

INDEX OF SHEETS

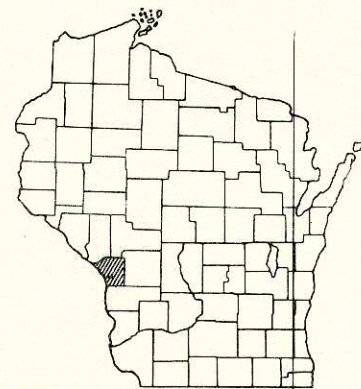
- SHEET NO. 1 TITLE
- SHEET NO. 2.0-2.4 TYPICAL CROSS SECTIONS
- SHEET NO. 3 ESTIMATE OF QUANTITIES
- SHEET NO. 3A MISCELLANEOUS QUANTITIES
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- SHEET NO. 4-28 PLAN AND PROFILE STA. 191+94.89 TO STA. 354+00
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- SHEET NO. — CROSS SECTIONS

STATE OF WISCONSIN  
STATE HIGHWAY COMMISSION OF WISCONSIN

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.3	90.1		13.23	4 WIS.	1	29

PLAN AND PROFILE OF PROPOSED  
**LA CROSSE - TOMAH ROAD**  
(U.S.H. 53 - U.S.H. 16 SECTION)  
I.H. 90  
LA CROSSE COUNTY  
PROJECT I-90-1(23)1

RELOCATION



CONTROL OF ACCESS  
WITHIN THE LIMITS OF THE PROJECT WHERE CONTROL OF ACCESS LINE IS SHOWN THUS \_\_\_\_\_ NO ACCESS IS PERMITTED TO THE INTERSTATE TRAFFIC LANES

END OF PROJECT I-90-1(10)2 =  
END OF PROJECT I-90-1(15)0 =  
BEGINNING OF PROJECT I-90-1(22)2 =  
**BEGINNING OF PROJECT I-90-1(23)1**  
**STA 191+94.89**  
3220 FEET EAST AND 2065 FEET SOUTH OF THE  
SOUTHWEST CORNER OF SEC 8, T16N, R7W

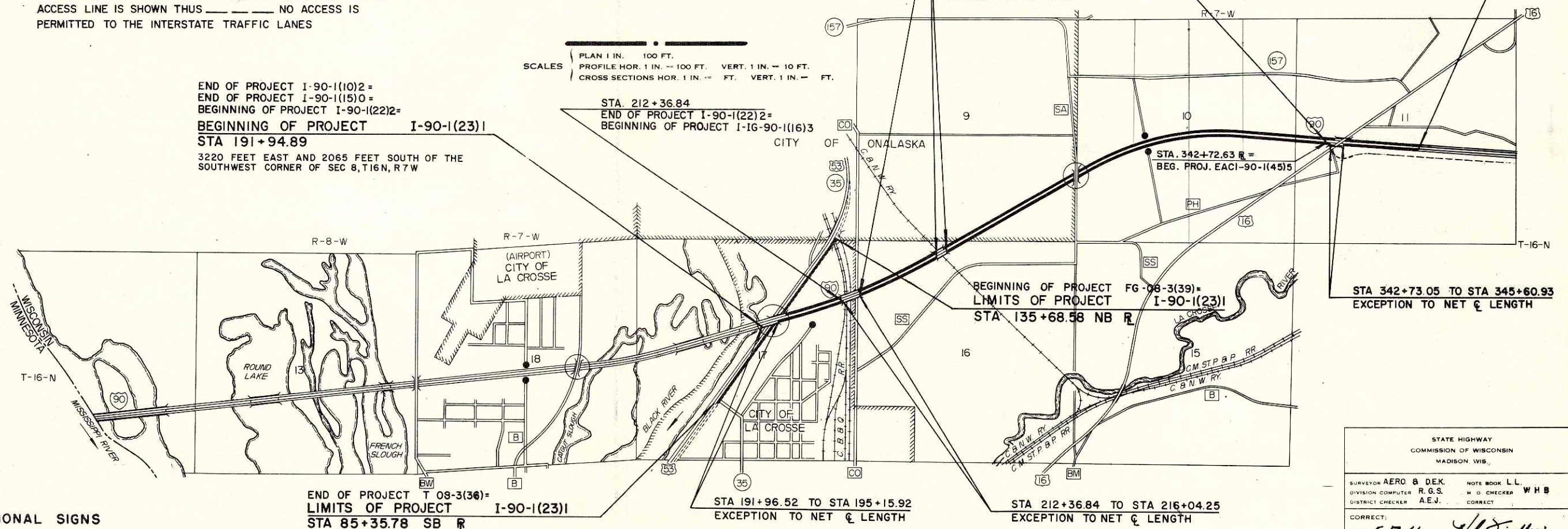
SCALES  
PLAN 1 IN. = 100 FT.  
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.  
CROSS SECTIONS HOR. 1 IN. = FT. VERT. 1 IN. = FT.

STA. 212+36.84  
END OF PROJECT I-90-1(22)2 =  
BEGINNING OF PROJECT I-16-90-1(16)3

STA 216+04.25  
END OF PROJECT I-16-90-1(16)3 =  
BEGINNING OF PROJECT I-90-1(21)3  
  
STA 233+31.82 TO STA 234+69.49  
EXCEPTION TO NET C LENGTH  
PROJECT IG-90-1(17)3

STA 342+72.85  
END OF PROJECT I-90-1(21)3 =

END OF PROJECT I-90-1(45)5 =  
**END OF PROJECT I-90-1(23)1**  
**STA 354+00**  
195 FEET WEST AND 305 FEET SOUTH OF THE  
CENTER OF SEC 11, T16N, R7W



BEGINNING OF PROJECT FG-08-3(39) =  
LIMITS OF PROJECT I-90-1(23)1  
**STA 135+68.58 NB R**

STA 342+73.05 TO STA 345+60.93  
EXCEPTION TO NET C LENGTH

END OF PROJECT T 08-3(36) =  
LIMITS OF PROJECT I-90-1(23)1  
**STA 85+35.78 SB R**

STA 191+96.52 TO STA 195+15.92  
EXCEPTION TO NET C LENGTH

STA 212+36.84 TO STA 216+04.25  
EXCEPTION TO NET C LENGTH

CONVENTIONAL SIGNS	
STATE LINE	-----
COUNTY LINE	-----
TOWNSHIP OR RANGE LINE	-----
SECTION LINE	-----
NEW RIGHT OF WAY LINE	-----
PRESENT RIGHT OF WAY LINE	-----
WIRE FENCE	WOVEN
	BARBED
LOT LINE	-----
CORPORATE OR CITY LIMITS	-----
PROPERTY LINE	-----
TRAVELED WAY OR P.E.	-----
RAILROADS	-----
BASE OR SURVEY LINE	-----
CULVERTS IN PLACE	-----
CULVERTS REQUIRED	-----
DROP INLET	-----
POWER POLE	-----
TELEPHONE OR TELEGRAPH POLE	-----
RIGHT OF WAY MARKERS	-----
REFERENCE STAKE FOR HUBS ONLY	-----
MARSH	-----
HEDGE	-----
TREES	-----
GROUND ELEVATION	DATUM LINE 73.9
GRADE ELEVATION	DATUM LINE 75.16

APPROVED INTERSTATE LOCATION	-----
INTERCHANGE	-----
HWY. GRADE SEPARATION (MAIN LINE UNDER)	-----
BRIDGES (MAIN LINE OVER)	-----
TERMINATED CROSS ROAD	-----

**LAYOUT**

SCALE 1 MILE

NET LENGTH OF CENTERLINE	= 0.324 MI. URBAN
" " " "	= 0.603 MI. MCPL
" " " "	= 1.920 MI. RURAL
TOTAL	= 2.847 MI.

DESIGN DESIGNATION

ADT 1962	4,550
ADT 1986	11,900
DHV 1986	1,790
K	15%
D	60%
T	10%
V	70mph

STATE HIGHWAY  
COMMISSION OF WISCONSIN  
MADISON, WIS.

SURVEYOR AERO B DEK. NOTE BOOK L.L.  
DIVISION COMPUTER R.G.S. M.D. CHECKER W.H.B.  
DISTRICT CHECKER A.E.J. CORRECT

CORRECT:  
DATE 5-17-66 *A.J. Fidler*  
DISTRICT ENGINEER

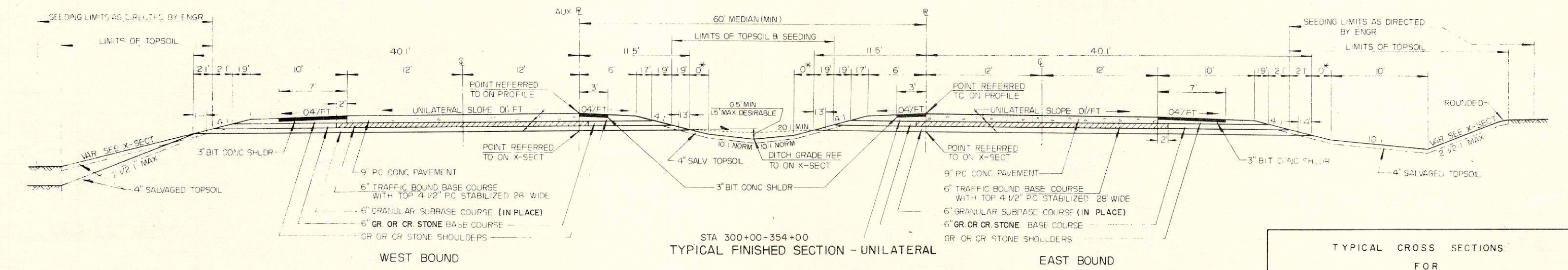
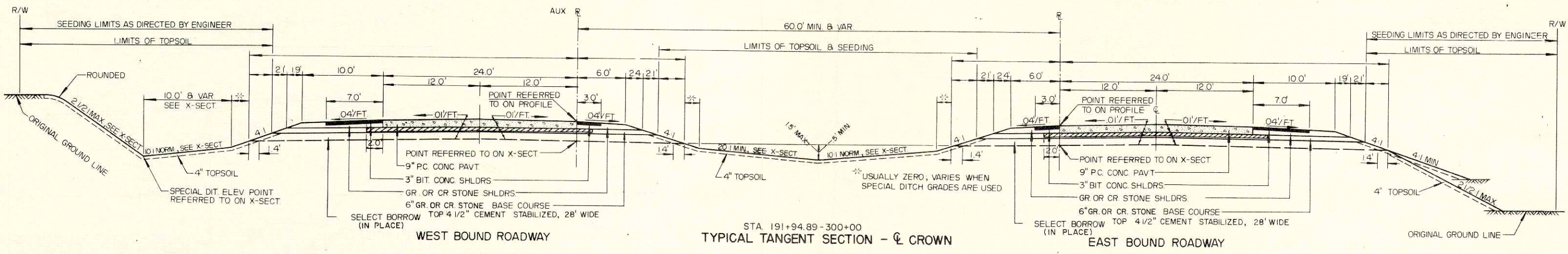
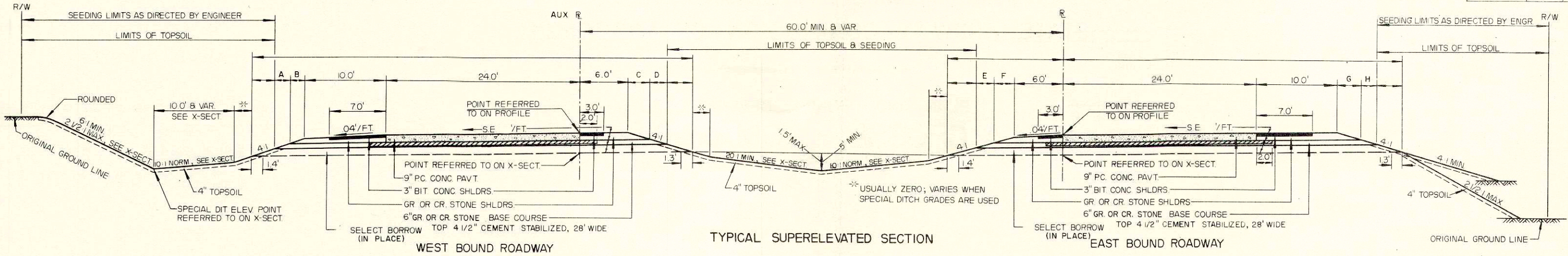
RECOMMENDED FOR APPROVAL  
DATE 7/19/66 *E.J. Rydzik*  
CHIEF DESIGN ENGINEER

APPROVED:  
DATE 7/21/66 *A.J. Fidler*  
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ENGINEER

DSS

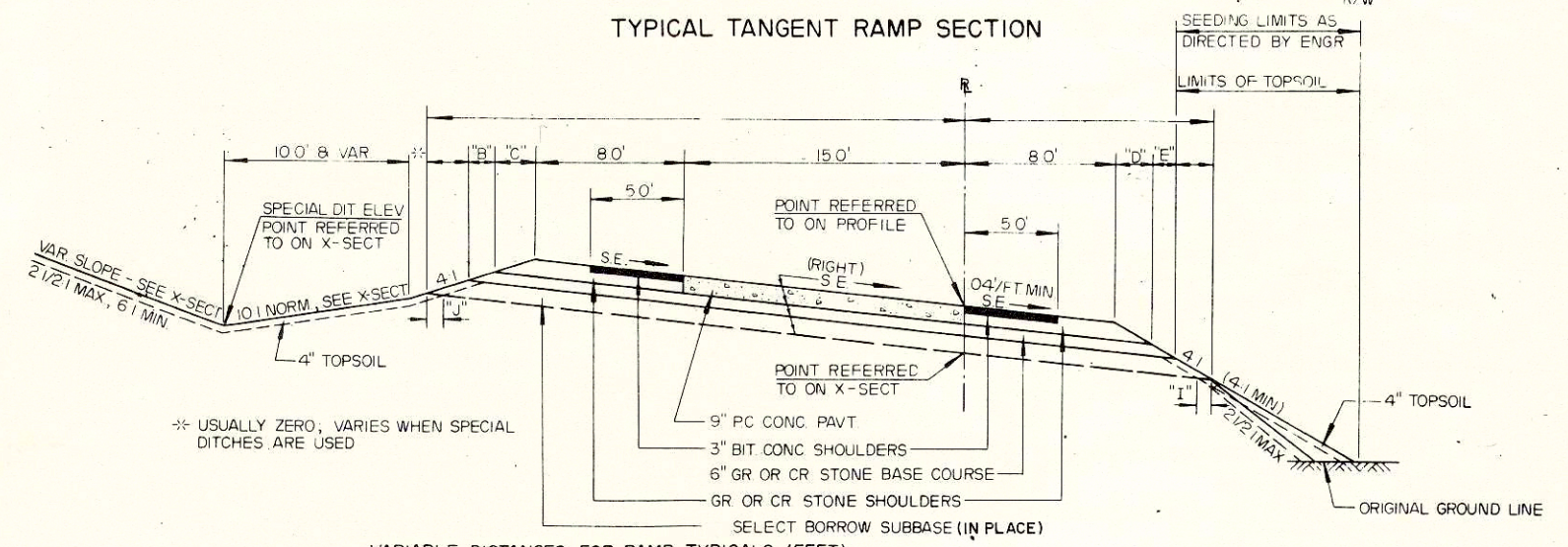
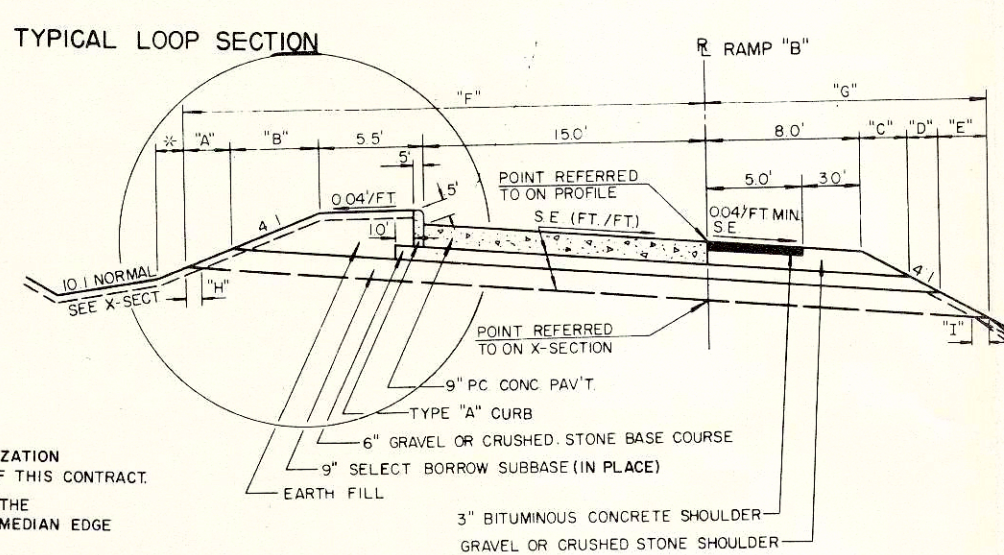
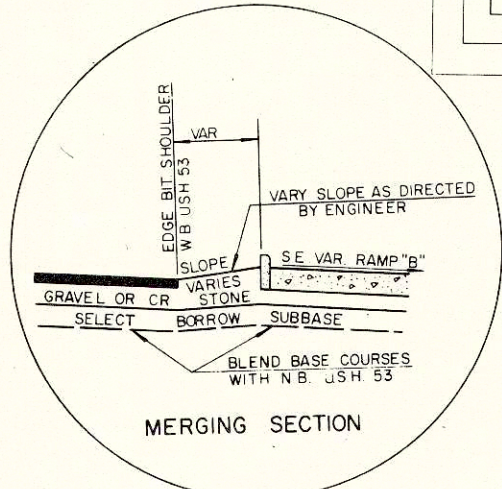
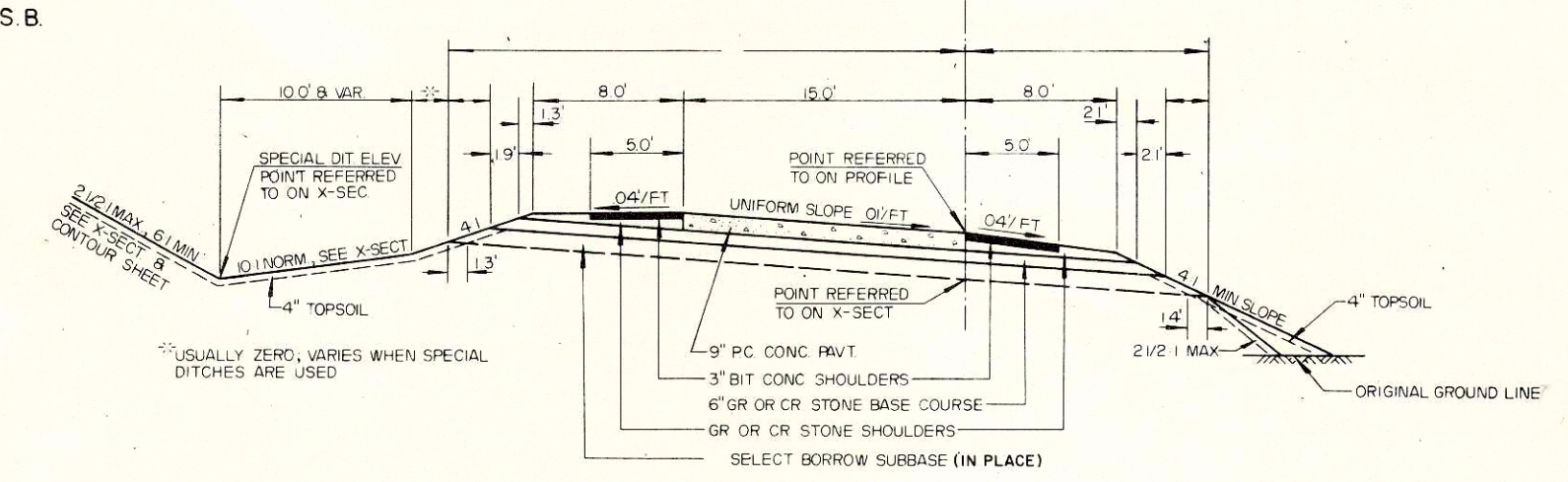
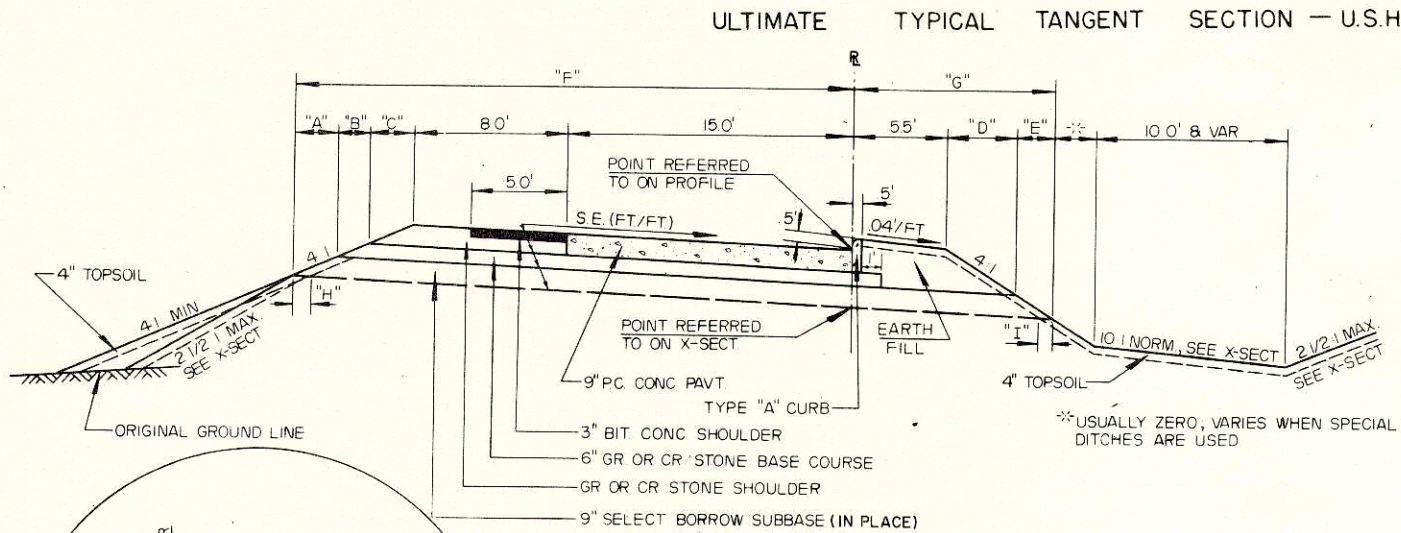
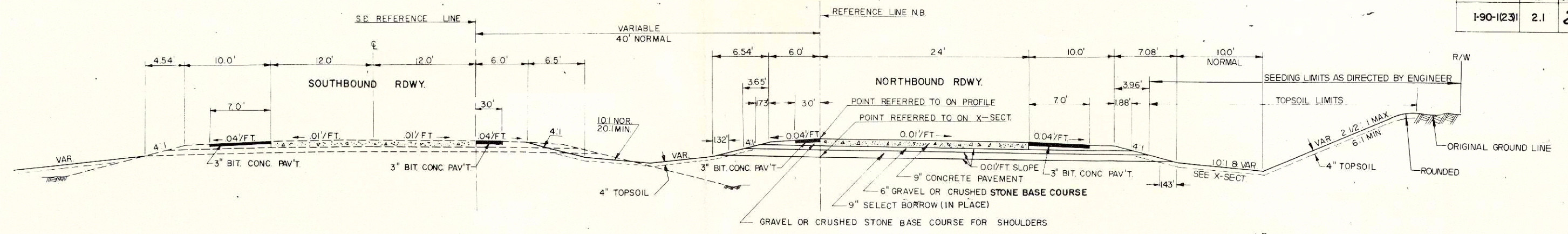


TYPICAL CROSS SECTIONS FOR INTERSTATE HIGHWAY 90

APPLICABLE STANDARD DETAIL DRAWINGS  
7-4.1.4 CONSTRUCTION BARRICADE

VARIABLE DISTANCES FOR HORIZONTAL CURVES

SE	A	B	C	D	E	F	G	H
01	2.1	1.5	2.9	1.9	2.1	2.1	2.9	1.9
042	2.4	3.5	2.6	1.7	2.4	3.6	2.6	1.7



GENERAL NOTES

- 9" PC. CONC PAVT, SHOULDERS AND BASE STABILIZATION ON MAINLINE & RAMPS ARE NOT A PART OF THIS CONTRACT.
- THE REFERENCE LINE (R) IS THE MEDIAN EDGE OF THE EASTBOUND PAVEMENT. THE AUXILIARY R IS THE MEDIAN EDGE OF THE WESTBOUND PAVEMENT.
- RATE OF SUPERELEVATION AND LENGTH OF TRANSITION SHOWN ON PLANS. TRANSITION LENGTH SHALL BE ESTABLISHED TO PROVIDE TWO-THIRDS OF TOTAL LENGTH ON THE TANGENT AND ONE-THIRD WITHIN THE CURVE.
- CURVE DATA IS BASED ON ARC DEFINITION.
- WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, 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 DIRECTED BY THE ENGINEER.
- BEARINGS SHOWN ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.
- SHEETS 4 TO 28 ARE INCLUDED TO SHOW PROFILE AND ALIGNMENT ONLY. OTHER INFORMATION IS NOT PERTINENT TO THIS CONTRACT.

VARIABLE DISTANCES FOR SPECIAL RAMP "B" SECTION (FEET)

SE	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"
.02	2.8	5.4	2.6	2.2	3.3	2.8	1.6	1.3	1.5
.03	2.7	5.0	3.0	2.3	3.4	2.8	1.6	1.2	1.5
.04	2.6	4.7	3.6	2.4	3.6	2.7	1.6	1.2	1.6
.05	2.5	4.3	3.7	2.5	3.7	2.7	1.7	1.1	1.7
.06	2.4	4.0	3.9	2.6	3.9	2.6	1.8	1.1	1.8
.07	2.3	3.8	4.2	2.8	4.2	2.6	1.9	1.1	1.9
.08	2.3	3.5	4.4	2.9	4.4	2.6	1.9	1.0	2.0

VARIABLE DISTANCES FOR LOOP TYPICAL (FEET)

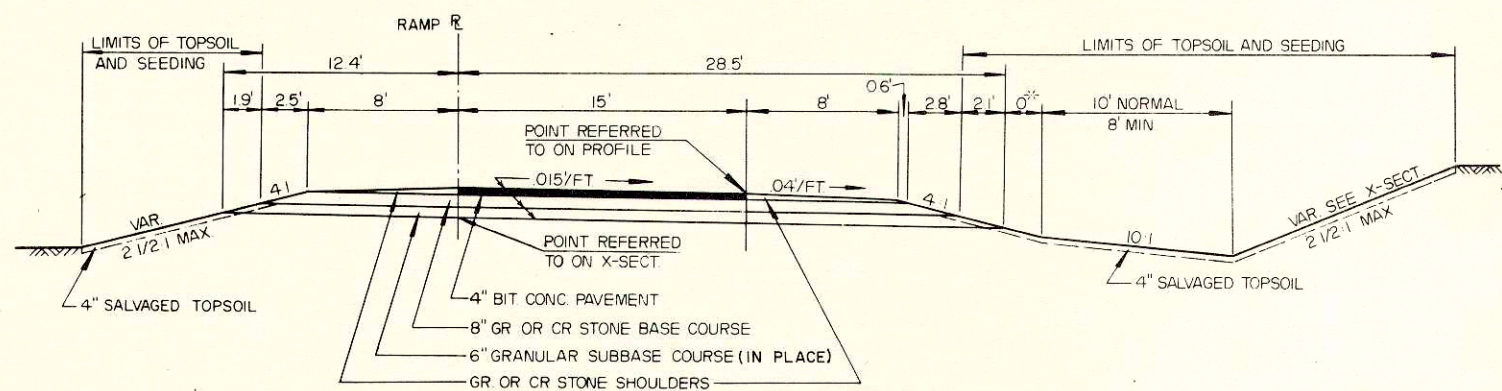
SE	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"
.01 RT	2.9	1.9	2.9	6.7	3.1	30.7	15.3	1.3	1.4
.02 RT	2.8	1.9	2.8	7.1	3.3	30.5	15.9	1.3	1.5
.03 RT	2.7	1.8	2.7	7.7	3.4	30.2	16.6	1.2	1.5
.04 RT	2.6	1.7	2.6	8.3	3.6	29.9	17.4	1.2	1.6
.05 RT	2.5	1.7	2.5	9.0	3.7	29.7	18.2	1.1	1.7
.06 RT	2.4	1.6	2.4	9.7	3.9	29.4	19.2	1.1	1.8
.07 RT	2.3	1.6	2.3	10.5	4.2	29.2	20.3	1.1	1.9
.08 RT	2.3	1.5	2.3	11.5	4.4	29.1	21.5	1.0	2.0

VARIABLE DISTANCES FOR RAMP TYPICALS (FEET)

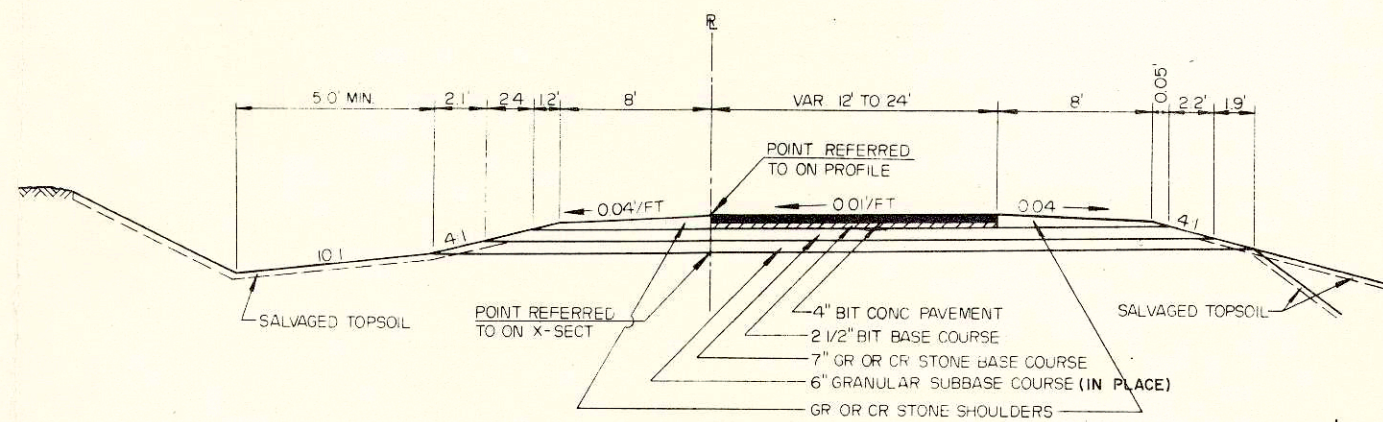
SE	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"
.01 LT	3.1	2.1	2.1	2.9	1.9	2.9	30.3	15.7	1.3	1.4
.02 LT	3.3	2.2	2.6	2.8	1.9	2.8	31.1	15.5	1.3	1.5
.03 LT	3.4	2.3	3.0	2.7	1.8	2.7	31.7	15.2	1.2	1.5
.04 LT	3.6	2.4	3.6	2.6	1.7	2.6	32.6	14.9	1.2	1.6
.05 LT	3.7	2.5	3.7	2.5	1.7	2.5	32.9	14.7	1.1	1.7
.06 LT	3.9	2.6	3.9	2.4	1.6	2.4	33.4	14.4	1.1	1.8
.07 LT	4.2	2.8	4.2	2.3	1.6	2.3	34.2	14.2	1.1	1.9
.08 LT	4.4	2.9	4.4	2.3	1.5	2.3	34.7	14.1	1.0	2.0
.01 RT	2.9	1.9	2.9	2.1	2.1	3.1	30.7	15.3	1.4	1.3
.02 RT	2.8	1.9	2.8	2.6	2.2	3.3	30.5	16.1	1.5	1.3
.03 RT	2.7	1.8	2.7	3.0	2.3	3.4	30.2	16.7	1.5	1.2
.04 RT	2.6	1.7	2.6	3.6	2.4	3.6	29.9	17.6	1.6	1.2
.05 RT	2.5	1.7	2.5	3.7	2.5	3.7	29.7	17.9	1.7	1.1
.06 RT	2.4	1.6	2.4	3.9	2.6	3.9	29.4	18.4	1.8	1.1
.07 RT	2.3	1.6	2.3	4.2	2.8	4.2	29.2	19.2	1.9	1.1
.08 RT	2.3	1.5	2.3	4.4	2.9	4.4	29.1	19.7	2.0	1.0

TYPICAL SUPERELEVATED RAMP SECTION

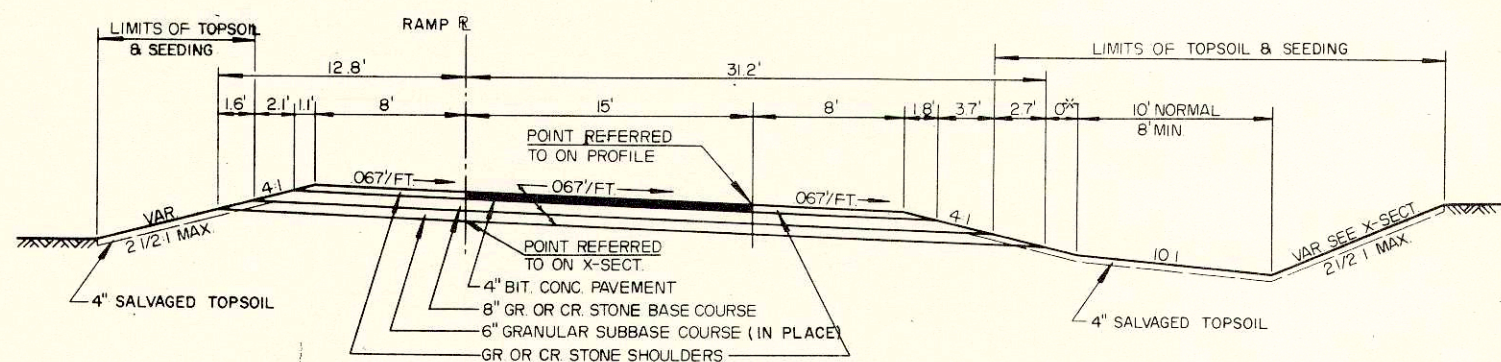
TYPICAL CROSS SECTIONS FOR U.S.H. 53 RAMPS AND LOOPS FOR U.S.H. 53 INTERCHANGE RAMPS FOR S.T.H. 157 INTERCHANGE



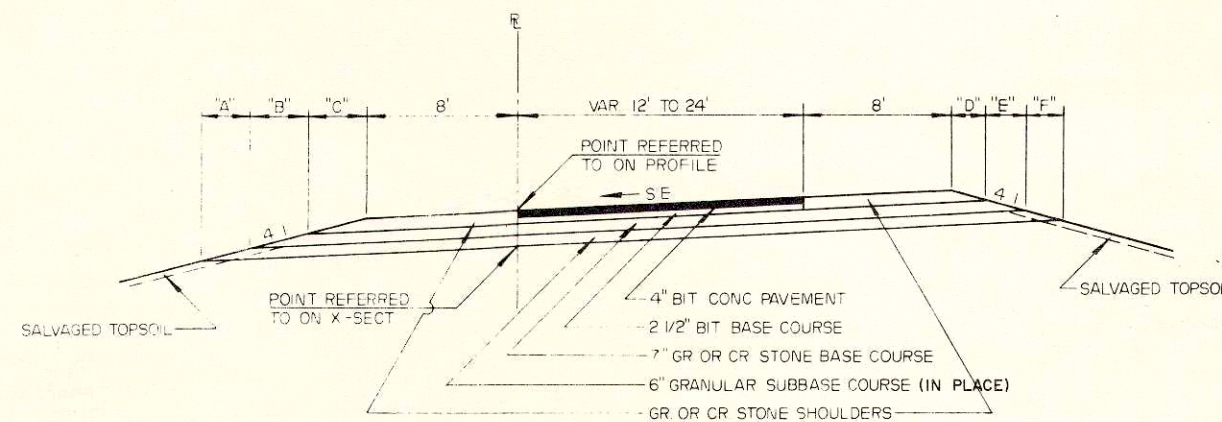
TYPICAL TANGENT SECTION  
TEMPORARY RAMP S.H. 157



TYPICAL SECTION  
TEMPORARY CONNECTION U.S.H. 16



TYPICAL SUPERELEVATED SECTION  
TEMPORARY RAMP S.H. 157

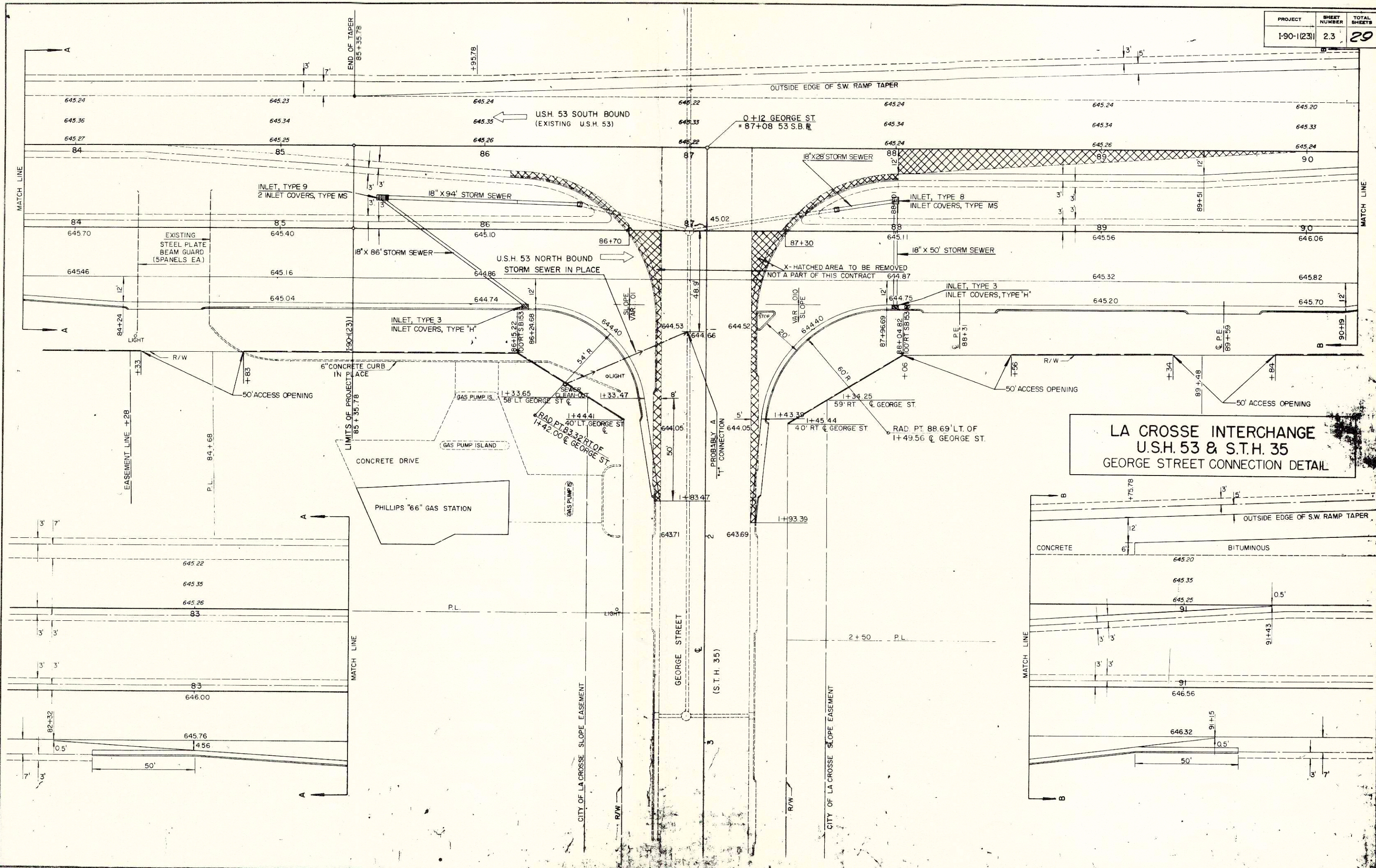


TYPICAL SUPERELEVATED SECTION  
TEMPORARY CONNECTION U.S.H. 16

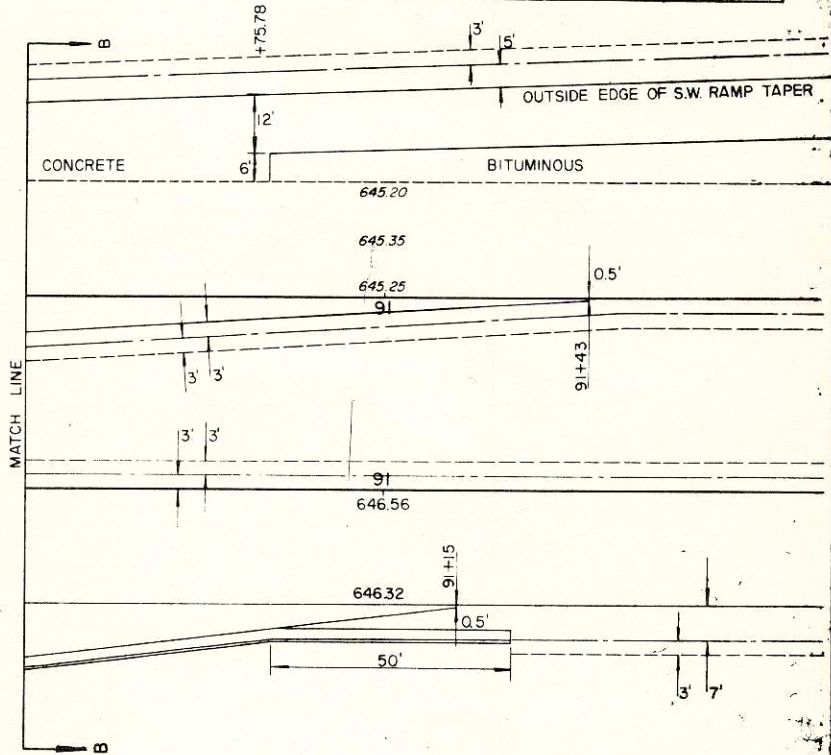
DISTANCES FOR SUPERELEVATED SECTION (FEET)

SE	"A"	"B"	"C"	"D"	"E"	"F"
0.01 RT	19	22	21	12	24	21
0.02 RT	19	21	20	16	25	22
0.03 RT	18	21	19	21	26	23
0.04 RT	17	20	19	26	27	24
0.05 RT	17	19	18	27	29	25
0.05 RT	16	19	17	28	30	26
0.07 RT	16	18	17	30	32	28
0.08 RT	15	18	16	32	34	29
0.01 LT	21	24	12	21	22	19
0.02 LT	22	25	16	20	21	19
0.03 LT	23	26	21	19	21	18
0.04 LT	24	27	26	19	20	17
0.05 LT	25	29	27	18	19	17
0.06 LT	26	30	28	17	19	16
0.07 LT	28	32	30	17	18	16
0.08 LT	29	34	32	16	18	15

TYPICAL CROSS SECTIONS  
FOR  
TEMPORARY RAMP FOR S.H. 157 INTERCHANGE  
  
TEMPORARY CONNECTION FOR U.S.H. 16



**LA CROSSE INTERCHANGE  
U.S.H. 53 & S.T.H. 35  
GEORGE STREET CONNECTION DETAIL**







# DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

## GRAVEL OR CRUSHED STONE BASE COURSE

Sec.	Sta. to Sta.	Description	Tons
1.	85+35.78 - 135+68.58	U.S.H. 53	9,172
1	122+30 - 127+54	N.W. Ramp	342
1	203+42 - 210+88	N.E. Loop	718
1	196+23 - 210+06	S.E. Loop	1,333
1	203+32 - 211+68	Ramp "A"	1,122
1	201+04 - 206+19	Ramp "B"	784
1	185+85 - 187+69	S.E. Ramp Connection	371
1	184+14 - 202+32	S.E. Ramp	2,465
1	195+16.7 - 212+36.8	I-90 Eastbound	3,341
1	195+91.7 - 212+63.9	I-90 Westbound	3,127
1	Undistributed		625
2	216+32.8 - 233+13.0	I-90 Westbound	2,726
2	216+04.9 - 233+31.1	I-90 Eastbound	2,795
2	234+52.0 - 240+80	I-90 Westbound	1,025
2	234+70.2 - 241+95	I-90 Eastbound	1,184
	Undistributed		170
3	240+80 - 250+98.8	I-90 Westbound	1,654
3	241+95 - 252+45.8	I-90 Eastbound	1,707
3	251+00 - 261+50	N.W. Ramp Taper	806
3	250+98.8 - 261+50	I-90 Westbound and Taper	1,620
3	262+95 - 278+00	N.W. Ramp	2,138
3	278+00 - 279+73.6	N.W. Ramp Connection and Taper	832
3	262+95 - 274+09.1	I-90 Westbound	1,796
3	252+45.8 - 258+87.0	I-90 Eastbound and Taper	1,128
3	258+87.0 - 260+75	I-90 Eastbound and S.W. Ramp	463
3	260+75 - 273+77.2	I-90 Eastbound	2,109
3	260+70 - 268+40	S.W. Ramp and Connection	1,828
3	Undistributed		419
4	273+77.2 - 285+30	I-90 Eastbound	1,867
4	285+30 - 297+27.1	I-90 Eastbound and Taper	2,460
4	269+99.6 - 285+31	S.E. Ramp and Temporary Connection	2,567
4	274+09.1 - 297+20	I-90 Westbound and Taper	4,155
4	282+10.2 - 287+98	N.E. Ramp and Temporary Connection	1,913
4	297+27.1 - 342+71.4	I-90 Eastbound	7,251
4	297+20 - 343+52.5	I-90 Westbound	7,444
4	348+50 - 353+50	I-90 Eastbound	1,476
4	345+53.9 - 353+50	I-90 Westbound	1,347
4	332"D"+30.3 - 253"D"+50	Westbound Temporary Connection	2,290
4	346"A"+00 - 357"A"+50	Eastbound Temporary Connection	2,530
4	Undistributed		1,020

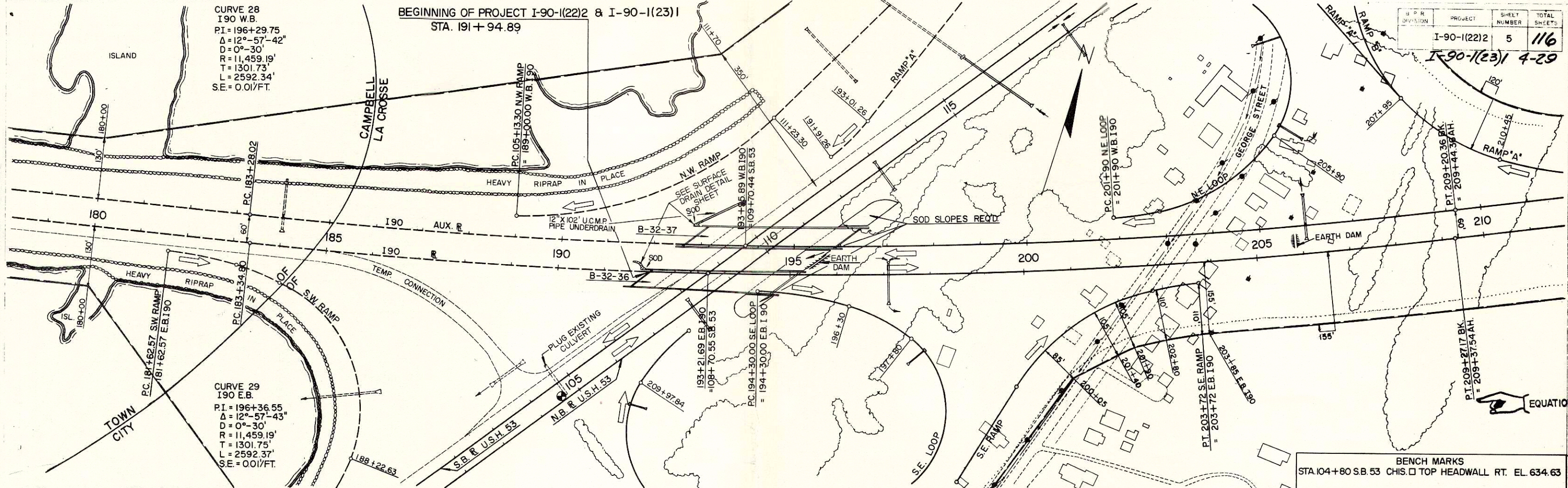
PROJECT	SHEET NO.	TOTAL SHEETS
I-90-1(23)	3A	



CURVE 28  
I90 W.B.  
PI = 196+29.75  
Δ = 12°-57'-42"  
D = 0°-30'  
R = 11,459.19'  
T = 1301.73'  
L = 2592.34'  
SE = 0.01/FT.

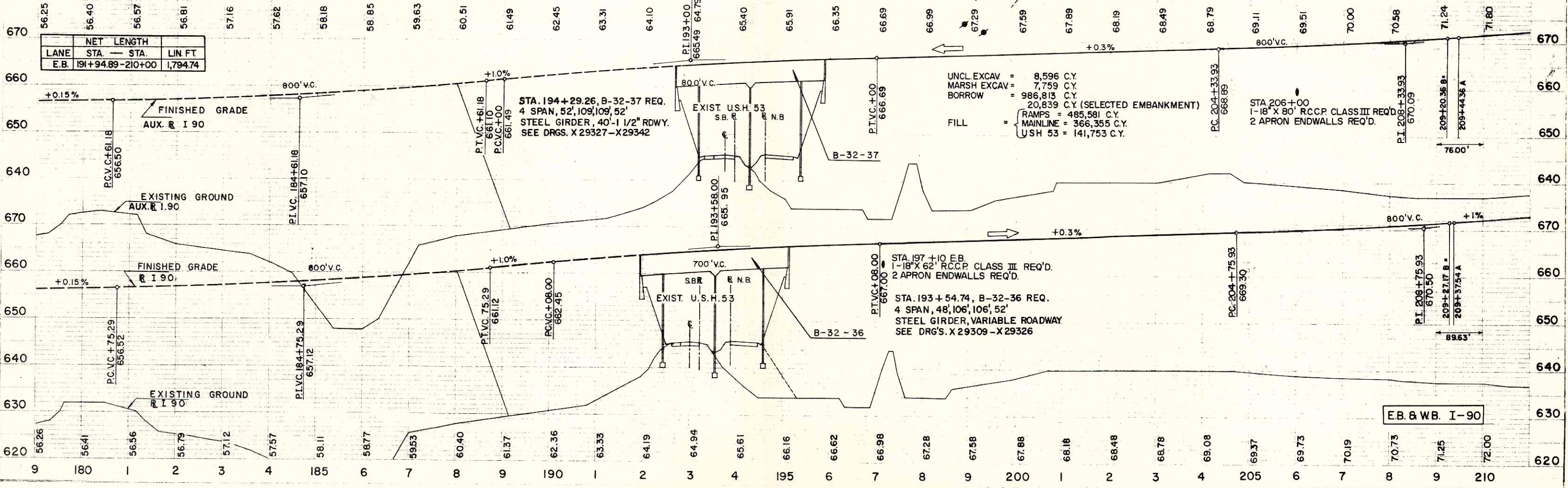
BEGINNING OF PROJECT I-90-1(22)2 & I-90-1(23)1  
STA. 191+94.89

CURVE 29  
I90 E.B.  
PI = 196+36.55  
Δ = 12°-57'-43"  
D = 0°-30'  
R = 11,459.19'  
T = 1301.75'  
L = 2592.37'  
SE = 0.01/FT.



BENCH MARKS  
STA. 104+80 S.B. 53 CHIS. □ TOP HEADWALL RT. EL. 634.63

LANE	STA.	STA.	NET LENGTH	LIN. FT.
E.B.	191+94.89	210+00		1,794.74



UNCL. EXCAV = 8,596 C.Y.  
MARSH EXCAV = 7,759 C.Y.  
BORROW = 986,813 C.Y.  
FILL = 20,839 C.Y. (SELECTED EMBANKMENT)  
RAMP = 485,581 C.Y.  
MAINLINE = 366,355 C.Y.  
U.S.H. 53 = 141,753 C.Y.

STA. 206+00  
1-18' X 80' R.C.C.P. CLASS III REQ'D.  
2 APRON ENDWALLS REQ'D.

STA. 197+10 E.B.  
1-18' X 62' R.C.C.P. CLASS III REQ'D.  
2 APRON ENDWALLS REQ'D.

STA. 193+54.74, B-32-36 REQ.  
4 SPAN, 48', 106', 106', 52'  
STEEL GIRDER, VARIABLE ROADWAY  
SEE DRG'S. X 29309 - X 29326

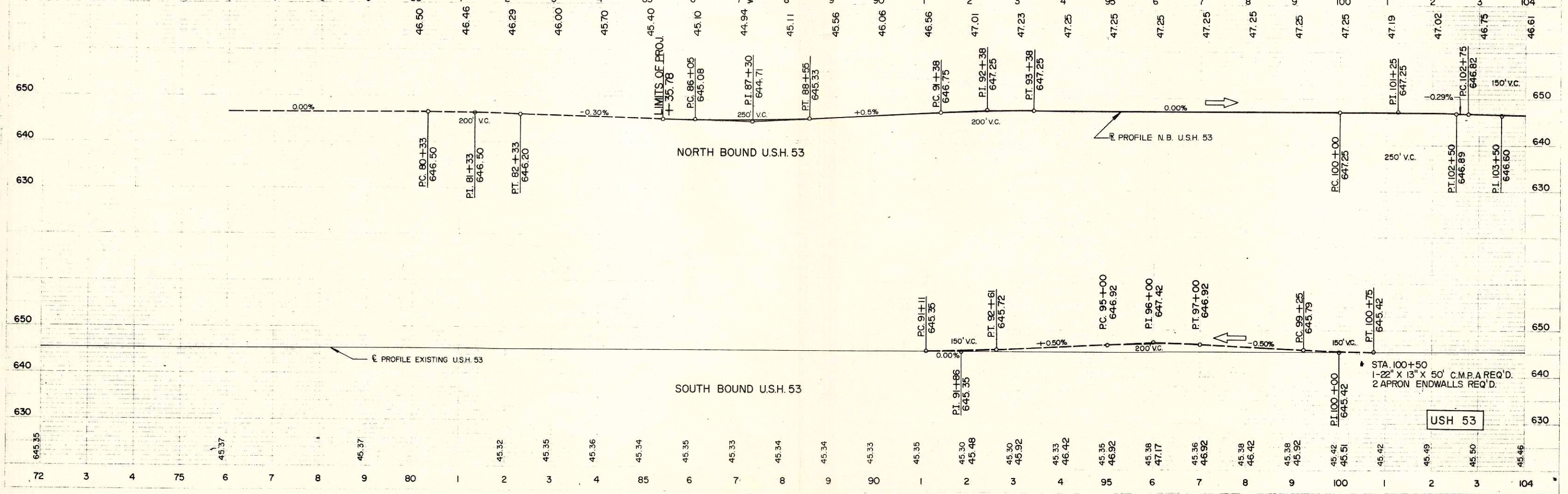
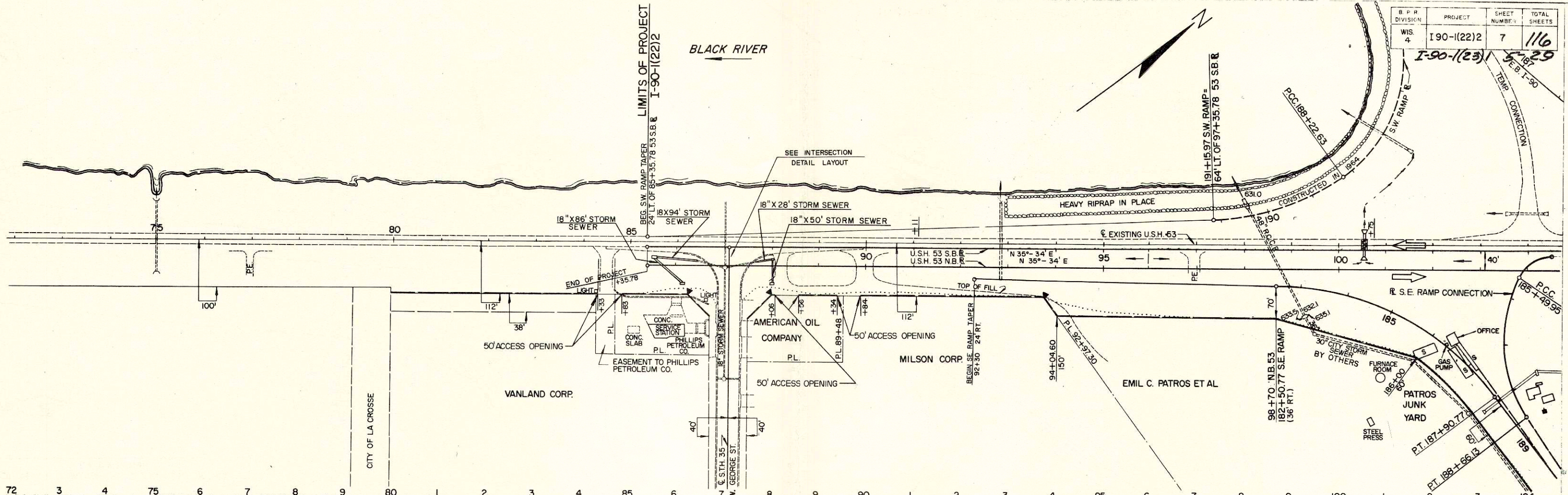
E.B. & W.B. I-90

B. P. H. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	I-90-(22)2	7	116

I-90-(23)  
5-187  
TEMP. CONNECTION

BLACK RIVER

LIMITS OF PROJECT  
I-90-(22)2  
24' LT. OF 85+35.78 53 S.B.R.



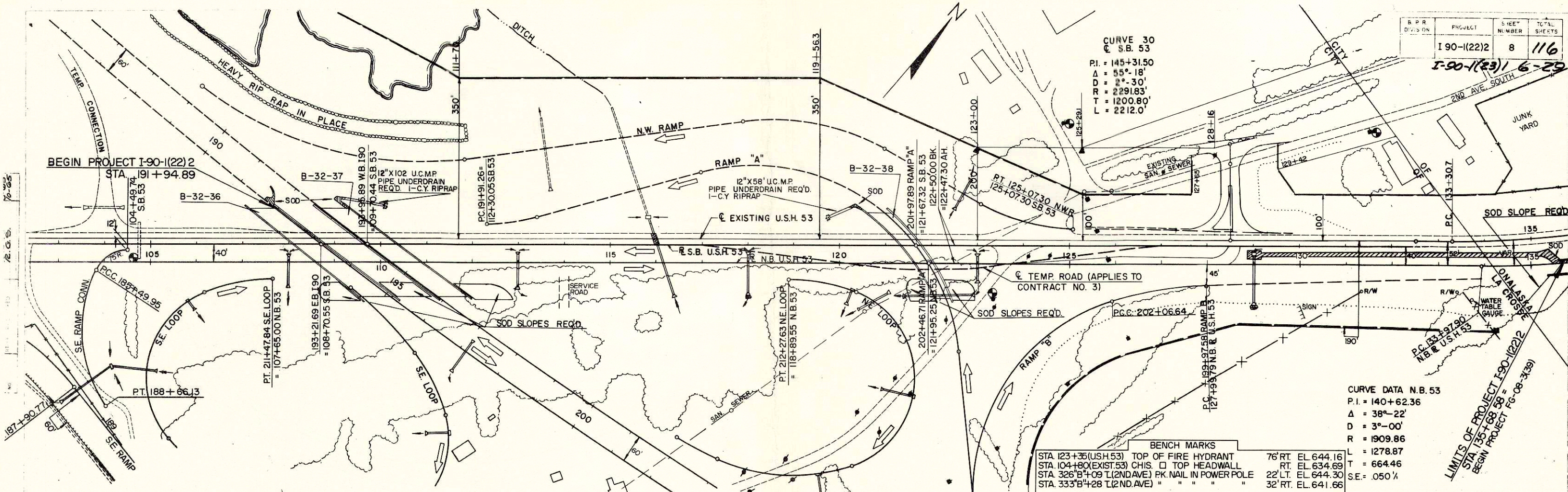
USH 53

STA. 100+50  
1-22" X 13' X 50' C.M.P.A. REQ'D.  
2 APRON ENDWALLS REQ'D.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
I-90-1(22)2	8	116	

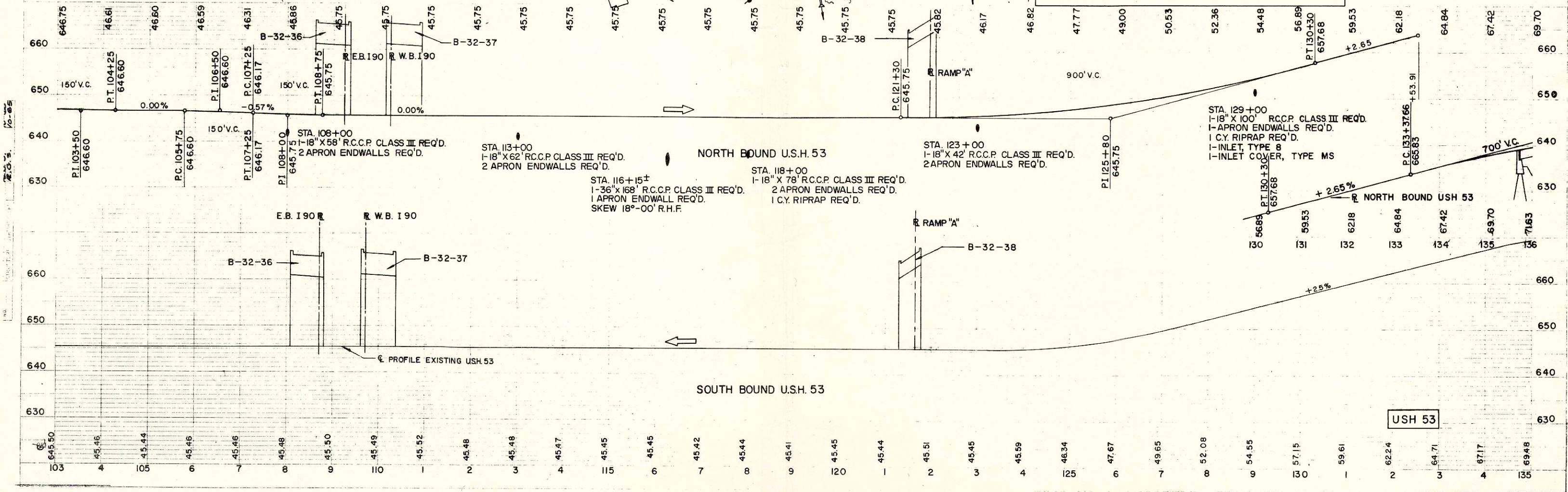
**CURVE 30**  
 P.S.B. 53  
 P.I. = 145+31.50  
 Δ = 55° 18'  
 D = 3° 30'  
 R = 2291.83'  
 T = 1200.80'  
 L = 2212.0'

I-90-1(23) 6-29

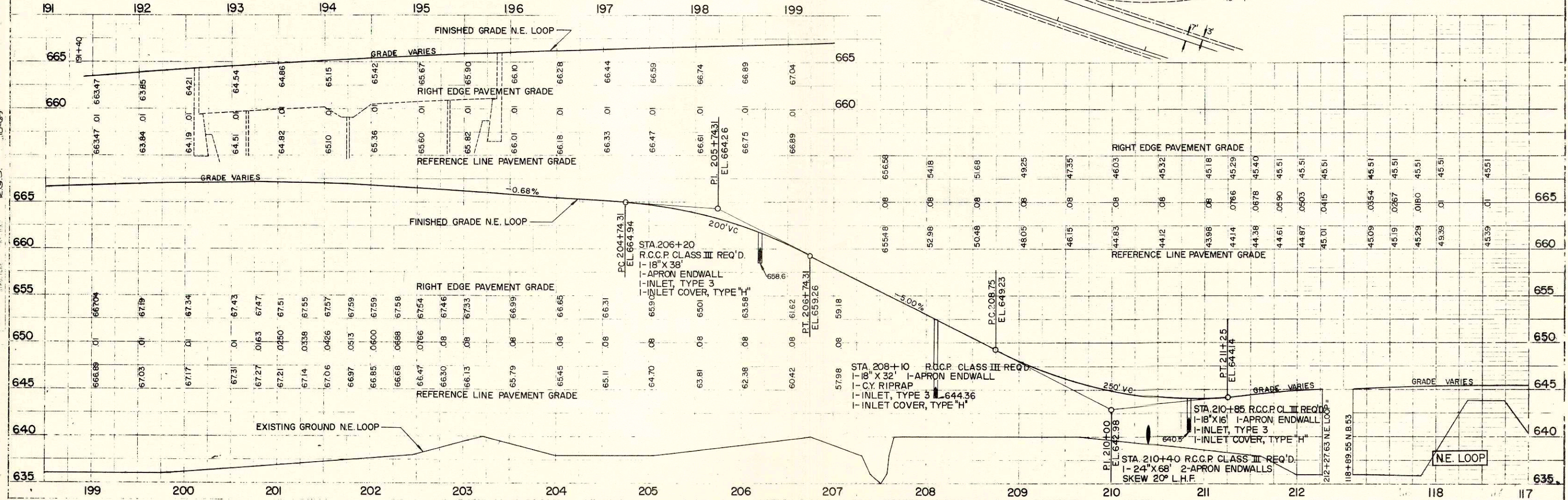
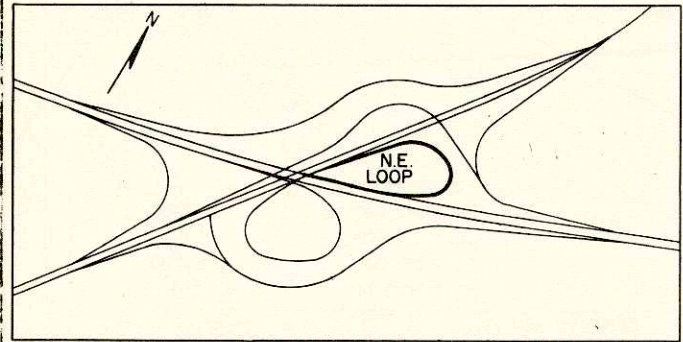
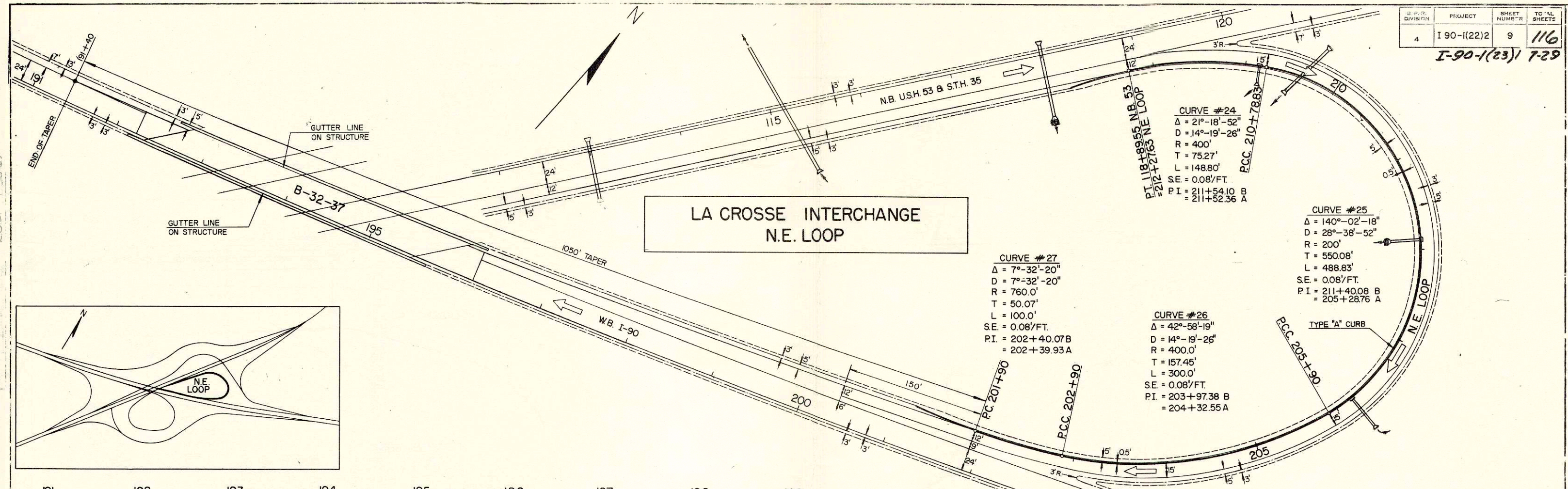


**CURVE DATA N.B. 53**  
 P.I. = 140+62.36  
 Δ = 38° 22'  
 D = 3° 00'  
 R = 1909.86'  
 L = 1278.87'  
 T = 664.46'  
 S.E. = 0.50 %

**BENCH MARKS**  
 STA 123+35 (USH 53) TOP OF FIRE HYDRANT 76' RT. EL. 644.16  
 STA 104+80 (EXIST. 53) CHIS. □ TOP HEADWALL RT. EL. 634.69  
 STA 326'+09 T. (2ND AVE) PK. NAIL IN POWER POLE 22' LT. EL. 644.30  
 STA 333'+28 T. (2ND AVE) " " " " 32' RT. EL. 641.66



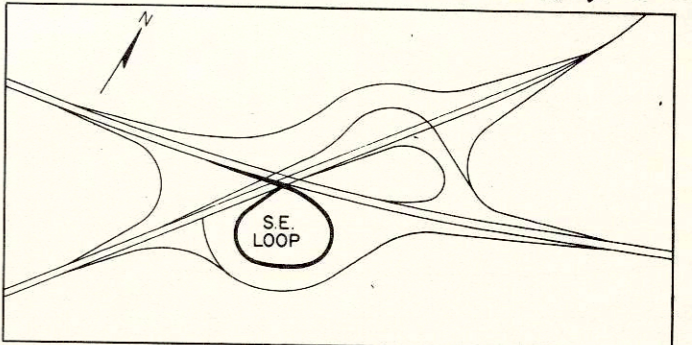
USH 53



BEGINNING OF PROJECT I-90-I(22)2  
STA. 191+94.89

B. P. R. DIVISION	PROJECT	SHEET NO. OF R	TOTAL SHEETS
4	I 90-I(22)2	10	116

I-90-I(22)2 8-29



## LA CROSSE INTERCHANGE S.E. LOOP

BENCH MARK  
STA. 104+80 CHIS. □ TOP EXISTING HEADWALL LT. ELEV. 634.69

**E.B. I-90 CURVE DATA**  
 $\Delta = 12^\circ-57'-43''$   
 $D = 0^\circ-30'$   
 $R = 11,459.19'$   
 $T = 1301.75'$   
 $L = 2592.37'$   
 $S.E. = 0.01'/FT.$   
 $P.I. = 196+36.55$

**CURVE #9**  
 $\Delta = 15^\circ-04'-40''$   
 $D = 7^\circ-32'-20''$   
 $R = 760.0'$   
 $T = 100.58'$   
 $L = 200.0'$   
 $S.E. = 0.08'/FT.$   
 $P.I. = 195+30.58$

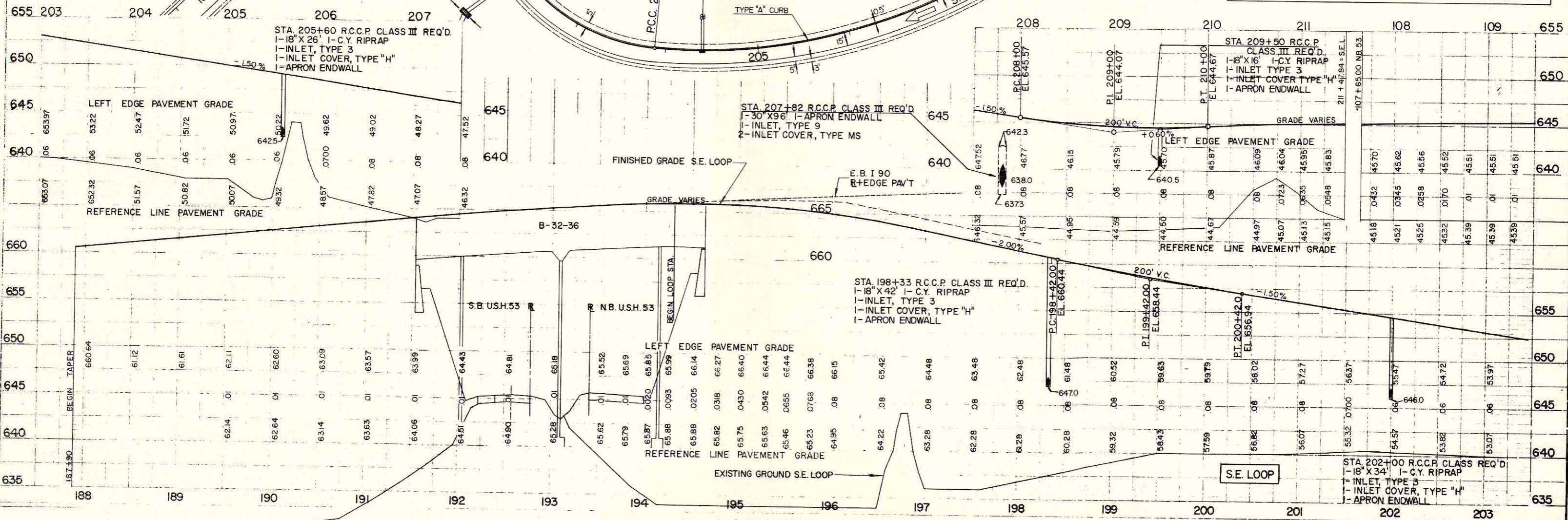
**CURVE #10**  
 $\Delta = 21^\circ-29'-09''$   
 $D = 14^\circ-19'-26''$   
 $R = 400.0'$   
 $T = 75.89'$   
 $L = 150.0'$   
 $S.E. = 0.08'/FT.$   
 $P.I. = 197+05.89$

**CURVE #14**  
 $\Delta = 21^\circ-29'-09''$   
 $D = 14^\circ-19'-26''$   
 $R = 400.0'$   
 $T = 75.89'$   
 $L = 150.0'$   
 $S.E. = 0.08'/FT.$   
 $P.I. = 210+73.73$

**CURVE #11**  
 $\Delta = 111^\circ-48'-22''$   
 $D = 28^\circ-38'-52''$   
 $R = 200.0'$   
 $T = 335.40'$   
 $L = 390.28'$   
 $S.E. = 0.08'/FT.$   
 $P.I. = 201+15.40'$

**CURVE #13**  
 $\Delta = 109^\circ-48'-03''$   
 $D = 28^\circ-38'-52''$   
 $R = 200.0'$   
 $T = 340.56'$   
 $L = 383.28'$   
 $S.E. = 0.08'/FT.$   
 $P.I. = 209+55.12$

**CURVE #12**  
 $\Delta = 42^\circ-25'-33''$   
 $D = 9^\circ-32'-57''$   
 $R = 600.0'$   
 $T = 232.88'$   
 $L = 444.28'$   
 $S.E. = 0.06'/FT.$   
 $P.I. = 204+03.16$



STA. 205+60 R.C.C.P. CLASS III REQ'D.  
 1-18" X 26" I-CY RIPRAP  
 1-INLET, TYPE 3  
 1-INLET COVER, TYPE "H"  
 1-APRON ENDWALL

STA. 207+92 R.C.C.P. CLASS III REQ'D.  
 1-30" X 96" I-APRON ENDWALL  
 1-INLET, TYPE 9  
 2-INLET COVER, TYPE MS

STA. 209+50 R.C.C.P. CLASS III REQ'D.  
 1-18" X 16" I-CY RIPRAP  
 1-INLET TYPE 3  
 1-INLET COVER TYPE "H"  
 1-APRON ENDWALL

STA. 198+33 R.C.C.P. CLASS III REQ'D.  
 1-18" X 42" I-CY RIPRAP  
 1-INLET, TYPE 3  
 1-INLET COVER, TYPE "H"  
 1-APRON ENDWALL

STA. 202+00 R.C.C.P. CLASS REQ'D  
 1-18" X 34" I-CY RIPRAP  
 1-INLET, TYPE 3  
 1-INLET COVER, TYPE "H"  
 1-APRON ENDWALL

PL. 187+90  
 PL. 189+50  
 PL. 191+95  
 PL. 193+35  
 PL. 195+30  
 PL. 197+06  
 PL. 199+06  
 PL. 201+15  
 PL. 203+00

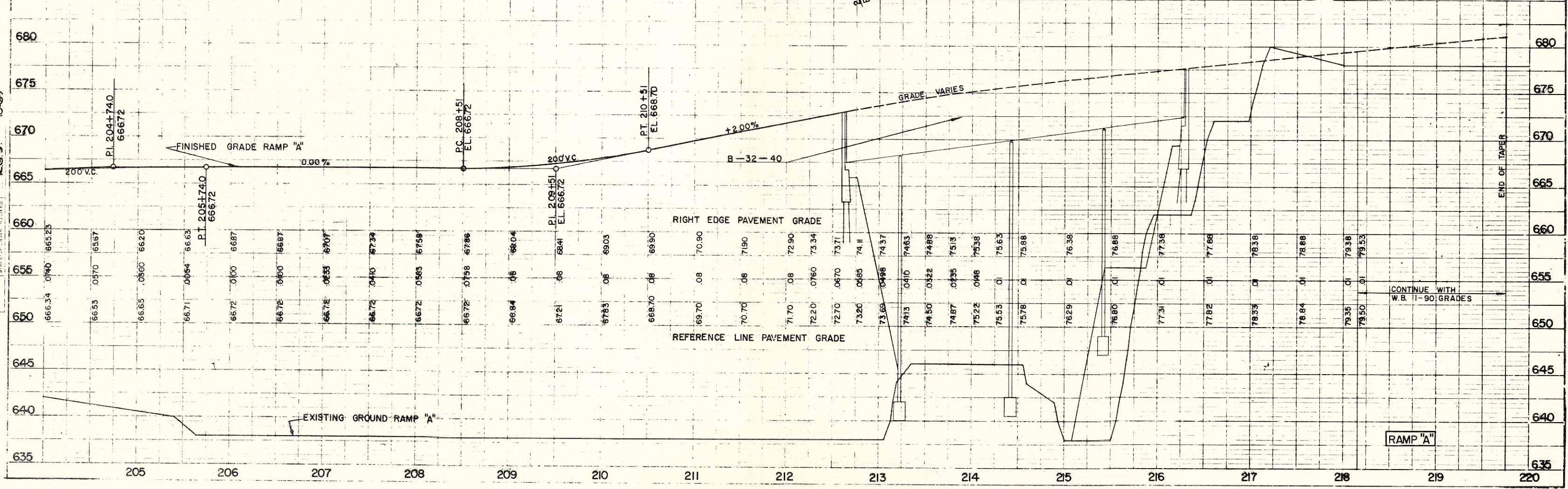
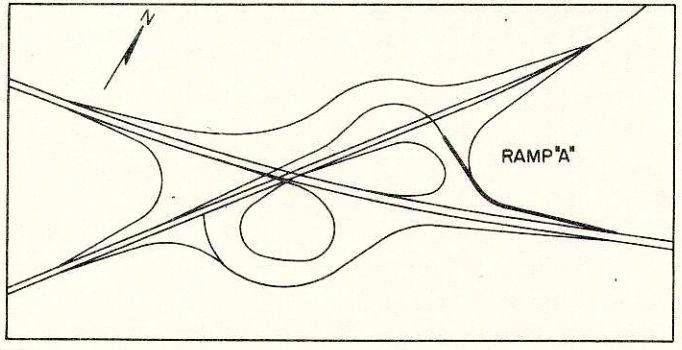
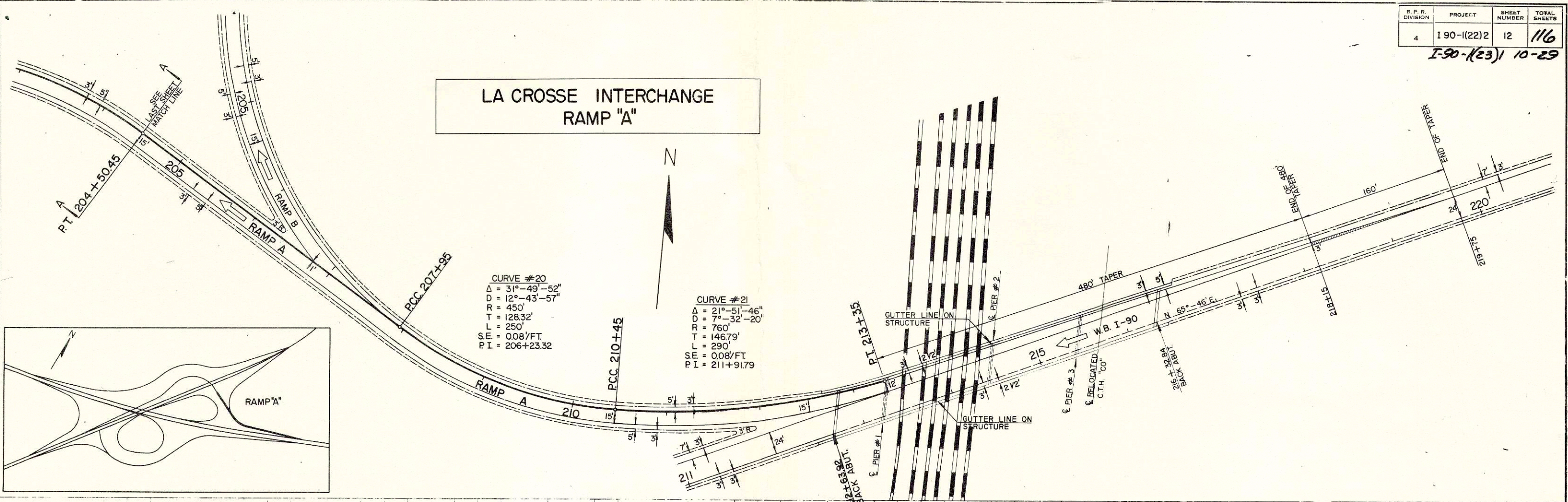
NOTE BOOK: ALL DIMENSIONS IN FEET UNLESS OTHERWISE SPECIFIED.

PL. 205+60  
 PL. 207+92  
 PL. 209+50  
 PL. 211+47

PL. 187+90  
 PL. 189+50  
 PL. 191+95  
 PL. 193+35  
 PL. 195+30  
 PL. 197+06  
 PL. 199+06  
 PL. 201+15  
 PL. 203+00



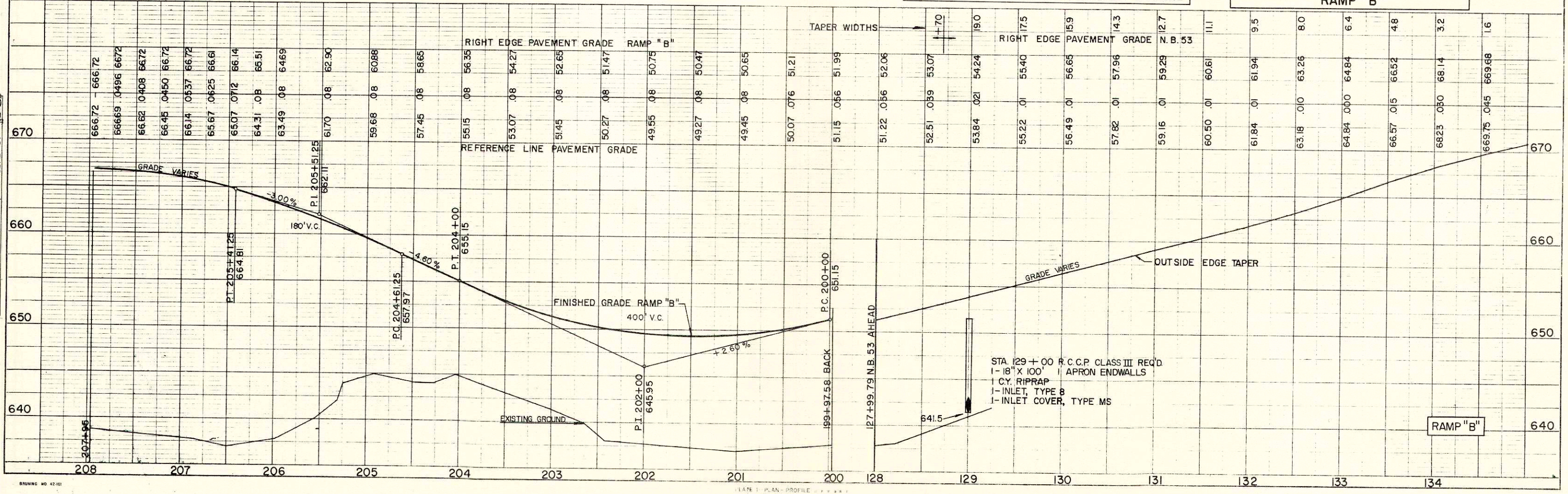
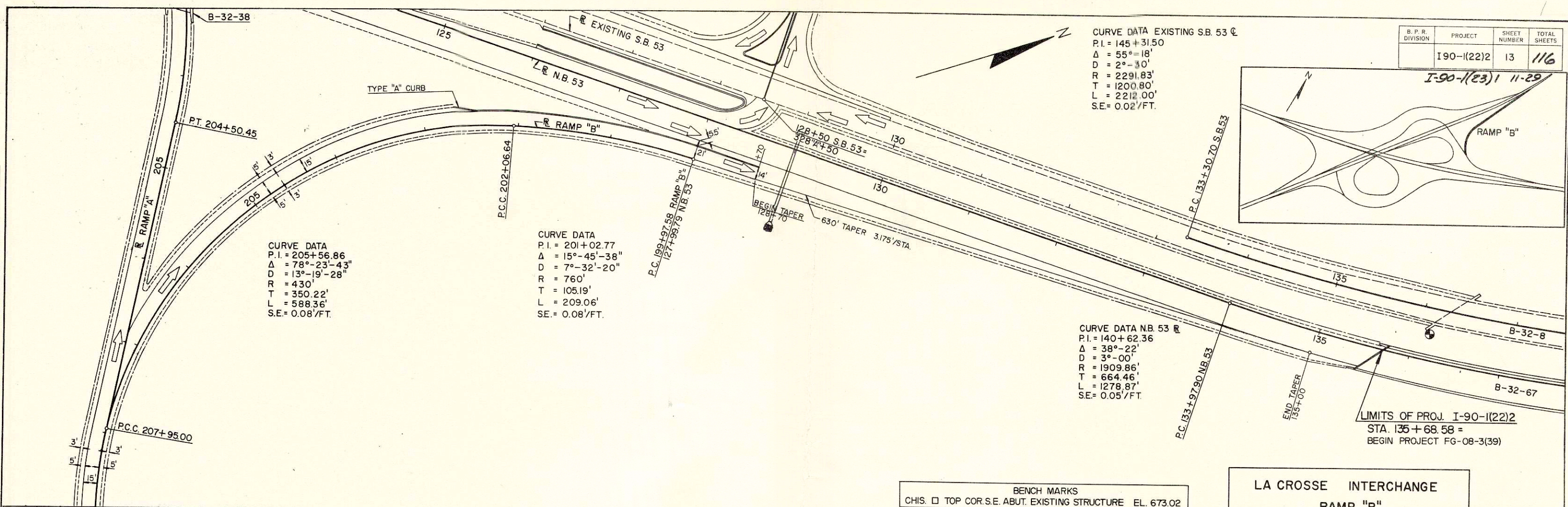
# LA CROSSE INTERCHANGE RAMP "A"



NO. 10-65

STRUCTURE NOTATION CHAD. 10-65

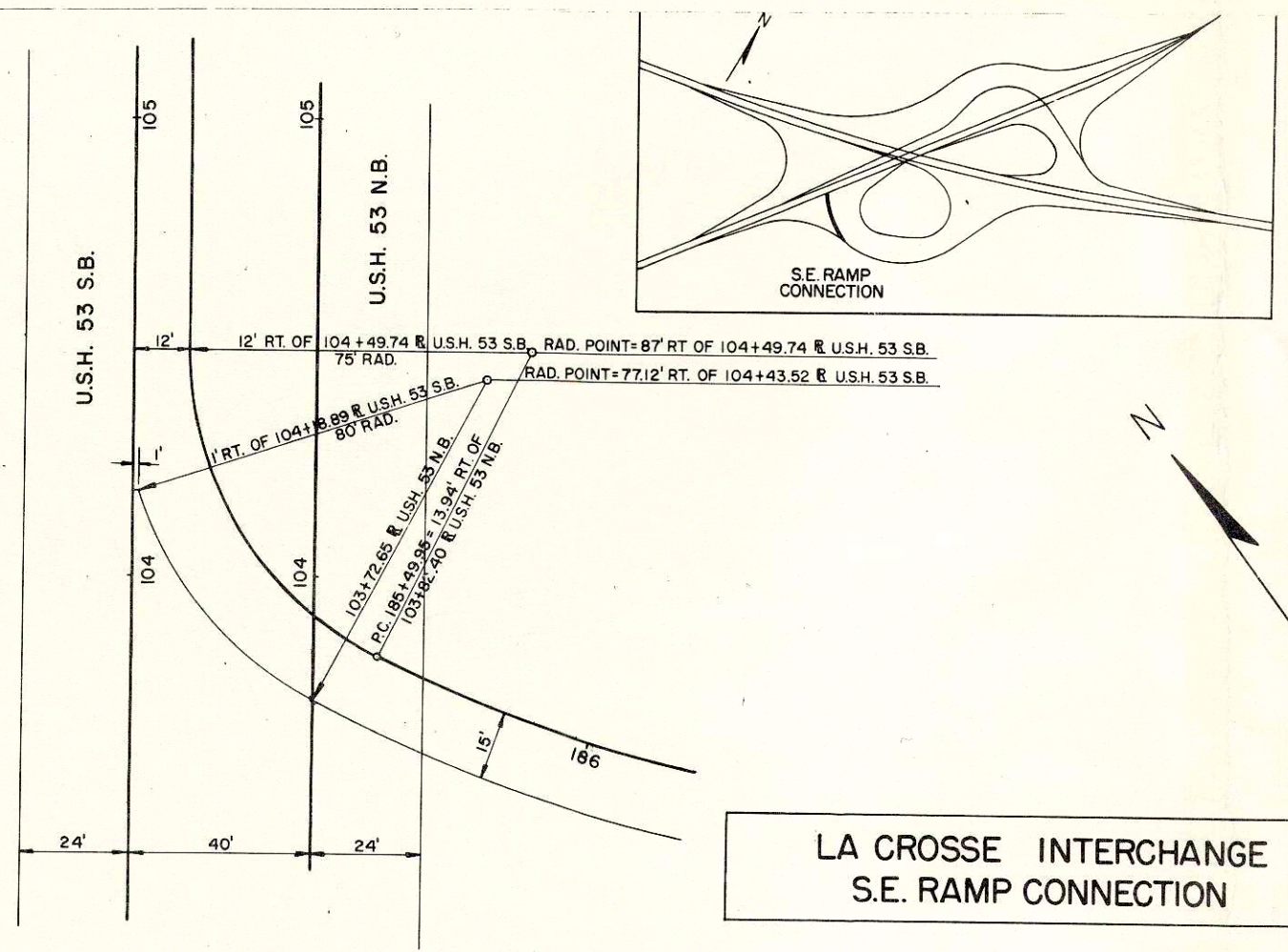
BRUNING NO 42-161



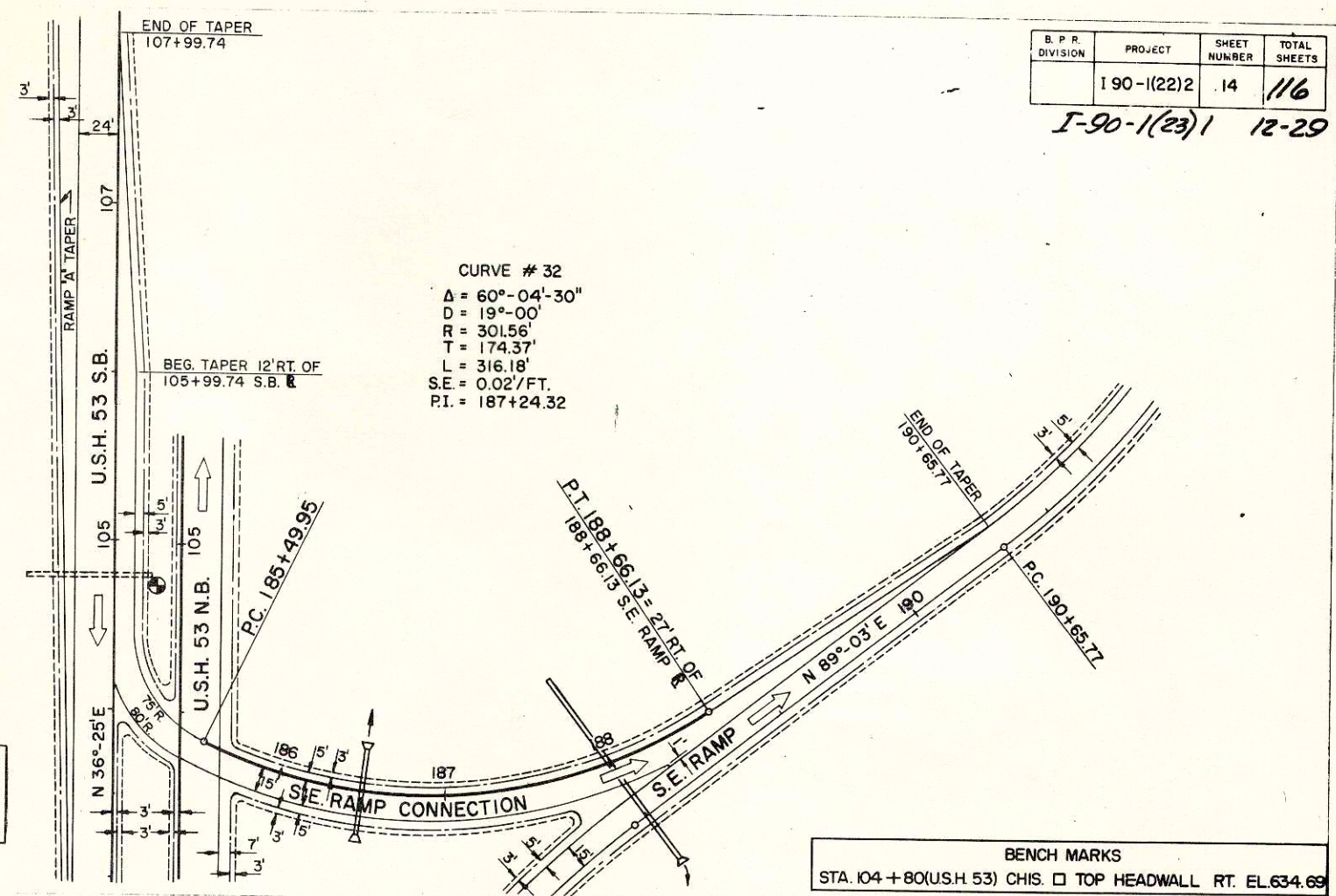


B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	I 90-1(22)2	14	116

I-90-1(23) 12-29



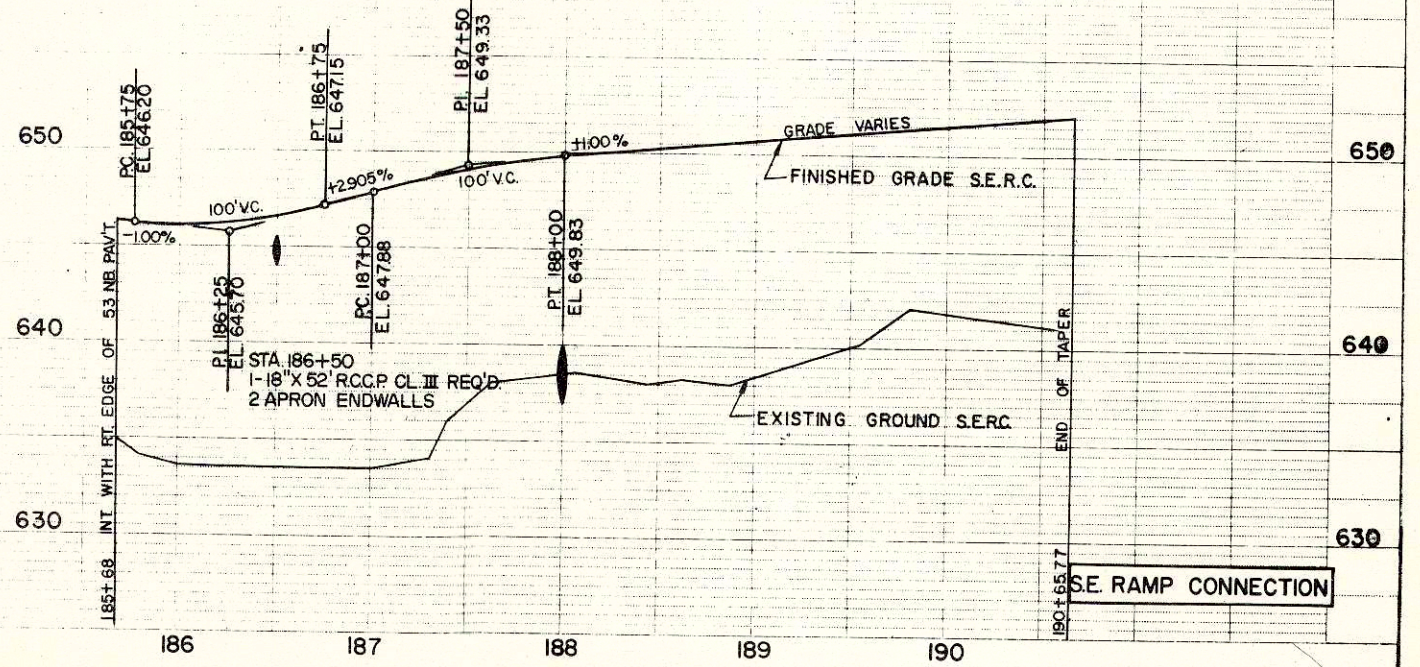
LA CROSSE INTERCHANGE  
S.E. RAMP CONNECTION



CURVE # 32  
 $\Delta = 60^\circ - 04' - 30''$   
 $D = 19^\circ - 00'$   
 $R = 301.56'$   
 $T = 174.37'$   
 $L = 316.18'$   
 $S.E. = 0.02'/FT.$   
 $P.I. = 187+24.32$

BENCH MARKS  
 STA. 104+80(U.S.H. 53) CHIS. □ TOP HEADWALL RT. EL. 634.69

STATION	RIGHT EDGE PAVEMENT GRADE	REFERENCE LINE PAVEMENT GRADE
185+68	646.40	646.27
185+70	646.37	646.20
185+72	646.37	646.07
185+74	646.49	646.19
185+76	646.85	646.65
185+78	647.45	647.15
185+80	648.18	647.88
185+82	648.84	648.54
185+84	649.39	649.09
185+86	649.92	649.52
185+88	650.05	649.83
185+90	650.23	650.08
185+92	650.40	650.27
185+94	650.59	650.48
185+96	650.78	650.68
185+98	650.97	650.89
186+00	651.21	651.14
186+02	651.40	651.31
186+04	651.58	651.47
186+06	651.77	651.68
186+08	651.96	651.92
186+10	652.07	652.07

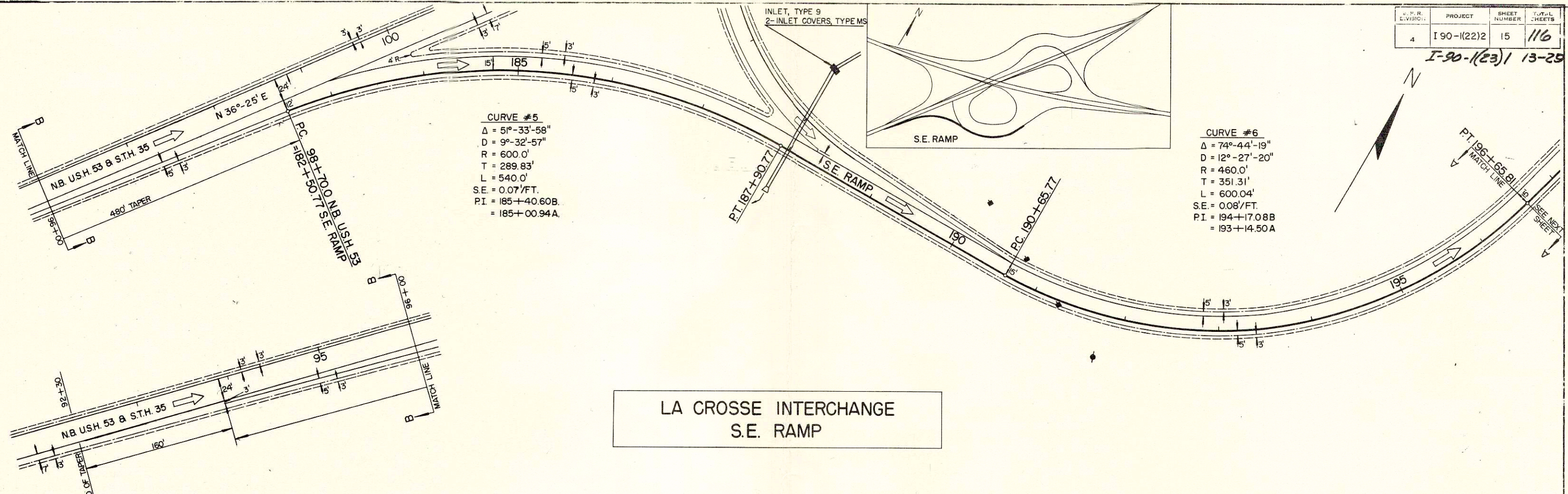


DATE: 12/29/90  
 PROJECT: I-90  
 DRAWN BY: JLD  
 CHECKED BY: JLD  
 IN CHARGE: JLD

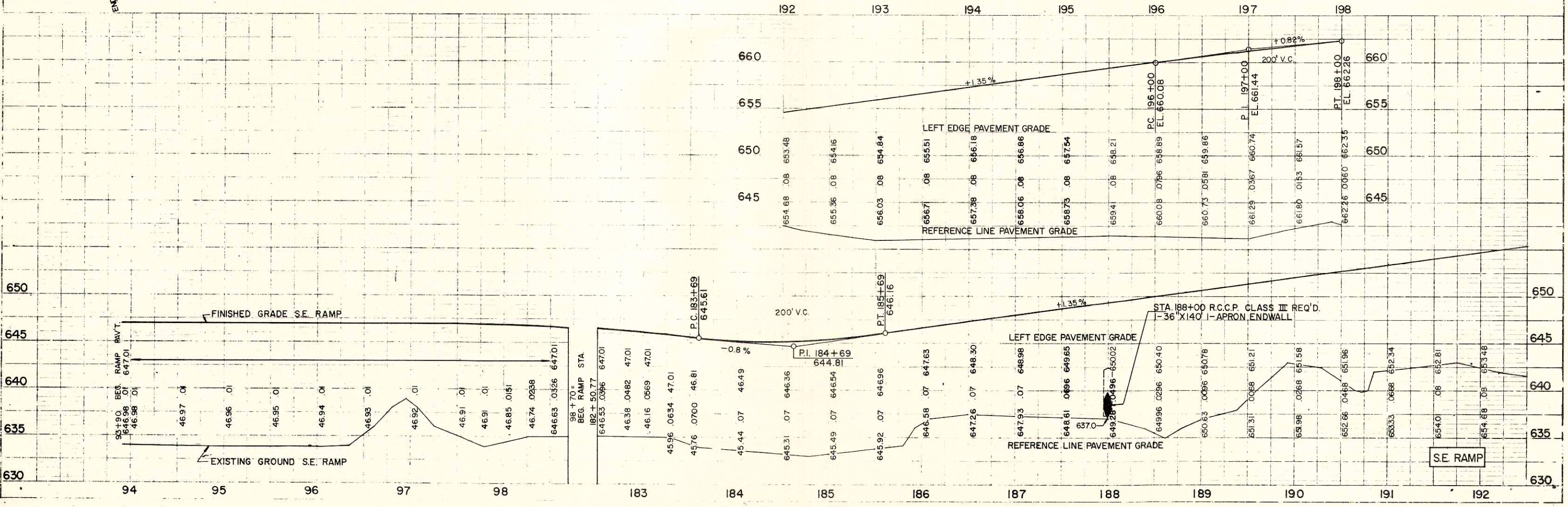
DATE: 12/29/90  
 PROJECT: I-90  
 DRAWN BY: JLD  
 CHECKED BY: JLD  
 IN CHARGE: JLD

C.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	I 90-(22)2	15	116

I-90-(23) 13-29

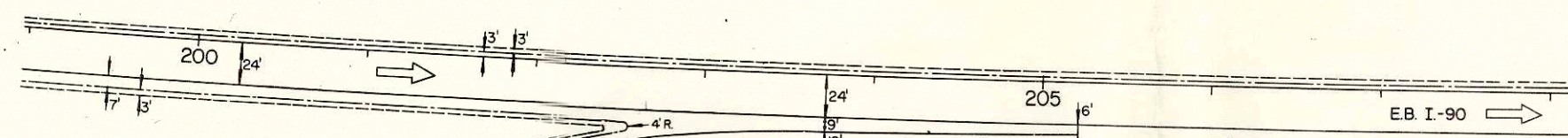


LA CROSSE INTERCHANGE  
 S.E. RAMP



S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	I 90-1(22)2	16	116

PT. 209 + 27.17 B (E.B. I-90)  
= 209 + 37.54 A  
END PROJECT I-90-1(22)2  
STA. 212 + 36.84

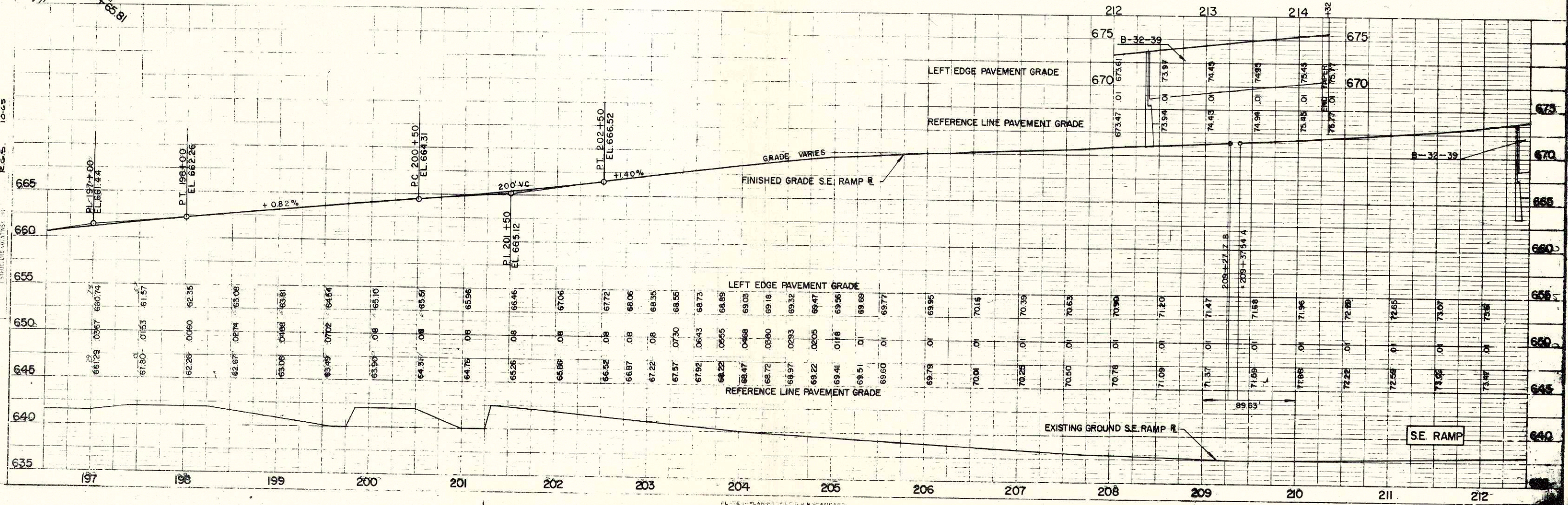
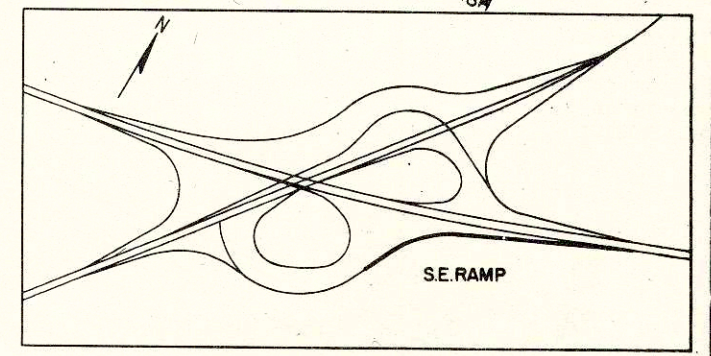


**E.B. I-90 CURVE DATA**  
 $\Delta = 12^\circ 57' 43''$   
 $D = 0^\circ 30'$   
 $R = 11,459.19'$   
 $T = 1301.75'$   
 $L = 2592.37'$   
 $SE = 0.01/FT.$   
 $PI = 196 + 36.55$

**CURVE #7**  
 $\Delta = 45^\circ 32' 48''$   
 $D = 12^\circ 27' 20''$   
 $R = 460.0'$   
 $T = 193.11'$   
 $L = 365.68'$   
 $SE = 0.08/FT.$   
 $PI = 200 + 99.43 B$   
 $= 200 + 78.89 A$

**CURVE #8**  
 $\Delta = 7^\circ 32' 20''$   
 $D = 7^\circ 32' 20''$   
 $R = 760.0'$   
 $T = 50.07'$   
 $L = 100.0'$   
 $SE = 0.08/FT.$   
 $PI = 203 + 22.07$

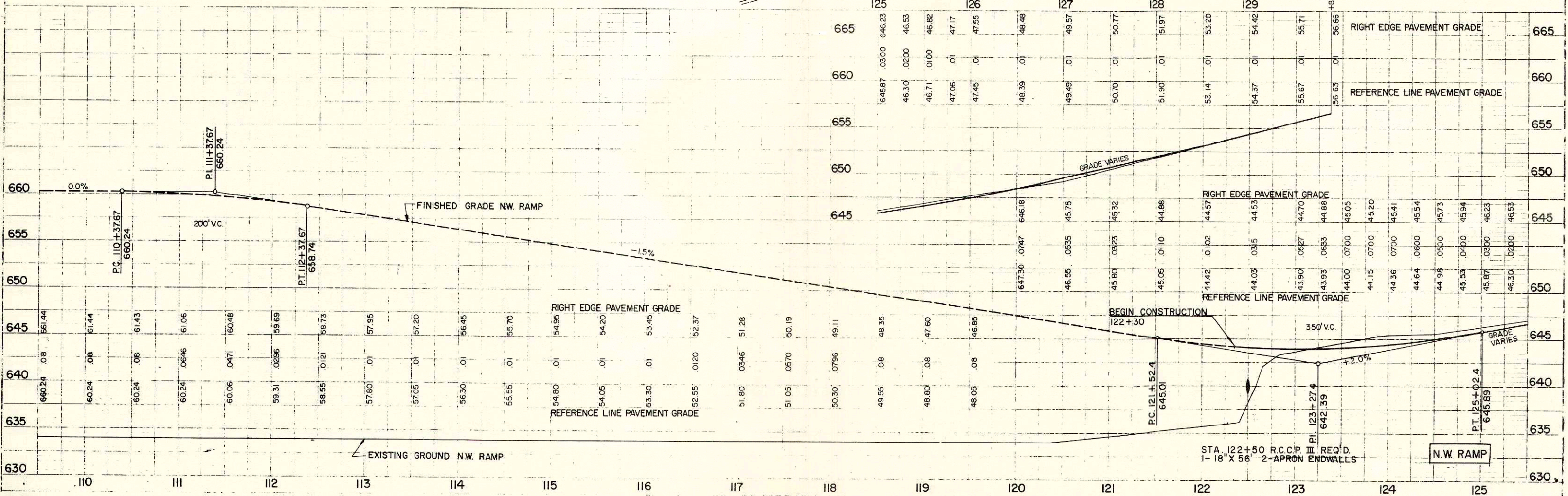
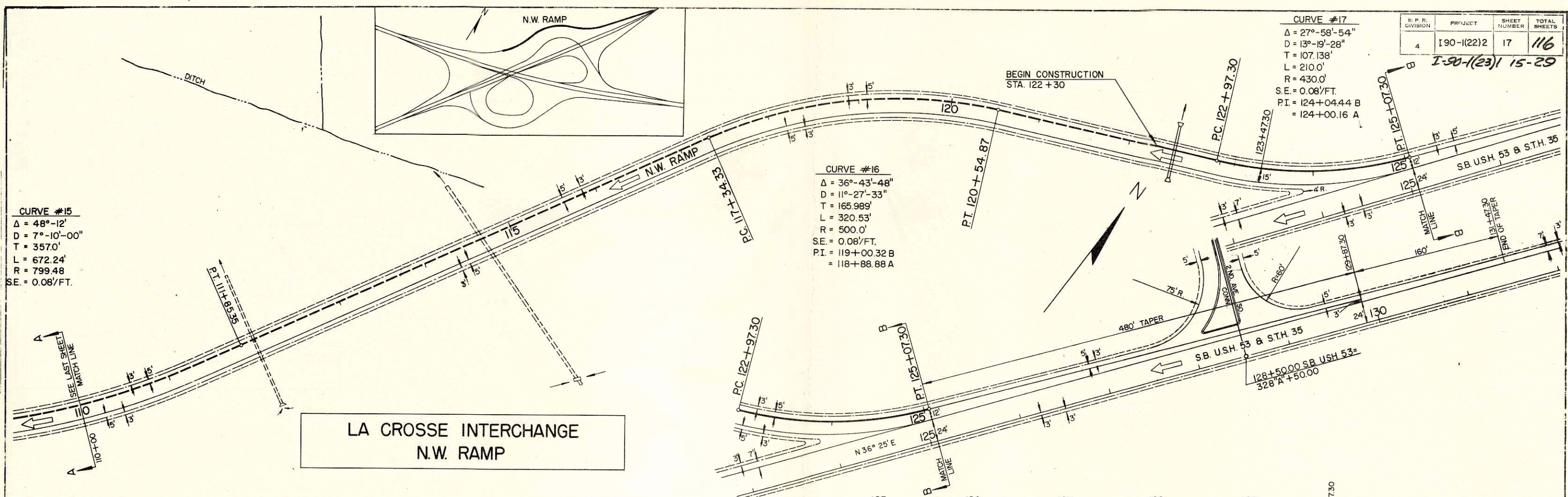
**LA CROSSE INTERCHANGE  
S.E. RAMP**



10-23  
 R.G.S.  
 11' OF WAY CHECKED

10-23  
 R.G.S.  
 S.W. INFO  
 SCALE: VERTICALLY AS SHOWN

10-65  
 S.P.R. DIVISION PROJECT SHEET NUMBER TOTAL SHEETS  
 4 190-(22)2 17 116  
 I-90-(23) 15-29

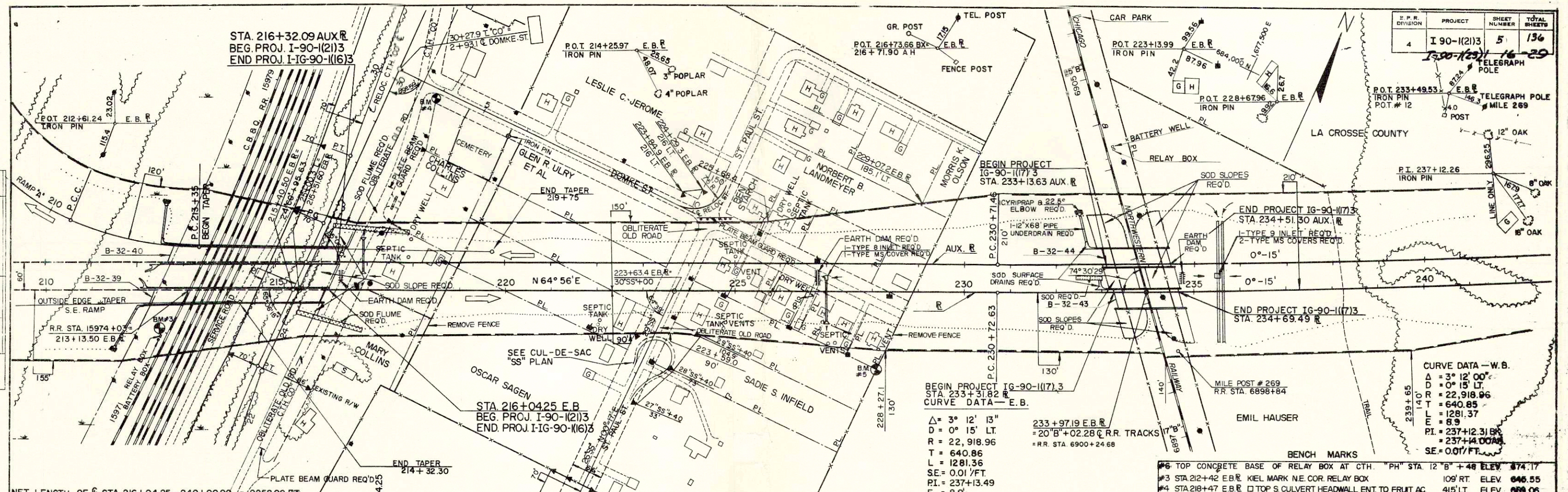


LA CROSSE INTERCHANGE  
N.W. RAMP

STA. 122+50 R.C.C.P. III REQ'D.  
1-18" X 56-2-APRON ENDWALLS

N.W. RAMP

D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	I 90-1(2)13	5	136



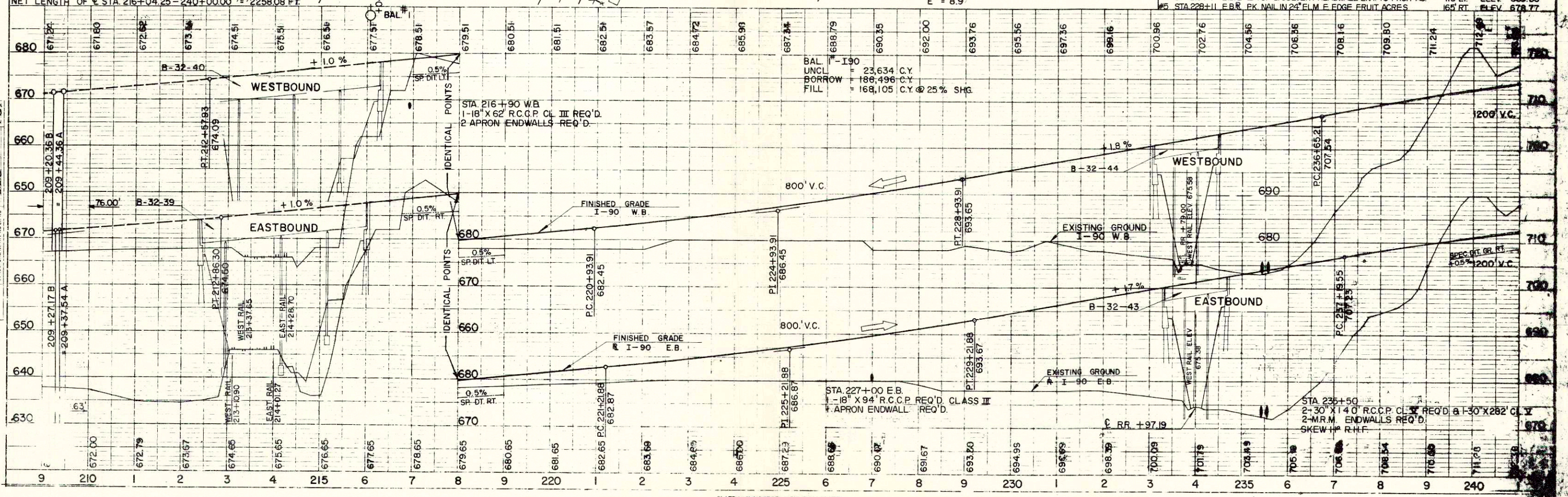
CURVE DATA - W.B.

Δ	= 3° 12' 00"
D	= 0° 15' LT.
R	= 22,918.96
T	= 640.85
L	= 1281.36
SE	= 0.017/FT
PI	= 237+12.31
SE	= 0.07/FT

BEGIN PROJECT IG-90-1(17)3  
STA 233+31.82  
CURVE DATA - E.B.

Δ	= 3° 12' 15"
D	= 0° 15' LT.
R	= 22,918.96
T	= 640.86
L	= 1281.36
SE	= 0.017/FT
PI	= 237+13.49
E	= 8.9'

- BENCH MARKS
- #6 TOP CONCRETE BASE OF RELAY BOX AT CTH. "PH" STA 12 "B" + 48 ELEV. 674.17
  - #3 STA 212+42 E.B.R. KIEL MARK N.E. COR. RELAY BOX 109' RT. ELEV. 646.55
  - #4 STA 218+47 E.B.R. TOP S CULVERT HEADWALL ENT TO FRUIT AC. 415' LT. ELEV. 669.06
  - #5 STA 228+11 E.B.R. PK NAIL IN 24' ELM. E. EDGE FRUIT ACRES. 165' RT. ELEV. 678.77

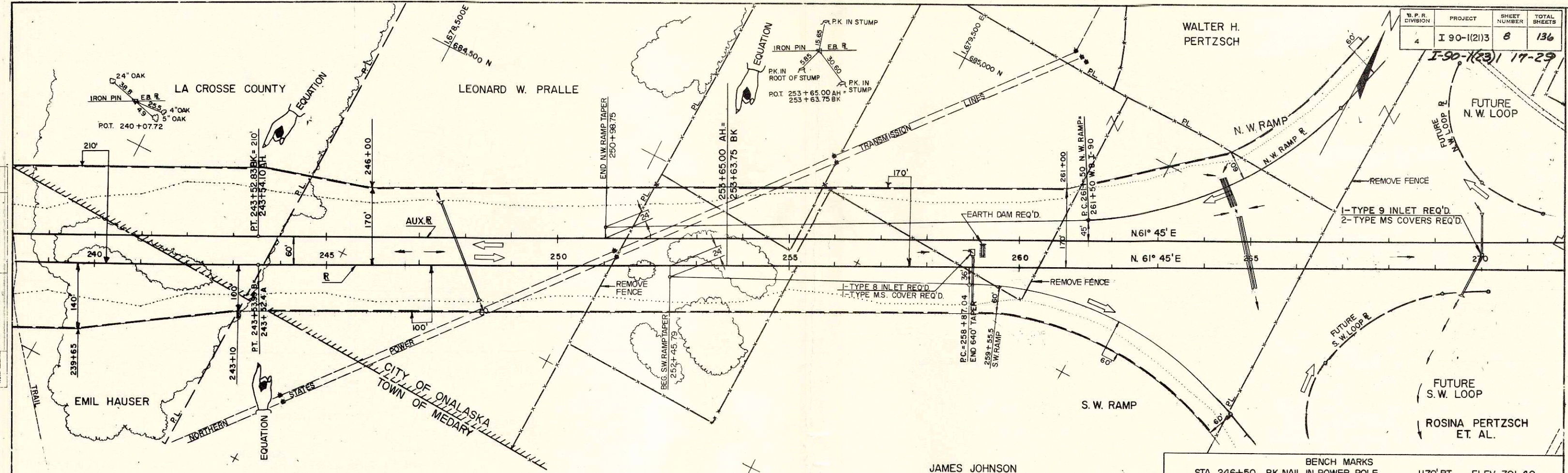


PLOTTED  
 ALIGNED CHECKED  
 NOTE BOOK  
 NO.

L.P.S.  
 L.P.S.  
 G.C.B.

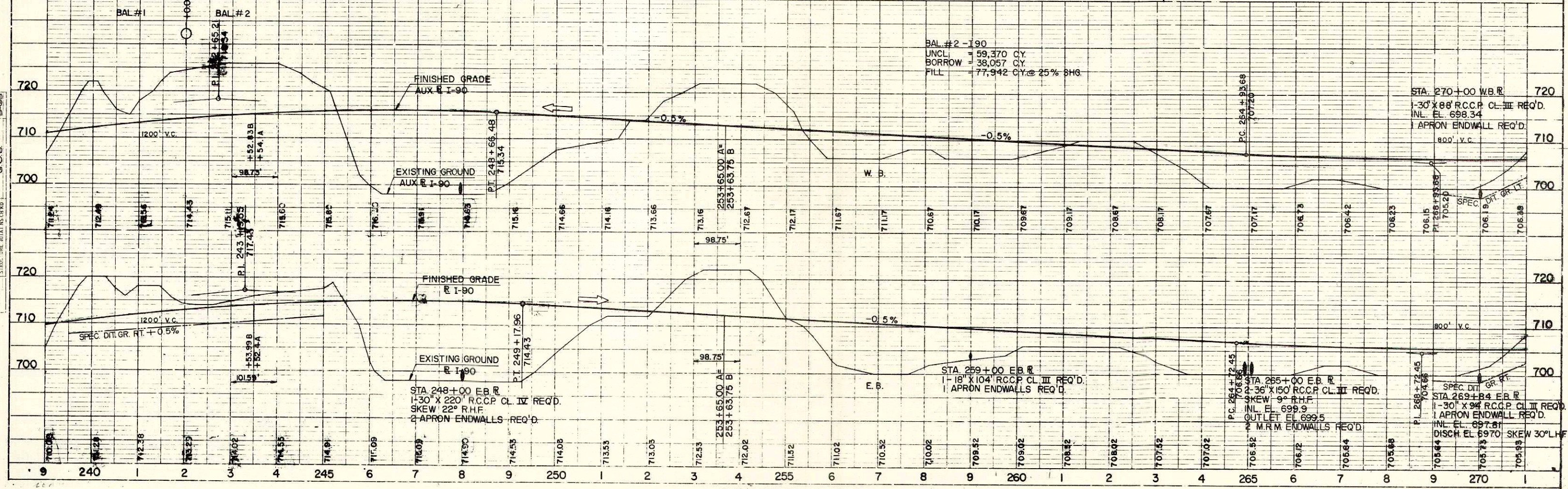
NOTE BOOK  
 L.P.S. CHECKED  
 P.W. NOTED  
 STRUCTURE NOTES CHECKED  
 NO.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	I 90-(2)13	8	136



NET LENGTH OF C. STA. 240+00 TO 270+00 = 3000.34 FT.

BENCH MARKS  
 STA. 246+50 P.K. NAIL IN POWER POLE 1170' RT. ELEV. 701.40



BAL.#2 - I-90  
 UNCL. = 59,370 CY.  
 BORROW = 38,057 CY.  
 FILL = 77,942 CY. @ 25% SHG.

STA. 248+00 EB.R.  
 1-30' X 220' R.C.C.P. CL. IV REQ'D.  
 SKEW 22° R.H.F.  
 2 APRON ENDWALLS REQ'D.

STA. 259+00 EB.R.  
 1-18' X 104' R.C.C.P. CL. III REQ'D.  
 1 APRON ENDWALLS REQ'D.

STA. 265+00 EB.R.  
 2-36' X 150' R.C.C.P. CL. III REQ'D.  
 3 SKEW 9° R.H.F.  
 INL. EL. 699.9  
 OUTLET EL. 699.5  
 2 M.R.M. ENDWALLS REQ'D.

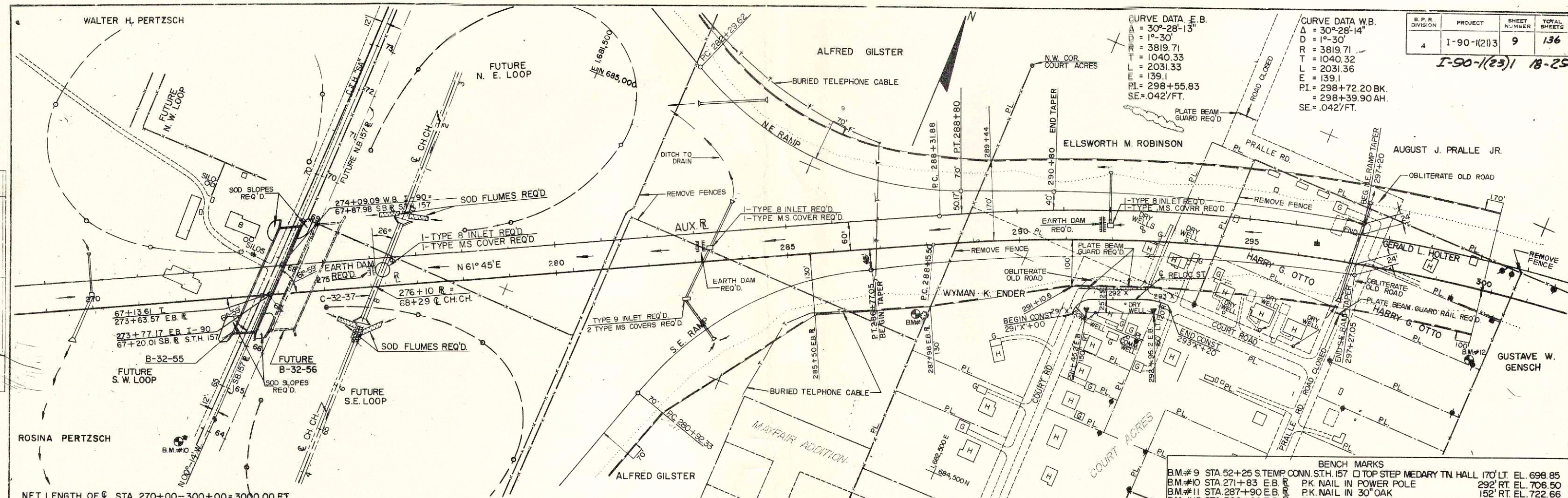
STA. 269+84 EB.R.  
 1-30' X 94' R.C.C.P. CL. III REQ'D.  
 1 APRON ENDWALL REQ'D.  
 INL. EL. 697.81  
 DISCH. EL. 697.0 SKEW 30° L.H.F.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	I-90-(23)3	9	136

I-90-(23) 18-29

**CURVE DATA E.B.**  
 $\Delta = 30^\circ 28' 13''$   
 $D = 1^\circ 30'$   
 $R = 3819.71$   
 $T = 1040.33$   
 $L = 2031.36$   
 $E = 139.1$   
 $PI = 298+55.83$   
 $SE = .042/FT.$

**CURVE DATA W.B.**  
 $\Delta = 30^\circ 28' 14''$   
 $D = 1^\circ 30'$   
 $R = 3819.71$   
 $T = 1040.32$   
 $L = 2031.36$   
 $E = 139.1$   
 $PI = 298+72.20 BK.$   
 $= 298+39.90 AH.$   
 $SE = .042/FT.$



NET LENGTH OF STA. 270+00-300+00 = 3000.00 FT.

**BENCH MARKS**  
 BM # 9 STA 52+25 S TEMP CONN. ST. 157 □ TOP STEP MEDARY TN HALL 170' LT. EL. 698.85  
 BM # 10 STA 271+83 E.B. PK NAIL IN POWER POLE 292' RT. EL. 706.50  
 BM # 11 STA 287+90 E.B. PK NAIL IN 3" OAK 152' RT. EL. 722.66  
 BM # 12 STA 300+20 E.B. PK NAIL IN POWER POLE 150' RT. EL. 715.94

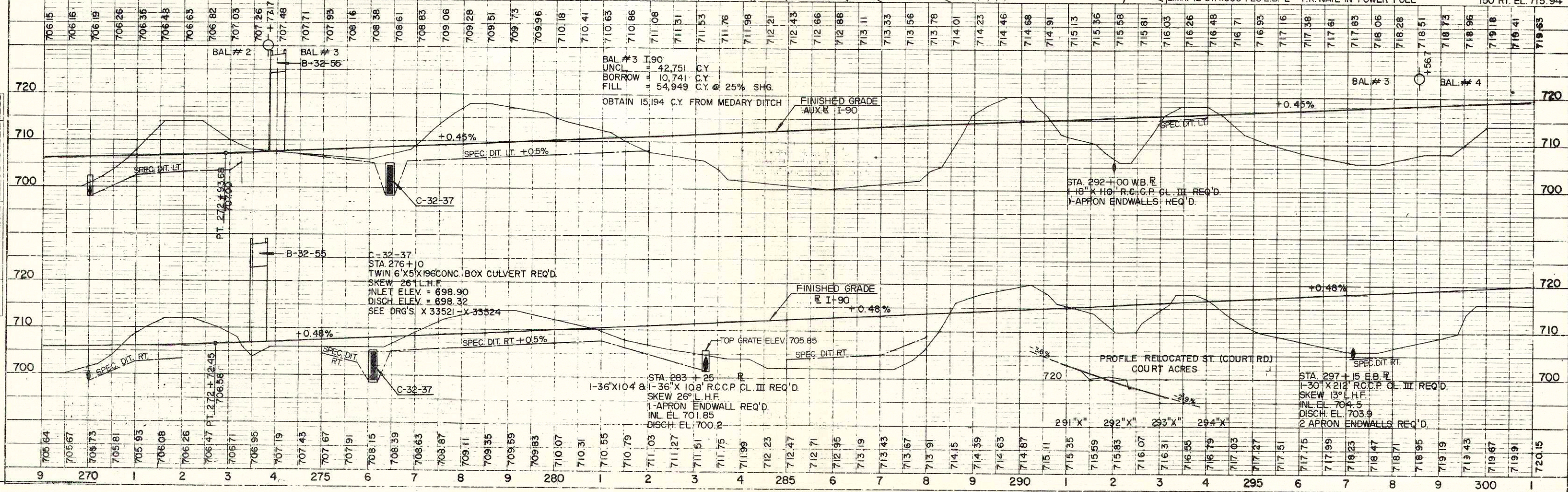
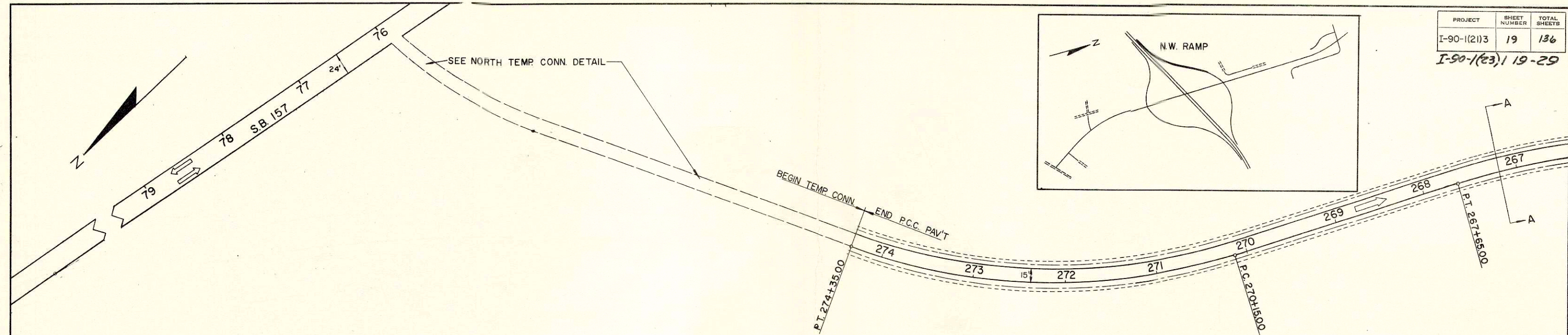
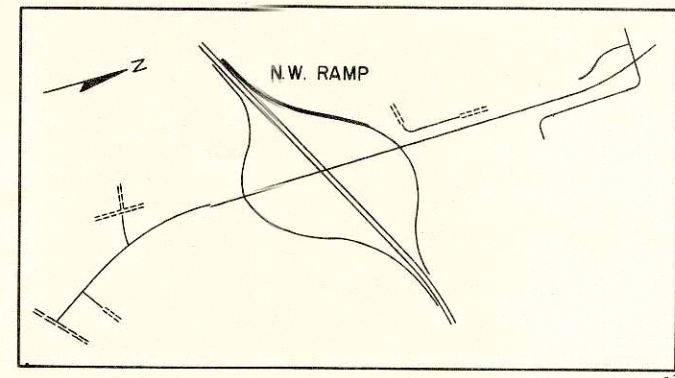


PLATE I - PLAN/PROFILE B.P.R. STANDARD

PROJECT	SHEET NUMBER	TOTAL SHEETS
I-90-1(21)3	19	136

I-90-1(23) 19-29

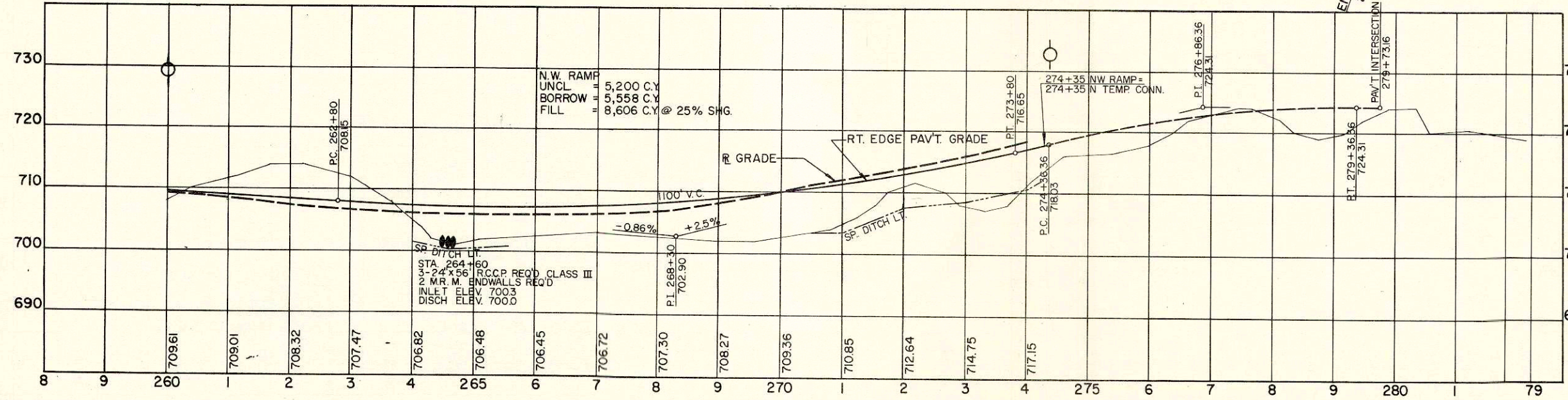


**ONALASKA INTERCHANGE  
N. W. RAMP**

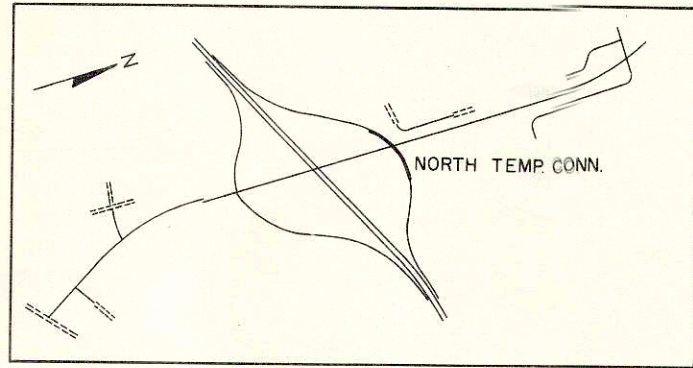
CURVE #3  
 $\Delta = 37^\circ 48'$   
 $D = 9^\circ 00'$   
 $R = 636.62'$   
 $T = 217.96'$   
 $L = 420.00'$   
 $S.E. = 0.074/FT.$   
 $P.I. = 272+32.96$

CURVE #2  
 $\Delta = 46^\circ 07' 30''$   
 $D = 7^\circ 30'$   
 $R = 763.94'$   
 $T = 325.26'$   
 $L = 615.00'$   
 $S.E. = 0.087/FT.$   
 $P.I. = 264+75.26$

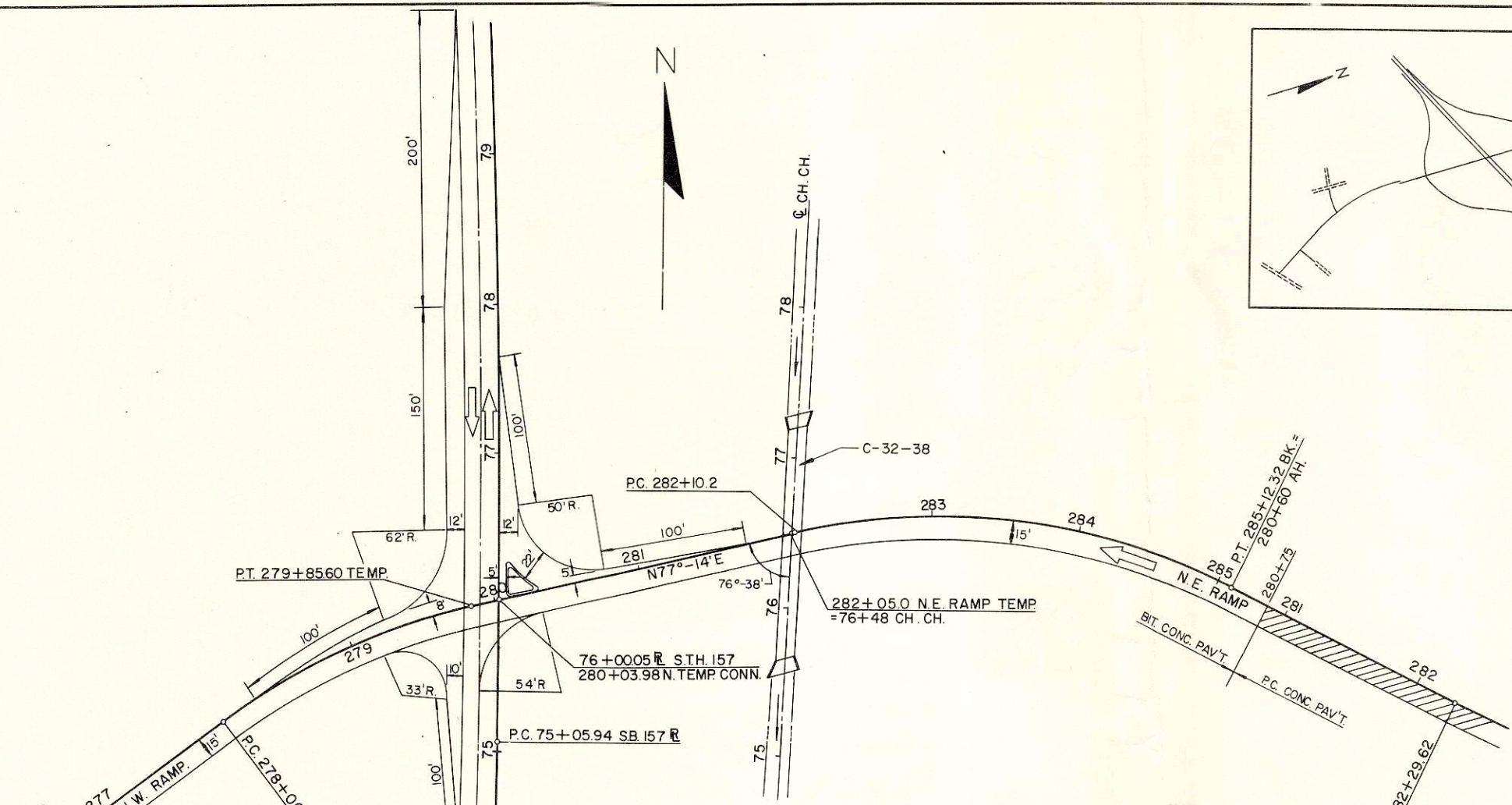
STA.	R	WIDTH	S.E.	OPP EDGE PAV'T
260	709.43	18.0	0.010	709.61
+ 50	709.15		0.013	709.31
261	708.59	12	0.035	709.01
+ 50	708.04	12	0.053	708.68
262	707.34	13	0.075	708.32
+ 50	706.78	14	0.080	707.89
263	706.27	15		707.47
+ 50	705.91			707.11
264	705.62			706.82
+ 50	705.41			706.61
265	705.28			706.48
+ 50	705.23			706.43
266	705.25			706.45
+ 50	705.34			706.54
267	705.52		0.080	706.72
+ 50	706.07		0.060	706.97
268	706.73		0.038	707.30
+ 50	707.46		0.016	707.70
269	708.28		0.001	708.27
+ 50	709.06		0.022	708.73
270	710.01		0.043	709.36
+ 50	711.01		0.063	710.06
271	711.96		0.074	710.85
+ 50	712.82			711.71
272	713.75			712.64
+ 50	714.77			713.66
273	715.86			714.75
+ 50	717.02		0.074	715.91
274	718.10	15	0.063	717.15





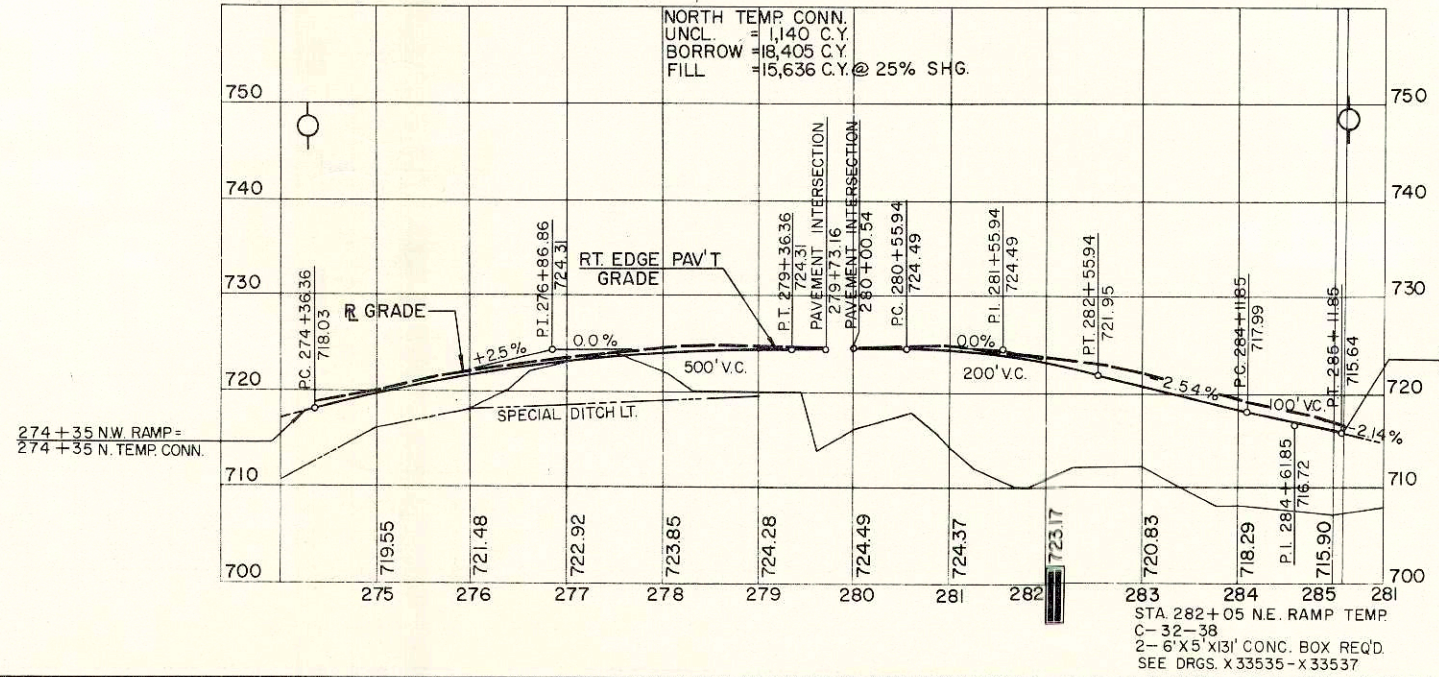
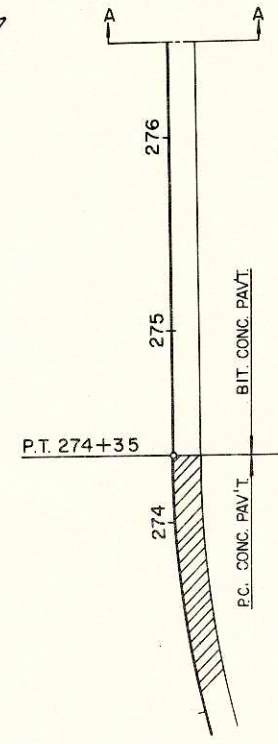


STA	R	WIDTH	S.E.	OPP EDGE PAV'T
274+35				
+50	719.05	15.0	→ 0.049	718.40
275	719.88		→ 0.022	719.55
+50	720.81		→ 0.015	720.58
276	721.71			721.48
+50	722.49			722.26
277	723.15		→ 0.015	722.92
+50	723.70		→ 0.017	723.44
278	724.53		→ 0.045	723.85
+50	724.81		→ 0.046	724.12
279	724.55		→ 0.018	724.28
+50	724.16		→ 0.010	724.31
+73.16	724.12	15.0		
280+03.98	724.34	15.0	→ 0.010	724.49
+50	724.26		→ 0.015	724.49
281	724.85		→ 0.005	724.37
+50	724.34		→ 0.027	723.93
282	723.90		→ 0.049	723.17
+50	723.18		→ 0.071	722.12
283	722.03		→ 0.080	720.83
+50	720.76			719.56
284	719.49			718.29
+50	718.25		→ 0.080	717.05
285	716.82		→ 0.061	715.90
285+12.32=280+60	716.44	15.0	→ 0.053	715.64

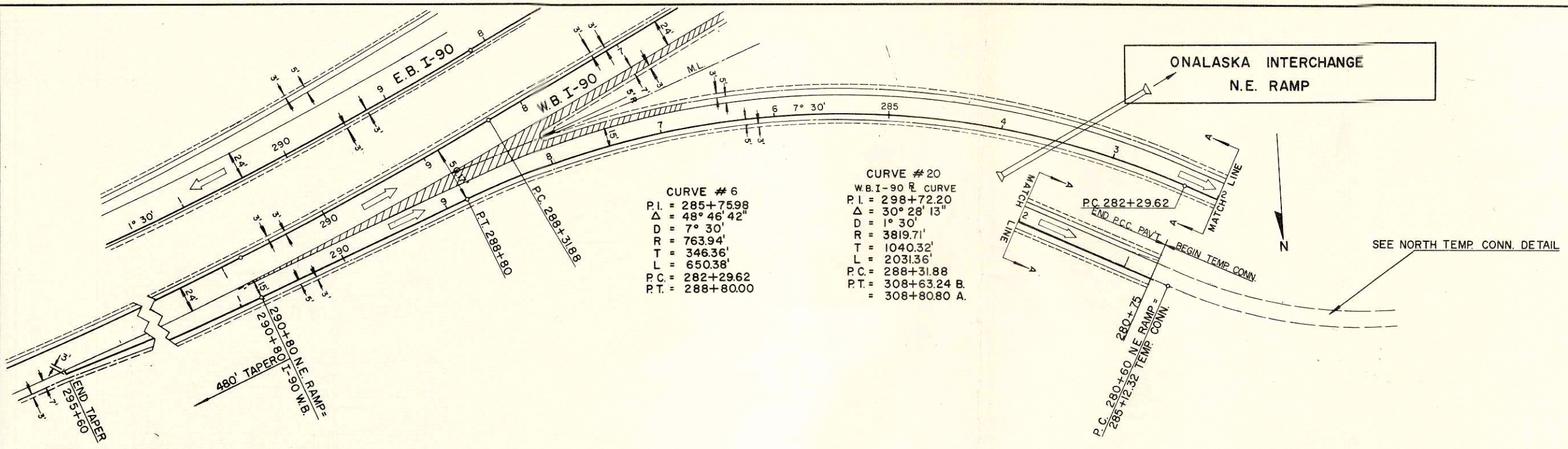


**CURVE # 4**  
 P.I. = 278+94.20 BK =  
 = 278+93.24 AH.  
 Δ = 24°-07'-40"  
 D = 13°-00'  
 R = 440.74'  
 T = 94.20'  
 L = 185.60'  
 PC = 278+00  
 PT = 279+85.60

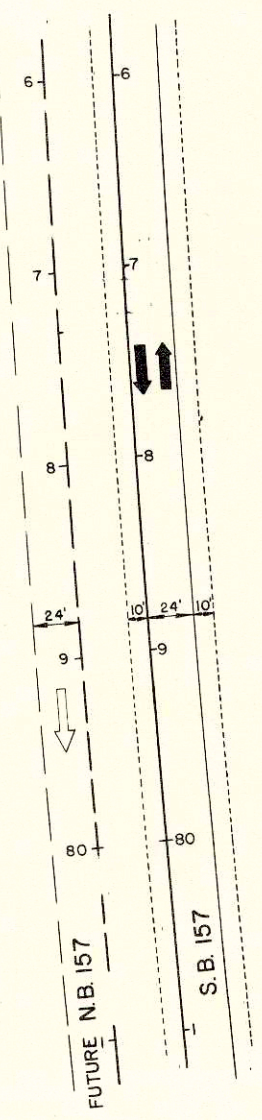
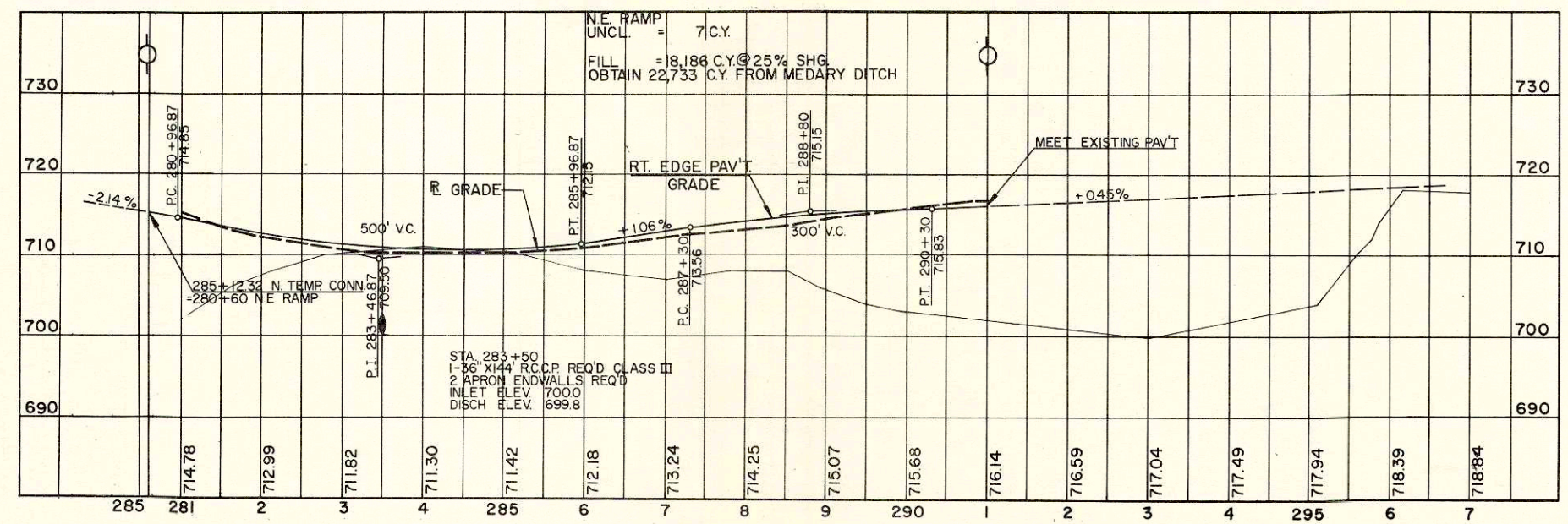
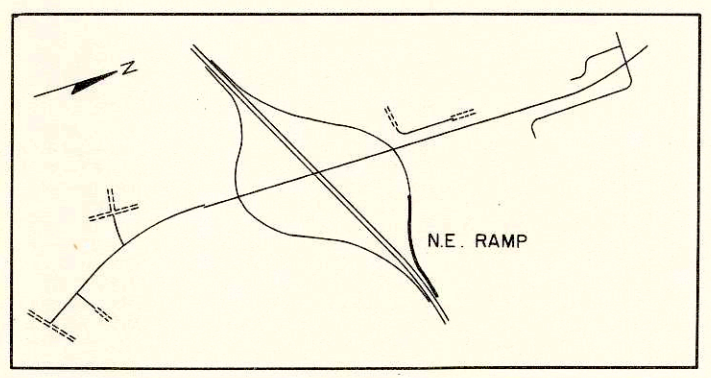
**CURVE # 5**  
 P.I. = 283+67.47 BK =  
 = 283+54.93 AH.  
 Δ = 39°-16'-34"  
 D = 13°-00'  
 R = 440.74'  
 T = 157.27'  
 L = 302.00'  
 PC = 282+10.20  
 PT = 285+12.20 N. TEMP CONN.  
 = 280+60 N.E. RAMP

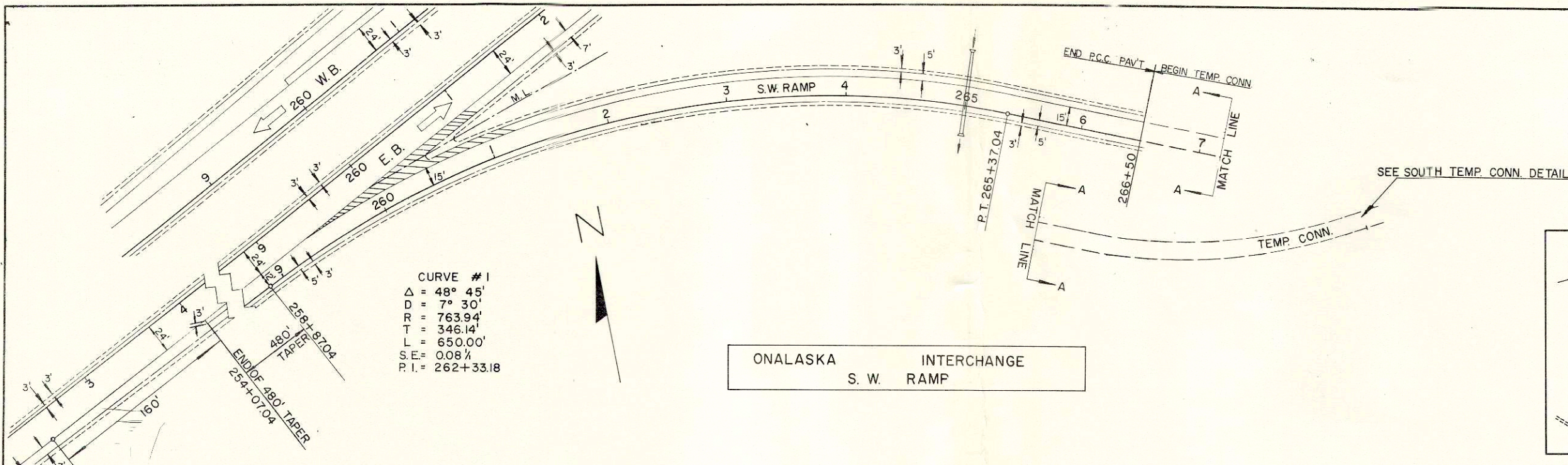


ONALASKA INTERCHANGE  
 NORTH TEMP. CONN.



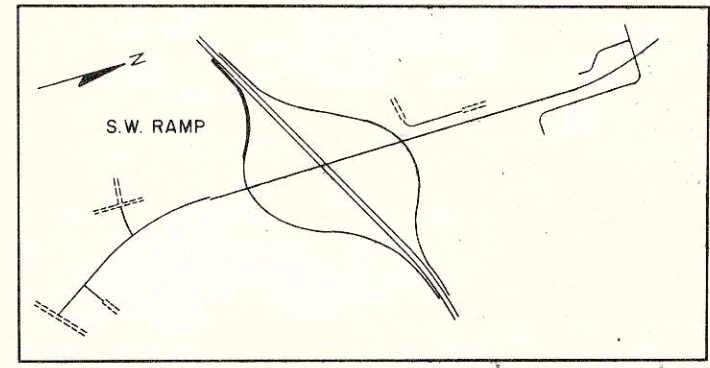
STA.	R	WIDTH	S.E.	OPP EDGE PAV'T
281	715.20	15.0	0.028	714.78
+50	713.76		0.003	713.80
282	712.48		0.034	712.99
+50	711.34		0.066	712.33
283	710.62		0.080	711.82
+50	710.28			711.48
284	710.10			711.30
+50	710.08			711.28
285	710.22			711.42
+50	710.52			711.72
286	710.98			712.18
+50	711.51			712.71
287	712.04			713.24
+50	712.57			713.77
288	713.05		0.080	714.25
+50	713.69		0.066	714.68
289	714.41		0.044	715.07
+50	715.26		0.022	715.59
290	715.68		0.000	715.68
+50	716.15		0.015	715.92
+80	716.47		0.028	716.05
291	716.67	15.5	0.035	716.14
+50	716.97	14.25	0.042	716.37
292	717.04	13.0		716.59
+50	717.31	11.75		716.82
293	717.48	10.5		717.04
+50	717.66	9.25		717.27
294	717.83	8.0		717.49
+50	718.00	6.75		717.72
295	718.17	5.5		717.94
+50	718.35	4.25		718.17
296	718.52	3.0		718.39
+50	718.69	1.75		718.62
297	718.82	0.5		718.84
+20	718.92	0.0	0.042	718.92



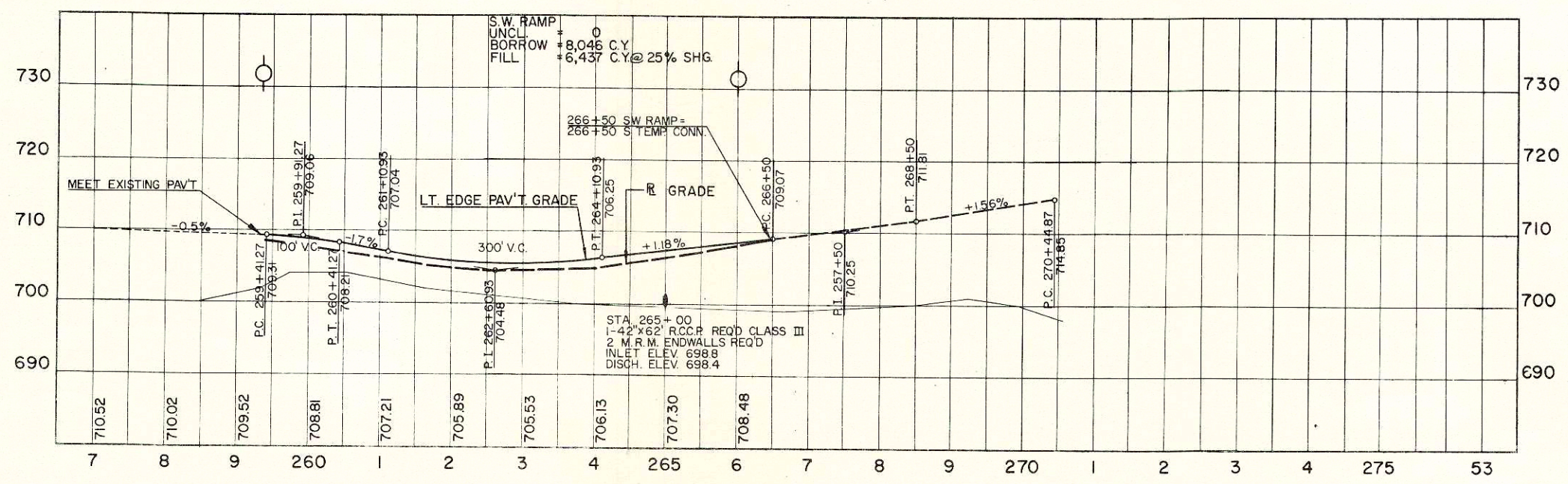


CURVE #1  
 $\Delta = 48^\circ 45'$   
 $D = 7^\circ 30'$   
 $R = 763.94'$   
 $T = 346.14'$   
 $L = 650.00'$   
 $SE = 0.08\%$   
 $P.I. = 262+33.18$

ONALASKA INTERCHANGE  
 S. W. RAMP

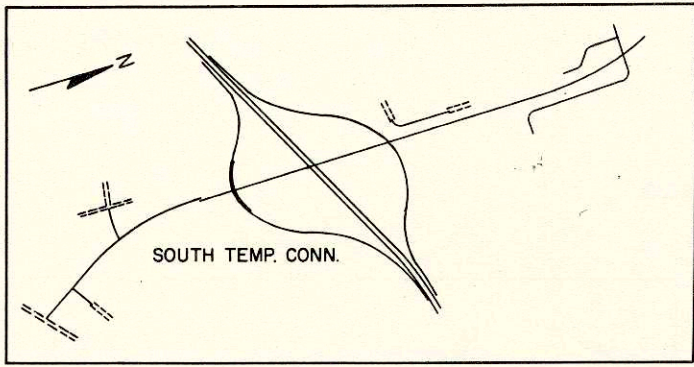


STA.	R.	WIDTH	S.E.	OPP. EDGE PAV'T
252+47.04	712.80	0.0		712.80
253	712.52	0.99	→ 0.010	712.53
254	711.87	2.87		712.02
255	711.47	4.74		711.52
256	710.95	6.62		711.02
257	710.43	8.49		710.52
258	709.92	10.37	→ 0.010	710.02
+50	709.44	11.31	→ 0.020	709.77
259	709.01	12.2	→ 0.042	709.52
+41.27	708.41	15.0	→ 0.060	709.31
+50	708.31		→ 0.064	709.27
260	707.61		→ 0.080	708.81
+50	706.86			708.06
261	706.01			707.21
+50	705.23			706.43
262	704.69			705.89
+50	704.39			705.59
263	704.33			705.53
+50	704.51			705.71
264	704.93			706.13
+50	705.51		→ 0.080	706.71
265	706.27		→ 0.069	707.30
+50	707.18		→ 0.048	707.89
266	708.08		→ 0.027	708.48
+50	708.92	150	→ 0.010	709.07



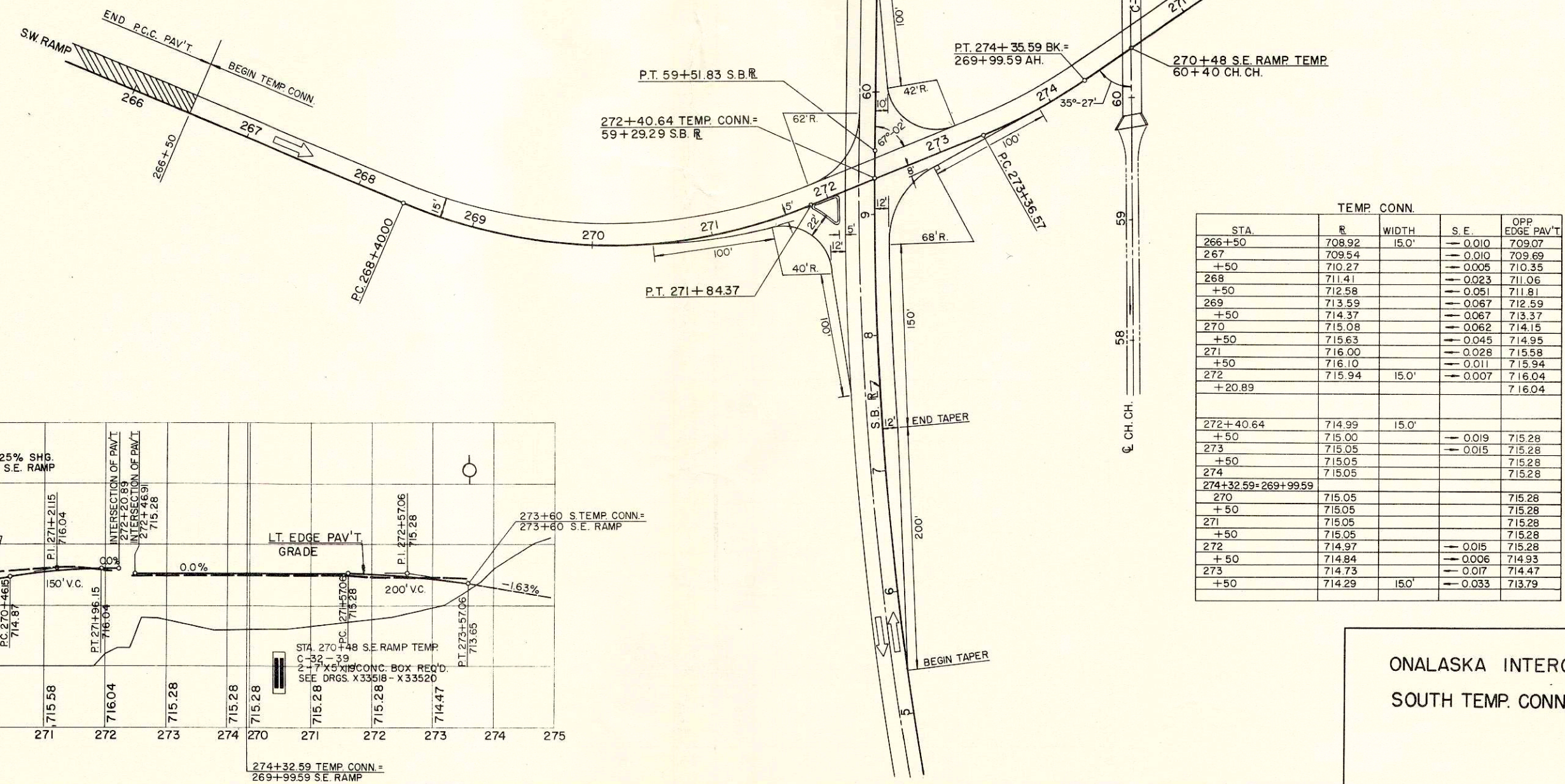
S.W. RAMP  
 UNCL. BORROW +8,046 C.Y.  
 FILL +6,437 C.Y. @ 25% SHG.

STA. 265+00  
 1'-42" x 62" RCCP REQD CLASS III  
 2" M.R.M. ENDWALLS REQD  
 INLET ELEV. 698.8  
 DISCH. ELEV. 698.4

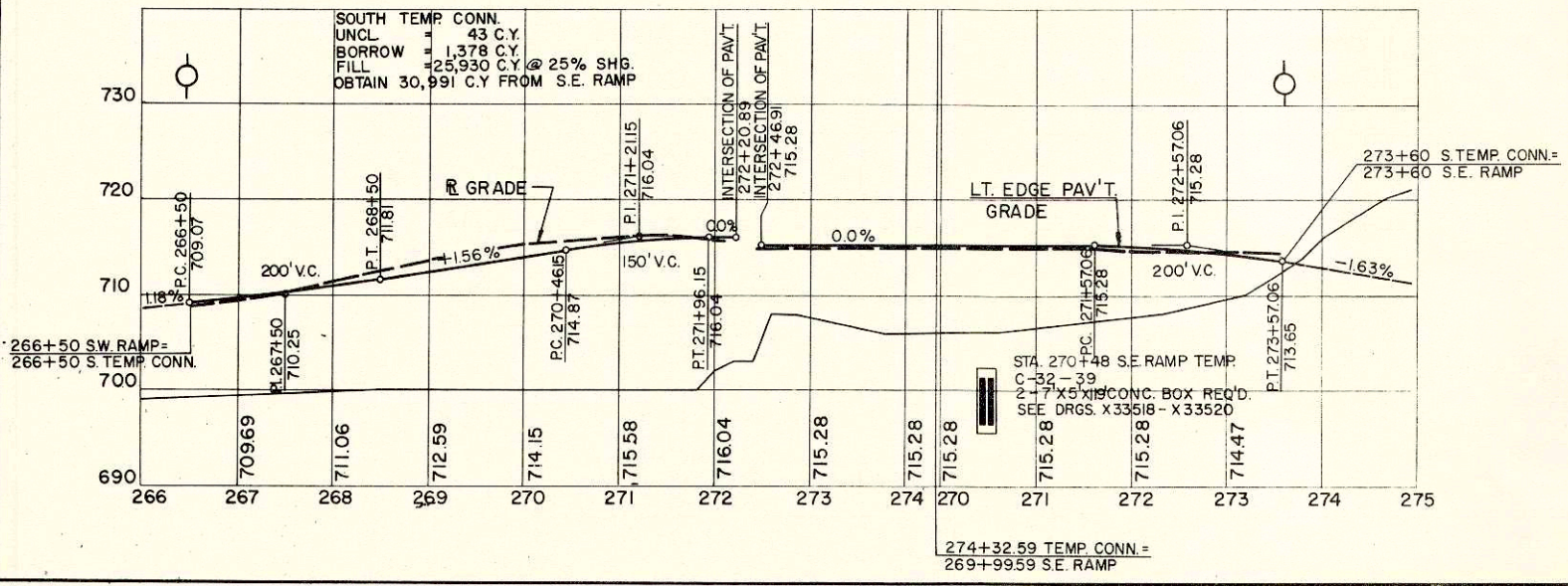


CURVE # 10  
 $\Delta = 44^{\circ}-46'-03''$   
 $D = 13^{\circ}-00'$   
 $R = 440.74'$   
 $T = 181.51'$   
 $L = 344.37'$   
 $P.I. = 270+21.51 BK.$   
 $= 270+02.80 AH.$   
 $P.C. = 268+40.00$   
 $P.T. = 271+84.37$

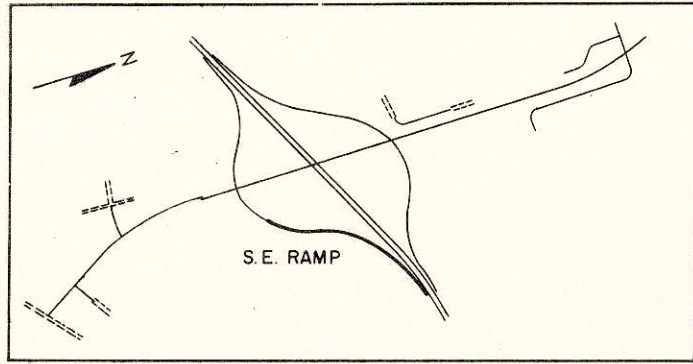
CURVE # 9  
 $\Delta = 12^{\circ}-28'-56''$   
 $D = 13^{\circ}-00'$   
 $R = 440.74'$   
 $T = 48.20'$   
 $L = 96.02'$   
 $P.I. = 273+84.77 BK = 273+84.40 AH.$   
 $P.C. = 273+36.57$   
 $P.T. = 274+35.59 TEMP =$   
 $269+99.59 S.E. RAMP$



TEMP. CONN.				
STA.	R	WIDTH	S. E.	OPP EDGE PAV'T
266+50	708.92	15.0'	-0.010	709.07
267	709.54		-0.010	709.69
+50	710.27		-0.005	710.35
268	711.41		-0.023	711.06
+50	712.58		-0.051	711.81
269	713.59		-0.067	712.59
+50	714.37		-0.067	713.37
270	715.08		-0.062	714.15
+50	715.63		-0.045	714.95
271	716.00		-0.028	715.58
+50	716.10		-0.011	715.94
272	715.94	15.0'	-0.007	716.04
+20.89				716.04
272+40.64	714.99	15.0'		
+50	715.00		-0.019	715.28
273	715.05		-0.015	715.28
+50	715.05			715.28
274	715.05			715.28
274+32.59-269+99.59				
270	715.05			715.28
+50	715.05			715.28
271	715.05			715.28
+50	715.05			715.28
272	714.97		-0.015	715.28
+50	714.84		-0.006	714.93
273	714.73		-0.017	714.47
+50	714.29	15.0'	-0.033	713.79



ONALASKA INTERCHANGE  
 SOUTH TEMP. CONN.

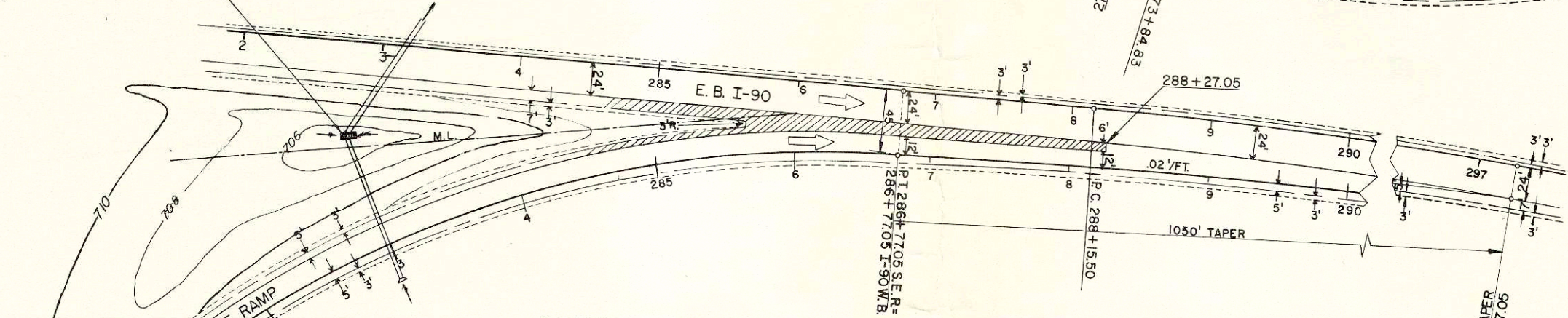


### ONALASKA INTERCHANGE S. E. RAMP

**CURVE NO. 8**  
 P.I. = 276+01.40  
 $\Delta = 37^{\circ} 34' 29''$   
 D = 9° 00'  
 R = 636.62  
 T = 216.57  
 L = 417.50  
 P.C. = 273+84.83  
 P.T. = 278+02.33  
 S.E. = .074

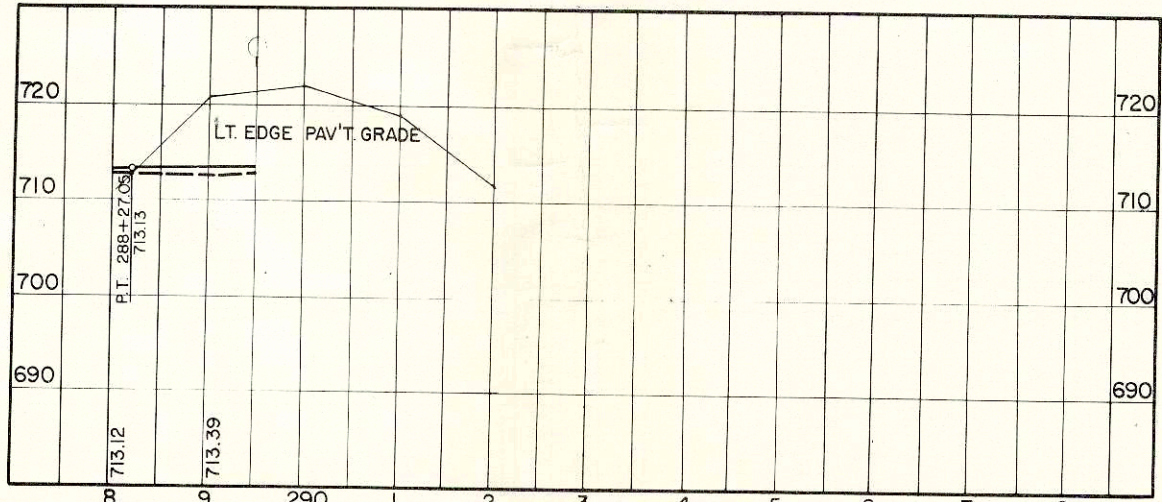
PROJECT	SHEET NUMBER	TOTAL SHEETS
I-90-(21) 3	24	136
<b>I-90-(23) 24-29</b>		

TYPE 9 INLET REQ'D  
 2-TYPE MS INLET COVERS REQ'D  
 TOP GRATE + 705.85

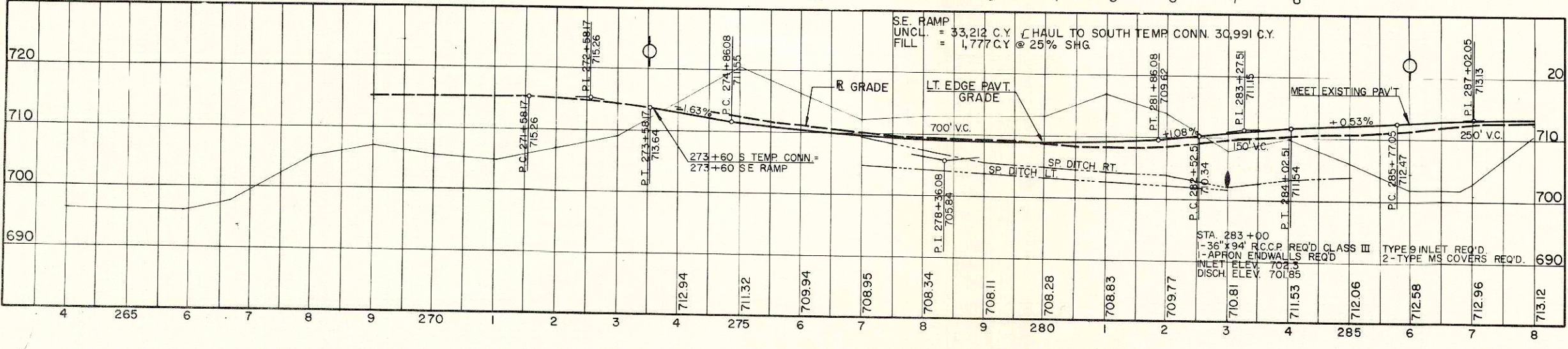


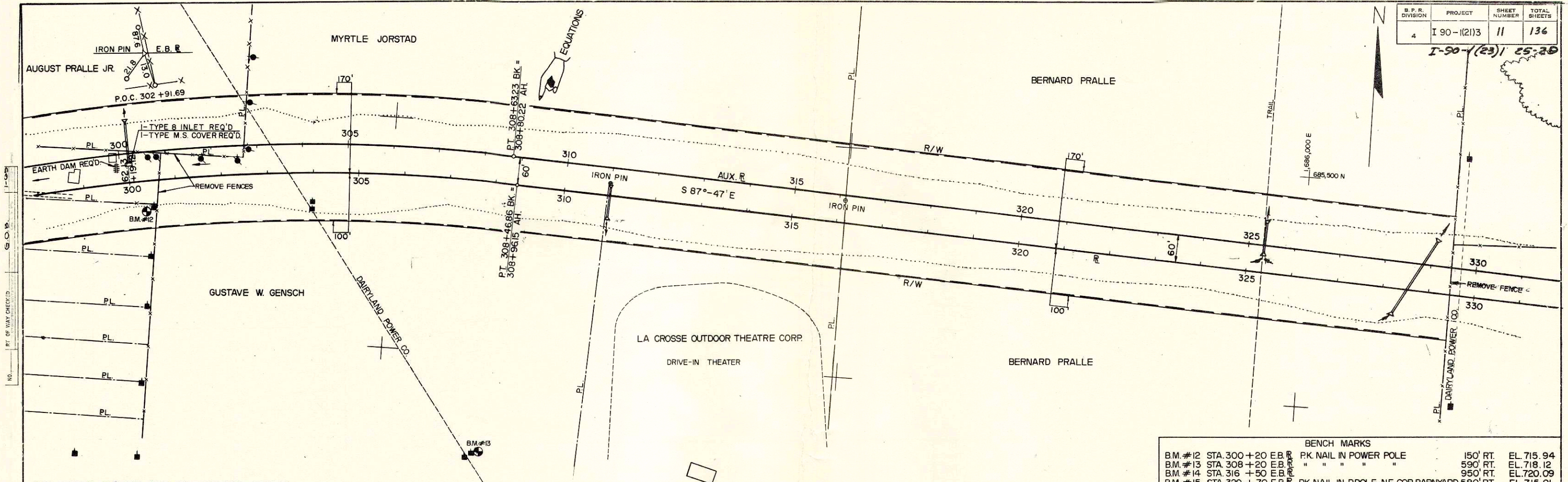
**E. B. I-90 CURVE NO. 19**  
 P.I. = 298+55.83B  
 $\Delta = 30^{\circ} 25' 13''$   
 D = 1° 30'  
 R = 3819.71'  
 T = 1040.32'  
 L = 2031.35  
 P.C. = 288+15.50  
 P.T. = 308+45.83B  
 P.T. = 308+97.10A

**CURVE NO. 7**  
 P.I. = 282+99.85  
 $\Delta = 43^{\circ} 51' 15''$   
 D = 7° 30'  
 R = 763.94  
 T = 307.52  
 L = 584.72  
 P.C. = 280+92.32  
 P.T. = 286+77.05  
 S.E. = 0.08 FT./FT.



STA.	R	WIDTH	S.E.	OPP. EDGE PAV'T
274	713.79	15.0	0.056	712.94
+50	713.25		0.074	712.14
275	712.43			711.32
+50	711.70			710.59
276	711.05			709.94
+50	710.51			709.40
277	710.06		0.074	708.95
+50	709.69		0.073	708.60
278	709.09		0.050	708.34
+50	708.57		0.027	708.17
279	708.17		0.004	708.11
+50	708.15		0.000	708.15
280	708.06		0.015	708.28
+50	708.06		0.03	708.51
281	707.99		0.056	708.83
+50	708.09		0.078	709.26
282	708.57		0.080	709.77
+50	709.11			710.31
283	709.61			710.81
+50	710.02			711.22
284	710.33			711.53
+50	710.60			711.80
285	710.86	15.0		712.06
+50	711.13	14.54	0.080	712.33
286	711.58	13.54	0.074	712.58
+50	712.05	12.54	0.060	712.80
+77.05	712.27	12.0	0.053	712.90
287	712.40	12.0	0.047	712.96
+50	712.68		0.033	713.07
288	712.82		0.025	713.12
+27.05	712.26	18.0	0.031	713.13
+50	712.70	17.54	0.035	713.31
289	712.69	16.68	0.042	713.39
+50	712.97	15.81	0.042	713.63

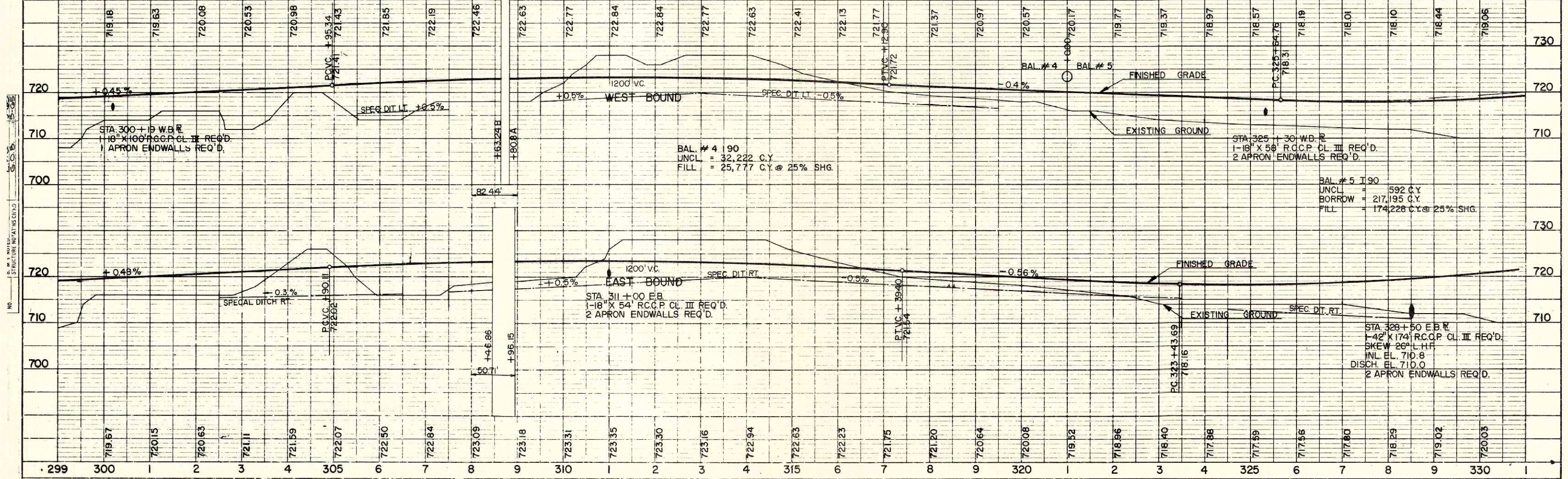




**BENCH MARKS**

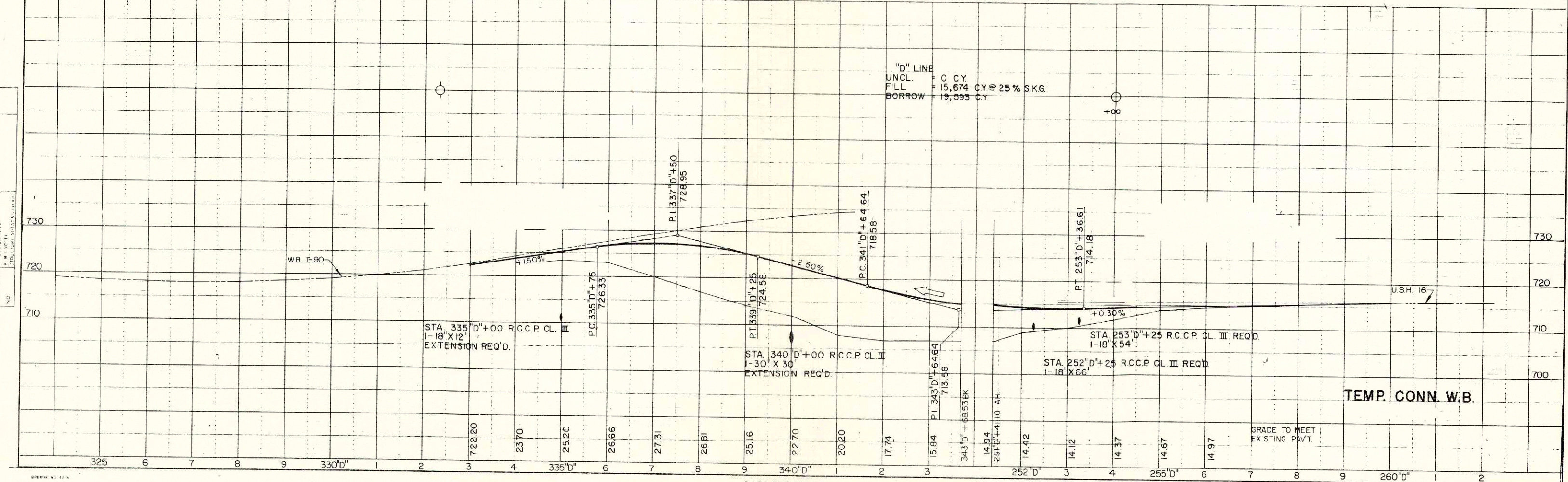
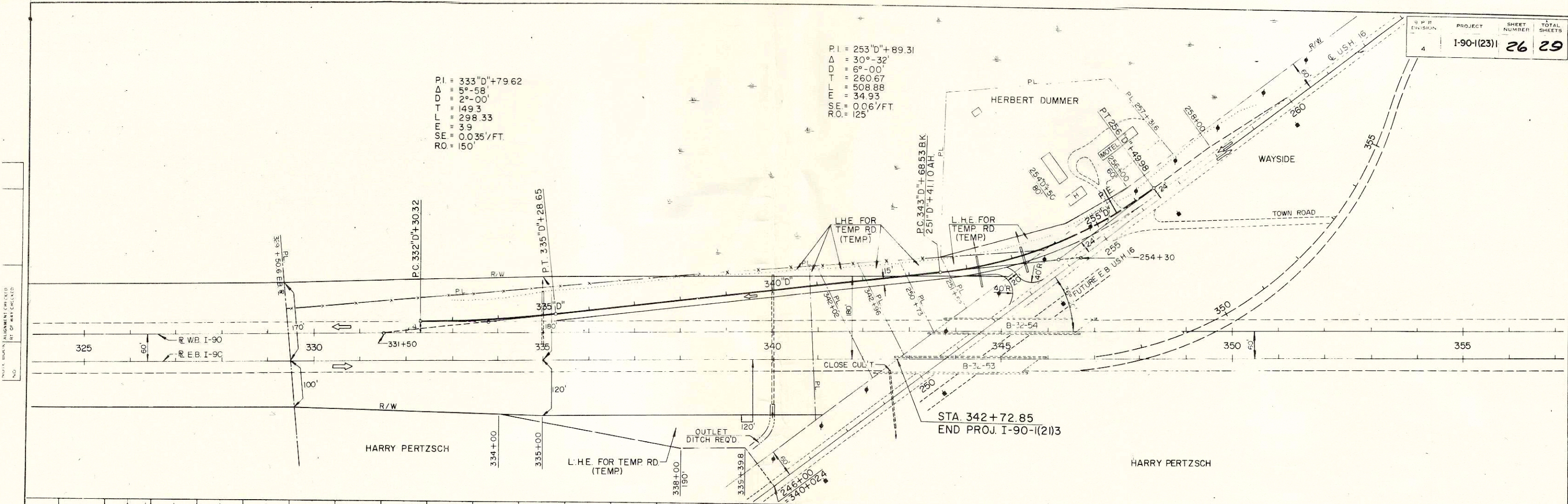
B.M. #12	STA 300+20	E.B.	PK. NAIL IN POWER POLE	150' RT.	EL. 715.94
B.M. #13	STA 308+20	E.B.	" " " "	590' RT.	EL. 718.12
B.M. #14	STA 316+50	E.B.	" " " "	950' RT.	EL. 720.09
B.M. #15	STA 329+70	E.B.	PK. NAIL IN PPOLE NE. COR. BARNYARD	560' RT.	EL. 715.01

NET LENGTH OF C STA. 300+00-330+00 = 2950.71



PI = 333"D"+79.62  
 Δ = 5°-58'  
 D = 2°-00'  
 T = 149.3  
 L = 298.33  
 E = 3.9  
 SE = 0.035'/FT.  
 RO = 150'

PI = 253"D"+89.31  
 Δ = 30°-32'  
 D = 6°-00'  
 T = 260.67  
 L = 508.88  
 E = 34.93  
 SE = 0.06'/FT.  
 RO = 125'



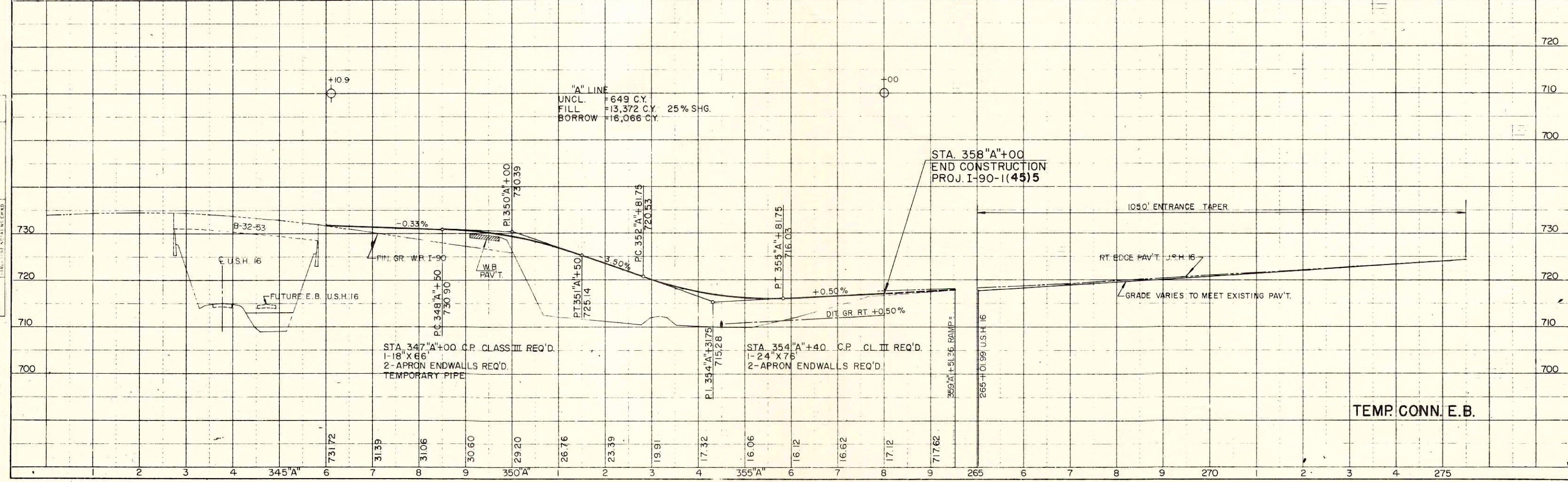
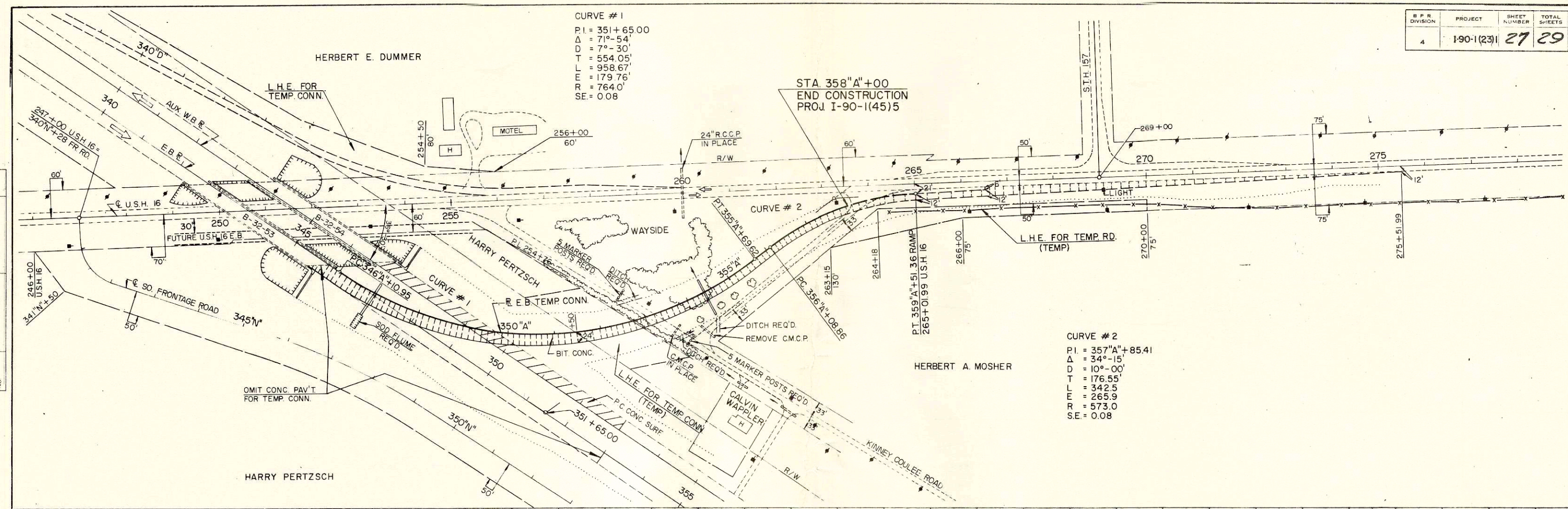
"D" LINE  
 UNCL. = 0 C.Y.  
 FILL = 15,674 C.Y. @ 25% S.K.G.  
 BORROW = 19,593 C.Y.

NOTE: DRAWING ALIGNMENT CHECKED BY: [ ] DATE: [ ]

NOTE: DRAWING VERTICAL ALIGNMENT CHECKED BY: [ ] DATE: [ ]

CURVE # 1  
 P.I. = 351+65.00  
 $\Delta = 71^{\circ}-54'$   
 $D = 7^{\circ}-30'$   
 $T = 554.05'$   
 $L = 958.67'$   
 $E = 179.76'$   
 $R = 764.0'$   
 $SE = 0.08$

CURVE # 2  
 P.I. = 357"A"+85.41  
 $\Delta = 34^{\circ}-15'$   
 $D = 10^{\circ}-00'$   
 $T = 176.55'$   
 $L = 342.5'$   
 $E = 265.9'$   
 $R = 573.0'$   
 $SE = 0.08$



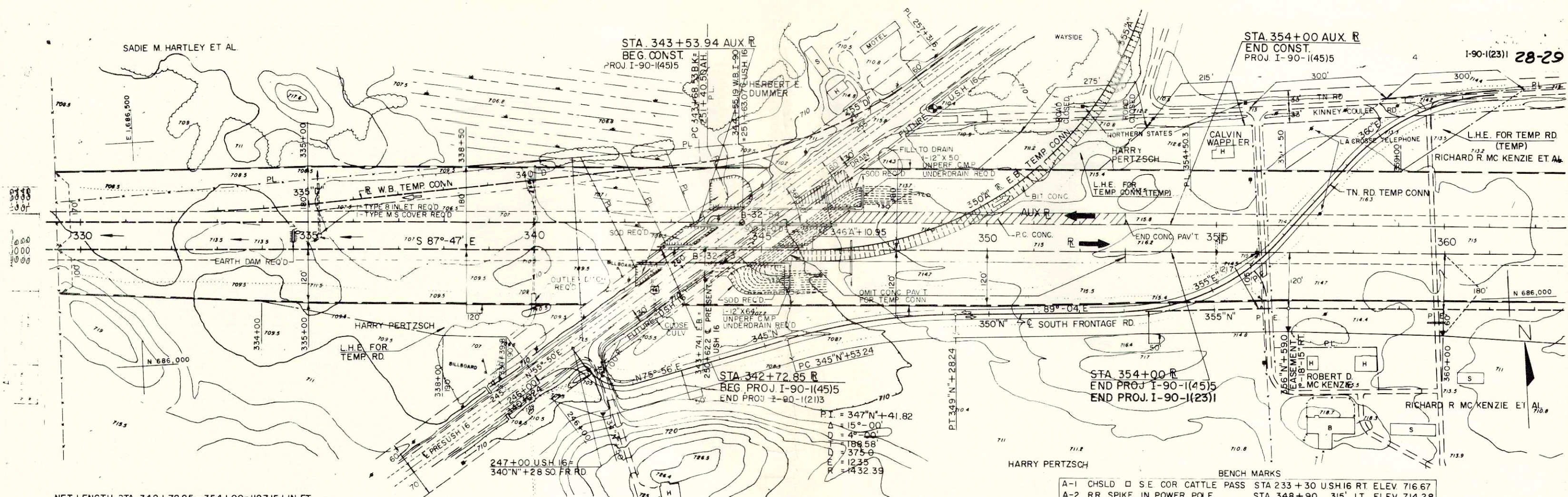


SADIE M. HARTLEY ET AL

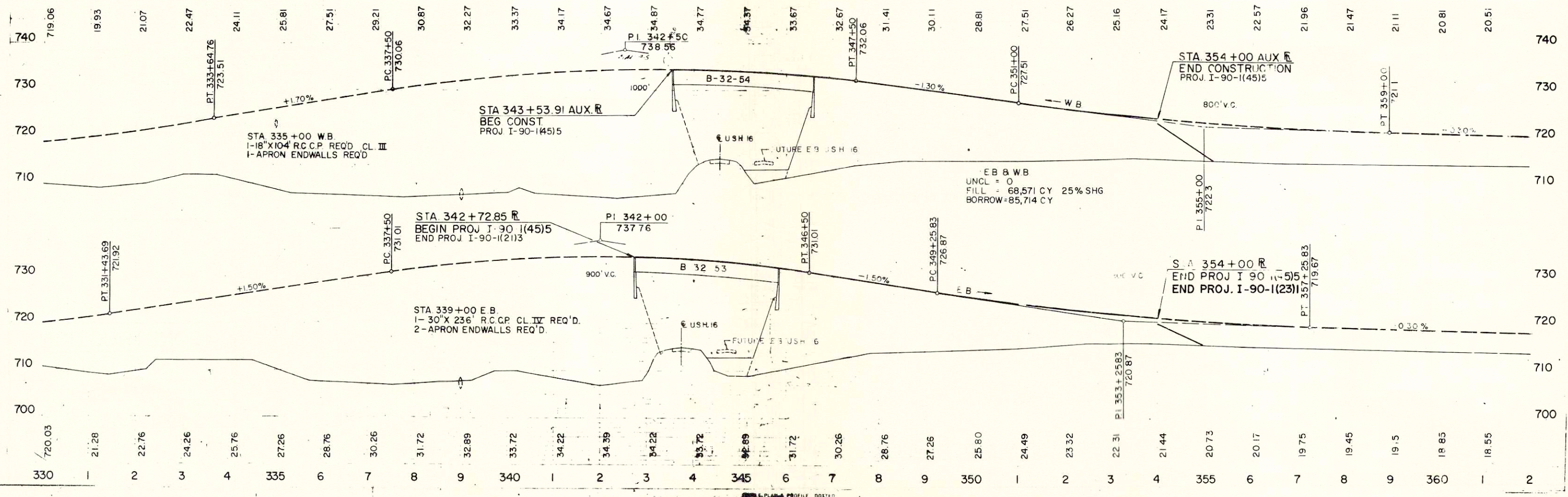
STA. 343+53.94 AUX R  
BEG. CONST.  
PROJ I-90-1(45)5

STA. 354+00 AUX R  
END CONST.  
PROJ I-90-1(45)5

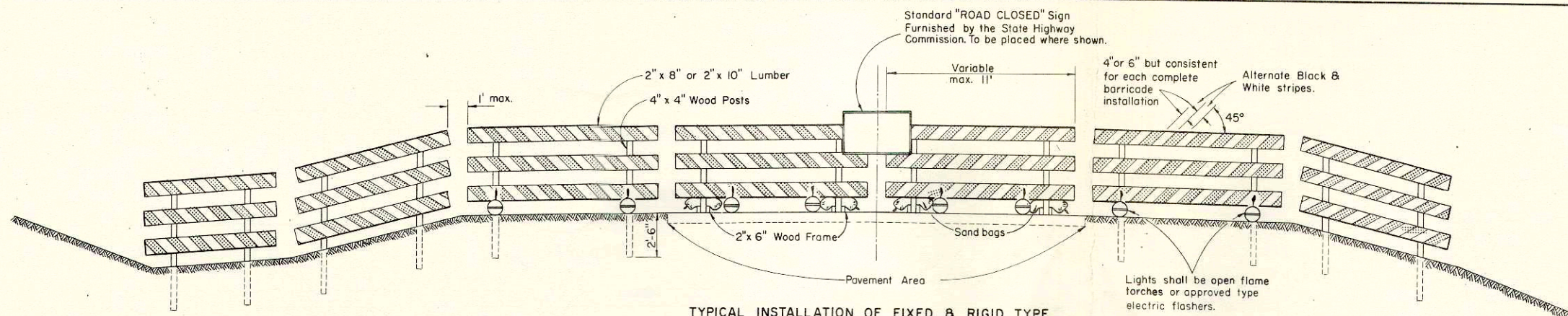
1-90-1(23) 28-29



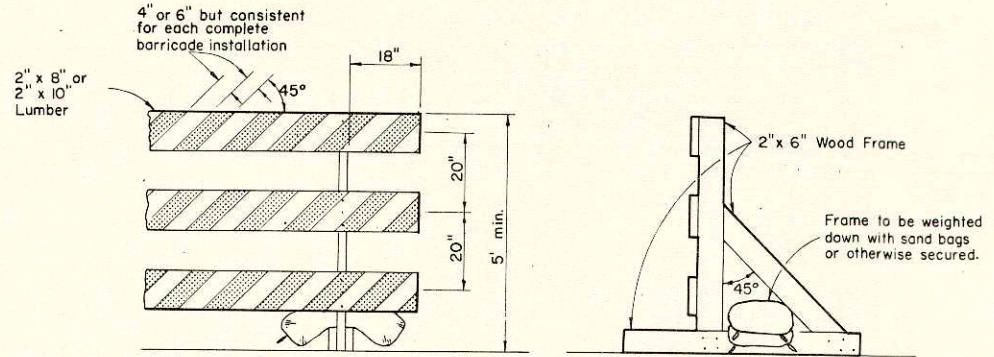
NET LENGTH STA. 342+72.85 - 354+00=1127.15 LIN. FT.



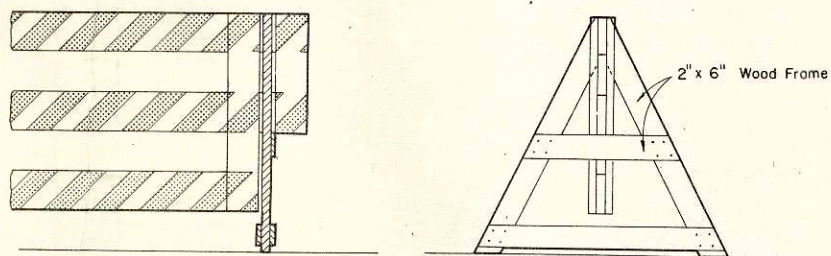
PROF. PLAN PROFILE DOTTED



TYPICAL INSTALLATION OF FIXED & RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

**CLASS I BARRICADE**

**GENERAL NOTES:**

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications for the duration of the project at all points of highway closure. Barricades shall be painted as shown hereon and structurally maintained for maximum visibility at all times, for the duration of the respective project.

**CLASS I BARRICADE**

Shall be used at points of closure where road is closed to traffic. Gates or movable sections of barricade shall be provided when necessary, for access of equipment or other authorized vehicles only.

**CLASS II BARRICADE**

May be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

**LUMBER & FABRICATION**

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent wood-working practices.

**PAINTING**

Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Codic Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

**DIRECTION OF DIAGONAL STRIPES**

Where a barricade extends entirely across the roadway and no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.

**MEASUREMENT & PAYMENT**

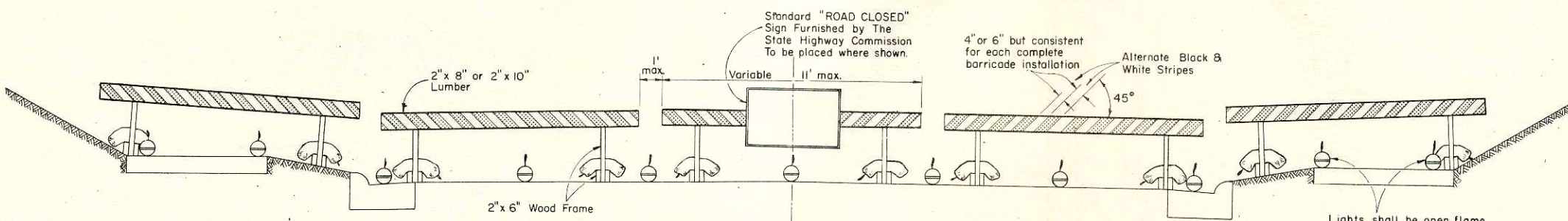
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

**NOTE:**

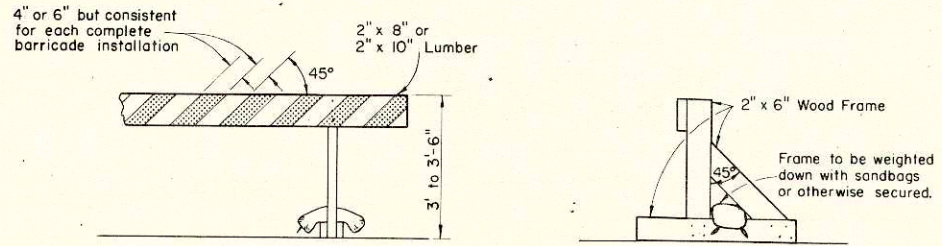
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

**NOTE:**

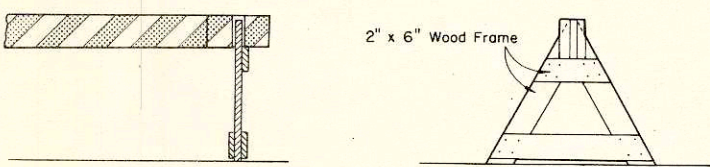
All lumber or timber dimensions shown hereon are nominal.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

**CLASS II BARRICADE**

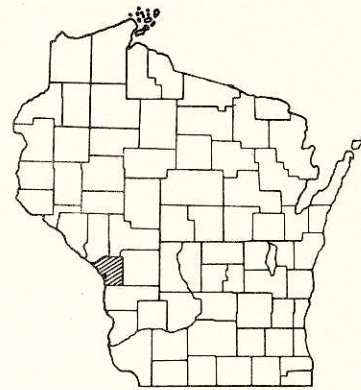
**CONSTRUCTION BARRICADE**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:  
 DATE 2-5-63 J. D. Pelt ENGINEER OF DESIGN  
 APPROVED: P. C. Posthum STATE HIGHWAY ENGINEER  
 DATE 2/16/63

**INDEX OF SHEETS**

- SHEET NO. 1 TITLE
- SHEET NO. 2-2.3 TYPICAL CROSS SECTIONS & MISCELLANEOUS DETAILS
- SHEET NO. 3 ESTIMATE OF QUANTITIES
- SHEET NO. 3A MISCELLANEOUS QUANTITIES
- SHEET NO. — RIGHT OF WAY PLAT
- SHEET NO. 4-5 PLAN AND PROFILE STA. 51+45.48 TO STA. 85+35.78
- SHEET NO. 6 STANDARD DETAILS
- SHEET NO. — DRAINAGE STRUCTURES
- SHEET NO. — CROSS SECTIONS



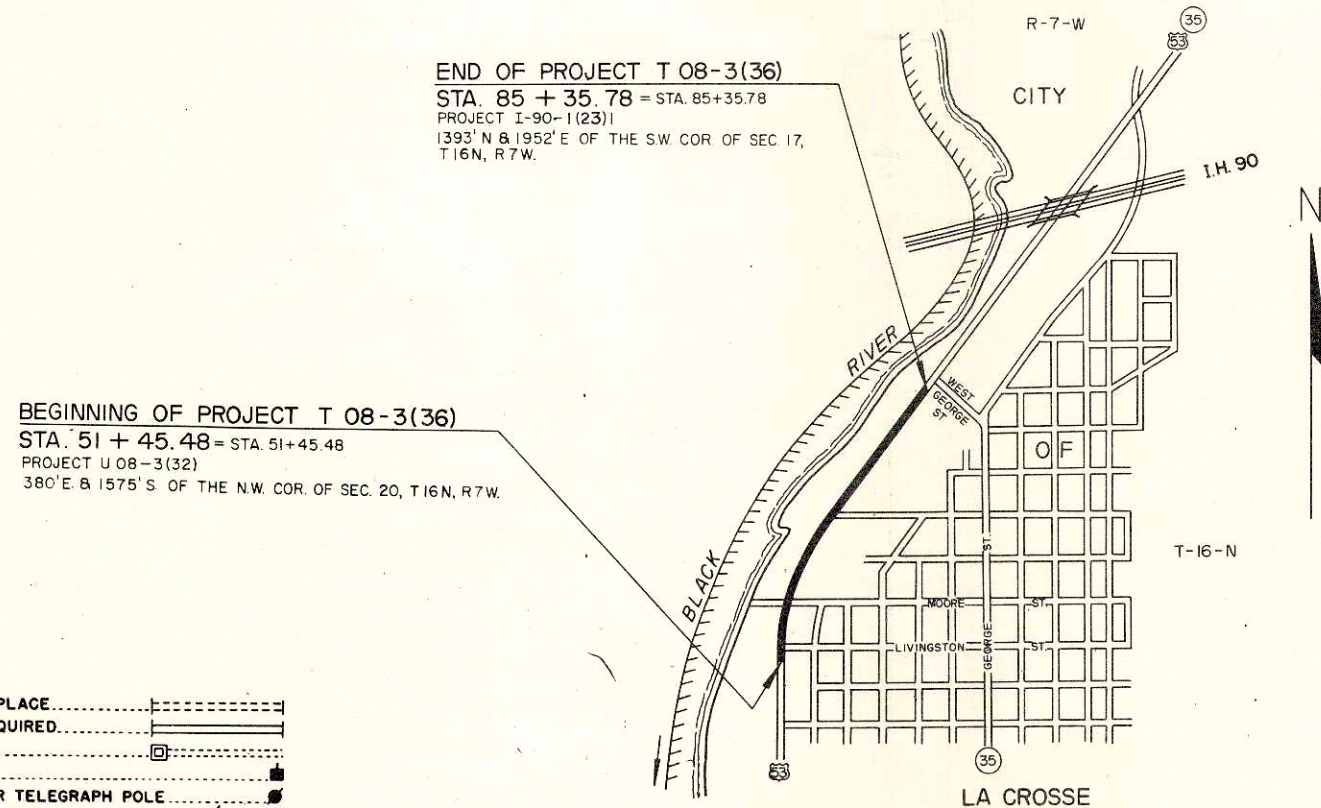
STATE OF WISCONSIN  
**STATE HIGHWAY COMMISSION OF WISCONSIN**

PLAN AND PROFILE OF PROPOSED  
**LA CROSSE - ONALASKA ROAD**  
(I.H. 90 - LIVINGSTON STREET)  
U.S.H. 53  
LA CROSSE COUNTY  
PROJECT T 08-3(36)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.3	22.36		4 WIS.	1	6

**CONTROL OF ACCESS**  
WITHIN LIMITS OF THE PROJECT WHERE CONTROL OF ACCESS LINE IS SHOWN THUS NO ACCESS IS PERMITTED.

PLAN 1 IN. = 100 FT.  
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.  
CROSS SECTIONS HOR. 1 IN. = 10 FT. VERT. 1 IN. = 10 FT.



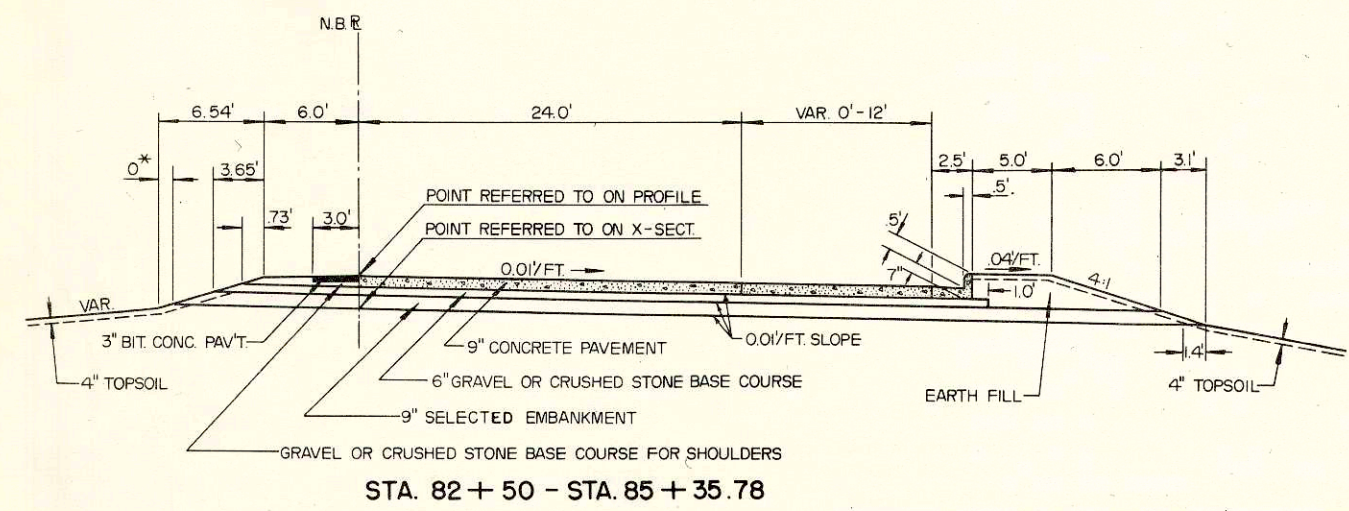
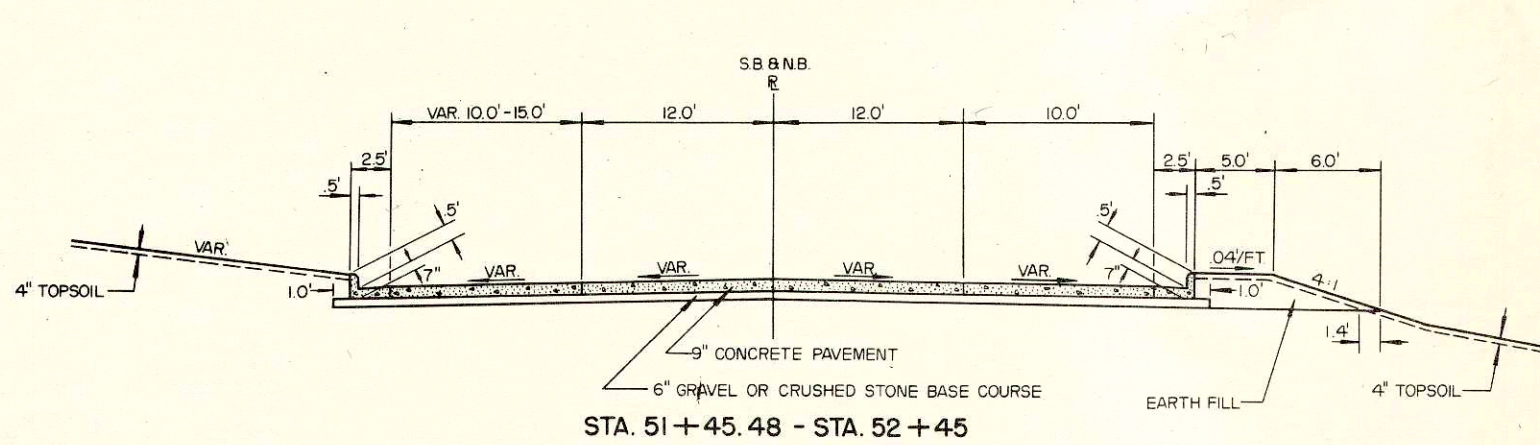
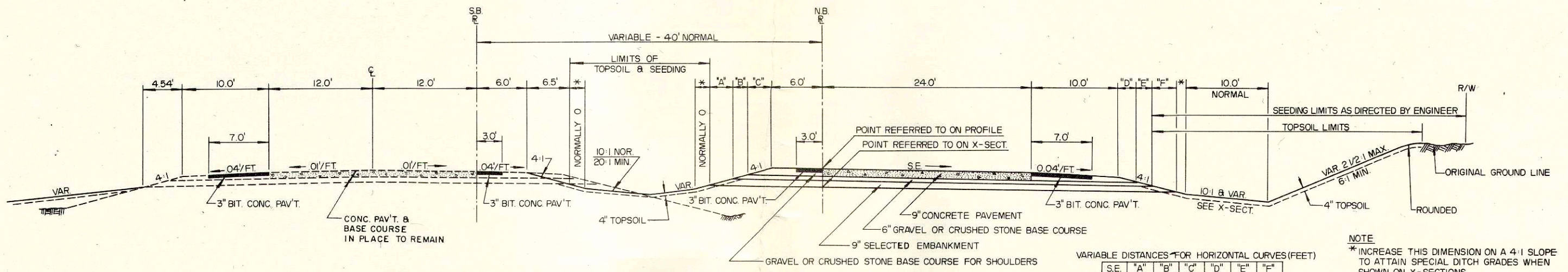
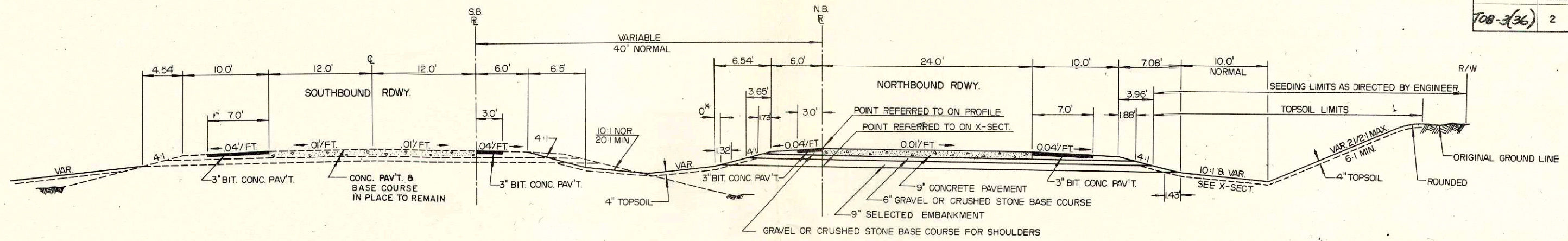
**LAYOUT**

SCALE 0 1/4 1/2 MI.  
TOTAL NET LENGTH OF CENTERLINE = 0.642 MI.

**CONVENTIONAL SIGNS**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>STATE LINE </li> <li>COUNTY LINE </li> <li>TOWNSHIP OR RANGE LINE </li> <li>SECTION LINE </li> <li>NEW RIGHT OF WAY LINE </li> <li>PRESENT RIGHT OF WAY LINE </li> <li>WIRE FENCE  WOVEN</li> <li>                   BARBED</li> <li>LOT LINE </li> <li>CORPORATE OR CITY LIMITS </li> <li>PROPERTY LINE  P.L. + 32.6</li> <li>TRAVELED WAY OR P.E. </li> <li>RAILROADS </li> <li>BASE OR SURVEY LINE  30</li> </ul> | <ul style="list-style-type: none"> <li>CULVERTS IN PLACE </li> <li>CULVERTS REQUIRED </li> <li>DROP INLET </li> <li>POWER POLE </li> <li>TELEPHONE OR TELEGRAPH POLE </li> <li>RIGHT OF WAY MARKERS </li> <li>REFERENCE STAKE FOR HUBS ONLY </li> <li>MARSH </li> <li>HEDGE </li> <li>TREES </li> <li>GROUND ELEVATION  DATUM LINE 71.9</li> <li>GRADE ELEVATION  DATUM LINE 73.16</li> </ul> |
|---|---|

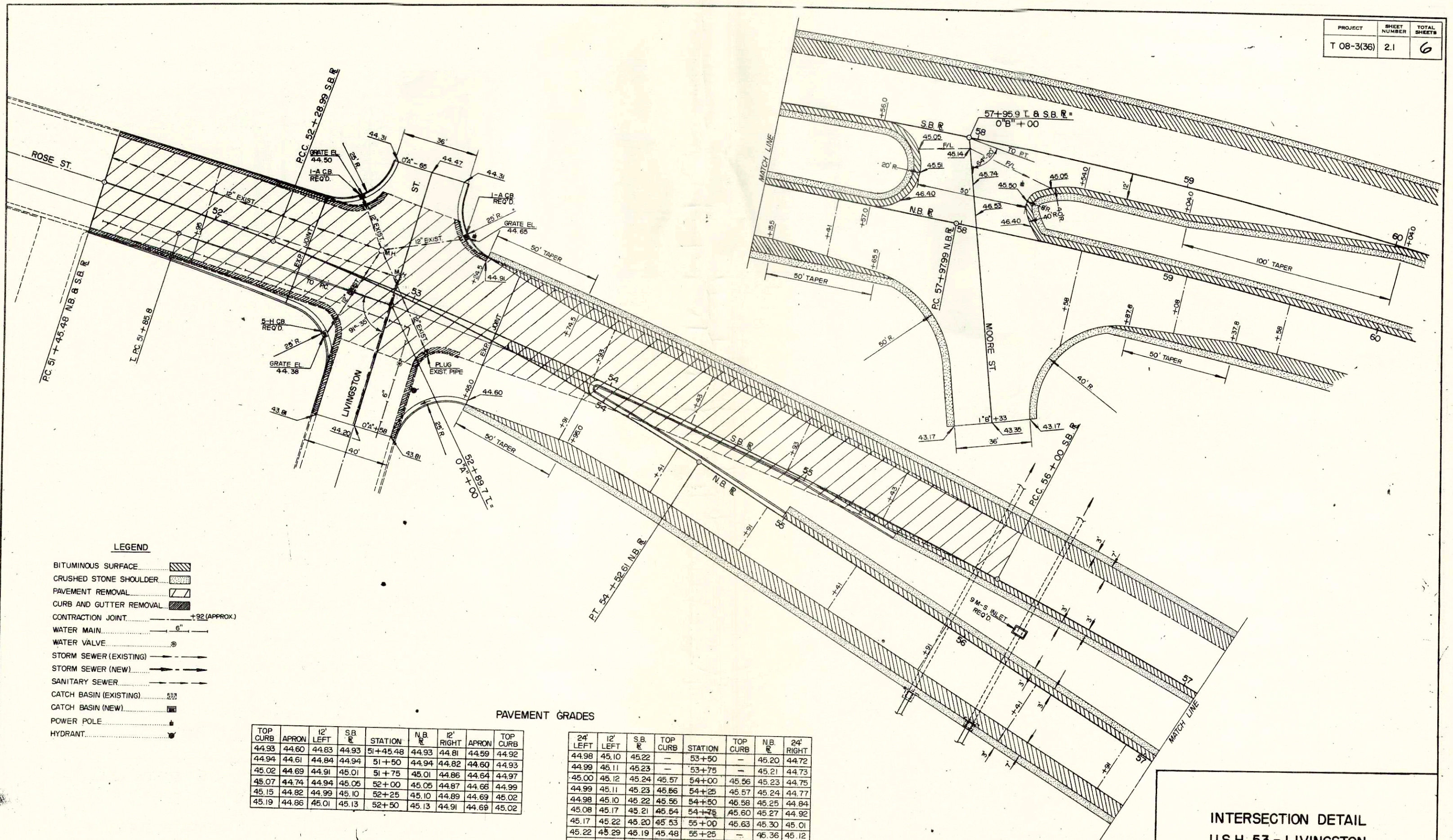
STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR <u>J.E.C.</u>	NOTE BOOK <u>L.L.</u>
DIVISION COMPUTER <u>D.P.A.</u>	N. O. CHECKER <u>W.H.B.</u>
DISTRICT CHECKER <u>H.K.B.</u>	CORRECT
CORRECT:	
DATE <u>5-17-66</u>	<u>H.J. Fiedler</u> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE <u>7/19/66</u>	<u>E.J. Rybitz</u> CHIEF DESIGN ENGINEER
APPROVED:	
DATE <u>7/21/66</u>	<u>H.J. Juremista</u> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	



**GENERAL NOTES**

1. THE NORTHBOUND REFERENCE LINE (N.B.R.) IS THE MEDIAN EDGE OF THE NORTHBOUND PAVEMENT. THE SOUTHBOUND REFERENCE LINE (S.B.R.) IS THE MEDIAN EDGE OF THE SOUTHBOUND PAVEMENT.
2. RATE OF SUPERELEVATION AND LENGTH OF TRANSITION ARE SHOWN ON THE PLANS. TRANSITION LENGTHS SHALL BE ESTABLISHED TO PROVIDE TWO - THIRDS OF THE TOTAL LENGTH ON THE TANGENT AND ONE - THIRD WITHIN THE CURVE.
3. CURVE DATA IS BASED ON ARC DEFINITION.
4. WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE, OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, 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 DIRECTED BY THE ENGINEER.
5. SHEETS 4 & 5 INCLUDED TO SHOW PROFILE AND ALIGNMENT ONLY. OTHER INFORMATION NOT PERTINENT TO THIS CONTRACT.

TYPICAL CROSS SECTION FOR  
40' ROADWAY  
CURB AND GUTTER SECTIONS



**LEGEND**

- BITUMINOUS SURFACE
- CRUSHED STONE SHOULDER
- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- CONTRACTION JOINT +92 (APPROX.)
- WATER MAIN 6"
- WATER VALVE
- STORM SEWER (EXISTING)
- STORM SEWER (NEW)
- SANITARY SEWER
- CATCH BASIN (EXISTING)
- CATCH BASIN (NEW)
- POWER POLE
- HYDRANT

**PAVEMENT GRADES**

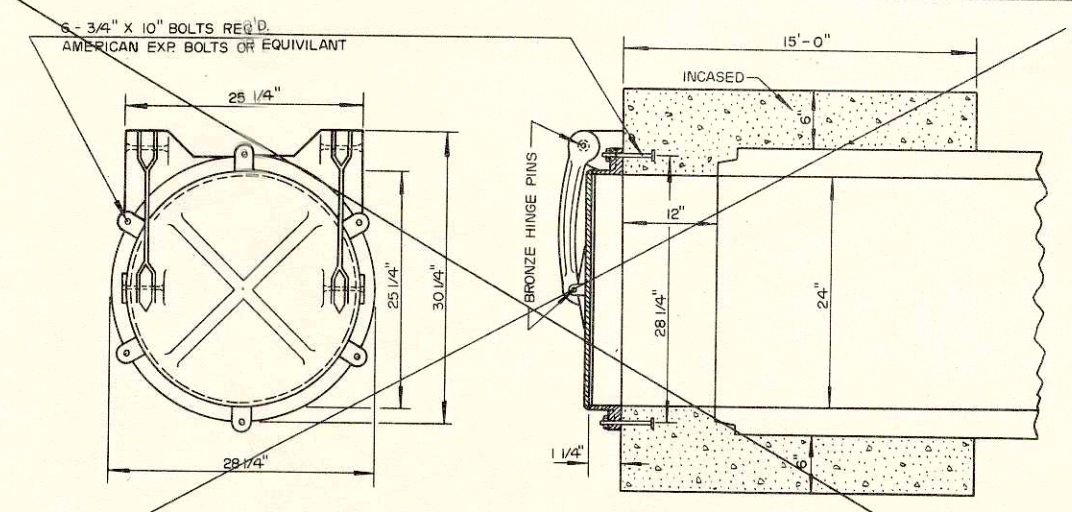
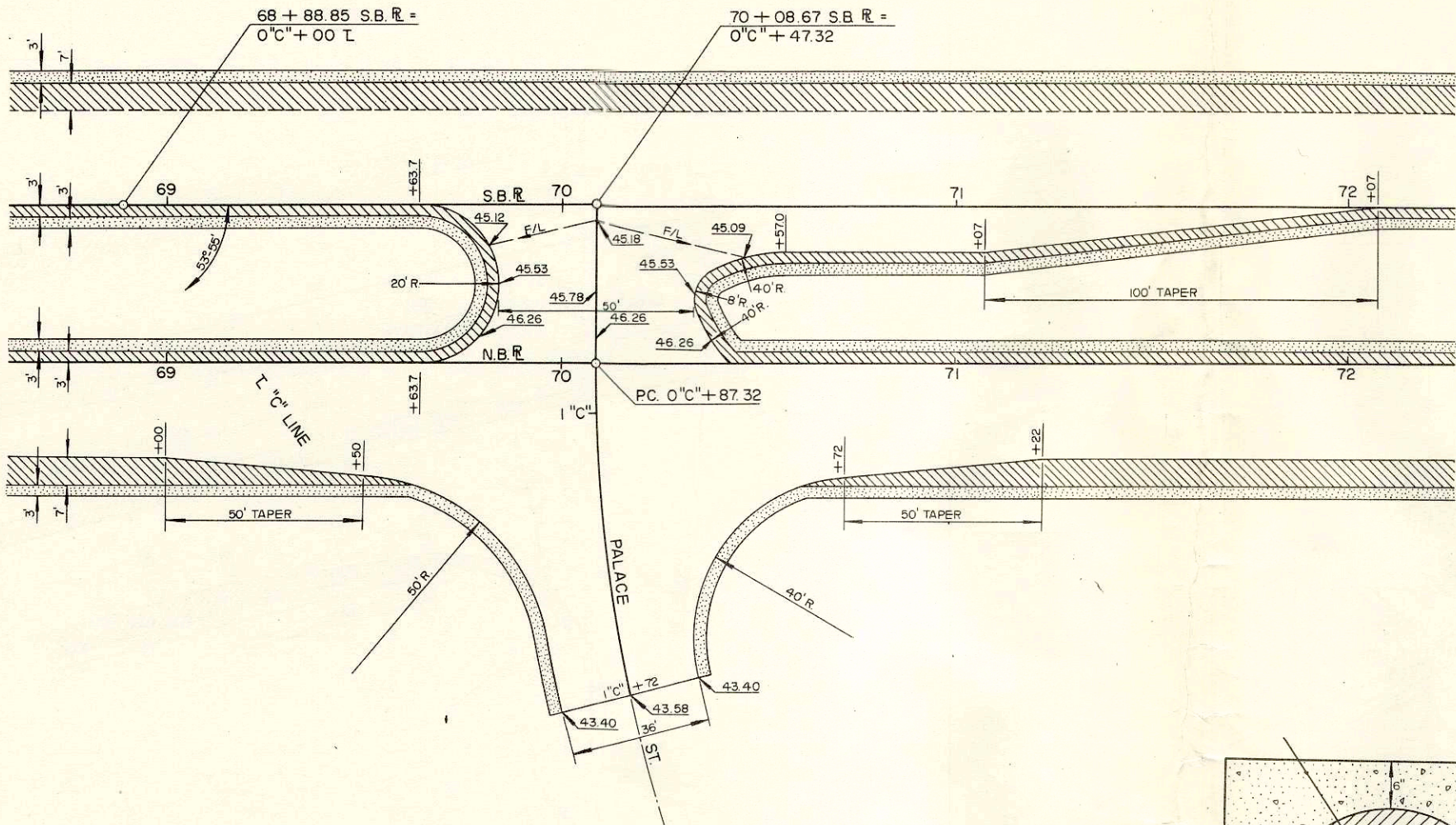
TOP CURB	APRON	12' LEFT	S.B. R	STATION	N.B. R	12' RIGHT	APRON	TOP CURB
44.93	44.60	44.83	44.93	51+45.48	44.93	44.81	44.59	44.92
44.94	44.61	44.84	44.94	51+50	44.94	44.82	44.60	44.93
45.02	44.69	44.91	45.01	51+75	45.01	44.86	44.64	44.97
45.07	44.74	44.94	45.05	52+00	45.05	44.87	44.66	44.99
45.15	44.82	44.99	45.10	52+25	45.10	44.89	44.69	45.02
45.19	44.86	45.01	45.13	52+50	45.13	44.91	44.69	45.02

24' LEFT	12' LEFT	S.B. R	TOP CURB	STATION	TOP CURB	N.B. R	24' RIGHT
44.98	45.10	45.22	-	53+50	-	45.20	44.72
44.99	45.11	45.23	-	53+75	-	45.21	44.73
45.00	45.12	45.24	45.57	54+00	45.56	45.23	44.75
44.99	45.11	45.23	45.56	54+25	45.57	45.24	44.77
44.98	45.10	45.22	45.55	54+50	45.58	45.25	44.84
45.08	45.17	45.21	45.54	54+75	45.60	45.27	44.92
45.17	45.22	45.20	45.53	55+00	45.63	45.30	45.01
45.22	45.29	45.19	45.48	55+25	-	45.36	45.12
45.36	45.34	45.17	45.38	55+50	-	45.44	45.20
45.46	45.40	45.16	-	55+75	-	45.52	45.28
45.55	45.46	45.15	-	56+00	-	45.63	45.39

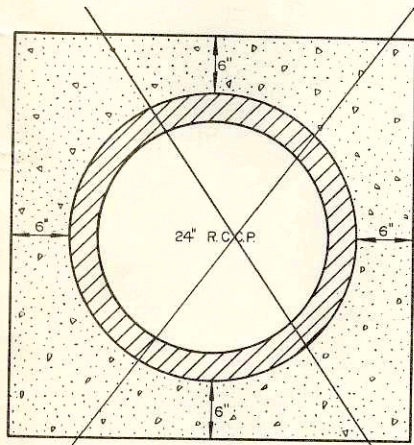
**INTERSECTION DETAIL  
U.S. 53 - LIVINGSTON  
AND MOORE STREETS**

SCALE: 1" = 20'

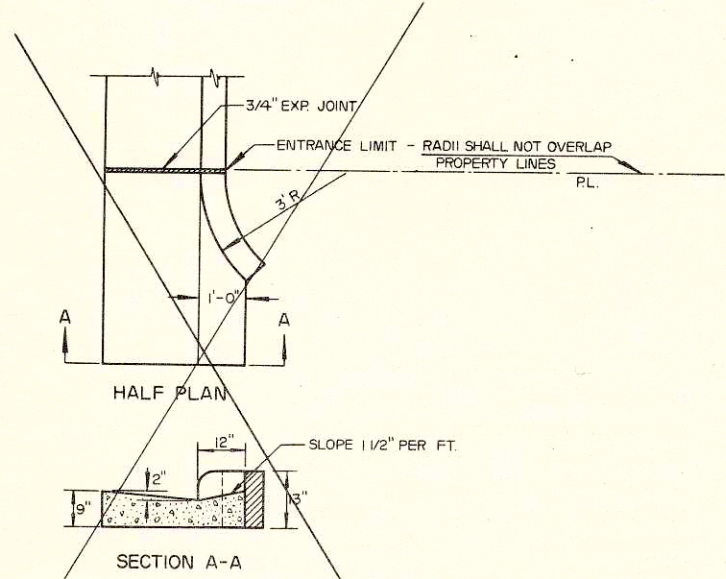
PROJECT	SHEET NUMBER	TOTAL SHEETS
T 08-3(36)	2.2	6



**AUTOMATIC DRAINAGE GATE DETAIL**  
NEENAH FOUNDRY CO. CAT. NO. R-5050 OR EQUIVALENT



**SECTION OF INCASED CULVERT PIPE**



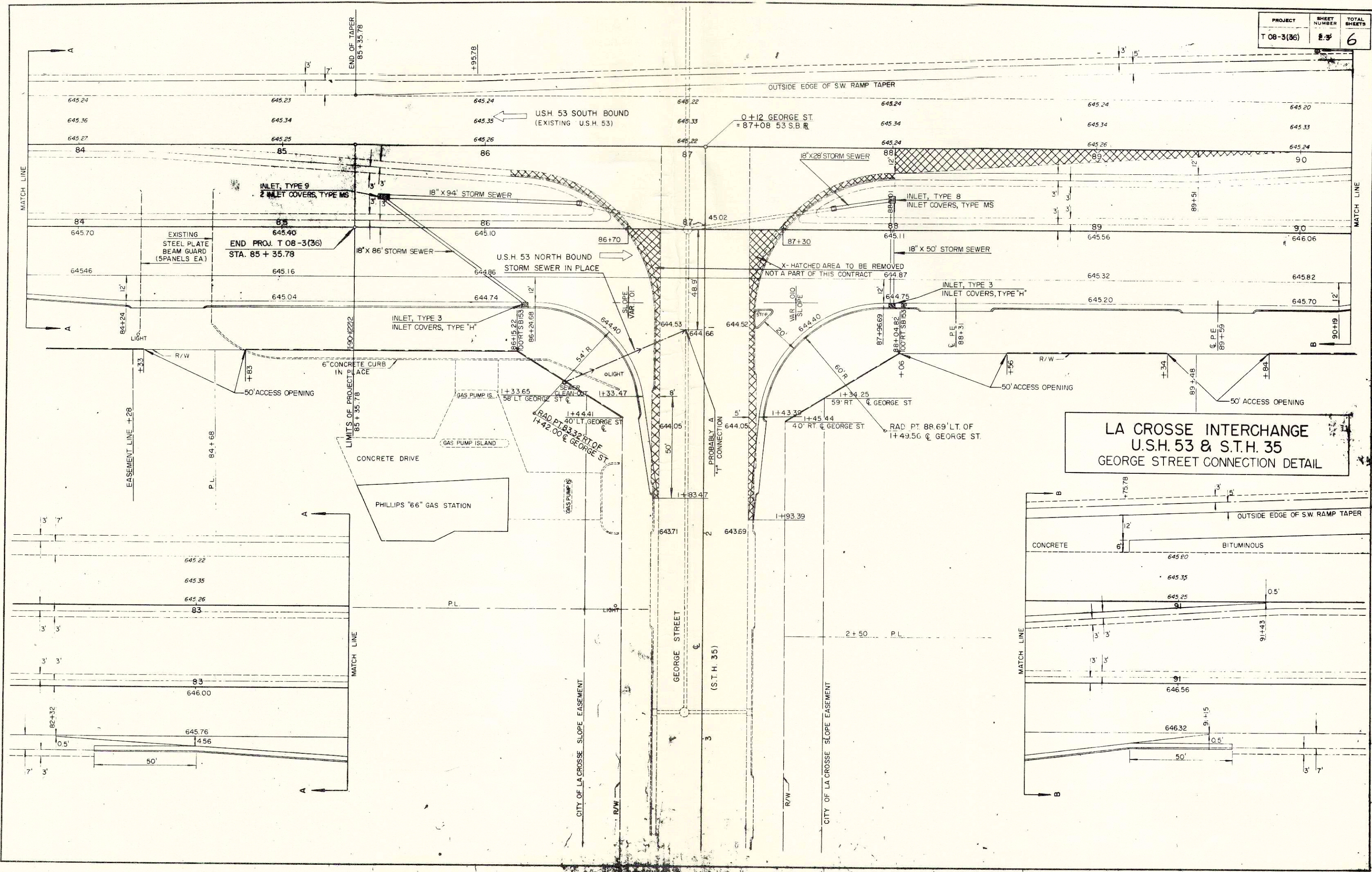
**PRIVATE ENTRANCE DETAIL**

APPLICABLE STANDARD DETAIL DRAWINGS

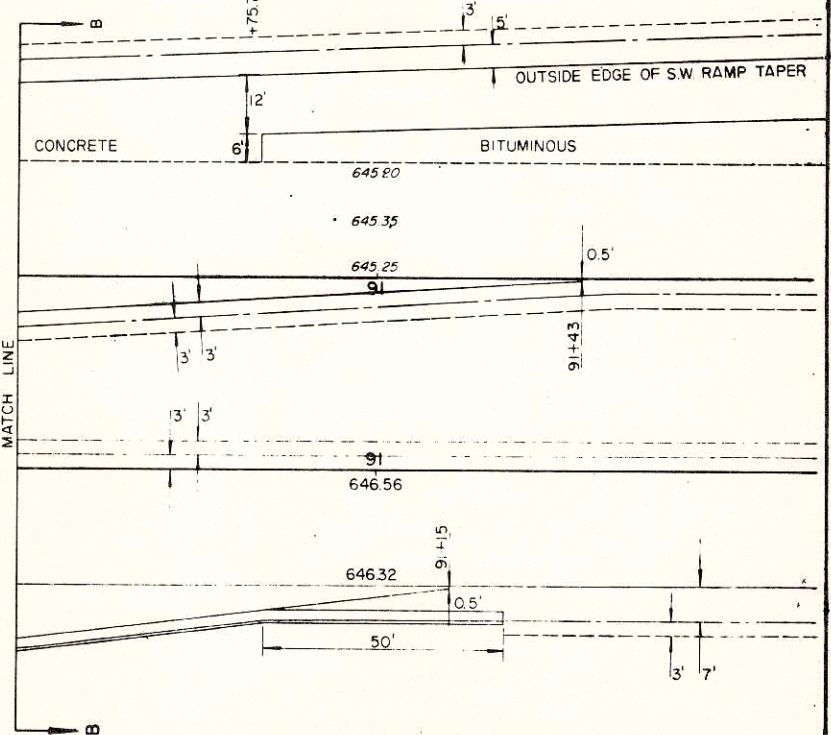
7-4.1.4 CONSTRUCTION BARRICADE

**INTERSECTION DETAIL**  
U.S.H. 53 - PALACE STREET  
SCALE 1" = 20'

**PRIVATE ENTRANCE,**  
**INCASED CULVERT PIPE**  
**AND AUTOMATIC DRAINAGE GATE**  
**DETAILS**



**LA CROSSE INTERCHANGE**  
**U.S.H. 53 & S.T.H. 35**  
**GEORGE STREET CONNECTION DETAIL**







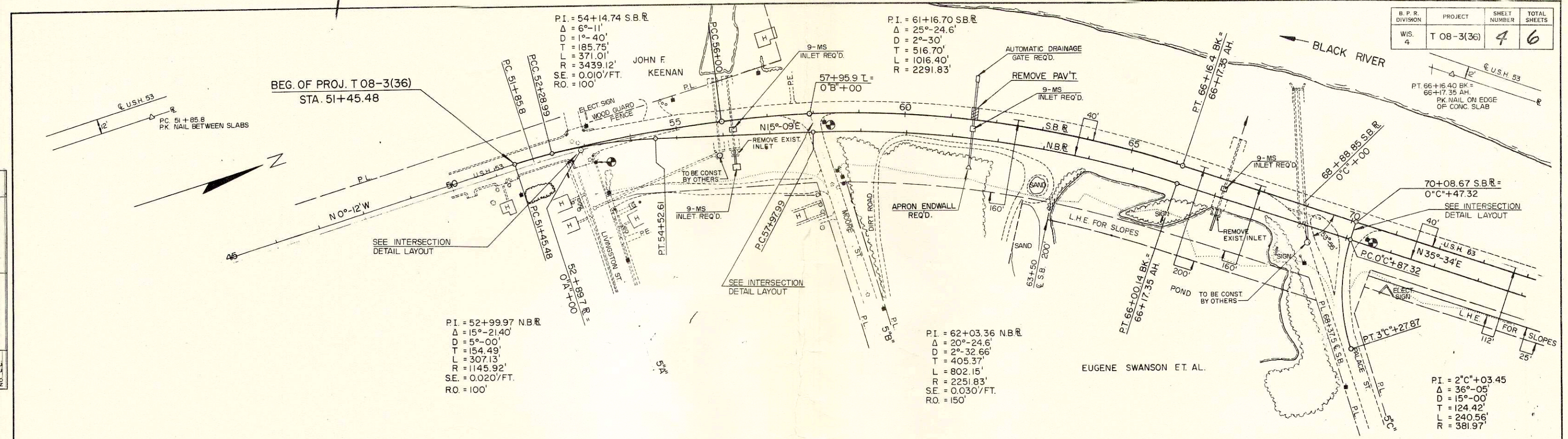
# DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

## GRAVEL OR CRUSHED STONE BASE COURSE

Sta. - Sta.	Location	Tons
53+45 - 53+95	N.B. USH 53	73
53+95 - 55+00	N.B. USH 53	148
55+00 - 57+97.99	N.B. USH 53	480
57+97.99 - 66+00.14" BK"	N.B. USH 53	1,335
57+95.9 S.B. R/L	Median Crossover Moore St.	95
57+95.9 S.B. R/L	12' Lane to S.B. USH 53	37
57+95.9 S.B. R/L	100' Taper to S.B. USH 53	54
0" B" +82 - 1" B" +33	Moore Street	103
66+17.35" AH" - 83+00	N.B. USH 53	2,713
70+08.67 S.B. R/L	Median Crossover Palace St.	91
70+08.67 S.B. R/L	12' Lane to S.B. USH 53	37
70+08.67 S.B. R/L	100' Taper to S.B. USH 53	54
1" C" +64 - 2" C" +10	Palace Street	94
83+00 - 84+24	N.B. USH 53	96
84+24 - 85+35.78	N.B. USH 53	188
Undistributed ± 5%		282

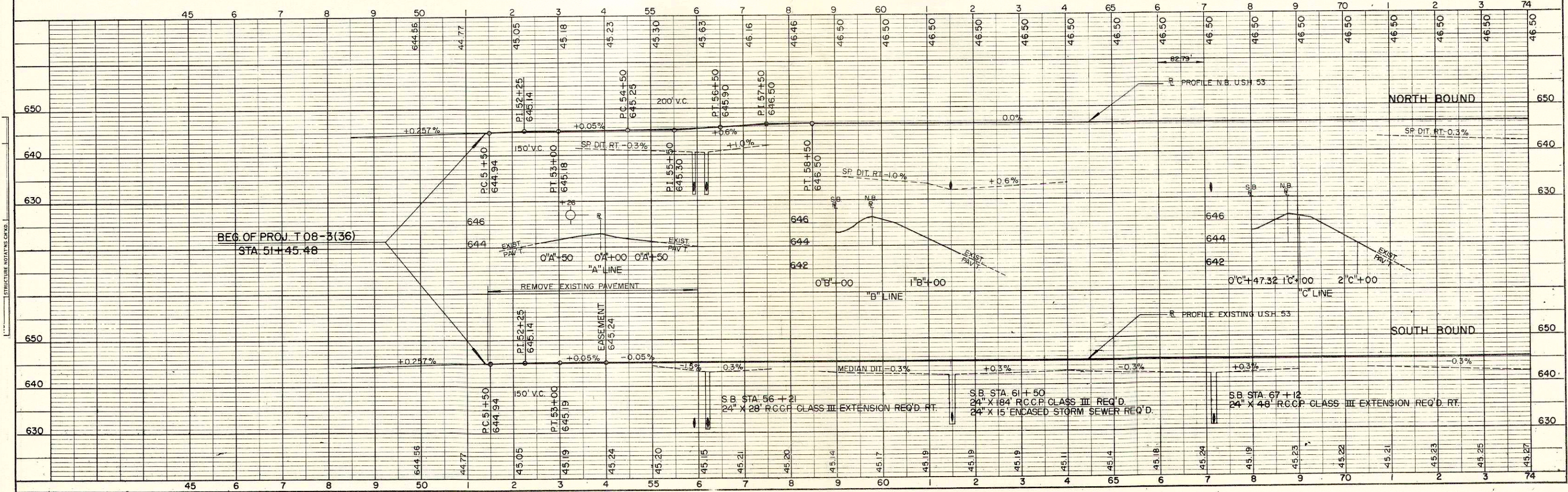
PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(36)	3A	6

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 08-3(36)	4	6



NET LENGTH OF S.B. R STA. 51 + 45.48 - STA. 74 + 00 = 2253.57 LIN. FT.

BENCH MARKS  
 B.M.#1 STA. 53+13 FIRE PLUG N.E. COR. LIVINGSTON ST. EL. 647.840  
 B.M.#2 STA. 58+28 POWER POLE 17' RT. S.B.R. EL. 645.093  
 B.M.#3 STA. 70+41 POWER POLE 25' RT. S.B.R. EL. 645.640

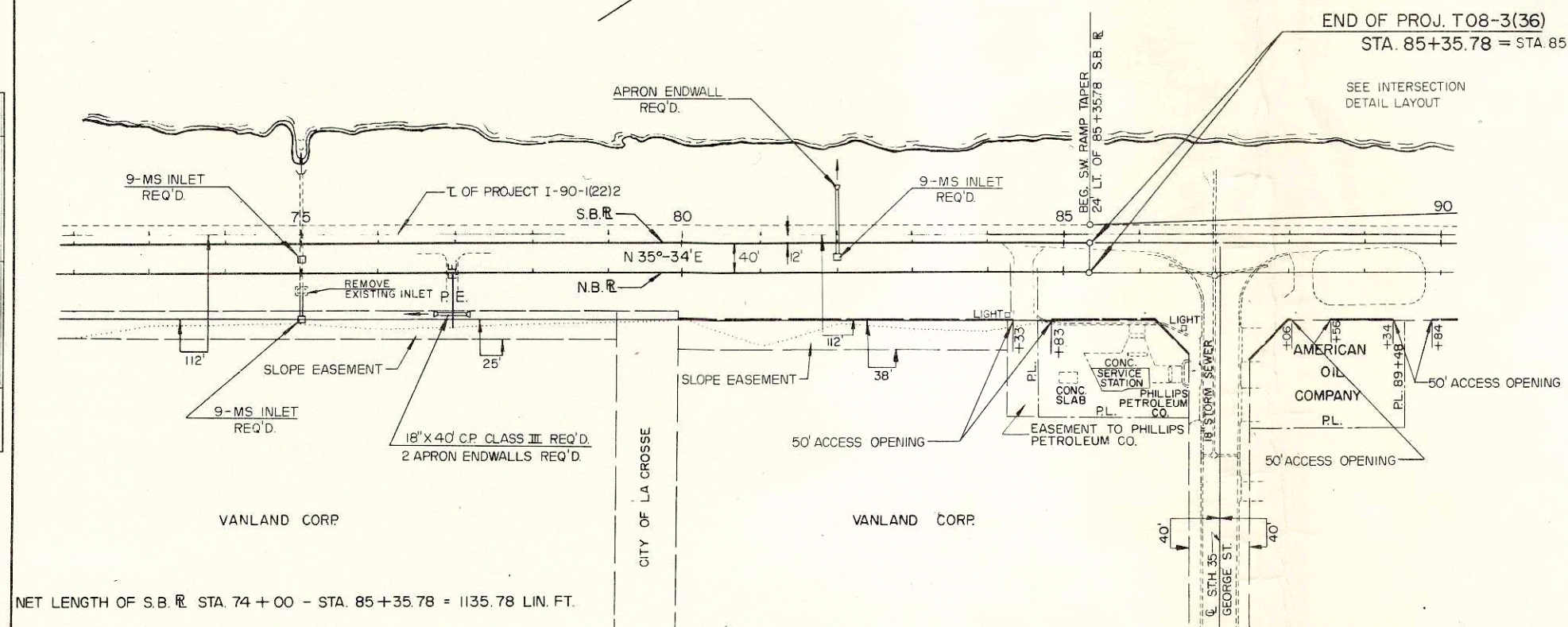


B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	T 08-3(36)	5	6

BLACK RIVER

END OF PROJ. T08-3(36)  
STA. 85+35.78 = STA. 85+35.78 PROJ. I-90-1(23)I

SEE INTERSECTION  
DETAIL LAYOUT



NET LENGTH OF S.B. R. STA. 74+00 - STA. 85+35.78 = 1135.78 LIN. FT.

BENCH MARK  
B.M. #4 CHIS □ W. END CONC. CULVERT HEADWALL ATM-36 EL. 634.690  
STA. 104+ RT.

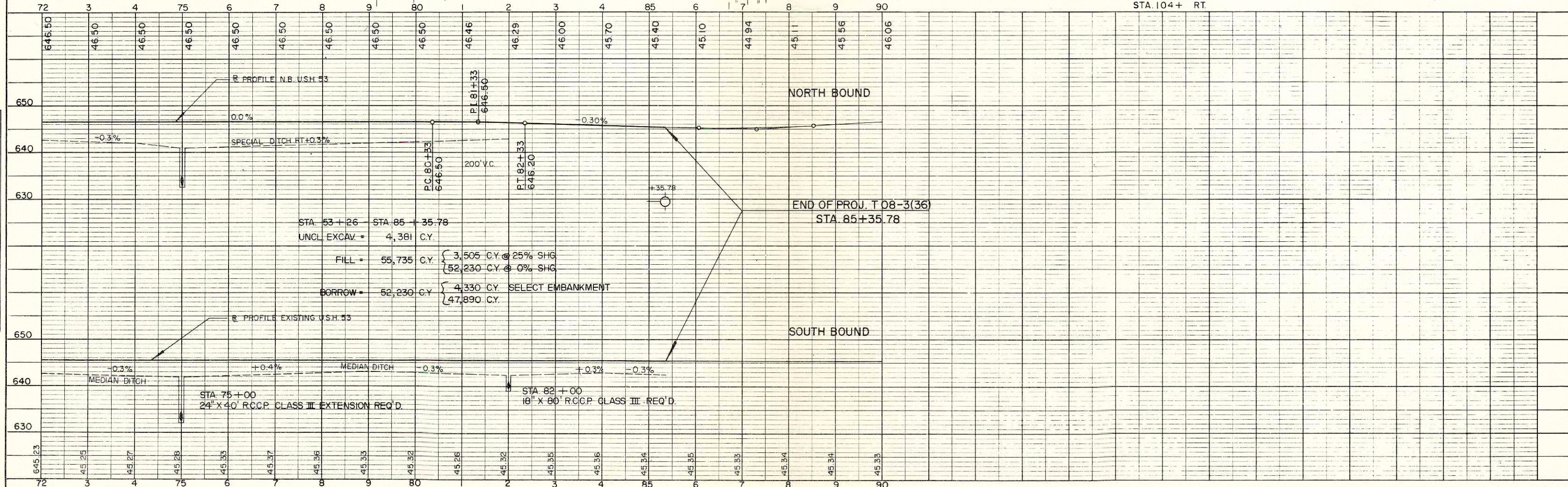
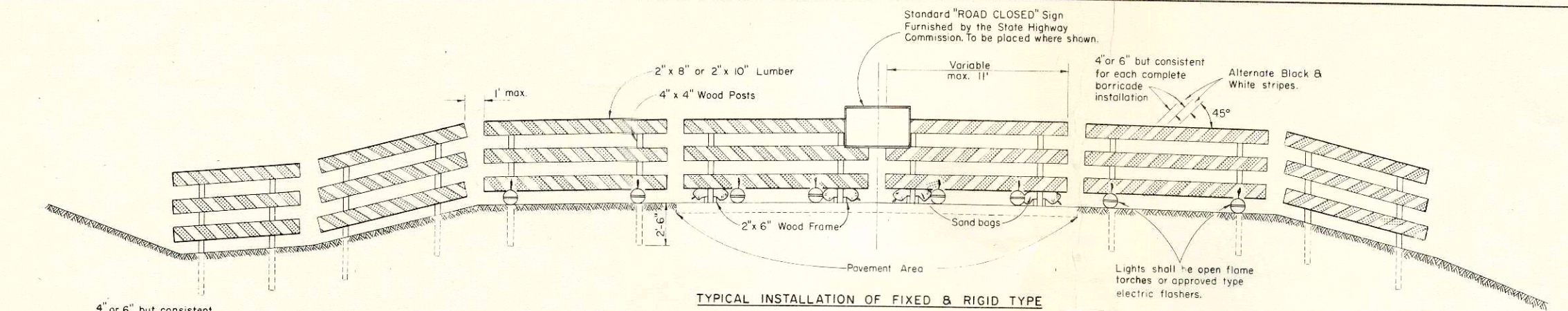
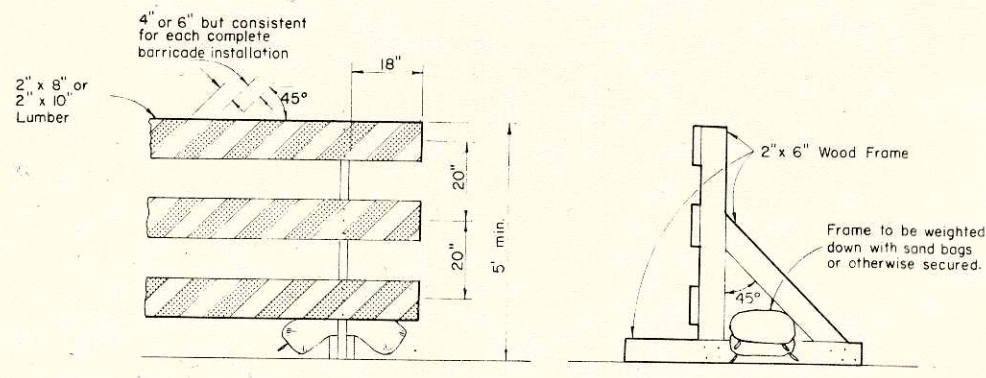


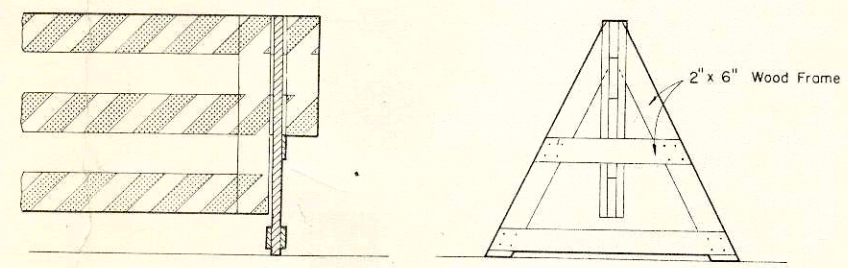
PLATE 1-PLAN-PROFILE O. P. & S. R. C.  
MADE AND PRINTED IN U.S.A.  
MERRILL ENGINEERING COMPANY, INC.



TYPICAL INSTALLATION OF FIXED & RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

**CLASS I BARRICADE**

**GENERAL NOTES:**

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications for the duration of the project at all points of highway closure. Barricades shall be pointed as shown hereon and structurally maintained for maximum visibility at all times, for the duration of the respective project.

**CLASS I BARRICADE**

Shall be used at points of closure where road is closed to traffic. Gates or movable sections of barricade shall be provided when necessary, for access of equipment or other authorized vehicles only.

**CLASS II BARRICADE**

May be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

**LUMBER & FABRICATION**

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent wood-working practices.

**PAINTING**

Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Codic Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

**DIRECTION OF DIAGONAL STRIPES**

Where a barricade extends entirely across the roadway and no vehicle access provision, the stripes shall slope downward toward the highway centerline.

Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.

Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.

**MEASUREMENT & PAYMENT**

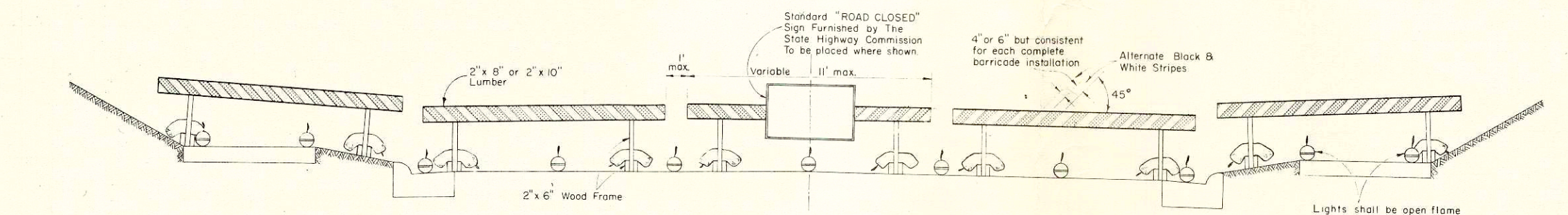
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

**NOTE:**

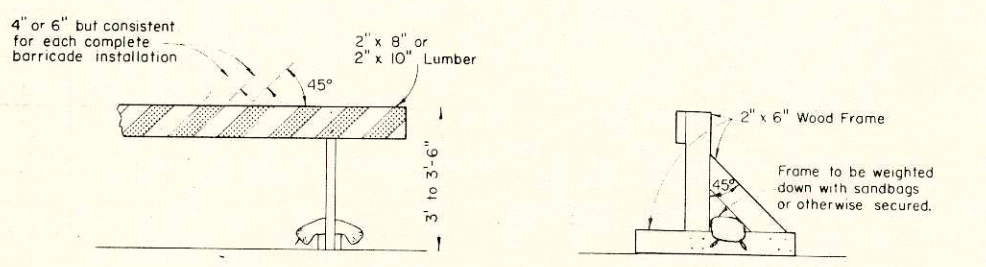
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

**NOTE:**

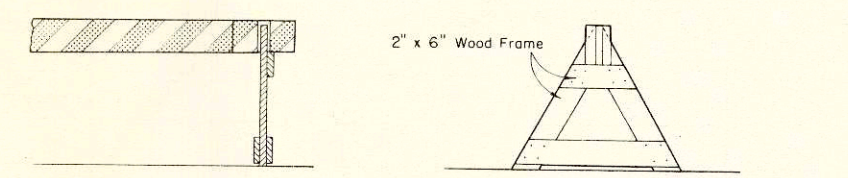
All lumber or timber dimensions shown hereon are nominal.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

**CLASS II BARRICADE**

**CONSTRUCTION BARRICADE**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 3-5-63 J. D. Pitt ENGINEER OF DESIGN

APPROVED

DATE 2/16/63 E. C. Porellin STATE HIGHWAY ENGINEER