LAX

JANUARY 2026

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 = 376

PROJECT ID: 5016-00-71

WITH: N/A



07

COUNTY: MONROE

DESIGN DESIGNATION 5016-00-01

A.A.D.T.	2026	=	1,431
A.A.D.T.	2046	=	2,127
D.H.V.	2046	=	314
D.D.		=	57/43
T.		=	18.7%
DESIGN SPEED		=	60 M.P.H.
ESALS		=	490,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T. CHRISTIANA - T. PORTLAND (CTH PC)

VERNON CO LINE TO STH 33

CTH PC
MONROE COUNTY

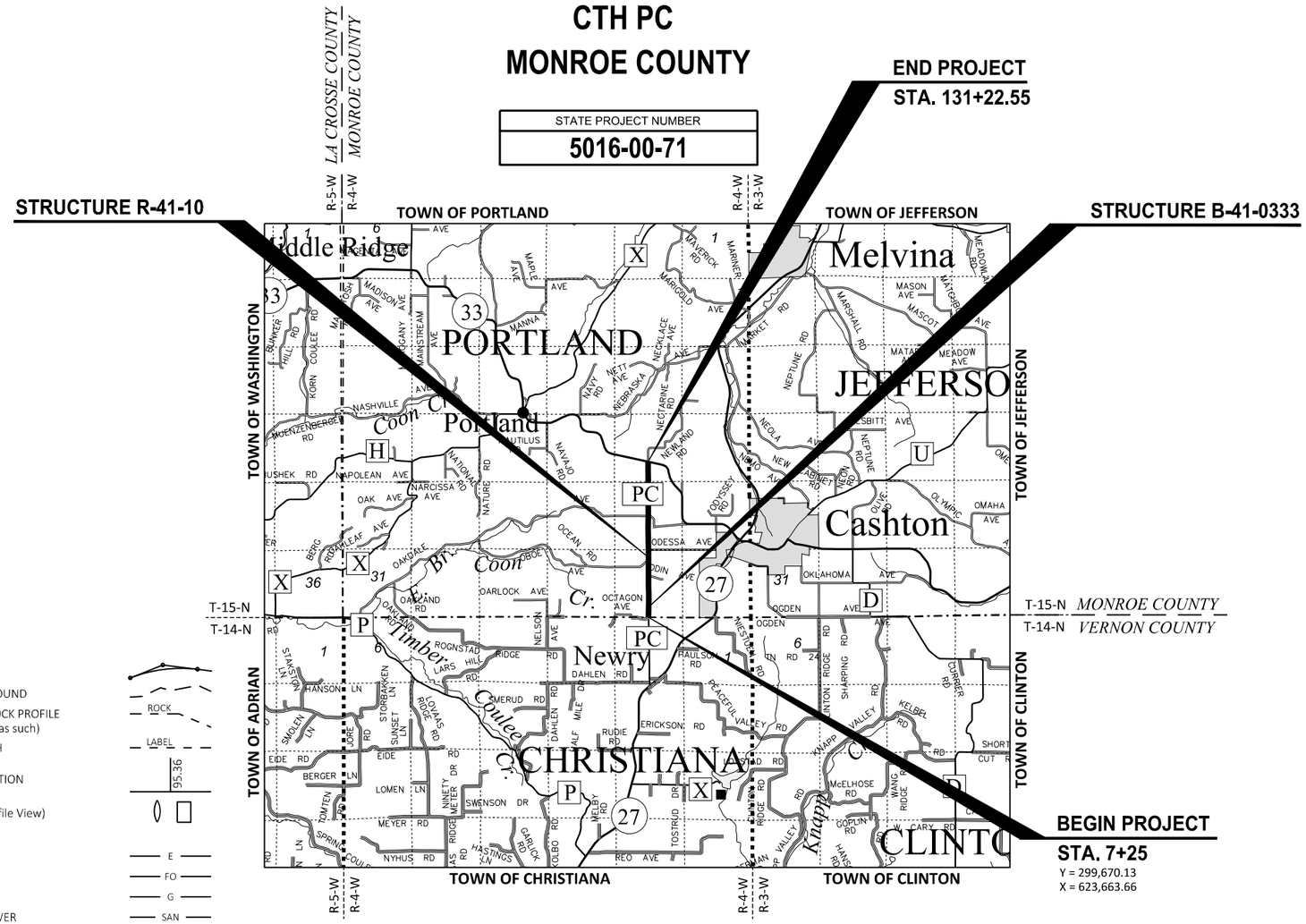
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5016-00-71	WISC 2026127	1

STATE PROJECT NUMBER
5016-00-71

END PROJECT
STA. 131+22.55

STRUCTURE R-41-10

STRUCTURE B-41-0333



BEGIN PROJECT
STA. 7+25
Y = 299,670.13
X = 623,663.66

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 2.348

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MONROE 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 12A

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'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

ACCEPTED FOR

COUNTY of MONROE

06/16/25 (Date) (Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

WISCONSIN
JEFFREY D. SMITH
E-36291
VERONA, WI
PROFESSIONAL ENGINEER

6/5/2025 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	DELLA KOENIG, P.E.
Regional Examiner	WISDOT SW REGION
Regional Supervisor	KYLE HEMP, P.E.

APPROVED | DATE: Digitally signed by Della Koenig P.E. Date: 2025.07.16 08:41:24-05'00' (Signature)

E

2

GENERAL NOTES

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

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

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE, AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20 OR NO. 70A), AND EROSION MATTED/MULCHED AS DIRECTED BY THE ENGINEER. DO NOT USE FERTILIZER IN WETLAND AREAS.

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

SILT FENCE, TEMPORARY DITCH CHECK, AND CULVERT PIPE CHECK BID ITEMS SHALL BE PLACED AS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER. PLACE SILT FENCE PRIOR TO START OF CONSTRUCTION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

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

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

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

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

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

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

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LBS/SY/IN.

4 1/2-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2 1/2-INCH LOWER LAYER CONSISTING OF HMA PAVEMENT 4 LT 58-28 S AND A 2-INCH UPPER LAYER CONSISTING OF HMA PAVEMENT 4 LT 58-28 S.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.06 GAL/SY.

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

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

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

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

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA WHICH MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND OR A DIRECT CALL TO THE UTILITIES WHICH HAVE FACILITIES IN THE AREA.

ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED DURING CONSTRUCTION UNLESS OTHERWISE DETERMINED BY THE ENGINEER IN THE FIELD.

THE SOILS REPORT MAY BE OBTAINED FROM THE ENGINEER.

CONTACTS

DESIGN CONSULTANT:
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1001 FOURIER DRIVE SUITE 104
MADISON, WI 53717
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PH: (608) 459-6091
EMAIL: jeff.smith@jewellassoc.com

MONROE COUNTY HIGHWAY DEPARTMENT:
DAVID OHNSTAD, COMMISSIONER
803 WASHINGTON STREET
SPARTA, WI 54656
PH: (608) 269-8740
CELL: (608) 487-6216
EMAIL: david.ohnstad@co.monroe.wi.us

WDNR LIAISON:
WISCONSIN DEPT. OF NATURAL RESOURCES
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: KAREN KALVELAGE
PH: (608) 406-7880
EMAIL: karen.kalvelage@wisconsin.gov

WISCONSIN DEPARTMENT OF TRANSPORTATION:
WISDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: DELLA KOENIG, P.E.
PH: (608) 246-7963
EMAIL: della.koenig@dot.wi.gov

UTILITIES

ELECTRICITY

DAIRYLAND POWER COOPERATIVE
ATTN: JASON HOVEY
3200 EAST AVENUE SOUTH
LA CROSSE, WI 54602
PH: (608) 518-1436
EMAIL: jason.hovey@dairylandpower.com

VERNON ELECTRIC COOPERATIVE
ATTN: MATT DAHLEN
110 SAUGSTAD ROAD
WESTBY, WI 54667
PH: (608) 634-7460
CELL: (608) 632-5427
EMAIL: mdahlen@vernonelectric.org

COMMUNICATION LINE

BRIGHTSPEED
ATTN: THOMAS MURRAY
333 N FRONT STREET
LA CROSSE, WI 54601
PH: (980) 376-1555
EMAIL: tom.l.murray@brightspeed.com

VERNON COMMUNICATIONS COOPERATIVE
ATTN: TODD TUNKS
103 N MAIN STREET
WESTBY, WI 54667
PH: (608) 634-3136
CELL: (608) 693-2409
EMAIL: ttunks@vernoncom.coop

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AEW	Apron Endwall	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AGG	Aggregate	JT	Joint	SEC	Section
AH	Ahead	JCT	Junction	SHLDR	Shoulder
<	Angle	LHF	Left-Hand Forward	SHR	Shrinkage
ASPH	Asphaltic	L	Length of Curve	SW	Sidewalk
AVG	Average	LIN FT or LF	Linear Foot	S	South
ADT	Average Daily Traffic			SQ	Square
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BK	Back	MH	Manhole	SY or SQ YD	Square Yard
BF	Back Face	MB	Mailbox	STD	Standard
BM	Bench Mark	ML or M/L	Match Line	SDD	Standard Detail Drawings
BR	Bridge	N	North	STH	State Trunk Highways
C or C/L	Center Line	Y	North Grid Coordinate	STA	Station
CC	Center to Center	OD	Outside Diameter	SS	Storm Sewer
C.E.	Commercial Entrance	PLE	Permanent Limited Easement	SG	Subgrade
CTH	County Trunk Highway			SE	Superelevation
CR	Creek	PT	Point	SL or S/L	Survey Line
CR	Crushed	PC	Point of Curvature	SV	Septic Vent
CY or CU YD	Cubic Yard	PI	Point of Intersection	T	Tangent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	TEL	Telephone
C & G	Curb and Gutter	PT	Point of Tangency	TEMP	Temporary
D	Degree of Curve	POC	Point On Curve	TI	Temporary Interest
DHV	Design Hour Volume	POT	Point on Tangent	TLE	Temporary Limited Easement
DIA	Diameter	PVC	Polyvinyl Chloride		
E	East	PCC	Portland Cement Concrete	t	Ton
X	East Grid Coordinate	LB	Pound	T or TN	Town
ELEC	Electric (al)	PSI	Pounds Per Square Inch	TRANS	Transition
EL or ELEV	Elevation	P.E.	Private Entrance	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	R	Radius	T	Trucks (percent of)
EBS	Excavation Below Subgrade	RR	Railroad	TYP	Typical
FF	Face to Face	R	Range	UNCL	Unclassified
F.E.	Field Entrance	RL or R/L	Reference Line	UG	Underground Cable
F	Fill	RP	Reference Point	USH	United States Highway
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	VAR	Variable
FL or F/L	Flow Line	REQD	Required	V	Velocity or Design Speed
FT	Foot	RES	Residence or Residential	VERT	Vertical
FTG	Footing	RW	Retaining Wall	VC	Vertical Curve
GN	Grid North	RT	Right	VOL	Volume
HT	Height	RHF	Right-Hand Forward	WM	Water Main
CWT	Hundredweight	R/W	Right-of-Way	WV	Water Valve
HYD	Hydrant	RD	Road	W	West
INL	Inlet	R	River	WB	Westbound
ID	Inside Diameter			YD	Yard

ORDER OF SECTION 2 SHEETS:

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

	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= 54.46 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 43.94 ACRES

2

BEGIN PROJECT
5016-00-71
STA. 7+25.00

OCTAGON AVE.

'A'-LINE (OCTAGON AVENUE)
(STA. 200'A'+00 - STA. 203'A'+48.80)

'N'-LINE (P.E.)
(STA. 1500'N'+32.47 - STA. 1506'N'+29.47)

STRUCTURE B-41-0333

'B'-LINE (P.E.)
(STA. 300'B'+00 - STA. 301'B'+55.57)

1505'N'

10 15 20 25 30 35 40 45 50 55 60 65 70 7

TOWN OF CHRISTIANA
VERNON COUNTY

TOWN OF PORTLAND
MONROE COUNTY

FINISHED C/L
CTH PC

'C'-LINE (P.E.)
(STA. 400'C'+21.08 - STA. 401'C'+93.05)

'D'-LINE (ODIN AVENUE)
(STA. 500'D'+18 - STA. 502'D'+75)

ODIN AVE.

502'D'

'O'-LINE (P.E.)
(STA. 1600'O'+18.55 - STA. 1601'O'+17.37)

OBOE AVE.

'E'-LINE (OBOE AVENUE)
(STA. 601'E'+00 - STA. 604'E'+30.94)

'P'-Line (P.E.)
(STA. 1700'P'+02.59 - STA. 1700'P'+80.62)

'H'-LINE (CEMETERY DWY)
(STA. 900'H'+18.01 - STA. 900'H'+89.83)

702'F'

'F'-LINE (P.E.)
(STA. 700'F'+18.02 - STA. 702'F'+82.36)

RETAINING WALL R-41-10

'G'-LINE (FRONTAGE ROAD)
(STA. 800'G'+00 - STA. 805'G'+50)

1002'I'

ODESSA AVE.

'I'-LINE (ODESSA AVENUE)
(STA. 1000'I'+18.06 - STA. 1002'I'+00.00)

MATCHLINE STA. 75+00

MATCHLINE STA. 75+00

OAKDALE AVE.

'J'-LINE (OAKDALE AVENUE)
(STA. 1101'J'+00 - STA. 1115'J'+50)

1105'J'

'K'-LINE (P.E.)
(STA. 1200'K'+13.05 - STA. 1201'K'+75.00)

1110'J'

1115'J'

80 85 90 95 100 105 110 115 120 125 130

OAKDALE AVE.

OCTOBER AVE.

'L'-LINE (P.E.)
(STA. 1300'L'+18.00 - STA. 1302'L'+98.17)

STA BACK = 102+19.55

STA AHEAD = 102+14.49

EQUATION

FINISHED C/L
CTH PC

STH 33

END PROJECT
5016-00-71
STA. 131+22.55

NEWLAND RD.

1405'M'

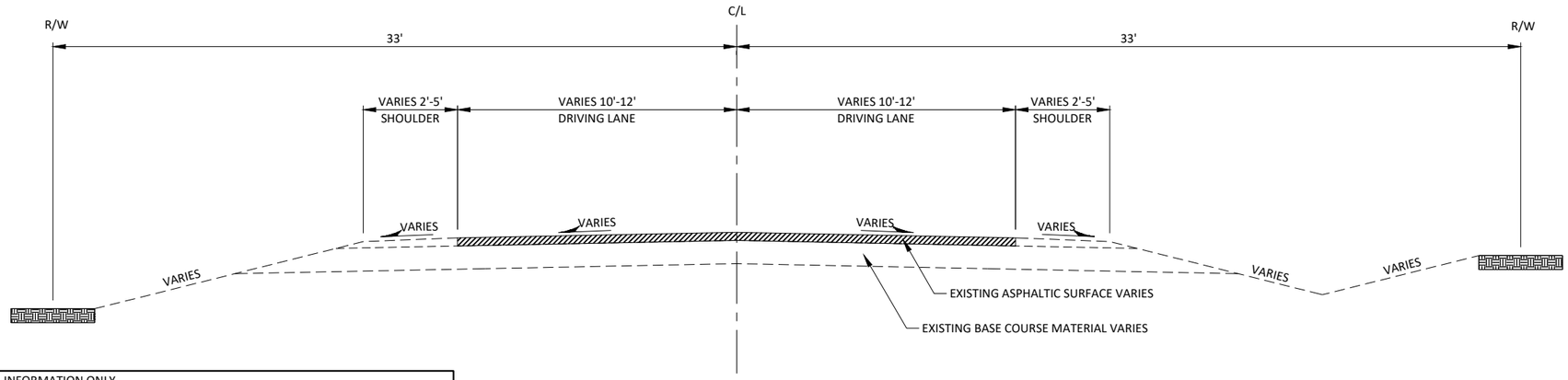
'M'-LINE (STH 33)
(STA. 1402'M'+00.00 - STA. 1404'M'+91.75)

STH 33

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PROJECT OVERVIEW.DWG PLOT DATE : 6/12/2025 4:15:51 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : PROPOSED

2



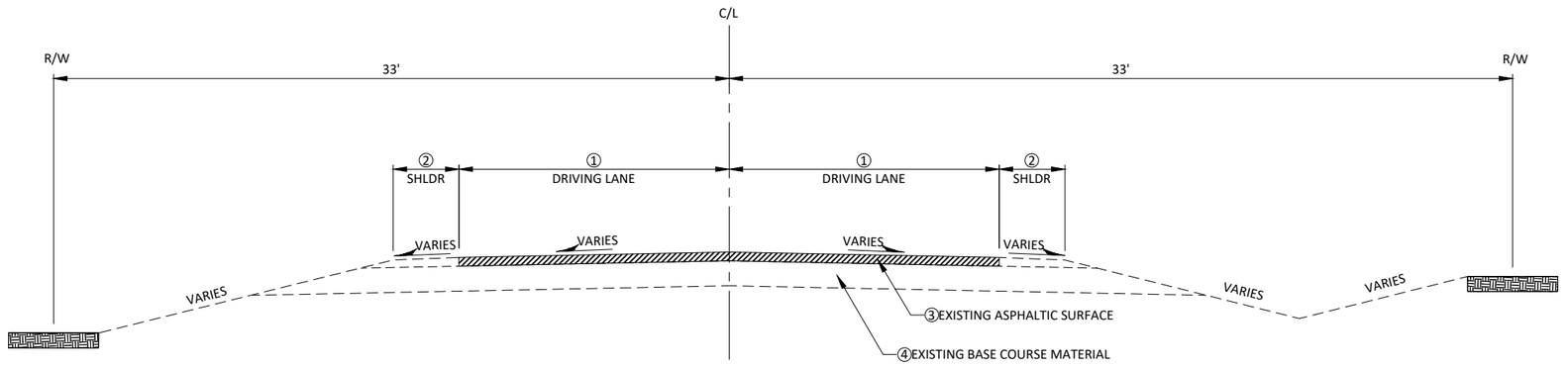
FOR INFORMATION ONLY

BORING LOG

NO.	STATION/OFFSET	EXISTING ASPHALTIC SURFACE THICKNESS (IN.) (LAYER 1)	EXISTING B.A.D. THICKNESS (IN.) (LAYER 1)	EXISTING ASPHALTIC SURFACE THICKNESS (IN.) (LAYER 2)	EXISTING B.A.D. THICKNESS (IN.) (LAYER 2)
1	16+00, 5' RT.	1.5	12.5	3	5
2	26+00, 6' LT.	3	10	-	-
3	26+50, 5' RT.	2.5	11.5	-	-
4	31+00, 5' RT.	2.5	21.5	-	-
5	42+25, 5' RT.	1	11	1	4
6	54+00, 19' RT.	-	-	-	-
7	56+50, 20' RT.	-	-	-	-
8	65+00, 1' RT.	-	-	-	-
9	79+00, 6' RT.	2	13.5	-	-
10	101+00, 5' RT.	3.5	2.5	1	10
11	121+00, 5' LT.	3	17	-	-

TYPICAL EXISTING SECTION - MAINLINE

CTH PC
STA. 7+25 - 131+22.55



TYPICAL EXISTING SECTION - SIDE ROAD

SIDEROAD	① (FT.)	② (FT.)	③ & ④ (INCH)
'A'-LINE (OCTAGON AVE.)	9'	2'	"SEE NOTE A"
'D'-LINE (ODIN AVE.)	9'	VARIES 0'-1'	"SEE NOTE A"
'E'-LINE (OBOE AVE.)	9'	VARIES 2.5'-3.5'	"SEE NOTE B"
'I'-LINE (ODESSA AVE.)	11'	VARIES 0'-2'	"SEE NOTE C"
'J'-LINE (OAKDALE AVE.)	11'	VARIES 0'-2'	"SEE NOTE A"

NOTES:

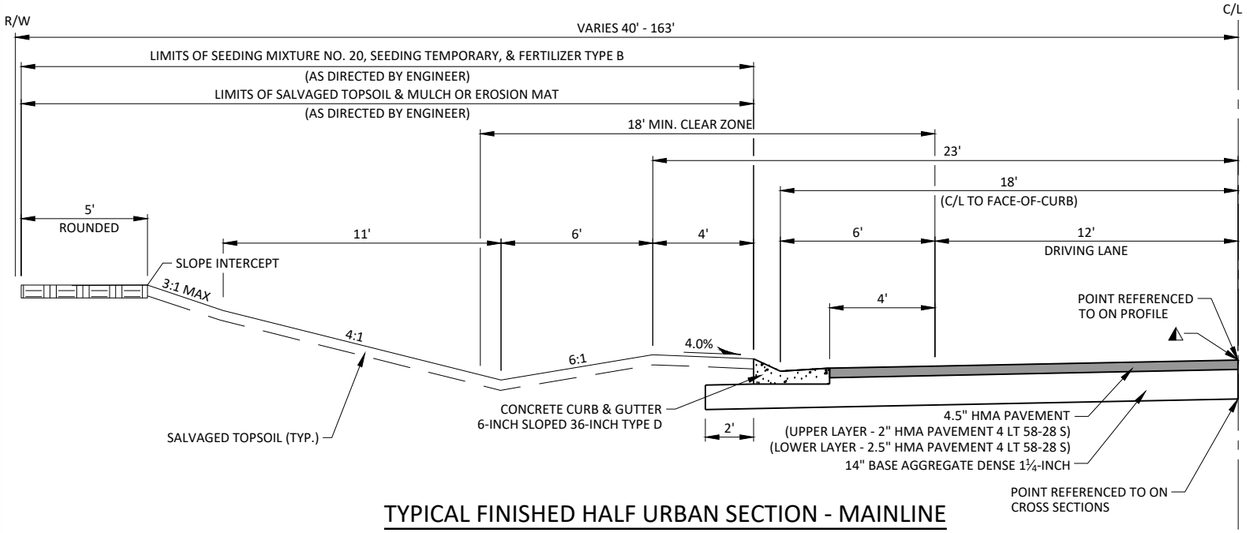
Ⓐ WISLR REPORTS < 1-INCH WEARING SURFACE

Ⓑ WISLR REPORTS HMA PAVEMENT (DEPTH UNKNOWN)

Ⓒ WISLR REPORTS HMA OVERLAYED/CHIP SEAL (DEPTH UNKNOWN)

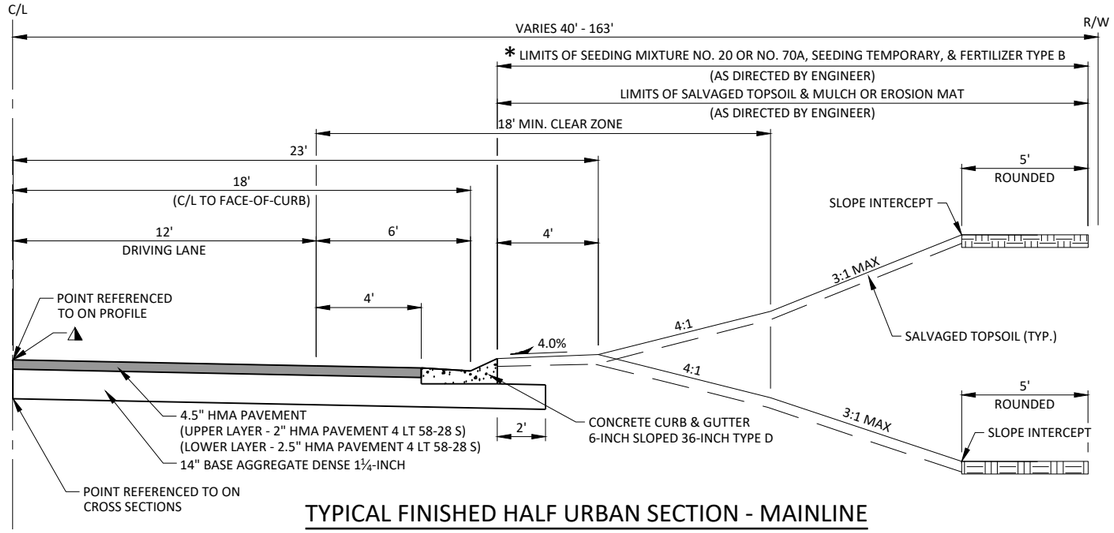
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TYPICAL EXISTING SECTIONS	SHEET 4	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\TYPICALS\CTH PC DESIGN TYPICALS.DWG
PLOT DATE : 6/12/2025 4:15:57 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:5 FT
LAYOUT : EXISTING - 1



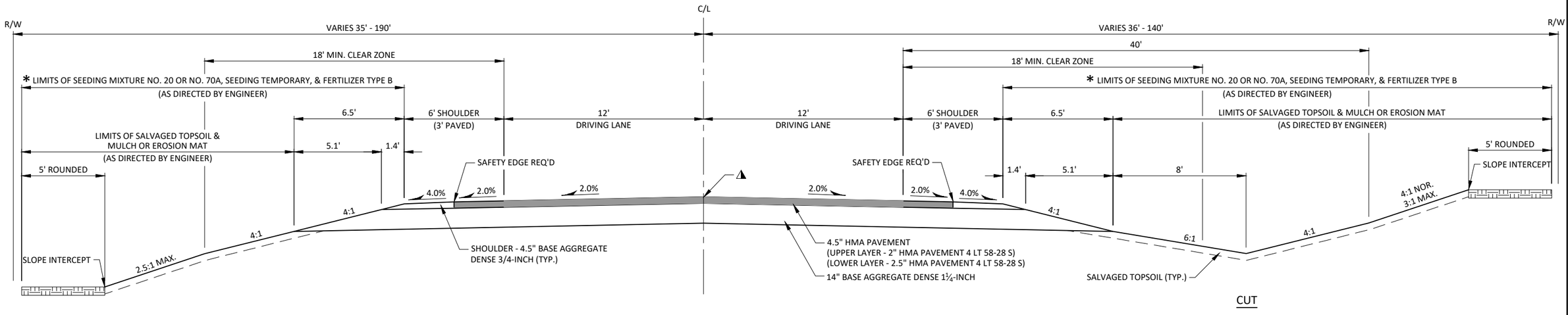
TYPICAL FINISHED HALF URBAN SECTION - MAINLINE

STA. 53+91 - STA. 59+00, LT.



TYPICAL FINISHED HALF URBAN SECTION - MAINLINE

STA. 9+53 - STA. 24+32, LT.
STA. 39+25 - STA. 43+00, LT.
STA. 59+00 - STA. 61+95, LT.
STA. 52+85 - STA. 61+99, RT.
STA 63+50 - STA 67+05 LT
STA. 77+00 - STA. 81+05, RT.
STA. 95+50 - STA. 100+05, RT.



FILL

CUT

TYPICAL FINISHED SECTION - MAINLINE

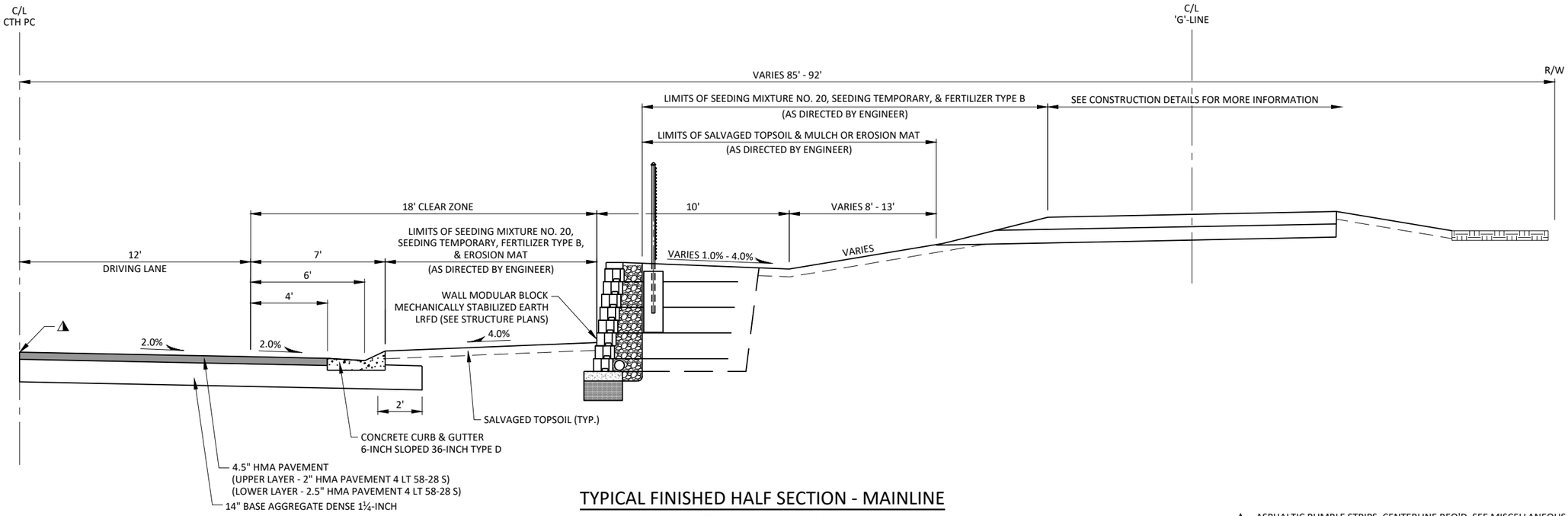
STA. 7+25 - STA. 131+22.55

⚠ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

* SEEDING MIXTURE NO. 70 A REQ'D
STA. 7+25 - STA. 8+78, LT.
STA. 13+00 - STA. 23+00, LT.
STA. 15+00 - STA. 23+00, RT.

ALL OTHER AREAS ARE TO BE SEEDED WITH SEEDING MIXTURE NO. 20

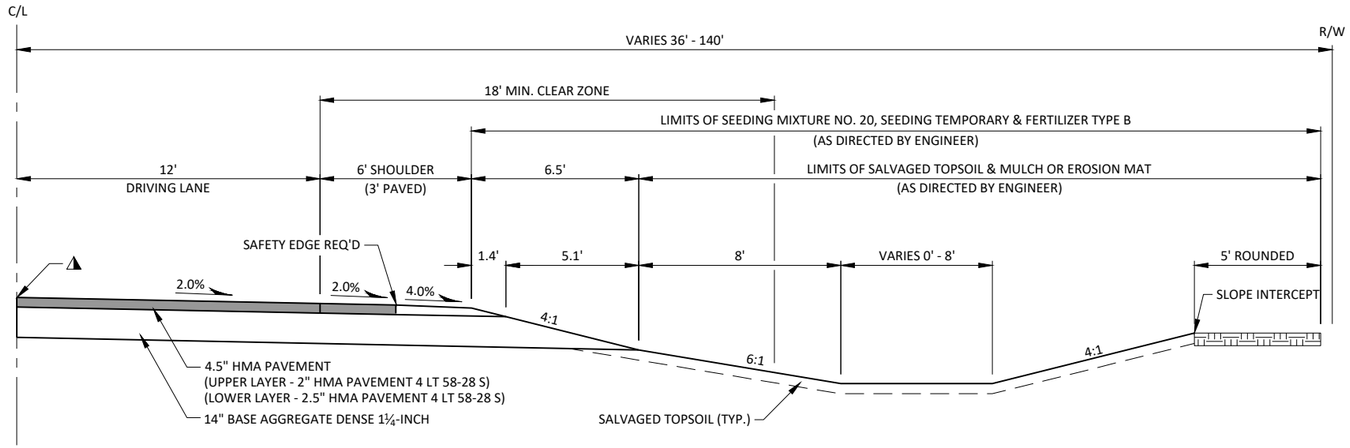
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TYPICAL FINISHED SECTIONS	SHEET 5	E



TYPICAL FINISHED HALF SECTION - MAINLINE

STA. 55+75 - STA. 58+30, RT.

⚠ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.



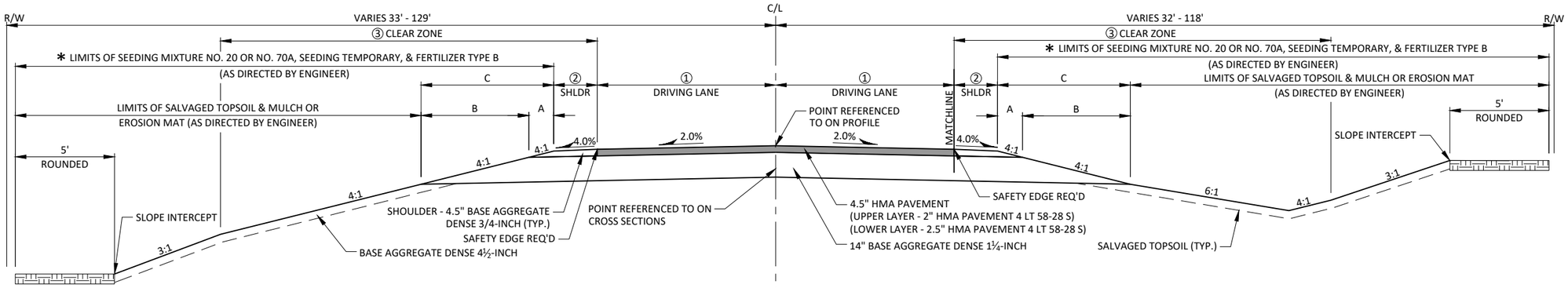
CUT

TYPICAL FINISHED HALF SECTION - MAINLINE

STA. 31+00 - STA. 35+00, RT.
STA. 51+50 - STA. 52+50, RT.
STA. 72+25 - STA. 75+00, RT.
STA. 74+95 - STA. 76+00, LT.
STA. 88+81 - STA. 92+00, LT.
STA. 128+00 - STA. 130+53, RT.

⚠ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

2

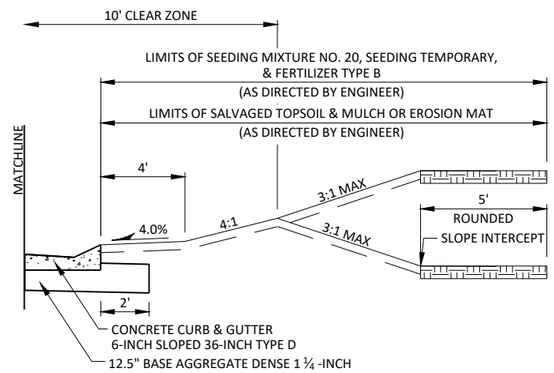


FILL

CUT

TYPICAL FINISHED SECTION - SIDE ROAD

SIDEROAD	STATION - STATION	① (FT.)	② (FT.)	③ (FT.)	A (FT.)	B (FT.)	C (FT.)
'A'-LINE (OCTAGON AVE.)	STA. 200'A'+00 - STA. 203'A'+48.80	10	2	10	1.5	5.0	6.5
'D'-LINE (ODIN AVE.)	STA. 500'D'+18.00 - STA. 502'D'+75.00	10	2	10	1.5	5.0	6.5
'E'-LINE (OBOE AVE.)	STA. 601'E'+00.00 - STA. 605'E'+30.94	10	2	10	1.5	5.0	6.5
'I'-LINE (ODESSA AVE.)	STA. 1000'I'+18.06 - STA. 1002'I'+00.00	11	2	10	1.5	5.0	6.5
'J'-LINE (OAKDALE AVE.)	STA. 1101'J'+00.00 - STA. 1115'J'+50.00	11	2	19	1.5	5.0	6.5



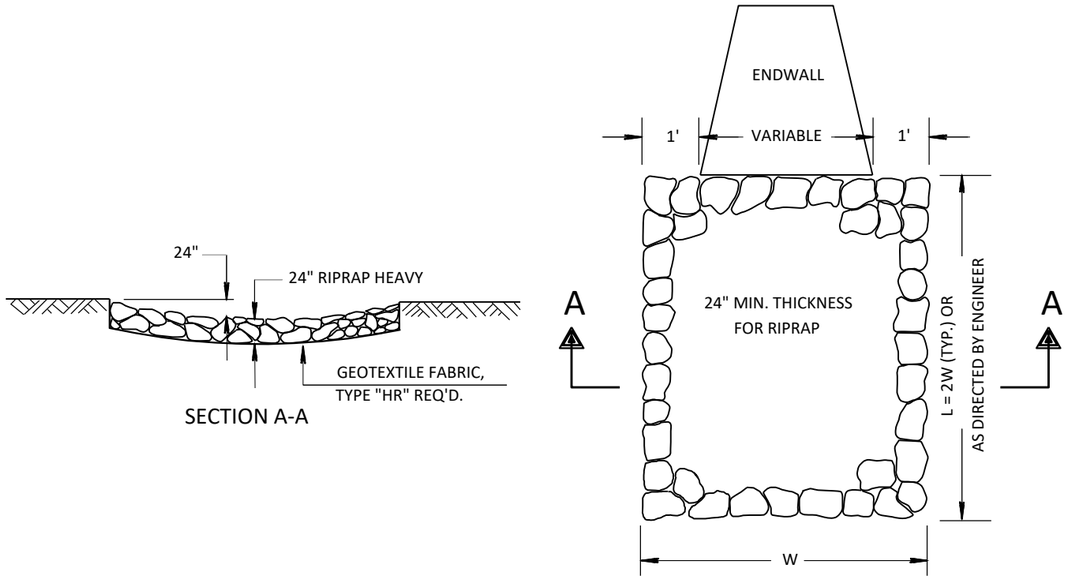
TYPICAL PARTIAL FINISHED SECTION - SIDE ROAD

STA. 1000'I'+73 - STA. 1002'I'+00, RT.

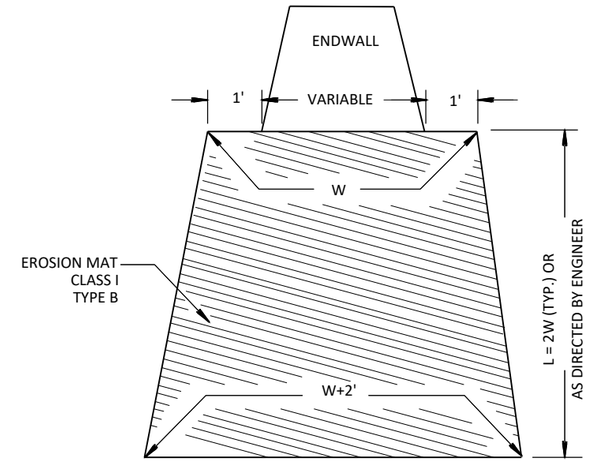
* SEEDING MIXTURE NO. 70 A REQ'D
STA. 200'A'+00 - STA. 203'A'+66.80, RT.

ALL OTHER AREAS ARE TO BE SEEDED WITH SEEDING MIXTURE NO. 20

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TYPICAL FINISHED SECTIONS	SHEET 7	E

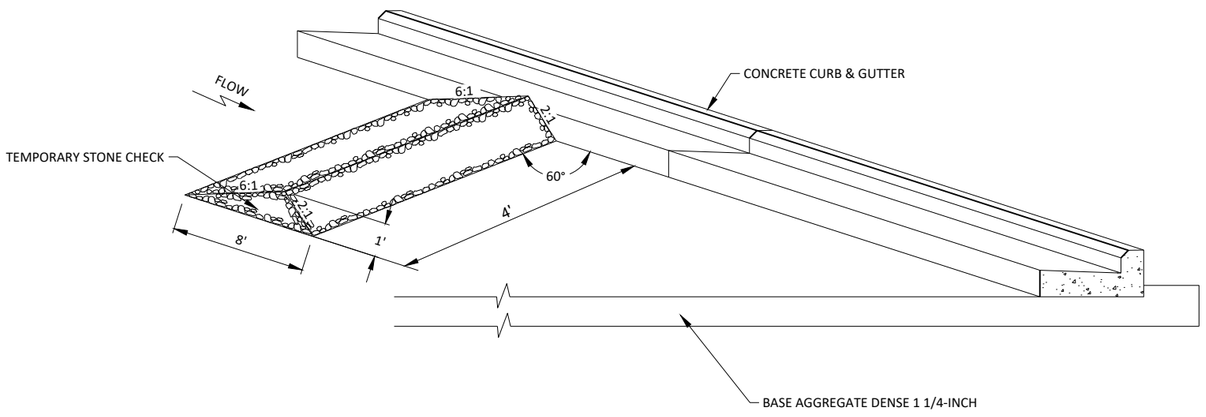


RIPRAP HEAVY TREATMENT AT CULVERTS



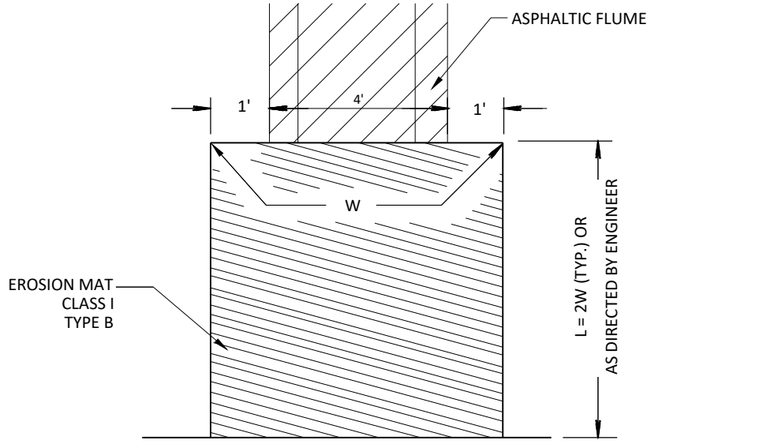
EROSION MAT CLASS I TYPE B TREATMENT AT CULVERTS

SEE EROSION CONTROL PLAN
SHEET FOR LOCATION



TEMPORARY STONE CHECKS

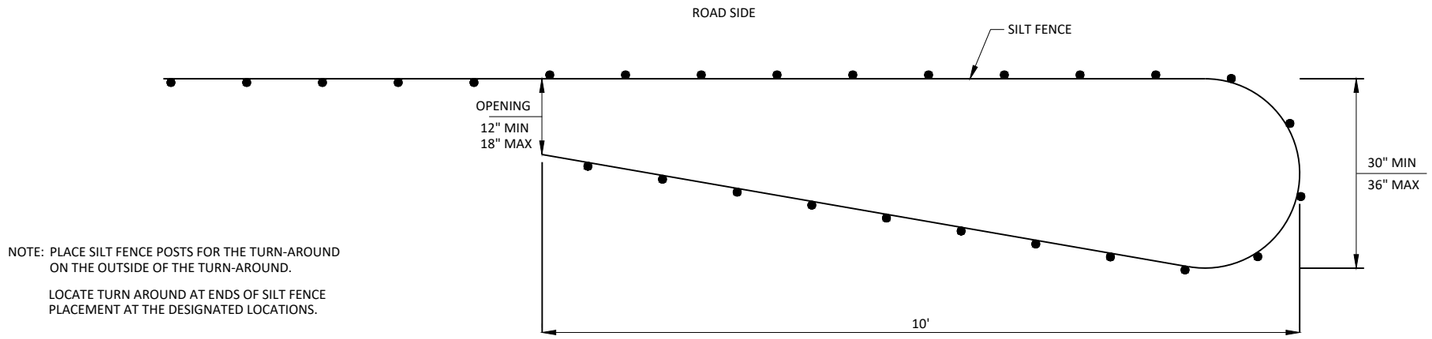
(SEE MISCELLANEOUS QUANTITIES SHEET FOR LOCATION)



EROSION MAT CLASS I TYPE B TREATMENT AT ASPHALTIC FLUMES

SEE EROSION CONTROL PLAN
SHEET FOR LOCATION AND DIMENSIONS

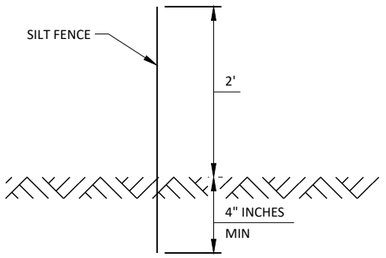
2



PLAN VIEW

NOTE: PLACE SILT FENCE POSTS FOR THE TURN-AROUND ON THE OUTSIDE OF THE TURN-AROUND.

LOCATE TURN AROUND AT ENDS OF SILT FENCE PLACEMENT AT THE DESIGNATED LOCATIONS.



PROFILE VIEW

SILT FENCE TURN-AROUND DETAIL

STA. 23+15, RT.
STA. 24+90, LT.
STA. 27+40, LT.
STA. 27+40, RT.

2

SUPERELEVATION TABLE-CURVE 1

MAINTAIN NORMAL CROWN THROUGH CURVE 1

SUPERELEVATION TABLE-CURVE 2

MAINTAIN NORMAL CROWN THROUGH CURVE 2

SUPERELEVATION TABLE-CURVE 3

MAINTAIN NORMAL CROWN THROUGH CURVE 3

SUPERELEVATION TABLE-CURVE 4

TRANSITION EVENT POINTS		SLOPE	
LOCATION	STATION	LEFT LANE	RIGHT LANE
END NORMAL CROWN	52+74	-2.0%	-2.0%
LEVEL CROWN	53+27	0.0%	-2.0%
REVERSE CROWN	53+81	2.0%	-2.0%
BEGIN FULL SUPER	54+04	2.9%	-2.9%
END FULL SUPER	63+03	2.9%	-2.9%
TRANSITION STATION	63+50	1.1%	-1.1%
TRANSITION STATION	63+80	0.0%	0.0%

SUPERELEVATION TABLE-CURVE 5

TRANSITION EVENT POINTS		SLOPE	
LOCATION	STATION	LEFT LANE	RIGHT LANE
TRANSITION STATION	63+80	0.0%	0.0%
TRANSITION STATION	64+00	-0.8%	0.8%
TRANSITION STATION	64+50	-2.6%	2.6%
BEGIN FULL SUPER	64+57	-2.9%	2.9%
END FULL SUPER	69+41	-2.9%	2.9%
REVERSE CROWN	69+65	-2.0%	2.0%
LEVEL CROWN	70+18	-2.0%	0.0%
BEGIN NORMAL CROWN	70+71	-2.0%	-2.0%

SUPERELEVATION TABLE-CURVE 6

MAINTAIN NORMAL CROWN THROUGH CURVE 6

SUPERELEVATION TABLE-CURVE 7

MAINTAIN NORMAL CROWN THROUGH CURVE 7

SUPERELEVATION TABLE-CURVE 8

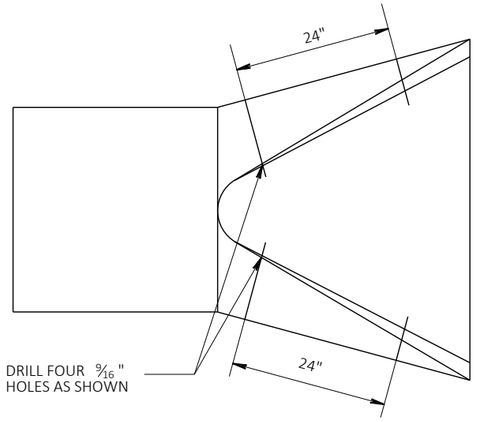
MAINTAIN NORMAL CROWN THROUGH CURVE 8

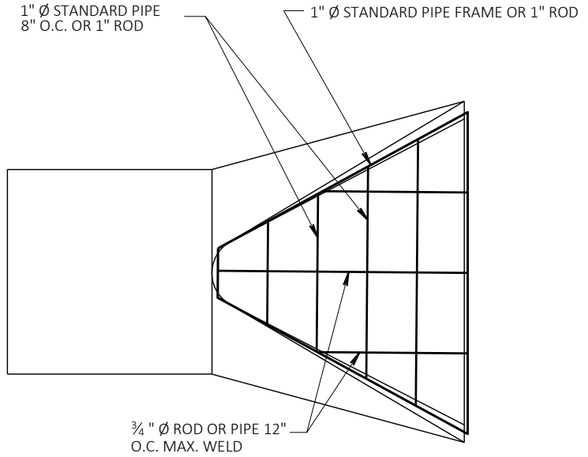
CULVERT LAYOUT TABLE

STATION	LOCATION	DIAMETER (IN.)	SKEW ANGLE	UPSTREAM					DOWNSTREAM				
				STATION	OFFSET	Y	X	Z	STATION	OFFSET	Y	X	Z
43+00	MAINLINE	30	38.0° LHF	43+28.01	-36.23'	303,272.79	623,624.65	1,256.39	42+73.79	33.08'	303,218.83	623,694.16	1,254.40
46+20	MAINLINE	24	25.8° LHF	46+34.48	-30.54'	303,578.48	623,625.68	1,274.41	46+01.48	37.75'	303,547.33	623,694.83	1,269.60
52+63	MAINLINE	24	10.7° LHF	52+70.34	-37.34'	304,211.06	623,583.63	1,309.03	52+57.71	29.48'	304,203.96	623,651.27	1,308.08
72+75	MAINLINE	72	31.1° LHF	72+09.56	107.89'	306,151.73	623,746.09	1,261.14	73+44.94	-116.44'	306,284.71	623,520.33	1,254.67
87+24	MAINLINE	30	8.6° RHF	87+33.64	65.26'	307,672.85	623,729.01	1,269.88	87+13.27	-69.21'	307,655.16	623,594.17	1,266.72
88+13	MAINLINE	60	44.7° RHF	88+83.10	71.22'	307,823.14	623,736.82	1,269.68	87+49.38	-63.72'	307,690.95	623,600.34	1,267.01
112+50	MAINLINE	60	18.6° RHF	112+71.01	62.57'	310,216.15	623,700.62	1,276.83	112+25.81	-72.05'	310,170.60	623,566.12	1,272.09
126+64	MAINLINE	24	39.6° RHF	126+99.65	43.18'	311,644.86	623,665.81	1,334.48	126+18.15	-55.52'	311,562.57	623,567.77	1,327.49
203'A'+09	'A'-LINE	24	NO SKEW	203'A'+08.90	29.00'	299,793.90	623,604.22	1,237.67	203'A'+08.90	-37.00'	299,859.89	623,603.58	1,237.31
500'D'+54	'D'-LNE	35X24	11.4° LHF	500'D'+60.57	-34.31'	303,183.04	623,722.38	1,251.21	500'D'+44.75	44.11'	303,104.84	623,705.47	1,249.87
603'E'+57	'E'-LINE	24	27.1° RHF	603'E'+41.58	-34.21'	304,283.31	623,505.30	1,313.31	603'E'+71.07	26.63'	304,225.91	623,541.75	1,311.54
1108'J'+43	'J'-LINE	24	3.6° LHF	1108'J'+46.45	-47.91'	307,813.82	623,578.53	1,272.42	1108'J'+39.53	63.88'	307,702.34	623,567.74	1,269.27
1108'J'+51	'J'-LINE	30	3.6° LHF	1108'J'+54.21	-51.90'	307,817.54	623,586.43	1,271.42	1108'J'+46.67	69.87'	307,696.10	623,574.67	1,267.92

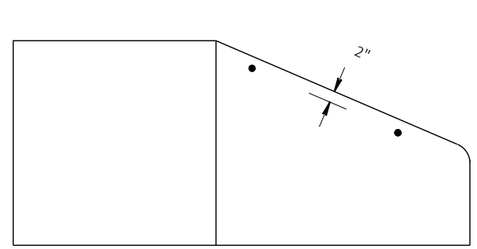
NOTE: P.E. / F.E. / C.E. CULVERT PIPES NOT INCLUDED IN TABLE. (SEE PLAN & PROFILE SHEETS)

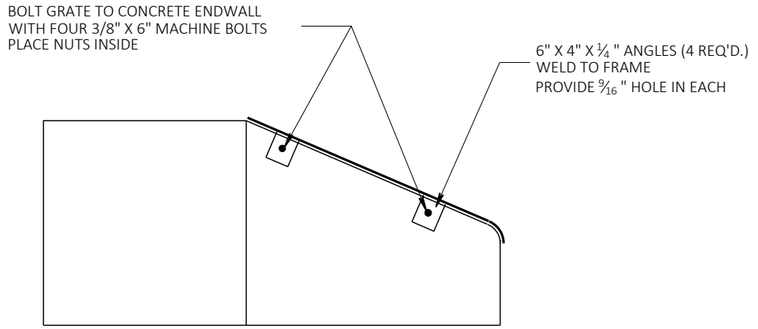
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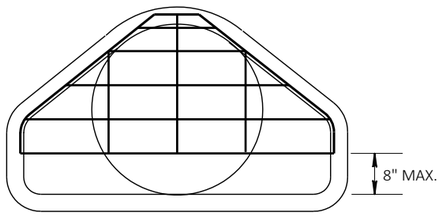




AT EACH PIPE







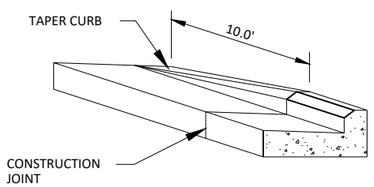
PIPE GRATE DETAIL

SEE STORM SEWER DETAILS FOR LOCATIONS

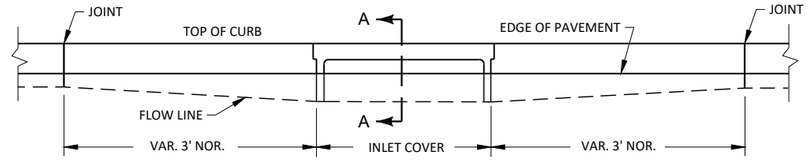
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CONTROL POINTS

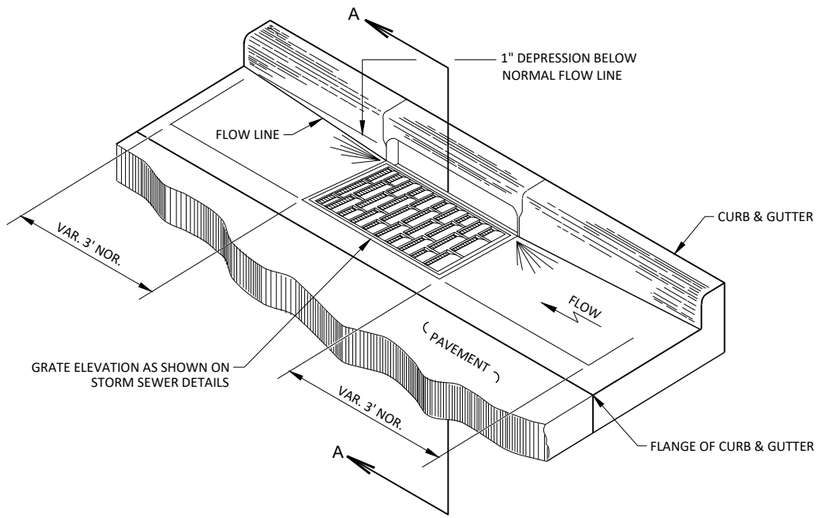
NO.	STA.	DESCRIPTION	Y	X	Z
1	7+63	¾" I.R.S., 20.5' LT.	299,708.28	623,642.66	1241.80
2	200'A'+29	¾" I.R.S., 13.9' RT.	299,814.38	623,322.99	1263.74
3	24+09	¾" I.R.S., 43.0' LT.	301,352.56	623,628.17	1223.61
4	28+46	¾" I.R.S., 90.5' RT.	301,791.66	623,754.50	1201.13
5	501'D'+02	¾" I.R.S., 9.9' LT.	303,158.04	623,763.80	1260.15
6	54+20	¾" I.R.S., 66.8' LT.	304,357.30	623,541.24	1327.53
7	1001'I'+65	¾" I.R.S., 13.5' LT.	305,225.04	623,769.93	1329.67
8	69+94	¾" I.R.S., 44.8' LT.	305,934.06	623,595.71	1302.24
9	80+88	¾" I.R.S., 22.7' RT.	307,028.06	623,662.03	1306.45
10	1111'J'+49	¾" I.R.S., 67.6' LT.	307,799.99	623,901.58	1283.72
11	1107'J'+28	¾" I.R.S., 93.0' LT.	307,863.67	623,468.38	1278.36
12	102+45	¾" I.R.S., 75.8' LT.	309,190.29	623,559.74	1329.19
13	106+00	¾" I.R.S., 26.3' LT.	309,545.41	623,611.61	1305.80
14	116+03	¾" I.R.S., 52.5' LT.	310,547.84	623,584.68	1315.69
15	121+15	¾" I.R.S., 61.2' LT.	311,058.82	623,566.50	1342.55
16	130+91	¾" I.R.S., 38.2' RT.	312,036.10	623,657.70	1353.95
17	1403'M'+19	¾" I.R.S., 200.6' LT.	312,279.72	623,639.08	1358.93



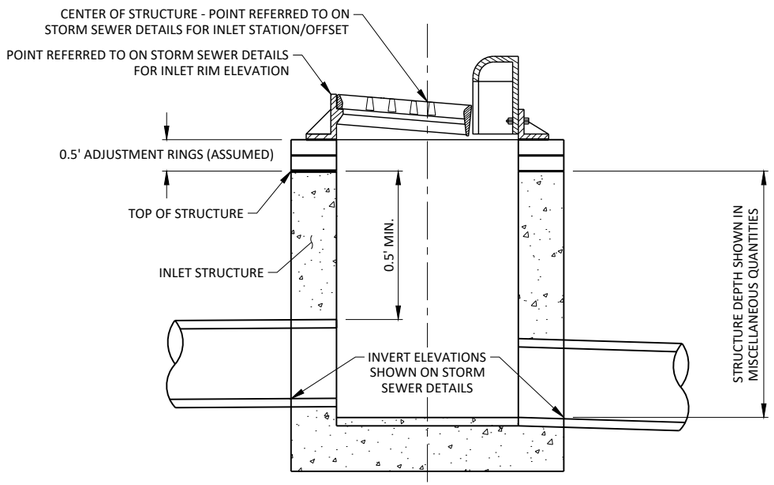
DETAIL OF CURB & GUTTER TERMINI



PROFILE VIEW



PLAN VIEW

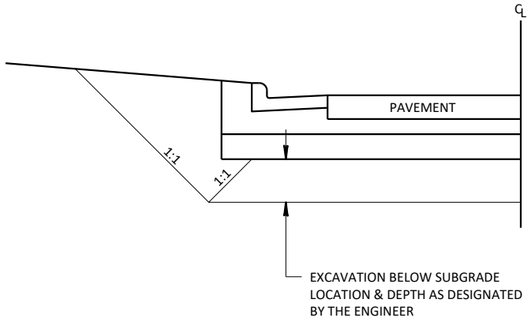


SECTION A-A
TYPE H INLET SHOWN

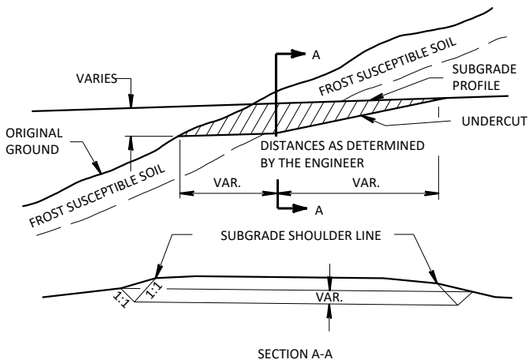
DETAIL OF CURB AND GUTTER AT INLETS

2

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 12	E



URBAN DETAIL FOR EXCAVATION BELOW SUBGRADE



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

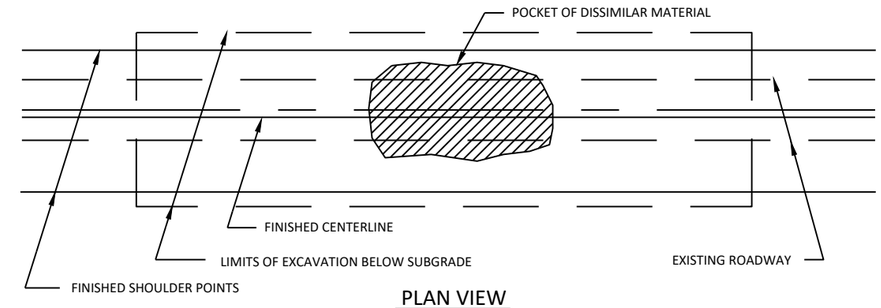
DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS

E.B.S. AREA TO BE BACKFILLED WITH BREAKER RUN.

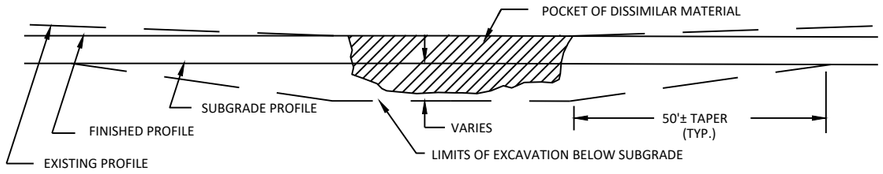
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

NOTE: FOR EARTHWORK ESTIMATING PURPOSES, 2 FEET DEEP E.B.S. WAS ASSUMED IN CUT AREAS.

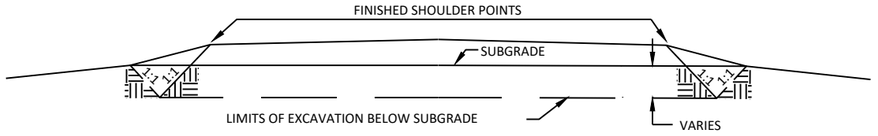
EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.



PLAN VIEW



PROFILE VIEW



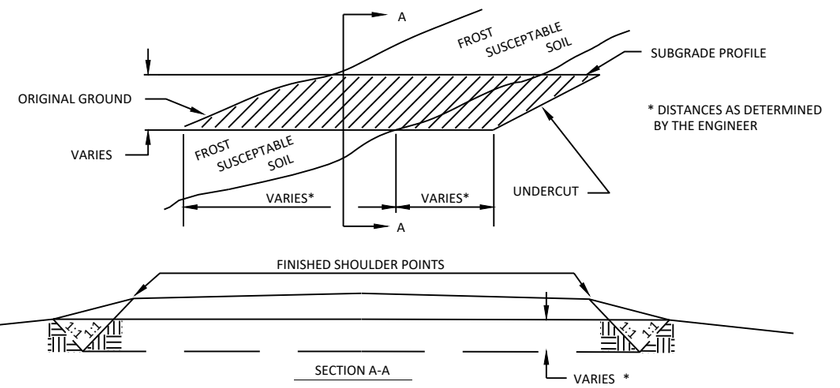
CROSS SECTION VIEW

1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

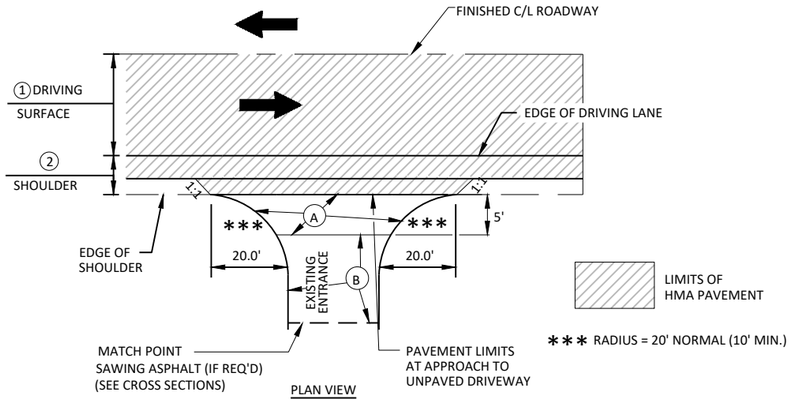
2. E.B.S. AREA TO BE BACKFILLED WITH BREAKER RUN AND GEOTEXTILE TYPE SR OR WITH MATERIAL ACCEPTABLE TO THE ENGINEER.

3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (E.B.S.)



DETAIL FOR EXCAVATION AT MOUTH OF CUTS

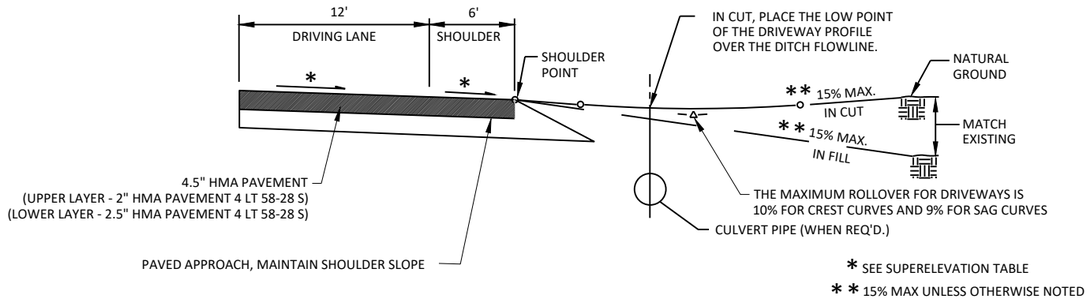


PLAN VIEW

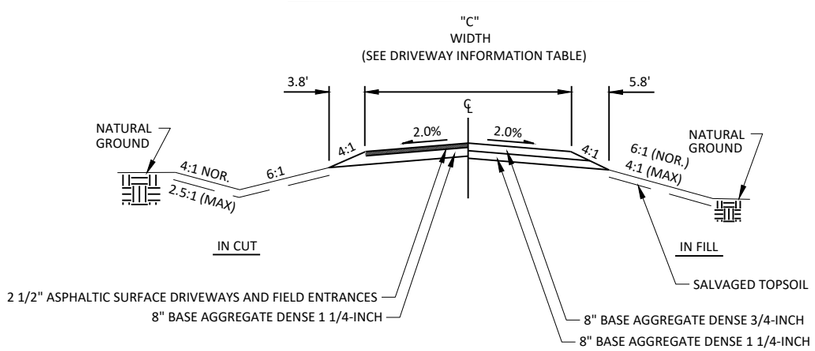
RURAL ENTRANCE DETAIL

ROADWAY	1	2
CTH PC	12'	6' (3' PAVED)
'E'-LINE (OBOE AVE)	10'	2' (0' PAVED)
'J'-LINE (OAKDALE AVE)	11'	2' (0' PAVED)

	EXISTING	PROPOSED
A	ALL TYPES	2 1/2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH
B	CRUSHED AGGREGATE BASE COURSE	8" BASE AGGREGATE DENSE 3/4-INCH OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH
	ASPHALT	2 1/2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH



TYPICAL RURAL ENTRANCE PROFILES

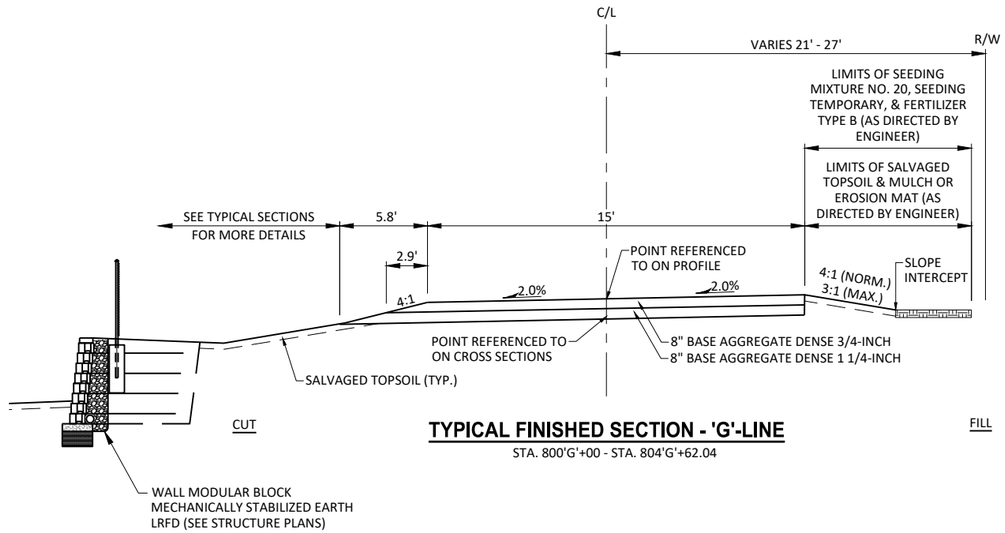


TYPICAL CROSS-SECTION FOR RURAL ENTRANCE

(SEE TYPICAL CROSS SECTION FOR 'G'-LINE)

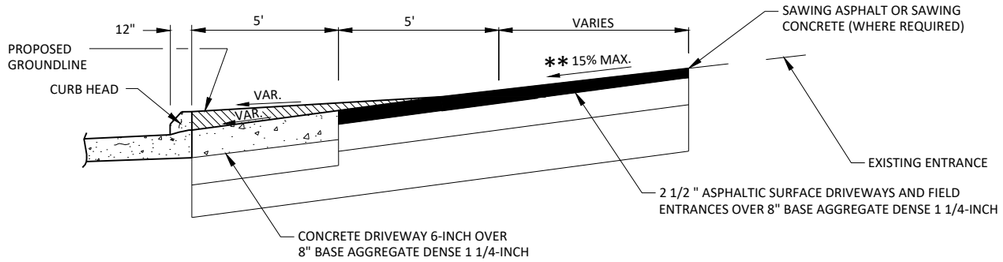
RURAL DRIVEWAY INFORMATION TABLE

STATION	TYPE	EXISTING PAVEMENT STRUCTURE	PROPOSED PAVEMENT STRUCTURE B	"C" WIDTH
7+51, RT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16
10+82, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
11+66, RT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
28+50, LT. ('B'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
28+50, RT. ('C'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
33+97, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
47+68, RT. ('O'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
50+09, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	11
50+91, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
67+84, LT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
68+01, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	26
69+90, LT. ('P'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	10
75+55, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
91+51, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	20
101+00, RT. ('L'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	20
106+01, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16
108+14, LT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16
109+68, LT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	20
110+90, LT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16
115+54, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
123+01, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	24
123+01, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
129+51, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
602'E'+83, RT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	9
803'G'+02, RT.	P.E.	ASPHALT	2 1/2" ASPHALTIC SURFACE OVER 8" B.A.D. (1 1/4-INCH)	10
1103'J'+70, RT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	18
1107'J'+33, LT. ('K'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12



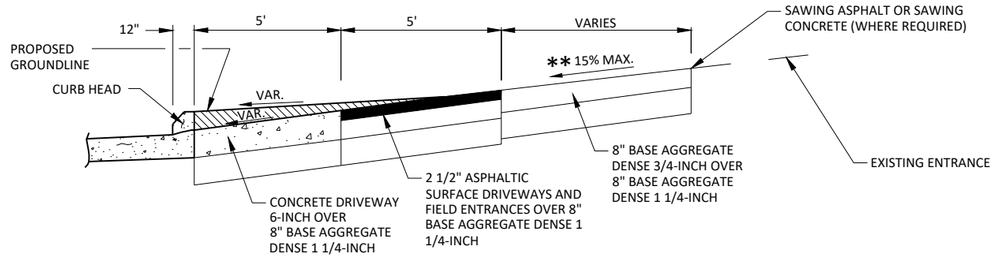
TYPICAL FINISHED SECTION - 'G'-LINE

STA. 800'G'+00 - STA. 804'G'+62.04



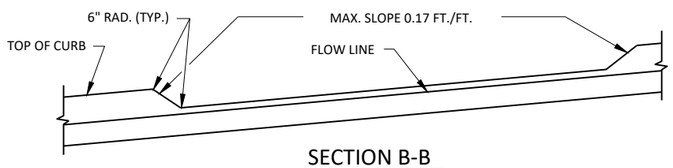
SECTION A-A (HMA)

** 15% MAX UNLESS OTHERWISE NOTED

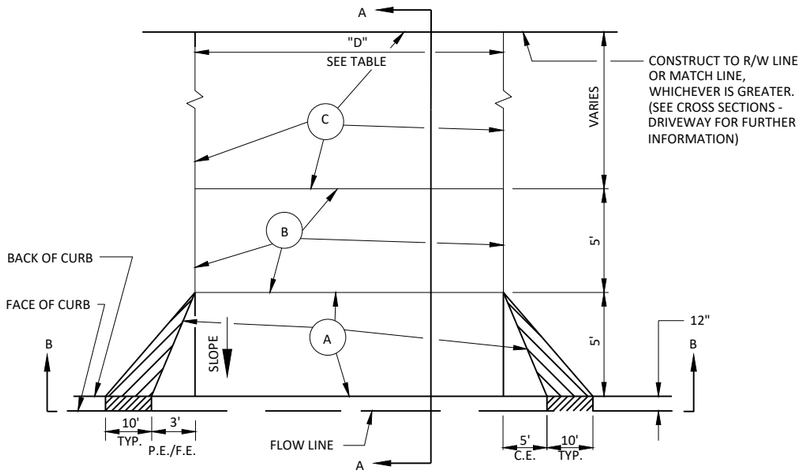


SECTION A-A (B.A.D.)

** 15% MAX UNLESS OTHERWISE NOTED



SECTION B-B



URBAN DRIVEWAY DETAIL

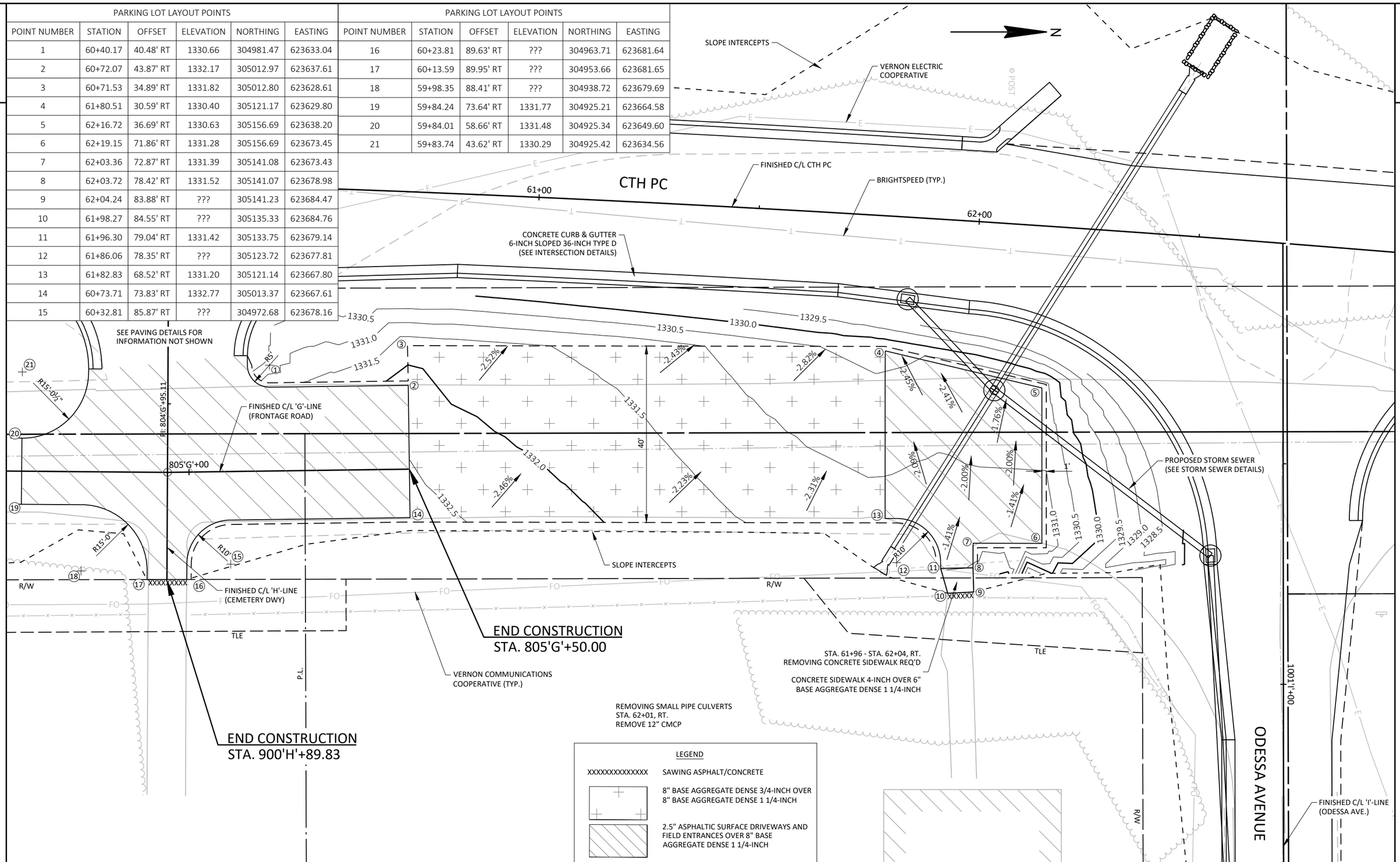
	EXISTING	PROPOSED
(A)	ALL TYPES	CONCRETE DRIVEWAY 6-INCH OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH
(B)	ALL TYPES	2 1/2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH
(C)	CRUSHED AGGREGATE BASE COURSE	8" BASE AGGREGATE DENSE 3/4-INCH OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH
	ASPHALT	2 1/2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 8" BASE AGGREGATE DENSE 1 1/4-INCH

URBAN DRIVEWAY INFORMATION TABLE

STATION	TYPE	EXISTING PAVEMENT STRUCTURE	PROPOSED PAVEMENT STRUCTURE C	"D" WIDTH
11+28, LT.	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
16+15, LT. ('N'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	14
24+05, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16
53+16, RT. ('F'-LINE)	P.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	12
64+00, LT.	F.E.	B.A.D.	8" B.A.D. (3/4-INCH) OVER 8" B.A.D. (1 1/4-INCH)	16

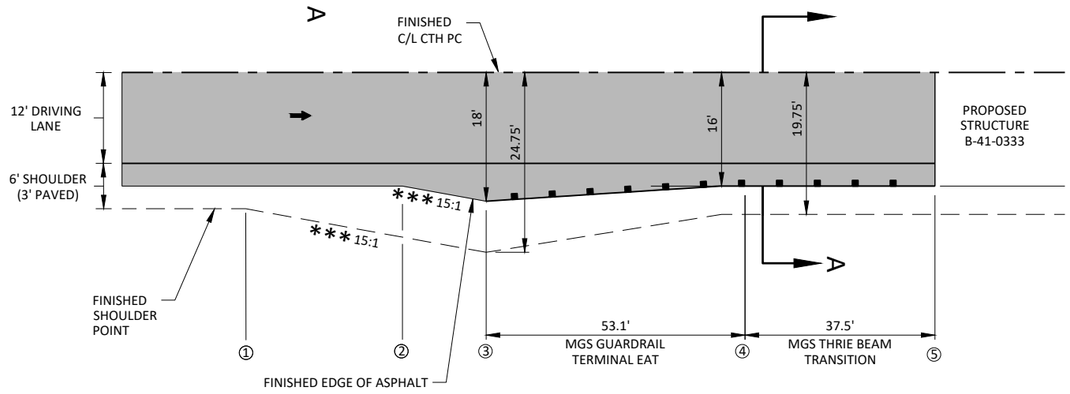
PARKING LOT LAYOUT POINTS					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	60+40.17	40.48' RT	1330.66	304981.47	623633.04
2	60+72.07	43.87' RT	1332.17	305012.97	623637.61
3	60+71.53	34.89' RT	1331.82	305012.80	623628.61
4	61+80.51	30.59' RT	1330.40	305121.17	623629.80
5	62+16.72	36.69' RT	1330.63	305156.69	623638.20
6	62+19.15	71.86' RT	1331.28	305156.69	623673.45
7	62+03.36	72.87' RT	1331.39	305141.08	623673.43
8	62+03.72	78.42' RT	1331.52	305141.07	623678.98
9	62+04.24	83.88' RT	???	305141.23	623684.47
10	61+98.27	84.55' RT	???	305135.33	623684.76
11	61+96.30	79.04' RT	1331.42	305133.75	623679.14
12	61+86.06	78.35' RT	???	305123.72	623677.81
13	61+82.83	68.52' RT	1331.20	305121.14	623667.80
14	60+73.71	73.83' RT	1332.77	305013.37	623667.61
15	60+32.81	85.87' RT	???	304972.68	623678.16

PARKING LOT LAYOUT POINTS					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16	60+23.81	89.63' RT	???	304963.71	623681.64
17	60+13.59	89.95' RT	???	304953.66	623681.65
18	59+98.35	88.41' RT	???	304938.72	623679.69
19	59+84.24	73.64' RT	1331.77	304925.21	623664.58
20	59+84.01	58.66' RT	1331.48	304925.34	623649.60
21	59+83.74	43.62' RT	1330.29	304925.42	623634.56



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PARKING LOT DETAIL.DWG PLOT DATE : 7/18/2025 11:29:02 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



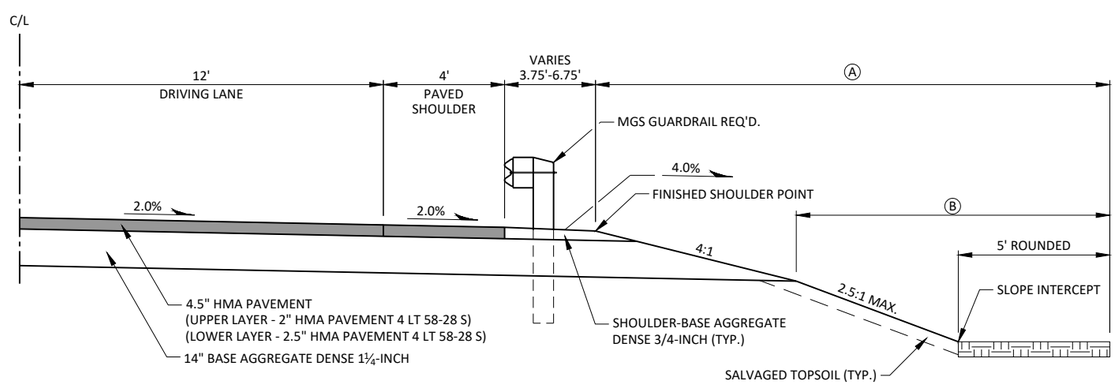
LIMITS OF
HMA PAVEMENT 4 LT 58-28 S

*** 15:1 TAPER UNLESS
OTHERWISE NOTED

BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE

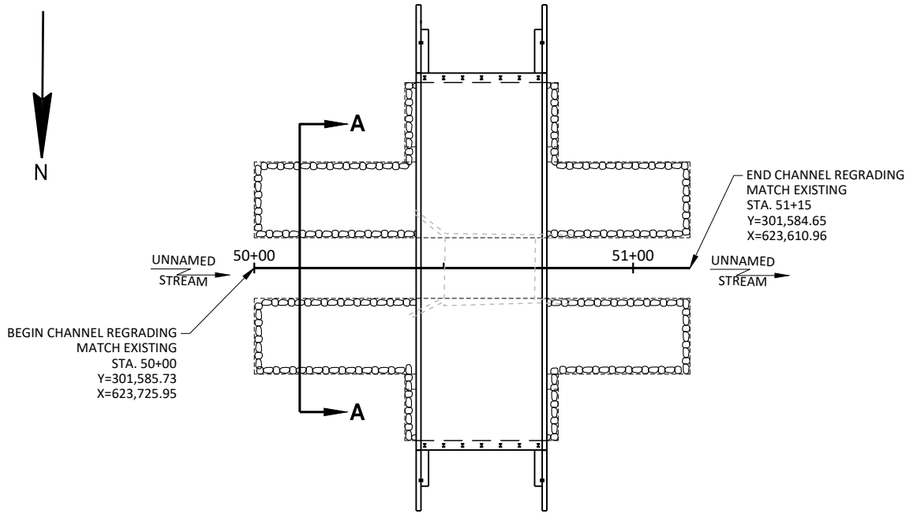
STATION-STATION	LOCATION	STATION ①	②	③	④	⑤
23+79 - 25+71	MAINLINE, RT.	23+79	24+35	24+80	25+33	25+71
24+80 - 25+71	MAINLINE, LT.	--	--	24+80	25+34	25+71
27+04 - 28+96	MAINLINE, RT.	28+96	28+40	27+95	27+42	27+04
27+04 - 28+96	MAINLINE, LT.	28+96	28+40	27+95	27+42	27+04



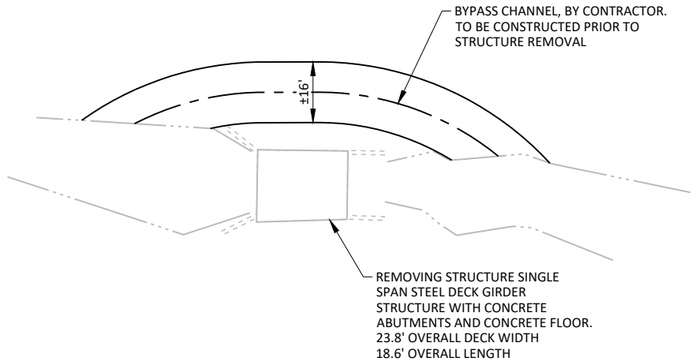
SECTION A-A

Ⓐ LIMITS OF FERTILIZER TYPE B, SEEDING TEMPORARY, AND SEEDING MIXTURE NO. 20 (AS DIRECTED BY THE ENGINEER).

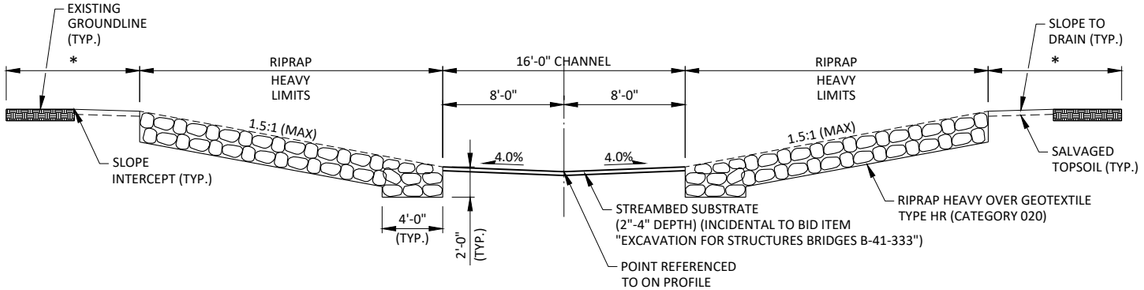
Ⓑ LIMITS OF SALVAGED TOPSOIL & MULCHING OR EROSION MAT (AS DIRECTED BY THE ENGINEER).



CHANNEL REGRADING - PLAN VIEW

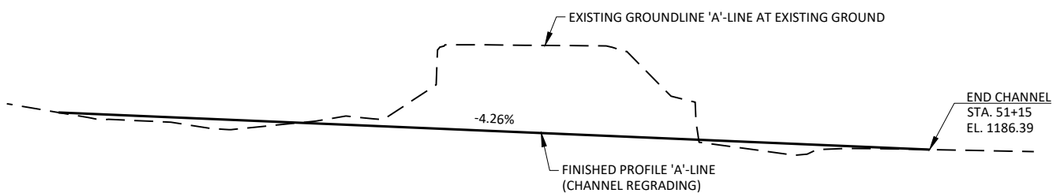


DIVERSION CHANNEL - PLAN VIEW



CHANNEL REGRADING - TYPICAL CHANNEL SECTION (A-A)

* LIMITS OF SEEDING MIXTURE, SALVAGED TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT (INCLUDED IN CATEGORY 010 MAINLINE QUANTITIES)



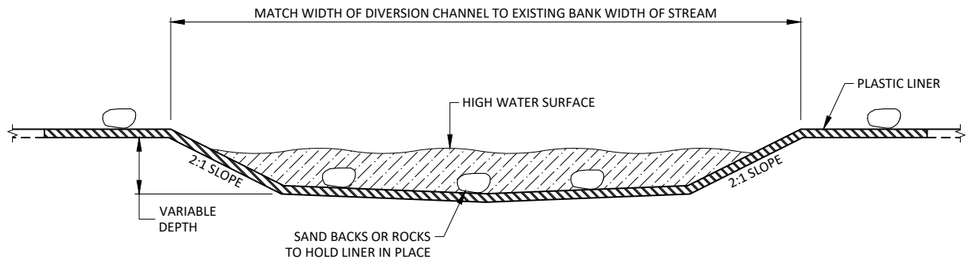
CHANNEL REGRADING - PROFILE GRADE LINE

NOTES

CONSTRUCTION OF DIVERSION CHANNEL AND SITE RESTORATION INCIDENTAL TO THE BID ITEM "REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS (01. STEEL GIRDER BRIDGE)".

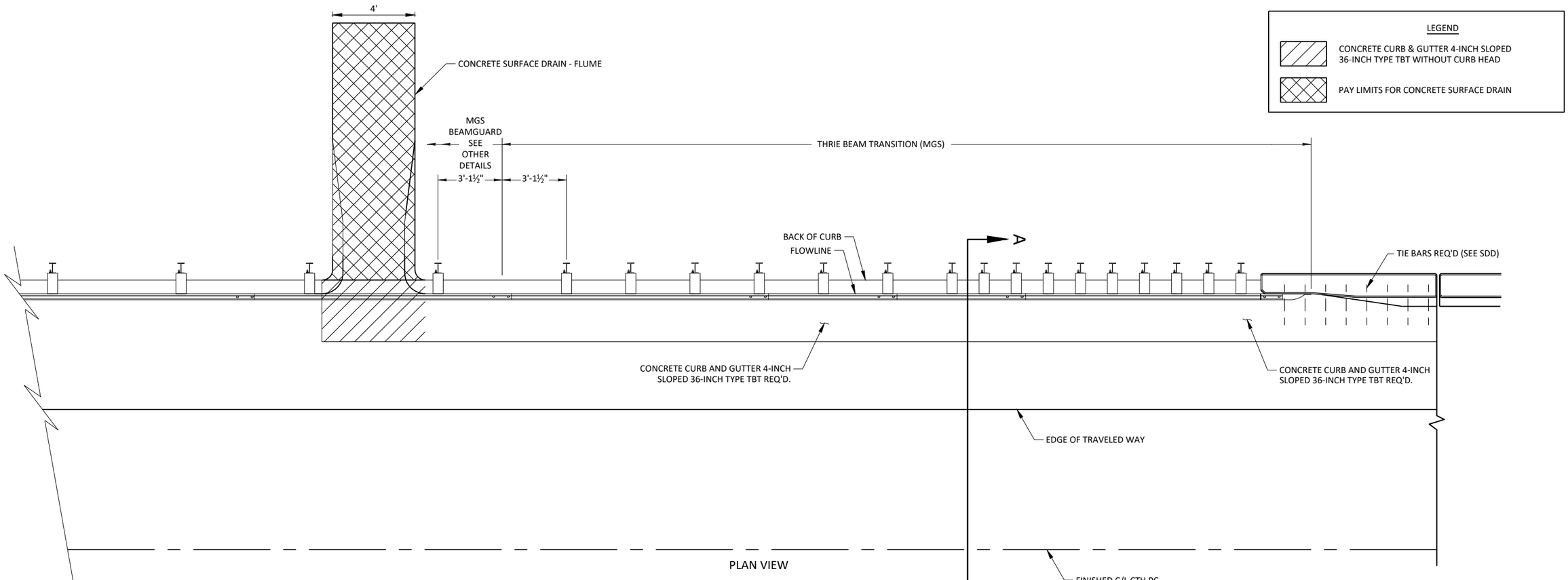
DIVERSION CHANNEL SHALL BE CONSTRUCTED PRIOR TO REMOVAL OF EXISTING STRUCTURE.

DIVERSION CHANNEL SHALL BE REMOVED AND EXISTING CHANNEL SHALL BE RESTORED BEFORE CONSTRUCTION OF B-41-333 BEGINS.

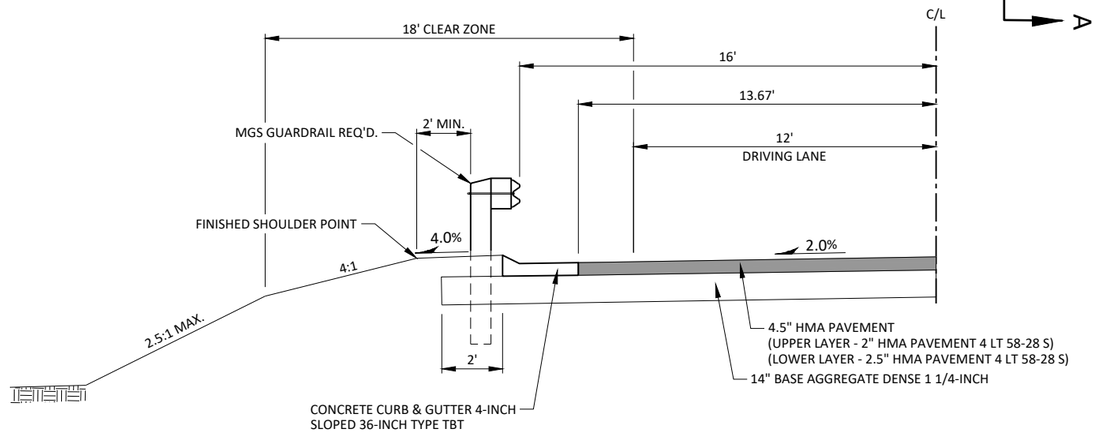


DIVERSION CHANNEL - TYPICAL SECTION

2



PLAN VIEW



SECTION A-A

CONCRETE SURFACE DRAIN

STA. 27+48, LT.
STA. 27+48, RT.

NOTES
THIS DETAIL IS FOR SHOWING PAY LIMITS ONLY.
SEE THE FOLLOWING SDD FOR SPECIFIC DETAILS:
- SDD MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUADRDRAIL
- SDD CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
- SDD CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
- SDD CONCRETE CURB & GUTTER

LEGEND

DIRECTION OF FLOW

DIRECTION OF TRAVEL

PAUL T. NELSON

DAVID P. BRUEGGEN
REVOCABLE TRUST

DAVID P. BRUEGGEN
REVOCABLE TRUST

CTH PC

R/W

SLOPE INTERCEPT (TYP.)

VERNON ELECTRIC COOPERATIVE

PT: 24+06.64

POST 1
STA. 24+80
18' LT.

POST 5
STA. 25+05
17' LT.

POST 9
STA. 25+30
16' LT.

53.1'
MGS GUARDRAIL
TERMINAL EAT

37.5'
MGS THRIE BEAM
TRANSITION

15:1

UNNAMED
STREAM

STRUCTURE B-41-0333 REQ'D
(SEE STRUCTURE PLANS)

STA. 27+48, LT.
CONCRETE SURFACE DRAINS REQ'D

POST 9
STA. 27+45
16' LT.

POST 5
STA. 27+70
17' LT.

POST 1
STA. 27+95
18' LT.

PC: 300'B'+33.62

PT: 300'B'+81.68

PC: 301'B'+06.85

301'B'+00

PT: 301'B'+58.27

TLE

24+00

25+00

26+00

27+00

28+00

29+00

FINISHED C/L CTH PC

BRIGHTSPEED (TYP.)

VERNON COMMUNICATIONS
COOPERATIVE (TYP.)

PI: 25+70.00

POST 1
STA. 24+80
18' RT.

POST 5
STA. 25+05
17' RT.

POST 9
STA. 25+30
16' RT.

POST 9
STA. 27+45
16' RT.

POST 5
STA. 27+70
17' RT.

POST 1
STA. 27+95
18' RT.

SLOPE INTERCEPT (TYP.)

STA. 27+48, RT.
CONCRETE SURFACE DRAINS REQ'D

PC: 400'C'+39.11

PT: 400'C'+89.81

401'C'+00

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONSTRUCTION DETAIL (BEAMGUARD LAYOUT)	SHEET 20	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_BEAMGUARD DETAILS.DWG PLOT DATE : 3/4/2022 PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : ########## LAYOUT : LAYOUT1

2

TERRY D. MLSNA

DAVID P. BRUEGGEN REVOCABLE TRUST

ANEDA MAE ONSHUS

EMMANUEL R. MILLER

VERNON ELECTRIC COOPERATIVE

BRIGHTSPEED

VERNON COMMUNICATIONS COOPERATIVE

EXISTING C/L OCTAGON AVE

MONROE COUNTY
VERNON COUNTY

EXISTING OCTAGON AVENUE TO BE REMOVED
OBLITERATE OLD ROAD
(PAID FOR AS EXCAVATION COMMON)

STA. 9+52.81, 78.0' LT (MAINLINE (CTH PC))
STA. 202'A'+89.05, 75.0' LT ('A'-LINE (OCTAGON AVE.))
Y = 299,897.70
X = 623,583.36

STA. 8+93 - STA. 24+32, LT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D

BEGIN CONSTRUCTION
STA. 200'A'+00.00

PC: 200'A'+15.89

PT: 202'A'+19.16

R/W

R=60'

FINISHED C/L CTH PC

CTH PC

STA. 8+78.33 (CTH PC)
STA. 203'A'+66.80 ('A'-LINE (OCTAGON AVE))
TYPE D INTERSECTION REQ'D

90°0'23"

OCTAGON AVENUE

201'A'

202'A

203'A'

2.5:1

10:1

10' DRIVING LANE

2' SHLDR

8' XXXXXXXXX

10'

15'

16'

18'

30'

END CONSTRUCTION
STA. 203'A'+54.80

PC: 8+51.13

R=40'

FINISHED C/L 'A'-LINE
(OCTAGON AVE)

STA. 8+23.47, 58.0' LT (MAINLINE (CTH PC))
STA. 203'A'+08.90, 55.0' RT ('A'-LINE (OCTAGON AVE.))
Y = 299,767.90
X = 623,604.47

STA. 203'A'+19, RT.
ASPHALTIC FLUME REQ'D

STA. 8+23 - STA. 8+63, LT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D

60'

8'

6' SHLDR (3' PAVED)

12' DRIVING LANE

SLOPE INTERCEPT (TYP.)

BEGIN PROJECT
STA. 7+25.00
Y=299,670.13
X=623,663.66

OCTAGON AVE INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	7+63.47	12.00' LT	299708.46	623651.19	1243.15
2	8+23.47	18.00' LT	299768.38	623644.47	1242.32
3	8+23.47	58.00' LT	299767.90	623604.47	1239.00
4	9+52.81	78.00' LT	299897.70	623583.36	1238.44
5	9+52.81	18.00' LT	299897.88	623643.36	1241.24
6	9+81.61	16.00' LT	299926.72	623645.32	1241.21
7	203+08.90	15.00' RT	299807.89	623604.08	1241.35
8	202+89.05	15.00' LT	299837.70	623583.94	1241.80
9	202+09.05	10.00' LT	299831.95	623504.04	1247.23
10	202+09.05	10.00' RT	299811.95	623504.14	1247.23
11	8+94.21	315.90' LT	299836.73	623345.80	1262.69
12	8+74.81	317.39' LT	299816.77	623344.49	1262.69
13	8+96.31	365.75' LT	299838.50	623295.93	1267.59
14	8+80.89	367.18' LT	299822.55	623294.64	1267.59

LEGEND

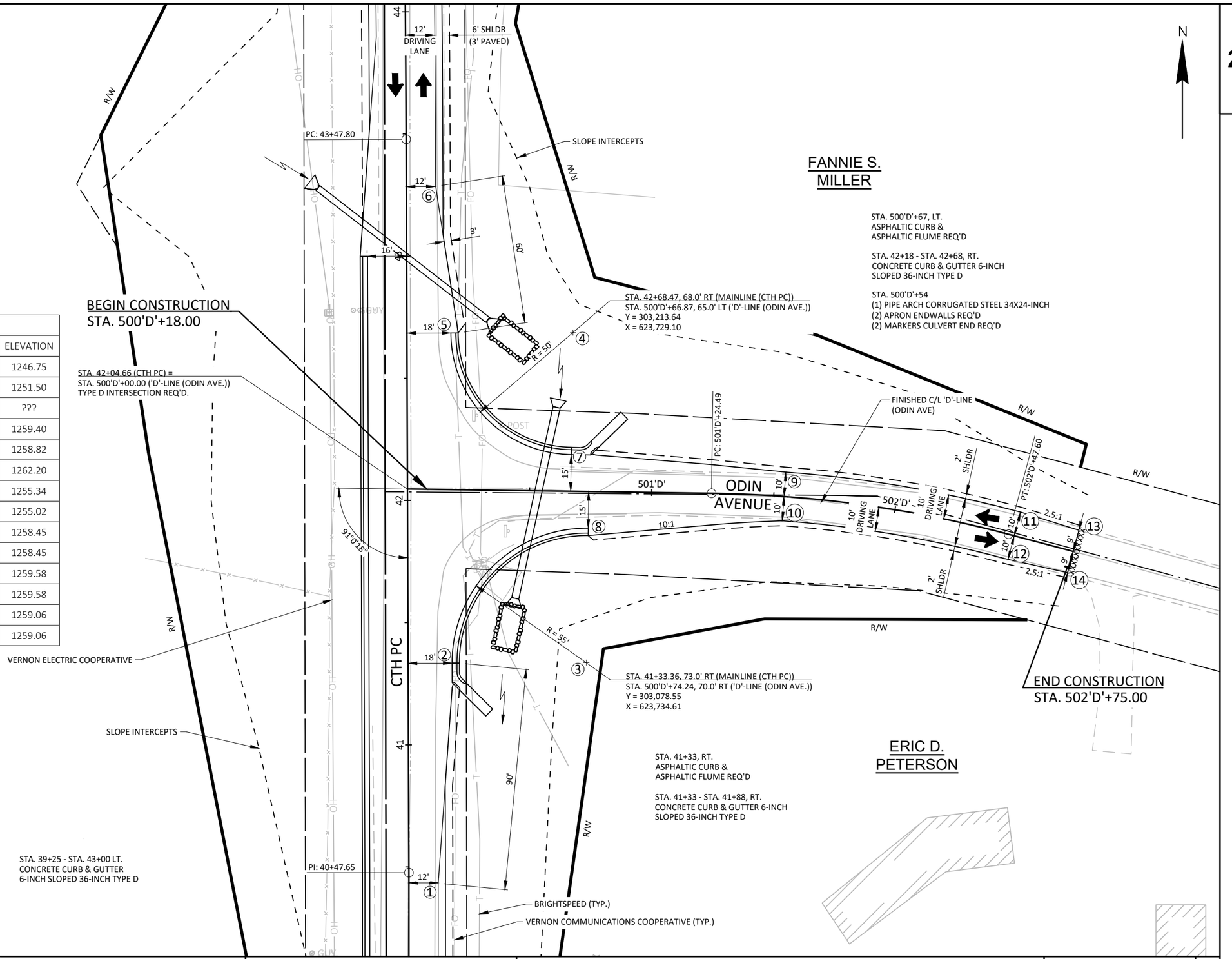
- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'A'-LINE (OCTAGON AVENUE)	SHEET 21	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 INTERSECTION DETAILS.DWG
PLOT DATE : 6/12/2025 4:18:21 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1

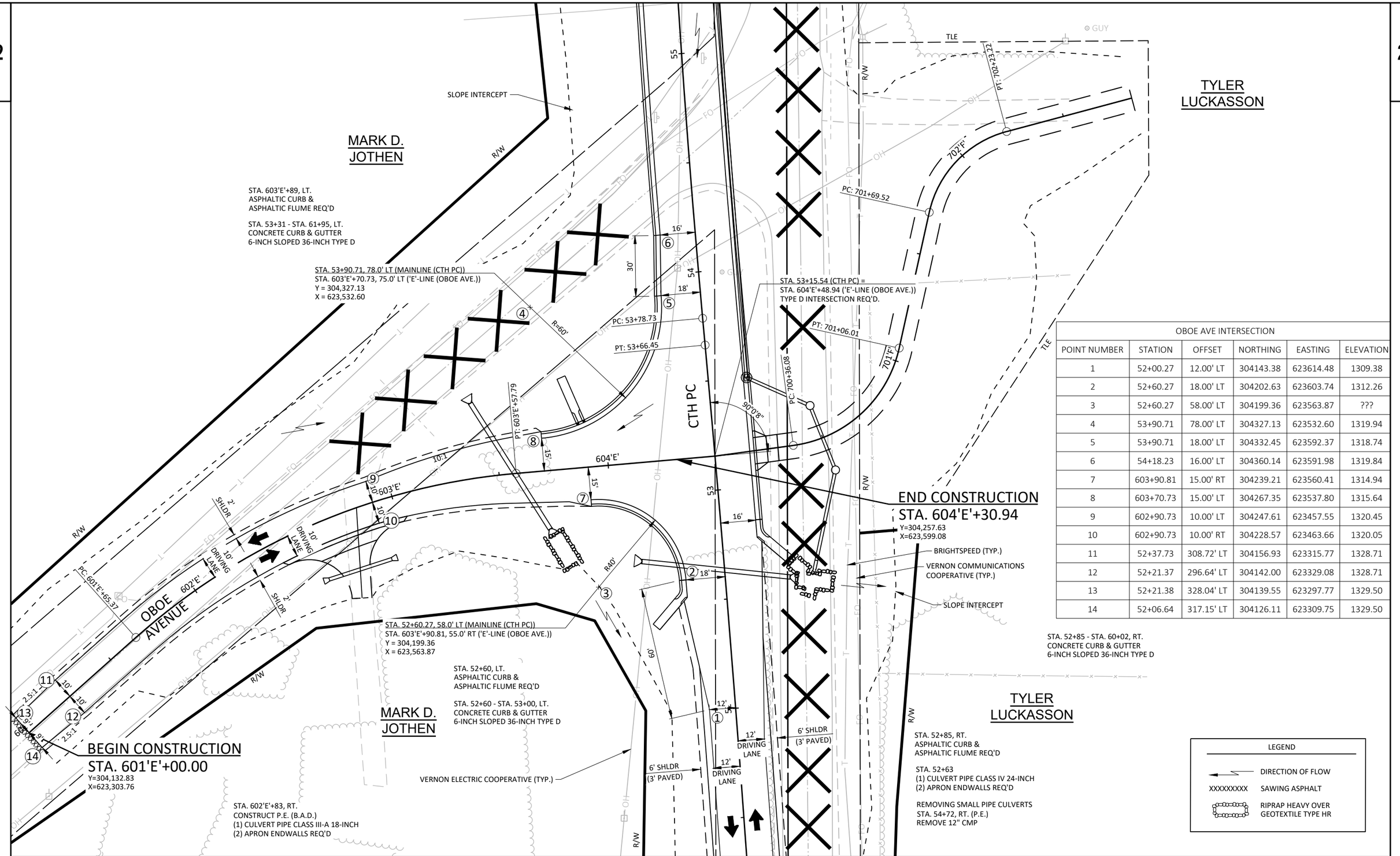
2

ODIN AVE INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	40+43.36	12.00' RT	302988.27	623673.92	1246.75
2	41+33.36	18.00' RT	303078.35	623679.61	1251.50
3	41+33.36	73.00' RT	303078.55	623734.61	???
4	42+68.47	68.00' RT	303213.64	623729.10	1259.40
5	42+68.47	18.00' RT	303213.45	623679.10	1258.82
6	43+28.54	12.00' RT	303273.50	623672.88	1262.20
7	500+66.87	15.00' LT	303163.64	623728.41	1255.34
8	500+74.24	15.00' RT	303133.55	623735.36	1255.02
9	501+54.24	10.00' LT	303156.53	623816.27	1258.45
10	501+54.24	10.00' RT	303136.58	623814.80	1258.45
11	41+94.28	250.98' RT	303140.14	623912.36	1259.58
12	41+74.98	245.77' RT	303120.81	623907.22	1259.58
13	41+86.80	274.86' RT	303132.74	623936.26	1259.06
14	41+69.42	270.16' RT	303115.35	623931.63	1259.06



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'D'-LINE (ODIN AVENUE)	SHEET 22	E

2



OBOE AVE INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	52+00.27	12.00' LT	304143.38	623614.48	1309.38
2	52+60.27	18.00' LT	304202.63	623603.74	1312.26
3	52+60.27	58.00' LT	304199.36	623563.87	???
4	53+90.71	78.00' LT	304327.13	623532.60	1319.94
5	53+90.71	18.00' LT	304332.45	623592.37	1318.74
6	54+18.23	16.00' LT	304360.14	623591.98	1319.84
7	603+90.81	15.00' RT	304239.21	623560.41	1314.94
8	603+70.73	15.00' LT	304267.35	623537.80	1315.64
9	602+90.73	10.00' LT	304247.61	623457.55	1320.45
10	602+90.73	10.00' RT	304228.57	623463.66	1320.05
11	52+37.73	308.72' LT	304156.93	623315.77	1328.71
12	52+21.37	296.64' LT	304142.00	623329.08	1328.71
13	52+21.38	328.04' LT	304139.55	623297.77	1329.50
14	52+06.64	317.15' LT	304126.11	623309.75	1329.50

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'E'-LINE (OBOE AVENUE)	SHEET 23	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 INTERSECTION DETAILS.DWG
PLOT DATE : 6/12/2025 4:18:31 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT3

2

CEMETERY DWY INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	59+46.68	16.00' RT	304889.13	623606.20	1329.64
2	59+76.71	18.00' RT	304919.02	623608.78	1329.81
3	59+76.71	43.00' RT	304918.47	623633.78	1330.22
4	60+52.19	38.00' RT	304993.48	623630.99	1331.20
5	60+52.19	18.00' RT	304994.21	623611.00	1329.70
6	60+82.22	16.00' RT	305024.20	623610.18	1329.45
7	900+38.99	15.00' LT	304973.48	623630.88	1330.20
8	900+42.18	15.00' RT	304943.47	623633.91	1330.40
9	900+87.99	19.55' RT	304938.67	623679.69	???
10	900+86.28	14.45' LT	304972.68	623678.16	???

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

STA. 61+95, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 53+31 - STA. 61+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

MARK D. JOTHEN

VERNON ELECTRIC COOPERATIVE

SLOPE INTERCEPTS

STA. 60+15.98 (CTH PC) =
STA. 900'H'+00.00 ('H'-LINE (CEMETERY DWY.))
TYPE D INTERSECTION REQ'D.

BEGIN CONSTRUCTION
STA. 900'H'+18.01
Y=304,958.59
X=623,609.82

BRIGHTSPEED

VERNON ELECTRIC COOPERATIVE (TYP.)

CTH PC

R/W

CHURCH

TRUSTEES OF IMMANUEL LUTHERAN CONGREGATION

STA. 60+52.19, 38.0' RT (MAINLINE (CTH PC))
STA. 900'H'+38.99, 35.0' LT ('H'-LINE (CEMETERY DWY.))
Y = 304,993.48
X = 623,630.99

END CONSTRUCTION
STA. 805'G'+50.00
Y=305,013.22
X=623,656.61

STA. 60+32 - STA. 62+60, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 60+73 - STA. 62+20, RT.
CONSTRUCT CHURCH PARKING LOT
(SEE CONSTRUCTION DETAILS FOR LAYOUT)

STA. 805'G'+09.17, 21.0' RT ('G'-LINE (FRONTAGE RD.))
STA. 900'H'+86.28, 14.4' LT ('H'-LINE (CEMETERY DWY.))
Y = 304,972.68
X = 623,678.16

END CONSTRUCTION
STA. 900'H'+89.83

FINISHED REALIGNMENT C/L 'H'-LINE (CEMETERY DWY)

STA. 804'G'+75.68, 22.5' RT ('G'-LINE (FRONTAGE RD.))
STA. 900'H'+87.99, 19.5' RT ('H'-LINE (CEMETERY DWY.))
Y = 304,938.72
X = 623,679.69

STA. 59+76.71, 43.0' RT (MAINLINE (CTH PC))
STA. 900'H'+42.18, 40.0' RT ('H'-LINE (CEMETERY DWY.))
Y = 304,918.47
X = 623,633.78

B. JOHNSON'S ADDITION IMMANUEL LUTHERAN

SLOPE INTERCEPTS

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

STA. 52+85 - STA. 60+02, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 55+75 - STA. 58+30, RT.
CONSTRUCT RETAINING WALL
(SEE STRUCTURE PLANS)

PI: 804+95.11

805'G'

804'G'

901'H'

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'H'-LINE (CEMETERY DWY)	SHEET 24	E

2

2

ODESSA AVE INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	61+68.95	16.00' RT	305110.55	623614.55	1328.69
2	61+98.98	18.00' RT	305140.31	623618.39	1328.26
3	61+98.98	78.00' RT	305136.44	623678.26	1331.45
4	63+29.50	58.00' RT	305266.43	623668.22	???
5	63+29.50	18.00' RT	305269.99	623628.37	1326.12
6	63+89.54	12.00' RT	305330.27	623627.93	1325.06
7	1000+62.88	15.00' LT	305226.43	623668.26	1326.62
8	1000+72.77	15.00' RT	305196.44	623678.19	1327.33
9	1001+12.57	11.00' LT	305222.49	623717.96	1327.92
10	1001+12.57	11.00' RT	305200.49	623717.99	1328.19

STA. 64+00 LT.
CONSTRUCT F.E. (B.A.D.)

STA. 63+50 - STA. 67+05 LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PAUL N.
KAUFFMAN

MELVIN
J. MILLER

STA. 62+89 - STA. 63+30, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 63+30, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 62+69.04 (CTH PC) =
STA. 1000'I'+00.00 ('I'-LINE (ODESSA AVE.))
TYPE D INTERSECTION REQ'D.

CTH PC

STA. 63+29.50, 58.0' RT (MAINLINE (CTH PC))
STA. 1000'I'+62.88, 55.0' LT ('I'-LINE (ODESSA AVE.))
Y = 305,266.43
X = 623,668.22

END CONSTRUCTION
STA. 1002'I'+00.00
Y=305,211.59
X=623,805.40

ODESSA
AVENUE

BEGIN CONSTRUCTION
STA. 1000'I'+18.06
Y=305,211.38
X=623,623.46

STA. 61+98.98, 78.0' RT (MAINLINE (CTH PC))
STA. 1000'I'+72.77, 75.0' RT ('I'-LINE (ODESSA AVE.))
Y = 305,136.44
X = 623,678.26

MARK D.
JOTHEN

VERNON ELECTRIC COOPERATIVE

TRUSTEES OF
IMMANUEL LUTHERAN
CONGREGATION

CHURCH

STA. 61+95, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 62+20
REMOVE 12" CMP

STA. 53+31 - STA. 61+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 60+73 - STA. 62+20, RT.
CONSTRUCT CHURCH PARKING LOT
(SEE CONSTRUCTION DETAILS FOR
LAYOUT)

STA. 60+32 - STA. 62+60, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 1000'I'+73 - STA. 1002'I'+00, RT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D

VERNON COMMUNICATIONS
COOPERATIVE (TYP.)

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'I'-LINE (ODESSA AVENUE)	SHEET 25	E

END CONSTRUCTION
STA. 1201'K'+75
Y=307,922.43
X=623,500.94

PETER C. OPSAHL

STA. 88+39 - STA. 88+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 88+39, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 89+39, LT.
REMOVE 24" CMP

STA. 88+36 - STA. 88+86, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 88+36, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

PETER C. OPSAHL

SLOPE INTERCEPTS

PC: 1201'K'+24.57

PT: 1201'K'+52.41

STA. 88+94.67, 73.0' LT (MAINLINE (CTH PC))
STA. 1108'J'+59.82, 70.0' LT ('J'-LINE (OAKDALE AVE.))
Y = 307,835.43
X = 623,592.66

STA. 88+85.47, 68.0' RT (MAINLINE (CTH PC))
STA. 1110'J'+01.03, 65.0' LT ('J'-LINE (OAKDALE AVE.))
Y = 307,825.54
X = 623,733.61

BEGIN CONSTRUCTION
STA. 1200'K'+13.05
Y=307,781.73
X=623,463.58

VERNON ELECTRIC COOPERATIVE (TYP.)

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

CTH PC

OAKDALE AVENUE

SLOPE INTERCEPTS

STA. 88+22.44 (CTH PC) =
STA. 1109'J'+34.73 ('J'-LINE (OAKDALE AVE.))
TYPE D INTERSECTION REQ'D.

STA. 87+58.64, 68.0' LT (MAINLINE (CTH PC))
STA. 1108'J'+68.07, 65.0' RT ('J'-LINE (OAKDALE AVE.))
Y = 307,700.23
X = 623,596.22

BRIGHTSPEED (TYP.)

STA. 87+51.17, 73.0' RT (MAINLINE (CTH PC))
STA. 1110'J'+09.18, 70.0' RT ('J'-LINE (OAKDALE AVE.))
Y = 307,690.34
X = 623,737.07

REMOVING SMALL PIPE CULVERTS
STA. 87+22, LT.
REMOVE 3.5'X5' ELLIPTICAL CMP

STA. 87+59 - STA. 88+09, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 87+59, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

BARBARA M. SCHMUCKER

JOHN C. OPSAHL

STA. 87+51 - STA. 88+06, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 87+51, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 87+24
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 88+13
(1) CULVERT PIPE CLASS IV 60-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 1108'J'+51
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

LEGEND
- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

OAKDALE AVENUE INTERSECTION

POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	86+61.17	12.00' RT	307601.33	623674.14	1285.50
2	86+98.64	12.00' LT	307639.36	623651.05	1285.50
3	87+51.17	18.00' RT	307691.30	623682.08	1285.54
4	87+58.64	18.00' LT	307699.39	623646.21	1285.58
5	87+51.17	73.00' RT	307690.34	623737.07	1273.93
6	87+58.64	68.00' LT	307700.23	623596.22	1272.32
7	88+85.47	68.00' RT	307825.54	623733.61	1273.50
8	88+94.67	73.00' LT	307835.43	623592.66	1272.03
9	88+85.50	18.00' RT	307825.84	623683.62	1286.87
10	88+94.67	18.00' LT	307835.19	623647.66	1287.01
11	89+45.47	12.00' RT	307885.91	623677.77	1288.01
12	89+84.67	12.00' LT	307925.06	623653.70	1288.82
13	1107+89.82	11.00' LT	307778.90	623520.66	1286.41
14	1107+89.82	11.00' RT	307756.91	623519.89	1286.78
15	1108+59.82	15.00' LT	307780.47	623590.75	1285.76
16	1108+68.07	15.00' RT	307750.20	623597.95	1285.77
17	1110+01.03	15.00' LT	307775.57	623731.88	1286.31
18	1110+09.18	15.00' RT	307745.31	623738.98	1285.94
19	1110+79.18	11.00' RT	307744.56	623807.55	1286.86
20	1110+79.18	11.00' LT	307766.29	623811.00	1287.74

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'J'-LINE (OAKDALE AVENUE)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 INTERSECTION DETAILS.DWG
PLOT DATE : 6/12/2025 4:18:46 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN: 40 FT
LAYOUT : LAYOUT6

STH 33 INTERSECTION					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1	130+04.01	12.00' LT	311948.77	623608.20	1352.53
2	130+04.01	12.01' RT	311948.96	623632.21	1352.53
3	130+62.79	15.00' RT	312007.76	623634.73	1353.96
4	130+64.01	15.00' LT	312008.74	623604.72	1353.99
5	130+62.79	55.00' RT	312008.08	623674.72	???
6	130+64.01	85.00' LT	312008.18	623534.72	???
7	1402+15.19	13.17' RT	312093.15	623492.17	1354.67
8	1402+75.00	17.00' RT	312076.55	623549.77	1355.03
9	1404+11.75	17.00' RT	312047.15	623683.32	1355.74
10	1404+80.09	13.17' RT	312036.20	623750.88	1355.84

BEGIN CONSTRUCTION
STA. 1402'M'+00.00

END PROJECT
STA. 131+22.55

END CONSTRUCTION
STA. 1404'M'+91.75

STH 33

1402'M'

1403'M'

1404'M'

1405'M'

STA. 131+33.83 (CTH PC) =
STA. 1403'M'+42.31 ('M'-LINE (STH 33))
TYPE D INTERSECTION REQ'D.

R/W

60'

70'

R40'

R10'

VERNON ELECTRIC COOPERATIVE

SLOPE INTERCEPTS

STA. 131+32, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

STA. 130+64.01, 85.0' LT (MAINLINE (CTH PC))
STA. 1402'M'+75.00, 87.0' RT ('M'-LINE (STH 33))
Y = 312,008.18
X = 623,534.72

MAPLTWIN FARMS, LLC

STA. 130+64 - STA. 131+32, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 130+64, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

STA. 130+62.79, 55.0' RT (MAINLINE (CTTH PC))
STA. 1404'M'+11.75, 57.0' RT ('M'-LINE (STH 33))
Y = 312,008.08
X = 623,674.72

STA. 130+81 RT.
REMOVE EXISTING F.E.
PARCEL ACCESS RELOCATED
TO STA. 129+51, RT.

JOHN W. JR VEHRENKAMP

STA. 130+63 - STA. 131+02, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 130+63, RT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

SCOT T. PETERSON

STA. 129+51, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

BRIGHTSPEED

15' 15' 12' 12'

131 130

10:1

6' SHLDR (3' PAVED)

12' DRIVING LANE

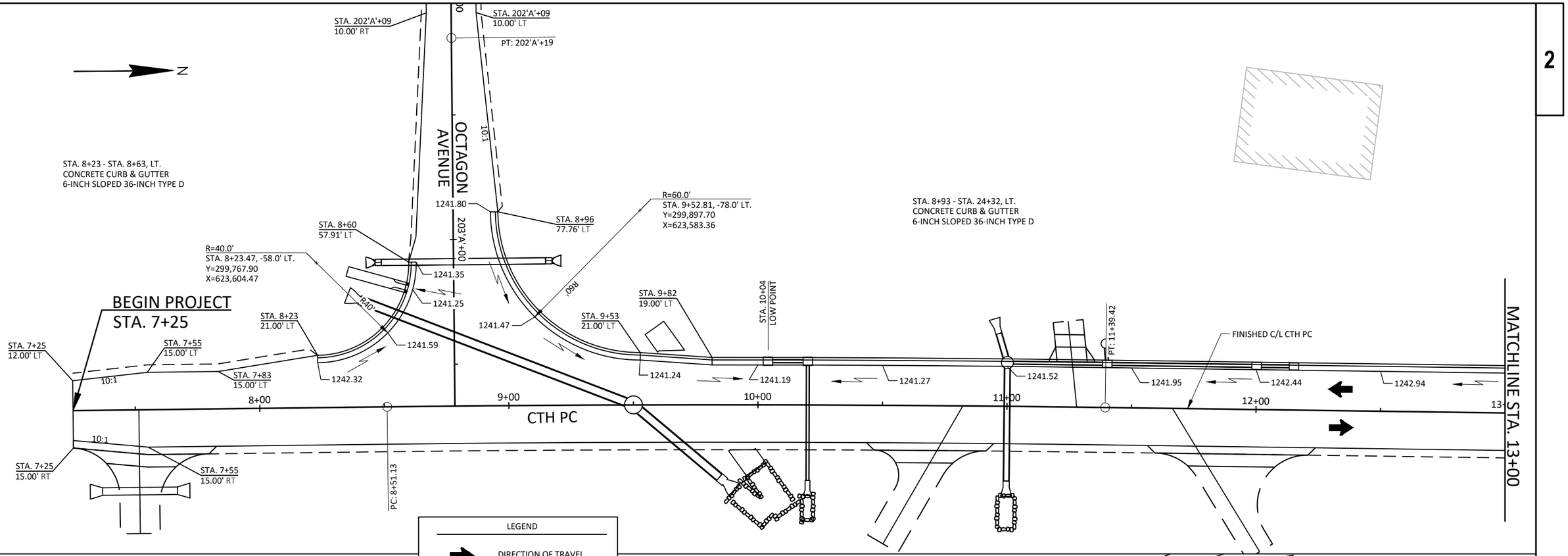
CTH PC

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	INTERSECTION DETAILS: 'M'-LINE (STH 33)	SHEET 27	E

2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 28	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PAVING DETAILS.DWG
PLOT DATE : 6/12/2025 4:19:20 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

2

N

STA. 8+96 - STA. 24+32, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

MATCHLINE STA. 19+00

PC: 19+59.18

FINISHED C/L CTH PC

STA. 24+32
19.00' LT

PT: 24+06.64

1242.33 1241.21 1239.94 1238.43 1236.89 1235.10 1233.16 1231.05 1228.78 1226.57 1224.43 1223.21

00 20+00 21+00 22+00 CTH PC 23+00 24+00 25+00

LEGEND

DIRECTION OF TRAVEL

DIRECTION OF FLOW

N

STA. 27+48, LT.
CONCRETE SURFACE DRAINS REQ'D

STA. 26+88 - STA. 27+56, LT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

PI: 25+70.00

FINISHED C/L CTH PC

1215.85 1215.04 1214.95

25+00 26+00 27+00 28+00 29+00 CTH PC 30+00

1215.85 1215.04 1214.95

STA. 26+88 - STA. 27+56, RT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA. 27+48, RT.
CONCRETE SURFACE DRAINS REQ'D

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 29	E

2

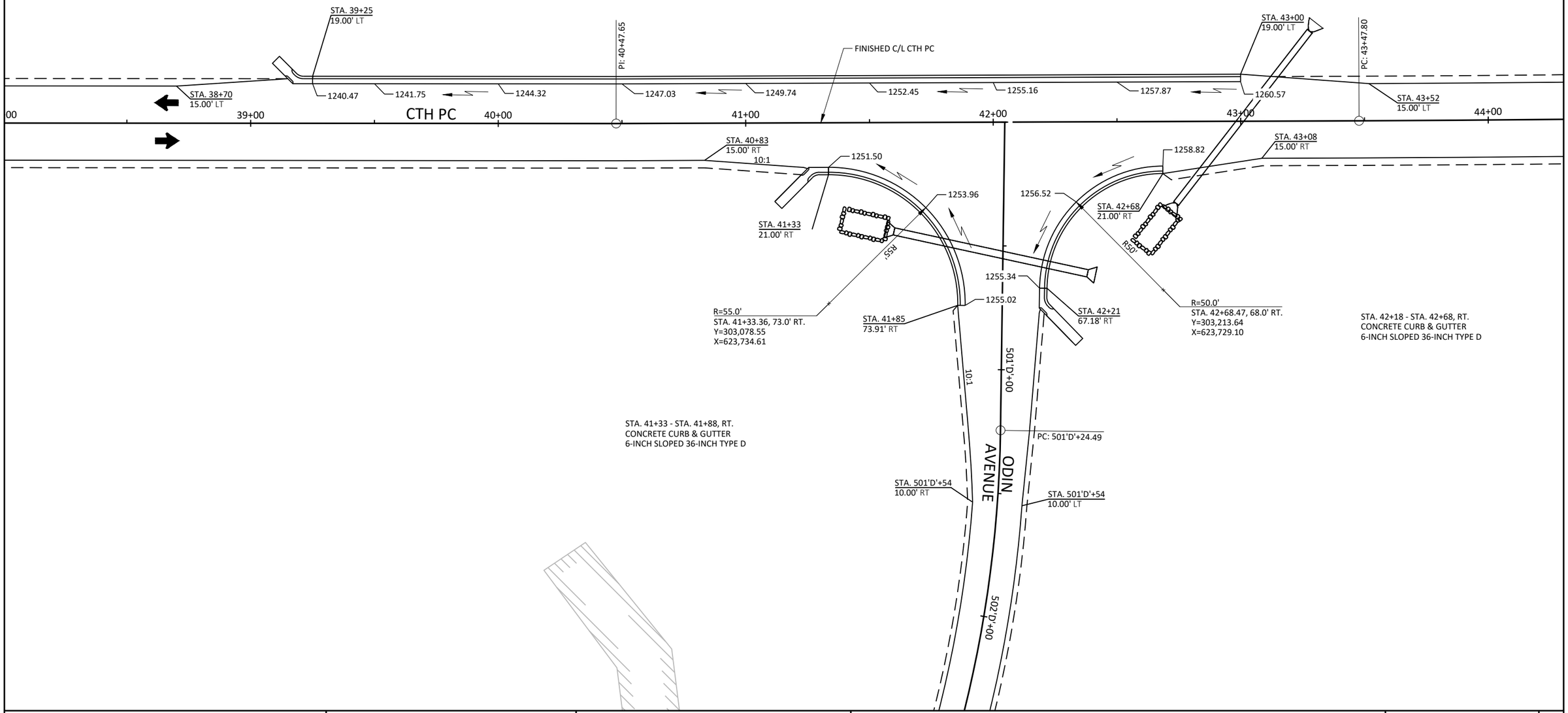
LEGEND

DIRECTION OF TRAVEL

DIRECTION OF FLOW

N

STA. 39+25 - STA. 43+00, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 30	E

2

2

N

OBOE AVENUE

STA. 602'E'+91
10.00' LT

STA. 602'E'+90
10.00' RT

603'E'+00

10:1

STA. 52+60 - STA. 53+00, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PT: 603'E'+57.79

STA. 53+34
78.19' LT

1315.64

1315.22

R=40.0'
STA. 52+60.27, -58.0' LT.
Y=304,199.36
X=623,563.87

1314.94

STA. 52+97
58.12' LT

604'E'+00

R60'

R40'

STA. 52+60
21.00' LT

1316.19

1313.62

PT: 53+66.45

PC: 53+78.73

STA. 53+91
21.00' LT

STA. 54+18
19.00' LT

1318.74

1319.84

1321.04

1322.72

FINISHED C/L CTH PC

1324.25

1325.61

1326.81

1327.84

CTH PC

56+00

57+00

55+00

54+00

53+00

52+00

1312.26

STA. 52+20
15.00' LT

1323.27

1324.64

1325.85

1326.90

1321.73

1320.02

1318.20

1316.27

1313.46

1314.09

STA. 52+32
15.00' RT

STA. 52+85
19.00' RT

STA. 53+31 - STA. 61+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

MATCHLINE STA. 57+50

PT: 801+33.07

STA. 52+85 - STA. 60+02, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

802+00

801+00

PC: 800+84.00

LEGEND

DIRECTION OF TRAVEL

DIRECTION OF FLOW

STA. 59+93
HIGH POINT

STA. 53+34 - STA. 61+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

FINISHED C/L CTH PC

STA. 61+95
19.00' LT

1328.71

1329.42

1329.97

1330.36

1330.58

1330.64

1330.53

1330.27

1329.84

1329.30

58+00

59+00

CTH PC

60+00

61+00

62+00

63+00

STA. 62+34
15.00' LT

STA. 63+11
15.00' LT

MATCHLINE STA. 57+50

1327.78

1328.49

1329.04

1329.42

1329.64

1329.81

1329.88

STA. 59+47
19.00' RT

STA. 59+77
21.00' RT

1329.82

1329.70

1329.33

1328.89

1328.26

STA. 61+99
21.00' RT

STA. 60+52
18.00' RT

STA. 60+82
16.00' RT

STA. 61+69
19.00' RT

PI: 804+95.11

R25'

R20'

STA. 52+85 - STA. 60+02, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

R=25.0'
STA. 59+76.71, 43.0' RT.
Y=304,918.47
X=623,633.78

STA. 59+99
42.58' RT

1330.40

1330.20

STA. 60+35
38.51' RT

803+00

804+00

805+00

R=20.0'
STA. 60+52.19, 38.0' RT.
Y=304,993.48
X=623,630.99

STA. 60+32 - STA. 62+60, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

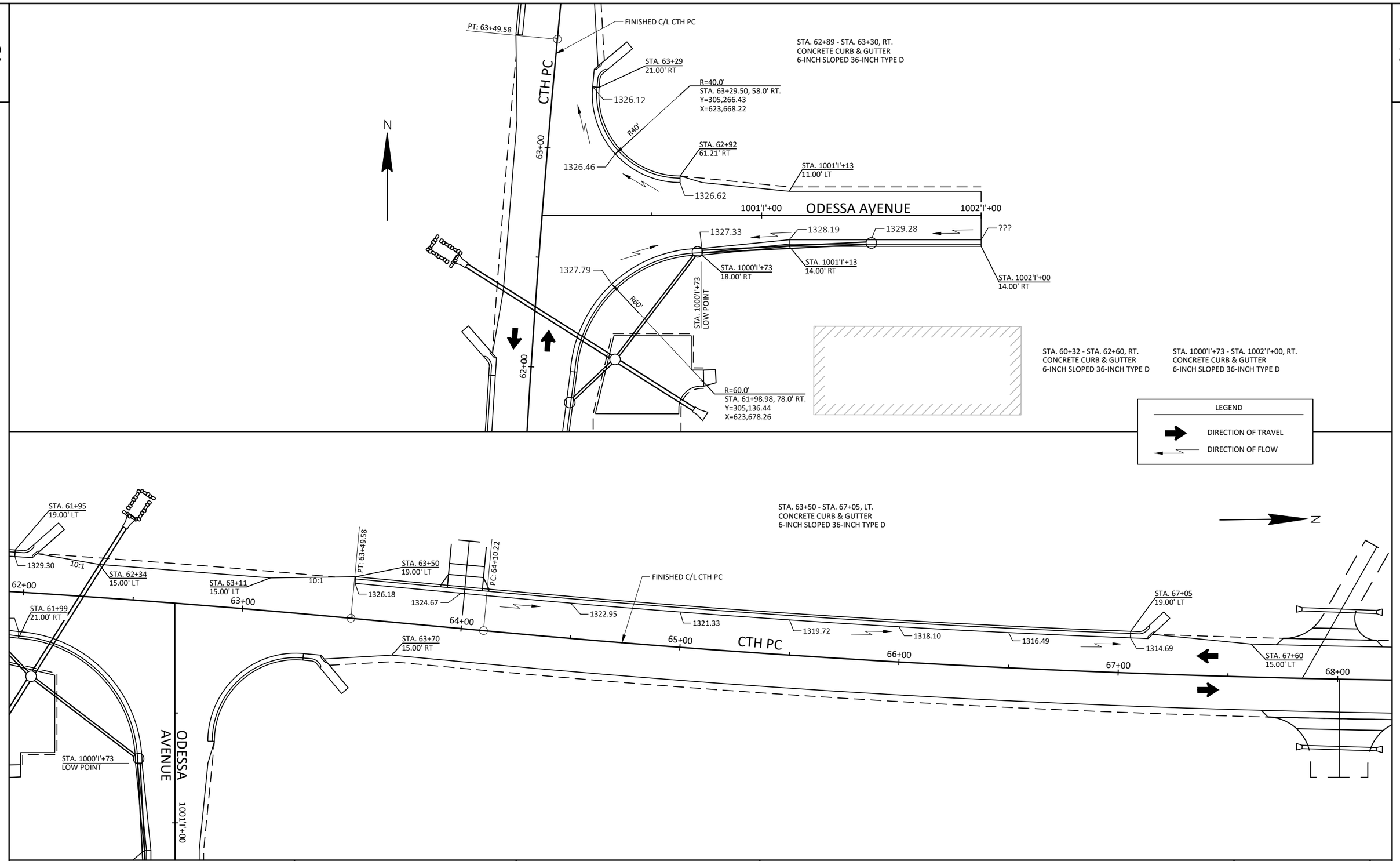
SEE CONSTRUCTION DETAILS FOR
INFORMATION NOT SHOWN

STA. 1000'I'+73
LOW POINT

ODESSA AVENUE

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 31	E

2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PAVING DETAILS.DWG
PLOT DATE : 6/12/2025 4:19:36 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT4

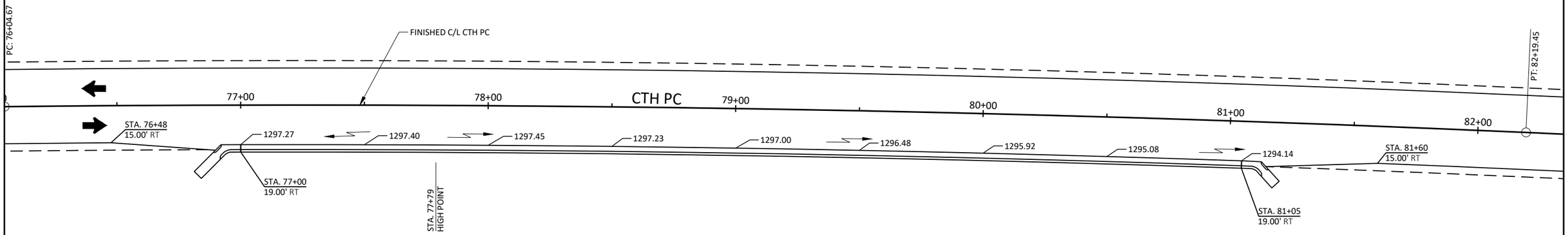
2

LEGEND

DIRECTION OF TRAVEL

DIRECTION OF FLOW

N



STA. 77+00 - STA. 81+05, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 33	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PAVING DETAILS.DWG PLOT DATE : 6/12/2025 4:19:38 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : LAYOUT5

2

N

LEGEND

DIRECTION OF TRAVEL

DIRECTION OF FLOW

STA. 87+59 - STA. 88+09, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 88+39 - STA. 88+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PT: 1107'J'+61.54

STA. 1107'J'+90
11.00' RT

STA. 1107'J'+90
11.00' LT

1108'J'+00

10:1

R=50.0'
STA. 87+58.64, -68.0' LT.
Y=307,700.23
X=623,596.22

STA. 88+06
67.06' LT

1285.76

STA. 88+42
74.44' LT

1285.77

R=55.0'
STA. 88+94.67, -73.0' LT.
Y=307,835.43
X=623,592.66

R50'

R55'

STA. 87+59
21.00' LT

1109'J'+00

1285.68

1286.01

STA. 88+95
21.00' LT

FINISHED C/L CTH PC

1285.58

1287.01

10:1

STA. 87+19
15.00' LT

STA. 89+45
15.00' LT

86+00

CTH PC

87+00

88+00

89+00

90+00

91+00

STA. 87+01
15.00' RT

10:1

STA. 89+25
15.00' RT

1285.54

1286.87

1285.74

1286.59

STA. 87+51
21.00' RT

STA. 88+86
21.00' RT

R55'

R50'

1110'J'+00

1286.31

R=55.0'
STA. 87+51.17, 73.0' RT.
Y=307,690.34
X=623,737.07

STA. 88+03
74.02' RT

1285.94

STA. 88+39
66.72' RT

R=50.0'
STA. 88+85.47, 68.0' RT.
Y=307,825.54
X=623,733.61

STA. 87+51 - STA. 88+06, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 88+36 - STA. 88+86, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

10:1

PC: 1110'J'+39.26

OAKDALE AVENUE

STA. 1110'J'+79
11.00' RT

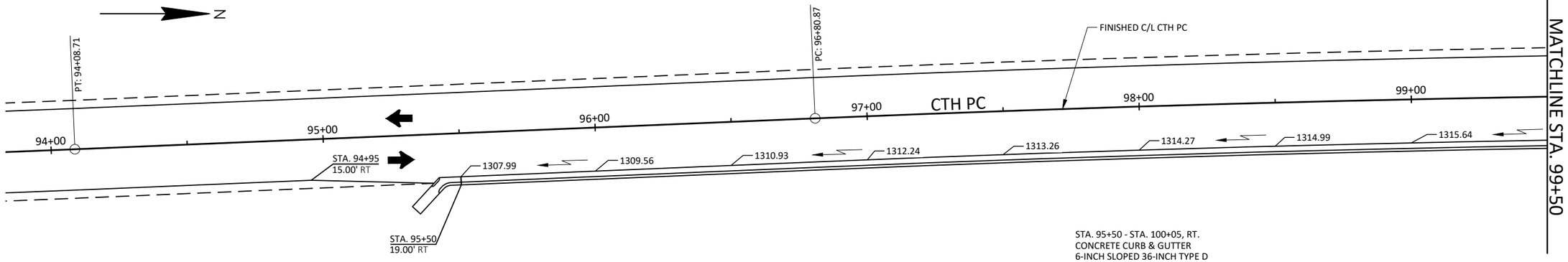
STA. 1110'J'+79
11.00' LT

1111'J'+00

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET 34	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PAVING DETAILS.DWG
PLOT DATE : 6/12/2025 4:19:40 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT6

2

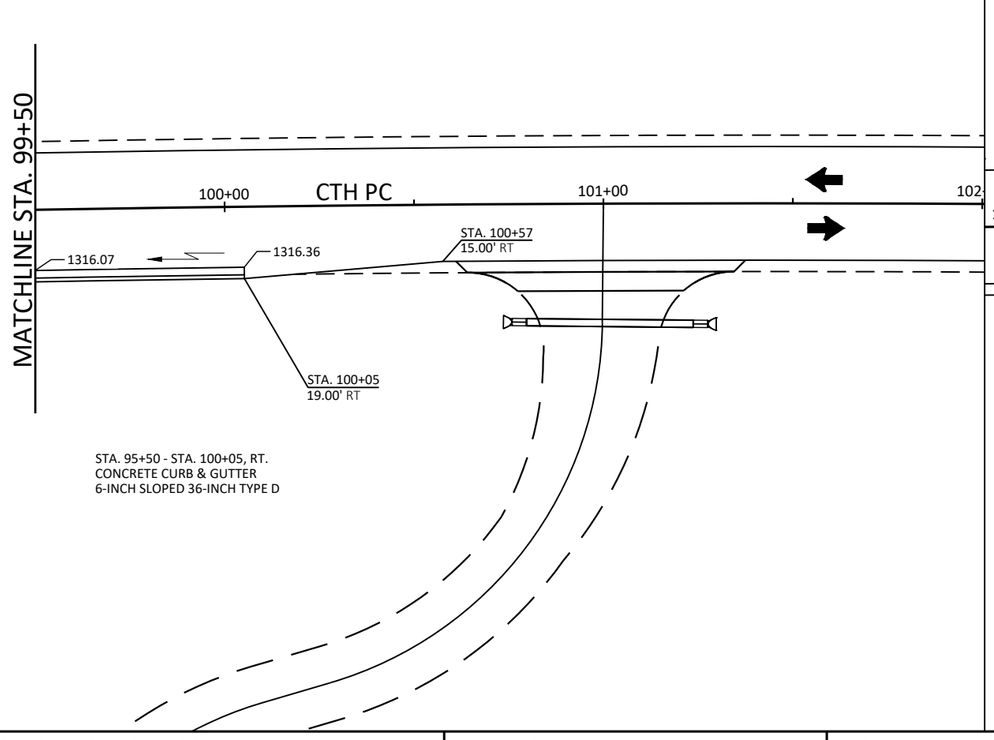


STA. 95+50 - STA. 100+05, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

LEGEND

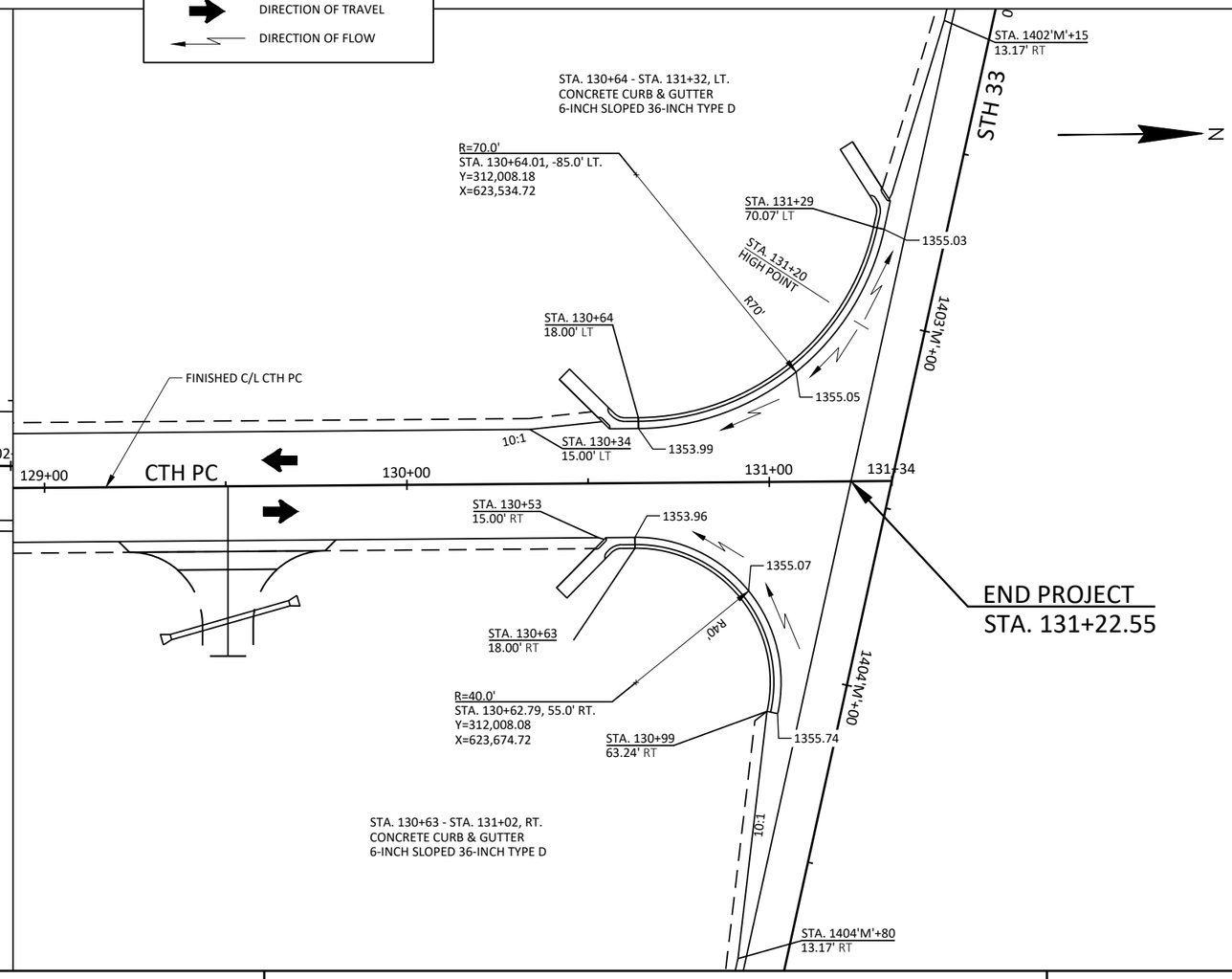
DIRECTION OF TRAVEL

DIRECTION OF FLOW



STA. 95+50 - STA. 100+05, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 130+64 - STA. 131+32, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D



STA. 130+63 - STA. 131+02, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVING DETAILS	SHEET	E

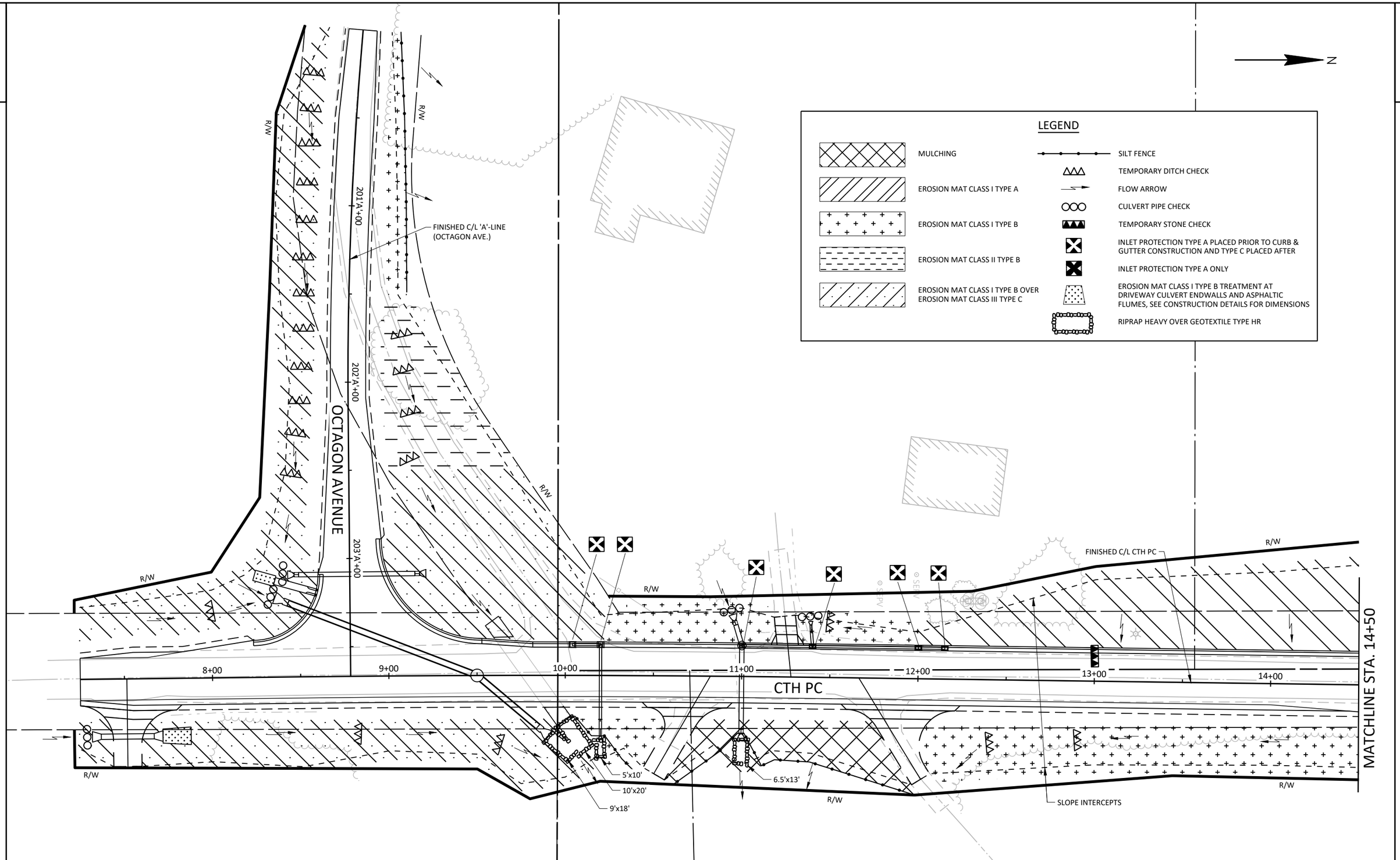
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_PAVING DETAILS.DWG
PLOT DATE : 6/12/2025 4:19:46 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT7

2

N

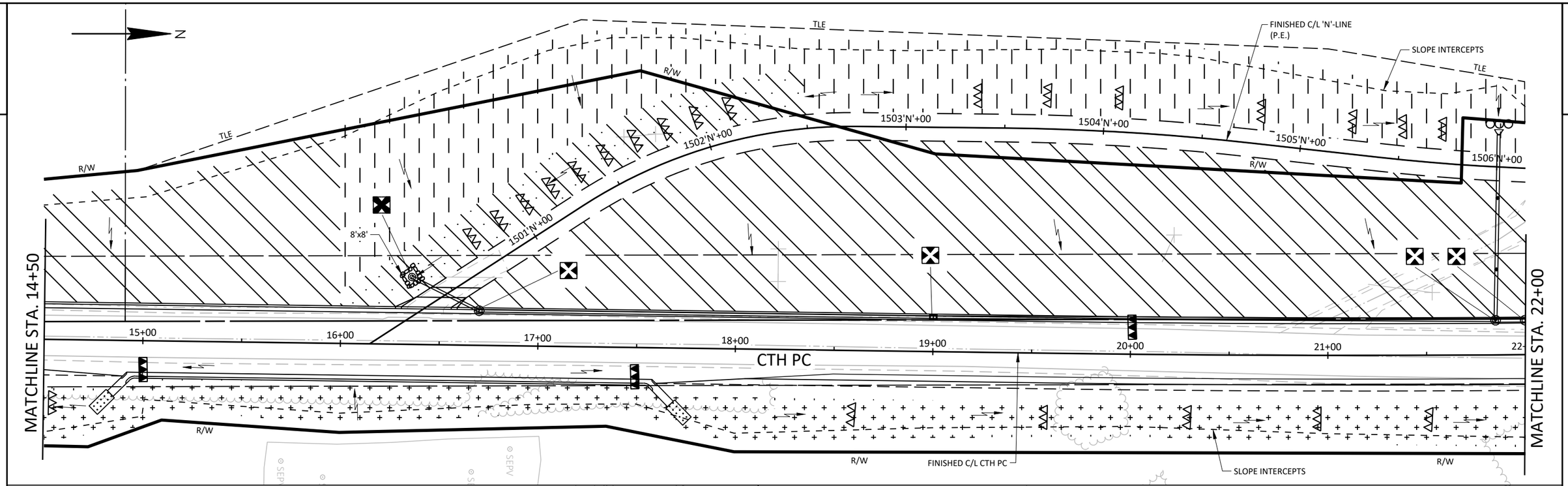
LEGEND

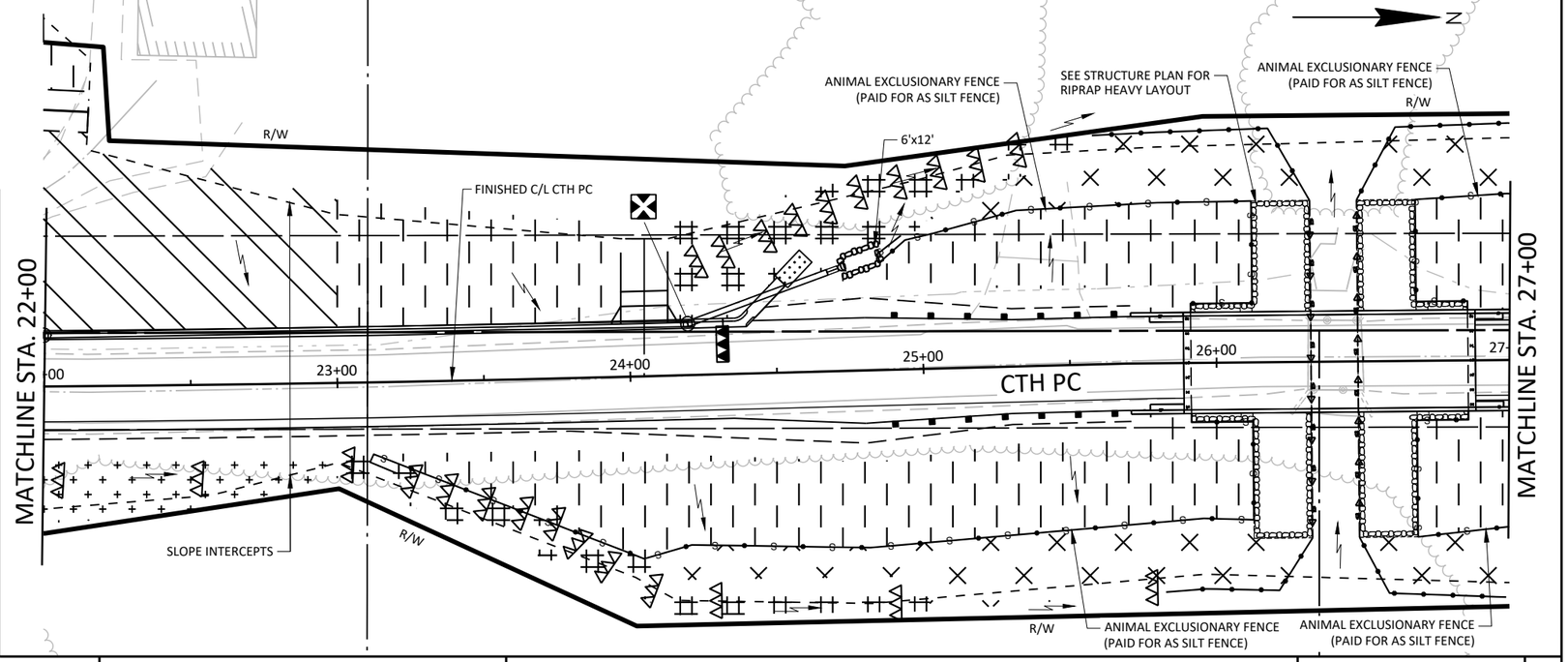
- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG PLOT DATE : 11/18/2025 8:36:01 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



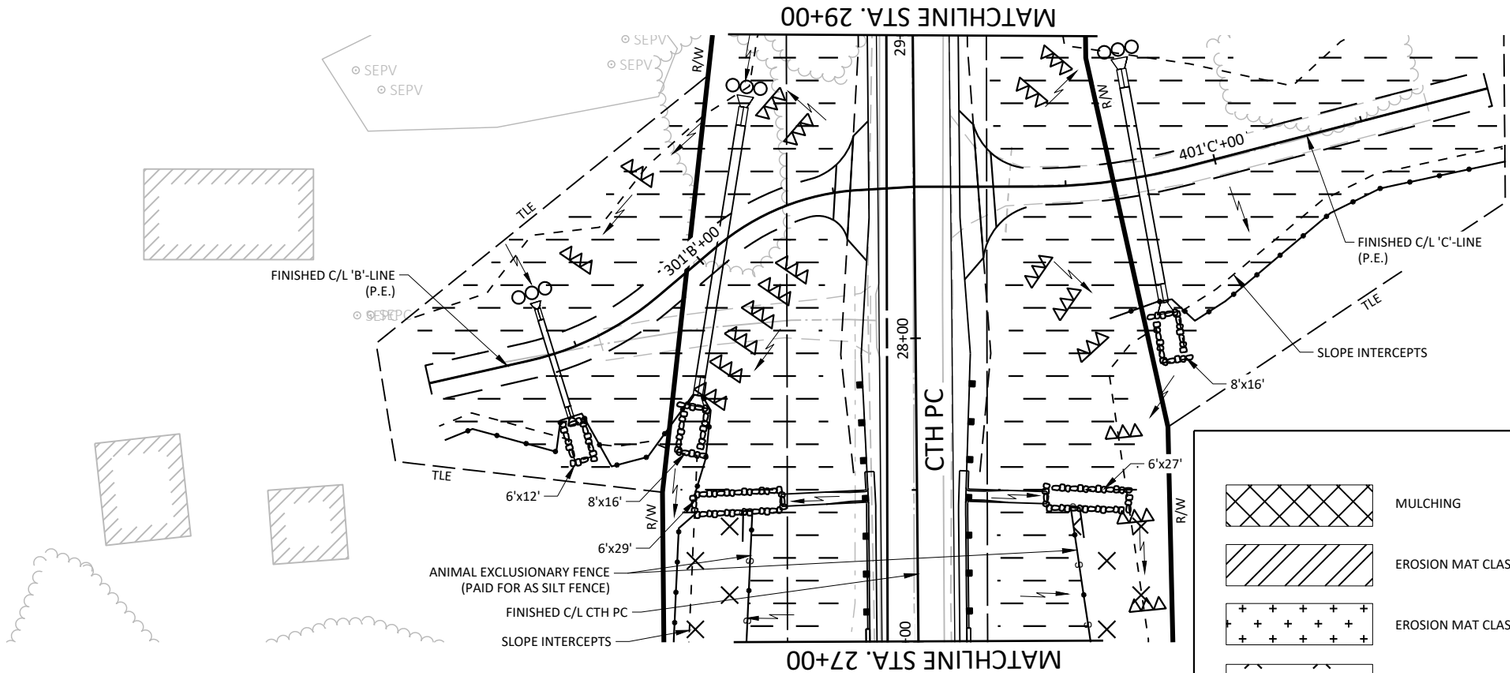


LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TURBIDITY BARRIERS
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 37	E

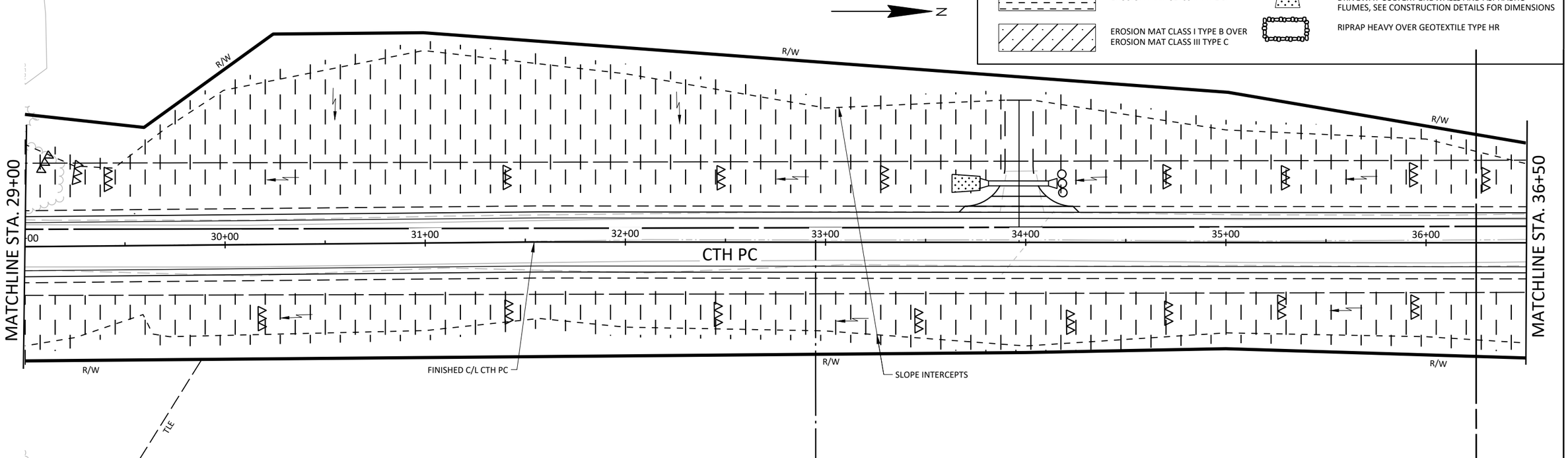
2



N

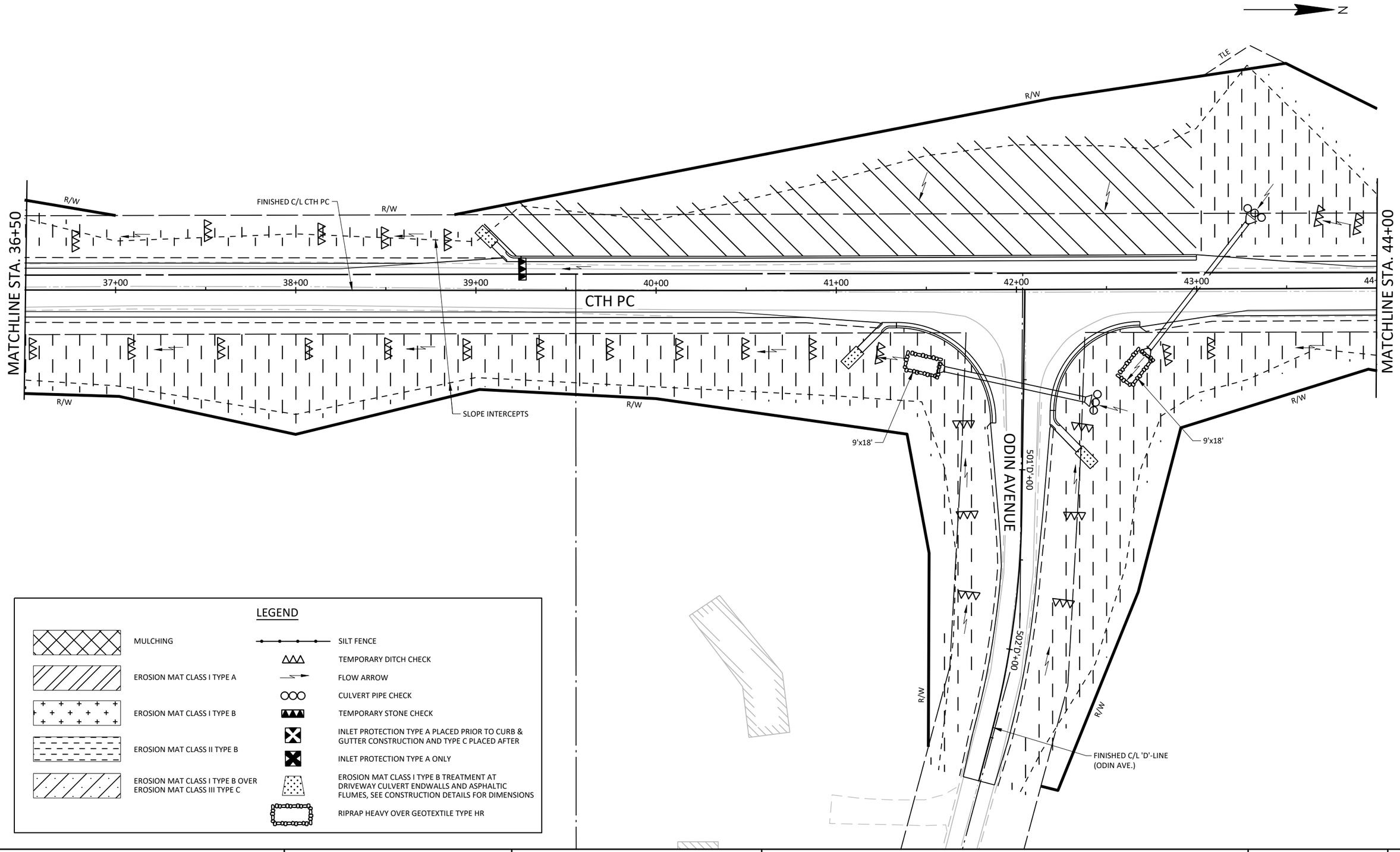
LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 38	E

2



LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 39	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG
PLOT DATE : 11/18/2025 8:36:08 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT4

2

N

MATCHLINE STA. 44+00

MATCHLINE STA. 51+00

R/W

SLOPE INTERCEPTS

TLE

FINISHED C/L CTH PC

CTH PC

45+00

46+00

47+00

48+00

49+00

50+00

8'x16'

160'L'O'-00

FINISHED C/L 'O'-LINE (P.E.)

LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 40	E

2

LEGEND

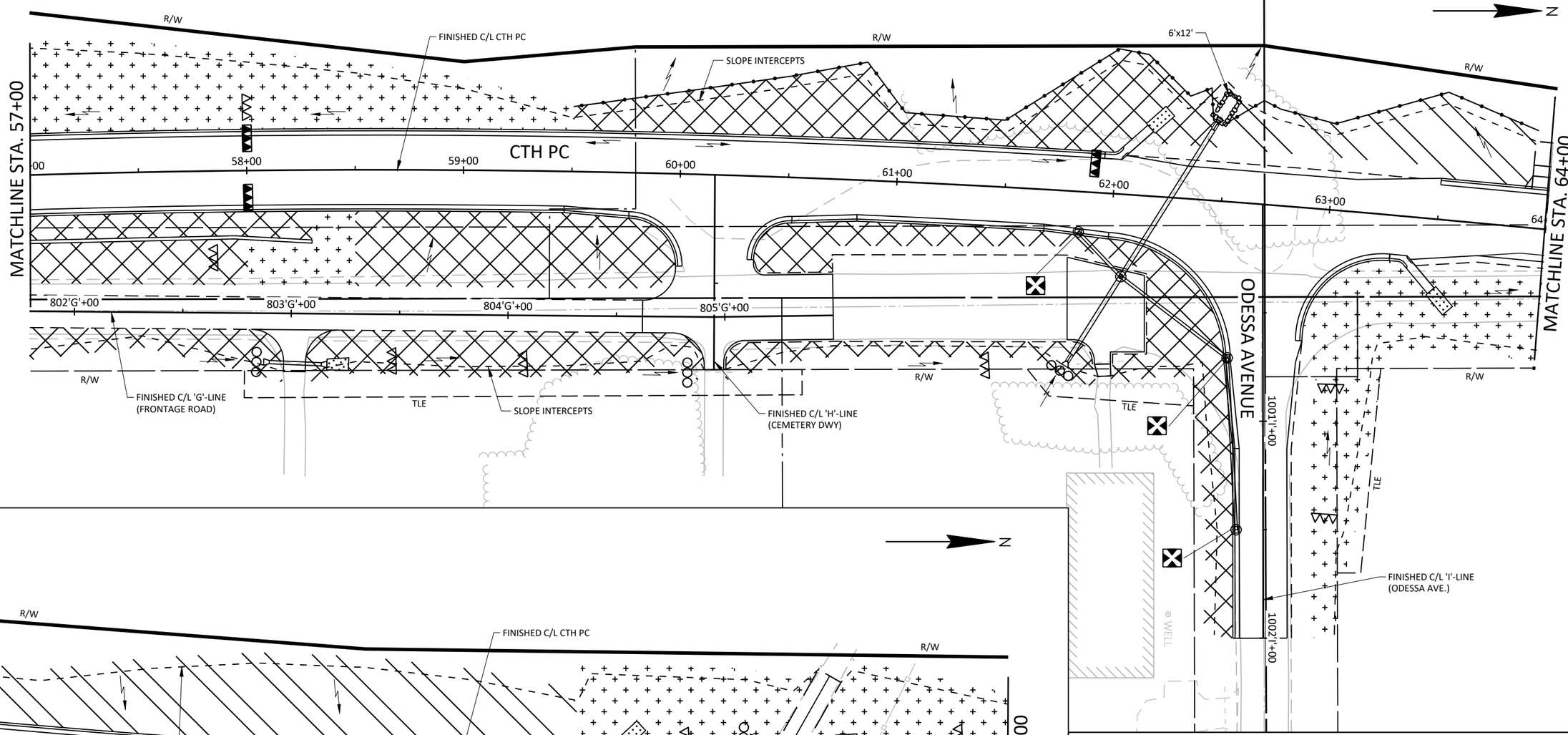
- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

N

R/W
601'E'+00
FINISHED C/L 'E'-LINE (OBOE AVE.)
602'E'+00
603'E'+00
OBOE AVENUE
604'E'+00
8'x16'
SLOPE INTERCEPTS
MATCHLINE STA. 57+00
57+00
56+00
55+00
54+00
CTH PC
801'G'+00
53+00
FINISHED C/L CTH PC
52+00
MATCHLINE STA. 51+00
701'F'+00
702'F'+00
TLE
FINISHED C/L 'G'-LINE (FRONTAGE ROAD)
FINISHED C/L 'F'-LINE (P.E.)
8'x16'
5'x10'

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 41	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG PLOT DATE : 11/18/2025 8:36:11 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT6



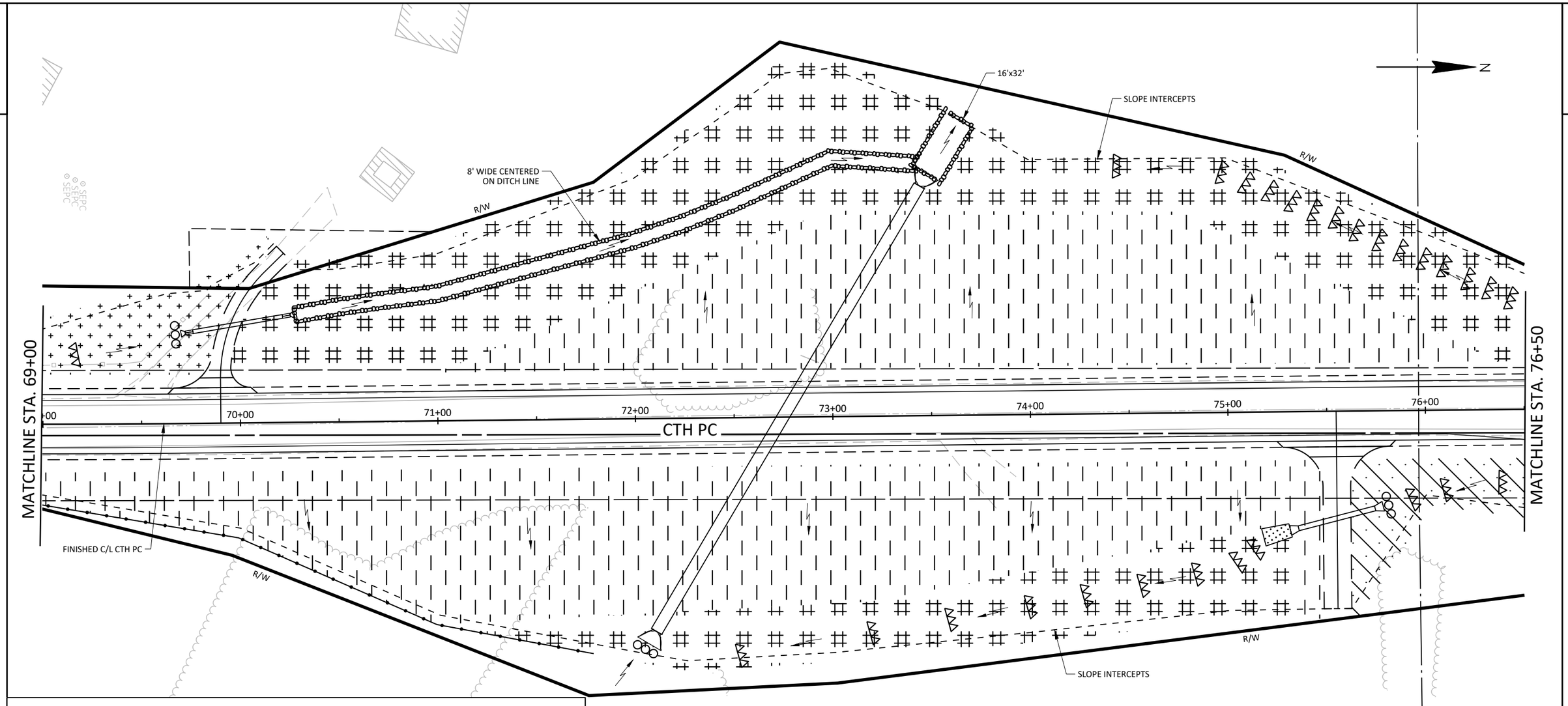
LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 42	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG
PLOT DATE : 11/18/2025 8:36:14 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT7

2

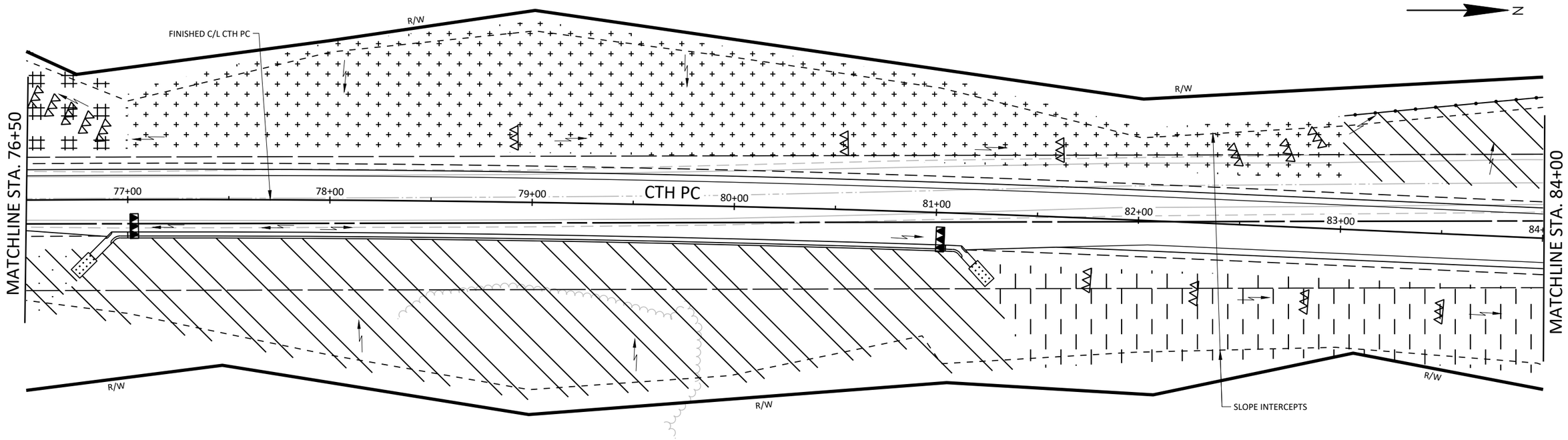


LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG
PLOT DATE : 11/18/2025 8:36:15 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT8



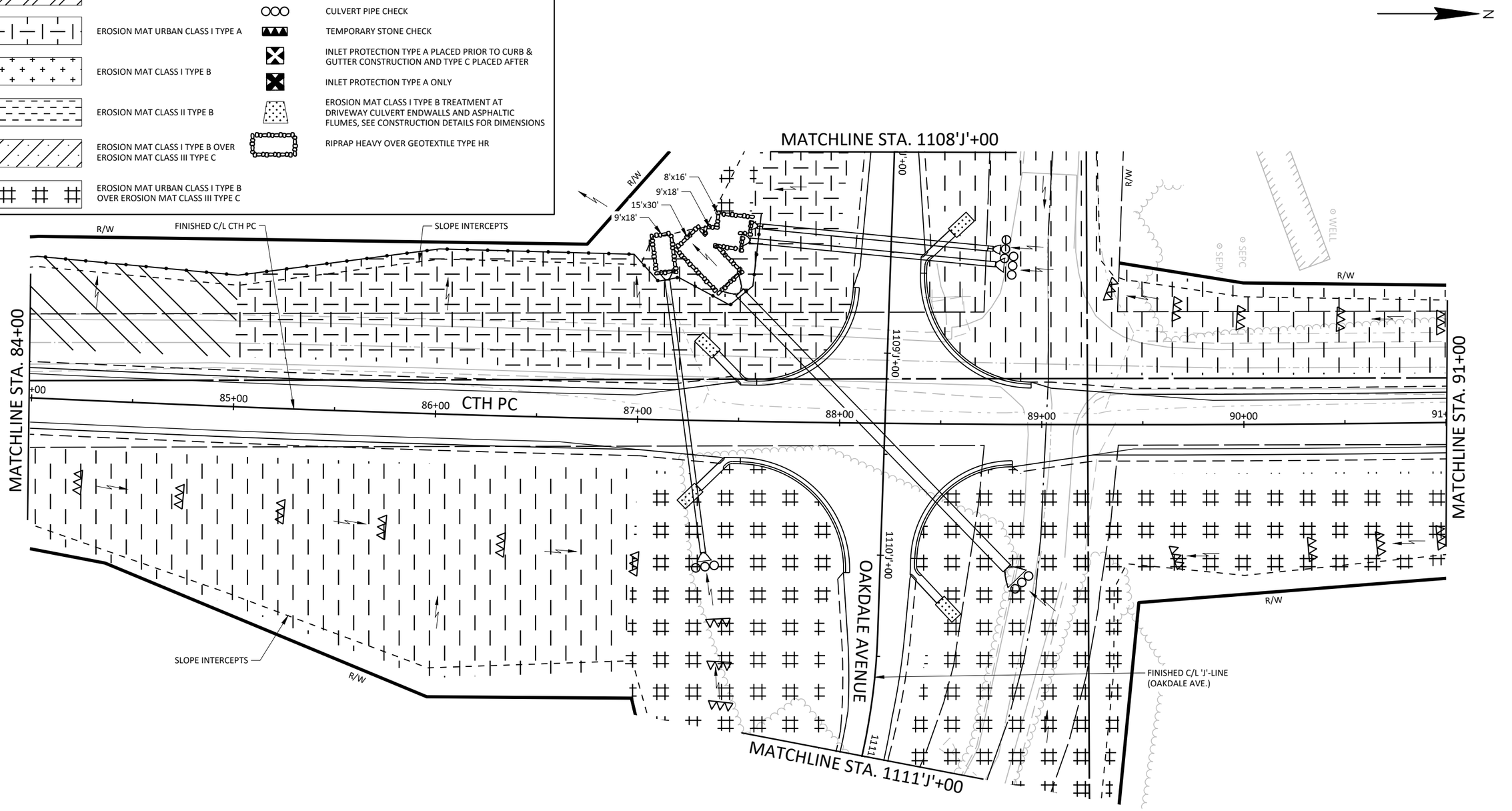
LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

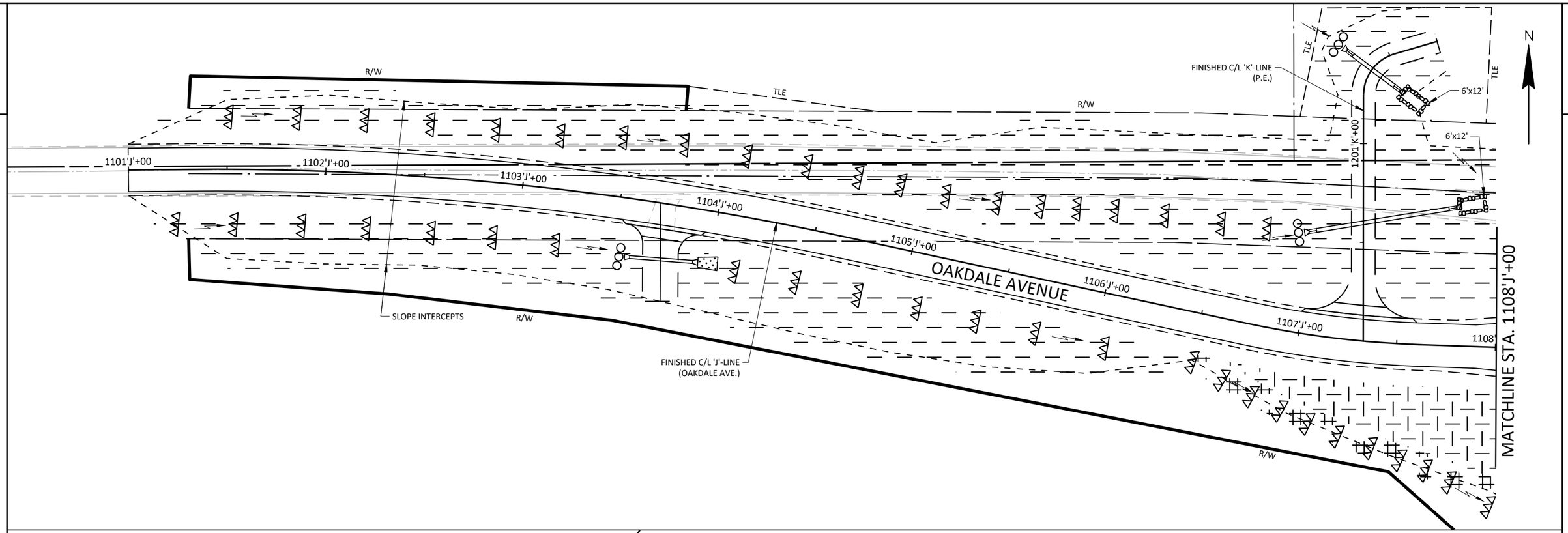
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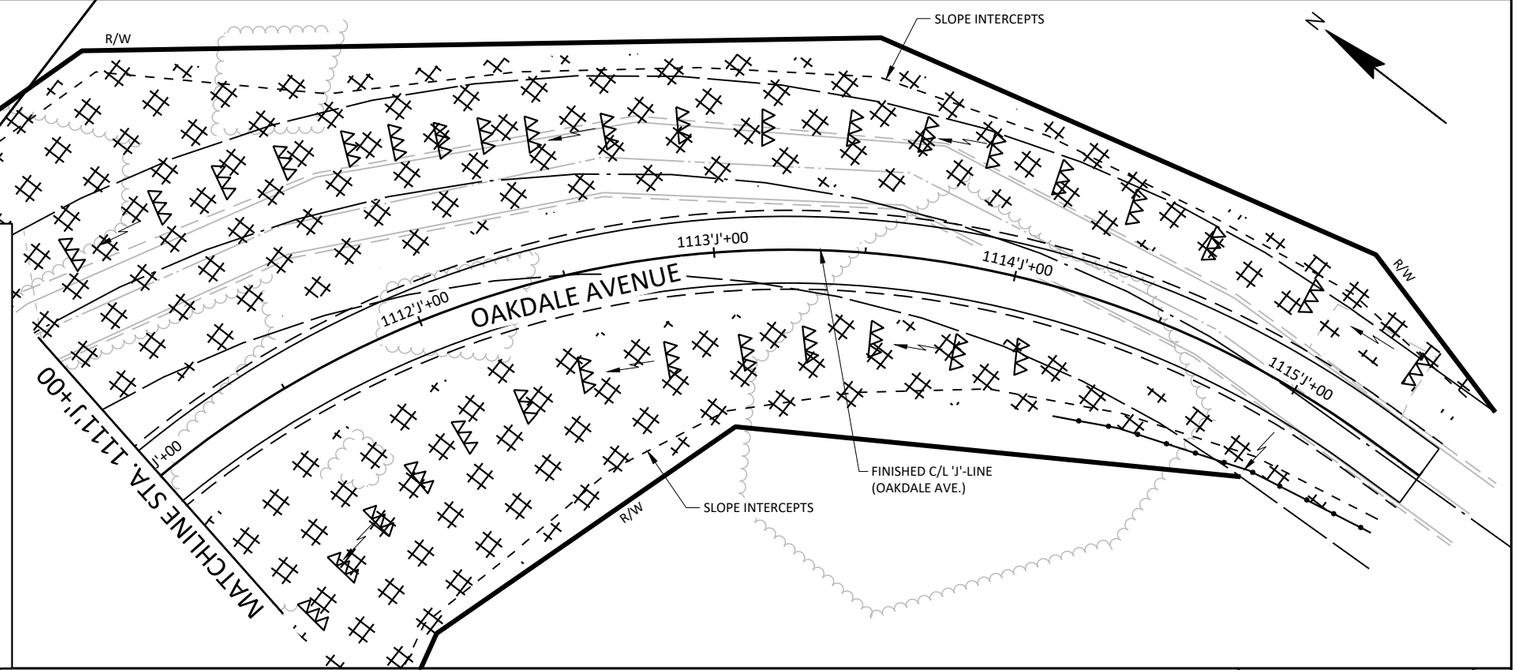
LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 45	E

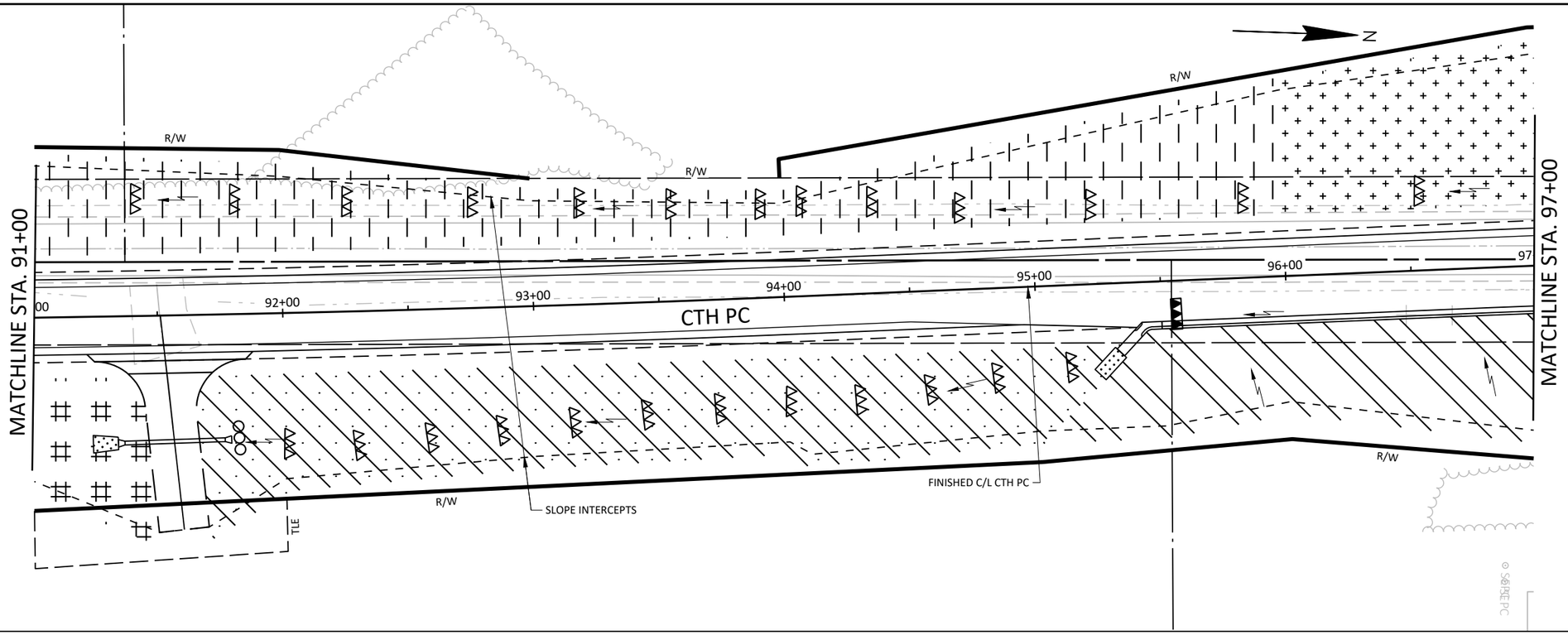




LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- FLOW ARROW
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 46	E



LEGEND

MULCHING	SILT FENCE
	TEMPORARY DITCH CHECK
EROSION MAT CLASS I TYPE A	FLOW ARROW
	CULVERT PIPE CHECK
EROSION MAT CLASS I TYPE B	TEMPORARY STONE CHECK
	INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
EROSION MAT CLASS II TYPE B	INLET PROTECTION TYPE A ONLY
EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C	EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C	RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

2

2

MATCHLINE STA. 97+00

MATCHLINE STA. 104+50

SLOPE INTERCEPTS

R/W

CTH PC

98+00

99+00

100+00

101+00

102+00

103+00

104+00

FINISHED C/L CTH PC

FINISHED C/L 'L'-LINE (P.E.)

1302'-1+00

TLE

R/W

SLOPE INTERCEPTS

N

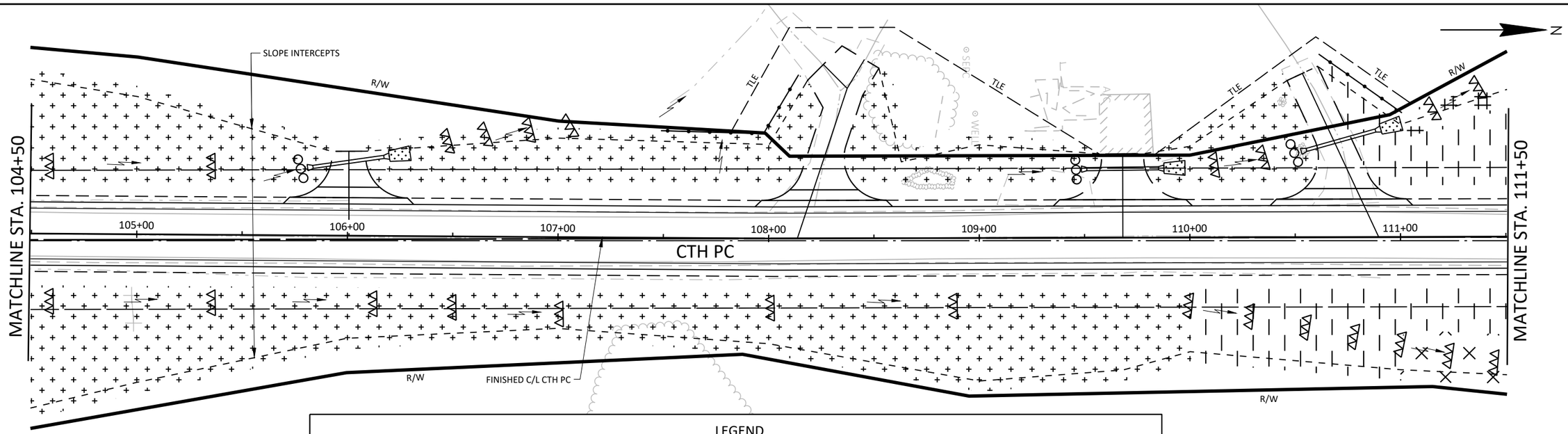
LEGEND

MULCHING	SILT FENCE
	TEMPORARY DITCH CHECK
EROSION MAT CLASS I TYPE A	FLOW ARROW
	CULVERT PIPE CHECK
EROSION MAT CLASS I TYPE B	TEMPORARY STONE CHECK
	INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
EROSION MAT CLASS II TYPE B	INLET PROTECTION TYPE A ONLY
EROSION MAT CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C	EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
	RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET	E

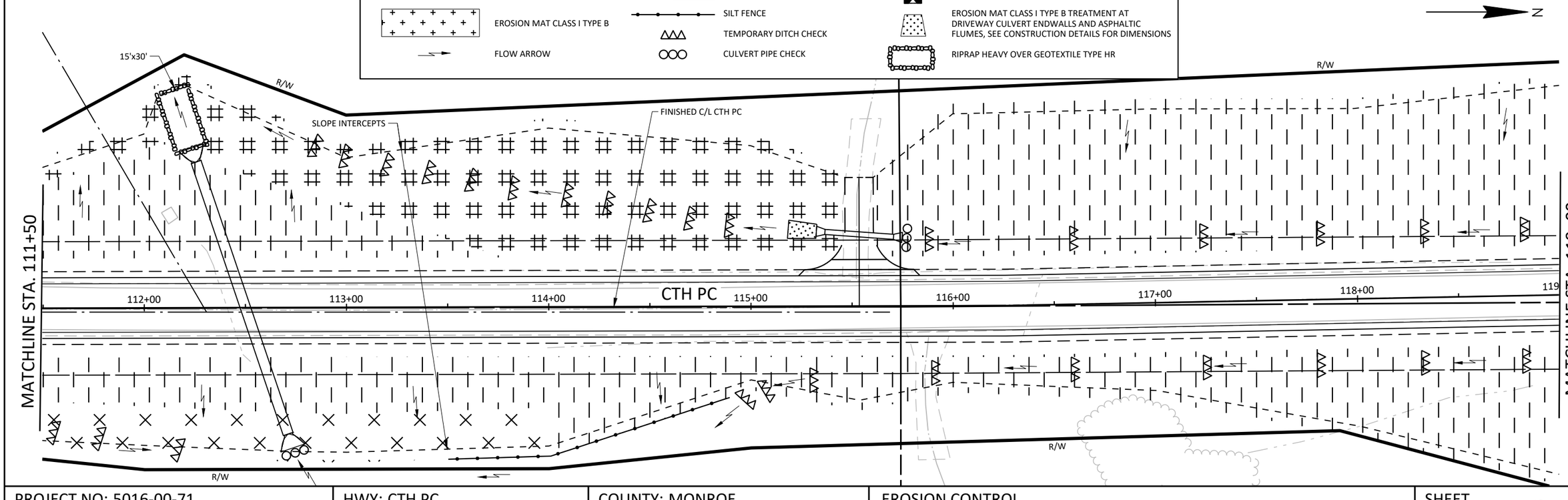
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG PLOT DATE : 11/18/2025 8:36:23 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT13

2



LEGEND

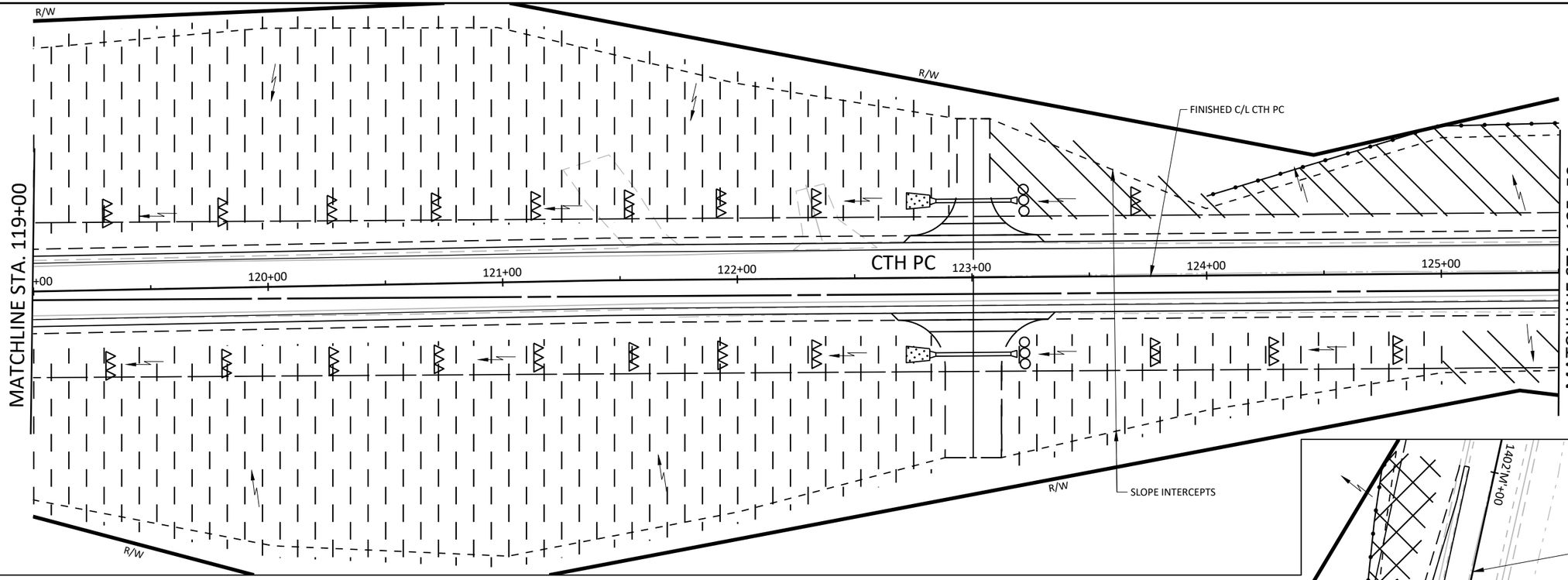
- MULCHING
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- FLOW ARROW
- EROSION MAT CLASS II TYPE B
- EROSION MAT URBAN CLASS I TYPE B OVER EROSION MAT CLASS III TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TEMPORARY STONE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY
- EROSION MAT CLASS I TYPE B TREATMENT AT DRIVEWAY CULVERT ENDWALLS AND ASPHALTIC FLUMES, SEE CONSTRUCTION DETAILS FOR DIMENSIONS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

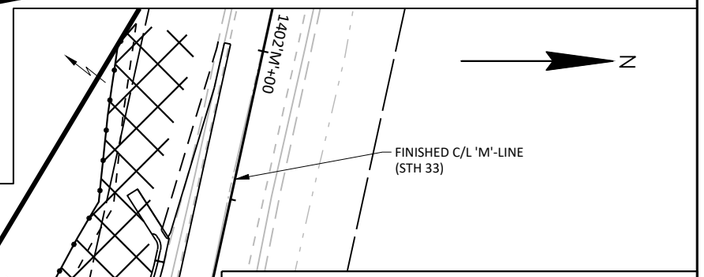


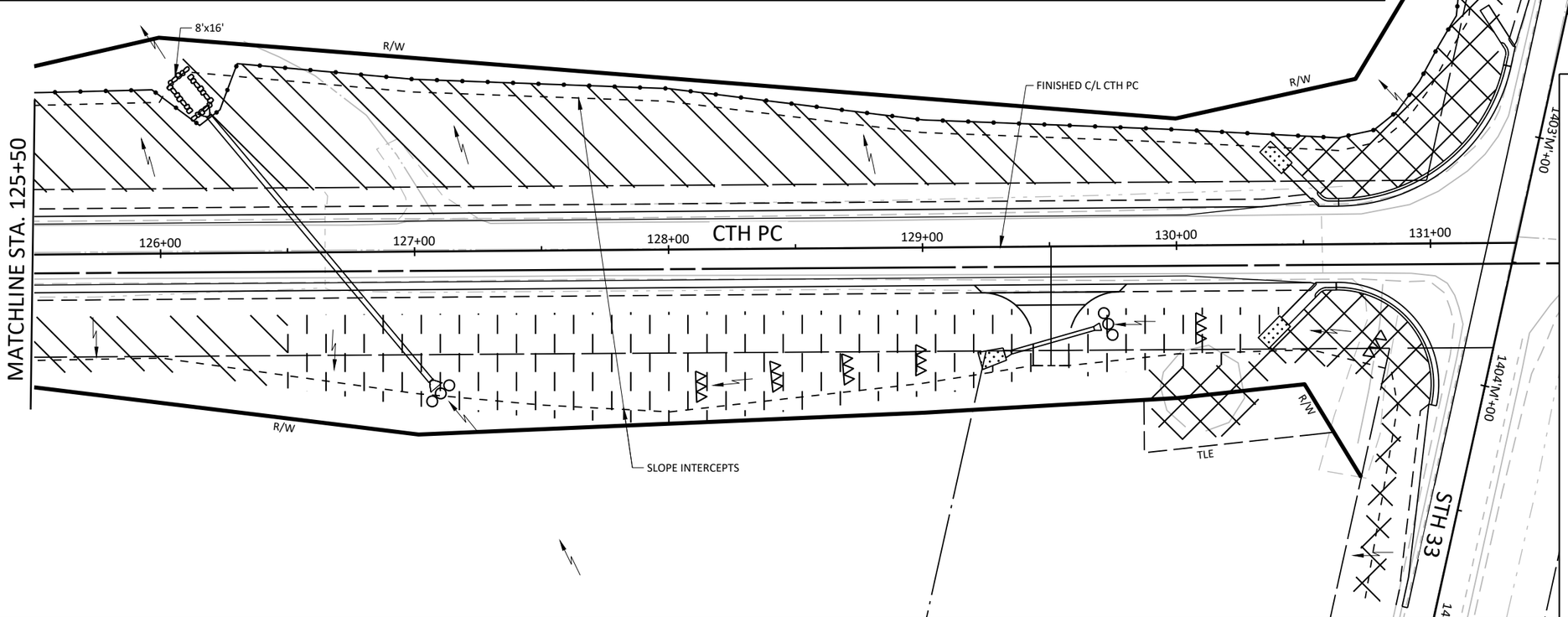
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 49	E

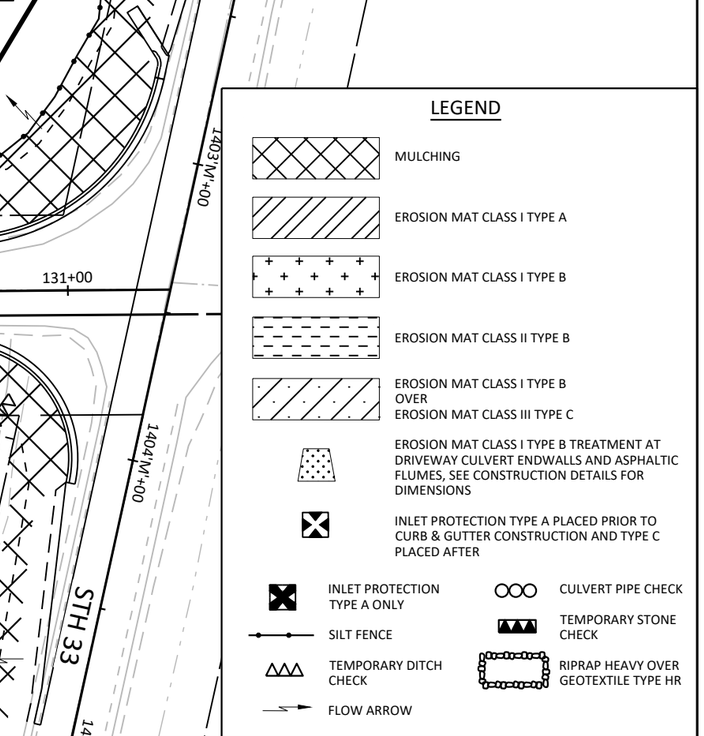
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG PLOT DATE : 11/18/2025 8:36:25 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT14

2









2

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	EROSION CONTROL	SHEET 50	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_EROSION CONTROL.DWG
PLOT DATE : 11/18/2025 8:36:28 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT15

FINISHED REALIGNMENT C/L 'A'-LINE (OCTAGON AVE.)

PT: 202'A'+19.16

OCTAGON AVENUE

203'A'+00

R/W

VERNON ELECTRIC COOPERATIVE

SLOPE INTERCEPTS (TYP.)

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

VERNON ELECTRIC COOPERATIVE

TERRY D. MLSNA

N

1.2 STA 8+43.32, 41.9' LT
AEW FOR CPRC 36-INCH

2.2 STA 10+04, 17.5' LT
INLETS 2.5x3-F
RIM: 1241.18

2.1 STA 10+20, 17.5' LT
INLETS 2.5x3-F
RIM: 1241.19

4.1 STA 10+96.48, 29.1' LT
AEW FOR CPRC 24-INCH

4 STA 11+00, 17.5' LT
INLETS 4-HM
RIM: 1241.50

PIPE GRATE REQ'D

4.2.1 STA 11+39.27, 25.6' LT
AEW FOR CPRC 12-INCH

4.2 STA 11+40, 17.5' LT
INLETS 2x3-HM
RIM: 1241.84

STA 12+00, 17.5' LT 4.3
INLETS 2x3-HM
RIM: 1242.43

4.4 STA 12+15, 17.5' LT
INLETS 2x3-HM
RIM: 1242.57

P - 1.2, 36"

P - 2.2, 12"

P - 4.1, 24"

P - 4.2.1, 12"

P - 4.2, 12"

P - 4.3, 12"

P - 4.4, 12"

CTH PC

8+00 9+00 10+00 11+00 12+00

1.1 STA 9+50, 0.0'
MANHOLES 6-J
RIM: 1241.61

P - 1.1, 36"

P - 2.1, 12"

P - 3.1, 24"

BRIGHTSPEED (TYP.)

1 STA 9+84.52, 29.0' RT
AEW FOR CPRC 36-INCH

2 STA 10+20, 30.3' RT
APRON ENDWALLS FOR CPRC 12-INCH

3 STA 11+00, 30.0' RT
AEW FOR CPRC 24-INCH

R/W

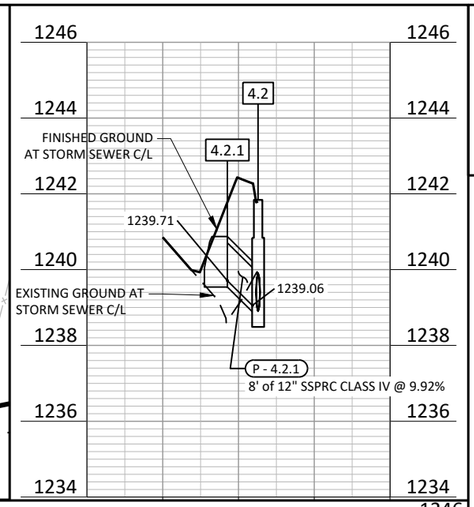
EMMANUEL R. MILLER

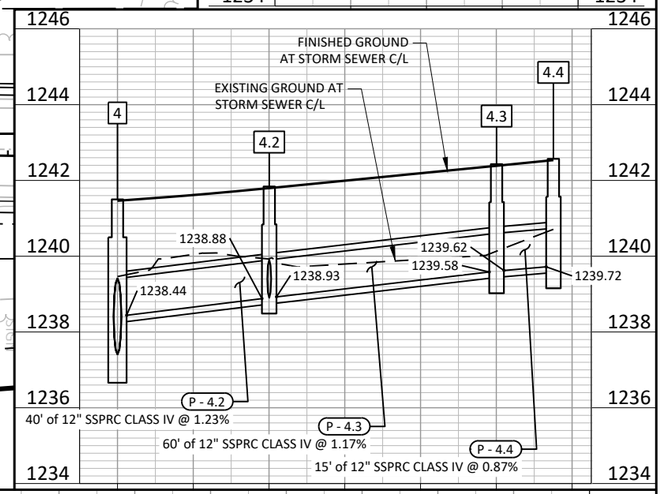
STA. 9+80
EXISTING BOX CULVERT TO BE EXTENDED LT. & RT.
(WORK BY OTHERS)

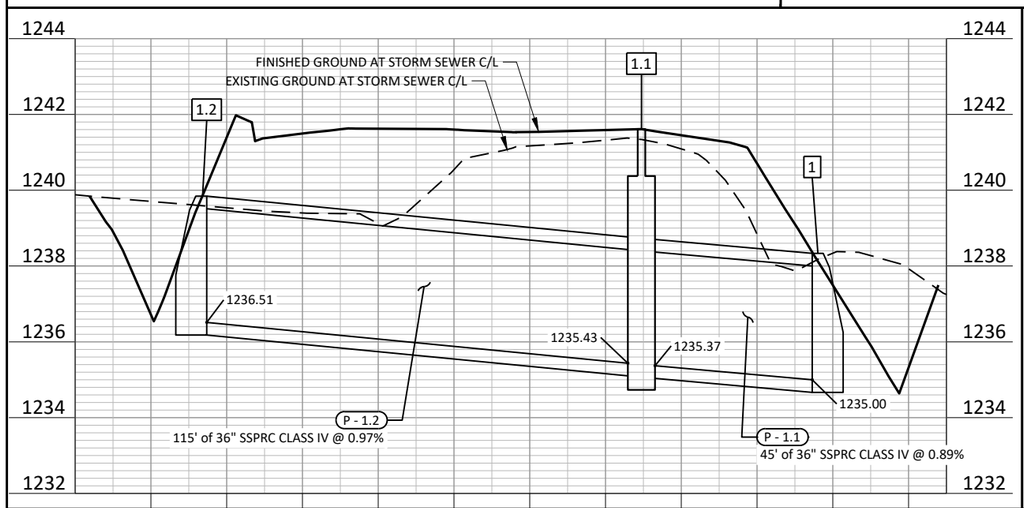
DAVID P. BRUEGGEN REVOCABLE TRUST

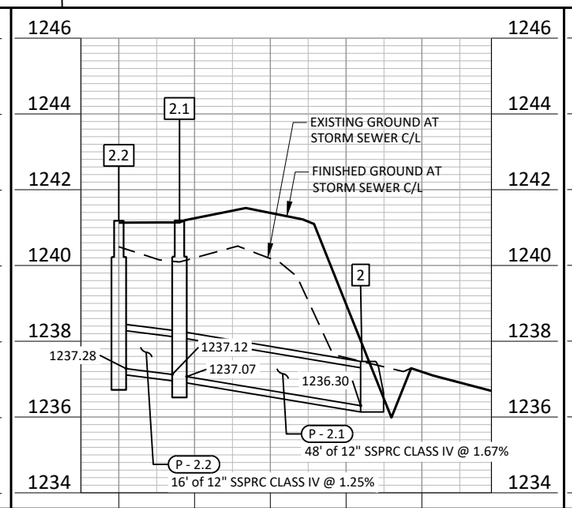
P.L.

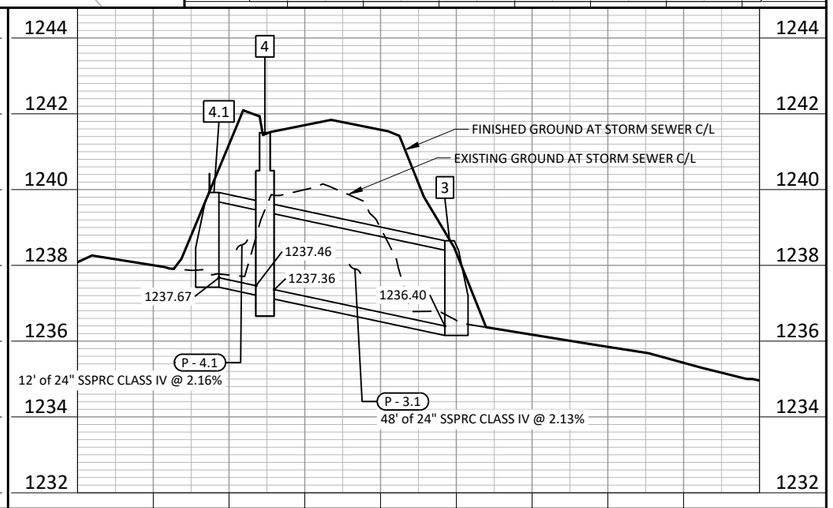
JULIE A. ONSHUS







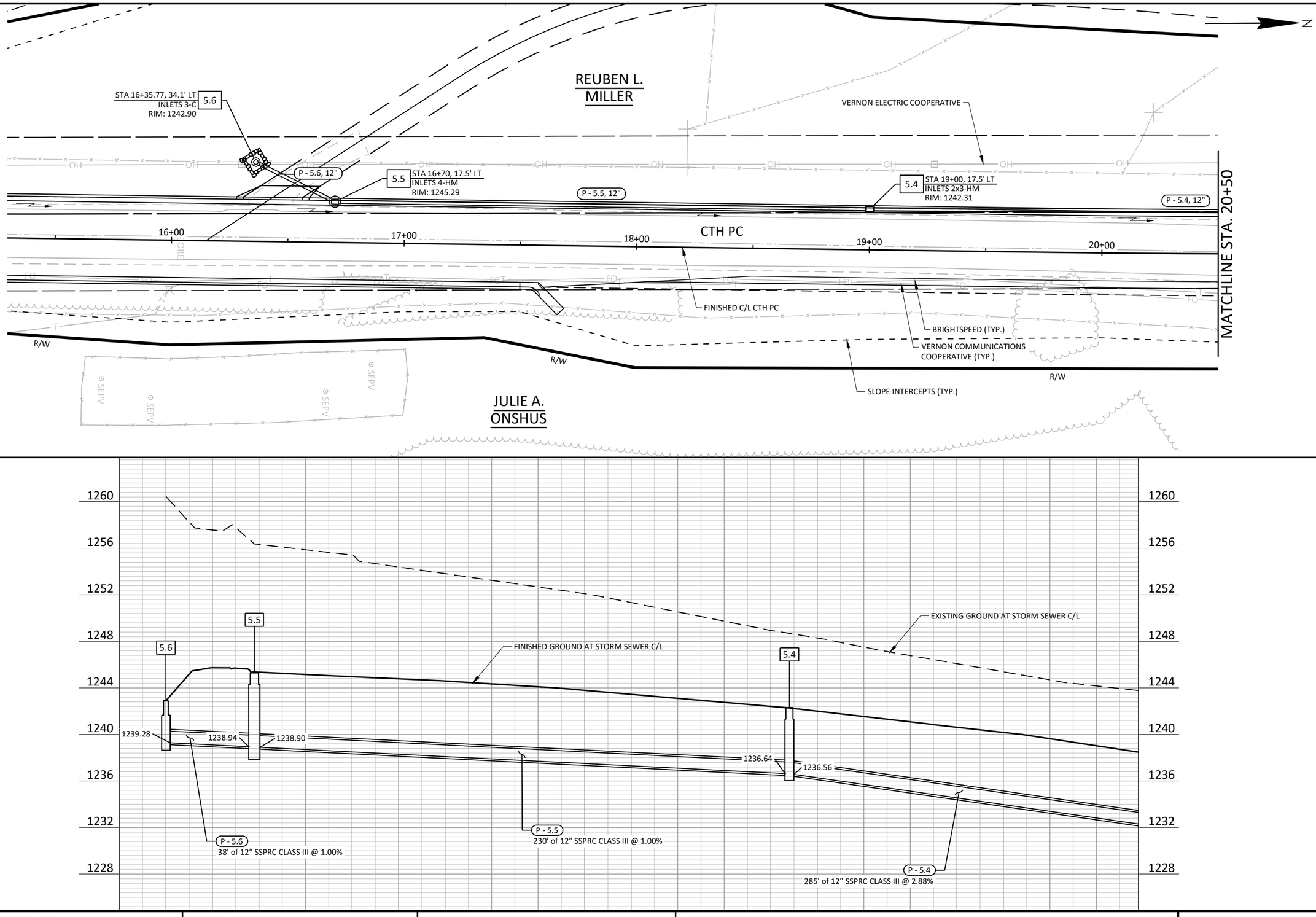




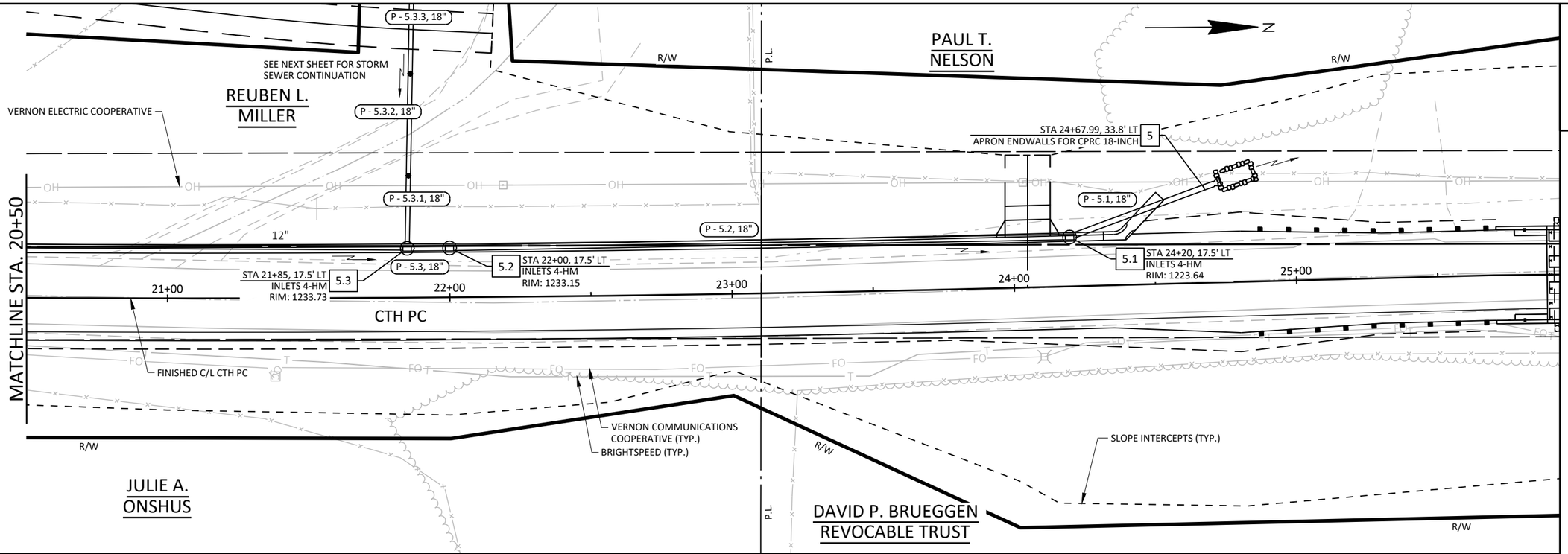
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET	E

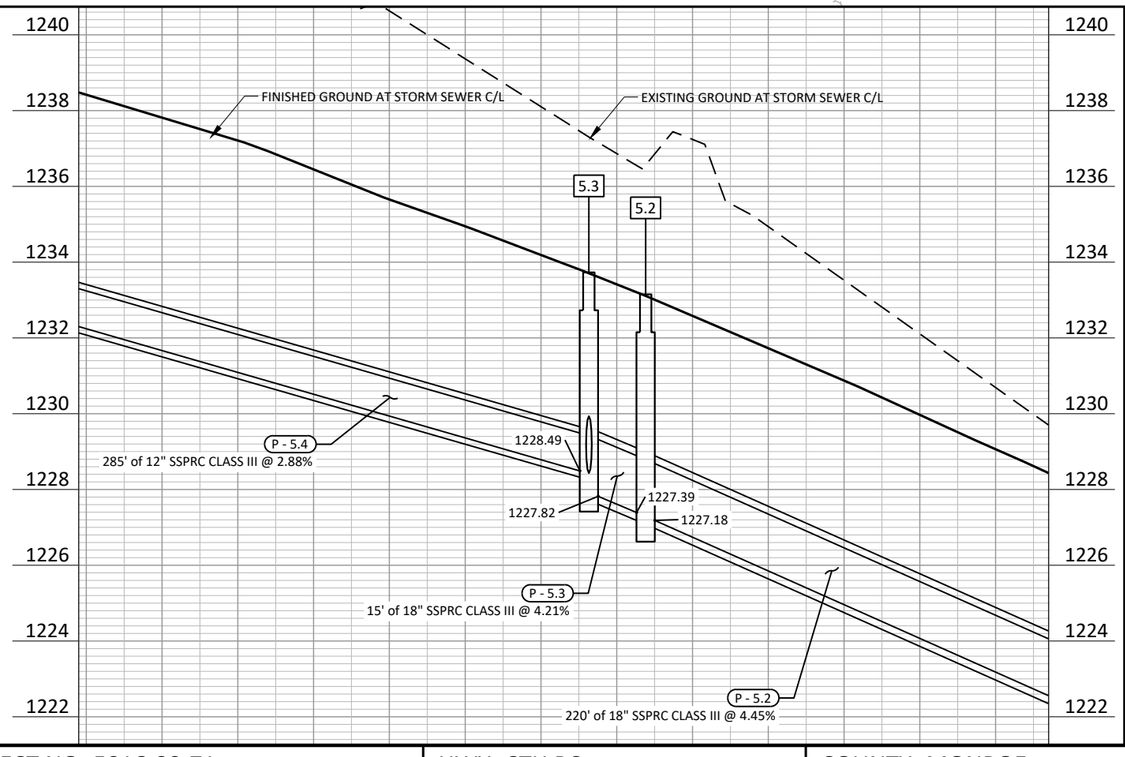
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_STORM SEWER DETAILS.DWG
PLOT DATE : 11/19/2025 8:22:20 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1

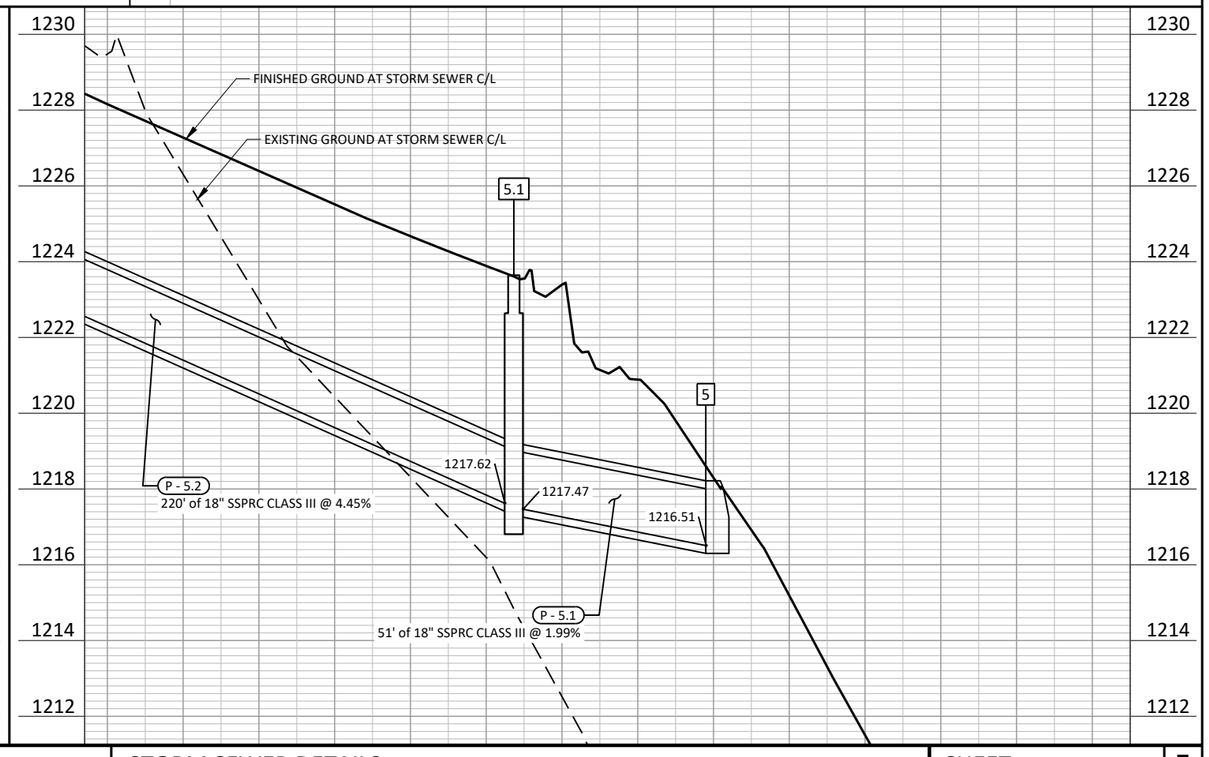
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET 52	E







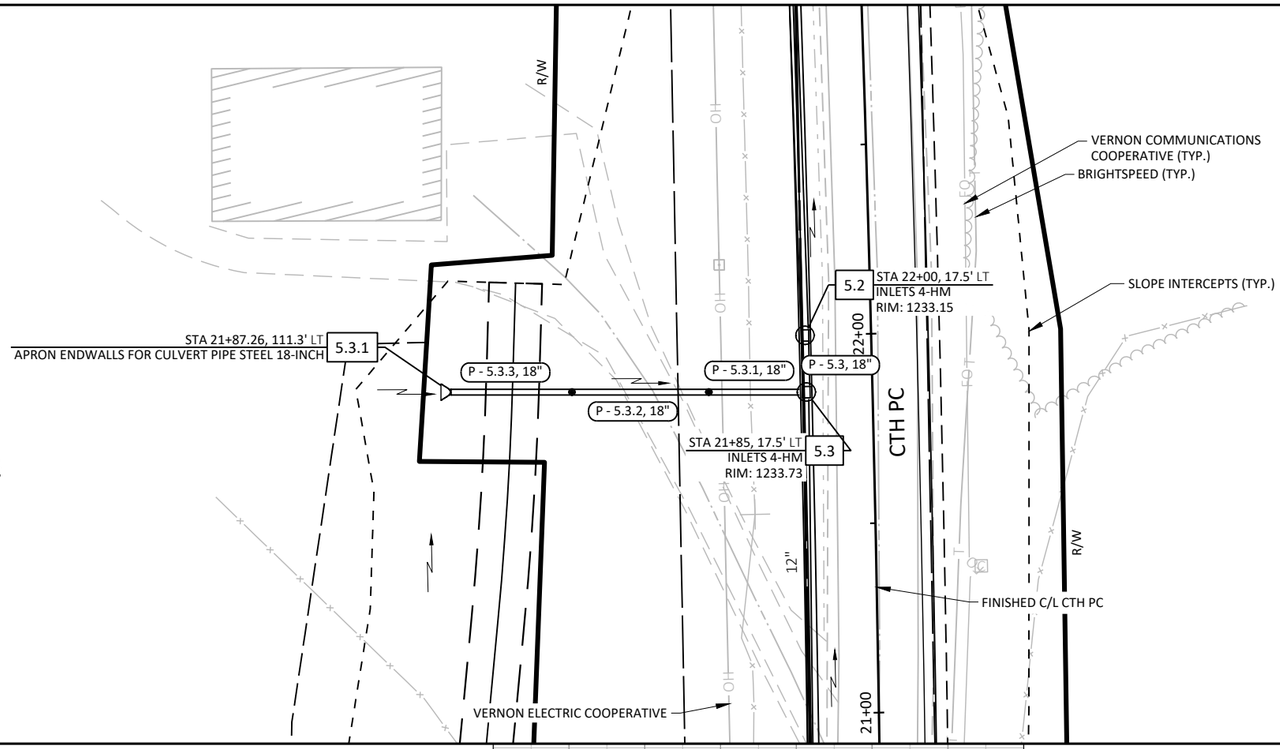
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET 53	E

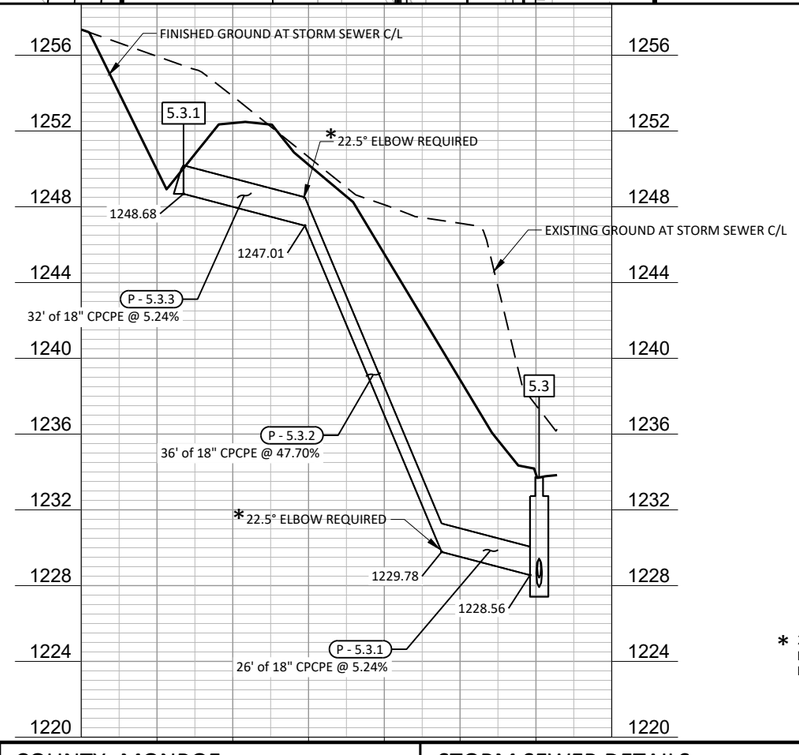
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_STORM SEWER DETAILS.DWG
PLOT DATE : 6/12/2025 4:22:14 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT3

2

AARON & REUBEN MILLER

JULIE A. ONSHUS





* 22.5° ELBOWS ARE INCIDENTAL TO BID ITEM "CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH"

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET 54	E

MARK D. JOTHEN

VERNON ELECTRIC COOPERATIVE

R/W

OBOE AVENUE

604'E'+00

FINISHED C/L 'E'-LINE (OBOE AVE)

MARK D. JOTHEN

N

2

FINISHED C/L CTH PC

52+00

53+00

54+00

55+00

56+00

57+00

CTH PC

STA 53+50, 17.5' RT
INLETS 4-HM
RIM: 1316.31
6.3

P - 6.4, 12"

STA 55+50, 17.5' RT
INLETS 2x3-HM
RIM: 1323.28
6.4

PROPOSED RETAINING WALL (SEE STRUCTURE PLANS)

P - 6.3, 12"

6.2 STA 53+34.67, 45.2' RT
INLETS 3-C
RIM: 1312.73

P - 6.1, 12"

P - 6.2, 12"

802'G'+00

801'G'+00

LOUISE C. SHARPING REVOCABLE TRUST

STA 52+64.29, 42.1' RT
APRON ENDWALLS FOR CPRC 12-INCH
6

R/W

FINISHED REALIGNMENT C/L 'G'-LINE (FRONTAGE ROAD)

R/W

STA 53+04.52, 54.3' RT
INLETS 3-C
RIM: 1312.73
6.1

701'F'+00

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

BRIGHTSPEED (TYP.)

TYLER LUCKASSON

TYLER LUCKASSON

B. JOHNSON'S ADDITION IMMANUEL LUTHERAN

R/W

TLE

TLE

TLE

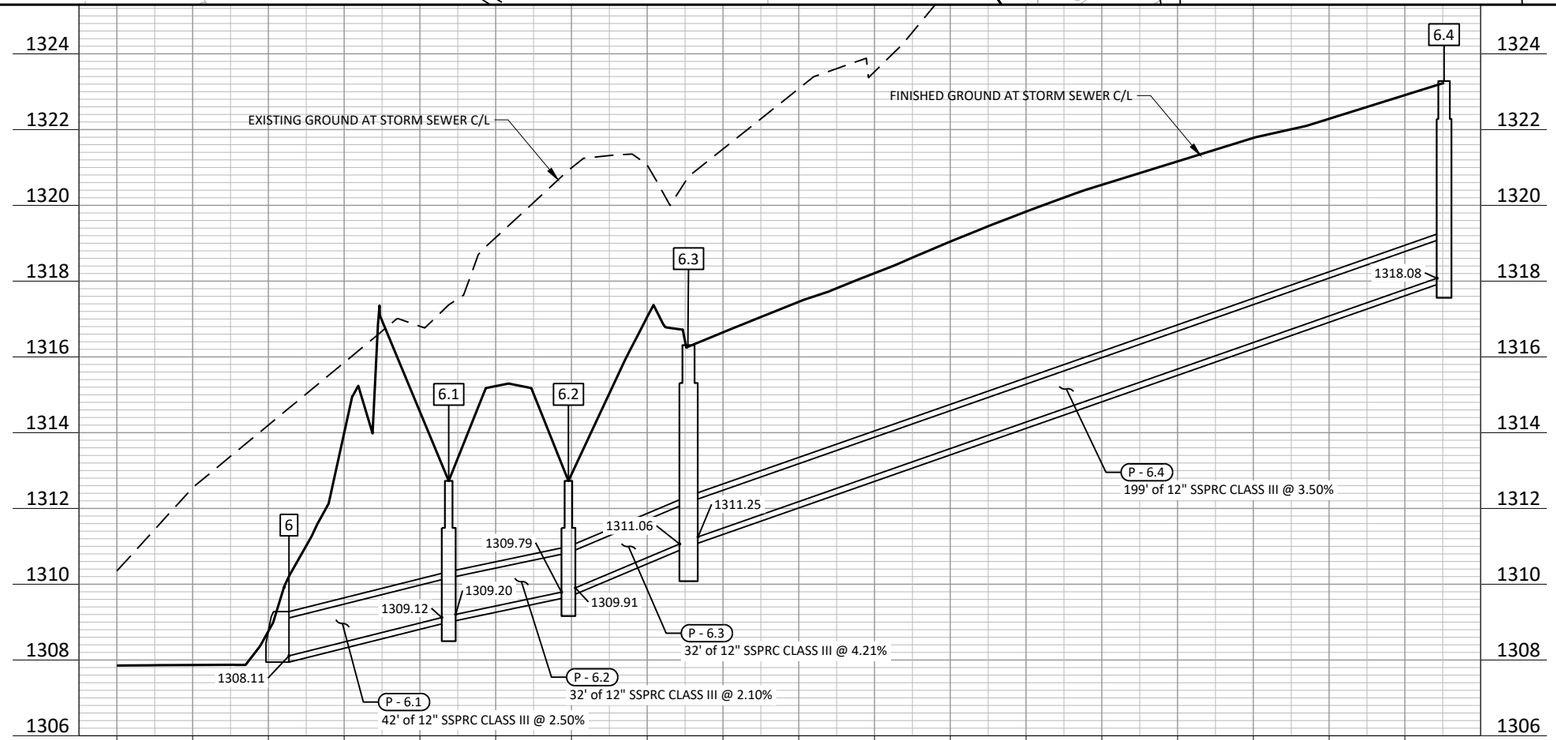
TLE

TLE 'P.L.'

FINISHED REALIGNMENT C/L 'F'-LINE (P.E.)

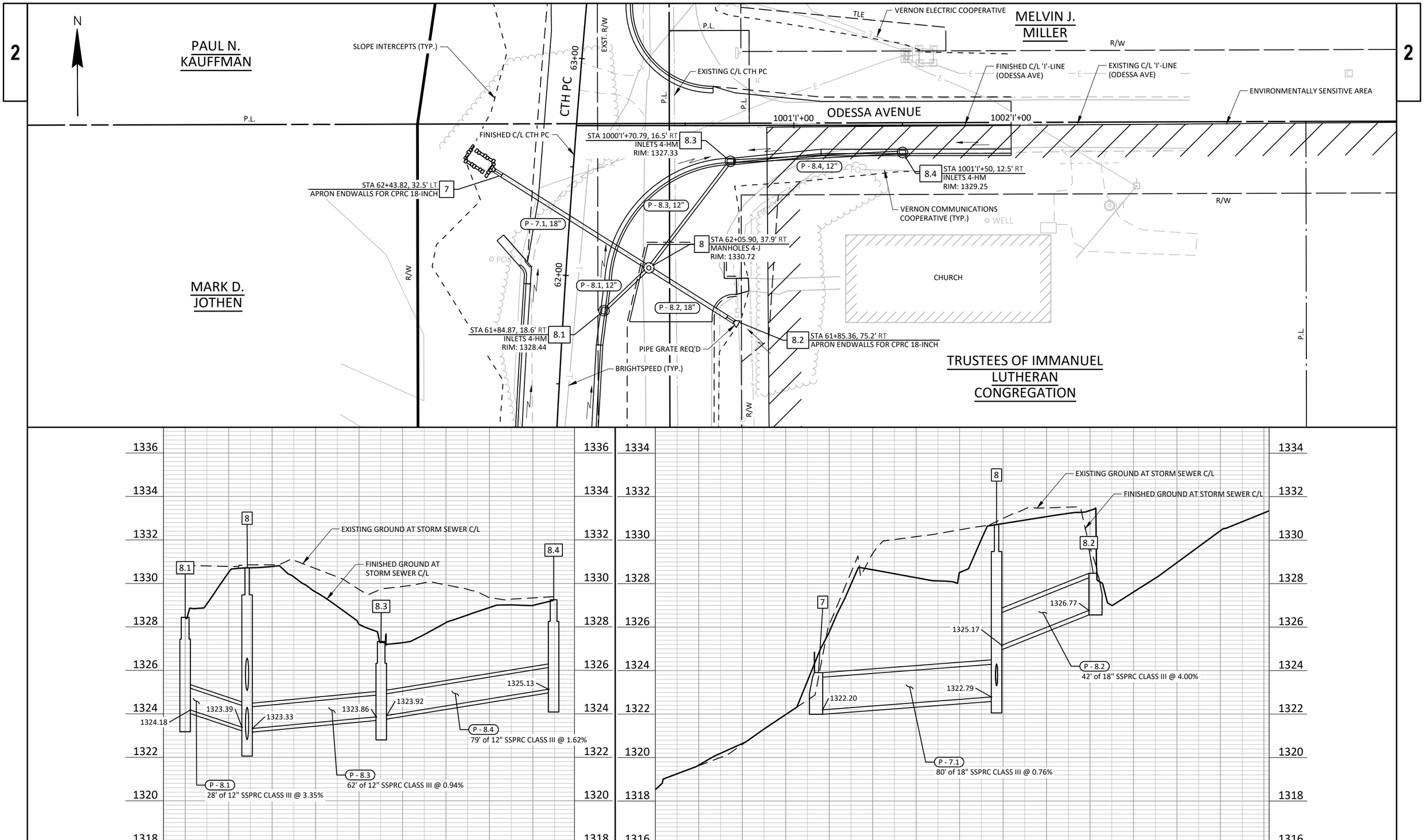
702'F'+00

SLOPE INTERCEPTS (TYP.)



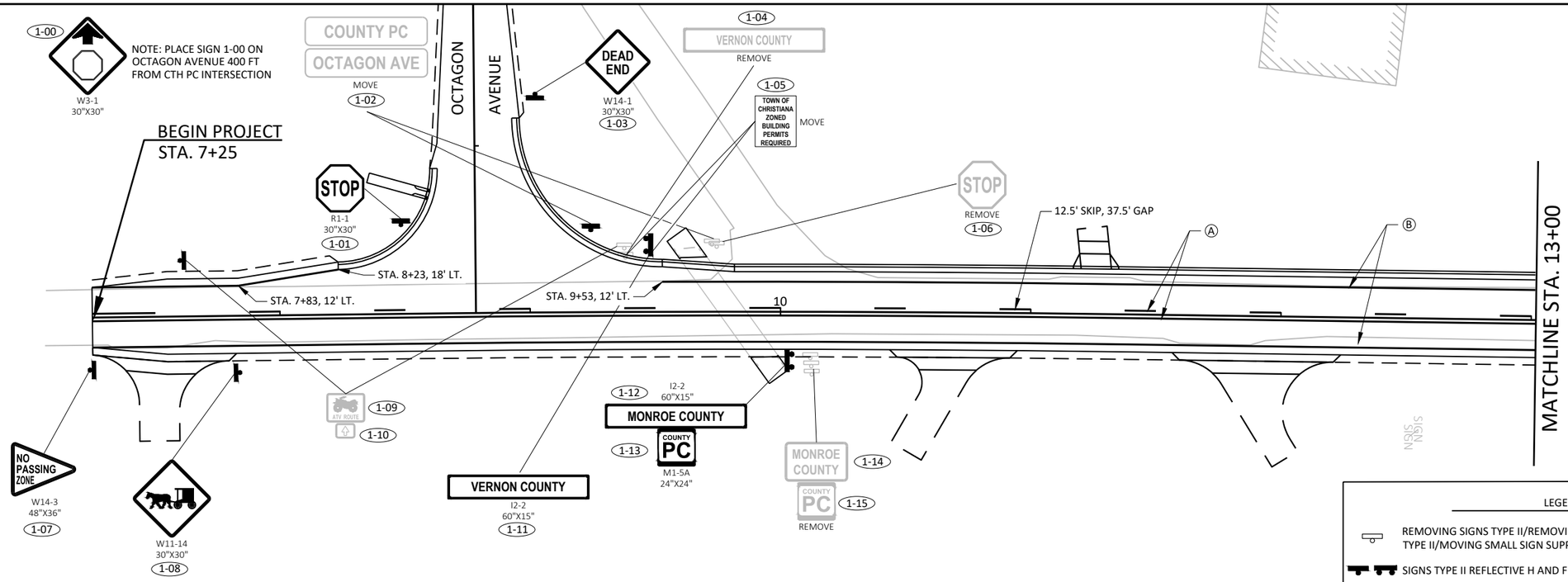
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET 55	E

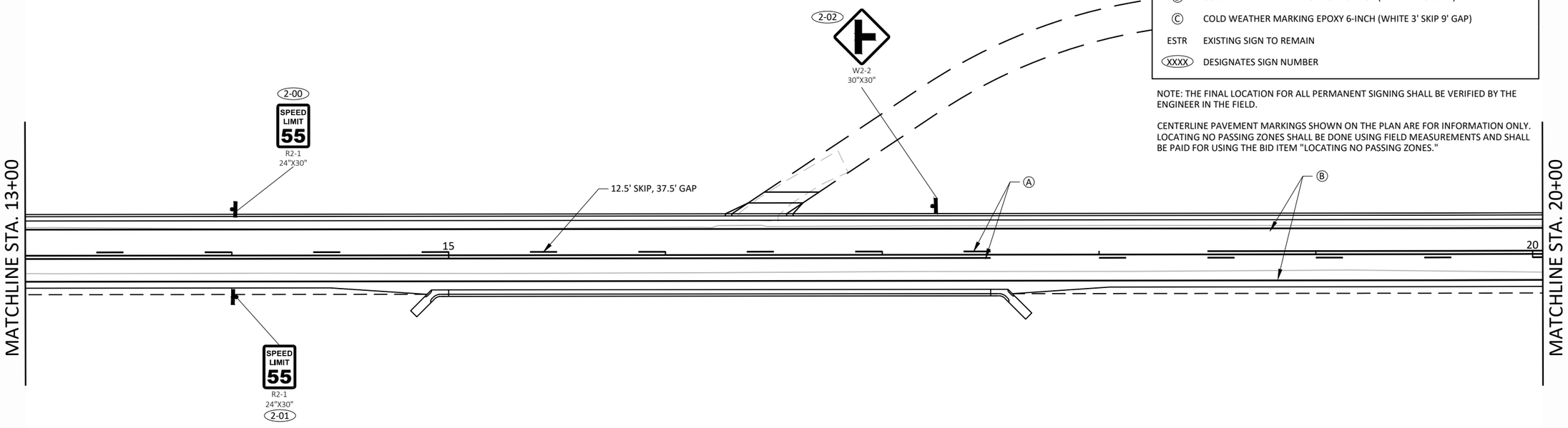
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_STORM SEWER DETAILS.DWG
PLOT DATE : 6/12/2025 4:22:26 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT4



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	STORM SEWER DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_STORM SEWER DETAILS.DWG
PLOT DATE : 6/12/2025 4:22:34 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT5





LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

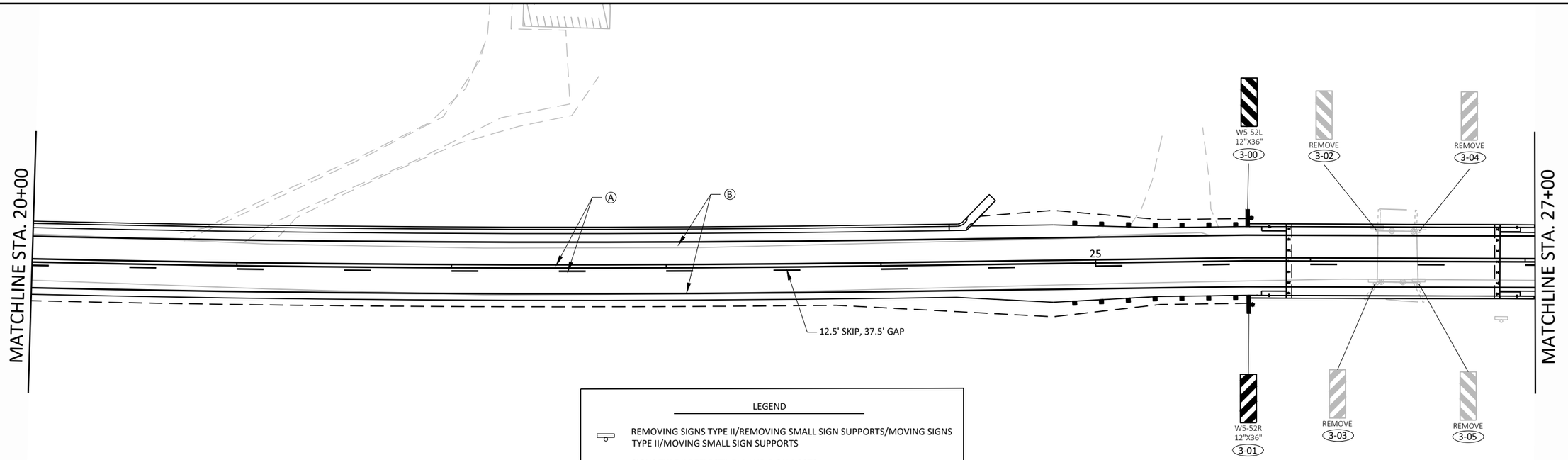
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG
PLOT DATE : 11/19/2025 9:57:46 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : 1

2

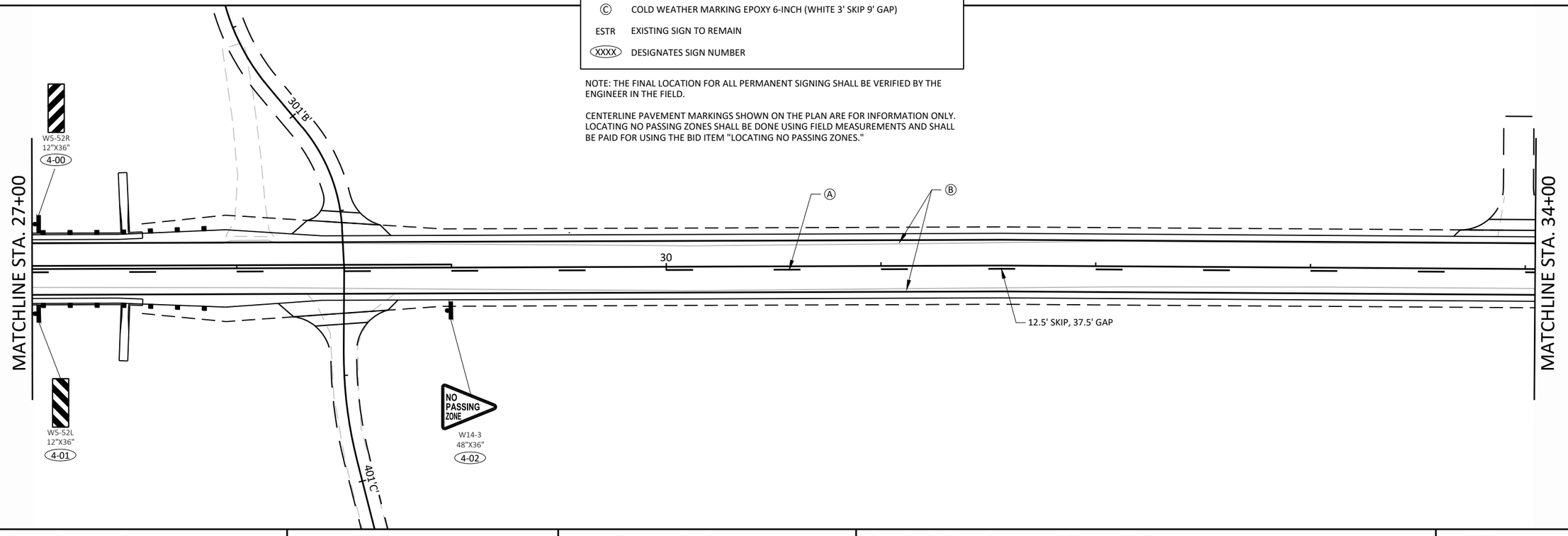


LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

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

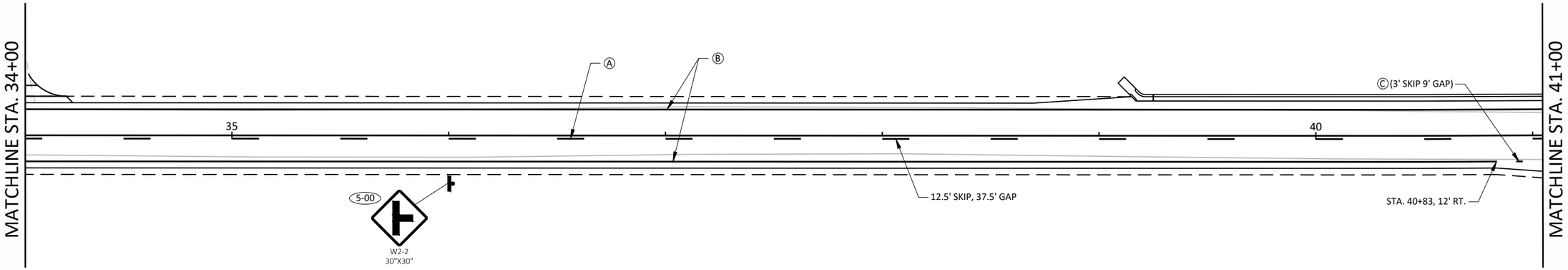
CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG
PLOT DATE : 11/19/2025 9:57:48 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : 2

2

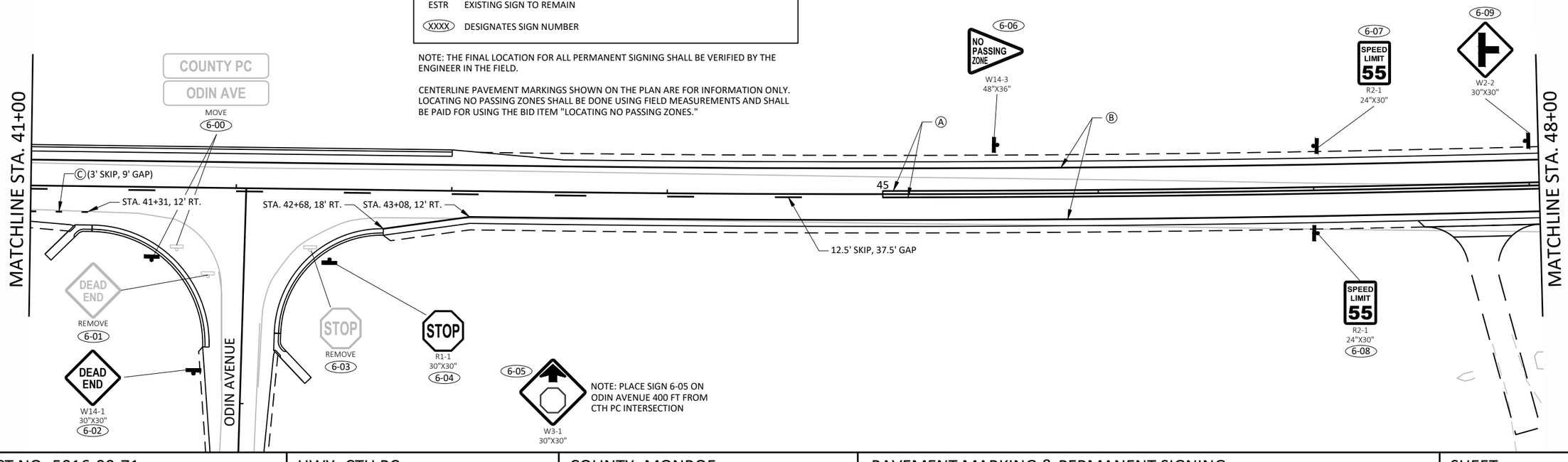


LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

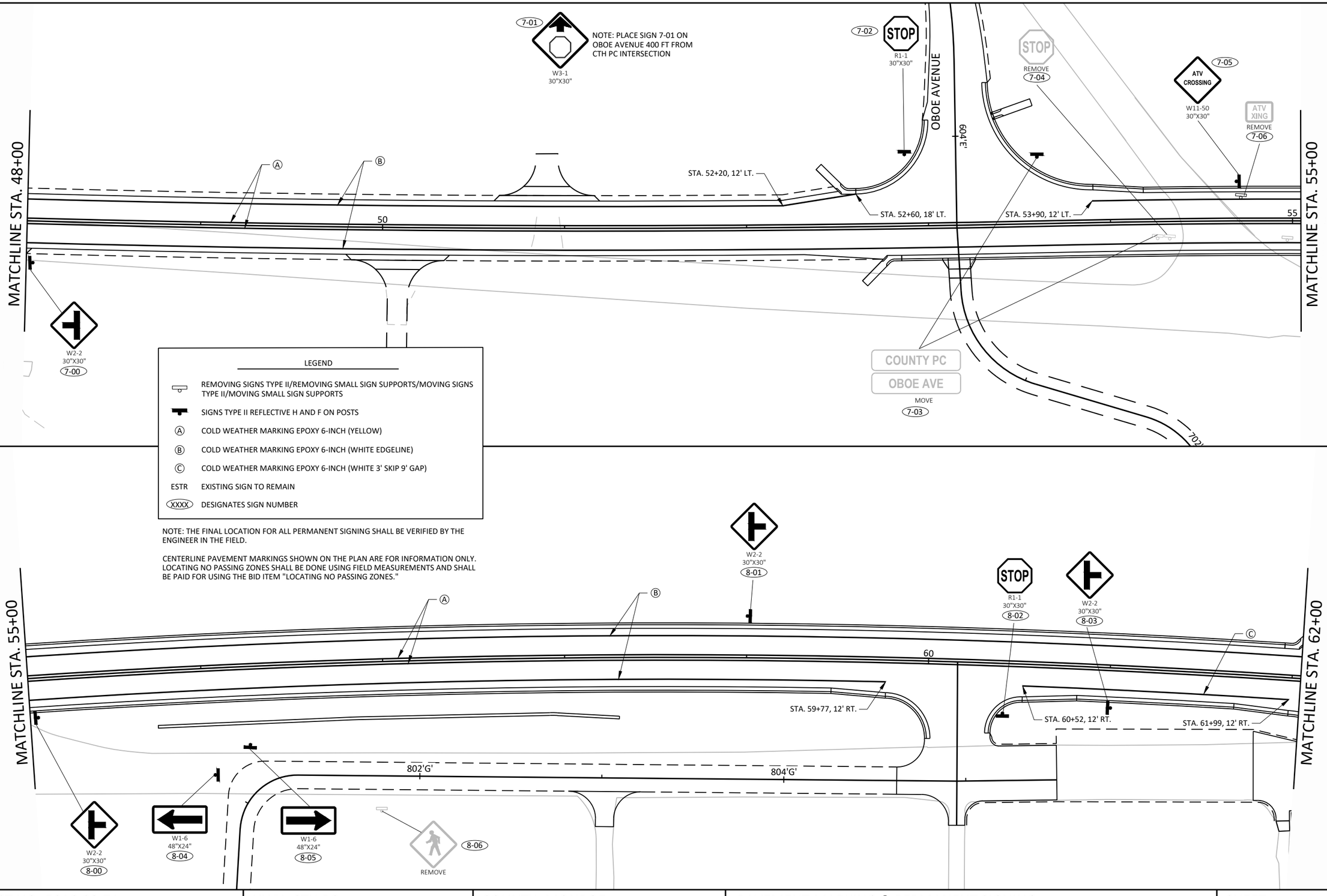
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG
PLOT DATE : 11/19/2025 9:57:50 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : 3

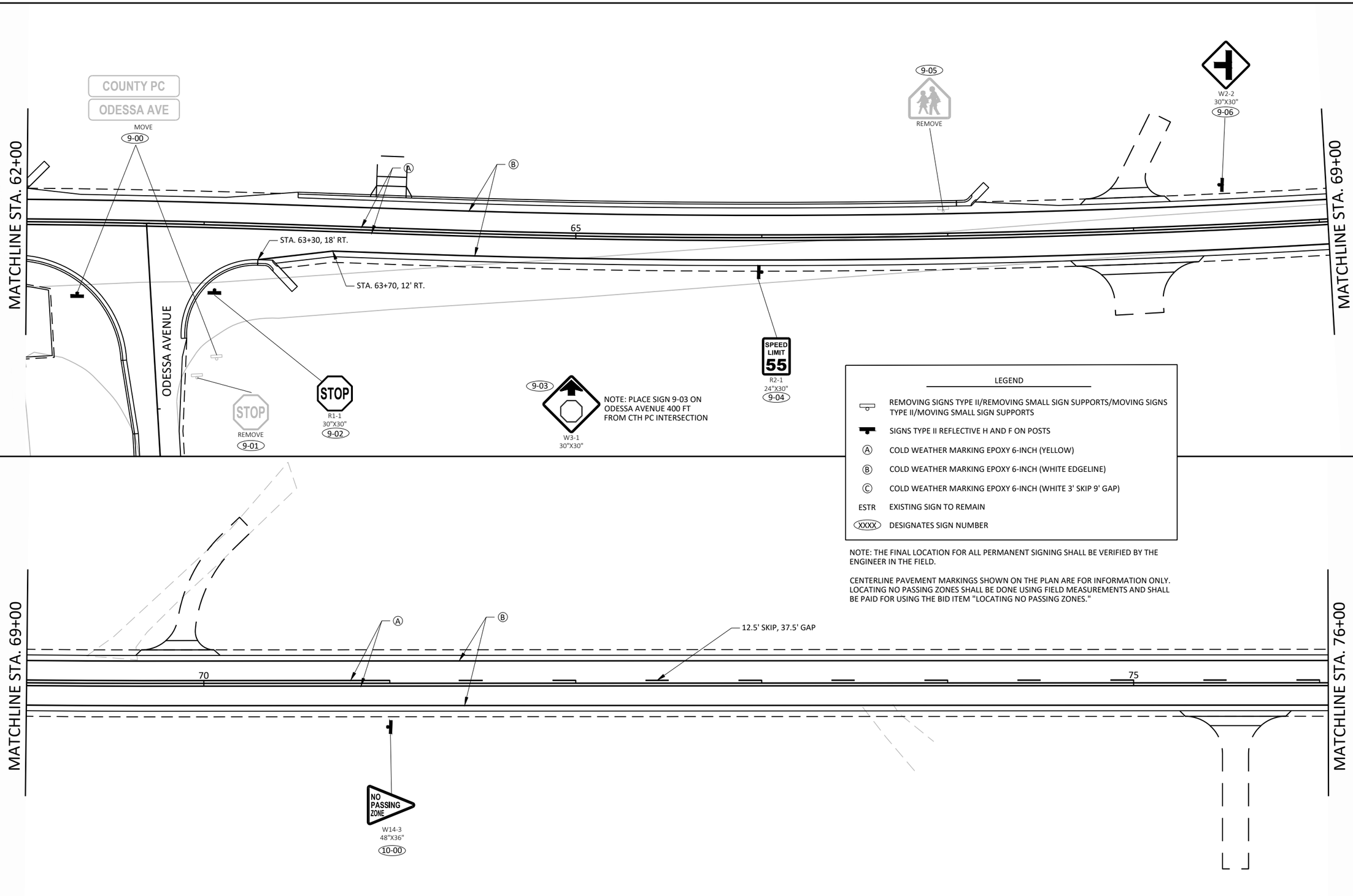


2

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 60	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG
PLOT DATE : 11/19/2025 9:57:51 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1" = 1'
LAYOUT : 4

2



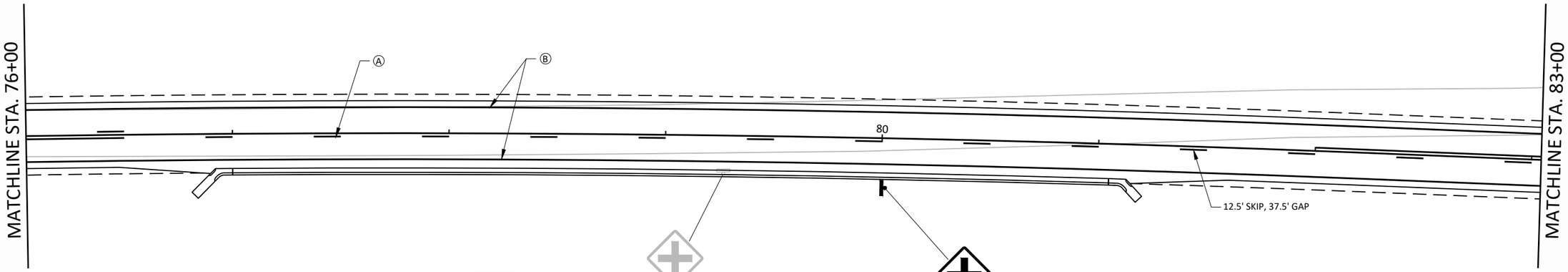
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG PLOT DATE : 11/19/2025 9:57:53 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : 5

2

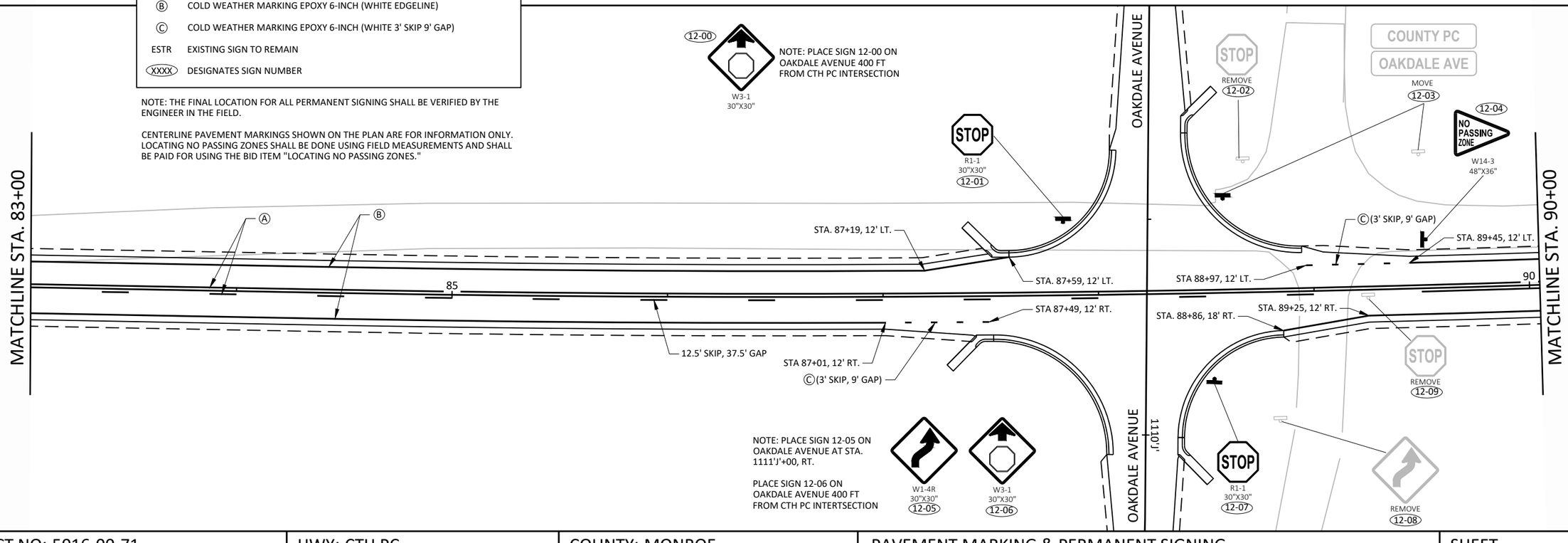


LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
(XXXX)	DESIGNATES SIGN NUMBER

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

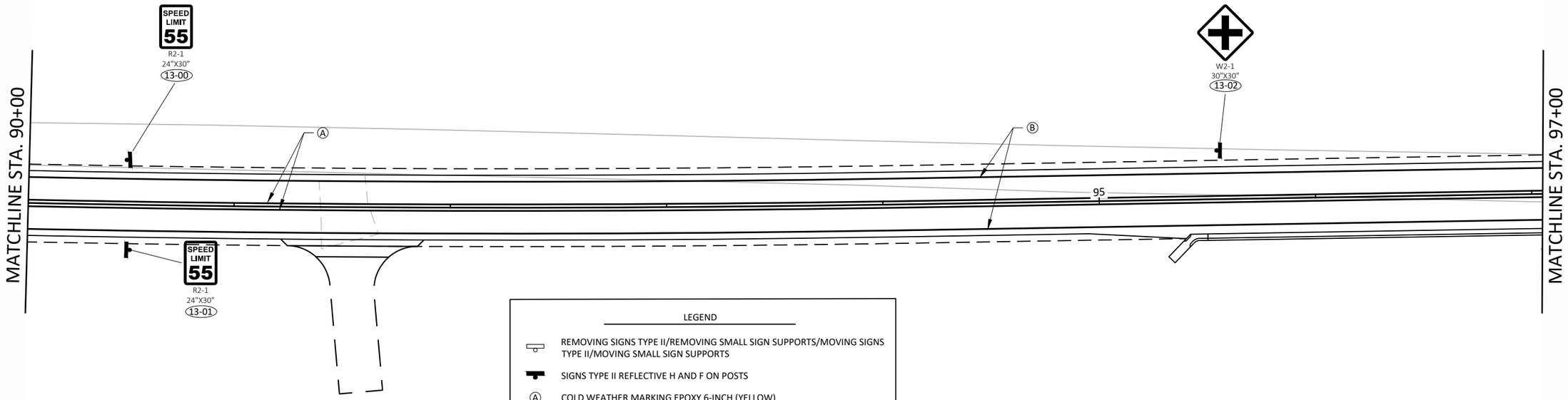
CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330 PVMT MARKING AND SIGNS.DWG PLOT DATE : 11/19/2025 9:57:54 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : 6

2

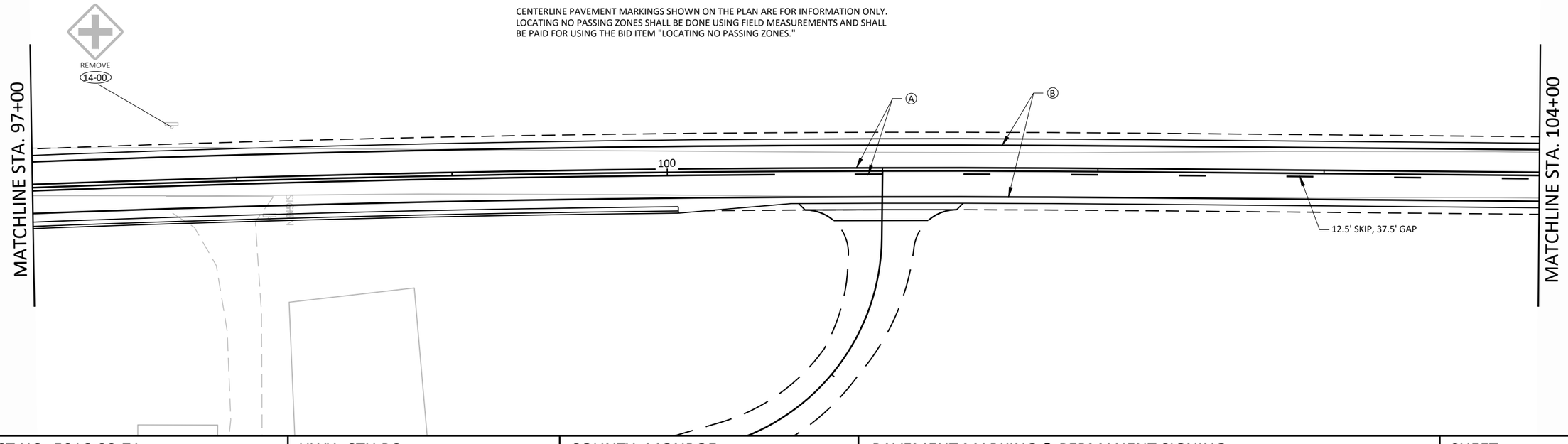


LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

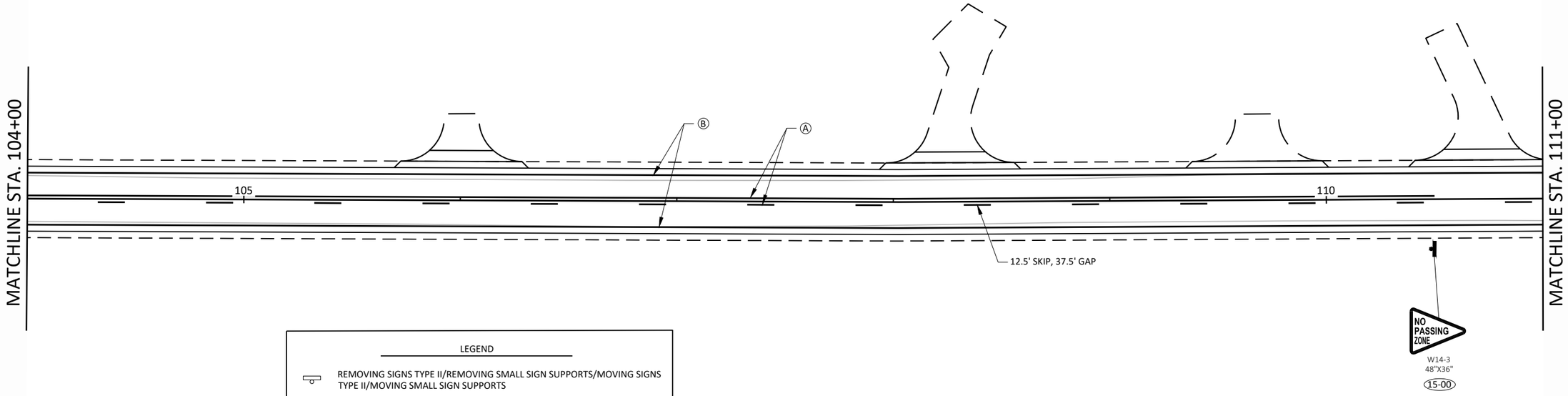
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 63	E

2

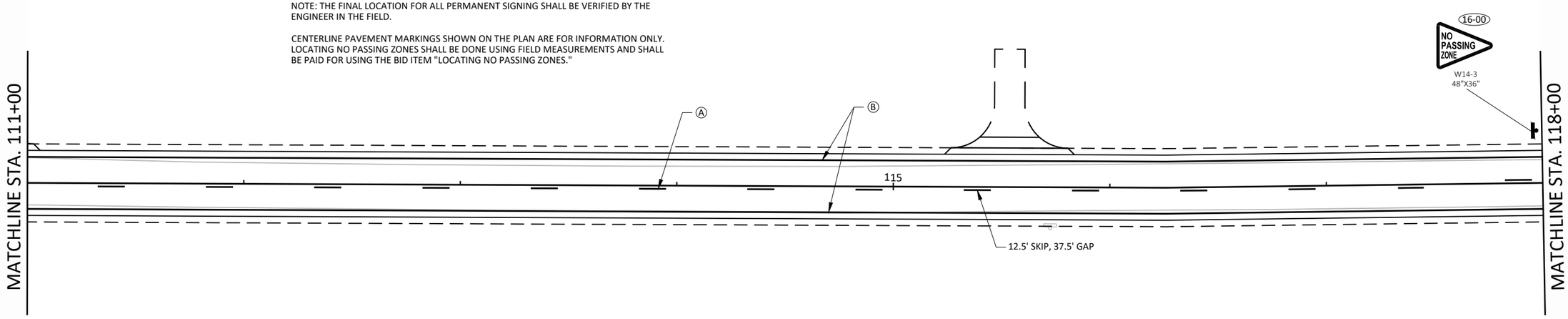


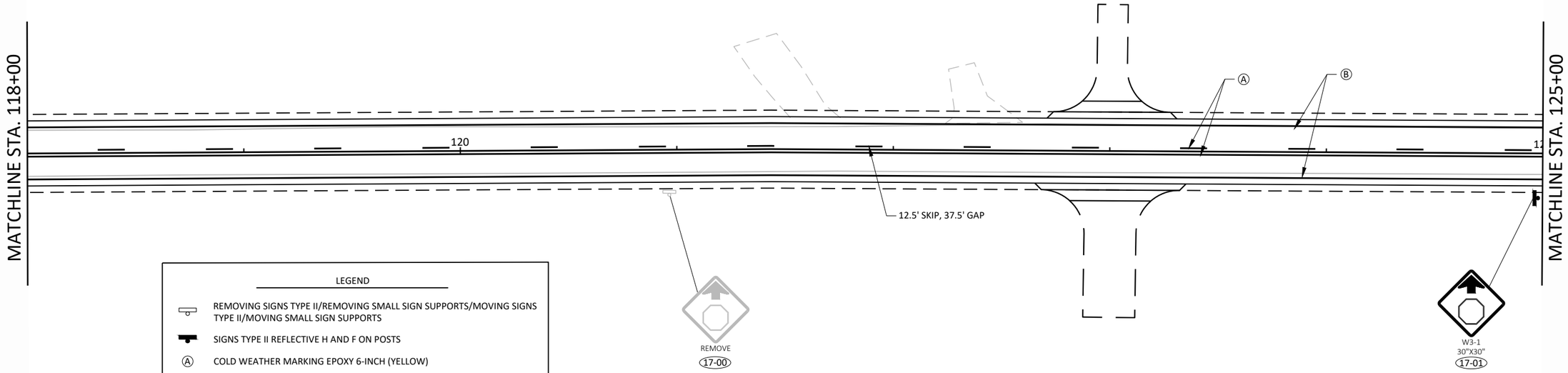
LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

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

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



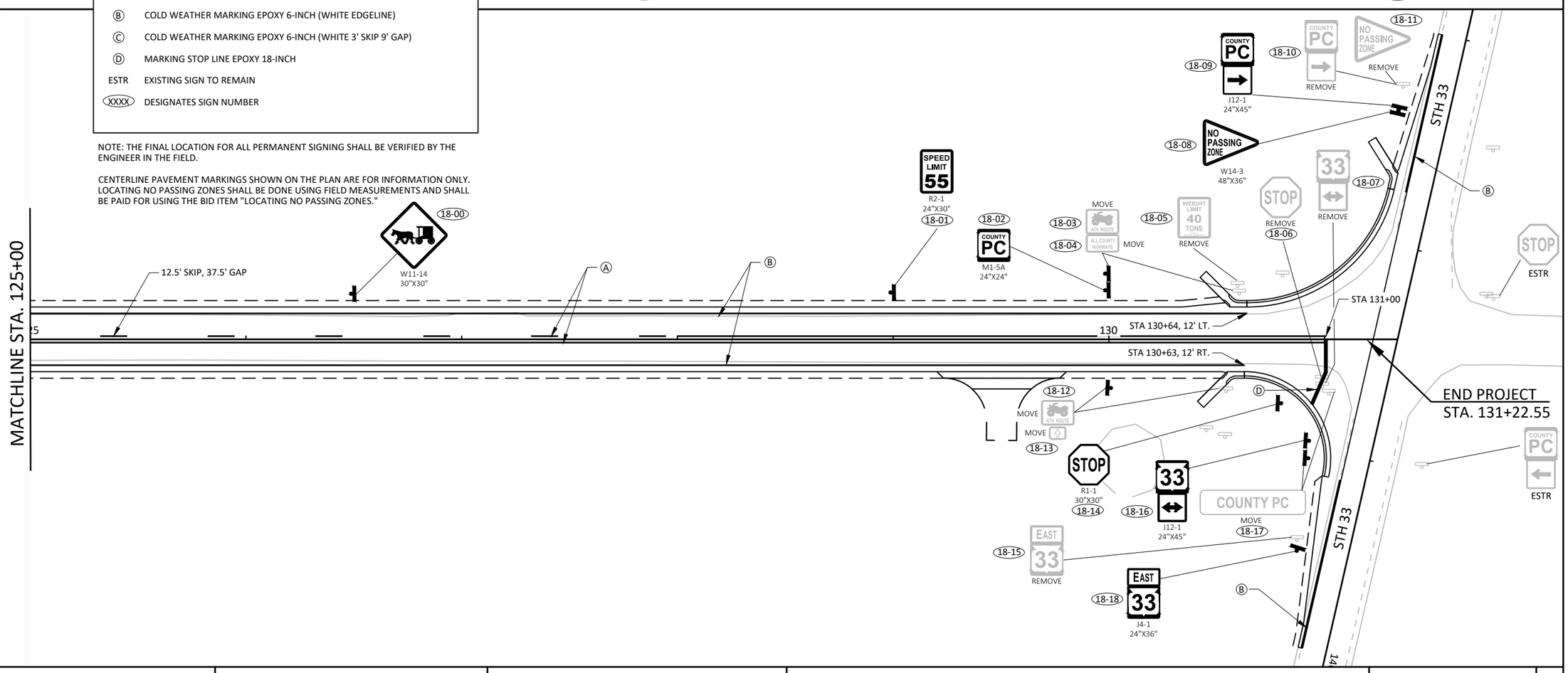


LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	COLD WEATHER MARKING EPOXY 6-INCH (YELLOW)
Ⓑ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	COLD WEATHER MARKING EPOXY 6-INCH (WHITE 3' SKIP 9' GAP)
Ⓓ	MARKING STOP LINE EPOXY 18-INCH
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER

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

CENTERLINE PAVEMENT MARKINGS SHOWN ON THE PLAN ARE FOR INFORMATION ONLY. LOCATING NO PASSING ZONES SHALL BE DONE USING FIELD MEASUREMENTS AND SHALL BE PAID FOR USING THE BID ITEM "LOCATING NO PASSING ZONES."



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 65	E

TRAFFIC CONTROL GENERAL NOTES

THE EXACT 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 SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' CLEARANCE TO EXISTING SIGNS.

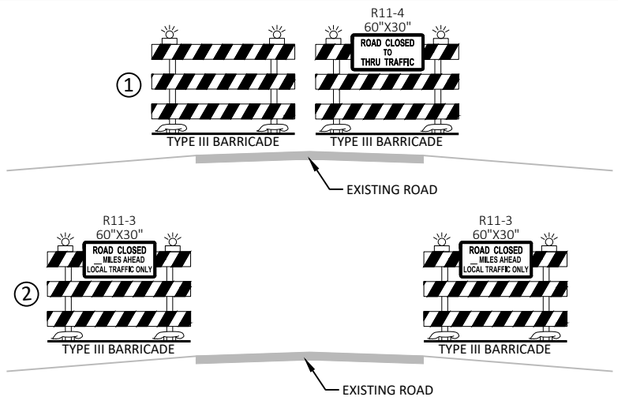
DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

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

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

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

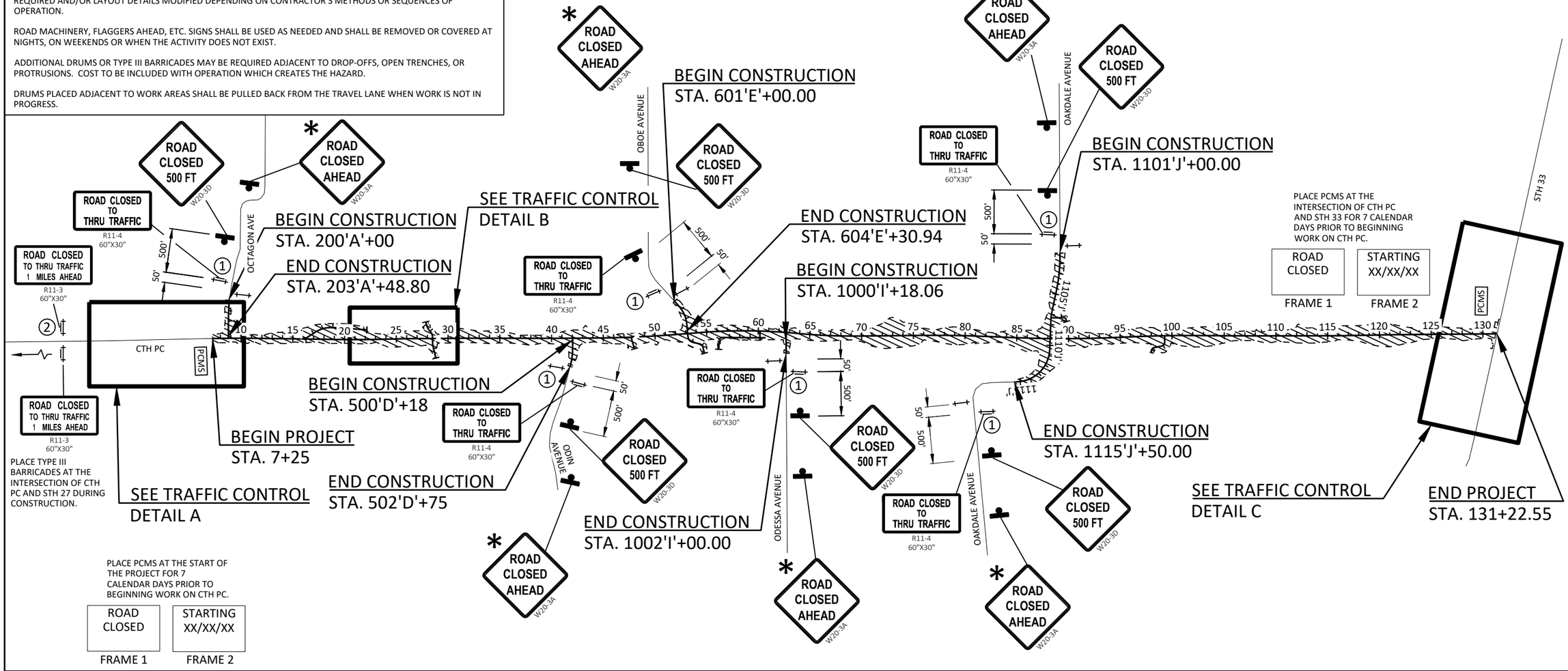


LEGEND:

- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- WORK AREA
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

* PLACE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

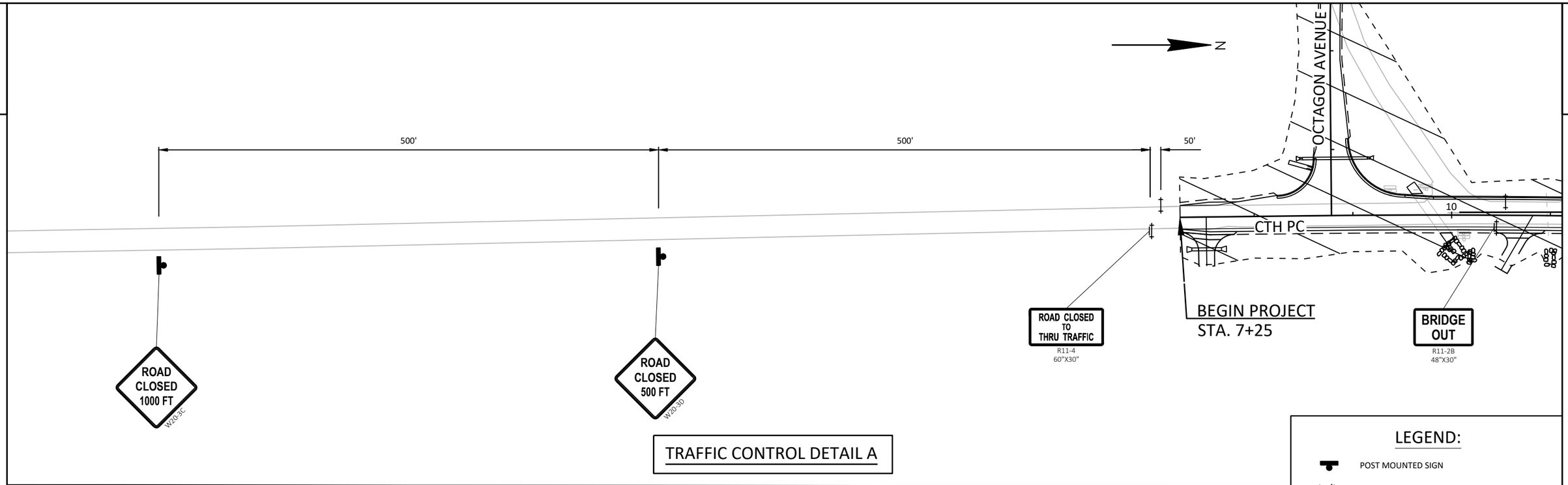
N



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TRAFFIC CONTROL OVERVIEW	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_TRAFFIC CONTROL.DWG
PLOT DATE : 6/12/2025 4:23:38 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

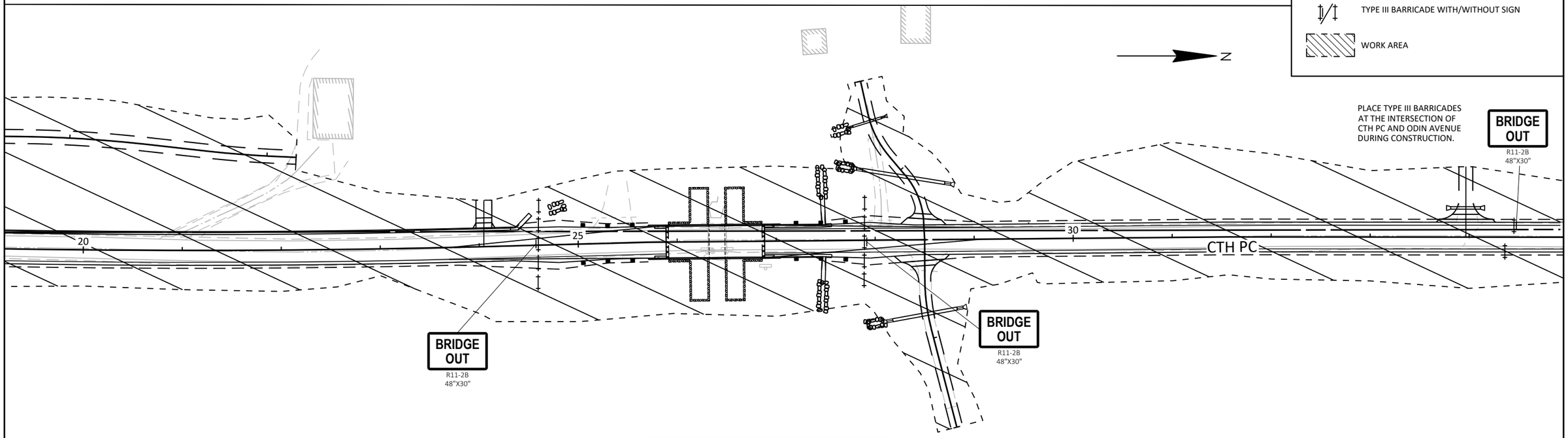
2



TRAFFIC CONTROL DETAIL A

LEGEND:

- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- WORK AREA



TRAFFIC CONTROL DETAIL B

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TRAFFIC CONTROL DETAILS	SHEET 67	E

TRAFFIC CONTROL DETAIL C

2

LEGEND:

- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- WORK AREA
- COVERING SIGNS TYPE II REQ'D

N

ROAD WORK AHEAD W20-1A

500'

500'

END ROAD WORK G20-2A 48"X24"

500'

73'

5 DRUMS MIN. IN TAPER

335'

LIMITS OF TRAFFIC CONTROL DRUMS (100' MAX SPACING)

500'

100'

500'

END PROJECT STA. 131+22.55

ROAD WORK AHEAD W20-1A

MAX. 10' WIDTH W12-52 48"X48"

SHOULDER WORK W21-5

JCT COUNTY PC

COUNTY PC

A

A

50'

130'

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

STH 33

END ROAD WORK G20-2A 48"X24"

CTH PC

EXISTING C/L STH 33

CONSTRUCTION LIMITS

4' SHLDR

11' DRIVING LANE

2'

SAWING ASPHALT REQ'D

1' TYP.

MAINTAIN 3:1 SLOPE DURING CONSTRUCTION

SECTION A-A

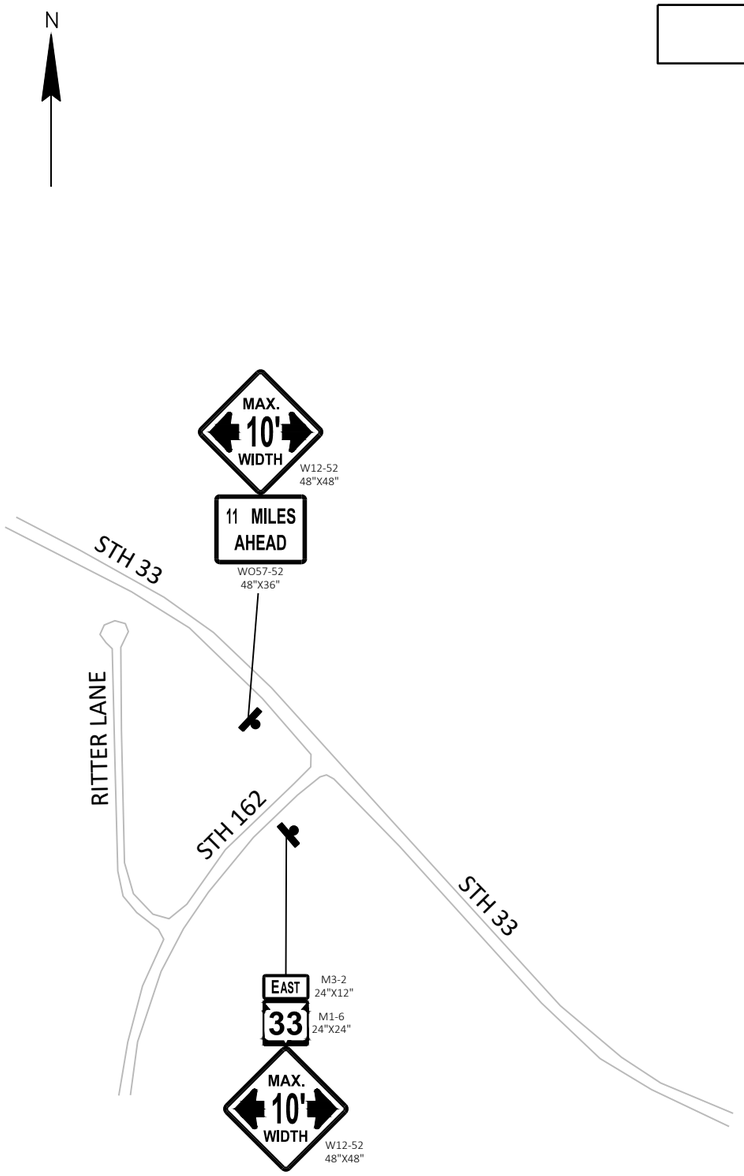
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TRAFFIC CONTROL DETAILS	SHEET 68	E

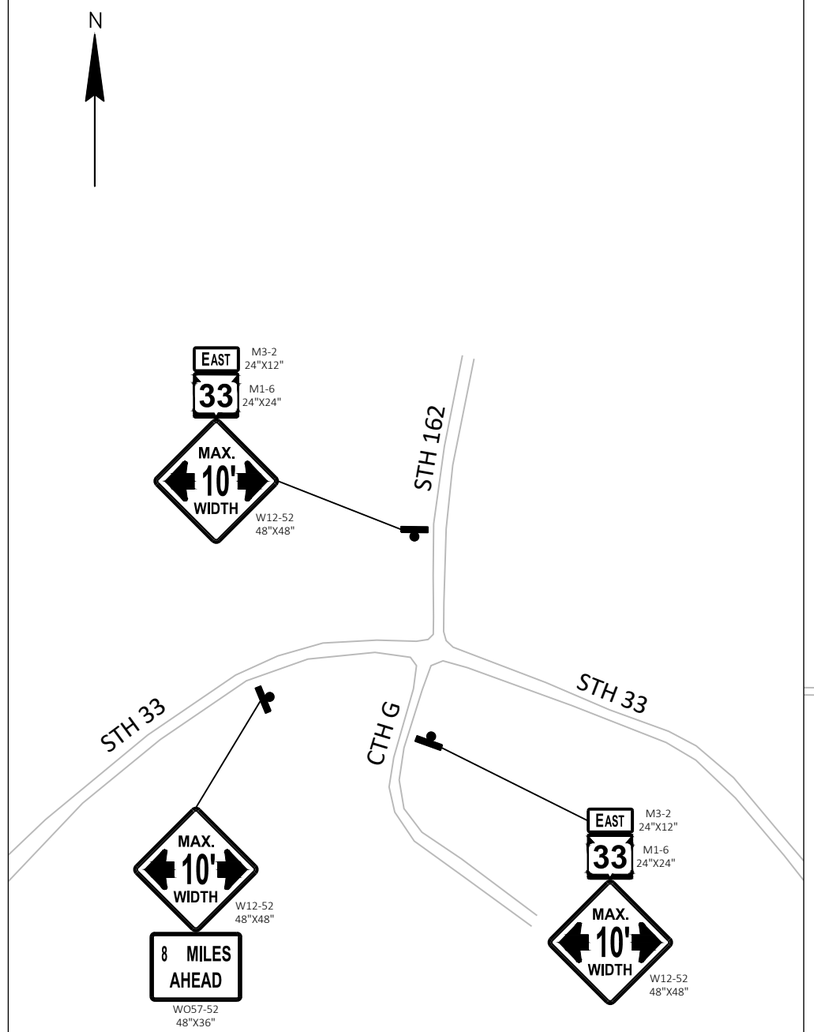
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_TRAFFIC CONTROL.DWG PLOT DATE : 6/12/2025 5:59:53 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : LAYOUT3

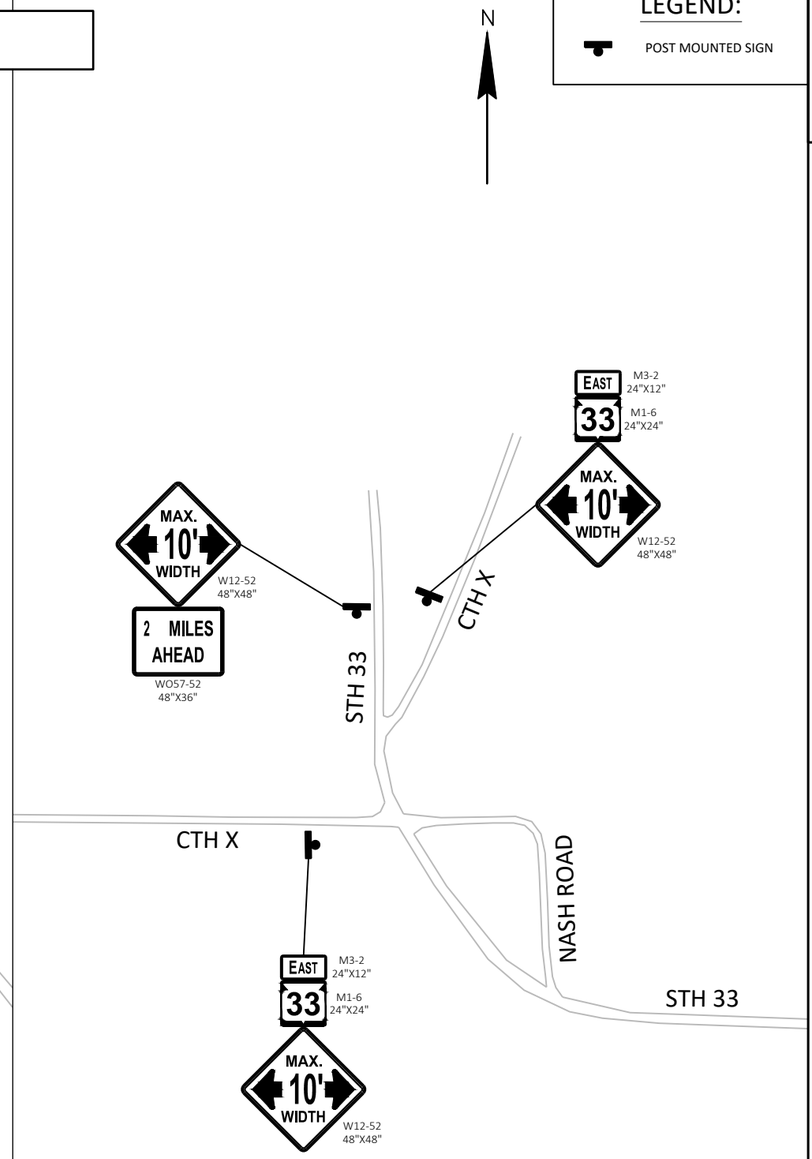
TRAFFIC CONTROL DETAIL - ADVANCED WIDTH RESTRICTION

LEGEND:

POST MOUNTED SIGN

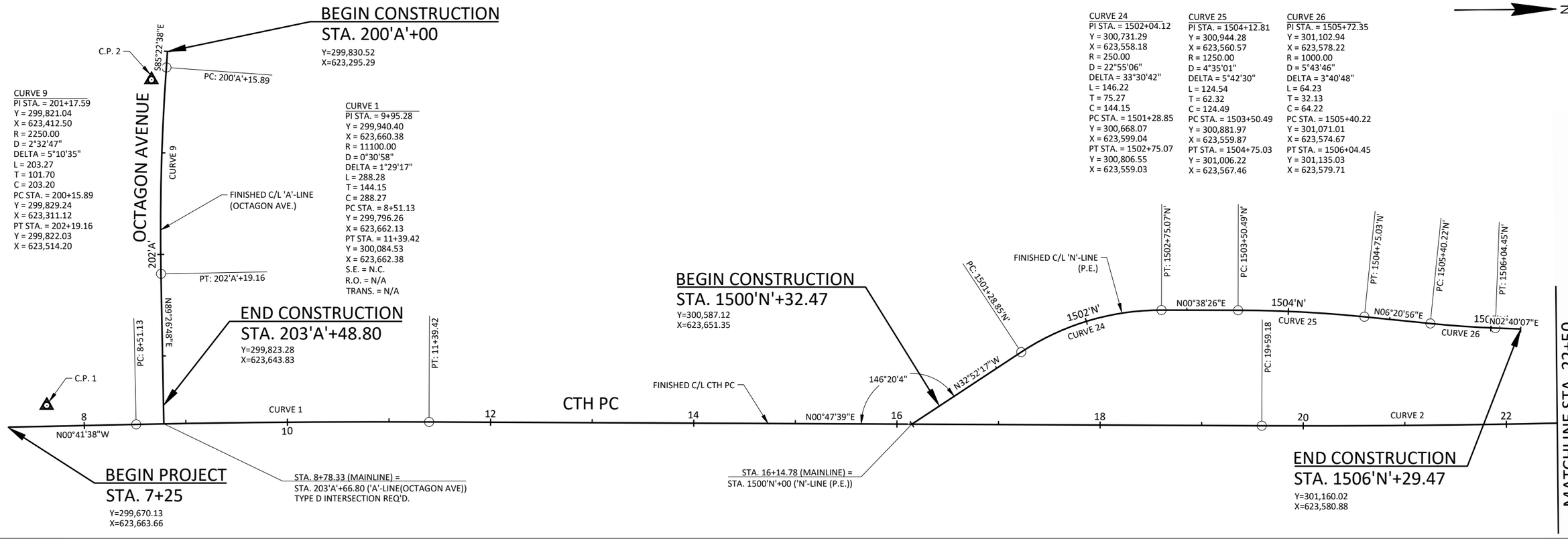


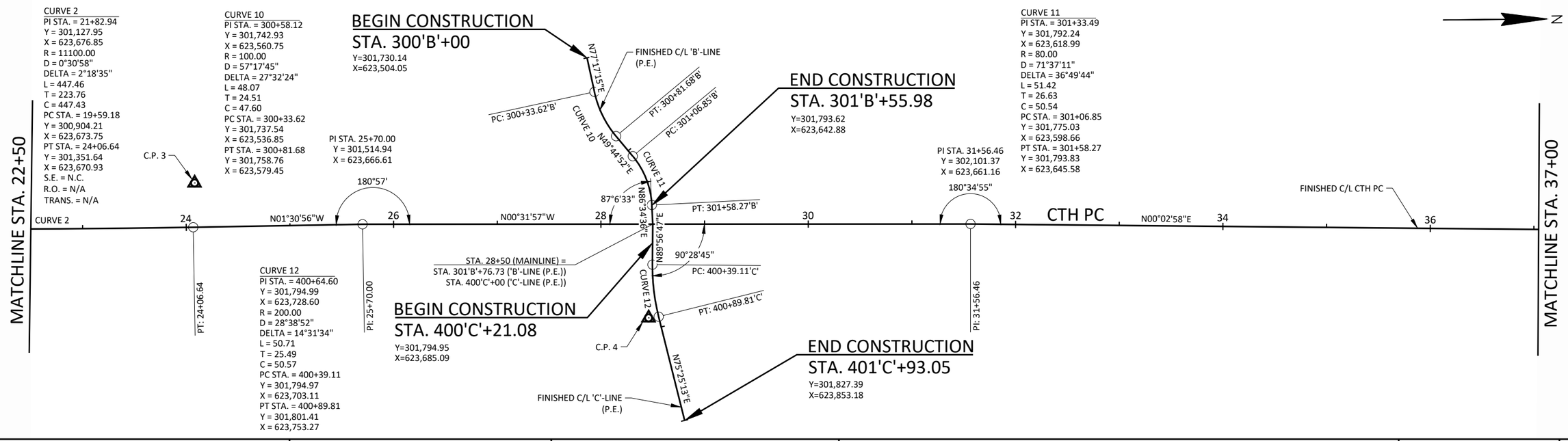




PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	TRAFFIC CONTROL DETAILS	SHEET 69	E

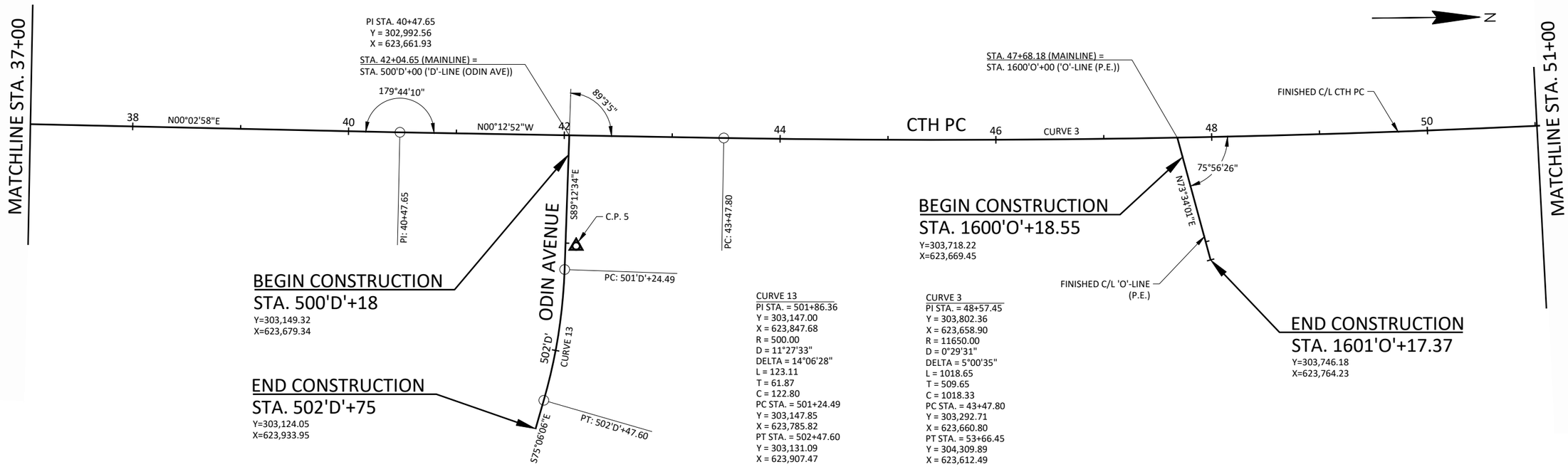
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_TRAFFIC CONTROL.DWG
PLOT DATE : 6/12/2025 5:59:55 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT4





PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET 70	E

2



CURVE 13
PI STA. = 501+86.36
Y = 303,147.00
X = 623,847.68
R = 500.00
D = 11°27'33"
DELTA = 14°06'28"
L = 123.11
T = 61.87
C = 122.80
PC STA. = 501+24.49
Y = 303,147.85
X = 623,785.82
PT STA. = 502+47.60
Y = 303,131.09
X = 623,907.47

CURVE 3
PI STA. = 48+57.45
Y = 303,802.36
X = 623,658.90
R = 11650.00
D = 0°29'31"
DELTA = 5°00'35"
L = 1018.65
T = 509.65
C = 1018.33
PC STA. = 43+47.80
Y = 303,292.71
X = 623,660.80
PT STA. = 53+66.45
Y = 304,309.89
X = 623,612.49
S.E. = N.C.
R.O. = N/A
TRANS. = N/A

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_ALIGNMENT DETAILS.DWG PLOT DATE : 6/12/2025 6:00:13 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : 2

2

N

BEGIN CONSTRUCTION
STA. 601'E'+00.00
Y=304,132.83
X=623,303.76

OBOE AVENUE

N48°16'44"E

PC: 601'E'+65.37

601'E'

CURVE 14

FINISHED C/L 'E'-LINE
(OBOE AVE.)

PT: 603'E'+57.79

N85°10'42"E

603'E'

87°13'41"

CURVE 14
PI STA. = 602+65.02
Y = 304,242.65
X = 623,426.93
R = 300.00
D = 19°05'55"
DELTA = 36°44'57"
L = 192.42
T = 99.65
C = 189.14
PC STA. = 601+65.37
Y = 304,176.33
X = 623,352.56
PT STA. = 603+57.79
Y = 304,251.29
X = 623,526.21

END CONSTRUCTION
STA. 604'E'+30.94
Y=304,257.63
X=623,599.08

C.P. 6

PT STA. 53+66.45
PC STA. 53+78.73

CURVE 4
PI STA. = 58+65.53
Y = 304,806.90
X = 623,567.05
R = 5270.00
D = 1°05'14"
DELTA = 10°33'18"
L = 970.84
T = 486.80
C = 969.47
PC STA. = 53+78.73
Y = 304,322.13
X = 623,611.37
PT STA. = 63+49.58
Y = 305,291.60
X = 623,612.27
S.E. = 2.9%
R.O. = 77'
TRANS. = 130'

STA. 60+15.99 (MAINLINE) =
STA. 900'H'+00 ('H'-LINE (CEMETERY DWY))

BEGIN CONSTRUCTION
STA. 900'H'+18.01
Y=304,958.59
X=623,609.82

91°53'1"

STA. 62+69.04 (MAINLINE) =
STA. 1000'I'+00 ('I'-LINE(ODESSA AVE.))

FINISHED C/L CTH PC

94°39'50"

PT: 63+49.58

PC: 64+10.22

CURVE 5
PI STA. = 66+88.71
Y = 305,629.26
X = 623,643.78
R = 5365.00
D = 1°04'05"
DELTA = 5°56'35"
L = 556.49
T = 278.50
C = 556.24
PC STA. = 64+10.22
Y = 305,351.97
X = 623,617.91
PT STA. = 69+66.71
Y = 305,907.74
X = 623,640.81
S.E. = 2.9%
R.O. = 77'
TRANS. = 130'

MATCHLINE STA. 51+00

52 CURVE 3 54 56 CURVE 4 58 CTH PC 60 62 64 CURVE 5 66 MATCHLINE STA. 66+00

N05°13'27"W

N82°46'52"E

87°42'30"

N05°19'51"E

STA. 53+15.54 (MAINLINE) =
STA. 604'E'+48.94 ('E'-LINE(OBOE AVE))
STA. 700'F'+00 ('F'-LINE(P.E.))

PC: 700'F'+36.08

FINISHED C/L 'F'-LINE
(P.E.)

CURVE 15

N12°30'06"E

702'F'

CURVE 16

N75°01'55"E

PT: 701'F'+06.01

PC: 701'F'+69.52

PT: 702'F'+23.22

STA. 804+'G'95.11 ('G'-LINE (FRONTAGE ROAD)) =
STA. 900'H'+65.55 ('H'-LINE (CEMETERY DWY))

FINISHED C/L 'H'-LINE
(CEMETERY DWY)

CURVE 17

802'G'

N00°28'51"E

804'G'

N00°46'41"W

PC: 800'G'+84.98

FINISHED C/L 'G'-LINE
(FRONTAGE ROAD)

S89°41'54"E

N86°43'34"W

PT: 801'G'+33.07

ODESSA AVENUE

N89°55'53"E

1002'I'

C.P. 7

FINISHED C/L 'I'-LINE
(ODESSA AVE.)

BEGIN CONSTRUCTION
STA. 700'F'+18.02
Y=304,261.61
X=623,634.87

CURVE 15
PI STA. = 700+76.12
Y = 304,269.41
X = 623,692.45
R = 57.42
D = 99°47'28"
DELTA = 69°46'46"
L = 69.93
T = 40.04
C = 65.68
PC STA. = 700+36.08
Y = 304,264.03
X = 623,652.77
PT STA. = 701+06.01
Y = 304,308.50
X = 623,701.11

CURVE 16
PI STA. = 701+99.40
Y = 304,399.68
X = 623,721.33
R = 49.20
D = 116°27'10"
DELTA = 62°31'49"
L = 53.70
T = 29.87
C = 51.07
PC STA. = 701+69.52
Y = 304,370.51
X = 623,714.86
PT STA. = 702+23.22
Y = 304,407.39
X = 623,750.19

END CONSTRUCTION
STA. 702'F'+82.36
Y=304,422.66
X=623,807.32

BEGIN CONSTRUCTION
STA. 800'G'+00
Y=304,559.65
X=623,768.95

CURVE 17
PI STA. = 801+15.07
Y = 304,566.22
X = 623,654.07
R = 31.59
D = 181°20'57"
DELTA = 87°12'25"
L = 48.09
T = 30.09
C = 43.58
PC STA. = 800+84.98
Y = 304,564.51
X = 623,684.11
PT STA. = 801+33.07
Y = 304,596.31
X = 623,654.32

END CONSTRUCTION
STA. 900'H'+89.83
Y=304,958.21
X=623,681.64

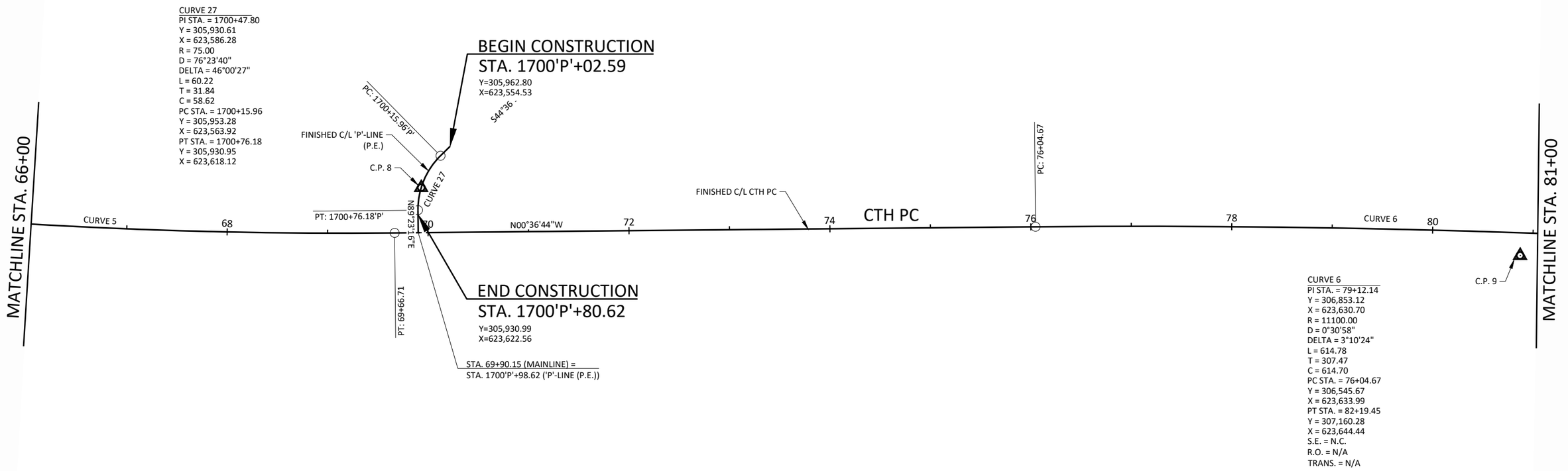
END CONSTRUCTION
STA. 805'G'+50.00
Y=305,013.22
X=623,656.61

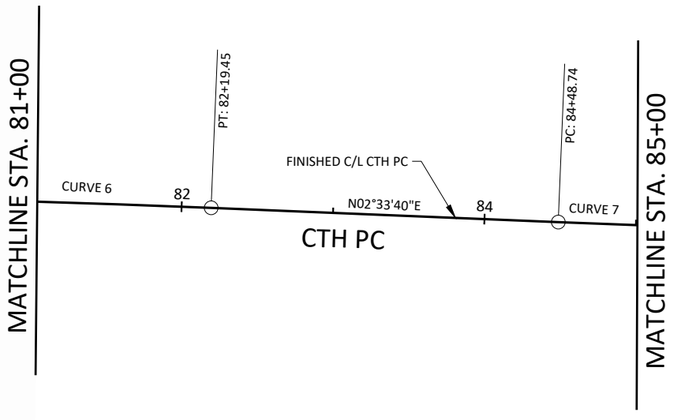
BEGIN CONSTRUCTION
STA. 1000'I'+18.06
Y=305,211.38
X=623,623.46

END CONSTRUCTION
STA. 1002'I'+00.00
Y=305,211.59
X=623,805.40

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET 72	E

2





PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_ALIGNMENT DETAILS.DWG
PLOT DATE : 6/12/2025 6:00:17 PM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1" = 1'
LAYOUT : 4

2

MATCHLINE STA. 93+00

FINISHED C/L CTH PC

CURVE 18
PI STA. = 1102+96.29
Y = 307,859.29
X = 623,034.63
R = 1500.00
D = 3°49'11"
DELTA = 12°42'43"
L = 332.80
T = 167.09
C = 332.12
PC STA. = 1101+29.20
Y = 307,857.63
X = 622,867.56
PT STA. = 1104+62
Y = 307,824.14
X = 623,197.98

CURVE 21
PI STA. = 1201+40.78
Y = 307,911.46
X = 623,463.72
R = 21.69
D = 264°06'53"
DELTA = 73°31'17"
L = 27.84
T = 16.21
C = 25.97
PC STA. = 1201+24.57
Y = 307,895.26
X = 623,463.70
PT STA. = 1201+52.41
Y = 307,916.04
X = 623,479.26

CURVE 7
PI STA. = 89+29.03
Y = 307,869.15
X = 623,676.15
R = 11100.00
D = 0°30'58"
DELTA = 4°57'19"
L = 959.98
T = 480.29
C = 959.68
PC STA. = 84+48.74
Y = 307,389.34
X = 623,654.69
PT STA. = 94+08.71
Y = 308,349.02
X = 623,656.09
S.E. = N.C.
R.O. = N/A
TRANS. = N/A

END CONSTRUCTION
STA. 1201'K'+75.00
Y=307,922.43
X=623,500.94

PT: 1201'K'+52.41

CURVE 21

N73°35'00"E

PC: 1201'K'+24.57

FINISHED C/L 'K'-LINE (P.E.)

C.P. 11

PC: 1101'J'+29.20

PT: 1104'J'+62.00

PC: 1106'J'+72.90

N00°03'43"E

CURVE 7

CTH PC

STA. 88+22.44 (MAINLINE) =
STA. 1109'J'+34.73 ('J'-LINE(OAKDALE AVE.))

PC: 1110'J'+39.26

C.P. 10

N89°25'54"E

1102'J'

CURVE 18

1104'J'

S77°51'23"E

1106'J'

CURVE 19

88°26'43"

1108'J'

S88°00'48"E

1110'J'

OAKDALE AVENUE

88

88°42'12"

1112'J'

FINISHED C/L 'J'-LINE (OAKDALE AVE.)

CURVE 20

1114'J'

BEGIN CONSTRUCTION
STA. 1101'J'+00.00
Y=307,857.34
X=622,838.36

BEGIN CONSTRUCTION
STA. 1200'K'+13.05
Y=307,783.73
X=623,463.58

PT: 1107'J'+61.54

STA. 1107'J'+33.03 ('J'-LINE (OAKDALE AVE.)) =
STA. 1200'K'+00.00 ('K'-LINE(P.E.))

CURVE 19
PI STA. = 1107+17.34
Y = 307,770.42
X = 623,447.60
R = 500.00
D = 11°27'33"
DELTA = 10°09'25"
L = 88.64
T = 44.43
C = 88.52
PC STA. = 1106+72.90
Y = 307,779.77
X = 623,404.16
PT STA. = 1107+61.54
Y = 307,768.88
X = 623,492.01

86

CURVE 20
PI STA. = 1113+44.86
Y = 307,748.66
X = 624,074.98
R = 325.00
D = 17°37'46"
DELTA = 86°28'31"
L = 490.51
T = 305.60
C = 445.27
PC STA. = 1110+39.26
Y = 307,759.26
X = 623,769.56
PT STA. = 1115+29.77
Y = 307,443.18
X = 624,083.18

END CONSTRUCTION
STA. 1115'J'+50
Y=307,422.96
X=624,083.72

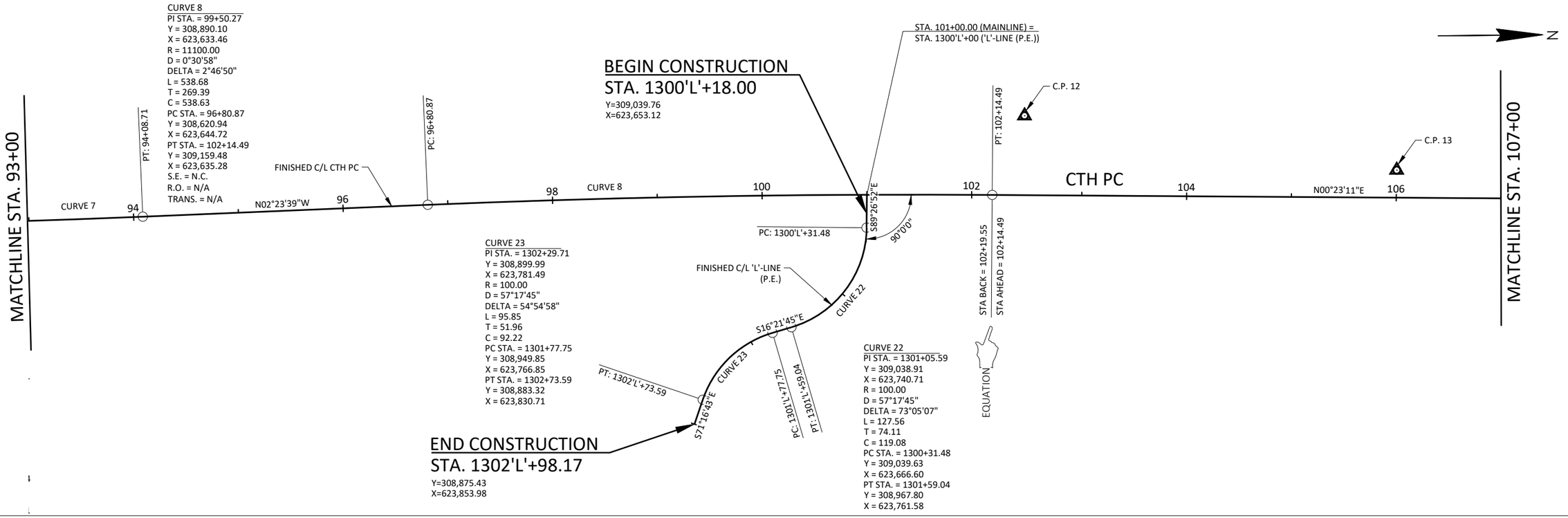
PT: 1115'J'+29.77

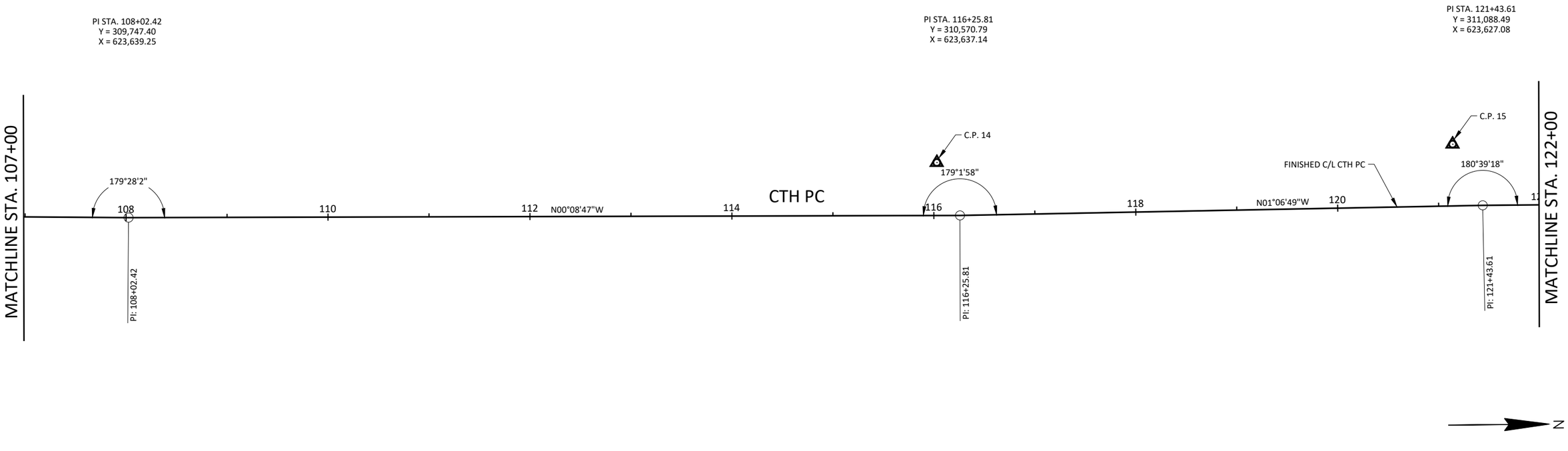
S01°32'17"E

MATCHLINE STA. 85+00

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_ALIGNMENT DETAILS.DWG PLOT DATE : 6/12/2025 6:00:18 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : 5

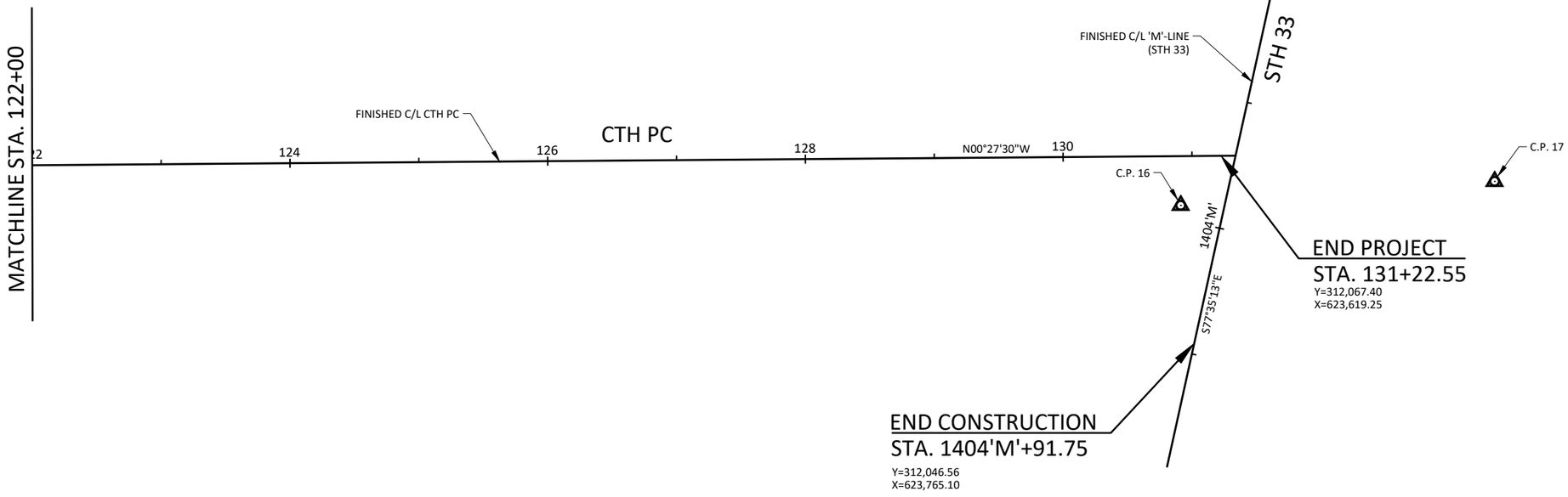




PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET 75	E

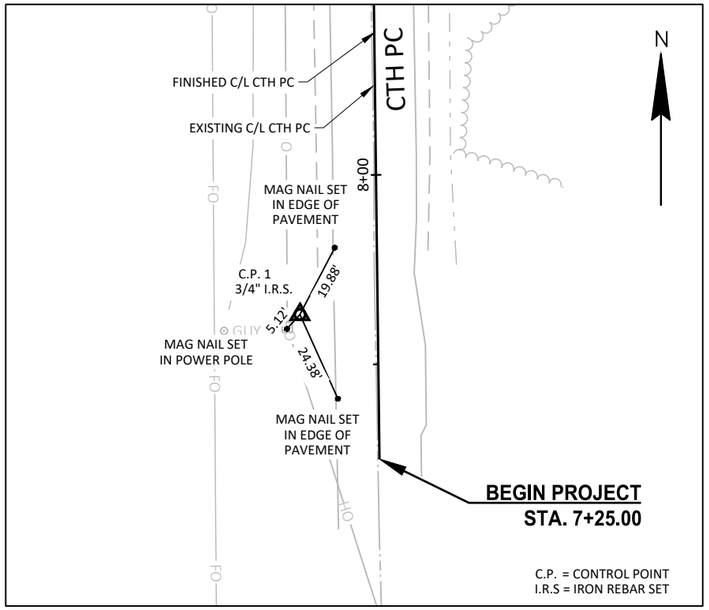
2

N



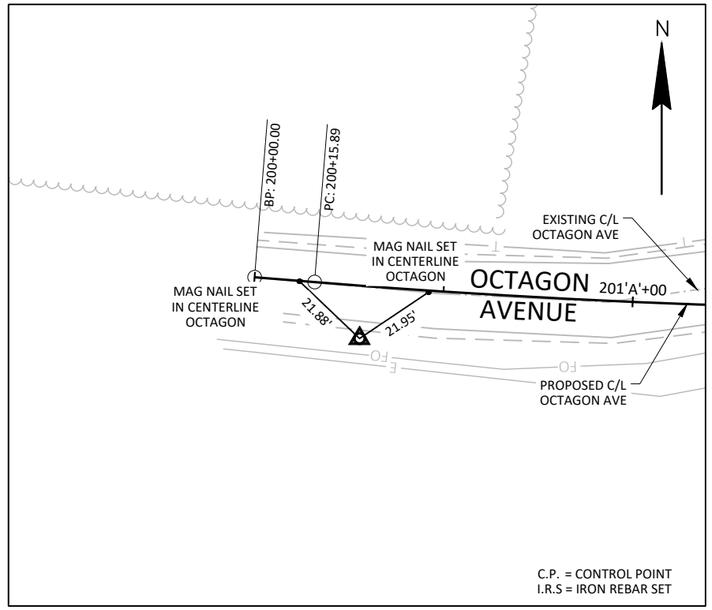
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\DETAILS\M08330_ALIGNMENT DETAILS.DWG PLOT DATE : 6/12/2025 6:00:20 PM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1" = 1' LAYOUT : 7



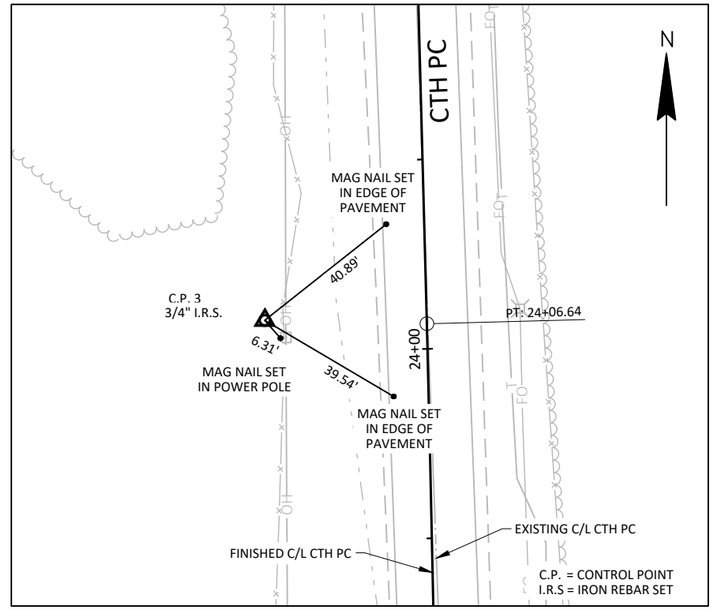
TIES TO C.P.#1

STA. 7+63.40, 20.53' LT
Y = 299,708.28
X = 623,642.66



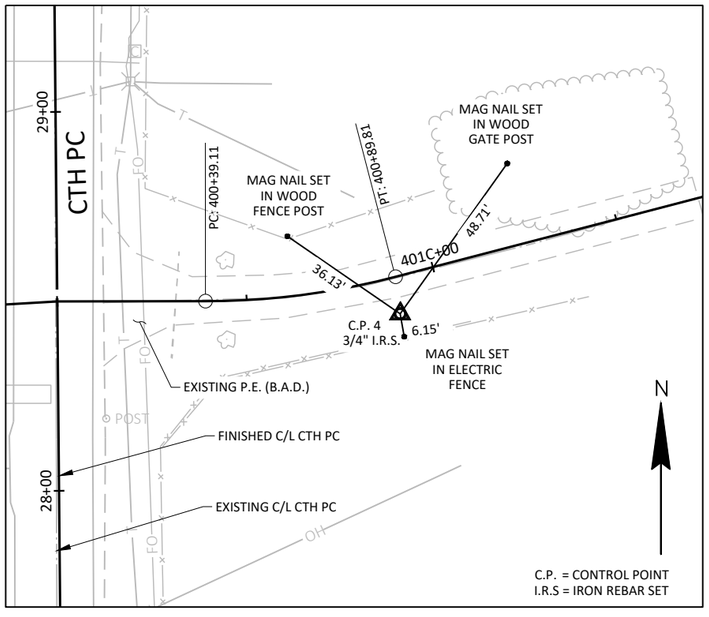
TIES TO C.P.#2

STA. 200'A'+28.83, 13.90' RT
Y = 299,814.38
X = 623,322.99



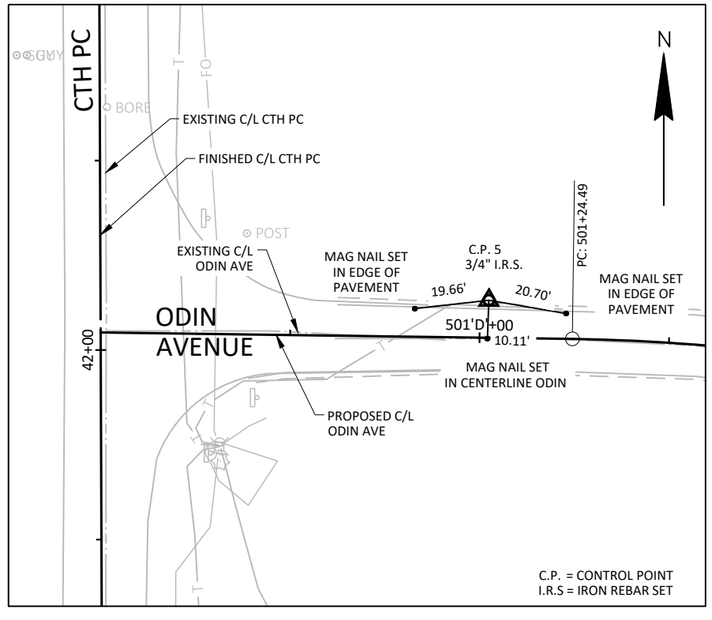
TIES TO C.P.#3

STA. 24+08.69, 42.72' LT
Y = 301,352.56
X = 623,628.17



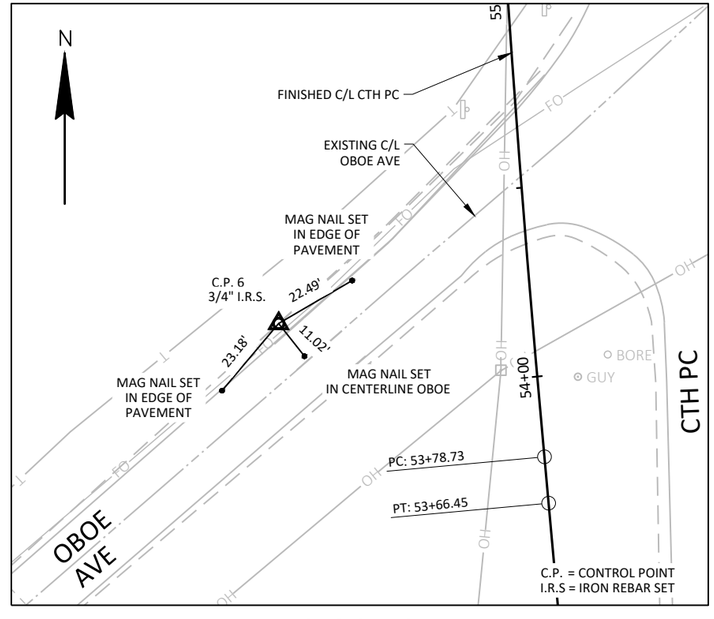
TIES TO C.P.#4

STA. 400'C'+88.61, 9.75' RT
Y = 301,791.66
X = 623,754.50



TIES TO C.P.#5

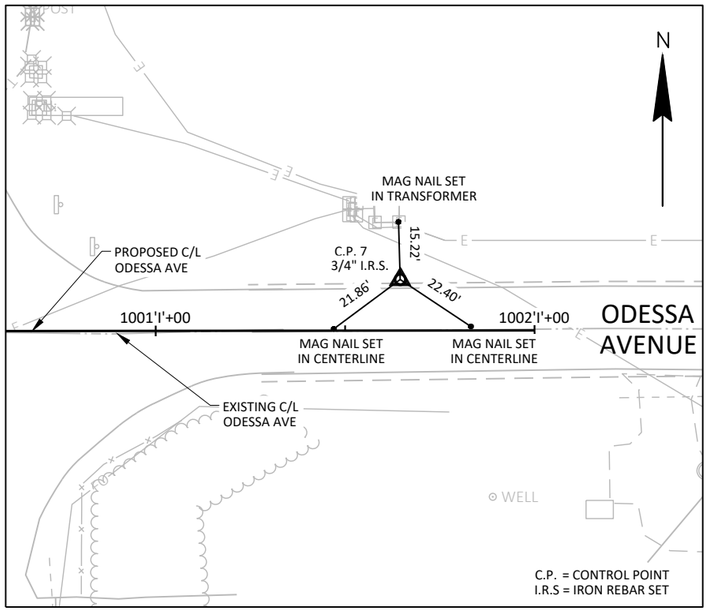
STA. 501'D'+02.34, 9.88' LT
Y = 303,158.04
X = 623,763.80



TIES TO C.P.#6

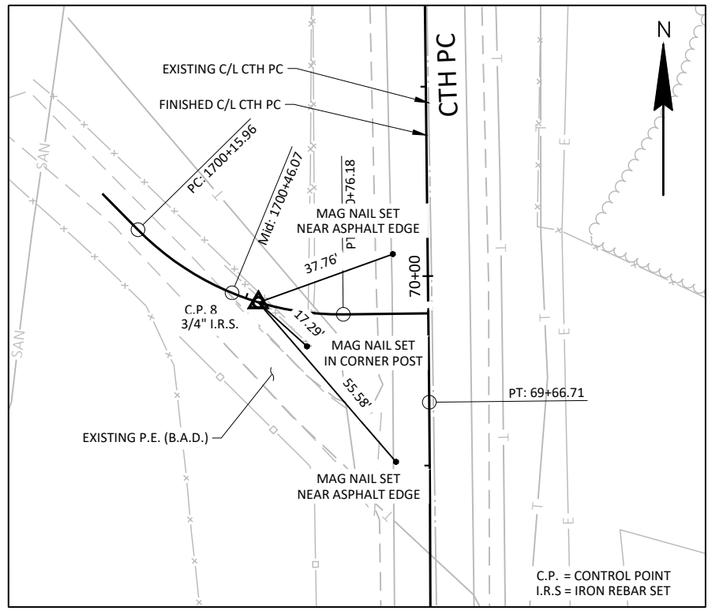
STA. 54+19.63, 66.80' LT
Y = 304,357.30
X = 623,541.24

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONTROL POINT TIES	SHEET 77	E



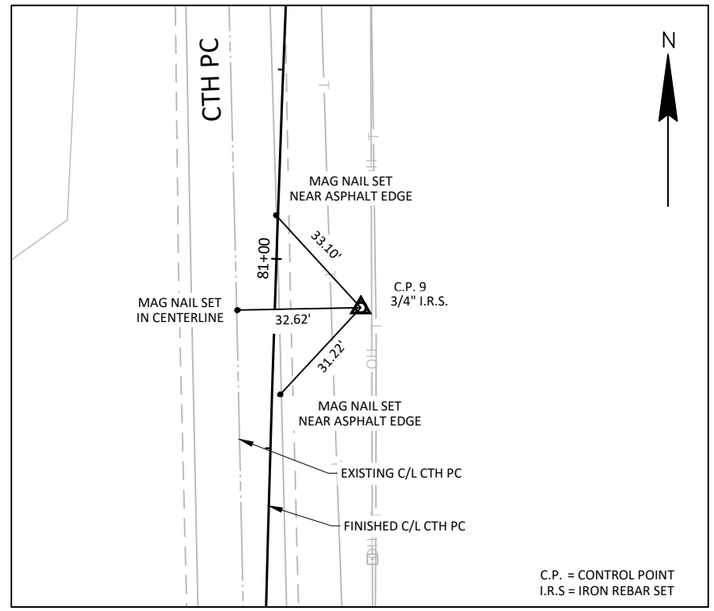
TIES TO C.P.#7

STA. 1001'I'+64.54, 13.49 LT
Y = 305,225.04
X = 623,769.93



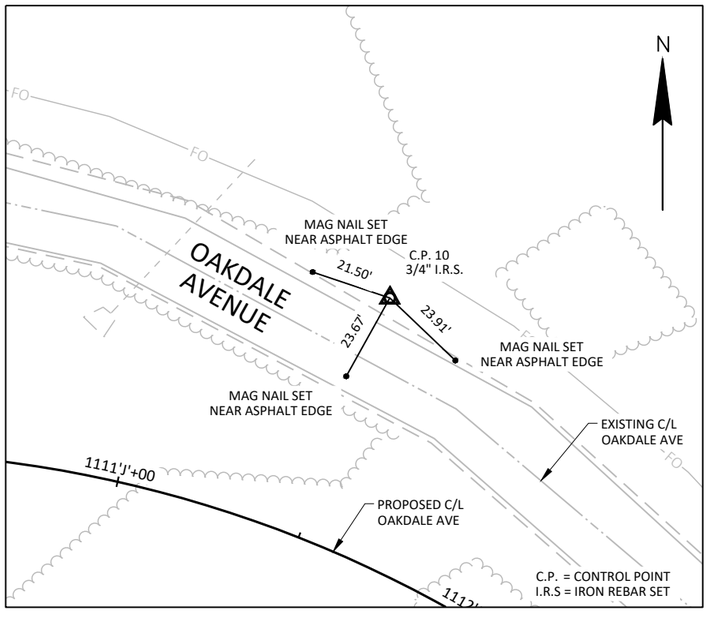
TIES TO C.P.#8

STA. 69+93.51, 44.81' LT
Y = 305,934.06
X = 623,595.71



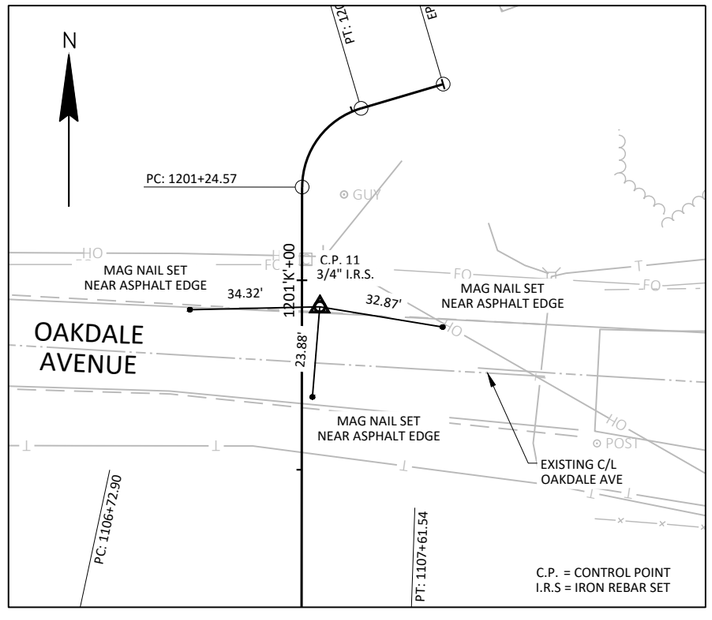
TIES TO C.P.#9

STA. 80+87.87, 22.70' RT
Y = 307,028.06
X = 623,662.03



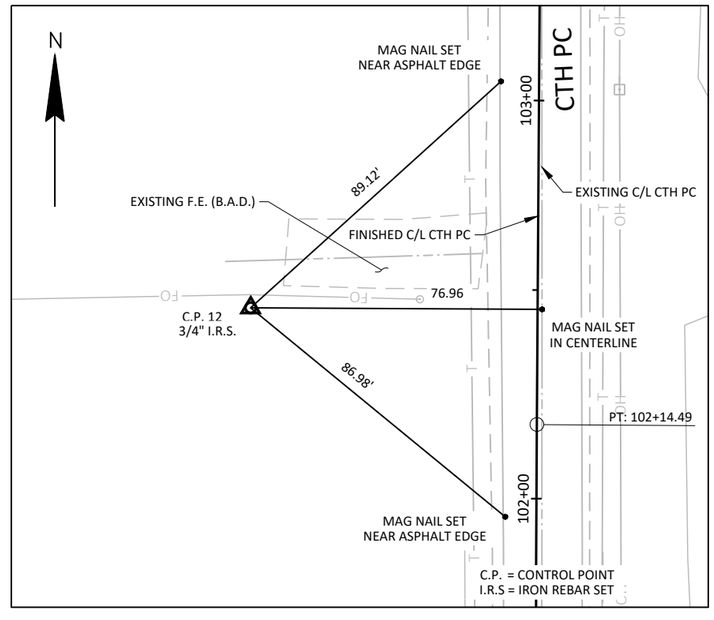
TIES TO C.P.#10

STA. 1111'J'+49.40, 67.62' LT
Y = 307,799.99
X = 623,901.58



TIES TO C.P.#11

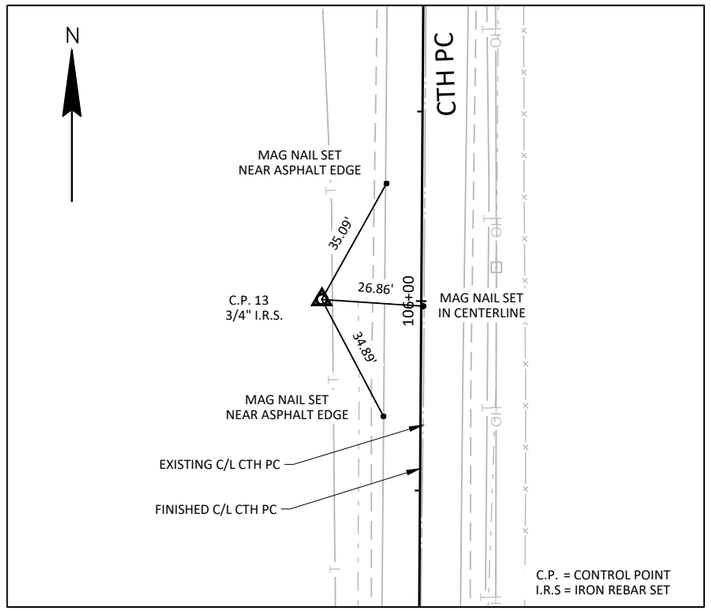
STA. 1200'K'+92.99, 4.71' RT
Y = 307,863.67
X = 623,468.38



TIES TO C.P.#12

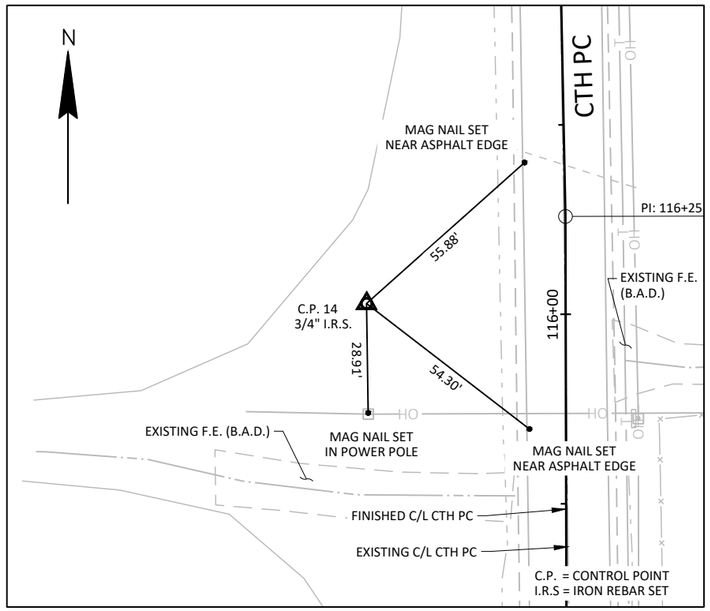
STA. 102+44.79, 75.75' LT
Y = 309,190.29
X = 623,559.74

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONTROL POINT TIES	SHEET 78	E



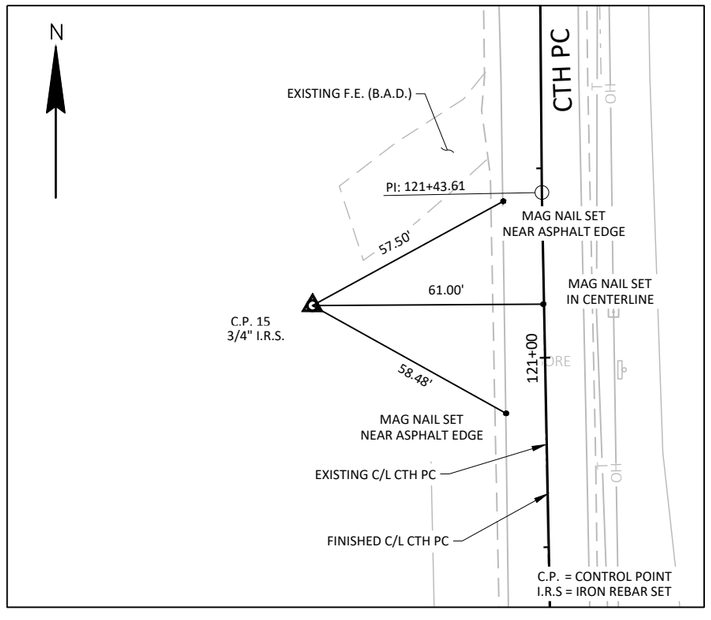
TIES TO C.P.#13

STA. 106+00.24, 26.27' LT
Y = 309,545.41
X = 623,611.61



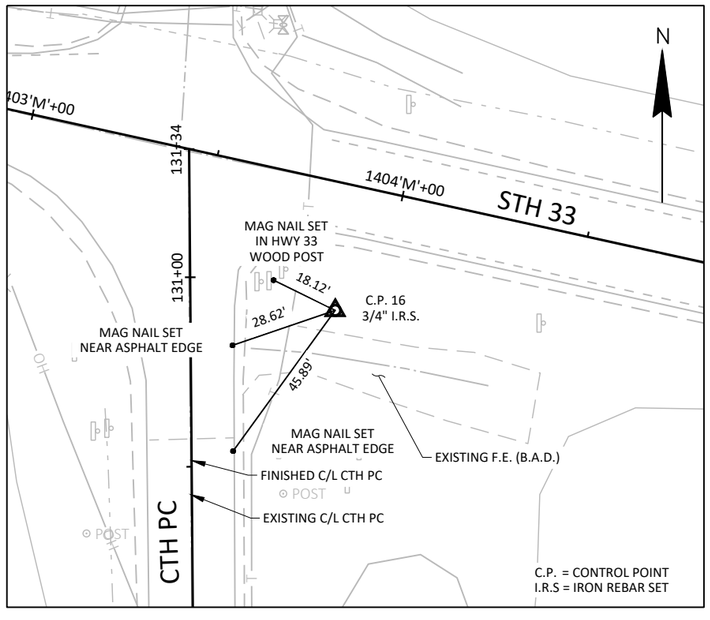
TIES TO C.P.#14

STA. 116+03.00, 52.52' LT
Y = 310,547.84
X = 623,584.68



TIES TO C.P.#15

STA. 121+14.96, 61.13' LT
Y = 311,058.66
X = 623,566.52



TIES TO C.P.#16

STA. 130+90.95, 38.20' RT
Y = 312,036.10
X = 623,657.70

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CONTROL POINT TIES	SHEET 79	E

Estimate Of Quantities

5016-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	51.000	51.000
0004	203.0100	Removing Small Pipe Culverts	EACH	27.000	27.000
0006	203.0220	Removing Structure (structure) 01. V-41-069	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 02. Sta. 1111'J'+00	EACH	1.000	1.000
0010	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. Steel Girder Bridge	EACH	1.000	1.000
0012	204.0100	Removing Concrete Pavement	SY	110.000	110.000
0014	204.0155	Removing Concrete Sidewalk	SY	5.000	5.000
0016	204.0170	Removing Fence	LF	13,000.000	13,000.000
0018	205.0100	Excavation Common	CY	292,500.000	292,500.000
0020	206.1001	Excavation for Structures Bridges (structure) 01. B-41-333	EACH	1.000	1.000
0022	210.1500	Backfill Structure Type A	TON	420.000	420.000
0024	213.0100	Finishing Roadway (project) 01. 5016-00-71	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,610.000	5,610.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	62,200.000	62,200.000
0030	311.0110	Breaker Run	TON	4,500.000	4,500.000
0032	455.0605	Tack Coat	GAL	3,090.000	3,090.000
0034	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0036	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0038	460.2005	Incentive Density PWL HMA Pavement	DOL	11,043.000	11,043.000
0040	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	2,460.000	2,460.000
0042	460.2010	Incentive Air Voids HMA Pavement	DOL	12,950.000	12,950.000
0044	460.5224	HMA Pavement 4 LT 58-28 S	TON	12,950.000	12,950.000
0046	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	230.000	230.000
0048	465.0310	Asphaltic Curb	LF	318.000	318.000
0050	465.0315	Asphaltic Flumes	SY	238.000	238.000
0052	465.0560	Asphaltic Rumble Strips, Centerline	LF	9,860.000	9,860.000
0054	502.0100	Concrete Masonry Bridges	CY	239.000	239.000
0056	502.3200	Protective Surface Treatment	SY	355.000	355.000
0058	502.3210	Pigmented Surface Sealer	SY	135.000	135.000
0060	503.0146	Prestressed Girder Type I 45W-Inch	LF	392.000	392.000
0062	505.0400	Bar Steel Reinforcement HS Structures	LB	5,440.000	5,440.000
0064	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	33,650.000	33,650.000
0066	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	8.000	8.000
0068	506.4000	Steel Diaphragms (structure) 01. B-41-333	EACH	6.000	6.000
0070	516.0500	Rubberized Membrane Waterproofing	SY	14.000	14.000
0072	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	38.000	38.000
0074	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	12.000	12.000
0076	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	20.000	20.000
0078	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	2.000	2.000
0080	520.1060	Apron Endwalls for Culvert Pipe 60-Inch	EACH	4.000	4.000
0082	520.1072	Apron Endwalls for Culvert Pipe 72-Inch	EACH	2.000	2.000
0084	520.3318	Culvert Pipe Class III-A 18-Inch	LF	700.000	700.000
0086	520.3330	Culvert Pipe Class III-A 30-Inch	LF	346.000	346.000
0088	520.3336	Culvert Pipe Class III-A 36-Inch	LF	30.000	30.000
0090	520.4124	Culvert Pipe Class IV 24-Inch	LF	526.000	526.000
0092	520.4130	Culvert Pipe Class IV 30-Inch	LF	346.000	346.000
0094	520.4160	Culvert Pipe Class IV 60-Inch	LF	332.000	332.000
0096	520.4172	Culvert Pipe Class IV 72-Inch	LF	262.000	262.000
0098	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	1.000	1.000

5016-00-71

Line	Item	Item Description	Unit	Total	Qty
0100	521.1235	Apron Endwalls for Pipe Arch Steel 35x24-Inch	EACH	2.000	2.000
0102	521.3735	Pipe Arch Corrugated Steel 35x24-Inch	LF	80.000	80.000
0104	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	3.000	3.000
0106	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000
0108	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0110	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0112	530.0118	Culvert Pipe Corrugated Polyethylene 18-Inch	LF	94.000	94.000
0114	550.0500	Pile Points	EACH	9.000	9.000
0116	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	720.000	720.000
0118	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	6,240.000	6,240.000
0120	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	136.000	136.000
0122	602.0405	Concrete Sidewalk 4-Inch	SF	40.000	40.000
0124	602.0810	Concrete Driveway 6-Inch	SY	56.000	56.000
0126	602.3010	Concrete Surface Drains	CY	4.000	4.000
0128	606.0300	Riprap Heavy	CY	1,107.000	1,107.000
0130	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,027.000	1,027.000
0132	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	408.000	408.000
0134	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	187.000	187.000
0136	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	60.000	60.000
0138	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	160.000	160.000
0140	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0142	611.0612	Inlet Covers Type C	EACH	3.000	3.000
0144	611.0615	Inlet Covers Type F	EACH	2.000	2.000
0146	611.0627	Inlet Covers Type HM	EACH	14.000	14.000
0148	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0150	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0152	611.3003	Inlets 3-FT Diameter	EACH	3.000	3.000
0154	611.3004	Inlets 4-FT Diameter	EACH	9.000	9.000
0156	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0158	611.3253	Inlets 2.5x3-FT	EACH	2.000	2.000
0160	611.9850.S	Pipe Grates (size) 01. 12-Inch	EACH	1.000	1.000
0162	611.9850.S	Pipe Grates (size) 02. 18-Inch	EACH	1.000	1.000
0164	611.9850.S	Pipe Grates (size) 03. 24-Inch	EACH	1.000	1.000
0166	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	350.000	350.000
0168	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
0170	614.2500	MGS Thrie Beam Transition	LF	160.000	160.000
0172	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0174	616.0205	Fence Chain Link 5-FT	LF	235.000	235.000
0176	616.0700.S	Fence Safety	LF	80.000	80.000
0178	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5016-00-71	EACH	1.000	1.000
0180	619.1000	Mobilization	EACH	1.000	1.000
0182	623.0200	Dust Control Surface Treatment	SY	64,000.000	64,000.000
0184	624.0100	Water	MGAL	1,020.000	1,020.000
0186	625.0500	Salvaged Topsoil	SY	186,700.000	186,700.000
0188	627.0200	Mulching	SY	7,770.000	7,770.000
0190	628.1504	Silt Fence	LF	6,470.000	6,470.000
0192	628.1520	Silt Fence Maintenance	LF	12,940.000	12,940.000
0194	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0196	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000

5016-00-71

Line	Item	Item Description	Unit	Total	Qty
0198	628.2002	Erosion Mat Class I Type A	SY	29,400.000	29,400.000
0200	628.2004	Erosion Mat Class I Type B	SY	45,590.000	45,590.000
0202	628.2006	Erosion Mat Urban Class I Type A	SY	2,940.000	2,940.000
0204	628.2008	Erosion Mat Urban Class I Type B	SY	23,700.000	23,700.000
0206	628.2023	Erosion Mat Class II Type B	SY	76,000.000	76,000.000
0208	628.2037	Erosion Mat Class III Type C	SY	34,000.000	34,000.000
0210	628.6005	Turbidity Barriers	SY	320.000	320.000
0212	628.7005	Inlet Protection Type A	EACH	19.000	19.000
0214	628.7015	Inlet Protection Type C	EACH	16.000	16.000
0216	628.7504	Temporary Ditch Checks	LF	11,350.000	11,350.000
0218	628.7555	Culvert Pipe Checks	EACH	182.000	182.000
0220	628.7560	Tracking Pads	EACH	3.000	3.000
0222	629.0210	Fertilizer Type B	CWT	116.000	116.000
0224	630.0120	Seeding Mixture No. 20	LB	8,550.000	8,550.000
0226	630.0171	Seeding Mixture No. 70A	LB	60.000	60.000
0228	630.0200	Seeding Temporary	LB	5,580.000	5,580.000
0230	630.0500	Seed Water	MGAL	4,650.000	4,650.000
0232	633.5200	Markers Culvert End	EACH	26.000	26.000
0234	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	60.000	60.000
0236	637.2210	Signs Type II Reflective H	SF	122.940	122.940
0238	637.2230	Signs Type II Reflective F	SF	216.230	216.230
0240	638.2102	Moving Signs Type II	EACH	18.000	18.000
0242	638.2602	Removing Signs Type II	EACH	27.000	27.000
0244	638.3000	Removing Small Sign Supports	EACH	25.000	25.000
0246	638.4000	Moving Small Sign Supports	EACH	9.000	9.000
0248	642.5001	Field Office Type B	EACH	1.000	1.000
0250	643.0300	Traffic Control Drums	DAY	2,400.000	2,400.000
0252	643.0420	Traffic Control Barricades Type III	DAY	6,400.000	6,400.000
0254	643.0705	Traffic Control Warning Lights Type A	DAY	11,200.000	11,200.000
0256	643.0900	Traffic Control Signs	DAY	11,200.000	11,200.000
0258	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0260	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0262	643.5000	Traffic Control	EACH	1.000	1.000
0264	645.0111	Geotextile Type DF Schedule A	SY	62.000	62.000
0266	645.0120	Geotextile Type HR	SY	2,180.000	2,180.000
0268	645.0135	Geotextile Type SR	SY	3,750.000	3,750.000
0270	646.2020	Marking Line Epoxy 6-Inch	LF	39,330.000	39,330.000
0272	646.6120	Marking Stop Line Epoxy 18-Inch	LF	32.000	32.000
0274	648.0100	Locating No-Passing Zones	MI	2.350	2.350
0276	650.4000	Construction Staking Storm Sewer	EACH	32.000	32.000
0278	650.4500	Construction Staking Subgrade	LF	17,581.000	17,581.000
0280	650.5000	Construction Staking Base	LF	17,581.000	17,581.000
0282	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,376.000	6,376.000
0284	650.6000	Construction Staking Pipe Culverts	EACH	13.000	13.000
0286	650.6501	Construction Staking Structure Layout (structure) 01. B-41-333	EACH	1.000	1.000
0288	650.6501	Construction Staking Structure Layout (structure) 01. R-41-10	EACH	1.000	1.000
0290	650.9500	Construction Staking Sidewalk (project) 01. 5016-00-71	EACH	1.000	1.000
0292	650.9911	Construction Staking Supplemental Control (project) 01. 5016-00-71	EACH	1.000	1.000
0294	650.9920	Construction Staking Slope Stakes	LF	17,581.000	17,581.000

5016-00-71

Line	Item	Item Description	Unit	Total	Qty
0296	690.0150	Sawing Asphalt	LF	460.000	460.000
0298	690.0250	Sawing Concrete	LF	6.000	6.000
0300	715.0502	Incentive Strength Concrete Structures	DOL	1,434.000	1,434.000
0302	740.0440	Incentive IRI Ride	DOL	9,317.000	9,317.000
0304	999.2005.S	Maintaining Bird Deterrent System (station) 01. Sta. 26+50	EACH	1.000	1.000
0306	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0308	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,520.000	3,520.000
0310	SPV.0035	Special 01. Temporary Stone Checks	CY	12.000	12.000
0312	SPV.0165	Special 01. Wall Modular Block Mechanically Stabilized Earth (R-41-10)	SF	1,890.000	1,890.000

3

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	DESCRIPTION	203.0100 (EACH)
7+51	MAINLINE, RT.	SIZE UNKNOWN; L = UNKNOWN	1
10+97	MAINLINE, CROSS	18" CMCP; L=44'	1
11+28	MAINLINE, LT.	18" CMCP; L=23'	1
25+36	MAINLINE, LT.	12" CMCP; L=46'	1
28+05	MAINLINE, LT.	24" CMCP; L=24'	1
28+50	MAINLINE, RT.	24" CMCP; L=28'	1
34+02	MAINLINE, CROSS	UNKNOWN SIZE CMCP; L=41'	1
44+36	MAINLINE, CROSS	15" CMCP; L=35'	1
49+43	MAINLINE, CROSS	UNKNOWN SIZE CMCP; L=43'	1
54+72	MAINLINE, RT.	12" CMCP; L=40'	1
62+01	MAINLINE, RT.	12" CMCP; L=26'	1
62+20	MAINLINE, CROSS	12" CMCP; L=134'	1
67+84	MAINLINE, LT.	UNKNOWN SIZE CMCP; L=31'	1
68+01	MAINLINE, RT.	12" CMCP; L=31'	1
87+22	MAINLINE, CROSS	3.5'X5' ELLIPTICAL CMCP; L=44'	1
89+07	MAINLINE, LT.	24" CMCP; L=41'	1
89+39	MAINLINE, LT.	24" CMCP; L=35'	1
99+67	MAINLINE, CROSS	18" CMCP; L=31'	1
112+41	MAINLINE, CROSS	24" CMCP; L=42'	1
115+49	MAINLINE, LT.	14" CMCP; L=21'	1
116+39	MAINLINE, CROSS	14" CMCP; L=36'	1
126+65	MAINLINE, CROSS	18" CMCP; L=32'	1
603'E'+15	'E'-LINE (OBOE AVE.), LT.	18" CMCP; L=36'	1
801'G'+01	'G'-LINE (FRONTAGE ROAD), RT.	UNKNOWN SIZE CMCP; L=37'	1
803'G'+00	'G'-LINE (FRONTAGE ROAD), RT.	12" CMCP; L=26'	1
1103'J'+70	'J'-LINE (OAKDALE AVE.), RT.	12" CMCP; L=14'	1
1600'O'+87	'O'-LINE (P.E.), CROSS	24" CMCP; L=34'	1
		TOTAL=	27

GRUBBING

STATION	LOCATION	201.0205 GRUBBING (STA)
8+00 - 9+00	MAINLINE, RT.	1
12+00 - 13+00	MAINLINE, LT.	1
12+00 - 18+00	MAINLINE, RT.	6
19+00 - 20+00	MAINLINE, RT.	1
22+00 - 27+00	MAINLINE, RT.	5
24+00 - 25+00	MAINLINE, LT.	1
26+00 - 27+00	MAINLINE, LT.	1
28+00 - 29+00	MAINLINE, LT.	1
41+00 - 42+00	MAINLINE, RT.	1
48+00 - 50+00	MAINLINE, RT.	2
48+00 - 53+00	MAINLINE, LT.	5
61+00 - 63+00	MAINLINE, LT.	2
70+00 - 72+00	MAINLINE, RT.	2
72+00 - 73+00	MAINLINE, LT.	1
78+00 - 80+00	MAINLINE, RT.	2
87+00 - 89+00	MAINLINE, RT.	2
90+00 - 93+00	MAINLINE, LT.	3
97+00 - 99+00	MAINLINE, RT.	2
107+00 - 108+00	MAINLINE, RT.	1
111+00 - 112+00	MAINLINE, LT.	1
201'A'+00 - 202'A'+00	'A'-LINE (OCTAGON AVE.), LT.	1
400'C'+00 - 402'C'+00	'C'-LINE (P.E.), LT.	2
400'C'+00 - 401'C'+00	'C'-LINE (P.E.), RT.	1
602'E'+00 - 604'E'+00	'E'-LINE (OBOE AVE.), RT.	2
1110'J'+00 - 1112'J'+00	'J'-LINE (OAKDALE AVE.), LT.	2
1113'J'+00 - 1115'J'+00	'J'-LINE (OAKDALE AVE.), RT.	2
	TOTAL =	51

BREAKER RUN

STATION - STATION	LOCATION	311.0110 BREAKER RUN (TON)	645.0135 GEOTEXTILE TYPE SR (SY)
UNDISTRIBUTED	PROJECT	4,500	3,750
	TOTALS=	4,500	3,750

NOTE: BREAKER RUN AND GEOTEXTILE TYPE SR ARE TO BE USED IN EBS AREAS.

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

REMOVING CONCRETE PAVEMENT

STATION - STATION	LOCATION	204.0100 (SY)	COMMENTS
129+93 - 130+26	MAINLINE, RT.	100	SILO FOUNDATION
1600'O'+89	'O'-LINE (P.E.), LT. & RT.	10	CONCRETE SLOPE PAVING
	TOTAL=	110	

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 (SY)
61+96 - 62+04	MAINLINE, RT.	5
	TOTAL=	5

REMOVING STRUCTURE

STATION	LOCATION	DESCRIPTION	203.0220 (01. V-41-069) (EACH)	203.0220 (02. STA. 1111'J'+00) (EACH)
72+75	MAINLINE, CROSS	CATTLE PASS; L=48'	1	-
1111'J'+00	'J'-LINE (OAKDALE AVE.), LT.	60" CMCP; L=56'	-	1
		TOTAL=	2	

REMOVING FENCE

STATION - STATION	LOCATION	204.0170 (LF)
10+81 - 11+73	MAINLINE, RT.	140
12+83 - 27+24	MAINLINE, LT.	2,460
14+69 - 21+59	MAINLINE, RT.	712
23+23 - 28+34	MAINLINE, RT.	680
28+66 - 39+55	MAINLINE, RT.	1,220
29+94 - 48+62	MAINLINE, LT.	2,040
37+08 - 38+81	MAINLINE, RT.	182
46+55 - 47+30	MAINLINE, RT.	180
50+15 - 53+87	MAINLINE, RT.	480
68+39 - 69+85	MAINLINE, LT.	324
69+82 - 72+91	MAINLINE, LT.	521
69+96 - 72+72	MAINLINE, RT.	420
72+93 - 76+43	MAINLINE, LT.	522
74+22 - 78+14	MAINLINE, RT.	401
82+67 - 88+66	MAINLINE, LT.	781
90+86 - 91+30	MAINLINE, LT. & RT.	144
95+52 - 97+84	MAINLINE, RT.	361
104+98 - 115+75	MAINLINE, RT.	1,173
110+56 - 112+17	MAINLINE, LT.	259
	TOTAL=	13,000

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	624.0100 WATER (MGAL)
7+25 - 25+88.78	MAINLINE	201	7,380	114.0
26+88.28 - 131+22.55	MAINLINE	1,752	41,900	657.0
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	50	1,160	18.2
300'B'+00 - 301'B'+55.57	'B'-LINE (P.E.)	123	165	4.3
400'C'+20.66 - 402'C'+93.05	'C'-LINE (P.E.)	139	185	4.9
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	34	905	14.1
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	42	1,115	17.4
700'F'+18.02 - 702'F'+82.36	'F'-LINE (P.E.)	206	278	7.3
800'G'+00 - 805'G'+50	'G'-LINE (FRONTAGE ROAD)	440	644	16.3
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	11	660	10.1
1101'J'+00 - 1109'J'+17	'J'-LINE (OAKDALE AVE.)	124	2,670	42.0
1109'J'+53 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	95	2,000	31.4
1200'K'+13.05 - 1201'K'+75	'K'-LINE (P.E.)	131	175	4.6
1300'L'+18 - 1302'L'+98.17	'L'-LINE (P.E.)	379	450	12.4
1500'N'+32.47 - 1506'N'+29.47	'N'-LINE (P.E.)	531	691	18.3
1600'O'+18.55 - 1601'O'+17.37	'O'-LINE (P.E.)	81	107	2.8
1700'P'+02.59 - 1700'P'+80.62	'P'-LINE (P.E.)	53	75	1.9
-	CHURCH PARKING LOT	268	370	9.6
-	DRIVEWAYS	950	1,270	33.4
	TOTALS=	5,610	62,200	1,020.0

NOTE: 'H'-LINE AGGREGATE QUANTITIES ARE INCLUDED IN THE 'G'-LINE TOTALS AND THE 'M'-LINE AGGREGATE QUANTITES ARE INCLUDED IN THE MAINLINE TOTALS. THE AGGREGATE UNDER THE CONCRETE SIDEWALK AT STA. 61+96 - 62+04, RT. IS INCLUDED IN THE CHURCH PARKING LOT QUANTITY

EARTHWORK SUMMARY

STATION - STATION	LOCATION	205.0100 COMMON EXCAVATION (CY) (1) CUT (CY) (2)	205.0100 COMMON EXCAVATION (CY) (1) EBS EXCAVATION (CY) (3)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) (4) FACTOR 1.25	MASS ORDINATE +/- (CY) (5)	WASTE	COMMENT
7+25 - 131+22.55	MAINLINE	237,554	0	162,146	202,691	34,863	34,863	
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	1,723	0	176	221	1,502	1,502	
300'B'+00 - 301'B'+55.98	'B'-LINE (P.E.)	66	0	2,111	2,640	-2,574	-2,574	
400'C'+20.66 - 402'C'+93.05	'C'-LINE (P.E.)	109	0	2,052	2,566	-2,457	-2,457	
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	4,295	0	0	0	4,295	4,295	
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	4,361	0	0	0	4,361	4,361	
700'F'+18.02 - 702'F'+82.36	'F'-LINE (P.E.)	5,275	0	2	2	5,273	5,273	
800'G'+00 - 805'G'+50	'G'-LINE (FRONTAGE ROAD)	1,437	0	187	235	1,202	1,202	
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	1,621	0	6	8	1,613	1,613	
1101'J'+00 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	11,817	0	22,668	28,337	-16,520	-16,520	
1300'L'+18 - 1302'L'+98.17	'L'-LINE (P.E.)	12,364	0	0	0	12,364	12,364	
1402'M'+00 - 1404'M'+91.75	'M'-LINE (STH 33)	422	0	219	273	149	149	
-	P.E./C.E./F.E.	8,956	0	5,433	6,791	2,165	2,165	
-	PROJECT	0	2,500	0	0	0	2,500	
	GRAND TOTAL	290,000	2,500	195,000	243,764	46,236	48,736	
TOTAL COMMON EXCAVATION		292,500						

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 BREAKER RUN.
(4) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(5) 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.

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)
7+25 - 25+88.78	MAINLINE	403	1,694	-
26+88.28 - 131+22.55	MAINLINE	2,233	9,349	-
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	63	263	-
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	51	213	-
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	60	254	-
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	39	163	-
1101'J'+00 - 1109'J'+17	'J'-LINE (OAKDALE AVE.)	137	577	-
1109'J'+53 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	104	437	-
-	'G'-LINE & 'H'-LINE INTERSECTION	-	-	46
-	CHURCH PARKING LOT	-	-	23
-	DRIVEWAYS	-	-	161
	TOTALS=	3,090	12,950	230

NOTE: 'M'-LINE HMA PAVEMENT QUANTITIES ARE INCLUDED IN THE MAINLINE QUANTITIES

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 foot Driving Lanes & 3 foot shoulders	7+25 - 25+88.78, 26+88.28 - 131+22.55	Upper Layer	4 LT 58-28 S	4 LT 58-28 S	4,908	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes & 3 foot shoulders	7+25 - 25+88.78, 26+88.28 - 131+22.55	Lower Layer	Base Aggregate	4 LT 58-28 S	6,135	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Intersection Tapers & Side Roads	7+25 - 25+88.78, 26+88.28 - 131+22.55	Upper Layer	4 LT 58-28 S	4 LT 58-28 S	848	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
Intersection Tapers & Side Roads	7+25 - 25+88.78, 26+88.28 - 131+22.55	Lower Layer	Base Aggregate	4 LT 58-28 S	1,059	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive

CULVERT PIPES

STATION	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH (EACH)	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH (EACH)	520.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH (EACH)	520.1060 APRON ENDWALLS FOR CULVERT PIPE 60-INCH (EACH)	520.1072 APRON ENDWALLS FOR CULVERT PIPE 72-INCH (EACH)	520.3318 CULVERT PIPE CLASS III-A 18-INCH (LF)	520.3330 CULVERT PIPE CLASS III-A 30-INCH (LF)	520.3336 CULVERT PIPE CLASS III-A 36-INCH (LF)	520.4124 CULVERT PIPE CLASS IV 24-INCH (LF)	520.4130 CULVERT PIPE CLASS IV 30-INCH (LF)	520.4160 CULVERT PIPE CLASS IV 60-INCH (LF)	520.4172 CULVERT PIPE CLASS IV 72-INCH (LF)	521.1235 APRON ENDWALLS FOR PIPE ARCH STEEL 35X24-INCH (LF)	521.3735 PIPE ARCH CORRUGATED STEEL 35X24-INCH (LF)	633.5200 MARKERS CULVERT END (EACH)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)
7+51	MAINLINE, RT.	-	-	-	2	-	-	-	-	30	-	-	-	-	-	-	-	-
33+97	MAINLINE, LT.	-	-	2	-	-	-	-	30	-	-	-	-	-	-	-	-	-
43+00	MAINLINE, CROSS	-	-	2	-	-	-	-	-	-	-	88	-	-	-	-	2	1
46+20	MAINLINE, CROSS	-	2	-	-	-	-	-	-	-	76	-	-	-	-	-	2	1
50+09	MAINLINE, RT.	-	-	2	-	-	-	-	40	-	-	-	-	-	-	-	-	-
50+91	MAINLINE, LT.	2	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-
52+63	MAINLINE, CROSS	-	2	-	-	-	-	-	-	-	68	-	-	-	-	-	2	1
67+84	MAINLINE, LT.	2	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-
68+01	MAINLINE, RT.	2	-	-	-	-	-	40	-	-	-	-	-	-	-	-	-	-
72+75	MAINLINE, CROSS	-	-	-	-	-	2	-	-	-	-	-	-	262	-	-	2	1
75+55	MAINLINE, RT.	-	-	2	-	-	-	-	40	-	-	-	-	-	-	-	-	-
87+24	MAINLINE, CROSS	-	-	2	-	-	-	-	-	-	-	136	-	-	-	-	2	1
88+13	MAINLINE, CROSS	-	-	-	-	2	-	-	-	-	-	-	190	-	-	-	2	1
91+51	MAINLINE, RT.	2	-	-	-	-	-	40	-	-	-	-	-	-	-	-	-	-
106+01	MAINLINE, LT.	2	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-
109+68	MAINLINE, LT.	2	-	-	-	-	-	36	-	-	-	-	-	-	-	-	-	-
110+90	MAINLINE, LT.	2	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-
112+50	MAINLINE, CROSS	-	-	-	-	2	-	-	-	-	-	-	142	-	-	-	2	1
115+54	MAINLINE, LT.	-	-	2	-	-	-	-	34	-	-	-	-	-	-	-	-	-
123+01	MAINLINE, LT.	2	-	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-
123+01	MAINLINE, RT.	2	-	-	-	-	-	40	-	-	-	-	-	-	-	-	-	-
126+64	MAINLINE, CROSS	-	2	-	-	-	-	-	-	-	136	-	-	-	-	-	2	1
129+51	MAINLINE, RT.	2	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-
203'A'+09	'A'-LINE (OCTAGON AVE.), CROSS	-	2	-	-	-	-	-	-	-	66	-	-	-	-	-	2	1
300'B'+41	'B'-LINE (P.E.), CROSS	2	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-
301'B'+09	'B'-LINE (P.E.), CROSS	-	-	2	-	-	-	-	84	-	-	-	-	-	-	-	-	-
400'C'+75	'C'-LINE (P.E.), CROSS	-	-	2	-	-	-	-	66	-	-	-	-	-	-	-	-	-
500'D'+54	'D'-LINE (ODIN AVE.), CROSS	-	-	-	-	-	-	-	-	-	-	-	-	-	2	80	2	1
602'E'+83	'E'-LINE (OBOE AVE.), RT.	2	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-
603'E'+57	'E'-LINE (OBOE AVE.), CROSS	-	2	-	-	-	-	-	-	-	68	-	-	-	-	-	2	1
801'G'+01	'G'-LINE (FRONTAGE ROAD), CROSS	2	-	-	-	-	-	36	-	-	-	-	-	-	-	-	-	-
803'G'+00	'G'-LINE (FRONTAGE ROAD), RT.	2	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-
1103'J'+70	'J'-LINE (OAKDALE AVE.), RT.	2	-	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-
1108'J'+43	'J'-LINE (OAKDALE AVE.), CROSS	-	2	-	-	-	-	-	-	-	112	-	-	-	-	-	2	1
1108'J'+51	'J'-LINE (OAKDALE AVE.), CROSS	-	-	2	-	-	-	-	-	-	-	122	-	-	-	-	2	1
1200'K'+60	'K'-LINE (P.E.), CROSS	2	-	-	-	-	-	68	-	-	-	-	-	-	-	-	-	-
1201'K'+38	'K'-LINE (P.E.), CROSS	2	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-
1300'L'+31	'L'-LINE (P.E.), CROSS	2	-	-	-	-	-	44	-	-	-	-	-	-	-	-	-	-
1600'O'+89	'O'-LINE (P.E.), CROSS	-	-	2	-	-	-	-	52	-	-	-	-	-	-	-	-	-
1700'P'+49	'P'-LINE (P.E.), CROSS	2	-	-	-	-	-	46	-	-	-	-	-	-	-	-	-	-
	TOTALS=	38	12	20	2	4	2	700	346	30	526	346	332	262	2	80	26	13

PIPE SIZE	MINIMUM THICKNESS (IN) STEEL COVER=0'-15'	COVER=16'-20'	COVER=21'-25'	COVER=26'-30'	COVER=31'-35'
18-INCH	0.064	0.064	0.064	0.064	0.064
24-INCH	0.064	0.064	0.079	0.079	0.079
30-INCH	0.079	0.079	0.079	0.079	0.109
36-INCH	0.079	0.079	0.109	0.109	0.138
60-INCH	0.138	0.138	0.168	0138 E	0138 E
72-INCH	0.138	0.138	0.168	0138 E	0138 E

E = ELONGATED, VERTICAL AXIS 5% GREATER THAN HORIZONTAL

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

ASPHALTIC FLUMES

STATION	LOCATION	465.0310 ASPHALTIC CURB (LF)	465.0315 ASPHALTIC FLUMES (SY)
15+00	MAINLINE, RT.	14	9
17+50	MAINLINE, RT.	14	9
24+32	MAINLINE, LT.	14	11
39+25	MAINLINE, LT.	14	8
41+33	MAINLINE, RT.	14	11
52+60	MAINLINE, LT.	14	11
52+85	MAINLINE, RT.	14	11
61+95	MAINLINE, LT.	14	11
63+30	MAINLINE, RT.	14	11
67+05	MAINLINE, LT.	14	9
77+00	MAINLINE, RT.	14	9
81+05	MAINLINE, RT.	14	7
87+51	MAINLINE, RT.	14	11
87+59	MAINLINE, LT.	14	11
88+36	MAINLINE, RT.	14	11
88+39	MAINLINE, LT.	14	11
95+50	MAINLINE, RT.	14	9
130+63	MAINLINE, RT.	14	11
130+64	MAINLINE, LT.	14	11
131+32	MAINLINE, LT.	14	11
203'A'+19	'A'-LINE (OCTAGON AVE.), RT.	12	12
500'D'+67	'D'-LINE (ODIN AVE.), LT.	14	12
603'E'+89	'E'-LINE (OBOE AVE.), LT.	12	11
	TOTALS=	318	238

ASPHALTIC RUMBLE STRIPS, CENTERLINE

STATION	LOCATION	465.0560 (LF)
10+78 - 25+64	MAINLINE	1,486
27+13 - 40+05	MAINLINE	1,292
44+05 - 51+16	MAINLINE	711
55+16 - 58+16	MAINLINE	300
64+69 - 86+22	MAINLINE	2,155
90+22 - 129+34	MAINLINE	3,916
	TOTAL =	9,860

CONCRETE SURFACE DRAINS

STATION - STATION	LOCATION	602.3010 (CY)
27+48	MAINLINE, LT.	2
27+48	MAINLINE, RT.	2
	TOTAL=	4

CURB & GUTTER

STATION - STATION	LOCATION	601.0557 CONCRETE CURB & GUTTER 6-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)
8+23 - 8+63	MAINLINE, LT.	60	-	60
8+93 - 24+32	MAINLINE, LT.	1,570	-	1,570
15+00 - 17+50	MAINLINE, RT.	250	-	250
26+88 - 27+56	MAINLINE, LT.	-	68	68
26+88 - 27+56	MAINLINE, RT.	-	68	68
39+25 - 43+00	MAINLINE, LT.	375	-	375
41+33 - 41+88	MAINLINE, RT.	84	-	84
42+18 - 42+68	MAINLINE, RT.	75	-	75
52+60 - 53+00	MAINLINE, LT.	60	-	60
52+85 - 60+02	MAINLINE, RT.	725	-	725
53+31 - 61+95	MAINLINE, LT.	898	-	898
60+32 - 62+60	MAINLINE, RT.	263	-	263
62+89 - 63+30	MAINLINE, RT.	63	-	63
63+50 - 67+05	MAINLINE, LT.	354	-	354
77+00 - 81+05	MAINLINE, RT.	404	-	404
87+51 - 88+06	MAINLINE, RT.	84	-	84
87+59 - 88+09	MAINLINE, LT.	75	-	75
88+36 - 88+86	MAINLINE, RT.	74	-	74
88+39 - 88+95	MAINLINE, LT.	85	-	85
95+50 - 100+05	MAINLINE, RT.	454	-	454
130+63 - 131+02	MAINLINE, RT.	68	-	68
130+64 - 131+32	MAINLINE, LT.	92	-	92
1000'I'+73 - 1002'I'+00	'I'-LINE (ODESSA AVE.), RT.	127	-	127
	TOTALS=	6,240	136	6,376

SIDEWALK

STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH (SF)
61+96 - 62+04	MAINLINE, RT.	40
	TOTALS=	40

CONCRETE DRIVEWAYS 6-INCH

STATION	LOCATION	602.0810 (SY)
11+28	MAINLINE, LT.	9
16+15	MAINLINE, LT.	16
24+05	MAINLINE, LT.	11
53+16	MAINLINE, RT.	9
64+00	MAINLINE, LT.	11
	TOTAL=	56

3

RIPRAP HEAVY

STATION - STATION	LOCATION	*606.0300 RIPRAP HEAVY (CY)	*645.0120 GEOTEXTILE TYPE HR (SY)
10+00	MAINLINE, RT.	28	63
10+20	MAINLINE, RT.	4	13
11+00	MAINLINE, RT.	7	19
16+36	MAINLINE, LT.	5	15
24+68	MAINLINE, LT.	6	16
27+48	MAINLINE, LT.	13	35
27+48	MAINLINE, RT.	12	33
43+00	MAINLINE, RT.	12	30
46+20	MAINLINE, RT.	10	25
52+63	MAINLINE, RT.	13	36
62+44	MAINLINE, LT.	6	16
70+27 - 73+45	MAINLINE, LT.	194	445
72+75	MAINLINE, LT.	38	79
87+13	MAINLINE, LT.	12	30
87+17 - 87+54	MAINLINE, LT.	53	112
112+50	MAINLINE, LT.	34	70
126+64	MAINLINE, LT.	10	25
300'B'+41	'B'-LINE (P.E.), RT.	6	16
301'B'+09	'B'-LINE (P.E.), RT.	10	25
400'C'+75	'C'-LINE (P.E.), RT.	10	25
500'D'+54	'D'-LINE (ODIN AVE.), RT.	12	30
603'E'+57	'E'-LINE (OBOE AVE.), RT.	10	25
1200'K'+60	'K'-LINE (P.E.), RT.	6	16
1201'K'+38	'K'-LINE (P.E.), RT.	6	16
1600'O'+89	'O'-LINE (P.E.), RT.	10	25
	TOTALS=	527	1,240

* ADDITIONAL QUANTITY SHOWN ELSEWHERE. (SEE STRUCTURE PLAN FOR B-41-333)

STORM SEWER PIPE

PIPE NUMBER	FROM STRUCTURE	TO STRUCTURE	UPSTREAM ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	LOCATION	530.0118 CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH (LF)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH (LF)	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH (LF)	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH (LF)	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH (LF)
P - 1.1	1.1	1	1235.37	1235.00	0.89%	MAINLINE, RT.	-	-	-	-	-	45
P - 1.2	1.2	1.1	1236.51	1235.43	0.97%	MAINLINE, LT.	-	-	-	-	-	115
P - 2.1	2.1	2	1237.07	1236.30	1.67%	MAINLINE, CROSS	-	-	-	48	-	-
P - 2.2	2.2	2.1	1237.28	1237.12	1.25%	MAINLINE, LT.	-	-	-	16	-	-
P - 3.1	4	3	1237.36	1236.40	2.13%	MAINLINE, CROSS	-	-	-	-	48	-
P - 4.1	4.1	4	1237.67	1237.46	2.16%	MAINLINE, LT.	-	-	-	-	12	-
P - 4.2	4.2	4	1238.88	1238.44	1.23%	MAINLINE, LT.	-	-	-	40	-	-
P - 4.2.1	4.2.1	4.2	1239.71	1239.06	9.92%	MAINLINE, LT.	-	-	-	8	-	-
P - 4.3	4.3	4.2	1239.58	1238.93	1.17%	MAINLINE, LT.	-	-	-	60	-	-
P - 4.4	4.4	4.3	1239.72	1239.62	0.87%	MAINLINE, LT.	-	-	-	15	-	-
P - 5.1	5.1	5	1217.47	1216.51	1.99%	MAINLINE, LT.	-	-	51	-	-	-
P - 5.2	5.2	5.1	1227.18	1217.62	4.45%	MAINLINE, LT.	-	-	220	-	-	-
P - 5.3	5.3	5.2	1227.82	1227.39	4.21%	MAINLINE, LT.	-	-	15	-	-	-
P - 5.3.1	P - 5.3.2	5.3	1229.78	1228.56	5.24%	MAINLINE, LT.	26	-	-	-	-	-
P - 5.3.2	P - 5.3.3	P - 5.3.1	1247.01	1229.78	47.70%	MAINLINE, LT.	36	-	-	-	-	-
P - 5.3.3	5.3.1	P - 5.3.2	1248.68	1247.01	5.24%	MAINLINE, LT.	32	-	-	-	-	-
P - 5.4	5.4	5.3	1236.56	1228.49	2.88%	MAINLINE, LT.	-	285	-	-	-	-
P - 5.5	5.5	5.4	1238.90	1236.64	1.00%	MAINLINE, LT.	-	230	-	-	-	-
P - 5.6	5.6	5.5	1239.28	1238.94	1.00%	MAINLINE, LT.	-	38	-	-	-	-
P - 6.1	6.1	6	1309.12	1308.11	2.50%	MAINLINE, RT.	-	42	-	-	-	-
P - 6.2	6.2	6.1	1309.79	1309.20	2.10%	MAINLINE, RT.	-	32	-	-	-	-
P - 6.3	6.3	6.2	1311.06	1309.91	4.21%	MAINLINE, RT.	-	32	-	-	-	-
P - 6.4	6.4	6.3	1318.08	1311.25	3.50%	MAINLINE, RT.	-	199	-	-	-	-
P - 7.1	8	7	1322.79	1322.20	0.76%	MAINLINE, CROSS	-	-	80	-	-	-
P - 8.1	8.1	8	1324.18	1323.39	3.35%	MAINLINE, RT.	-	28	-	-	-	-
P - 8.2	8.2	8	1326.77	1325.17	4.00%	MAINLINE, RT.	-	-	42	-	-	-
P - 8.3	8.3	8	1323.86	1323.33	0.94%	MAINLINE, RT.	-	62	-	-	-	-
P - 8.4	8.4	8.3	1325.13	1323.92	1.62%	'I'-LINE (ODESSA AVE.), RT.	-	79	-	-	-	-
						TOTALS=	94	1,027	408	187	60	160

NOTES:
PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURES

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

STORM SEWER STRUCTURES

STRUCTURE	STATION	LOCATION	RIM ELEVATION (FT)	STRUCTURE DEPTH (FT)	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH (EACH)	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH (EACH)	611.0530 MANHOLE COVERS TYPE J (EACH)	611.0612 INLET COVERS TYPE C (EACH)	611.0615 INLET COVERS TYPE F (EACH)	611.0627 INLET COVERS TYPE HM (EACH)	611.2004 MANHOLES 4-FT DIAMETER (EACH)	611.2006 MANHOLES 6-FT DIAMETER (EACH)	611.3003 INLETS 3-FT DIAMETER (EACH)	611.3004 INLETS 4-FT DIAMETER (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.3253 INLETS 2.5X3-FT (EACH)	650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)
1	9+85	29.0' RT.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1
1.1	9+50	C/L	1241.61	5.00	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1
1.2	8+43	41.9' LT.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1
2	10+20	30.3' RT.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
2.1	10+20	17.5' LT.	1241.19	3.16	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	1
2.2	10+04	17.5' LT.	1241.18	2.94	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	1
3	11+00	30.0' RT.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
4	11+00	17.5' LT.	1241.50	3.14	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
4.1	10+96	29.1' LT.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
4.2	11+40	17.5' LT.	1241.84	1.96	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	1
4.2.1	11+39	25.6' LT	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
4.3	12+00	17.5' LT.	1242.43	1.85	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	1
4.4	12+15	17.5' LT.	1242.57	1.85	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	1
5	24+68	33.8' LT.	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
5.1	24+20	17.5' LT.	1223.64	5.17	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
5.2	22+00	17.5' LT.	1233.15	4.97	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
5.3	21+85	17.5' LT.	1233.73	4.91	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
5.3.1	21+87	111.3' LT.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
5.4	19+00	17.5' LT.	1242.31	4.75	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	1
5.5	16+70	17.5' LT.	1245.29	5.39	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
5.6	16+36	34.1' LT.	1242.90	2.38	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	1
6	52+64	42.1' RT.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
6.1	53+05	54.3' RT.	1312.73	2.37	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	1
6.2	53+35	45.2' RT.	1312.73	1.70	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	1
6.3	53+50	17.5' RT.	1316.31	4.25	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
6.4	55+50	17.5' RT.	1323.28	4.20	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	1
7	62+44	32.5' LT.	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
8	62+06	37.9' RT.	1330.72	6.69	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	1
8.1	61+85	18.6' RT.	1328.44	3.26	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
8.2	61+85	75.2' RT.	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
8.3	1000'I'+71	16.5' RT.	1327.33	2.47	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
8.4	1001'I'+50	12.5' RT.	1329.25	3.12	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1
				TOTALS=	1	3	3	2	2	2	3	2	14	1	1	3	9	5	2	32

NOTES:
STATION AND OFFSET OF MANHOLES 4-FT DIAMETER, MANHOLES 6-FT DIAMETER, INLETS 3 FT-DIAMETER, INLETS 4-FT DIAMETER, INLETS 2X3-FT, AND INLETS 2.5X3-FT ARE MEASURED FROM CENTER OF STRUCTURE
ALL RIM ELEVATIONS FOR INLET COVERS TYPE F AND INLET COVERS TYPE HM ARE MEASURED TO THE FLANGE OF THE INLET
ALL RIM ELEVATIONS FOR MANHOLE COVERS TYPE J AND INLET COVERS TYPE C ARE MEASURED TO TOP OF STRUCTURE
STRUCTURE DEPTH = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - CASTING HEIGHT (VARIES - SEE SDD 08A05)

PIPE GRATES

STATION - STATION	LOCATION	611.9850.S.01 PIPE GRATES 12-INCH (EACH)	611.9850.S.02 PIPE GRATES 18-INCH (EACH)	611.9850.S.03 PIPE GRATES 24-INCH (EACH)
10+96	MAINLINE, LT.	-	-	1
11+39	MAINLINE, LT.	1	-	-
61+85	MAINLINE, RT.	-	1	-
	TOTALS =	1	1	1

GUARDRAIL

STATION - STATION	LOCATION	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
24+80 - 25+71	MAINLINE, LT.	40	1
24+80 - 25+71	MAINLINE, RT.	40	1
27+04 - 27+95	MAINLINE, LT.	40	1
27+04 - 27+95	MAINLINE, RT.	40	1
	TOTALS=	160	4

DUST CONTROL SURFACE TREATMENT

STATION - STATION	LOCATION	623.0200 (SY)
7+25 - 25+88.78	MAINLINE	8,430
26+88.28 - 131+23	MAINLINE	47,230
200'A'+00 - 203'A'+49	'A'-LINE (OCTAGON AVE.)	1,099
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	810
601'E'+00 - 604'E'+31	'E'-LINE (OBOE AVE.)	1,040
1000'I'+18 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	616
1101'J'+00 - 1109'J'+17	'J'-LINE (OAKDALE AVE.)	2,760
1109'J'+53 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	2,015
	TOTAL=	64,000

FENCE SAFETY

STATION - STATION	LOCATION	616.0700.S (LF)
108+98	MAINLINE, LT.	80
	TOTAL=	80

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5016-00-71	10	6
TOTALS=	10	6

PROJECT NO: 5016-00-71 | HWY: CTH PC | COUNTY: MONROE | MISCELLANEOUS QUANTITIES | SHEET 87 | E

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
10+03 - 10+41	MAINLINE, RT.	55	110
10+62 - 11+98	MAINLINE, RT.	160	320
23+00 - 24+13	MAINLINE, RT.	125	250
23+11 - 26+12	MAINLINE, RT.	380	760
24+85 - 26+12	MAINLINE, LT.	200	400
25+60 - 26+32	MAINLINE, LT.	90	180
25+82 - 26+32	MAINLINE, RT.	60	120
26+48 - 27+43	MAINLINE, LT.	110	220
26+48 - 26+98	MAINLINE, RT.	60	120
26+68 - 27+44	MAINLINE, LT.	145	290
26+68 - 27+44	MAINLINE, RT.	150	300
27+49 - 27+82	MAINLINE, LT.	150	300
44+00 - 47+77	MAINLINE, RT.	460	920
48+06 - 49+95	MAINLINE, RT.	275	550
59+50 - 63+93	MAINLINE, LT.	500	1,000
69+00 - 71+78	MAINLINE, RT.	290	580
83+00 - 87+60	MAINLINE, LT.	505	1,010
107+50 - 108+14	MAINLINE, LT.	80	160
110+61 - 111+00	MAINLINE, LT.	50	100
113+50 - 114+90	MAINLINE, RT.	145	290
124+00 - 131+24	MAINLINE, LT.	820	1,640
200'A'+00 - 201'A'+48	'A'-LINE (OCTAGON AVE.), LT.	150	300
400'C'+60 - 401'C'+93	'C'-LINE (P.E.), RT.	150	300
601'E'+00 - 601'E'+55	'E'-LINE (OBOE AVE.), RT.	60	120
-	UNDISTRIBUTED	1,300	2,600
	TOTALS =	6,470	12,940

INLET PROTECTION

STATION	LOCATION	628.7005 TYPE A (EACH)	628.7015 TYPE C (EACH)
10+04	MAINLINE, LT.	1	1
10+20	MAINLINE, LT.	1	1
11+00	MAINLINE, LT.	1	1
11+40	MAINLINE, LT.	1	1
12+00	MAINLINE, LT.	1	1
12+15	MAINLINE, LT.	1	1
16+36	MAINLINE, LT.	1	-
16+70	MAINLINE, LT.	1	1
19+00	MAINLINE, LT.	1	1
21+85	MAINLINE, LT.	1	1
22+00	MAINLINE, LT.	1	1
24+20	MAINLINE, LT.	1	1
53+05	MAINLINE, RT.	1	-
53+35	MAINLINE, RT.	1	-
53+50	MAINLINE, RT.	1	1
55+50	MAINLINE, RT.	1	1
61+85	MAINLINE, RT.	1	1
1000'I'+71	'I'-LINE (ODESSA AVE.), RT.	1	1
1001'I'+50	'I'-LINE (ODESSA AVE.), RT.	1	1
	TOTAL=	19	16

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 (EACH)
7+36	MAINLINE, RT.	7
8+36	MAINLINE, LT.	7
8+43	MAINLINE, LT.	3
10+95	MAINLINE, LT.	3
11+40	MAINLINE, LT.	1
34+16	MAINLINE, LT.	5
43+30	MAINLINE, LT.	5
46+36	MAINLINE, LT.	3
50+30	MAINLINE, RT.	5
51+10	MAINLINE, LT.	2
52+71	MAINLINE, LT.	3
61+80	MAINLINE, RT.	2
67+78	MAINLINE, RT.	2
67+80	MAINLINE, LT.	2
69+70	MAINLINE, LT.	2
72+06	MAINLINE, RT.	18
75+81	MAINLINE, RT.	5
87+35	MAINLINE, RT.	5
88+90	MAINLINE, RT.	13
91+82	MAINLINE, RT.	2
100+70	MAINLINE, RT.	2
105+77	MAINLINE, LT.	2
109+50	MAINLINE, LT.	2
110+50	MAINLINE, LT.	2
112+74	MAINLINE, RT.	13
115+75	MAINLINE, LT.	5
123+19	MAINLINE, LT.	2
123+19	MAINLINE, RT.	2
127+04	MAINLINE, RT.	3
129+72	MAINLINE, RT.	2
300'B'+41	'B'-LINE (P.E.), LT.	2
301'B'+34	'B'-LINE (P.E.), LT.	5
400'C'+75	'C'-LINE (P.E.), LT.	5
500'D'+61	'D'-LINE (ODIN AVE.), LT.	8
602'E'+53	'E'-LINE (OBOE AVE.), RT.	2
603'E'+39	'E'-LINE (OBOE AVE.), LT.	3
801'G'+25	'G'-LINE (FRONTAGE ROAD), RT.	2
802'G'+84	'G'-LINE (FRONTAGE ROAD), RT.	2
804'G'+83	'G'-LINE (FRONTAGE ROAD), RT.	2
1103'J'+53	'J'-LINE (OAKDALE AVE.), RT.	2
1108'J'+47	'J'-LINE (OAKDALE AVE.), LT.	3
1108'J'+55	'J'-LINE (OAKDALE AVE.), LT.	5
1200'K'+55	'K'-LINE (P.E.), LT.	2
1201'K'+39	'K'-LINE (P.E.), LT.	2
1506'N'+00	'N'-LINE (P.E.), LT.	2
1600'O'+89	'O'-LINE (P.E.), LT.	5
	TOTAL=	182

TURBIDITY BARRIERS

LOCATION	628.6005 TURBIDITY BARRIERS (SY)
B-41-333; SOUTH	128
B-41-333; NORTH	128
UNDISTRIBUTED	64
TOTAL =	320

TRACKING PADS

STATION	LOCATION	628.7560 (EACH)
-	PROJECT	3
	TOTAL=	3

FINISHING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0171 SEEDING MIXTURE NO. 70A (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
7+25 - 131+22.55	MAINLINE	114,800	6,214	71.6	5,374	28	3,437	2,859
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	1,741	-	1.2	50	4	59	49
300'B'+00 - 301'B'+55.98	'B'-LINE (P.E.)	962	-	0.6	44	-	26	22
400'C'+20.66 - 402'C'+93.05	'C'-LINE (P.E.)	1,142	-	0.7	52	-	31	26
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	1,562	-	1	83	-	50	42
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	2,335	-	1.5	122	-	73	61
700'F'+18.02 - 702'F'+82.36	'F'-LINE (P.E.)	2,503	-	1.4	113	-	68	56
800'G'+00 - 805'G'+50	'G'-LINE (FRONTAGE ROAD)	1,710	-	1.1	91	-	55	46
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	815	-	0.5	42	-	25	21
1101'J'+00 - 1109'J'+12	'J'-LINE (OAKDALE AVE.)	6,498	-	4.3	342	-	205	171
1109'J'+58 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	6,948	-	4.3	347	-	208	173
1200'K'+13.05 - 1201'K'+75	'K'-LINE (P.E.)	742	-	0.4	34	-	20	17
1300'L'+18 - 1302'L'+49.85	'L'-LINE (P.E.)	2,458	-	1.4	111	-	67	56
1500'N'+32.47 - 1506'N'+29.47	'N'-LINE (P.E.)	4,322	-	2.4	-	16	117	97
1600'O'+18.55 - 1601'O'+17.37	'O'-LINE (P.E.)	760	-	0.4	35	-	21	17
-	UNDISTRIBUTED	37,402	1,556	23.2	1,710	12	1,118	937
	TOTALS=	186,700	7,770	116.0	8,550	60	5,580	4,650

NOTE: 'H'-LINE, 'M'-LINE, 'P'-LINE, AND CHURCH PARKING LOT QUANTITIES ARE INCLUDED IN THE MAINLINE TOTALS.
'G'-LINE MULCHING QUANTITIES ARE INCLUDED IN THE MAINLINE TOTALS.

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

EROSION MAT

STATION - STATION	LOCATION	628.2002 CLASS I TYPE A (SY)	628.2004 CLASS I TYPE B (SY)	628.2006 URBAN CLASS I TYPE A (SY)	628.2008 URBAN CLASS I TYPE B (SY)	628.2023 CLASS II TYPE B (SY)	628.2037 CLASS III TYPE C (SY)
7+25 - 8+70	MAINLINE, LT.	-	1,170	-	-	-	1,170
7+25 - 10+05	MAINLINE, RT.	-	801	-	-	-	801
8+95 - 10+25	MAINLINE, LT.	-	1,045	-	-	-	1,045
10+25 - 12+00	MAINLINE, LT.	-	369	-	-	-	-
10+25 - 10+55	MAINLINE, RT.	-	105	-	-	-	-
12+00 - 16+00	MAINLINE, LT.	2,250	-	-	-	-	-
12+00 - 23+00	MAINLINE, RT.	-	2,572	-	-	-	-
16+00 - 18+35	MAINLINE, LT.	-	633	-	-	-	633
16+00 - 23+00	MAINLINE, LT.	4,958	-	-	-	2,862	-
23+00 - 44+00	MAINLINE, RT.	-	-	-	-	8,768	-
23+00 - 25+00	MAINLINE, RT.	-	-	-	278	-	278
23+00 - 39+00	MAINLINE, LT.	-	-	-	-	6,659	-
24+00 - 25+50	MAINLINE, LT.	-	-	-	371	-	371
24+00 - 27+50	MAINLINE, RT.	-	-	-	658	-	-
24+55	MAINLINE, LT.	-	8	-	-	-	-
25+00 - 27+50	MAINLINE, LT.	-	-	-	489	-	-
33+70	MAINLINE, LT.	-	12	-	-	-	-
39+00	MAINLINE, LT.	-	8	-	-	-	-
39+00 - 43+00	MAINLINE, LT.	2,070	-	-	-	-	-
41+10	MAINLINE, RT.	-	8	-	-	-	-
42+40	MAINLINE, RT.	-	8	-	-	-	-
43+00 - 54+50	MAINLINE, LT.	-	-	-	-	5,032	-
44+00 - 50+00	MAINLINE, RT.	2,620	-	-	-	-	-
48+00 - 49+80	MAINLINE, RT.	-	-	-	-	393	-
49+75	MAINLINE, RT.	-	12	-	-	-	-
50+00 - 55+00	MAINLINE, RT.	-	3,404	-	-	-	3,404
50+70	MAINLINE, LT.	-	7	-	-	-	-
52+35	MAINLINE, LT.	-	8	-	-	-	-
53+55	MAINLINE, LT.	-	8	-	-	-	-
54+50 - 59+50	MAINLINE, LT.	-	2,058	-	-	-	-
55+50 - 56+00	MAINLINE, RT.	-	100	-	-	-	-
58+00 - 58+50	MAINLINE, RT.	-	143	-	-	-	-
62+20	MAINLINE, LT.	-	8	-	-	-	-
62+50 - 67+00	MAINLINE, LT.	1,579	-	-	-	-	-
63+00 - 68+00	MAINLINE, RT.	-	2,269	-	-	-	-
67+00 - 70+00	MAINLINE, LT.	-	1,198	-	-	-	-
68+00 - 75+50	MAINLINE, RT.	-	-	-	-	4,223	-
68+25	MAINLINE, RT.	-	7	-	-	-	-
70+00 - 77+00	MAINLINE, LT.	-	-	-	3,866	-	3,866
71+00 - 76+25	MAINLINE, LT.	-	-	-	-	3,131	-
	COLUMN SUBTOTALS =	13,477	15,961	0	5,662	31,068	11,568

EROSION MAT (CONTINUED)

STATION - STATION	LOCATION	628.2002 CLASS I TYPE A (SY)	628.2004 CLASS I TYPE B (SY)	628.2006 URBAN CLASS I TYPE A (SY)	628.2008 URBAN CLASS I TYPE B (SY)	628.2023 CLASS II TYPE B (SY)	628.2037 CLASS III TYPE C (SY)
71+00 - 76+75	MAINLINE, RT.	-	476	-	1,411	-	1,867
76+75 - 81+40	MAINLINE, RT.	3,155	-	-	-	-	-
77+00 - 83+00	MAINLINE, LT.	-	2,976	-	-	-	-
81+25	MAINLINE, RT.	-	8	-	-	-	-
81+40 - 87+00	MAINLINE, RT.	-	-	-	-	4,045	-
83+00 - 85+00	MAINLINE, LT.	908	-	-	-	-	-
85+00 - 88+00	MAINLINE, LT.	-	-	2,351	-	-	-
87+00 - 91+50	MAINLINE, RT.	-	-	-	8,767	-	8,767
87+25	MAINLINE, RT.	-	8	-	-	-	-
87+35	MAINLINE, LT.	-	8	-	-	-	-
88+00 - 96+00	MAINLINE, LT.	-	-	-	-	4,266	-
88+50	MAINLINE, RT.	-	8	-	-	-	-
91+25	MAINLINE, RT.	-	7	-	-	-	-
91+50 - 95+25	MAINLINE, RT.	-	1,684	-	-	-	1,676
95+25 - 100+00	MAINLINE, RT.	2,864	-	-	-	-	-
96+00 - 110+50	MAINLINE, LT.	-	7,208	-	-	-	-
100+00 - 110+00	MAINLINE, RT.	-	6,845	-	-	-	-
110+00 - 125+00	MAINLINE, RT.	-	-	-	-	7,502	-
110+50 - 113+50	MAINLINE, LT.	-	-	-	-	1,110	-
111+00 - 115+50	MAINLINE, LT.	-	-	-	2,008	-	2,008
111+00 - 114+00	MAINLINE, RT.	-	-	-	795	-	-
111+00	MAINLINE, LT.	-	7	-	-	-	-
115+25	MAINLINE, LT.	-	12	-	-	-	-
115+50 - 123+00	MAINLINE, LT.	-	-	-	-	6,215	-
122+75	MAINLINE, LT. & RT.	-	13	-	-	-	-
123+00 - 130+40	MAINLINE, LT.	2,666	-	-	-	-	-
125+00 - 126+50	MAINLINE, RT.	385	-	-	-	-	-
126+50 - 130+40	MAINLINE, RT.	-	-	-	-	1,416	-
129+25	MAINLINE, RT.	-	7	-	-	-	-
130+40	MAINLINE, LT. & RT.	-	16	-	-	-	-
200'A'+00 - 201'A'+50	'A'-LINE (OCTAGON AVE.), LT.	-	172	-	-	509	-
603'E'+00	'E'-LINE (OBOE AVE.), RT.	-	7	-	-	-	-
800'G'+95	'G'-LINE (FRONTAGE ROAD), LT.	-	7	-	-	-	-
803'G'+20	'G'-LINE (FRONTAGE ROAD), RT.	-	7	-	-	-	-
1101'J'+00 - 1106'J'+50	'J'-LINE (OAKDALE AVE.), RT.	-	-	-	-	1,675	-
1101'J'+00 - 1107'J'+50	'J'-LINE (OAKDALE AVE.), LT.	-	-	-	-	2,959	-
1104'J'+00	'J'-LINE (OAKDALE AVE.), RT.	-	7	-	-	-	-
1106'J'+50 - 1108'J'+50	'J'-LINE (OAKDALE AVE.), RT.	-	-	-	307	-	307
1108'J'+35	'J'-LINE (OAKDALE AVE.), LT.	-	8	-	-	-	-
1300'L'+18 - 1302'L'+98	'L'-LINE (P.E.), LT. & RT.	-	962	-	-	-	962
-	UNDISTRIBUTED	5,945	9,176	589	4,750	15,235	6,845
	COLUMN SUBTOTALS =	15,923	29,629	2,940	18,038	44,932	22,432
	PROJECT TOTALS =	29,400	45,590	2,940	23,700	76,000	34,000

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
8+00	MAINLINE, LT.	20
8+80	MAINLINE, RT.	20
9+60	MAINLINE, RT.	20
11+50	MAINLINE, LT.	20
12+40	MAINLINE, RT.	20
12+90	MAINLINE, RT.	20
14+50	MAINLINE, RT.	20
18+60	MAINLINE, RT.	20
19+55	MAINLINE, RT.	20
20+30	MAINLINE, RT.	20
20+95	MAINLINE, RT.	20
21+50	MAINLINE, RT.	20
22+00	MAINLINE, RT.	20
22+50	MAINLINE, RT.	20
23+00	MAINLINE, RT.	20
23+25	MAINLINE, RT.	20
23+35	MAINLINE, RT.	20
23+50	MAINLINE, RT.	20
23+63	MAINLINE, RT.	20
23+75	MAINLINE, RT.	20
23+82	MAINLINE, RT.	20
23+92	MAINLINE, RT.	20
24+05	MAINLINE, RT.	20
24+25	MAINLINE, LT.	20
24+30	MAINLINE, RT.	20
24+35	MAINLINE, LT.	20
24+47	MAINLINE, LT.	20
24+57	MAINLINE, LT.	20
24+69	MAINLINE, LT.	20
24+80	MAINLINE, LT.	20
24+90	MAINLINE, RT.	20
24+93	MAINLINE, LT.	20
25+06	MAINLINE, LT.	20
25+20	MAINLINE, LT.	20
25+35	MAINLINE, LT.	20
25+78	MAINLINE, RT.	20
27+10	MAINLINE, RT.	20
27+40	MAINLINE, RT.	20
27+70	MAINLINE, RT.	20
27+95	MAINLINE, RT.	20
28+10	MAINLINE, RT.	20
28+20	MAINLINE, RT.	20
28+70	MAINLINE, RT.	20
28+78	MAINLINE, RT.	20
28+80	MAINLINE, RT.	20
28+90	MAINLINE, RT.	20
29+10	MAINLINE, LT.	20
29+25	MAINLINE, LT.	20
29+40	MAINLINE, LT.	20
30+20	MAINLINE, RT.	20
31+40	MAINLINE, LT.	20
31+40	MAINLINE, RT.	20
32+45	MAINLINE, LT.	20
32+45	MAINLINE, RT.	20
33+30	MAINLINE, LT.	20
33+45	MAINLINE, RT.	20
34+20	MAINLINE, RT.	20
34+70	MAINLINE, LT.	20
34+70	MAINLINE, RT.	20
35+30	MAINLINE, LT.	20
35+30	MAINLINE, RT.	20
35+95	MAINLINE, LT.	20
35+95	MAINLINE, RT.	20
36+30	MAINLINE, LT.	20
36+55	MAINLINE, RT.	20
36+80	MAINLINE, LT.	20
37+10	MAINLINE, RT.	20
37+50	MAINLINE, LT.	20
37+60	MAINLINE, RT.	20
38+05	MAINLINE, RT.	20
COLUMN SUBTOTAL =		1,400

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
38+15	MAINLINE, LT.	20
38+50	MAINLINE, LT.	20
38+50	MAINLINE, RT.	20
38+85	MAINLINE, LT.	20
38+95	MAINLINE, RT.	20
39+35	MAINLINE, RT.	20
39+75	MAINLINE, RT.	20
40+10	MAINLINE, RT.	20
40+50	MAINLINE, RT.	20
40+85	MAINLINE, RT.	20
41+25	MAINLINE, RT.	20
42+85	MAINLINE, RT.	20
43+10	MAINLINE, RT.	20
43+70	MAINLINE, LT.	20
43+90	MAINLINE, LT.	20
44+35	MAINLINE, LT.	20
44+90	MAINLINE, LT.	20
45+35	MAINLINE, LT.	20
45+60	MAINLINE, LT.	20
45+85	MAINLINE, LT.	20
46+15	MAINLINE, LT.	20
46+70	MAINLINE, LT.	20
47+15	MAINLINE, LT.	20
47+45	MAINLINE, LT.	20
47+75	MAINLINE, LT.	20
48+10	MAINLINE, LT.	20
48+55	MAINLINE, LT.	20
49+00	MAINLINE, LT.	20
49+30	MAINLINE, LT.	20
49+55	MAINLINE, LT.	20
49+85	MAINLINE, LT.	20
50+10	MAINLINE, LT.	20
50+50	MAINLINE, LT.	20
50+60	MAINLINE, RT.	20
50+80	MAINLINE, RT.	20
51+15	MAINLINE, RT.	20
51+55	MAINLINE, LT.	20
51+60	MAINLINE, RT.	20
51+80	MAINLINE, RT.	20
51+85	MAINLINE, LT.	20
52+05	MAINLINE, RT.	20
52+55	MAINLINE, LT.	20
53+75	MAINLINE, LT.	20
53+95	MAINLINE, LT.	20
54+20	MAINLINE, LT.	20
54+60	MAINLINE, LT.	20
55+20	MAINLINE, LT.	20
55+90	MAINLINE, LT.	20
56+80	MAINLINE, RT.	20
58+00	MAINLINE, LT.	20
61+45	MAINLINE, RT.	20
64+05	MAINLINE, RT.	20
64+85	MAINLINE, RT.	20
65+50	MAINLINE, RT.	20
66+10	MAINLINE, RT.	20
66+75	MAINLINE, RT.	20
67+15	MAINLINE, RT.	20
67+50	MAINLINE, LT.	20
68+55	MAINLINE, RT.	20
68+80	MAINLINE, RT.	20
68+80	MAINLINE, LT.	20
69+15	MAINLINE, LT.	20
72+50	MAINLINE, RT.	20
73+20	MAINLINE, RT.	20
73+60	MAINLINE, RT.	20
74+00	MAINLINE, RT.	20
74+30	MAINLINE, RT.	20
74+45	MAINLINE, LT.	20
74+55	MAINLINE, RT.	20
74+83	MAINLINE, RT.	20
COLUMN SUBTOTAL =		1,400

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
75+00	MAINLINE, RT.	20
75+00	MAINLINE, LT.	20
75+10	MAINLINE, LT.	20
75+15	MAINLINE, RT.	20
75+20	MAINLINE, LT.	20
75+35	MAINLINE, LT.	20
75+45	MAINLINE, LT.	20
75+55	MAINLINE, LT.	20
75+65	MAINLINE, LT.	20
75+75	MAINLINE, LT.	20
75+88	MAINLINE, LT.	20
75+95	MAINLINE, RT.	20
76+00	MAINLINE, LT.	20
76+10	MAINLINE, LT.	20
76+10	MAINLINE, RT.	20
76+20	MAINLINE, LT.	20
76+33	MAINLINE, LT.	20
76+40	MAINLINE, RT.	20
76+43	MAINLINE, LT.	20
76+55	MAINLINE, LT.	20
76+63	MAINLINE, LT.	20
76+70	MAINLINE, LT.	20
76+80	MAINLINE, LT.	20
76+90	MAINLINE, LT.	20
78+90	MAINLINE, LT.	20
80+55	MAINLINE, LT.	20
81+60	MAINLINE, LT.	20
81+75	MAINLINE, RT.	20
82+30	MAINLINE, RT.	20
82+45	MAINLINE, LT.	20
82+70	MAINLINE, LT.	20
82+85	MAINLINE, RT.	20
82+90	MAINLINE, LT.	20
83+50	MAINLINE, RT.	20
84+20	MAINLINE, RT.	20
84+75	MAINLINE, RT.	20
85+25	MAINLINE, RT.	20
85+75	MAINLINE, RT.	20
86+35	MAINLINE, RT.	20
87+00	MAINLINE, RT.	20
89+35	MAINLINE, LT.	20
89+65	MAINLINE, LT.	20
89+65	MAINLINE, RT.	20
90+00	MAINLINE, LT.	20
90+30	MAINLINE, RT.	20
90+50	MAINLINE, LT.	20
90+65	MAINLINE, RT.	20
91+00	MAINLINE, LT.	20
91+00	MAINLINE, RT.	20
91+40	MAINLINE, LT.	20
91+80	MAINLINE, LT.	20
92+00	MAINLINE, RT.	20
92+25	MAINLINE, LT.	20
92+30	MAINLINE, RT.	20
92+55	MAINLINE, RT.	20
92+75	MAINLINE, LT.	20
92+85	MAINLINE, LT.	20
93+15	MAINLINE, RT.	20
93+20	MAINLINE, LT.	20
93+40	MAINLINE, RT.	20
93+55	MAINLINE, LT.	20
93+70	MAINLINE, RT.	20
93+90	MAINLINE, LT.	20
94+00	MAINLINE, RT.	20
94+05	MAINLINE, LT.	20
94+25	MAINLINE, RT.	20
94+35	MAINLINE, LT.	20
94+55	MAINLINE, RT.	20
94+70	MAINLINE, LT.	20
94+80	MAINLINE, RT.	20
COLUMN SUBTOTAL =		1,400

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
95+10	MAINLINE, RT.	20
95+20	MAINLINE, LT.	20
95+80	MAINLINE, LT.	20
96+50	MAINLINE, LT.	20
97+40	MAINLINE, LT.	20
98+50	MAINLINE, LT.	20
100+50	MAINLINE, RT.	20
102+55	MAINLINE, LT.	20
102+55	MAINLINE, RT.	20
103+70	MAINLINE, LT.	20
103+70	MAINLINE, RT.	20
104+60	MAINLINE, LT.	20
104+60	MAINLINE, RT.	20
105+35	MAINLINE, LT.	20
105+35	MAINLINE, RT.	20
106+15	MAINLINE, RT.	20
106+50	MAINLINE, LT.	20
106+50	MAINLINE, RT.	20
106+65	MAINLINE, LT.	20
106+85	MAINLINE, LT.	20
107+00	MAINLINE, RT.	20
107+05	MAINLINE, LT.	20
108+00	MAINLINE, RT.	20
108+90	MAINLINE, RT.	20
110+00	MAINLINE, RT.	20
110+10	MAINLINE, RT.	20
110+25	MAINLINE, RT.	20
110+35	MAINLINE, LT.	20
110+55	MAINLINE, RT.	20
110+75	MAINLINE, RT.	20
111+00	MAINLINE, RT.	20
111+15	MAINLINE, LT.	20
111+25	MAINLINE, RT.	20
111+37	MAINLINE, LT.	20
111+45	MAINLINE, RT.	20
111+55	MAINLINE, RT.	20
111+80	MAINLINE, RT.	20
112+15	MAINLINE, RT.	20
112+85	MAINLINE, LT.	20
113+00	MAINLINE, LT.	20
113+20	MAINLINE, LT.	20
113+40	MAINLINE, LT.	20
113+60	MAINLINE, RT.	20
113+80	MAINLINE, LT.	20
114+10	MAINLINE, LT.	20
114+30	MAINLINE, LT.	20
114+50	MAINLINE, LT.	20
114+70	MAINLINE, RT.	20
114+90	MAINLINE, LT.	20
114+95	MAINLINE, RT.	20
115+05	MAINLINE, RT.	20
115+30	MAINLINE, RT.	20
115+85	MAINLINE, LT.	20
115+95	MAINLINE, RT.	20
116+60	MAINLINE, RT.	20
116+60	MAINLINE, RT.	20
117+25	MAINLINE, LT.	20
117+25	MAINLINE, RT.	20
117+80	MAINLINE, LT.	20
117+80	MAINLINE, RT.	20
118+35	MAINLINE, RT.	20
118+35	MAINLINE, RT.	20
118+80	MAINLINE, LT.	20
118+80	MAINLINE, RT.	20
119+30	MAINLINE, LT.	20
119+30	MAINLINE, RT.	20
119+80	MAINLINE, RT.	20
119+80	MAINLINE, RT.	20
120+30	MAINLINE, LT.	20
120+30	MAINLINE, RT.	20
COLUMN SUBTOTAL =		1,400

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
120+70	MAINLINE, LT.	20
120+70	MAINLINE, RT.	20
121+15	MAINLINE, LT.	20
121+15	MAINLINE, RT.	20
121+55	MAINLINE, LT.	20
121+55	MAINLINE, RT.	20
121+90	MAINLINE, LT.	20
121+90	MAINLINE, RT.	20
122+35	MAINLINE, LT.	20
122+35	MAINLINE, RT.	20
123+70	MAINLINE, LT.	20
123+75	MAINLINE, RT.	20
124+30	MAINLINE, RT.	20
124+80	MAINLINE, RT.	20
128+10	MAINLINE, RT.	20
128+40	MAINLINE, RT.	20
128+70	MAINLINE, RT.	20
129+00	MAINLINE, RT.	20
130+10	MAINLINE, RT.	20
130+75	MAINLINE, RT.	20
200'A'+25	'A'-LINE (OCTAGON AVE.), RT.	20
200'A'+45	'A'-LINE (OCTAGON AVE.), RT.	20
200'A'+65	'A'-LINE (OCTAGON AVE.), RT.	20
200'A'+90	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+10	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+30	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+50	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+70	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+70	'A'-LINE (OCTAGON AVE.), LT.	20
201'A'+90	'A'-LINE (OCTAGON AVE.), RT.	20
201'A'+90	'A'-LINE (OCTAGON AVE.), LT.	20
202'A'+10	'A'-LINE (OCTAGON AVE.), RT.	20
202'A'+20	'A'-LINE (OCTAGON AVE.), LT.	20
202'A'+30	'A'-LINE (OCTAGON AVE.), RT.	20
202'A'+45	'A'-LINE (OCTAGON AVE.), LT.	20
202'A'+50	'A'-LINE (OCTAGON AVE.), RT.	20
300'B'+65	'B'-LINE (P.E.), LT.	20
300'B'+76	'B'-LINE (P.E.), RT.	20
300'B'+84	'B'-LINE (P.E.), RT.	20
300'B'+94	'B'-LINE (P.E.), RT.	20
301'B'+03	'B'-LINE (P.E.), RT.	20
301'B'+03	'B'-LINE (P.E.), LT.	20
301'B'+15	'B'-LINE (P.E.), RT.	20
301'B'+25	'B'-LINE (P.E.), RT.	20
500'D'+75	'D'-LINE (ODIN AVE.), LT.	20
500'D'+75	'D'-LINE (ODIN AVE.), RT.	20
501'D'+25	'D'-LINE (ODIN AVE.), LT.	20
501'D'+25	'D'-LINE (ODIN AVE.), RT.	20
501'D'+70	'D'-LINE (ODIN AVE.), LT.	20
501'D'+70	'D'-LINE (ODIN AVE.), RT.	20
601'E'+70	'E'-LINE (OBOE AVE.), RT.	20
601'E'+75	'E'-LINE (OBOE AVE.), LT.	20
602'E'+10	'E'-LINE (OBOE AVE.), RT.	20
602'E'+20	'E'-LINE (OBOE AVE.), LT.	20
602'E'+55	'E'-LINE (OBOE AVE.), LT.	20
602'E'+90	'E'-LINE (OBOE AVE.), LT.	20
603'E'+10	'E'-LINE (OBOE AVE.), LT.	20
603'E'+35	'E'-LINE (OBOE AVE.), RT.	20
700'F'+80	'F'-LINE (P.E.), LT.	10
700'F'+80	'F'-LINE (P.E.), RT.	10
701'F'+05	'F'-LINE (P.E.), LT.	10
701'F'+05	'F'-LINE (P.E.), RT.	10
701'F'+25	'F'-LINE (P.E.), LT.	10
701'F'+25	'F'-LINE (P.E.), RT.	10
701'F'+45	'F'-LINE (P.E.), LT.	10
701'F'+45	'F'-LINE (P.E.), RT.	10
701'F'+65	'F'-LINE (P.E.), LT.	10
701'F'+65	'F'-LINE (P.E.), RT.	10
701'F'+80	'F'-LINE (P.E.), LT.	10
701'F'+80	'F'-LINE (P.E.), RT.	10
COLUMN SUBTOTAL =		1,280

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
702'F'+00	'F'-LINE (P.E.), LT.	10
702'F'+00	'F'-LINE (P.E.), RT.	10
702'F'+20	'F'-LINE (P.E.), LT.	10
702'F'+20	'F'-LINE (P.E.), RT.	10
702'F'+40	'F'-LINE (P.E.), LT.	10
702'F'+40	'F'-LINE (P.E.), RT.	10
702'F'+60	'F'-LINE (P.E.), LT.	10
702'F'+60	'F'-LINE (P.E.), RT.	10
800'G'+80	'G'-LINE (FRONTAGE ROAD), RT.	10
801'G'+15	G'-LINE (FRONTAGE ROAD), LT.	20
802'G'+65	G'-LINE (FRONTAGE ROAD), LT.	20
803'G'+50	'G'-LINE (FRONTAGE ROAD), RT.	10
804'G'+10	'G'-LINE (FRONTAGE ROAD), RT.	10
1000'I'+85	'I'-LINE (ODESSA AVE.), LT.	20
1001'I'+45	'I'-LINE (ODESSA AVE.), LT.	20
1101'J'+25	'J'-LINE (OAKDALE AVE.), RT.	20
1101'J'+50	'J'-LINE (OAKDALE AVE.), LT.	20
1101'J'+55	'J'-LINE (OAKDALE AVE.), RT.	20
1101'J'+85	'J'-LINE (OAKDALE AVE.), LT.	20
1101'J'+90	'J'-LINE (OAKDALE AVE.), RT.	20
1102'J'+15	'J'-LINE (OAKDALE AVE.), LT.	20
1102'J'+20	'J'-LINE (OAKDALE AVE.), RT.	20
1102'J'+50	'J'-LINE (OAKDALE AVE.), LT.	20
1102'J'+55	'J'-LINE (OAKDALE AVE.), RT.	20
1102'J'+85	'J'-LINE (OAKDALE AVE.), LT.	20
1102'J'+85	'J'-LINE (OAKDALE AVE.), RT.	20
1103'J'+15	'J'-LINE (OAKDALE AVE.), LT.	20
1103'J'+20	'J'-LINE (OAKDALE AVE.), RT.	20
1103'J'+50	'J'-LINE (OAKDALE AVE.), LT.	20
1103'J'+80	'J'-LINE (OAKDALE AVE.), LT.	20
1104'J'+10	'J'-LINE (OAKDALE AVE.), LT.	20
1104'J'+15	'J'-LINE (OAKDALE AVE.), RT.	20
1104'J'+40	'J'-LINE (OAKDALE AVE.), LT.	20
1104'J'+45	'J'-LINE (OAKDALE AVE.), RT.	20
1104'J'+65	'J'-LINE (OAKDALE AVE.), LT.	20
1104'J'+75	'J'-LINE (OAKDALE AVE.), RT.	20
1104'J'+85	'J'-LINE (OAKDALE AVE.), LT.	20
1105'J'+10	'J'-LINE (OAKDALE AVE.), RT.	20
1105'J'+10	'J'-LINE (OAKDALE AVE.), LT.	20
1105'J'+40	'J'-LINE (OAKDALE AVE.), RT.	20
1105'J'+40	'J'-LINE (OAKDALE AVE.), LT.	20
1105'J'+60	'J'-LINE (OAKDALE AVE.), RT.	20
1105'J'+70	'J'-LINE (OAKDALE AVE.), RT.	20
1105'J'+75	'J'-LINE (OAKDALE AVE.), LT.	20
1105'J'+95	'J'-LINE (OAKDALE AVE.), LT.	20
1106'J'+05	'J'-LINE (OAKDALE AVE.), RT.	20
1106'J'+20	'J'-LINE (OAKDALE AVE.), LT.	20
1106'J'+50	'J'-LINE (OAKDALE AVE.), LT.	20
1106'J'+50	'J'-LINE (OAKDALE AVE.), RT.	20
1106'J'+65	'J'-LINE (OAKDALE AVE.), RT.	20
1106'J'+75	'J'-LINE (OAKDALE AVE.), LT.	20
1106'J'+80	'J'-LINE (OAKDALE AVE.), RT.	20
1106'J'+95	'J'-LINE (OAKDALE AVE.), RT.	20
1107'J'+10	'J'-LINE (OAKDALE AVE.), RT.	20
1107'J'+25	'J'-LINE (OAKDALE AVE.), LT.	20
1107'J'+40	'J'-LINE (OAKDALE AVE.), RT.	20
1107'J'+55	'J'-LINE (OAKDALE AVE.), RT.	20
1107'J'+65	'J'-LINE (OAKDALE AVE.), LT.	20
1107'J'+80	'J'-LINE (OAKDALE AVE.), RT.	20
1108'J'+00	'J'-LINE (OAKDALE AVE.), RT.	20
1110'J'+35	'J'-LINE (OAKDALE AVE.), RT.	20
1110'J'+63	'J'-LINE (OAKDALE AVE.), RT.	20
1110'J'+88	'J'-LINE (OAKDALE AVE.), RT.	20
1111'J'+10	'J'-LINE (OAKDALE AVE.), RT.	20
1111'J'+20	'J'-LINE (OAKDALE AVE.), LT.	20
1111'J'+35	'J'-LINE (OAKDALE AVE.), RT.	20
1111'J'+45	'J'-LINE (OAKDALE AVE.), LT.	20
1111'J'+55	'J'-LINE (OAKDALE AVE.), RT.	20
1111'J'+65	'J'-LINE (OAKDALE AVE.), LT.	20
1111'J'+75	'J'-LINE (OAKDALE AVE.), RT.	20
COLUMN SUBTOTAL =		1,290

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
1111'J'+80	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+00	'J'-LINE (OAKDALE AVE.), RT.	20
1112'J'+00	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+10	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+25	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+25	'J'-LINE (OAKDALE AVE.), RT.	20
1112'J'+40	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+50	'J'-LINE (OAKDALE AVE.), RT.	20
1112'J'+50	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+70	'J'-LINE (OAKDALE AVE.), LT.	20
1112'J'+80	'J'-LINE (OAKDALE AVE.), RT.	20
1112'J'+90	'J'-LINE (OAKDALE AVE.), LT.	20
1113'J'+10	'J'-LINE (OAKDALE AVE.), RT.	20
1113'J'+15	'J'-LINE (OAKDALE AVE.), LT.	20
1113'J'+30	'J'-LINE (OAKDALE AVE.), RT.	20
1113''J'+45	'J'-LINE (OAKDALE AVE.), LT.	20
1113'J'+55	'J'-LINE (OAKDALE AVE.), RT.	20
1113'J'+65	'J'-LINE (OAKDALE AVE.), LT.	20
1113'J'+85	'J'-LINE (OAKDALE AVE.), LT.	20
1113'J'+85	'J'-LINE (OAKDALE AVE.), RT.	20
1114'J'+10	'J'-LINE (OAKDALE AVE.), LT.	20
1114'J'+10	'J'-LINE (OAKDALE AVE.), RT.	20
1114'J'+30	'J'-LINE (OAKDALE AVE.), LT.	20
1114'J'+55	'J'-LINE (OAKDALE AVE.), LT.	20
1114'J'+90	'J'-LINE (OAKDALE AVE.), LT.	20
1115'J'+30	'J'-LINE (OAKDALE AVE.), LT.	20
1300'L'+65	'L'-LINE (P.E.), LT.	10
1300'L'+75	'L'-LINE (P.E.), RT.	10
1300'L'+90	'L'-LINE (P.E.), LT.	10
1300'L'+95	'L'-LINE (P.E.), RT.	10
1301'L'+10	'L'-LINE (P.E.), LT.	10
1301'L'+15	'L'-LINE (P.E.), RT.	10
1301'L'+30	'L'-LINE (P.E.), LT.	10
1301'L'+35	'L'-LINE (P.E.), RT.	10
1301'L'+50	'L'-LINE (P.E.), LT.	10
1301'L'+55	'L'-LINE (P.E.), RT.	10
1301'L'+70	'L'-LINE (P.E.), LT.	10
1301'L'+75	'L'-LINE (P.E.), RT.	10
1301'L'+90	'L'-LINE (P.E.), LT.	10
1301'L'+95	'L'-LINE (P.E.), RT.	10
1302'L'+10	'L'-LINE (P.E.), LT.	10
1302'L'+20	'L'-LINE (P.E.), RT.	10
1302'L'+30	'L'-LINE (P.E.), LT.	10
1302'L'+40	'L'-LINE (P.E.), RT.	10
1302'L'+55	'L'-LINE (P.E.), LT.	10
1302'L'+65	'L'-LINE (P.E.), RT.	10
1302'L'+75	'L'-LINE (P.E.), LT.	10
1302'L'+85	'L'-LINE (P.E.), RT.	10
1500'N'+75	'N'-LINE (P.E.), LT.	10
1500'N'+90	'N'-LINE (P.E.), LT.	10
1501'N'+05	'N'-LINE (P.E.), LT.	10
1501'N'+20	'N'-LINE (P.E.), LT.	10
1501'N'+35	'N'-LINE (P.E.), LT.	10
1501'N'+50	'N'-LINE (P.E.), LT.	10
1501'N'+65	'N'-LINE (P.E.), LT.	10
1501'N'+80	'N'-LINE (P.E.), LT.	10
1501'N'+97	'N'-LINE (P.E.), LT.	10
1502'N'+15	'N'-LINE (P.E.), LT.	10
1503'N'+40	'N'-LINE (P.E.), LT.	10
1503'N'+70	'N'-LINE (P.E.), LT.	10
1504'N'+10	'N'-LINE (P.E.), LT.	10
1504'N'+80	'N'-LINE (P.E.), LT.	10
1505'N'+25	'N'-LINE (P.E.), LT.	10
1505'N'+50	'N'-LINE (P.E.), LT.	10
1505'N'+75	'N'-LINE (P.E.), LT.	10
COLUMN SUBTOTAL =		910
PROJECT SUBTOTAL =		9,080
UNDISTRIBUTED =		2,270
TOTAL =		11,350

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING

SIGN NUMBER	APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (IN X IN)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	COMMENTS
1-00	-	OCTAGON AVE, RT.	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
1-01	203'A'+30	OCTAGON AVE, RT.	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
1-02	203'A'+35	OCTAGON AVE, LT.	-	ROAD NAME	COUNTY PC / OCTAGON AVE	-	-	-	-	-	-	2	1	-
1-03	202'A'+80	OCTAGON AVE, LT.	W14-1	DEAD END	-	30 X 30	-	6.25	1	-	-	-	-	-
1-04	9+38	MAINLINE, LT.	-	COUNTY NAME	VERNON COUNTY	-	-	-	-	1	1	-	-	-
1-05	9+45	MAINLINE, LT.	-	TOWN ZONING	-	-	-	-	-	-		1	-	MOUNTED ON SAME POST AS SIGN 1-04; MOUNT ON SAME POST AS SIGN 1-11
1-06	9+75	MAINLINE, LT.	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
1-07	7+25	MAINLINE, RT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
1-08	7+85	MAINLINE, RT.	W11-14	AMISH BUGGY	-	30 X 30	-	6.25	1	-	-	-	-	-
1-09	7+60	MAINLINE, LT.	D11-10	ATV ROUTE	-	-	-	-	-	-	-	1	1	-
1-10	7+60	MAINLINE, LT.	M7-2	AHEAD ARROW	-	-	-	-	-	-	-	1	-	MOUNTED ON SAME POST AS SIGN 1-09
1-11	9+45	MAINLINE, LT.	I2-2	COUNTY NAME	VERNON COUNTY	60 X 15	6.25	-	2	-	-	-	-	-
1-12	10+05	MAINLINE, RT.	I2-2	COUNTY NAME	MONROE COUNTY	60 X 15	6.25	-	2	-	-	-	-	-
1-13	10+05	MAINLINE, RT.	M1-5A	COUNTY ROAD MARKER	PC	24 X 24	4.00	-	-	-	-	-	-	MOUNT ON SAME POST AS SIGN 1-10
1-14	10+13	MAINLINE, RT.	-	COUNTY NAME	MONROE COUNTY	-	-	-	-	1	1	-	-	-
1-15	10+13	MAINLINE, RT.	M1-5A	COUNTY ROAD MARKER	PC	-	-	-	-	1	-	-	-	MOUNTED ON SAME POST AS SIGN 1-12
2-00	14+00	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
2-01	14+00	MAINLINE, RT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
2-02	17+25	MAINLINE, LT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
3-00	25+70	MAINLINE, LT.	W5-52L	BRIDGE HASH MARKS	-	12 X 36	-	3.00	1	-	-	-	-	-
3-01	25+70	MAINLINE, RT.	W5-52R	BRIDGE HASH MARKS	-	12 X 36	-	3.00	1	-	-	-	-	-
3-02	26+30	MAINLINE, LT.	W5-52L	BRIDGE HASH MARKS	-	-	-	-	-	1	1	-	-	-
3-03	26+30	MAINLINE, RT.	W5-52R	BRIDGE HASH MARKS	-	-	-	-	-	1	1	-	-	-
3-04	26+50	MAINLINE, LT.	W5-52R	BRIDGE HASH MARKS	-	-	-	-	-	1	1	-	-	-
3-05	26+50	MAINLINE, RT.	W5-52L	BRIDGE HASH MARKS	-	-	-	-	-	1	1	-	-	-
4-00	27+00	MAINLINE, LT.	W5-52R	BRIDGE HASH MARKS	-	12 X 36	-	3.00	1	-	-	-	-	-
4-01	27+00	MAINLINE, RT.	W5-52L	BRIDGE HASH MARKS	-	12 X 36	-	3.00	1	-	-	-	-	-
4-02	29+00	MAINLINE, RT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
5-00	36+00	MAINLINE, RT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
6-00	500'D'+35	ODIN AVE, RT.	-	ROAD NAME	COUNTY PC / ODIN AVE	-	-	-	-	-	-	2	1	-
6-01	500'D'+40	ODIN AVE, RT.	W14-1	DEAD END	-	-	-	-	-	1	1	-	-	-
6-02	500'D'+85	ODIN AVE, RT.	W14-1	DEAD END	-	30 X 30	-	6.25	1	-	-	-	-	-
6-03	500'D'+30	ODIN AVE, LT.	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
6-04	500'D'+33	ODIN AVE, LT.	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
6-05	-	ODIN AVE, LT.	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
6-06	45+50	MAINLINE, LT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
6-07	47+00	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
6-08	47+00	MAINLINE, RT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
6-09	48+00	MAINLINE, LT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
7-00	48+00	MAINLINE, RT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
7-01	-	OBOE AVE, RT	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
7-02	604'E'+10	OBOE AVE, RT	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
7-03	604'E'+10	OBOE AVE, LT.	-	ROAD NAME	COUNTY PC / OBOE AVE	-	-	-	-	-	-	2	1	-
7-04	54+32	MAINLINE, RT.	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
7-05	54+70	MAINLINE, LT.	W11-50	ATV CROSSING	-	30 X 30	-	6.25	1	-	-	-	-	-
7-06	54+70	MAINLINE, LT.	-	ATV XING	-	-	-	-	-	1	1	-	-	-
8-00	55+00	MAINLINE, RT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
8-01	59+00	MAINLINE, LT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
8-02	900'H'+30	CEMETERY DWY, LT	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
8-03	61+00	MAINLINE, RT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
8-04	801'G'+04	FRONTAGE ROAD	W1-6	ONE-DIRECTION LARGE ARROW	-	48 X 24	-	8.00	1	-	-	-	-	-
8-05	801'G'+17	FRONTAGE ROAD	W1-6	ONE-DIRECTION LARGE ARROW	-	48 X 24	-	8.00	1	-	-	-	-	-
8-06	801'G'+79	FRONTAGE ROAD	-	PEDESTRIAN CROSSING	-	-	-	-	-	1	1	-	-	-
9-00	1000'I'+35	ODESSA AVE, RT	-	ROAD NAME	COUNTY PC / ODESSA AVE	-	-	-	-	-	-	2	1	-
9-01	1000'I'+84	ODESSA AVE, LT	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
9-02	1000'I'+40	ODESSA AVE, LT	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
9-03	-	ODESSA AVE, LT	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
9-04	66+00	MAINLINE, RT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
9-05	67+00	MAINLINE, LT.	-	SCHOOL PED CROSSING	-	-	-	-	-	1	1	-	-	-
9-06	68+50	MAINLINE, LT.	W2-2	SIDE ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
10-00	71+00	MAINLINE, RT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
11-00	79+26	MAINLINE, RT.	W2-1	CROSS ROAD	-	-	-	-	-	1	1	-	-	-
11-01	80+00	MAINLINE, RT.	W2-1	CROSS ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
12-00	1105'J'+00	OAKDALE AVE, RT	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
12-01	1109'J'+00	OAKDALE AVE, RT	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
					SHEET TOTALS =		72.58	162.74	43	16	15	11	5	

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (IN X IN)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	COMMENTS
12-02	1108'J'+72	OAKDALE AVE, LT	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
12-03	1108'J'+90	OAKDALE AVE, LT	-	ROAD NAME	COUNTY PC / OAKDALE AVE	-	-	-	-	-	-	2	1	-
12-04	89+50	MAINLINE, LT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
12-05	1111'J'+00	OAKDALE AVE, RT	W1-4R	RIGHT REVERSE CURVE	-	30 X 30	-	6.25	1	-	-	-	-	-
12-06	1113'J'+75	OAKDALE AVE, LT	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
12-07	1109'J'+75	OAKDALE AVE, LT	R1-1	STOP	-	30 X30	5.18	-	1	-	-	-	-	-
12-08	1109'J'+93	OAKDALE AVE, LT	W1-4R	RIGHT REVERSE CURVE	-	-	-	-	-	1	1	-	-	-
12-09	89+25	MAINLINE, RT.	R1-1	STOP		-	-	-	-	1	1	-	-	-
13-00	90+50	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
13-01	90+50	MAINLINE, RT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
13-02	95+50	MAINLINE, LT.	W2-1	CROSS ROAD	-	30 X 30	-	6.25	1	-	-	-	-	-
14-00	97+70	MAINLINE, LT.	W2-1	CROSS ROAD	-	-	-	-	-	1	1	-	-	-
15-00	110+50	MAINLINE, RT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
16-00	118+00	MAINLINE, LT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
17-00	120+96	MAINLINE, RT.	W3-1	STOP AHEAD	-	-	-	-	-	1	1	-	-	-
17-01	125+00	MAINLINE, RT.	W3-1	STOP AHEAD	-	30 X 30	-	6.25	1	-	-	-	-	-
18-00	126+50	MAINLINE, LT.	W11-14	AMISH BUGGY	-	30 X 30	-	6.25	1	-	-	-	-	-
18-01	129+00	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24 X 30	5.00	-	1	-	-	-	-	-
18-02	13+00	MAINLINE, LT.	M1-5A	COUNTY ROAD MARKER	PC	24 X 24	4.00	-	1	-	-	-	-	-
18-03	130+00	MAINLINE, LT.	D11-10	ATV ROUTE	-	-	-	-	-	-	-	1	1	-
18-04	130+00	MAINLINE, LT.	-	ALL COUNTY HIGHWAYS	-	-	-	-	-	-	-	1	-	MOUNTED ON SAME POST AS SIGN 18-02; MOUNT ON SAME POST AS SIGN 18-02
18-05	130+60	MAINLINE, LT.	R12-1	WEIGHT LIMIT	40 TONS	-	-	-	-	1	1	-	-	-
18-06	131+00	MAINLINE, RT.	R1-1	STOP	-	-	-	-	-	1	1	-	-	-
18-07	131+00	MAINLINE, RT.	J12-1	ROUTE ASSEMBLY	STH 33 / DOUBLE ARROW	-	-	-	-	1	1	-	-	-
18-08	1402'M'+40	STH 33, RT.	W14-3	NO PASSING ZONE	-	48 X 36	-	5.56	1	-	-	-	-	-
18-09	1402'M'+40	STH 33, RT.	J12-1	ROUTE ASSEMBLY	COUNTY PC / RIGHT ARROW	24 X 45	7.50	-	-	-	-	-	-	MOUNT ON SAME POST AS SIGN 18-07
18-10	1402'M'+28	STH 33, RT.	J12-1	ROUTE ASSEMBLY	COUNTY PC / RIGHT ARROW	-	-	-	-	1	1	-	-	-
18-11	1402'M'+28	STH 33, RT.	W14-3	NO PASSING ZONE	-	-	-	-	-	1	-	-	-	MOUNTED ON SAME POST AS SIGN 18-09
18-12	130+00	MAINLINE, RT.	D11-10	ATV ROUTE	-	-	-	-	-	-	-	1	1	-
18-13	130+00	MAINLINE, RT.	M7-2	AHEAD ARROW	-	-	-	-	-	-	-	1	-	MOUNTED ON SAME POST AS SIGN 18-11; MOUNT ON SAME POST AS SIGN 18-11
18-14	130+72	MAINLINE, RT.	R1-1	STOP	-	30 X 30	5.18	-	1	-	-	-	-	-
18-15	1404'M'+43	STH 33, RT.	J4-1	ROUTE ASSEMBLY	EAST / STH 33	-	-	-	-	1	1	-	-	-
18-16	130+87	MAINLINE, RT.	J12-1	ROUTE ASSEMBLY	STH 33 / DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-
18-17	130+87	MAINLINE, RT.	-	ROAD NAME	COUNTY PC	-	-	-	-	-	-	1	1	-
18-18	1404'M'+50	STH 33, RT.	J4-1	ROUTE ASSEMBLY	EAST / STH 33	24 X 36	6.00	-	1	-	-	-	-	-
					SHEET TOTALS =		50.36	53.49	17	11	10	7	4	
					PROJECT TOTALS =		122.94	216.23	60	27	25	18	9	

TRAFFIC CONTROL

LOCATION	*CALENDAR DAY DURATION*	643.0300 TRAFFIC CONTROL DRUMS (COUNT)	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (COUNT)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (COUNT)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	643.0900 TRAFFIC CONTROL SIGNS (COUNT)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	643.1050 TRAFFIC CONTROL SIGNS PCMS (COUNT)	643.1050 TRAFFIC CONTROL SIGNS PCMS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	*200*	12	2,400	32	6,400	56	11,200	56	11,200	4	2	14	1
	TOTALS =		2,400		6,400		11,200		11,200	4		14	1

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.6466 COLD WEATHER MARKING EPOXY 6-INCH SOLID YELLOW (LF)	646.6466 COLD WEATHER MARKING EPOXY 6-INCH DASHED YELLOW (LF)	646.6466 COLD WEATHER MARKING EPOXY 6-INCH SOLID WHITE (LF)	646.6466 COLD WEATHER MARKING EPOXY 6-INCH DASHED WHITE (LF)	648.0100 LOCATING NO-PASSING ZONE (MI)
7+25 - 131+22.55	MAINLINE	-	-	-	-	-	-	2.35
7+25 - 8+23	MAINLINE, LT.	WHITE EDGELINE	-	-	-	99	-	-
7+25 - 17+50	MAINLINE	SB PASSING	-	1,025	256	-	-	-
7+25 - 41+31	MAINLINE, RT.	WHITE EDGELINE	-	-	-	3,358	12	-
9+53 - 52+60	MAINLINE, LT.	WHITE EDGELINE	-	-	-	4,307	-	-
17+50 - 18+50	MAINLINE	PASSING	-	-	25	-	-	-
18+50 - 29+00	MAINLINE	NB PASSING	-	1,050	263	-	-	-
29+00 - 45+00	MAINLINE	PASSING	-	-	400	-	-	-
42+68 - 59+77	MAINLINE, RT.	WHITE EDGELINE	-	-	-	1,708	-	-
45+00 - 71+00	MAINLINE	DOUBLE YELLOW	-	5,200	-	-	-	-
53+90 - 87+59	MAINLINE, LT.	WHITE EDGELINE	-	-	-	3,370	-	-
60+52 - 61+99	MAINLINE, RT.	WHITE EDGELINE	-	-	-	146	-	-
63+30 - 87+51	MAINLINE, RT.	WHITE EDGELINE	-	-	-	2,373	12	-
71+00 - 76+50	MAINLINE	SB PASSING	-	550	138	-	-	-
76+50 - 82+00	MAINLINE	PASSING	-	-	138	-	-	-
82+00 - 89+50	MAINLINE	NB PASSING	-	750	188	-	-	-
88+86 - 130+63	MAINLINE, RT.	WHITE EDGELINE	-	-	-	4,183	-	-
88+97 - 130+64	MAINLINE, LT.	WHITE EDGELINE	-	-	-	4,124	12	-
89+50 - 100+50	MAINLINE	DOUBLE YELLOW	-	2,200	-	-	-	-
100+50 - 110+50	MAINLINE	NB PASSING	-	1,000	250	-	-	-
110+50 - 118+00	MAINLINE	PASSING	-	-	188	-	-	-
118+00 - 128+00	MAINLINE	SB PASSING	-	1,000	250	-	-	-
128+00 - 131+00	MAINLINE	DOUBLE YELLOW	-	600	-	-	-	-
131+00	MAINLINE, RT.	STOP BAR	32	-	-	-	-	-
1402'M'+00 - 1402'M'+75	'M'-LINE (STH 33), RT.	WHITE EDGELINE	-	-	-	75	-	-
1404'M'+12 - 1404'M'+92	'M'-LINE (STH 33), RT.	WHITE EDGELINE	-	-	-	80	-	-
		SUBTOTALS =	32	13,375	2,096	23,823	36	2.35
		TOTAL =	32		39,330			2.35

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE CATEGORY 010 (LF)	650.5000 BASE CATEGORY 010 (LF)	650.6501 STRUCTURE LAYOUT (01. B-41-333) CATEGORY 020 (EACH)	650.6501 STRUCTURE LAYOUT (02.R-41-10) CATEGORY 030 (EACH)	650.9500 SIDEWALK (01. 5016-00-71) CATEGORY 010 (EACH)	650.9911 SUPPLEMENTAL CONTROL (01. 5016-00-71) CATEGORY 010 (EACH)	650.9920 SLOPE STAKES CATEGORY 010 (LF)
7+25 - 25+88.78	MAINLINE	1,864	1,864	-	-	-	-	1,864
25+89 - 26+88	MAINLINE	-	-	1	-	-	-	-
55+75 - 58+30	MAINLINE, RT.	-	-	-	1	-	-	-
26+88.28 - 131+22.55	MAINLINE	10,434	10,434	-	-	-	-	10,434
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	349	349	-	-	-	-	349
300'B'+00 - 301'B'+55.57	'B'-LINE (P.E.)	156	156	-	-	-	-	156
400'C'+21.08 - 402'C'+93.05	'C'-LINE (P.E.)	272	272	-	-	-	-	272
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	257	257	-	-	-	-	257
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	331	331	-	-	-	-	331
700'F'+18.02 - 702'F'+82.36	'F'-LINE (P.E.)	264	264	-	-	-	-	264
800'G'+00 - 805'G'+50	'G'-LINE (FRONTAGE ROAD)	550	550	-	-	-	-	550
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	182	182	-	-	-	-	182
1101'J'+00 - 1109'J'+16.73	'J'-LINE (OAKDALE AVE.)	817	817	-	-	-	-	817
1109'J'+52.74 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	597	597	-	-	-	-	597
1200'K'+13.05 - 1201'K'+75	'K'-LINE (P.E.)	162	162	-	-	-	-	162
1300'L'+18 - 1302'L'+98.17	'L'-LINE (P.E.)	280	280	-	-	-	-	280
1402'M'+00 - 1404'M'+91.75	'M'-LINE (STH 33)	292	292	-	-	-	-	292
1500'N'+32.47 - 1506'N'+29.47	'N'-LINE (P.E.)	597	597	-	-	-	-	597
1600'O'+18.55 - 1601'O'+17.37	'O'-LINE (P.E.)	99	99	-	-	-	-	99
1700'P'+02.59 - 1700'P'+80.62	'P'-LINE (P.E.)	78	78	-	-	-	-	78
-	PROJECT	-	-	-	-	1	1	-
	TOTALS=	17,581	17,581	1	1	1	1	17,581

TEMPORARY STONE CHECKS

STATION - STATION	LOCATION	SPV.0035.01 (CY)
13+00	MAINLINE, LT.	0.6
15+00	MAINLINE, RT.	0.6
17+50	MAINLINE, RT.	0.6
20+00	MAINLINE, LT.	0.6
24+30	MAINLINE, LT.	0.6
39+25	MAINLINE, LT.	0.6
54+00	MAINLINE, LT.	0.6
54+00	MAINLINE, RT.	0.6
56+00	MAINLINE, LT.	0.6
56+00	MAINLINE, RT.	0.6
58+00	MAINLINE, LT.	0.6
58+00	MAINLINE, RT.	0.6
61+95	MAINLINE, LT.	0.6
67+00	MAINLINE, LT.	0.6
77+00	MAINLINE, RT.	0.6
81+00	MAINLINE, RT.	0.6
95+50	MAINLINE, RT.	0.6
-	UNDISTRIBUTED	1.8
	TOTAL=	12.0

SAWING

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
7+25	MAINLINE	22	-
62+00	MAINLINE, RT.	-	6
131+22.55	MAINLINE	296	-
200'A'+00	'A'-LINE (OCTAGON AVE.)	18	-
502'D'+75	'D'-LINE (ODIN AVE.)	18	-
601'E'+00	'E'-LINE (OBOE AVE.)	18	-
803'G'+00	'G'-LINE (FRONTAGE ROAD), RT.	10	-
804'G'+95	'G'-LINE (FRONTAGE ROAD), RT.	10	-
1002'I'+00	'I'-LINE (ODESSA AVE.)	22	-
1101'J'+00	'J'-LINE (OAKDALE AVE.)	23	-
1115'J'+50	'J'-LINE (OAKDALE AVE.)	23	-
	TOTALS=	460	6

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5016-00-01		
FEDERAL PROJECT NUMBER	4.01	10

PLAT OF RIGHT-OF-WAY REQUIRED FOR
T. CHRISTIANA – T. PORTLAND
(VERNON COUNTY LINE TO STH 33)

CTH PC VERNON AND MONROE COUNTY

CONSTRUCTION PROJECT NUMBER
5016-00-71

RECEIVED
SEP 06 2024
MONROE COUNTY CLERK

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- 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 / CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED)
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- OFF-PREMISE SIGN

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

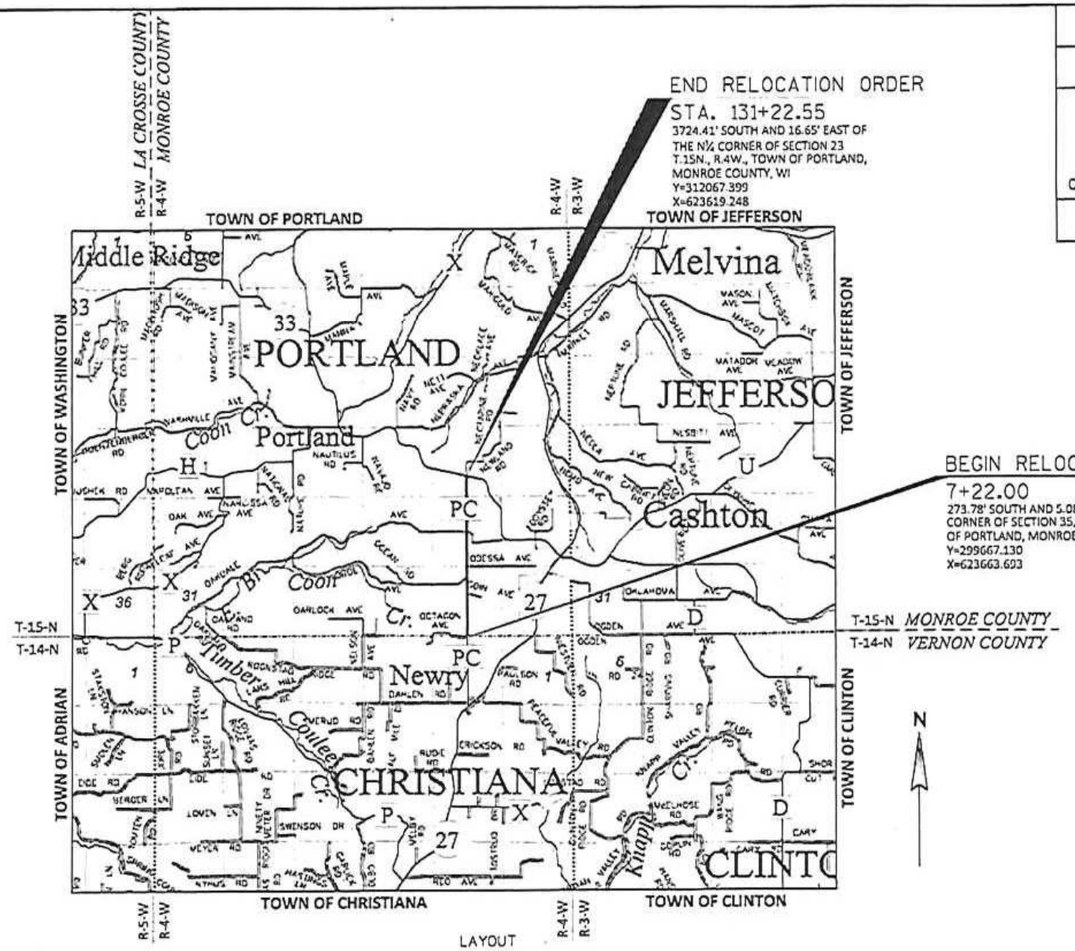
- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25) / UTILITY NUMBER (40)
- PARALLEL OFFSETS

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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



TOTAL NET LENGTH OF CENTERLINE = 2.35 MI.

NOTES

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

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE MONROE COUNTY HIGHWAY DEPARTMENT.

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.

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

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSE ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

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.

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.

CONVENTIONAL ABBREVIATIONS

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

REVISION DATE
7-22-2024 N C
8-29-2024

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
www.jewellassoc.com

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

WISCONSIN
NOAH E. ANLIKER
S-3265
CAZENOVIA
WISCONSIN
LAND SURVEYOR

DATE: 03/11/2024

APPROVED FOR VERNON COUNTY
DATE: 9-9-24 (NAME/TITLE)

APPROVED FOR MONROE COUNTY
08/06/24 (NAME/TITLE)

E

WISDOT/CADDS SHEET 50

FOUND POINTS				
POINT NUMBER	STATION	OFFSET	Y	X
1	14+91.38	42.26 LT	300437.049	623625.002
2	14+90.36	33.47 LT	300435.904	623633.781

SCHEDULE OF LANDS & INTERESTS REQUIRED						
		R/W ACRES REQUIRED				
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
1	TERRY D. MLSNA AND JAMIE L. MLSNA, HUSBAND AND WIFE	FEE	0.11	0.29	0.40	-
2	AARON R. MILLER	FEE	0.11	0.10	0.21	-
3	REUBEN L. MILLER AND MARY E. MILLER HUSBAND AND WIFE AND AARON R. MILLER A SINGLE PERSON	FEE, TLE	0.97	0.62	1.59	0.64
4	DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN, AS TRUSTEES OF THE DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN REVOCABLE TRUST, DATED AUGUST 22, 2011	FEE	0.06	0.06	0.12	-
5	JULIE A. ONSHUS	FEE	0.78	0.94	1.72	-
27	SUSAN ONSHUS	FEE	0.37	0.75	1.12	-
28	EMMANUEL R. MILLER AND MARTHA M.MILLER	FEE	0.15	0.21	0.36	-
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				

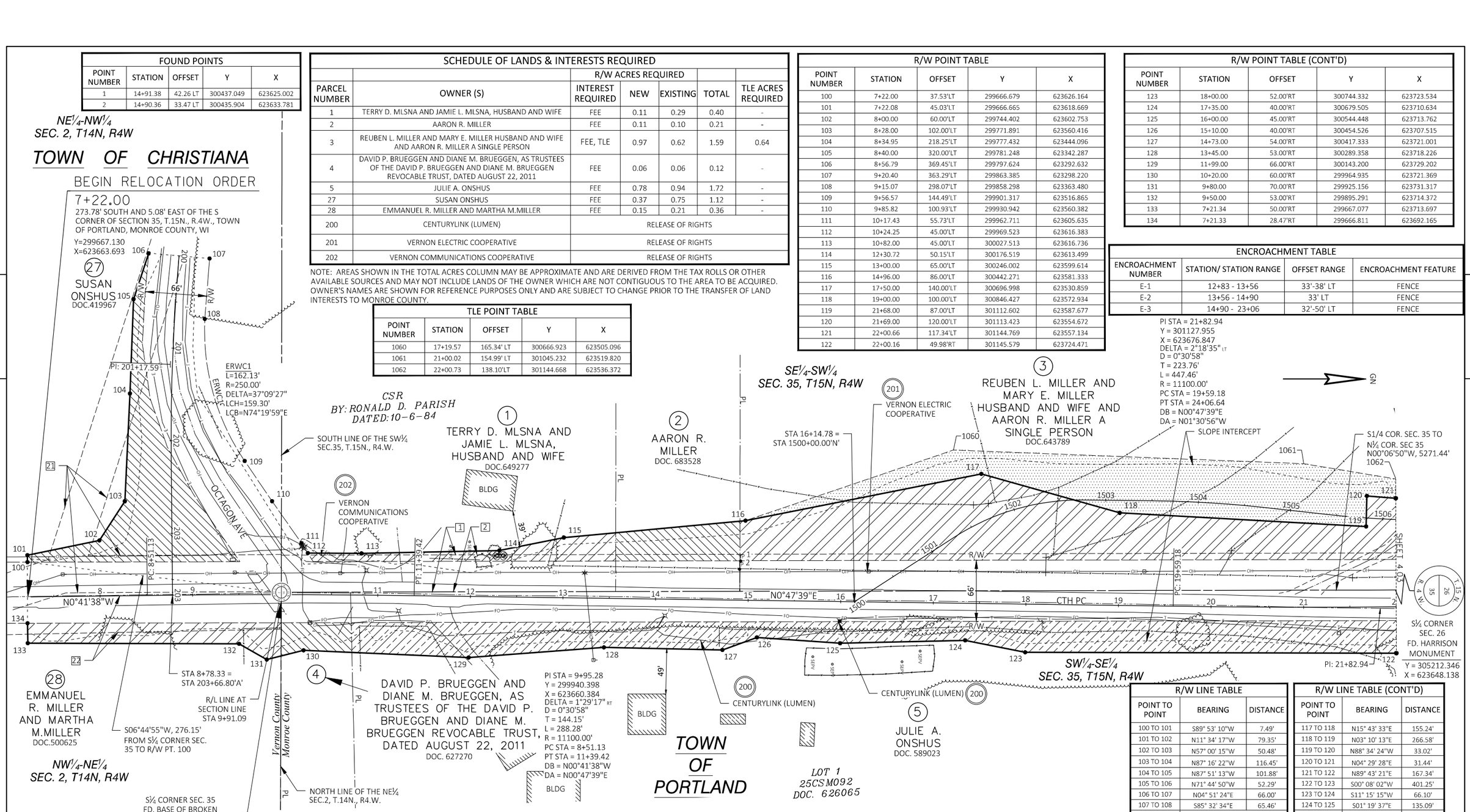
NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM THE TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR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

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1060	17+19.57	165.34' LT	300666.923	623505.096
1061	21+00.02	154.99' LT	301045.232	623519.820
1062	22+00.73	138.10'LT	301144.668	623536.372

R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
100	7+22.00	37.53'LT	299666.679	623626.164
101	7+22.08	45.03'LT	299666.665	623618.669
102	8+00.00	60.00'LT	299744.402	623602.753
103	8+28.00	102.00'LT	299771.891	623560.416
104	8+34.95	218.25'LT	299777.432	623444.096
105	8+40.00	320.00'LT	299781.248	623342.287
106	8+56.79	369.45'LT	299797.624	623292.632
107	9+20.40	363.29'LT	299863.385	623298.220
108	9+15.07	298.07'LT	299858.298	623363.480
109	9+56.57	144.49'LT	299901.317	623516.865
110	9+85.82	100.93'LT	299930.942	623560.382
111	10+17.43	55.73'LT	299962.711	623605.635
112	10+24.25	45.00'LT	299969.523	623616.383
113	10+82.00	45.00'LT	300027.513	623616.736
114	12+30.72	50.15'LT	300176.519	623613.499
115	13+00.00	65.00'LT	300246.002	623599.614
116	14+96.00	86.00'LT	300442.271	623581.333
117	17+50.00	140.00'LT	300696.998	623530.859
118	19+00.00	100.00'LT	300846.427	623572.934
119	21+68.00	87.00'LT	301112.602	623587.677
120	21+69.00	120.00'LT	301113.423	623554.672
121	22+00.66	117.34'LT	301144.769	623557.134
122	22+00.16	49.98'RT	301145.579	623724.471

R/W POINT TABLE (CONT'D)				
POINT NUMBER	STATION	OFFSET	Y	X
123	18+00.00	52.00'RT	300744.332	623723.534
124	17+35.00	40.00'RT	300679.505	623710.634
125	16+00.00	45.00'RT	300544.448	623713.762
126	15+10.00	40.00'RT	300454.526	623707.515
127	14+73.00	54.00'RT	300417.333	623721.001
128	13+45.00	53.00'RT	300289.358	623718.226
129	11+99.00	66.00'RT	300143.200	623729.202
130	10+20.00	60.00'RT	299964.935	623721.369
131	9+80.00	70.00'RT	299925.156	623731.317
132	9+50.00	53.00'RT	299895.291	623714.372
133	7+21.34	50.00'RT	299667.077	623713.697
134	7+21.33	28.47'RT	299666.811	623692.165

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-1	12+83 - 13+56	33'-38' LT	FENCE
E-2	13+56 - 14+90	33' LT	FENCE
E-3	14+90 - 23+06	32'-50' LT	FENCE



EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
1	VERNON ELECTRIC COOPERATIVE	DOC. # 673522	1,2,3	40' WIDE EASEMENT IN THE (SE1/4-SW1/4), SEC. 35, T15N, R.4W
2	VERNON ELECTRIC COOPERATIVE	DOC. # 673523	1,2,3	40' WIDE EASEMENT IN THE (SE1/4-SW1/4), SEC. 35, T15N., R.4W
21	VERNON ELECTRIC COOPERATIVE	DOC. #446992	27	40' WIDE EASEMENT IN THE (N1/2 - NW1/4), SEC. 2, T14N, R4W., VERNON COUNTY
22	VERNON ELECTRIC COOPERATIVE	DOC. # 523428	28	40' WIDE EASEMENT IN THE (NW1/4-NE1/4), SEC. 2, T14N., R.4W., TOWN OF CHRISTIANA, VERNON COUNTY, WI

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 35, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

R/W LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
100 TO 101	S89° 53' 10"W	7.49'
101 TO 102	N11° 34' 17"W	79.35'
102 TO 103	N57° 00' 15"W	50.48'
103 TO 104	N87° 16' 22"W	116.45'
104 TO 105	N87° 51' 13"W	101.88'
105 TO 106	N71° 44' 50"W	52.29'
106 TO 107	N04° 51' 24"E	66.00'
107 TO 108	S85° 32' 34"E	65.46'
108 TO 109	(SEE ERWC1)	
109 TO 110	N55° 45' 15"E	52.64'
110 TO 111	N54° 55' 46"E	55.29'
111 TO 112	N57° 38' 07"E	12.73'
112 TO 113	N00° 20' 56"E	57.99'
113 TO 114	N01° 14' 41"W	149.04'
114 TO 115	N11° 18' 01"W	70.86'
115 TO 116	N05° 19' 17"W	197.12'
116 TO 117	N11° 12' 28"W	259.68'

R/W LINE TABLE (CONT'D)		
POINT TO POINT	BEARING	DISTANCE
117 TO 118	N15° 43' 33"E	155.24'
118 TO 119	N03° 10' 13"E	266.58'
119 TO 120	N88° 34' 24"W	33.02'
120 TO 121	N04° 29' 28"E	31.44'
121 TO 122	N89° 43' 21"E	167.34'
122 TO 123	S00° 08' 02"W	401.25'
123 TO 124	S11° 15' 15"W	66.10'
124 TO 125	S01° 19' 37"E	135.09'
125 TO 126	S03° 58' 27"W	90.14'
126 TO 127	S19° 55' 46"E	39.56'
127 TO 128	S01° 14' 31"W	128.01'
128 TO 129	S04° 17' 41"E	146.57'
129 TO 130	S02° 30' 58"W	178.44'
130 TO 131	S14° 02' 28"E	41.00'
131 TO 132	S29° 34' 10"W	34.34'
132 TO 133	S00° 10' 10"W	228.22'
133 TO 134	S89° 17' 31"W	21.53'
134 TO 100	S89° 53' 10"W	66.00'

REVISION DATE	DATE 8/29/2024	SCALE, FEET	HWY: CTH PC	STATE R/W PROJECT NUMBER 5016-00-01	PLAT SHEET 4.02	
7/22/2024	GRID FACTOR	0 100 200	COUNTY: MONROE	CONSTRUCTION PROJECT NUMBER 5016-00-71	PS&E SHEET 95	E
8/29/2024						

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.02
PLOT DATE : 8/29/2024 8:20 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
3	REUBEN L. MILLER AND MARY E. MILLER HUSBAND AND WIFE AND AARON R. MILLER A SINGLE PERSON	FEE, TLE	0.10	0.08	0.18	0.005
4	DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN, AS TRUSTEES OF THE DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN REVOCABLE TRUST, DATED AUGUST 22, 2011	FEE, TLE	1.25	0.98	2.23	0.42
5	JULIE A. ONSHUS	FEE	0.07	0.08	0.15	-
7	PAUL T. NELSON	FEE, TLE	1.16	0.98	2.14	0.19
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				

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

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 35, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

R/W POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
200	22+00.66	117.34'LT	301144.769	623557.134
201	22+21.27	115.59'LT	301165.189	623558.729
202	22+22.98	83.65'LT	301167.196	623590.649
203	24+75.01	69.94'LT	301418.155	623599.271
204	25+96.00	84.00'LT	301540.158	623582.371
205	27+50.00	84.00'LT	301694.153	623580.940
206	29+60.00	59.00'LT	301904.376	623603.986
207	30+25.00	105.00'LT	301968.944	623557.384
208	31+00.00	105.00'LT	302043.941	623556.687
209	35+01.00	75.00'LT	302445.977	623586.455
210	35+99.98	58.28'LT	302544.947	623603.260
211	36+00.00	56.00'RT	302544.869	623717.540
212	35+00.00	53.00'RT	302444.869	623714.454
213	34+00.00	55.00'RT	302344.867	623716.367
214	28+92.00	57.00'RT	301837.458	623720.613
215	27+70.00	83.00'RT	301715.704	623747.746
216	24+00.00	85.00'RT	301347.189	623756.123
217	23+00.00	36.00'RT	301245.626	623709.269
218	22+00.16	49.98'RT	301145.579	623724.471

TLE POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
1000	27+61.00	172.00'LT	301704.333	623492.841
1001	28+00.00	178.00'LT	301743.276	623486.479
1002	28+87.38	67.65'LT	301831.675	623596.016
1004	29+87.80	57.09'RT	301933.255	623719.812
1005	29+00.00	195.00'RT	301846.742	623858.533
1006	28+43.00	195.00'RT	301789.742	623859.063
1063	22+00.73	138.10' LT	301144.668	623536.372

FOUND POINTS

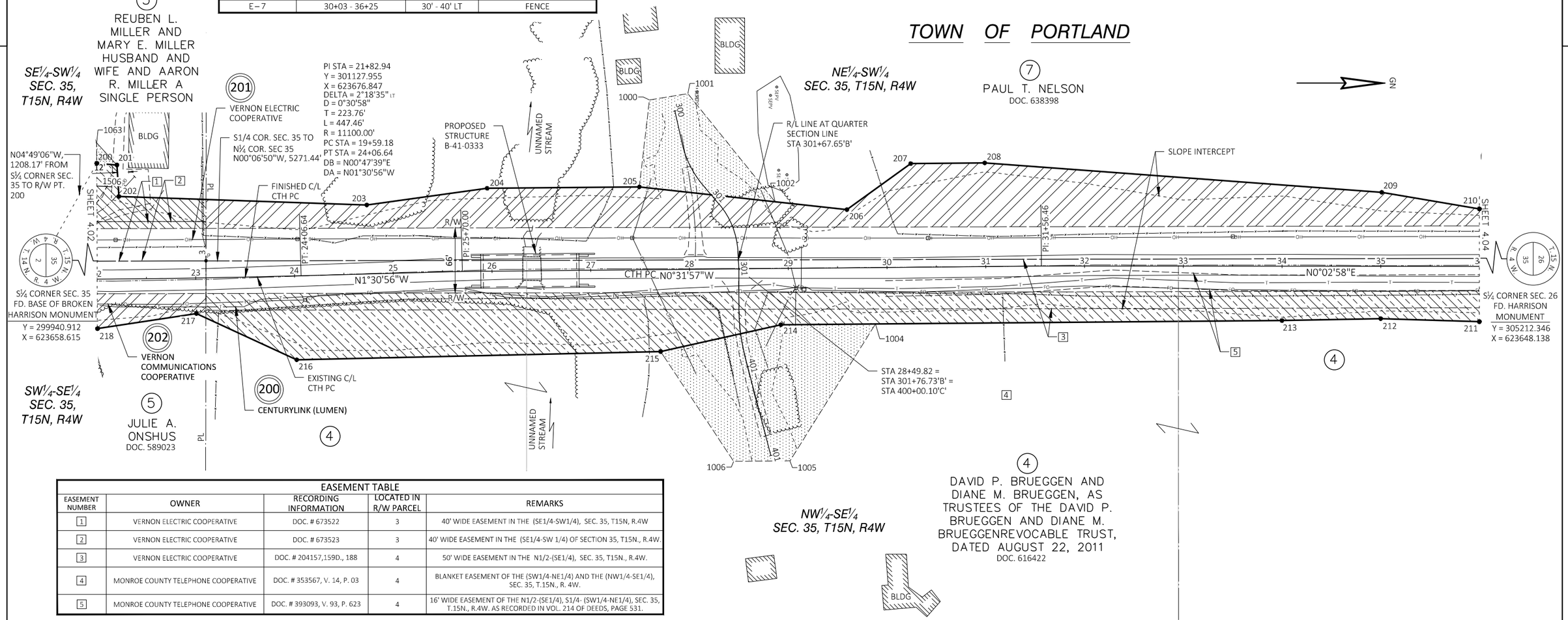
POINT NUMBER	STATION	OFFSET	Y	X
3	23+10.72	17.42 LT	301255.446	623655.861

R/W LINE TABLE

POINT TO POINT	BEARING	DISTANCE
200 TO 201	N04° 27' 58"E	20.48'
201 TO 202	N86° 24' 09"E	31.98'
202 TO 203	N01° 58' 04"E	251.11'
203 TO 204	N07° 53' 13"W	123.17'
204 TO 205	N00° 31' 57"W	154.00'
205 TO 206	N06° 15' 23"E	211.48'
206 TO 207	N35° 49' 12"W	79.63'
207 TO 208	N00° 31' 57"W	75.00'
208 TO 209	N04° 14' 04"E	403.14'
209 TO 210	N09° 38' 13"E	100.39'
210 TO 211	S89° 57' 40"E	114.28'
211 TO 212	S01° 46' 04"W	100.05'
212 TO 213	S01° 05' 46"E	100.02'
213 TO 214	S00° 28' 46"E	507.43'
214 TO 215	S12° 33' 47"E	124.74'
215 TO 216	S01° 18' 08"E	368.61'
216 TO 217	S24° 45' 55"W	111.85'
217 TO 218	S08° 38' 24"E	101.20'
218 TO 200	S89° 43' 21"W	167.34'

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-3	14+90 - 23+06	32'-50' LT	FENCE
E-4	23+06 - 27+16	28' - 50' LT	FENCE
E-5	28+79 - 29+38	24' - 25' RT	FENCE
E-7	30+03 - 36+25	30' - 40' LT	FENCE



EASEMENT TABLE

EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
1	VERNON ELECTRIC COOPERATIVE	DOC. # 673522	3	40' WIDE EASEMENT IN THE (SE1/4-SW1/4), SEC. 35, T15N, R.4W
2	VERNON ELECTRIC COOPERATIVE	DOC. # 673523	3	40' WIDE EASEMENT IN THE (SE1/4-SW 1/4) OF SECTION 35, T15N., R.4W.
3	VERNON ELECTRIC COOPERATIVE	DOC. # 204157,159D., 188	4	50' WIDE EASEMENT IN THE N1/2-(SE1/4), SEC. 35, T15N., R.4W.
4	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 353567, V. 14, P. 03	4	BLANKET EASEMENT OF THE (SW1/4-NE1/4) AND THE (NW1/4-SE1/4), SEC. 35, T.15N., R. 4W.
5	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 393093, V. 93, P. 623	4	16' WIDE EASEMENT OF THE N1/2-(SE1/4), S1/4- (SW1/4-NE1/4), SEC. 35, T.15N., R.4W. AS RECORDED IN VOL. 214 OF DEEDS, PAGE 531.

REVISION DATE
7/22/2024
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET 0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.03

PS&E SHEET 96

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.03

PLOT DATE : 8/29/2024 8:20 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
4	DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN, AS TRUSTEES OF THE DAVID P. BRUEGGEN AND DIANE M. BRUEGGEN REVOCABLE TRUST, DATED AUGUST 22, 2011	FEE	0.32	0.27	0.59	-
7	PAUL T. NELSON	FEE	0.009	0.02	0.03	-
8	MARK D. JOTHEN, LINDA M. BRANZOLEWSKI, JEAN E. FRIEDRICKSON AND SARAH T. JOTHEN	FEE, TLE	0.72	1.04	1.76	0.12
9	ERIC D. PETERSON AND NAOMI L. PETERSON, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	0.33	0.42	0.75	0.004
10	FANNIE S. MILLER	FEE	0.51	0.52	1.03	-
11	DAVID L. PETERSON	FEE, TLE	0.19	0.18	0.37	0.16
12	KAYANI LUCKASSON AND TYLER LUCKASSON AS JOINT TENANTS	FEE, TLE	0.02	0.04	0.06	0.02
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				
203	DAIRYLAND POWER COOPERATIVE	RELEASE OF RIGHTS				

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

FOUND POINTS

POINT NUMBER	STATION	OFFSET	Y	X
4	39+55.56	9.21 LT	302900.482	623652.637
5	39+55.39	23.95 RT	302900.285	623685.801
6	42+03.77	9.25 LT	303148.650	623652.096
7	46+56.58	4.32 LT	303601.309	623651.241
8	46+55.56	28.78 RT	303601.285	623684.356
9	49+46.40	7.46 RT	303891.396	623650.642
10	49+44.00	40.06 RT	303890.793	623683.319

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 35, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

R/W LINE TABLE

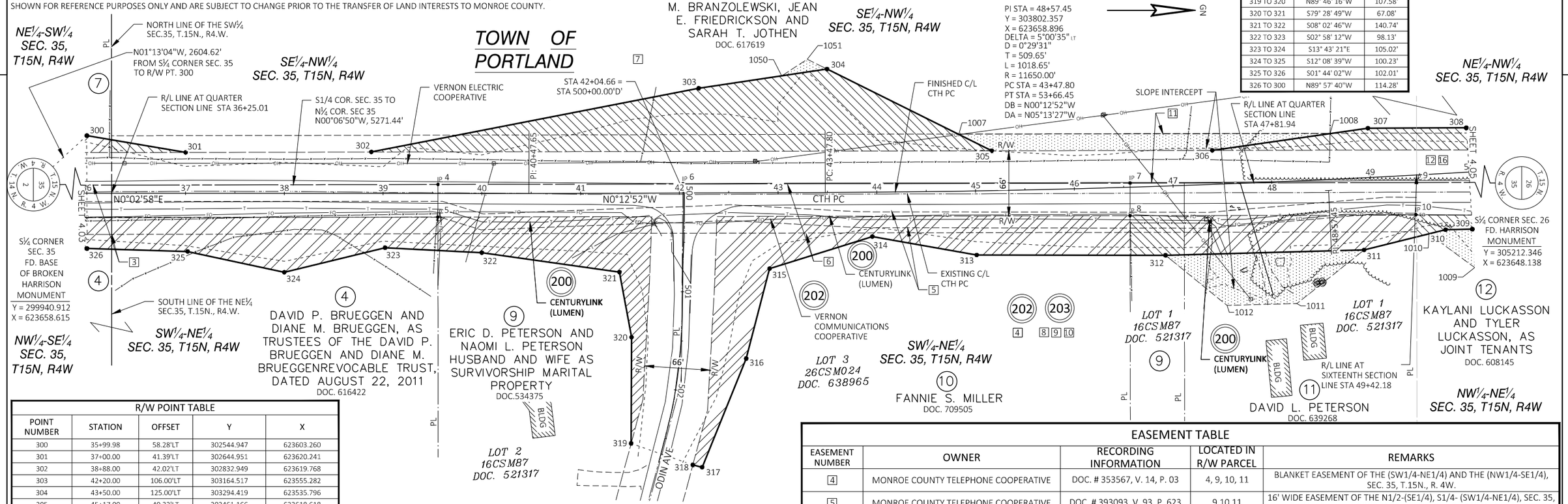
POINT TO POINT	BEARING	DISTANCE
300 TO 301	N09° 38' 13"E	101.44'
301 TO 302	N00° 08' 39"W	188.00'
302 TO 303	N11° 00' 21"W	337.78'
303 TO 304	N08° 31' 52"W	131.36'
304 TO 305	N26° 24' 48"E	186.18'
305 TO 306	N00° 06' 40"W	223.35'
306 TO 307	N08° 06' 50"W	159.18'
307 TO 308	N00° 18' 07"W	99.72'
308 TO 309	N86° 34' 50"E	102.99'
309 TO 310	S01° 15' 30"E	27.14'
310 TO 311	S13° 56' 12"E	84.99'
311 TO 312	S01° 32' 06"E	201.25'
312 TO 313	S00° 04' 07"W	191.16'
313 TO 314	S10° 01' 47"W	107.38'
314 TO 315	S17° 20' 15"E	109.01'
315 TO 316	S75° 26' 37"E	94.11'
316 TO 317	S67° 57' 54"E	118.85'
317 TO 318	S14° 01' 15"W	9.73'
318 TO 319	S19° 13' 45"W	66.18'
319 TO 320	N89° 46' 16"W	107.58'
320 TO 321	S79° 28' 49"W	67.08'
321 TO 322	S08° 02' 46"W	140.74'
322 TO 323	S02° 58' 12"W	98.13'
323 TO 324	S13° 43' 21"E	105.02'
324 TO 325	S12° 08' 39"W	100.23'
325 TO 326	S01° 44' 02"W	102.01'
326 TO 300	N89° 57' 40"W	114.28'

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-6	37+60 - 39+51	24' - 25' RT	FENCE
E-7	30+03 - 36+25	30' - 40' LT	FENCE
E-8	36+25 - 48+60	29' - 43' LT	FENCE

TLE POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
1007	44+83.89	57.40'LT	303427.915	623602.103
1008	48+61.34	46.44'LT	303803.82	623601.176
1009	49+99.99	96.99'RT	303950.281	623736.935
1010	49+56.00	60.21'RT	303903.941	623702.780
1011	48+20.00	124.00'RT	303770.23	623773.347
1012	47+50.00	123.00'RT	303699.508	623775.267
1050	43+04.00	118.29' LT	303248.472	623542.681
1051	43+30.00	135.00' LT	303274.409	623525.871



R/W POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
300	35+99.98	58.28'LT	302544.947	623603.260
301	37+00.00	41.39'LT	302644.951	623620.241
302	38+88.00	42.02'LT	302832.949	623619.768
303	42+20.00	106.00'LT	303164.517	623555.282
304	43+50.00	125.00'LT	303294.419	623535.796
305	45+17.00	40.33'LT	303461.166	623618.618
306	47+41.00	34.54'LT	303684.513	623618.185
307	49+00.00	50.00'LT	303842.097	623595.719
308	50+00.00	45.00'LT	303941.813	623595.193
309	50+00.00	57.99'RT	303947.959	623698.003
310	49+73.00	57.00'RT	303920.820	623698.599
311	48+90.00	73.00'RT	303838.335	623719.068
312	46+90.00	70.00'RT	303637.159	623724.459
313	45+00.00	65.00'RT	303445.995	623724.230
314	43+95.00	45.00'RT	303340.259	623705.530
315	42+91.00	77.00'RT	303236.200	623738.015
316	42+67.00	168.00'RT	303212.547	623829.105
317	42+22.00	278.00'RT	303167.958	623939.272

R/W POINT TABLE (CONT'D)

POINT NUMBER	STATION	OFFSET	Y	X
318	42+12.57	275.61'RT	303158.516	623936.915
319	41+50.17	253.58'RT	303096.031	623915.119
320	41+51.00	146.00'RT	303096.461	623807.539
321	41+39.00	80.00'RT	303084.213	623741.584
322	40+00.00	60.00'RT	302944.861	623721.886
323	39+02.00	55.00'RT	302846.867	623716.801
324	38+00.00	80.00'RT	302744.849	623741.713
325	37+02.00	59.00'RT	302646.865	623720.628
326	36+00.00	56.00'RT	302544.869	623717.54

EASEMENT TABLE

EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
4	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 353567, V. 14, P. 03	4, 9, 10, 11	BLANKET EASEMENT OF THE (SW1/4-NE1/4) AND THE (NW1/4-SE1/4), SEC. 35, T.15N., R. 4W.
5	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 393093, V. 93, P. 623	9,10,11	16' WIDE EASEMENT OF THE N1/2-(SE1/4), S1/4- (SW1/4-NE1/4), SEC. 35, T.15N., R.4W. AS RECORDED IN VOL. 214 OF DEEDS, PAGE 531.
6	VERNON ELECTRIC COOPERATIVE	DOC.# 204155, 159D., 187	6, 9,10	50' WIDE EASEMENT OF THE S1/2-(NE1/4), SEC. 35, T.15N., R. 4W.
7	VERNON ELECTRIC COOPERATIVE	DOC.# 204158, 159D., 452	8	BLANKET EASEMENT OF THE (NE1/4-NW1/4) AND THE (SE1/4-NW1/4),SEC. 35, T15N., R.4W.
8	DAIRYLAND POWER COOPERATIVE	DOC.# 285412, V. 54, P. 43.	10	NORTH 30 ACRES (SW1/4-NE1/4) AND THE (SE1/4-NE1/4), SEC. 35, T.15N., R.4W.
9	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 353571, V. 14, P. 07	4, 9, 10, 11	BLANKET EASEMENT OF THE (SW1/4-NE1/4), SEC. 35, T.15N., R. 4W.
10	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 393095, V. 93, P. 627	9, 10, 11	BLANKET EASEMENT OF THE (SE1/4-NE1/4) AND THE N3/4-(SW1/4-NE1/4), SEC. 35, T.15N., R. 4W.
11	VERNON ELECTRIC COOPERATIVE	DOC. # 204151,159D., 185	8	50' WIDE EASEMENT IN THE (NE1/4-NW1/4) AND THE (SE1/4-NW1/4), SEC. 35, T15N., R.4W.

REVISION DATE
7/22/2024 N.C.
8/29/2024

DATE 8/29/2024
GRID FACTOR

SCALE, FEET
0 100 200

HWY: CTH PC
COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01
CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.04
PS&E SHEET 97

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.04

PLOT DATE : 8/29/2024 8:20 AM
PLOT BY : TIM VELTE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

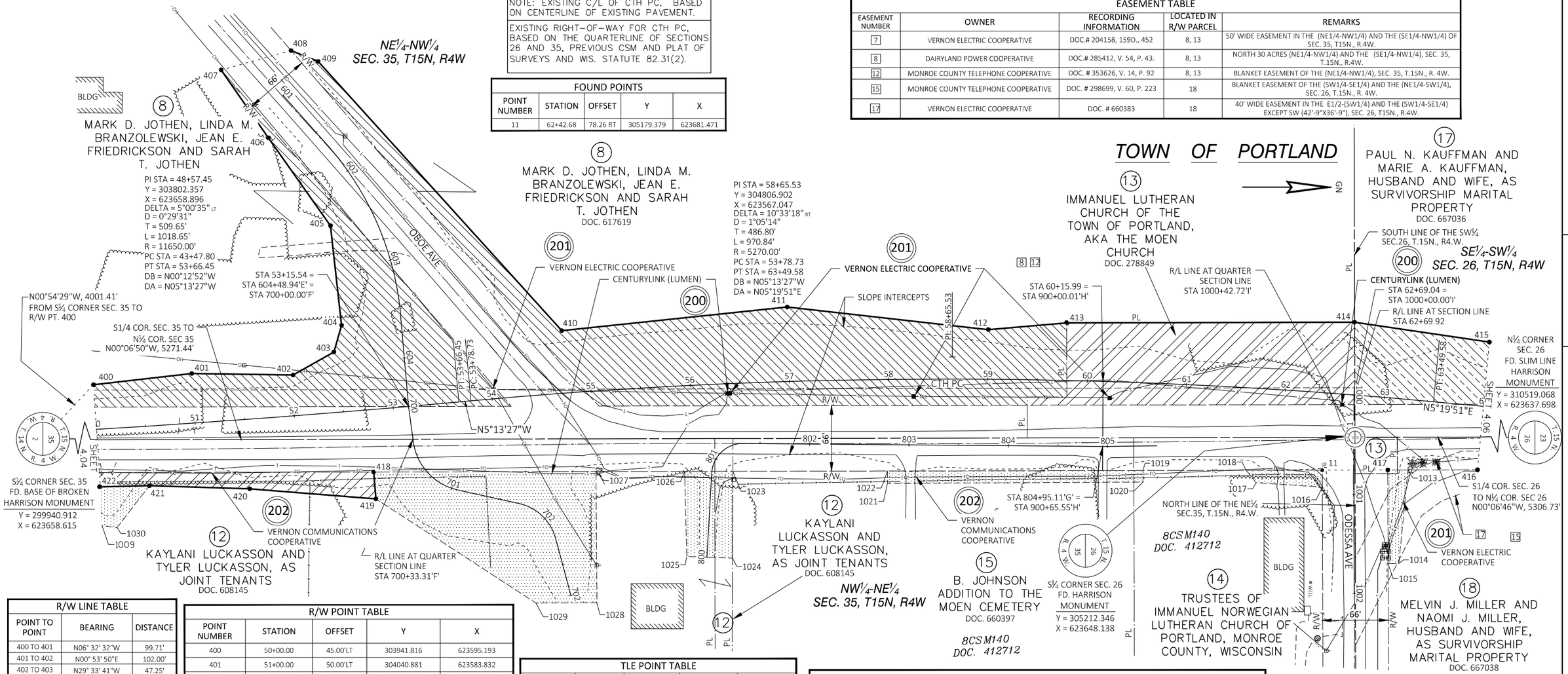
WISDOT/CADDS SHEET 75

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTIONS 26 AND 35, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

FOUND POINTS				
POINT NUMBER	STATION	OFFSET	Y	X
11	62+42.68	78.26 RT	305179.379	623681.471

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
7	VERNON ELECTRIC COOPERATIVE	DOC.# 204158, 159D., 452	8, 13	50' WIDE EASEMENT IN THE (NE1/4-NW1/4) AND THE (SE1/4-NW1/4) OF SEC. 35, T15N., R.4W.
8	DAIRYLAND POWER COOPERATIVE	DOC.# 285412, V. 54, P. 43.	8, 13	NORTH 30 ACRES (NE1/4-NW1/4) AND THE (SE1/4-NW1/4), SEC. 35, T.15N., R.4W.
12	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 353626, V. 14, P. 92	8, 13	BLANKET EASEMENT OF THE (NE1/4-NW1/4), SEC. 35, T.15N., R. 4W.
15	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298699, V. 60, P. 223	18	BLANKET EASEMENT OF THE (SW1/4-SE1/4) AND THE (NE1/4-SW1/4), SEC. 26, T.15N., R. 4W.
17	VERNON ELECTRIC COOPERATIVE	DOC. # 660383	18	40' WIDE EASEMENT IN THE E1/2-(SW1/4) AND THE (SW1/4-SE1/4) EXCEPT SW (42'-9"X36'-9"), SEC. 26, T15N., R.4W.



R/W LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
400 TO 401	N06° 32' 32"W	99.71'
401 TO 402	N00° 53' 50"E	102.00'
402 TO 403	N29° 33' 41"W	47.25'
403 TO 404	N73° 44' 36"W	27.83'
404 TO 405	S83° 39' 04"W	101.04'
405 TO 406	S54° 43' 23"W	108.41'
406 TO 407	S55° 12' 32"W	83.34'
407 TO 408	N15° 28' 22"W	73.00'
408 TO 409	N21° 45' 07"E	29.38'
409 TO 410	N47° 51' 32"E	365.76'
410 TO 411	N05° 58' 03"W	228.25'
411 TO 412	N06° 23' 50"E	203.90'
412 TO 413	N05° 11' 25"W	79.17'
413 TO 414	N00° 02' 55"W	289.97'
414 TO 415	N08° 22' 30"E	137.37'
415 TO 416	S84° 40' 15"E	129.21'
416 TO 417	S00° 06' 46"E	90.39'
417 TO 11	S00° 06' 48"E	66.00'
11 TO 418	S00° 06' 50"E	955.43'
418 TO 419	N85° 13' 32"E	27.14'
419 TO 420	S04° 33' 44"W	127.44'
420 TO 421	S01° 45' 55"W	101.05'
421 TO 422	S01° 15' 30"E	50.30'
422 TO 400	S86° 34' 50"W	102.99'

R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
400	50+00.00	45.00'LT	303941.816	623595.193
401	51+00.00	50.00'LT	304040.881	623583.832
402	52+02.00	41.00'LT	304142.871	623585.429
403	52+45.00	61.00'LT	304183.973	623562.116
404	52+55.00	87.00'LT	304191.765	623535.397
405	52+52.00	188.00'LT	304180.591	623434.973
406	51+95.43	281.16'LT	304117.981	623346.471
407	51+51.93	352.96'LT	304070.431	623278.032
408	52+25.84	367.04'LT	304140.784	623258.558
409	52+53.00	354.00'LT	304168.067	623269.444
410	54+75.00	63.00'LT	304413.473	623540.650
411	57+00.00	75.00'LT	304640.483	623516.920
412	59+00.00	50.00'LT	304843.111	623539.639
413	59+77.93	58.35'LT	304921.960	623532.476
414	62+64.00	73.00'LT	305211.933	623532.231
415	64+00.00	65.00'LT	305347.838	623552.239
416	64+00.00	64.21'RT	305335.837	623680.895
417	63+09.47	72.64'RT	305245.448	623681.073
418	52+75.00	62.86'RT	304224.021	623683.102
419	52+75.00	90.00'RT	304226.280	623710.148
420	51+50.00	70.00'RT	304099.247	623700.011
421	50+50.00	60.00'RT	303998.241	623696.898
422	50+00.00	57.99'RT	303947.959	623698.003

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1009	49+99.99	96.99'RT	303950.281	623736.935
1013	63+30.00	70.82'RT	305265.781	623681.033
1014	63+29.20	165.59'RT	305256.558	623775.35
1015	63+18.08	166.55'RT	305245.743	623775.363
1016	62+44.05	95.00'RT	305179.502	623698.269
1017	61+76.00	95.00'RT	305112.83	623693.828
1018	61+65.00	83.15'RT	305102.732	623681.356
1019	60+59.52	88.34'RT	304998.844	623681.562
1020	60+60.00	100.00'RT	304998.868	623693.23
1021	57+97.59	104.74'RT	304741.546	623694.577
1022	57+97.86	92.24'RT	304741.658	623682.074
1023	56+39.36	88.39'RT	304585.837	623682.383
1024	56+35.23	175.72'RT	304585.494	623769.801
1025	55+87.67	171.90'RT	304539.371	623768.144
1026	55+90.00	86.24'RT	304537.246	623682.48
1027	54+99.39	81.08'RT	304447.931	623682.657
1028	54+90.99	213.00'RT	304448.89	623814.825
1029	54+27.19	208.62'RT	304387.485	623815.105
1030	50+15.00	100.00'RT	303965.569	623739.022

SCHEDULE OF LANDS & INTERESTS REQUIRED						
			R/W ACRES REQUIRED			
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
8	MARK D. JOTHEN, LINDA M. BRANZOLEWSKI, JEAN E. FRIEDRICKSON AND SARAH T. JOTHEN	FEE	1.78	1.41	3.19	-
12	KAYANI LUCKASSON AND TYLER LUCKASSON AS JOINT TENANTS	FEE, TLE	0.11	0.48	0.59	0.61
13	IMMANUEL LUTHERAN CHURCH OF THE TOWN OF PORTLAND, AKA THE MOEN CHURCH	FEE, TLE	0.56	0.29	0.85	0.001
14	TRUSTEES OF IMMANUEL NORWEGIAN LUTHERAN CHURCH OF PORTLAND, MONROE COUNTY, WISCONSIN	FEE, TLE	-	0.20	0.20	0.03
15	B. JOHNSON ADDITION TO THE MOEN CEMETERY	FEE, TLE	-	0.31	0.31	0.07
17	PAUL N. KAUFFMAN AND MARIE A. KAUFFMAN, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	0.22	0.10	0.32	-
18	MELVIN J. MILLER AND NAOMI J. MILLER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	-	0.06	0.06	0.03
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				
203	DAIRYLAND POWER COOPERATIVE	RELEASE OF RIGHTS				

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

REVISION DATE
7/22/2024 N.C.
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET 0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.05

PS&E SHEET 98

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.05

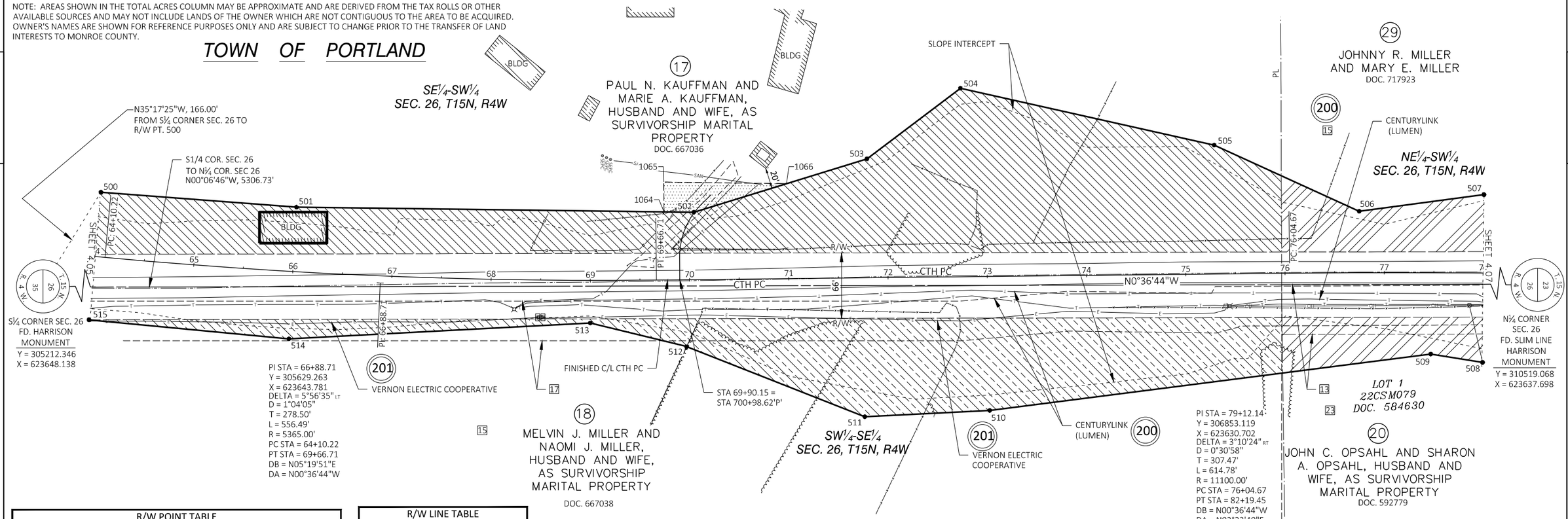
PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED						
			R/W ACRES REQUIRED			
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
17	PAUL N. KAUFFMAN AND MARIE A. KAUFFMAN, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	2.16	0.91	3.07	0.05
18	MELVIN J. MILLER AND NAOMI J. MILLER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	1.21	0.90	2.11	-
20	JOHN C. OPSAHL AND SHANONA. OPSAHL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	0.21	0.15	0.36	-
29	JOHNNY R. MILLER AND MARY E. MILLER	FEE	0.25	0.16	0.41	-
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
13	VERNON ELECTRIC COOPERATIVE	DOC. # 204191,159D., 209	20	50' WIDE EASEMENT IN THE (NW1/4-SE1/4) AND THE SOUTH 19 ACRES (SW1/4-NE1/4), SEC. 26, T15N., R.4W.
15	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298699, V. 60, P. 223	18,29	BLANKET EASEMENT OF THE (SW1/4-SE1/4) AND THE (NE1/4-SW1/4), SEC. 26, T.15N., R. 4W.
17	VERNON ELECTRIC COOPERATIVE	DOC. # 660383	18,20	40' WIDE EASEMENT IN THE E1/2-(SW1/4) AND THE (SW1/4-SE1/4) EXCEPT SW (42'-9"X36'-9"), SEC. 26, T15N., R.4W.
23	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298698, V. 60, P. 222	20	BLANKET EASEMENT OF THE (NW1/4-SE1/4), SEC. 26, T.15N., R. 4W.

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



R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
500	64+00.00	65.00'LT	305347.838	623552.239
501	66+00.00	65.00'LT	305544.953	623567.302
502	70+05.00	68.00'LT	305945.307	623572.400
503	71+80.00	120.00'LT	306119.736	623518.533
504	72+75.00	190.00'LT	306213.985	623447.522
505	75+30.00	130.00'LT	306469.610	623504.793
506	76+75.00	62.00'LT	306615.730	623571.459
507	78+00.00	78.95'LT	306741.542	623554.668
508	78+00.00	90.22'RT	306740.377	623723.833
509	77+47.00	82.00'RT	306687.821	623715.379
510	73+01.00	135.00'RT	306243.454	623772.226
511	71+75.00	140.00'RT	306117.515	623778.571
512	69+96.28	67.52'RT	305938.035	623708.005
513	69+00.00	43.00'RT	305840.966	623684.103
514	66+00.00	68.00'RT	305537.293	623700.081
515	64+00.00	64.21'RT	305335.837	623680.895

R/W LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
500 TO 501	N04° 22' 11"E	197.69'
501 TO 502	N00° 43' 46"E	400.39'
502 TO 503	N17° 09' 42"W	182.56'
503 TO 504	N36° 59' 46"W	118.01'
504 TO 505	N12° 37' 41"E	261.96'
505 TO 506	N24° 31' 29"E	160.61'
506 TO 507	N07° 36' 07"W	126.93'
507 TO 508	S89° 36' 19"E	169.17'
508 TO 509	S09° 08' 16"W	53.23'
509 TO 510	S07° 17' 24"E	447.99'
510 TO 511	S02° 53' 04"E	126.10'
511 TO 512	S21° 27' 48"W	192.85'
512 TO 513	S13° 49' 57"W	99.97'
513 TO 514	S03° 00' 42"E	304.09'
514 TO 515	S05° 26' 24"W	202.37'
515 TO 500	N84° 40' 15"W	129.21'

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-9	70+01 - 72+63	26' - 42' RT	FENCE
E-10	74+21 - 75+96	33' - 36' RT	FENCE
E-11	75+96 - 78+14	34' - 44' RT	FENCE

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1064	69+75.00	68.70' LT	305915.301	623572.018
1065	69+75.00	98.71' LT	305914.98	623542.011
1066	70+98.61	95.82' LT	306038.613	623543.585

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 26, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

REVISION DATE
7/22/2024
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET 0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.06

PS&E SHEET 99

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.06

PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
13	VERNON ELECTRIC COOPERATIVE	DOC. # 204191,159D., 209	20, 21	50' WIDE EASEMENT IN THE (NW1/4-SE1/4) AND THE SOUTH 19 ACRES (SW1/4-NE1/4), SEC. 26, T15N., R.4W.
15	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298699, V. 60, P. 223	29, 20	BLANKET EASEMENT OF THE (SW1/4-SE1/4) AND THE (NE1/4-SW1/4), SEC. 26, T.15N., R. 4W.
17	VERNON ELECTRIC COOPERATIVE	DOC. # 660383	29, 20, 21	40' WIDE EASEMENT IN THE E1/2-(SW1/4) AND THE (SW1/4-SE1/4) EXCEPT SW (42'-9"X36'-9"), SEC. 26, T15N., R.4W.
23	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298698, V. 60, P. 222	20	BLANKET EASEMENT OF THE (NW1/4-SE1/4), SEC. 26, T.15N., R. 4W.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
			R/W ACRES REQUIRED			
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
20	JOHN C. OPSAHL AND SHANONA. OPSAHL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	2.42	1.31	3.73	-
21	PETER C. OPSAHL	FEE, TLE	0.89	1.36	2.25	0.18
29	JOHNNY R. MILLER AND MARY E. MILLER	FEE	2.22	1.53	3.75	-
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				

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

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 26, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1031	89+43.92	234.21'LT	307884.375	623431.564
1032	90+00.00	223.00'LT	307939.334	623442.64
1033	90+00.00	137.00'LT	307939.754	623528.64
1034	89+40.52	140.00'LT	307881.015	623525.773
1035	92+00.00	95.00'RT	308142.597	623757.818
1036	91+00.00	100.00'RT	308041.828	623764.681
1046	89+46.55	448.00'LT	307886.917	623217.775

R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
600	78+00.00	78.95'LT	306741.542	623554.668
601	79+00.00	95.00'LT	306842.502	623539.773
602	82+00.00	60.00'LT	307143.425	623583.645
603	84+00.00	80.00'LT	307344.225	623572.589
604	86+73.00	86.00'LT	307615.572	623576.471
605	87+61.00	188.00'LT	307704.555	623476.277
606	88+35.00	582.00'LT	307781.205	623083.259
607	88+48.00	695.00'LT	307794.503	622970.378
608	88+55.00	796.00'LT	307801.882	622869.436
609	88+77.18	796.70'LT	307822.483	622868.878
610	89+48.29	796.90'LT	307888.483	622868.878
611	89+66.00	796.00'LT	307904.929	622869.756
612	89+60.01	544.00'LT	307899.702	623121.765
613	89+47.02	545.00'LT	307887.357	623120.775
614	89+38.31	80.00'LT	307878.795	623585.773
615	90+00.00	70.00'LT	307940.088	623595.639
616	92+00.00	65.00'LT	308138.92	623597.861
617	92+00.00	74.00'RT	308142.116	623736.824
618	91+00.00	77.00'RT	308041.512	623741.684
619	89+48.00	88.00'RT	307888.466	623753.774
620	89+38.00	192.00'RT	307878.318	623857.773
621	89+18.00	259.00'RT	307857.813	623924.741
622	87+20.00	426.00'RT	307651.819	624089.409
623	85+55.00	474.00'RT	307478.875	624132.635
624	84+94.08	459.38'RT	307415.985	624115.622
625	85+43.00	389.14'RT	307469.436	624047.38
626	86+78.00	296.00'RT	307611.35	623958.48

R/W POINT TABLE (CONT'D)				
POINT NUMBER	STATION	OFFSET	Y	X
627	87+11.00	181.00'RT	307647.643	623844.27
628	87+00.00	138.00'RT	307637.411	623801.039
629	86+00.00	140.00'RT	307536.143	623800.349
630	84+40.00	80.00'RT	307377.035	623734.217
631	83+09.00	61.00'RT	307247.014	623709.382
632	82+11.00	86.00'RT	307148.066	623729.985
633	81+08.00	84.00'RT	307046.009	623723.97
634	79+00.00	105.00'RT	306839.315	623739.747
635	78+00.00	90.22'RT	306740.377	623723.833

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-11	75+96 - 78+14	34' - 44' RT	FENCE
E-12	89+38 - 91+30	26' - 38' RT	FENCE

R/W LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
600 TO 601	N08° 23' 34"W	102.05'
601 TO 602	N08° 17' 41"E	304.10'
602 TO 603	N03° 09' 05"W	201.10'
603 TO 604	N00° 49' 10"E	271.37'
604 TO 605	N48° 23' 28"W	134.00'
605 TO 606	N78° 57' 51"W	400.42'
606 TO 607	N83° 16' 52"W	113.66'
607 TO 608	N85° 49' 08"W	101.21'
608 TO 609	N01° 33' 11"W	20.61'
609 TO 610	N00° 00' 00"E	66.00'
610 TO 611	N03° 03' 22"E	16.47'
611 TO 612	S88° 48' 43"E	252.06'
612 TO 613	S04° 35' 16"W	12.38'
613 TO 614	S88° 56' 43"E	465.08'
614 TO 615	N09° 08' 39"E	62.08'
615 TO 616	N00° 38' 25"E	198.84'
616 TO 617	N88° 40' 57"E	139.00'
617 TO 618	S02° 45' 57"E	100.72'
618 TO 619	S04° 31' 01"E	153.52'
619 TO 620	S84° 25' 36"E	104.49'
620 TO 621	S72° 58' 33"E	70.04'

R/W LINE TABLE (CONT'D)		
POINT TO POINT	BEARING	DISTANCE
621 TO 622	S38° 38' 17"E	263.72'
622 TO 623	S14° 02' 00"E	178.26'
623 TO 624	S15° 08' 13"W	65.15'
624 TO 625	N51° 55' 47"W	86.68'
625 TO 626	N32° 03' 53"W	167.46'
626 TO 627	N72° 22' 15"W	119.84'
627 TO 628	S76° 41' 02"W	44.43'
628 TO 629	S00° 23' 26"W	101.27'
629 TO 630	S22° 34' 12"W	172.30'
630 TO 631	S10° 48' 49"W	132.37'
631 TO 632	S11° 45' 44"E	101.07'
632 TO 633	S03° 22' 21"W	102.23'
633 TO 634	S04° 21' 53"E	207.30'
634 TO 635	S09° 08' 16"W	100.21'
635 TO 600	N89° 36' 19"W	169.17'

REVISION DATE 7/22/2024 N.C. 8/29/2024	DATE 8/29/2024	SCALE, FEET 0 100 200	HWY: CTH PC	STATE R/W PROJECT NUMBER 5016-00-01	PLAT SHEET 4.07	
	GRID FACTOR		COUNTY: MONROE	CONSTRUCTION PROJECT NUMBER 5016-00-71	PS&E SHEET 100	E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.07
PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
19	BARBARA M. SCHMUCKER AND LAURA E. SCHMUCKER, AS JOINT TENANTS	FEE, TLE	1.41	0.79	2.20	0.76
21	PETER C. OPSAHL	FEE	1.39	1.06	2.45	-
23	NATHAN W. McKITTRICK AND MELISSA K. McKITTRICK, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	0.49	0.27	0.76	-
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
202	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS				

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

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-13	98+15	12' - 17' RT	MAILBOX & BUSINESS SIGN
E-14	95+51 - 97+84	25' - 37' RT	FENCE
E-15	98+25 - 99+90	30' - 37' RT	SHRUBS
E-16	104+97 - 115+73	24' - 35' RT	FENCE

R/W POINT TABLE

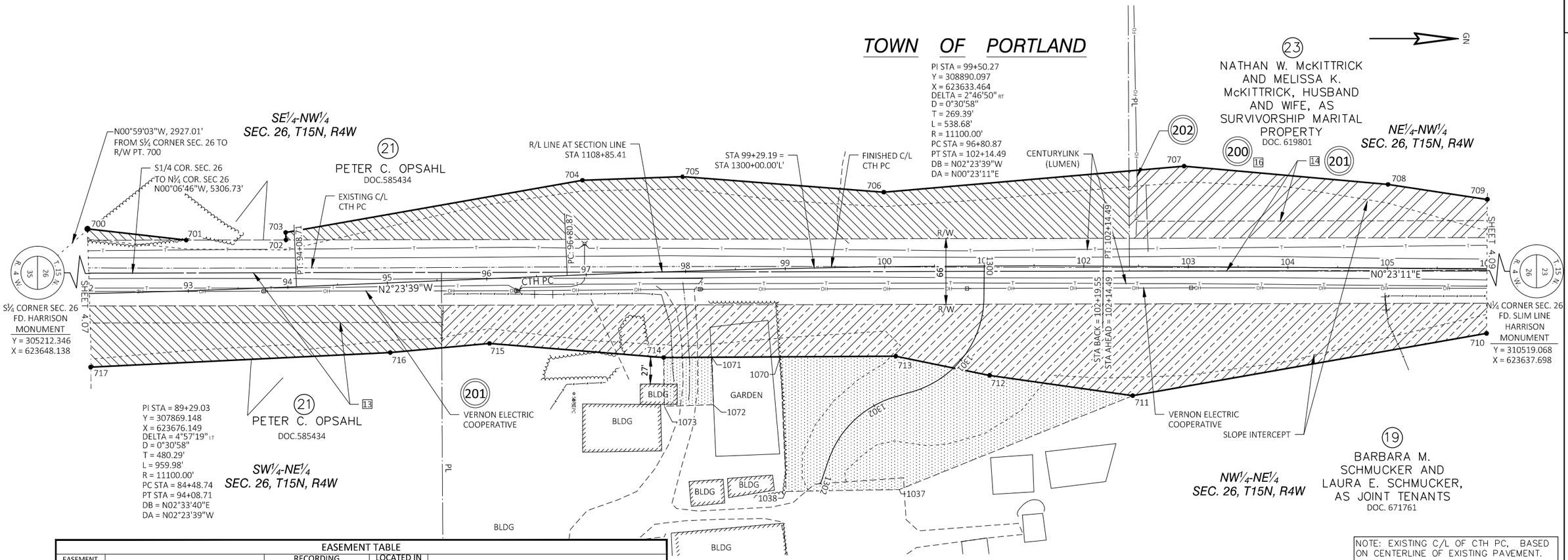
POINT NUMBER	STATION	OFFSET	Y	X
700	92+00.00	65.00'LT	308138.92	623597.861
701	92+99.48	50.95'LT	308238.234	623609.185
702	94+00.00	47.50'LT	308338.362	623608.988
703	94+00.00	55.00'LT	308338.054	623601.493
704	97+00.00	95.00'LT	308636.243	623549.011
705	98+00.00	95.00'LT	308737.034	623545.426
706	100+00.00	75.00'LT	308938.955	623560.978
707	102+95.00	101.00'LT	309240.672	623534.826
708	105+00.00	84.00'LT	309445.555	623553.209
709	106+00.00	69.50'LT	309545.456	623568.383
710	106+00.00	65.00'RT	309544.55	623702.88
711	102+45.00	130.00'RT	309189.119	623765.484
712	101+05.00	110.00'RT	309045.323	623745.099
713	100+10.00	90.00'RT	308951.021	623725.839
714	97+75.00	86.00'RT	308717.86	623727.136
715	96+00.00	65.00'RT	308542.849	623713.039
716	95+00.00	70.00'RT	308443.145	623722.212
717	92+00.00	74.00'RT	308142.119	623736.823

R/W LINE TABLE

POINT TO POINT	BEARING	DISTANCE
700 TO 701	N06° 30' 18"E	99.96'
701 TO 702	N00° 06' 46"W	100.13'
702 TO 703	S87° 39' 03"W	7.50'
703 TO 704	N09° 58' 55"W	302.77'
704 TO 705	N02° 02' 14"W	100.86'
705 TO 706	N04° 24' 15"E	202.52'
706 TO 707	N04° 57' 14"W	302.85'
707 TO 708	N05° 07' 37"E	205.71'
708 TO 709	N08° 38' 13"E	101.05'
709 TO 710	S89° 36' 50"E	134.50'
710 TO 711	S09° 59' 22"E	360.90'
711 TO 712	S08° 04' 07"W	145.23'
712 TO 713	S11° 32' 34"W	96.25'
713 TO 714	S00° 19' 07"E	233.16'
714 TO 715	S04° 36' 19"W	175.58'
715 TO 716	S05° 15' 23"E	100.12'
716 TO 717	S02° 46' 44"E	301.38'
717 TO 700	S88° 40' 57"W	139.00'

TLE POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
1037	100+12.00	224.00'RT	308954.614	623859.806
1038	98+96.00	224.00'RT	308840.964	623861.758
1070	98+93.00	88.625' RT	308834.961	623726.484
1071	98+24.00	87.51' RT	308766.500	623727.136
1072	98+24.00	135.00' RT	308767.873	623774.604
1073	97+74.00	135.00'RT	308718.503	623776.142



EASEMENT TABLE

EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
13	VERNON ELECTRIC COOPERATIVE	DOC. # 204191,159D., 209	21	50' WIDE EASEMENT IN THE (NW1/4-SE1/4) AND THE SOUTH 19 ACRES (SW1/4-NE1/4), SEC. 26, T15N., R.4W.
14	VERNON ELECTRIC COOPERATIVE	DOC. # 204195,159D., 211	23	50' WIDE EASEMENT IN THE (NE1/4-NW1/4), SEC. 26, T15N., R.4W.
16	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298700, V. 60, P. 224	23	BLANKET EASEMENT OF THE (NE1/4-NW1/4), SEC. 26, T.15N., R. 4W.

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 26, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

REVISION DATE
7/22/2024
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET 0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.08

PS&E SHEET 101

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.08

PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
19	BARBARA M. SCHMUCKER AND LAURA E. SCHMUCKER, AS JOINT TENANTS	FEE	0.85	0.73	1.58	-
23	NATHAN W. McKITTRICK AND MELISSA K. McKITTRICK, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	0.29	0.47	0.76	0.22
24	MAPLTWIN FARMS, LLC A WISCONSIN LIMITED LIABILITY COMPANY	FEE	1.42	0.59	2.01	-
25	SCOT T. PETERSON AND KURT B. PETERSON, AS JOINT TENANTS IN COMMON	FEE	0.44	0.32	0.76	-
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				
203	DAIRYLAND POWER COOPERATIVE	RELEASE OF RIGHTS				

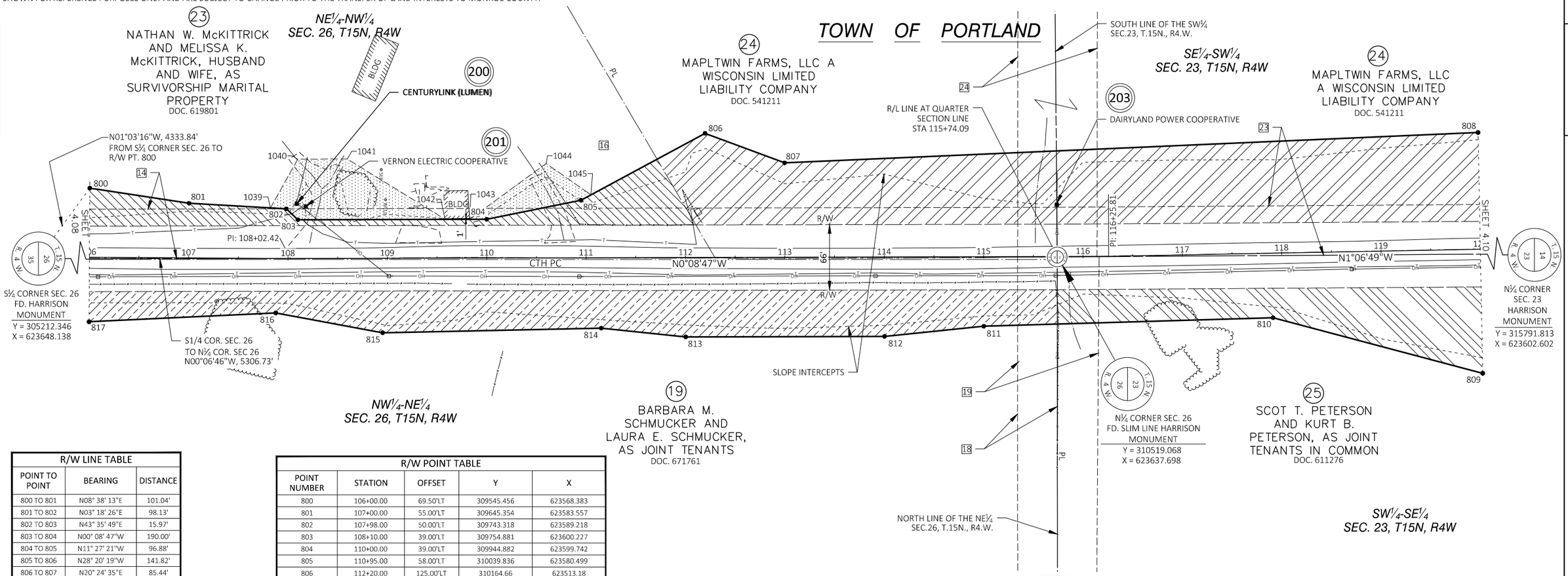
NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM THE TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR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

EASEMENT TABLE

EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
14	VERNON ELECTRIC COOPERATIVE	DOC. # 204195,159D., 211	23, 24	50' WIDE EASEMENT IN THE (NE1/4-NW1/4), SEC. 26, T15N., R.4W.
16	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 298700, V. 60, P. 224	23, 24	BLANKET EASEMENT OF THE (NE1/4-NW1/4), SEC. 26, T.15N., R. 4W.
18	DAIRYLAND POWER COOPERATIVE	DOC.# 605515	19, 25	NORTH 40' WIDE STRIP IN THE (NW1/4-NE1/4), SEC. 26, T.15N., R.4W.
19	DAIRYLAND POWER COOPERATIVE	DOC.# 606980	19, 25	80' WIDE STRIP IN THE (SW1/4-SE1/4), SEC. 23, T.15N., R.4W.
23	VERNON ELECTRIC COOPERATIVE	DOC. # 204197,159D., 212	24	50' WIDE EASEMENT IN THE E1/2- (SW1/4), SEC. 23, T15N., R.4W.
24	DAIRYLAND POWER COOPERATIVE	DOC.# 608502	24	80' WIDE STRIP IN THE (SW1/4-SE1/4), SEC. 23, T.15N., R.4W.

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-16	104+97 - 115+73	24' - 35' RT	FENCE
E-17	109+43	21'RT	MAILBOX
E-18	108+64 - 108+89	24' - 33' LT	SHRUBS & LANDSCAPING
E-19	111+31 - 111+96	32' - 33' LT	FENCE



R/W LINE TABLE

POINT TO POINT	BEARING	DISTANCE
800 TO 801	N08° 38' 13"E	101.04'
801 TO 802	N03° 18' 26"E	98.13'
802 TO 803	N43° 35' 49"E	15.97'
803 TO 804	N00° 08' 47"W	190.00'
804 TO 805	N11° 27' 21"W	96.88'
805 TO 806	N28° 20' 19"W	141.82'
806 TO 807	N20° 24' 35"E	85.44'
807 TO 808	N02° 30' 49"W	698.55'
808 TO 809	N88° 53' 11"E	242.56'
809 TO 810	S14° 49' 55"W	218.40'
810 TO 811	S01° 40' 39"E	291.18'
811 TO 812	S05° 51' 26"E	100.50'
812 TO 813	S00° 08' 47"E	200.00'
813 TO 814	S05° 53' 51"W	85.48'
814 TO 815	S01° 11' 16"E	220.04'
815 TO 816	S10° 27' 45"W	109.37'
816 TO 817	S02° 39' 30"E	188.27'
817 TO 800	N89° 36' 50"W	134.50'

R/W POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
800	106+00.00	69.50'LT	309545.456	623568.383
801	107+00.00	55.00'LT	309645.354	623583.557
802	107+98.00	50.00'LT	309743.318	623589.218
803	108+10.00	39.00'LT	309754.881	623600.227
804	110+00.00	39.00'LT	309944.882	623599.742
805	110+95.00	58.00'LT	310039.836	623580.499
806	112+20.00	125.00'LT	310164.66	623513.18
807	113+00.00	95.00'LT	310244.736	623542.976
808	120+00.00	117.56'LT	310942.618	623512.338
809	120+00.00	125.00'RT	310947.332	623754.847
810	117+90.00	65.00'RT	310736.211	623698.94
811	115+00.00	70.00'RT	310445.156	623707.464
812	114+00.00	80.00'RT	310345.183	623717.72
813	112+00.00	80.00'RT	310145.184	623718.231
814	111+15.00	71.00'RT	310060.156	623709.448
815	108+95.00	75.00'RT	309840.168	623714.009
816	107+88.00	55.00'RT	309732.612	623694.148
817	106+00.00	65.00'RT	309544.55	623702.88

TLE POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
1039	107+82.00	50.82'LT	309727.327	623588.294
1040	108+10.00	100.00'LT	309754.724	6235539.227
1041	108+60.00	100.00'LT	309804.727	623539.100
1042	109+58.17	39.00'LT	309903.053	623599.849
1043	109+82.98	39.00'LT	309927.86	623599.785
1044	110+60.00	95.00'LT	310004.737	623543.589
1045	111+05.00	63.35'LT	310049.823	623575.124

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTIONS 23 AND 26, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

REVISION DATE
7/22/2024 N.C.
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET 0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.09

PS&E SHEET 102

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.09

PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

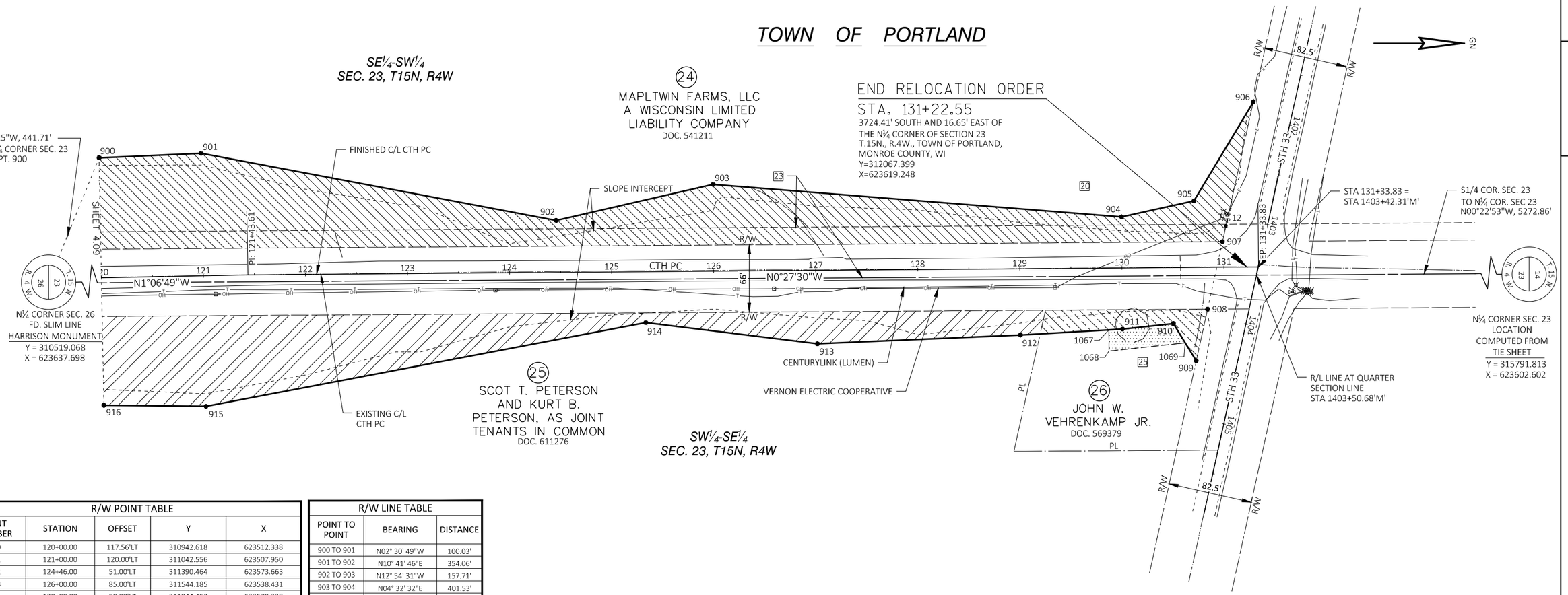
WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED						
			R/W ACRES REQUIRED			
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES REQUIRED
24	MAPLTWIN FARMS, LLC A WISCONSIN LIMITED LIABILITY COMPANY	FEE	1.36	0.83	2.19	-
25	SCOT T. PETERSON AND KURT B. PETERSON, AS JOINT TENANTS IN COMMON	FEE	0.91	0.72	1.63	-
26	JOHN W. VEHRENKAMP JR.	FEE, TLE	0.08	0.12	0.20	0.03
200	CENTURYLINK (LUMEN)	RELEASE OF RIGHTS				
201	VERNON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS				

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

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL	REMARKS
20	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 353163, V. 13, P. 91	24	BLANKET EASEMENT OF THE (NE1/4-SW1/4), SEC. 23, T.15N., R. 4W.
23	VERNON ELECTRIC COOPERATIVE	DOC. # 204197,159D., 212	24	50' WIDE EASEMENT IN THE E1/2- (SW1/4), SEC. 23, T15N., R.4W.
25	MONROE COUNTY TELEPHONE COOPERATIVE	DOC. # 316166, V. 68, P. 111	25, 26	BLANKET EASEMENT OF THE (NW1/4-SE1/4), SEC. 23, T.15N., R. 4W.

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	STATION/ STATION RANGE	OFFSET RANGE	ENCROACHMENT FEATURE
E-20	130+10	39' - 41' RT	CONCRETE SLAB



R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
900	120+00.00	117.56'LT	310942.618	623512.338
901	121+00.00	120.00'LT	311042.556	623507.950
902	124+46.00	51.00'LT	311390.464	623573.663
903	126+00.00	85.00'LT	311544.185	623538.431
904	130+00.00	50.00'LT	311944.453	623570.230
905	130+71.00	65.00'LT	312015.334	623554.662
906	131+29.90	161.51'LT	312073.459	623457.689
907	130+98.68	24.89'LT	312043.335	623594.552
908	130+83.61	41.09'RT	312028.787	623660.650
909	130+72.02	91.79'RT	312017.607	623711.444
910	130+50.00	55.00'RT	311995.290	623674.827
911	130+00.00	60.00'RT	311945.332	623680.226
912	129+00.00	65.00'RT	311845.375	623686.027
913	127+01.00	72.00'RT	311646.443	623694.619
914	125+33.00	50.00'RT	311478.265	623673.963
915	121+00.00	128.00'RT	311047.377	623755.903
916	120+00.00	125.00'RT	310947.332	623754.847

R/W LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
900 TO 901	N02° 30' 49"W	100.03'
901 TO 902	N10° 41' 46"E	354.06'
902 TO 903	N12° 54' 31"W	157.71'
903 TO 904	N04° 32' 32"E	401.53'
904 TO 905	N12° 23' 14"W	72.57'
905 TO 906	N59° 03' 44"W	113.06'
906 TO 907	S77° 35' 13"E	140.14'
907 TO 908	S77° 35' 13"E	67.68'
908 TO 909	S77° 35' 13"E	52.01'
909 TO 910	S58° 38' 23"W	42.88'
910 TO 911	S06° 10' 09"E	50.25'
911 TO 912	S03° 19' 16"E	100.13'
912 TO 913	S02° 28' 23"E	199.12'
913 TO 914	S07° 00' 07"W	169.44'
914 TO 915	S10° 46' 01"E	438.61'
915 TO 916	S00° 36' 17"W	100.05'
916 TO 900	S88° 53' 11"W	242.56'

FOUND POINTS				
POINT NUMBER	STATION	OFFSET	Y	X
12	131+02.22	40.34 LT	312046.742	623579.072

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1067	129+86.72	60.66' RT	311932.061	623380.997
1068	129+86.72	81.43' RT	311932.228	623701.759
1069	130+61.35	73.97' RT	312006.793	623693.700

NOTE: EXISTING C/L OF CTH PC, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH PC, BASED ON THE QUARTERLINE OF SECTION 23, PREVIOUS CSM AND PLAT OF SURVEYS AND WIS. STATUTE 82.31(2).

REVISION DATE
7/22/2024
8/29/2024

DATE 8/29/2024

GRID FACTOR

SCALE, FEET
0 100 200

HWY: CTH PC

COUNTY: MONROE

STATE R/W PROJECT NUMBER 5016-00-01

CONSTRUCTION PROJECT NUMBER 5016-00-71

PLAT SHEET 4.10

PS&E SHEET 103

E

FILE NAME : M08330_CTH PC_PLAT.DWG
LAYOUT NAME - 4.10

PLOT DATE : 8/29/2024 8:21 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75

FINISHED REALIGNMENT C/L 'A'-LINE (OCTAGON AVE.)

SEE P&P 'A'-LINE FOR DETAILS NOT SHOWN

PT: 202'A'+19.16

OCTAGON AVENUE

202'A'

203'A'

STA. 8+23 - STA. 8+63, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAILS)

STA. 201'A'+48 - STA. 203'A'+52, LT.
REMOVE OLD ROADBED
(PAID FOR AS EXCAVATION COMMON)
REMOVING SMALL PIPE CULVERTS
STA. 10+97
REMOVE 18" CMCP

VERNON ELECTRIC COOPERATIVE

EXISTING C/L OCTAGON AVE.

BRIGHTSPEED (TYP.)

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

STA. 12+00 - STA. 13+00, LT.
GRUBBING REQ'D

STA. 8+93 - STA. 24+32, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 11+28, LT.
REMOVING SMALL PIPE CULVERTS
REMOVE 18" CMP (P.E.)
CONSTRUCT P.E. (B.A.D.)

TERRY D. MLSNA

AARON R. MILLER

BLDG

FINISHED C/L CTH PC

VERNON ELECTRIC COOPERATIVE

SEE P&P 'N'-LINE FOR DETAILS NOT SHOWN

STA. 16+15, LT.
CONSTRUCT P.E. (B.A.D.)

SLOPE INTERCEPTS

TLE

REUBEN L. MILLER

FINISHED REALIGNMENT C/L 'N'-LINE (P.E.)

1503'N'

1504'N'

1505'N'

1506'N

1502'N'

1501'N'

PC: 19+59.18

CTH PC

MATCHLINE STA. 22+00

N

R/W

P.L.

90°0'0"

PC: 8+51.13

STA. 8+78.33 (CTH PC) =
STA. 203'A'+66.80 ('A'-LINE (OCTAGON AVE.))
TYPE D INTERSECTION REQ'D.
(SEE INTERSECTION DETAILS)

EMMANUEL R. MILLER

VERNON COUNTY
MONROE COUNTY

PT: 11+39.42

STA. 9+80
EXISTING BOX CULVERT TO
BE EXTENDED LT. & RT.
(WORK BY OTHERS)

DAVID P. BRUEGGEN REVOCABLE TRUST

STA. 10+82, RT.
CONSTRUCT P.E. (B.A.D.)

STA. 11+66, RT.
CONSTRUCT P.E. (B.A.D.)

STA. 8+00 - STA. 9+00, RT.
GRUBBING REQ'D

STA. 12+00 - STA. 18+00, RT.
GRUBBING REQ'D

STA. 15+00, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 15+00 - STA. 17+50, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 17+50, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

JULIE A. ONSHUS

SEPV

EXISTING SEPTIC SYSTEM TO REMAIN

EXISTING C/L CTH PC

STA. 19+00 - STA. 20+00, RT.
GRUBBING REQ'D

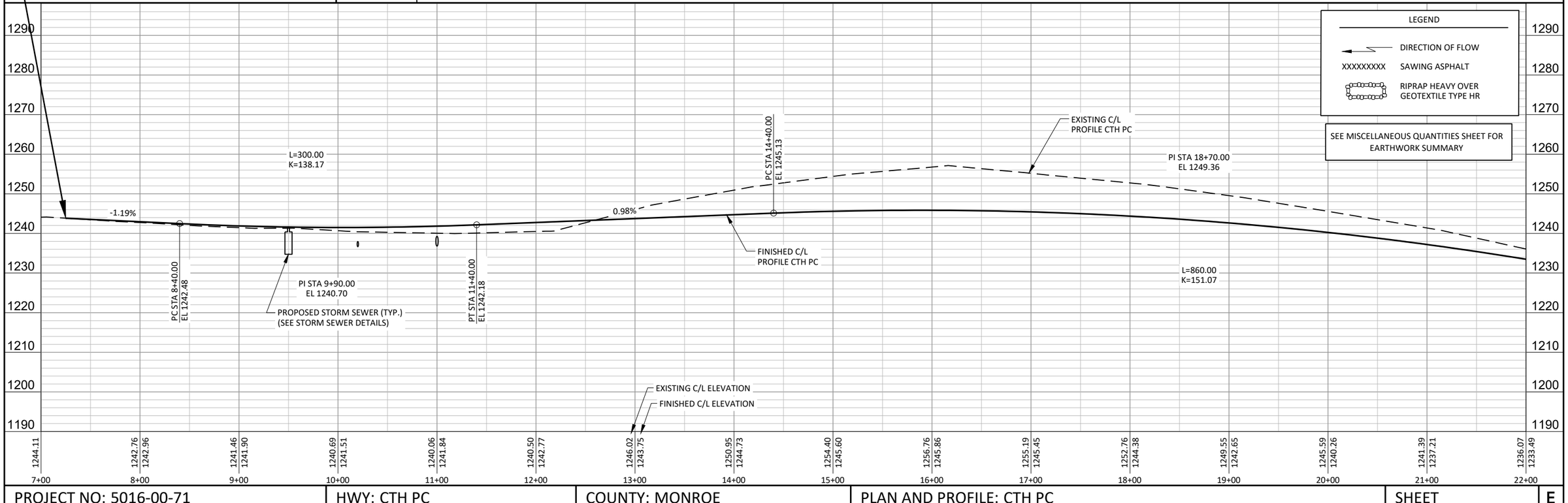
REMOVING FENCE REQUIRED
STA. 10+81 - STA. 11+73, RT. STA. 12+83 - STA. 27+24, LT. STA. 14+69 - STA. 21+59, RT.

5

BEGIN PROJECT
STA. 7+25.00
Y=299,670.13
X=623,663.66

STA. 7+51, RT.
CONSTRUCT P.E. (B.A.D.)
REMOVING SMALL PIPE CULVERTS
REMOVE UNKNOWN SIZE CMCP (P.E.)
(1) CULVERT PIPE CLASS III-A 36-INCH
(2) APRON ENDWALLS REQ'D

5



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:06 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 1

STA. 8+93 - STA. 24+32, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 24+00 - STA. 25+00, LT.
GRUBBING REQ'D

STA. 24+05, LT.
CONSTRUCT F.E. (B.A.D.)

STA. 24+32, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 25+36, LT.
REMOVING SMALL PIPE CUVLERTS
REMOVE 12" CMCP (F.E.)
EXISTING DRIVEWAY TO BE RELOCATED
REMOVE EXISTING DRIVEWAY
(PAID FOR AS "EXCAVATION COMMON")
PARCEL ACCESS RELOCATED
TO STA. 24+05, LT.

STA. 26+00 - STA. 27+00, LT.
GRUBBING REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 28+05, LT.
REMOVE 24" CMCP (P.E.)

STA. 27+48, LT.
CONCRETE SURFACE DRAINS REQ'D

STA. 26+88 - STA. 27+56, LT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA. 25+89 - STA. 26+88
STRUCTURE B-41-333 REQ'D
(SEE STRUCTURE PLANS)

STA. 28+00 - STA. 29+00, LT.
GRUBBING REQ'D

EXISTING SEPTIC
SYSTEM TO REMAIN

STA. 28+07, LT.
EXISTING DRIVEWAY TO BE RELOCATED
REMOVE EXISTING DRIVEWAY
(PAID FOR AS "EXCAVATION COMMON")
PARCEL ACCESS RELOCATED TO STA. 28+50, LT.

STA. 28+50, LT.
CONSTRUCT P.E. (B.A.D.)

STA. 33+97 LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 34+02
REMOVE UKNOWN SIZE CMCP

PI STA. 31+56.46
Y = 302,101.37
X = 623,661.16

PAUL T.
NELSON

MARK D.
JOTHEN

DAVID P.
BRUEGGEN
REVOCABLE
TRUST

MATCHLINE STA. 22+00

MATCHLINE STA. 37+00

BLDG

VERNON ELECTRIC COOPERATIVE

PT: 24+06.64

PI: 25+70.00

PI: 31+56.46

180°57'29"

180°34'55"

CTH PC

EXISTING C/L P.E.

PROPOSED REALIGNMENT
'B'-LINE (P.E.)

FINISHED C/L
CTH PC

EXISTING C/L CTH PC

SLOPE INTERCEPTS

BRIGHTSPEED (TYP.)

VERNON COMMUNICATIONS
COOPERATIVE (TYP.)

301'B'

401'C'

TLE

SEPTIC

SEPTIC

OH

R/W

P.L.

N

SEE P&P FOR 'B'-LINE AND 'C'-LINE
FOR DETAILS NOT SHOWN

APPROXIMATE LOCATION
OF GEOTHERMAL SYSTEM

STA. 28+50, RT.
CONSTRUCT P.E. (B.A.D.)

EXISTING UNDERGROUND GEOTHERMAL
SYSTEM LOCATED ON PARCEL WITH
ADDRESS 30658 COUNTY RD PC
(EXACT LOCATION UNKNOWN)

PROPOSED REALIGNMENT
'C'-LINE (P.E.)

STA. 26+88 - STA. 27+56, RT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA. 27+48, RT.
CONCRETE SURFACE DRAINS REQ'D

STA. 26+40
REMOVING STRUCTURE
REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 28+50, RT. (P.E.)
REMOVE 24" CMCP

STA. 22+00 - STA. 27+00, RT.
GRUBBING REQ'D

REMOVING FENCE REQUIRED
STA. 12+83 - STA. 27+24, LT. STA. 23+23 - STA. 28+34, RT. STA. 28+66 - STA. 39+55, RT. STA. 29+94 - STA. 48+62, LT.

LEGEND	
←	DIRECTION OF FLOW
XXXXXXXXX	SAWING ASPHALT
	RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR
EARTHWORK SUMMARY

PT STA 23+00.00
EL 1229.11

PC STA 23+00.00
EL 1229.11

STRUCTURE B-41-0333 REQ'D
(SEE STRUCTURE PLANS)

L=1060.00
K=136.94

PI STA 28+30.00
EL 1204.16

EXISTING C/L
PROFILE CTH PC

3.03%

FINISHED C/L
PROFILE CTH PC

PT STA 33+60.00
EL 1220.22

PC STA 35+65.00
EL 1226.44

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

1260 1250 1240 1230 1220 1210 1200 1190 1180 1170 1160

1236.07	1228.74	1218.13	1207.45	1201.60	1199.86	1200.57	1204.79	1212.43	1217.88	1220.25	1221.47	1222.90	1225.59	1228.43	1230.43
1233.49	1229.11	1224.77	1221.15	1218.27	1216.12	1214.70	1214.00	1214.04	1214.81	1216.31	1218.54	1221.44	1224.47	1227.53	1231.02
22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

REMOVING FENCE REQUIRED

STA. 29+94 - STA. 48+62, LT.
STA. 37+08 - STA. 38+81, RT.
STA. 46+55 - STA. 47+30, RT.
STA. 50+15 - STA. 53+87, RT.

STA. 39+25, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

MARK D. JOTHEN

STA. 39+25 - STA. 43+00 LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

REMOVING SMALL PIPE CULVERTS
STA. 44+36
REMOVE 15" CMCP

STA. 43+00
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 46+20
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 48+00 - STA. 53+00, LT.
GRUBBING REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 49+43
REMOVE UNKNOWN SIZE CMCP

STA. 50+91 LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

MARK D. JOTHEN

N

STA. 42+04.65 (CTH PC) =
STA. 500'D'+00.00 ('D'-LINE (ODIN AVE.))
TYPE D INTERSECTION REQ'D.
(SEE INTERSECTION DETAIL)

PI STA. 40+47.65
Y = 302,992.56
X = 623,661.93

MATCHLINE STA. 37+00

MATCHLINE STA. 52+00

VERNON ELECTRIC COOPERATIVE

R/W

PI: 40+47.65

FINISHED C/L CTH PC

PC: 43+47.80

179°44'10"

91°0'18"

SLOPE INTERCEPTS

TLE

CTH PC

DAVID P. BRUEGGEN REVOCABLE TRUST

ERIC D. PETERSON

STA. 41+33 - STA. 41+88, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 41+33, RT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

STA. 41+00 - STA. 42+00, RT.
GRUBBING REQ'D

ODIN AVENUE

501'D'

FINISHED C/L 'D'-LINE (ODIN AVE.)

PC: 501'D'+24.49

STA. 42+18 - STA. 42+68, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

BRIGHTSPEED (TYP.)

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

FANNIE S. MILLER

FINISHED C/L 'O'-LINE (P.E.)

160'O'

ERIC D. PETERSON

DAVID L. PETERSON

STA. 47+68, RT.
CONSTRUCT P.E. (B.A.D.)

STA. 50+09, RT.
CONSTRUCT P.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D

STA. 48+00 - STA. 50+00, RT.
GRUBBING REQ'D

TYLER LUCKASSON

EXISTING C/L CTH PC

SEE P&P 'D'-LINE FOR DETAILS NOT SHOWN

SEE P&P 'O'-LINE FOR DETAILS NOT SHOWN

BLDG

P.L.

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

FINISHED C/L PROFILE CTH PC

5.42%

PC STA 51+65.00
EL 1307.75

L=450.00
K=188.64

PI STA 37+90.00
EL 1233.26

PT STA 40+15.00
EL 1245.45

STA. 43+00
1 - 30" CMCP REQ'D

STA. 46+15
1 - 24" CMCP REQ'D

EXISTING C/L PROFILE CTH PC

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

1230.43	1233.21	1237.96	1244.75	1253.64	1262.03	1265.98	1265.82	1266.35	1267.96	1271.14	1276.56	1282.89	1289.23	1299.68	1306.23
1231.02	1235.03	1239.57	1244.64	1250.06	1255.47	1260.89	1266.31	1271.73	1277.14	1282.56	1287.98	1293.40	1298.81	1304.23	1309.61
37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:19 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 3

STA. 52+60 - STA. 53+00, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAILS)

STA. 52+60, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 48+00 - STA. 53+00, LT.
GRUBBING REQ'D

FINISHED REALIGNMENT
C/L 'E'-LINE (OBOE AVE)

STA. 53+31 - STA. 61+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAILS)

STA. 53+15 - STA. 54+50, LT.
REMOVE OLD ROADBED
(PAID FOR AS EXCAVATION COMMON)

SEE P&P 'E'-LINE & 'F'-LINE
FOR DETAILS NOT SHOWN

REMOVING FENCE REQUIRED
STA. 50+15 - STA. 53+87, RT.

STA. 61+95, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 62+20
REMOVE 12" CMCP

STA. 61+00 - STA. 63+00, LT.
GRUBBING REQ'D

STA. 63+50 - STA. 67+05 LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 64+00, LT.
CONSTRUCT F.E. (B.A.D.)

N

MARK D. JOTHEN

PAUL N. KAUFFMAN

MELVIN J. MILLER

TYLER LUCKASSON

B. JOHNSON'S ADDITION IMMANUEL LUTHERAN

LOUISE C. SHARPING REVOCABLE TRUST

TRUSTEES OF IMMANUEL LUTHERAN CONGREGATION

VERNON ELECTRIC COOPERATIVE

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

MATCHLINE STA. 52+00

MATCHLINE STA. 67+00

603'E'

701'F'

702'F'

801'G'

802'G'

803'G'

804'G'

805'G'

1001'I'

1002'I'

OBOE AVENUE

ODESSA AVENUE

CTH PC

R/W

P.L.

TLE

BLDG

CHURCH

87°15'18"

88°35'52"

85°28'34"

PT: 53+66.45
PC: 53+78.73

PT: 63+49.58
PC: 64+10.22

STA. 53+15.54 (CTH PC) =
STA. 604'E'+48.94 ('E'-LINE (OBOE AVE.))
TYPE D INTERSECTION REQ'D.

EXISTING C/L 'E'-LINE
(OBOE AVE.)

FINISHED C/L
CTH PC

BRIGHTSPEED (TYP.)

EXISTING C/L CTH PC

STA. 62+69.04 (CTH PC) =
STA. 1000'I'+00.00 ('I'-LINE (ODESSA AVE.))
TYPE D INTERSECTION REQ'D.

SLOPE INTERCEPTS

FINISHED REALIGNMENT C/L
'G'-LINE (FRONTAGE ROAD)

STA. 52+85 - STA. 60+02 RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 55+75 - STA. 58+30 RT.
RETAINING WALL REQ'D (R-41-10)
(SEE STRUCTURE PLANS)

FINISHED REALIGNMENT C/L
'H'-LINE CEMETERY DWY)

STA. 60+32 - STA. 62+60, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAILS)

STA. 60+16, RT.
CONSTRUCT P.E. (ASPHALT)

STA. 60+73 - STA. 62+20, RT.
CONSTRUCT CHURCH PARKING LOT
(SEE CONSTRUCTION DETAILS FOR
LAYOUT)

SEE P&P 'G'-LINE & 'H'-LINE
FOR DETAILS NOT SHOWN

REMOVING SMALL PIPE CULVERTS
STA. 62+01, RT.
REMOVE 12" CMCP

STA. 61+96 - STA. 62+04, RT.
REMOVING CONCRETE SIDEWALK REQ'D

STA. 61+96 - STA. 62+04, RT.
CONCRETE SIDEWALK 4-INCH OVER 6" BASE
AGGREGATE DENSE 1 1/4-INCH REQ'D

STA. 62+89 - STA. 63+30, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAILS)

STA. 63+30, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

FINISHED C/L 'I'-LINE
(ODESSA AVE)

SEE P&P 'I'-LINE FOR
DETAILS NOT SHOWN

ENVIRONMENTALLY SENSITIVE AREA

SEE P&P 'F'-LINE FOR
DETAILS NOT SHOWN

STA. 52+85, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 52+63
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 54+72, RT. (P.E.)
REMOVE 12" CMCP

FINISHED REALIGNMENT
C/L 'F'-LINE (P.E.)

SLOPE INTERCEPTS

STA. 53+16, RT.
CONSTRUCT P.E. (B.A.D.)

STA. 54+72, RT.
EXISTING DRIVEWAY TO BE RELOCATED
REMOVE EXISTING DRIVEWAY
(PAID FOR AS "EXCAVATION COMMON")

5

5

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

PI STA 58+25.00
EL 1343.51

L=1320.00
K=152.79

EXISTING C/L
PROFILE CTH PC

PT STA 64+85.00
EL 1322.24

-3.22%

PROPOSED STORM SEWER
(SEE STORM SEWER DETAILS)

FINISHED C/L
PROFILE CTH PC

STA. 52+63
1 - 24" CMCP REQ'D

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

1370 1360 1350 1340 1330 1320 1310 1300 1290 1280 1270

52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00
1306.23	1318.26	1325.19	1330.41	1334.56	1336.89	1335.26	1332.79	1329.85	1330.94	1330.37	1325.02	1327.54	1328.10	1323.97	1317.89
1309.61	1314.47	1318.68	1322.23	1325.13	1327.37	1328.96	1329.89	1330.17	1329.80	1328.77	1327.08	1324.75	1321.76	1318.54	1315.32

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:26 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 4

STA. 67+84, LT.
CONSTRUCT P.E. (B.A.D.)
REMOVING SMALL PIPE CULVERTS
REMOVING UNKNOWN SIZE CMCP (P.E.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 67+05, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

MATCHLINE STA. 67+00

STA. 68+01 RT.
CONSTRUCT F.E. (B.A.D.)
REMOVING SMALL PIPE CULVERTS
REMOVE 12" CMCP (F.E.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

MELVIN J. MILLER

STA. 69+34, LT.
REMOVE EXISTING DRIVEWAY
(PAID FOR AS EXCAVATION COMMON)

STA. 69+34, LT.
REMOVE EXISTING P.E.
PARCEL ACCESS RELOCATED
TO STA. 69+90, LT.

STA. 69+90, LT.
CONSTRUCT P.E. (B.A.D.)

SEE P&P 'P'-LINE FOR DETAILS
NOT SHOWN

PAUL N. KAUFFMAN

STA. 70+00 - STA. 72+00, RT.
GRUBBING REQ'D

STA. 72+00 - STA. 73+00, LT.
GRUBBING REQ'D

STA. 72+75
REMOVING STRUCTURE REQ'D
REMOVE EXISTING CATTLE PASS
(1) CULVERT PIPE CLASS IV 72-INCH
(2) APRON ENDWALLS REQ'D

STA. 73+63, RT.
REMOVE EXISTING F.E.

STA. 75+55, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D

VERNON ELECTRIC COOPERATIVE

BRIGHTSPEED

PT: 69+66.71

PC: 76+04.67

P.I.

P.I.

CTH PC

R/W

BLDG

BARBARA M. SCHMUCKER

REMOVING FENCE REQUIRED

STA. 68+39 - STA. 69+85, LT.
STA. 69+82 - STA. 72+91, LT.
STA. 69+96 - STA. 72+72, RT.
STA. 72+93 - STA. 76+43, LT.
STA. 74+22 - STA. 78+14, RT.

SLOPE INTERCEPTS

EXISTING C/L
CTH PC

FINISHED C/L
CTH PC

STA. 77+00, RT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

STA. 77+00 - STA 81+05 RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 78+00 - STA. 80+00, RT.
GRUBBING REQ'D

JOHN C. OPSAHL

STA. 81+05, RT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

VERNON ELECTRIC COOPERATIVE

MATCHLINE STA. 82+00

N

68 69 70 71 72 73 74 75 76 77 78 79 80 81

5

5

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

-3.22%

FINISHED C/L
PROFILE CTH PC

L=500.00
K=138.02

PC STA 70+50.00
EL 1304.04

PI STA 73+00.00
EL 1295.99

PT STA 75+50.00
EL 1296.99

EXISTING C/L
PROFILE CTH PC

STA. 72+75
1 - 72" CMCP REQ'D

PC STA 77+15.00
EL 1297.65

PI STA 79+05.00
EL 1298.41

0.40%

L=380.00
K=159.66

PT STA 80+95.00
EL 1294.65

-1.98%

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

1350 1340 1330 1320 1310 1300 1290 1280 1270 1260 1250

67+00	68+00	69+00	70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00
1317.89	1311.53	1305.11	1295.62	1282.83	1270.62	1264.91	1265.43	1271.23	1283.11	1297.35	1308.93	1314.38	1311.86	1303.07	1293.02
1315.32	1312.10	1308.87	1305.65	1302.52	1300.02	1298.25	1297.20	1296.88	1297.19	1297.59	1297.77	1297.32	1296.25	1294.55	1292.58

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:32 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 5

BARBARA M. SCHMUCKER

REMOVING SMALL PIPE CULVERTS
STA. 87+22, LT.
REMOVE 3.5'X5' ELLIPTICAL CMCP

STA. 87+59 - STA. 88+09, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 87+59, LT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

SEE P&P 'J'-LINE FOR
DETAILS NOT SHOWN

PROPOSED REALIGNMENT
C/L 'J'-LINE (OAKDALE AVE)

STA. 88+22.44 (CTH PC) =
STA. 1109'J'+34.73 ('J'-LINE (OCTAGON AVE.))
TYPE D INTERSECTION REQ'D.
(SEE INTERSECTION DETAIL)

SEE P&P 'K'-LINE & 'L'-LINE FOR
DETAILS NOT SHOWN

PROPOSED REALIGNMENT C/L 'K'-LINE

STA. 88+39 - STA. 88+95, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 88+39, LT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

STA. 89+00, LT. & RT.
REMOVE OLD ROADBED
(PAID FOR AS EXCAVATION COMMON)

STA. 90+00 - STA. 93+00, LT.
GRUBBING REQ'D

PETER C. OPSAHL

REMOVING FENCE REQUIRED
STA. 82+67 - STA. 88+66, LT. STA. 90+86 - STA. 91+30, LT. & RT. STA. 95+52 - STA. 97+84, RT.

N

MATCHLINE STA. 82+00

MATCHLINE STA. 97+00

PT: 82+19.45

PC: 84+48.74

PT: 94+08.71

PC: 96+80.87

R/W

SLOPE INTERCEPTS

OAKDALE AVENUE

PC: 1106'J'+72.90

1107'J'

1108'J'

1109'J'

1110'J'

1111'J'

1201'K'

PT: 1201'K'+52.41

PT: 1107'J'+61.54

91°21'17"

TLE

BLDG

FINISHED C/L
CTH PC

EXISTING C/L
CTH PC

CTH PC

VERNON ELECTRIC COOPERATIVE

BRIGHTSPEED (TYP.)

VERNON COMMUNICATIONS
COOPERATIVE (TYP.)

EXISTING C/L 'J'-LINE (OAKDALE AVE)

PC: 1110'J'+39.26

STA. 87+24
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 88+13
(1) CULVERT PIPE CLASS IV 60-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

JOHN C. OPSAHL

STA. 87+00 - STA. 89+00, RT.
GRUBBING REQ'D

STA. 87+51 - STA. 88+06, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 87+51, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

STA. 88+36 - STA. 88+86, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(SEE INTERSECTION DETAIL)

STA. 88+36, RT.
ASPHALTIC CURB &
ASPHALTIC FLUME REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 89+07, LT.
REMOVE 24" CMCP

REMOVING SMALL PIPE CULVERTS
STA. 89+39, LT.
REMOVE 24" CMCP

PETER C. OPSAHL

STA. 91+51, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 95+50 - STA. 100+05, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 95+50, RT.
ASPHALTIC CURB &
ASPHALTIC FLUMES REQ'D

BARBARA M. SCHMUCKER

5

5

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

L=780.00
K=137.47

-1.98%

3.69%

FINISHED C/L
PROFILE CTH PC

EXISTING C/L
PROFILE CTH PC

PC STA 84+10.00
EL 1288.42

PI STA 88+00.00
EL 1280.70

PT STA 91+90.00
EL 1295.11

PC STA 94+95.00
EL 1306.38

STA. 87+24
1 - 24" CMCP REQ'D

STA. 88+13
1 - 60" CMCP REQ'D

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

82+00	83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00	91+00	92+00	93+00	94+00	95+00	96+00	97+00
1293.02 / 1292.58	1284.16 / 1290.60	1282.20 / 1288.62	1280.93 / 1286.93	1276.27 / 1285.97	1269.01 / 1285.74	1268.93 / 1286.23	1272.56 / 1287.46	1276.83 / 1289.40	1282.88 / 1292.08	1286.25 / 1295.48	1290.20 / 1299.18	1296.43 / 1302.87	1305.72 / 1306.57	1317.29 / 1309.90	1325.07 / 1312.58

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:39 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 6

PETER C. OPSAHL

NATHAN MCKITTRICK

MAPLTWIN FARMS, LLC

BARBARA M. SCHMUCKER

N

MATCHLINE STA. 97+00

MATCHLINE STA. 112+00

CTH PC

STA. 102+60, LT.
REMOVE EXISTING F.E.
PARCEL ACCESS RELOCATED
TO STA. 106+01, LT.

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

SLOPE INTERCEPTS

BRIGHTSPEED (TYP.)

PT: 102+14.49

180°10'46"

179°28'2"

FINISHED C/L CTH PC

EXISTING C/L CTH PC

VERNON ELECTRIC COOPERATIVE

STA BACK = 102+19.55

STA AHEAD = 102+14.49

EQUATION

PI: 108+02.42

EXISTING C/L P.E.

STA. 95+50 - STA. 100+05, RT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 97+97, RT.
REMOVE EXISTING P.E.
PARCEL ACCESS RELOCATED
TO STA. 101+00, RT.

REMOVING SMALL PIPE CULVERTS
STA. 99+67
REMOVE 18" CMCP

STA. 97+97, RT.
REMOVE EXISTING DRIVEWAY
(PAID FOR AS EXCAVATION COMMON)

1302.1'

FINISHED REALIGNMENT C/L ('L'-LINE)

STA. 97+00 - STA. 99+00, RT.
GRUBBING REQ'D

SEE P&P 'L'-LINE FOR DETAILS
NOT SHOWN

STA. 101+00, RT.
CONSTRUCT P.E. (B.A.D.)

REMOVING FENCE REQUIRED
STA. 95+52 - STA. 97+84, RT. STA. 104+98 - STA. 115+75, RT. STA. 110+56 - STA. 112+17, LT.

PI STA. 108+02.42
Y = 309,747.40
X = 623,639.25

STA. 107+00 - STA. 108+00, RT.
GRUBBING REQ'D

STA. 106+01, LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 108+14, LT.
CONSTRUCT P.E. (B.A.D.)

STA. 108+98, LT.
EXISTING WELL (TO REMAIN)
FENCE SAFETY REQ'D

BLDG

STA. 109+68, LT.
CONSTRUCT P.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 110+90, LT.
CONSTRUCT P.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 109+22 - STA. 109+58, LT.
DEBRIS PILE AND LANDSCAPING
MATERIALS TO REMAIN ON SITE

STA. 111+00 - STA. 112+00, LT.
GRUBBING REQ'D

FENCE SAFETY REQ'D

TLE

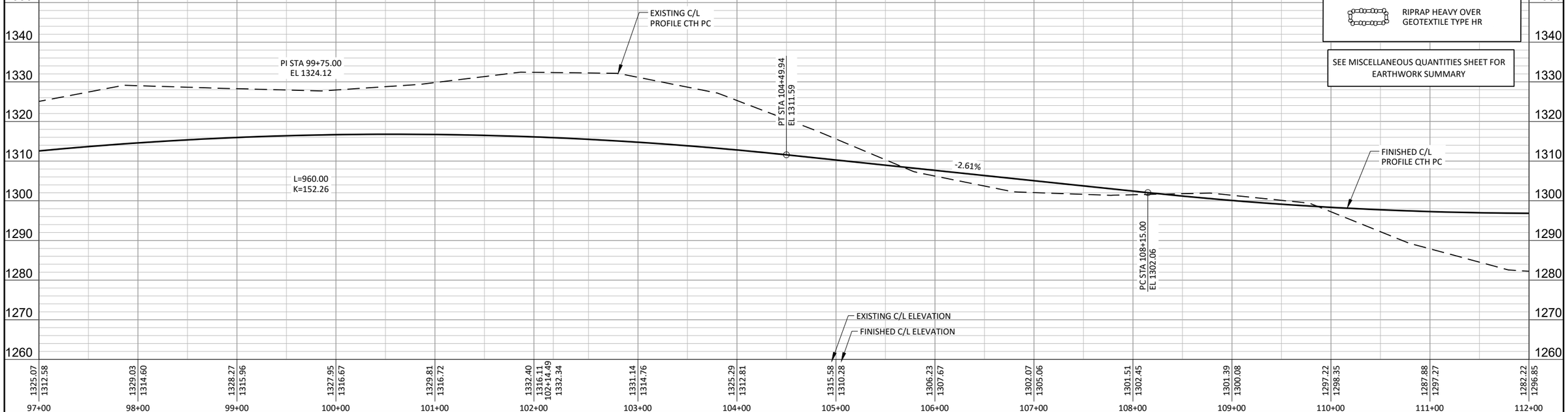
R/W

P.L.

F.E.

O/H

5



LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:45 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 7

MAPLTWIN FARMS, LLC

STA. 115+54, LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 115+49, LT.
REMOVE 14" CMCP (P.E.)

REMOVING SMALL PIPE CULVERTS
STA. 116+39
REMOVE 14" CMCP

MAPLTWIN FARMS, LLC

STA. 123+01, LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 121+61, LT.
REMOVE EXISTING F.E.
PARCEL ACCESS RELOCATED
TO STA. 123+01, LT.

STA. 122+36, LT.
REMOVE EXISTING F.E.
PARCEL ACCESS RELOCATED
TO STA. 123+01, LT.

REMOVING SMALL PIPE CULVERTS
STA. 126+65
REMOVE 18" CMCP

STA. 126+64
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

N

MATCHLINE STA. 112+00

MATCHLINE STA. 127+00

SLOPE INTERCEPTS

DAIRYLAND POWER COOPERATIVE

R/W

PI: 116+25.81

PI: 121+43.61

179°1'58"

180°39'18"

FINISHED C/L CTH PC

EXISTING C/L CTH PC

CTH PC

BRIGHTSPEED

VERNON ELECTRIC COOPERATIVE

REMOVING SMALL PIPE CULVERTS
STA. 112+41
REMOVE 24" CMCP

STA. 112+50
(1) CULVERT PIPE CLASS IV 60-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

BARBARA M. SCHMUCKER

PI STA. 116+25.81
Y = 310,570.79
X = 623,637.14

STA. 115+88, RT.
REMOVE EXISTING F.E.
PARCEL ACCESS RELOCATED
TO STA. 123+01, RT.

P.L.

REMOVING FENCE REQUIRED
STA. 104+98 - STA. 115+75, RT. STA. 110+56 - STA. 112+17, LT.

PI STA. 121+43.61
Y = 311,088.49
X = 623,627.08

SCOT T. PETERSON

STA. 123+01, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

5

5

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

EXISTING C/L PROFILE CTH PC

PT STA 126+40.00
EL 1343.05

PC STA 122+00.00
EL 1325.67

PI STA 124+20.00
EL 1337.10

L=200.00
K=174.46

5.20%

STA. 126+64
1 - 24" CMCP REQ'D

L=440.00
K=176.43

4.05%

PI STA 120+70.00
EL 1318.92

PT STA 121+70.00
EL 1324.11

L=1020.00
K=153.16

PT STA 118+35.00
EL 1309.40

FINISHED C/L PROFILE CTH PC

PC STA 119+70.00
EL 1314.87

PI STA 113+25.00
EL 1288.75

STA. 112+50
1 - 60" CMCP REQ'D

EXISTING C/L ELEVATION

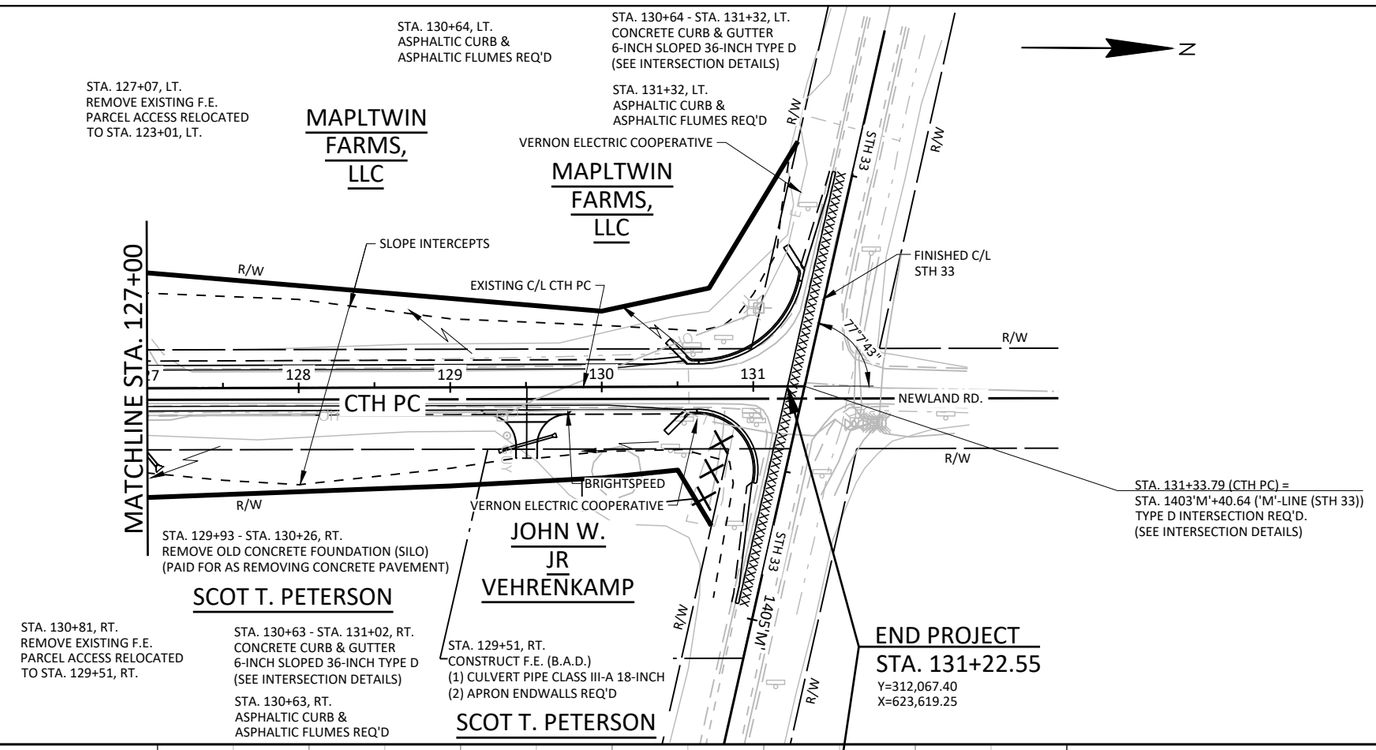
FINISHED C/L ELEVATION

1360 1350 1340 1330 1320 1310 1300 1290 1280 1270 1260

113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00
1281.50	1285.57	1294.14	1303.98	1310.76	1317.47	1325.98	1334.67	1340.50	1341.36	1338.45	1335.85	1334.49	1333.51	1333.79
1297.08	1297.96	1299.50	1301.69	1304.53	1308.02	1312.03	1316.11	1320.62	1325.67	1330.58	1334.93	1338.71	1341.92	1344.67

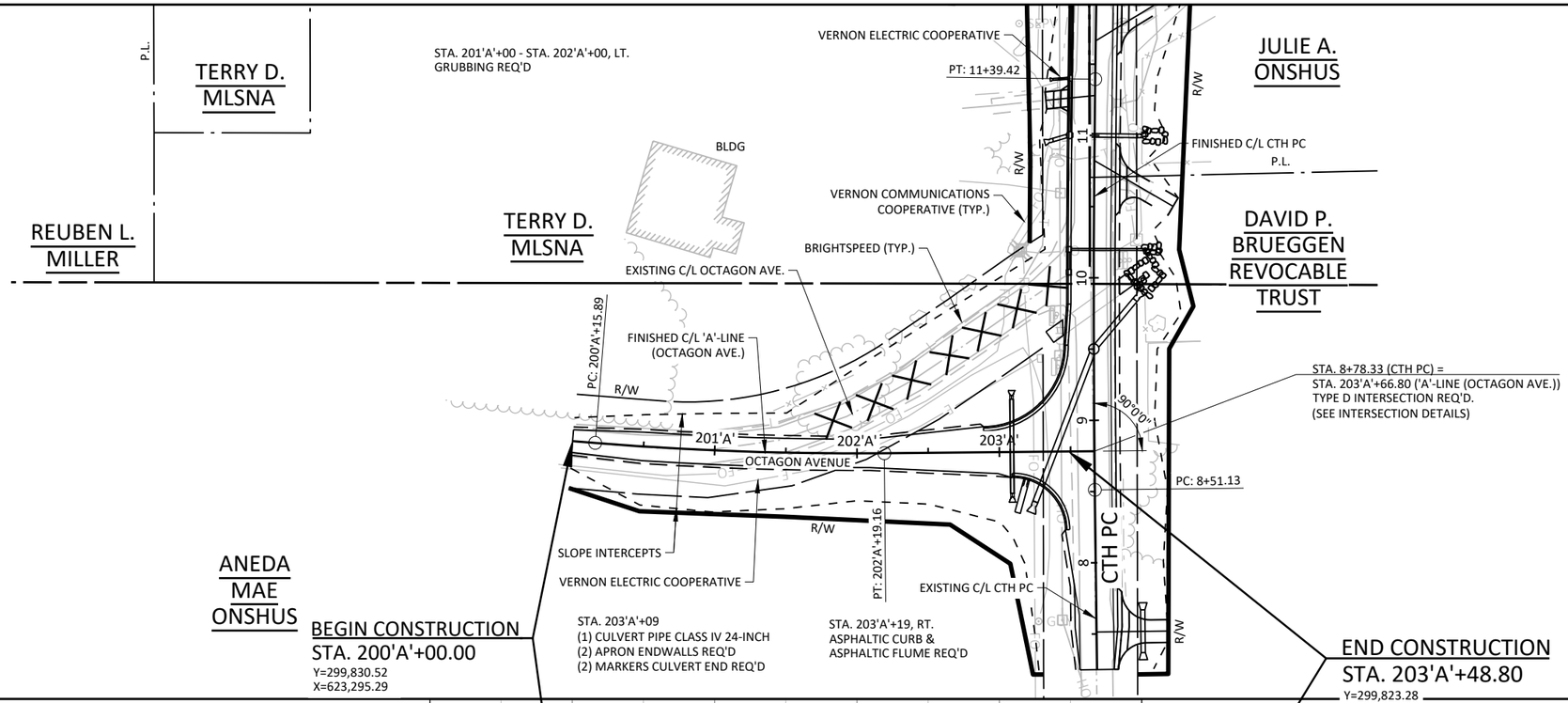
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:52 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 8

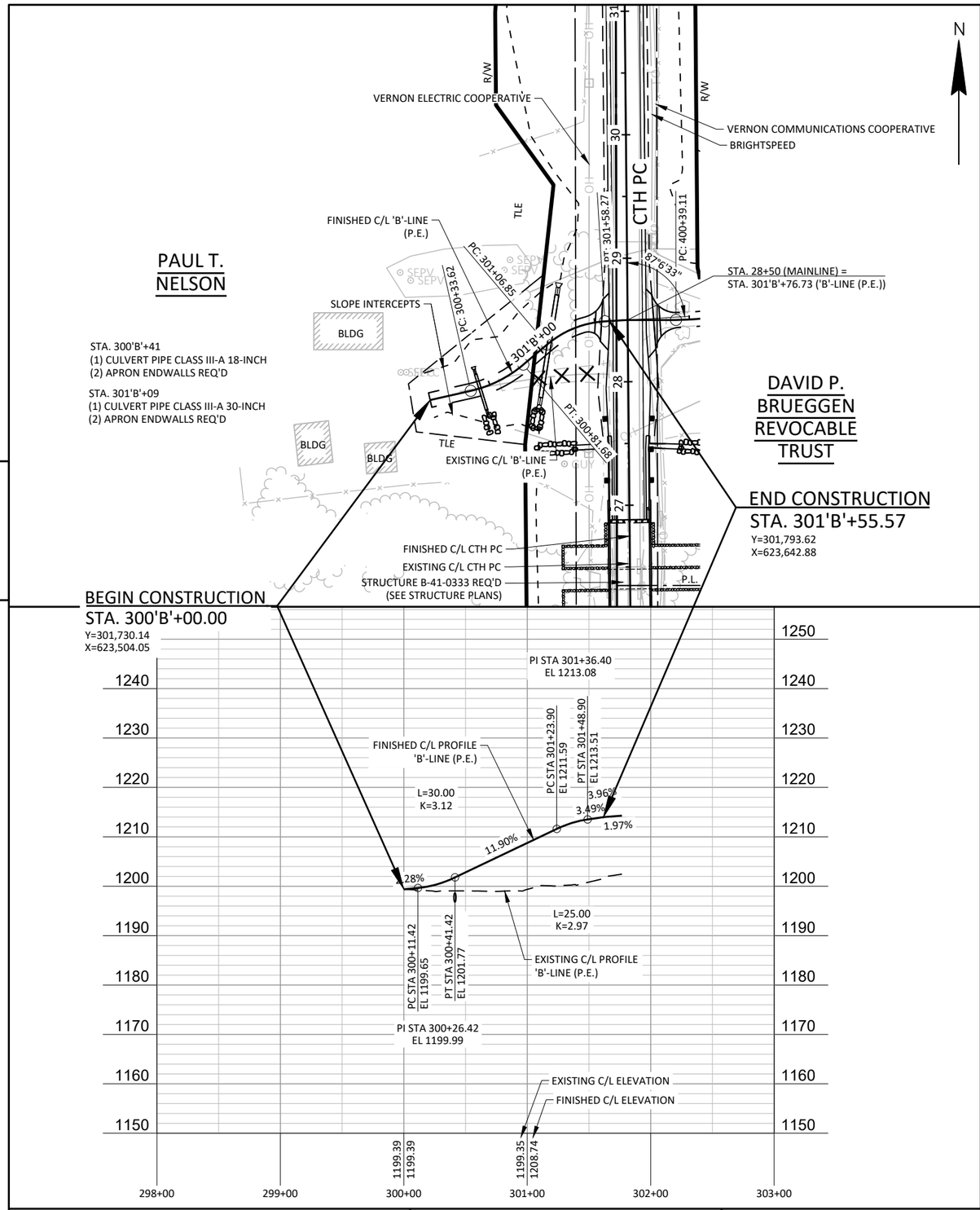


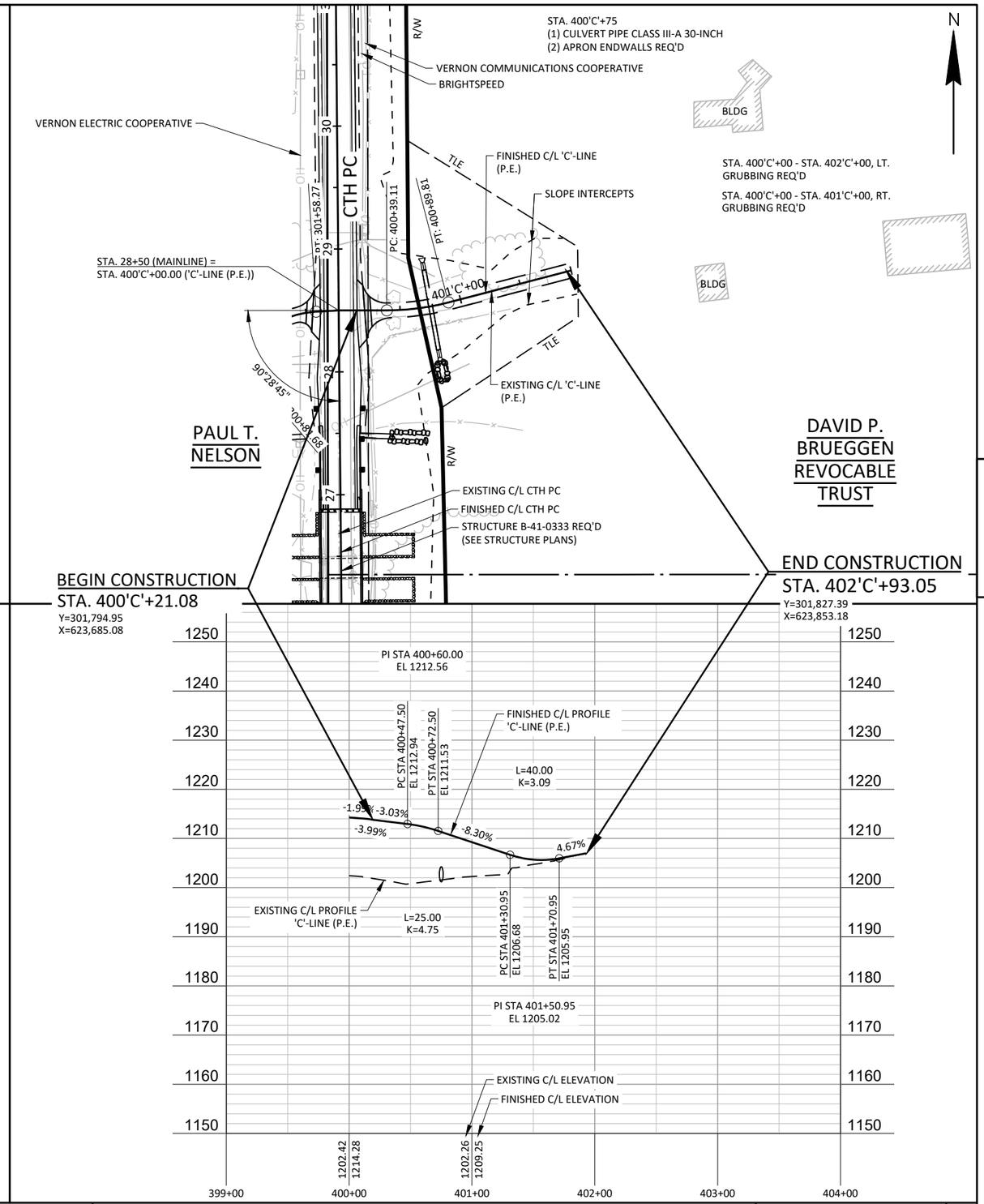
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - WITH OCTAGON REALIGNMENT.DWG
PLOT DATE : 11/18/2025 3:06:59 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : P&P 9

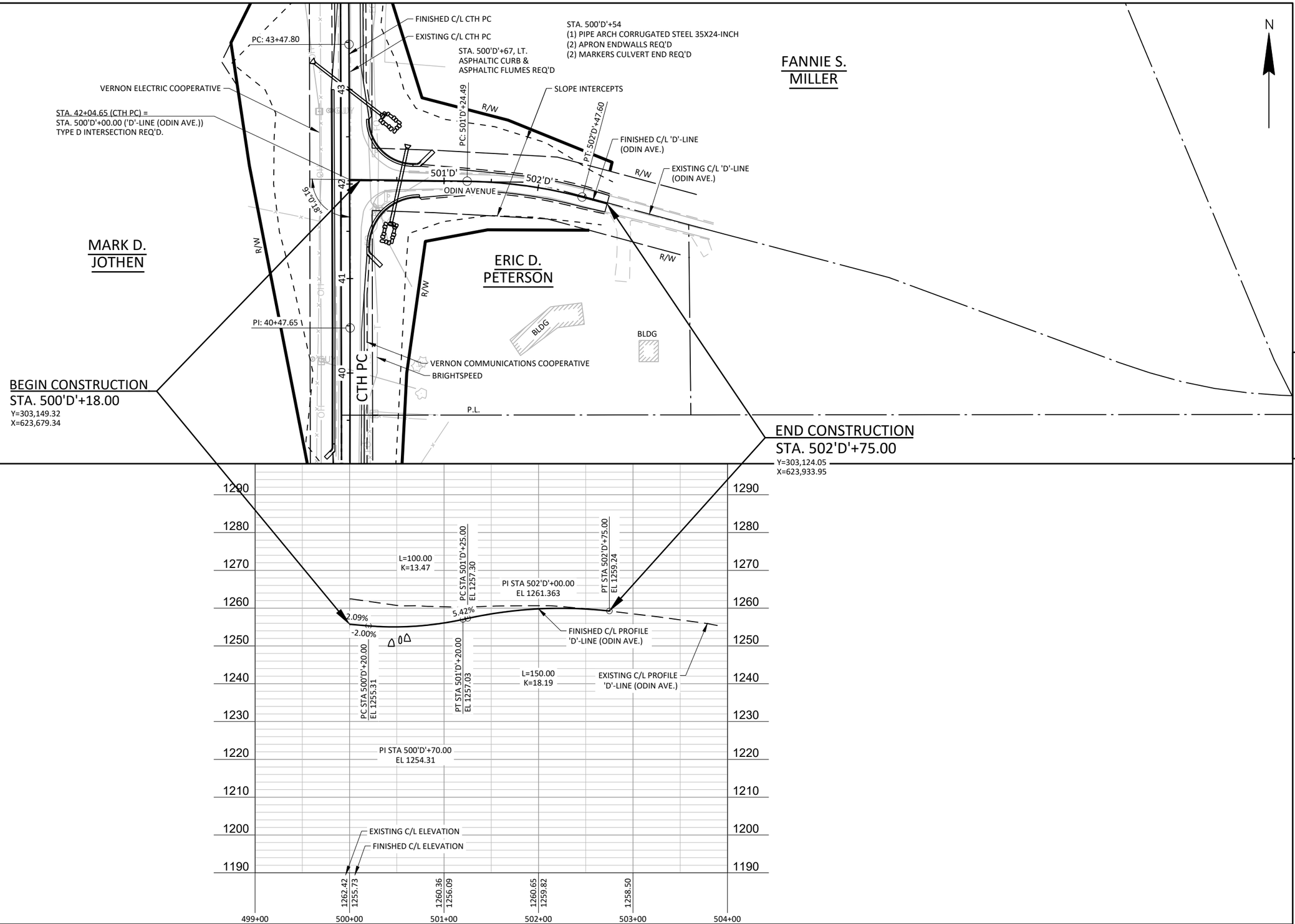


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'A'-LINE (OCTAGON AVENUE)	SHEET 113	E

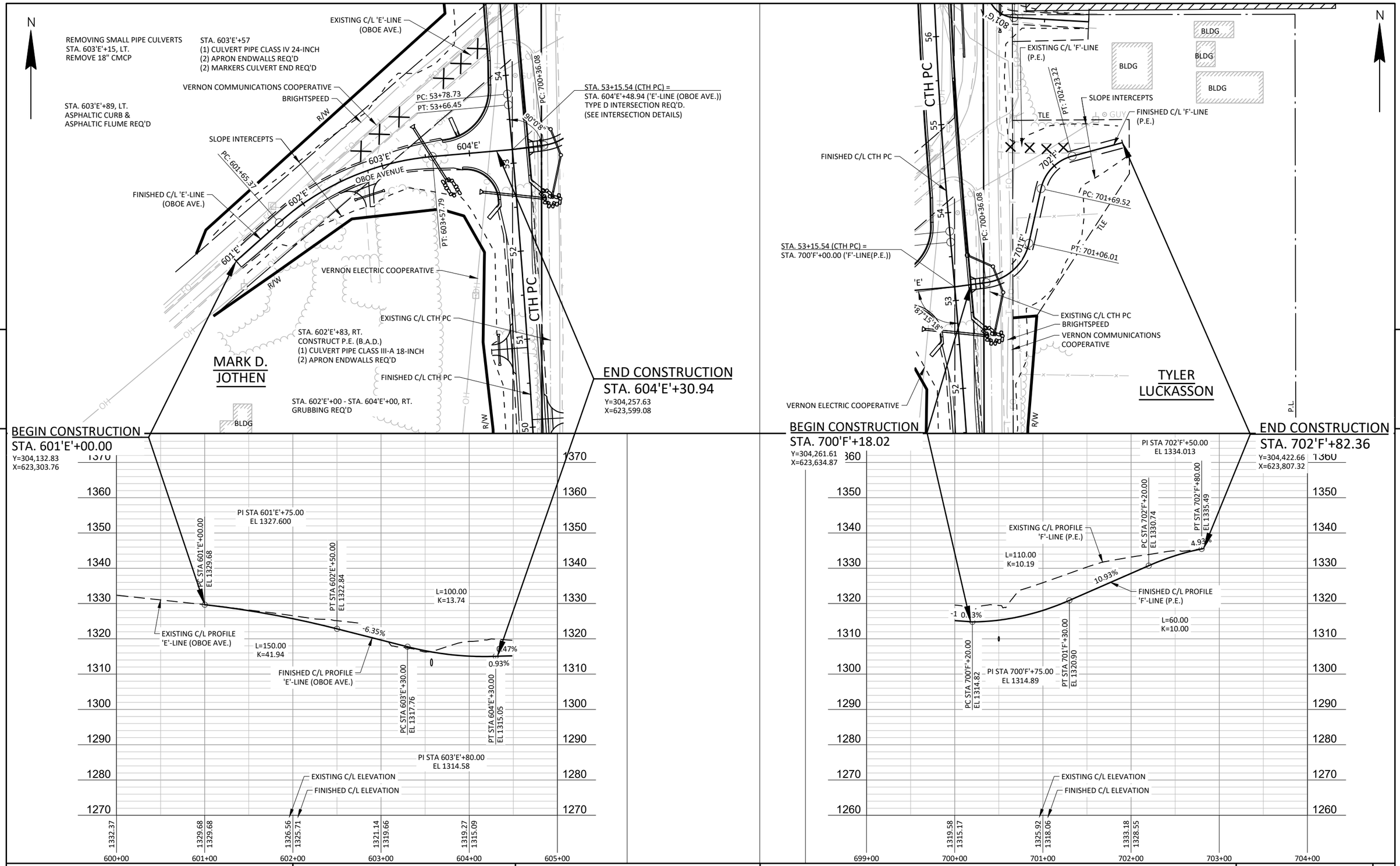




PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'B'-LINE & 'C'-LINE REALIGNMENT	SHEET 114	E

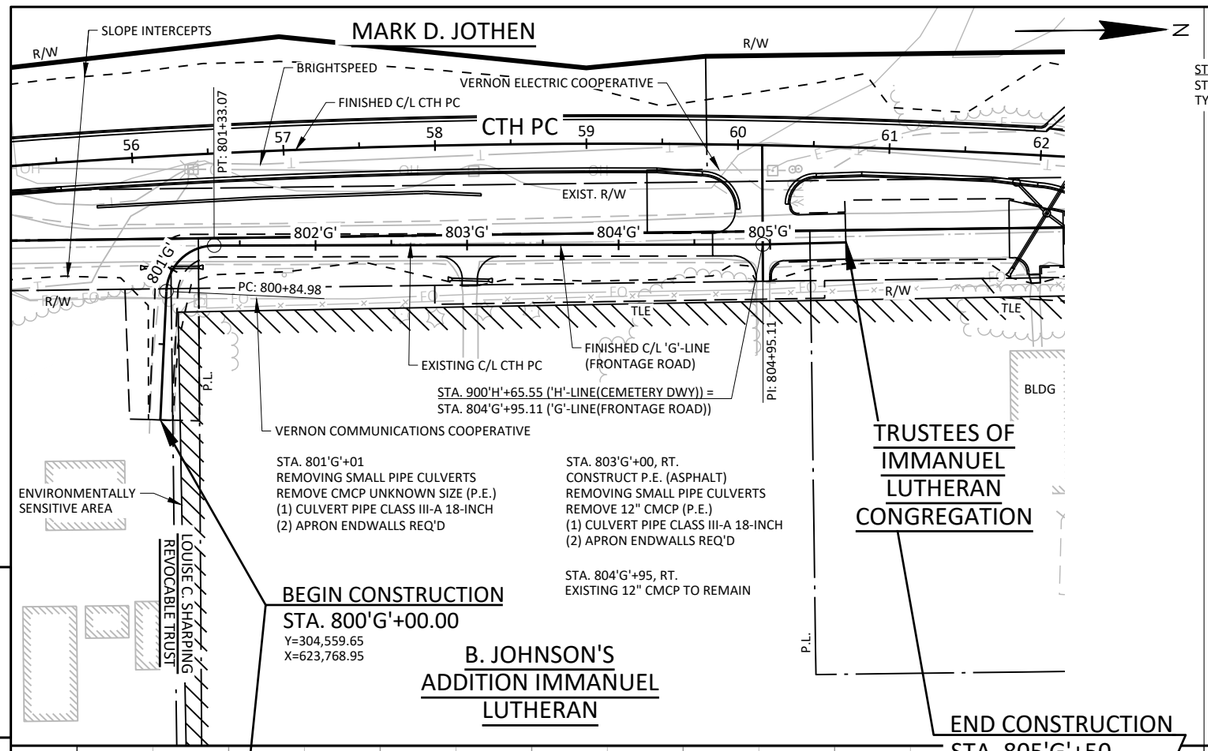


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'D'-LINE (ODIN AVENUE)	SHEET 115	E



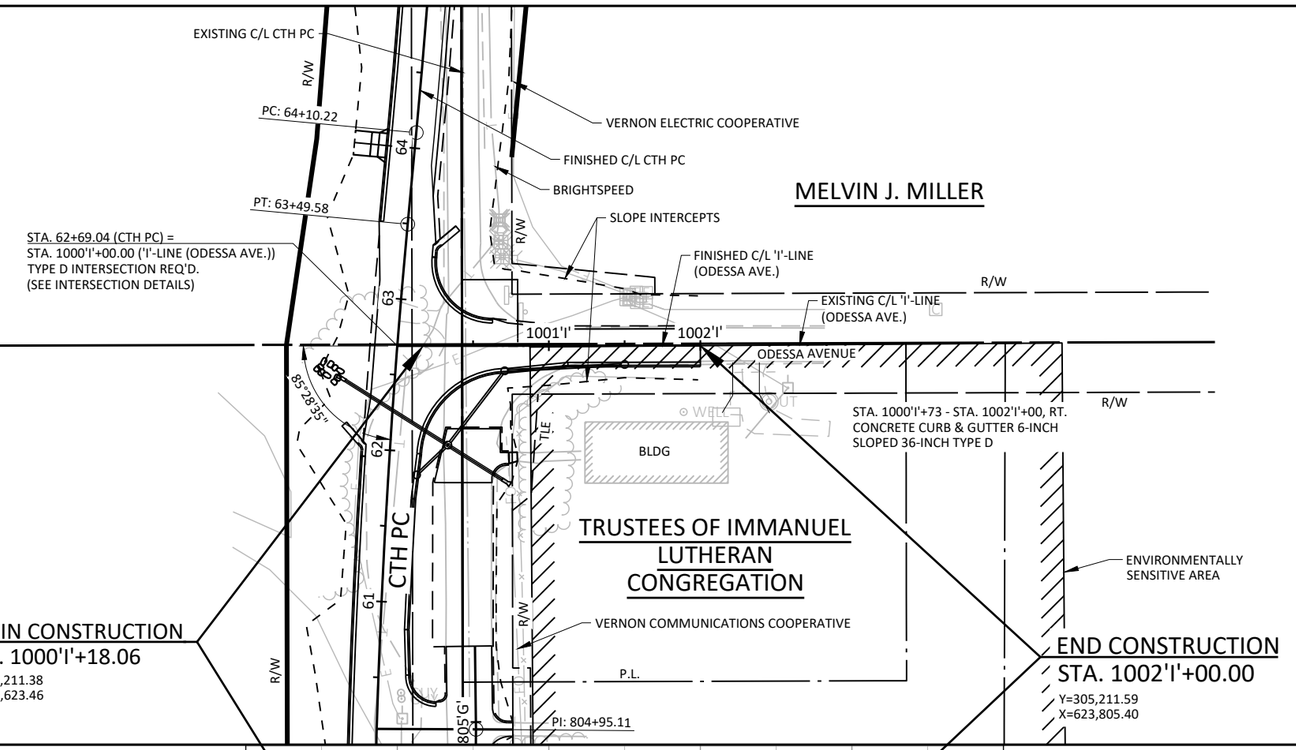
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'E'-LINE & 'F'-LINE REALIGNMENT	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - DRIVEWAYS & SIDEROADS.DWG
PLOT DATE : 11/18/2025 12:41:25 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : E & F LINES



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'G'-LINE & 'H'-LINE	SHEET 117	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH PC PLAN & PROFILE - DRIVEWAYS & SIDEROADS.DWG
PLOT DATE : 11/18/2025 12:41:40 PM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : G & H LINES



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'I'-LINE (ODESSA AVENUE)	SHEET 118	E

PETER C. OPSAHL

PETER C. OPSAHL

PETER C. OPSAHL

SEE P&P 'K'-LINE FOR DETAILS NOT SHOWN

STA. 1107'J'+33, LT
CONSTRUCT P.E. (B.A.D.)

STA. 1104'J'+00 - STA. 1114'J'+00
REMOVE EXISTING ROADBED
(PAID FOR AS EXCAVATION COMMON)

EXISTING C/L 'J'-LINE
(OAKDALE AVE.)

REMOVING STRUCTURE REQ'D
STA. 1111'J'+00, LT.
REMOVE 60" CMCP

STA. 1110'J'+00 - STA. 1112'J'+00, LT.
GRUBBING REQ'D

VERNON COMMUNICATIONS COOPERATIVE (TYP.)

PC: 1201'K'+24.57

PC: 1106'J'+72.90

PT: 1107'J'+61.54

PC: 1110'J'+39.26

91°21'17"

OAKDALE AVENUE

VERNON ELECTRIC COOPERATIVE

BRIGHTSPEED (TYP.)

PC: 1101'J'+62.20

SLOPE INTERCEPTS

FINISHED C/L 'J'-LINE
(OAKDALE AVE.)

STA. 88+22.44 (CTH PC) =
STA. 1109'J'+34.73 ('J'-LINE (OAKDALE AVE.))
TYPE D INTERSECTION REQ'D.
(SEE INTERSECTION DETAILS)

STA. 1103'J'+70, RT
REMOVING SMALL PIPE CULVERTS
REMOVE 12" CMCP (P.E.)
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

STA. 1108'J'+43
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

STA. 1108'J'+51
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS REQ'D
(2) MARKERS CULVERT END REQ'D

CTH PC

FINISHED C/L CTH PC

EXISTING C/L CTH PC

JOHN C. OPSAHL

STA. 1113'J'+00 - STA. 1115'J'+00, RT.
GRUBBING REQ'D

PT: 1115'J'+29.77

BARBARA M. SCHMUCKER

BEGIN CONSTRUCTION
STA. 1101'J'+00.00
Y=307,857.34
X=623,838.36

END CONSTRUCTION
STA. 1115'J'+50.00
Y=307,422.96
X=624,083.72

-5.77%

PI STA 1102'J'+80.00
EL 1314.85

PC STA 1101'J'+35.00
EL 1323.21

L=290.00
K=372.72

-6.55%

PT STA 1104'J'+25.00
EL 1305.36

EXISTING C/L PROFILE
'J'-LINE (OAKDALE AVE.)

FINISHED C/L PROFILE
'J'-LINE (OAKDALE AVE.)

PC STA 1105'J'+80.00
EL 1295.21

PI STA 1107'J'+25.00
EL 1285.72

L=290.00
K=42.69

0.25%

-2.02%

1.98%

-0.37%

PT STA 1108+70.00
EL 1286.08

PC STA 1109'J'+60.00
EL 1286.15

L=320.00
K=44.68

PI STA 1111'J'+20.00
EL 1285.57

6.80%

PT STA 1112+80.00
EL 1296.44

PC STA 1114'J'+52.50
EL 1308.16

L=95.00
K=98.79

PI STA 1115'J'+00.00
EL 1311.39

5.83%

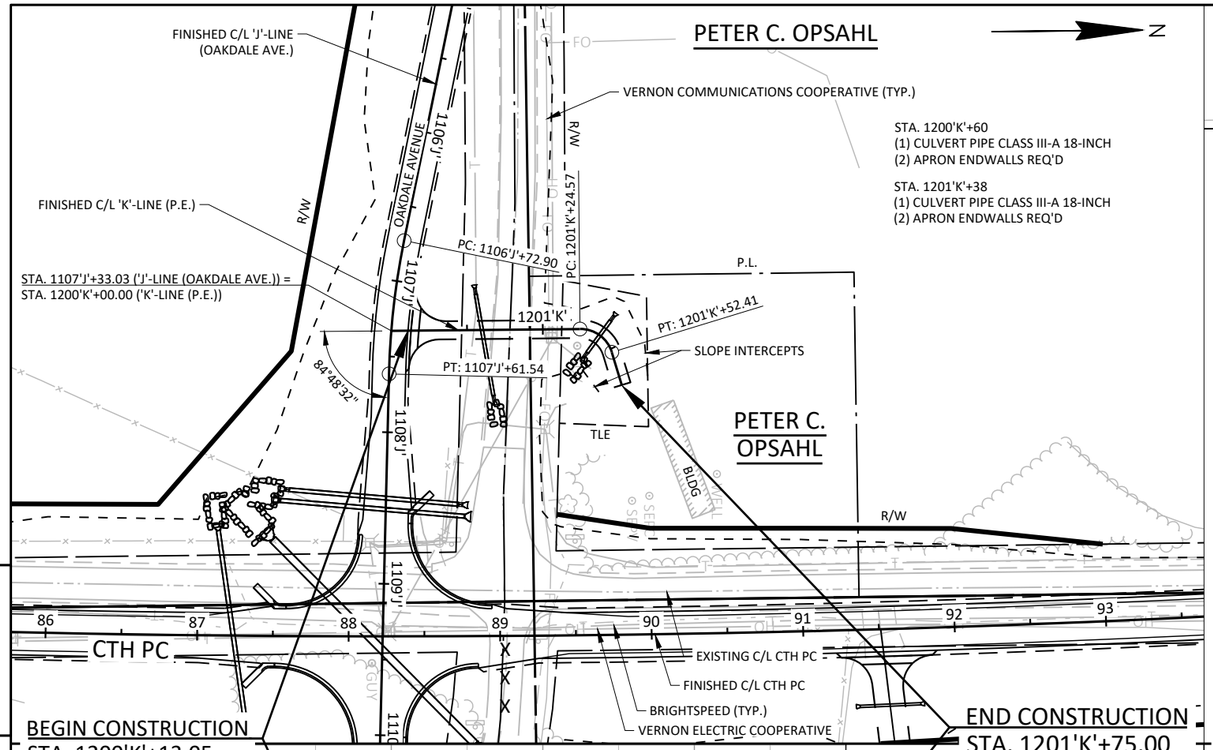
PT STA 1115'J'+47.50
EL 1314.16

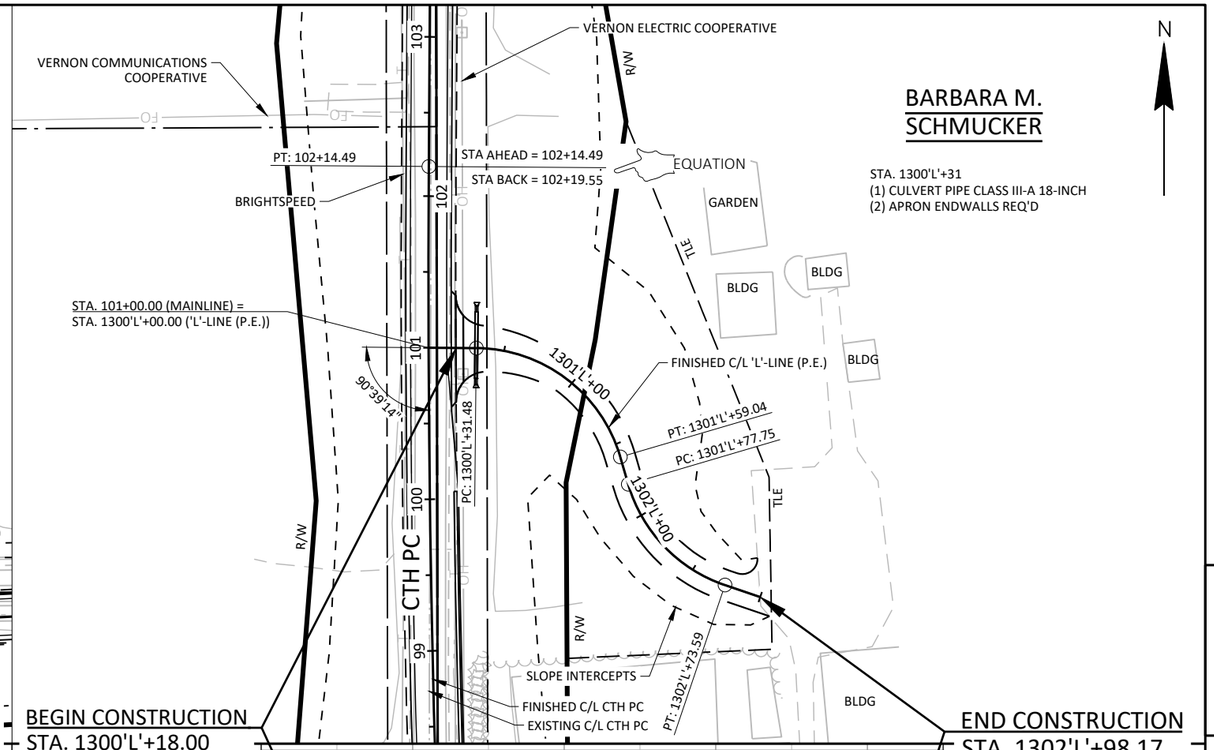
EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

1101+00	1102+00	1103+00	1104+00	1105+00	1106+00	1107+00	1108+00	1109+00	1110+00	1111+00	1112+00	1113+00	1114+00	1115+00
1325.23 / 1325.23	1319.46 / 1319.41	1313.53 / 1313.33	1308.36 / 1306.99	1303.15 / 1300.45	1294.41 / 1293.95	1284.52 / 1289.04	1272.72 / 1286.48	1271.54 / 1286.15	1269.98 / 1286.19	1275.51 / 1287.83	1289.72 / 1291.72	1294.88 / 1297.80	1302.56 / 1304.59	1311.39 / 1311.27

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'J'-LINE REALIGNMENT (OAKDALE AVENUE)	SHEET 119	E





PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'K'-LINE & 'L'-LINE REALIGNMENT	SHEET 120	E

REUBEN &
AARON MILLER

JULIE
ONSHUS

DAVID &
BEVERLY
PETERSON

MARK JOTHEN

ERIC & NAOMI
PETERSON

FANIE MILLER

N

Z

REMOVING SMALL PIPE CULVERTS
STA. 1600'O'+87
REMOVE 24" CMCP
STA. 1600'O'+89
(1) CULVERT PIPE CLASS III-A 30-INCH
(2) APRON ENDWALLS REQ'D
STA. 1600'O'+89, LT. & RT.
REMOVING CONCRETE PAVEMENT REQ'D

FINISHED C/L 'N'-LINE (P.E.)
SLOPE INTERCEPTS
PT: 1502+75.07
PC: 1503+50.49
PT: 1504+75.03
PC: 1505+40.22
PT: 1506+04.45
PC: 1501+28.85
TLE
R/W
P.L.
BLDG
1501'N'
1502'N'
1503'N'
1504'N'
1505'N'
1506'N'
STA. 16+14.78 (MAINLINE) =
STA. 1500'N'+00 ('N'-LINE (P.E.))
146°20'4"
PC: 19+59.18
VERNON ELECTRIC COOPERATIVE
CTH PC
EXISTING C/L CTH PC
FINISHED C/L CTH PC
BRIGHTSPEED (TYP.)
VERNON COMMUNICATIONS
COOPERATIVE (TYP.)
SEPV
OH
FO

FINISHED C/L 'O'-LINE (P.E.)
EXISTING C/L CTH PC
VERNON COMMUNICATIONS COOPERATIVE
BRIGHTSPEED
SLOPE INTERCEPTS
STA. 47+68.18 (MAINLINE) =
STA. 1600'O'+00.00 ('O'-LINE (P.E.))
VERNON ELECTRIC COOPERATIVE
1601'O'
GUY

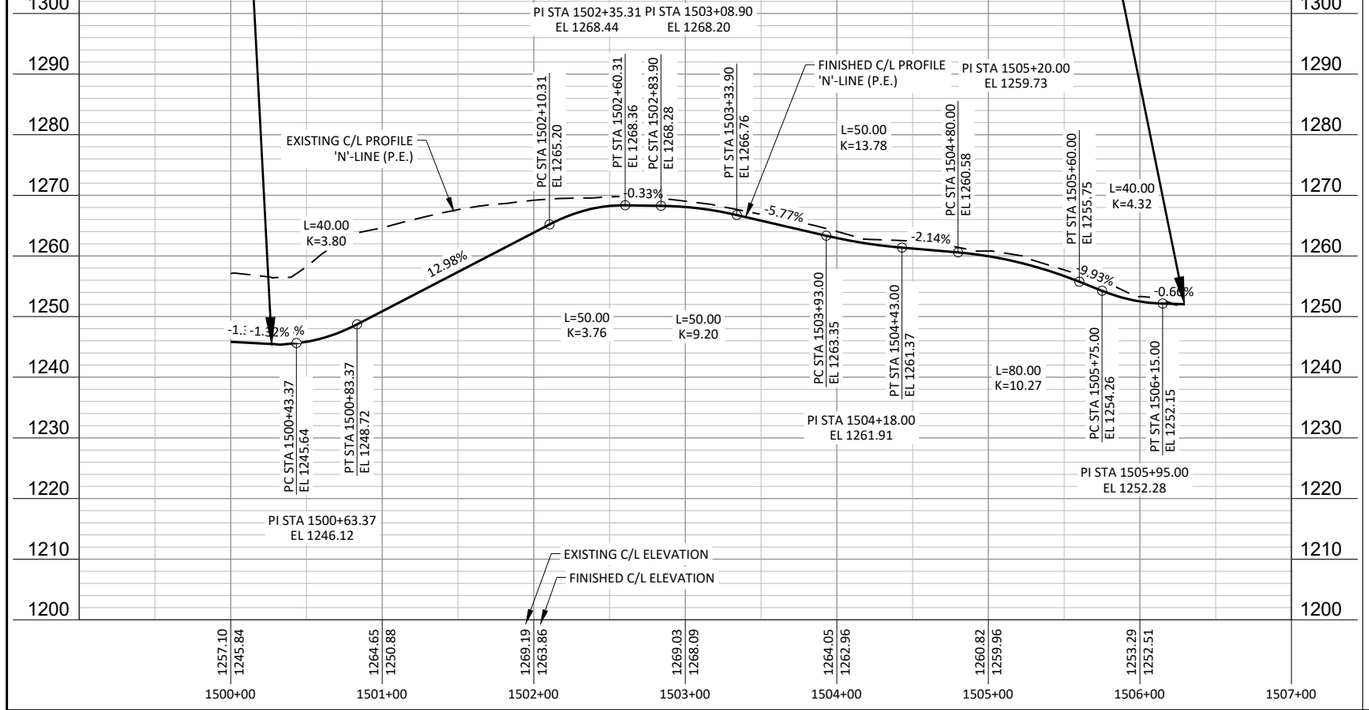
BEGIN CONSTRUCTION
STA. 1500'N'+32.47
Y=300,587.12
X=623,651.35

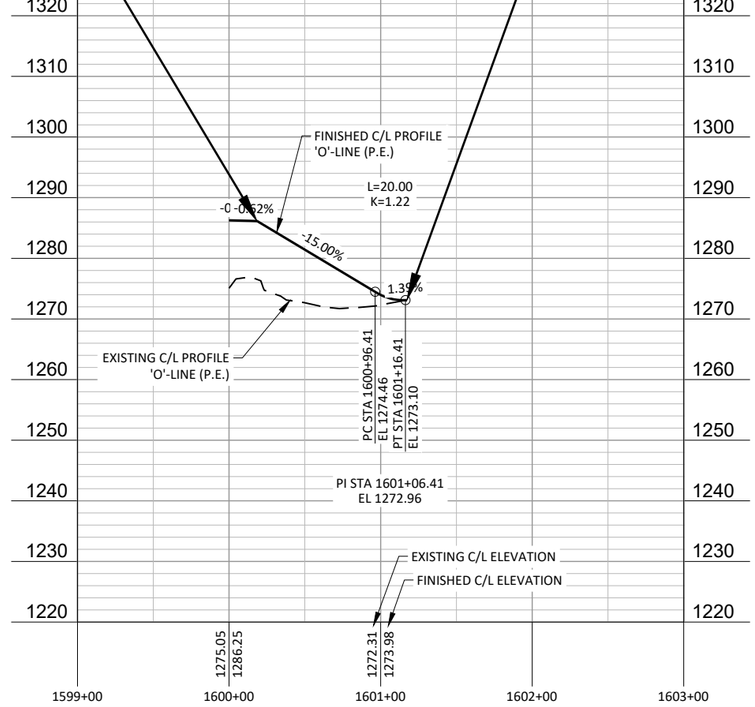
END CONSTRUCTION
STA. 1506'N'+29.47
Y=301,160.02
X=623,580.88

BEGIN CONSTRUCTION
STA. 1600'O'+18.55
Y=303,718.22
X=623,669.45

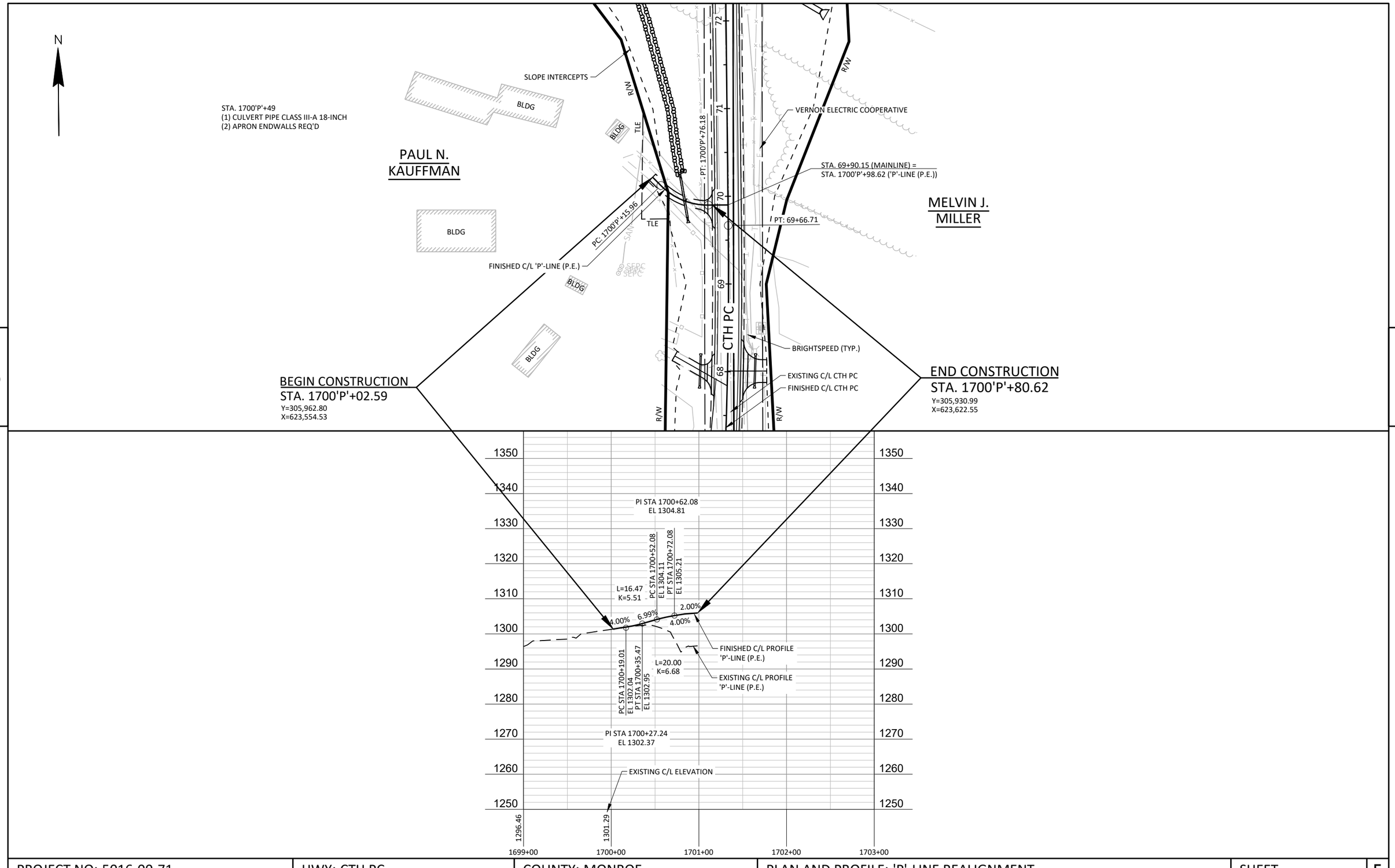
END CONSTRUCTION
STA. 1601'O'+17.37
Y=303,746.18
X=623,764.23

5





PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'N'-LINE & 'O'-LINE REALIGNMENT	SHEET 121	E

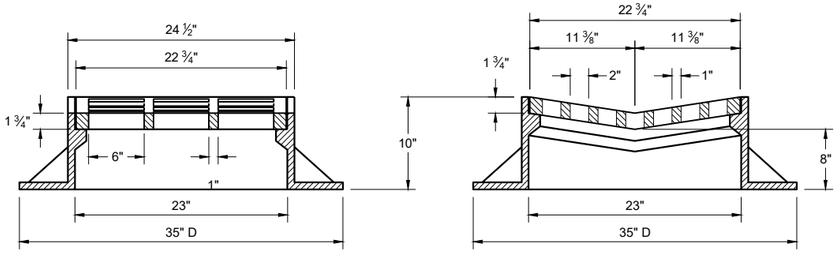


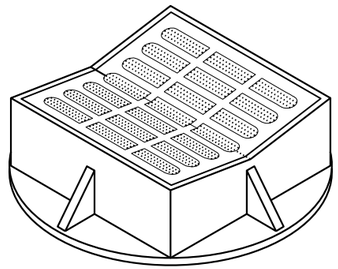
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PLAN AND PROFILE: 'P'-LINE REALIGNMENT	SHEET 122	E

Standard Detail Drawing List

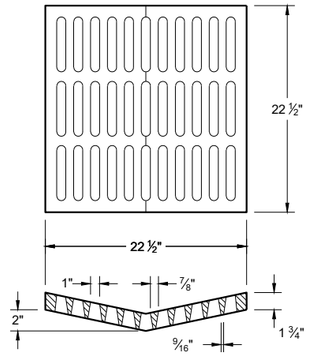
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	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
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
12A03-10	NAME PLATE (STRUCTURES)
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
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)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)

6





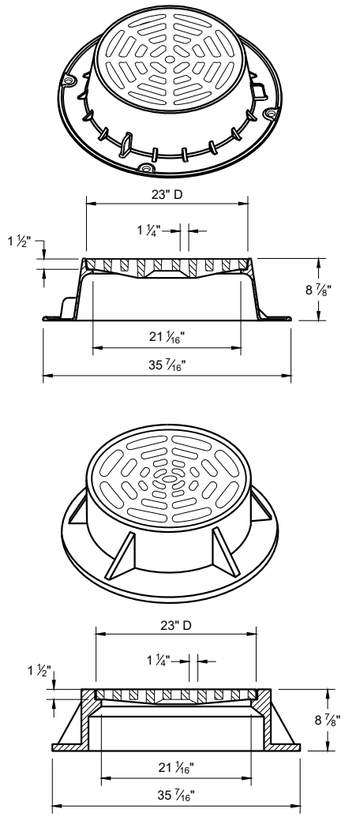
TYPE "B"



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"

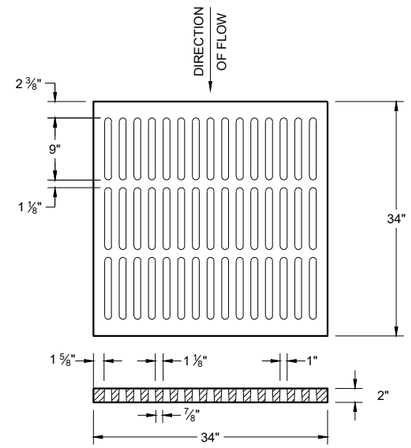
NOTE: EITHER CASTING IS ACCEPTABLE

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.

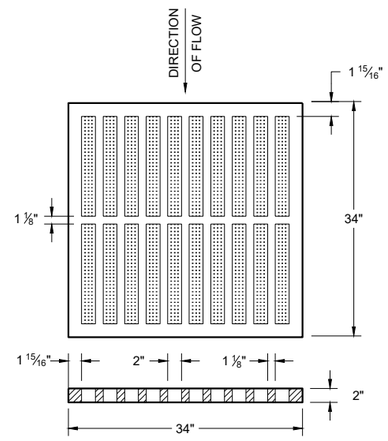
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

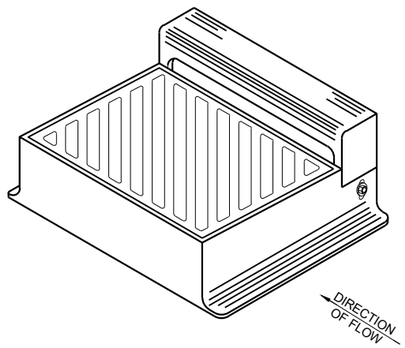
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



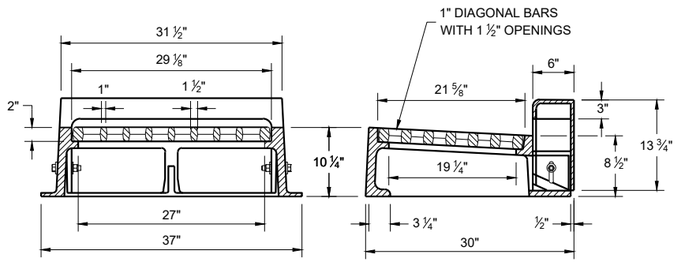
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

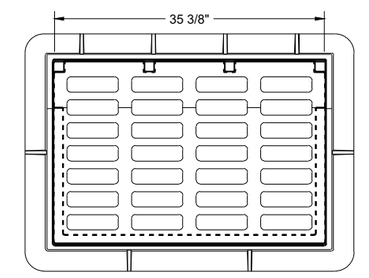


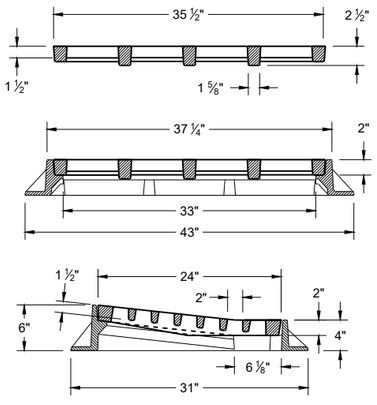
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

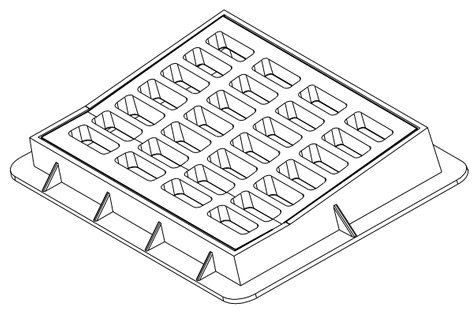


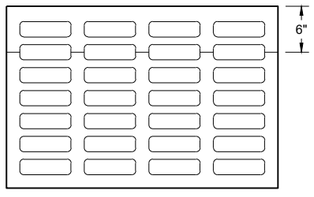
TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"









TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

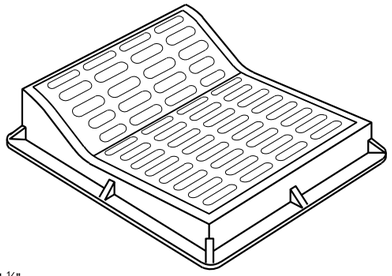
SDD 08A05-22b

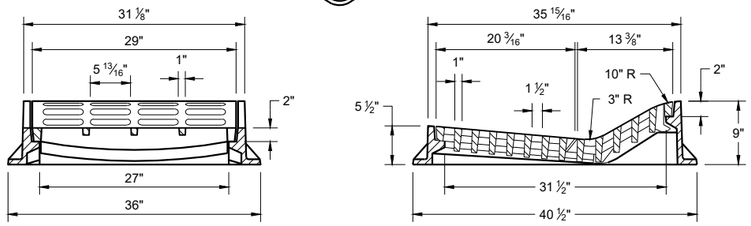
SDD 08A05-22b

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.

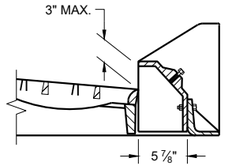
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

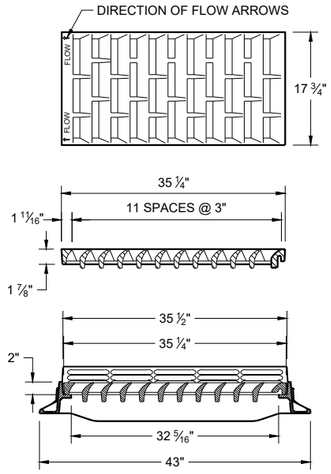


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

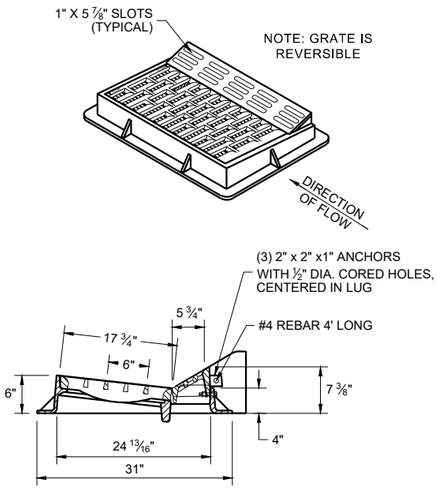
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



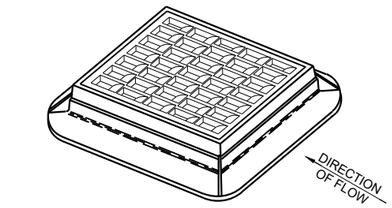
TYPE "HM"

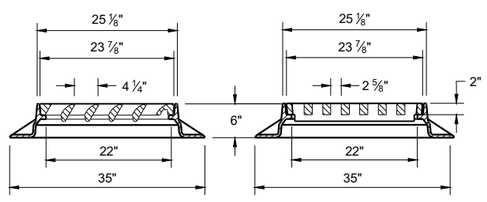
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



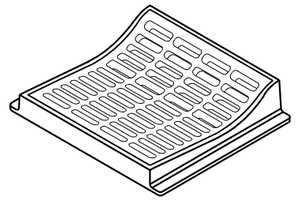
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

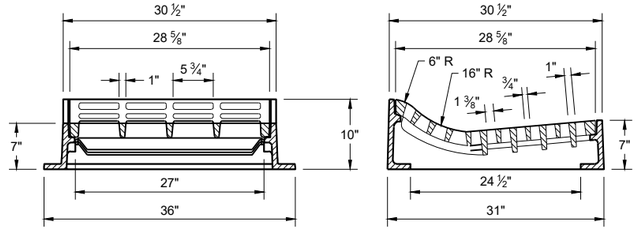
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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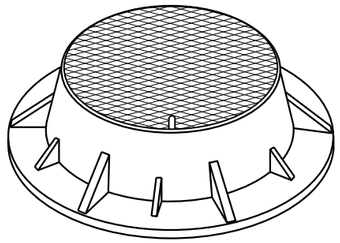
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SDD 08A05-22c

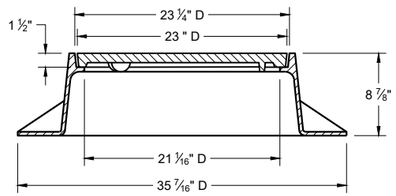
GENERAL NOTES

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 MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

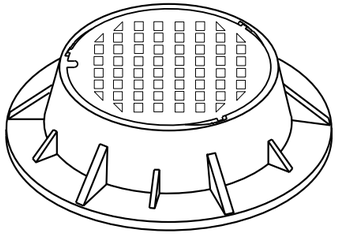
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

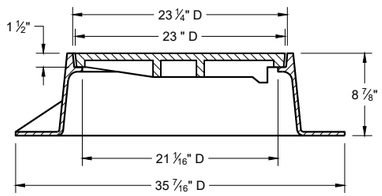




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

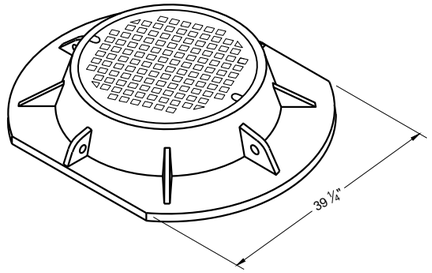


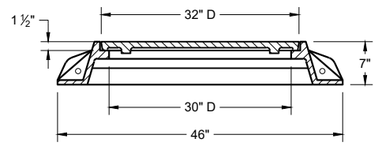


TYPE "J" SPECIAL

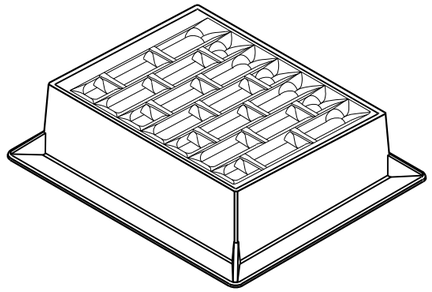
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

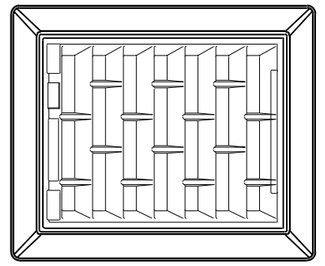
NOTE: EITHER CASTING IS ACCEPTABLE

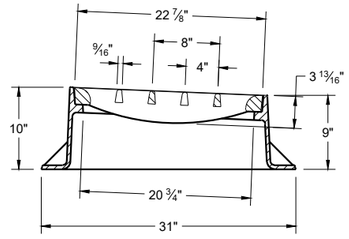


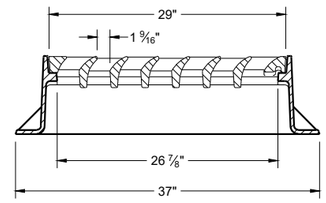


TYPE "K"

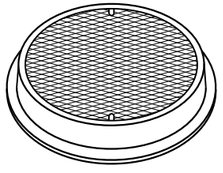


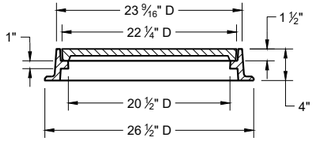




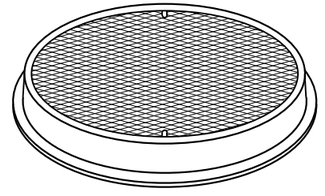


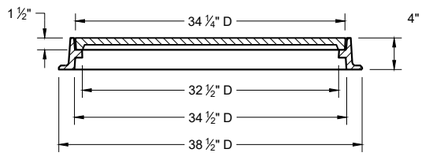
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

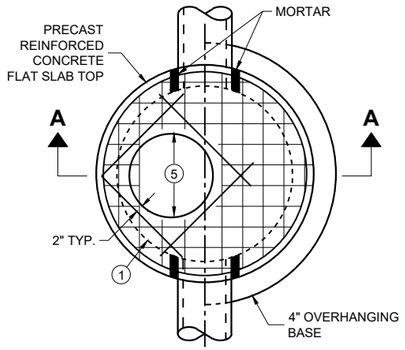
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
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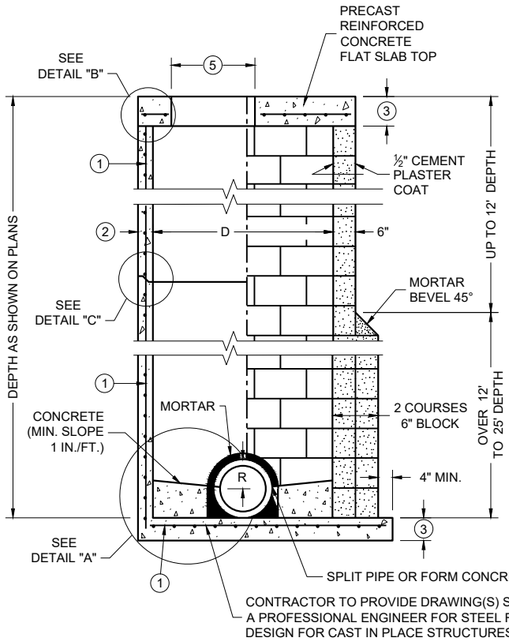
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PLAN VIEW

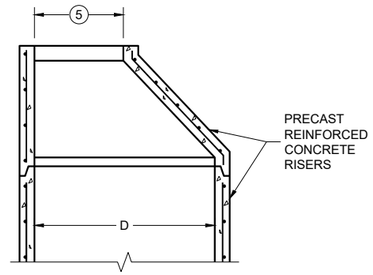
CIRCULAR OPENING



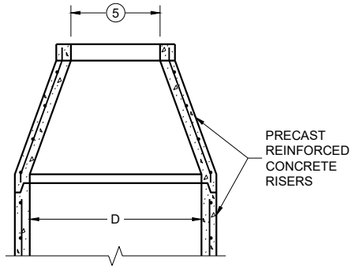
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

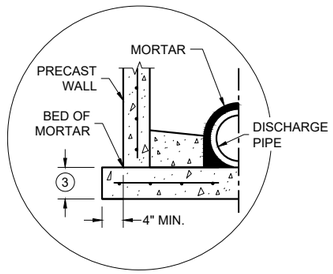
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



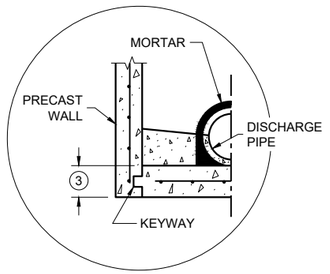
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

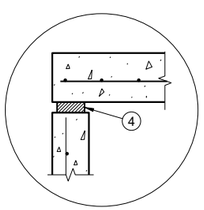


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

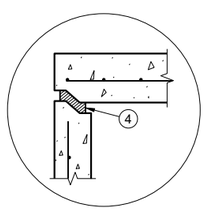


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

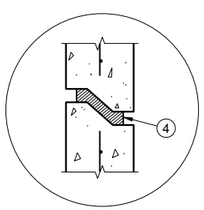
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

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 MANHOLE 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 USED 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 IMENSION 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 MANHOLE 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".

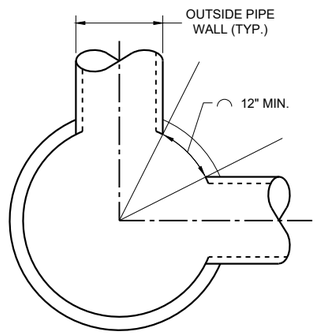
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

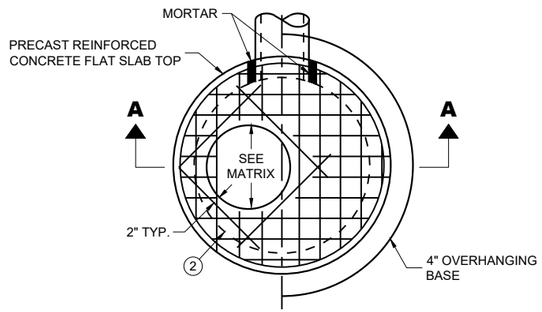
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

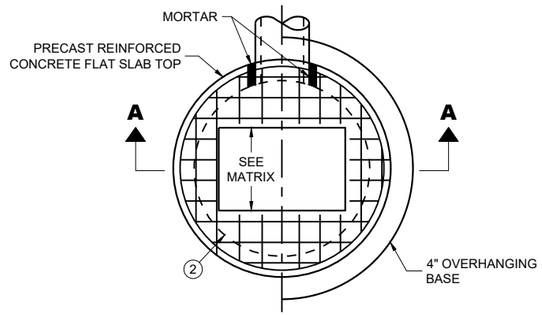
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

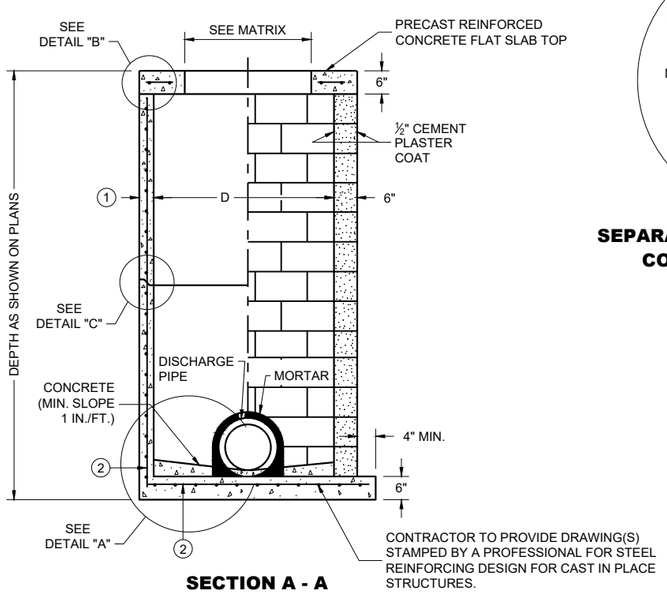
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

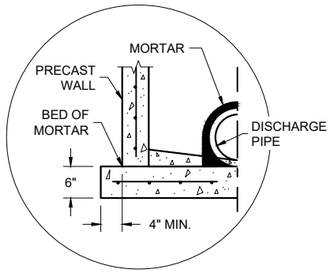
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

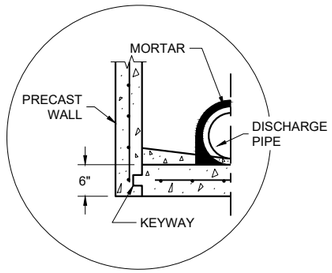
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

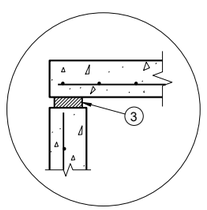


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

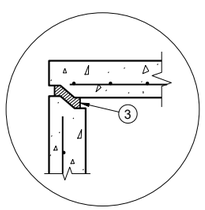


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

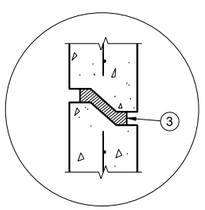
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

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

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

ALL 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.

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.

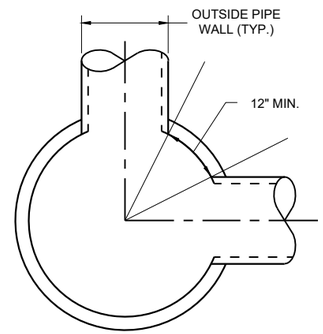
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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 DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

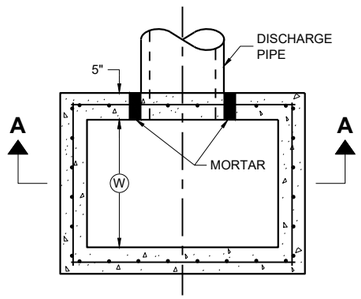
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

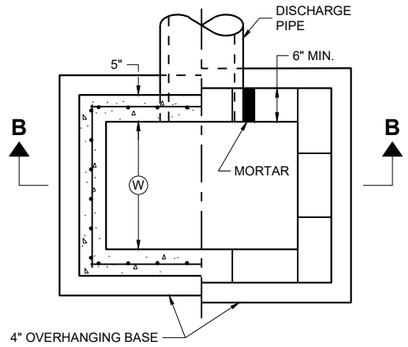
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

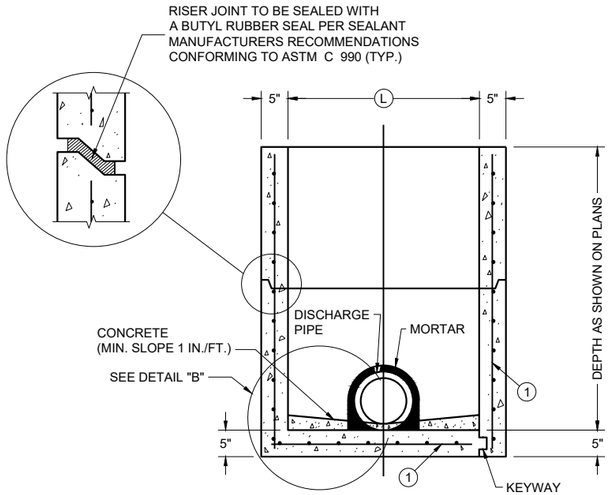
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SDD 08C06-03



PLAN VIEW



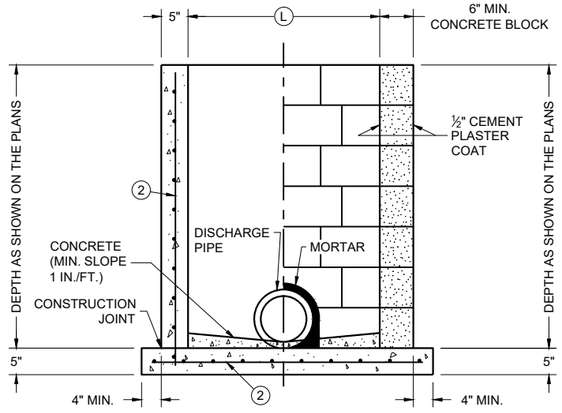
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

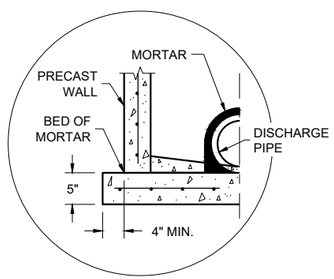
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

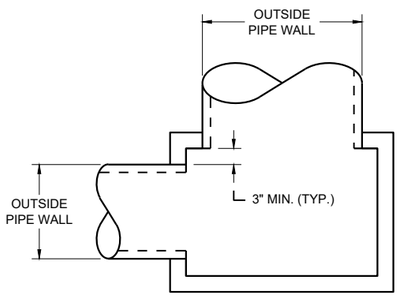
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

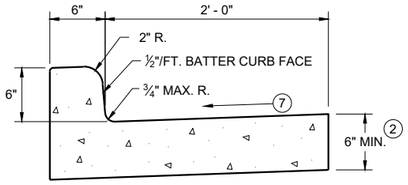
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

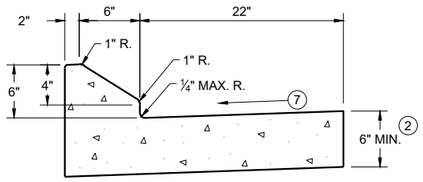
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

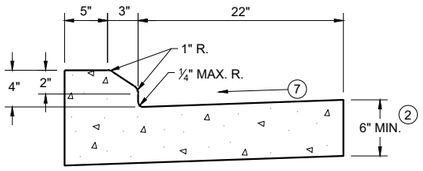
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SDD 08C07-03



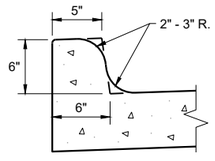
TYPES A (1) & D



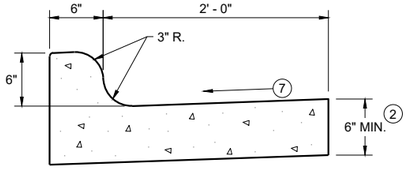
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

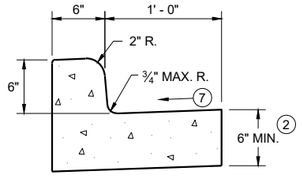


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



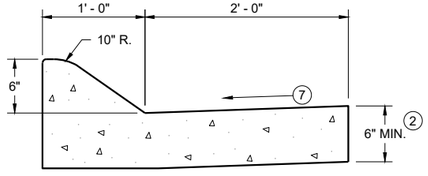
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

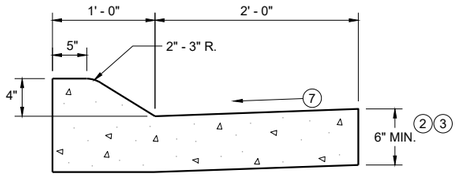


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

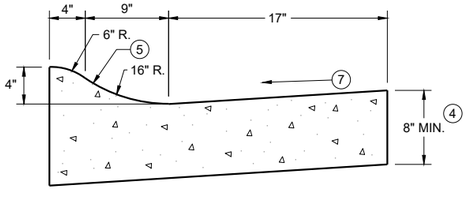


6" SLOPED CURB TYPES A (1) & D



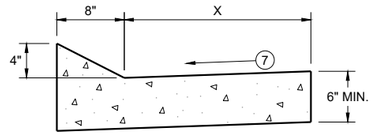
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

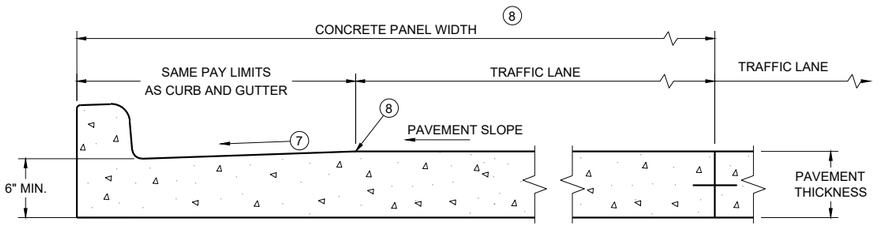


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

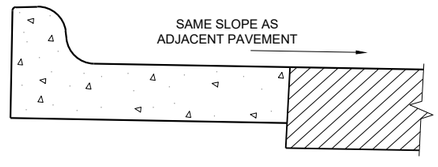
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

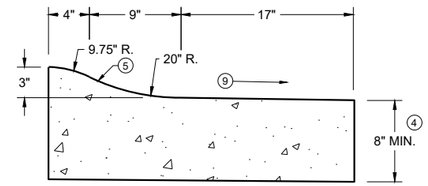
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

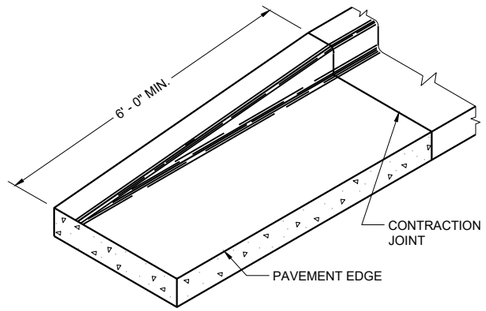
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



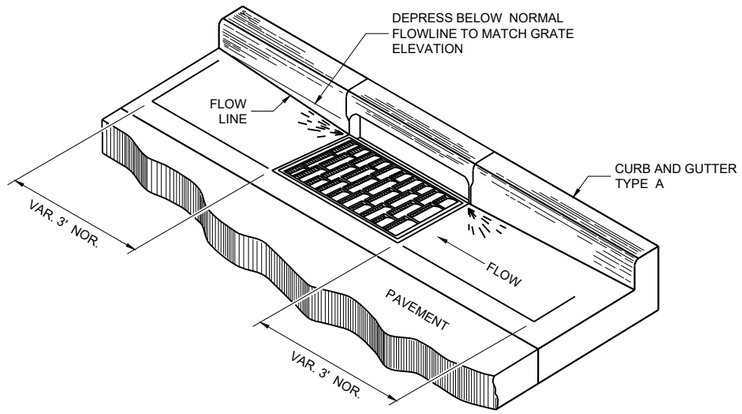
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

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DEPARTMENT OF TRANSPORTATION



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.

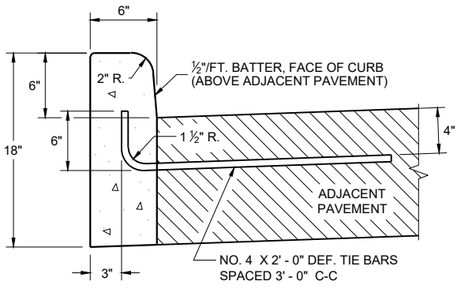
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

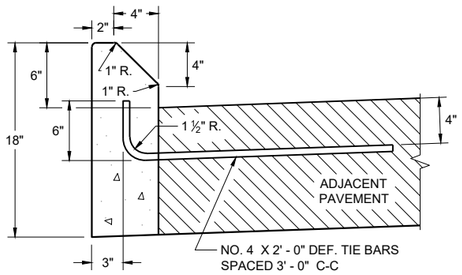
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

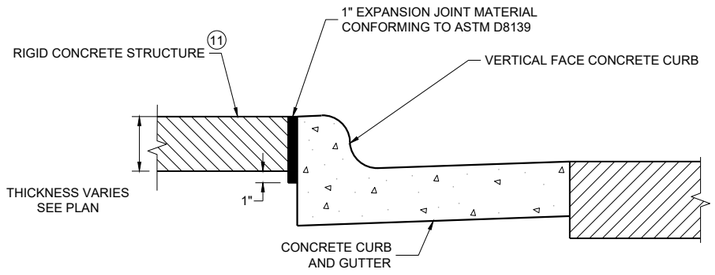


TYPES A (1) & D

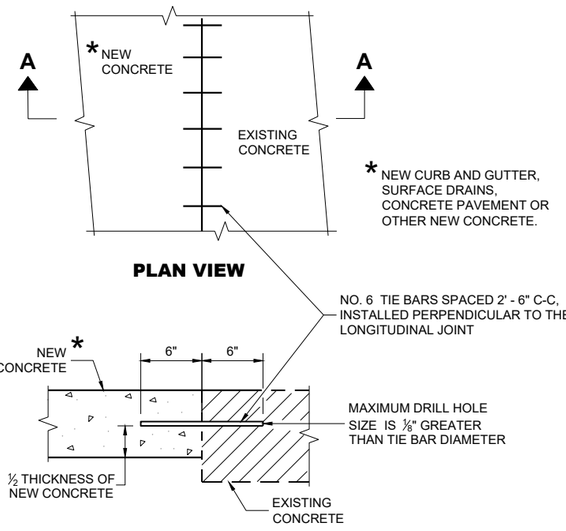


TYPES G (1) & J

CONCRETE CURB



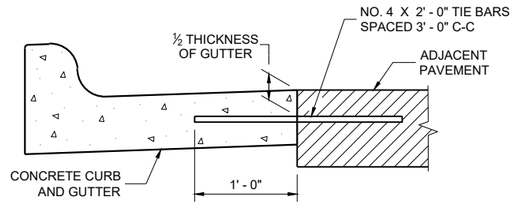
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



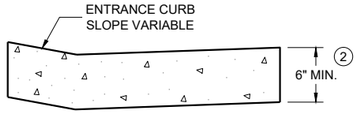
PLAN VIEW

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
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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)

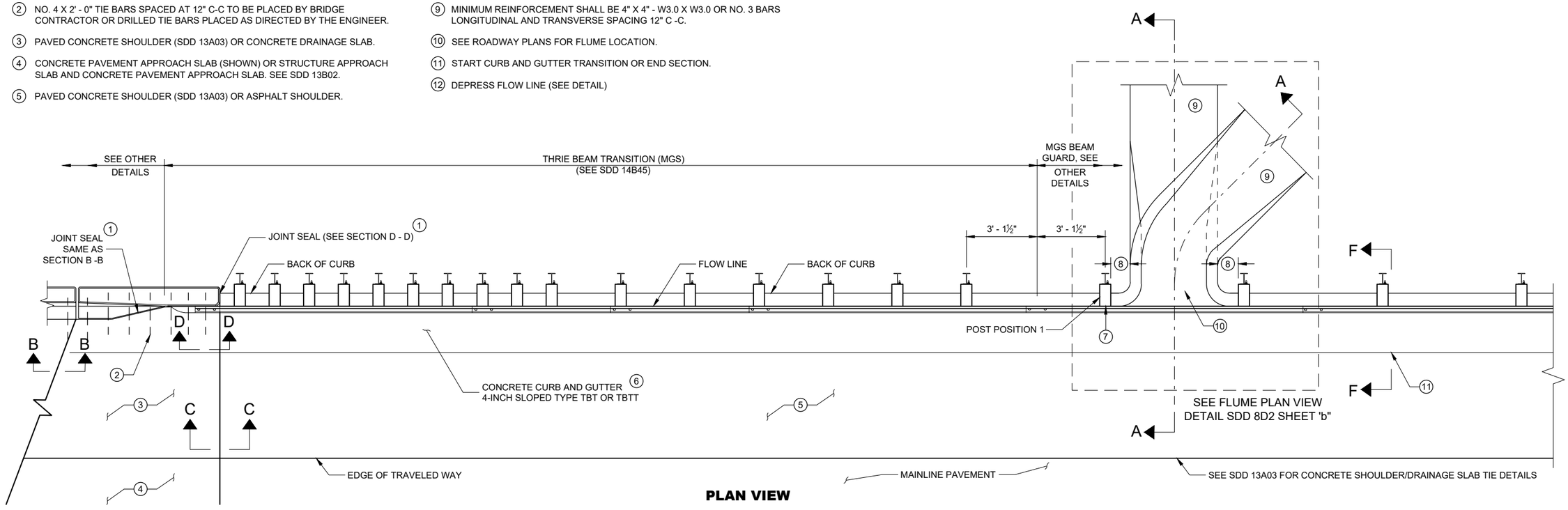
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

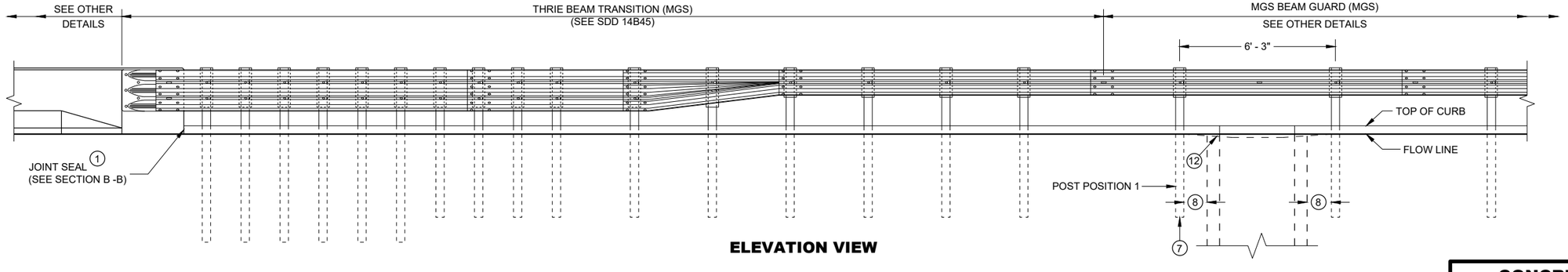
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



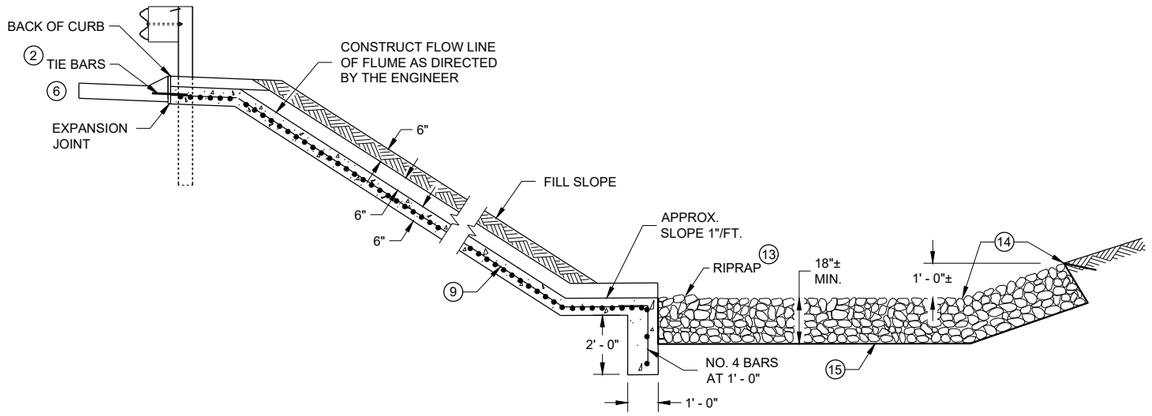
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

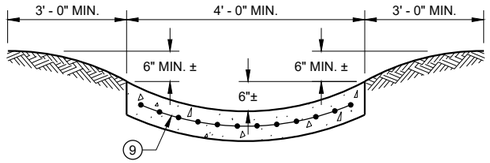
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

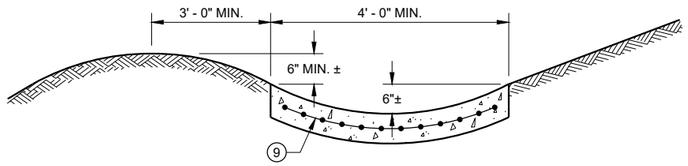
SDD 08D02 - 08a



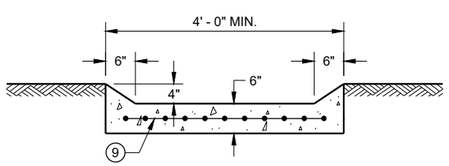
SECTION A - A



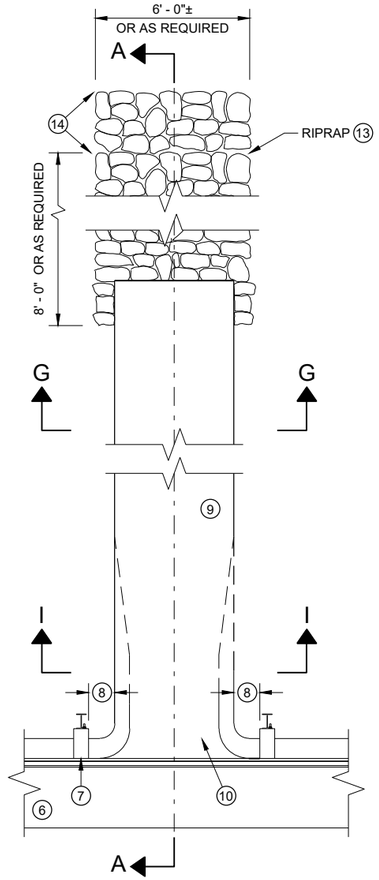
SECTION G - G



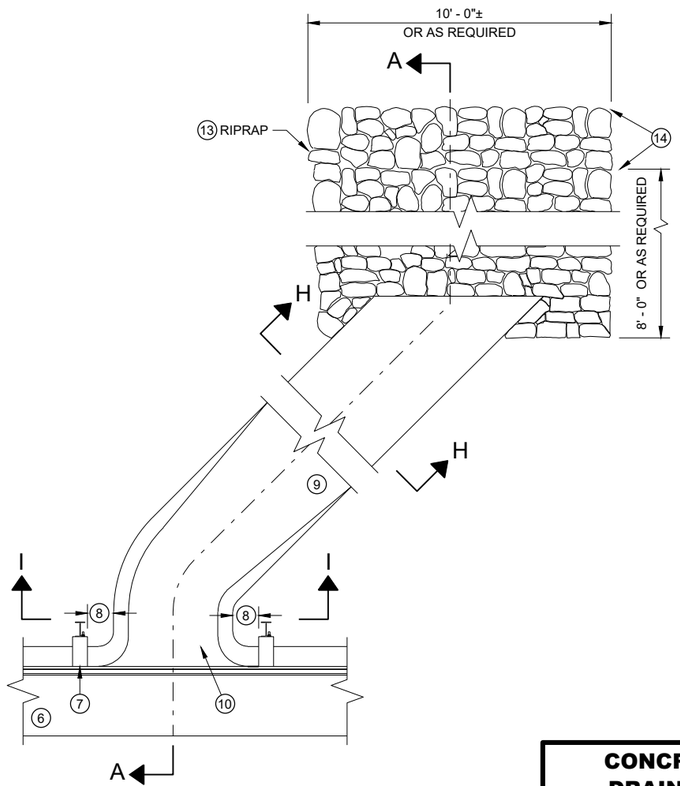
SECTION H - H



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.

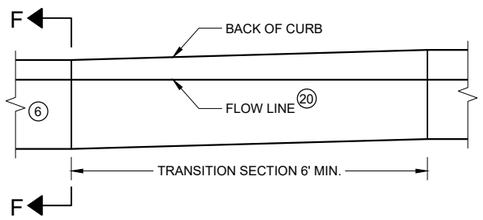
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SDD 08D02 - 08b

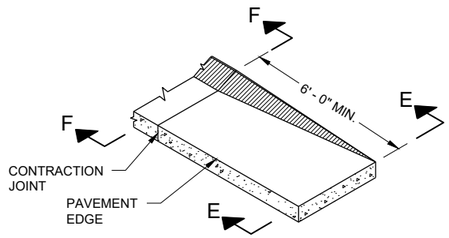
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

6

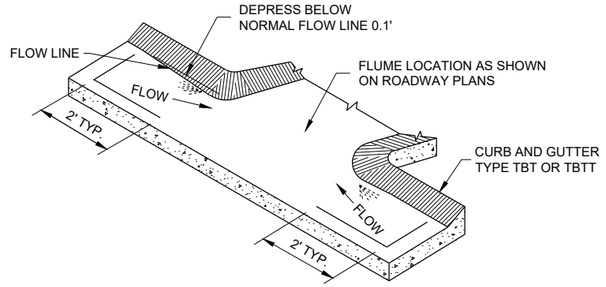
SDD 08D02 - 08b



**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

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(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.

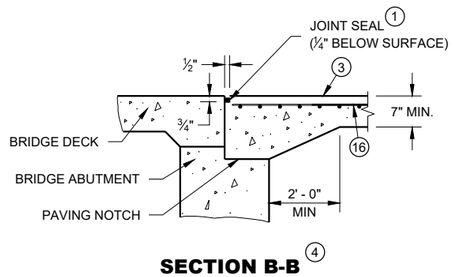
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

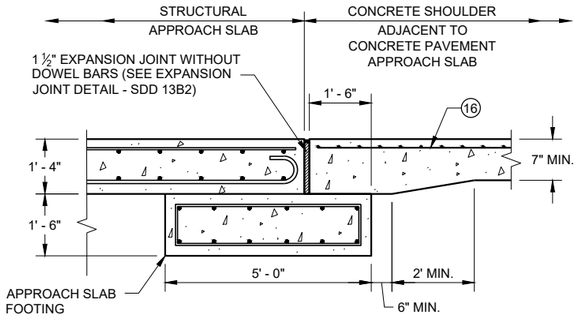
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

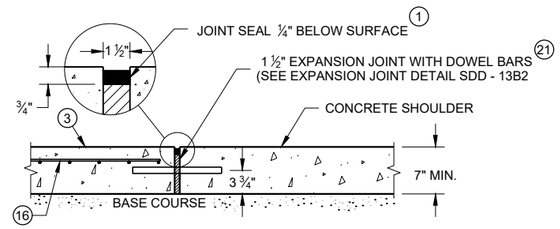
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



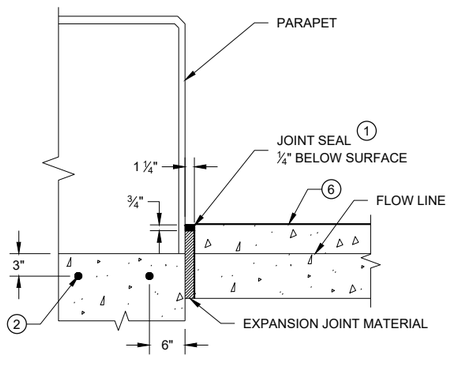
SECTION B-B (4)



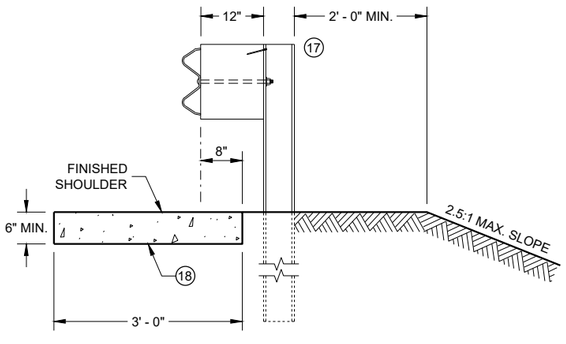
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



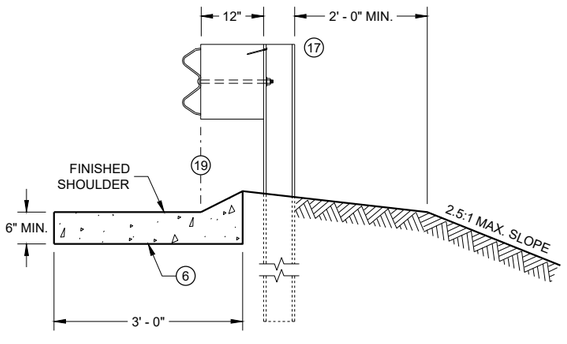
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



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

6

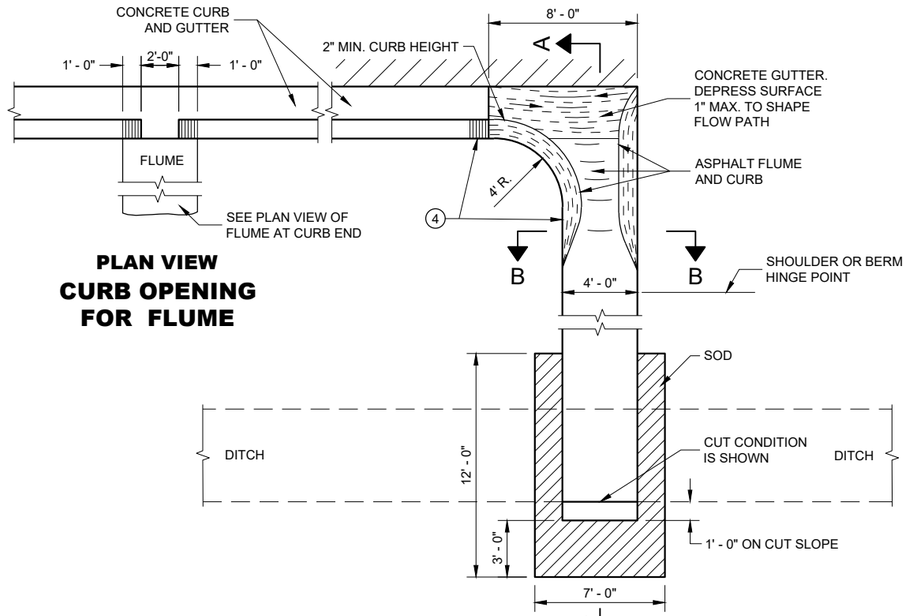
SDD 08D02 - 08c

6

SDD 08D02 - 08c

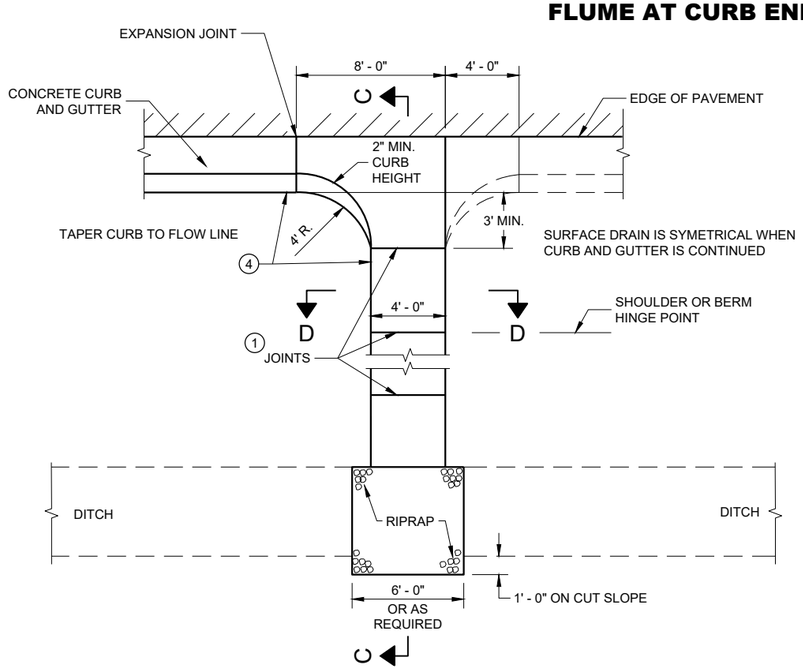
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



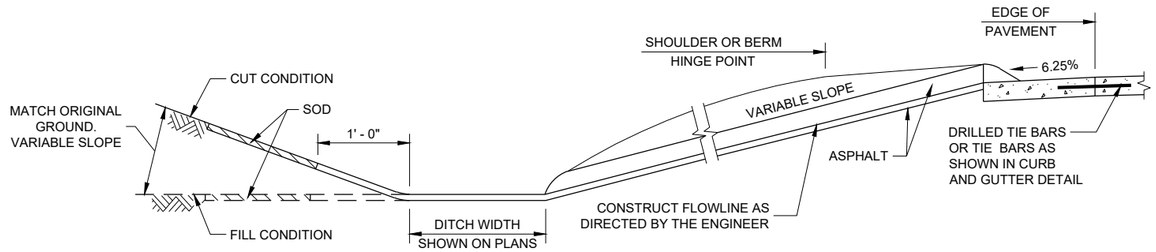
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

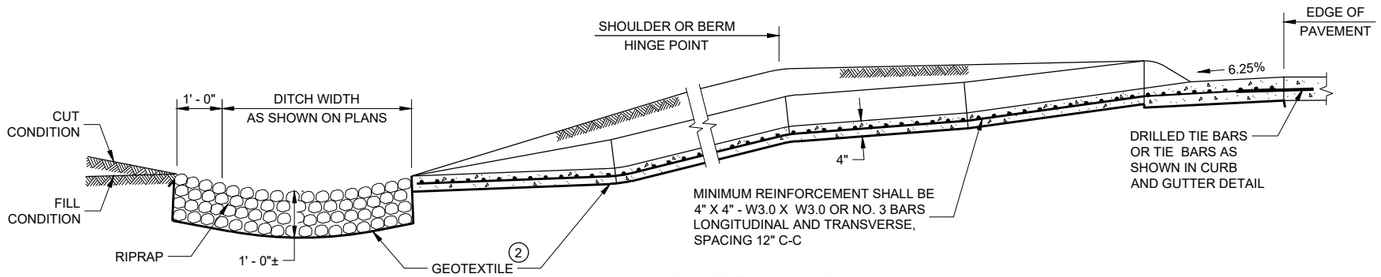
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

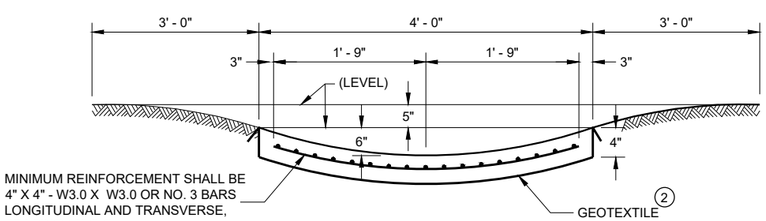


SECTION A - A

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

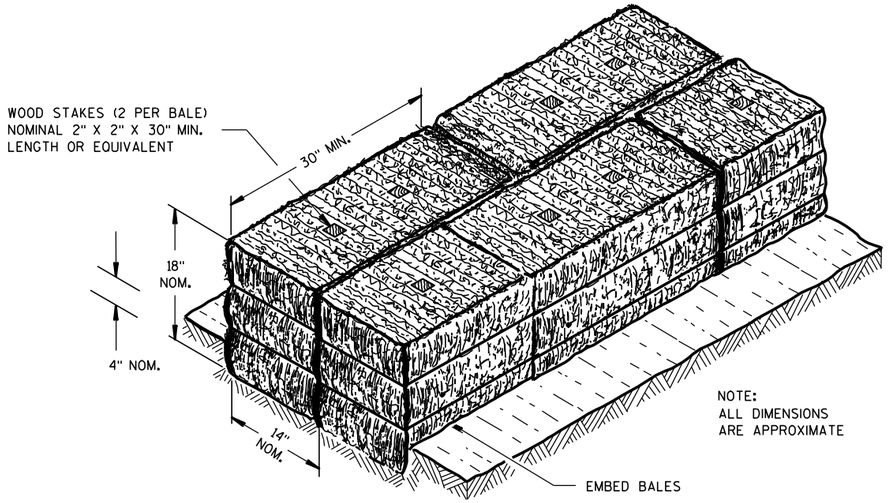
FHWA

6

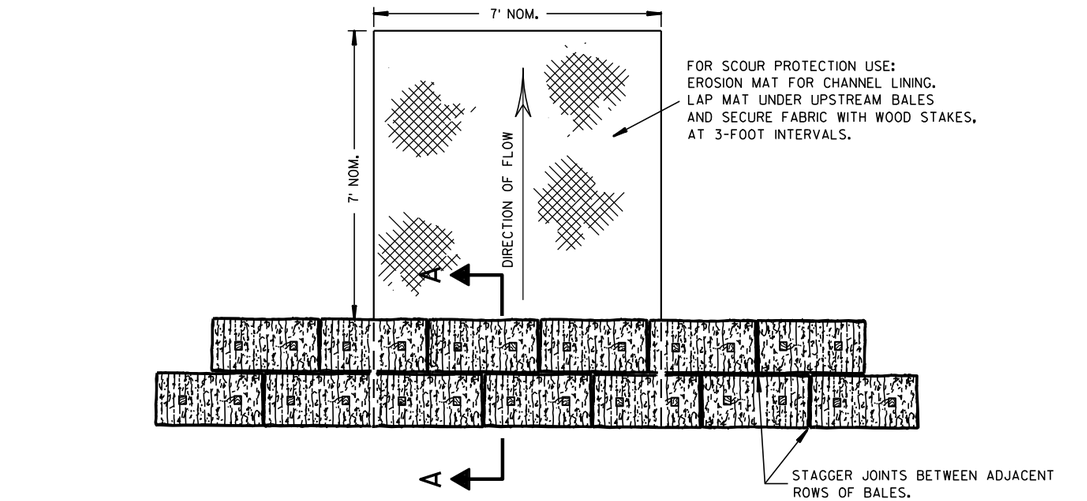
SDD 08D04 - 07

6

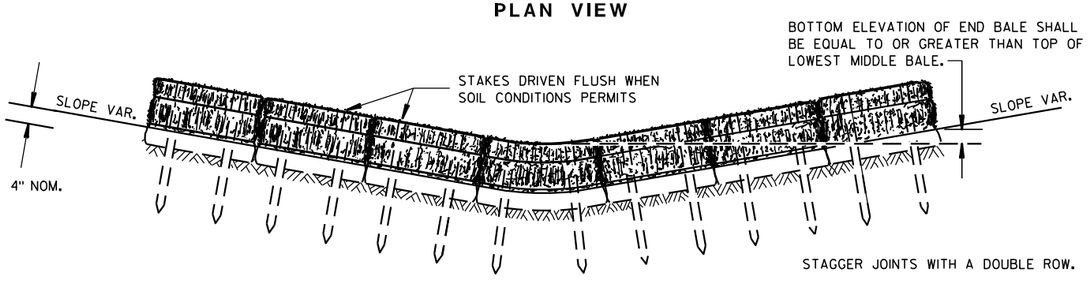
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



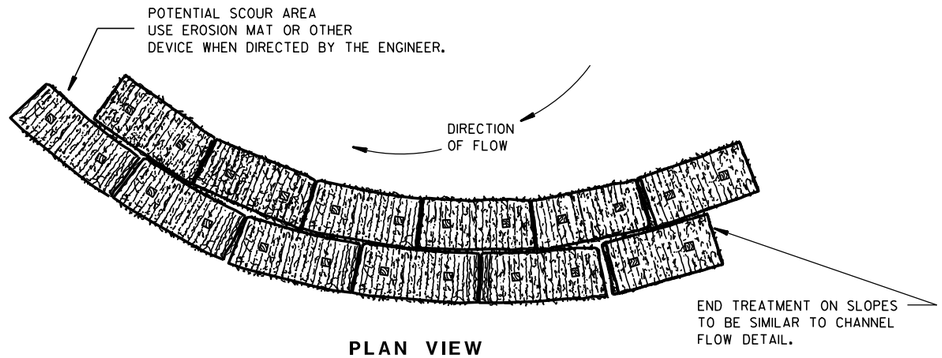
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

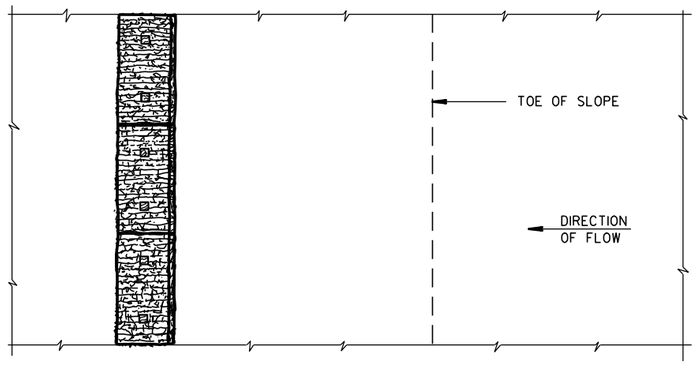
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

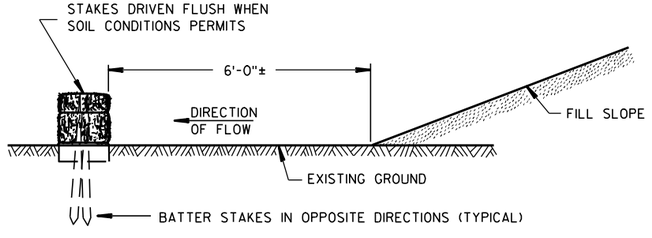


PLAN VIEW

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

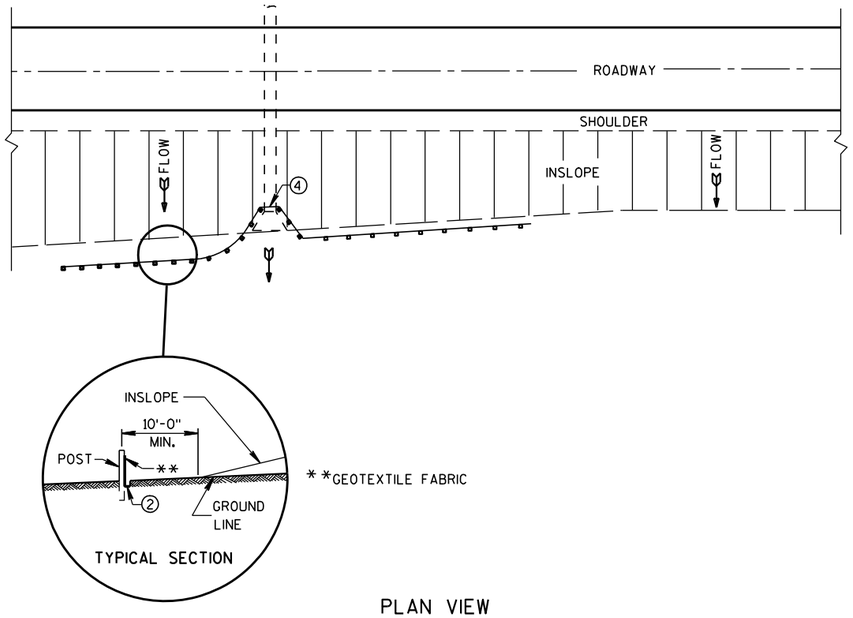
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

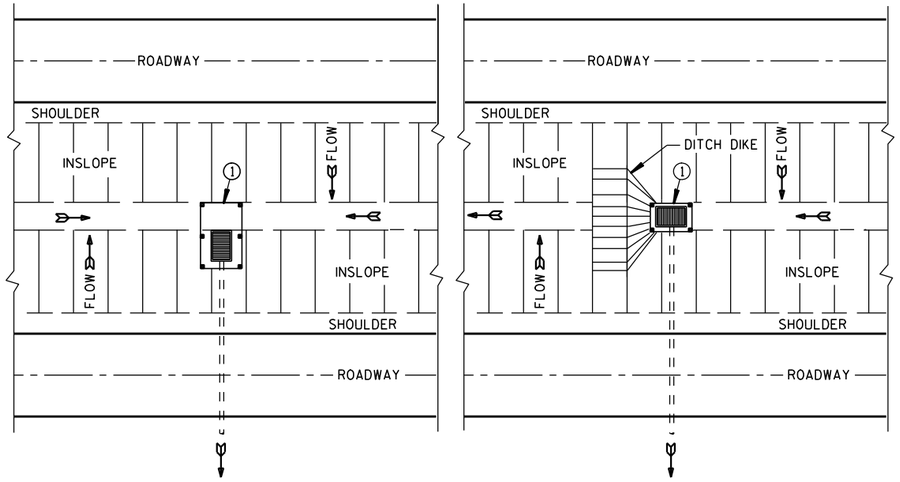
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



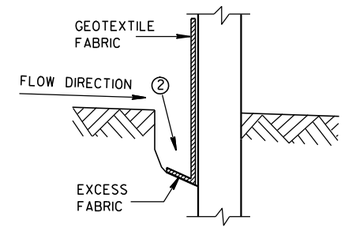
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

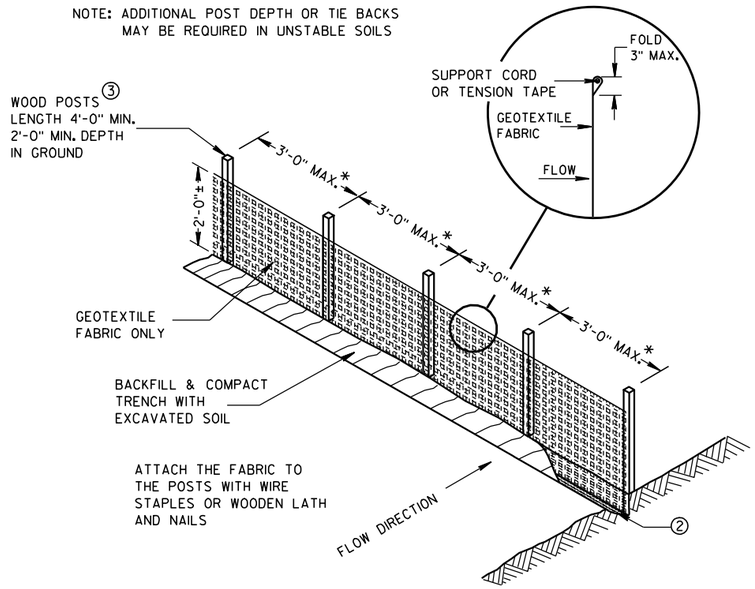
GENERAL NOTES

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.

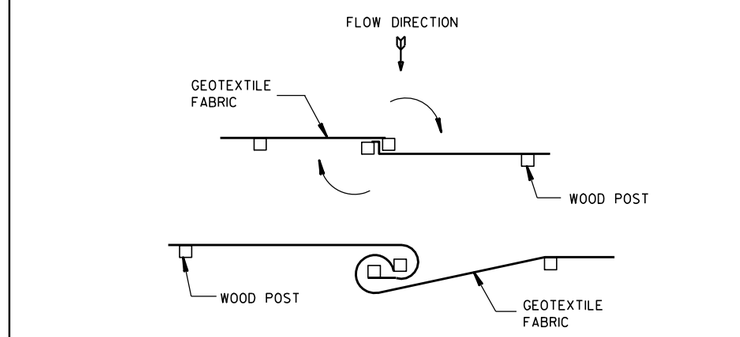


TRENCH DETAIL

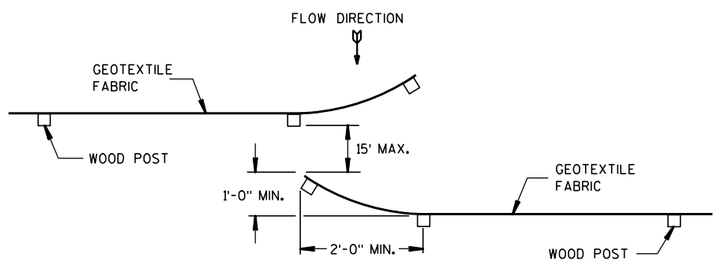


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

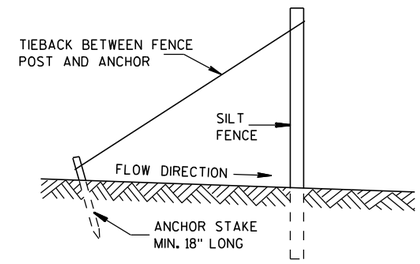


TWIST METHOD



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

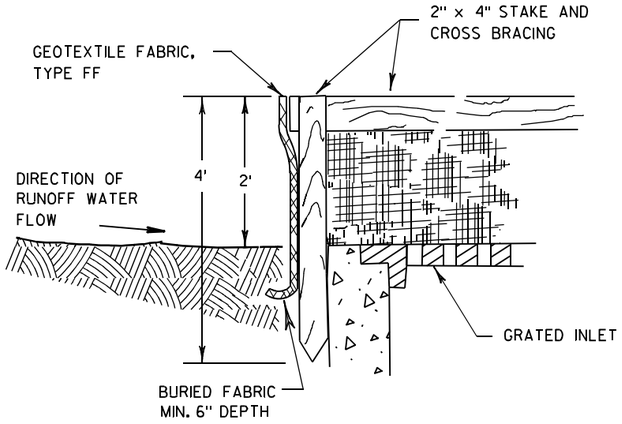
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

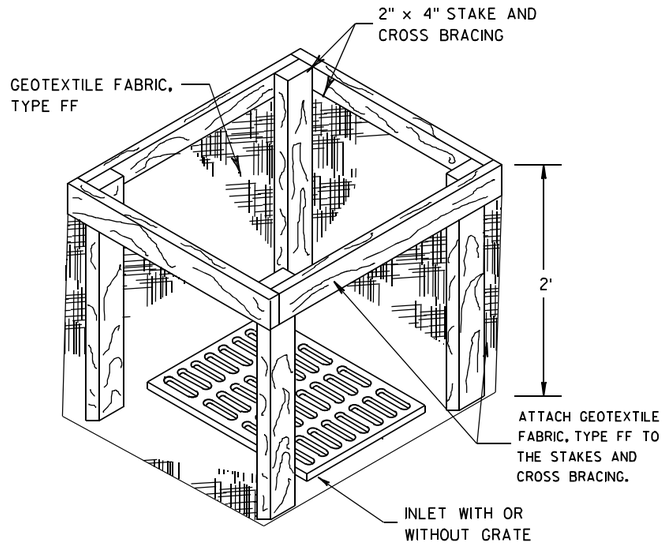
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S.D.D. 8 E 9-6

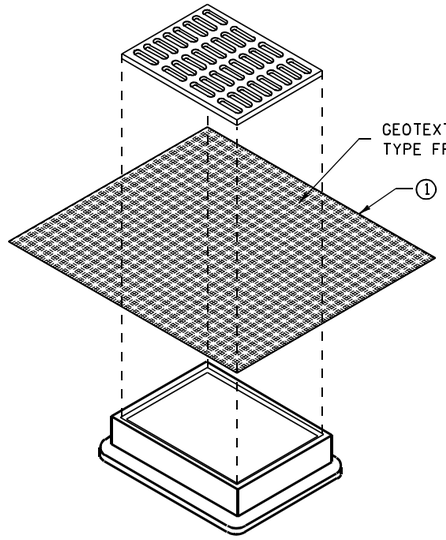
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S.D.D. 8 E 9-6



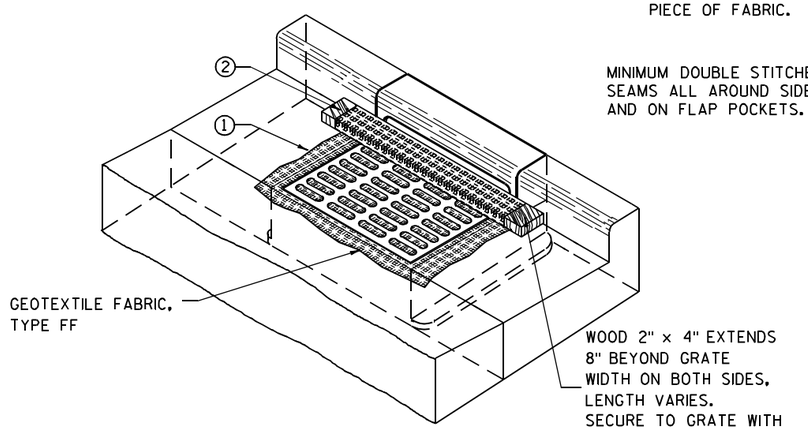


INLET PROTECTION, TYPE A

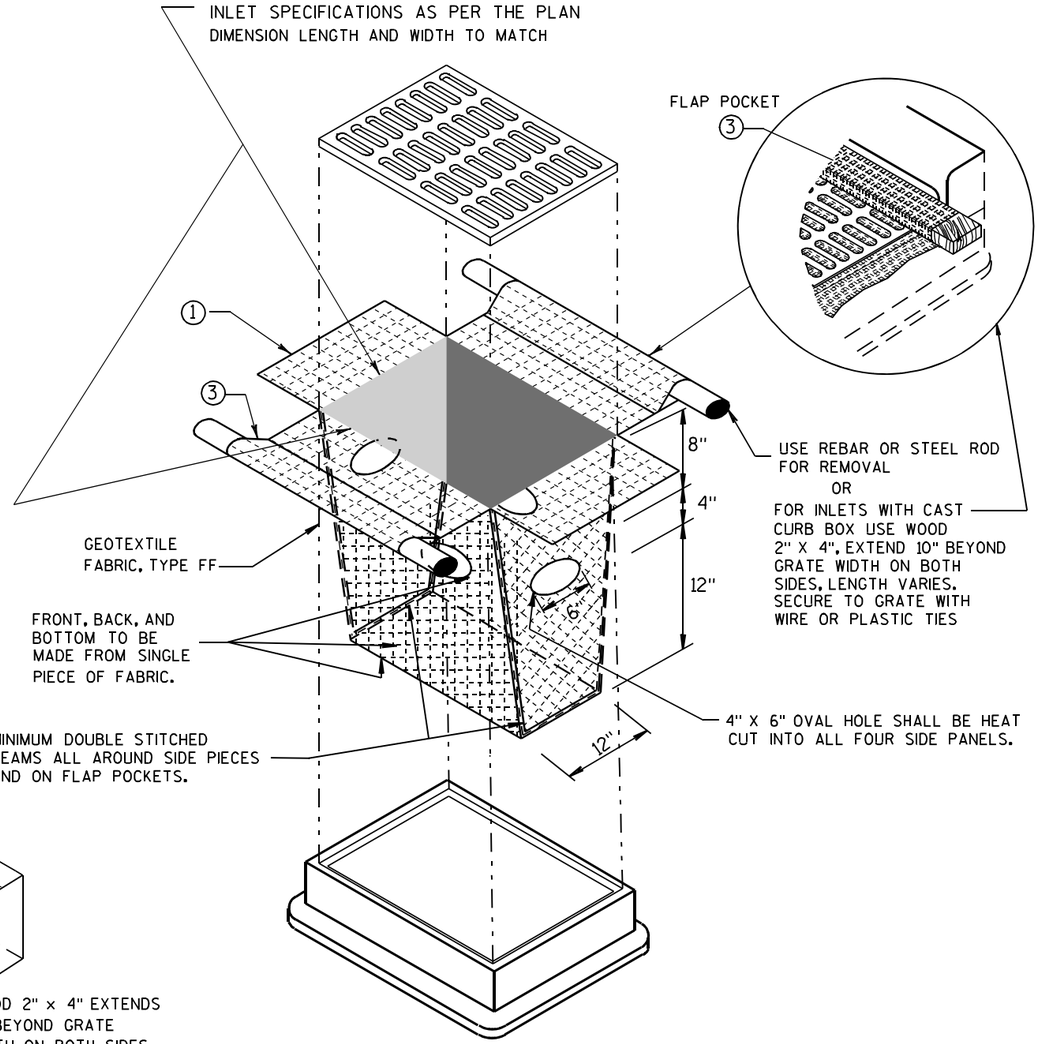


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

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.

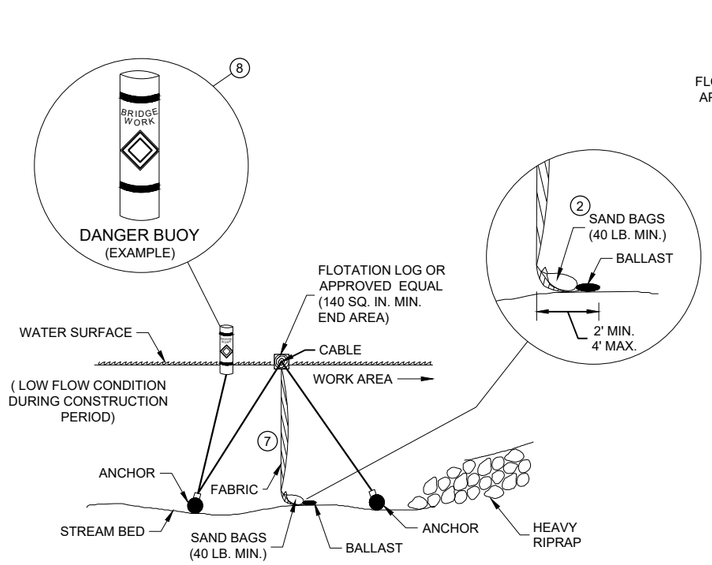
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

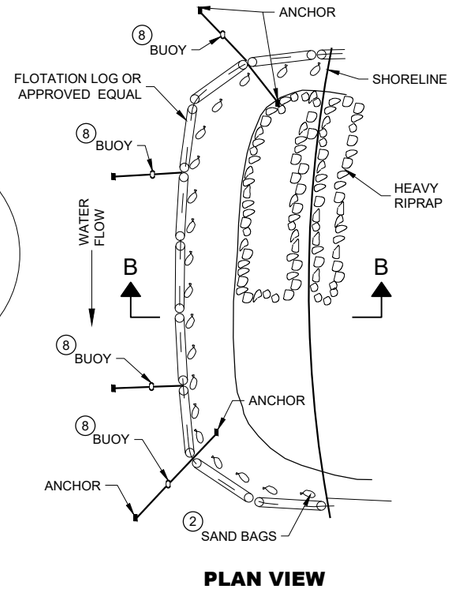
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

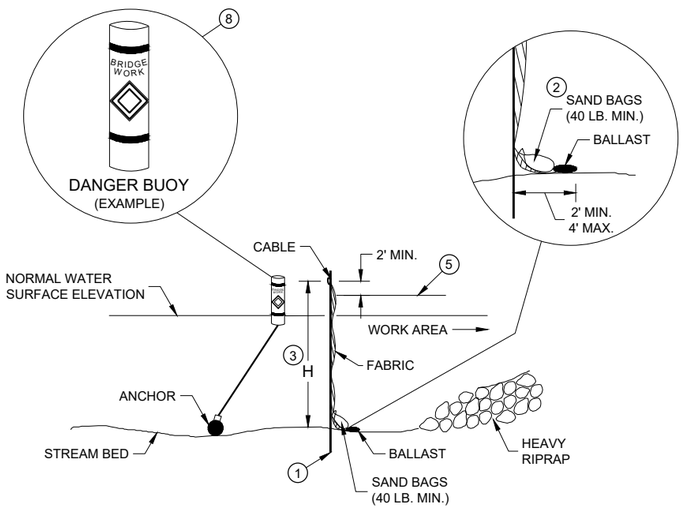


SECTION B - B

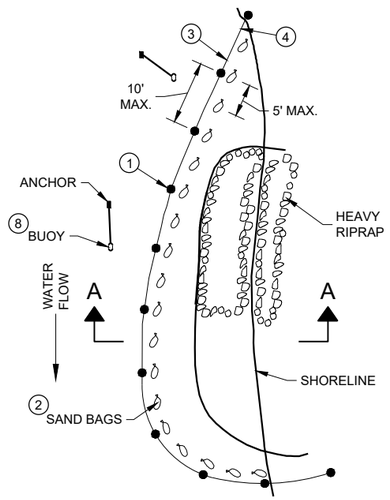


PLAN VIEW

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.

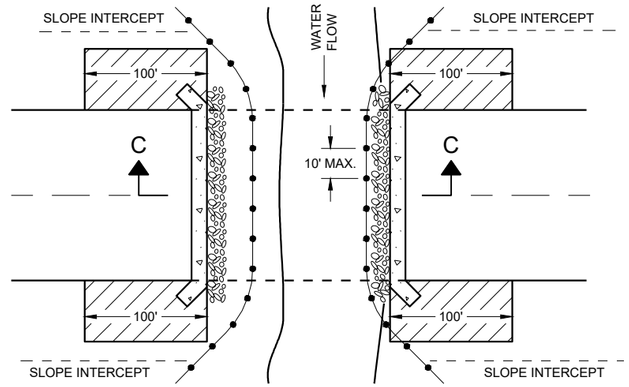
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

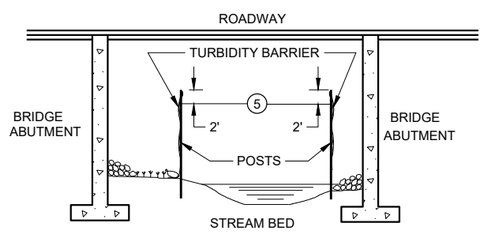
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

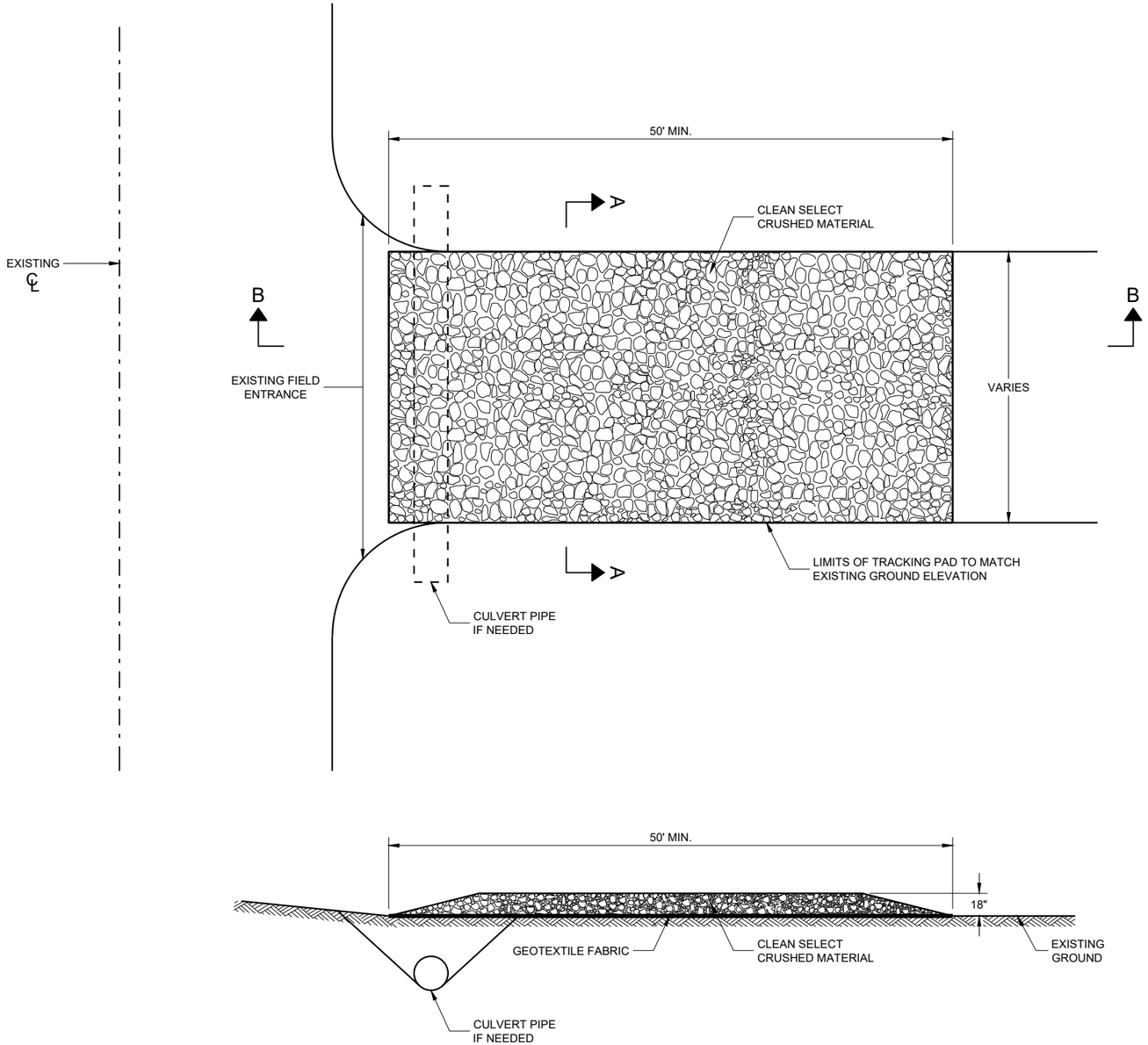
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
SDD 08E11 - 02



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

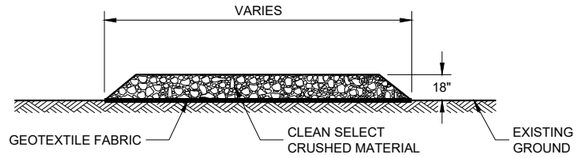
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

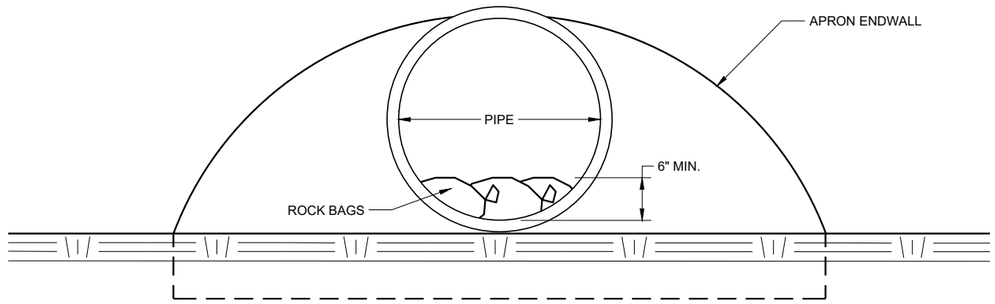
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

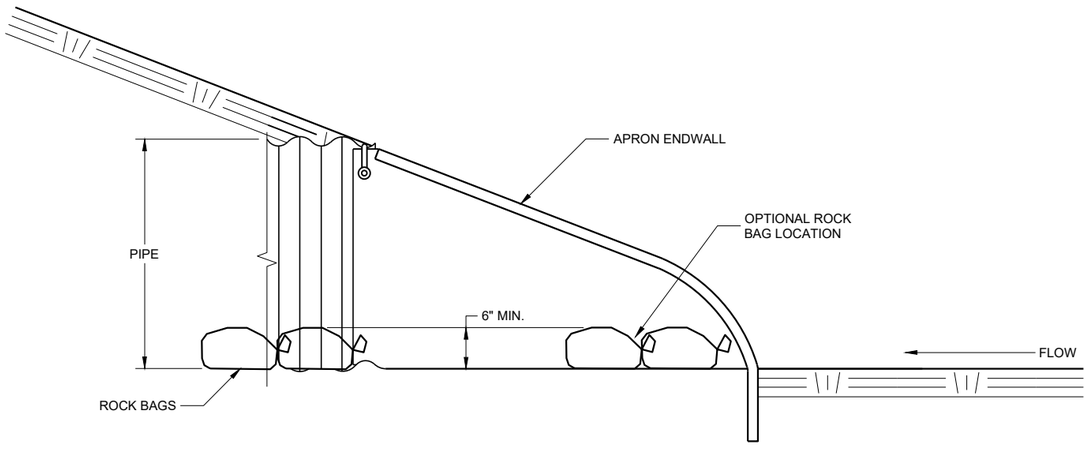
FHWA

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SDD 08E14 - 01



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	

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

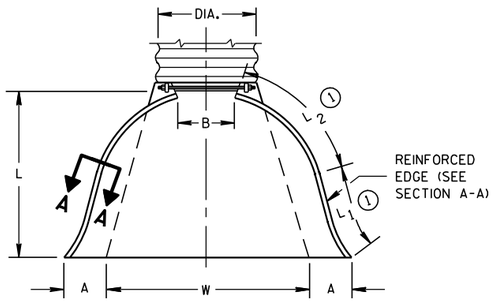
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

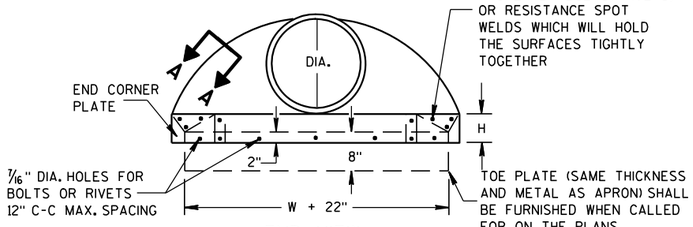
REINFORCED CONCRETE APRON ENDWALLS

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

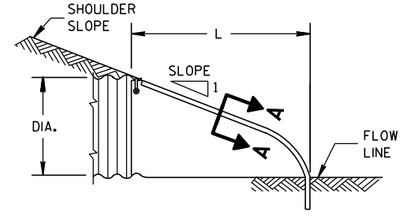
*MINIMUM
**MAXIMUM



PLAN VIEW

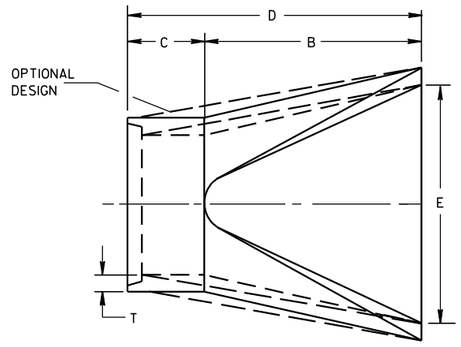


END VIEW

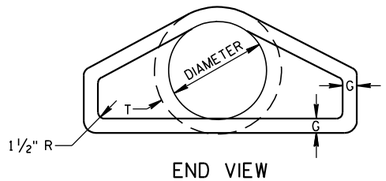


SIDE ELEVATION

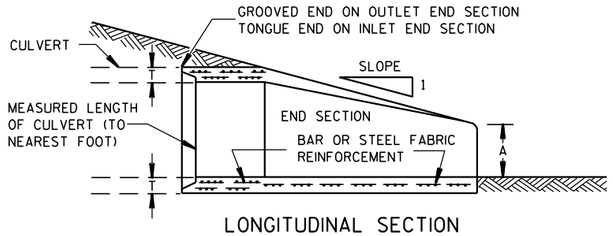
METAL ENDWALLS



PLAN

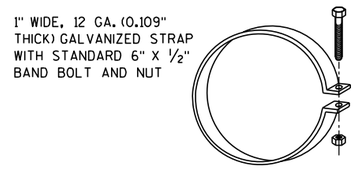


END VIEW



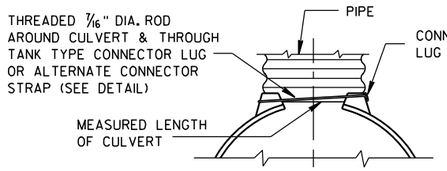
LONGITUDINAL SECTION

CONCRETE ENDWALLS

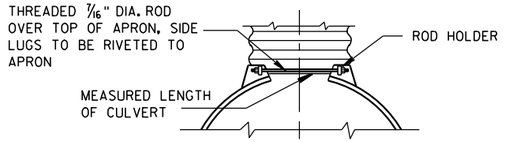


ALTERNATE FOR TYPE 1 CONNECTION

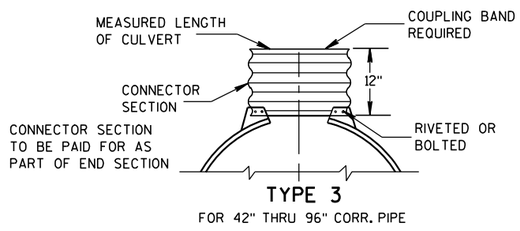
END SECTION CONNECTOR STRAP



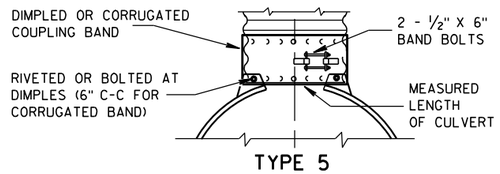
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

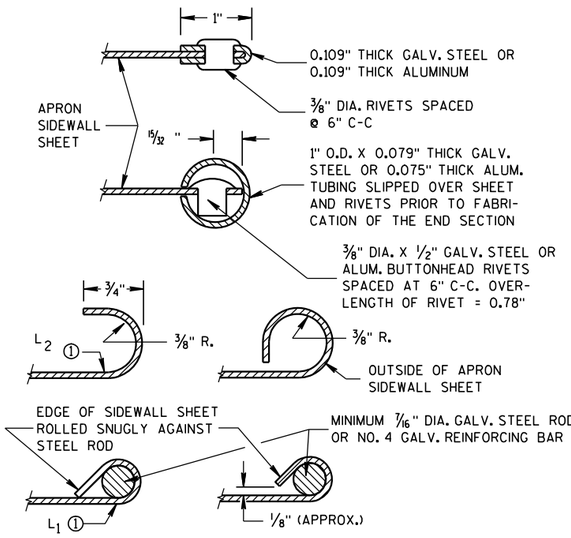
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

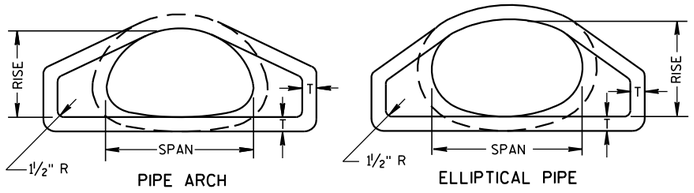
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

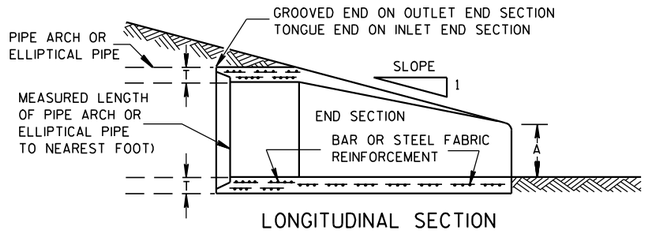
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

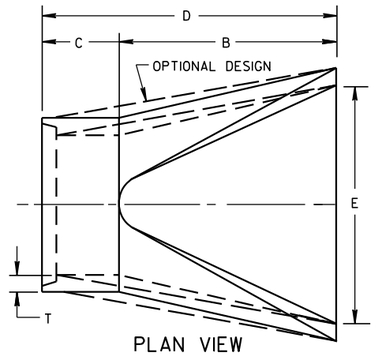
S.D.D. 8 F 1-11



END VIEW

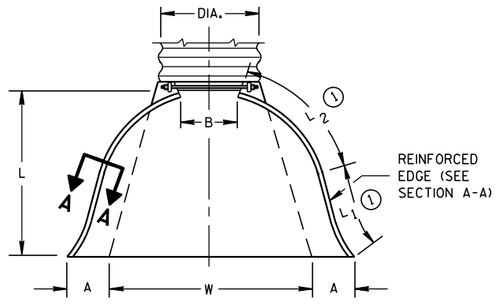


LONGITUDINAL SECTION

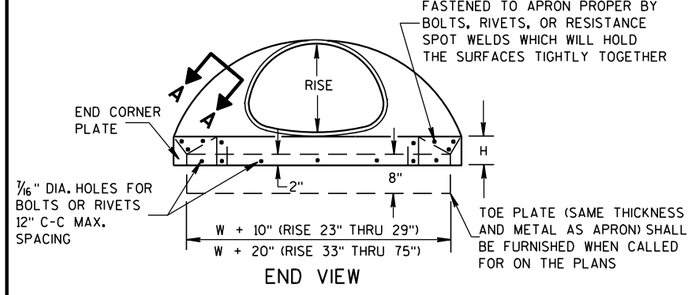


PLAN VIEW

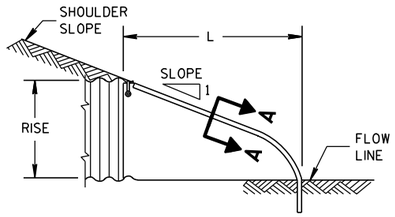
CONCRETE ENDWALLS



PLAN VIEW

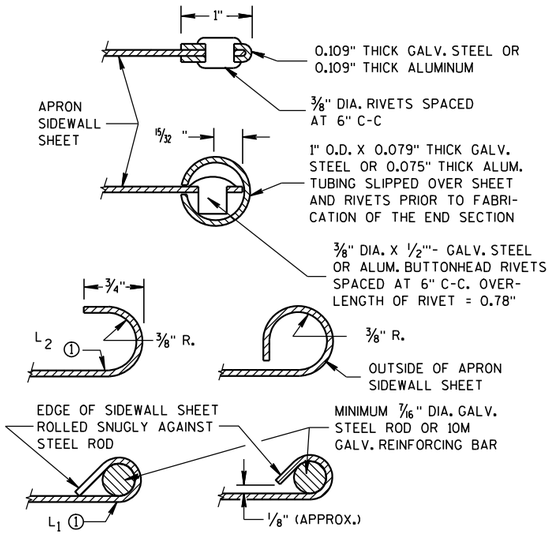


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE

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.

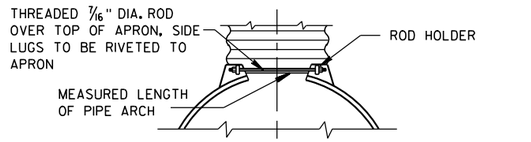
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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.

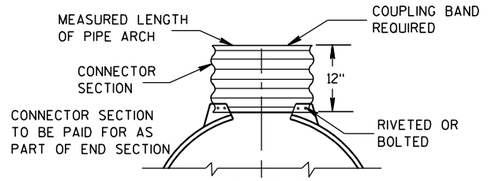
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.



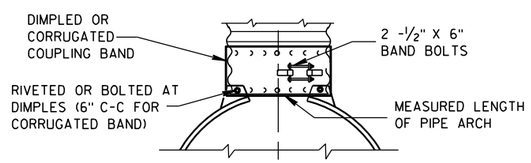
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

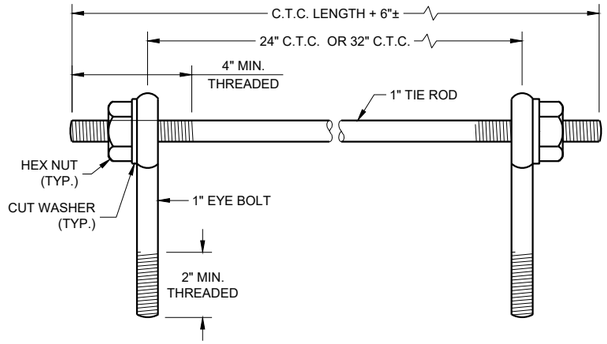
FHWA

6

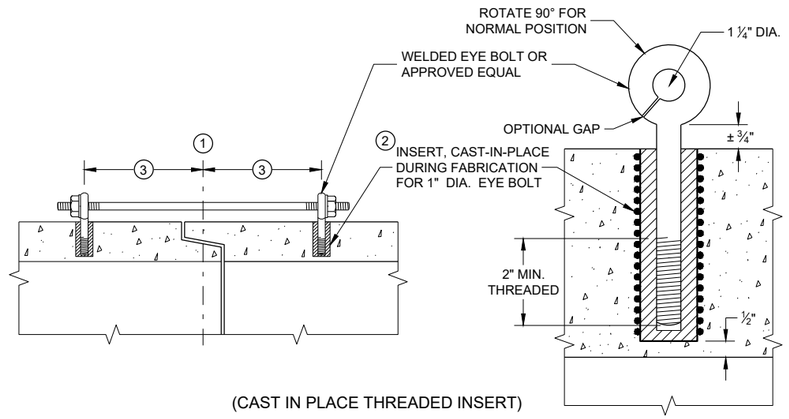
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 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 APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

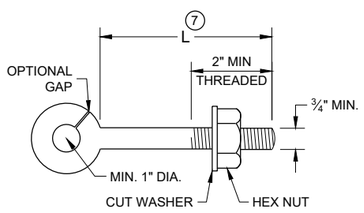
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

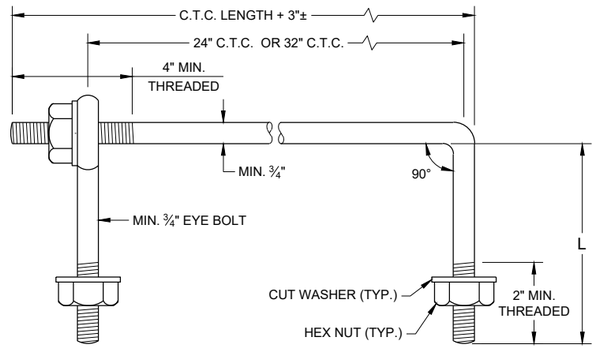
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

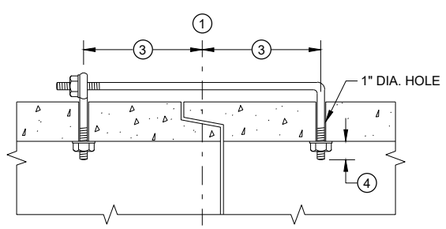


EYE BOLT (7)

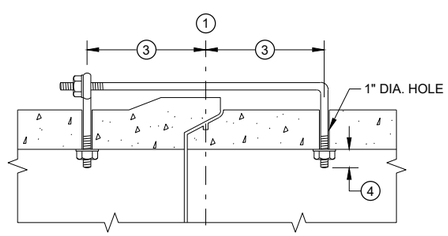
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

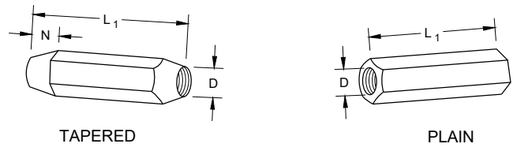
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

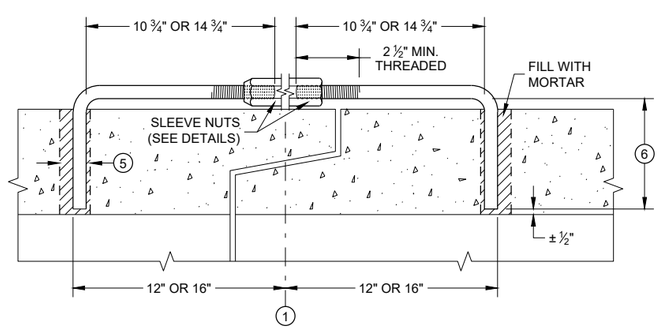
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



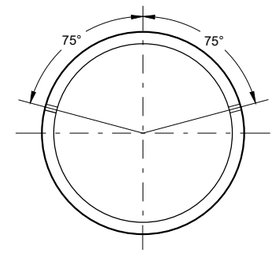
RIGHT AND LEFT THREADS

SLEEVE NUTS



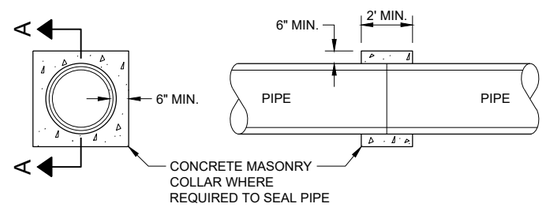
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

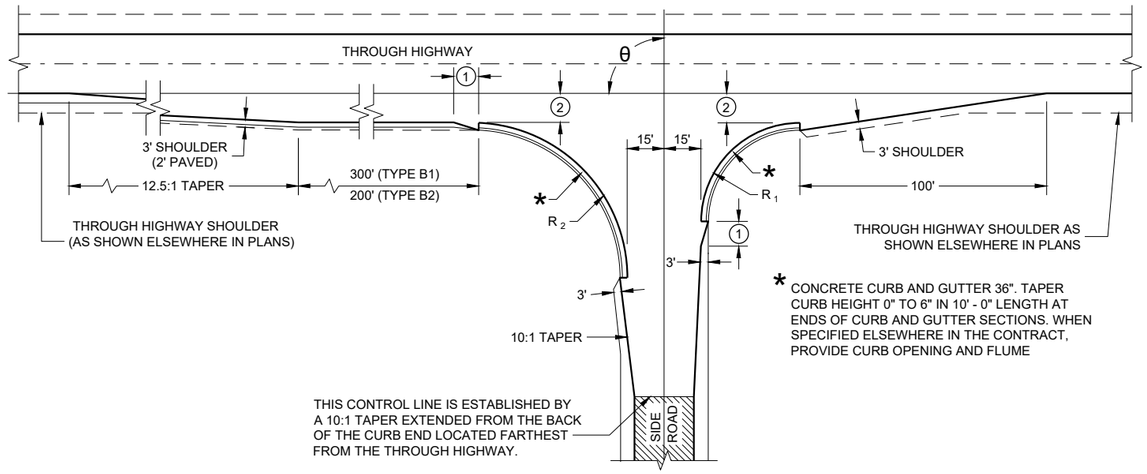
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F04 - 08

SDD 08F04 - 08



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

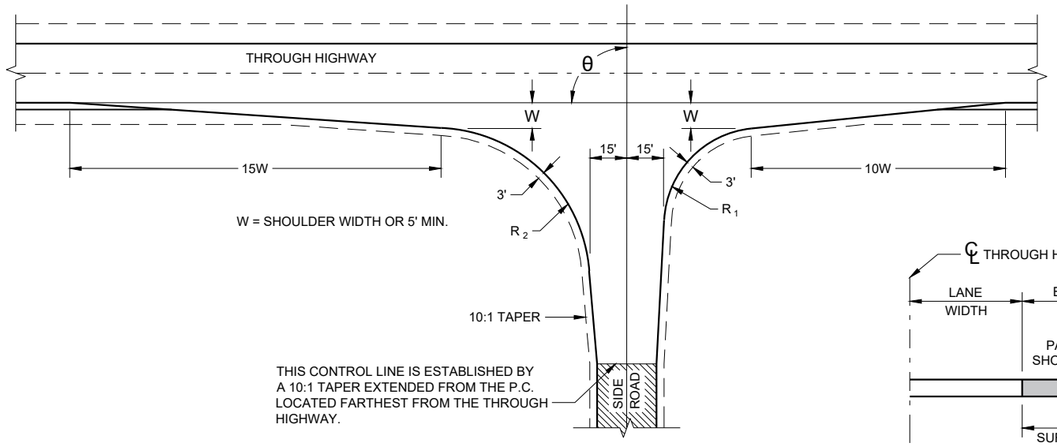
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

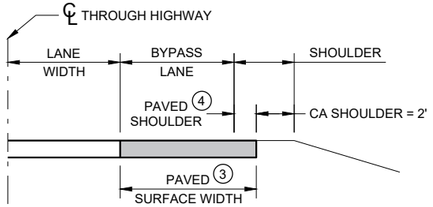
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

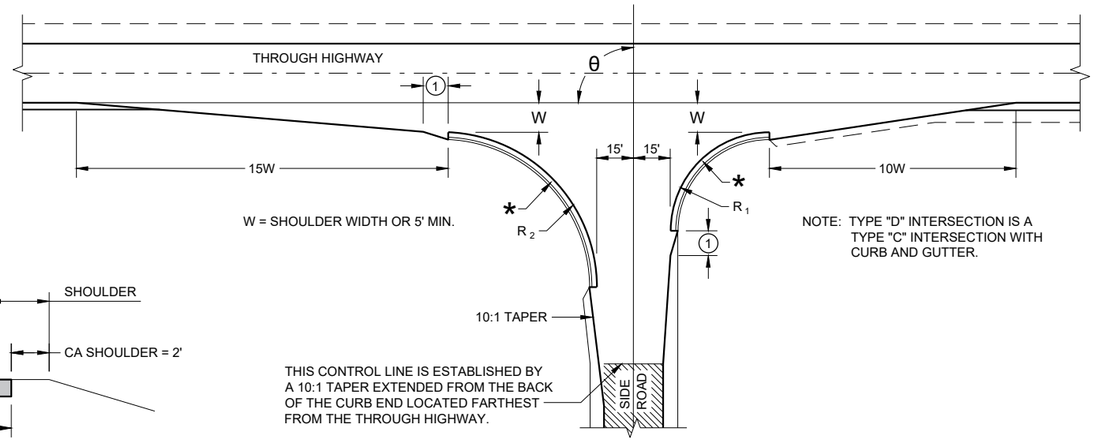


TYPE "C"



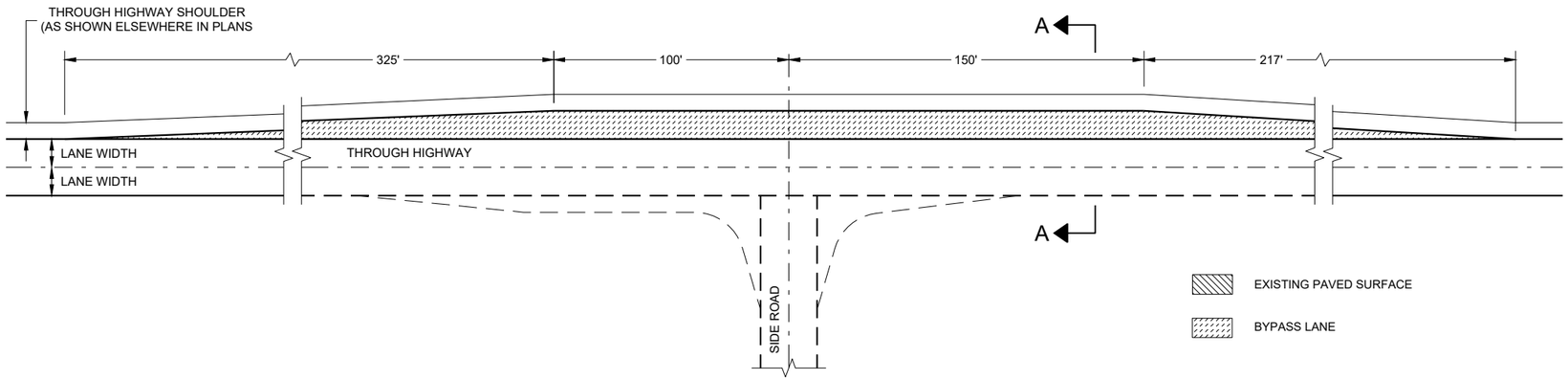
SECTION A - A

(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

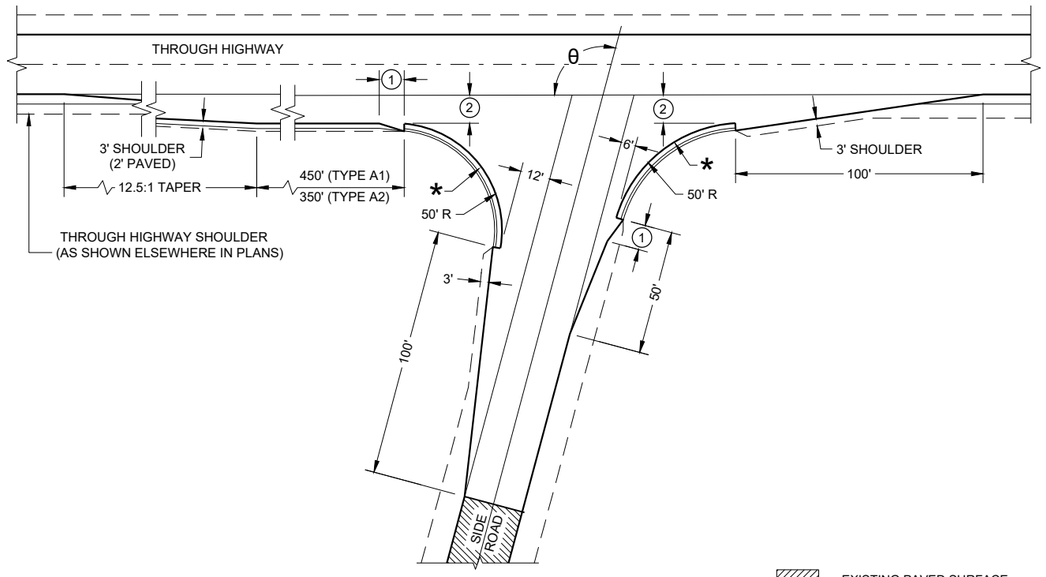
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

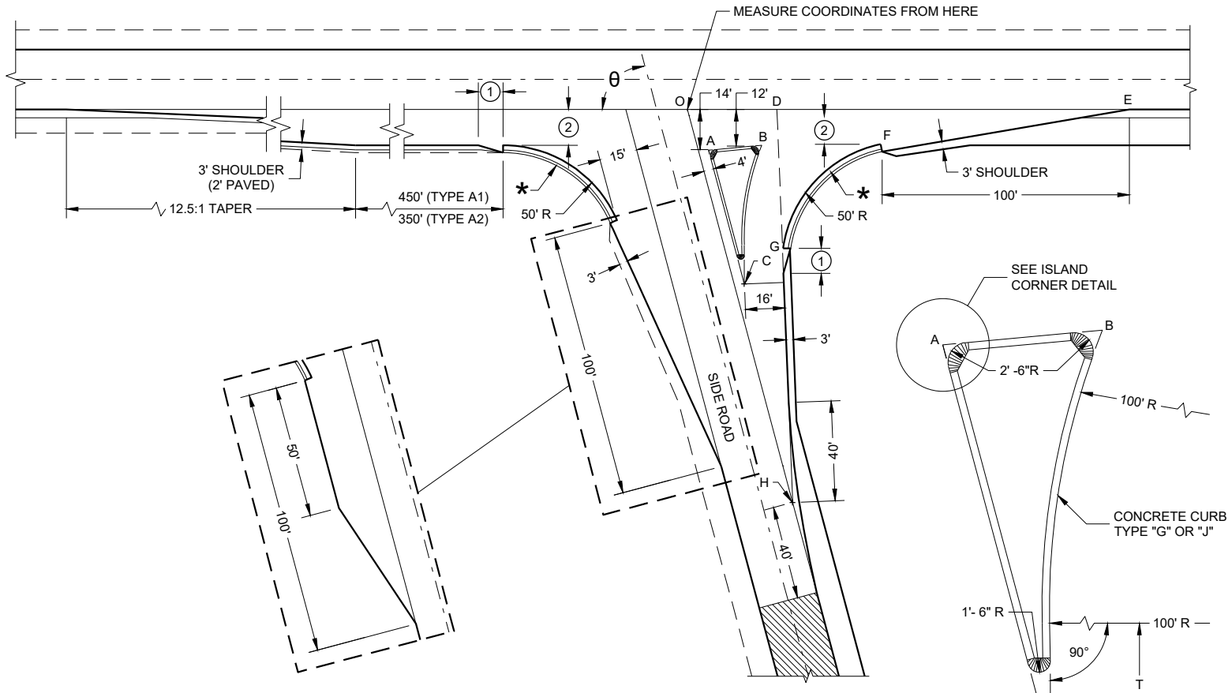
SDD 09A01 - 14a

6

SDD 09A01 - 14a

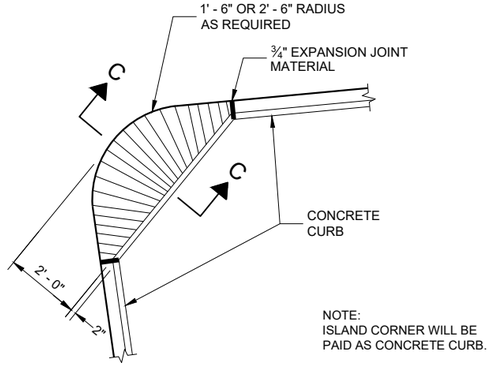


θ = MORE THAN 80°

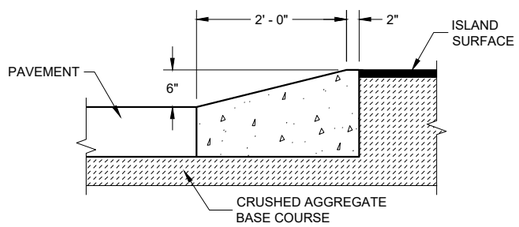


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE
THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW



SECTION C - C

ISLAND CORNER DETAIL
(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

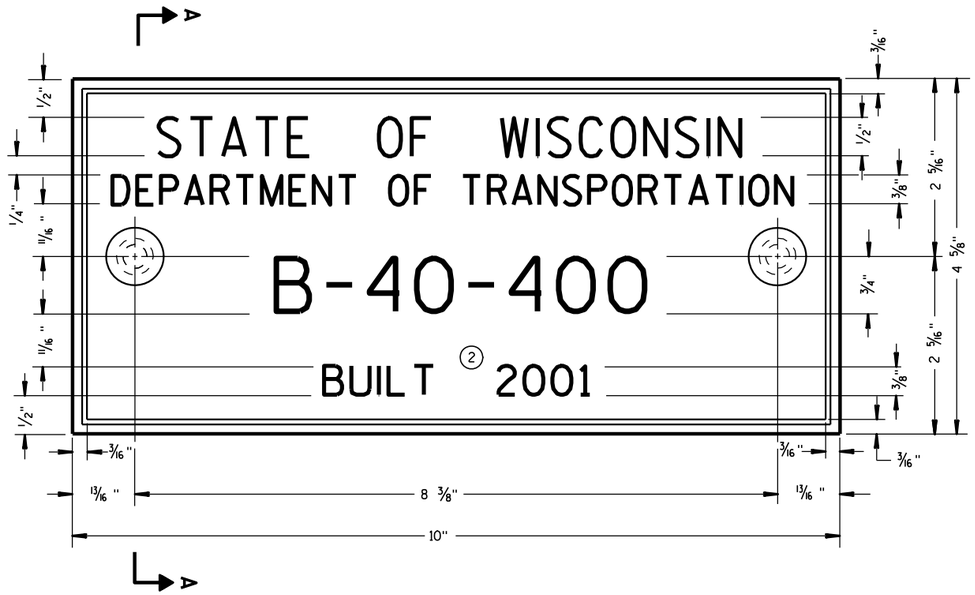
AT GRADE SIDE ROAD INTERSECTIONS TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

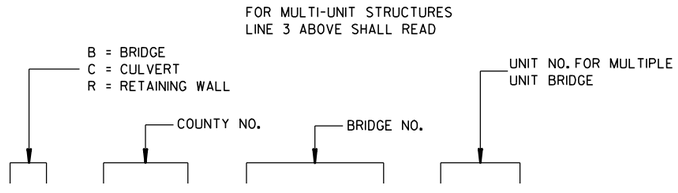
APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 09A01 - 14b
SDD 09A01 - 14b



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

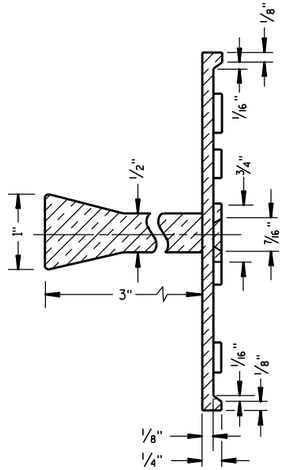
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

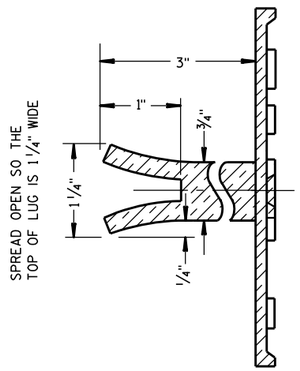
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

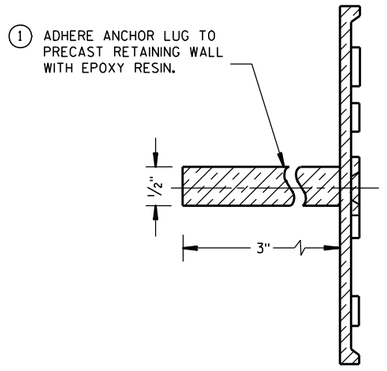
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOP — ENGINEER

FHWA

6

S.D.D. 12 A 3-10

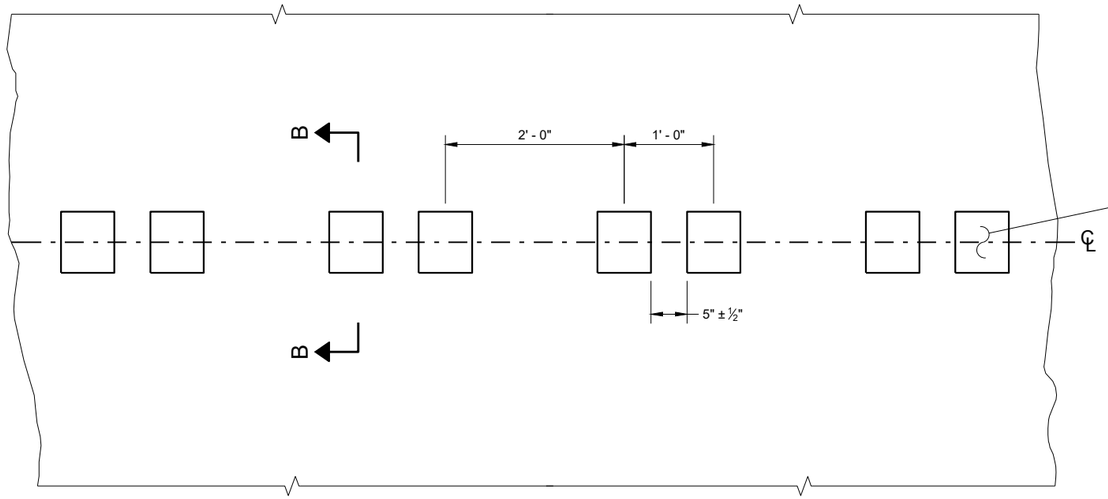
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S.D.D. 12 A 3-10

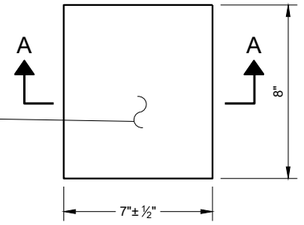
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

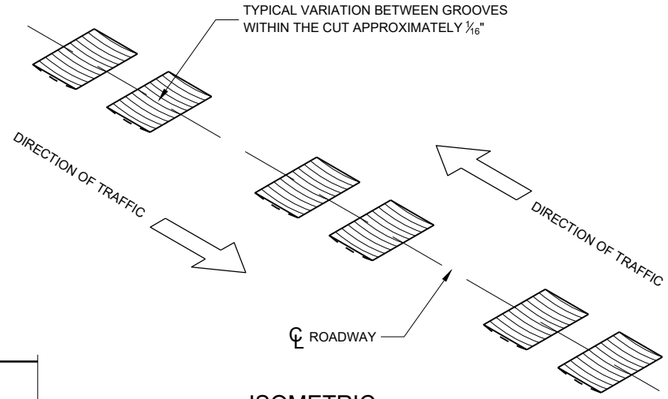
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



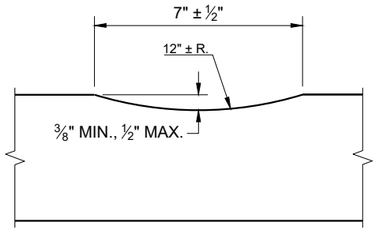
PLAN DETAIL VIEW



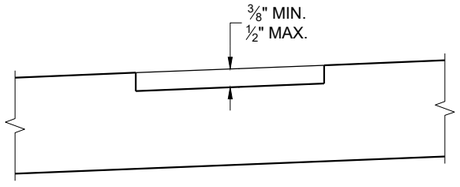
PLAN VIEW
(SINGLE GROOVE)



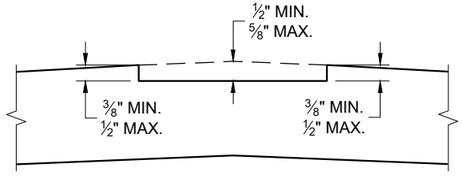
ISOMETRIC



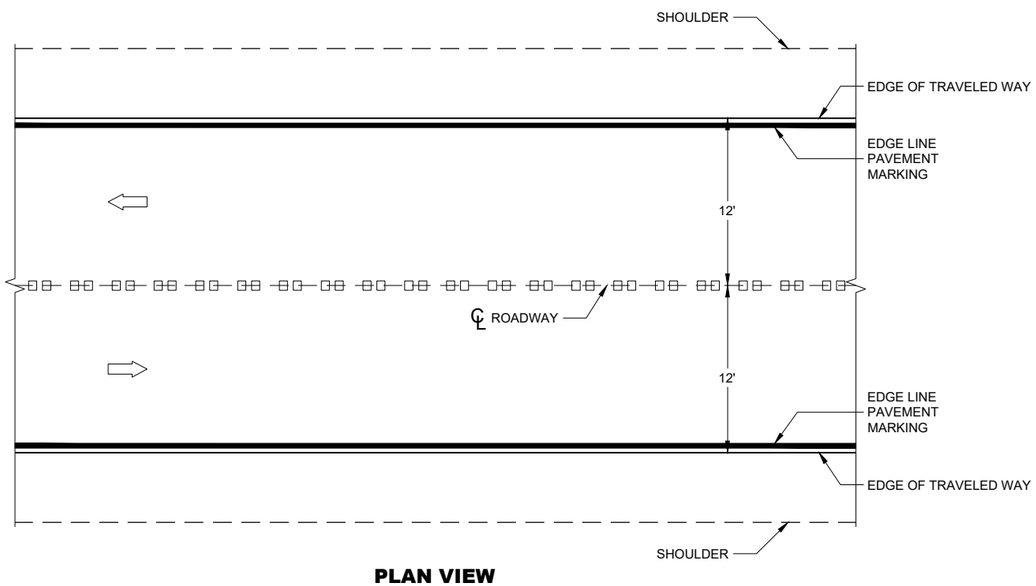
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

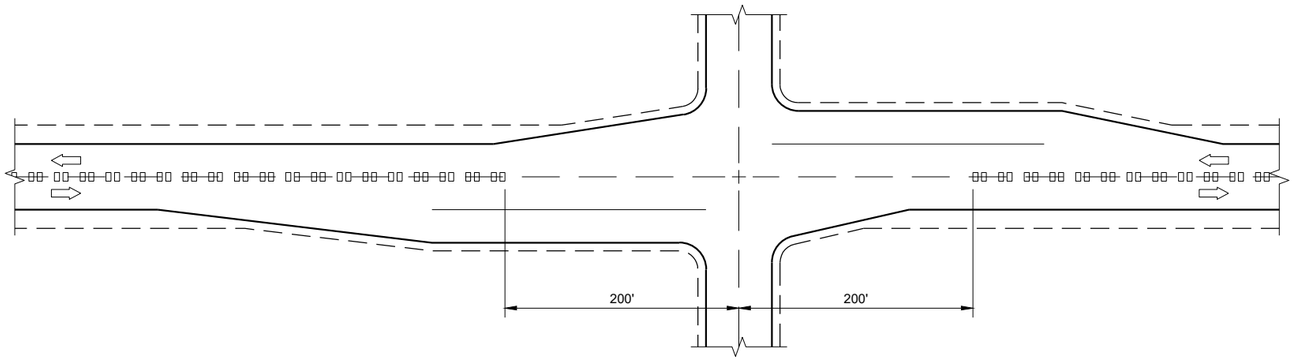
CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	148

6

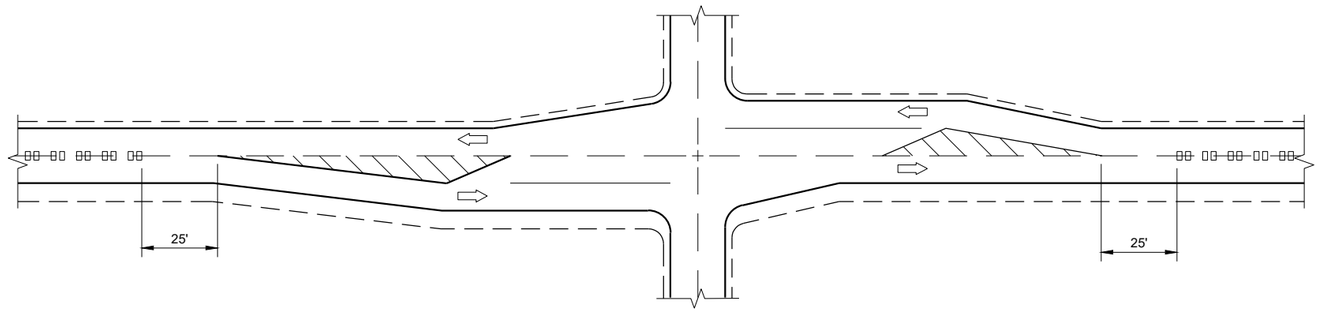
SDD 13A11 - 04a

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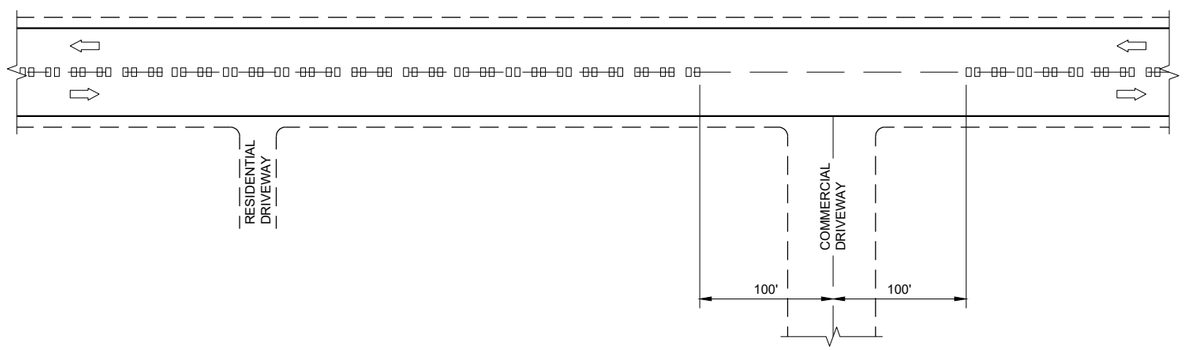
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



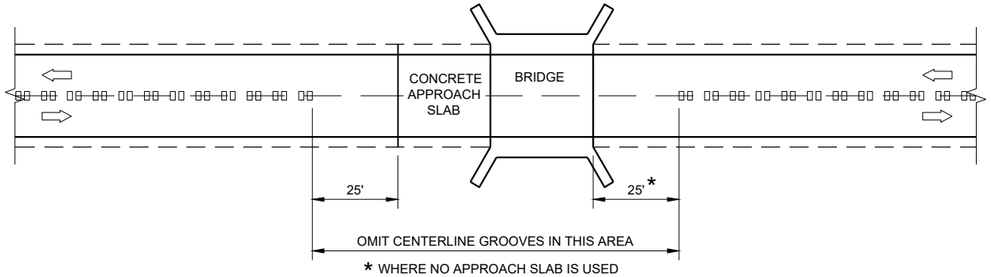
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



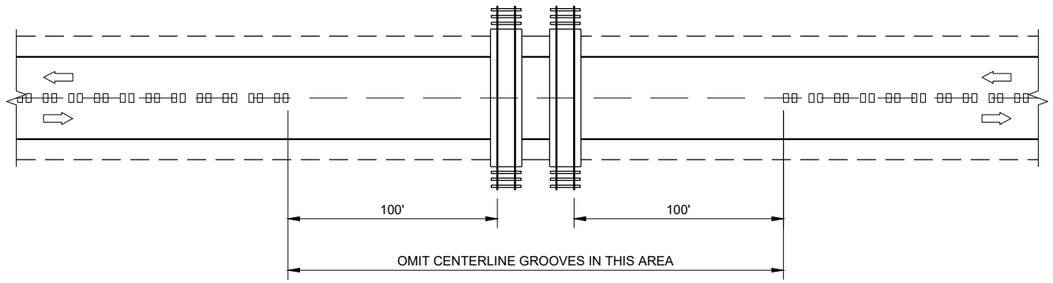
CENTERLINE GROOVES AT DRIVEWAYS (1)

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 RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

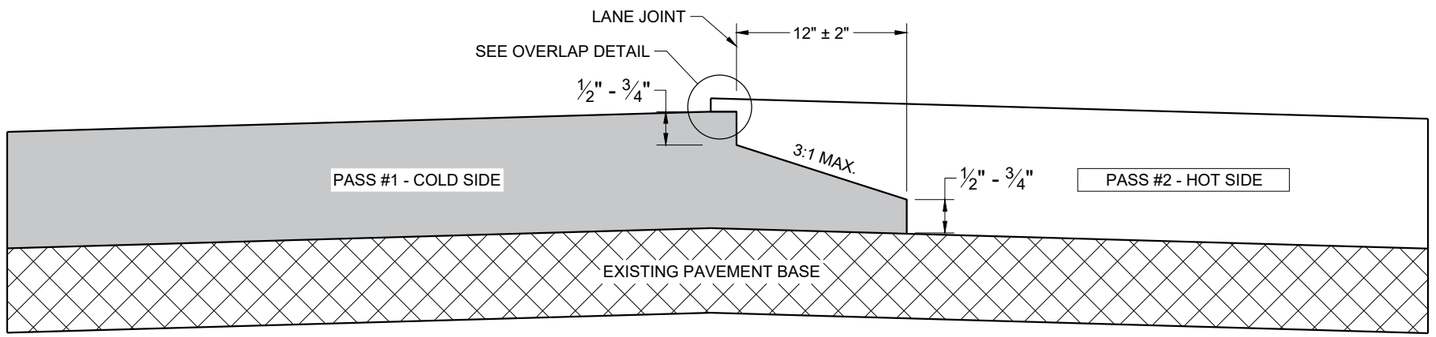
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

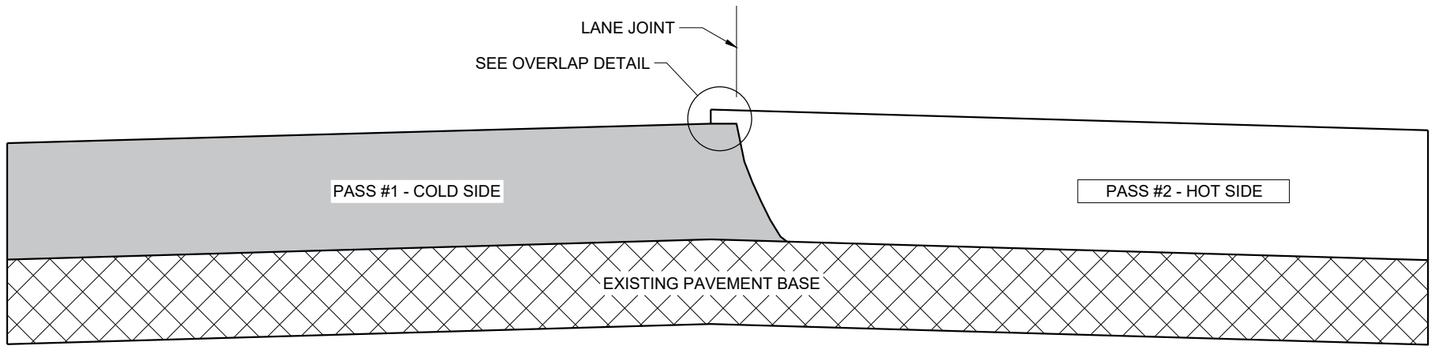
FHWA

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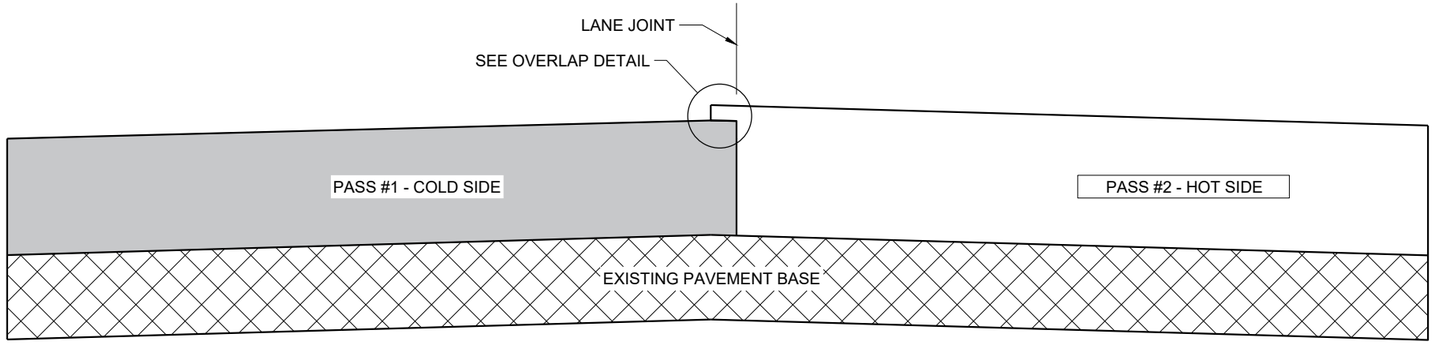
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

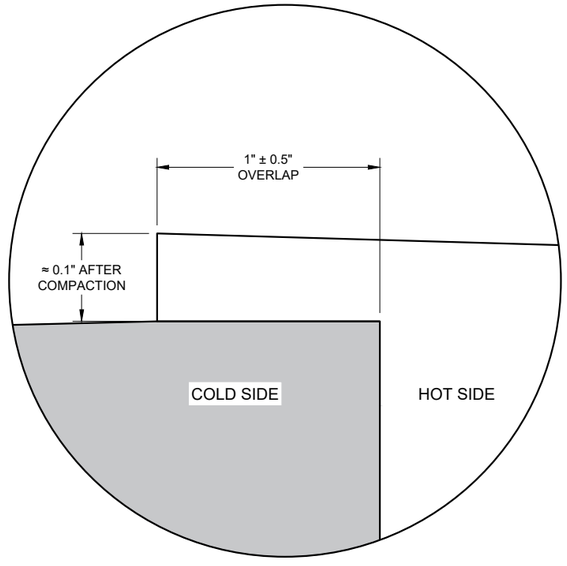
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

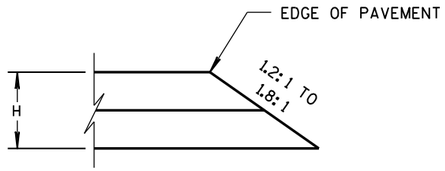
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

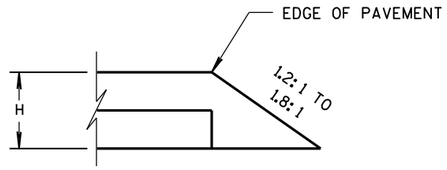
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



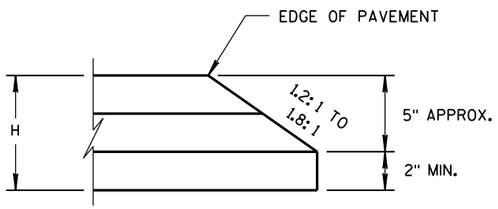
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



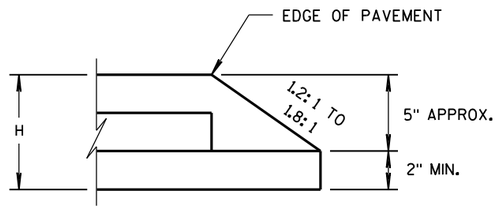
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

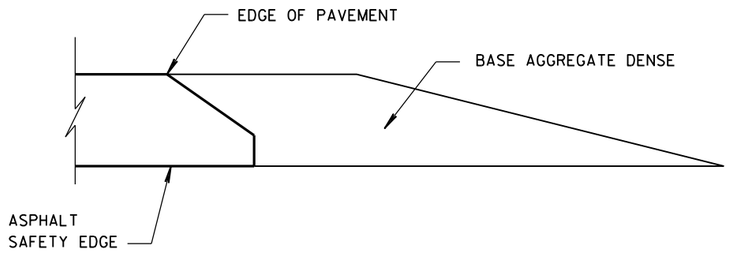
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(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.

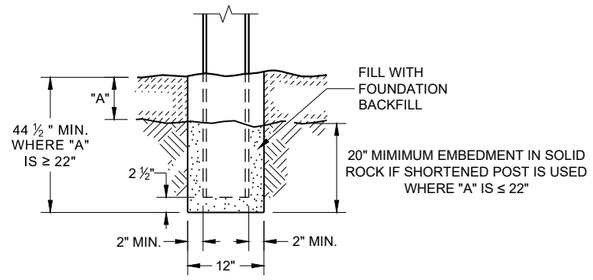
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

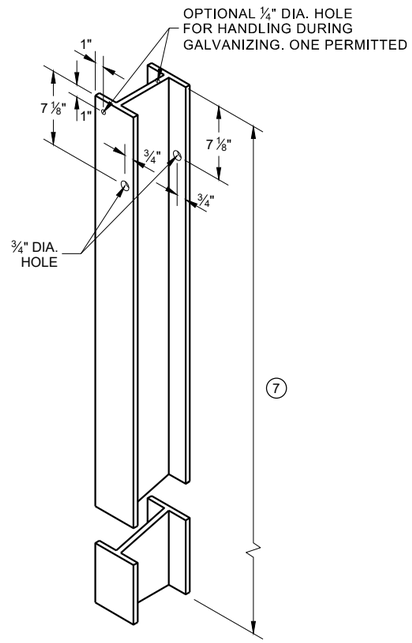
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

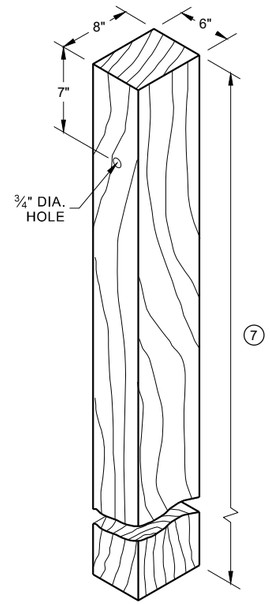
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



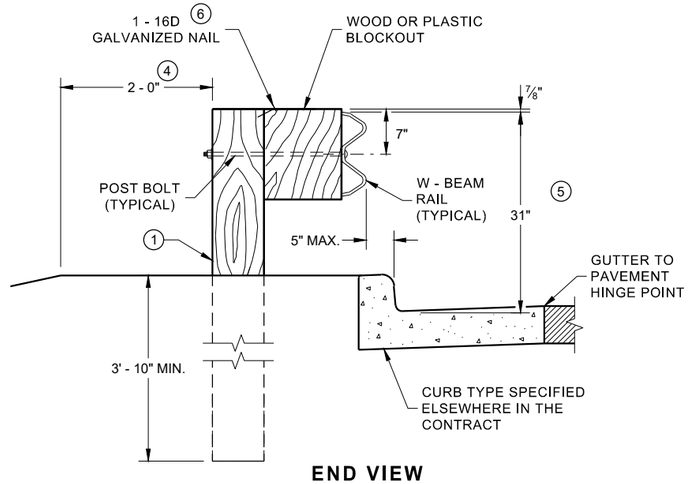
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



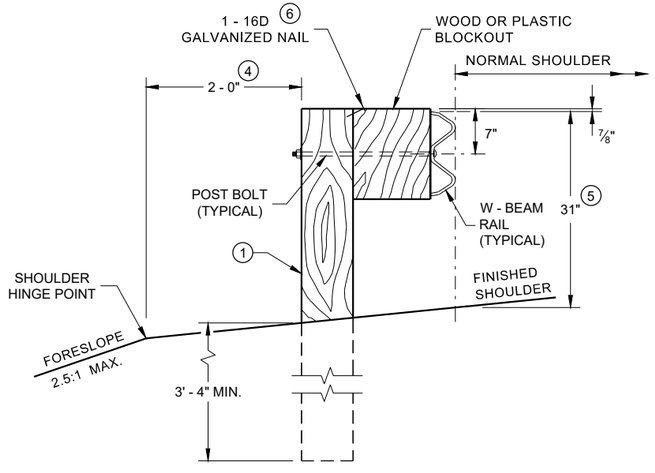
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



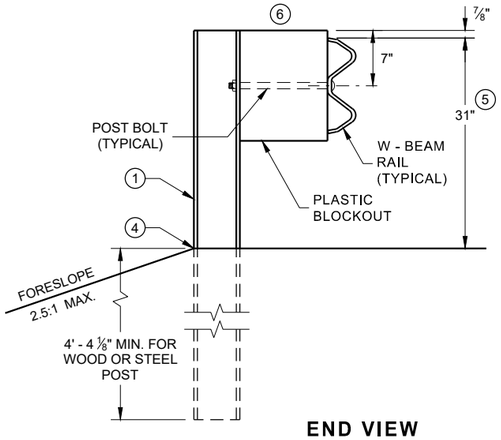
WOOD POST (6" X 8") NOMINAL (1)



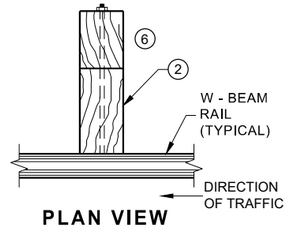
END VIEW
LOCATED ALONG A CURBED ROADWAY



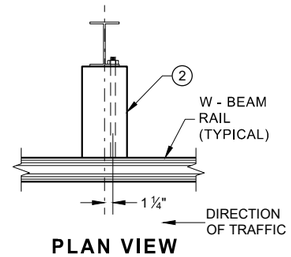
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



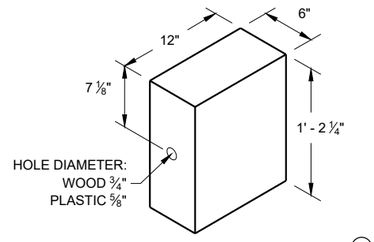
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

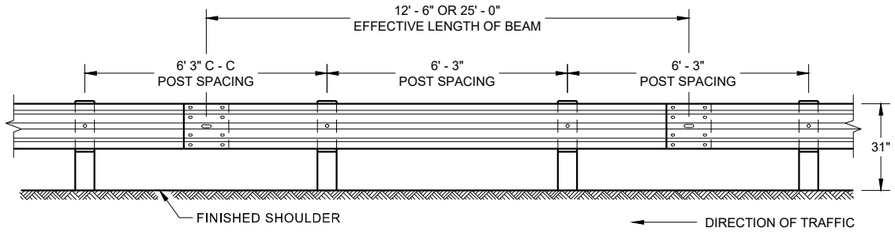
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

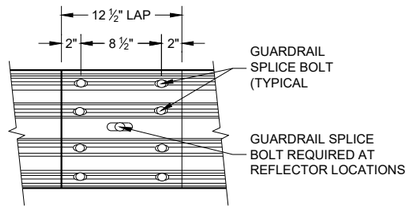
SDD 14B42 - 07a

6

SDD 14B42 - 07a



FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
MID-SPAN BEAM SPLICE

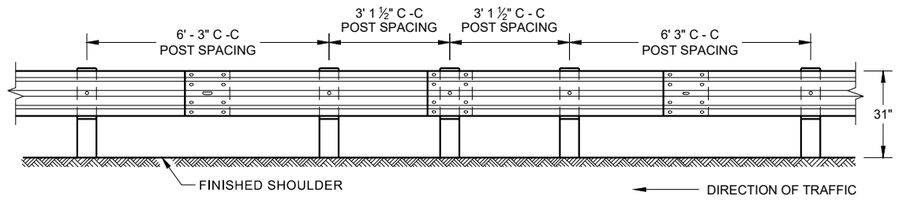
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

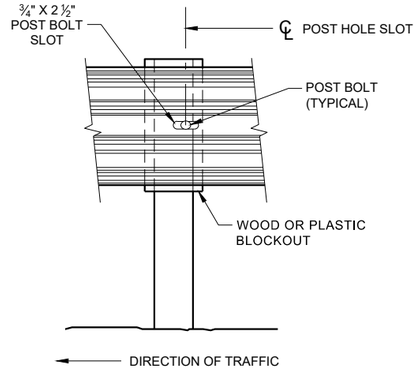
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

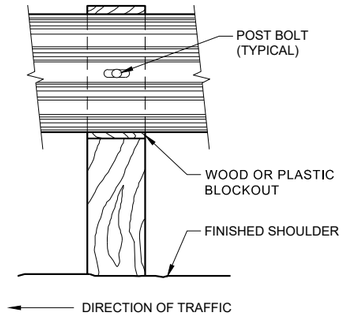
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



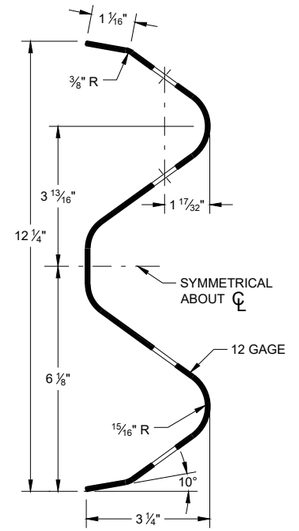
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



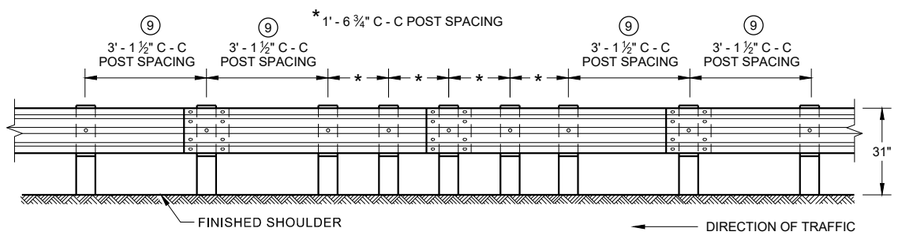
FRONT VIEW AT STEEL POST



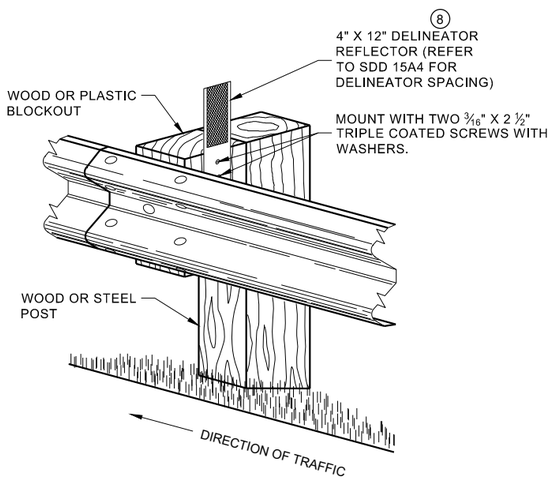
FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



FRONT VIEW
QUARTER POST SPACING (QS)



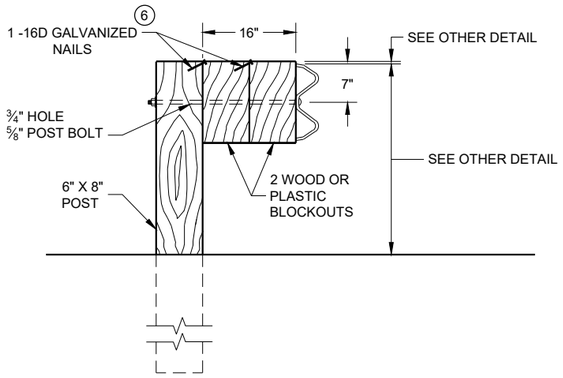
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

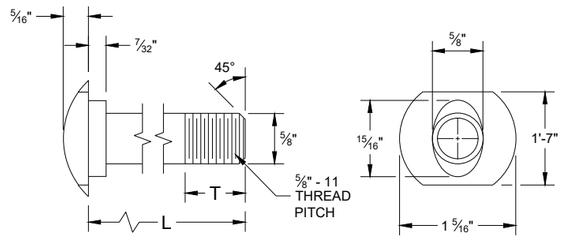


DETAIL FOR 16" BLOCKOUT DEPTH

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.

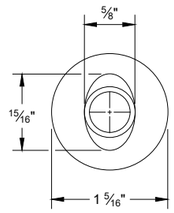
NOTE:

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.

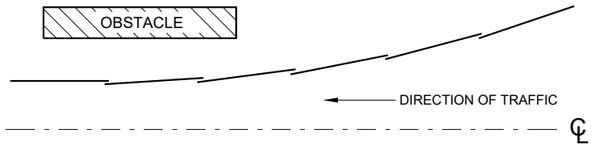


POST BOLT TABLE

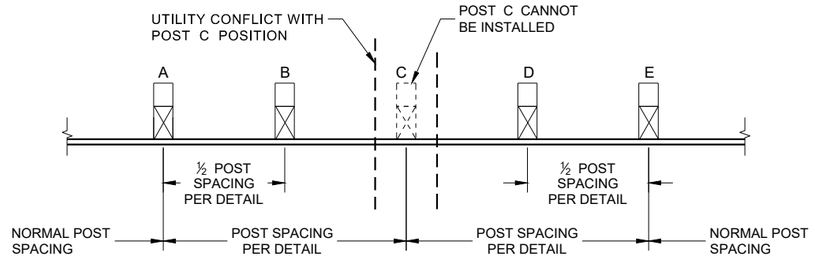
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



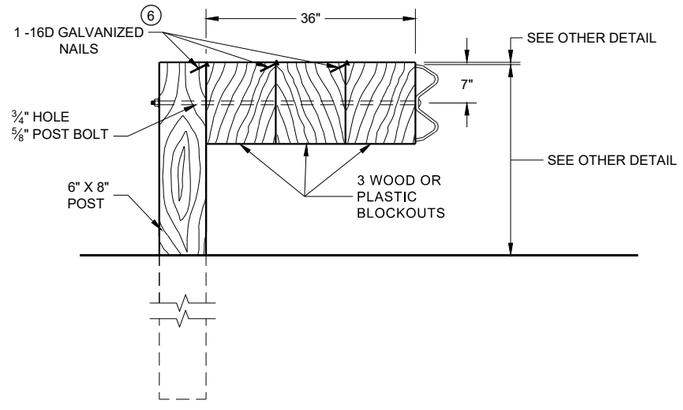
ALTERNATE BOLT HEAD



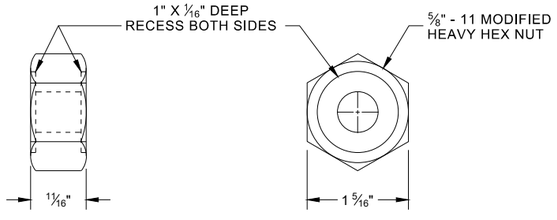
PLAN VIEW
BEAM LAPPING DETAIL



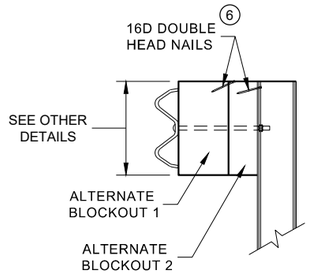
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



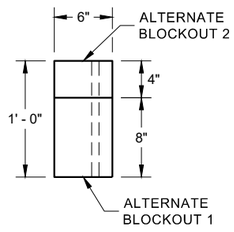
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

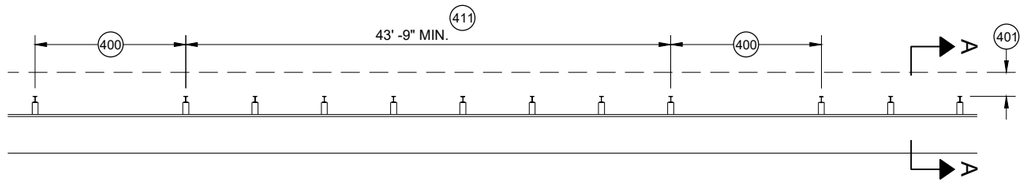
ALTERNATE WOOD BLOCKOUT DETAIL

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.

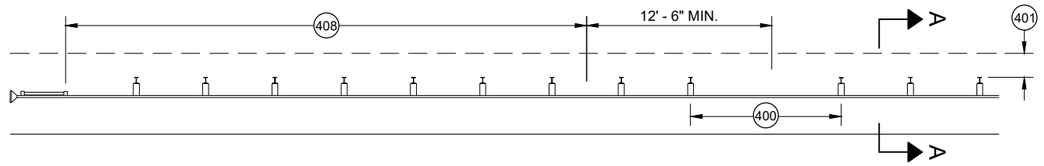
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

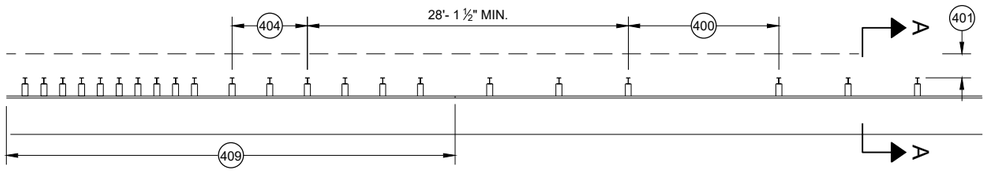
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



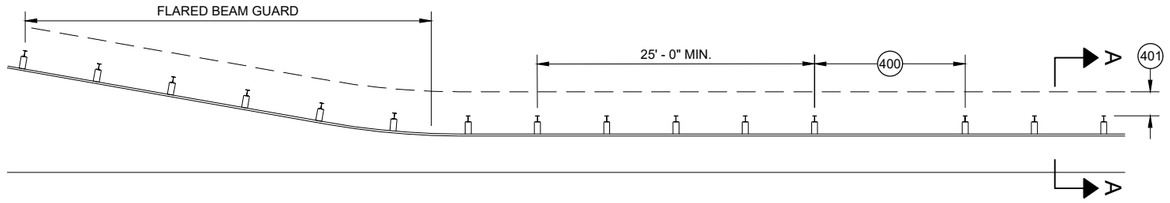
MISSING POST IN MGS GUARDRAIL



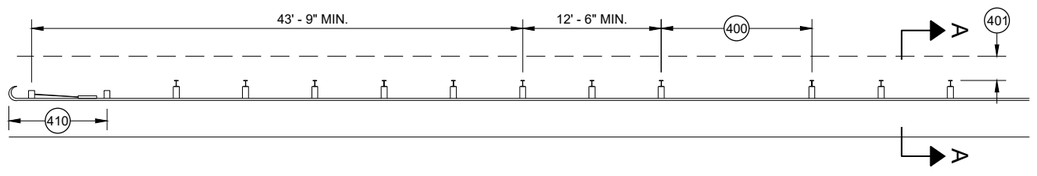
MISSING POST IN MGS GUARDRAIL NEAR EAT



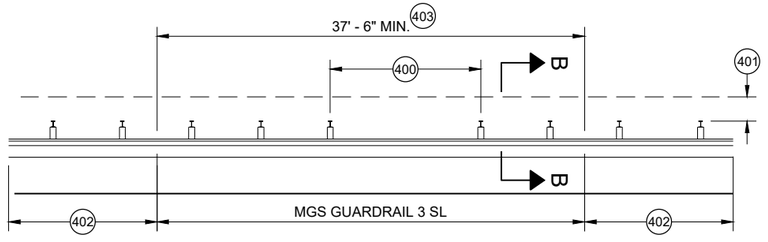
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

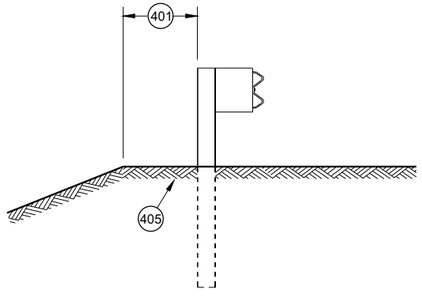


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

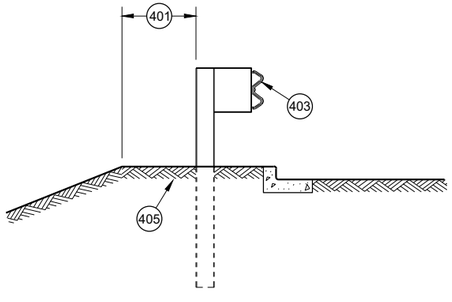


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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.

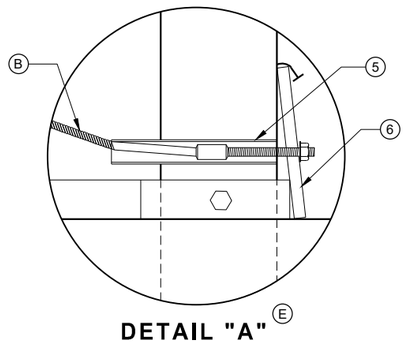
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

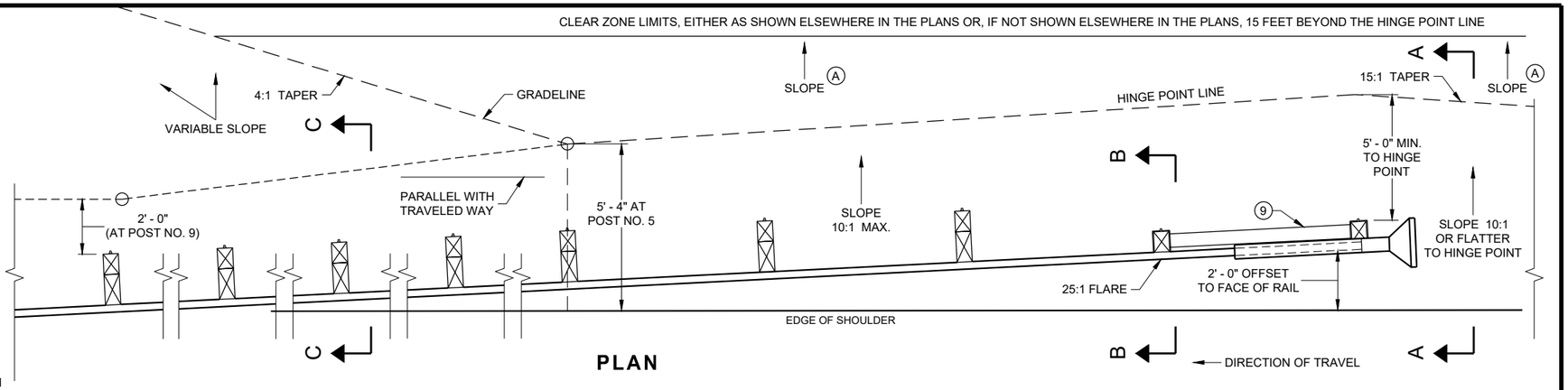
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

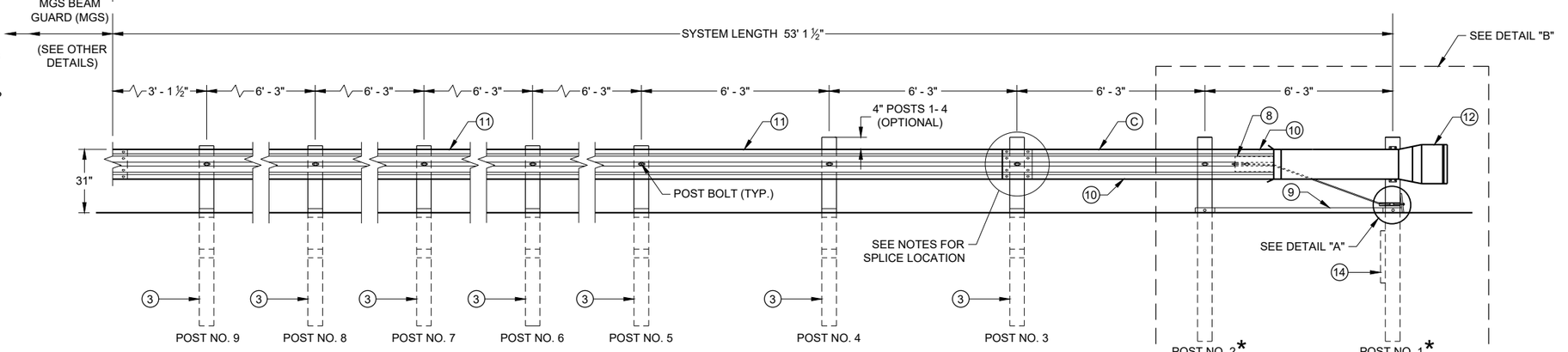
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



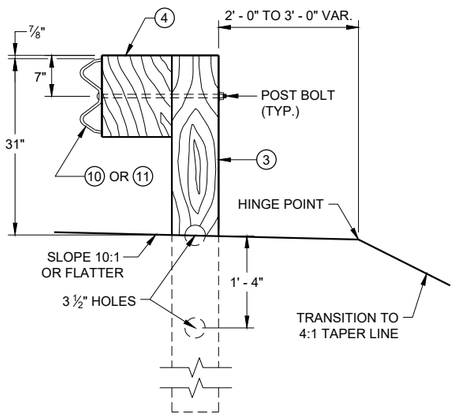
DETAIL "A" (E)



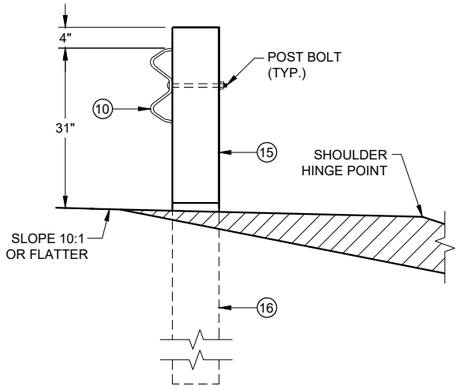
PLAN



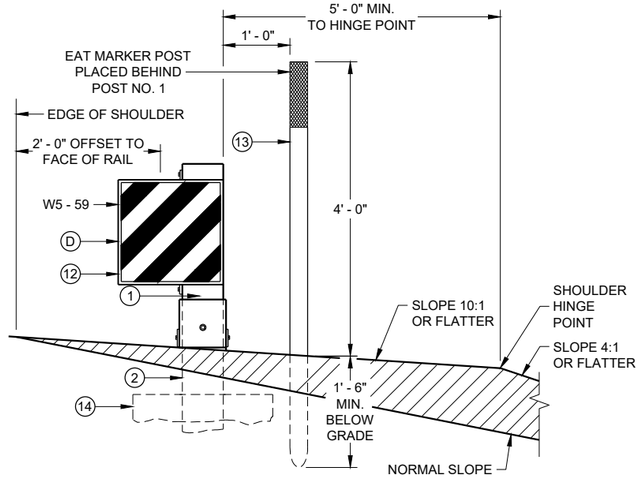
ELEVATION



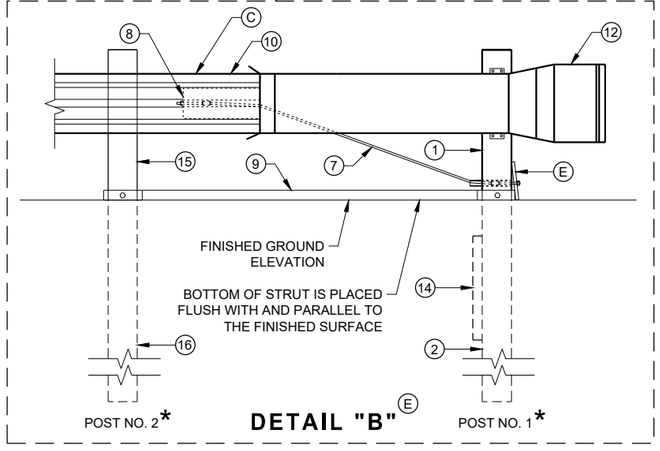
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



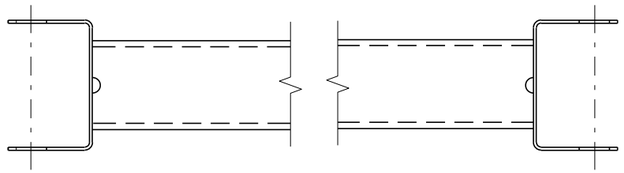
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

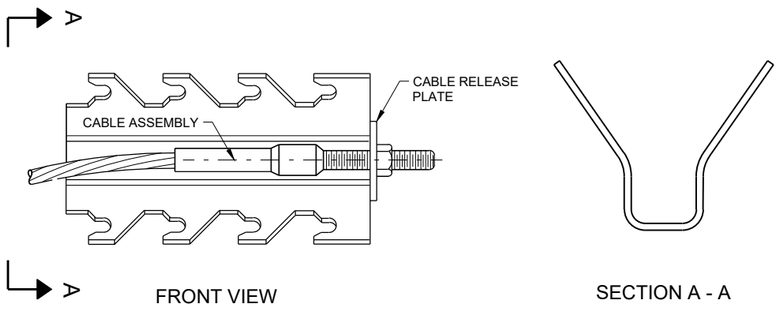
SDD 14B44 - 04a



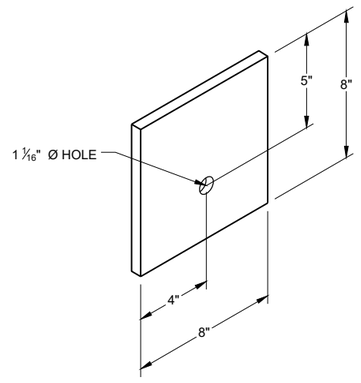
GENERIC GROUND STRUT (9) (E)

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

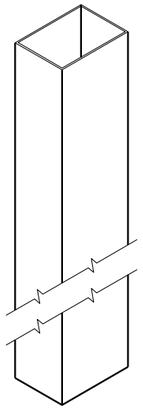
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SDD 14B44 - 04b

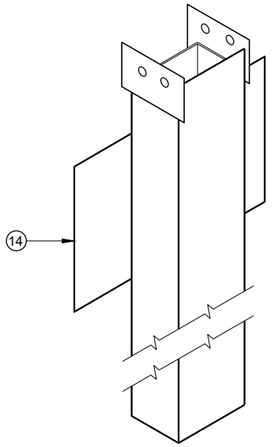
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

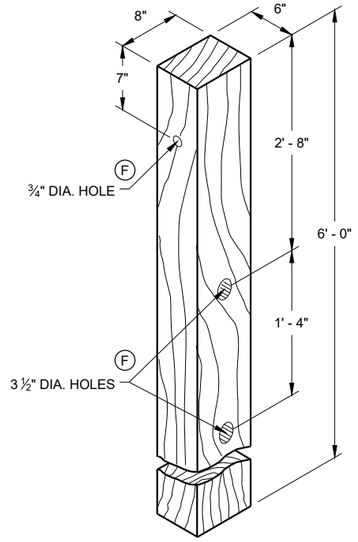
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



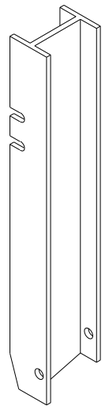
UPPER POST NO. 1 (1) (E)



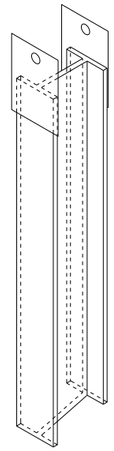
LOWER POST NO. 1 (2) (E)



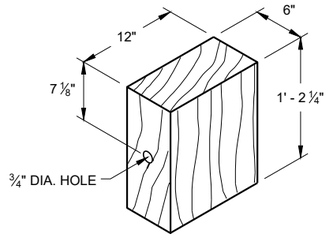
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



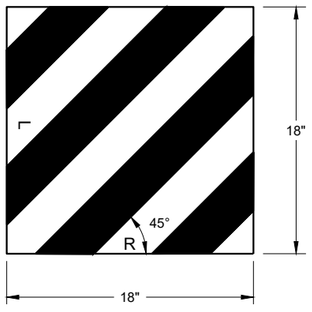
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

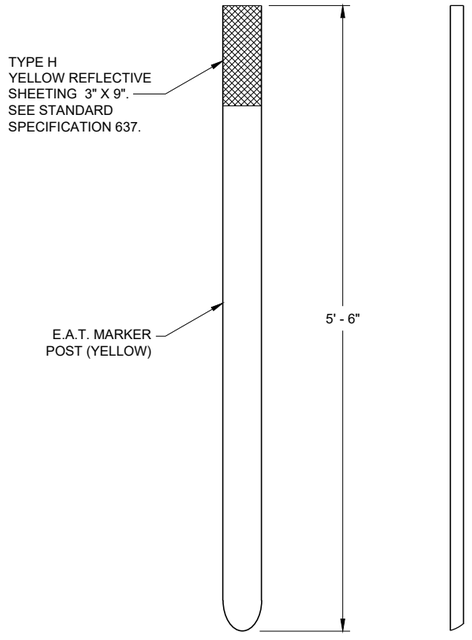


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



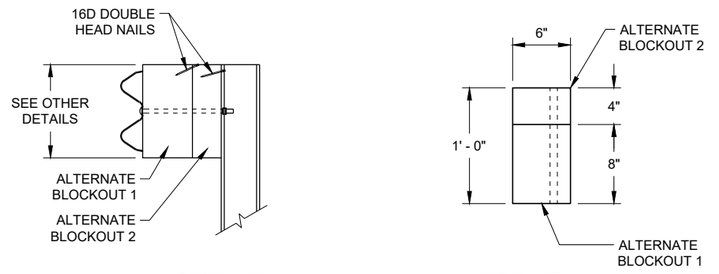
W5 - 59

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)

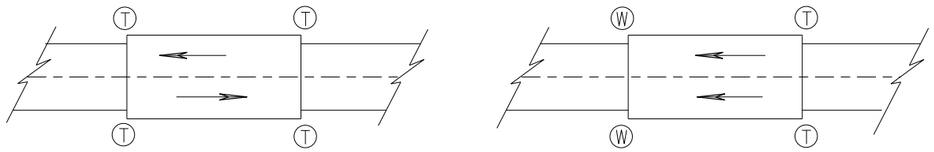
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

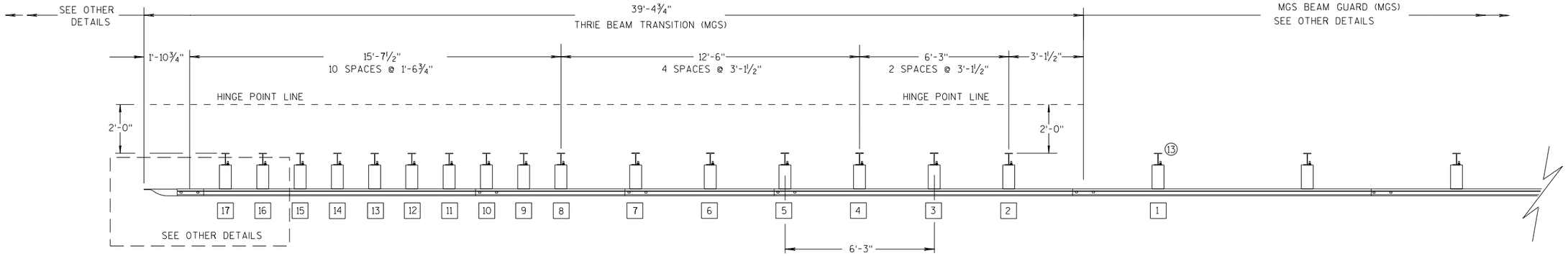
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

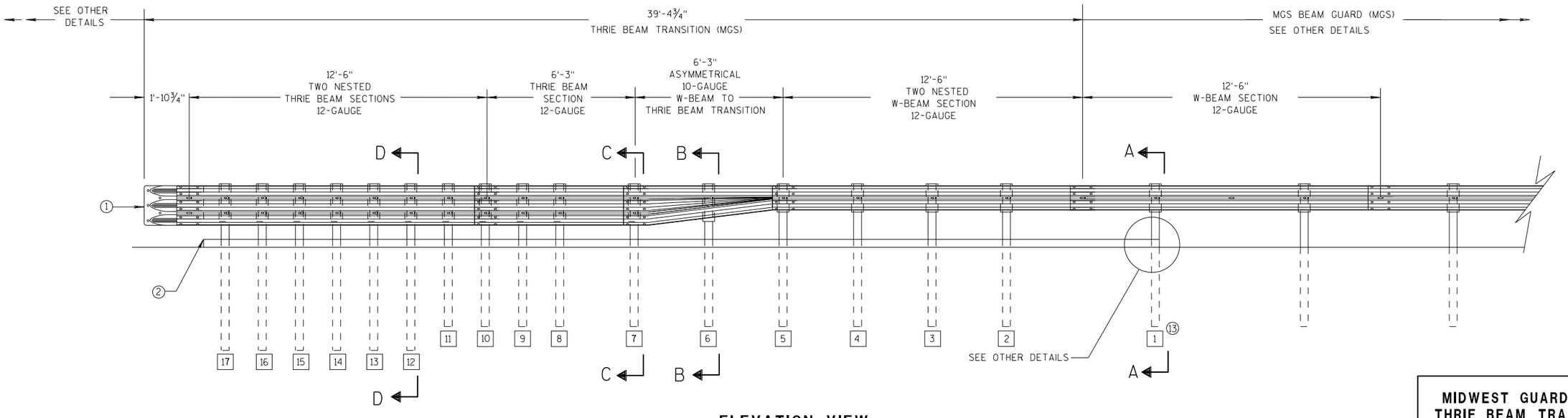
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

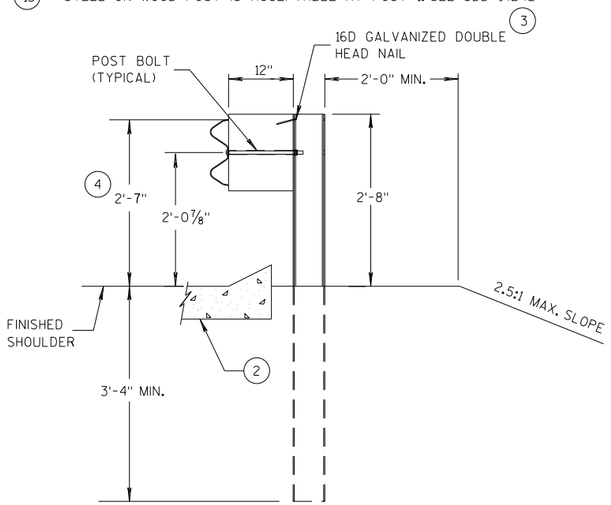
GENERAL NOTES

(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.

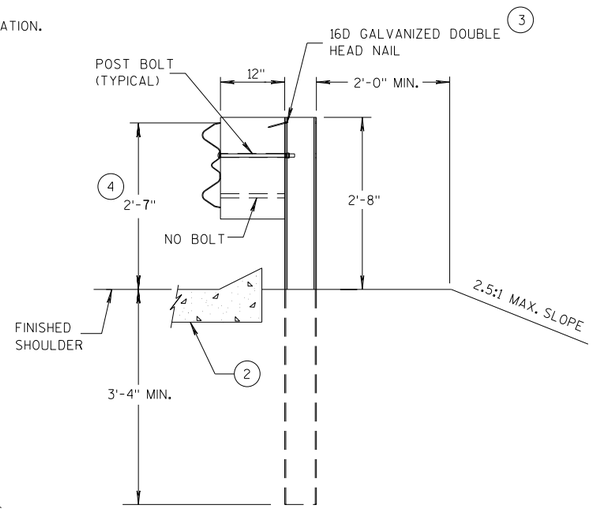
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



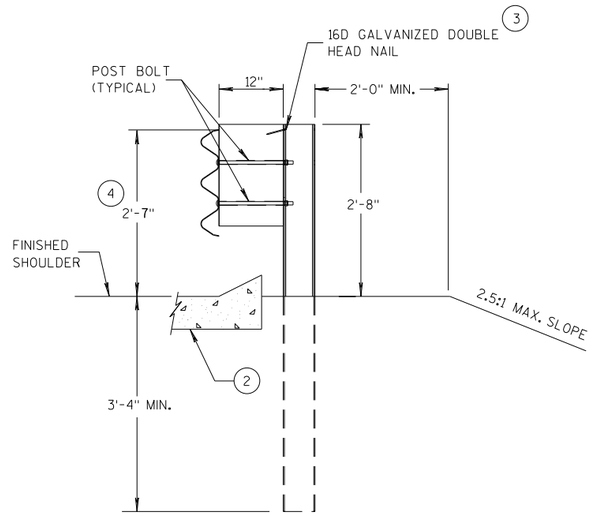
SECTION A-A (13)

POSTS 1-5



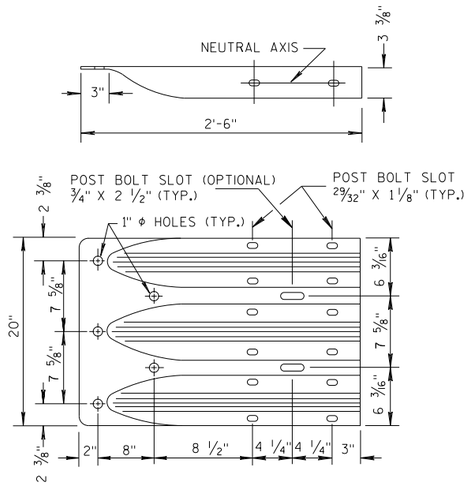
SECTION B-B

POST 6

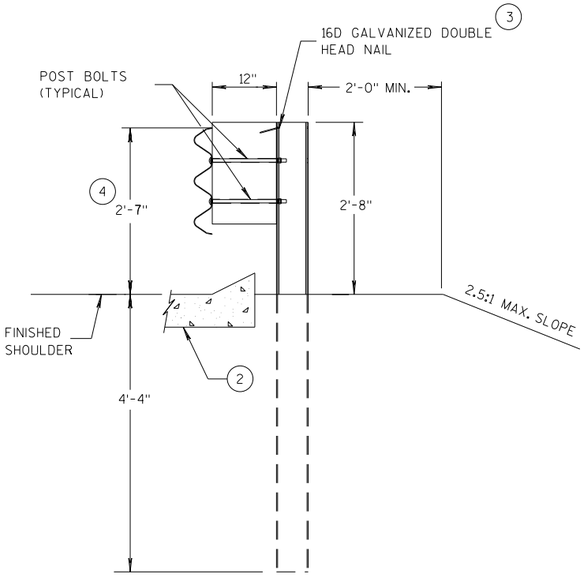


SECTION C-C

POSTS 7-11

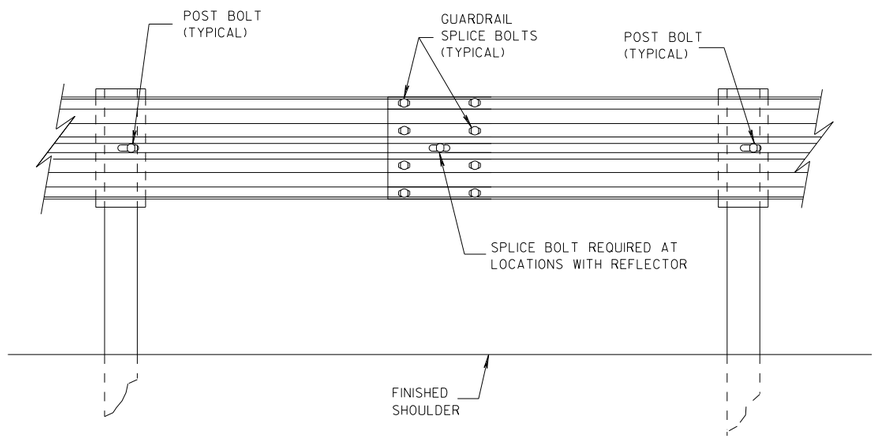


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

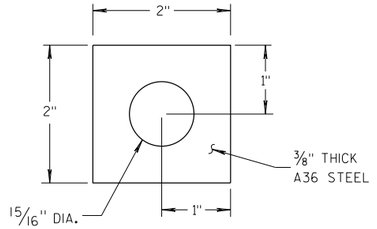
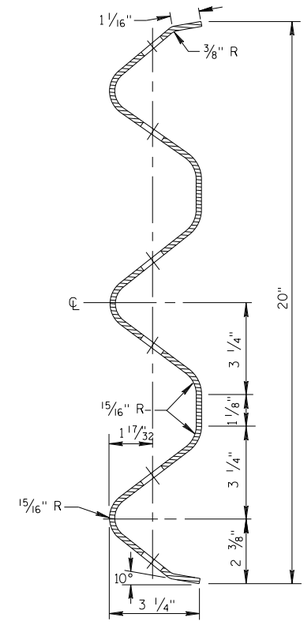


PLATE WASHER DETAIL



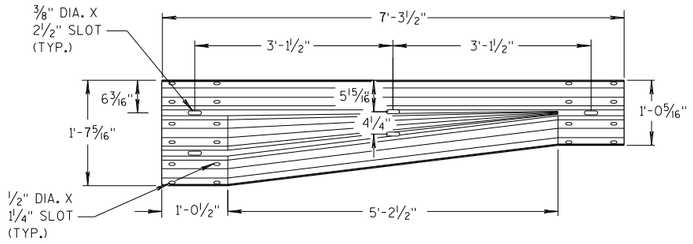
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

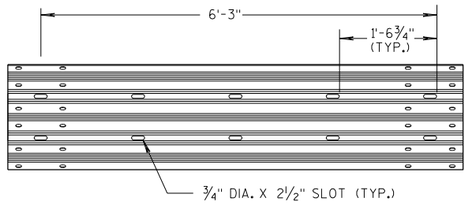
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

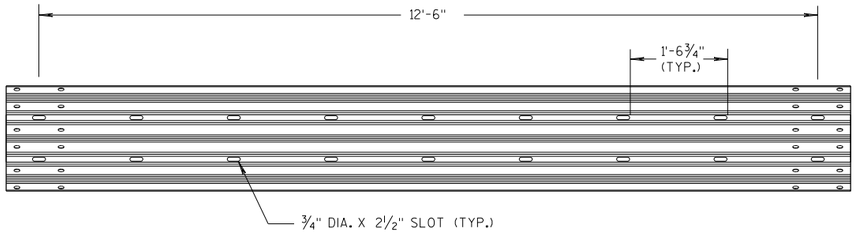
S.D.D. 14 B 45-5b



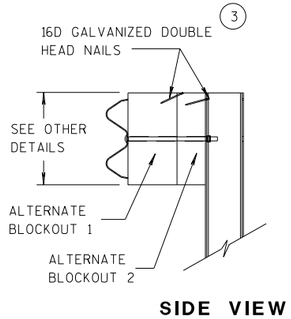
W-BEAM TO THRIE BEAM TRANSITION SECTION



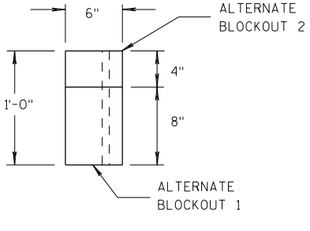
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

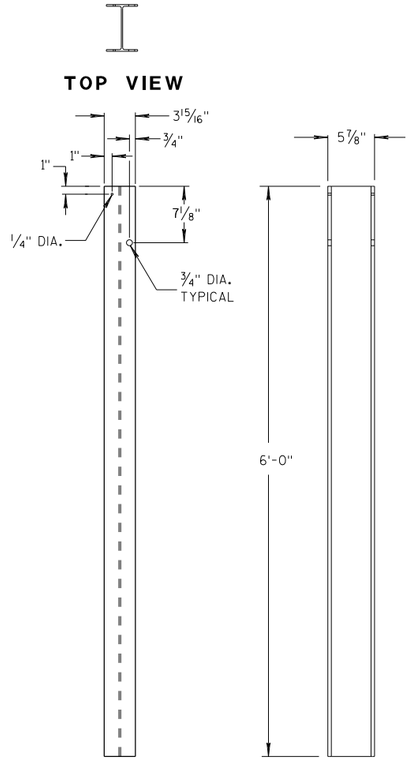


SIDE VIEW



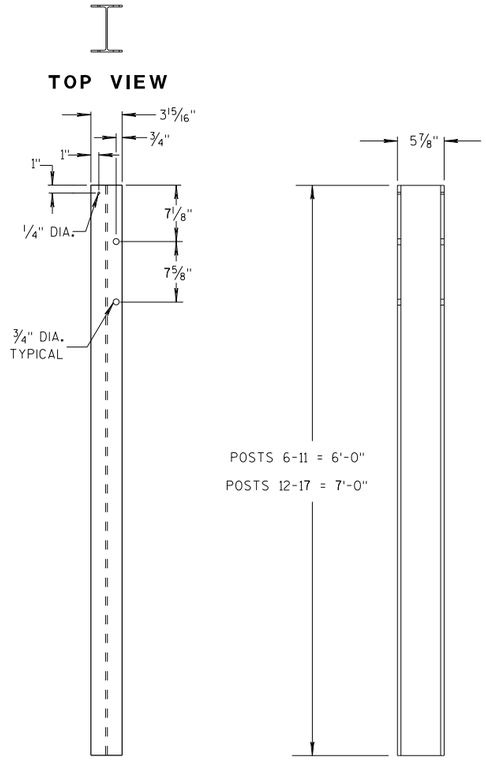
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



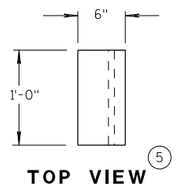
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

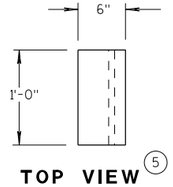


FRONT VIEW SIDE VIEW

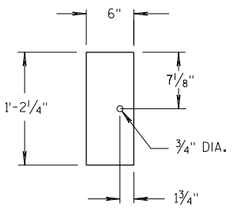
STEEL POSTS 6-17



TOP VIEW (5)

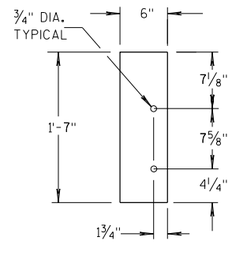


TOP VIEW (5)



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.

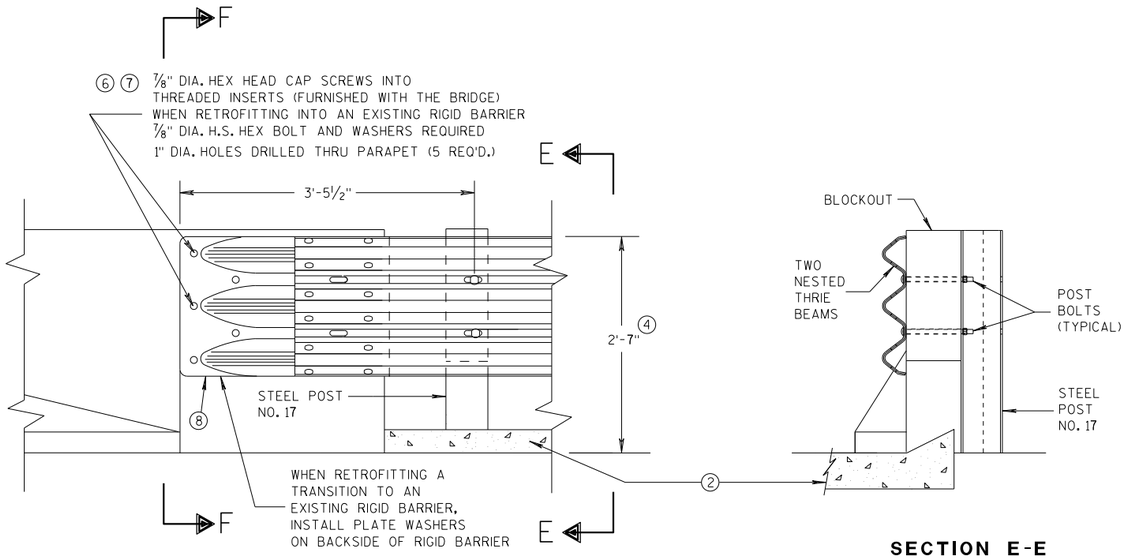
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

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.

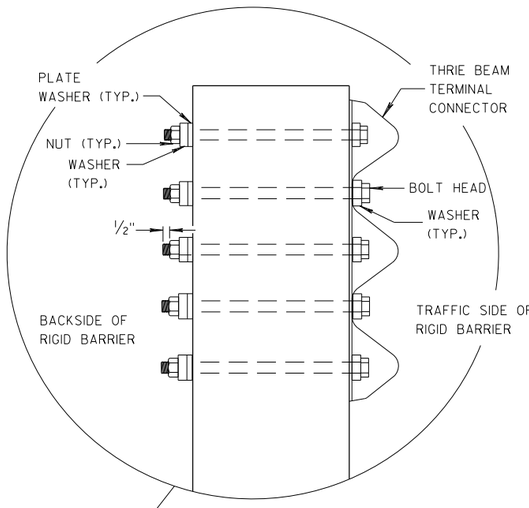
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

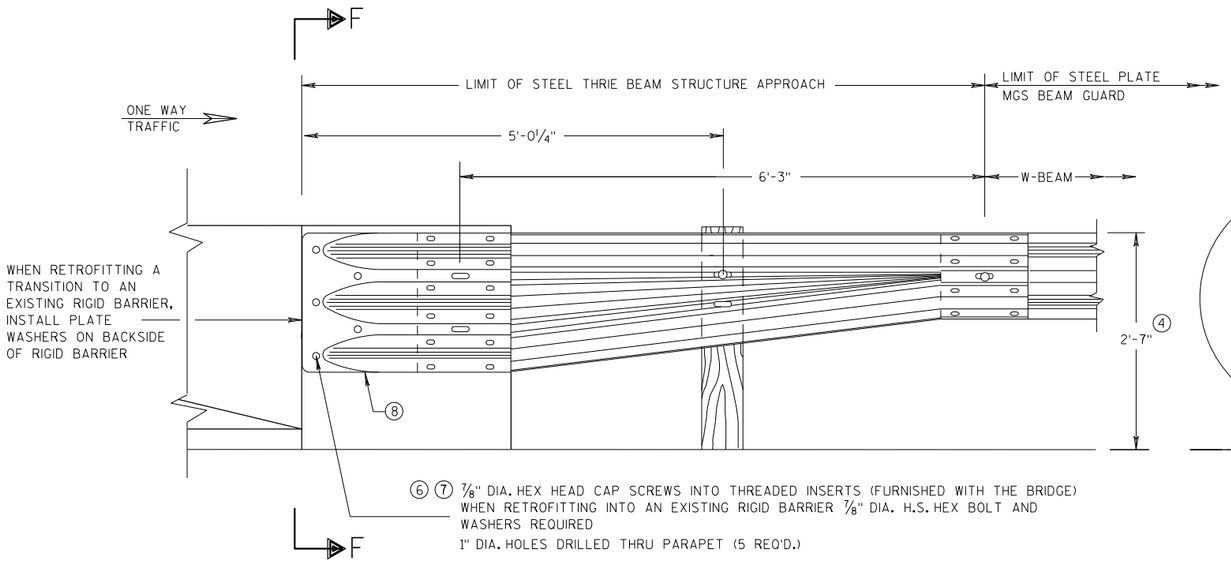
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

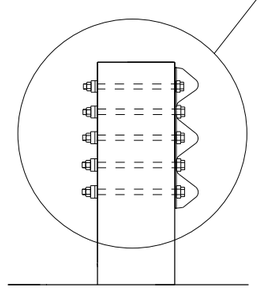
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

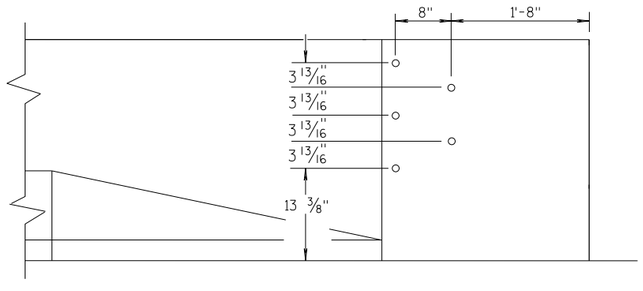




FRONT VIEW



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[illegible] UNIT SUPERVIS[illegible]NT
FHWA

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.

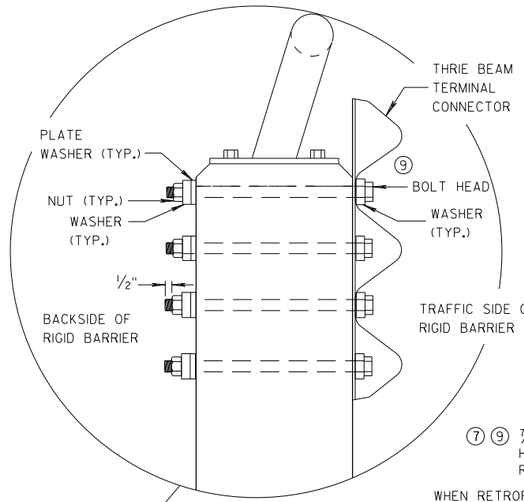
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

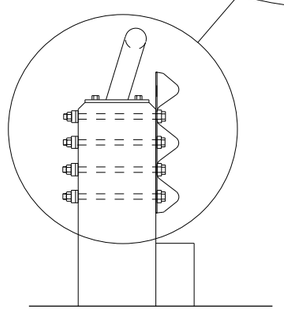
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

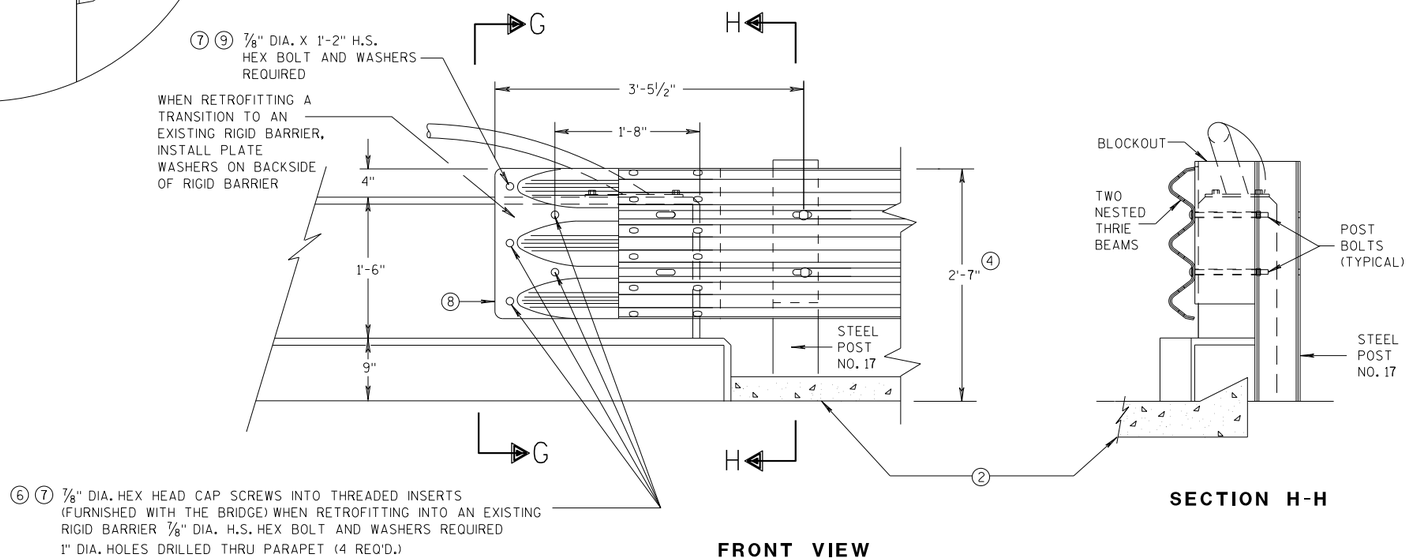
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.





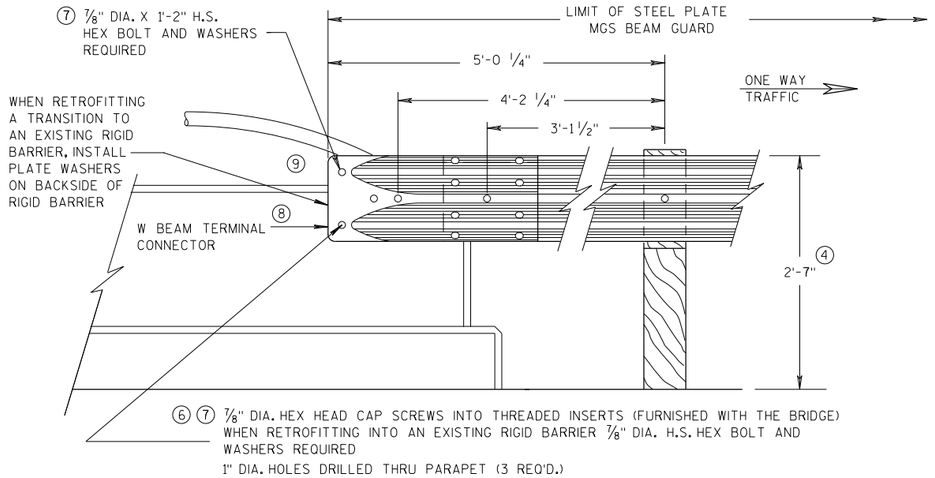
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

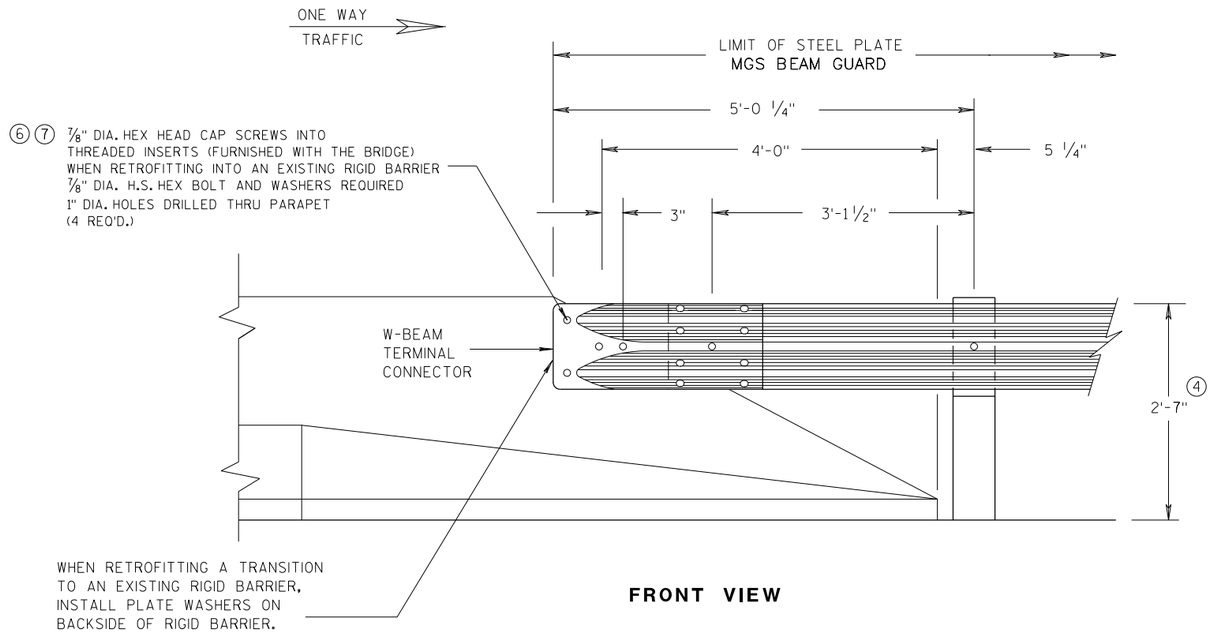
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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

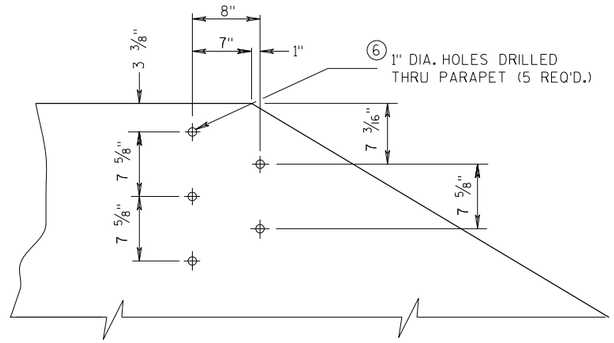
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

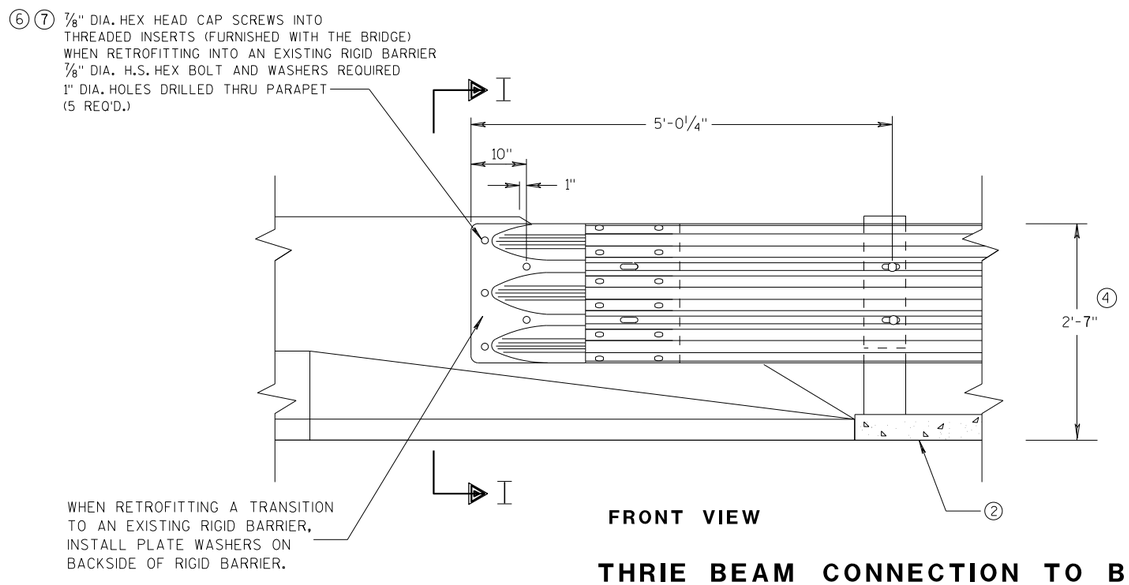
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

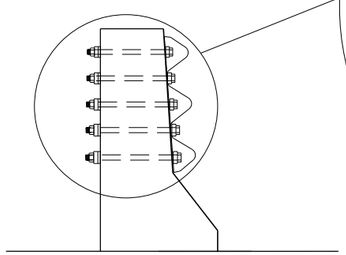
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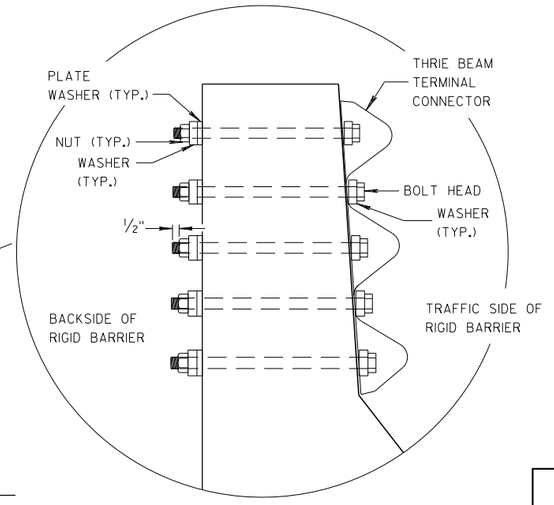
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



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

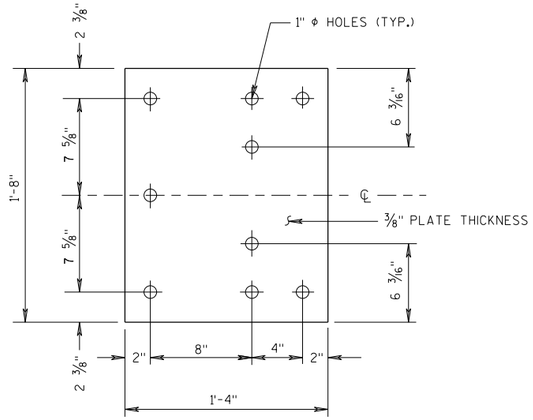
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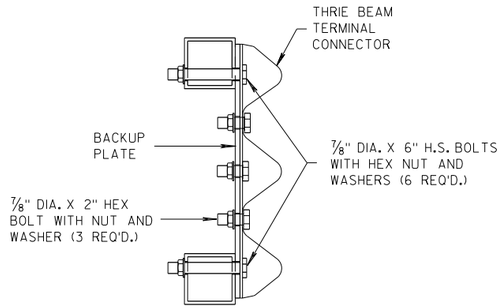
S.D.D. 14 B 45-5f

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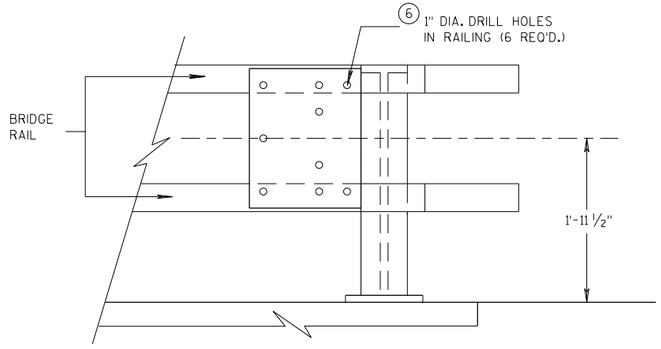
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

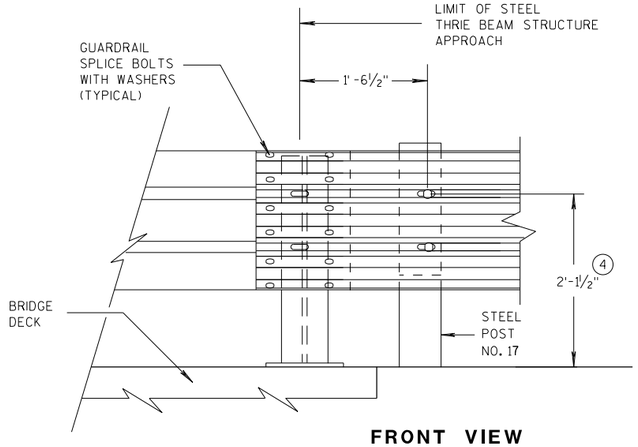


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

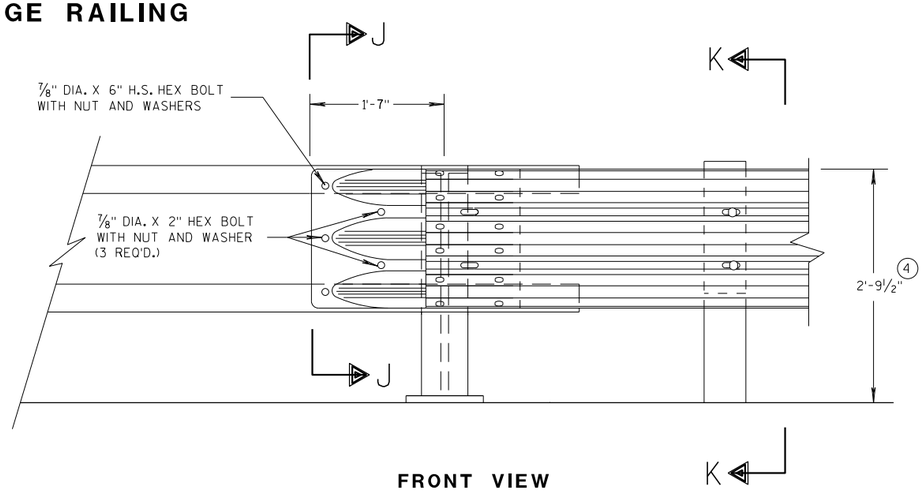
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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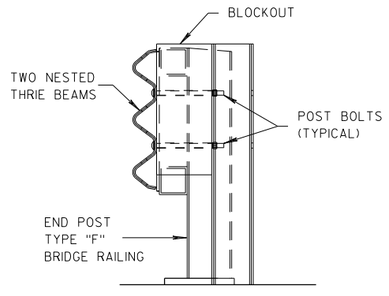


FRONT VIEW

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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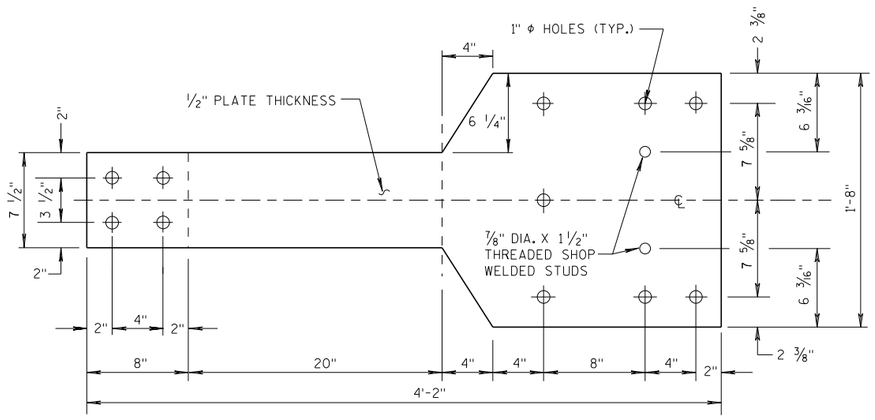
S.D.D. 14 B 45-5g

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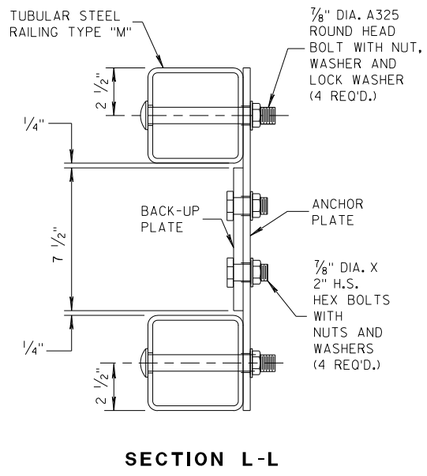
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GENERAL NOTES

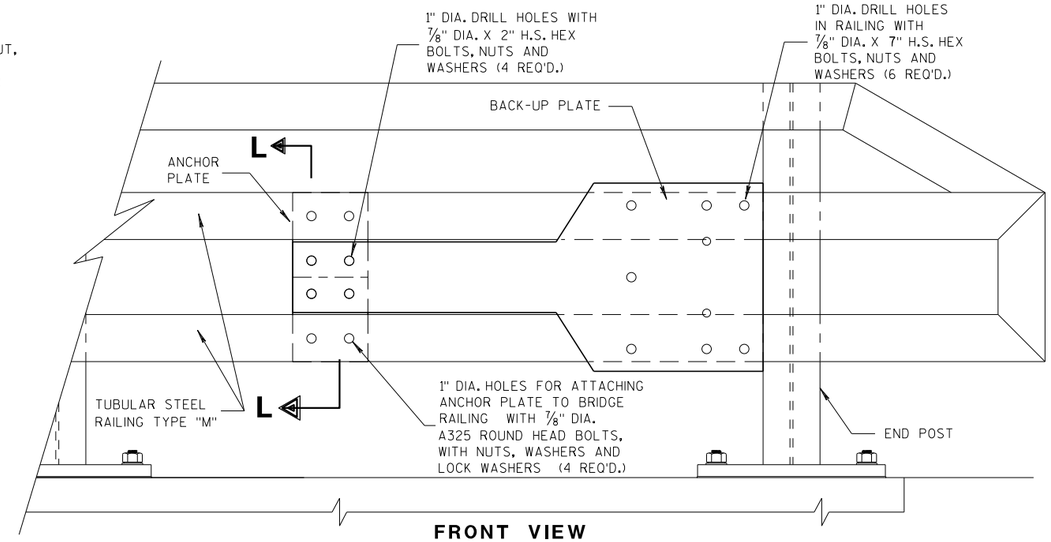
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

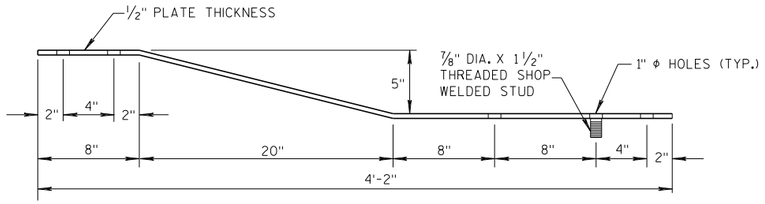


SECTION L-L



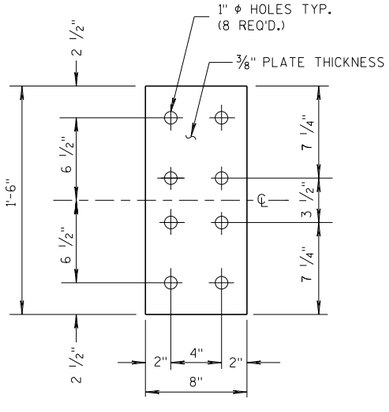
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



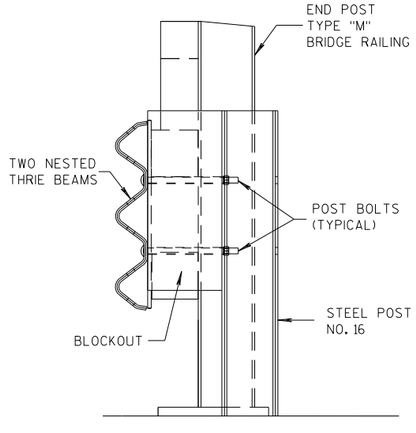
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

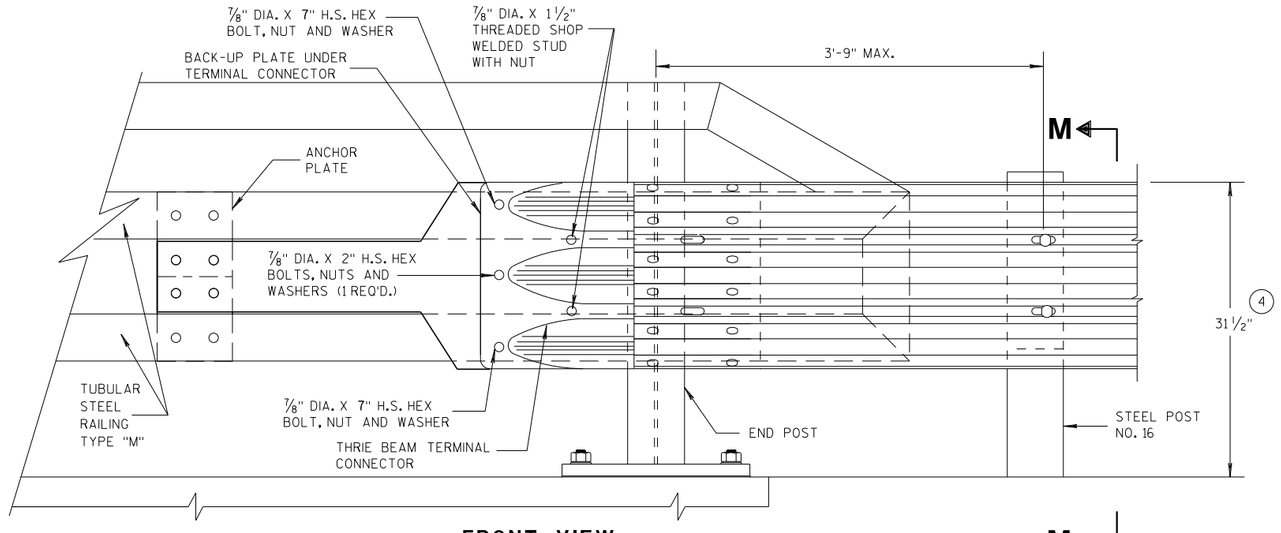


FRONT VIEW

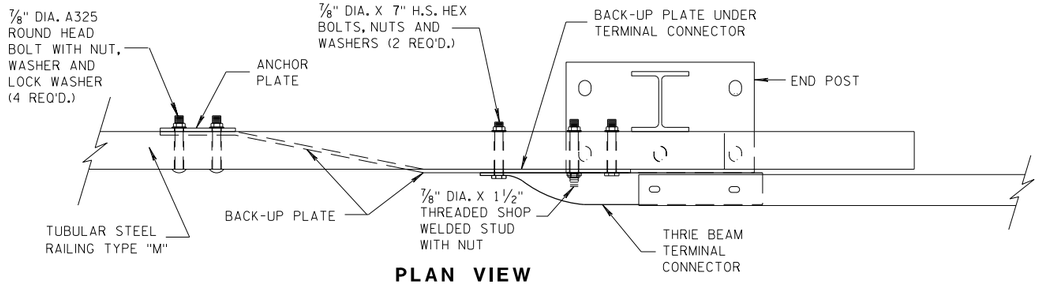
ANCHOR PLATE DETAIL, TYPE "M"



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

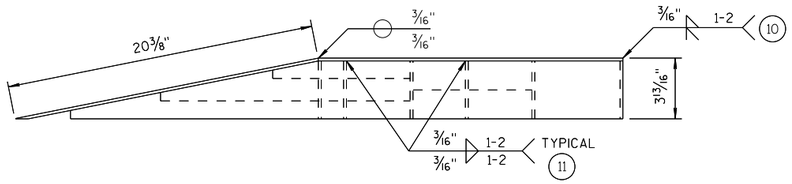
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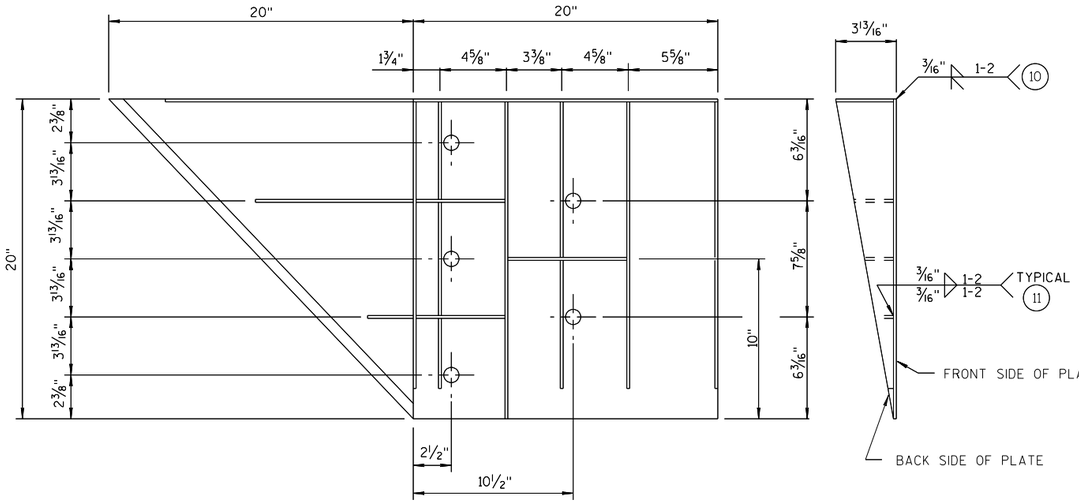
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

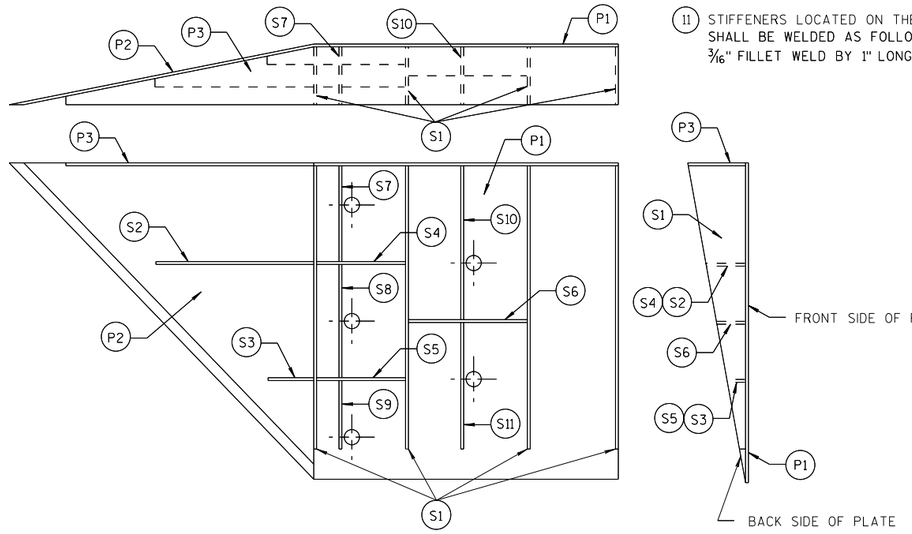


PLATE AND STIFFENER IDENTIFICATION

(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

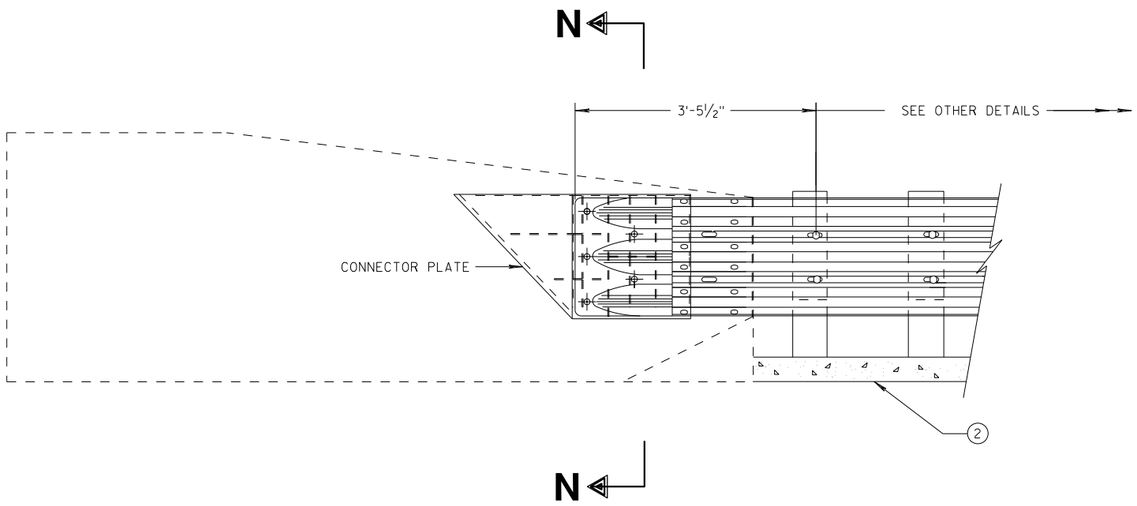
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

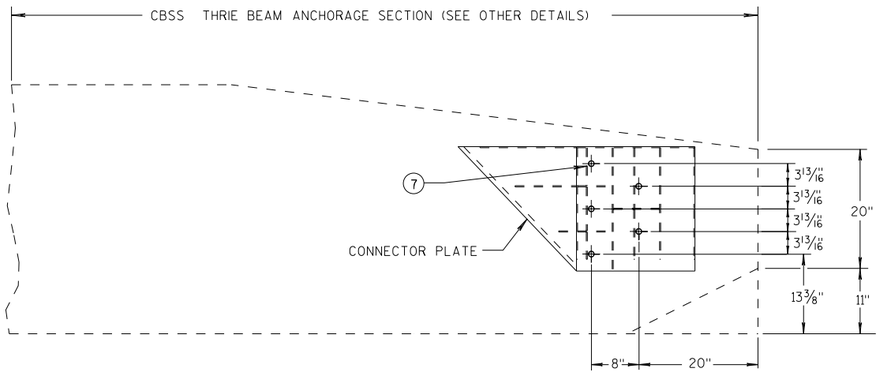
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



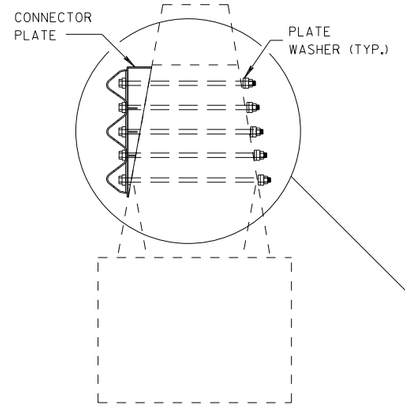
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

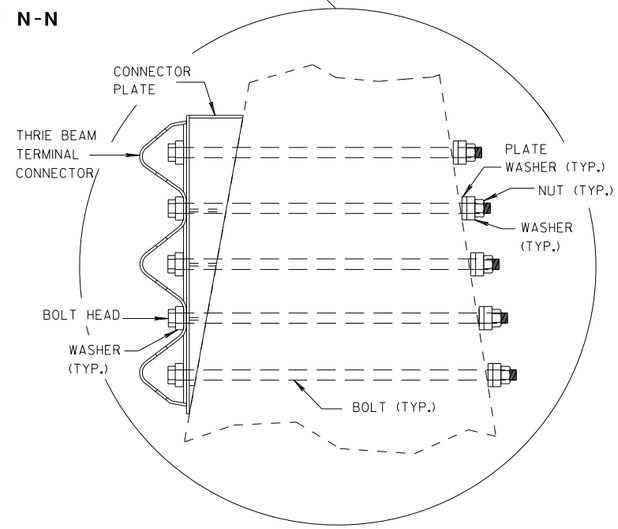
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

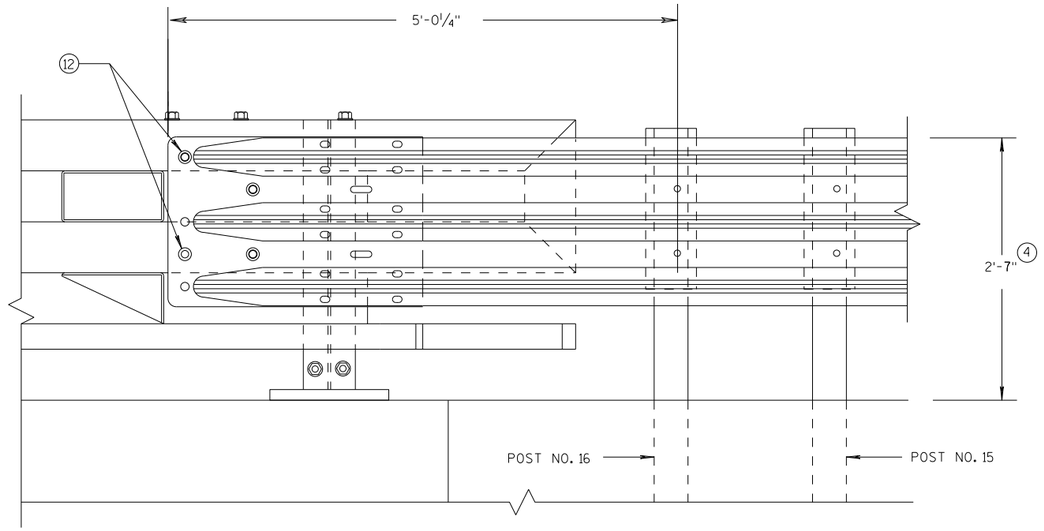
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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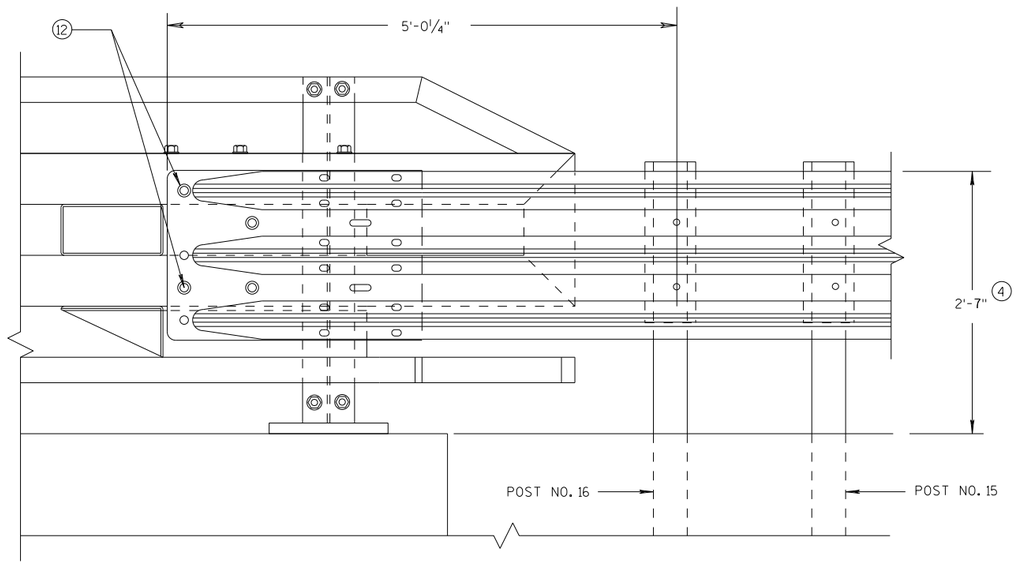
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S.D.D. 14 B 45-5j



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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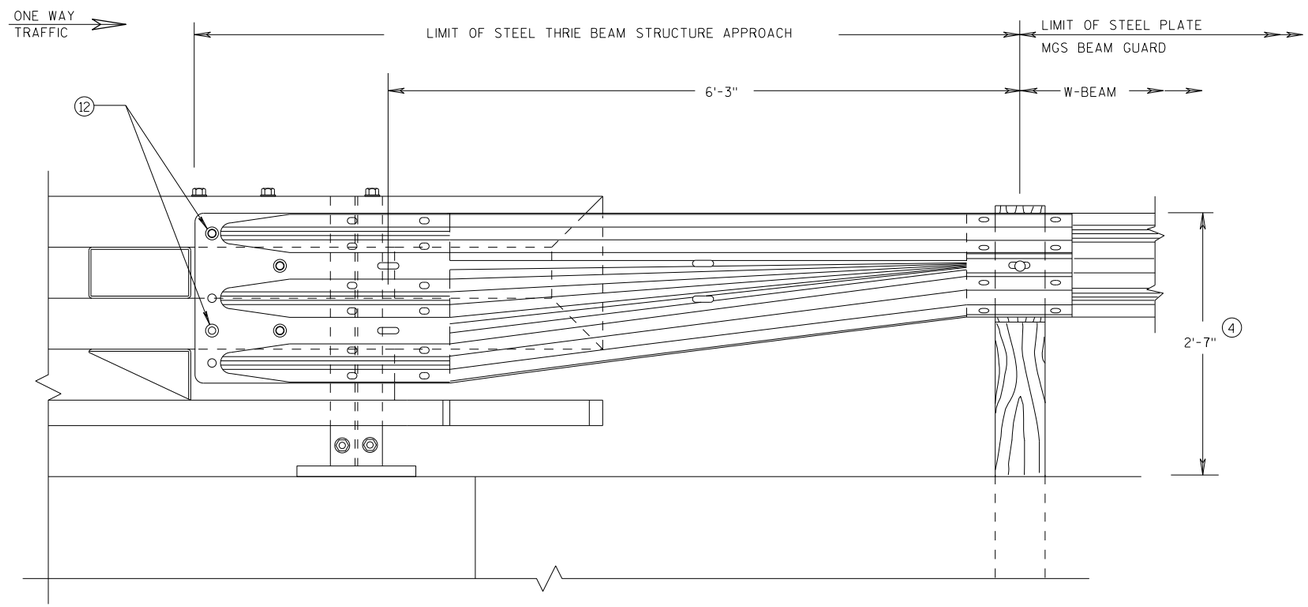
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S.D.D. 14 B 45-5k



FRONT VIEW

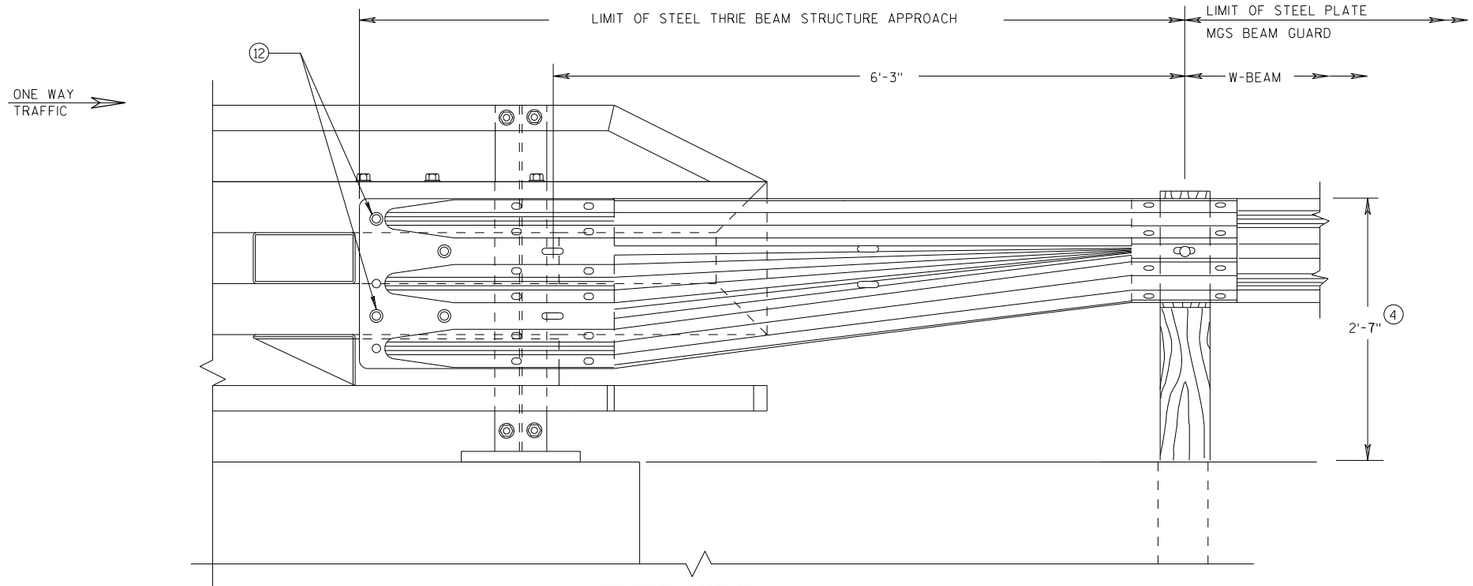
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

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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

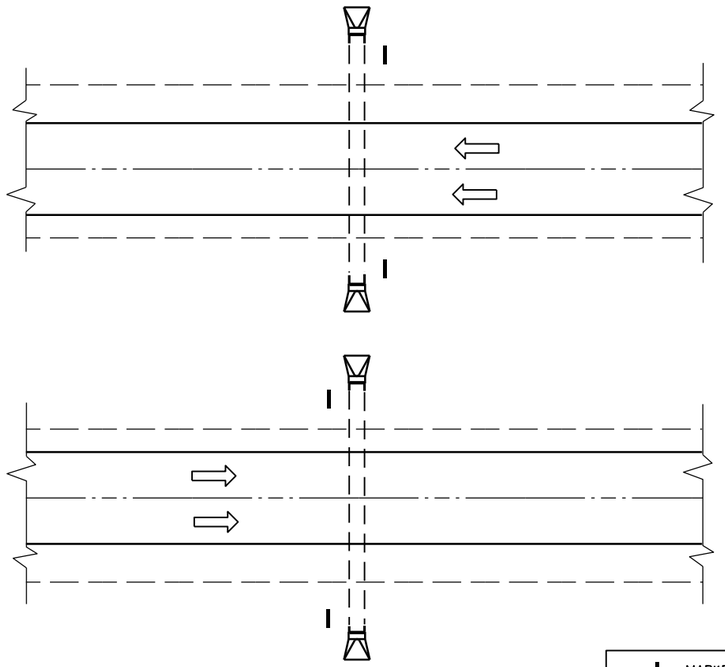
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7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

6

S.D.D. 14 B 45-5L

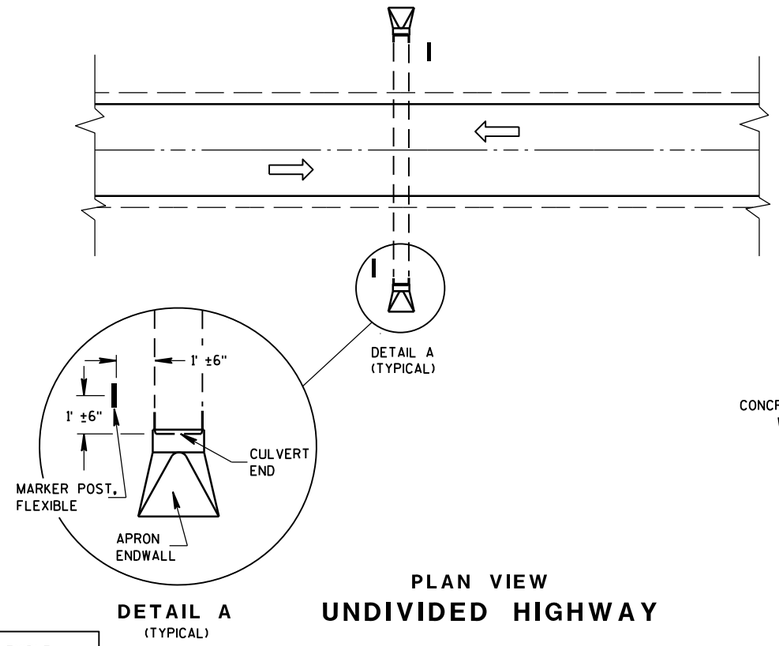
6

S.D.D. 14 B 45-5L



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

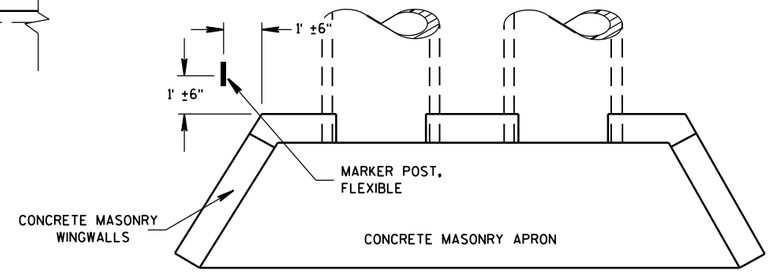
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

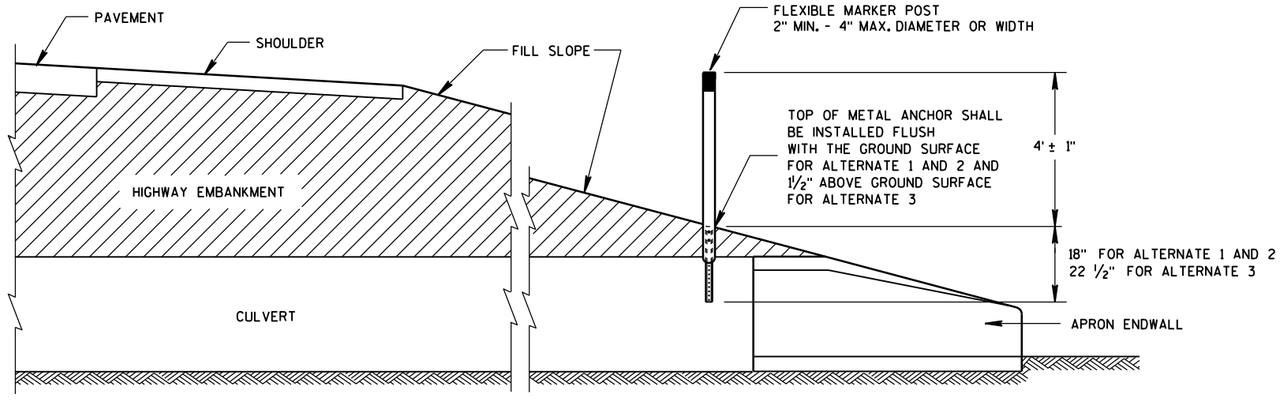
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

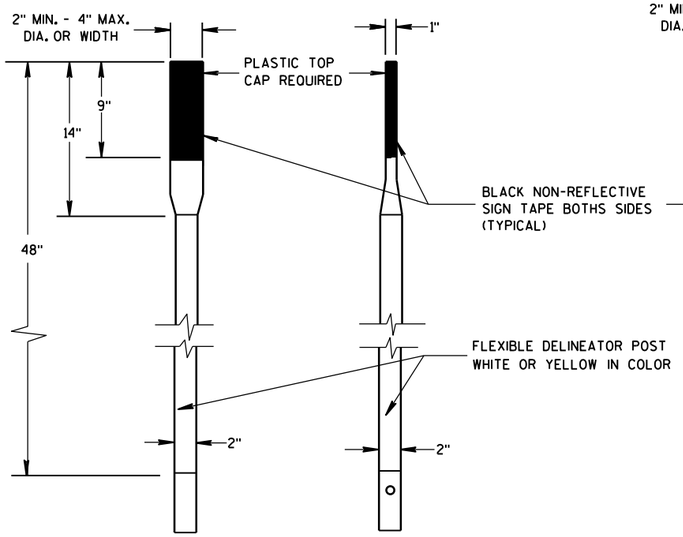
FLEXIBLE MARKER POST

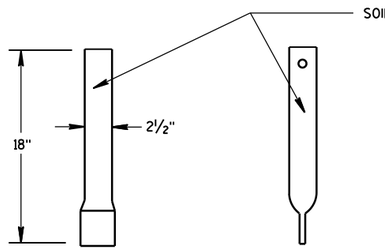
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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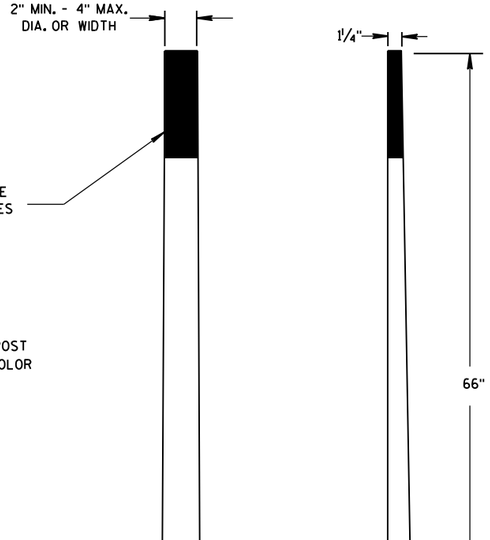
S.D.D. 15 A 3-2a





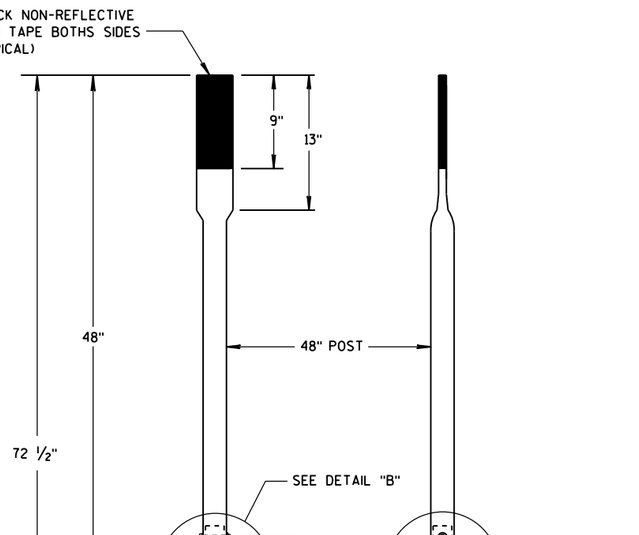
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

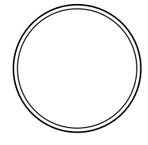
ALTERNATE 2



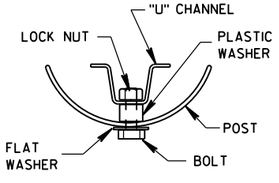
FRONT VIEW SIDE VIEW

ALTERNATE 3

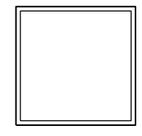
FLEXIBLE MARKER POSTS



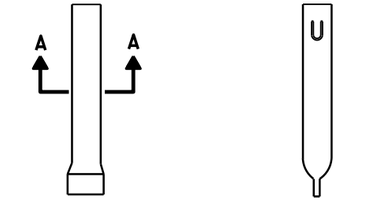
SECTION A-A



SECTION B-B

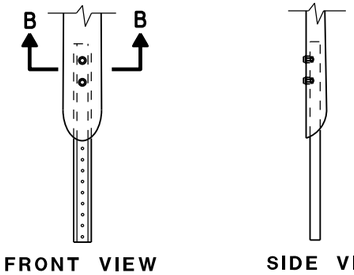


SECTION C-C



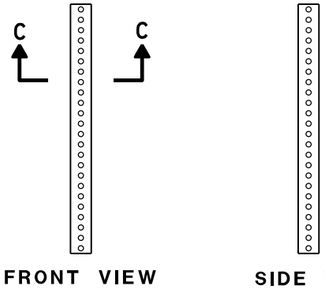
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

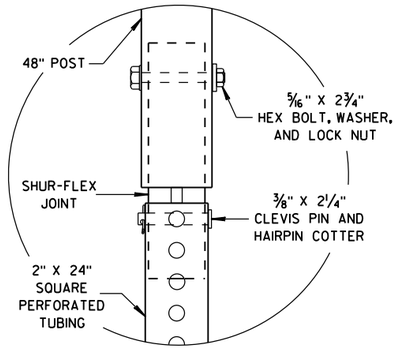
ALTERNATE 2



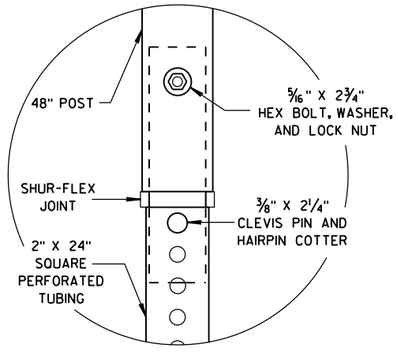
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

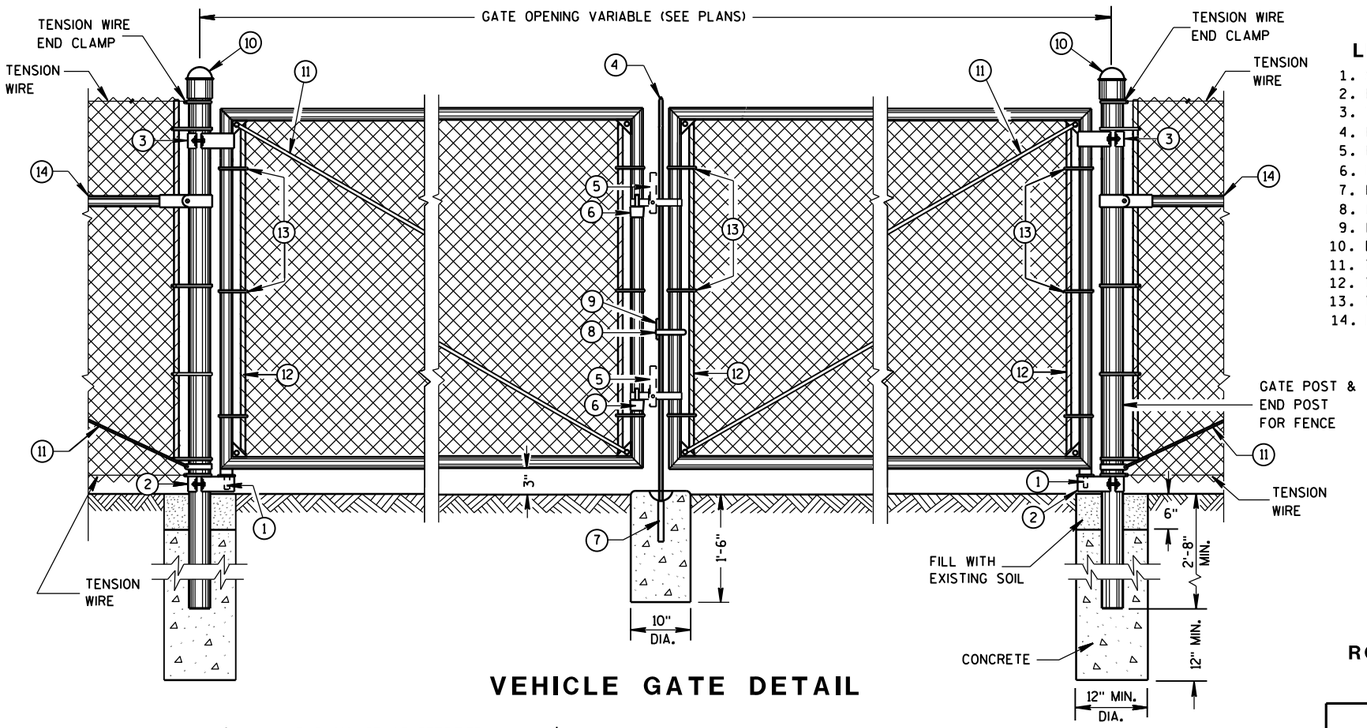
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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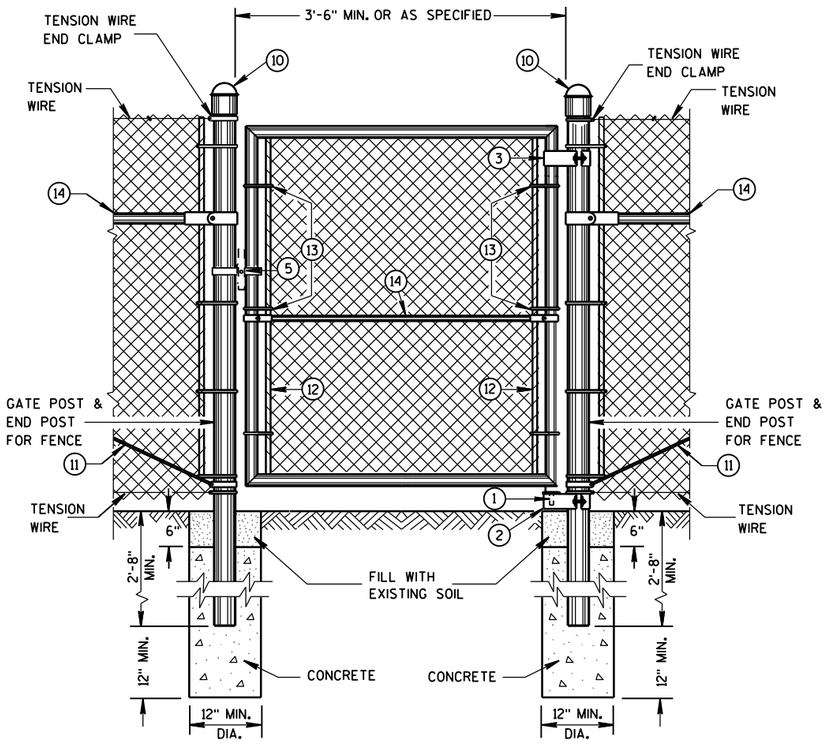
S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

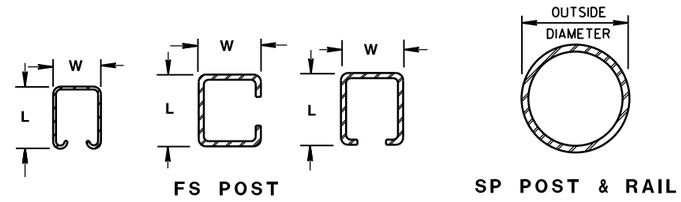
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

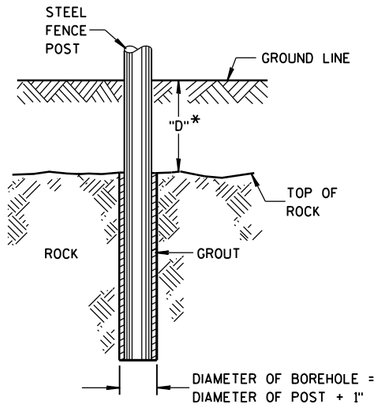
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

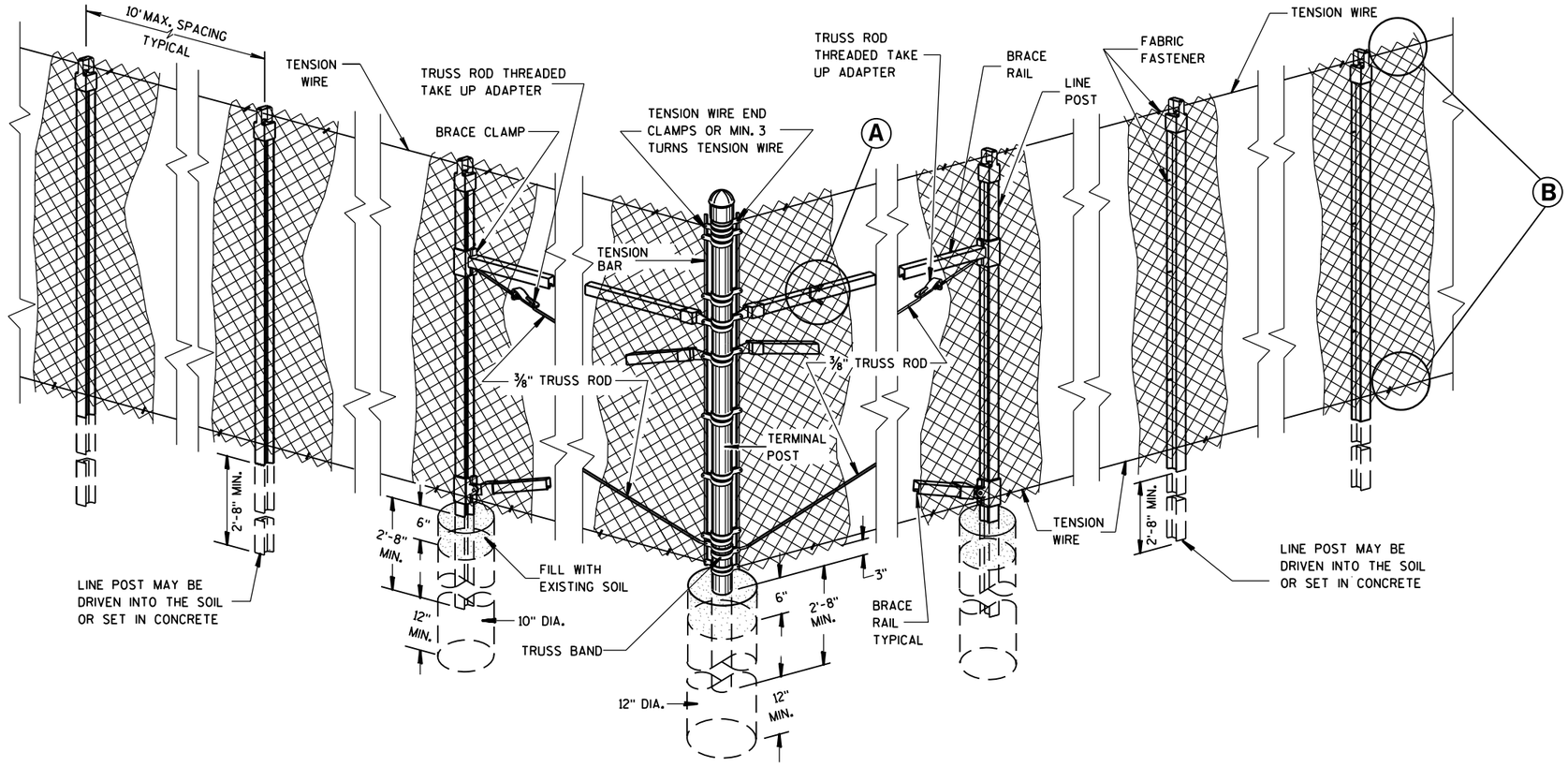
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S.D.D. 15 B 3-15a

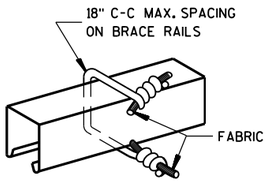


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



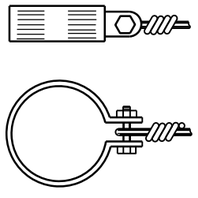
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



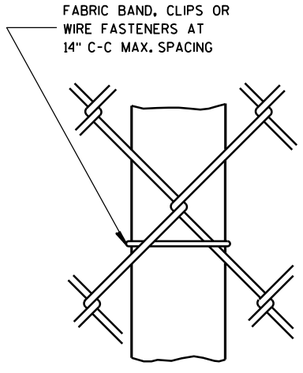
BRACE RAIL

FABRIC FASTENER

Ⓐ



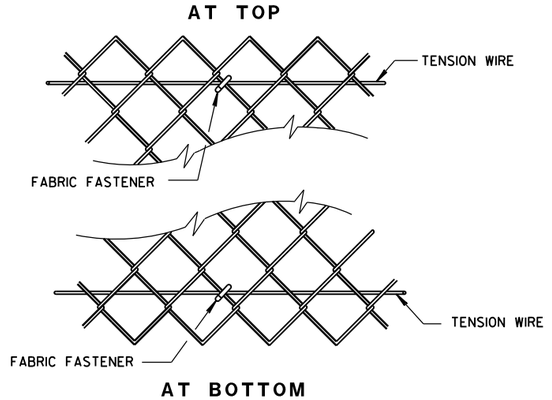
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

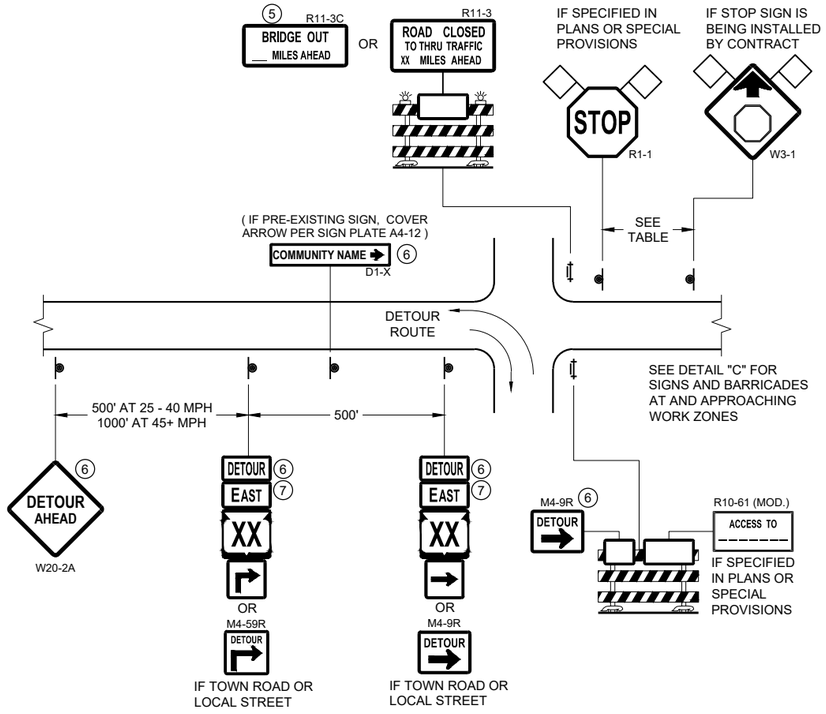
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

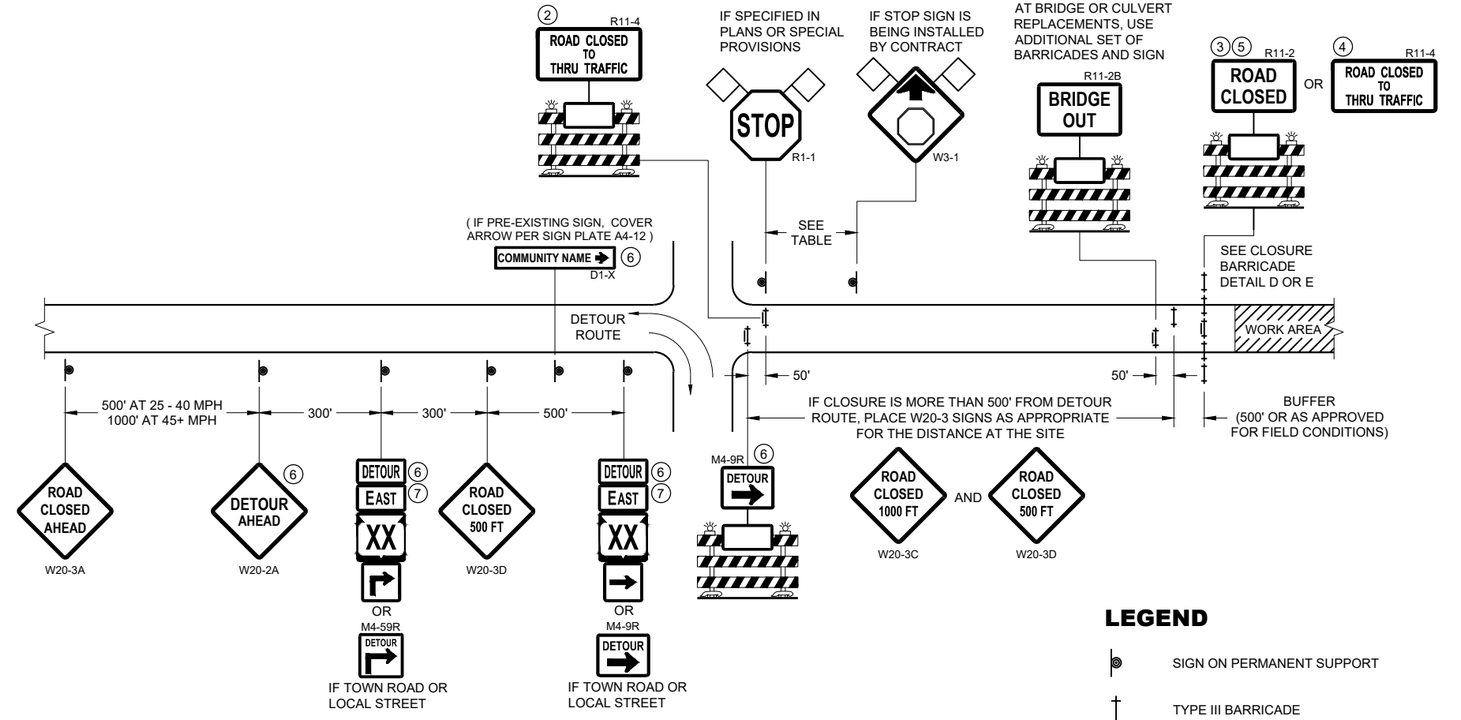
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S.D.D. 15 B 3-15b



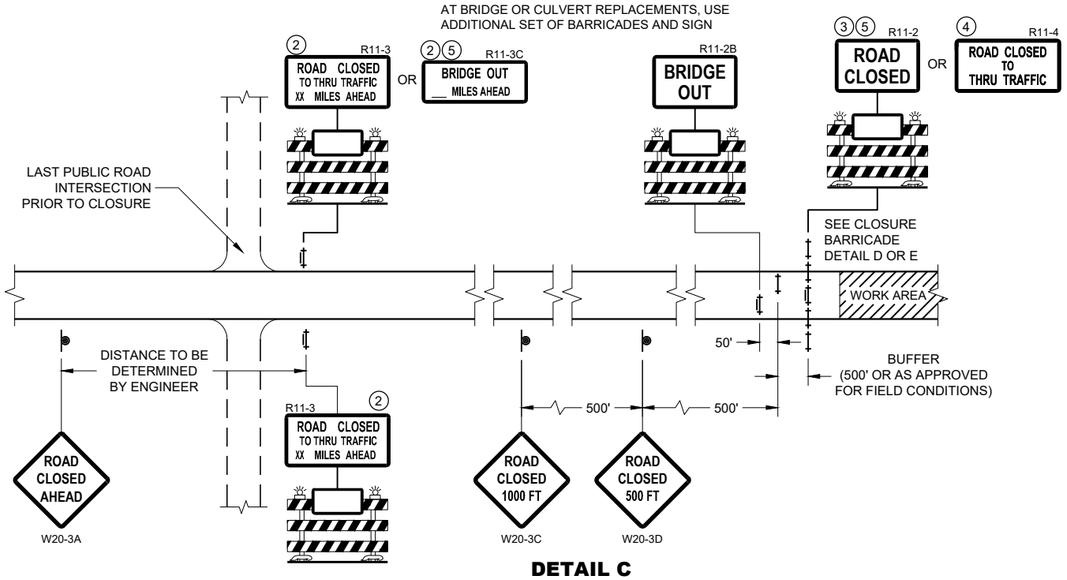
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

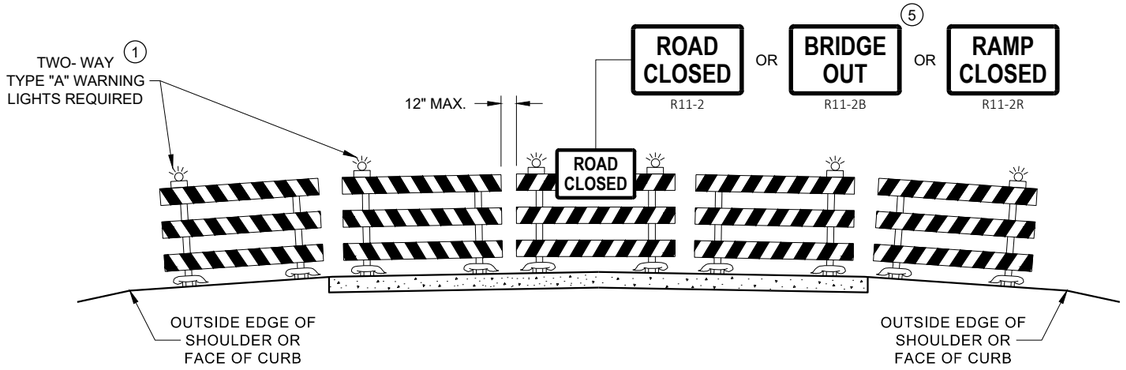
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

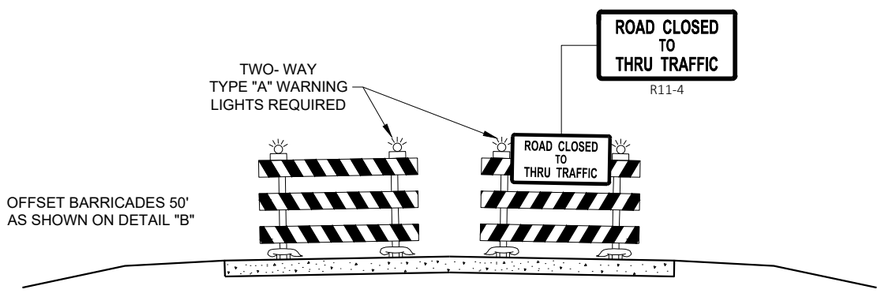
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SDD 15C02 - 09a

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

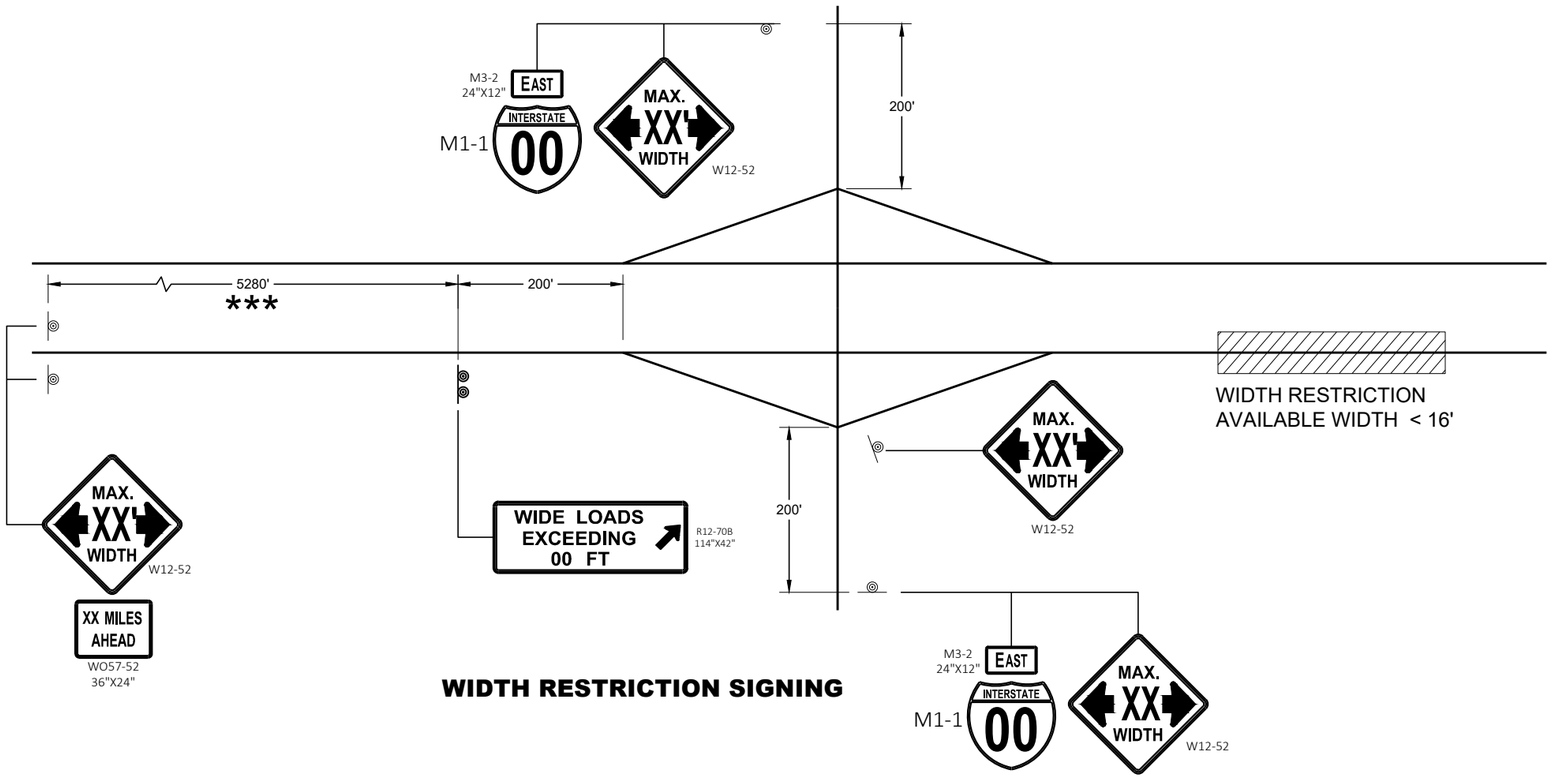
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

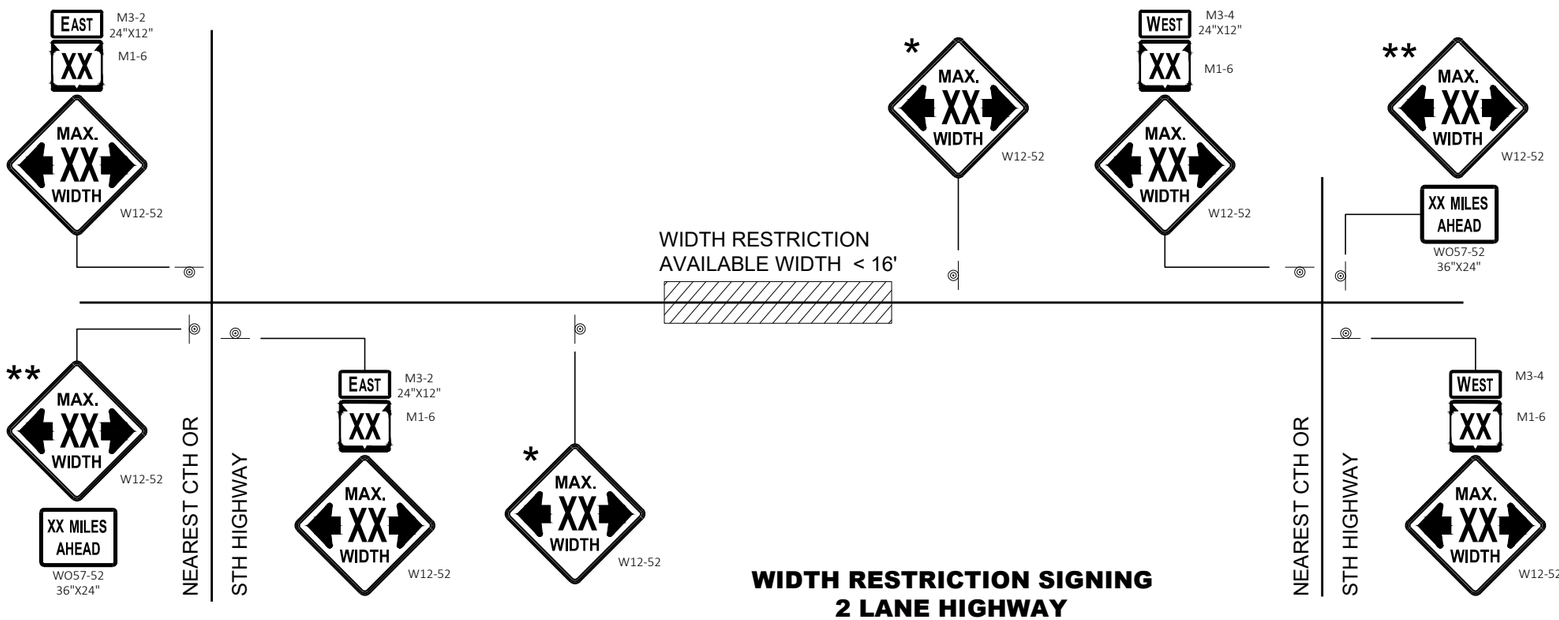
SDD 15C02 - 09b

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SDD 15C02 - 09b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A 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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

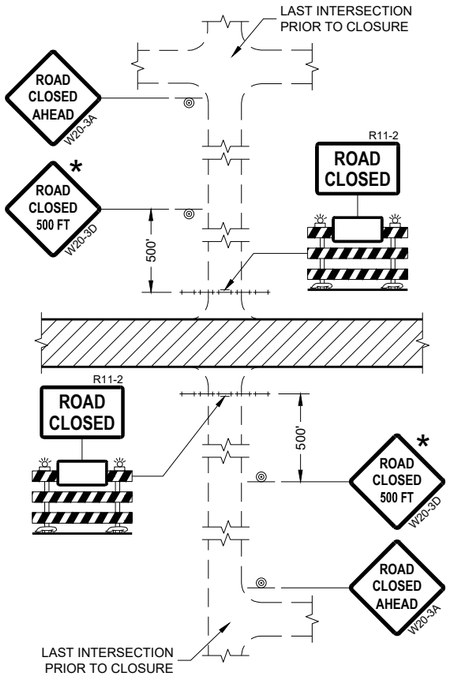
FHWA

6

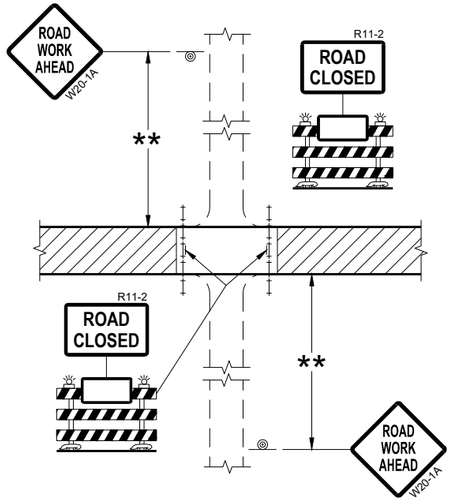
SDD 15C02 - 09f

6

SDD 15C02 - 09f



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.

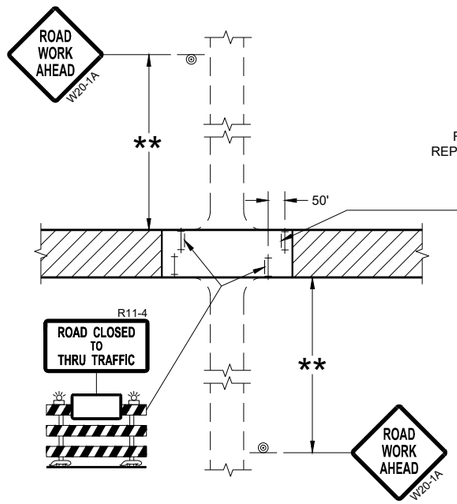
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

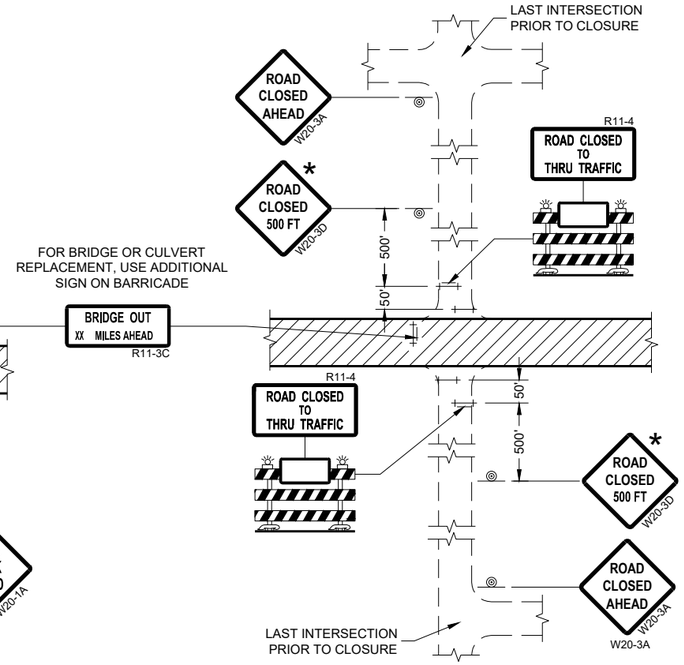
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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

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.

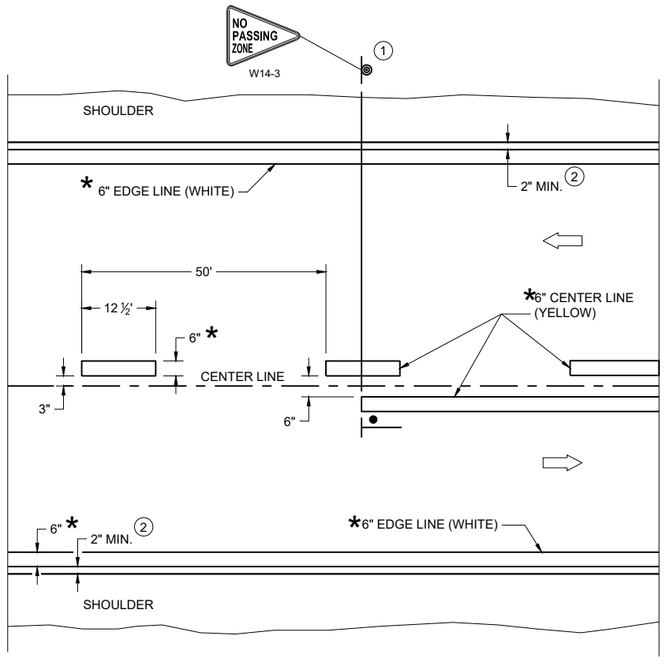
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

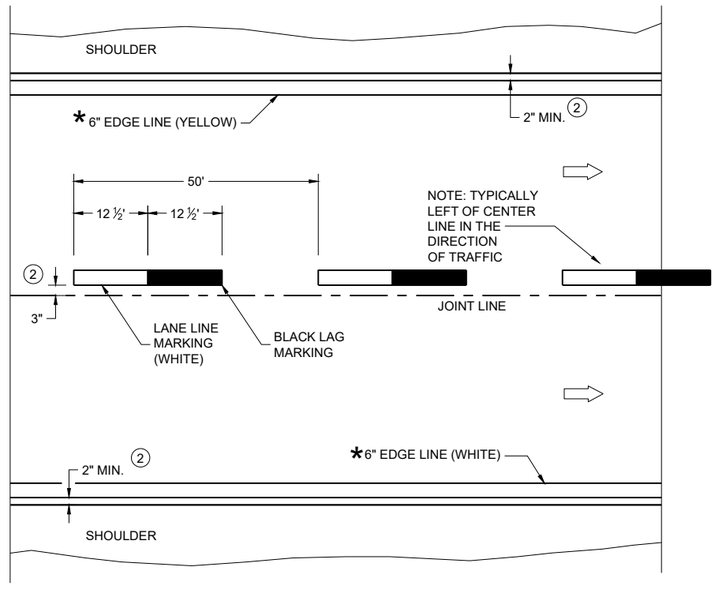
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

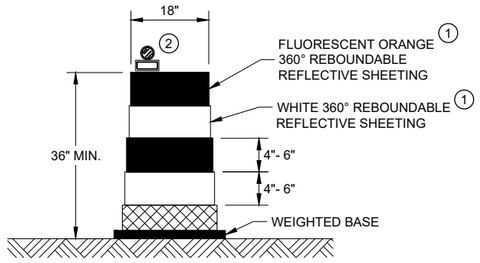
SDD 15C08-24a

6

SDD 15C08-24a

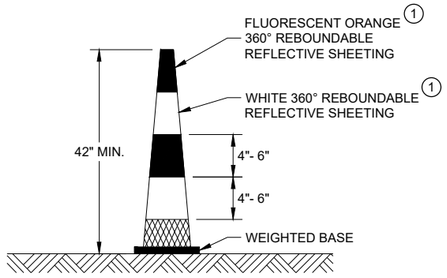
GENERAL NOTES

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

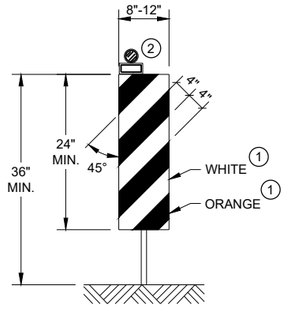
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

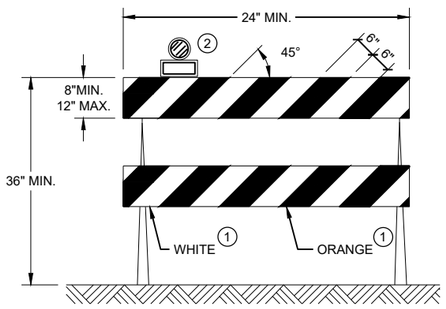
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



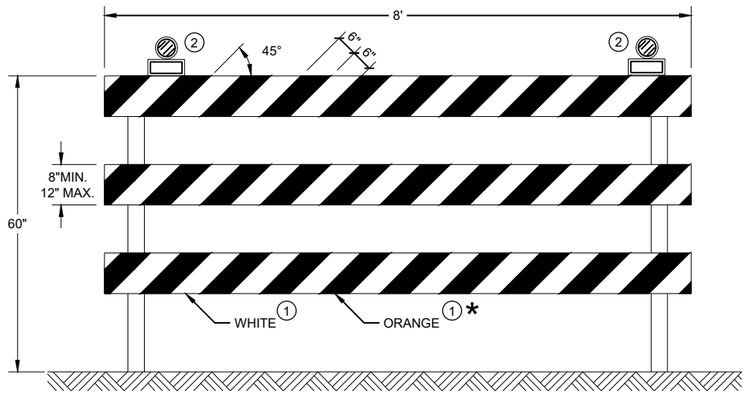
VERTICAL PANEL

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

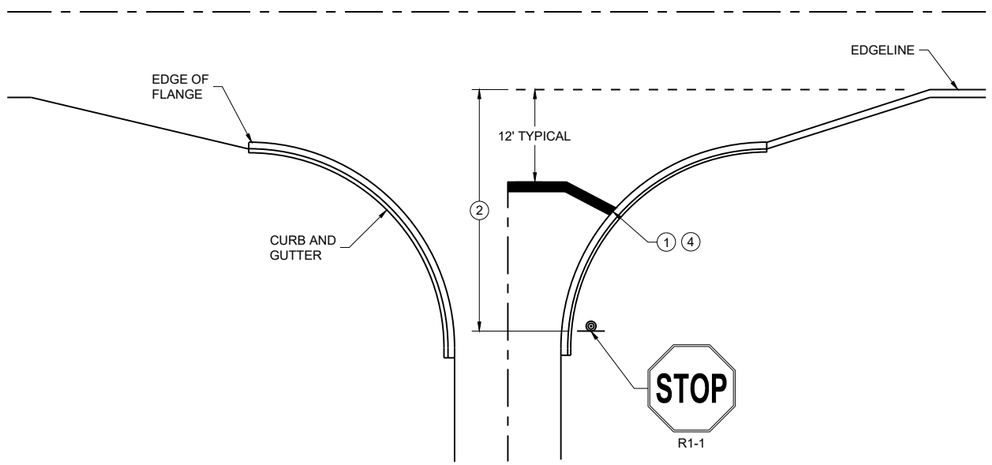
6

SDD 15C11 - 10b

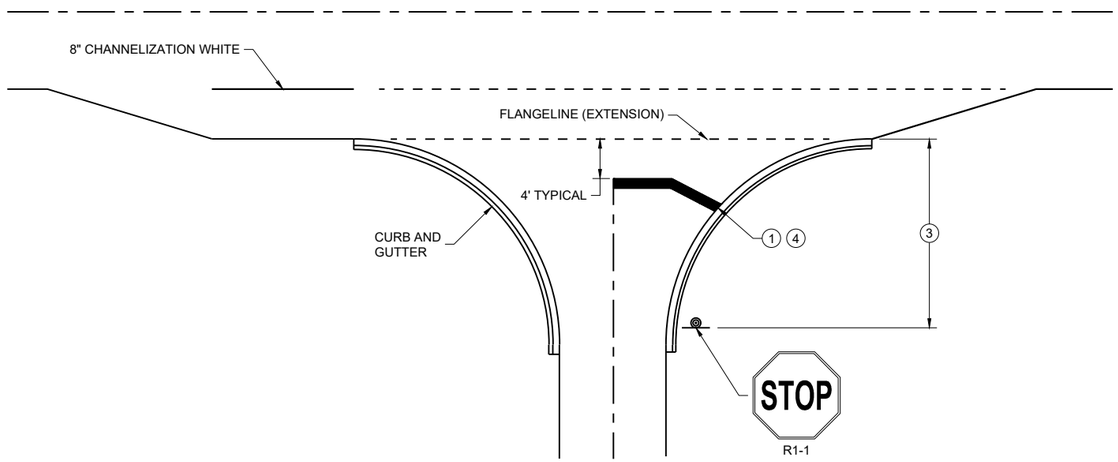
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

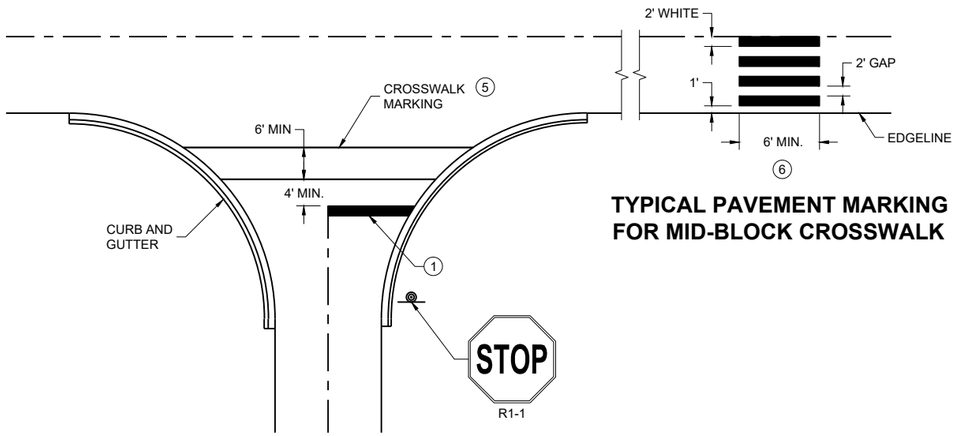
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

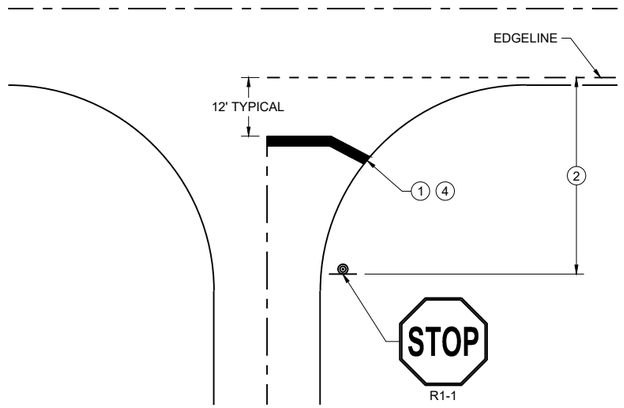


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

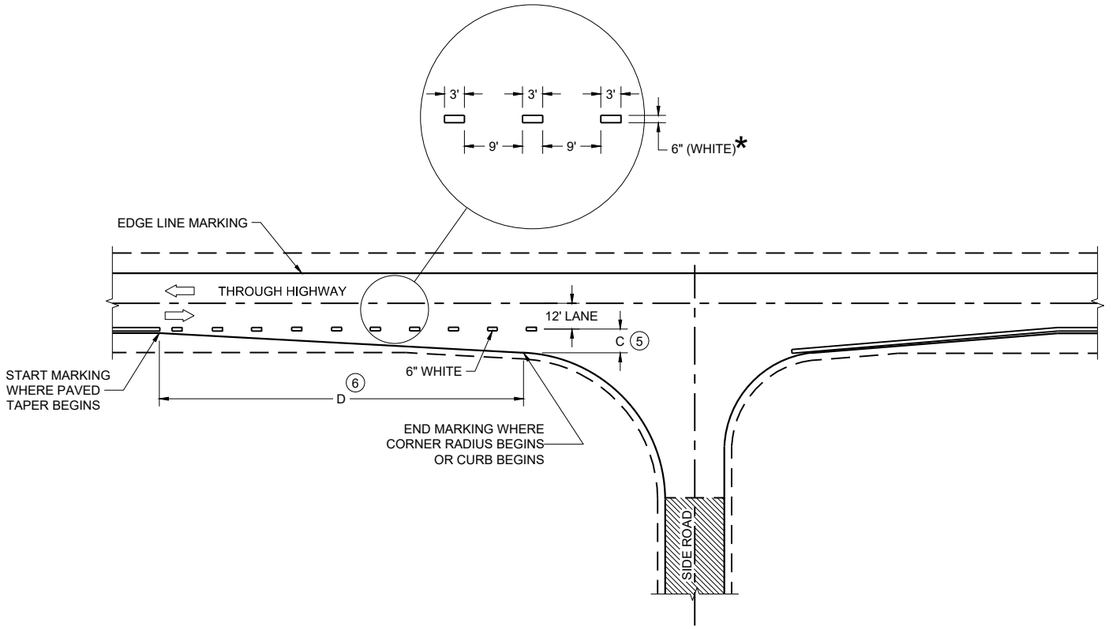
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33-05



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

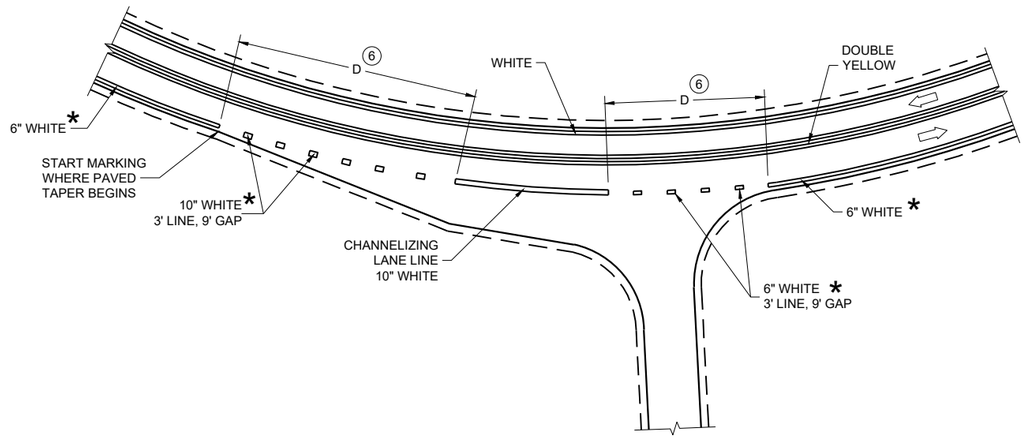
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

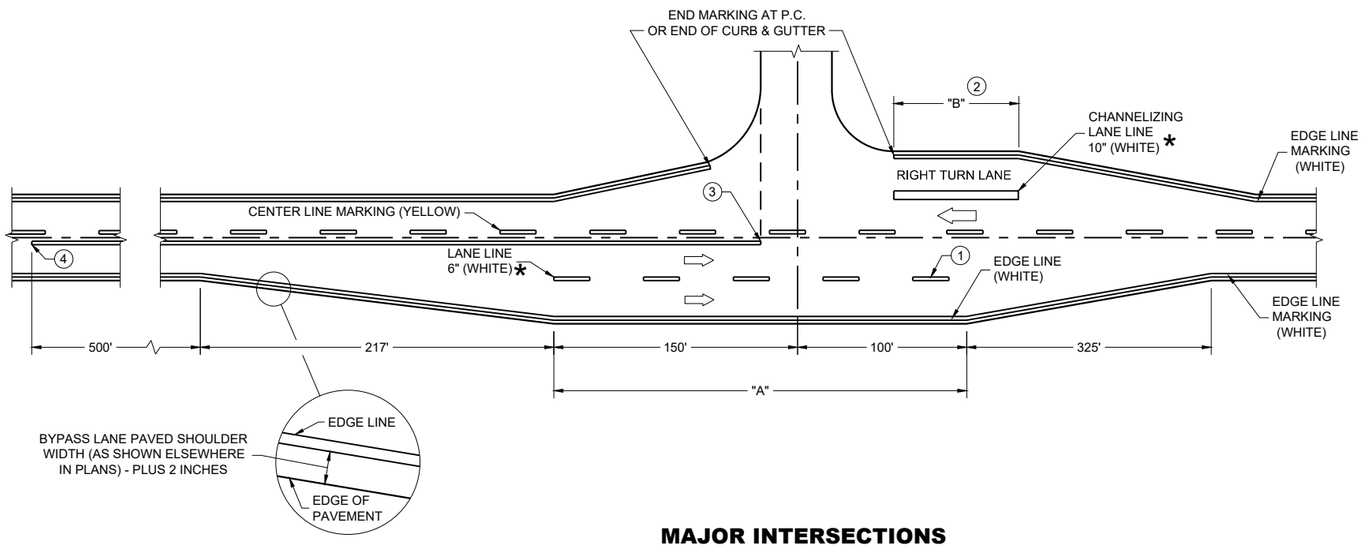
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

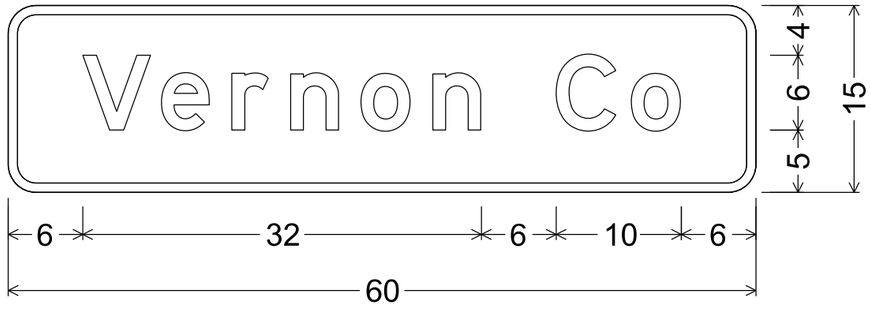
PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

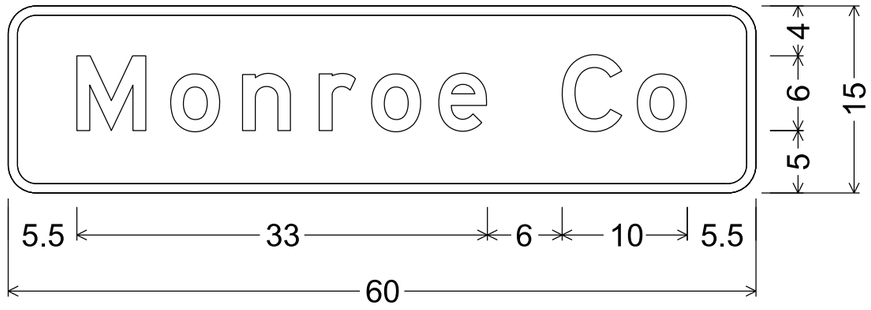
6
SDD 15C35-06a

NOTES

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



I2-2; 2.250" Radius, 0.750" Border



I2-2; 2.250" Radius, 0.750" Border

7

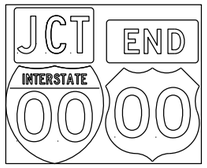
7

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 183	E

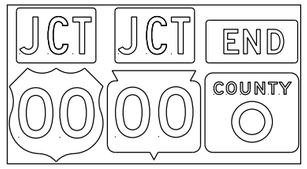
TYPICAL ASSEMBLIES



J1-1



J1-2



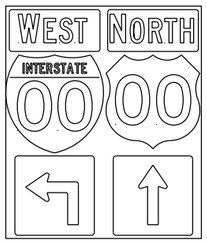
J1-3



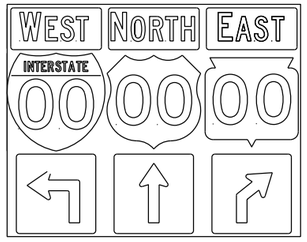
JR1-1



J2-1



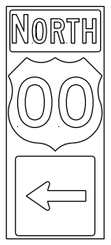
J2-2



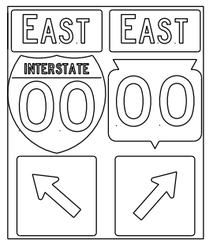
J2-3



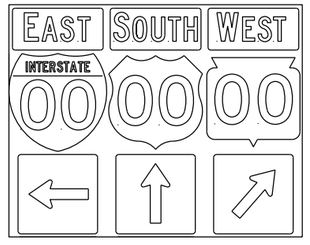
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



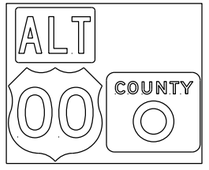
J3-2



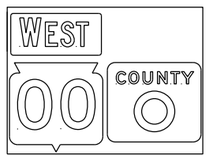
J3-3



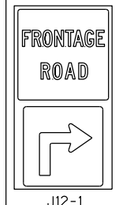
J4-1



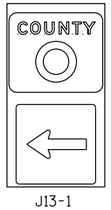
J4-2



J4-2



J12-1



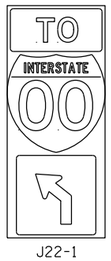
J13-1



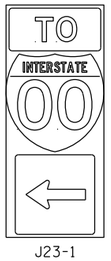
J32-1



J33-1



J22-1



J23-1



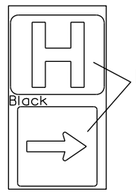
JR13-1



JR23-1



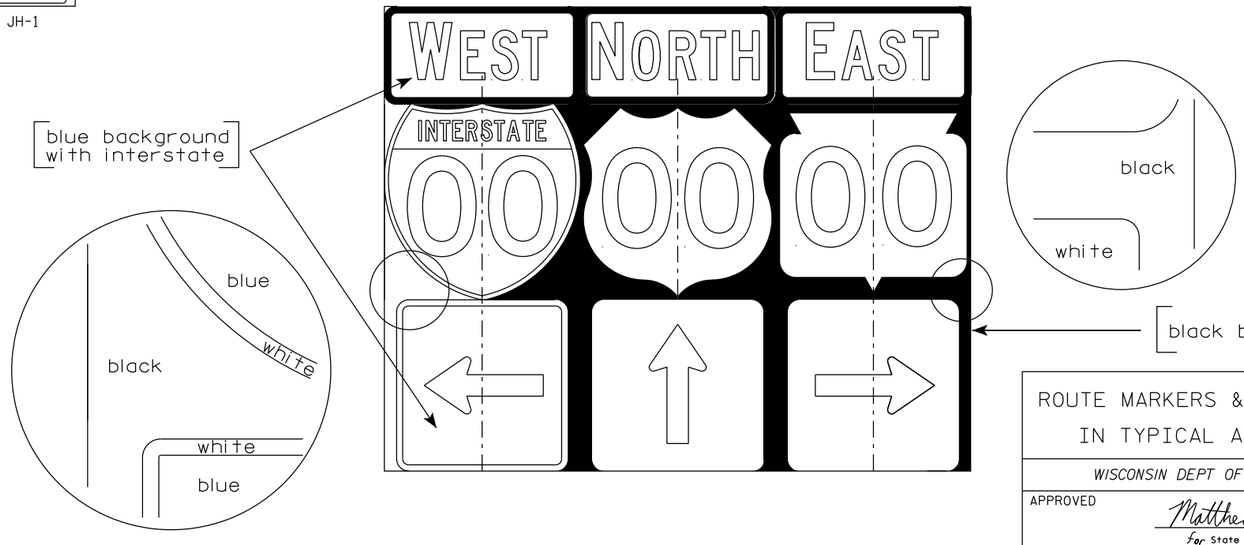
JR99-1



JH-1

NOTES

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



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

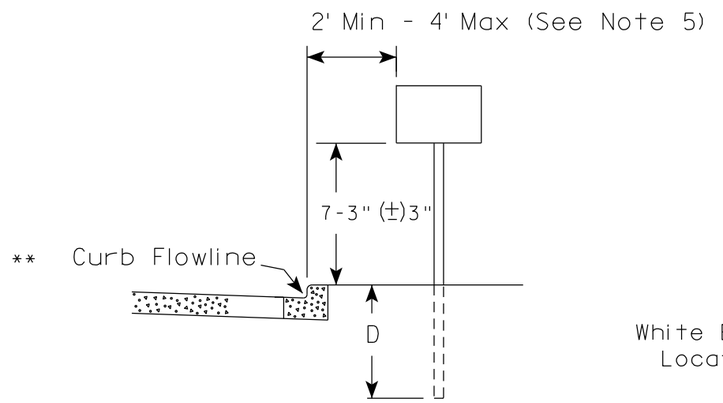
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

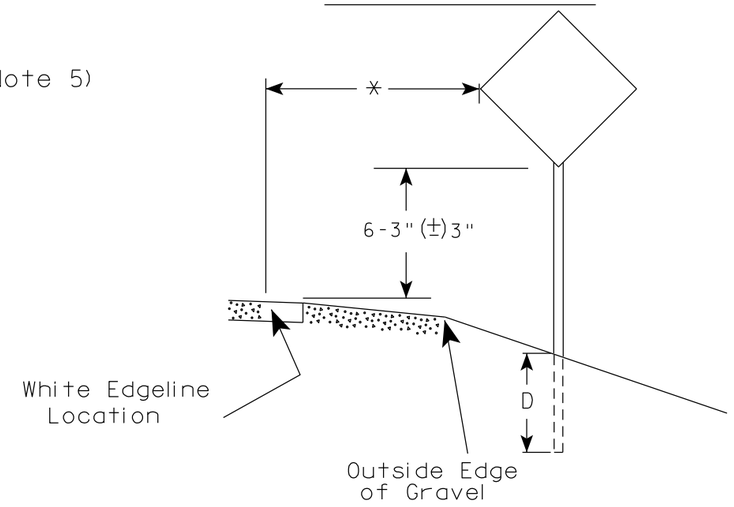
PROJECT NO:

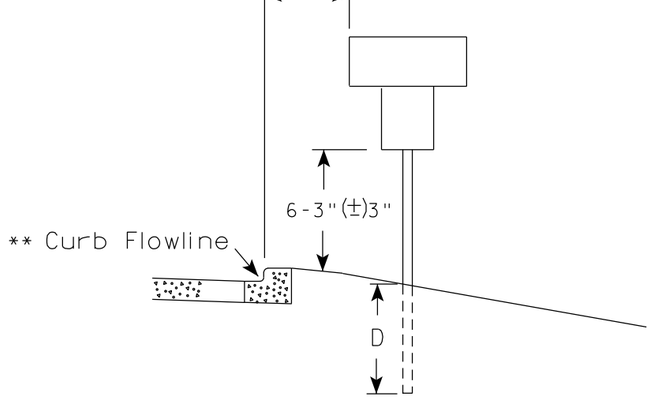
SHEET NO: 184 E

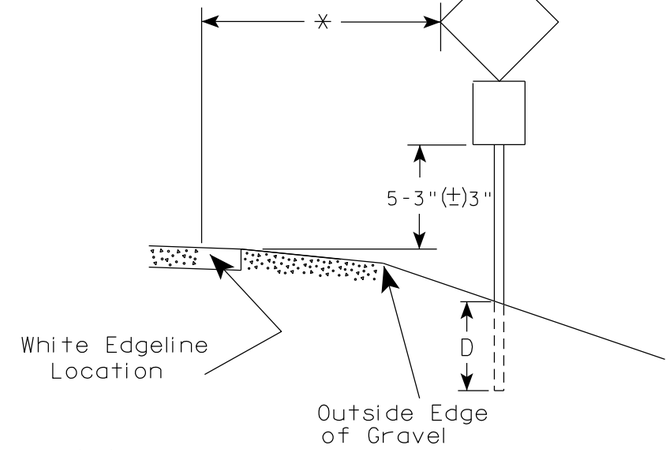
URBAN AREA



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.

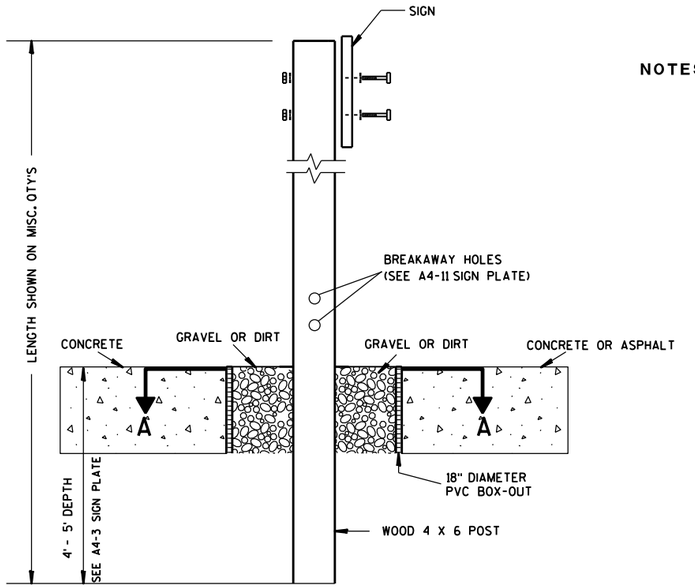
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

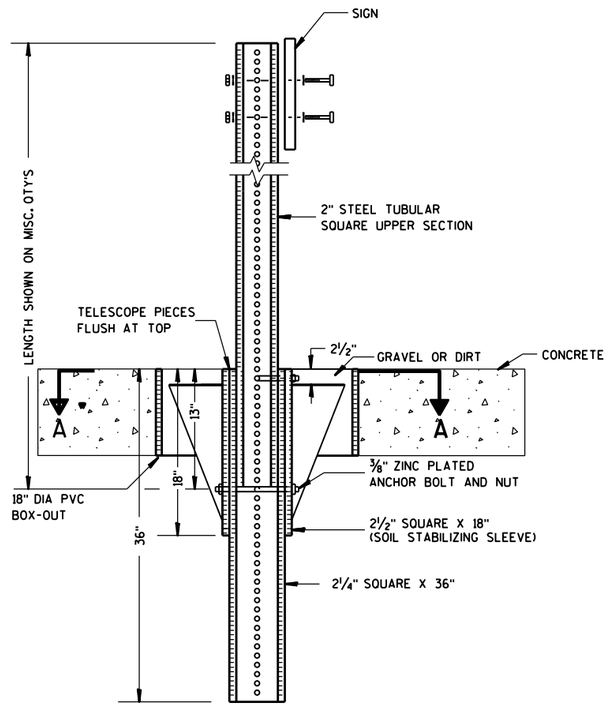
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E



ELEVATION VIEW

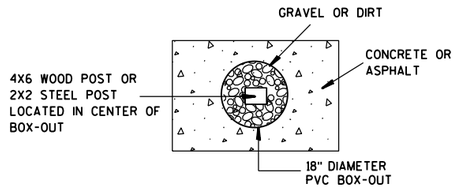
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

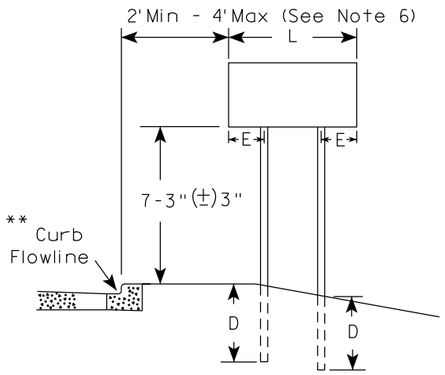
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

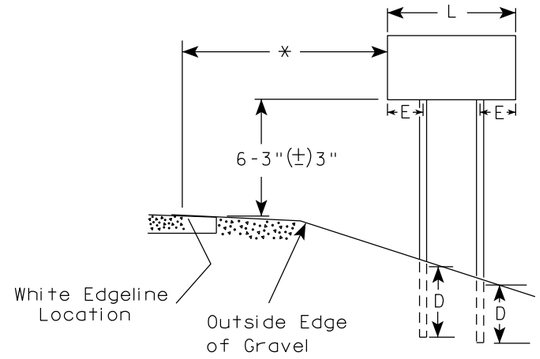
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

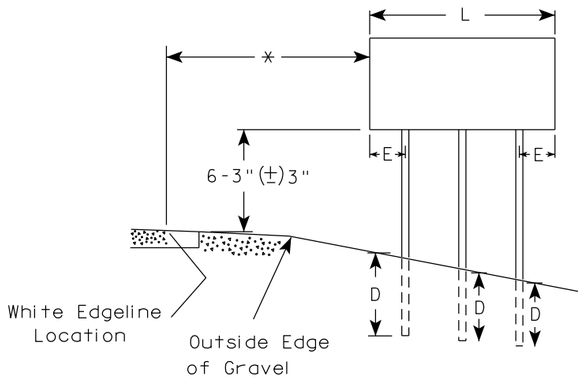
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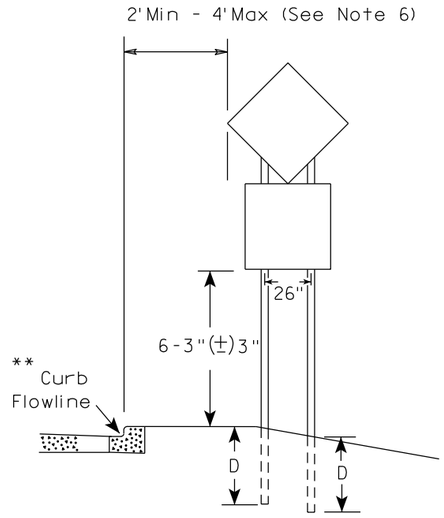
URBAN AREA



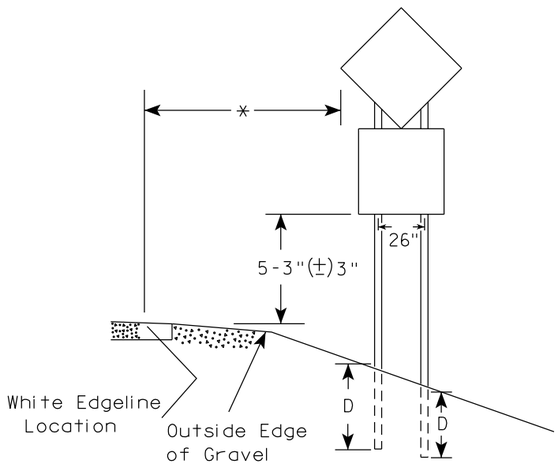
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

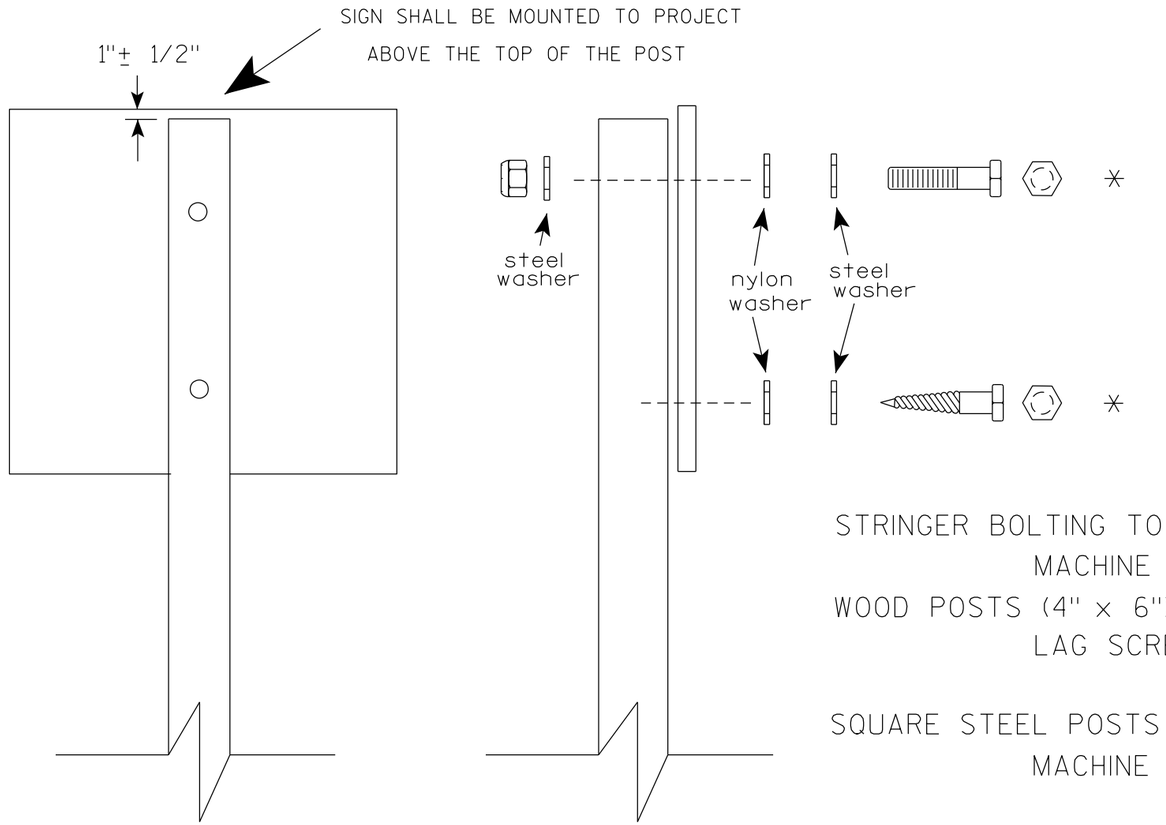
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 187	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

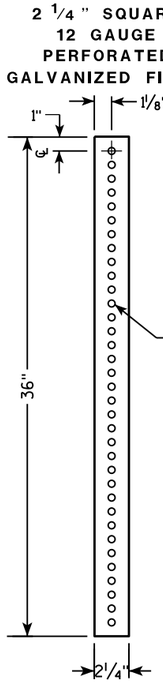
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

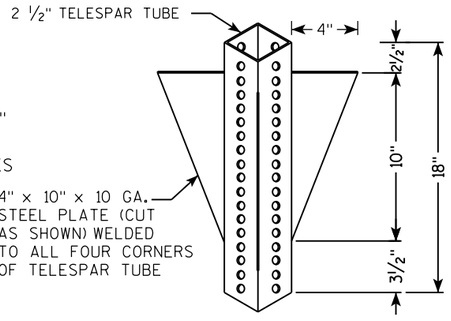
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

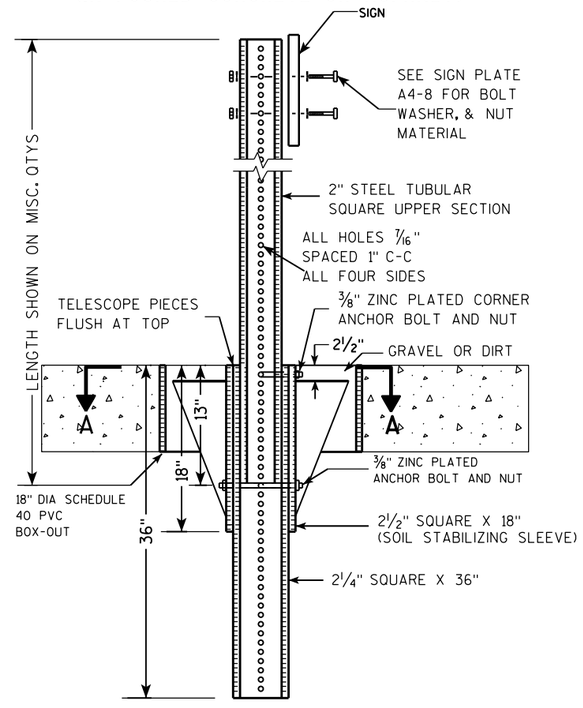
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



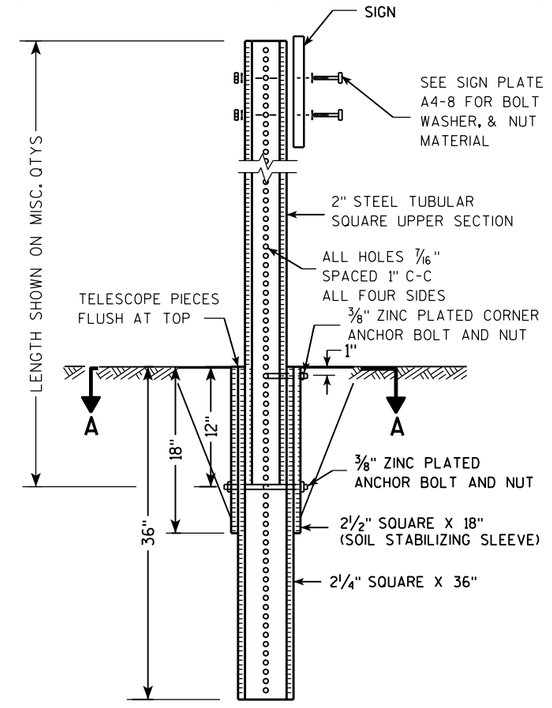
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

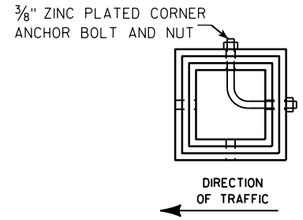


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

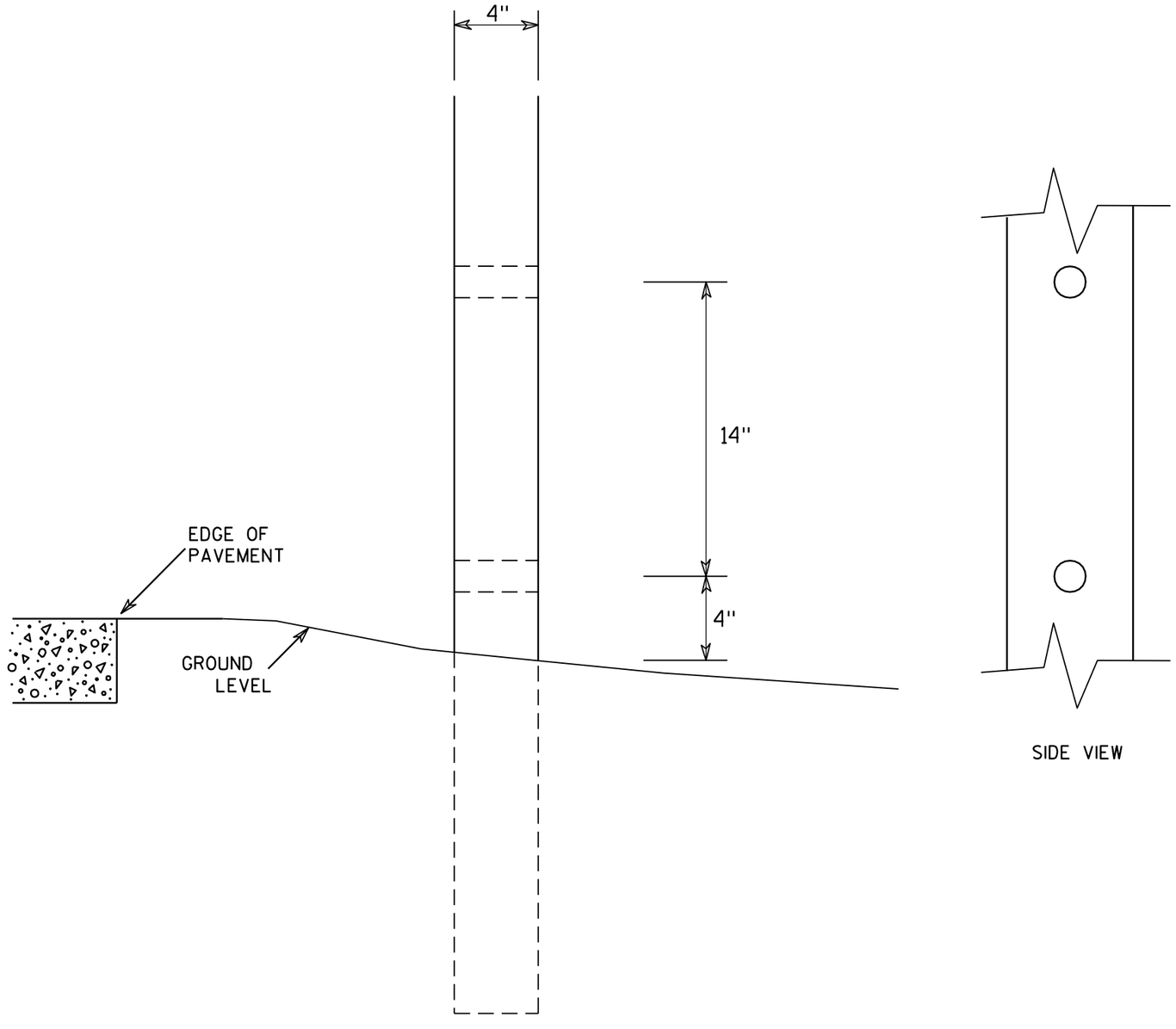
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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WISDOT/CADDS SHEET 42



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

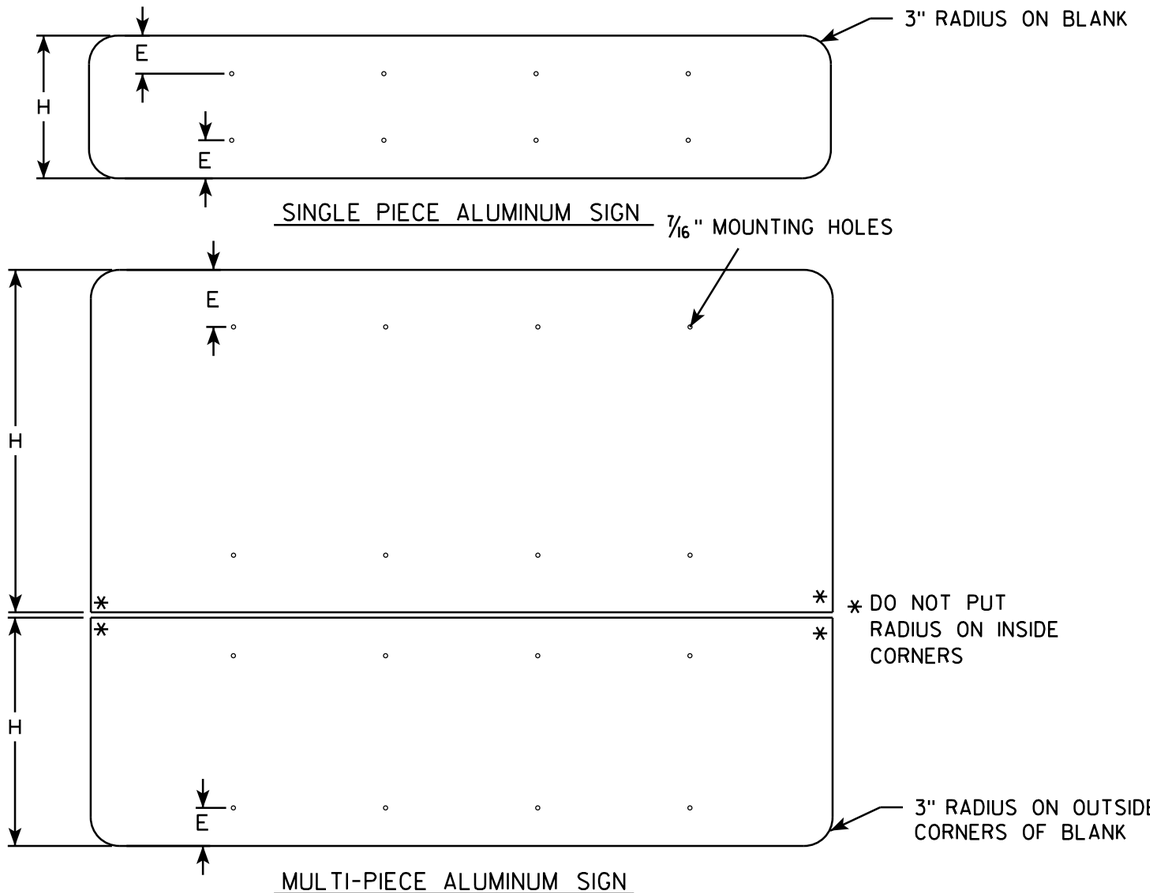
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

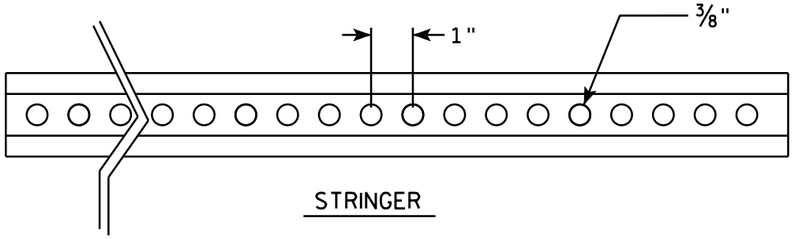
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E



GENERAL NOTES

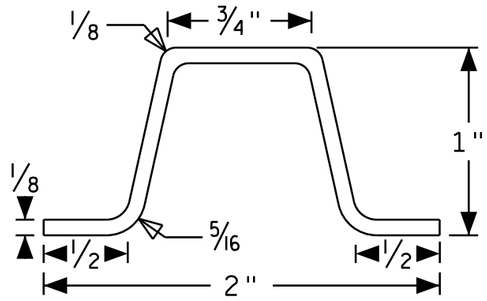
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

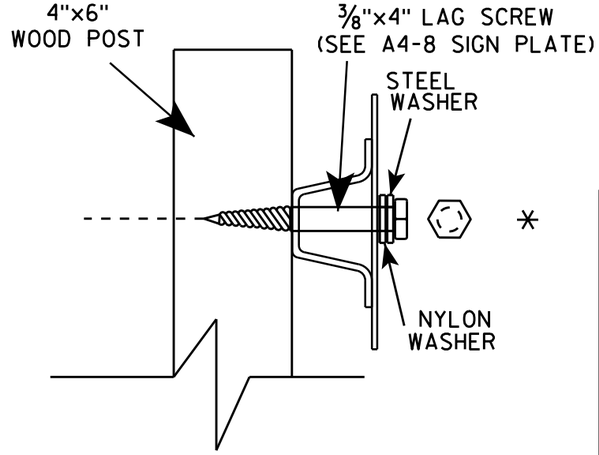


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

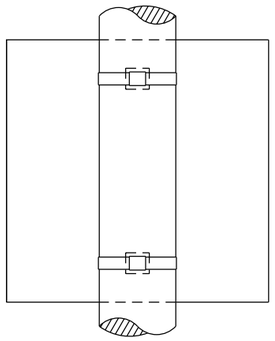
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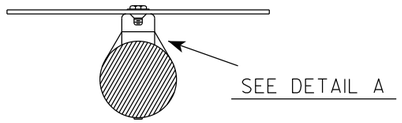
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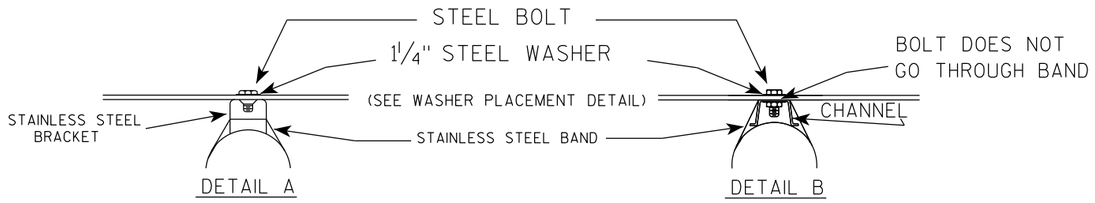
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BANDING

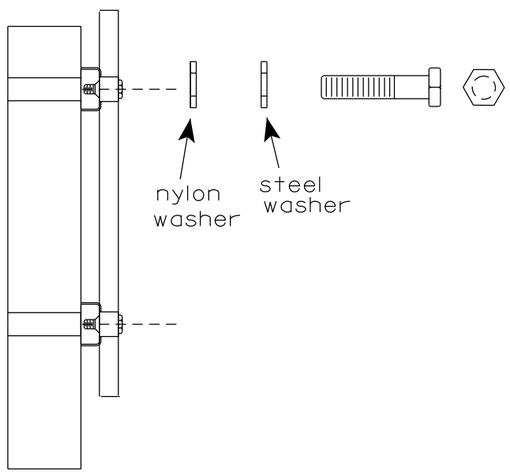
SINGLE SIGN







WASHER PLACEMENT

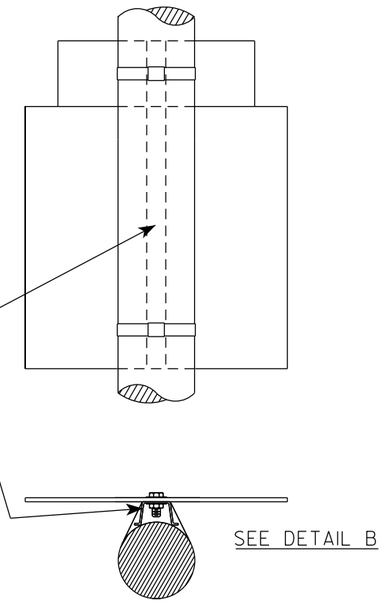


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

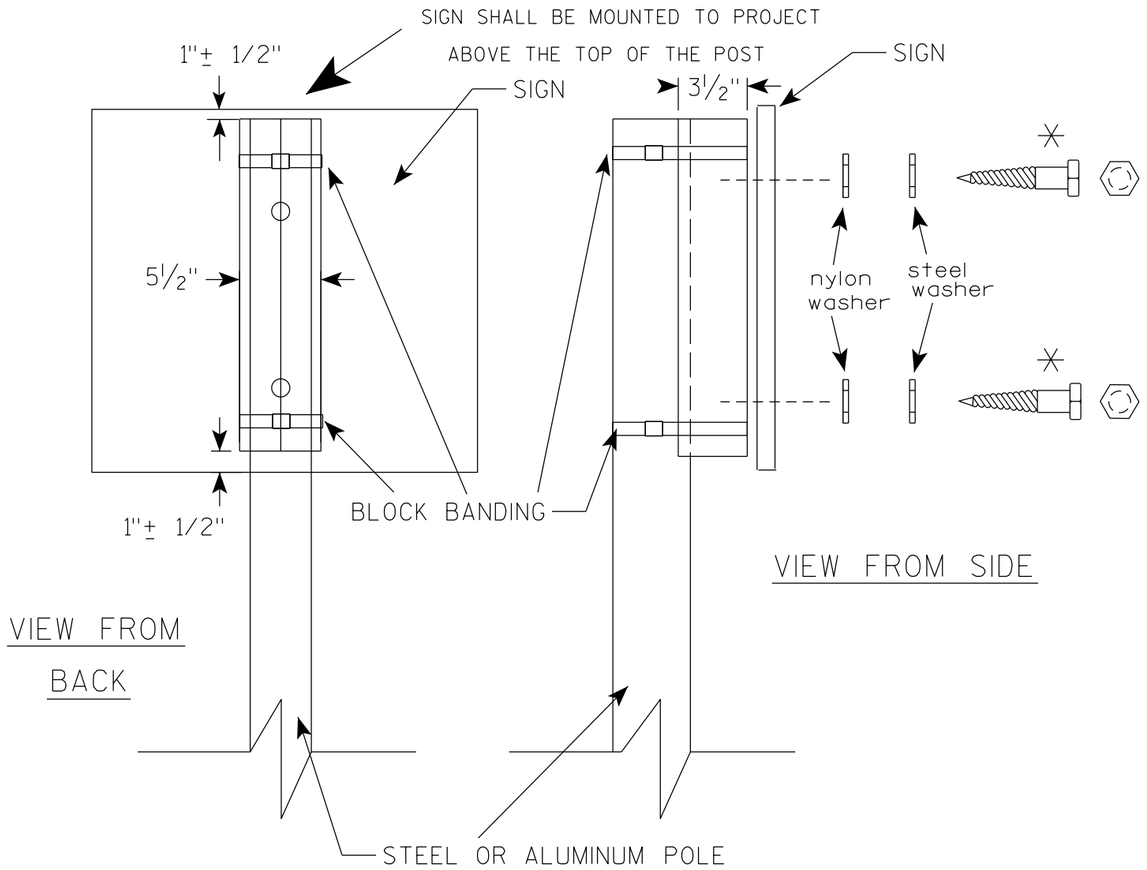
DATE 6/10/19 PLATE NO. A5-9.4

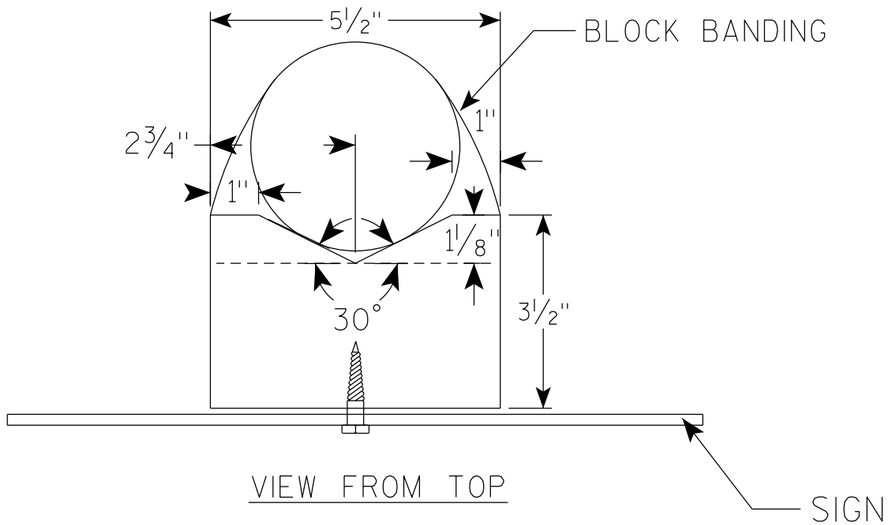
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E

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

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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)

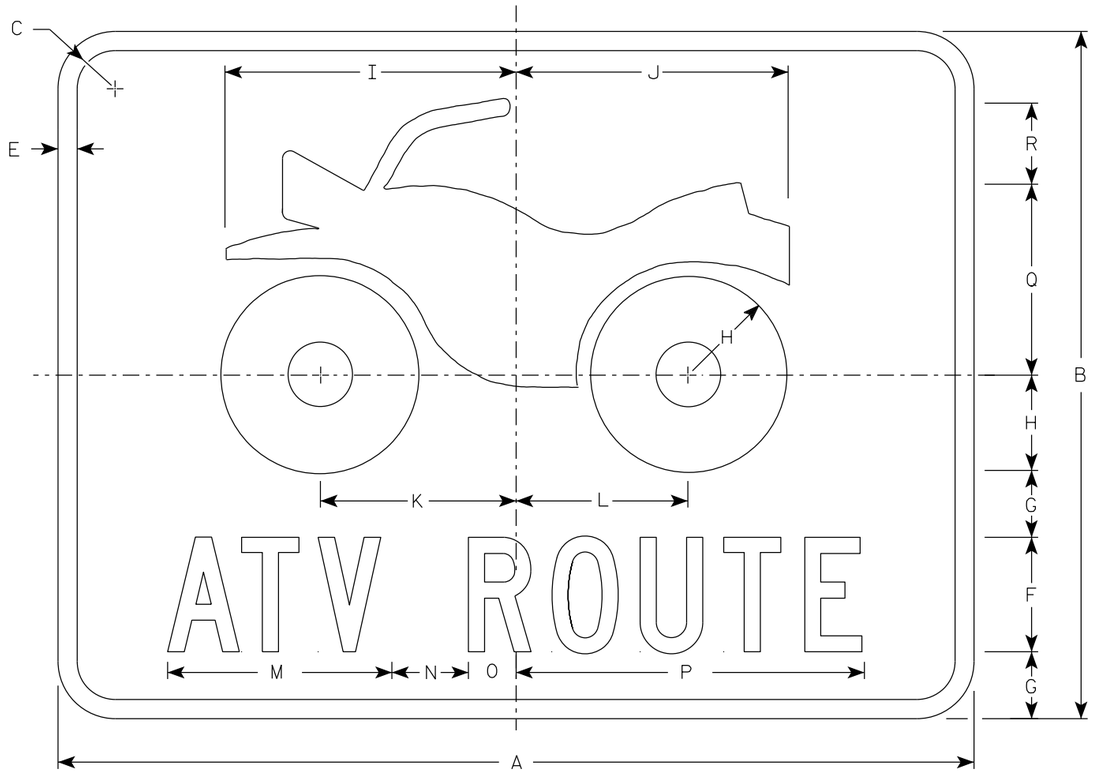
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 193 E



D11-10

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 ½		½	3	1 ¾	2 ½	7 ⅝	7 ⅛	5 ⅛	5 ½	5 ⅞	2	1 ¼	9 ⅛	5	2 ⅛									3.0
2M	24	18	1 ½		½	3	1 ¾	2 ½	7 ⅝	7 ⅛	5 ⅛	5 ½	5 ⅞	2	1 ¼	9 ⅛	5	2 ⅛									3.0
3																											
4																											
5																											

STANDARD SIGN
D11-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

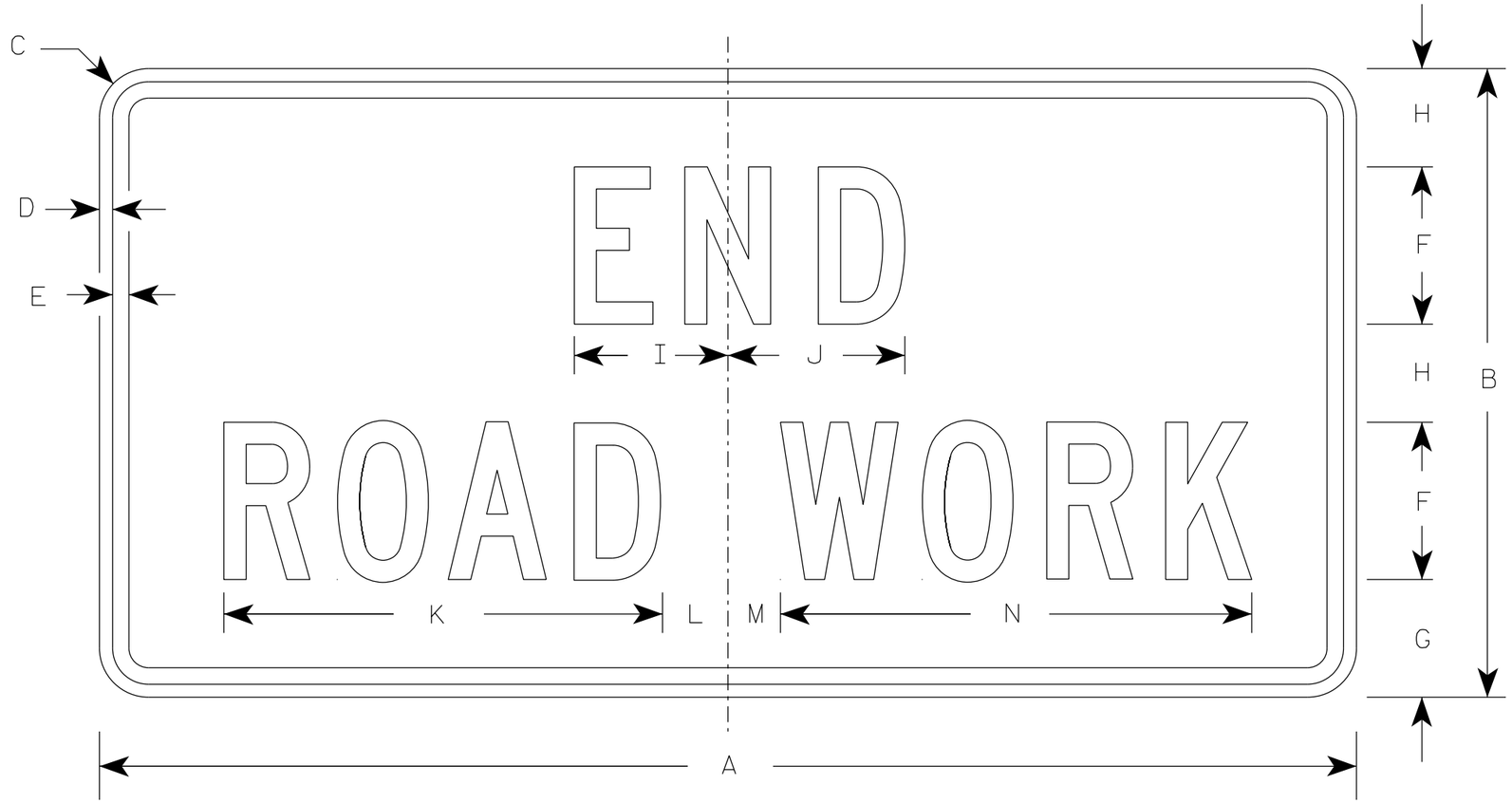
DATE 1/25/2023 PLATE NO. D11-10.6

PROJECT NO:

SHEET NO: 194 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\D1110.DGN PLOT DATE : 25-JAN 2023 2:36 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42



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

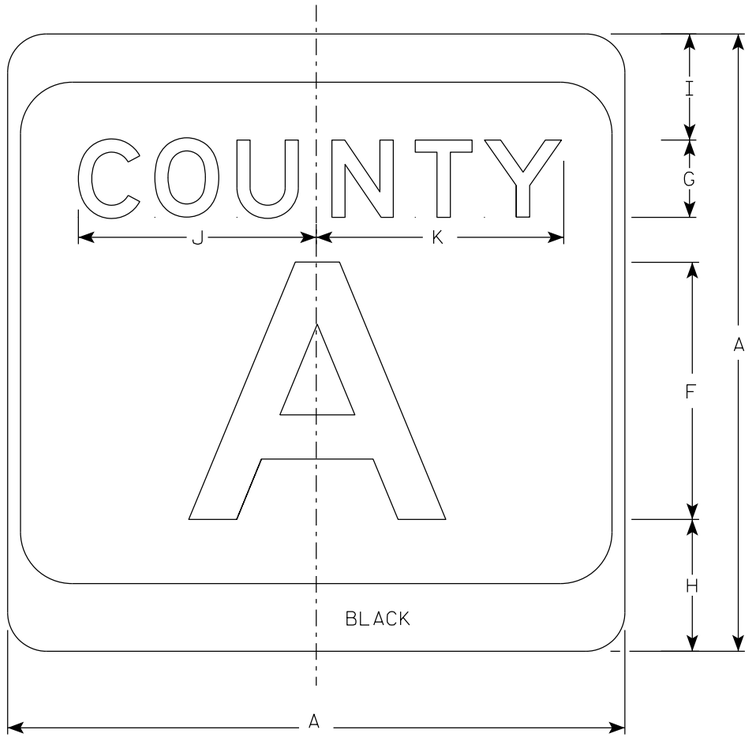
APPROVED Matthew R Rauch
for State Traffic Engineer

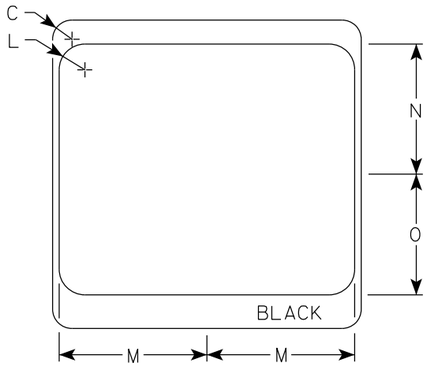
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 E

7

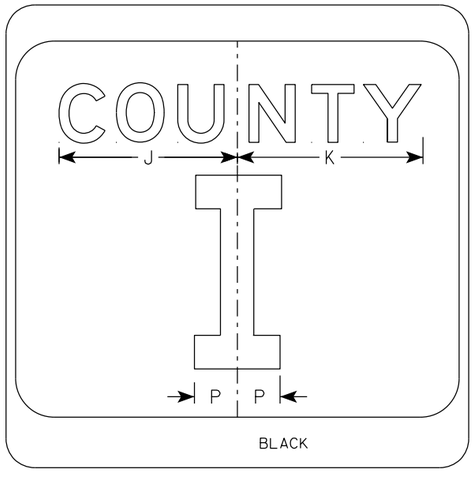
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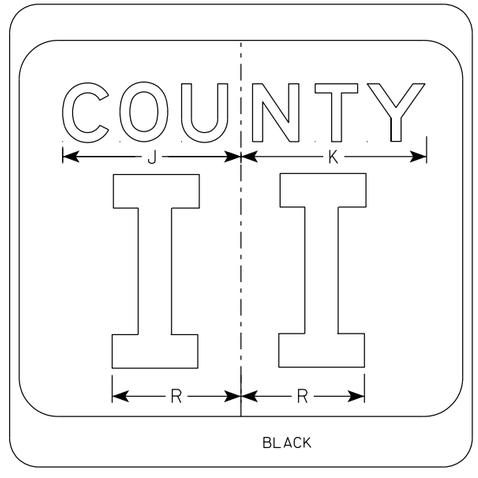




NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

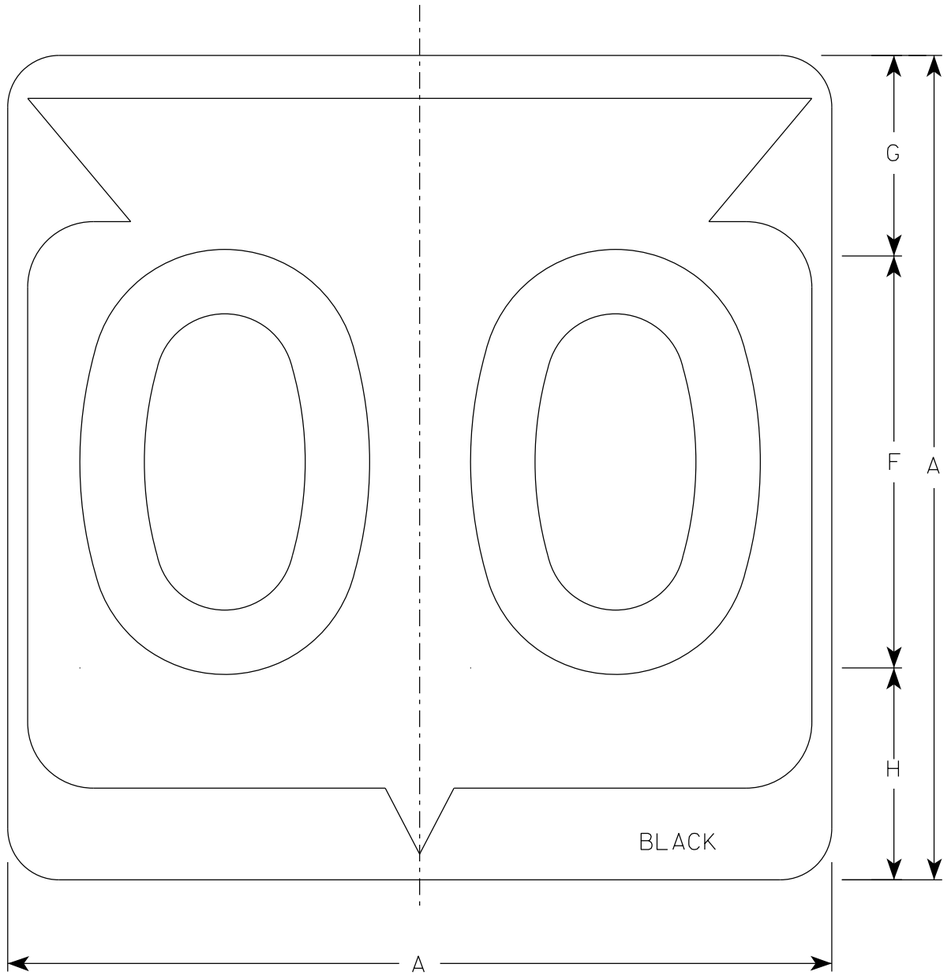
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

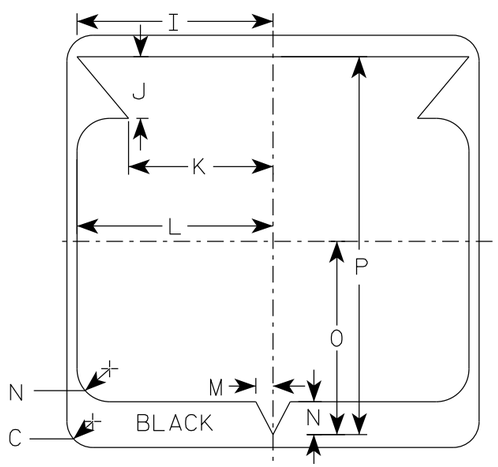
7



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

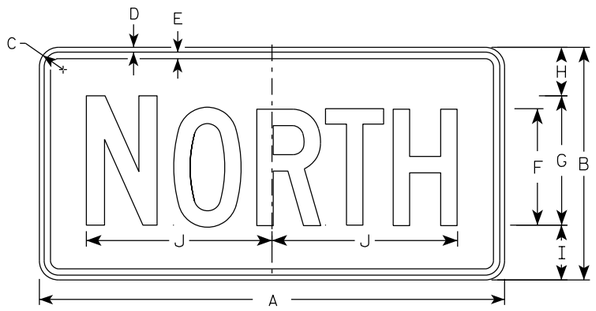
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

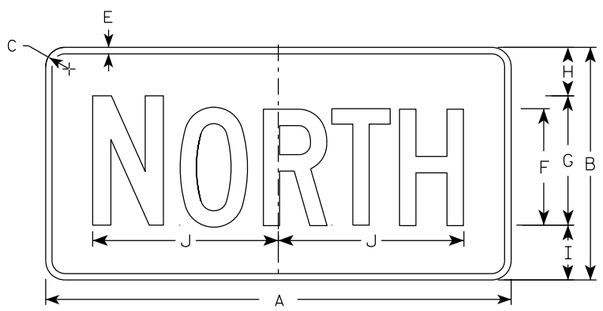
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

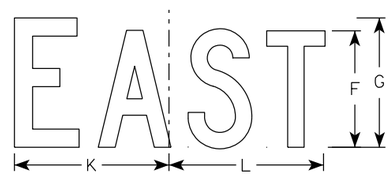
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



M3-1
MM3-1
MP3-1



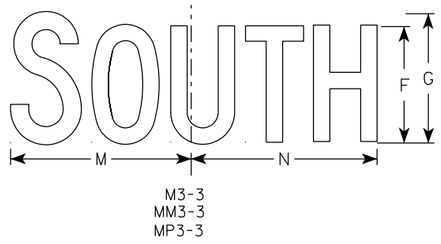
MB3-1
MK3-1
MN3-1



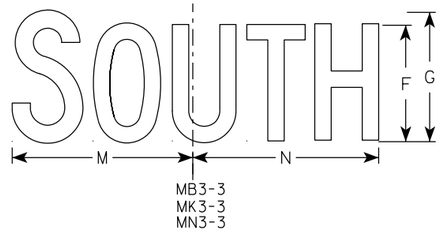
M3-2
MM3-2
MP3-2



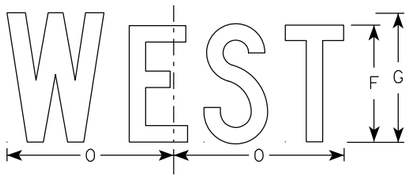
MB3-2
MK3-2
MN3-2



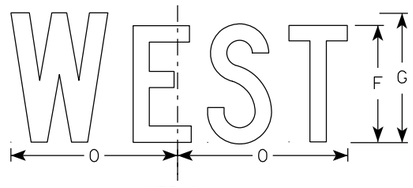
M3-3
MM3-3
MP3-3



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

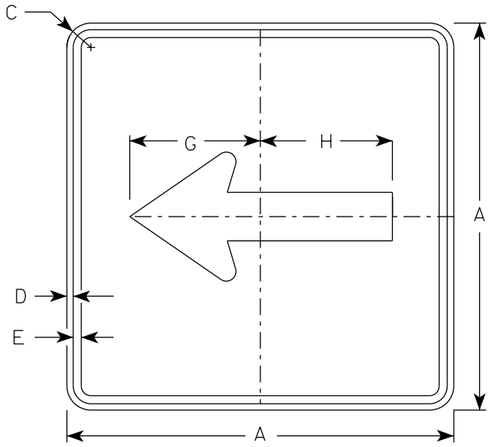
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

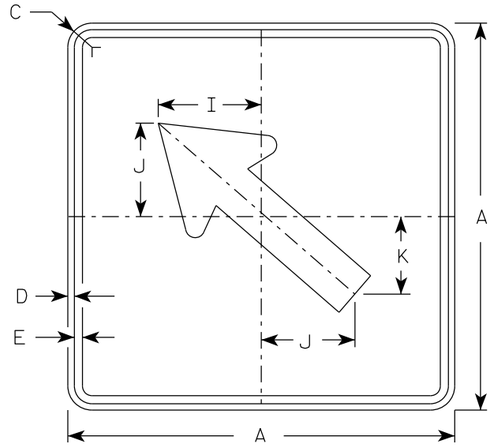
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

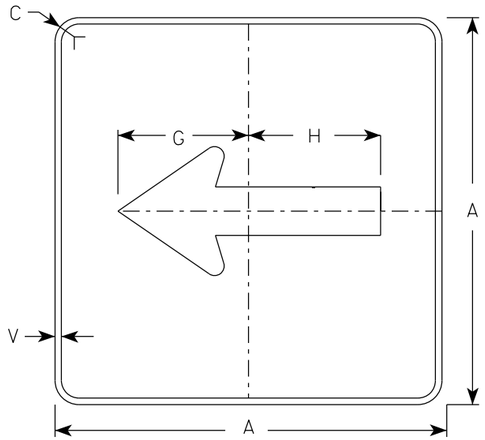
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E



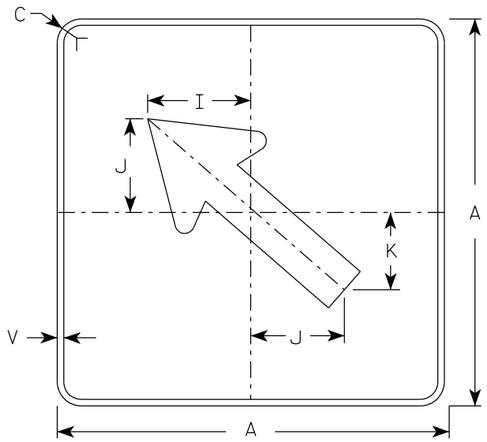
M6-1
MM6-1
MO6-1
MP6-1



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



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

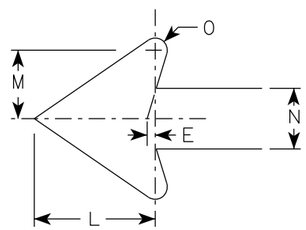


MB6-2
MK6-2
MN6-2
MR6-2

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

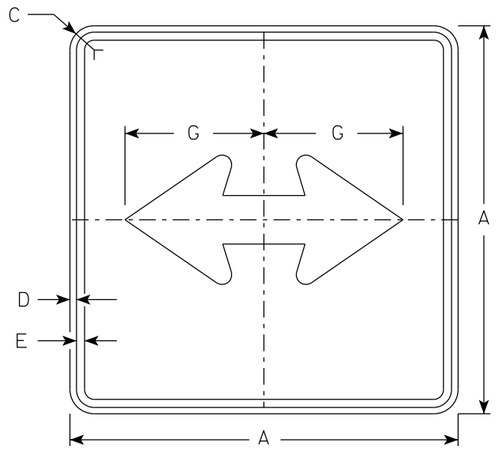
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

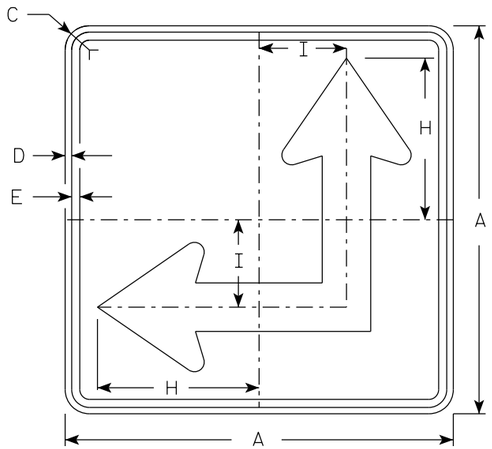
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E

7

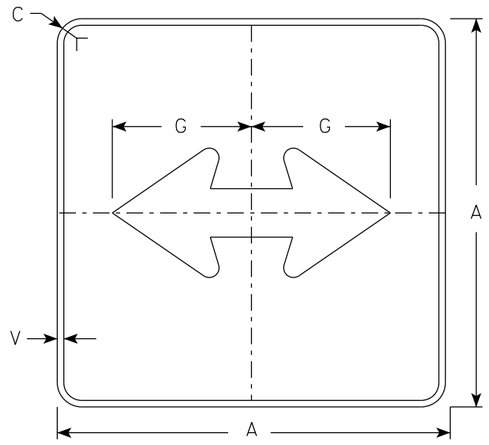
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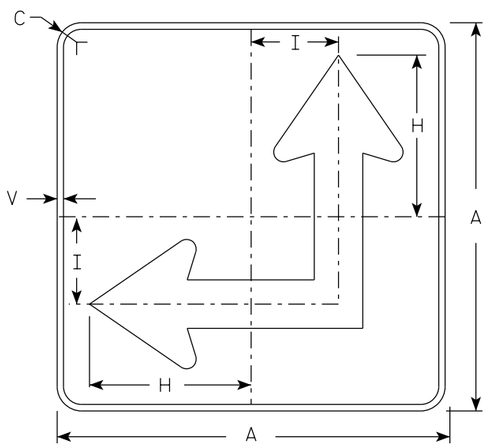
M6-4
MM6-4
MO6-4
MP6-4



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



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

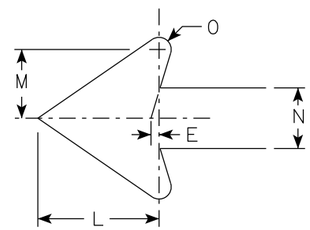


MB6-6
MK6-6
MN6-6
MR6-6

NOTES

1. Signs are Type II - Type H 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. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.

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	8 3/4	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	8 3/4	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	12 1/2	6 3/4			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	12 1/2	6 3/4			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	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

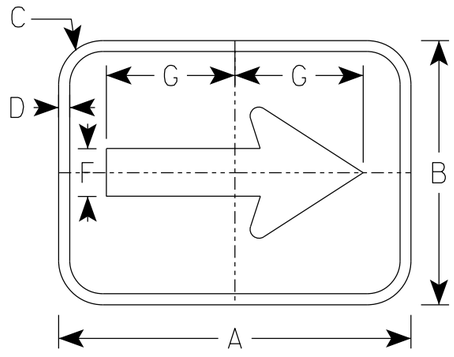
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

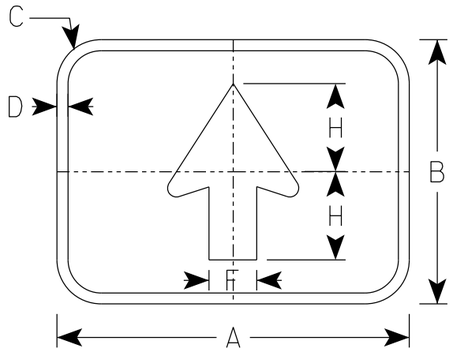
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

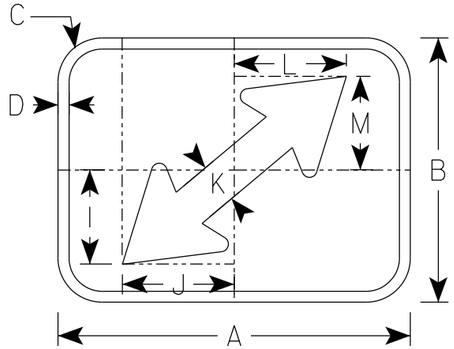
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E



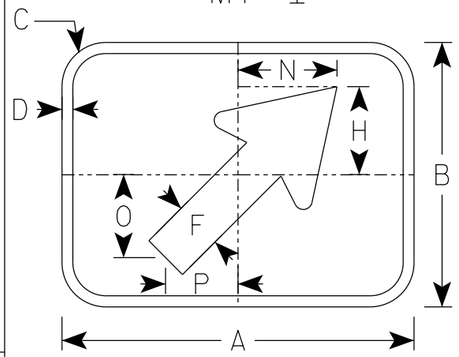
M7-1



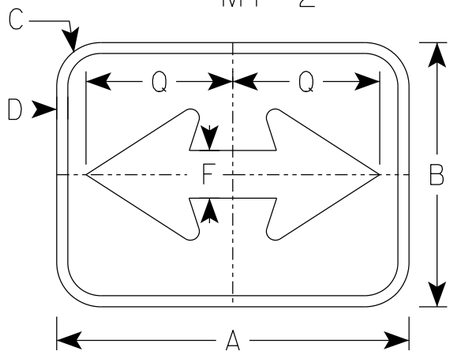
M7-2



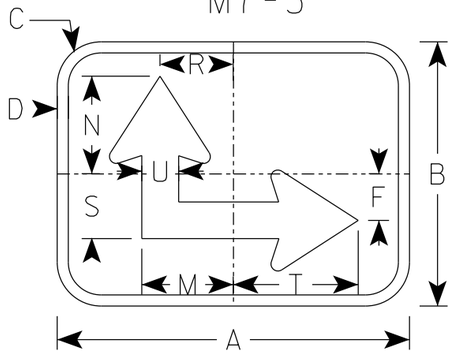
M7-3



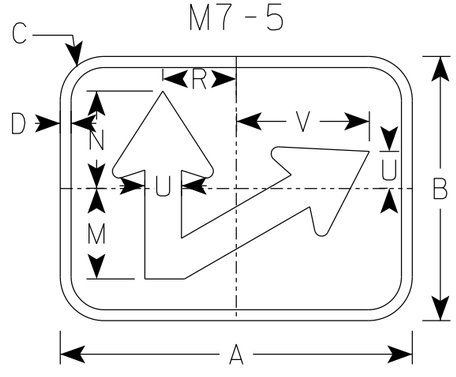
M7-4



M7-5



M7-6



M7-7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message -White

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	12	9	1 1/2	3/8		1 5/8	4 3/8	3	3 1/4	3 3/4	1 3/8	3 7/8	3 1/8	3 3/8	2 7/8	2 1/2	5	2 1/2	2 1/4	4 1/4	1 1/4	4 1/2					.75
2M	12	9	1 1/2	3/8		1 5/8	4 3/8	3	3 1/4	3 3/4	1 3/8	3 7/8	3 1/8	3 3/8	2 7/8	2 1/2	5	2 1/2	2 1/4	4 1/4	1 1/4	4 1/2					.75
3																											
4																											
5																											

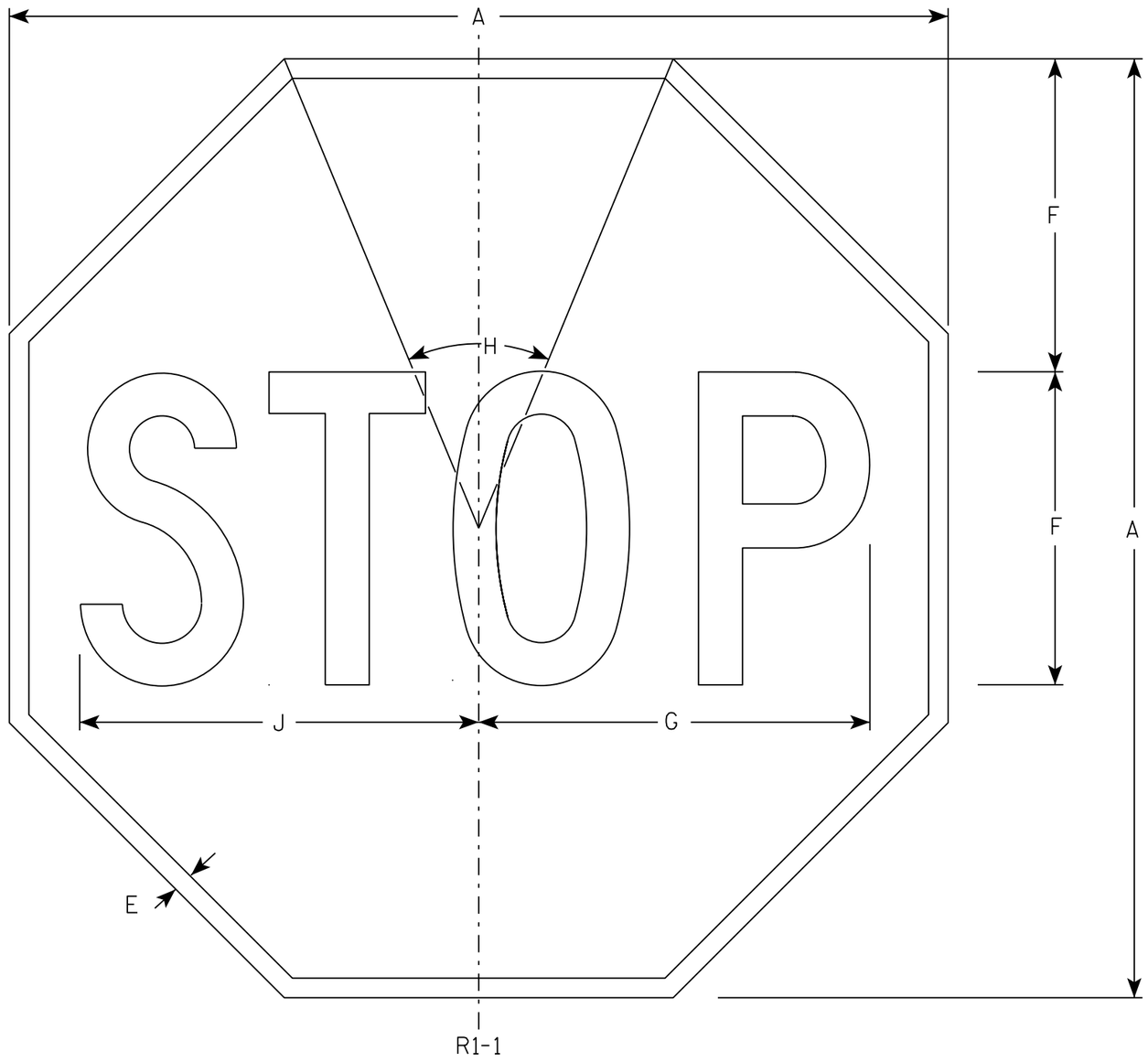
STANDARD SIGN
M7 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2022 PLATE NO. M7-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



NOTES

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

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

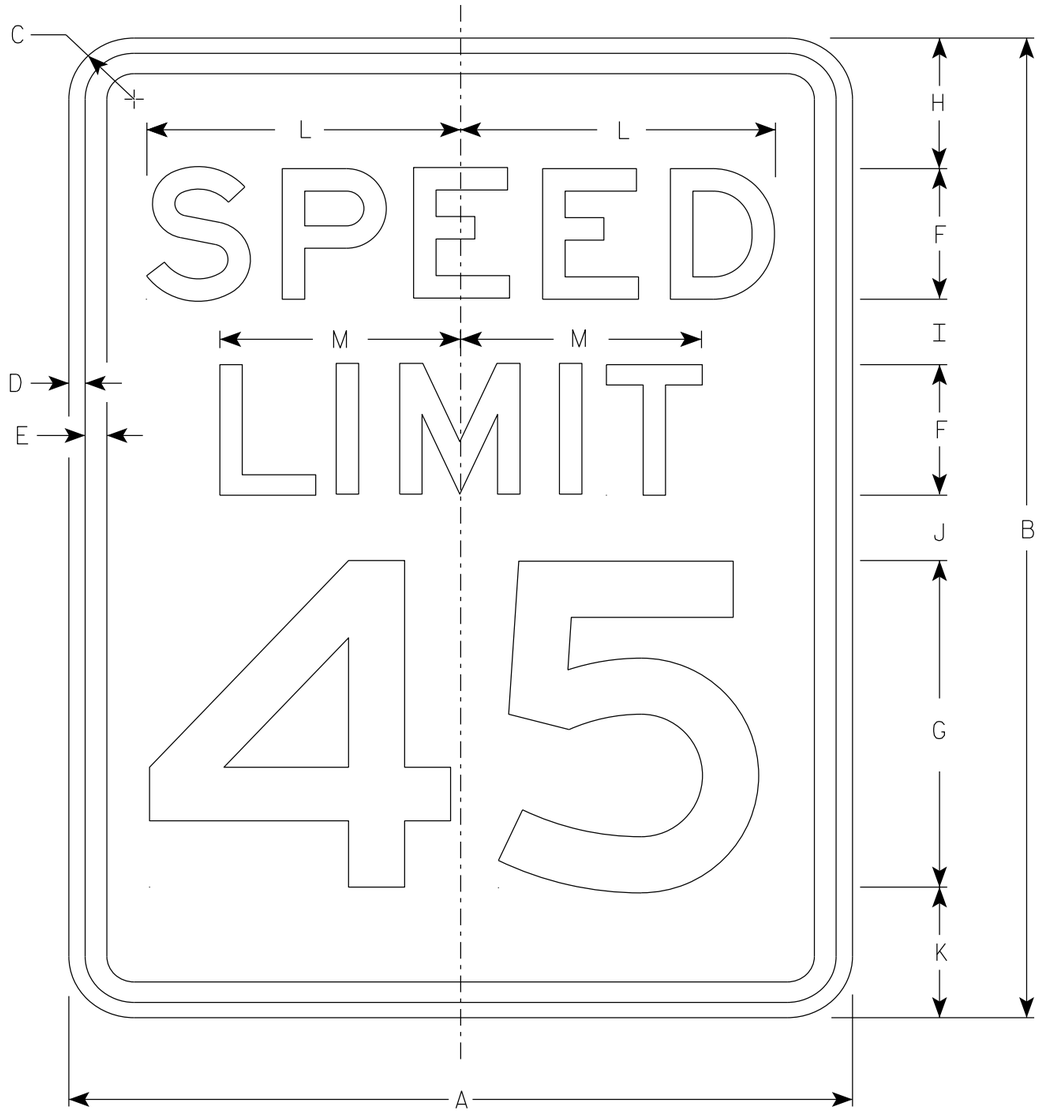
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. 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	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

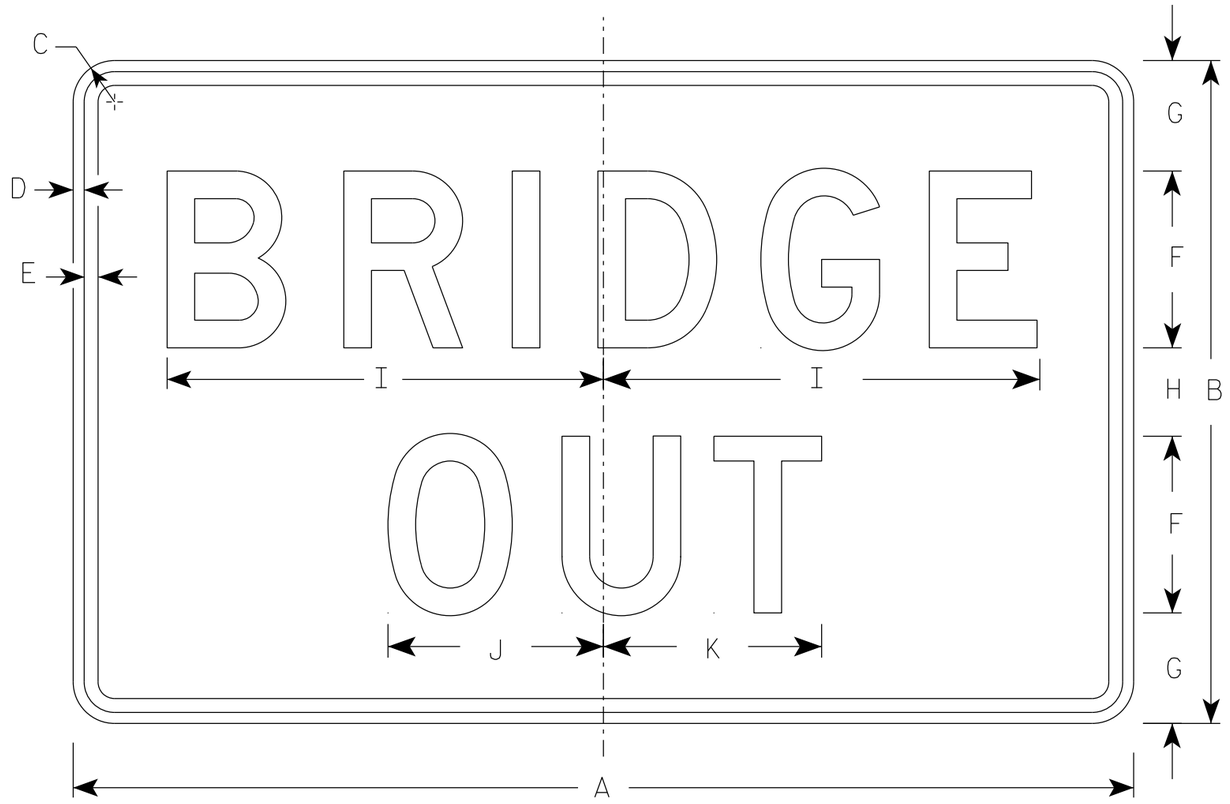
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



R11-2B

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.

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	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

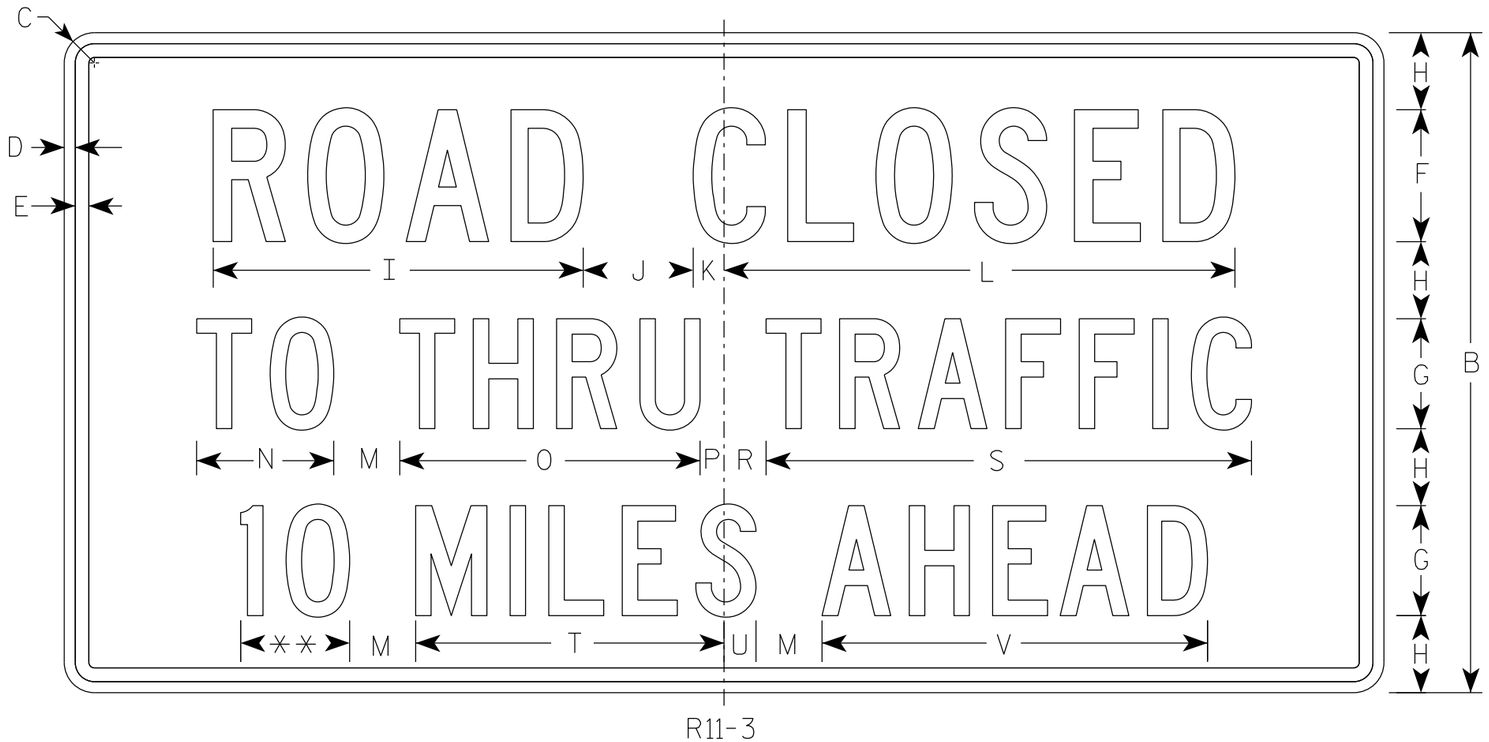
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 204 E

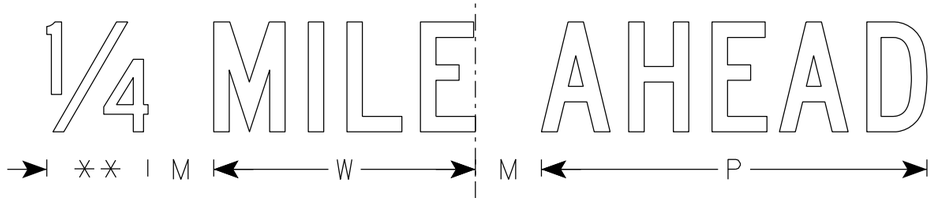
NOTES

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																											

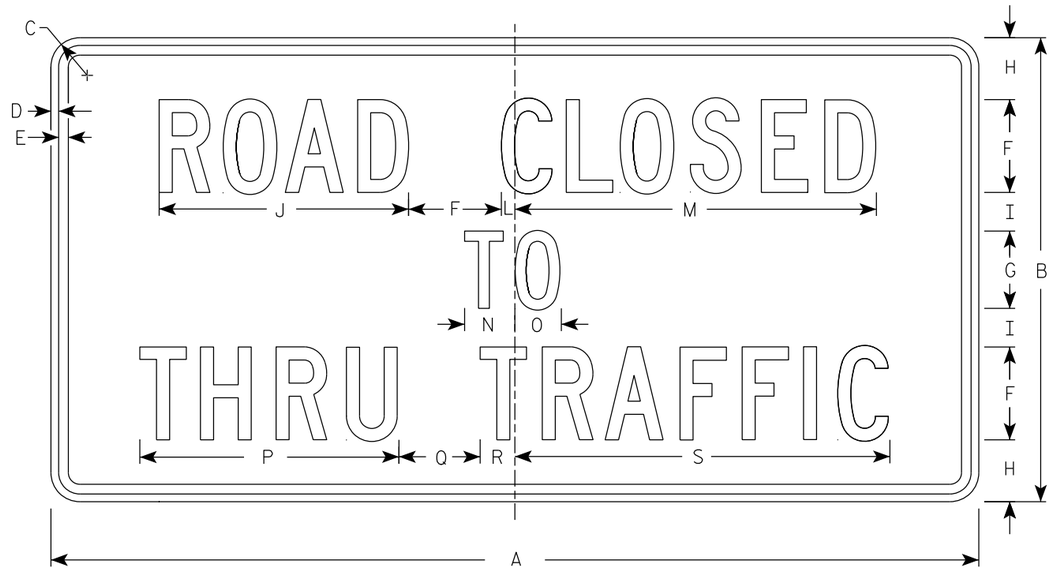
STANDARD SIGN
R11-3

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: 205 | E



R11-4

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.

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	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

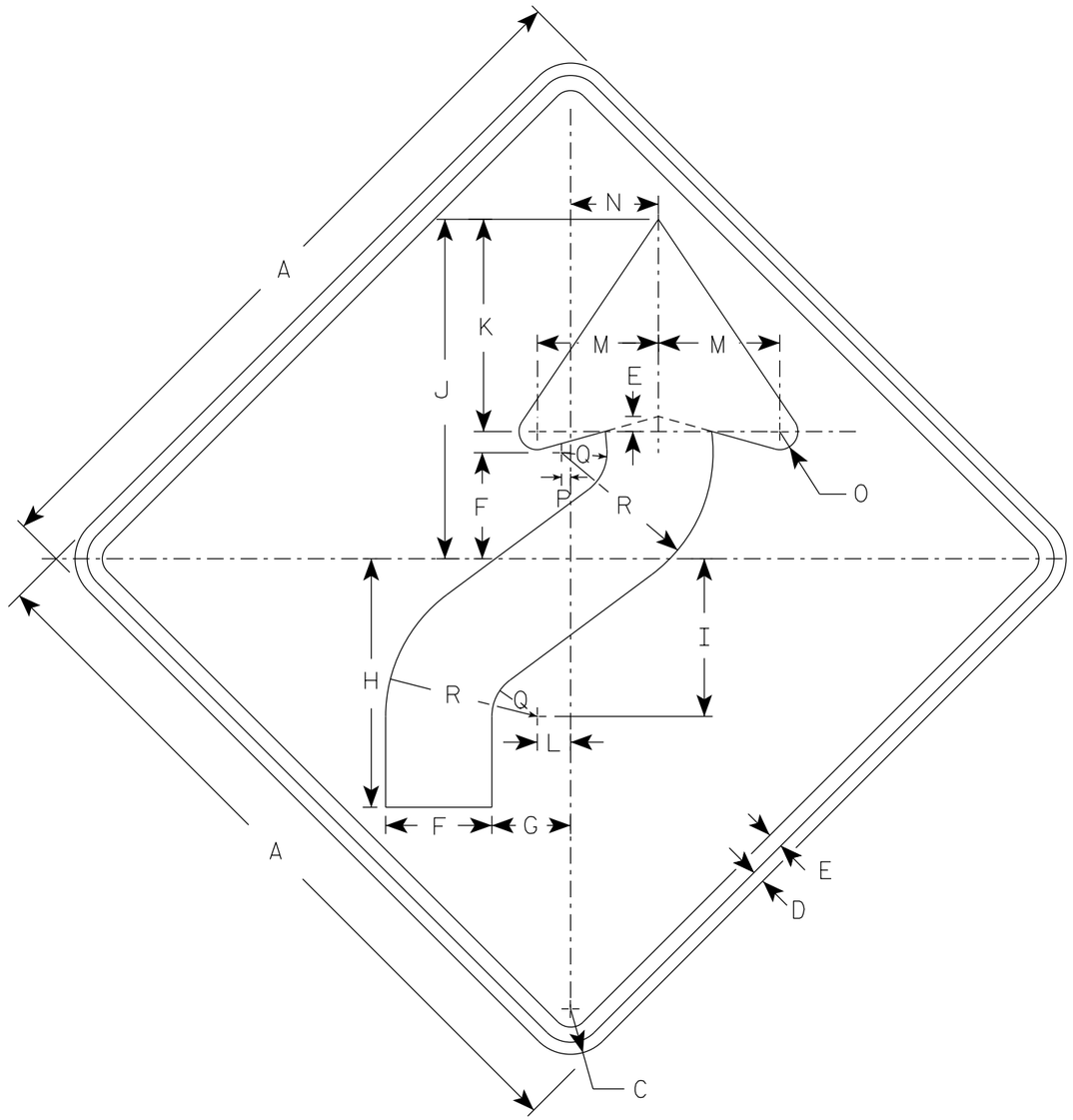
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E



W1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

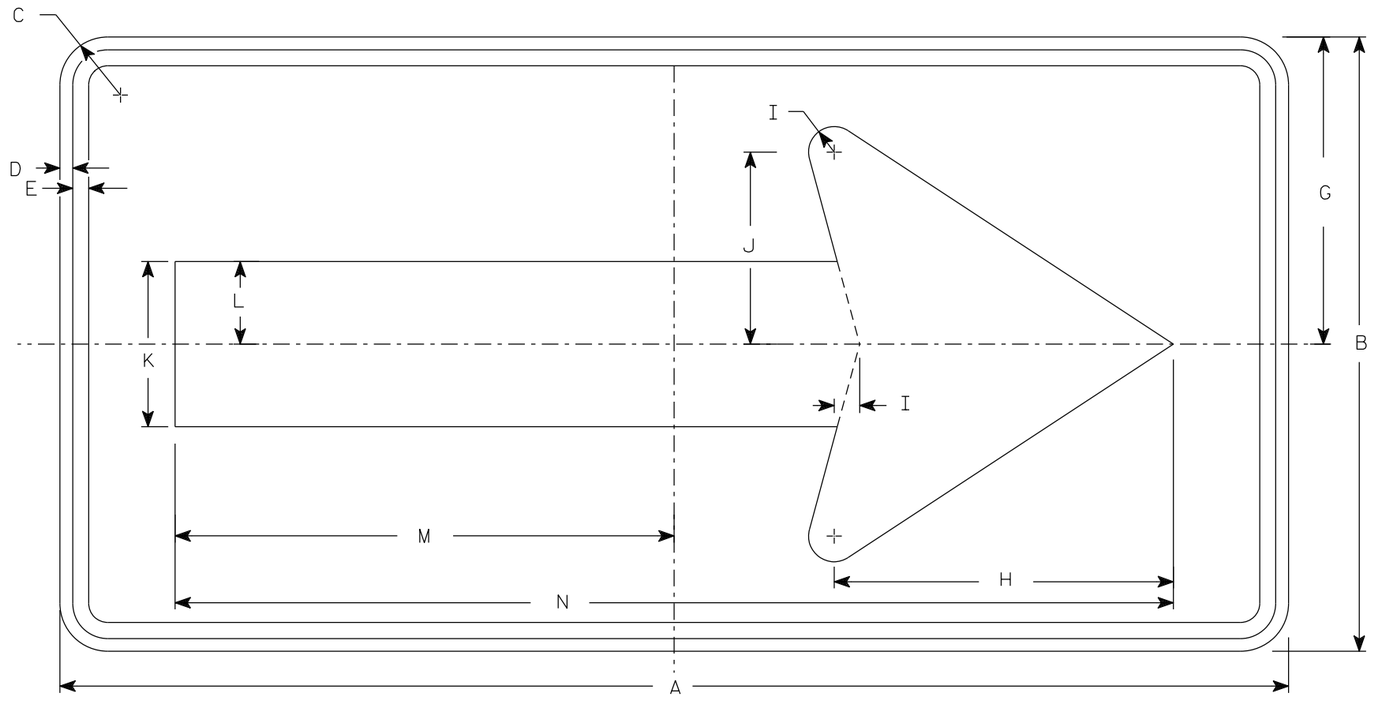
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-6

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

STANDARD SIGN

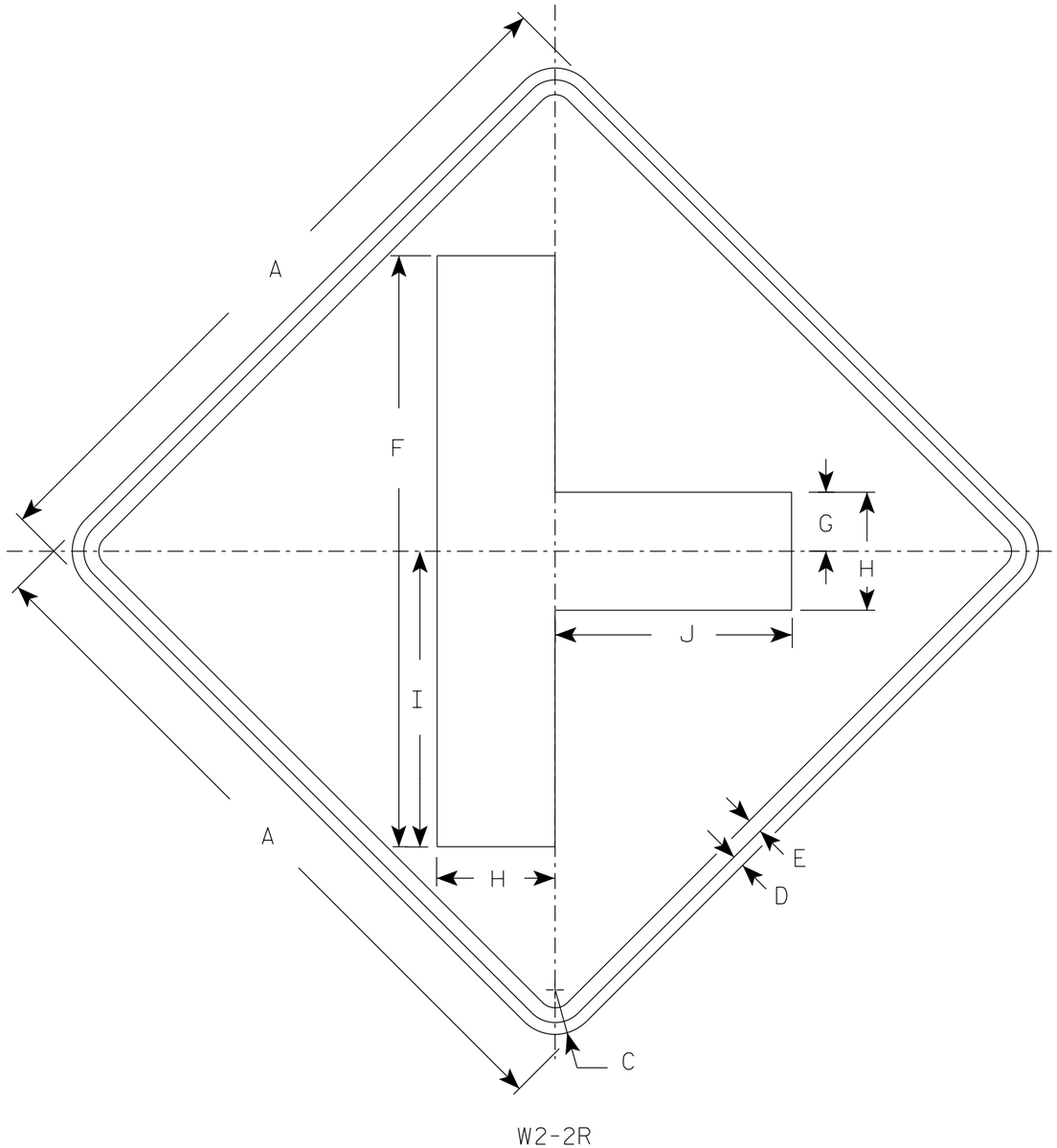
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/13/2023 PLATE NO. W1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W2-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W2-2L same as W2-2R but is rotated 180° when mounted.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		2 1/4	5/8	3/4	30	3	6	15	12																	9.0
4	48		3	3/4	1	40	4	8	20	16																	16.0
5																											

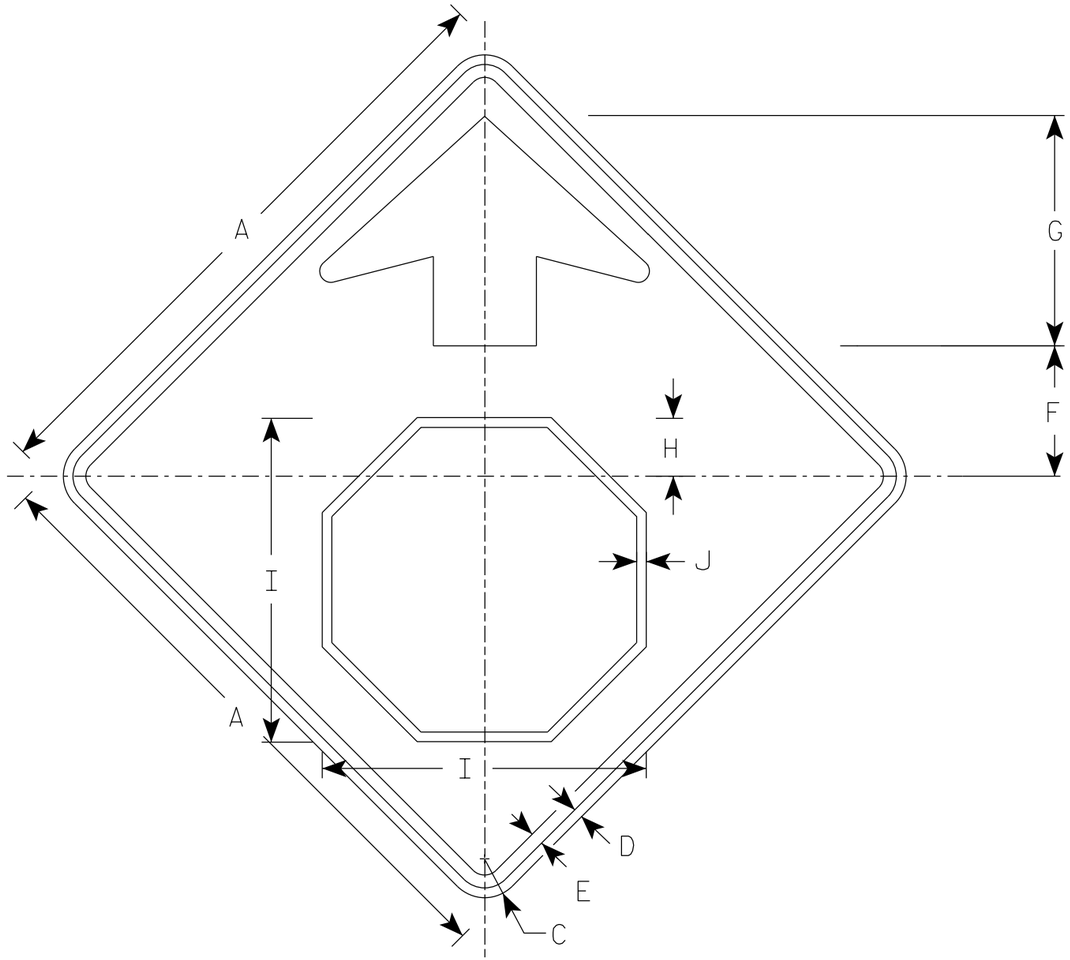
STANDARD SIGN
W2-2 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/16/2023 PLATE NO. W2-2.8

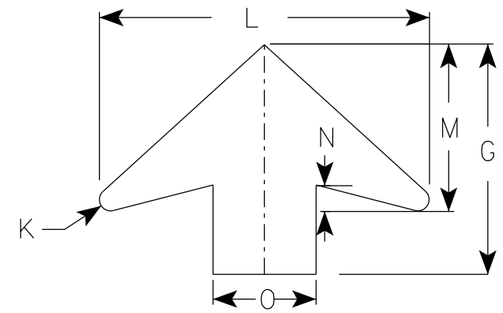
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E



W3-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Arrow & Border - Black
   Stop Symbol - White Border on Red Background



ARROW DETAIL

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

STANDARD SIGN
W3-1

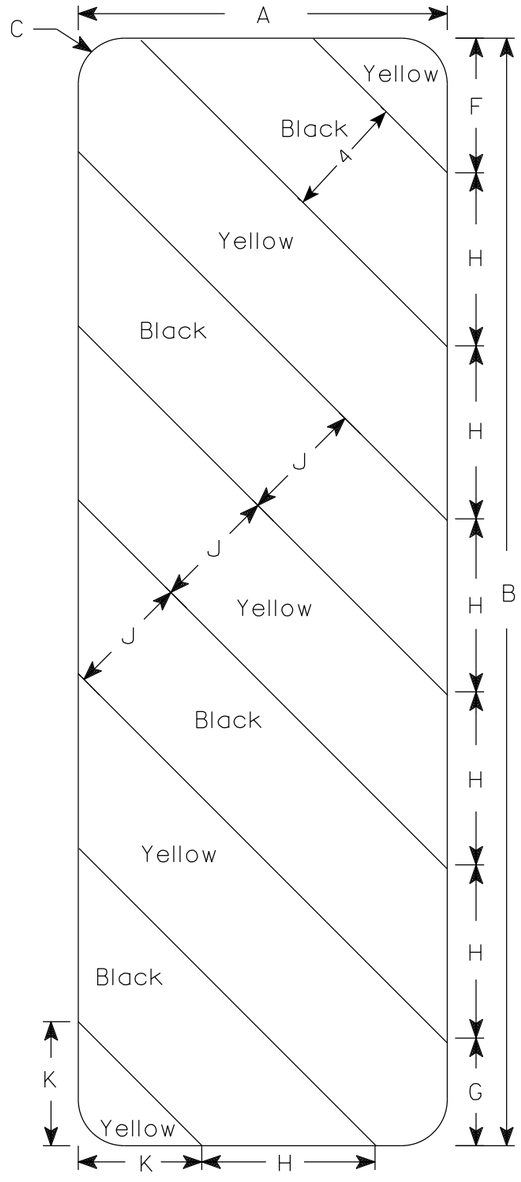
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

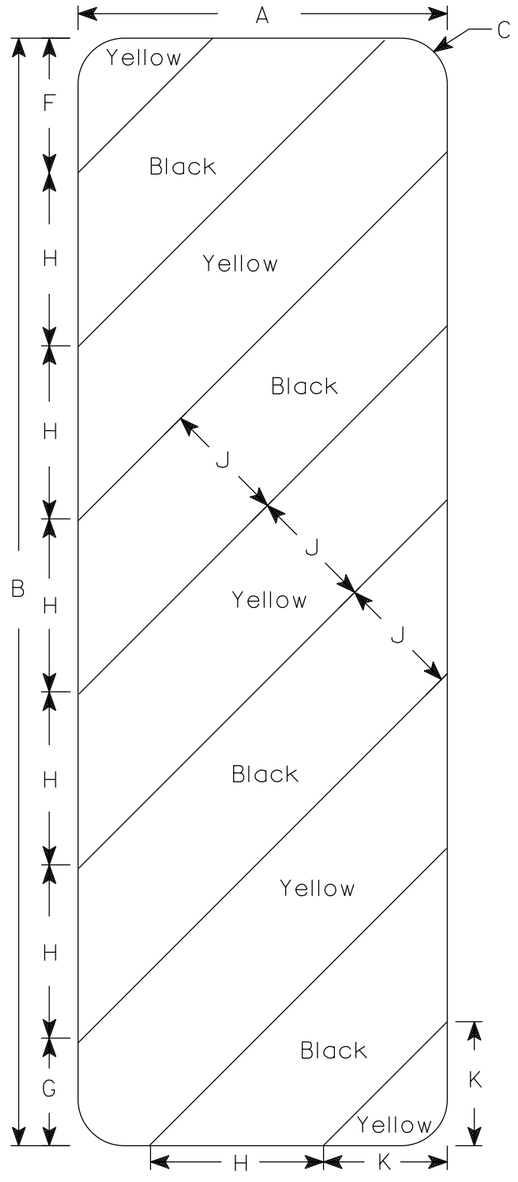
DATE 8/17/2023 PLATE NO. W3-1.13

PROJECT NO:

SHEET NO: 210 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

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	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

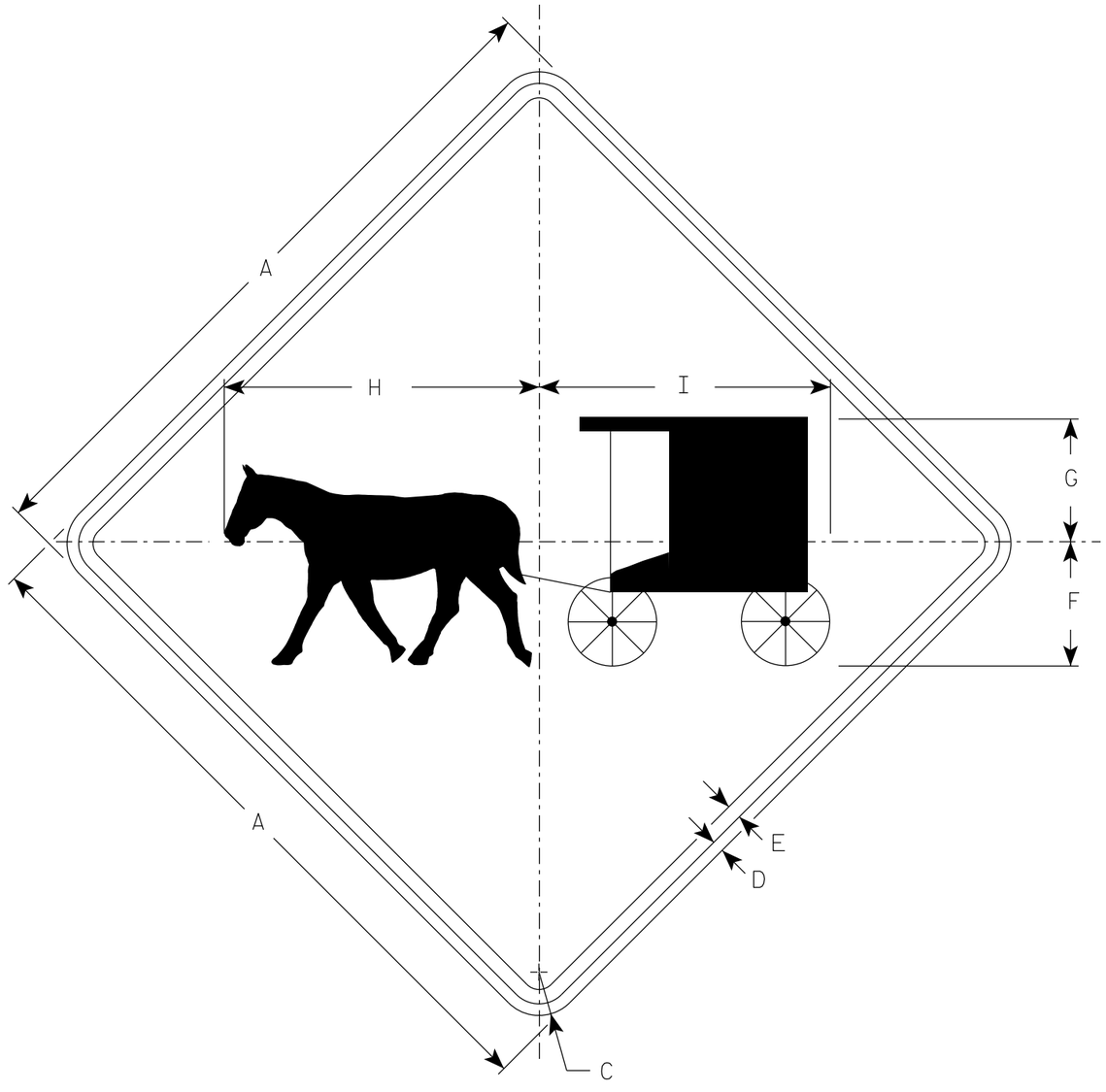
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 E



W11-14

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5 3/8	5 1/4	13 5/8	12 5/8																		6.25
2S	36		2 1/4	5/8	3/4	6 1/2	6 3/8	16 3/8	15 1/8																		9.0
2M	36		2 1/4	5/8	3/4	6 1/2	6 3/8	16 3/8	15 1/8																		9.0
3	36		2 1/4	5/8	3/4	6 1/2	6 3/8	16 3/8	15 1/8																		9.0
4	48		3	3/4	1	8 5/8	8 1/2	21 7/8	20 1/8																		16.0
5																											

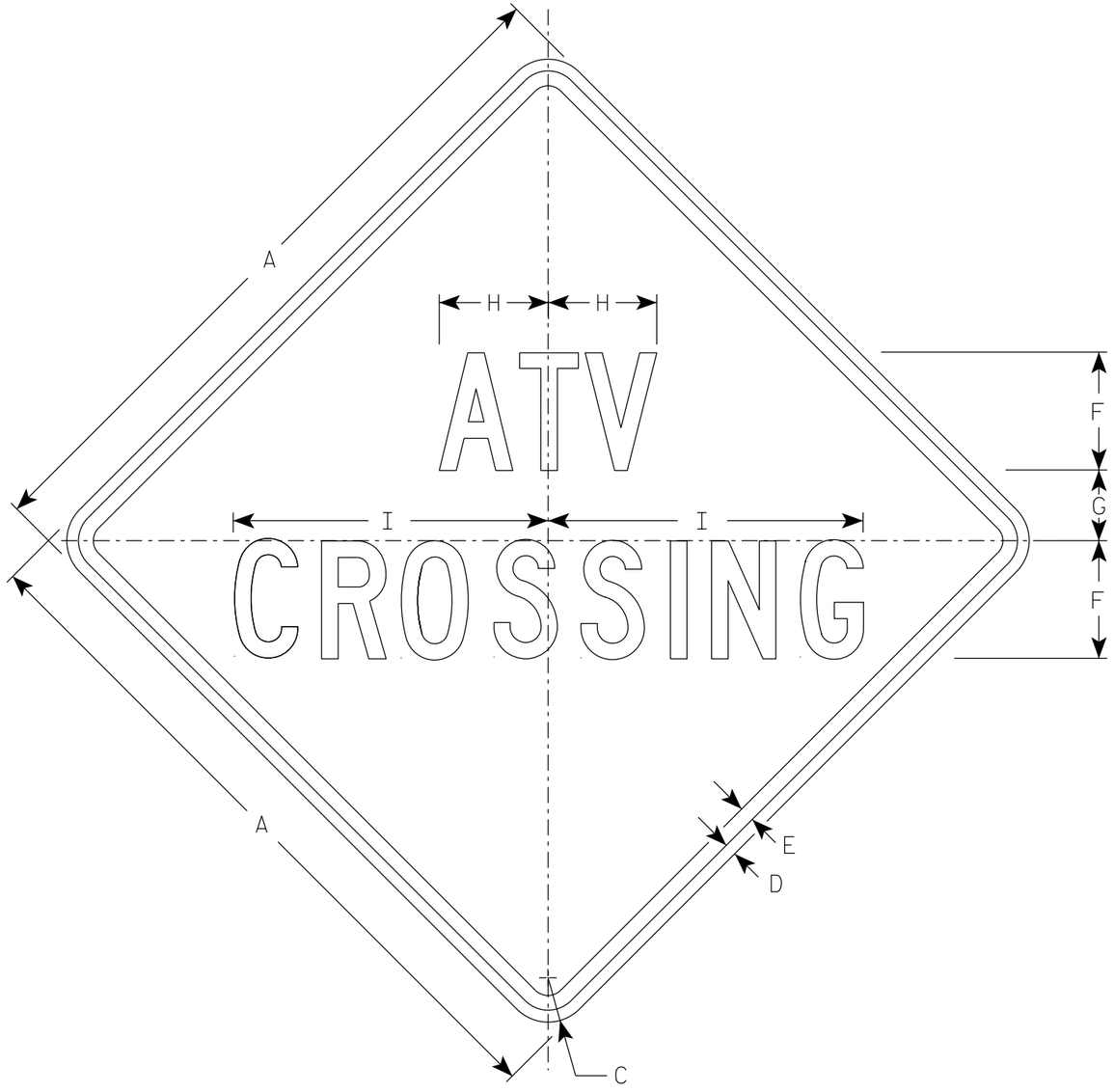
STANDARD SIGN
W11-14

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W11-14.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 E



W11-50

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	4	2 3/8	3 3/4	10 3/4																		4.0
2S	30		1 7/8	1/2	5/8	5	3	4 5/8	13 3/8																		6.25
2M	36		2 1/4	5/8	3/4	6	3 1/2	5 5/8	16																		9.0
3	36		2 1/4	5/8	3/4	6	3 1/2	5 5/8	16																		9.0
4	48		3	3/4	1	8	5	7 3/8	21 1/4																		16.0
5																											

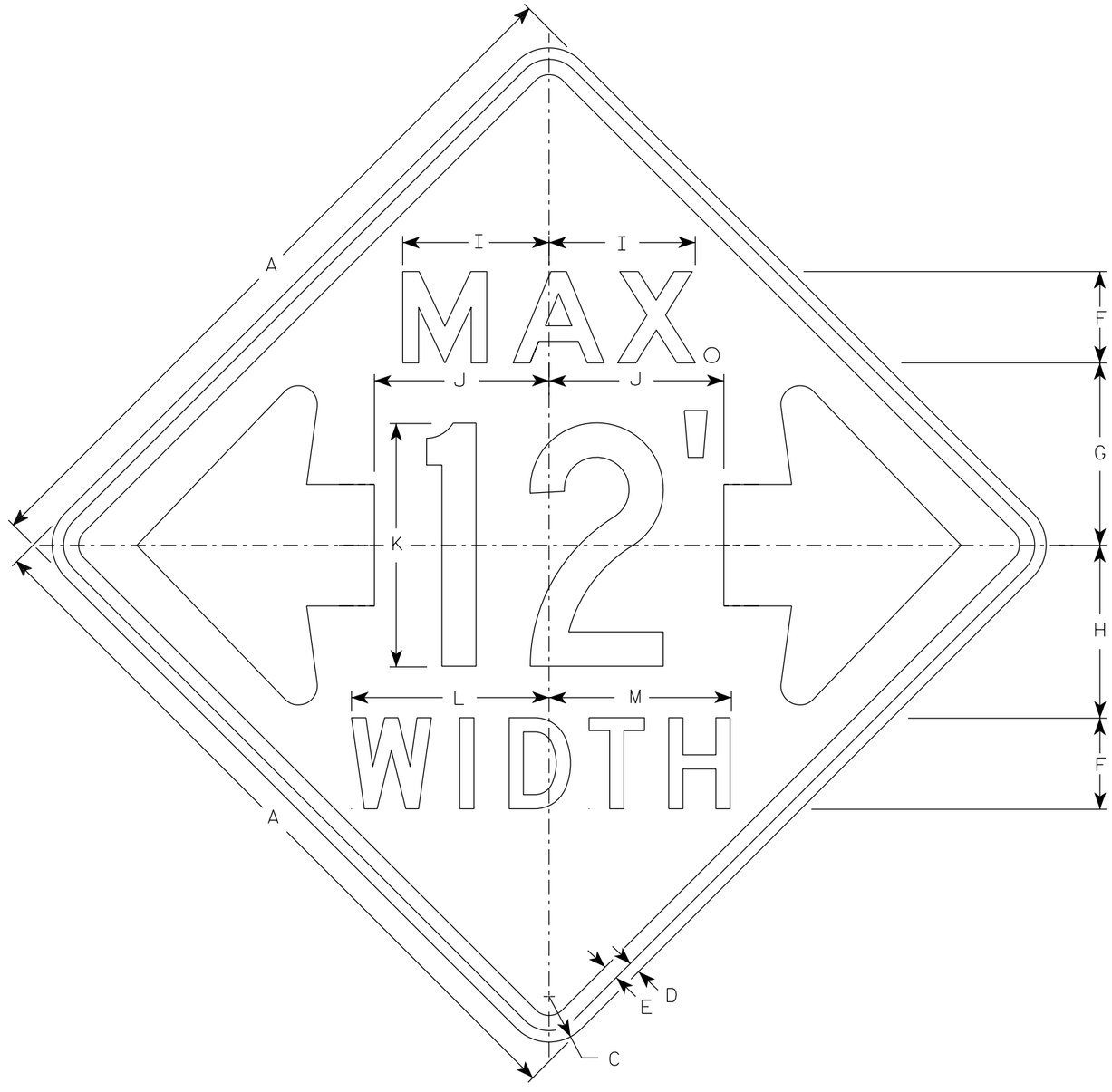
STANDARD SIGN
W11-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-50.5

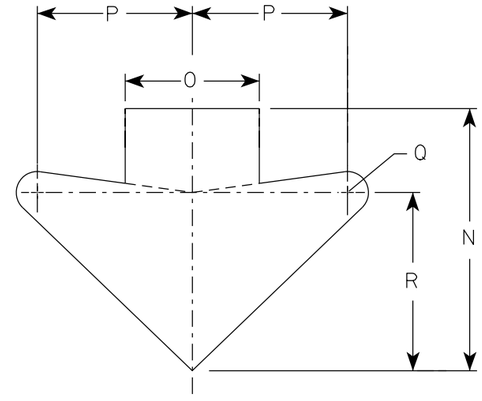
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



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	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

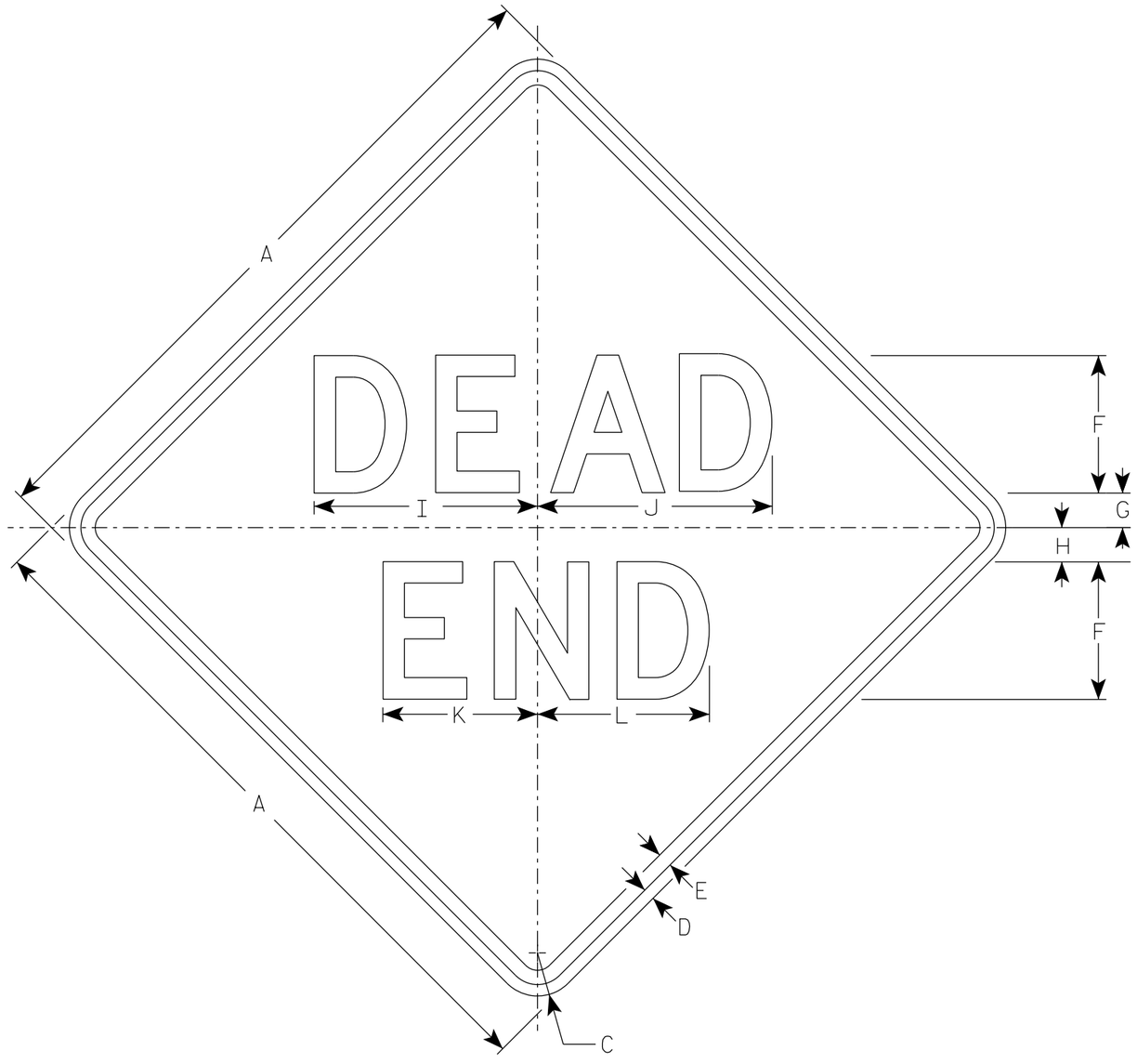
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



W14-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D

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	Areq sq. ft.
1	24		1 1/2	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 7/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 7/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		2 1/4	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

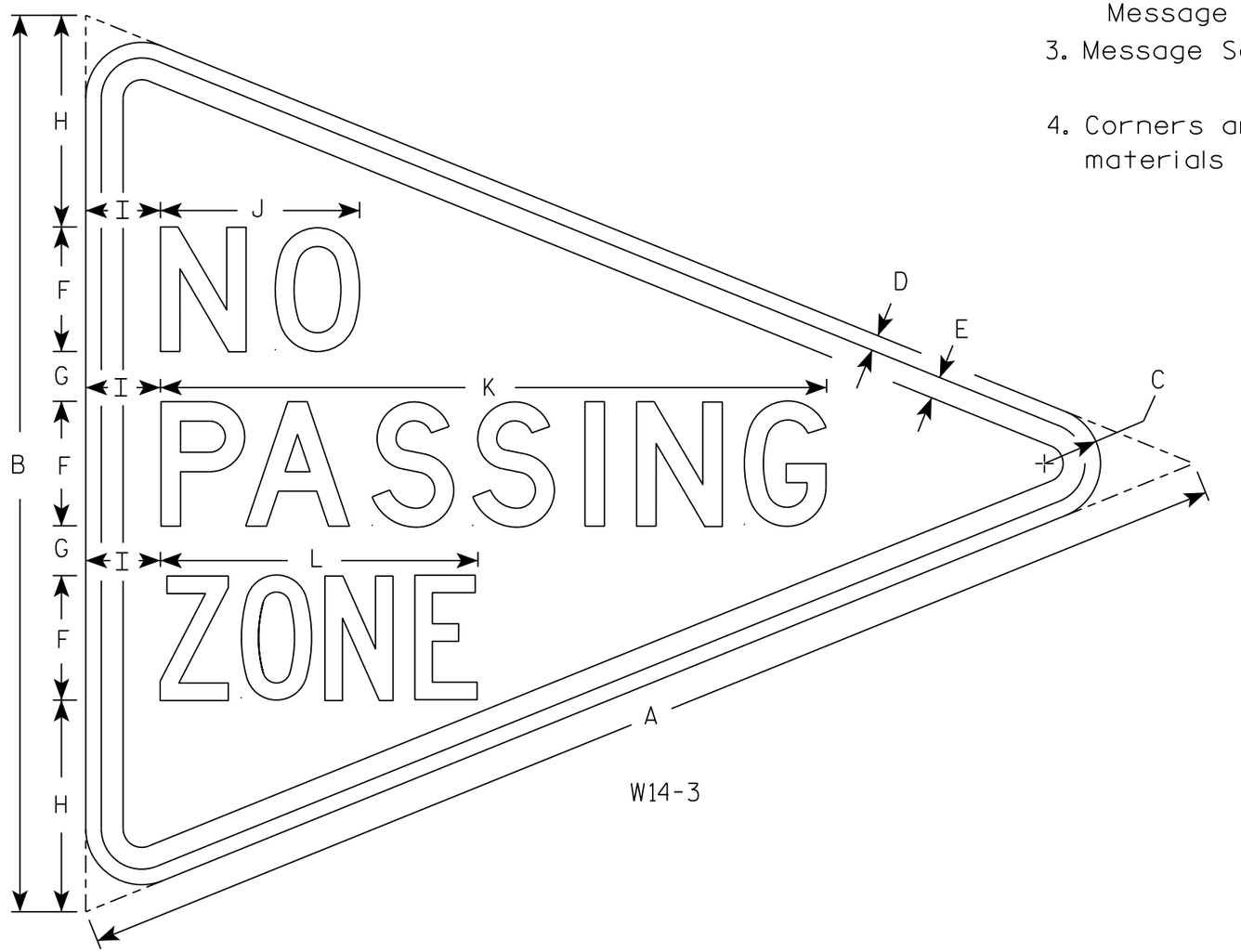
DATE 1/8/2024 PLATE NO. W14-1.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W141.dgn PLOT DATE : 8-Jan 2024 2:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

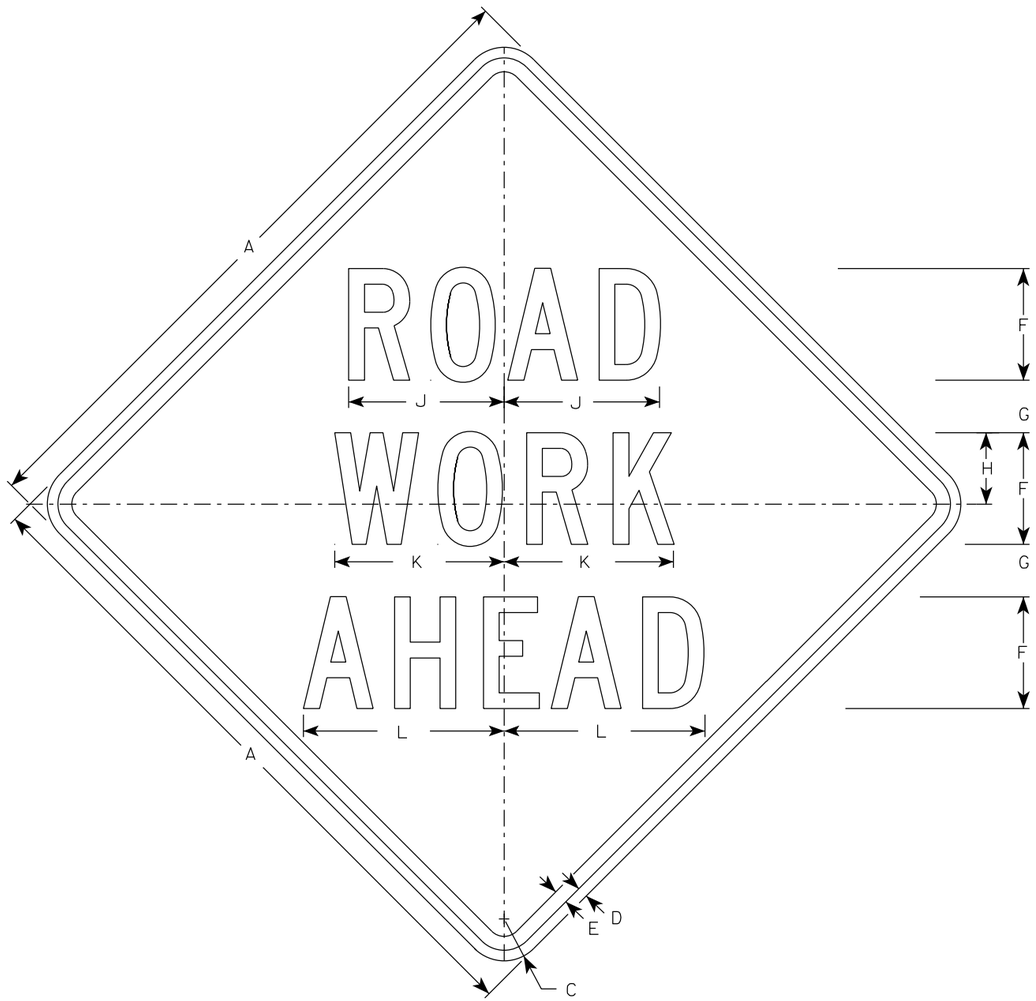
DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

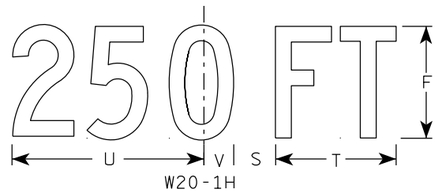
7

NOTES

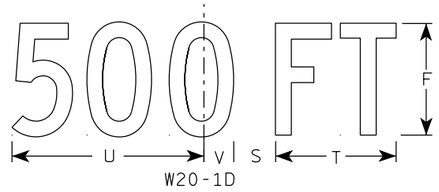
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



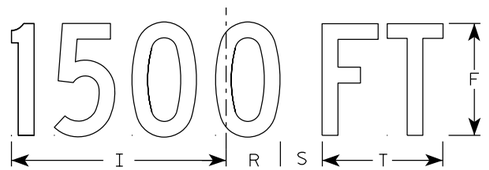
W20-1H



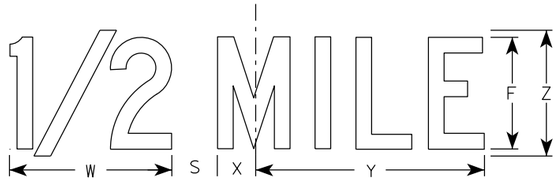
W20-1D



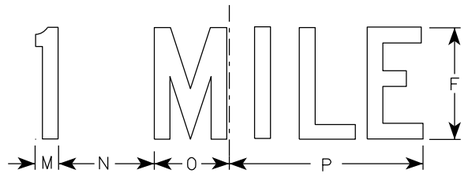
W20-1C



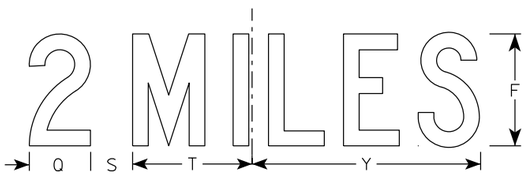
W20-1B



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

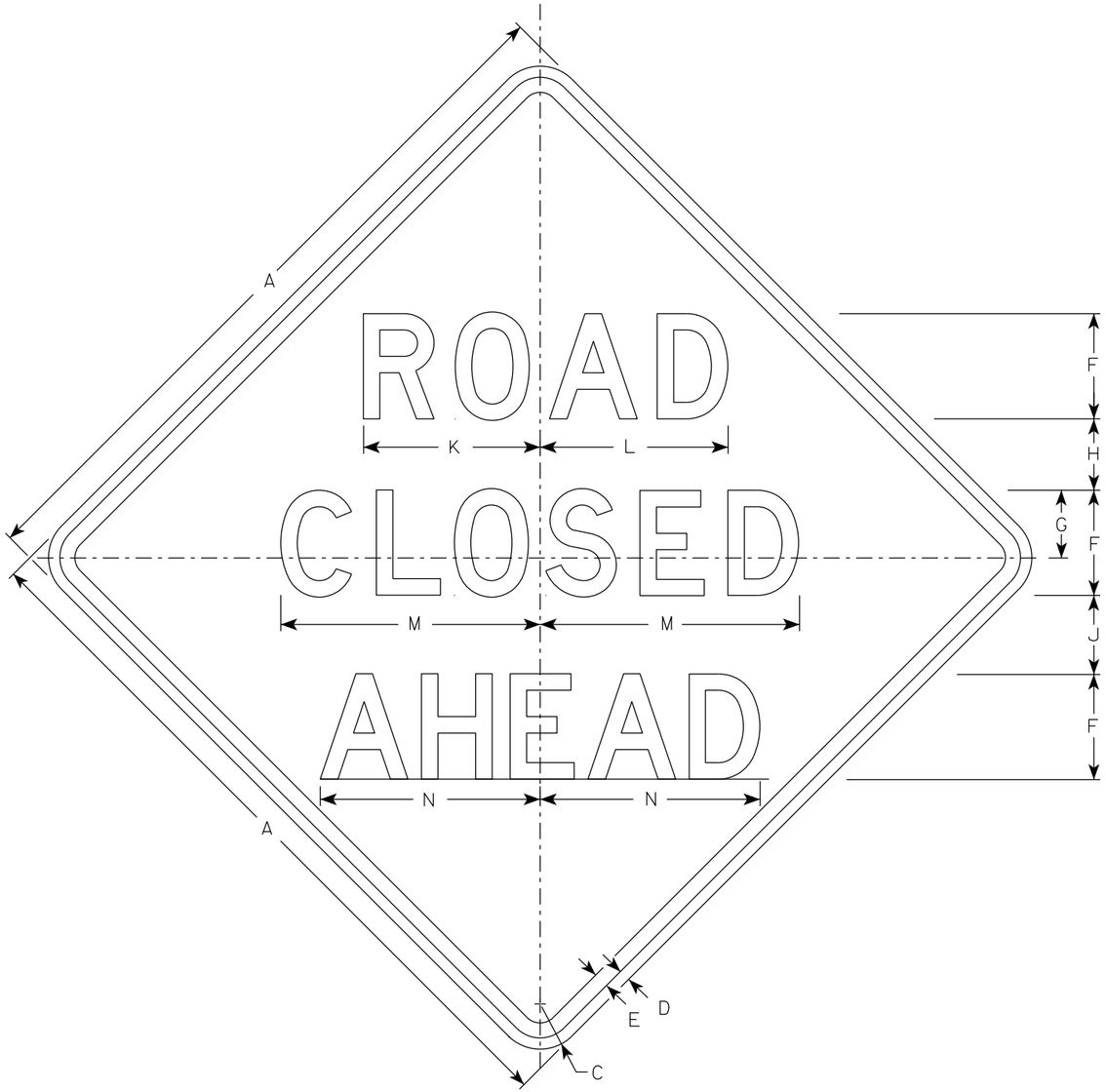
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

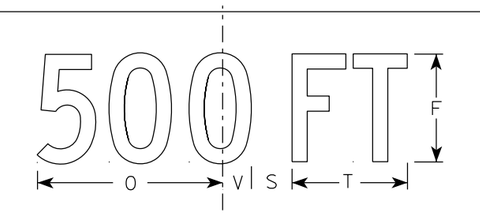
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

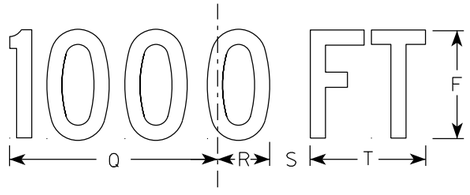
SHEET NO: 217 E



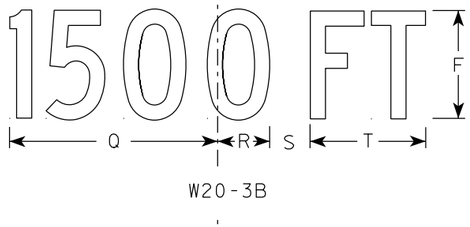
W20-3A



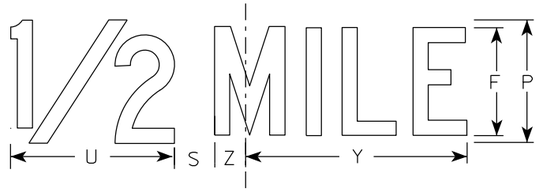
W20-3D



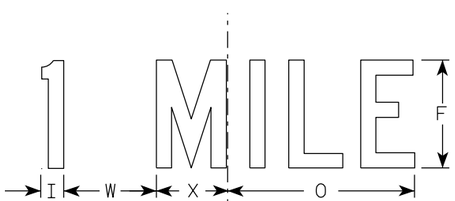
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 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	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

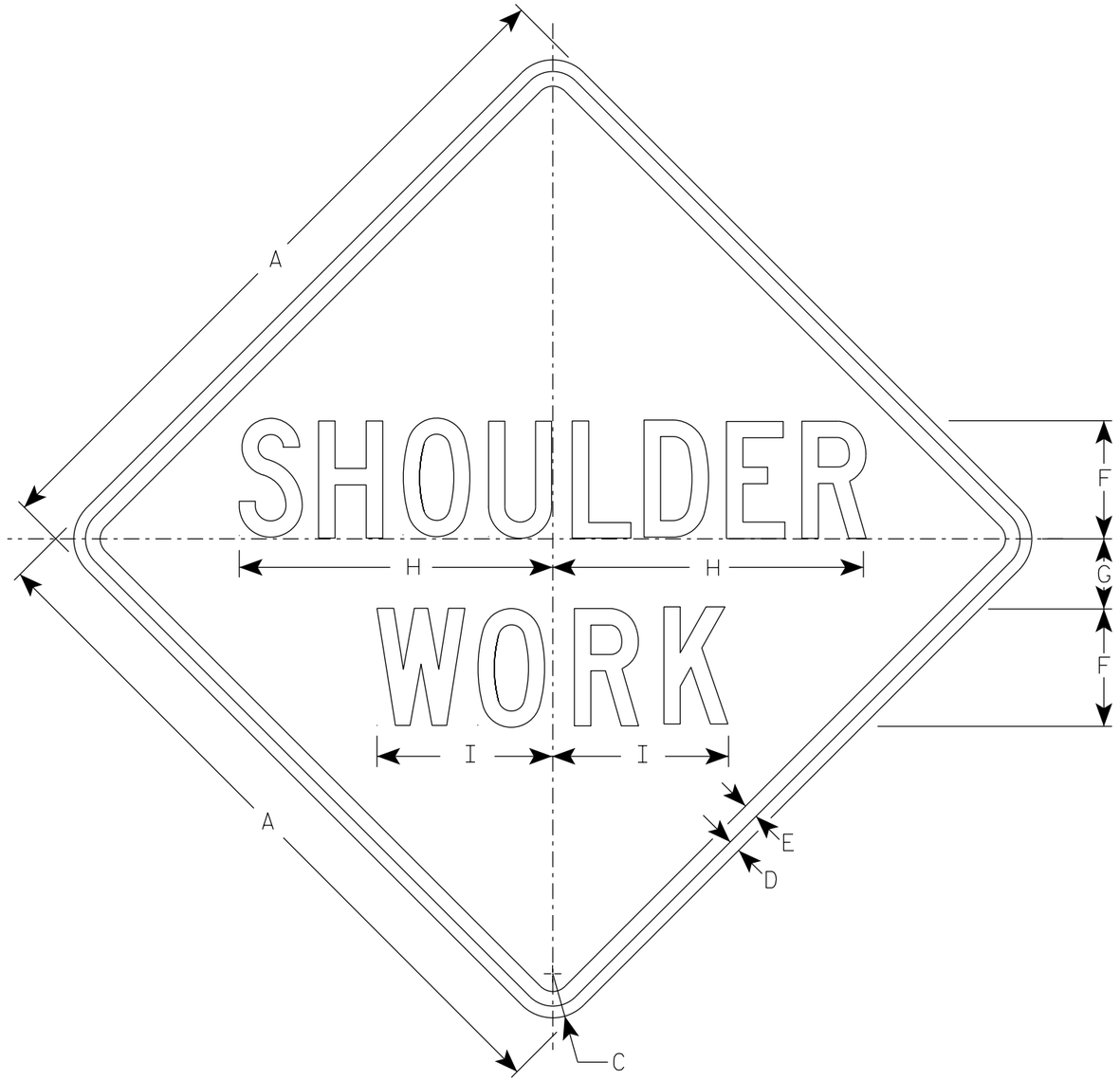
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

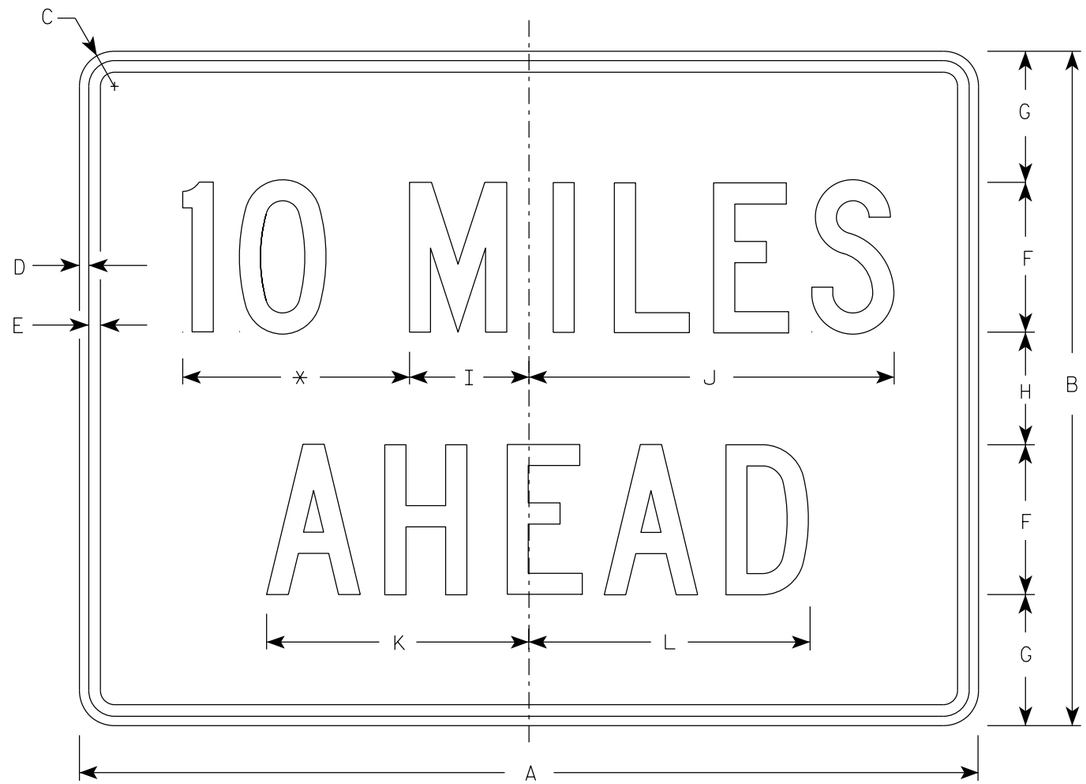
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

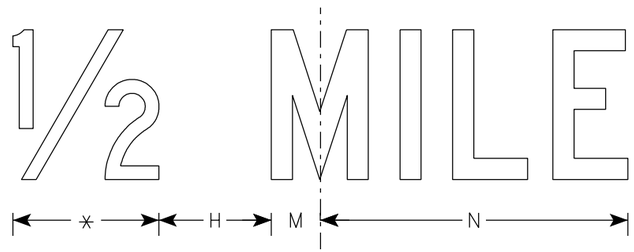
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 219	E



W057-52



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. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* 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	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E

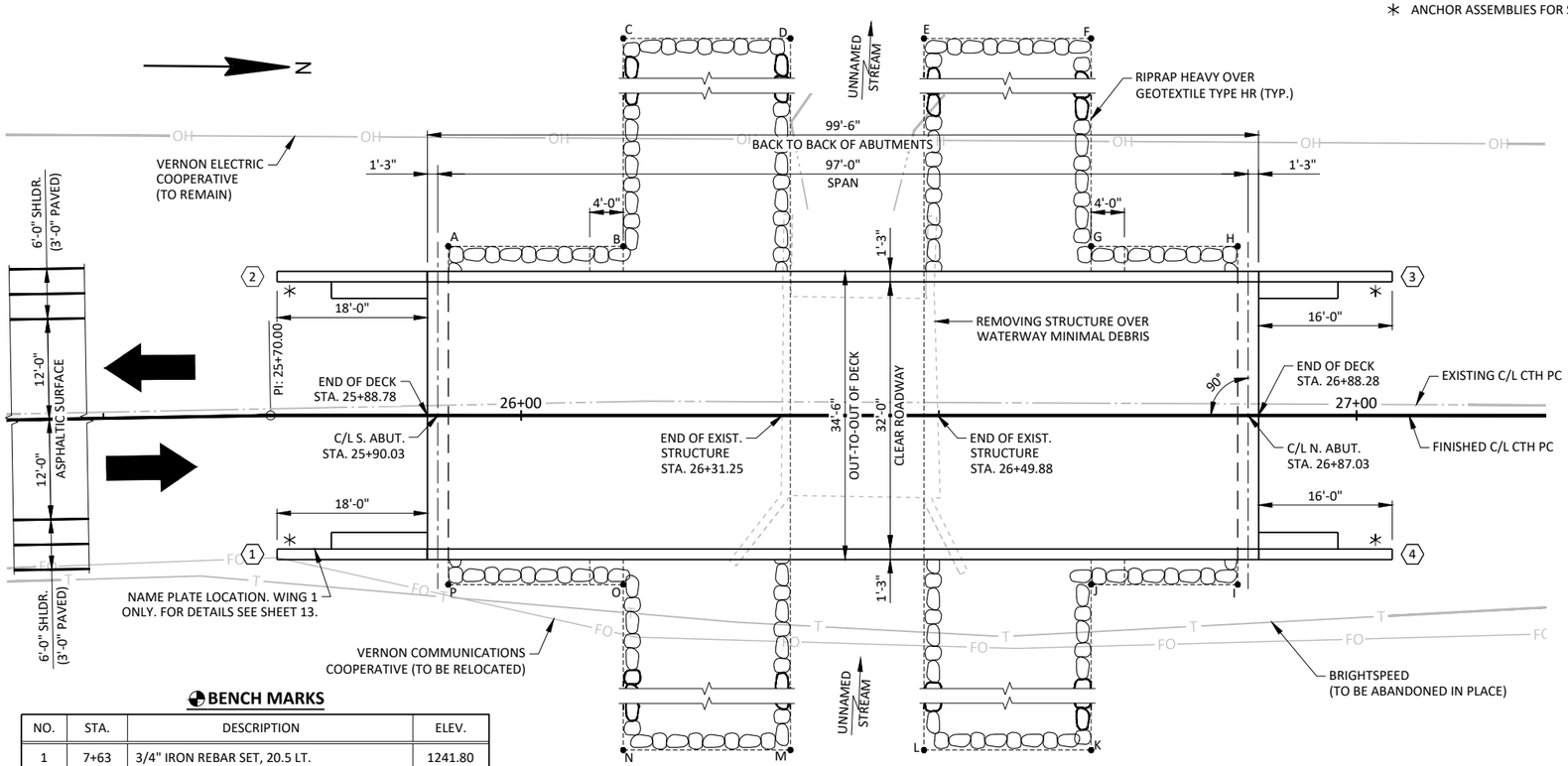
STATE PROJECT NUMBER

5016-00-71

LEGEND

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD



PLAN B-41-333

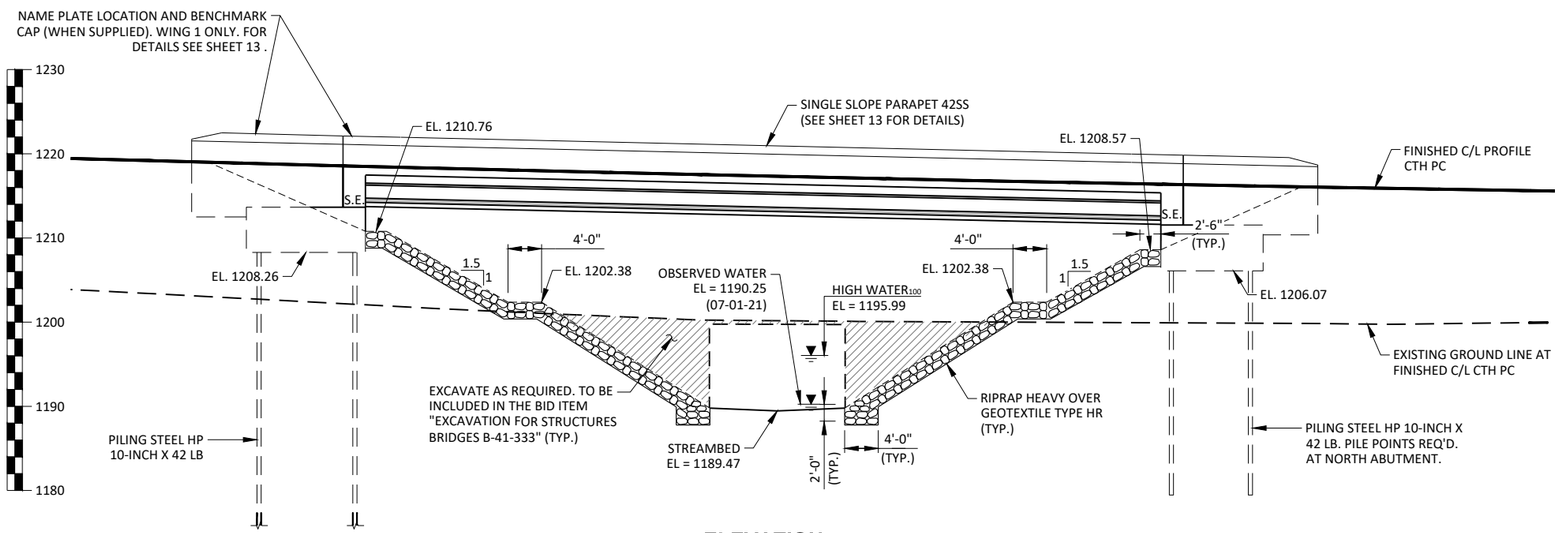
(SINGLE-SPAN 45W-INCH PRESTRESSED CONCRETE GIRDER STRUCTURE)

RIPRAP HEAVY LAYOUT

POINT	STATION	OFFSET
A	25+91	20' LT.
B	26+12	20' LT.
C	26+12	55' LT.
D	26+32	55' LT.
E	26+48	55' LT.
F	26+68	55' LT.
G	26+68	20' LT.
H	26+86	20' LT.
I	26+86	20' RT.
J	26+68	20' RT.
K	26+68	60' RT.
L	26+48	60' RT.
M	26+32	60' RT.
N	26+12	60' RT.
O	26+12	20' RT.
P	25+91	20' RT.

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
1	7+63	3/4" IRON REBAR SET, 20.5 LT.	1241.80
3	24+09	3/4" IRON REBAR SET, 42.7' LT.	1223.61
4	28+46	3/4" IRON REBAR SET, 90.5' RT.	1202.13



ELEVATION

(NORMAL TO UNNAMED STREAM)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING — HL-93
INVENTORY RATING FACTOR — RF=1.04
OPERATING RATING FACTOR — RF=1.34
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) — 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 P.S.F.

MATERIAL PROPERTIES:

CONCRETE MASONRY, SUPERSTRUCTURE — f'c = 4,000 P.S.I.
ALL OTHER — f'c = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
45W-INCH PRESTRESSED GIRDER CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS 0.6 INCH DIA. WITH ULTIMATE TENSILE STRENGTH — fy = 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE OF 50 FT PILE LENGTHS AT SOUTH ABUTMENT AND 30 FT PILE LENGTH AT NORTH ABUTMENT. PILE POINTS REQUIRED AT ALL LOCATIONS AT THE NORTH ABUTMENT.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA

A.D.T. (2026) — 1,431
A.D.T. (2046) — 2,127
DESIGN SPEED — 60 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
DRAINAGE AREA — 1.61 SQ. MI.
Q_{100} TOTAL — 740 C.F.S.
THROUGH STRUCTURE — 740 C.F.S.
OVERTOPPING ROADWAY — N/A
VELOCITY - THROUGH STRUCTURE — 9.3 F.P.S.
WATERWAY AREA - THROUGH STRUCTURE — 79.6 SQ. FT.
HIGH $WATER_{100}$ ELEVATION — 1195.99
SCOUR CRITICAL CODE — 8

EROSION CONTROL
Q_2 — 90 C.F.S.
$VELOCITY_2$ — 7.3 F.P.S.
HIGH $WATER_2$ ELEVATION — 1192.73

LIST OF DRAWINGS

GENERAL PLAN — 1.
CROSS SECTION AND QUANTITIES — 2.
SUBSURFACE EXPLORATION — 3.
SOUTH ABUTMENT — 4.
SOUTH ABUTMENT DETAILS — 5.
NORTH ABUTMENT — 6.
NORTH ABUTMENT DETAILS — 7.
GIRDER LAYOUT — 8.
45W" PRESTRESSED GIRDER DETAILS — 9.
STEEL DIAPHRAGM — 10.
SUPERSTRUCTURE — 11.
SUPERSTRUCTURE DETAILS — 12.
SINGLE SLOPE PARAPET 42SS — 13.

WISCONSIN PROFESSIONAL ENGINEER
PATRICK T. BOLAND E-36303 HILLPOINT WIS.
Patrick 9-12-25

NO.	DATE	REVISION	BY

JEWELL
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
OFFICE: (608) 588-7484
www.JewellAssoc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR — CHIEF STRUCTURES DESIGN ENGINEER — 09/12/25 DATE

STRUCTURE B-41-333

CTH PC OVER UNNAMED STREAM

COUNTY: MONROE | TOWN/~~CITY/VILLAGE~~: PORTLAND
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
DESIGNED BY: CTMP | DESIGN CK'D.: PTB | DRAWN BY: CTMP | PLANS CK'D.: PTB

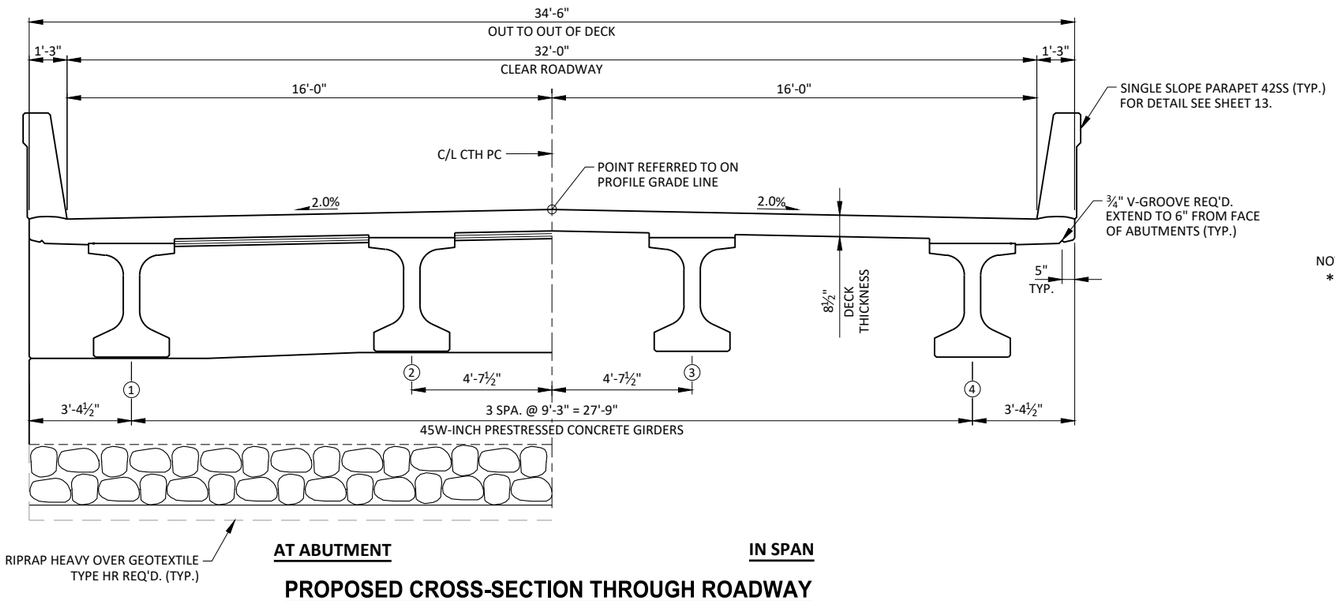
GENERAL PLAN

SHEET 1 OF 13
221

DESIGN CONSULTANT
PATRICK BOLAND, PE
(608) 588-7484

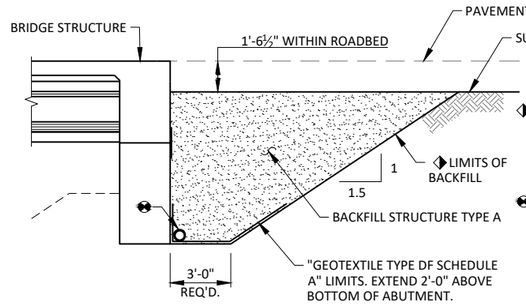
BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\STRUCTURE\CAD FILES\FINALS\01_GENERAL PLAN.DWG
PLOT DATE : 9/10/2025 11:15:22 AM
PLOT BY : BOLAND, PATRICK
PLOT SCALE : 1" = 1'
LAYOUT : GENERAL PLAN



PROPOSED CROSS-SECTION THROUGH ROADWAY

LOOKING NORTH



◆ BACKFILL STRUCTURE TYPE A PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO THE BID ITEM "EXCAVATION FOR STRUCTURES B-41-333". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

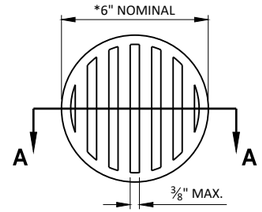
◆ PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

BACKFILL STRUCTURE DETAIL

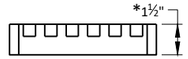
(TYPICAL AT BOTH ABUTMENTS. ABUTMENT BODY SOWN, - WING WALLS SIMILAR)

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	S. ABUT.	SUPER.	N. ABUT.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS (STEEL GIRDER BRIDGE)	EACH	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-41-333	EACH	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	210	--	210	420
502.0100	CONCRETE MASONRY BRIDGES	CY	39.2	164.6	35.2	239
502.3200	PROTECTIVE SURFACE TREATMENT	SY	--	355	--	355
502.3210	PIGMENTED SURFACE SEALER	SY	--	135	--	135
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	--	392	--	392
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2,720	--	2,720	5,440
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,490	29,090	2,070	33,650
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	4	--	4	8
506.4000	STEEL DIAPHRAGMS B-41-333	EACH	--	6	--	6
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	7	--	7	14
550.0500	PILE POINTS	EACH	--	--	9	9
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	450	--	270	720
606.0300	RIPRAP HEAVY	CY	295	--	285	580
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	180	--	170	350
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	--	4	--	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	31	--	31	62
645.0120	GEOTEXTILE TYPE HR	SY	480	--	460	940
	NON-BID ITEMS					
	FILLER	SIZE	--	--	--	½" & ¾"
	NAME PLATE					



RODENT SCREEN



SECTION A-A

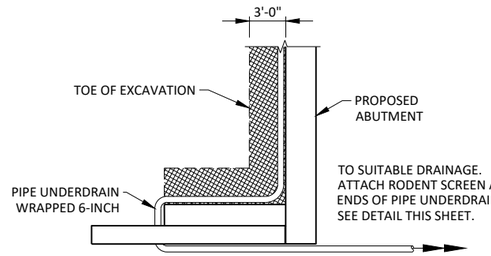
NOTES:

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

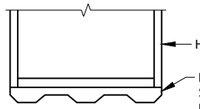
ORIENT SCREEN SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED ENDS OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

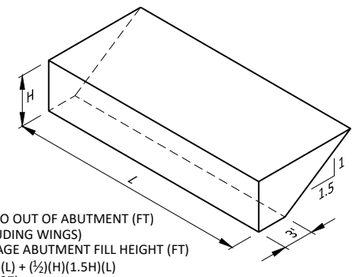


PIPE UNDERDRAIN DETAIL



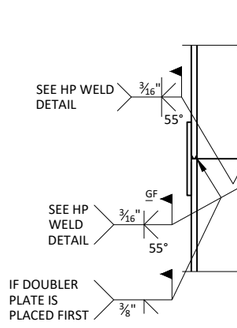
PILE POINT DETAIL

PILE POINT SHALL BE INSTALLED ACCORDING TO THE PILE POINT MANUFACTURE'S INSTRUCTIONS.



L = OUT TO OUT OF ABUTMENT (FT)
(INCLUDING WINGS)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
V_{CF} = (H)(3')(L) + (½)(H)(1.5H)(L)
V_{CY} = (V_{CF})/(27)
V_{TON} = (V_{CY})(2.0)

ABUTMENT BACKFILL DIAGRAM

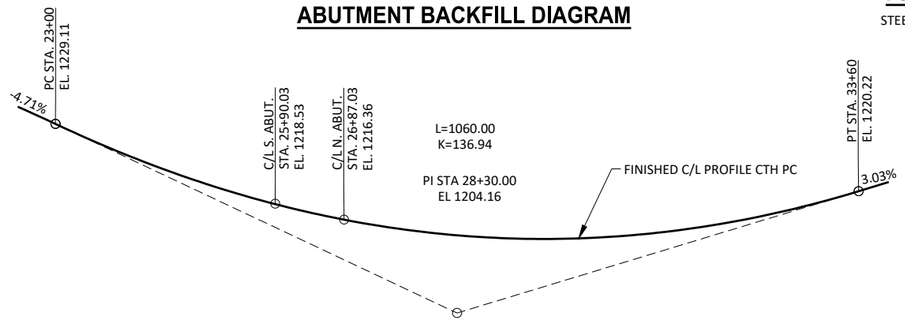


HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE SPLICE DETAIL

STEEL "HP" PILE MATERIAL SHALL BE ASTM A 572 GRADE 50.



PROFILE GRADE LINE

CTH PC

STATE PROJECT NUMBER

5016-00-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (2012).

JOINT FILLER SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION MI53, TYPE I, II OR III OR A.A.S.H.T.O. DESIGNATION M213.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE GIRDER LAYOUT SHEET, WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS, OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

AT THE BACK FACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A. THE BACKFILL STRUCTURE TYPE A QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THIS SHEET AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF THE DECK (FINISHED AREAS ONLY).

APPLY PIGMENTED SURFACE SEALER TO THE INSIDE, TOP, AND END FACES OF PARAPETS (CONCRETE MATERIAL ONLY).

ALL STATIONS AND ELEVATIONS SHOWN ARE IN FEET.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-41-333" SHALL BE THE EXISTING GROUNDLINE.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

THE EXISTING STRUCTURE IS A SINGLE SPAN STEEL DECK GIRDER STRUCTURE WITH CONCRETE ABUTMENTS AND CONCRETE FLOOR. THE STRUCTURE HAS AN OVERALL LENGTH OF 18.6' AND A DECK WIDTH OF 23.8' AND SHALL BE REMOVED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

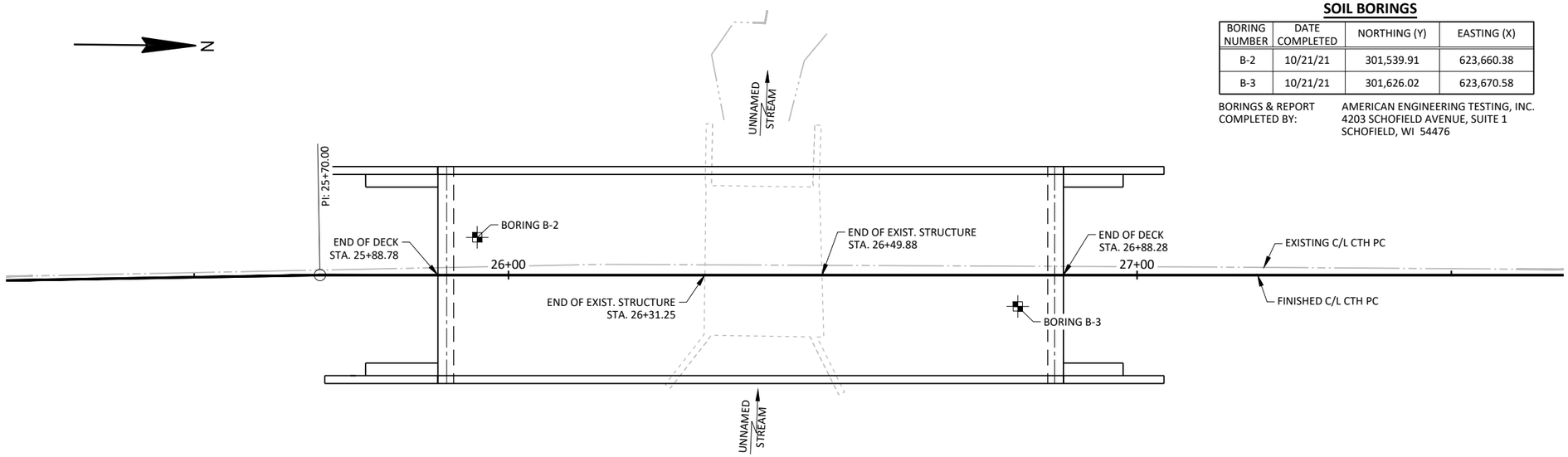
DRAWN BY CTMP | PLANS CK'D. PTB

CROSS SECTION AND QUANTITES

SHEET 2 OF 13

222

8

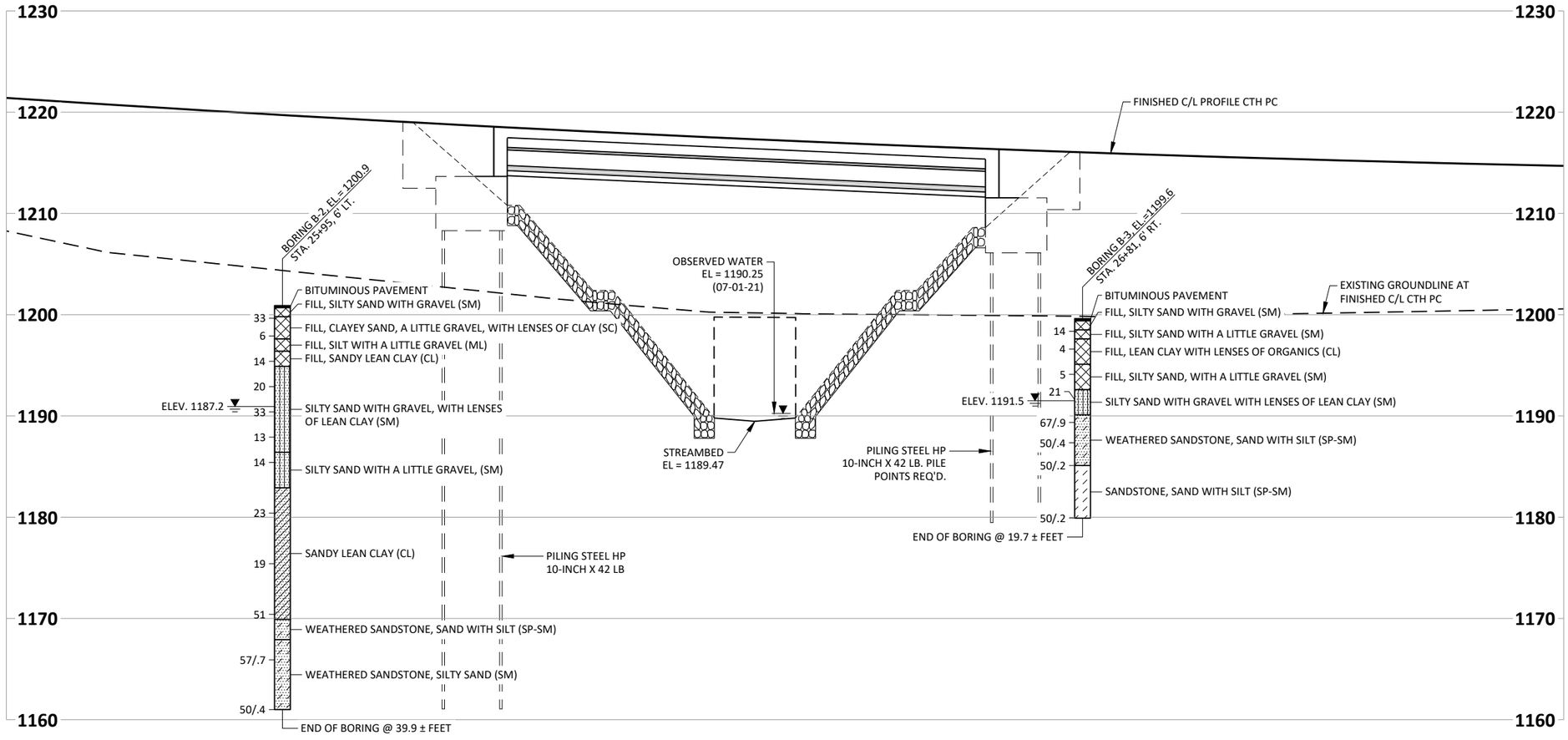


PLAN B-41-333

SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-2	10/21/21	301,539.91	623,660.38
B-3	10/21/21	301,626.02	623,670.58

BORINGS & REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING, INC.
4203 SCHOFIELD AVENUE, SUITE 1
SCHOFIELD, WI 54476



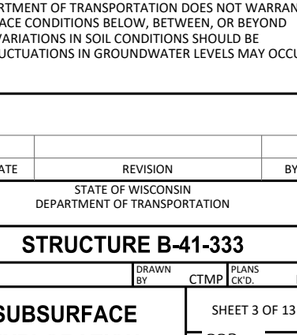
STATE PROJECT NUMBER

5016-00-71

MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

SUBSURFACE EXPLORATION

SHEET 3 OF 13

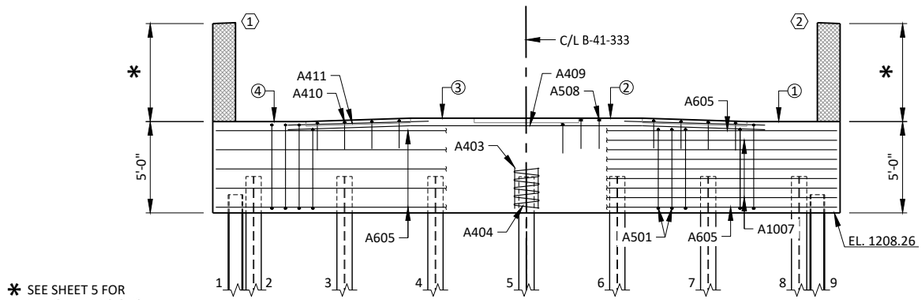
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8

STATE PROJECT NUMBER

5016-00-71

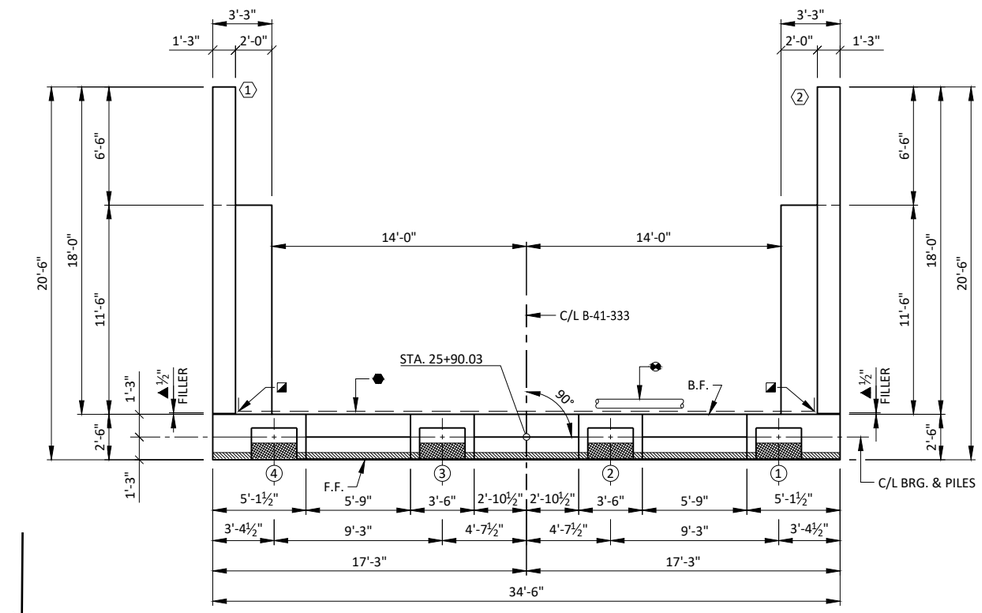


* SEE SHEET 5 FOR WING DIMENSIONS

FRONT FACE BAR STEEL REINF. **BACK FACE BAR STEEL REINF.**

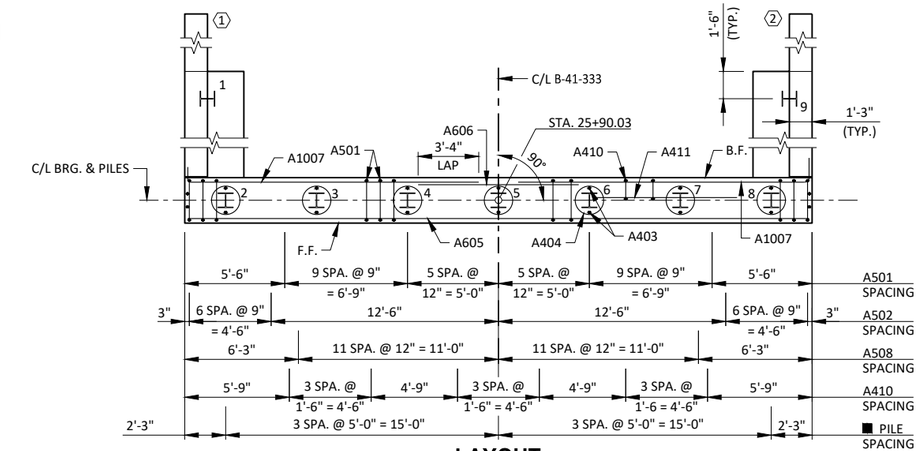
ELEVATION

(SOUTH ABUTMENT LOOKING SOUTH)



PLAN

N



LAYOUT

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 5 FOR BILL OF BARS.

DO NOT PLACE FILL HIGHER THAN 3 FEET FROM BOTTOM OF ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

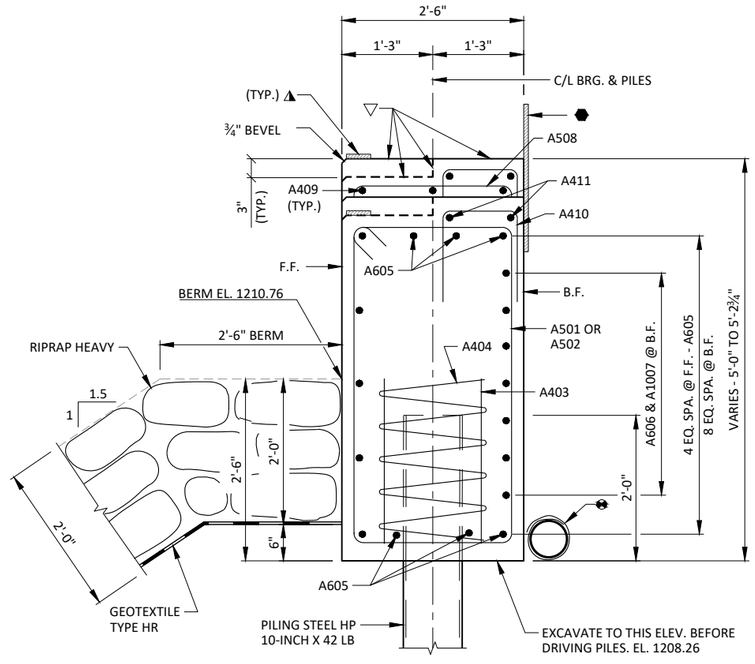
B.F. - BACK FACE

GIRDER SEAT ELEVATIONS

GIRDER NUMBER	ELEV. Ⓐ	ELEV. Ⓑ	ELEV. Ⓒ	ELEV. Ⓓ	ELEV. Ⓔ
①	1213.28	1213.30	1213.30	1213.26	1213.26
②	1213.47	1213.48	1213.48	1213.45	1213.45
③	1213.47	1213.48	1213.48	1213.45	1213.45
④	1213.28	1213.30	1213.30	1213.26	1213.26

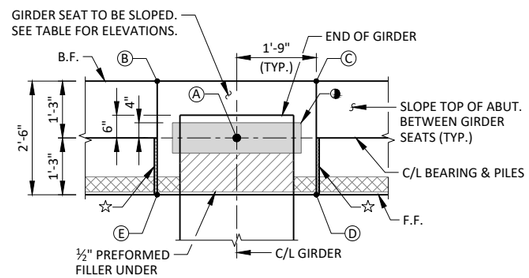
LEGEND

- ◪ VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM 9" BELOW BRIDGE SEAT TO 1" BELOW TOP OF WINGS.
- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING. (HORIZONTAL)
- ▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)
- ◭ ¾" x 4" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM. USE ½" PREFORMED FILLER UNDER GIRDERS.
- ■ PILE SPACING MEASURED AT BASE OF ABUTMENT BODY.
- ⬌ PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 2. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."
- ☆ ¾" CORK FILLER ON VERTICAL GIRDER SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ◑ ½"x8"x2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD.
- ▽ STEEL TROWEL ENTIRE TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ⬡ INDICATES WING NUMBER.
- ① INDICATES GIRDER LINE.



SOUTH ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 50 FT PILE LENGTHS AT SOUTH ABUTMENT.

TYPICAL SECTION THROUGH ABUTMENT BODY



GIRDER SEAT DETAIL

INTERIOR GIRDER SHOWN.
EXTERIOR GIRDERS SIMILAR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

SOUTH ABUTMENT

SHEET 4 OF 13

224

8

8

STATE PROJECT NUMBER

5016-00-71

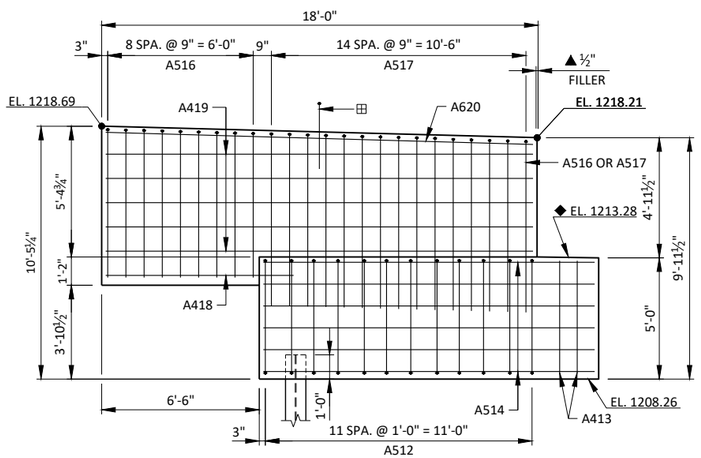
BILL OF BARS
SOUTH ABUTMENT

2,490 LB (COATED)
2,720 LB (UNCOATED)

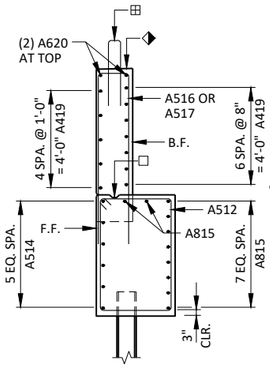
BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	LOCATION
A501	29	13-8	X		BODY - VERT. - STIRRUP
A502	14	14-2	X		BODY - VERT. - STIRRUP - AT ENDS
A403	14	2-3			BODY - VERT. - 2 PER PILE
A404	7	28-0	X		BODY - VERT. - SPIRAL - 1 PER PILE
A605	11	34-2			BODY - HORIZ.
A606	7	8-10			BODY - HORIZ. B.F. - CENTER
A1007	14	17-6	X		BODY - HORIZ. B.F. - ENDS
A508	23	4-11	X		BODY - VERT. - TOP
A409	3	26-3			BODY - HORIZ. - TOP
A410	12	3-9	X		BODY - VERT. - TOP BETWEEN SEATS
A411	6	7-9			BODY - HORIZ. - TOP BETWEEN SEATS
A512	24	15-8	X	X	WING 1 & 2 - VERT. - STIRRUP
A413	4	4-7		X	WING 1 & 2 - VERT.
A514	12	14-4	X	X	WING 1 & 2 - HORIZ. - F.F.
A815	20	14-8	X	X	WING 1 & 2 - HORIZ. - B.F.
A516	18	12-8	X	X	WING 1 & 2 - VERT. - TOP - ENDS
A517	30	14-10	X	X	WING 1 & 2 - VERT. - TOP
A418	6	7-9		X	WING 1 & 2 - HORIZ. - BOTTOM
A419	24	17-7		X	WING 1 & 2 - HORIZ. - F.F. & B.F.
A620	4	17-7		X	WING 1 & 2 - HORIZ. - TOP

NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

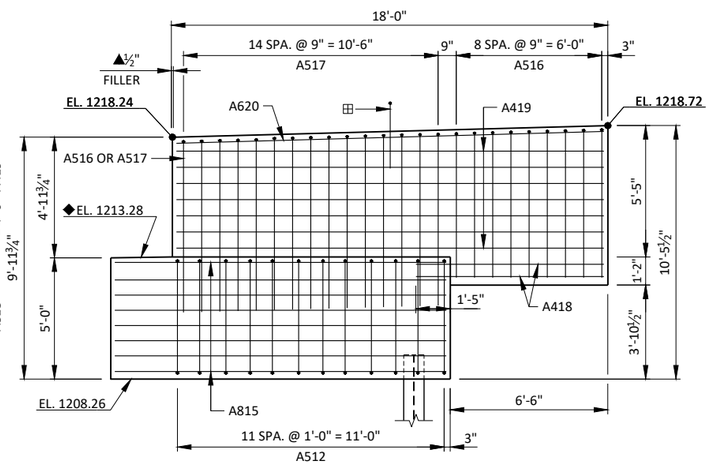
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.



F.F. ELEVATION - WING 1



SECTION A-A



B.F. ELEVATION - WING 1

LEGEND

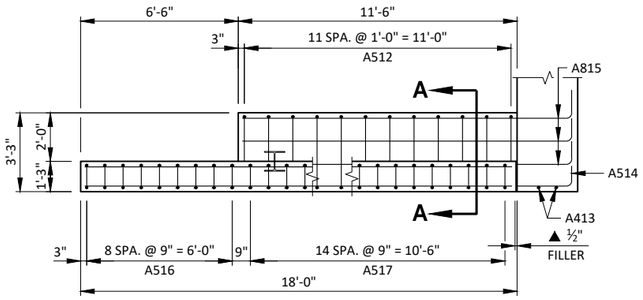
□ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY SURFACED & BEVELED 2x6. ¾" "V" GROOVE AT FRONT FACE OF WING WALL AND HORIZONTAL 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK FACE IF CONSTRUCTION JOINT IS USED. COST IS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY BRIDGES".

◆ GIRDER SEAT ELEVATION SHOWN AS AT THE C/L OF BEARING. SEE SHEET 4 FOR ELEVATIONS.

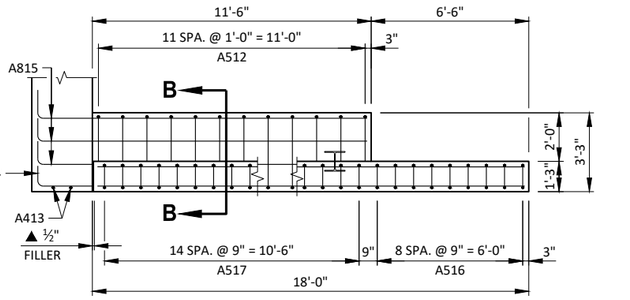
▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ½" BELOW SURFACE OF CONCRETE)

◈ SLOPE SAME AS SUPERSTRUCTURE. STRIKE OFF AND LEAVE ROUGH.

⊞ S518 AND S519 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED. SEE SHEET 13 FOR PLACEMENT.



PLAN VIEW - WING 1

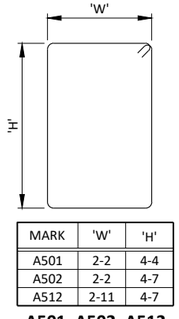


PLAN VIEW - WING 2

B.F. ELEVATION - WING 2

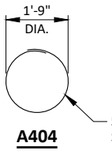
SECTION B-B

F.F. ELEVATION - WING 2

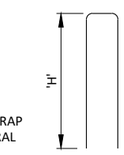


MARK	'W'	'H'
A501	2-2	4-4
A502	2-2	4-7
A512	2-11	4-7

A501, A502, A512



A404



MARK	'W'	'H'
A508	2-2	1-6
A410	0-11	1-6
A516	0-11	6-0
A517	0-11	7-1

A508, A410, A516, A517



MARK	'L'
A1007	1-9
A514	0-10
A815	1-4

A1007, A514, A815

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE THIS SHEET FOR BILL OF BARS.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

SOUTH ABUTMENT DETAILS

SHEET 5 OF 13

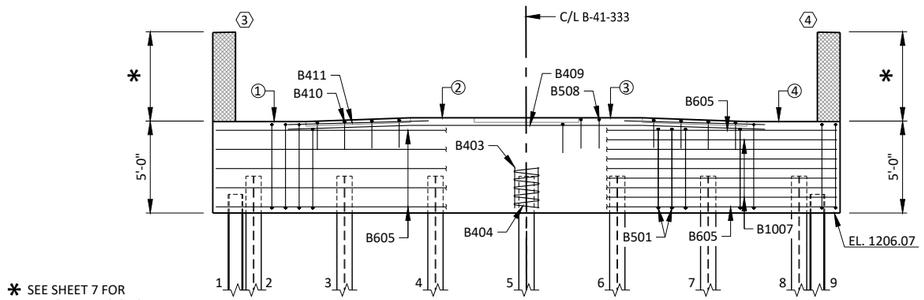
225

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8

STATE PROJECT NUMBER

5016-00-71



* SEE SHEET 7 FOR WING DIMENSIONS

FRONT FACE BAR STEEL REINF. **BACK FACE BAR STEEL REINF.**

ELEVATION

(NORTH ABUTMENT LOOKING NORTH)

NOTES

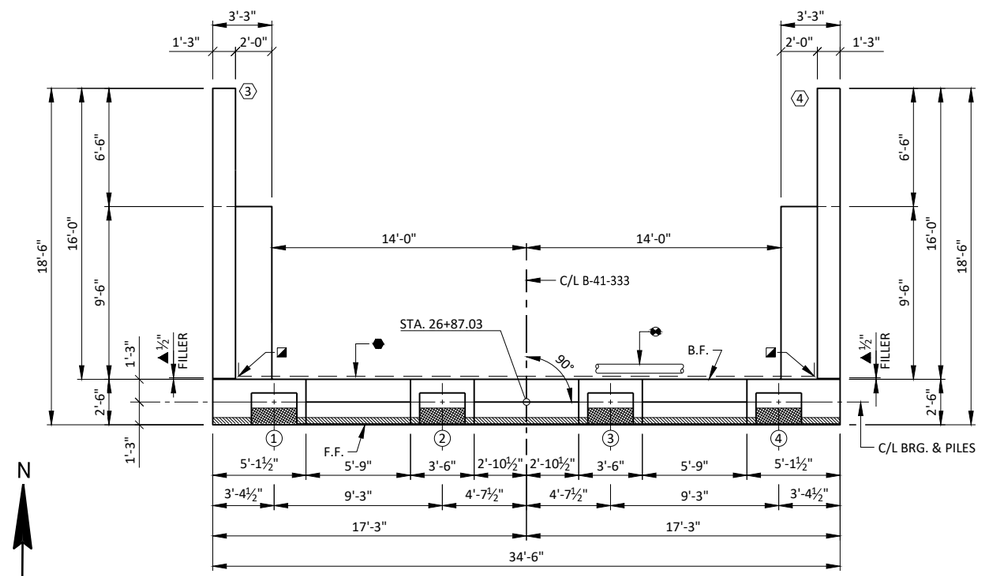
SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 7 FOR BILL OF BARS.

DO NOT PLACE FILL HIGHER THAN 3 FEET FROM BOTTOM OF ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SPACE REINFORCEMENT TO MISS PILING

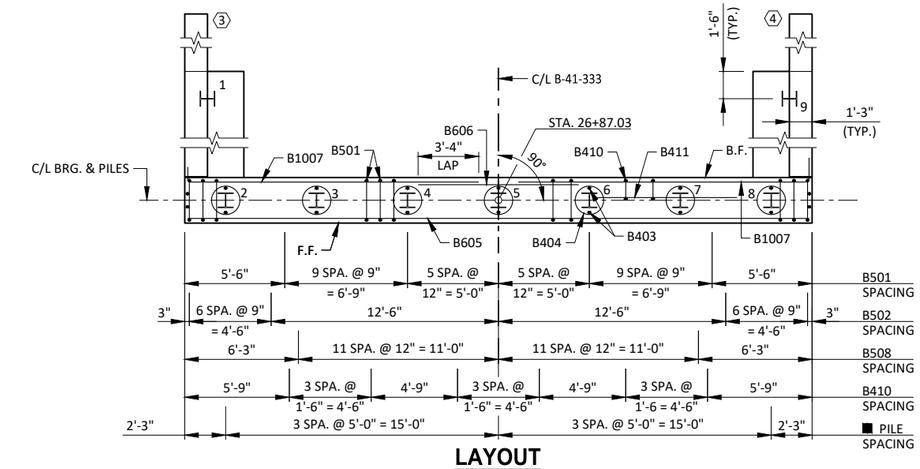
F.F. - FRONT FACE

B.F. - BACK FACE



N

PLAN



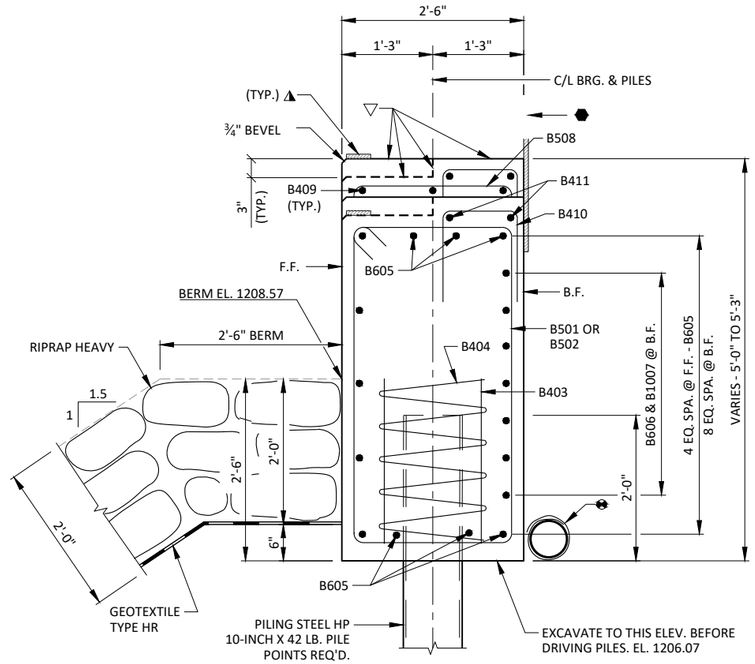
LAYOUT

GIRDER SEAT ELEVATIONS

GIRDER NUMBER	ELEV. Ⓐ	ELEV. Ⓑ	ELEV. Ⓒ	ELEV. Ⓓ	ELEV. Ⓔ
①	1211.11	1211.15	1211.15	1211.07	1211.07
②	1211.30	1211.33	1211.33	1211.26	1211.26
③	1211.30	1211.33	1211.33	1211.26	1211.26
④	1211.11	1211.15	1211.15	1211.07	1211.07

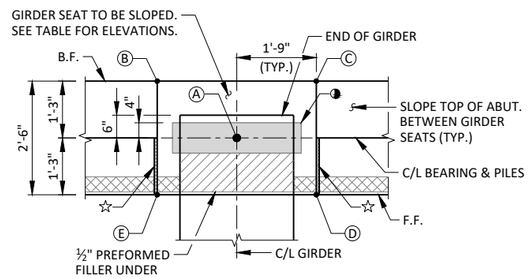
LEGEND

- ◪ VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM 9" BELOW BRIDGE SEAT TO 1" BELOW TOP OF WINGS.
- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING. (HORIZONTAL)
- ▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)
- ◭ ¾" x 4" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM. USE ½" PREFORMED FILLER UNDER GIRDERS.
- ■ PILE SPACING MEASURED AT BASE OF ABUTMENT BODY.
- ⬌ PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 2. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."
- ☆ ¾" CORK FILLER ON VERTICAL GIRDER SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ◑ ½"x8"x2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD.
- ▽ STEEL TROWEL ENTIRE TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ⬡ INDICATES WING NUMBER.
- ① INDICATES GIRDER LINE.



NORTH ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 30 FT PILE LENGTHS AT NORTH ABUTMENT. PILE POINTS ARE REQ'D. AT ALL LOCATIONS AT NORTH ABUTMENT.

TYPICAL SECTION THROUGH ABUTMENT BODY



GIRDER SEAT DETAIL

INTERIOR GIRDER SHOWN.
EXTERIOR GIRDERS SIMILAR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

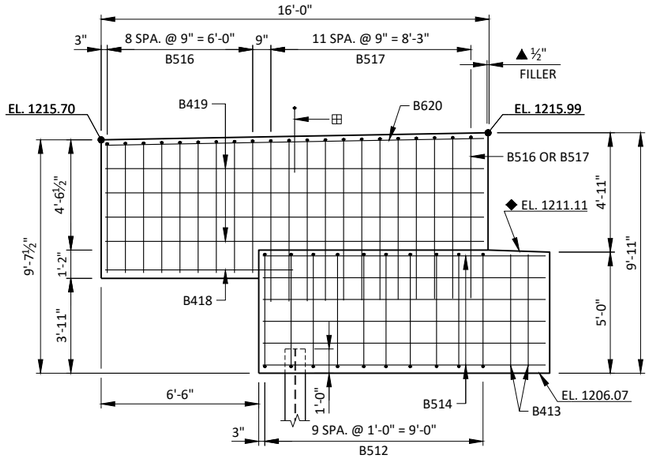
NORTH ABUTMENT

SHEET 6 OF 13

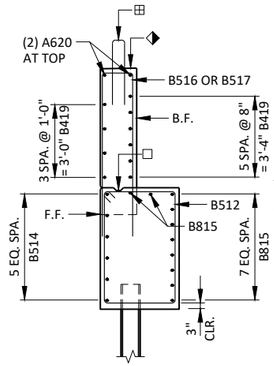
226

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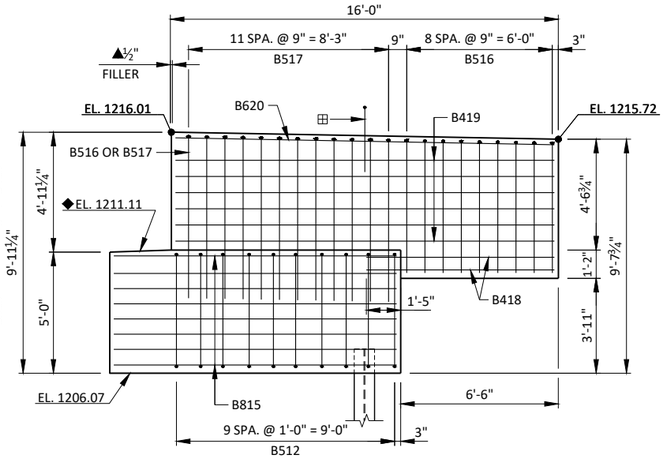
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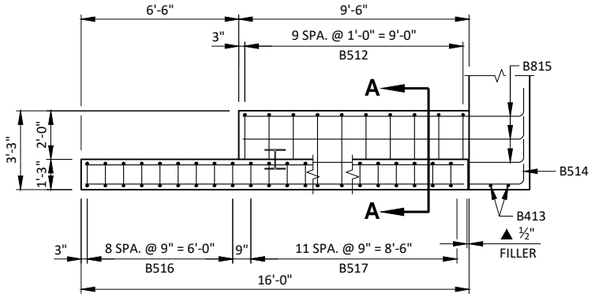
F.F. ELEVATION - WING 3



SECTION A-A



B.F. ELEVATION - WING 3



PLAN VIEW - WING 3

LEGEND

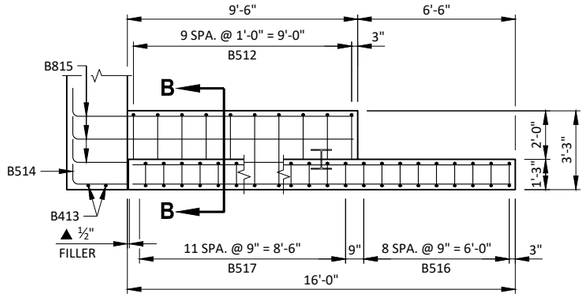
☐ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY SURFACED & BEVELED 2x6. ¾" "V" GROOVE AT FRONT FACE OF WING WALL AND HORIZONTAL 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK FACE IF CONSTRUCTION JOINT IS USED. COST IS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY BRIDGES".

◆ GIRDER SEAT ELEVATION SHOWN AS AT THE C/L OF BEARING. SEE SHEET 6 FOR ELEVATIONS.

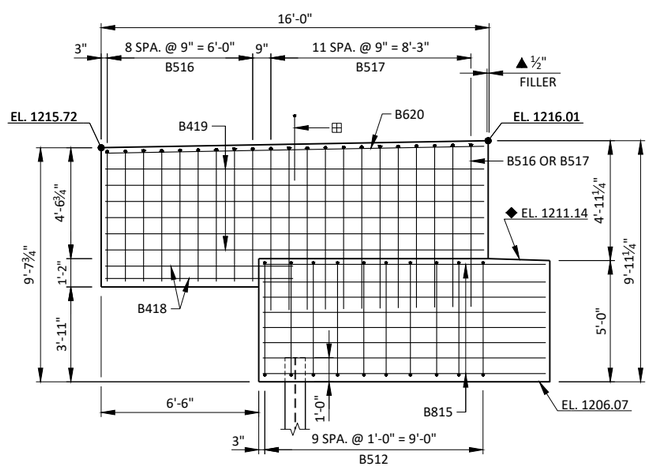
▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)

◆ SLOPE SAME AS SUPERSTRUCTURE. STRIKE OFF AND LEAVE ROUGH.

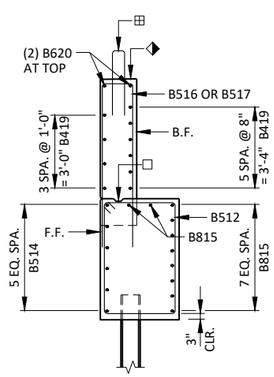
⊞ S518 AND S519 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED. SEE SHEET 13 FOR PLACEMENT.



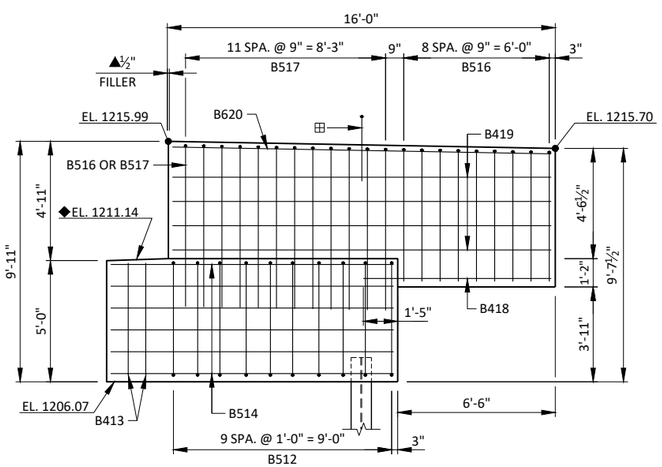
PLAN VIEW - WING 4



B.F. ELEVATION - WING 4



SECTION B-B



F.F. ELEVATION - WING 4

STATE PROJECT NUMBER

5016-00-71

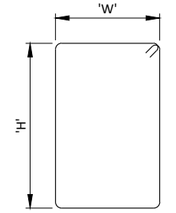
BILL OF BARS
NORTH ABUTMENT

2,070 LB (COATED)
2,720 LB (UNCOATED)

BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	LOCATION
B501	29	13-8	X		BODY - VERT. - STIRRUP
B502	14	14-2	X		BODY - VERT. - STIRRUP - AT ENDS
B403	14	2-3			BODY - VERT. - 2 PER PILE
B404	7	28-0	X		BODY - VERT. - SPIRAL - 1 PER PILE
B605	11	34-2			BODY - HORIZ.
B606	7	8-10			BODY - HORIZ. B.F. - CENTER
B1007	14	17-6	X		BODY - HORIZ. B.F. - ENDS
B508	23	4-11	X		BODY - VERT. - TOP
B409	3	26-3			BODY - HORIZ. - TOP
B410	12	3-9	X		BODY - VERT. - TOP BETWEEN SEATS
B411	6	7-9			BODY - HORIZ. - TOP BETWEEN SEATS
B512	20	15-8	X	X	WING 3 & 4 - VERT. - STIRRUP
B413	4	4-7		X	WING 3 & 4 - VERT.
B514	12	12-4	X	X	WING 3 & 4 - HORIZ. - F.F.
B815	20	12-8	X	X	WING 3 & 4 - HORIZ. - B.F.
B516	18	11-4	X	X	WING 3 & 4 - VERT. - TOP - ENDS
B517	24	14-0	X	X	WING 3 & 4 - VERT. - TOP
B418	6	7-9		X	WING 3 & 4 - HORIZ. - BOTTOM
B419	20	15-7		X	WING 3 & 4 - HORIZ. - F.F. & B.F.
B620	4	15-7		X	WING 3 & 4 - HORIZ. - TOP

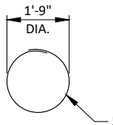
NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

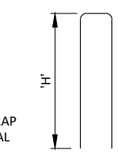


MARK	'W'	'H'
B501	2-2	4-4
B502	2-2	4-7
B512	2-11	4-7

B501, B502, B512



B404



MARK	'W'	'H'
B508	2-2	1-6
B410	0-11	1-6
B516	0-11	5-4
B517	0-11	6-8

B508, B410, B516, B517



MARK	'L'
B1007	1-9
B514	0-10
B815	1-4

B1007, B514, B815

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE THIS SHEET FOR BILL OF BARS.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

NORTH ABUTMENT DETAILS

SHEET 7 OF 13

227

8

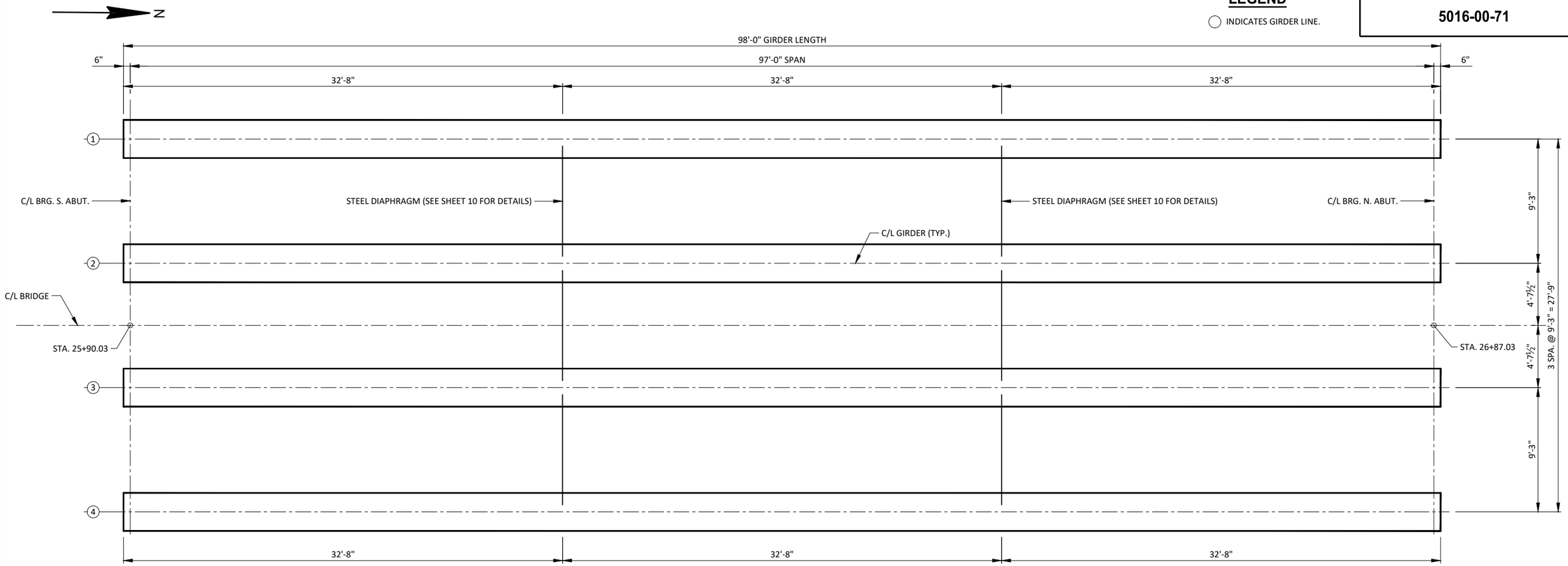
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STATE PROJECT NUMBER

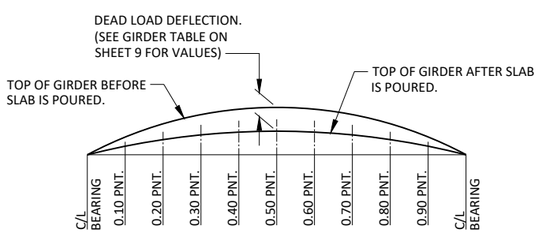
5016-00-71

LEGEND

◯ INDICATES GIRDER LINE.



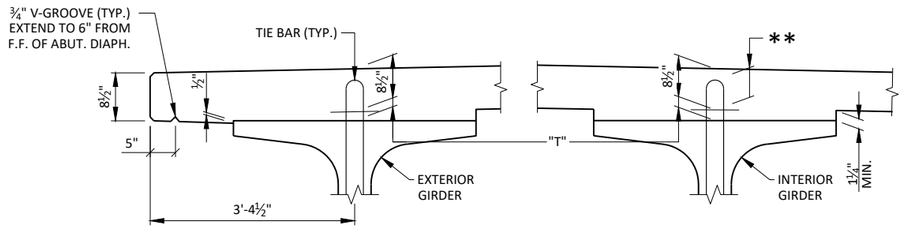
GIRDER LAYOUT



DEAD LOAD DEFLECTION DIAGRAM

TOP OF DECK ELEVATIONS

GIRDER LINE	C/L S. ABUT.	0.10 PNT.	0.20 PNT.	0.30 PNT.	0.40 PNT.	0.50 PNT.	0.60 PNT.	0.70 PNT.	0.80 PNT.	0.90 PNT.	C/L N. ABUT.
W. PARAPET FACE	1218.21	1217.96	1217.72	1217.48	1217.26	1217.04	1216.82	1216.62	1216.42	1216.22	1216.04
1	1218.25	1218.00	1217.76	1217.53	1217.30	1217.08	1216.87	1216.66	1216.46	1216.27	1216.08
2	1218.43	1218.19	1217.95	1217.71	1217.48	1217.26	1217.05	1216.84	1216.64	1216.45	1216.26
C/L	1218.53	1218.28	1218.04	1217.80	1217.58	1217.36	1217.14	1216.94	1216.74	1216.54	1216.36
3	1218.43	1218.19	1217.95	1217.71	1217.48	1217.26	1217.05	1216.84	1216.64	1216.45	1216.26
4	1218.25	1218.00	1217.76	1217.53	1217.30	1217.08	1216.87	1216.66	1216.46	1216.27	1216.08
E. PARAPET FACE	1218.21	1217.96	1217.72	1217.48	1217.26	1217.04	1216.82	1216.62	1216.42	1216.22	1216.04



IF 1¼" MINIMUM HAUNCH HEIGHT "T" CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY BUREAU OF STRUCTURES IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR, ** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE "T" (AFTER GIRDERS ARE IN PLACE):
OBTAIN THE ELEVATIONS OF THE TOP OF GIRDER AT THE C/L OF SUBSTRUCTURE UNITS AND AT EACH $\frac{1}{10}$ POINT FOR EVERY GIRDER AND ALL SPANS, THEN PROCEED WITH THE PROCESS SHOWN BELOW.

TOP OF DECK ELEVATION AT THE FINAL GRADE
-TOP OF GIRDER ELEVATION
+DEAD LOAD DEFLECTION
-DECK THICKNESS
=HAUNCH HEIGHT "T"

NOTE: AN AVERAGE HAUNCH "T" OF 3.3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

SLAB HAUNCH DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

GIRDER LAYOUT

SHEET 8 OF 13

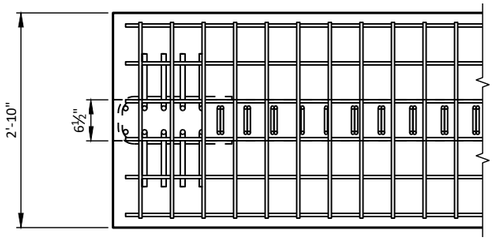
228

8

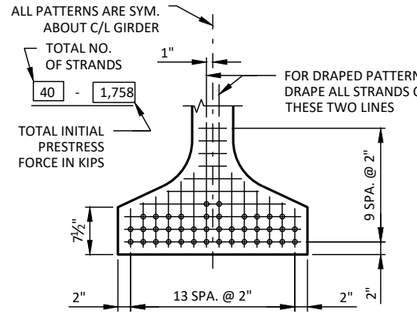
8

STATE PROJECT NUMBER

5016-00-71



TOP FLANGE



TYP. STRAND PATTERN

0.6" DIA. STRANDS

⚹ THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) ⚹
1	4.3

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.4 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

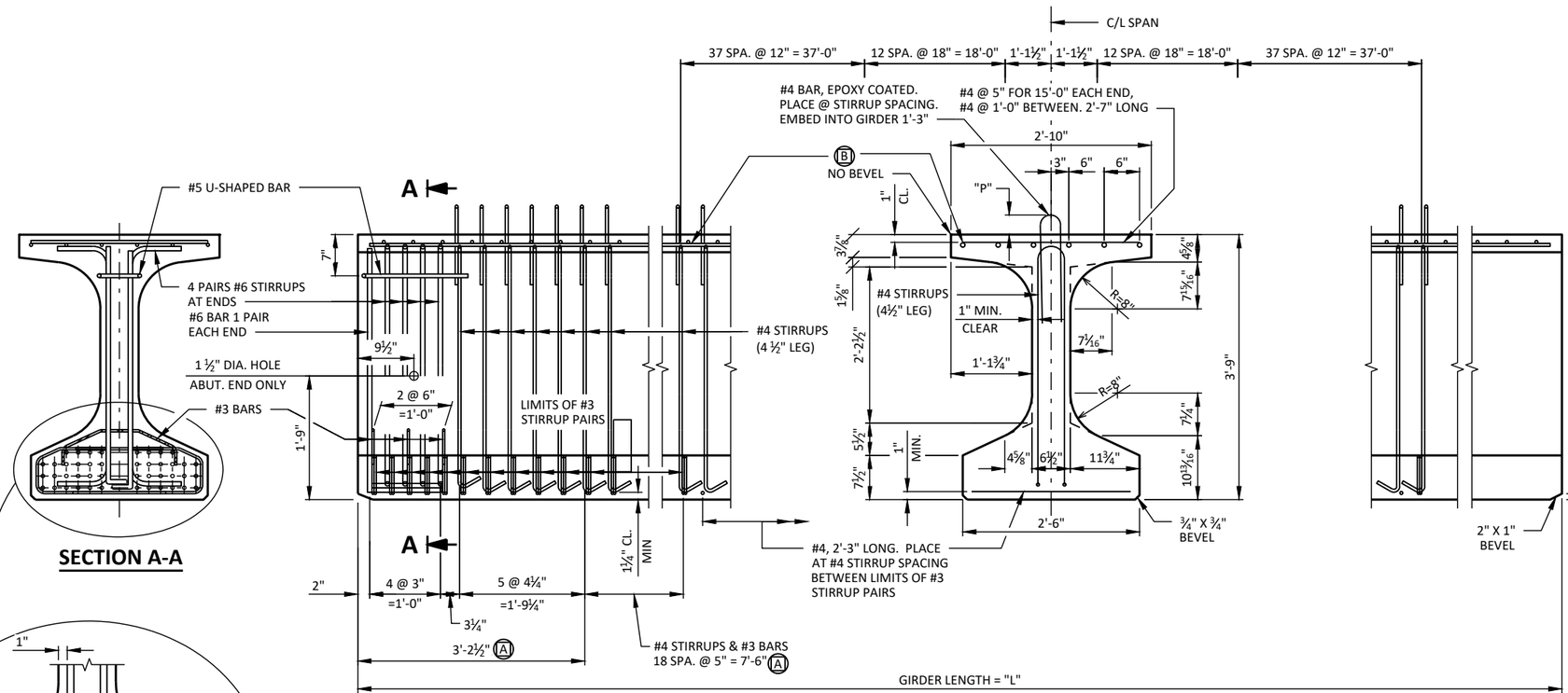
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DESIGN SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

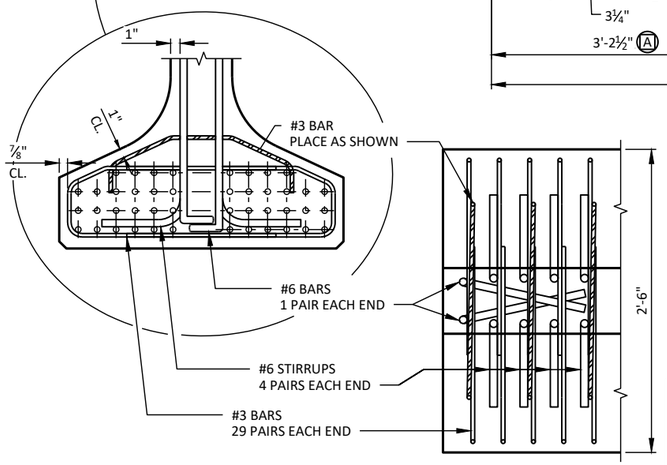
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE SHEET 10 "STEEL DIAPHRAGM".



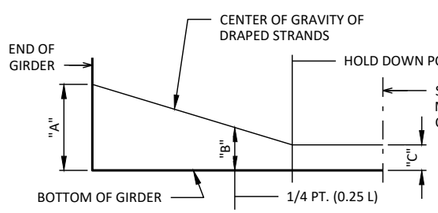
SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

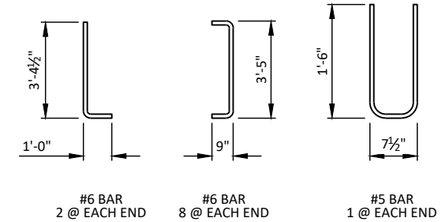
Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 3'-0"

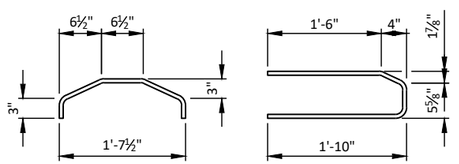


BOTTOM FLANGE



DRAPED STRAND PROFILE





⚹ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'_c (P.S.I.)	"P" (IN.)			DIA. OF STRAND (IN.)	DRAPED PATTERN					UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST ⅓ OF GIRDER	MID ⅓ OF GIRDER	END ⅓ OF GIRDER		TOTAL NO. OF STRANDS	f'_{ci} (P.S.I.) ⚹	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'_{ci} (P.S.I.) ⚹
1	1-4	98'-0"	0.67	1.27	1.74	2.04	2.14	2.04	1.74	1.27	0.67	8.000	8½"	7"	8½"	0.6	40	6.800	40	13.75	16.75	5		

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D PTB

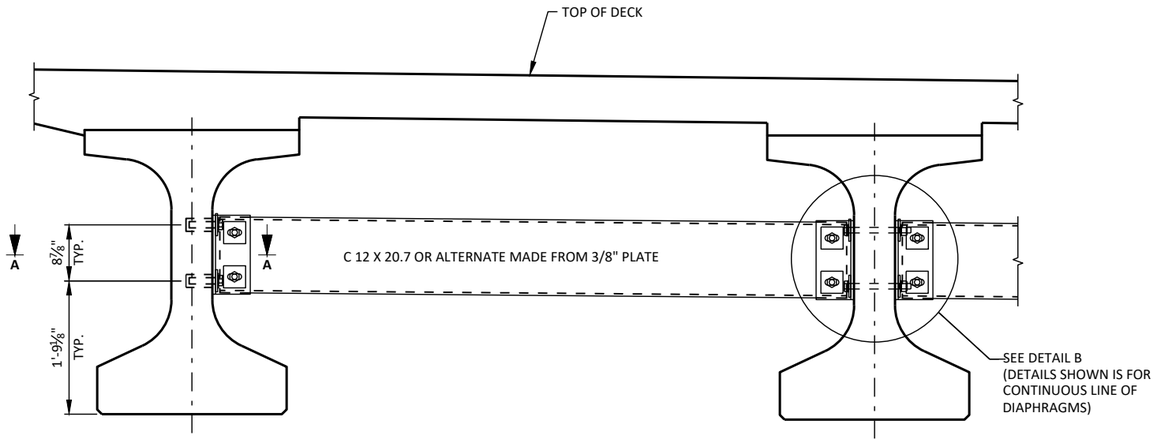
45W" PRESTRESSED GIRDER DETAILS

SHEET 9 OF 13
229

SCALE = 2.00

STATE PROJECT NUMBER

5016-00-71



PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

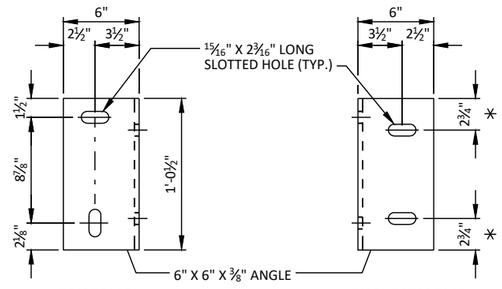
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-41-333", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

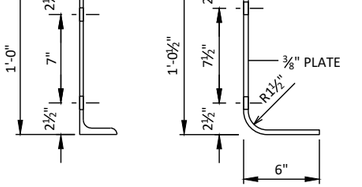
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

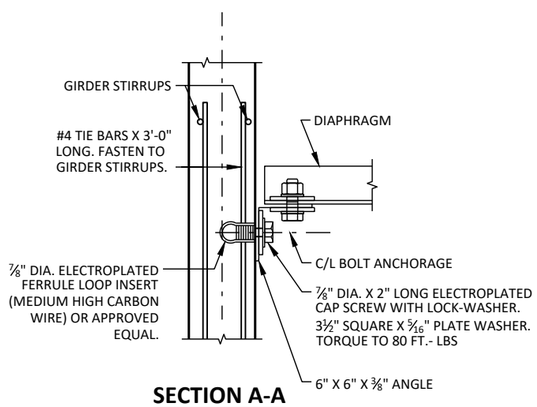


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

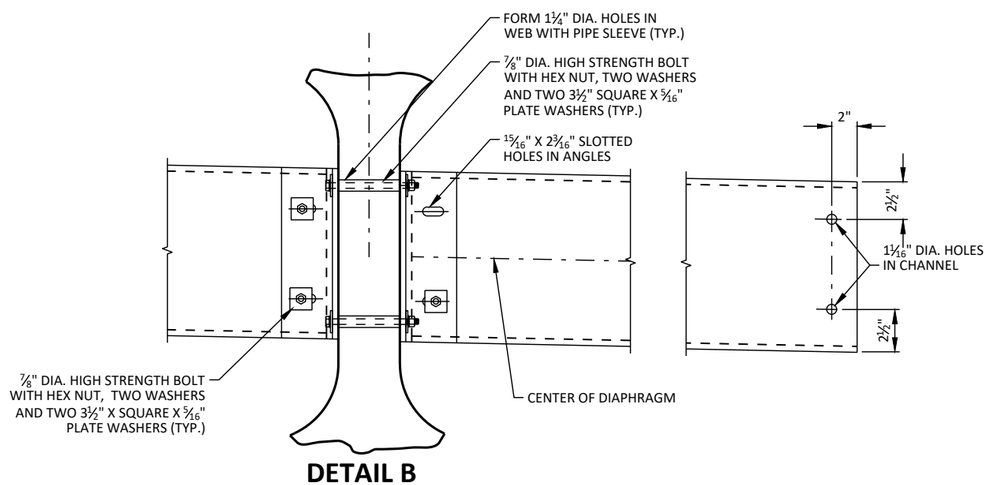


SECTION THRU DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D PTB

STEEL DIAPHRAGM

SHEET 10 OF 13

230

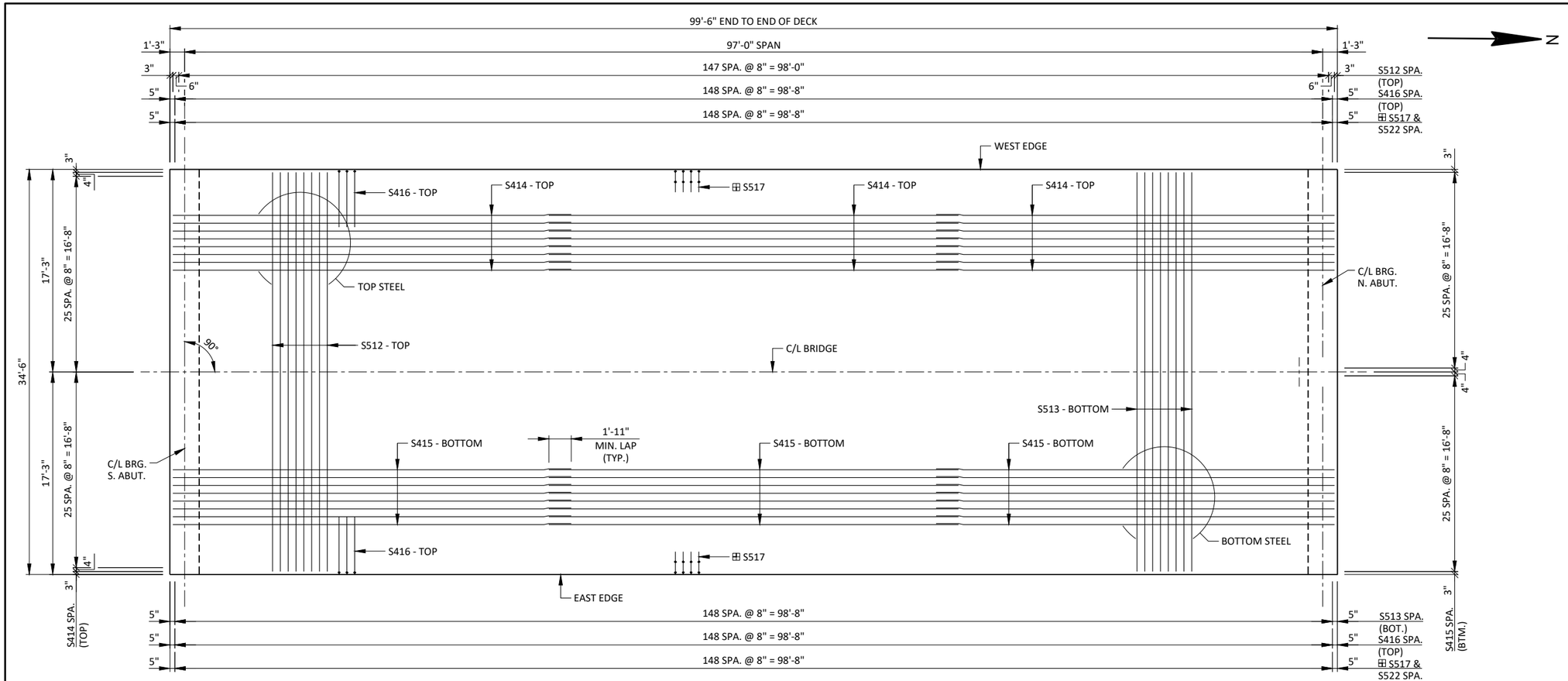
SCALE = 2.00

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8

STATE PROJECT NUMBER

5016-00-71



PLAN

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 12 FOR BAR SPACING IN THE DECK AND THIS SHEET FOR BILL OF BARS.

T.D. - TOP OF DECK

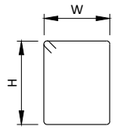
⊞ S517 BARS TO BE TIED TO DECK STEEL BEFORE DECK IS POURED.

BILL OF BARS
SUPERSTRUCTURE — 29,090 LB (COATED)

BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	BAR SERIES	LOCATION
S501	66	11-10	X	X		ABUT. DIAPHRAGM - VERT.
S502	66	5-11	X	X		ABUT. DIAPHRAGM - VERT. - TOP
S503	16	9-4	X	X		ABUT. DIAPHRAGM - VERT. - GIRDER FLANGE
S604	4	1-9		X		ABUT. DIAPHRAGM - HORIZ. - FRONT - ENDS - BOTTOM.
S605	12	7-2	X	X		ABUT. DIAPHRAGM - HORIZ. - FRONT - ENDS - MIDDLE.
S606	6	6-5		X		ABUT. DIAPHRAGM - HORIZ. FRONT - BOTTOM.
S607	36	5-7		X		ABUT. DIAPHRAGM - HORIZ. FRONT
S608	14	34-2		X		ABUT. DIAPHRAGM - HORIZ. - BACK
S409	12	5-5		X		ABUT. DIAPHRAGM - HORIZ. BOT.
S410	42	3-3	X	X		ABUT. DIAPHRAGM - VERT. - BOT.
S511	16	6-0		X		ABUT. DIAPRAGM - GIRDER WEB
S512	150	34-2		X		DECK - TOP - TRANSVERSE
S513	149	34-2		X		DECK - BOTTOM - TRANSVERSE
S414	159	34-4		X		DECK - TOP - LONGITUDINAL
S415	156	34-4		X		DECK - BOTTOM - LONGITUDINAL
S416	298	5-4	X	X		DECK - TOP - EDGES
S517	298	4-5	X	X		PARAPET - VERT.
S518	50	5-10	X	X		PARAPET - VERT.
S519	68	5-7	X	X		PARAPET - VERT.
S520	48	3-0	X	X		PARAPET - VERT.
S521	348	6-8	X	X		PARAPET - VERT.
S522	24	6-6	X	X		PARAPET - VERT.
S523	20	6-5	X	X		PARAPET - VERT.
S524	24	5-5	X	X	✳	PARAPET - VERT.
S525	48	35-2		X		PARAPET - HORIZ.
S526	2	17-4	X	X		PARAPET - HORIZ. - WINGS 1 & 2
S527	8	17-7		X		PARAPET - HORIZ. - WINGS 1 & 2
S528	4	17-6	X	X		PARAPET - HORIZ. - WINGS 1 & 2
S529	2	15-4	X	X		PARAPET - HORIZ. - WINGS 3 & 4
S530	8	15-7		X		PARAPET - HORIZ. - WINGS 3 & 4
S531	4	15-6	X	X		PARAPET - HORIZ. - WINGS 3 & 4

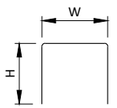


S416



S501 & S503

MARK	'H'	'W'
S501	3-5	2-2
S503	2-2	2-2

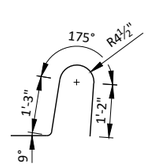


S502, S605, & S410

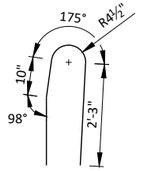
MARK	'H'	'W'
S502	2-0	2-2
S605	2-8	2-2
S410	1-3	0-11

BAR SERIES TABLE

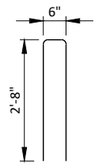
BAR MARK	NO. REQ'D	LENGTH
S524	4 SERIES OF 6	6-1 TO 4-9



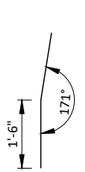
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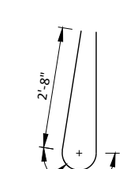
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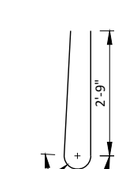
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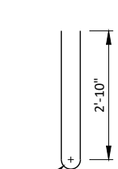
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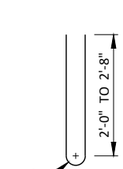
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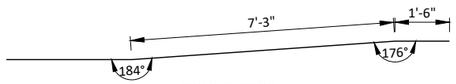
S522



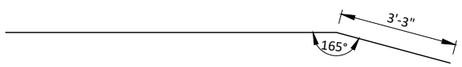
S523



S524



S526 & S529



S528 & S531

NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

✳ LENGTH SHOWN IS AN AVERAGE LENGTH ONLY. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

SUPERSTRUCTURE

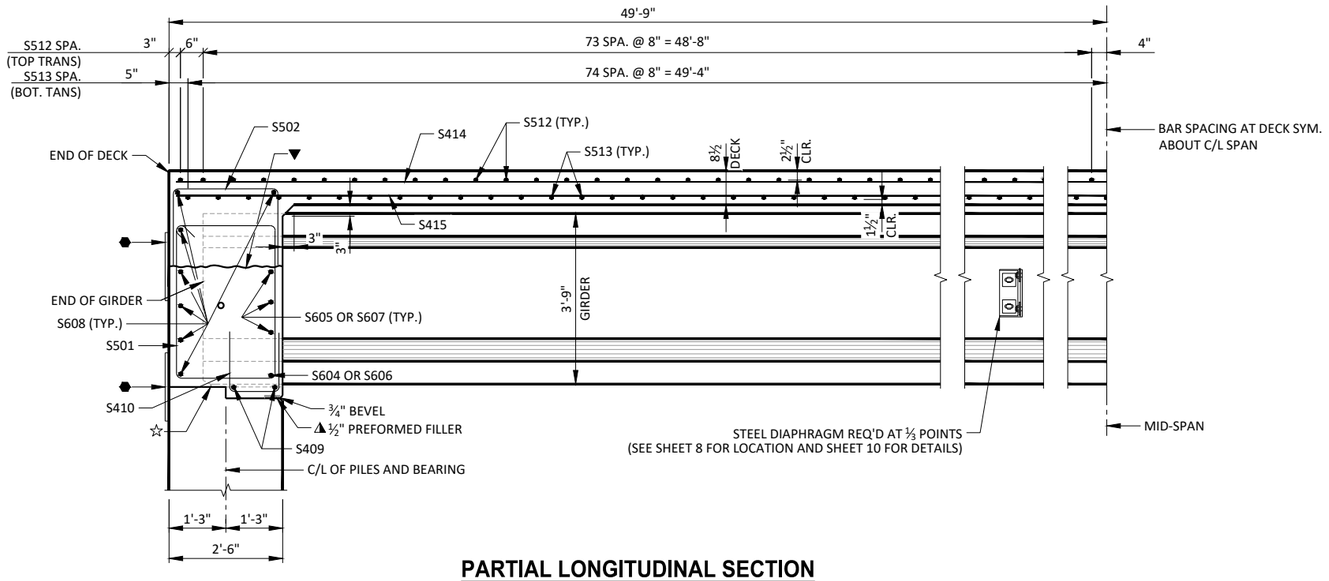
SHEET 11 OF 13

231

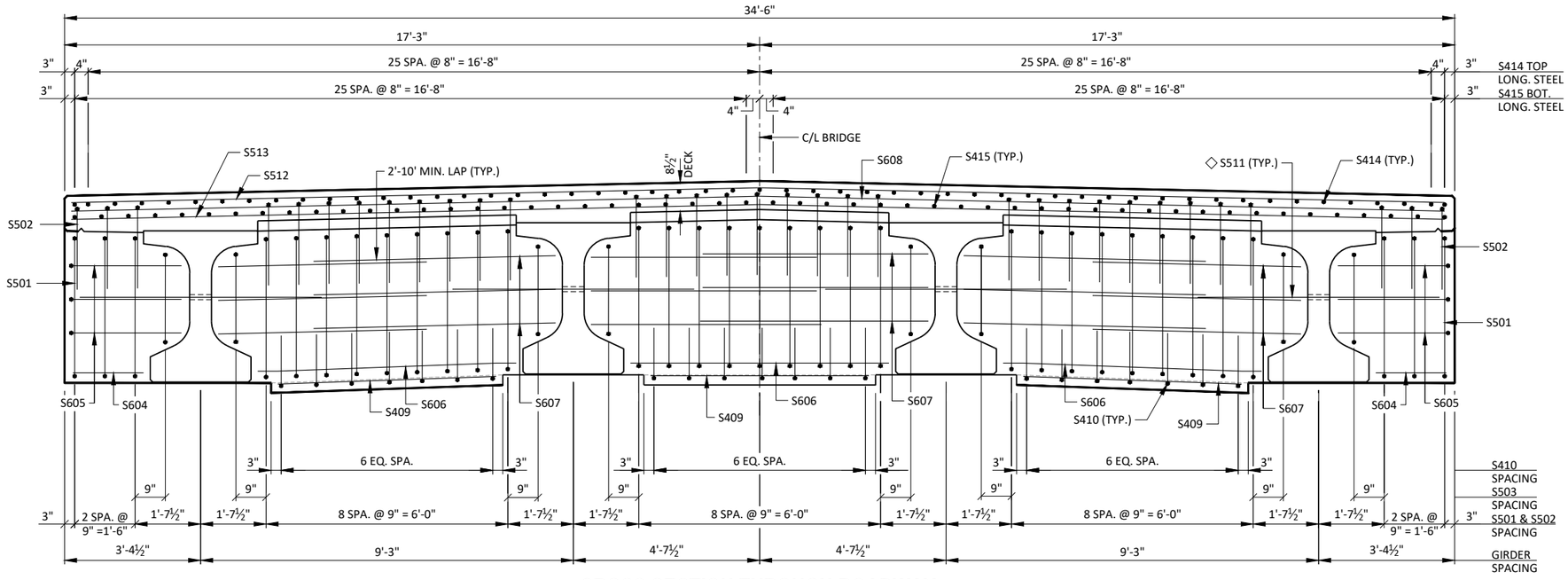
8

8

STATE PROJECT NUMBER
5016-00-71



PARTIAL LONGITUDINAL SECTION



CROSS SECTION THROUGH ROADWAY

BAR SPACING IN DIAPHRAGM SYM. ABOUT C/L STRUCTURE

LEGEND

- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING (HORIZONTAL)
- ☆ ½" NON-LAMINATED ELASTOMERIC BEARING PAD AND ½" PREFORMED FILLER.
- ◭ 4"x ½" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM.
- ◇ (1) 1½" DIAMETER HOLE IN WEB FOR (2) S511 HORIZONTAL BARS. BARS TO BE PLACED SYMMETRICAL ABOUT C/L OF GIRDERS.
- ▼ OPTIONAL CONSTRUCTION JOINT. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR. IF OPTIONAL CONSTRUCTION JOINT IS USED, PLACE RUBBERIZED MEMBRANE WATERPROOFING BEHIND JOINT. COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY CTMP | PLANS CK'D. PTB

SUPERSTRUCTURE DETAILS

SHEET 12 OF 13

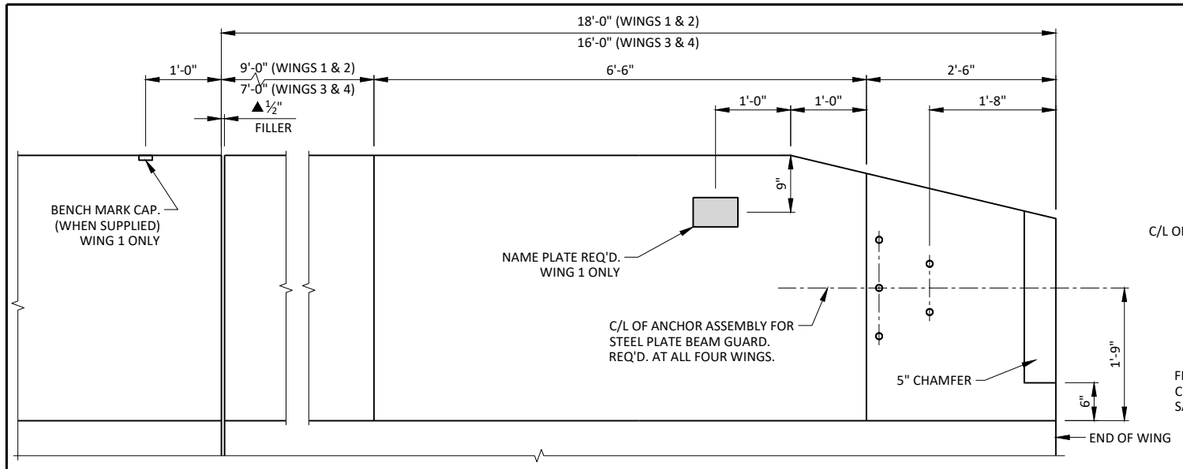
232

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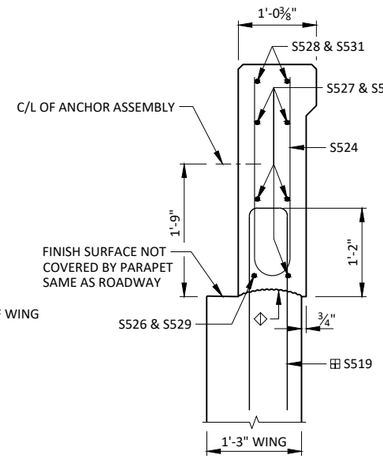
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STATE PROJECT NUMBER

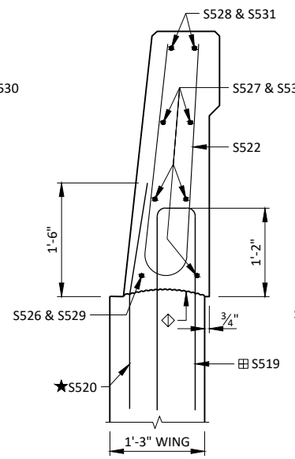
5016-00-71



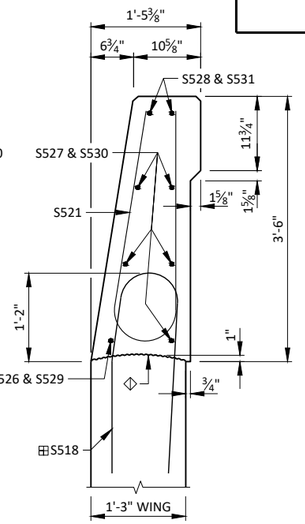
INSIDE ELEVATION



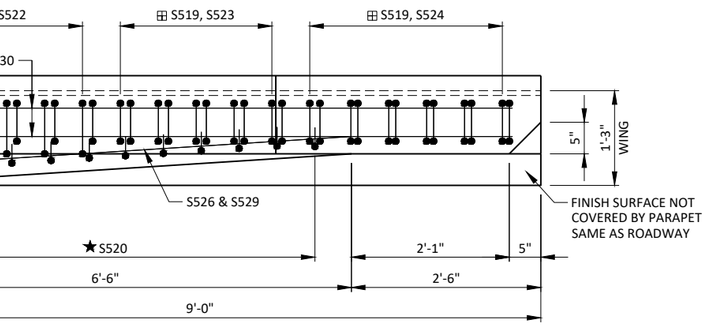
SECTION A



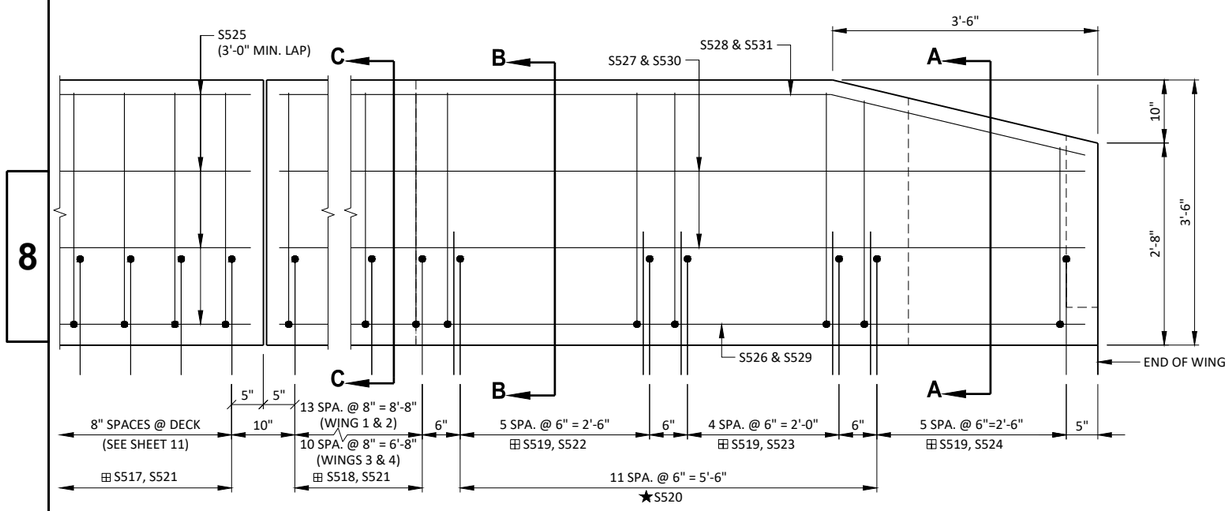
SECTION B



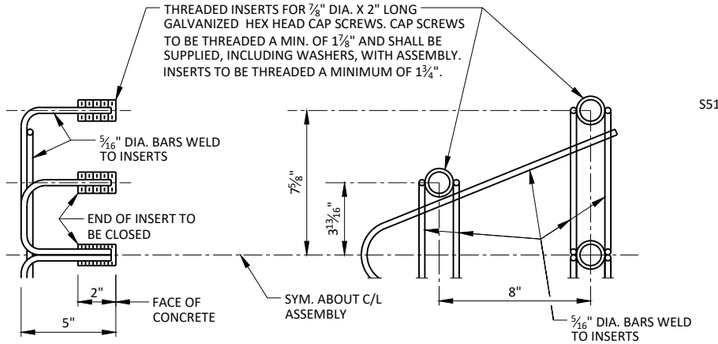
SECTION C



PLAN



STEEL LAYOUT



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS AND WASHERS TO BE GALVANIZED IN ACCORDANCE WITH ASTM F2329.

ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

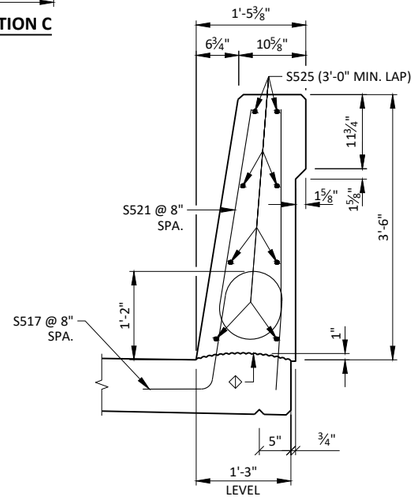
LEGEND

◇ CONSTRUCTION JOINT. STRIKE OFF AS SHOWN.

★ S520 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE S520 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

⊞ S517 BARS TO BE TIED TO DECK STEEL BEFORE DECK IS POURED. S518 AND S519 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)



SECTION THROUGH PARAPET ON BRIDGE

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 11 FOR BILL OF BARS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-333

DRAWN BY: CTMP | PLANS CK'D.: PTB

SINGLE SLOPE PARAPET 42SS

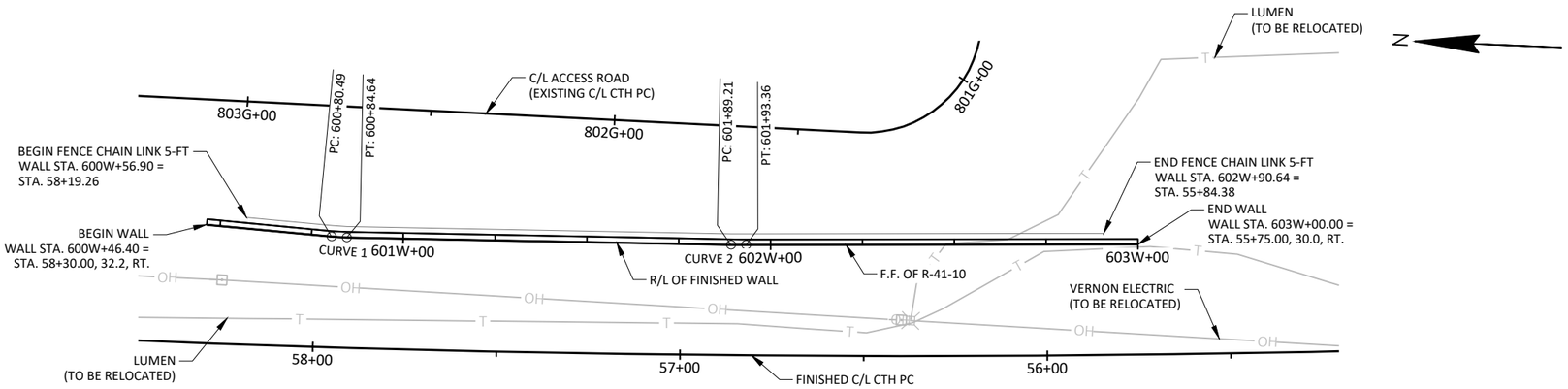
SHEET 13 OF 13

233

8

8

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\STRUCTURE\CAD FILES\FINALS\13_SINGLE SLOPE PARAPET 42SS.DWG
PLOT DATE : 9/10/2025 11:16:05 AM
PLOT BY : BOLAND, PATRICK
PLOT SCALE : 1" = 1'
LAYOUT : SINGLE SLOPE PARAPET 42SS



PLAN R-41-10

(MSE MODLAR BLOCK WALL)

CURVE 1

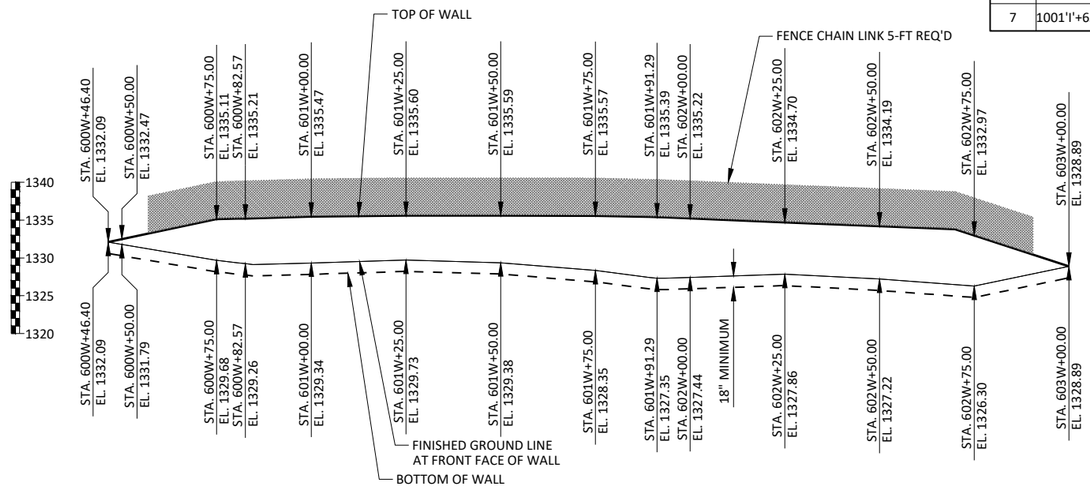
PI STA. = 600W+82.57
Y = 304,736.78
X = 623,619.89
R = 54.84
D = 104°28'56"
DELTA = 4°20'10"
L = 4.15
T = 2.08
C = 4.15
PC STA. = 600+80.49
Y = 304,738.86
X = 623,620.00
PT STA. = 600+84.64
Y = 304,734.71
X = 623,619.93

CURVE 2

PI STA. = 601W+91.28
Y = 304,628.09
X = 623,622.37
R = 200.00
D = 28°38'52"
DELTA = 1°11'20"
L = 4.15
T = 2.07
C = 4.15
PC STA. = 601+89.21
Y = 304,630.17
X = 623,622.32
PT STA. = 601+93.36
Y = 304,626.02
X = 623,622.46

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
6	54+20	0.75" IRON REBAR SET, 66.87' LT.	1327.53
7	1001'I'+65	0.75" IRON REBAR SET, 162.87' RT.	1329.67

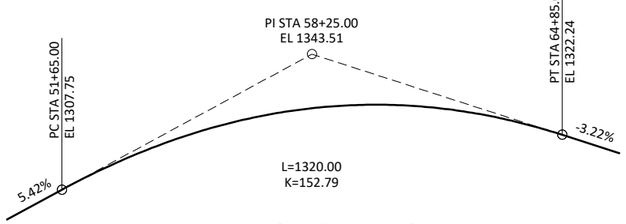


ELEVATION

LOOKING AT FRONT FACE OF WALL

GEOMETRY TABLE

WALL STATION	C/L STATION	C/L OFFSET TO F.F.	TOP OF WALL EL.	BOT. OF WALL EL.	FINISHED G.L. F.F. OF WALL	WALL LENGTH
600W+46.40	58+30.00	32.2	1332.09	1330.59	1332.09	--
600W+50	58+26.38	32.0	1332.47	1330.29	1331.79	3'-7¼"
600W+75	58+01.28	30.5	1335.11	1328.18	1329.68	25'-0"
600W+82.57	57+93.68	30.1	1335.21	1327.76	1329.26	7'-6¾"
601W+00	57+76.15	30.2	1335.47	1327.84	1329.34	17'-5¼"
601W+25	57+51.00	30.3	1335.60	1328.23	1329.73	25'-0"
601W+50	57+25.86	30.3	1335.59	1327.88	1329.38	25'-0"
601W+75	57+00.72	30.1	1335.57	1326.85	1328.35	25'-0"
601W+91.29	56+84.01	30.0	1335.39	1325.85	1327.35	16'-3½"
602W+00	56+75.57	30.1	1335.22	1325.94	1327.44	8'-8½"
602W+25	56+50.43	30.2	1334.70	1326.36	1327.86	25'-0"
602W+50	56+25.29	30.3	1334.19	1325.72	1327.22	25'-0"
602W+75	56+00.14	30.2	1332.97	1324.80	1326.30	25'-0"
603W+00	55+75.00	30.0	1328.89	1327.39	1328.89	25'-0"



PROFILE GRADE LINE

CTH PC

DESIGN DATA

LIVE LOAD:

LIVE LOAD SURCHARGE - 240 P.S.F. (TRAFFIC)

DESIGN NOTES

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURE SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF THE FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH (R-41-10).

PLANS, ELEVATIONS, AND DETAILS SHOWN IN THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHT AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE CONTRACTOR SHALL COORDINATE CHAIN LINK FENCE POST INSTALLATION WITH THE WALL DESIGN AND WALL DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPE BEHIND WALL AS SHOWN.

DESIGN WALL FOR MAXIMUM NOMINAL ALLOWABLE BEARING CAPACITY OF 3,000 PSF.

ALLOWABLE WALL SYSTEMS

M.S.E. MODULAR BLOCK WALL

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

BLOCK SHALL HAVE A STRAIGHT SPLIT FACE.

THE RETAINING WALL SHALL BE SANDSTONE IN COLOR. ANY VARIATION OF SANDSTONE SHALL BE APPROVED BY OWNER.

AT THE BACK FACE OF THE WALL ALL EXCAVAED VOLUME NOT OCCUPIED BY NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL TYPE A OR GRANULAR BACKFILL GRADE 1 AS SHOWN IN THE TYPICAL SECTIONS. BACKFILLING SHALL BE INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH (R-41-10).

LIST OF DRAWINGS

GENERAL PLAN _____ 1.
CROSS SECTION DETAIL _____ 2.
SUBSURFACE EXPLORATION _____ 3.



DESIGN CONSULTANT
PATRICK BOLAND, PE
(608) 588-7484

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

STATE PROJECT NUMBER

5016-00-71

NO.	DATE	REVISION	BY

JEWELL
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
OFFICE: (608) 588-7484
www.JewellAssoc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/06/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-41-10

RETAINING WALL AT CTH PC

COUNTY: MONROE
TOWN/~~CITY/VILLAGE~~: PORTLAND
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAN	PTB	MAN	PTB

GENERAL PLAN

SHEET 1 OF 3
234

STATE PROJECT NUMBER

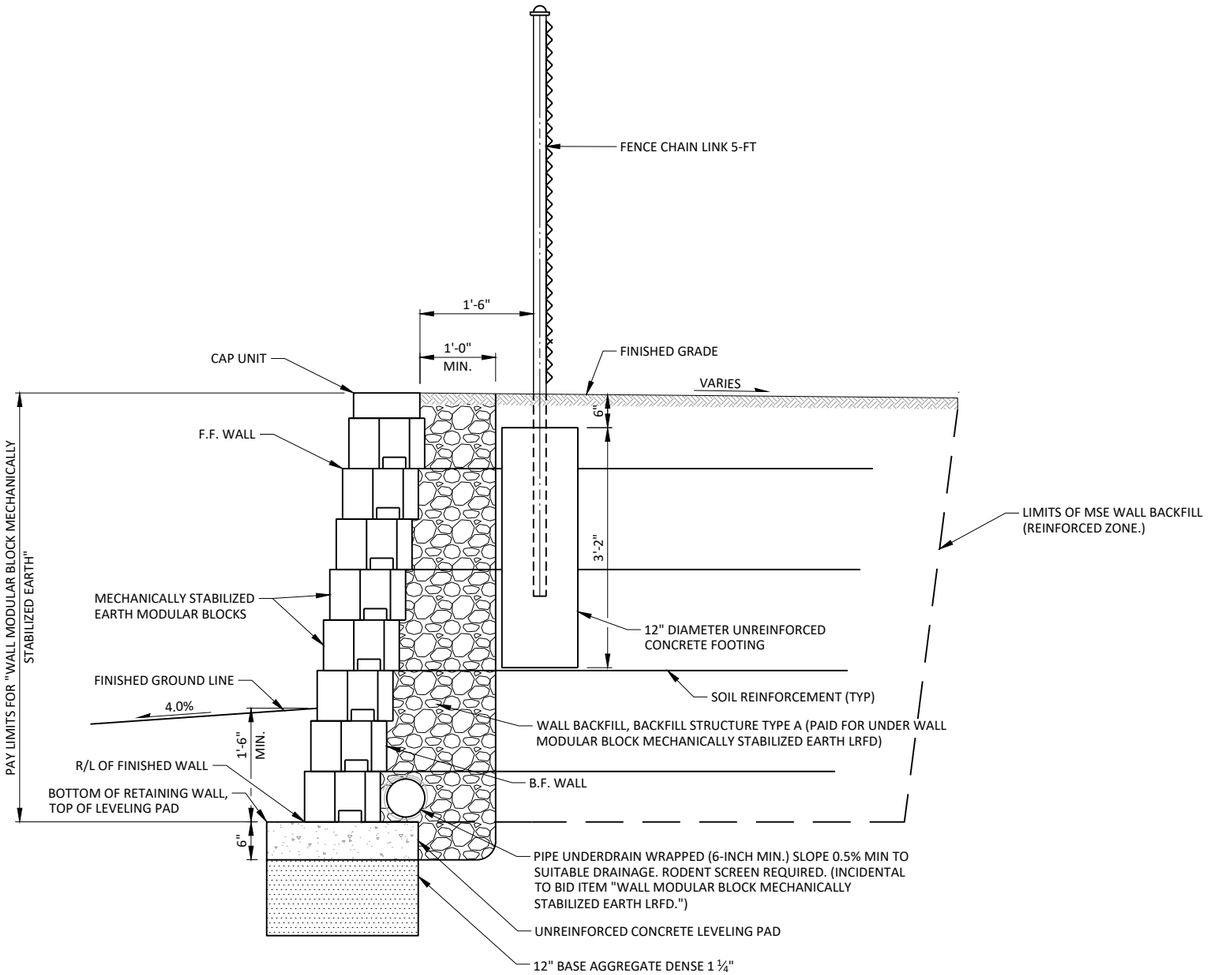
5016-00-71

SOIL PARAMETERS

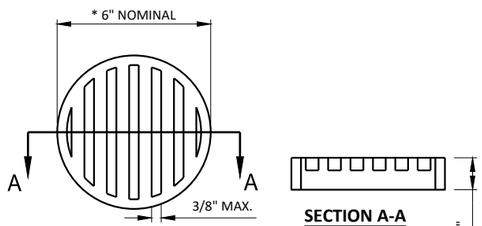
SOIL DESCRIPTION	UNIT WEIGHT (pcf)	FRICTION ANGLE (DEGREES)	COHESION (psf)
SAND WITH SILT (SP-SM) (EL. 1323.2 - EL. 1320.7)	130	34	0
LEAN CLAY (CL) (EL. 1320.7 - EL. 1317.2)	125	24	2.0
CLAYEY SAND (SC) (EL. 1317.2 - EL. 1314.4)	130	34	0
SAND WITH SILT (SP-SM) (EL. 1314.4 - EL. 1308.7)	130	34	0

SAFETY FACTORS & REQ'D. WALL MODIFICATIONS

ANALYSIS (DOT STANDARDS)	MODULAR BLOCK
SLIDING (FS > 1.5)	
OVER TURNING (FS > 2.0)	
GLOBAL STABILITY (FS > 1.3)	
ALLOWABLE BEARING CAPACITY PSF BASED ON WALL WIDTH & IMBEDMENT DEPTH SHOWN IN TABLE	3000 PCF
WALL WIDTH	12" - 36"
MINIMUM WALL IMBEDMENT	1'-6"



NOTE: CUT HOLES IN THE GEOGRID AROUND POST FOOTINGS TO PREVENT GEOGRID DAMAGE DURING FOOTING INSTILLATION



RODENT SCREEN

NOTES:

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

  ORIENT SCREEN SO SLOTS ARE VERTICAL.

  THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD."

  THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED ENDS OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTALS
616.0205	FENCE CHAIN LINK 5-FT	LF	235
SPV.0165.01	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH (R-41-10)	SF	1,890

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-41-10

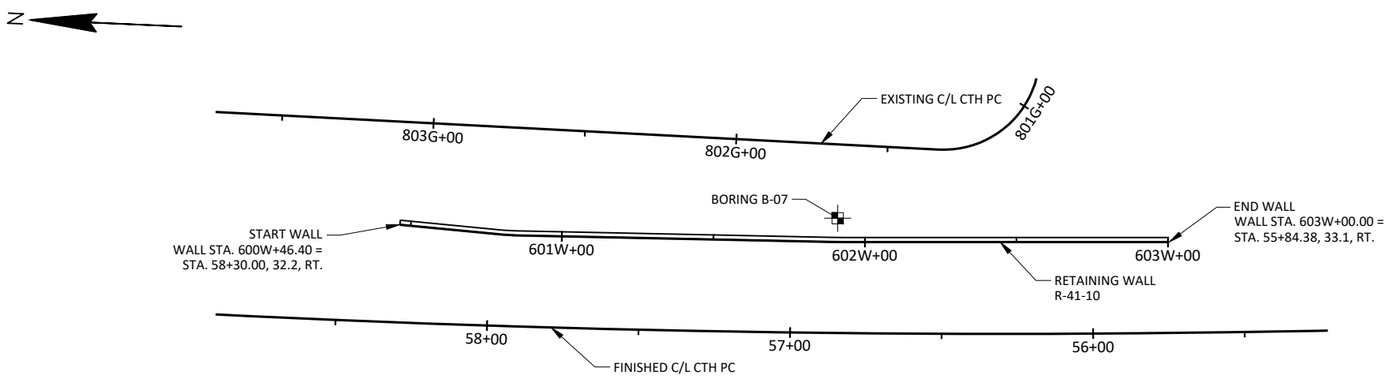
DRAWN BY MAN | PLANS CK'D. PTB

CROSS SECTION DETAIL

SHEET 2 OF 3

235

8



SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-07	10/20/21	304,602.8	623,634.2

BORINGS & REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING INC.
4203 SCHOFIELD AVENUE, SUITE 1
SCHOFIELD, WI 54476

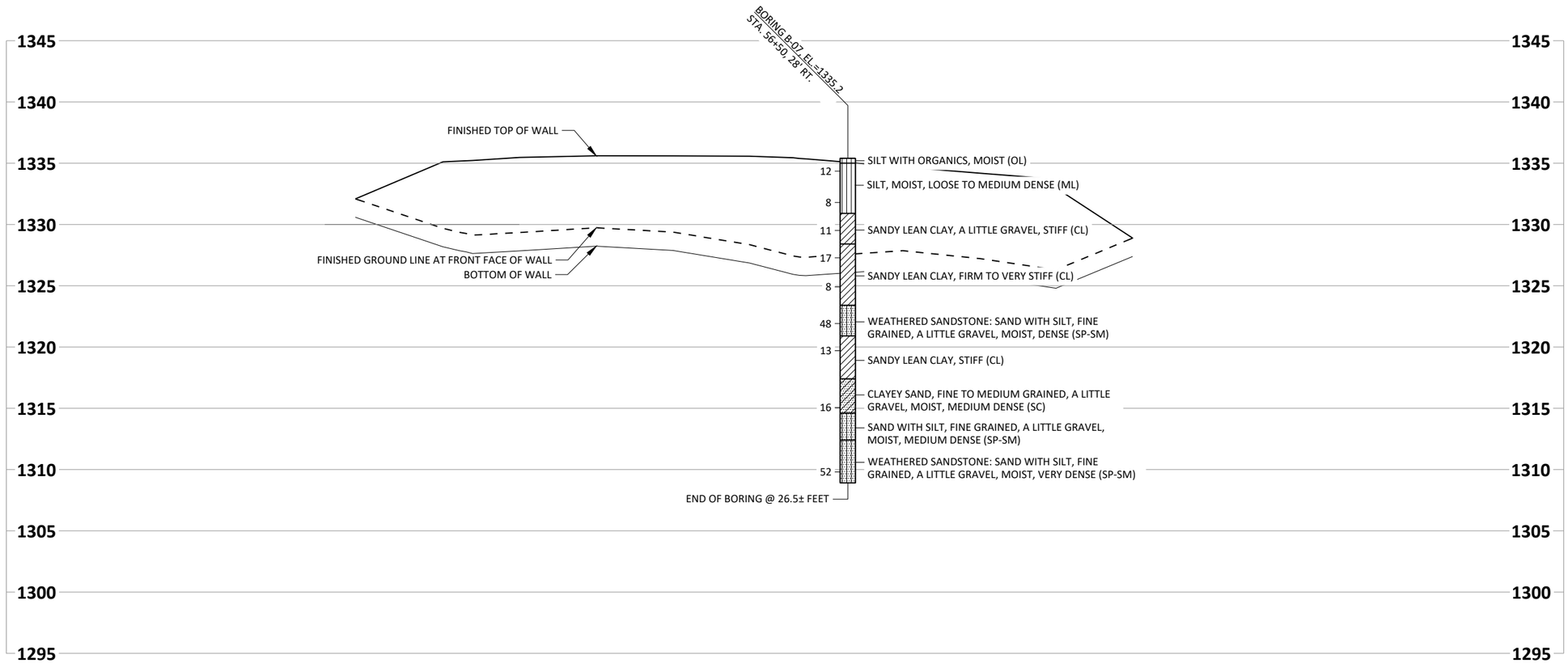
STATE PROJECT NUMBER

5016-00-71

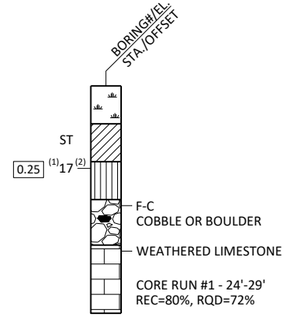
MATERIAL SYMBOLS

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

PLAN R-41-10



LEGEND OF BORING



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

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

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-41-10

DRAWN BY MAN | PLANS CK'D. PTB

SUBSURFACE EXPLORATION

SHEET 3 OF 3

236

8

EARTHWORK - MAINLINE

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) EXPANDED FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) CUT (1.0) NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
07+25	105	0	0	0	0	0	0	0	0
07+50	116	0	102	0	0	102	0	0	102
08+00	93	5	194	5	6	296	5	6	290
09+00	49	0	263	9	11	559	14	17	542
10+00	104	29	283	54	68	842	68	85	757
11+00	0	106	193	250	313	1,035	318	398	637
12+00	0	107	0	394	493	1,035	712	891	144
13+00	380	0	704	198	248	1,739	910	1,139	600
14+00	611	0	1,835	0	0	3,574	910	1,139	2,435
15+00	777	0	2,570	0	0	6,144	910	1,139	5,005
16+00	1,255	0	3,763	0	0	9,907	910	1,139	8,768
17+00	1,972	0	5,976	0	0	15,883	910	1,139	14,744
18+00	1,262	0	5,989	0	0	21,872	910	1,139	20,733
19+00	976	0	4,144	0	0	26,016	910	1,139	24,877
20+00	720	0	3,141	0	0	29,157	910	1,139	28,018
21+00	592	0	2,430	0	0	31,587	910	1,139	30,448
22+00	657	0	2,313	0	0	33,900	910	1,139	32,761
23+00	169	1	1,530	2	3	35,430	912	1,142	34,288
24+00	3	493	319	915	1,144	35,749	1,827	2,286	33,463
25+00	0	1,549	6	3,781	4,726	35,755	5,608	7,012	28,743
25+71	0	1,733	0	4,302	5,378	35,755	9,910	12,390	23,365
25+71	0	0	0	0	0	35,755	9,910	12,390	23,365
26+00	0	0	0	0	0	35,755	9,910	12,390	23,365
27+00	0	0	0	0	0	35,755	9,910	12,390	23,365
27+04	0	0	0	0	0	35,755	9,910	12,390	23,365
27+04	0	1,799	0	0	0	35,755	9,910	12,390	23,365
28+00	0	1,323	0	5,534	6,918	35,755	15,444	19,308	16,447
29+00	1	606	2	3,572	4,465	35,757	19,016	23,773	11,984
30+00	320	7	594	1,135	1,419	36,351	20,151	25,192	11,159
31+00	865	0	2,194	13	16	38,545	20,164	25,208	13,337
32+00	635	0	2,778	0	0	41,323	20,164	25,208	16,115
33+00	419	0	1,952	0	0	43,275	20,164	25,208	18,067
34+00	302	0	1,335	0	0	44,610	20,164	25,208	19,402
35+00	275	0	1,069	0	0	45,679	20,164	25,208	20,471
36+00	182	0	846	0	0	46,525	20,164	25,208	21,317
37+00	75	6	476	11	14	47,001	20,175	25,222	21,779
38+00	220	31	546	69	86	47,547	20,244	25,308	22,239
39+00	50	13	500	81	101	48,047	20,325	25,409	22,638
40+00	242	0	541	24	30	48,588	20,349	25,439	23,149
41+00	638	0	1,630	0	0	50,218	20,349	25,439	24,779
42+00	709	0	2,494	0	0	52,712	20,349	25,439	27,273
43+00	795	0	2,785	0	0	55,497	20,349	25,439	30,058
44+00	78	26	1,617	48	60	57,114	20,397	25,499	31,615
45+00	0	393	144	776	970	57,258	21,173	26,469	30,789
46+00	0	564	0	1,772	2,215	57,258	22,945	28,684	28,574
47+00	0	702	0	2,344	2,930	57,258	25,289	31,614	25,644
48+00	16	734	30	2,659	3,324	57,288	27,948	34,938	22,350
48+50	0	653	15	1,284	1,605	57,303	29,232	36,543	20,760
49+00	0	614	0	1,173	1,466	57,303	30,405	38,009	19,294
49+50	0	471	0	1,005	1,256	57,303	31,410	39,265	18,038
50+00	0	364	0	773	966	57,303	32,183	40,231	17,072
50+50	0	295	0	610	763	57,303	32,793	40,994	16,309
51+00	0	204	0	462	578	57,303	33,255	41,572	15,731
51+50	34	98	31	280	350	57,334	33,535	41,922	15,412
MAINLINE COLUMN SUBTOTALS =			57,334	33,535	41,922	57,334	33,535	41,922	15,412

EARTHWORK - MAINLINE CONTINUED

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) EXPANDED FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) CUT (1.0) NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
52+00	47	68	75	154	193	57,409	33,689	42,115	15,294
52+50	298	0	319	63	79	57,728	33,752	42,194	15,534
53+00	193	0	455	0	0	58,183	33,752	42,194	15,989
53+50	283	0	441	0	0	58,624	33,752	42,194	16,430
54+00	1,185	0	1,359	0	0	59,983	33,752	42,194	17,789
54+50	1,042	2	2,062	2	3	62,045	33,754	42,197	19,848
55+00	803	1	1,708	3	4	63,753	33,757	42,201	21,552
55+50	843	3	1,524	4	5	65,277	33,761	42,206	23,071
56+00	755	0	1,480	3	4	66,757	33,764	42,210	24,547
56+50	806	0	1,445	0	0	68,202	33,764	42,210	25,992
57+00	787	0	1,475	0	0	69,677	33,764	42,210	27,467
57+50	652	0	1,332	0	0	71,009	33,764	42,210	28,799
58+00	514	0	1,080	0	0	72,089	33,764	42,210	29,879
58+50	416	0	861	0	0	72,950	33,764	42,210	30,740
59+00	272	0	637	0	0	73,587	33,764	42,210	31,377
59+50	160	1	400	1	1	73,987	33,765	42,211	31,776
60+00	123	15	262	15	19	74,249	33,780	42,230	32,019
60+50	121	41	226	52	65	74,475	33,832	42,295	32,180
61+00	145	2	246	40	50	74,721	33,872	42,345	32,376
61+50	165	1	287	3	4	75,008	33,875	42,349	32,659
62+00	228	0	364	1	1	75,372	33,876	42,350	33,022
62+50	98	20	302	19	24	75,674	33,895	42,374	33,300
63+00	11	47	101	62	78	75,775	33,957	42,452	33,323
63+50	233	1	226	44	55	76,001	34,001	42,507	33,494
64+00	347	0	537	1	1	76,538	34,002	42,508	34,030
64+50	479	0	765	0	0	77,303	34,002	42,508	34,795
65+00	626	0	1,023	0	0	78,326	34,002	42,508	35,818
65+50	666	0	1,196	0	0	79,522	34,002	42,508	37,014
66+00	639	0	1,208	0	0	80,730	34,002	42,508	38,222
66+50	502	0	1,056	0	0	81,786	34,002	42,508	39,278
67+00	338	0	778	0	0	82,564	34,002	42,508	40,056
68+00	186	0	970	0	0	83,534	34,002	42,508	41,026
69+00	28	156	396	289	361	83,930	34,291	42,869	41,061
70+00	15	669	80	1,528	1,910	84,010	35,819	44,779	39,231
71+00	62	1,746	143	4,472	5,590	84,153	40,291	50,369	33,784
72+00	136	3,801	367	10,272	12,840	84,520	50,563	63,209	21,311
73+00	422	5,028	1,033	16,350	20,438	85,553	66,913	83,647	1,906
74+00	29	4,475	835	17,598	21,998	86,388	84,511	105,645	-19,257
75+00	101	2,949	241	13,748	17,185	86,629	98,259	122,830	-36,201
76+00	58	953	294	7,226	9,033	86,923	105,485	131,863	-44,940
77+00	183	0	446	1,765	2,206	87,369	107,250	134,069	-46,700
78+00	1,431	0	2,989	0	0	90,358	107,250	134,069	-43,711
79+00	2,222	0	6,765	0	0	97,123	107,250	134,069	-36,946
80+00	1,771	0	7,394	0	0	104,517	107,250	134,069	-29,552
81+00	991	0	5,115	0	0	109,632	107,250	134,069	-24,437
82+00	385	0	2,548	0	0	112,180	107,250	134,069	-21,889
83+00	59	169	822	313	391	113,002	107,563	134,460	-21,458
84+00	104	304	302	876	1,095	113,304	108,439	135,555	-22,251
85+00	337	399	817	1,302	1,628	114,121	109,741	137,183	-23,062
86+00	646	713	1,820	2,059	2,574	115,941	111,800	139,757	-23,816
87+00	380	1,117	1,900	3,389	4,236	117,841	115,189	143,993	-26,152
88+00	0	549	704	3,085	3,856	118,545	118,274	147,849	-29,304
89+00	0	475	0	1,896	2,370	118,545	120,170	150,219	-31,674
90+00	35	869	65	2,489	3,111	118,610	122,659	153,330	-34,720
MAINLINE COLUMN SUBTOTALS =			61,276	89,124	111,408	118,610	122,659	153,330	-34,720

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

EARTHWORK - MAINLINE CONTINUED

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) EXPANDED FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) CUT (1.0) NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
91+00	29	657	119	2,826	3,533	118,729	125,485	156,863	-38,134
92+00	33	572	115	2,276	2,845	118,844	127,761	159,708	-40,864
93+00	31	403	119	1,806	2,258	118,963	129,567	161,966	-43,003
94+00	88	151	220	1,026	1,283	119,183	130,593	163,249	-44,066
95+00	277	0	676	280	350	119,859	130,873	163,599	-43,740
96+00	881	0	2,144	0	0	122,003	130,873	163,599	-41,596
97+00	1,505	0	4,419	0	0	126,422	130,873	163,599	-37,177
98+00	1,748	0	6,024	0	0	132,446	130,873	163,599	-31,153
99+00	1,288	0	5,622	0	0	138,068	130,873	163,599	-25,531
100+00	740	0	3,756	0	0	141,824	130,873	163,599	-21,775
101+00	944	0	3,119	0	0	144,943	130,873	163,599	-18,656
102+00	2,452	0	6,289	0	0	151,232	130,873	163,599	-12,367
103+00	2,665	0	9,476	0	0	160,708	130,873	163,599	-2,891
104+00	1,979	0	8,600	0	0	169,308	130,873	163,599	5,709
105+00	889	0	5,311	0	0	174,619	130,873	163,599	11,020
106+00	42	11	1,724	20	25	176,343	130,893	163,624	12,719
107+00	4	206	85	402	503	176,428	131,295	164,127	12,301
108+00	53	52	106	478	598	176,534	131,773	164,725	11,809
109+00	346	0	739	96	120	177,273	131,869	164,845	12,428
110+00	180	7	974	13	16	178,247	131,882	164,861	13,386
111+00	30	648	389	1,213	1,516	178,636	133,095	166,377	12,259
112+00	0	1,673	56	4,298	5,373	178,692	137,393	171,750	6,942
113+00	0	1,667	0	6,185	7,731	178,692	143,578	179,481	-789
114+00	122	942	226	4,831	6,039	178,918	148,409	185,520	-6,602
115+00	84	214	381	2,141	2,676	179,299	150,550	188,196	-8,897
116+00	699	0	1,450	396	495	180,749	150,946	188,691	-7,942
117+00	980	0	3,109	0	0	183,858	150,946	188,691	-4,833
118+00	1,385	0	4,380	0	0	188,238	150,946	188,691	-453
119+00	2,258	0	6,746	0	0	194,984	150,946	188,691	6,293
120+00	3,221	0	10,146	0	0	205,130	150,946	188,691	16,439
121+00	3,478	0	12,406	0	0	217,536	150,946	188,691	28,845
122+00	2,333	0	10,761	0	0	228,297	150,946	188,691	39,606
123+00	1,005	0	6,181	0	0	234,478	150,946	188,691	45,787
124+00	218	2	2,265	4	5	236,743	150,950	188,696	48,047
125+00	23	225	446	420	525	237,189	151,370	189,221	47,968
126+00	0	582	43	1,494	1,868	237,232	152,864	191,089	46,143
127+00	0	857	0	2,665	3,331	237,232	155,529	194,420	42,812
128+00	19	763	35	3,000	3,750	237,267	158,529	198,170	39,097
129+00	25	416	81	2,183	2,729	237,348	160,712	200,899	36,449
130+00	18	148	80	1,044	1,305	237,428	161,756	202,204	35,224
131+00	31	51	91	369	461	237,519	162,125	202,665	34,854
131+23	53	0	35	21	26	237,554	162,146	202,691	34,863
MAINLINE COLUMN SUBTOTALS =			118,944	39,487	49,361				
MAINLINE COLUMN TOTALS =			237,554	162,146	202,691	237,554	162,146	202,691	34,863

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

EARTHWORK - 'A'-LINE (OCTAGON AVE.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
200'A'+00	89	0	0	0	0	0	0	0	0
200'A'+50	72	3	149	3	4	149	3	4	145
201'A'+00	70	6	131	8	10	280	11	14	266
201'A'+50	67	0	127	6	8	407	17	22	385
202'A'+00	166	0	216	0	0	623	17	22	601
202'A'+50	217	42	355	39	49	978	56	71	907
203'A'+00	230	44	414	80	100	1,392	136	171	1,221
203'A'+49	136	0	331	40	50	1,723	176	221	1,502
'A' - LINE COLUMN SUBTOTALS =			1,723	176	221	1,723	176	221	1,502

EARTHWORK - 'B'-LINE (P.E.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
300'B'+00	50	0	0	0	0	0	0	0	0
300'B'+25	21	9	33	4	5	33	4	5	28
300'B'+50	25	116	21	58	73	54	62	78	-24
300'B'+75	0	287	12	187	234	66	249	312	-246
301'B'+00	0	397	0	317	396	66	566	708	-642
301'B'+25	0	713	0	514	643	66	1,080	1,351	-1,285
301'B'+50	0	1,016	0	800	1,000	66	1,880	2,351	-2,285
301'B'+56	0	1,072	0	231	289	66	2,111	2,640	-2,574
'B' - LINE COLUMN SUBTOTALS =			66	2,111	2,640	66	2,111	2,640	-2,574

EARTHWORK - 'C'-LINE (P.E.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
400'C'+21	0	1,043	0	0	0	0	0	0	0
400'C'+25	0	1,038	0	167	209	0	167	209	-209
400'C'+50	0	685	0	798	998	0	965	1,207	-1,207
400'C'+75	0	471	0	535	669	0	1,500	1,876	-1,876
401'C'+00	0	255	0	336	420	0	1,836	2,296	-2,296
401'C'+25	0	105	0	167	209	0	2,003	2,505	-2,505
401'C'+50	29	0	13	49	61	13	2,052	2,566	-2,553
401'C'+75	72	0	47	0	0	60	2,052	2,566	-2,506
401'C'+93	75	0	49	0	0	109	2,052	2,566	-2,457
'C' - LINE COLUMN SUBTOTALS =			109	2,052	2,566	109	2,052	2,566	-2,457

EARTHWORK - 'D'-LINE (ODIN AVE.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
500'D'+18	1,377	0	0	0	0	0	0	0	0
500'D'+50	1,100	0	1,468	0	0	1,468	0	0	1,468
501'D'+00	445	0	1,431	0	0	2,899	0	0	2,899
501'D'+50	293	0	683	0	0	3,582	0	0	3,582
502'D'+00	167	0	426	0	0	4,008	0	0	4,008
502'D'+50	75	0	224	0	0	4,232	0	0	4,232
502'D'+75	61	0	63	0	0	4,295	0	0	4,295
'D' - LINE COLUMN SUBTOTALS =			4,295	0	0	4,295	0	0	4,295

EARTHWORK - 'E'-LINE (OBOE AVE.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
601'E'+00	101	0	0	0	0	0	0	0	0
601'E'+50	103	0	189	0	0	189	0	0	189
602'E'+00	117	0	204	0	0	393	0	0	393
602'E'+50	259	0	348	0	0	741	0	0	741
603'E'+00	360	0	573	0	0	1,314	0	0	1,314
603'E'+50	531	0	825	0	0	2,139	0	0	2,139
604'E'+00	806	0	1,238	0	0	3,377	0	0	3,377
604'E'+31	912	0	984	0	0	4,361	0	0	4,361
'E' - LINE COLUMN SUBTOTALS =			4,361	0	0	4,361	0	0	4,361

EARTHWORK - 'F'-LINE (P.E.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
700'F'+18	406	0	0	0	0	0	0	0	0
700'F'+25	664	0	139	0	0	139	0	0	139
700'F'+50	548	0	561	0	0	700	0	0	700
700'F'+75	586	0	525	0	0	1,225	0	0	1,225
701'F'+00	617	0	557	0	0	1,782	0	0	1,782
701'F'+25	731	0	624	0	0	2,406	0	0	2,406
701'F'+50	1,370	1	973	0	0	3,379	0	0	3,379
701'F'+75	533	2	881	1	1	4,260	1	1	4,259
702'F'+00	396	0	430	1	1	4,690	2	2	4,688
702'F'+25	244	0	296	0	0	4,986	2	2	4,984
702'F'+50	146	0	181	0	0	5,167	2	2	5,165
702'F'+75	57	0	94	0	0	5,261	2	2	5,259
702'F'+82	45	0	14	0	0	5,275	2	2	5,273
'F' - LINE COLUMN SUBTOTALS =			5,275	2	2	5,275	2	2	5,273

EARTHWORK - 'G'-LINE (FRONTAGE ROAD)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
800'G'+00	18	0	0	0	0	0	0	0	0
800'G'+50	13	0	29	0	0	29	0	0	29
801'G'+00	39	74	48	69	86	77	69	86	-9
801'G'+50	0	20	36	87	109	113	156	195	-82
802'G'+00	20	5	19	23	29	132	179	224	-92
802'G'+50	31	2	47	6	8	179	185	232	-53
803'G'+00	81	0	104	2	3	283	187	235	48
803'G'+50	135	0	200	0	0	483	187	235	248
804'G'+00	168	0	281	0	0	764	187	235	529
804'G'+50	148	0	293	0	0	1,057	187	235	822
805'G'+00	109	0	238	0	0	1,295	187	235	1,060
805'G'+50	44	0	142	0	0	1,437	187	235	1,202
'G' - LINE COLUMN SUBTOTALS =			1,437	187	235	1,437	187	235	1,202

EARTHWORK - 'I'-LINE (ODESSA AVE.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
1000'I'+18	462	0	0	0	0	0	0	0	0
1000'I'+50	502	0	570	0	0	570	0	0	570
1001'I'+00	218	0	667	0	0	1,237	0	0	1,237
1001'I'+50	98	3	293	3	4	1,530	3	4	1,526
1002'I'+00	0	0	91	3	4	1,621	6	8	1,613
'I' - LINE COLUMN SUBTOTALS =			1,621	6	8	1,621	6	8	1,613

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

EARTHWORK - 'J'-LINE (OAKDALE AVE.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
1101'J'+00	161	0	0	0	0	0	0	0	0
1101'J'+50	158	0	295	0	0	295	0	0	295
1102'J'+00	167	0	301	0	0	596	0	0	596
1102'J'+50	162	0	305	0	0	901	0	0	901
1103'J'+00	175	0	312	0	0	1,213	0	0	1,213
1103'J'+50	227	0	372	0	0	1,585	0	0	1,585
1104'J'+00	290	0	479	0	0	2,064	0	0	2,064
1104'J'+50	350	0	593	0	0	2,657	0	0	2,657
1105'J'+00	369	0	666	0	0	3,323	0	0	3,323
1105'J'+50	329	0	646	0	0	3,969	0	0	3,969
1106'J'+00	277	0	561	0	0	4,530	0	0	4,530
1106'J'+50	89	14	339	13	16	4,869	13	16	4,853
1107'J'+00	8	218	90	215	269	4,959	228	285	4,674
1107'J'+33	0	867	5	664	830	4,964	892	1,115	3,849
1107'J'+50	0	907	0	557	696	4,964	1,449	1,811	3,153
1108'J'+00	47	1,151	44	1,906	2,383	5,008	3,355	4,194	814
1108'J'+50	56	1,302	95	2,271	2,839	5,103	5,626	7,033	-1,930
1109'J'+00	0	3,186	52	4,156	5,195	5,155	9,782	12,228	-7,073
1109'J'+17	0	3,635	0	2,113	2,641	5,155	11,895	14,869	-9,714
1109'J'+17	0	0	0	0	0	5,155	11,895	14,869	-9,714
1109'J'+53	0	0	0	0	0	5,155	11,895	14,869	-9,714
1109'J'+53	0	3,918	0	0	0	5,155	11,895	14,869	-9,714
1110'J'+00	222	1,578	194	4,810	6,013	5,349	16,705	20,882	-15,533
1110'J'+50	562	1,109	726	2,488	3,110	6,075	19,193	23,992	-17,917
1111'J'+00	815	695	1,275	1,670	2,088	7,350	20,863	26,080	-18,730
1111'J'+50	773	269	1,470	893	1,116	8,820	21,756	27,196	-18,376
1112'J'+00	505	135	1,183	374	468	10,003	22,130	27,664	-17,661
1112'J'+50	202	146	655	260	325	10,658	22,390	27,989	-17,331
1113'J'+00	110	49	289	181	226	10,947	22,571	28,215	-17,268
1113'J'+50	169	27	258	70	88	11,205	22,641	28,303	-17,098
1114'J'+00	108	1	256	26	33	11,461	22,667	28,336	-16,875
1114'J'+50	66	0	161	1	1	11,622	22,668	28,337	-16,715
1115'J'+00	72	0	128	0	0	11,750	22,668	28,337	-16,587
1115'J'+50	0	0	67	0	0	11,817	22,668	28,337	-16,520
'J' - LINE COLUMN SUBTOTALS =			11,817	22,668	28,337	11,817	22,668	28,337	-16,520

EARTHWORK - 'L'-LINE (P.E.)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
1300'L'+18	3,499	0	0	0	0	0	0	0	0
1300'L'+25	4,010	0	973	0	0	973	0	0	973
1300'L'+50	2,883	0	3,191	0	0	4,164	0	0	4,164
1300'L'+75	2,153	0	2,331	0	0	6,495	0	0	6,495
1301'L'+00	1,819	0	1,839	0	0	8,334	0	0	8,334
1301'L'+25	1,435	0	1,506	0	0	9,840	0	0	9,840
1301'L'+50	1,004	0	1,129	0	0	10,969	0	0	10,969
1301'L'+75	420	0	659	0	0	11,628	0	0	11,628
1302'L'+00	251	0	311	0	0	11,939	0	0	11,939
1302'L'+25	150	0	186	0	0	12,125	0	0	12,125
1302'L'+50	103	0	117	0	0	12,242	0	0	12,242
1302'L'+75	66	0	78	0	0	12,320	0	0	12,320
1302'L'+98	37	0	44	0	0	12,364	0	0	12,364
'L' - LINE COLUMN SUBTOTALS =			12,364	0	0	12,364	0	0	12,364

EARTHWORK - 'M'-LINE (STH 33)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
1402'M'+00	0	0	0	0	0	0	0	0	0
1403'M'+00	9	44	17	81	101	17	81	101	-84
1404'M'+00	105	15	211	109	136	228	190	237	-9
1404'M'+92	9	2	194	29	36	422	219	273	149
'M' - LINE COLUMN SUBTOTALS =			422	219	273	422	219	273	149

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

STATION - STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON		(2)	(3)	(4)
		CUT (CY)	EBS EXCAVATION (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25	MASS ORDINATE +/- (CY)
7+25 - 131+22.55	MAINLINE	237,554	0	162,146	202,691	34,863
200'A'+00 - 203'A'+48.80	'A'-LINE (OCTAGON AVE.)	1,723	0	176	221	1,502
300'B'+00 - 301'B'+55.98	'B'-LINE (P.E.)	66	0	2,111	2,640	-2,574
400'C'+20.66 - 402'C'+93.05	'C'-LINE (P.E.)	109	0	2,052	2,566	-2,457
500'D'+18 - 502'D'+75	'D'-LINE (ODIN AVE.)	4,295	0	0	0	4,295
601'E'+00 - 604'E'+30.94	'E'-LINE (OBOE AVE.)	4,361	0	0	0	4,361
700'F'+18.02 - 702'F'+82.36	'F'-LINE (P.E.)	5,275	0	2	2	5,273
800'G'+00 - 805'G'+50	'G'-LINE (FRONTAGE ROAD)	1,437	0	187	235	1,202
1000'I'+18.06 - 1002'I'+00	'I'-LINE (ODESSA AVE.)	1,621	0	6	8	1,613
1101'J'+00 - 1115'J'+50	'J'-LINE (OAKDALE AVE.)	11,817	0	22,668	28,337	-16,520
1300'L'+18 - 1302'L'+49.85	'L'-LINE (P.E.)	12,364	0	0	0	12,364
1402'M'+00 - 1404'M'+91.75	'M'-LINE (STH 33)	422	0	219	273	149
-	P.E./C.E./F.E.	8,956	0	5,433	6,791	2,165
-	PROJECT	0	2,500	0	0	2,500
TOTALS =		290,000	2,500	195,000	243,764	48,736

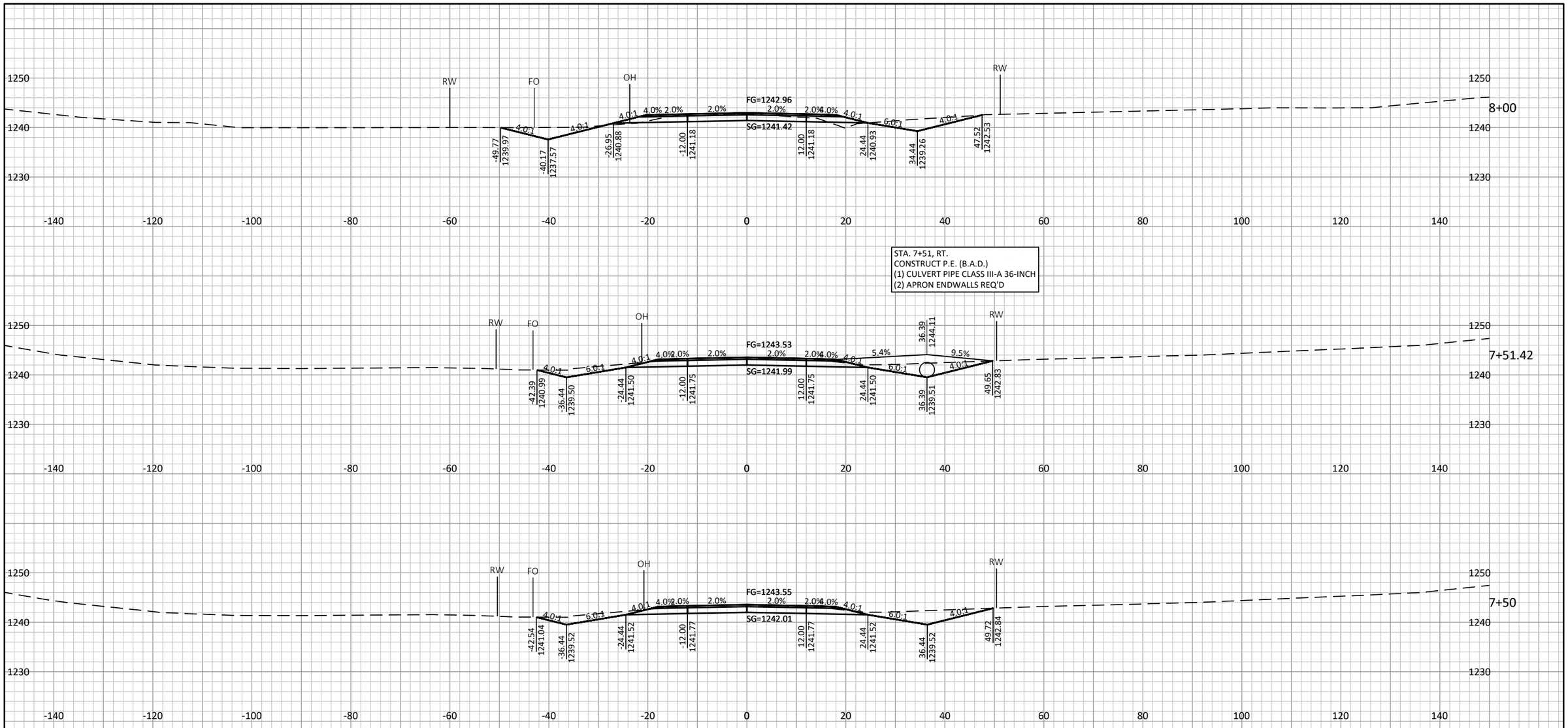
NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'N'-LINE, 'O'-LINE, AND 'P'-LINE ARE INCLUDED IN THE MAINLINE TOTALS, EARTHWORK QUANTITIES FOR THE 'H'-LINE ARE INCLUDED IN THE MAINLINE AND 'G'-LINE TOTALS, AND EARTHWORK QUANTITIES FOR THE 'K'-LINE ARE INCLUDED IN THE 'J'-LINE TOTALS.

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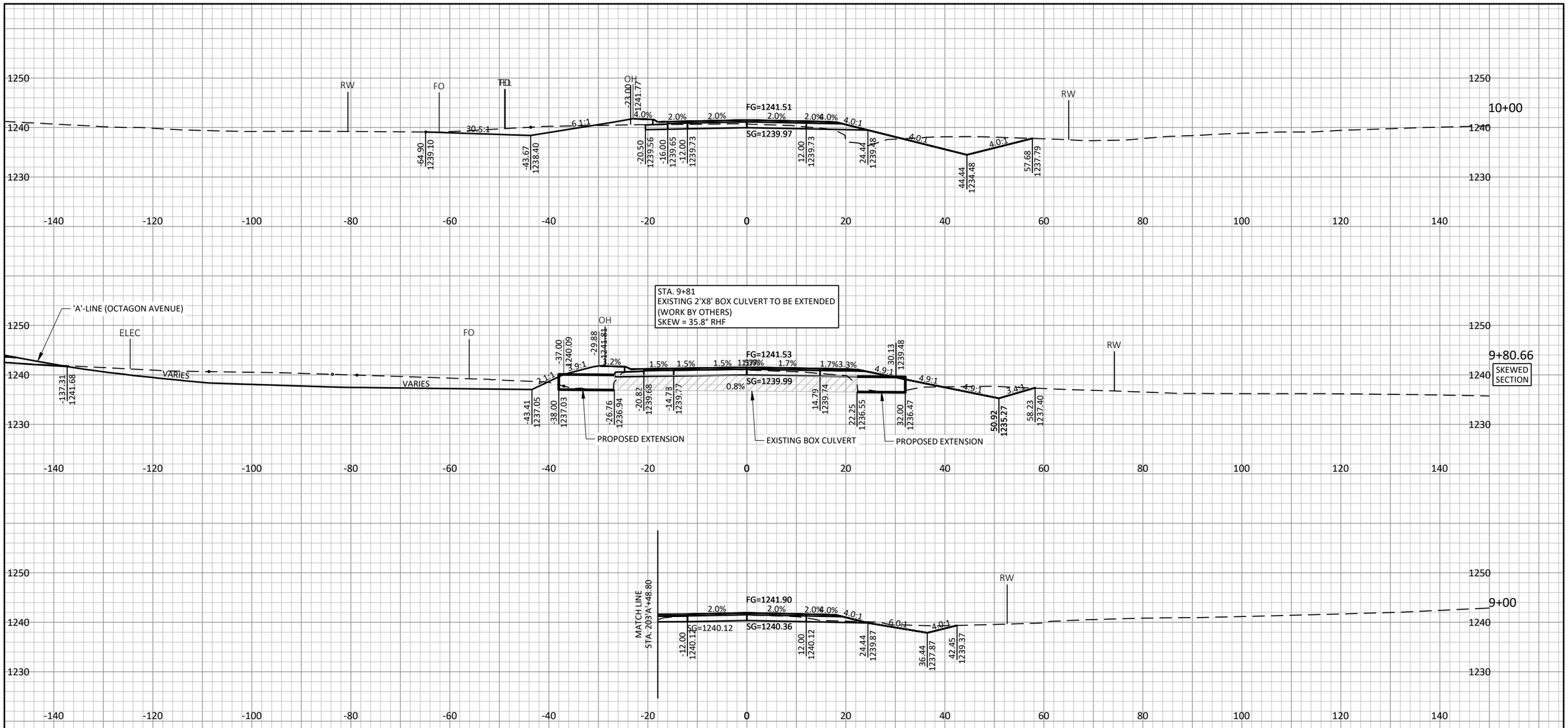


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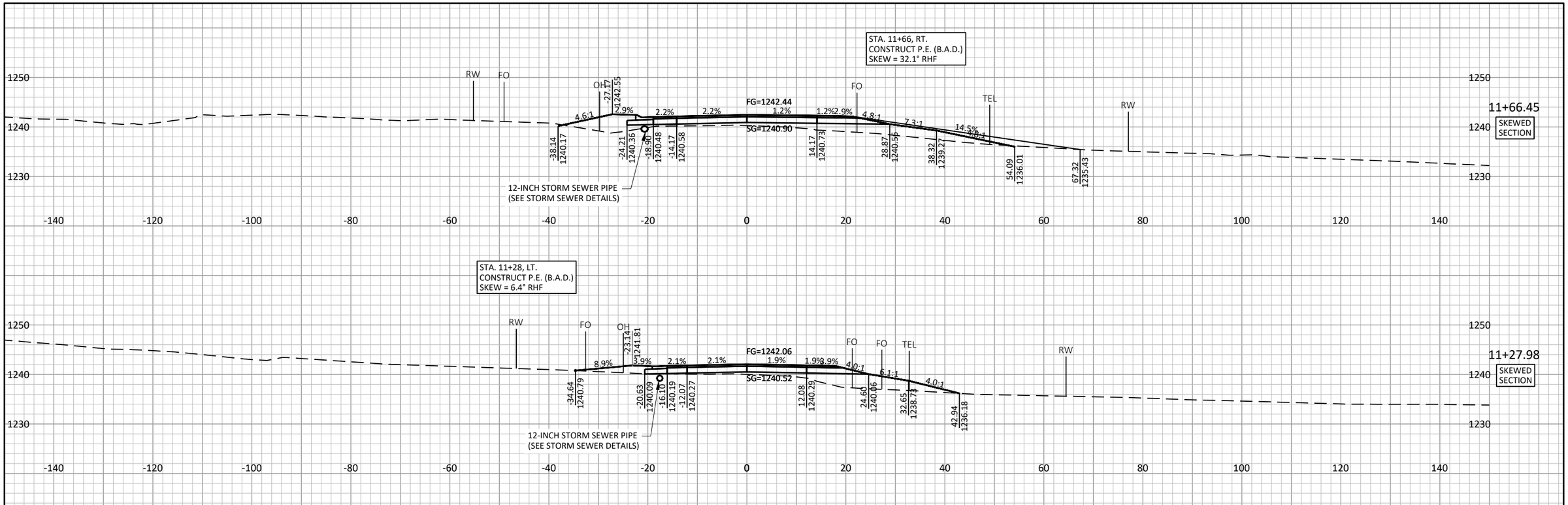
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 243	E

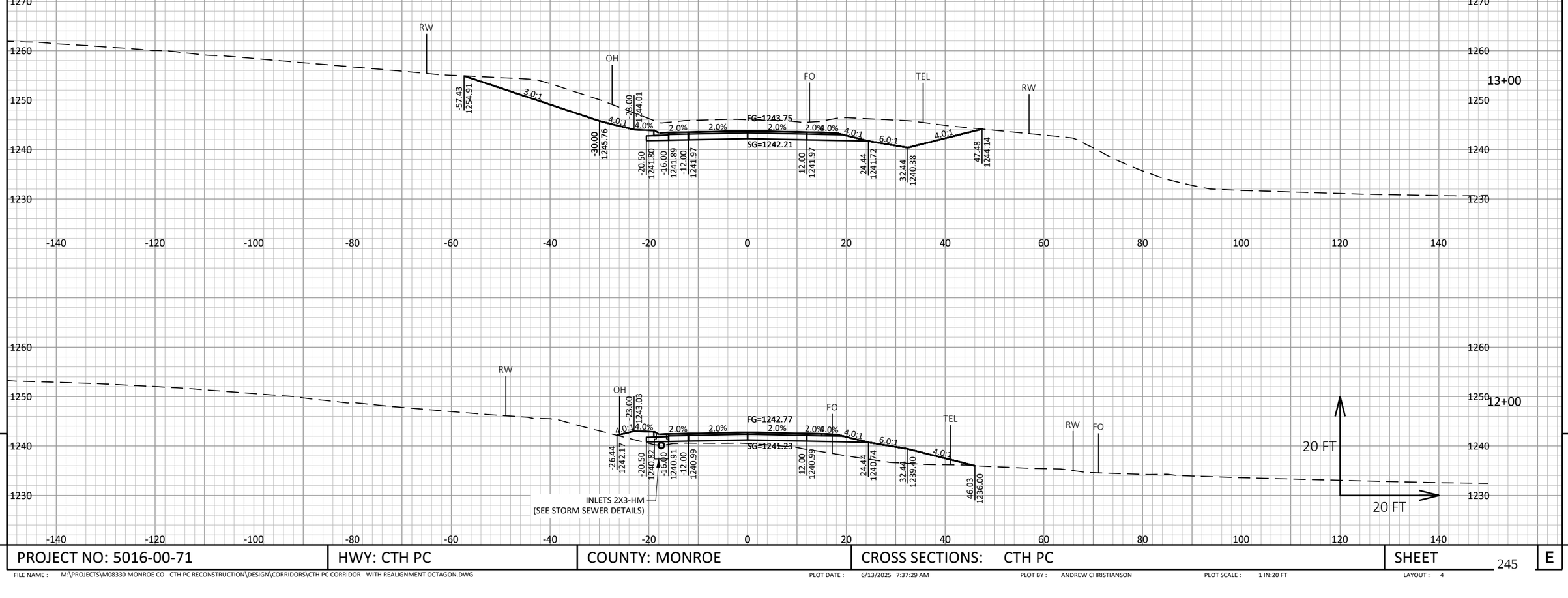
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PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 2



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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 244	E

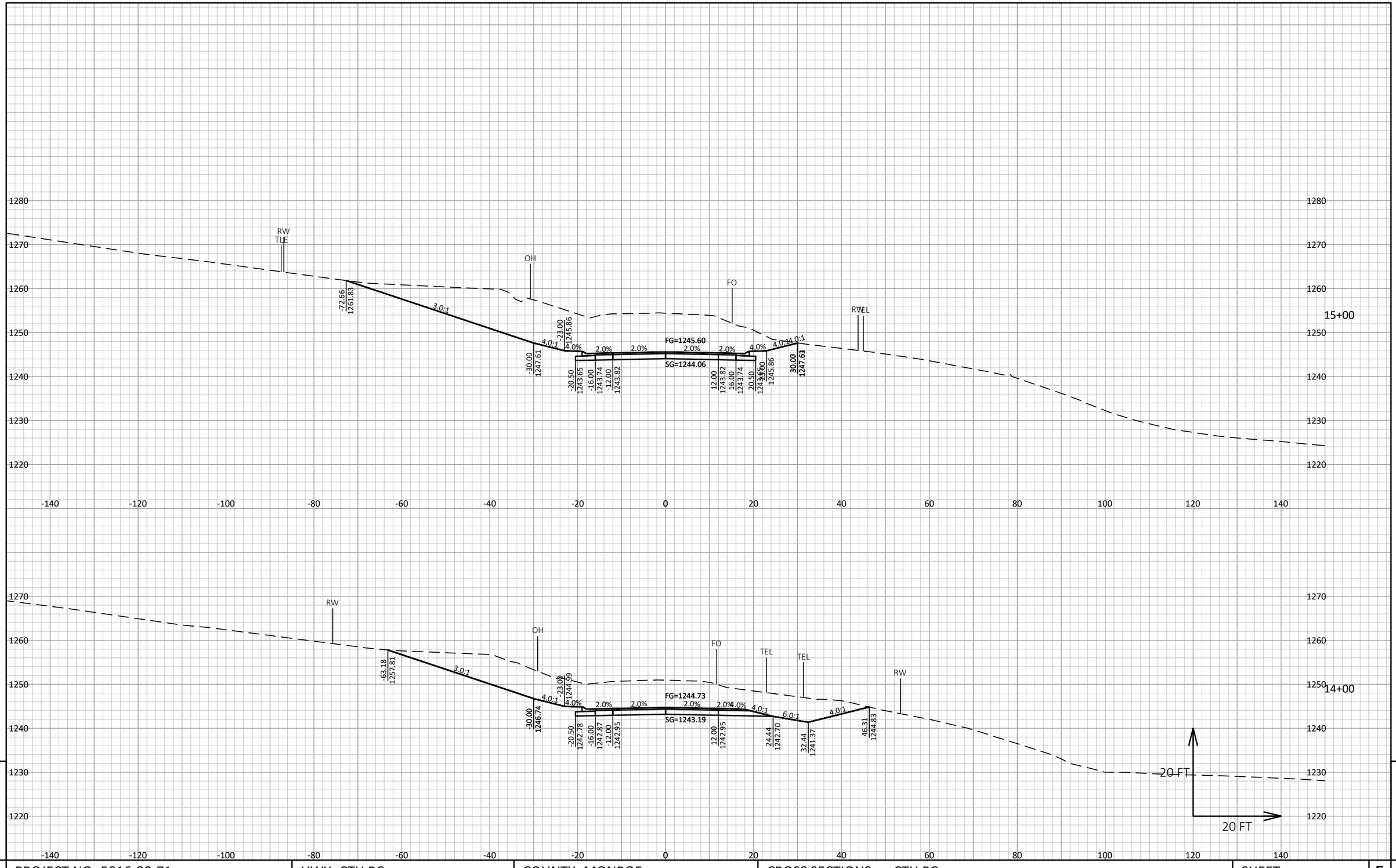


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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

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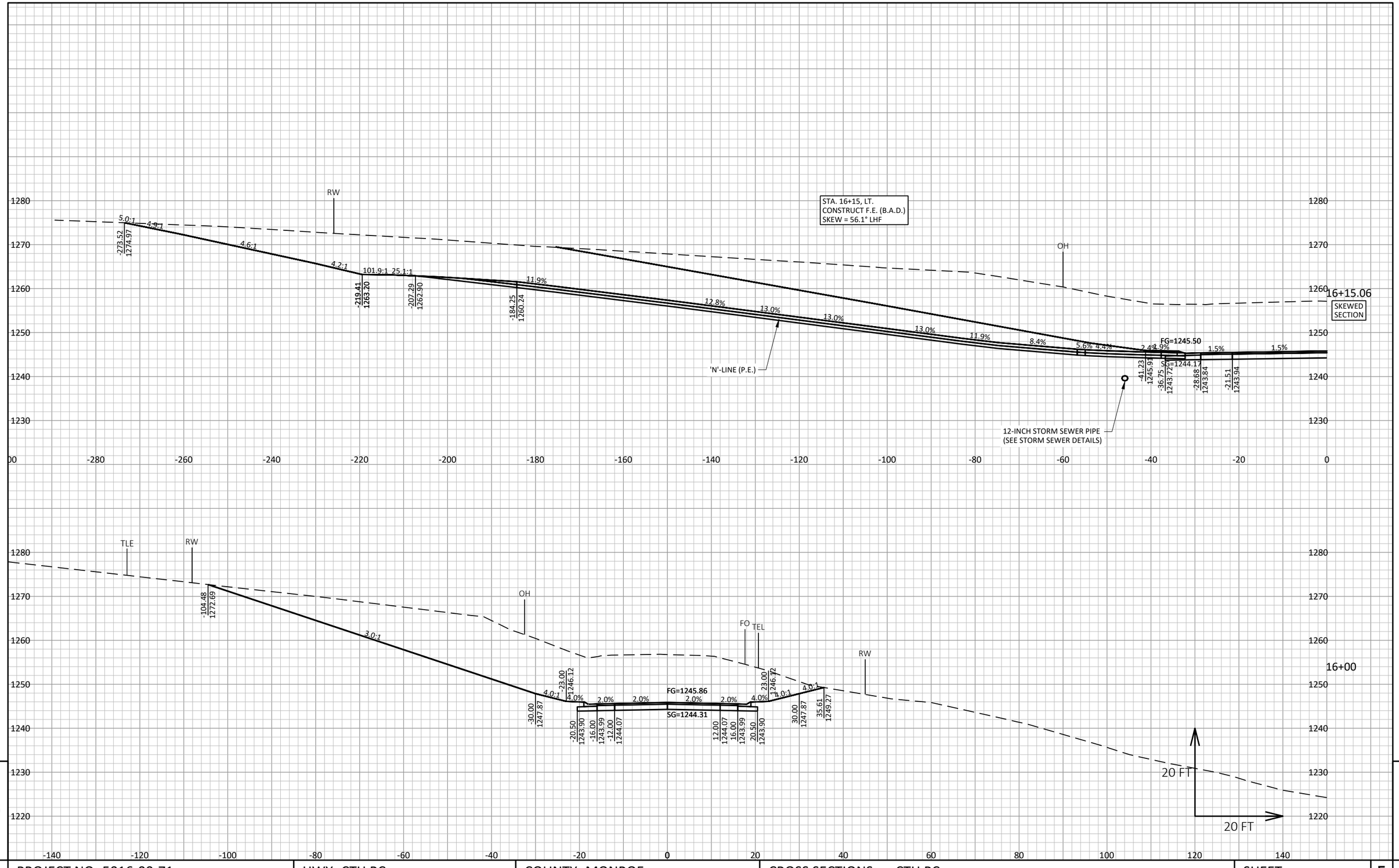


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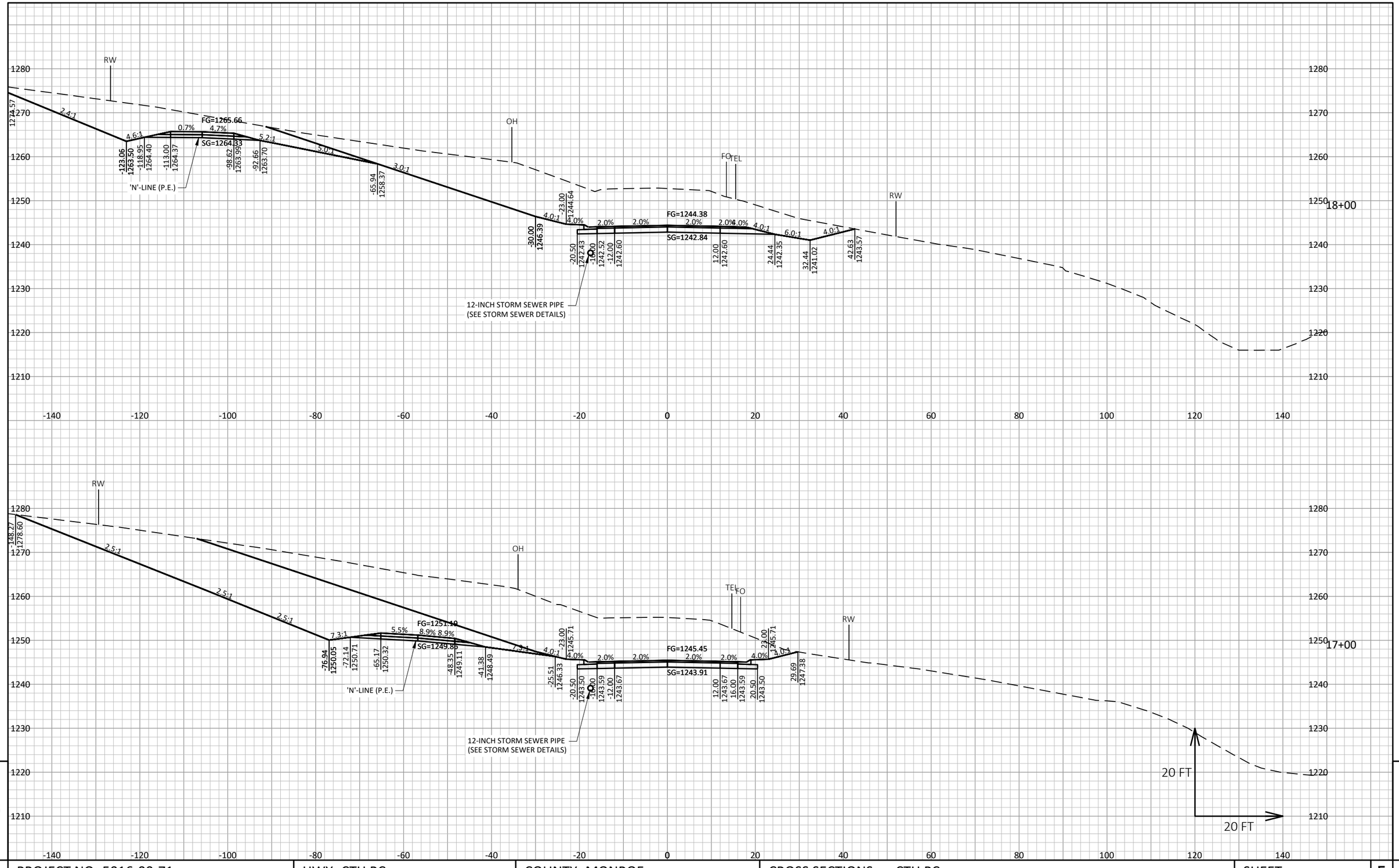
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FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:38:00 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 5



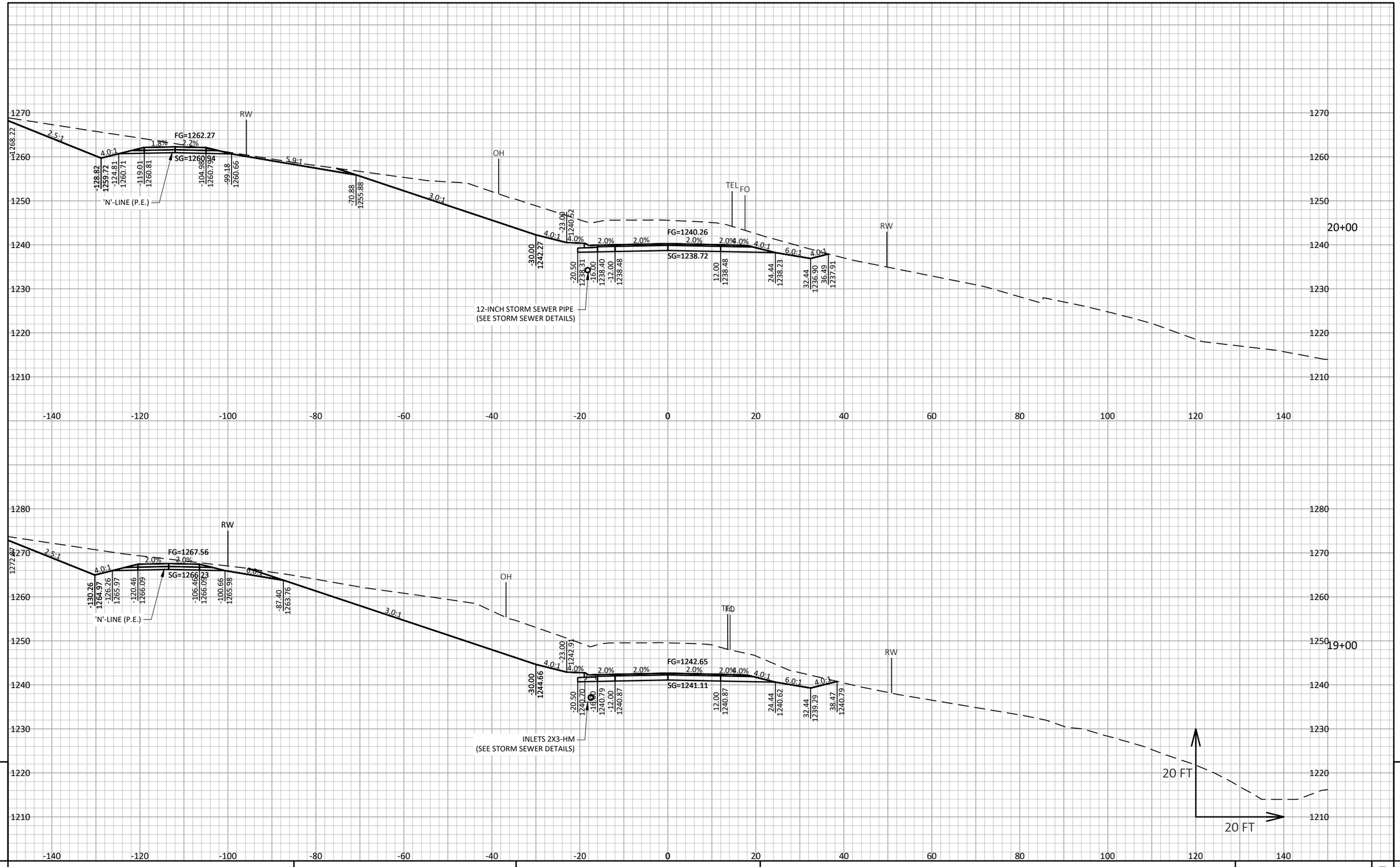
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 248 E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:39:00 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 7

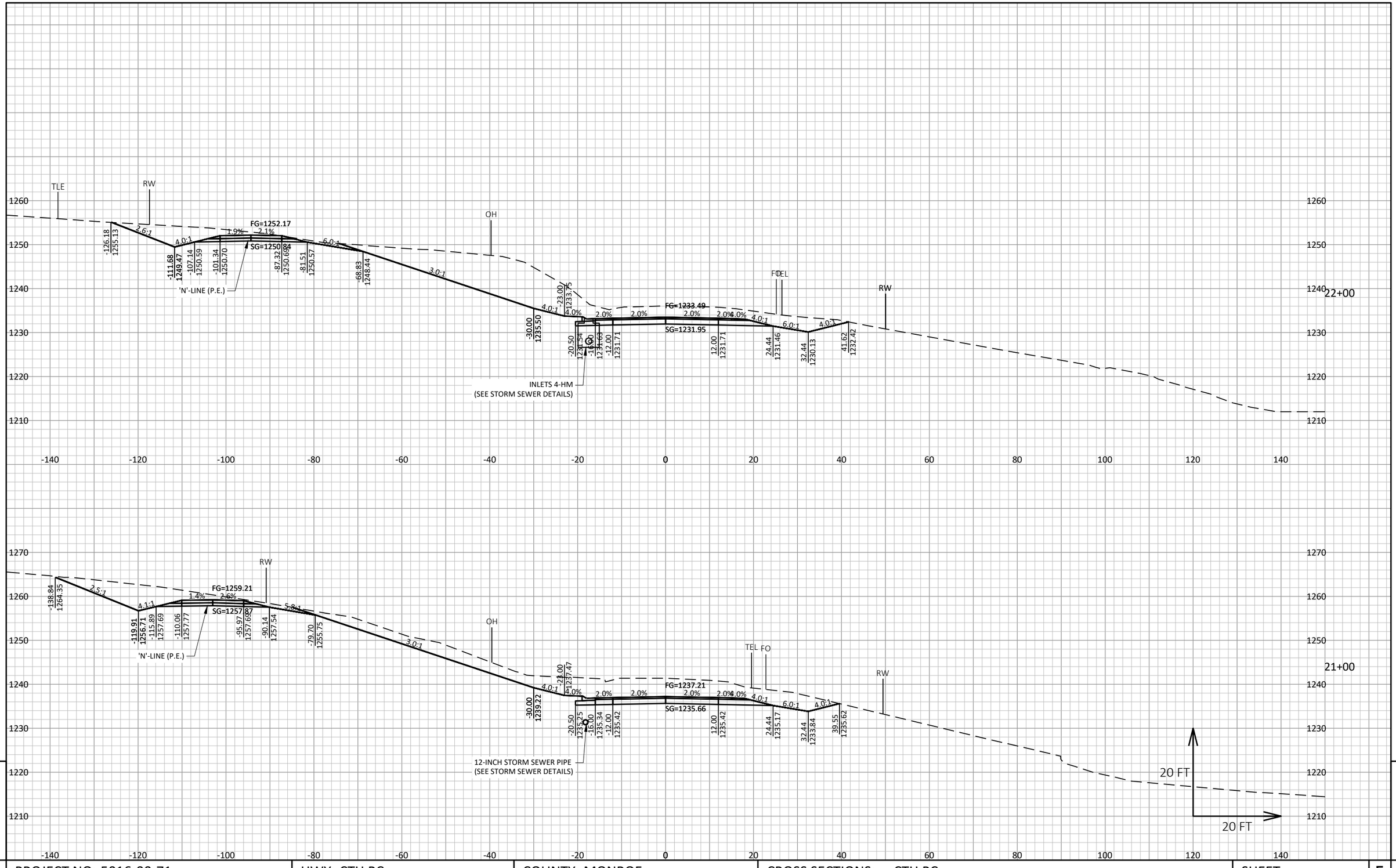


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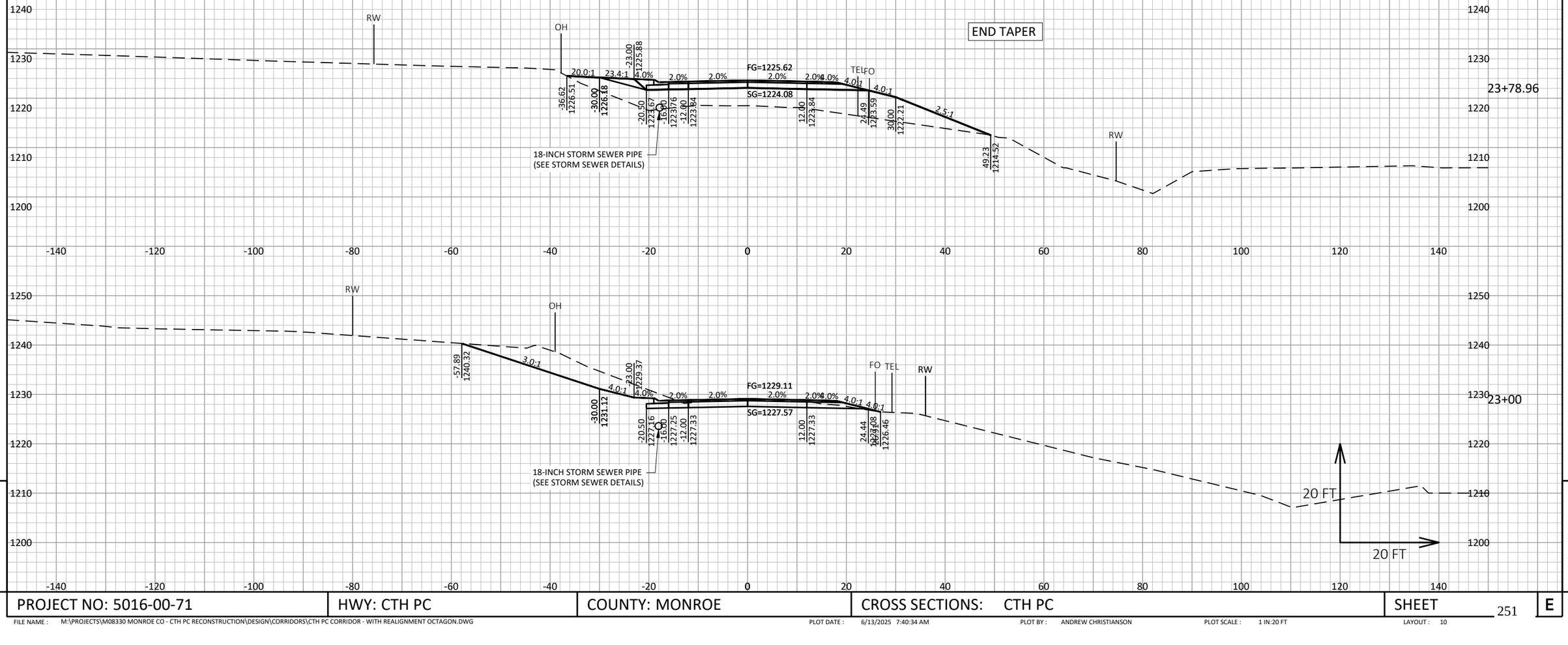
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PLOT DATE : 6/13/2025 7:39:30 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 8



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 250	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:40:01 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 9

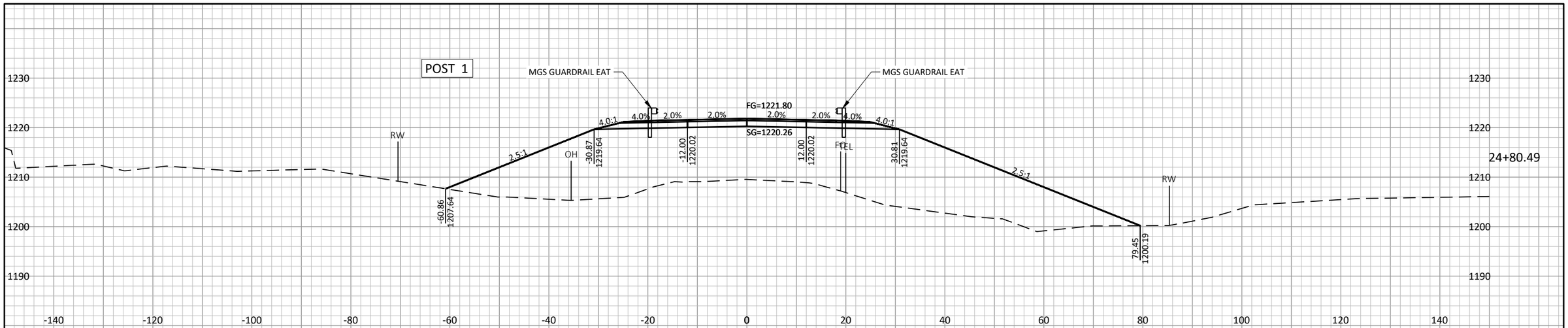


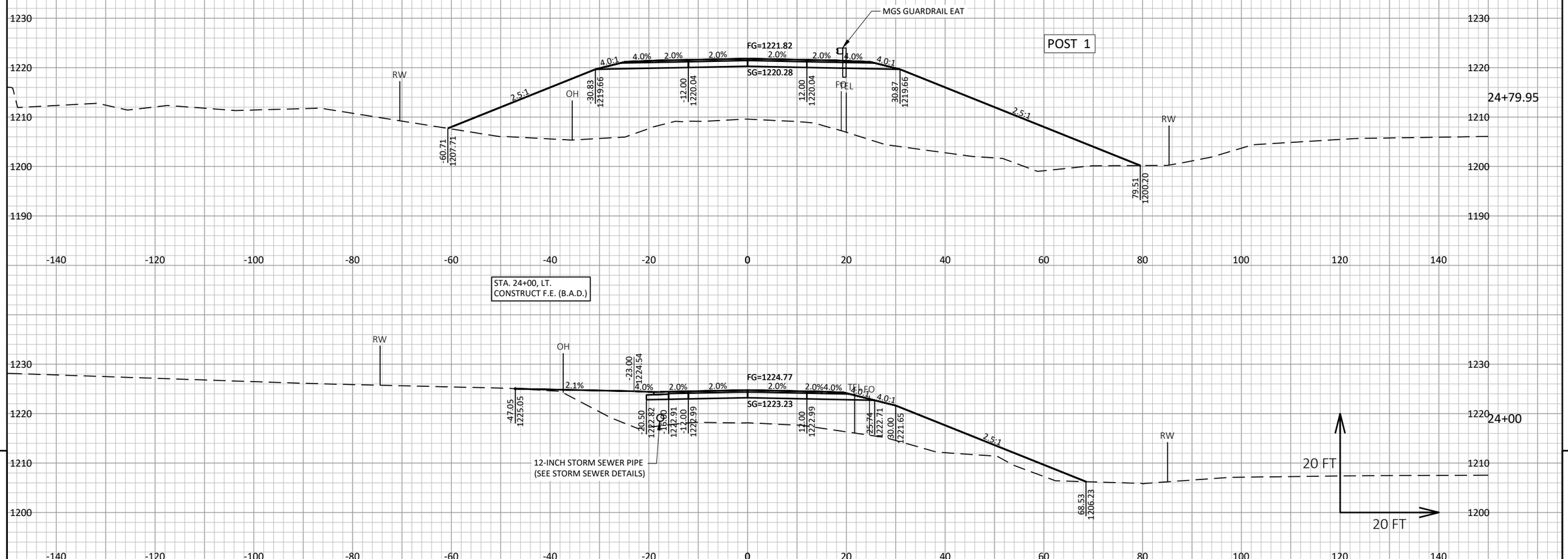
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 251	E

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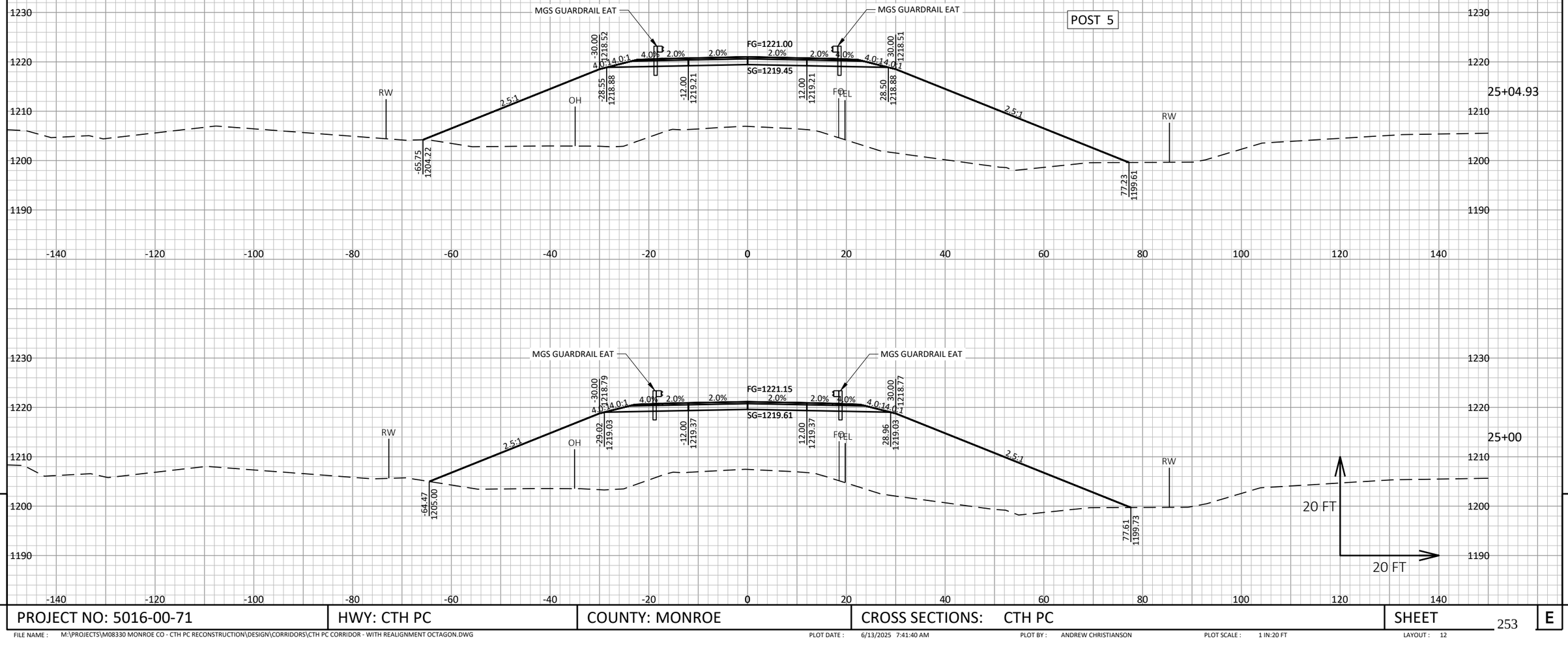
STA. 24+00, LT.
CONSTRUCT F.E. (B.A.D.)

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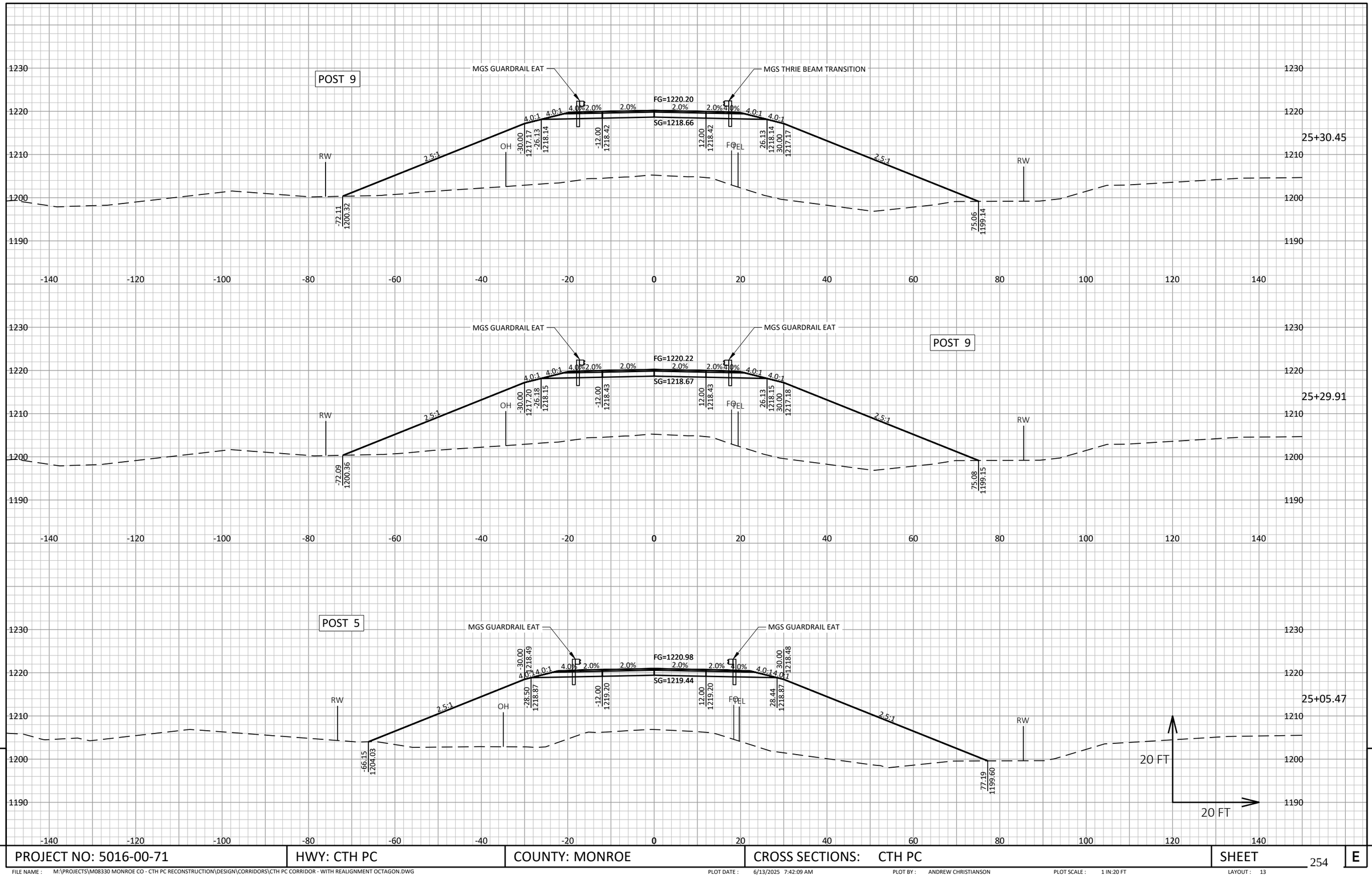
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PLOT DATE : 6/13/2025 7:41:09 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 11



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	
				253	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
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PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 12

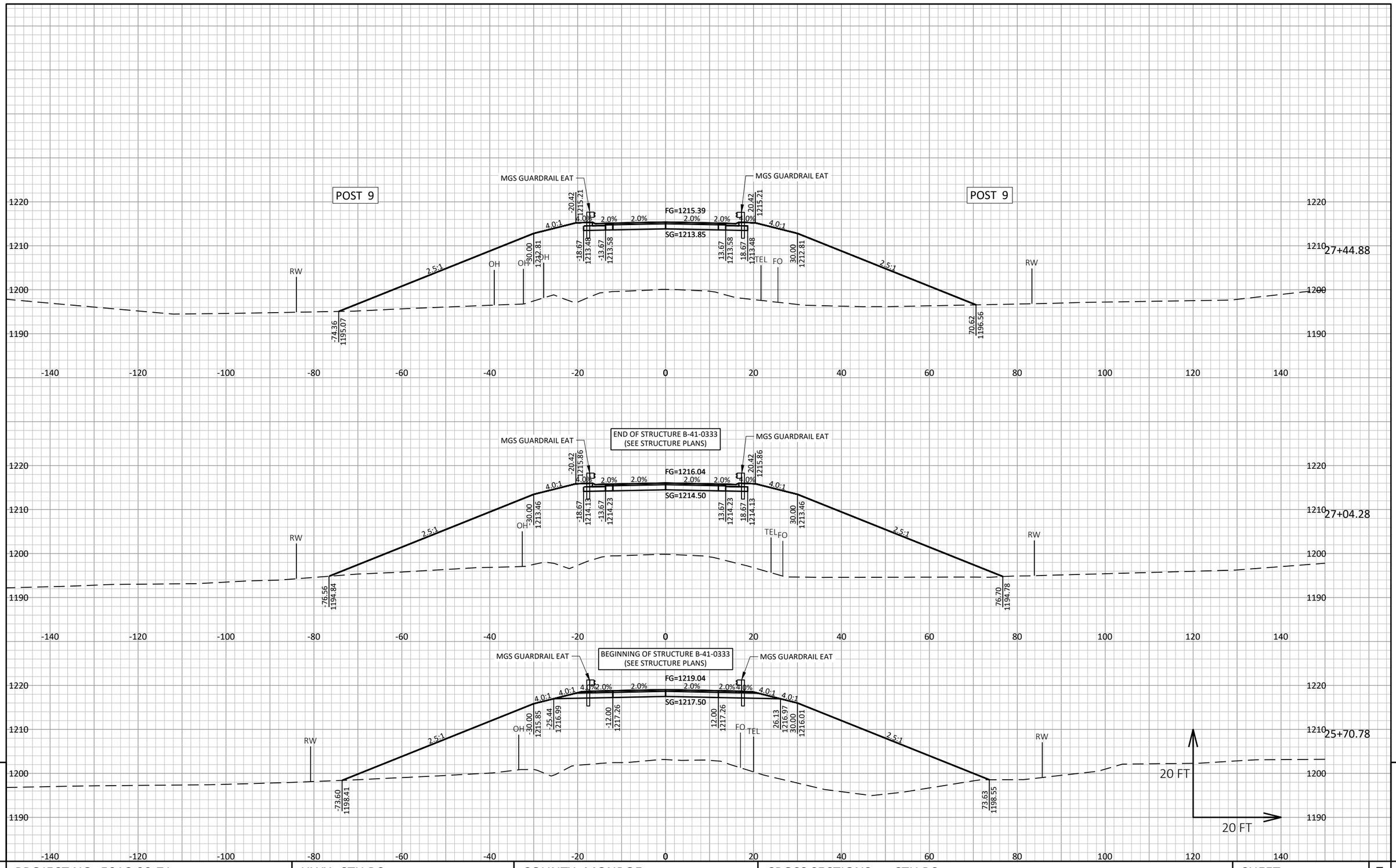


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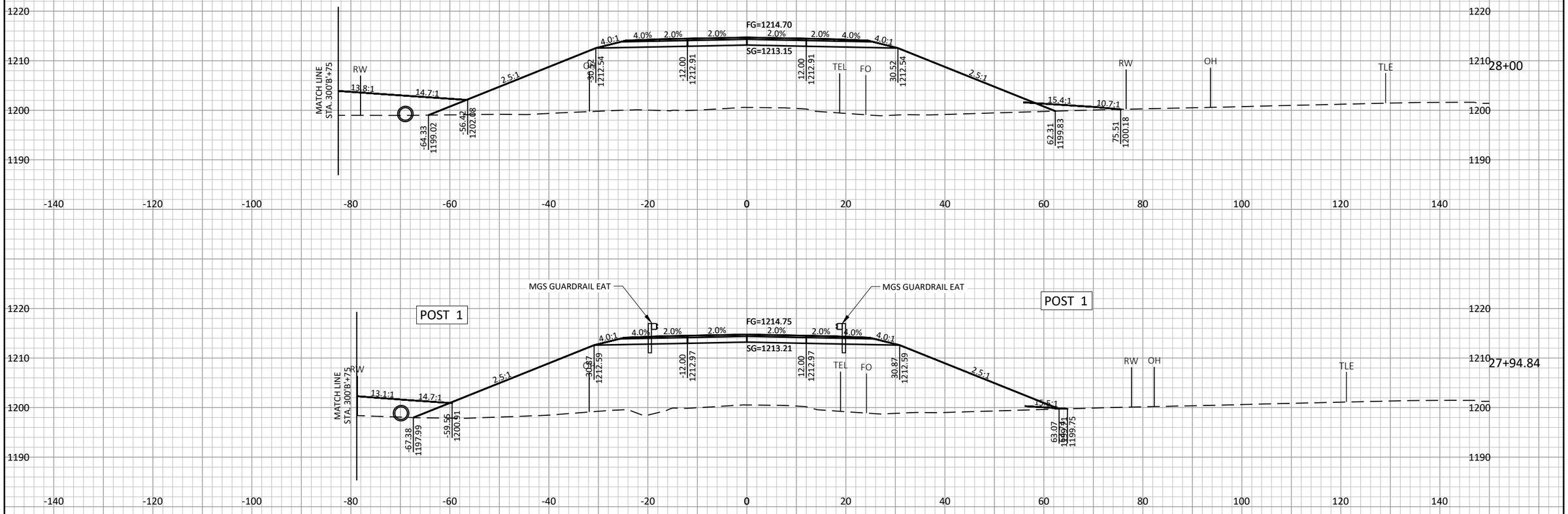
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FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:42:09 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 13



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:42:38 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 14

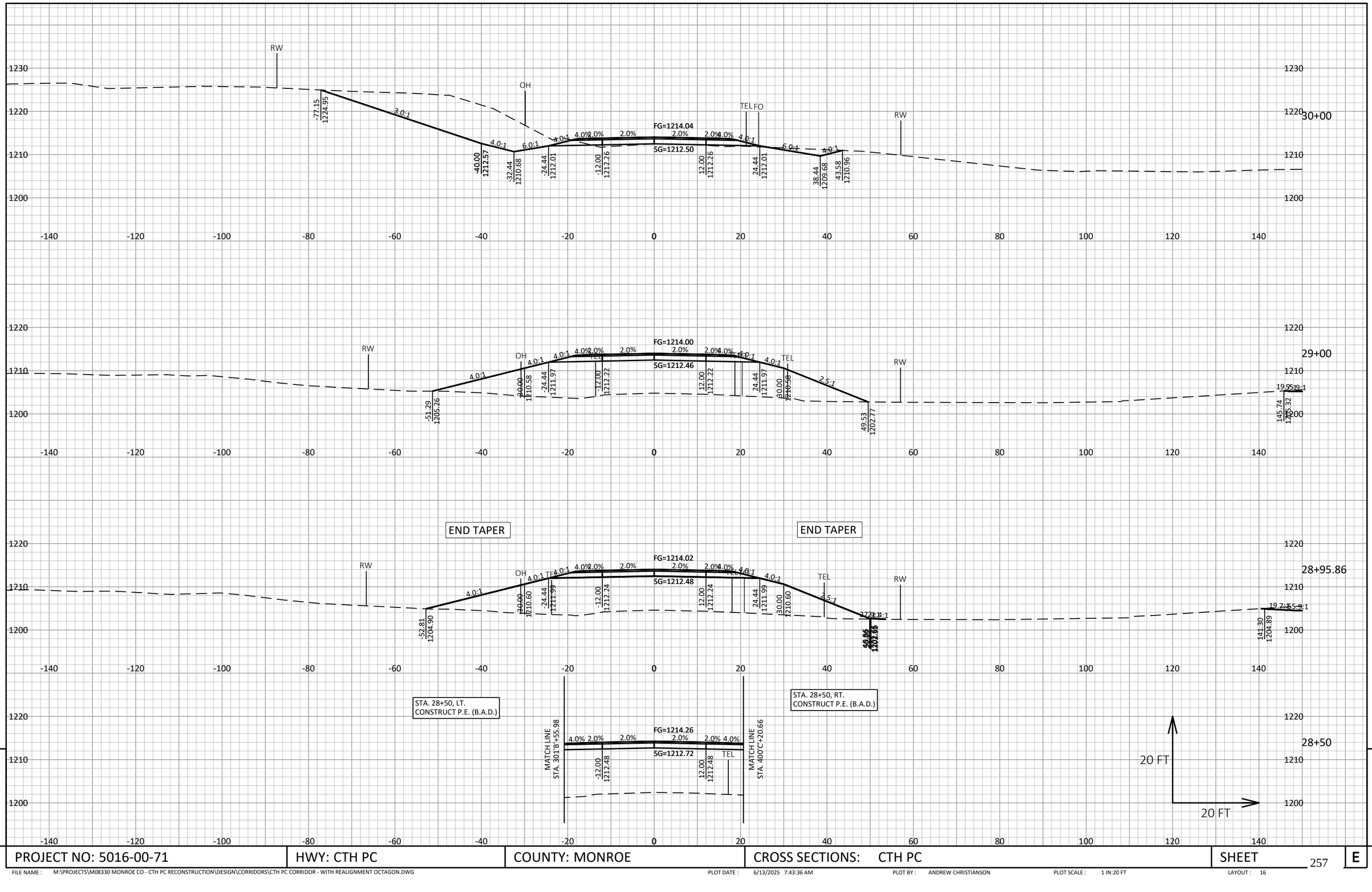


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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:43:07 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 15

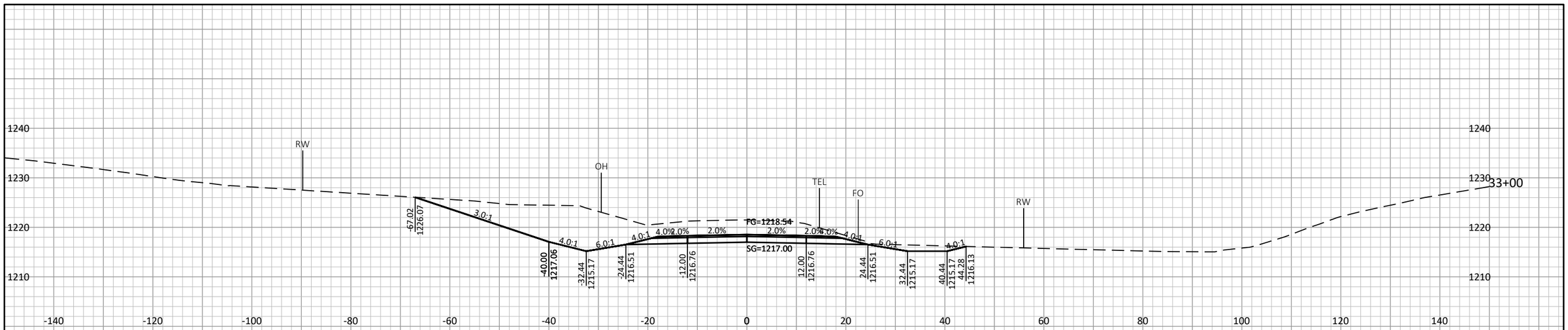


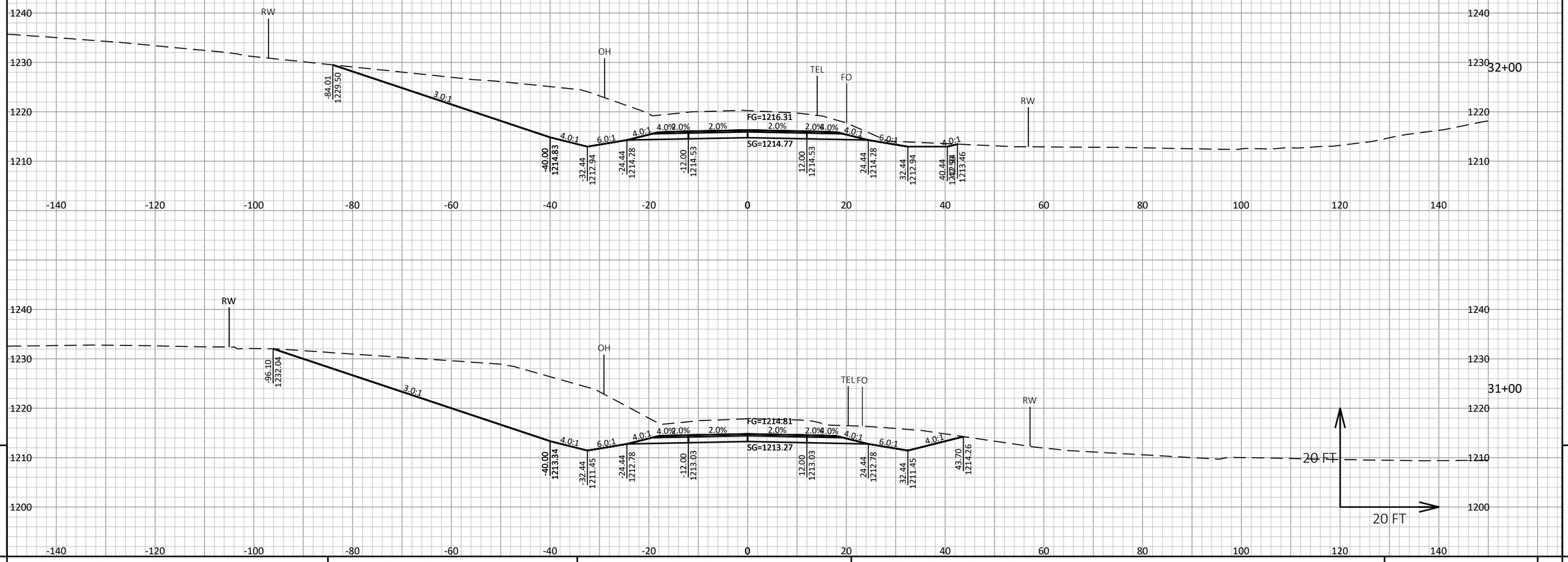
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9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 257	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:43:36 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 16



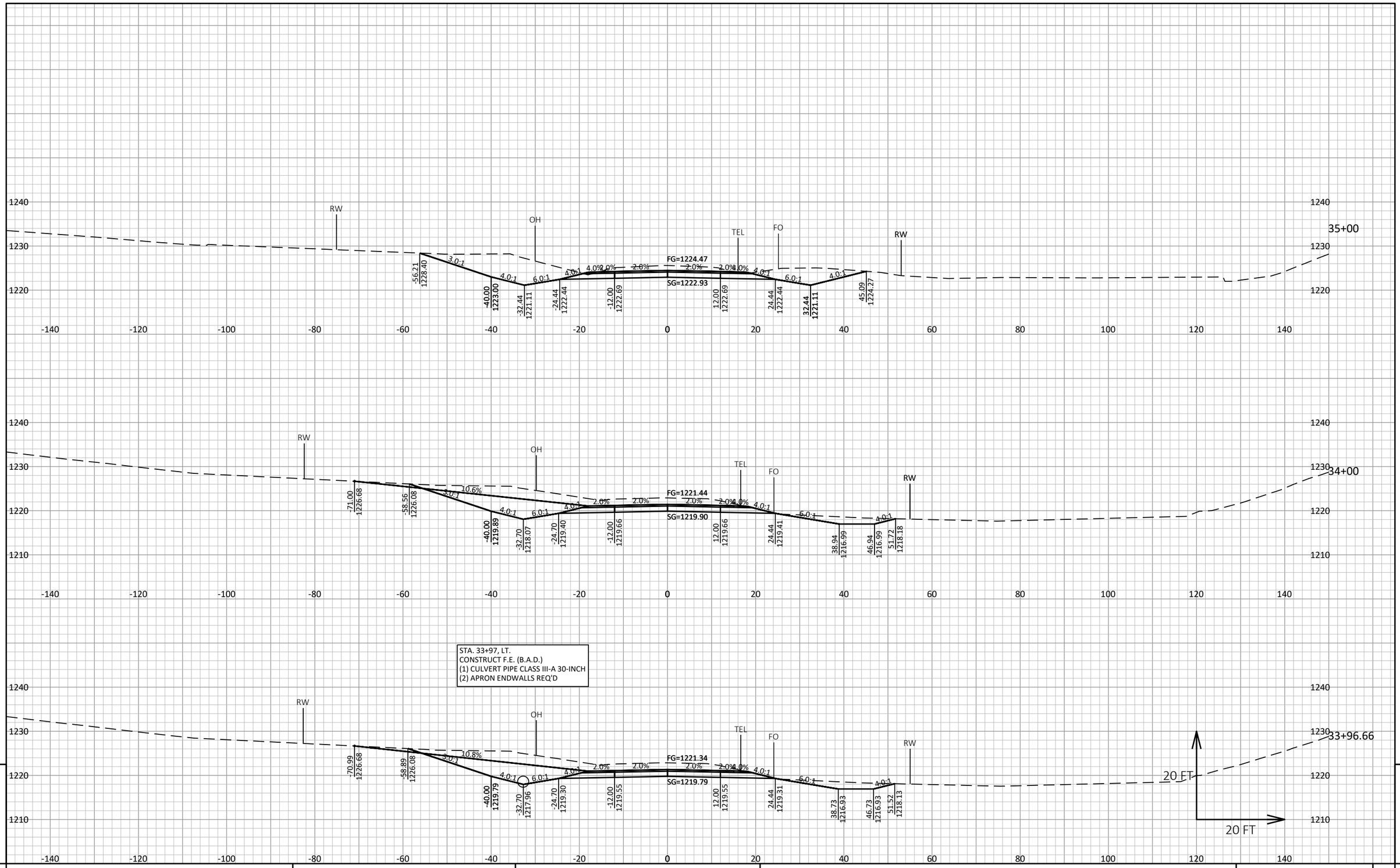


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 258	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:44:06 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 17

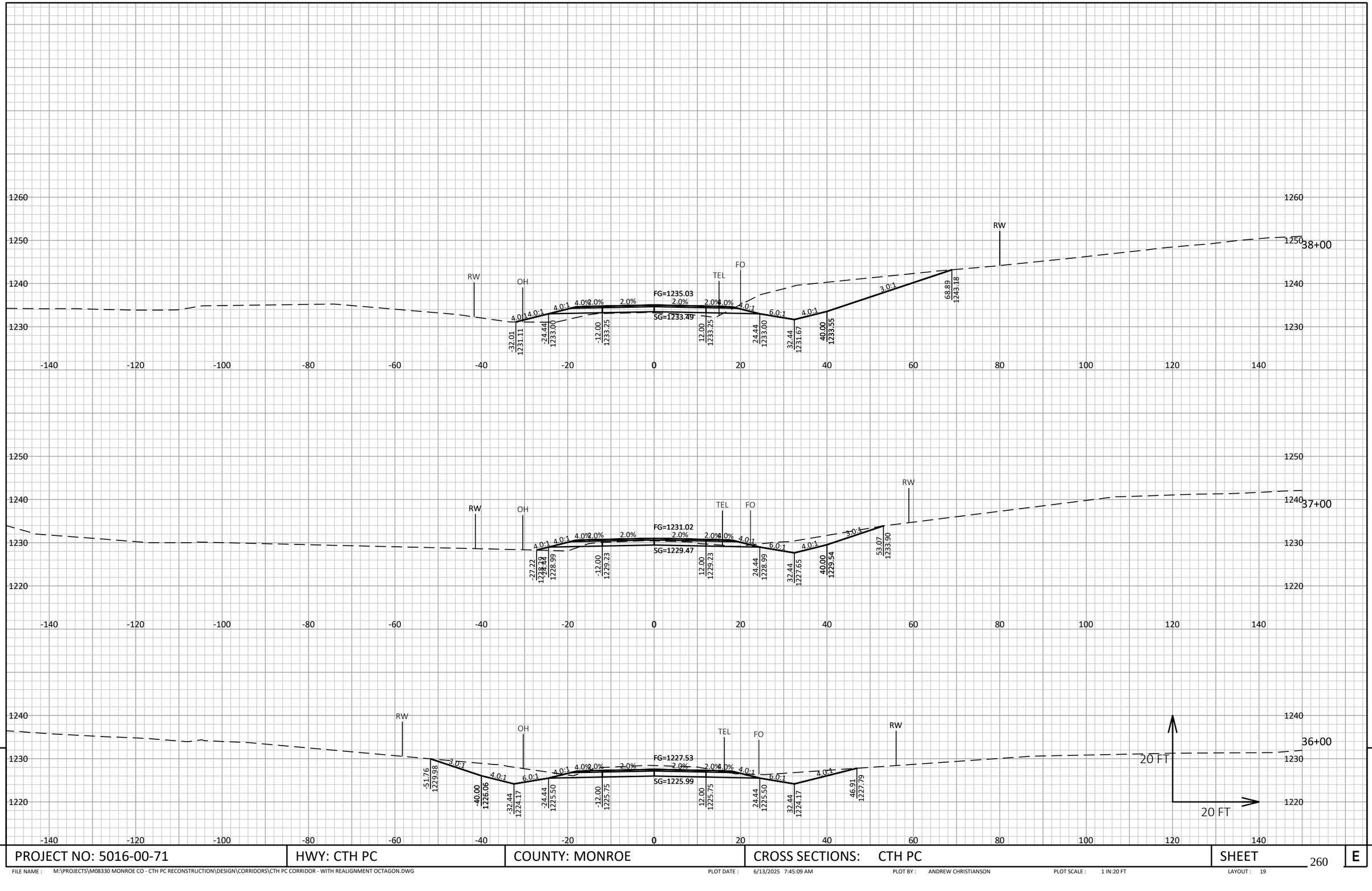


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9

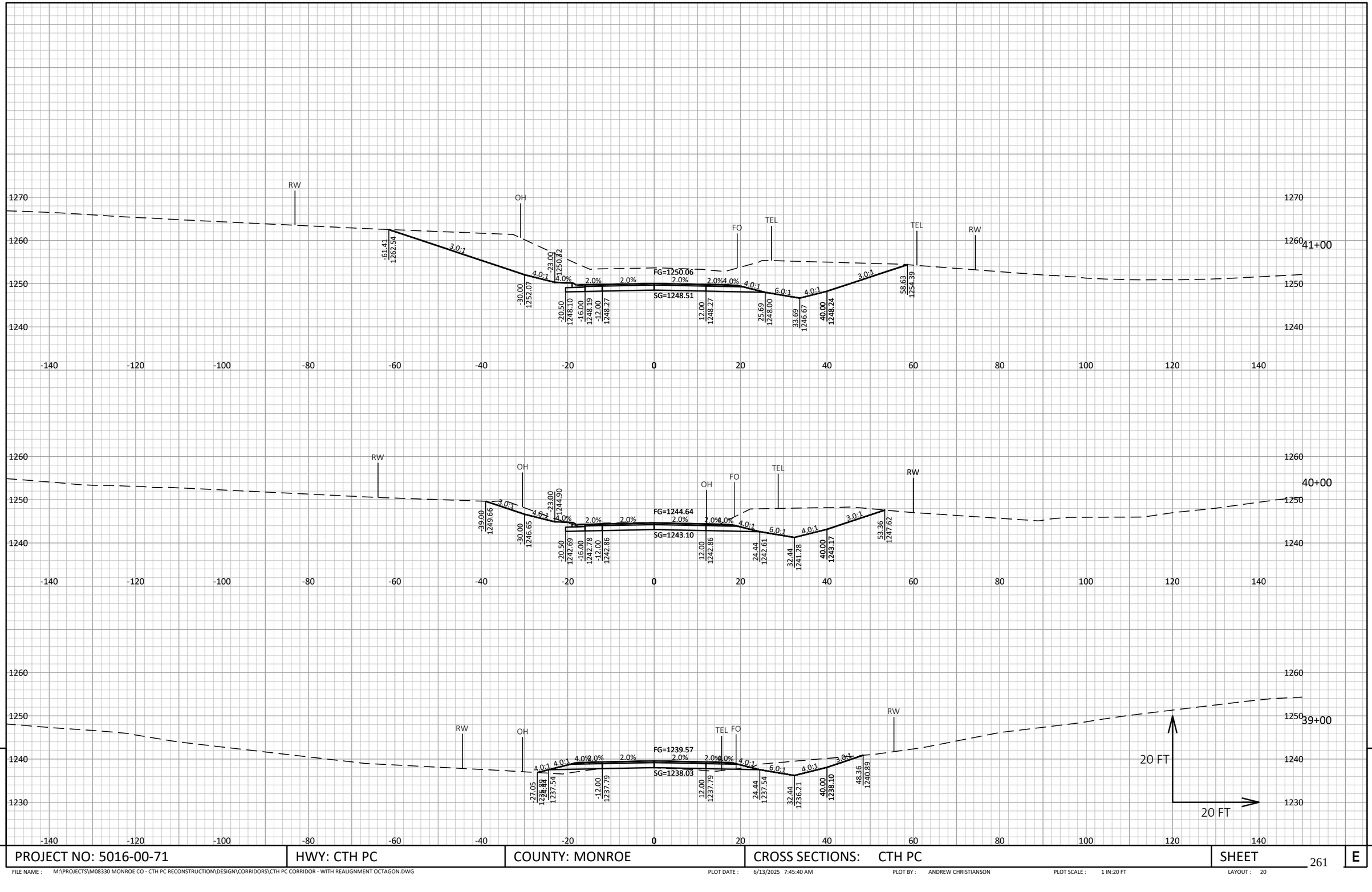
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:44:38 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 18



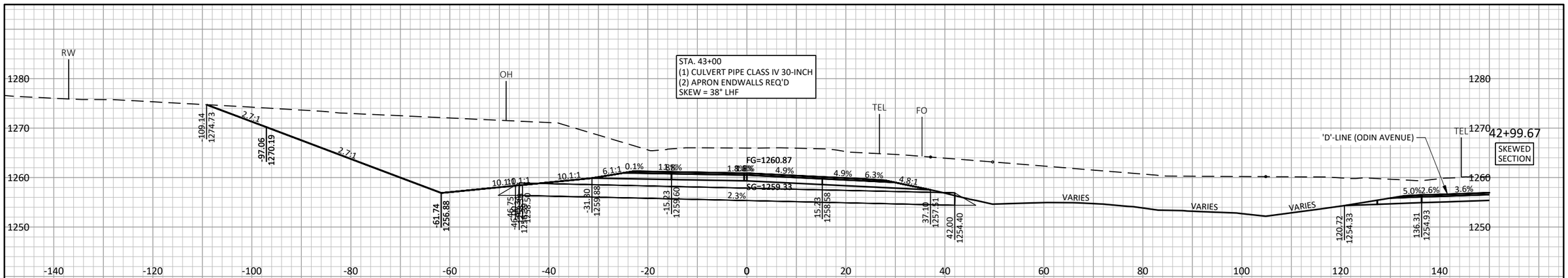
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 260	E

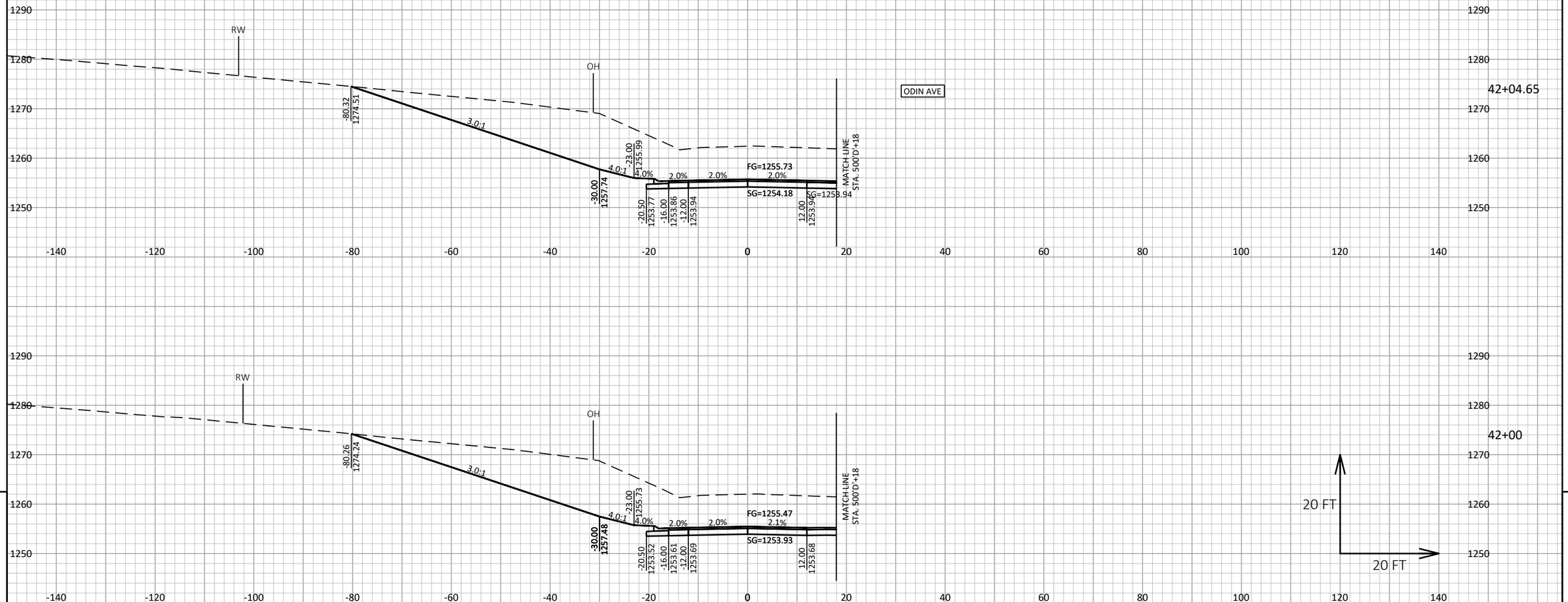
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:45:09 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 19



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 261	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:45:40 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 20



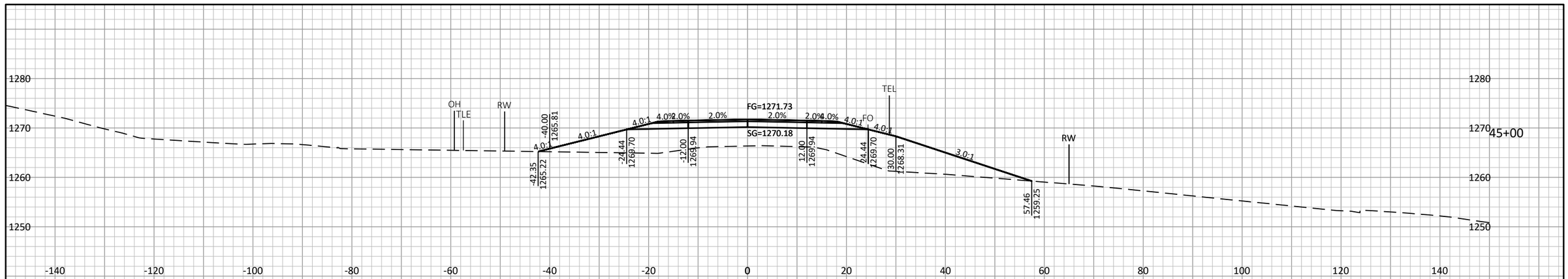


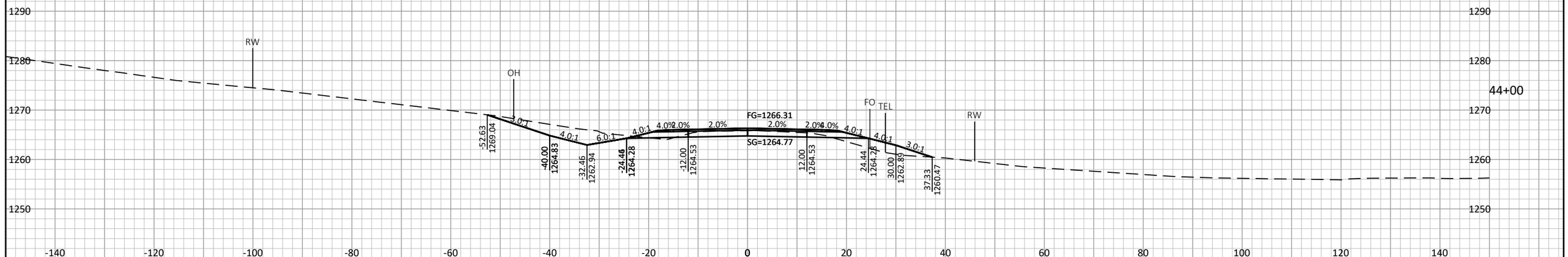
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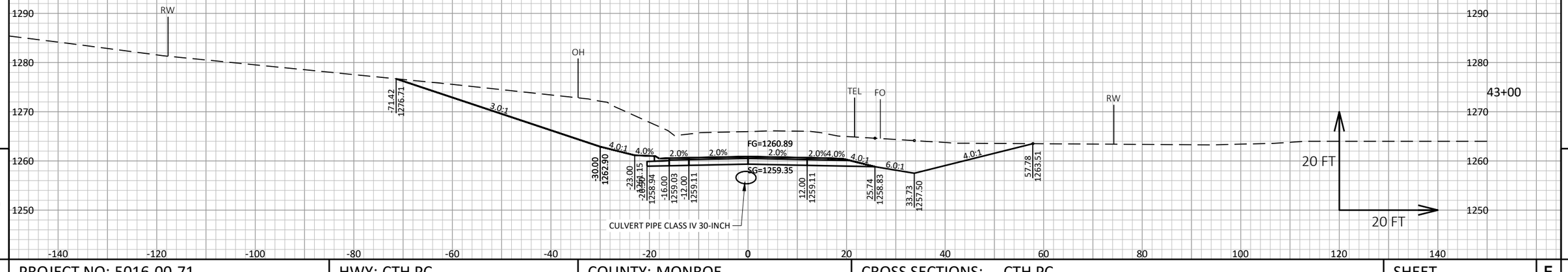
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 262	E

9

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:46:10 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 21





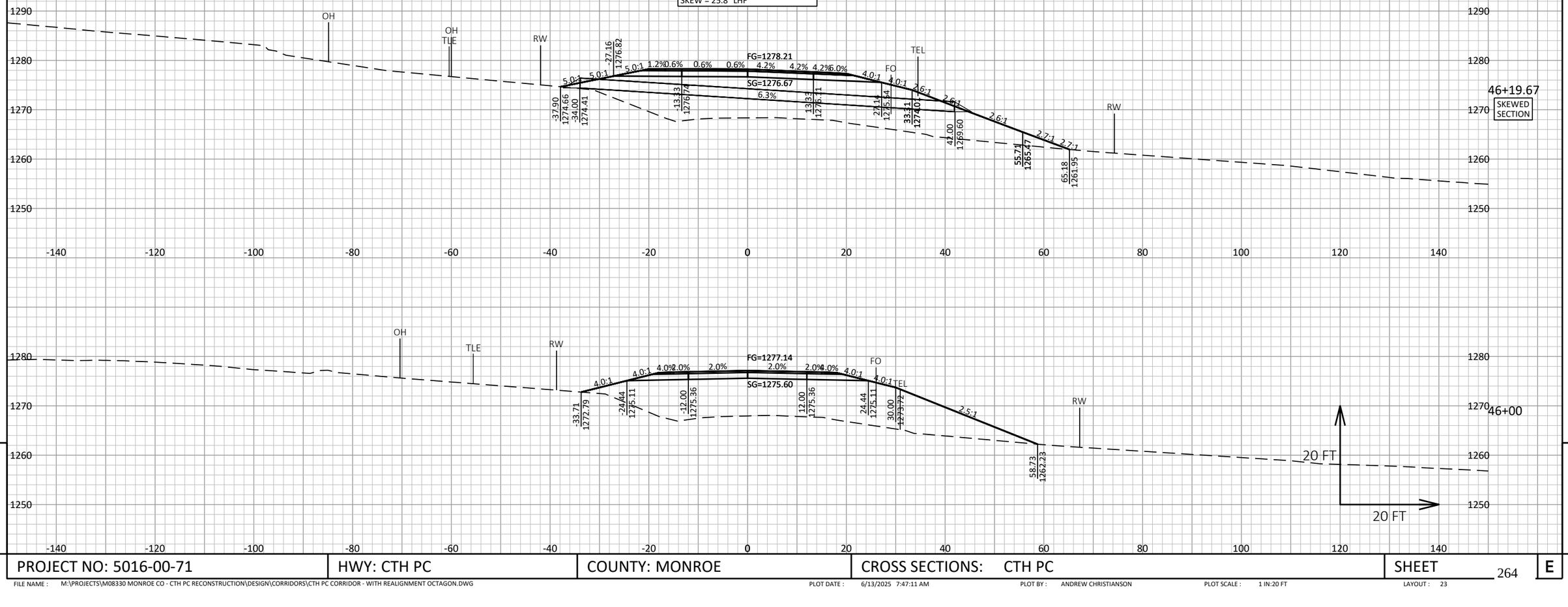


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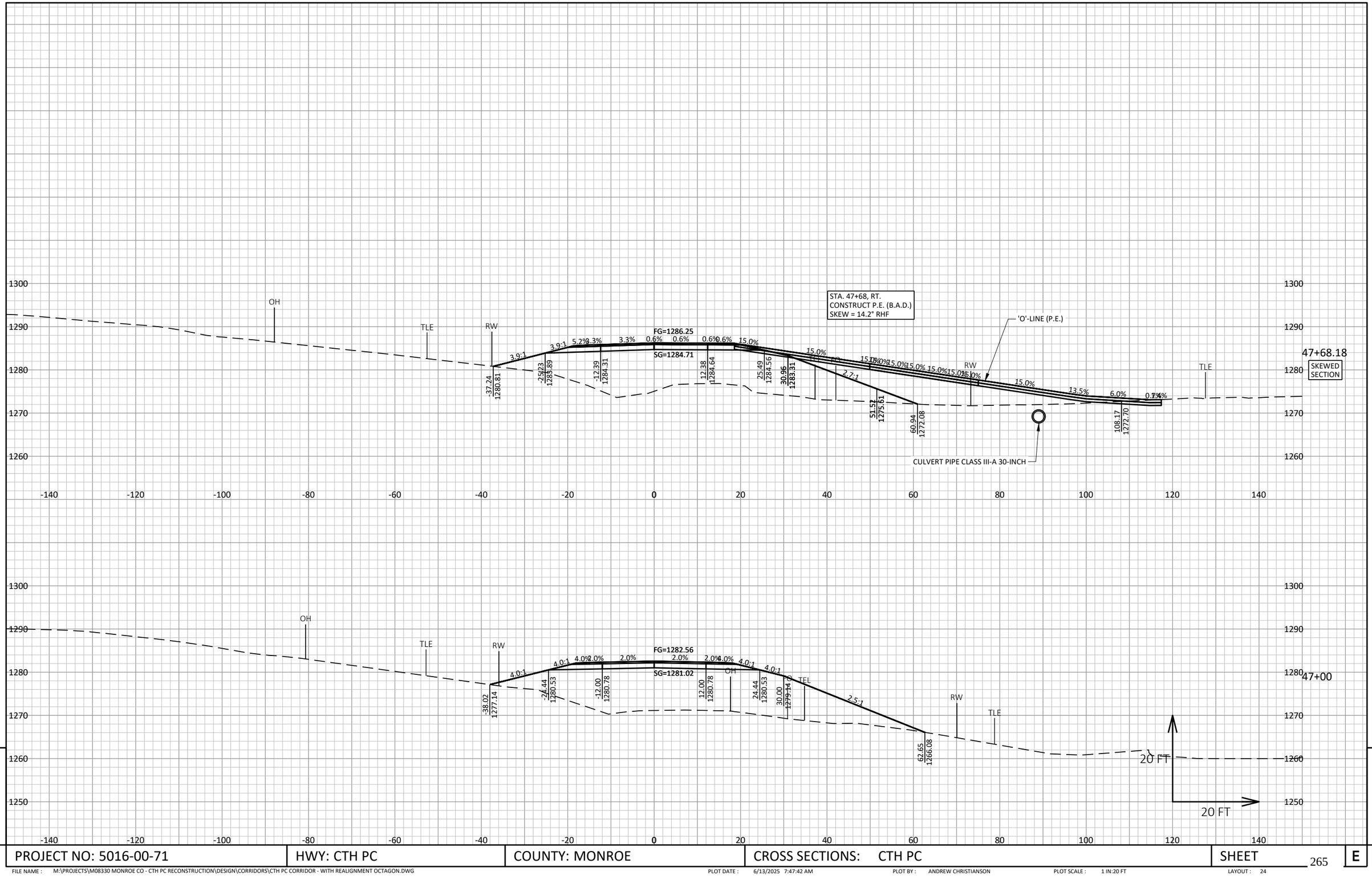
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 263	E

STA. 46+20
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 25.8° LHF

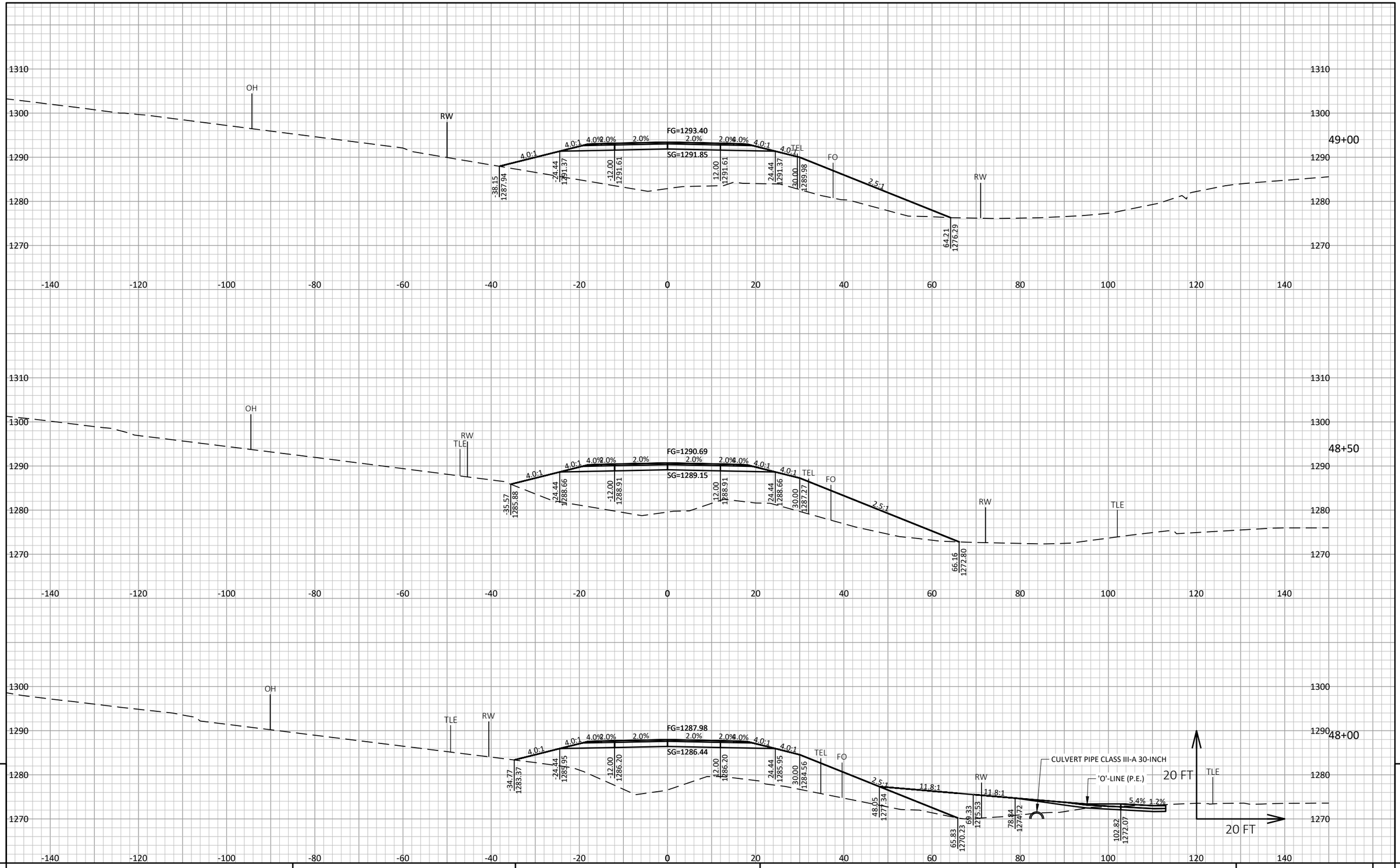


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 264	E



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:47:42 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 24

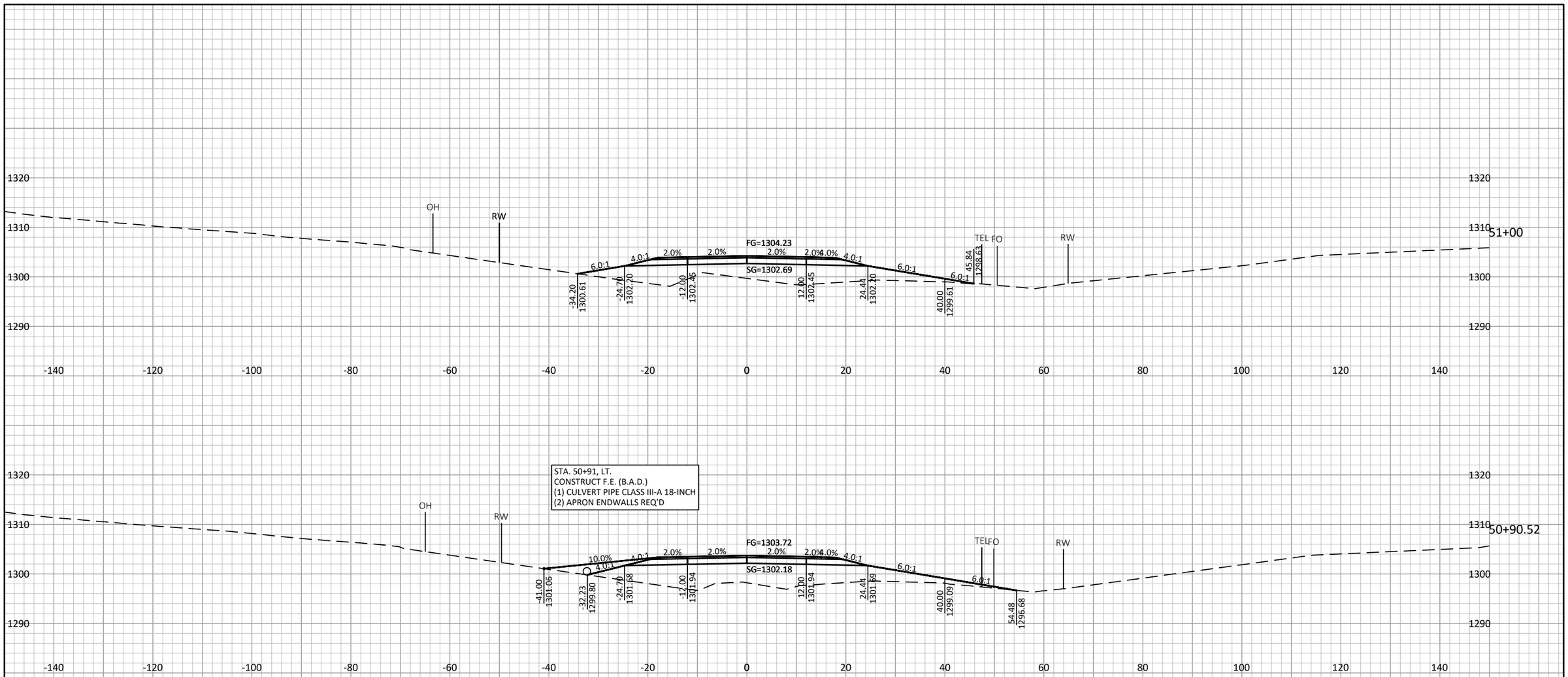


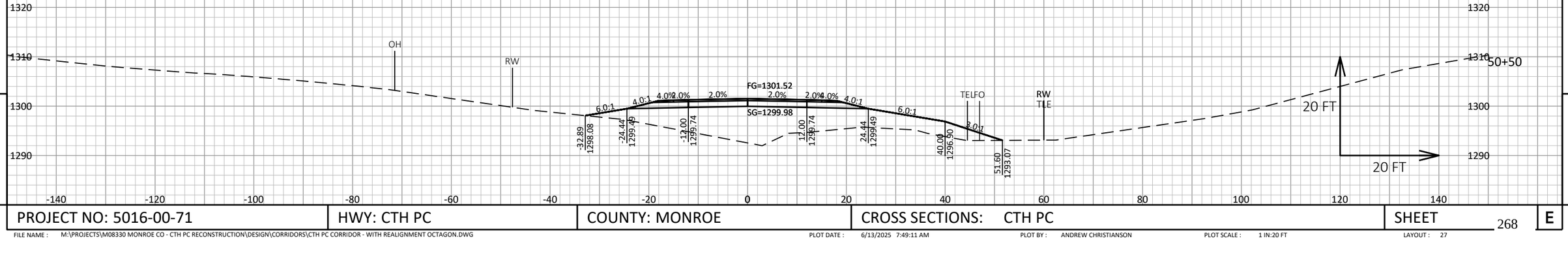
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:48:12 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 25

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:48:41 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 26



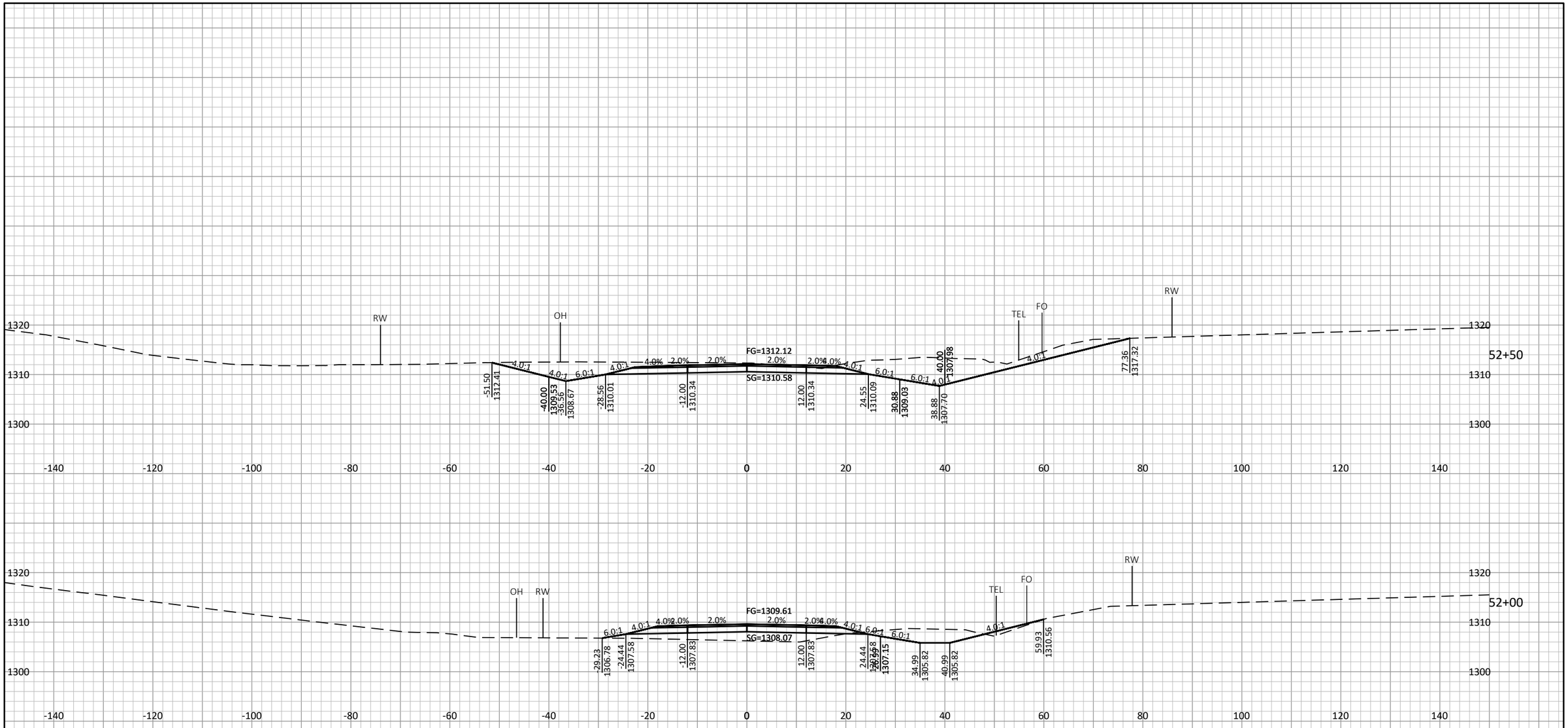


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:49:11 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 27



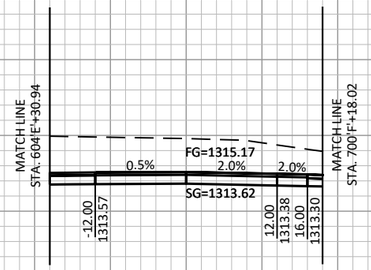
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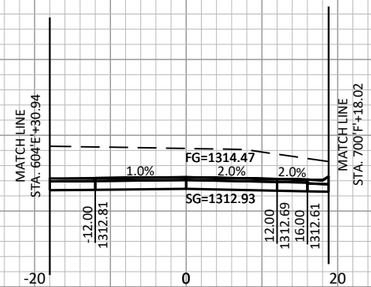
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 269	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:49:40 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 28

OBOE AVE

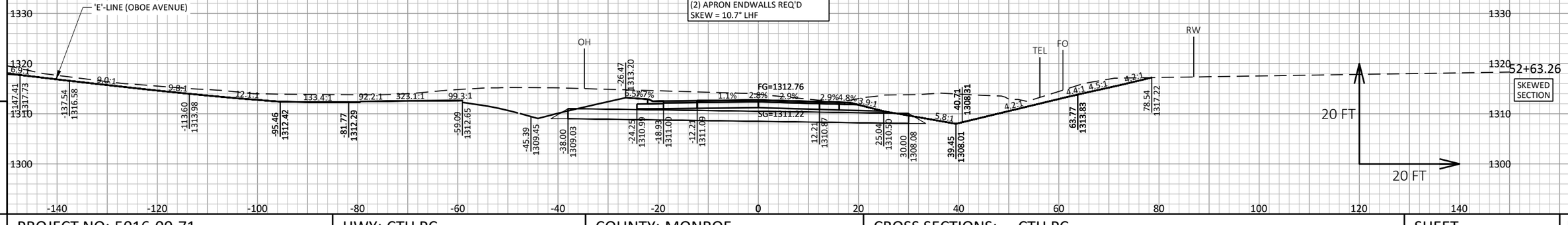


53+15.54



53+00

STA. 52+63
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 10.7° LHF

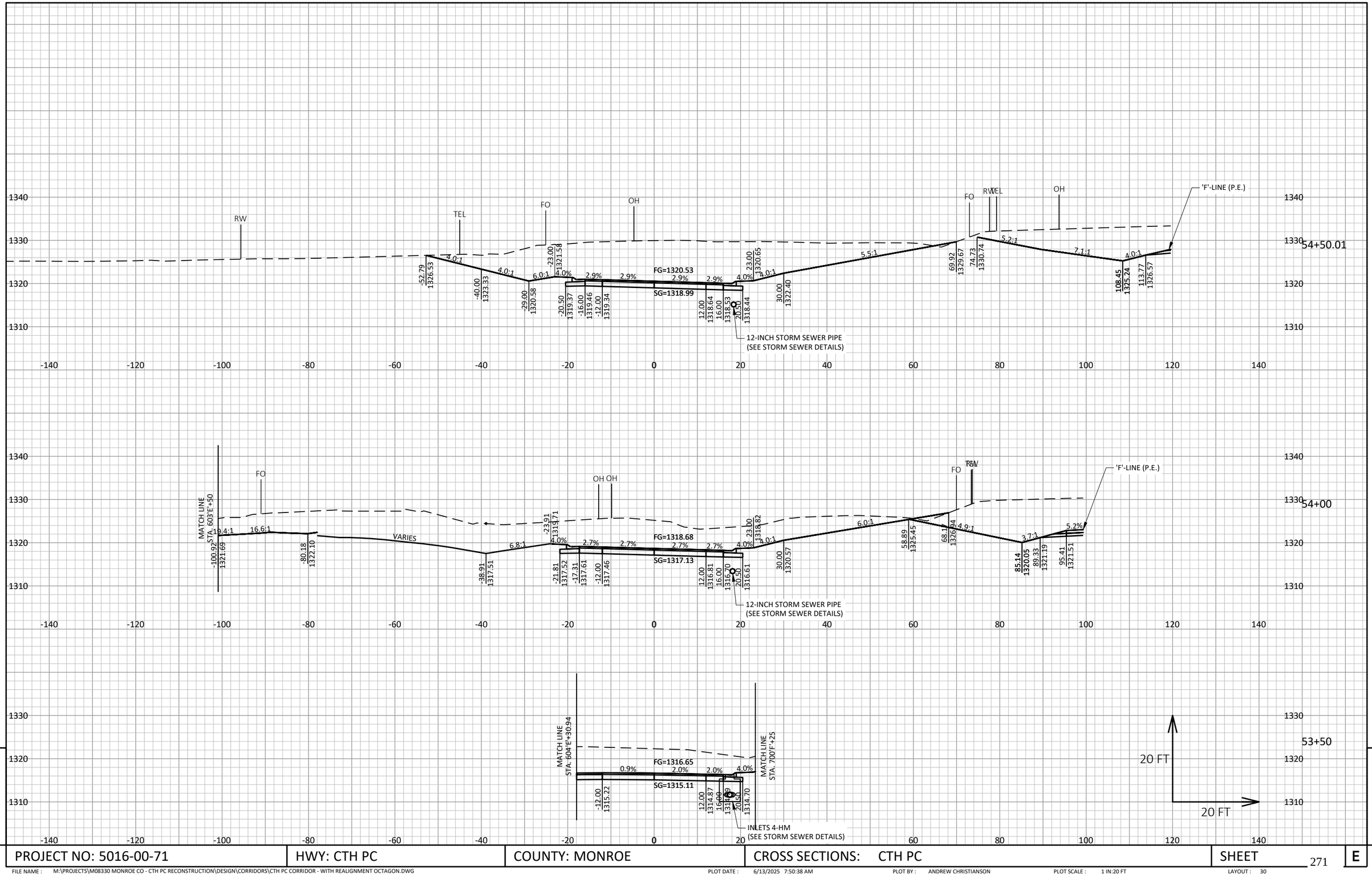


52+63.26

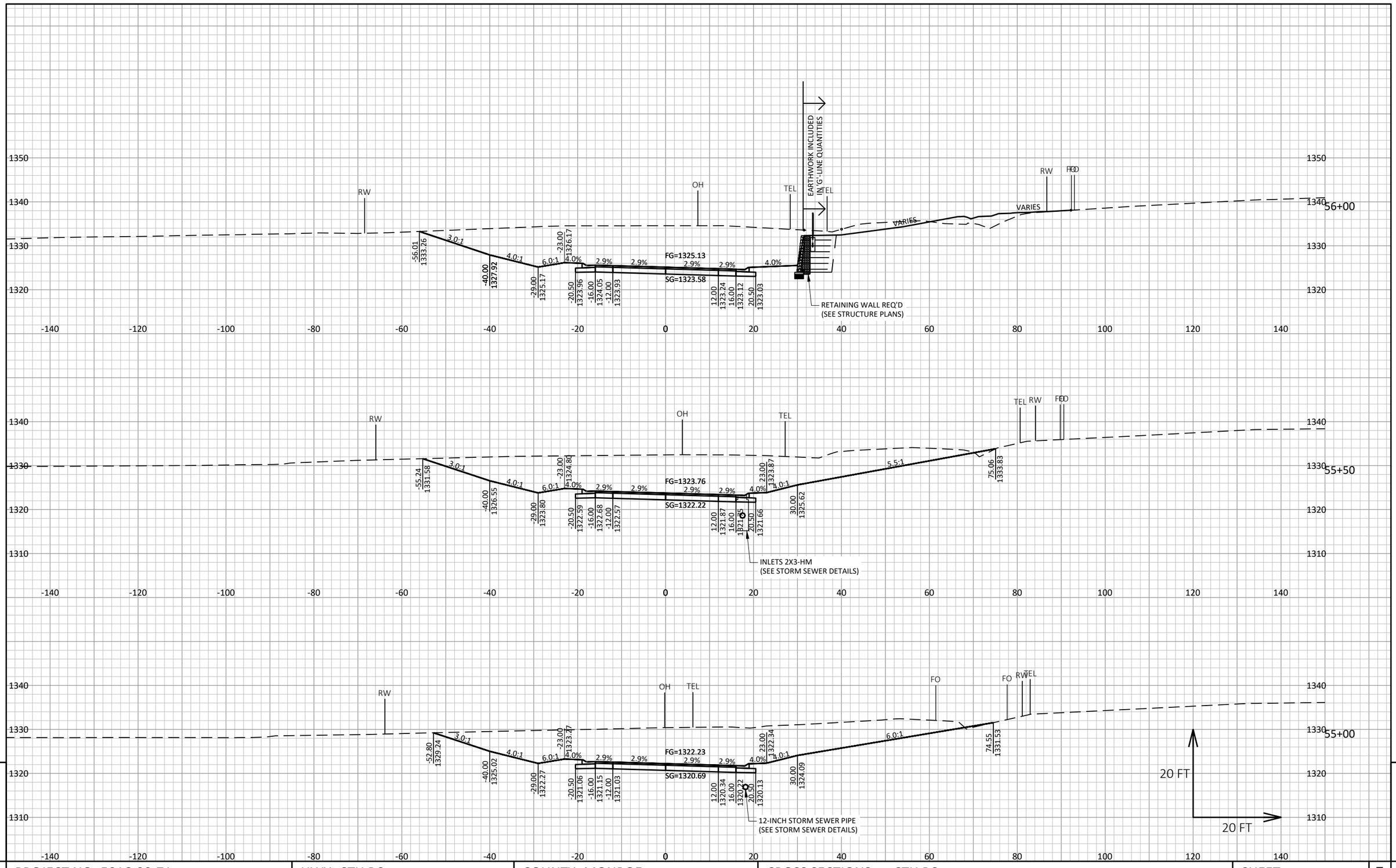
SKEWED SECTION

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 270	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:50:09 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 29



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 271	E



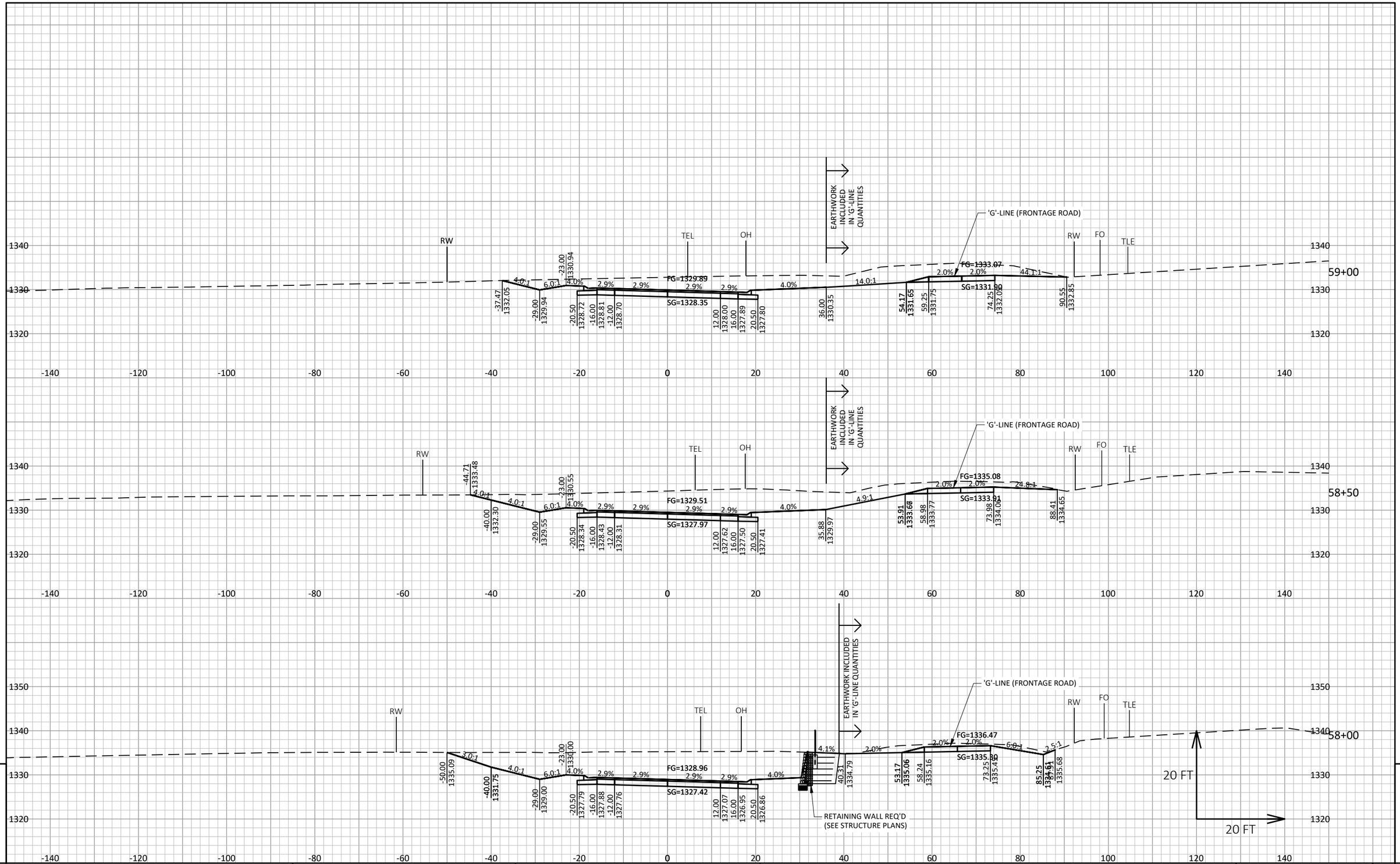
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:51:08 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 31

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 273	E

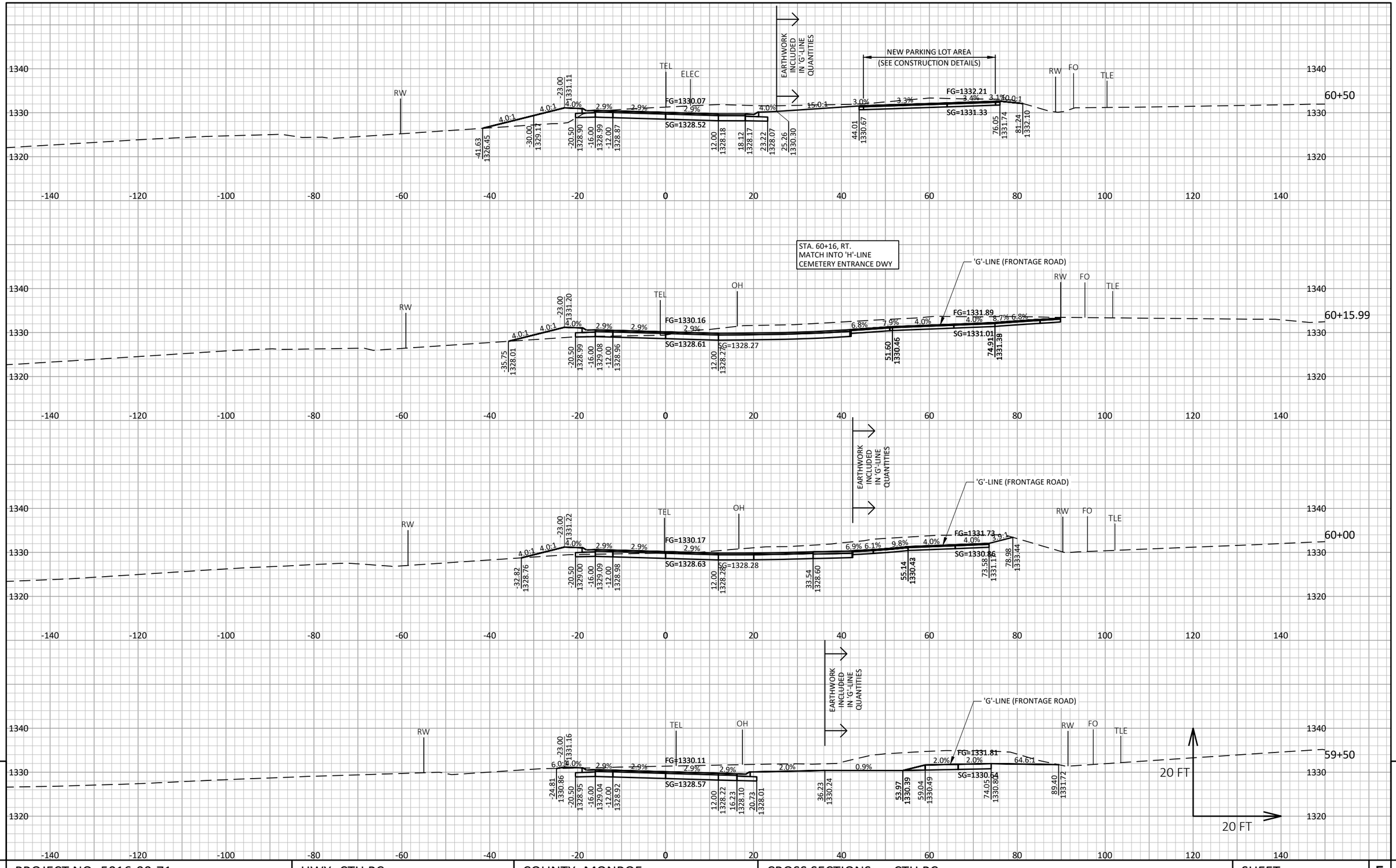


9

9

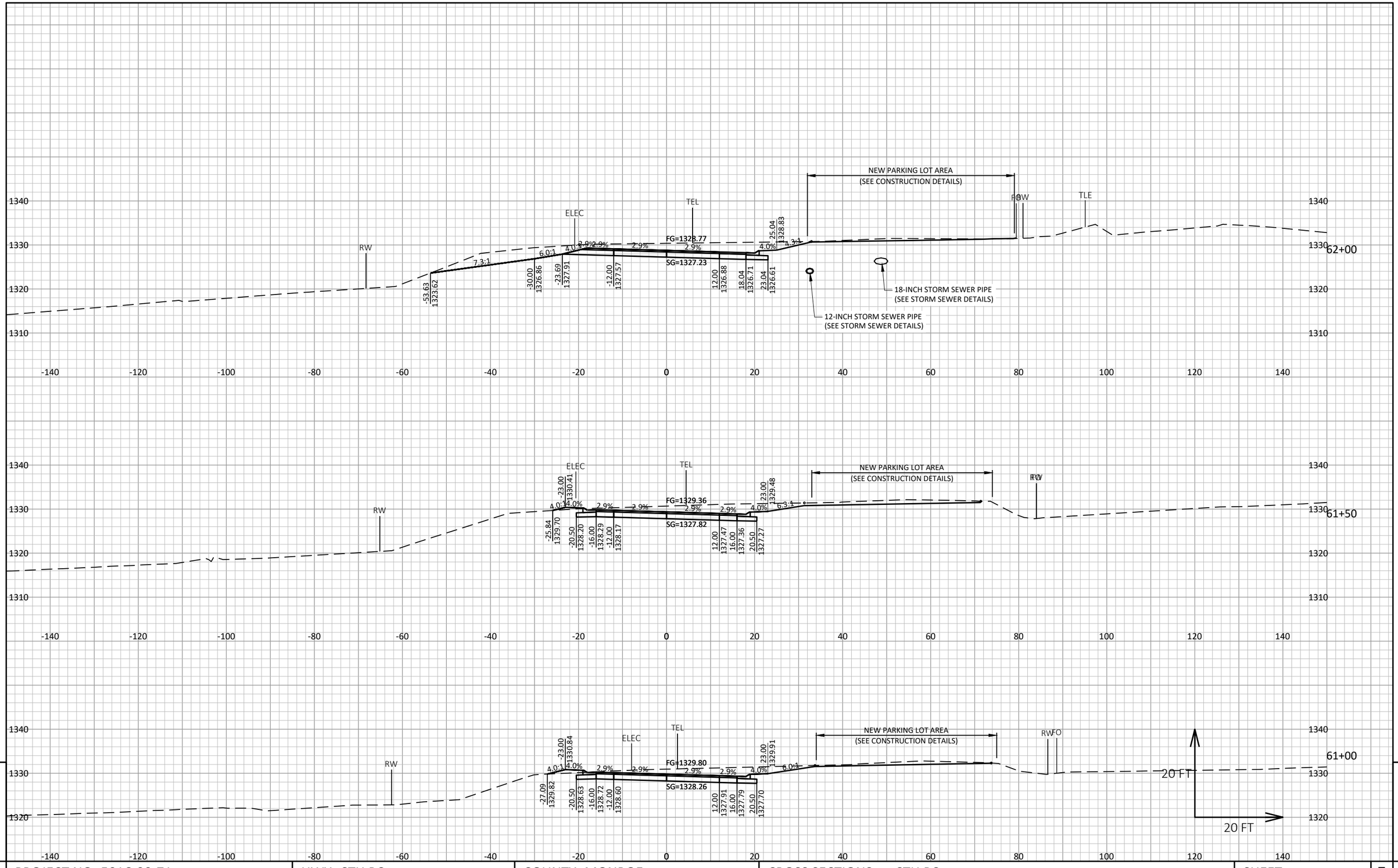
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 274	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:52:07 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 33



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	275	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:52:38 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 34



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 276	E

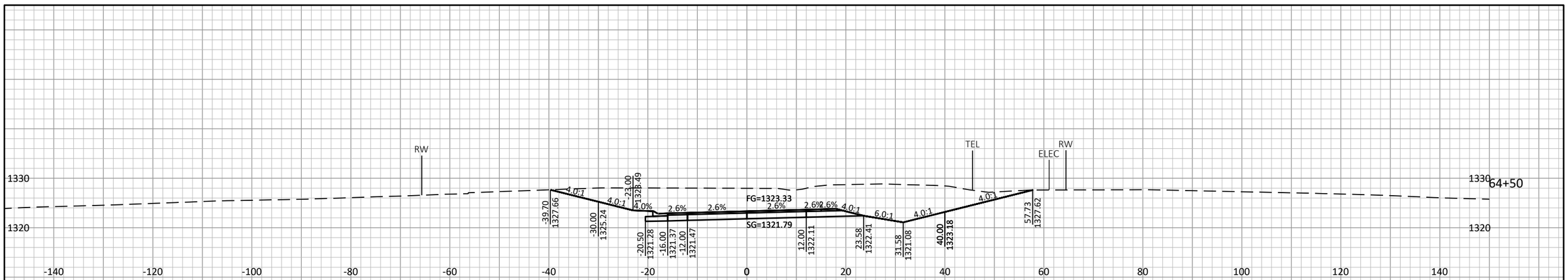
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:53:07 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 35

9

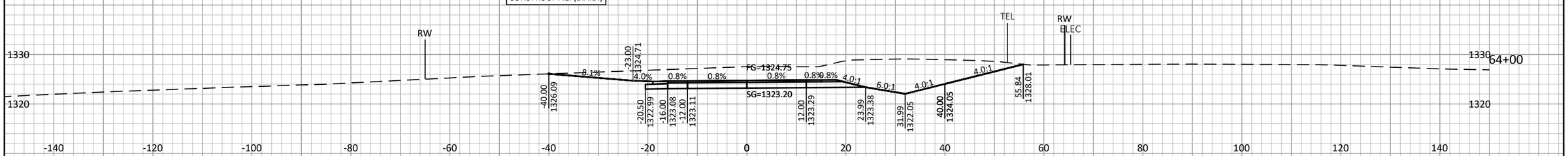
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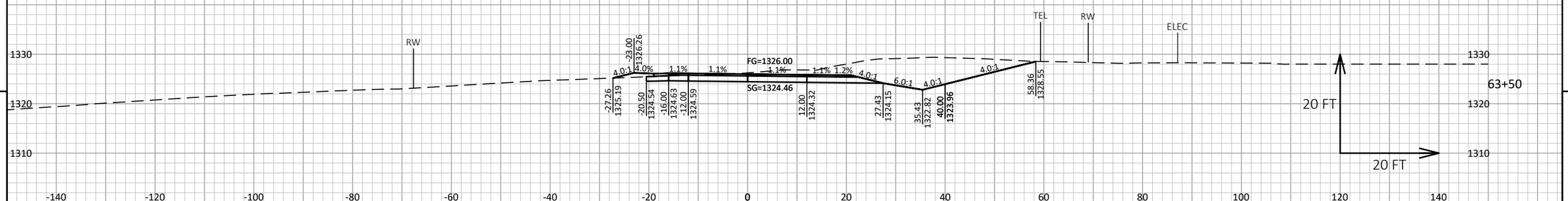
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 277	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:53:36 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 36



STA. 64+00, LT.
CONSTRUCT F.E. (B.A.D.)

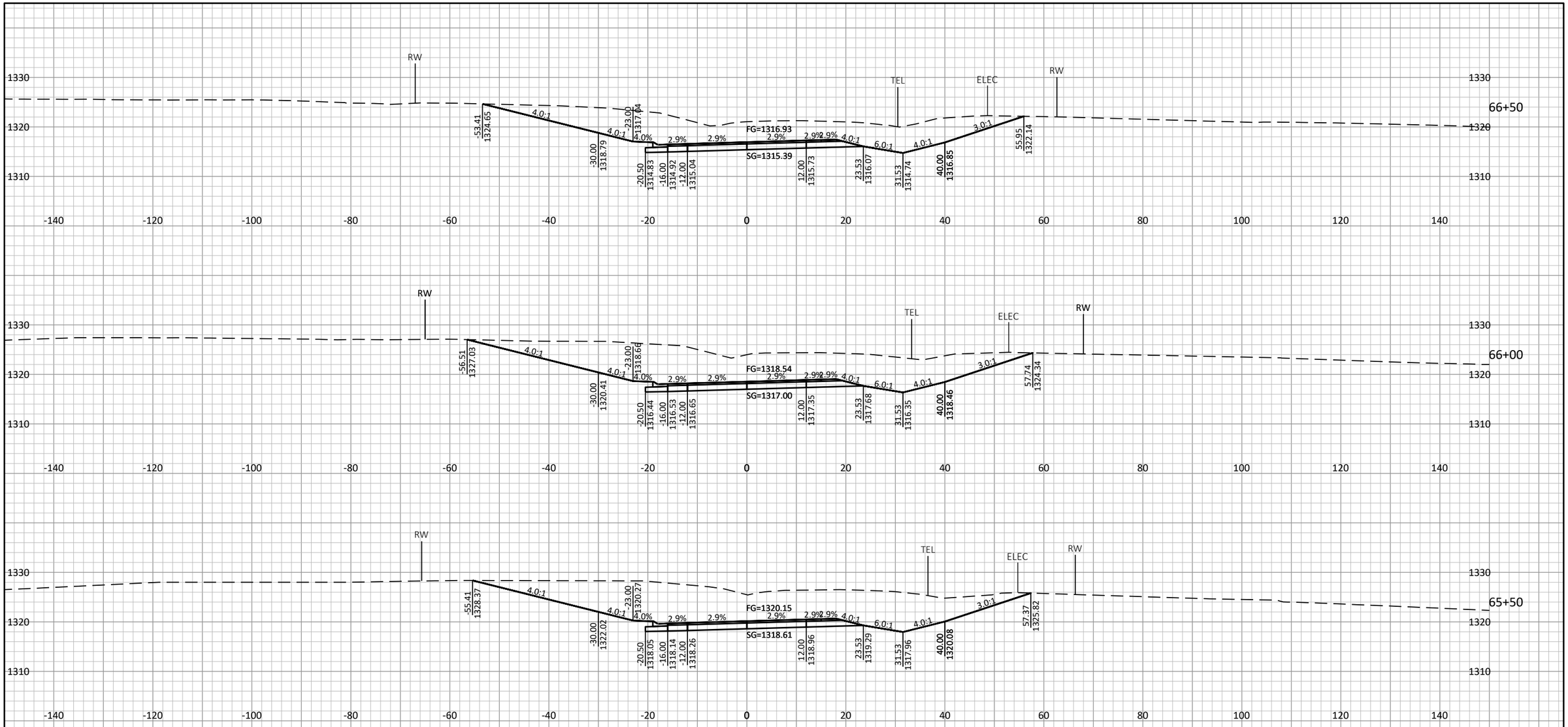




9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 278	E



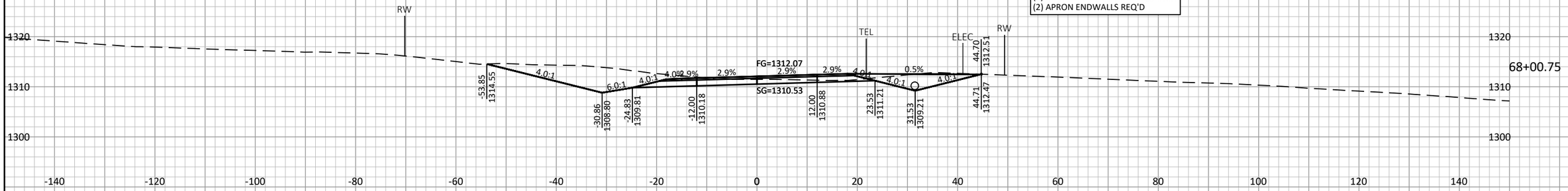
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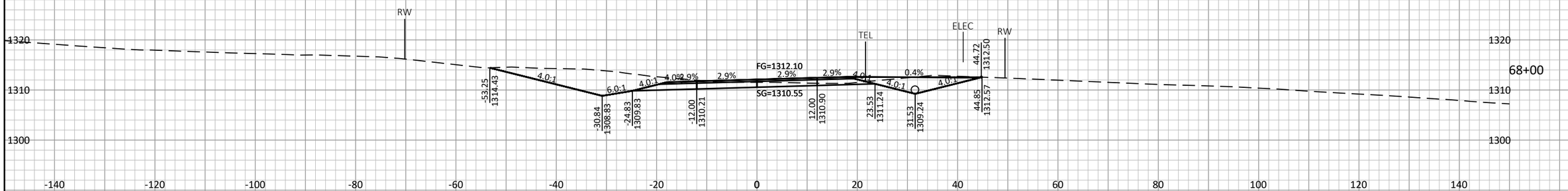
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 279	E

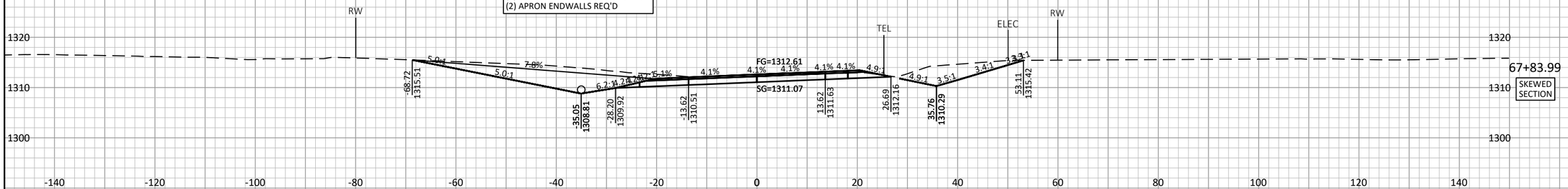
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:54:33 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 38

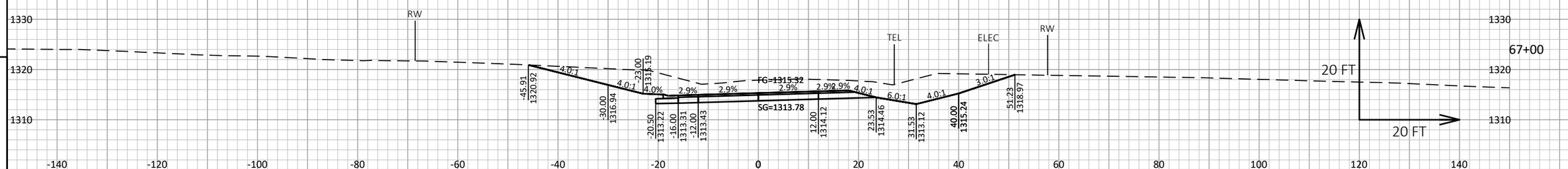
STA. 68+01, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D





STA. 67+84, LT.
CONSTRUCT P.E. (B.A.D.)
SKEW = 28.3° LHF
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D



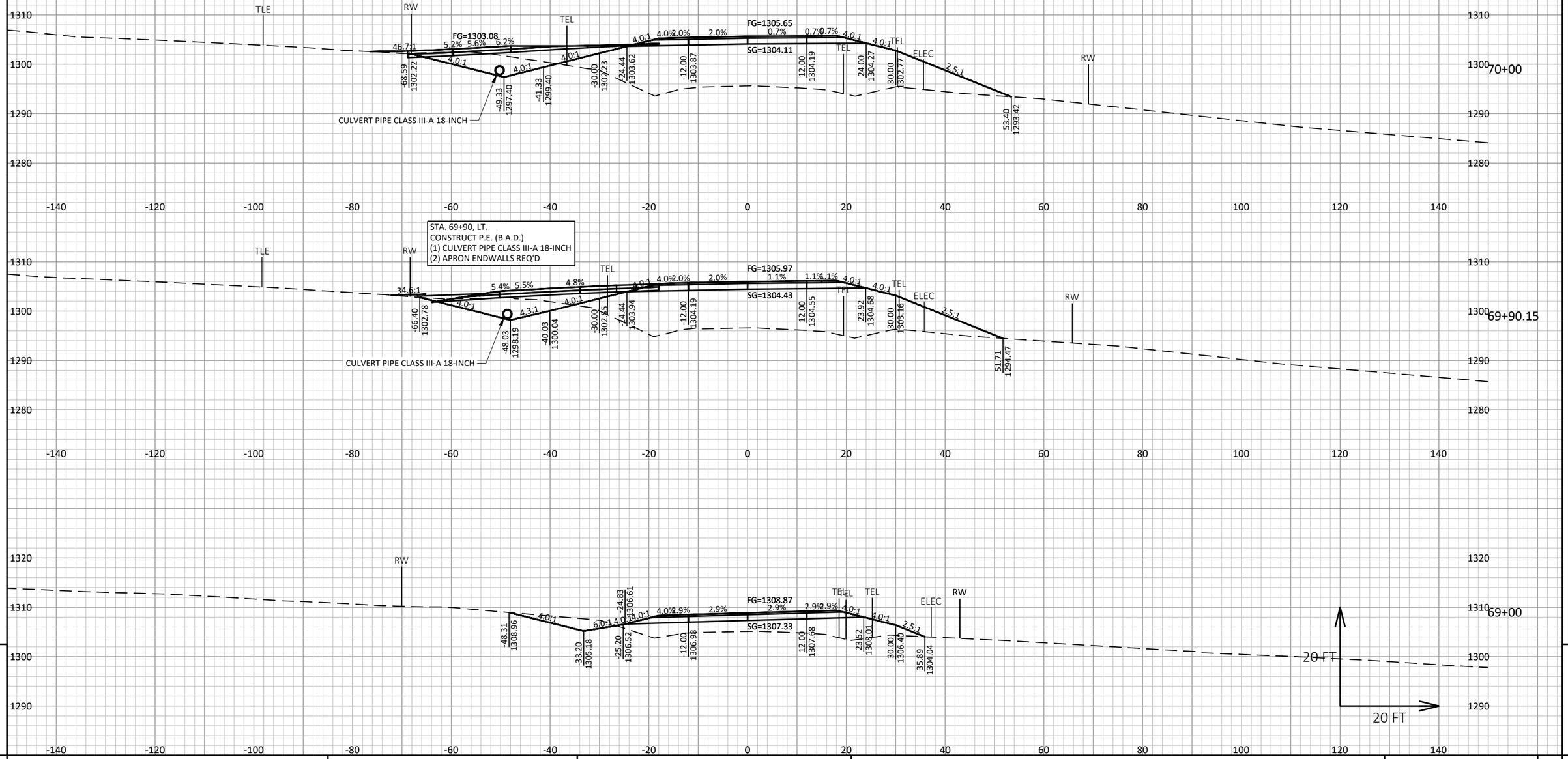


9

9

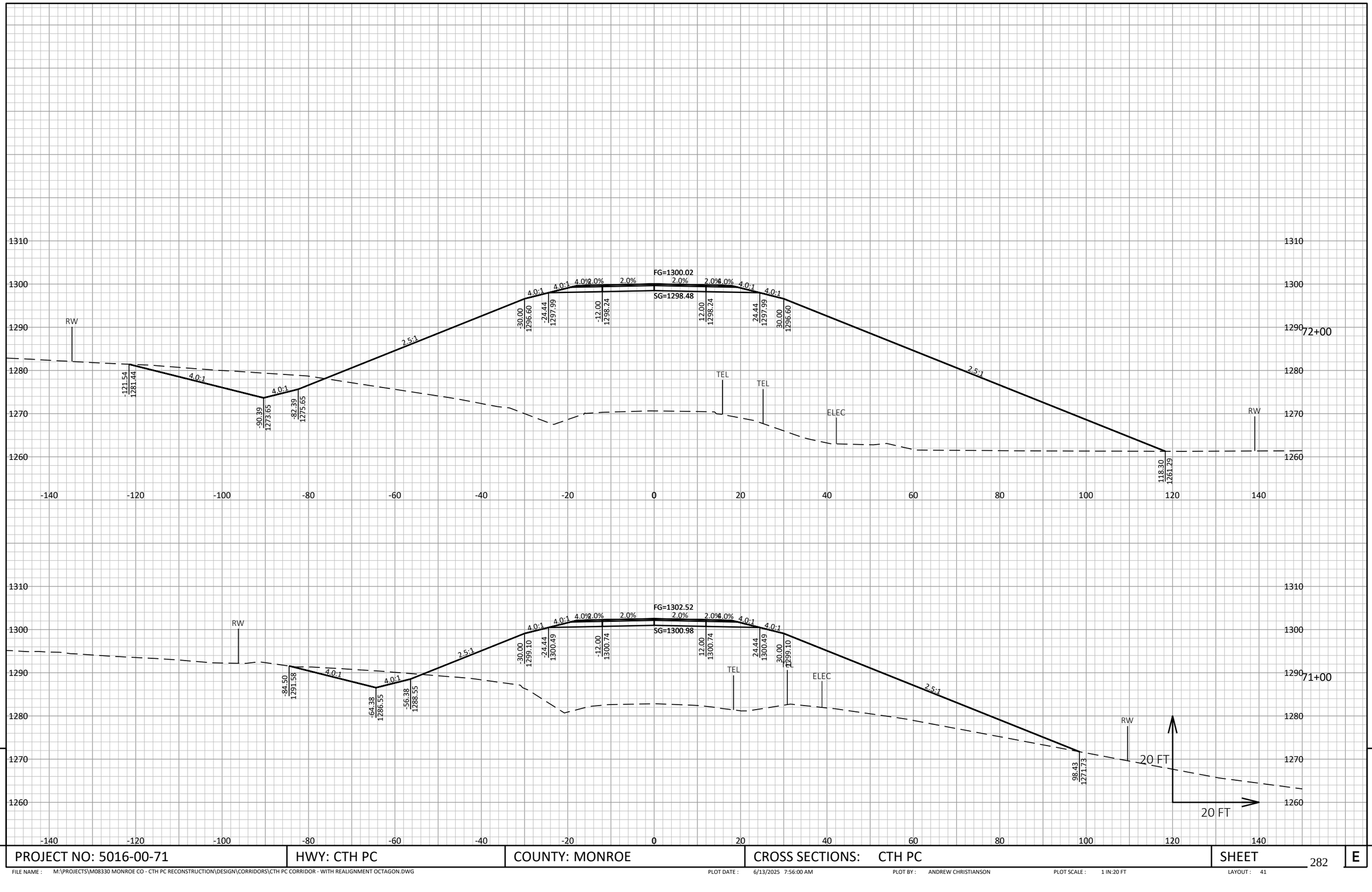
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 280	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:55:02 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 39



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 281	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:55:31 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 40

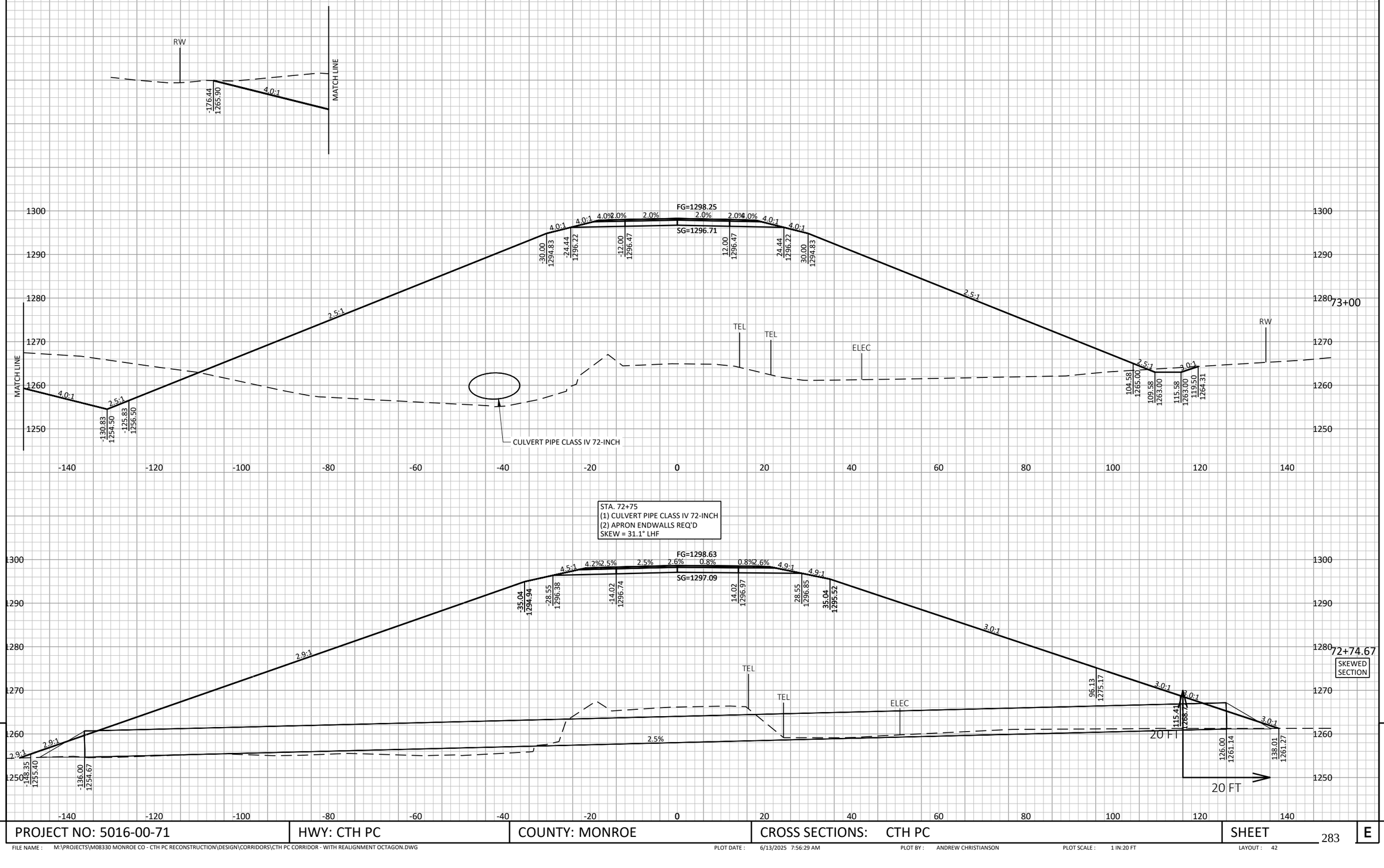


9

9

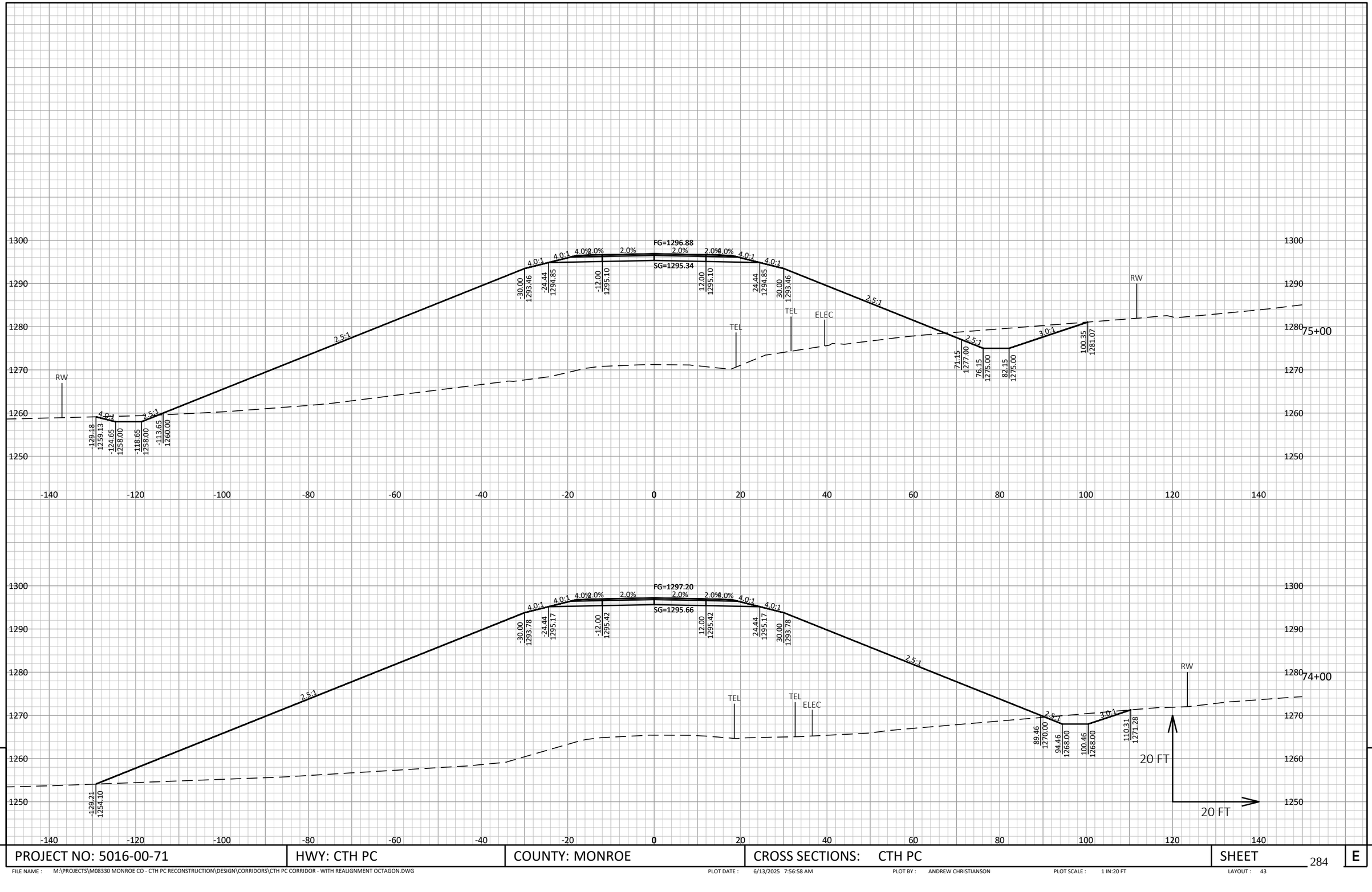
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:56:00 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 41



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 283	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:56:29 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 42

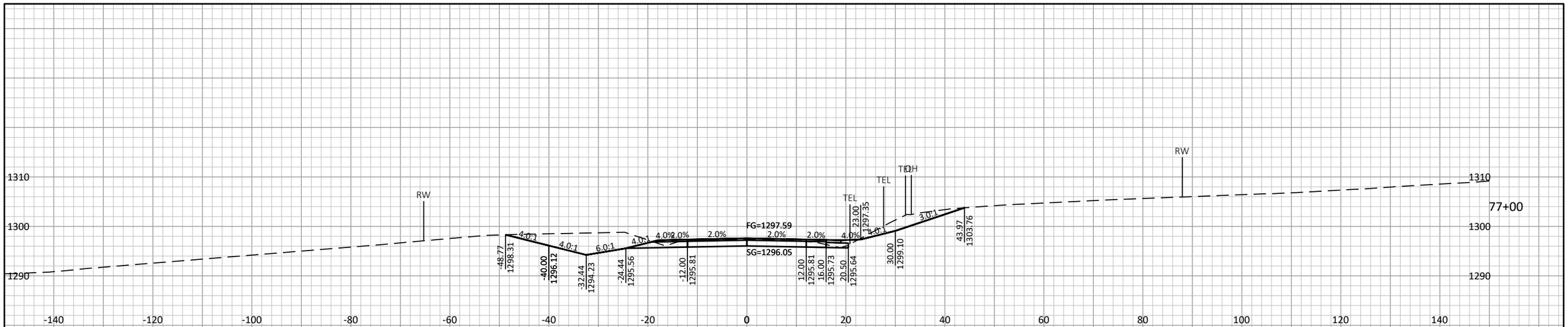


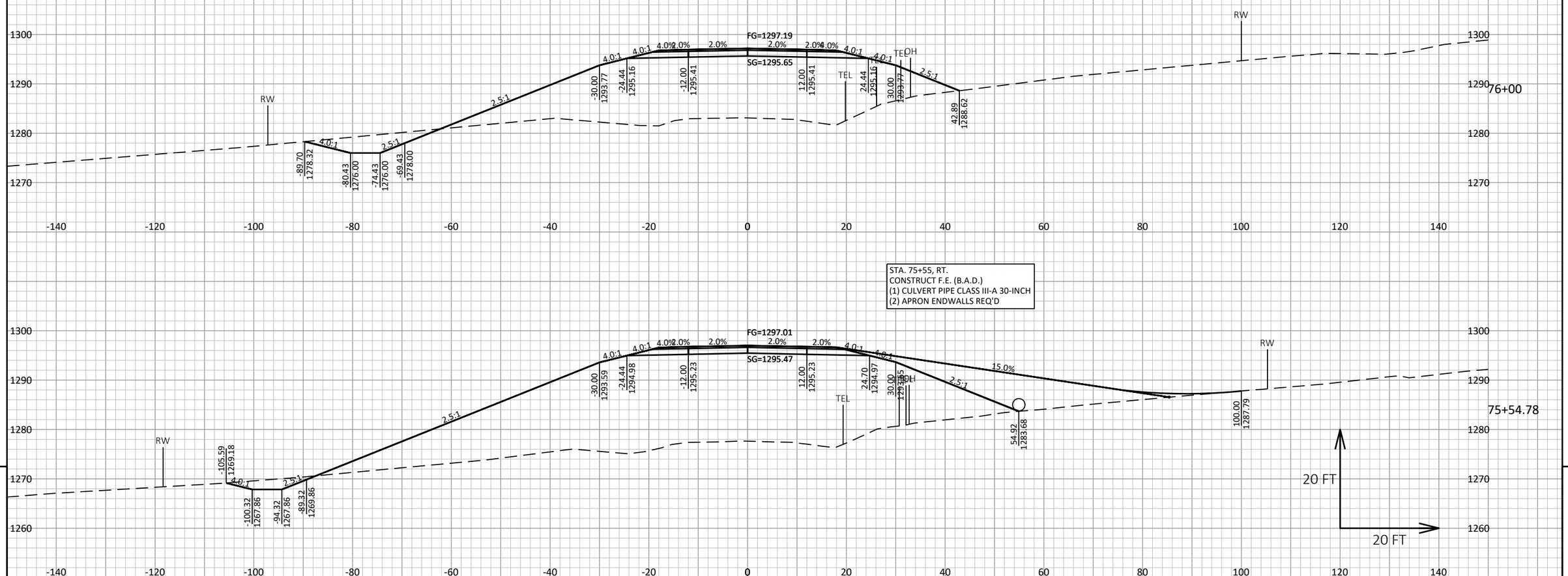
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 284	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:56:58 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 43

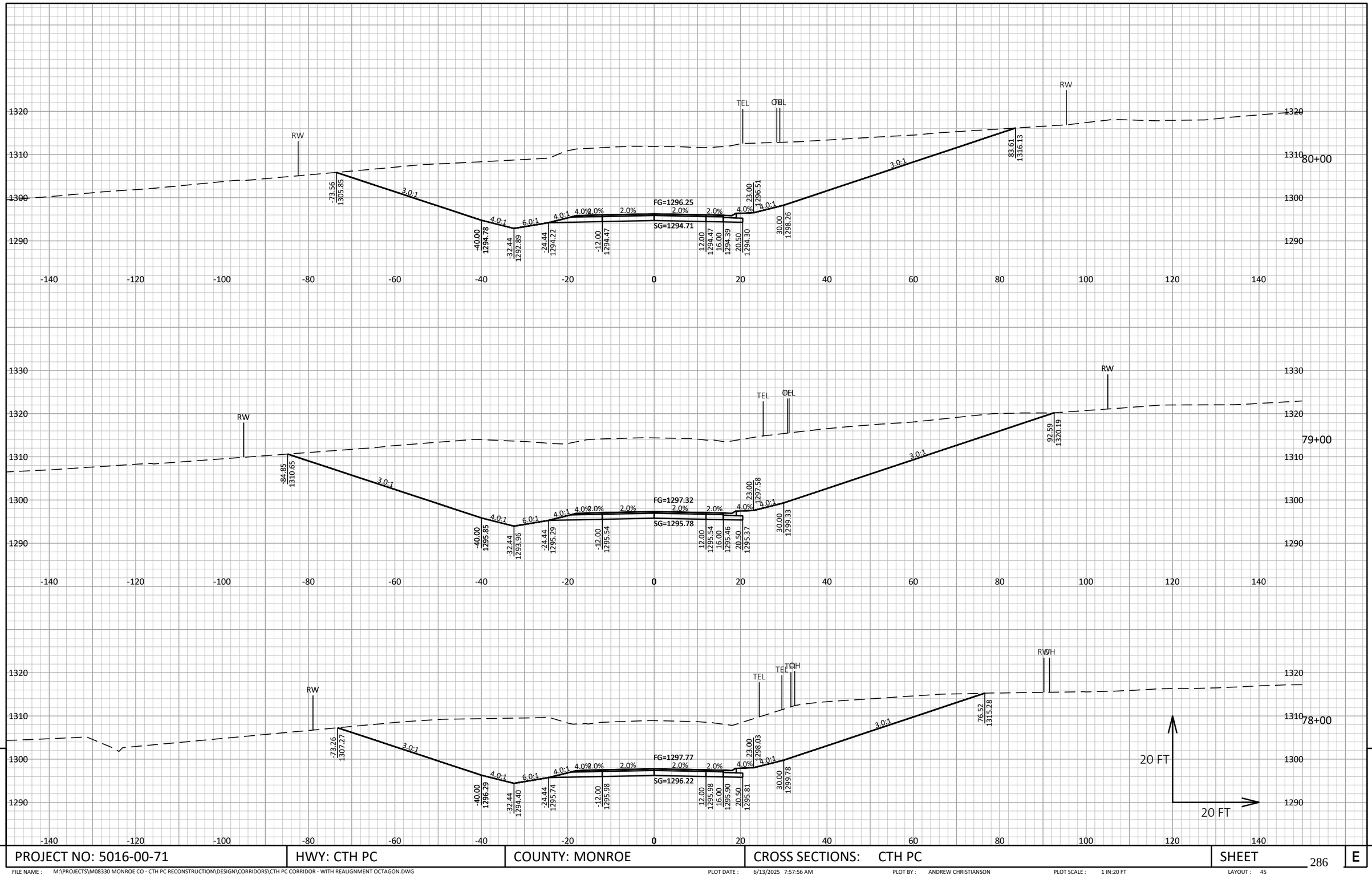




PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 285

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:57:27 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 44

9 9 E

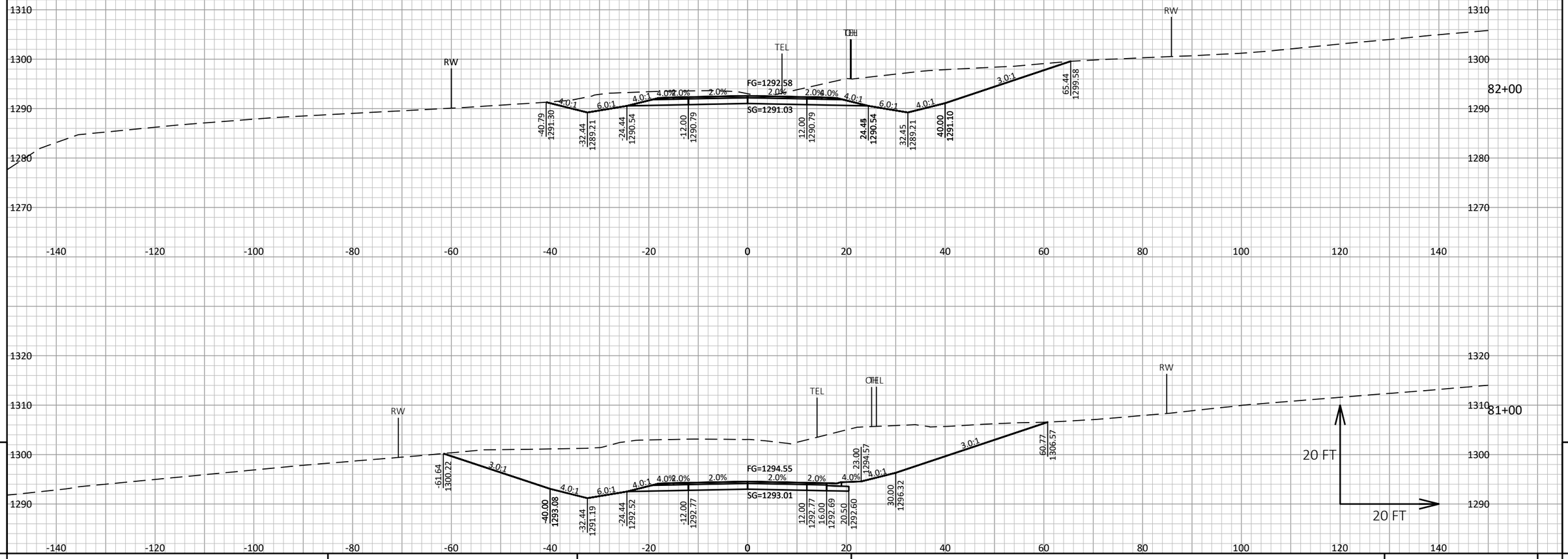


9

9

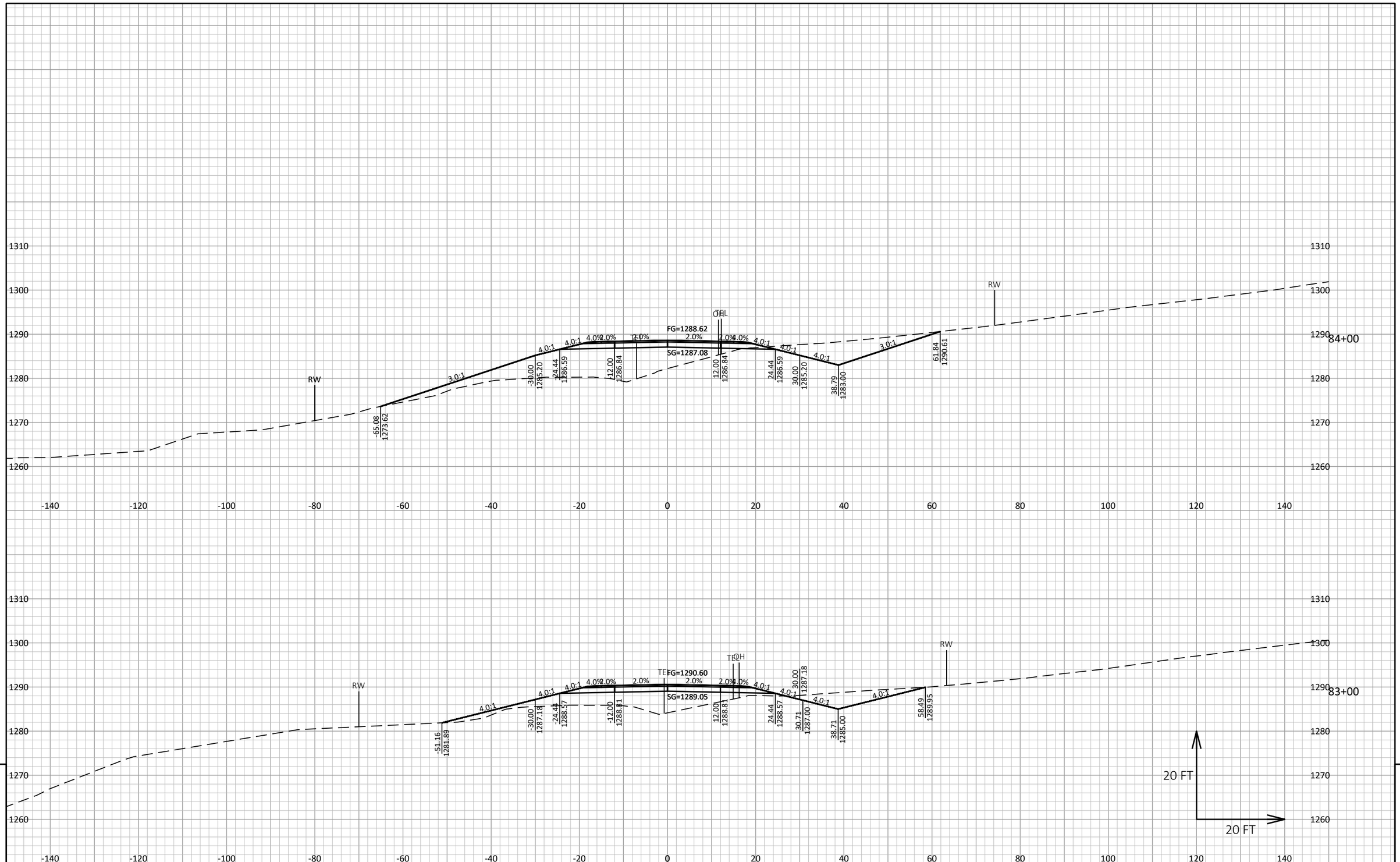
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 7:57:56 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 45



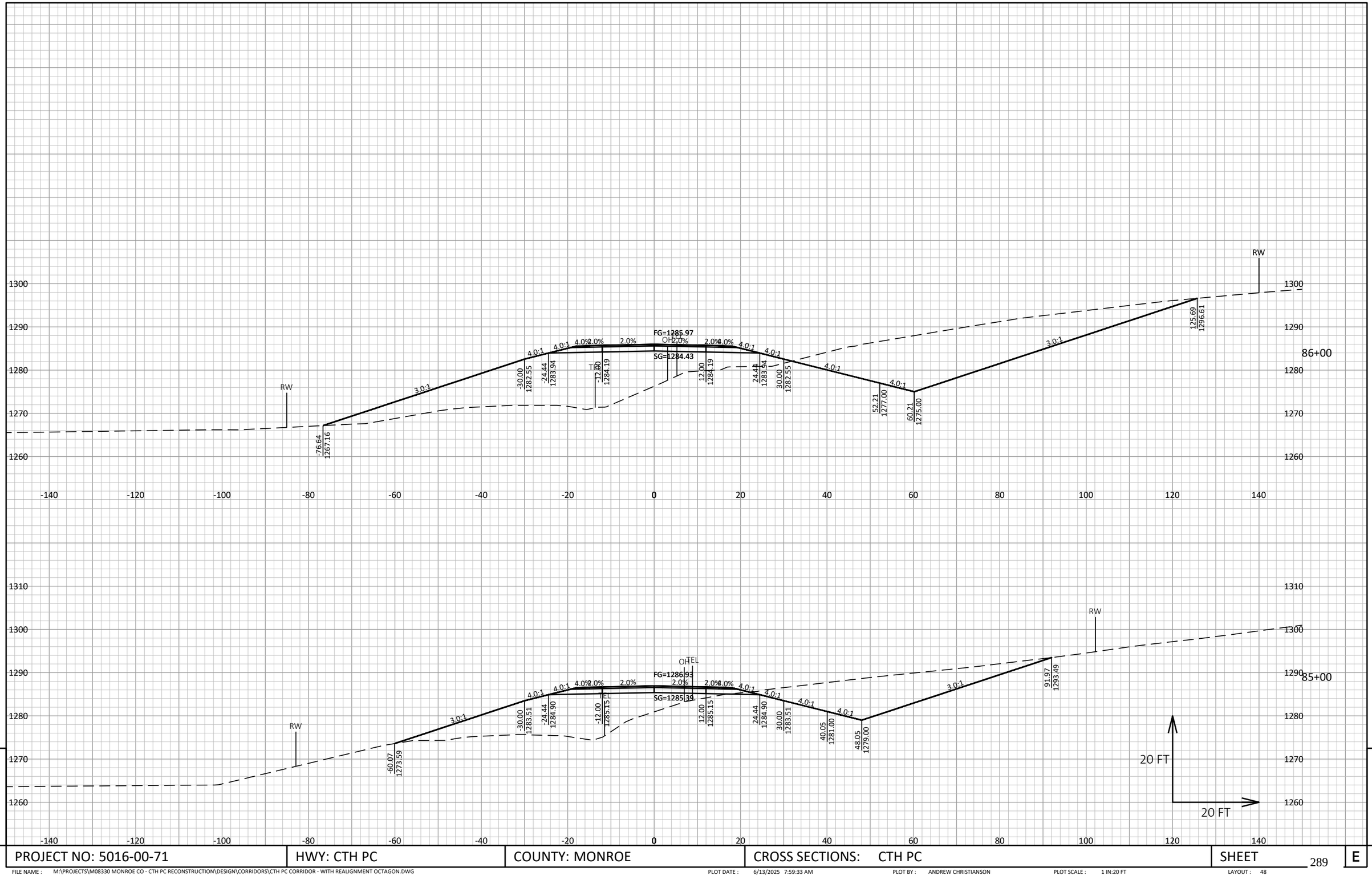
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 287	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:58:24 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 46



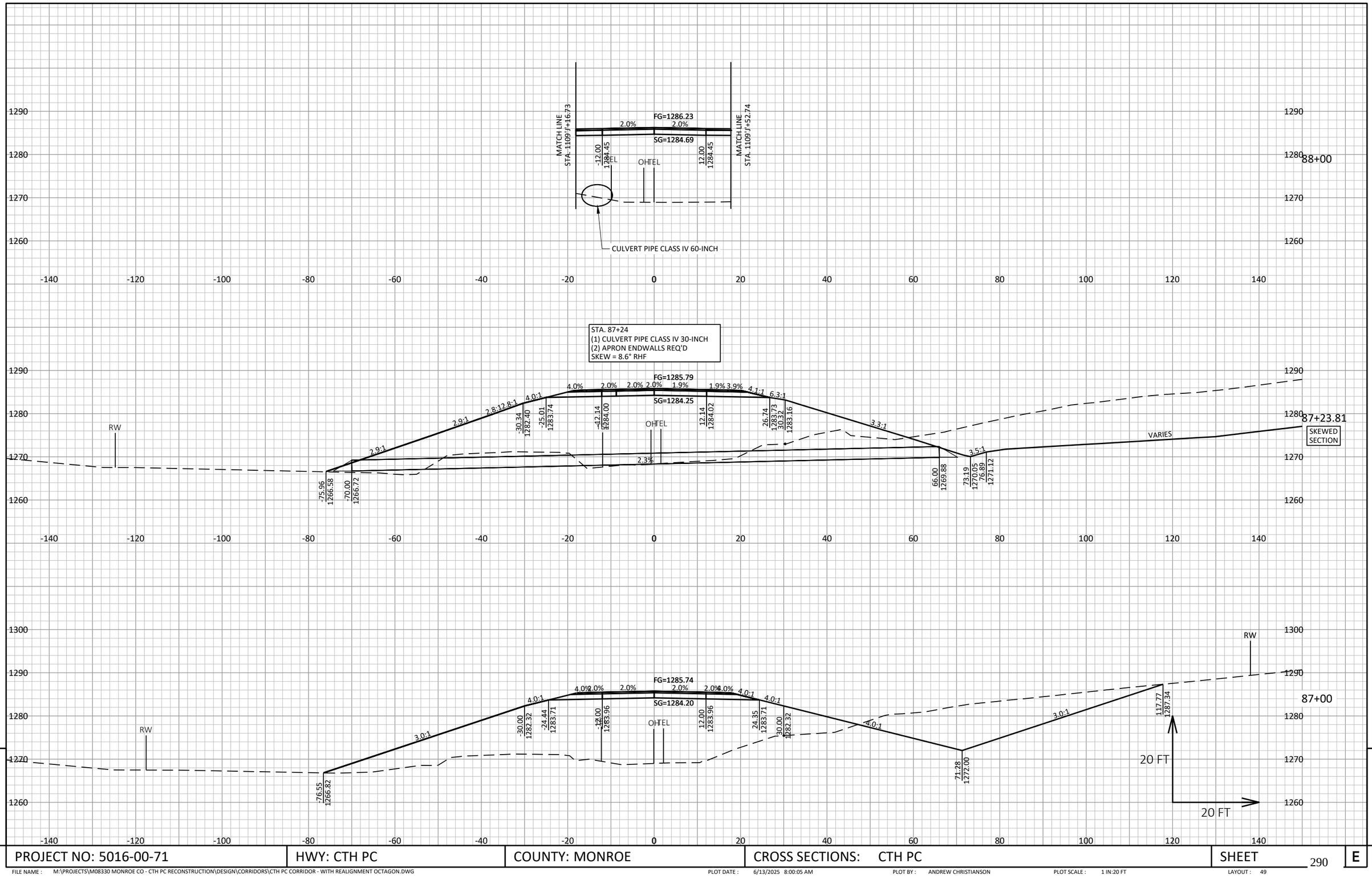
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 288	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:59:02 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 47



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 289	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 7:59:33 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 48

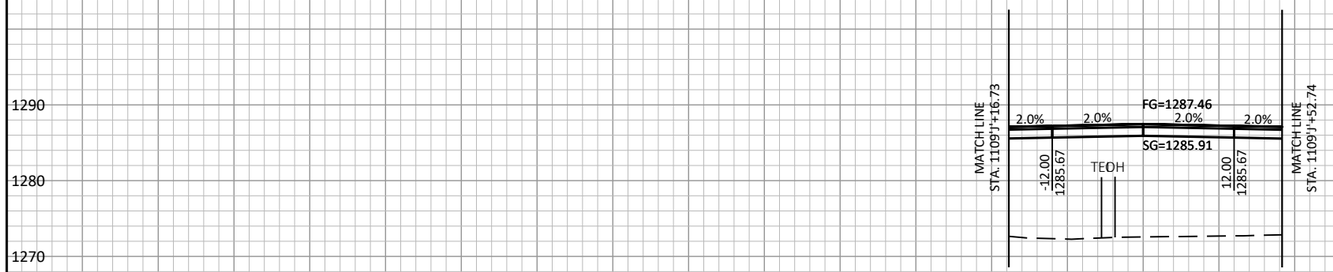


9

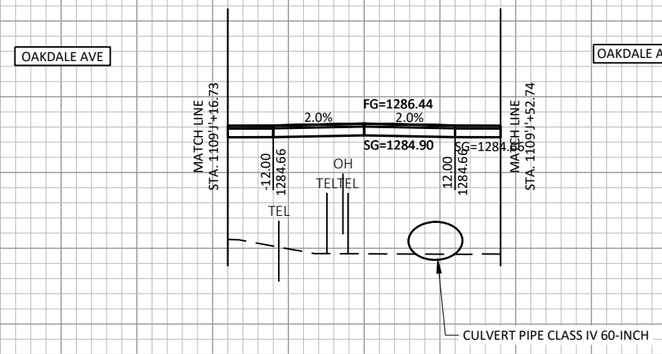
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 290	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:00:05 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 49

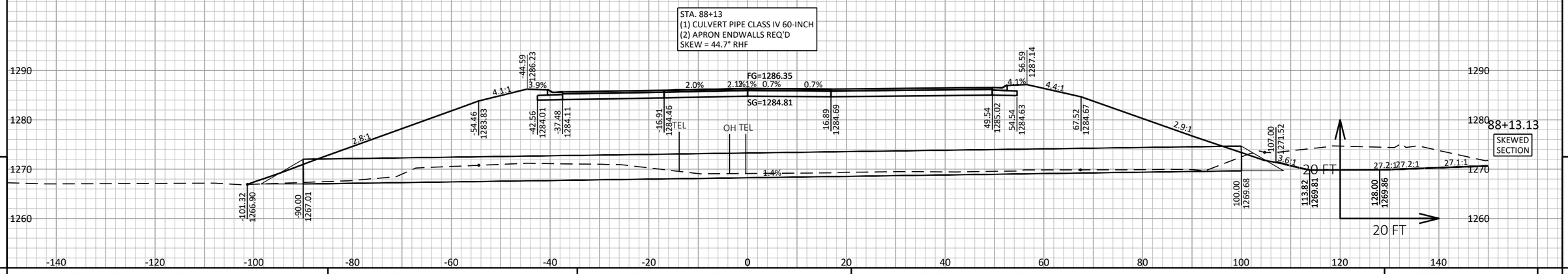


89+00



88+22.44

STA. 88+13
(1) CULVERT PIPE CLASS IV 60-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 44.7° RHF



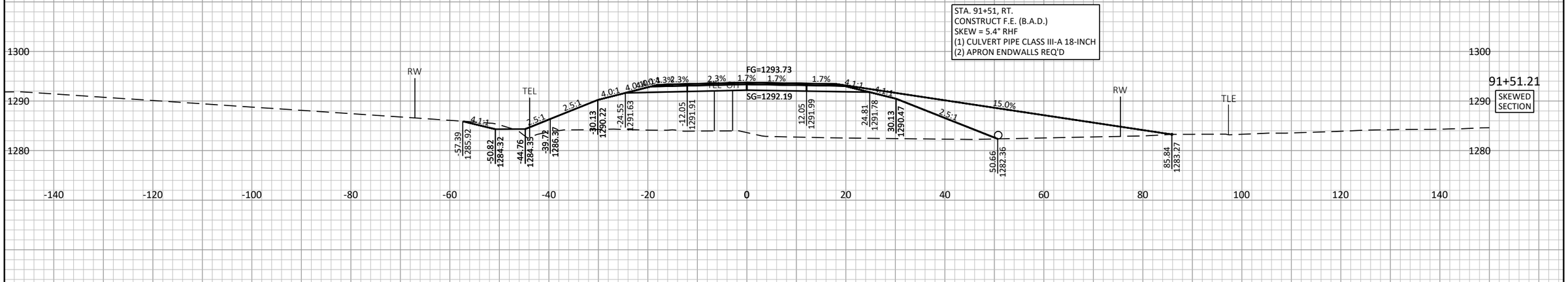
88+13.13

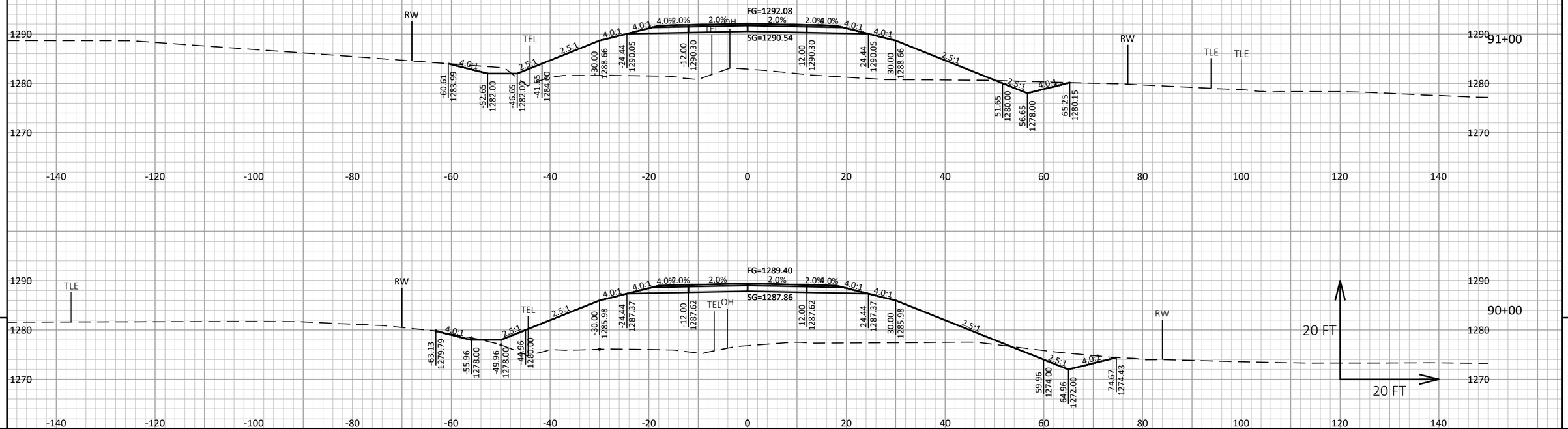
SKEWED SECTION

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 291	E

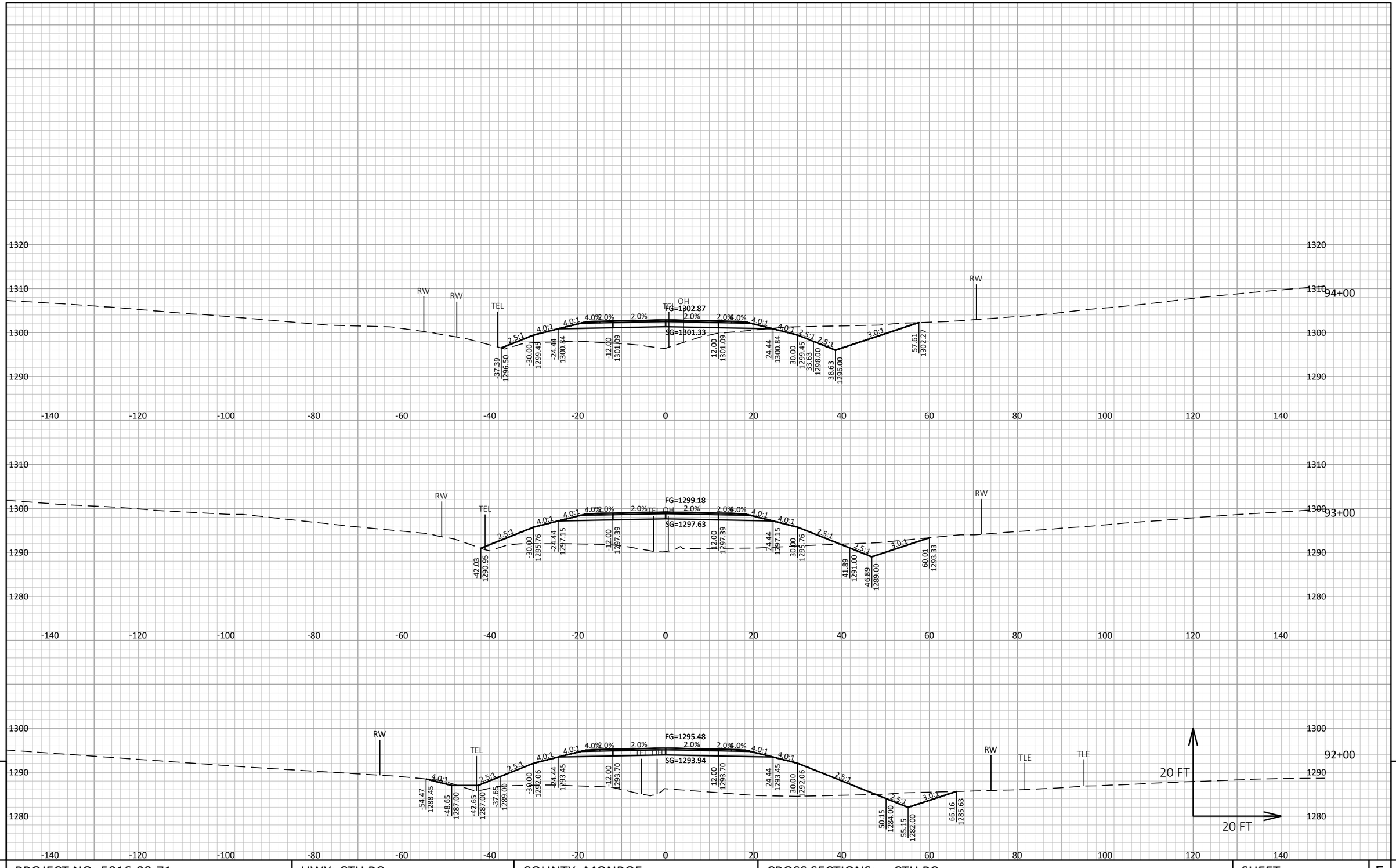
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:00:36 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 50

STA. 91+51, RT.
CONSTRUCT F.E. (B.A.D.)
SKEW = 5.4° RHF
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D



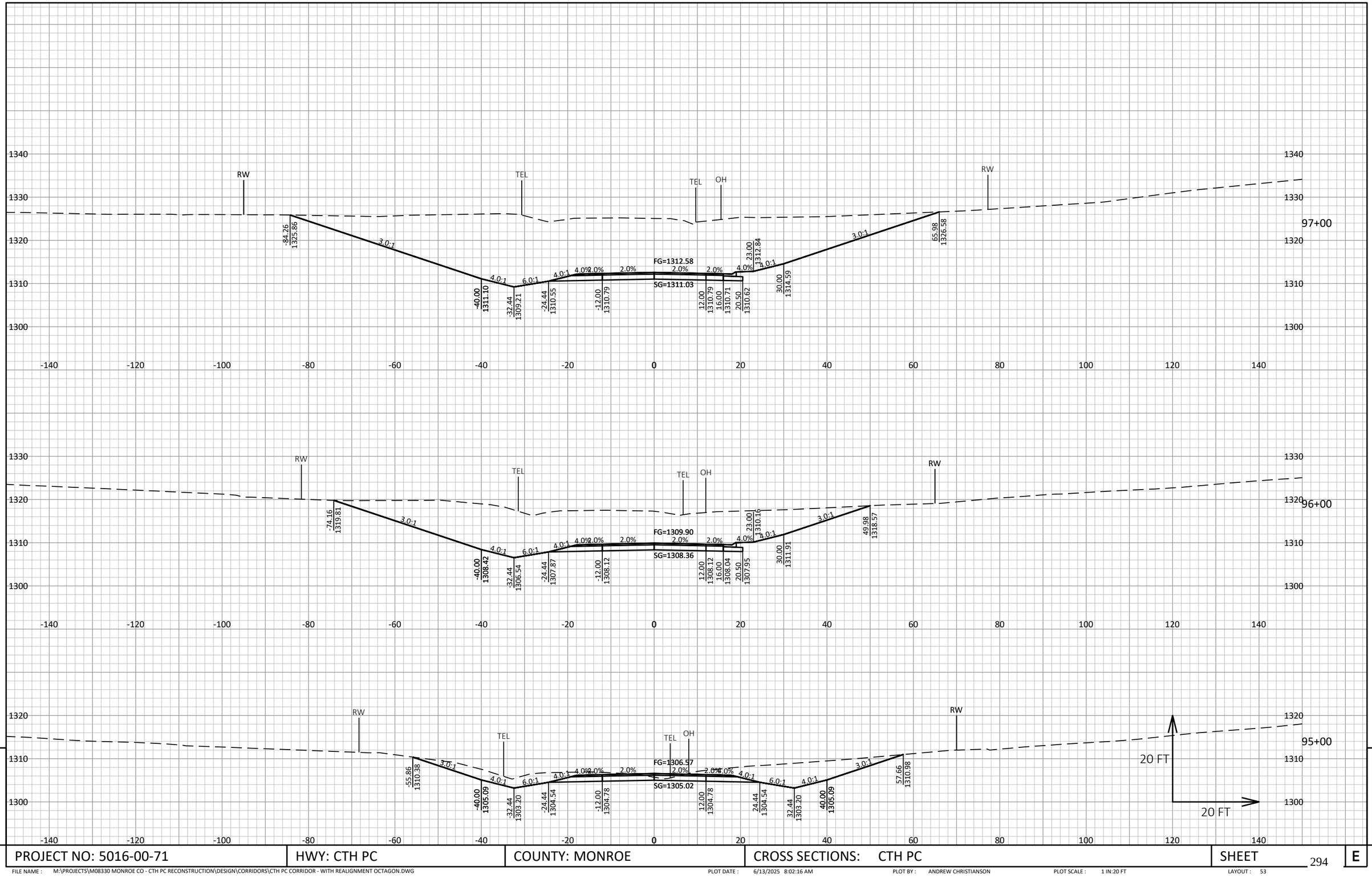


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 292	E



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 293	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:01:46 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 52

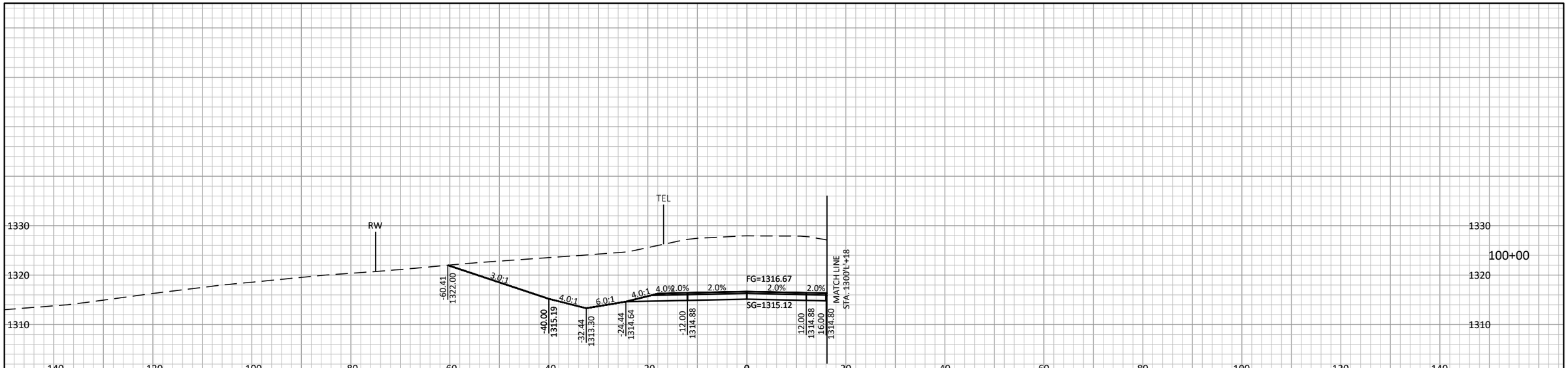


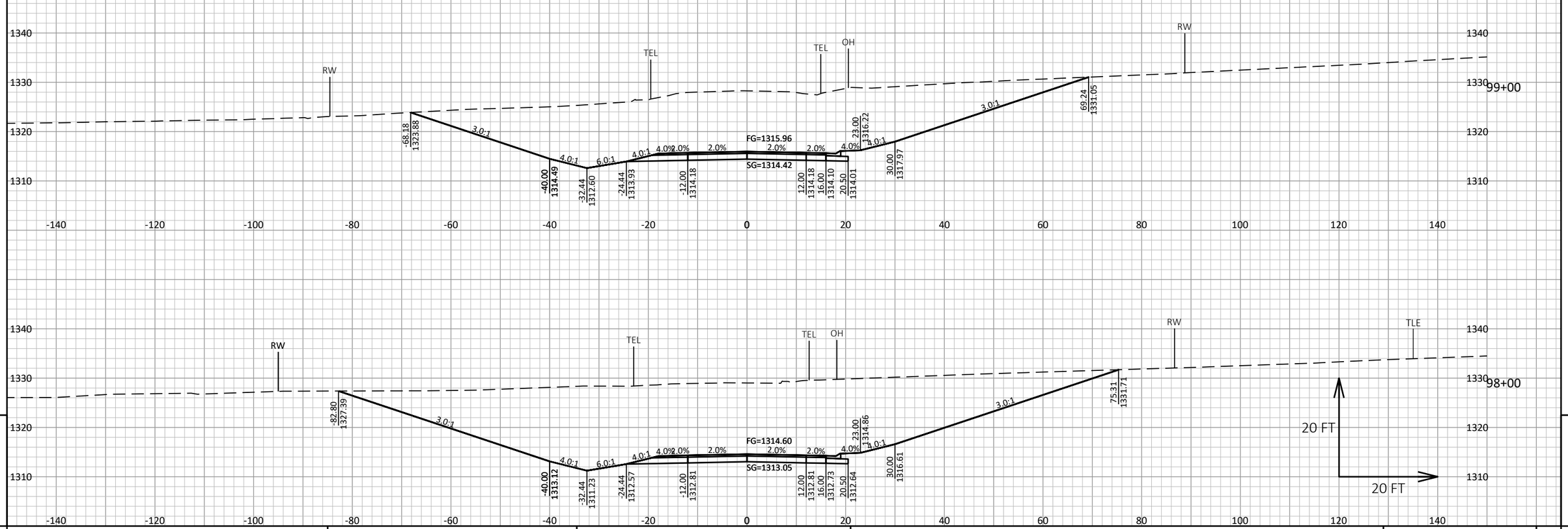
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 294	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:02:16 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 53





9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

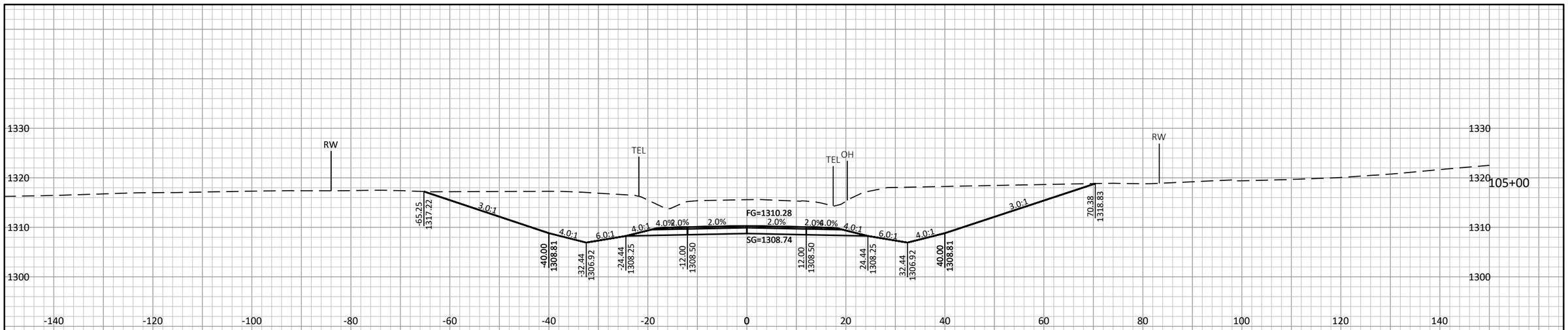
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:02:45 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 54

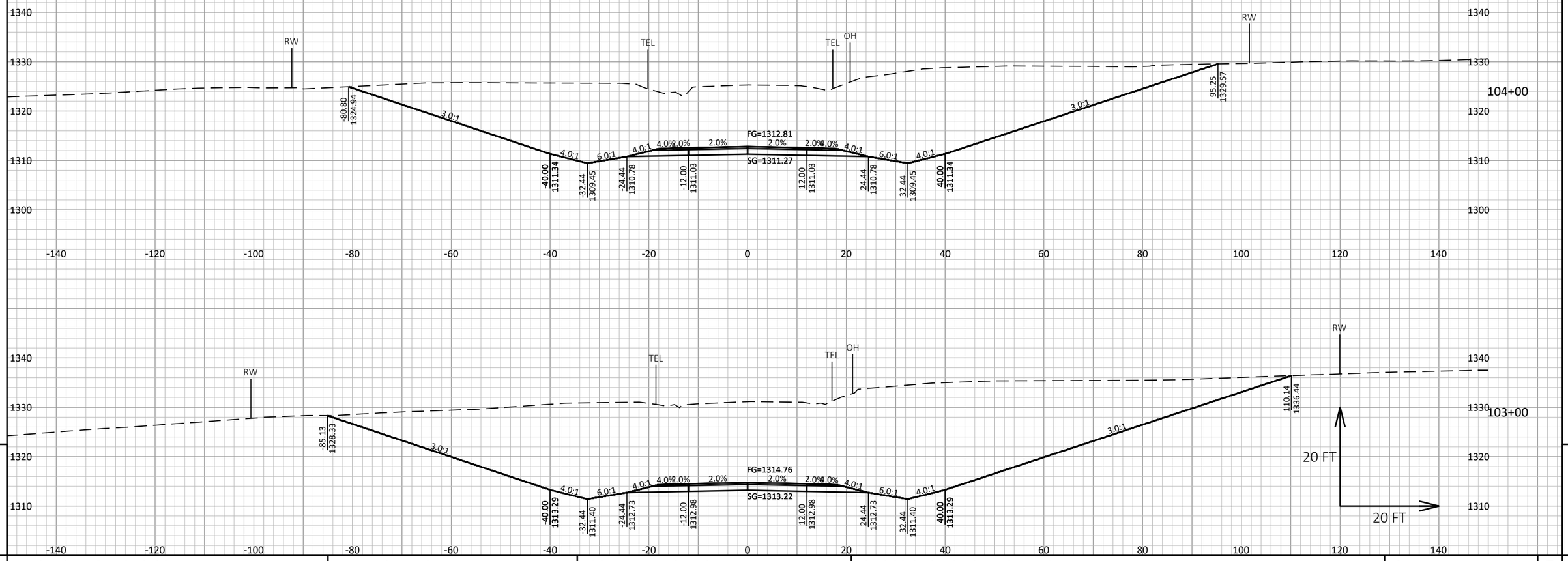
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 296	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:03:14 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 55



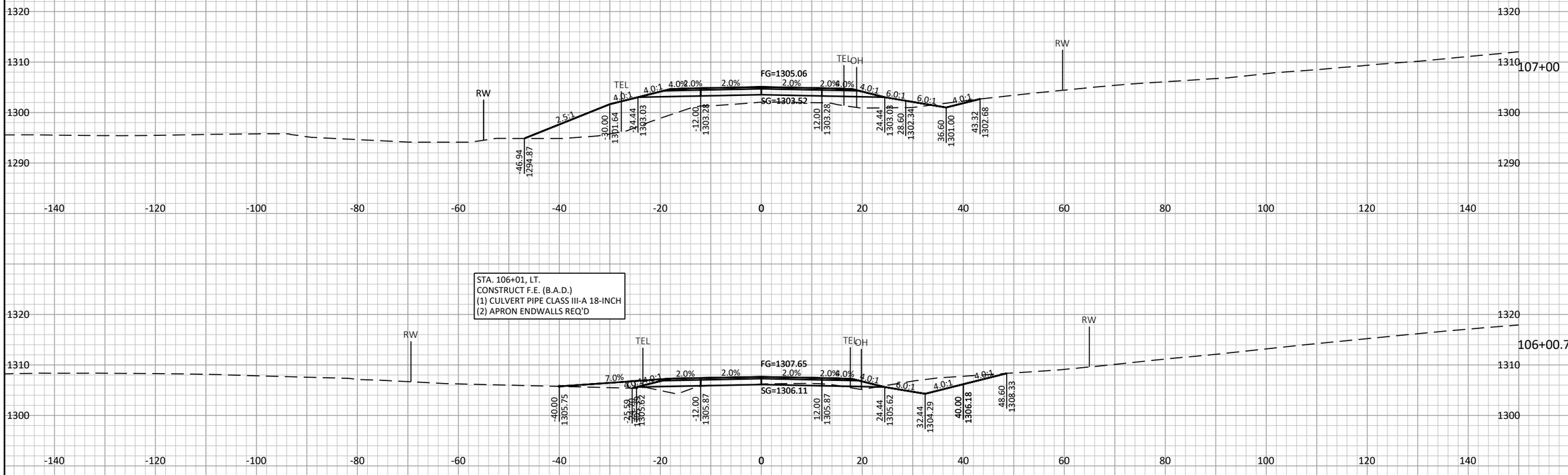


9

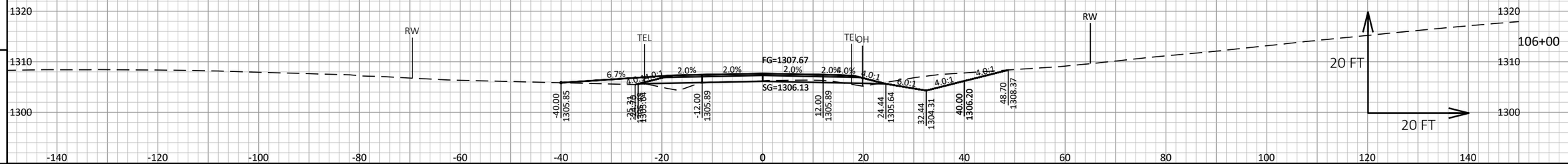
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:03:43 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 56



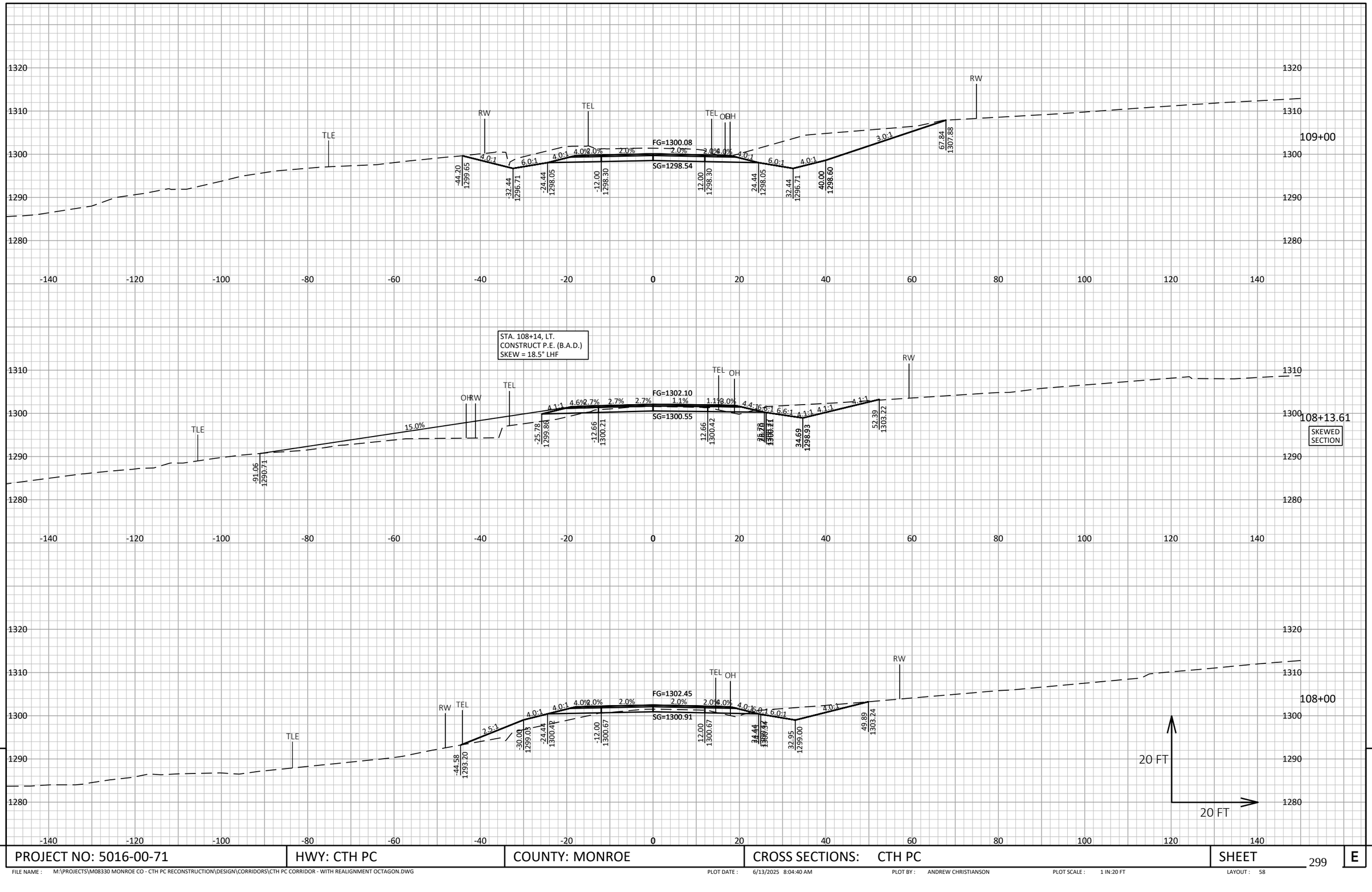
STA. 106+01, LT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D



9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 298	E



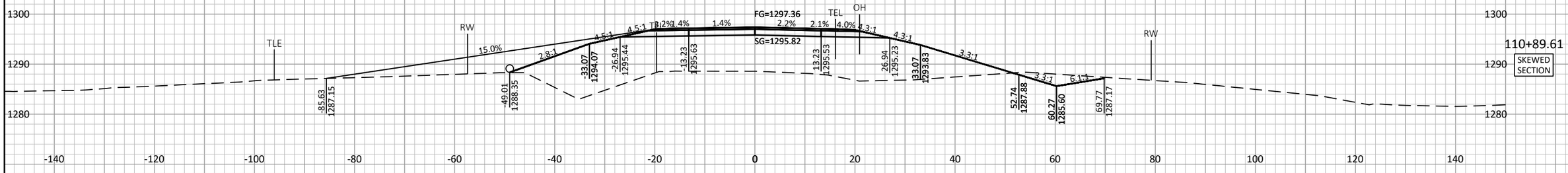
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9

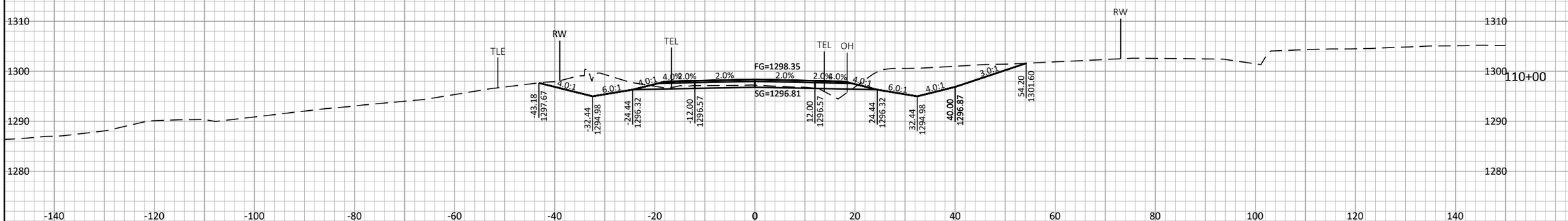
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 299	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:04:40 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 58

STA. 110+90, LT.
CONSTRUCT P.E. (B.A.D.)
SKEW = 24.9° RHF
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

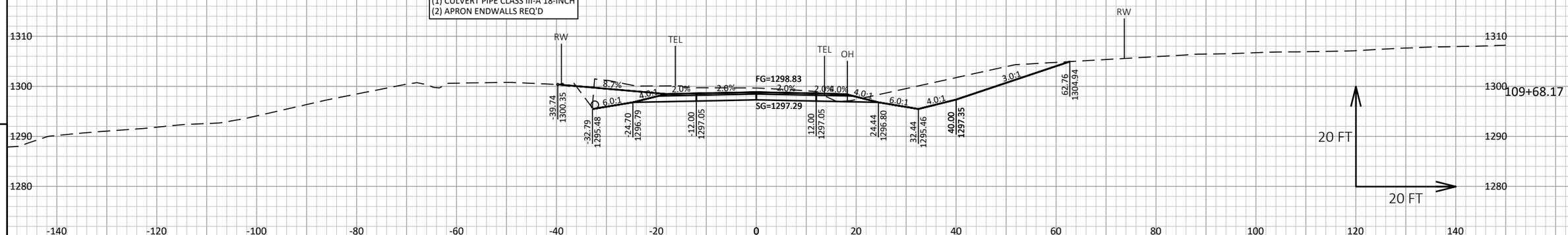


110+89.61
SKEWED SECTION



110+00

STA. 109+68, LT.
CONSTRUCT P.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D



109+68.17

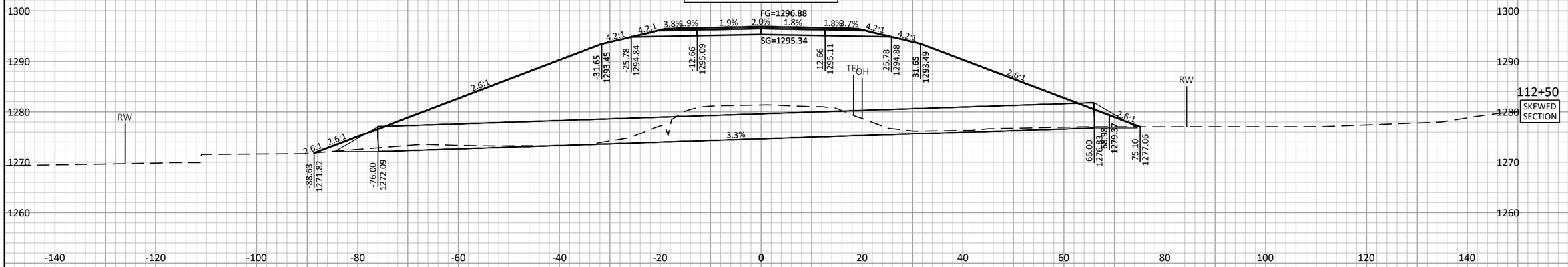
9

9

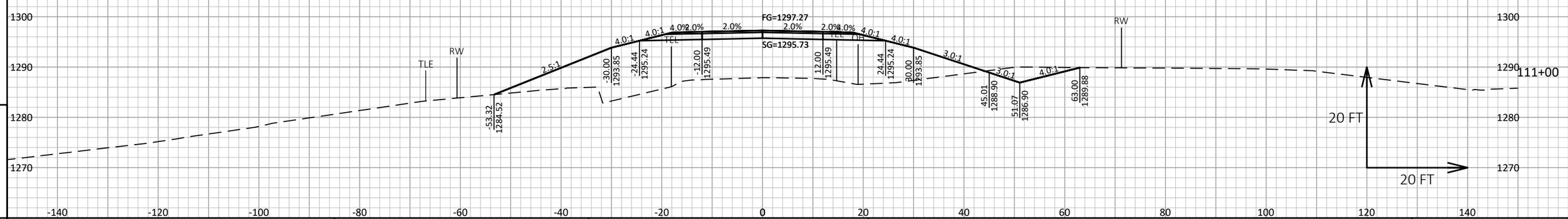
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 300	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:05:09 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 59

STA. 112+50
(1) CULVERT PIPE CLASS IV 60-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 18.6° RHF







PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

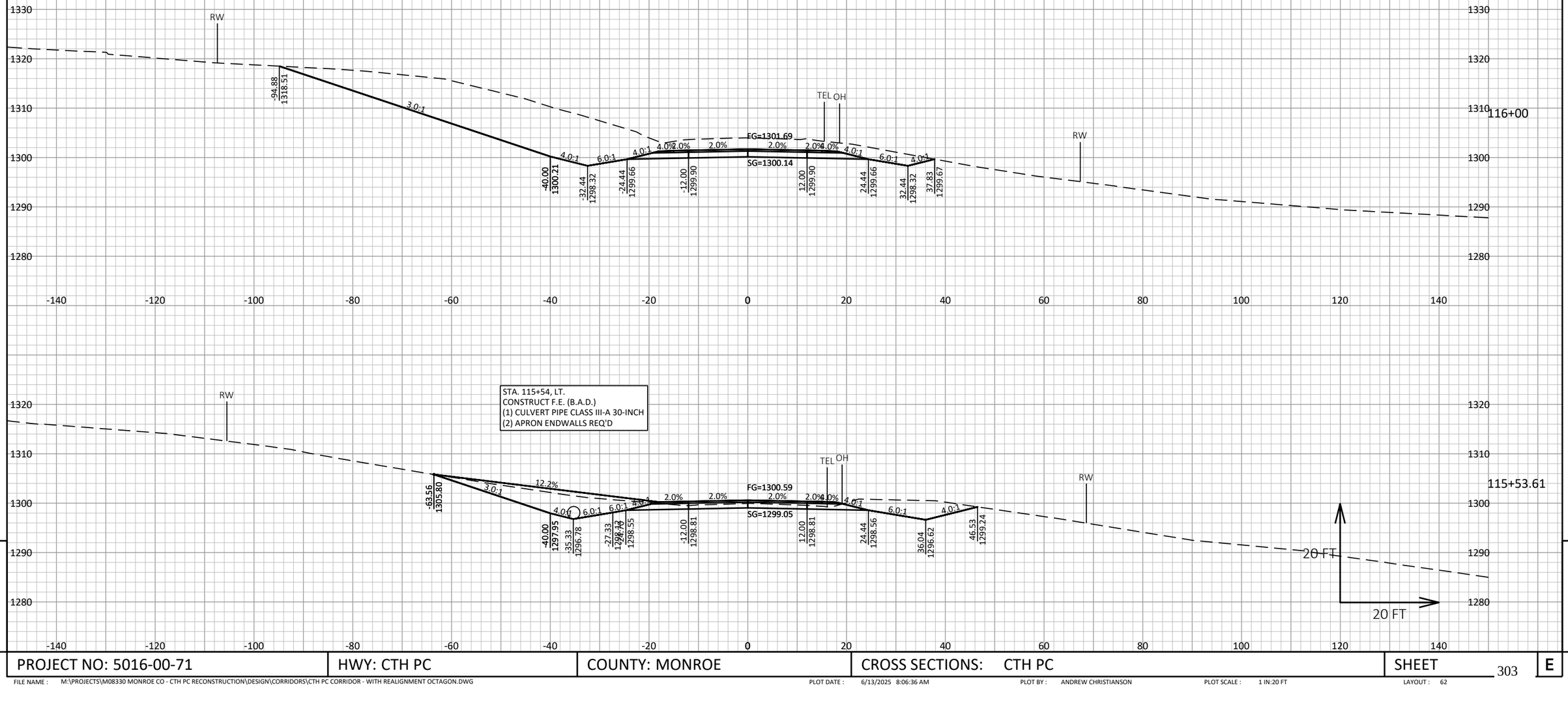
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:05:38 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 60

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:06:07 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 61

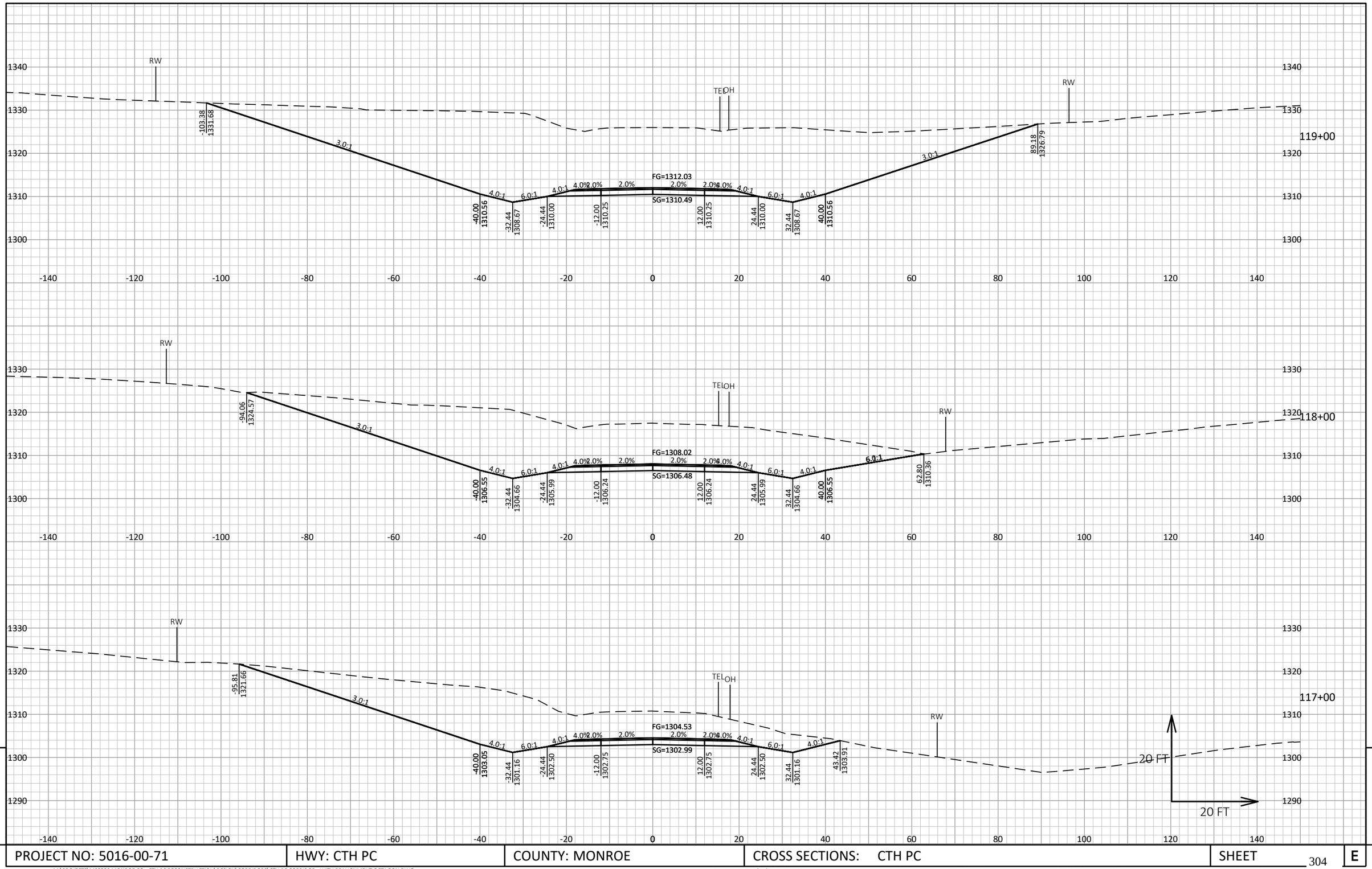


9

9

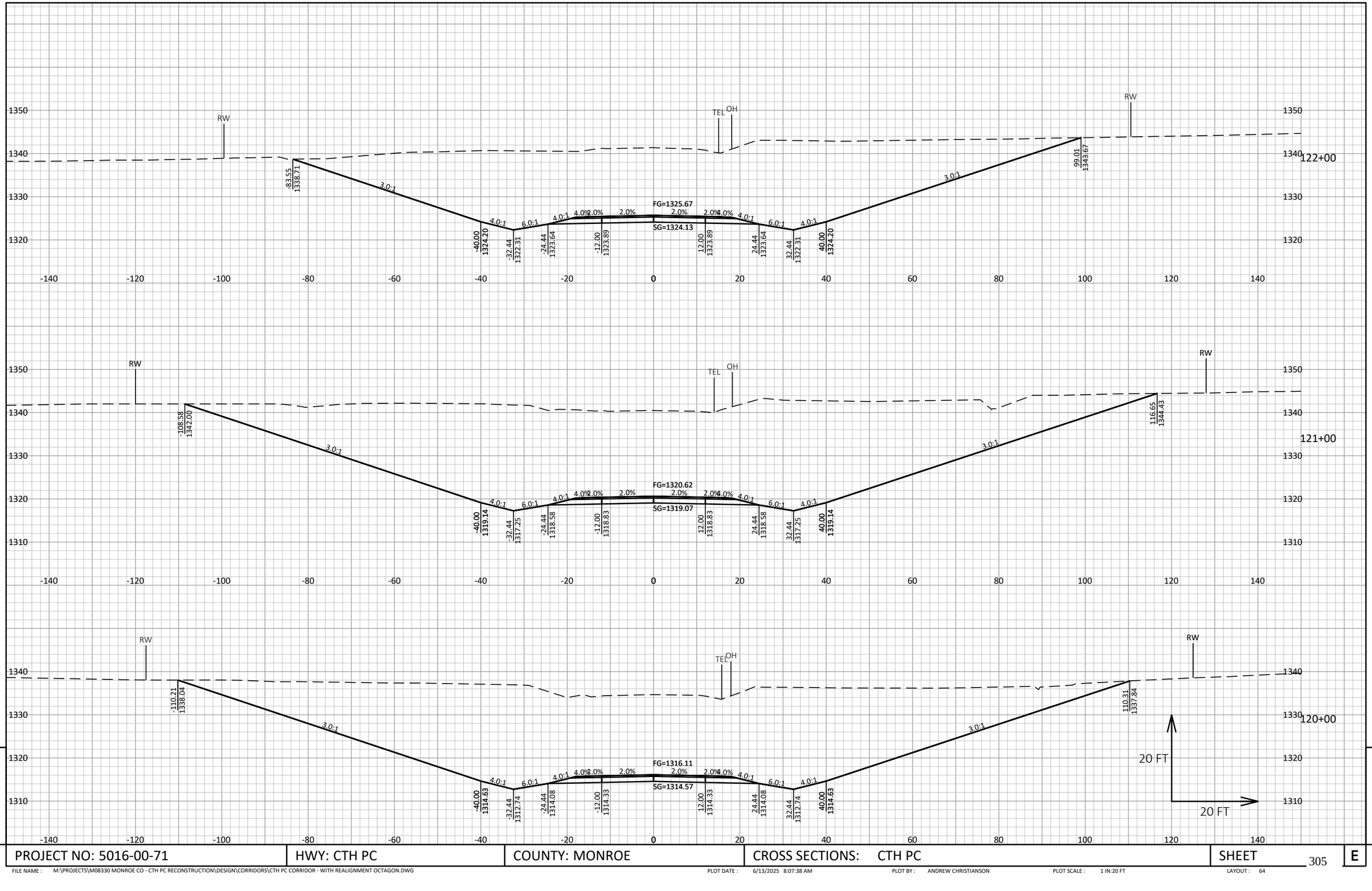
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 303	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:06:36 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 62



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET 304	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:07:06 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 63

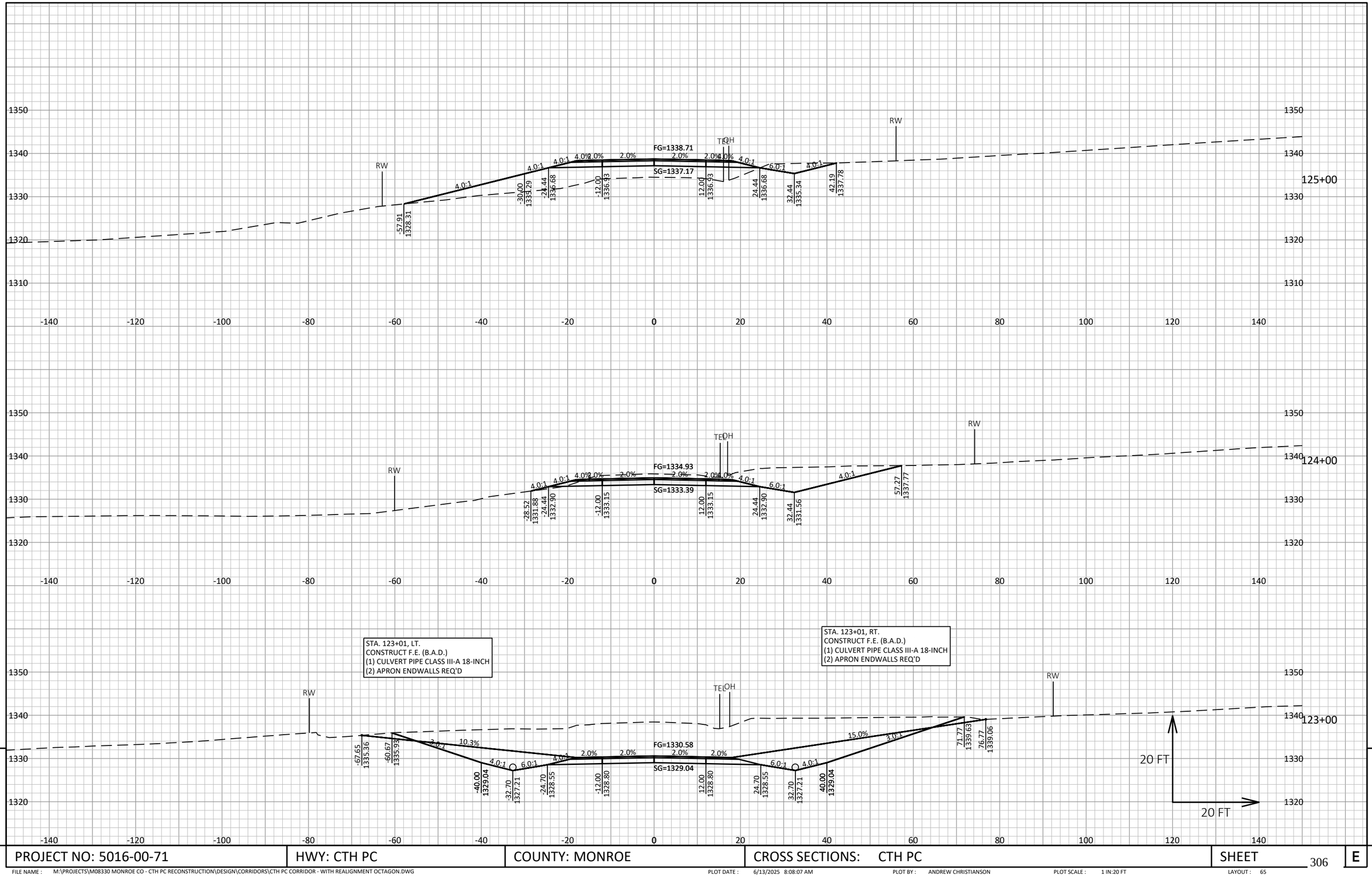


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:07:38 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 64

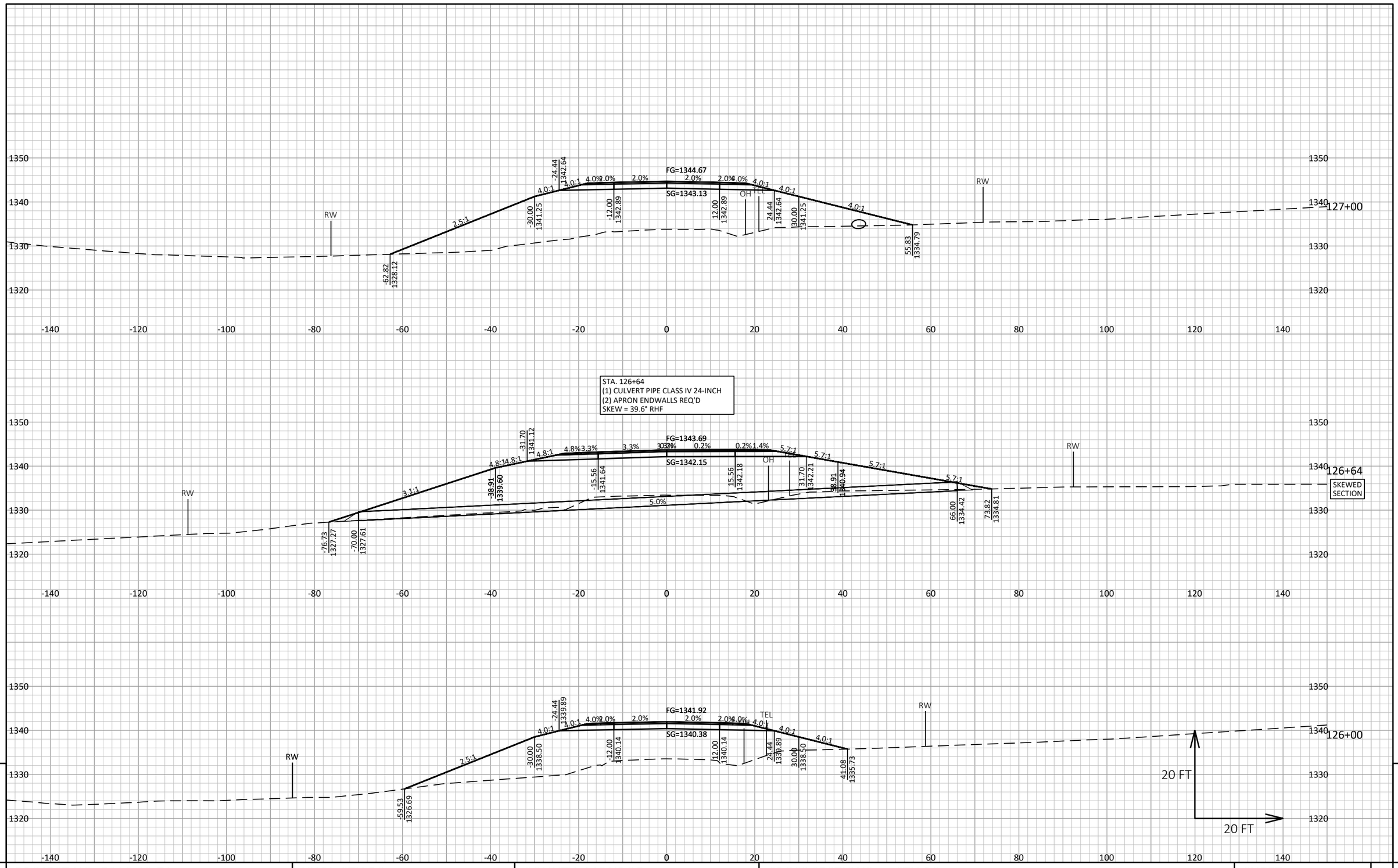


9

9

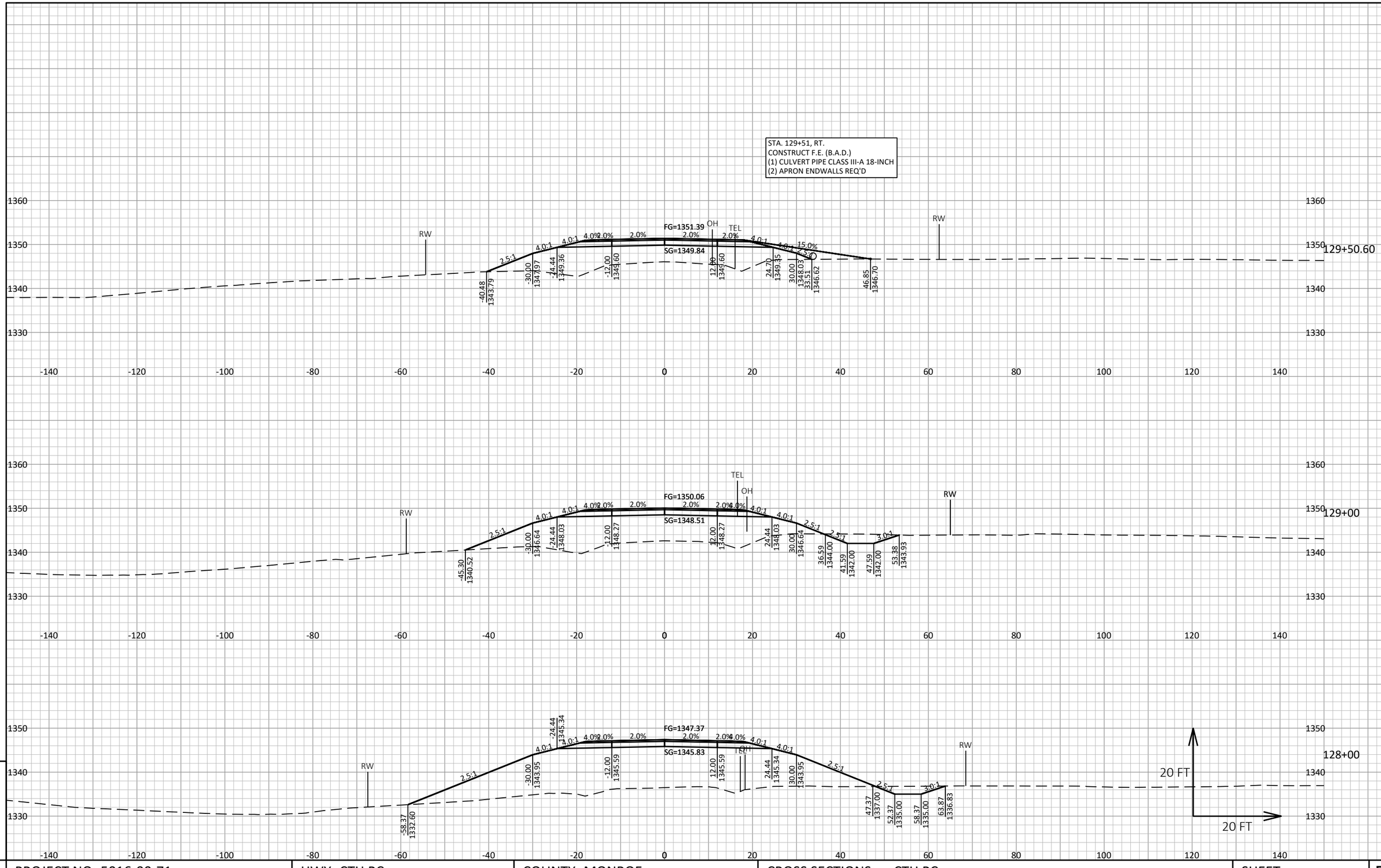
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:08:07 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 65



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:08:36 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : 66



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	308	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:09:04 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 67

END PROJECT
STA. 131+22.53
MATCH EXISTING STH 33

MATCH LINE
STA. 1403'M'+00

1.1% 1.1% 1.1% 1.1% 1.1%
FG=1355.71
SG=1354.17

TEL

131+22.53

RW

7.0:1 6.1:1 5.4:1 5.2:1 4.4%
1.0% 1.1% 1.3% 1.5%
FG=1355.19
SG=1353.65

-60.54 1350.91
-53.32 1351.99
-33.30 1353.46
-30.00 1353.31
-25.01 1353.35
40.39 1353.90

TEL

MATCH LINE
STA. 1404'M'+00

131+00

RW

4.0:1 4.0:1 4.0:1 4.0:1 2.0% 2.0%
OH
FG=1352.67
2.0% 2.0% 2.0% 4.0:1 4.0:1 3.0:1
SG=1351.12

-40.65 1346.58
-30.00 1349.25
-24.44 1350.63
-12.00 1350.88
12.00 1350.88
24.44 1350.63
32.44 1348.63
42.64 1352.03

TEL

RW

TLE

20 FT
20 FT

130+00

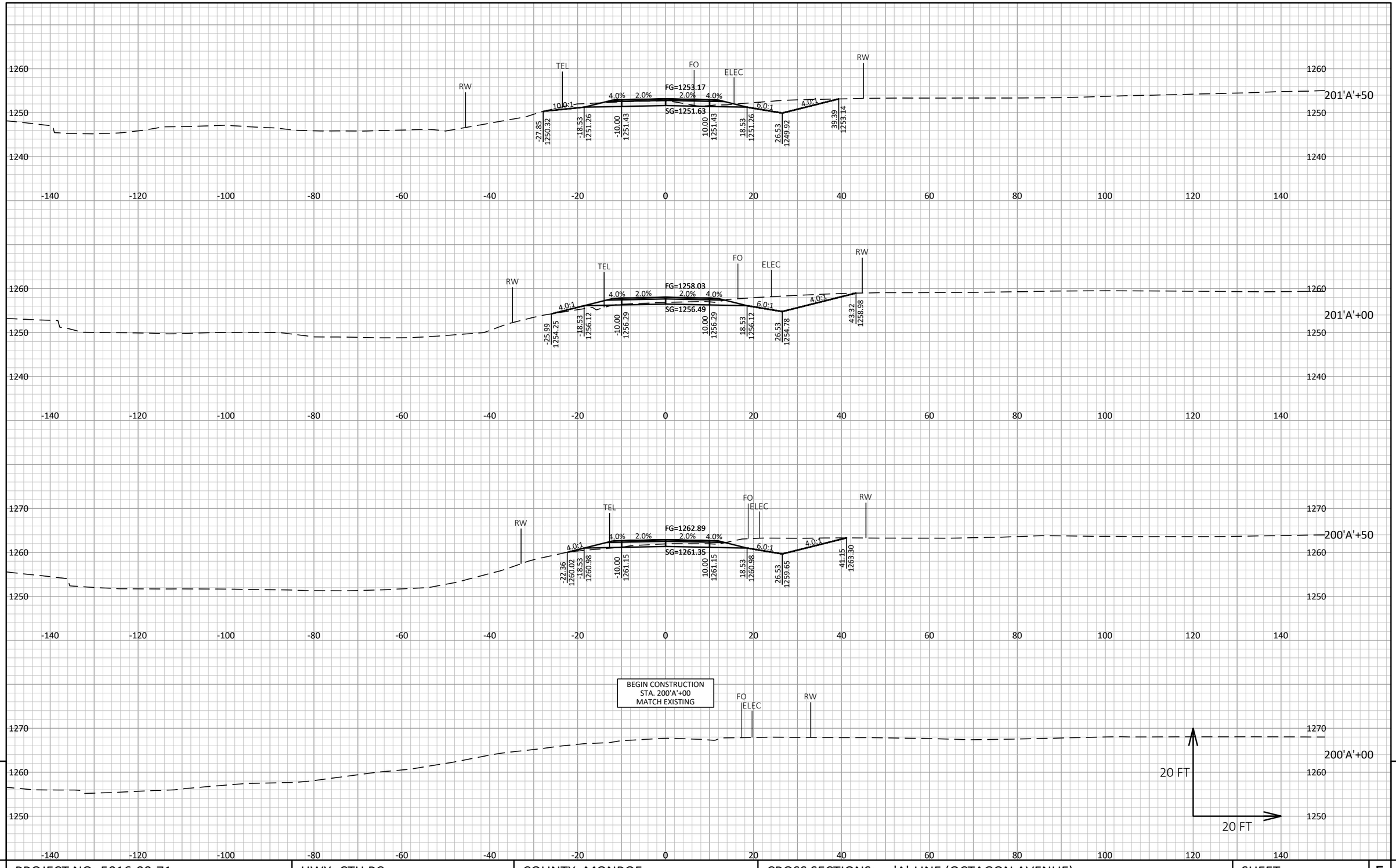
1360
1350
1340
-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: CTH PC	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:09:33 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : 68



9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'A'-LINE (OCTAGON AVENUE)	SHEET 310	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:10:02 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OCTAGON1

END CONSTRUCTION
STA. 203'A'+48.80
MATCH MAINLINE CTH PC

MATCH LINE 10+00

-71.54 1239.72

36-INCH STORM SEWER PIPE
(SEE STORM SEWER DETAILS)

SG=1240.22

1.2% 1.2% 1.2% 0.9%

52.51 1240.74

MATCH LINE STA. 8+00

203'A'+48.80

STA. 203'A'+09
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D

FO FO RW FO TEL ELEC

-126.21 1238.97

2.5%

-62.25 1237.36

-51.71 1237.38

5.4:1

-37.00 1237.31

-25.90 1242.17

3.4% 1.6% 2.0% 4.0%

-18.39 1240.07

0.5% SG=1240.11

15.00 1239.88

22.00 1241.98

4.1:1

29.00 1237.67

42.53 1236.91

6.0:1

59.89 1239.81

RW

203'A'+08.90

RW TEL FO ELEC

-120.82 1239.15

2.5%

-54.28 1237.50

-44.28 1237.50

4.7:1

-23.28 1242.19

4.0% 2.0% FG=1241.81 2.0% 4.0%

-21.26 1239.85

-16.21 1240.14

SG=1240.29

15.33 1239.96

23.86 1239.79

6.0:1

39.21 1237.23

4.0:1

49.17 1239.72

RW

203'A'+00

RW TEL FO ELEC

-90.50 1240.96

3.1%

-43.51 1239.50

-33.51 1239.50

4.0:1

-22.62 1242.01

4.0% 2.0% FG=1244.00 2.0% 4.0%

-14.09 1242.18

SG=1242.46

12.27 1242.21

20.80 1242.04

6.0:1

32.51 1240.09

4.0:1

35.02 1240.97

RW

202'A'+50

RW TEL FO ELEC

-60.42 1244.30

5.1%

-40.93 1243.30

-30.93 1243.30

4.0:1

-18.53 1246.39

4.0% 2.0% FG=1248.31 2.0% 4.0%

-10.00 1246.56

SG=1246.76

10.00 1246.56

18.53 1246.39

6.0:1

26.60 1245.05

4.0:1

33.26 1246.71

RW

202'A'+00

20 FT

20 FT

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

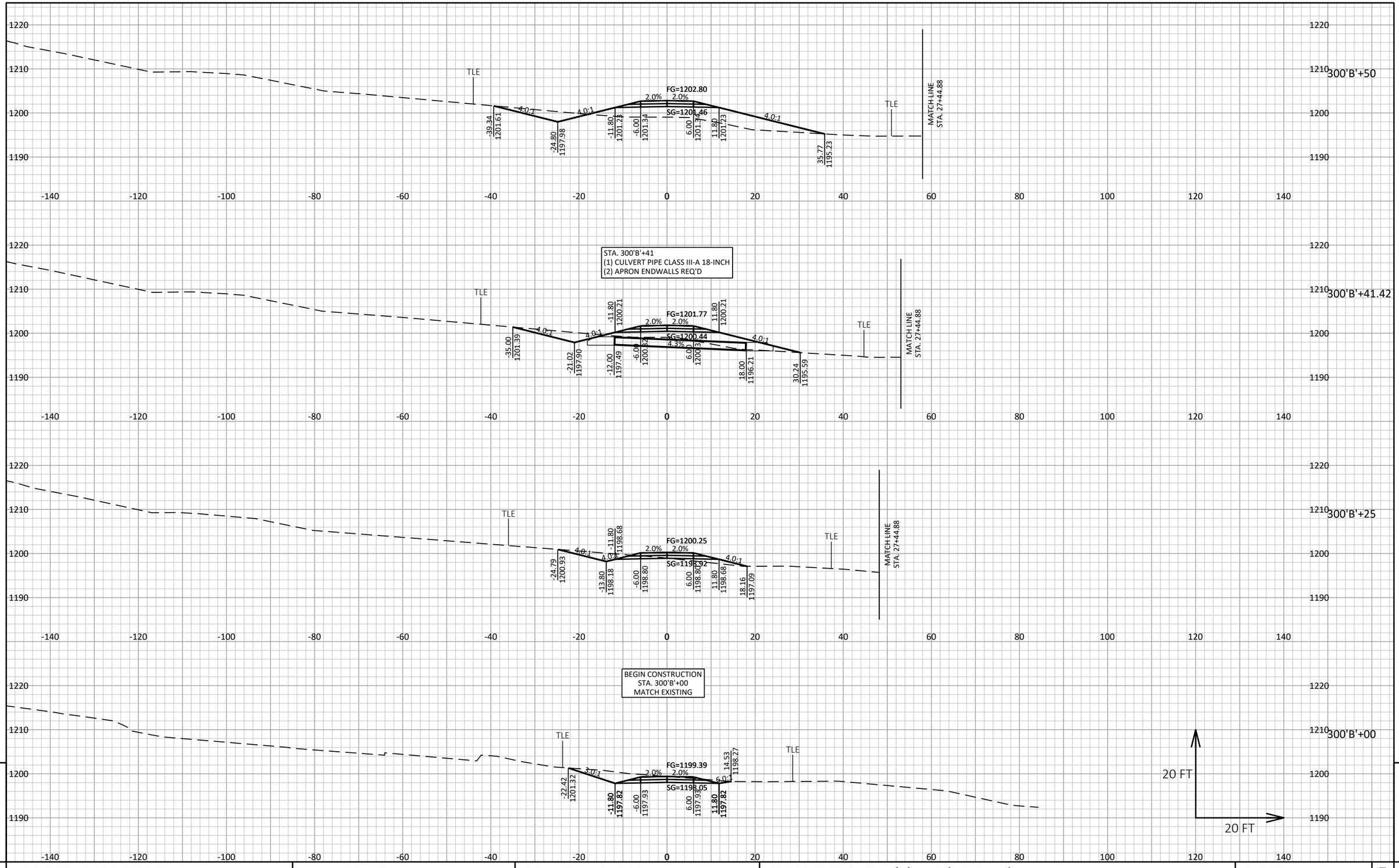
1250 1240 1230

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'A'-LINE (OCTAGON AVENUE)	SHEET	E

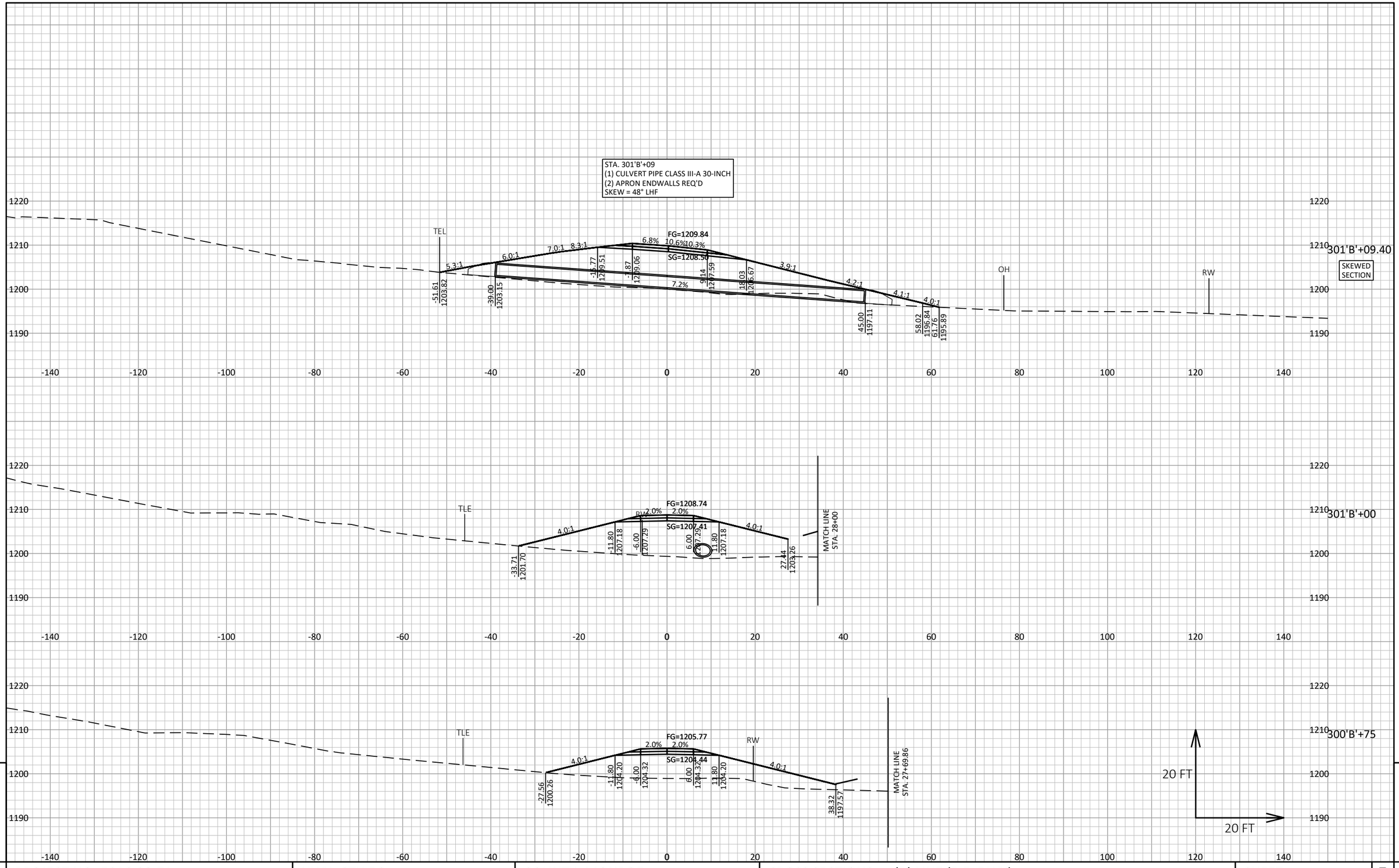
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:10:30 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OCTAGON2



9

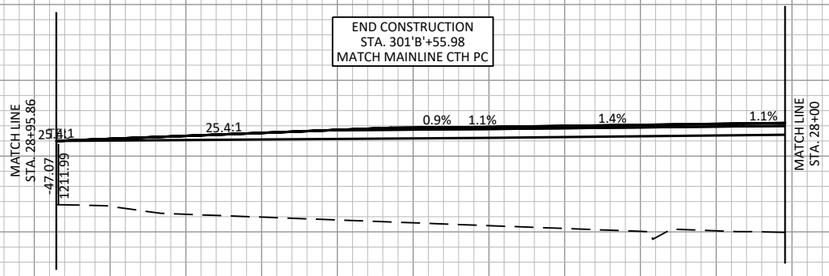
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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'B'-LINE (P.E. DWY)	SHEET 312	E

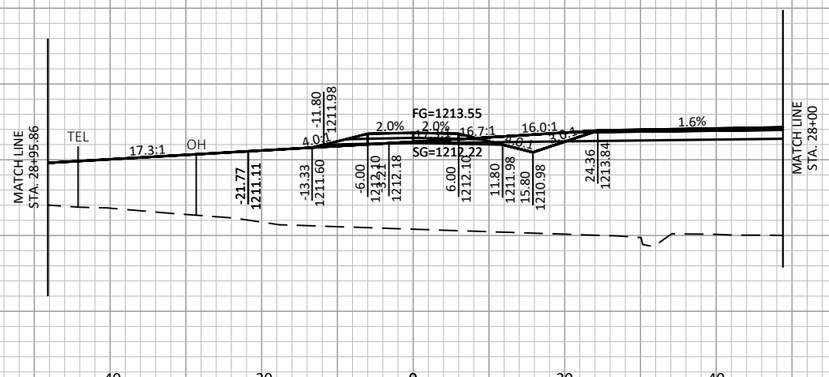


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'B'-LINE (P.E. DWY)	SHEET 313	E

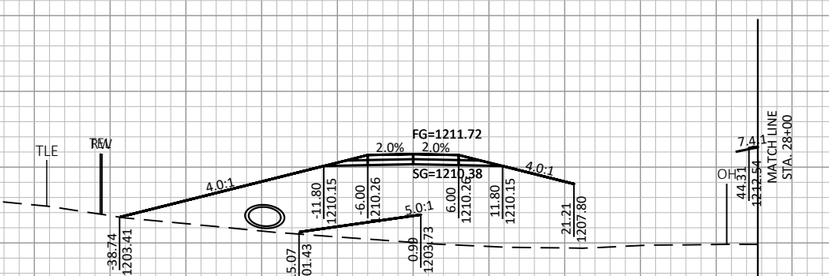
END CONSTRUCTION
STA. 301'B'+55.98
MATCH MAINLINE CTH PC



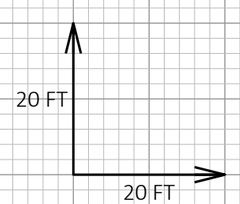
301'B'+55.98



301'B'+50

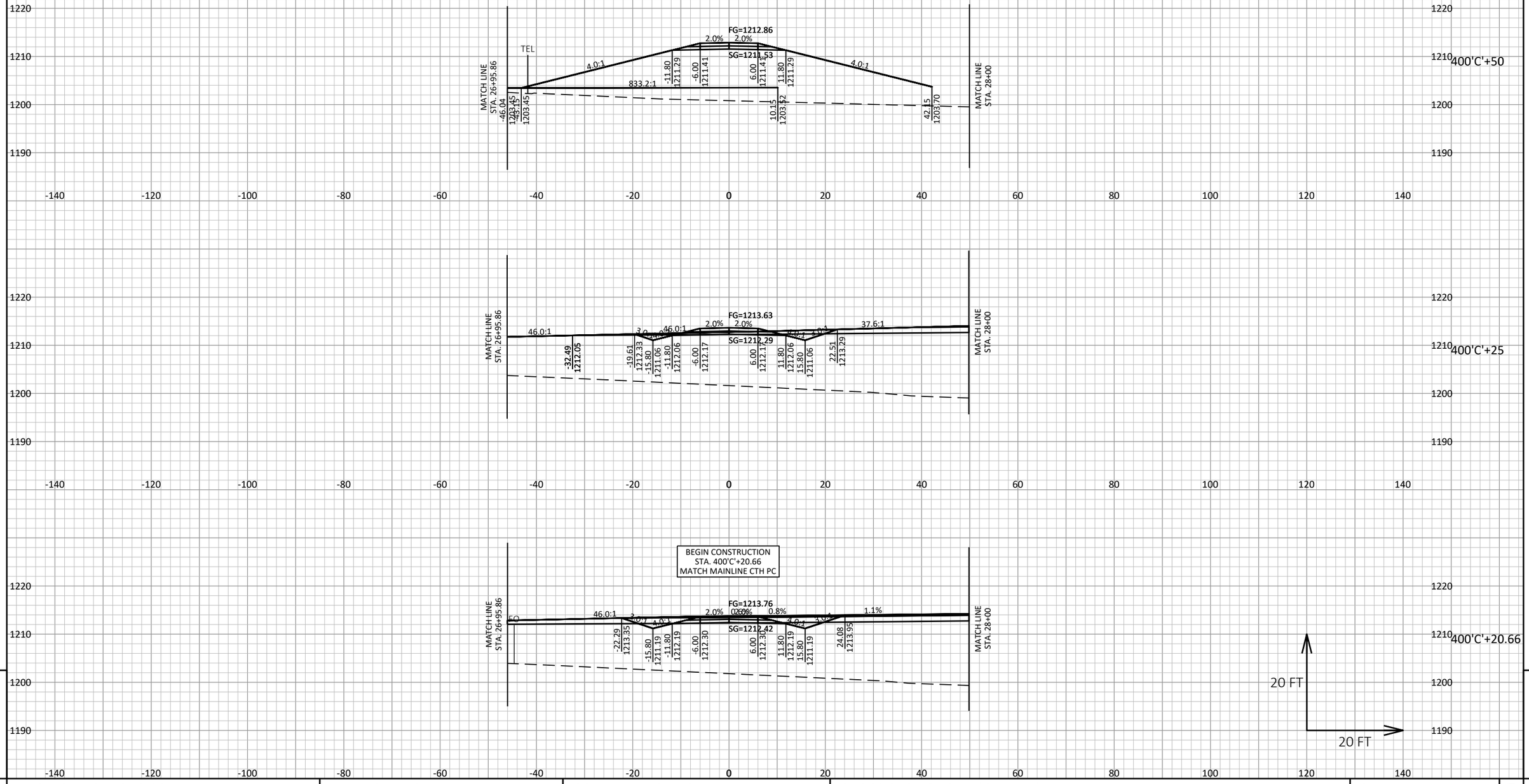


301'B'+25



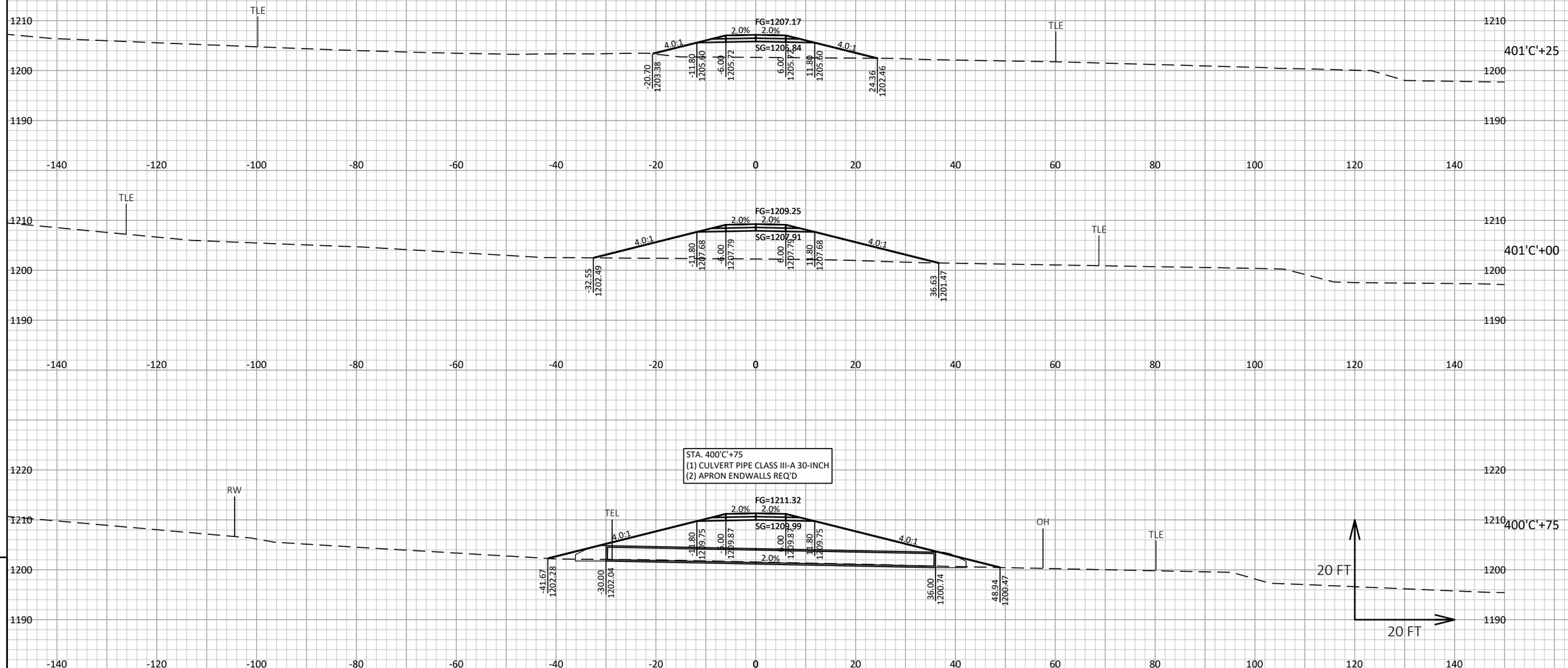
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'B'-LINE (P.E. DWY)	SHEET 314	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:11:59 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : B LINE 3



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'C'-LINE (P.E. DWY)	SHEET 315	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:12:28 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : C LINE 1



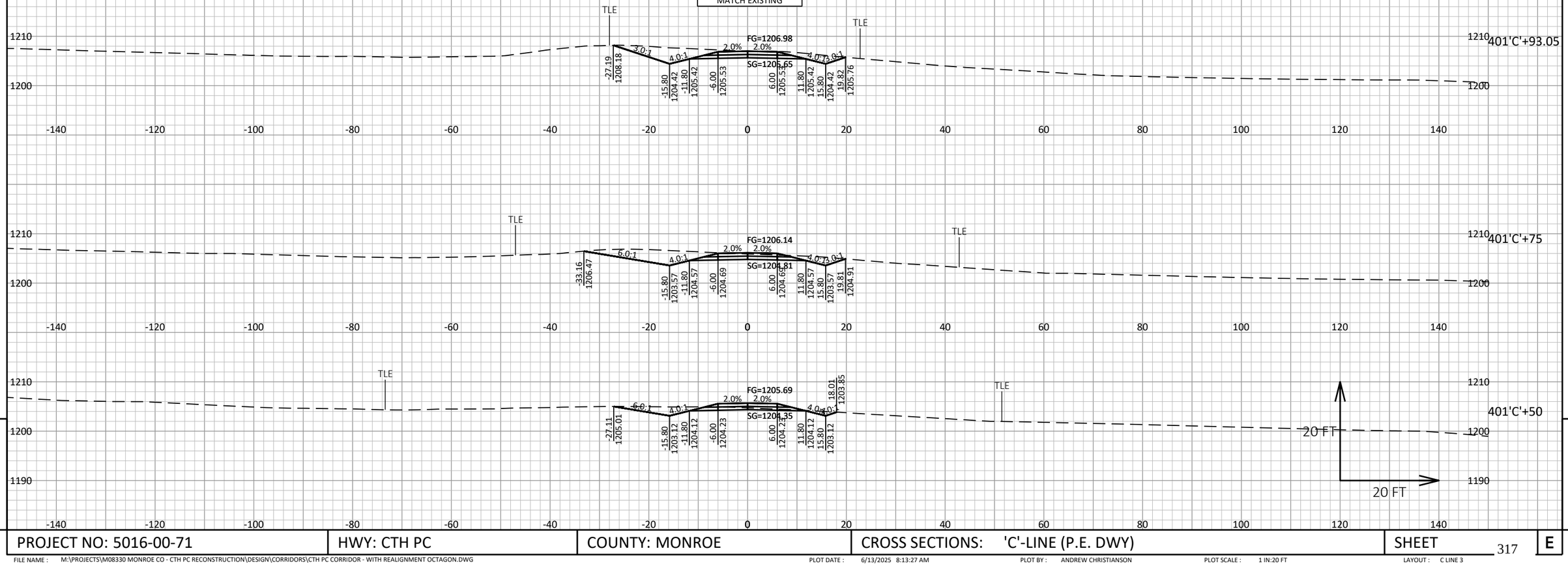
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'C'-LINE (P.E. DWY)	SHEET 316	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:12:57 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : C LINE 2

END CONSTRUCTION
STA. 401'C'+93.05
MATCH EXISTING



9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'C'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:13:27 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : C LINE 3

STA. 500'D'+54
(1) CORRUGATED STEEL PIPE ARCH
35X24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 11.4° LHF

RW
TEL
TEL
TEL
500'D'+53.65
SKEWED SECTION
VARIES
VARIES
FG=1255.06
SG=1253.52
2.3%
2.8%
1.3%
1.7%
3.6%
-77.89 1262.45
-23.33 1256.01
-39.49 1251.29
-16.38 1253.49
21.40 1252.92
27.98 1252.72
30.70 1254.89
36.58 1253.18
45.64 1250.67
45.00 1249.87
49.51 1249.79
72.08 1249.05
82.28 1248.03
85.39 1247.71
135.83 1246.46
10.0:1
36.0:1
58.5:1
1199.8:1

MATCH LINE STA. 43+00
TEL
TEL
500'D'+50
MATCH LINE STA. 41+00
VARIES
VARIES
FG=1255.05
SG=1253.51
4.8%
2.8%
2.8%
2.5%
2.7%
-46.39 1252.56
-25.46 1256.21
-18.00 1254.02
20.69 1252.93
26.28 1252.77
28.62 1254.97
34.88 1252.74
40.20 1250.87
41.79 1250.31
49.33 1251.77
80.44 1251.87
103.79 1250.94
2.8:1
2.8:1
18.9:1
25.2:1
CORRUGATED STEEL PIPE ARCH 35X24-INCH

END CONSTRUCTION
STA. 500'D'+18
MATCH MAINLINE CTH PC
MATCH LINE STA. 43+00
MATCH LINE STA. 41+00
500'D'+18
FG=1255.36
SG=1253.81
5.1%
5.4%
5.4%
5.4%
5.4%
5.4%
5.5%
20 FT
20 FT

9
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'D'-LINE (ODIN AVENUE)	SHEET 318	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:13:57 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : ODIN1

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'D'-LINE (ODIN AVENUE)	SHEET 319	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:14:26 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : ODIN2

END CONSTRUCTION
STA. 502'D'+75
MATCH EXISTING ODIN AVE.

RW

RW

1260

1250

502'D'+75

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

RW

RW

FG=1259.78

SG=1258.24

4.0% 2.0% 2.0% 4.0%

4:0:1 6:0:1 6:0:1 4:0:1

-29.47 1259.49

-21.20 1258.93 1258.43 1257.87

-10.00 1258.04

10.00 1258.04

18.53 1257.87 1257.42

26.70 1258.80

20 FT

20 FT

1260

1250

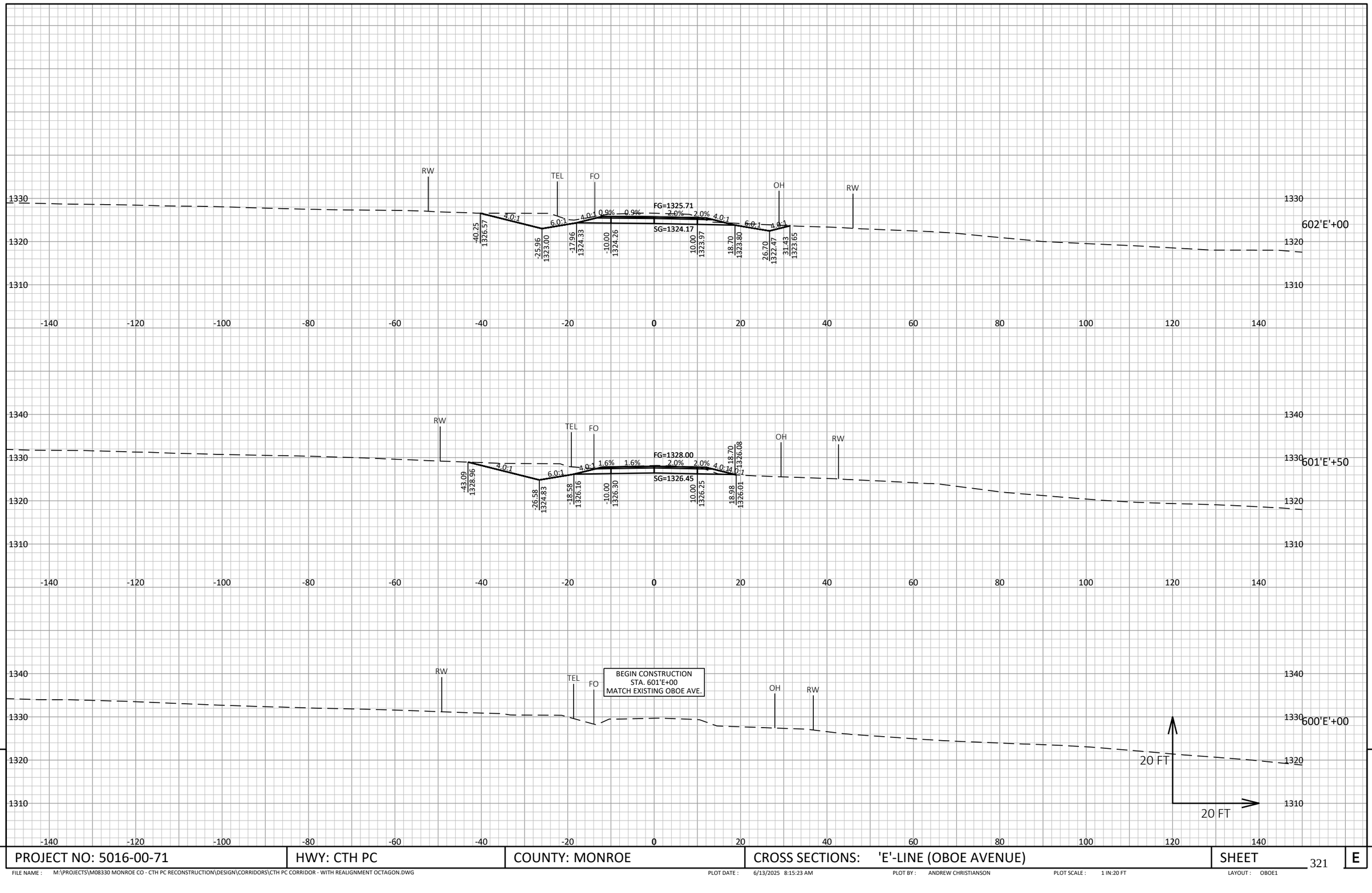
502'D'+50

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'D'-LINE (ODIN AVENUE)	SHEET 320	E

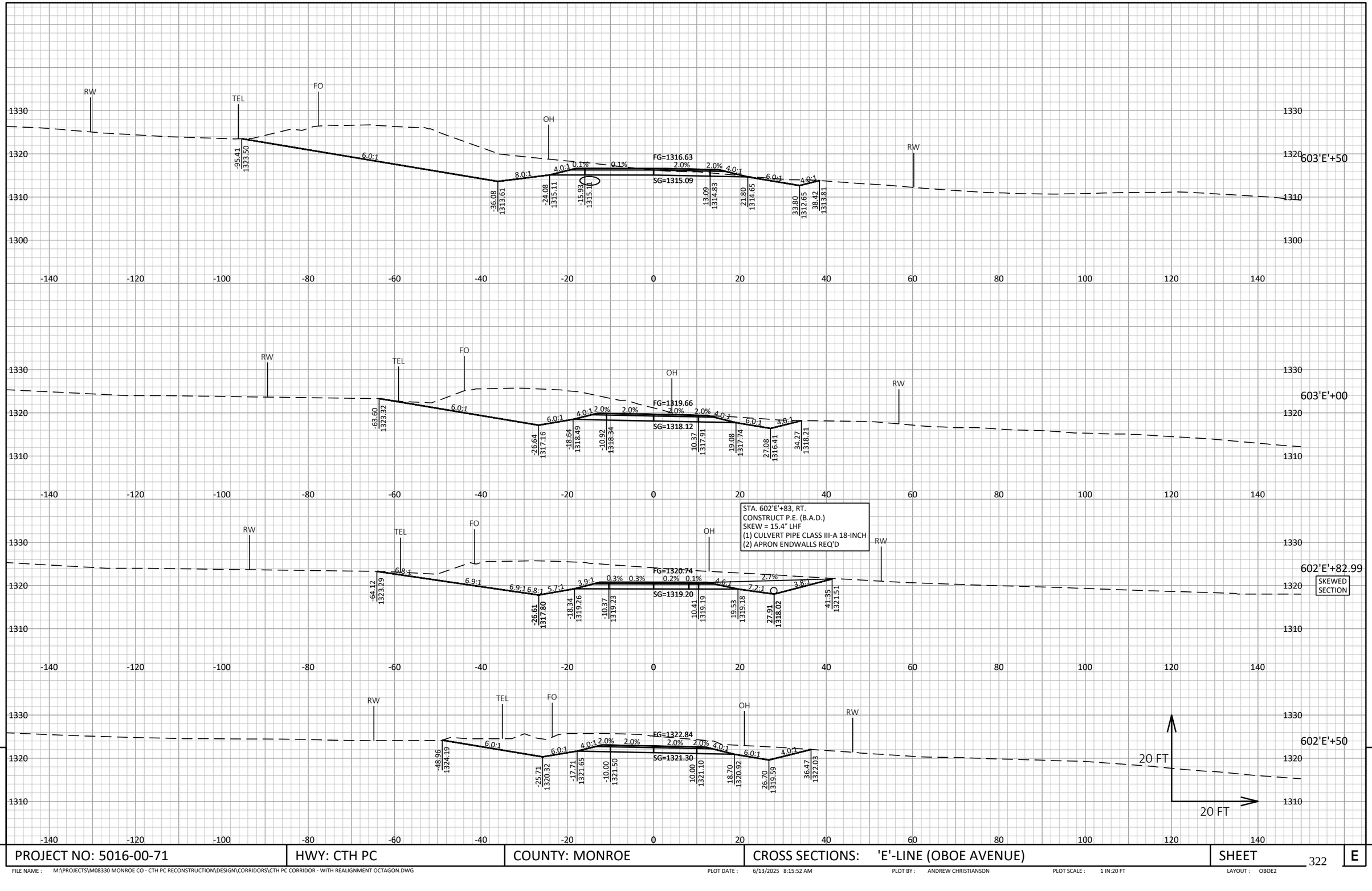


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'E'-LINE (OBOE AVENUE)	SHEET 321	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:15:23 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OBOE1

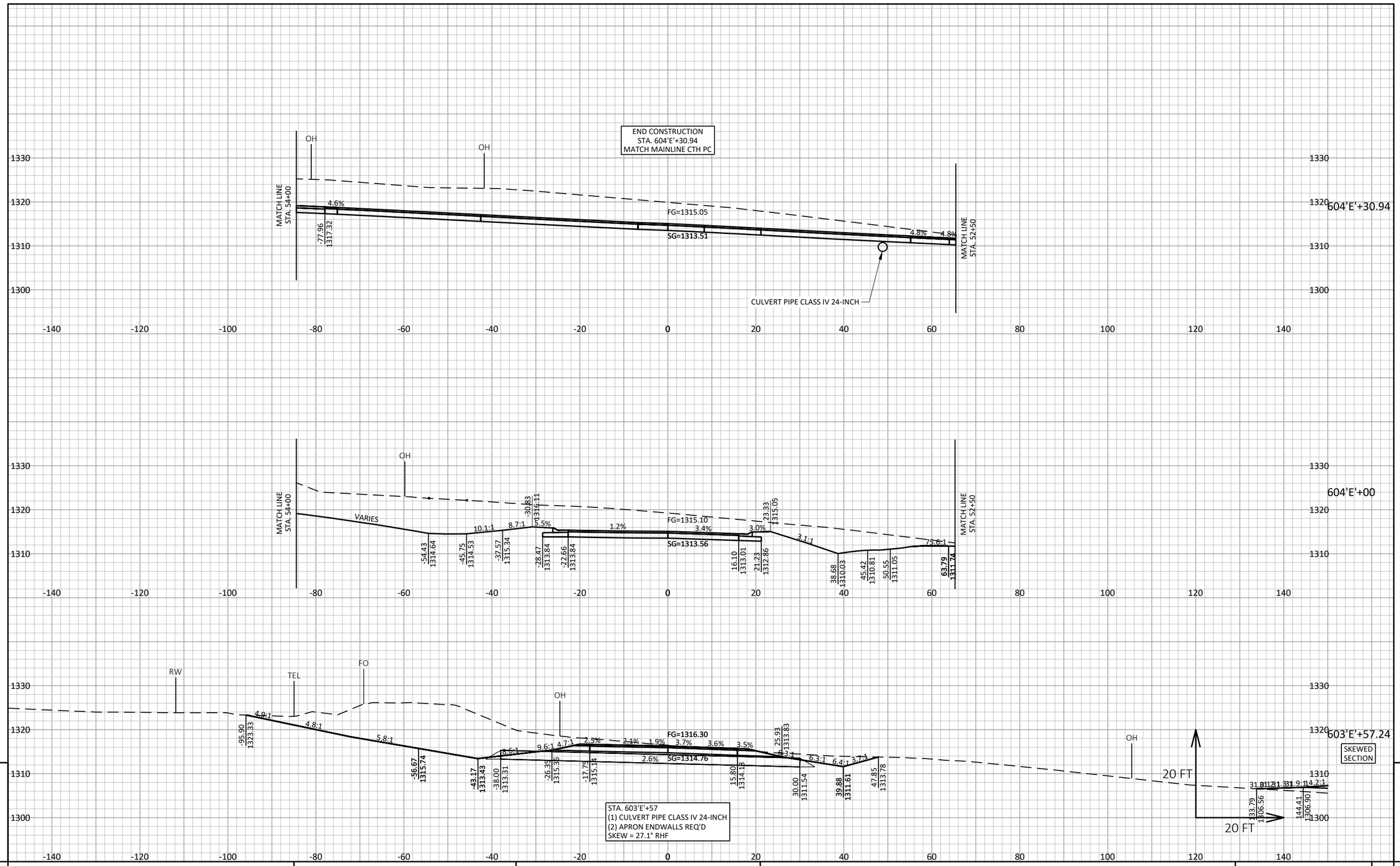


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'E'-LINE (OBOE AVENUE)	SHEET 322	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:15:52 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OBOE2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'E'-LINE (OBOE AVENUE)	SHEET 323 E

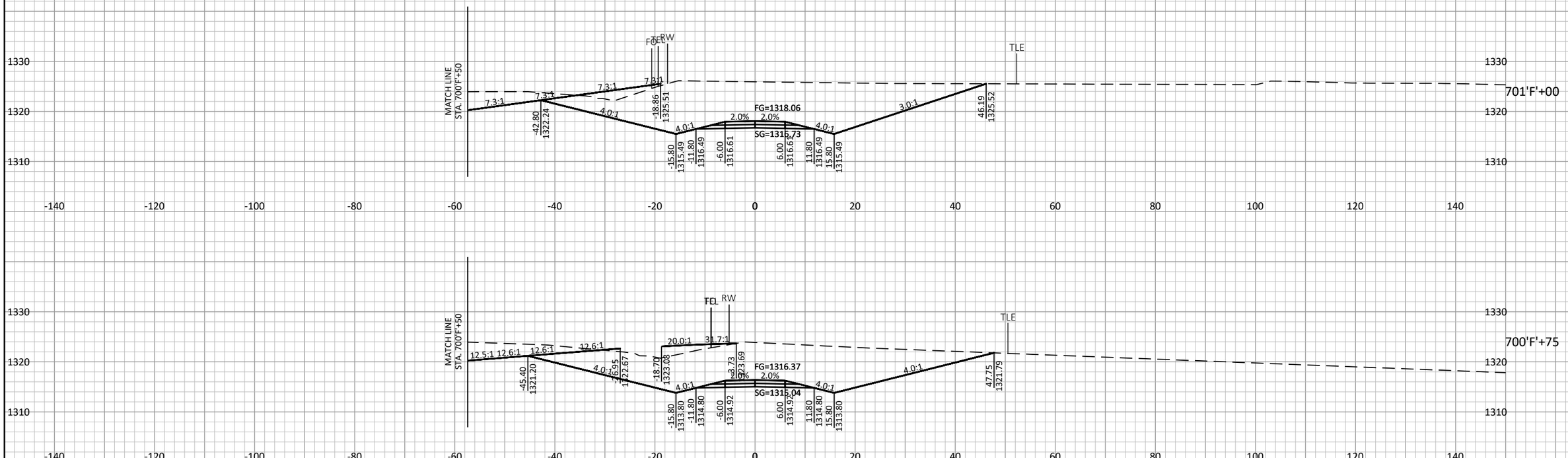
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:16:21 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OBOE3

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'F'-LINE (P.E. DWY)	SHEET 324	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:16:52 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : F LINE 1

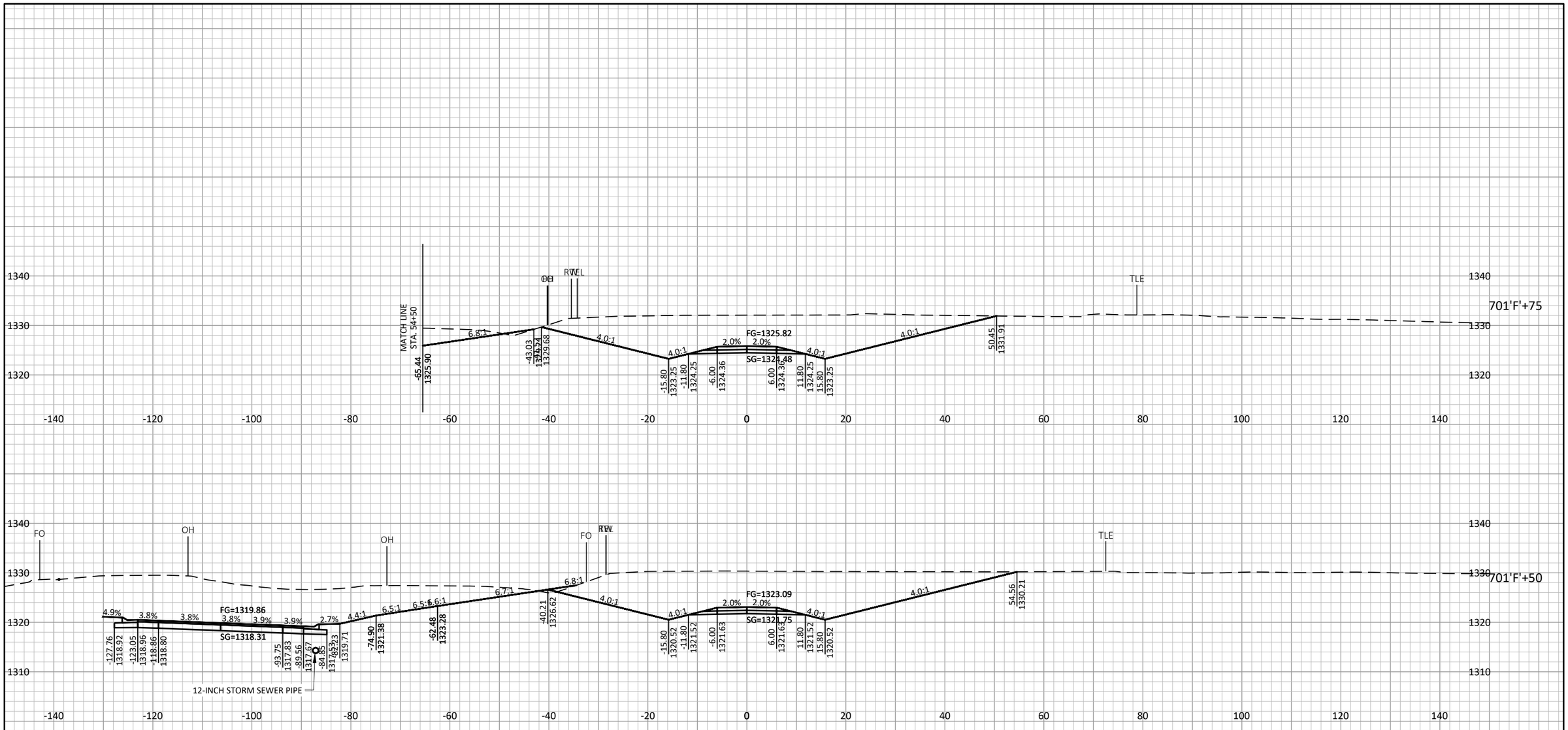


9

9

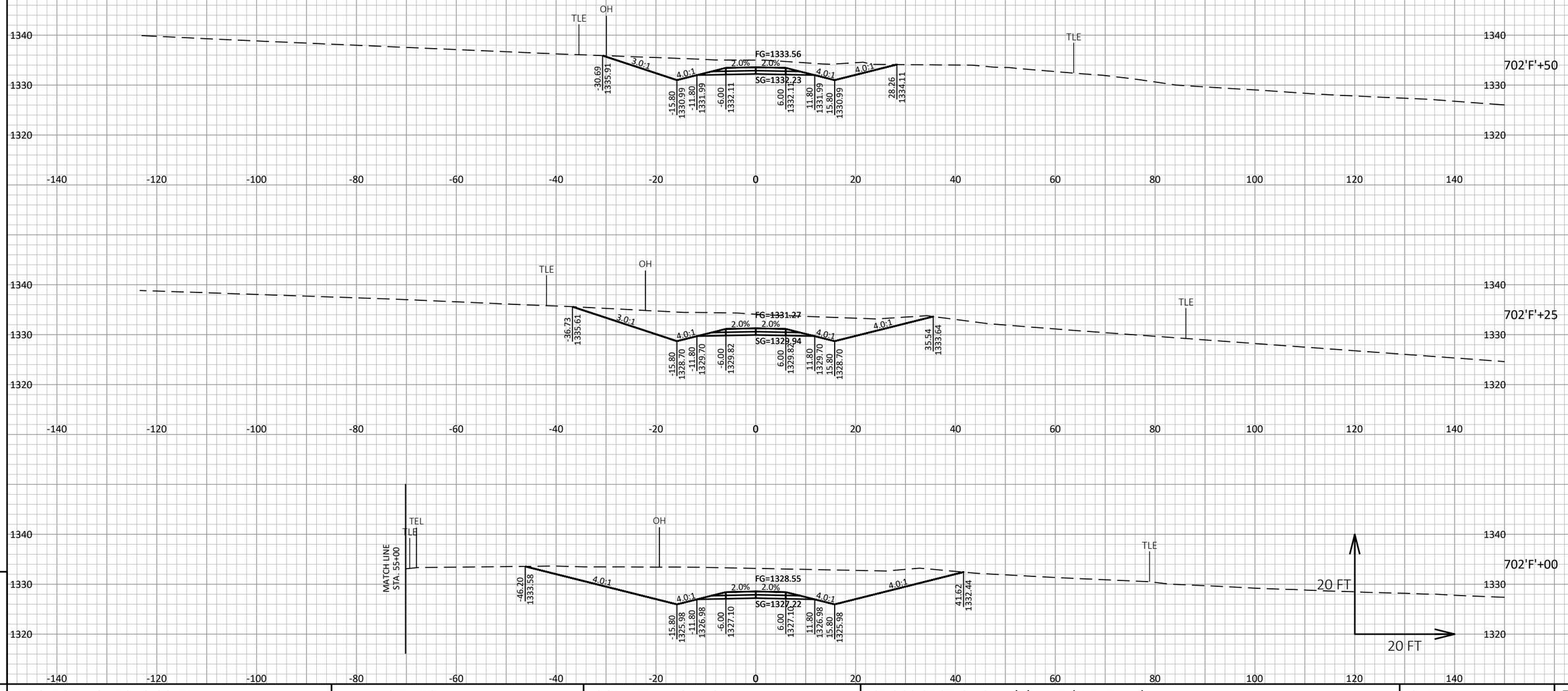
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'F'-LINE (P.E. DWY)	SHEET 325	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:17:23 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : F LINE 2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'F'-LINE (P.E. DWY)	SHEET 326	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:17:53 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : F LINE 3



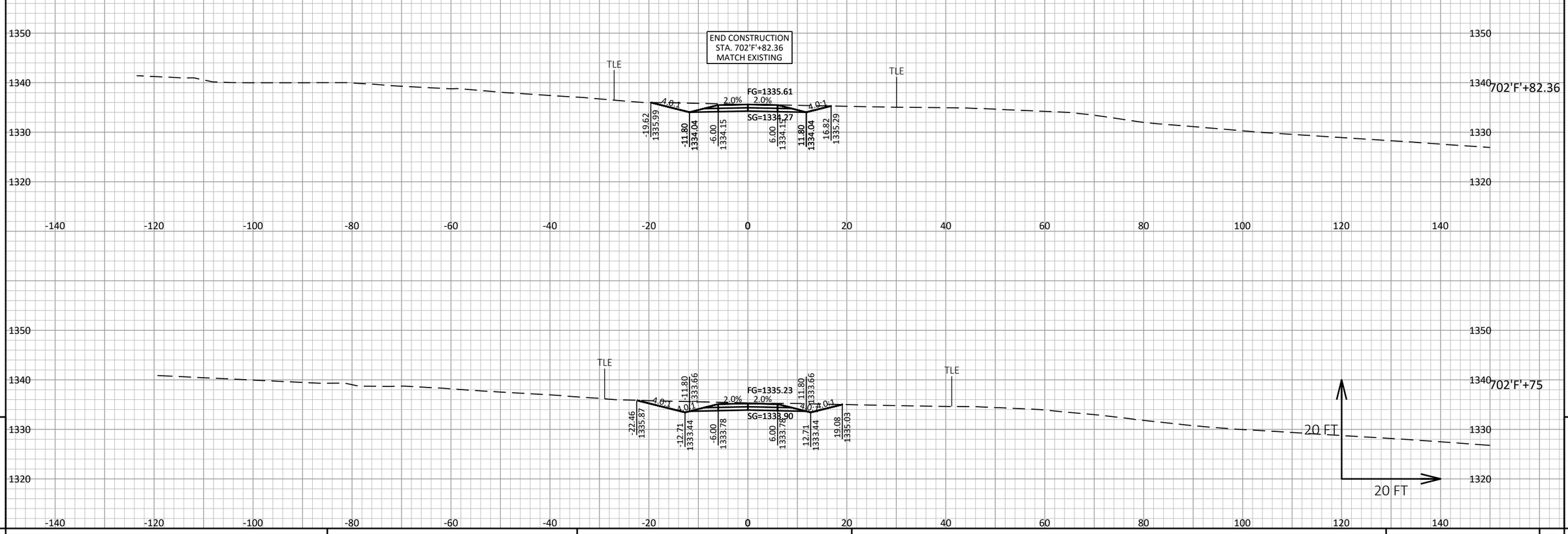
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'F'-LINE (P.E. DWY)	SHEET 327	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:18:23 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : F LINE 4

END CONSTRUCTION
STA. 702'F'+82.36
MATCH EXISTING

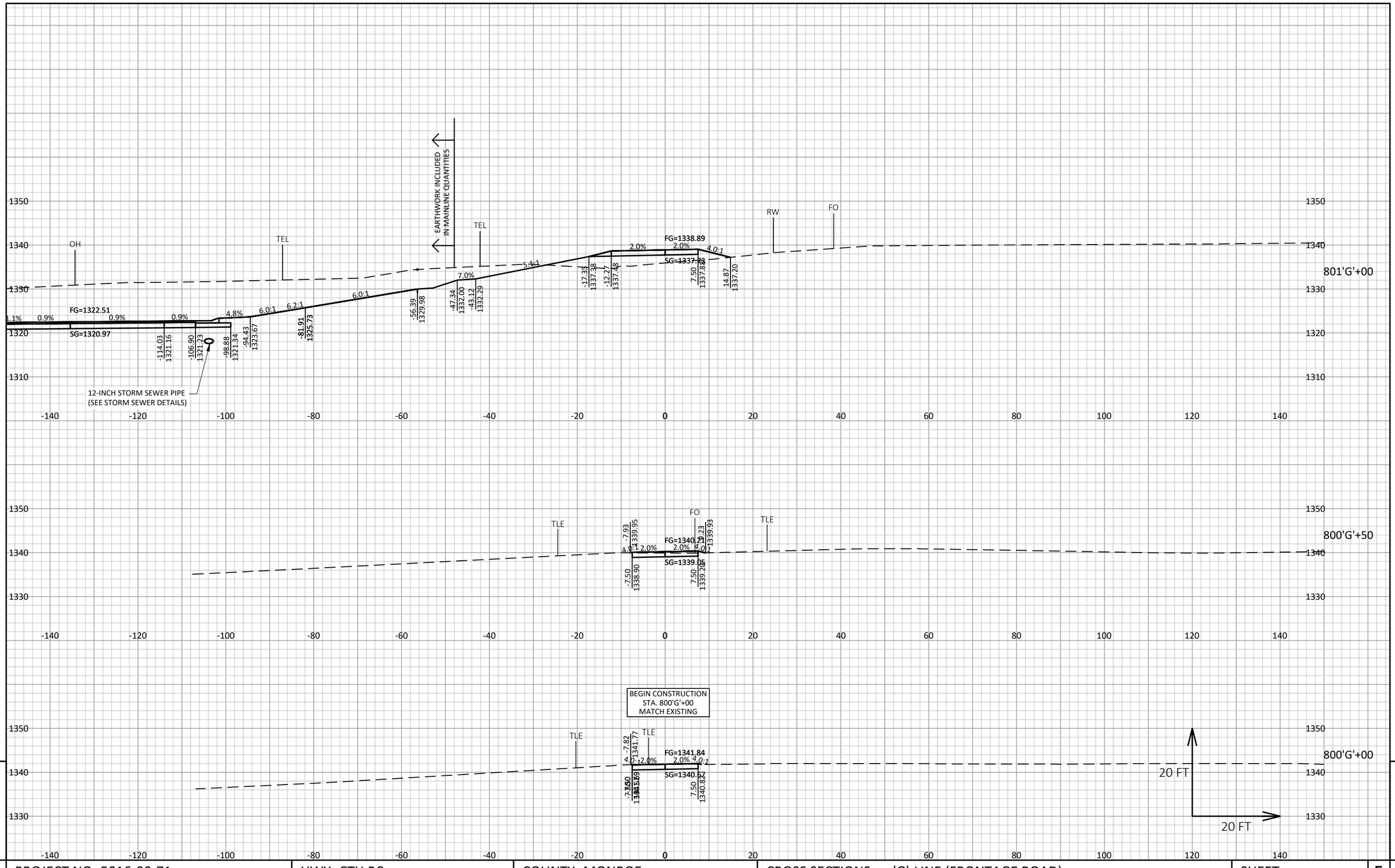


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'F'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:18:53 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : F LINE 5

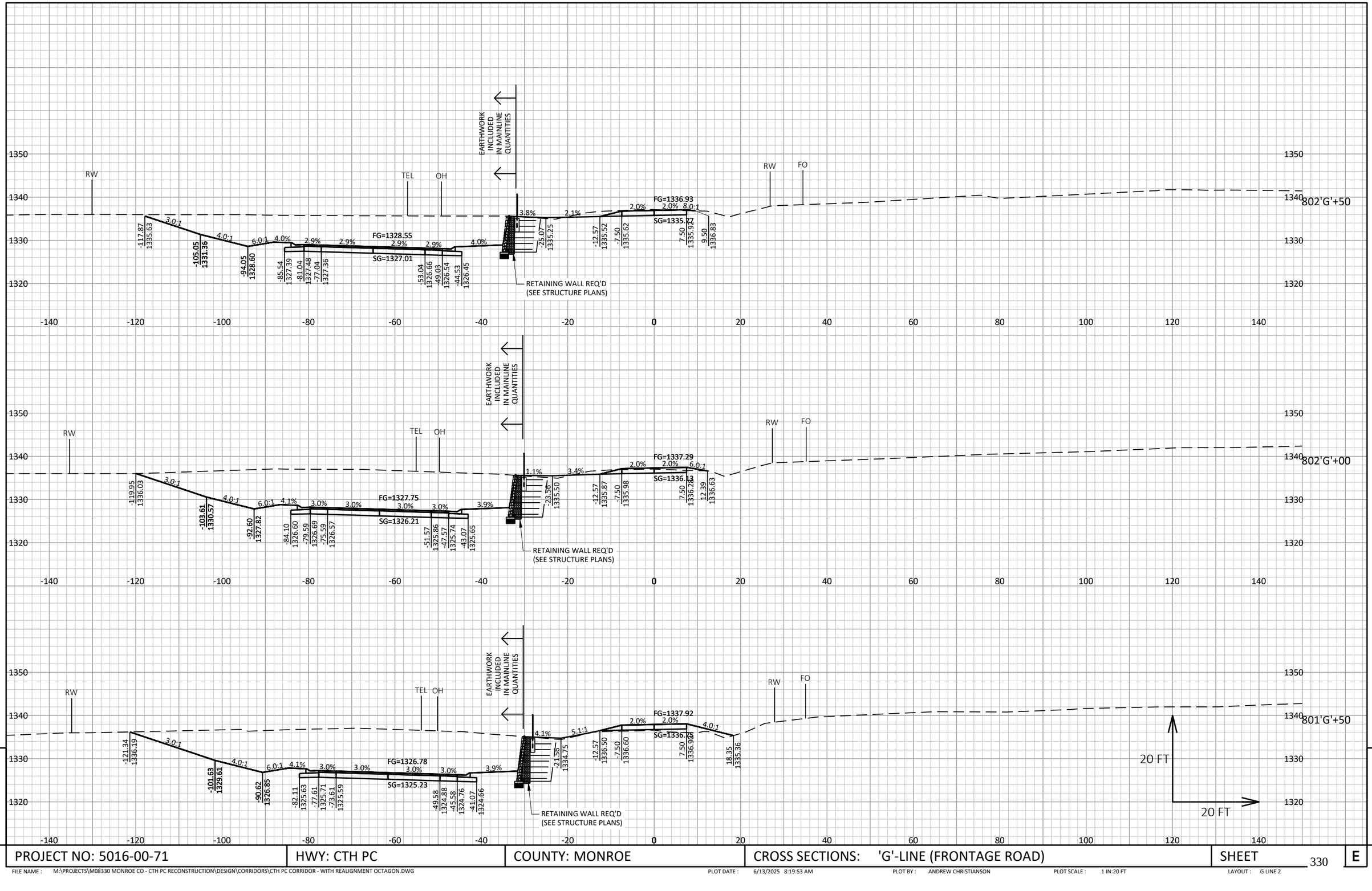


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'G'-LINE (FRONTAGE ROAD)	SHEET 329	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:19:23 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : G LINE 1

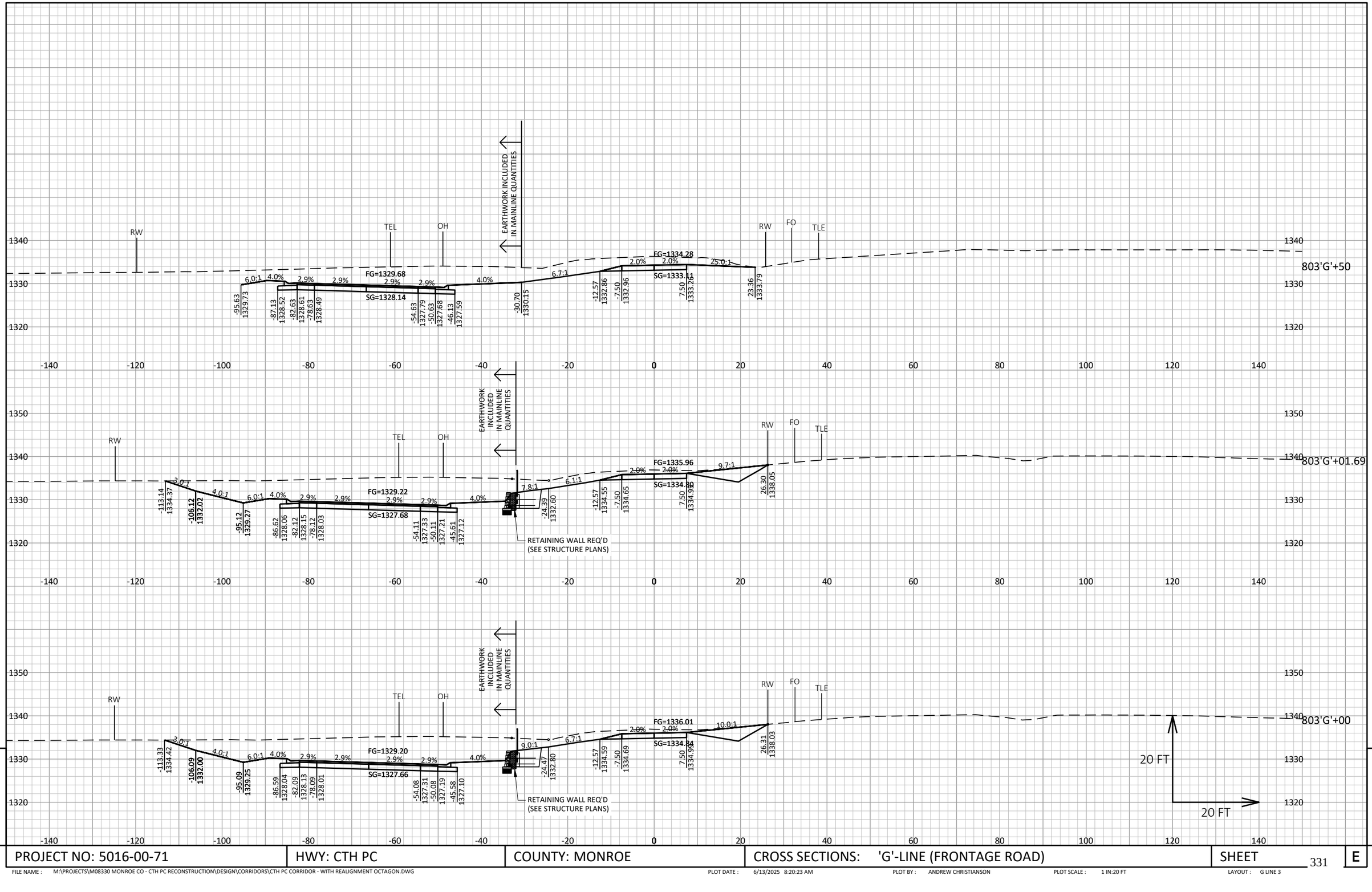


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'G'-LINE (FRONTAGE ROAD)	SHEET 330	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:19:53 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : G LINE 2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'G'-LINE (FRONTAGE ROAD)	SHEET 331	E

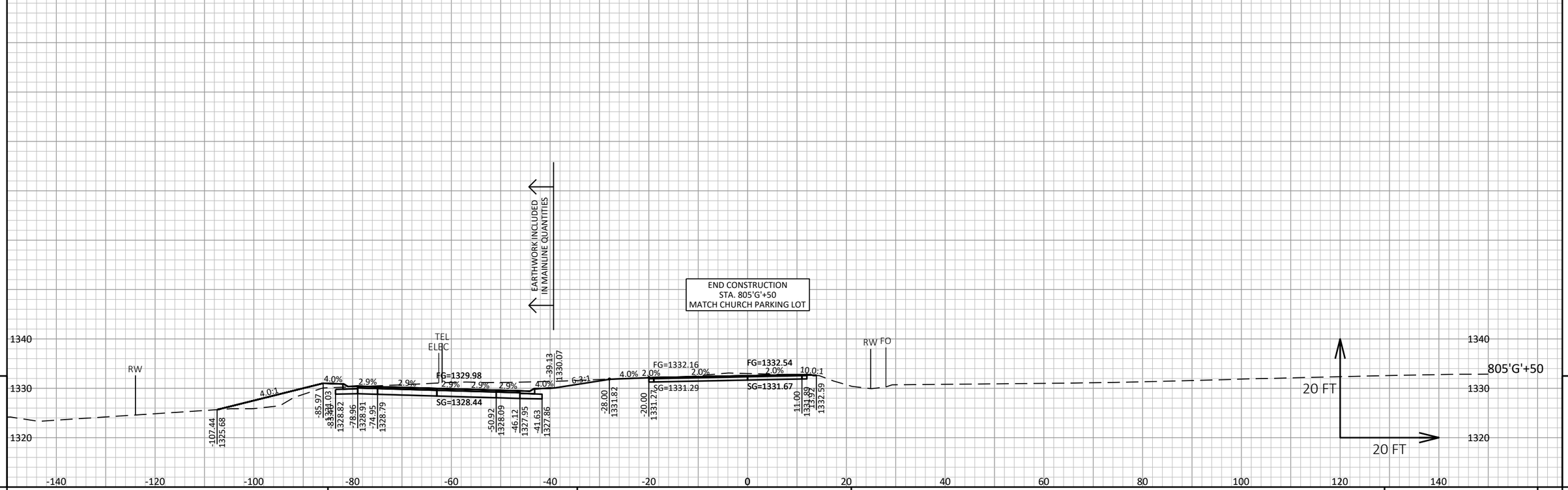
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:20:23 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : G LINE 3

9

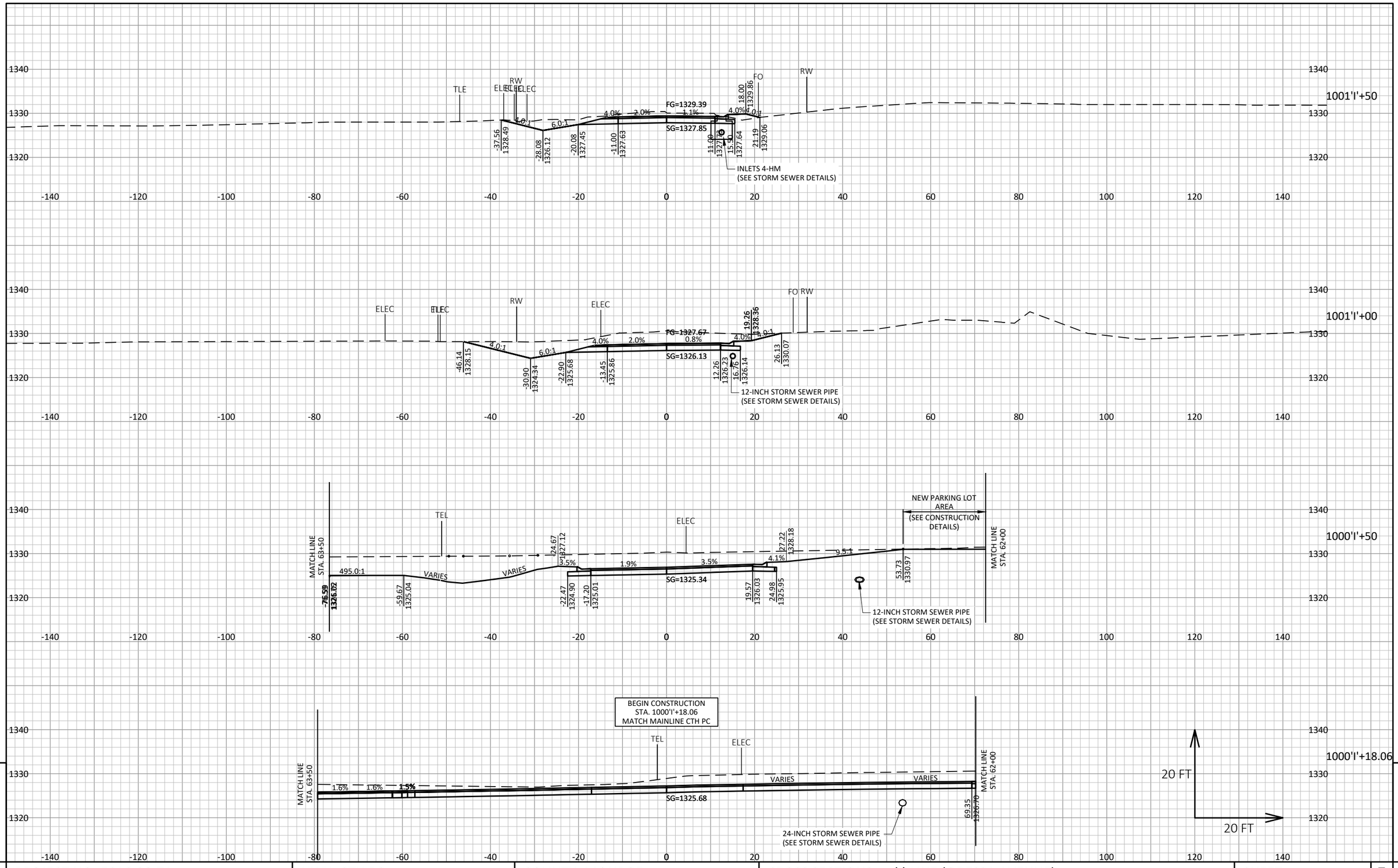
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'G'-LINE (FRONTAGE ROAD)	SHEET 332	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:20:53 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : G LINE 4



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'G'-LINE (FRONTAGE ROAD)	SHEET 333	E



9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'I'-LINE (ODESSA AVENUE)	SHEET 334	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:21:52 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : ODESSA3

END CONSTRUCTION
STA. 1002'I'+00.00
MATCH EXISTING ODESSA AVE.

RW
ELEC
ELEC
RW

1002'I'+00

20 FT
20 FT

1340
1330
1320

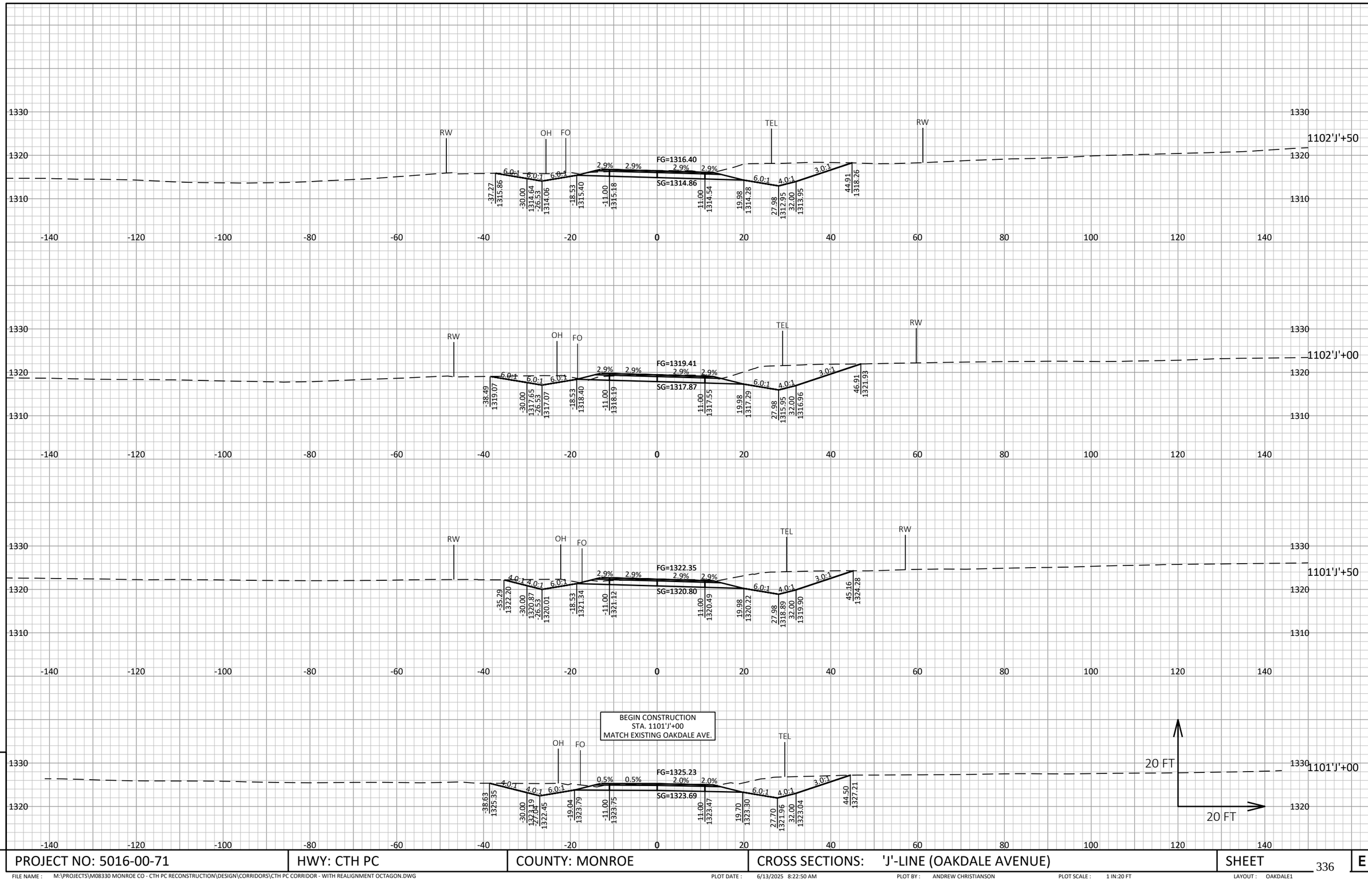
-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

9

9

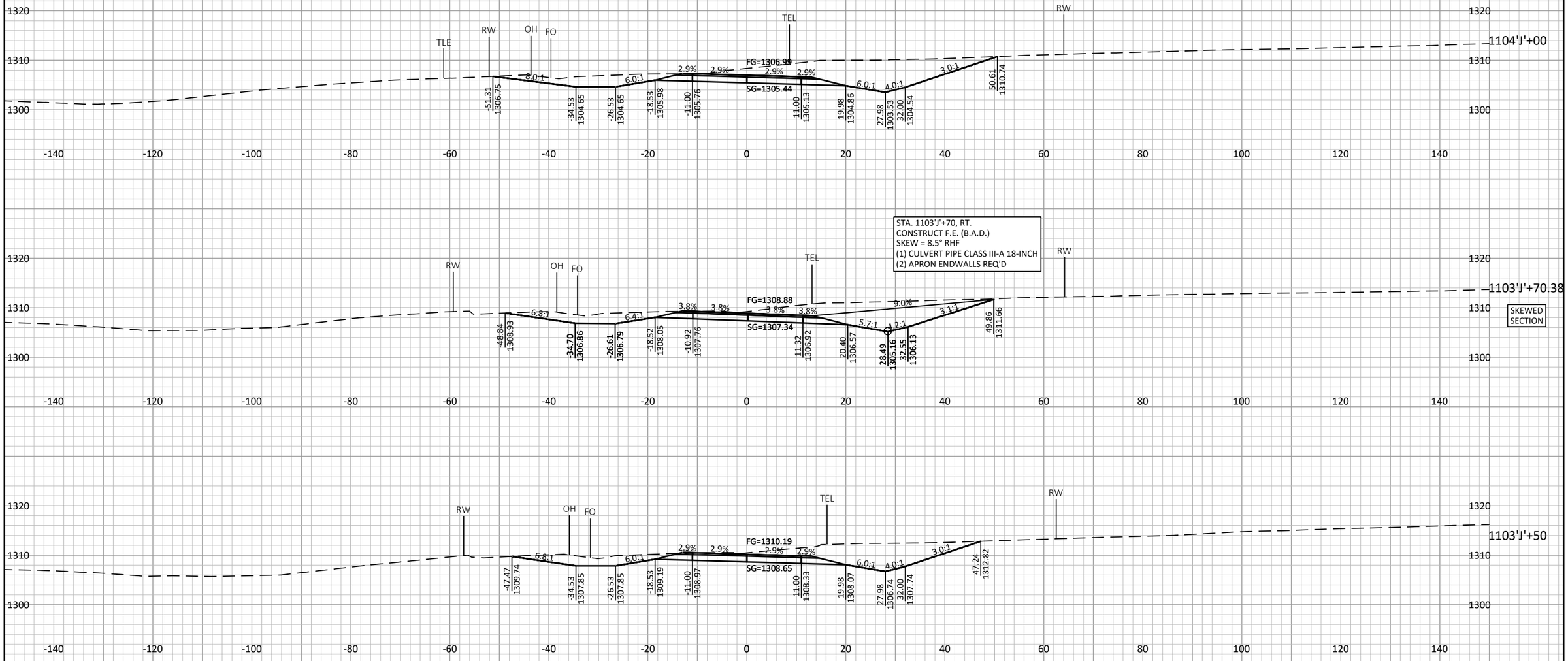
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'I'-LINE (ODESSA AVENUE)	SHEET 335	E

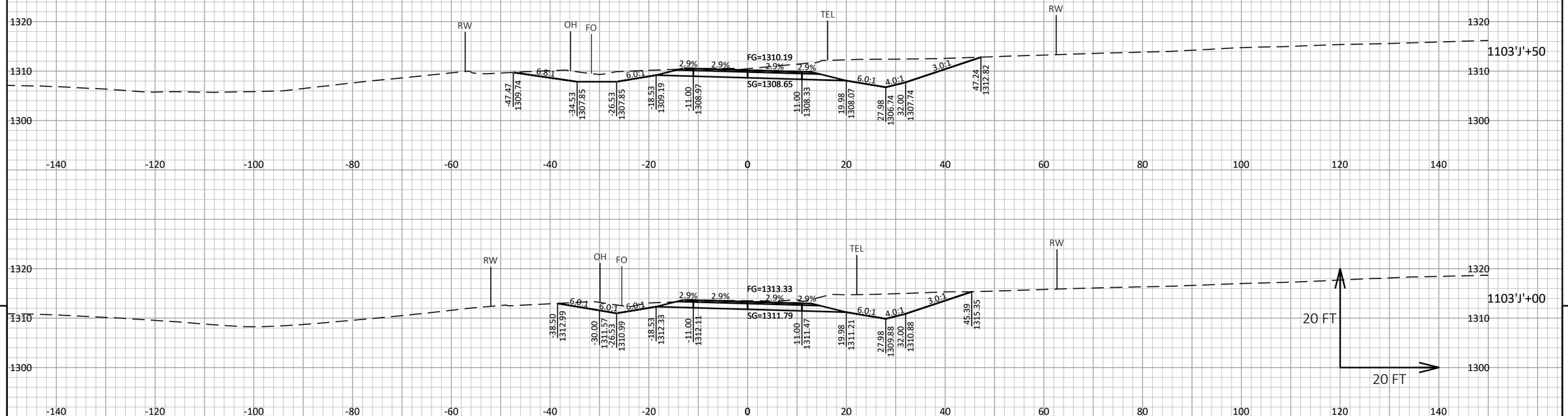
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:22:21 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : ODESSA4



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 336	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:22:50 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE1

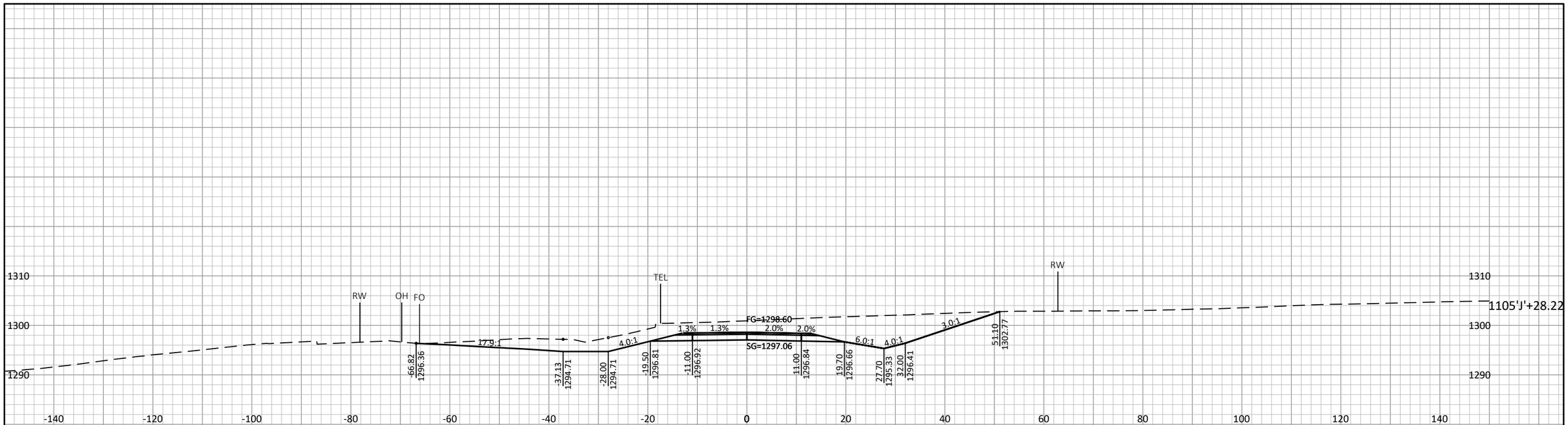




9

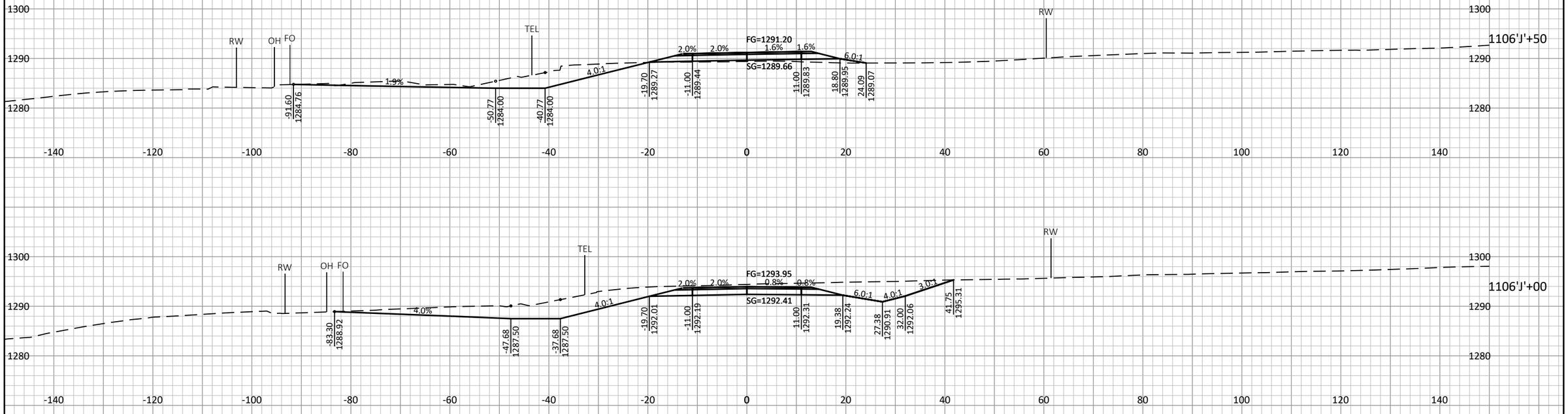
9

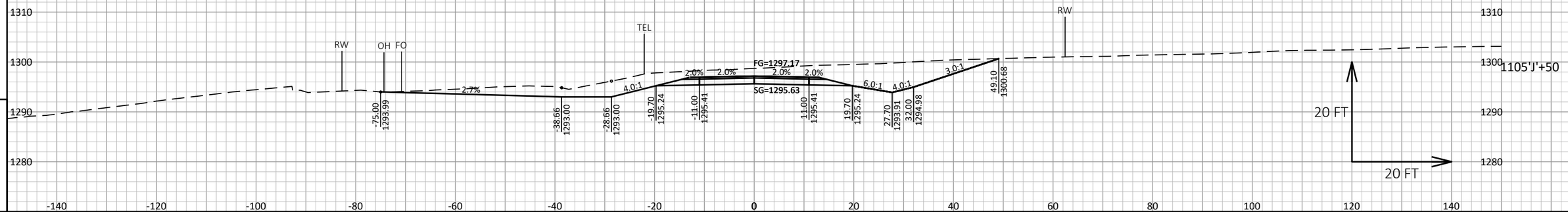
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 337	E



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 338	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:23:49 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OAKDALE3



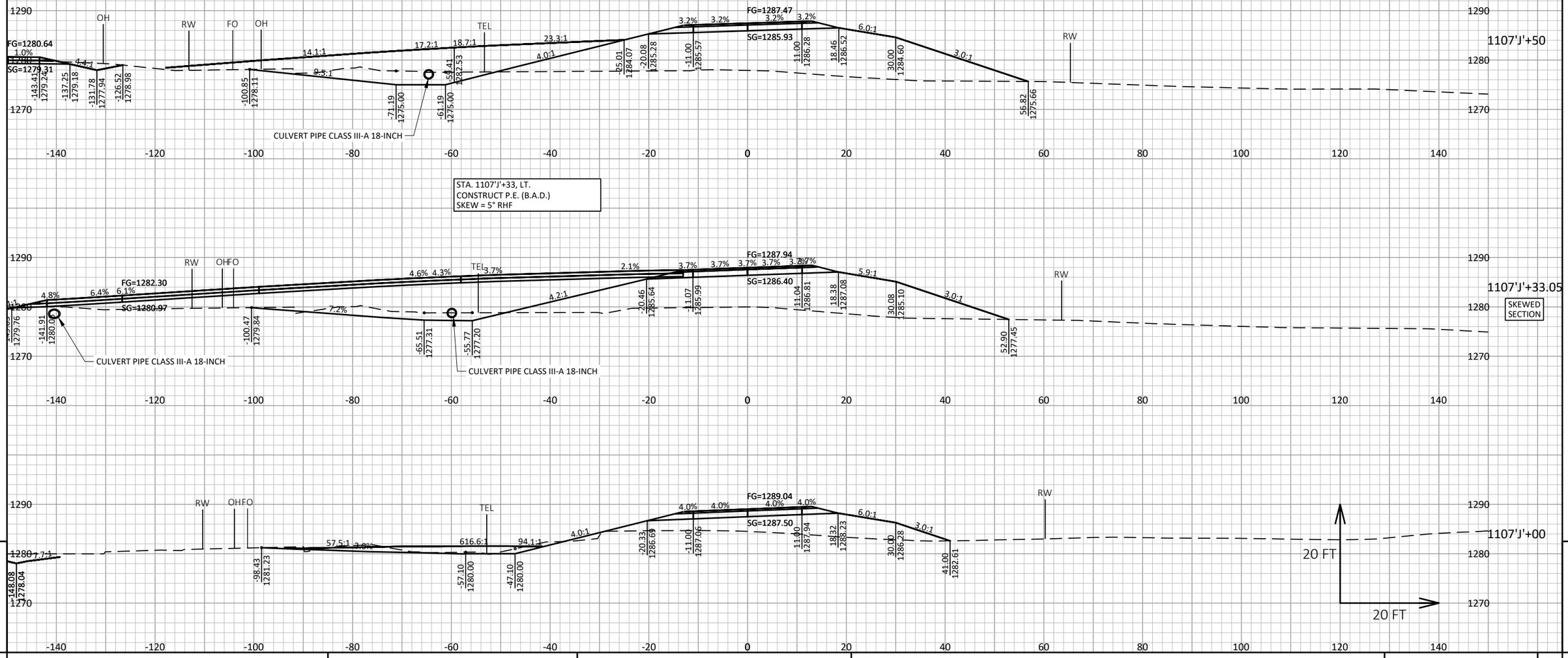


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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 339	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:24:18 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE4

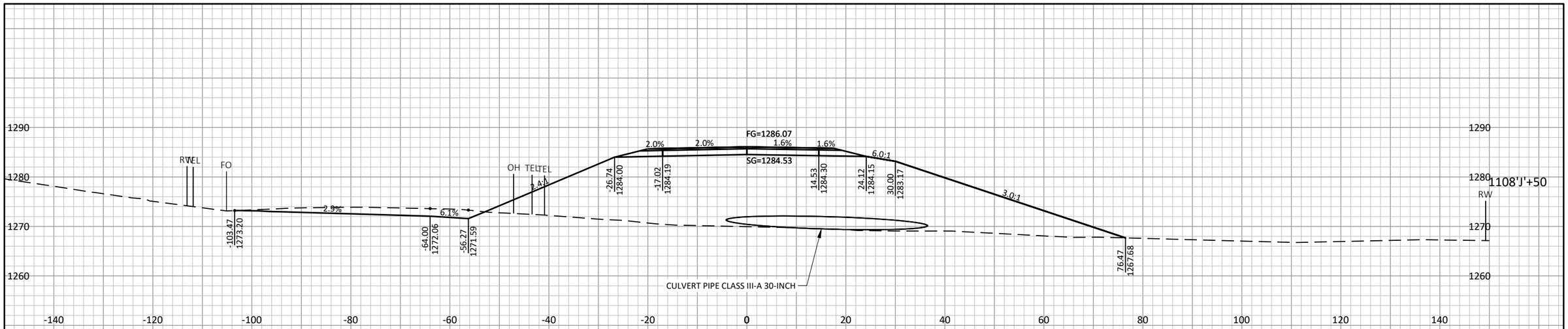


9

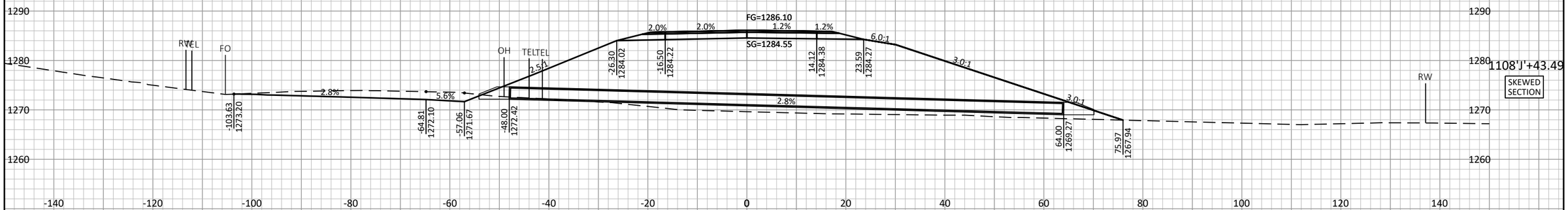
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 340	E

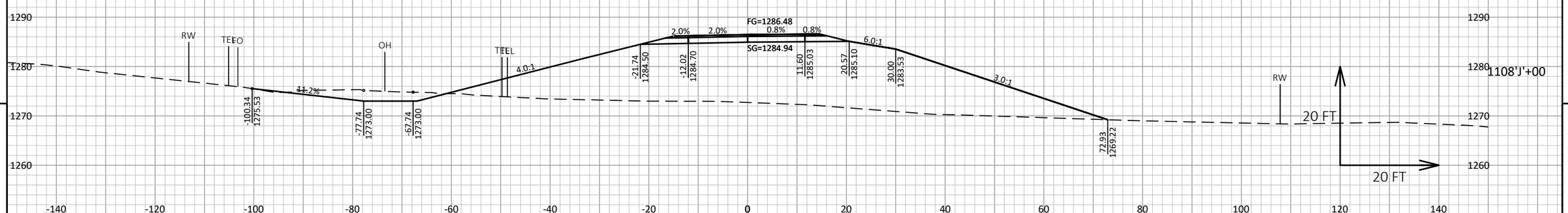
9

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:24:47 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OAKDALE5



STA. 1108'J'+43
(1) CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 3.6° LHF





9

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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 341	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:25:17 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE6

STA. 1109'J'+16.73
MATCH MAINLINE CTH PC

2.1% 2.0% 2.0% 1.7% 1.7% 1.6% 1.5% 1.6%

SG=1284.65

FO OH TEL

0.5% 0.5% 0.4% 0.7% 0.6% 0.6%

59.85
1284.05

MATCH LINE
STA. 87+00

1109'J'+16.73

CULVERT PIPE CORRUGATED STEEL 60-INCH

CULVERT PIPE CLASS III-A 24-INCH

1290 1280 1270 1260

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

VARIES VARIES VARIES

4.4% 1.0% 0.8% 1.9% 1.5% 2.6%

SG=1284.61

FO OH TEL

-43.81
1286.83
-40.17
1284.53

-32.46
1284.49

26.54
1284.15

33.30
1284.03
36.28
1286.25

VARIES VARIES

29.7:1 494.6:1 326.1:1

100.46
1280.10

MATCH LINE
STA. 87+00

1109'J'+00

CULVERT PIPE CORRUGATED STEEL 60-INCH

CULVERT PIPE CLASS III-A 24-INCH

STA. 1108'J'+51
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 3.6° LHF

FG=1286.07

SG=1284.53

TEL FO VARIES OH TEL TEL

2.0% 2.0% 1.6% 1.5% 1.5% 6.0:1 3.0:1

3.3% 2.9%

-27.05
1283.99

-17.26
1284.18

14.56
1284.30

24.13
1284.16

30.06
1283.17

-110.53
1273.38

-63.73
1271.73

-56.04
1271.50

-52.00
1271.42

70.00
1267.92

76.40
1267.76

RW

20 FT

20 FT

1108'J'+51

SKEWED SECTION

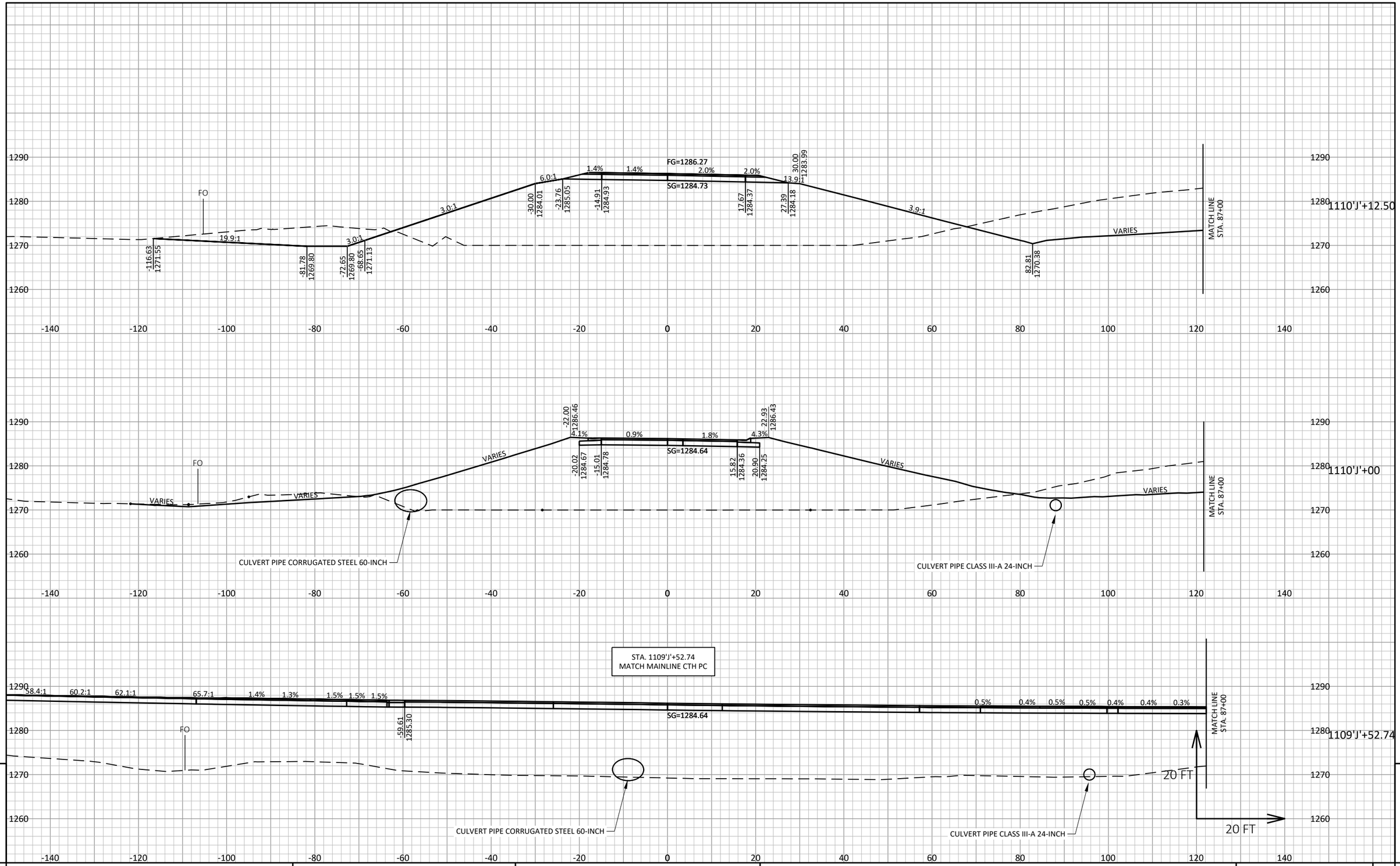
1290 1280 1270 1260

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

9 9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 342	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:25:46 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE7

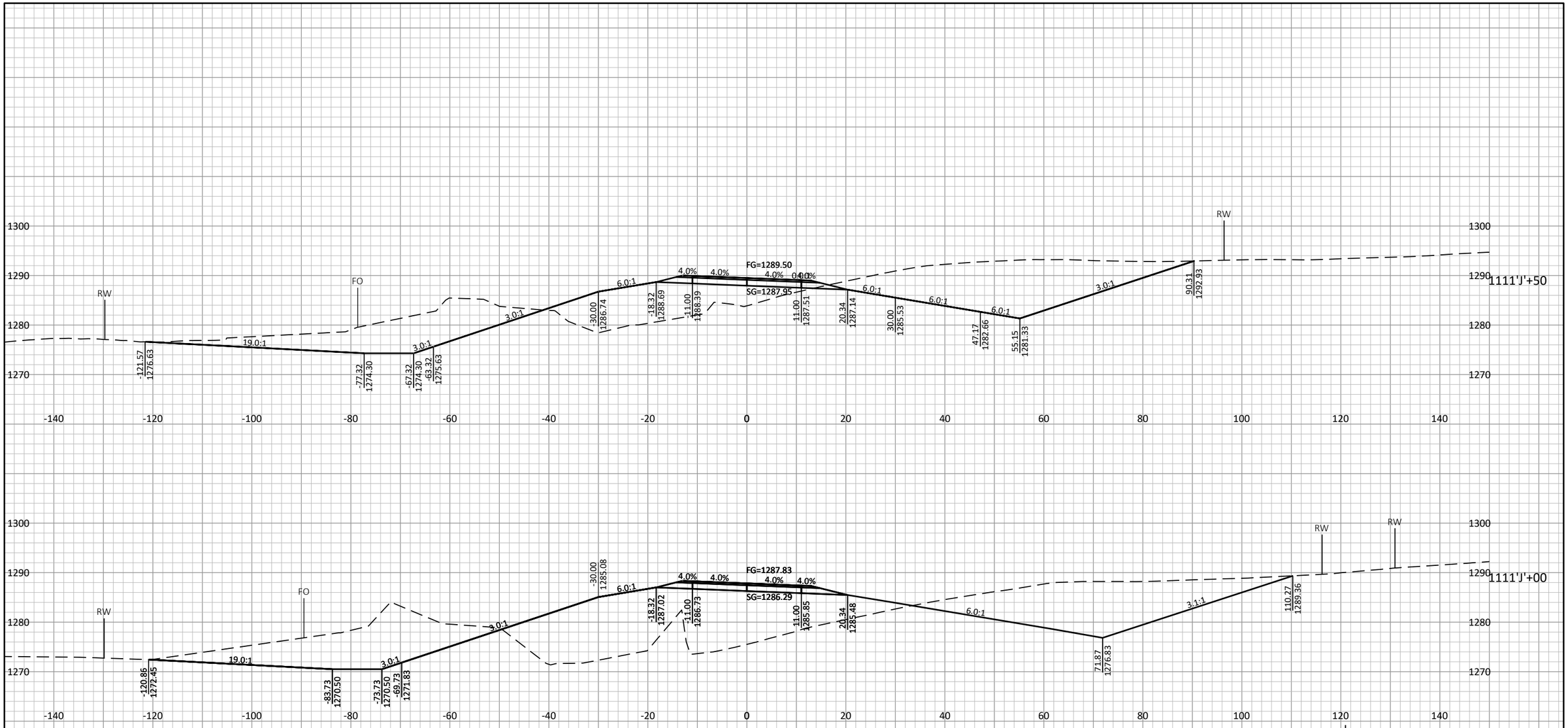


9

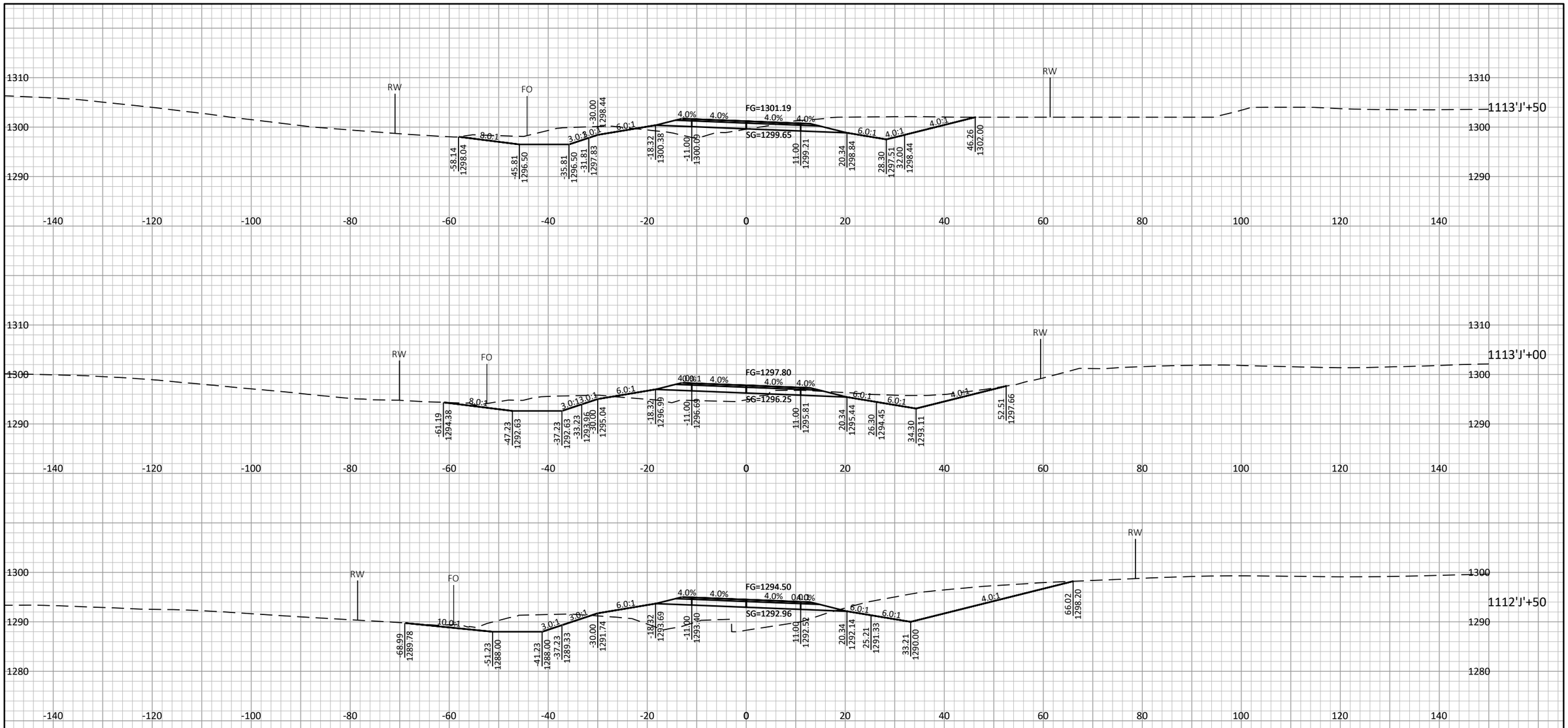
9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 343	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:26:15 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : OAKDALE8



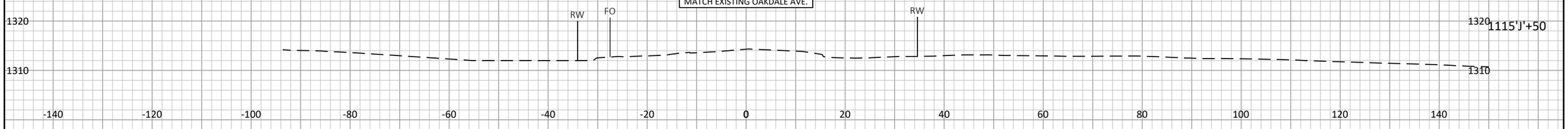
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 344	E

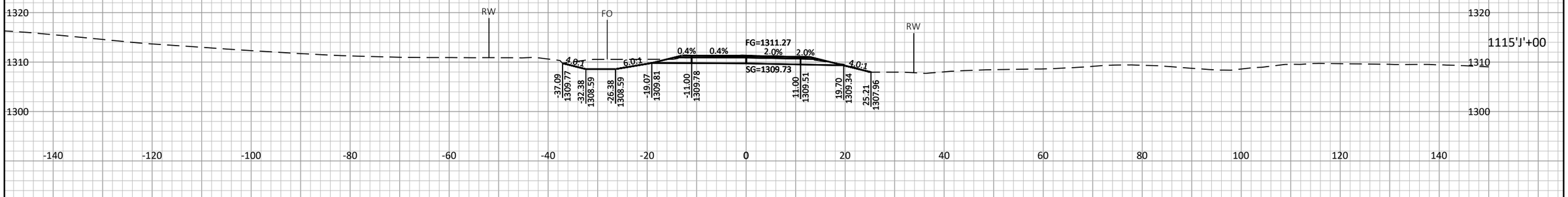


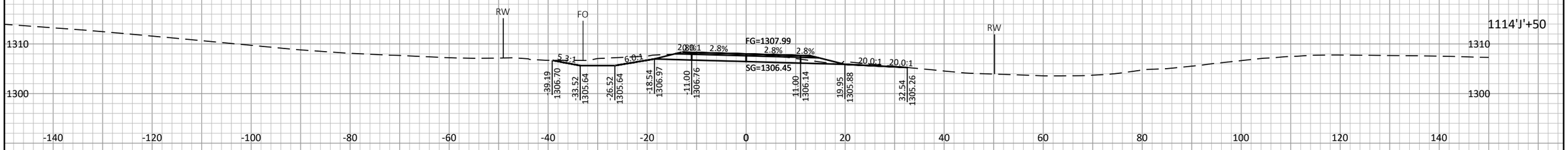
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 345 E

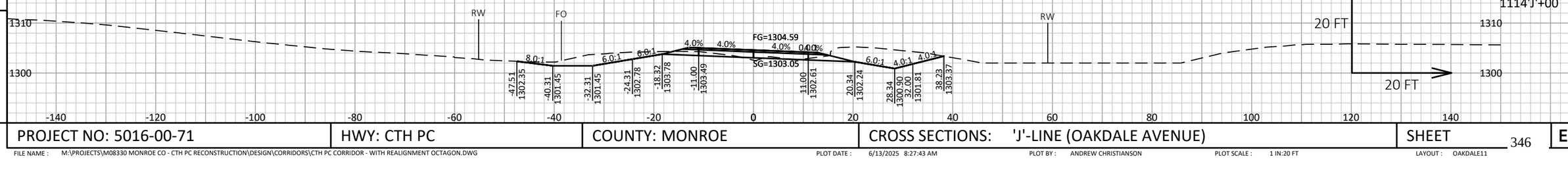
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:27:14 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE10

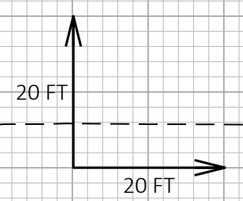
END CONSTRUCTION
STA. 1115'J'+50
MATCH EXISTING OAKDALE AVE.







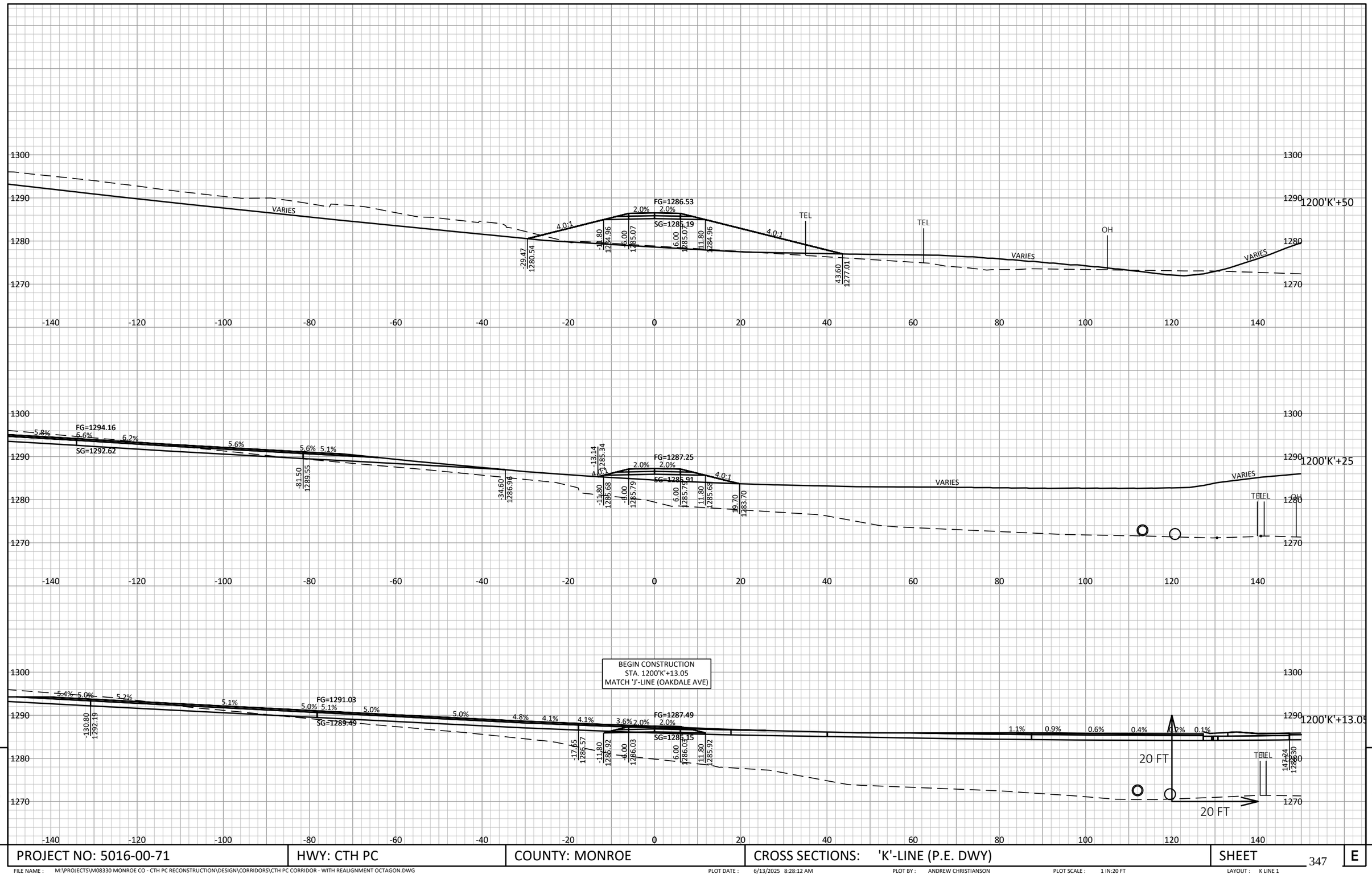




9 9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'J'-LINE (OAKDALE AVENUE)	SHEET 346	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:27:43 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : OAKDALE11

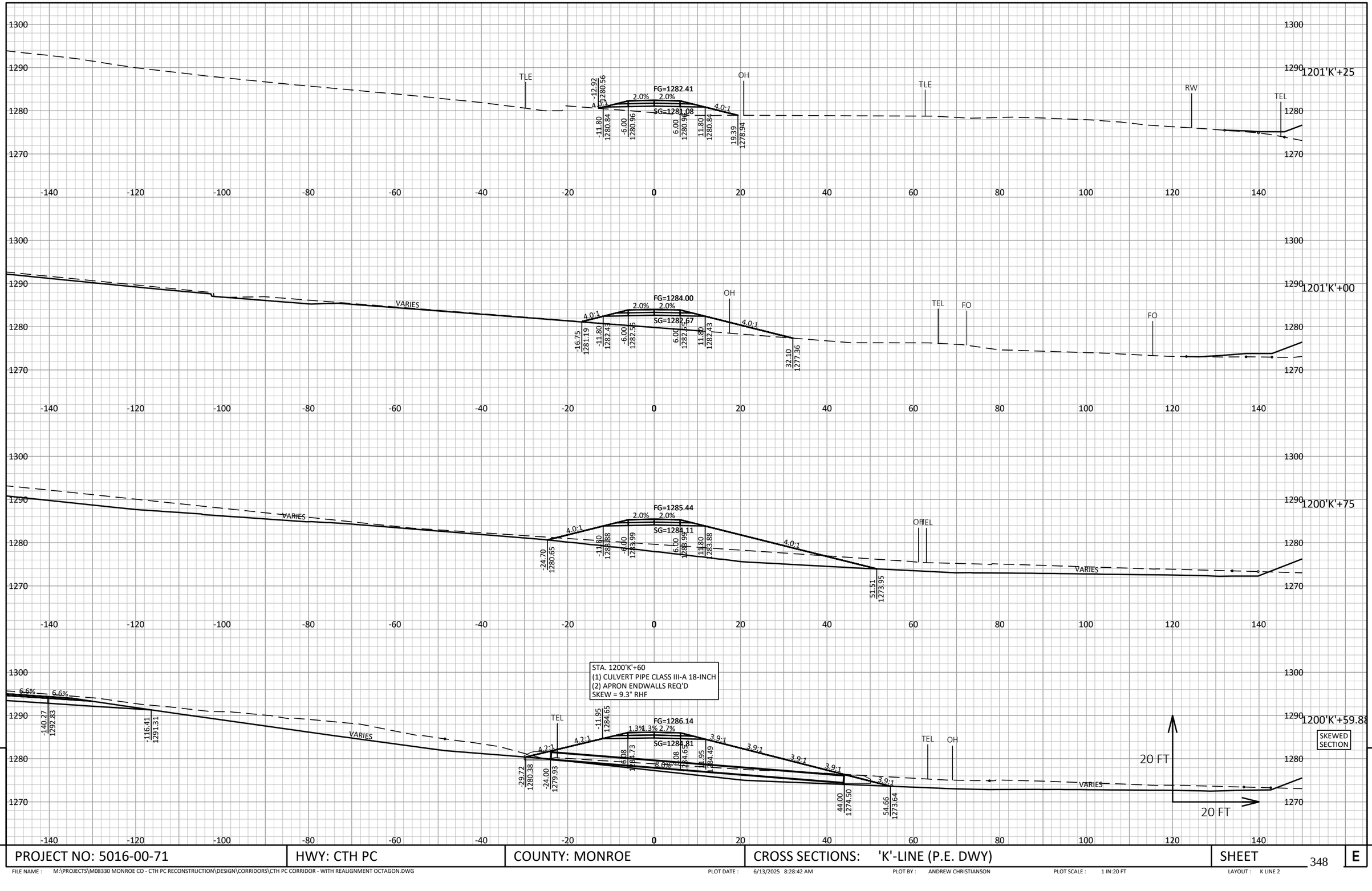


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9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'K'-LINE (P.E. DWY)	SHEET 347	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:28:12 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : K LINE 1



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'K'-LINE (P.E. DWY)	SHEET 348	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:28:42 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : K LINE 2

END CONSTRUCTION
STA. 1201'K'+75
MATCH EKISTING

TLE
3.0:1
2.0%
FG=1280.52
2.0%
4.0:1
SG=1279.19
-18.01
1281.00
-11.80
1278.95
-6.00
1279.07
6.00
1279.07
11.80
1278.95
15.78
1279.95
RW
FO
VARIES
OH
TEL
TEL
VARIES
138.21
1284.37
1.6%
1.6%
1201'K'+75

TLE
4.0:1
4.0:1
FG=1281.00
2.0%
2.0%
4.0:1
4.0:1
SG=1279.67
-22.44
1280.09
-15.80
1278.43
-11.80
1279.43
-6.00
1279.55
6.00
1279.55
11.80
1279.43
18.80
1277.68
23.21
1278.79
OH
RW
FO
OH
TEL
VARIES
VARIES
136.70
1284.52
1.3%
1.3%
1201'K'+50

STA. 1201'K'+38
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

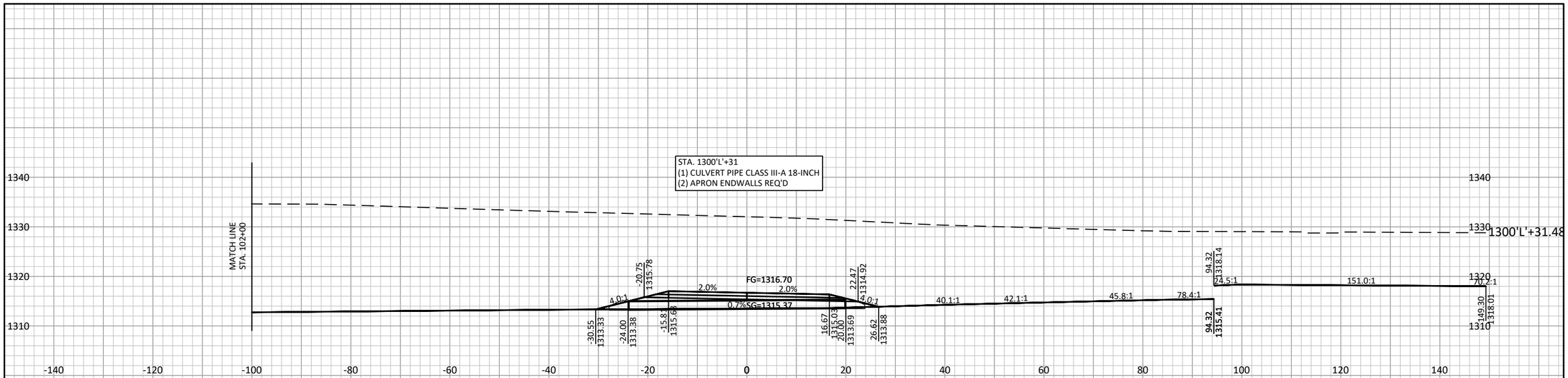
TLE
4.0:1
4.0:1
-11.80
1279.99
FG=1281.56
2.0%
2.0%
11.80
1279.99
4.0:1
1.1%SG=1280.73
-27.68
1279.98
-19.75
1278.00
-12.00
1277.92
-6.00
1280.11
6.00
1280.73
14.00
1279.84
17.11
1279.11
OH
RW
FO
TEL
20 FT
VARIES
20 FT
1201'K'+38.49

-140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140
1300 1290 1280 1270

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'K'-LINE (P.E. DWY)	SHEET 349	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:29:12 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : K LINE 3

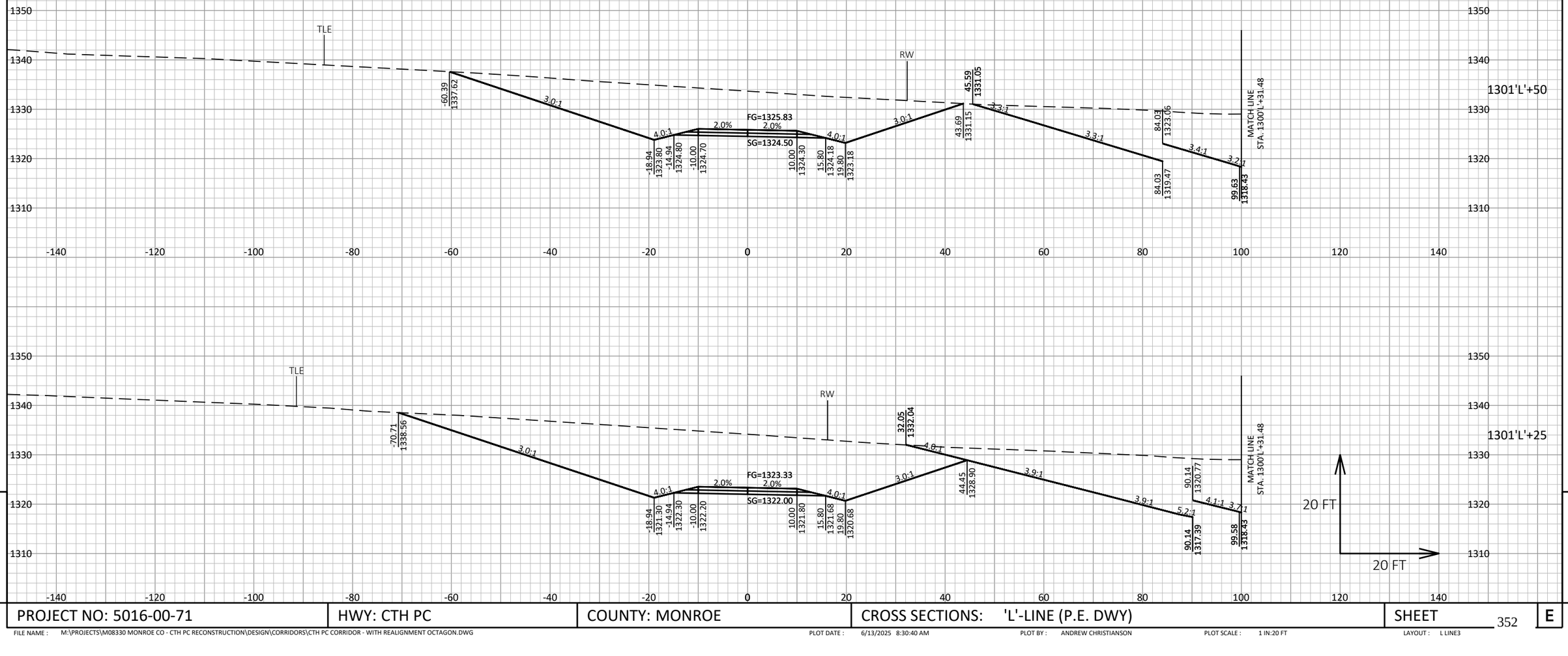


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'L'-LINE (P.E. DWY)	SHEET 350	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:29:42 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : L LINE1

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'L'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:30:12 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : L LINE2



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'L'-LINE (P.E. DWY)	SHEET	E

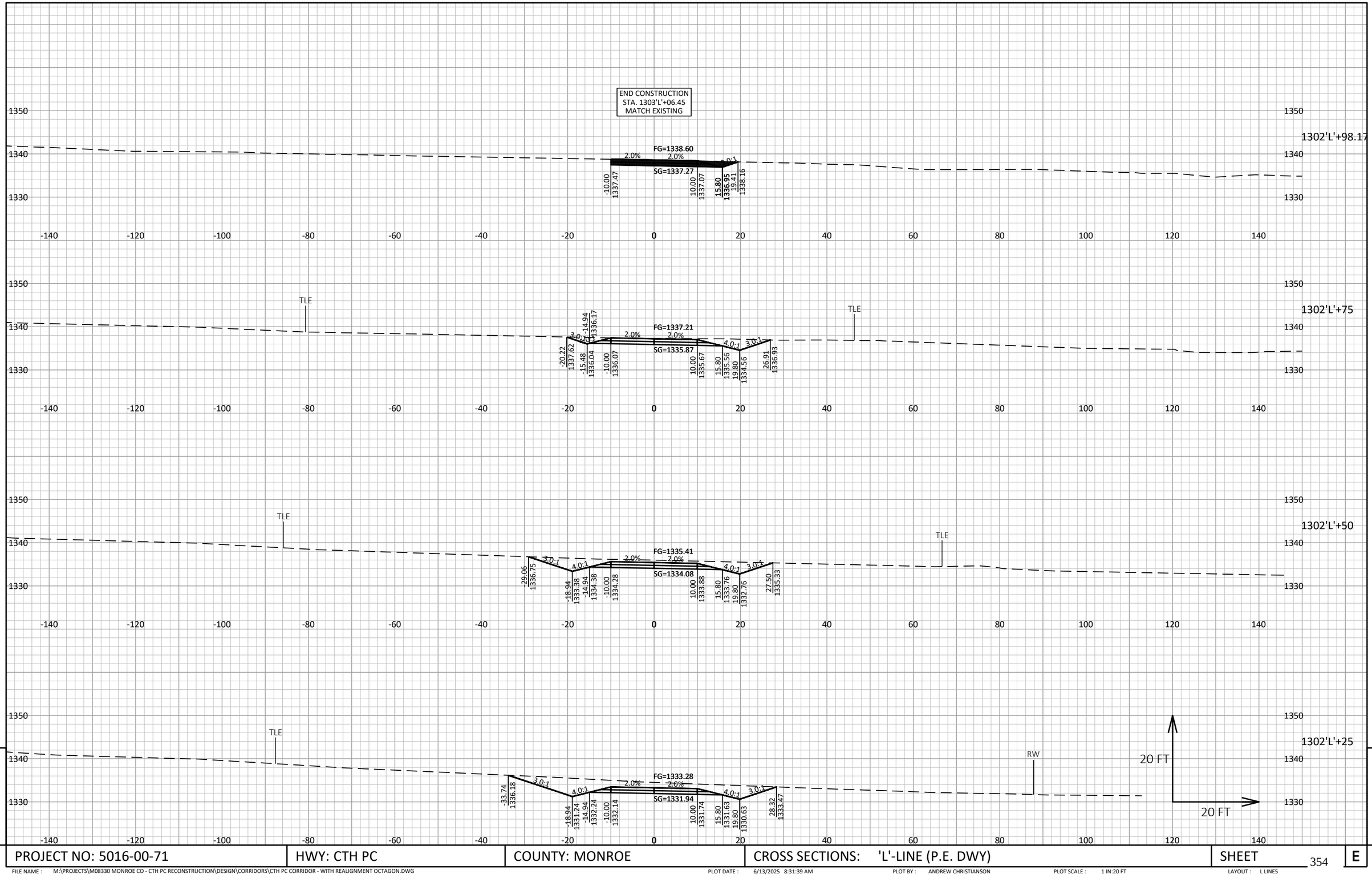
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:30:40 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : L LINE3

9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'L'-LINE (P.E. DWY)	SHEET 353	E

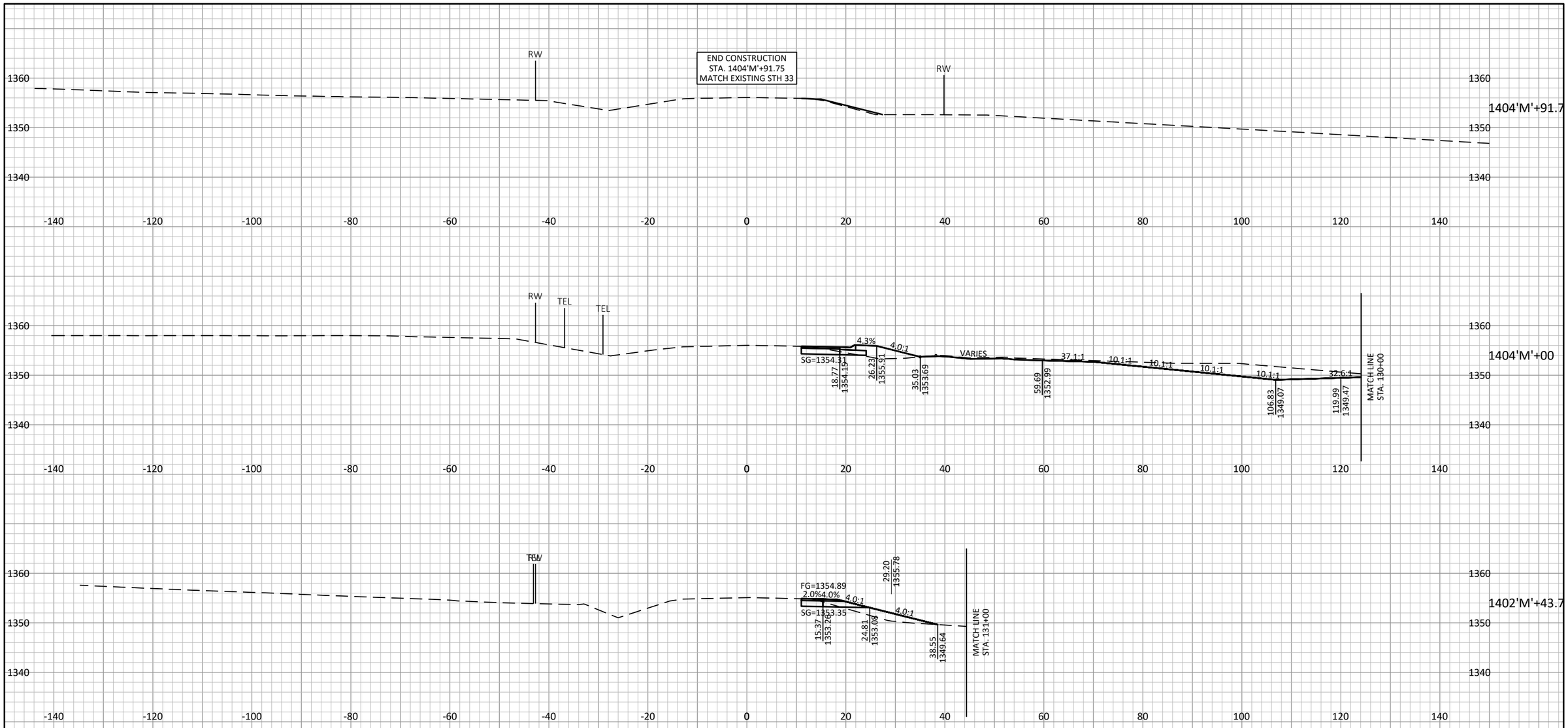
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:31:09 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : L LINE4



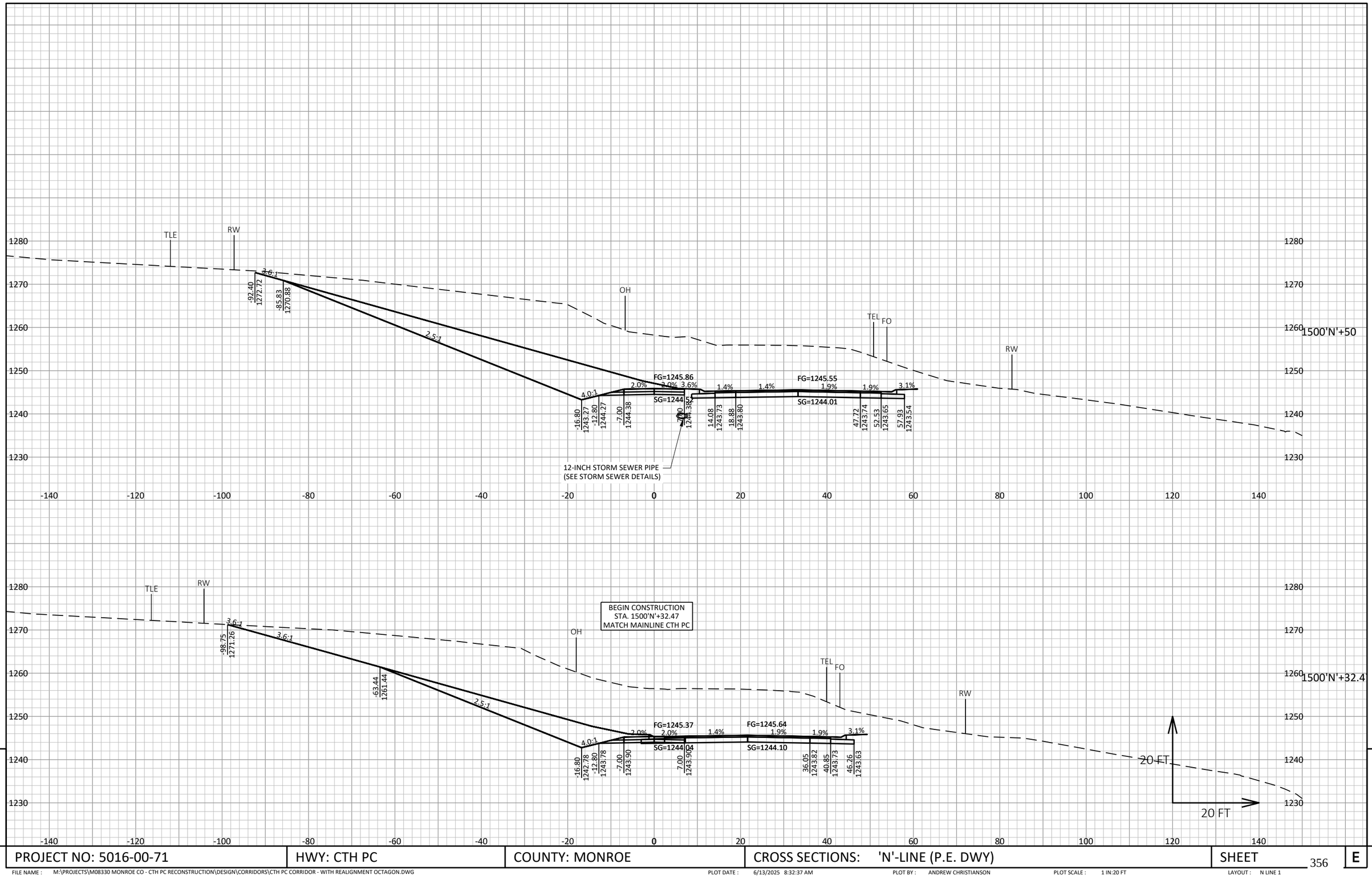
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'L'-LINE (P.E. DWY)	SHEET 354	E



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'M'-LINE (STH 33)	SHEET 355	E

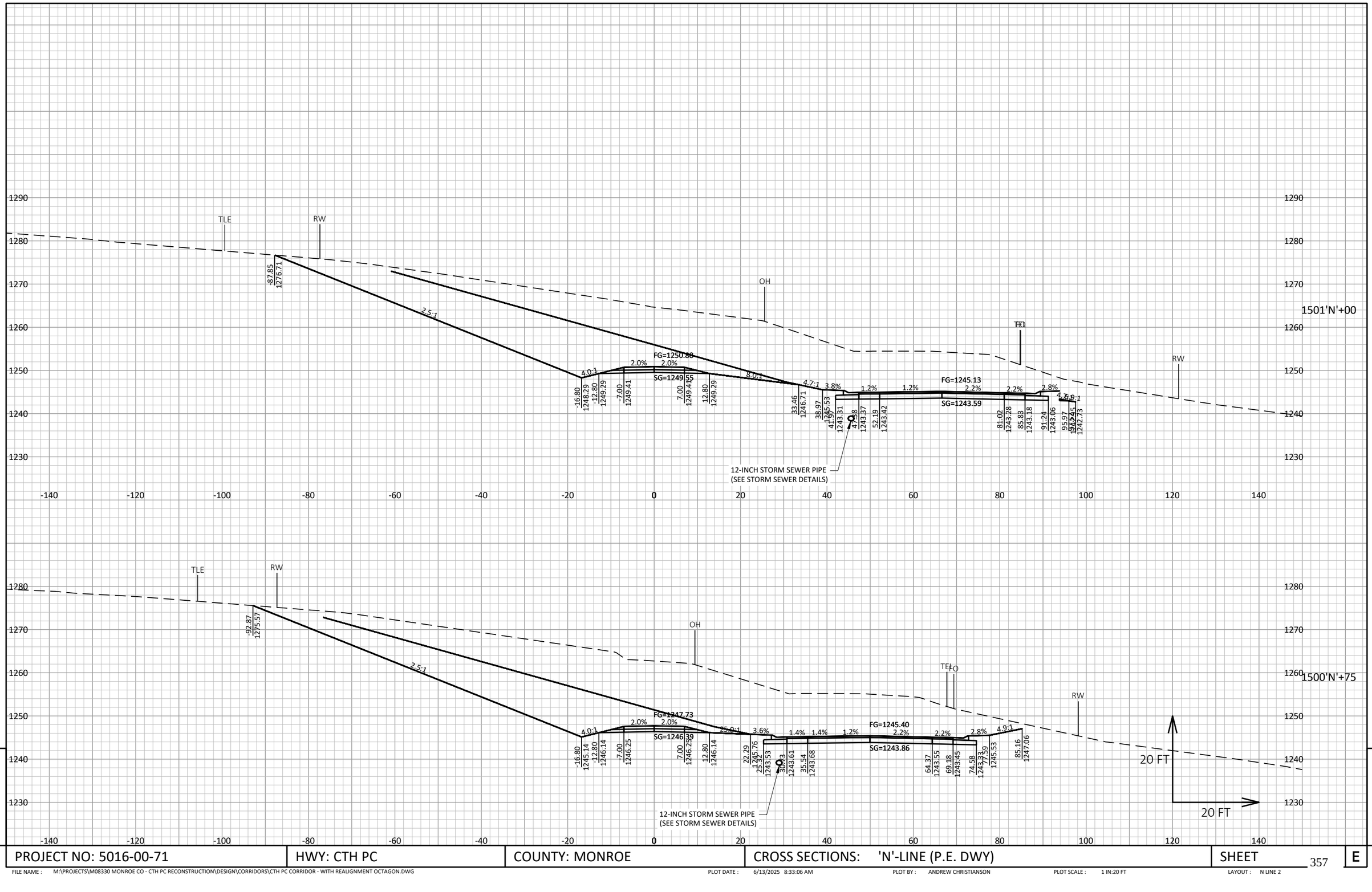


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 356	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:32:37 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 1

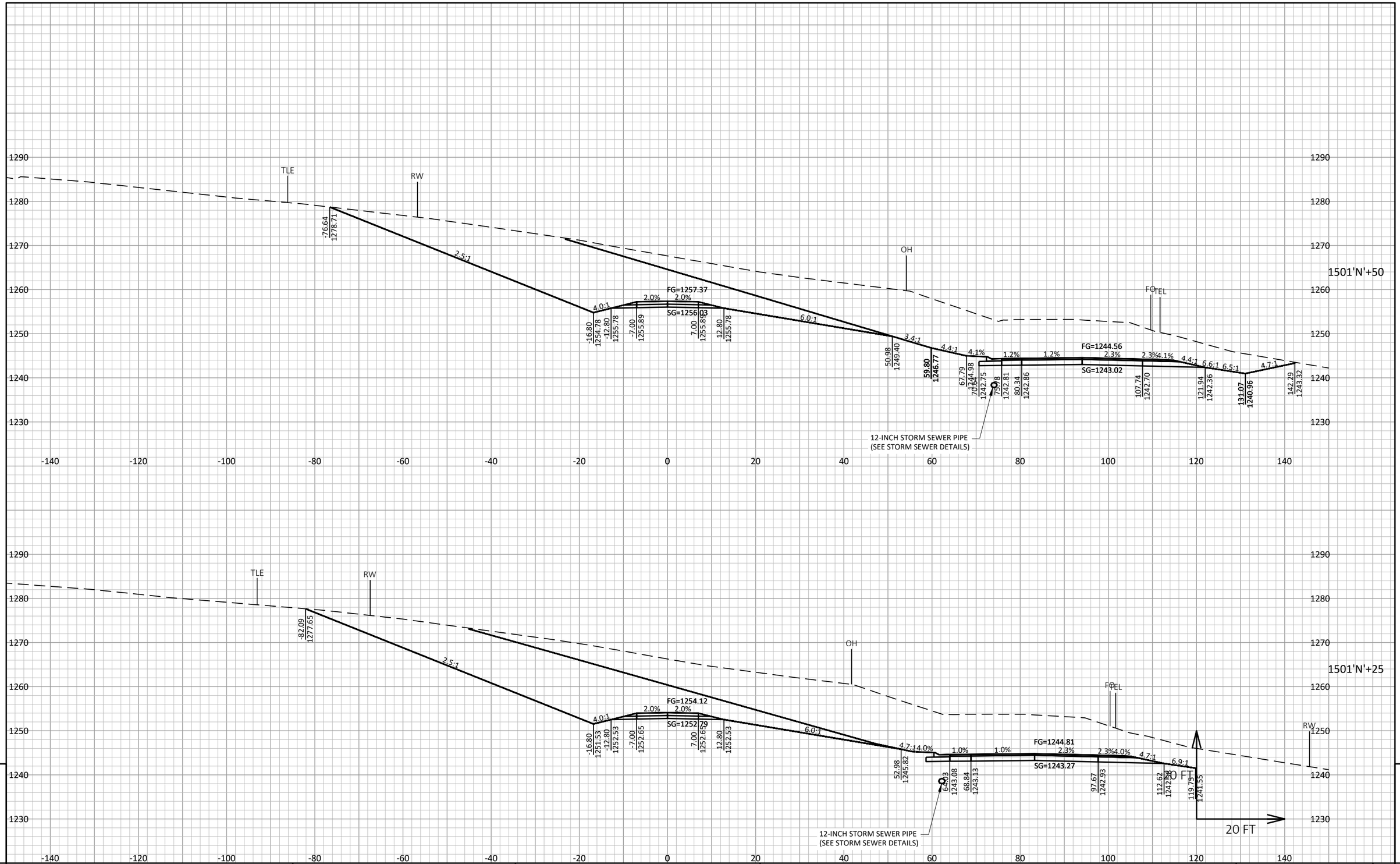


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:33:06 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : N LINE 2

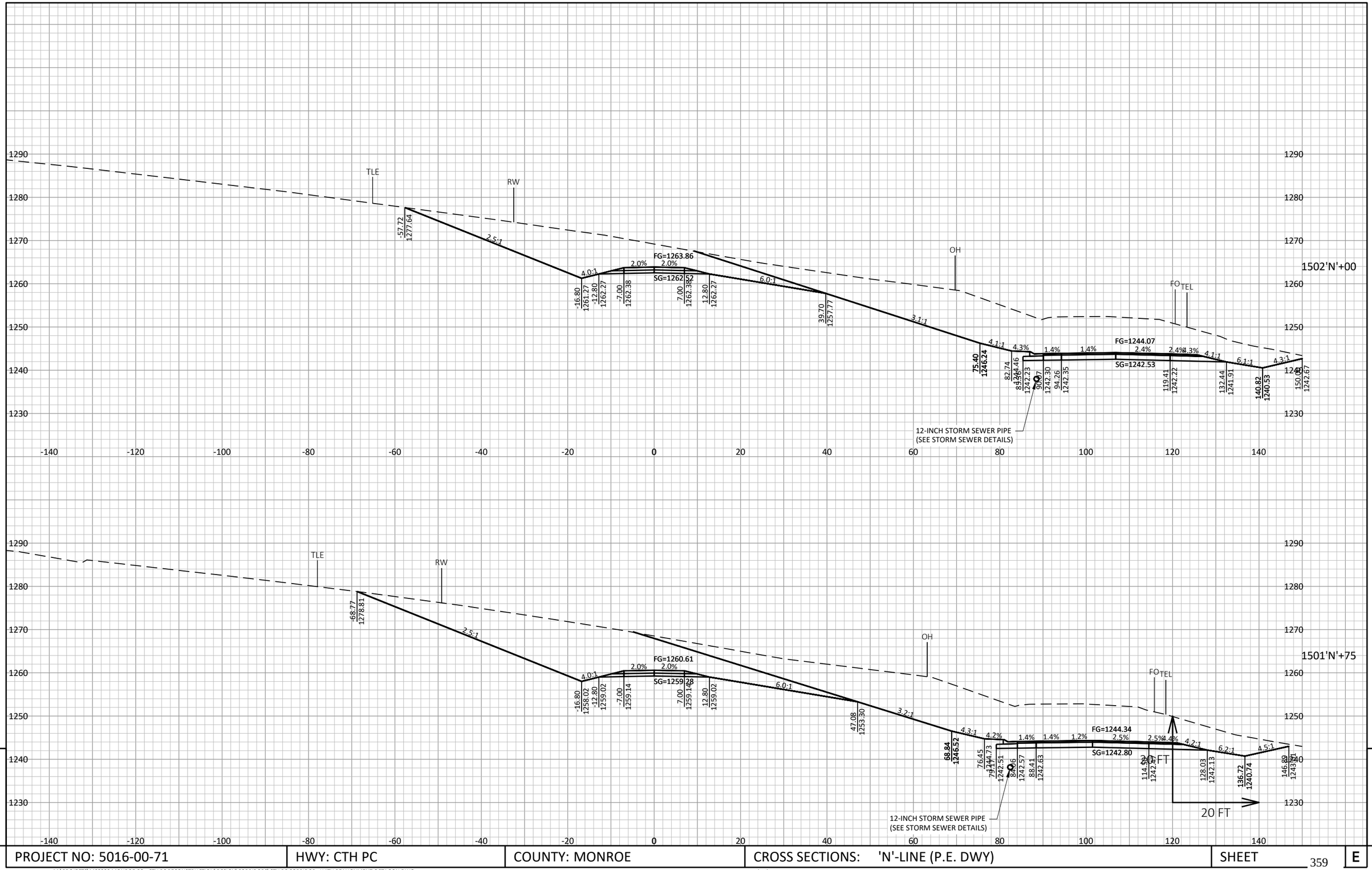


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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 358	E

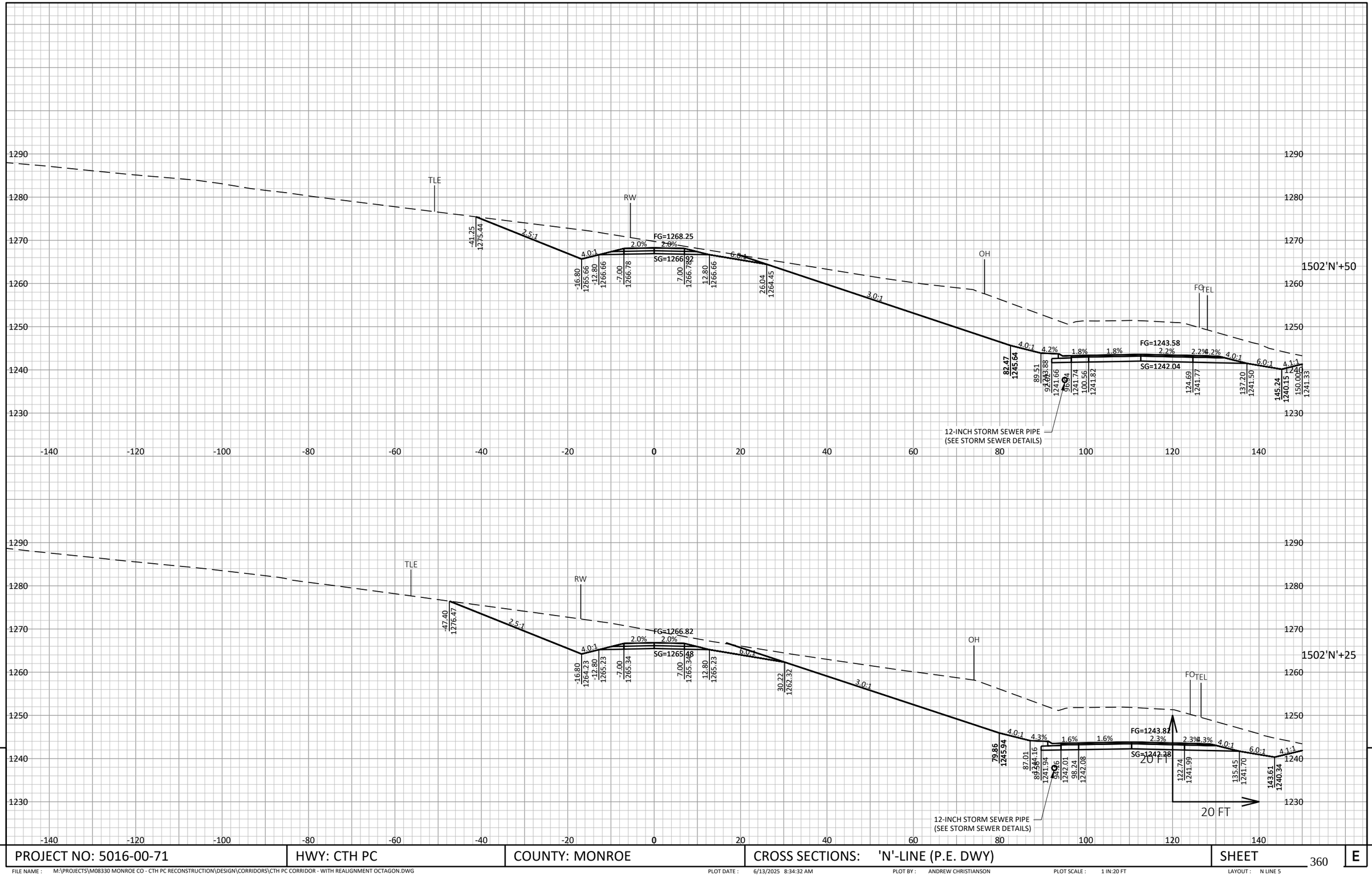
FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:33:34 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 3



9	PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 359 E

9

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:34:03 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 4

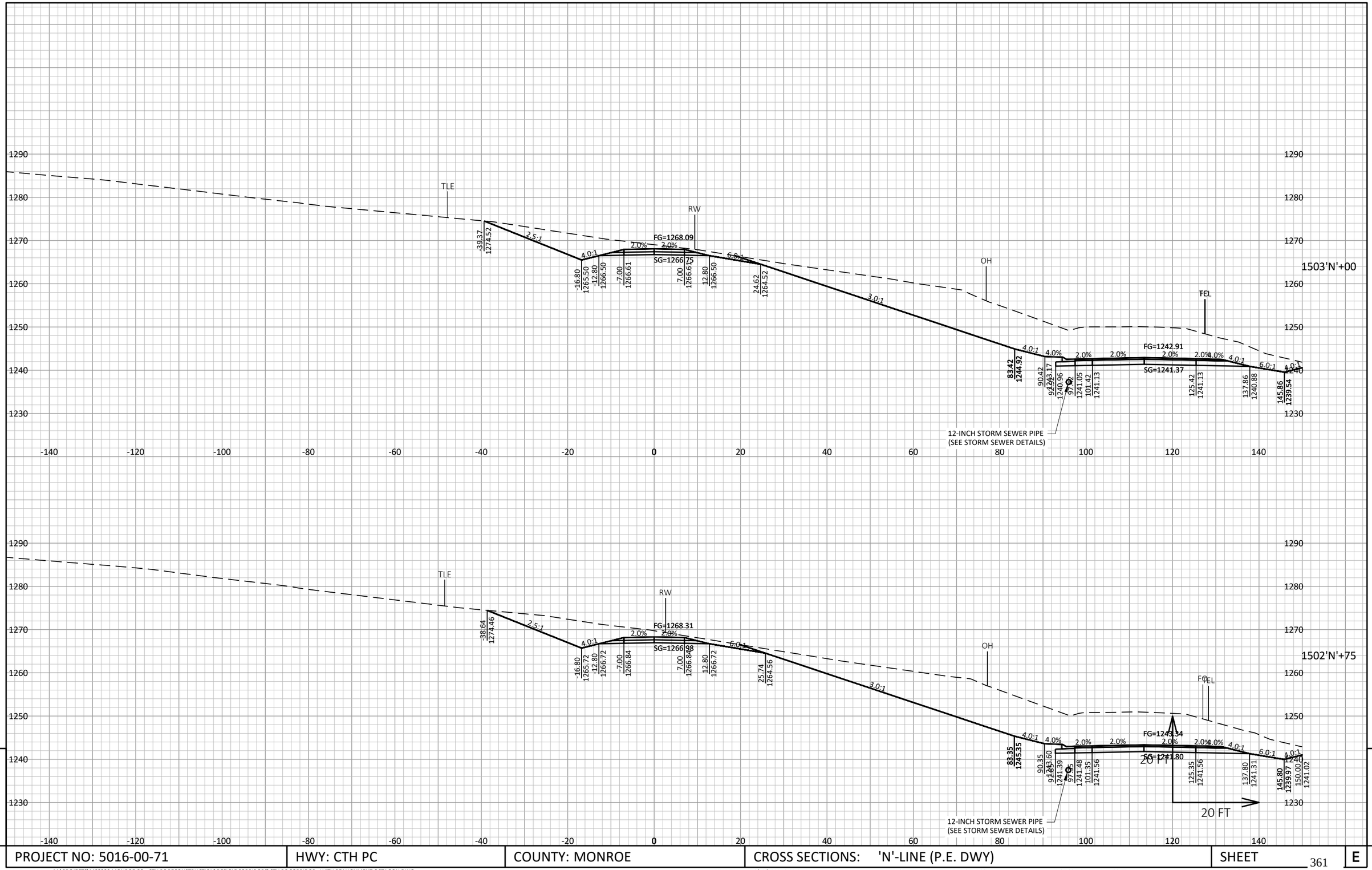


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 360	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:34:32 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 5

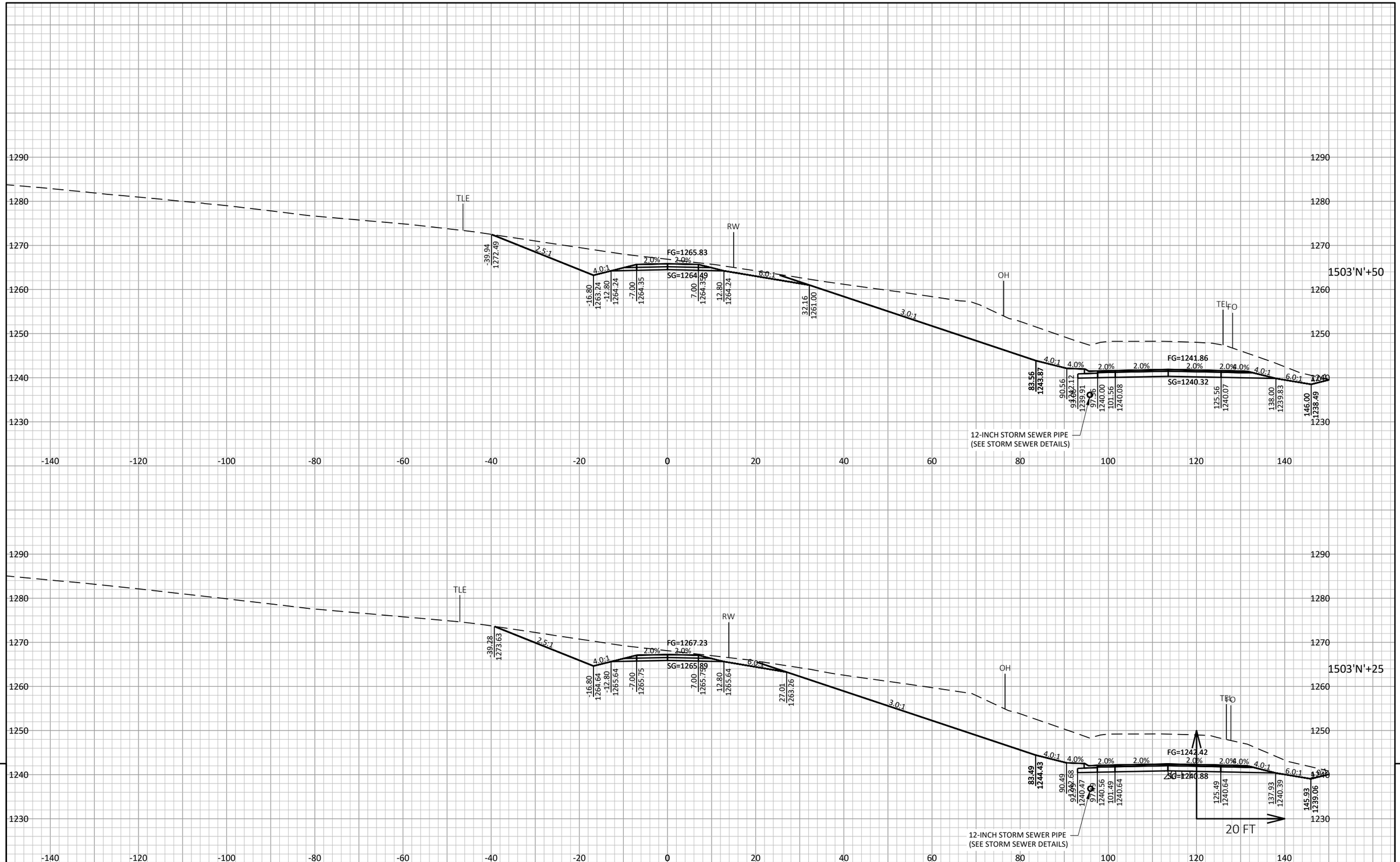
9

9



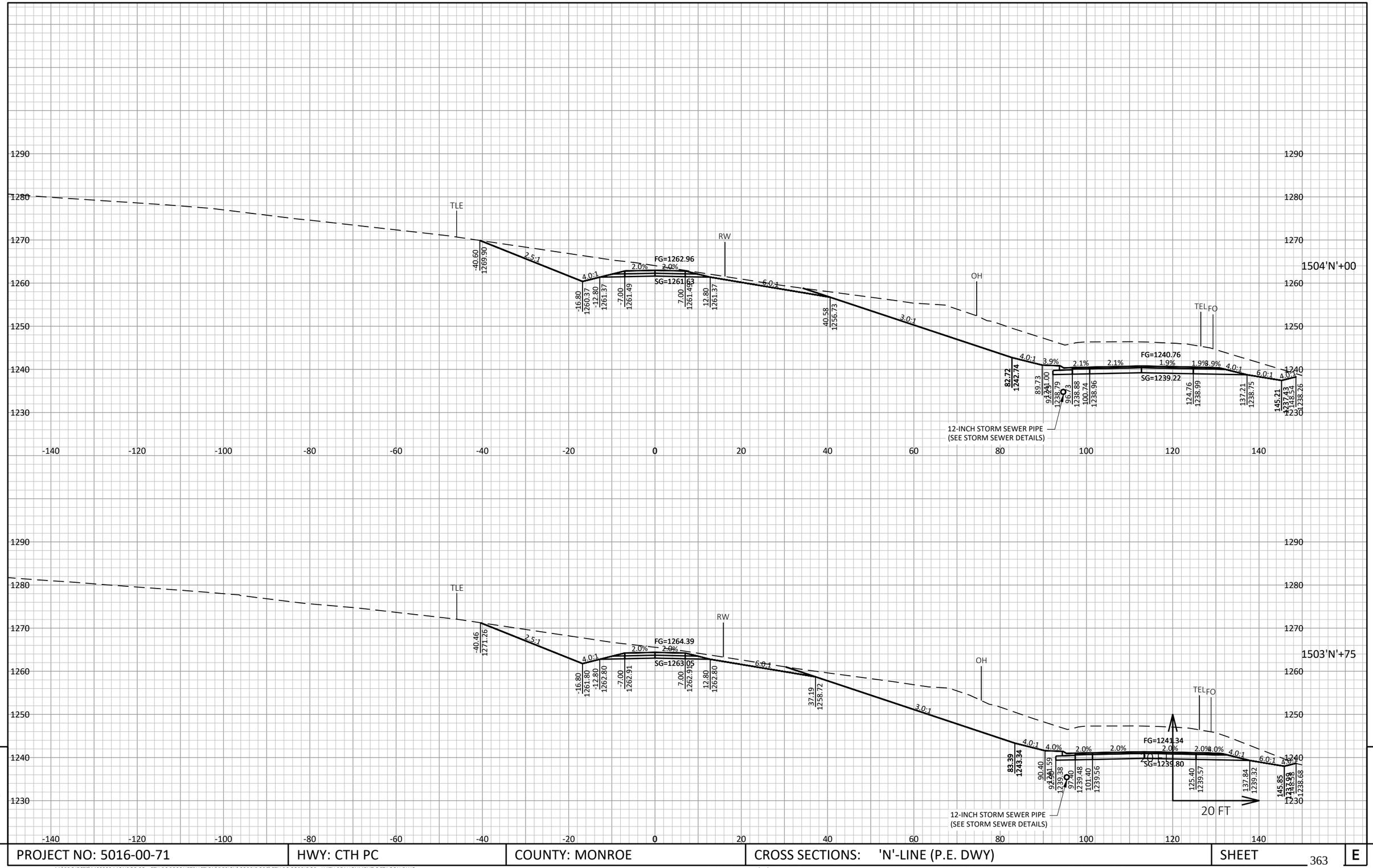
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 361	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:35:01 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 6



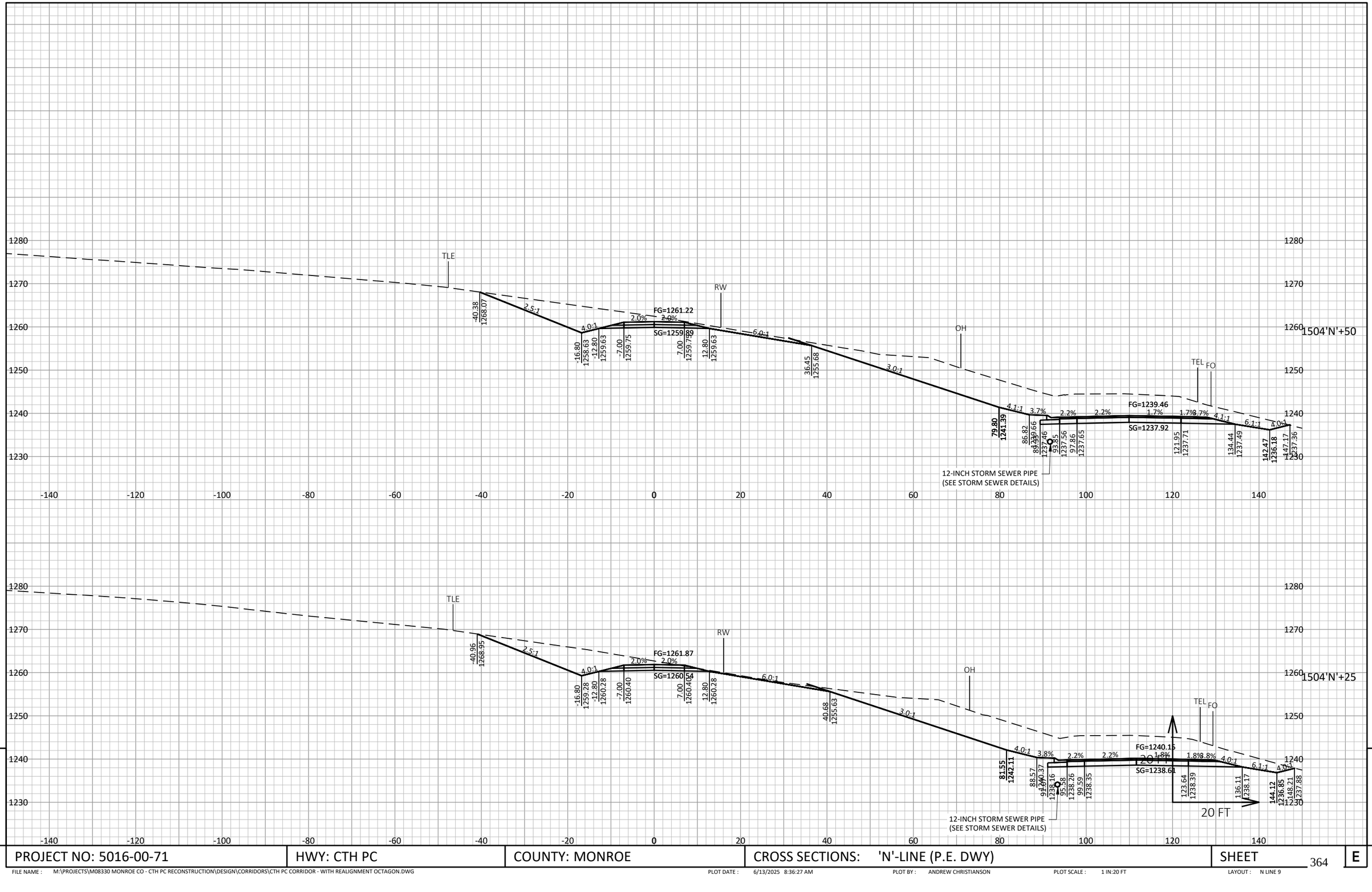
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 362	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:35:29 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 7

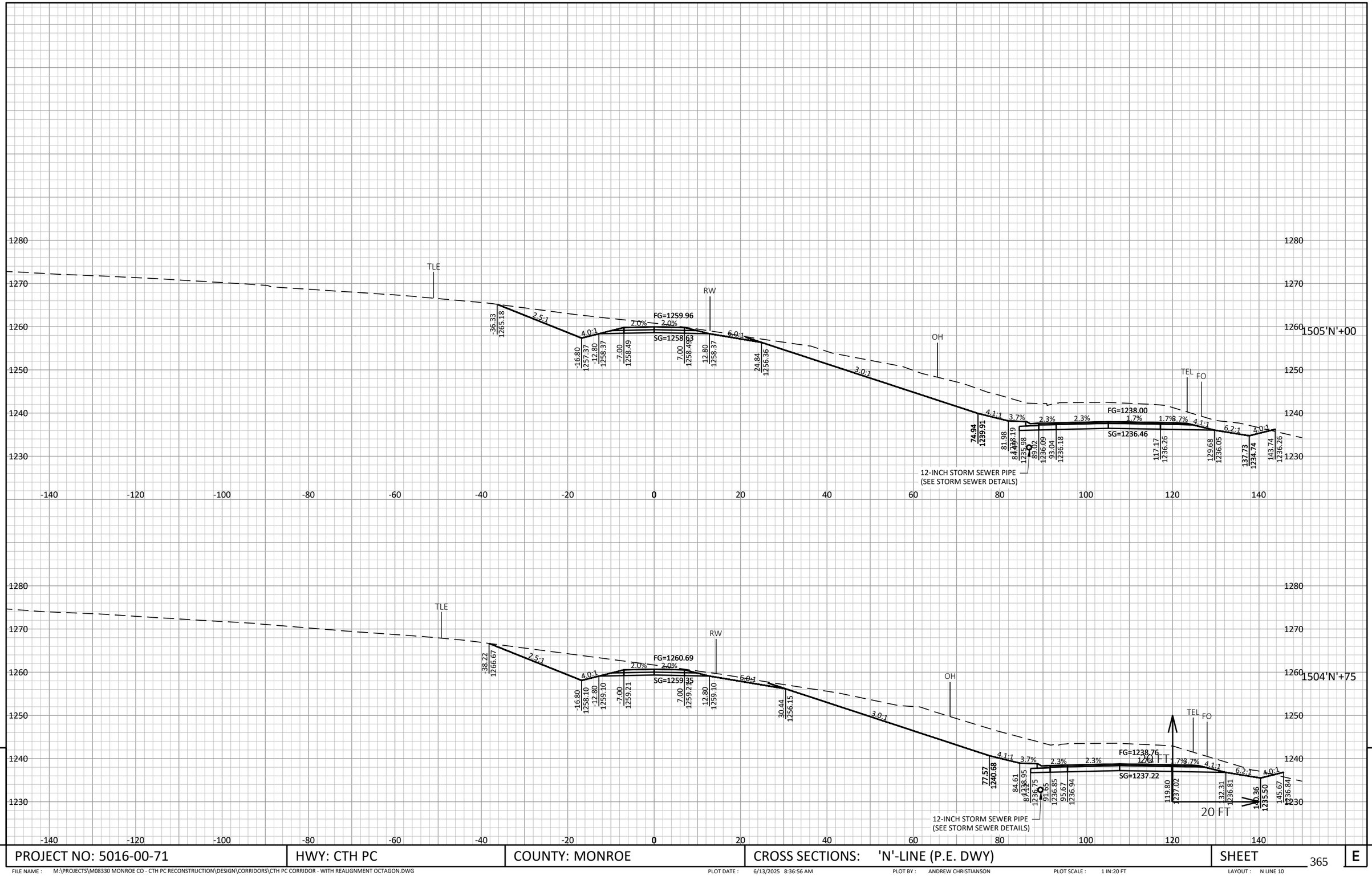


PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 363	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:35:58 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 8



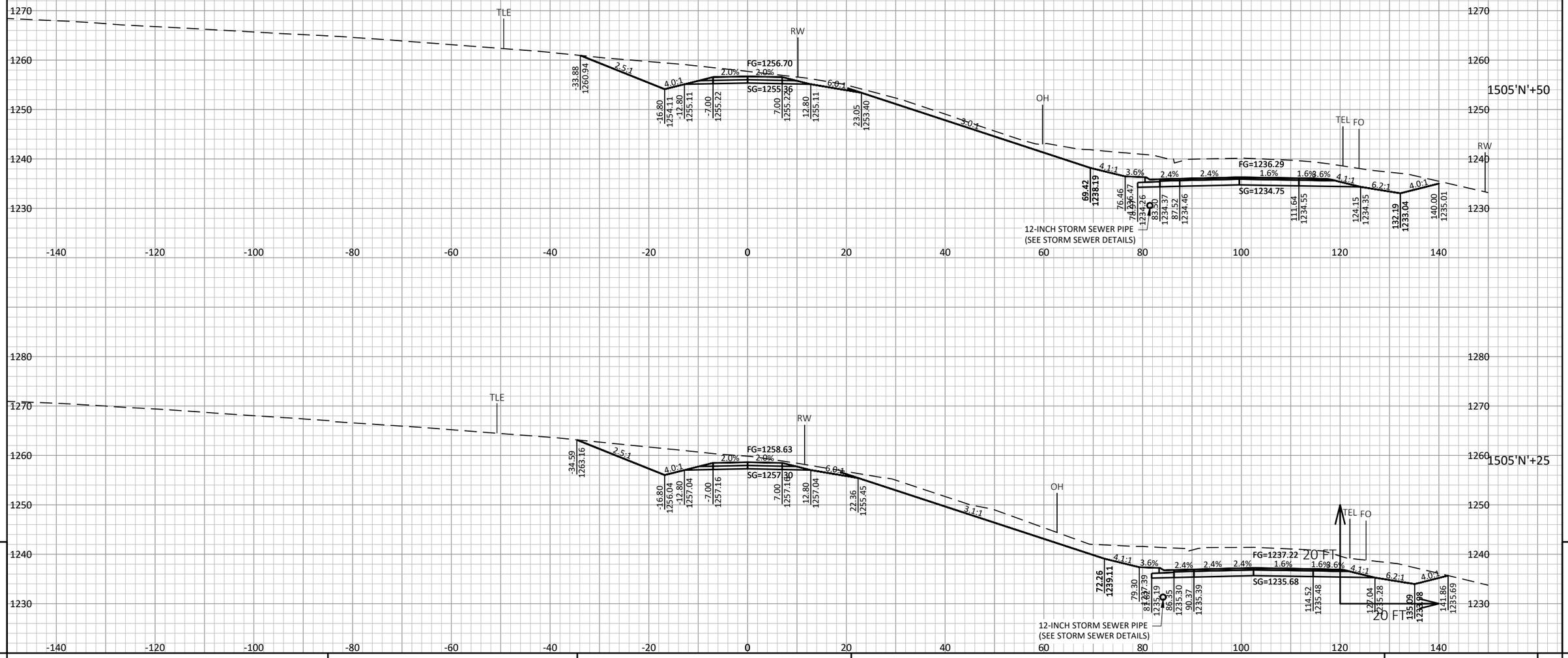
PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 364	E



9

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PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 365	E

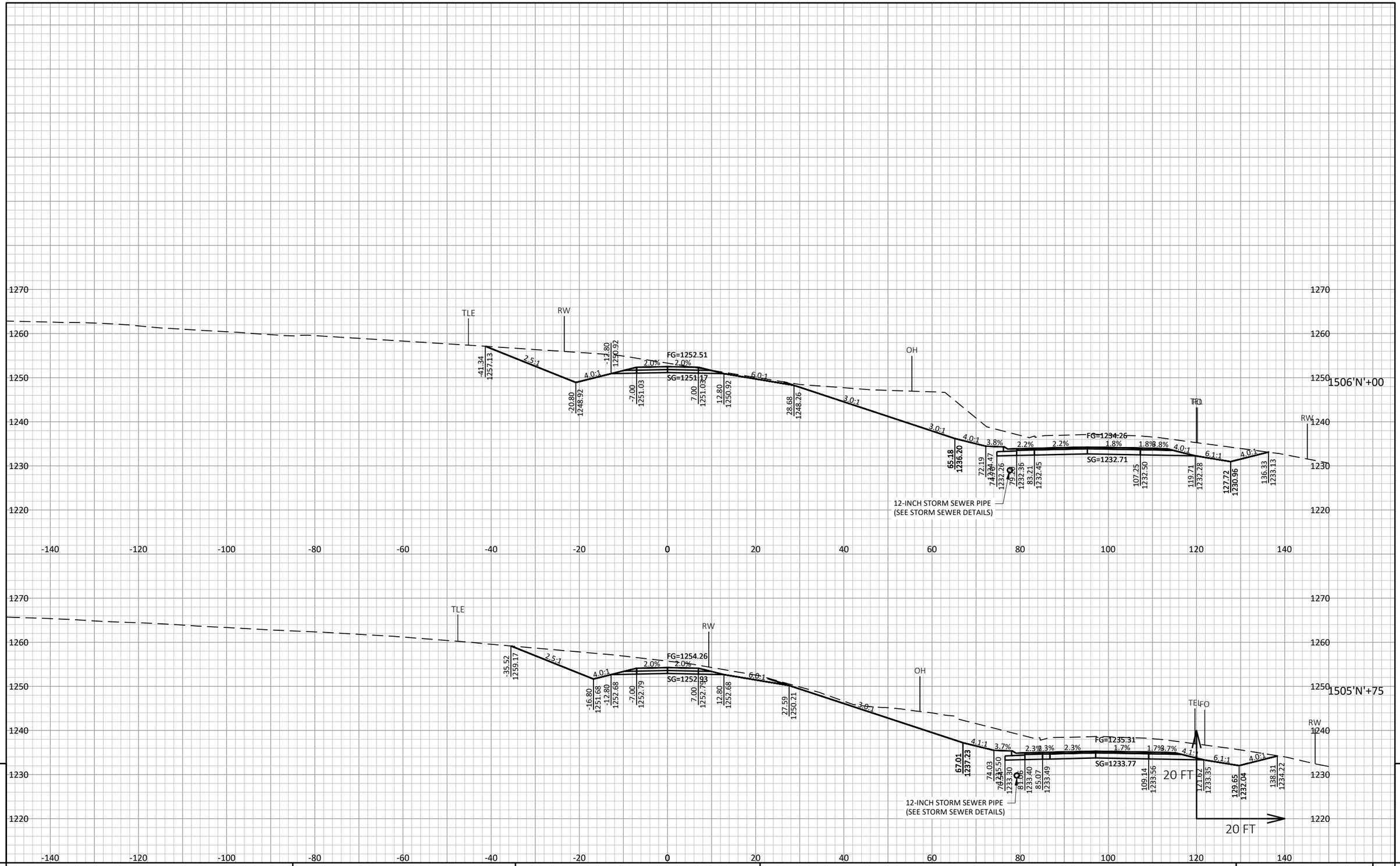


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:37:25 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : N LINE 11



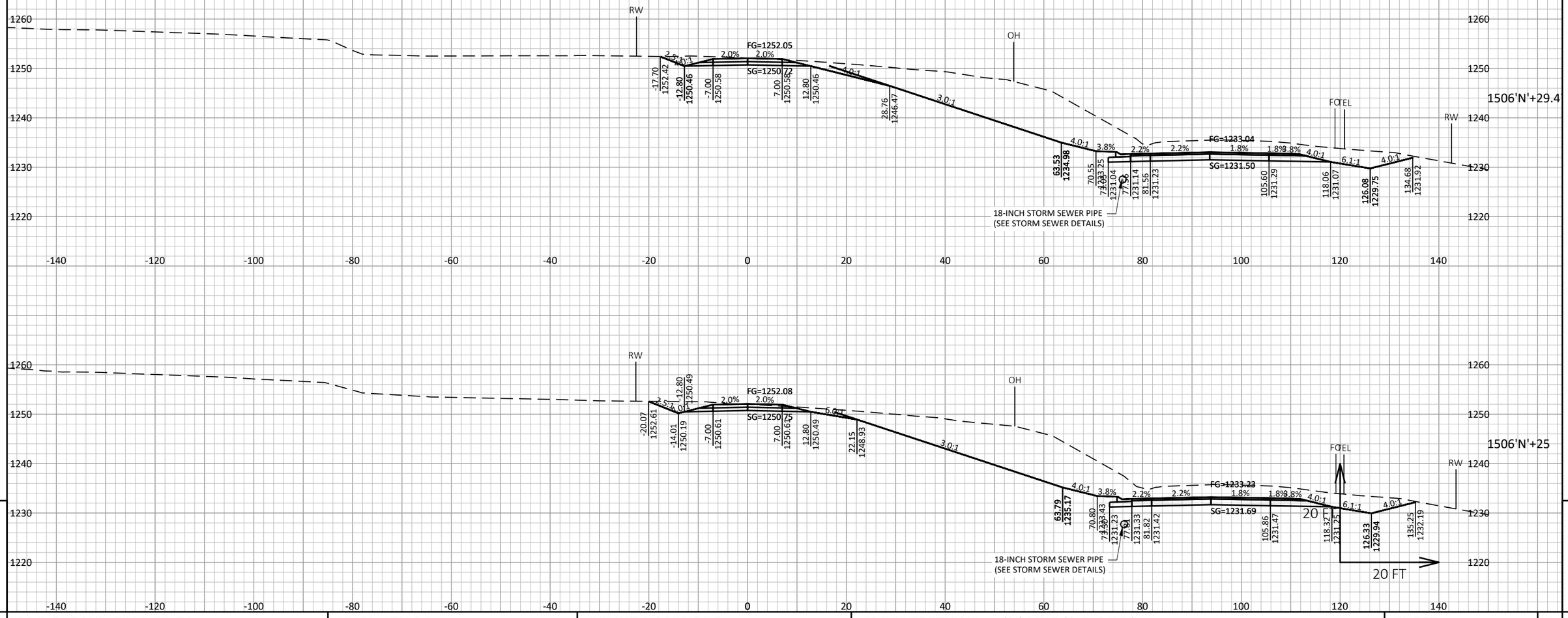
9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:37:53 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : N LINE 12

END CONSTRUCTION
STA. 1506'N'+29.47
MATCH EXISTING

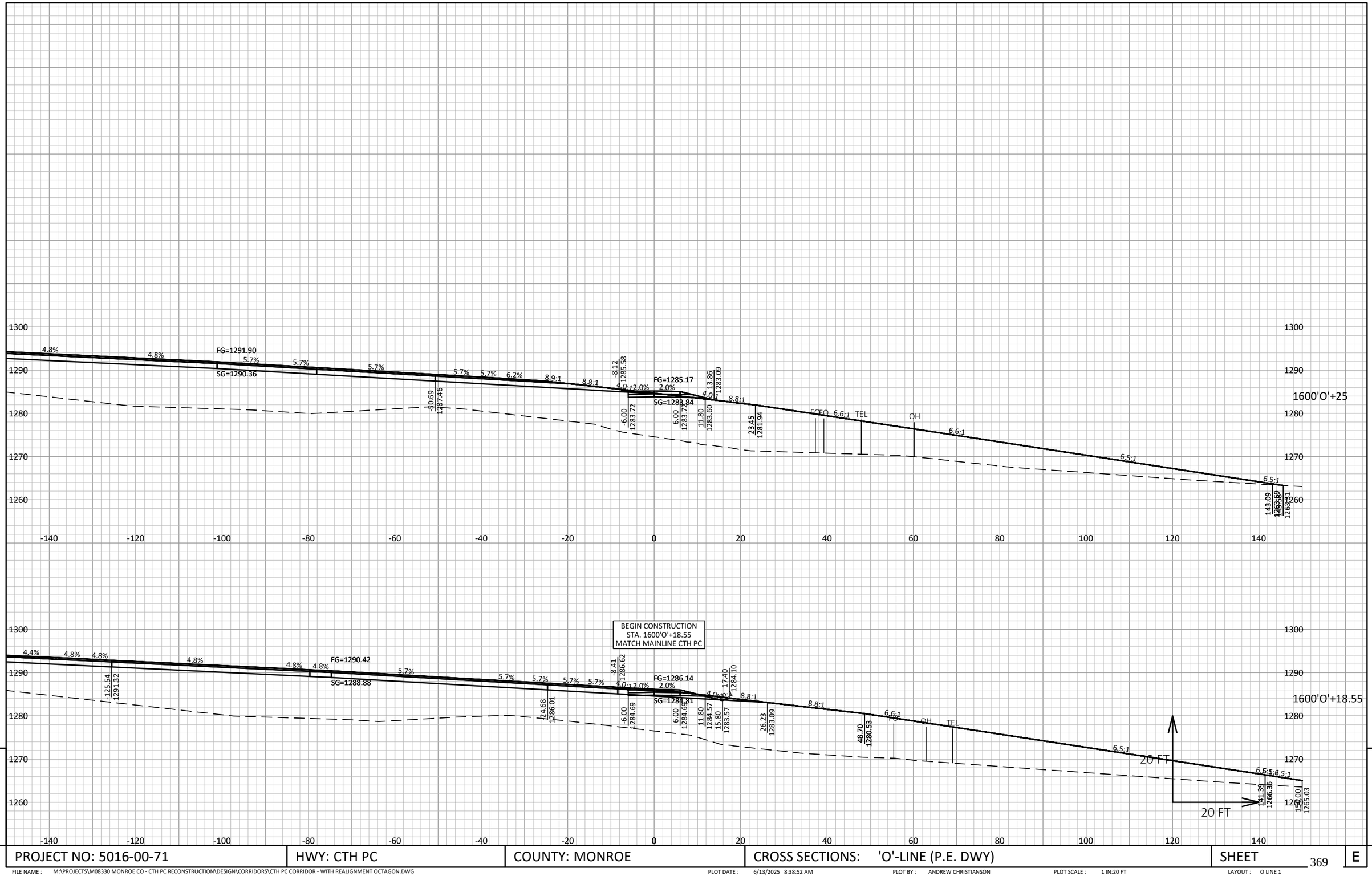


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'N'-LINE (P.E. DWY)	SHEET 368	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:38:22 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : N LINE 13

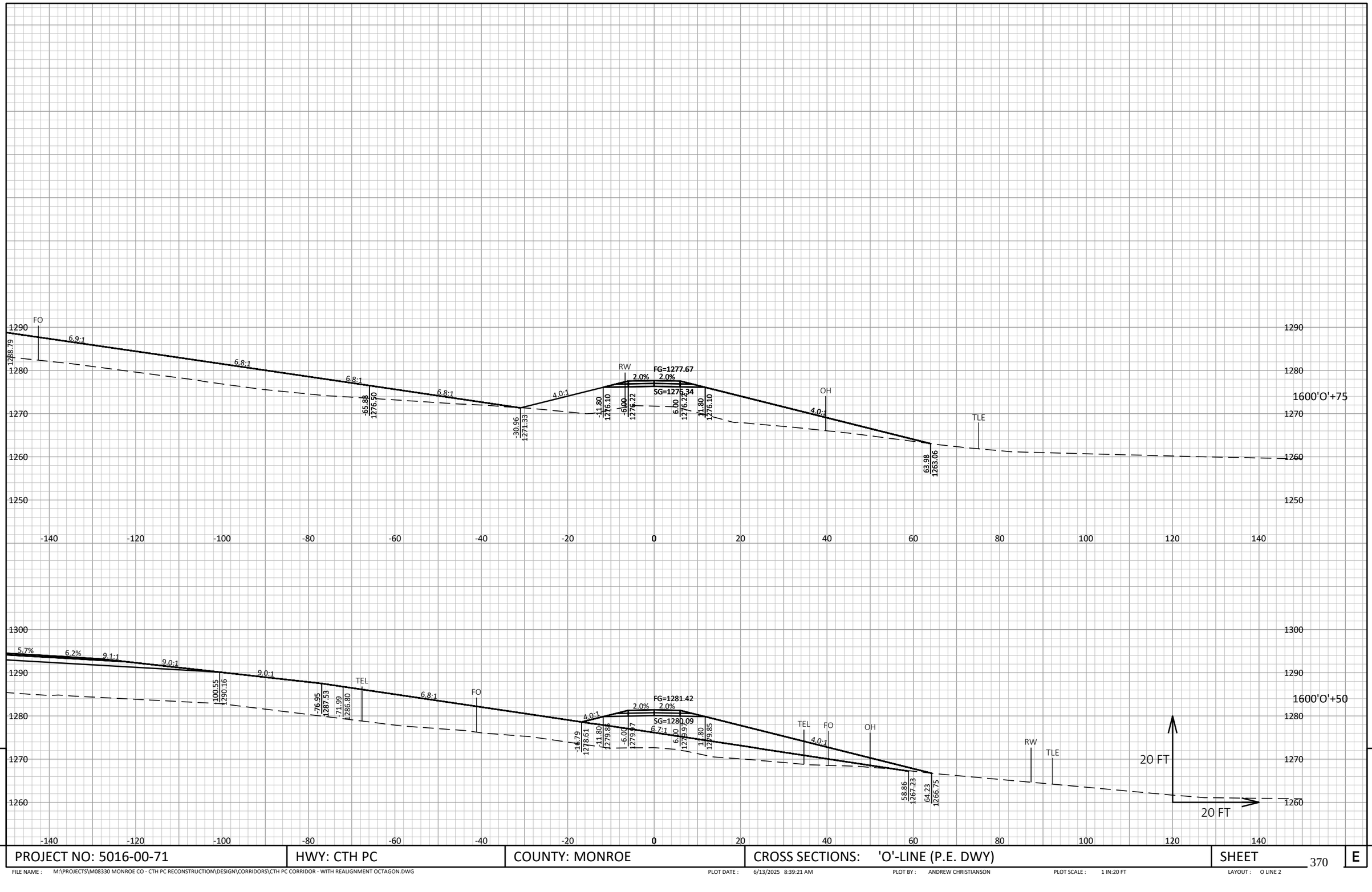


9

9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'O'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:38:52 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : O LINE 1

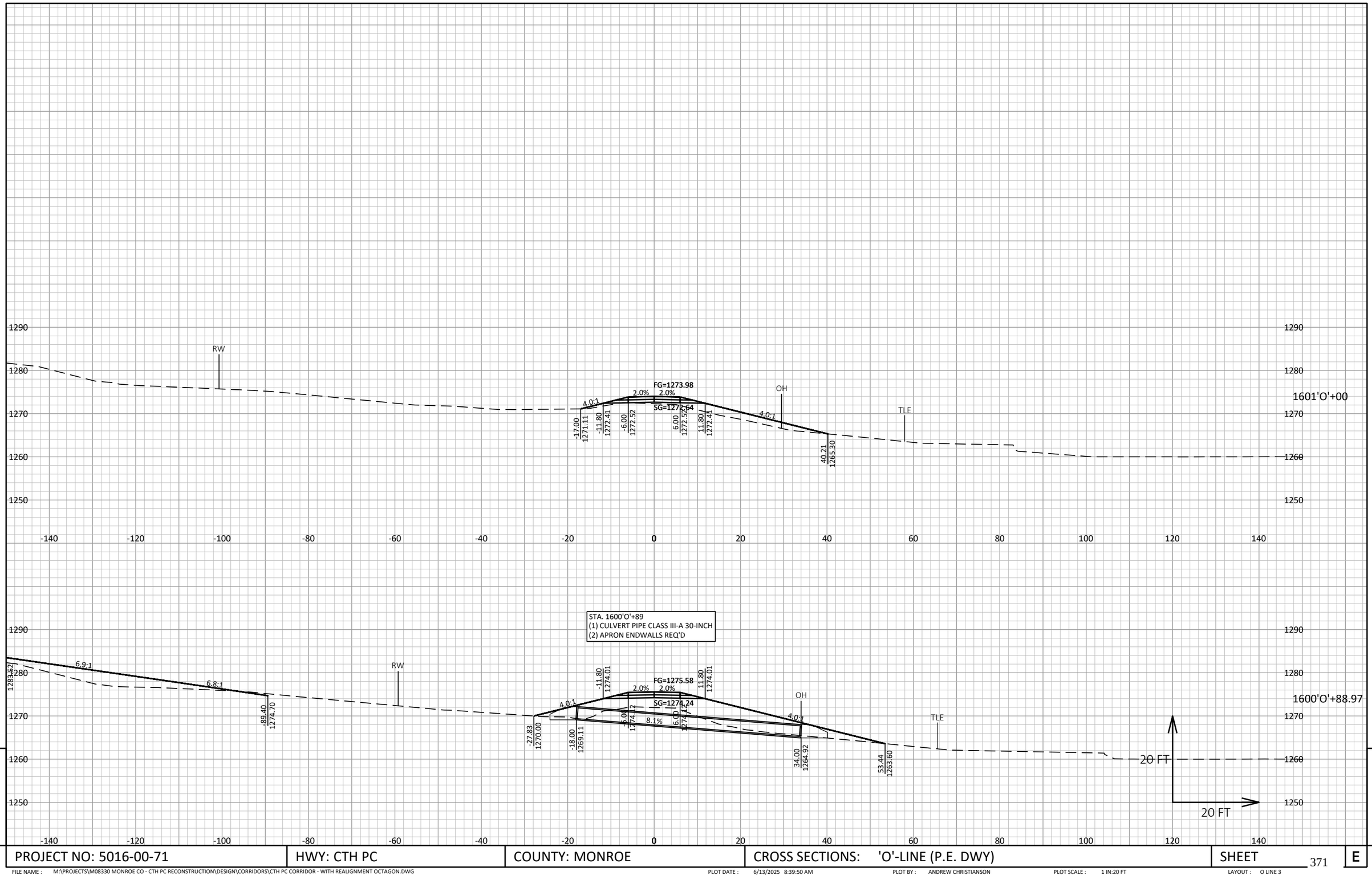


9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'O'-LINE (P.E. DWY)	SHEET 370	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:39:21 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : O LINE 2

9



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'O'-LINE (P.E. DWY)	SHEET	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:39:50 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : O LINE 3

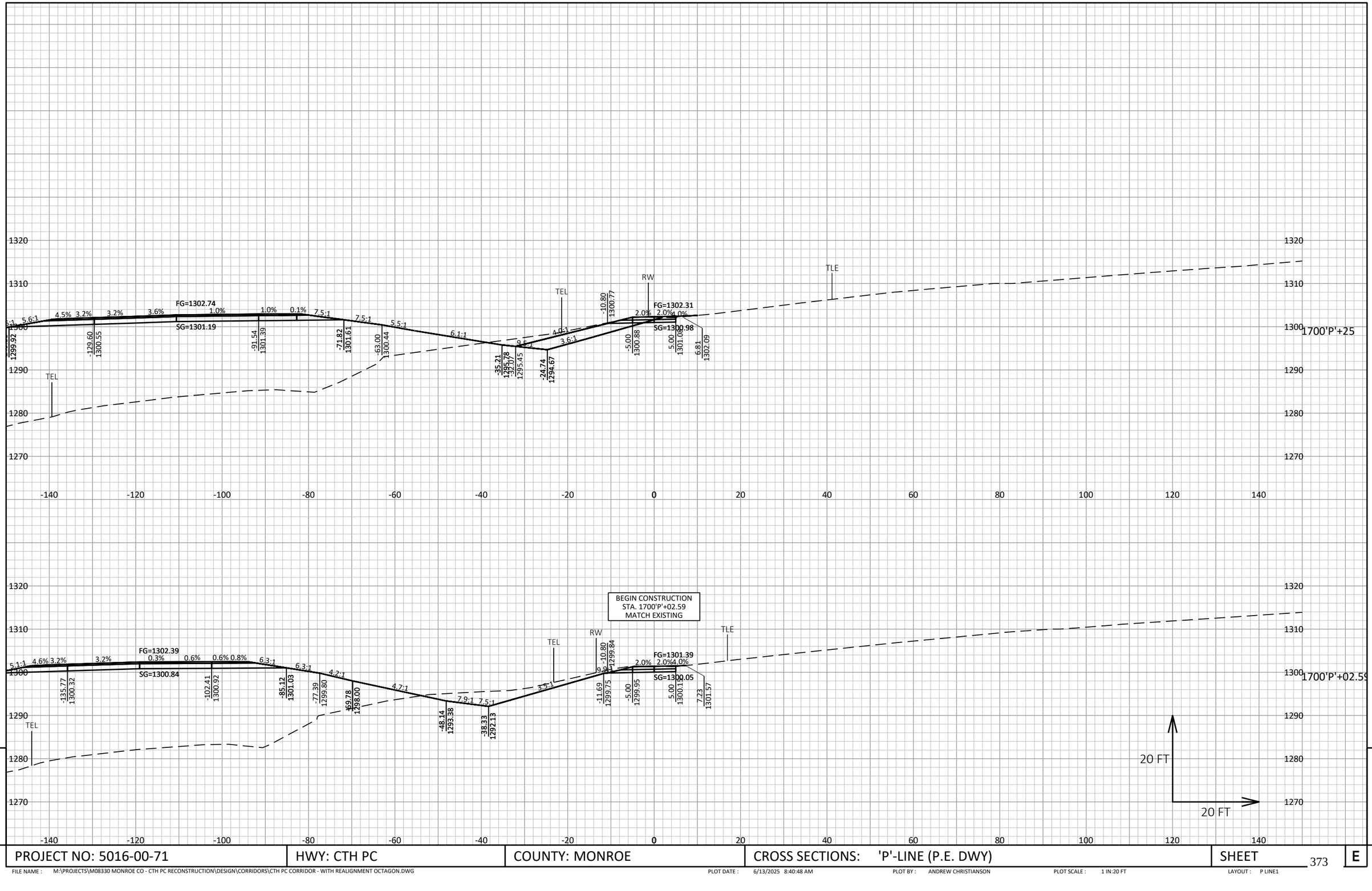


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9

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'O'-LINE (P.E. DWY)	SHEET 372	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:40:19 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : O LINE 4



PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'P'-LINE (P.E. DWY)	SHEET 373	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:40:48 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : P LINE1

STA. 1700'P'+49
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 29.6° RHF

1700'P'+48.52
SKEWED SECTION

1700'P'+50

FG=1303.86
SG=1302.53
FG=1301.85
SG=1300.31
FG=1303.96
SG=1302.63

TEL
RW

20 FT
20 FT

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'P'-LINE (P.E. DWY)	SHEET 374	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG
PLOT DATE : 6/13/2025 8:41:17 AM
PLOT BY : ANDREW CHRISTIANSON
PLOT SCALE : 1 IN:20 FT
LAYOUT : P LINE2

END CONSTRUCTION
STA. 1700'P'+80.62
MATCH MAINLINE CTH PC

TEL

1700'P'+80.62

1700'P'+75

FG=1305.32

SG=1303.99

20 FT

20 FT

PROJECT NO: 5016-00-71	HWY: CTH PC	COUNTY: MONROE	CROSS SECTIONS: 'P'-LINE (P.E. DWY)	SHEET 375	E

FILE NAME : M:\PROJECTS\M08330 MONROE CO - CTH PC RECONSTRUCTION\DESIGN\CORRIDORS\CTH PC CORRIDOR - WITH REALIGNMENT OCTAGON.DWG PLOT DATE : 6/13/2025 8:41:47 AM PLOT BY : ANDREW CHRISTIANSON PLOT SCALE : 1 IN:20 FT LAYOUT : P LINE3

Wisconsin Department of Transportation

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