

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7049-01-71	HES 0698 (1)	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

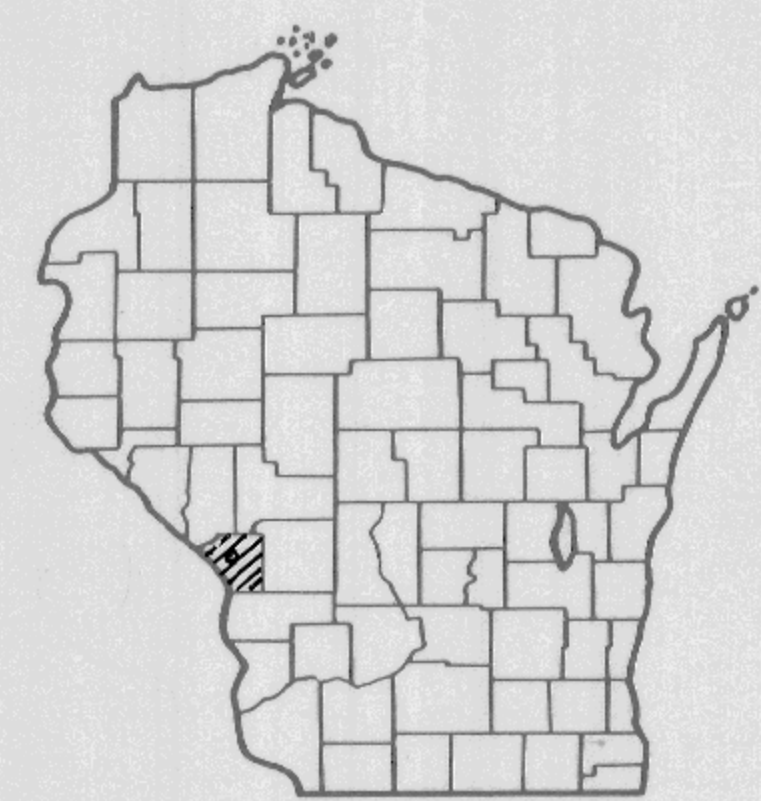
PLAN OF PROPOSED IMPROVEMENT

HOLMEN - C.T.H. "W" ROAD C.T.H. "D" LA CROSSE COUNTY

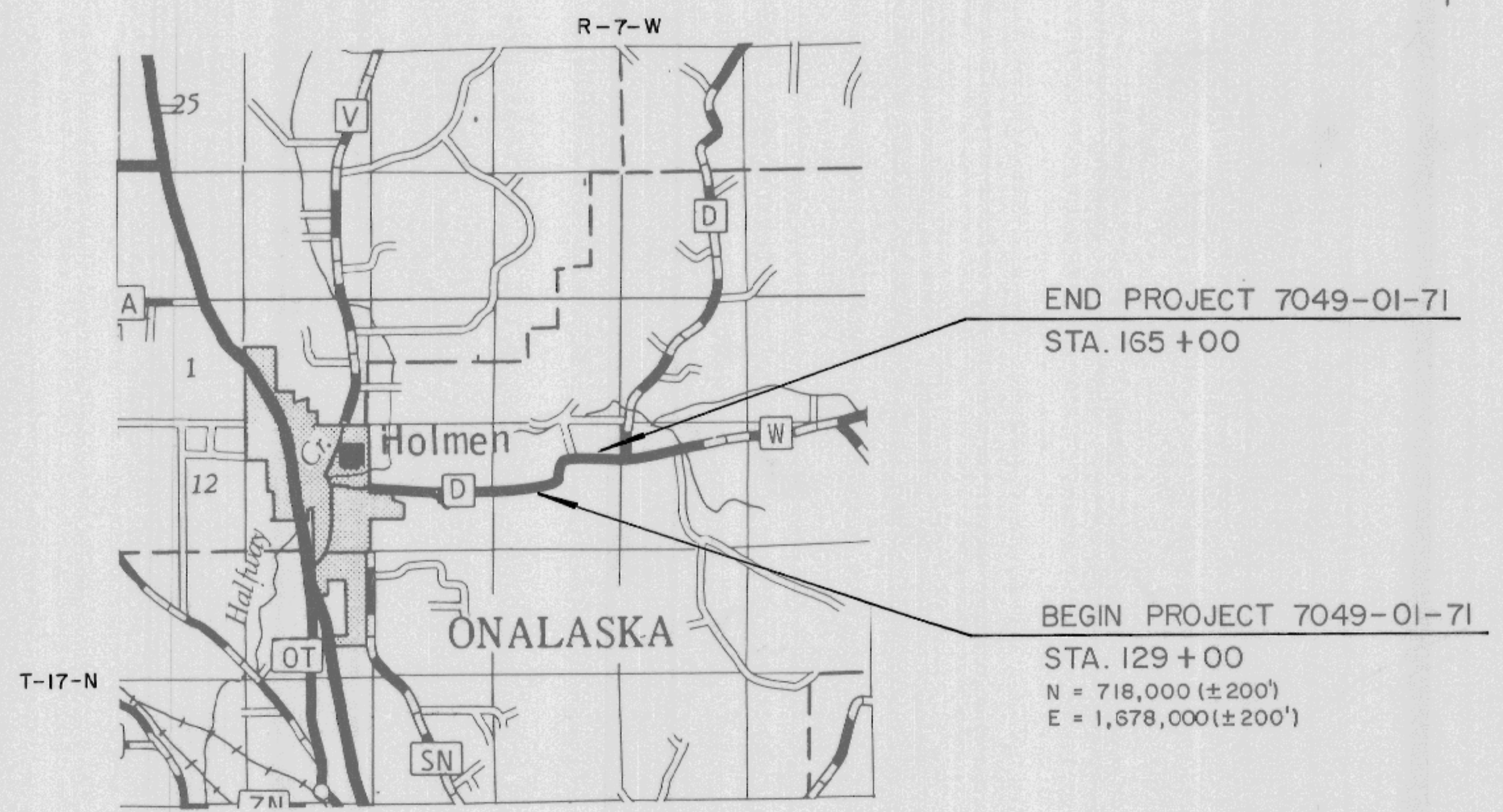
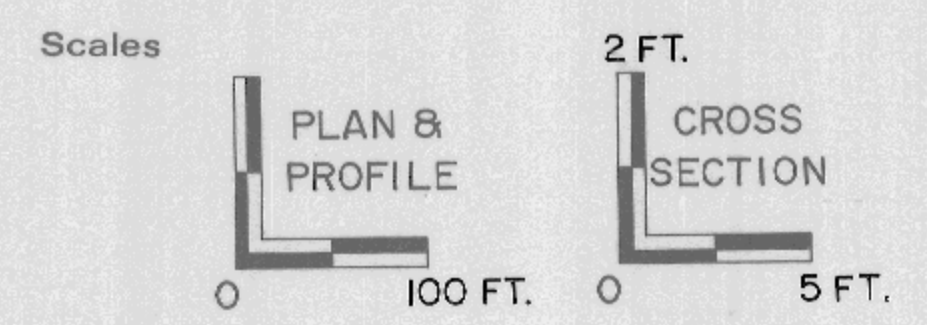
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Sheet No. 3	Estimate of Quantities
Sheet No. 3A	Miscellaneous Quantities
Sheet No. —	Right of Way Plat
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Sheet No. —	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. —	Cross Sections

TOTAL SHEETS = 14



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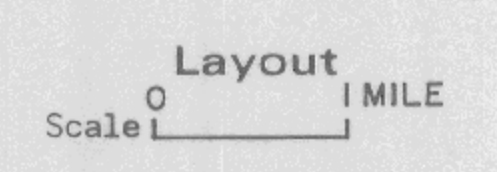


Design Designation

A.D.T. 1985	=	1900
A.D.T. 2005	=	2800
D.H.V.	=	240
D.	=	60-40
T.	=	7.2%
V.	=	40 M.P.H.

Conventional Signs

County Line	-----	Caution Symbol (Combustible fluids under pressure)	
Township or Range Line	-----	Railroads	
Section Line	-----	Fence	
Corporate or City Limits	//////	Culverts in Place	
Property line	-----	Culverts Required	
Lot Line	-----	Power Pole	
Existing Right of Way Line	-----	Telephone or Telegraph Pole	
New Right of Way Line	-----	Right of Way Markers	
Base or Survey Line	-----	Marsh	
Slope Intercept	-----	Wooded Area	
Existing Roadway or Private Entrance	-----	Grade Elevation	



Total Net Length of Centerline = 0.682 Mi. RURAL

NOTE: COORDINATES SHOWN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, AND ARE SCALED FROM U.S.G.S., TOPOGRAPHIC MAP, ONALASKA, WISCONSIN QUADRANGLE FOR IDENTIFICATION ONLY.

APPROVED FOR
LA CROSSE COUNTY

DATE 3/8/85 *Harold J. Nilson*
COUNTY HIGHWAY COMMISSIONER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor J.F.M. District Checker _____
 Designer R.R.S. (D.O.T.) C.O. Checker MRA
 District Supervisor G.W.P. C.O. Coordinator R.P.R.

Approved:
Date 3-8-85 *James D. Brunelle for*
District Transportation Director

Approved:
Date 3-25-85 *James Smith*
Chief Design Engineer

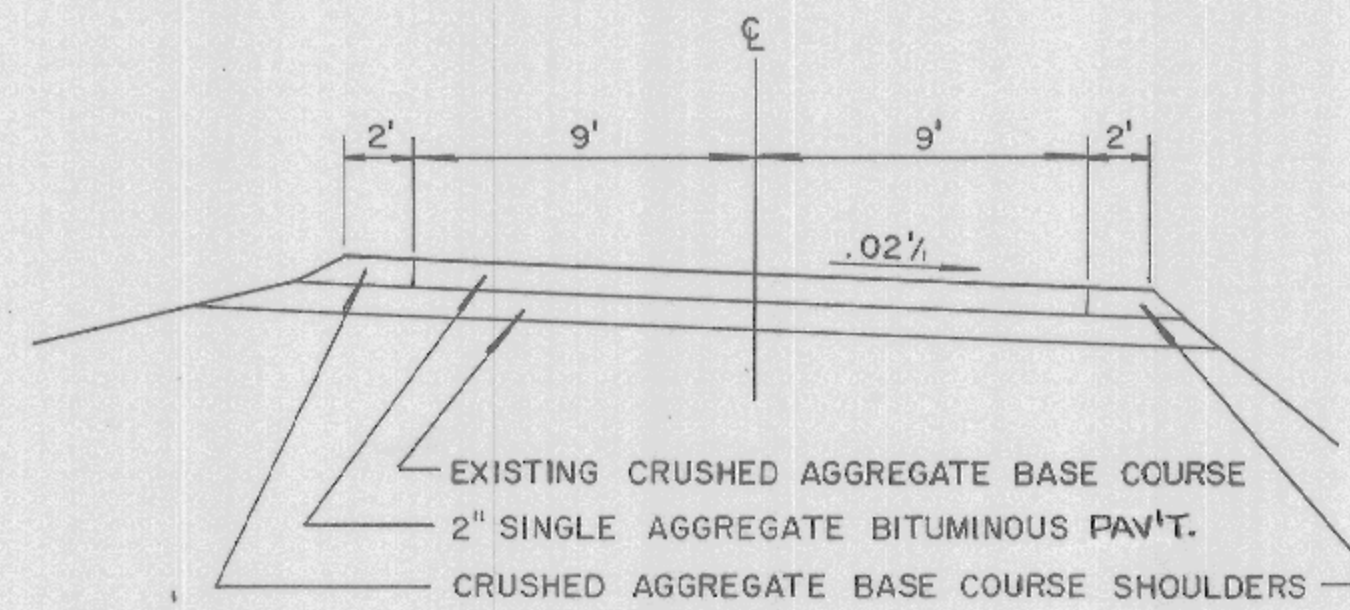
Approved:
Date 3/27/85 *E.J. Byrkit*
Director of Development

7049-1-71
LACROSSE
LET.

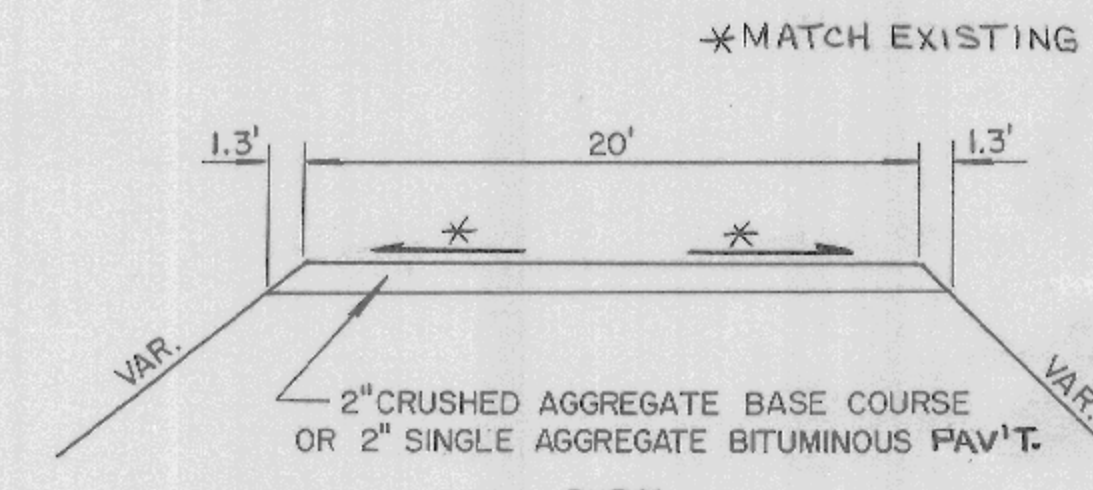
TYPICAL SECTION

STANDARD ABBREVIATIONS

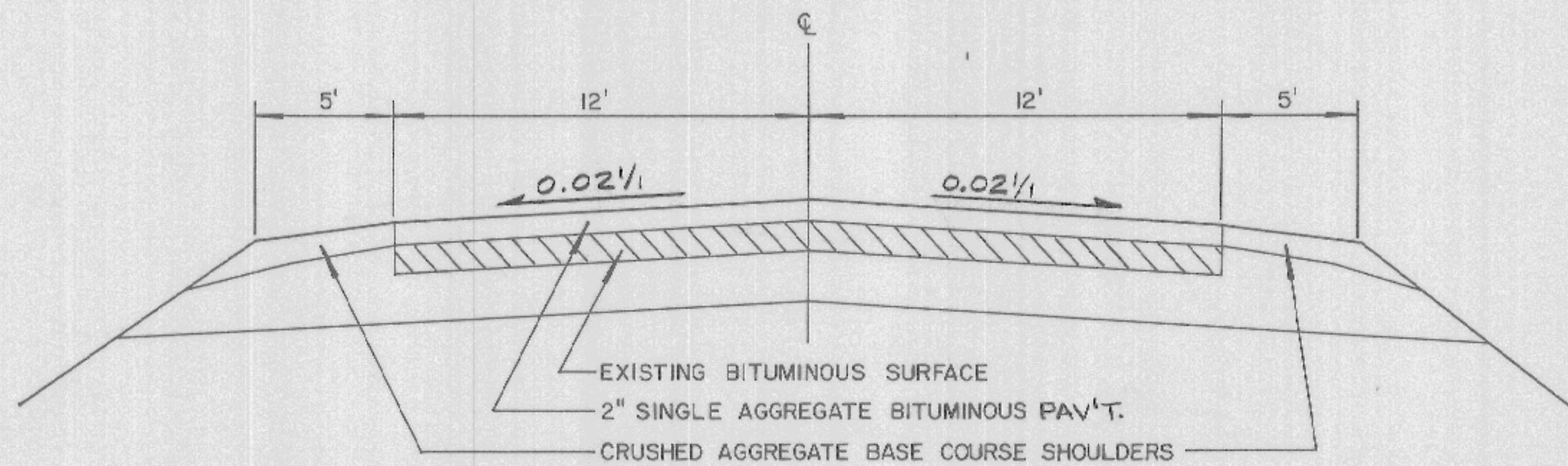
AGG.	AGGREGATE	MAT'L.	MATERIAL
AVG.	AVERAGE	MAX.	MAXIMUM
ADT	AVERAGE DAILY TRAFFIC	MI.	MILE
AH.	AHEAD	MIN.	MINIMUM
BK.	BACK	N	NORTH
B.M.	BENCH MARK	PAV'T.	PAVEMENT
BIT.	BITUMINOUS	P.C.	POINT OF CURVATURE
C/L	CENTERLINE	P.I.	POINT OF INTERSECTION
Δ	CENTRAL ANGLE OR DELTA	P.T.	POINT OF TANGENCY
CL.	CLASS	P.C.C.	PORTLAND CEMENT CONCRETE
CONC.	CONCRETE	P.E.	PRIVATE ENTRANCE
CONST.	CONSTRUCTION	PROJ.	PROJECT
C.T.H.	COUNTY TRUNK HIGHWAY	R	RADIUS
C.Y.	CUBIC YARD	REQ'D.	REQUIRED
CR.	CRUSHED	RT.	RIGHT
D.	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.	DIRECTIONAL DISTRIBUTION	R/W	RIGHT-OF-WAY
D.H.V.	DESIGN HOUR VOLUME	RD.	ROAD
E	EAST	S	SOUTH
ELEV.	ELEVATION	STD.	STANDARD
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING
F.E.	FIELD ENTRANCE	S.T.H.	STATE TRUNK HIGHWAY
FT.	FOOT (FEET)	STA.	STATION
GAL.	GALLON	S.E.	SUPERELEVATION
HOR.	HORIZONTAL	S.Y.	SQUARE YARD
QWT.	HUNDRED WEIGHT	SHLDR.	SHOULDER
IN.	INCHES	SURF.	SURFACE
I	INTERSECTION ANGLE	T	TRUCK (PERCENT OF)
JCT.	JUNCTION	T	TANGENT LENGTH OF CURVE
L.F.	LINEAL FEET	UNCL.	UNCLASSIFIED EXCAVATION
LT.	LEFT	V	DESIGN SPEED
L.H.F.	LEFT HAND FORWARD	VAR.	VARIABLE
L.	LENGTH (OF CURVE)	W	WEST
L.S.	LUMP SUM	YD.	YARD



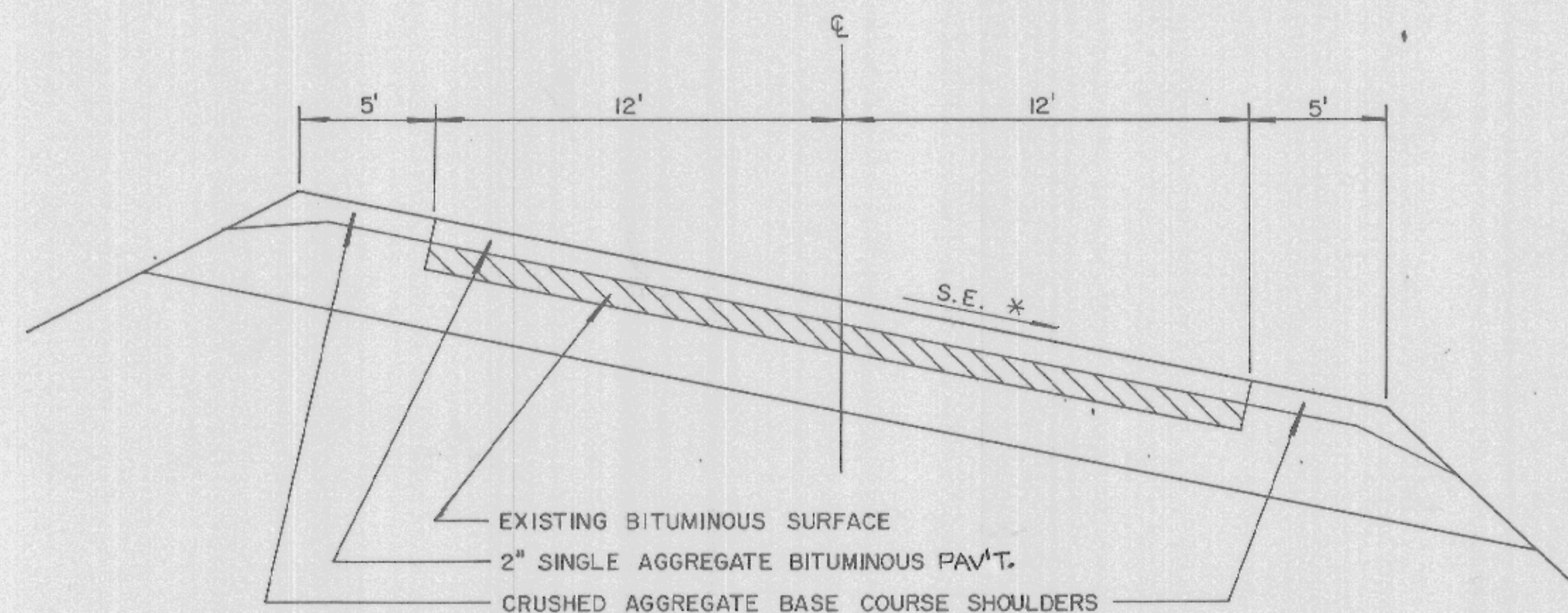
TYPICAL WAYSIDE SECTION



RURAL ENTRANCE DETAIL



TYPICAL TANGENT SECTION



TYPICAL SUPERELEVATED SECTION

* SEE CURVE NOTES ON PLAN SHEETS

UTILITIES

NORTHERN STATES POWER COMPANY
122 5th. AVENUE NO.
LA CROSSE, WI. 54601
ELECTRICAL - KEN HILBY
GAS - ED. PRZYTARSKI
PHONE: 788-8709

GENERAL TELEPHONE COMPANY (WISCONSIN)
P.O. BOX 392
BLACK RIVER FALLS, WI. 54615
BRUCE LAMBERT
PHONE: 715-284-4373

GENERAL NOTES

A SAW JOINT WILL BE REQUIRED WHERE NEW SURFACE MEETS THE EXISTING BITUMINOUS SURFACE. SAW JOINTS SHALL BE INCIDENTAL TO OTHER ITEMS OF THE CONTRACT.

WHEN THE QUANTITY OF THE ITEM OF 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 ARE APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXISTING SURFACED ENTRANCES WILL BE RESTORED AS DIRECTED BY THE ENGINEER IN THE FIELD.

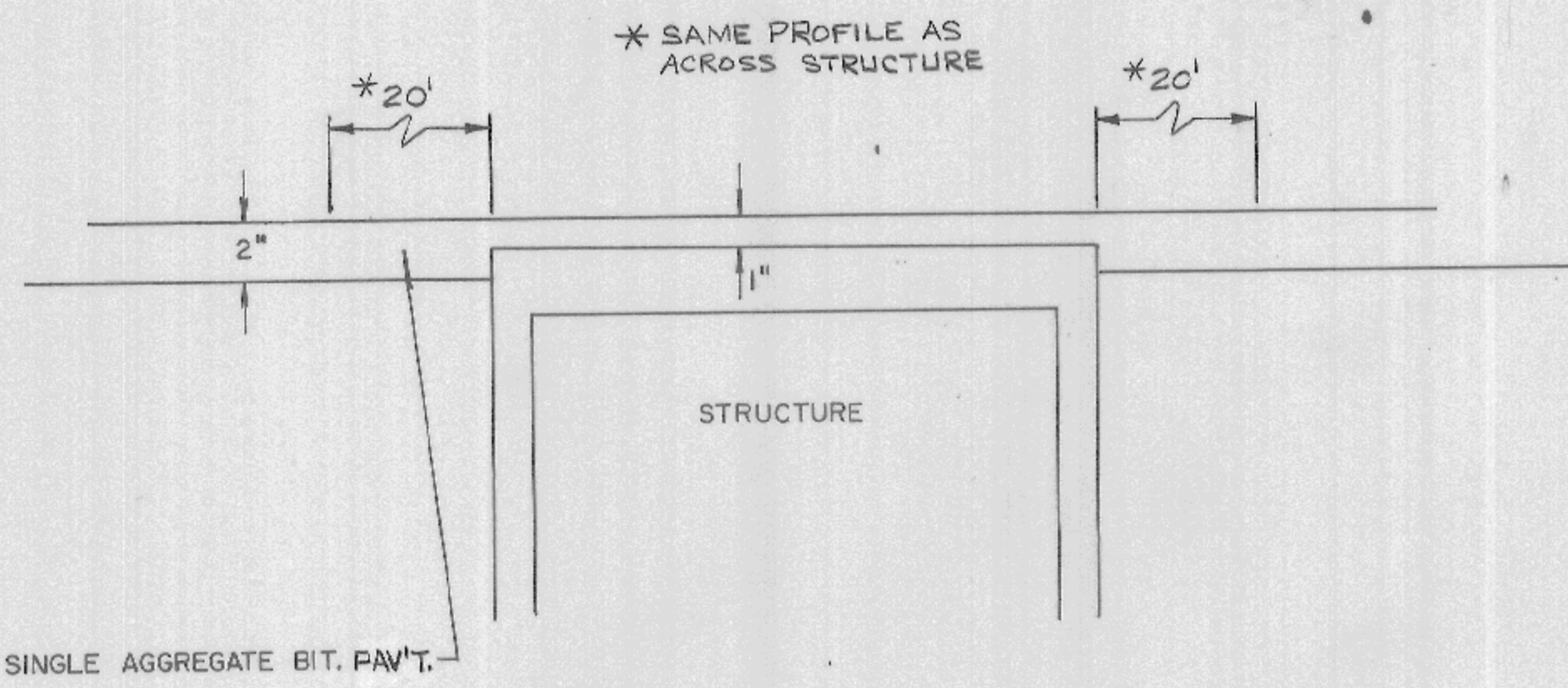
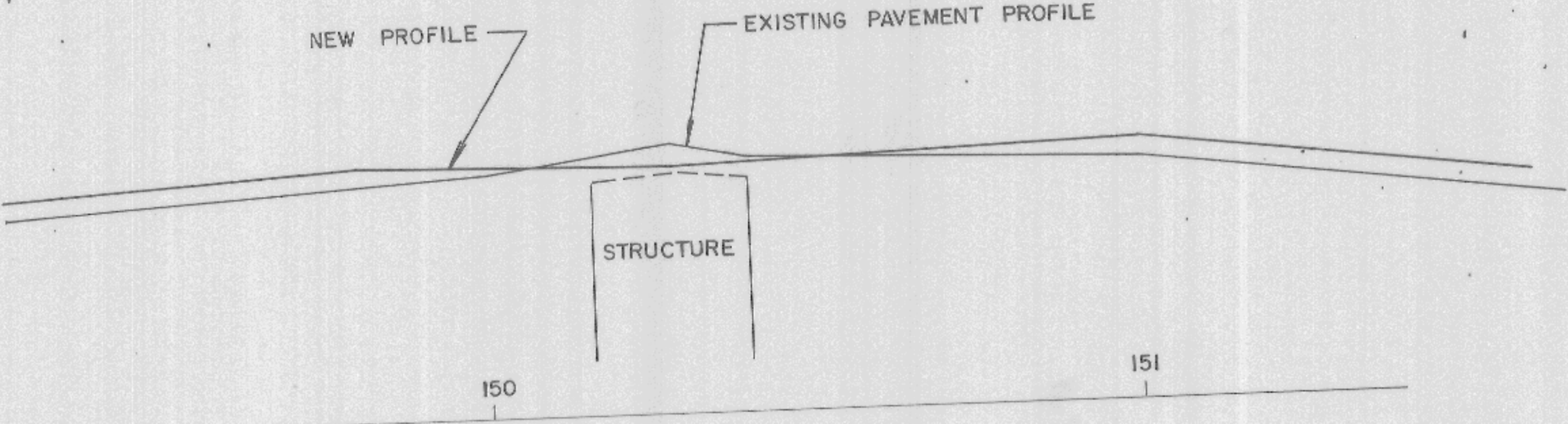
PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD THE CRUSHED AGGREGATE AND/OR BITUMINOUS SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

SUPERELEVATIONS HAVE BEEN DETERMINED BY USING A MAXIMUM SUPERELEVATION OF 0.06 1/FT. AND A SPEED OF 40 M.P.H.

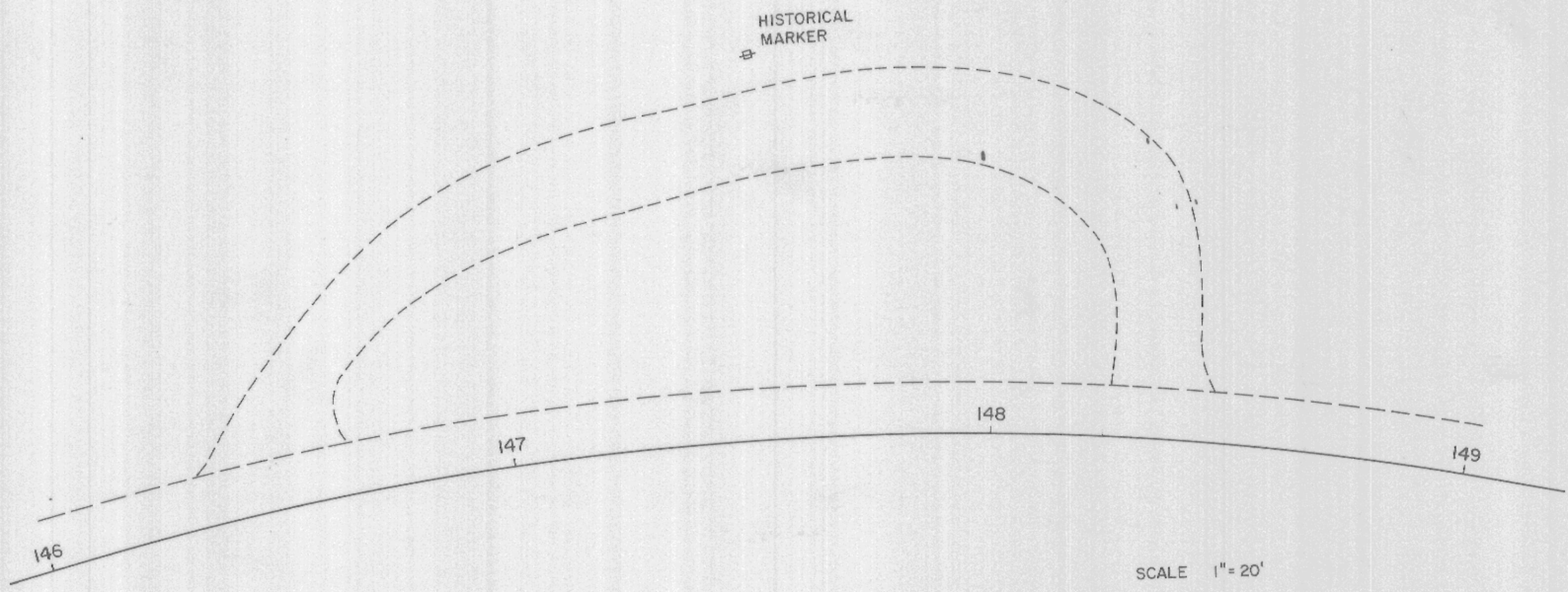
STANDARD DETAIL DRAWINGS

15A2-2	DELINEATOR POSTS, MARKER POSTS, AND DELINEATORS
14B2-7a&b	CLASS "A" STEEL PLATE BEAM GUARD (TWO SHEETS)
15A1-5	MARKER POSTS FOR RIGHT-OF-WAY
15C1-7	CONSTRUCTION BARRICADES AND STANDARD SIGNS
13B5-4	PAVEMENT MARKING

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DETAIL SECTION	

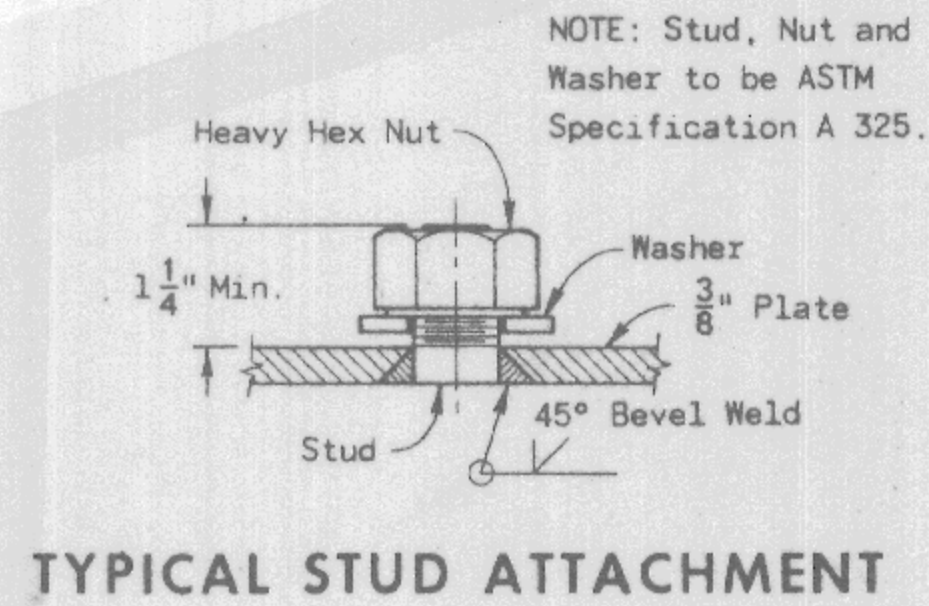


TYPICAL SECTION ACROSS STRUCTURE



WAYSIDE DETAIL

TYPICAL METHODS FOR DIRECT CONNECTION OF GUARDRAIL TO EXISTING STRUCTURES (STEEL END POST OR RAILING)



TYPICAL STUD ATTACHMENT

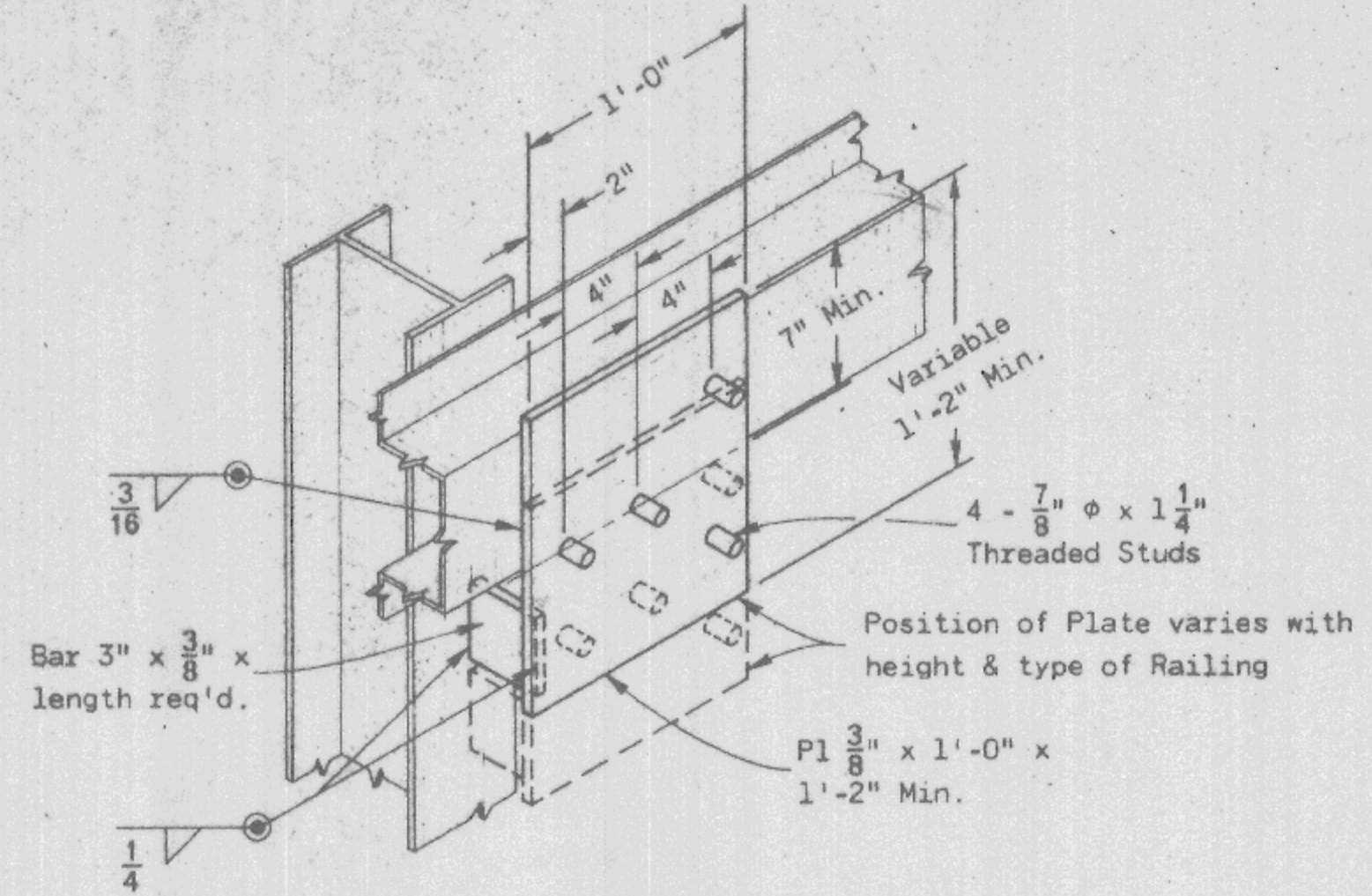


PLATE FOR WELDING TO STEEL RAILING

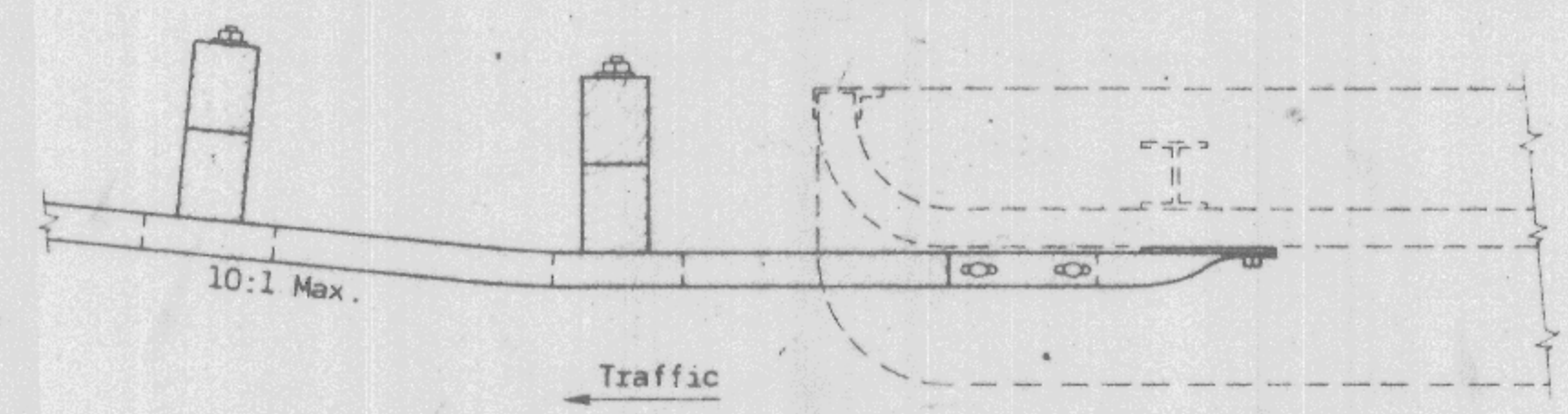
NOTES

Expansion and contraction of the bridge superstructure precludes a rigid connection between the existing structure and the guardrail installation. The guardrail splice at the terminal connection must permit any expansion or contraction to be absorbed within the splice. Bolt (splice) tension necessary to prevent the connection from becoming a rigid connection shall be determined by the Engineer.

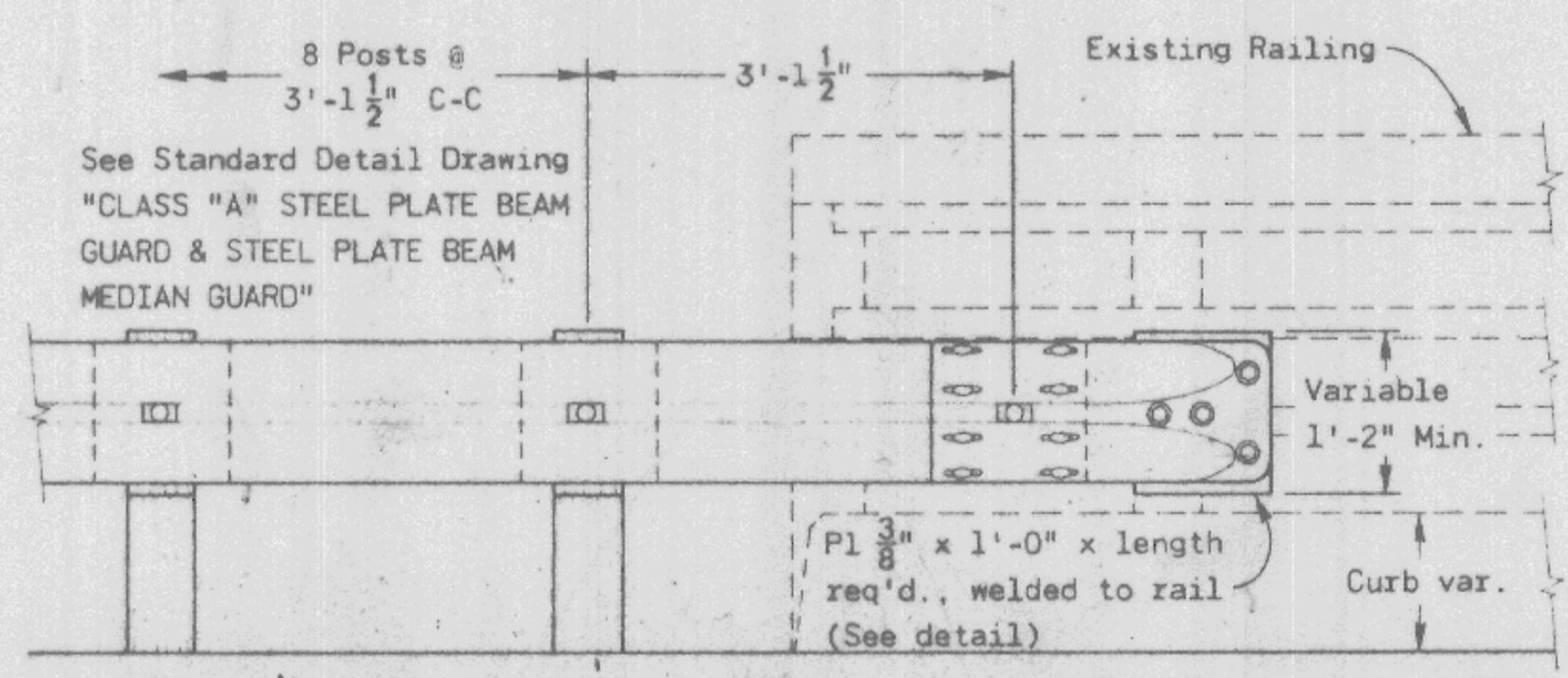
The method illustrated for attaching guardrail to existing structure is a TYPE SOLUTION ONLY. Specific dimensions must be based on the existing structure design, with guardrail height and post spacing meeting the requirements of the current Standard Detail Drawing for "CLASS "A" STEEL PLATE BEAM GUARD".

Bolts, nuts and washers to be ASTM Specification A 325, and galvanized in accordance with ASTM A 153.

Maximum rate of flare for guardrail shall be 10:1 where normal guard-rail alignment is outside the structure railing.

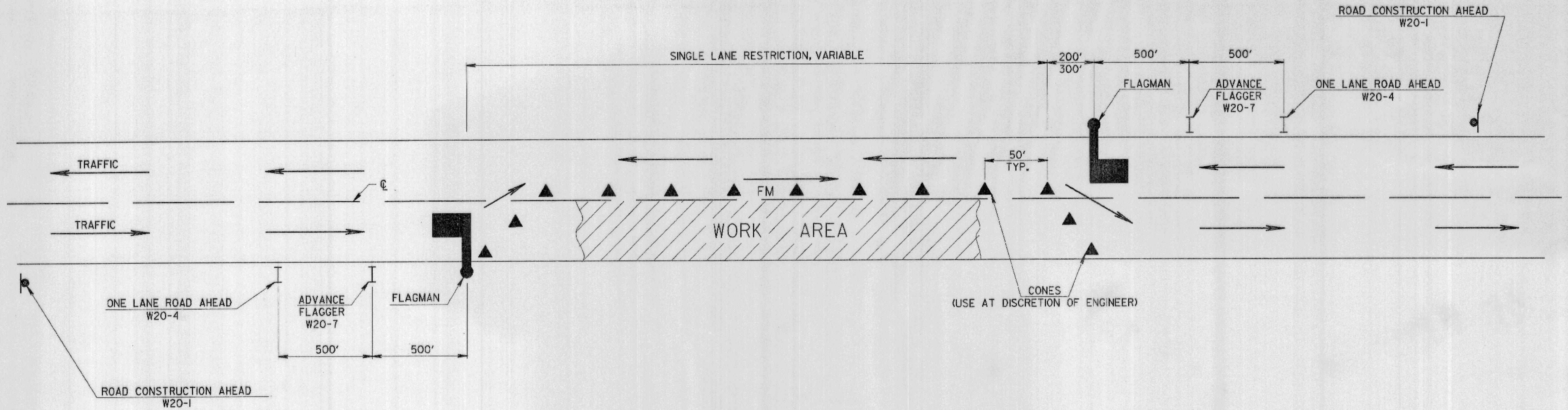


PLAN VIEW



FRONT ELEVATION

DIRECT CONNECTION - STEEL RAILING



TYPICAL LAYOUT FOR A TEMPORARY SINGLE LANE RESTRICTION DURING WORKING HOURS

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- FM OPTIONAL ADDITIONAL FLAGMAN
- POST MOUNTED SIGNS.

NOTES:

SIGN FACE LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED IN PLAN.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"W0" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMAN AHEAD, ECT. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHT, WEEKENDS OR WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO FLASHER SHALL BE USED WITH A COVERED SIGN.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING THE STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD.

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CRUSHED AGGREGATE BASE COURSE

STATION	STATION	LOCATION	C.Y.
129+00	165+00	M.L. SHOULDERS	1053
WAYSIDE			8
P.E.'S			2

PAVEMENT MARKING, HOT PAINT

STATION	STATION	LOCATION	L.F.
129+00	165+00	DOUBLE NO PASSING	7200

MARKER POSTS - FOR RIGHT OF WAY

STATION	LOCATION	EACH
131+60	45' LT.	1
131+60	50' RT.	1
133+80	40' & 50' RT.	2
139+60	40' & 110' RT.	2
141+63	45' LT.	1
143+36.2	45' LT.	1
145+40	45' RT.	1
153+03.1	45' LT.	1
153+03.1	45' RT.	1
156+25.6	45' LT.	1
156+25.6	45' RT.	1
158+97.5	40' LT.	1
158+97.5	45' RT.	1
163+48.1	40' LT.	1
163+48.1	45' RT.	1

ANCHORAGES FOR STEEL PLATE BEAM GUARD

STATION	LOCATION	EACH
150+16	LT.	1
150+16	RT.	1
150+36	LT.	1
150+36	RT.	1

SINGLE AGGREGATE BITUMINOUS PAVEMENT

STATION	STATION	LOCATION	TONS
129+00	165+00	M.L.	1085
129+00	165+00	WEDGING	775
P.E.'S			50
WAYSIDE			118

STEEL PLATE BEAM GUARD, CLASS A

STATION	LOCATION	L.F.
150+16	LT.	79
150+16	RT.	79
150+36	LT.	79
150+36	RT.	79

DELINEATOR POSTS AND DELINEATORS

STATION	STATION	LOCATION	POSTS	DELINEATOR
131+60	141+63	RT.	13	26
143+36	153+03	LT.	13	26

BITUMINOUS MATERIAL FOR TACK COAT

STATION	STATION	LOCATION	GAL.
129+00	165+00	M.L.	480
WAYSIDE			24
P.E.'S			11

STRUCTURE ATTACHMENT FOR STEEL PLATE BEAM GUARD

STATION	LOCATION	EACH
150+16	LT.	1
150+16	RT.	1
150+36	LT.	1
150+36	RT.	1

REMOVING BITUMINOUS SURFACE

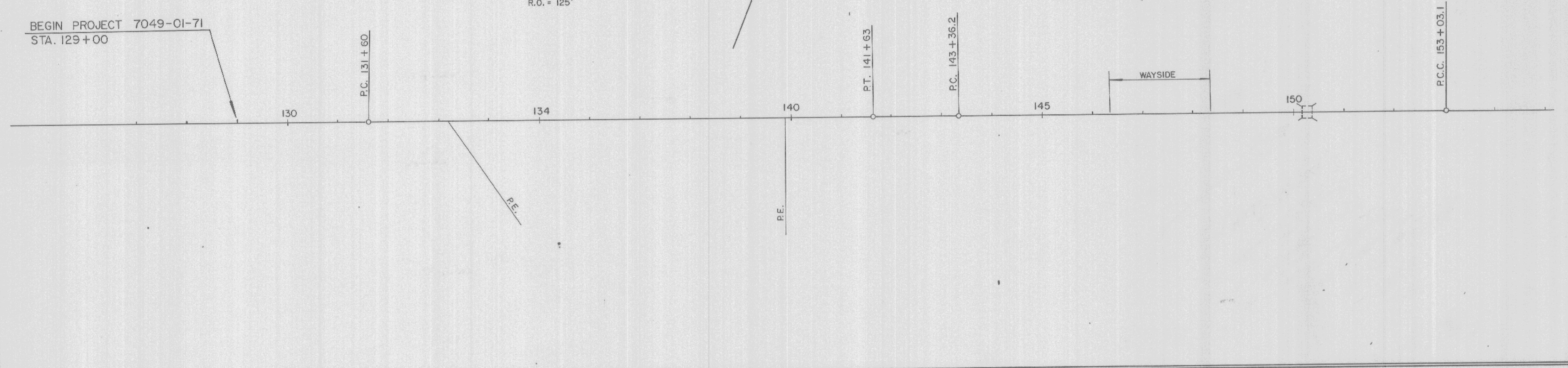
STATION	STATION	S.Y.
149+80	151+00	293

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$\Delta = 90^{\circ}-16'$
 $D = 9^{\circ}-00'$
 $T = 639.6'$
 $L = 1003.0'$
 $R = 636.6'$
 $S.E. = .058 \frac{1}{2}$
 $R.O. = 125'$

$\Delta = 83^{\circ}-51'$
 $D = 8^{\circ}-40'$
 $T = 593.4'$
 $L = 966.9'$
 $R = 661.2'$
 $S.E. = .058 \frac{1}{2}$
 $R.O. = 125'$

BEGIN PROJECT 7049-01-71
STA. 129+00



$\Delta = 13^{\circ}-31'$
 $D = 3^{\circ}-00'$
 $T = 226.35'$
 $L = 450.6'$
 $R = 1910.0'$
 $S.E. = .050 \frac{1}{2}$
 $R.O. = 125'$



END PROJECT 7049-01-71
STA. 165+00

