

PROJECT ID: LACRO20-1300
WITH: N/A

COUNTY: LA CROSSE

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

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T. (2017)	=	4500
A.A.D.T. (2041)	=	6200
D.H.V.	=	626
D.D.	=	60/40
T.	=	5.6%
DESIGN SPEED	=	60 MPH (STA 82+00 - STA 148+35), 50 MPH (STA 53+26.90 - STA 82+00)
ESALS	=	670,000

DESIGN NOTE:
TRAFFIC VOLUMES WILL
NEED TO BE ADJUSTED
ONCE CONSTRUCTION YEAR
HAS BEEN CONFIRMED

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
MARSH AREA		STORM SEWER	
		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	
WOODED OR SHRUB AREA			

COUNTY OF LA CROSSE

PLAN OF PROPOSED IMPROVEMENT

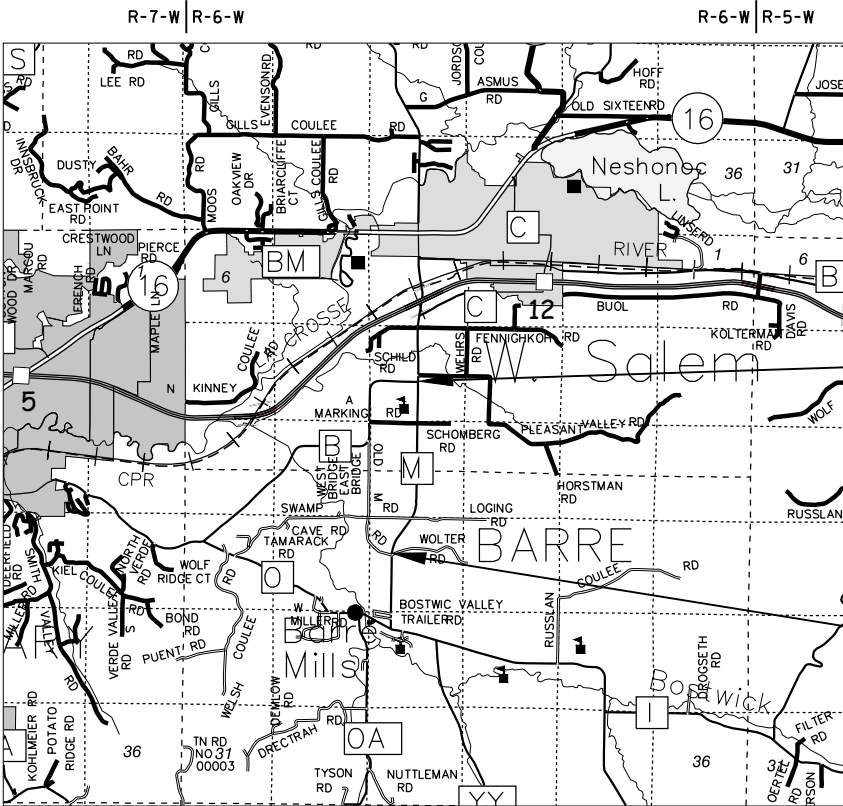
STH 33 - IH 90

(CTH O TO CTH B)

CTH M

LA CROSSE COUNTY

COUNTY PROJECT NUMBER
LACRO20-1300



LAYOUT
SCALE 0 2 MILE
TOTAL NET LENGTH OF CENTERLINE = 1.801 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE COUNTY, NAD83 (1983), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR
COUNTY of LA CROSSE

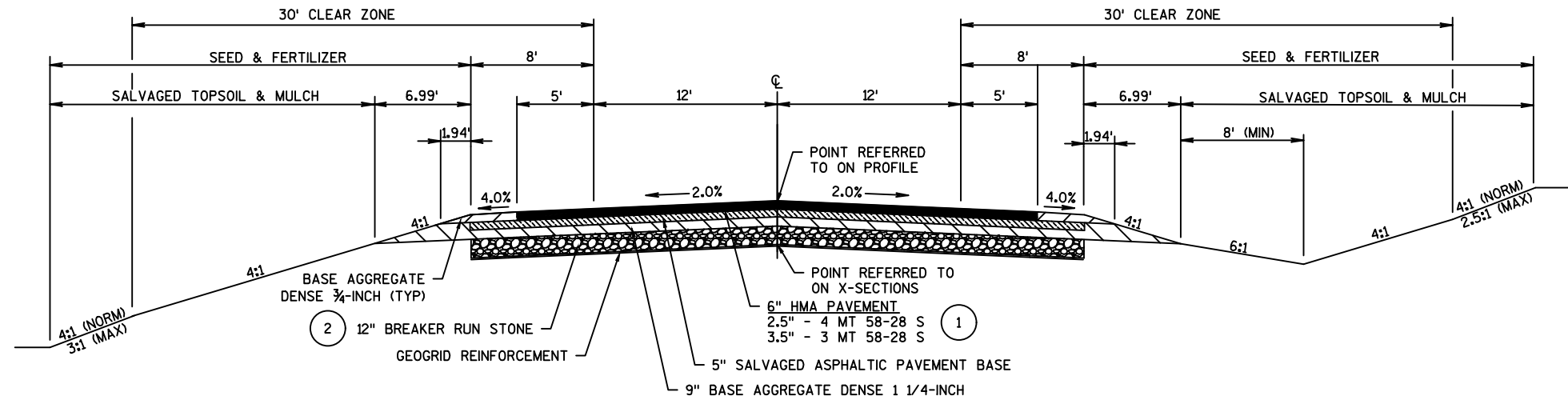
(Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

AYRES

(Date) (Signature)

E

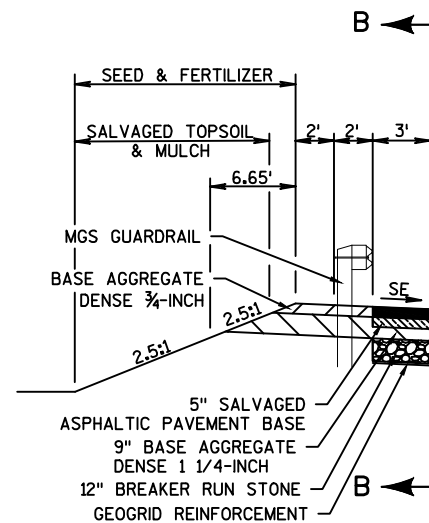


FINISHED TYPICAL SECTION CTH M

STA 63+30.21 - STA 70+55.01
STA 85+38.37 - STA 148+35.00

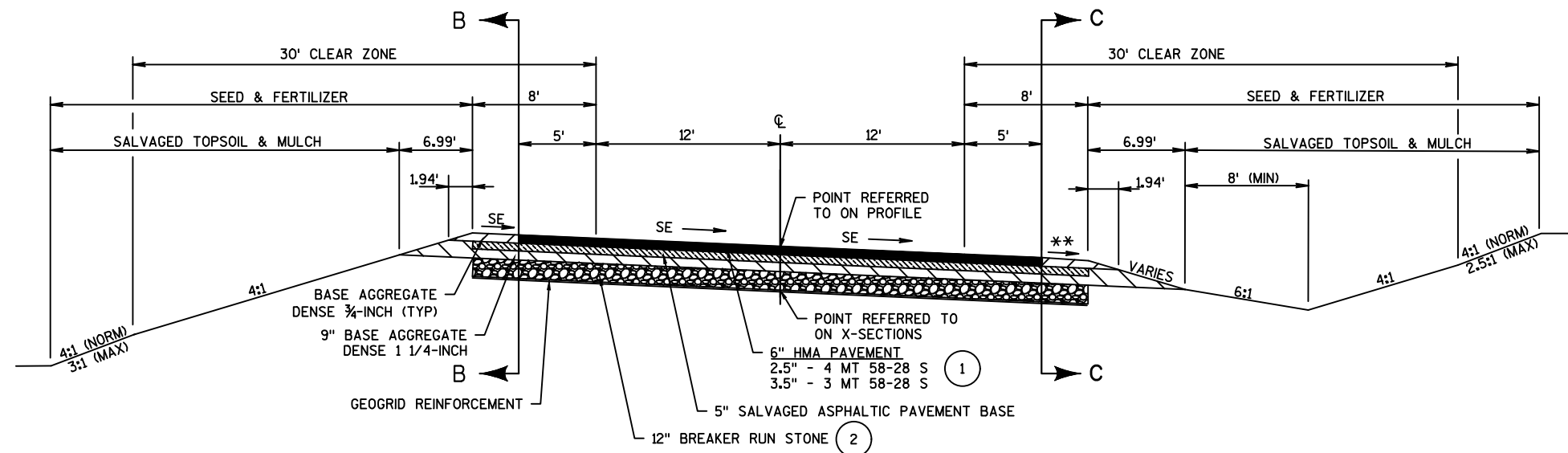
- 1 PERFORM SALVAGED ASPHALTIC PAVEMENT OPERATIONS TO A DEPTH OF 12-INCHES WITH A WIDTH OF 22 FEET.
- 2 CONSTRUCT RELIEF TRENCHES PER DETAIL

** THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTION EQUALS THE SUPERELEVATION RATE WHEN THE SUPERELEVATION RATE IS GREATER THAN 4%. IF THE SUPERELEVATION RATE IS LESS THAN OR EQUAL TO 4%, THE LOW SIDE SHOULDER SLOPE IS 4%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE.



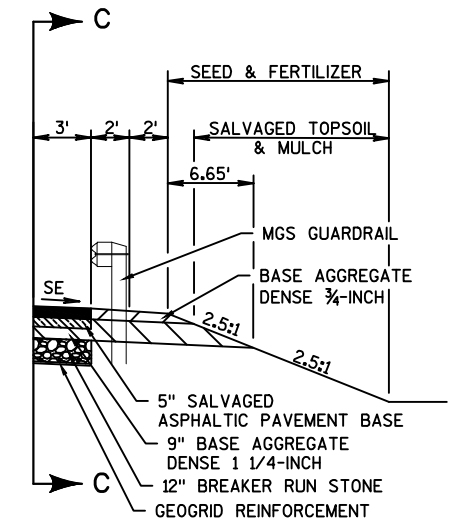
SECTION B-B

STA 54+46.90 - STA 67+03.10, LT



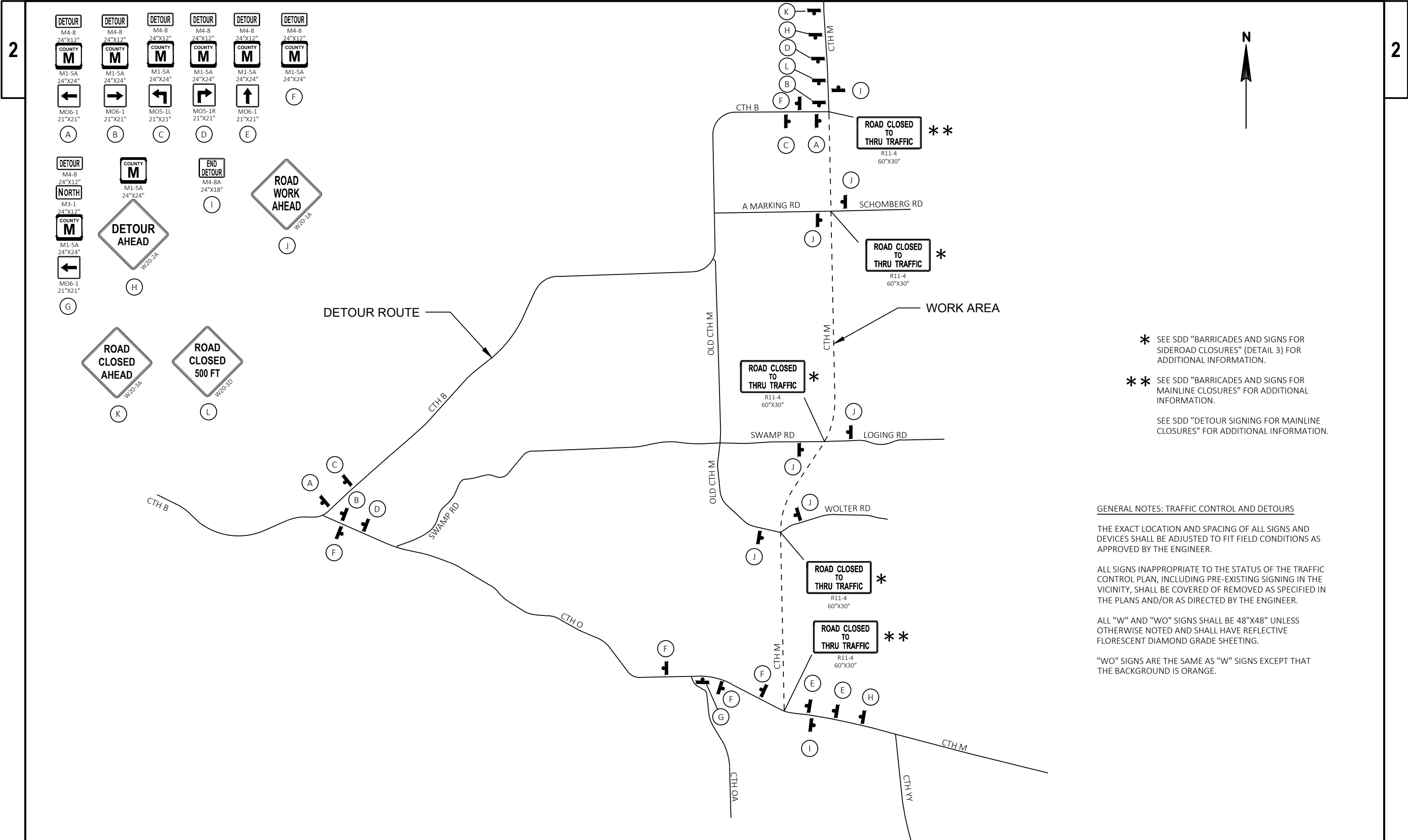
FINISHED SUPERELEVATED TYPICAL SECTION CTH M

STA 53+26.90 - STA 63+30.21
STA 70+55.01 - STA 85+38.37



SECTION C-C

STA 54+46.90 - STA 67+03.10, RT



* SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (DETAIL 3) FOR ADDITIONAL INFORMATION.

* * SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION.

SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION.

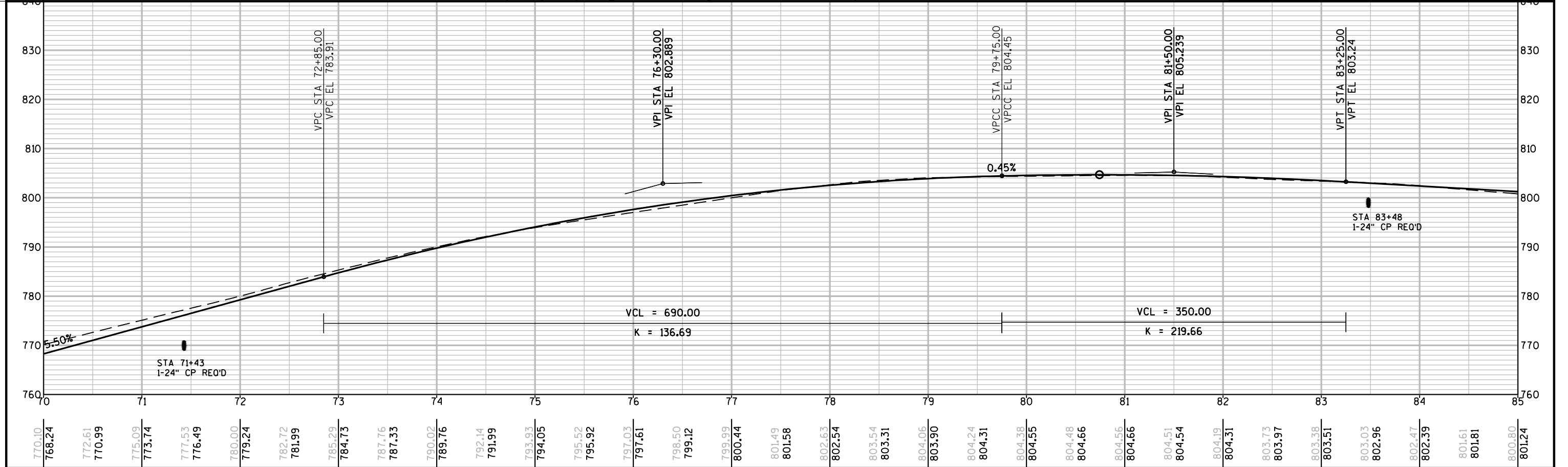
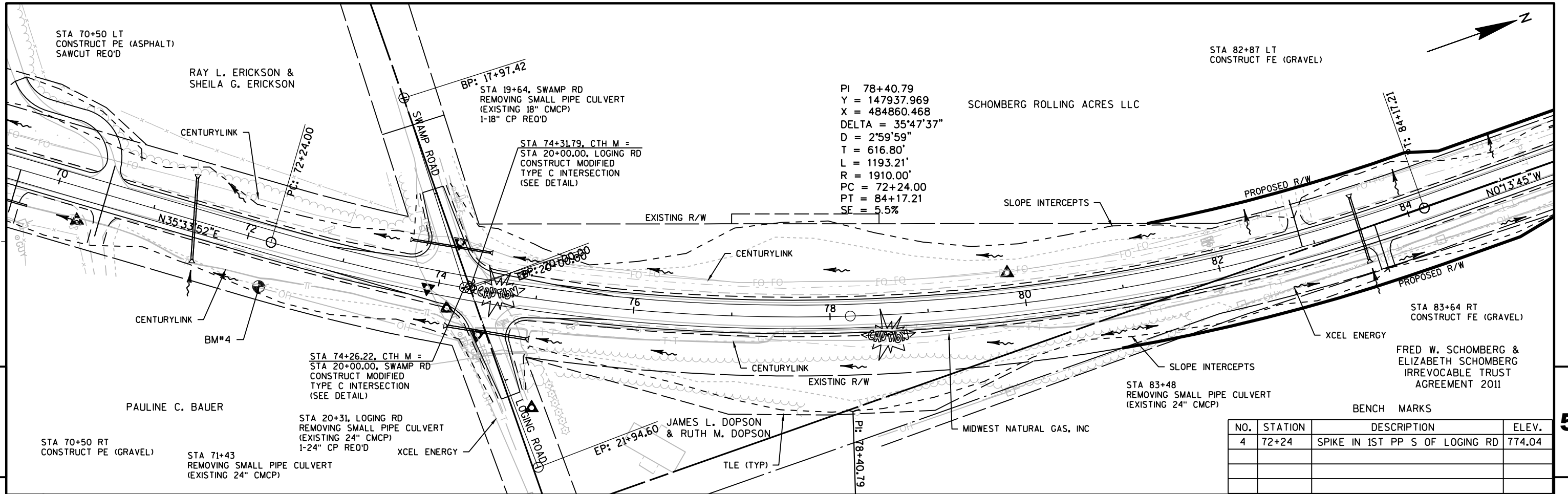
GENERAL NOTES: TRAFFIC CONTROL AND DETOURS

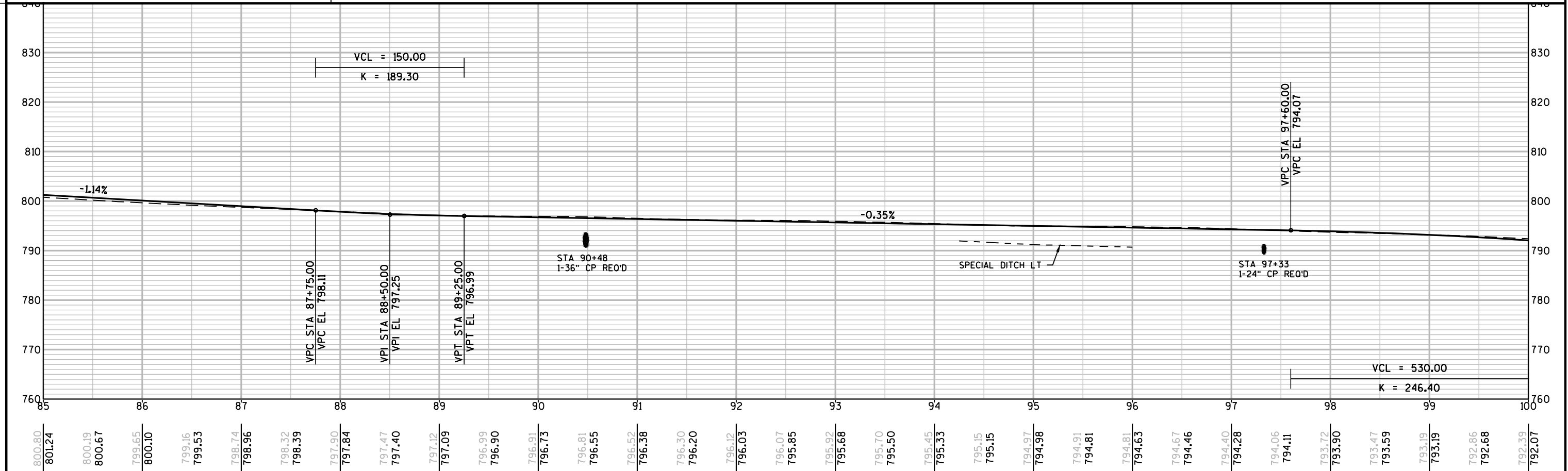
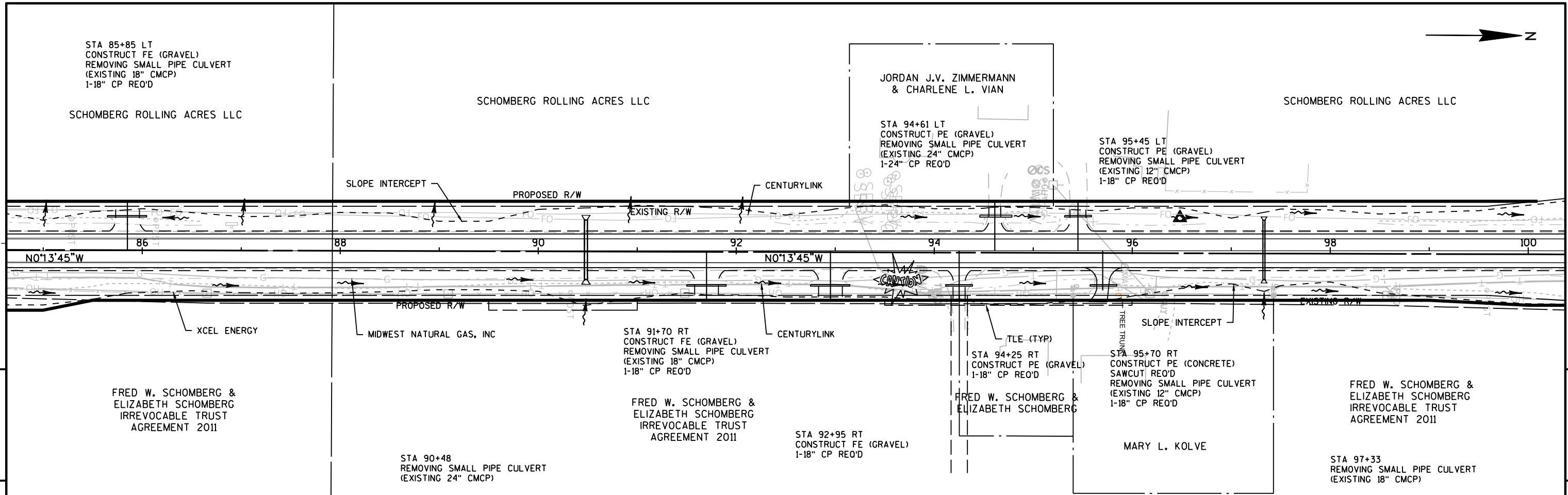
THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

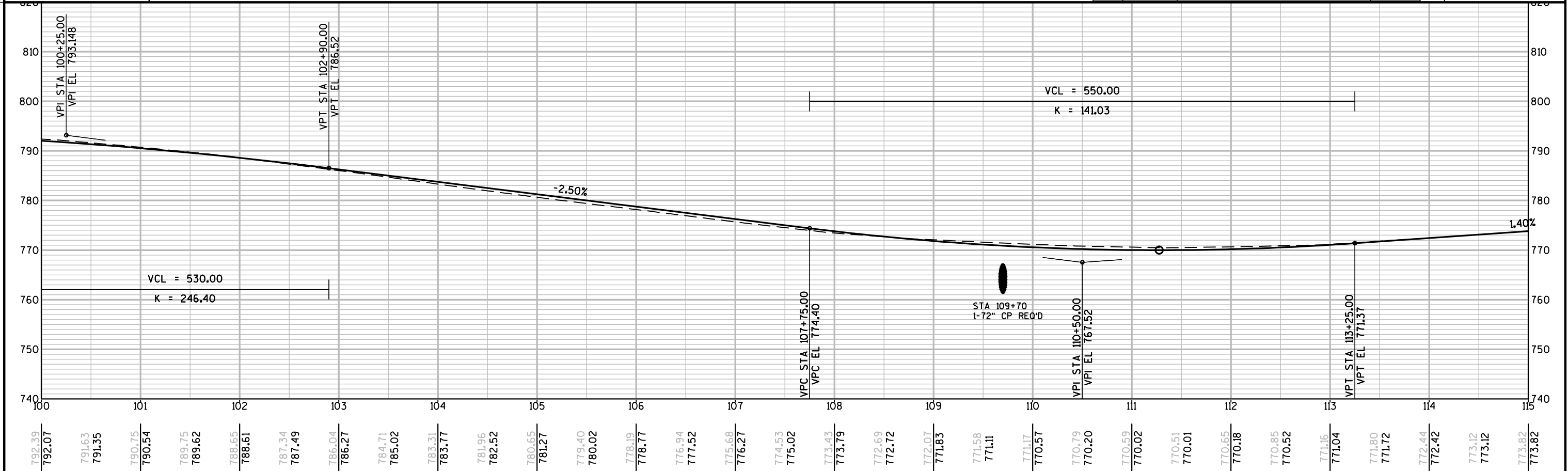
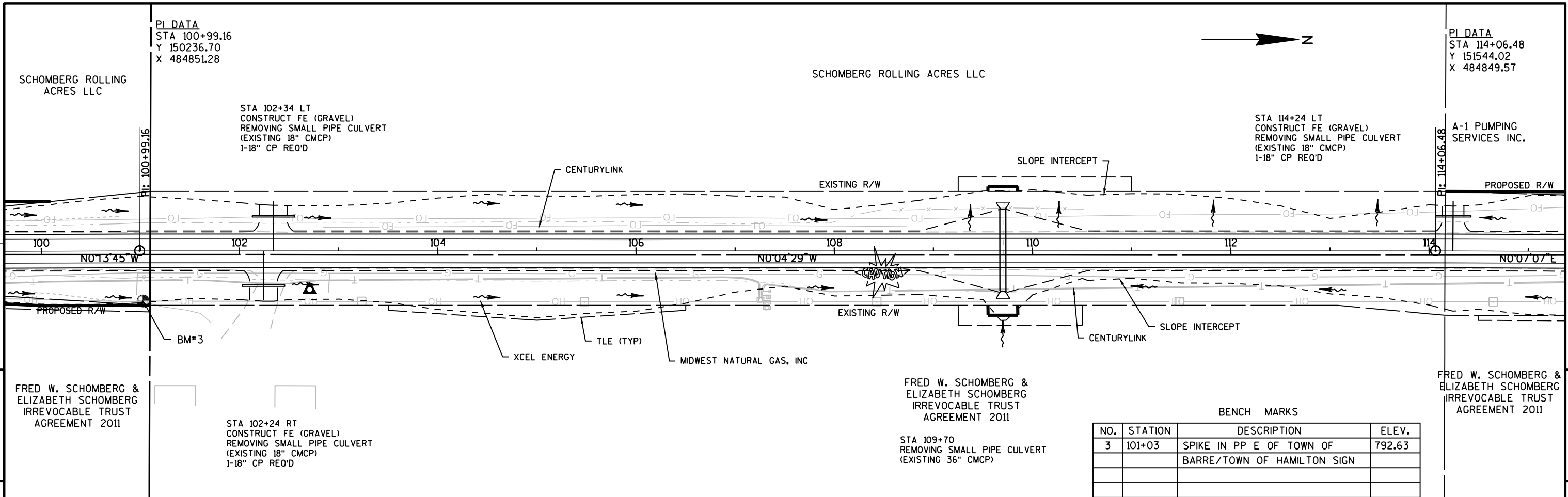
ALL "W" AND "WO" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

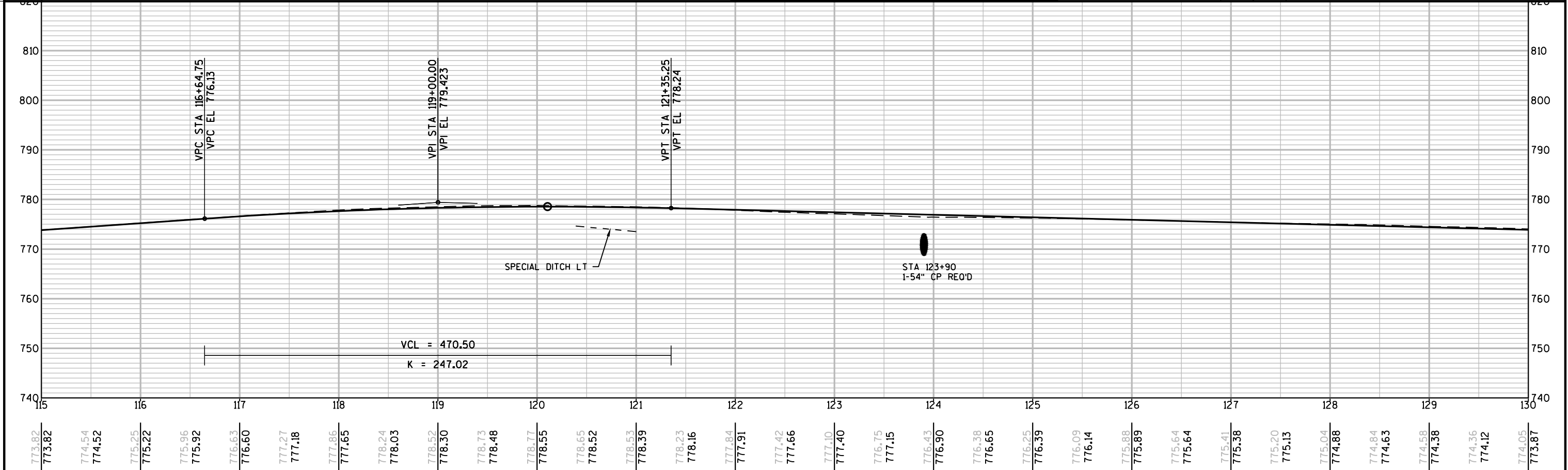
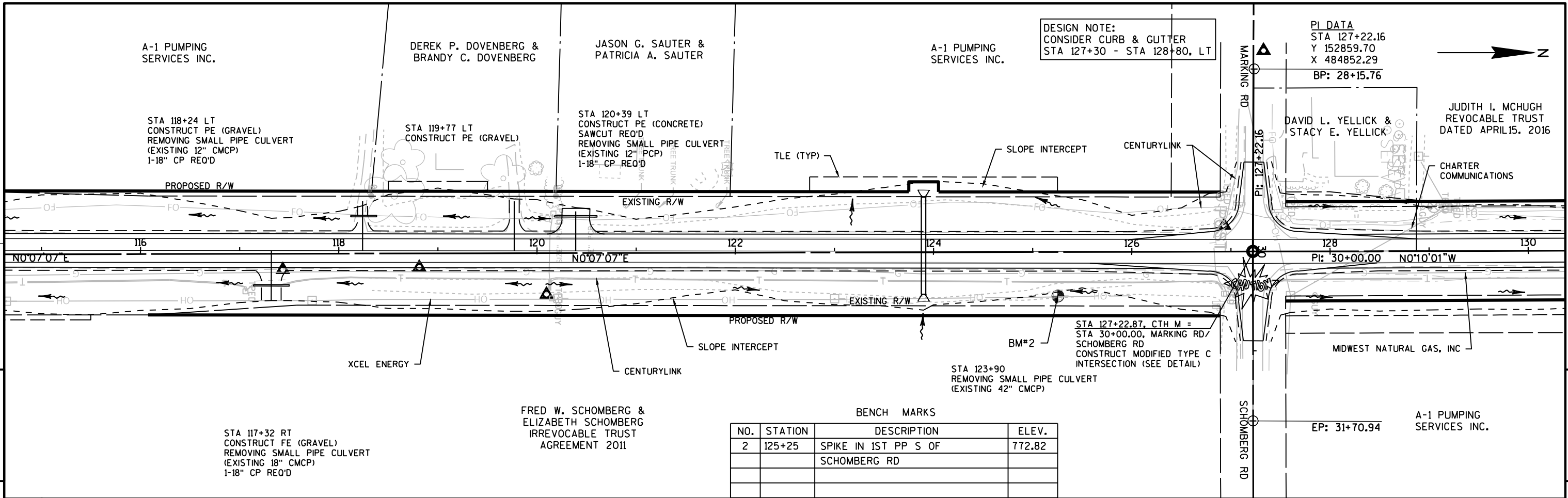
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

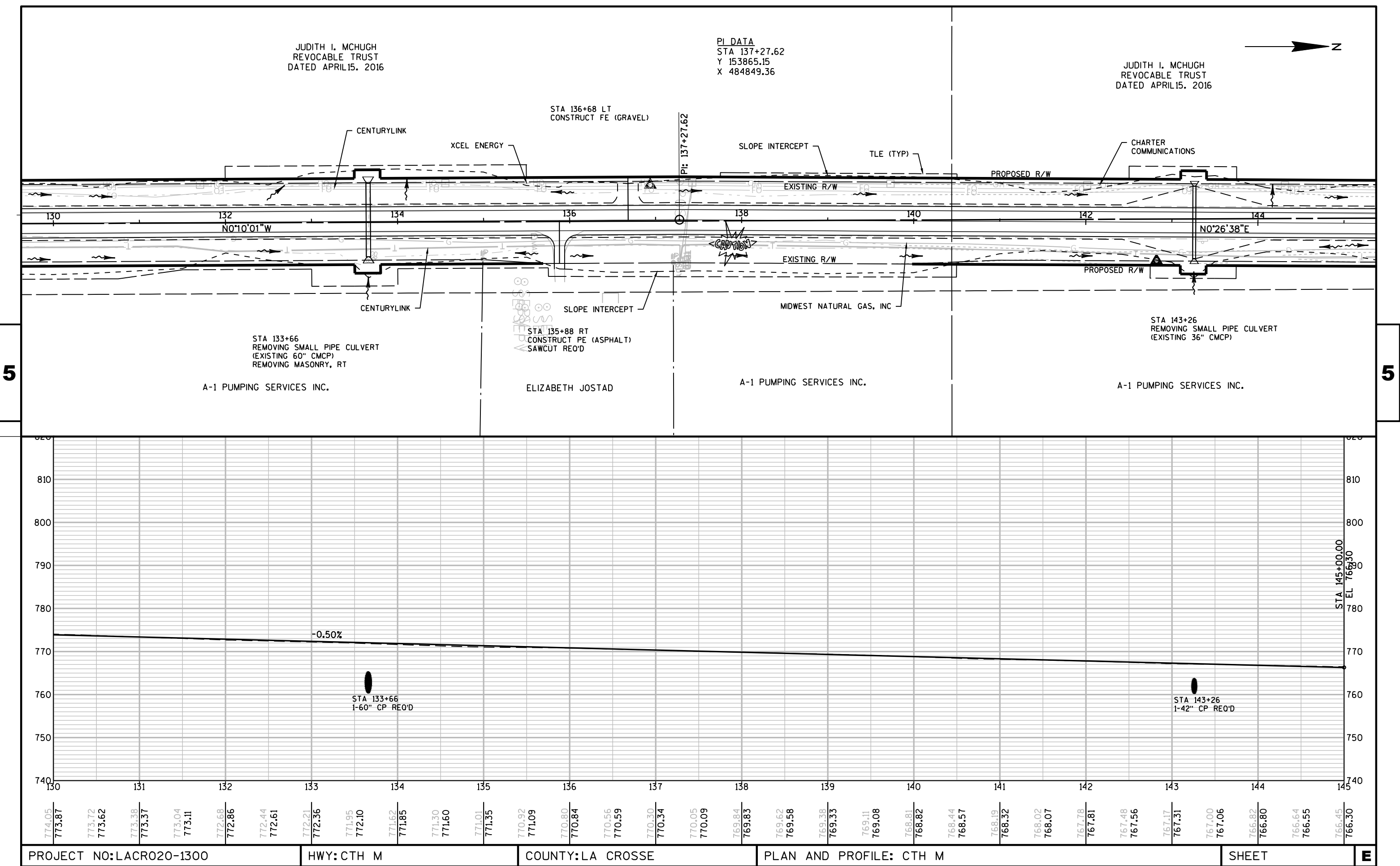




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Profile view of a road segment. The horizontal axis represents stationing from 145 to 160. The vertical axis represents elevation in feet from 740 to 820. A solid line represents the existing ground profile, and a dashed line represents the proposed road grade. The grade is -0.39% from station 145 to 148+35.00 (elevation 764.98). At this point, the road grade changes to a vertical curve. The existing ground profile shows a sharp rise starting around station 148+35.00.

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