

Sheet Number	Total Sheets
1	

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

MAIN STREET, CITY OF LA CROSSE

7 TH. STREET — WEST AVENUE

LA CROSSE COUNTY

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
5991 - 5 - 06	M 7402(001)

Scales
 Plan 1 in. = 20 ft.
 Profile Hor. 1 in. = 20 ft. Vert. 1 in. = 1 ft.
 Cross Sections Hor. 1 in. = 5' Vert. 1 in. = 2'

Index of Sheets

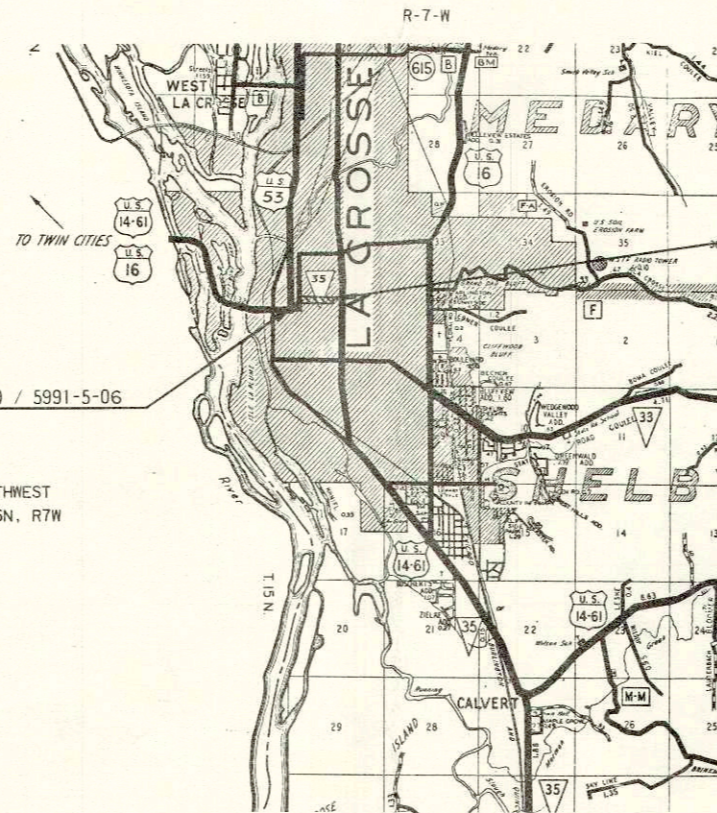
Sheet No.	1	Title
Sheet No.	2	Typical Cross Sections
Sheet No.	3	Estimate of Quantities
Sheet No.	3	Miscellaneous Quantities
Sheet No.	-	Right of Way Plat
Sheet No.	5-5.2	Plan and Profile STA. 0+00 TO STA. 16+80
Sheet No.	6-6.2	Standard Details
Sheet No.	-	Structure Plans
Sheet No.	8-8.2	Cross Sections

Total Sheets = 12



Design Designation

A. D. T.	1973	=	8000
A. D. T.	1993	=	10,000
D. H. V.	(ONE WAY)	=	550
D.		=	55%
T.		=	5%
V.		=	25 MPH



BEGIN PROJECT M 7402(001) / 5991-5-06
 STATION 0 + 00
 N = 662,756 (± 200')
 E = 1,670,983 (± 200')
 590 FEET EAST OF THE SOUTHWEST
 CORNER OF SECTION 32, T16N, R7W

END PROJECT M 7402(001) / 5991-5-06
 STATION 16 + 80
 N = 662,748 (± 200')
 E = 1,672,668 (± 200')
 2270 FEET EAST OF THE SOUTHWEST
 CORNER OF SECTION 32, T16N, R7W

Layout
 Scale 0 1 MILE

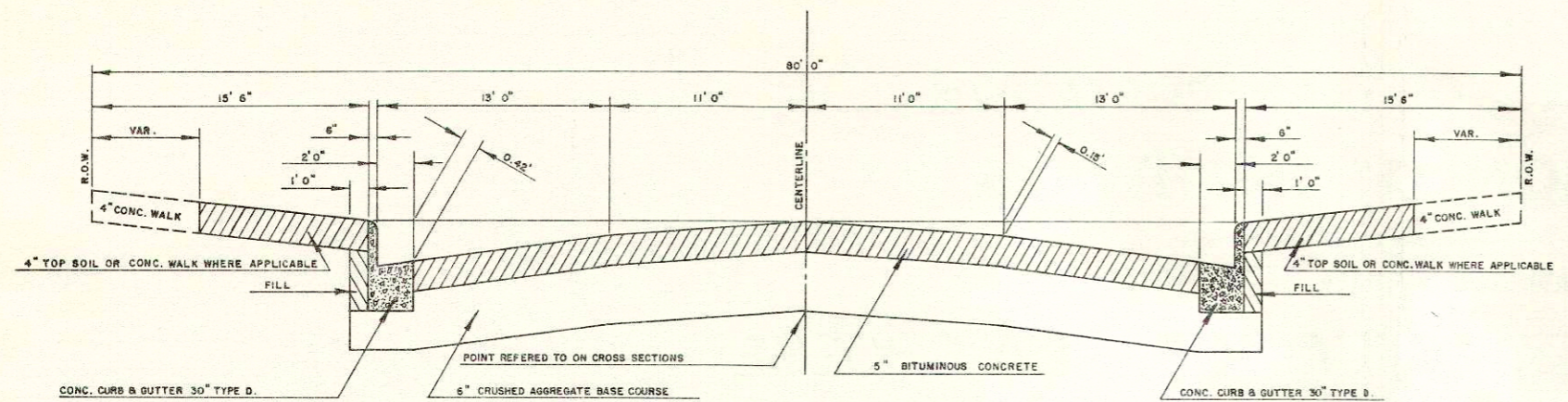
Total Net Length of Centerline = 0.318 MI. URBAN

Conventional Signs

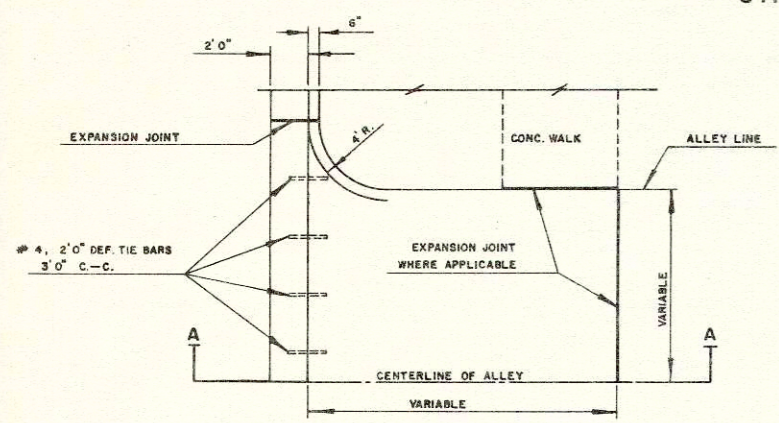
State Line	.....	Culverts in Place	.....
County Line	.....	Culverts Required	.....
Township or Range Line	.....	Drop Inlet	.....
Section Line	.....	Power Pole	.....
New Right of Way Line	.....	Telephone or Telegraph Pole	.....
Present Right of Way Line	.....	Right of Way Markers	.....
Wire Fence { Woven	.....	Reference Stake for Hubs Only	.....
{ Barbed	.....	Marsh	.....
Lot Line	.....	Hedge	.....
Corporate or City Limits	.....	Trees	.....
Property Line	.....	Ground Elevation	Datum Line 73.9
Traveled Way or P. E.	.....	Grade Elevation	Datum Line 76.16
Railroads	.....	
Base or Survey Line	.....	

COORDINATES SHOWN ARE WISCONSIN COORDINATE SYSTEM SOUTH ZONE COORDINATES AND ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, LA CROSSE, WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.

APPROVED FOR CITY OF LA CROSSE	
DATE 5/14/73	Bernard A. Muller CITY ENGINEER
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
SURVEYOR CITY OF LA CROSSE	DISTRICT CHECKER RVR
DESIGNER RDE	C.O. CHECKER RAH
Correct:	
DATE 5/14/73	J. L. Schneider District Engineer
Recommended for Approval:	
DATE 5/24/73	J. C. Heened CHIEF OF FACILITIES DEVELOPMENT
Approved:	
DATE 5/25/73	A. S. Tiedler State Highway Engineer
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WISCONSIN DIVISION	
Approved:	
DATE	Division Engineer

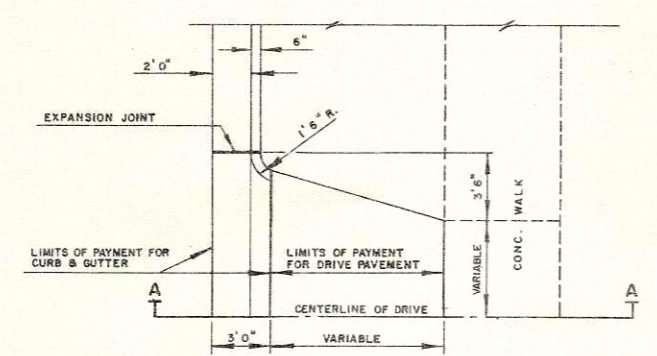


TYPICAL CROSS SECTION - 7TH. STREET TO WEST AVENUE
 STATION 0+00 TO STATION 16+80



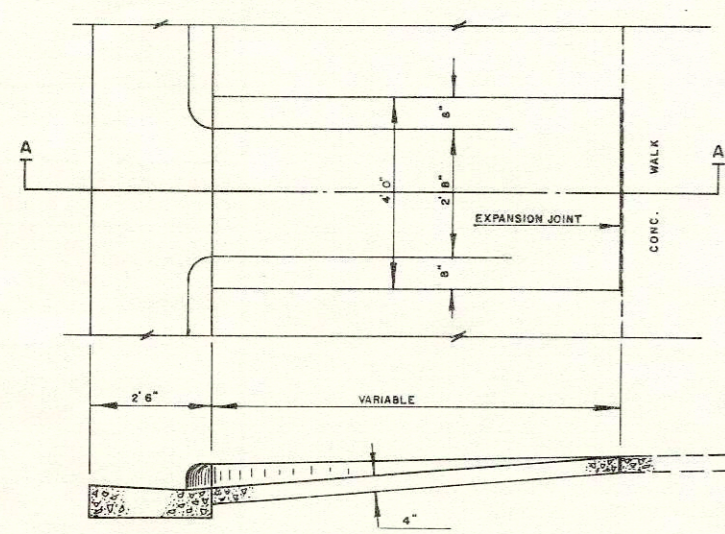
SECTION A-A

HALF ALLEY APPROACH PAVEMENT



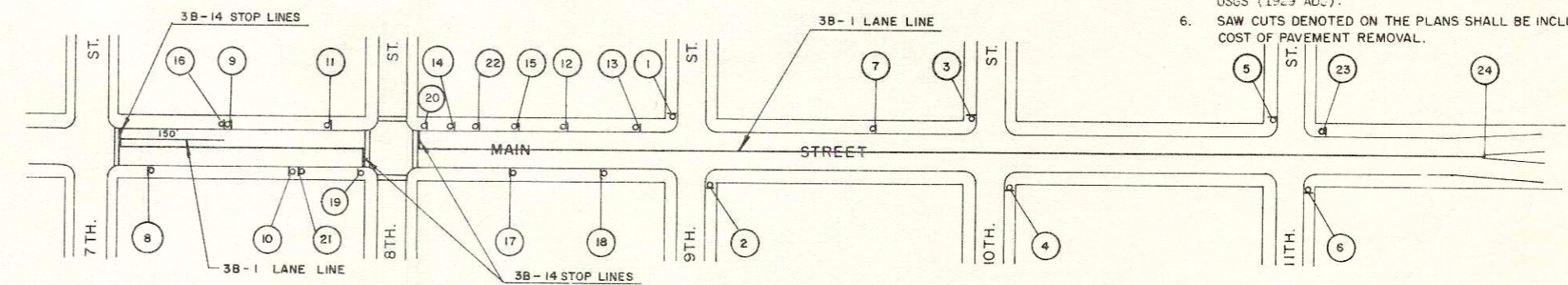
SECTION A-A

HALF PRIVATE ENTRANCE PAVEMENT



SECTION A-A

HANDICAP RAMP DETAILS



SIGN NUMBER	CODE
1,2,3,4,5,6	R 1-1 (2) STOP SIGN
7	S 1-1 (2) SCHOOL SIGN
8,9,10,11,12,13	R 7-5 (2) 2HR. PARKING - 8:00A.M. TO 6:00 P.M. EXCEPT SUNDAYS
14,15	R 7-54(2) NO PARKING DURING SCHOOL HOURS
16	R 7-51 (2) NO PARKING HERE TO CORNER
17,18	R 7-5 (2) 1 HR. PARKING - 8:00A.M. TO 6:00 P.M. EXCEPT SUNDAYS
19,20	S 2-1 (2) SCHOOL CROSSING
21,22	R 2-51 (2) SCHOOL SPEED LIMIT
23	R 7-1 (2) NO PARKING ANY TIME
24	R 4-7 (2) KEEP RIGHT

MARKING & SIGNING DETAILS
 (THIS WORK WILL BE DONE BY THE CITY OF LA CROSSE)

- STANDARD DETAIL DRAWINGS
- 8A1-2 CATCH BASINS TYPE 1 AND CATCH BASIN COVERS
 - 8D1-1 CONCRETE CURB, GUTTER, COMBINATION CURB AND GUTTER, SURFACE DRAIN
 - 15C1-2 CONSTRUCTION BARRICADE

- UTILITIES INVOLVED
- CITY OF LA CROSSE
 SANITARY SEWER (DIRECTOR OF PUBLIC WORKS)
 STORM SEWER (CITY HALL)
 WATER MAIN (785-2060)
- NORTHERN STATES POWER COMPANY
 ELECTRIC DISTRIBUTION (122 5th AVE. NORTH)
 GAS DISTRIBUTION (782-8110)
- LA CROSSE TELEPHONE COMPANY
 TELEPHONE CONDUIT (4th & DIVISION ST.)
 AERIAL CABLE (782-9956)

- GENERAL NOTES
1. WHEN THE QUANTITY OF THE ITEM OF BASE 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 AS DIRECTED BY THE ENGINEER.
 2. TOPSOIL SHALL BE PLACED AS SHOWN ON THE PLANS TO AN APPROXIMATE DEPTH OF FOUR (4) INCHES AT TIME OF PLACEMENT.
 3. 5-INCHES BITUMINOUS CONCRETE SHALL CONSIST OF 1 1/2" SURFACE COURSE AND TWO BINDER COURSES.
 4. THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 5. ADD 600.39 FEET TO CONVERT FROM CITY DATUM TO USGS (1929 ADJ.).
 6. SAW CUTS DENOTED ON THE PLANS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

TYPICAL CROSS SECTION
 FOR
 48' F-F. ROADWAY

ESTIMATE OF QUANTITIES

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS - EDITION 1969. APPROVED MARCH 3, 1969. FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 15, 1968 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO. 1
GRADING, BASE & BITUMINOUS
CONCRETE PAVEMENT

PROJECT ID 5991-5-06	SHEET NUMBER 3
PROJECT DESIGNATION M 7402 (001)	

SEC NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING PAVEMENT	REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING CATCH BASINS	REMOVING INLETS	UNCLASSIFIED EXCAVATION	FINISHING ROADWAY M 7402(001)	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE DRIVEWAY	CONCRETE ALLEY	CONCRETE CURB & GUTTER 30" TYPE D	CONCRETE SIDEWALK 4-INCH	CONCRETE SIDEWALK 6-INCH	EXTRA STRENGTH NON-REINFORCED CONC. PIPE STORM SEWER 8-IN.	REINFORCED CONCRETE PIPE CLASS III STORM SEWER 12-INCH	CATCH BASINS TYPE 1	CATCH BASIN COVERS TYPE A	ADJUSTING CATCH BASIN COVERS
	0 + 00 - 16 + 80	1680.0	88	88	286	3126	489	5	4	3897	1	2200	2605	156	119	167	3126	4046		12	164	5	5	9
	NO FEDERAL PARTICIPATION																	439	258					
	TOTAL																	4485						

TOPSOIL	FERTILIZER	SEEDING	ADJUSTING MANHOLE COVERS
S.Y.	CWT.	POUND	EACH
487	1	10	16
62501	62901	63002	61182

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING PAVEMENT

STA. - STA.	LOCATION	S.Y.
0 + 03 - 0 + 33	RT.	23.3
0 + 59 - 0 + 90	RT.	24.1
1 + 46 - 1 + 66	RT.	33.3
5 + 24 - 5 + 44	LT.	33.3
5 + 78 - 5 + 96	RT.	15.0
6 + 37 - 6 + 50	RT.	2.9
9 + 01 - 9 + 20	RT.	33.3
9 + 64 - 10 + 07	LT.	43.0
12 + 64 - 12 + 80	RT.	10.7
12 + 80 - 12 + 98	RT.	33.3
16 + 57 - 16 + 77	RT.	33.8

CONCRETE SIDEWALK 6-INCH

STA. - STA.	LOCATION	S.F.
9 + 64 - 10 + 07	LT.	258 - 100% CITY

CATCH BASINS & CONNECTIONS

STATION	TYPE CB	LOCATION	DEPTH	QUANTITY
10 + 72	1A	29' LT.	4' - 6"	20' R.C.P. CL. III STORM SEWER 12"
10 + 72	1A	29' RT.	3' - 6"	" " " " " "
11 + 19	1A	29' LT.	4' - 6"	28' " " " " " "
11 + 19	1A	29' RT.	3' - 6"	58' " " " " " "
14 + 56	1A	28' RT.	3' - 6"	12' EXTRA STRENGTH NON-REINFORCED PIPE STORM SEWER 8"

CONCRETE ALLEY

STA. - STA.	LOCATION	S.Y.
1 + 46.2 - 1 + 66.1	RT.	33.4
5 + 24 - 5 + 44	LT.	33.4
9 + 01.5 - 9 + 20.2	RT.	33.4
12 + 80 - 12 + 98.2	RT.	33.4
16 + 57 - 16 + 76.8	RT.	33.4

ADJUSTING MANHOLE COVERS

STATION	LOCATION	NO.
3 + 45	CENTERLINE	1
3 + 63	25' RT.	1
3 + 77	6' LT.	1
5 + 30	6' LT.	1
6 + 90	6' LT.	1
6 + 90	15' LT.	1
7 + 22	CENTERLINE	1
7 + 35	40' LT.	1
7 + 35	40' RT.	1
7 + 59	15' LT.	1
8 + 58	CENTERLINE	1
10 + 65	15' LT.	1
10 + 95	40' LT.	1
10 + 99	CENTERLINE	1
14 + 73	40' LT.	1
14 + 99	28' RT.	1

CONCRETE SIDEWALK 4-INCH

STA. - STA.	LOCATION	S.F.
1 + 66 - 2 + 13	RT.	45
2 + 32 - 2 + 40	RT.	61
3 + 11.8	LT.	160
3 + 11.8	RT.	160
3 + 77.8	LT.	154
3 + 77.8	RT.	154
3 + 77.8 - 4 + 78	RT.	200
5 + 17	RT.	22
5 + 53	RT.	23
5 + 44 - 6 + 69	LT.	250
6 + 69	LT.	68
6 + 12	RT.	30
6 + 89.8	LT.	137
6 + 89.8	RT.	120
7 + 55.8	LT.	120
7 + 55.8	RT.	126
7 + 87	LT.	181
8 + 17	RT.	26
8 + 73	LT.	49
8 + 91	RT.	26
9 + 35	LT.	45
9 + 37	RT.	32
9 + 50 - 10 + 66.1	LT.	439
10 + 08	RT.	24
10 + 30	RT.	24
10 + 66.1	LT.	150
10 + 66.1	RT.	141
10 + 66.1	LT.	162
11 + 32.1	RT.	156
11 + 32.1	LT.	129
12 + 12	RT.	27
12 + 64	LT.	27
13 + 08	LT.	31
13 + 11	RT.	23
13 + 53	RT.	21
14 + 00	LT.	41
14 + 09	RT.	17
14 + 44.2	LT.	126
14 + 44.2	RT.	132
15 + 10.2	LT.	129
15 + 10.2	RT.	120
15 + 42	LT.	36
15 + 71	RT.	23
15 + 94	LT.	18
16 + 33	LT.	45
16 + 33	RT.	18

CONCRETE DRIVEWAY

STA. - STA.	LOCATION	S.Y.
0 + 03 - 0 + 33	RT.	23.3
0 + 59 - 0 + 90	RT.	24.1
5 + 78 - 5 + 96	RT.	15.0
6 + 37 - 6 + 50	RT.	2.9
9 + 64 - 10 + 07	LT.	43.0
12 + 64 - 12 + 80	RT.	10.7

CONCRETE CURB AND GUTTER 30" TYPE D

STA.	STA.	LOCATION	L.F.
0 + 00	- 3 + 11.8	LT.	311.8
0 + 00	- 3 + 11.8	RT.	211.8
3 + 11.8	- 3 + 77.8	RADII LT.	47.1
3 + 11.8	- 3 + 77.8	RADII RT.	47.1
3 + 77.8	- 6 + 89.8	LT.	312.0
3 + 77.8	- 6 + 89.8	RT.	312.0
6 + 89.8	- 7 + 55.8	RADII LT.	47.1
6 + 89.8	- 7 + 55.8	RADII RT.	47.1
7 + 55.8	- 10 + 66.1	LT.	310.3
7 + 55.8	- 10 + 66.1	RT.	310.3
10 + 66.1	- 11 + 32.1	RADII LT.	31.4
10 + 66.1	- 11 + 32.1	RT.	22.0
11 + 32.1	- 14 + 44.2	LT.	312.1
11 + 32.1	- 14 + 44.2	RT.	312.1
14 + 44.2	- 15 + 10.2	RADII LT.	39.3
14 + 44.2	- 15 + 10.2	LT.	10.0
14 + 44.2	- 15 + 10.2	RADII RT.	39.3
14 + 44.2	- 15 + 10.2	RT.	10.0
15 + 10.2	- 16 + 80	LT.	169.9
15 + 10.2	- 16 + 80	RT.	169.9

ADJUSTING CATCH BASIN COVERS

STATION	LOCATION	NO.
3 + 23	28' LT.	1
3 + 24	28' RT.	1
3 + 65	30' LT.	1
7 + 02	29' LT.	1
7 + 02	28' RT.	1
7 + 44	29' LT.	1
7 + 44	28' RT.	1
14 + 99	28' LT.	1
14 + 99	28' RT.	1

REMOVING CURB & GUTTER

STA. - STA.	LOCATION	L.F.
0 + 00 - 3 + 11.8	LT.	311.8
0 + 00 - 3 + 11.8	RT.	211.8
3 + 11.8 - 3 + 77.8	RADII LT.	47.1
3 + 11.8 - 3 + 77.8	RADII RT.	47.1
3 + 77.8 - 6 + 89.8	LT.	312.0
3 + 77.8 - 6 + 89.8	RT.	312.0
6 + 89.8 - 7 + 55.8	RADII LT.	47.1
6 + 89.8 - 7 + 55.8	RADII RT.	47.1
7 + 55.8 - 10 + 66.1	LT.	310.3
7 + 55.8 - 10 + 66.1	RT.	310.3
10 + 66.1 - 11 + 32.1	RADII LT.	31.4
10 + 66.1 - 11 + 32.1	RT.	22.0
10 + 66.1 - 11 + 32.1	RADII RT.	31.4
10 + 66.1 - 11 + 32.1	RT.	22.0
11 + 32.1 - 14 + 44.2	LT.	312.1
11 + 32.1 - 14 + 44.2	RT.	312.1
14 + 44.2 - 15 + 10.2	RADII LT.	39.3
14 + 44.2 - 15 + 10.2	LT.	10.0
14 + 44.2 - 15 + 10.2	RADII RT.	39.3
14 + 44.2 - 15 + 10.2	RT.	10.0
15 + 10.2 - 16 + 80	LT.	169.9
15 + 10.2 - 16 + 80	RT.	169.9

REMOVING CONCRETE SIDEWALK

STA. - STA.	LOCATION	S.Y.
1 + 66 - 2 + 13	RT.	5.0
2 + 32 - 2 + 40	RT.	9.0
3 + 11.8	LT.	17.8
3 + 11.8	RT.	17.8
3 + 77.8	LT.	17.1
3 + 77.8	RT.	17.1
5 + 17 - 4 + 78	RT.	22.2
5 + 17	RT.	2.4
5 + 53	RT.	2.5
5 + 44 - 6 + 69	LT.	27.8
6 + 69	LT.	7.6
6 + 12	RT.	3.3
6 + 89.8	LT.	15.3
6 + 89.8	RT.	13.3
7 + 55.8	LT.	13.3
7 + 55.8	RT.	14.0
7 + 87	RT.	20.1
8 + 17	LT.	2.9
8 + 73	LT.	5.4
8 + 91	RT.	2.9
9 + 35	LT.	5.0
9 + 37	RT.	3.6
9 + 50 - 10 + 66.1	LT.	77.5
10 + 08	RT.	2.7
10 + 30	RT.	2.7
10 + 66.1	LT.	16.9
10 + 66.1	RT.	15.9
11 + 32.1	LT.	18.0
11 + 32.1	RT.	17.3
12 + 12	RT.	3.0
12 + 64	LT.	3.0
13 + 08	LT.	3.4
13 + 11	RT.	2.6
13 + 53	RT.	2.4
14 + 00	LT.	4.5
14 + 09	RT.	1.9
14 + 44.2	LT.	14.0
14 + 44.2	RT.	14.7
15 + 10.2	LT.	14.3
15 + 10.2	RT.	13.3
15 + 42	LT.	4.0
15 + 71	RT.	2.5
15 + 94	LT.	2.0
16 + 33	LT.	5.0
16 + 33	RT.	2.0

CLEARING & GRUBBING

STA.	LOCATION	IN DIAM.
8 + 56	LT.	30
9 + 03	LT.	30
9 + 51	LT.	28

REMOVING CATCH BASINS

STA.	LOCATION	EACH
10 + 74	LT.	1
10 + 75	RT.	1
11 + 22	LT.	1
11 + 22	RT.	1
14 + 57	RT.	1

REMOVING INLETS

STA.	LOCATION	EACH
10 + 79	LT.	1
10 + 79	RT.	1
11 + 19	LT.	1
11 + 20	RT.	1

HANDICAP RAMPS

366

OVERBAUGH

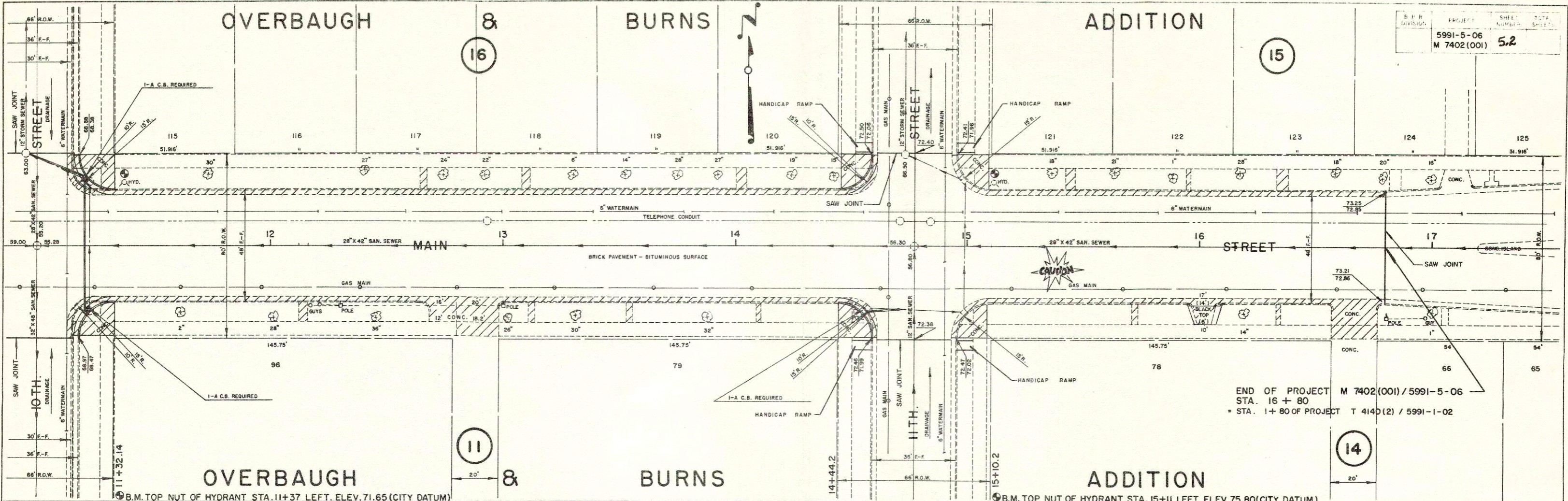
BURNS

ADDITION

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	5991-5-06 M 7402(001)	52	52

16

15



END OF PROJECT M 7402(001) / 5991-5-06
 STA. 16 + 80
 = STA. 1 + 80 OF PROJECT T 4140(2) / 5991-1-02

OVERBAUGH

BURNS

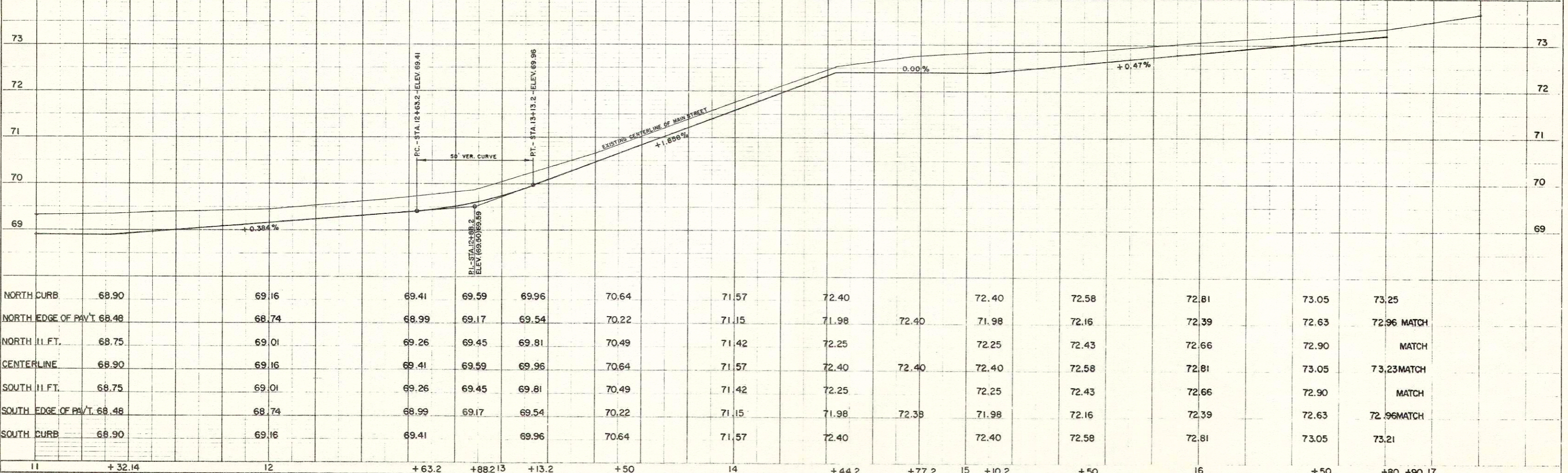
ADDITION

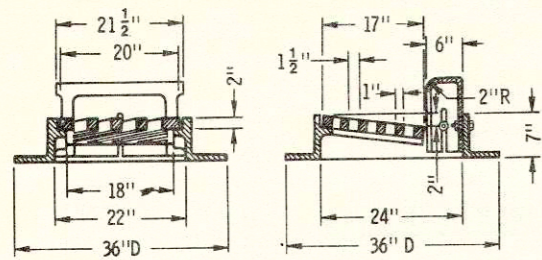
11

14

B.M. TOP NUT OF HYDRANT STA. 11+37 LEFT. ELEV. 71.65 (CITY DATUM)

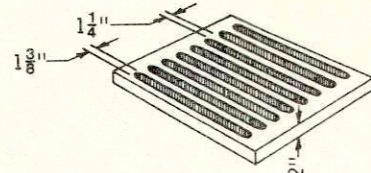
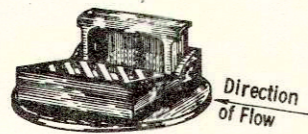
B.M. TOP NUT OF HYDRANT STA. 15+11 LEFT. ELEV. 75.80 (CITY DATUM)



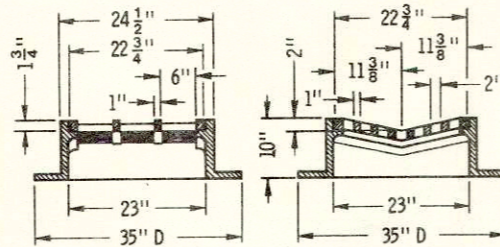


TYPE "A" - (Approx. Weight 390 Lbs.)

Frame Weight - 250 #
Grate " - 90 #
Box " - 50 #

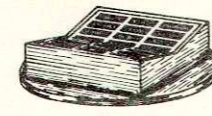


ALTERNATE TYPE GRATE
(Longitudinal Slots)
Approx. Weight - 100 #

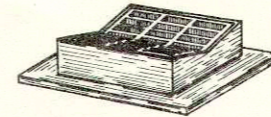


TYPE "B" - (Approx. Weight 414 Lbs.)

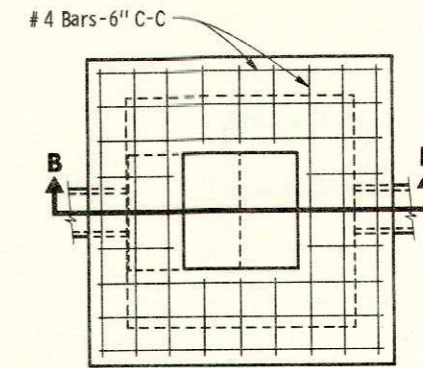
Frame Weight - 275 #
Grate " - 139 #



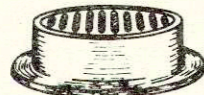
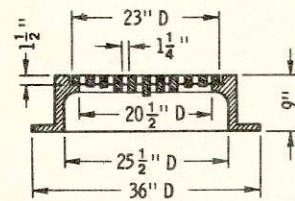
ROUND FRAME



ALTERNATE FRAME
(Square type)
35" Square



PLAN VIEW SHOWING ALTERNATE OPENING



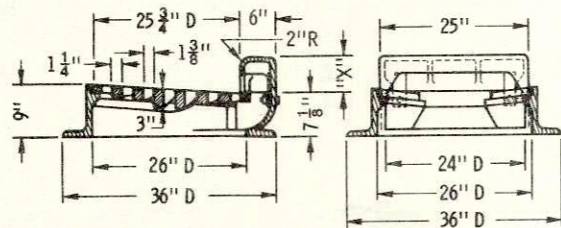
SLOTTED GRATE

TYPE "C"

Frame Weight - 255 #
Slotted Grate Weight - 115 #
Solid Cover Weight - 150 #

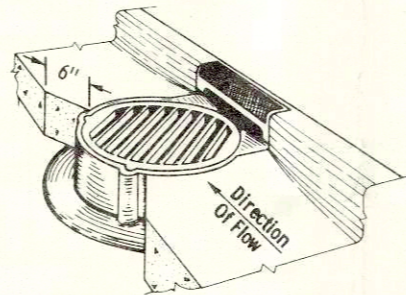


ALTERNATE COVER
(Solid Type)

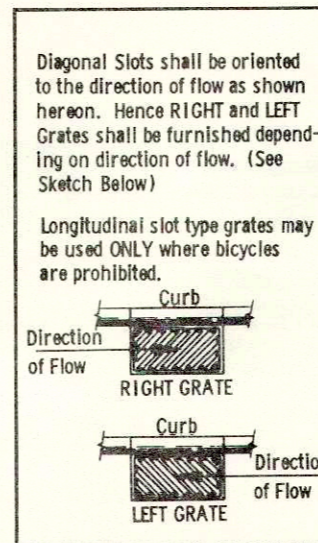


TYPE "G" - (Approx. Weight 425 - 465 Lbs.)

Frame Weight - 235 #
Grate " - 130 #
Box - See Table

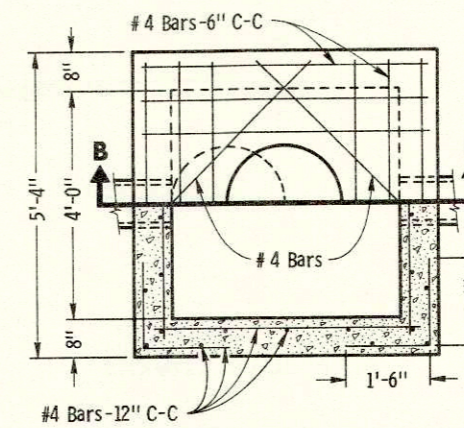
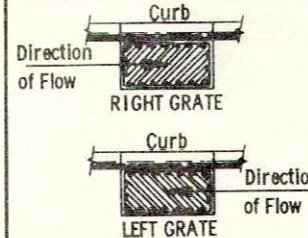


Curb Height	"X"	Weight
4"	4 1/4"	60 #
6"	6 1/4"	70 #
8"	8 1/4"	90 #
10"	10 1/4"	100 #



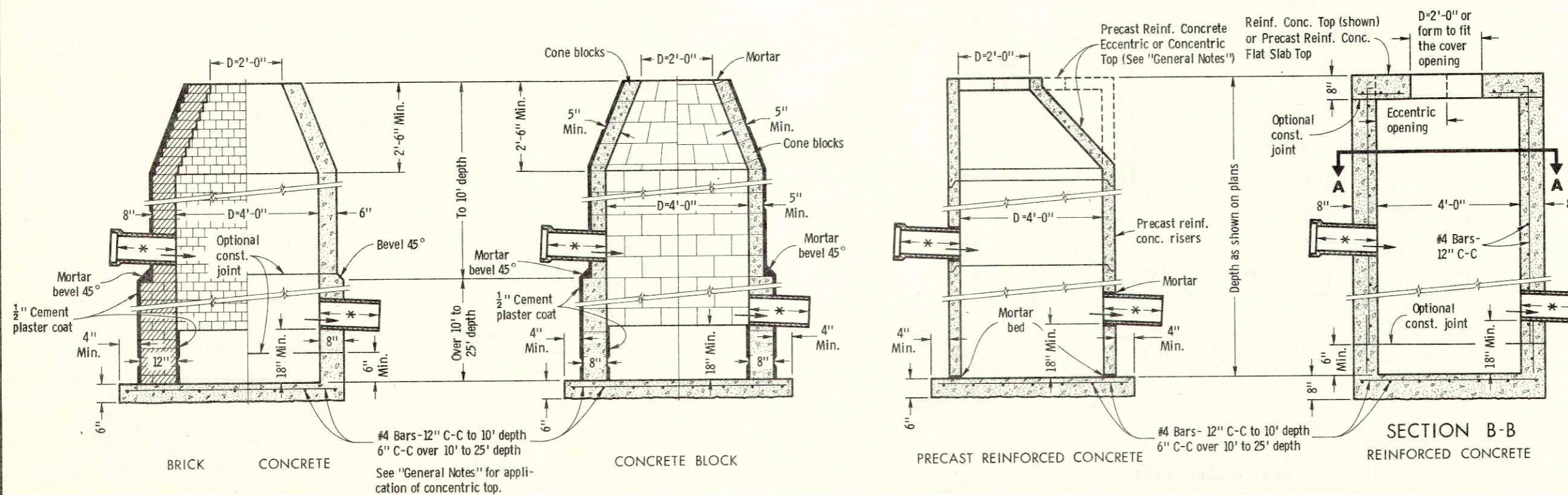
Diagonal Slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT Grates shall be furnished depending on direction of flow. (See Sketch Below)

Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



HALF SECTION A-A

CATCH BASIN COVERS



CATCH BASIN TYPE I

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.

Detailed drawings for proposed alternate designs for Catch Basins or Catch Basin Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Catch Basins are designated on the plans as "Catch Basins, 1-C", 1-G, etc. This designation is interpreted to mean that the number, or first digit designates the masonry portion of the structure, and the following letter designates the type of cover or iron casting to be used therewith to comprise the complete unit "Catch Basin" in place.

All bar steel reinforcement shall be embedded 2 inches clear.

Precast Reinforced Bases may be used in lieu of cast-in-place bases. When Precast Bases are used, they shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding material shall be compacted and provide uniform support for the entire area of the base.

All Precast Reinforced Concrete Grade Rings shall conform to AASHTO Designation M 199. Precast Reinforced Concrete Bases shall conform to Flat Slab Top requirements of AASHTO Designation M 199.

Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by Precast Reinforced Concrete Grade Rings. Maximum adjustment shall be 8 inches.

Alternate Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on brick, concrete or concrete block Catch Basins. Attachment of the Precast Reinforced Concrete Cone Tops shall be made on a bed of mortar.

Eccentric Cone Tops may be used on all Catch Basins, and Concentric Cone Tops shall be used only on Catch Basins 5 feet or less in depth, unless otherwise directed by the Engineer.

Precast Reinforced Concrete Risers may be placed with tongue or "D" joint ends either up or down.

Steps shall be installed in all Catch Basins over 5 feet in depth. Step spacings shall be a maximum of 16 inches C-C. Steps shall be installed 5 inches clear from wall at the center of the step. Steps may be constructed of gray iron castings. Steps constructed of other materials may also be used provided written approval from the Engineer is obtained. Steps shall have a minimum width of 9 inches out to out of casting.

Curb Box height to be adjustable 4 - 9 inches unless otherwise noted. Curb Box height to be adjusted after curb form is in place.

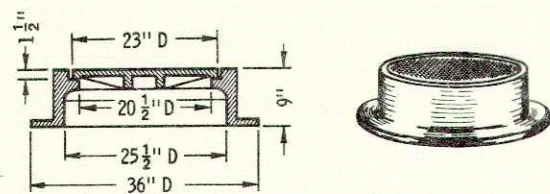
All Catch Basin Covers which are placed in vehicular traffic areas shall be "Non - Rocking" type to prevent cover noise under traffic. Machined bearing surfaces shall fulfill the "Non - Rocking" requirement.

* First joint shall not exceed 2 feet from inside wall of Catch Basin.

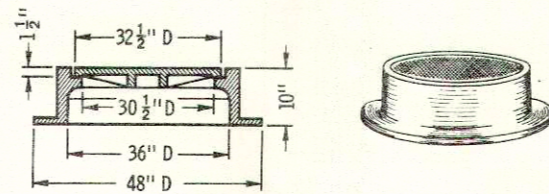
CATCH BASINS TYPE I & CATCH BASIN COVERS

State of Wisconsin
Department of Transportation
Division of Highways

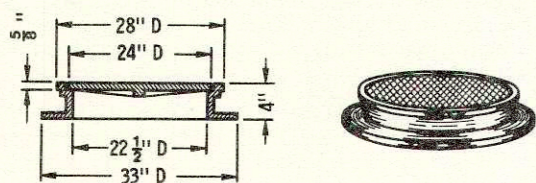
RECOMMENDED FOR APPROVAL:
DATE 5/3/72
APPROVED: S.C. Hennrich
DATE 5/3/72
S.C. Hicks
STATE HIGHWAY ENGINEER



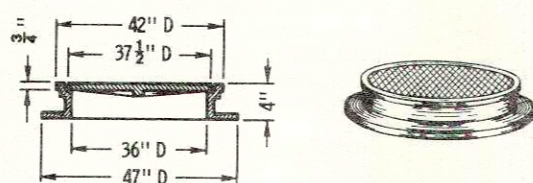
TYPE "J" - (Approximate Weight 400 Lbs.)



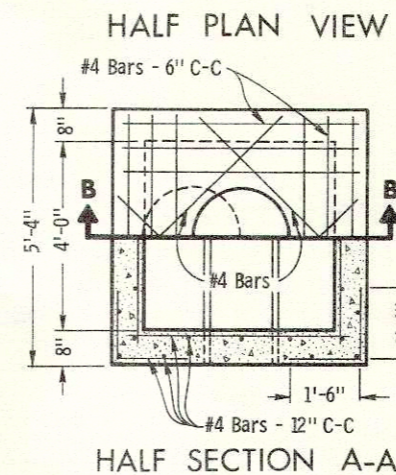
TYPE "K" - (Approximate Weight 750 Lbs.)



TYPE "L" - (Approximate Weight 210 Lbs.)

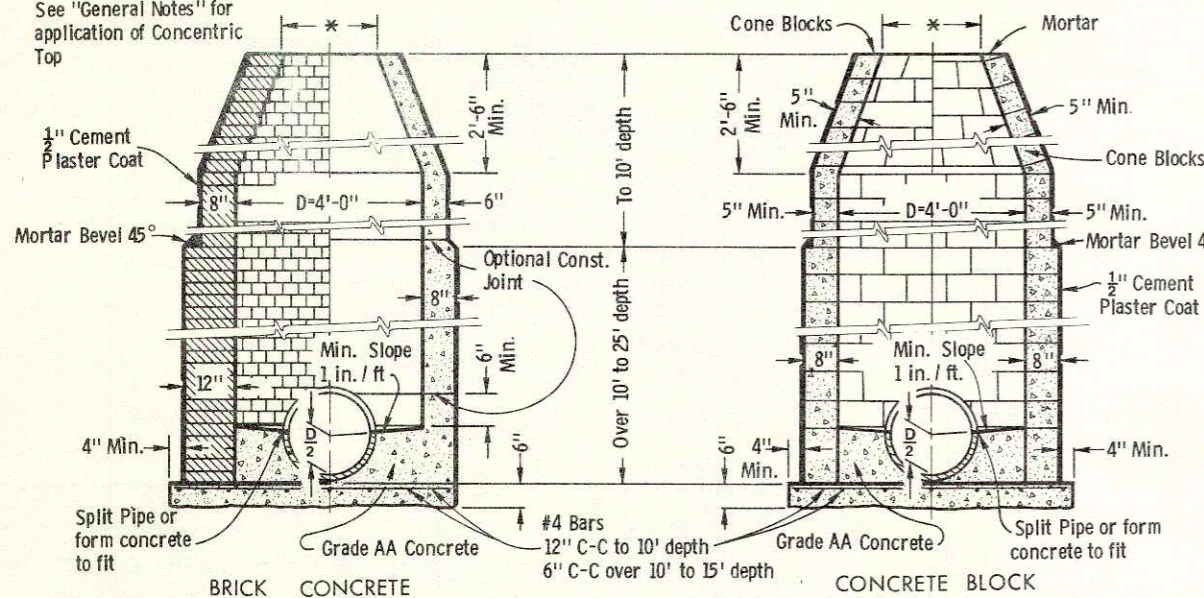


TYPE "M" - (Approximate Weight 475 Lbs.)

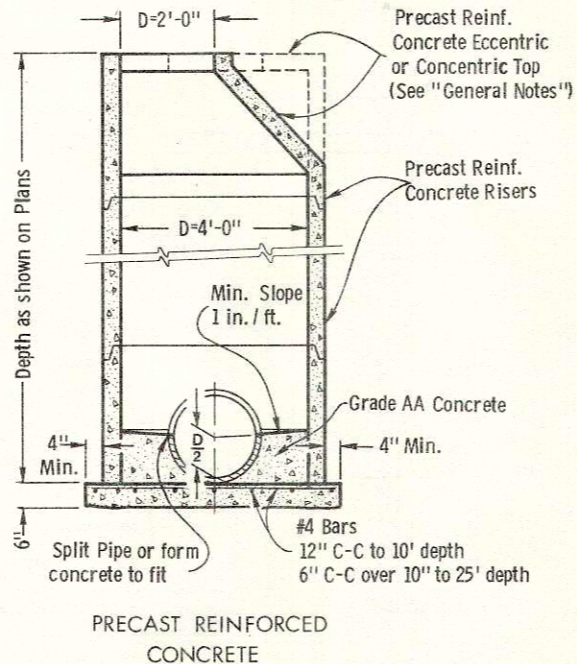


MANHOLE COVERS

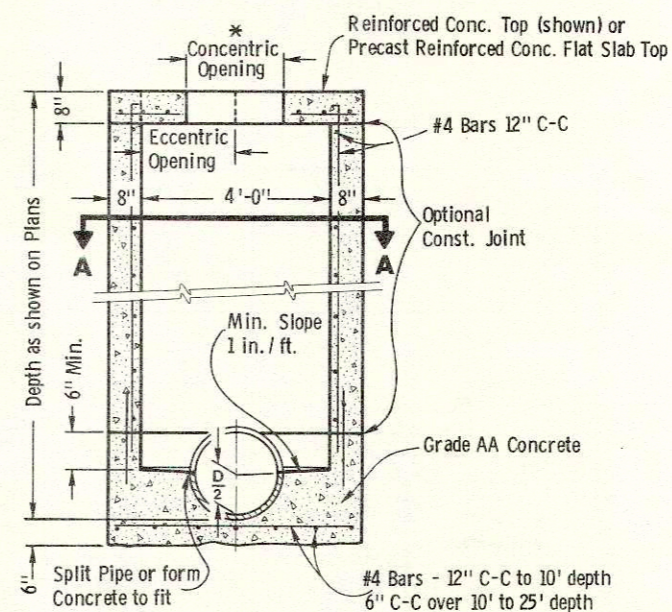
See "General Notes" for application of Concentric Top



MANHOLES TYPE 1



PRECAST REINFORCED CONCRETE



SECTION B-B REINFORCED CONCRETE

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.

Detailed drawings for proposed alternate designs for Manholes and Manhole Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Manholes are designated on the Plans as "Manholes, 1-J", "1-L", etc. This designation is interpreted to mean that the number, or first digit, designates the masonry portion of the structure, and the following letter, designates the type of cover or iron casting to be used therewith to comprise the complete unit, "Manhole" in place.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Bases may be used in lieu of cast-in-place bases. When Precast Bases are used, they shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding material shall be compacted and provide uniform support for the entire area of the base.

All Precast Reinforced Concrete Grade Rings shall conform to AASHTO Designation M 199. Precast Reinforced Concrete Bases shall conform to Flat Slab Top requirements of AASHTO Designation M 199.

Adjustment of the cover to grade may be accomplished by the use of mortar and brick or by Precast Reinforced Concrete Grade Rings. Maximum adjustment shall be 8 inches.

Alternate Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on brick, concrete or concrete block Manholes. Attachment of the Precast Reinforced Concrete Cone Top shall be made on a bed of mortar.

Eccentric Cone Tops may be used on all Manholes and Concentric Cone Tops shall be used only on Manholes 5 feet or less in depth, unless otherwise directed by the Engineer.

Precast Reinforced Concrete Risers may be placed with tongue or "D" joint ends either up or down.

Steps shall be installed in all Manholes over 5 feet in depth. Step spacings shall be a maximum of 16 inches C-C. Steps shall be installed 5 inches clear from wall at the center of the step. Steps may be constructed of gray iron castings. Steps constructed of other materials may also be used provided written approval from the Engineer is obtained. Steps shall have a minimum width of 9 inches out to out of casting.

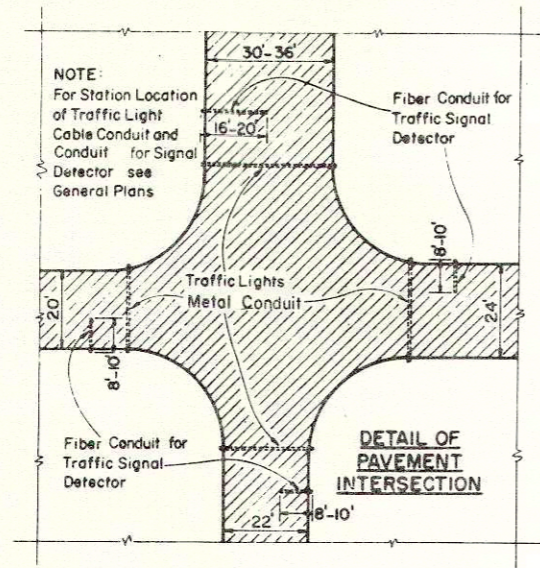
All Manhole Covers which are placed in vehicular traffic areas shall be "Non-Rocking" type to prevent cover noise under traffic. Machined bearing surfaces shall fulfill the "Non-Rocking" requirement.

* Use 2'-0" diameter opening with Type "J" and "L" Manhole Covers or 3'-0" diameter opening with Type "K" and "M" Manhole Covers.

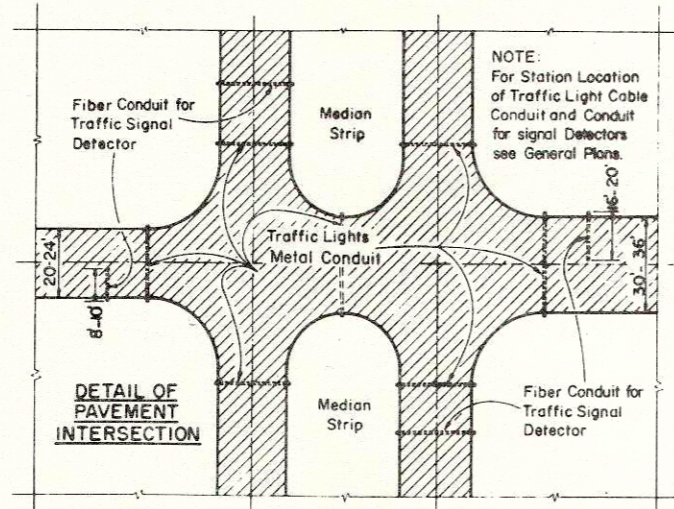
MANHOLES TYPE 1 AND MANHOLE COVERS

State of Wisconsin
Department of Transportation
Division of Highways

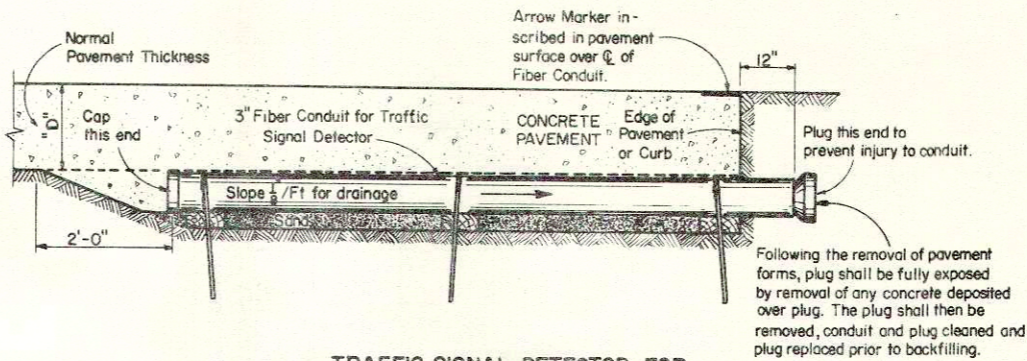
RECOMMENDED FOR APPROVAL:
DATE 5/3/72
APPROVED: S.E. Hulse
DATE 5/3/72
STATE HIGHWAY ENGINEER



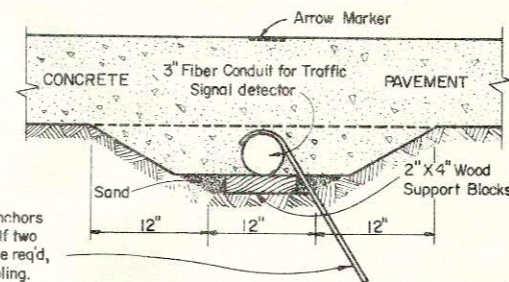
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT DIVIDED HIGHWAY INTERSECTIONS

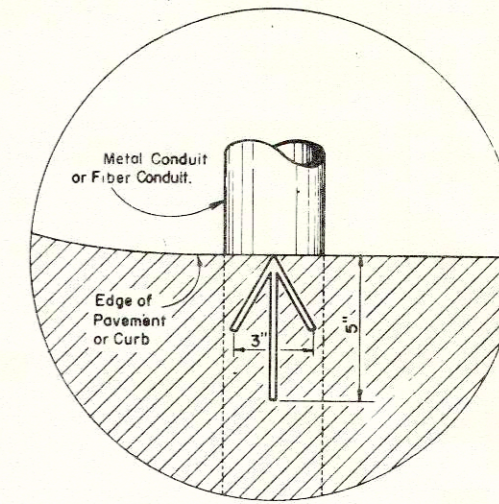


TRAFFIC SIGNAL DETECTOR FOR UNDIVIDED HIGHWAYS



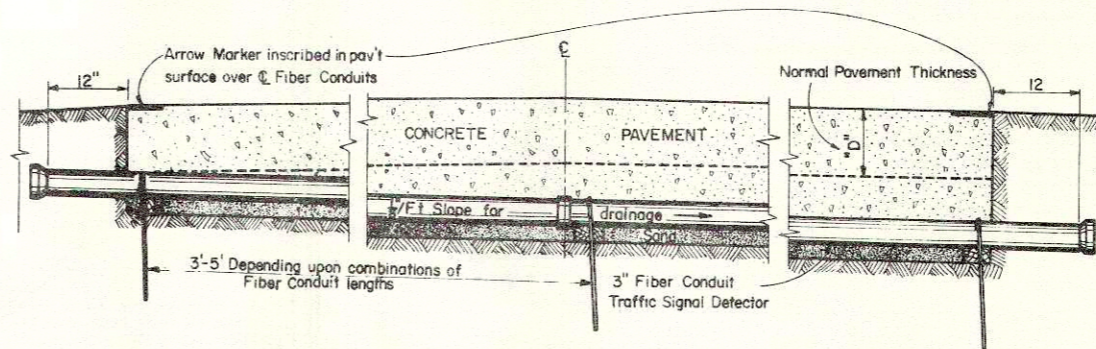
1/2" ϕ x 2'-6" Steel Anchors spaced at 3'-5" C.C. If two sections of conduit are req'd, place Anchor at coupling.

SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

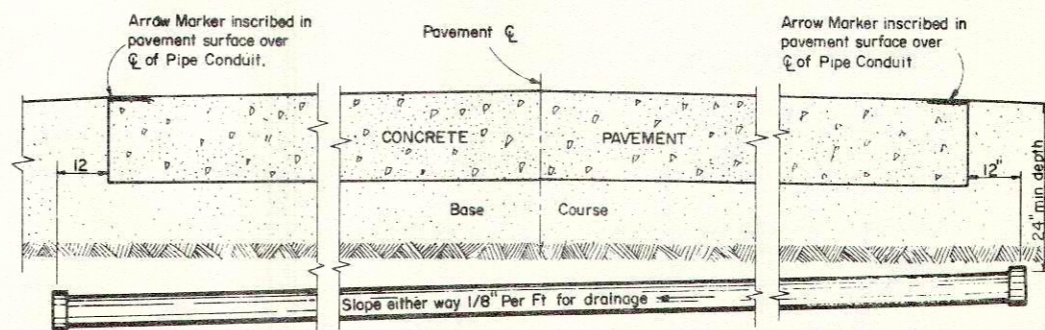


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing 1/8" to 3/8" deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

PLAN VIEW - ARROW MARKER



TRAFFIC SIGNAL DETECTOR FOR DIVIDED HIGHWAYS



ELEVATION ON CENTERLINE
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL CONDUIT

GENERAL NOTES

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, and the applicable Special Provisions.

MATERIALS

Metal Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

Fiber Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

MEASUREMENT & PAYMENT

The item of Fiber Conduit shall be measured and paid for by the linear foot complete in place and in accord with Standard Specifications

CONDUIT SIZE

Unless shown or required otherwise on the plans, Metal Conduit shall be 2" I.D.

S.D.D. 9B2-1

METAL CONDUIT & FIBER CONDUIT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

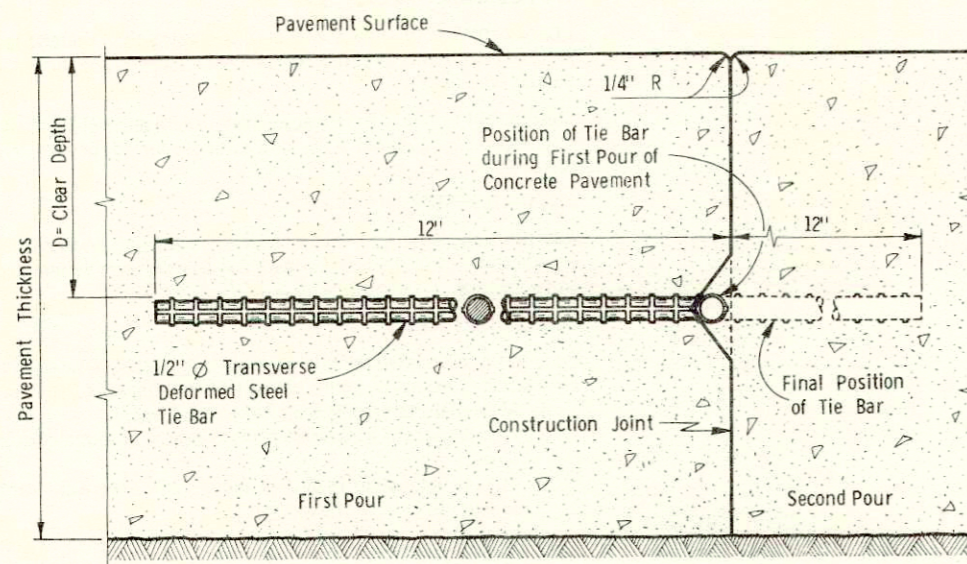
4-3-63
DATE

J. J. Pelt
ENGINEER OF DESIGN

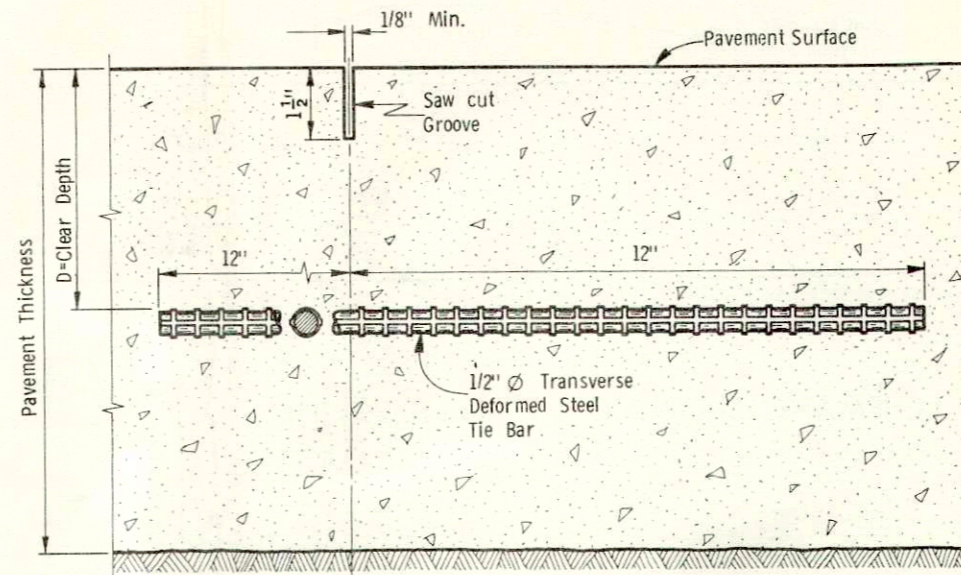
APPROVED:

4/5/63
DATE

E. G. Rottgen
STATE HIGHWAY ENGINEER

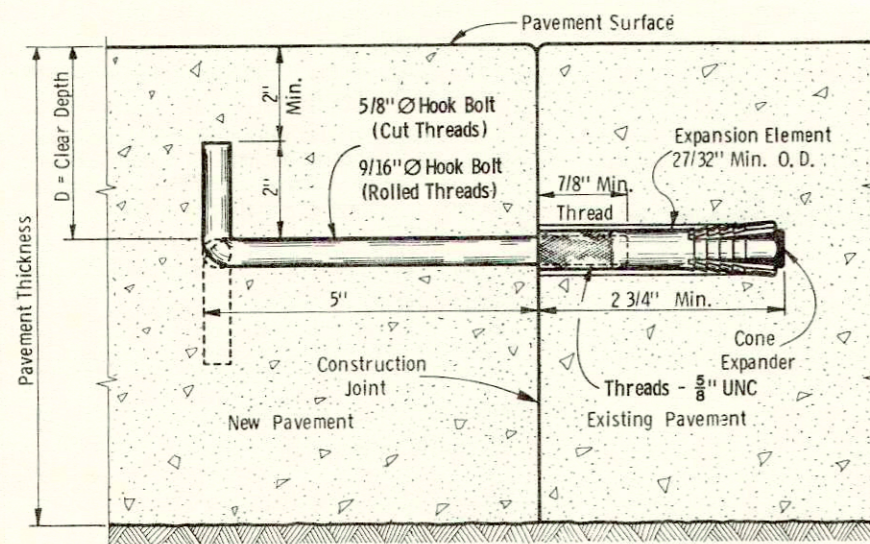


SECTION
CONSTRUCTION JOINT
(TIE BAR)

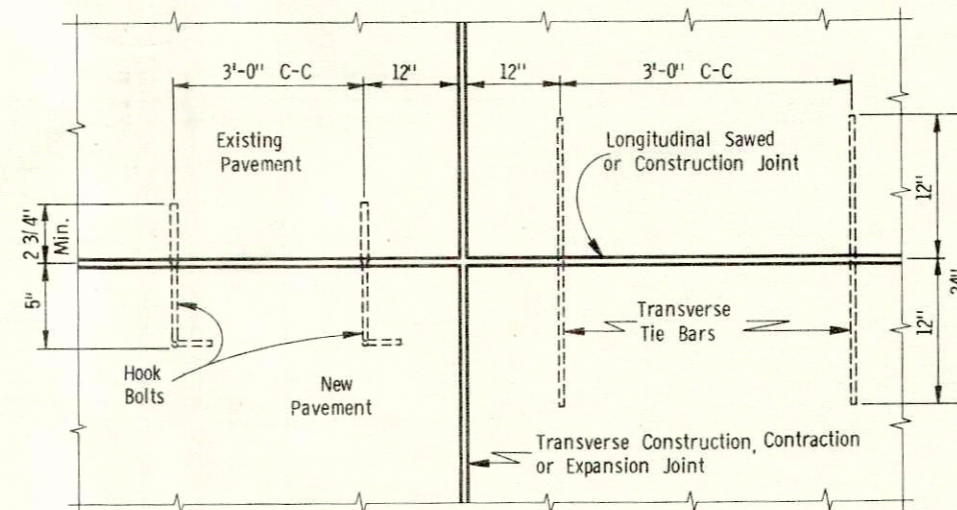


SECTION
SAWED JOINT
(TIE BAR)

Pavement Thickness	"D"	
	Tie Bar	Hook Bolt
8"	2 - 4 3/4"	4 - 4 3/4"
9"	2 - 5 1/2"	4 - 5 1/2"
10"	2 - 5 3/4"	4 - 5 3/4"



SECTION
CONSTRUCTION JOINT
(HOOK BOLT)



PLAN VIEW
Showing Location Details for
Hook Bolts and Tie Bars

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.

Hook Bolts shall be used only when specified in the contract plans.

The Hook Bolts shall conform to ASTM specification A 307, except that the requirements of paragraph 1 (c) shall not apply.

The Expansion Anchor shall be an internally threaded anchor which consists of an externally slit Expansion Element and a single Cone Expander. The Expansion Element shall contain a minimum of three grips. The Expansion Element shall be threaded in such a manner as to prevent the machine bolt from coming in contact with the Cone Expander at any time.

The Expansion Anchor shall be set in existing pavement according to manufacturer's instructions. The holes shall be of the recommended diameter and depth and shall be drilled by methods recommended by the manufacturer of the particular anchor. The drilled holes shall be left rough, not reamed, and free from any drill dust.

Alternate designs of construction joint installations may be used upon written approval of the Engineer.

Longitudinal Joints shall not be sealed.

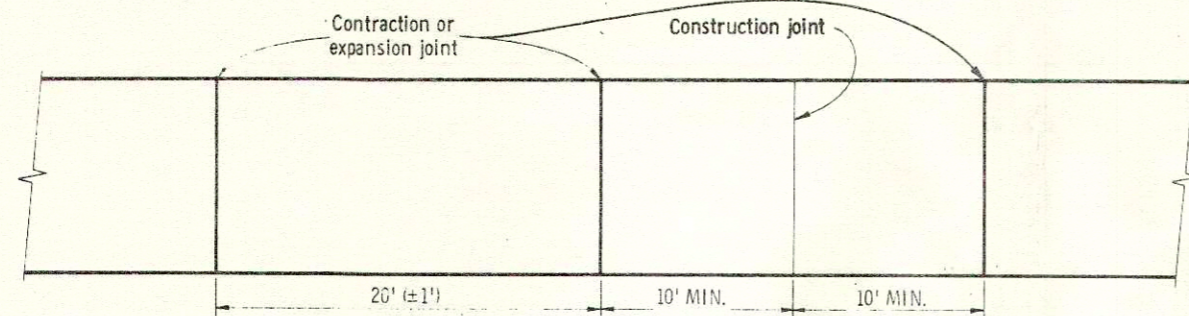
Tie Bars shall be placed at the required location by devices or methods approved by the Engineer.

LONGITUDINAL JOINTS
CONCRETE PAVEMENT

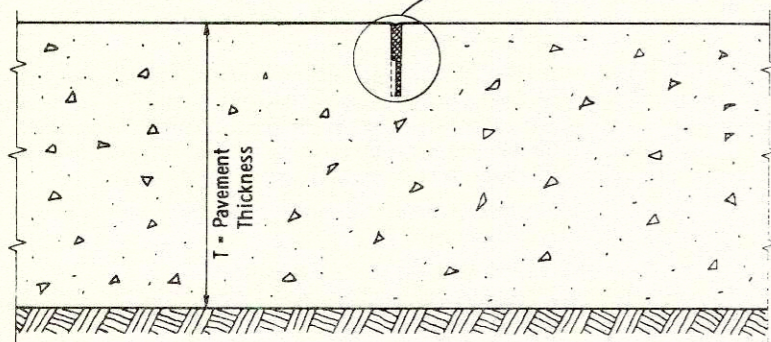
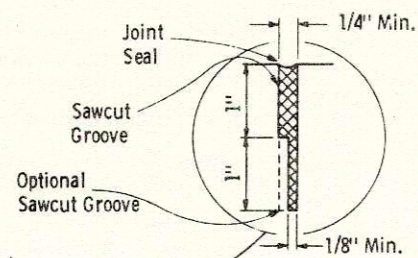
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
DATE 5/23/72
APPROVED
DATE 5/24/72

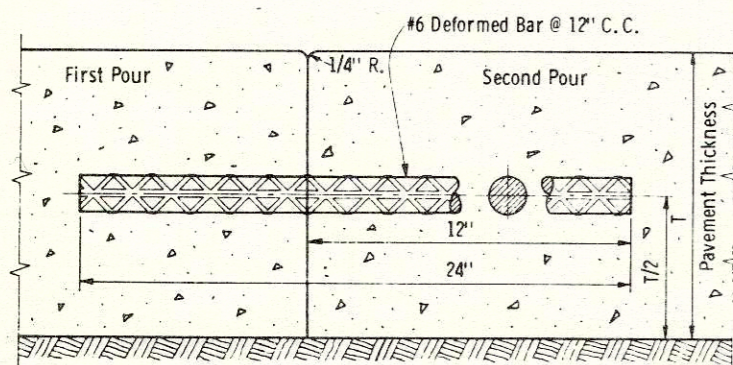
L. C. Hennel
CHIEF DESIGN ENGINEER
S. E. Hicks
STATE HIGHWAY ENGINEER



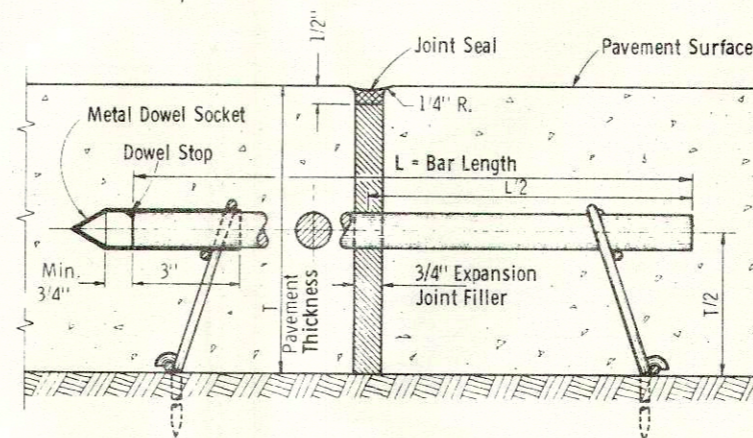
SCHMATIC SHOWING JOINT LOCATIONS



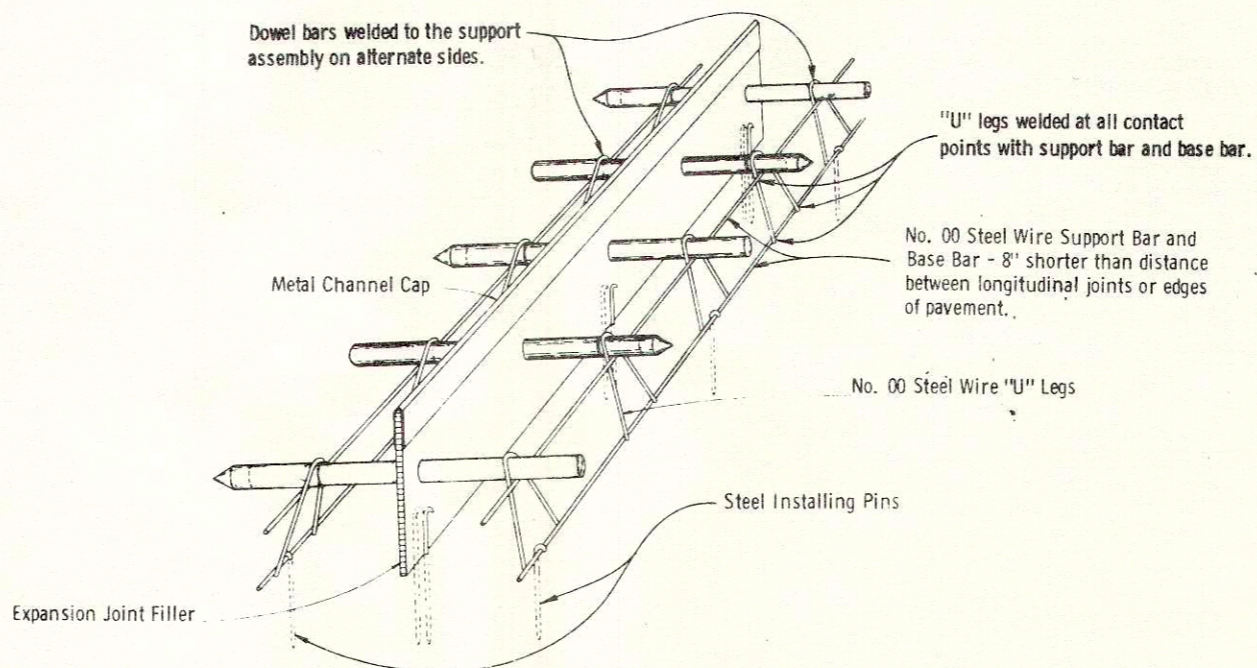
CONTRACTION JOINT



CONSTRUCTION JOINT



EXPANSION JOINT



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS AND EXPANSION JOINT ASSEMBLY

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Steel installing pins of sufficient number, length and rigidity shall be used to prevent movement of the joint assembly during construction operations.

ALTERNATE DESIGNS

Alternate designs for load transfer dowels at expansion joints and appurtenances other than shown here may be used upon written approval of the Engineer.

CONTRACTION JOINTS

Contraction joints shall be installed at 20' (±1') spacing from adjacent contraction or expansion joints, except that lesser spacings shall be used:

1. At locations or spacing indicated on the Plans.
2. As extensions of transverse joints or cracks in abutting pavement lanes.
3. At locations designated by the Engineer where there are manholes or other fixtures in the pavement.

CONSTRUCTION JOINTS

Construction joints shall be installed a minimum of 10' from the nearest joint.

Deformed bars shall be spaced at 12" C-C and 6" from edge of pavement. Deformed bars may be inserted after the concrete has been poured.

EXPANSION JOINTS AND DOWEL BARS

Expansion joints are required only at structure approaches and/or where shown on the plans. Locations may be shifted to avoid stationary fixtures in the pavement.

Expansion joint filler shall be secured with sufficient number of steel pins to prevent horizontal movement during the placing of concrete.

Dowel bars shall have at least one end sawed and be free of all burrs or protruding edges.

Dowel bars having one end sawed and one end sheared shall be oriented so that the sheared end is welded to the support assembly and the sawed end remains free.

Metal dowel socket (CAP), 11/16" or 15/16" Dia., 24 Gauge, closed on one end, shall be placed alternately on the free end of each dowel bar for proper pavement expansion.

Dowel bars shall be painted with a rust inhibitive paint and coated with liquid asphalt MC 70 or MC 250, or other approved lubricant, to prevent bonding with concrete. Asphalt coating shall be allowed sufficient drying time to prevent removal of the coating when handling and placing the joint assembly.

Dowel bars shall be spaced at 12" C-C and 6" from edge of pavement.

Dowel bar dimensions:

- For 7" P.C. Pavement = 1" Ø X 18"
- For 8" P.C. Pavement = 1" Ø X 18"
- For 9" P.C. Pavement = 1 1/4" Ø X 18"

SEALING JOINTS

Joints shall be sealed as shown.

TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT

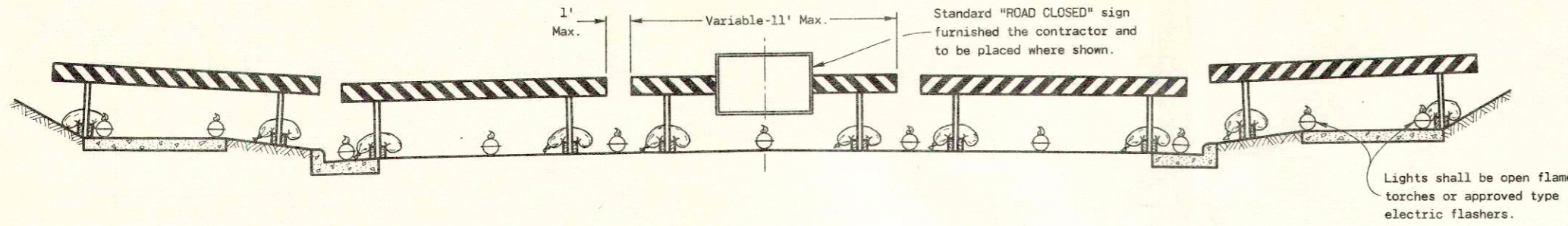
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
DATE 12-14-72

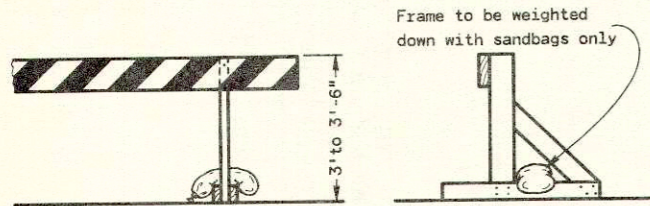
J.C. Heenan
CHIEF DESIGN ENGINEER

APPROVED
DATE 12-14-72

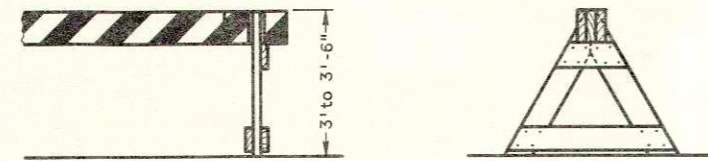
H.J. Sudler
STATE HIGHWAY ENGINEER



TYPICAL INSTALLATION SHOWING RIGID BARRICADES

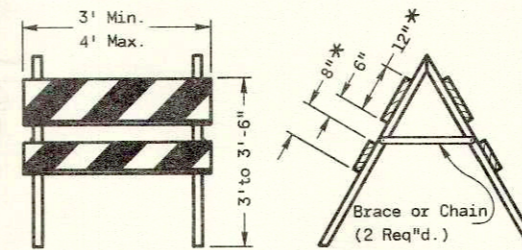


ALTERNATE TYPE INSTALLATION (RIGID)

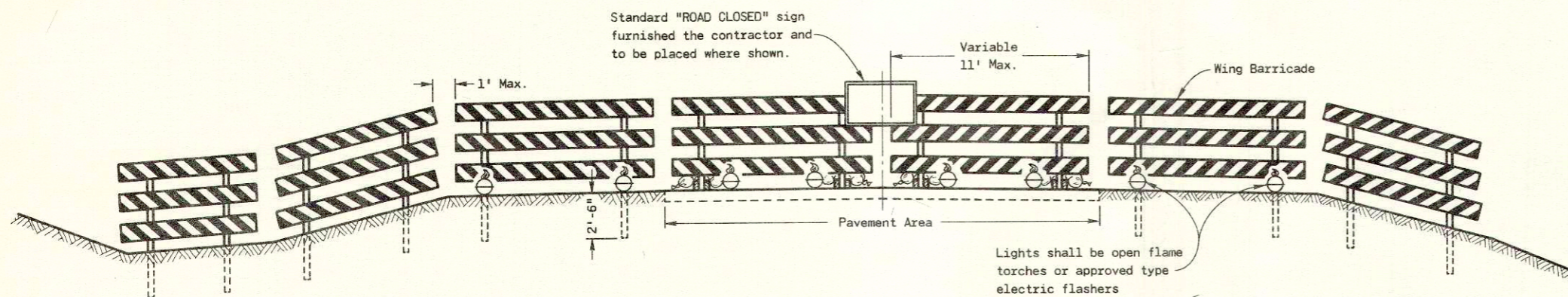


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

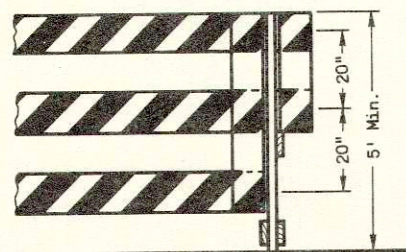
CLASS I BARRICADES



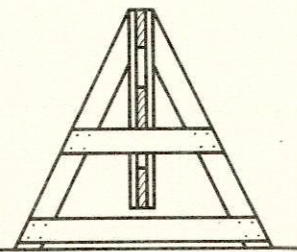
CLASS II BARRICADE



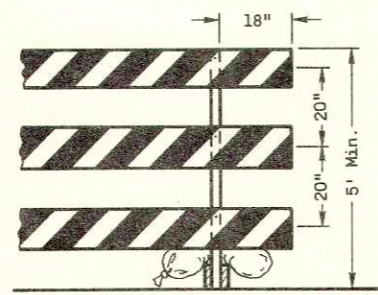
TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES



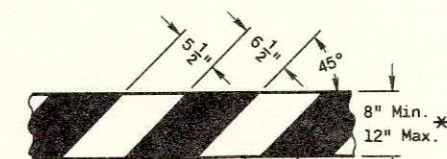
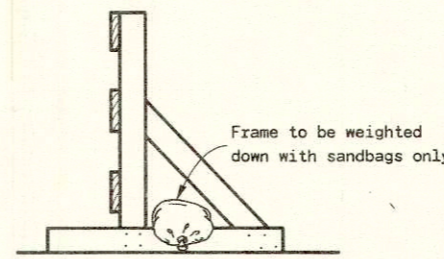
ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



CLASS III BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)



TYPICAL RAIL

Applies to all Classes & Alternate Types of Barricades

Alternate black & white stripes. See GENERAL NOTES for direction of stripes.

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS I OR CLASS II BARRICADES:

Class I or II Barricades shall 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.

CLASS III BARRICADE:

Class III Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class III Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class III Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles.

Wing Barricades are Class III Barricades erected on the shoulder on one or both sides of the pavement to give traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a Wing Barricade shall be in a verticle line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the Wing Barricade shall be painted white.

MATERIAL AND FABRICATION:

Barricades may be constructed of wood, metal or other suitable material. Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. Metal or other suitable material shall be 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 woodworking and metalworking practices.

PAINTING:

All barricades shall have alternate 6 1/2 inch black and 5 1/2 inch white stripes at a 45 degree angle. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by a coat of white reflectorized paint or shall consist of reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

Where a barricade extends entirely across the roadway with 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. The stripes on Wing Barricades shall slope downward toward the roadway.

LIGHTING:

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

MEASUREMENT AND 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.

* Nominal dimensions when barricade is constructed of lumber.

CONSTRUCTION BARRICADE

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

6-7-72

DATE

APPROVED

6-9-72

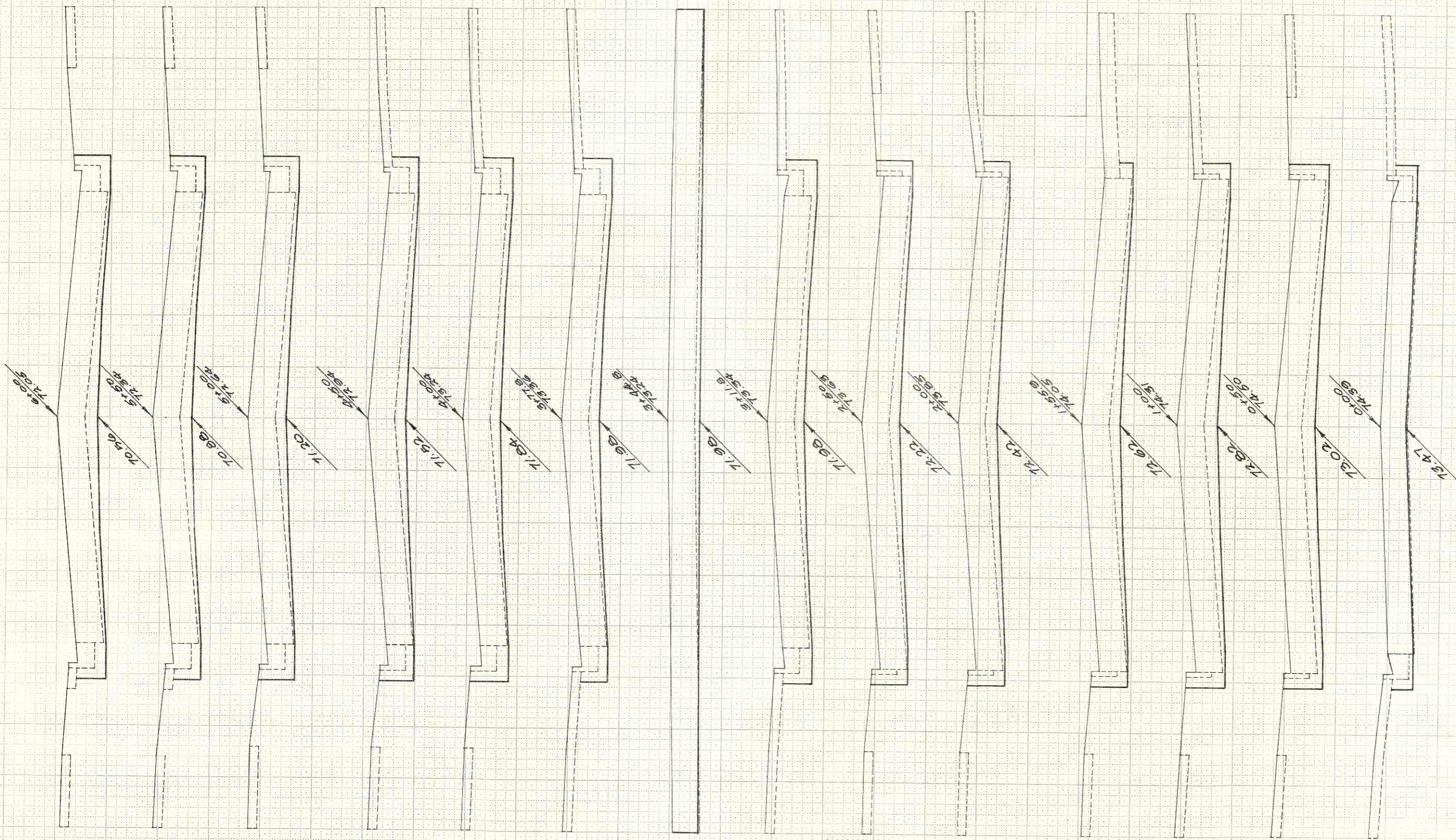
DATE

L. C. Hennrich
CHIEF DESIGN ENGINEER
S. E. Hicks
STATE HIGHWAY ENGINEER

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	5991-B-06 M 7402(00)	8	

NO. AREAS CHECKED

NO. AREAS CHECKED



Scale: Hor. = 1" = 5' Vert. = 1" = 2'

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		C.Y. UNCL.	FILL
0+00	0		
0+50	50		
1+00	100		
1+50	150		
2+00	200		
2+50	250		
3+00	300		
3+11.8	311.8		
3+44.8	344.8		
3+77.8	377.8		
4+00	400		
4+50	450		
5+00	500		
5+50	550		
6+00	600		
6+11.8	611.8		
6+44.8	644.8		
6+77.8	677.8		
7+00	700		
7+47	747		
SHEET TOTAL	1628		

Sheet Number	Total Sheets
1	

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

GREEN BAY STREET, CITY OF LA CROSSE

SOUTH AVENUE — 16TH STREET

LA CROSSE COUNTY

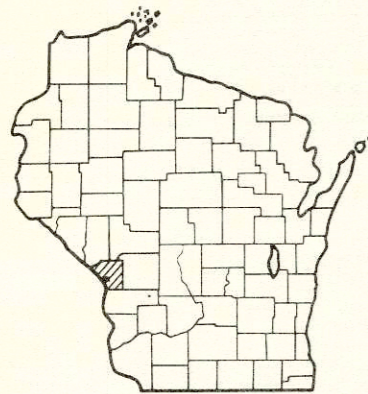
PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
5991-5-02	M 8401(001)

Scales
Plan 1 in. = 20 ft.
Profile Hor. 1 in. = 20 ft. Vert. 1 in. = 1 ft.
Cross Sections Hor. 1 in. = 5' Vert. 1 in. = 2'

Index of Sheets

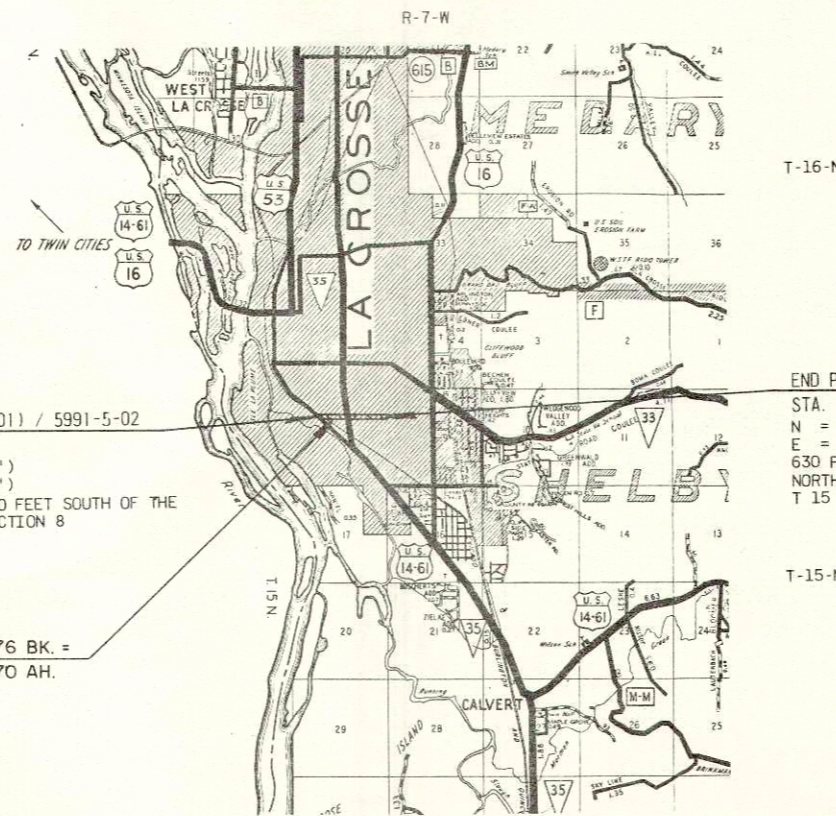
Sheet No.	Title
1	
2-2.1	Typical Cross Sections
3	Estimate of Quantities
3-3A	Miscellaneous Quantities
-	Right of Way Plat
5-5.5	Plan and Profile STA. 0 + 19 TO STA. 34 + 70.6
6-6.6	Standard Details
-	Structure Plans
8-8.6	Cross Sections

Total Sheets = 25



Design Designation

A. D. T. 1973	= 3,500
A. D. T. 1993	= 6,850
D. H. V. (ONE WAY)	= 380
D.	= 55%
T.	= 5%
V.	= 25 M.P.H.



BEGIN PROJECT M 8401(001) / 5991-5-02
STA. 0 + 19
N = 654,460 (± 200')
E = 1,671,355 (± 200')
1330 FEET EAST AND 1420 FEET SOUTH OF THE
NORTHWEST CORNER OF SECTION 8
T 15 N, R 7 W

END PROJECT M 8401(001) / 5991-5-02
STA. 34 + 70.6
N = 656,410 (± 200')
E = 1,674,755 (± 200')
630 FEET WEST AND 1350 FEET SOUTH OF THE
NORTHEAST CORNER OF SECTION 8
T 15 N, R 7 W

EQUATION: STA. 1+38.76 BK. =
STA. 1+95.70 AH.

Layout
Scale 0 1 MILE

Total Net Length of Centerline = 0.643 MI. URBAN

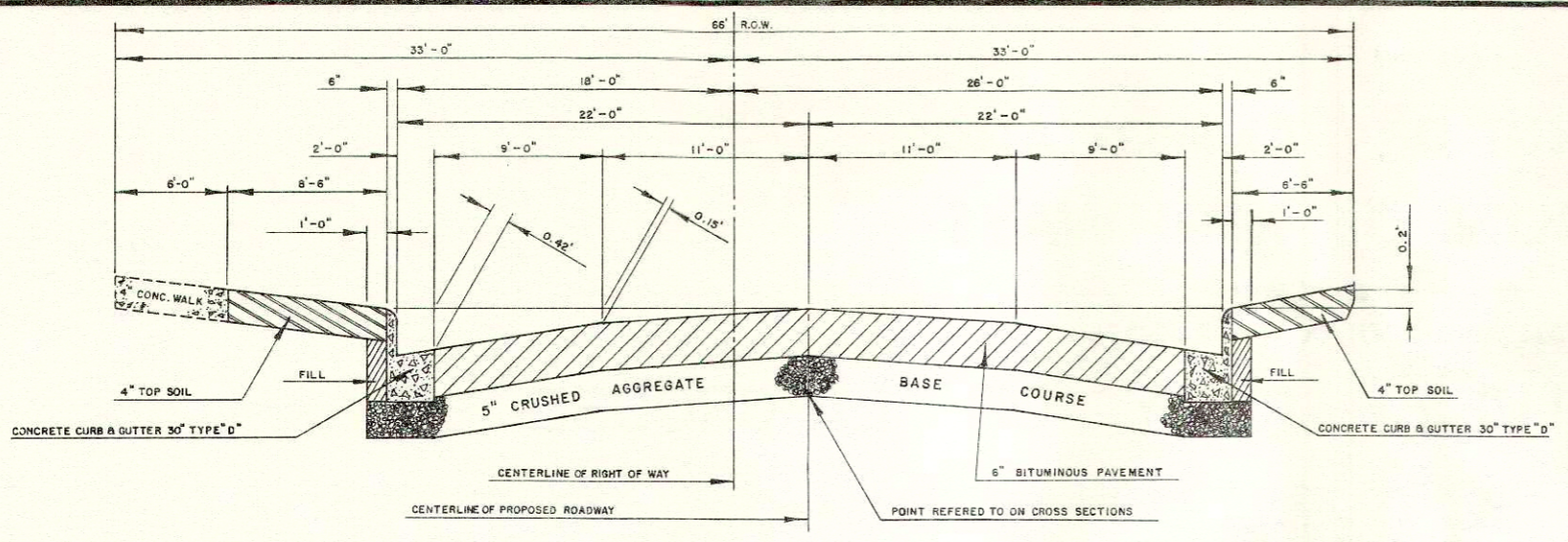
COORDINATES SHOWN ARE WISCONSIN COORDINATE SYSTEM
SOUTH ZONE COORDINATES AND ARE SCALED FROM U.S.G.S.
TOPOGRAPHIC MAP, LA CROSSE, WISCONSIN, QUADRANGLE
FOR IDENTIFICATION ONLY.

Conventional Signs

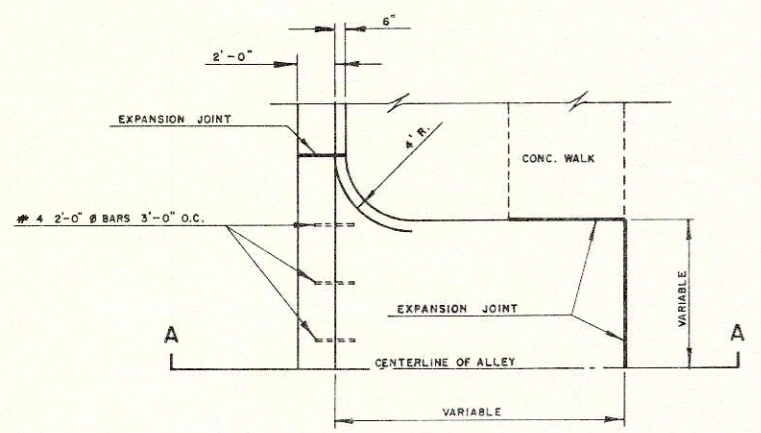
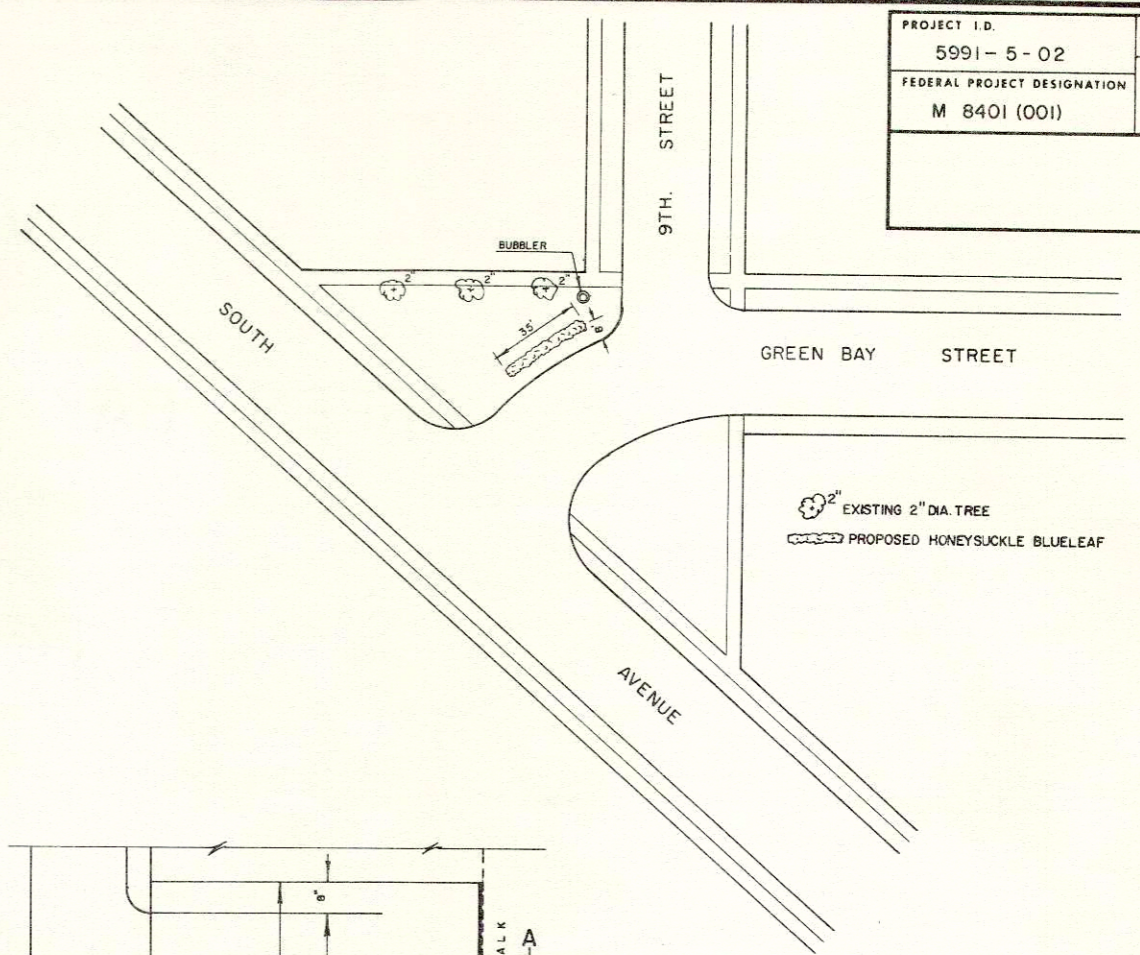
State Line	-----	Culverts in Place	-----
County Line	-----	Culverts Required	-----
Township or Range Line	-----	Drop Inlet	-----
Section Line	-----	Power Pole	-----
New Right of Way Line	-----	Telephone or Telegraph Pole	-----
Present Right of Way Line	-----	Right of Way Markers	-----
Wire Fence { Woven	-----	Reference Stake for Hubs Only	-----
{ Barbed	-----	Marsh	-----
Lot Line	-----	Hedge	-----
Corporate or City Limits	-----	Trees	-----
Property Line	-----	Ground Elevation	Datum Line 73.9
Traveled Way or P.E.	-----	Grade Elevation	Datum Line 76.16
Railroads	-----		
Base or Survey Line	-----		

APPROVED FOR CITY OF LA CROSSE	
DATE 5/14/73	<i>Benjamin A. Miller</i> CITY ENGINEER
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
SURVEYOR CITY OF LA CROSSE	DISTRICT CHECKER R.R.
DESIGNER RDE	C.O. CHECKER RAH
Correct:	
DATE 5/14/73	<i>L.P. Schneider</i> DISTRICT ENGINEER
Recommended for Approval:	
DATE 5/24/73	<i>J.C. Hennrich</i> Chief of Facilities Development
Approved:	
DATE 5/25/73	<i>A.L. Giedler</i> State Highway Engineer
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
WISCONSIN DIVISION	
Approved:	
Date _____ Division Engineer	

PROJECT I.D.	5991-5-02	SHEET NUMBER	2	TOTAL SHEETS	
FEDERAL PROJECT DESIGNATION	M 8401 (001)				

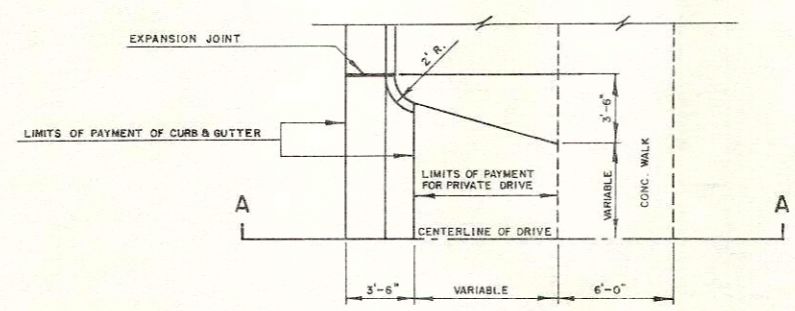


TYPICAL CROSS SECTION - 9TH. STREET TO 16TH. STREET



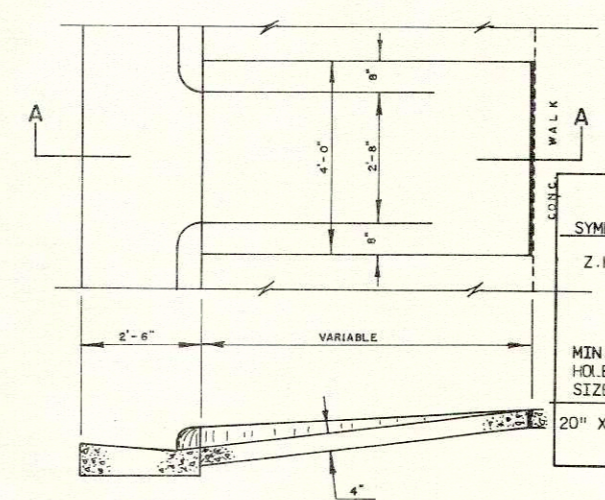
SECTION A-A

HALF ALLEY APPROACH PAVEMENT



SECTION A-A

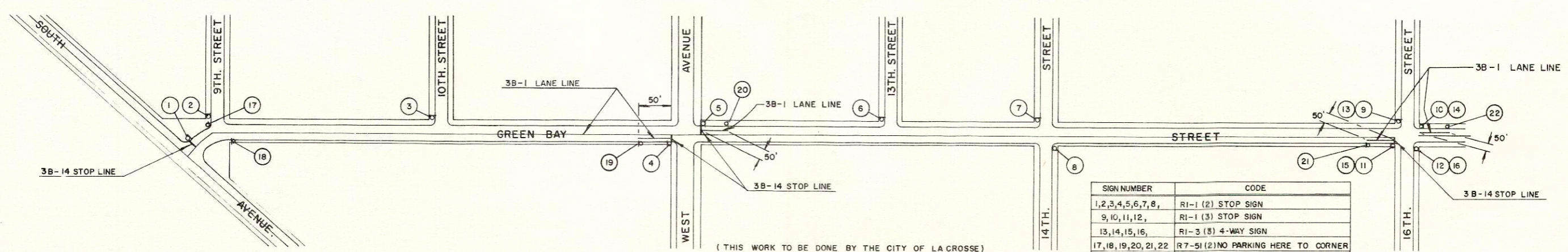
HALF PRIVATE ENTRANCE PAVEMENT



SECTION A-A

HANDICAP RAMP DETAILS

PLANT DATA						
SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE WHEN PLANTED			
Z.H.	HONEYSUCKLE BLUELEAF (ZABEL)	LONICERA KOROLKOWI ZABELI	3'-4' HT. B.R.			
MIN. HOLE SIZE	QUANTITY OF COMPOST QTS. EACH	FERTILIZER UNITS REQ'D.	MULCH DIAMETER	WRAPPING REQ'D.	BRACING REQ'D.	RODENT PROTECTION REQ'D.
20" X 15"	10	2	BED	NO	NO	NO

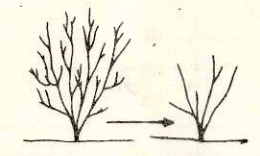


(THIS WORK TO BE DONE BY THE CITY OF LA CROSSE)

MARKING & SIGNING DETAILS

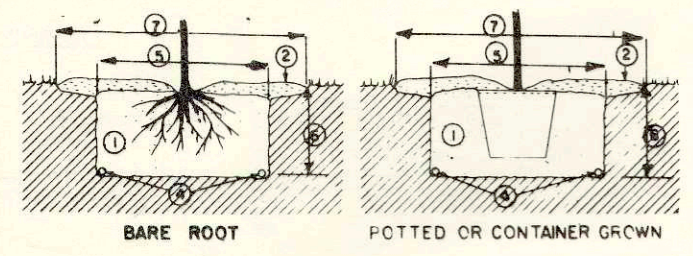
SIGN NUMBER	CODE
1, 2, 3, 4, 5, 6, 7, 8,	R1-1 (2) STOP SIGN
9, 10, 11, 12,	R1-1 (3) STOP SIGN
13, 14, 15, 16,	R1-3 (5) 4-WAY SIGN
17, 18, 19, 20, 21, 22	R7-51 (2) NO PARKING HERE TO CORNER

NOTE: WHEN PRUNING, PRESERVE CHARACTER & SHAPE OF TREE
 (1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
 (2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES
 (3) PRUNE TO THIN OUT AND HEAD BACK THE CROWN OF THE TREE



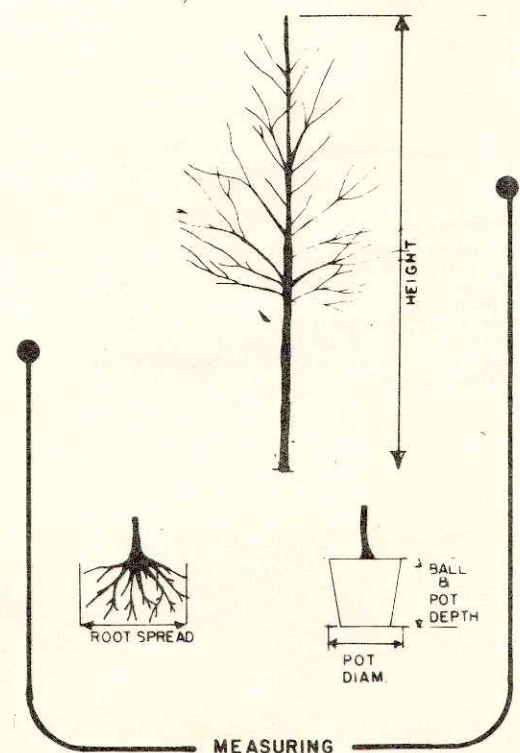
SHRUBS EX. BUCKTHORN, HONEYSUCKLE, NINEBARK

PRUNING



NOTE:
 (1) ENGINEER MAY REQUIRE 2 OR 3 SLITS IN POT TO SPEED DETERIORATION
 (2) METAL, PLASTIC OR OTHER NON DEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING

PLANTING



NOTE: MEASUREMENTS ARE SPECIFIED ON PLANT DATA CHART

- LEGEND
- ① BACKFILL MATERIAL COMPACTED
 - ② MULCH MATERIAL
 - ④ LOCATION OF CONTROLLED RELEASE FERTILIZER UNITS IF SPECIFIED
 - ⑤ DIAMETER AS SPECIFIED ON PLANT DATA CHART
 - ⑥ DEPTH AS SPECIFIED ON PLANT DATA CHART
 - ⑦ DIAMETER OF MULCHED AREA AS SPECIFIED ON PLANT DATA CHART

ESTIMATE OF QUANTITIES

R1-6|12|73

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS - EDITION 1969. APPROVED MARCH 3, 1969. FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 15, 1968. AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO. I
GRADING, BASE & BITUMINOUS
CONCRETE PAVEMENT

PROJECT I.D. 5991 - 5 - 02	SHEET NUMBER 3	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION M 8401(001)		

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING PAVEMENT	REMOVING CURB AND GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING CATCH BASINS	REMOVING INLETS	UNCLASSIFIED EXCAVATION	FINISHING ROADWAY M8401(001)	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE DRIVEWAY	CONCRETE ALLEY	CONCRETE PAVEMENT 8-INCH	CONCRETE CURB AND GUTTER TYPE A 30-INCH	CONCRETE CURB AND GUTTER TYPE D 30-INCH	CONCRETE SIDEWALK 4-INCH	REINFORCED CONCRETE PIPE CLASS III STORM SEWER 12-INCH	CATCH BASINS TYPE 1	MANHOLES TYPE 1	
			20102	20105	20401	20405	20406	20415	20416	20503	21303	30403	40701	40702	40931	40932	40908	60123	60133	60204	60825	61101	61111	
		UNIT	LIN. FT.	IN. DIAM.	IN. DIAM.	S.Y.	L.F.	S.Y.	EACH	EACH	C.Y.	L.S.	C.Y.	TON	TON	S.Y.	S.Y.	S.Y.	L.F.	L.F.	S.F.	L.F.	EACH	EACH
	0 + 19 - 34 + 70.6	3394.66	677	689	1617	6720	570	31	22	5995	1	4100	5565	334	152	108	440	94	6738	5477	480	26	1	

CATCH BASIN COVERS TYPE A	MANHOLE COVERS TYPE J	ADJUSTING MANHOLE COVERS	METAL CONDUIT 2-INCH	TOPSOIL	FERTILIZER	SEEDING	SHRUBS, HONEYSUCKLE BLUELEAF ZABEL 3' - 4' HT. B.R.
61131	61151	61182	61302	62501	62901	63002	63261
EACH	EACH	EACH	L.F.	S.Y.	CWT.	POUND	EACH
26	1	42	244	3800	4	70	20

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CLEARING AND GRUBBING				REMOVING CONCRETE SIDEWALK			
STA.	LOCATION	IN. DIA. CLEARING	IN. DIA. GRUBBING	S.Y.	STA. - STA.	LOCATION	S.Y.
2 + 01	RT.	10	10				
2 + 30		13	13				
2 + 60		10	10				
2 + 90		15	15				
3 + 30		18	18				
3 + 60		12	12				
3 + 89		18	18				
4 + 20		12	12				
4 + 50		10	10				
4 + 80		14	14				
5 + 39		12	12				
5 + 69		10	10				
5 + 99		19	19				
6 + 29		10	10				
6 + 58		13	13				
6 + 88		13	13				
7 + 18		8	8				
7 + 48		8	8				
7 + 78		14	14				
8 + 18		10	10				
8 + 38		13	13				
8 + 65		12	12				
8 + 96		4	4				
9 + 21		7	7				
9 + 46		12	12				
9 + 75		5	5				
10 + 06		9	9				
10 + 36		10	10				
11 + 25		4	4				
11 + 94		7	7				
12 + 23		5	5				
12 + 53		5	5				
13 + 18		4	4				
13 + 61		9	9				
14 + 02		-	12				
14 + 87		8	8				
17 + 13		10	10				
18 + 38		10	10				
18 + 69		11	11				
19 + 00		10	10				
19 + 29		14	14				
19 + 59		11	11				
19 + 87		10	10				
20 + 40		10	10				
20 + 69		10	10				
21 + 00		15	15				
21 + 30		9	9				
21 + 89		8	8				
22 + 19		4	4				
22 + 49		4	4				
22 + 79		10	10				
23 + 99		9	9				
24 + 89		9	9				
25 + 04		5	5				
27 + 64		8	8				
27 + 88		9	9				
28 + 19		8	8				
28 + 50		9	9				
28 + 80		9	9				
29 + 08		12	12				
29 + 39		9	9				
30 + 00		10	10				
30 + 29		10	10				
30 + 90		10	10				
31 + 20		6	6				
31 + 53		8	8				
31 + 83		10	10				
32 + 14		14	14				
32 + 43		13	13				

- UTILITIES INVOLVED

CITY OF LA CROSSE

 - SANITARY SEWER { CITY HALL
 - STORM SEWER { DIRECTOR OF PUBLIC WORKS
 - WATER MAIN { 785-2060

NORTHERN STATES POWER COMPANY

 - ELECTRIC DISTRIBUTION { 122 5th AVE. NORTH
 - GAS DISTRIBUTION { 782-8110

LA CROSSE TELEPHONE COMPANY

 - TELEPHONE CONDUIT { 4th & DIVISION ST.
 - AERIAL CABLE { 782-9956

STANDARD DETAIL DRAWINGS

 - 8A1-2 CATCH BASINS TYPE 1 & CATCH BASIN COVERS
 - 8B1-2 MANHOLES TYPE 1 & MANHOLE COVERS
 - 8D1-1 CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN
 - 9B2-1 METAL CONDUIT & FIBER CONDUIT
 - 13C1-2 LONGITUDINAL JOINTS - CONCRETE PAVEMENT
 - 13C4-2 TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT
 - 15C1-2 CONSTRUCTION BARRICADE

- GENERAL NOTES
1. WHEN THE QUANTITY OF THE ITEM OF BASE 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 AS DIRECTED BY THE ENGINEER.
 2. TOPSOIL SHALL BE PLACED AS SHOWN ON THE PLANS TO AN APPROXIMATE DEPTH OF FOUR (4) INCHES AT TIME OF PLACEMENT.
 3. 6 INCHES BITUMINOUS CONCRETE SHALL CONSIST OF 1 1/2" SURFACE COURSE AND 3 BINDER COURSES.
 4. THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 5. ADD 600.99 FEET TO CONVERT FROM CITY DATUM TO USGS (1929 ADJ.).
 6. SAW CUTS DENOTED ON THE PLANS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT ID 5991 - 5 - 02	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION M 8401 (001)	3A	

REMOVING CURB & GUTTER			
STA.	STA.	LOCATION	L.F.
0 + 47	0 + 00	SO. AVE. LT.	47
0 + 00	0 + 21 (RAD)	LT.	21
0 + 21	1 + 30.8	LT.	110
		9TH & SO. AVE. RT.	36
		NORTHSIDE OF SO. AVE. RT.	56
		SO. AVE. & GREEN BAY ST. RT.	35
		9TH ST. EAST RT.	98
0 + 91	1 + 30.8	RT.	40
1 + 30.8	1 + 96.8	LT.	47
1 + 30.8	1 + 96.8 (2-15' RAD)	LT.	47
1 + 96.8	7 + 48	LT.	551
7 + 48	8 + 14 (2-15' RAD)	LT.	47
8 + 14	14 + 16.6	LT.	603
1 + 96.8	14 + 13.6	RT.	1217
14 + 88.6	19 + 84	LT.	495
14 + 91.6	24 + 10	RT.	918
20 + 50	24 + 10	LT.	360
24 + 10	24 + 76 (2-15' RAD)	LT.	47
24 + 10	24 + 76 (2-15' RAD)	RT.	47
24 + 76	34 + 05	LT.	929
24 + 76	34 + 05	RT.	929
34 + 71	34 + 91	LT.	20
34 + 71	34 + 91	RT.	20

REMOVING INLETS		
STATION	LOCATION	EACH
0 + 82	RT.	1
1 + 25	LT. & RT.	2
4 + 73	LT. & RT.	2
7 + 57	LT.	1
7 + 80	RT.	1
8 + 02	LT.	1
11 + 15	LT. & RT.	2
14 + 27	RT.	1
14 + 80	RT.	1
17 + 35	LT. & RT.	2
20 + 16	RT.	1
24 + 20	LT.	1
24 + 63	LT.	1
24 + 66	RT.	1
27 + 75	LT. & RT.	2
31 + 05	LT. & RT.	2

METAL CONDUIT. 2"			
STA.	STA.	LOCATION	TOTAL LENGTH
0 + 39	--	LT. & RT.	53'
14 + 07	--	LT. & RT.	47'
14 + 28	14 + 79	36' RT.	51'
14 + 30	14 + 76	37' LT.	45'
14 + 98	--	LT. & RT.	47'

CONCRETE CURB & GUTTER. TYPE "A"			
STA.	STA.	LOCATION	L.F.
34 + 05	34 + 71 (2-15' RAD)	LT.	47.
34 + 05	34 + 71 (2-15' RAD)	RT.	47.

REMOVING PAVEMENT		
STATION	LOCATION	S.Y.
0 + 20	NORTHSIDE SOUTH AVENUE	43.44
	EXIST. INTER. GREEN BAY & SO. AVE.	94.56
	9TH & SOUTH AVENUE INTER.	76.67
	9TH ST. EAST	42.67
0 + 60	LT.	98.00
2 + 67	LT.	7.56
3 + 33	LT.	8.50
12 + 60	LT.	32.22
13 + 43	LT.	38.72
13 + 97	LT.	22.67
14 + 50	INTER. OF WEST AVENUE	560.71
16 + 05	RT.	14.17
16 + 73	LT.	30.29
20 + 21	RT.	15.89
21 + 60	RT.	10.67
27 + 42	RT.	18.89
29 + 67	RT.	28.33
32 + 34	LT.	9.44
33 + 38	LT.	9.44
33 + 63	RT.	11.33
34 + 37	INTER. OF 16TH STREET	442.83

ADJUSTING MANHOLE COVERS					
STATION	LOCATION	NO.	STATION	LOCATION	NO.
0 + 37	71' RT.	1	17 + 35	4' LT.	1
0 + 39	87' LT.	1	20 + 11	3' RT.	1
0 + 87	2' RT.	1	20 + 17	4' LT.	1
1 + 00	4' LT.	1	24 + 37	3' RT.	1
1 + 23	12' LT.	1	24 + 43	4' LT.	1
1 + 97	17' LT.	1	24 + 58	37' LT.	1
4 + 65	3' RT.	1	24 + 76	17' LT.	1
4 + 73	4' LT.	1	27 + 75	4' LT.	1
7 + 80	4' LT.	1	27 + 89	3' RT.	1
7 + 87	3' RT.	1	31 + 05	4' LT.	1
11 + 11	3' RT.	1	31 + 20	3' RT.	1
11 + 15	4' LT.	1	34 + 00	15' LT.	1
14 + 11	17' LT.	1	34 + 05	11' LT.	1
14 + 13	11' LT.	1	34 + 35	5' RT.	1
14 + 23	3' RT.	1	34 + 38	4' LT.	1
14 + 43	4' LT.	1	34 + 40	5' RT.	1
14 + 53	15' LT.	1	34 + 45	3' RT.	1
14 + 66	37' LT.	1	34 + 51	15' LT.	1
14 + 68	17' LT.	1	34 + 51	37' LT.	1
14 + 87	17' LT.	1	34 + 51	29' RT.	1
17 + 25	3' RT.	1	34 + 71	16' LT.	1

CONCRETE PAVEMENT. 8"		
LOCATION	S.Y.	
16TH ST. AND GREEN BAY ST. INTERSECTION	440	

CONCRETE ALLEY		
STATION	LOCATION	S.Y.
NORTH SIDE SOUTH AVENUE	LT.	43.4
12 + 50 - 12 + 70	LT.	32.2
16 + 65 - 16 + 85	LT.	32.4

CONCRETE CURB & GUTTER. TYPE "D"			
STATION	STATION	LOCATION	L.F.
		NORTH SIDE SOUTH AVE.	122.0
		25' RAD.	39.3
		END 25' RAD. TO N/L NINTH STREET	83.0
		NORTH SIDE SOUTH AVE.	71.0
		30' RAD.	47.1
		END 30' RAD. TO END OF 100' RAD.	72.0
		15' RAD. N.E. COR. 9TH ST.	23.5
1 + 95.7	7 + 48.0	LT.	552.3
7 + 48	8 + 14.0 (2-15' RAD)	LT.	47.1
8 + 14.0	14 + 16.6	LT.	602.6
1 + 95.7	14 + 13.6	RT.	1217.9
14 + 16.6	14 + 88.6 (2-15' RAD)	LT.	47.1
14 + 13.6	14 + 91.6 (2-15' RAD)	RT.	47.1
14 + 88.6	19 + 84.0	LT.	495.4
20 + 50	24 + 10	LT.	360.0
14 + 91.6	24 + 10.0	RT.	918.4
24 + 10	24 + 76 (2-15' RAD)	LT.	47.1
24 + 10	24 + 76 (2-15' RAD)	RT.	47.1
24 + 76	34 + 05	LT.	929.0
24 + 76	34 + 05	RT.	929.0
34 + 71	34 + 91	LT.	20.0
34 + 71	34 + 91	RT.	20.0

CONCRETE DRIVEWAY			
STA.	STA.	LOCATION	S.Y.
2 + 59	2 + 76	LT.	10.0
3 + 24	3 + 41	LT.	10.0
13 + 40	13 + 67	LT.	18.3
15 + 96	16 + 17	RT.	10.1
20 + 30	20 + 60	RT.	16.0
20 + 70	21 + 00	RT.	16.0
22 + 12	22 + 42	RT.	16.0
27 + 29	27 + 56	RT.	13.5
29 + 55	29 + 82	RT.	13.5
32 + 25	32 + 42	LT.	10.0
33 + 30	33 + 47	LT.	10.0
33 + 54	33 + 73	RT.	8.6

MANHOLES			
STATION	TYPE M.H.	LOCATION	DEPTH
14 + 80	1-J	3' RT.	7'-0"

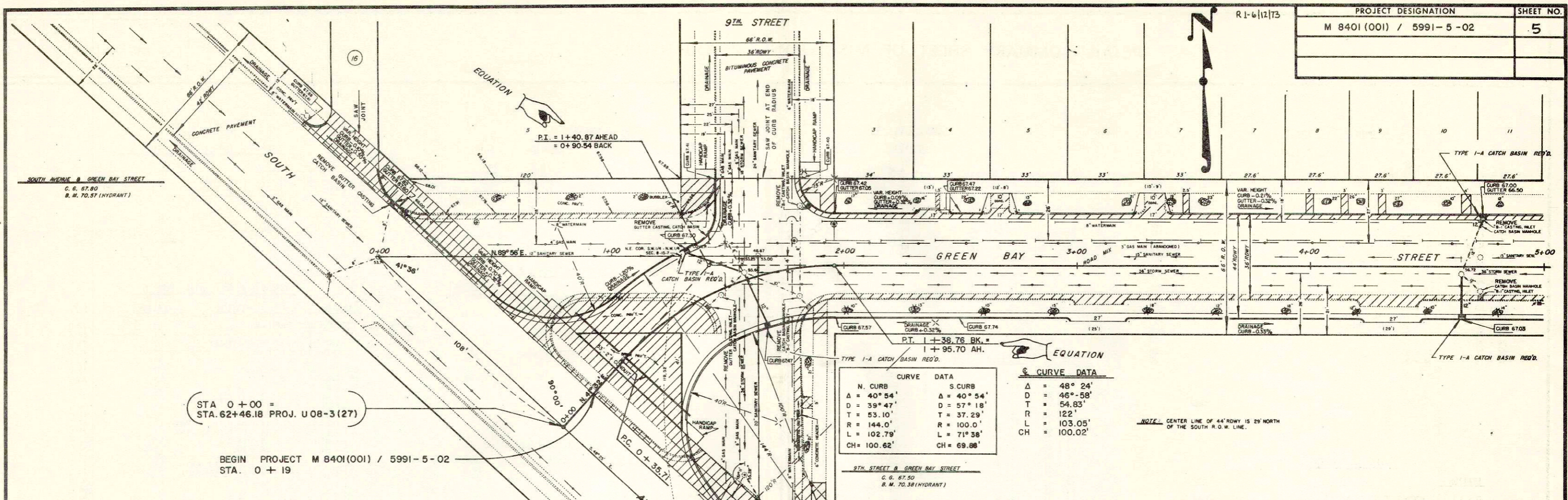
CONCRETE SIDEWALK. 4-INCH					
STATION	LOCATION	S.F.	STATION	LOCATION	S.F.
	N. SIDE SO. AVE.	678.00	18 + 16	LT.	13.00
	N. SIDE SO. AVE.	570.00	18 + 59	LT.	25.50
	9TH ST. EAST	192.00	19 + 18	LT.	25.50
	9TH ST. WEST	87.00	19 + 52	LT.	17.00
1 + 95	LT.	132.00	20 + 89	LT.	34.00
1 + 95	RT.	36.00	21 + 30	LT.	25.50
2 + 39	LT.	11.25	21 + 93	LT.	21.25
3 + 47	LT.	21.25	22 + 60	LT.	17.00
3 + 99	LT.	25.50	23 + 19	LT.	25.50
4 + 15	LT.	25.50	23 + 50	LT.	17.00
4 + 31	LT.	25.50	23 + 64	LT.	21.25
4 + 67	LT.	34.00	24 + 12	LT.	114.00
5 + 13	LT.	24.80	24 + 12	RT.	36.00
5 + 54	LT.	25.50	24 + 72	RT.	120.00
5 + 93	LT.	21.25	24 + 72	RT.	36.00
6 + 78	LT.	21.25	24 + 77 - 25 + 16	RT.	253.50
7 + 33	LT.	21.25	25 + 17	LT.	25.50
7 + 50	LT.	132.00	25 + 52	LT.	52.50
8 + 08	LT.	132.00	26 + 37	LT.	19.50
8 + 86	LT.	17.00	26 + 77	LT.	21.25
9 + 34	LT.	25.50	26 + 77	LT.	21.25
9 + 92	LT.	25.50	27 + 50	LT.	21.25
10 + 45	LT.	21.25	28 + 05 + 00	RT.	160.00
11 + 22	LT.	25.50	28 + 44	LT.	25.75
11 + 55	LT.	12.75	28 + 67	LT.	25.00
11 + 96	LT.	15.30	28 + 97	LT.	17.00
12 + 16	LT.	28.50	29 + 39	LT.	30.25
12 + 92	LT.	21.25	30 + 07	LT.	23.80
14 + 15	LT.	150.00	30 + 51	LT.	22.95
14 + 15	RT.	90.00	31 + 01	LT.	17.00
14 + 86	LT.	132.00	31 + 59	LT.	29.75
14 + 86	RT.	120.00	31 + 90	LT.	23.00
14 + 86	LT.	34.75	32 + 52	LT.	21.25
15 + 39	LT.	21.25	33 + 28	LT.	76.50
17 + 00	LT.	25.50	34 + 08	RT.	114.00
17 + 55	LT.	21.25	34 + 08	LT.	108.00
	HANDICAP RAMPS	514.00	34 + 68	RT.	144.40

CATCH BASINS & CONNECTIONS				
STATION	TYPE C.B.	LOCATION	DEPTH	STORM SEWER R.C.P. CLASS III- 12" L.F.
0 + 83	1-A	22' LT.	3'-6"	22'
1 + 03	1-A	22' RT.	3'-6"	20'
4 + 70	1-A	22' RT.	3'-6"	16'
4 + 73	1-A	22' LT.	4'-6"	6'
7 + 58	1-A	26' LT.	3'-6"	38'
7 + 86	1-A	22' RT.	3'-6"	14'
8 + 00	1-A	26' LT.	4'-6"	8'
11 + 14	1-A	22' LT.	4'-6"	6'
11 + 14	1-A	22' RT.	3'-6"	16'
14 + 26	1-A	26' LT.	3'-6"	24'
14 + 26	1-A	26' RT.	3'-6"	18'
14 + 77	1-A	26' LT.	3'-6"	24'
14 + 80	1-A	24' RT.	3'-6"	18'
17 + 25	1-A	22' LT.	3'-6"	20'
17 + 25	1-A	22' RT.	3'-6"	14'
17 + 25	1-A	22' RT.	3'-6"	18'
20 + 00	1-A	22' LT.	3'-6"	6'
24 + 21	1-A	26' LT.	3'-6"	36'
24 + 65	1-A	26' RT.	3'-6"	32'
24 + 65	1-A	22' LT.	3'-6"	20'
27 + 90	1-A	22' RT.	3'-6"	14'
27 + 90	1-A	22' LT.	3'-6"	20'
31 + 20	1-A	22' RT.	3'-6"	14'
31 + 12	1-A	RT.	3'-6"	44'
34 + 60	1-A	LT.	5'-0"	6'
34 + 60	1-A	RT.	4'-6"	6'

REMOVING CATCH BASINS		
STATION	LOCATION	EACH
	INTER. OF GREEN BAY & SO. AVE.	1
	INTER. OF 9TH ST. & SO. AVE.	1
0 + 87	LT. & RT.	2
1 + 23	LT. & RT.	2
4 + 73	LT. & RT.	2
7 + 62	LT.	1
7 + 80	RT.	1
7 + 97	LT.	1
11 + 15	LT. & RT.	2
14 + 27	LT.	1
14 + 36	RT.	1
14 + 70	RT.	1
14 + 77	LT.	1
17 + 35	LT. & RT.	2
20 + 16	RT.	1
24 + 23	LT.	1
24 + 61	LT.	1
24 + 63	RT.	1
27 + 75	LT. & RT.	2
29 + 65	RT.	1
31 + 05	LT. & RT.	2
34 + 16	RT.	1
34 + 60	LT. & RT.	2

R1-6(12)73

PROJECT DESIGNATION	SHEET NO.
M 8401 (001) / 5991-5-02	5



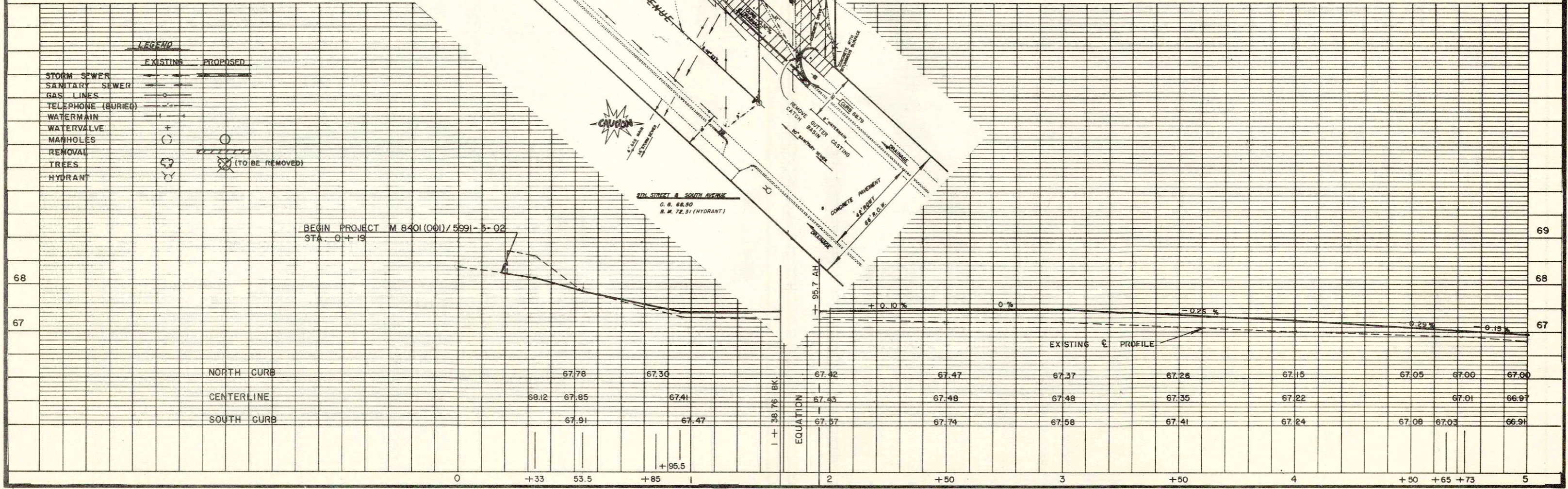
P.T. I + 38.76 BK. = I + 95.70 AH.

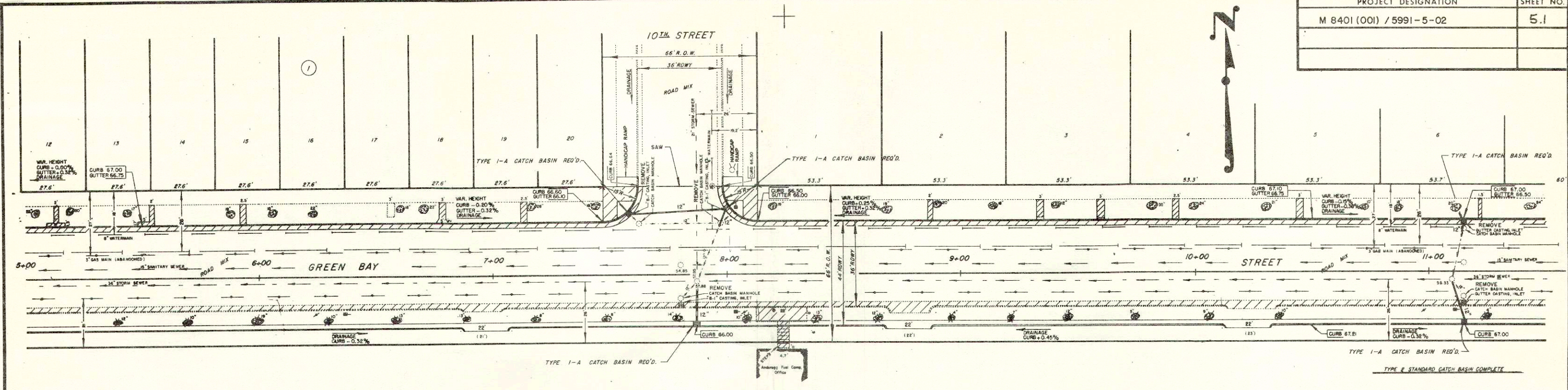
CURVE DATA		C CURVE DATA	
N. CURB	S. CURB	Δ	Δ
Δ = 40° 54'	Δ = 40° 54'	Δ = 48° 24'	
D = 39° 47'	D = 57° 18'	D = 46° 58'	
T = 53.10'	T = 37.29'	T = 54.83'	
R = 144.0'	R = 100.0'	R = 122'	
L = 102.79'	L = 71° 38'	L = 103.05'	
CH = 100.62'	CH = 69.98'	CH = 100.02'	

NOTE: CENTER LINE OF 44' ROW IS 29' NORTH OF THE SOUTH R.O.W. LINE.

LEGEND

EXISTING	PROPOSED
STORM SEWER	STORM SEWER
SANITARY SEWER	SANITARY SEWER
GAS LINES	GAS LINES
TELEPHONE (BURIED)	TELEPHONE (BURIED)
WATERMAIN	WATERMAIN
WATERVALVE	WATERVALVE
MANHOLES	MANHOLES
REMOVAL	REMOVAL
TREES	TREES (TO BE REMOVED)
HYDRANT	HYDRANT

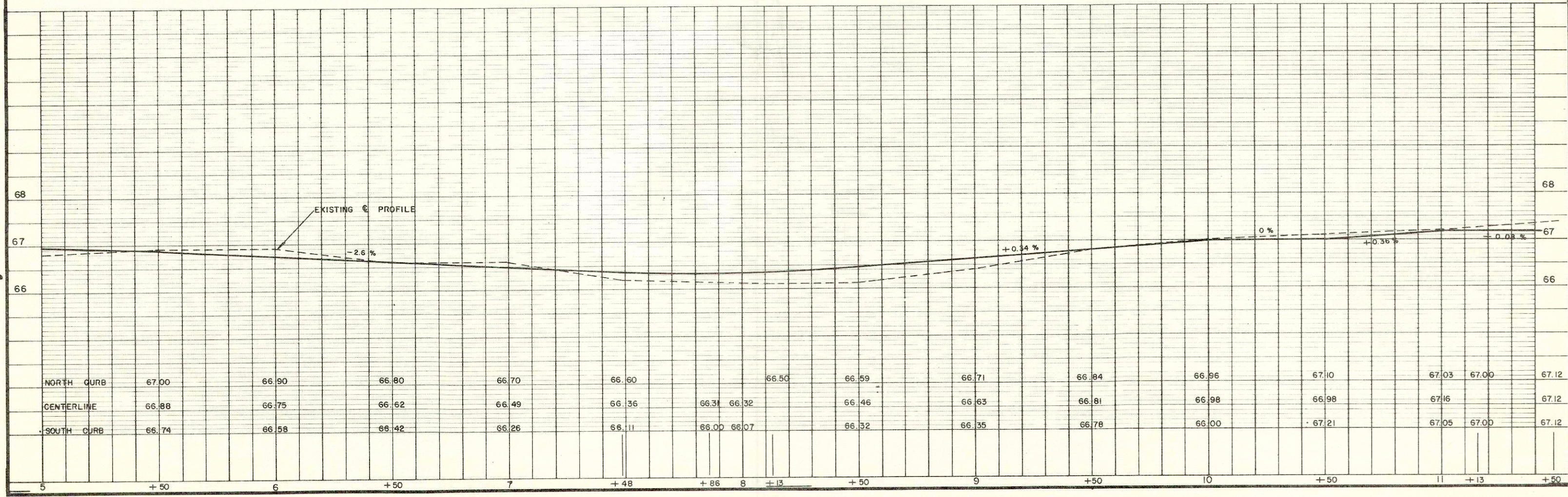


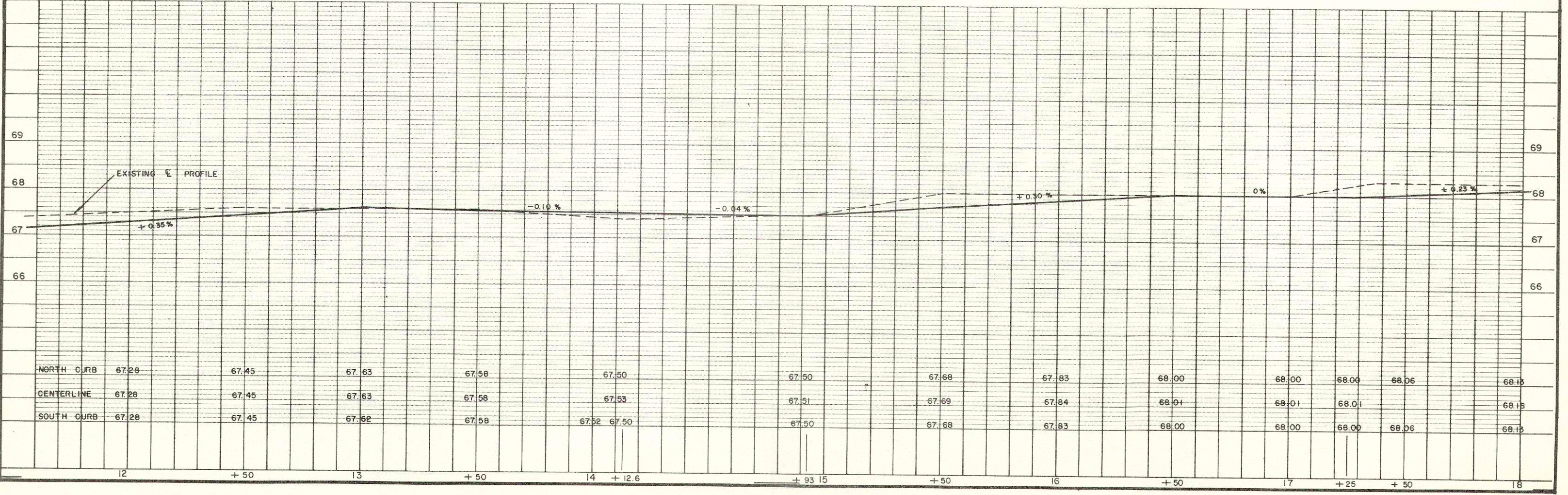
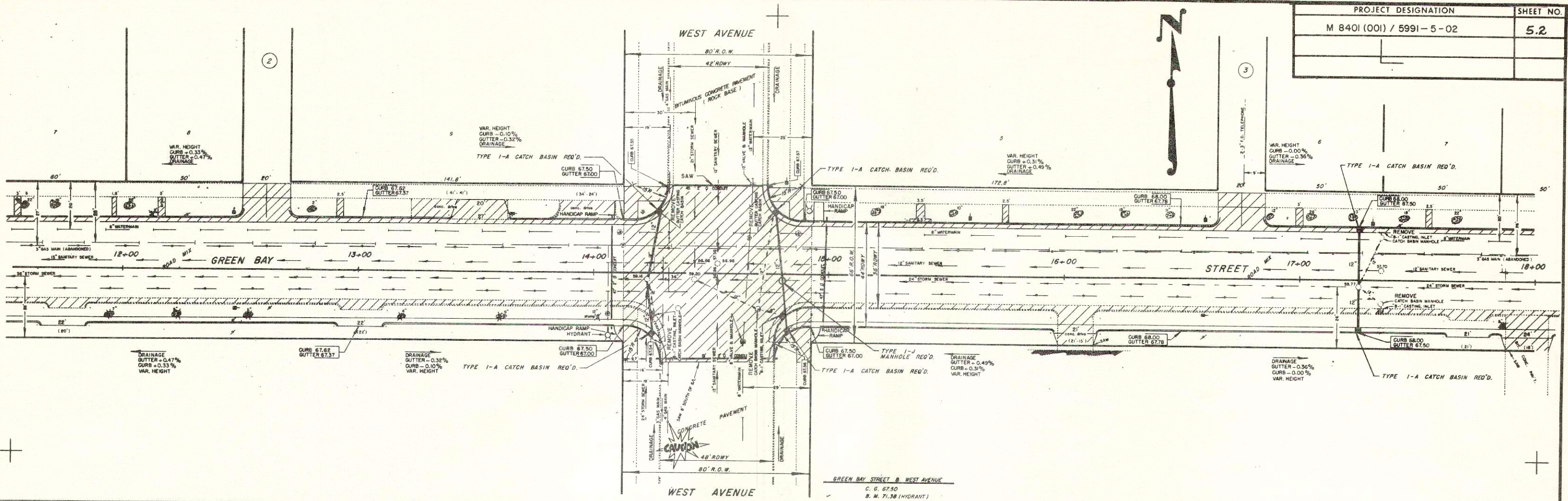


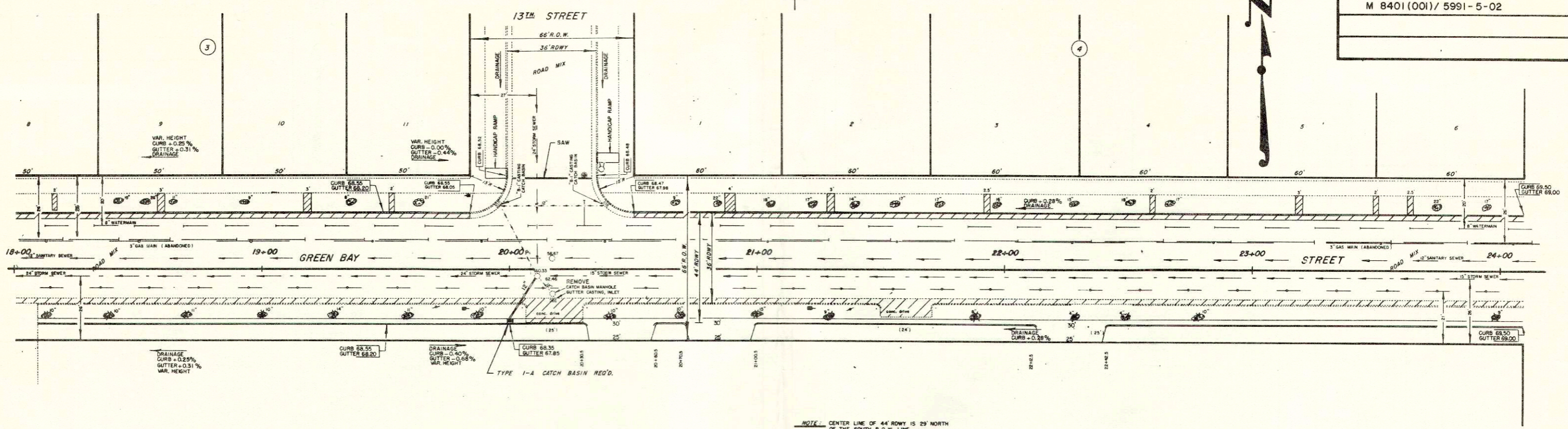
NOTE: CENTER LINE OF 44' ROW IS 29' NORTH OF THE SOUTH R.O.W. LINE.

NOTE: STEP REMOVAL INCLUDED IN SIDEWALK REMOVAL

10TH STREET @ GREEN BAY STREET
 C. S. 66.50
 B. M. 69.75 (HYDRANT)

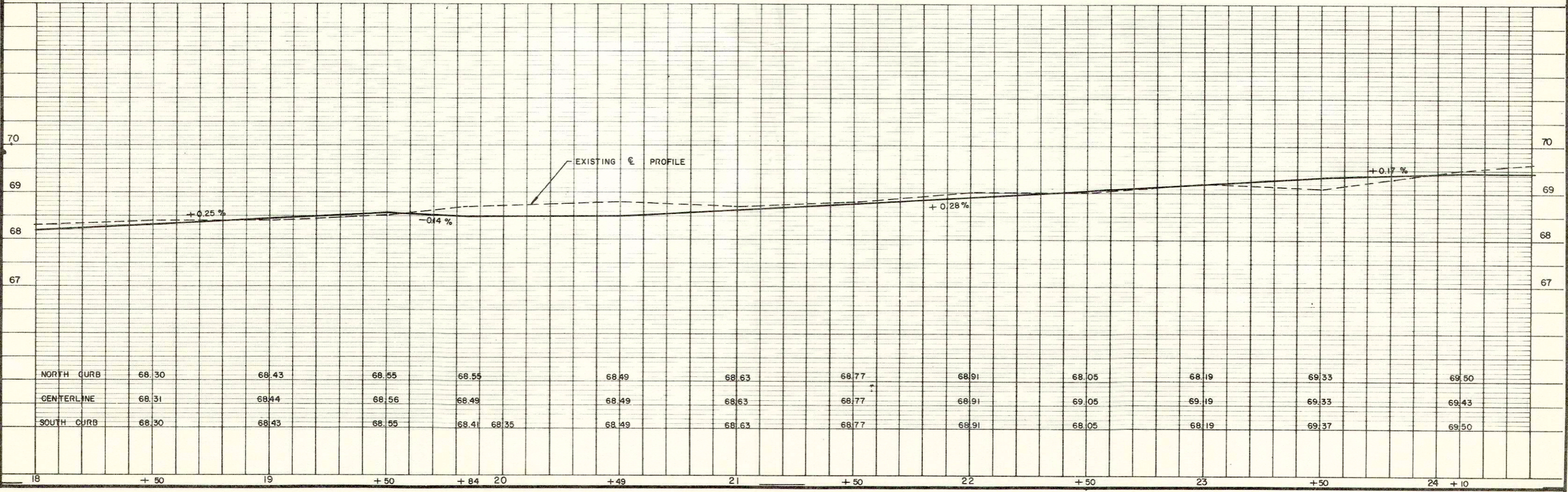


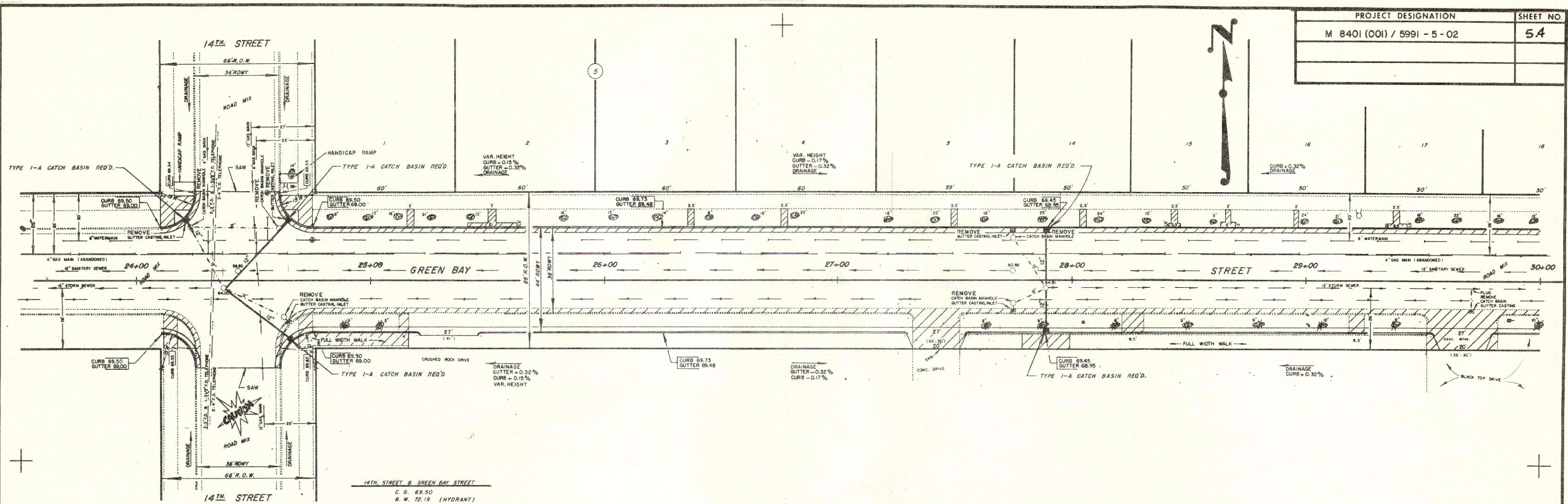




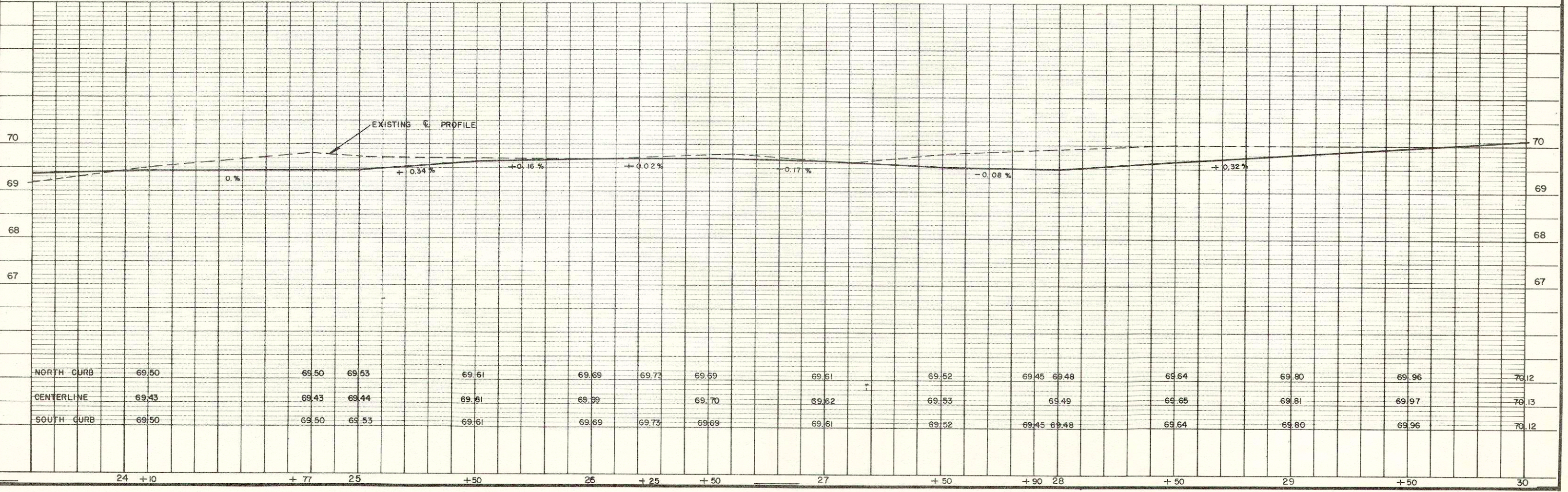
NOTE: CENTER LINE OF 44' ROW IS 29' NORTH OF THE SOUTH R.O.W. LINE

13TH STREET @ GREEN BAY STREET
 C. S. 68.50
 B. M. 71.24 (HYDRANT)





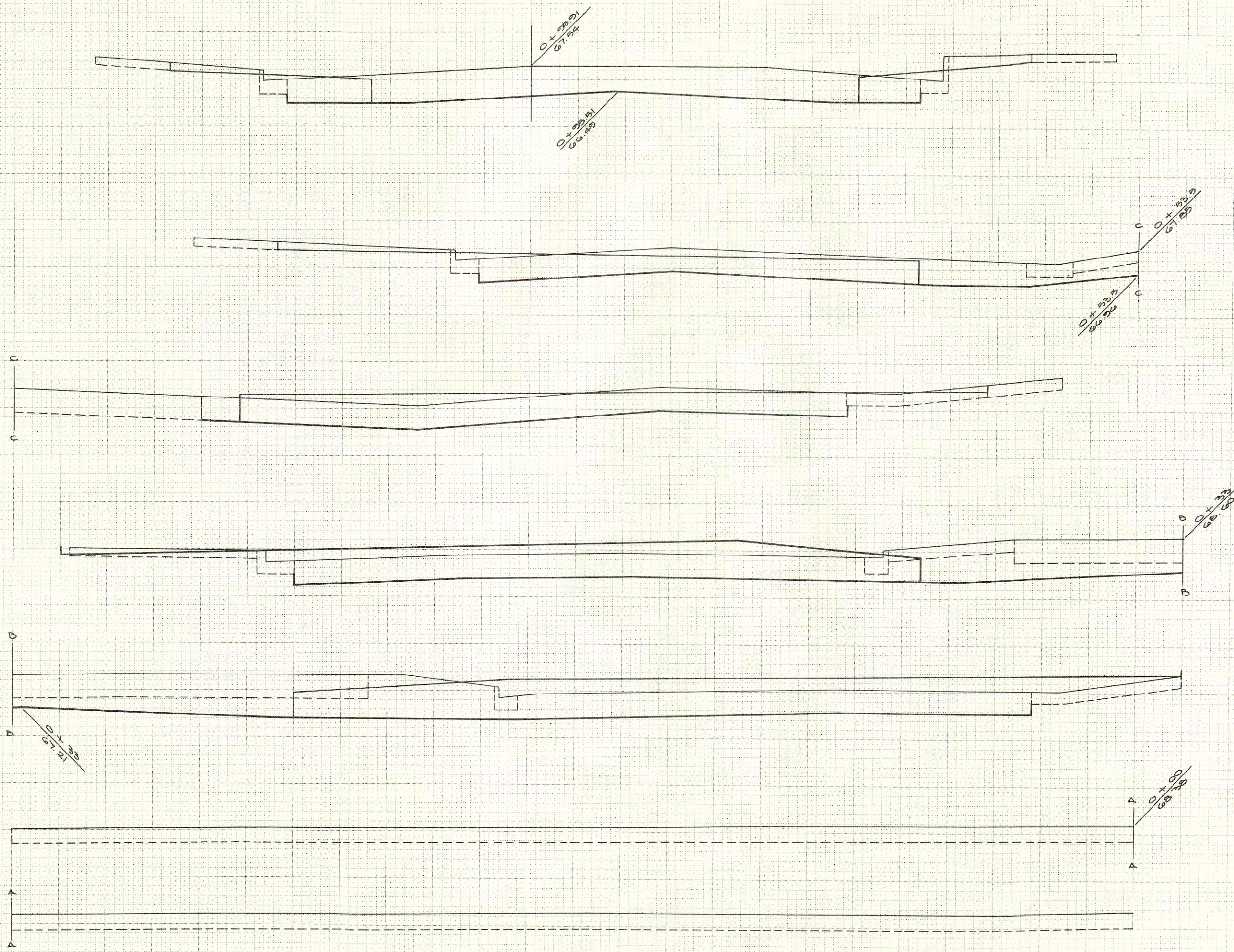
14TH STREET @ GREEN BAY STREET
 C. G. 69.50
 B. M. 72.19 (HYDRANT)



BPR REGION	PROJECT	SHEET	TOTAL
DIVISION	5991-5-02	NUMBER	SHEETS
WIS.	M 2401 (001)	8	

NO. AREAS CHECKED

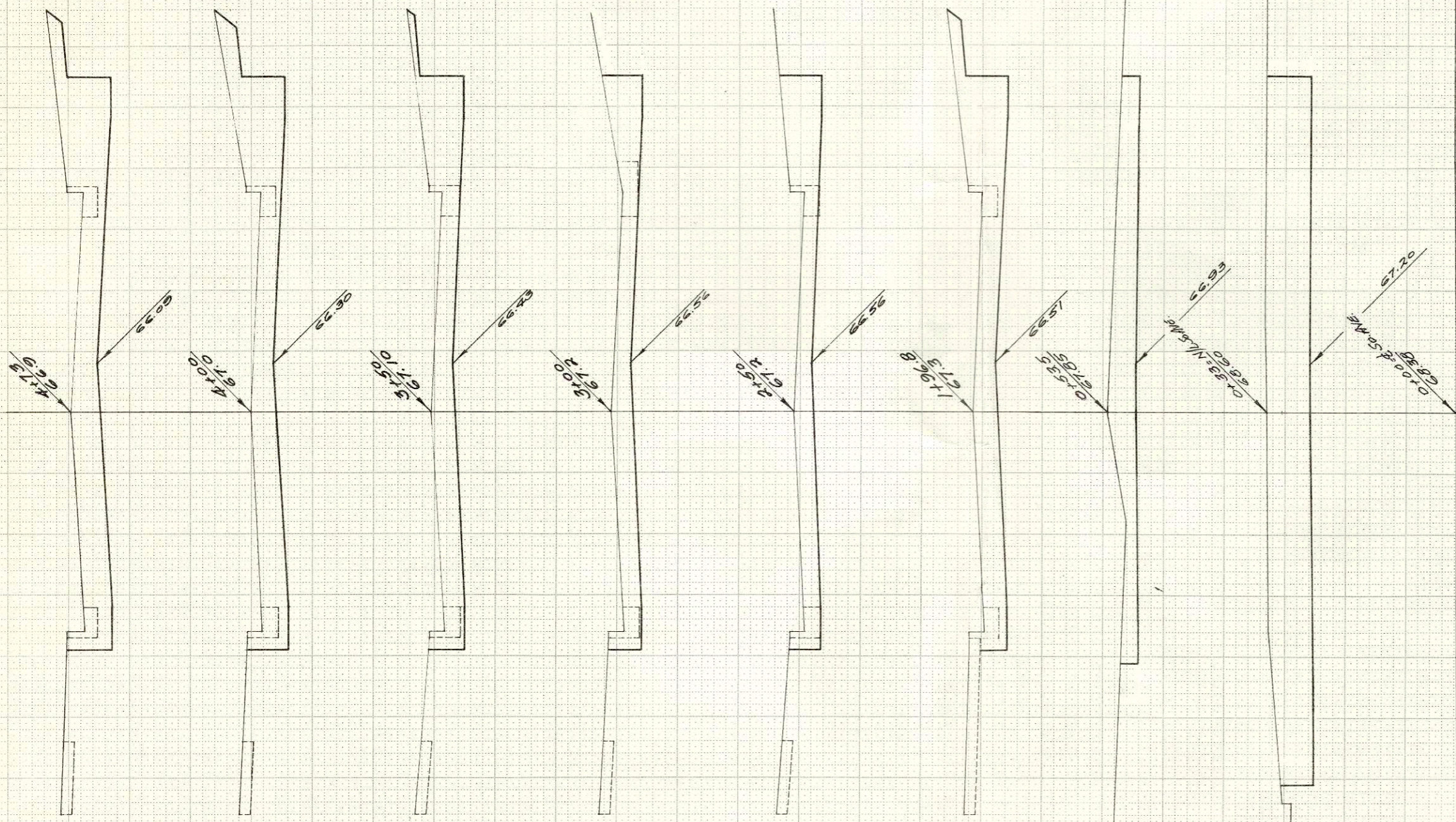
NO. AREAS CHECKED



STATION	YARDAGE			
	DISTANCE	EXCAVATION		FILL
		CU. YDS UNCL. EXCAVATION		
1+26.8	49.45	122		21
0+25.91 (+47.31)	42.41	176		70
0+23.5	20.5	125		116
0+00	33	119		146
SHEET TOTAL	141	542		333

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
4173	75'	127	
400	50'	75	
3150	50'	60	
3100	50'	50	
2150	50'	53	72
1496.8	53.2'	53.2	
TOTAL		386	

SCALE - HORIZ. = 1" = 50' VERT. = 1" = 5.2'

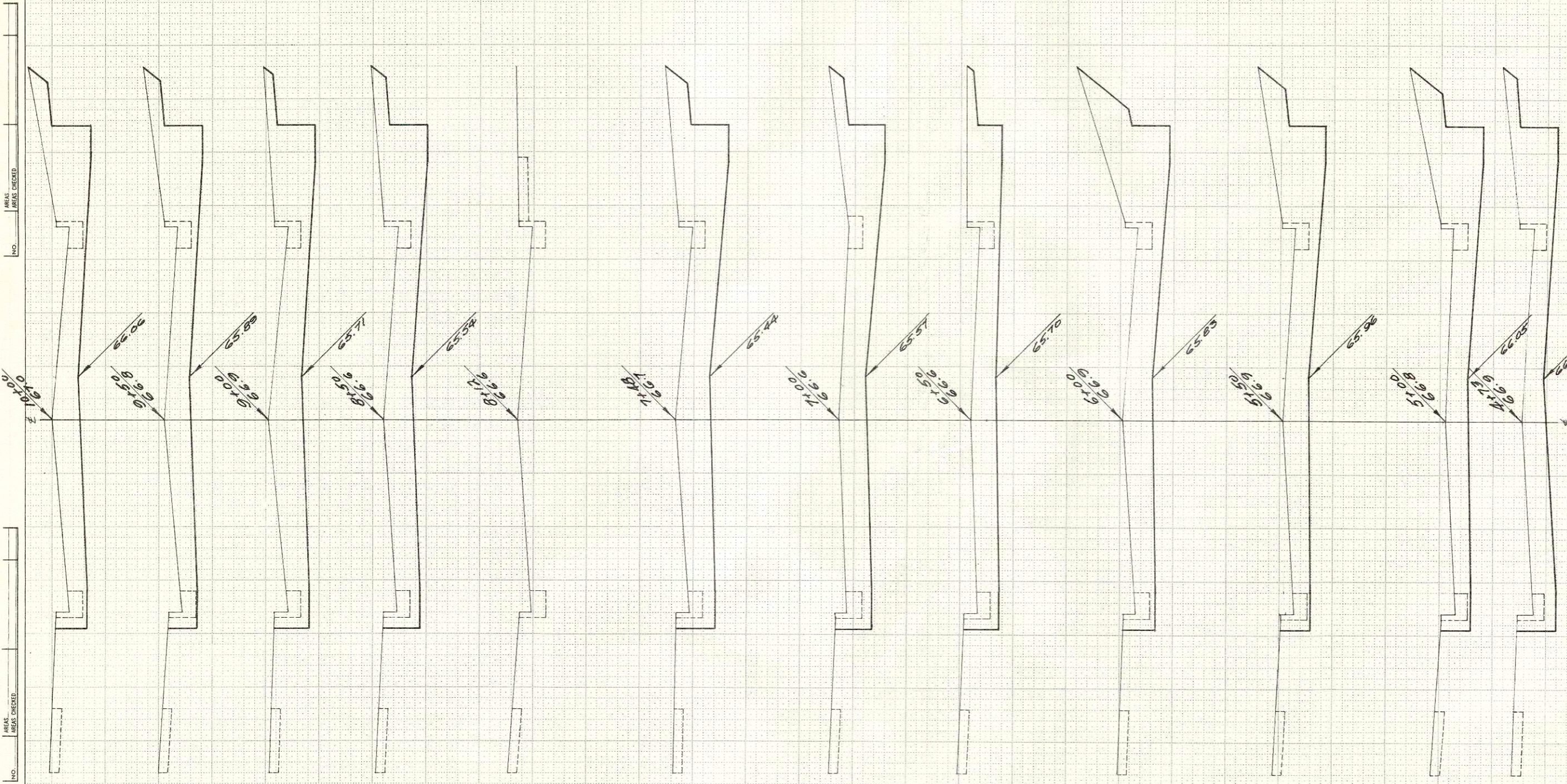


NOTE BOOK NO. AREAS CHECKED

NOTE BOOK NO. AREAS CHECKED

SHEET TOTAL 276 386

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	5921-5-02 M 8401(00)	82	



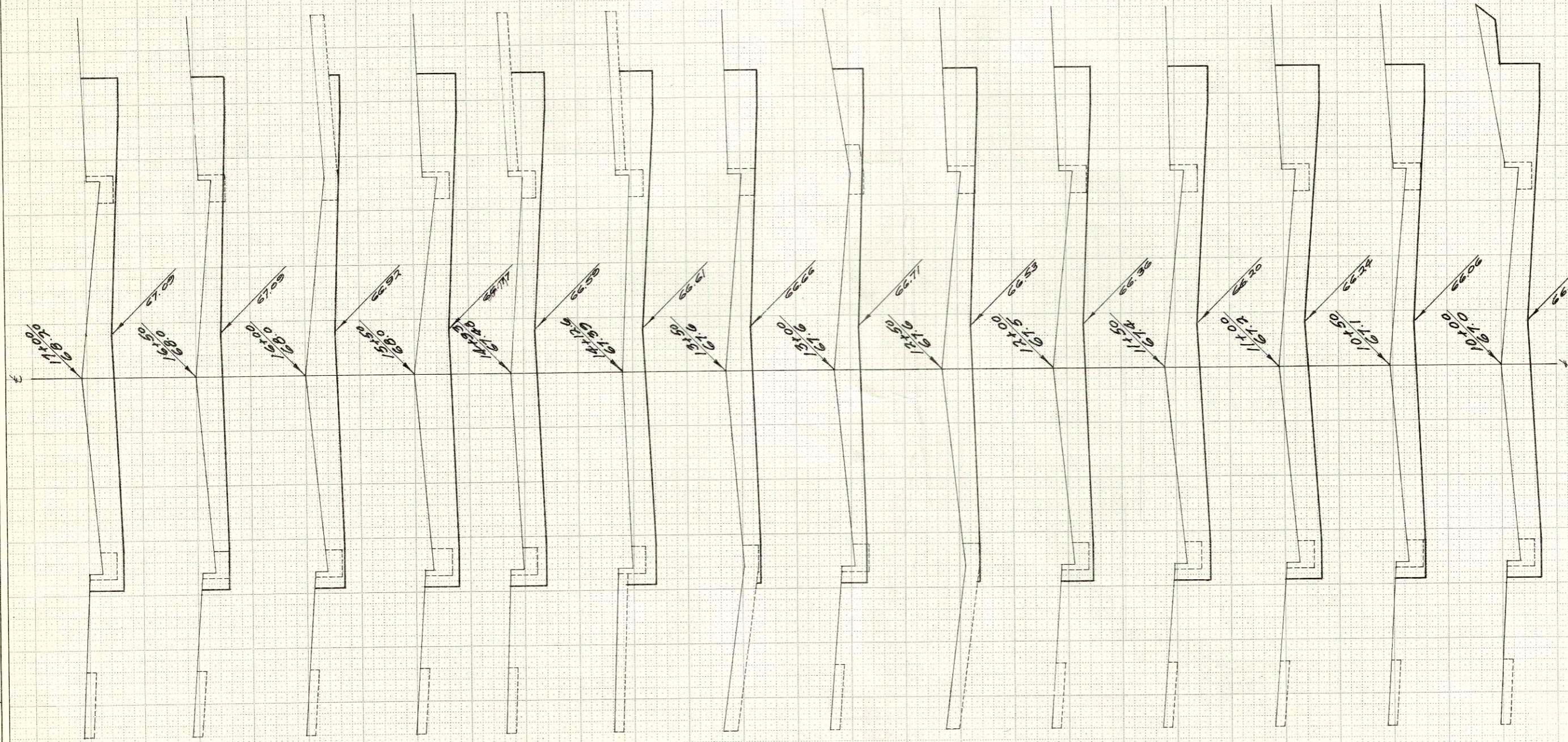
STATION	YARDAGE		
	DISTANCE CALCULATED ON CROSS-SECTION	EXCAVATION	
			FILL
10100	50'	87	
9150	50'	94	
9100	50'	99	
8150	50'	—	
812	38'	220	
7420	64'	103	
7400	50'	80	
6150	50'	94	
6100	50'	101	
5150	50'	92	
5100	50'	87	
4173	27'		

SCALE - HOR. = 1" = 5' VERT. = 1" = 2'

SHEET TOTAL 527 1026

NOTE BOOK SERIAL NO. AREAS CHECKED

NOTE BOOK SERIAL NO. AREAS CHECKED



SCALE - HORIZ. 1" = 5' VERT. 1" = 2'

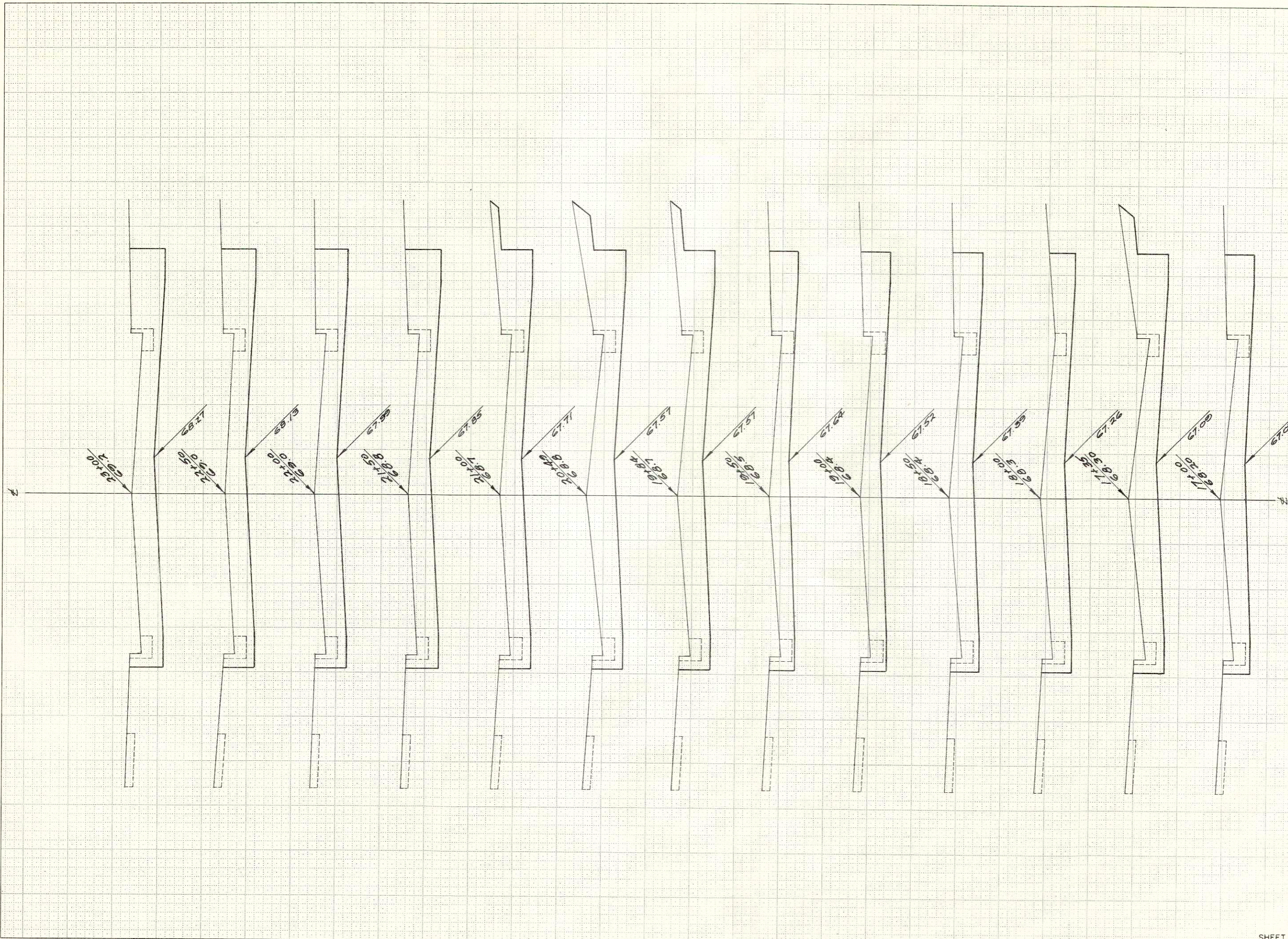
STATION	DISTANCE TO P.C.S. OF ENCLOSING EXCAVATION	YARDAGE	
		EXCAVATION	FILL
17+00	73		
50'	63		
50'	75		
57'	93		
80.4'	115		
86.4'	86		
62.6'	61		
50'	62		
50'	74		
50'	84		
50'	86		
50'	76		
50'	79		
10+50			
11+00			
11+50			
12+00			
12+50			
13+00			
13+50			
14+00			
14+50			
15+00			
15+50			
16+00			
16+50			
17+00			
17+50			
18+00			
18+50			
19+00			
19+50			
20+00			
20+50			
21+00			
21+50			
22+00			
22+50			
23+00			
23+50			
24+00			
24+50			
25+00			
25+50			
26+00			
26+50			
27+00			
27+50			
28+00			
28+50			
29+00			
29+50			
30+00			

SHEET TOTAL 700 1027

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	5591-5-02 M 2A01(001)	84	

NO. AREAS CHECKED

NO. AREAS CHECKED



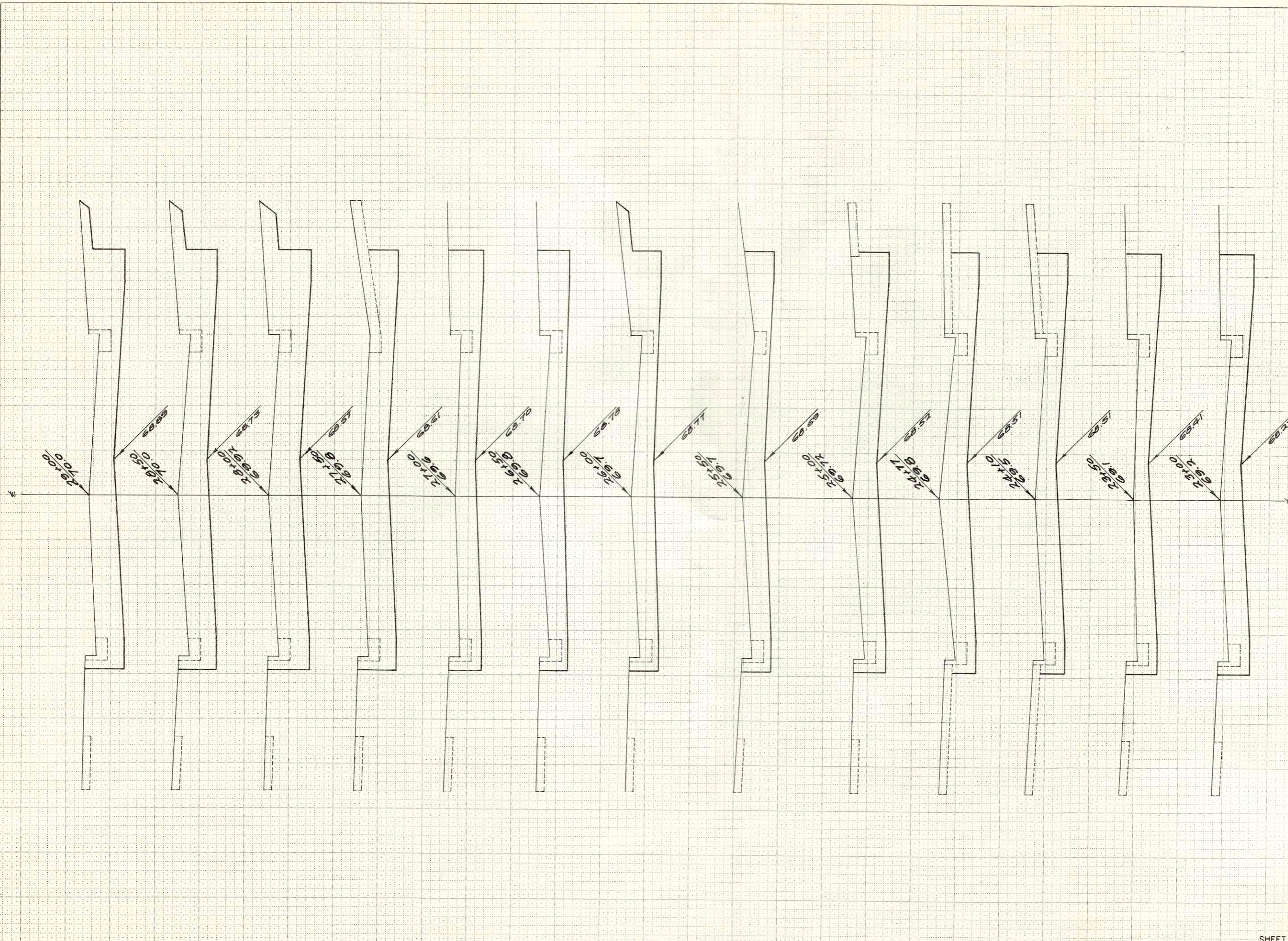
Scale - Hor. 1" = 5' Ver. 1" = 2'

STATION	YARDAGE		
	DISTANCE	EXCAVATION	FILL
17400	35'	62	
17450	65'	115	
17500	50'	80	
17550	50'	78	
17600	50'	73	
17650	34'	57	
17700	65'	131	
17750	51'	99	
17800	50'	89	
17850	50'	88	
17900	50'	86	
17950	50'	88	
23000	50'	88	

SHEET TOTAL 600 1045

AREAS CHECKED
NO.

AREAS CHECKED
NO.



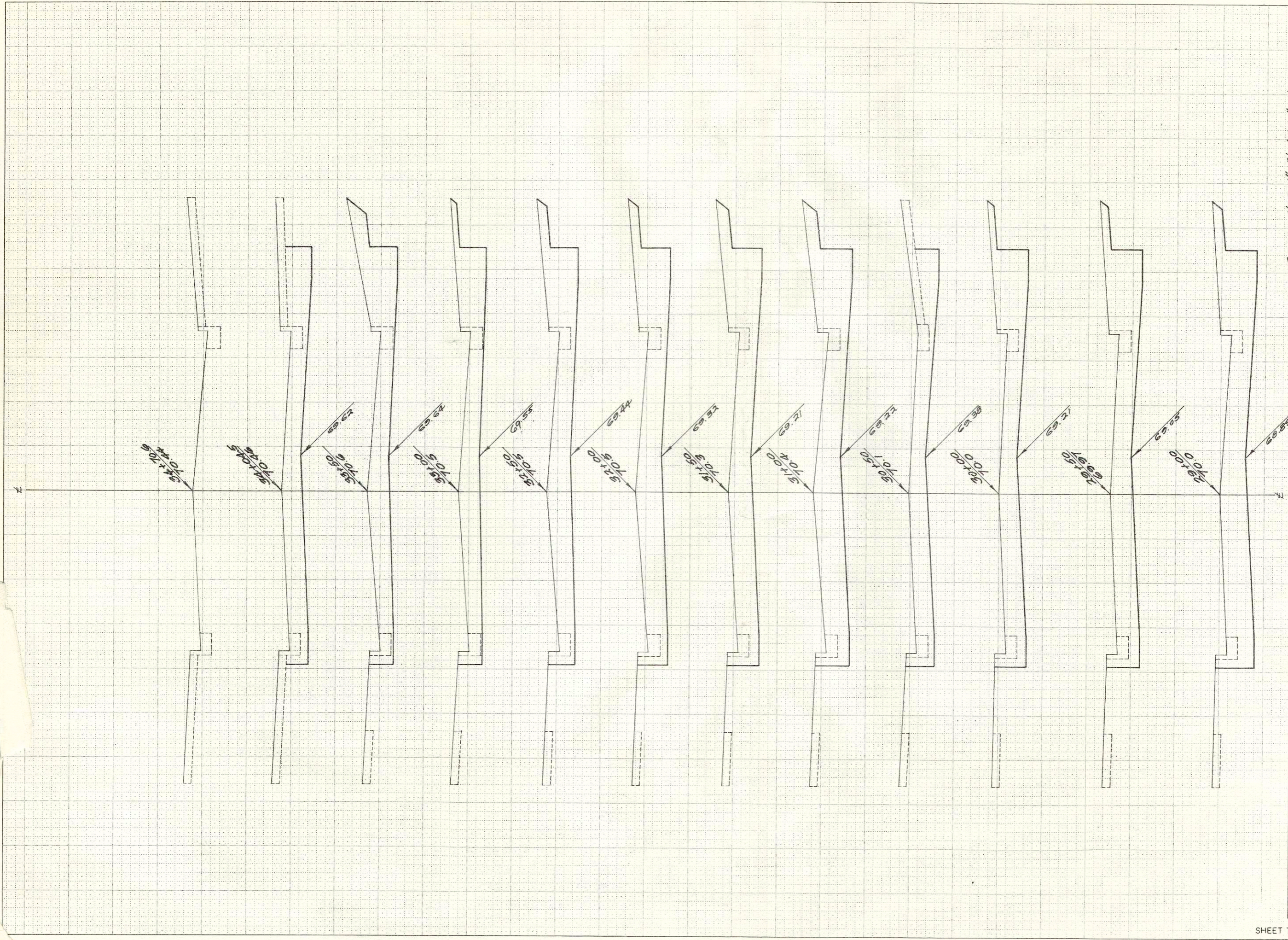
SECTION - 1" = 5' VER. - 1" = 2'

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		EXCAVATED	FILL
29000	50'	116	
28150	50'	127	
28100	50'	115	
27450	50'	93	
27400	50'	86	
26650	50'	87	
26600	50'	85	
25750	50'	86	
25700	50'	86	
25100	25'	40	
24177	67'	116	
24110	60'	89	
23450	50'	81	
23100	50'		

SHEET TOTAL 600 / 121

NO. MARKS ARE CHECKED

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	30091-3-02 M 8401 (CD)	86	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
34106	66.1'		
34065	54.5'	77	
33100	50'	80	
32150	50'	72	
31100	50'	84	
30150	50'	89	
29100	50'	86	
28150	50'	73	
27100	50'	88	
26150	50'	102	
25100	50'		
24150	50'		
23100	50'		
22150	50'		
21100	50'		
20150	50'		
19100	50'		
18150	50'		
17100	50'		
16150	50'		
15100	50'		
14150	50'		
13100	50'		
12150	50'		
11100	50'		
10150	50'		
9100	50'		
8150	50'		
7100	50'		
6150	50'		
5100	50'		
4150	50'		
3100	50'		
2150	50'		
1100	50'		
5045	848		