MAD MARCH 2014

PROJECT ID: 3070-00-72
WITH: 3070-00-75

COUNTY: DANE

**ORDER OF SHEETS**


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 2 | 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 =



05

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# IH 39 - COLUMBUS

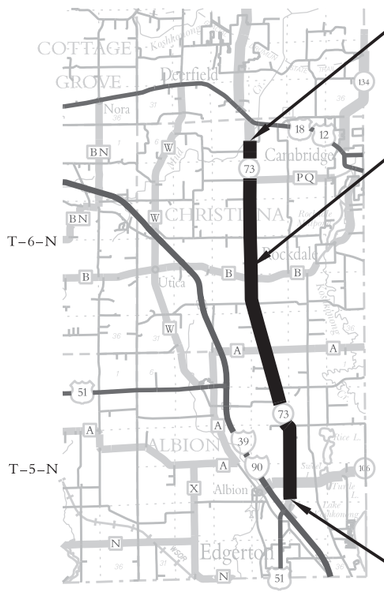
PIERCE ROAD TO FADNESS ROAD

## STH 73

## DANE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 3070-00-72 | WISC 2014064 | 1 |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER
**3070-00-72**




END PROJECT
STA. 587+10.00

STRUCTURE C-13-2073
STA. 402+72.32

BEGIN PROJECT
STA. 79+00.00
X = 910,026.18
Y = 412,169.86

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 9.623 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), 'DANE' COUNTY, NAD 1983 (2007)."

"ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (2007)."

**DESIGN DESIGNATION**

| | | | |
|---|---|---|---|
| A.A.D.T. | 2014 | = | 4,200 |
| A.A.D.T. | 2034 | = | 5,300 |
| D.H.V. | 2034 | = | 675 |
| D.D. | | = | 62/38 |
| T. | | = | 8.0% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 686,200 |

**CONVENTIONAL SYMBOLS**

**PLAN**
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

**PROFILE**
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

**UTILITIES**
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

ORIGINAL PLANS PREPARED BY
JT ENGINEERING, INC.
*Transportation Engineering Services*

WISCONSIN
BRADLEY R. GROH
E-41411
MADISON
WI
PROFESSIONAL ENGINEER

10/30/2013 (Date) (Signature)

**STATE OF WISCONSIN**
**DEPARTMENT OF TRANSPORTATION**

PREPARED BY

| | |
|---|---|
| Surveyor | JAMES BAKER |
| Designer | BRAD GROH |
| Project Manager | CRAIG PRINGLE |
| Regional Examiner | |
| Regional Supervisor | JOHN STEINER |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT
DATE 10/30/2013 (Signature)

E

2

## GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS. FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES IN PLAN ARE SHOWN AT APPROXIMATE LOCATIONS, WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER. REMOVAL OF ITEMS ARE INCIDENTAL TO THE RESPECTIVE EROSION CONTROL BID ITEM COSTS.

SILT FENCE IS TO BE PLACED 2' BEYOND THE SLOPE INTERCEPTS.

PLACE SALVAGED TOPSOIL IN ALL GRADED AREAS AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. APPLY SEED, FERTILIZER, MULCH, AND EMAT TO AREAS WITHIN 7 CALENDAR DAYS OF SALVAGED TOPSOIL PLACEMENT.

RESHAPING AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED AND TREATED AS SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS MEDIUM RIPRAP.

THE EXACT LOCATIONS OF DRIVEWAYS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. BASE AGGREGATE DENSE ¾-INCH SHALL BE USED FOR ALL GRAVEL DRIVEWAYS.

THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.15. THE ROCK EXPANSION FACTOR IS 1.10.

THE GEOTECHNICAL INVESTIGATION ASSOCIATED WITH THIS PROJECT RECOMMENDS AT LEAST 8 INCHES OF ADDITIONAL EXCAVATION IN AREAS DESIGNATED BY THE ENGINEER FOR EBS. ALL EBS AREAS ARE TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

110LB/SY/IN WAS USED TO QUANTIFY HMA PAVEMENT AND ASPHALTIC SURFACE.

CURB AND GUTTER GRADES ARE GIVEN AT THE FLANGE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

THE CONTRACTOR SHALL PLACE ALL DETOUR AND TRAFFIC CONTROL SIGNS BEFORE BEGINNING ANY WORK ON THE ROADWAY. THESE SIGNS SHALL REMAIN IN PLACE UNTIL ALL WORK IS COMPLETED AND PERMANENT SIGNS AND PAVEMENT MARKING ARE INSTALLED.

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

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

## STANDARD ABBREVIATIONS

| | | | |
|---|---|---|---|
| AEW | APRON END WALL | NW | NORTHWEST |
| AGG | AGGREGATE | PACS | PIPE ARCH CORRUGATED STEEL |
| BAD | BASE AGGREGATE DENSE | PE | PRIVATE ENTRANCE |
| BM | BENCHMARK | PL | PROPERTY LINE |
| CPCM | CULVERT PIPE CORRUGATED METAL | R/W | RIGHT OF WAY |
| CPRC | CULVERT PIPE REINFORCED CONCRETE | RDE | RESTRICTED DEVELOPMENT EASEMENT |
| CWT | HUNDREDWEIGHT | REQD | REQUIRED |
| CY | CUBIC YARD | RT | RIGHT |
| EBS | EXCAVATION BELOW SUBGRADE | SDD | STANDARD DETAIL DRAWING |
| FE | FIELD ENTRANCE | SE | SOUTHEAST |
| INV | INVERT | SF | SQUARE FOOT |
| LB | POUND | SI | SLOPE INTERCEPT |
| LF | LINEAR FOOT | STA | STATION |
| LT | LEFT | SW | SOUTHWEST |
| LS | LUMP SUM | SY | SQUARE YARD |
| MGAL | 1000 GALLON UNIT | TLE | TEMPORARY LIMITED EASEMENT |
| MIN | MINIMUM | TYP | TYPICAL |
| NE | NORTHEAST | | |

## UTILITY CONTACTS

**AMERICAN TRANSMISSION COMPANY, LLC**
ELECTRIC TRANSMISSION
MIKE OLSEN
801 O'KEEFE ROAD
DEPERE, WI 54115
PHONE: (608) 338-6582
EMAIL: MOLSEN@ATCLLC.COM

**ALLIANT ENERGY**
ELECTRIC
JASON HOGAN
SUITE 1000
4902 BILTMORE LANE
MADISON, WI 53718-2148
PHONE: (608) 458-4871
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

**ALLIANT ENERGY**
GAS
MARK SCHOEN
1521 PROGRESS LANE
STOUGHTON, WI 53589
PHONE: (608) 877-1648
EMAIL: MARKSCHOEN@ALLIANTENERGY.COM

**JANA AIRPORT**
AIRPORT FACILITIES
DON BECKER
406 HWY ST
EDGERTON, WI 53534
PHONE: (608) 884-3403

**WE ENERGIES**
ELECTRIC DISTRIBUTION
DAN SANDE
333 W EVERETT ST, A299
MILWAUKEE, WI 53203
PHONE: (414) 221-2336
EMAIL: DAN.SANDE@WE-ENERGIES.COM

**CHARTER COMMUNICATIONS**
TELECOMMUNICATIONS
BRANDON STORM
2701 DANIELS STREET
MADISON, WI 53718
PHONE: (608) 274-3822
EMAIL: BRANDON.STORM@CHARTERCOM.COM

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

**CONSOLIDATED KOSHKONONG SANITARY DISTRICT**
SANITARY AND WATER
DAVE HOUFE
328 ELLENDALE ROAD
EDGERTON, WI 53534
PHONE: (608) 868-7191

**FRONTIER COMMUNICATIONS OF WILLC**
TELECOMMUNICATIONS
BRIAN VAN OOYN
451 BROADWAY DRIVE
SUN PRAIRIE, WI 53590
PHONE: (608) 837-1151

**WINDSTREAM INC**
TELECOMMUNICATIONS
JIM KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
PHONE: (262) 792-7938
EMAIL: JAMES.KOSTUCH@WINDSTREAM.COM

## OTHER CONTACTS

**DESIGNER**
BRADLEY R. GROH, P.E.
JT ENGINEERING, INC.
6417 ODANA ROAD, SUITE 13
MADISON, WI 53719
PHONE: (608) 204-0909

**DNR AREA LIASION**
ERIC HEGGELUND
DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
PHONE: (608) 275-3301
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

## ORDER OF DETAIL SHEETS

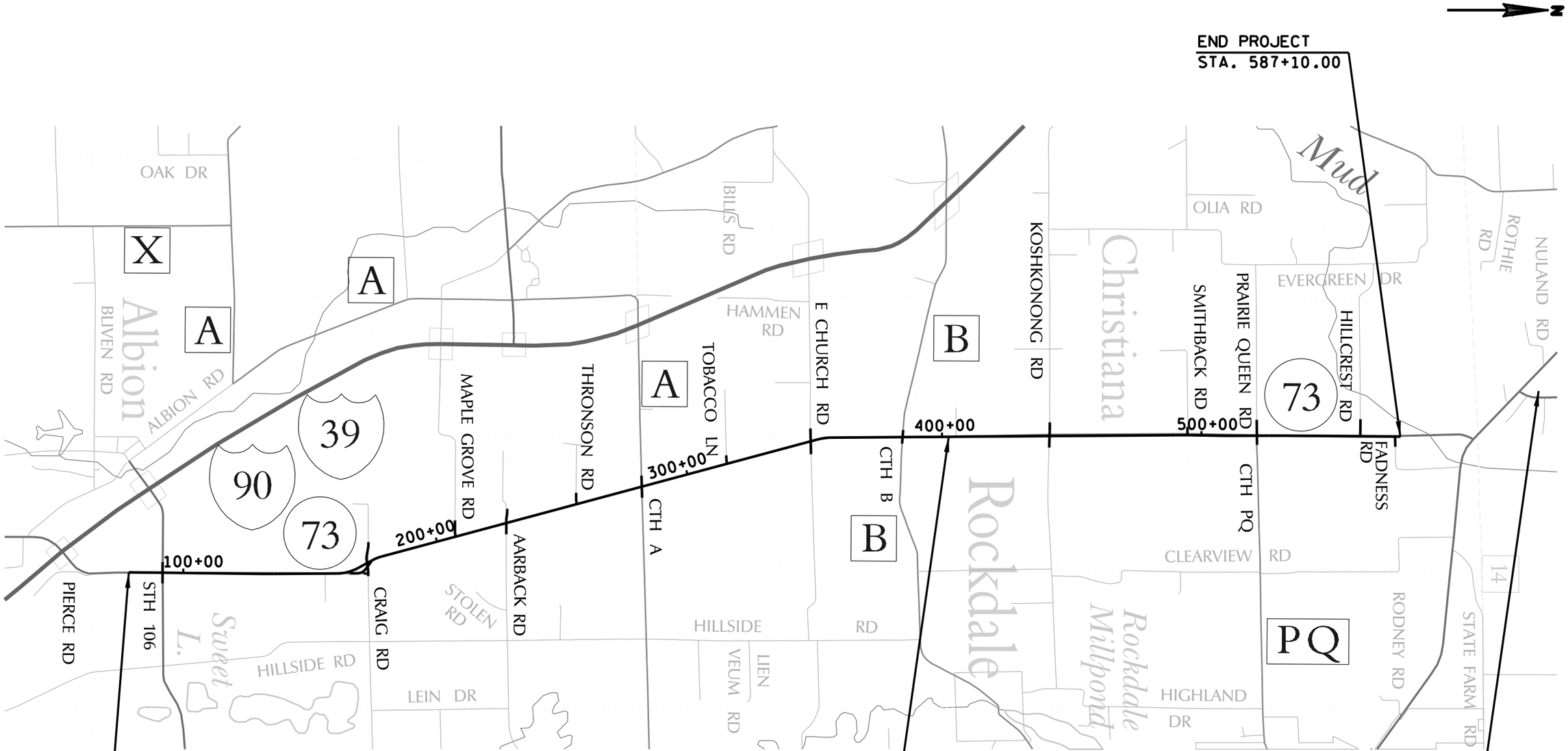

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER PLAN
ITS PLANS
PAVEMENT MARKING AND SIGNING
DETOUR PLAN
ALIGNMENT DIAGRAM


## RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.38 |
| PAVEMENT: | | | | | | | | | | | | |
| ASPHALT | .70 - .95 | | | | | | | | | | | |
| CONCRETE | .80 - .95 | | | | | | | | | | | |
| BRICK | .70 - .80 | | | | | | | | | | | |
| DRIVES, WALKS | .75 - .85 | | | | | | | | | | | |
| ROOFS | .75 - .95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | .40 - .60 | | | | | | | | | | | |

TOTAL PROJECT AREA = 171.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 132.6 ACRES

2

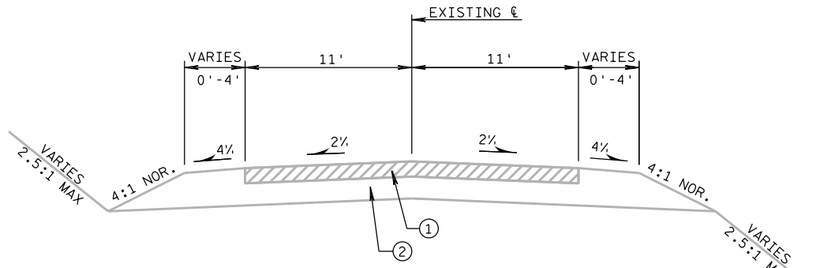



| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

2

## PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR




TYPICAL EXISTING SECTION

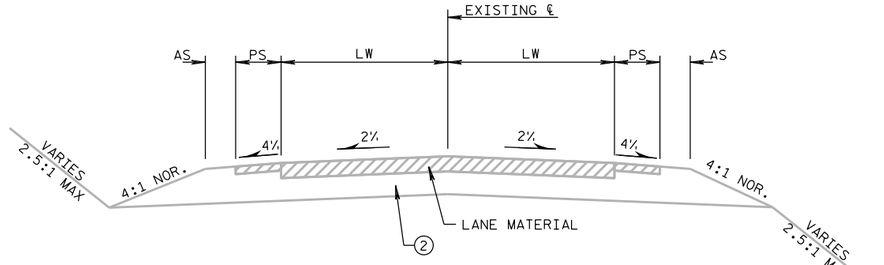
STH 73

STA 79+00.00 - STA 587+10.00

NOTE: EXISTING ASPHALTIC SURFACE DEPTHS RANGE FROM 6" TO 20" AND EXISTING BASE COURSE DEPTHS RANGE FROM 0" TO 7.5" SEE PAVEMENT BORING SUMMARY TABLE FOR DETAILS

## PAVEMENT BORING SUMMARY TABLE

| BORING NO. | STATION | OFFSET | ASPHALT DEPTH | BASE DEPTH |
|---|---|---|---|---|
| BH-3 | 113+25 | 6' LT | 14 INCH | UNDETECTED |
| BH-4 | 126+50 | 6' RT | 17 INCH | UNDETECTED |
| BH-5 | 139+75 | 6' LT | 15 INCH | UNDETECTED |
| BH-6 | 153+00 | 6' RT | 18 INCH | UNDETECTED |
| BH-8 | 179+50 | 6' RT | 20 INCH | UNDETECTED |
| BH-10 | 206+00 | 6' RT | 18 INCH | UNDETECTED |
| BH-11 | 219+25 | 6' LT | 16 INCH | UNDETECTED |
| BH-12 | 232+50 | 6'RT | 17 INCH | UNDETECTED |
| BH-13 | 248+00 | 6' LT | 18 INCH | UNDETECTED |
| BH-14 | 259+00 | 6' RT | 15 INCH | UNDETECTED |
| BH-15 | 272+25 | 6' LT | 15 INCH | UNDETECTED |
| BH-16 | 285+50 | 6' RT | 16 INCH | UNDETECTED |
| BH-17 | 297+00 | 6' LT | 18 INCH | UNDETECTED |
| BH-18 | 312+00 | 6' RT | 16 INCH | UNDETECTED |
| BH-19 | 325+25 | 6' LT | 16 INCH | UNDETECTED |
| BH-20 | 338+50 | 6' RT | 16 INCH | UNDETECTED |
| BH-21 | 351+75 | 6' LT | 17 INCH | UNDETECTED |
| BH-22 | 369+00 | 6' RT | 15 INCH | UNDETECTED |
| BH-23 | 375+25 | 6' LT | 13 INCH | UNDETECTED |
| BH-24 | 391+50 | 6' RT | 16 INCH | UNDETECTED |
| BH-25 | 404+75 | 6' LT | 8 INCH | UNDETECTED |
| BH-26 | 418+00 | 6' RT | 13 INCH | UNDETECTED |
| BH-27 | 431+25 | 6' LT | 10 INCH | UNDETECTED |
| BH-28 | 444+50 | 6' RT | 18 INCH | UNDETECTED |
| BH-29 | 465+25 | 6' LT | 16.5 INCH | UNDETECTED |
| BH-30 | 471+00 | 6' RT | 14 INCH | UNDETECTED |
| BH-31 | 484+25 | 6' LT | 7 INCH | UNDETECTED |
| BH-32 | 497+50 | 6' RT | 13 INCH | UNDETECTED |
| BH-33 | 510+75 | 6' LT | 6 INCH | UNDETECTED |
| BH-34 | 527+00 | 6' RT | 18 INCH | UNDETECTED |
| BH-35 | 537+25 | 6' LT | 10 INCH | 7.5 INCH |
| BH-36 | 550+50 | 6' RT | 15 INCH | UNDETECTED |
| BH-37 | 563+75 | 6' LT | 10 INCH | 7 INCH |
| BH-38 | 577+00 | 6' RT | 15 INCH | UNDETECTED |

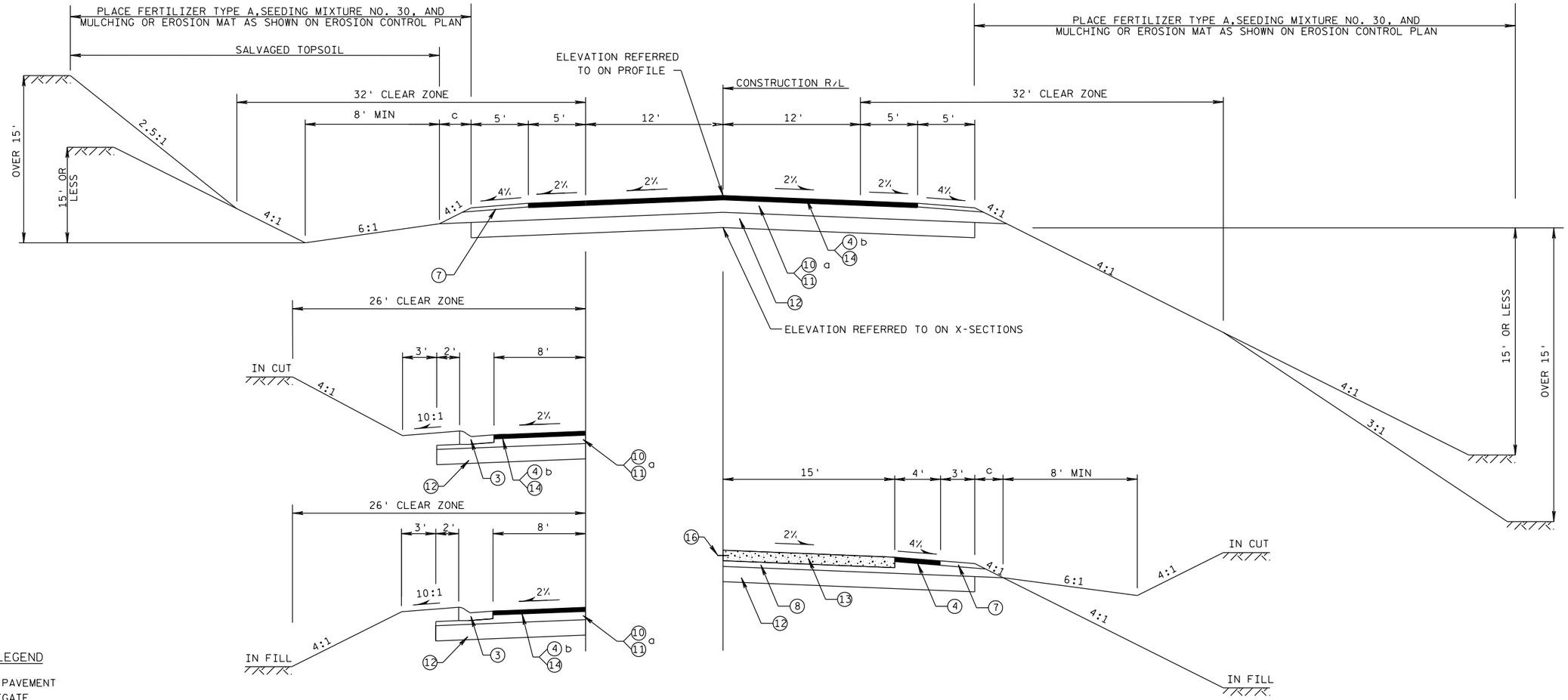



TYPICAL EXISTING SECTION

SIDE ROADS

## SIDE ROAD TYPICAL EXISTING SECTION DETAILS

| SIDE ROAD | STATION RANGE | LANE MATERIAL | LANE WIDTH (LW) | PAVED SHOULDER WIDTH (PS) | AGG SHOULDER WIDTH (AS) | TOTAL SHOULDER WIDTH |
|---|---|---|---|---|---|---|
| STH 106 | 47+25.00"J" - 52+75.00"J" | ASPHALTIC PAVEMENT | 11' | 0' | 3' | 3' |
| CRAIG ROAD | 92+00.00"C" - 100+00.00"C" | BASE AGGREGATE | 8' | 0' | 0' | 0' |
| CRAIG ROAD | 100+00.00"C" - 105+00.00"C" | ASPHALTIC PAVEMENT | 11' | 0' | 0' | 0' |
| MAPLE GROVE ROAD | 144+51.00"MG" - 150+00.00 "MG" | ASPHALTIC PAVEMENT | 10' | 0' | 0' | 0' |
| AARBACK ROAD | 194+90.00"AR" - 200+00.00"AR" | BASE AGGREGATE | 8' | 0' | 0' | 0' |
| AARBACK ROAD | 200+00.00"AR" - 202+80.00"AR" | ASPHALTIC PAVEMENT | 10' | 0' | 0' | 0' |
| THRONSON ROAD | 247+00.00"TH" - 250+00.00"TH" | ASPHALTIC PAVEMENT | 9' | 0' | 3' | 3' |
| CTH A | 296+75.00"A" - 303+75.00"A" | ASPHALTIC PAVEMENT | 10' | 0' | 3' | 3' |
| TOBACCO LANE | 347+50.00"T" - 350+00.00"T" | ASPHALTIC PAVEMENT | 8' | 0' | 0' | 0' |
| EAST CHURCH ROAD | 395+50.00"CH" - 404+50.00"CH" | ASPHALTIC PAVEMENT | 10' | 0' | 3' | 3' |
| CTH B | 448+00.00"B" - 452+00.00"B" | ASPHALTIC PAVEMENT | 11' | 3' | 2' | 5' |
| KOSHKONONG ROAD | 494+76.09"K" - 502+00.00"K" | ASPHALTIC PAVEMENT | 10' | 0' | 3' | 3' |
| SMITHBACK ROAD | 547+35.00"SM" - 550+00.00"SM" | BASE AGGREGATE | 8' | 0' | 0' | 0' |
| PRAIRIE QUEEN ROAD | 595+50.00"PR" - 600+00.00"PR" | ASPHALTIC PAVEMENT | 10' | 0' | 3' | 3' |
| CTH PQ | 600+00.00"PR" - 602+00.00"PR" | ASPHALTIC PAVEMENT | 11' | 0' | 4' | 4' |
| HILLCREST ROAD | 644+75.00"H" - 650+00.00"H" | ASPHALTIC PAVEMENT | 10' | 0' | 0' | 0' |
| FADNESS ROAD | 700+00.00"FD" - 703+50.00"FD" | ASPHALTIC PAVEMENT | 11' | 0' | 0' | 0' |




## PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

## CURB AND GUTTER SECTIONS

| | |
|---|---|
| STA 84+50 - 90+00 LT | STA 299+50 - 304+50 LT |
| STA 86+50 - 90+00 RT | STA 322+00 - 324+50 RT |
| STA 133+50 - 142+00 LT | STA 342+00 - 345+00 LT |
| STA 150+00 - 158+50 LT | STA 422+75 - 426+00 LT |
| STA 181+50 - 184+00 RT | STA 434+00 - 436+50 LT |
| STA 192+50 - 196+00 LT | STA 461+00 - 468+50 LT |
| STA 199+00 - 203+50 RT | STA 479+00 - 483+00 LT |
| STA 233+50 - 236+00 RT | STA 485+00 - 488+00 RT |
| STA 240+00 - 241+75 LT | STA 522+00 - 524+00 RT |
| STA 247+50 - 251+00 RT & LT | STA 535+50 - 537+50 RT |
| STA 262+00 - 265+50 RT | STA 546+00 - 549+50 LT |
| STA 276+50 - 281+00 RT | STA 559+75 - 564+00 RT |
| STA 282+55 - 287+50 LT | STA 562+00 - 564+00 LT |
| STA 287+50 - 291+00 RT | STA 575+00 - 579+00 LT |

## WEIGN IN MOTION MAINLINE SCALE SECTIONS

STA 121+00.00 - 124+00.00 LT & RT
STA 551+00.00 - 554+00.00 LT & RT

## TYPICAL FINISHED SECTION

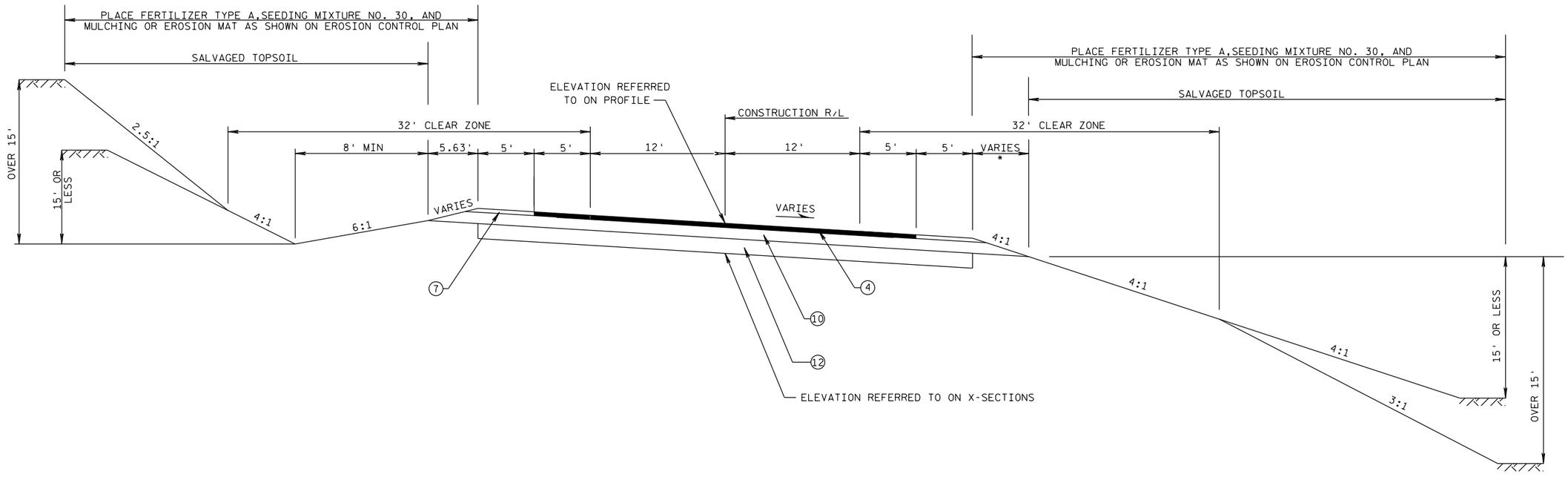
STH 73

STA 79+00.00 - STA 587+10.00

NOTES: a) (10) - STA 100+00.00 - 121+00.00; STA 124+00.00 - 551+00.00; STA 554+00.00 - 587+10.00
(11) - STA 79+00.00 - 100+00.00

b) (4) - STA 79+00.00 - 85+92.19; STA 97+64.49 - 121+00.00; STA 124+00.00 - 551+00.00; STA 554+00.00 - 584+25.00
(14) - STA 85+92.19 - 97+64.49

c) 5.63' - STA 100+00.00 - 121+00.00; STA 124+00.00 - 551+00.00; STA 554+00.00 - 587+10.00
6.36' - STA 79+00.00 - 100+00.00
5.90' - STA 121+00.00 - 124+00.00; STA 551+00.00 - 554+00.00




## PAVEMENT STRUCTURE LEGEND

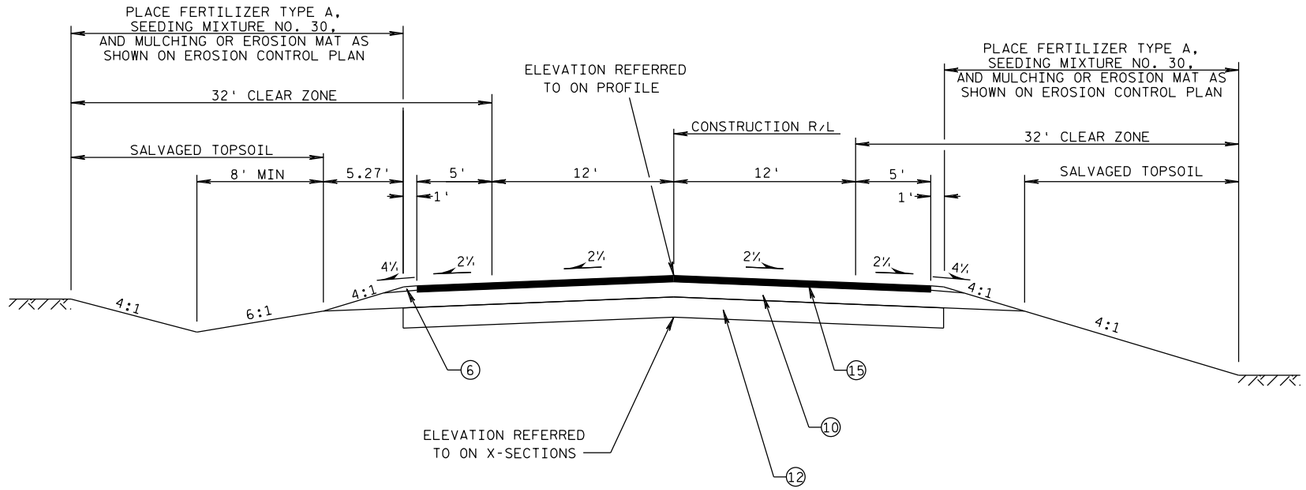
1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

## TYPICAL FINISHED SECTION

STH 73

IN SUPERELEVATION

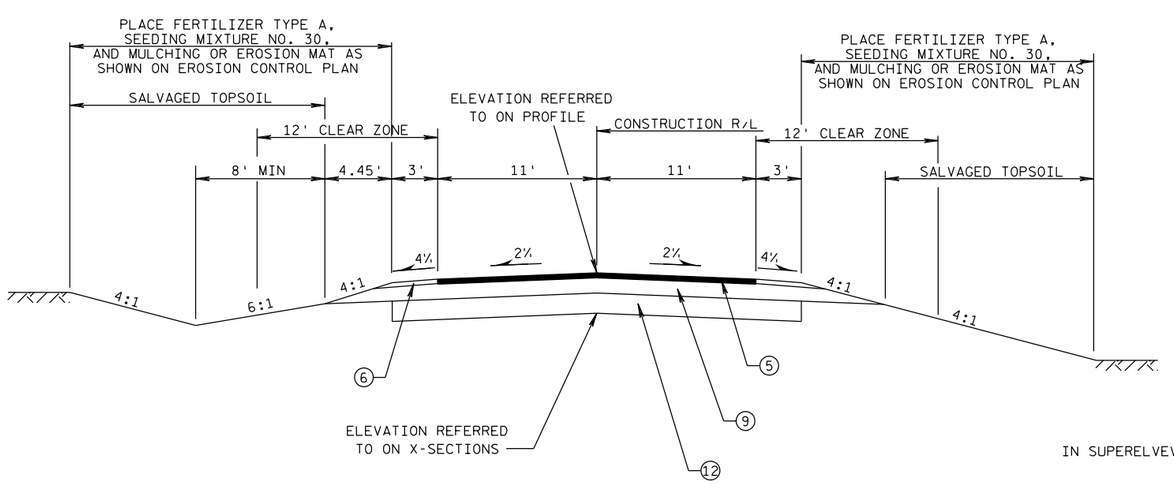
| | HORIZONTAL CURVE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| | PI STA | 130+92.97 | 163+58.41 | 175+80.75 | 354+54.56 | 493+05.05 | 510+11.37 | 528+88.89 | 579+48.14 |
| | SE RATE | NC | 5.7% | 5.7% | 5.4% | NC | NC | NC | NC |
| | BEGIN TRANSITION | --- | 157+57.86 | 172+14.07 | 350+48.57 | --- | --- | --- | --- |
| | BEGIN RUNOFF | --- | 158+11.19 | 172+67.40 | 351+01.90 | --- | --- | --- | --- |
| | BEGIN FULL SUPERELEVATION | --- | 159+63.19 | 174+19.40 | 352+45.90 | --- | --- | --- | --- |
| | END FULL SUPER ELEVATION | --- | 167+35.05 | 177+40.04 | 356+60.43 | --- | --- | --- | --- |
| | END RUNOFF | --- | 168+87.05 | 178+92.04 | 358+04.43 | --- | --- | --- | --- |
| | END TRANSITION | --- | 169+40.38 | 179+45.37 | 358+57.77 | --- | --- | --- | --- |
| * | LOW SIDE SHOULDER SLOPE WIDTH | --- | 7.23' | 7.23' | 7.12' | --- | --- | --- | --- |




## TYPICAL FINISHED SECTION

STH 106

STA 47+25.00"J" - STA 52+75.00"J"




## TYPICAL FINISHED SECTION

CRAIG ROAD

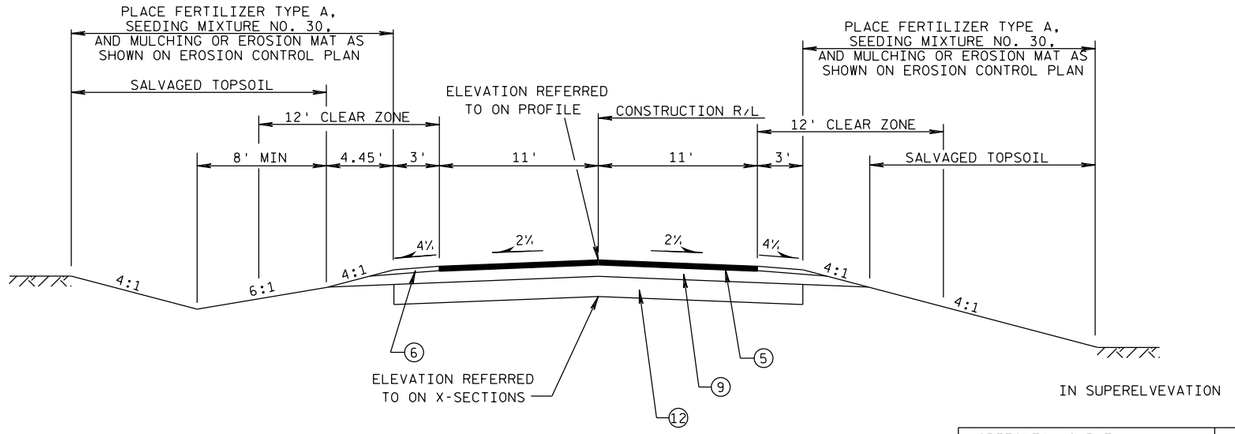
STA 92+00.00"C" - 105+00.00"C"

### PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

IN SUPERELVEVATION

| HORIZONTAL CURVE | 1 | 2 | 3 |
|---|---|---|---|
| PI STA | 93+74.46 | 98+06.08 | 102+74.94 |
| SE RATE | 5.2% | 4.9% | 2.8% |
| BEGIN TRANSITION | 91+66.03 | 96+25.63 | 100+94.30 |
| BEGIN RUNOFF | 92+10.64 | 96+61.96 | 101+30.73 |
| BEGIN FULL SUPERELEVATION | 93+26.64 | 97+50.96 | 101+81.73 |
| END FULL SUPER ELEVATION | 94+21.92 | 98+59.61 | 103+67.75 |
| END RUNOFF | 95+37.92 | 99+48.61 | 104+18.75 |
| END TRANSITION | 95+82.54 | 99+84.94 | 104+55.18 |



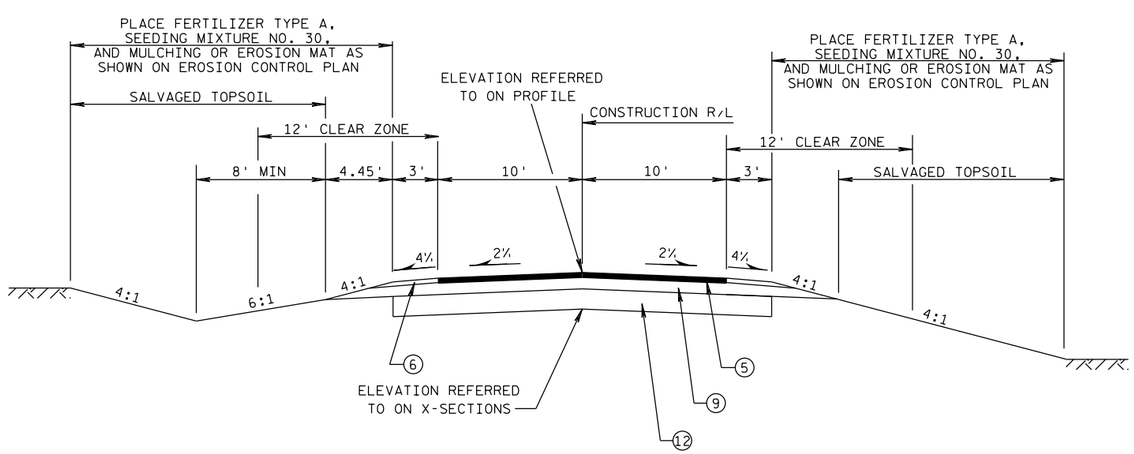

IN SUPERELVEVATION

| HORIZONTAL CURVE | 1 |
|---|---|
| PI STA | 148+41.14 |
| SE RATE | 4.1% |
| BEGIN TRANSITION | 146+86.90 |
| BEGIN RUNOFF | 147+23.48 |
| BEGIN FULL SUPERELEVATION | 147+98.48 |
| END FULL SUPER ELEVATION | 148+83.43 |
| END RUNOFF | 149+58.43 |
| END TRANSITION | 149+95.01 |

## TYPICAL FINISHED SECTION

MAPLE GROVE ROAD

STA 144+51.00"MG" - 150+00.00"MG"




IN SUPERELVEVATION

| HORIZONTAL CURVE | 1 | 2 |
|---|---|---|
| PI STA | 196+01.00 | 198+63.75 |
| SE RATE | 2.9% | 4.9% |
| BEGIN TRANSITION | 194+81.58 | 197+18.79 |
| BEGIN RUNOFF | 195+16.07 | 197+56.04 |
| BEGIN FULL SUPERELEVATION | 195+66.07 | 198+51.05 |
| END FULL SUPER ELEVATION | 196+35.83 | 198+76.32 |
| END RUNOFF | 196+85.83 | 199+71.32 |
| END TRANSITION | 197+18.79 | 200+10.10 |

## TYPICAL FINISHED SECTION

AARBACK ROAD

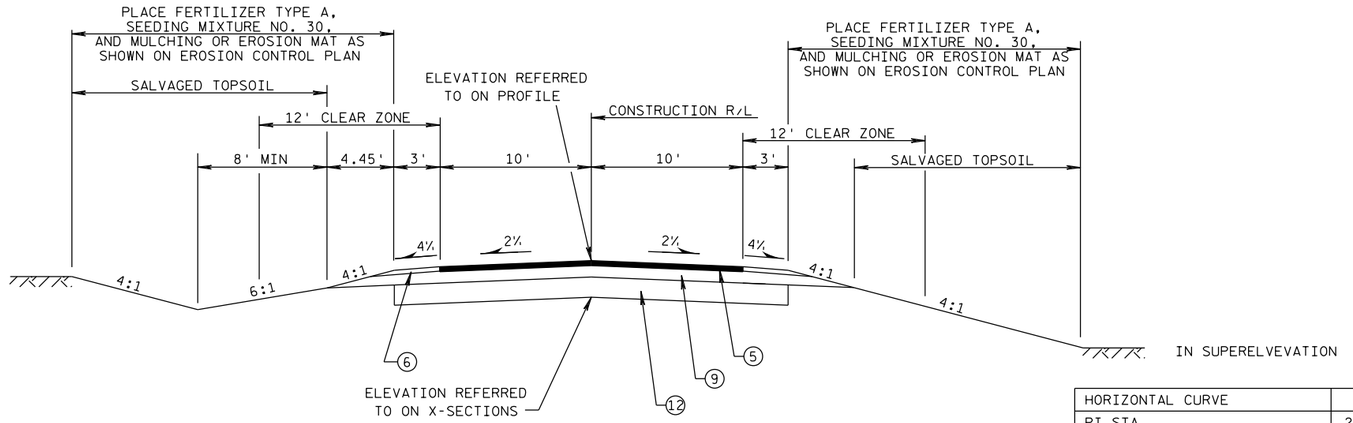
STA 194+90.00"AR" - 202+80.00"AR"

### PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

## PAVEMENT STRUCTURE LEGEND

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2. EXISTING BASE AGGREGATE
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12. 16" SELECT CRUSHED MATERIAL
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    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

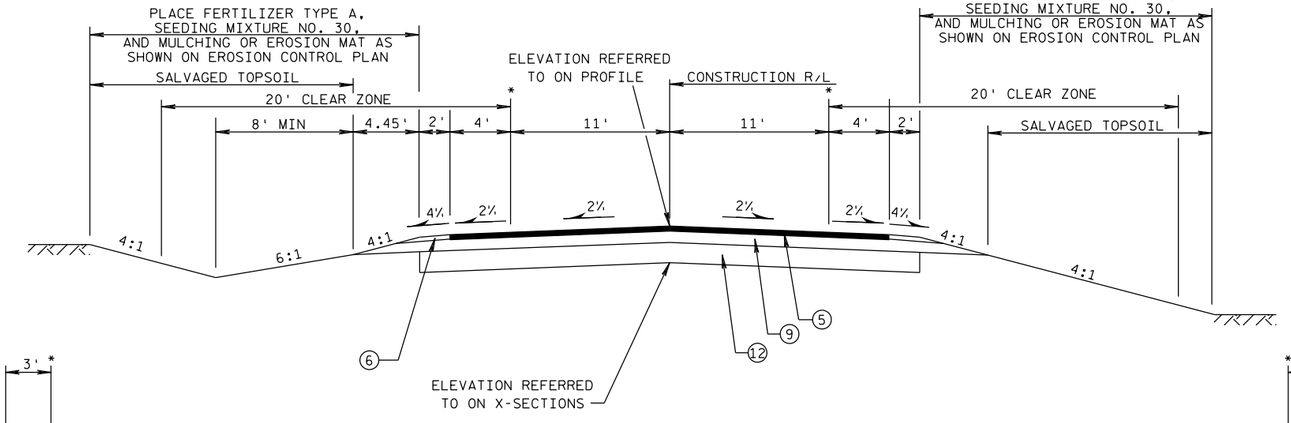


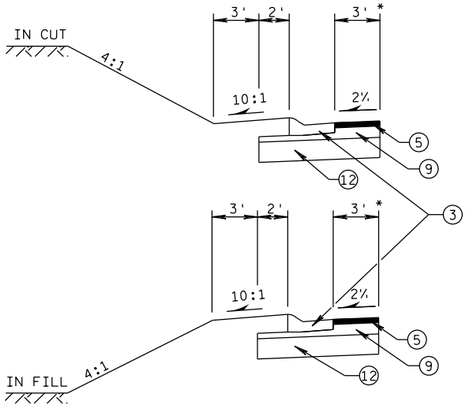

## TYPICAL FINISHED SECTION

THRONSON ROAD

STA 247+00.00"TH" - 250+00.00"TH"

| | |
|---|---|
| HORIZONTAL CURVE | 1 |
| PI STA | 248+38.02 |
| SE RATE | 4.1% |
| BEGIN TRANSITION | 246+81.55 |
| BEGIN RUNOFF | 247+18.14 |
| BEGIN FULL SUPERELEVATION | 247+93.14 |
| END FULL SUPER ELEVATION | 248+82.51 |
| END RUNOFF | 249+57.51 |
| END TRANSITION | 249+94.09 |



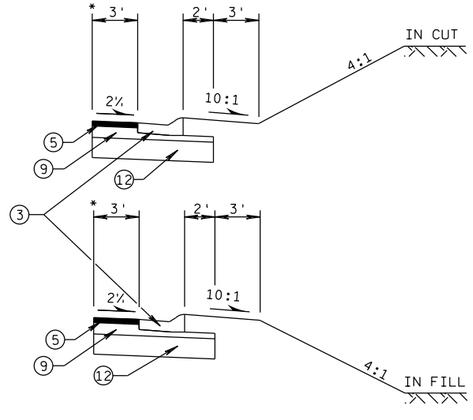

## TYPICAL FINISHED SECTION

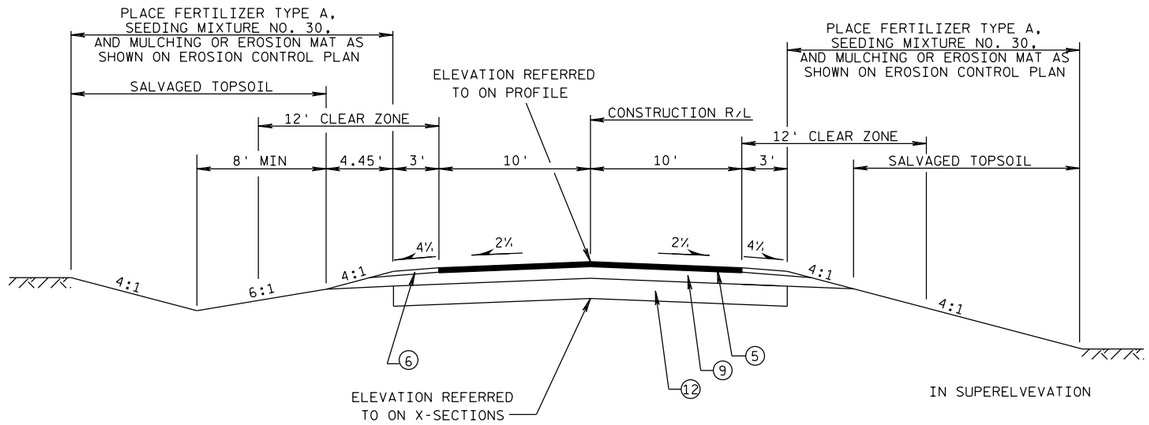
CTH A

STA 296+75.00"A" - 303+75.00"A"

CURB AND GUTTER SECTIONS
STA 300+65 - 303+75 LT
STA 300+84 - 303+75 RT

* = SAME POINT IN ALTERNATIVE SHOULDER OR CURB DESIGNS



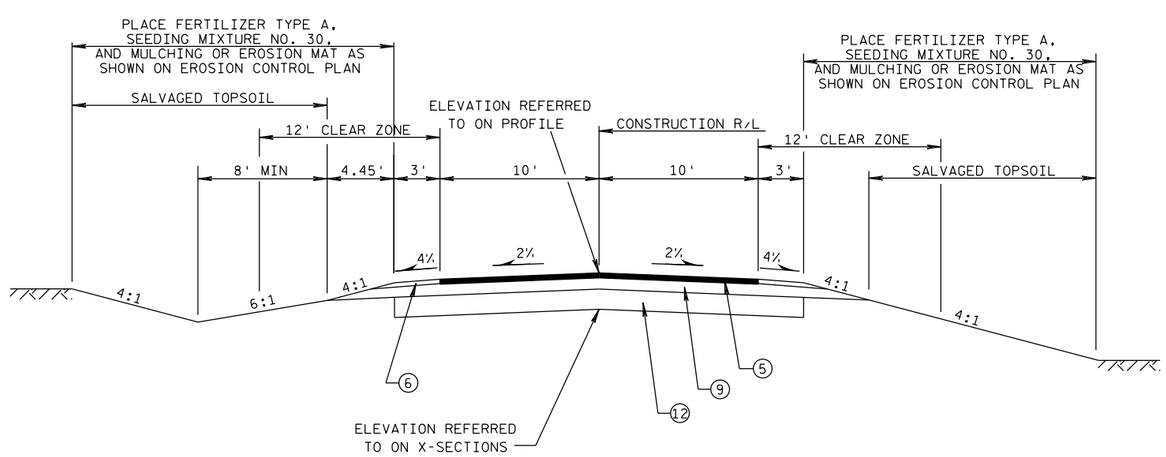



| | |
|---|---|
| HORIZONTAL CURVE | 1 |
| PI STA | 348+58.02 |
| SE RATE | 4.1% |
| BEGIN TRANSITION | 347+15.46 |
| BEGIN RUNOFF | 347+52.04 |
| BEGIN FULL SUPERELEVATION | 348+27.04 |
| END FULL SUPER ELEVATION | 348+88.78 |
| END RUNOFF | 349+63.78 |
| END TRANSITION | 350+00.37 |

## TYPICAL FINISHED SECTION

## TOBACCO LANE

STA 347+50.00"T" - 350+00.00"T"



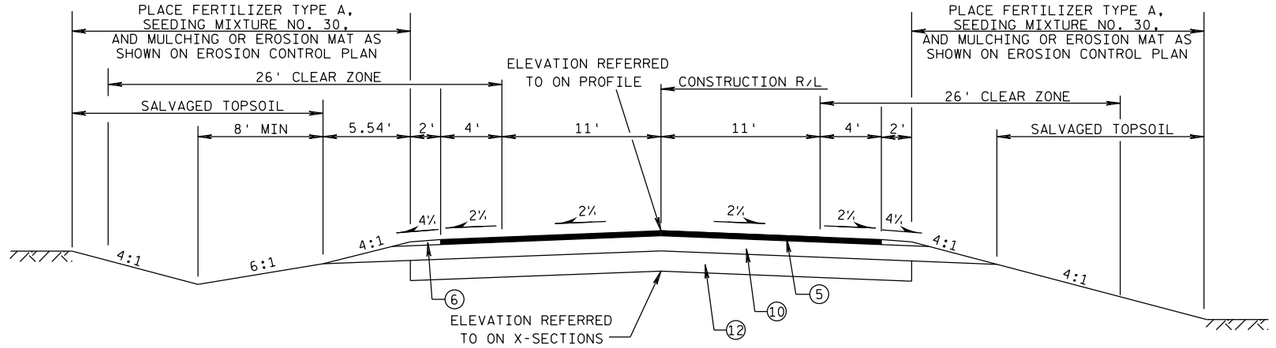

### PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   2.25" 19.0 MM LOWER LAYER
6. 3" BASE AGGREGATE DENSE ¾-INCH
7. 4" BASE AGGREGATE DENSE ¾-INCH
8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

## TYPICAL FINISHED SECTION

## EAST CHURCH ROAD

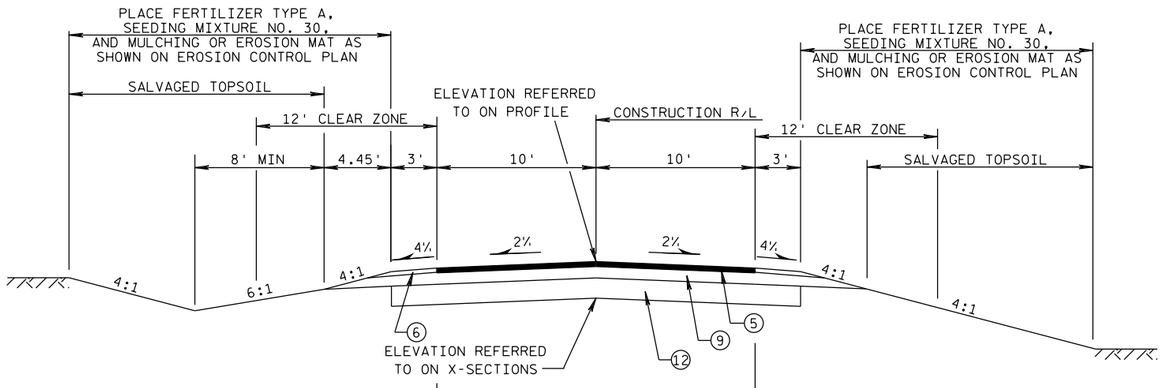
STA 395+50.00"CH" - 404+50.00"CH"




## TYPICAL FINISHED SECTION

CTH B

STA 448+00.00 - 452+00.00




## TYPICAL FINISHED SECTION

KOSHKONONG ROAD

STA 494+76.09 - 502+00.00

CURB AND GUTTER SECTIONS

STA 500+72.00 - 501+80.00 LT

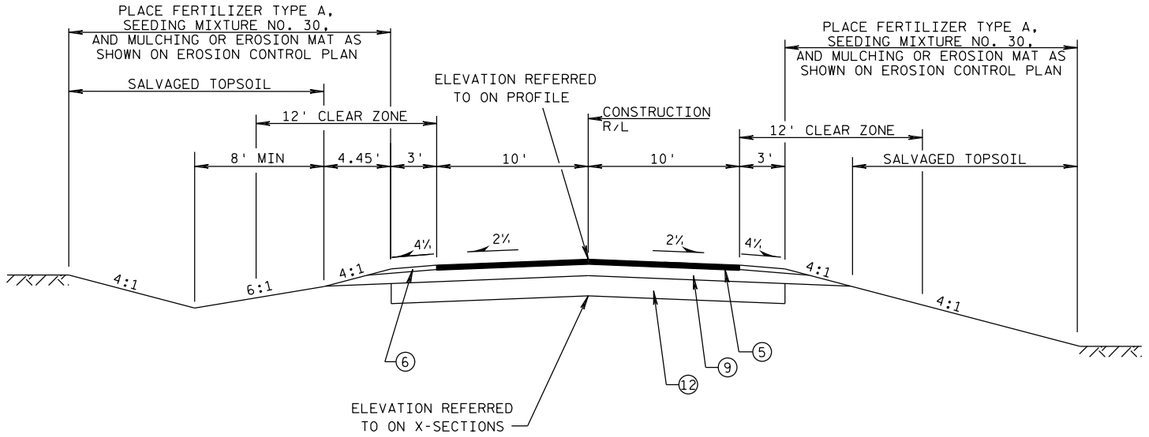
STA 500+85.00 - 502+00.00 RT

### PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
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8. 6" BASE AGGREGATE DENSE 1¼-INCH
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10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

IN SUPERELVEVATION

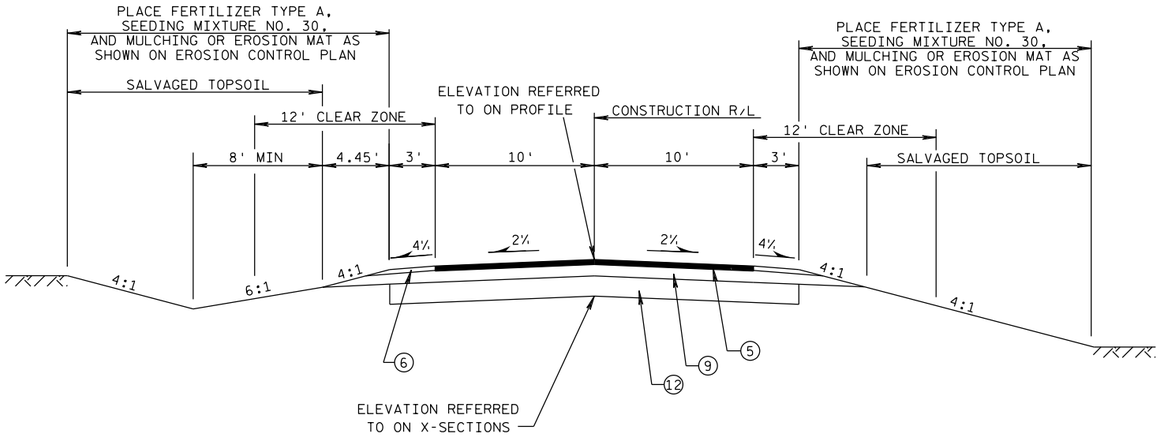
| | |
|---|---|
| HORIZONTAL CURVE | 1 |
| PI STA | 496+30.64 |
| SE RATE | NC |
| BEGIN TRANSITION | --- |
| BEGIN RUNOFF | --- |
| BEGIN FULL SUPERELEVATION | --- |
| END FULL SUPER ELEVATION | --- |
| END RUNOFF | --- |
| END TRANSITION | --- |




TYPICAL FINISHED SECTION

SMITHBACK ROAD

STA 547+35.00"SM" - 550+00.00"SM"



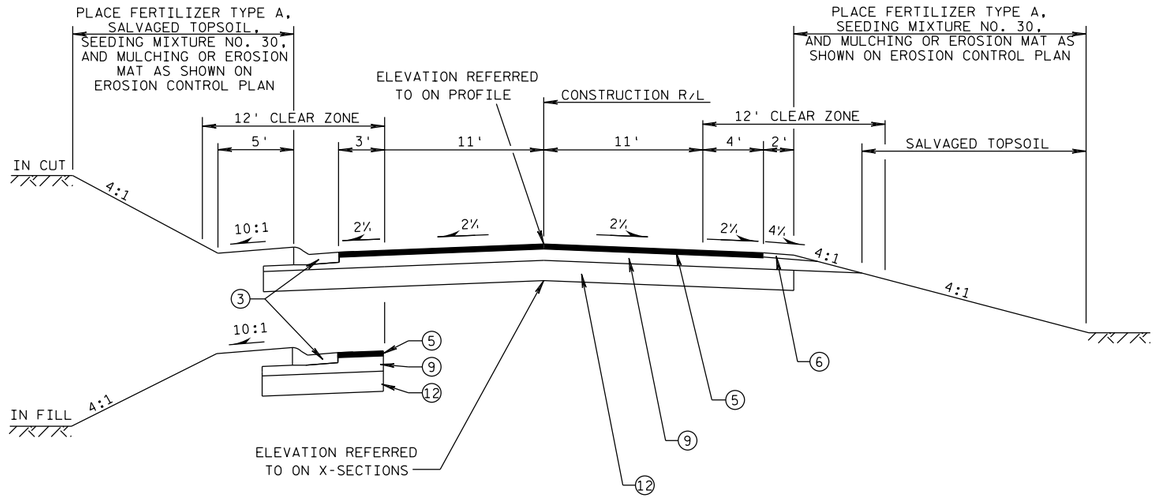

TYPICAL FINISHED SECTION

PRAIRIE QUEEN ROAD

STA 595+50.00"PR" - 600+00.00"PR"

PAVEMENT STRUCTURE LEGEND

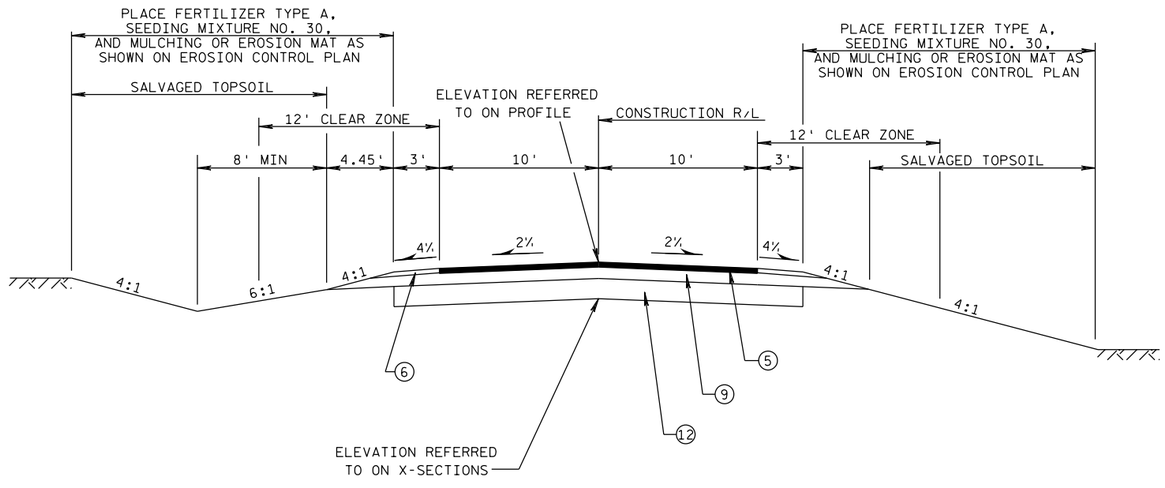
(1) EXISTING ASPHALTIC PAVEMENT
(2) EXISTING BASE AGGREGATE
(3) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(4) 4.75" HMA PAVEMENT TYPE E-1
1.75" 12.5 MM UPPER LAYER
3.00" 19.0 MM LOWER LAYER
(5) 4.00" HMA PAVEMENT TYPE E-1
1.75" 12.5 MM UPPER LAYER
2.25" 19.0 MM LOWER LAYER
(6) 3" BASE AGGREGATE DENSE ¾-INCH
(7) 4" BASE AGGREGATE DENSE ¾-INCH
(8) 6" BASE AGGREGATE DENSE 1¼-INCH
(9) 9" BASE AGGREGATE DENSE 1¼-INCH
(10) 12" BASE AGGREGATE DENSE 1¼-INCH
(11) 14" BASE AGGREGATE DENSE 1¼-INCH
(12) 16" SELECT CRUSHED MATERIAL
(13) CONCRETE PAVEMENT 11-INCH
(14) 4.75" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
3.00" 19.0 MM LOWER LAYER
(15) 4.00" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
2.25" 19.0 MM LOWER LAYER
(16) TIE BAR




TYPICAL FINISHED SECTION

CTH PQ

STA 600+00.00"PR" - 602+00.00"PR"




TYPICAL FINISHED SECTION

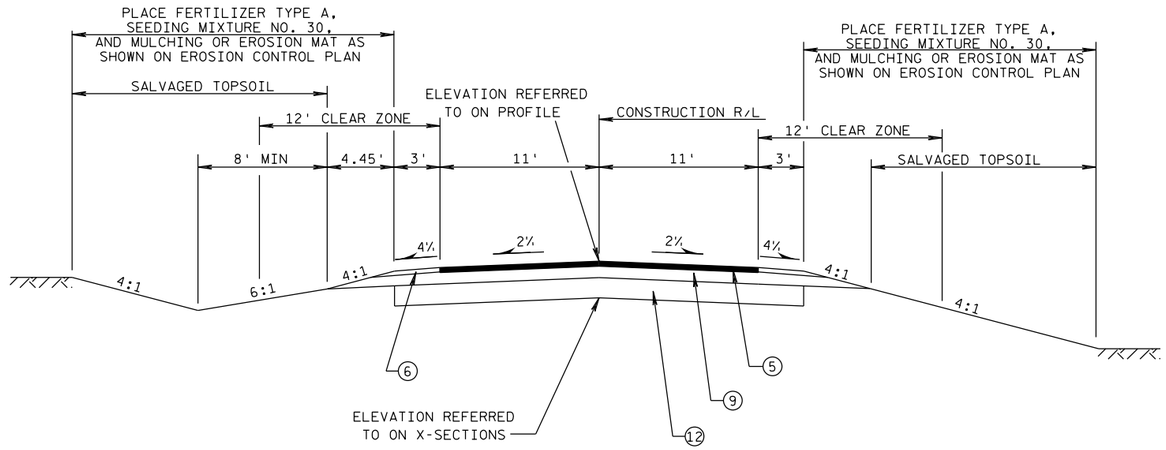
HILLCREST ROAD

STA 644+75.00"H" - 650+00.00"H"

PAVEMENT STRUCTURE LEGEND

1. EXISTING ASPHALTIC PAVEMENT
2. EXISTING BASE AGGREGATE
3. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
4. 4.75" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
   3.00" 19.0 MM LOWER LAYER
5. 4.00" HMA PAVEMENT TYPE E-1
   1.75" 12.5 MM UPPER LAYER
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6. 3" BASE AGGREGATE DENSE ¾-INCH
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8. 6" BASE AGGREGATE DENSE 1¼-INCH
9. 9" BASE AGGREGATE DENSE 1¼-INCH
10. 12" BASE AGGREGATE DENSE 1¼-INCH
11. 14" BASE AGGREGATE DENSE 1¼-INCH
12. 16" SELECT CRUSHED MATERIAL
13. CONCRETE PAVEMENT 11-INCH
14. 4.75" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    3.00" 19.0 MM LOWER LAYER
15. 4.00" HMA PAVEMENT INTERSECTIONS STH 106
    1.75" 12.5 MM UPPER LAYER
    2.25" 19.0 MM LOWER LAYER
16. TIE BAR

2




PAVEMENT STRUCTURE LEGEND

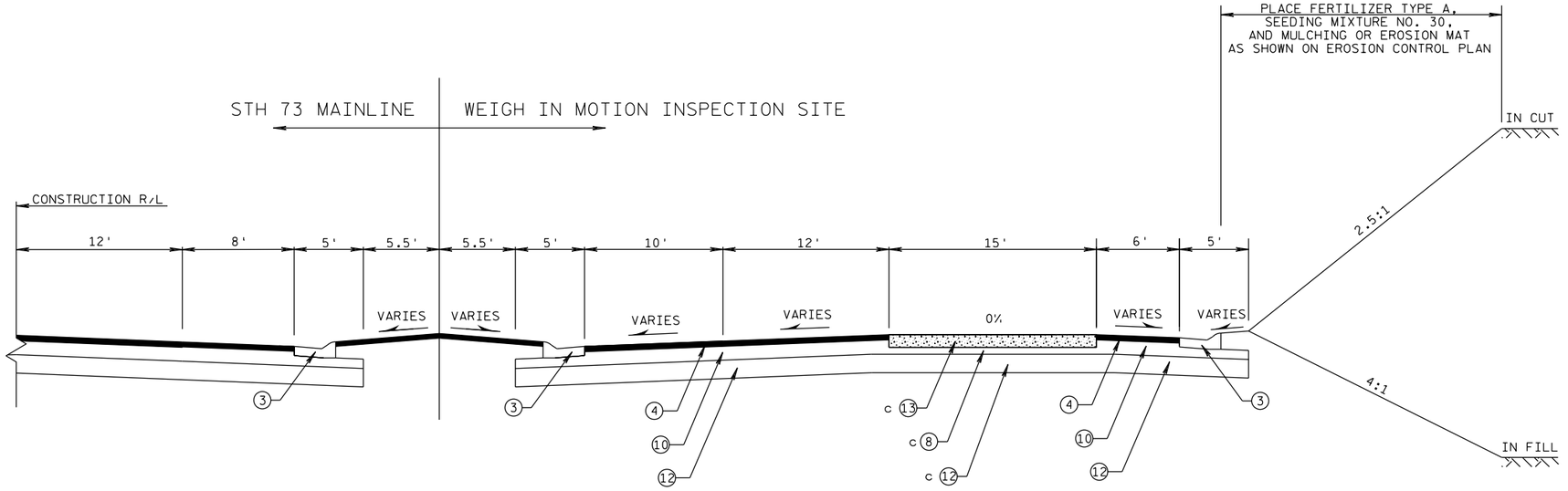
(1) EXISTING ASPHALTIC PAVEMENT
(2) EXISTING BASE AGGREGATE
(3) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(4) 4.75" HMA PAVEMENT TYPE E-1
1.75" 12.5 MM UPPER LAYER
3.00" 19.0 MM LOWER LAYER
(5) 4.00" HMA PAVEMENT TYPE E-1
1.75" 12.5 MM UPPER LAYER
2.25" 19.0 MM LOWER LAYER
(6) 3" BASE AGGREGATE DENSE ¾-INCH
(7) 4" BASE AGGREGATE DENSE ¾-INCH
(8) 6" BASE AGGREGATE DENSE 1¼-INCH
(9) 9" BASE AGGREGATE DENSE 1¼-INCH
(10) 12" BASE AGGREGATE DENSE 1¼-INCH
(11) 14" BASE AGGREGATE DENSE 1¼-INCH
(12) 16" SELECT CRUSHED MATERIAL
(13) CONCRETE PAVEMENT 11-INCH
(14) 4.75" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
3.00" 19.0 MM LOWER LAYER
(15) 4.00" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
2.25" 19.0 MM LOWER LAYER
(16) TIE BAR

## TYPICAL FINISHED SECTION

FADNESS ROAD

STA 700+00.00"FD" - 703+50.00"FD"

2




PAVEMENT STRUCTURE LEGEND

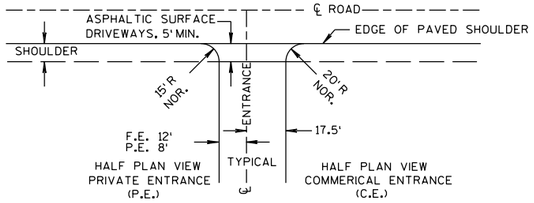
(1) EXISTING ASPHALTIC PAVEMENT
(2) EXISTING BASE AGGREGATE
(3) CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE D
(4) 4.75" HMA PAVEMENT TYPE E-1
1.75" 12.5 MM UPPER LAYER
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1.75" 12.5 MM UPPER LAYER
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(9) 9" BASE AGGREGATE DENSE 1¼-INCH
(10) 12" BASE AGGREGATE DENSE 1¼-INCH
(11) 14" BASE AGGREGATE DENSE 1¼-INCH
(12) 16" SELECT CRUSHED MATERIAL
(13) CONCRETE PAVEMENT 11-INCH
(14) 4.75" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
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(15) 4.00" HMA PAVEMENT INTERSECTIONS STH 106
1.75" 12.5 MM UPPER LAYER
2.25" 19.0 MM LOWER LAYER
(16) TIE BAR

## TYPICAL FINISHED SECTION

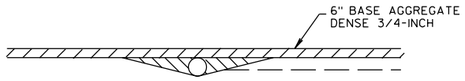
WEIGH IN MOTION INSPECTION SITE
STA 363+88 - 365+48

NOTES: c) STA 364+06 - 365+31

| PROJECT NO:3070-00-78 | HWY:STH 73 | COUNTY:DANE | TYPICAL SECTIONS | SHEET 15 | E |
|---|---|---|---|---|---|

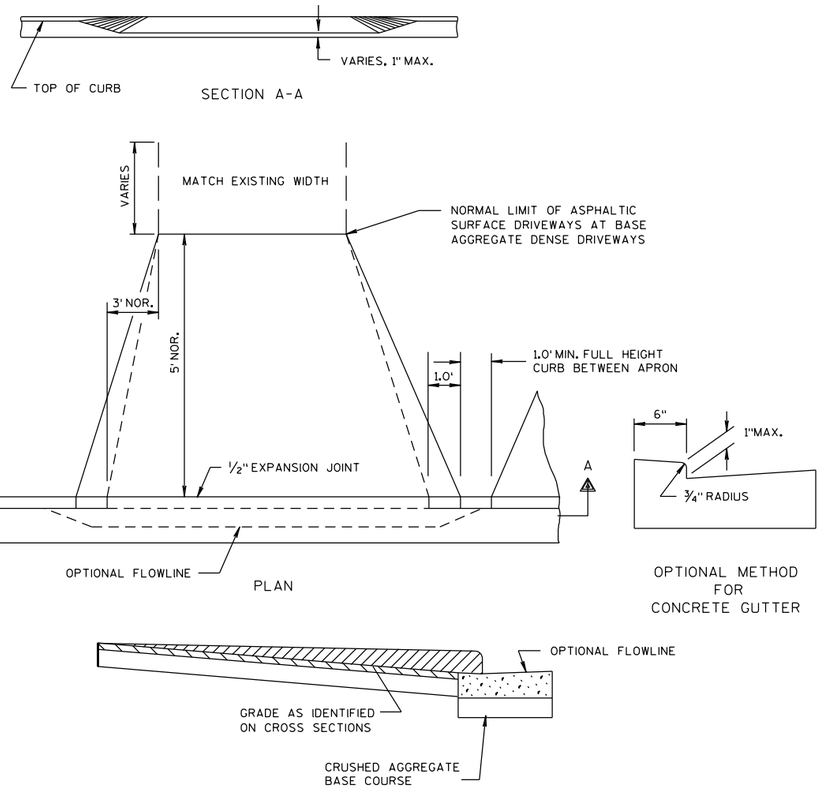



PLAN VIEW



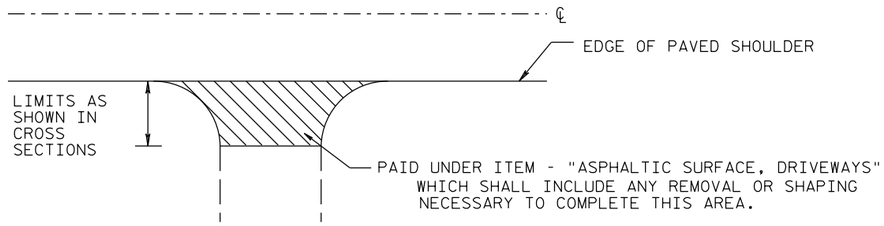

PROFILE VIEW

RURAL DRIVEWAY DETAIL - BAD

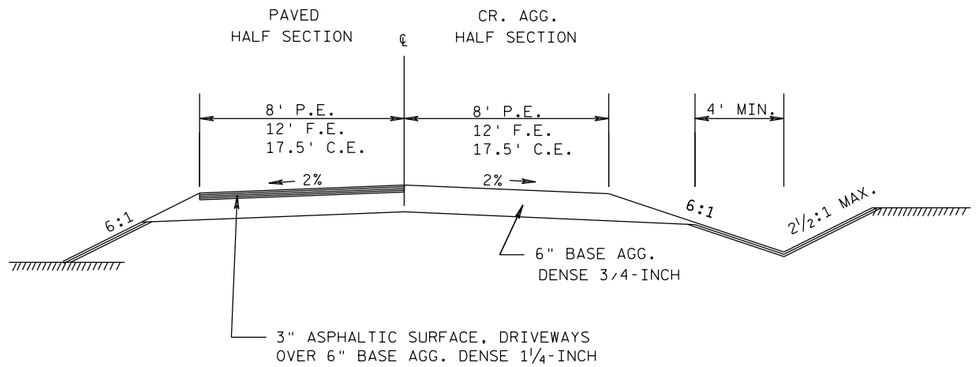



DRIVEWAY DETAIL W/ CURB AND GUTTER

RURAL DRIVEWAY DETAIL - ASPHALT

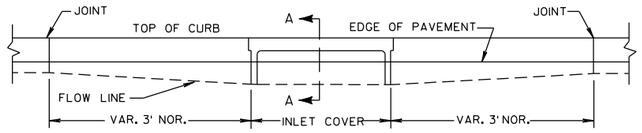



ANY ADDITIONAL BASE AGG. DENSE REQ'D. SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 1¼-INCH"

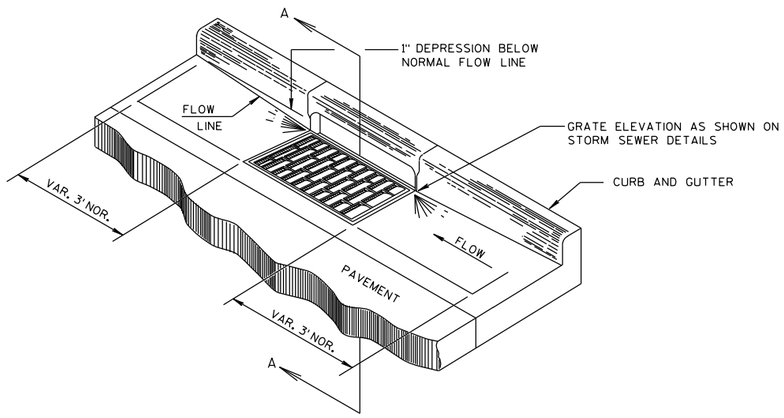


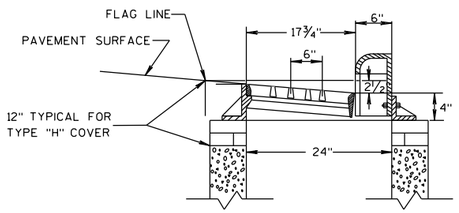

NOTE:
GRADE AS SHOWN ON CROSS SECTIONS

TYPICAL SECTION FOR PRIVATE ENTRANCES, FIELD ENTRANCES, AND COMMERCIAL ENTRANCES



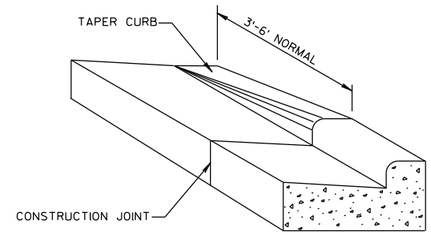

ELEVATION



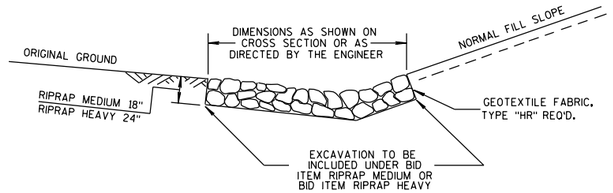




SECTION A-A

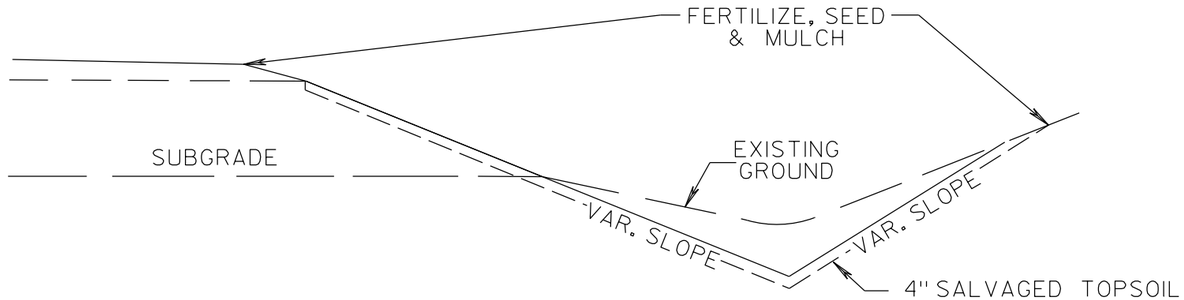
DETAIL OF CURB AND GUTTER AT INLETS
(TYPE 3-H INLET SHOWN)



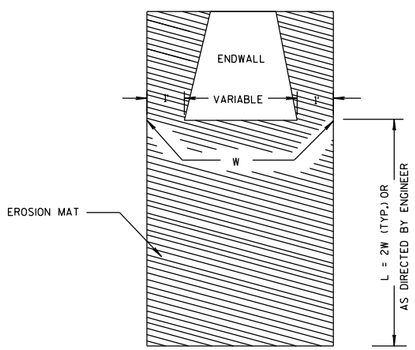

DETAIL OF CURB & GUTTER TERMINI



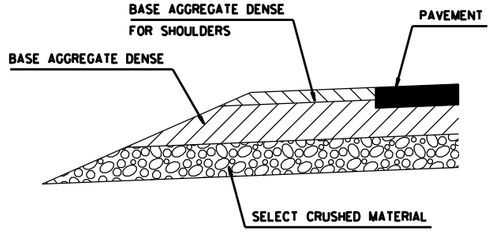

DETAIL FOR RIPRAP IN DITCHES



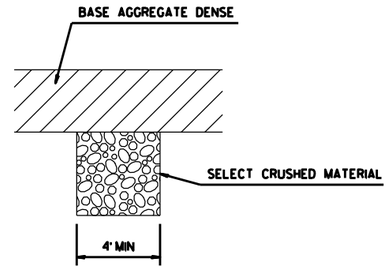

DITCH FINISHING DETAIL



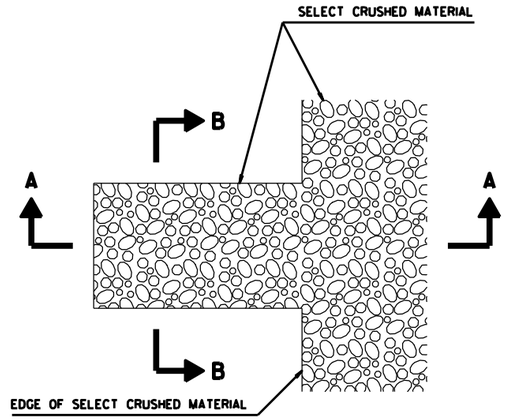

EROSION MAT TREATMENT AT CULVERTS




**SECTION A-A**




**SECTION B-B**

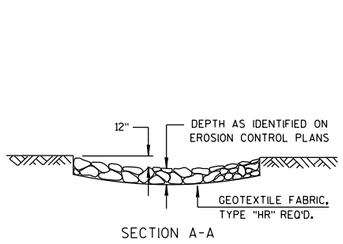



## DETAIL FOR FRENCH DRAINS

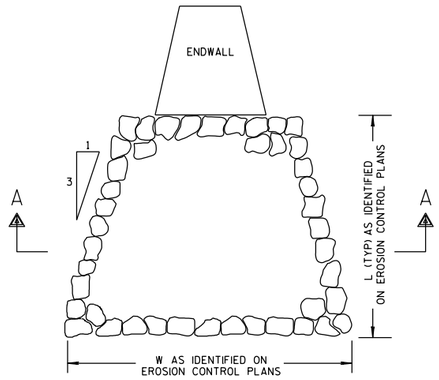
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.

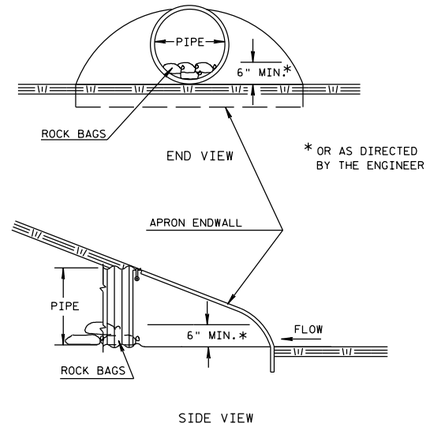



SECTION A-A



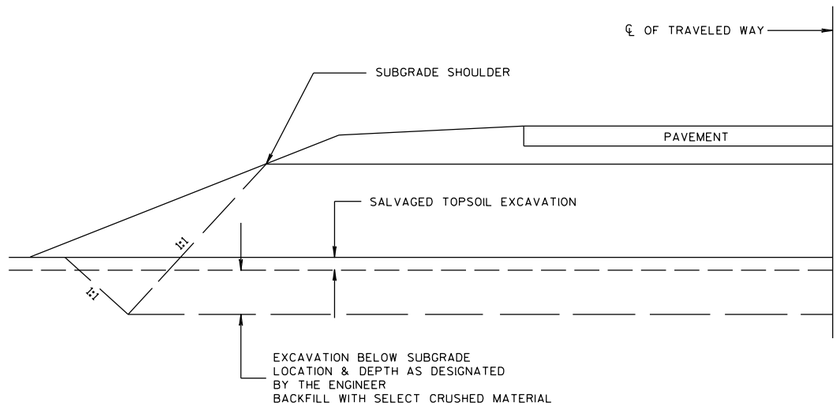

NOTE:
CALLED OUT AS L x W IN EROSION CONTROL PLANS

RIPRAP TREATMENT AT CULVERTS



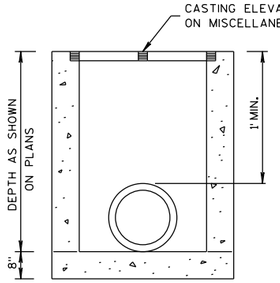

SIDE VIEW

CULVERT PIPE CHECK

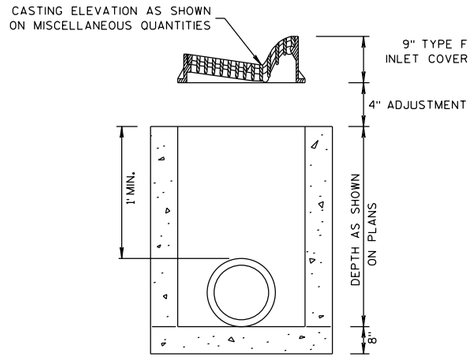



DETAIL FOR EXCAVATION BELOW SUBGRADE

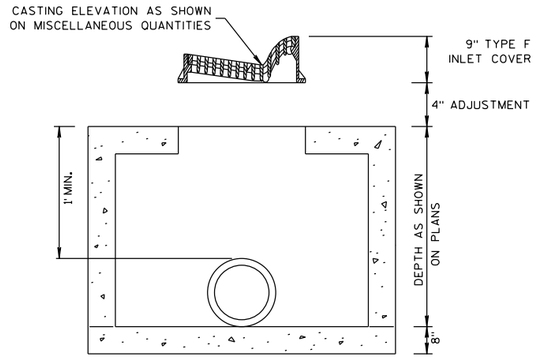
2




INLETS MEDIAN 1& 2 GRATE

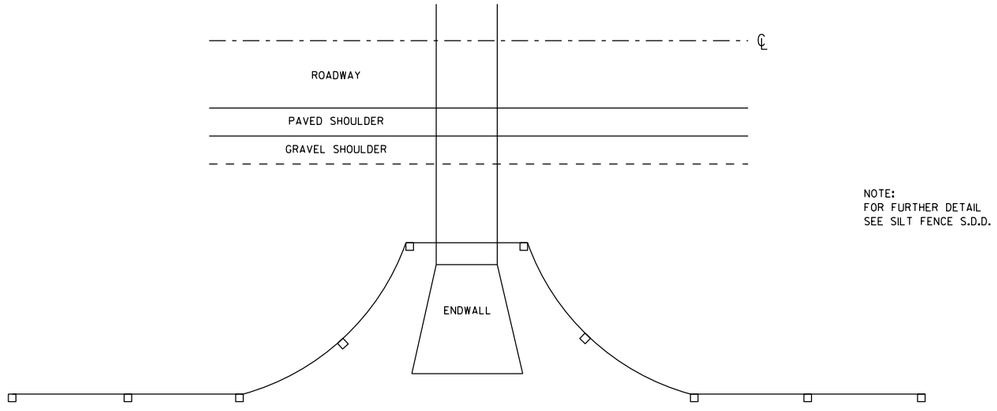



INLETS 2.5 x 3 FT



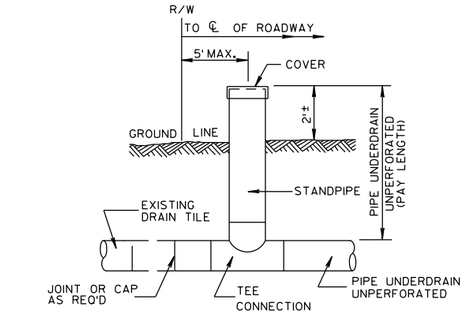

INLETS 4 FT DIAMETER

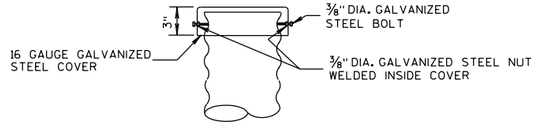
## DETAIL FOR COMPUTING INLET ELEVATIONS




NOTE:
FOR FURTHER DETAIL
SEE SILT FENCE S.D.D.

## SILT FENCE AT PIPE INLET

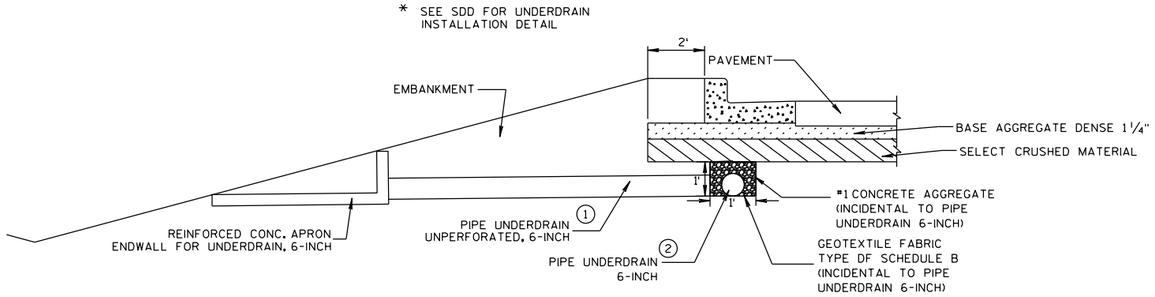



NOTE: THE COST OF FURNISHING AND INSTALLING THE CONNECTION TO THE UNDERDRAIN AND THE COVER SHALL BE CONSIDERED INCLUDED TO THE ITEM PIPE UNDERDRAIN, UNPERFORATED.

## INSPECTION STANDPIPE AIR VENT DETAIL

FOR FIELD TILE

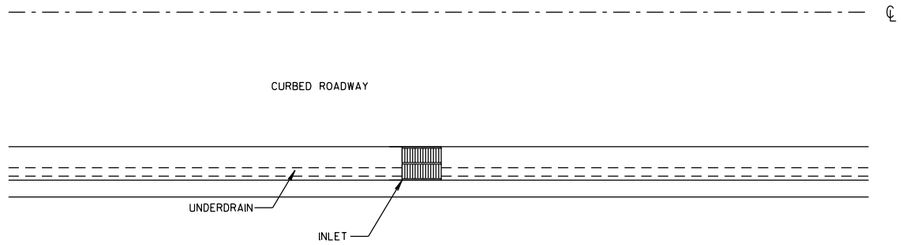



PIPE UNDERDRAIN OUTFALL DETAIL

STA 149+75 LT
STA 158+75 LT
STA 287+75 LT
STA 299+25 LT
STA 341+75 LT
STA 460+75 LT
STA 478+75 LT
STA 488+25 RT
STA 549+75 LT
STA 579+25 LT

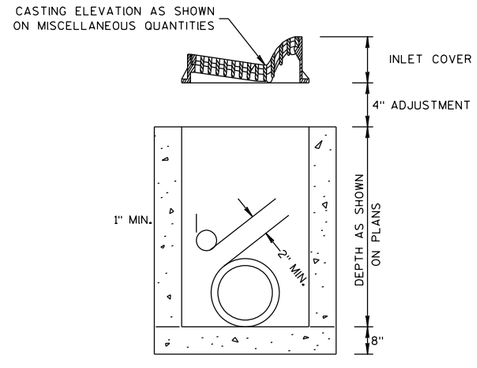
(1) THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHLORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE. ALL JOINTS SHALL BE SOLVENT WELDED.

(2) AN END CAP IS TO BE INSTALLED ON HIGH END OF UNDERDRAIN RUNS THAT DO NOT CONNECT TO AN INLET STRUCTURE OR REINFORCED CONCRETE ENDWALL.

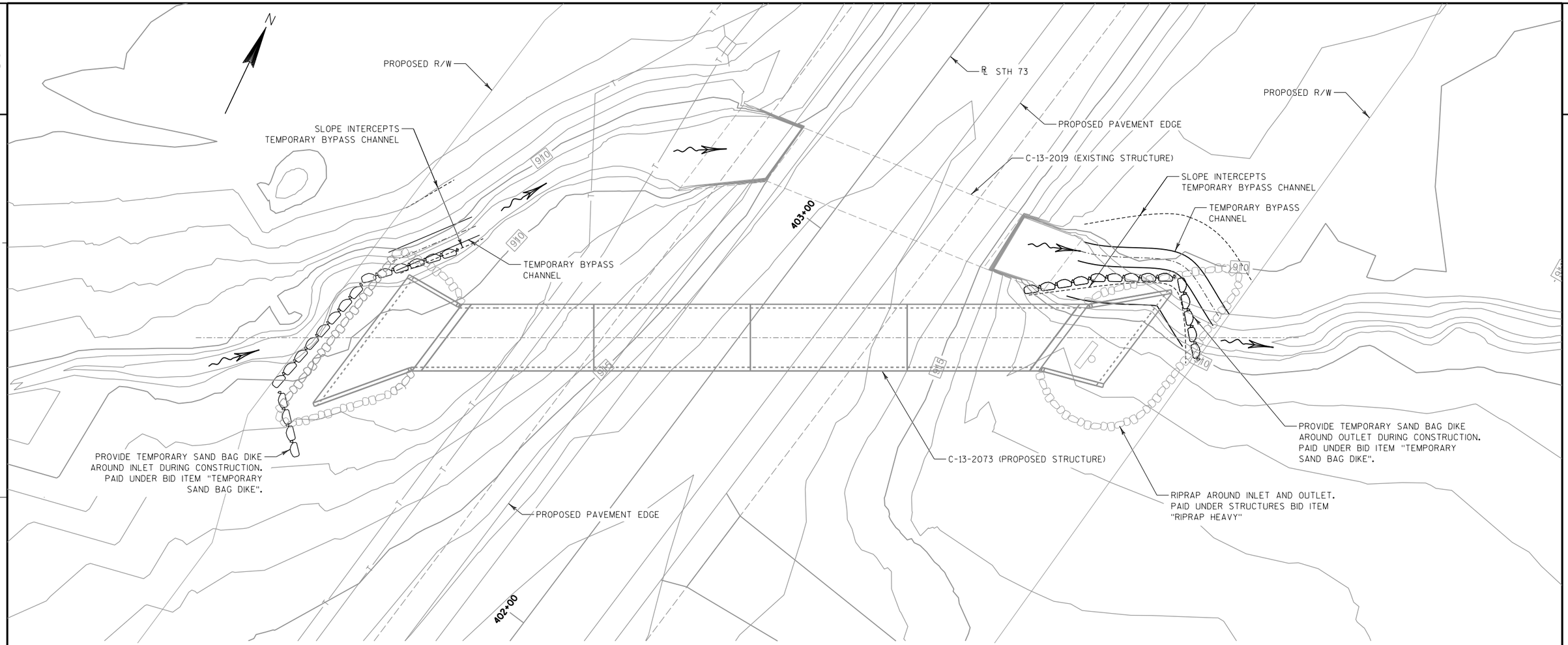



PIPE UNDERDRAIN CONNECT TO INLET STRUCTURE DETAIL

STA 135+00 LT
STA 140+50 LT
STA 195+90 LT
STA 201+35 RT
STA 247+60 LT
STA 247+60 RT
STA 276+60 RT
STA 290+90 RT
STA 366+07 RT
STA 422+85 LT
STA 563+90 LT




UNDERDRAIN CORE IN INLET DETAIL

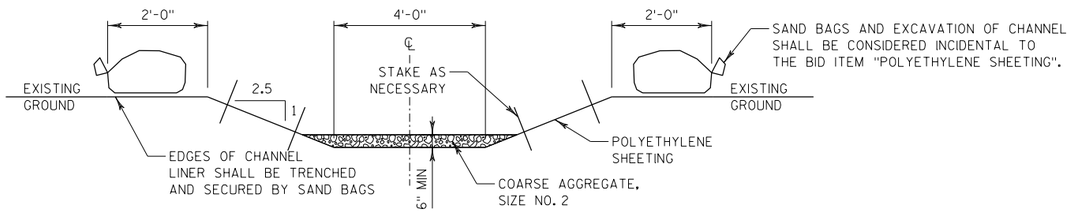



GENERAL NOTES:
TEMPORARY CHANNEL MUST BE CAPABLE OF CARRYING ALL STREAM FLOWS DURING THE CONSTRUCTION PERIOD AND MUST MAINTAIN A SUITABLE DEPTH AND VELOCITY TO ALLOW THE PASSAGE OF MIGRATING FISH AND AQUATIC SPECIES. FISH THAT BECOME STRANDED IN DEWATERED AREAS OR TEMPORARY CHANNELS SHOULD BE CAPTURED AND RETURNED TO THE ACTIVE CHANNEL IMMEDIATELY.

WHERE RIPRAP CONFLICTS WITH TEMPORARY BYPASS CHANNELS, PLACE RIPRAP AFTER FLOW HAS BEEN DIVERTED TO NEW CULVERT AND TEMPORARY BYPASS CHANNEL HAS BEEN BACKFILLED.

WORK FOR TEMPORARY BYPASS CHANNEL WILL BE PAID UNDER ROADWAY BID ITEMS "BACKFILL COARSE AGGREGATE NO. 2" AND "POLYETHYLENE SHEETING". BACKFILL OF BYPASS CHANNEL WILL BE INCIDENTAL TO STRUCTURAL BID ITEM "REMOVING OLD STRUCTURE".

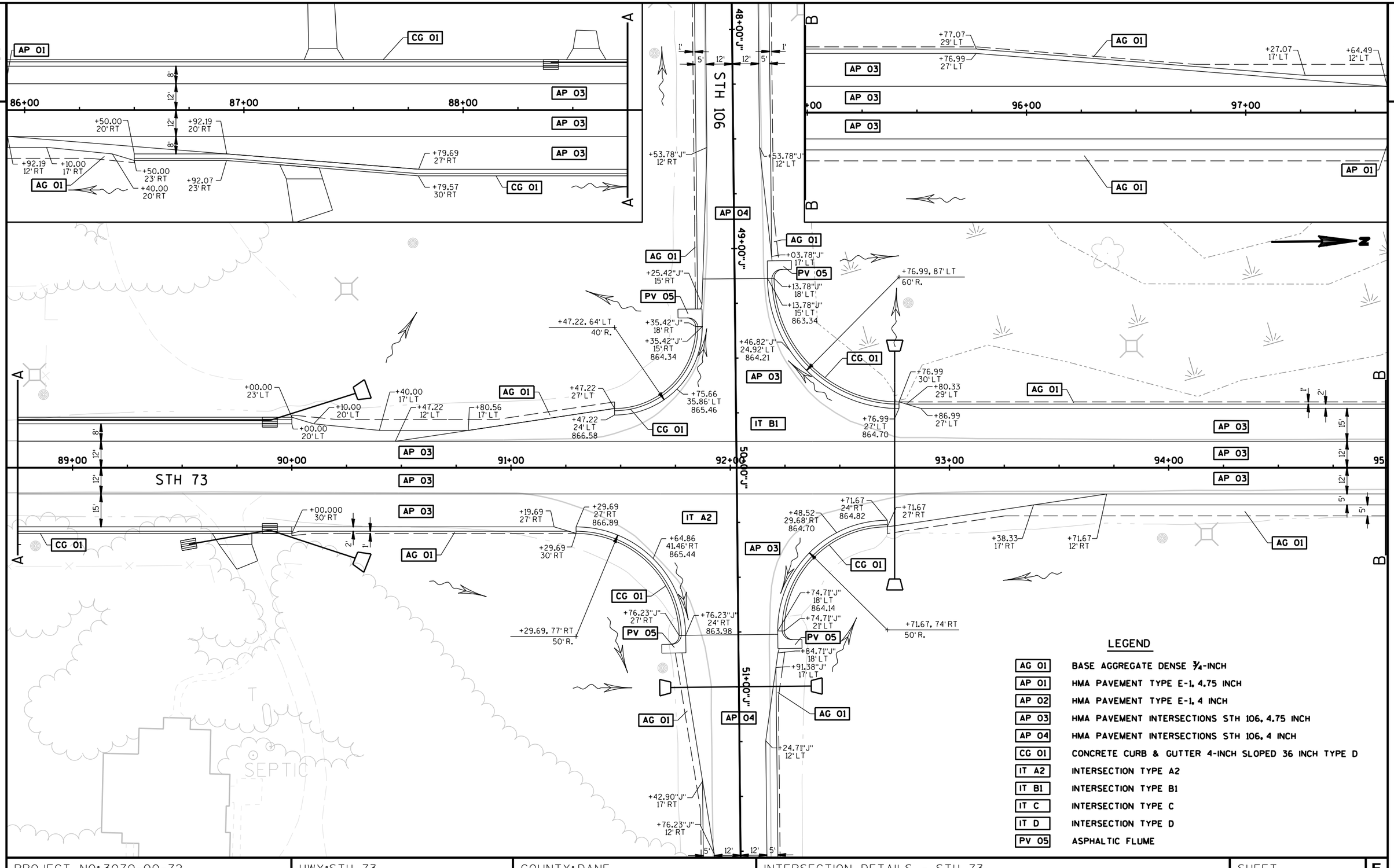
BACKFILL NEXT TO NEW CULVERT WINGWALLS SHALL BE STRUCTURAL BACKFILL AND PAID UNDER STRUCTURAL BID ITEM "BACKFILL STRUCTURE".



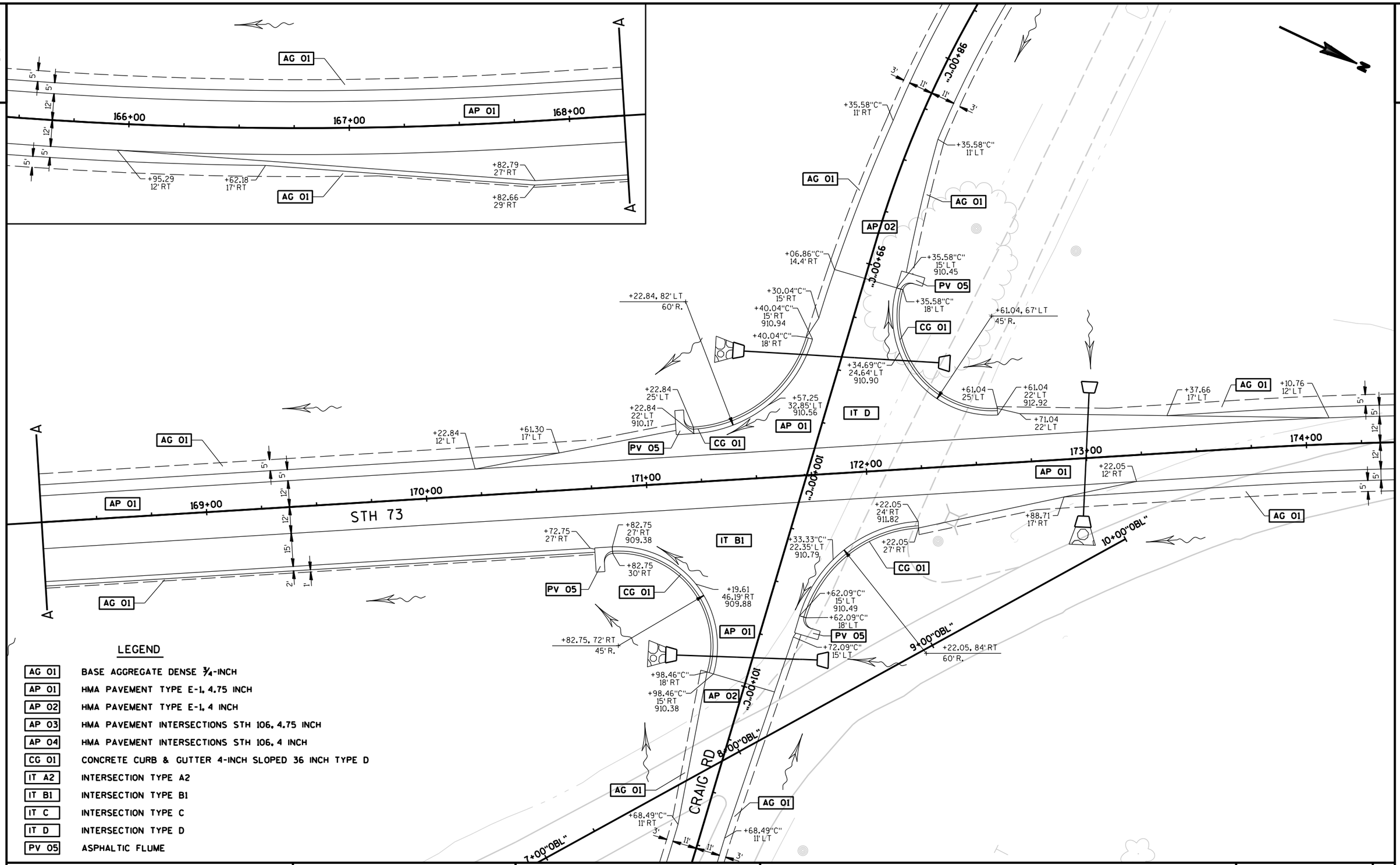

## TYPICAL SECTION OF TEMPORARY BYPASS CHANNEL

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | CONSTRUCTION DETAIL - BOX CULVERT TEMP. BYPASS CHANNEL | SHEET 22 | E |
|---|---|---|---|---|---|

FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\09 STRUCTURES\C-13-2073\Plan\Temporary Bypass Channel.dgn
PLOT DATE : 10/11/2013 PLOT BY : ajc PLOT NAME : PLOT SCALE : 1:20.0001
WISDOT/CADDS SHEET 42



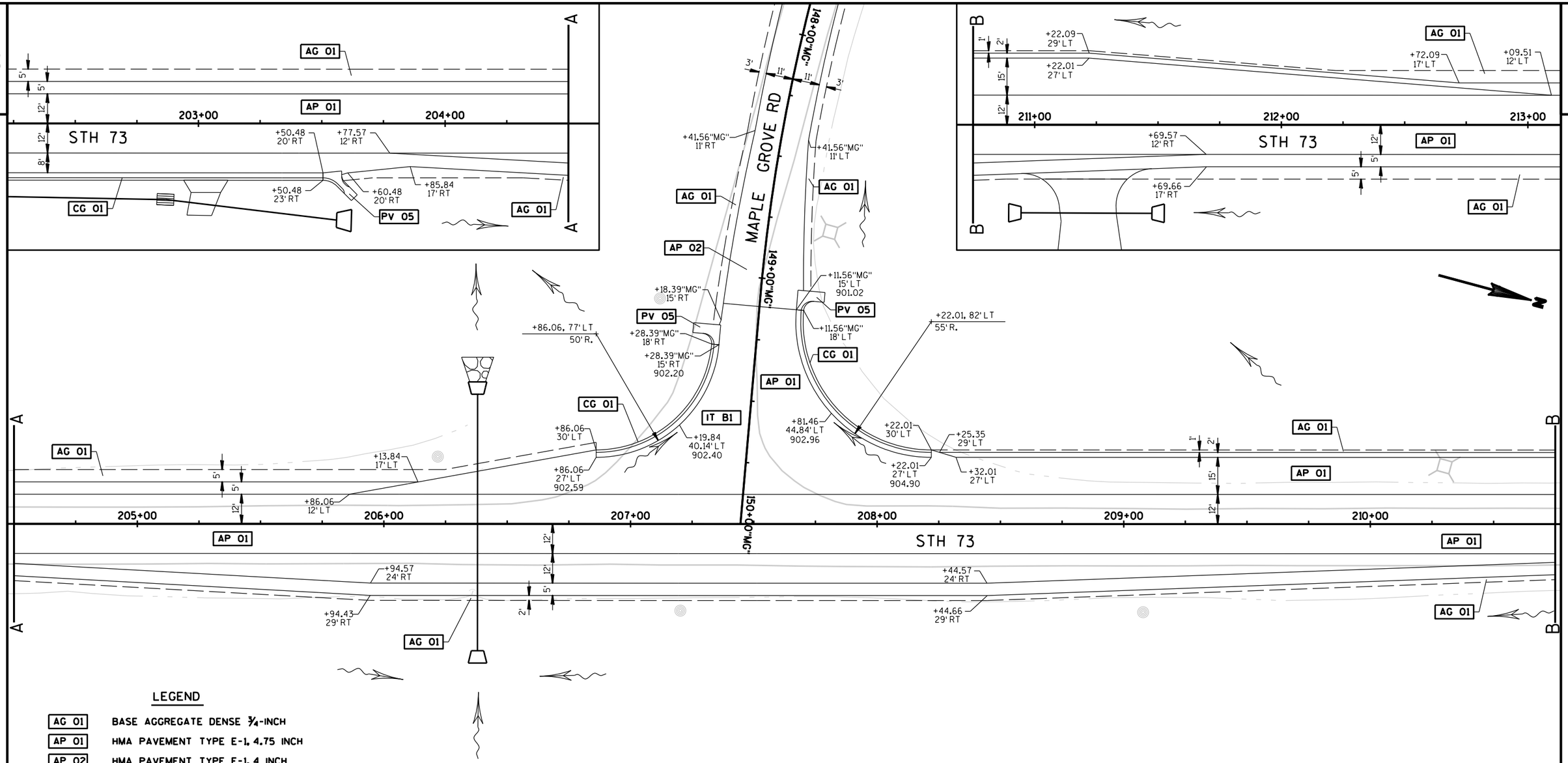

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 23 | E |
|---|---|---|---|---|---|




## LEGEND

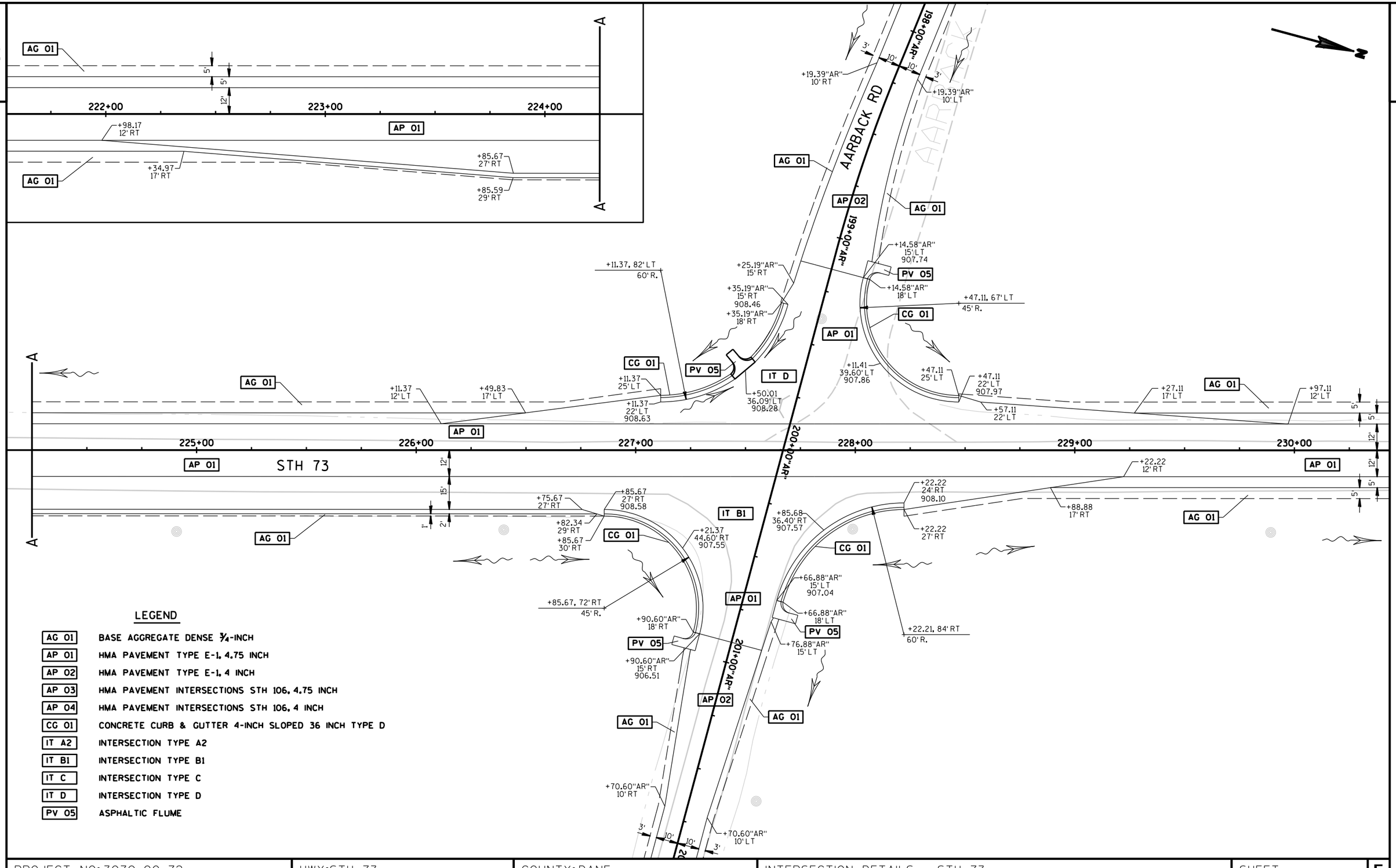
| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 24 | E |
|---|---|---|---|---|---|




## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |



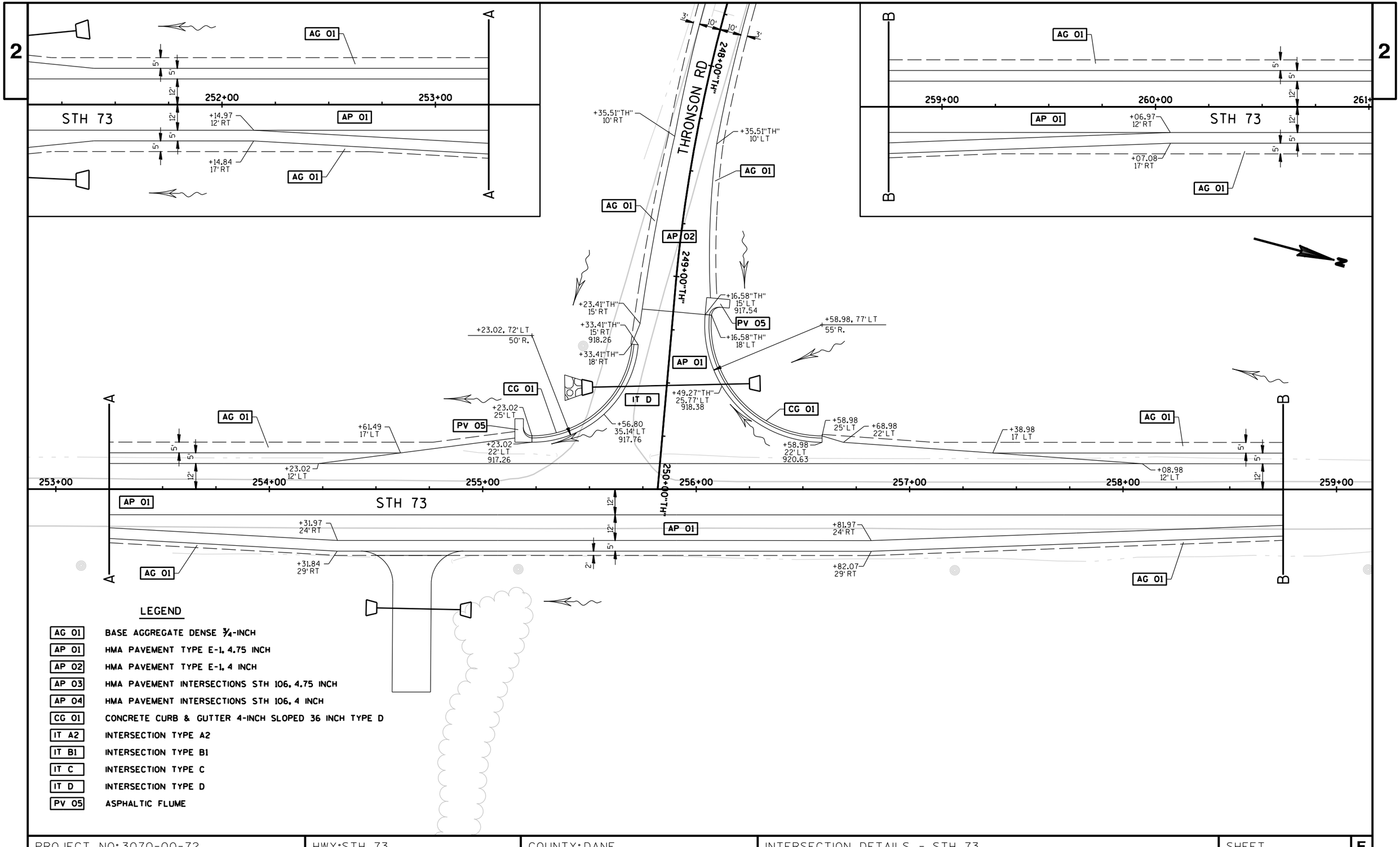

## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET E |



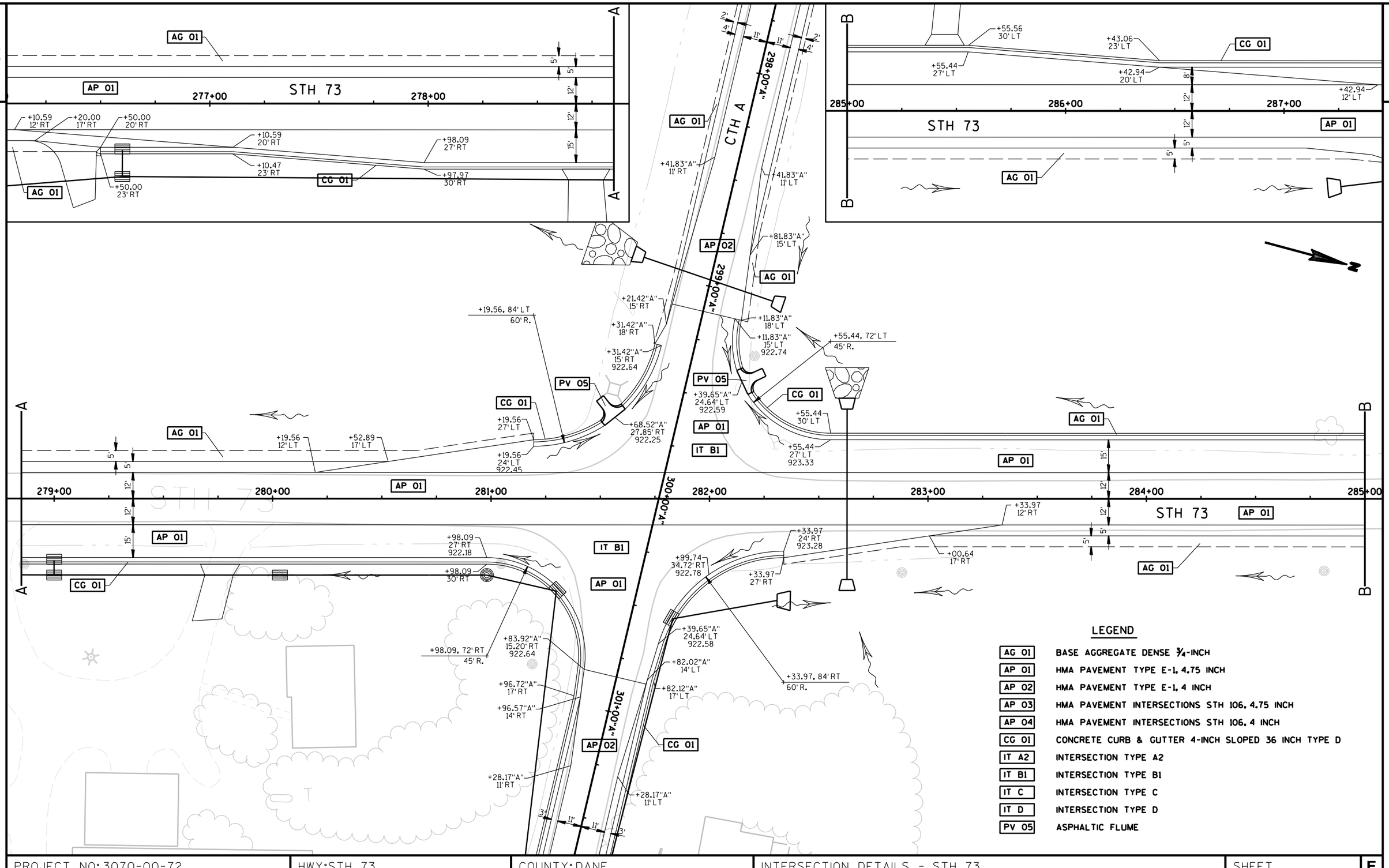
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## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

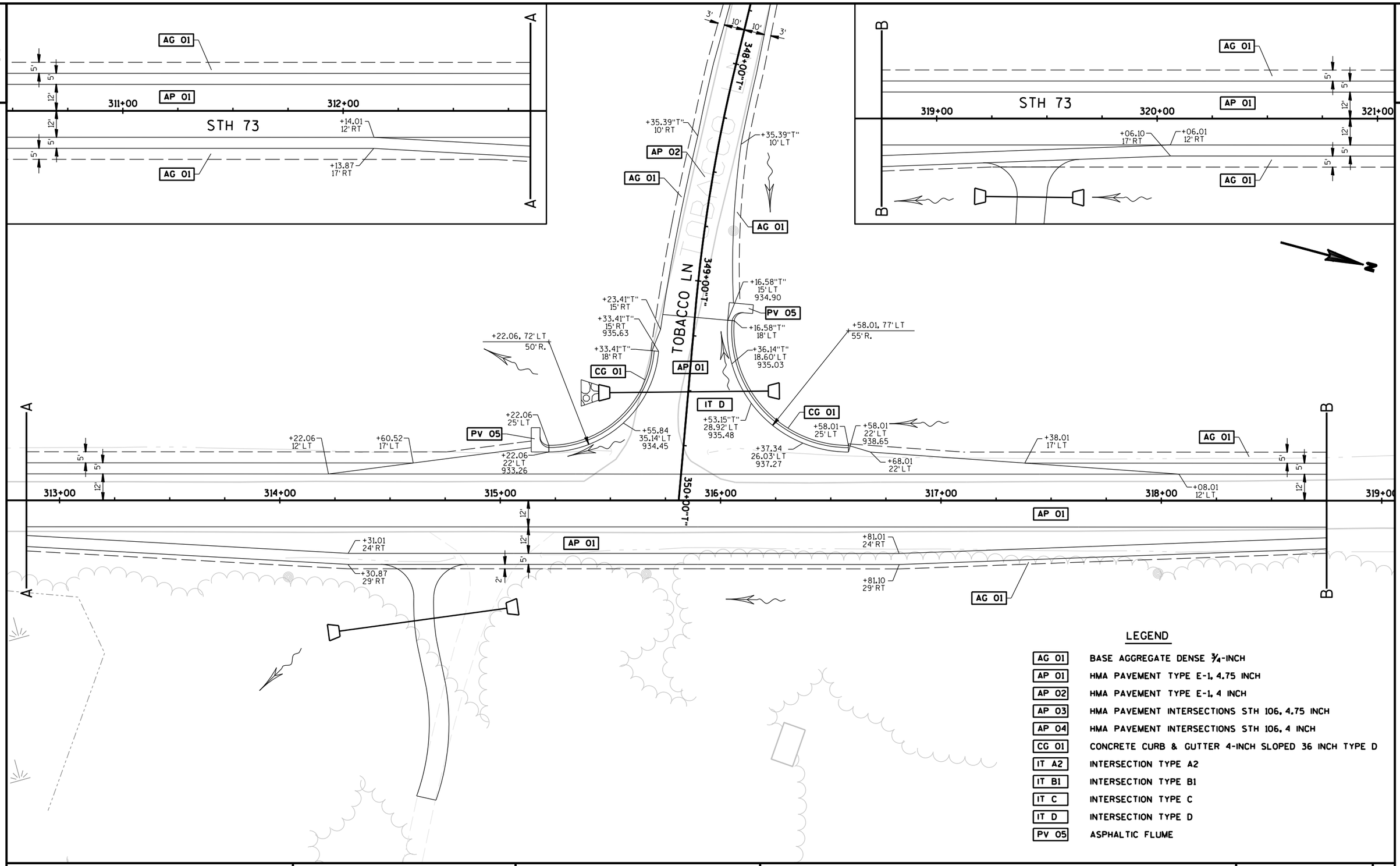
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| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 27 E |




## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

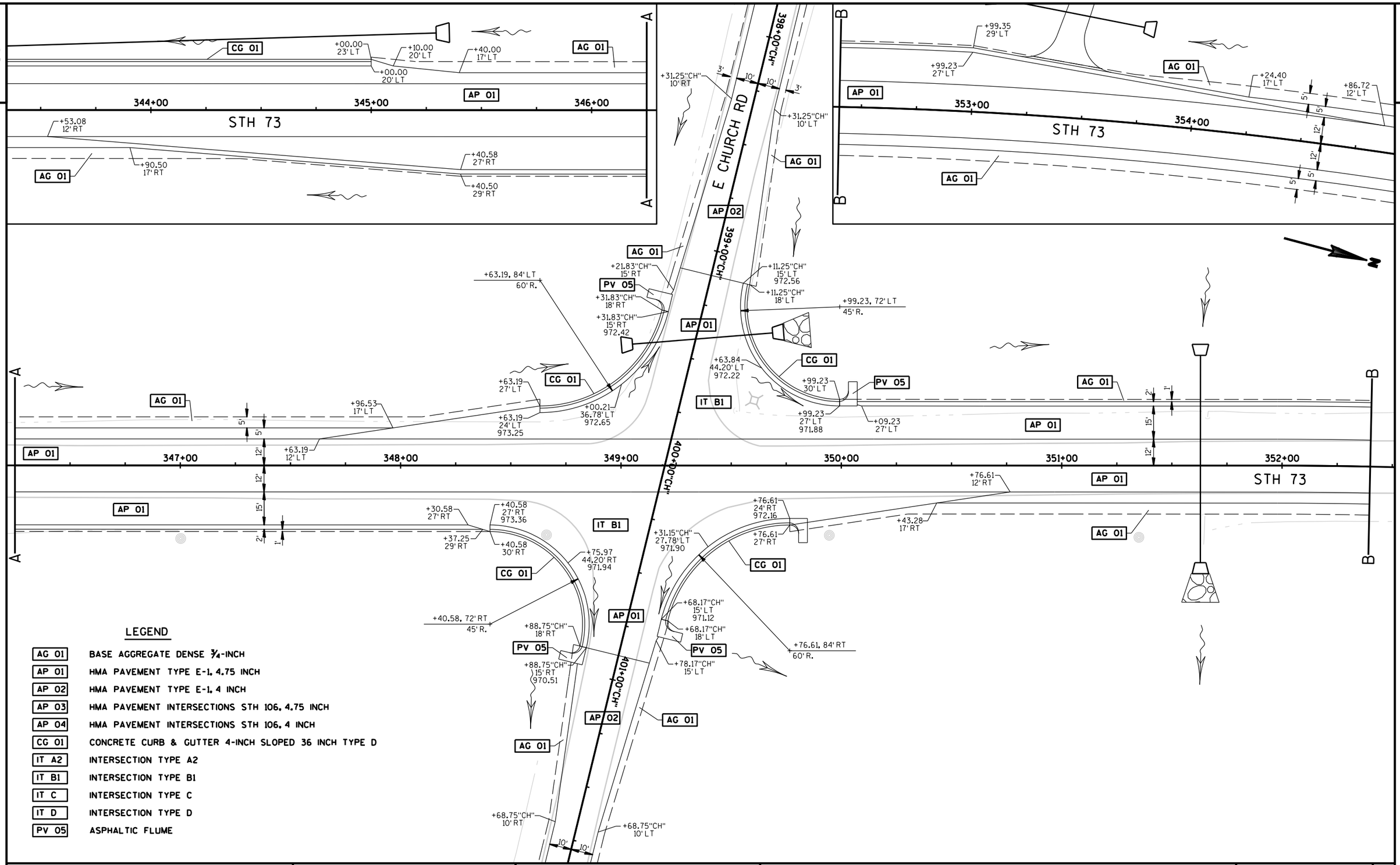
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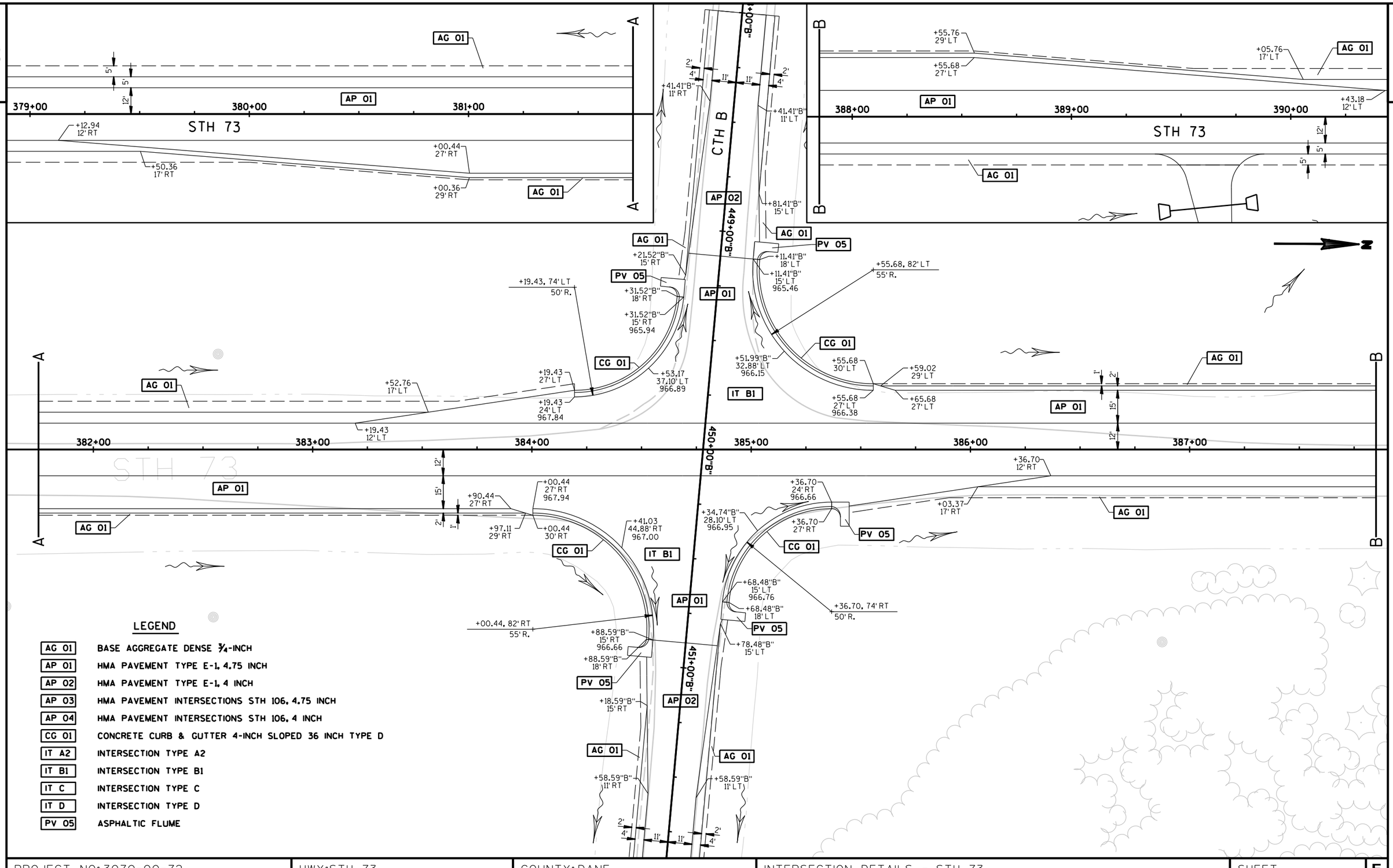
| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 29 | E |
|---|---|---|---|---|---|




## LEGEND

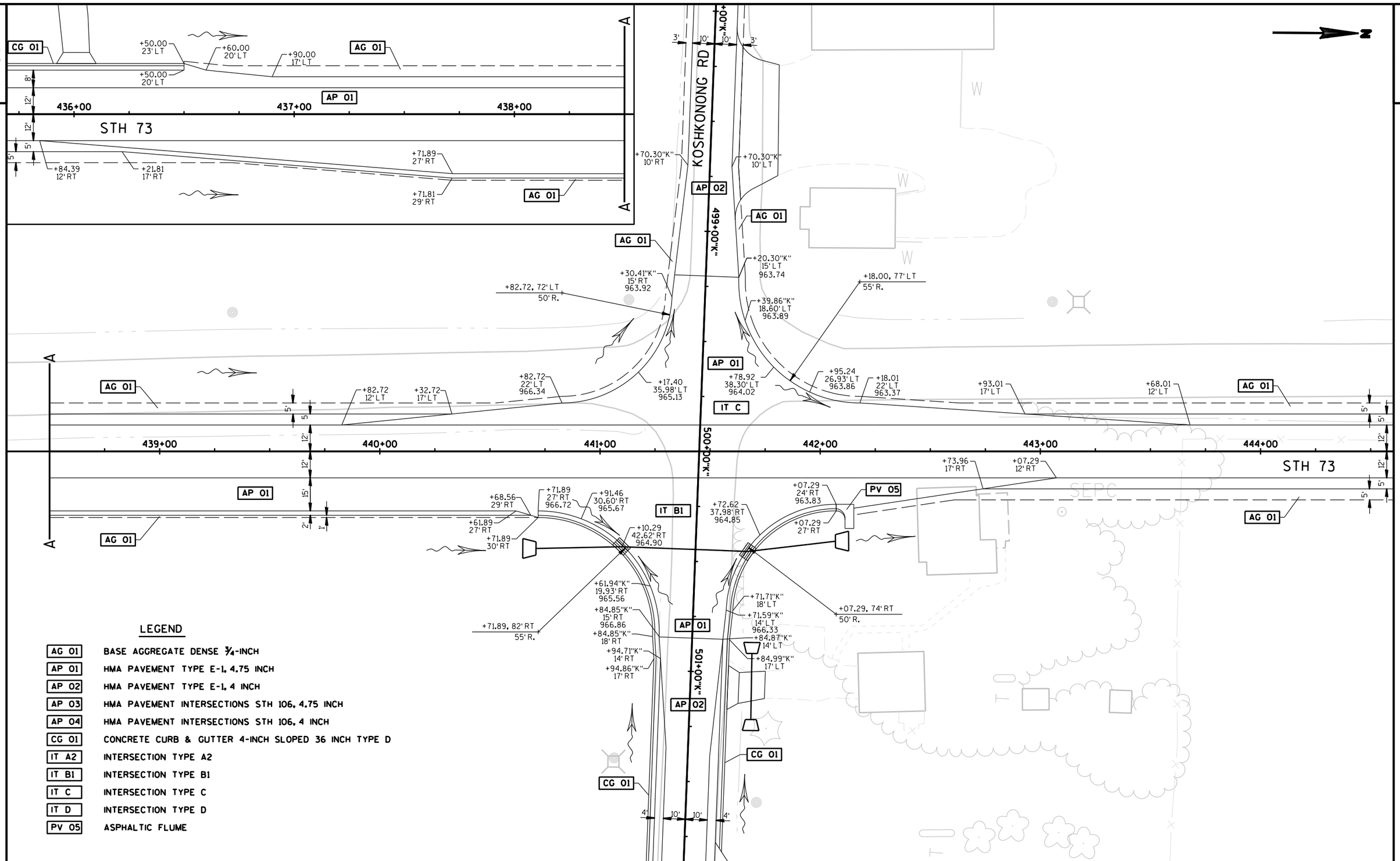
| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |




## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 31 | E |
|---|---|---|---|---|---|



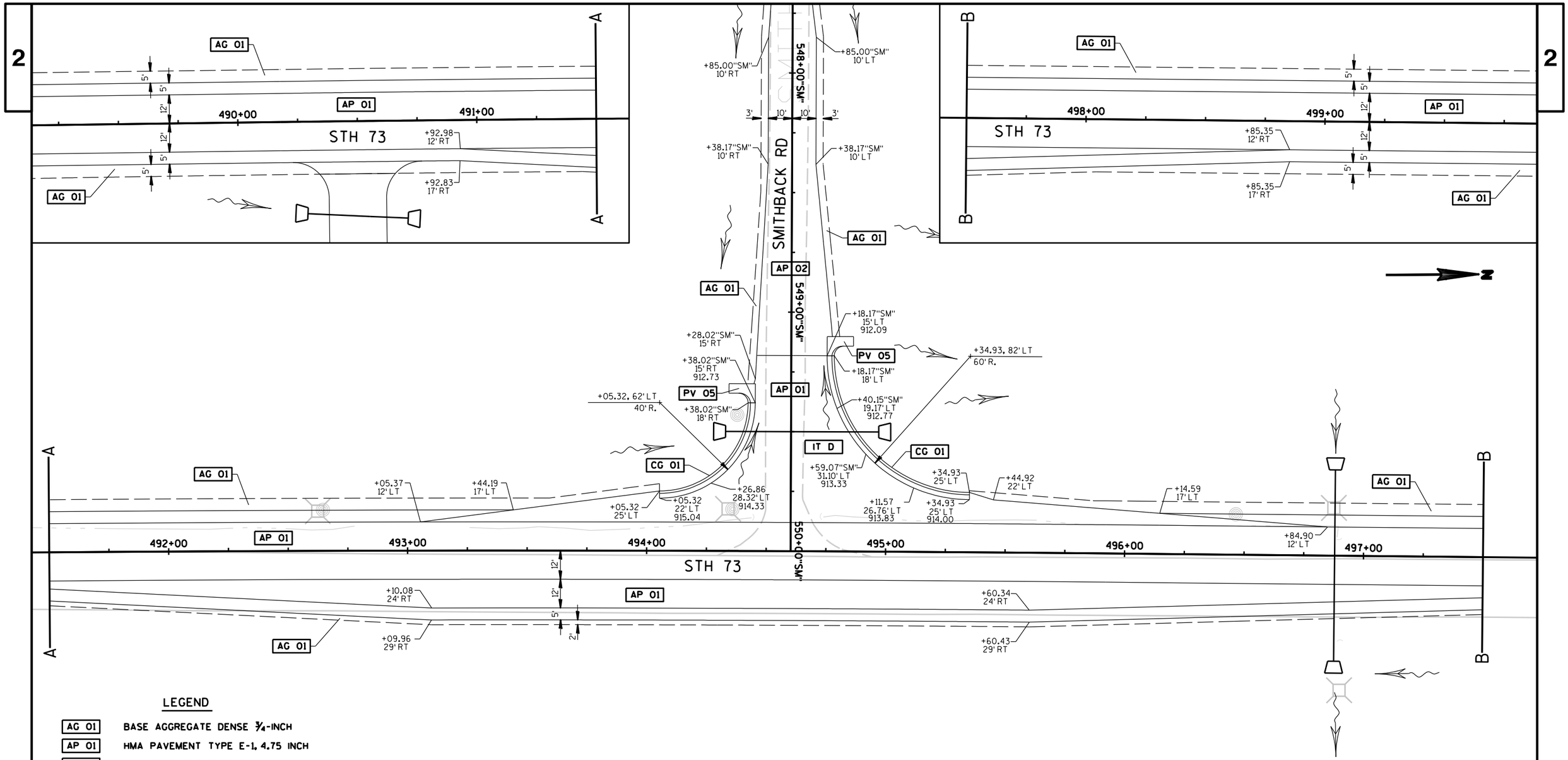

## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET | E |
|---|---|---|---|---|---|

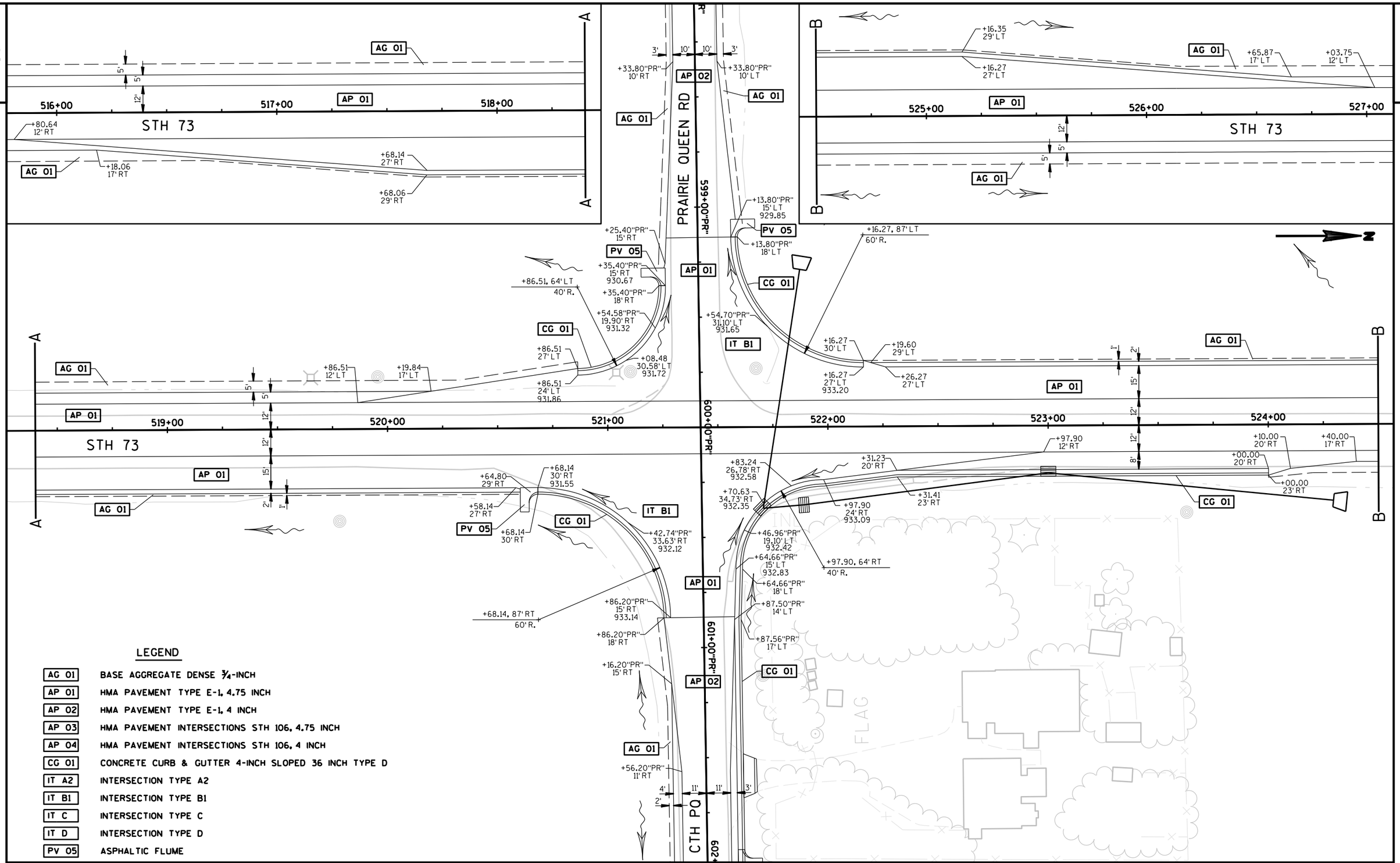


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## LEGEND

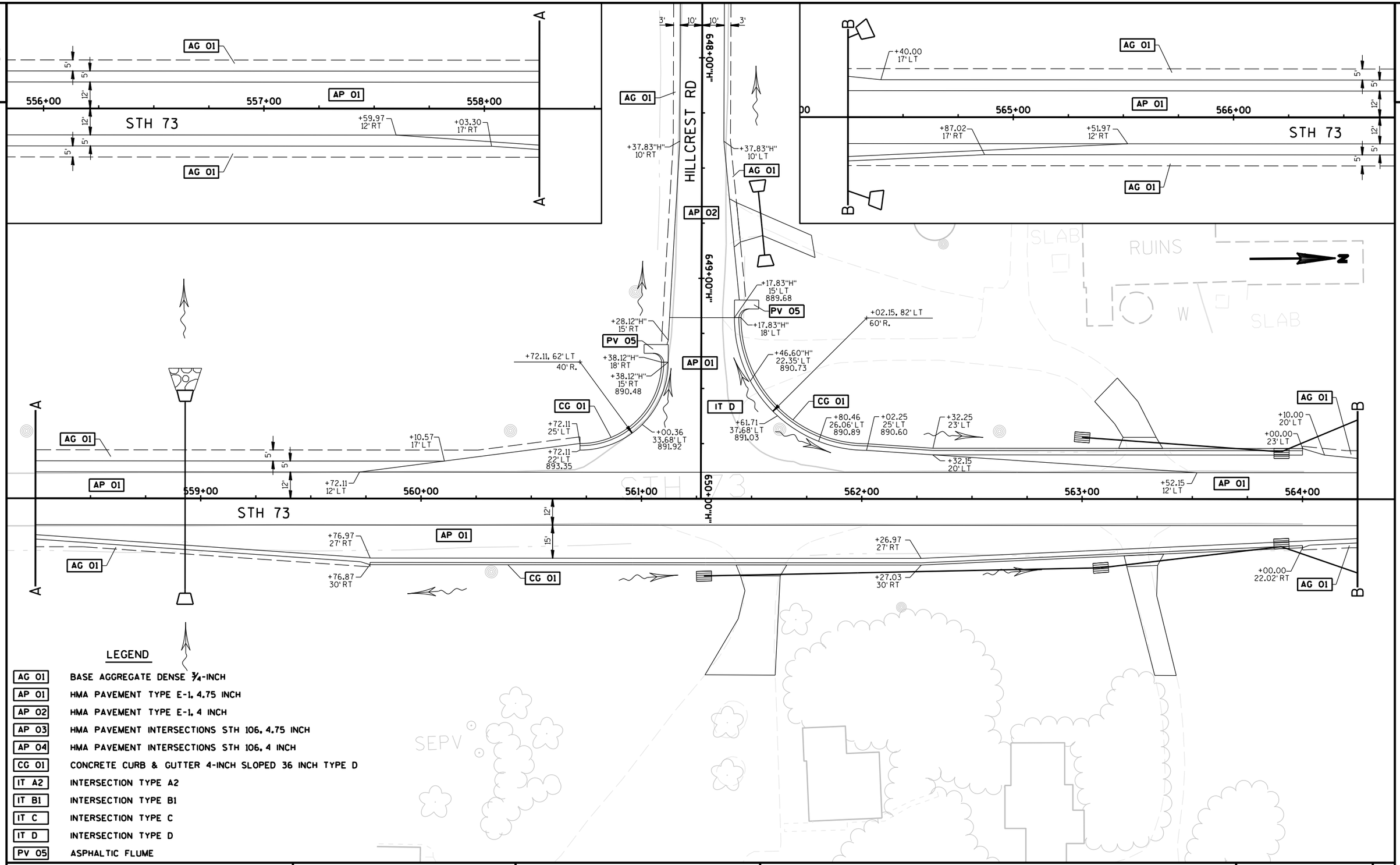
| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |




## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

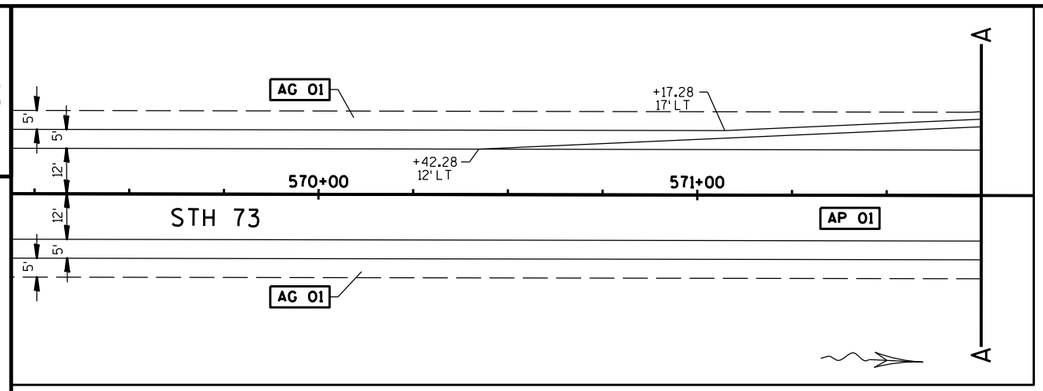
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|---|---|---|---|---|---|

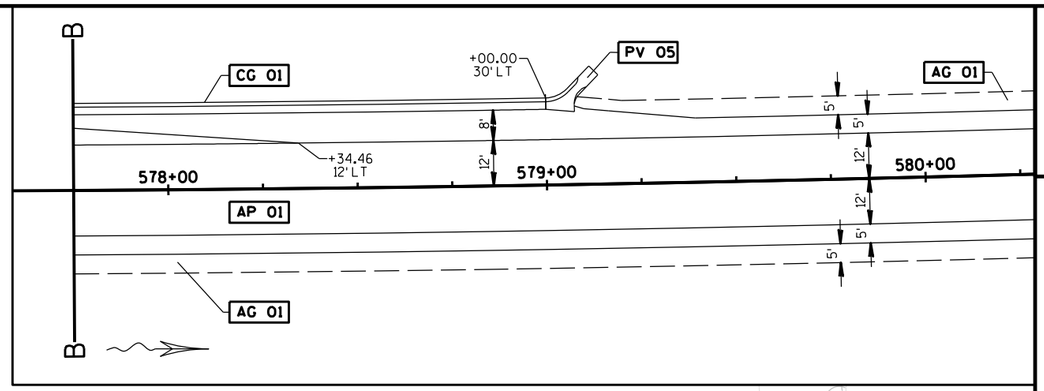


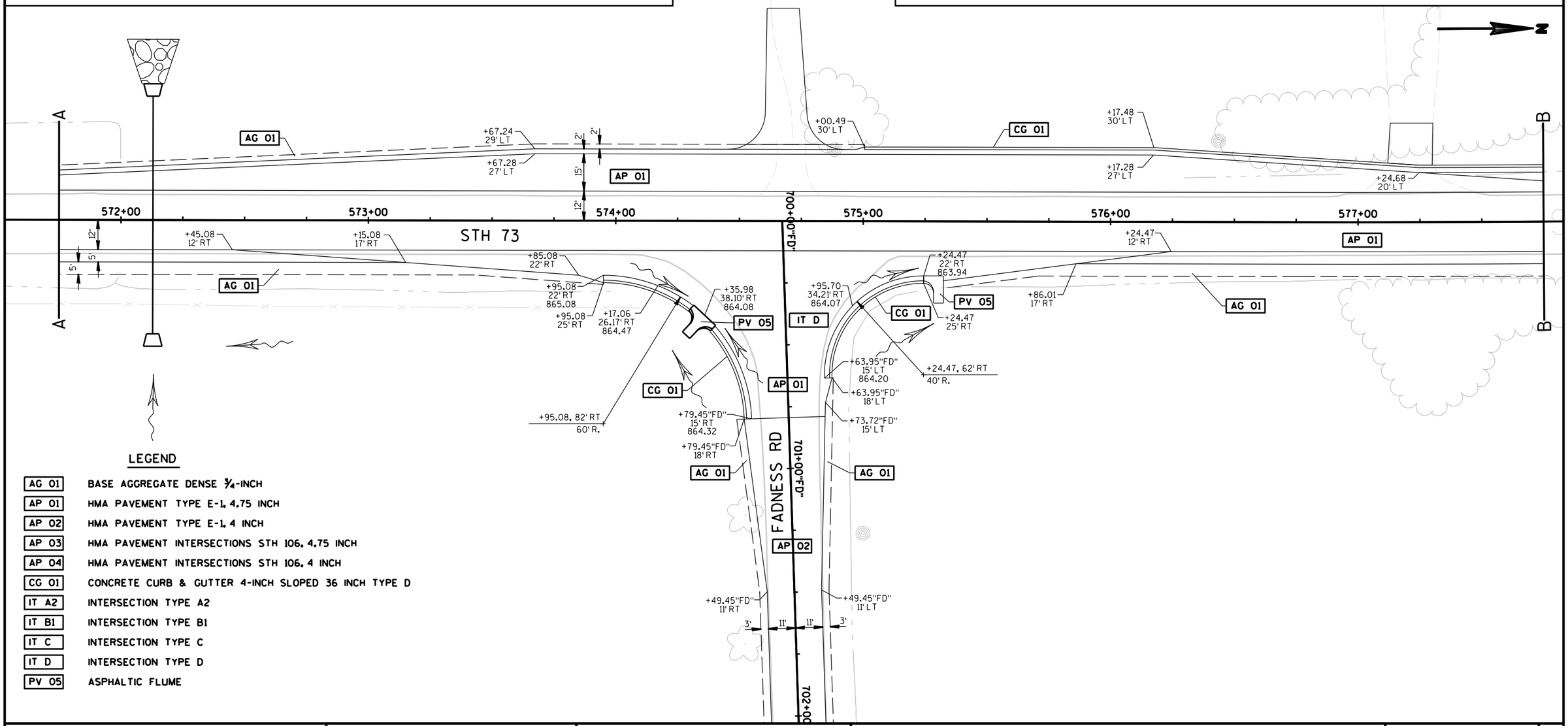

## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET 35 E |




LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| AP 02 | HMA PAVEMENT TYPE E-1, 4 INCH |
| AP 03 | HMA PAVEMENT INTERSECTIONS STH 106, 4.75 INCH |
| AP 04 | HMA PAVEMENT INTERSECTIONS STH 106, 4 INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| IT A2 | INTERSECTION TYPE A2 |
| IT B1 | INTERSECTION TYPE B1 |
| IT C | INTERSECTION TYPE C |
| IT D | INTERSECTION TYPE D |
| PV 05 | ASPHALTIC FLUME |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | INTERSECTION DETAILS - STH 73 | SHEET | E |
|---|---|---|---|---|---|



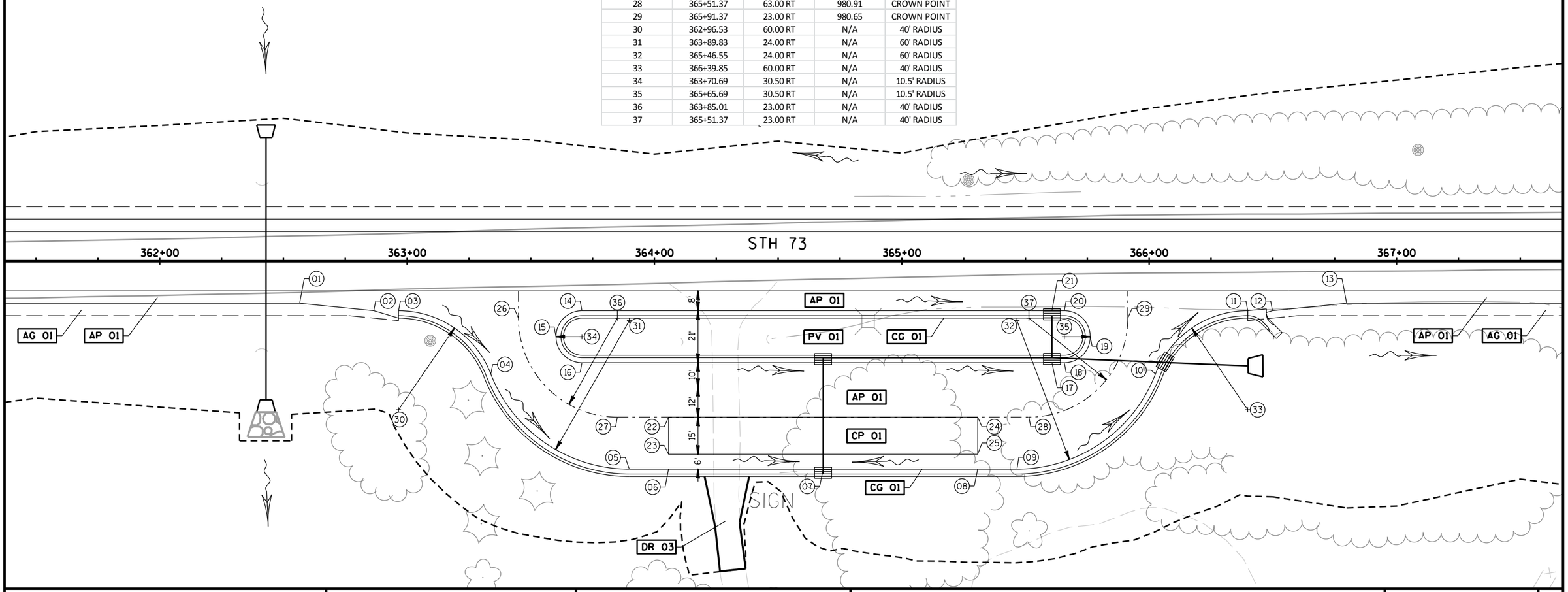
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2

## LEGEND

| | |
|---|---|
| AG 01 | BASE AGGREGATE DENSE ¾-INCH |
| AP 01 | HMA PAVEMENT TYPE E-1, 4.75 INCH |
| CP 01 | CONCRETE PAVEMENT 11-INCH |
| CG 01 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36 INCH TYPE D |
| DR 03 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH |
| PV 01 | ASPHALTIC SURFACE, 4-INCH |

| POINT NUMBER | STATION | OFFSET | ELEVATION | COMMENT |
|---|---|---|---|---|
| 1 | 362+56.53 | 17.00 RT | 981.66 | |
| 2 | 362+86.53 | 20.00 RT | 981.50 | |
| 3 | 362+96.53 | 20.00 RT | 981.48 | |
| 4 | 363+33.85 | 45.60 RT | 981.30 | |
| 5 | 363+89.83 | 84.00 RT | 981.01 | |
| 6 | 364+05.69 | 84.00 RT | 980.95 | |
| 7 | 364+68.19 | 84.00 RT | 980.77 | LOW POINT |
| 8 | 365+30.69 | 84.00 RT | 980.95 | |
| 9 | 365+46.55 | 84.00 RT | 980.87 | |
| 10 | 366+02.53 | 45.60 RT | 980.51 | |
| 11 | 366+39.85 | 20.00 RT | 980.26 | |
| 12 | 366+49.85 | 20.00 RT | 980.23 | |
| 13 | 366+79.85 | 17.00 RT | 980.13 | |
| 14 | 363+70.69 | 20.00 RT | 981.23 | |
| 15 | 363+60.19 | 30.50 RT | 981.26 | HIGH POINT |
| 16 | 363+70.69 | 41.00 RT | 981.04 | |
| 17 | 365+60.69 | 41.00 RT | 980.46 | LOW POINT |
| 18 | 365+65.69 | 41.00 RT | 980.50 | |
| 19 | 365+76.19 | 30.50 RT | 980.61 | HIGH POINT |
| 20 | 365+65.69 | 20.00 RT | 980.57 | |
| 21 | 365+60.69 | 20.00 RT | 980.56 | LOW POINT |
| 22 | 364+05.69 | 63.00 RT | 981.00 | LEVELING PAD |
| 23 | 364+05.69 | 78.00 RT | 981.00 | LEVELING PAD |
| 24 | 365+30.69 | 63.00 RT | 981.00 | LEVELING PAD |
| 25 | 365+30.69 | 78.00 RT | 981.00 | LEVELING PAD |
| 26 | 363+45.01 | 23.00 RT | 981.42 | CROWN POINT |
| 27 | 363+85.01 | 63.00 RT | 981.11 | CROWN POINT |
| 28 | 365+51.37 | 63.00 RT | 980.91 | CROWN POINT |
| 29 | 365+91.37 | 23.00 RT | 980.65 | CROWN POINT |
| 30 | 362+96.53 | 60.00 RT | N/A | 40' RADIUS |
| 31 | 363+89.83 | 24.00 RT | N/A | 60' RADIUS |
| 32 | 365+46.55 | 24.00 RT | N/A | 60' RADIUS |
| 33 | 366+39.85 | 60.00 RT | N/A | 40' RADIUS |
| 34 | 363+70.69 | 30.50 RT | N/A | 10.5' RADIUS |
| 35 | 365+65.69 | 30.50 RT | N/A | 10.5' RADIUS |
| 36 | 363+85.01 | 23.00 RT | N/A | 40' RADIUS |
| 37 | 365+51.37 | 23.00 RT | N/A | 40' RADIUS |




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN DETAILS - WIM INSPECTION SITE | SHEET 37 E |

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

2

2

N

SEPV

00 79+00 80+00 81+00 82+00 83+00 84+00 85+00

STH 73

DO NOT DRIVE EQUIPMENT OR STORE EQUIPOMENT OR MATERIALS IN WETLANDS OR WATERWAYS

N

SEPTIC

C C

49+00 P.I.

STH 106

WETLAND IMPACTS WITHIN SITE 1A - 0.093 ACRES

WETLAND BOUNDARY

50+00 P.I.

86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00

STH 73

A D C

51+00 P.I.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022001_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

WETLAND BOUNDARY

WETLAND IMPACTS WITHIN
SITE 1A - 0.093 ACRES

WETLAND BOUNDARY

94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00

STH 73

STH 73

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

WETLAND BOUNDARY

WETLAND IMPACTS WITHIN
SITE 1B - 0.093 ACRES

102+00 103+00 104+00 105+00 106+00 107+00 108+00 109

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 39 | E |
|---|---|---|---|---|---|

LEGEND

EROSION MAT CLASS I, TYPE A

EROSION MAT CLASS I, TYPE B

EROSION MAT CLASS IURBAN, TYPE A

EROSION MAT CLASS IURBAN, TYPE B

RIPRAP

SLOPE INTERCEPT

INLET PROTECTION, TYPE #

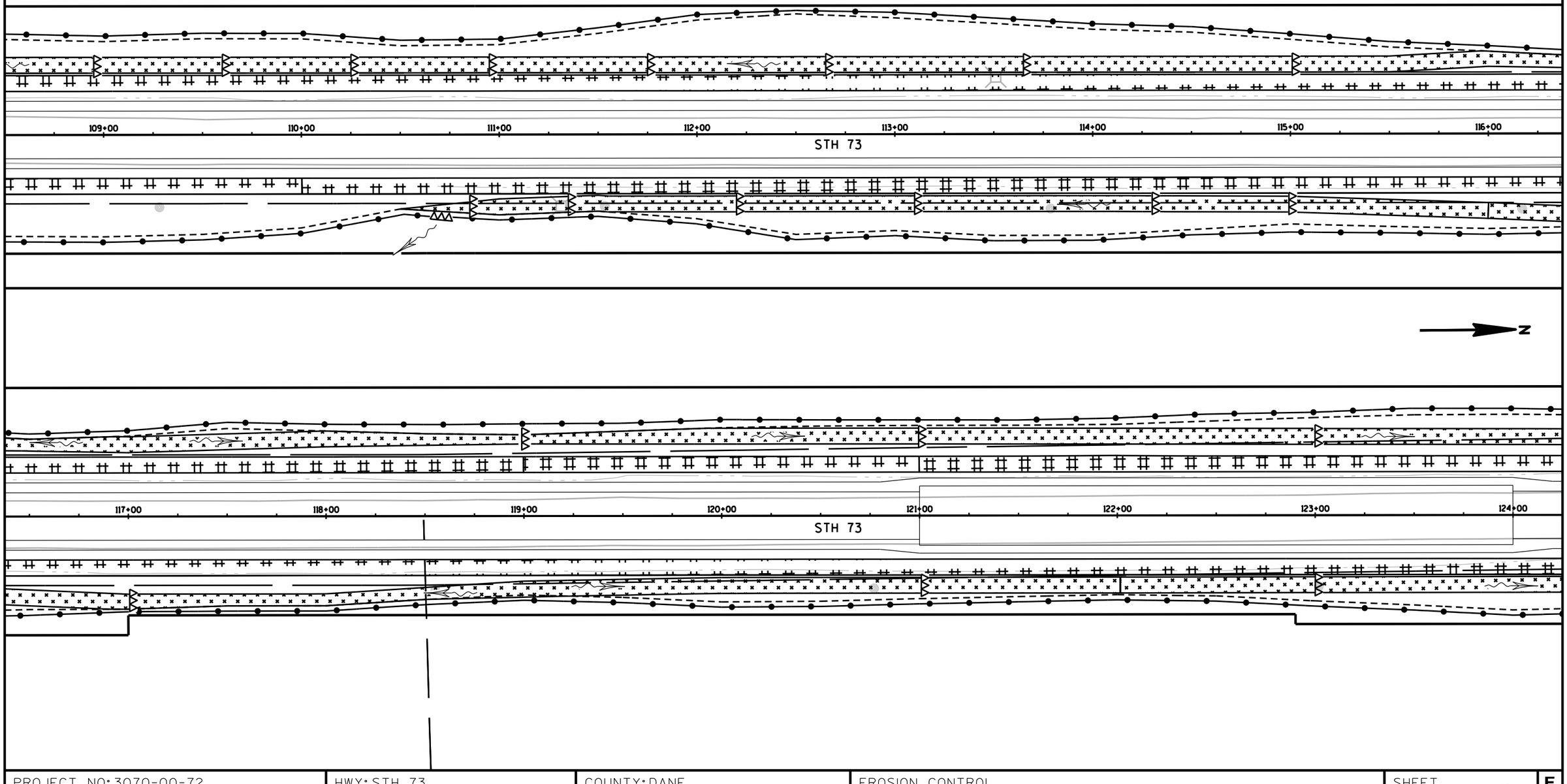
TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

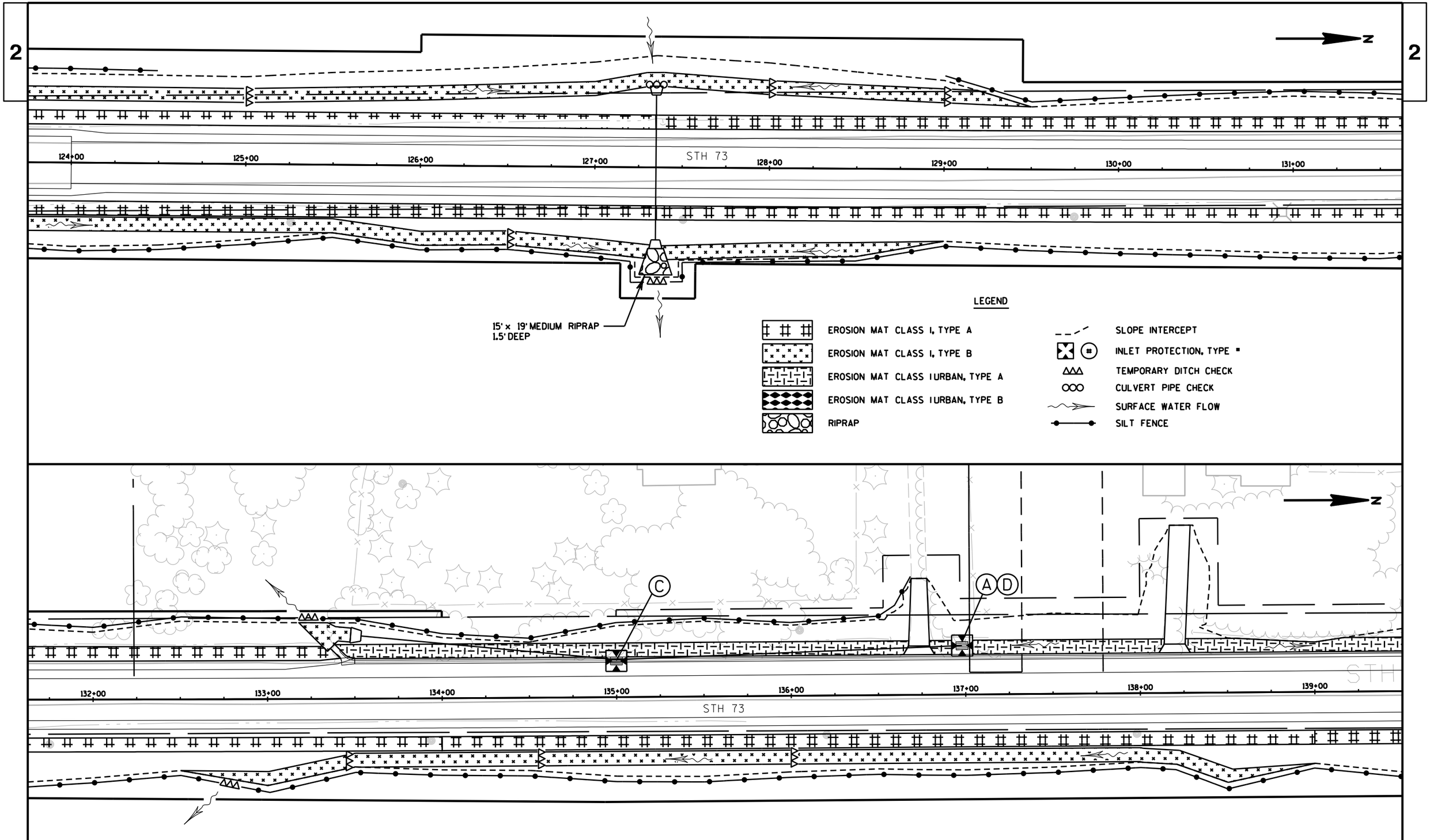
SURFACE WATER FLOW

SILT FENCE

N

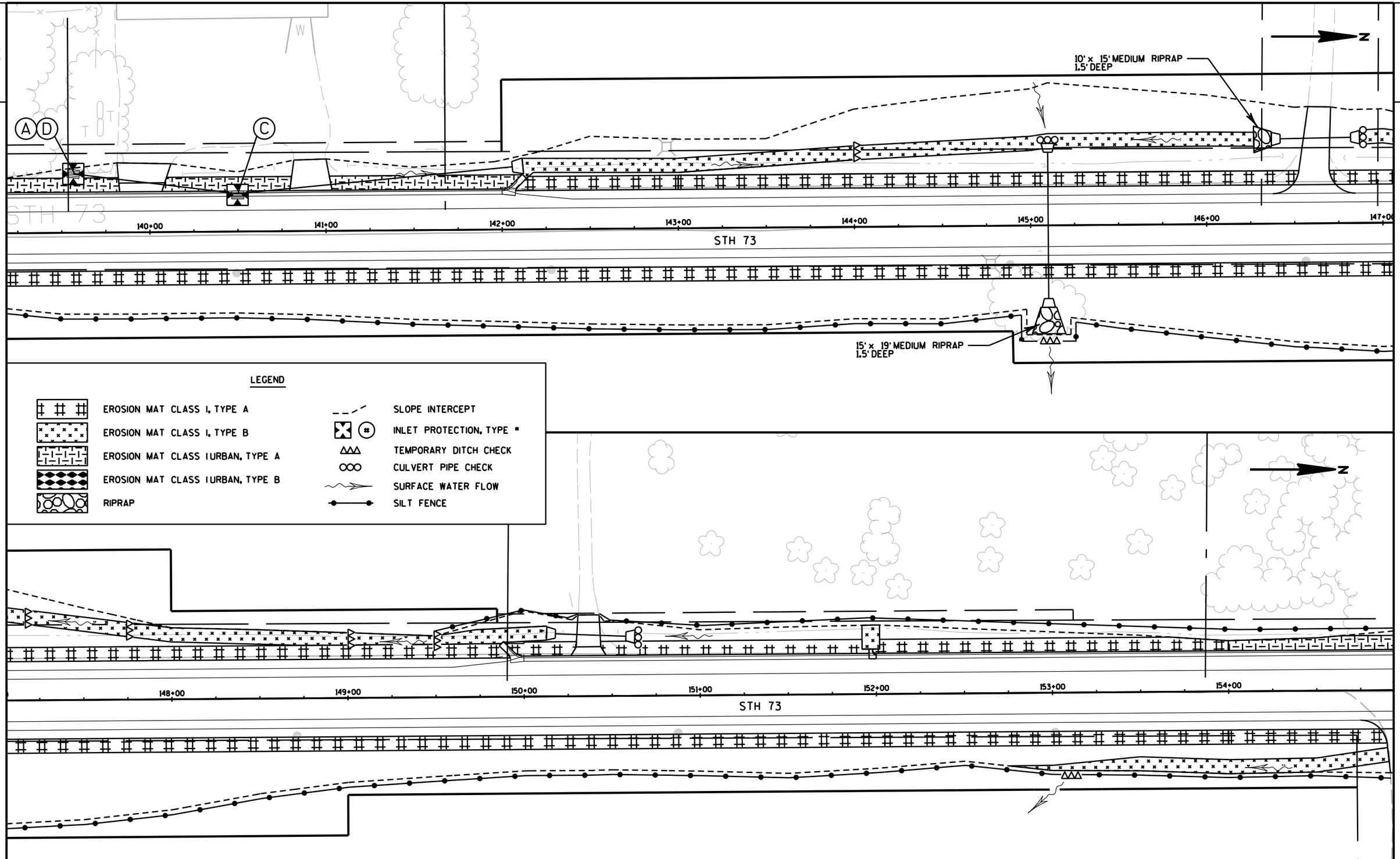



| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 40 | E |
|---|---|---|---|---|---|




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 41 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 42 | E |
|---|---|---|---|---|---|

2

2

N

155+00
156+00
157+00
STH 73
158+00
159+00
160+00
161+00
162+00

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

163+00
164+00
165+00
166+00
167+00
168+00
169+00
170+00
STH 73
EXISTING STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 43 | E |
|---|---|---|---|---|---|

2

8' x 12'
MEDIUM RIPRAP
1.5' DEEP

CRAIG RD

-L-00+66

-L-00+00

-L-00+10

-L-00+08

9+00 OBL.

8 OBL.

STH 73

170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00

8' x 12'
MEDIUM RIPRAP
1.5' DEEP

8' x 12'
MEDIUM RIPRAP
1.5' DEEP

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

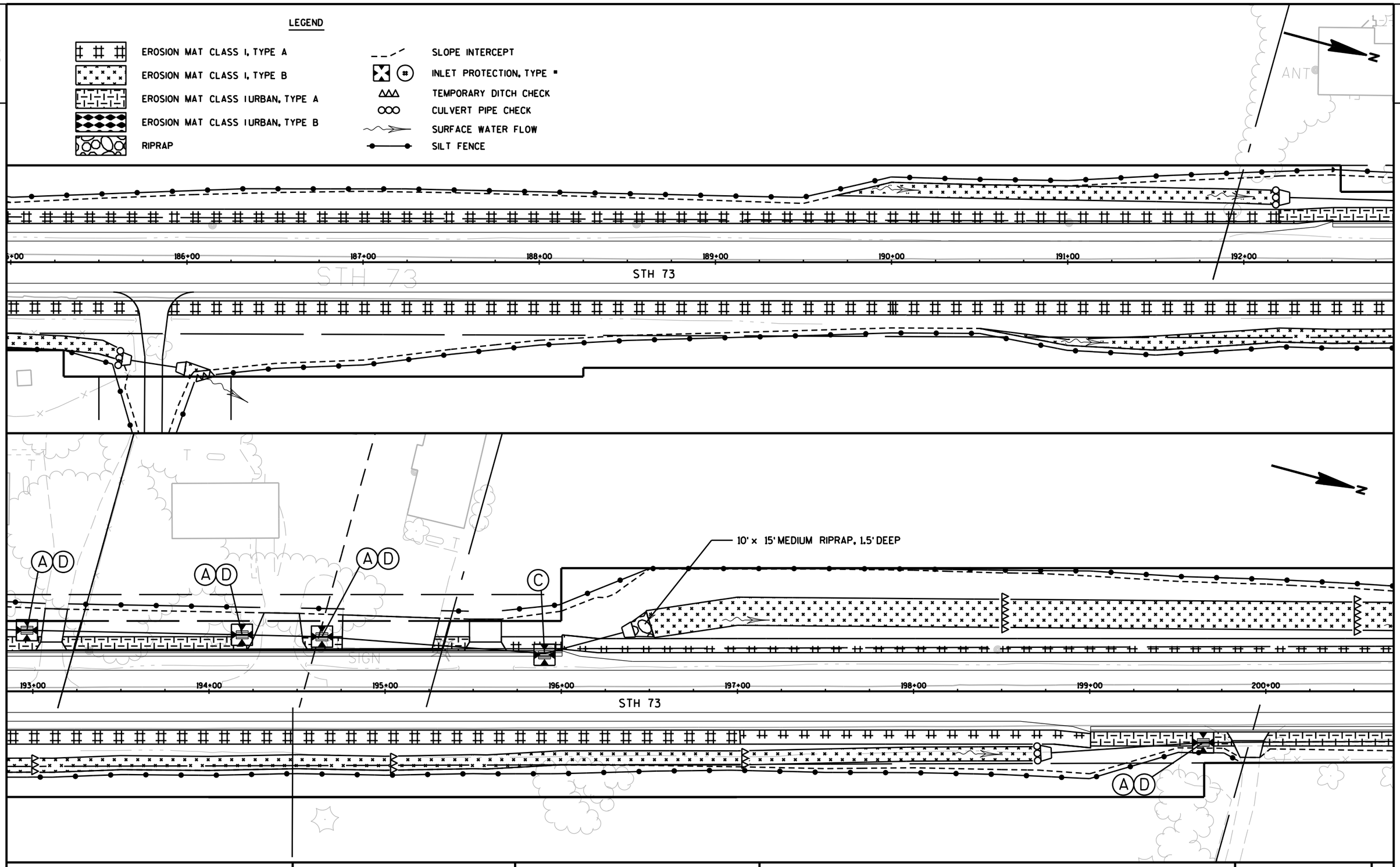
178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 44 | E |
|---|---|---|---|---|---|

LEGEND

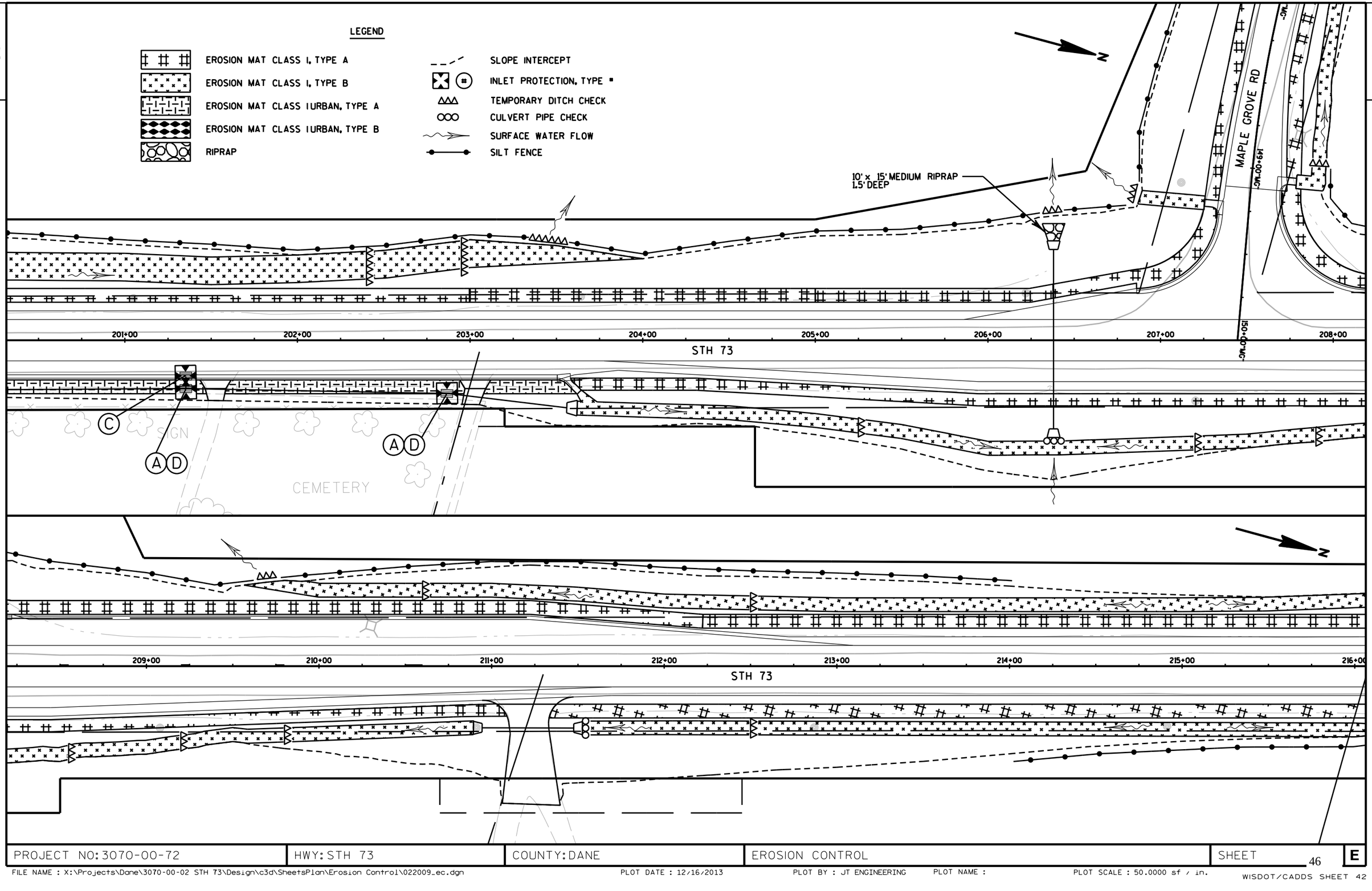
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 45 | E |
|---|---|---|---|---|---|

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 46 | E |
|---|---|---|---|---|---|

2

2

N

216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00

STH 73

15' x 19' MEDIUM RIPRAP
1.5' DEEP

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

AARBACK RD

199+00-AR

N

224+00 225+00 226+00 227+00 200+00-AR 228+00 229+00 230+00 231+00

STH 73

201+00-AR

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 47 | E |
|---|---|---|---|---|---|

2

2

231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00

STH 73

13' x 17' MEDIUM RIPRAP
1.5' DEEP

SEPC

ANT

C

A D

6' x 9'
MEDIUM RIPRAP
1.5' DEEP

239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00

STH 73

18' x 24' HEAVY RIPRAP
2' DEEP

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE ▪
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022011_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

8' x 12'
MEDIUM RIPRAP
1.5' DEEP

6' x 9'
MEDIUM RIPRAP
1.5' DEEP

STH 73

247+00 248+00 249+00 250+00 251+00 252+00 253+00

C A D

8' x 12' MEDIUM RIPRAP
1.5' DEEP

249+00 "TH"

THORSON RD

250+00 "TH"

254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00

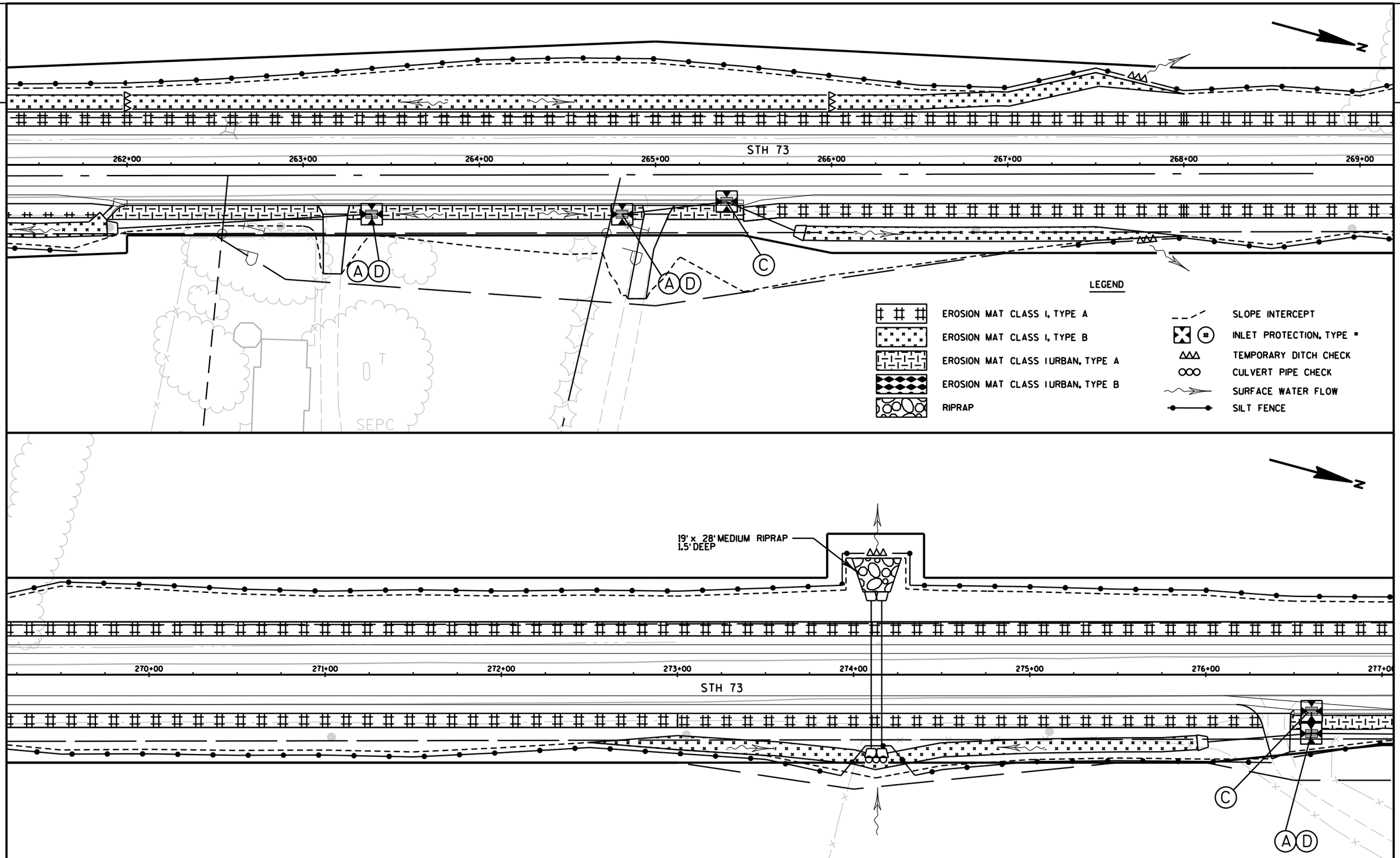
STH 73

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 49 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 50 | E |
|---|---|---|---|---|---|

2

21' x 25' HEAVY RIPRAP
2.5' DEEP

14' x 20' MEDIUM RIPRAP
1.5' DEEP

CTH A

277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00

STH 73

C A D A D C D

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00

STH 73

A D A D C

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022014_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

2

WETLAND BOUNDARY

WETLAND IMPACT SITE 2A:
TOTAL WETLAND IMPACTS
WITHIN SITE 2 - 0.435 ACRES

38' x 47' MEDIUM RIPRAP
1.5' DEEP

292+00 293+00 294+00 295+00 STH 73 296+00 297+00 298+00 299+00

WETLAND IMPACT SITE 2B:
TOTAL WETLAND IMPACTS
WITHIN SITE 2 - 0.435 ACRES

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS

300+00 301+00 302+00 303+00 STH 73 304+00 305+00 306+00 307+00

WETLAND IMPACT SITE 2C:
TOTAL WETLAND IMPACTS
WITHIN SITE 2 - 0.435 ACRES

10' x 15'
MEDIUM RIPRAP
1.5' DEEP

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 52 | E |
|---|---|---|---|---|---|

2

2

00 308+00 309+00 310+00 311+00 312+00 313+00 314+00

STH 73

WETLAND IMPACT SITE 2C:
TOTAL WETLAND IMPACTS
WITHIN SITE 2 - 0.435 ACRES

18' x 24' HEAVY RIPRAP
2' DEEP

WETLAND IMPACT SITE 2D:
TOTAL WETLAND IMPACTS
WITHIN SITE 2 - 0.435 ACRES

WETLAND BOUNDARY

348+00

DO NOT DRIVE EQUIPMENT OR STORE EQUIMENT
OR MATERIALS IN WETLANDS OR WATERWAYS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

8' x 12'
MEDIUM
RIPRAP
1.5' DEEP

TOBACCO LN

349+00

350+00

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 53 | E |
|---|---|---|---|---|---|

2

8' x 12' MEDIUM RIPRAP
1.5' DEEP

323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00

STH 73

SIGN

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 54 | E |
|---|---|---|---|---|---|

2

2

A D

338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

STH 73

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

E CHURCH RD

399+00 CH

401+00 CH

8' x 12' MEDIUM RIPRAP
1.5' DEEP

13' x 17' MEDIUM RIPRAP
2' DEEP

346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00

STH 73

N

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 55 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022018_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

N

STH 73

354+00 355+00 356+00 357+00 358+00 359+00 360+00

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

STH 73

361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00

C D

10' x 15' MEDIUM RIPRAP
1.5' DEEP

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022019_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

2

N

369+00 370+00 371+00 372+00 373+00 374+00 375+00 376+00

STH 73

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+

STH 73

13' x 17' MEDIUM RIPRAP
1.5' DEEP

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 57 | E |
|---|---|---|---|---|---|

2

CTH B

-8.00+61-

-8.00+50-

-8.00+51-

384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00

STH 73

12' x 15' MEDIUM RIPRAP
1.5' DEEP

WETLAND BOUNDARY

392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00

STH 73

FLAG

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 58 | E |
|---|---|---|---|---|---|

2

2

N

399+00 400+00 401+00 402+00 403+00 404+00 405+00 406+00

STH 73

STH 73

WETLAND IMPACT SITE 3A:
TOTAL WETLAND IMPACTS
WITHIN SITE 3 - 0.109 ACRES

10' x 15' MEDIUM RIPRAP
1.5' DEEP

WETLAND
BOUNDARY

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00

STH 73

WETLAND IMPACT SITE 3B:
TOTAL WETLAND IMPACTS
WITHIN SITE 3 - 0.109 ACRES

15' x 19' MEDIUM RIPRAP
2' DEEP

WETLAND
BOUNDARY

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 59 | E |
|---|---|---|---|---|---|

2

2

N

00 415+00 416+00 417+00 418+00 419+00 420+00 421+00

STH 73

12' x 17'
MEDIUM RIPRAP
1.5' DEEP

18' x 26'
MEDIUM RIPRAP
2' DEEP

12' x 17' MEDIUM RIPRAP
1.5' DEEP

6' x 9'
MEDIUM
RIPRAP
1.5' DEEP

A D

C

A D

422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00

STH 73

STH 73

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE ▪
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 60 | E |
|---|---|---|---|---|---|

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE ■
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

430+00 431+00 432+00 433+00 434+00 435+00 436+00 437+00

STH 73

KOSHKONONG RD

499+00 N

438+00 439+00 440+00 441+00 442+00 443+00 444+00

STH 73

500+00 N

501+00 N

D C

W W

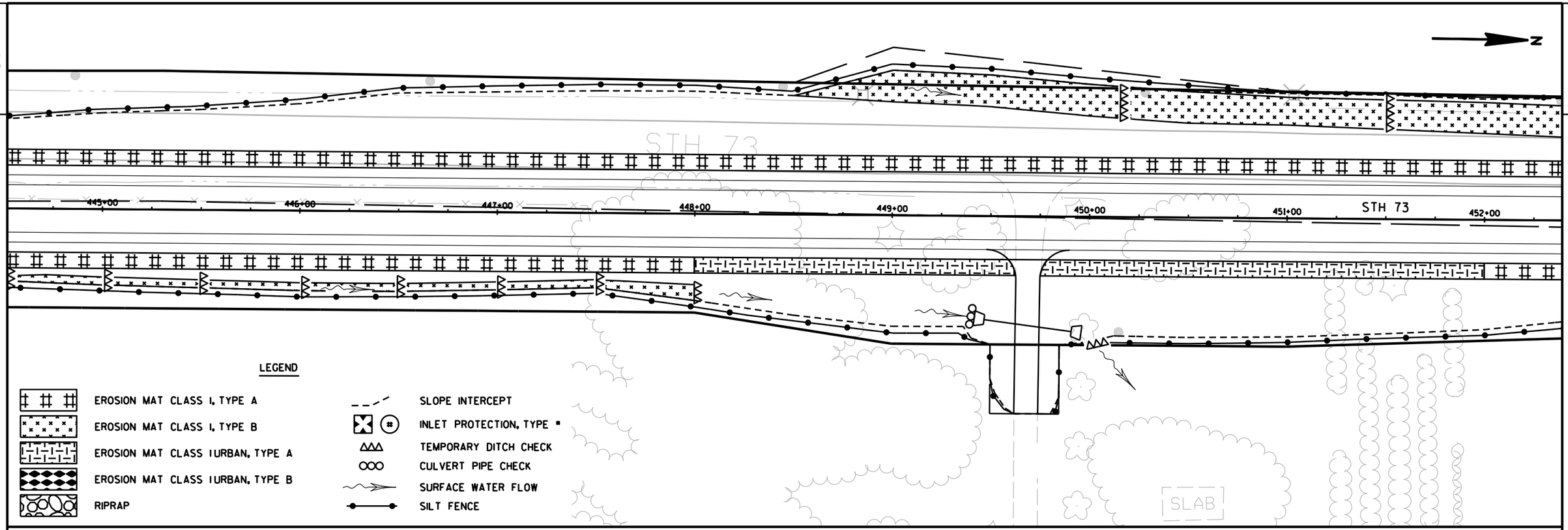
SEPC

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022024_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

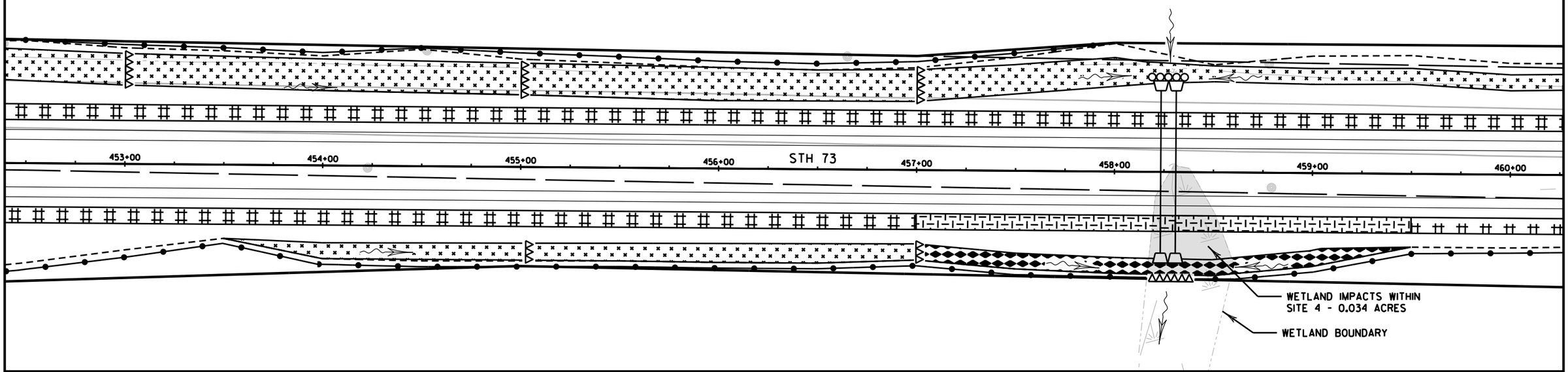
WISDOT/CADDS SHEET 42

2




2

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 62 | E |
|---|---|---|---|---|---|

2

SEPV

N

A D

A D

C

460+00 461+00 462+00 463+00 464+00 465+00 466+00 467+00

STH 73

A D

C

468+00 469+00 470+00 471+00 472+00 473+00 474+00 475+00

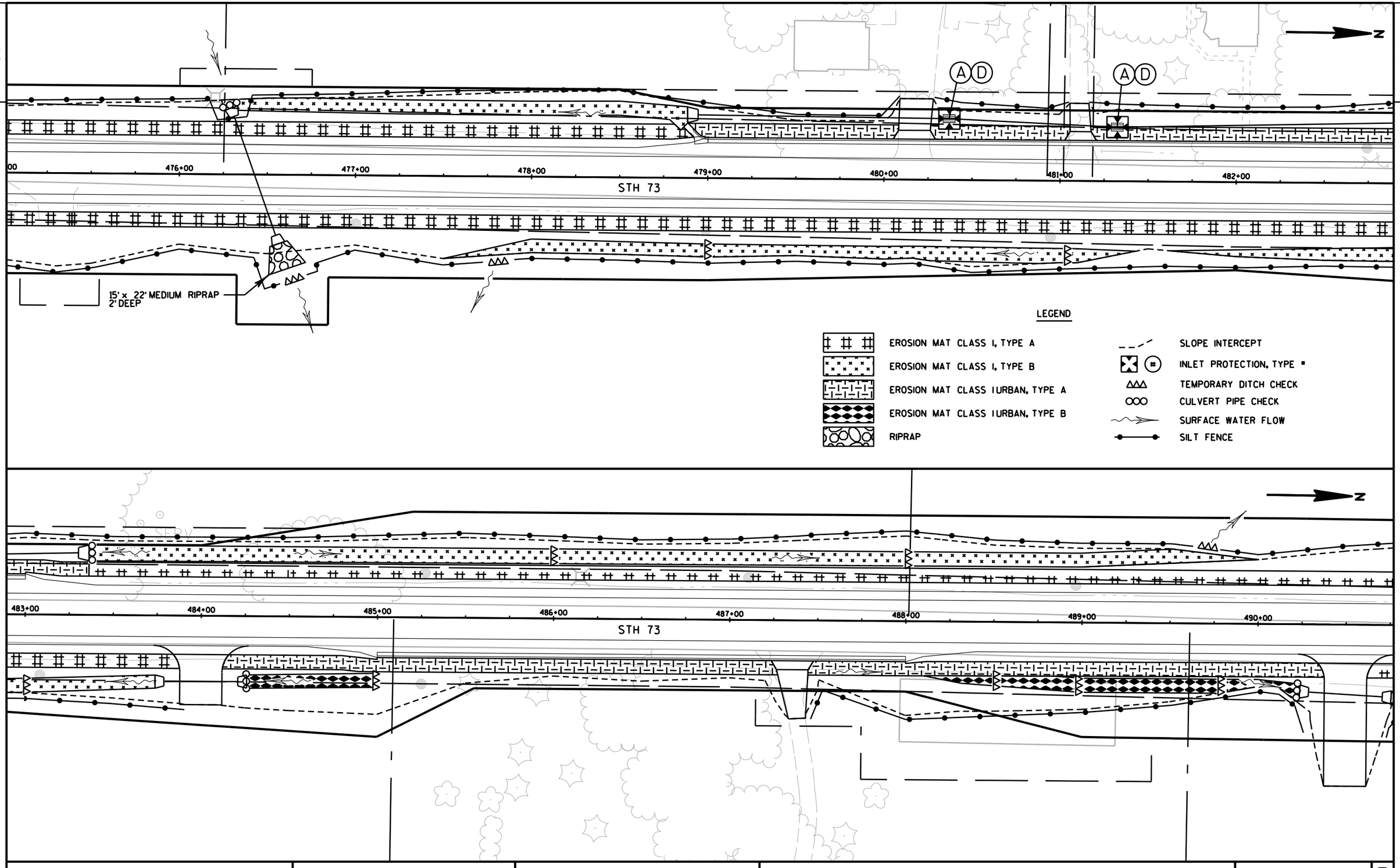
STH 73

SIGN

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 63 | E |
|---|---|---|---|---|---|

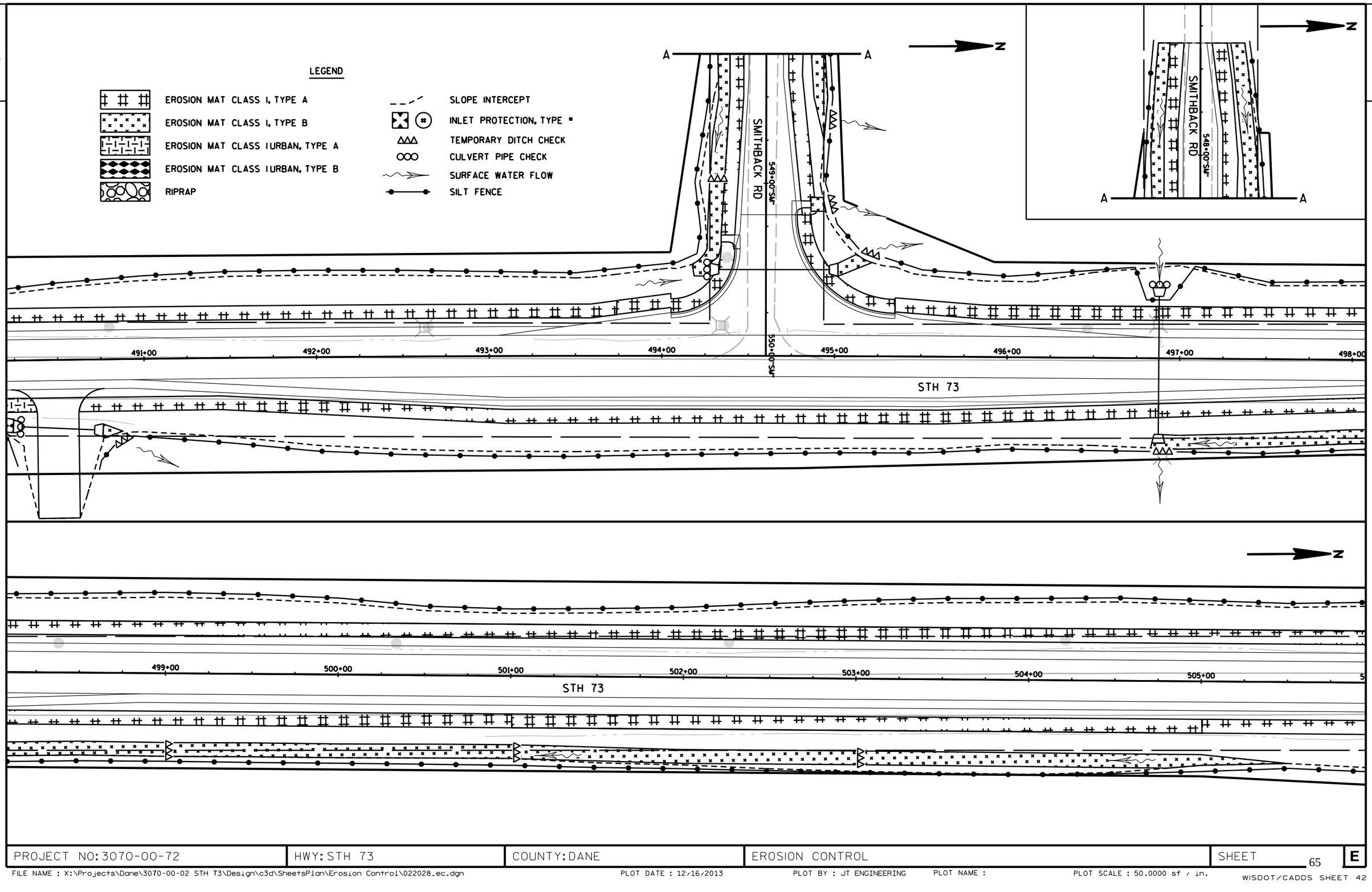



2

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 64 | E |
|---|---|---|---|---|---|

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET | E |
|---|---|---|---|---|---|

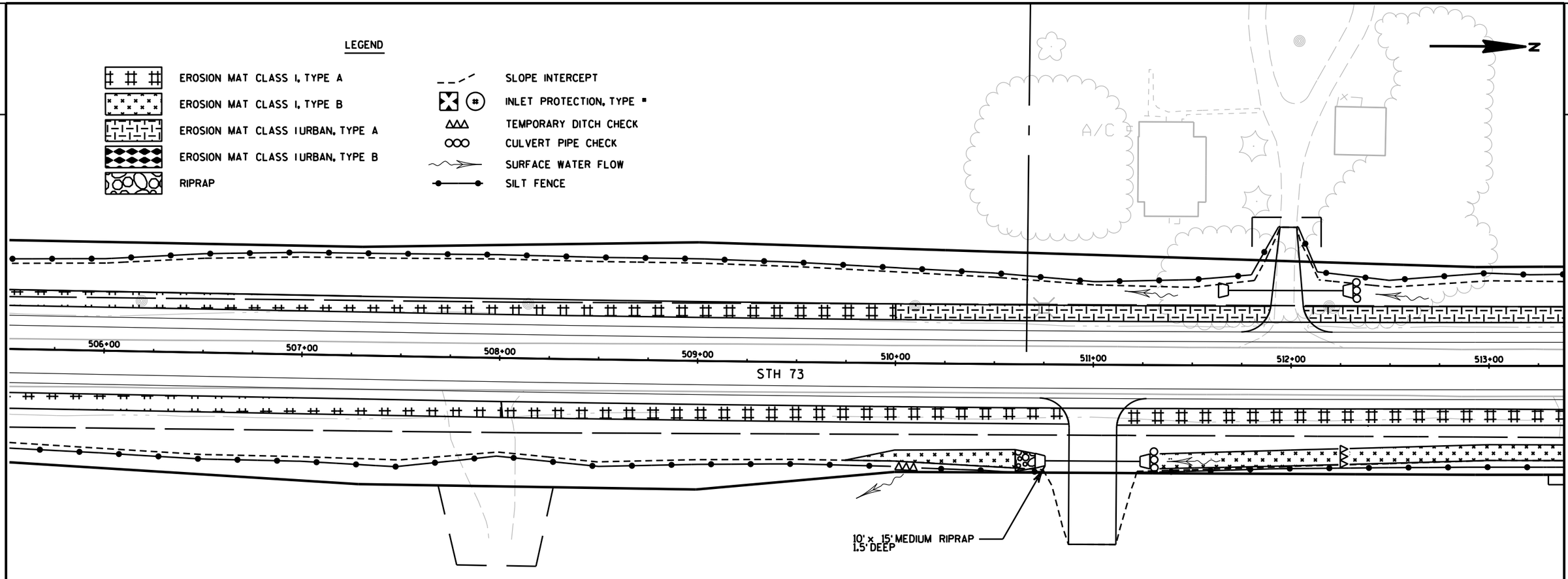


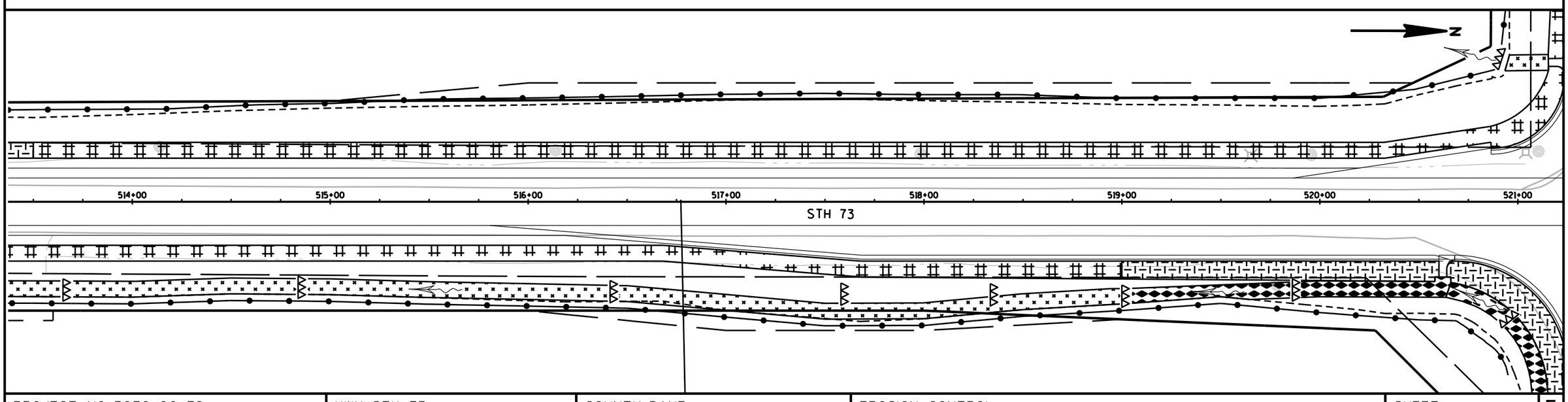
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022028_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 66 E |
|---|---|---|---|---|

2

2

PRAIRIE QUEEN RD

599+00 PR

600+00 PR

601+00 PR

CTH PO

STH 73

521+00 522+00 523+00 524+00 525+00 526+00 527+00 528+00

N

A D D C

529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00

STH 73

N

SIGN

A D

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 67 | E |
|---|---|---|---|---|---|

2

2

N

537+00 538+00 539+00 540+00 541+00 542+00 543+00

STH 73

A D

6' x 9' MEDIUM RIPRAP
1.5' DEEP

SEPC

W

LEGEND

EROSION MAT CLASS I, TYPE A
EROSION MAT CLASS I, TYPE B
EROSION MAT CLASS I URBAN, TYPE A
EROSION MAT CLASS I URBAN, TYPE B
RIPRAP
SLOPE INTERCEPT
INLET PROTECTION, TYPE *
TEMPORARY DITCH CHECK
CULVERT PIPE CHECK
SURFACE WATER FLOW
SILT FENCE

N

W

RUINS

A D

A D

544+00 545+00 546+00 547+00 548+00 549+00 550+00 551+00

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 68 | E |
|---|---|---|---|---|---|

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

10' x 15' MEDIUM RIPRAP 1.5' DEEP

552+00 553+00 554+00 555+00 556+00 557+00 558+00 559+00

STH 73

649+00"H"

HILLCREST RD

SLAB

A D C

560+00 561+00 562+00 563+00 564+00 565+00 566+00 567+

550+00"H"

STH 73

A D C

A D

SEPV

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 69 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022032_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

2

18'x 21' HEAVY RIPRAP
2.5' DEEP

N

567+00 568+00 569+00 570+00 571+00 572+00 573+00 574+00

STH 73

9'x 13' MEDIUM RIPRAP
1.5' DEEP

DO NOT DRIVE QUIPMENT OR STORE EQUIPMENT
OR MATERIALS IN WETLANDS OR WATERWAYS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

WETLAND BOUNDARY

WETLAND IMPACTS WITHIN
SITE 5A - 0.355 ACRES

700+00"D"

575+00 576+00 577+00 578+00 579+00 580+00 581+00 582+00

STH 73

FADNESS RD

701+00"D"

WETLAND IMPACTS WITHIN
SITE 5B - 0.214 ACRES

WETLAND BOUNDARY

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 70 | E |
|---|---|---|---|---|---|

2

N

WETLAND IMPACTS WITHIN SITE 5A - 0.355 ACRES

WETLAND BOUNDARY

582+00 583+00 584+00 585+00 586+00 587+00 588+00 589+00

STH 73

WETLAND BOUNDARY

WETLAND IMPACTS WITHIN SITE 5B - 0.214 ACRES

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

WETLAND BOUNDARY

WETLAND IMPACTS WITHIN SITE 1A 0.093 ACRES

93+00

92+00

91+00

47+00"J" 48+00"J" 49+00"J" 50+00"J" 51+00"J" 52+00"J" 53+00"J"

STH 106

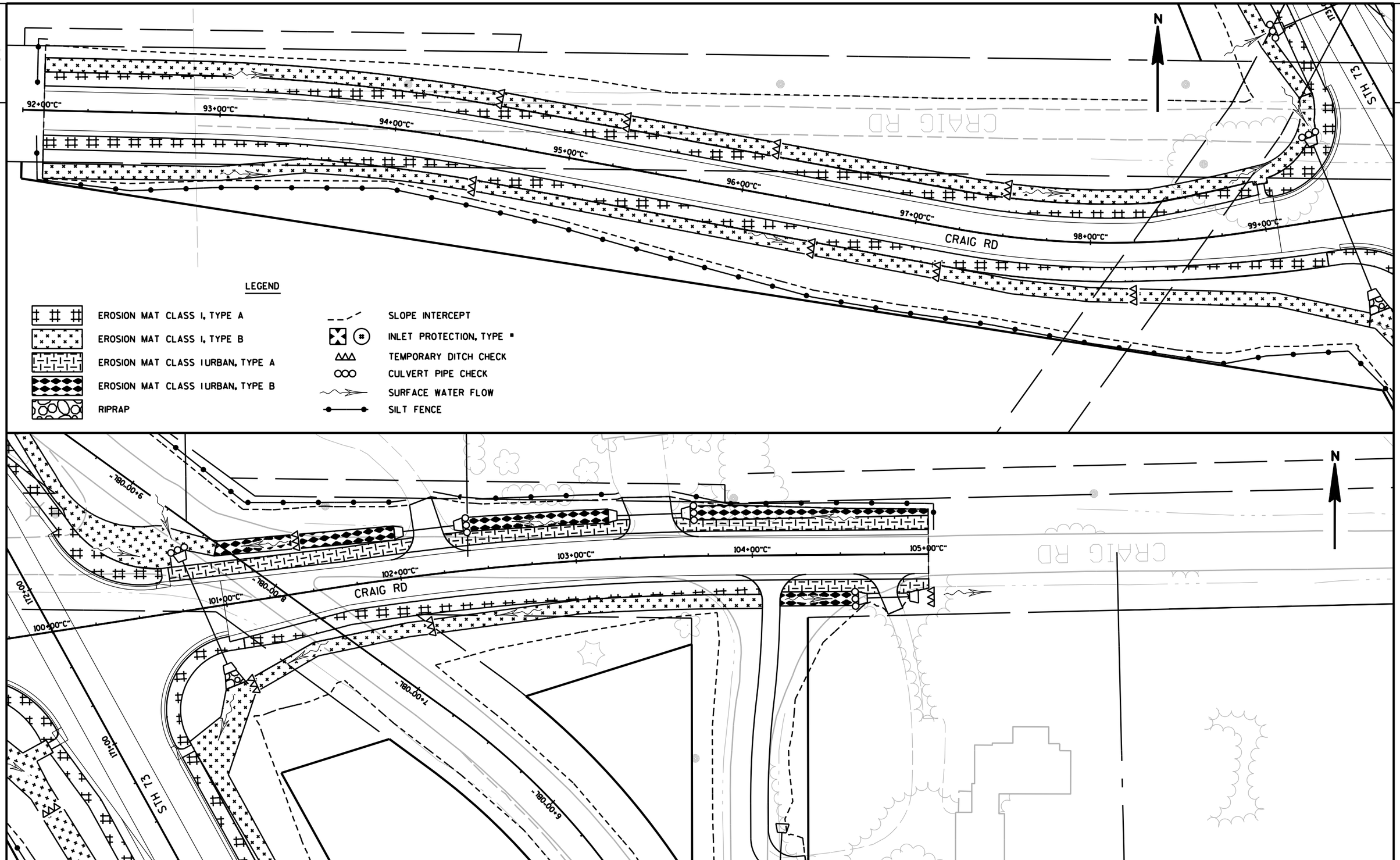
STH 106

STH 73

N

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 71 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 72 | E |
|---|---|---|---|---|---|

2

144+00"MG"
145+00"MG"
146+00"MG"
147+00"MG"
148+00"MG"
149+00"MG"
150+00"MG"
MAPLE GROVE RD
208+00
207+00
STH 73
N

195+00"AR"
196+00"AR"
197+00"AR"
198+00"AR"
199+00"AR"
200+00"AR"
201+00"AR"
202+00"AR"
AARBACK RD
229+00
228+00
227+00
STH 73
N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS IURBAN, TYPE A
- EROSION MAT CLASS IURBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE ▪
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 73 | E |
|---|---|---|---|---|---|

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE #
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

246+00"TH"
247+00"TH"
248+00"TH"
249+00"TH"
250+00"TH"
255+00
THRONSON RD
STH 73
8' x 12' MEDIUM RIPRAP
1.5' DEEP
N

14' x 20' MEDIUM RIPRAP
1.5' DEEP
283+00
STH 73
282+00
281+00
297+00"A"
298+00"A"
299+00"A"
300+00"A"
301+00"A"
302+00"A"
303+00"A"
304+00
CTH A
21' x 25' HEAVY RIPRAP
2.5' DEEP
FLAG
D
C
N

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022037_ec.dgn
PLOT DATE : 12/16/2013
PLOT BY : JT ENGINEERING
PLOT NAME :
PLOT SCALE : 50.0000 sf / in.
WISDOT/CADDS SHEET 42

2

8' x 12' MEDIUM RIPRAP
1.5' DEEP

396+00"CH" 397+00"CH" 398+00"CH" 399+00"CH" 400+00"CH" 401+00"CH"

E CHURCH RD

350+00 349+00 348+00 STH 73

N

8' x 12'
MEDIUM
RIPRAP
1.5' DEEP

399+00"CH" 400+00"CH" 401+00"CH" 402+00"CH" 403+00"CH" 404+00"CH"

E CHURCH RD

350+00 349+00 348+00 STH 73

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE ▪
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022038_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

N

448+00"B"
449+00"B"
450+00"B"
451+00"B"
452+00"B"
CTH B
385+00
384+00
STH 73

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

N

15' x 19' MEDIUM RIPRAP
2' DEEP

495+00"K"
496+00"K"
497+00"K"
498+00"K"
499+00"K"
500+00"K"
501+00"K"
502+00"K"
KOSHKONONG RD
442+00
441+00
STH 73
C
D

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 76 | E |
|---|---|---|---|---|---|

2

N

PRAIRIE QUEEN RD

CTH PQ

STH 73

10' x 15' MEDIUM RIPRAP
1.5' DEEP

596+00"PR"
597+00"PR"
598+00"PR"
599+00"PR"
600+00"PR"
601+00"PR"
602+00"PR"
522+00
521+00

A D

D

FLAG

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

HILLCREST RD

645+00"H"
646+00"H"
647+00"H"
648+00"H"
649+00"H"
650+00"H"
562+00
561+00

STH 73

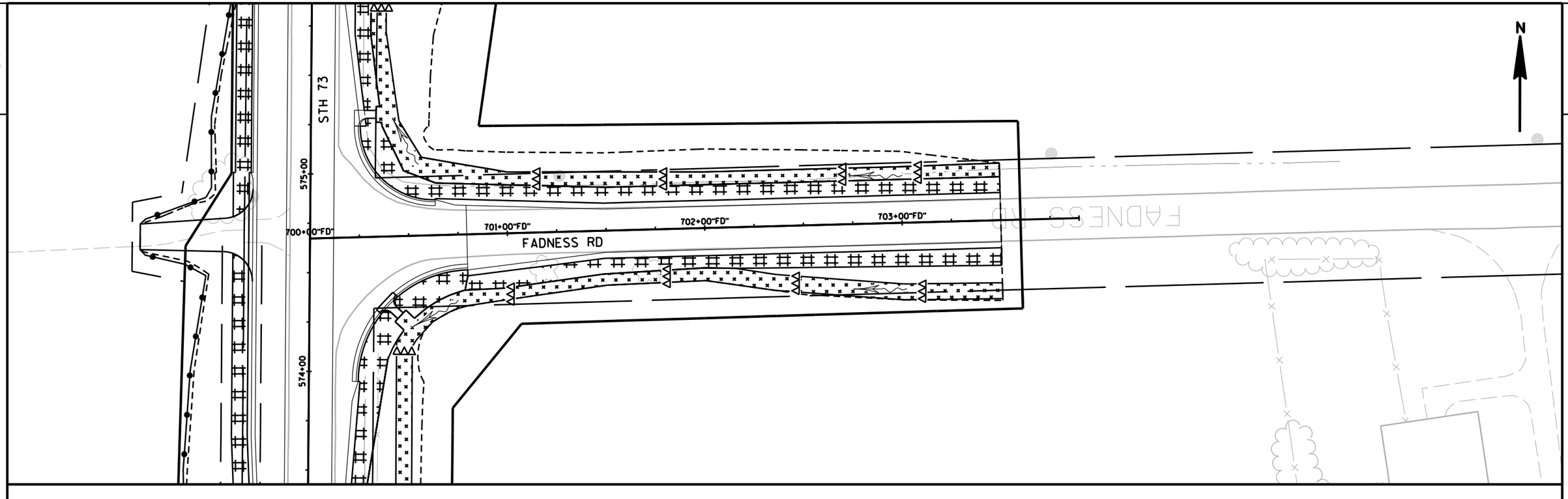
N

SLAB

A D

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 77 | E |
|---|---|---|---|---|---|

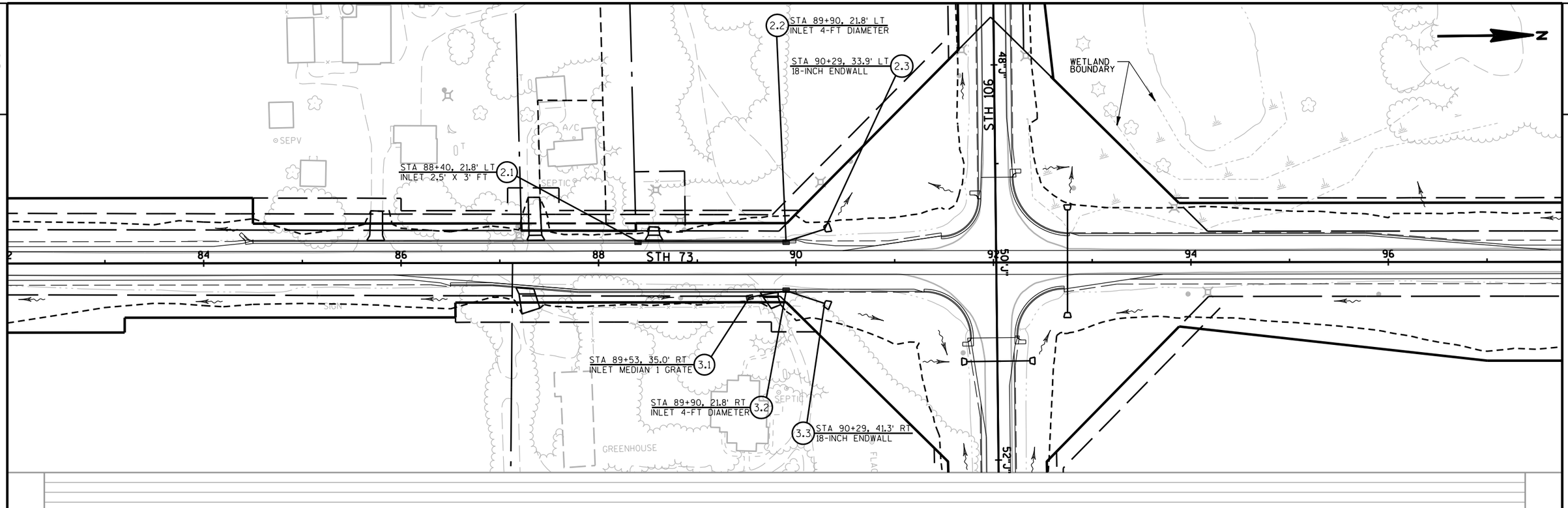
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Erosion Control\022040_ec.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

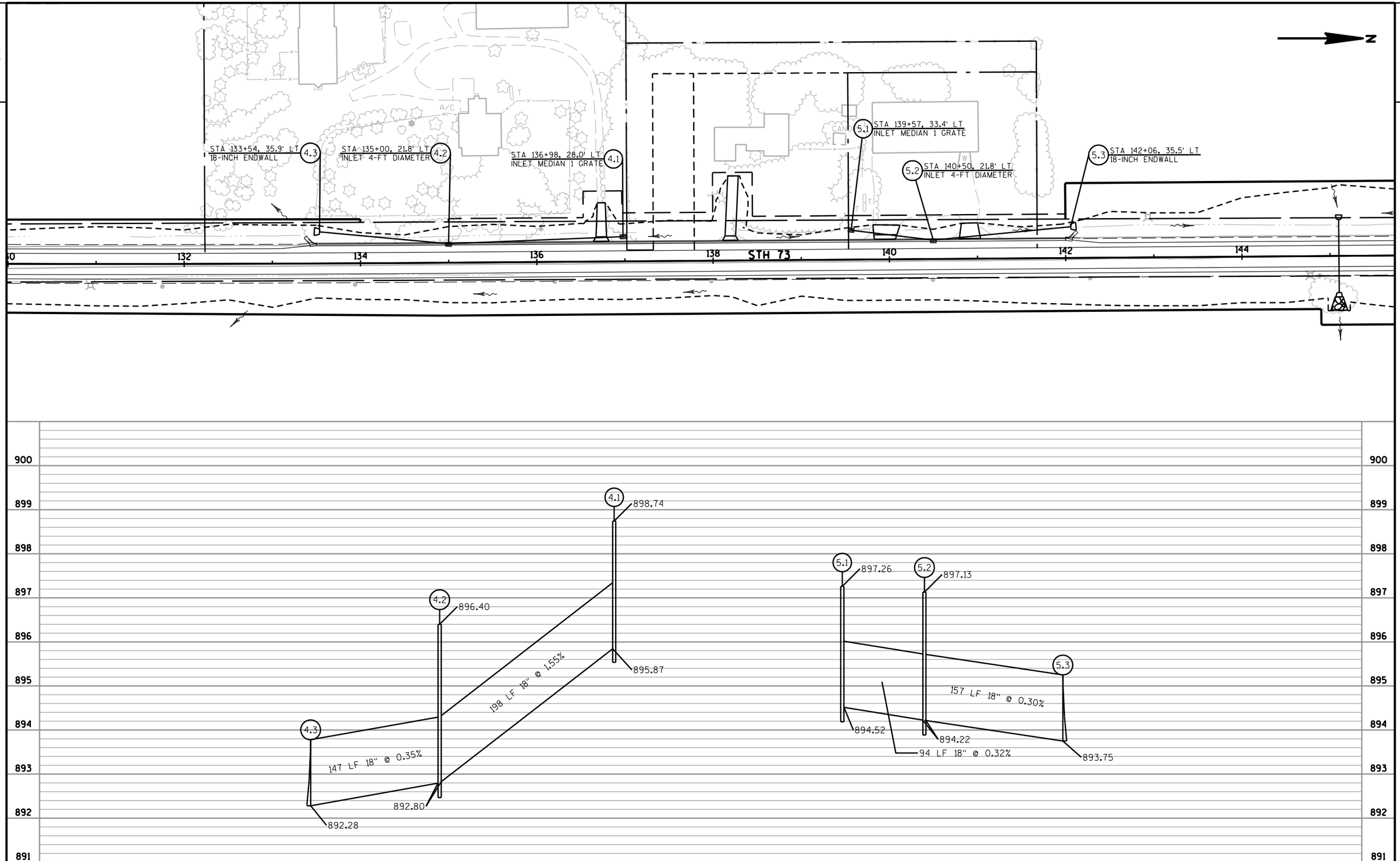



LEGEND

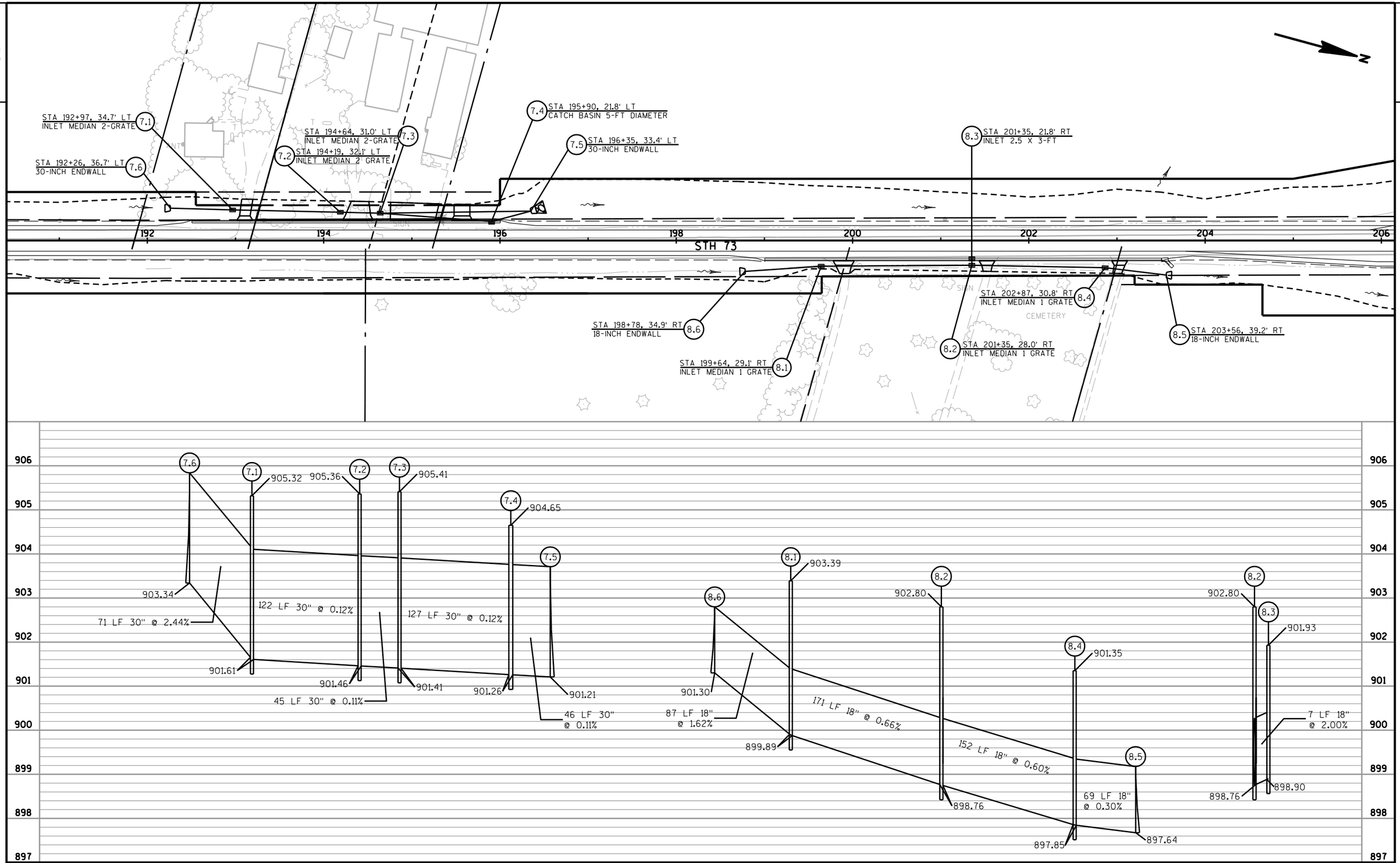
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I URBAN, TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- RIPRAP
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE *
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | EROSION CONTROL | SHEET 78 | E |
|---|---|---|---|---|---|


STA 88+40, 21.8' LT
INLET 2.5' X 3' FT
2.1
STA 89+90, 21.8' LT
INLET 4-FT DIAMETER
2.2
STA 90+29, 33.9' LT
18-INCH ENDWALL
2.3
STA 89+53, 35.0' RT
INLET MEDIAN 1 GRATE
3.1
STA 89+90, 21.8' RT
INLET 4-FT DIAMETER
3.2
STA 90+29, 41.3' RT
18-INCH ENDWALL
3.3
WETLAND BOUNDARY
STH 106
STH 73
48" CMP
52" CMP
SEPV
SEPTIC
GREENHOUSE
SIGN
84
86
88
90
92
94
96
N
871
870
869
868
867
866
865
864
863
862
2.1
868.14
2.2
866.97
2.3
150 LF 18" @ 0.67%
864.78
863.77
41 LF 18" @ 0.39%
863.61
3.1
868.08
3.2
866.97
44 LF 18" @ 1.36%
3.3
865.07
864.86
40 LF 18" @ 0.53%
864.26




| PROJECT NO: | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 80 E |
|---|---|---|---|---|




| PROJECT NO: | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 81 E |
|---|---|---|---|---|

2

STA 239+76, 35.2' LT
18-INCH ENDWALL (9.4)

STA 241+30, 21.8' LT
INLET 2.5 X 3-FT (9.2)

STA 241+30, 28.8' LT
INLET MEDIAN 1 GRATE (9.1)

STA 241+79, 35.3' LT
18-INCH ENDWALL (9.3)

STA 247+60, 21.5' LT
CATH BASIN 5-FT DIAMETER (10.2)

STA 247+19, 36.0' LT
24-INCH ENDWALL (10.4)

STA 250+65, 28.0' LT
INLET MEDIAN 2 GRATE (10.1)

STA 251+32, 34.6' LT
24-INCH ENDWALL (10.3)

STA 247+60, 21.0' RT
INLET 4-FT DIAMETER (11.1)

STA 251+32, 35.2' RT
18-INCH ENDWALL (11.3)

STA 247+17, 34.6' RT
18-INCH ENDWALL (11.4)

STA 250+13, 29.8' RT
INLET MEDIAN 1 GRATE (11.2)

238 240 242 244 246 248 250 252

STH 73

906 905 904 903 902 901 900 899 898 897

10.1 906.89

10.3

905.47

67 LF 24" @ 3.85%

902.89

10.2 902.03

305 LF 24" @ 1.21%

899.19

899.05

44 LF 24" @ 0.32%

9.1 901.52

9.4

154 LF 18" @ 1.06%

899.46

9.3

897.82

49 LF 18" @ 0.55%

897.55

901.02 9.2

9.1 901.52

8 LF 18" @ 0.38%

897.85

897.82

11.3

11.2 905.59

905.47

119 LF 18" @ 2.84%

902.09

11.1 902.03

11.4

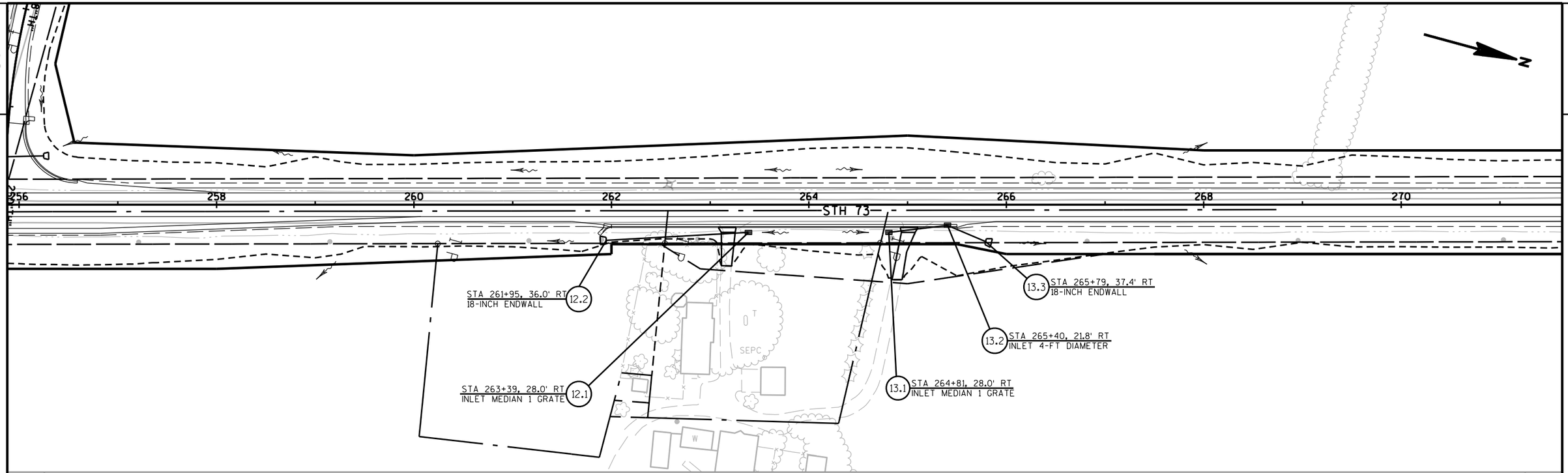
253 LF 18" @ 0.87%

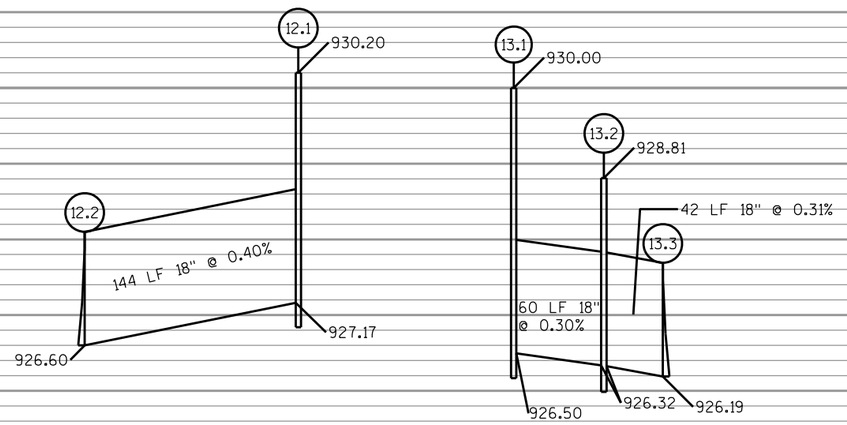
899.55

899.69

45 LF 18" @ 0.31%

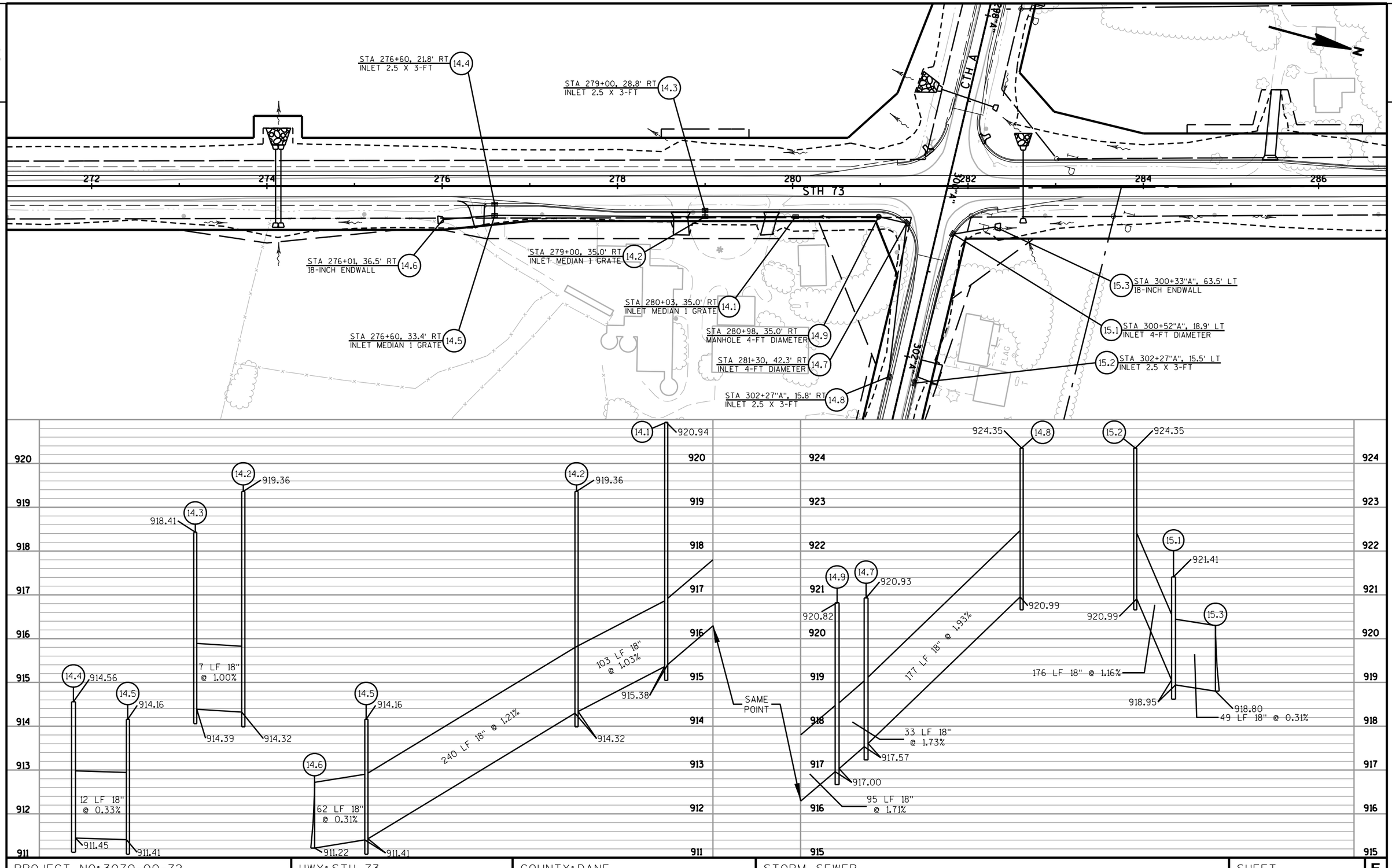
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 82 | E |
|---|---|---|---|---|---|



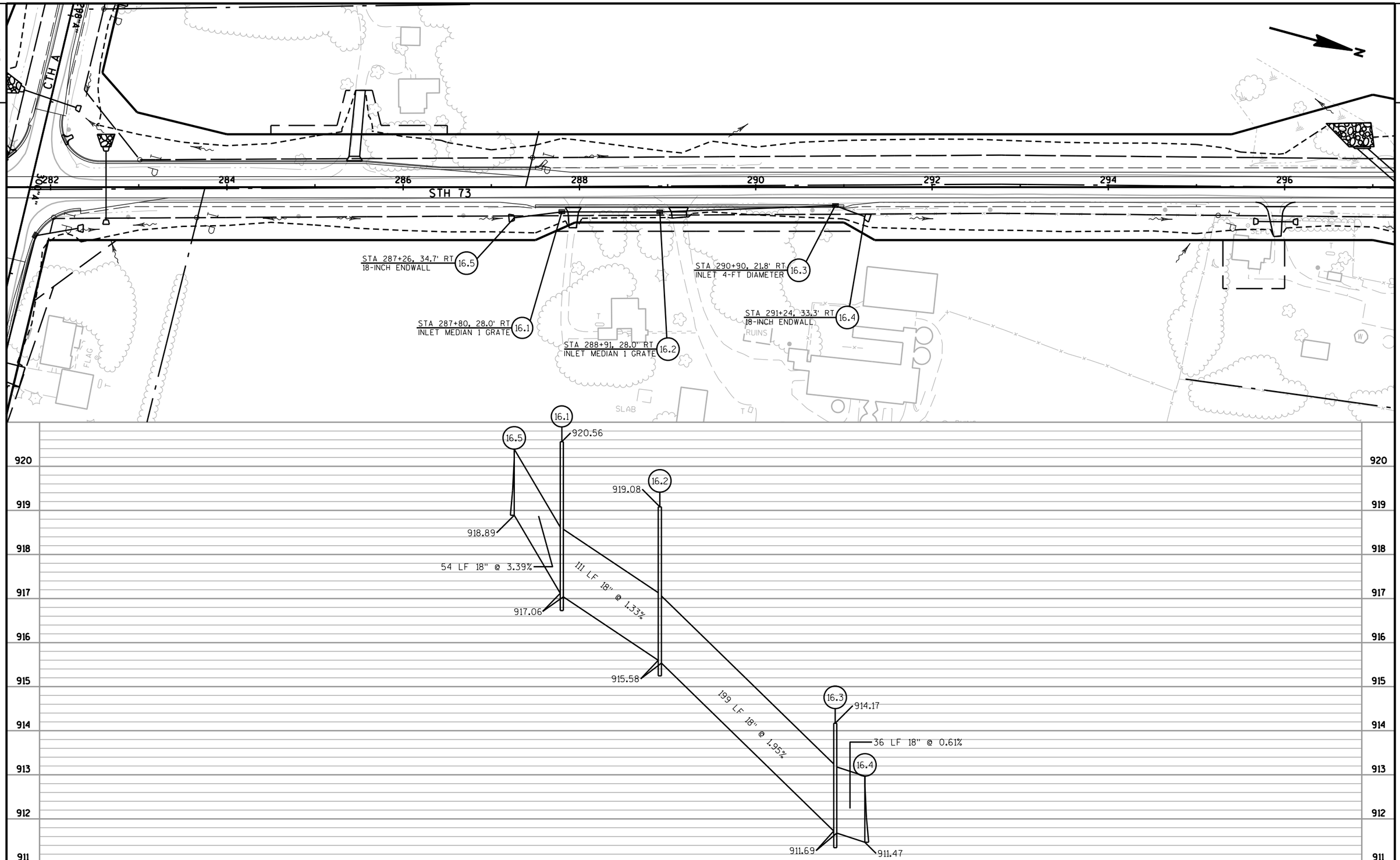




932 931 930 929 928 927 926 925 924 923

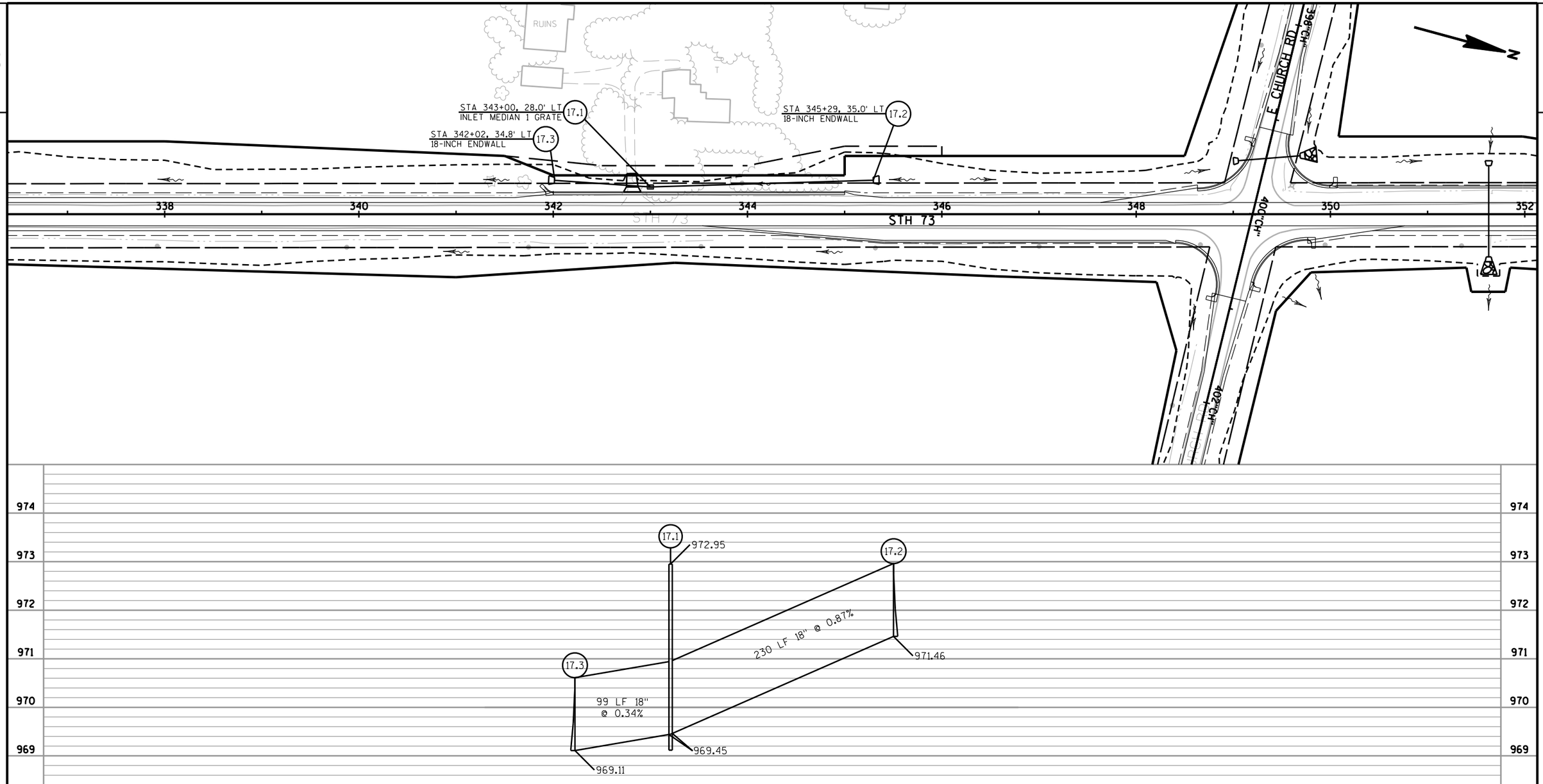
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 83 E |
|---|---|---|---|---|

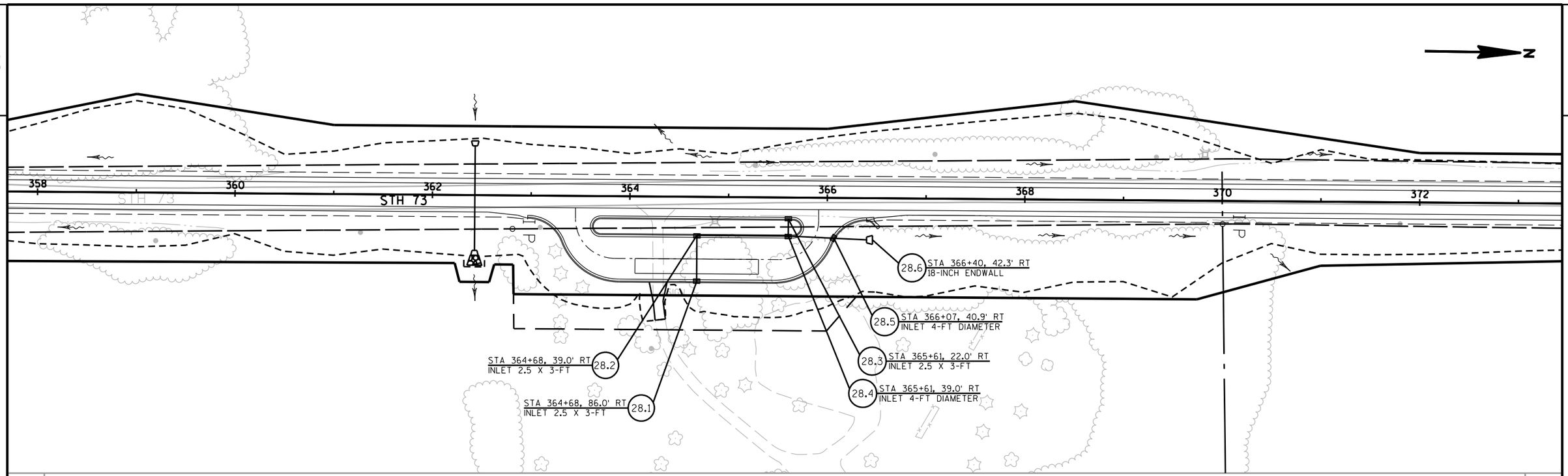


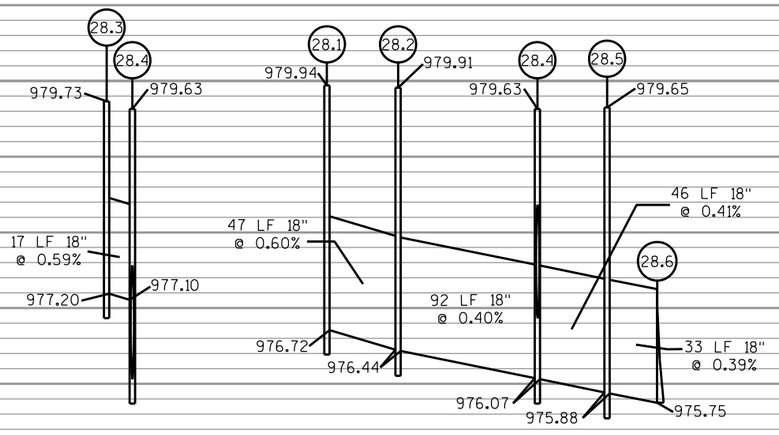

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 84 E |
|---|---|---|---|---|




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 85 | E |
|---|---|---|---|---|---|


RUINS
STA 343+00, 28.0' LT
INLET MEDIAN I GRATE
17.1
STA 342+02, 34.8' LT
18-INCH ENDWALL
17.3
STA 345+29, 35.0' LT
18-INCH ENDWALL
17.2
E CHURCH RD
STH 73
338
340
342
344
346
348
350
352
974
973
972
971
970
969
968
967
966
965
17.1
972.95
17.2
230 LF 18" @ 0.87%
971.46
17.3
99 LF 18"
@ 0.34%
969.45
969.11




| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | STORM SEWER | SHEET 87 E |
|---|---|---|---|---|

2

N

STA 422+85, 55.5' LT
INLET MEDIAN 2 GRATE
18.2

18.1 STA 422+85, 21.8' LT
INLET 4-FT DIAMETER

STA 422+26, 48.9' LT
24-INCH ENDWALL
18.4

STA 426+24, 35.4' LT
INLET MEDIAN 1 GRATE
18.3

SIGN

418 420 STH 73 422 424 426 STH 73 428 430 432

18.1 939.04

18.3 950.91

940.83

340 LF 18" @ 2.84%

SAME POINT

18.2 933.43

18.4

931.18

34 LF 18" @ 4.85%

59 LF 24" @ 0.31%

929.35

929.53

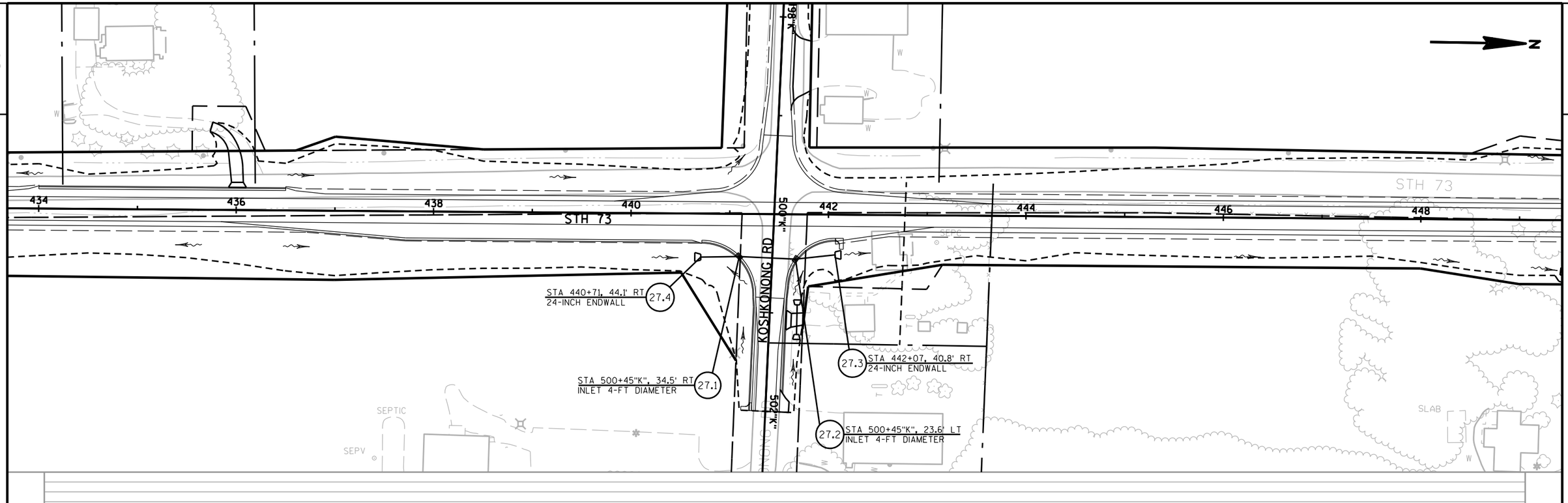
938 937 936 935 934 933 932 931 930 929

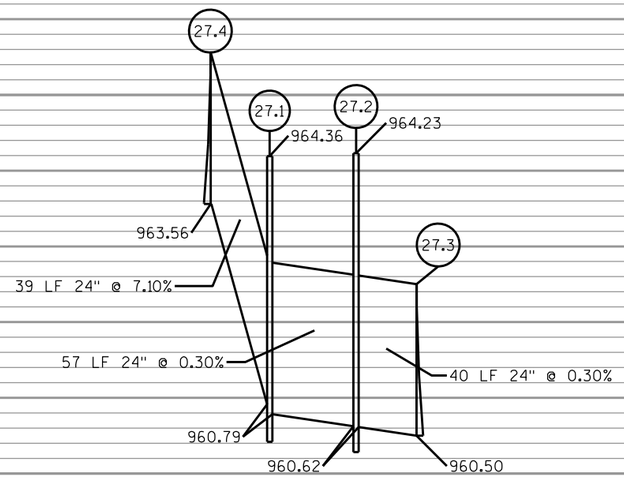
938 937 936 935 934 933 932 931 930 929

942 941 940 939 938 937 936 935 934 933

942 941 940 939 938 937 936 935 934 933

| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | STORM SEWER | SHEET 88 E |
|---|---|---|---|---|

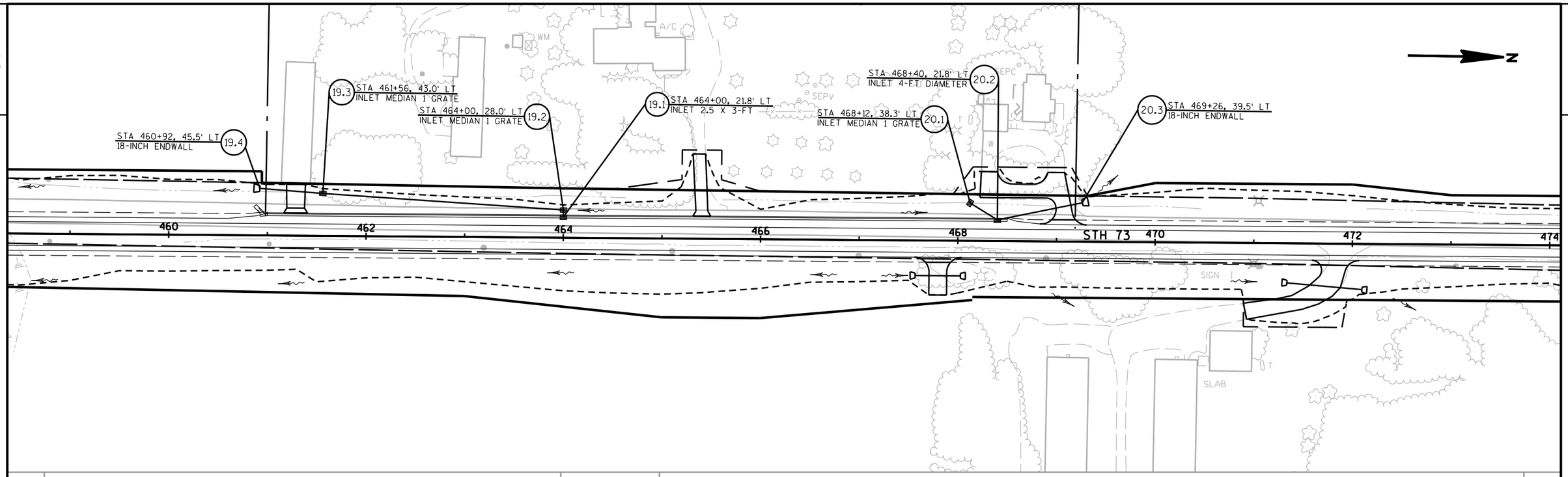


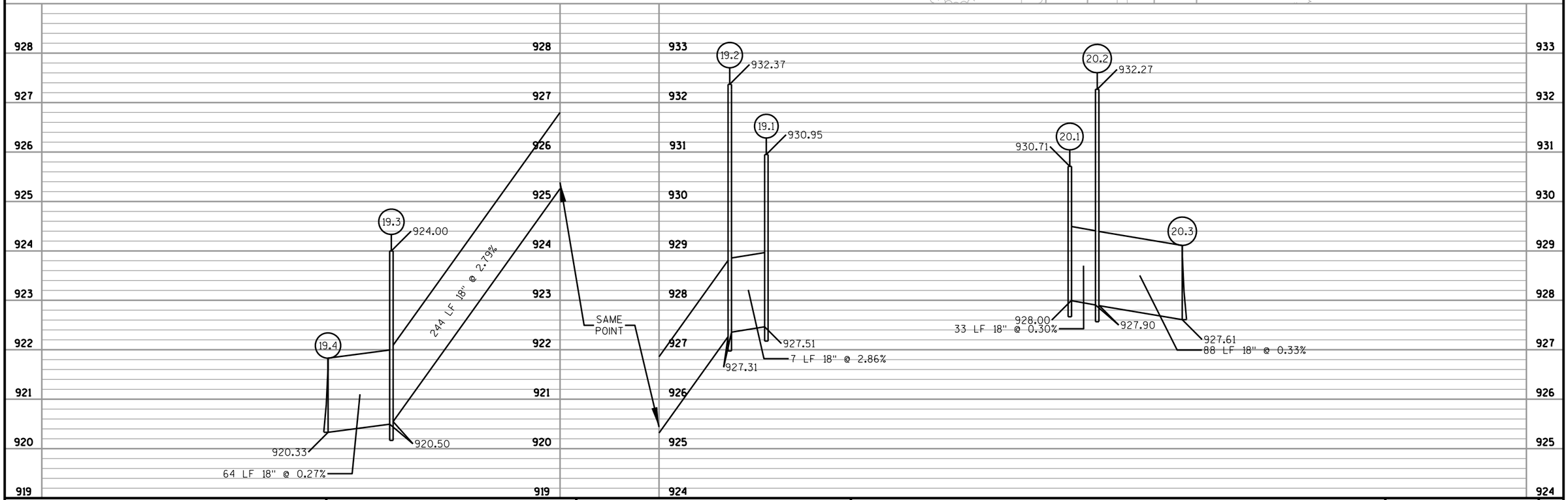




967 966 965 964 963 962 961 960 959 958

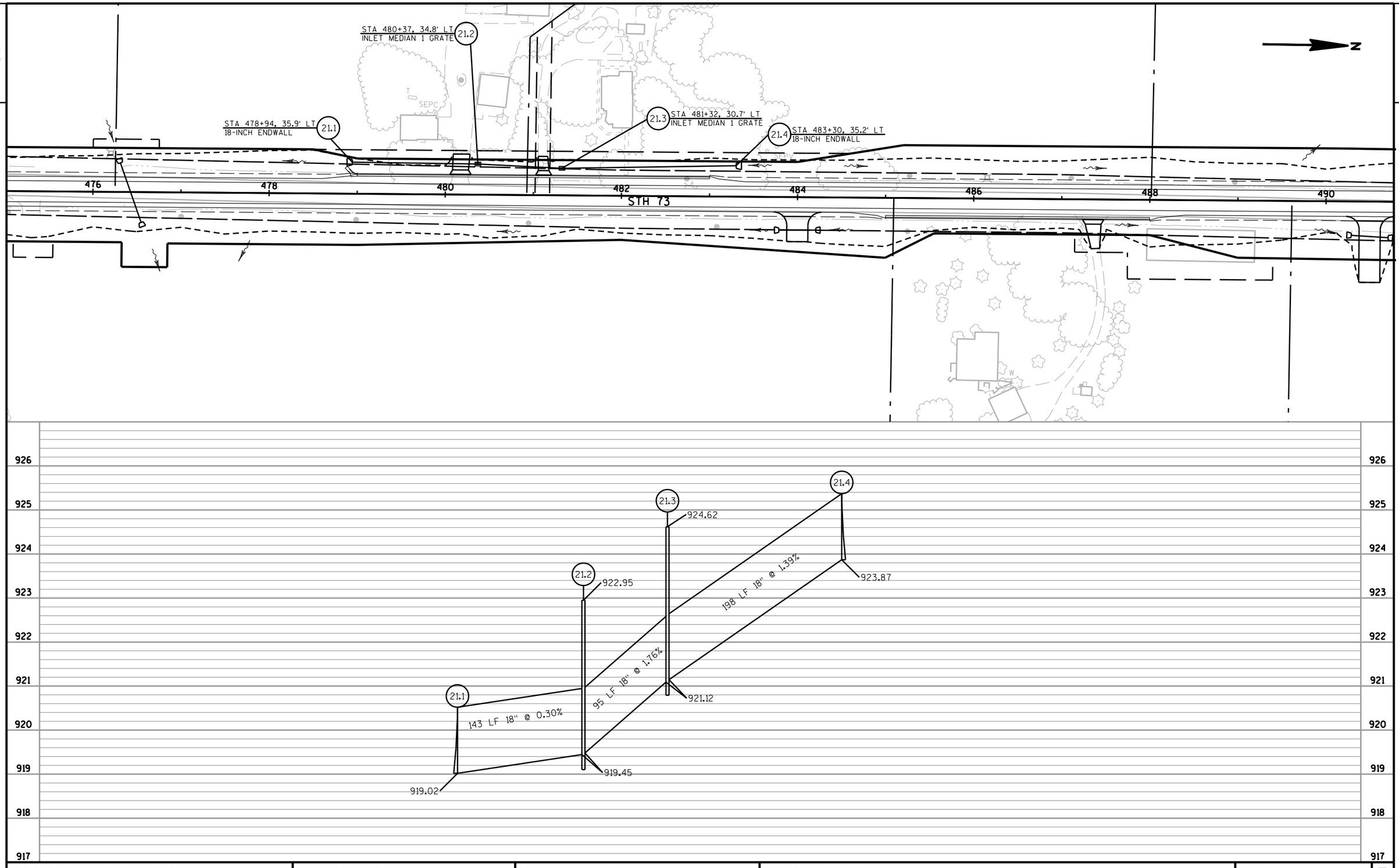
| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | STORM SEWER | SHEET 89 E |
|---|---|---|---|---|

2




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 90 | E |
|---|---|---|---|---|---|


STA 480+37, 34.8' LT
INLET MEDIAN 1 GRATE
21.2
STA 478+94, 35.9' LT
18-INCH ENDWALL
21.1
21.3
STA 481+32, 30.7' LT
INLET MEDIAN 1 GRATE
21.4
STA 483+30, 35.2' LT
18-INCH ENDWALL
N
476
478
480
482
484
486
488
490
STH 73
926
925
924
923
922
921
920
919
918
917
21.4
21.3
924.62
21.2
922.95
923.87
198 LF 18" @ 1.39%
95 LF 18" @ 4.76%
21.1
143 LF 18" @ 0.30%
921.12
919.45
919.02

2

N

PRAIRIE QUEEN RD

598-PR

600-PR

602-PR

CTH PQ

STH 73

516 518 520 522 524 526 528 530

22.4 STA 521+88, 71.5' LT
24-INCH ENDWALL

STA 521+71, 36.9' RT
CATCH BASIN 6-FT DIAMETER 22.3

STA 521+89, 35.4' RT
INLET MEDIAN 2 GRATE 22.2

22.5 STA 524+29, 34.6' RT
24-INCH ENDWALL

22.1 STA 523+00, 21.8' RT
CATCH BASIN 5-FT DIAMETER

FLAG

933 932 931 930 929 928 927 926 925 924

22.1 933.17

22.2 932.25

22.3 931.76

22.5 931.16

130 LF 24" @ 2.52%

112 LF 24" @ 1.40%

927.89

22.4

110 LF 24" @ 1.39%

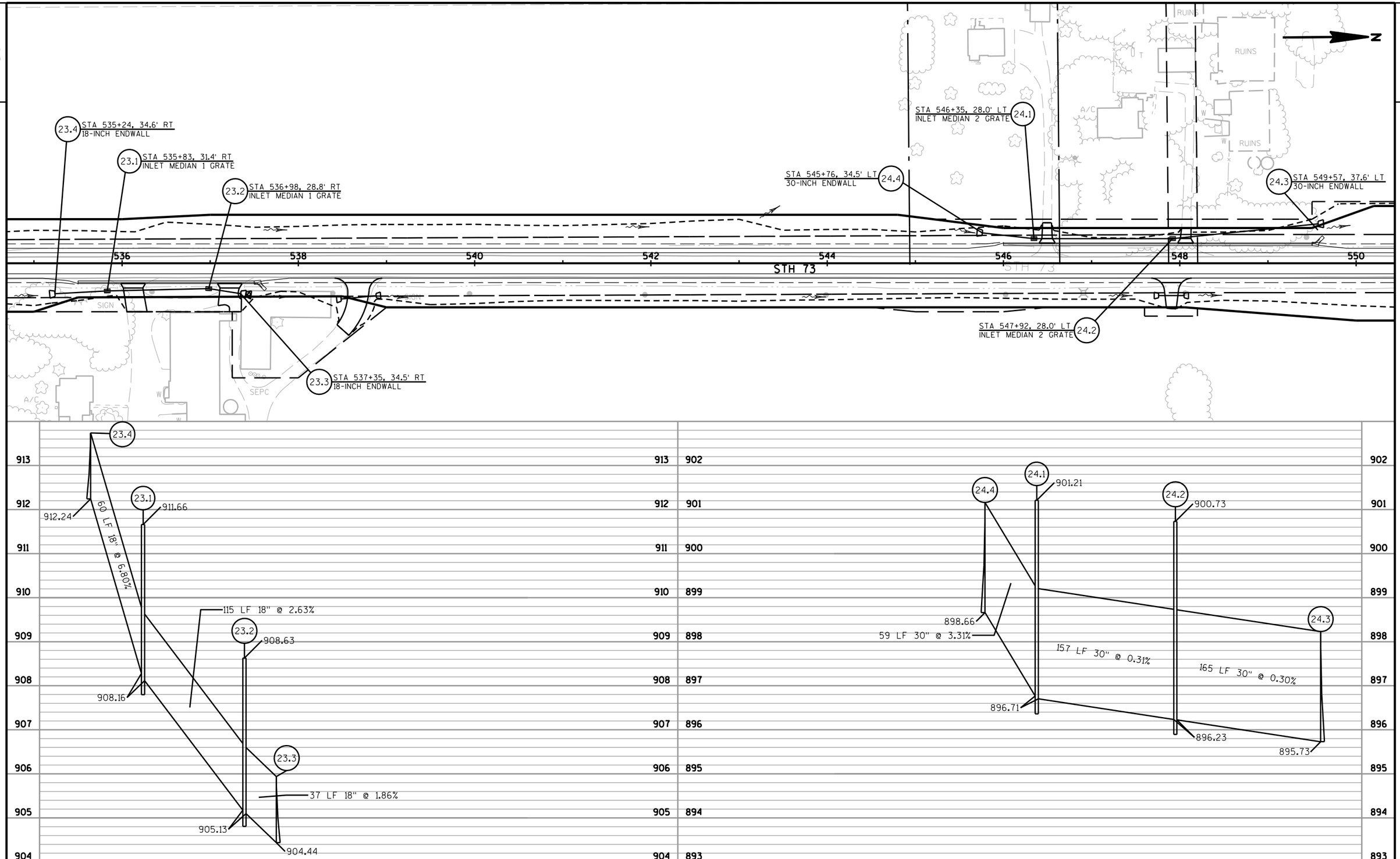
926.32

18 LF 24" @ 1.50%

926.05

924.52

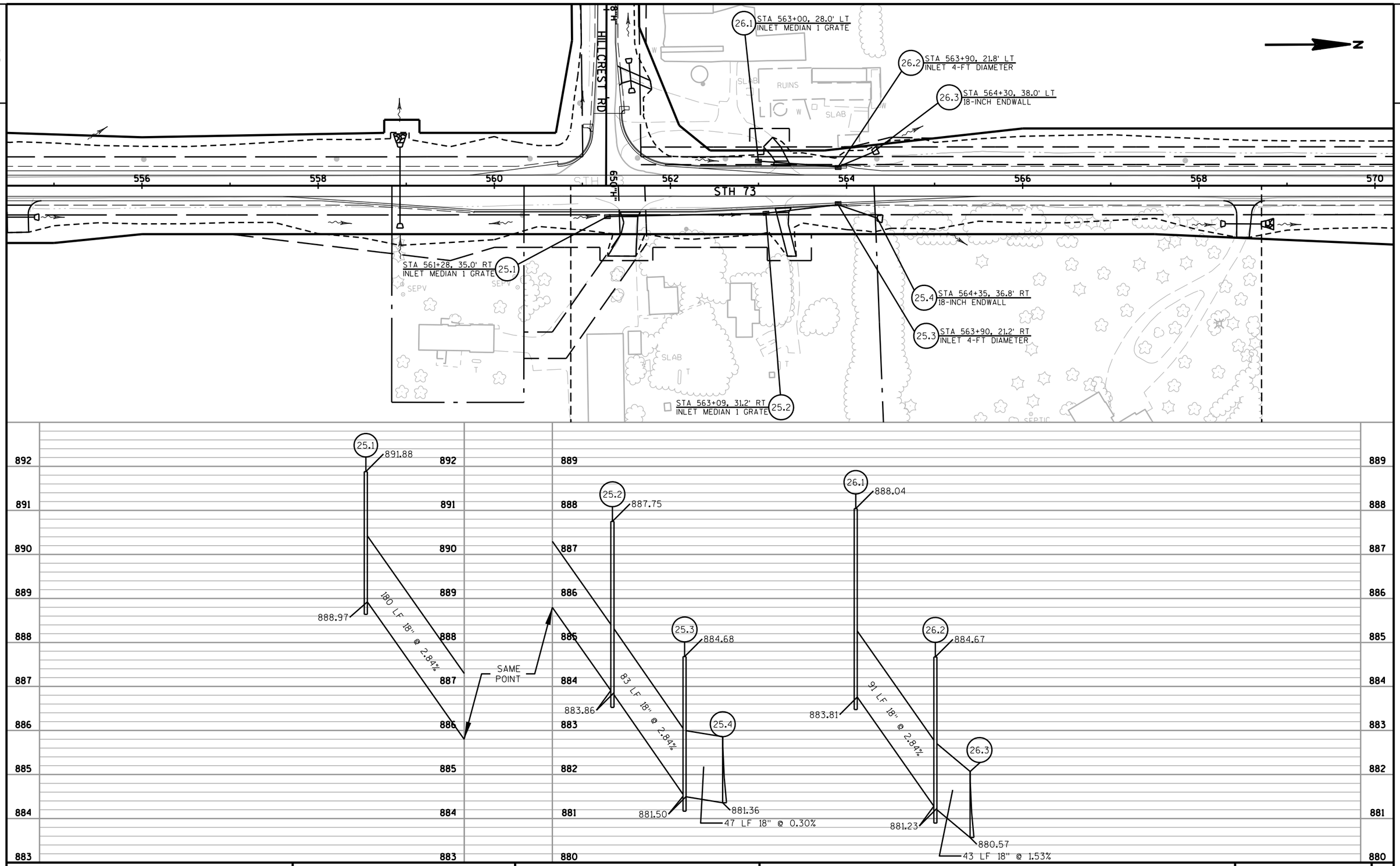
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 92 E |
|---|---|---|---|---|







| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | STORM SEWER | SHEET 93 E |
|---|---|---|---|---|


HILLCREST RD
STH 73
556
558
560
562
564
566
568
570
26.1 STA 563+00, 28.0' LT INLET MEDIAN 1 GRATE
26.2 STA 563+90, 21.8' LT INLET 4-FT DIAMETER
26.3 STA 564+30, 38.0' LT 18-INCH ENDWALL
25.1 STA 561+28, 35.0' RT INLET MEDIAN 1 GRATE
25.2 STA 563+09, 31.2' RT INLET MEDIAN 1 GRATE
25.3 STA 563+90, 21.2' RT INLET 4-FT DIAMETER
25.4 STA 564+35, 36.8' RT 18-INCH ENDWALL
RUINS
SLAB
SEPV
SEPTIC
892
891
890
889
888
887
886
885
884
883
880
25.1
891.88
888.97
180 LF 18" @ 2.84%
SAME POINT
25.2
887.75
883.86
83 LF 18" @ 2.84%
25.3
884.68
881.50
25.4
881.36
47 LF 18" @ 0.30%
26.1
888.04
883.81
91 LF 18" @ 2.84%
26.2
884.67
881.23
26.3
880.57
43 LF 18" @ 1.53%

## ITS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS, AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUIT, PULL BOXES, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, AND SEED AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

BE ADVISED THAT DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5362), OR SECONDARY CONTACT (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: BLUETOOTH SENSORS, CCTV CAMERAS, COMMUNICATIONS VAULTS, CONDUIT, DYNAMIC MESSAGE SIGNS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

HAND DIG TRENCHES NEAR EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE. VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE.

## ITS LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| JUNCTION BOX | ▬ |
| CCTV CAMERA | ◀▬ |
| BASE MOUNTED CABINET | ▣ |
| POLE MOUNTED CABINET | ⊠ |
| POLE | ● |
| PULL BOX 24X36 | ◑ |
| PULL BOX 24X42 | ⓧ |
| COMMUNICATIONS VAULT | V |
| COMMUNICATIONS MANHOLE | Ⓜ |
| MICROWAVE DETECTOR | ◆ |
| ITS CONDUIT | --- |
| ITS CONDUIT DIRECTIONAL BORE | —— |
| ITS CONDUIT ON STRUCTURE | --- |
| DYNAMIC MESSAGE SIGN, OVERHEAD | ▙▁▟ |
| DYNAMIC MESSAGE SIGN, ROADSIDE | ▙▟▙▟ |
| DYNAMIC MESSAGE SIGN, BUTTERFLY | ▔▙▁ |
| DYNAMIC MESSAGE SIGN, CANTILEVER | ▁▙ |
| PORTABLE CHANGEABLE MESSAGE SIGN | PCMS |
| ROAD WEATHER INFORMATION SYSTEM | ▮ |
| METER BREAKER PEDESTAL | ⊠ |
| METER SOCKET | ⊗ |
| BREAKER DISCONNECT BOX | ⊞ |
| BARRICADE RACK | ┤├ |
| RAMP CLOSURE GATE | ▭▶ |
| BLUETOOTH SENSOR | B |
| WIRELESS MESH NODE | W |
| AUTOMATIC TRAFFIC RECORDER | ATR |
| WOODEN POWER POLE | ⊡– |
| WOOD POST | ⊡ |
| TRANSFORMER | ⧊ |

## ITS STANDARD ABBREVIATIONS

| | | |
|---|---|---|
| AF(A) | ----- | ADVANCE FLASHER (ASSEMBLY) |
| AP | ----- | ANTENNA POLE |
| ATR | ----- | AUTOMATIC TRAFFIC RECORDER |
| CB | ----- | CONTROLLER CABINET |
| CCTV | ----- | CLOSED CIRCUIT TELEVISION |
| CP | ----- | CAMERA POLE |
| CS | ----- | COUNT STATION |
| CV | ----- | COMMUNICATIONS VAULT |
| DMS | ----- | DYNAMIC MESSAGE SIGN |
| DP | ----- | DETECTOR POLE |
| DS | ----- | DRAINAGE STRUCTURE (ON ITS PLANS ONLY) |
| FO | ----- | FIBER OPTIC |
| MD | ----- | MICROWAVE DETECTOR |
| MH | ----- | MANHOLE |
| MM | ----- | MULTIMODE |
| PB | ----- | PULL BOX |
| PCMS | ----- | PORTABLE CHANGEABLE MESSAGE SIGN |
| PF | ----- | POLE FOUNDATION |
| RM | ----- | RAMP METER |
| RWIS | ----- | ROAD WEATHER INFORMATION SYSTEM |
| S | ----- | OVERHEAD SIGNAL SUPPORT |
| SB | ----- | SIGNAL BASE |
| SDS | ----- | SYSTEM DETECTOR STATION |
| SM | ----- | SINGLE MODE |
| SWEF | ----- | SAFETY AND WEIGHT ENFORCEMENT FACILITY |
| TAR | ----- | TRAVELER ADVISORY RADIO |
| TTS | ----- | TRACER TEST STATION |
| VDC | ----- | VIDEO DETECTION CAMERA |
| VDCS | ----- | VEHICLE DETECTION CLASSIFICATION SENSOR |
| WDS | ----- | WIRELESS DETECTION SENSOR |
| WIM | ----- | WEIGH IN MOTION |
| WMN | ----- | WIRELESS MESH NODE |

## ITS CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION
MR. GRAHAM A. HEITZ
608-246-5362
JEFF GUSTAFSON
608-516-6400
2101 WRIGHT ST
MADISON, WI 53704

WISCONSIN DEPARTMENT OF TRANSPORTATION
STATEWIDE TRAFFIC OPERATIONS CENTER
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414-227-2154
MR. DON SCHELL
414-227-2148
433 W. ST. PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203

SRF CONSULTING GROUP
INTELLIGENT TRANSPORTATION SYSTEMS
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763-452-4806
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763-452-4730
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

STH 73 POWER COORDINATION
ALLIANT ENERGY - STOUGHTON
MR. MARK SCHOEN
608-877-1648
4902 N BILTMORE LANE NO. 1000
MADISON, WI 53718

USH 12/18 POWER COORDINATION
MADISON GAS & ELECTRIC
MR. RICHARD N PARKER
608-252-7379
133 S. BLAIR STREET
MADISON, WI 53788

ORIGINAL PLANS PREPARED BY

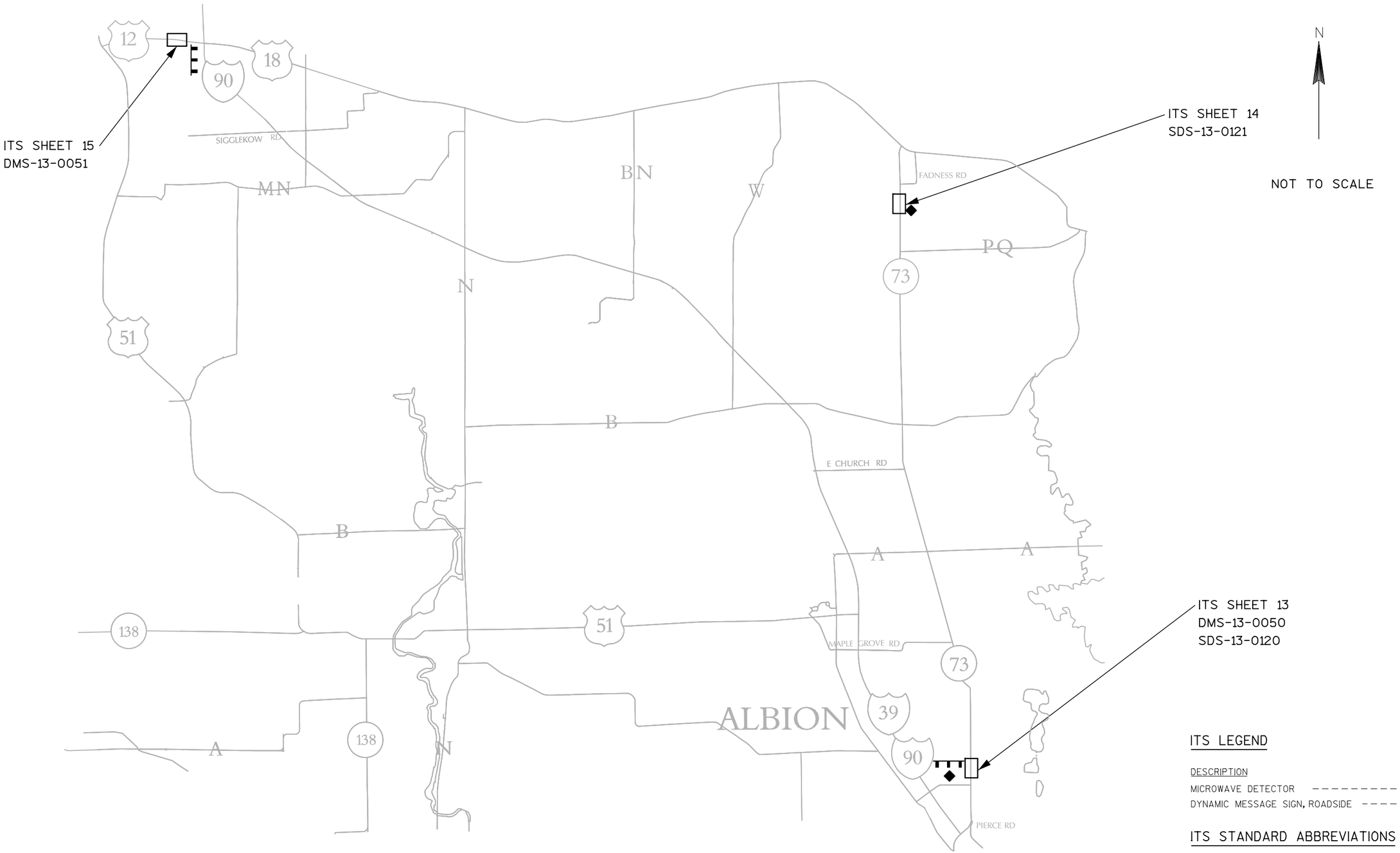
SRF Consulting Group, Inc. — Engineers Planners Designers

ITS SHEETS 1-7, 9, 11-15

WISCONSIN
JACOB HW FOLKERINGA
E-43224
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER

10/23/2013 (Date) (Signature)

| PROJECT NO: 3070-00-72 | HWY: STH 73 & USH 12/18 | COUNTY: DANE | ITS GENERAL NOTES | SHEET 95 E |
|---|---|---|---|---|



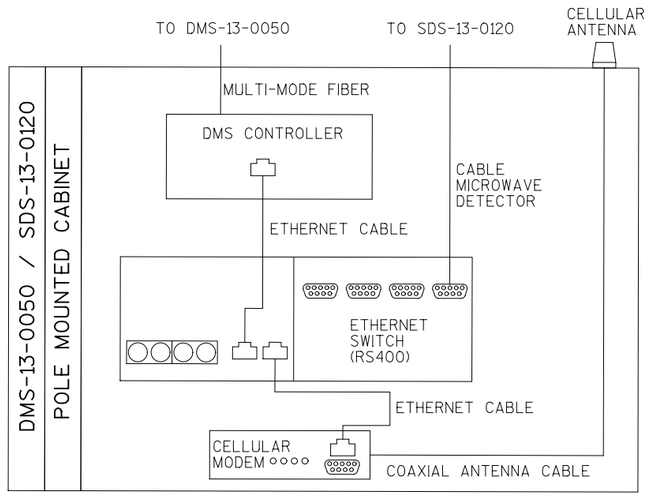

## ITS LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| MICROWAVE DETECTOR | ◆ |
| DYNAMIC MESSAGE SIGN, ROADSIDE | ▮▮▮ |

## ITS STANDARD ABBREVIATIONS

DMS ----- DYNAMIC MESSAGE SIGN
SDS ----- SYSTEM DETECTOR STATION

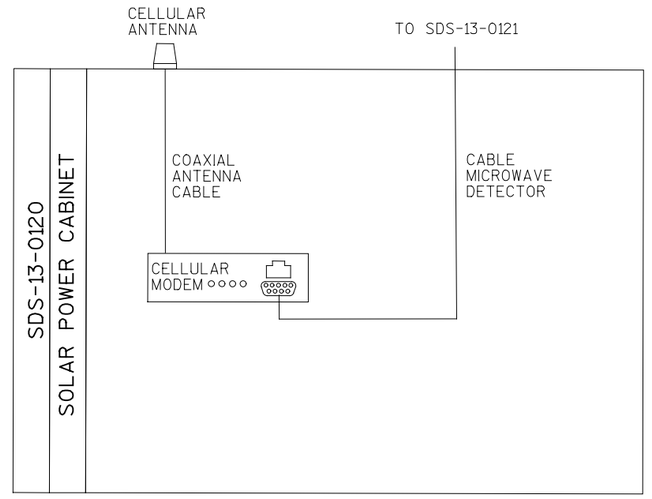
| PROJECT NO: 3070-00-72 | HWY: STH 73 & USH 12/18 | COUNTY: DANE | ITS PROJECT OVERVIEW | SHEET 96 | E |
|---|---|---|---|---|---|




DMS-13-0050 / SDS-13-0120

STH 73 @ 0.5 MILES NORTH OF STH 106

(STA 118+00)

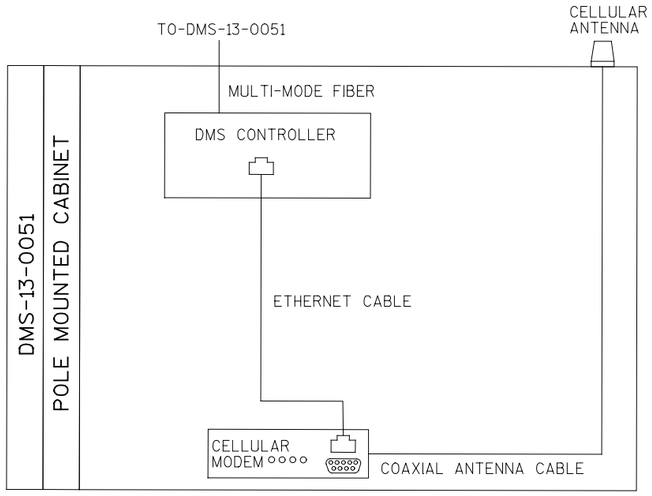



SDS-13-0121

STH 73 @ 0.5 MILES NORTH OF CTH PQ

(STA 552+00)

NOT TO SCALE



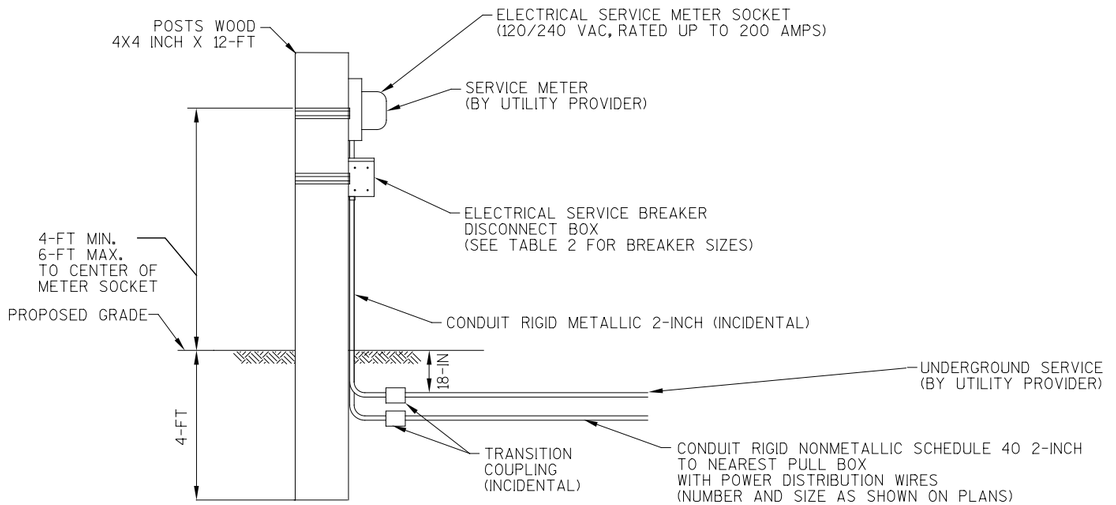

DMS-13-0051

USH 12/18 EB @ AGRICULTURE DRIVE

## NOTES

ALL CABLES INCIDENTAL TO DEVICE INSTALLATION.

NOT TO SCALE




ELECTRICAL SERVICE METER SOCKET

(POSTS WOOD)

NOTES

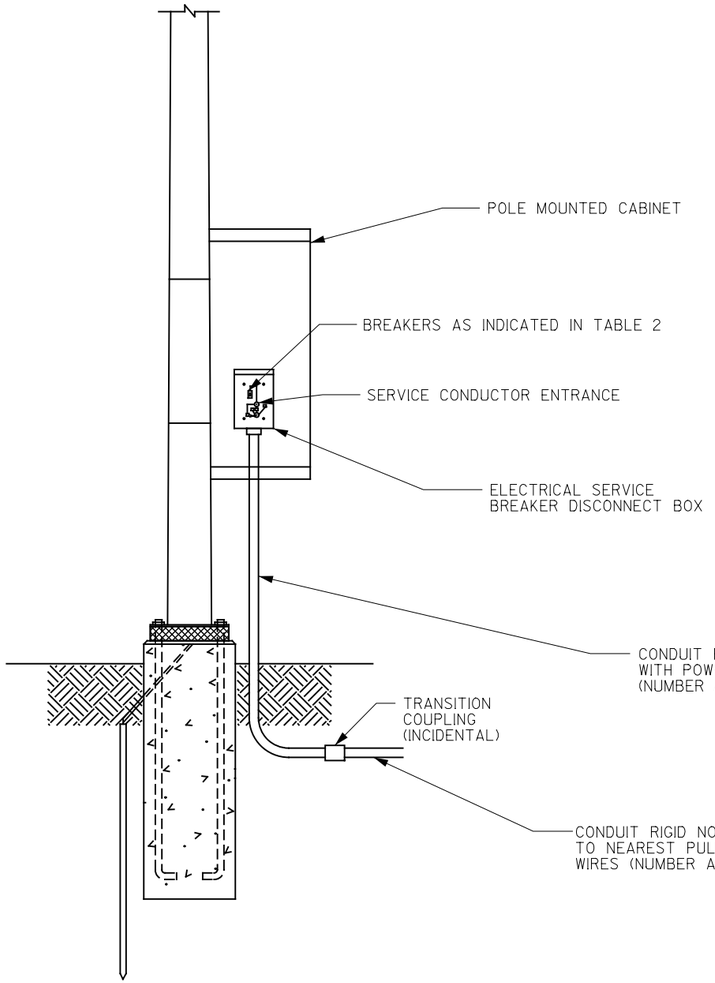
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

MAIN BREAKER SIZE MAY BE INCREASED IF MAXIMUM POWER DRAW IS EXPECTED TO EXCEED 100 AMPS.

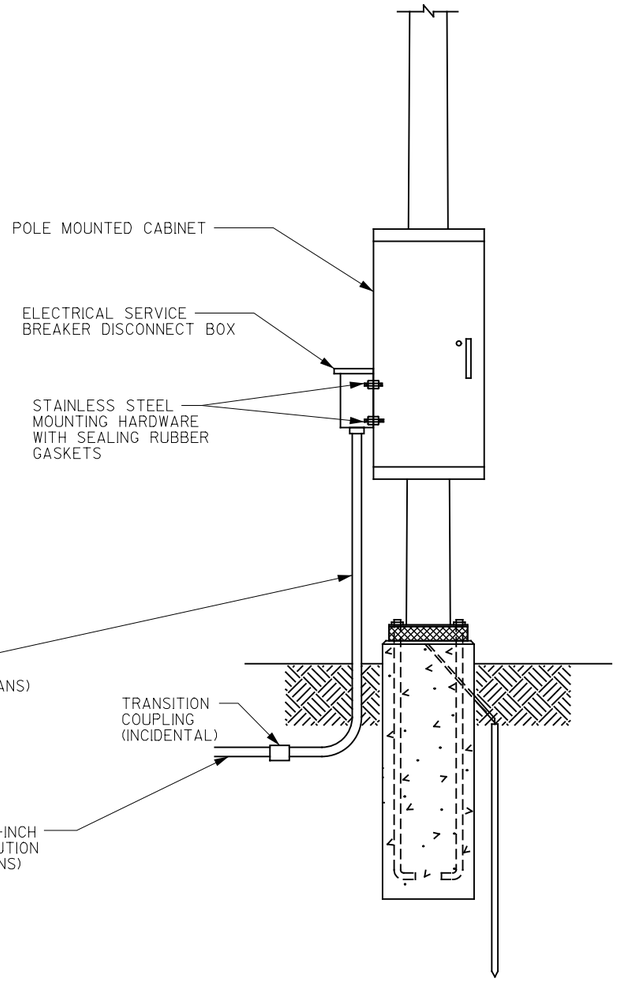
| TABLE 1 | | |
|---|---|---|
| STANDARD BREAKER SIZES + LABELS | | |
| DEVICE TYPE | BREAKER SIZE | BREAKER LABEL |
| MAIN | 100 AMPS | MAIN |
| RWIS | 20 AMPS | RWIS |
| RAMP CLOSURE GATE | 20 AMPS | GATE(S) |
| CCTV CAMERA | 30 AMPS | CCTV |
| SDS | 30 AMPS | SDS |
| CCTV CAMERA + SDS | 30 AMPS | CCTV/SDS |
| DMS | 60 AMPS | DMS |
| BACK-TO-BACK DMS | 100 AMPS | DMS |
| SPARE | 30 AMPS | SPARE |

| TABLE 2 | | | | | |
|---|---|---|---|---|---|
| BREAKER SIZES BY LOCATION | | | | | |
| LOCATION | ID | MAIN BREAKER SIZE | SUB-BREAKER #1 SIZE | SUB-BREAKER #2 SIZE | SUB-BREAKER #3 SIZE |
| STH 73 @ 0.5 MILES NORTH OF STH 106 (STA 118+00) | DMS-13-0050<br>SDS-13-0120 | 100 AMPS (2P) | 100 AMPS (2P) (DMS/SDS) | 30 AMPS (SPARE) | |
| USH 12/18 EB @ AGRICULTURE DRIVE | DMS-13-0051 | 100 AMPS (2P) | 100 AMPS (2P) (DMS) | 30 AMPS (SPARE) | |

NOT TO SCALE




SIDE VIEW




FRONT VIEW

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

(POLE MOUNTED CABINET)

NOTES

MAIN BREAKER SIZE MAY BE INCREASED IF MAXIMUM POWER DRAW IS EXPECTED TO EXCEED 100 AMPS.

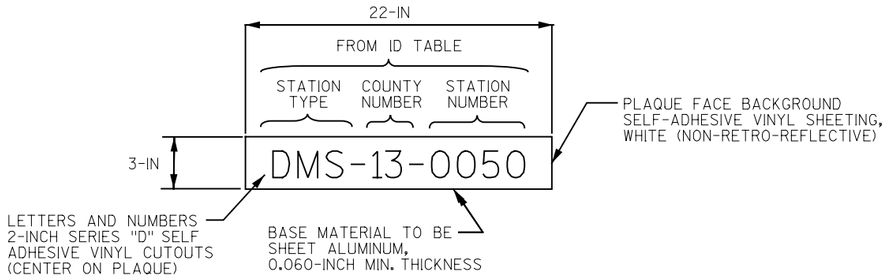
| TABLE 1 | | |
|---|---|---|
| STANDARD BREAKER SIZES + LABELS | | |
| DEVICE TYPE | BREAKER SIZE | BREAKER LABEL |
| RWIS | 20 AMPS | RWIS |
| RAMP CLOSURE GATE | 20 AMPS | GATE(S) |
| CCTV CAMERA | 30 AMPS | CCTV |
| SDS | 30 AMPS | SDS |
| CCTV CAMERA + SDS | 30 AMPS | CCTV/SDS |
| DMS | 60 AMPS | DMS |
| BACK-TO-BACK DMS | 100 AMPS | DMS |
| SPARE | 30 AMPS | SPARE |

| TABLE 2 | | | | | |
|---|---|---|---|---|---|
| BREAKER SIZES BY LOCATION | | | | | |
| LOCATION | ID | MAIN BREAKER SIZE | SUB-BREAKER #1 SIZE | SUB-BREAKER #2 SIZE | SUB-BREAKER #3 SIZE |
| STH 73 @ 0.5 MILES NORTH OF STH 106 (STA 118+00) | DMS-13-0050<br>SDS-13-0120 | 100 AMPS (2P) | 60 AMPS (2P) (DMS/SDS) | 30 AMPS (CB) | |
| USH 12/18 EB @ AGRICULTURE DR | DMS-13-0051 | 100 AMPS (2P) | 60 AMPS (2P) (DMS) | 30 AMPS (CB) | |

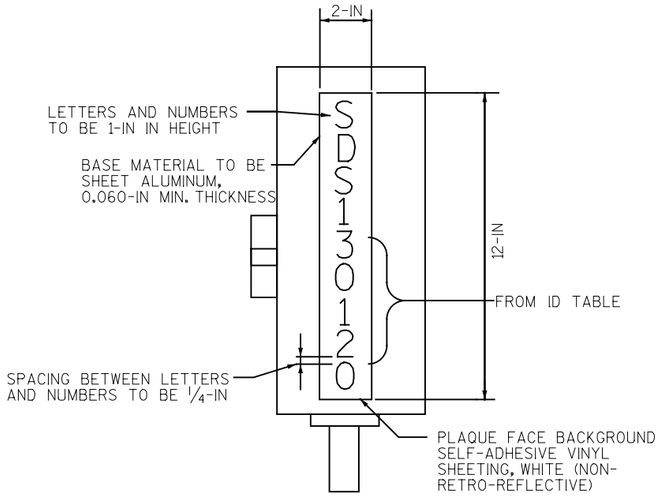


FILE NAME : H:\ProjMDSN\8137\CAD_BIM\Plan\3070-00-72 STH 73 Pierce Road to Fadness Road\sr_021002_cd.dgn PLOT DATE : 10/28/2013 PLOT BY : SRF CONSULTING INC PLOT NAME : PLOT SCALE : 100.0000 sf / in.
WISDOT/CADDS SHEET 42

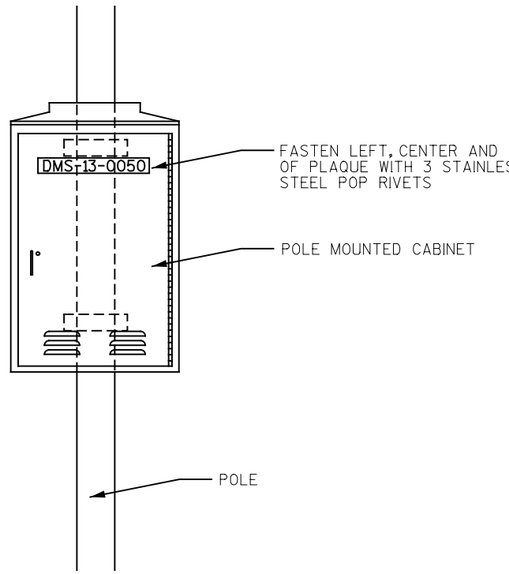
NOT TO SCALE




CONTROL CABINET IDENTIFICATION PLAQUE DETAIL




SOLAR CABINET IDENTIFICATION PLAQUE DETAIL




POLE MOUNTED CABINET IDENTIFICATION PLAQUE DETAIL

| PLAQUES SEQUENCE IDENTIFICATION TABLE | | |
|---|---|---|
| SITE LOCATION | ID PLAQUE | NO. OF PLAQUES |
| STH 73 @ 0.5 MILES NORTH OF STH 106 (STA 118+00) | DMS-13-0050 | 2 |
| | SDS-13-0120 | 2 |
| STH 73 @ 0.5 MILES NORTH OF CTH PQ (STA 552+00) | SDS-13-0121 | 2 |
| US 12/18 EB @ AGRICULTURE DRIVE | DMS-13-0051 | 2 |

## STATION TYPE LEGEND

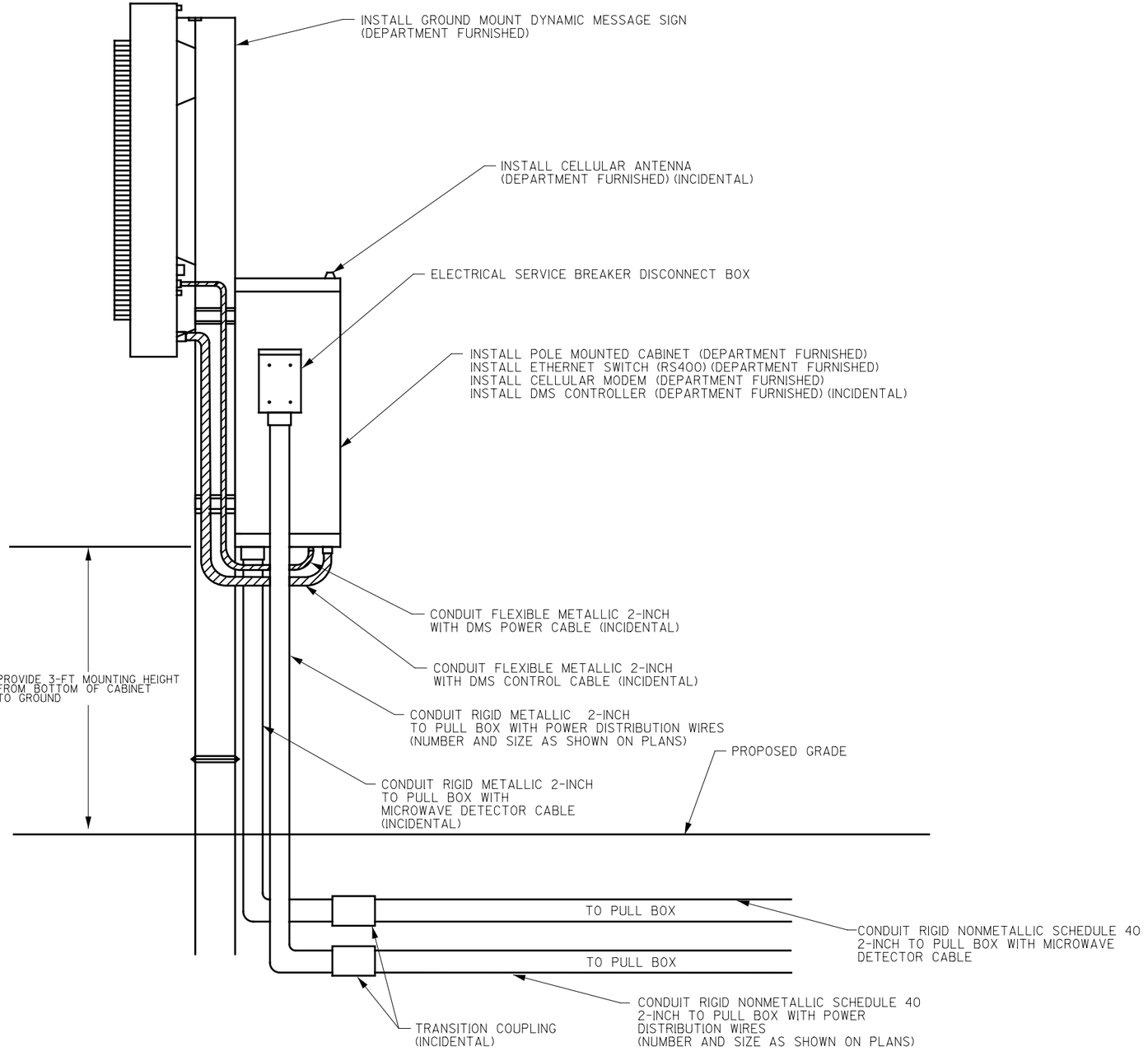
ATR - AUTOMATIC TRAFFIC RECORDER
CCTV - CLOSED CIRCUIT TELEVISION
DMS - DYNAMIC MESSAGE SIGN
G - RAMP CLOSURE GATE
SDS - SYSTEM DETECTOR STATION
WDS - WIRELESS DETECTION SENSOR

## NOTES

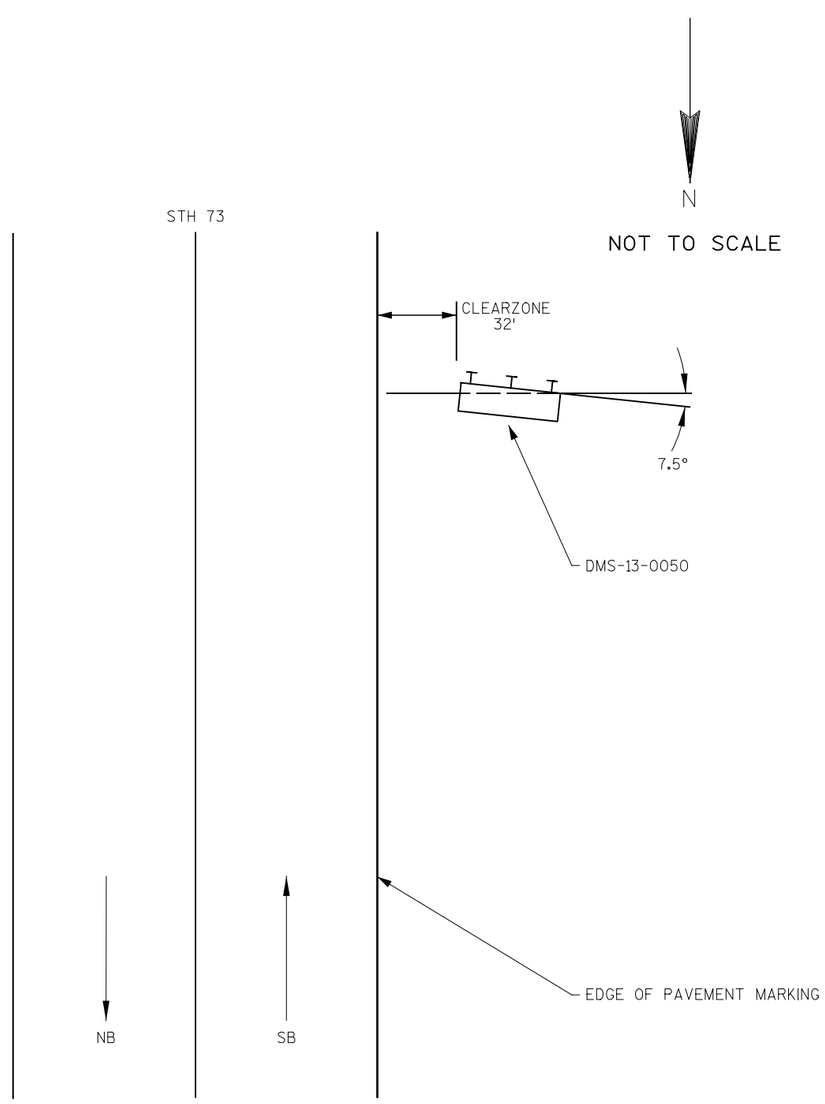
TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN PREVIOUS NOTE, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.




SECTION VIEW




PLAN VIEW

DMS-13-0050

STH 73 @ 0.5 MILES N OF STH 106

(STA 118+00)

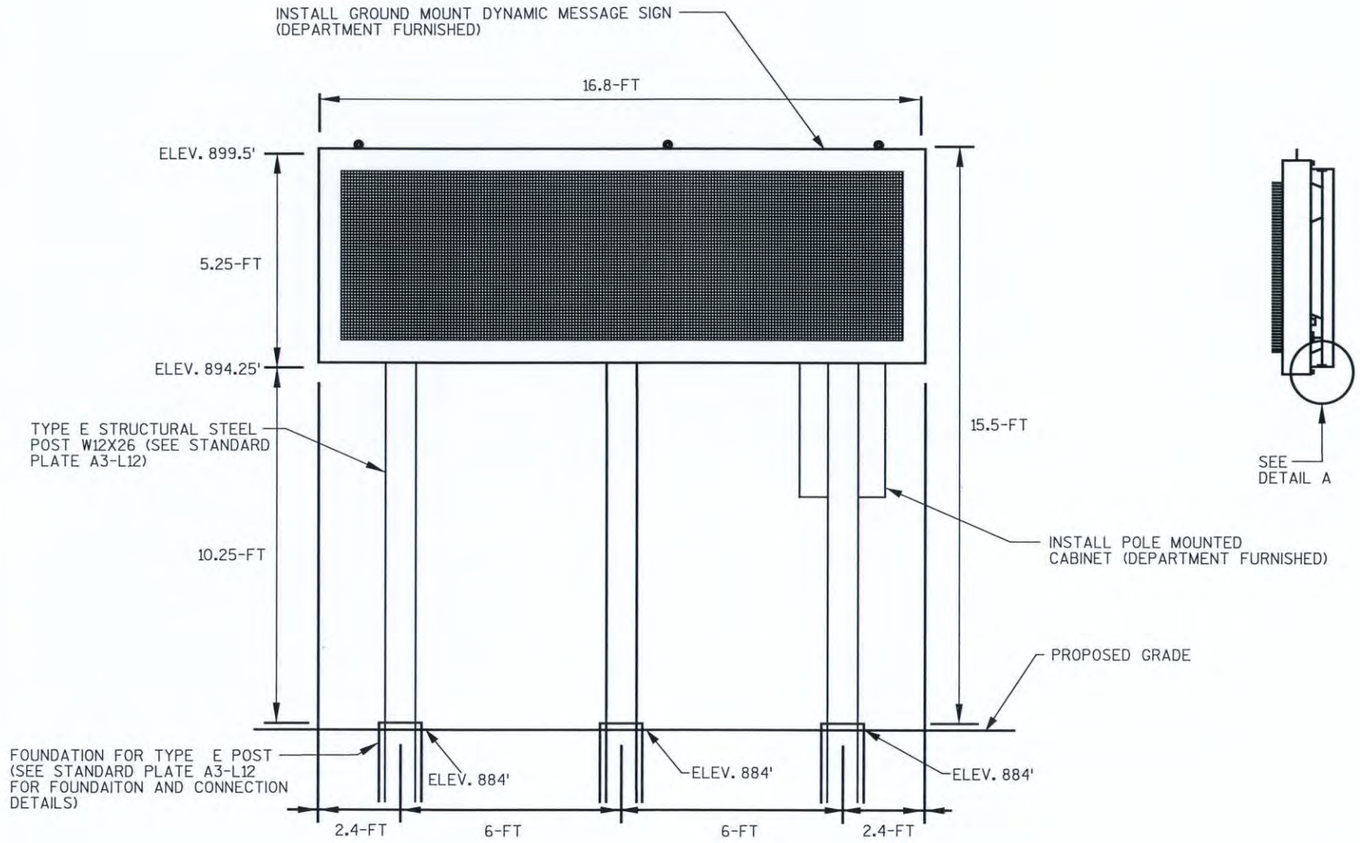
NOTES

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

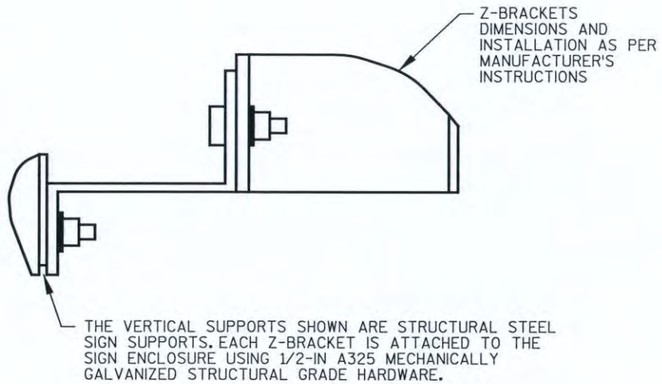
CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT AND SECURED TO DMS STRUCTURE AT 5-FOOT INTERVALS.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ITS CONSTRUCTION DETAILS | SHEET 101 | E |
|---|---|---|---|---|---|

NOT TO SCALE




ELEVATION VIEW




DETAIL A

DMS-13-0050

STH 73 @ 0.5 MILES NORTH OF STH 106

(STA 118+00)

NOTES

ELEVATIONS ARE APPROXIMATE.

ORIGINAL PLANS PREPARED BY

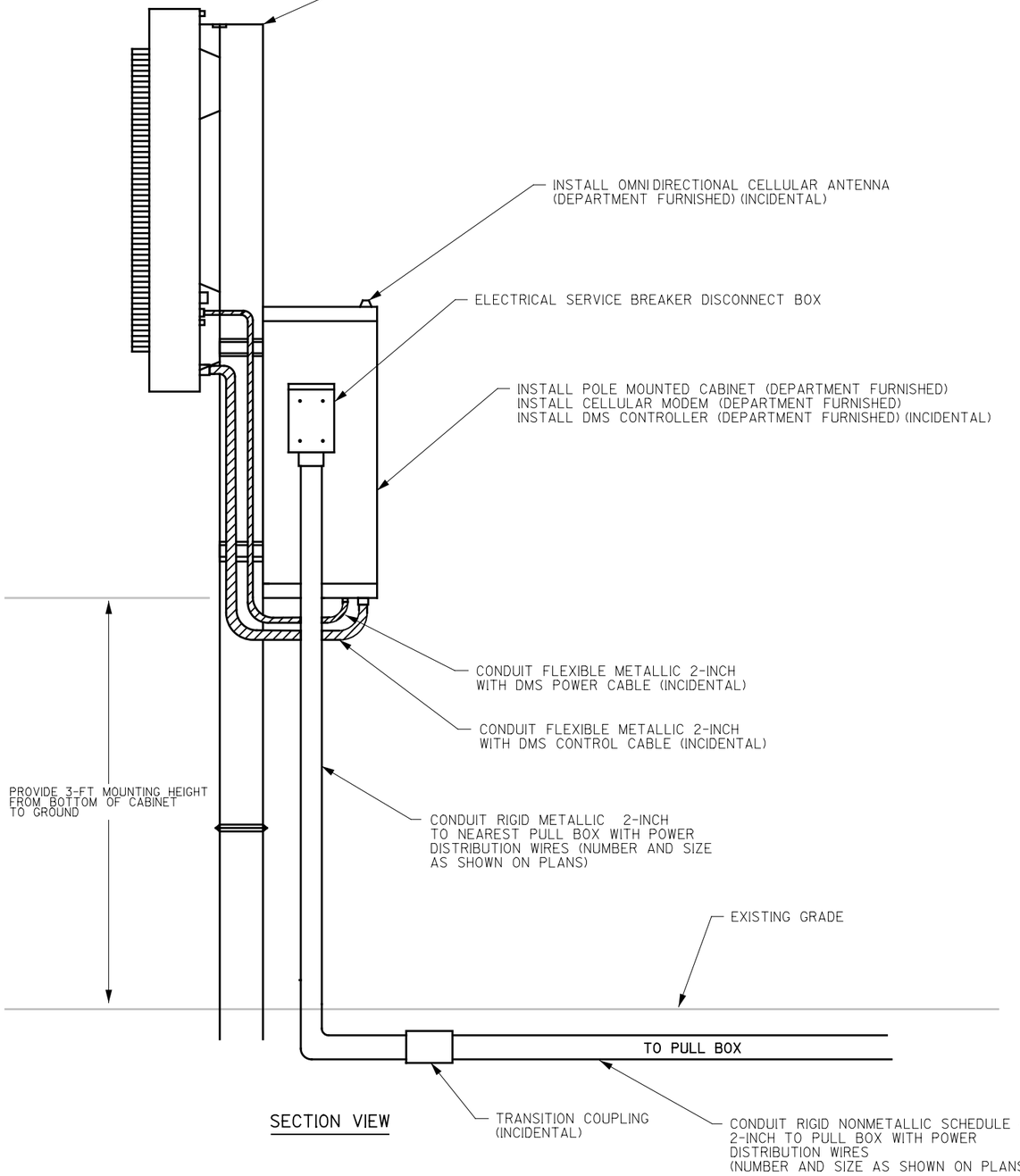
SRF Consulting Group, Inc. — Engineers Planners Designers

ITS SHEET 8

WISCONSIN
JAMISON M. BEISSWENGER
E-40664
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER

11/20/13
(Date) (Signature)

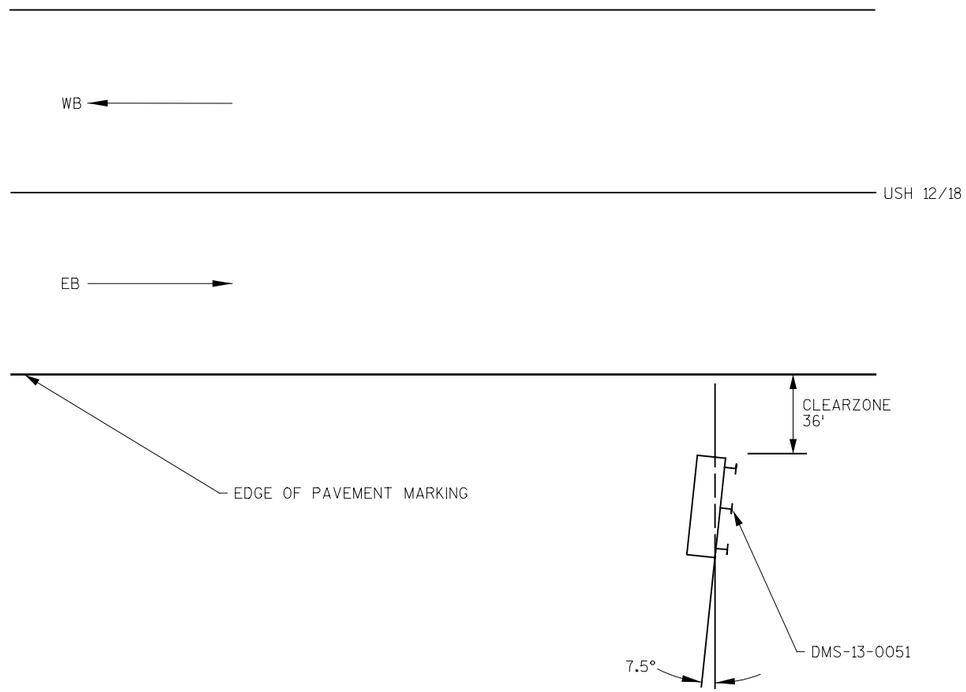
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ITS CONSTRUCTION DETAILS | SHEET 102 E |
|---|---|---|---|---|




SECTION VIEW

N

NOT TO SCALE




PLAN VIEW

DMS-13-0051

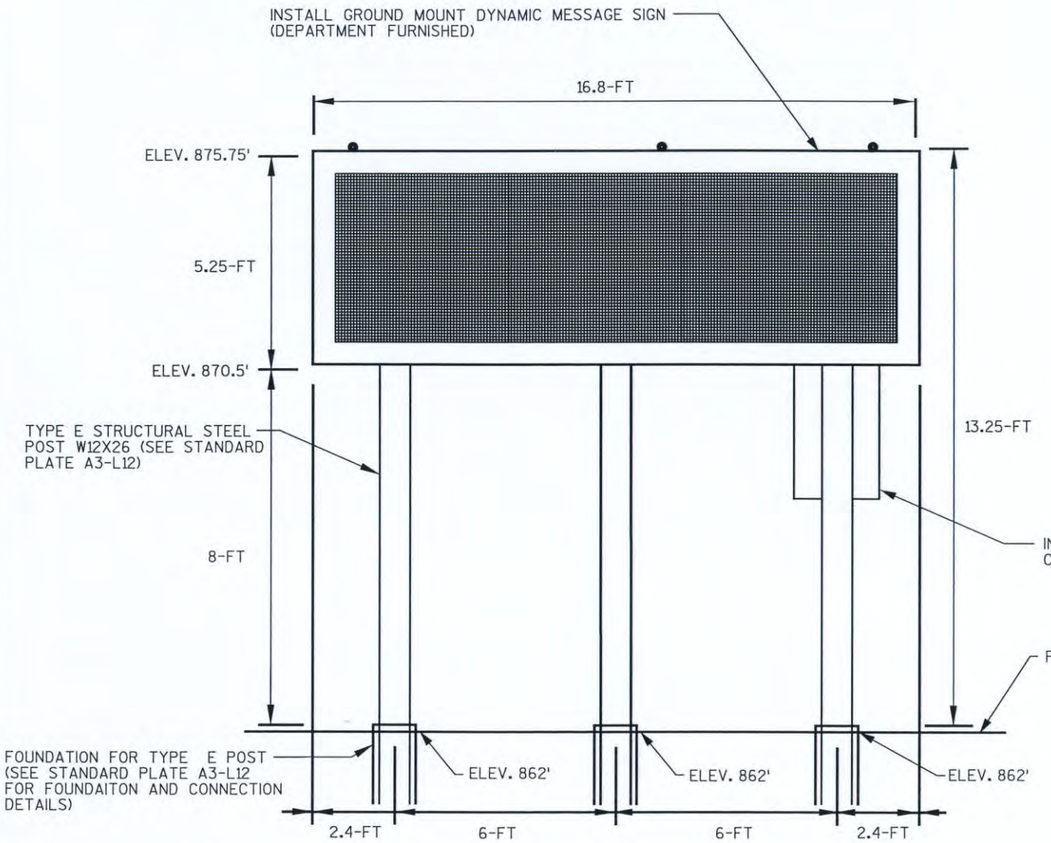
USH 12/18 EB @ AGRICULTURE DRIVE

NOTES

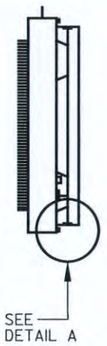
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

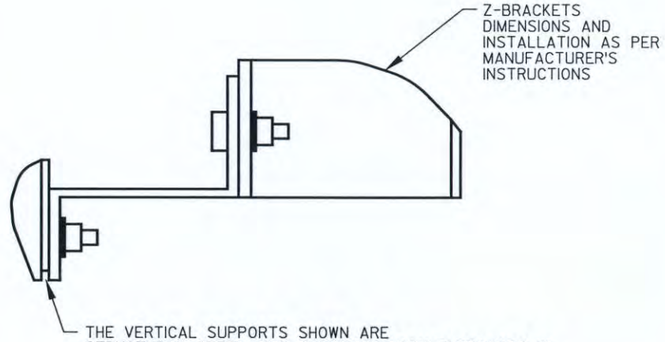
CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT AND SECURED TO DMS STRUCTURE AT 5-FOOT INTERVALS.

NOT TO SCALE




ELEVATION VIEW




DETAIL A

DMS-13-0051

USH 12/18 EB AT AGRICULTURE DRIVE

NOTES

ELEVATIONS ARE APPROXIMATE.

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. | Engineers Planners Designers

ITS SHEET 10

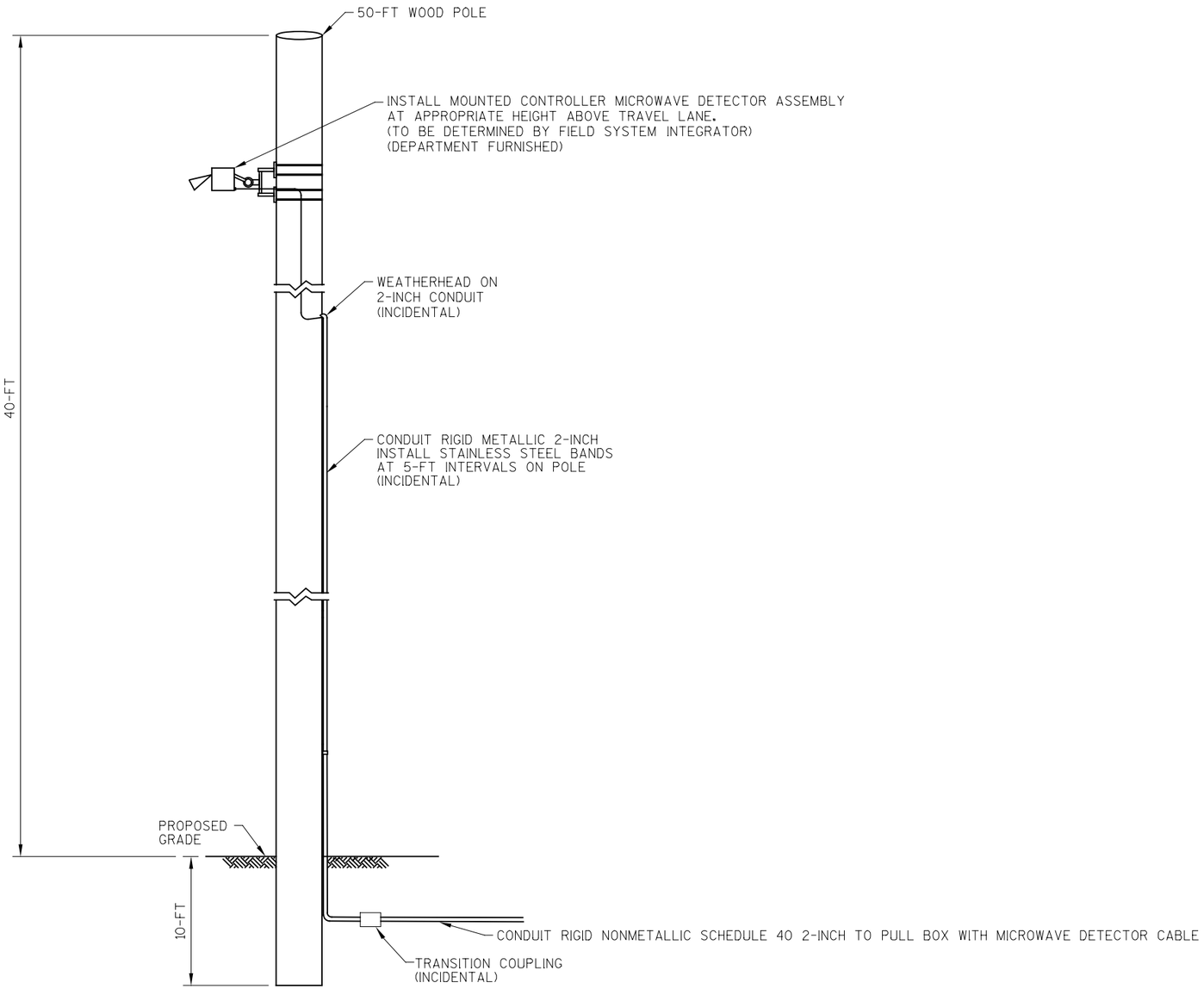
WISCONSIN
JAMISON M. BEISSWENGER
E-40664
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER

11/20/13 (Date)

(Signature)

| PROJECT NO: 3070-00-72 | HWY: USH 12/18 | COUNTY: DANE | ITS CONSTRUCTION DETAILS | SHEET 104 E |
|---|---|---|---|---|

NOT TO SCALE




SDS-13-0120

STH 73 @ 0.5 MILES NORTH OF STH 106

(STA 117+90)

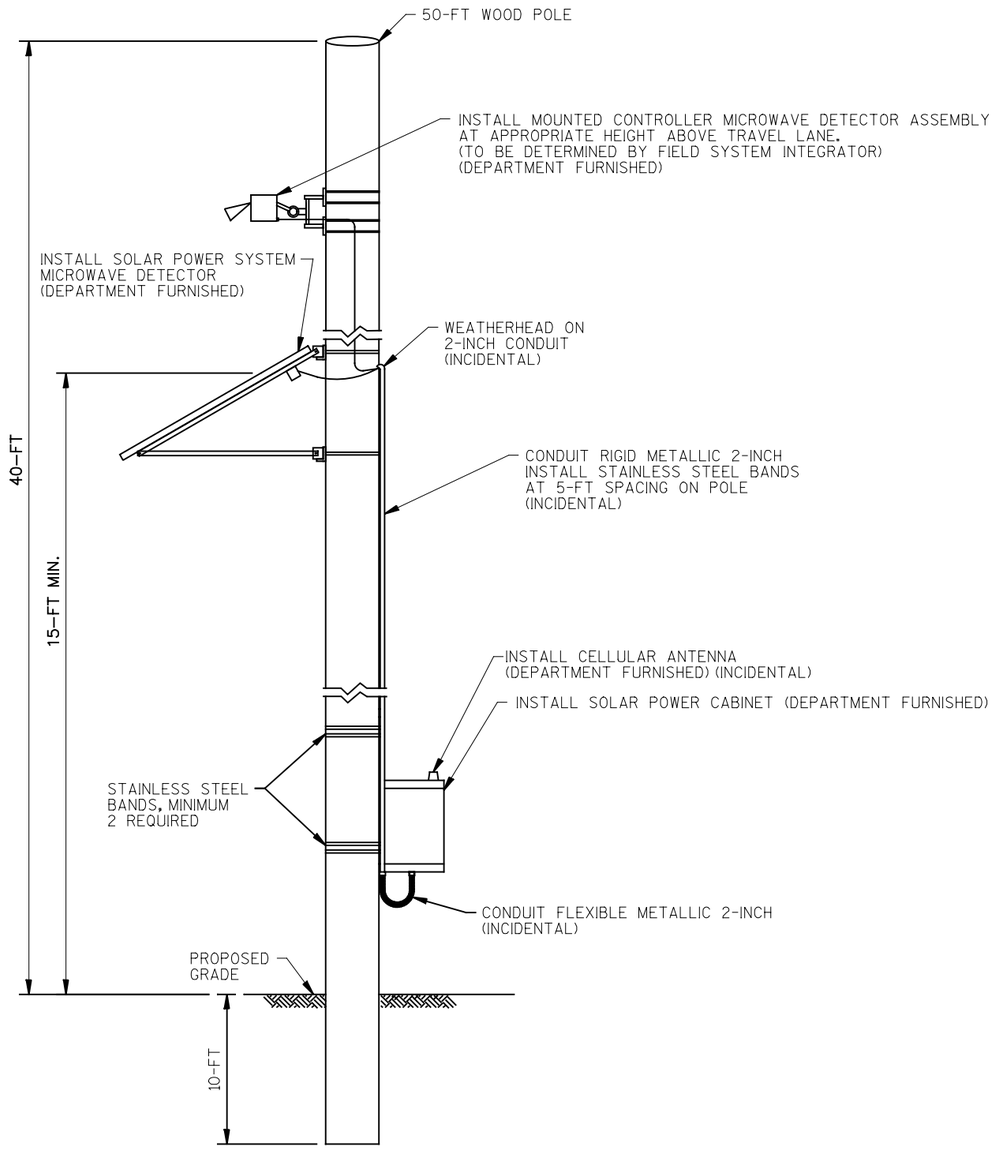
## NOTES

SECURE LOOSE CABLES TO POLE AT 5-FOOT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURE.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

NOT TO SCALE




SDS-13-0121

STH 73 @ 0.5 MILES NORTH OF CTH PQ

(STA 552+00)

## NOTES

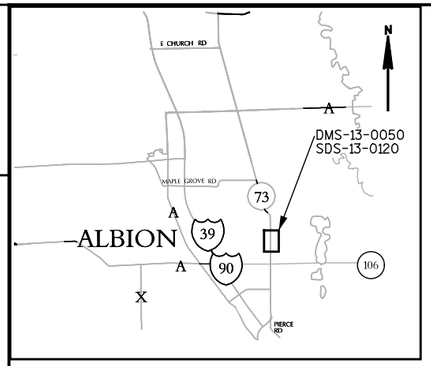
SECURE LOOSE CABLES TO POLE AT 5-FOOT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURE.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.




N

0 50 100

SLOPE INTERCEPT R/W

SEE INSET A

PB-E2

PB-E1

STH 73

STH 73

R/W

SLOPE INTERCEPT

TRANSFORMER (ALLIANT ENERGY)

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-CABLE MICROWAVE DETECTOR

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
4-ELECTRICAL WIRE LIGHTING 4 AWG
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-CABLE MICROWAVE DETECTOR

DMS-13-0050
INSTALL GROUND MOUNT DYNAMIC MESSAGE SIGN (DEPARTMENT FURNISHED)
INSTALL POLE MOUNTED CABINET
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0050)
4-PLAQUES SEQUENCE IDENTIFICATION
INSTALL ETHERNET SWITCH (DEPARTMENT FURNISHED) (RS400)
INSTALL CELLULAR MODEM (DEPARTMENT FURNISHED)
INSTALL DMS CONTROLLER (DEPARTMENT FURNISHED) (INCIDENTAL)

SDS-13-0120
50-FOOT WOOD POLE
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY

PB-E2

UNDERGROUND SERVICE
(BY ALLIANT ENERGY)

PB-E1

1-CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH
4-ELECTRICAL WIRE LIGHTING 4 AWG

12-FOOT 4X4 WOOD POST
ELECTRICAL SERVICE METER SOCKET (DMS-13-0050)
(ALLIANT ENERGY TO PROVIDE ELECTRICAL SERVICE)

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
4-ELECTRICAL WIRE LIGHTING 4 AWG

INSET A (NOT TO SCALE)

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5362), OR SECONDARY CONTACT (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: BLUETOOTH SENSORS, CCTV CAMERAS, COMMUNICATIONS VAULTS, CONDUIT, DYNAMIC MESSAGE SIGNS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

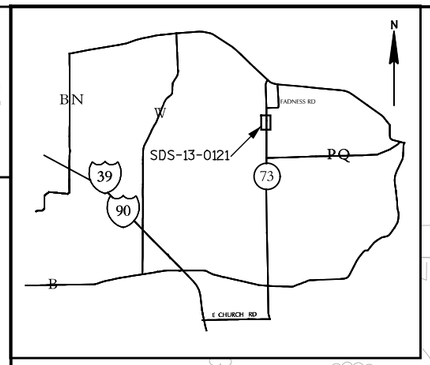
## ITS LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| POLE MOUNTED CABINET | |
| POLE | |
| PULL BOX 24X42 | |
| MICROWAVE DETECTOR | |
| ITS CONDUIT | |
| ITS CONDUIT DIRECTIONAL BORE | |
| DYNAMIC MESSAGE SIGN, ROADSIDE | |
| METER SOCKET | |
| WOOD POST | |
| TRANSFORMER | |
| BREAKER DISCONNECT BOX | |

## ITS STANDARD ABBREVIATIONS

| | | |
|---|---|---|
| DMS | ----- | DYNAMIC MESSAGE SIGN |
| PB | ----- | PULL BOX |
| SDS | ----- | SYSTEM DETECTOR STATION |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ITS PLANS | SHEET 107 | E |
|---|---|---|---|---|---|




N

0 50 100

RUINS
RUINS
RUINS
A/C
W
W
T
OH
544
546
548
550
552
554
556
558
STH 73
STH 73
HO
SEPV
SLOPE INTERCEPT
SLOPE INTERCEPT
SDS-13-0121
50-FOOT WOOD POLE
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
INSTALL SOLAR MOUNTED POWER SYSTEM - MICROWAVE DETECTOR
INSTALL CELLULAR MODEM
2-PLAQUES SEQUENCE IDENTIFICATION

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5362), OR SECONDARY CONTACT (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: BLUETOOTH SENSORS, CCTV CAMERAS, COMMUNICATIONS VAULTS, CONDUIT, DYNAMIC MESSAGE SIGNS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

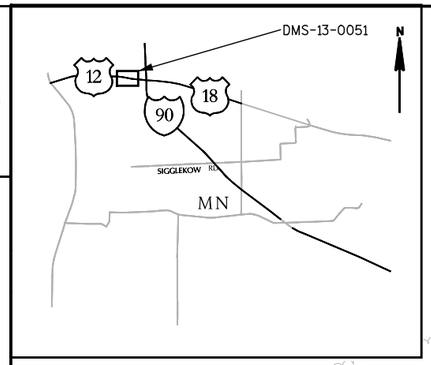
## ITS LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| POLE MOUNTED CABINET | ▬ |
| POLE | ● |
| MICROWAVE DETECTOR | ◆ |
| ITS CONDUIT | - - - |

## ITS STANDARD ABBREVIATIONS

SDS ----- SYSTEM DETECTOR STATION

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ITS PLANS | SHEET 108 | E |
|---|---|---|---|---|---|




N

0 50 100

DMS-13-0051
INSTALL GROUND MOUNT DYNAMIC MESSAGE SIGN (DEPARTMENT FURNISHED)
INSTALL POLE MOUNTED CABINET
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0051)
2-PLAQUES SEQUENCE IDENTIFICATION
INSTALL CELLULAR MODEM (DEPARTMENT FURNISHED)
INSTALL DMS CONTROLLER (DEPARTMENT FURNISHED) (INCIDENTAL)

AGRICULTURE DRIVE

USH 12/18

PB-E3

TRANSFORMER (MG&E)
UNDERGROUND SERVICE BY MG&E

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
4-ELECTRICAL WIRE LIGHTING 4 AWG

12-FT 4X4 WOOD POST
ELECTRICAL SERVICE METER SOCKET (DMS-13-0051)
(MG&E TO PROVIDE ELECTRICAL SERVICE)

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5362), OR SECONDARY CONTACT (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: BLUETOOTH SENSORS, CCTV CAMERAS, COMMUNICATIONS VAULTS, CONDUIT, DYNAMIC MESSAGE SIGNS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

## ITS LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| POLE MOUNTED CABINET | |
| POLE | |
| PULL BOX 24X36 | |
| MICROWAVE DETECTOR | |
| ITS CONDUIT | |
| ITS CONDUIT DIRECTIONAL BORE | |
| DYNAMIC MESSAGE SIGN, ROADSIDE | |
| METER SOCKET | |
| WOOD POST | |
| TRANSFORMER | |
| BREAKER DISCONNECT BOX | |

## ITS STANDARD ABBREVIATIONS

| | | |
|---|---|---|
| DMS | ----- | DYNAMIC MESSAGE SIGN |
| FO | ----- | FIBER OPTIC |
| PB | ----- | PULL BOX |

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

NEW LOCATION
R1-01 REMOVE SAME SIGN
OUTSIDE PROJECT LIMITS

W14-3
48" X 36"

01-01

STH 73 R/L

79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00

STH 73

+92, 12' RT

M1-01

JCT 106

01-02
NORTH EAST
73 106

J2-2
48" X 57"

R1-02
WEST NORTH EAST
106 73 106

M1-02

45 M.P.H.

NEW LOCATION
FOR M1-04

SIGN

Edgerton 4

M1-03

SPEED LIMIT 55

M1-06

TO INTERSTATE 39 INTERSTATE 90

SOUTH 73

M1-07 M1-08

STH 73 R/L

87+00 88+00 89+00 90+00 91+00 92+00 93+00 94+00

+47, 24' LT
+47, 12' LT
+79
+80, 12' RT
+80, 27' RT
+30, 12' RT
+30, 27' RT
+21
+72, 24' RT
+72, 12' RT
+77, 27' LT
+77, 12' LT

49+00"J"
50+00"J"
51+00"J"

STH 106

M1-04
MOVE TO
85+92, RIGHT

Columbus
Albion
Fort Atkinson
Oaklawn Academy

M1-05
MOVE TO
87+92, RIGHT

R1-03
WEST EAST
106 106

01-03
EAST
106

J3-1
48" X 57"

EAST WEST
106 106

EAST
106

J3-1
24" X 57"

R1-04

01-04

M1-09
NORTH ALTERNATE 39
73

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETE.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

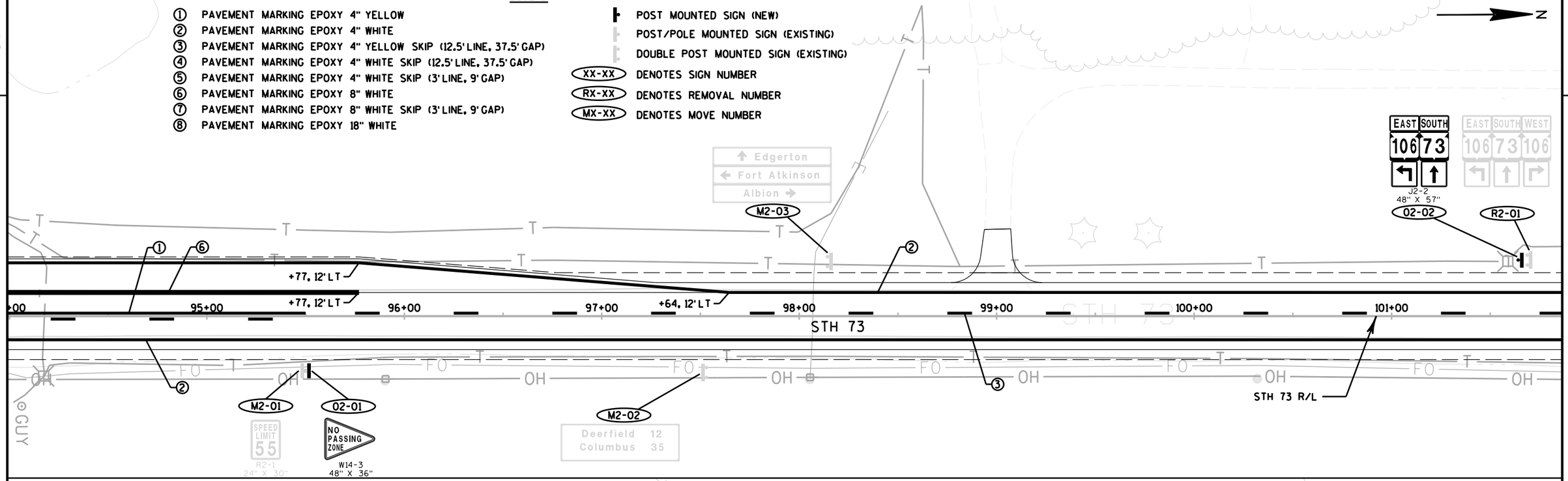
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 110 E |
|---|---|---|---|---|

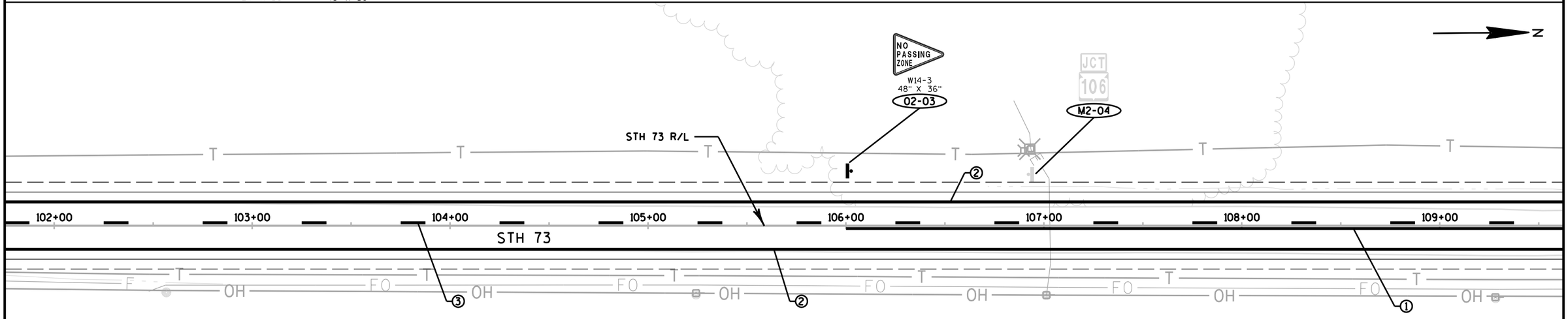
2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

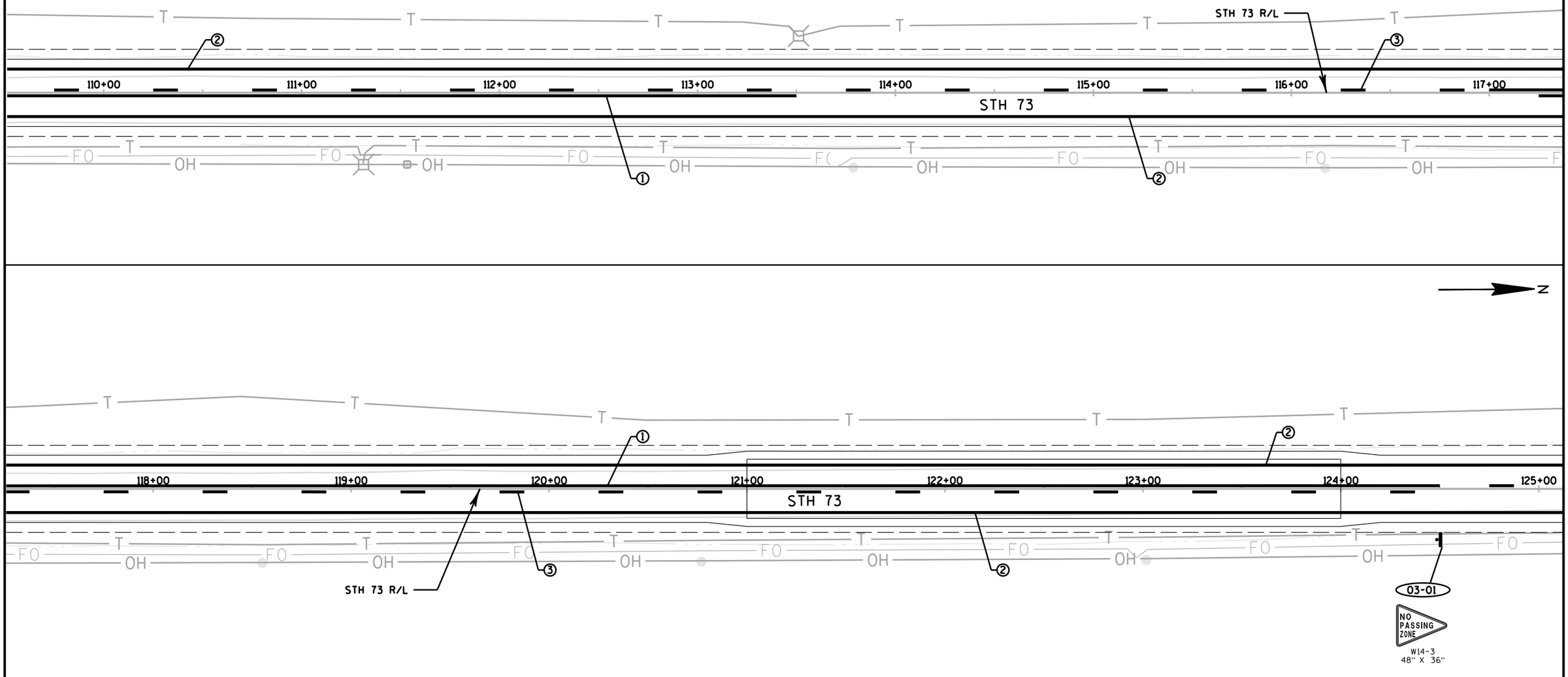
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 111 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

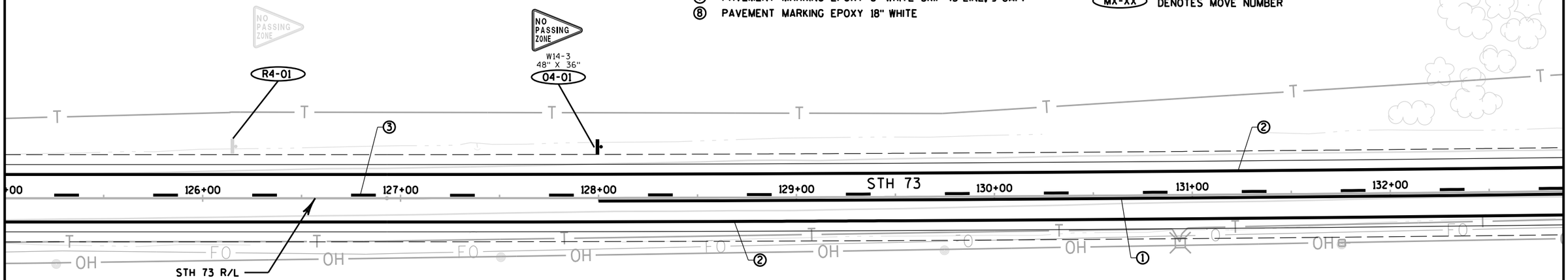
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 112 | E |
|---|---|---|---|---|---|

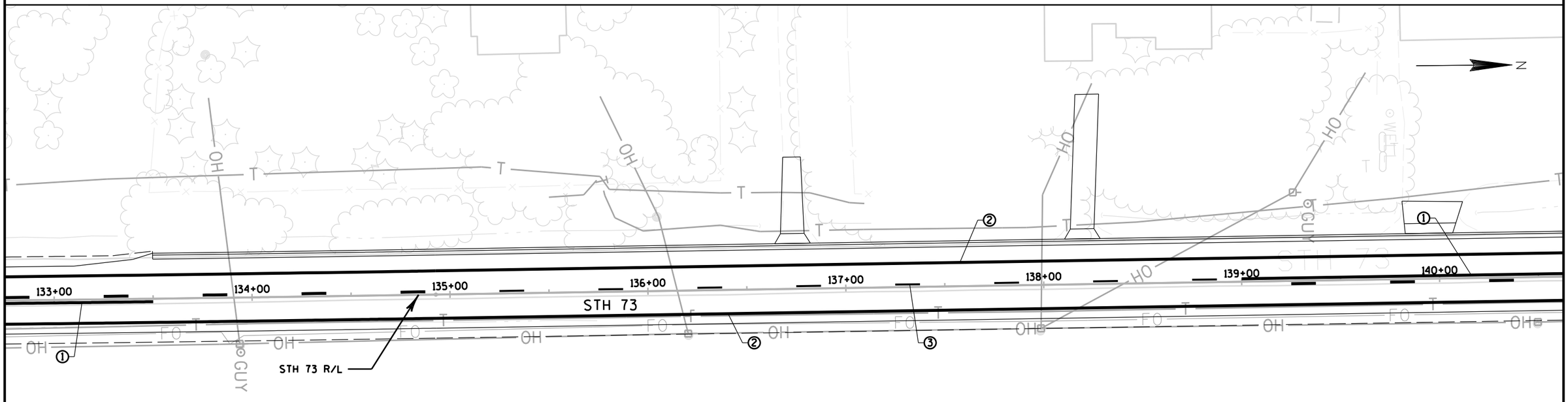
2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

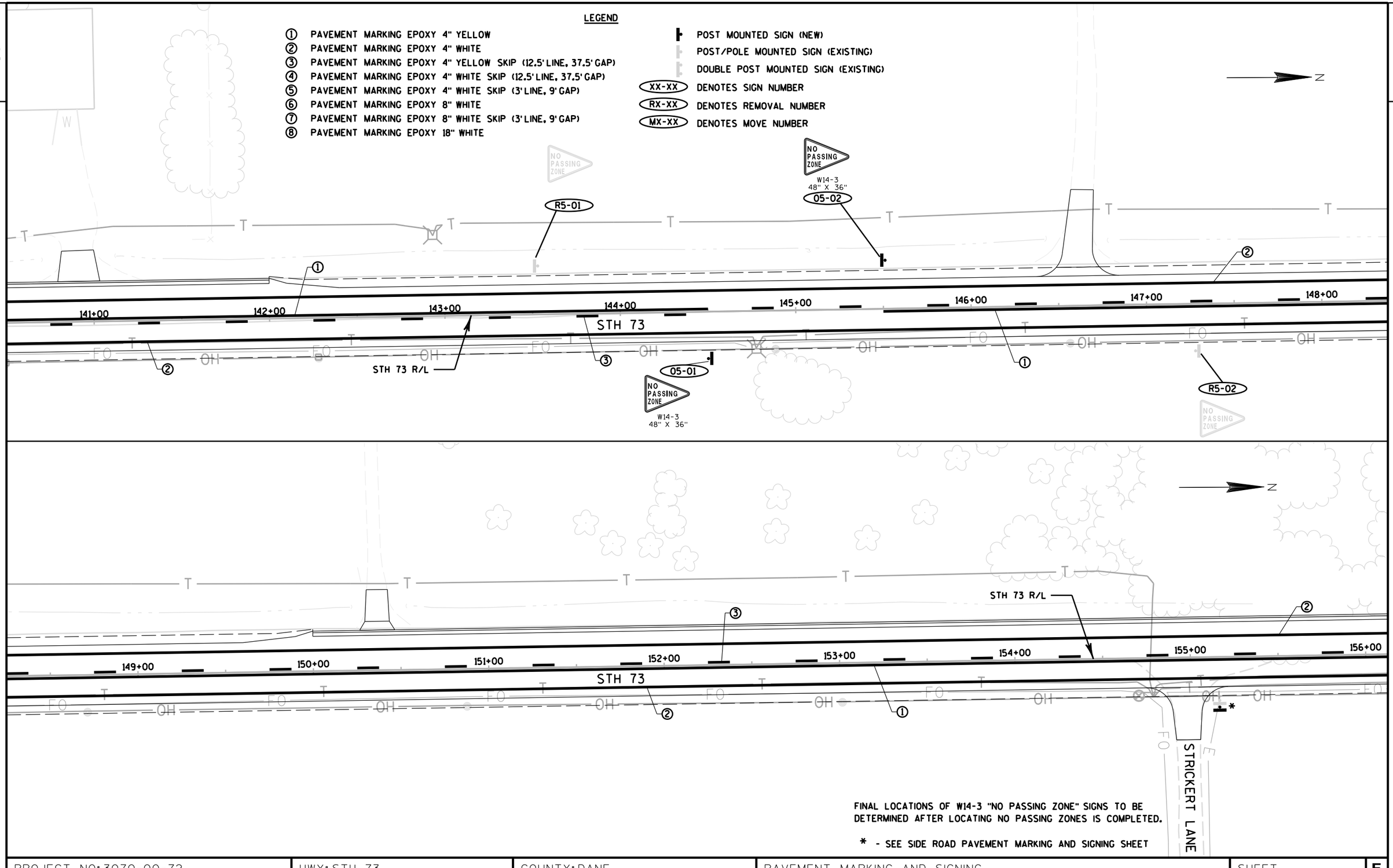
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 113 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

2

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

STH 73 R/L
STH 73
157+00
158+00
159+00
160+00
161+00
162+00
163+00
R6-01
OH
FO
T
35 M.P.H.

N

+23, 22' LT
+23, 12' LT
171+00
170+00
+83, 12' RT
+83, 27' RT
STH 73 R/L
169+00
168+00
167+00
166+00
165+00
164+00
+86, 12' RT
+83, 27' RT
STH 73
+95, 12' RT

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 115 | E |
|---|---|---|---|---|---|

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

STH 73 R/L
165+00
166+00
167+00
STH 73
OBLITERATE EXISTING ROADWAY
EXISTING STH 73
CRAIC ROAD
99+00"C"
102+00"C"
103+00"C"
R7-01
R7-02
R7-03
R7-04
R7-05
R7-06
R7-07
R7-08
R7-09
R7-10
R7-11
R7-12
R7-13
R7-14
R7-15
R7-16
R7-17
R7-18
R7-19
STOP
+61, 12'LT
+23, 12'LT
+22, 24'RT
+22, 12'RT
172+00
173+00
174+00
175+00
176+00
177+00
178+00
179+00
OH
FO
T
GUY

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 116 | E |
|---|---|---|---|---|---|

2

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

35 M.P.H.
R8-01

STH 73
STH 73 R/L
180+00
181+00
182+00
183+00
184+00
185+00
186+00

N

187+00
188+00
189+00
190+00
191+00
192+00
193+00
194+00

08-01
NO PASSING ZONE
W14-3
48" X 36"

R8-02
NO PASSING ZONE

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

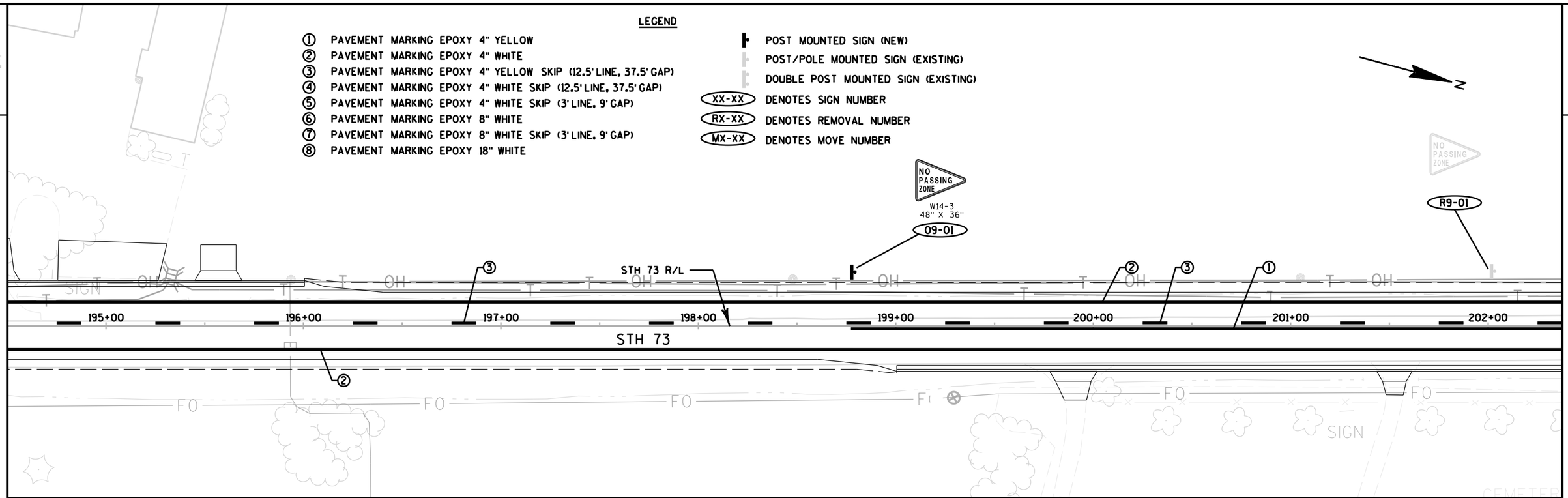
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 117 | E |
|---|---|---|---|---|---|

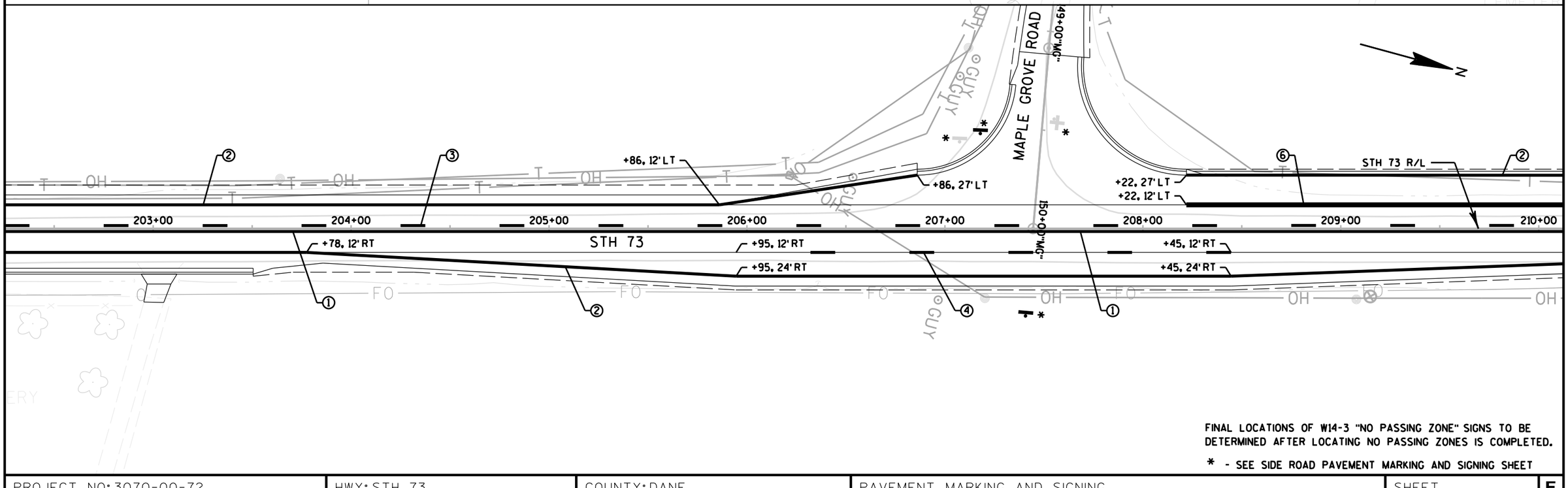
2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 118 | E |
|---|---|---|---|---|---|

2

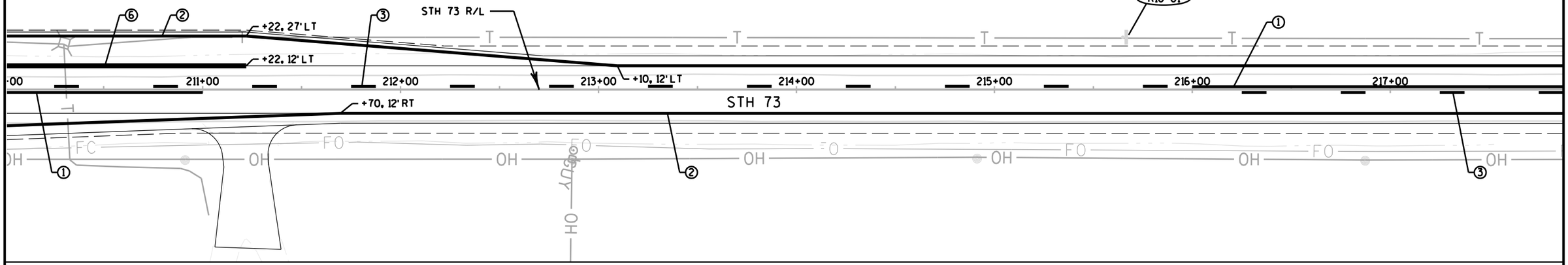
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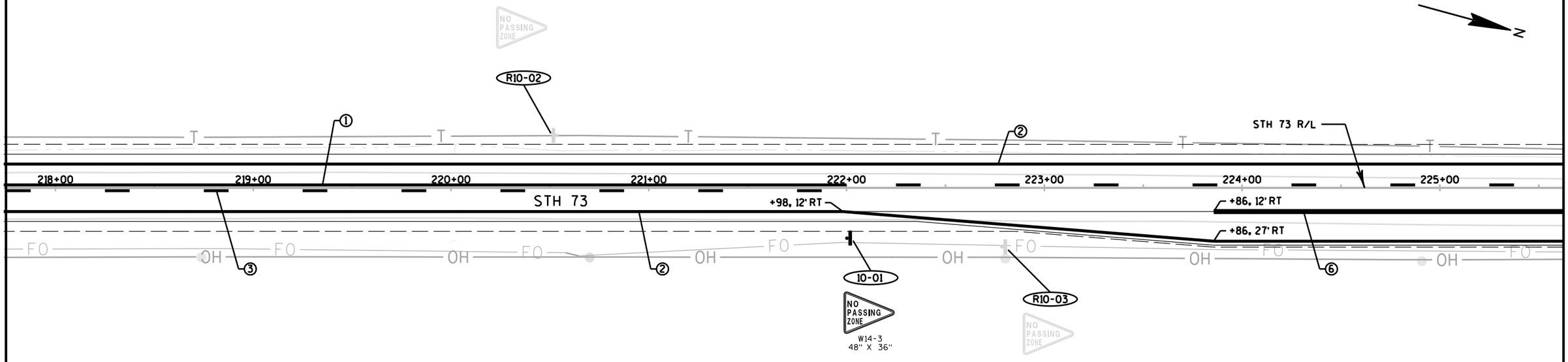
**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
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⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 119 | E |
|---|---|---|---|---|---|

2

LEGEND

| | |
|---|---|
| ① | PAVEMENT MARKING EPOXY 4" YELLOW |
| ② | PAVEMENT MARKING EPOXY 4" WHITE |
| ③ | PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP) |
| ④ | PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP) |
| ⑤ | PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP) |
| ⑥ | PAVEMENT MARKING EPOXY 8" WHITE |
| ⑦ | PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP) |
| ⑧ | PAVEMENT MARKING EPOXY 18" WHITE |

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

AARBACK ROAD
199+00 "AR"
200+00 "AR"
STH 73 R/L
STH 73
+11, 12' LT
+11, 22' LT
+47, 12' LT
+97, 12' LT
+22, 12' RT
+22, 24' RT
+86, 12' RT
+86, 27' RT
226+00
227+00
228+00
229+00
230+00
231+00
232+00
233+00
234+00
235+00
236+00
237+00
238+00
239+00
240+00
241+00
R11-01
NO PASSING ZONE
OH
FO
T
W
ANT

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 120 E |

2

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

NO PASSING ZONE
W14-3
48" X 36"
12-01

STH 73 R/L

242+00 243+00 244+00 245+00 246+00 247+00 248+00

STH 73

OH FO OH FO OH FO OH FO OH FO OH FO OH

GUY

R12-01

249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00

+23, 22' LT
+23, 12' LT
+59, 12' LT
+15, 12' RT
+32, 12' RT
+32, 24' RT

THRONSON ROAD

249+00.TH

250+00.TH

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 121 E |
|---|---|---|---|---|

2

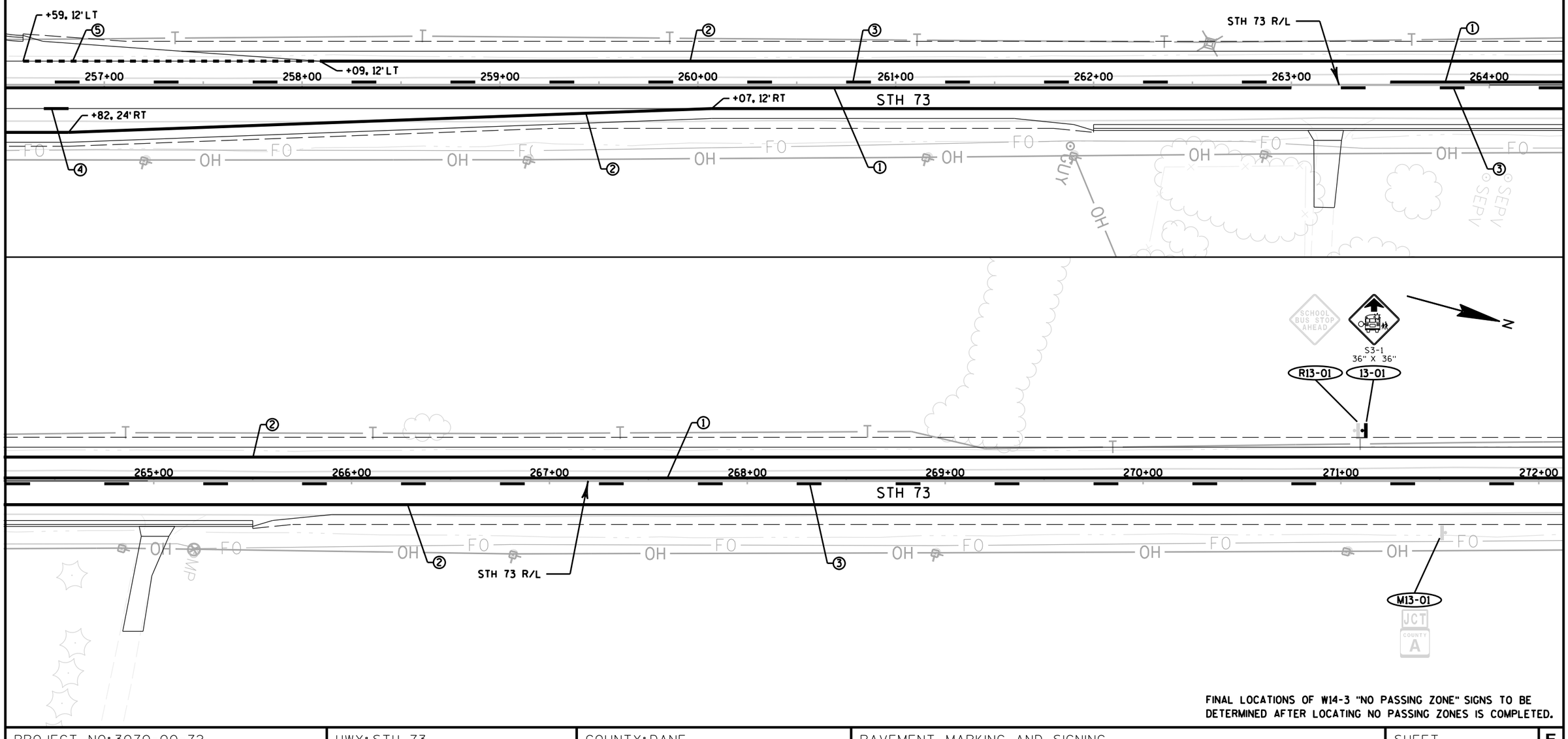
2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 122 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

NO PASSING ZONE W14-3 48" X 36"

14-02 R14-01 14-01 R14-02

STH 73 R/L

272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00

STH 73

+11, 12' RT
+98, 12' RT
+98, 27' RT

CTH A

280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00

M14-01 M14-02 M14-04 M14-03 M14-05 14-03 M14-06 M14-07

+20, 24' LT
+20, 12' LT
+55, 27' LT
+55, 12' LT
+34, 12' RT
+34, 24' RT
+43, 12' LT

40 M.P.H

REMOVE, STORE, AND REINSTALL BRACKET PER SIGN PLATE "ROLLUP SIGN BRACKET 155-56B." THIS IS INCIDENTAL TO MOVING SIGN M14-07

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 123 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Pavement Marking\024514_pm.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

2

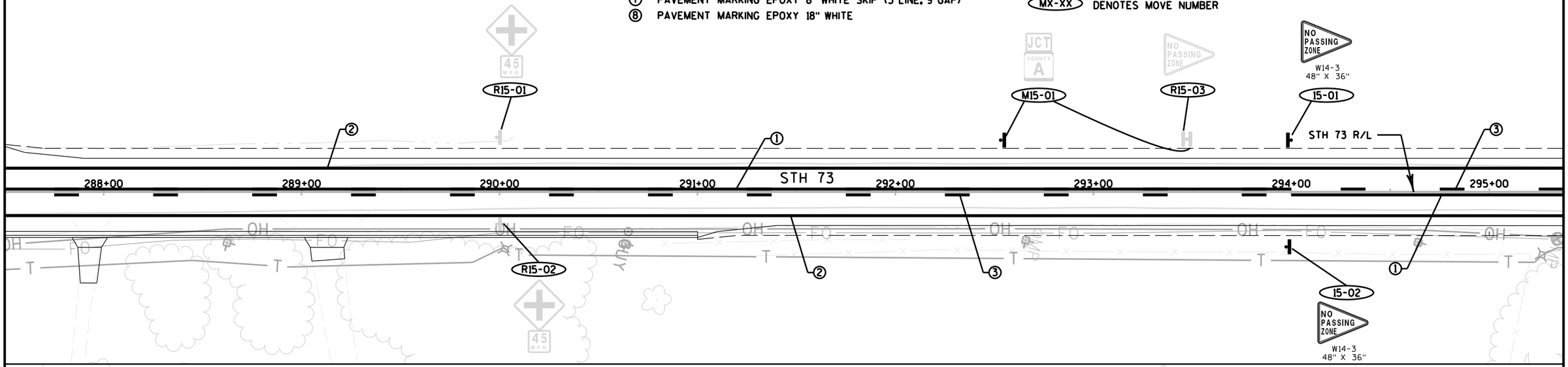
2

**LEGEND**

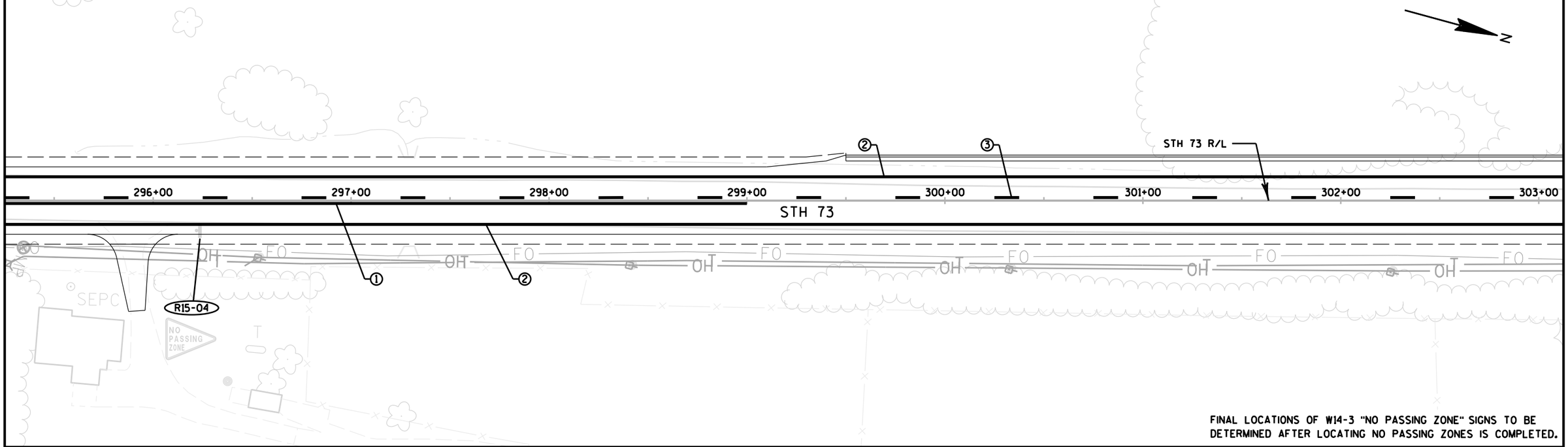
① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
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⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N




N




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 124 | E |
|---|---|---|---|---|---|

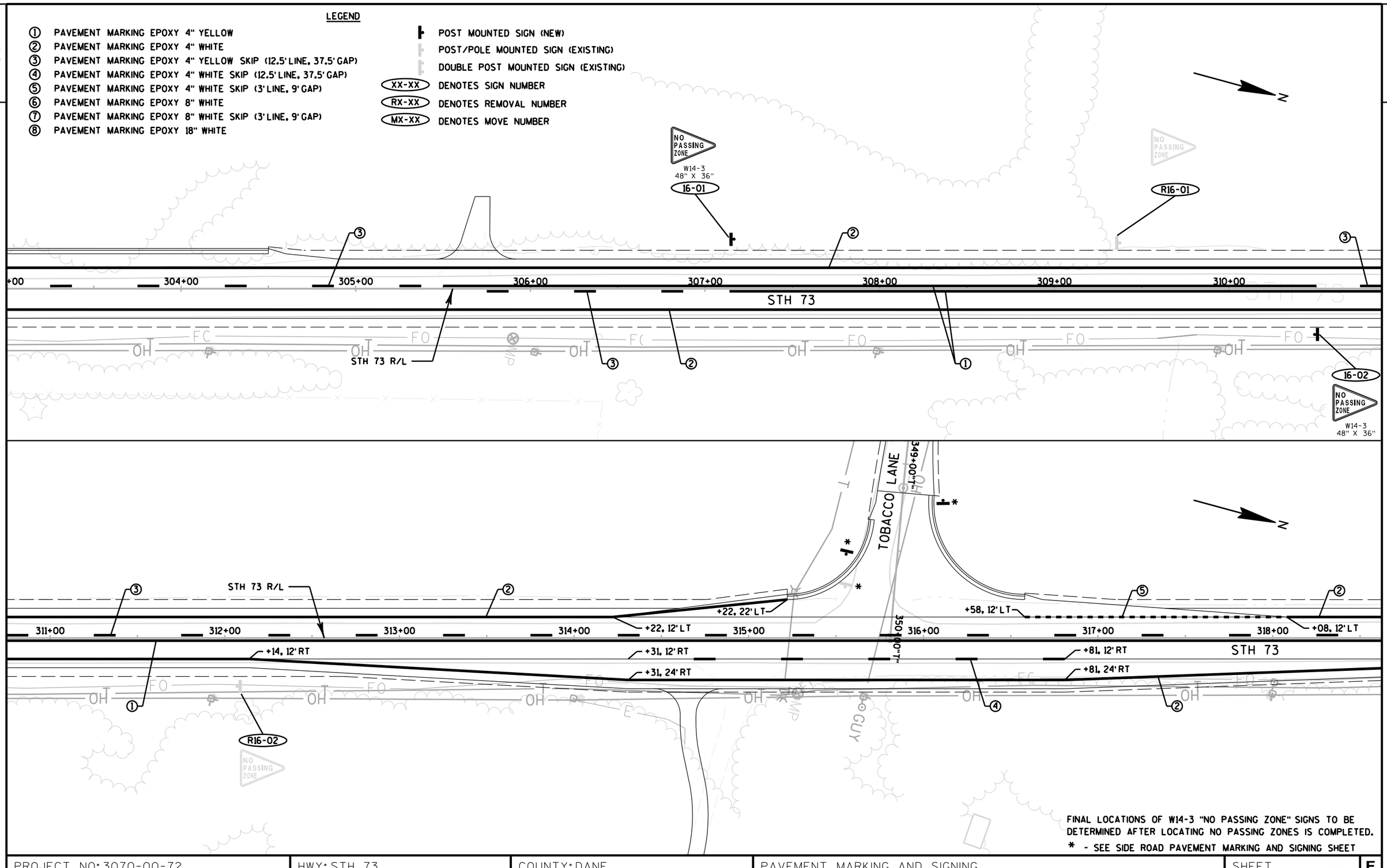
2

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.
* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

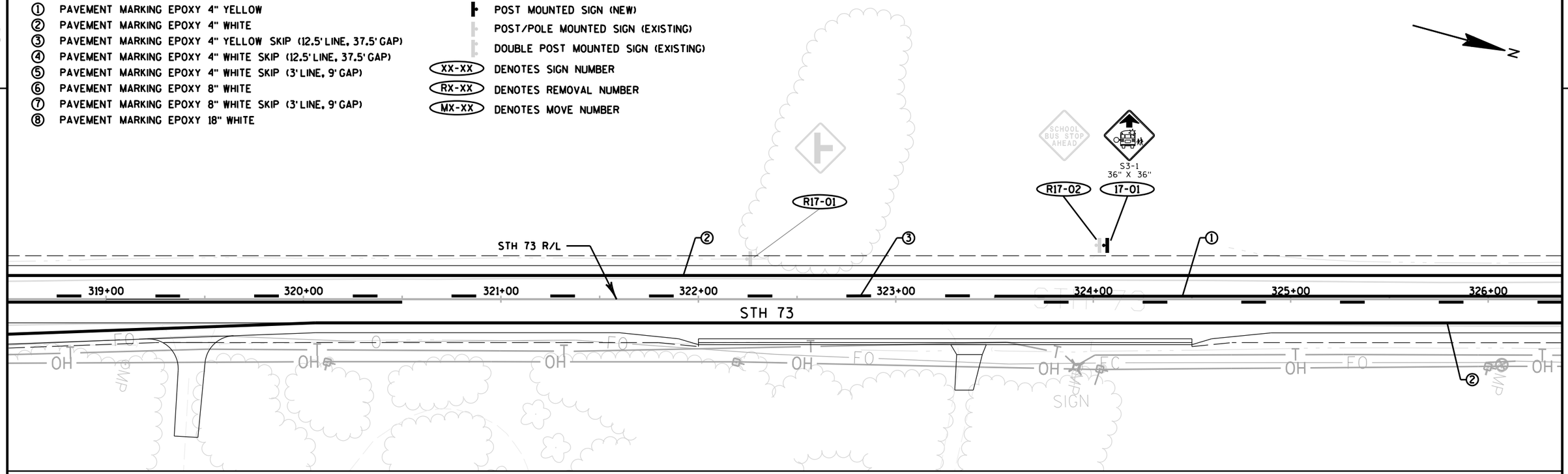
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 125 E |
|---|---|---|---|---|

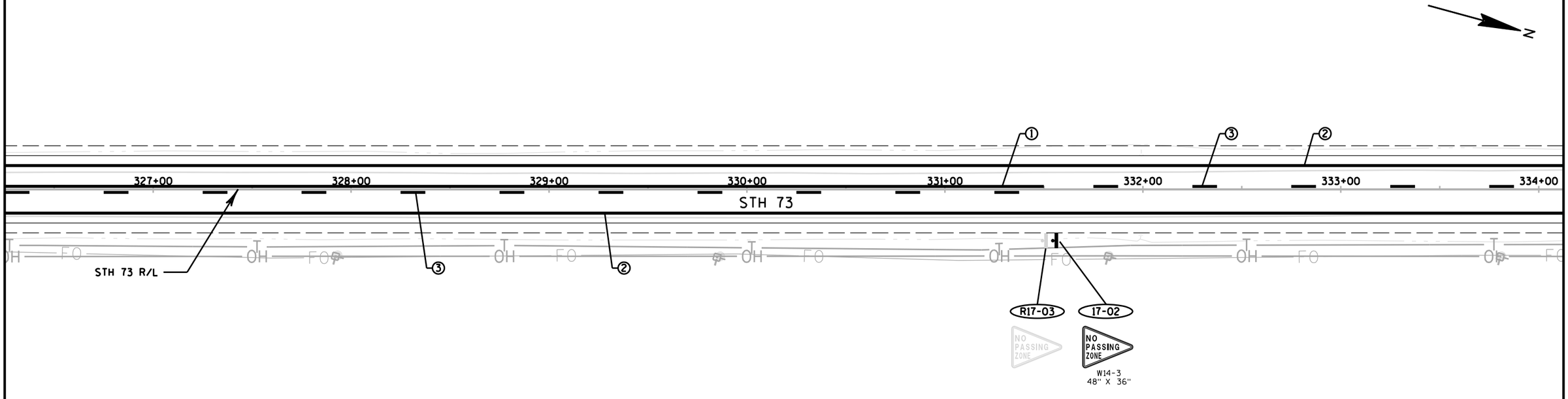
2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER



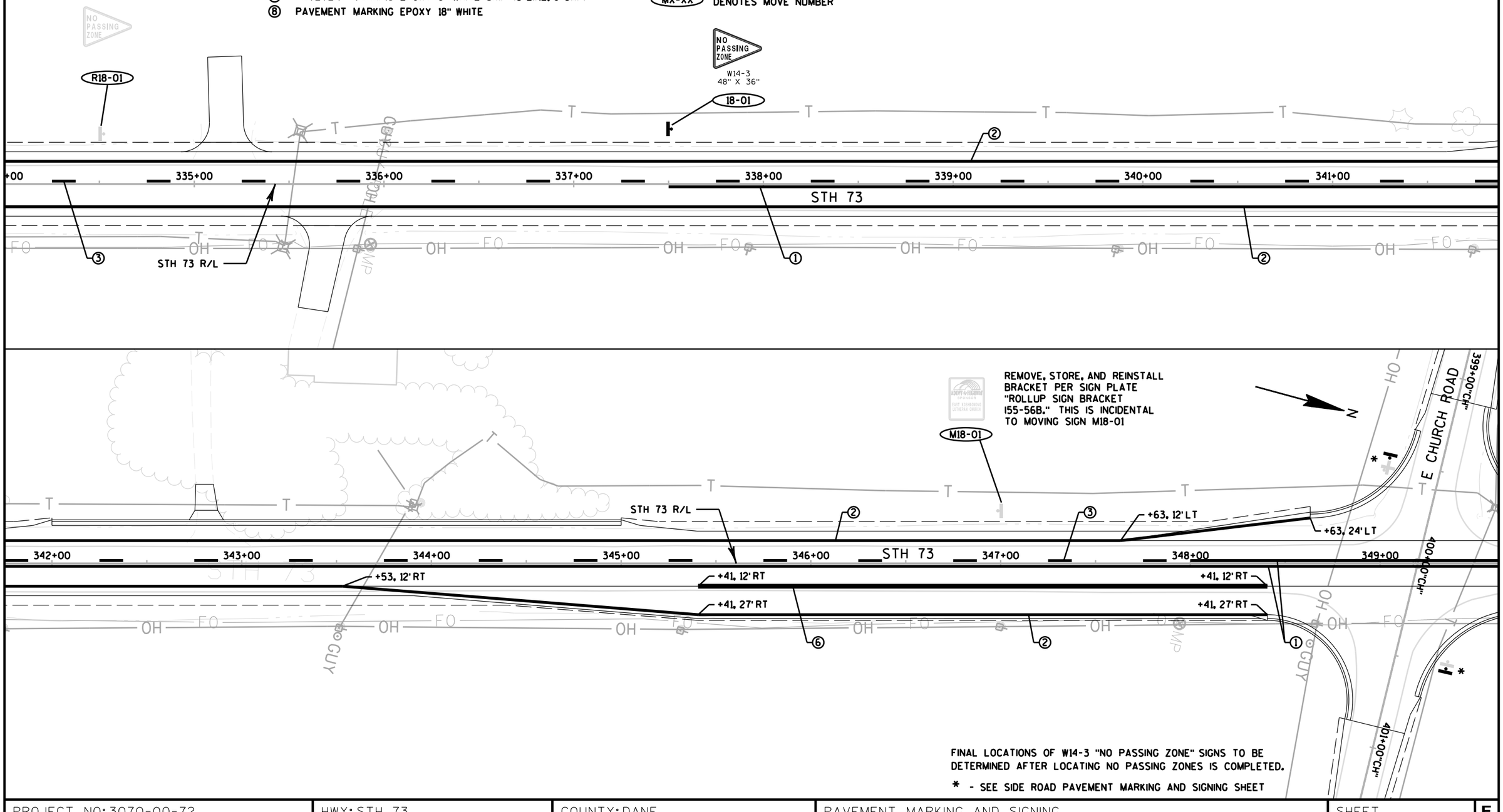

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 126 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

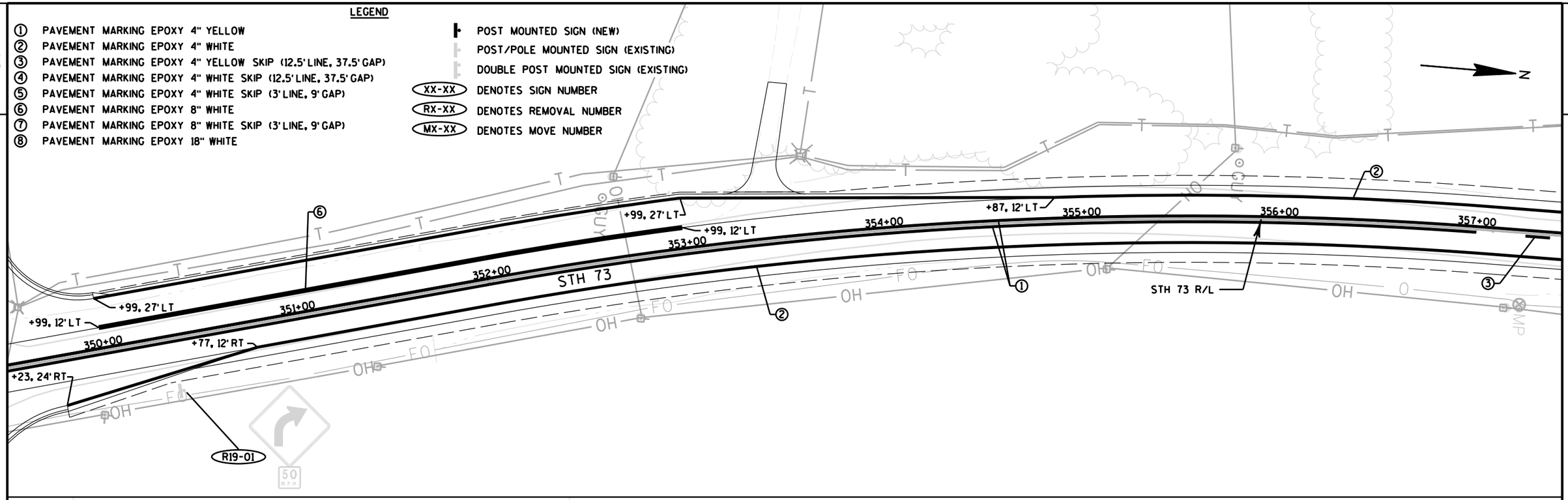
* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

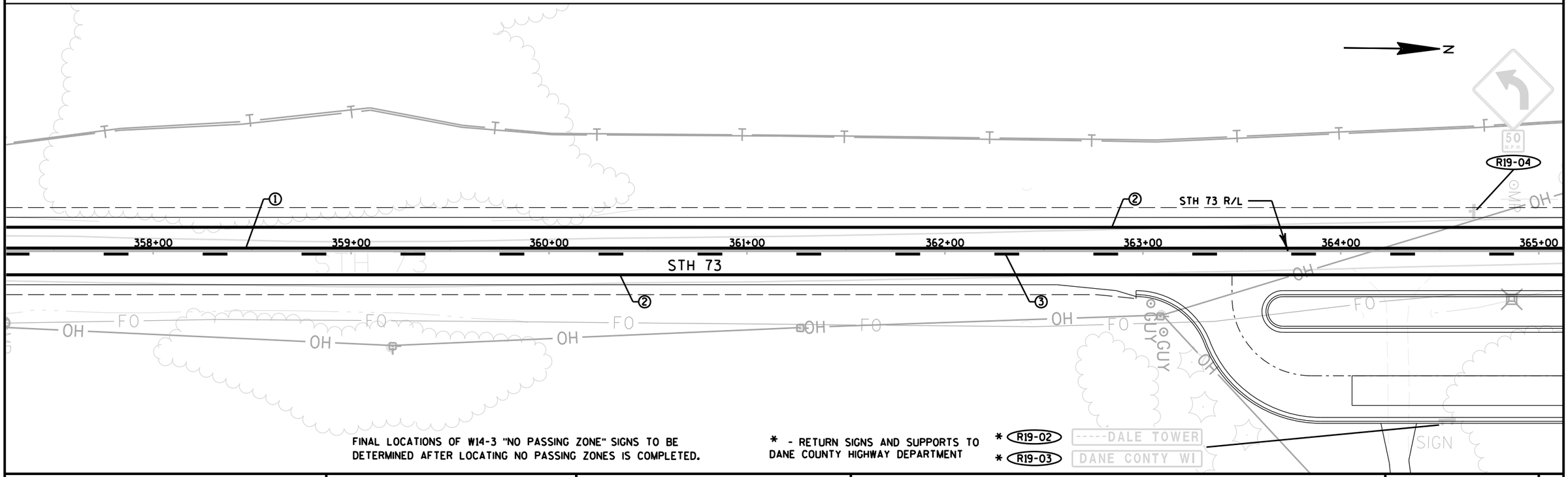
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 127 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - RETURN SIGNS AND SUPPORTS TO DANE COUNTY HIGHWAY DEPARTMENT

* R19-02 -----DALE TOWER
* R19-03 DANE CONTY WI

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 128 | E |
|---|---|---|---|---|---|

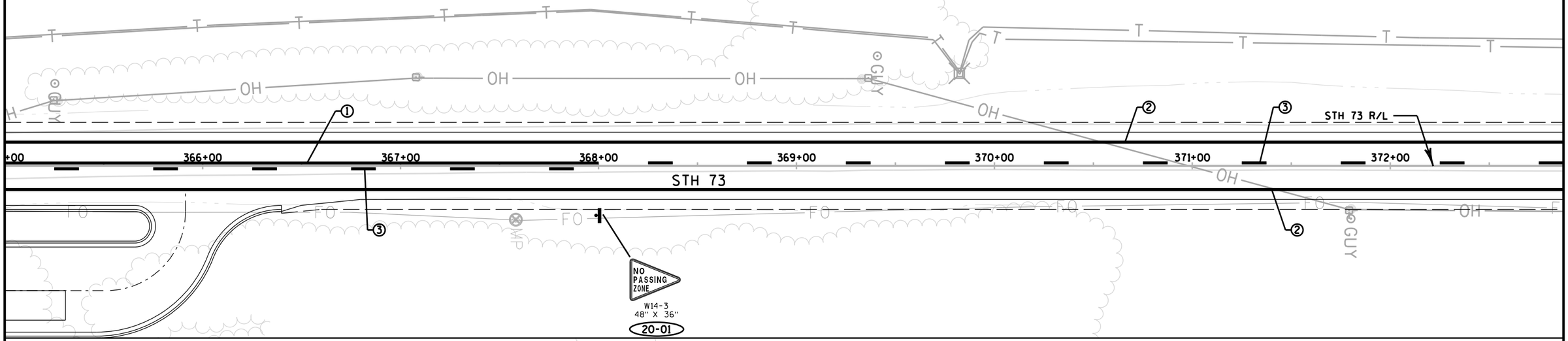
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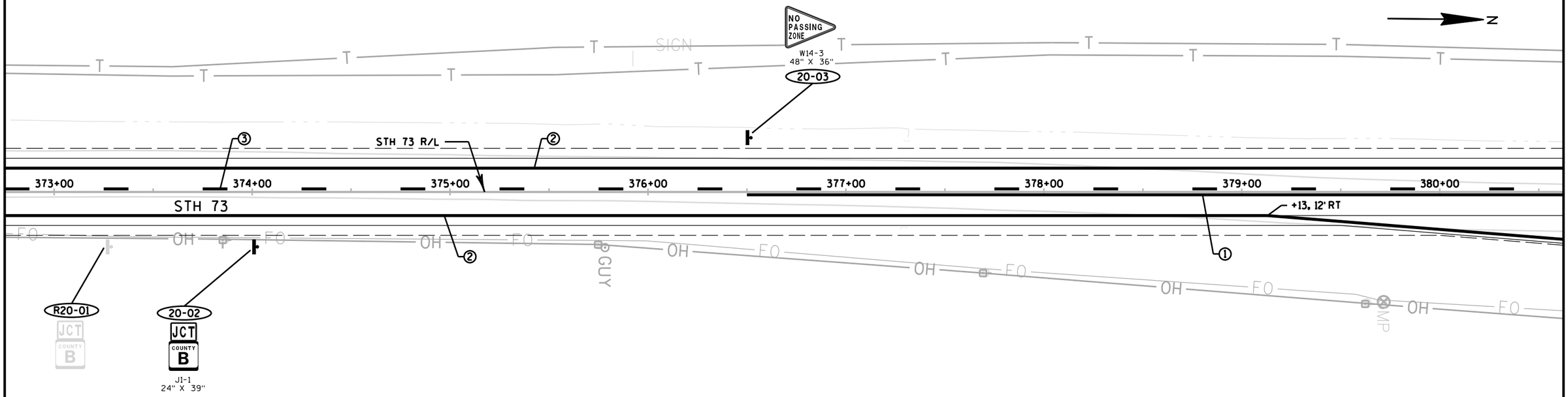
LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
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⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N



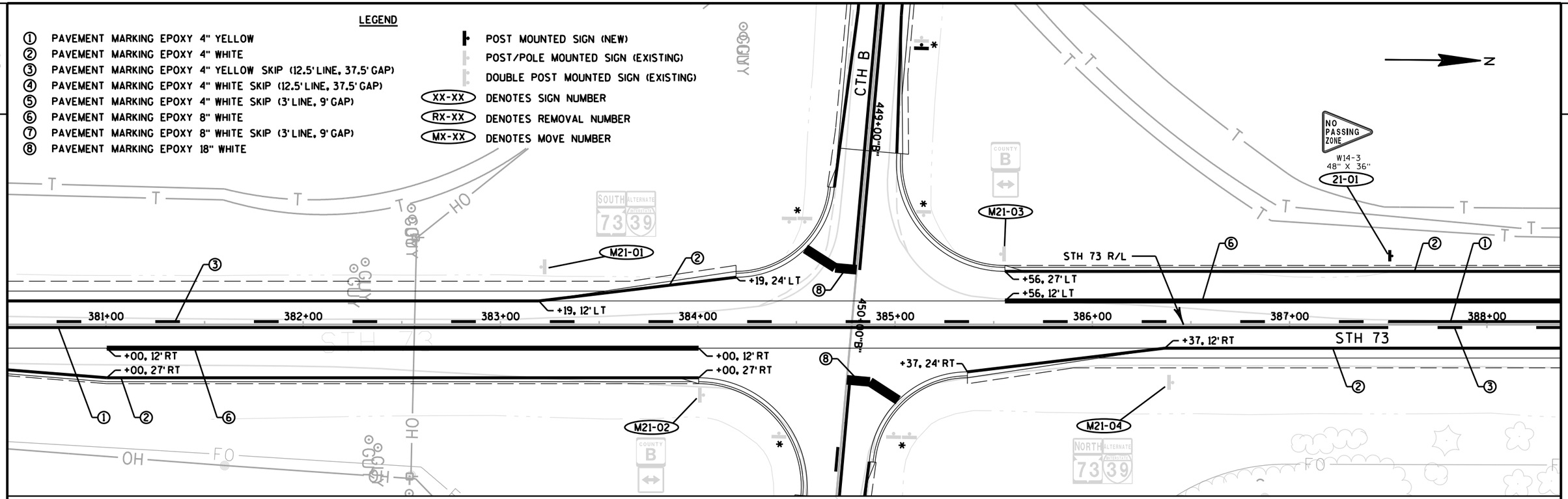

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 129 | E |
|---|---|---|---|---|---|

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
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⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.
* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING PLAN

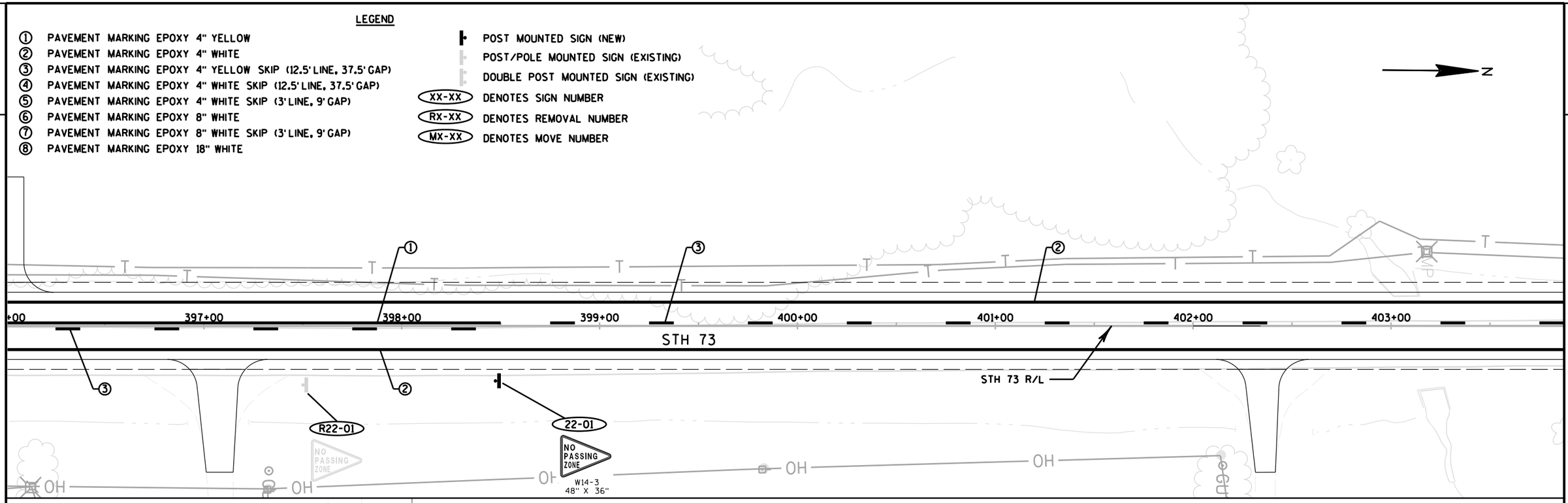
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 130 | E |
|---|---|---|---|---|---|

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 131 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Pavement Marking\024522_pm.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

NO PASSING ZONE
R23-01

STH 73 R/L
412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00
STH 73

NO PASSING ZONE
W14-3
48" X 36"
23-01

STH 73 R/L
420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00
STH 73

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

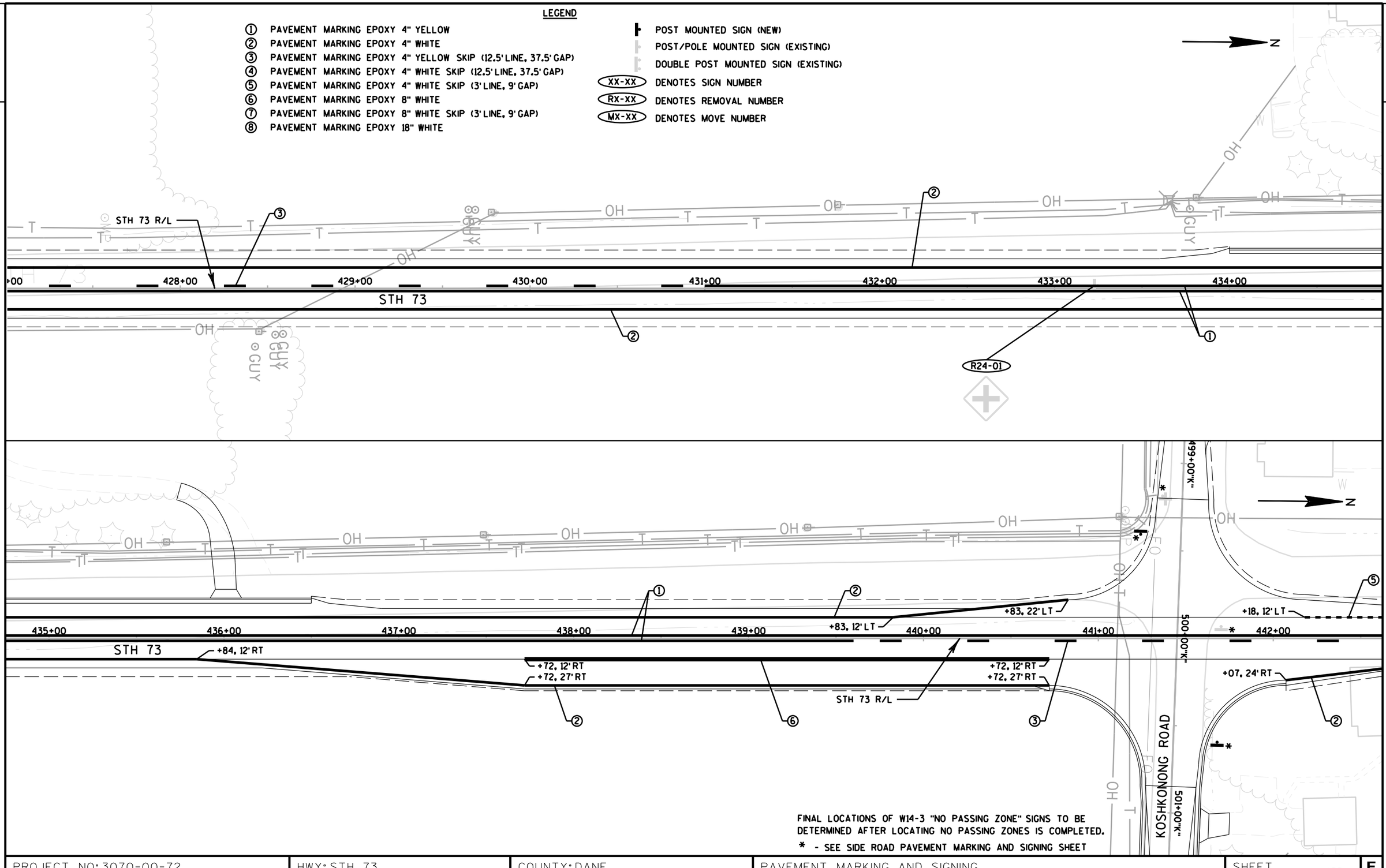
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 132 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 133 E |
|---|---|---|---|---|

2

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

STH 73

+68, 12' LT
+07, 12' RT
443+00
444+00
445+00
446+00
447+00
448+00
449+00
450+00
STH 73 R/L
R25-01
NO PASSING ZONE

N

R25-02
NO PASSING ZONE
W14-3
48" X 36"
25-02
STH 73 R/L
451+00
452+00
453+00
454+00
455+00
456+00
457+00
458+00
STH 73
25-01
NO PASSING ZONE
W14-3
48" X 36"

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

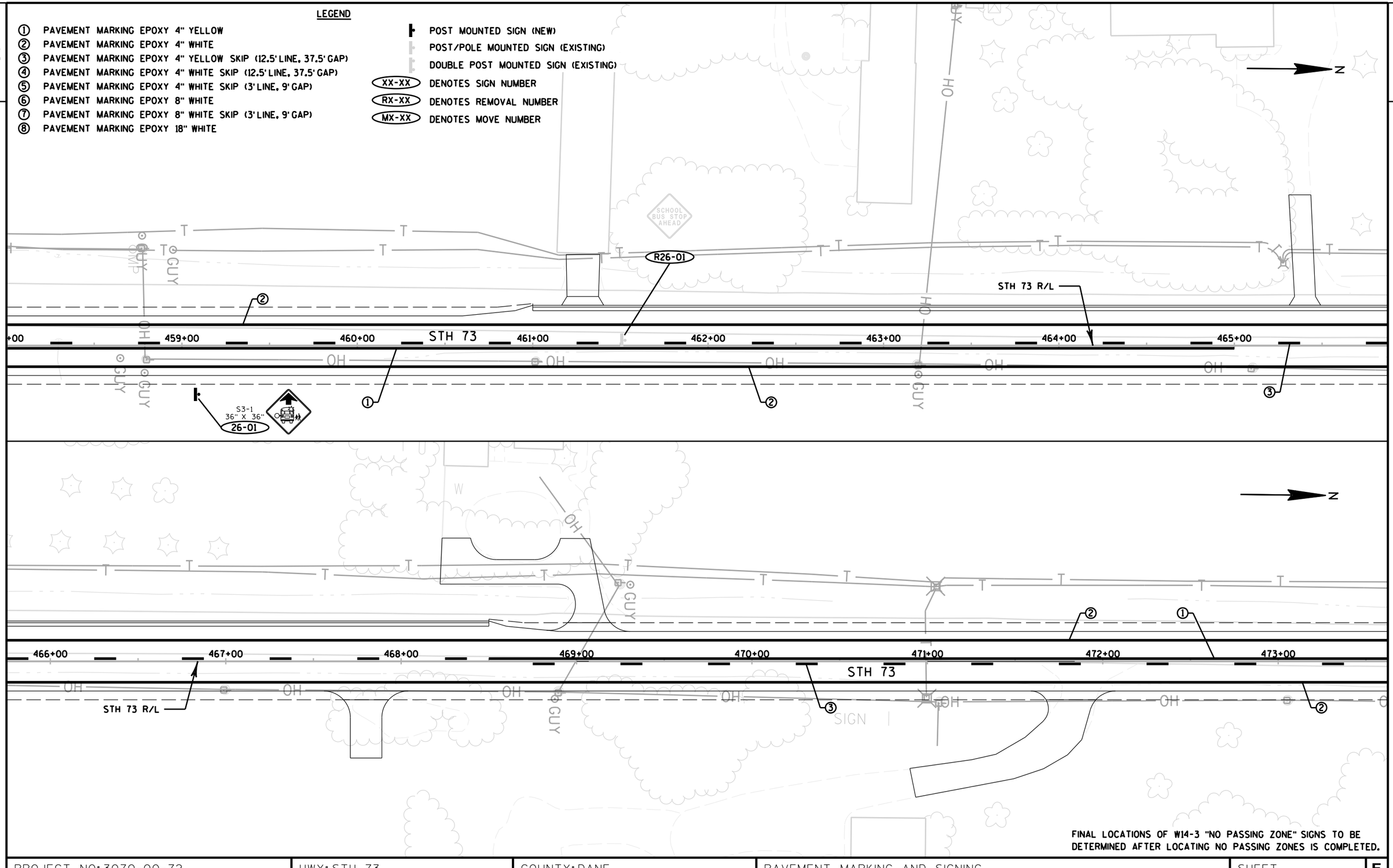
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 134 E |
|---|---|---|---|---|

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER



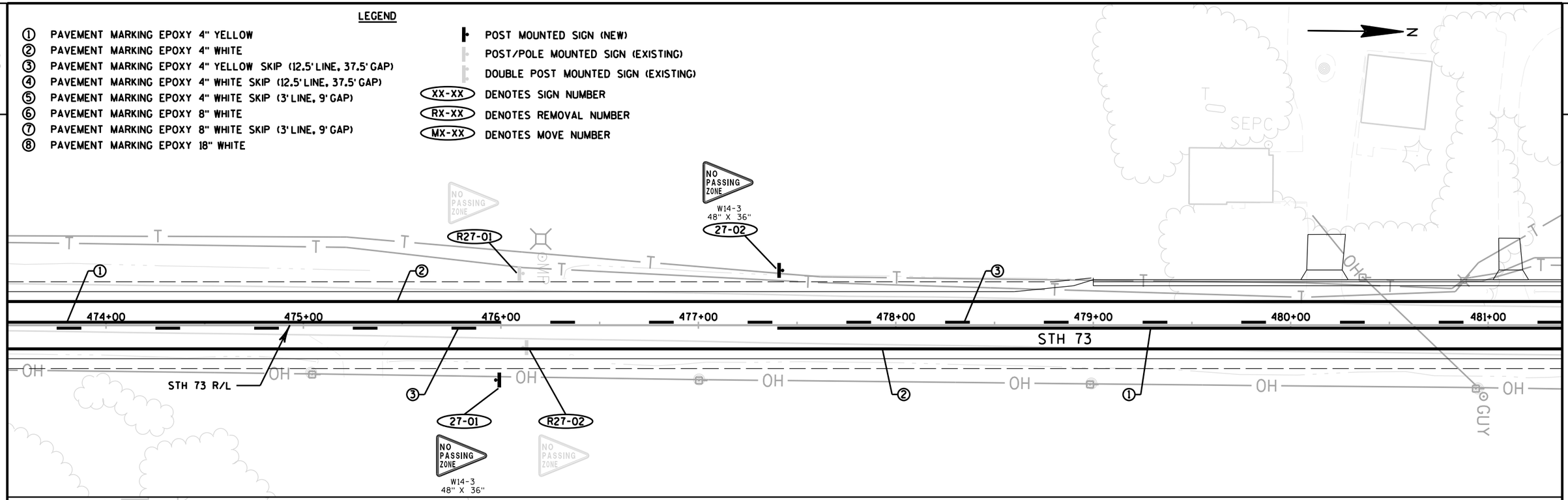

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

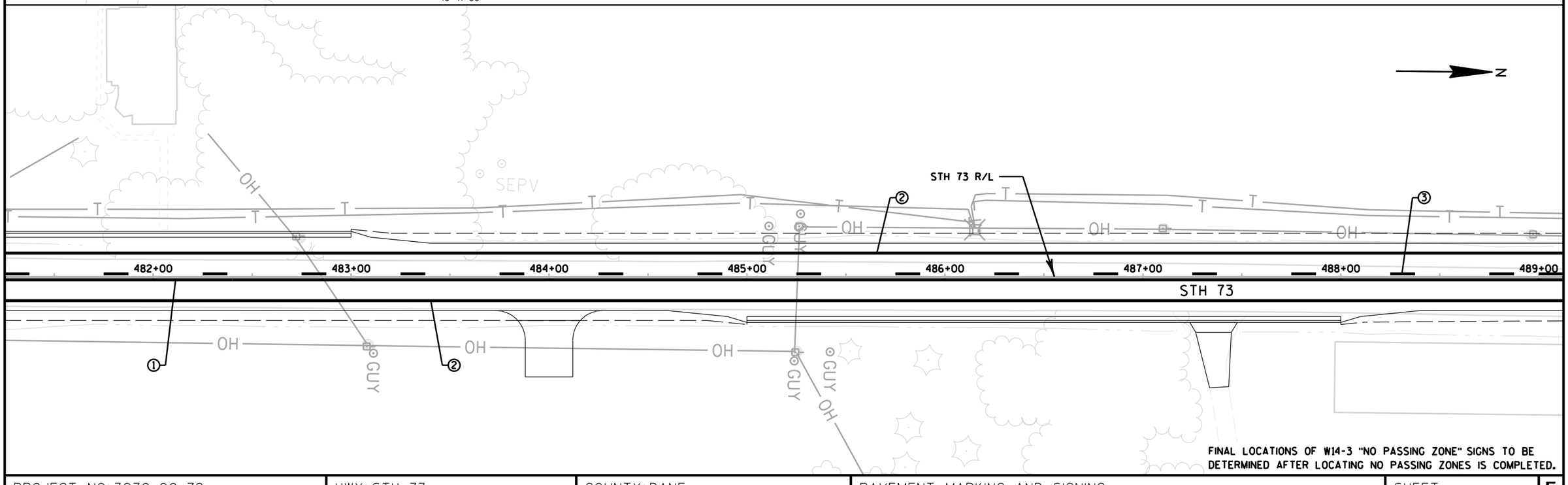
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 135 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER



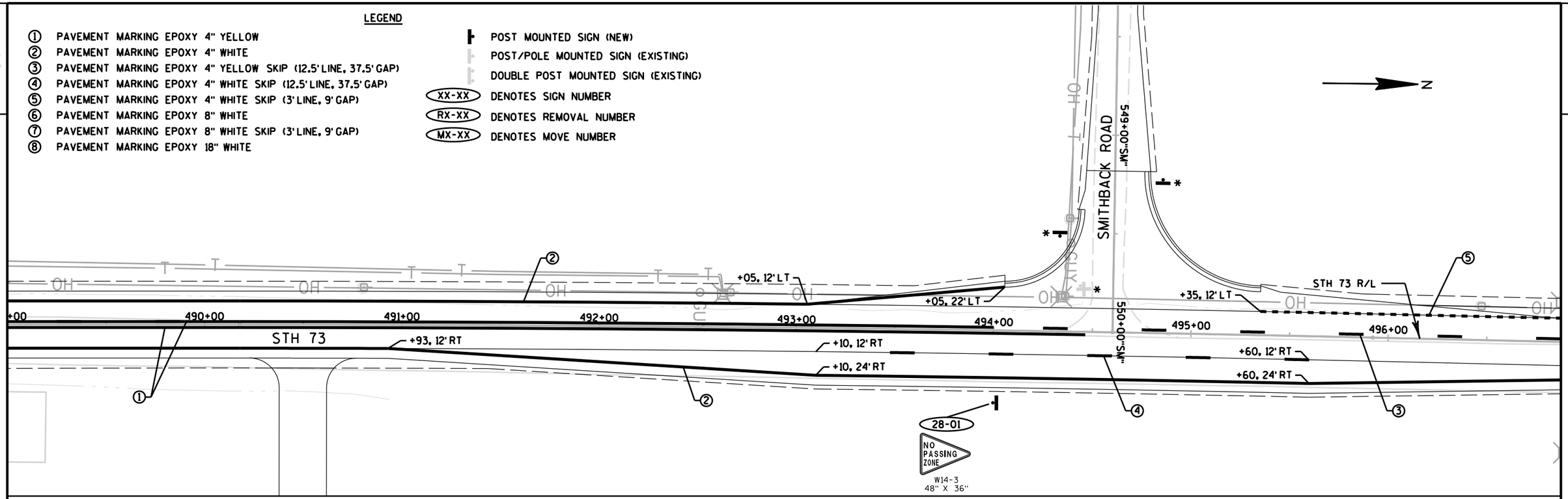

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 136 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

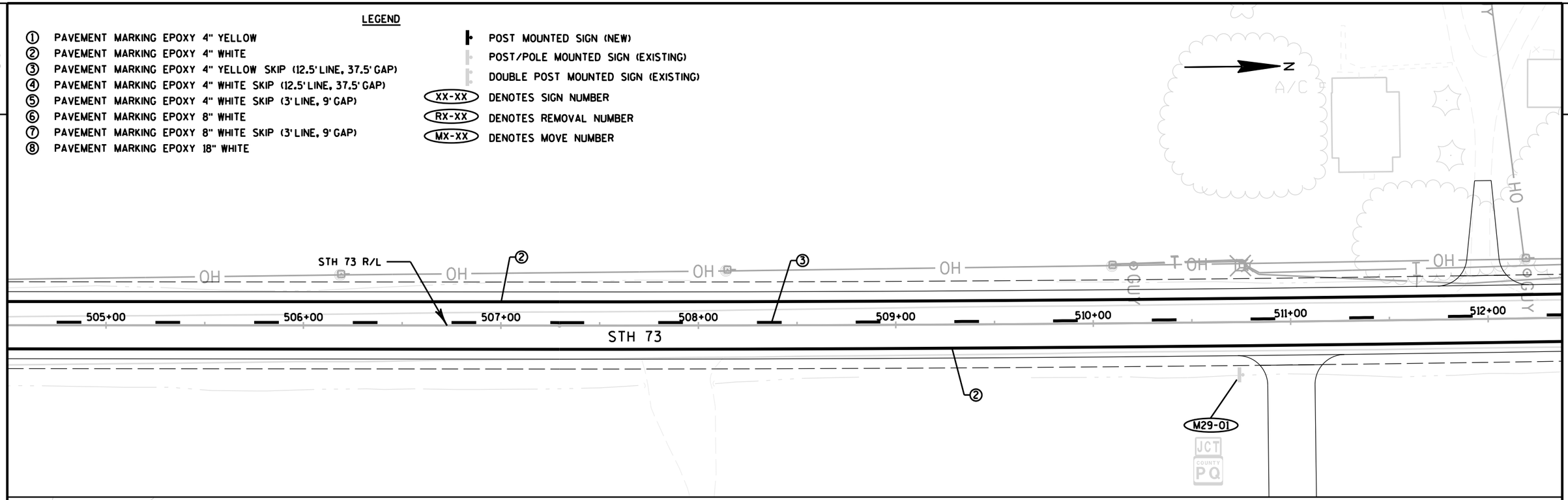
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 137 | E |
|---|---|---|---|---|---|

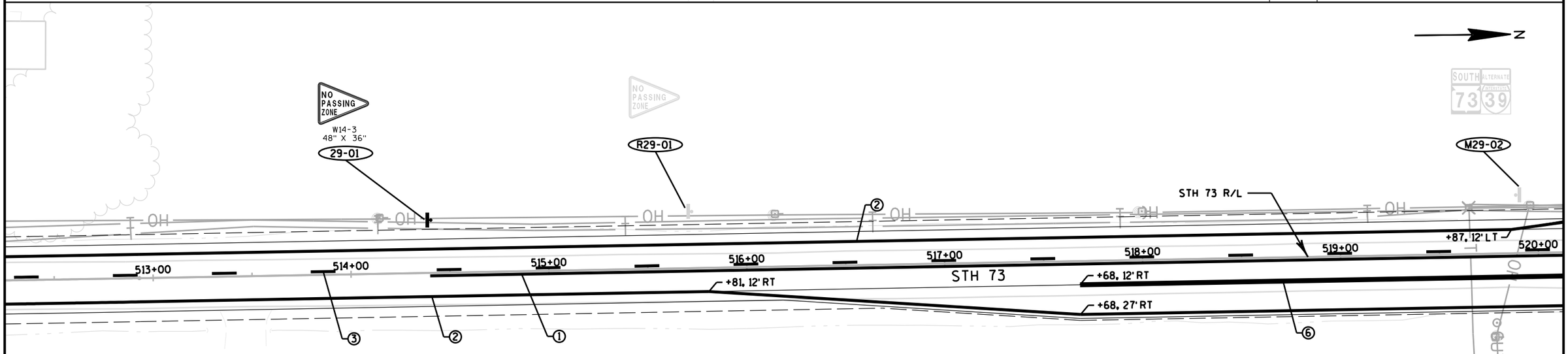
2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 138 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

PRAIRIE QUEEN ROAD
599+00 "PR"
600+00 "PR"
CTH PQ
STH 73
STH 73 R/L
+87, 24' LT
+16, 27' LT
+16, 12' LT
+04, 12' LT
+68, 12' RT
+68, 27' RT
+98, 12' RT
+31, 20' RT
521+00
522+00
523+00
524+00
525+00
526+00
527+00
30-01
R30-01
M30-01
M30-02
30-02
M30-03
J13-1
24" X 45"
S3-1
36" X 36"
NORTH 73 ALTERNATE 39

N

R30-03
M30-04
R30-02
528+00
529+00
530+00
531+00
532+00
533+00
534+00
535+00
45 M.P.H.
SCHOOL BUS STOP AHEAD

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 139 | E |
|---|---|---|---|---|---|

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

NO PASSING ZONE
R31-01

NO PASSING ZONE
W14-3
48" X 36"
31-01

STH 73 R/L

536+00 537+00 538+00 539+00 540+00 541+00 542+00 543+00

STH 73

SIGN SIGN

OH G T GUY

N

NO PASSING ZONE
R31-02

SCHOOL BUS STOP AHEAD
S3-1
36" X 36"
31-02

R31-03

544+00 545+00 546+00 547+00 548+00 549+00 550+00 551+00

STH 73

STH 73 R/L

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 140 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

NO PASSING ZONE
W14-3
48" X 36"
32-01

OH
T
FO
SEPV
SLAB
W
OMP
GUY

552+00 553+00 554+00 555+00 556+00 557+00 558+00
STH 73
STH 73 R/L
+60, 12' RT

549+00"H"
HILLCREST ROAD
650+00"H"

559+00 560+00 561+00 562+00 563+00 564+00 565+00 566+00
+72, 12' LT
+72, 22' LT
+02, 12' LT
+52, 12' LT
+77, 12' RT
+77, 27' RT
+27, 12' RT
+27, 27' RT
+52, 12' RT
STH 73
STH 73 R/L

FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.

* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

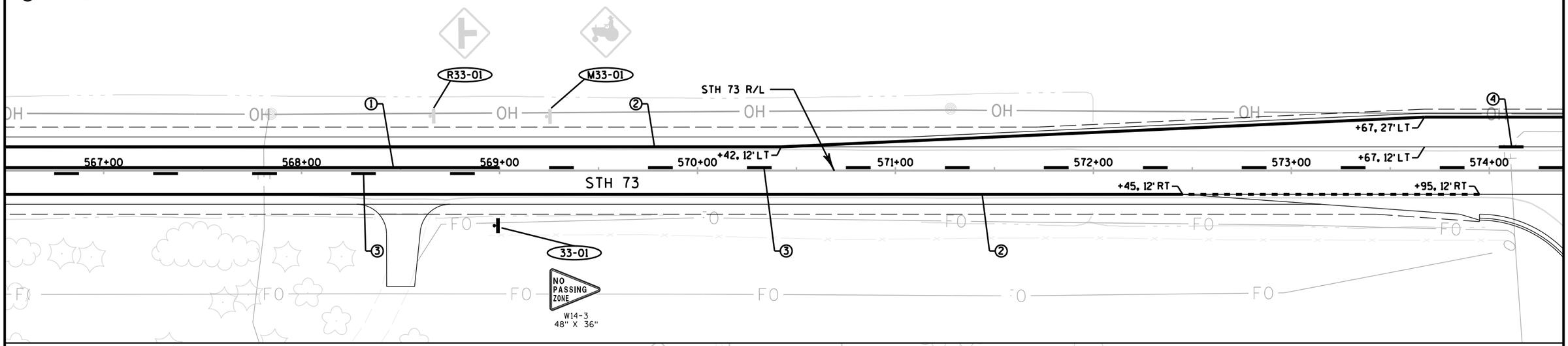
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 141 E |
|---|---|---|---|---|

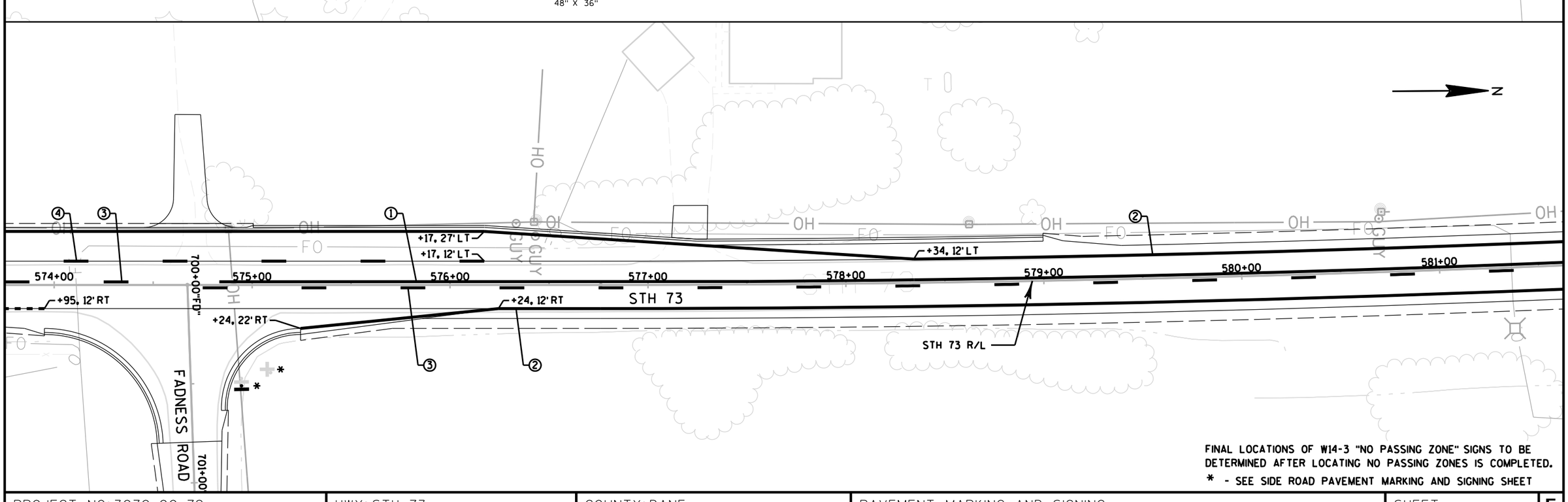
2

## LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.
* - SEE SIDE ROAD PAVEMENT MARKING AND SIGNING SHEET

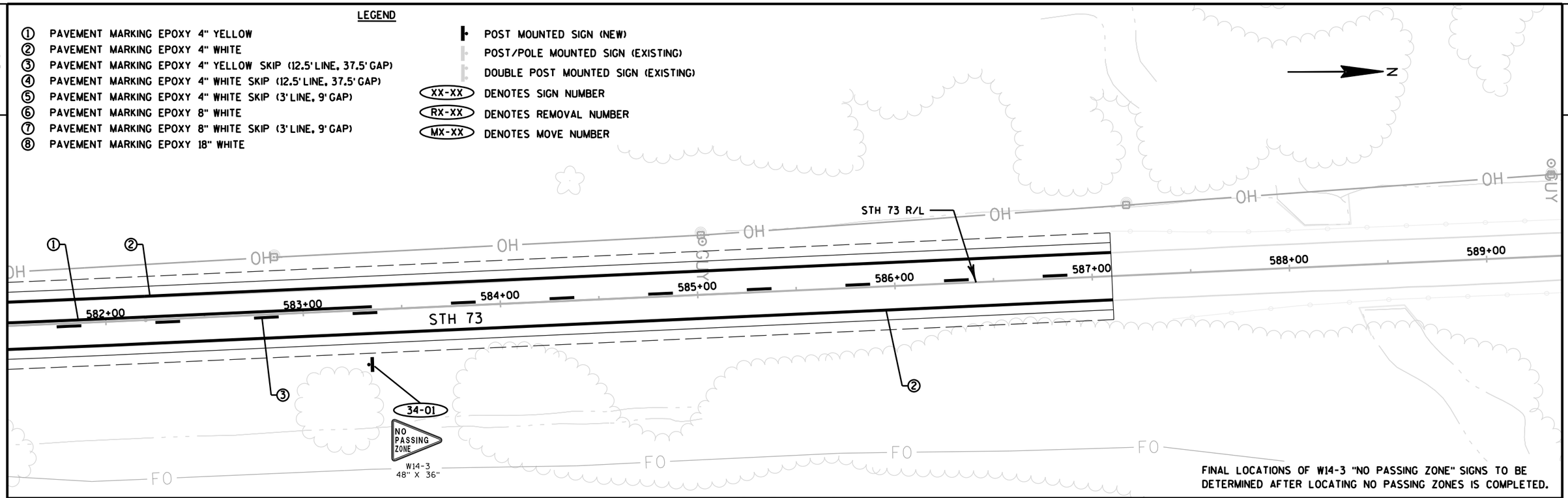
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 142 | E |
|---|---|---|---|---|---|

2

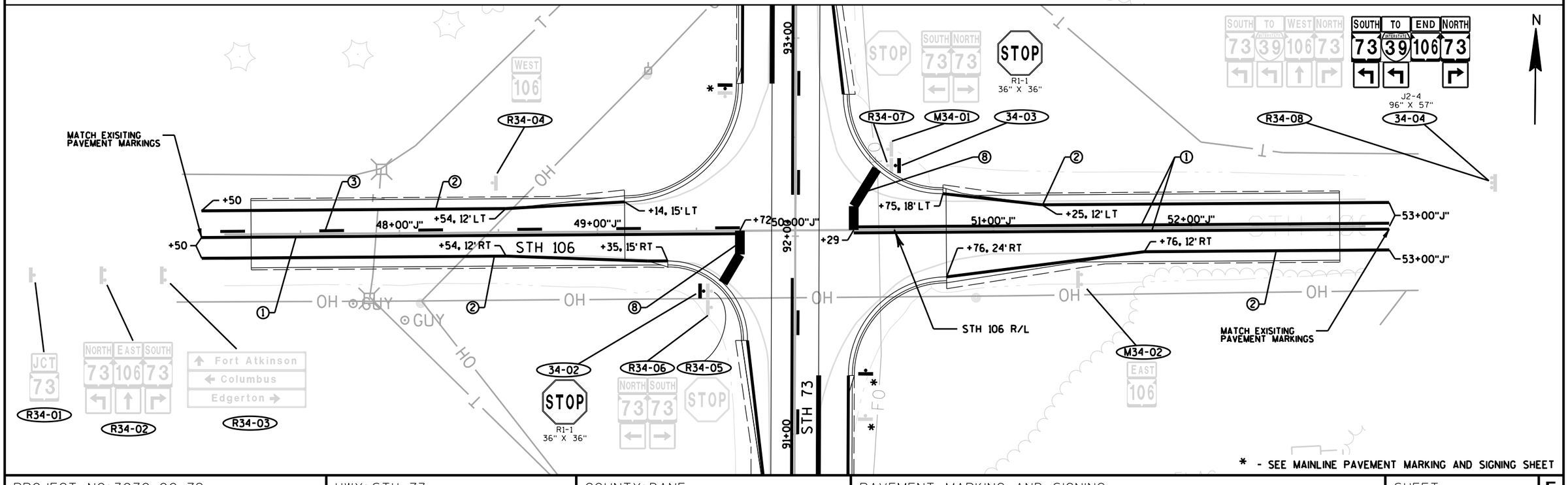
## LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




FINAL LOCATIONS OF W14-3 "NO PASSING ZONE" SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.




* - SEE MAINLINE PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 143 E |
|---|---|---|---|---|

2

2

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER

N

STH 73

156+00

155+00

STOP
R1-1
30" X 30"
R35-01
35-01

STRICKERT LANE

STOP
R1-1
30" X 30"
35-04
R35-04
R35-03

DEAD END
W14-1
30" X 30"
35-02
R35-02

102+00"C"
103+00"C"
104+00"C"
105+00"
CRAIG ROAD
CRAIG RD R/L
R35-05
101+00"C"
100+00"C"
99+00"C"
98+00"C"
REMOVED BY OTHERS

35-03
STOP
R1-1
30" X 30"

121+00
120+00
STH 73

N

* - SEE MAINLINE PAVEMENT MARKING AND SIGNING SHEET

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 144 | E |
|---|---|---|---|---|---|

2

## LEGEND

| | |
|---|---|
| ① | PAVEMENT MARKING EPOXY 4" YELLOW |
| ② | PAVEMENT MARKING EPOXY 4" WHITE |
| ③ | PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP) |
| ④ | PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP) |
| ⑤ | PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP) |
| ⑥ | PAVEMENT MARKING EPOXY 8" WHITE |
| ⑦ | PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP) |
| ⑧ | PAVEMENT MARKING EPOXY 18" WHITE |

| | |
|---|---|
| | POST MOUNTED SIGN (NEW) |
| | POST/POLE MOUNTED SIGN (EXISTING) |
| | DOUBLE POST MOUNTED SIGN (EXISTING) |
| XX-XX | DENOTES SIGN NUMBER |
| RX-XX | DENOTES REMOVAL NUMBER |
| MX-XX | DENOTES MOVE NUMBER |

N

STH 73

REMOVED BY OTHERS

MAPLE GROVE ROAD R/L

144+00"MG"
145+00"MG"
146+00"MG"
147+00"MG"
148+00"MG"
149+00"MG"
150+00"MG"

MAPLE GROVE ROAD

208+00

207+00

36-02
W1-7
48" X 24"

36-01
R36-01
STOP
R1-1
30" X 30"

GUY

OH

N

DEAD END
W14-1
30" X 30"
36-03
R36-02

STH 73

228+00

227+00

STOP
R1-1
30" X 30"
R36-04
36-05

AARBACK ROAD R/L

196+00"AR"
197+00"AR"
198+00"AR"
199+00"AR"
200+00"AR"
201+00"AR"
202+00"AR"

AARBACK ROAD

R36-03
36-04
STOP
R1-1
30" X 30"

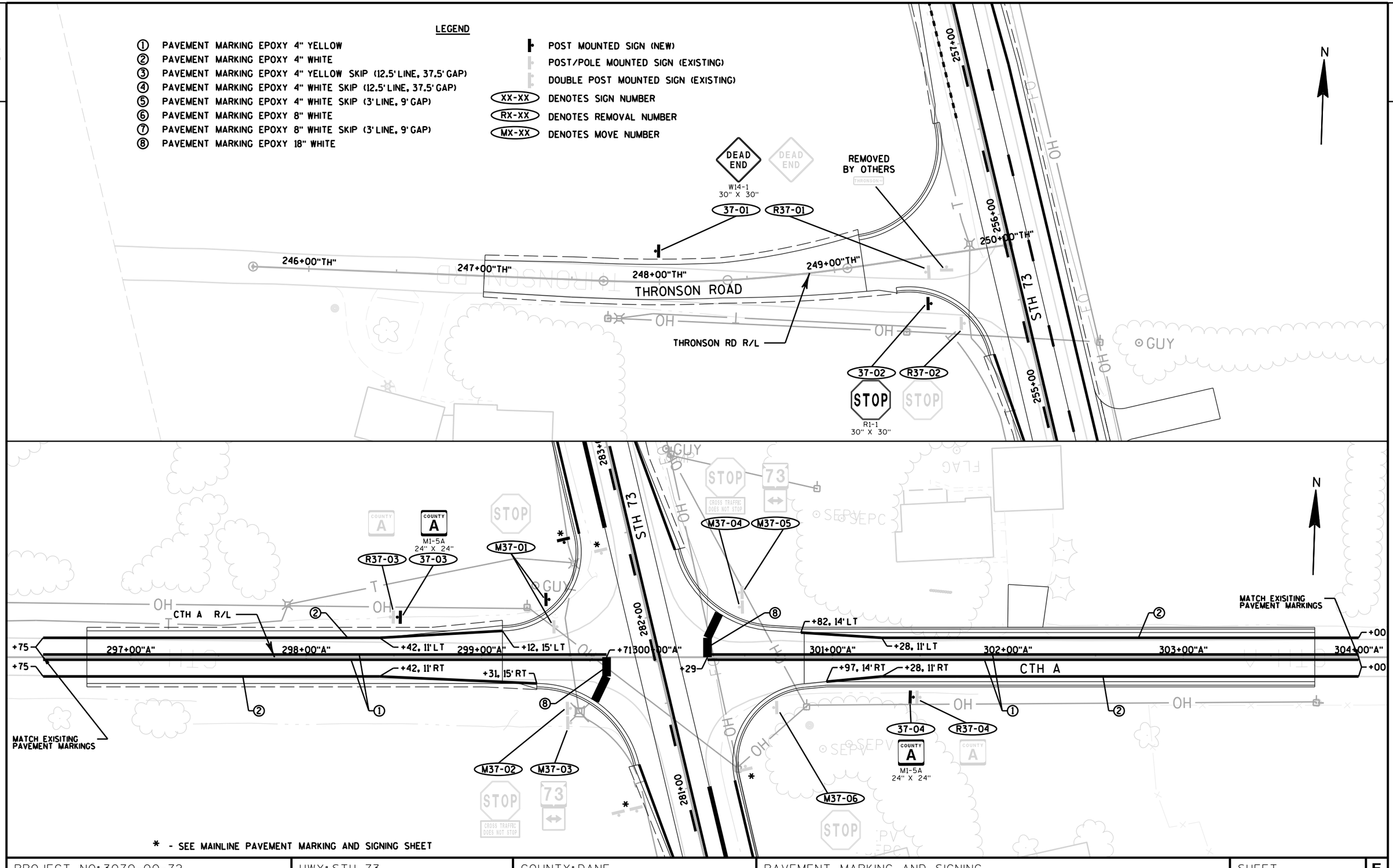
REMOVED BY OTHERS

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 145 E |

LEGEND

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




* - SEE MAINLINE PAVEMENT MARKING AND SIGNING SHEET

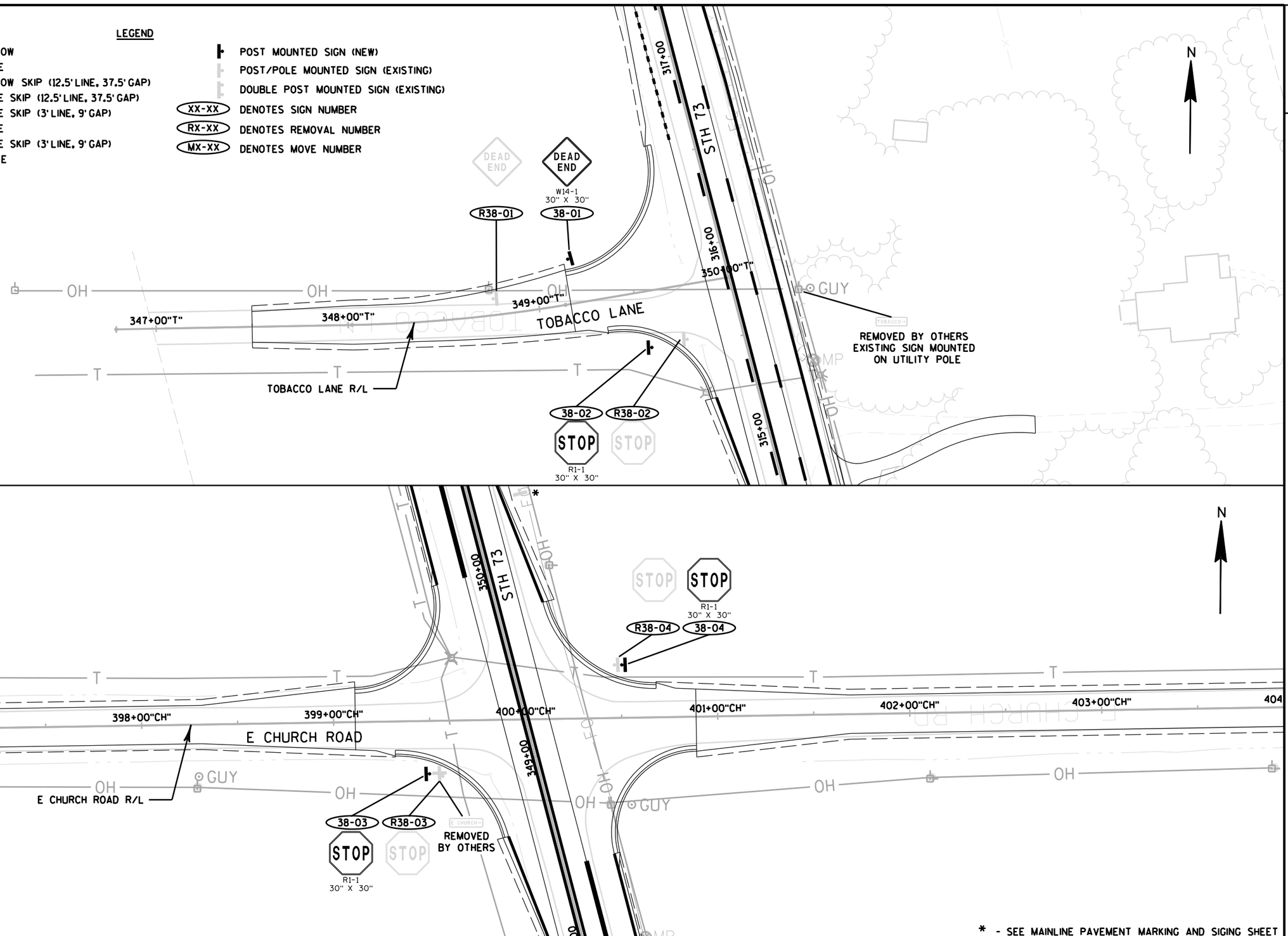
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 146 | E |
|---|---|---|---|---|---|

2

LEGEND

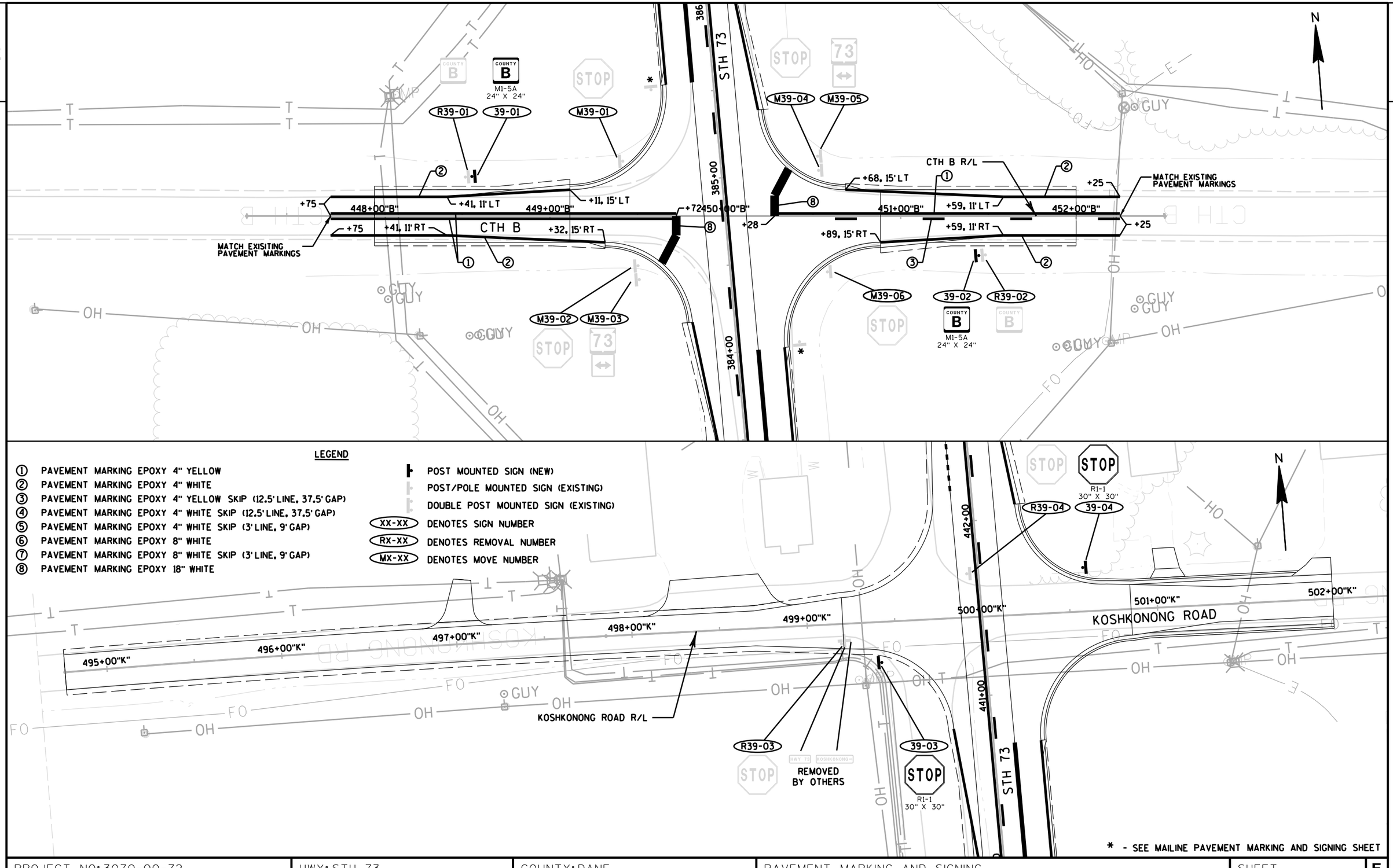
① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 147 E |
|---|---|---|---|---|

2



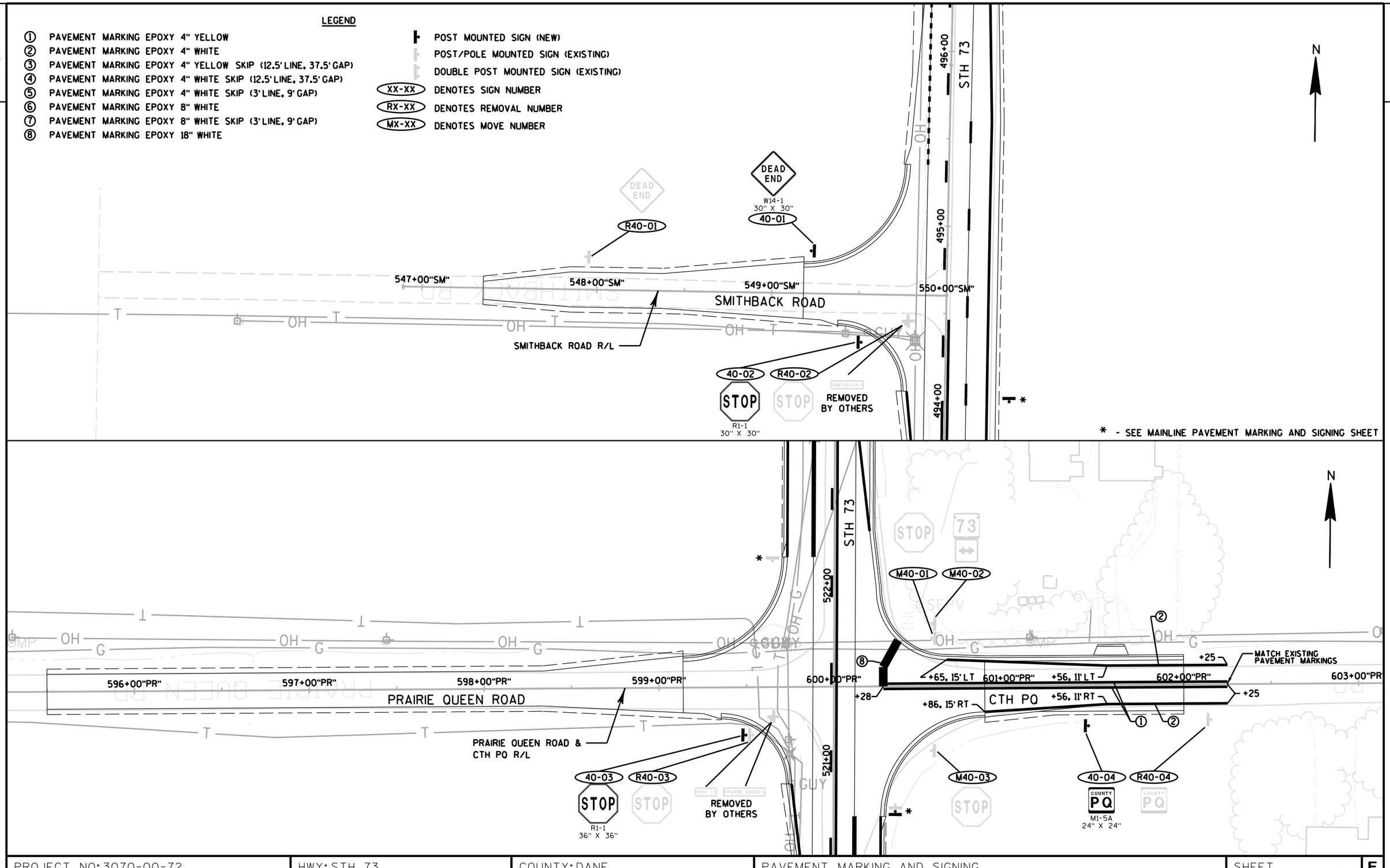

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 148 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Pavement Marking\024539_pm.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 50.0000 sf / in.
WISDOT/CADDS SHEET 42

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER



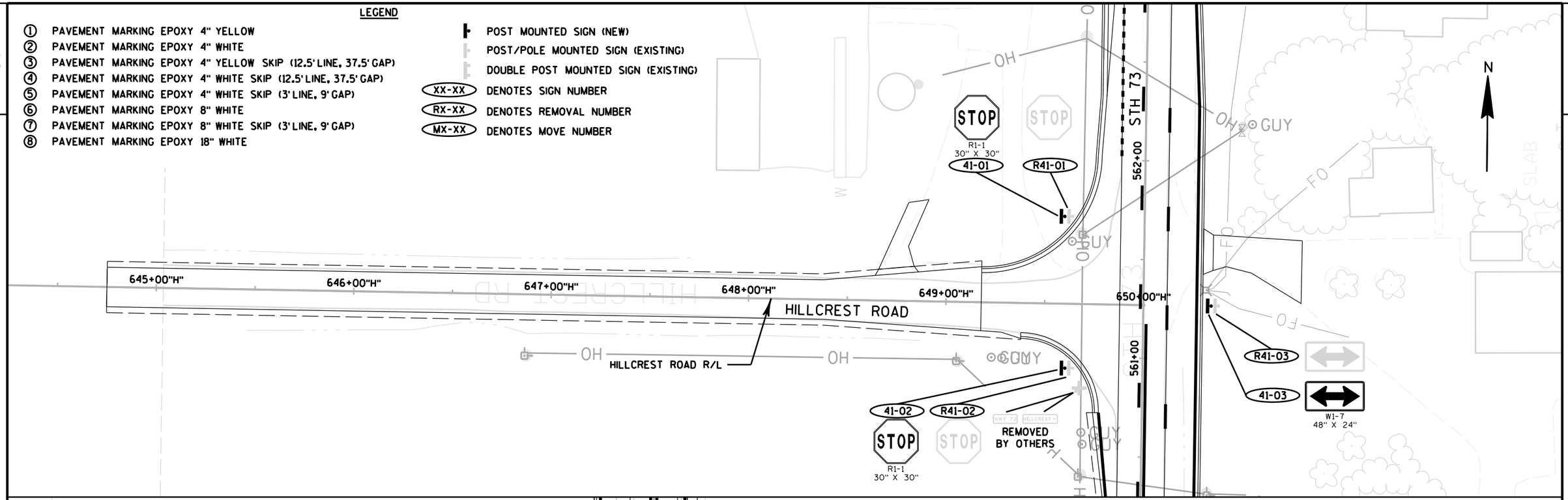

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 149 E |
|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5' LINE, 37.5' GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5' LINE, 37.5' GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3' LINE, 9' GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3' LINE, 9' GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




2

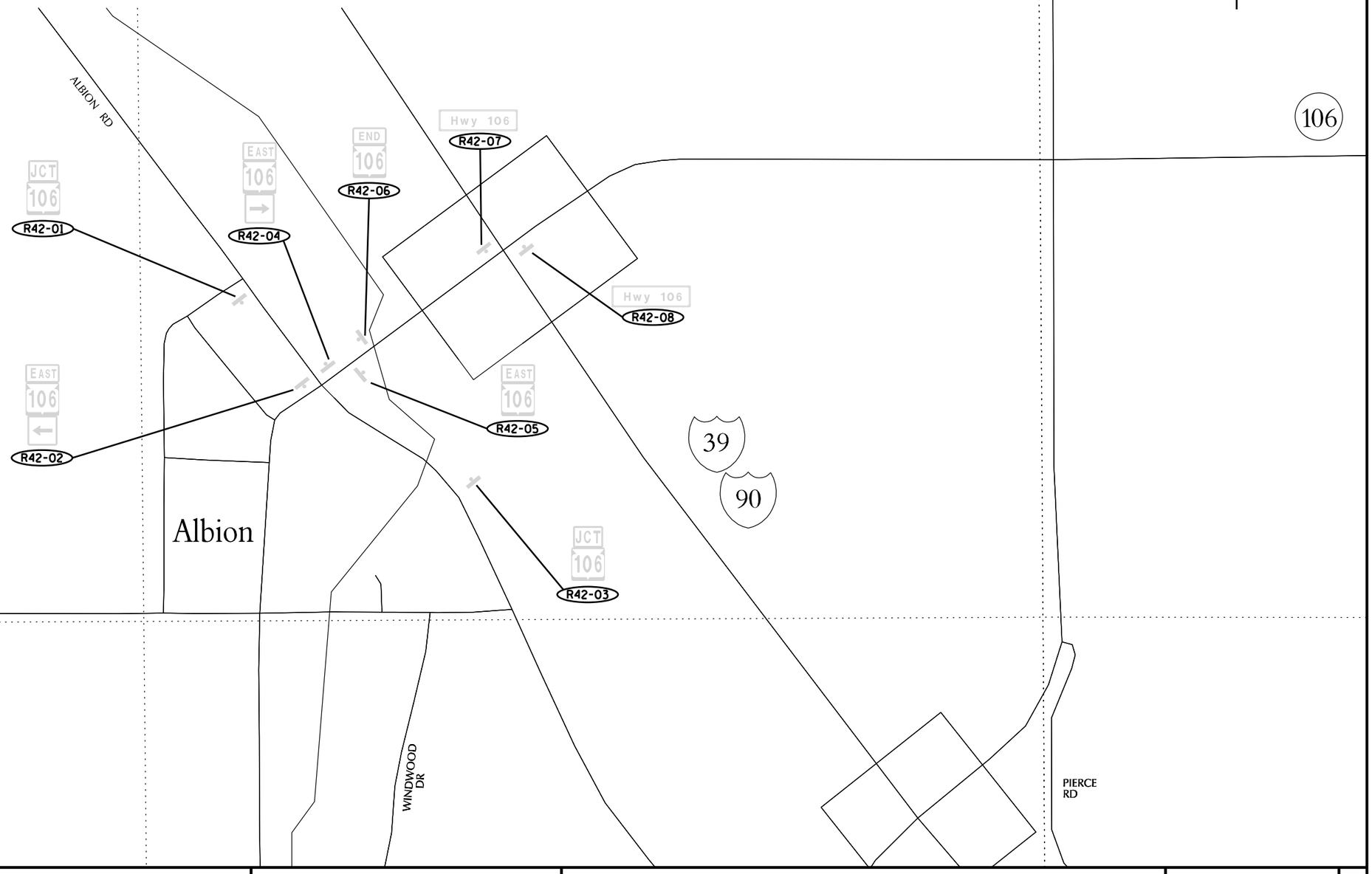
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PAVEMENT MARKING AND SIGNING | SHEET 150 | E |
|---|---|---|---|---|---|

2

**LEGEND**

① PAVEMENT MARKING EPOXY 4" YELLOW
② PAVEMENT MARKING EPOXY 4" WHITE
③ PAVEMENT MARKING EPOXY 4" YELLOW SKIP (12.5'LINE, 37.5'GAP)
④ PAVEMENT MARKING EPOXY 4" WHITE SKIP (12.5'LINE, 37.5'GAP)
⑤ PAVEMENT MARKING EPOXY 4" WHITE SKIP (3'LINE, 9'GAP)
⑥ PAVEMENT MARKING EPOXY 8" WHITE
⑦ PAVEMENT MARKING EPOXY 8" WHITE SKIP (3'LINE, 9'GAP)
⑧ PAVEMENT MARKING EPOXY 18" WHITE

POST MOUNTED SIGN (NEW)
POST/POLE MOUNTED SIGN (EXISTING)
DOUBLE POST MOUNTED SIGN (EXISTING)
XX-XX DENOTES SIGN NUMBER
RX-XX DENOTES REMOVAL NUMBER
MX-XX DENOTES MOVE NUMBER




2

| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | PAVEMENT MARKING AND SIGNING | SHEET 151 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\Pavement Marking\024542_pm.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 10.0000 sf / in.

WISDOT/CADDS SHEET 42

## 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 EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL AND SHALL BE PAID FOR WITH BID ITEM 643.0920 - TRAFFIC CONTROL COVERING SIGNS TYPE II.

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

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

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

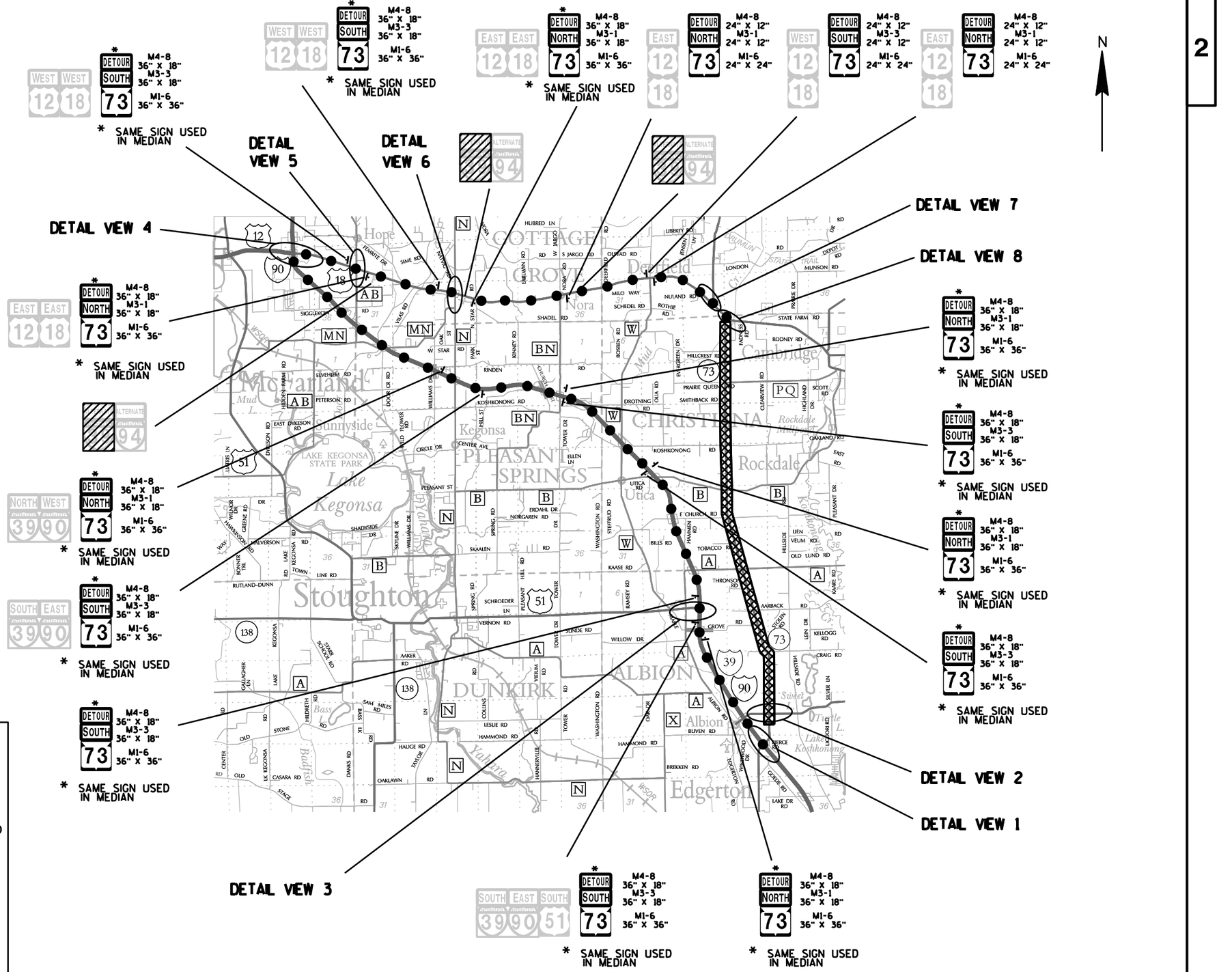
ADDITIONAL DRUMS, CONCRETE BARRIER, OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. THE COST OF THESE DEVICES IS INCIDENTAL TO THE OPERATION THAT CREATES THE HAZARD.

ALL SIDEROAD CLOSURES SHALL FOLLOW STANDARD DETAIL DRAWING 15C3 AND ALLOW FOR LOCAL ACCESS. USE DETAIL 3 FOR STH 106, CTH A, AND CTH B. USE DETAIL 4 FOR CRAIG ROAD, MAPLE GROVE ROAD, AARBACK ROAD, THRONSON ROAD, TOBACCO LANE, E CHURCH ROAD, KOSHKONONG ROAD, SMITHBACK ROAD, PRAIRIE QUEEN ROAD/CTH PQ, HILLCREST ROAD, AND FADNESS ROAD.

PHASE A TAKES PLACE FROM THE BEGINNING OF CONSTRUCTION OPERATIONS UNTIL THE SEGMENT OF STH 73 BETWEEN THE SOUTH PROJECT LIMITS AND STH 106 HAS BEEN COMPLETED TO THE LEVEL SPECIFIED IN THE PROSECUTION AND PROGRESS SECTION OF THE SPECIAL PROVISIONS. PHASE B TAKES PLACE THEREAFTER.

**LEGEND**

- 73 — NEW SIGN
- 73 — EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | TRAFFIC CONTROL & DETOUR - OVERVIEW - PHASES A&B | SHEET 152 | E |
|---|---|---|---|---|---|

2

2

N

LAKE DRIVE RD

I 39/90

I-39 SB / I-90 EB

I-39 NB / I-90 WB

1000'

* NORTH M3-1 36" X 18"
73 M1-6 36" X 36"
DETOUR AHEAD W20-2

* SAME SIGN USED IN MEDIAN

EXIT 160
51 SOUTH
1 MILE
BUSINESSES OPEN DURING CONSTRUCTION

TYPE I SIGN TO BE FURNISHED BY WISDOT AND INSTALLED BY CONTRACTOR

* DETOUR M4-8 36" X 18"
NORTH M3-1 36" X 18"
73 M1-6 36" X 36"
M06-1 30" X 30"

* SAME SIGN USED IN MEDIAN

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 153 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

N

HAUGEN RD

GOEDE RD

I-39 SB / I-90 EB

I-39 NB / I-90 WB

PIERCE RD

I 39/90

IH 39/90

SIGN

FOUND

U/C

SEPTIC

LODGING-EXIT 160

TOWNE EDGE MOTEL

* DETOUR NORTH 73

M4-8 36" X 18"
M3-1 36" X 18"
M1-6 36" X 36"
M06-1 30" X 30"

* SAME SIGN USED IN MEDIAN

EXIT 160

SOUTH

51

Edgerton

**LEGEND**

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

NORTH 73 — M3-1 24" X 12" — M1-6 24" X 24"

DETOUR AHEAD — W020-2

1000'

USH 51

ALBION RD

ALBION RD.

HAUGEN RD

JCT JCT 39 90

DETOUR — M4-8 24" X 12"

NORTH WEST NORTH NORTH 39 90 51 73 — M06-1 21" X 21"

LODGING

Albion Edgerton

SOUTH 51

ALTERNATE SOUTH 39 51

END DETOUR SOUTH 73 — M4-8A 24" X 18" — M3-3 24" X 12" — M1-6 24" X 24"

DETOUR NORTH 73 — M4-8 24" X 12" — M3-1 24" X 12" — M1-6 24" X 24" — M05-1R 21" X 21"

NORTH WEST NORTH 39 90 51

EXIT 160

I-39 SB / I-90 EB / USH 51 SB

I-39 SB / I-90 EB

I-39 NB / I-90 WB / NB USH 51

I-39 NB / I-90 WB

IH 39/90

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 155 | E |
|---|---|---|---|---|---|

2

2

I-39 SB / I-90 EB

I-39 NB / I-90 WB

I-39 SB / I-90 EB / USH 51 SB

I-39 NB / I-90 WB / USH 51 NB

EXIT 160

PIERCE RD.

PIERCE RD

STH 73

LODGING

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

Albion
Edgerton

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
M05-1L 21" X 21"

N

LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 156 | E |
|---|---|---|---|---|---|

2

2

EXIT 160

51

Edgerton

LODGING-EXIT 160

TOWNE EDGE MOTEL

SIGN

SIGN

SIGN

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

STH 106

N

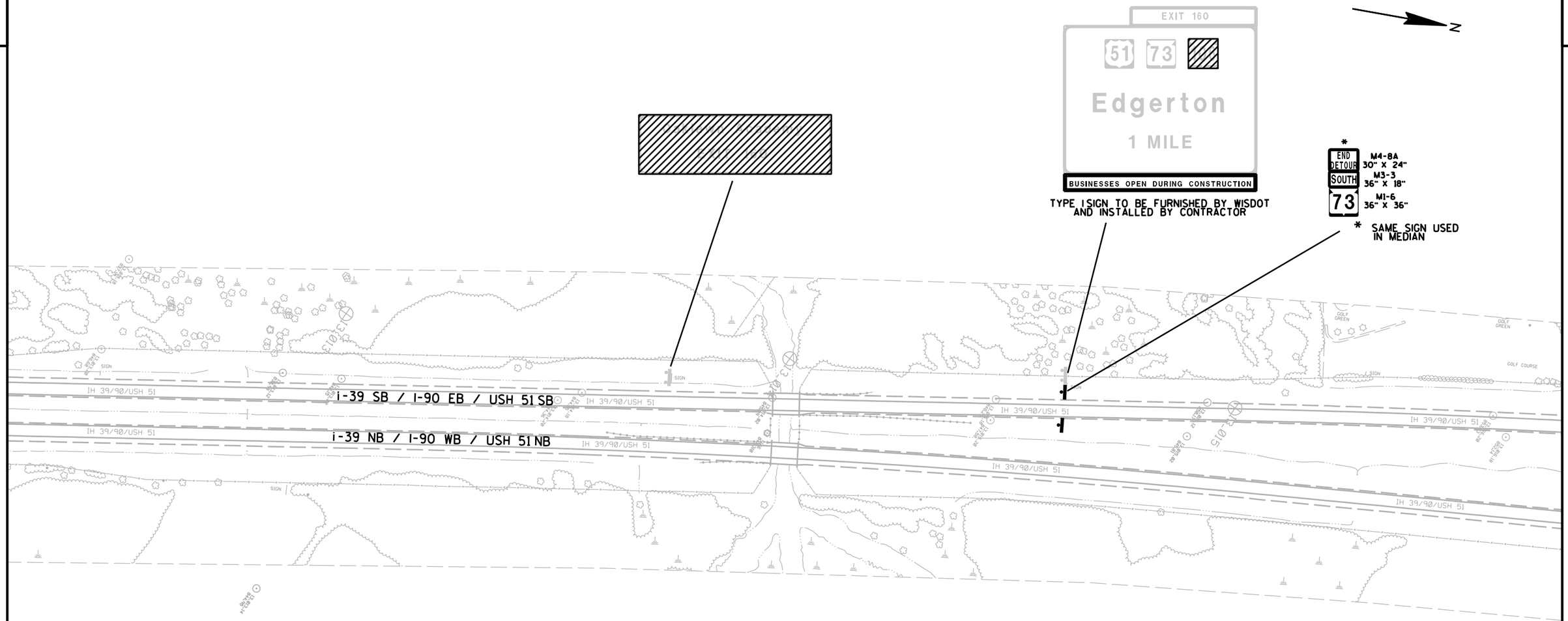
LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 157 E |

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2




LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE A | SHEET 158 | E |
|---|---|---|---|---|---|

2

2

LAKE DRIVE RD

I 39/90

I-39 SB / I-90 EB

I-39 NB / I-90 WB

1000'

* NORTH M3-1 36" X 18"
73 M1-6 36" X 36"
DETOUR AHEAD W20-2

* SAME SIGN USED IN MEDIAN

EXIT 160
51 SOUTH
106
1 MILE
BUSINESSES OPEN DURING CONSTRUCTION

TYPE I SIGN TO BE FURNISHED BY WISDOT AND INSTALLED BY CONTRACTOR

* DETOUR M4-8 36" X 18"
NORTH M3-1 36" X 18"
73 M1-6 36" X 36"
M06-1 30" X 30"

* SAME SIGN USED IN MEDIAN

Oaklawn Academy
EXIT 160

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 159 | E |
|---|---|---|---|---|---|

2

2

N

HAUGEN RD

GOEDE RD

I-39 SB / I-90 EB

I-39 NB / I-90 WB

I 39/90

IH 39/90

PIERCE RD

SIGN

FOUND

SEPTIC

U/C

INL

LODGING-EXIT 160

TOWNE EDGE MOTEL

CAMPING-EXIT 160

HICKORY HILLS CAMPGROUND

* DETOUR NORTH

M4-8 36" X 18"

M3-1 36" X 18"

73

M1-6 36" X 36"

M06-1 30" X 30"

* SAME SIGN USED IN MEDIAN

EXIT 160

SOUTH

51

106

Edgerton

**LEGEND**

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 160 | E |
|---|---|---|---|---|---|

2

2

N

NORTH 73
M3-1 24" X 12"
M1-6 24" X 24"
DETOUR AHEAD
W020-2

1000'

JCT JCT 39 90

USH 51

HAUGEN RD

ALBION RD

DETOUR
M4-8 24" X 12"

NORTH WEST NORTH NORTH 39 90 51 73
M06-1 21" X 21"

LODGING
CAMPING

Oaklawn Academy
Albion Edgerton

TO SOUTH 106 51

TO ALTERNATE SOUTH 106 39 51

END DETOUR SOUTH 73
M4-8A 24" X 18"
M3-3 24" X 12"
M1-6 24" X 24"

DETOUR NORTH 73
M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M05-1R 21" X 21"

NORTH WEST NORTH 39 90 51

EXIT 160

I-39 SB / I-90 EB / USH 51 SB

I-39 SB / I-90 EB

I-39 NB / I-90 WB / NB USH 51

I-39 NB / I-90 WB

IH 39/90

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 161 | E |
|---|---|---|---|---|---|

2

2

I-39 SB / I-90 EB

I-39 NB / I-90 WB

I-39 SB / I-90 EB / USH 51 SB

I-39 NB / I-90 WB / USH 51 NB

PIERCE RD.

PIERCE RD

STH 73

EXIT 160

SOUTH 51 TO 106

LODGING

CAMPING

Oaklawn Academy

Albion Edgerton

NORTH WEST NORTH 39 90 51

DETOUR NORTH 73

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"

NORTH WEST 51 90

M05-1L 21" X 21"

N

LEGEND

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 162 | E |
|---|---|---|---|---|---|

2

2

N

EXIT 160

51 73 106

Edgerton

LODGING-EXIT 160

TOWNE EDGE MOTEL

CAMPING-EXIT 160

HICKORY HILLS CAMPGROUND

SIGN

SIGN

SIGN

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

IH 39/90/USH 51

STH 106

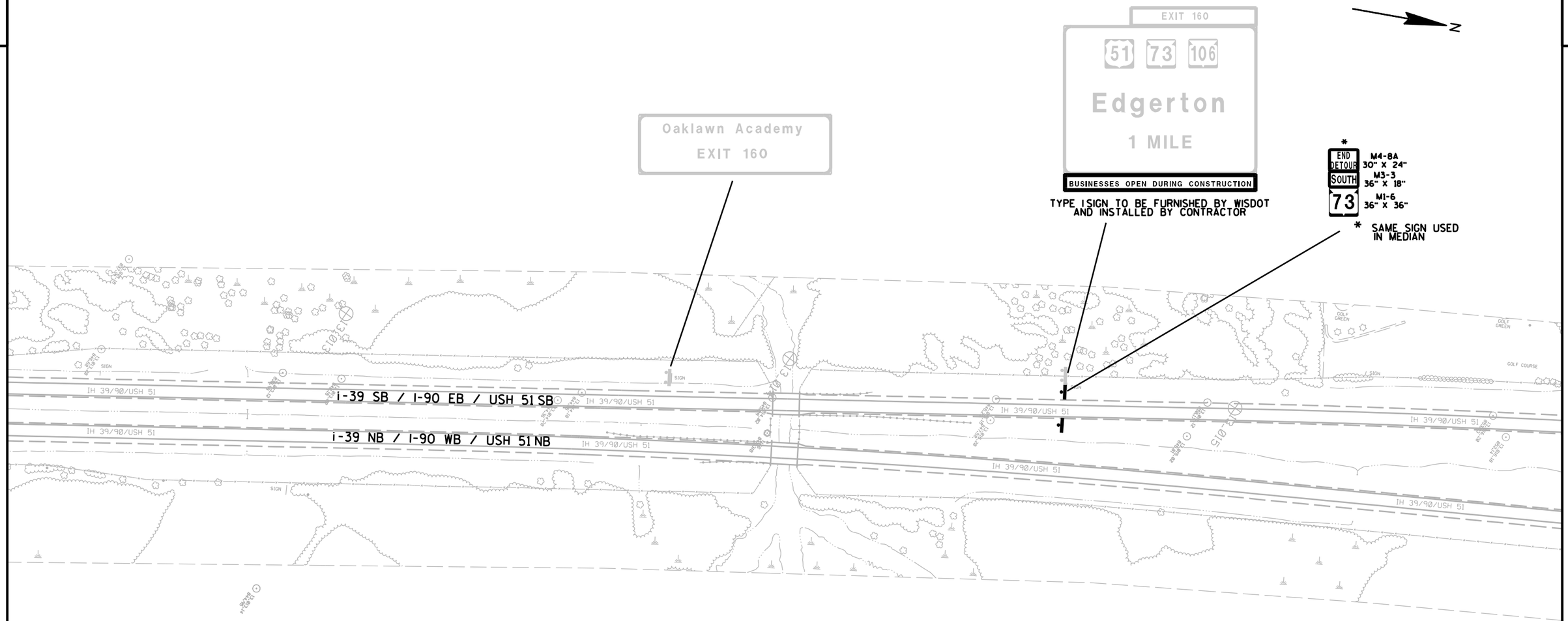
LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 163 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2




LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 1 - PHASE B | SHEET 164 | E |
|---|---|---|---|---|---|

2

N

STH 73

STH 106

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

ROAD WORK AHEAD
W20-1

500'

STOP

NORTH SOUTH
73 73

Albion

END
106

*

JCT
73

NORTH EAST SOUTH
73 106 73

Fort Atkinson
Columbus
Edgerton

ROAD WORK AHEAD
W20-1

FLAG

SEPTIC

GREENHOUSE

SIGN

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

500'

BEGINNING OF PROJECT

500'

ROAD CLOSED
500 FT
W20-3

ROAD CLOSED
1000 FT
W20-3

LEGEND

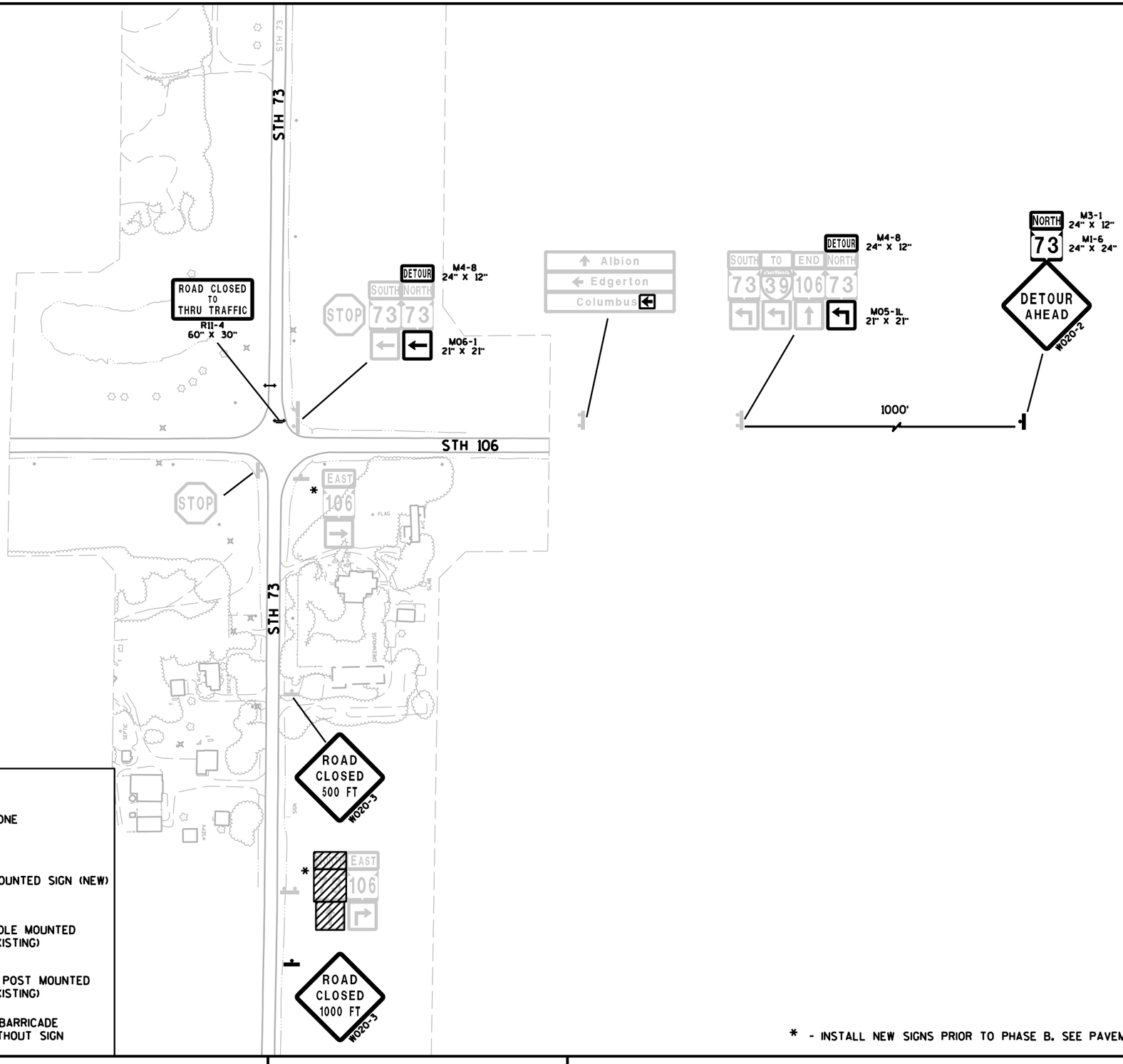
| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

* - REMOVE OR REPLACE SIGNS AS PART OF DETOUR SET UP. SEE PAVEMENT MARKING AND SIGNING SHEETS.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 2 - PHASE A | SHEET 165 | E |
|---|---|---|---|---|---|

2

2




LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

* - INSTALL NEW SIGNS PRIOR TO PHASE B. SEE PAVEMENT MARKING AND SIGNING SHEETS.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 2 - PHASE B | SHEET 166 | E |
|---|---|---|---|---|---|

2

CTH A

USH 51 NB
USH 51 SB

1000'

I-39 SB / I-90 EB

I-39 NB / I-90 WB

IH 39/90

NORTH WEST
39 90

* M4-8 36" X 18"
M3-1 36" X 18"
M1-6 36" X 36"
* SAME SIGN USED IN MEDIAN

M4-8 36" X 18"
M3-1 36" X 18"
M1-6 36" X 36"
M06-1 30" X 30"

SOUTH EAST SOUTH
94 94 00

* M3-1 36" X 18"
M1-6 36" X 36"
W20-2 DETOUR AHEAD
* SAME SIGN USED IN MEDIAN

LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 3 - PHASES A&B | SHEET 167 | E |
|---|---|---|---|---|---|

2

2

LEFT
EXIT 142 A

EXIT 142 B

WEST

EAST

12 18 12 18

Madison

Cambridge

1 MILE

* DETOUR NORTH
M4-8 36" X 18"
M3-1 36" X 18"
73 M1-6 36" X 36"
M05-2R 30" X 30"
* SAME SIGN USED IN MEDIAN

* DETOUR SOUTH
M4-8 36" X 18"
M3-3 36" X 18"
73 M1-6 36" X 36"
* SAME SIGN USED IN MEDIAN

SOUTH EAST
39 90

I-39 NB / I-90 EB

I-39 SB / I-90 WB

IH 39/90

I SIGN

GOLF COURSE

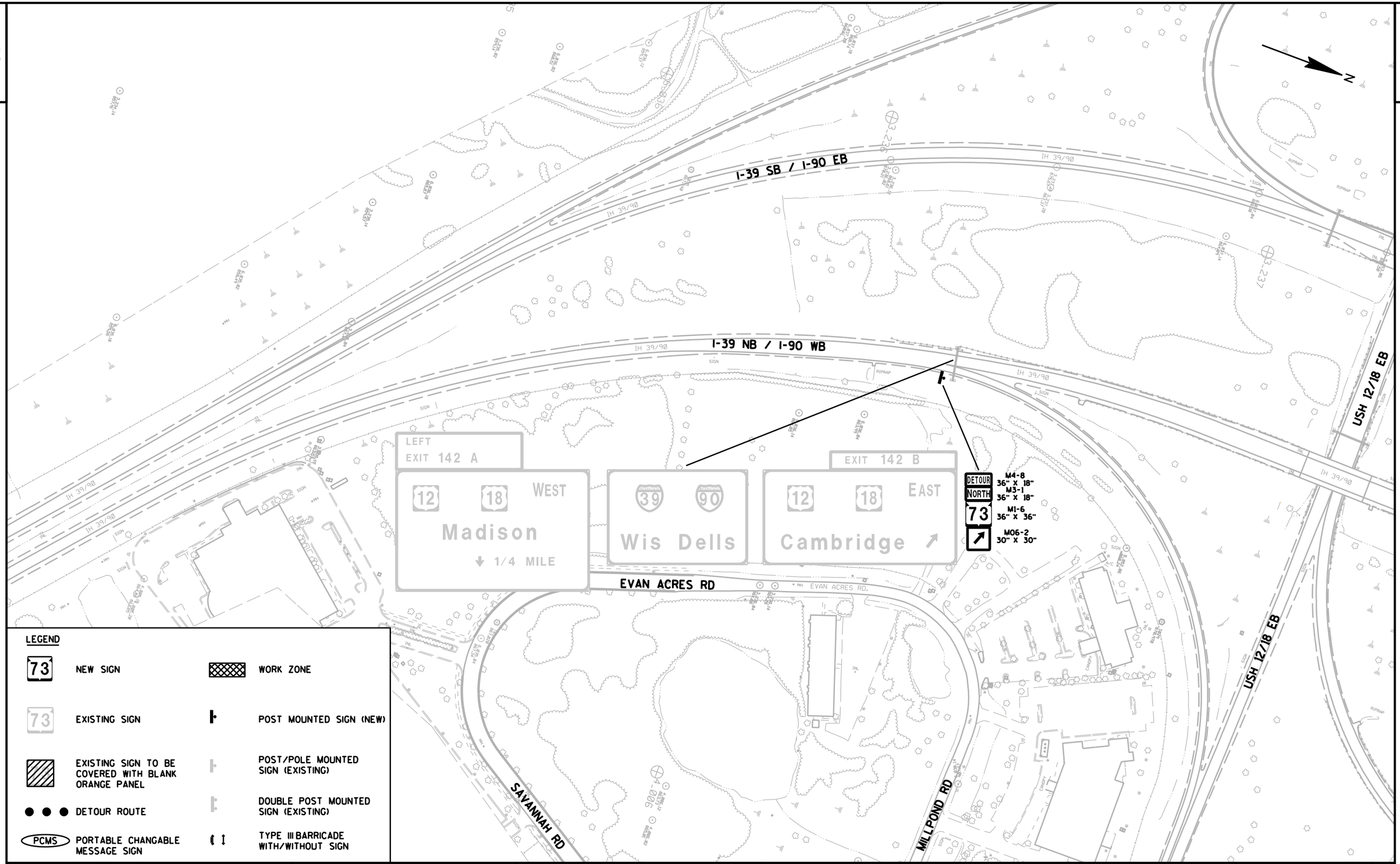
GOLF GREEN

**LEGEND**

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 4 - PHASES A&B | SHEET 168 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 4 - PHASES A&B | SHEET 169 E |
|---|---|---|---|---|

2

* DETOUR / SOUTH / 73
M4-8 36" X 18"
M3-3 36" X 18"
M1-6 36" X 36"
M05-2R 30" X 30"
* SAME SIGN USED IN MEDIAN

12 18 WEST
Madison

SOUTH EAST
39 90
Janesville
Chicago
1/2 MILE
EXIT ONLY

EXIT 267 B
NORTH WEST TO
39 90 94
Milwaukee
Wis Dells

EXIT 267 A-B
39 90
Wis Dells
Chicago
1/3 MILE

* DETOUR / SOUTH / 73
M4-8 36" X 18"
M3-3 36" X 18"
M1-6 36" X 36"
M06-1 30" X 30"
* SAME SIGN USED IN MEDIAN

N

USH 12/18 WB

USH 12/18 EB

MILLPOND RD

LONG RD

LONG RD.

MILL POND RD.

LEGEND

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 4 - PHASES A&B | SHEET 170 | E |
|---|---|---|---|---|---|

2

2

N

* M4-8 36" X 18"
DETOUR
M3-3 36" X 18"
SOUTH
M1-6 36" X 36"
73
M06-2 30" X 30"
* SAME SIGN USED IN MEDIAN

EXIT 267A

RAMP 30 M.P.H.

EXIT 267 A
SOUTH 39 EAST 90
Chicago
Janesville

USH 12/18 WB

USH 12/18 EB

I-39 SB / I-90 EB

I-39 NB / I-90 WB

IH 39/90

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 4 - PHASES A&B | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

SOUTH
73
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR AHEAD
W20-2

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M05-1R
21" X 21"

12
18
DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M06-1
21" X 21"

1000'

500'

CTH AB

USH 12/18

N

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M06-1
21" X 21"

500'

1000'

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M05-1L
21" X 21"

SOUTH
73
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR AHEAD
W20-2

LEGEND

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 5 - PHASES A&B | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

NATVIG RD

CTH N

CTH MN

1000'

1000'

SOUTH 73 M3-3 24" X 12" M1-6 24" X 24"
DETOUR AHEAD W20-2

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M05-1R 21" X 21"
WEST 12 WEST 18

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"
WEST 12 WEST 18

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"
WEST 12 WEST 18

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M05-1L 21" X 21"
WEST 12 WEST 18

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"
EAST 12 EAST 18

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"
EAST 12 EAST 18

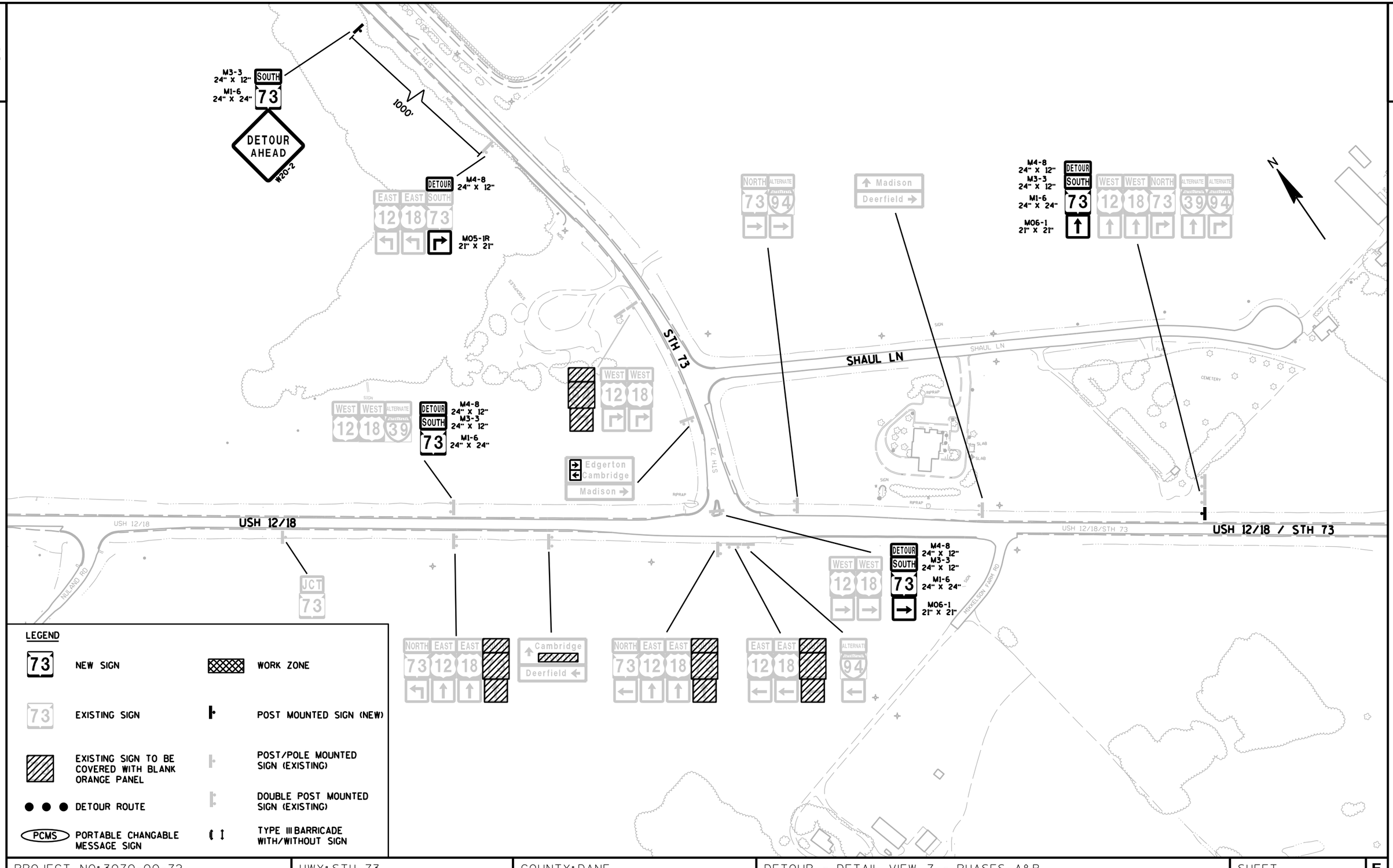
SOUTH 73 M3-3 24" X 12" M1-6 24" X 24"
DETOUR AHEAD W20-2

LEGEND

| | |
|---|---|
| 73 NEW SIGN | WORK ZONE |
| 73 EXISTING SIGN | POST MOUNTED SIGN (NEW) |
| EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | POST/POLE MOUNTED SIGN (EXISTING) |
| DETOUR ROUTE | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS PORTABLE CHANGABLE MESSAGE SIGN | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 6 - PHASES A&B | SHEET 173 | E |
|---|---|---|---|---|---|

2




LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 7 - PHASES A&B | SHEET E |



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

M4-8
24" x 12"
DETOUR
SOUTH WEST WEST NORTH
73 12 18 73
M06-1
21" x 21"

N

1000'

SOUTH
73
M3-3
24" x 12"
M1-6
24" x 24"
DETOUR
AHEAD
W20-2

UCT
73

M4-8
24" x 12"
DETOUR
SOUTH WEST WEST NORTH
73 12 18 73
M06-1
21" x 21"

Edgerton
Madison
Deerfield

USH 12/18

DETOUR
M4-9R
30" x 24"

USH 12/18 / STH 73

USH 12/18/STH 73

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60" x 30"

Cambridge

ALTERNATE
AUTO ROUTE
94

STH 73

ROAD
CLOSED
1000 FT
W20-3

ROAD
CLOSED
500 FT
W20-3

LEGEND

| | | | |
|---|---|---|---|
| 73 | NEW SIGN | | WORK ZONE |
| 73 | EXISTING SIGN | | POST MOUNTED SIGN (NEW) |
| | EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL | | POST/POLE MOUNTED SIGN (EXISTING) |
| ● ● ● | DETOUR ROUTE | | DOUBLE POST MOUNTED SIGN (EXISTING) |
| PCMS | PORTABLE CHANGABLE MESSAGE SIGN | | TYPE III BARRICADE WITH/WITHOUT SIGN |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | DETOUR - DETAIL VIEW 8 - PHASES A&B | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

STH 106 R/L

BP: 45+91.61"J"
X = 909,632.64
Y = 413,473.06

ALUMINUM MONUMENT
X = 910,042.604
Y = 413,470.049

T 05 N
22 23
R 12 E

BEGIN 3070-00-72
STA. 79+00.00
X = 910,026.18
Y = 412,169.85

80 85 90 95 100 105

N00°39'11.77"E

STH 106

STH 73 R/L

STH 73

S89°56'35.36"E

STA. 92+02.89 STH 73=
STA. 50+00.00"J"
θ = 89.40°
X = 910,041.03
Y = 413,472.66

EP: 54+12.33"J"
X = 910,453.36
Y = 413,472.25

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 176 | E |
|---|---|---|---|---|---|

2

N

STH 73 CURVE NOTES
PI STA = 130+92.97
Y = 417,362.48
X = 910,085.38
DELTA = 0°54'59"
D = 0°06'53"
T = 399.90
L = 799.77
R = 50,000.00
PC STA = 126+93.07
PT STA = 134+92.85
SE = N.C.

ALUMINUM MONUMENT
X = 910,073.128
Y = 416,118.853

PC: 126+93.07

PT: 134+92.85

110 115 120 125 130 135 140

N00°39'11.77"E

STH 73

N00°15'47.54"W

STH 73 R/L

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 177 | E |
|---|---|---|---|---|---|

2

2

N

CRAIG ROAD R/L

CRAIG ROAD

PC: 97+21.29"C"

PT: 98+89.27"C"

STA. 171+72.81 STH 73 =
STA. 100+00.00 CRAIG RD
θ = 110.00°
X = 909,668.44
Y = 421,357.48

PT: 167+85.71

170

N28°51'06.12"W

PT: 6+76.55"OBL"

N54°09'53.92"W

OBLITERATION R/L

165

OBLITERATE EXISTING ROADWAY

5"OBL"

0"OBL"

EXISTING STH 73

N00°07'09.48"W

CRAIG ROAD DWY R/L

10"DW

PC: 8+11.84"DWY"

BP: 8+05.14"DWY"

PT: 8+41.32"DWY"

PC: 8+59.21"DWY"

PRC: 9+17.18"DWY"

ALUMINUM MONUMENT
X = 910,068.528
Y = 418,758.216

T 05 N
R 12 E
15 14

0

145

150

155

160

STH 73

N00°15'47.54"W

STH 73 R/L

PC: 159+12.53

CANOPY

STH 73 CURVE NOTES
PI STA = 163+58.41
Y = 420,627.90
X = 910,070.38
DELTA = 28°35'18"
D = 3°16'27"
T = 445.88
L = 873.18
R = 1750.00
PC STA = 159+12.53
PT STA = 167+85.71
SE = 5.7%

OBLITERATION CURVE NOTES
PI STA = 4+98.60"OBL"
Y = 421,188.37
X = 910,065.04
DELTA = 54°17'02"
D = 13°59'55"
T = 209.83
L = 387.78
R = 409.30
PC STA = 2+88.77"OBL"
PT STA = 6+76.55"OBL"

PC: 0+00.00"OBL"

PC: 2+88.77"OBL"

CRAIG ROAD DWY CURVE 1 NOTES
PI STA = 8+31.45"DWY"
Y = 421,222.82
X = 910,069.81
DELTA = 96°30'40"
D = 327°24'16"
T = 19.61
L = 29.48
R = 17.50
PC STA = 8+11.84"DWY"
PT STA = 8+41.32"DWY"

CRAIG ROAD DWY CURVE 2 NOTES
PI STA = 8+88.23"DWY"
Y = 421,289.34
X = 910,069.53
DELTA = 6°51'46"
D = 11°50'17"
T = 29.02
L = 57.97
R = 484.00
PC STA = 8+59.21"DWY"
PT STA = 9+17.18"DWY"

CRAIG ROAD DWY CURVE 3 NOTES
PI STA = 9+58.68"DWY"
Y = 421,359.39
X = 910,077.66
DELTA = 9°11'46"
D = 11°06'14"
T = 41.50
L = 82.82
R = 516.00
PC STA = 9+17.18"DWY"
PT STA = 10+00.00"DWY"

ALUMINUM MONUMENT
X = 910,068.528
Y = 418,758.216

T 05 N
R 12 E
10 11
15 14

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 178 | E |
|---|---|---|---|---|---|

2

N

CRAIG ROAD R/L

BP: 91+87.98"C"
X = 908,863.94
Y = 421,409.94

PC: 92+87.98"C"

PT: 94+60.59"C"

CRAIG ROAD

95'C"

PC: 97+21.29"C"

PC: 173+68.74

STA. 171+72.81 STH 73 =
STA. 100+00.00"C"
θ = 110.00°
X = 909,668.44
Y = 421,357.48

PT: 177+90.70

98+89.27"C"

175 180 185 190 195 200

STH 73

STH 73 R/L

STH 73 N15°02'11.04"W

70

N01°08'54.00"E 2,000'

N54°09'52.92"W OBL"

EP: 101+00'OBL"

+76.55'OBL

EXISTING STH 73

PC: 101+64.73"C"

OBLITERATE EXISTING ROADWAY

10'HWY"

PT: 103+84.75"C"

OBLITERATION R/L

105'C"

EP: 105+00.00"C"
X = 910,165.55
Y = 421,401.55

T 05 N
10 11
15 14
R 12 E

ALUMINUM MONUMENT
X = 910,068.528
Y = 418,758.216

CRAIG ROAD CURVE 1 NOTES
PI STA = 93+74.46"C"
Y = 421,405.36
X = 909,050.37
DELTA = 8°59'26"
D = 5°12'31"
T = 86.48
L = 172.61
R = 1,110.00
PC STA = 92+87.98"C"
PT STA = 94+60.59"C"
SE = 5.2%

CRAIG ROAD CURVE 2 NOTES
PI STA = 98+06.08"C"
Y = 421,327.40
X = 909,475.25
DELTA = 19°14'58"
D = 11°27'33"
T = 84.79
L = 167.98
R = 5,300.00
PC STA = 97+21.29"C"
PT STA = 98+89.27"C"
SE = 4.9%

STH 73 CURVE NOTES
PI STA = 175+80.75
Y = 421,714.79
X = 909,471.59
DELTA = 13°48'55"
D = 3°16'27"
T = 212.01
L = 421.96
R = 1,750
PC STA = 173+68.74
PT STA = 177+90.70
SE = 5.7%

CRAIG ROAD CURVE 3 NOTES
PI STA = 102+74.94"C"
Y = 421,399.79
X = 909,940.10
DELTA = 8°24'15"
D = 3°49'11"
T = 110.21
L = 220.02
R = 1,500.00
PC STA = 101+64.73"C"
PT STA = 103+84.75"C"
SE = 2.8%

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 179 | E |
|---|---|---|---|---|---|

| NO. | STATION | OFFSET | ELEV. | DESCRIPTION |
|---|---|---|---|---|
| CP3 | 207+83.98 | 39.8'LT | 896.783 | CP SET 0.75 IN OD IR CAP |

ALUMINUM MONUMENT
X = 907,367.587
Y = 426,742.541

N

MAPLE GROVE ROAD CURVE NOTES
PI STA = 148+41.14"MG"
Y = 424,744.52
X = 908,493.46
DELTA = 10°18'32"
D = 7°38'22"
T = 67.65
L = 134.94
R = 750.00
PC STA = 147+73.48"MG"
PT STA = 149+08.43"MG"
SE = 4.1%

AARBACK ROAD CURVE 1 NOTES
PI STA = 196+01.00"AR"
Y = 426,758.35
X = 907,728.41
DELTA = 5°54'25"
D = 5°43'46"
T = 51.59
L = 103.10
R = 1,000.00
PC STA = 195+49.40"AR"
PT STA = 196+52.50"AR"
SE = 2.9%

AARBACK ROAD CURVE 2 NOTES
PI STA = 198+63.75"AR"
Y = 426,725.40
X = 907,989.18
DELTA = 7°15'07"
D = 8°11'06"
T = 44.36
L = 88.60
R = 700.00
PC STA = 198+19.39"AR"
PT STA = 199+07.99"AR"
SE = 3.7%

BP: 143+78.83"MG"
X = 908,031.16
Y = 424,746.72

145'MG"

MAPLE GROVE ROAD

MAPLE GROVE ROAD R/L

PC: 147+73.48"MG"

PT: 149+08.43"MG"

CP3

N79°57'48.96"E

150'MG"

EP: 150+00.00"MG"

STA. 207+44.57 STH 73=
STA. 150+00.00"MG"
θ = 85.00°
X = 908,650.25
Y = 424,772.27

STH 73

N15°02'11.04"W

STH 73 R/L

STA. 227+67.06 STH 73=
STA. 200+00.00"AR"
θ = 104.99°
X = 908,125.55
Y = 426,725.51

BP: 194+56.47"AR"
X = 907,583.92
Y = 426,761.61

195'AR"

PC: 195+49.40"AR"

PT: 196+52.50"AR"

S82°47'51.70"E

PC: 198+19.39"AR"

PT: 199+07.99"AR"

200'AR"

AARBACK RD

N89°57'01.60"E

EP: 204+27.98"AR"
X = 908,553.54
Y = 426,725.88

205 210 215 220 225 230

CEMETERY

SIGN

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 180 | E |
|---|---|---|---|---|---|

2

2

N

THRONSON ROAD CURVE NOTES
PISTA = 248+38.02"TH"
Y = 429,415.75
X = 907,235.38
DELTA = 10°38'49"
D = 7°38'22"
T = 69.88
L = 139.37
R = 750.00
PC STA = 247+68.14"TH"
PT STA = 249+07.51"TH"
SE = 4.1%

2" IRON PIPE
X = 907,326.649
Y = 429,395.385

THRONSON ROAD R/L

BP: 245+68.14"TH"
X = 906,965.51
Y = 429,418.62

S89°23'22.41"E

THRONSON ROAD

PC: 247+68.14"TH"

PT: 249+07.51"TH"

STH 73 R/L

235 240 245 250 255 260

STH 73

N15°02'11.04"W

250+00.00"TH"

EP: 250+00.00"TH"

STA. 255+81.97 STH 73=
STA. 250+00.00"TH"
θ = 95.00°
X = 907,395.27
Y = 429,444.05

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 181 | E |
|---|---|---|---|---|---|

2

2

N

STH 73 R/L

265 270 275 280 285 290

STH 73

N15°02'11.04"W

CTH A

N88°15'59.12"E

BP: 295+75.24"A"
X = 906,297.54
Y = 431,937.14

STA. 281+76.76 STH 73=
STA. 300+00.00"A"
θ = 103.30°
X = 906,722.10
Y = 431,949.99

300'A"

CTH A R/L

EP: 304+26.27"A"

T 05 N R 12 E
3

T 06 N R 12 E
34

3/4" REBAR
X = 907,285.752
Y = 431,966.095

ALUMINUM MONUMENT
X = 907,279.191
Y = 431,966.013

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 182 | E |
|---|---|---|---|---|---|

2

2

N

TOBACCO LANE

N88°29'57.84"E

BP: 346+79.21"T"
X = 905,520.17
Y = 435,208.22

TOBACCO LANE R/L

PC: 348+02.05"T"

PT: 349+13.78"T"

N79°57'48.96"E

350.00'

EP: 350+00.00"T"

TOBACCO CURVE NOTES
PI STA = 348+58.02"T"
Y = 435,212.90
X = 905,698.91
DELTA = 8°32'09"
D = 7°38'22"
T = 55.97
L = 111.73
R = 750.00
PC STA = 348+02.05"T"
PT STA = 349+13.78"T"
SE = 4.1%

STA. 315+81.00 STH 73=
STA. 350+00.00"T"
θ = 95.00°
X = 905,838.93
Y = 435,237.68

STH 73 R/L

295 300 305 310 315 320 325

N15°02'11.04"W

STH 73

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 183 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

6" x 6" STONE MONUMENT
X = 904,754.755
Y = 437,171.652

T 06 N
R 12 E
28 27
33 34

N

BP: 395+06.74"CH"
X = 904,479.58
Y = 438,450.82

E CHURCH ROAD

PC: 351+97.90

STA. 349+19.90 STH 73=
STA. 400+00.00"CH"
θ = 103.71°
X = 904,972.71
Y = 438,462.26

STH 73 R/L

325 330 335 340 345 350 355

STH 73

N15°02'11.04"W

400'CH"

N88°40'17.19"E

E CHURCH ROAD R/L

EP: 404+96.50"CH"

STH 73 CURVE NOTES
PI STA = 354+54.56
Y = 438,978.61
X = 904,834.00
DELTA = 14°37'32"
D = 2°51'53"
T = 256.66
L = 510.53
R = 2,000.00
PC STA = 351+97.90
PT STA = 357+08.43
SE = 5.4%

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 184 | E |
|---|---|---|---|---|---|

2

2

N

ALUMINUM MONUMENT
X = 904,785.039
Y = 439,806.611

PT: 357+08.43

N00°24'39.31"W

STH 73

STH 73 R/L

360 365 370 375 380 385

STA. 384+78.06 STH 73=
STA. 450+00.00"B"
θ = 95.12°
X = 904,812.30
Y = 442,004.82

S85°17'43.14"E

CTH B

BP: 447+27.28"B"
X = 904,540.50
Y = 442,027.19

CTH B R/L

EP: 452+50.61"B"
X = 905,062.06
Y = 441,984.27

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 185 | E |
|---|---|---|---|---|---|

2

2

N

RAILROAD SPIKE
X = 904,814.773
Y = 442,435.397

PK NAIL
X = 904,792.436
Y = 445,055.814

STH 73 R/L

390 395 400 405 410 415

STH 73

N00°24'39.31"W

FLAG

SLAB

SEPV

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 186 | E |
|---|---|---|---|---|---|

2

N

BP: 494+76.09"K"
X = 904,247.89
Y = 447,682.93

KOSHKONONG RD CURVE NOTES
PI STA = 496+30.64
Y = 447,682.97
X = 904,402.44
DELTA = 1°46'15"
D = 0°34'23"
T = 154.55
L = 309.07
R = 10,000.00
PC STA = 494+76.09"K"
PT STA = 497+85.17"K"
SE = N.C.

ALUMINUM MONUMENT
X = 904,737.236
Y = 447,673.032

PT: 497+85.17"K"

STA. 441+45.05 STH 73=
STA. 500+00.00"K"
θ = 92.17°
X = 904,771.65
Y = 447,671.66

KOSHKONONG ROAD

495"K"

500"K"

STH 73 R/L

420 425 430 435 440 445

STH 73

N00°24'39.31"W

KOSHKONONG ROAD R/L

S88°14'41.36"E

EP: 504+40.43"K"
X = 905,211.88
Y = 447,658.17

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 187 | E |
|---|---|---|---|---|---|

2

2

N

ALUMINUM MONUMENT
X = 904,738.409
Y = 450,340.852

T 06 N
R 12 E
16 15

STH 73 R/L

450 455 460 465 470 475 480

STH 73

N00°24'39.31"W

| PROJECT NO:3070-00-72 | HWY:STH 73 | COUNTY:DANE | ALIGNMENT DIAGRAM | SHEET 188 | E |
|---|---|---|---|---|---|

2

2

N

SMITHBACK ROAD

SMITHBACK ROAD R/L

BP: 546+89.34"SM"
X = 904,426.80
Y = 452,989.75

PC: 490+17.88

PT: 495+92.19

PC: 507+29.69

STA. 494+60.24 STH 73=
STA. 550+00.00"SM"
θ = 89.99°
X = 904,737.45
Y = 452,986.72

S89°26'28.13"E

485 490 495 500 505 510

N00°24'39.31"W

STH 73

550 SM

EP: 550+00.00"SM"

N00°54'19.03"E

STH 73 R/L

STH 73 CURVE NOTES
PI STA = 510+11.37
Y = 454,537.67
X = 904,761.61
DELTA = 1°04'33"
D = 0°11'28"
T = 281.68
L = 563.35
R = 30,000.00
PC STA = 507+29.69
PT STA = 512+93.04
SE = N.C.

T 06 N
R 9 10 E
16 15
12

ALUMINUM MONUMENT
X = 904,743.260
Y = 453,004.016

STH 73 CURVE NOTES
PI STA = 493+05.05
Y = 452,831.53
X = 904,734.65
DELTA = 1°18'58"
D = 0°13'45"
T = 287.16
L = 574.30
R = 25,000.00
PC STA = 490+17.88
PT STA = 495+92.19
SE = N.C.

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 189 | E |
|---|---|---|---|---|---|

2

2

N

PRAIRIE QUEEN ROAD R/L

BP: 593+91.67"PR"
X = 904,149.96
Y = 455,660.15

595'PR"

N89°12'45.36"E

PRAIRIE QUEEN ROAD

STH 73 CURVE NOTES
PI STA = 528+88.89
Y = 456,415.19
X = 904,756.02
DELTA = 0°37'51"
D = 0°06'53"
T = 275.26
L = 550.51
R = 50,000.00
PC STA = 526+13.63
PT STA = 531+64.14
SE = N.C.

PT: 512+93.04

STA. 521+42.20 STH 73=
STA. 600+00.00"PR"
θ = 89.38°
X = 904,758.24
Y = 455,668.51

PC: 526+13.63

PT: 531+64.14

515

520

525

530

535

540

N00°10'14.25"W

STH 73

N00°27'36.75"E

STH 73 R/L

T 06 N
R 12 E
9 10

600'PR"

CTH PQ

ALUMINUM MONUMENT
X = 904,761.876
Y = 455,665.813

CTH PQ R/L

EP: 603+50.34"PR"
X = 905,108.55
Y = 455,673.32

FOOTBRIDGE
SEPV

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 190 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

| NO. | STATION | OFFSET | ELEV. | DESCRIPTION |
|---|---|---|---|---|
| CP2 | 561+53.81 | 87.4' LT | 890.051 | CP SET 0.75 IN OD IR CAP |

HILLCREST ROAD R/L

BP: 643+42.02"H"
X = 904,124.08
Y = 459,659.93

S89°24'13.07"E

645"H"

HILLCREST ROAD

STA. 561+26.97 STH 73=
STA. 650+00.00"H"
θ = 90.13°
X = 904,782.03
Y = 459,653.17

CP2

650"H"

EP: 650+00.00"H"

N00°27'36.75"E

545 550 555 560 565 570

STH 73

STH 73 R/L

RAILROAD SPIKE
X = 904,771.794
Y = 458,330.061

T 06 N
R 12 E
4 3
9 10

RUINS
SLAB
SEPV
SEPTIC

2

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | ALIGNMENT DIAGRAM | SHEET 191 | E |
|---|---|---|---|---|---|

2

N

PK NAIL
X = 904,792.429
Y = 460,990.173

T 06 N
R 12 E
4 3

PC: 576+76.12

PT: 582+20.15

END 3070-00-72
STA. 587+10.00
X = 904,768.24
Y = 462,235.71

STH 73 R/L

PC: 597+56.88

PT: 602+99.99

760.01'

575 580 585 590 595 600

N00°27'36.75"E

BP: 700+00.00"FD"

STH 73

N02°08'14.41"W

CP5

CP6

STA. 574+67.28 STH 73=
STA. 700+00.00"FD"
θ = 88.01°
X = 904,792.79
Y = 460,993.44

N88°28'24.86"E

FADNESS ROAD

EP: 703+89.65"FD"
X = 905,182.31
Y = 461,003.82

STH 73 CURVE NOTES
PI STA = 579+48.14
Y = 461,474.33
X = 904,796.65
DELTA = 2°35'21"
D = 0°28'39"
T = 272.06
L = 544.03
R = 12,000.00
PC STA = 576+76.12
PT STA = 582+20.15
SE = N.C.

| NO. | STATION | OFFSET | ELEV. | DESCRIPTION |
|---|---|---|---|---|
| CP5 | 575+06.76 | 26.6'RT | 863.230 | CP SET 0.75 IN OD IR CAP |
| CP6 | 593+54.88 | 20.5'LT | 850.900 | CP SET 0.75 IN OD IR CAP |

DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 201.0105 | CLEARING | STA | 111.000 | 111.000 |
| 0020 | 201.0120 | CLEARING | ID | 1,124.000 | 1,124.000 |
| 0030 | 201.0205 | GRUBBING | STA | 111.000 | 111.000 |
| 0040 | 201.0220 | GRUBBING | ID | 1,124.000 | 1,124.000 |
| 0050 | 203.0100 | REMOVING SMALL PIPE CULVERTS | EACH | 104.000 | 104.000 |
| 0060 | 203.0200 | REMOVING OLD STRUCTURE (STATION) 01. STA 324+00 | LS | 1.000 | 1.000 |
| 0070 | 203.0200 | REMOVING OLD STRUCTURE (STATION) 02. 403+12 | LS | 1.000 | 1.000 |
| 0080 | 204.0150 | REMOVING CURB & GUTTER | LF | 105.000 | 105.000 |
| 0090 | 204.0220 | REMOVING INLETS | EACH | 1.000 | 1.000 |
| 0100 | 204.0225 | REMOVING SEPTIC TANKS | EACH | 2.000 | 2.000 |
| 0110 | 204.0230 | REMOVING BUILDING (STATION) 01. STA 250+13 LT | LS | 1.000 | 1.000 |
| 0120 | 204.0230 | REMOVING BUILDING (STATION) 02. STA 442+60 RT | LS | 1.000 | 1.000 |
| 0130 | 204.0230 | REMOVING BUILDING (STATION) 03. STA 537+80 RT | LS | 1.000 | 1.000 |
| 0140 | 204.0235 | REMOVING BUILDINGS (PARCEL) 01. PARCEL 70 - PLAT 3070-00-21 | LS | 1.000 | 1.000 |
| 0150 | 204.0240 | SITE CLEARANCE (PARCEL) 01. PARCEL 70 - PLAT 3070-00-21 | LS | 1.000 | 1.000 |
| 0160 | 204.0245 | REMOVING STORM SEWER (SIZE) 01. 18" | LF | 115.000 | 115.000 |
| 0170 | 204.0245 | REMOVING STORM SEWER (SIZE) 02. 24" | LF | 55.000 | 55.000 |
| 0180 | 204.0265 | ABANDONING WELLS | EACH | 2.000 | 2.000 |
| 0190 | 205.0100 | EXCAVATION COMMON | CY | 276,238.000 | 276,238.000 |
| 0200 | 205.0200 | EXCAVATION ROCK | CY | 25,127.000 | 25,127.000 |
| 0210 | 206.2000 | EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 01. C-13-2073 | LS | 1.000 | 1.000 |
| 0220 | 206.6000.S | TEMPORARY SHORING | SF | 885.000 | 885.000 |
| 0230 | 209.0300.S | BACKFILL COARSE AGGREGATE (SIZE) 01. NO. 2 | CY | 4.000 | 4.000 |
| 0240 | 210.0100 | BACKFILL STRUCTURE | CY | 1,320.000 | 1,320.000 |
| 0250 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 3070-00-72 | EACH | 1.000 | 1.000 |
| 0270 | 214.0100 | OBLITERATING OLD ROAD | STA | 8.600 | 8.600 |
| 0280 | 305.0110 | BASE AGGREGATE DENSE 3/4-INCH | TON | 14,014.000 | 14,014.000 |
| 0290 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 230,550.000 | 230,550.000 |
| 0300 | 311.0115 | BREAKER RUN | CY | 130.000 | 130.000 |
| 0310 | 312.0110 | SELECT CRUSHED MATERIAL | TON | 227,715.000 | 227,715.000 |
| 0320 | 415.0110 | CONCRETE PAVEMENT 11-INCH | SY | 2,167.000 | 2,167.000 |
| 0330 | 440.4410.S | INCENTIVE IRI RIDE | DOL | 38,492.000 | 38,492.000 |
| 0340 | 455.0105 | ASPHALTIC MATERIAL PG58-28 | TON | 3,196.000 | 3,196.000 |
| 0350 | 455.0605 | TACK COAT | GAL | 5,831.000 | 5,831.000 |
| 0360 | 460.1101 | HMA PAVEMENT TYPE E-1 | TON | 58,103.000 | 58,103.000 |
| 0370 | 460.2000 | INCENTIVE DENSITY HMA PAVEMENT | DOL | 38,510.000 | 38,510.000 |
| 0380 | 460.4200.S | HMA PAVEMENT INTERSECTION | TON | 2,056.000 | 2,056.000 |
| 0390 | 465.0120 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | TON | 421.000 | 421.000 |
| 0400 | 465.0315 | ASPHALTIC FLUMES | SY | 857.000 | 857.000 |
| 0410 | 465.0425 | ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL | LF | 71,300.000 | 71,300.000 |
| 0420 | 465.0475 | ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL | LF | 44,450.000 | 44,450.000 |
| 0430 | 490.0205 | SALVAGED ASPHALTIC PAVEMENT MILLING | TON | 5,000.000 | 5,000.000 |
| 0440 | 504.0100 | CONCRETE MASONRY CULVERTS | CY | 195.000 | 195.000 |

3

DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 0450 | 504.0900 | CONCRETE MASONRY ENDWALLS | CY | 12.800 | 12.800 |
| 0460 | 505.0410 | BAR STEEL REINFORCEMENT HS CULVERTS | LB | 31,380.000 | 31,380.000 |
| 0470 | 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 32.000 | 32.000 |
| 0480 | 521.0118 | CULVERT PIPE CORRUGATED STEEL 18-INCH | LF | 994.000 | 994.000 |
| 0490 | 521.0124 | CULVERT PIPE CORRUGATED STEEL 24-INCH | LF | 118.000 | 118.000 |
| 0500 | 521.0130 | CULVERT PIPE CORRUGATED STEEL 30-INCH | LF | 160.000 | 160.000 |
| 0510 | 521.0136 | CULVERT PIPE CORRUGATED STEEL 36-INCH | LF | 73.000 | 73.000 |
| 0520 | 521.0336 | APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 4 TO 1 | EACH | 3.000 | 3.000 |
| 0530 | 521.0342 | APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 4 TO 1 | EACH | 3.000 | 3.000 |
| 0540 | 521.0721 | PIPE ARCH CORRUGATED STEEL 21X15-INCH | LF | 41.000 | 41.000 |
| 0550 | 521.0764 | PIPE ARCH CORRUGATED STEEL 64X43-INCH | LF | 266.000 | 266.000 |
| 0560 | 521.1018 | APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH | EACH | 48.000 | 48.000 |
| 0570 | 521.1221 | APRON ENDWALLS FOR PIPE ARCH STEEL 21X15-INCH | EACH | 4.000 | 4.000 |
| 0580 | 521.1524 | APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 | EACH | 4.000 | 4.000 |
| 0590 | 521.1530 | APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 | EACH | 12.000 | 12.000 |
| 0600 | 521.1536 | APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 36-INCH 6 TO 1 | EACH | 4.000 | 4.000 |
| 0610 | 522.0124 | CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 400.000 | 400.000 |
| 0620 | 522.0127 | CULVERT PIPE REINFORCED CONCRETE CLASS III 27-INCH | LF | 224.000 | 224.000 |
| 0630 | 522.0130 | CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 549.000 | 549.000 |
| 0640 | 522.0136 | CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH | LF | 751.000 | 751.000 |
| 0650 | 522.0142 | CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH | LF | 262.000 | 262.000 |
| 0660 | 522.0324 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH | LF | 472.000 | 472.000 |
| 0670 | 522.0330 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH | LF | 60.000 | 60.000 |
| 0680 | 522.0342 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH | LF | 78.000 | 78.000 |
| 0690 | 522.1018 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH | EACH | 27.000 | 27.000 |
| 0700 | 522.1024 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | EACH | 31.000 | 31.000 |
| 0710 | 522.1027 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 27-INCH | EACH | 4.000 | 4.000 |
| 0720 | 522.1030 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH | EACH | 14.000 | 14.000 |
| 0730 | 522.1036 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH | EACH | 15.000 | 15.000 |
| 0740 | 522.1042 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH | EACH | 1.000 | 1.000 |
| 0750 | 523.0119 | CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH | LF | 160.000 | 160.000 |
| 0760 | 523.0129 | CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH | LF | 168.000 | 168.000 |

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DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 0770 | 523.0134 | CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH | LF | 164.000 | 164.000 |
| 0780 | 523.0429 | CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH | LF | 48.000 | 48.000 |
| 0790 | 523.0519 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH | EACH | 4.000 | 4.000 |
| 0800 | 523.0529 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH | EACH | 6.000 | 6.000 |
| 0810 | 523.0534 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH | EACH | 4.000 | 4.000 |
| 0820 | 601.0553 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D | LF | 16,272.000 | 16,272.000 |
| 0830 | 606.0200 | RIPRAP MEDIUM | CY | 612.000 | 612.000 |
| 0840 | 606.0300 | RIPRAP HEAVY | CY | 208.000 | 208.000 |
| 0850 | 608.0318 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | LF | 5,617.000 | 5,617.000 |
| 0860 | 608.0324 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 981.000 | 981.000 |
| 0870 | 608.0330 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 381.000 | 381.000 |
| 0880 | 608.0418 | STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH | LF | 458.000 | 458.000 |
| 0890 | 608.0430 | STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH | LF | 411.000 | 411.000 |
| 0900 | 611.0530 | MANHOLE COVERS TYPE J | EACH | 1.000 | 1.000 |
| 0910 | 611.0627 | INLET COVERS TYPE HM | EACH | 32.000 | 32.000 |
| 0920 | 611.0642 | INLET COVERS TYPE MS | EACH | 43.000 | 43.000 |
| 0930 | 611.1005 | CATCH BASINS 5-FT DIAMETER | EACH | 3.000 | 3.000 |
| 0940 | 611.1006 | CATCH BASINS 6-FT DIAMETER | EACH | 1.000 | 1.000 |
| 0950 | 611.2004 | MANHOLES 4-FT DIAMETER | EACH | 1.000 | 1.000 |
| 0960 | 611.3004 | INLETS 4-FT DIAMETER | EACH | 16.000 | 16.000 |
| 0970 | 611.3253 | INLETS 2.5X3-FT | EACH | 12.000 | 12.000 |
| 0980 | 611.3901 | INLETS MEDIAN 1 GRATE | EACH | 27.000 | 27.000 |
| 0990 | 611.3902 | INLETS MEDIAN 2 GRATE | EACH | 8.000 | 8.000 |
| 1000 | 612.0106 | PIPE UNDERDRAIN 6-INCH | LF | 8,650.000 | 8,650.000 |
| 1010 | 612.0204 | PIPE UNDERDRAIN UNPERFORATED 4-INCH | LF | 1,500.000 | 1,500.000 |
| 1020 | 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 811.000 | 811.000 |
| 1030 | 612.0208 | PIPE UNDERDRAIN UNPERFORATED 8-INCH | LF | 250.000 | 250.000 |
| 1040 | 612.0210 | PIPE UNDERDRAIN UNPERFORATED 10-INCH | LF | 250.000 | 250.000 |
| 1050 | 612.0700 | DRAIN TILE EXPLORATION | LF | 2,500.000 | 2,500.000 |
| 1060 | 612.0806 | APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH | EACH | 10.000 | 10.000 |
| 1070 | 616.0700.S | FENCE SAFETY | LF | 980.000 | 980.000 |
| 1080 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 3070-00-72 | EACH | 1.000 | 1.000 |
| 1090 | 619.1000 | MOBILIZATION | EACH | 0.950 | 0.950 |
| 1100 | 623.0200 | DUST CONTROL SURFACE TREATMENT | SY | 100,000.000 | 100,000.000 |
| 1110 | 624.0100 | WATER | MGAL | 2,300.000 | 2,300.000 |
| 1120 | 625.0500 | SALVAGED TOPSOIL | SY | 385,500.000 | 385,500.000 |
| 1130 | 627.0200 | MULCHING | SY | 212,500.000 | 212,500.000 |
| 1140 | 628.1504 | SILT FENCE | LF | 93,450.000 | 93,450.000 |
| 1150 | 628.1520 | SILT FENCE MAINTENANCE | LF | 93,450.000 | 93,450.000 |

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DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 1160 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 6.000 | 6.000 |
| 1170 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 10.000 | 10.000 |
| 1180 | 628.2002 | EROSION MAT CLASS I TYPE A | SY | 108,000.000 | 108,000.000 |
| 1190 | 628.2004 | EROSION MAT CLASS I TYPE B | SY | 64,100.000 | 64,100.000 |
| 1200 | 628.2006 | EROSION MAT URBAN CLASS I TYPE A | SY | 24,500.000 | 24,500.000 |
| 1210 | 628.2008 | EROSION MAT URBAN CLASS I TYPE B | SY | 6,950.000 | 6,950.000 |
| 1220 | 628.5505 | POLYETHYLENE SHEETING | SY | 158.000 | 158.000 |
| 1230 | 628.6510 | SOIL STABILIZER TYPE B | ACRE | 12.000 | 12.000 |
| 1240 | 628.7005 | INLET PROTECTION TYPE A | EACH | 35.000 | 35.000 |
| 1250 | 628.7015 | INLET PROTECTION TYPE C | EACH | 27.000 | 27.000 |
| 1260 | 628.7020 | INLET PROTECTION TYPE D | EACH | 41.000 | 41.000 |
| 1270 | 628.7504 | TEMPORARY DITCH CHECKS | LF | 7,850.000 | 7,850.000 |
| 1280 | 628.7555 | CULVERT PIPE CHECKS | EACH | 180.000 | 180.000 |
| 1290 | 629.0205 | FERTILIZER TYPE A | CWT | 240.000 | 240.000 |
| 1300 | 630.0130 | SEEDING MIXTURE NO. 30 | LB | 6,950.000 | 6,950.000 |
| 1310 | 630.0200 | SEEDING TEMPORARY | LB | 5,200.000 | 5,200.000 |
| 1320 | 632.0201 | SHRUBS (SPECIES, ROOT, SIZE) 01. ARBORVITAE, BALLED & BURLAP, 5-FOOT | EACH | 14.000 | 14.000 |
| 1330 | 632.9101 | LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES | EACH | 10.000 | 10.000 |
| 1340 | 633.5100 | MARKERS ROW | EACH | 559.000 | 559.000 |
| 1350 | 633.5200 | MARKERS CULVERT END | EACH | 166.000 | 166.000 |
| 1360 | 634.0412 | POSTS WOOD 4X4-INCH X 12-FT | EACH | 2.000 | 2.000 |
| 1370 | 634.0614 | POSTS WOOD 4X6-INCH X 14-FT | EACH | 5.000 | 5.000 |
| 1380 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 123.000 | 123.000 |
| 1390 | 634.0618 | POSTS WOOD 4X6-INCH X 18-FT | EACH | 7.000 | 7.000 |
| 1400 | 635.0200 | SIGN SUPPORTS STRUCTURAL STEEL HS | LB | 4,000.500 | 4,000.500 |
| 1410 | 636.0100 | SIGN SUPPORTS CONCRETE MASONRY | CY | 6.000 | 6.000 |
| 1420 | 636.0500 | SIGN SUPPORTS STEEL REINFORCEMENT | LB | 372.000 | 372.000 |
| 1430 | 637.2210 | SIGNS TYPE II REFLECTIVE H | SF | 271.760 | 271.760 |
| 1440 | 637.2230 | SIGNS TYPE II REFLECTIVE F | SF | 271.000 | 271.000 |
| 1450 | 638.2102 | MOVING SIGNS TYPE II | EACH | 53.000 | 53.000 |
| 1460 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 128.000 | 128.000 |
| 1470 | 638.3000 | REMOVING SMALL SIGN SUPPORTS | EACH | 168.000 | 168.000 |
| 1480 | 638.3610 | ERECTING STATE OWNED SIGNS TYPE I | EACH | 2.000 | 2.000 |
| 1490 | 642.5201 | FIELD OFFICE TYPE C | EACH | 1.000 | 1.000 |
| 1500 | 643.0100 | TRAFFIC CONTROL (PROJECT) 01. 3070-00-72 | EACH | 1.000 | 1.000 |
| 1510 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 7,800.000 | 7,800.000 |
| 1520 | 643.0420 | TRAFFIC CONTROL BARRICADES TYPE III | DAY | 9,090.000 | 9,090.000 |
| 1530 | 643.0705 | TRAFFIC CONTROL WARNING LIGHTS TYPE A | DAY | 18,180.000 | 18,180.000 |
| 1540 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 15,915.000 | 15,915.000 |
| 1550 | 643.0920 | TRAFFIC CONTROL COVERING SIGNS TYPE II | EACH | 129.000 | 129.000 |
| 1560 | 643.1050 | TRAFFIC CONTROL SIGNS PCMS | DAY | 60.000 | 60.000 |
| 1570 | 643.2000 | TRAFFIC CONTROL DETOUR (PROJECT) 01. 3070-00-72 | EACH | 1.000 | 1.000 |
| 1580 | 643.3000 | TRAFFIC CONTROL DETOUR SIGNS | DAY | 54,000.000 | 54,000.000 |
| 1590 | 645.0105 | GEOTEXTILE FABRIC TYPE C | SY | 290.000 | 290.000 |
| 1600 | 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 1,408.000 | 1,408.000 |
| 1610 | 646.0106 | PAVEMENT MARKING EPOXY 4-INCH | LF | 155,830.000 | 155,830.000 |
| 1620 | 646.0126 | PAVEMENT MARKING EPOXY 8-INCH | LF | 4,300.000 | 4,300.000 |
| 1630 | 646.0600 | REMOVING PAVEMENT MARKINGS | LF | 200.000 | 200.000 |
| 1640 | 647.0566 | PAVEMENT MARKING STOP LINE EPOXY 18-INCH | LF | 201.000 | 201.000 |
| 1650 | 648.0100 | LOCATING NO-PASSING ZONES | MI | 9.660 | 9.660 |
| 1660 | 650.4000 | CONSTRUCTION STAKING STORM SEWER | EACH | 106.000 | 106.000 |

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DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 1670 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 59,012.000 | 59,012.000 |
| 1680 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 58,412.000 | 58,412.000 |
| 1690 | 650.5500 | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | LF | 16,272.000 | 16,272.000 |
| 1700 | 650.6000 | CONSTRUCTION STAKING PIPE CULVERTS | EACH | 43.000 | 43.000 |
| 1710 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. C-13-2073 | LS | 1.000 | 1.000 |
| 1720 | 650.7000 | CONSTRUCTION STAKING CONCRETE PAVEMENT | LF | 725.000 | 725.000 |
| 1730 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 3070-00-72 | LS | 1.000 | 1.000 |
| 1740 | 650.9920 | CONSTRUCTION STAKING SLOPE STAKES | LF | 59,012.000 | 59,012.000 |
| 1750 | 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 120.000 | 120.000 |
| 1760 | 652.0325 | CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH | LF | 80.000 | 80.000 |
| 1770 | 653.0135 | PULL BOXES STEEL 24X36-INCH | EACH | 1.000 | 1.000 |
| 1780 | 653.0140 | PULL BOXES STEEL 24X42-INCH | EACH | 2.000 | 2.000 |
| 1790 | 655.0630 | ELECTRICAL WIRE LIGHTING 4 AWG | LF | 880.000 | 880.000 |
| 1800 | 656.0100 | ELECTRICAL SERVICE METER SOCKET (LOCATION) 01. DMS-13-0050 | LS | 1.000 | 1.000 |
| 1810 | 656.0100 | ELECTRICAL SERVICE METER SOCKET (LOCATION) 02. DMS-13-0051 | LS | 1.000 | 1.000 |
| 1820 | 656.0500 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 01. DMS-13-0050 | LS | 1.000 | 1.000 |
| 1830 | 656.0500 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 02. DMS-13-0051 | LS | 1.000 | 1.000 |
| 1840 | 659.0802 | PLAQUES SEQUENCE IDENTIFICATION | EACH | 8.000 | 8.000 |
| 1850 | 670.0100 | FIELD SYSTEM INTEGRATOR | LS | 1.000 | 1.000 |
| 1860 | 670.0200 | ITS DOCUMENTATION | LS | 1.000 | 1.000 |
| 1870 | 673.0225.S | INSTALL POLE MOUNTED CABINET | EACH | 2.000 | 2.000 |
| 1880 | 674.0200 | CABLE MICROWAVE DETECTOR | LF | 82.000 | 82.000 |
| 1890 | 675.0300 | INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY | EACH | 2.000 | 2.000 |
| 1900 | 675.0400.S | INSTALL ETHERNET SWITCH | EACH | 1.000 | 1.000 |
| 1910 | 678.0500 | COMMUNICATION SYSTEM TESTING | LS | 1.000 | 1.000 |
| 1920 | 690.0150 | SAWING ASPHALT | LF | 700.000 | 700.000 |
| 1930 | 715.0415 | INCENTIVE STRENGTH CONCRETE PAVEMENT | DOL | 596.000 | 596.000 |
| 1940 | 715.0502 | INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL | 1,170.000 | 1,170.000 |
| 1950 | ASP.1T0A | ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR | HRS | 3,000.000 | 3,000.000 |
| 1960 | ASP.1T0G | ON-THE-JOB TRAINING GRADUATE AT $5.00/HR | HRS | 1,850.000 | 1,850.000 |
| 1970 | SPV.0060 | SPECIAL 01. INSTALL GROUND MOUNT DYNAMIC MESSAGE SIGN | EACH | 2.000 | 2.000 |
| 1980 | SPV.0060 | SPECIAL 02. INSTALL SOLAR POWER SYSTEM - MICROWAVE DETECTOR | EACH | 1.000 | 1.000 |
| 1990 | SPV.0060 | SPECIAL 03. INSTALL CELLULAR MODEM | EACH | 3.000 | 3.000 |
| 2000 | SPV.0060 | SPECIAL 04. 50-FOOT WOOD POLE | EACH | 2.000 | 2.000 |
| 2010 | SPV.0060 | SPECIAL 05. REMOVING AND RETURNING STATE OWNED SIGNS | EACH | 2.000 | 2.000 |
| 2020 | SPV.0060 | SPECIAL 06. BASELINE CPM PROGRESS SCHEDULE | EACH | 1.000 | 1.000 |
| 2030 | SPV.0060 | SPECIAL 07. CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS | EACH | 8.000 | 8.000 |
| 2040 | SPV.0060 | SPECIAL 08. LANDMARK REFERENCE MONUMENTS SPECIAL | EACH | 14.000 | 14.000 |
| 2050 | SPV.0105 | SPECIAL 01. TEMPORARY SAND BAG DIKE | LS | 1.000 | 1.000 |

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DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-72 QUANTITY |
|---|---|---|---|---|---|
| 2090 | SPV.0195 | SPECIAL 01. TRAFFFIC CONTROL BASE COURSE | TON | 10,000.000 | 10,000.000 |



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## CLEARING AND GRUBBING SUMMARY

| STATION | | STATION | OFFSET | 201.0105 CLEARING STA | 201.0205 GRUBBING STA | 201.0120 CLEARING ID | 201.0220 GRUBBING ID | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 86+26 | | | 35' LT | -- | -- | 6 | 6 | |
| 86+57 | | | 34' LT | -- | -- | 18 | 18 | |
| 87+04 | | | 33' RT | -- | -- | 18 | 18 | |
| 87+56 | | | 34' LT | -- | -- | 18 | 18 | |
| 87+74 | | | 34' LT | -- | -- | 12 | 12 | |
| 87+83 | | | 35' LT | -- | -- | 4 | 4 | |
| 88+89 | | | 31' RT | -- | -- | 12 | 12 | |
| 99+44 | | | 42' LT | -- | -- | 2 | 2 | |
| 105+00 | - | 108+00 | -- | 3 | 3 | -- | -- | |
| 133+00 | - | 136+00 | -- | 3 | 3 | -- | -- | |
| 137+02 | | | 38' LT | -- | -- | 6 | 6 | |
| 139+68 | | | 42' LT | -- | -- | 8 | 8 | |
| 144+00 | - | 145+00 | -- | 1 | 1 | -- | -- | |
| 155+61 | | | 36' LT | -- | -- | 60 | 60 | |
| 156+24 | | | 36' LT | -- | -- | 36 | 36 | |
| 156+96 | | | 39' LT | -- | -- | 18 | 18 | |
| 181+23 | | | 34' RT | -- | -- | 24 | 24 | |
| 181+69 | | | 38' RT | -- | -- | 30 | 30 | |
| 191+93 | | | 29' LT | -- | -- | 4 | 4 | |
| 193+00 | - | 195+00 | -- | 2 | 2 | -- | -- | |
| 200+07 | | | 33' RT | -- | -- | 30 | 30 | |
| 240+33 | | | 29' LT | -- | -- | 24 | 24 | |
| 240+64 | | | 30' LT | -- | -- | 20 | 20 | |
| 240+97 | | | 48' LT | -- | -- | 8 | 8 | |
| 241+17 | | | 47' LT | -- | -- | 8 | 8 | |
| 250+34 | | | 30' LT | -- | -- | 36 | 36 | |
| 264+59 | | | 48' RT | -- | -- | 2 | 2 | |
| 266+00 | - | 267+00 | -- | 1 | 1 | -- | -- | |
| 269+00 | - | 270+00 | -- | 1 | 1 | -- | -- | |
| 280+15 | | | 49' RT | -- | -- | 8 | 8 | |
| 281+91 | | | 100' RT | -- | -- | 10 | 10 | |
| 281+96 | | | 101' RT | -- | -- | 9 | 9 | |
| 282+05 | | | 103' RT | -- | -- | 8 | 8 | |
| 282+09 | | | 103' RT | -- | -- | 18 | 18 | |
| 284+83 | | | 31' LT | -- | -- | 6 | 6 | |
| 285+00 | - | 291+00 | -- | 6 | 6 | -- | -- | |
| 295+00 | - | 297+00 | -- | 2 | 2 | -- | -- | |
| 299+00 | - | 324+00 | -- | 25 | 25 | -- | -- | |
| 341+36 | | | 34' LT | -- | -- | 4 | 4 | |
| 341+70 | | | 33' LT | -- | -- | 8 | 8 | |
| | | | SUBTOTAL | 44 | 44 | 475 | 475 | |

CONTINUED IN NEXT COLUMN

## CLEARING AND GRUBBING SUMMARY (CONTINUED)

| STATION | | STATION | OFFSET | 201.0105 CLEARING STA | 201.0205 GRUBBING STA | 201.0120 CLEARING ID | 201.0220 GRUBBING ID | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 343+08 | | | 35' LT | -- | -- | 16 | 16 | |
| 343+42 | | | 37' LT | -- | -- | 8 | 8 | |
| 344+00 | - | 345+00 | -- | 1 | 1 | -- | -- | |
| 353+00 | - | 356+00 | -- | 3 | 3 | -- | -- | |
| 357+00 | - | 361+00 | -- | 4 | 4 | -- | -- | |
| 363+00 | - | 371+00 | -- | 8 | 8 | -- | -- | |
| 388+47 | | | 55' RT | -- | -- | 4 | 4 | |
| 388+55 | | | 55' RT | -- | -- | 4 | 4 | |
| 392+00 | - | 403+00 | -- | 11 | 11 | -- | -- | |
| 415+00 | - | 429+00 | -- | 14 | 14 | -- | -- | |
| 441+00 | - | 444+00 | -- | 3 | 3 | -- | -- | |
| 447+00 | - | 452+00 | -- | 5 | 5 | -- | -- | |
| 461+00 | - | 463+00 | -- | 2 | 2 | -- | -- | |
| 464+00 | - | 466+00 | -- | 2 | 2 | -- | -- | |
| 467+00 | - | 469+00 | -- | 2 | 2 | -- | -- | |
| 469+21 | | | 28' RT | -- | -- | 12 | 12 | |
| 469+63 | | | 44' RT | -- | -- | 24 | 24 | |
| 470+13 | | | 28' RT | -- | -- | 18 | 18 | |
| 472+72 | | | 42' RT | -- | -- | 3 | 3 | |
| 473+96 | | | 33' RT | -- | -- | 4 | 4 | |
| 479+78 | | | 31' LT | -- | -- | 36 | 36 | |
| 480+49 | | | 27' LT | -- | -- | 20 | 20 | |
| 480+74 | | | 27' LT | -- | -- | 20 | 20 | |
| 481+00 | | | 30' LT | -- | -- | 3 | 3 | |
| 481+97 | | | 24' LT | -- | -- | 24 | 24 | |
| 482+41 | | | 24' LT | -- | -- | 20 | 20 | |
| 483+03 | | | 21' LT | -- | -- | 20 | 20 | |
| 483+40 | | | 21' LT | -- | -- | 20 | 20 | |
| 484+69 | | | 24' LT | -- | -- | 40 | 40 | |
| 484+82 | | | 29' LT | -- | -- | 8 | 8 | |
| 485+52 | | | 38' RT | -- | -- | 8 | 8 | |
| 485+78 | | | 32' RT | -- | -- | 28 | 28 | |
| 486+00 | | | 30' RT | -- | -- | 20 | 20 | |
| 486+83 | | | 32' RT | -- | -- | 36 | 36 | |
| 511+68 | | | 42' LT | -- | -- | 24 | 24 | |
| 511+84 | | | 39' LT | -- | -- | 3 | 3 | |
| 512+08 | | | 39' LT | -- | -- | 3 | 3 | |
| 512+51 | | | 39' LT | -- | -- | 8 | 8 | |
| 535+10 | | | 44' RT | -- | -- | 8 | 8 | |
| 546+92 | | | 30' LT | -- | -- | 24 | 24 | |
| | | | SUBTOTAL | 55 | 55 | 466 | 466 | |

CONTINUED IN NEXT COLUMN

## CLEARING AND GRUBBING SUMMARY (CONTINUED)

| STATION | | STATION | OFFSET | 201.0105 CLEARING STA | 201.0205 GRUBBING STA | 201.0120 CLEARING ID | 201.0220 GRUBBING ID | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 547+85 | | | 38' LT | -- | -- | 18 | 18 | |
| 548+43 | | | 38' LT | -- | -- | 12 | 12 | |
| 548+74 | | | 38' LT | -- | -- | 12 | 12 | |
| 549+04 | | | 38' LT | -- | -- | 12 | 12 | |
| 549+41 | | | 48' LT | -- | -- | 6 | 6 | |
| 558+91 | | | 65' RT | -- | -- | 3 | 3 | |
| 561+70 | | | 55' RT | -- | -- | 6 | 6 | |
| 564+00 | - | 569+00 | -- | 5 | 5 | -- | -- | |
| 574+94 | | | 47' LT | -- | -- | 6 | 6 | |
| 576+60 | | | 37' LT | -- | -- | 18 | 18 | |
| 576+98 | | | 38' LT | -- | -- | 14 | 14 | |
| 577+45 | | | 36' LT | -- | -- | 14 | 14 | |
| 578+00 | - | 585+00 | -- | 7 | 7 | -- | -- | |
| 300+84"A" | | | 53' RT | -- | -- | 16 | 16 | |
| 301+15"A" | | | 46' RT | -- | -- | 12 | 12 | |
| 301+28"A" | | | 36' RT | -- | -- | 2 | 2 | |
| 301+38"A" | | | 37' RT | -- | -- | 8 | 8 | |
| 301+38"A" | | | 57' RT | -- | -- | 6 | 6 | |
| 301+46"A" | | | 75' RT | -- | -- | 18 | 18 | |
| | | | SUBTOTAL | 12 | 12 | 183 | 183 | |
| | | | **TOTAL** | **111** | **111** | **1,124** | **1,124** | |

## REMOVING CULVERT PIPE SUMMARY

| STATION | OFFSET | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 203.0200.01 REMOVING OLD STRUCTURE STA 324+00 LS | REMARKS |
|---|---|---|---|---|---|
| 85+75 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 87+35 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 88+55 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 89+70 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 92+72 | | UNDER STH 73 | 1 | -- | CMCP 24-INCH |
| 50+68"J" | | UNDER STH 106 | 1 | -- | CMCE 19x30-INCH |
| 127+37 | | UNDER STH 73 | 1 | -- | CMCP 24-INCH |
| 136+75 | LT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 138+20 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 140+00 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 140+90 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 145+09 | | UNDER STH 73 | 1 | -- | CMCP 36-INCH |
| 146+60 | LT | UNDER DWY | 1 | -- | CMCP 24-INCH |
| 150+38 | LT | UNDER DWY | 1 | -- | CMCE 13x21-INCH |
| 172+80 | RT | UNDER EXISTING STH 73 | 1 | -- | CMCP 18-INCH |
| 183+82 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 184+00 | LT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 185+80 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 193+10 | LT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 194+37 | LT | UNDER DWY | 1 | -- | CMCE 13x21-INCH |
| 195+57 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 201+55 | RT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 203+00 | RT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 206+37 | | UNDER STH 73 | 1 | -- | CMCP 24-INCH |
| 211+21 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 220+01 | | UNDER STH 73 | 1 | -- | CMCP 30-INCH |
| 233+49 | | UNDER STH 73 | 1 | -- | CMCP 24-INCH |
| 241+48 | LT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 242+82 | | UNDER STH 73 | 1 | -- | CMCP 30-INCH |
| 249+96 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 250+04 | LT | UNDER DWY | 1 | -- | CMCE 15x30-INCH |
| 250+50 | LT | UNDER DWY | 1 | -- | CMCE 18x30-INCH |
| 254+70 | RT | UNDER DWY | 1 | -- | CMCE 15x20-INCH |
| 249+85"TH" | | UNDER EXISTING THRONSON ROAD | 1 | -- | CMCP 24-INCH |
| 263+20 | RT | UNDER DWY | 1 | -- | STEEL 15-INCH |
| 274+12 | | UNDER STH 73 | 1 | -- | CMCE 30x42-INCH |
| 276+40 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 278+70 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 279+78 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 299+32"A" | | UNDER EXISTING CTH A | 1 | -- | CMCE 24x36-INCH |
| | | SUBTOTAL | 40 | 0 | |

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## REMOVING CULVERT PIPE SUMMARY (CONTINUED)

| STATION | OFFSET | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 203.0200.01 REMOVING OLD STRUCTURE STA 324+00 LS | REMARKS |
|---|---|---|---|---|---|
| 302+12"A" | LT | UNDER DWY ALONG CTH A | 1 | -- | CMCE 10x14-INCH |
| 282+30 | | UNDER EXISTING STH 73 | 1 | -- | CMCE 26x32-INCH |
| 287+93 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 289+12 | RT | UNDER DWY | 1 | -- | CMCE 15x20-INCH |
| 295+37 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| 297+29 | | UNDER EXISTING STH 73 | 1 | -- | CMCE 48x72-INCH |
| 305+64 | LT | UNDER DWY | 1 | -- | STEEL 15-INCH |
| 306+36 | | UNDER EXISTING STH 73 | 1 | -- | CMCE 27x32-INCH |
| 309+70 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| 315+00 | RT | UNDER DWY | 1 | -- | STEEL 12-INCH |
| 349+78"T" | | UNDER EXISTING TOBACCO LANE | 1 | -- | CMCP 18-INCH |
| 319+42 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 323+38 | RT | UNDER DWY | 1 | -- | STEEL 12-INCH |
| 324+00 | | UNDER EXISTING STH 73 | 2 | 1 | CMCP 24-INCH CONNECTED TO BOX CULVERT 24Wx15H-INCH |
| 331+96 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 18-INCH |
| 335+18 | LT | UNDER DWY | 1 | -- | CMCE 15x20-INCH |
| 335+70 | RT | UNDER DWY | 1 | -- | CMCE 15x20-INCH |
| 342+85 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 399+75"CH" | | UNDER EXISTING E CHURCH ROAD | 1 | -- | CMCP 18-INCH |
| 351+65 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| 353+40 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 362+41 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 30-INCH |
| 364+28 | RT | UNDER DWY | 1 | -- | CMCP 24-INCH |
| 377+30 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 18-INCH |
| 389+63 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 397+10 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 402+36 | RT | UNDER DWY | 1 | -- | CMCP 24-INCH |
| 405+47 | LT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 408+55 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 30-INCH |
| 414+93 | RT | UNDER DWY | 1 | -- | CMCP 24-INCH |
| 415+30 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| 421+65 | RT | UNDER DWY | 1 | -- | CMCE 15x20-INCH |
| 422+46 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 499+88"K" | | UNDER EXISTING KOSHKONONG RD | 1 | -- | CMCP 15-INCH |
| 501+07"K" | LT | UNDER DWY ALONG KOSHKONONG RD | 1 | -- | CMCP 18-INCH |
| 449+70 | | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 458+30 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 30-INCH |
| 461+28 | LT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 469+08 | LT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 471+88 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| | | SUBTOTAL | 41 | 1 | |

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## REMOVING CULVERT PIPE SUMMARY (CONTINUED)

| STATION | OFFSET | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 203.0200.01 REMOVING OLD STRUCTURE STA 324+00 LS | REMARKS |
|---|---|---|---|---|---|
| 475+30 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 476+34 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 12-INCH |
| 480+17 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 481+11 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 487+38 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 549+85"SM" | | UNDER EXISTING SMITHBACK RD | 1 | -- | CMCP 12-INCH |
| 496+89 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| 507+88 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 511+97 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 513+46 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 596+67"PR" | | UNDER EXISTING CTH PQ | 1 | -- | CMCP 24-INCH |
| 536+12 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 537+24 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 538+70 | RT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 546+50 | LT | UNDER DWY | 1 | -- | CMCP 15-INCH |
| 547+90 | RT | UNDER DWY | 1 | -- | CMCP 12-INCH |
| 554+57 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 558+92 | LT | UNDER DWY | 1 | -- | CMCP 24-INCH |
| 563+24 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 563+27 | LT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 568+51 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 475+29 | RT | UNDER DWY | 1 | -- | CMCP 18-INCH |
| 572+00 | | UNDER EXISTING STH 73 | 1 | -- | CMCP 24-INCH |
| | | SUBTOTAL | 23 | 0 | |
| | | **TOTAL** | **104** | **1** | |

## REMOVING CURB AND GUTTER SUMMARY

| LOCATION | 204.0150 REMOVING CURB & GUTTER LF | REMARKS |
|---|---|---|
| STH 73/CTH PQ INTERSECTION - NE QUADRANT | 105 | |
| **TOTAL** | **105** | |

## REMOVING INLETS SUMMARY

| STATION | OFFSET | 204.0220 REMOVING INLETS EACH | REMARKS |
|---|---|---|---|
| 521+72 | 36' RT | 1 | |
| **TOTAL** | | **1** | |

## REMOVING OR ABANDONING MISCELLANIOUS STRUCTURES

| STATION | OFFSET | 204.0225 REMOVING SEPTIC TANKS EACH | 204.0230 REMOVING BUILDING (STATION) LS | 204.0235 REMOVING BUILDING (PARCEL) LS | 204.0240 SITE CLEARANCE (PARCEL) LS | 204.0265 ABANDONING WELLS EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 250+13 | LT | -- | 1 | -- | -- | -- | |
| 295+60 | RT | 1 | -- | 1 | 1 | 1 | PARCEL 70 - PLAT 3070-00-21 |
| 442+60 | RT | 1 | 1 | -- | -- | 1 | |
| 537+80 | RT | -- | 1 | -- | -- | -- | |
| | | **2** | **--** | **--** | **--** | **2** | |

## REMOVING STORM SEWER SUMMARY

| STATION | OFFSET | | STATION | OFFSET | 204.0245 REMOVING STORM SEWER 18-INCH LF | 204.0245 REMOVING STORM SEWER 24-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 521+72 | 19' LT | - | 521+72 | 36' RT | -- | 55 | |
| 521+72 | 36' RT | - | 521+62 | 70' RT | 35 | -- | |
| 521+72 | 36' RT | - | 522+51 | 29' RT | 80 | -- | |
| | | | | **TOTAL** | **115** | **55** | |

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## EARTHWORK SUMMARY

| STATION TO STATION | LOCATION | 205.0100 EXCAVATION COMMON (1) CUT (2) CY | 205.0100 EXCAVATION COMMON (1) EBS EXCAV. (3) CY | SALVAGED/UNUSABLE PAVEMENT MATERIAL (2) CY | AVAILABLE MATERIAL (4) CY | 205.0200 EXCAVATION ROCK (5) CY | EXPANDED ROCK (6) FACTOR 1.10 CY | UNEXPANDED FILL CY | EXPANDED FILL (7) FACTOR 1.15 CY | MASS ORDINATE +/- (8) CY | WASTE CY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79+00 - 587+10 | STH 73 | 227,261 | 11,240 | 32,500 | 194,761 | 25,127 | 27,639 | 152,253 | 143,306 | 51,455 | 51,455 | |
| | OBLITERATION | 1,698 | 0 | 644 | 1,054 | 0 | 0 | 1 | 1 | 1,053 | 1,053 | |
| | SIDE ROADS | 36,039 | 0 | 5,323 | 30,716 | 0 | 0 | 4,049 | 4,656 | 26,060 | 26,060 | |
| | SUBTOTAL | 264,998 | 11,240 | | 226,531 | | | 156,303 | 147,963 | 78,568 | 78,568 | |
| | **TOTAL** | **276,238** | | | **226,531** | **25,127** | | **156,303** | **147,963** | **78,568** | **78,568** | |

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100. CUT REDUCED BY 2,500 CY FROM EW SUMMARY TO ACCOUNT FOR SALVAGED ASPHALTIC PAVEMENT MILLING MATERIAL DESIGNATED ELSEWHERE IN PLAN.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. SALVAGED/UNUSABLE PAVEMENT MATERIAL REDUCED BY 2,500 CY FROM EW SUMMARY TO ACCOUNT FOR SALVAGED ASPHALTIC PAVEMENT MILLING MATERIAL DESIGNATED ELSEWHERE IN PLAN.
3) EBS EXCAVATION IS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. MATERIAL EXCAVATED FROM EBS IS NOT TO BE USED AS FILL ELSEWHERE ON THE PROJECT.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) ROCK EXCAVATION ITEM NUMBER 205.0200.
6) EXPANDED ROCK: FACTOR = 1.10
7) EXPANDED FILL: FACTOR = 1.15; EXPANDED FILL = (UNEXPANDED FILL - ROCK * ROCK FACTOR) * FILL FACTOR
8) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

## OBLITERATING OLD ROAD SUMMARY

| STATION | | TO | STATION | | 214.0100 OBLITERATING OLD ROAD STA | REMARKS |
|---|---|---|---|---|---|---|
| 0+00 | "OBL" | - | 7+30 | "OBL" | 7.3 | |
| 8+50 | "OBL" | - | 9+80 | "OBL" | 1.3 | |
| | | | | **TOTAL** | **8.6** | |

## BASE AGGREGATE SUMMARY

| STATION | | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | SPV.0195.01 TRAFFIC CONTROL BASE COURSE TON | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 79+00 | - | 92+03 | BOP - STH 106 | 202 | 6,684 | 5,825 | -- | |
| 92+03 | - | 171+73 | STH 106 - CRAIG ROAD | 1,841 | 32,745 | 32,042 | -- | |
| 171+73 | - | 207+44 | CRAIG ROAD - MAPLE GROVE ROAD | 984 | 14,846 | 14,660 | -- | |
| 207+44 | - | 227+77 | MAPLE GROVE ROAD - AARBACK ROAD | 437 | 9,122 | 8,943 | -- | |
| 227+77 | - | 255+82 | AARBACK ROAD - THRONSON ROAD | 616 | 11,769 | 11,735 | -- | |
| 255+82 | - | 281+76 | THRONSON ROAD - CTH A | 496 | 11,105 | 11,038 | -- | |
| 281+76 | - | 315+81 | CTH A - TOBACCO LANE | 612 | 14,298 | 14,247 | -- | |
| 315+81 | - | 349+20 | TOBACCO LANE - EAST CHURCH ROAD | 692 | 14,120 | 13,848 | -- | |
| 349+20 | - | 384+78 | EAST CHURCH ROAD - CTH B | 871 | 15,326 | 14,898 | -- | |
| 384+78 | - | 441+45 | CTH B - KOSHKONONG ROAD | 1,388 | 23,607 | 22,941 | -- | |
| 441+45 | - | 494+60 | KOSHKONONG ROAD - SMITHBACK ROAD | 1,237 | 21,704 | 21,286 | -- | |
| 494+60 | - | 521+42 | SMITHBACK ROAD - CTH PQ | 644 | 11,517 | 11,187 | -- | |
| 521-42 | - | 561+27 | CTH PQ - HILLCREST ROAD | 870 | 16,603 | 16,302 | -- | |
| 561+27 | - | 574+68 | HILLCREST ROAD - FADNESS ROAD | 257 | 5,844 | 5,851 | -- | |
| 574+68 | - | 587+10 | FADNESS ROAD - EOP | 279 | 5,159 | 5,108 | -- | |
| 47+25"J" | - | 49+25"J" | STH 106 WEST | 9 | 641 | 591 | 156 | |
| 50+75"J" | - | 52+75"J" | STH 106 EAST | 13 | 671 | 666 | 156 | |
| 92+12"C" | - | 99+24"C" | CRAIG RD WEST | 92 | 1,431 | 1,742 | 454 | |
| 100+80"C" | - | 105+00"C" | CRAIG RD EAST | 47 | 826 | 1,002 | 284 | |
| | | | SUBTOTAL | 11,587 | 218,017 | 213,913 | 1,050 | |

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## BASE AGGREGATE SUMMARY (CONTINUED)

| STATION | | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | SPV.0195.01 TRAFFIC CONTROL BASE COURSE TON | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 144+51"MG" | - | 149+20"MG" | MAPLE GROVE ROAD | 60 | 940 | 1,147 | 312 | |
| 194+90"AR" | - | 199+25"AR" | AARBACK RD WEST | 55 | 817 | 983 | 290 | |
| 200+79"AR" | - | 202+80"AR" | AARBACK RD EAST | 25 | 386 | 468 | 159 | |
| 247+00"TH" | - | 249+25"TH" | THRONSON ROAD | 29 | 431 | 521 | 170 | |
| 296+75"A" | - | 299+22"A" | CTH A WEST | 22 | 561 | 703 | 185 | |
| 300+75"A" | - | 303+75"A" | CTH A EAST | -- | 645 | 955 | 227 | |
| 347+50"T" | - | 349+25"T" | TOBACCO LANE | 22 | 333 | 404 | 142 | |
| 395+50"CH" | - | 399+22"CH" | EAST CHURCH ROAD WEST | 47 | 708 | 855 | 256 | |
| 400+78"CH" | - | 404+50"CH" | EAST CHURCH ROAD EAST | 47 | 708 | 855 | 256 | |
| 448+00"B" | - | 449+21"B" | CTH B WEST | 11 | 367 | 335 | 114 | |
| 450+79"B" | - | 452+00"B" | CTH B EAST | 11 | 367 | 335 | 114 | |
| 494+76"K" | - | 499+25"K" | KOSHKONONG ROAD WEST | 57 | 847 | 1,018 | 298 | |
| 500+78"K" | - | 502+00"K" | KOSHKONONG ROAD EAST | -- | 259 | 379 | 114 | |
| 547+35"SM" | - | 549+19"SM" | SMITHBACK ROAD | 24 | 361 | 431 | 150 | |
| 595+50"PQ" | - | 599+25"PQ" | PRAIRIE QUEEN ROAD | 48 | 713 | 860 | 256 | |
| 600+75"PQ" | - | 602+00"PQ" | CTH PQ | 6 | 264 | 361 | 114 | |
| 644+75"H" | - | 649+28"H" | HILLCREST ROAD | 58 | 860 | 1,038 | 298 | |
| 700+72"FD" | - | 703+50"FD" | FADNESS ROAD | 35 | 562 | 687 | 199 | |
| 362+83 | - | 366+53 | WIM INSPECTION SITE | -- | 1,525 | 1,468 | -- | |
| | | | DRIVEWAYS AND FIELD ENTRANCES | 1,869 | 879 | -- | -- | |
| | | | UNDISTRIBUTED | -- | -- | -- | 5,296 | |
| | | | SUBTOTAL | 2,426 | 12,533 | 13,802 | 8,950 | |
| | | | **TOTAL** | **14,014** | **230,550** | **227,715** | **10,000** | |

## CONCRETE PAVEMENT SUMMARY

| STATION | | STATION | LOCATION | 415.0110 CONCRETE PAVEMENT 11-INCH SY | REMARKS |
|---|---|---|---|---|---|
| 121+00 | - | 124+00 | NB WIM | 1000 | |
| 551+00 | - | 554+00 | SB WIM | 1000 | |
| 364+05 | - | 365+31 | WIM INSPECTION SITE | 167 | |
| | | | **TOTAL** | **2,167** | |

## ASPHALT PAVEMENT SUMMARY

| STATION | | STATION | LOCATION | AREA SY | PAVEMENT DEPTH IN | 455.0105 ASPHALTIC MATERIAL PG 58-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 460.4200.S HMA PAVEMENT INTERSECTIONS STH 106 TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0425 ASPHALT SHOULDER RUMBLE STRIP 2-LANE RURAL TYPE 1 LF | 465.0475 ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL LF | 490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79+00 | - | 92+03 | BOP - STH 106 | 6,126 | 4.75 | 38 | 153 | 698 | 902 | -- | 1,212 | 1,103 | -- | |
| 92+03 | - | 171+73 | STH 106 - CRAIG ROAD | 31,876 | 4.75 | 413 | 797 | 7,506 | 821 | -- | 12,062 | 7,557 | -- | |
| 171+73 | - | 207+44 | CRAIG ROAD - MAPLE GROVE ROAD | 15,023 | 4.75 | 216 | 376 | 3,925 | -- | -- | 5,005 | 2,958 | -- | |
| 207+44 | - | 227+77 | MAPLE GROVE ROAD - AARBACK ROAD | 9,750 | 4.75 | 140 | 244 | 2,547 | -- | -- | 2,331 | 1,615 | -- | |
| 227+77 | - | 255+82 | AARBACK ROAD - THRONSON ROAD | 12,109 | 4.75 | 174 | 303 | 3,164 | -- | -- | 3,354 | 2,407 | -- | |
| 255+82 | - | 281+76 | THRONSON ROAD - CTH A | 11,456 | 4.75 | 165 | 286 | 2,993 | -- | -- | 3,405 | 2,189 | -- | |
| 281+76 | - | 315+81 | CTH A - TOBACCO LANE | 14,657 | 4.75 | 211 | 366 | 3,829 | -- | -- | 4,552 | 2,998 | -- | |
| 315+81 | - | 349+20 | TOBACCO LANE - EAST CHURCH ROAD | 14,431 | 4.75 | 207 | 361 | 3,770 | -- | -- | 4,632 | 2,932 | -- | |
| 349+20 | - | 384+78 | EAST CHURCH ROAD - CTH B | 15,443 | 4.75 | 222 | 386 | 4,034 | -- | -- | 5,667 | 3,151 | -- | |
| 384+78 | - | 441+45 | CTH B - KOSHKONONG ROAD | 23,592 | 4.75 | 339 | 590 | 6,163 | -- | -- | 9,145 | 5,066 | -- | |
| 441+45 | - | 494+60 | KOSHKONONG ROAD - SMITHBACK ROAD | 21,615 | 4.75 | 311 | 540 | 5,647 | -- | -- | 8,016 | 4,915 | -- | |
| 494+60 | - | 521+42 | SMITHBACK ROAD - CTH PQ | 11,725 | 4.75 | 168 | 293 | 3,063 | -- | -- | 3,997 | 2,281 | -- | |
| 521-42 | - | 561+27 | CTH PQ - HILLCREST ROAD | 15,908 | 4.75 | 229 | 398 | 4,156 | -- | -- | 5,329 | 3,585 | -- | |
| 561+27 | - | 574+68 | HILLCREST ROAD - FADNESS ROAD | 6,162 | 4.75 | 89 | 154 | 1,610 | -- | -- | 1,305 | 940 | -- | |
| 574+68 | - | 587+10 | FADNESS ROAD - EOP | 5,206 | 4.75 | 75 | 130 | 1,360 | -- | -- | 1,288 | 753 | -- | |
| 47+25"J" | - | 49+14"J" | STH 106 WEST | 715 | 4 | -- | 18 | -- | 157 | -- | -- | -- | -- | |
| 50+75"J" | - | 52+75"J" | STH 106 EAST | 790 | 4 | -- | 20 | -- | 175 | -- | -- | -- | -- | |
| 92+12"C" | - | 99+07"C" | CRAIG RD WEST | 1,769 | 4 | 21 | 44 | 389 | -- | -- | -- | -- | -- | |
| 100+99"C" | - | 105+00"C" | CRAIG RD EAST | 1,020 | 4 | 12 | 26 | 224 | -- | -- | -- | -- | -- | |
| 144+51"MG" | - | 149+12"MG" | MAPLE GROVE ROAD | 1,167 | 4 | 14 | 29 | 257 | -- | -- | -- | -- | -- | |
| 194+90"AR" | - | 199+15"AR" | AARBACK RD WEST | 981 | 4 | 12 | 25 | 216 | -- | -- | -- | -- | -- | |
| 200+91"AR" | - | 202+80"AR" | AARBACK RD EAST | 475 | 4 | 6 | 12 | 105 | -- | -- | -- | -- | -- | |
| 247+00"TH" | - | 249+17"TH" | THRONSON ROAD | 525 | 4 | 6 | 13 | 116 | -- | -- | -- | -- | -- | |
| 296+75"A" | - | 299+12"A" | CTH A WEST | 795 | 4 | 10 | 20 | 175 | -- | -- | -- | -- | -- | |
| 300+84"A" | - | 303+75"A" | CTH A EAST | 906 | 4 | 11 | 23 | 199 | -- | -- | -- | -- | -- | |
| 347+50"T" | - | 349+17"T" | TOBACCO LANE | 408 | 4 | 5 | 10 | 90 | -- | -- | -- | -- | -- | |
| 395+50"CH" | - | 399+12"CH" | EAST CHURCH ROAD WEST | 858 | 4 | 10 | 21 | 189 | -- | -- | -- | -- | -- | |
| 400+89"CH" | - | 404+50"CH" | EAST CHURCH ROAD EAST | 858 | 4 | 10 | 21 | 189 | -- | -- | -- | -- | -- | |
| 448+00"B" | - | 449+12"B" | CTH B WEST | 432 | 4 | 5 | 11 | 95 | -- | -- | -- | -- | -- | |
| 450+89"B" | - | 452+00"B" | CTH B EAST | 432 | 4 | 5 | 11 | 95 | -- | -- | -- | -- | -- | |
| 494+76"K" | - | 499+19"K" | KOSHKONONG ROAD WEST | 1,013 | 4 | 12 | 25 | 223 | -- | -- | -- | -- | -- | |
| 500+85"K" | - | 502+00"K" | KOSHKONONG ROAD EAST | 359 | 4 | 4 | 9 | 79 | -- | -- | -- | -- | -- | |
| 547+35"SM" | - | 549+19"SM" | SMITHBACK ROAD | 435 | 4 | 5 | 11 | 96 | -- | -- | -- | -- | -- | |
| 595+50"PQ" | - | 599+14"PQ" | PRAIRIE QUEEN ROAD | 863 | 4 | 10 | 22 | 190 | -- | -- | -- | -- | -- | |
| | | | | | SUBTOTAL | 3,157 | 5,747 | 57,392 | 2,056 | 0 | 71,300 | 44,450 | 0 | |

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## ASPHALT PAVEMENT SUMMARY

| STATION | | STATION | LOCATION | AREA SY | PAVEMENT DEPTH IN | 455.0105 ASPHALTIC MATERIAL PG 58-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 460.4200.S HMA PAVEMENT INTERSECTIONS STH 106 TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0425 ASPHALT SHOULDER RUMBLE STRIP 2-LANE RURAL TYPE 1 LF | 465.0475 ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL LF | 490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600+87"PQ" | - | 602+00"PQ" | CTH PQ | 372 | 4 | 4 | 9 | 82 | -- | -- | -- | -- | -- | |
| 644+75"H" | - | 649+18"H" | HILLCREST ROAD | 1,039 | 4 | 13 | 26 | 229 | -- | -- | -- | -- | -- | |
| 700+80"FD" | - | 703+50"FD" | FADNESS ROAD | 703 | 4 | 9 | 18 | 155 | -- | -- | -- | -- | -- | |
| 362+83 | - | 366+53 | WIM INSPECTION SITE | 1,133 | 4 | 14 | 31 | 246 | -- | -- | -- | -- | -- | |
| 79+13 | | | PRIVATE ENTRANCE | 16 | 3 | -- | -- | -- | -- | 2.6 | -- | -- | -- | |
| 85+77 | | | PRIVATE ENTRANCE | 43 | 3 | -- | -- | -- | -- | 7.1 | -- | -- | -- | |
| 87+25 | | | PRIVATE ENTRANCE | 11 | 3 | -- | -- | -- | -- | 1.8 | -- | -- | -- | |
| 87+36 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 88+56 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 89+72 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 99+02 | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 136+74 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 138+21 | | | PRIVATE ENTRANCE | 99 | 3 | -- | -- | -- | -- | 16.4 | -- | -- | -- | |
| 139+97 | | | PRIVATE ENTRANCE | 14 | 3 | -- | -- | -- | -- | 2.3 | -- | -- | -- | |
| 140+91 | | | PRIVATE ENTRANCE | 41 | 3 | -- | -- | -- | -- | 6.8 | -- | -- | -- | |
| 146+62 | | | PRIVATE ENTRANCE | 18 | 3 | -- | -- | -- | -- | 2.9 | -- | -- | -- | |
| 150+36 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.6 | -- | -- | -- | |
| 155+00 | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 156+60 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 183+83 | | | PRIVATE ENTRANCE | 10 | 3 | -- | -- | -- | -- | 1.7 | -- | -- | -- | |
| 185+78 | | | FIELD ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 193+11 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 194+39 | | | PRIVATE ENTRANCE | 63 | 3 | -- | -- | -- | -- | 10.3 | -- | -- | -- | |
| 195+00 | | | TRUCK TURN-AROUND | 115 | 4 | -- | -- | -- | -- | 25.3 | -- | -- | -- | |
| 195+55 | | | FIELD ENTRANCE | 12 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| 199+91 | | | PRIVATE ENTRANCE | 12 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| 201+54 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 203+03 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 211+23 | | | PRIVATE ENTRANCE | 14 | 3 | -- | -- | -- | -- | 2.4 | -- | -- | -- | |
| 234+63 | | | PRIVATE ENTRANCE | 11 | 3 | -- | -- | -- | -- | 1.8 | -- | -- | -- | |
| 241+44 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 249+95 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 250+54 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 254+67 | | | FIELD ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| | | | | | SUBTOTAL | 39 | 84 | 711 | 0 | 112 | 0 | 0 | 0 | |

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## ASPHALT PAVEMENT SUMMARY

| STATION | | STATION | LOCATION | AREA SY | PAVEMENT DEPTH IN | 455.0105 ASPHALTIC MATERIAL PG 58-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 460.4200.S HMA PAVEMENT INTERSECTIONS STH 106 TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0425 ASPHALT SHOULDER RUMBLE STRIP 2-LANE RURAL TYPE 1 LF | 465.0475 ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL LF | 490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 263+20 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 264+97 | | | FIELD ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 276+41 | | | FIELD ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 278+73 | | | PRIVATE ENTRANCE | 11 | 3 | -- | -- | -- | -- | 1.7 | -- | -- | -- | |
| 279+79 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 285+45 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 287+93 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 289+16 | | | PRIVATE ENTRANCE | 11 | 3 | -- | -- | -- | -- | 1.8 | -- | -- | -- | |
| 295+92 | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 305+67 | | | FIELD ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 314+65 | | | PRIVATE ENTRANCE | 6 | 3 | -- | -- | -- | -- | 1.1 | -- | -- | -- | |
| 319+42 | | | FIELD ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.6 | -- | -- | -- | |
| 323+36 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 335+17 | | | FIELD ENTRANCE | 18 | 3 | -- | -- | -- | -- | 3.0 | -- | -- | -- | |
| 335+72 | | | PRIVATE ENTRANCE | 18 | 3 | -- | -- | -- | -- | 3.0 | -- | -- | -- | |
| 342+81 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 353+42 | | | PRIVATE ENTRANCE | 79 | 3 | -- | -- | -- | -- | 13.1 | -- | -- | -- | |
| 364+29 | | | PRIVATE ENTRANCE | 51 | 3 | -- | -- | -- | -- | 8.4 | -- | -- | -- | |
| 389+62 | | | PRIVATE ENTRANCE | 95 | 3 | -- | -- | -- | -- | 15.6 | -- | -- | -- | |
| 396+00 | | | FIELD ENTRANCE | 18 | 3 | -- | -- | -- | -- | 3.0 | -- | -- | -- | |
| 397+08 | | | PRIVATE ENTRANCE | 19 | 3 | -- | -- | -- | -- | 3.2 | -- | -- | -- | |
| 402+34 | | | PRIVATE ENTRANCE | 100 | 3 | -- | -- | -- | -- | 16.5 | -- | -- | -- | |
| 405+47 | | | PRIVATE ENTRANCE | 81 | 3 | -- | -- | -- | -- | 13.4 | -- | -- | -- | |
| 414+93 | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.9 | -- | -- | -- | |
| 420+65 | | | PRIVATE ENTRANCE | 14 | 3 | -- | -- | -- | -- | 2.3 | -- | -- | -- | |
| 422+53 | | | PRIVATE ENTRANCE | 21 | 3 | -- | -- | -- | -- | 3.4 | -- | -- | -- | |
| 436+01 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 449+69 | | | PRIVATE ENTRANCE | 15 | 3 | -- | -- | -- | -- | 2.4 | -- | -- | -- | |
| 461+30 | | | PRIVATE ENTRANCE | 12 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| 465+40 | | | PRIVATE ENTRANCE | 88 | 3 | -- | -- | -- | -- | 14.4 | -- | -- | -- | |
| 467+80 | | | FIELD ENTRANCE | 18 | 3 | -- | -- | -- | -- | 3.0 | -- | -- | -- | |
| 469+07 | | | PRIVATE ENTRANCE | 266 | 3 | -- | -- | -- | -- | 43.8 | -- | -- | -- | |
| 471+72 | | | PRIVATE ENTRANCE | 19 | 3 | -- | -- | -- | -- | 3.2 | -- | -- | -- | |
| 480+16 | | | PRIVATE ENTRANCE | 12 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| | | | | | SUBTOTAL | 0 | 0 | 0 | 0 | 183 | 0 | 0 | 0 | |

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## ASPHALT PAVEMENT SUMMARY

| STATION | | STATION | LOCATION | AREA SY | PAVEMENT DEPTH IN | 455.0105 ASPHALTIC MATERIAL PG 58-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 460.4200.S HMA PAVEMENT INTERSECTIONS STH 106 TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0425 ASPHALT SHOULDER RUMBLE STRIP 2-LANE RURAL TYPE 1 LF | 465.0475 ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL LF | 490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 481+10 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 484+00 | | | FIELD ENTRANCE | 12 | 3 | -- | -- | -- | -- | 2.0 | -- | -- | -- | |
| 487+37 | | | PRIVATE ENTRANCE | 12 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| 490+50 | | | FIELD ENTRANCE | 21 | 3 | -- | -- | -- | -- | 3.5 | -- | -- | -- | |
| 511+00 | | | FIELD ENTRANCE | 21 | 3 | -- | -- | -- | -- | 3.5 | -- | -- | -- | |
| 511+98 | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 536+15 | | | PRIVATE ENTRANCE | 14 | 3 | -- | -- | -- | -- | 2.3 | -- | -- | -- | |
| 537+22 | | | PRIVATE ENTRANCE | 14 | 3 | -- | -- | -- | -- | 2.3 | -- | -- | -- | |
| 538+68 | | | PRIVATE ENTRANCE | 21 | 3 | -- | -- | -- | -- | 3.5 | -- | -- | -- | |
| 546+49 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 547+91 | | | FIELD ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.8 | -- | -- | -- | |
| 548+08 | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.4 | -- | -- | -- | |
| 554+59 | | | FIELD ENTRANCE | 21 | 3 | -- | -- | -- | -- | 3.5 | -- | -- | -- | |
| 561+54 | | | PRIVATE ENTRANCE | 11 | 3 | -- | -- | -- | -- | 1.9 | -- | -- | -- | |
| 563+23 | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 563+28 | | | PRIVATE ENTRANCE | 10 | 3 | -- | -- | -- | -- | 1.6 | -- | -- | -- | |
| 568+52 | | | PRIVATE ENTRANCE | 85 | 3 | -- | -- | -- | -- | 14.0 | -- | -- | -- | |
| 574+70 | | | FIELD ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.3 | -- | -- | -- | |
| 577+22 | | | PRIVATE ENTRANCE | 33 | 3 | -- | -- | -- | -- | 5.4 | -- | -- | -- | |
| 102+20"C" | | | PRIVATE ENTRANCE | 63 | 3 | -- | -- | -- | -- | 10.5 | -- | -- | -- | |
| 103+46"C" | | | PRIVATE ENTRANCE | 71 | 3 | -- | -- | -- | -- | 11.8 | -- | -- | -- | |
| 104+04"C" | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.5 | -- | -- | -- | |
| 104+72"C" | | | PRIVATE ENTRANCE | 8 | 3 | -- | -- | -- | -- | 1.3 | -- | -- | -- | |
| 302+10"A" | | | PRIVATE ENTRANCE | 57 | 3 | -- | -- | -- | -- | 9.4 | -- | -- | -- | |
| 395+61"CH" | | | PRIVATE ENTRANCE | 7 | 3 | -- | -- | -- | -- | 1.2 | -- | -- | -- | |
| 395+68"CH" | | | PRIVATE ENTRANCE | 12 | 3 | -- | -- | -- | -- | 2.0 | -- | -- | -- | |
| 497+00"K" | | | FIELD ENTRANCE | 10 | 3 | -- | -- | -- | -- | 1.6 | -- | -- | -- | |
| 498+50"K" | | | PRIVATE ENTRANCE | 136 | 3 | -- | -- | -- | -- | 22.5 | -- | -- | -- | |
| 501+00"K" | | | PRIVATE ENTRANCE | 9 | 3 | -- | -- | -- | -- | 1.6 | -- | -- | -- | |
| 502+00"K" | | | PRIVATE ENTRANCE | 17 | 3 | -- | -- | -- | -- | 2.9 | -- | -- | -- | |
| 601+60"PR" | | | PRIVATE ENTRANCE | 5 | 3 | -- | -- | -- | -- | 0.9 | -- | -- | -- | |
| 648+75"H" | | | PRIVATE ENTRANCE | 5 | 3 | -- | -- | -- | -- | 0.9 | -- | -- | -- | |
| | | | UNDISTRIBUTED | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5,000 | |
| | | | | | SUBTOTAL | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 5,000 | |
| | | | | | **TOTAL** | **3,196** | **5,831** | **58,103** | **2,056** | **421** | **71,300** | **44,450** | **5,000** | |

## ASPHALTIC FLUMES SUMMARY

| STATION | LOCATION | 465.0315 ASPHALTIC FLUMES SY | REMARKS |
|---|---|---|---|
| 84+42 | STH 73 LT | 13 | |
| 49+06"J" | STH 106 LT | 14 | STH 73/STH 106 INTERSECTION |
| 49+27"J" | STH 106 RT | 11 | STH 73/STH 106 INTERSECTION |
| 50+75"J" | STH 106 LT | 21 | STH 73/STH 106 INTERSECTION |
| 50+76"J" | STH 106 RT | 16 | STH 73/STH 106 INTERSECTION |
| 133+42 | STH 73 LT | 11 | |
| 142+00 | STH 73 RT | 13 | |
| 149+92 | STH 73 LT | 13 | |
| 158+50 | STH 73 LT | 18 | |
| 170+75 | STH 73 RT | 20 | STH 73/CRAIG ROAD INTERSECTION |
| 171+15 | STH 73 LT | 16 | STH 73/CRAIG ROAD INTERSECTION |
| 98+99"C" | CRAIG ROAD LT | 11 | STH 73/CRAIG ROAD INTERSECTION |
| 100+62"C" | CRAIG ROAD LT | 18 | STH 73/CRAIG ROAD INTERSECTION |
| 184+00 | STH 73 RT | 11 | |
| 203+50 | STH 73 RT | 13 | |
| 149+03"MG" | MAPLE GROVE ROAD LT | 18 | STH 73/MAPLE GROVE ROAD INTERSECTION |
| 149+20"MG" | MAPLE GROVE ROAD RT | 23 | STH 73/MAPLE GROVE ROAD INTERSECTION |
| 199+07"AR" | AARBACK ROAD LT | 11 | STH 73/AARBACK ROAD INTERSECTION |
| 199+66"AR" | AARBACK ROAD RT | 12 | STH 73/AARBACK ROAD INTERSECTION |
| 200+67"AR" | AARBACK ROAD LT | 11 | STH 73/AARBACK ROAD INTERSECTION |
| 200+91"AR" | AARBACK ROAD RT | 13 | STH 73/AARBACK ROAD INTERSECTION |
| 236+00 | STH 73 RT | 13 | |
| 255+15 | STH 73 LT | 14 | STH 73/THRONSON ROAD INTERSECTION |
| 249+09"TH" | THRONSON ROAD LT | 11 | STH 73/THRONSON ROAD INTERSECTION |
| 262+00 | STH 73 RT | 10 | |
| 299+36"A" | CTH A LT | 21 | STH 73/CTH A INTERSECTION |
| 299+65"A" | CTH A RT | 16 | STH 73/CTH A INTERSECTION |
| 287+50 | STH 73 RT | 10 | |
| 299+42 | STH 73 LT | 17 | |
| 304+50 | STH 73 LT | 20 | |
| 349+08"T" | TOBACCO LANE LT | 11 | STH 73/TOBACCO LANE INTERSECTION |
| | SUBTOTAL | 451 | |

CONTINUED IN NEXT COLUMN

## ASPHALTIC FLUMES SUMMARY (CONTINUED)

| STATION | LOCATION | 465.0315 ASPHALTIC FLUMES SY | REMARKS |
|---|---|---|---|
| 315+22 | STH 73 LT | 12 | STH 73/TOBACCO LANE INTERSECTION |
| 321+92 | STH 73 RT | 13 | |
| 341+92 | STH 73 LT | 13 | |
| 399+24"CH" | E CHURCH ROAD RT | 13 | STH 73/E CHURCH ROAD INTERSECTION |
| 400+68"CH" | E CHURCH ROAD LT | 15 | STH 73/E CHURCH ROAD INTERSECTION |
| 400+89"CH" | E CHURCH ROAD RT | 14 | STH 73/E CHURCH ROAD INTERSECTION |
| 349+77 | STH 73 RT | 15 | STH 73/E CHURCH ROAD INTERSECTION |
| 349+99 | STH 73 LT | 12 | STH 73/E CHURCH ROAD INTERSECTION |
| 366+53 | STH 73 RT | 17 | WIM INSPECTION SITE |
| 449+03"B" | CTH B LT | 12 | STH 73/CTH B INTERSECTION |
| 449+24"B" | CTH B RT | 14 | STH 73/CTH B INTERSECTION |
| 450+68"B" | CTH B LT | 13 | STH 73/CTH B INTERSECTION |
| 450+89"B" | CTH B RT | 14 | STH 73/CTH B INTERSECTION |
| 385+37 | STH 73 RT | 15 | STH 73/CTH B INTERSECTION |
| 501+92"K" | KOSHKONONG ROAD RT | 7 | |
| 442+07 | STH 73 RT | 12 | STH 73/KOSHKONONG ROAD INTERSECTION |
| 460+92 | STH 73 LT | 18 | |
| 479+00 | STH 73 LT | 11 | |
| 549+10"SM" | SMITHBACK ROAD LT | 10 | STH 73/SMITHBACK ROAD INTERSECTION |
| 549+30"SM" | SMITHBACK ROAD RT | 11 | STH 73/SMITHBACK ROAD INTERSECTION |
| 520+68 | STH 73 RT | 10 | STH 73/PRAIRIE QUEEN ROAD INTERSECTION |
| 599+06"PR" | PRAIRIE QUEEN ROAD LT | 14 | STH 73/PRAIRIE QUEEN ROAD INTERSECTION |
| 599+27"PR" | PRAIRIE QUEEN ROAD RT | 16 | STH 73/PRAIRIE QUEEN ROAD INTERSECTION |
| 601+92"PR" | CTH PQ LT | 7 | |
| 537+50 | STH 73 RT | 13 | |
| 549+50 | STH 73 LT | 15 | |
| 649+30"H" | HILLCREST ROAD LT | 14 | STH 73/HILLCREST ROAD INTERSECTION |
| 649+30"H" | HILLCREST ROAD RT | 12 | STH 73/HILLCREST ROAD INTERSECTION |
| 700+37"FD" | FADNESS ROAD RT | 18 | STH 73/FADNESS ROAD INTERSECTION |
| 575+24 | STH 73 RT | 11 | STH 73/FADNESS ROAD INTERSECTION |
| 579+00 | STH 73 LT | 15 | |
| | SUBTOTAL | 406 | |
| | **TOTAL** | **857** | |

## DRIVEWAY CULVERT PIPE SUMMARY

| INLET | | | OUTLET | | | MINIMUM THICKNESS REQUIRED | 521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH | 521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH | 521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH | 521.0136 CULVERT PIPE CORRUGATED STEEL 36-INCH | 521.0721 PIPE ARCH CORRUGATED STEEL 21x15-INCH | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | INCHES | LF | LF | LF | LF | LF | REMARKS |
| 146+82.00 | 48.7' LT | 893.27 | 146+42.00 | 48.1' LT | 892.75 | 0.079 | -- | -- | 41 | -- | -- | |
| 150+58.00 | 33.8' LT | 904.10 | 150+18.00 | 35.5' LT | 903.70 | 0.064 | -- | -- | -- | -- | 41 | |
| 185+68.20 | 55.7' LT | 910.00 | 185+94.01 | 59.7' LT | 908.58 | 0.064 | 26 | -- | -- | -- | -- | |
| 211+47.53 | 35.9' RT | 907.21 | 210+94.45 | 35.7' RT | 906.63 | 0.064 | 54 | -- | -- | -- | -- | |
| 254+89.55 | 56.4' RT | 909.67 | 254+50.40 | 55.6' RT | 908.33 | 0.064 | 40 | -- | -- | -- | -- | |
| 295+69.89 | 38.8' RT | 905.97 | 296+09.89 | 39.3' RT | 905.78 | 0.064 | -- | 40 | -- | -- | -- | |
| 305+45.11 | 40.6' LT | 914.56 | 305+89.60 | 45.9' LT | 913.80 | 0.064 | 40 | -- | -- | -- | -- | |
| 315+03.00 | 48.9' RT | 928.10 | 314+27.00 | 59.3' RT | 922.56 | 0.064 | 78 | -- | -- | -- | -- | |
| 319+61.71 | 35.8' RT | 946.39 | 319+22.21 | 35.4' RT | 945.19 | 0.064 | 40 | -- | -- | -- | -- | |
| 335+35.97 | 42.4' LT | 960.60 | 334+97.97 | 44.7' LT | 960.20 | 0.064 | -- | 39 | -- | -- | -- | |
| 335+35.97 | 47.44' LT | 960.60 | 334+97.97 | 49.75' LT | 960.20 | 0.064 | -- | 39 | -- | -- | -- | |
| 335+84.82 | 40.2' RT | 960.94 | 335+50.82 | 40.2' RT | 960.81 | 0.064 | 34 | -- | -- | -- | -- | |
| 353+74.95 | 43.7' LT | 969.40 | 353+08.96 | 51.9' LT | 968.66 | 0.064 | 67 | -- | -- | -- | -- | |
| 389+44.98 | 43.0' RT | 955.41 | 389+79.82 | 39.6' RT | 955.01 | 0.064 | 35 | -- | -- | -- | -- | |
| 402+20.00 | 44.3' RT | 914.63 | 402+47.95 | 42.5' RT | 914.17 | 0.079 | -- | -- | 29 | -- | -- | |
| 415+14.94 | 44.0' RT | 916.18 | 414+76.49 | 68.0' RT | 915.20 | 0.079 | -- | -- | -- | 43 | -- | |
| 420+80.00 | 50.9' RT | 924.51 | 420+50.00 | 52.4' RT | 925.49 | 0.079 | -- | -- | -- | 30 | -- | |
| 449+46.85 | 52.5' RT | 930.13 | 449+91.03 | 58.2' RT | 928.97 | 0.064 | 45 | -- | -- | -- | -- | |
| 467+56.93 | 35.6' RT | 930.69 | 468+02.93 | 35.6' RT | 930.62 | 0.064 | 46 | -- | -- | -- | -- | |
| 471+33.85 | 40.2' RT | 923.52 | 472+10.01 | 46.5' RT | 922.74 | 0.064 | 77 | -- | -- | -- | -- | |
| 483+80.34 | 35.3' RT | 923.45 | 484+18.30 | 38.0' RT | 923.57 | 0.064 | 38 | -- | -- | -- | -- | |
| 490+34.84 | 41.5' RT | 916.27 | 490+64.89 | 40.0' RT | 915.31 | 0.064 | 31 | -- | -- | -- | -- | |
| 511+23.91 | 48.7' RT | 911.71 | 510+75.99 | 48.7' RT | 911.40 | 0.079 | -- | -- | 48 | -- | -- | |
| 512+26.24 | 38.0' LT | 913.89 | 511+68.17 | 38.0' LT | 913.73 | 0.064 | 58 | -- | -- | -- | -- | |
| 538+48.52 | 40.6' RT | 904.21 | 538+88.34 | 36.9' RT | 904.09 | 0.064 | 40 | -- | -- | -- | -- | |
| 547+75.92 | 36.7' RT | 899.12 | 548+04.92 | 36.7' RT | 899.03 | 0.064 | 29 | -- | -- | -- | -- | |
| 554+39.92 | 35.6' RT | 896.64 | 554+77.55 | 35.6' RT | 896.50 | 0.064 | 38 | -- | -- | -- | -- | |
| 568+29.91 | 43.2' RT | 866.46 | 568+70.91 | 43.4' RT | 866.06 | 0.079 | -- | -- | 42 | -- | -- | |
| 102+32.76"C" | 22.5' LT | 909.80 | 102+04.08"C" | 22.5' LT | 909.64 | 0.064 | 29 | -- | -- | -- | -- | |
| 103+60.25"C" | 22.5' LT | 911.27 | 103+24.30"C" | 22.5' LT | 910.81 | 0.064 | 36 | -- | -- | -- | -- | |
| 104+14.44"C" | 157.4' RT | 908.20 | 104+13.60"C" | 187.4' RT | 908.00 | 0.064 | 30 | -- | -- | -- | -- | |
| 104+88.99"C" | 22.1' RT | 911.80 | 104+65.13"C" | 24.7' RT | 911.40 | 0.064 | 24 | -- | -- | -- | -- | |
| 501+20.82"K" | 28.0' LT | 966.34 | 500+90.81 "K" | 27.4' LT | 965.85 | 0.064 | 30 | -- | -- | -- | -- | |
| 648+89.43"H" | 28.6' LT | 886.09 | 648+60.57 "H" | 25.7' LT | 884.54 | 0.064 | 29 | -- | -- | -- | -- | |
| | | | | | **TOTAL** | | **994** | **118** | **160** | **73** | **41** | |

## DRIVEWAY CULVERT PIPE STRUCTURES SUMMARY

| INLET | | | OUTLET | | | 521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH | 521.1221 APRON ENDWALLS FOR PIPE ARCH STEEL 21x15-INCH | 521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 | *** 521.1530 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 | 521.1536 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 36-INCH 6 TO 1 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | EACH | EACH | EACH | EACH | EACH | REMARKS |
| 146+82.00 | 48.7' LT | 893.27 | 146+42.00 | 48.1' LT | 892.75 | -- | -- | -- | 2 | -- | |
| 150+58.00 | 33.8' LT | 904.10 | 150+18.00 | 35.5' LT | 903.70 | -- | 2 | -- | -- | -- | |
| 185+68.20 | 55.7' LT | 910.00 | 185+94.01 | 59.7' LT | 908.58 | 2 | -- | -- | -- | -- | |
| 211+47.53 | 35.9' RT | 907.21 | 210+94.45 | 35.7' RT | 906.63 | 2 | -- | -- | -- | -- | |
| 254+89.55 | 56.4' RT | 909.67 | 254+50.40 | 55.6' RT | 908.33 | 2 | -- | -- | -- | -- | |
| 295+69.89 | 38.8' RT | 905.97 | 296+09.89 | 39.3' RT | 905.78 | -- | 2 | -- | -- | -- | |
| 305+45.11 | 40.6' LT | 914.56 | 305+89.60 | 45.9' LT | 913.80 | 2 | -- | -- | -- | -- | |
| 315+03.00 | 48.9' RT | 928.10 | 314+27.00 | 59.3' RT | 922.56 | 2 | -- | -- | -- | -- | |
| 319+61.71 | 35.8' RT | 946.39 | 319+22.21 | 35.4' RT | 945.19 | 2 | -- | -- | -- | -- | |
| 335+35.97 | 42.4' LT | 960.60 | 334+97.97 | 44.7' LT | 960.20 | -- | -- | 2 | -- | -- | |
| 335+35.97 | 47.44' LT | 960.60 | 334+97.97 | 49.75' LT | 960.20 | -- | -- | 2 | -- | -- | |
| 335+84.82 | 40.2' RT | 960.94 | 335+50.82 | 40.2' RT | 960.81 | 2 | -- | -- | -- | -- | |
| 353+74.95 | 43.7' LT | 969.40 | 353+08.96 | 51.9' LT | 968.66 | 2 | -- | -- | -- | -- | |
| 389+44.98 | 43.0' RT | 955.41 | 389+79.82 | 39.6' RT | 955.01 | 2 | -- | -- | -- | -- | |
| 402+20.00 | 44.3' RT | 914.63 | 402+47.95 | 42.5' RT | 914.17 | -- | -- | -- | 2 | -- | |
| 415+14.94 | 44.0' RT | 916.18 | 414+76.49 | 68.0' RT | 915.20 | -- | -- | -- | -- | 2 | |
| 420+80.00 | 50.9' RT | 924.51 | 420+50.00 | 52.4' RT | 925.49 | -- | -- | -- | -- | 2 | |
| 449+46.85 | 52.5' RT | 930.13 | 449+91.03 | 58.2' RT | 928.97 | 2 | -- | -- | -- | -- | |
| 467+56.93 | 35.6' RT | 930.69 | 468+02.93 | 35.6' RT | 930.62 | 2 | -- | -- | -- | -- | |
| 471+33.85 | 40.2' RT | 923.52 | 472+10.01 | 46.5' RT | 922.74 | 2 | -- | -- | -- | -- | |
| 483+80.34 | 35.3' RT | 923.45 | 484+18.30 | 38.0' RT | 923.57 | 2 | -- | -- | -- | -- | |
| 490+34.84 | 41.5' RT | 916.27 | 490+64.89 | 40.0' RT | 915.31 | 2 | -- | -- | -- | -- | |
| 511+23.91 | 48.7' RT | 911.71 | 510+75.99 | 48.7' RT | 911.40 | -- | -- | -- | 2 | -- | |
| 512+26.24 | 38.0' LT | 913.89 | 511+68.17 | 38.0' LT | 913.73 | 2 | -- | -- | -- | -- | |
| 538+48.52 | 40.6' RT | 904.21 | 538+88.34 | 36.9' RT | 904.09 | 2 | -- | -- | -- | -- | |
| 547+75.92 | 36.7' RT | 899.12 | 548+04.92 | 36.7' RT | 899.03 | 2 | -- | -- | -- | -- | |
| 554+39.92 | 35.6' RT | 896.64 | 554+77.55 | 35.6' RT | 896.50 | 2 | -- | -- | -- | -- | |
| 568+29.91 | 43.2' RT | 866.46 | 568+70.91 | 43.4' RT | 866.06 | -- | -- | -- | 2 | -- | |
| 102+32.76"C" | 22.5' LT | 909.80 | 102+04.08"C" | 22.5' LT | 909.64 | 2 | -- | -- | -- | -- | |
| 103+60.25"C" | 22.5' LT | 911.27 | 103+24.30"C" | 22.5' LT | 910.81 | 2 | -- | -- | -- | -- | |
| 104+14.44"C" | 157.4' RT | 908.20 | 104+13.60"C" | 187.4' RT | 908.00 | 2 | -- | -- | -- | -- | |
| 104+88.99"C" | 22.1' RT | 911.80 | 104+65.13"C" | 24.7' RT | 911.40 | 2 | -- | -- | -- | -- | |
| 501+20.82"K" | 28.0' LT | 966.34 | 500+90.81 "K" | 27.4' LT | 965.85 | 2 | -- | -- | -- | -- | |
| 648+89.43"H" | 28.6' LT | 886.09 | 648+60.57 "H" | 25.7' LT | 884.54 | 2 | -- | -- | -- | -- | |
| | | | | | **TOTAL** | **48** | **4** | **4** | **8** | **4** | |

***BID ITEM ALSO IN STORM SEWER PIPE SUMMARY

3

## CROSS PIPE SUMMARY

| INLET | | | OUTLET | | | 522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH | 522.0127 CULVERT PIPE REINFORCED CONCRETE CLASS III 27-INCH | 522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH | 522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH | 522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH | 522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH | 522.0330 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH | 522.0342 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | LF | LF | LF | LF | LF | LF | LF | LF | REMARKS |
| 92+75.00 | 50.8' RT | 857.39 | 92+75.00 | 53.2' LT | 856.81 | -- | 104 | -- | -- | -- | -- | -- | -- | |
| 127+35.00 | 41.5' LT | 879.59 | 127+35.00 | 41.5' RT | 879.11 | -- | -- | -- | 83 | -- | -- | -- | -- | |
| 145+10.00 | 41.5' LT | 891.22 | 145+10.00 | 41.5' RT | 890.14 | -- | -- | -- | 83 | -- | -- | -- | -- | |
| 173+03.00 | 29.5' LT | 909.83 | 172+97.00 | 26.2' RT | 909.70 | -- | -- | -- | -- | -- | 56 | -- | -- | |
| 206+38.00 | 51.4' RT | 894.72 | 206+38.00 | 52.6' LT | 892.56 | 104 | -- | -- | -- | -- | -- | -- | -- | |
| 220+03.00 | 36.0' LT | 901.91 | 220+09.00 | 41.5 RT | 901.48 | -- | -- | -- | 78 | -- | -- | -- | -- | |
| 232+88.00 | 43.0' LT | 898.60 | 232+88.00 | 43.0' RT | 898.02 | -- | -- | 86 | -- | -- | -- | -- | -- | |
| 242+84.00 | 38.0' LT | 896.47 | 242+84.00 | 41.5' RT | 895.70 | -- | -- | -- | 80 | -- | -- | -- | -- | |
| 242+92.00 | 38.0' LT | 896.47 | 242+92.00 | 41.5' RT | 895.70 | -- | -- | -- | 80 | -- | -- | -- | -- | |
| 282+63.00 | 37.0' RT | 918.61 | 282+63.00 | 41.0' LT | 917.56 | -- | -- | -- | -- | -- | -- | -- | 78 | |
| 306+38.00 | 44.0' LT | 910.71 | 306+38.00 | 46.0' RT | 910.07 | -- | -- | 90 | -- | -- | -- | -- | -- | |
| 309+69.00 | 42.0' LT | 911.81 | 309+69.00 | 42.0' RT | 911.08 | -- | -- | -- | 84 | -- | -- | -- | -- | |
| 309+76.00 | 42.0' LT | 911.81 | 309+76.00 | 42.0' RT | 911.08 | -- | -- | -- | 84 | -- | -- | -- | -- | |
| 331+98.00 | 30.2' RT | 959.31 | 331+98.00 | 33.8' LT | 958.90 | -- | -- | -- | -- | -- | 64 | -- | -- | |
| 351+63.00 | 50.0' LT | 965.81 | 351+63.00 | 44.0' RT | 964.80 | -- | -- | 94 | -- | -- | -- | -- | -- | |
| 362+43.00 | 50.0' LT | 972.79 | 362+43.00 | 56.0' RT | 971.85 | -- | -- | 106 | -- | -- | -- | -- | -- | |
| 377+28.00 | 43.0' LT | 963.39 | 377+28.00 | 43.0' RT | 962.70 | -- | -- | 86 | -- | -- | -- | -- | -- | |
| 394+83.00 | 57.6' RT | 932.95 | 394+83.00 | 62.4' LT | 931.57 | -- | 120 | -- | -- | -- | -- | -- | -- | |
| 408+53.00 | 41.5' LT | 914.08 | 408+53.00 | 43.0' RT | 913.34 | -- | -- | -- | 85 | -- | -- | -- | -- | |
| 414+95.21 | 45.0' LT | 915.54 | 414+62.21 | 49.0' RT | 915.20 | -- | -- | -- | -- | 100 | -- | -- | -- | |
| 415+01.79 | 45.0' LT | 915.54 | 414+68.79 | 49.0' RT | 915.20 | -- | -- | -- | -- | 100 | -- | -- | -- | |
| 476+31.00 | 33.0' LT | 918.30 | 476+55.00 | 34.6' RT | 917.84 | 72 | -- | -- | -- | -- | -- | -- | -- | |
| 496+88.00 | 35.9' LT | 906.99 | 496+88.00 | 44.1' RT | 906.95 | 80 | -- | -- | -- | -- | -- | -- | -- | |
| 558+93.00 | 43.0' RT | 891.50 | 558+93.00 | 44.0' LT | 889.10 | -- | -- | 87 | -- | -- | -- | -- | -- | |
| 572+13.00 | 46.0' RT | 859.28 | 572+13.00 | 50.0' LT | 858.25 | -- | -- | -- | 96 | -- | -- | -- | -- | |
| 51+00.00"J" | 31.1' RT | 858.43 | 51+00.00"J" | 33.0' LT | 857.79 | 64 | -- | -- | -- | -- | -- | -- | -- | |
| 99+38.00"C" | 36.3' LT | 906.65 | 99+54.00"C" | 33.7' RT | 905.06 | -- | -- | -- | -- | -- | 88 | -- | -- | |
| 100+79.00"C" | 23.1' LT | 906.90 | 100+95.00"C" | 30.3' RT | 905.14 | -- | -- | -- | -- | -- | 64 | -- | -- | |
| 249+47.00"TH" | 38.5' LT | 913.97 | 249+55.00"TH" | 41.1' RT | 911.45 | 80 | -- | -- | -- | -- | -- | -- | -- | |
| 299+00.00"A" | 30.0' LT | 917.13 | 298+94.00"A" | 32.0' RT | 916.46 | -- | -- | -- | -- | 62 | -- | -- | -- | |
| 349+47.00"T" | 36.2' LT | 931.13 | 349+54.00"T" | 35.4' RT | 929.77 | -- | -- | -- | -- | -- | 72 | -- | -- | |
| 399+50.00"CH" | 27.3' RT | 968.39 | 399+30.00"CH" | 33.3' LT | 967.73 | -- | -- | -- | -- | -- | 64 | -- | -- | |
| 549+50.00"SM" | 27.3' RT | 909.07 | 549+50.00"SM" | 36.8' LT | 908.21 | -- | -- | -- | -- | -- | 64 | -- | -- | |
| 596+65.00"PQ" | 28.0' LT | 918.89 | 596+65.00"PQ" | 32.0' RT | 917.39 | -- | -- | -- | -- | -- | -- | 60 | -- | |
| | | | | | **TOTAL** | **400** | **224** | **549** | **751** | **262** | **472** | **60** | **78** | |

## CROSS PIPE ENDWALL SUMMARY

| INLET | | | OUTLET | | | * 504.0900 CONCRETE MASONRY ENDWALS | 521.0336 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 4 TO 1 | 521.0342 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 4 TO 1 | ** 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | 522.1027 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 27-INCH | 522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH | 522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH | 522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | CY | EACH | EACH | EACH | EACH | EACH | EACH | EACH | REMARKS |
| 92+75.00 | 50.8' RT | 857.39 | 92+75.00 | 53.2' LT | 856.81 | -- | -- | -- | -- | 2 | -- | -- | -- | |
| 127+35.00 | 41.5' LT | 879.59 | 127+35.00 | 41.5' RT | 879.11 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 145+10.00 | 41.5' LT | 891.22 | 145+10.00 | 41.5' RT | 890.14 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 173+03.00 | 29.5' LT | 909.83 | 172+97.00 | 26.2' RT | 909.70 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 206+38.00 | 51.4' RT | 894.72 | 206+38.00 | 52.6' LT | 892.56 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 220+03.00 | 36.0' LT | 901.91 | 220+09.00 | 41.5 RT | 901.48 | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 232+88.00 | 43.0' LT | 898.60 | 232+88.00 | 43.0' RT | 898.02 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 242+84.00 | 38.0' LT | 896.47 | 242+84.00 | 41.5' RT | 895.70 | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 242+92.00 | 38.0' LT | 896.47 | 242+92.00 | 41.5' RT | 895.70 | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 282+63.00 | 37.0' RT | 918.61 | 282+63.00 | 41.0' LT | 917.56 | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 306+38.00 | 44.0' LT | 910.71 | 306+38.00 | 46.0' RT | 910.07 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 309+69.00 | 42.0' LT | 911.81 | 309+69.00 | 42.0' RT | 911.08 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 309+76.00 | 42.0' LT | 911.81 | 309+76.00 | 42.0' RT | 911.08 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 331+98.00 | 30.2' RT | 959.31 | 331+98.00 | 33.8' LT | 958.90 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 351+63.00 | 50.0' LT | 965.81 | 351+63.00 | 44.0' RT | 964.80 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 362+43.00 | 50.0' LT | 972.79 | 362+43.00 | 56.0' RT | 971.85 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 377+28.00 | 43.0' LT | 963.39 | 377+28.00 | 43.0' RT | 962.70 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 394+83.00 | 57.6' RT | 932.95 | 394+83.00 | 62.4' LT | 931.57 | -- | -- | -- | -- | 2 | -- | -- | -- | |
| 408+53.00 | 41.5' LT | 914.08 | 408+53.00 | 43.0' RT | 913.34 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 414+95.21 | 45.0' LT | 915.54 | 414+62.21 | 49.0' RT | 915.20 | 5.1 | -- | -- | -- | -- | -- | -- | -- | |
| 415+01.79 | 45.0' LT | 915.54 | 414+68.79 | 49.0' RT | 915.20 | -- | -- | -- | -- | -- | -- | -- | -- | |
| 476+31.00 | 33.0' LT | 918.30 | 476+55.00 | 34.6' RT | 917.84 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 496+88.00 | 35.9' LT | 906.99 | 496+88.00 | 44.1' RT | 906.95 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 558+93.00 | 43.0' RT | 891.50 | 558+93.00 | 44.0' LT | 889.10 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 572+13.00 | 46.0' RT | 859.28 | 572+13.00 | 50.0' LT | 858.25 | -- | -- | -- | -- | -- | -- | 2 | -- | |
| 51+00.00"J" | 31.1' RT | 858.43 | 51+00.00"J" | 33.0' LT | 857.79 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 99+38.00"C" | 36.3' LT | 906.65 | 99+54.00"C" | 33.7' RT | 905.06 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 100+79.00"C" | 23.1' LT | 906.90 | 100+95.00"C" | 30.3' RT | 905.14 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 249+47.00"TH" | 38.5' LT | 913.97 | 249+55.00"TH" | 41.1' RT | 911.45 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 299+00.00"A" | 30.0' LT | 917.13 | 298+94.00"A" | 32.0' RT | 916.46 | -- | -- | 2 | -- | -- | -- | -- | -- | |
| 349+47.00"T" | 36.2' LT | 931.13 | 349+54.00"T" | 35.4' RT | 929.77 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 399+50.00"CH" | 27.3' RT | 968.39 | 399+30.00"CH" | 33.3' LT | 967.73 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 549+50.00"SM" | 27.3' RT | 909.07 | 549+50.00"SM" | 36.8' LT | 908.21 | -- | -- | -- | 2 | -- | -- | -- | -- | |
| 596+65.00"PQ" | 28.0' LT | 918.89 | 596+65.00"PQ" | 32.0' RT | 917.39 | -- | -- | -- | -- | -- | 2 | -- | -- | |
| | | | | **TOTAL** | | **5.1** | **3** | **3** | **24** | **4** | **14** | **15** | **1** | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** BID ITEM ALSO IN STORM SEWER PIPE SUMMARY

3

## CROSS PIPE SUMMARY

| INLET | | | OUTLET | | | 521.0764 PIPE ARCH CORRUGATED STEEL 64x43-INCH | 523.0119 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH | 523.0129 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29x45-INCH | 523.0134 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34x53-INCH | 523.0429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | LF | LF | LF | LF | LF | REMARKS |
| 274+10.00 | 42.0' RT | 909.96 | 274+10.00 | 42.0' LT | 908.55 | -- | -- | 84 | -- | -- | |
| 274+16.00 | 42.0' RT | 909.96 | 274+16.00 | 42.0' LT | 908.55 | -- | -- | 84 | -- | -- | |
| 297+81.94 | 44.0' RT | 903.32 | 296+82.19 | 44.0' LT | 902.77 | 133 | -- | -- | -- | -- | |
| 297+94.04 | 44.0' RT | 903.32 | 296+94.28 | 44.0' LT | 902.77 | 133 | -- | -- | -- | -- | |
| 324+95.00 | 25.7' RT | 955.94 | 324+43.00 | 35.1' LT | 953.29 | -- | 80 | -- | -- | -- | |
| 325+15.00 | 25.7' RT | 955.94 | 324+63.00 | 35.1' LT | 953.29 | -- | 80 | -- | -- | -- | |
| 495+50.00"K" | 23.0' RT | 955.10 | 495+50.00"K" | 25.0' LT | 954.46 | -- | -- | -- | -- | 48 | |
| 458+24.00 | 41.0' LT | 917.31 | 458+24.00 | 41.0' RT | 917.17 | -- | -- | -- | 82 | -- | |
| 458+31.00 | 41.0' LT | 917.31 | 458+31.00 | 41.0' RT | 917.17 | -- | -- | -- | 82 | -- | |
| | | | | | **TOTAL** | **266** | **160** | **168** | **164** | **48** | |

## CROSS PIPE ENDWALL SUMMARY

| INLET | | | OUTLET | | | * 504.0900 CONCRETE MASONRY ENDWALL | 523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH | 523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH | 523.0534 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH | |
|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | CY | EACH | EACH | EACH | REMARKS |
| 274+10.00 | 42.0' RT | 909.96 | 274+10.00 | 42.0' LT | 908.55 | -- | -- | 2 | -- | |
| 274+16.00 | 42.0' RT | 909.96 | 274+16.00 | 42.0' LT | 908.55 | -- | -- | 2 | -- | |
| 297+81.94 | 44.0' RT | 903.32 | 296+82.19 | 44.0' LT | 902.77 | 7.7 | -- | -- | -- | |
| 297+94.04 | 44.0' RT | 903.32 | 296+94.28 | 44.0' LT | 902.77 | -- | -- | -- | -- | |
| 324+95.00 | 25.7' RT | 955.94 | 324+43.00 | 35.1' LT | 953.29 | -- | 2 | -- | -- | |
| 325+15.00 | 25.7' RT | 955.94 | 324+63.00 | 35.1' LT | 953.29 | -- | 2 | -- | -- | |
| 495+50.00"K" | 23.0' RT | 955.10 | 495+50.00"K" | 25.0' LT | 954.46 | -- | -- | 2 | -- | |
| 458+24.00 | 41.0' LT | 917.31 | 458+24.00 | 41.0' RT | 917.17 | -- | -- | -- | 2 | |
| 458+31.00 | 41.0' LT | 917.31 | 458+31.00 | 41.0' RT | 917.17 | -- | -- | -- | 2 | |
| | | | | | **TOTAL** | **7.7** | **4** | **6** | **4** | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE CURB AND GUTTER SUMMARY

| STATION | | STATION | 601.0553 4-INCH SLOPED 36-INCH TYPE D LF | REMARKS |
|---|---|---|---|---|
| 84+50 LT | - | 90+00 LT | 550 | |
| 86+50 RT | - | 90+00 RT | 350 | |
| 133+50 LT | - | 142+00 LT | 850 | |
| 150+00 LT | - | 158+50 LT | 850 | |
| 181+50 RT | - | 184+00 RT | 250 | |
| 192+50 LT | - | 196+00 LT | 350 | |
| 199+00 RT | - | 203+50 RT | 450 | |
| 233+50 RT | - | 236+00 RT | 250 | |
| 240+00 LT | - | 241+75 LT | 175 | |
| 247+50 LT | - | 251+00 LT | 350 | |
| 247+50 RT | - | 251+00 RT | 350 | |
| 262+00 RT | - | 265+50 RT | 350 | |
| 276+50 RT | - | 280+98 RT | 448 | |
| 282+55 LT | - | 287+50 LT | 495 | |
| 287+50 RT | - | 291+00 RT | 350 | |
| 299+50 LT | - | 304+50 LT | 500 | |
| 322+00 RT | - | 324+50 RT | 250 | |
| 342+00 LT | - | 345+00 LT | 300 | |
| 362+83 RT | - | 366+53 RT | 414 | WIM INSPECTION SITE |
| 363+62 RT | - | 365+74 RT | 444 | WIM INSPECTION SITE |
| 422+75 LT | - | 426+00 LT | 325 | |
| 434+00 LT | - | 436+50 LT | 250 | |
| 461+00 LT | - | 468+50 LT | 750 | |
| 479+00 LT | - | 483+00 LT | 400 | |
| 485+00 RT | - | 488+00 RT | 300 | |
| 521+98 RT | - | 524+00 RT | 202 | |
| 535+50 RT | - | 537+50 RT | 200 | |
| 546+00 LT | - | 549+50 LT | 350 | |
| 559+77 RT | - | 564+00 RT | 423 | |
| 562+02 LT | - | 564+00 LT | 198 | |
| 575+00 LT | - | 579+00 LT | 400 | |
| | | SUBTOTAL | 12,124 | |

CONTINUED IN NEXT COLUMN

## CONCRETE CURB AND GUTTER SUMMARY (CONTINUED)

| STATION | | STATION | 601.0553 4-INCH SLOPED 36-INCH TYPE D LF | REMARKS |
|---|---|---|---|---|
| STH 106 INTERSECTION | | | 298 | |
| CRAIG ROAD INTERSECTION | | | 302 | |
| MAPLE GROVE ROAD INTERSECTION | | | 157 | |
| AARBACK ROAD INTERSECTION | | | 304 | |
| THORNSON ROAD INTERSECTION | | | 157 | |
| CTH A INTERSECTION | | | 298 | |
| 300+65"A" LT | - | 303+75"A" LT | 310 | |
| 300+84"A" RT | - | 303+75"A" RT | 291 | |
| TOBACCO LANE INTERSECTION | | | 157 | |
| EAST CHURCH ROAD INTERSECTION | | | 306 | |
| CTH B INTERSECTION | | | 314 | |
| KOSHKONONG ROAD INTERSECTION | | | 157 | |
| 500+72"K" LT | - | 501+80"K" LT | 108 | |
| 500+85"K" RT | - | 502+00"K" RT | 115 | |
| SMITHBACK ROAD INTERSECTION | | | 149 | |
| CTH PQ INTERSECTION | | | 296 | |
| 600+65"PR" LT | - | 602+00"PR" LT | 135 | |
| HILLCREST ROAD INTERSECTION | | | 149 | |
| FADNESS ROAD INTERSECTION | | | 145 | |
| | | SUBTOTAL | 4,148 | |
| | | **TOTAL** | **16,272** | |

## RIPRAP SUMMARY

| STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 606.0300 RIPRAP HEAVY CY | 645.0120 GEOTEXTILE FABRIC TYPE HR SY | REMARKS |
|---|---|---|---|---|---|
| 127+35 | RT | 16 | -- | 32 | |
| 145+10 | RT | 16 | -- | 32 | |
| 146+37 | LT | 8 | -- | 17 | |
| 173+03 | RT | 5 | -- | 11 | |
| 196+45 | LT | 8 | -- | 17 | |
| 206+38 | LT | 7 | -- | 14 | |
| 220+03 | RT | 16 | -- | 32 | |
| 232+88 | RT | 12 | -- | 25 | |
| 242+88 | RT | -- | 32 | 48 | |
| 247+00 | LT | 5 | -- | 11 | |
| 247+00 | RT | 3 | -- | 6 | |
| 274+12 | LT | 30 | -- | 59 | |
| 282+62 | LT | 16 | -- | 31 | |
| 297+00 | LT | 97 | -- | 146 | |
| 306+38 | RT | 8 | -- | 17 | |
| 309+73 | RT | -- | 40 | 48 | |
| 324+37 | LT | 5 | -- | 11 | |
| 324+57 | LT | 5 | -- | 11 | |
| 351+63 | RT | 16 | -- | 25 | |
| 362+43 | RT | 8 | -- | 17 | |
| 377+28 | RT | 12 | -- | 25 | |
| 394+83 | LT | 10 | -- | 20 | |
| 402+34 | RT | 8 | -- | 17 | |
| 408+52 | RT | 21 | -- | 32 | |
| 414+52 | RT | 35 | -- | 52 | |
| 414+71 | RT | 11 | -- | 23 | |
| 420+45 | RT | 11 | -- | 23 | |
| 422+10 | LT | 3 | -- | 6 | |
| 476+60 | RT | 24 | -- | 37 | |
| 537+44 | RT | 3 | -- | 6 | |
| 558+93 | LT | 8 | -- | 17 | |
| 568+76 | RT | 7 | -- | 13 | |
| 572+13 | LT | -- | 28 | 42 | |
| 99+38"C" | RT | 5 | -- | 11 | |
| 10079"C" | RT | 5 | -- | 11 | |
| 249+47"TH" | RT | 5 | -- | 11 | |
| 299+90"A" | RT | -- | 50 | 58 | |
| 349+47"T" | RT | 5 | -- | 11 | |
| 399+30"CH" | RT | 5 | -- | 11 | |
| 596+65"PR" | RT | 8 | -- | 17 | |
| UNDISTRIBUTED | | 140 | -- | 278 | |
| | **TOTAL** | **612** | **150** | **1,322** | |

## STORM SEWER PIPE SUMMARY

| INLET | | OUTLET | | SLOPE | 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | 608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | 608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH | 608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH | 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH | ** 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | *** 521.1030 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | ELEVATION | STRUCTURE | ELEVATION | % | LF | LF | LF | LF | LF | EACH | EACH | EACH | REMARKS |
| 2.1 | 864.78 | 2.2 | 863.77 | 0.67 | 150 | -- | -- | -- | -- | -- | -- | -- | |
| 2.2 | 863.77 | 2.3 | 863.61 | 0.39 | 41 | -- | -- | -- | -- | 1 | -- | -- | |
| 3.1 | 865.07 | 3.2 | 864.86 | 0.53 | 40 | -- | -- | -- | -- | -- | -- | -- | |
| 3.2 | 864.86 | 3.3 | 864.26 | 1.36 | 44 | -- | -- | -- | -- | 1 | -- | -- | |
| 4.2 | 892.80 | 4.3 | 892.28 | 0.35 | 147 | -- | -- | -- | -- | 1 | -- | -- | |
| 4.1 | 895.87 | 4.2 | 892.80 | 1.55 | 198 | -- | -- | -- | -- | -- | -- | -- | |
| 5.1 | 894.52 | 5.2 | 894.22 | 0.32 | 94 | -- | -- | -- | -- | -- | -- | -- | |
| 5.2 | 894.22 | 5.3 | 893.75 | 0.30 | 157 | -- | -- | -- | -- | -- | -- | -- | |
| 5.3 | 893.80 | 5.4 | 893.75 | 0.21 | 24 | -- | -- | -- | -- | 1 | -- | -- | |
| 7.6 | 903.34 | 7.1 | 901.61 | 2.44 | -- | -- | -- | -- | 71 | -- | -- | 1 | |
| 7.1 | 901.61 | 7.2 | 901.46 | 0.12 | -- | -- | -- | -- | 122 | -- | -- | -- | |
| 7.2 | 901.46 | 7.3 | 901.41 | 0.11 | -- | -- | -- | -- | 45 | -- | -- | -- | |
| 7.3 | 901.41 | 7.4 | 901.26 | 0.12 | -- | -- | -- | -- | 127 | -- | -- | -- | |
| 7.4 | 901.26 | 7.5 | 901.21 | 0.11 | -- | -- | -- | -- | 46 | -- | -- | 1 | |
| 8.6 | 901.30 | 8.1 | 899.89 | 1.62 | 87 | -- | -- | -- | -- | 1 | -- | -- | |
| 8.1 | 899.89 | 8.2 | 898.76 | 0.66 | 171 | -- | -- | -- | -- | -- | -- | -- | |
| 8.3 | 898.90 | 8.2 | 898.76 | 2.00 | 7 | -- | -- | -- | -- | 1 | -- | -- | |
| 8.2 | 898.76 | 8.4 | 897.85 | 0.60 | 152 | -- | -- | -- | -- | -- | -- | -- | |
| 8.4 | 897.85 | 8.5 | 897.64 | 0.30 | 69 | -- | -- | -- | -- | 1 | -- | -- | |
| 9.4 | 899.46 | 9.1 | 897.82 | 1.06 | 154 | -- | -- | -- | -- | 1 | -- | -- | |
| 9.2 | 897.85 | 9.1 | 897.82 | 0.37 | 8 | -- | -- | -- | -- | -- | -- | -- | |
| 9.1 | 897.82 | 9.3 | 897.55 | 0.55 | 49 | -- | -- | -- | -- | 1 | -- | -- | |
| 10.2 | 899.19 | 10.4 | 899.05 | 0.32 | -- | 44 | -- | -- | -- | -- | 1 | -- | |
| 10.1 | 902.89 | 10.2 | 899.19 | 1.21 | -- | 305 | -- | -- | -- | -- | -- | -- | |
| 10.3 | 905.47 | 10.1 | 902.89 | 3.85 | -- | 67 | -- | -- | -- | -- | 1 | -- | |
| 11.1 | 899.92 | 11.4 | 899.75 | 0.38 | 45 | -- | -- | -- | -- | 1 | -- | -- | |
| 11.2 | 902.82 | 11.1 | 899.92 | 1.15 | 253 | -- | -- | -- | -- | -- | -- | -- | |
| 11.3 | 905.47 | 11.2 | 902.82 | 2.23 | 119 | -- | -- | -- | -- | 1 | -- | -- | |
| | | | | SUBTOTAL | 2,009 | 416 | 0 | 0 | 411 | 11 | 2 | 2 | |

**BID ITEM ALSO IN CROSS PIPE STRUCTURES SUMMARY

***BID ITEM ALSO IN DRIVEWAY CULVERT PIPE STRUCTURES SUMMARY

CONTINUED ON NEXT PAGE

## STORM SEWER PIPE SUMMARY (CONTINUED)

| INLET | | OUTLET | | SLOPE | 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | 608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | 608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH | 608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH | 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH | ** 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | *** 521.1530 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | ELEVATION | STRUCTURE | ELEVATION | % | LF | LF | LF | LF | LF | EACH | EACH | EACH | REMARKS |
| 12.1 | 927.17 | 12.2 | 926.60 | 0.40 | -- | | -- | 144 | -- | 1 | -- | -- | |
| 13.1 | 926.50 | 13.2 | 926.32 | 0.30 | 60 | -- | -- | -- | -- | -- | -- | -- | |
| 13.2 | 926.32 | 13.3 | 926.19 | 0.31 | 42 | -- | -- | -- | -- | 1 | -- | -- | |
| 14.5 | 911.41 | 14.6 | 911.22 | 0.31 | -- | -- | -- | 62 | -- | 1 | -- | -- | |
| 14.4 | 911.45 | 14.5 | 911.41 | 0.33 | -- | -- | -- | 12 | -- | -- | -- | -- | |
| 14.2 | 914.32 | 14.5 | 911.41 | 1.21 | -- | -- | -- | 240 | -- | -- | -- | -- | |
| 14.3 | 914.39 | 14.2 | 914.32 | 1.00 | 7 | -- | -- | -- | -- | -- | -- | -- | |
| 14.1 | 915.38 | 14.2 | 914.32 | 1.03 | 103 | -- | -- | -- | -- | -- | -- | -- | |
| 14.9 | 917.00 | 14.1 | 915.38 | 1.71 | 95 | -- | -- | -- | -- | -- | -- | -- | |
| 14.7 | 917.57 | 14.9 | 917.00 | 1.73 | 33 | -- | -- | -- | -- | -- | -- | -- | |
| 14.8 | 920.99 | 14.7 | 917.57 | 1.93 | 177 | -- | -- | -- | -- | -- | -- | -- | |
| 15.1 | 918.95 | 15.3 | 918.80 | 0.31 | 49 | -- | -- | -- | -- | 1 | -- | -- | |
| 15.2 | 920.99 | 15.1 | 918.95 | 1.16 | 176 | -- | -- | -- | -- | 1 | -- | -- | |
| 16.5 | 918.89 | 16.1 | 917.06 | 3.39 | 54 | -- | -- | -- | -- | 1 | -- | -- | |
| 16.1 | 917.06 | 16.2 | 915.58 | 1.33 | 111 | -- | -- | -- | -- | -- | -- | -- | |
| 16.2 | 915.58 | 16.3 | 911.69 | 1.95 | 199 | -- | -- | -- | -- | -- | -- | -- | |
| 16.3 | 911.69 | 16.4 | 911.47 | 0.61 | 36 | -- | -- | -- | -- | 1 | -- | -- | |
| 17.1 | 969.45 | 17.3 | 969.11 | 0.34 | 99 | -- | -- | -- | -- | 1 | -- | -- | |
| 17.2 | 971.46 | 17.1 | 969.45 | 0.87 | 230 | -- | -- | -- | -- | 1 | -- | -- | |
| 18.2 | 929.53 | 18.4 | 929.35 | 0.31 | -- | 59 | -- | -- | -- | -- | 1 | -- | |
| 18.1 | 931.18 | 18.2 | 929.53 | 4.85 | 34 | -- | -- | -- | -- | -- | -- | -- | |
| 18.3 | 940.83 | 18.1 | 931.18 | 2.84 | 340 | -- | -- | -- | -- | -- | -- | -- | |
| 19.3 | 920.50 | 19.4 | 920.33 | 0.27 | 64 | -- | -- | -- | -- | -- | -- | -- | |
| 19.2 | 927.31 | 19.3 | 920.50 | 2.79 | 244 | -- | -- | -- | -- | -- | -- | -- | |
| 19.1 | 927.51 | 19.2 | 927.31 | 2.86 | 7 | -- | -- | -- | -- | -- | -- | -- | |
| 20.1 | 928.00 | 20.2 | 927.90 | 0.30 | 33 | -- | -- | -- | -- | -- | -- | -- | |
| 20.2 | 927.90 | 20.3 | 927.61 | 0.33 | 88 | -- | -- | -- | -- | 1 | -- | -- | |
| | | | | SUBTOTAL | 2,281 | 59 | 0 | 458 | 0 | 10 | 1 | 0 | |

**BID ITEM ALSO IN CROSS PIPE STRUCTURES SUMMARY

***BID ITEM ALSO IN DRIVEWAY CULVERT PIPE STRUCTURES SUMMARY

CONTINUED ON NEXT PAGE

## STORM SEWER PIPE SUMMARY (CONTINUED)

| INLET | | OUTLET | | SLOPE | 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | 608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | 608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH | 608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH | 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH | ** 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | *** 521.1530 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | ELEVATION | STRUCTURE | ELEVATION | % | LF | LF | LF | LF | LF | EACH | EACH | EACH | REMARKS |
| 21.2 | 919.45 | 21.1 | 919.02 | 0.30 | 143 | -- | -- | -- | -- | -- | -- | -- | |
| 21.3 | 921.12 | 21.2 | 919.45 | 1.76 | 95 | -- | -- | -- | -- | -- | -- | -- | |
| 21.4 | 923.87 | 21.3 | 921.12 | 1.39 | 198 | -- | -- | -- | -- | 1 | -- | -- | |
| 22.3 | 926.05 | 22.4 | 924.52 | 1.39 | -- | 110 | -- | -- | -- | -- | 1 | -- | |
| 22.2 | 926.32 | 22.3 | 926.05 | 1.50 | -- | 18 | -- | -- | -- | -- | -- | -- | |
| 22.1 | 927.89 | 22.2 | 926.32 | 1.40 | -- | 112 | -- | -- | -- | -- | -- | -- | |
| 22.5 | 931.16 | 22.1 | 927.89 | 2.52 | -- | 130 | -- | -- | -- | -- | 1 | -- | |
| 23.4 | 912.24 | 23.1 | 908.16 | 6.80 | 60 | -- | -- | -- | -- | 1 | -- | -- | |
| 23.1 | 908.16 | 23.2 | 905.13 | 2.63 | 115 | -- | -- | -- | -- | -- | -- | -- | |
| 23.2 | 905.13 | 23.3 | 904.44 | 1.86 | 37 | -- | -- | -- | -- | 1 | -- | -- | |
| 24.4 | 898.66 | 24.1 | 896.71 | 3.31 | -- | -- | 59 | -- | -- | -- | -- | 1 | |
| 24.1 | 896.71 | 24.2 | 896.23 | 0.31 | -- | -- | 157 | -- | -- | -- | -- | -- | |
| 24.2 | 896.23 | 24.3 | 895.73 | 0.30 | -- | -- | 165 | -- | -- | -- | -- | 1 | |
| 25.1 | 888.97 | 25.2 | 883.86 | 2.84 | 180 | -- | -- | -- | -- | -- | -- | -- | |
| 25.2 | 883.86 | 25.3 | 881.50 | 2.84 | 83 | -- | -- | -- | -- | -- | -- | -- | |
| 25.3 | 881.50 | 25.4 | 881.36 | 0.30 | 47 | -- | -- | -- | -- | 1 | -- | -- | |
| 26.1 | 883.81 | 26.2 | 881.23 | 2.84 | 91 | -- | -- | -- | -- | -- | -- | -- | |
| 26.2 | 881.23 | 26.3 | 880.57 | 1.53 | 43 | -- | -- | -- | -- | 1 | -- | -- | |
| 27.4 | 963.56 | 27.1 | 960.79 | 7.10 | -- | 39 | -- | -- | -- | -- | 1 | -- | |
| 27.1 | 960.79 | 27.2 | 960.62 | 0.30 | -- | 57 | -- | -- | -- | -- | -- | -- | |
| 27.2 | 960.62 | 27.3 | 960.50 | 0.30 | -- | 40 | -- | -- | -- | -- | 1 | -- | |
| 28.1 | 976.72 | 28.2 | 976.44 | 0.60 | 47 | -- | -- | -- | -- | -- | -- | -- | WIM INSPECTION SITE |
| 28.2 | 976.44 | 28.4 | 976.07 | 0.40 | 92 | -- | -- | -- | -- | -- | -- | -- | WIM INSPECTION SITE |
| 28.3 | 977.20 | 28.4 | 977.10 | 0.59 | 17 | -- | -- | -- | -- | -- | -- | -- | WIM INSPECTION SITE |
| 28.4 | 976.07 | 28.5 | 975.88 | 0.41 | 46 | -- | -- | -- | -- | -- | -- | -- | WIM INSPECTION SITE |
| 28.5 | 975.88 | 28.6 | 975.75 | 0.39 | 33 | -- | -- | -- | -- | 1 | -- | -- | WIM INSPECTION SITE |
| | | | | SUBTOTAL | 1,327 | 506 | 381 | 0 | 0 | 6 | 4 | 2 | |
| | | | | **TOTAL** | **5,617** | **981** | **381** | **458** | **411** | **27** | **7** | **4** | |

**BID ITEM ALSO IN CROSS PIPE STRUCTURES SUMMARY

***BID ITEM ALSO IN DRIVEWAY CULVERT PIPE STRUCTURES SUMMARY

## STORM SEWER STRUCTURE SUMMARY

| STRUCTURE NUMBER | STATION | OFFSET | CASTING ELEVATION | TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | DEPTH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.1006 CATCH BASINS 6-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | 611.3902 INLETS MEDIAN 2 GRATE EACH | 611.3253 INLETS 2.5x3 FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0627 INLET COVERS TYPE HM EACH | 611.0642 INLET COVERS TYPE MS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.1 | 88+40.00 | 21.8' LT | 868.97 | 868.14 | 864.57 | 3.57 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 2.2 | 89+90.00 | 21.8' LT | 867.80 | 866.97 | 863.56 | 3.41 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 2.3 | 90+29.06 | 33.9' LT | 863.61 | -- | 863.61 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 3.1 | 89+53.00 | 35.0' RT | 868.08 | 868.08 | 864.86 | 3.22 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 3.2 | 89+90.00 | 28.5' RT | 867.80 | 866.97 | 864.65 | 2.32 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 3.3 | 90+28.94 | 41.3' RT | 864.26 | -- | 864.26 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 4.1 | 136+98.00 | 28.0' LT | 898.74 | 898.74 | 895.66 | 3.08 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 4.2 | 135+00.00 | 21.8' LT | 897.23 | 896.40 | 892.59 | 3.81 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 4.3 | 133+53.68 | 35.9' LT | 892.28 | -- | 892.28 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 5.1 | 139+56.79 | 33.4' LT | 897.26 | 897.26 | 894.31 | 2.95 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 5.2 | 140+50.00 | 21.8' LT | 897.96 | 897.13 | 894.01 | 3.12 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 5.3 | 142+06.00 | 35.5' LT | 893.75 | -- | 893.75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 7.1 | 192+96.69 | 34.7' LT | 905.32 | 905.32 | 901.40 | 3.92 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 7.2 | 194+18.87 | 32.1' LT | 905.36 | 905.36 | 901.25 | 4.11 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 7.3 | 194+64.10 | 31.0' LT | 905.41 | 905.41 | 901.10 | 4.31 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 7.4 | 195+90.37 | 21.8' LT | 905.48 | 904.65 | 901.05 | 3.60 | 1 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| 7.5 | 196+35.13 | 33.4' LT | 901.21 | -- | 901.21 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 7.6 | 192+26.00 | 36.7' LT | 903.34 | -- | 903.34 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 8.1 | 199+64.50 | 29.1' RT | 903.39 | 903.39 | 899.68 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 8.2 | 201+35.34 | 28.0' RT | 902.80 | 902.80 | 898.55 | 4.25 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 8.3 | 201+35.34 | 21.8' RT | 902.76 | 901.93 | 898.90 | 3.03 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 8.4 | 202+86.60 | 30.8' RT | 901.35 | 901.35 | 897.85 | 3.50 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 8.5 | 203+56.00 | 39.2' RT | 897.64 | -- | 897.64 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 8.6 | 198+78.18 | 34.9' RT | 901.30 | -- | 901.30 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 9.1 | 241+30.00 | 28.8' LT | 901.52 | 901.52 | 897.61 | 3.91 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 9.2 | 241+30.00 | 21.8' LT | 901.85 | 901.02 | 897.64 | 3.38 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 9.3 | 241+78.95 | 35.3' LT | 897.55 | -- | 897.55 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 9.4 | 239+76.00 | 35.2' LT | 899.46 | -- | 899.46 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 10.1 | 250+64.75 | 28.0' LT | 906.89 | 906.89 | 902.68 | 4.21 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 10.2 | 247+60.30 | 21.8' LT | 902.86 | 902.03 | 898.98 | 3.05 | 1 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| 10.3 | 251+31.70 | 34.6' LT | 905.47 | -- | 905.47 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 10.4 | 247+19.00 | 36.0' LT | 899.05 | -- | 899.05 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 11.1 | 247+60.30 | 21.0' RT | 902.86 | 902.03 | 899.48 | 2.55 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 11.2 | 250+12.70 | 29.8' RT | 905.59 | 905.59 | 901.88 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 11.3 | 251+31.70 | 35.2' RT | 905.47 | -- | 905.47 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 11.4 | 247+16.95 | 34.6' RT | 899.55 | -- | 899.55 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| | | | | | | SUBTOTAL | 2 | 0 | 0 | 5 | 8 | 4 | 3 | 0 | 10 | 16 | |

**ENDWALL; QUANTITY AND ADDITIONAL DETAILS AVAILABLE IN STORM SEWER PIPE SUMMARY

CONTINUED ON NEXT PAGE

## STORM SEWER STRUCTURE SUMMARY (CONTINUED)

| STRUCTURE NUMBER | STATION | OFFSET | CASTING ELEVATION | TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | DEPTH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.1006 CATCH BASINS 6-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | 611.3902 INLETS MEDIAN 2 GRATE EACH | 611.3253 INLETS 2.5x3 FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0627 INLET COVERS TYPE HM EACH | 611.0642 INLET COVERS TYPE MS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12.1 | 263+38.80 | 28.0' RT | 930.20 | 930.20 | 926.96 | 3.24 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 12.2 | 261+94.69 | 36.0' RT | 926.60 | -- | 926.60 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 13.1 | 264+81.00 | 28.0' RT | 930.00 | 930.00 | 926.29 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 13.2 | 265+40.47 | 21.8' RT | 929.64 | 928.81 | 926.11 | 2.70 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 13.3 | 265+79.00 | 37.4' RT | 926.19 | -- | 926.19 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 14.1 | 280+03.35 | 35.0' RT | 920.94 | 920.94 | 915.17 | 5.77 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 14.2 | 279+00.00 | 35.0' RT | 919.36 | 919.36 | 914.11 | 5.25 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 14.3 | 279+00.00 | 28.8' RT | 919.49 | 918.41 | 914.04 | 4.37 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 14.4 | 276+60.00 | 21.8' RT | 915.47 | 914.56 | 911.20 | 3.36 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 14.5 | 276+60.00 | 33.4' RT | 914.16 | 914.16 | 911.24 | 2.92 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 14.6 | 276+01.11 | 38.2' RT | 911.22 | -- | 911.22 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 14.7 | 281+30.00 | 42.3' RT | 921.84 | 920.93 | 917.36 | 3.57 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 14.8 | 302+27.00"A" | 15.8' RT | 925.26 | 924.35 | 920.78 | 3.57 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 14.9 | 280+98.09 | 35.0' RT | 921.89 | 920.82 | 916.79 | 4.03 | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | |
| 15.1 | 300+52.00"A" | 18.9' LT | 922.32 | 921.41 | 918.74 | 2.67 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 15.2 | 302+27.00"A" | 15.5' LT | 925.26 | 924.35 | 920.78 | 3.57 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 15.3 | 300+32.88"A" | 63.5' LT | 918.80 | -- | 918.80 | --- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 16.1 | 287+80.00 | 28.0' RT | 920.56 | 920.56 | 916.85 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 16.2 | 288+91.20 | 28.0' RT | 919.08 | 919.08 | 915.37 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 16.3 | 290+90.20 | 21.8' RT | 915.00 | 914.17 | 911.48 | 2.69 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 16.4 | 291+23.80 | 33.3' RT | 911.47 | -- | 911.47 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 16.5 | 287+26.04 | 34.7' RT | 918.89 | -- | 918.89 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 17.1 | 343+00.00 | 28.0' LT | 972.95 | 972.95 | 969.24 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 17.2 | 345+29.48 | 35.0' LT | 971.46 | -- | 971.46 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 17.3 | 342+01.59 | 34.8' LT | 969.11 | -- | 969.11 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 18.1 | 422+84.75 | 21.8' LT | 939.95 | 939.04 | 930.97 | 8.07 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 18.2 | 422+84.75 | 55.5' LT | 933.43 | 933.43 | 929.32 | 4.11 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 18.3 | 426+24.00 | 35.4' LT | 950.91 | 950.91 | 940.62 | 10.29 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 18.4 | 422+26.44 | 48.9' LT | 929.35 | -- | 929.35 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 19.1 | 464+00.00 | 21.8' LT | 931.78 | 930.95 | 927.30 | 3.65 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 19.2 | 464+00.00 | 28.0' LT | 932.37 | 932.37 | 927.10 | 5.27 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 19.3 | 461+56.00 | 43.0' LT | 924.00 | 924.00 | 920.29 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 19.4 | 460+92.00 | 47.6' LT | 920.33 | -- | 920.33 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 20.1 | 468+12.30 | 38.3' LT | 930.71 | 930.71 | 927.79 | 2.92 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 20.2 | 468+40.00 | 21.8' LT | 933.10 | 932.27 | 927.69 | 4.58 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 20.3 | 469+25.96 | 39.5' LT | 927.61 | -- | 927.61 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| | | | | | | SUBTOTAL | 0 | 0 | 1 | 5 | 12 | 1 | 6 | 1 | 11 | 14 | |

**ENDWALL; QUANTITY AND ADDITIONAL DETAILS AVAILABLE IN STORM SEWER PIPE SUMMARY

CONTINUED ON NEXT PAGE

## STORM SEWER STRUCTURE SUMMARY (CONTINUED)

| STRUCTURE NUMBER | STATION | OFFSET | CASTING ELEVATION | TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | DEPTH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.1006 CATCH BASINS 6-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | 611.3902 INLETS MEDIAN 2 GRATE EACH | 611.3253 INLETS 2.5x3 FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0627 INLET COVERS TYPE HM EACH | 611.0642 INLET COVERS TYPE MS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21.1 | 478+94.27 | 35.9' LT | 919.02 | -- | 919.02 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 21.2 | 480+36.86 | 34.8' LT | 922.95 | 922.95 | 919.24 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 21.3 | 481+32.25 | 30.7' LT | 924.62 | 924.62 | 920.91 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 21.4 | 483+30.01 | 35.2' LT | 923.87 | -- | 923.87 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 22.1 | 523+00.00 | 21.8' RT | 934.00 | 933.17 | 927.68 | 5.49 | 1 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| 22.2 | 521+89.00 | 35.4' RT | 932.25 | 932.25 | 926.11 | 6.14 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 22.3 | 521+71.00 | 36.9' RT | 932.59 | 931.76 | 925.84 | 5.92 | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | |
| 22.4 | 521+87.60 | 71.5' LT | 924.52 | -- | 924.52 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 22.5 | 524+29.48 | 34.6' RT | 931.16 | -- | 931.16 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 23.1 | 535+83.30 | 31.4' RT | 911.66 | 911.66 | 907.95 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 23.2 | 536+98.34 | 28.8' RT | 908.63 | 908.63 | 904.92 | 3.71 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 23.3 | 537+34.52 | 34.5' RT | 904.44 | -- | 904.44 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 23.4 | 535+23.83 | 34.6' RT | 912.24 | -- | 912.24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 24.1 | 546+34.65 | 28.0' LT | 901.21 | 901.21 | 896.50 | 4.71 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 24.2 | 547+91.90 | 28.0' LT | 900.73 | 900.73 | 896.02 | 4.71 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 2 | |
| 24.3 | 549+56.76 | 37.6' LT | 896.52 | -- | 895.73 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 24.4 | 545+75.98 | 34.5' LT | 898.66 | -- | 898.66 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 25.1 | 561+28.49 | 35.0' RT | 891.88 | 891.88 | 888.76 | 3.12 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 25.2 | 563+08.50 | 31.2' RT | 887.75 | 887.75 | 883.65 | 4.10 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 25.3 | 563+90.43 | 21.2' RT | 885.51 | 884.68 | 881.29 | 3.39 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 25.4 | 564+34.78 | 36.8' RT | 881.36 | --- | 881.36 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 26.1 | 563+00.00 | 28.0' LT | 888.04 | 888.04 | 883.60 | 4.44 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 26.2 | 563+90.43 | 21.8' LT | 885.50 | 884.67 | 881.02 | 3.65 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 26.3 | 564+29.88 | 38.0' LT | 880.57 | -- | 880.57 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 27.1 | 500+45.52"K" | 34.3' RT | 965.19 | 964.36 | 960.58 | 3.78 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 27.2 | 500+45.37"K" | 24.8' LT | 965.23 | 964.40 | 960.41 | 3.99 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | |
| 27.3 | 442+07.00 | 40.8' RT | 960.50 | -- | 960.50 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 27.4 | 440+71.00 | 44.1' RT | 963.56 | -- | 963.56 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ** |
| 28.1 | 364+68.19 | 86.0' RT | 980.77 | 979.94 | 976.51 | 3.43 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | WIM INSPECTION SITE |
| 28.2 | 364+68.19 | 39.0' RT | 980.74 | 979.91 | 976.23 | 3.68 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | WIM INSPECTION SITE |
| 28.3 | 365+60.69 | 22.0' RT | 980.56 | 979.73 | 976.99 | 2.74 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | WIM INSPECTION SITE |
| 28.4 | 365+60.69 | 39.0' RT | 980.46 | 979.63 | 975.86 | 3.77 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | WIM INSPECTION SITE |
| 28.5 | 366+06.97 | 40.9' RT | 980.48 | 979.65 | 975.67 | 3.98 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | WIM INSPECTION SITE |
| 28.6 | 366+40.00 | 42.3' RT | 975.75 | -- | 975.75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | WIM INSPECTION SITE; ** |
| | | | | | | SUBTOTAL | 1 | 1 | 0 | 6 | 7 | 3 | 3 | 0 | 11 | 13 | |
| | | | | | | **TOTAL** | **3** | **1** | **1** | **16** | **27** | **8** | **12** | **1** | **32** | **43** | |

**ENDWALL; QUANTITY AND ADDITIONAL DETAILS AVAILABLE IN STORM SEWER PIPE SUMMARY

## PIPE UNDERDRAIN SUMMARY

| LOCATION | 612.0106 PIPE UNDERDRAIN 6-INCH LF | 612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF | 612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF | 612.0208 PIPE UNDERDRAIN UNPERFORATED 8-INCH LF | 612.0210 PIPE UNDERDRAIN UNPERFORATED 10-INCH LF | 612.0700 DRAIN TILE EXPLORATION LF | 612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 167+00 * | -- | -- | 120 | -- | -- | 100 | -- | UNKNOWN ORIENTATION |
| 308+00 * | -- | -- | 140 | -- | -- | 120 | -- | ROADWAY CROSSING |
| 457+05 | -- | -- | -- | 130 | -- | 110 | -- | ROADWAY CROSSING |
| 476+20 | -- | -- | 90 | -- | -- | 80 | -- | ROADWAY CROSSING |
| 493+95 * | -- | -- | 145 | -- | -- | 125 | -- | ROADWAY CROSSING |
| 496+88 | -- | -- | -- | -- | 135 | 115 | -- | UNDER EXISTING CULVERT |
| 494+00 - 508+00 RT | -- | 1,400 | -- | -- | -- | 1,400 | -- | PARALLEL TO ROADWAY; OFFSET UNKNOWN |
| 135+00 - 140+50 LT | 550 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 149+75 - 158+75 LT | 900 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 149+75 LT | -- | -- | 12 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 158+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 192+50 - 195+90 LT | 340 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 199+00 - 201+35 RT | 235 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 247+60 - 251+00 LT | 340 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 247+60 - 251+00 RT | 340 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 276+60 - 280+98 RT | 438 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 284+00 - 287+75 LT | 375 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 287+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 287+50 - 290+90 RT | 340 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 299+25 - 304+00 LT | 475 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 299+25 LT | -- | -- | 16 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 341+75 - 345+00 LT | 325 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 341+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 362+83 - 366+07 RT | 324 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 422+85 - 426+00 LT | 315 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 460+75 - 466+75 LT | 600 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 460+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 478+75 - 483+00 LT | 425 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 478+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 485+00 - 488+25 RT | 325 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 488+25 RT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 546+00 - 549+75 LT | 375 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 549+75 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| 559+77 - 563+90 RT | 413 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 575+00 - 579+25 LT | 425 | -- | -- | -- | -- | -- | -- | UNDER CURB AND GUTTER |
| 579+25 LT | -- | -- | 14 | -- | -- | -- | 1 | UNDERDRAIN OUTFALL |
| UNDISTRIBUTED | 790 | 100 | 176 | 120 | 115 | 450 | -- | |
| **TOTAL** | **8,650** | **1,500** | **811** | **250** | **250** | **2,500** | **10** | |

* EXACT LOCATION AND SIZE OF EXISTING DRAIN TILE UNKNOWN - NO AS-BUILT INFORMATION AVAILABLE;
VERIFY LOCATION AND SIZE PRIOR TO GRADING AND DRAIN TILE INSTALLATION OERATIONS

3

## FENCE SAFETY

616.0700.S
FENCE SAFETY

| STATION | | | STATION | | LF | REMARKS |
|---|---|---|---|---|---|---|
| 193+32 | LT | - | 193+62 | LT | 120 | AROUND TREE |
| 200+03 | RT | - | 202+95 | RT | 300 | ALONG HISTORIC BOUNDARY |
| 497+48 "K" | LT | - | 443+03 | LT | 140 | ALONG HISTORIC BOUNDARY |
| 501+30 "K" | LT | - | 504+63 "K" | LT | 335 | ALONG HISTORIC BOUNDARY |
| 537+35 | RT | - | 537+68 | RT | 85 | AROUND SEPTIC |
| **TOTAL** | | | | | **980** | |

## DUST CONTROL SURFACE TREATMENT SUMMARY

623.0200
DUST CONTROL
SURFACE
TREATMENT

| LOCATION | SY | REMARKS |
|---|---|---|
| PROJECT | 100000 | |
| **TOTAL** | **100,000** | |

## WATER SUMMARY

624.0100
WATER

| LOCATION | MGAL | REMARKS |
|---|---|---|
| BASE COURSE | 978 | |
| EARTHWORK | 1105 | |
| UNDISTRIBUTED | 217 | |
| **TOTAL** | **2,300** | |

## TEMPORARY BYPASS CHANNEL

| STATION | 209.0300.S BACKFILL COARSE AGGREGATE NO. 2 CY | 628.5505 POLYETHYLENE SHEETING SY | SPV.0105.01 TEMPORARY SAND BAG DIKE LS | REMARKS |
|---|---|---|---|---|
| 403+00 | 4 | 158 | 1 | C-13-2073 |
| **TOTAL** | **4** | **158** | **1** | |

## LANDSCAPING SUMMARY

| LOCATION | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 628.6510 SOIL STABILIZER TYPE B ACRE | 629.0205 FERTILIZER TYPE A CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0200 SEEDING TEMPORARY LB | 632.0201.01 SHRUBS ARBORVITAE BALLED & BURLAP 5-FOOT EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE & CARE CYCLES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| S PROJECT LIMITS TO STH 106 | 7625 | 3760 | -- | 4.8 | 137 | 103 | -- | -- | |
| STH 106 TO CRAIG ROAD | 51743 | 27813 | -- | 32.6 | 931 | 699 | -- | -- | |
| CRAIG ROAD TO MAPLE GROVE ROAD | 24562 | 12580 | -- | 15.5 | 442 | 332 | -- | -- | |
| MAPLE GROVE ROAD TO AARBACK ROAD | 12743 | 5100 | -- | 8.0 | 229 | 172 | -- | -- | |
| AARBACK ROAD TO THRONSON ROAD | 16446 | 7445 | -- | 10.4 | 296 | 222 | -- | -- | |
| THRONSON ROAD TO CTH A | 20262 | 12601 | -- | 12.8 | 365 | 274 | -- | -- | |
| CTH A TO TOBACCO LANE | 22479 | 11635 | -- | 14.2 | 405 | 303 | -- | -- | |
| TOBACCO LANE TO EAST CHURCH ROAD | 21117 | 7651 | -- | 13.3 | 380 | 285 | -- | -- | |
| EAST CHURCH ROAD TO CTH B | 26450 | 15615 | -- | 16.7 | 476 | 357 | -- | -- | |
| CTH B TO KOSHKONONG ROAD | 39995 | 28006 | -- | 25.2 | 720 | 540 | -- | -- | |
| KOSHKONONG ROAD TO SMITHBACK ROAD | 30704 | 15639 | -- | 19.3 | 553 | 415 | -- | -- | |
| SMITHBACK ROAD TO CTH PQ | 15660 | 11568 | -- | 9.9 | 282 | 211 | -- | -- | |
| CTH PQ TO HILLCREST ROAD | 28145 | 13907 | -- | 17.7 | 507 | 380 | -- | -- | |
| HILLCREST RAOD TO FADNESS ROAD | 9490 | 5871 | -- | 6.0 | 171 | 128 | -- | -- | |
| FADNESS ROAD TO N PROJECT LIMITS | 7829 | 5598 | -- | 4.9 | 141 | 106 | -- | -- | |
| SW REGION I-39 PROJECT FIELD OFFICE | -- | -- | -- | -- | -- | -- | 14 | 10 | |
| UNDISTRIBUTED | 50250 | 27710 | 12 | 28.7 | 915 | 674 | -- | -- | |
| **TOTAL** | **385,500** | **212,500** | **12** | **240** | **6,950** | **5,200** | **14** | **10** | |

## EROSION CONTROL SUMMARY

| LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH | 628.2002 EROSION MAT CLASS I TYPE A SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.7005 INLET PROTECTION TYPE A EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79+00 RT - 92+00 RT | 506 | 506 | -- | -- | 608 | 823 | 297 | 27 | 1 | 1 | 1 | 45 | -- | |
| 79+00 LT - 92+00 LT | 906 | 906 | -- | -- | 736 | 71 | 297 | -- | -- | 2 | -- | 45 | -- | |
| 92+00 RT - 171+75 RT | 7,038 | 7,038 | -- | -- | 9,439 | 4,244 | -- | 227 | 2 | -- | -- | 390 | 2 | |
| 92+00 LT - 171+75 LT | 5,719 | 5,719 | -- | -- | 4,382 | 5,023 | 2,272 | -- | 3 | 3 | 2 | 510 | 8 | |
| 171+75 RT - 227+70 RT | 3,986 | 3,986 | -- | -- | 3,860 | 2,352 | 637 | 79 | 3 | 1 | 3 | 255 | 5 | |
| 171+75 LT - 207+45 LT | 2,089 | 2,089 | -- | -- | 2,609 | 2,262 | 231 | -- | -- | 1 | 3 | 285 | 4 | |
| 207+45 LT - 227+70 LT | 617 | 617 | -- | -- | 1,763 | 1,647 | -- | -- | 6 | -- | -- | 135 | 2 | |
| 227+70 RT - 281+75 RT | 4,524 | 4,524 | -- | -- | 3,066 | 2,110 | 1,202 | -- | 2 | 6 | 6 | 210 | 10 | |
| 227+70 LT - 255+80 LT | 669 | 669 | -- | -- | 1,899 | 717 | 418 | -- | -- | 2 | 2 | 120 | 8 | |
| 255+80 LT - 281+75 LT | 2,540 | 2,540 | -- | -- | 2,217 | 1,009 | -- | -- | 2 | -- | -- | 90 | -- | |
| 281+75 RT - 349+20 RT | 3,277 | 3,277 | -- | -- | 3,504 | 3,304 | 2,272 | 619 | -- | 1 | 2 | 495 | 25 | |
| 281+75 LT - 315+80 LT | 1,483 | 1,483 | -- | -- | 4,088 | 743 | 571 | 44 | 1 | -- | -- | 150 | 7 | |
| 315+80 LT - 349+20 LT | 1,808 | 1,808 | -- | -- | 2,738 | 3,065 | 244 | -- | -- | -- | 1 | 360 | 5 | |
| 349+20 RT - 384+80 RT | 2,679 | 2,679 | -- | -- | 5,782 | 712 | -- | -- | -- | -- | 3 | 150 | -- | |
| 349+20 LT - 384+80 LT | 1,627 | 1,627 | -- | -- | 2,590 | 2,061 | 393 | 96 | -- | -- | -- | 225 | 7 | |
| 384+80 RT - 441+45 RT | 3,876 | 3,876 | -- | -- | 3,531 | 2,109 | 1,346 | 851 | 2 | -- | -- | 405 | 9 | |
| 384+80 LT - 441+45 LT | 3,623 | 3,623 | -- | -- | 9,189 | 2,521 | 1,467 | 225 | -- | 1 | 2 | 450 | 8 | |
| 441+45 RT - 521+40 RT | 6,881 | 6,881 | -- | -- | 5,055 | 2,979 | 1,038 | 789 | 5 | -- | -- | 675 | 7 | |
| 441+45 LT - 494+60 LT | 9,242 | 9,242 | -- | -- | 2,838 | 2,764 | 1,415 | -- | -- | 3 | 5 | 210 | 11 | |
| 494+60 LT - 521+40 LT | 2,599 | 2,599 | -- | -- | 2,025 | 14 | 293 | -- | 5 | -- | -- | -- | 4 | |
| 521+40 RT - 574+70 RT | 1,896 | 1,896 | -- | -- | 3,380 | 2,908 | 1,120 | 511 | 2 | 2 | 6 | 375 | 12 | |
| 521+40 LT - 561+25 LT | 3,682 | 3,682 | -- | -- | 3,099 | 1,859 | 399 | -- | 1 | -- | 2 | 285 | 2 | |
| 561+25 LT - 587+10 LT | 2,551 | 2,551 | -- | -- | 1,105 | -- | 1,264 | 910 | -- | 1 | 1 | -- | -- | |
| 574+70 RT - 587+10 RT | 777 | 777 | -- | -- | 326 | 331 | 721 | 85 | -- | -- | -- | 75 | -- | |
| 47+25"J" - 52+75"J" | 657 | 657 | -- | -- | 351 | 298 | 232 | 15 | -- | -- | -- | 60 | 2 | |
| 92+00"C" - 104+50"C" | 1,165 | 1,165 | -- | -- | 1,958 | 1,125 | 371 | 294 | -- | -- | -- | 180 | 8 | |
| 144+51"MG" - 150+00"MG" | 468 | 468 | -- | -- | 933 | 449 | -- | -- | -- | -- | -- | 90 | -- | |
| 194+90"AR" - 202+80"AR" | 239 | 239 | -- | -- | 1,192 | 1,256 | -- | -- | -- | -- | -- | 195 | -- | |
| 247+00"TH" - 250+00"TH" | 232 | 232 | -- | -- | 435 | 330 | 89 | 136 | -- | -- | -- | -- | 2 | |
| 296+75"A" - 303+75"A" | 785 | 785 | -- | -- | 515 | 439 | 603 | -- | -- | 2 | 1 | -- | 3 | |
| 247+50"T" - 350+00"T" | 204 | 204 | -- | -- | 366 | 169 | -- | -- | -- | -- | -- | -- | 2 | |
| 395+50"CH" - 404+50"CH" | 1,153 | 1,153 | -- | -- | 1,311 | 873 | 105 | 112 | -- | -- | -- | 180 | 2 | |
| 448+00"B" - 452+00"B" | 130 | 130 | -- | -- | 524 | 675 | -- | -- | -- | -- | -- | -- | -- | |
| 494+75"K" - 502+00"K" | 173 | 173 | -- | -- | 540 | 452 | 365 | 234 | -- | 1 | 1 | 120 | 5 | |
| 574+35"SM" - 550+00"SM" | 148 | 148 | -- | -- | 486 | 314 | -- | -- | -- | -- | -- | -- | 2 | |
| 595+50"PR" - 602+00"PR" | 743 | 743 | -- | -- | 399 | 399 | 343 | 160 | -- | -- | -- | 90 | 2 | |
| 644+75"H" - 650+00"H" | 207 | 207 | -- | -- | 538 | 426 | 373 | 359 | -- | -- | -- | 285 | 1 | |
| 700+00"FD" - 703+50"FD" | -- | -- | -- | -- | 604 | 512 | -- | -- | -- | -- | -- | -- | -- | |
| STOCKPILE SITE | 400 | 400 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| UNDISTRIBUTED | 12,151 | 12,151 | 6 | 10 | 18,020 | 10,754 | 4,121 | 1,178 | -- | -- | -- | 710 | 15 | |
| **TOTAL** | **93,450** | **93,450** | **6** | **10** | **108,000** | **64,100** | **24,500** | **6,950** | **35** | **27** | **41** | **7,850** | **180** | |

3

## MARKERS ROW SUMMARY

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 101 | 78+76.54 | 66.00' LT | 1 | |
| 102 | 84+50.00 | 66.00' LT | 1 | |
| 103 | 84+50.00 | 40.00' LT | 1 | |
| 111 | 89+90.83 | 40.00' LT | 1 | |
| 113 | 47+84.14"J" | 35.91' RT | 1 | |
| 115 | 47+14.18"J" | 36.01' RT | 1 | |
| 118 | 47+00.00"J" | 29.97' LT | 1 | |
| 119 | 47+00.00"J" | 48.00' LT | 1 | |
| 120 | 92+60.97 | 185.50' LT | 1 | |
| 121 | 93+87.94 | 60.00' LT | 1 | |
| 122 | 100+10.00 | 60.00' LT | 1 | |
| 123 | 100+10.00 | 50.00' LT | 1 | |
| 124 | 105+24.13 | 50.00' LT | 1 | |
| 127 | 105+25.74 | 60.00' RT | 1 | |
| 128 | 101+00.74 | 60.00' RT | 1 | |
| 129 | 101+01.20 | 100.00' RT | 1 | |
| 130 | 97+00.00 | 100.00' RT | 1 | |
| 131 | 93+88.04 | 65.00' RT | 1 | |
| 132 | 52+02.09"J" | 48.85' LT | 1 | |
| 133 | 53+01.70"J" | 49.57' LT | 1 | |
| 134 | 53+01.83"J" | 32.57' LT | 1 | |
| 137 | 53+02.31"J" | 33.43' RT | 1 | |
| 138 | 53+02.43"J" | 50.43' RT | 1 | |
| 142 | 53+00.90"J" | 51.16' RT | 1 | |
| 146 | 89+89.99 | 40.00' RT | 1 | |
| 147 | 86+55.00 | 40.00' RT | 1 | |
| 148 | 86+55.00 | 55.00' RT | 1 | |
| 150 | 83+20.00 | 55.00' RT | 1 | |
| 151 | 83+20.00 | 70.00' RT | 1 | |
| 152 | 78+78.26 | 70.00' RT | 1 | |
| 154 | 87+21.73 | 40.00' LT | 1 | |
| 155 | 87+21.92 | 32.75' LT | 1 | |
| 157 | 88+37.92 | 32.42' LT | 1 | |
| 158 | 88+37.72 | 40.00' LT | 1 | |
| 202 | 105+24.13 | 50.00' LT | 1 | |
| 203 | 107+00.00 | 50.00' LT | 1 | |
| 204 | 107+00.00 | 65.00' LT | 1 | |
| 205 | 118+48.35 | 65.00' LT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 206 | 126+00.00 | 65.00' LT | 1 | |
| 207 | 126+00.00 | 75.00' LT | 1 | |
| 208 | 129+45.07 | 74.37' LT | 1 | |
| 209 | 129+45.05 | 50.00' LT | 1 | |
| 210 | 131+69.00 | 50.52' LT | 1 | |
| 213 | 131+69.76 | 56.47' LT | 1 | |
| 214 | 127+57.93 | 55.00' RT | 1 | |
| 215 | 127+57.90 | 75.00' RT | 1 | |
| 216 | 127+14.97 | 75.00' RT | 1 | |
| 217 | 127+14.98 | 55.00' RT | 1 | |
| 218 | 122+90.00 | 55.00' RT | 1 | |
| 219 | 122+90.00 | 50.00' RT | 1 | |
| 220 | 118+49.99 | 50.00' RT | 1 | |
| 221 | 117+00.00 | 50.00' RT | 1 | |
| 222 | 117+00.00 | 60.00' RT | 1 | |
| 223 | 105+25.74 | 60.00' RT | 1 | |
| 301 | 131+69.00 | 50.52' LT | 1 | |
| 302 | 134+00.00 | 50.00' LT | 1 | |
| 303 | 134+00.00 | 46.46' LT | 1 | |
| 315 | 142+00.00 | 44.27' LT | 1 | |
| 316 | 142+00.00 | 85.00' LT | 1 | |
| 317 | 144+89.62 | 85.00' LT | 1 | |
| 318 | 148+00.00 | 85.00' LT | 1 | |
| 319 | 148+00.00 | 50.00' LT | 1 | |
| 320 | 149+85.00 | 50.00' LT | 1 | |
| 321 | 149+85.00 | 42.00' LT | 1 | |
| 327 | 158+09.02 | 39.61' LT | 1 | |
| 330 | 158+09.44 | 55.00' RT | 1 | |
| 331 | 155+22.07 | 55.00' RT | 1 | |
| 334 | 154+72.57 | 55.00' RT | 1 | |
| 335 | 148+99.72 | 55.00' RT | 1 | |
| 336 | 148+99.61 | 78.00' RT | 1 | |
| 337 | 144+89.68 | 78.00' RT | 1 | |
| 338 | 144+89.49 | 60.00' RT | 1 | |
| 339 | 134+92.85 | 60.00' RT | 1 | |
| 340 | 131+69.76 | 56.47' RT | 1 | |
| 401 | 158+09.13 | 39.61' LT | 1 | |
| 402 | 158+45.00 | 39.51' LT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 403 | 158+45.00 | 50.00' LT | 1 | |
| 405 | 164+00.00 | 90.00' LT | 1 | |
| 406 | 167+85.71 | 80.00' LT | 1 | |
| 407 | 170+95.00 | 80.00' LT | 1 | |
| 408 | 91+87.98"C" | 39.00' RT | 1 | |
| 409 | 91+87.98"C" | 29.48' RT | 1 | |
| 412 | 91+87.98"C" | 36.53' LT | 1 | |
| 416 | 173+08.51 | 80.00' LT | 1 | |
| 417 | 176+00.00 | 60.00' LT | 1 | |
| 418 | 177+90.70 | 55.00' LT | 1 | |
| 419 | 186+52.72 | 55.00' LT | 1 | |
| 421 | 186+18.90 | 65.00' RT | 1 | |
| 422 | 185+30.00 | 65.00' RT | 1 | |
| 423 | 185+30.00 | 50.00' RT | 1 | |
| 424 | 184+00.00 | 50.00' RT | 1 | |
| 425 | 184+00.00 | 39.93' RT | 1 | |
| 430 | 181+55.00 | 39.00' RT | 1 | |
| 431 | 181+55.00 | 65.00' RT | 1 | |
| 432 | 176+00.00 | 54.95' RT | 1 | |
| 433 | 173+68.74 | 63.21' RT | 1 | |
| 434 | 172+65.90 | 100.17' RT | 1 | |
| 435 | 101+25.30"C" | 58.40' LT | 1 | |
| 439 | 104+73.93"C" | 31.21' LT | 1 | |
| 440 | 103+98.58"C" | 30.05' LT | 1 | |
| 442 | 104+73.93"C" | 34.80' RT | 1 | |
| 443 | 104+31.29"C" | 35.46' RT | 1 | |
| 445 | 103+64.82"C" | 35.14' RT | 1 | |
| 446 | 103+64.52"C" | 50.00' RT | 1 | |
| 447 | 102+64.86"C" | 74.33' RT | 1 | |
| 448 | 101+80.36"C" | 89.52' RT | 1 | |
| 449 | 170+40.00 | 75.00' RT | 1 | |
| 450 | 165+66.16 | 89.46' RT | 1 | |
| 452 | 164+38.09 | 111.61' RT | 1 | |
| 453 | 163+86.96 | 123.42' RT | 1 | |
| 454 | 158+09.44 | 55.00' RT | 1 | |
| 455 | 166+79.65 | 141.90' RT | 1 | |
| 456 | 170+01.90 | 149.70' RT | 1 | |
| 457 | 168+72.57 | 248.96' RT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 501 | 186+52.72 | 55.00' LT | 1 | |
| 503 | 192+55.00 | 55.00' LT | 1 | |
| 504 | 192+55.00 | 40.00' LT | 1 | |
| 505 | 196+00.00 | 40.00' LT | 1 | |
| 506 | 196+00.00 | 70.00' LT | 1 | |
| 508 | 200+36.19 | 70.00' LT | 1 | |
| 509 | 205+00.00 | 70.00' LT | 1 | |
| 510 | 206+56.80 | 98.00' LT | 1 | |
| 511 | 145+54.36"MG" | 33.41' RT | 1 | |
| 512 | 143+78.83"MG" | 33.28' RT | 1 | |
| 514 | 143+78.83"MG" | 32.73' LT | 1 | |
| 515 | 144+43.55"MG" | 32.68' LT | 1 | |
| 516 | 144+43.55"MG" | 50.00' LT | 1 | |
| 517 | 147+68.00"MG" | 50.00' LT | 1 | |
| 518 | 208+98.38 | 62.69' LT | 1 | |
| 519 | 214+12.29 | 60.03' LT | 1 | |
| 521 | 213+77.07 | 65.00' RT | 1 | |
| 522 | 208+50.00 | 65.00' RT | 1 | |
| 523 | 208+50.00 | 85.00' RT | 1 | |
| 524 | 204+65.00 | 85.00' RT | 1 | |
| 525 | 204+65.00 | 50.00' RT | 1 | |
| 526 | 203+20.00 | 50.00' RT | 1 | |
| 527 | 203+20.00 | 39.63' RT | 1 | |
| 529 | 200+05.13 | 40.55' RT | 1 | |
| 530 | 199+65.00 | 40.67' RT | 1 | |
| 531 | 199+65.00 | 60.00' RT | 1 | |
| 532 | 188+25.00 | 60.00' RT | 1 | |
| 533 | 188+25.00 | 65.00' RT | 1 | |
| 534 | 186+18.90 | 65.00' RT | 1 | |
| 535 | 193+27.85 | 40.00' LT | 1 | |
| 536 | 193+23.27 | 23.47' LT | 1 | |
| 537 | 195+32.53 | 24.07' LT | 1 | |
| 538 | 195+36.95 | 40.00' LT | 1 | |
| 601 | 214+12.29 | 60.03' LT | 1 | |
| 602 | 220+00.00 | 57.00' LT | 1 | |
| 603 | 226+00.00 | 56.07' LT | 1 | |
| 604 | 199+10.39"AR" | 59.61' RT | 1 | |
| 605 | 194+70.47"AR" | 40.00' RT | 1 | |
| | | SUBTOTAL | 38 | |

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3

3

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 606 | 194+70.47"AR" | 32.47' RT | 1 | |
| 607 | 194+70.47"AR" | 33.53' LT | 1 | |
| 613 | 198+00.00"AR" | 54.17' LT | 1 | |
| 614 | 229+00.00 | 75.00' LT | 1 | |
| 615 | 235+00.00 | 75.00' LT | 1 | |
| 616 | 235+00.00 | 60.00' LT | 1 | |
| 617 | 240+00.00 | 60.00' LT | 1 | |
| 618 | 240+00.00 | 40.00' LT | 1 | |
| 619 | 241+65.60 | 40.00' LT | 1 | |
| 622 | 241+37.28 | 62.00' RT | 1 | |
| 623 | 240+64.00 | 62.00' RT | 1 | |
| 624 | 240+64.00 | 50.00' RT | 1 | |
| 625 | 235+78.00 | 50.00' RT | 1 | |
| 626 | 235+78.00 | 40.00' RT | 1 | |
| 631 | 233+73.00 | 40.00' RT | 1 | |
| 632 | 233+10.00 | 65.00' RT | 1 | |
| 633 | 233+10.00 | 85.00' RT | 1 | |
| 634 | 232+66.00 | 85.00' RT | 1 | |
| 635 | 232+66.00 | 65.00' RT | 1 | |
| 636 | 231+45.00 | 65.00' RT | 1 | |
| 637 | 231+45.00 | 55.00' RT | 1 | |
| 638 | 229+00.00 | 55.00' RT | 1 | |
| 639 | 227+89.84 | 88.92' RT | 1 | |
| 640 | 203+00.00"AR" | 45.00' LT | 1 | |
| 641 | 203+00.00"AR" | 28.01' LT | 1 | |
| 642 | 203+00.00"AR" | 21.50' RT | 1 | |
| 643 | 203+00.00"AR" | 35.00' RT | 1 | |
| 644 | 201+67.26"AR" | 35.00' RT | 1 | |
| 645 | 226+90.00 | 65.00' RT | 1 | |
| 646 | 220+25.00 | 65.00' RT | 1 | |
| 647 | 220+25.00 | 80.00' RT | 1 | |
| 648 | 219+80.00 | 80.00' RT | 1 | |
| 649 | 219+80.00 | 65.00' RT | 1 | |
| 650 | 213+77.07 | 65.00' RT | 1 | |
| 701 | 241+71.16 | 60.00' LT | 1 | |
| 702 | 248+05.00 | 60.00' LT | 1 | |
| 703 | 248+05.00 | 40.00' LT | 1 | |
| 704 | 251+00.00 | 40.00' LT | 1 | |
| | SUBTOTAL | | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 705 | 251+00.00 | 60.00' LT | 1 | |
| 706 | 255+00.00 | 60.00' LT | 1 | |
| 707 | 249+00.00"TH" | 52.37' RT | 1 | |
| 708 | 246+85.00"TH" | 40.00' RT | 1 | |
| 709 | 246+85.00"TH" | 20.98' RT | 1 | |
| 710 | 255+13.50 | 65.00' RT | 1 | |
| 711 | 251+00.00 | 65.00' RT | 1 | |
| 712 | 251+00.00 | 40.00' RT | 1 | |
| 717 | 247+90.00 | 40.00' RT | 1 | |
| 718 | 247+90.00 | 55.00' RT | 1 | |
| 719 | 245+00.00 | 55.00' RT | 1 | |
| 720 | 245+00.00 | 65.00' RT | 1 | |
| 721 | 243+13.00 | 65.00' RT | 1 | |
| 722 | 243+13.00 | 85.00' RT | 1 | |
| 723 | 242+63.00 | 85.00' RT | 1 | |
| 724 | 242+63.00 | 62.00' RT | 1 | |
| 725 | 241+37.28 | 62.00' RT | 1 | |
| 800 | 246+85.00"TH" | 36.89' LT | 1 | |
| 801 | 248+50.00"TH" | 40.00' LT | 1 | |
| 802 | 256+56.00 | 63.00' LT | 1 | |
| 803 | 260+00.00 | 50.00' LT | 1 | |
| 804 | 265+00.00 | 70.00' LT | 1 | |
| 805 | 268+00.00 | 55.00' LT | 1 | |
| 806 | 273+85.00 | 55.00' LT | 1 | |
| 807 | 273+85.00 | 80.00' LT | 1 | |
| 808 | 274+40.00 | 80.00' LT | 1 | |
| 809 | 274+40.00 | 55.00' LT | 1 | |
| 810 | 280+63.00 | 55.00' LT | 1 | |
| 811 | 299+10.00"A" | 80.00' RT | 1 | |
| 812 | 296+65.00"A" | 45.00' RT | 1 | |
| 813 | 296+65.00"A" | 30.76' RT | 1 | |
| 814 | 303+85.00"A" | 32.95' RT | 1 | |
| 815 | 301+12.55"A" | 32.31' RT | 1 | |
| 816 | 280+94.65 | 40.00' RT | 1 | |
| 817 | 277+00.00 | 40.00' RT | 1 | |
| 818 | 276+00.00 | 50.00' RT | 1 | |
| 819 | 266+00.00 | 50.00' RT | 1 | |
| 820 | 265+50.00 | 40.00' RT | 1 | |
| | SUBTOTAL | | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 821 | 262+00.00 | 40.00' RT | 1 | |
| 822 | 262+00.00 | 50.00' RT | 1 | |
| 823 | 258+00.00 | 65.00' RT | 1 | |
| 824 | 255+13.50 | 65.00' RT | 1 | |
| 825 | 260+82.51 | 54.41' RT | 1 | |
| 826 | 246+85.00"TH" | 28.64' LT | 1 | |
| 900 | 296+65.00"A" | 35.24' LT | 1 | |
| 901 | 296+65.00"A" | 50.00' LT | 1 | |
| 902 | 298+55.00"A" | 50.00' LT | 1 | |
| 903 | 282+98.17 | 85.00' LT | 1 | |
| 904 | 284+00.00 | 60.00' LT | 1 | |
| 905 | 295+40.00 | 60.00' LT | 1 | |
| 906 | 297+00.00 | 105.00' LT | 1 | |
| 907 | 300+00.00 | 45.00' LT | 1 | |
| 908 | 302+00.00 | 95.00' LT | 1 | |
| 909 | 306+77.60 | 70.00' LT | 1 | |
| 910 | 309+00.64 | 70.00' LT | 1 | |
| 911 | 308+71.80 | 50.00' RT | 1 | |
| 912 | 306+60.00 | 55.00' RT | 1 | |
| 913 | 306+50.00 | 80.00' RT | 1 | |
| 914 | 306+25.00 | 80.00' RT | 1 | |
| 915 | 306+15.00 | 60.00' RT | 1 | |
| 916 | 304+00.00 | 65.00' RT | 1 | |
| 917 | 302+25.00 | 65.00' RT | 1 | |
| 918 | 300+00.00 | 55.00' RT | 1 | |
| 919 | 298+00.00 | 80.00' RT | 1 | |
| 920 | 297+00.00 | 60.00' RT | 1 | |
| 924 | 291+35.00 | 60.00' RT | 1 | |
| 925 | 291+00.00 | 40.00' RT | 1 | |
| 926 | 287+95.00 | 40.00' RT | 1 | |
| 927 | 287+50.00 | 60.00' RT | 1 | |
| 928 | 281+97.41 | 60.00' RT | 1 | |
| 930 | 303+00.00"A" | 33.05' LT | 1 | |
| 1000 | 309+00.64 | 70.00' LT | 1 | |
| 1001 | 315+20.00 | 55.00' LT | 1 | |
| 1002 | 347+40.00"T" | 30.00' RT | 1 | |
| 1003 | 347+40.00"T" | 15.81' RT | 1 | |
| 1004 | 347+40.00"T" | 33.69' LT | 1 | |
| | SUBTOTAL | | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 1005 | 316+58.00 | 70.00' LT | 1 | |
| 1006 | 318+50.00 | 80.00' LT | 1 | |
| 1007 | 322+35.00 | 50.00' LT | 1 | |
| 1008 | 323+43.00 | 80.00' LT | 1 | |
| 1009 | 329+00.00 | 58.00' LT | 1 | |
| 1010 | 336+15.82 | 75.00' LT | 1 | |
| 1011 | 335+85.46 | 50.00' RT | 1 | |
| 1012 | 333+50.00 | 50.00' RT | 1 | |
| 1013 | 332+50.00 | 65.00' RT | 1 | |
| 1014 | 331+00.00 | 55.00' RT | 1 | |
| 1015 | 325+00.00 | 55.00' RT | 1 | |
| 1016 | 324+50.00 | 40.00' RT | 1 | |
| 1017 | 322+00.00 | 40.00' RT | 1 | |
| 1021 | 321+50.00 | 55.00' RT | 1 | |
| 1022 | 315+00.00 | 55.00' RT | 1 | |
| 1023 | 315+00.00 | 50.00' RT | 1 | |
| 1024 | 310+00.00 | 50.00' RT | 1 | |
| 1025 | 309+95.00 | 92.00' RT | 1 | |
| 1026 | 309+50.00 | 92.00' RT | 1 | |
| 1027 | 309+45.00 | 50.00' RT | 1 | |
| 1028 | 308+71.80 | 50.00' RT | 1 | |
| 1100 | 336+15.82 | 75.00' LT | 1 | |
| 1101 | 338+00.00 | 75.00' LT | 1 | |
| 1102 | 341+50.00 | 60.00' LT | 1 | |
| 1103 | 342+00.00 | 40.00' LT | 1 | |
| 1104 | 345+00.00 | 40.00' LT | 1 | |
| 1105 | 345+00.00 | 60.00' LT | 1 | |
| 1106 | 348+50.00 | 60.00' LT | 1 | |
| 1107 | 395+45.00"CH" | 44.00' RT | 1 | |
| 1108 | 395+45.00"CH" | 32.88' RT | 1 | |
| 1109 | 395+45.00"CH" | 33.12' LT | 1 | |
| 1110 | 350+08.50 | 80.00' LT | 1 | |
| 1111 | 351+97.90 | 80.00' LT | 1 | |
| 1112 | 355+00.00 | 55.00' LT | 1 | |
| 1113 | 357+08.43 | 60.00' LT | 1 | |
| 1114 | 359+00.00 | 100.00' LT | 1 | |
| 1115 | 361+00.00 | 70.00' LT | 1 | |
| 1116 | 362+79.78 | 70.00' LT | 1 | |
| | SUBTOTAL | | 38 | |

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## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 1117 | 362+82.23 | 70.00' RT | 1 | |
| 1118 | 362+63.00 | 70.00' RT | 1 | |
| 1119 | 362+58.00 | 88.00' RT | 1 | |
| 1120 | 362+28.00 | 88.00' RT | 1 | |
| 1121 | 362+23.00 | 69.00' RT | 1 | |
| 1122 | 354+50.00 | 55.00' RT | 1 | |
| 1123 | 351+85.00 | 55.00' RT | 1 | |
| 1124 | 351+80.00 | 80.00' RT | 1 | |
| 1125 | 351+45.00 | 80.00' RT | 1 | |
| 1126 | 351+40.00 | 55.00' RT | 1 | |
| 1127 | 349+80.00 | 60.00' RT | 1 | |
| 1128 | 400+91.00"CH" | 47.00' LT | 1 | |
| 1129 | 404+60.00"CH" | 47.00' LT | 1 | |
| 1130 | 404+60.00"CH" | 32.79' LT | 1 | |
| 1131 | 404+60.00"CH" | 33.21' RT | 1 | |
| 1132 | 401+55.00"CH" | 43.00' RT | 1 | |
| 1133 | 348+21.00 | 70.00' RT | 1 | |
| 1134 | 346+55.00 | 64.00' RT | 1 | |
| 1135 | 343+25.00 | 50.00' RT | 1 | |
| 1136 | 341+00.00 | 65.00' RT | 1 | |
| 1137 | 335+85.46 | 50.00' RT | 1 | |
| 1138 | 397+94.44"CH" | 67.02' RT | 1 | |
| 1139 | 397+98.76"CH" | 57.33' LT | 1 | |
| 1140 | 356+43.31 | 56.03' LT | 1 | |
| 1200 | 362+79.78 | 70.00' LT | 1 | |
| 1201 | 366+00.00 | 70.00' LT | 1 | |
| 1202 | 368+50.00 | 100.00' LT | 1 | |
| 1203 | 372+00.00 | 50.00' LT | 1 | |
| 1204 | 375+94.08 | 50.00' LT | 1 | |
| 1205 | 375+93.96 | 63.96' LT | 1 | |
| 1206 | 382+69.55 | 61.87' LT | 1 | |
| 1207 | 448+23.89"B" | 70.23' RT | 1 | |
| 1208 | 448+10.82"B" | 69.75' LT | 1 | |
| 1209 | 387+00.94 | 60.54' LT | 1 | |
| 1210 | 387+80.00 | 60.29' LT | 1 | |
| 1211 | 389+08.01 | 105.00' LT | 1 | |
| 1212 | 389+09.51 | 90.11' RT | 1 | |
| 1213 | 386+90.34 | 89.43' RT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 1214 | 452+23.79"B" | 75.27' LT | 1 | |
| 1215 | 452+23.98"B" | 74.73' RT | 1 | |
| 1216 | 382+48.41 | 78.06' RT | 1 | |
| 1217 | 375+95.76 | 76.04' RT | 1 | |
| 1218 | 375+95.40 | 52.00' RT | 1 | |
| 1219 | 371+00.00 | 65.00' RT | 1 | |
| 1220 | 369+75.00 | 100.00' RT | 1 | |
| 1221 | 362+82.80 | 100.00' RT | 1 | |
| 100 | 389+08.01 | 105.00' LT | 1 | |
| 101 | 393+00.00 | 105.00' LT | 1 | |
| 102 | 396+50.00 | 90.00' LT | 1 | |
| 103 | 397+00.00 | 57.45' LT | 1 | |
| 104 | 398+95.00 | 58.30' LT | 1 | |
| 105 | 398+95.00 | 75.00' LT | 1 | |
| 106 | 400+30.00 | 75.00' LT | 1 | |
| 107 | 400+30.00 | 59.20' LT | 1 | |
| 108 | 401+75.00 | 60.18' LT | 1 | |
| 109 | 402+00.00 | 70.00' LT | 1 | |
| 110 | 403+00.00 | 70.00' LT | 1 | |
| 111 | 403+50.00 | 60.00' LT | 1 | |
| 112 | 405+13.09 | 60.00' LT | 1 | |
| 113 | 405+79.05 | 70.00' LT | 1 | |
| 114 | 407+00.00 | 70.00' LT | 1 | |
| 115 | 410+00.00 | 50.00' LT | 1 | |
| 116 | 412+50.00 | 90.00' LT | 1 | |
| 117 | 415+29.34 | 90.00' LT | 1 | |
| 118 | 415+28.51 | 60.00' RT | 1 | |
| 119 | 414+75.00 | 105.00' RT | 1 | |
| 120 | 414+25.00 | 105.00' RT | 1 | |
| 121 | 414+25.00 | 60.00' RT | 1 | |
| 122 | 408+80.00 | 60.00' RT | 1 | |
| 123 | 408+75.00 | 80.00' RT | 1 | |
| 124 | 408+30.00 | 80.00' RT | 1 | |
| 125 | 408+25.00 | 60.00' RT | 1 | |
| 126 | 405+00.00 | 60.00' RT | 1 | |
| 127 | 404+00.00 | 75.00' RT | 1 | |
| 128 | 402+18.87 | 79.52' RT | 1 | |
| 129 | 397+50.20 | 82.71' RT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 130 | 397+00.00 | 95.00' RT | 1 | |
| 131 | 392+00.00 | 95.00' RT | 1 | |
| 132 | 391+50.00 | 80.85' RT | 1 | |
| 133 | 390+79.59 | 80.63' RT | 1 | |
| 134 | 389+09.51 | 90.11' RT | 1 | |
| 135 | 397+49.94 | 57.29' LT | 1 | |
| 200 | 415+29.34 | 90.00' LT | 1 | |
| 201 | 418+00.00 | 50.00' LT | 1 | |
| 202 | 421+00.00 | 70.00' LT | 1 | |
| 203 | 423+00.00 | 70.00' LT | 1 | |
| 204 | 423+50.00 | 42.41' LT | 1 | |
| 205 | 426+00.00 | 45.89' LT | 1 | |
| 206 | 426+50.00 | 60.00' LT | 1 | |
| 207 | 429+00.00 | 65.00' LT | 1 | |
| 208 | 433+00.00 | 55.63' LT | 1 | |
| 209 | 436+60.00 | 60.64' LT | 1 | |
| 210 | 437+00.00 | 75.00' LT | 1 | |
| 211 | 438+50.00 | 63.28' LT | 1 | |
| 212 | 440+91.39 | 66.64' LT | 1 | |
| 213 | 494+76.09"K" | 55.00' RT | 1 | |
| 214 | 494+76.09"K" | 40.31' RT | 1 | |
| 215 | 501+50.00"K" | 31.95' RT | 1 | |
| 216 | 440+51.20 | 60.00' RT | 1 | |
| 217 | 437+00.00 | 70.00' RT | 1 | |
| 218 | 428+00.00 | 66.00' RT | 1 | |
| 219 | 427+00.00 | 60.00' RT | 1 | |
| 220 | 415+28.51 | 60.00' RT | 1 | |
| 300 | 494+76.09"K" | 25.69' LT | 1 | |
| 301 | 494+76.09"K" | 50.00' LT | 1 | |
| 302 | 495+53.36"K" | 65.00' LT | 1 | |
| 303 | 496+50.00"K" | 55.00' LT | 1 | |
| 304 | 497+52.09"K" | 27.97' LT | 1 | |
| 305 | 441+80.08 | 67.74' LT | 1 | |
| 306 | 445+30.19 | 70.30' LT | 1 | |
| 307 | 457+00.00 | 57.58' LT | 1 | |
| 308 | 458+00.00 | 65.00' LT | 1 | |
| 309 | 460+94.00 | 65.00' LT | 1 | |
| 310 | 460+94.00 | 53.30' LT | 1 | |
| | | SUBTOTAL | 38 | |

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 311 | 464+01.60 | 49.96' LT | 1 | |
| 312 | 468+14.73 | 47.24' LT | 1 | |
| 313 | 468+15.15 | 60.00' RT | 1 | |
| 314 | 466+00.00 | 80.00' RT | 1 | |
| 315 | 465+00.00 | 80.00' RT | 1 | |
| 316 | 463+00.00 | 60.00' RT | 1 | |
| 317 | 455+00.00 | 50.00' RT | 1 | |
| 318 | 451+00.00 | 65.00' RT | 1 | |
| 319 | 449+00.00 | 65.00' RT | 1 | |
| 320 | 448+00.00 | 50.00' RT | 1 | |
| 321 | 443+15.91 | 50.00' RT | 1 | |
| 322 | 441+80.00 | 73.00' RT | 1 | |
| 323 | 501+15.00"K" | 33.91' LT | 1 | |
| 400 | 468+14.73 | 47.24' LT | 1 | |
| 401 | 469+31.00 | 46.47' LT | 1 | |
| 402 | 470+00.00 | 60.00' LT | 1 | |
| 403 | 472+00.00 | 60.00' LT | 1 | |
| 404 | 473+00.00 | 50.00' LT | 1 | |
| 405 | 478+50.00 | 50.00' LT | 1 | |
| 406 | 479+00.00 | 40.00' LT | 1 | |
| 407 | 484+00.00 | 40.00' LT | 1 | |
| 408 | 485+20.00 | 60.00' LT | 1 | |
| 409 | 490+17.88 | 60.00' LT | 1 | |
| 410 | 494+05.00 | 60.00' LT | 1 | |
| 411 | 547+87.00"SM" | 32.77' RT | 1 | |
| 412 | 494+79.54 | 65.00' RT | 1 | |
| 413 | 489+00.00 | 65.00' RT | 1 | |
| 414 | 488+00.00 | 40.00' RT | 1 | |
| 415 | 485+00.00 | 68.00' RT | 1 | |
| 416 | 482+00.00 | 50.00' RT | 1 | |
| 417 | 479+00.00 | 58.00' RT | 1 | |
| 418 | 476+85.00 | 58.00' RT | 1 | |
| 419 | 476+85.00 | 85.00' RT | 1 | |
| 420 | 476+33.00 | 85.00' RT | 1 | |
| 421 | 476+33.00 | 57.00' RT | 1 | |
| 422 | 468+15.12 | 57.00' RT | 1 | |
| 423 | 490+17.88 | 65.87' RT | 1 | |
| 424 | 485+55.00 | 40.00' RT | 1 | |
| | | SUBTOTAL | 38 | |

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## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 500 | 547+87.00"SM" | 33.23' LT | 1 | |
| 501 | 547+87.00"SM" | 40.00' LT | 1 | |
| 502 | 549+10.00"SM" | 45.00' LT | 1 | |
| 503 | 495+92.19 | 55.00' LT | 1 | |
| 504 | 507+29.69 | 55.00' LT | 1 | |
| 505 | 509+00.00 | 60.00' LT | 1 | |
| 506 | 512+93.04 | 50.00' LT | 1 | |
| 507 | 520+32.00 | 53.00' LT | 1 | |
| 508 | 599+21.00"PR" | 55.00' RT | 1 | |
| 509 | 596+93.00"PR" | 52.00' RT | 1 | |
| 510 | 596+88.00"PR" | 75.00' RT | 1 | |
| 511 | 596+43.00"PR" | 75.00' RT | 1 | |
| 512 | 596+38.00"PR" | 52.00' RT | 1 | |
| 513 | 595+40.00"PR" | 50.00' RT | 1 | |
| 514 | 595+40.00"PR" | 30.34' RT | 1 | |
| 515 | 602+48.00"PR" | 32.97' RT | 1 | |
| 516 | 601+28.00"PR" | 52.00' RT | 1 | |
| 517 | 520+28.00 | 65.00' RT | 1 | |
| 518 | 518+00.00 | 55.00' RT | 1 | |
| 519 | 512+93.04 | 55.00' RT | 1 | |
| 520 | 510+00.00 | 55.00' RT | 1 | |
| 521 | 509+00.00 | 65.00' RT | 1 | |
| 522 | 507+29.69 | 65.00' RT | 1 | |
| 523 | 505+00.00 | 55.00' RT | 1 | |
| 524 | 498+00.00 | 55.00' RT | 1 | |
| 525 | 494+79.54 | 65.00' RT | 1 | |
| 526 | 495+92.19 | 61.66' RT | 1 | |
| 600 | 595+40.00"PR" | 35.67' LT | 1 | |
| 601 | 595+40.00"PR" | 50.00' LT | 1 | |
| 602 | 521+95.00 | 90.00' LT | 1 | |
| 603 | 522+90.00 | 60.00' LT | 1 | |
| 604 | 526+13.63 | 60.00' LT | 1 | |
| 605 | 529+00.00 | 65.00' LT | 1 | |
| 606 | 531+64.14 | 50.00' LT | 1 | |
| 607 | 536+00.00 | 50.00' LT | 1 | |
| 608 | 537+00.00 | 55.00' LT | 1 | |
| 609 | 544+80.00 | 55.00' LT | 1 | |
| 610 | 546+00.00 | 40.00' LT | 1 | |

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## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 611 | 548+03.41 | 40.00' LT | 1 | |
| 612 | 548+05.66 | 50.00' RT | 1 | |
| 613 | 539+00.00 | 50.00' RT | 1 | |
| 614 | 538+50.00 | 37.51' RT | 1 | |
| 615 | 535+50.00 | 38.80' RT | 1 | |
| 616 | 535+00.00 | 55.00' RT | 1 | |
| 617 | 531+64.14 | 55.00' RT | 1 | |
| 618 | 528+00.00 | 85.00' RT | 1 | |
| 619 | 526+13.63 | 85.00' RT | 1 | |
| 620 | 524+00.00 | 65.00' RT | 1 | |
| 621 | 523+75.00 | 38.21' RT | 1 | |
| 622 | 522+51.00 | 37.38' RT | 1 | |
| 623 | 521+85.00 | 42.00' RT | 1 | |
| 624 | 601+26.00"PR" | 31.65' LT | 1 | |
| 625 | 602+48.00"PR" | 33.03' LT | 1 | |
| 700 | 548+03.41 | 40.00' LT | 1 | |
| 701 | 549+50.00 | 40.00' LT | 1 | |
| 702 | 550+20.00 | 65.00' LT | 1 | |
| 703 | 553+00.00 | 65.00' LT | 1 | |
| 704 | 556+00.00 | 55.00' LT | 1 | |
| 705 | 558+75.00 | 60.00' LT | 1 | |
| 706 | 558+75.00 | 75.00' LT | 1 | |
| 707 | 559+15.00 | 75.00' LT | 1 | |
| 708 | 559+15.00 | 60.00' LT | 1 | |
| 709 | 560+70.00 | 60.00' LT | 1 | |
| 710 | 648+35.00"H" | 39.00' RT | 1 | |
| 711 | 644+75.00"H" | 44.00' RT | 1 | |
| 712 | 644+75.00"H" | 33.98' RT | 1 | |
| 713 | 644+75.00"H" | 32.03' LT | 1 | |
| 714 | 648+20.00"H" | 37.23' LT | 1 | |
| 715 | 562+10.00 | 68.53' LT | 1 | |
| 716 | 562+45.00 | 40.00' LT | 1 | |
| 717 | 563+75.00 | 40.00' LT | 1 | |
| 718 | 566+00.00 | 65.00' LT | 1 | |
| 719 | 571+88.00 | 65.00' LT | 1 | |
| 720 | 571+93.00 | 89.00' LT | 1 | |
| 721 | 572+31.00 | 89.00' LT | 1 | |
| 722 | 572+36.00 | 68.00' LT | 1 | |

SUBTOTAL 38

CONTINUED IN NEXT COLUMN

## MARKERS ROW SUMMARY (CONTINUED)

633.5100
MARKERS
ROW

| R/W PT | STATION | OFFSET | EACH | REMARKS |
|---|---|---|---|---|
| 723 | 574+63.03 | 63.00' LT | 1 | |
| 724 | 703+60.00"FD" | 35.46' RT | 1 | |
| 725 | 703+60.00"FD" | 45.00' RT | 1 | |
| 726 | 701+06.00"FD" | 46.00' RT | 1 | |
| 727 | 573+82.00 | 73.00' RT | 1 | |
| 728 | 571+63.00 | 73.00' RT | 1 | |
| 729 | 567+50.00 | 55.00' RT | 1 | |
| 730 | 556+00.00 | 55.00' RT | 1 | |
| 731 | 555+00.00 | 65.00' RT | 1 | |
| 732 | 550+00.00 | 65.00' RT | 1 | |
| 733 | 548+05.66 | 50.00' RT | 1 | |
| 800 | 574+63.03 | 63.00' LT | 1 | |
| 801 | 575+00.00 | 40.00' LT | 1 | |
| 802 | 579+00.00 | 40.00' LT | 1 | |
| 803 | 580+00.00 | 60.00' LT | 1 | |
| 804 | 582+20.15 | 60.00' LT | 1 | |
| 805 | 588+45.29 | 70.00' LT | 1 | |
| 806 | 588+43.36 | 75.00' RT | 1 | |
| 807 | 582+20.15 | 65.00' RT | 1 | |
| 808 | 579+00.00 | 65.00' RT | 1 | |
| 809 | 578+00.00 | 105.00' RT | 1 | |
| 810 | 576+76.12 | 105.00' RT | 1 | |
| 811 | 575+25.00 | 85.00' RT | 1 | |
| 812 | 703+60.00"FD" | 50.00' LT | 1 | |
| 813 | 703+60.00"FD" | 30.54' LT | 1 | |
| 814 | 576+76.12 | 40.00' LT | 1 | |
| 815 | 577+88.06 | 40.00' LT | 1 | |

SUBTOTAL 27

**TOTAL 559**

3

## MARKERS CULVERT END SUMMARY

633.5200
MARKERS
CULVERT
END

| STATION | LOCATION | EACH | REMARKS |
|---|---|---|---|
| 90+29 | RT & LT | 2 | |
| 92+75 | RT & LT | 2 | |
| 127+35 | RT & LT | 2 | |
| 133+54 | LT | 1 | |
| 142+06 | LT | 1 | |
| 145+10 | RT & LT | 2 | |
| 146+42 | LT | 1 | |
| 146+82 | LT | 1 | |
| 150+18 | LT | 1 | |
| 150+58 | LT | 1 | |
| 173+00 | RT & LT | 2 | |
| 192+26 | LT | 1 | |
| 196+35 | LT | 1 | |
| 198+78 | RT | 1 | |
| 203+56 | RT | 1 | |
| 206+38 | RT & LT | 2 | |
| 210+95 | RT | 1 | |
| 211+48 | RT | 1 | |
| 220+03 | RT & LT | 2 | |
| 232+88 | RT & LT | 2 | |
| 239+76 | LT | 1 | |
| 241+79 | LT | 1 | |
| 242+92 | RT & LT | 2 | |
| 247+18 | RT & LT | 2 | |
| 251+32 | RT & LT | 2 | |
| 254+50 | RT | 1 | |
| 254+90 | RT | 1 | |
| 261+71 | RT | 1 | |
| 265+79 | RT | 1 | |
| 274+10 | RT & LT | 2 | |
| 276+00 | RT | 1 | |
| 282+63 | RT & LT | 2 | |
| 287+26 | RT | 1 | |
| 291+24 | RT | 1 | |
| 295+70 | RT | 1 | |
| 296+10 | RT | 1 | |
| 296+86 | LT | 1 | |
| 297+70 | RT | 1 | |
| | SUBTOTAL | 51 | |

CONTINUED IN NEXT COLUMN

## MARKERS CULVERT END SUMMARY (CONTINUED)

633.5200
MARKERS
CULVERT
END

| STATION | LOCATION | EACH | REMARKS |
|---|---|---|---|
| 305+50 | LT | 1 | |
| 305+90 | LT | 1 | |
| 306+38 | RT & LT | 2 | |
| 309+68 | RT & LT | 2 | |
| 314+27 | RT | 1 | |
| 315+03 | RT | 1 | |
| 319+22 | RT | 1 | |
| 319+62 | RT | 1 | |
| 324+48 | LT | 1 | |
| 325+00 | RT | 1 | |
| 331+98 | RT & LT | 2 | |
| 334+98 | LT | 1 | |
| 335+36 | LT | 1 | |
| 335+55 | RT | 1 | |
| 335+88 | RT | 1 | |
| 342+02 | LT | 1 | |
| 345+29 | LT | 1 | |
| 351+63 | RT & LT | 2 | |
| 353+09 | LT | 1 | |
| 353+75 | LT | 1 | |
| 362+43 | RT & LT | 2 | |
| 377+28 | RT & LT | 2 | |
| 389+45 | RT | 1 | |
| 389+79 | RT | 1 | |
| 394+83 | RT & LT | 2 | |
| 402+20 | RT | 1 | |
| 402+48 | RT | 1 | |
| 408+53 | RT & LT | 2 | |
| 414+62 | RT | 1 | |
| 414+95 | LT | 1 | |
| 415+15 | RT | 1 | |
| 420+50 | RT | 1 | |
| 420+80 | RT | 1 | |
| 422+26 | LT | 1 | |
| 440+71 | RT | 1 | |
| 442+07 | RT | 1 | |
| 449+47 | RT | 1 | |
| 449+91 | RT | 1 | |
| | SUBTOTAL | 46 | |

CONTINUED ON NEXT PAGE

## MARKERS CULVERT END SUMMARY (CONTINUED)

633.5200
MARKERS
CULVERT
END

| STATION | LOCATION | EACH | REMARKS |
|---|---|---|---|
| 458+23 | RT & LT | 2 | |
| 460+92 | LT | 1 | |
| 467+57 | RT | 1 | |
| 468+03 | RT | 1 | |
| 469+26 | LT | 1 | |
| 471+34 | RT | 1 | |
| 472+10 | RT | 1 | |
| 476+31 | RT & LT | 2 | |
| 478+72 | LT | 1 | |
| 483+30 | LT | 1 | |
| 483+80 | RT | 1 | |
| 484+18 | RT | 1 | |
| 490+35 | RT | 1 | |
| 490+65 | RT | 1 | |
| 496+88 | RT & LT | 2 | |
| 511+68 | LT | 1 | |
| 512+26 | LT | 1 | |
| 512+15 | RT | 1 | |
| 512+43 | RT | 1 | |
| 521+88 | LT | 1 | |
| 524+29 | RT | 1 | |
| 535+24 | RT | 1 | |
| 537+35 | RT | 1 | |
| 545+76 | LT | 1 | |
| 547+76 | RT | 1 | |
| 548+05 | RT | 1 | |
| 549+57 | LT | 1 | |
| 554+40 | RT | 1 | |
| 554+78 | RT | 1 | |
| 558+93 | RT & LT | 2 | |
| 564+30 | RT & LT | 2 | |
| 568+30 | RT | 1 | |
| 568+71 | RT | 1 | |
| 572+13 | RT & LT | 2 | |
| | SUBTOTAL | 40 | |

CONTINUED IN NEXT COLUMN

## MARKERS CULVERT END SUMMARY (CONTINUED)

633.5200
MARKERS
CULVERT
END

| STATION | LOCATION | EACH | REMARKS |
|---|---|---|---|
| 51+00"J" | RT & LT | 2 | |
| 99+34"C" | RT & LT | 2 | |
| 100+79"C" | RT & LT | 2 | |
| 102+04"C" | LT | 1 | |
| 102+32"C" | LT | 1 | |
| 103+24"C" | LT | 1 | |
| 103+60"C" | LT | 1 | |
| 249+47"TH" | RT & LT | 2 | |
| 299+07"A" | RT & LT | 2 | |
| 300+44"A" | LT | 1 | |
| 349+47"T" | RT & LT | 2 | |
| 399+50"CH" | RT & LT | 2 | |
| 495+50"K" | RT & LT | 2 | |
| 500+91"K" | LT | 1 | |
| 501+21"K" | LT | 1 | |
| 549+50"SM" | RT & LT | 2 | |
| 596+65"PQ" | RT & LT | 2 | |
| 648+61"H" | LT | 1 | |
| 648+89"H" | LT | 1 | |
| | SUBTOTAL | 29 | |
| | **TOTAL** | **166** | |

3

## PERMANENT SIGNS SUMMARY

| SIGN NO. | STATION | OFFSET | SIGN FACES | SIGN WORDING & PICTORIALS | CODE | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2102 MOVING SIGNS TYPE II EACH | 634.0614 POSTS WOOD 4x6-IN x 14-FT EACH | 634.0616 POSTS WOOD 4x6-IN x 16-FT EACH | 634.0618 POSTS WOOD 4x6-IN x 18-FT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01-01 | 79+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M1-01 | 79+93 | RIGHT | NB | JCT 106 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 01-02 | 81+93 | RIGHT | NB | NORTH 73 (STRAIGHT ARROW), EAST 106 (RIGHT ARROW) | J2-2 | 48 | 57 | 19.00 | -- | -- | -- | 1 | -- | |
| M1-02 | 83+93 | RIGHT | NB | (INTERSECTION SYMBOL) 45 MPH | -- | -- | -- | -- | -- | 2 | -- | 1 | -- | |
| M1-03 | 86+80 | LEFT | SB | EDGERTON 4 | -- | -- | -- | -- | -- | 1 | 2 | -- | -- | |
| M1-04 | 85+93 | RIGHT | NB | (UP ARROW) COLUMBUS, (LEFT ARROW) ALBION, FORT ATKINSON (RIGHT ARROW) | -- | -- | -- | -- | -- | 1 | -- | -- | 2 | |
| M1-05 | 87+93 | RIGHT | NB | OAKLAWN ACADEMY (RIGHT ARROW) | -- | -- | -- | -- | -- | 1 | -- | 2 | -- | |
| M1-06 | 89+00 | LEFT | SB | SPEED LIMIT 55 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M1-07 | 90+70 | LEFT | SB | SOUTH 73 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M1-08 | 90+70 | LEFT | SB | TO INTERSTATE 39, INTERSTATE 90 (UP ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M1-09 | 93+38 | RIGHT | NB | NORTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 01-03 | 91+30 | RIGHT | NB | EAST 106 (RIGHT ARROW) | J3-1 | 24 | 57 | 9.50 | -- | -- | -- | -- | 1 | |
| 01-04 | 92+77 | LEFT | SB | EAST 106 (LEFT ARROW) | J3-1 | 24 | 57 | 9.50 | -- | -- | -- | -- | 1 | |
| 02-01 | 95+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M2-01 | 95+50 | RIGHT | NB | SPEED LIMIT 55 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | SAME POST AS 02-01 |
| M2-02 | 97+50 | RIGHT | NB | DEERFIELD 12, COLUMBUS 35 | -- | -- | -- | -- | -- | 1 | -- | 2 | -- | |
| M2-03 | 98+15 | LEFT | SB | (UP ARROW) EDGERTON, (LEFT ARROW) FORT ATKINSON, ALBION (RIGHT ARROW) | -- | -- | -- | -- | -- | 1 | -- | 2 | -- | |
| 02-02 | 101+70 | LEFT | SB | EAST 106 (LEFT ARROW), SOUTH 73 (UP ARROW) | J2-2 | 48 | 57 | 19.00 | -- | -- | -- | -- | 2 | |
| 02-03 | 106+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M2-04 | 106+95 | LEFT | SB | JCT 106 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 03-01 | 124+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 04-01 | 128+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 05-01 | 144+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 05-02 | 145+50 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 08-01 | 191+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 09-01 | 198+77 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 10-01 | 222+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 12-01 | 247+15 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 13-01 | 271+10 | LEFT | SB | (SCHOOL BUS STOP AHEAD SYMBOL) | S3-1 | 36 | 36 | -- | 9.00 | -- | -- | 1 | -- | |
| M13-01 | 271+50 | RIGHT | NB | JCT COUNTY A | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 14-01 | 274+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 14-02 | 275+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M14-01 | 280+20 | LEFT | SB | SOUTH 73 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M14-02 | 280+20 | LEFT | SB | ALTERNET INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| | | | | | | | SUBTOTAL | 57.00 | 87.00 | 17 | 2 | 31 | 6 | |

**FINAL LOCATION DETERMINED BY LOCATING NO PASSING ZONES

CONTINUED ON NEXT PAGE

## PERMANENT SIGNS SUMMARY (CONTINUED)

| SIGN NO. | STATION | OFFSET | SIGN FACES | SIGN WORDING & PICTORIALS | CODE | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2102 MOVING SIGNS TYPE II EACH | 634.0614 POSTS WOOD 4x6-IN x 14-FT EACH | 634.0616 POSTS WOOD 4x6-IN x 16-FT EACH | 634.0618 POSTS WOOD 4x6-IN x 18-FT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M14-03 | 280+98 | RIGHT | NB | COUNTY A (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M14-04 | 282+55 | LEFT | SB | COUNTY A (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 14-03 | 283+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M14-05 | 283+00 | RIGHT | NB | (TRACTOR SYMBOL), 40 MPH | -- | -- | -- | -- | -- | 2 | -- | -- | -- | SAME POST AS 14-03 |
| M14-06 | 285+00 | RIGHT | NB | NORTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M14-07 | 287+00 | RIGHT | NB | ADOPT-A-HIGHWAY EAST KOSHKONONG LUTHERAN CHURCH | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M15-01 | 292+55 | LEFT | SB | JCT COUNTY A | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 15-01 | 294+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 15-02 | 294+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 16-01 | 307+14 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 16-02 | 310+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 17-01 | 324+10 | LEFT | SB | (SCHOOL BUS STOP AHEAD SYMBOL) | S3-1 | 36 | 36 | -- | 9.00 | -- | -- | 1 | -- | |
| 17-02 | 331+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 18-01 | 337+50 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M18-01 | 347+00 | LEFT | SB | ADOPT-A-HIGHWAY EAST KOSHKONONG LUTHERAN CHURCH | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 20-01 | 368+00 | LEFT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 20-02 | 374+00 | RIGHT | NB | JCT COUNTY B | J1-1 | 24 | 39 | 6.50 | -- | -- | -- | 1 | -- | |
| 20-03 | 376+60 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M21-01 | 383+30 | LEFT | SB | SOUTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M21-02 | 384+00 | RIGHT | NB | COUNTY B (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M21-03 | 385+56 | LEFT | SB | COUNTY B (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M21-04 | 386+36 | RIGHT | NB | NORTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 21-01 | 387+40 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M21-05 | 395+56 | LEFT | SB | JCT COUNTY B | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 22-01 | 398+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 22-02 | 405+30 | LEFT | -- | STOP | R1-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 23-01 | 420+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | | 6.00 | -- | -- | 1 | -- | ** |
| 25-01 | 450+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 25-02 | 457+60 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 26-01 | 459+07 | RIGHT | NB | (SCHOOL BUS STOP AHEAD SYMBOL) | S3-1 | 36 | 36 | -- | 9.00 | -- | -- | 1 | -- | |
| 27-01 | 476+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 27-02 | 477+40 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 28-01 | 494+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M29-01 | 510+68 | RIGHT | NB | JCT COUNTY PQ | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| | | | | | | | SUBTOTAL | 12.75 | 120.00 | 14 | 0 | 33 | 0 | |

**FINAL LOCATION DETERMINED BY LOCATING NO PASSING ZONES

CONTINUED ON NEXT PAGE

## PERMANENT SIGNS SUMMARY (CONTINUED)

| SIGN NO. | STATION | OFFSET | SIGN FACES | SIGN WORDING & PICTORIALS | CODE | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2102 MOVING SIGNS TYPE II EACH | 634.0614 POSTS WOOD 4x6-IN x 14-FT EACH | 634.0616 POSTS WOOD 4x6-IN x 16-FT EACH | 634.0618 POSTS WOOD 4x6-IN x 18-FT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29-01 | 514+40 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M29-02 | 519+87 | LEFT | SB | SOUTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 30-01 | 520+68 | RIGHT | NB | COUNTY PQ (RIGHT ARROW) | J13-1 | 24 | 45 | 7.50 | -- | -- | -- | 1 | -- | |
| M30-1 | 522+17 | LEFT | SB | COUNTY PQ (LEFT ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M30-2 | 522+98 | RIGHT | NB | NORTH 73, ALTERNATE INTERSTATE 39 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 30-02 | 525+00 | RIGHT | NB | (SCHOOL BUS STOP AHEAD SYMBOL) | S3-1 | 36 | 36 | -- | 9.00 | -- | -- | 1 | -- | |
| M30-03 | 527+00 | RIGHT | NB | (TRACTOR SYMBOL) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M30-04 | 532+17 | LEFT | SB | JCT COUNTY PQ | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 31-01 | 538+50 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 31-02 | 549+50 | LEFT | SB | (SCHOOL BUS STOP AHEAD SYMBOL) | S3-1 | 36 | 36 | -- | 9.00 | -- | -- | 1 | -- | |
| 32-01 | 552+00 | LEFT | NB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 33-01 | 569+00 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| M33-01 | 569+20 | LEFT | SB | (TRACTOR SYMBOL) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 34-01 | 583+35 | RIGHT | SB | NO PASSING ZONE | W14-3 | 48 | 36 | -- | 6.00 | -- | -- | 1 | -- | ** |
| 34-02 | 49+51"J" | RIGHT | EB | STOP | R1-1 | 36 | 36 | 7.46 | -- | -- | -- | 1 | -- | |
| 34-03 | 50+53"J" | LEFT | WB | STOP | R1-1 | 36 | 36 | 7.46 | -- | -- | -- | 1 | -- | |
| M34-01 | 50+53"J" | LEFT | WB | SOUTH 73 (LEFT ARROW), NORTH 73 (RIGHT ARROW) | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| M34-02 | 52+51"J" | RIGHT | EB | EAST 106 | -- | -- | -- | -- | -- | 1 | 2 | -- | -- | |
| 34-04 | -- | -- | WB | SOUTH 73 (LEFT ARROW), TO INTERSTATE 39 (LEFT ARROW), END 106, NORTH 73 (RIGHT ARROW) | J2-4 | 96 | 57 | 38.00 | -- | -- | -- | -- | -- | REUSE EXISTING POSTS |
| 35-01 | STRICKERT LANE | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 35-02 | 99+14"C" | LEFT | WB | DEAD END | W14-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 35-03 | 99+60"C" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 35-04 | 100+53"C" | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 36-01 | 149+52"MG" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 36-02 | 207+45 | RIGHT | EB | (DOUBLE ARROW) | W1-7 | 48 | 24 | -- | 8.00 | -- | -- | 1 | -- | |
| 36-03 | 199+20"AR" | LEFT | WB | DEAD END | W14-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 36-04 | 199+47"AR" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 36-05 | 200+47"AR" | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 37-01 | 248+00"TH" | LEFT | WB | DEAD END | W14-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 37-02 | 249+52"TH" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 37-03 | 298+54"A" | LEFT | WB | COUNTY A | M1-5A | 24 | 24 | 4.00 | -- | -- | -- | 1 | -- | |
| M37-01 | 299+44"A" | LEFT | EB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M37-02 | 299+44"A" | RIGHT | EB | STOP, CROSS TRAFFIC DOES NOT STOP | -- | -- | -- | -- | -- | 2 | -- | 1 | -- | |
| M37-03 | 299+44"A" | RIGHT | EB | 73 (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| | | | | | | | SUBTOTAL | 119.43 | 56.00 | 12 | 2 | 31 | 1 | |

**FINAL LOCATION DETERMINED BY LOCATING NO PASSING ZONES

CONTINUED ON NEXT PAGE

## PERMANENT SIGNS SUMMARY (CONTINUED)

| SIGN NO. | STATION | OFFSET | SIGN FACES | SIGN WORDING & PICTORIALS | CODE | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2102 MOVING SIGNS TYPE II EACH | 634.0614 POSTS WOOD 4x6-IN x 14-FT EACH | 634.0616 POSTS WOOD 4x6-IN x 16-FT EACH | 634.0618 POSTS WOOD 4x6-IN x 18-FT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M37-04 | 300+54"A" | LEFT | WB | STOP, CROSS TRAFFIC DOES NOT STOP | -- | -- | -- | -- | -- | 2 | -- | 1 | -- | |
| M37-05 | 300+54"A" | LEFT | WB | 73 (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M37-06 | 300+70"A" | RIGHT | WB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 37-04 | 301+44"A" | RIGHT | EB | COUNTY A | M1-5A | 24 | 24 | 4.00 | -- | -- | 1 | -- | -- | |
| 38-01 | 349+21"T" | LEFT | WB | DEAD END | W14-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 38-02 | 349+52"T" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 38-03 | 399+47"CH" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 38-04 | 400+53"CH" | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 39-01 | 448+60"B" | LEFT | WB | COUNTY B | M1-5A | 24 | 24 | 4.00 | -- | -- | -- | 1 | -- | |
| M39-01 | 449+32"B" | LEFT | EB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M39-02 | 449+50"B" | RIGHT | EB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M39-03 | 449+50"B" | RIGHT | EB | 73 (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M39-04 | 450+60"B" | LEFT | WB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M39-05 | 450+60"B" | LEFT | WB | 73 (DOUBLE ARROW) | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| M39-06 | 450+60"B" | RIGHT | WB | STOP | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | |
| 39-02 | 451+40"B" | RIGHT | EB | COUNTY B | M1-5A | 24 | 24 | 4.00 | -- | -- | -- | 1 | -- | |
| 39-03 | 499+39"K" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 39-04 | 500+61"K" | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 40-01 | 549+25"SM" | LEFT | WB | DEAD END | W14-1 | 30 | 30 | 6.25 | -- | -- | -- | 1 | -- | |
| 40-02 | 549+49"SM" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 40-03 | 599+47"PR" | RIGHT | EB | STOP | R1-1 | 36 | 36 | 7.46 | -- | -- | -- | 1 | -- | |
| M40-01 | 600+62"PR" | LEFT | WB | STOP | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| M40-02 | 600+62"PR" | LEFT | WB | 73 (DOUBLE ARROW) | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| M40-03 | 600+62"PR" | RIGHT | WB | STOP | -- | -- | -- | -- | -- | -- | -- | 1 | -- | |
| 40-04 | 601+38"PR" | RIGHT | EB | COUNTY PQ | M1-5A | 24 | 24 | 4.00 | -- | -- | -- | 1 | -- | |
| 41-01 | 649+58"H" | LEFT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 41-02 | 649+58"H" | RIGHT | EB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| 41-03 | 561+27 | RIGHT | EB | (DOUBLE ARROW) | W1-7 | 48 | 24 | -- | 8.00 | -- | -- | 1 | -- | |
| 41-04 | 700+54"FD" | LEFT | WB | STOP | R1-1 | 30 | 30 | 5.18 | -- | -- | -- | 1 | -- | |
| | | | | | | | SUBTOTAL | 82.58 | 8.00 | 10 | 1 | 28 | 0 | |
| | | | | | | | **TOTAL** | **271.76** | **271.00** | **53** | **5** | **123** | **7** | |

**FINAL LOCATION DETERMINED BY LOCATING NO PASSING ZONES

## REMOVING SIGNS TYPE II SUMMARY

| SIGN NO. | STATION | LOCATION | SIGN WORDING & PICTORIALS | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| R1-01 | -- | LEFT | NO PASSING ZONE | 1 | 1 | OUTSIDE PROJECT LIMITS |
| M1-01 | 80+35 | RIGHT | JCT 106 | -- | 1 | |
| R1-02 | 82+35 | RIGHT | WEST 106 (LEFT ARROW), NORTH 73 (STRAIGHT ARROW), EAST 106 (RIGHT ARROW) | 1 | 2 | |
| M1-02 | 84+35 | RIGHT | (INTERSECTION SYMBOL) 45 M.P.H. | -- | 1 | |
| M1-03 | 86+80 | LEFT | EDGERTON 4 | -- | 2 | |
| M1-04 | 86+80 | RIGHT | (UP ARROW) COLUMBUS, (LEFT ARROW) ALBION, FORT ATKINSON (RIGHT ARROW) | -- | 2 | |
| M1-05 | 86+80 | RIGHT | OAKLAWN ACADEMY (RIGHT ARROW) | -- | -- | SAME POSTS AS M1-04 |
| M1-06 | 89+00 | LEFT | SPEED LIMIT 55 | -- | 1 | |
| M1-07 | 90+70 | LEFT | SOUTH 73 | -- | 1 | |
| M1-08 | 90+70 | LEFT | TO INTERSTATE 39, INTERSTATE 90 (UP ARROW) | -- | 1 | |
| R1-03 | 91+10 | RIGHT | WEST 106 (LEFT ARROW), EAST 106 (RIGHT ARROW) | 1 | 1 | |
| R1-04 | 92+77 | LEFT | EAST 106 (LEFT ARROW), WEST 106 (RIGHT ARROW) | 1 | 1 | |
| M1-09 | 93+30 | RIGHT | NORTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| M2-01 | 95+50 | RIGHT | SPEED LIMIT 55 | -- | 1 | |
| M2-02 | 97+50 | RIGHT | DEERFIELD 12, COLUMBUS 35 | -- | 2 | |
| M2-03 | 98+15 | LEFT | (UP ARROW) EDGERTON, (LEFT ARROW) FORT ATKINSON, ALBION (RIGHT ARROW) | -- | 2 | |
| R2-01 | 101+70 | LEFT | EAST 106 (LEFT ARROW), SOUTH 73 (UP ARROW), WEST 106 (RIGHT ARROW) | 1 | 2 | |
| M2-04 | 106+95 | LEFT | JCT 106 | 1 | 1 | |
| R4-01 | 126+15 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R5-01 | 143+50 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R5-02 | 147+30 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R6-01 | 158+00 | RIGHT | (ROAD CURVE SYMBOL) 35 M.P.H. | 2 | 1 | |
| R7-01 | 165+50 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-02 | 166+00 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-03 | 167+20 | RIGHT | (RIGHT ARROW) | 1 | 1 | |
| R7-04 | 167+20 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-05 | 167+20 | RIGHT | (CHEVRON SYMBOL) | 1 | -- | SAME POST AS R7-04 |
| R7-06 | 167+70 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-07 | 168+20 | RIGHT | STOP | 1 | 1 | |
| R7-08 | 168+20 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-09 | 168+20 | RIGHT | (CHEVRON SYMBOL) | 1 | -- | SAME POST AS R7-08 |
| R7-10 | 169+50 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-11 | 169+50 | RIGHT | (CHEVRON SYMBOL) | 1 | -- | SAME POST AS R7-10 |
| R7-12 | 171+15 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-13 | 171+15 | RIGHT | (CHEVRON SYMBOL) | 1 | -- | SAME POST AS R7-12 |
| R7-14 | 172+75 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-15 | 173+70 | RIGHT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-16 | 174+80 | LEFT | (LEFT ARROW) | 1 | 1 | |
| R7-17 | 174+90 | LEFT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-18 | 175+85 | LEFT | (CHEVRON SYMBOL) | 1 | 1 | |
| R7-19 | 176+75 | LEFT | (CHEVRON SYMBOL) | 1 | 1 | |
| | | | SUBTOTAL | 30 | 42 | |

CONTINUED ON NEXT PAGE

## REMOVING SIGNS TYPE II SUMMARY (CONTINUED)

| SIGN NO. | STATION | LOCATION | SIGN WORDING & PICTORIALS | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| R8-01 | 186+00 | LEFT | (ROAD CURVE SYMBOL) 35 M.P.H. | 2 | 1 | |
| R8-02 | 192+00 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R9-01 | 202+00 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R10-01 | 215+72 | LEFT | (T-INTERSECTION SYMBOL) | 1 | 1 | |
| R10-02 | 220+50 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R10-03 | 222+80 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R11-01 | 236+40 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R12-01 | 253+35 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R13-01 | 271+10 | LEFT | SCHOOL BUS STOP AHEAD | 1 | 1 | |
| M13-01 | 271+50 | RIGHT | JCT COUNTY A | -- | 1 | |
| R14-01 | 275+00 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R14-02 | 275+55 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| M14-01 | 281+00 | LEFT | SOUTH 73 | -- | 1 | |
| M14-02 | 281+00 | LEFT | ALTERNET INTERSTATE 39 | -- | 1 | |
| M14-03 | 280+98 | RIGHT | COUNTY A (DOUBLE ARROW) | -- | 1 | |
| M14-04 | 282+55 | LEFT | COUNTY A (DOUBLE ARROW) | -- | 1 | |
| M14-05 | 283+00 | RIGHT | (TRACTOR SYMBOL) 40 MPH | -- | 1 | |
| M14-06 | 285+00 | RIGHT | NORTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| M14-07 | 287+00 | RIGHT | ADOPT-A-HIGHWAY EAST KOSHKONONG LUTHERAN CHURCH | -- | 1 | |
| R15-01 | 290+00 | LEFT | (INTERSECTION SYMBOL) 40 M.P.H. | 2 | 1 | |
| R15-02 | 290+00 | RIGHT | (INTERSECTION SYMBOL) 40 M.P.H. | 2 | 1 | |
| R15-03 | 293+40 | LEFT | NO PASSING ZONE | 1 | 1 | |
| M15-01 | 293+40 | LEFT | JCT CTH A | -- | -- | SAME POST AS R15-03 |
| R15-04 | 296+25 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R16-01 | 309+35 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R16-02 | 312+14 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R17-01 | 322+25 | LEFT | (T-INTERSECTION SYMBOL) | 1 | 1 | |
| R17-02 | 324+10 | LEFT | SCHOOL BUS STOP AHEAD | 1 | 1 | |
| R17-03 | 331+50 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R18-01 | 334+50 | LEFT | NO PASSING ZONE | 1 | 1 | |
| M18-01 | 347+00 | LEFT | ADOPT-A-HIGHWAY EAST KOSHKONONG LUTHERAN CHURCH | -- | 1 | |
| R19-01 | 350+30 | RIGHT | (ROAD CURVE SYMBOL) 50 M.P.H. | 2 | 1 | |
| R19-02 | 364+54 | RIGHT | ----DALE TOWER | 1 | 2 | ** |
| R19-03 | 364+54 | RIGHT | DANE COUNTY | 1 | -- | SAME POSTS AS R19-03, ** |
| R19-04 | 364+70 | LEFT | (ROAD CURVE SYMBOL) 50 M.P.H. | 2 | 1 | |
| R20-01 | 373+25 | RIGHT | JCT COUNTY B | 1 | 1 | |
| M21-01 | 383+19 | LEFT | SOUTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| M21-02 | 384+00 | RIGHT | COUNTY B (DOUBLE ARROW) | -- | 1 | |
| M21-03 | 385+56 | LEFT | COUNTY B (DOUBLE ARROW) | -- | 1 | |
| M21-04 | 386+37 | RIGHT | NORTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| M21-05 | 395+56 | LEFT | JCT COUNTY B | -- | 1 | |
| | | | SUBTOTAL | 31 | 40 | |

**RETURN SIGNS AND SUPPORTS TO DANE COUNTY HIGHWAY DEPARTMENT

CONTINUED ON NEXT PAGE

## REMOVING SIGNS TYPE II SUMMARY (CONTINUED)

| SIGN NO. | STATION | LOCATION | SIGN WORDING & PICTORIALS | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| R22-01 | 397+50 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R22-02 | 405+30 | LEFT | STOP | 1 | 1 | |
| R23-01 | 419+00 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R24-01 | 433+22 | RIGHT | (INTERSECTION SYMBOL) | 1 | 1 | |
| R25-01 | 448+55 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R25-02 | 454+25 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R26-01 | 461+50 | RIGHT | SCHOOL BUS STOP AHEAD | 1 | 1 | |
| R27-01 | 476+10 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R27-02 | 475+95 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R28-01 | 497+00 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| M29-01 | 510+68 | RIGHT | JCT COUNTY PQ | -- | 1 | |
| R29-01 | 515+70 | LEFT | NO PASSING ZONE | 1 | 1 | |
| M29-02 | 519+87 | LEFT | SOUTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| R30-01 | 520+68 | RIGHT | COUNTY PQ (RIGHT ARROW) | 1 | 1 | |
| M30-01 | 522+17 | LEFT | COUNTY PQ (LEFT ARROW) | -- | 1 | |
| M30-02 | 522+98 | RIGHT | NORTH 73, ALTERNATE INTERSTATE 39 | -- | 1 | |
| M30-03 | 527+40 | RIGHT | (TRACTOR SYMBOL) | -- | 1 | |
| R30-02 | 528+90 | RIGHT | SCHOOL BUS STOP AHEAD | 1 | 1 | |
| R30-03 | 529+67 | LEFT | (INTERSECTION SYMBOL) 45 M.P.H | 2 | 1 | |
| M30-04 | 532+17 | LEFT | JCT COUNTY PQ | -- | 1 | |
| R31-01 | 538+35 | RIGHT | NO PASSING ZONE | 1 | 1 | |
| R31-02 | 544+25 | LEFT | NO PASSING ZONE | 1 | 1 | |
| R31-03 | 549+70 | LEFT | SCHOOL BUS STOP AHEAD | 1 | 1 | |
| R33-01 | 568+70 | LEFT | (T-INTERSECTION SYMBOL) | 1 | 1 | |
| M33-01 | 569+20 | LEFT | (TRACTOR SYMBOL) | -- | 1 | |
| R34-01 | -- | -- | JCT 73 | 1 | 1 | |
| R34-02 | -- | -- | NORTH 73 (LEFT ARROW), EAST 106 (UP ARROW), SOUTH 73 (RIGHT ARROW) | 1 | 2 | |
| R34-03 | -- | -- | (UP ARROW) FORT ATKINSON, (LEFT ARROW) COLUMBUS, EDGERTON (RIGHT ARROW) | 1 | 2 | |
| R34-04 | 48+53"J" | LEFT | WEST 106 | 1 | 1 | |
| R34-05 | 49+51"J" | RIGHT | STOP | 1 | 1 | |
| R34-06 | 49+51"J" | RIGHT | NORTH 73 (LEFT ARROW), SOUTH 73 (RIGHT ARROW) | 1 | 1 | |
| R34-07 | 50+53"J" | LEFT | STOP | 1 | 1 | |
| M34-01 | 50+53"J" | LEFT | SOUTH 73 (LEFT ARROW), NORTH 73 (RIGHT ARROW) | 1 | 1 | |
| R34-08 | -- | -- | SOUTH 73 (LEFT ARROW), TO INTERSTATE 39 (LEFT ARROW), WEST 106 (UP ARROW), NORTH 73 (RIGHT ARROW) | 1 | -- | REUSE EXISTING POSTS |
| M34-02 | 52+51"J" | RIGHT | EAST 106 | -- | 1 | |
| R35-01 | STRICKERT LANE | LEFT | STOP | 1 | 1 | |
| R35-02 | 100+10"C" | LEFT | DEAD END | 1 | 1 | |
| R35-03 | 100+60"C" | RIGHT | STOP | 1 | 1 | |
| R35-04 | 101+60"C" | LEFT | STOP | 1 | 1 | |
| R35-05 | 103+50"C" | RIGHT | YIELD | 1 | 1 | |
| R36-01 | 149+52"MG" | RIGHT | STOP | 1 | 1 | |
| R36-02 | 199+35"AR" | LEFT | DEAD END | 1 | 1 | |
| R36-03 | 199+65"AR" | RIGHT | STOP | 1 | 1 | |
| | | | SUBTOTAL | 36 | 44 | |

CONTINUED ON NEXT PAGE

## REMOVING SIGNS TYPE II SUMMARY (CONTINUED)

| SIGN NO. | STATION | LOCATION | SIGN WORDING & PICTORIALS | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| R36-04 | 200+56"AR" | LEFT | STOP | 1 | 1 | |
| R37-01 | 249+55"TH" | LEFT | DEAD END | 1 | 1 | |
| R37-02 | 249+70"TH" | RIGHT | STOP | 1 | 1 | |
| R37-03 | 298+54"A" | LEFT | COUNTY A | 1 | 1 | |
| M37-01 | 299+44"A" | LEFT | STOP | -- | 1 | |
| M37-02 | 299+44"A" | RIGHT | STOP, CROSS TRAFFIC DOES NOT STOP | -- | 1 | |
| M37-03 | 299+44"A" | RIGHT | 73 (DOUBLE ARROW) | -- | 1 | |
| M37-04 | 300+54"A" | LEFT | STOP, CROSS TRAFFIC DOES NOT STOP | -- | 1 | |
| M37-05 | 300+54"A" | LEFT | 73 (DOUBLE ARROW) | -- | 1 | |
| M37-06 | 300+70"A" | RIGHT | STOP | -- | 1 | |
| R37-04 | 301+44"A" | RIGHT | COUNTY A | 1 | 1 | |
| R38-01 | 348+80"T" | LEFT | DEAD END | 1 | 1 | |
| R38-02 | 349+70"T" | RIGHT | STOP | 1 | 1 | |
| R38-03 | 399+47"CH" | RIGHT | STOP | 1 | 1 | |
| R38-04 | 400+53"CH" | RIGHT | STOP | 1 | 1 | |
| R39-01 | 448+60"B" | LEFT | COUNTY B | 1 | 1 | |
| M39-01 | 449+32"B" | LEFT | STOP | -- | 1 | |
| M39-02 | 449+50"B" | RIGHT | STOP | -- | 1 | |
| M39-03 | 449+50"B" | RIGHT | 73 (DOUBLE ARROW) | -- | 1 | |
| M39-04 | 450+60"B" | LEFT | STOP | -- | 1 | |
| M39-05 | 450+60"B" | LEFT | 73 (DOUBLE ARROW) | -- | 1 | |
| M39-06 | 450+60"B" | RIGHT | STOP | -- | 1 | |
| R39-02 | 451+40"B" | RIGHT | COUNTY B | 1 | 1 | |
| R39-03 | 499+15"K" | RIGHT | STOP | 1 | 1 | |
| R39-04 | 499+95"K" | LEFT | STOP | 1 | 1 | |
| R40-01 | 548+00"SM" | LEFT | DEAD END | 1 | 1 | |
| R40-02 | 549+80"SM" | RIGHT | STOP | 1 | 1 | |
| R40-03 | 599+47"PR" | RIGHT | STOP | 1 | 1 | |
| M40-01 | 600+62"PR" | LEFT | STOP | 1 | 1 | |
| M40-02 | 600+62"PR" | LEFT | 73 (DOUBLE ARROW) | 1 | 1 | |
| M40-03 | 600+62"PR" | RIGHT | STOP | 1 | 1 | |
| R40-04 | 602+15"PR" | RIGHT | COUNTY PQ | 1 | 1 | |
| R41-01 | 649+58"H" | LEFT | STOP | 1 | 1 | |
| R41-02 | 649+58"H" | RIGHT | STOP | 1 | 1 | |
| R41-03 | 561+29 | RIGHT | (DOUBLE ARROW) | 1 | 1 | |
| R42-01 | -- | -- | JCT 106 | 1 | 1 | |
| R42-02 | -- | -- | EAST 106 (LEFT ARROW) | 1 | 1 | |
| R42-03 | -- | -- | JCT 106 | 1 | 1 | |
| R42-04 | -- | -- | EAST 106 (RIGHT ARROW) | 1 | 1 | |
| R42-05 | -- | -- | EAST 106 | 1 | 1 | |
| R42-06 | -- | -- | END 106 | 1 | -- | |
| R42-07 | -- | -- | HWY 106 | 1 | 1 | |
| R42-08 | -- | -- | HWY 106 | 1 | 1 | |
| | | | SUBTOTAL | 31 | 42 | |
| | | | **TOTAL** | **128** | **168** | |

## TRAFFIC CONTROL SUMMARY

| LOCATION | APPROXIMATE SERVICE DAYS | 643.0100 TRAFFIC CONTROL PROJECT 3070-00-72 EACH | 638.3610 ERECTING STATE OWNED SIGNS TYPE I EACH | SPV.0060.05 REMOVING AND RETURNING STATE OWNED SIGNS EACH | 643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE | 643.0300 DAYS | 643.0420 BARRICADES TYPE III NO. IN SERVICE | 643.0420 DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE | 643.0705 DAYS | 643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE | 643.0900 DAYS | 643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE | 643.1050 DAYS | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.2000 TRAFFIC CONTROL DETOUR PROJECT 3070-00-72 EACH | 643.3000 TRAFFIC CONTROL DETOUR SIGNS NO. IN SERVICE | 643.3000 DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT | 195 | 1 | 2 | 2 | -- | -- | 40 | 7,800 | 80 | 15,600 | 62 | 12,090 | -- | -- | -- | 1 | -- | -- | |
| PHASE A | 30 | -- | -- | -- | -- | -- | 10 | 300 | 20 | 600 | 23 | 690 | -- | -- | 100 | -- | 271 | 8,130 | |
| PHASE B | 165 | -- | -- | -- | -- | -- | 6 | 990 | 12 | 1,980 | 19 | 3,135 | -- | -- | 29 | -- | 278 | 45,870 | |
| UNDISTRIBUTED | 195 | -- | -- | -- | 40 | 7,800 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| UNDISTRIBUTED | 30 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2 | 60 | -- | -- | -- | -- | |
| **TOTAL** | | **1** | **2** | **2** | | **7,800** | | **9,090** | | **18,180** | | **15,915** | | **60** | **129** | **1** | | **54,000** | |

## PAVEMENT MARKING SUMMARY

| STATION | - | STATION | LOCATION | 646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF | 646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF | 646.0126 PAVEMENT MARKING EPOXY 8-INCH LF | 646.0600 REMOVING PAVEMENT MARKINGS LF | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF | 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF | 648.0100 LOCATING NO-PASSING ZONES MI | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 77+00 | - | 587+25 | PROJECT LENGTH | -- | -- | -- | -- | -- | -- | 9.66 | EXTRA 200' AT BEGINNING OF PROJECT |
| 77+00 | - | 79+00 | | -- | -- | -- | 200 | -- | -- | -- | |
| 77+00 | - | 156+50 | PASSING ZONE | 1988 | -- | -- | -- | -- | -- | -- | |
| 79+00 | - | 84+00 | NO PASSING ZONE (RT) | 500 | -- | -- | -- | -- | -- | -- | |
| 79+00 | - | 85+92 | EDGELINE (RT) | -- | 692 | -- | -- | -- | -- | -- | |
| 79+00 | - | 91+47 | EDGELINE (LT) | -- | 1246 | -- | -- | -- | -- | -- | |
| 85+92 | - | 91+30 | RIGHT TURN LANE (RT) | -- | 538 | 350 | -- | -- | -- | -- | |
| 90+50 | - | 91+80 | NO PASSING ZONE (LT) | 130 | -- | -- | -- | -- | -- | -- | |
| 92+70 | - | 95+50 | NO PASSING ZONE (LT) | 280 | -- | -- | -- | -- | -- | -- | |
| 92+72 | - | 165+95 | EDGELINE (RT) | -- | 7330 | -- | -- | -- | -- | -- | |
| 92+77 | - | 97+65 | RIGHT TURN LANE (LT) | -- | 490 | 300 | -- | -- | -- | -- | |
| 97+65 | - | 171+23 | EDGELINE (LT) | -- | 7353 | -- | -- | -- | -- | -- | |
| 106+00 | - | 113+50 | NO PASSING ZONE (RT) | 750 | -- | -- | -- | -- | -- | -- | |
| 117+00 | - | 124+50 | NO PASSING ZONE (LT) | 750 | -- | -- | -- | -- | -- | -- | |
| 128+00 | - | 133+50 | NO PASSING ZONE (RT) | 550 | -- | -- | -- | -- | -- | -- | |
| 139+00 | - | 144+50 | NO PASSING ZONE (LT) | 550 | -- | -- | -- | -- | -- | -- | |
| 145+50 | - | 156+50 | NO PASSING ZONE (RT) | 1100 | -- | -- | -- | -- | -- | -- | |
| 156+50 | - | 180+00 | DOUBLE YELLOW CENTERLINE | 4700 | -- | -- | -- | -- | -- | -- | |
| 165+95 | - | 170+83 | RIGHT TURN LANE (RT) | -- | 488 | 350 | -- | -- | -- | -- | |
| 172+22 | - | 203+78 | EDGELINE (RT) | -- | 3155 | -- | -- | -- | -- | -- | |
| 172+61 | - | 206+86 | EDGELINE (LT) | -- | 3318 | -- | -- | -- | -- | -- | |
| 180+00 | - | 307+14 | PASSING ZONE | 3179 | -- | -- | -- | -- | -- | -- | |
| | | | SUBTOTAL | 14476 | 24610 | 1000 | 200 | 0 | 0 | 9.66 | |

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## PAVEMENT MARKING SUMMARY (CONTINUED)

| STATION | - | STATION | LOCATION | 646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF | 646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF | 646.0126 PAVEMENT MARKING EPOXY 8-INCH LF | 646.0600 REMOVING PAVEMENT MARKINGS LF | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF | 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF | 648.0100 LOCATING NO-PASSING ZONES MI | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 180+00 | - | 191+00 | NO PASSING ZONE (LT) | 1100 | -- | -- | -- | -- | -- | -- | |
| 198+75 | - | 211+00 | NO PASSING ZONE (RT) | 1223 | -- | -- | -- | -- | -- | -- | |
| 203+77 | - | 211+70 | BYPASS LANE | -- | 857 | -- | -- | -- | -- | -- | |
| 208+22 | - | 213+10 | RIGHT TURN LANE (LT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 211+70 | - | 221+98 | EDGELINE (RT) | -- | 1028 | -- | -- | -- | -- | -- | |
| 213+10 | - | 227+12 | EDGELINE (LT) | -- | 1403 | -- | -- | -- | -- | -- | |
| 216+00 | - | 222+00 | NO PASSING ZONE (LT) | 600 | -- | -- | -- | -- | -- | -- | |
| 221+98 | - | 226+86 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 228+22 | - | 252+15 | EDGELINE (RT) | -- | 2394 | -- | -- | -- | -- | -- | |
| 228+47 | - | 255+23 | EDGELINE (LT) | -- | 2565 | -- | -- | -- | -- | -- | |
| 247+15 | - | 263+00 | NO PASSING ZONE (RT) | 1585 | -- | -- | -- | -- | -- | -- | |
| 252+15 | - | 260+07 | BYPASS LANE | -- | 857 | -- | -- | -- | -- | -- | |
| 256+59 | - | 281+20 | EDGELINE (LT) | -- | 2350 | -- | -- | -- | -- | -- | |
| 260+07 | - | 276+11 | EDGELINE (RT) | -- | 1604 | -- | -- | -- | -- | -- | |
| 263+50 | - | 274+00 | NO PASSING ZONE (LT) | 1050 | -- | -- | -- | -- | -- | -- | |
| 275+00 | - | 283+00 | NO PASSING ZONE (RT) | 800 | -- | -- | -- | -- | -- | -- | |
| 276+11 | - | 280+98 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 282+34 | - | 312+14 | EDGELINE (RT) | -- | 2981 | -- | -- | -- | -- | -- | |
| 282+55 | - | 287+43 | RIGHT TURN LANE (LT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 286+00 | - | 294+00 | NO PASSING ZONE (LT) | 800 | -- | -- | -- | -- | -- | -- | |
| 287+43 | - | 315+22 | EDGELINE (LT) | -- | 2780 | -- | -- | -- | -- | -- | |
| 294+00 | - | 299+00 | NO PASSING ZONE (RT) | 500 | -- | -- | -- | -- | -- | -- | |
| 305+50 | - | 307+14 | NO PASSING ZONE (LT) | 526 | -- | -- | -- | -- | -- | -- | |
| 307+14 | - | 310+50 | DOUBLE YELLOW CENTERLINE | 672 | -- | -- | -- | -- | -- | -- | |
| 310+50 | - | 348+00 | PASSING ZONE | 3750 | -- | -- | -- | -- | -- | -- | |
| 310+50 | - | 320+50 | NO PASSING ZONE (RT) | 1000 | -- | -- | -- | -- | -- | -- | |
| 312+14 | - | 320+06 | BYPASS LANE (RT) | -- | 857 | -- | -- | -- | -- | -- | |
| 316+58 | - | 348+63 | EDGELINE (LT) | -- | 3094 | -- | -- | -- | -- | -- | |
| 320+06 | - | 343+53 | EDGELINE (RT) | -- | 2347 | -- | -- | -- | -- | -- | |
| 323+50 | - | 331+50 | NO PASSING ZONE (LT) | 800 | -- | -- | -- | -- | -- | -- | |
| 337+50 | - | 348+00 | NO PASSING ZONE (RT) | 1050 | -- | -- | -- | -- | -- | -- | |
| 343+53 | - | 348+41 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 348+00 | - | 357+00 | DOUBLE YELLOW CENTERLINE | 1800 | -- | -- | -- | -- | -- | -- | |
| 349+77 | - | 379+13 | EDGELINE (RT) | -- | 2936 | -- | -- | -- | -- | -- | |
| 349+99 | - | 354+87 | RIGHT TURN LANE (LT) | -- | 490 | 300 | -- | -- | -- | -- | |
| 354+87 | - | 384+20 | EDGELINE (LT) | -- | 2936 | -- | -- | -- | -- | -- | |
| 357+00 | - | 431+00 | PASSING ZONE | 1850 | -- | -- | -- | -- | -- | -- | |
| 357+00 | - | 368+00 | NO PASSING ZONE (LT) | 1100 | -- | -- | -- | -- | -- | -- | |
| | | | SUBTOTAL | 20206 | 33916 | 1800 | 0 | 0 | 0 | 0 | |

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## PAVEMENT MARKING SUMMARY (CONTINUED)

| STATION | - | STATION | LOCATION | 646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF | 646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF | 646.0126 PAVEMENT MARKING EPOXY 8-INCH LF | 646.0600 REMOVING PAVEMENT MARKINGS LF | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF | 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF | 648.0100 LOCATING NO-PASSING ZONES MI | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 376+50 | - | 387+50 | NO PASSING ZONE (RT) | 1100 | -- | -- | -- | -- | -- | -- | |
| 379+13 | - | 384+01 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 385+37 | - | 435+85 | EDGELINE (RT) | -- | 5049 | -- | -- | -- | -- | -- | |
| 385+56 | - | 390+43 | RIGHT TURN LANE (LT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 387+50 | - | 398+50 | NO PASSING ZONE (LT) | 815 | -- | -- | -- | -- | -- | -- | |
| 390+43 | - | 440+83 | EDGELINE (LT) | -- | 5041 | -- | -- | -- | -- | -- | |
| 420+00 | - | 431+00 | NO PASSING ZONE (RT) | 1100 | -- | -- | -- | -- | -- | -- | |
| 431+00 | - | 439+60 | DOUBLE YELLOW CENTERLINE | 1720 | -- | -- | -- | -- | -- | -- | |
| 435+84 | - | 440+72 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 439+60 | - | 489+00 | PASSING ZONE | 1235 | -- | -- | -- | -- | -- | -- | |
| 439+60 | - | 450+50 | NO PASSING ZONE (LT) | 1090 | -- | -- | -- | -- | -- | -- | |
| 442+07 | - | 490+93 | EDGELINE (RT) | -- | 4887 | -- | -- | -- | -- | -- | |
| 442+18 | - | 494+05 | EDGELINE (LT) | -- | 5076 | -- | -- | -- | -- | -- | |
| 458+60 | - | 465+00 | NO PASSING ZONE (RT) | 640 | -- | -- | -- | -- | -- | -- | |
| 468+50 | - | 476+00 | NO PASSING ZONE (LT) | 750 | -- | -- | -- | -- | -- | -- | |
| 477+40 | - | 489+00 | NO PASSING ZONE (RT) | 1160 | -- | -- | -- | -- | -- | -- | |
| 489+00 | - | 494+00 | DOUBLE YELLOW CENTERLINE | 1000 | -- | -- | -- | -- | -- | -- | |
| 490+93 | - | 498+85 | BYPASS LANE (RT) | -- | 857 | -- | -- | -- | -- | -- | |
| 495+35 | - | 520+87 | EDGELINE (LT) | -- | 2441 | -- | -- | -- | -- | -- | |
| 498+85 | - | 515+81 | EDGELINE (RT) | -- | 1696 | -- | -- | -- | -- | -- | |
| 494+00 | - | 525+50 | PASSING ZONE | 788 | -- | -- | -- | -- | -- | -- | |
| 494+00 | - | 494+50 | NO PASSING ZONE (RT) | 50 | -- | -- | -- | -- | -- | -- | |
| 514+40 | - | 525+50 | NO PASSING ZONE (RT) | 1110 | -- | -- | -- | -- | -- | -- | |
| 515+81 | - | 520+68 | RIGHT TURN LANE (RT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 522+16 | - | 527+04 | RIGHT TURN LANE (LT) | -- | 488 | 300 | -- | -- | -- | -- | |
| 522+31 | - | 557+60 | EDGELINE (RT) | -- | 3529 | -- | -- | -- | -- | -- | |
| 527+04 | - | 560+72 | EDGELINE (LT) | -- | 3369 | -- | -- | -- | -- | -- | |
| 525+50 | - | 527+50 | DOUBLE YELLOW CENTERLINE | 400 | -- | -- | -- | -- | -- | -- | |
| 527+50 | - | | PASSING ZONE | 555 | -- | -- | -- | -- | -- | -- | |
| 527+50 | - | 538+50 | NO PASSING ZONE (LT) | 1100 | -- | -- | -- | -- | -- | -- | |
| 552+50 | - | 561+15 | NO PASSING ZONE (RT) | 865 | -- | -- | -- | -- | -- | -- | |
| 557+60 | - | 565+52 | BYPASS LANE (RT) | -- | 857 | -- | -- | -- | -- | -- | |
| 562+32 | - | 570+42 | EDGELINE (LT) | -- | 728 | -- | -- | -- | -- | -- | |
| 563+00 | - | 569+00 | NO PASSING ZONE (LT) | 600 | -- | -- | -- | -- | -- | -- | |
| | | | SUBTOTAL | 16078 | 35968 | 1500 | 0 | 0 | 0 | 0 | |

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3

## PAVEMENT MARKING SUMMARY (CONTINUED)

| STATION | - | STATION | LOCATION | 646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF | 646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF | 646.0126 PAVEMENT MARKING EPOXY 8-INCH LF | 646.0600 REMOVING PAVEMENT MARKINGS LF | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF | 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF | 648.0100 LOCATING NO-PASSING ZONES MI | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 565+52 | - | 573+95 | EDGELINE (RT) | -- | 731 | -- | -- | -- | -- | -- | |
| 570+42 | - | 578+35 | BYPASS LANE (LT) | -- | 857 | -- | -- | -- | -- | -- | |
| 574+83 | - | 583+10 | NO PASSING ZONE (LT) | 827 | -- | -- | -- | -- | -- | -- | |
| 575+24 | - | 587+10 | EDGELINE (RT) | -- | 1188 | -- | -- | -- | -- | -- | |
| 578+35 | - | 587+10 | EDGELINE (LT) | -- | 876 | -- | -- | -- | -- | -- | |
| 47+00"J" | - | 49+72"J" | NO PASSING ZONE (RT) | 272 | -- | -- | -- | -- | -- | -- | |
| 47+00"J" | - | 49+72"J" | PASSING ZONE (LT) | -- | 68 | -- | -- | -- | -- | -- | |
| 47+00"J" | - | 49+14"J" | EDGELINE (LT) | -- | 214 | -- | -- | -- | -- | -- | |
| 47+00"J" | - | 49+14"J" | EDGELINE (RT) | -- | 214 | -- | -- | -- | -- | -- | |
| 49+72"J" | | | STOPLINE | -- | -- | -- | -- | -- | 29 | -- | |
| 50+29"J" | | | STOPLINE | -- | -- | -- | -- | -- | 34 | -- | |
| 50+29"J" | - | 53+00"J" | DOUBLE YELLOW CENTERLINE | 542 | -- | -- | -- | -- | -- | -- | |
| 50+75"J" | - | 53+00"J" | EDGELINE (LT) | -- | 226 | -- | -- | -- | -- | -- | |
| 50+76"J" | - | 53+00"J" | EDGELINE (RT) | -- | 225 | -- | -- | -- | -- | -- | |
| 296+75"A" | - | 299+62"A" | DOUBLE YELLOW CENTERLINE | 574 | -- | -- | -- | -- | -- | -- | |
| 296+75"A" | - | 299+12"A" | EDGELINE (LT) | -- | 238 | -- | -- | -- | -- | -- | |
| 296+75"A" | - | 299+32"A" | EDGELINE (RT) | -- | 257 | -- | -- | -- | -- | -- | |
| 299+71"A" | | | STOPLINE | -- | -- | -- | -- | -- | 26 | -- | |
| 300+29"A" | | | STOPLINE | -- | -- | -- | -- | -- | 26 | -- | |
| 300+38"A" | - | 304+00"A" | DOUBLE YELLOW CENTERLINE | 724 | -- | -- | -- | -- | -- | -- | |
| 300+82"A" | - | 304+00"A" | EDGELINE (LT) | -- | 318 | -- | -- | -- | -- | -- | |
| 300+97"A" | - | 304+00"A" | EDGELINE (RT) | -- | 304 | -- | -- | -- | -- | -- | |
| 447+75"B" | - | 449+72"B" | DOUBLE YELLOW CENTERLINE | 394 | -- | -- | -- | -- | -- | -- | |
| 447+75"B" | - | 449+12"B" | EDGELINE (LT) | -- | 137 | -- | -- | -- | -- | -- | |
| 447+75"B" | - | 449+32"B" | EDGELINE (RT) | -- | 158 | -- | -- | -- | -- | -- | |
| 449+72"B" | | | STOPLINE | -- | -- | -- | -- | -- | 29 | -- | |
| 450+28"B" | | | STOPLINE | -- | -- | -- | -- | -- | 29 | -- | |
| 450+28"B" | - | 452+25"B" | NO PASSING ZONE (RT) | 197 | -- | -- | -- | -- | -- | -- | |
| 450+28"B" | - | 452+25"B" | PASSING ZONE (LT) | | 49 | | | | | | |
| 450+68"B" | - | 452+25"B" | EDGELINE (LT) | -- | 157 | -- | -- | -- | -- | -- | |
| 450+89"B" | - | 452+25"B" | EDGELINE (RT) | -- | 136 | -- | -- | -- | -- | -- | |
| 600+28"PR" | | | STOPLINE | -- | -- | -- | -- | -- | 28 | -- | |
| 600+28"PR" | - | 602+25"PR" | DOUBLE YELLOW CENTERLINE | 394 | -- | -- | -- | -- | -- | -- | |
| 600+65"PR" | - | 602+25"PR" | EDGELINE (LT) | -- | 161 | -- | -- | -- | -- | -- | |
| 600+86"PR" | - | 602+25"PR" | EDGELINE (RT) | -- | 139 | -- | -- | -- | -- | -- | |
| | | | SUBTOTAL | 3,924 | 6,653 | 0 | 0 | 0 | 201 | 0 | |
| | | | **TOTAL** | **155,830** | | **4,300** | **200** | **0** | **201** | **9.66** | |

3

## CONSTRUCTION STAKING SUMMARY

| STATION | | STATION | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH | 650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT STRUCTURE C-13-2073 LS | 650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF | 650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 3070-00-72 LS | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79+00 | - | 92+03 | 6 | 1303 | 1303 | 900 | -- | -- | -- | -- | 1303 | |
| 92+03 | - | 171+73 | 6 | 7970 | 7670 | 1700 | 3 | -- | 300 | -- | 7970 | |
| 171+73 | - | 207+45 | 12 | 3572 | 3572 | 1050 | 2 | -- | -- | -- | 3572 | |
| 207+45 | - | 227+67 | -- | 2022 | 2022 | -- | 1 | -- | -- | -- | 2022 | |
| 227+67 | - | 255+82 | 12 | 2815 | 2815 | 1125 | 3 | -- | -- | -- | 2815 | |
| 255+82 | - | 281+77 | 13 | 2595 | 2595 | 798 | 2 | -- | -- | -- | 2595 | |
| 281+77 | - | 315+81 | 5 | 3404 | 3404 | 1345 | 6 | -- | -- | -- | 3404 | |
| 315+81 | - | 349+20 | 3 | 3339 | 3339 | 550 | 3 | -- | -- | -- | 3339 | |
| 349+20 | - | 384+78 | 6 | 3558 | 3558 | 858 | 3 | -- | 125 | -- | 3558 | |
| 384+78 | - | 441+45 | 5 | 5667 | 5667 | 575 | 4 | -- | -- | -- | 5667 | |
| 441+45 | - | 494+60 | 12 | 5315 | 5315 | 1450 | 3 | -- | -- | -- | 5315 | |
| 494+60 | - | 521+42 | -- | 2682 | 2682 | -- | 1 | -- | -- | -- | 2682 | |
| 521+42 | - | 561+27 | 13 | 3985 | 3685 | 902 | 1 | -- | 300 | -- | 3985 | |
| 561+27 | - | 574+67 | 7 | 1340 | 1340 | 471 | 1 | -- | -- | -- | 1340 | |
| 574+67 | - | 587+10 | -- | 1243 | 1243 | 400 | -- | -- | -- | -- | 1243 | |
| 47+25"J" | - | 52+75"J" | -- | 550 | 550 | 298 | 1 | -- | -- | -- | 550 | |
| 92+00"C" | - | 104+50"C" | -- | 1250 | 1250 | 302 | 2 | -- | -- | -- | 1250 | |
| 144+51"MG" | - | 150+00"MG" | -- | 549 | 549 | 157 | -- | -- | -- | -- | 549 | |
| 194+90"AR" | - | 202+80"AR" | -- | 790 | 790 | 304 | -- | -- | -- | -- | 790 | |
| 247+00"TH" | - | 250+00"TH" | -- | 300 | 300 | 157 | 1 | -- | -- | -- | 300 | |
| 296+75"A" | - | 303+75"A" | 4 | 700 | 700 | 899 | 1 | -- | -- | -- | 700 | |
| 347+50"T" | - | 350+00"T" | -- | 250 | 250 | 157 | 1 | -- | -- | -- | 250 | |
| 395+50"CH" | - | 404+50"CH" | -- | 900 | 900 | 306 | 1 | -- | -- | -- | 900 | |
| 448+00"B" | - | 452+00"B" | -- | 400 | 400 | 314 | -- | -- | -- | -- | 400 | |
| 494+77"K" | - | 502+00"K" | 2 | 723 | 723 | 380 | 1 | -- | -- | -- | 723 | |
| 547+35"SM" | - | 550+00"SM" | -- | 265 | 265 | 149 | 1 | -- | -- | -- | 265 | |
| 595+50"PR" | - | 602+00"PR" | -- | 650 | 650 | 431 | 1 | -- | -- | -- | 650 | |
| 644+75"H" | - | 650+00"H" | -- | 525 | 525 | 149 | -- | -- | -- | -- | 525 | |
| 700+00"FD" | - | 703+50"FD" | -- | 350 | 350 | 145 | -- | -- | -- | -- | 350 | |
| | | **TOTAL** | **106** | **59,012** | **58,412** | **16,272** | **43** | **1** | **725** | **1** | **59,012** | |

3

## ITS POWER CONNECTION ITEMS

| STATION | LOCATION | ITEM ID | 634.0412 POSTS WOOD 4X4-INCH X 12-FT EACH | 656.0100.01 ELECTRICAL SERVICE METER SOCKET LS | 656.0100.02 ELECTRICAL SERVICE METER SOCKET LS | 656.0500.01 ELECTRICAL SERVICE BREAKER DISCONNECT BOX LS | 656.0500.02 ELECTRICAL SERVICE BREAKER DISCONNECT BOX LS | REMARKS |
|---|---|---|---|---|---|---|---|---|
| STH 73 118+00 | RT | ELECTRCIAL SERVICE METER SOCKET (DMS-13-0050) | 1 | 1 | --- | --- | --- | |
| STH 73 118+00 | LT | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0050) | --- | --- | --- | 1 | --- | |
| US 12/18 @ AGRICULTURE DRIVE | --- | ELECTRCIAL SERVICE METER SOCKET (DMS-13-0051) | --- | --- | 1 | --- | --- | |
| US 12/18 @ AGRICULTURE DRIVE | --- | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0051) | 1 | --- | --- | --- | 1 | |
| **TOTAL** | | | **2** | **1** | **1** | **1** | **1** | |

3

## ITS DEVICES & COMMUNICATION ITEMS

| STATION | LOCATION | ITEM ID | 635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB | 636.0100 SIGN SUPPORTS CONCRETE MASONRY CY | 636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB | 659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH | 670.0100 FIELD SYSTEM INTEGRATOR LS | 670.0200 ITS DOCUMENTATION LS | 673.0225.S INSTALL POLE MOUNTED CABINET EACH | 675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH | 675.0400.S INSTALL ETHERNET SWITCH EACH | 678.0500 COMMUNICATION SYSTEM TESTING LS | SPV.0060.01 INSTALL GROUND MOUNT DYNAMIC MESSAGE SIGN EACH | SPV.0060.02 INSTALL SOLAR POWER SYSTEM MICROWAVE DETECTOR EACH | SPV.0060.03 INSTALL CELLULAR MODEM EACH | SPV.0060.04 50-FOOT WOOD POLE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STH 73 118+00 | LT | DMS-13-0050 | 2088 | 3 | 186 | 4 | -- | -- | 1 | -- | 1 | -- | 1 | -- | 1 | -- | |
| STH 73 117+90 | LT | SDS-13-0120 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | |
| STH 73 552+00 | RT | SDS-13-0121 | -- | -- | -- | 2 | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 | 1 | |
| US 12/18 @ AGRICULTURE DRIVE | -- | DMS-13-0051 | 1912.5 | 3 | 186 | 2 | -- | -- | 1 | -- | -- | -- | 1 | -- | 1 | -- | |
| UNDISTRIBUTED | -- | -- | -- | -- | -- | -- | 1 | 1 | -- | -- | -- | 1 | --- | -- | -- | -- | |
| **TOTAL** | | | **4,000.5** | **6** | **372** | **8** | **1** | **1** | **2** | **2** | **1** | **1** | **2** | **1** | **3** | **2** | |

## ITS CONDUIT ITEMS

| FROM | TO | LINEAR DISTANCE | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF | REMARKS |
|---|---|---|---|---|---|
| ELECTRICAL SERVICE METER SOCKET (DMS-13-0050) | PB-E1 | 20 | 20 | --- | |
| PB-E1 | PB-E2 | 80 | --- | 80 | |
| PB-E2 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0050) | 20 | 20 | --- | |
| PB-E2 | POLE MOUNTED CABINET | 20 | 20 | --- | |
| PB-E2 | SDS-13-0120 | 20 | 20 | --- | |
| ELECTRICAL SERVICE METER SOCKET (DMS-13-0051) | PB-E3 | 20 | 20 | --- | |
| PB-E3 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0051) | 20 | 20 | --- | |
| | **TOTAL** | | **120** | **80** | |

3

## ITS PULL BOX & COMMUNICATION VAULT ITEMS

| STATION | LOCATION | ITEM ID | 653.0135 PULL BOXES STEEL 24x36-INCH EACH | 653.0140 PULL BOXES STEEL 24X42-INCH EACH | REMARKS |
|---|---|---|---|---|---|
| STH 73 118+00 | RT | PB-E1 | -- | 1 | |
| STH 73 118+00 | LT | PB-E2 | -- | 1 | |
| US 12/18 @ AGRICULTURE DRIVE | -- | PB-E3 | 1 | -- | |
| **TOTAL** | | | **1** | **2** | |

## ITS CABLE ITEMS

| FROM | TO | LINEAR DISTANCE LF | NUMBER OF ELECTRICAL WIRES LIGHTING 4 AWG | NUMBER OF CABLE MICROWAVE DETECTOR | CABLE SLACK ELECTRICAL AND/OR MICROWAVE DETECTOR LF | 655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF | 674.0200 CABLE MICROWAVE DETECTOR LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| ELECTRICAL SERVICE METER SOCKET (DMS-13-0050) | PB-E1 | 20 | 4 | -- | 12 | 128 | -- | |
| PB-E1 | PB-E2 | 80 | 4 | -- | 12 | 368 | -- | |
| PB-E2 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0050) | 20 | 4 | -- | 12 | 128 | -- | |
| DMS-13-0050 (CABINET) | PB-E2 | 20 | -- | 1 | 12 | -- | 32 | |
| PB-E2 | SDS-13-0120 | 20 | -- | 1 | 30 | -- | 50 | |
| ELECTRICAL SERVICE METER SOCKET(DMS-13-0051) | PB-E3 | 20 | 4 | -- | 12 | 128 | -- | |
| PB-E3 | ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0051) | 20 | 4 | -- | 12 | 128 | -- | |
| | **TOTAL** | | | | | **880** | **82** | |

## CPM SCHEDULE AND UPDATES

| DESCRIPTION | SPV.0060.06 BASELINE CPM PROGRESS SCHEDULE EACH | SPV.0060.07 CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH | REMARKS |
|---|---|---|---|
| BEGIN PROJECT | 1 | -- | |
| MONTHLY UPDATES | -- | 6 | |
| UNDISTRIBUTED | -- | 2 | |
| **TOTAL** | **1** | **8** | |

## LANDMARK REFRENCE MONUMENTS SPECIAL

| STATION | OFFSET | TOWNSHIP | RANGE | SECTION CORNER | SPV.0060.08 LANDMARK REFERENCE MONUMENTS SPECIAL EACH | REMARKS |
|---|---|---|---|---|---|---|
| 92+00.30 | 1.60' RT | 05N | 12E | SEC 22 EAST 1/4 LINE | 1 | |
| 118+49.28 | 1.92' RT | 05N | 12E | SEC 22 NE CORNER | 1 | |
| 144+88.75 | 10.44' LT | 05N | 12E | SEC 15 EAST 1/4 LINE | 1 | |
| 103"C"+98.49 | 2.96' RT | 05N | 12E | SEC 15 NE CORNER | 1 | |
| 255+52.78 | 78.90' LT | 05N | 12E | SEC 3 CENTER | 1 | |
| 362+80.10 | 43.02' LT | 06N | 12E | SEC 28 EAST 1/4 LINE | 1 | |
| 389+08.61 | 5.56' RT | 06N | 12E | SEC 28 NE CORNER | 1 | |
| 415+29.12 | 2.02' RT | 06N | 12E | SEC 21 EAST 1/4 LINE | 1 | |
| 441+46.67 | 34.41' LT | 06N | 12E | SEC 21 NE CORNER | 1 | |
| 468+14.41 | 14.10' LT | 06N | 12E | SEC 16 EAST 1/4 LINE | 1 | |
| 494+77.60 | 5.63' RT | 06N | 12E | SEC 16 NE CORNER | 1 | |
| 521+39.50 | 3.63' RT | 06N | 12E | SEC 9 EAST 1/4 LINE | 1 | |
| 548+03.82 | 0.40' RT | 06N | 12E | SEC 9 NE CORNER | 1 | |
| 574+64.01 | 0.34' LT | 06N | 12E | SEC 4 EAST 1/4 LINE | 1 | |
| | | | | **TOTAL** | **14** | |

## SAWING ASPHALT SUMMARY

| LOCATION | 690.0150 SAWING ASPHALT LF | REMARKS |
|---|---|---|
| 47+25"J" | 22 | |
| 52+75"J" | 22 | |
| 92+00"C" | 16 | |
| 104+50"C" | 22 | |
| 144+51"MG" | 20 | |
| 194+90"AR" | 16 | |
| 202+80"AR" | 20 | |
| 247+00"TH" | 18 | |
| 296+75"A" | 20 | |
| 303+75"A" | 20 | |
| 347+50"T" | 16 | |
| 395+50"CH" | 20 | |
| 404+50"CH" | 20 | |
| 448+00"B" | 22 | |
| 452+00"B" | 22 | |
| 494+76.09"K" | 20 | |
| 502+00"K" | 20 | |
| 595+50"PR" | 20 | |
| 602+00"PR" | 22 | |
| 644+75"H" | 20 | |
| 703+50"FD" | 22 | |
| DWY 85+77 LT | 12 | |
| DWY 138+17 LT | 14 | |
| DWY 103+15"C" LT | 24 | |
| DWY 194+39 LT | 20 | |
| DWY 353+47 LT | 10 | |
| DWY 389+68 RT | 18 | |
| DWY 402+36 RT | 12 | |
| DWY 405+47 LT | 19 | |
| DWY 498+50"K" LT | 50 | |
| DWY 502+00"K" LT | 20 | |
| DWY 465+40 LT | 13 | |
| DWY 469+07 LT | 36 | |
| DWY 568+53 RT | 14 | |
| DWY 577+22 LT | 18 | |
| **TOTAL** | **700** | |

3

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

# PROJECT 3070-00-21
# IH39 - COLUMBUS

(PIERCE ROAD - CTH B)

## STH 73

## DANE COUNTY






THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR 3070-00-21.

### NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT; DIVISION JOB NO. 1749, RW PROJECT S 0245 (5) CSM 1893, CSM 2455, CSM 2551, CSM 9603, CSM 10275, CSM 11092, CSM 12106, CSM 13248, CSM 2008, CSM 2776, CSM 3471, CSM 5151, CSM 5642, CSM 6866, CSM 8814, CSM 10749, CSM 12166 AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 106 ESTABLISHED FROM DIVISION JOB NO. 1749 CSM 10275 AND CSM 11436
EXISTING HIGHWAY RIGHT-OF-WAY FOR STRICKERT LANE ESTABLISHED FROM EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR CRAIG ROAD ESTABLISHED FROM CSM 2098, CSM 5310 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR AARBACK ROAD ESTABLISHED FROM CSM 11039, CSM 12106 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR THRONSON ROAD ESTABLISHED FROM CSM 2119, CSM 8814, CSM 9603, AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH A ESTABLISHED FROM CSM 6866 AND CSM 12166
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH B ESTABLISHED FROM RW PROJECT S 0245 (5) AND CSM 2008
EXISTING HIGHWAY RIGHT-OF-WAY FOR TOBACCO ROAD ESTABLISHED FROM QUIT CLAIM DEED VOL. 404 PG. 265 AS DOC. 633800
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. CHURCH ROAD ESTABLISHED FROM TRAVELED CENTERLINE
EXISTING ACCESS CONTROL ALONG STH 73 ESTABLISHED FROM PREVIOUS PROJECTD 3070-00-29 AND S 0245 (5)

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL INDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF AQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

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

N

LAYOUT
SCALE 0 2 MI.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | BUILDING | B |
| ACCESS RIGHTS | AR | REFERENCE LINE | R/L |
| ACRES | AC. | RELEASE OF RIGHTS | ROR |
| AND OTHERS | ET.AL. | REMAINING | REM. |
| CENTERLINE | C/L | RIGHT-OF-WAY | R/W |
| CERTIFIED SURVEY MAP | CSM | SECTION | SEC. |
| CORNER | COR. | STATION | STA. |
| DOCUMENT | DOC. | TEMPORARY LIMITED EASEMENT | TLE |
| EASEMENT | EASE. | VOLUME | VOL. |
| HIGHWAY EASEMENT | H.E. | **CURVE DATA** | |
| LAND CONTRACT | LC | LONG CHORD | LCH |
| MONUMENT | MON. | LONG CHORD BEARING | LCB |
| PAGE | P. | RADIUS | R |
| PERMANENT LIMITED EASEMENT | PLE | DEGREE OF CURVE | D |
| PROPERTY LINE | PL | CENTRAL ANGLE OR DELTA | Δ |
| RECORDED AS | (100') | LENGTH OF CURVE | L |
| DIRECTION AHEAD | DA | TANGENT | T |
| DIRECTION BACK | DB | | |
| POINT OF TANGENCY | POT | | |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | 1" (1" UNLESS NOTED) | PROPOSED R/W LINE | |
| | | EXISTING H.E. LINE | |
| R/W MONUMENT | •(SET) | PROPERTY LINE | |
| R/W STANDARD | ▲(SET) | LOT & TIE LINES | |
| SIGN | ISIGN | SLOPE INTERCEPTS | |
| SECTION CORNER MONUMENT | ● | CORPORATE LIMITS | |
| SECTION CORNER SYMBOL | | ACCESS CONTROLLED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | ACCESS CONTROLLED (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | RWB20 | QUARTER LINE | |
| PARCEL NUMBER | 02 | SIXTEENTH LINE | |
| UTILITY PARCEL NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |
| BRIDGE | | | |
| GEODETIC MONUMENT | | | |

### CONVENTIONAL UTILITY SYMBOLS

| | | | NON COMPENSABLE | COMPENSABLE |
|---|---|---|---|---|
| WATER | W | POWER POLE | | |
| GAS | G | TELEPHONE POLE | | |
| TELEPHONE | T | TELEPHONE PEDESTAL | | |
| OVERHEAD TRANSMISSION LINES | OH | ELECTRIC TOWER | | |
| ELECTRIC | E | | | |
| CABLE TELEVISION | TV | | | |
| FIBER OPTIC | FO | | | |
| SANITARY SEWER | SAN | | | |
| STORM SEWER | SS | | | |

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21 - 4.01
SHEET 2 OF 2
AMENDMENT NO: 245

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965585
02/28/2013 11:01 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

246

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.01
AMENDMENT NO: 1

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.01 AMENDMENT NO. 1

AMENDS PARCEL 2 OF TPP 3070-00-21-4.01 RECORDED AS DOCUMENT 4957014
THAT PART OF LOT 1& 2 OF C.S.M. NO. 10275, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22. ALSO PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22. ALSO PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS DIVISION JOB 1749, CSM 10275 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT OF WAY FOR STH 106 ESTABLISHED FROM CSM 11436, CSM 10275 AND EXISTING CENTERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 101 | 78+76.54 | 66.00' LT |
| 102 | 84+50.00 | 66.00' LT |
| 103 | 84+50.00 | 40.00' LT |
| 111 | 89+80.83 | 40.00' LT |
| 113 | 47+84.14 "J" | 35.91' RT |
| 115 | 47+14.18 "J" | 36.01' RT |
| 118 | 47+00.00 "J" | 29.97' LT |
| 119 | 47+00.00 "J" | 48.00' LT |
| 120 | 92+60.37 | 185.50' LT |
| 121 | 93+87.94 | 60.00' LT |
| 122 | 100+10.00 | 60.00' LT |
| 123 | 100+10.00 | 50.00' LT |
| 124 | 105+24.13 | 50.00' LT |
| 127 | 105+25.74 | 60.00' RT |
| 128 | 101+00.74 | 60.00' RT |
| 129 | 101+01.20 | 100.00' RT |
| 130 | 97+00.00 | 100.00' RT |
| 131 | 93+88.04 | 65.00' RT |
| 132 | 52+02.09 "J" | 48.85' LT |
| 133 | 53+01.70 "J" | 49.57' LT |
| 134 | 53+01.83 "J" | 32.57' LT |
| 137 | 53+02.31 "J" | 33.43' RT |
| 138 | 53+02.43 "J" | 50.43' RT |
| 142 | 52+00.90 "J" | 51.16' RT |
| 146 | 89+89.39 | 40.00' RT |
| 147 | 86+55.00 | 40.00' RT |
| 148 | 86+55.00 | 55.00' RT |
| 150 | 83+20.00 | 55.00' RT |
| 151 | 83+20.00 | 70.00' RT |
| 152 | 78+78.26 | 70.00' RT |
| 154 | 87+21.73 | 40.00' LT |
| 155 | 87+21.92 | 32.75' LT |
| 157 | 88+37.92 | 32.42 LT |
| 158 | 88+37.72 | 40.00 LT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T104 | 86+00.00 | 65.60' LT |
| T105 | 86+00.00 | 53.00' LT |
| T106 | 87+08.00 | 53.00' LT |
| T107 | 87+08.00 | 76.00' LT |
| T108 | 87+60.00 | 76.00' LT |
| T109 | 87+60.00 | 53.00' LT |
| T110 | 90+03.72 | 53.00' LT |
| T112 | 47+94.01 "J" | 45.90' RT |
| T114 | 47+14.18 "J" | 46.01' RT |
| T139 | 52+81.46 "J" | 50.58' RT |
| T140 | 52+81.27 "J" | 65.00' RT |
| T141 | 51+86.98 "J" | 65.00' RT |
| T143 | 90+20.44 | 70.00' RT |
| T144 | 89+75.00 | 70.00' RT |
| T145 | 89+75.00 | 60.00' RT |
| T149 | 86+55.00 | 60.00' LT |
| T150 | 93+82.88 | 65.00' LT |
| T151 | 99+00.75 | 65.00' LT |
| T152 | 99+00.72 | 60.00' LT |
| T153 | 51+92.19 "J" | 58.77' LT |
| T154 | 53+01.63 "J" | 59.57' LT |

| R/W COURSE TABLE | | |
|---|---|---|
| 101-102 | N 00°39'12" E | 573.46' |
| 102-103 | S 89°20'48" E | 26.00' |
| 103-154 | N 00°39'12" E | 271.73' |
| 154-155 | N 89°11'05" E | 7.25 |
| 155-157 | N 00°48'55" E | 116.00' |
| 157-158 | S 89°11'05" W | 7.58' |
| 158-111 | N 00°39'12" E | 153.11' |
| 111-113 | N 44°36'15" W | 247.05' |
| 113-115 | S 89°58'36" W | 69.96' |
| 118-119 | N 00°03'25" E | 18.03' |
| 119-120 | N 84°06'20" E | 115.74' |
| 120-121 | N 45°19'11" E | 178.53' |
| 121-122 | N 00°39'12" E | 622.06' |
| 122-123 | S 89°20'48" E | 10.00' |
| 123-124 | N 00°39'12" E | 514.13' |
| 127-128 | S 00°39'12" W | 425.00' |
| 128-129 | S 90°00'00" E | 40.00' |
| 129-130 | S 00°39'12" W | 401.20' |
| 130-131 | S 07°03'17" W | 313.92' |
| 131-132 | S 44°50'56" E | 191.47' |
| 132-133 | N 89°38'32" E | 99.62' |
| 133-134 | S 00°21'28" E | 17.00' |
| 137-138 | S 00°21'28" E | 17.00' |
| 138-142 | S 89°38'32" W | 101.53' |
| 142-146 | S 45°13'43" W | 229.99' |
| 146-147 | S 00°39'12" W | 334.99' |
| 147-148 | S 89°20'48" E | 15.00' |
| 148-150 | S 00°39'12" W | 335.00' |
| 150-151 | S 89°20'48" E | 15.00' |
| 151-152 | S 00°39'12" W | 441.74' |

| UTILITY SCHEDULE & INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 1 | ADELLA M. MASEK | FEE/AR/TLE | 0.486 | 1.498 | 1.984 | --- | 0.197 |
| 2 | KATHRYN E. RICHARDSON AND NANCY ANN RICHARDSON | RDE/TLE | --- | --- | --- | 0.020 | 0.058 |
| 3 | LEE JAMES KENNEDY AND CHERYL MARIE KENNEDY, TRUSTEES OF THE LEE AND CHERYL KENNEDY REVOCABLE TRUST, DATED OCTOBER 17, 2008, AND ANY AMENDMENTS THERTO | FEE/AR/TLE | 0.381 | 1.120 | 1.501 | --- | 0.059 |
| 4 | STEVEN J. TRONNES AND SUSAN M. TRONNES | FEE | 0.293 | 0.473 | 0.766 | --- | --- |
| 6 | CRAZY ACRES II, LLC. | FEE/TLE | 0.572 | 0.633 | 1.205 | --- | 0.026 |
| 7 | J. DAVID BILHORN AND AMY BILHORN | FEE/AR/TLE | 0.040 | 0.974 | 1.014 | --- | 0.170 |
| 8 | CRAZY ACRES, INC. | FEE/AR/TLE | 1.180 | 1.630 | 2.810 | --- | 0.024 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

ALLIANT ENERGY (ELECTRIC)
VOL. 359, PG. 143, DOC. 1020750 - PARCEL 1
VOL. 339, PG. 79, DOC. 982001 - PARCEL 8
VOL. 337, PG. 501, DOC. 1011751 - PARCEL 6
NO RECORDED EASEMENT - PARCEL 1

FRONTIER COMMUNICATIONS OF WI LLC
VOL. 21993, PG. 72, DOC. 2446750 - PARCEL 1
VOL. 22705, PG. 69, DOC. 2465745 - PARCEL 1
VOL. 356, PG. 230, DOC. 1331826 - PARCEL 8
NO RECORDED EASEMENT - PARCEL 1,2,3 & 4

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.01 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/25/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/25/13
(PRINTED NAME) Jennifer Querqm

EMCS

SCALE, FEET
0 100 200

GN

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2/25/2013
3070-00-21-4.01 AMENDMENT NO: 1

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 101 | 78+76.54 | 66.00' LT |
| 102 | 84+50.00 | 66.00' LT |
| 103 | 84+50.00 | 40.00' LT |
| 111 | 89+90.83 | 40.00' LT |
| 113 | 47+84.14 "J" | 35.91' RT |
| 115 | 47+14.18 "J" | 36.01' RT |
| 118 | 47+00.00 "J" | 29.97' LT |
| 119 | 47+00.00 "J" | 48.00' FT |
| 120 | 92+60.97 | 185.50' LT |
| 121 | 93+87.94 | 60.00' LT |
| 122 | 100+16.00 | 60.00' LT |
| 123 | 100+16.00 | 50.00' LT |
| 124 | 105+24.13 | 50.00' LT |
| 127 | 105+25.74 | 60.00' RT |
| 128 | 101+00.74 | 60.00' RT |
| 129 | 101+01.20 | 100.00' RT |
| 130 | 97+00.00 | 100.00' RT |
| 131 | 93+88.04 | 65.00' RT |
| 132 | 52+02.09 "J" | 48.85' LT |
| 133 | 53+01.70 "J" | 49.57' LT |
| 134 | 53+01.83 "J" | 32.57' LT |
| 137 | 53+02.31 "J" | 33.43' RT |
| 138 | 53+02.43 "J" | 50.43' RT |
| 142 | 52+00.90 "J" | 51.16' RT |
| 146 | 89+89.99 | 40.00' RT |
| 147 | 86+55.00 | 40.00' RT |
| 148 | 86+55.00 | 55.00' RT |
| 150 | 83+20.00 | 55.00' RT |
| 151 | 83+20.00 | 70.00' RT |
| 152 | 76+78.26 | 70.00' RT |
| 154 | 87+21.73 | 40.00' LT |
| 155 | 87+21.92 | 32.75' LT |
| 157 | 88+37.92 | 32.42 LT |
| 158 | 88+37.72 | 40.00 LT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T104 | 86+00.00 | 65.60' LT |
| T105 | 86+00.00 | 53.00' LT |
| T106 | 87+08.00 | 53.00' LT |
| T107 | 87+08.00 | 76.00' LT |
| T108 | 87+60.00 | 76.00' LT |
| T109 | 87+60.00 | 53.00' LT |
| T110 | 90+03.72 | 53.00' LT |
| T112 | 47+94.01 "J" | 45.90' RT |
| T114 | 47+14.18 "J" | 46.01' RT |
| T139 | 52+81.46 "J" | 50.58' RT |
| T140 | 52+81.27 "J" | 65.00' RT |
| T141 | 51+86.98 "J" | 65.00' RT |
| T143 | 90+20.44 | 70.00' RT |
| T144 | 89+75.00 | 70.00' RT |
| T145 | 89+75.00 | 60.00' RT |
| T149 | 86+55.00 | 60.00' RT |
| T150 | 93+82.88 | 65.00' LT |
| T151 | 99+00.75 | 65.00' LT |
| T152 | 99+00.72 | 60.00' LT |
| T153 | 51+92.19 "J" | 58.77' LT |
| T154 | 53+01.63 "J" | 59.57' LT |

ALUMINUM MONUMENT
Y = 416,118.950
X = 910,073.130

SEC. COR. TO TRAV. PNT
S00°39'37"W 1324.49'

1/16 LINE
STA 105+24.77

1/16 LINE
P.L.

LOT 1 CSM 10275
VOL. 60 PG. 182-185
DOC. 3421116
TRANS 233
APPROVAL
13-073-714-01-C
RESTRICTIONS
APPLY

TOWN
SE - NE

N00°39'37"E 1324.49'
MON. TO TRAV. PNT.

JOINT DRIVEWAY AGREEMENT
DOC. 3446929

LOT 2 CSM
10275
VOL. 60 PG.
182-185 DOC.
3421116

TRANS 233
APPROVAL
13-073-714-01-C
RESTRICTIONS
APPLY

TLE - GRADING
0.059 ACRES

ALUMINUM MONUMENT
Y = 413,470.049
X = 910,042.604

N89°58'36"E
294.48'
TRAV. PNT
TO SEC. COR.

N89°58'36"E 4994.13'
1/4 COR. TO TRAV. PNT

P.O.T.
STA 45+91.61 "J"

1.25IN OD IP
Y = 413,467.888
X = 904,753.990

STA 90+00.28

STH 106

RL=S89°56'35"E

300.50'
S89°38'32"W
TRAV. PNT TO
SEC. COR.

S89°38'32"W 5000.73'
1/4 COR. TO TRAV. PNT

P.O.T.
STA 54+12.33 "J"

CALC POSITION FROM
WITNESS MONUMENT
Y = 413,503.161
X = 915,343.734

SW - NW

P.O.T.
Y=413,472.657
X=910,041.032
STA 92+02.89=
STA 50"J"+00 R

1/4 LINE
SEC. LINE

OF

TLE - GRADING
0.024 ACRES

TLE - GRADING
0.017 ACRES

TLE - GRADING
0.048 ACRES

TLE - GRADING
0.055 ACRES

TLE - GRADING
0.141 ACRES

TLE - GRADING
0.029 ACRES

TLE - GRADING
0.026 ACRES

TLE - GRADING
0.132 ACRES

HE - CLEARZONE
0.020 ACRES

N12°04'24"W30.66'
R TO R/W LINE

N12°04'24"W3.09'
SEC. LINE TO R

N12°04'24"W 33.74'
R/W TO SEC. LINE

S00°21'28"E 32.57'
R/W TO R

S00°21'28"E 0.43'
R TO SEC. LINE

S00°21'28"E 33.00'
SEC. LINE TO R/W

ALBION

NE - SE

NW - SW

N00°48'55"E 1323.13'
TRAV. PNT. TO MON.

SECTION LINE

STH 73

RL=N00°39'12"E

2" IRON PIPE
Y = 410,824.049
X = 910,004.952

STA 78+77.21

1/16 LINE
P.L.

1/16 LINE
P.L.

R TO SEC. LINE
N89°54'57"E 1.76'

R/W TO R
N89°54'57"E
50.00'

SEC. LINE TO R/W
N89°43'26"E 58.24'

N89°54'56"W 63.86'
SEC. LINE TO R/W

S89°47'42"W 70.01'
R/W TO R

S89°47'42"W 2.14'
R TO SEC. LINE

N00°48'55"E 1323.14'
MON. TO TRAV. PNT.

BEGIN PROJECT
END PROJECT
SHEET LOCATION
LOCATION SKETCH NOT TO SCALE

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS DIVISION JOB 1749, CSM 10275 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT OF WAY FOR STH 106 ESTABLISHED FROM CSM 11436, CSM 10275 AND EXISTING CENTERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4957014
02/01/2013 11:29 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 2
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247

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.01
AMENDMENT NO:
SHEET 1 OF 2

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.01

THAT PART OF LOT 1 & 2 OF C.S.M. NO. 10275, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22. ALSO PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22. ALSO PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

| R/W COURSE TABLE | | |
|---|---|---|
| 101-102 | N 00°39'12" E | 573.46' |
| 102-103 | S 89°20'48" E | 26.00' |
| 103-154 | N 00°39'12" E | 271.73' |
| 154-155 | N 89°11'05" E | 7.25 |
| 155-157 | N 00°48'55" E | 116.00' |
| 157-158 | S 89°11'05" W | 7.58' |
| 158-111 | N 00°39'12" E | 153.11' |
| 111-113 | N 44°36'15" W | 247.05' |
| 113-115 | S 89°58'36" W | 69.96' |
| 118-119 | N 00°03'25" E | 18.03' |
| 119-120 | N 84°06'20" E | 115.74' |
| 120-121 | N 45°19'11" E | 178.53' |
| 121-122 | N 00°39'12" E | 622.06' |
| 122-123 | S 89°20'48" E | 10.00' |
| 123-124 | N 00°39'12" E | 514.13' |
| 127-128 | S 00°39'12" W | 425.00' |
| 128-129 | S 90°00'00" E | 40.00' |
| 129-130 | S 00°39'12" W | 401.20' |
| 130-131 | S 07°03'17" W | 313.92' |
| 131-132 | S 44°50'56" E | 191.47' |
| 132-133 | N 89°38'32" E | 99.62' |
| 133-134 | S 00°21'28" E | 17.00' |
| 137-138 | S 00°21'28" E | 17.00' |
| 138-142 | S 89°38'32" W | 101.53' |
| 142-146 | S 45°13'43" W | 229.99' |
| 146-147 | S 00°39'12" W | 334.99' |
| 147-148 | S 89°20'48" E | 15.00' |
| 148-150 | S 00°39'12" W | 335.00' |
| 150-151 | S 89°20'48" E | 15.00' |
| 151-152 | S 00°39'12" W | 441.74' |

ALLIANT ENERGY (ELECTRIC)
VOL. 359, PG. 143, DOC. 1020750 - PARCEL 1
VOL. 339, PG. 79, DOC. 982001 - PARCEL 8
VOL. 337, PG. 501, DOC. 1011751 - PARCEL 6
NO RECORDED EASEMENT - PARCEL 1

FRONTIER COMMUNICATIONS OF WI LLC
VOL. 21993, PG. 72, DOC. 2446750 - PARCEL 1
VOL. 22705, PG. 69, DOC. 2465745 - PARCEL 1
VOL. 356, PG. 230, DOC. 1331826 - PARCEL 8
NO RECORDED EASEMENT - PARCEL 1,2,3 & 4

| UTILITY SCHEDULE & INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNERS(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | HE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 1 | ADELLA M. MASEK | FEE/AR/TLE | 0.486 | 1.498 | 1.984 | --- | 0.197 |
| 2 | KATHRYN E. RICHARDSON AND NANCY ANN RICHARDSON | HE/TLE | --- | --- | --- | 0.020 | 0.055 |
| 3 | LEE JAMES KENNEDY AND CHERYL MARIE KENNEDY, TRUSTEES OF THE LEE AND CHERYL KENNEDY REVOCABLE TRUST, DATED OCTOBER 17, 2008, AND ANY AMENDMENTS THERTO | FEE/AR/TLE | 0.381 | 1.120 | 1.501 | --- | 0.059 |
| 4 | STEVEN J. TRONNES AND SUSAN M. TRONNES | FEE | 0.293 | 0.473 | 0.766 | --- | --- |
| 6 | CRAZY ACRES II, LLC. | FEE/TLE | 0.572 | 0.633 | 1.205 | --- | 0.026 |
| 7 | J. DAVID BILHORN AND AMY BILHORN | FEE/AR/TLE | 0.040 | 0.974 | 1.014 | --- | 0.170 |
| 8 | CRAZY ACRES, INC. | FEE/AR/TLE | 1.180 | 1.630 | 2.810 | --- | 0.024 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

GN

SCALE, FEET
0 100 200

EMCS

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 1/31/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 1/31/13
(PRINTED NAME) Jennifer Querram



3070-00-21-4.01
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4d
PLOT DATE : #DATE#
FILE NAME : #FILE#
APPRAISAL PLAT DATE :

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965174
02/27/2013 09:55 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.02
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.02

THAT PART OF LOT 1 OF C.S.M. NO. 10275 LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22, ALSO PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22, ALSO PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, ALSO PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, ALSO PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 23, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 10275 AND EXISTING CENTERLINE AND SECTION LINES

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL |
|---|---|---|---|---|---|
| 4 | STEVEN J. TRONNES AND SUSAN M. TRONNES | FEE | 0.163 | 0.218 | 0.381 |
| 8 | CRAZY ACRES, INC. | FEE | 2.418 | 2.785 | 5.203 |
| 11 | JAMES A. WILEMAN AND BETTE L. WILEMAN | FEE | 0.730 | 1.003 | 1.733 |
| | ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED | | | | |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (ELECTRIC)
VOL. 339, PG. 80, DOC. 982002 - PARCEL 11

FRONTIER COMMUNICATIONS OF WI LLC
VOL. 337, PG. 502, DOC. 1011752 - PARCEL 8
NO RECORDED EASEMENT - PARCEL 4 & 8

## R/W COURSE TABLE

| | | |
|---|---|---|
| 202-203 | N 00°39'12" E | 175.87' |
| 203-204 | N 89°20'48" W | 15.00' |
| 204-205 | N 00°39'12" E | 1148.35' |
| 205-206 | N 00°39'12" E | 751.65' |
| 206-207 | N 89°20'48" W | 10.00' |
| 207-208 | N 00°39'12" E | 344.69' |
| 208-209 | S 89°35'02" E | 24.37' |
| 209-210 | N 00°06'14" E | 223.73' |
| 213-214 | S 00°32'50" W | 412.29' |
| 214-215 | S 89°20'48" E | 20.00' |
| 215-216 | S 00°36'13" W | 43.00' |
| 216-217 | N 89°20'48" W | 20.00' |
| 217-218 | S 00°39'12" W | 425.00' |
| 218-219 | N 89°20'48" W | 5.00' |
| 219-220 | S 00°39'12" W | 440.01' |
| 220-221 | S 00°39'12" W | 149.99' |
| 221-222 | S 89°20'48" E | 10.00' |
| 222-223 | S 00°39'12" W | 1174.26' |

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 202 | 105+24.13 | 50.00' LT |
| 203 | 107+00.00 | 50.00' LT |
| 204 | 107+00.00 | 65.00' LT |
| 205 | 118+48.35 | 65.00' LT |
| 206 | 126+00.00 | 65.00' LT |
| 207 | 126+00.00 | 75.00' LT |
| 208 | 129+45.07 | 74.37' LT |
| 209 | 129+45.05 | 50.00' LT |
| 210 | 131+69.00 | 50.52' LT |
| 213 | 131+69.76 | 56.47' RT |
| 214 | 127+57.93 | 55.00' RT |
| 215 | 127+57.90 | 75.00' RT |
| 216 | 127+14.97 | 75.00' RT |
| 217 | 127+14.98 | 55.00' RT |
| 218 | 122+90.00 | 55.00' RT |
| 219 | 122+90.00 | 50.00' RT |
| 220 | 118+49.99 | 50.00' RT |
| 221 | 117+00.00 | 50.00' RT |
| 222 | 117+00.00 | 60.00' RT |
| 223 | 105+25.74 | 60.00' RT |

NE - SE
SE - SE
SW - SW
NE - NE
NW - NW
SW - NW

TOWN OF ALBION

S00°05'59"E 1319.69' MON. TO TRAV. PNT.
1/16 LINE
P.I. 1/16 LINE STA 131+69.13
PI: 130+92.96
76.23' ALONG TAN.
S89°52'14"E 37.36' R/W TO SEC. LINE
N89°28'08"E 14.21' SEC. LINE TO TAN. LINE
N89°28'08"E 55.43' TAN. LINE TO R/W
PI 130+92.96
Y =417,362.481
X =910,085.384
Δ =0°54'59" LT
D =0°06'53"
T =399.90'
L =799.77'
R =50000.00'
DA = N0°15'48"W
PT 134+92.85
Y =417,762.372
X =910,083.547
PC: 126+93.07
P.L.
STH 73
SECTION LINE
N00°05'59"W 1319.68' MON. TO TRAV. PNT.
℄ TO SEC. COR. N89°51'18"E 1.92'
R/W TO ℄ N89°51'18"E 65.01'
R/W TO SEC. LINE S89°48'23"W 48.08'
P.O.T. Y=416,118.848 X=910,071.204
N89°51'18"E 2568.13' SEC. CORNER TO R/W
S89°48'23"W 2579.86' SEC. CORNER TO R/W
SECTION LINE STA 118+48.35 SECTION LINE P.L.
6" x 6" STONE Y = 416,112.185 X = 907,438.081
ALUMINUM MONUMENT Y = 416,118.853 X = 910,073.128
CALC POSITION FROM WITNESS MONUMENT Y = 416,127.738 X = 912,701.052
RL=N00°39'12"E
N00°39'37"E 1324.49' TRAV. PNT. TO MON.
LOT 1 CSM 10275 VOL. 60 PG. 182-185 DOC. 3421116 TRANS 233 APPROVAL 13-073-714-01-C RESTICTIONS APPLY
ALUMINUM MONUMENT Y = 413,470.049 X = 910,042.604
STA 105+24.77
N00°39'37"E 1324.49' MON. TO TRAV. PNT.
S89°54'57"W 50.00' ℄ TO R/W
S89°54'57"W L76' SEC. LINE TO ℄
S89°43'26"W 58.24' R/W TO SEC. LINE

END PROJECT
BEGIN PROJECT
SHEET LOCATION
LOCATION SKETCH NOT TO SCALE
CHRISTIANA
ALBION

GN
SCALE, FEET
0 100 200

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/5/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querom

EMCS

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

3070-00-21-4.02
248
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : #DATE#
FILE NAME : #FILE#
APPRAISAL PLAT DATE : 2/5/2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965204
02/27/2013 11:30 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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249

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.03
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.03

THAT PART OF LOT 1 OF C.S.M. NO. 11092 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15. ALSO PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15. ALSO PART OF LOT 1 OF C.S.M. NO. 5151 LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15. ALSO PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15. ALSO THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 14. ALSO PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14. ALL IN T 5 N, R 12 E TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 11092, CSM 5151 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT-OF-WAY FOR STRICKERT LANE ESTABLISHED FROM EXISTING CENERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T304 | 135+00.00 | 46.26' LT |
| T305 | 135+00.00 | 50.00' LT |
| T306 | 136+53.00 | 50.00' LT |
| T307 | 136+53.00 | 80.00' LT |
| T308 | 136+97.00 | 80.00' LT |
| T309 | 136+97.00 | 55.00' LT |
| T310 | 138+00.00 | 55.00' LT |
| T311 | 138+00.00 | 100.00' LT |
| T312 | 138+45.00 | 100.00' LT |
| T313 | 138+45.00 | 50.00' LT |
| T314 | 142+00.00 | 50.00' LT |
| T322 | 156+45.16 | 40.09' LT |
| T323 | 156+45.34 | 80.00' LT |
| T324 | 156+73.34 | 80.00' LT |
| T325 | 156+73.16 | 40.01' LT |
| T327 | 153+12.00 | 47.00' LT |
| T328 | 153+12.00 | 41.06' LT |
| T329 | 149+85.00 | 47.00' LT |

## EXISTING IRON PIPES

| PT # | Y | X |
|---|---|---|
| IP 340 | 417971.594 | 910036.918 |
| IP 342 | 419656.660 | 910034.357 |
| IP 343 | 420078.422 | 910033.535 |
| IP 344 | 419656.660 | 910034.357 |

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 301 | 131+69.00 | 50.52' LT |
| 302 | 134+00.00 | 50.00' LT |
| 303 | 134+00.00 | 46.46' LT |
| 315 | 142+00.00 | 44.27' LT |
| 316 | 142+00.00 | 85.00' LT |
| 317 | 144+89.62 | 85.00' LT |
| 318 | 148+00.00 | 85.00' LT |
| 319 | 148+00.00 | 50.00' LT |
| 320 | 149+85.00 | 50.00' LT |
| 321 | 149+85.00 | 42.00' LT |
| 327 | 158+09.02 | 39.61' LT |
| 330 | 158+09.44 | 55.00' RT |
| 331 | 155+22.07 | 55.00' RT |
| 334 | 154+72.57 | 55.00' RT |
| 335 | 148+99.72 | 55.00' RT |
| 336 | 148+99.61 | 78.00' RT |
| 337 | 144+89.68 | 78.00' RT |
| 338 | 144+89.49 | 60.00' RT |
| 339 | 134+92.85 | 60.00' RT |
| 340 | 131+69.76 | 56.47' RT |

## R/W COURSE TABLE

| | | |
|---|---|---|
| 301-302 | N 00°05'14" E | 230.77' |
| 302-303 | N 89°50'36" E | 3.54' |
| 303-315 | N 00°05'59" W | 799.92' |
| 315-316 | S 89°44'12" W | 40.73' |
| 316-317 | N 00°15'48" W | 289.62' |
| 317-318 | N 00°15'48" W | 310.38' |
| 318-319 | N 89°44'12" E | 35.00' |
| 319-320 | N 0°15'48" W | 185.00' |
| 320-321 | N 89°44'12" E | 8.00' |
| 321-327 | N 0°05'49" W | 824.02' |
| 330-331 | S 00°15'48" E | 287.36' |
| 331-334 | S 00°15'48" E | 49.50' |
| 334-335 | S 00°15'48" E | 572.86' |
| 335-336 | S 90°00'00" E | 23.00' |
| 336-337 | S 00°15'48" E | 409.93' |
| 337-338 | S 89°07'55" W | 18.00' |
| 338-339 | S 00°15'48" E | 996.65' |
| 339-340 | S 00°32'50" W | 323.48' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 8 | CRAZY ACRES, INC. | FEE/TLE | 0.611 | 0.664 | 1.275 | 0.005 |
| 9 | DANIEL J. BUSSEY AND CONNIE M. BUSSEY | TLE | --- | --- | --- | 0.026 |
| 16 | MARGARETTE L. ERDMAN | FEE/TLE | 0.016 | 0.363 | 0.379 | 0.050 |
| 17 | JAMES R. BUSSEY AND PATRICIA A. BUSSEY REVOCABLE LIVING TRUST DATED OCTOBER 7, 1998 | TLE | --- | --- | --- | 0.090 |
| 18 | SIGNE GRONBECK JOHNSON AND DEAN JOHNSON | TLE | --- | --- | --- | 0.066 |
| 19 | THE WILEMAN LIVING TRUST DATED DECEMBER 2, 1997 | FEE | 1.108 | 1.000 | 2.108 | --- |
| 21 | JAMES A. WILEMAN | FEE | 1.175 | 1.000 | 2.175 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (ELECTRIC)
VOL. 339, PG. 77, DOC. 981999 - PARCEL 21

FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 8 & 16

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

EMCS

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/5/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querdam

3070-00-21-4.03
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotrdc
PLOT DATE : 28-FEB-2013 12:58
PLOT DATE :
FILE NAME : \\Wd31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_3070021\040103_rtp.dgn
APPRAISAL PLAT DATE : 2/5/2013




KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965580
02/28/2013 11:00 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.04
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.04

THAT PART OF LOT 1 OF C.S.M. NO. 2455 AND LOTS 1& 2 OF C.S.M. NO. 2551 LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 10. ALSO PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 10. ALSO THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 14. ALSO THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 2455 AND CSM 2551 AND EXISTING CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CRAIG ROAD ESTABLISHED FROM CSM 2098 AND CSM 5310 AND EXISTING CENTERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE

REFER TO THE TITLE SHEET. RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

## R/W COURSE TABLE

| | | |
|---|---|---|
| 401-402 | N 00°05'49" W | 35.98' |
| 402-403 | S 89°44'12" W | 10.49' |
| 403-405 | N 11°29'18" W | 534.19' |
| 405-406 | N 20°58'58" W | 366.37' |
| 406-407 | N 28°51'06" W | 309.29' |
| 407-408 | N 81°09'33" W | 782.22' |
| 408-409 | N 01°24'26" E | 9.52' |
| 412-416 | S 89°15'07" E | 668.10' |
| 416-417 | N 22°01'17" W | 300.86' |
| 417-418 | N 16°42'20" W | 196.93' |
| 418-419 | N 15°02'11" W | 862.02' |
| 421-422 | S 15°02'11" E | 88.90' |
| 422-423 | S 74°57'49" W | 15.00' |
| 423-424 | S 15°02'11" E | 130.00' |
| 424-425 | S 74°57'49" W | 10.07' |
| 425-430 | S 14°49'11" E | 245.00' |
| 430-431 | N 74°57'49" E | 26.00' |
| 431-432 | S 15°02'11" E | 548.65' |
| 432-433 | S 27°10'50" E | 223.44' |
| 433-434 | SEE CURVE DATA ON SHEET | |
| 434-435 | S 53°42'07" E | 89.34' |
| 435-440 | S 89°15'07" E | 280.45' |
| 440-439 | N 88°39'58" E | 75.57' |
| 442-443 | S 88°39'58" W | 42.64' |
| 443-452 | S 00°05'49" E | 632.70' |
| 443-445 | S 89°42'38" W | 66.00' |
| 445-446 | S 00°05'49" E | 14.86' |
| 447-446 | N 72°35'46" E | 98.56' |
| 446-457 | S 00°05'49" E | 135.72' |
| 447-448 | S 72°35'46" W | 81.31' |
| 450-452 | S 28°51'06" E | 137.20' |
| 452-453 | S 28°51'06" E | 55.83' |
| 453-454 | S 00°15'48" E | 604.78' |
| 448-456 | S 53°42'07" E | 27.93' |
| 455-450 | S 00°05'49" E | 131.84' |
| 450-449 | N 28°51'06" W | 484.46' |
| 449-448 | N 72°35'46" E | 64.24' |
| 456-455 | SEE CURVE DATA ON SHEET | |
| 457-447 | SEE CURVE DATA ON SHEET | |

## EXISTING IRON PIPES

| PT # | Y | X |
|---|---|---|
| IP 343 | 420078.422 | 910033.535 |
| IP 455 | 421462.099 | 909745.638 |
| IP 456 | 421432.764 | 909904.981 |
| IP 457 | 421430.897 | 910066.242 |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |
| 238 | PAETEC/WINDSTREAM | RELEASE OF RIGHTS |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNERS(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 8 | CRAZY ACRES, INC. | FEE/AR/TLE | 1.064 | 1.741 | 2.805 | 0.065 |
| 19 | THE WILEMAN LIVING TRUST DATED DECEMBER 2, 1997 | FEE | 0.400 | 0.496 | 0.896 | --- |
| 24 | DANE COUNTY GROWERS, A WISCONSIN BUSINESS PARTNERSHIP | FEE/AR/TLE | 4.907 | 2.373 | 7.280 | 0.009 |
| 26 | JEFF LEHNHERR | AR/TLE | --- | --- | --- | 0.034 |
| 27 | DAVID L. OPITZ AND TERRY OPITZ | AR/TLE | --- | --- | --- | 0.029 |
| 28 | DICK A. NELSON AND MAUREEN E. NELSON | FEE | 0.417 | 0.701 | 1.118 | --- |
| 29 | DANIEL E. TEETER AND LISA M. TEETER | FEE/TLE | 0.098 | 0.382 | 0.480 | 0.142 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

EMCS

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/27/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/27/13
(PRINTED NAME) Jennifer Querom

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 401 | 158+09.13 | 39.61' LT |
| 402 | 158+45.00 | 39.51' LT |
| 403 | 158+45.00 | 50.00' LT |
| 405 | 164+00.00 | 90.00' LT |
| 406 | 167+85.71 | 80.00' LT |
| 407 | 170+95.00 | 80.00' LT |
| 408 | 91+87.98 "C" | 39.00' RT |
| 409 | 91+87.98 "C" | 25.48' RT |
| 412 | 91+87.98 "C" | 36.53' LT |
| 416 | 173+08.51 | 80.00' LT |
| 417 | 176+00.00 | 80.00' LT |
| 418 | 177+90.70 | 55.00' LT |
| 419 | 186+52.72 | 55.00' LT |
| 421 | 186+18.90 | 65.00' RT |
| 422 | 185+30.00 | 65.00' RT |
| 423 | 185+30.00 | 50.00' RT |
| 424 | 184+00.00 | 50.00' RT |
| 425 | 184+00.00 | 39.93' RT |
| 430 | 181+55.00 | 39.00' RT |
| 431 | 181+55.00 | 65.00' RT |
| 432 | 176+00.00 | 54.95' RT |
| 433 | 173+68.74 | 63.21' RT |
| 434 | 172+65.90 | 100.17' RT |
| 435 | 101+25.30 "C" | 58.40' LT |
| 439 | 104+73.93 "C" | 31.21' LT |
| 440 | 103+98.58 "C" | 30.05' LT |
| 442 | 104+73.93 "C" | 34.80' RT |
| 443 | 104+31.29 "C" | 35.46' RT |
| 445 | 103+64.82 "C" | 35.14' RT |
| 446 | 103+64.52 "C" | 50.00' RT |
| 447 | 102+64.86 "C" | 74.33' RT |
| 448 | 101+80.36 "C" | 89.52' RT |
| 449 | 170+40.00 | 75.00' RT |
| 450 | 165+66.16 | 89.46' RT |
| 452 | 164+38.09 | 111.61' RT |
| 453 | 163+86.96 | 123.42' RT |
| 454 | 158+09.44 | 55.00' RT |
| 455 | 156+79.65 | 141.90' RT |
| 456 | 170+01.90 | 149.70' RT |
| 457 | 168+72.57 | 248.96' RT |

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T404 | 158+09.17 | 50.00' LT |
| T413 | 91+87.98 "C" | 46.53' LT |
| T414 | 94+60.59 "C" | 64.07' LT |
| T415 | 94+60.59 "C" | 53.93' LT |
| T426 | 184+00.00 | 63.00' RT |
| T427 | 183+62.00 | 63.00' RT |
| T428 | 183+62.00 | 50.00' RT |
| T429 | 181+55.00 | 50.00' RT |
| T436 | 101+13.17 "C" | 70.59' LT |
| T437 | 103+84.75 "C" | 40.34' LT |
| T438 | 103+84.75 "C" | 30.33' LT |
| T439 | 185+50.00 | 65.00' RT |
| T440 | 185+50.00 | 115.00' RT |



3070-00-21-4.04
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotchs
PLOT DATE : #DATE#
FILE NAME : #FILE#
APPRAISAL PLAT DATE : 2/27/2013

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 1893, CSM 2455, CSM 13248 AND EXISTING CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM EXISTING CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965205
02/27/2013 11:30 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.05
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.05

THAT PART OF LOT 1 OF C.S.M. NO. 1893 AND PART OF LOT 1 OF C.S.M. 2455 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO BEING PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 10. ALSO PART OF LOT 1 OF C.S.M. NO. 13248 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4. ALSO BEING PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10, ALSO THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, ALL BEING LOCATED IN SECTION 10, T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 8 | CRAZY ACRES, INC., | FEE | 0.388 | 0.414 | 0.802 | --- | --- |
| 28 | DICK A. NELSON AND MAUREEN E. NELSON | FEE | 0.221 | 0.426 | 0.647 | --- | --- |
| 29 | DANIEL E. TEETER AND LISA M. TEETER | FEE/TLE | 0.375 | 0.619 | 0.994 | --- | 0.015 |
| 31 | DUSTIN L. VON ALLMEN | FEE/TLE | 0.070 | 0.100 | 0.170 | --- | 0.026 |
| 32 | RICHARD KLUBERTANZ AND MARY KLUBERTANZ | RDE/TLE | --- | --- | --- | 0.078 | 0.072 |
| 33 | LAND CONTRACT BETWEEN BRENDA L. LEIN, AS VENDOR, AND K AND K EQUIPMENT, A WISCONSIN GENERAL PARTNERSHIP, AS PURCHASER, EXECUTED ON MARCH 18, 2011, AS RECORDED ON APRIL 5, 2011 | FEE/AR/TLE | 1.411 | 1.369 | 2.780 | --- | 0.021 |
| 34 | LEIN ACRES, LLC | FEE/AR | 0.894 | 0.960 | 1.854 | --- | --- |
| 35 | LAND CONTRACT BETWEEN ANN E. GERLICH, AS VENDOR, AND OVER THE VINES, LLC, AS PURCHASER, EXECUTED ON APRIL 24, 2012, AS RECORDED ON MAY 1, 2012 | FEE/TLE | 0.168 | 0.201 | 0.369 | --- | 0.063 |
| 36 | ANN E. GERLICH | FEE/TLE | 0.607 | 0.623 | 1.230 | --- | 0.023 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 31,33 & 34

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 501 | 186+52.72 | 55.00' LT |
| 503 | 192+55.00 | 55.00' LT |
| 504 | 192+55.00 | 40.00' LT |
| 505 | 196+00.00 | 40.00' LT |
| 506 | 196+00.00 | 70.00' LT |
| 508 | 200+36.19 | 70.00' LT |
| 509 | 205+00.00 | 70.00' LT |
| 510 | 206+56.80 | 98.00' LT |
| 511 | 145+54.36 "MG" | 33.41' RT |
| 512 | 143+78.83 "MG" | 33.28' RT |
| 514 | 143+78.83 "MG" | 32.73' LT |
| 515 | 144+43.55 "MG" | 32.68' LT |
| 516 | 144+43.55 "MG" | 50.00 LT |
| 517 | 147+68.00 "MG" | 50.00 LT |
| 518 | 208+98.38 | 62.69' LT |
| 519 | 214+12.29 | 60.03' LT |
| 521 | 213+77.07 | 65.00' RT |
| 522 | 208+50.00 | 65.00' RT |
| 523 | 208+50.00 | 85.00' RT |
| 524 | 204+65.00 | 85.00' RT |
| 525 | 204+65.00 | 50.00' RT |
| 526 | 203+20.00 | 50.00' RT |
| 527 | 203+20.00 | 39.63' RT |
| 529 | 200+05.13 | 40.55' RT |
| 530 | 199+65.00 | 40.67' RT |
| 531 | 199+65.00 | 60.00' RT |
| 532 | 188+25.00 | 60.00' RT |
| 533 | 188+25.00 | 65.00' RT |
| 534 | 186+18.90 | 65.00' RT |
| 535 | 193+27.85 | 40.00' LT |
| 536 | 193+23.27 | 23.47' LT |
| 537 | 195+32.53 | 24.07' LT |
| 538 | 195+36.95 | 40.00' LT |

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T507 | 196+00.00 | 55.00' LT |
| T528 | 202+93.25 | 50.00' RT |
| T535 | 212+45.00 | 65.00' RT |
| T536 | 212+45.00 | 85.00' RT |
| T537 | 210+70.00 | 85.00' RT |
| T538 | 210+70.00 | 65.00' RT |
| T539 | 202+96.14 | 39.70' RT |
| T540 | 186+25.00 | 65.00' RT |
| T541 | 186+25.00 | 115.00' RT |

## R/W COURSE TABLE

| | | |
|---|---|---|
| 508-509 | N 15°02'11" W | 463.81' |
| 509-510 | N 25°09'39" W | 159.28' |
| 510-511 | N 82°16'59" W | 375.24' |
| 511-512 | N 89°41'00" W | 175.53' |
| 514-515 | S 89°41'02" E | 64.72' |
| 515-516 | N 00°16'21" E | 17.32' |
| 516-517 | S 89°43'39" E | 324.45' |
| 517-518 | N 49°40'55" E | 169.51' |
| 518-519 | N 14°44'26" W | 513.91' |
| 521-522 | S 15°02'11" E | 527.07' |
| 522-523 | N 74°57'49" E | 20.00' |
| 523-524 | S 15°02'11" E | 385.00' |
| 524-525 | S 74°57'49" W | 35.00' |
| 525-526 | S 15°02'11" E | 145.00' |
| 526-527 | S 74°57'49" W | 10.37' |
| 527-529 | S 15°12'11" E | 314.87' |
| 529-530 | S 15°12'11" E | 40.13 |
| 530-531 | N 74°57'49" E | 19.33' |
| 531-532 | S 15°02'11" E | 1140.00' |
| 532-533 | N 74°57'49" E | 5.00' |
| 533-534 | S 15°02'11" E | 206.10' |
| 501-503 | N 15°02'11" W | 602.28' |
| 503-504 | N 74°57'49" E | 15.00' |
| 504-535 | N 15°02'11" W | 72.85' |
| 535-536 | S 89°32'48" E | 17.16' |
| 536-537 | N 15°12'11" W | 209.26' |
| 537-538 | N 89°32'48" W | 16.53' |
| 538-505 | N 15°02'11" W | 63.05' |
| 505-506 | S 74°57'49" W | 30.00' |
| 506-508 | N 15°02'11" W | 436.19' |
| 535-538 | N 15°02'11" W | 209.09' |

## EXISTING IRON PIPES

| PT # | Y | X |
|---|---|---|
| IP 540 | 424344.542 | 908805.787 |




SCALE, FEET
0 100 200

EMCS

I, KEVIN C BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/20/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Quercom

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

3070-00-21-4.05
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotnic
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2/20/2013

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 601 | 214+12.29 | 60.03' LT |
| 602 | 220+00.00 | 57.00' LT |
| 603 | 225+00.00 | 56.07' LT |
| 604 | 199+10.39 "AR" | 59.61' RT |
| 605 | 194+70.47 "AR" | 40.00' RT |
| 606 | 194+70.47 "AR" | 32.47' RT |
| 607 | 194+70.47 "AR" | 33.53' LT |
| 613 | 198+00.00 "AR" | 54.17' LT |
| 614 | 229+00.00 | 75.00' LT |
| 615 | 235+00.00 | 75.00' LT |
| 616 | 235+00.00 | 60.00 LT |
| 617 | 240+00.00 | 60.00 LT |
| 618 | 240+00.00 | 40.00' LT |
| 619 | 241+65.60 | 40.00' LT |
| 622 | 241+37.28 | 62.00' RT |
| 623 | 240+64.00 | 62.00' RT |
| 624 | 240+64.00 | 50.00' RT |
| 625 | 235+78.00 | 50.00' RT |
| 626 | 235+78.00 | 40.00' RT |
| 631 | 233+73.00 | 40.00' RT |
| 632 | 233+10.00 | 65.00' RT |
| 633 | 233+10.00 | 85.00' RT |
| 634 | 232+66.00 | 85.00' RT |
| 635 | 232+66.00 | 85.00' RT |
| 636 | 231+45.00 | 65.00' RT |
| 637 | 231+45.00 | 55.00' RT |
| 638 | 229+00.00 | 55.00' RT |
| 639 | 227+89.84 | 88.92' RT |
| 640 | 203+00.00 "AR" | 45.00' LT |
| 641 | 203+00.00 "AR" | 28.01' LT |
| 642 | 203+00.00 "AR" | 21.50' RT |
| 643 | 203+00.00 "AR" | 35.00' RT |
| 644 | 201+67.26 "AR" | 35.00' RT |
| 645 | 226+90.00 | 65.00' RT |
| 646 | 220+25.00 | 65.00' RT |
| 647 | 220+25.00 | 80.00' RT |
| 648 | 219+80.00 | 80.00' RT |
| 649 | 219+80.00 | 65.00' RT |
| 650 | 213+77.07 | 65.00' RT |

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM R/W CSM 12106, CSM 13248 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT OF WAY FOR AARBACK ROAD ESTABLISHED FROM CSM 12106, CSM 11039 AND EXISTING CENTERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965207
02/27/2013 11:30 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.06
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.06

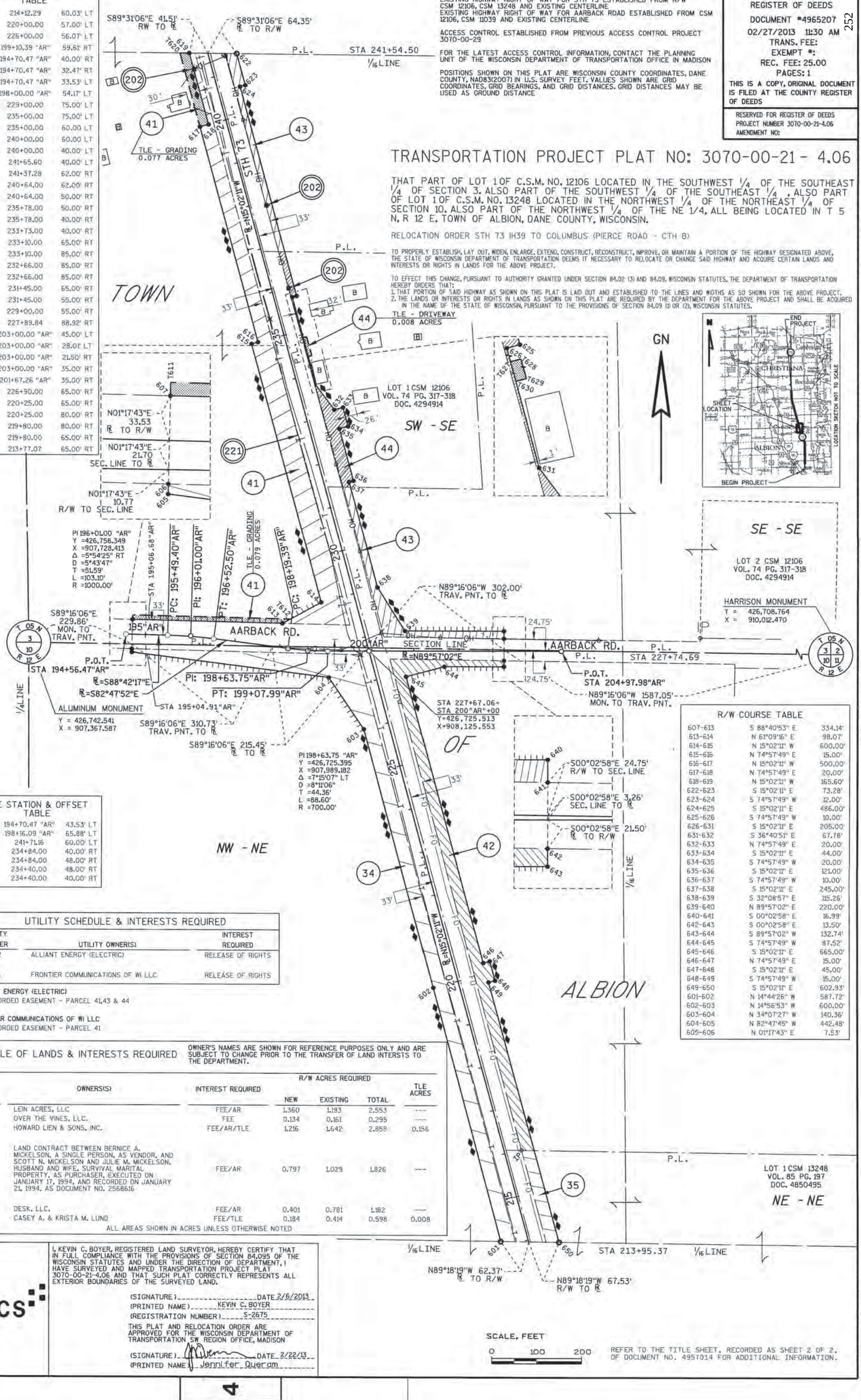
THAT PART OF LOT 1 OF C.S.M. NO. 12106 LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3. ALSO PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 , ALSO PART OF LOT 1 OF C.S.M. NO. 13248 LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10. ALSO PART OF THE NORTHWEST 1/4 OF THE NE 1/4, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.




| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T611 | 194+70.47 "AR" | 43.53' LT |
| T612 | 198+16.09 "AR" | 65.88' LT |
| T620 | 241+71.16 | 60.00' LT |
| T627 | 234+84.00 | 40.00' RT |
| T628 | 234+84.00 | 48.00' RT |
| T629 | 234+40.00 | 48.00' RT |
| T630 | 234+40.00 | 40.00' RT |

| R/W COURSE TABLE | | |
|---|---|---|
| 607-613 | S 88°40'53" E | 334.14' |
| 613-614 | N 61°09'16" E | 98.07' |
| 614-615 | N 15°02'11" W | 600.00' |
| 615-616 | N 74°57'49" E | 15.00' |
| 616-617 | N 15°02'11" W | 500.00' |
| 617-618 | N 74°57'49" E | 20.00' |
| 618-619 | N 15°02'11" W | 169.60' |
| 622-623 | S 15°02'11" E | 73.28' |
| 623-624 | S 74°57'49" W | 12.00' |
| 624-625 | S 15°02'11" E | 486.00' |
| 625-626 | S 74°57'49" W | 10.00' |
| 626-631 | S 15°02'11" E | 205.00' |
| 631-632 | S 36°40'51" E | 67.78' |
| 632-633 | N 74°57'49" E | 20.00' |
| 633-634 | S 15°02'11" E | 44.00' |
| 634-635 | S 74°57'49" W | 20.00' |
| 635-636 | S 15°02'11" E | 121.00' |
| 636-637 | S 74°57'49" W | 10.00' |
| 637-638 | S 15°02'11" E | 245.00' |
| 638-639 | S 32°08'57" E | 115.26' |
| 639-640 | N 89°57'02" E | 220.00' |
| 640-641 | S 00°02'58" E | 16.99' |
| 642-643 | S 00°02'58" E | 13.50' |
| 643-644 | S 89°57'02" W | 132.74' |
| 644-645 | S 74°57'49" W | 87.52' |
| 645-646 | S 15°02'11" E | 665.00' |
| 646-647 | N 74°57'49" E | 15.00' |
| 647-648 | S 15°02'11" E | 45.00' |
| 648-649 | S 74°57'49" W | 15.00' |
| 649-650 | S 15°02'11" E | 602.93' |
| 601-602 | N 14°44'26" W | 587.72' |
| 602-603 | N 14°56'53" W | 600.00' |
| 603-604 | N 34°07'27" W | 140.36' |
| 604-605 | N 82°47'45" W | 442.48' |
| 605-606 | N 01°17'43" E | 7.53' |

| UTILITY SCHEDULE & INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (ELECTRIC)
NO RECORDED EASEMENT - PARCEL 41,43 & 44

FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 41

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 34 | LEIN ACRES, LLC | FEE/AR | 1.360 | 1.193 | 2.553 | --- |
| 35 | OVER THE VINES, LLC. | FEE | 0.134 | 0.161 | 0.295 | --- |
| 41 | HOWARD LIEN & SONS, INC. | FEE/AR/TLE | 1.216 | 1.642 | 2.858 | 0.156 |
| 42 | LAND CONTRACT BETWEEN BERNICE A. MICKELSON, A SINGLE PERSON, AS VENDOR, AND SCOTT N. MICKELSON AND JULIE M. MICKELSON, HUSBAND AND WIFE, SURVIVAL MARITAL PROPERTY, AS PURCHASER, EXECUTED ON JANUARY 17, 1994, AND RECORDED ON JANUARY 21, 1994, AS DOCUMENT NO. 2568616 | FEE/AR | 0.797 | 1.029 | 1.826 | --- |
| 43 | DESK, LLC. | FEE/AR | 0.401 | 0.781 | 1.182 | --- |
| 44 | CASEY A. & KRISTA M. LUND | FEE/TLE | 0.184 | 0.414 | 0.598 | 0.008 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

EMCS

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/6/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querom

SCALE. FEET
0 100 200

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.



3070-00-21-4.06
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : #DATE#
FILE NAME : #FILE#
APPRAISAL PLAT DATE : 2/6/2013

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.07

THAT PART OF LOT 2 OF C.S.M. NO. 9603 AND PART OF LOT 1 OF C.S.M. NO. 2119 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, PART OF LOTS 1 & 2 OF C.S.M. NO. 9603, PART OF LOT 1 OF C.S.M. NO. 8814 LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4. ALSO BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL BEING LOCATED IN SECTION 3, T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 (H39 TO COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 9603, CSM 8814 AND EXISTING CENTERLINE
EXISTING HIGHWAY RIGHT OF WAY FOR THRONSON ROAD ESTABLISHED FROM CSM 9603, CSM 2119 AND EXISTING CENTERLINE

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965212
02/27/2013 11:51 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

253

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.07
AMENDMENT NO:

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 34 | LEIN ACRES, LLC | FEE | 0.549 | 0.726 | 1.275 | --- |
| 41 | HOWARD LIEN & SONS, INC. | FEE | 0.212 | 0.212 | 0.424 | --- |
| 46 | BRAD A. HUDSON & KELLY M. OLSON | FEE/AR/TLE | 0.658 | 0.659 | 1.317 | 0.018 |
| 47 | TIMOTHY L. AND MARY E. THRONSON | FEE | 0.067 | --- | 0.067 | --- |
| 48 | BEN SKEELS | FEE/TLE | 0.058 | 0.317 | 0.375 | 0.009 |
| 49 | ANTHONY P. TROHA | FEE/TLE | 0.074 | 0.200 | 0.274 | 0.117 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (ELECTRIC)
NO RECORDED EASEMENT - PARCEL 47

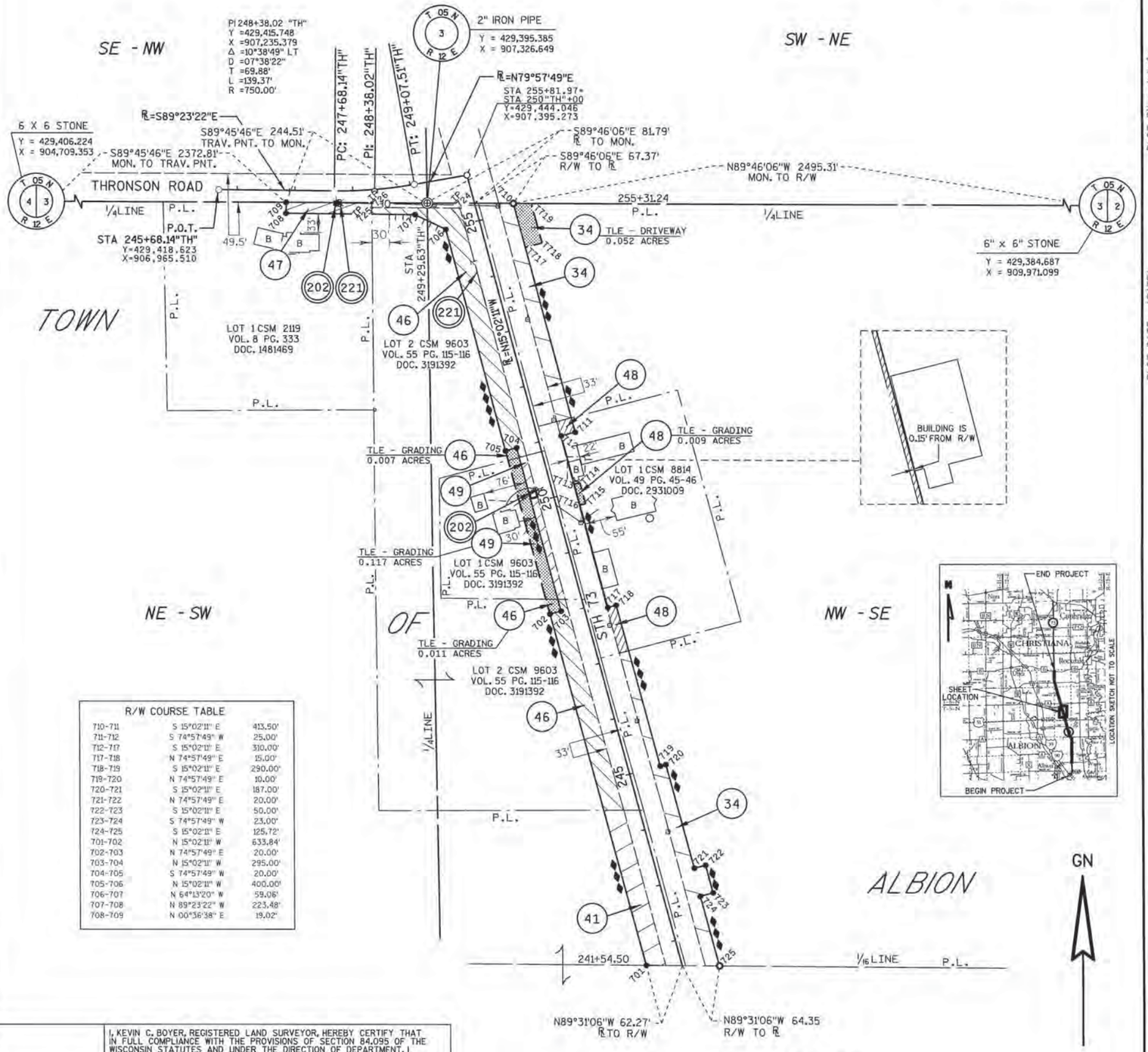
FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 46

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T713 | 250+13.00 | 40.00' RT |
| T714 | 250+13.00 | 50.00' RT |
| T715 | 249+75.00 | 50.00' RT |
| T716 | 249+75.00 | 40.00' RT |
| T717 | 254+34.00 | 65.00' RT |
| T718 | 254+34.00 | 95.00' RT |
| T719 | 255+05.31 | 95.00' RT |

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 701 | 241+71.16 | 60.00' LT |
| 702 | 248+05.00 | 60.00' LT |
| 703 | 248+05.00 | 40.00' LT |
| 704 | 251+00.00 | 40.00' LT |
| 705 | 251+00.00 | 60.00' LT |
| 706 | 255+00.00 | 60.00' LT |
| 707 | 249+00.00 "TH" | 52.37' RT |
| 708 | 246+85.00 "TH" | 40.00' RT |
| 709 | 246+85.00 "TH" | 20.98' RT |
| 710 | 255+13.50 | 65.00' RT |
| 711 | 251+00.00 | 65.00' RT |
| 712 | 251+00.00 | 40.00' RT |
| 717 | 247+90.00 | 40.00' RT |
| 718 | 247+90.00 | 55.00' RT |
| 719 | 245+00.00 | 55.00' RT |
| 720 | 245+00.00 | 65.00' RT |
| 721 | 243+13.00 | 65.00' RT |
| 722 | 243+13.00 | 85.00' RT |
| 723 | 242+63.00 | 85.00' RT |
| 724 | 242+63.00 | 62.00' RT |
| 725 | 241+37.28 | 62.00' RT |




## R/W COURSE TABLE

| | | |
|---|---|---|
| 710-711 | S 15°02'11" E | 413.50' |
| 711-712 | S 74°57'49" W | 25.00' |
| 712-717 | S 15°02'11" E | 310.00' |
| 717-718 | N 74°57'49" E | 15.00' |
| 718-719 | S 15°02'11" E | 290.00' |
| 719-720 | N 74°57'49" E | 10.00' |
| 720-721 | S 15°02'11" E | 187.00' |
| 721-722 | N 74°57'49" E | 20.00' |
| 722-723 | S 15°02'11" E | 50.00' |
| 723-724 | S 74°57'49" W | 23.00' |
| 724-725 | S 15°02'11" E | 125.72' |
| 701-702 | N 15°02'11" W | 633.84' |
| 702-703 | N 74°57'49" E | 20.00' |
| 703-704 | N 15°02'11" W | 295.00' |
| 704-705 | S 74°57'49" W | 20.00' |
| 705-706 | N 15°02'11" W | 400.00' |
| 706-707 | N 64°13'20" W | 59.06' |
| 707-708 | N 89°23'22" W | 223.48' |
| 708-709 | N 00°36'38" E | 19.02' |

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 2/20/2013
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

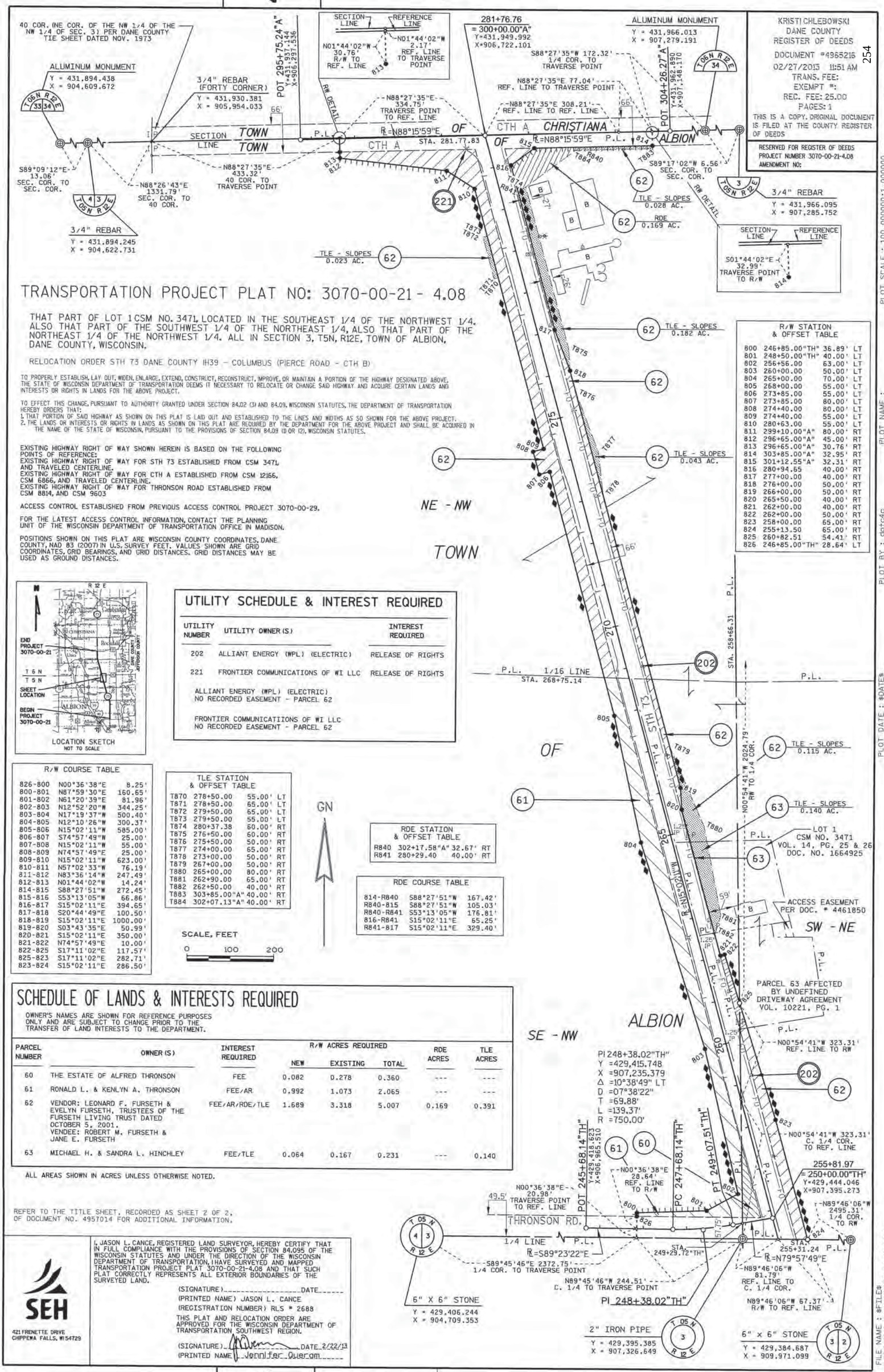
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE, MADISON

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querom

EMCS

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

3070-00-21-4.07
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dstc4o
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2/20/2013




# TRANSPORTATION PROJECT PLAT NO: 3070-00-21- 4.08

THAT PART OF LOT 1 CSM NO. 3471, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 3, T5N, R12E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 – COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 3471, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH A ESTABLISHED FROM CSM 12166, CSM 6866, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR THRONSON ROAD ESTABLISHED FROM CSM 8814, AND CSM 9603

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



LOCATION SKETCH
NOT TO SCALE

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |
| | ALLIANT ENERGY (WPL) (ELECTRIC) NO RECORDED EASEMENT - PARCEL 62 | |
| | FRONTIER COMMUNICATIIONS OF WI LLC NO RECORDED EASEMENT - PARCEL 62 | |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 800 | 246+85.00"TH" | 36.89' LT |
| 801 | 248+50.00"TH" | 40.00' LT |
| 802 | 256+56.00 | 63.00' LT |
| 803 | 260+00.00 | 50.00' LT |
| 804 | 265+00.00 | 70.00' LT |
| 805 | 268+00.00 | 55.00' LT |
| 806 | 273+85.00 | 55.00' LT |
| 807 | 273+85.00 | 80.00' LT |
| 808 | 274+40.00 | 80.00' LT |
| 809 | 274+40.00 | 55.00' LT |
| 810 | 280+63.00 | 55.00' LT |
| 811 | 299+10.00"A" | 80.00' RT |
| 812 | 296+65.00"A" | 45.00' RT |
| 813 | 296+65.00"A" | 30.76' RT |
| 814 | 303+85.00"A" | 32.95' RT |
| 815 | 301+12.55"A" | 32.31' RT |
| 816 | 280+94.65 | 40.00' RT |
| 817 | 277+00.00 | 40.00' RT |
| 818 | 276+00.00 | 50.00' RT |
| 819 | 266+00.00 | 50.00' RT |
| 820 | 265+50.00 | 40.00' RT |
| 821 | 262+00.00 | 40.00' RT |
| 822 | 262+00.00 | 50.00' RT |
| 823 | 258+00.00 | 65.00' RT |
| 824 | 255+13.50 | 65.00' RT |
| 825 | 260+82.51 | 54.41' RT |
| 826 | 246+85.00"TH" | 28.64' LT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 826-800 | N00°36'38"E | 8.25' |
| 800-801 | N87°59'30"E | 160.65' |
| 801-802 | N61°20'39"E | 81.96' |
| 802-803 | N12°52'20"W | 344.25' |
| 803-804 | N17°19'37"W | 500.40' |
| 804-805 | N12°10'26"W | 300.37' |
| 805-806 | N15°02'11"W | 585.00' |
| 806-807 | S74°57'49"W | 25.00' |
| 807-808 | N15°02'11"W | 55.00' |
| 808-809 | N74°57'49"E | 25.00' |
| 809-810 | N15°02'11"W | 623.00' |
| 810-811 | N57°02'33"W | 76.19' |
| 811-812 | N83°36'14"W | 247.49' |
| 812-813 | N01°44'02"W | 14.24' |
| 814-815 | S88°27'51"W | 272.45' |
| 815-816 | S53°13'05"W | 66.86' |
| 816-817 | S15°02'11"E | 394.65' |
| 817-818 | S20°44'49"E | 100.50' |
| 818-819 | S15°02'11"E | 1000.00' |
| 819-820 | S03°43'35"E | 50.99' |
| 820-821 | S15°02'11"E | 350.00' |
| 821-822 | N74°57'49"E | 10.00' |
| 822-825 | S17°11'02"E | 117.57' |
| 825-823 | S17°11'02"E | 282.71' |
| 823-824 | S15°02'11"E | 286.50' |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T870 | 278+50.00 | 55.00' LT |
| T871 | 278+50.00 | 65.00' LT |
| T872 | 279+50.00 | 65.00' LT |
| T873 | 279+50.00 | 55.00' LT |
| T874 | 280+37.38 | 60.00' RT |
| T875 | 276+50.00 | 60.00' RT |
| T876 | 275+50.00 | 50.00' RT |
| T877 | 274+00.00 | 65.00' RT |
| T878 | 273+00.00 | 50.00' RT |
| T879 | 267+00.00 | 50.00' RT |
| T880 | 265+00.00 | 80.00' RT |
| T881 | 262+90.00 | 65.00' RT |
| T882 | 262+50.00 | 40.00' RT |
| T883 | 303+85.00"A" | 40.00' RT |
| T884 | 302+07.13"A" | 40.00' RT |

### RDE STATION & OFFSET TABLE

| | | |
|---|---|---|
| R840 | 302+17.58"A" | 32.67' RT |
| R841 | 280+29.40 | 40.00' RT |

### RDE COURSE TABLE

| | | |
|---|---|---|
| 814-R840 | S88°27'51"W | 167.42' |
| R840-815 | S88°27'51"W | 105.03' |
| R840-R841 | S53°13'05"W | 176.81' |
| 816-R841 | S15°02'11"E | 65.25' |
| R841-817 | S15°02'11"E | 329.40' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 60 | THE ESTATE OF ALFRED THRONSON | FEE | 0.082 | 0.278 | 0.360 | --- | --- |
| 61 | RONALD L. & KENLYN A. THRONSON | FEE/AR | 0.992 | 1.073 | 2.065 | --- | --- |
| 62 | VENDOR: LEONARD F. FURSETH & EVELYN FURSETH, TRUSTEES OF THE FURSETH LIVING TRUST DATED OCTOBER 5, 2001. VENDEE: ROBERT M. FURSETH & JANE E. FURSETH | FEE/AR/RDE/TLE | 1.689 | 3.318 | 5.007 | 0.169 | 0.391 |
| 63 | MICHAEL H. & SANDRA L. HINCHLEY | FEE/TLE | 0.064 | 0.167 | 0.231 | --- | 0.140 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

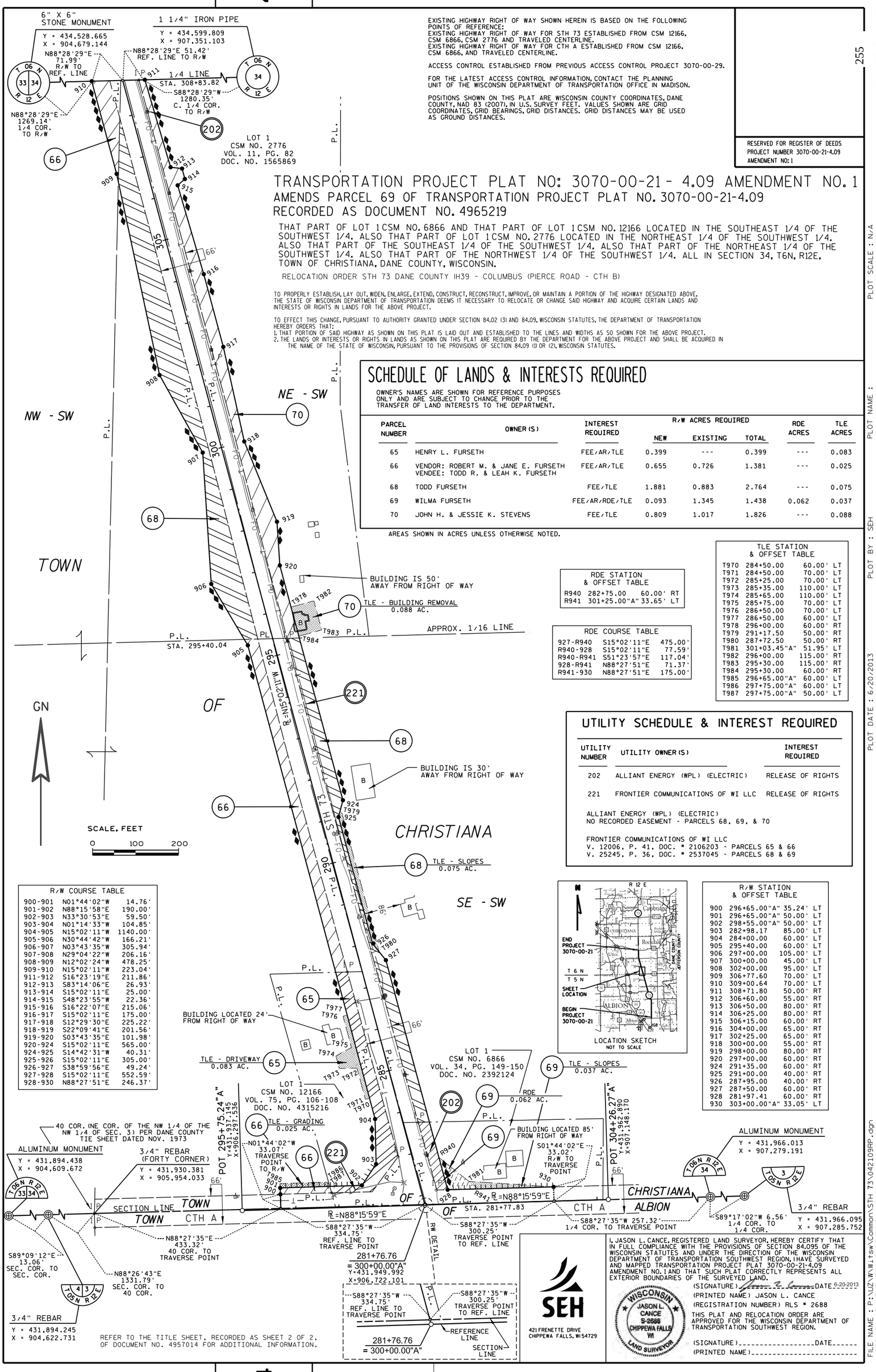
(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Overgom



PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013




EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 12166, CSM 6866, CSM 2776 AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH A ESTABLISHED FROM CSM 12166, CSM 6866, AND TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

255

3070-00-21- 4.09

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.09
AMENDMENT NO: 1

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.09 AMENDMENT NO. 1

## AMENDS PARCEL 69 OF TRANSPORTATION PROJECT PLAT NO. 3070-00-21-4.09 RECORDED AS DOCUMENT NO. 4965219

THAT PART OF LOT 1 CSM NO. 6866 AND THAT PART OF LOT 1 CSM NO. 12166 LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF LOT 1 CSM NO. 2776 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 34, T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 65 | HENRY L. FURSETH | FEE/AR/TLE | 0.399 | --- | 0.399 | --- | 0.083 |
| 66 | VENDOR: ROBERT M. & JANE E. FURSETH VENDEE: TODD R. & LEAH K. FURSETH | FEE/AR/TLE | 0.655 | 0.726 | 1.381 | --- | 0.025 |
| 68 | TODD FURSETH | FEE/TLE | 1.881 | 0.883 | 2.764 | --- | 0.075 |
| 69 | WILMA FURSETH | FEE/AR/RDE/TLE | 0.093 | 1.345 | 1.438 | 0.062 | 0.037 |
| 70 | JOHN H. & JESSIE K. STEVENS | FEE/TLE | 0.809 | 1.017 | 1.826 | --- | 0.088 |

AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

### RDE STATION & OFFSET TABLE

| | | |
|---|---|---|
| R940 | 282+75.00 | 60.00' RT |
| R941 | 301+25.00"A" | 33.65' LT |

### RDE COURSE TABLE

| | | |
|---|---|---|
| 927-R940 | S15°02'11"E | 475.00' |
| R940-928 | S15°02'11"E | 77.59' |
| R940-R941 | S51°23'57"E | 117.04' |
| 928-R941 | N88°27'51"E | 71.37' |
| R941-930 | N88°27'51"E | 175.00' |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T970 | 284+50.00 | 60.00' LT |
| T971 | 284+50.00 | 70.00' LT |
| T972 | 285+25.00 | 70.00' LT |
| T973 | 285+35.00 | 110.00' LT |
| T974 | 285+65.00 | 110.00' LT |
| T975 | 285+75.00 | 70.00' LT |
| T976 | 286+50.00 | 70.00' LT |
| T977 | 286+50.00 | 60.00' LT |
| T978 | 296+00.00 | 60.00' RT |
| T979 | 291+17.50 | 50.00' RT |
| T980 | 287+72.50 | 50.00' RT |
| T981 | 301+03.45"A" | 51.95' LT |
| T982 | 296+00.00 | 115.00' RT |
| T983 | 295+30.00 | 115.00' RT |
| T984 | 295+30.00 | 60.00' RT |
| T985 | 296+65.00"A" | 60.00' LT |
| T986 | 297+75.00"A" | 60.00' LT |
| T987 | 297+75.00"A" | 50.00' LT |

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 68, 69, & 70

FRONTIER COMMUNICATIONS OF WI LLC
V. 12006, P. 41, DOC. # 2106203 - PARCELS 65 & 66
V. 25245, P. 36, DOC. # 2537045 - PARCELS 68 & 69

### R/W COURSE TABLE

| | | |
|---|---|---|
| 900-901 | N01°44'02"W | 14.76' |
| 901-902 | N88°15'58"E | 190.00' |
| 902-903 | N33°30'53"E | 59.50' |
| 903-904 | N01°14'33"W | 104.85' |
| 904-905 | N15°02'11"W | 1140.00' |
| 905-906 | N30°44'42"W | 166.21' |
| 906-907 | N03°43'35"W | 305.94' |
| 907-908 | N29°04'22"W | 206.16' |
| 908-909 | N12°02'24"W | 478.25' |
| 909-910 | N15°02'11"W | 223.04' |
| 911-912 | S16°23'19"E | 211.86' |
| 912-913 | S83°14'06"E | 26.93' |
| 913-914 | S15°02'11"E | 25.00' |
| 914-915 | S48°23'55"W | 22.36' |
| 915-916 | S16°22'07"E | 215.06' |
| 916-917 | S15°02'11"E | 175.00' |
| 917-918 | S12°29'30"E | 225.22' |
| 918-919 | S22°09'41"E | 201.56' |
| 919-920 | S03°43'35"E | 101.98' |
| 920-924 | S15°02'11"E | 565.00' |
| 924-925 | S14°42'31"W | 40.31' |
| 925-926 | S15°02'11"E | 305.00' |
| 926-927 | S38°59'56"E | 49.24' |
| 927-928 | S15°02'11"E | 552.59' |
| 928-930 | N88°27'51"E | 246.37' |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 900 | 296+65.00"A" | 35.24' LT |
| 901 | 296+65.00"A" | 50.00' LT |
| 902 | 298+55.00"A" | 50.00' LT |
| 903 | 282+98.17 | 85.00' LT |
| 904 | 284+00.00 | 50.00' LT |
| 905 | 295+40.00 | 60.00' LT |
| 906 | 297+00.00 | 105.00' LT |
| 907 | 300+00.00 | 45.00' LT |
| 908 | 302+00.00 | 95.00' LT |
| 909 | 306+77.60 | 70.00' LT |
| 910 | 309+00.64 | 70.00' LT |
| 911 | 308+71.80 | 50.00' RT |
| 912 | 306+60.00 | 55.00' RT |
| 913 | 306+50.00 | 80.00' RT |
| 914 | 306+25.00 | 80.00' RT |
| 915 | 306+15.00 | 60.00' RT |
| 916 | 304+00.00 | 65.00' RT |
| 917 | 302+25.00 | 65.00' RT |
| 918 | 300+00.00 | 55.00' RT |
| 919 | 298+00.00 | 80.00' RT |
| 920 | 297+00.00 | 60.00' RT |
| 924 | 291+35.00 | 60.00' RT |
| 925 | 291+00.00 | 40.00' RT |
| 926 | 287+95.00 | 40.00' RT |
| 927 | 287+50.00 | 60.00' RT |
| 928 | 281+97.41 | 60.00' RT |
| 930 | 303+00.00"A" | 33.05' LT |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.09 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 6-20-2013
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) _____

PLOT SCALE : N/A
PLOT NAME :
PLOT BY : SEH
PLOT DATE : 6/20/2013
FILE NAME : P:\UZ\WV\Wi fsw\Common\STH 73\042109RP.dgn
APPRAISAL PLAT DATE : 6-20-2013

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.09

THAT PART OF LOT 1 CSM NO. 6866 AND THAT PART OF LOT 1 CSM NO. 12166 LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF LOT 1 CSM NO. 2776 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 34, T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965219
02/27/2013 12:03 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY. ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.09
AMENDMENT NO:

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 12166, CSM 6866, CSM 2776 AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH A ESTABLISHED FROM CSM 12166, CSM 6866, AND TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 65 | HENRY L. FURSETH | FEE/AR/TLE | 0.399 | --- | 0.399 | --- | 0.083 |
| 66 | VENDOR: ROBERT M. & JANE E. FURSETH<br>VENDEE: TODD R. & LEAH K. FURSETH | FEE/AR/TLE | 0.655 | 0.726 | 1.381 | --- | 0.025 |
| 68 | TODD FURSETH | FEE/TLE | 1.881 | 0.883 | 2.764 | --- | 0.075 |
| 69 | WILMA FURSETH | FEE/AR/RDE/TLE | 0.093 | 1.345 | 1.438 | 0.103 | 0.030 |
| 70 | JOHN H. & JESSIE K. STEVENS | FEE/TLE | 0.809 | 1.017 | 1.826 | --- | 0.088 |

AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T970 | 284+50.00 | 60.00' LT |
| T971 | 284+50.00 | 70.00' LT |
| T972 | 285+25.00 | 70.00' LT |
| T973 | 285+35.00 | 110.00' LT |
| T974 | 285+65.00 | 110.00' LT |
| T975 | 285+75.00 | 70.00' LT |
| T976 | 285+50.00 | 70.00' LT |
| T977 | 286+50.00 | 60.00' LT |
| T978 | 296+00.00 | 60.00' RT |
| T979 | 291+17.50 | 50.00' RT |
| T980 | 287+72.50 | 50.00' RT |
| T981 | 301+23.69"A" | 50.00' LT |
| T982 | 296+00.00 | 115.00' RT |
| T983 | 295+30.00 | 115.00' RT |
| T984 | 295+30.00 | 60.00' RT |
| T985 | 296+65.00"A" | 60.00' LT |
| T986 | 297+75.00"A" | 60.00' LT |
| T987 | 297+75.00"A" | 50.00' LT |

### RDE STATION & OFFSET TABLE

| | | |
|---|---|---|
| R940 | 283+01.55 | 60.00' RT |
| R941 | 301+41.78"A" | 33.59' LT |

### RDE COURSE TABLE

| | | |
|---|---|---|
| 927-R940 | S15°02'11"E | 448.45' |
| R940-928 | N15°02'11"E | 104.14' |
| R940-R941 | S49°32'04"E | 151.33' |
| 928-R941 | N88°27'51"E | 88.15' |
| R941-930 | N88°27'51"E | 158.22' |

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 68, 69, & 70

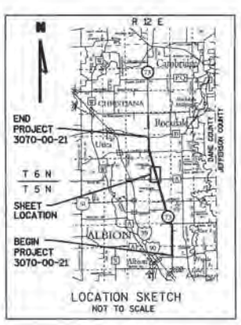
FRONTIER COMMUNICATIONS OF WI LLC
V. 12006, P. 41, DOC. # 2106203 - PARCELS 65 & 66
V. 25245, P. 36, DOC. # 2537045 - PARCELS 68 & 69

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 900 | 296+65.00"A" | 35.24' LT |
| 901 | 296+65.00"A" | 50.00' LT |
| 902 | 298+55.00"A" | 50.00' LT |
| 903 | 282+98.17 | 85.00' LT |
| 904 | 284+00.00 | 60.00' LT |
| 905 | 295+40.00 | 60.00' LT |
| 906 | 297+00.00 | 105.00' LT |
| 907 | 300+00.00 | 45.00' LT |
| 908 | 302+00.00 | 95.00' LT |
| 909 | 306+77.60 | 70.00' LT |
| 910 | 309+00.64 | 70.00' LT |
| 911 | 308+71.80 | 50.00' RT |
| 912 | 306+60.00 | 55.00' RT |
| 913 | 306+50.00 | 80.00' RT |
| 914 | 306+25.00 | 80.00' RT |
| 915 | 306+15.00 | 60.00' RT |
| 916 | 304+00.00 | 65.00' RT |
| 917 | 302+25.00 | 65.00' RT |
| 918 | 300+00.00 | 55.00' RT |
| 919 | 298+00.00 | 80.00' RT |
| 920 | 297+00.00 | 60.00' RT |
| 924 | 291+35.00 | 60.00' RT |
| 925 | 291+00.00 | 40.00' RT |
| 926 | 287+95.00 | 40.00' RT |
| 927 | 287+50.00 | 60.00' RT |
| 928 | 281+97.41 | 60.00' RT |
| 930 | 303+00.00"A" | 33.05' LT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 900-901 | N01°44'02"W | 14.76' |
| 901-902 | N88°15'58"E | 190.00' |
| 902-903 | N33°30'53"E | 59.50' |
| 903-904 | N01°14'33"W | 104.85' |
| 904-905 | N15°02'11"W | 1140.00' |
| 905-906 | N30°44'42"W | 166.21' |
| 906-907 | N03°43'35"W | 305.94' |
| 907-908 | N29°04'22"W | 206.16' |
| 908-909 | N12°02'24"W | 478.25' |
| 909-910 | N15°02'11"W | 223.04' |
| 911-912 | S16°23'19"E | 211.86' |
| 912-913 | S83°14'06"E | 26.93' |
| 913-914 | S15°02'11"E | 25.00' |
| 914-915 | S48°23'55"W | 22.36' |
| 915-916 | S16°22'07"E | 215.06' |
| 916-917 | S15°02'11"E | 175.00' |
| 917-918 | S12°29'30"E | 225.22' |
| 918-919 | S22°09'41"E | 201.56' |
| 919-920 | S03°43'35"E | 101.98' |
| 920-924 | S15°02'11"E | 565.00' |
| 924-925 | S14°42'31"W | 40.31' |
| 925-926 | S15°02'11"E | 305.00' |
| 926-927 | S38°59'56"E | 49.24' |
| 927-928 | S15°02'11"E | 552.59' |
| 928-930 | N88°27'51"E | 246.37' |






REFER TO THE TITLE SHEET. RECORDED AS SHEET 2 OF 2. OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS * 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querqm



3070-00-21- 4.09
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : #DATE#
FILE NAME : #TILE#
APPRAISAL PLAT DATE : 2-19-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965220
02/27/2013 12:06 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.10
AMENDMENT NO:

257

3070-00-21- 4.10

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.10

THAT PART OF LOT 1 CSM NO. 10749, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 34, T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 – COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

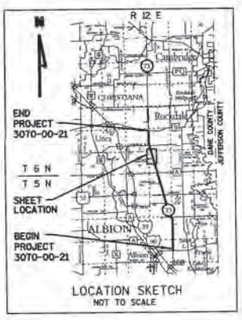
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 10749 AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR TOBACCO ROAD ESTABLISHED FROM QUIT CLAIM DEED VOL. 404, PG. 265, DOCUMENT #633800.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



LOCATION SKETCH
NOT TO SCALE

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |
| 238 | PAETEC / WINDSTREAM | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 76, 77, 78,& 79

FRONTIER COMMUNICATIONS OF WI LLC
V. 1683, P. 51, DOC. # 1658122 - PARCEL 76
NO RECORDED EASEMENT - PARCELS 34 & 77

PAETEC / WINDSTREAM
NO RECORDED EASEMENT - PARCEL 78

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1000 | 309+00.64 | 70.00' LT |
| 1001 | 315+20.00 | 55.00' LT |
| 1002 | 347+40.00"T" | 30.00' RT |
| 1003 | 347+40.00"T" | 15.81' RT |
| 1004 | 347+40.00"T" | 33.69' LT |
| 1005 | 316+58.00 | 70.00' LT |
| 1006 | 318+50.00 | 80.00' LT |
| 1007 | 322+35.00 | 50.00' LT |
| 1008 | 323+43.00 | 80.00' LT |
| 1009 | 329+00.00 | 58.00' LT |
| 1010 | 336+15.82 | 75.00' LT |
| 1011 | 335+85.46 | 50.00' RT |
| 1012 | 333+50.00 | 50.00' RT |
| 1013 | 332+50.00 | 65.00' RT |
| 1014 | 331+00.00 | 55.00' RT |
| 1015 | 325+00.00 | 55.00' RT |
| 1016 | 324+50.00 | 40.00' RT |
| 1017 | 322+00.00 | 40.00' RT |
| 1021 | 321+50.00 | 55.00' RT |
| 1022 | 315+00.00 | 55.00' RT |
| 1023 | 315+00.00 | 50.00' RT |
| 1024 | 310+00.00 | 50.00' RT |
| 1025 | 309+95.00 | 92.00' RT |
| 1026 | 309+50.00 | 92.00' RT |
| 1027 | 309+45.00 | 50.00' RT |
| 1028 | 308+71.80 | 50.00' RT |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T1071 | 335+75.00 | 75.00' RT |
| T1072 | 335+45.00 | 75.00' RT |
| T1073 | 335+45.00 | 50.00' RT |
| T1074 | 324+00.00 | 50.00' RT |
| T1075 | 323+00.00 | 50.00' RT |
| T1076 | 321+50.00 | 90.00' RT |
| T1077 | 320+00.00 | 90.00' RT |
| T1078 | 319+00.00 | 65.00' RT |
| T1079 | 316+50.00 | 80.00' RT |
| T1080 | 314+95.00 | 140.00' RT |
| T1081 | 314+50.00 | 140.00' RT |
| T1082 | 314+50.00 | 70.00' RT |
| T1083 | 313+00.00 | 70.00' RT |
| T1084 | 309+99.40 | 55.00' RT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 1000-1001 | N13°38'57"W | 619.54' |
| 1001-1002 | N86°00'46"W | 220.45' |
| 1002-1003 | N01°30'02"W | 14.19' |
| 1004-1005 | N73°36'32"E | 178.55' |
| 1005-1006 | N18°01'04"W | 192.26' |
| 1006-1007 | N10°34'51"W | 386.17' |
| 1007-1008 | N30°33'38"W | 112.09' |
| 1008-1009 | N12°46'28"W | 557.43' |
| 1009-1010 | N16°23'49"W | 716.02' |
| 1011-1012 | S15°02'11"E | 235.46' |
| 1012-1013 | S23°34'02"E | 101.12' |
| 1013-1014 | S11°13'20"E | 150.33' |
| 1014-1015 | S15°02'11"E | 600.00' |
| 1015-1016 | S01°39'46"W | 52.20' |
| 1016-1017 | S15°02'11"E | 250.00' |
| 1017-1021 | S31°44'08"E | 52.20' |
| 1021-1022 | S15°02'11"E | 650.00' |
| 1022-1023 | S74°57'49"W | 5.00' |
| 1023-1024 | S15°02'11"E | 500.00' |
| 1024-1025 | N81°45'09"E | 42.30' |
| 1025-1026 | S15°02'11"E | 45.00' |
| 1026-1027 | S68°10'29"W | 42.30' |
| 1027-1028 | S15°02'11"E | 73.20' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 34 | LEIN ACRES, LLC. | FEE/AR | 2.418 | 2.016 | 4.434 | --- |
| 75 | DAVID G. GUNNULSON | FEE | 0.010 | 0.025 | 0.035 | --- |
| 76 | THOMAS W. WATSON & CHRISTINA E. WATSON | FEE/TLE | 0.534 | 1.003 | 1.537 | 0.631 |
| 77 | HELEN M. OESTREICH, LIFE ESTATE | FEE/TLE | 0.021 | 0.158 | 0.179 | 0.065 |
| 78 | LEIN ACRES, LLC. | FEE/TLE | 0.484 | 0.819 | 1.303 | 0.011 |
| 79 | STEVEN E. KRIEDEMAN & JULIE KRIEDEMAN | FEE/TLE | 0.024 | 0.052 | 0.076 | 0.020 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS * 2688

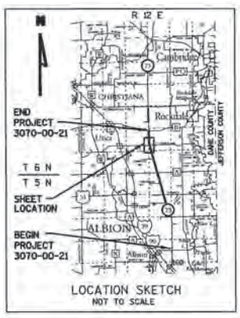
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Dvorson

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.



PLOT SCALE : 100.001191:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013




LOCATION SKETCH
NOT TO SCALE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965222
02/27/2013 12:10 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.11
AMENDMENT NO:

3070-00-21- 4.11

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotc4c

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 1100 | 336+15.82 | 75.00' LT |
| 1101 | 338+00.00 | 75.00' LT |
| 1102 | 341+50.00 | 60.00' LT |
| 1103 | 342+00.00 | 40.00' LT |
| 1104 | 345+00.00 | 40.00' LT |
| 1105 | 345+00.00 | 60.00' LT |
| 1106 | 348+50.00 | 60.00' LT |
| 1107 | 395+45.00"CH" | 44.00' RT |
| 1108 | 395+45.00"CH" | 32.88' RT |
| 1109 | 395+45.00"CH" | 33.12' LT |
| 1110 | 350+08.50 | 80.00' LT |
| 1111 | 351+97.90 | 80.00' LT |
| 1112 | 355+00.00 | 55.00' LT |
| 1113 | 357+08.43 | 60.00' LT |
| 1114 | 359+00.00 | 100.00' LT |
| 1115 | 361+00.00 | 70.00' LT |
| 1116 | 362+79.78 | 70.00' LT |
| 1117 | 362+82.23 | 70.00' RT |
| 1118 | 362+63.00 | 70.00' RT |
| 1119 | 362+58.00 | 88.00' LT |
| 1120 | 362+28.00 | 88.00' RT |
| 1121 | 362+23.00 | 69.00' RT |
| 1122 | 354+50.00 | 55.00' RT |
| 1123 | 351+85.00 | 55.00' RT |
| 1124 | 351+80.00 | 80.00' RT |
| 1125 | 351+45.00 | 80.00' RT |
| 1126 | 351+40.00 | 55.00' RT |
| 1127 | 349+80.00 | 60.00' RT |
| 1128 | 400+91.00"CH" | 47.00' LT |
| 1129 | 404+60.00"CH" | 47.00' LT |
| 1130 | 404+60.00"CH" | 32.79' LT |
| 1131 | 404+60.00"CH" | 33.21' RT |
| 1132 | 401+55.00"CH" | 43.00' RT |
| 1133 | 348+21.00 | 70.00' RT |
| 1134 | 346+55.00 | 64.00' RT |
| 1135 | 343+25.00 | 50.00' RT |
| 1136 | 341+00.00 | 65.00' RT |
| 1137 | 335+85.46 | 50.00' RT |
| 1138 | 397+94.44"CH" | 67.02' RT |
| 1139 | 397+98.76"CH" | 57.33' LT |
| 1140 | 356+43.31 | 56.03' LT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T1170 | 342+50.00 | 50.00' LT |
| T1171 | 344+00.00 | 50.00' LT |
| T1172 | 345+00.00 | 70.00' LT |
| T1173 | 346+00.00 | 70.00' LT |
| T1174 | 346+00.00 | 60.00' LT |
| T1175 | 353+30.00 | 63.19' LT |
| T1176 | 353+30.00 | 85.00' LT |
| T1177 | 353+70.00 | 85.00' LT |
| T1178 | 353+70.00 | 59.91' LT |

| R/W COURSE TABLE | | |
|---|---|---|
| 1100-1101 | N15°02'11"W | 184.18' |
| 1101-1102 | N12°34'57"W | 350.32' |
| 1102-1103 | N06°45'54"E | 53.85' |
| 1103-1104 | N15°02'11"W | 300.00' |
| 1104-1105 | S74°57'49"W | 20.00' |
| 1105-1106 | N15°02'11"W | 350.00' |
| 1106-1138 | N86°03'25"W | 164.53' |
| 1138 1107 | N86°03'25"W | 250.50' |
| 1107-1108 | N01°19'43"W | 11.12' |
| 1109-1139 | N83°13'17"E | 254.91' |
| 1139 1110 | N83°13'17"E | 102.99' |
| 1110-1111 | N15°02'11"W | 189.41' |
| 1111-1112 | N06°08'27"W | 312.99' |
| 1112-1140 | N04°43'52"W | 147.26' |
| 1140 1113 | N04°43'52"W | 67.12' |
| 1113-1114 | N12°12'18"W | 195.70' |
| 1114-1115 | N08°07'11"E | 202.24' |
| 1115-1116 | N00°24'39"W | 179.78' |
| 1117-1118 | S00°24'39"E | 19.23' |
| 1118-1119 | S74°53'13"E | 18.68' |
| 1119-1120 | S00°24'39"E | 30.00' |
| 1120-1121 | S74°50'44"W | 19.65' |
| 1121-1122 | S00°34'36"E | 765.20' |
| 1122-1123 | S11°36'22"E | 257.88' |
| 1123-1124 | N86°16'25"E | 25.50' |
| 1124-1125 | S15°02'11"E | 35.00' |
| 1125-1126 | S63°39'13"W | 25.50' |
| 1126-1127 | S16°49'35"E | 160.08' |
| 1127-1128 | S62°43'27"E | 53.48' |
| 1128-1129 | N88°40'17"E | 369.00' |
| 1129-1130 | S01°19'43"E | 14.21' |
| 1131-1132 | S86°49'59"W | 305.16' |
| 1132-1133 | S58°48'14"W | 73.29' |
| 1133-1134 | S12°57'59"E | 166.11' |
| 1134-1135 | S12°36'26"E | 330.30' |
| 1135-1136 | S18°51'02"E | 225.50' |
| 1136-1137 | S13°22'00"E | 514.76' |

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21- 4.11

THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 27. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALL IN SECTION 28. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY (H39 - COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR E. CHURCH ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCEL 82

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 560, DOC. #1399150 - PARCEL 82
NO RECORDED EASEMENT - PARCEL 82

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

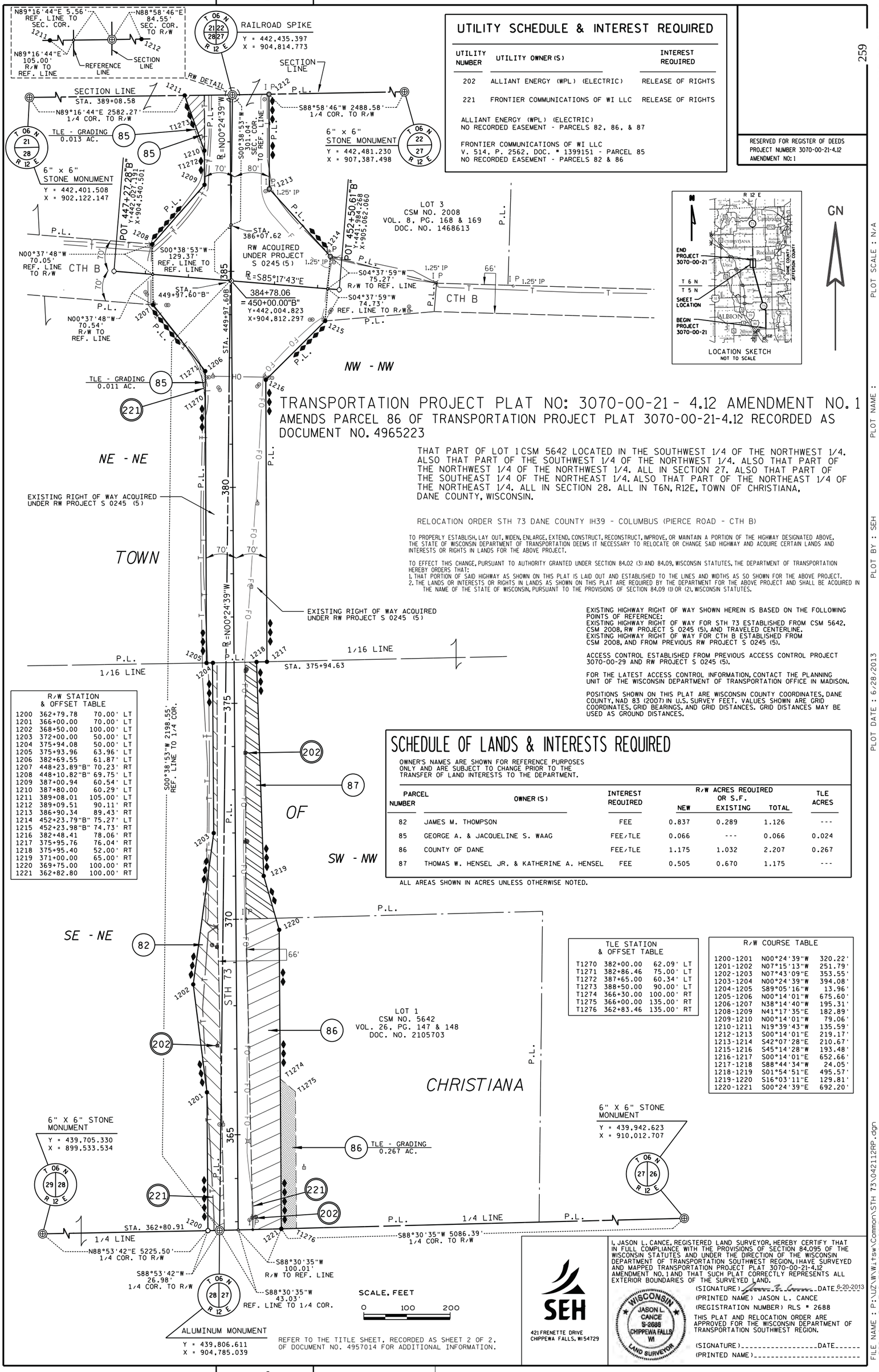
(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Quercm

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 82 | JAMES M. THOMPSON | FEE/AR/TLE | 4.359 | 5.349 | 9.708 | 0.148 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.




## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 82, 86, & 87

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 2562, DOC. # 1399151 - PARCEL 85
NO RECORDED EASEMENT - PARCELS 82 & 86

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.12
AMENDMENT NO: 1

259

3070-00-21- 4.12

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21 - 4.12 AMENDMENT NO. 1

AMENDS PARCEL 86 OF TRANSPORTATION PROJECT PLAT 3070-00-21-4.12 RECORDED AS DOCUMENT NO. 4965223

THAT PART OF LOT 1 CSM 5642 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 27. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALL IN SECTION 28. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 5642, CSM 2008, RW PROJECT S 0245 (5), AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH B ESTABLISHED FROM CSM 2008, AND FROM PREVIOUS RW PROJECT S 0245 (5).

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29 AND RW PROJECT S 0245 (5).

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1200 | 362+79.78 | 70.00' LT |
| 1201 | 366+00.00 | 70.00' LT |
| 1202 | 368+50.00 | 100.00' LT |
| 1203 | 372+00.00 | 50.00' LT |
| 1204 | 375+94.08 | 50.00' LT |
| 1205 | 375+93.96 | 63.96' LT |
| 1206 | 382+69.55 | 61.87' LT |
| 1207 | 448+23.89"B" | 70.23' RT |
| 1208 | 448+10.82"B" | 69.75' LT |
| 1209 | 387+00.94 | 60.54' LT |
| 1210 | 387+80.00 | 60.29' LT |
| 1211 | 389+08.01 | 105.00' LT |
| 1212 | 389+09.51 | 90.11' RT |
| 1213 | 386+90.34 | 89.43' RT |
| 1214 | 452+23.79"B" | 75.27' LT |
| 1215 | 452+23.98"B" | 74.73' RT |
| 1216 | 382+48.41 | 78.06' RT |
| 1217 | 375+95.76 | 76.04' RT |
| 1218 | 375+95.40 | 52.00' RT |
| 1219 | 371+00.00 | 65.00' RT |
| 1220 | 369+75.00 | 100.00' RT |
| 1221 | 362+82.80 | 100.00' RT |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES REQUIRED OR S.F. NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 82 | JAMES M. THOMPSON | FEE | 0.837 | 0.289 | 1.126 | --- |
| 85 | GEORGE A. & JACQUELINE S. WAAG | FEE/TLE | 0.066 | --- | 0.066 | 0.024 |
| 86 | COUNTY OF DANE | FEE/TLE | 1.175 | 1.032 | 2.207 | 0.267 |
| 87 | THOMAS W. HENSEL JR. & KATHERINE A. HENSEL | FEE | 0.505 | 0.670 | 1.175 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T1270 | 382+00.00 | 62.09' LT |
| T1271 | 382+86.46 | 75.00' LT |
| T1272 | 387+65.00 | 60.34' LT |
| T1273 | 388+50.00 | 90.00' LT |
| T1274 | 366+30.00 | 100.00' RT |
| T1275 | 366+00.00 | 135.00' RT |
| T1276 | 362+83.46 | 135.00' RT |

## R/W COURSE TABLE

| | | |
|---|---|---|
| 1200-1201 | N00°24'39"W | 320.22' |
| 1201-1202 | N07°15'13"W | 251.79' |
| 1202-1203 | N07°43'09"E | 353.55' |
| 1203-1204 | N00°24'39"W | 394.08' |
| 1204-1205 | S89°05'16"W | 13.96' |
| 1205-1206 | N00°14'01"W | 675.60' |
| 1206-1207 | N38°14'40"W | 195.31' |
| 1208-1209 | N41°17'35"E | 182.89' |
| 1209-1210 | N00°14'01"W | 79.06' |
| 1210-1211 | N19°39'43"W | 135.59' |
| 1212-1213 | S00°14'01"E | 219.17' |
| 1213-1214 | S42°07'28"E | 210.67' |
| 1215-1216 | S45°14'28"W | 193.48' |
| 1216-1217 | S00°14'01"E | 652.66' |
| 1217-1218 | S88°44'34"W | 24.05' |
| 1218-1219 | S01°54'51"E | 495.57' |
| 1219-1220 | S16°03'11"E | 129.81' |
| 1220-1221 | S00°24'39"E | 692.20' |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.12 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 6-20-2013
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) _____

PLOT SCALE : N/A
PLOT NAME :
PLOT BY : SEH
PLOT DATE : 6/28/2013
FILE NAME : P:\UZ\WW\Wi fsw\Common\STH 73\042112RP_.dgn
APPRAISAL PLAT DATE : 6-20-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965223
02/27/2013 12:23 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY. ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-21-4.12
AMENDMENT NO:

260

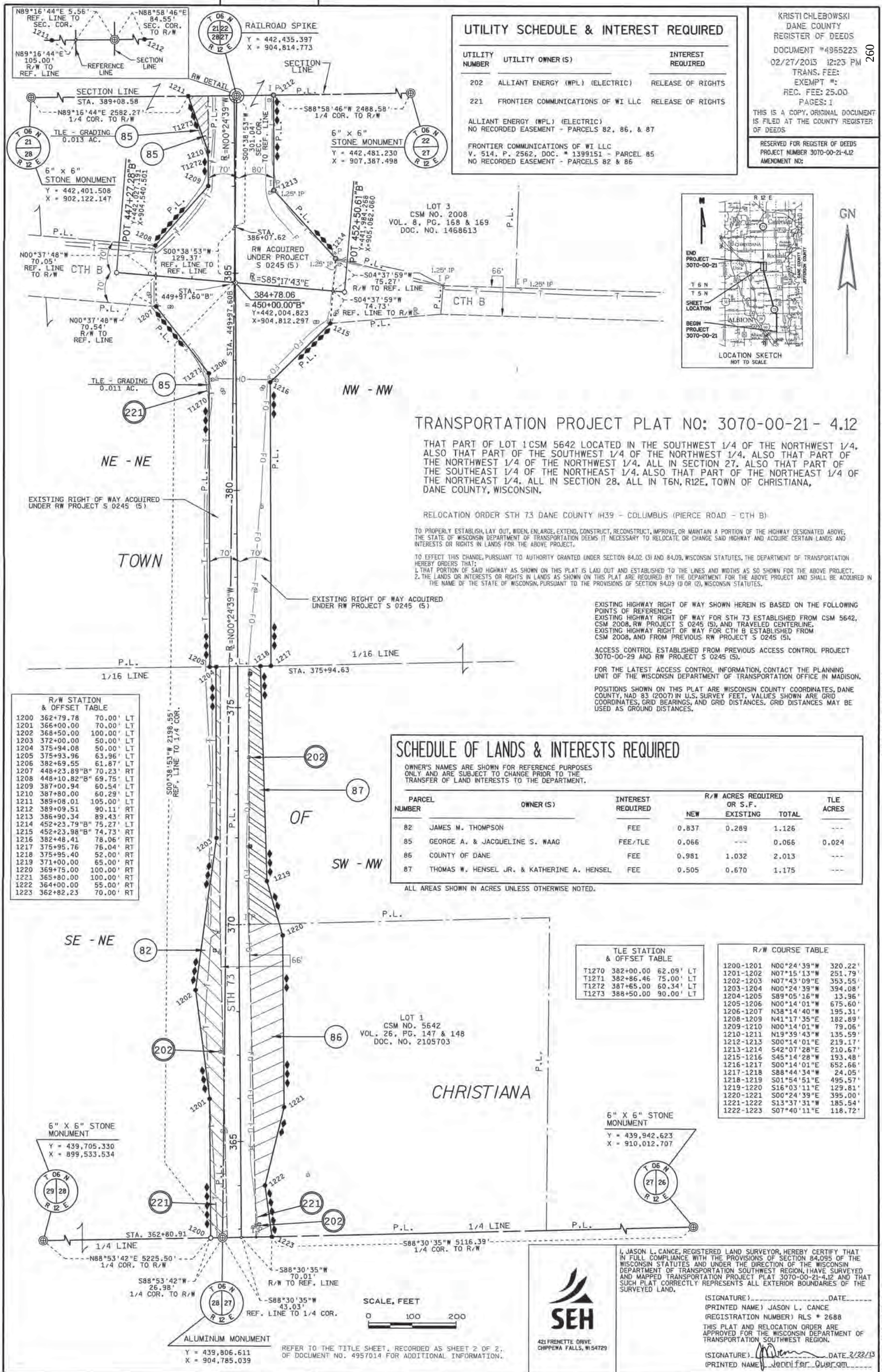
3070-00-21- 4.12

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 82, 86, & 87

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 2562, DOC. # 1399151 - PARCEL 85
NO RECORDED EASEMENT - PARCELS 82 & 86




## TRANSPORTATION PROJECT PLAT NO: 3070-00-21- 4.12

THAT PART OF LOT 1 CSM 5642 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 27. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALL IN SECTION 28. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (PIERCE ROAD - CTH B)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 5642, CSM 2008, RW PROJECT S 0245 (5), AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH B ESTABLISHED FROM CSM 2008, AND FROM PREVIOUS RW PROJECT S 0245 (5).

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29 AND RW PROJECT S 0245 (5).

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1200 | 362+79.78 | 70.00' LT |
| 1201 | 366+00.00 | 70.00' LT |
| 1202 | 368+50.00 | 100.00' LT |
| 1203 | 372+00.00 | 50.00' LT |
| 1204 | 375+94.08 | 50.00' LT |
| 1205 | 375+93.96 | 63.96' LT |
| 1206 | 382+69.55 | 61.87' LT |
| 1207 | 448+23.89"B" | 70.23' RT |
| 1208 | 448+10.82"B" | 69.75' LT |
| 1209 | 387+00.94 | 60.54' LT |
| 1210 | 387+80.00 | 60.29' LT |
| 1211 | 389+08.01 | 105.00' LT |
| 1212 | 389+09.51 | 90.11' RT |
| 1213 | 386+90.34 | 89.43' RT |
| 1214 | 452+23.79"B" | 75.27' LT |
| 1215 | 452+23.98"B" | 74.73' RT |
| 1216 | 382+48.41 | 78.06' RT |
| 1217 | 375+95.76 | 76.04' RT |
| 1218 | 375+95.40 | 52.00' RT |
| 1219 | 371+00.00 | 65.00' RT |
| 1220 | 369+75.00 | 100.00' RT |
| 1221 | 365+80.00 | 100.00' RT |
| 1222 | 364+00.00 | 55.00' RT |
| 1223 | 362+82.23 | 70.00' RT |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED OR S.F. NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 82 | JAMES M. THOMPSON | FEE | 0.837 | 0.289 | 1.126 | --- |
| 85 | GEORGE A. & JACQUELINE S. WAAG | FEE/TLE | 0.066 | --- | 0.066 | 0.024 |
| 86 | COUNTY OF DANE | FEE | 0.981 | 1.032 | 2.013 | --- |
| 87 | THOMAS W. HENSEL JR. & KATHERINE A. HENSEL | FEE | 0.505 | 0.670 | 1.175 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T1270 | 382+00.00 | 62.09' LT |
| T1271 | 382+86.46 | 75.00' LT |
| T1272 | 387+65.00 | 60.34' LT |
| T1273 | 388+50.00 | 90.00' LT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 1200-1201 | N00°24'39"W | 320.22' |
| 1201-1202 | N07°15'13"W | 251.79' |
| 1202-1203 | N07°43'09"E | 353.55' |
| 1203-1204 | N00°24'39"W | 394.08' |
| 1204-1205 | S89°05'16"W | 13.96' |
| 1205-1206 | N00°14'01"W | 675.60' |
| 1206-1207 | N38°14'40"W | 195.31' |
| 1208-1209 | N41°17'35"E | 182.89' |
| 1209-1210 | N00°14'01"W | 79.06' |
| 1210-1211 | N19°39'43"W | 135.59' |
| 1212-1213 | S00°14'01"E | 219.17' |
| 1213-1214 | S42°07'28"E | 210.67' |
| 1215-1216 | S45°14'28"W | 193.48' |
| 1216-1217 | S00°14'01"E | 652.66' |
| 1217-1218 | S88°44'34"W | 24.05' |
| 1218-1219 | S01°54'51"E | 495.57' |
| 1219-1220 | S16°03'11"E | 129.81' |
| 1220-1221 | S00°24'39"E | 395.00' |
| 1221-1222 | S13°37'31"W | 185.54' |
| 1222-1223 | S07°40'11"E | 118.72' |

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-21-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Querqm

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4957014 FOR ADDITIONAL INFORMATION.

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

DATE: 2013/01/22

REVISION DATE:
2013/02/14 2013/06/20
2013/02/18
2013/02/20

# TRANSPORTATION PROJECT PLAT NO: 3070-00-21-4.13

RELOCATION ORDER STH 73 IH39 TO COLUMBUS (PIERCE ROAD - CTH B)

# R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 101 | 412147.143 | 909959.914 |
| 102 | 412720.565 | 909966.452 |
| 103 | 412720.269 | 909992.450 |
| 111 | 413261.067 | 909998.617 |
| 113 | 413436.960 | 909825.138 |
| 115 | 413436.932 | 909755.178 |
| 118 | 413502.926 | 909741.062 |
| 119 | 413520.955 | 909741.080 |
| 120 | 413532.840 | 909856.203 |
| 121 | 413658.374 | 909983.146 |
| 122 | 414280.395 | 909990.238 |
| 123 | 414280.281 | 910000.237 |
| 124 | 414794.375 | 910006.099 |
| 127 | 414794.732 | 910116.110 |
| 128 | 414369.762 | 910111.265 |
| 129 | 414369.762 | 910151.267 |
| 130 | 413968.591 | 910146.693 |
| 131 | 413657.047 | 910108.139 |
| 132 | 413521.303 | 910243.168 |
| 133 | 413521.925 | 910342.786 |
| 134 | 413504.925 | 910342.892 |
| 137 | 413438.927 | 910343.304 |
| 138 | 413421.927 | 910343.410 |
| 142 | 413421.293 | 910241.878 |
| 146 | 413259.315 | 910078.602 |
| 147 | 412924.343 | 910074.783 |
| 148 | 412924.172 | 910089.782 |
| 150 | 412589.194 | 910085.962 |
| 151 | 412589.023 | 910100.961 |
| 152 | 412147.307 | 910095.925 |
| 154 | 412991.984 | 909995.549 |
| 155 | 412992.087 | 910002.799 |
| 157 | 413108.076 | 910004.450 |
| 158 | 413107.968 | 909996.871 |
| 202 | 414794.375 | 910006.099 |
| 203 | 414794.375 | 910006.099 |
| 204 | 414970.407 | 909993.105 |
| 205 | 416118.684 | 910006.198 |
| 206 | 416870.284 | 910014.768 |
| 207 | 416870.398 | 910004.769 |
| 208 | 417215.067 | 910008.699 |
| 209 | 417215.067 | 910033.064 |
| 210 | 417438.619 | 910033.469 |
| 213 | 417439.180 | 910140.457 |
| 214 | 417026.906 | 910136.520 |
| 215 | 417026.678 | 910156.518 |
| 216 | 416983.680 | 910156.065 |
| 217 | 416983.908 | 910136.071 |
| 218 | 416558.936 | 910131.226 |
| 219 | 416558.993 | 910126.226 |
| 220 | 416119.016 | 910121.209 |
| 221 | 415969.031 | 910119.499 |
| 222 | 415968.917 | 910129.499 |
| 223 | 414794.732 | 910116.110 |
| 301 | 417438.619 | 910033.469 |
| 302 | 417669.387 | 910033.888 |
| 303 | 417669.397 | 910037.426 |
| 315 | 418469.313 | 910036.031 |
| 316 | 418469.126 | 909995.300 |
| 317 | 418758.739 | 909993.969 |
| 318 | 419069.119 | 909992.543 |
| 319 | 419069.280 | 910027.543 |
| 320 | 419254.278 | 910026.693 |
| 321 | 419254.315 | 910034.689 |
| 327 | 420078.442 | 910033.295 |
| 330 | 420079.191 | 910127.905 |
| 331 | 419791.829 | 910129.225 |
| 334 | 419742.329 | 910129.452 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 335 | 419169.480 | 910132.084 |
| 336 | 419169.480 | 910155.084 |
| 337 | 418759.556 | 910156.967 |
| 338 | 418759.283 | 910138.968 |
| 339 | 417762.648 | 910143.547 |
| 340 | 417439.180 | 910140.457 |
| 401 | 420078.442 | 910033.295 |
| 402 | 420114.317 | 910033.235 |
| 403 | 420114.269 | 910022.743 |
| 405 | 420637.759 | 909916.350 |
| 406 | 420979.834 | 909785.156 |
| 407 | 421250.731 | 909635.911 |
| 408 | 421370.951 | 908862.984 |
| 409 | 421380.471 | 908863.218 |
| 412 | 421446.456 | 908864.838 |
| 416 | 421437.734 | 909532.886 |
| 417 | 421716.648 | 909420.076 |
| 418 | 421905.271 | 909363.467 |
| 419 | 422737.771 | 909139.832 |
| 421 | 422736.242 | 909264.497 |
| 422 | 422650.387 | 909287.560 |
| 423 | 422646.495 | 909273.074 |
| 424 | 422520.946 | 909306.800 |
| 425 | 422518.333 | 909297.071 |
| 430 | 422281.481 | 909359.737 |
| 431 | 422288.226 | 909384.847 |
| 432 | 421758.364 | 909527.184 |
| 433 | 421559.596 | 909629.252 |
| 434 | 421487.355 | 909711.253 |
| 435 | 421434.466 | 909783.259 |
| 439 | 421432.556 | 910139.234 |
| 440 | 421430.802 | 910063.895 |
| 442 | 421366.547 | 910139.750 |
| 443 | 421365.558 | 910097.119 |
| 445 | 421365.224 | 910031.119 |
| 446 | 421350.366 | 910031.144 |
| 447 | 421320.886 | 909937.094 |
| 448 | 421296.566 | 909859.510 |
| 449 | 421277.352 | 909798.211 |
| 450 | 420853.026 | 910031.985 |
| 452 | 420732.859 | 910098.189 |
| 453 | 420683.964 | 910125.127 |
| 454 | 420079.191 | 910127.905 |
| 455 | 420984.868 | 910031.762 |
| 456 | 421280.030 | 909882.022 |
| 457 | 421214.651 | 910031.374 |
| 501 | 422737.771 | 909139.832 |
| 503 | 423319.432 | 908983.580 |
| 504 | 423323.323 | 908998.067 |
| 505 | 423656.511 | 908908.562 |
| 506 | 423648.728 | 908879.589 |
| 508 | 424069.986 | 908766.427 |
| 509 | 424517.913 | 908646.100 |
| 510 | 424662.084 | 908578.379 |
| 511 | 424712.472 | 908206.532 |
| 512 | 424713.443 | 908031.002 |
| 514 | 424779.453 | 908031.316 |
| 515 | 424779.096 | 908096.036 |
| 516 | 424796.412 | 908096.119 |
| 517 | 424794.869 | 908420.564 |
| 518 | 424904.547 | 908549.809 |
| 519 | 425401.548 | 908419.048 |
| 521 | 425399.973 | 908548.938 |
| 522 | 424890.953 | 908685.676 |
| 523 | 424896.142 | 908704.992 |
| 524 | 424524.324 | 908804.873 |
| 525 | 424515.243 | 908771.072 |
| 526 | 424375.208 | 908808.689 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 527 | 424372.519 | 908798.679 |
| 529 | 424068.668 | 908881.251 |
| 530 | 424029.942 | 908891.775 |
| 531 | 424034.957 | 908910.446 |
| 532 | 422933.989 | 909206.199 |
| 533 | 422935.286 | 909211.028 |
| 534 | 422736.242 | 909264.497 |
| 535 | 423393.683 | 908979.166 |
| 536 | 423393.547 | 908996.323 |
| 537 | 423595.487 | 908941.445 |
| 538 | 423595.618 | 908924.920 |
| 601 | 425401.548 | 908419.048 |
| 602 | 425969.928 | 908269.506 |
| 603 | 426549.624 | 908114.741 |
| 604 | 426665.822 | 908035.998 |
| 605 | 426721.310 | 907597.015 |
| 606 | 426728.833 | 907597.185 |
| 607 | 426794.816 | 907598.677 |
| 613 | 426787.128 | 907932.729 |
| 614 | 426834.443 | 908018.633 |
| 615 | 427413.900 | 907862.973 |
| 616 | 427417.791 | 907877.460 |
| 617 | 427900.672 | 907747.743 |
| 618 | 427905.860 | 907767.059 |
| 619 | 428065.793 | 907724.096 |
| 622 | 428064.903 | 907829.951 |
| 623 | 427994.131 | 907848.963 |
| 624 | 427991.018 | 907837.373 |
| 625 | 427521.658 | 907963.458 |
| 626 | 427519.064 | 907953.800 |
| 631 | 427321.083 | 908006.984 |
| 632 | 427266.725 | 908047.472 |
| 633 | 427271.914 | 908066.787 |
| 634 | 427229.421 | 908078.202 |
| 635 | 427229.421 | 908078.202 |
| 636 | 427107.375 | 908090.278 |
| 637 | 427104.781 | 908080.621 |
| 638 | 426868.169 | 908144.182 |
| 639 | 426770.583 | 908205.515 |
| 640 | 426770.773 | 908425.515 |
| 641 | 426753.782 | 908425.529 |
| 642 | 426704.277 | 908425.572 |
| 643 | 426690.773 | 908425.584 |
| 644 | 426690.658 | 908292.841 |
| 645 | 426667.954 | 908208.320 |
| 646 | 426025.722 | 908380.843 |
| 647 | 426029.614 | 908395.329 |
| 648 | 425986.155 | 908407.004 |
| 649 | 425982.263 | 908392.518 |
| 650 | 425399.973 | 908548.938 |
| 701 | 428065.967 | 907703.340 |
| 702 | 428678.109 | 907538.900 |
| 703 | 428683.298 | 907558.215 |
| 704 | 428968.198 | 907481.683 |
| 705 | 428963.009 | 907462.367 |
| 706 | 429349.313 | 907358.594 |
| 707 | 429375.000 | 907305.407 |
| 708 | 429377.381 | 907081.938 |
| 709 | 429396.398 | 907082.141 |
| 710 | 429394.782 | 907475.812 |
| 711 | 428995.438 | 907583.088 |
| 712 | 428988.952 | 907558.944 |
| 717 | 428689.566 | 907639.368 |
| 718 | 428693.458 | 907653.854 |
| 719 | 428413.387 | 907729.090 |
| 720 | 428415.981 | 907738.747 |
| 721 | 428235.384 | 907787.261 |
| 722 | 428240.573 | 907806.576 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 723 | 428192.285 | 907819.548 |
| 724 | 428186.318 | 907797.335 |
| 725 | 428064.903 | 907829.951 |
| 800 | 429454.261 | 907082.758 |
| 801 | 429459.892 | 907243.307 |
| 802 | 429499.194 | 907315.226 |
| 803 | 429834.788 | 907238.536 |
| 804 | 430312.480 | 907089.504 |
| 805 | 430606.100 | 907026.161 |
| 806 | 431171.070 | 906874.393 |
| 807 | 431164.585 | 906850.249 |
| 808 | 431217.701 | 906835.980 |
| 809 | 431224.187 | 906860.124 |
| 810 | 431825.857 | 906698.497 |
| 811 | 431867.306 | 906634.567 |
| 812 | 431894.877 | 906388.621 |
| 813 | 431909.112 | 906388.190 |
| 814 | 431928.409 | 907107.935 |
| 815 | 431921.107 | 906835.586 |
| 816 | 431881.071 | 906782.033 |
| 817 | 431499.931 | 906884.419 |
| 818 | 431405.950 | 906920.020 |
| 819 | 430440.188 | 907179.452 |
| 820 | 430389.306 | 907182.766 |
| 821 | 430051.290 | 907273.568 |
| 822 | 430053.884 | 907283.225 |
| 823 | 429671.471 | 907401.485 |
| 824 | 429394.782 | 907475.812 |
| 825 | 429941.563 | 907317.960 |
| 826 | 429446.012 | 907082.670 |
| 900 | 431975.082 | 906386.193 |
| 901 | 431989.833 | 906385.746 |
| 902 | 431995.582 | 906575.659 |
| 903 | 432045.192 | 906608.514 |
| 904 | 432150.021 | 906606.240 |
| 905 | 433250.989 | 906310.486 |
| 906 | 433393.836 | 906225.518 |
| 907 | 433699.130 | 906205.634 |
| 908 | 433879.311 | 906105.459 |
| 909 | 434347.045 | 906005.698 |
| 910 | 434562.445 | 905947.835 |
| 911 | 434565.730 | 906071.207 |
| 912 | 434362.476 | 906130.984 |
| 913 | 434359.304 | 906157.723 |
| 914 | 434335.160 | 906164.209 |
| 915 | 434320.314 | 906147.488 |
| 916 | 434113.972 | 906208.095 |
| 917 | 433944.964 | 906253.495 |
| 918 | 433725.074 | 906302.210 |
| 919 | 433538.407 | 906378.241 |
| 920 | 433436.642 | 906384.869 |
| 924 | 432890.987 | 906531.448 |
| 925 | 432851.997 | 906521.213 |
| 926 | 432557.440 | 906600.340 |
| 927 | 432519.169 | 906631.330 |
| 928 | 431985.498 | 906774.690 |
| 930 | 431992.101 | 907020.968 |
| 1000 | 434562.445 | 905947.835 |
| 1001 | 435164.493 | 905801.639 |
| 1002 | 435179.821 | 905581.723 |
| 1003 | 435194.007 | 905581.351 |
| 1004 | 435243.491 | 905580.055 |
| 1005 | 435293.877 | 905751.350 |
| 1006 | 435476.708 | 905691.882 |
| 1007 | 435856.309 | 905620.973 |
| 1008 | 435952.829 | 905563.981 |
| 1009 | 436496.465 | 905440.724 |
| 1010 | 437183.364 | 905238.600 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 1011 | 437186.477 | 905367.195 |
| 1012 | 436959.076 | 905428.282 |
| 1013 | 436866.392 | 905468.711 |
| 1014 | 436718.933 | 905497.969 |
| 1015 | 436139.477 | 905653.628 |
| 1016 | 436087.297 | 905652.114 |
| 1017 | 435845.857 | 905716.972 |
| 1021 | 435801.460 | 905744.430 |
| 1022 | 435173.715 | 905913.061 |
| 1023 | 435172.418 | 905908.232 |
| 1024 | 434689.538 | 906037.949 |
| 1025 | 434695.605 | 906079.808 |
| 1026 | 434652.146 | 906091.482 |
| 1027 | 434636.421 | 906052.217 |
| 1028 | 434565.730 | 906071.207 |
| 1100 | 437183.364 | 905238.600 |
| 1101 | 437361.240 | 905190.817 |
| 1102 | 437703.148 | 905114.502 |
| 1103 | 437756.624 | 905120.845 |
| 1104 | 438046.353 | 905043.016 |
| 1105 | 438041.164 | 905023.700 |
| 1106 | 438379.181 | 904932.899 |
| 1107 | 438407.719 | 904518.852 |
| 1108 | 438418.833 | 904518.594 |
| 1109 | 438484.817 | 904517.064 |
| 1110 | 438527.061 | 904872.465 |
| 1111 | 438709.985 | 904823.326 |
| 1112 | 439021.177 | 904789.844 |
| 1113 | 439234.831 | 904772.162 |
| 1114 | 439426.109 | 904730.789 |
| 1115 | 439626.319 | 904759.354 |
| 1116 | 439806.091 | 904758.065 |
| 1117 | 439809.551 | 904898.044 |
| 1118 | 439790.319 | 904898.182 |
| 1119 | 439785.448 | 904916.217 |
| 1120 | 439755.449 | 904916.432 |
| 1121 | 439750.312 | 904897.469 |
| 1122 | 438985.154 | 904905.171 |
| 1123 | 438732.545 | 904957.052 |
| 1124 | 438734.202 | 904982.493 |
| 1125 | 438700.401 | 904991.573 |
| 1126 | 438689.086 | 904968.726 |
| 1127 | 438535.861 | 905015.064 |
| 1128 | 438511.354 | 905062.595 |
| 1129 | 438519.910 | 905431.496 |
| 1130 | 438505.703 | 905431.826 |
| 1131 | 438439.720 | 905433.356 |
| 1132 | 438422.862 | 905128.665 |
| 1133 | 438384.900 | 905065.972 |
| 1134 | 438223.027 | 905103.243 |
| 1135 | 437900.694 | 905175.335 |
| 1136 | 437687.289 | 905248.194 |
| 1137 | 437186.477 | 905367.195 |
| 1138 | 438390.494 | 904768.763 |
| 1139 | 438514.905 | 904770.193 |
| 1140 | 439167.935 | 904777.699 |
| 1200 | 439806.091 | 904758.065 |
| 1201 | 440126.306 | 904755.768 |
| 1202 | 440376.084 | 904723.976 |
| 1203 | 440726.434 | 904771.465 |
| 1204 | 441120.506 | 904768.638 |
| 1205 | 441120.284 | 904754.676 |
| 1206 | 441795.876 | 904751.921 |
| 1207 | 441949.270 | 904631.019 |
| 1208 | 442089.854 | 904629.474 |
| 1209 | 442227.264 | 904750.162 |
| 1210 | 442306.319 | 904749.839 |
| 1211 | 442434.006 | 904704.217 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 1212 | 442436.903 | 904899.308 |
| 1213 | 442217.732 | 904900.202 |
| 1214 | 442061.480 | 905041.508 |
| 1215 | 441911.970 | 905029.392 |
| 1216 | 441775.734 | 904892.004 |
| 1217 | 441123.084 | 904894.666 |
| 1218 | 441122.556 | 904870.626 |
| 1219 | 440627.261 | 904887.179 |
| 1220 | 440502.515 | 904923.075 |
| 1221 | 439810.332 | 904928.039 |
| R840 | 431923.922 | 906940.574 |
| R841 | 431818.052 | 906798.962 |
| R940 | 432060.433 | 906754.560 |
| R941 | 431987.411 | 906846.030 |
| R981 | 432005.046 | 906823.939 |
| T104 | 412870.551 | 909968.561 |
| T105 | 412870.407 | 909981.161 |
| T106 | 412978.400 | 909982.393 |
| T107 | 412978.662 | 909959.394 |
| T108 | 413030.659 | 909959.987 |
| T109 | 413030.397 | 909982.986 |
| T110 | 413274.098 | 909985.764 |
| T112 | 413426.964 | 909834.997 |
| T114 | 413426.932 | 909755.168 |
| T139 | 413421.796 | 910322.440 |
| T140 | 413407.378 | 910322.235 |
| T141 | 413407.471 | 910227.946 |
| T143 | 413289.419 | 910108.947 |
| T144 | 413243.980 | 910108.429 |
| T145 | 413244.094 | 910098.430 |
| T149 | 412924.115 | 910094.781 |
| T150 | 413653.373 | 909978.088 |
| T151 | 414171.213 | 909983.993 |
| T152 | 414171.122 | 909988.992 |
| T153 | 413531.241 | 910233.282 |
| T154 | 413531.925 | 910342.723 |
| T304 | 417769.311 | 910037.251 |
| T305 | 417769.311 | 910033.515 |
| T306 | 417922.292 | 910032.812 |
| T307 | 417922.154 | 910002.812 |
| T308 | 417966.154 | 910002.610 |
| T309 | 417966.269 | 910027.610 |
| T310 | 418069.268 | 910027.137 |
| T311 | 418069.061 | 909982.137 |
| T312 | 418114.061 | 909981.931 |
| T313 | 418114.290 | 910031.930 |
| T314 | 418469.286 | 910030.299 |
| T322 | 419914.477 | 910033.573 |
| T323 | 419914.477 | 909993.660 |
| T324 | 419942.477 | 909993.531 |
| T325 | 419942.477 | 910033.525 |
| T327 | 419581.289 | 910028.191 |
| T328 | 419581.316 | 910034.136 |
| T329 | 419254.292 | 910029.693 |
| T404 | 420078.442 | 910022.907 |
| T413 | 421456.453 | 908865.084 |
| T414 | 421452.773 | 909146.991 |
| T415 | 421442.796 | 909145.161 |
| T426 | 422524.319 | 909319.355 |
| T427 | 422487.620 | 909329.213 |
| T428 | 422484.248 | 909316.658 |
| T429 | 422284.335 | 909370.361 |
| T436 | 421444.648 | 909769.397 |
| T437 | 421440.984 | 910049.986 |
| T438 | 421430.983 | 910050.064 |
| T439 | 422669.702 | 909282.372 |
| T440 | 422682.674 | 909330.660 |
| T507 | 423652.619 | 908894.076 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| T528 | 424349.372 | 908815.630 |
| T535 | 425272.429 | 908583.201 |
| T536 | 425277.617 | 908602.516 |
| T537 | 425108.609 | 908647.916 |
| T538 | 425103.420 | 908628.601 |
| T539 | 424349.494 | 908804.936 |
| T540 | 422742.134 | 909262.914 |
| T541 | 422755.106 | 909311.202 |
| T610 | 426794.816 | 907598.677 |
| T611 | 426804.814 | 907598.903 |
| T612 | 426796.729 | 907950.161 |
| T620 | 428065.967 | 907703.340 |
| T627 | 427428.282 | 907978.187 |
| T628 | 427430.358 | 907985.913 |
| T629 | 427387.864 | 907997.328 |
| T630 | 427385.789 | 907989.602 |
| T713 | 428904.931 | 907581.514 |
| T714 | 428907.525 | 907591.172 |
| T715 | 428870.826 | 907601.030 |
| T716 | 428868.232 | 907591.373 |
| T717 | 429318.002 | 907496.437 |
| T718 | 429325.785 | 907525.410 |
| T719 | 429394.656 | 907506.909 |
| T870 | 431620.149 | 906753.756 |
| T871 | 431617.555 | 906744.099 |
| T872 | 431714.131 | 906718.156 |
| T873 | 431716.726 | 906727.813 |
| T874 | 431830.946 | 906816.207 |
| T875 | 431456.832 | 906916.706 |
| T876 | 431357.661 | 906932.991 |
| T877 | 431216.689 | 906986.393 |
| T878 | 431116.221 | 906997.849 |
| T879 | 430536.764 | 907153.509 |
| T880 | 430351.395 | 907234.368 |
| T881 | 430144.694 | 907274.363 |
| T882 | 430099.578 | 907260.596 |
| T883 | 431921.660 | 907108.141 |
| T884 | 431916.279 | 906930.351 |
| T970 | 432198.309 | 906593.268 |
| T971 | 432195.715 | 906583.610 |
| T972 | 432268.147 | 906564.153 |
| T973 | 432267.427 | 906522.928 |
| T974 | 432296.400 | 906515.145 |
| T975 | 432316.435 | 906551.181 |
| T976 | 432388.867 | 906531.724 |
| T977 | 432391.461 | 906541.382 |
| T978 | 433340.066 | 906410.812 |
| T979 | 432871.492 | 906526.330 |
| T980 | 432538.305 | 906615.835 |
| T981 | 432003.714 | 906844.222 |
| T982 | 433354.335 | 906463.929 |
| T983 | 433286.732 | 906482.089 |
| T984 | 433272.463 | 906428.972 |
| T985 | 431999.829 | 906385.443 |
| T986 | 432003.157 | 906495.393 |
| T987 | 431993.161 | 906495.696 |
| T1071 | 437182.859 | 905394.053 |
| T1072 | 437153.886 | 905401.836 |
| T1073 | 437147.400 | 905377.692 |
| T1074 | 436041.603 | 905674.743 |
| T1075 | 435945.027 | 905700.686 |
| T1076 | 435810.540 | 905778.231 |
| T1077 | 435665.676 | 905817.146 |
| T1078 | 435562.614 | 905818.946 |
| T1079 | 435325.065 | 905898.290 |
| T1080 | 435190.938 | 905996.448 |
| T1081 | 435147.479 | 906008.122 |
| T1082 | 435129.319 | 905940.519 |

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| T1083 | 434984.455 | 905940.519 |
| T1084 | 434690.260 | 906042.932 |
| T1170 | 437802.318 | 905098.216 |
| T1171 | 437947.182 | 905059.301 |
| T1172 | 438038.570 | 905014.043 |
| T1173 | 438135.146 | 904988.100 |
| T1174 | 438137.740 | 904997.757 |
| T1175 | 438847.021 | 904808.582 |
| T1176 | 438842.765 | 904787.187 |
| T1177 | 438883.742 | 904779.460 |
| T1178 | 438888.144 | 904804.158 |
| T1270 | 441726.321 | 904752.205 |
| T1271 | 441812.683 | 904738.674 |
| T1272 | 442291.319 | 904749.901 |
| T1273 | 442376.105 | 904719.632 |
| T1274 | 440157.524 | 904925.549 |
| T1275 | 440127.776 | 904960.763 |
| T1276 | 439811.242 | 904963.033 |

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\TPP\040113_rp.dgn
APPRAISAL PLAT DATE :

PLOT DATE : 6/20/2013 PLOT BY : walkup PLOT NAME : PLOT SCALE : 1:200

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

## TRANSPORTATION PROJECT PLAT TITLE SHEET

# 3070-00-22

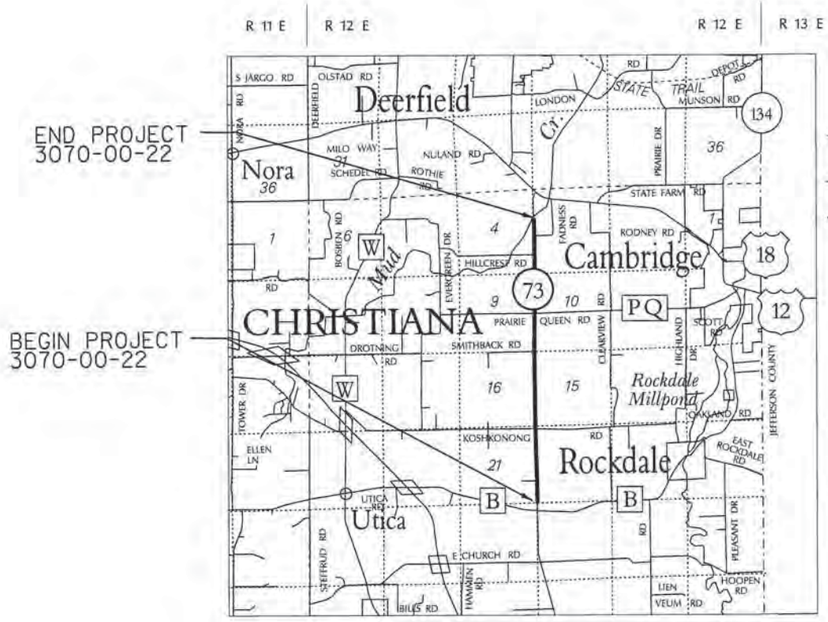
**IH39 - COLUMBUS**

**CTH B TO FADNESS ROAD**

# STH 73

# DANE COUNTY






THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3070-00-22

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 73 ESTABLISHED FROM RW PROJECT S 0245(5), RW PROJECT 3070-03-21, CSM 8303, CSM 12001, CSM 1434, CSM 2612, CSM 8275, CSM 443, CSM 11497, CSM 8925, CSM 9493, DIVISION JOB NO. 1674, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR JELINEK ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR KOSHKONONG ROAD ESTABLISHED FROM CSM 12001, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SMITHBACK ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR PRAIRIE QUEEN ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PQ ESTABLISHED FROM CSM 11497.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HILLCREST ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR FADNESS ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING ACCESS CONTROL ALONG STH 73 ESTABLISHED FROM PREVIOUS PROJECT 3070-00-29.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

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

FOR THE LATEST ACCESS / DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTEREST REQUIRED.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVMENTS.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | Δ |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |
| | | DIRECTION AHEAD | D.A. |
| | | DIRECTION BACK | D.B. |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND STEEL REBAR | ⌀ (3/4" UNLESS NOTED) | PROPOSED R/W LINE | |
| | | EXISTING H.E. LINE | |
| R/W MONUMENT | ● *(SET) | PROPERTY LINE | |
| R/W STANDARD | ▲ *(SET) | LOT & TIE LINES | |
| SIGN | ISIGN | SLOPE INTERCEPTS | |
| SECTION CORNER MONUMENT | ● | CORPORATE LIMITS | |
| SECTION CORNER SYMBOL | | ACCESS CONTROLLED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | ACCESS CONTROLLED (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | RWB20 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY PARCEL NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-H | PROPOSED REFERENCE LINE | |
| BUILDING | B | PARALLEL OFFSET | |
| BRIDGE / STRUCTURE | | | |

### CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | —W— | |
| GAS | —G— | |
| TELEPHONE | —T— | |
| OVERHEAD | —OH— | |
| TRANSMISSION LINES ELECTRIC | —E— | |
| CABLE TELEVISION | —TV— | |
| FIBER OPTIC | —FO— | |
| SANITARY SEWER | —SAN— | |
| STORM SEWER | —SS— | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |
| GUY ANCHOR | | |

N

LAYOUT
SCALE 0 1 MI.

PROJECT NUMBER 3070-00-22 - 4.01
SHEET 2 OF 2



FILE NAME : \\Mad31zp1\w3dtdd1\PDS\Suppor+\CADDS\Projects\d1_30700022\040100_rp.dgn PLOT DATE : 31-JAN-2013 09:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : 5280.000000:1.000000

3070-00-22- 4.01

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22 - 4.01

THAT PART OF LOT 1 CSM 8303 LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 22. ALSO THAT PART THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALL IN SECTION 21. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 8303.
RW PROJECT S 0245(5), DIVISION JOB NO. 1674 AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR JELINEK ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 4 AND 5

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 562, DOC. #1399151 - PARCEL 1
NO RECORDED EASEMENT - PARCELS 2 & 4

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL |
|---|---|---|---|---|---|
| 1 | GEORGE A. & JACQUELINE S. WAAG | FEE | 0.804 | --- | 0.804 |
| 2 | VENDOR: EARL H. & GLEE ELLICKSON VENDEE: THOMAS & ROSE JELINEK | FEE | 0.858 | 1.344 | 2.202 |
| 4 | ALVIN JOHN & CHERYL R. BETTENHAUSEN AS TO A LIFE ESTATE & BETTENHAUSEN BROTHERS LLC. | FEE | 0.167 | --- | 0.167 |
| 5 | ORVIN D. & ANDREA L. KENDALL | FEE | 0.514 | 1.265 | 1.779 |
| 6 | SCOTT A. REINSTAD & JESSICA A. REINSTAD | FEE | 0.078 | 0.050 | 0.128 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## R/W COURSE TABLE

| | | |
|---|---|---|
| 100-101 | N00°24'39"W | 391.99' |
| 101-102 | N02°02'35"E | 350.32' |
| 102-103 | N32°39'18"E | 59.66' |
| 103-135 | N00°14'01"W | 49.94' |
| 135-104 | N00°48'01"W | 145.06' |
| 104-105 | S89°35'21"W | 16.72' |
| 105-106 | N00°24'39"W | 135.00' |
| 106-107 | N89°35'21"E | 15.80' |
| 107-108 | N00°48'01"W | 145.00' |
| 108-109 | N21°51'05"W | 26.86' |
| 109-110 | N00°24'39"W | 100.00' |
| 110-111 | N10°53'56"E | 50.99' |
| 111-112 | N00°24'39"W | 163.09' |
| 113-114 | N00°24'39"W | 120.95' |
| 114-115 | N03°24'11"E | 300.67' |
| 115-116 | N09°30'04"W | 253.18' |
| 116-117 | N00°24'39"W | 279.34' |
| 118-119 | S40°28'20"E | 69.92' |
| 119-120 | S00°24'39"E | 50.00' |
| 120-121 | S89°35'21"W | 45.00' |
| 121-122 | S00°24'39"E | 545.00' |
| 122-123 | S76°22'29"E | 20.62' |
| 123-124 | S00°24'39"E | 45.00' |
| 124-125 | S75°33'10"W | 20.62' |
| 125-126 | S00°24'39"E | 325.00' |
| 126-127 | S08°56'30"E | 101.12' |
| 127-128 | S01°50'29"E | 181.18' |
| 128-129 | S00°48'01"E | 468.68' |
| 129-130 | S14°10'11"E | 51.68' |
| 130-131 | S00°24'39"E | 500.00' |
| 131-132 | S15°23'21"W | 51.96' |
| 132-133 | S00°14'01"E | 70.41' |
| 133-134 | S03°35'57"E | 170.35' |

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 100 | 389+08.01 | 105.00' LT |
| 101 | 393+00.00 | 105.00' LT |
| 102 | 396+50.00 | 90.00' LT |
| 103 | 397+00.00 | 57.45' LT |
| 104 | 398+95.00 | 58.30' LT |
| 105 | 398+95.00 | 75.00' LT |
| 106 | 400+30.00 | 75.00' LT |
| 107 | 400+30.00 | 59.20' LT |
| 108 | 401+75.00 | 60.18' LT |
| 109 | 402+00.00 | 70.00' LT |
| 110 | 403+00.00 | 70.00' LT |
| 111 | 403+50.00 | 60.00' LT |
| 112 | 405+13.09 | 60.00' LT |
| 113 | 405+79.05 | 70.00' LT |
| 114 | 407+00.00 | 70.00' LT |
| 115 | 410+00.00 | 50.00' LT |
| 116 | 412+50.00 | 90.00' LT |
| 117 | 415+29.34 | 90.00' LT |
| 118 | 415+28.51 | 60.00' RT |
| 119 | 414+75.00 | 105.00' RT |
| 120 | 414+25.00 | 105.00' RT |
| 121 | 414+25.00 | 60.00' RT |
| 122 | 408+80.00 | 60.00' RT |
| 123 | 408+75.00 | 80.00' RT |
| 124 | 408+30.00 | 80.00' RT |
| 125 | 408+25.00 | 60.00' RT |
| 126 | 405+00.00 | 60.00' RT |
| 127 | 404+00.00 | 75.00' RT |
| 128 | 402+18.87 | 79.52' RT |
| 129 | 397+50.20 | 82.71' RT |
| 130 | 397+00.00 | 95.00' RT |
| 131 | 392+00.00 | 95.00' RT |
| 132 | 391+50.00 | 80.85' RT |
| 133 | 390+79.59 | 80.63' RT |
| 134 | 389+09.51 | 90.11' RT |
| 135 | 397+49.94 | 57.29' LT |



LOCATION SKETCH
NOT TO SCALE

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 1/29/2013
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS * 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE 1/29/13
(PRINTED NAME) Jennifer Quergm

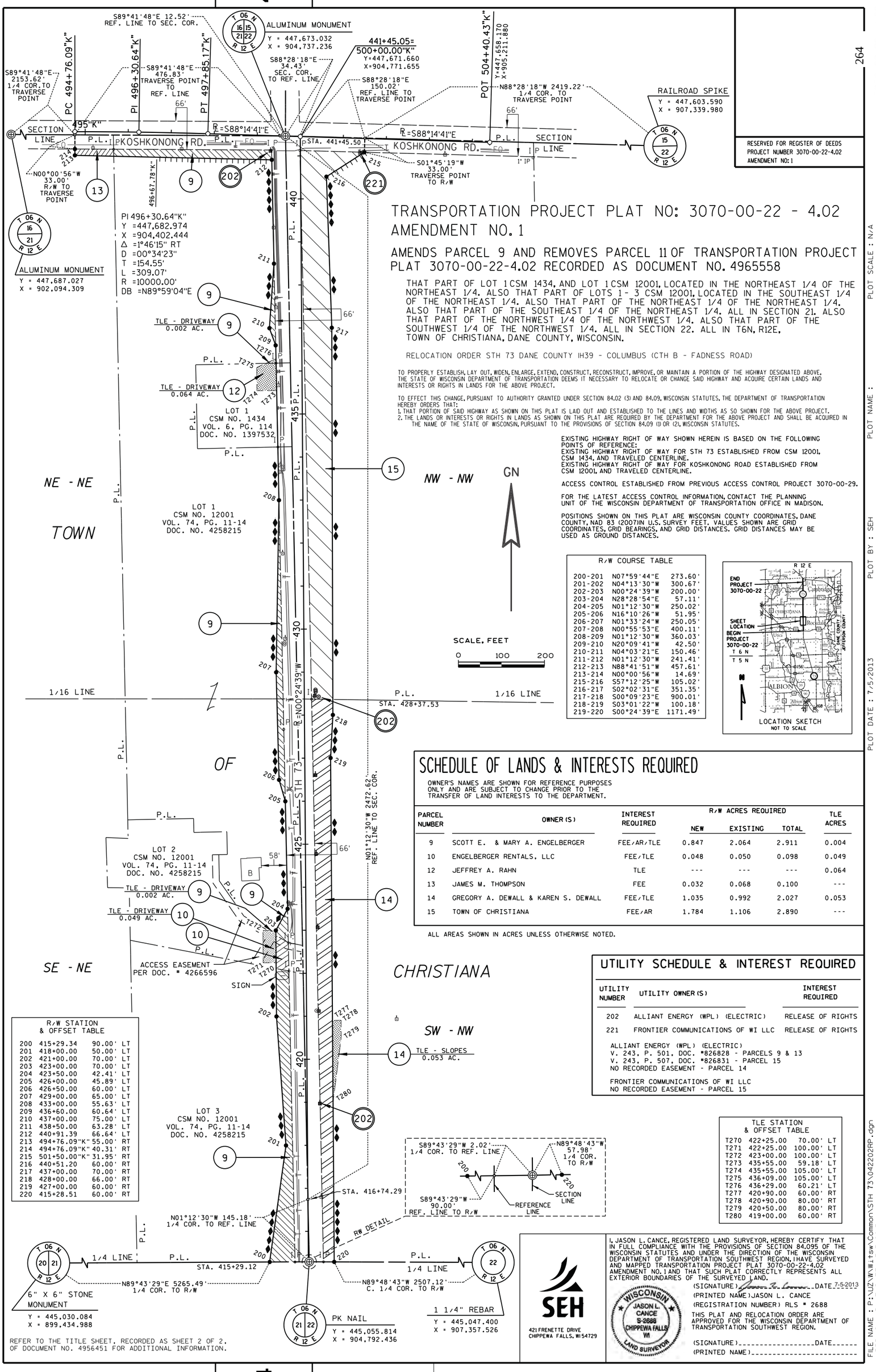
KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4956451
01/30/2013 1:36 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 2
THIS IS A COPY. ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.01
AMENDMENT NO:
SHEET 1 OF 2

263

3070-00-22- 4.01

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotcac
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE :




264

3070-00-22- 4.02

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.02
AMENDMENT NO: 1

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22 - 4.02 AMENDMENT NO. 1

## AMENDS PARCEL 9 AND REMOVES PARCEL 11 OF TRANSPORTATION PROJECT PLAT 3070-00-22-4.02 RECORDED AS DOCUMENT NO. 4965558

THAT PART OF LOT 1 CSM 1434, AND LOT 1 CSM 12001, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF LOTS 1 - 3 CSM 12001, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALL IN SECTION 21. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 22. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 12001, CSM 1434, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR KOSHKONONG ROAD ESTABLISHED FROM CSM 12001, AND TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007)(IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

### R/W COURSE TABLE

| | | |
|---|---|---|
| 200-201 | N07°59'44"E | 273.60' |
| 201-202 | N04°13'30"W | 300.67' |
| 202-203 | N00°24'39"W | 200.00' |
| 203-204 | N28°28'54"E | 57.11' |
| 204-205 | N01°12'30"W | 250.02' |
| 205-206 | N16°10'26"W | 51.95' |
| 206-207 | N01°33'24"W | 250.05' |
| 207-208 | N00°55'53"E | 400.11' |
| 208-209 | N01°12'30"W | 360.03' |
| 209-210 | N20°09'41"W | 42.50' |
| 210-211 | N04°03'21"E | 150.46' |
| 211-212 | N01°12'30"W | 241.41' |
| 212-213 | N88°41'51"W | 457.61' |
| 213-214 | N00°00'56"W | 14.69' |
| 215-216 | S57°12'25"W | 105.02' |
| 216-217 | S02°02'31"E | 351.35' |
| 217-218 | S00°09'23"E | 900.01' |
| 218-219 | S03°01'22"W | 100.18' |
| 219-220 | S00°24'39"E | 1171.49' |




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 9 | SCOTT E. & MARY A. ENGELBERGER | FEE/AR/TLE | 0.847 | 2.064 | 2.911 | 0.004 |
| 10 | ENGELBERGER RENTALS, LLC | FEE/TLE | 0.048 | 0.050 | 0.098 | 0.049 |
| 12 | JEFFREY A. RAHN | TLE | --- | --- | --- | 0.064 |
| 13 | JAMES M. THOMPSON | FEE | 0.032 | 0.068 | 0.100 | --- |
| 14 | GREGORY A. DEWALL & KAREN S. DEWALL | FEE/TLE | 1.035 | 0.992 | 2.027 | 0.053 |
| 15 | TOWN OF CHRISTIANA | FEE/AR | 1.784 | 1.106 | 2.890 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
V. 243, P. 501, DOC. #826828 - PARCELS 9 & 13
V. 243, P. 507, DOC. #826831 - PARCEL 15
NO RECORDED EASEMENT - PARCEL 14

FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 15

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 200 | 415+29.34 | 90.00' LT |
| 201 | 418+00.00 | 50.00' LT |
| 202 | 421+00.00 | 70.00' LT |
| 203 | 423+00.00 | 70.00' LT |
| 204 | 423+50.00 | 42.41' LT |
| 205 | 426+00.00 | 45.89' LT |
| 206 | 426+50.00 | 60.00' LT |
| 207 | 429+00.00 | 65.00' LT |
| 208 | 433+00.00 | 55.63' LT |
| 209 | 436+60.00 | 60.64' LT |
| 210 | 437+00.00 | 75.00' LT |
| 211 | 438+50.00 | 63.28' LT |
| 212 | 440+91.39 | 66.64' LT |
| 213 | 494+76.09"K" | 55.00' RT |
| 214 | 494+76.09"K" | 40.31' RT |
| 215 | 501+50.00"K" | 31.95' RT |
| 216 | 440+51.20 | 60.00' RT |
| 217 | 437+00.00 | 70.00' RT |
| 218 | 428+00.00 | 66.00' RT |
| 219 | 427+00.00 | 60.00' RT |
| 220 | 415+28.51 | 60.00' RT |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T270 | 422+25.00 | 70.00' LT |
| T271 | 422+25.00 | 100.00' LT |
| T272 | 423+00.00 | 100.00' LT |
| T273 | 435+55.00 | 59.18' LT |
| T274 | 435+55.00 | 105.00' LT |
| T275 | 436+09.00 | 105.00' LT |
| T276 | 436+29.00 | 60.21' LT |
| T277 | 420+90.00 | 60.00' RT |
| T278 | 420+90.00 | 80.00' RT |
| T279 | 420+50.00 | 80.00' RT |
| T280 | 419+00.00 | 60.00' RT |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.02 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 7-5-2013
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) _____

PLOT SCALE : N/A
PLOT NAME :
PLOT BY : SEH
PLOT DATE : 7/5/2013
FILE NAME : P:\UZ\WW\Wi1fsw\Common\STH 73\042202RP..dgn
APPRAISAL PLAT DATE : 7-5-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4956558
02/28/2013 09:10 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY. ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.02
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22 - 4.02

THAT PART OF LOT 1 CSM 1434, AND LOT 1 CSM 12001, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF LOTS 1 - 3 CSM 12001, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALL IN SECTION 21. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 22. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

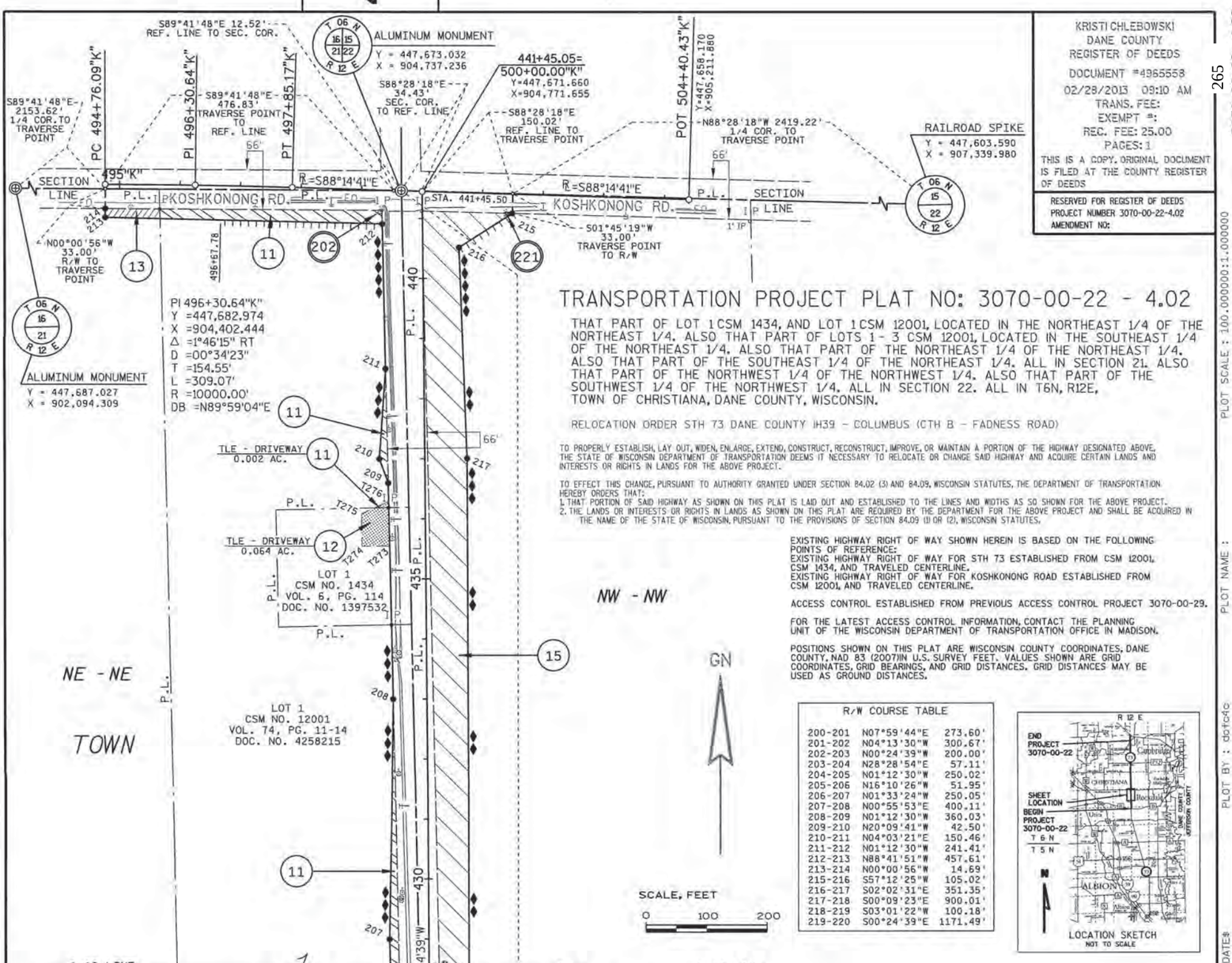
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 12001, CSM 1434, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR KOSHKONONG ROAD ESTABLISHED FROM CSM 12001, AND TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007)IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.




## R/W COURSE TABLE

| | | |
|---|---|---|
| 200-201 | N07°59'44"E | 273.60' |
| 201-202 | N04°13'30"W | 300.67' |
| 202-203 | N00°24'39"W | 200.00' |
| 203-204 | N28°28'54"E | 57.11' |
| 204-205 | N01°12'30"W | 250.02' |
| 205-206 | N16°10'26"W | 51.95' |
| 206-207 | N01°33'24"W | 250.05' |
| 207-208 | N00°55'53"E | 400.11' |
| 208-209 | N01°12'30"W | 360.03' |
| 209-210 | N20°09'41"W | 42.50' |
| 210-211 | N04°03'21"E | 150.46' |
| 211-212 | N01°12'30"W | 241.41' |
| 212-213 | N88°41'51"W | 457.61' |
| 213-214 | N00°00'56"W | 14.69' |
| 215-216 | S57°12'25"W | 105.02' |
| 216-217 | S02°02'31"E | 351.35' |
| 217-218 | S00°09'23"E | 900.01' |
| 218-219 | S03°01'22"W | 100.18' |
| 219-220 | S00°24'39"E | 1171.49' |



LOCATION SKETCH
NOT TO SCALE

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 9 | SCOTT E. & MARY A. ENGELBERGER | FEE | 0.466 | 0.510 | 0.976 | --- |
| 10 | ENGELBERGER RENTALS, LLC | FEE/TLE | 0.048 | 0.050 | 0.098 | 0.049 |
| 11 | SCOTT E. & MARY A. ENGELBERGER | FEE/AR/TLE | 0.381 | 1.554 | 1.935 | 0.004 |
| 12 | JEFFREY A. RAHN | TLE | --- | --- | --- | 0.064 |
| 13 | JAMES M. THOMPSON | FEE | 0.032 | 0.068 | 0.100 | --- |
| 14 | GREGORY A. DEWALL & KAREN S. DEWALL | FEE/TLE | 1.035 | 0.992 | 2.027 | 0.053 |
| 15 | TOWN OF CHRISTIANA | FEE/AR | 1.784 | 1.106 | 2.890 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
V. 243, P. 501, DOC. #826828 - PARCELS 11 & 13
V. 243, P. 507, DOC. #826831 - PARCEL 15
NO RECORDED EASEMENT - PARCEL 14

FRONTIER COMMUNICATIONS OF WI LLC
NO RECORDED EASEMENT - PARCEL 15

## R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 200 | 415+29.34 | 90.00' LT |
| 201 | 418+00.00 | 50.00' LT |
| 202 | 421+00.00 | 70.00' LT |
| 203 | 423+00.00 | 70.00' LT |
| 204 | 423+50.00 | 42.41' LT |
| 205 | 426+00.00 | 45.89' LT |
| 206 | 426+50.00 | 60.00' LT |
| 207 | 429+00.00 | 65.00' LT |
| 208 | 433+00.00 | 55.63' LT |
| 209 | 436+60.00 | 60.64' LT |
| 210 | 437+00.00 | 75.00' LT |
| 211 | 438+50.00 | 63.28' LT |
| 212 | 440+91.39 | 66.64' LT |
| 213 | 494+76.09"K" | 55.00' RT |
| 214 | 494+76.09"K" | 40.31' RT |
| 215 | 501+50.00"K" | 31.95' RT |
| 216 | 440+51.20 | 60.00' RT |
| 217 | 437+00.00 | 70.00' RT |
| 218 | 428+00.00 | 65.00' RT |
| 219 | 427+00.00 | 60.00' RT |
| 220 | 415+28.51 | 60.00' RT |

## TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T270 | 422+25.00 | 70.00' LT |
| T271 | 422+25.00 | 100.00' LT |
| T272 | 423+00.00 | 100.00' LT |
| T273 | 435+55.00 | 59.18' LT |
| T274 | 435+55.00 | 105.00' LT |
| T275 | 436+09.00 | 105.00' LT |
| T276 | 436+29.00 | 60.21' LT |
| T277 | 420+90.00 | 60.00' RT |
| T278 | 420+90.00 | 80.00' RT |
| T279 | 420+50.00 | 80.00' RT |
| T280 | 419+00.00 | 60.00' RT |

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS * 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE (WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.



265
3070-00-22- 4.02
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dcfcdc
PLOT DATE : @DATE@
FILE NAME : @FILE@
APPRAISAL PLAT DATE : 2-19-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965559
02/28/2013 09:17 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.03
AMENDMENT NO:

3070-00-22- 4.03

266

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotc4c

PLOT DATE : $DATE$

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.03

THAT PART OF LOT 1 CSM 2612 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4. ALL IN SECTION 16. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 15. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 – COLUMBUS (CTH B – FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 2612, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR KOSHKONONG ROAD ESTABLISHED FROM CSM 12001, AND TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | R/W ACRES REQUIRED EXISTING | R/W ACRES REQUIRED TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 18 | TOWN OF CHRISTIANA | AR/TLE | --- | --- | --- | 0.029 |
| 19 | RANDY KNICKMEIER | FEE/AR/TLE | 0.244 | 1.713 | 1.957 | 0.059 |
| 20 | THOMAS J. SCHMUDE & JUDY L. SCHMUDE | TLE | --- | --- | --- | 0.057 |
| 22 | ANTHONY F. BUONINCONTRO & MANDI C. SCOTT | FEE/AR/TLE | 0.264 | 0.258 | 0.522 | 0.035 |
| 23 | DANIEL H. HOESLY | FEE/TLE | 1.430 | 0.734 | 2.164 | 0.028 |
| 24 | ANDREW R. MIKKELSON & AARON L. MIKKELSON | FEE | 1.485 | 0.976 | 2.461 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 203 | ALLIANT ENERGY (WPL) (GAS/PETROLEUM) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ATC MANAGEMENT, INC.
DOC. #4722487 - PARCEL 24
DOC. #4736974 - PARCEL 24
DOC. #4720736 - PARCEL 23

ALLIANT ENERGY (WPL) (GAS/PETROLEUM)
DOC. #3252387 - PARCEL 23

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 548, DOC# 1399141- PARCEL 19 & 20

MADISON GAS & ELECTRIC (ELECTRIC)
V. 423, P. 503, DOC# 1126254- PARCEL 24
V. 8163, P. 64, DOC# 1936775- PARCEL 24
DOC# 1126254- PARCEL 23
DOC# 1936775- PARCEL 23

S89°51'27"E 33.14' R/W TO 1/4 COR.
S89°51'27"E 5225.40' 1/4 COR. TO R/W
N89°00'45"E 14.10' 1/4 COR. TO REF. LINE
N89°00'45"E 60.00' REF. LINE TO R/W
S89°00'45"W 5152.09' 1/4 COR. TO R/W

6" X 6" STONE MONUMENT
Y = 450,353.920
X = 899,479.883

1/4 LINE P.L.

STA. 468+14.55 1/4 LINE P.L.

ALUMINUM MONUMENT
Y = 450,340.852
X = 904,738.409

ALUMINUM MONUMENT
Y = 450,430.923
X = 909,963.831

TLE - GRADING 0.006 AC.
TLE - DRIVEWAY 0.051 AC.
TLE - GRADING 0.054 AC.
TLE - GRADING 0.005 AC.
TLE - GRADING 0.029 AC.
TLE - BUILDING REMOVAL 0.035 AC.
TLE - DRIVEWAY 0.028 AC.
±0.322 AC. REMAINING

BUILDING IS 30' FROM EXISTING R/W
BUILDING IS 1' INTO EXISTING R/W
BUILDING IS 29' FROM NEW RIGHT OF WAY

LOT 1
CSM NO. 2612
VOL. 10, PG. 218
DOC. NO. 1542377

NE - SE
NW - SW
SE - SE
SW - SW

TOWN OF CHRISTIANA

STH 73
R=N00°24'39"W

1/16 LINE
STA. 454+80.25 P.L.

PI 496+30.64"K"
Y =447,682.974
X =904,402.444
Δ =1°46'15" RT
D =00°34'23"
T =154.55'
L =309.07'
R =10000.00'
DB =N89°59'04"E

PC 494+76.09"K"
PT 497+85.17"K"
PT 504+40.43"K"

N00°00'56"W 25.69' REF. LINE TO R/W
N00°00'56"W 7.31' TRAVERSE POINT TO REF. LINE
SECTION LINE
S89°41'48"E 2153.62' 1/4 COR. TO TRAVERSE POINT

ALUMINUM MONUMENT
Y = 447,687.027
X = 902,094.309

KOSHKONONG RD.
N89°41'48"W 476.83' REF. LINE TO TRAVERSE POINT
N89°41'48"W 12.52' SEC. COR. TO REF. LINE
N88°28'18"W 34.43' REF. LINE TO SEC. COR.
N88°28'18"W 115.02' TRAVERSE POINT TO REF. LINE
N88°28'18"W 2454.22' 1/4 COR. TO TRAVERSE POINT

S01°45'19"W 33.00' R/W TO TRAVERSE POINT
R=S88°14'41"E
STA. 441+45.50

441+45.05= 500+00.00"K"
Y=447,671.660
X=904,771.655

ALUMINUM MONUMENT
Y = 447,673.032
X = 904,737.236

RAILROAD SPIKE
Y = 447,603.590
X = 907,339.980

Y=447,658.170
X=905,211.880

SCALE, FEET
0 100 200

LOCATION SKETCH
NOT TO SCALE
END PROJECT 3070-00-22
SHEET LOCATION
BEGIN PROJECT 3070-00-22
T 6 N
T 5 N
R 12 E
ALBION
JEFFERSON COUNTY

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T370 | 497+25.10"K" | 35.00' LT |
| T371 | 441+87.64 | 67.80' LT |
| T372 | 448+50.00 | 66.83' LT |
| T373 | 449+00.00 | 85.00' LT |
| T374 | 451+00.00 | 64.11' LT |
| T375 | 464+50.00 | 49.64' LT |
| T376 | 465+20.00 | 60.00' LT |
| T377 | 465+20.00 | 90.00' LT |
| T378 | 465+60.00 | 90.00' LT |
| T379 | 465+60.00 | 60.00' LT |
| T380 | 466+00.00 | 48.52' LT |
| T381 | 449+85.00 | 65.00' RT |
| T382 | 449+85.00 | 100.00' RT |
| T383 | 449+50.00 | 100.00' RT |
| T384 | 449+50.00 | 65.00' RT |
| T385 | 443+00.00 | 75.00' RT |
| T386 | 467+95.00 | 47.37' LT |
| T387 | 468+15.00 | 75.00' LT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 300-301 | N00°00'56"W | 24.31' |
| 301-302 | N79°16'51"E | 79.15' |
| 302-303 | S83°25'24"E | 97.73' |
| 303-304 | S73°57'22"E | 106.02' |
| 304-305 | S89°41'48"E | 179.04' |
| 305-306 | N00°49'45"W | 350.11' |
| 306-307 | N00°12'42"E | 1169.88' |
| 307-308 | N04°39'06"W | 100.27' |
| 308-309 | N00°24'39"W | 294.00' |
| 309-310 | N89°35'21"E | 11.70' |
| 310-311 | N00°12'42"E | 307.86' |
| 311-312 | N00°02'01"W | 412.89' |
| 312-313 | N89°21'33"E | 106.90' |
| 313-314 | S05°43'18"E | 216.08' |
| 314-315 | S00°24'39"E | 100.00' |
| 315-316 | S05°17'59"W | 201.00' |
| 316-317 | S00°18'19"W | 800.06' |
| 317-318 | S02°33'31"E | 400.28' |
| 318-319 | S00°24'39"E | 200.00' |
| 319-320 | S08°07'11"W | 101.12' |
| 320-321 | S00°24'39"E | 484.09' |
| 321-322 | S10°00'58"E | 137.84' |
| 322-323 | S83°15'56"E | 43.54' |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 300 | 494+76.09"K" | 25.69' LT |
| 301 | 494+76.09"K" | 50.00' LT |
| 302 | 495+53.36"K" | 65.00' LT |
| 303 | 496+50.00"K" | 55.00' LT |
| 304 | 497+52.09"K" | 27.97' LT |
| 305 | 441+80.08 | 67.74' LT |
| 306 | 445+30.19 | 70.30' LT |
| 307 | 457+00.00 | 57.58' LT |
| 308 | 458+00.00 | 65.00' LT |
| 309 | 460+94.00 | 65.00' LT |
| 310 | 460+94.00 | 53.30' LT |
| 311 | 464+01.60 | 49.96' LT |
| 312 | 468+14.73 | 47.24' LT |
| 313 | 468+15.15 | 60.00' RT |
| 314 | 466+00.00 | 80.00' RT |
| 315 | 465+00.00 | 80.00' RT |
| 316 | 463+00.00 | 60.00' RT |
| 317 | 455+00.00 | 50.00' RT |
| 318 | 451+00.00 | 65.00' RT |
| 319 | 449+00.00 | 65.00' RT |
| 320 | 448+00.00 | 50.00' RT |
| 321 | 443+15.91 | 50.00' RT |
| 322 | 441+80.00 | 73.00' RT |
| 323 | 501+15.00"K" | 33.91' LT |

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Querqm

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965560
02/28/2013 09:22 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.04
AMENDMENT NO:

267

3070-00-22- 4.04

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotc4c

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.04

THAT PART OF LOT 1 CSM 8275 LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4. ALL IN SECTION 15. ALSO THAT PART OF LOT 1 CSM 443 LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4. ALL IN SECTION 16. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 8275, CSM 443, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR SMITHBACK ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 400 | 468+14.73 | 47.24' LT |
| 401 | 469+31.00 | 46.47' LT |
| 402 | 470+00.00 | 60.00' LT |
| 403 | 472+00.00 | 60.00' LT |
| 404 | 473+00.00 | 50.00' LT |
| 405 | 478+50.00 | 50.00' LT |
| 406 | 479+00.00 | 40.00' LT |
| 407 | 484+00.00 | 40.00' LT |
| 408 | 485+20.00 | 60.00' LT |
| 409 | 490+17.88 | 60.00' LT |
| 410 | 494+05.00 | 60.00' LT |
| 411 | 547+87.00"SM" | 32.77' RT |
| 412 | 494+79.54 | 65.00' RT |
| 413 | 489+00.00 | 65.00' RT |
| 414 | 488+00.00 | 40.00' RT |
| 415 | 485+00.00 | 68.00' RT |
| 416 | 482+00.00 | 50.00' RT |
| 417 | 479+00.00 | 58.00' RT |
| 418 | 476+85.00 | 58.00' RT |
| 419 | 476+85.00 | 85.00' RT |
| 420 | 476+33.00 | 85.00' RT |
| 421 | 476+33.00 | 57.00' RT |
| 422 | 468+15.12 | 57.00' RT |
| 423 | 490+17.88 | 65.87' RT |
| 424 | 485+55.00 | 40.00' RT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T470 | 468+15.00 | 75.00' LT |
| T471 | 469+15.00 | 75.00' LT |
| T472 | 476+00.00 | 50.00' LT |
| T473 | 476+00.00 | 60.00' LT |
| T474 | 476+75.00 | 60.00' LT |
| T475 | 476+75.00 | 50.00' LT |
| T476 | 484+60.00 | 50.00' LT |
| T477 | 489+40.00 | 65.29' RT |
| T478 | 489+40.00 | 90.00' RT |
| T479 | 487+75.00 | 90.00' RT |
| T480 | 487+75.00 | 60.00' RT |
| T481 | 475+55.00 | 57.00' RT |
| T482 | 475+55.00 | 75.00' RT |
| T483 | 475+10.00 | 75.00' RT |
| T484 | 475+10.00 | 57.00' RT |
| T485 | 471+95.00 | 57.00' RT |
| T486 | 471+90.00 | 85.00' RT |
| T487 | 470+90.00 | 85.00' RT |
| T488 | 470+90.00 | 57.00' RT |
| T489 | 487+15.00 | 60.00' RT |
| T488 | 487+15.00 | 40.00' RT |

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 31 & 33

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 555, DOC. # 1399147 - PARCEL 27
V. 514, P. 548, DOC. # 1399141 - PARCEL 28
V. 514, P. 557, DOC. # 1399148 - PARCEL 30
NO RECORDED EASEMENT - PARCEL 31

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 27 | JULIUS STECKER & STACY STECKER | TLE | --- | --- | --- | 0.067 |
| 28 | DAVID W. SMITHBACK & TAMMIE L. SMITHBACK | FEE/AR/TLE | 0.770 | 1.169 | 1.939 | 0.009 |
| 29 | PHILLIP E. ZIBELL & BETTY L. ZIBELL | FEE/TLE | 0.120 | 0.317 | 0.437 | 0.061 |
| 30 | CURTIS E. ANDERSON & TERRI L. ANDERSON | FEE/TLE | 0.343 | 0.474 | 0.817 | 0.077 |
| 31 | DANIEL HOESLY & DAVID HOESLY | FEE/TLE | 0.537 | 0.504 | 1.041 | 0.066 |
| 33 | LUANN L. CLAUSEN & ELLEN V. ZANDER | FEE/TLE | 0.083 | 0.375 | 0.458 | 0.165 |
| 36 | DUANE V. HINCHLEY | FEE/TLE | 0.837 | 1.335 | 2.172 | 0.019 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

| R/W COURSE TABLE | | |
|---|---|---|
| 400-401 | N00°02'00"W | 116.27' |
| 401-402 | N11°30'14"W | 70.31' |
| 402-403 | N00°24'39"W | 200.00' |
| 403-404 | N05°17'59"E | 100.50' |
| 404-405 | N00°24'39"W | 550.00' |
| 405-406 | N10°53'56"E | 50.99' |
| 406-407 | N00°24'39"W | 500.00' |
| 407-408 | N09°52'24"W | 121.66' |
| 408-409 | N00°24'39"W | 497.88' |
| 409-410 | N00°01'58"E | 388.04' |
| 410-411 | N81°03'30"W | 154.67' |
| 412-423 | S00°00'37"W | 460.44' |
| 423-413 | S00°00'37"W | 117.89' |
| 413-414 | S13°37'31"W | 103.08' |
| 414-424 | S00°24'39"E | 245.00' |
| 424-415 | S27°23'28"E | 61.72' |
| 415-416 | S03°01'22"W | 300.54' |
| 416-417 | S01°56'18"E | 300.11' |
| 417-418 | S00°24'39"E | 215.00' |
| 418-419 | N89°35'21"E | 27.00' |
| 419-420 | S00°24'39"E | 52.00' |
| 420-421 | S89°35'21"W | 28.00' |
| 421-422 | S00°24'39"E | 817.88' |

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

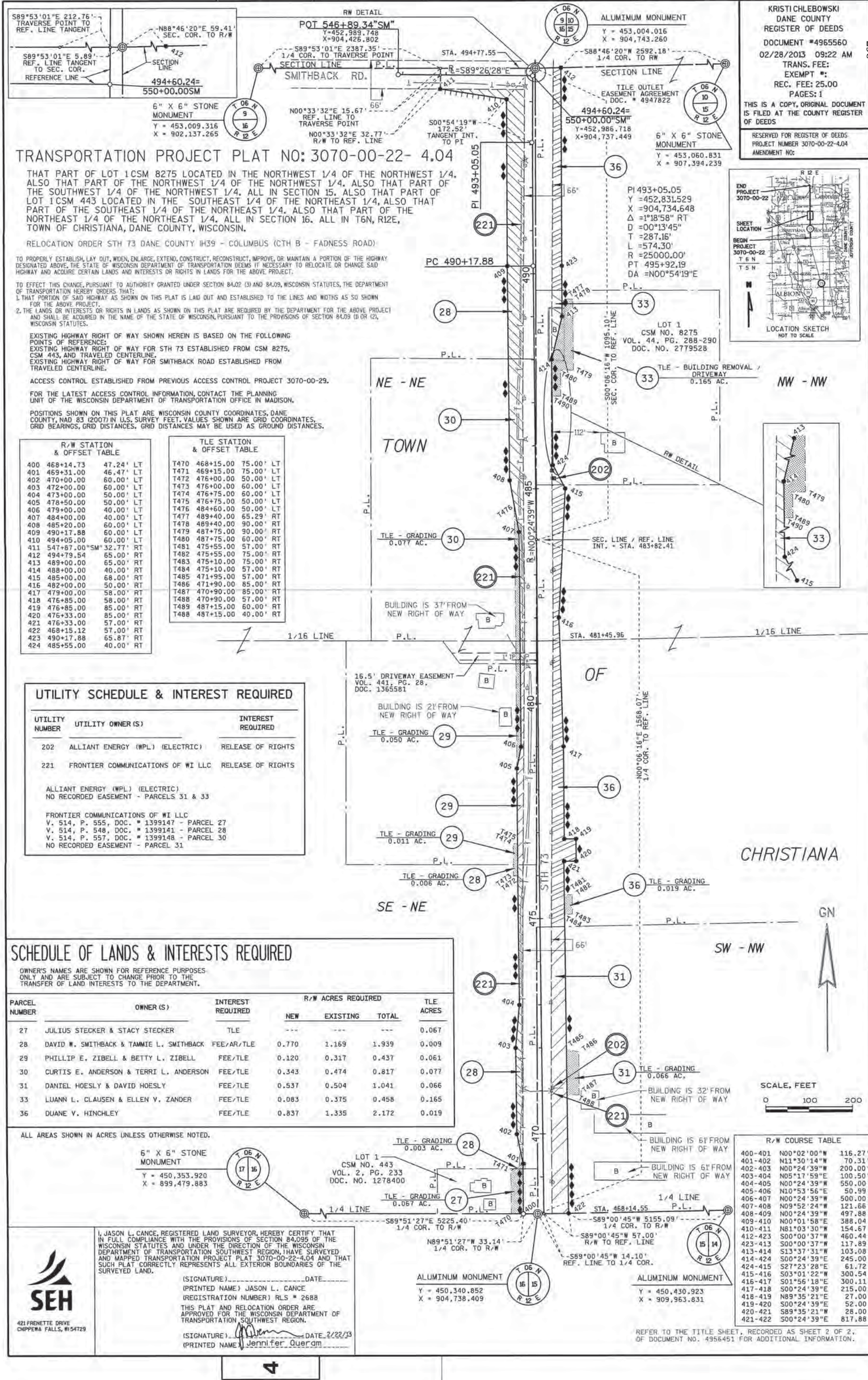
I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

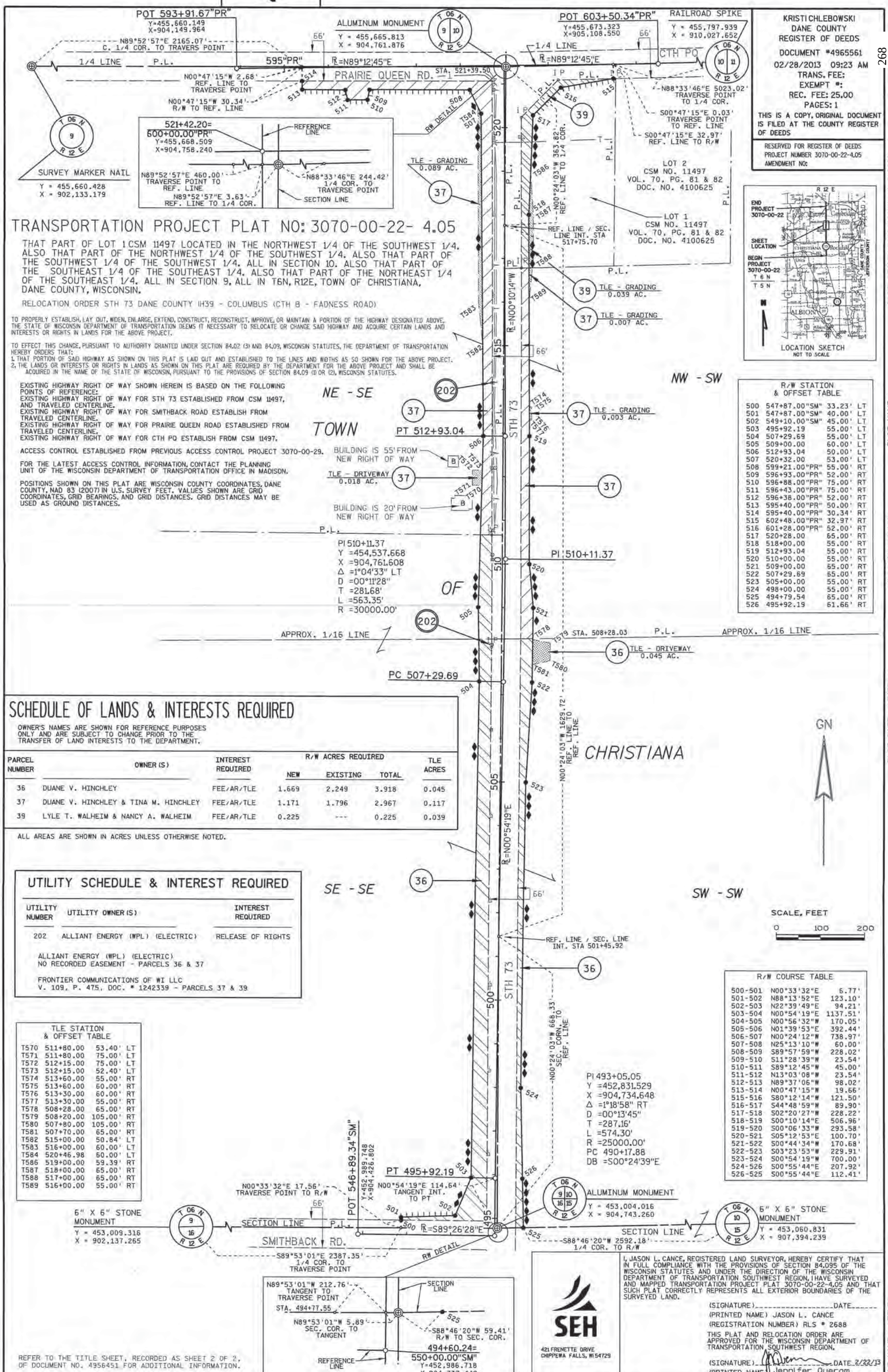
(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.






KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965561
02/28/2013 09:23 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.05
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.05

THAT PART OF LOT 1 CSM 11497 LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 10. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALL IN SECTION 9. ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 11497, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR SMITHBACK ROAD ESTABLISH FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR PRAIRIE QUEEN ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH PQ ESTABLISH FROM CSM 11497.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 36 | DUANE V. HINCHLEY | FEE/AR/TLE | 1.669 | 2.249 | 3.918 | 0.045 |
| 37 | DUANE V. HINCHLEY & TINA M. HINCHLEY | FEE/AR/TLE | 1.171 | 1.796 | 2.967 | 0.117 |
| 39 | LYLE T. WALHEIM & NANCY A. WALHEIM | FEE/AR/TLE | 0.225 | --- | 0.225 | 0.039 |

ALL AREAS ARE SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCELS 36 & 37

FRONTIER COMMUNICATIONS OF WI LLC
V. 109, P. 475, DOC. # 1242339 - PARCELS 37 & 39

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T570 | 511+80.00 | 53.40' LT |
| T571 | 511+80.00 | 75.00' LT |
| T572 | 512+15.00 | 75.00' LT |
| T573 | 512+15.00 | 52.40' LT |
| T574 | 513+60.00 | 55.00' RT |
| T575 | 513+60.00 | 60.00' RT |
| T576 | 513+30.00 | 60.00' RT |
| T577 | 513+30.00 | 55.00' RT |
| T578 | 508+28.00 | 65.00' RT |
| T579 | 508+20.00 | 105.00' RT |
| T580 | 507+80.00 | 105.00' RT |
| T581 | 507+70.00 | 65.00' RT |
| T582 | 515+00.00 | 50.84' LT |
| T583 | 516+00.00 | 60.00' LT |
| T584 | 520+46.98 | 60.00' LT |
| T586 | 519+00.00 | 59.39' RT |
| T587 | 518+00.00 | 65.00' RT |
| T588 | 517+00.00 | 65.00' RT |
| T589 | 516+00.00 | 55.00' RT |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 500 | 547+87.00"SM" | 33.23' LT |
| 501 | 547+87.00"SM" | 40.00' LT |
| 502 | 549+10.00"SM" | 45.00' LT |
| 503 | 495+92.19 | 55.00' LT |
| 504 | 507+29.69 | 55.00' LT |
| 505 | 509+00.00 | 60.00' LT |
| 506 | 512+93.04 | 50.00' LT |
| 507 | 520+32.00 | 53.00' LT |
| 508 | 599+21.00"PR" | 55.00' RT |
| 509 | 596+93.00"PR" | 52.00' RT |
| 510 | 596+88.00"PR" | 75.00' RT |
| 511 | 596+43.00"PR" | 75.00' RT |
| 512 | 596+38.00"PR" | 52.00' RT |
| 513 | 595+40.00"PR" | 50.00' RT |
| 514 | 595+40.00"PR" | 30.34' RT |
| 515 | 602+48.00"PR" | 32.97' RT |
| 516 | 601+28.00"PR" | 52.00' RT |
| 517 | 520+28.00 | 65.00' RT |
| 518 | 518+00.00 | 55.00' RT |
| 519 | 512+93.04 | 55.00' RT |
| 520 | 510+00.00 | 55.00' RT |
| 521 | 509+00.00 | 65.00' RT |
| 522 | 507+29.69 | 65.00' RT |
| 523 | 505+00.00 | 55.00' RT |
| 524 | 498+00.00 | 55.00' RT |
| 525 | 494+79.54 | 65.00' RT |
| 526 | 495+92.19 | 61.66' RT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 500-501 | N00°33'32"E | 6.77' |
| 501-502 | N88°13'52"E | 123.10' |
| 502-503 | N22°39'49"E | 94.21' |
| 503-504 | N00°54'19"E | 1137.51' |
| 504-505 | N00°56'32"W | 170.05' |
| 505-506 | N01°39'53"E | 392.44' |
| 506-507 | N00°24'12"W | 738.97' |
| 507-508 | N25°13'10"W | 60.00' |
| 508-509 | S89°57'59"W | 228.02' |
| 509-510 | S11°28'39"W | 23.54' |
| 510-511 | S89°12'45"W | 45.00' |
| 511-512 | N13°03'08"W | 23.54' |
| 512-513 | N89°37'05"W | 98.02' |
| 513-514 | N00°47'15"W | 19.66' |
| 515-516 | S80°12'14"W | 121.50' |
| 516-517 | S44°48'59"W | 89.90' |
| 517-518 | S02°20'27"W | 228.22' |
| 518-519 | S00°10'14"E | 506.96' |
| 519-520 | S00°06'33"W | 293.58' |
| 520-521 | S05°12'53"E | 100.70' |
| 521-522 | S00°44'34"W | 170.68' |
| 522-523 | S03°23'53"W | 229.91' |
| 523-524 | S00°54'19"W | 700.00' |
| 524-526 | S00°55'44"E | 207.92' |
| 526-525 | S00°55'44"E | 112.41' |

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS * 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Querom

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.



3070-00-22- 4.05
268
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotsc
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965564
02/28/2013 09:37 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.06
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.06

THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, AND THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, ALL IN SECTION 9, THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 10, ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 – COLUMBUS (CTH B – FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

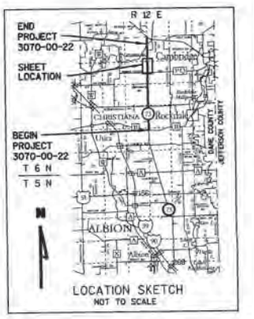
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR PRAIRIE QUEEN ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH PQ ESTABLISH FROM CSM 11497.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | RDE ACRES | TLE ACRES |
|---|---|---|---|---|---|---|---|
| 37 | DUANE HINCHLEY & TINA HINCHLEY | FEE/AR/TLE | 1.059 | 1.868 | 2.927 | --- | 0.398 |
| 42 | DALE E. LUND, RONALD A. LUND, JAMES E. LUND & DENNIS J. LUND | FEE/AR/TLE | 1.725 | 2.110 | 3.835 | --- | 0.023 |
| 43 | ROSS HECKER | FEE/TLE | 0.049 | 0.129 | 0.178 | --- | 0.024 |
| 44 | BROCKMAN ZEIGLER OTTERTAIL REVOCABLE TRUST, RONALD D. ZEIGLER & SUZANNE E. BROCKMAN ZEIGLER, TRUSTEES | FEE/TLE | 0.025 | 0.106 | 0.131 | --- | 0.032 |
| 45 | CATHERINE J. WAGNER & NELSON PELLETIER | FEE/AR/RDE | 0.017 | 0.250 | 0.267 | 0.018 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 203 | ALLIANT ENERGY (WPL) (GAS/PETROLEUM) | RELEASE OF RIGHTS |
| 221 | FRONTIER COMMUNICATIONS OF WI LLC | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCEL 37

ALLIANT ENERGY (WPL) (GAS/PETROLEUM)
NO RECORDED EASEMENT - PARCEL 42

FRONTIER COMMUNICATIONS OF WI LLC
V. 514, P. 552, DOC. # 1399144 - PARCEL 42
V. 138, P. 207, DOC. # 1251946 - PARCEL 37

| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| 600 | 595+40.00"PR" | 35.67' LT |
| 601 | 595+40.00"PR" | 50.00' LT |
| 602 | 521+95.00 | 90.00' LT |
| 603 | 522+90.00 | 60.00' LT |
| 604 | 526+13.63 | 60.00' LT |
| 605 | 529+00.00 | 65.00' LT |
| 606 | 531+64.14 | 50.00' LT |
| 607 | 536+00.00 | 50.00' LT |
| 608 | 537+00.00 | 55.00' LT |
| 609 | 544+80.00 | 55.00' LT |
| 610 | 546+00.00 | 40.00' LT |
| 611 | 548+03.41 | 40.00' LT |
| 612 | 548+05.66 | 50.00' RT |
| 613 | 539+00.00 | 50.00' RT |
| 614 | 538+50.00 | 37.51' RT |
| 615 | 535+50.00 | 38.80' RT |
| 616 | 535+00.00 | 55.00' RT |
| 617 | 531+64.14 | 55.00' RT |
| 618 | 528+00.00 | 85.00' RT |
| 619 | 526+13.63 | 85.00' RT |
| 620 | 524+00.00 | 65.00' RT |
| 621 | 523+75.00 | 38.21' RT |
| 622 | 522+51.00 | 37.38' RT |
| 623 | 521+85.00 | 42.00' RT |
| 624 | 601+26.00"PR" | 31.65' LT |
| 625 | 602+48.00"PR" | 33.03' LT |

| R/W COURSE TABLE | | |
|---|---|---|
| 600-601 | N00°47'15"W | 14.33' |
| 601-602 | N88°37'51"E | 370.59' |
| 602-603 | N17°21'18"E | 99.62' |
| 603-604 | N00°10'14"W | 323.63' |
| 604-605 | N01°00'20"W | 286.77' |
| 605-606 | N03°33'19"E | 264.87' |
| 606-607 | N00°27'37"E | 435.86' |
| 607-608 | N02°24'08"W | 100.12' |
| 608-609 | N00°27'37"E | 780.00' |
| 609-610 | N07°35'07"E | 120.93' |
| 610-611 | N00°27'37"E | 203.41' |
| 612-613 | S00°27'37"W | 905.66' |
| 613-614 | S14°29'20"W | 51.54' |
| 614-615 | S00°12'48"W | 300.00' |
| 615-616 | S17°29'32"E | 52.56' |
| 616-617 | S00°27'37"W | 335.86' |
| 617-618 | S04°27'53"E | 364.86' |
| 618-619 | S00°03'50"E | 186.05' |
| 619-620 | S05°10'40"W | 214.56' |
| 620-621 | S46°48'45"W | 36.65' |
| 621-622 | S00°12'48"W | 124.00' |
| 622-623 | S04°10'43"E | 66.16' |
| 623-624 | S83°29'28"E | 84.22' |
| 624-625 | N88°33'46"E | 122.01' |

| RDE STATION & OFFSET TABLE | | |
|---|---|---|
| R640 | 521+91.00 | 56.00' RT |

| RDE COURSE TABLE | | |
|---|---|---|
| 622-R640 | S17°24'55"E | 62.82' |
| R640-624 | S77°23'33"E | 71.42' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| T670 | 545+20.00 | 50.00' LT |
| T671 | 548+03.31 | 50.00' LT |
| T672 | 548+06.03 | 60.00' RT |
| T673 | 547+60.00 | 60.00' RT |
| T674 | 547+60.00 | 50.00' RT |
| T675 | 538+00.00 | 130.00' RT |
| T676 | 537+25.00 | 130.00' RT |
| T677 | 537+25.00 | 55.00' RT |
| T678 | 523+40.00 | 37.97' RT |
| T679 | 532+50.00 | 50.00' LT |
| T680 | 533+00.00 | 60.00' LT |
| T681 | 533+50.00 | 60.00' LT |
| T682 | 534+00.00 | 50.00' LT |
| T683 | 527+00.00 | 90.00' LT |
| T684 | 546+50.00 | 50.00' RT |
| T685 | 546+00.00 | 55.00' RT |
| T686 | 545+00.00 | 55.00' RT |
| T687 | 544+50.00 | 50.00' RT |

RAILROAD SPIKE
Y = 458,330.061
X = 904,771.794

6" X 6" STONE MONUMENT
Y = 458,324.857
X = 902,129.284

6" X 6" STONE MONUMENT
Y = 458,406.404
X = 907,395.754

RAILROAD SPIKE
Y = 455,797.939
X = 910,027.652

ALUMINUM MONUMENT
Y = 455,665.813
X = 904,761.876

SURVEY MARKER NAIL
Y = 455,660.428
X = 902,133.179

N89°53'14"E 2602.12' 1/4 COR. TO R/W

33' INGRESS / EGRESS EASEMENT VOL. 268, PG. 411 DOC. # 1297825

SECTION LINE

STA. 548+03.81

S88°20'00"W 2575.43' 1/4 COR. TO R/W

P.L.

SECTION LINE

REFERENCE LINE — SECTION LINE
611 — 612
N89°53'14"E 40.00' R/W TO REF. LINE
N88°20'00"E 49.64' SEC. COR. TO R/W
N89°53'14"E 0.40' REF. LINE TO SEC. COR.

RW DETAIL

TLE - GRADING 0.032 ac. — 44
TLE - GRADING 0.011 ac. — 37
TLE - GRADING 0.017 ac. — 37
TLE - GRADING 0.024 ac. — 43
TLE - GRADING 0.023 ac. — 42
TLE - GRADING 0.011 ac. — 37
TLE - BUILDING REMOVAL / GRADING 0.348 ac. — 37
TLE - GRADING 0.011 ac. — 37
RDE 0.018 ac. — 45

BUILDING IS 17' FROM RIGHT OF WAY
BUILDING IS 81' FROM NEW RIGHT OF WAY

STH 73

NE - NE
TOWN
NW - NW
SE - NE
SW - NW
OF
CHRISTIANA

1/16 LINE

PT 531+64.14

PI 528+88.89
Y =456,415.189
X =904,756.017
Δ =00°37'51" RT
D =00°06'53"
T =275.26'
L =550.51'
R =50,000.00'

PC 526+13.63

N00°12'47"E 2661.52' REF. LINE TO SEC. COR.

N00°27'37"E 2661.52' REF. LINE TO SEC. COR.

REFERENCE LINE — SECTION LINE
521+42.20= 600+00.00"PR"
Y=455,668.509
X=904,758.240
N00°12'47"E 2.75' 1/4 COR. TO REF. LINE
S89°52'57"W 460.00' REF. LINE TO TRAVERSE POINT
S88°33'46"W 244.42' TRAVERSE POINT TO 1/4 COR.
S89°52'57"W 3.63' 1/4 COR. TO REF. LINE

POT 593+91.67"PR" Y=455,660.149 X=904,149.964

N00°47'15"W 32.99' TRAVERSE POINT TO RW

1/4 LINE

595"PR"

PRAIRIE QUEEN RD.

N89°52'57"E 2165.07' CENTER 1/4 COR. TO TRAVERSE POINT

R=N89°12'45"E

P.L.

STA. 521+39.50

CTH PQ

1/4 LINE

S88°33'46"W 5023.02' 1/4 COR. TO TRAVERSE POINT

POT 603+50.34"PR" Y=455,673.323 X=905,108.550

S00°47'15"E 33.00' R/W TO TRAVERSE POINT

R=N00°10'14"W 525

R=N00°27'37"E 540

530

535

545

SCALE, FEET
0 100 200

GN

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.

SEH

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE)_____DATE_____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE)_____DATE 2/22/13
(PRINTED NAME) Jennifer Queram

3071 269 2- 4.06
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965568
02/28/2013 09:40 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.07
AMENDMENT NO:

3070-00-22- 4.07

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.07

THAT PART OF LOT 1 OF CSM 8925 LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF LOT 1 OF CSM 9493 LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4. ALL IN SECTION 3. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4. ALL IN SECTION 4, ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM CSM 8925, CSM 9493, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR HILLCREST ROAD ESTABLISHED FROM TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR FADNESS ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 202 | ALLIANT ENERGY (WPL) (ELECTRIC) | RELEASE OF RIGHTS |
| 238 | PAETEC / WINDSTREAM | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
NO RECORDED EASEMENT - PARCEL 42
V. 113, P. 497, DOC. #1243756 - PARCEL 51

FRONTIER COMMUNICATIONS OF WI LLC
V. 138, P. 201, DOC. # 1251940 - PARCEL 51
V. 138, P. 206, DOC. # 1251945 - PARCEL 51 & 52
V. 138, P. 196, DOC. # 1251935 - PARCEL 53

PAETEC / WINDSTREAM
NO RECORDED EASEMENT - PARCELS 51 & 53

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | R/W ACRES REQUIRED EXISTING | R/W ACRES REQUIRED TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 42 | DALE E. LUND, RONALD A. LUND, JAMES E. LUND & DENNIS J. LUND | FEE/AR/TLE | 0.777 | 1.154 | 1.931 | 0.011 |
| 44 | BROCKMAN ZEIGLER OTTERTAIL REVOCABLE TRUST, RONALD D. ZEIGLER & SUZANNE E. BROCKMAN ZEIGLER, TRUSTEES | FEE/TLE | 0.118 | 0.226 | 0.344 | 0.071 |
| 51 | DOLLIE R. BIRKREM | FEE/AR/TLE | 1.765 | 2.500 | 4.265 | 0.327 |
| 52 | BRYAN L. BIRKREM & DIANA M. BIRKREM | FEE/TLE | 0.076 | 0.114 | 0.190 | 0.077 |
| 53 | BETTE L. HOESLY | FEE/AR | 0.788 | 1.031 | 1.819 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Quergm

SEH

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 700 | 548+03.41 | 40.00' LT |
| 701 | 549+50.00 | 40.00' LT |
| 702 | 550+20.00 | 65.00' LT |
| 703 | 553+00.00 | 65.00' LT |
| 704 | 556+00.00 | 55.00' LT |
| 705 | 558+75.00 | 60.00' LT |
| 706 | 558+75.00 | 75.00' LT |
| 707 | 559+15.00 | 75.00' LT |
| 708 | 559+15.00 | 60.00' LT |
| 709 | 560+70.00 | 60.00' LT |
| 710 | 648+35.00"H" | 39.00' RT |
| 711 | 644+75.00"H" | 44.00' RT |
| 712 | 644+75.00"H" | 33.98' RT |
| 713 | 644+75.00"H" | 32.03' LT |
| 714 | 648+20.00"H" | 37.23' LT |
| 715 | 562+10.00 | 68.53' LT |
| 716 | 562+45.00 | 40.00' LT |
| 717 | 563+75.00 | 40.00' LT |
| 718 | 566+00.00 | 65.00' LT |
| 719 | 571+88.00 | 65.00' LT |
| 720 | 571+93.00 | 89.00' LT |
| 721 | 572+31.00 | 89.00' LT |
| 722 | 572+36.00 | 68.00' LT |
| 723 | 574+63.03 | 63.00' LT |
| 724 | 703+60.00"FD" | 35.46' RT |
| 725 | 703+60.00"FD" | 45.00' RT |
| 726 | 701+06.00"FD" | 46.00' RT |
| 727 | 573+82.00 | 73.00' RT |
| 728 | 571+63.00 | 73.00' RT |
| 729 | 567+50.00 | 55.00' RT |
| 730 | 556+00.00 | 55.00' RT |
| 731 | 555+00.00 | 65.00' RT |
| 732 | 550+00.00 | 65.00' RT |
| 733 | 548+05.66 | 50.00' RT |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 700-701 | N00°27'37"E | 146.59' |
| 701-702 | N19°11'37"W | 74.33' |
| 702-703 | N00°27'37"E | 280.00' |
| 703-704 | N02°22'10"E | 300.17' |
| 704-705 | N00°34'53"W | 275.05' |
| 705-706 | N89°32'23"W | 15.00' |
| 706-707 | N00°27'37"E | 40.00' |
| 707-708 | S89°32'23"E | 15.00' |
| 708-709 | N00°27'37"E | 155.00' |
| 709-710 | N79°38'26"W | 106.67' |
| 710-711 | S89°47'32"W | 360.03' |
| 711-712 | N00°35'17"E | 10.02' |
| 713-714 | N89°43'27"E | 345.04' |
| 714-715 | N68°17'17"E | 120.28' |
| 715-716 | N39°38'48"E | 45.16' |
| 716-717 | N00°27'37"E | 130.00' |
| 717-718 | N05°52'48"W | 226.38' |
| 718-719 | N00°27'37"E | 588.00' |
| 719-720 | N77°46'17"W | 24.52' |
| 720-721 | N00°27'37"E | 38.00' |
| 721-722 | N77°04'04"E | 21.59' |
| 722-723 | N01°43'19"E | 227.09' |
| 724-725 | S01°31'35"E | 9.54' |
| 725-726 | S88°14'53"W | 254.00' |
| 726-727 | S39°14'06"W | 55.14' |
| 727-728 | S00°27'37"W | 219.00' |
| 728-729 | S02°57'21"W | 413.39' |
| 729-730 | S00°27'37"W | 1150.00' |
| 730-731 | S05°15'01"E | 100.50' |
| 731-732 | S00°27'37"W | 500.00' |
| 732-733 | S04°52'26"W | 194.92' |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T768 | 552+00.00 | 65.00' LT |
| T769 | 552+00.00 | 70.00' LT |
| T770 | 548+03.31 | 50.00' LT |
| T771 | 549+50.00 | 50.00' LT |
| T772 | 549+50.00 | 70.00' LT |
| T773 | 644+75.00"H" | 45.00' LT |
| T774 | 648+38.94"H" | 45.00' LT |
| T775 | 562+90.00 | 40.00' LT |
| T776 | 562+90.00 | 65.00' LT |
| T777 | 563+35.00 | 65.00' LT |
| T778 | 563+35.00 | 40.00' LT |
| T779 | 574+45.00 | 63.40' LT |
| T780 | 574+50.00 | 90.00' LT |
| T781 | 574+62.61 | 90.00' LT |
| T782 | 563+60.00 | 55.00' RT |
| T783 | 563+60.00 | 85.00' RT |
| T784 | 563+10.00 | 85.00' RT |
| T785 | 563+10.00 | 70.00' RT |
| T786 | 561+80.00 | 70.00' RT |
| T787 | 561+80.00 | 85.00' RT |
| T788 | 561+20.00 | 85.00' RT |
| T789 | 561+20.00 | 70.00' RT |
| T790 | 560+00.00 | 70.00' RT |
| T791 | 559+50.00 | 85.00' RT |
| T792 | 557+00.00 | 55.00' RT |
| T793 | 548+20.00 | 51.11' RT |
| T794 | 548+20.00 | 60.00' RT |
| T795 | 548+06.03 | 60.00' RT |
| T796 | 564+00.00 | 42.78' LT |
| T797 | 564+50.00 | 55.00' LT |
| T798 | 565+00.00 | 53.89' LT |



PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.08 AMENDMENT NO. 1

## AMENDS PARCEL NO: 56, 57, & 58 OF TRANSPORTATION PROJECT PLAT NO: 3070-00-22-4.08

## RECORDED AS DOCUMENT NO: 4965579

THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, AND
THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3,
ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (CTH B - FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.08
AMENDMENT NO: 1

271

3070-00-22- 4.08

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM RW PROJECT 3070-03-21, ANTHONY THOUSAND PLAT OF SURVEY, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR FADNESS ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

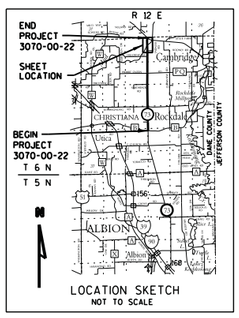
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET, VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

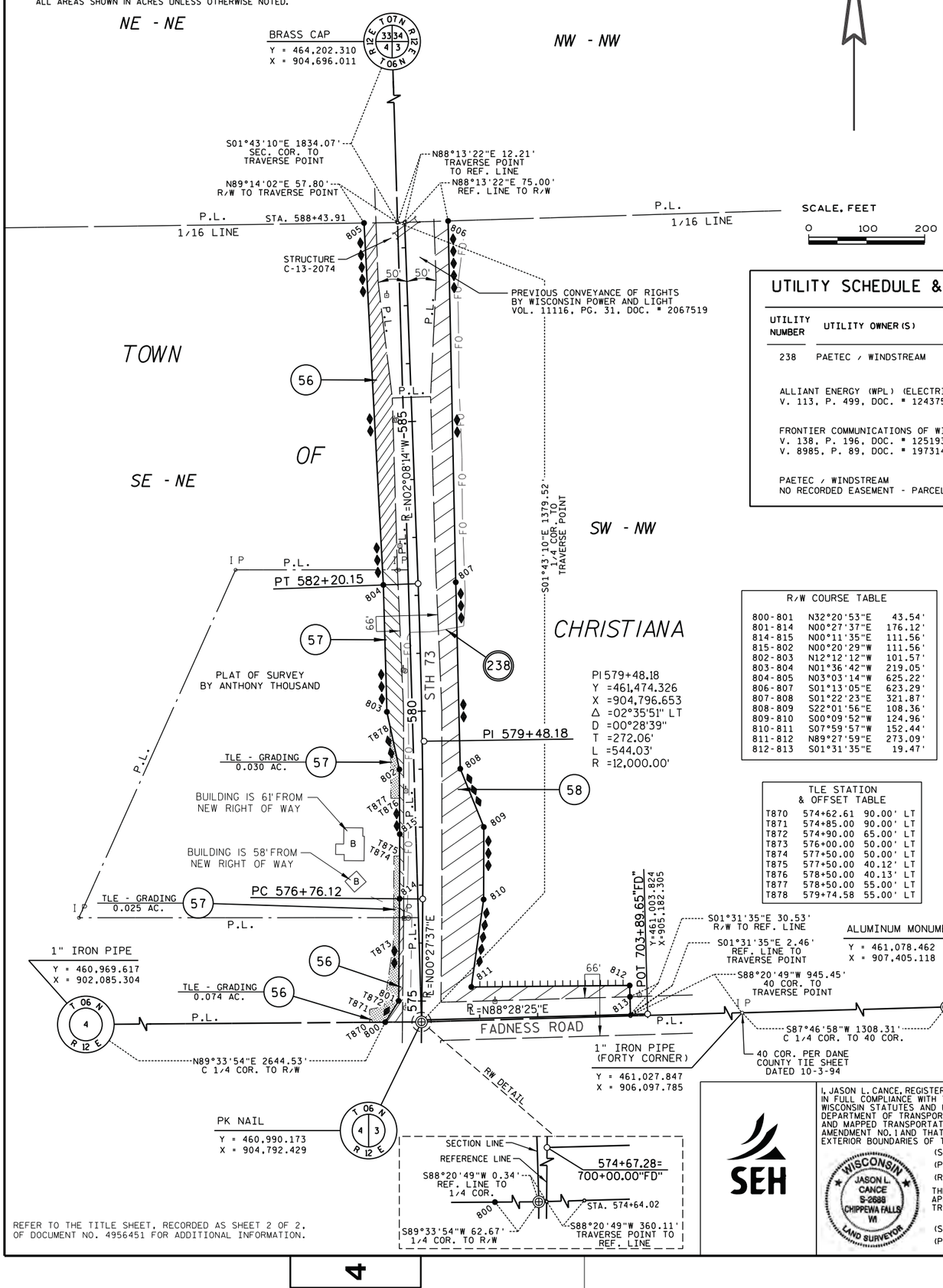
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | R/W ACRES REQUIRED EXISTING | R/W ACRES REQUIRED TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 56 | BETTE L. HOESLY | FEE/TLE | 0.402 | 0.245 | 0.647 | 0.074 |
| 57 | EDWARD L. KUBINA JR. & JO ANN KUBINA | FEE/TLE | 0.233 | 0.256 | 0.489 | 0.055 |
| 58 | BYRON L. BUCHLI & SHARON L. BUCHLI | FEE/AR | 1.393 | 1.378 | 2.771 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.



LOCATION SKETCH
NOT TO SCALE




## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 238 | PAETEC / WINDSTREAM | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
V. 113, P. 499, DOC. # 1243757 - PARCEL 58

FRONTIER COMMUNICATIONS OF WI LLC
V. 138, P. 196, DOC. # 1251935 - PARCELS 56, & 57
V. 8985, P. 89, DOC. # 1973147 - PARCEL 58

PAETEC / WINDSTREAM
NO RECORDED EASEMENT - PARCEL 58

### R/W COURSE TABLE

| | | |
|---|---|---|
| 800-801 | N32°20'53"E | 43.54' |
| 801-814 | N00°27'37"E | 176.12' |
| 814-815 | N00°11'35"E | 111.56' |
| 815-802 | N00°20'29"W | 111.56' |
| 802-803 | N12°12'12"W | 101.57' |
| 803-804 | N01°36'42"W | 219.05' |
| 804-805 | N03°03'14"W | 625.22' |
| 806-807 | S01°13'05"E | 623.29' |
| 807-808 | S01°22'23"E | 321.87' |
| 808-809 | S22°01'56"E | 108.36' |
| 809-810 | S00°09'52"W | 124.96' |
| 810-811 | S07°59'57"W | 152.44' |
| 811-812 | N89°27'59"E | 273.09' |
| 812-813 | S01°31'35"E | 19.47' |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 800 | 574+63.03 | 63.00' LT |
| 801 | 575+00.00 | 40.00' LT |
| 802 | 579+00.00 | 40.00' LT |
| 803 | 580+00.00 | 60.00' LT |
| 804 | 582+20.15 | 60.00' LT |
| 805 | 588+45.29 | 70.00' LT |
| 806 | 588+43.36 | 75.00' RT |
| 807 | 582+20.15 | 65.00' RT |
| 808 | 579+00.00 | 65.00' RT |
| 809 | 578+00.00 | 105.00' RT |
| 810 | 576+76.12 | 105.00' RT |
| 811 | 575+25.00 | 85.00' RT |
| 812 | 703+60.00"FD" | 50.00' LT |
| 813 | 703+60.00"FD" | 30.54' LT |
| 814 | 576+76.12 | 40.00' LT |
| 815 | 577+88.06 | 40.00' LT |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T870 | 574+62.61 | 90.00' LT |
| T871 | 574+85.00 | 90.00' LT |
| T872 | 574+90.00 | 65.00' LT |
| T873 | 576+00.00 | 50.00' LT |
| T874 | 577+50.00 | 50.00' LT |
| T875 | 577+50.00 | 40.12' LT |
| T876 | 578+50.00 | 40.13' LT |
| T877 | 578+50.00 | 55.00' LT |
| T878 | 579+74.58 | 55.00' LT |

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.08 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 5-13-2013
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE (WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) _____

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.



PLOT SCALE : N/A
PLOT NAME :
PLOT BY : SEH
PLOT DATE : 5/13/2013
FILE NAME : P:\UZ\WW\wi fsw\Common\STH 73\042208RP.dgn
APPRAISAL PLAT DATE : 5-10-2013

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22- 4.08

THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, AND
THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3,
ALL IN T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 DANE COUNTY IH39 – COLUMBUS (CTH B – FADNESS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM RW PROJECT 3070-03-21, AND TRAVELED CENTERLINE.
EXISTING HIGHWAY RIGHT OF WAY FOR FADNESS ROAD ESTABLISHED FROM TRAVELED CENTERLINE.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET, VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #4965579
02/28/2013 10:31 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3070-00-22-4.08
AMENDMENT NO:

272
3070-00-22- 4.08

PLOT SCALE : 100.001000:1.000000
PLOT NAME :
PLOT BY : dotc4g
PLOT DATE : $DATE$

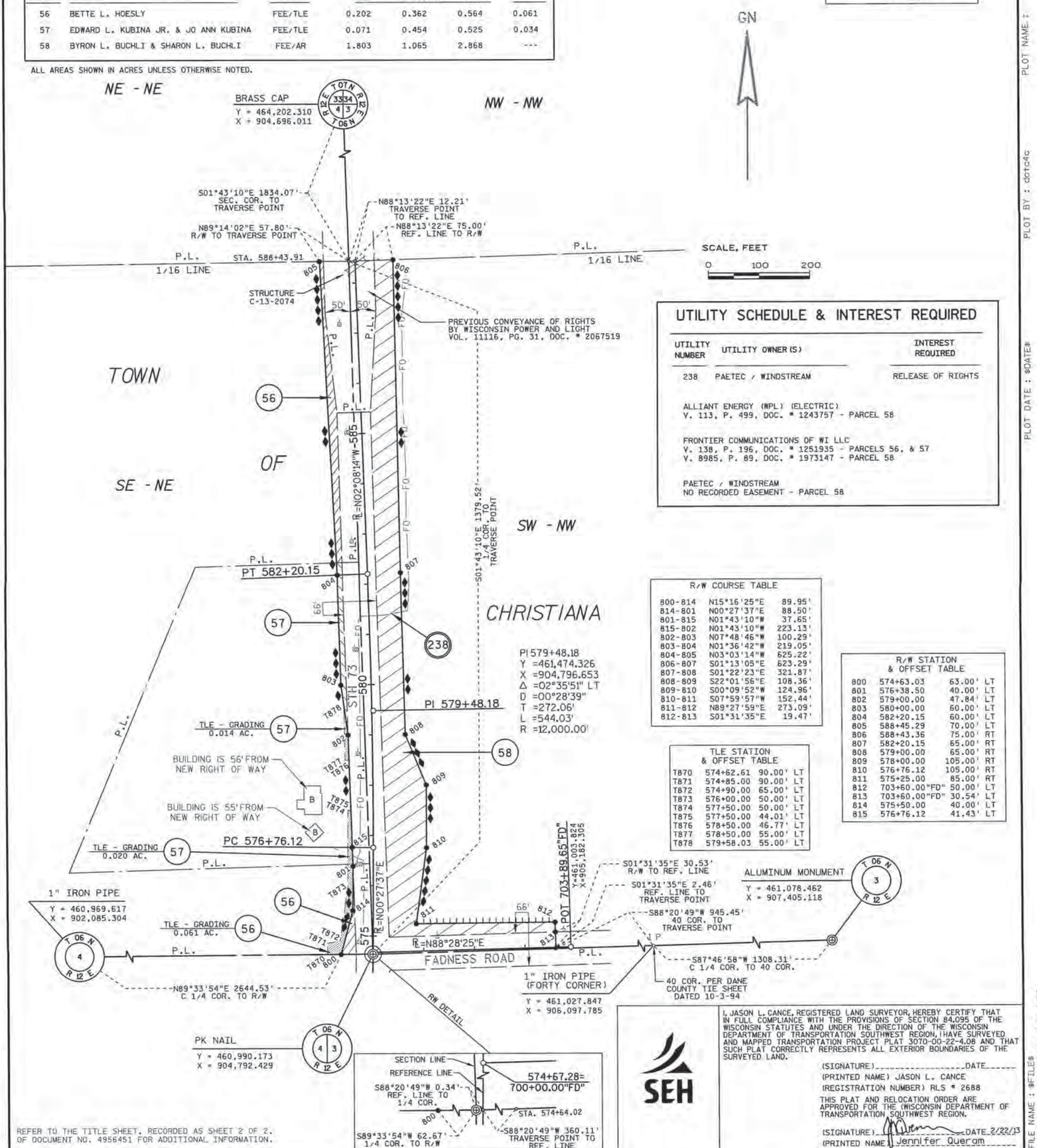



## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 56 | BETTE L. HOESLY | FEE/TLE | 0.202 | 0.362 | 0.564 | 0.061 |
| 57 | EDWARD L. KUBINA JR. & JO ANN KUBINA | FEE/TLE | 0.071 | 0.454 | 0.525 | 0.034 |
| 58 | BYRON L. BUCHLI & SHARON L. BUCHLI | FEE/AR | 1.803 | 1.065 | 2.868 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.




## UTILITY SCHEDULE & INTEREST REQUIRED

| UTILITY NUMBER | UTILITY OWNER (S) | INTEREST REQUIRED |
|---|---|---|
| 238 | PAETEC / WINDSTREAM | RELEASE OF RIGHTS |

ALLIANT ENERGY (WPL) (ELECTRIC)
V. 113, P. 499, DOC. # 1243757 - PARCEL 58

FRONTIER COMMUNICATIONS OF WI LLC
V. 138, P. 196, DOC. # 1251935 - PARCELS 56, & 57
V. 8985, P. 89, DOC. # 1973147 - PARCEL 58

PAETEC / WINDSTREAM
NO RECORDED EASEMENT - PARCEL 58

### R/W COURSE TABLE

| | | |
|---|---|---|
| 800-814 | N15°16'25"E | 89.95' |
| 814-801 | N00°27'37"E | 88.50' |
| 801-815 | N01°43'10"W | 37.65' |
| 815-802 | N01°43'10"W | 223.13' |
| 802-803 | N07°48'46"W | 100.29' |
| 803-804 | N01°36'42"W | 219.05' |
| 804-805 | N03°03'14"W | 625.22' |
| 806-807 | S01°13'05"E | 623.29' |
| 807-808 | S01°22'23"E | 321.87' |
| 808-809 | S22°01'56"E | 108.36' |
| 809-810 | S00°09'52"W | 124.96' |
| 810-811 | S07°59'57"W | 152.44' |
| 811-812 | N89°27'59"E | 273.09' |
| 812-813 | S01°31'35"E | 19.47' |

### R/W STATION & OFFSET TABLE

| | | |
|---|---|---|
| 800 | 574+63.03 | 63.00' LT |
| 801 | 576+38.50 | 40.00' LT |
| 802 | 579+00.00 | 47.84' LT |
| 803 | 580+00.00 | 60.00' LT |
| 804 | 582+20.15 | 60.00' LT |
| 805 | 588+45.29 | 70.00' LT |
| 806 | 588+43.36 | 75.00' RT |
| 807 | 582+20.15 | 65.00' RT |
| 808 | 579+00.00 | 65.00' RT |
| 809 | 578+00.00 | 105.00' RT |
| 810 | 576+76.12 | 105.00' RT |
| 811 | 575+25.00 | 85.00' RT |
| 812 | 703+60.00"FD" | 50.00' LT |
| 813 | 703+60.00"FD" | 30.54' LT |
| 814 | 575+50.00 | 40.00' LT |
| 815 | 576+76.12 | 41.43' LT |

### TLE STATION & OFFSET TABLE

| | | |
|---|---|---|
| T870 | 574+62.61 | 90.00' LT |
| T871 | 574+85.00 | 90.00' LT |
| T872 | 574+90.00 | 65.00' LT |
| T873 | 576+00.00 | 50.00' LT |
| T874 | 577+50.00 | 50.00' LT |
| T875 | 577+50.00 | 44.01' LT |
| T876 | 578+50.00 | 46.77' LT |
| T877 | 578+50.00 | 55.00' LT |
| T878 | 579+58.03 | 55.00' LT |

REFER TO THE TITLE SHEET. RECORDED AS SHEET 2 OF 2. OF DOCUMENT NO. 4956451 FOR ADDITIONAL INFORMATION.

SEH

I, JASON L. CANCE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3070-00-22-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) JASON L. CANCE
(REGISTRATION NUMBER) RLS # 2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

(SIGNATURE) _____ DATE 2/22/13
(PRINTED NAME) Jennifer Querqm

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 2-19-2013

DATE: 2/18/2013

REVISION DATE:

# TRANSPORTATION PROJECT PLAT NO: 3070-00-22 - 4.09

RELOCATION ORDER STH 73 DANE COUNTY IH39 - COLUMBUS (PIERCE ROAD - CTH B)

## R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| POINT | Y | X |
|---|---|---|
| 100 | 442434.006 | 904704.217 |
| 101 | 442825.985 | 904701.405 |
| 102 | 443176.084 | 904713.895 |
| 103 | 443226.316 | 904746.088 |
| 104 | 443421.305 | 904743.858 |
| 105 | 443421.185 | 904727.137 |
| 106 | 443556.182 | 904726.169 |
| 107 | 443556.295 | 904741.972 |
| 108 | 443701.284 | 904739.947 |
| 109 | 443726.213 | 904729.950 |
| 110 | 443826.211 | 904729.233 |
| 111 | 443876.281 | 904738.874 |
| 112 | 444039.365 | 904737.704 |
| 113 | 444105.254 | 904727.231 |
| 114 | 444226.200 | 904726.364 |
| 115 | 444526.336 | 904744.212 |
| 116 | 444776.043 | 904702.420 |
| 117 | 445055.372 | 904700.417 |
| 118 | 445055.624 | 904850.419 |
| 119 | 445002.436 | 904895.801 |
| 120 | 444952.437 | 904896.160 |
| 121 | 444952.114 | 904851.161 |
| 122 | 444407.128 | 904855.070 |
| 123 | 444402.272 | 904875.105 |
| 124 | 444357.273 | 904875.428 |
| 125 | 444352.130 | 904855.464 |
| 126 | 444027.138 | 904857.795 |
| 127 | 443927.248 | 904873.512 |
| 128 | 443746.157 | 904879.333 |
| 129 | 443277.519 | 904885.880 |
| 130 | 443227.409 | 904898.531 |
| 131 | 442727.422 | 904902.117 |
| 132 | 442677.322 | 904888.328 |
| 133 | 442606.913 | 904888.615 |
| 134 | 442436.903 | 904899.308 |
| 135 | 443276.255 | 904745.884 |
| 200 | 445055.372 | 904700.417 |
| 201 | 445326.316 | 904738.474 |
| 202 | 445626.164 | 904716.323 |
| 203 | 445826.159 | 904714.889 |
| 204 | 445876.356 | 904742.123 |
| 205 | 446126.324 | 904736.851 |
| 206 | 446176.222 | 904722.379 |
| 207 | 446426.180 | 904715.586 |
| 208 | 446826.237 | 904722.089 |
| 209 | 447186.191 | 904714.497 |
| 210 | 447226.087 | 904699.848 |
| 211 | 447376.168 | 904710.490 |
| 212 | 447617.529 | 904705.399 |
| 213 | 447627.931 | 904247.910 |
| 214 | 447642.623 | 904247.906 |
| 215 | 447635.128 | 904920.606 |
| 216 | 447578.251 | 904832.326 |
| 217 | 447227.127 | 904844.845 |
| 218 | 446327.122 | 904847.300 |
| 219 | 446227.081 | 904842.017 |
| 220 | 445055.624 | 904850.419 |
| 300 | 447708.624 | 904247.888 |
| 301 | 447732.931 | 904247.881 |
| 302 | 447747.652 | 904325.647 |
| 303 | 447736.459 | 904422.737 |
| 304 | 447707.158 | 904524.625 |
| 305 | 447706.210 | 904703.663 |
| 306 | 448056.288 | 904698.596 |
| 307 | 449226.161 | 904702.919 |
| 308 | 449326.105 | 904694.787 |
| 309 | 449620.098 | 904692.679 |
| 310 | 449620.181 | 904704.376 |
| 311 | 449928.041 | 904705.513 |
| 312 | 450340.934 | 904705.272 |
| 313 | 450342.129 | 904812.504 |
| 314 | 450127.124 | 904834.046 |
| 315 | 450027.127 | 904834.763 |
| 316 | 449826.989 | 904816.198 |
| 317 | 449026.938 | 904811.936 |
| 318 | 448627.055 | 904829.804 |
| 319 | 448427.061 | 904831.239 |
| 320 | 448326.956 | 904816.956 |
| 321 | 447842.877 | 904820.428 |
| 322 | 447707.136 | 904844.402 |
| 323 | 447702.031 | 904887.639 |
| 400 | 450340.934 | 904705.272 |
| 401 | 450457.209 | 904705.204 |
| 402 | 450526.110 | 904691.181 |
| 403 | 450726.105 | 904689.747 |
| 404 | 450826.174 | 904699.029 |

| POINT | Y | X |
|---|---|---|
| 405 | 451376.160 | 904695.085 |
| 406 | 451426.230 | 904704.726 |
| 407 | 451926.218 | 904701.140 |
| 408 | 452046.071 | 904680.280 |
| 409 | 452543.942 | 904676.709 |
| 410 | 452931.983 | 904676.930 |
| 411 | 452956.023 | 904524.139 |
| 412 | 453005.289 | 904802.655 |
| 413 | 452426.958 | 904802.551 |
| 414 | 452326.781 | 904778.269 |
| 415 | 452026.989 | 904808.420 |
| 416 | 451726.868 | 904792.572 |
| 417 | 451426.933 | 904802.723 |
| 418 | 451211.939 | 904804.265 |
| 419 | 451212.132 | 904831.265 |
| 420 | 451160.134 | 904831.638 |
| 421 | 451159.933 | 904803.638 |
| 422 | 450342.077 | 904809.504 |
| 423 | 452544.845 | 904802.573 |
| 424 | 452081.787 | 904780.026 |
| 500 | 453022.020 | 904524.783 |
| 501 | 453028.794 | 904524.849 |
| 502 | 453032.594 | 904647.892 |
| 503 | 453119.527 | 904684.192 |
| 504 | 454256.891 | 904702.164 |
| 505 | 454426.921 | 904699.368 |
| 506 | 454819.199 | 904710.769 |
| 507 | 455558.148 | 904705.569 |
| 508 | 455612.428 | 904680.003 |
| 509 | 455612.295 | 904451.984 |
| 510 | 455589.228 | 904447.300 |
| 511 | 455588.610 | 904402.305 |
| 512 | 455611.539 | 904396.989 |
| 513 | 455612.192 | 904298.971 |
| 514 | 455631.853 | 904298.701 |
| 515 | 455638.945 | 905006.670 |
| 516 | 455618.273 | 904886.943 |
| 517 | 455554.502 | 904823.580 |
| 518 | 455326.470 | 904814.259 |
| 519 | 454819.512 | 904815.769 |
| 520 | 454525.937 | 904815.209 |
| 521 | 454425.656 | 904824.361 |
| 522 | 454254.995 | 904822.149 |
| 523 | 454025.488 | 904808.521 |
| 524 | 453325.576 | 904797.462 |
| 525 | 453005.289 | 904802.655 |
| 526 | 453117.684 | 904800.833 |
| 600 | 455697.851 | 904297.793 |
| 601 | 455712.182 | 904297.596 |
| 602 | 455721.037 | 904668.083 |
| 603 | 455816.126 | 904697.800 |
| 604 | 456139.755 | 904696.837 |
| 605 | 456426.481 | 904691.804 |
| 606 | 456690.837 | 904708.229 |
| 607 | 457126.686 | 904711.730 |
| 608 | 457226.723 | 904707.533 |
| 609 | 458006.698 | 904713.798 |
| 610 | 458126.573 | 904729.762 |
| 611 | 458329.981 | 904731.396 |
| 612 | 458331.504 | 904821.411 |
| 613 | 457425.873 | 904814.136 |
| 614 | 457375.975 | 904801.242 |
| 615 | 457075.974 | 904800.125 |
| 616 | 457025.846 | 904815.923 |
| 617 | 456689.994 | 904813.226 |
| 618 | 456326.239 | 904841.829 |
| 619 | 456140.186 | 904841.836 |
| 620 | 455926.497 | 904822.472 |
| 621 | 455901.418 | 904795.753 |
| 622 | 455777.416 | 904795.292 |
| 623 | 455711.430 | 904800.113 |
| 624 | 455701.882 | 904883.793 |
| 625 | 455704.943 | 905005.763 |
| 700 | 458329.981 | 904731.396 |
| 701 | 458476.561 | 904732.573 |
| 702 | 458546.761 | 904708.136 |
| 703 | 458826.751 | 904710.385 |
| 704 | 459126.661 | 904722.794 |
| 705 | 459401.693 | 904720.003 |
| 706 | 459401.813 | 904705.004 |
| 707 | 459441.812 | 904705.325 |
| 708 | 459441.691 | 904720.325 |
| 709 | 459596.686 | 904721.570 |
| 710 | 459615.869 | 904616.634 |
| 711 | 459614.564 | 904256.601 |
| 712 | 459624.586 | 904256.704 |
| 713 | 459690.590 | 904257.382 |

| POINT | Y | X |
|---|---|---|
| 714 | 459692.252 | 904602.417 |
| 715 | 459736.748 | 904714.163 |
| 716 | 459771.518 | 904742.974 |
| 717 | 459901.516 | 904744.019 |
| 718 | 460126.710 | 904720.827 |
| 719 | 460714.691 | 904725.550 |
| 720 | 460719.883 | 904701.591 |
| 721 | 460757.882 | 904701.896 |
| 722 | 460762.713 | 904722.935 |
| 723 | 460989.697 | 904729.759 |
| 724 | 460967.583 | 905153.608 |
| 725 | 460958.050 | 905153.862 |
| 726 | 460950.284 | 904899.978 |
| 727 | 460907.576 | 904865.103 |
| 728 | 460688.583 | 904863.344 |
| 729 | 460275.741 | 904842.028 |
| 730 | 459125.778 | 904832.791 |
| 731 | 459025.701 | 904841.987 |
| 732 | 458525.717 | 904837.971 |
| 733 | 458331.504 | 904821.411 |
| 800 | 460989.697 | 904729.759 |
| 801 | 461164.973 | 904754.167 |
| 802 | 461425.641 | 904746.343 |
| 803 | 461525.001 | 904732.710 |
| 804 | 461743.960 | 904726.549 |
| 805 | 462368.296 | 904693.241 |
| 806 | 462371.773 | 904838.212 |
| 807 | 461748.622 | 904851.462 |
| 808 | 461426.840 | 904859.174 |
| 809 | 461326.392 | 904899.823 |
| 810 | 461201.431 | 904899.465 |
| 811 | 461050.475 | 904878.252 |
| 812 | 461053.019 | 905151.331 |
| 813 | 461033.560 | 905151.850 |
| 814 | 461076.478 | 904753.456 |
| 815 | 461202.607 | 904753.038 |

| POINT | Y | X |
|---|---|---|
| R640 | 455717.472 | 904814.095 |
| T270 | 445751.161 | 904715.427 |
| T271 | 445750.946 | 904685.428 |
| T272 | 445825.944 | 904684.890 |
| T273 | 447081.205 | 904716.711 |
| T274 | 447080.876 | 904670.889 |
| T275 | 447134.875 | 904670.502 |
| T276 | 447155.195 | 904715.151 |
| T277 | 445617.097 | 904846.392 |
| T278 | 445617.240 | 904866.391 |
| T279 | 445577.241 | 904866.678 |
| T280 | 445427.102 | 904847.754 |
| T370 | 447714.889 | 904497.743 |
| T371 | 447713.766 | 904703.554 |
| T372 | 448376.116 | 904699.774 |
| T373 | 448425.985 | 904681.243 |
| T374 | 448626.129 | 904700.698 |
| T375 | 449976.199 | 904705.485 |
| T376 | 450046.122 | 904694.624 |
| T377 | 450045.907 | 904664.624 |
| T378 | 450085.906 | 904664.337 |
| T379 | 450086.121 | 904694.337 |
| T380 | 450126.203 | 904705.530 |
| T381 | 448512.058 | 904830.629 |
| T382 | 448512.309 | 904865.628 |
| T383 | 448477.310 | 904865.879 |
| T384 | 448477.059 | 904830.880 |
| T385 | 447827.148 | 904845.542 |
| T386 | 450321.206 | 904705.283 |
| T387 | 450341.003 | 904677.508 |
| T470 | 450341.003 | 904677.508 |
| T471 | 450441.005 | 904676.791 |
| T472 | 451126.166 | 904696.878 |
| T473 | 451126.095 | 904686.878 |
| T474 | 451201.093 | 904686.340 |
| T475 | 451201.164 | 904696.340 |
| T476 | 451986.144 | 904690.710 |
| T477 | 452466.959 | 904802.559 |
| T478 | 452467.136 | 904827.264 |
| T479 | 452302.140 | 904828.447 |
| T480 | 452301.925 | 904798.448 |
| T481 | 451081.935 | 904804.198 |
| T482 | 451082.064 | 904822.197 |
| T483 | 451037.065 | 904822.520 |
| T484 | 451036.936 | 904804.520 |
| T485 | 450721.944 | 904806.780 |
| T486 | 450717.145 | 904834.815 |
| T487 | 450617.148 | 904835.532 |
| T488 | 450616.947 | 904807.533 |
| T489 | 452241.927 | 904798.878 |
| T488 | 452241.783 | 904778.879 |
| T570 | 454706.351 | 904707.489 |
| T571 | 454706.368 | 904685.893 |
| T572 | 454741.281 | 904685.900 |
| T573 | 454741.289 | 904708.505 |
| T574 | 454886.472 | 904815.569 |
| T575 | 454886.487 | 904820.569 |
| T576 | 454856.487 | 904820.659 |
| T577 | 454856.472 | 904815.659 |
| T578 | 454353.505 | 904823.544 |
| T579 | 454344.976 | 904863.440 |
| T580 | 454304.840 | 904862.899 |
| T581 | 454295.384 | 904822.760 |
| T582 | 455026.156 | 904709.313 |
| T583 | 455126.129 | 904699.855 |
| T584 | 455573.105 | 904698.524 |
| T586 | 455426.483 | 904818.347 |
| T587 | 455326.500 | 904824.259 |
| T588 | 455226.500 | 904824.557 |
| T589 | 455126.471 | 904814.855 |
| T670 | 458046.656 | 904719.119 |
| T671 | 458329.961 | 904721.395 |
| T672 | 458331.795 | 904831.413 |
| T673 | 458285.765 | 904831.044 |
| T674 | 458285.845 | 904821.044 |
| T675 | 457325.234 | 904893.331 |
| T676 | 457250.236 | 904892.728 |
| T677 | 457250.838 | 904817.731 |
| T678 | 455866.417 | 904795.623 |
| T679 | 456776.697 | 904708.919 |
| T680 | 456826.776 | 904699.321 |
| T681 | 456876.774 | 904699.722 |
| T682 | 456926.692 | 904710.124 |
| T683 | 456226.415 | 904846.654 |
| T684 | 458175.849 | 904820.160 |
| T685 | 458125.810 | 904824.759 |
| T686 | 458025.813 | 904823.955 |
| T687 | 457975.855 | 904818.554 |

| POINT | Y | X |
|---|---|---|
| T768 | 458726.755 | 904709.582 |
| T769 | 458726.794 | 904704.582 |
| T770 | 458329.961 | 904721.395 |
| T771 | 458476.642 | 904722.573 |
| T772 | 458476.802 | 904702.574 |
| T773 | 459703.559 | 904257.515 |
| T774 | 459699.824 | 904621.433 |
| T775 | 459816.519 | 904743.336 |
| T776 | 459816.720 | 904718.337 |
| T777 | 459861.718 | 904718.698 |
| T778 | 459861.517 | 904743.697 |
| T779 | 460971.669 | 904729.217 |
| T780 | 460976.883 | 904702.655 |
| T781 | 460989.492 | 904702.756 |
| T782 | 459885.753 | 904838.895 |
| T783 | 459885.512 | 904868.894 |
| T784 | 459835.514 | 904868.493 |
| T785 | 459835.635 | 904853.493 |
| T786 | 459705.639 | 904852.449 |
| T787 | 459705.518 | 904867.448 |
| T788 | 459645.520 | 904866.966 |
| T789 | 459645.641 | 904851.967 |
| T790 | 459525.645 | 904851.003 |
| T791 | 459475.526 | 904865.601 |
| T792 | 459225.775 | 904833.594 |
| T793 | 458345.834 | 904822.633 |
| T794 | 458345.763 | 904831.526 |
| T795 | 458331.795 | 904831.413 |
| T796 | 459926.528 | 904741.443 |
| T797 | 459976.634 | 904729.622 |
| T798 | 460026.611 | 904731.136 |
| T870 | 460989.492 | 904702.756 |
| T871 | 461011.882 | 904702.936 |
| T872 | 461016.681 | 904727.975 |
| T873 | 461126.557 | 904743.858 |
| T874 | 461276.246 | 904744.834 |
| T875 | 461276.234 | 904750.828 |
| T876 | 461375.849 | 904747.837 |
| T877 | 461375.796 | 904739.606 |
| T878 | 461483.328 | 904738.428 |

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES.



FILE NAME : \\Mad31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_30700022\040109_rp.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 05-MAR-2013 06:02
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | × |

ADELLA M MASEK

STA. 79+13, LT
RECONSTRUCT PE

PROPOSED R/W (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 84+50 TO STA. 90+00 LT

SAWCUT REQ'D

EXISTING R/W (TYP)

SLOPE INTERCEPTS (TYP)

BEGIN PROJECT
STATION 79+00.00
MATCH EXISTING
HMA PAVEMENT

CRAZY ACRES IIILLC

STA. 85+77, LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP
FULL DEPTH SAW CUT REQ'D

ALLIANT ENERGY
OVERHEAD ELECTRIC

TLE

STA. 87+36, LT
RECONSTRUCT PE
REMOVE EXISTING
18" CP

KATHRYN E. &
NANCY ANN
RICHARDSON

STA. 88+56, LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

ADELLA M MASEK

ALLIANT ENERGY
UNDERGROUND ELECTRIC

RDE

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 86+50 TO STA. 90+00 RT

DAVID & AMY BILHORN

STA. 87+25, RT
RECONSTRUCT PE

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

STA. 92+02.89=
STA. 50+00.00"J"
θ = 89.40°

WETLAND
BOUDARY

FRONTIER
COMMUNICATIONS
UNDERGROUND
TELEPHONE

KENNEDY REVOC TR,
LEE & CHERYL

STH 106

48"J"

50"J"

52"J"

B1

A2

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

STA. 89+72, RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

S89°56'35"E

CRAZY ACRES INC &
JAMES A WILEMAN

STA. 92+75, 50.8' RT
- ELEV. 857.39
STA. 92+75, 53.2' LT
- ELEV. 856.81
1 - 104 LF 27" CPRC
CLASS III REQUIRED
REMOVE EXISTING 24" CP

N00°39'12"E

STH 73

80 82 84 86 88 90 92 94

12 12 15 18

5 5

885.00 880.00 875.00 870.00 865.00 860.00 855.00 850.00

STA 79+00.00
EL 866.29

VCL = 300.00
K = 372.57

VPC STA 80+50.00
VPC EL 866.88

VPI STA 82+00.00
VPI EL 867.47

VPC STA 83+75.00
VPC EL 869.57

VPT STA 83+50.00
VPT EL 869.27

VPI STA 87+50.00
VPI EL 874.06

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

0.39%

1.20%

VCL = 500.00
K = 207.63

VPT STA 91+25.00
VPT EL 867.51

VPC STA 91+50.00
VPC EL 867.07

-1.75%

VPI STA 94+00.00
VPI EL 862.70

STA 90+00.00
EL 866.50

STA 91+00.00
EL 861.00

STA 92+00.00
EL 859.50

STA 92+75.00
EL 857.39

STA 93+00.00
EL 858.00

STA 92+75
1 - 27" CPRC REQUIRED

SPECIAL DITCH RIGHT

VCL = 750.00
K = 254.51

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 866.29 | 866.29 | 866.69 | 866.68 | 866.97 | 867.11 | 867.49 | 867.77 | 868.04 | 868.70 | 868.97 | 869.86 | 870.36 | 870.76 | 871.51 | 871.27 | 872.04 | 871.39 | 871.35 | 871.11 | 869.88 | 870.45 | 867.21 | 869.39 | 864.05 | 867.93 | 862.18 | 866.26 | 861.48 | 864.99 | 861.37 | 864.21 |
| 79+00 | | 80+00 | | 81+00 | | 82+00 | | 83+00 | | 84+00 | | 85+00 | | 86+00 | | 87+00 | | 88+00 | | 89+00 | | 90+00 | | 91+00 | | 92+00 | | 93+00 | | 94+00 | | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 274 E |

STA. 99+02. LT
RECONSTRUCT PE

KENNEDY REVOC TR,
LEE & CHERYL

STEVEN J & SUSAN M TRONNES

CRAZY ACRES INC

JAMES A WILEMAN

CRAZY ACRES INC & JAMES A WILEMAN

WETLAND BOUNDARY

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
UNDERGROUND ELECTRIC

TLE

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

PL

N00°39'12"E

STH 73

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY
UNDERGROUND ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

VCL = 500.00
207.63

VPI STA 94+00.00
VPI EL 862.70

VPT STA 96+50.00
VPT EL 864.35

VPC STA 96+75.00
VPC EL 864.52

VPI STA 99+00.00
VPI EL 866.00

VPT STA 101+25.00
VPT EL 864.72

VCL = 600.00
K = 160.05

FINISHED PROFILE AT R/L

0.66%

-0.57%

SPECIAL DITCH RIGHT

EXISTING PROFILE AT R/L

STA 97+00.00
EL 860.80

VCL = 450.00
K = 366.27

VPC STA 103+00.00
VPC EL 863.73

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

VPI STA 106+00.00
VPI EL 862.02

VPI STA 109+00.00
VPT EL 871.56

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 880.00 | | | | | | | | | | | | | | | | |
| 875.00 | | | | | | | | | | | | | | | | |
| 870.00 | | | | | | | | | | | | | | | | |
| 865.00 | | | | | | | | | | | | | | | | |
| 860.00 | | | | | | | | | | | | | | | | |
| 855.00 | | | | | | | | | | | | | | | | |
| 850.00 | | | | | | | | | | | | | | | | |
| 845.00 | | | | | | | | | | | | | | | | |
| | 861.37 / 864.21 | 861.64 / 863.90 | 862.65 / 864.08 | 864.43 / 864.67 | 866.13 / 865.13 | 865.71 / 865.31 | 863.94 / 865.22 | 862.25 / 864.85 | 861.67 / 864.29 | 861.33 / 863.73 | 861.48 / 863.47 | 861.82 / 863.84 | 862.67 / 864.83 | 863.83 / 866.45 | 865.59 / 868.69 | 868.02 / 871.56 |
| | 94+00 | 95+00 | 96+00 | 97+00 | 98+00 | 99+00 | 100+00 | 101+00 | 102+00 | 103+00 | 104+00 | 105+00 | 106+00 | 107+00 | 108+00 | 109+00 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 275 E |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

N

CRAZY ACRES INC

CRAZY ACRES INC

PROPOSED R/W (TYP)

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

SDS INSTALLATION SEE ITS CONSTRUCTION DETAILS STA 117+90, 60'LT

DMS INSTALLATION SEE ITS CONSTRUCTION DETAILS STA 118+00

110 112 STH 73 N00°39'12"E 114 116 118 120 122 124

23

23

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

LOCATION OF WEIGH IN MOTION SCALE FOR NB STH 73 11-INCH CONCRETE REQ'D STA 121+00 - 124+00

JAMES A WILEMAN

CRAZY ACRES INC

5

5

VPI STA 114+50.00
VPI EL 889.05

VPT STA 119+25.00
VPT EL 887.31

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPT STA 109+00.00
VPT EL 871.56

VPC STA 109+75.00
VPC EL 873.95

3.18%

-0.37%

STA 117+00.00
EL 883.75

SPECIAL DITCH LEFT

VCL = 950.00

K = 267.77

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

895.00 890.00 885.00 880.00 875.00 870.00 865.00 860.00

| 109+00 | 110+00 | 111+00 | 112+00 | 113+00 | 114+00 | 115+00 | 116+00 | 117+00 | 118+00 | 119+00 | 120+00 | 121+00 | 122+00 | 123+00 | 124+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 868.02 | 872.08 | 876.77 | 881.60 | 885.61 | 886.35 | 886.12 | 885.85 | 885.68 | 885.45 | 885.38 | 885.56 | 885.14 | 884.59 | 884.94 | 885.29 |
| 871.56 | 874.73 | 877.63 | 880.16 | 882.31 | 884.09 | 885.50 | 886.53 | 887.19 | 887.47 | 887.39 | 887.03 | 886.66 | 886.30 | 885.93 | 885.56 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 276 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

CRAZY ACRES INC

STA. 127+35. 41.5' LT - ELEV. 879.59
STA. 127+35. 41.5' RT - ELEV. 879.11
1 - 83 LF 36" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

PC: 126+93.07

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

EXISTING R/W (TYP)

124 126 128 130 STH 73 132 134 136 138

N00°39'12"W

12 12

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

CRAZY ACRES INC

CRAZY ACRES INC

MARGARETTE L ERDMAN

STA. 136+74. LT
RECONSTRUCT PE
REMOVE EXISTING 15-INCH CP

STA. 138+21. LT
RECONSTRUCT PE
REMOVE EXISTING 18-INCH CP
FULL DEPTH SAW CUT REQ'D

BUSSEY REV TR,
JAMES R & PATRICIA A

PL

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 133+50 TO STA. 142+00 LT

PT: 134+92.85

ALLIANT ENERGY OVERHEAD ELECTRIC

TLE

ASPHALT

N00°15'48"W

ALLIANT ENERGY OVERHEAD ELECTRIC

JAMES A WILEMAN

5

5

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 126+50 - 128+00
SEE CROSS SECTIONS

910.00 905.00 900.00 895.00 890.00 885.00 880.00 875.00

VCL = 500.00
K = 177.36

VPC STA 125+75.00
VPC EL 884.92

VPI STA 128+25.00
VPI EL 884.00

VPC STA 131+00.00
VPC EL 890.74

VPI STA 136+00.00
VPI EL 903.00

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

2.45%

-0.37%

STA. 127+35
1 - 36" CPRC REQUIRED

SPECIAL DITCH LEFT

STA 125+00.00 EL 881.00
STA 126+00.00 EL 880.26
STA 126+50.00 EL 880.00
STA 127+00.00 EL 879.28
SPECIAL DITCH RIGHT
STA 127+35.00 EL 879.11
STA 127+35.00 EL 879.59
STA 128+00.00 EL 879.92
STA 128+00.00 EL 879.44
STA 128+50.00 EL 880.00
STA 129+00.00 EL 881.50

VCL = 1000.00
K = 291.17

VPT STA 130+75.00
VPT EL 890.13

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | |

STA. 139+97, LT
RECONSTRUCT PE
REMOVE EXISTING 18-INCH CP

STA. 140+91, LT
RECONSTRUCT PE
REMOVE EXISTING 18-INCH CP

CRAZY ACRES INC

STA. 146+62, LT
RECONSTRUCT PE
REMOVE EXISTING 24" CP
1 - 41 LF 30" CMCP REQUIRED

CRAZY ACRES INC

STA. 150+36, LT
RECONSTRUCT PE
REMOVE EXISTING 13"X21" CMCE
1 - 41 LF 21"x15" PACS REQUIRED

DEAN JOHNSON &
SIGNE GRONBECK
JOHNSON

DANIEL J &
CONNIE M BUSSEY

PROPOSED R/W (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 133+50 TO STA. 142+00 LT

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 150+00 TO STA. 158+50 LT

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

STH 73

NOO°15'48"W

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

STA. 145+10, 41.5' RT - ELEV. 890.14
STA. 145+10, 41.5' LT - ELEV. 891.22
1 - 83 LF 36" CPRC CLASS III REQUIRED
REMOVE EXISTING 36" CP

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | x |

JAMES A WILEMAN

WILEMAN LIVING TRUST

VCL = 700.00
K = 208.83

VPT STA 141+00.00
VPT EL 898.09

VPC STA 141+25.00
VPC EL 897.84

VPI STA 144+75.00
VPI EL 894.40

VPT STA 148+25.00
VPT EL 902.69

VPC STA 148+50.00
VPC EL 903.28

-0.98%

2.37%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VCL = 1000.00
K = 291.17

VCL = 1200.00
K = 297.13

STA. 145+10
1 - 36" CPRC REQUIRED

SPECIAL DITCH LEFT

STA 144+00.00
EL 892.00

STA 145+00.00
EL 891.50

STA 145+10.00
EL 891.22

STA 146+00.00
EL 892.00

STA 147+00.00
EL 893.50

STA 148+00.00
EL 896.90

FINISHED PROFILE ELEVATION
EXISTING PROFILE ELEVATION

| | | |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

STA 156+60, LT
RECONSTRUCT PE

DEAN JOHNSON &
SIGNE GRONBECK JOHNSON

DANE COUNTY GROWERS

N

PT: 167+85.71

168
N28°51'06"W

35

PL

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 150+00 TO STA 158+50 LT

TLE

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

CONTRACTOR TO GRADE
DRIVEWAY TO R/W.
PROPERTY OWNERS TO
GRADE REST OF DRIVEWAY
TO EXISTING GROUND PAST R/W.

PROPOSED R/W (TYP)

PC: 159+12.53

154 156 158 160 162 164 166

12 12

N00°15'48"W

STH 73

EXISTING STH 73

0"OBL" 2"OBL" 4"OBL"

PC: 2+88.77"OBL

PC: 0+00.00"OBL

PG: 8+11.84"DWY"
BP: 8+05.14"DWY"

5 5

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

OBLITERATE EXISTING ROADWAY

POSSIBLE EXISTING DRAIN TILE UNDER STH 73
IDENTIFIED BY OWNERS ON PIM EXHIBIT;
AS-BUILT INFORMATION FOR DRAIN TILE UNAVAILABLE

ALLIANT ENERGY
OVERHEAD ELECTRIC

EXISTING R/W (TYP)

SLOPE INTERCEPTS (TYP)

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

WILEMAN LIVING TR

WILEMAN LIVING TR

WILEMAN LIVING TR

STA. 155+00, RT
RECONSTRUCT PE

ALLIANT ENERGY
UNDERGROUND ELECTRIC

VCL = 800.00
K = 236.90

VPI STA 154+50.00
VPI EL 917.50

VPT STA 160+50.00
VPT EL 907.48

VPC STA 161+00.00
VPC EL 906.65

VPI STA 165+00.00
VPI EL 899.97

VPT STA 169+00.00
VPT EL 906.80

FINISHED PROFILE AT R/L

-1.67%

EXISTING PROFILE AT R/L

VCL = 1200.00
K = 297.13

SPECIAL DITCH LEFT

SPECIAL DITCH RIGHT

STA 161+00.00
EL 898.86

STA 162+00.00
EL 895.82

STA 163+00.00
EL 894.87

STA 163+00.00
EL 898.00

STA 164+00.00
EL 896.65

STA 164+00.00
EL 895.00

STA 164+05.00
EL 896.56

STA 165+00.00
EL 895.35

STA 165+00.00
EL 897.50

STA 166+00.00
EL 896.25

STA 166+00.00
EL 899.00

STA 167+00.00
EL 898.01

STA 168+00.00
EL 900.18

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 910.87 | 911.22 | 912.30 | 911.57 | 912.88 | 911.59 | 913.23 | 911.27 | 911.29 | 910.61 | 908.09 | 909.61 | 904.75 | 908.28 | 902.64 | 906.65 | 900.48 | 905.19 | 897.95 | 904.15 | 897.84 | 903.54 | 898.38 | 903.35 | 899.51 | 903.58 | 901.32 | 904.23 | 903.39 | 905.30 | 905.88 | 906.80 |
| 154+00 | | 155+00 | | 156+00 | | 157+00 | | 158+00 | | 159+00 | | 160+00 | | 161+00 | | 162+00 | | 163+00 | | 164+00 | | 165+00 | | 166+00 | | 167+00 | | 168+00 | | 169+00 | | | |

| | | | |
|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 |

SHEET 279 E

DANE COUNTY GROWERS

STA. 171+72.81=
STA. 100+00.00"C"
θ = 110.00°

PT: 98+89.72"C"

PC: 173+88.74

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

CRAZY ACRES INC

PT: 177+90.10

PROPOSED R/W (TYP)

EXISTING R/W (TYP)

REMOVE EXISTING 15-INCH CMCP

ALLIANT ENERGY
OVERHEAD ELECTRIC

N28°51'06"W

N81°08'54"E

N15°02'11"W

STA. 172+97, 26.2'RT - ELEV. 909.70
STA. 173+03, 29.5'LT - ELEV. 909.83
1 - 56 LF 24" CPRC CLASS IV REQUIRED
3° LHF SKEW
REMOVE EXISTING 18" CP

SLOPE INTERCEPTS (TYP)

FRONTIER
COMMUNICATIONS
UNDERGROUND
TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

OBLITERATE EXISTING ROAD

EXISTING STH 73

CRAIG ROAD

TLE

ALLIANT ENERGY
UNDERGROUND ELECTRIC

PC: 101+64.73"C"

6"OBL"

8"OBL"

10"OBL"

6"x16.55'OBL"

PT: 8+92.43"DW"

PC: 8+43.43"DW"

PT: 9+17.18"DW"

9+00"DW"

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 181+50 TO STA. 184+00 RT

DICK A & MAUREEN E NELSON

DAVID L & TERRY OPITZ

DANIEL E & LISA M TEETER

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

JEFF LEHNER

STA. 183+83, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

SOIL BORINGS INDICATE
BEDROCK AT 6'
BELOW EXISTING GROUND

STA 171+00 - 172+00
SEE CROSS SECTIONS

SOIL BORINGS INDICATE
BEDROCK AT 6'
BELOW EXISTING GROUND

STA 179+00 - 180+00
SEE CROSS SECTIONS

VPC STA 176+25.00
VPC EL 919.18

VPI STA 182+00.00
VPI EL 929.00

VPT STA 169+00.00
VPT EL 906.80

EXISTING PROFILE AT R/L

SPECIAL DITCH LEFT

1.71%

STA 174+00.00
EL 912.25

STA 173+00.00
EL 909.83

STA 172+65.00
EL 908.82

FINISHED PROFILE AT R/L

STA 173+00
EL 909.40

STA 174+00.00
EL 910.50

VCL = 1150.00

K = 273.32

SPECIAL DITCH LEFT

STA 171+23.00
EL 904.70

STA. 173+00
1 - 24" CPRC REQUIRED
3° LHF SKEW

SPECIAL DITCH RIGHT

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

SOIL BORINGS INDICATE
EBS CONDITIONS

STA 175+50 - 184+00

| 169+00 | 170+00 | 171+00 | 172+00 | 173+00 | 174+00 | 175+00 | 176+00 | 177+00 | 178+00 | 179+00 | 180+00 | 181+00 | 182+00 | 183+00 | 184+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 905.88 / 906.80 | 909.19 / 908.51 | 912.13 / 910.22 | 913.34 / 911.92 | 914.49 / 913.63 | 915.06 / 915.34 | 916.38 / 917.05 | 918.07 / 918.75 | 920.31 / 920.36 | 921.31 / 921.61 | 921.78 / 922.49 | 922.23 / 923.01 | 922.47 / 923.16 | 922.35 / 922.95 | 921.20 / 922.37 | 918.07 / 921.43 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 280 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050107_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

CRAZY ACRES INC

STA. 193+11, LT
RECONSTRUCT PE
REMOVE EXISTING
12" CP

STA. 194+39, LT
RECONSTRUCT PE
REMOVE EXISTING
13x12-INCH CMCE
FULL DEPTH SAW
CUT REQ'D

STA. 195+55, LT
RECONSTRUCT FE
REMOVE EXISTING 18" CP

MARY J JOHNSON

RICHARD A &
MARY KLUBERTANZ

K & K EQUIPMENT

ASPHALT AREA FOR
TRUCK TURN-AROUND

FENCE SAFETY REQ'D
AROUND EXISTING TREE
STA 193+45, 48' LT

ALLIANT ENERGY
OVERHEAD ELECTRIC

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 192+50 TO STA. 196+00 LT

SLOPE INTERCEPTS (TYP)

PROPOSED R/W (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

RDE

184 186 188 190 192 194 196 198

STH 73 N15°02'11"W

STH 73

12 12

BAD

ASPHALT

TLE

EXISTING R/W (TYP)

TLE

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
UNDERGROUND ELECTRIC

CONCRETE CURB AND GUTTER
4-INCH SLOPED TYPE D
STA. 199+00 TO STA. 203+50 RT

DANIEL E & LISA M TEETER

DICK A & MAUREEN E NELSON

FEEDER

5

5

STA. 185+78, RT
RECONSTRUCT FE
REMOVE EXISTING 18" CP
1 - 26 LF 18" CMCP REQUIRED

SOIL BORINGS INDICATE
BEDROCK AT 6'
BELOW EXISTING GROUND

STA 192+25 - 193+25
SEE CROSS SECTIONS

VPT STA 187+75.00
VPT EL 914.62

VCL = 400.00
K = 199.98

-2.50%

VCL = 1150.00
K = 273.32

VPC STA 188+00.00
VPC EL 914.00

VPI STA 190+00.00
VPI EL 909.00

VPT STA 192+00.00
VPT EL 908.00

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

-0.50%

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

930.00 925.00 920.00 915.00 910.00 905.00 900.00 895.00

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 918.07 | 914.77 | 912.51 | 910.50 | 909.26 | 908.32 | 907.30 | 906.67 | 906.21 | 905.99 | 905.60 | 905.50 | 905.45 | 905.28 | 905.01 | 904.97 |
| 921.43 | 920.12 | 918.44 | 916.40 | 914.00 | 911.75 | 910.00 | 908.75 | 908.00 | 907.50 | 907.00 | 906.50 | 906.00 | 905.50 | 905.00 | 904.50 |

184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 281 E |

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

K & K EQUIPMENT

K & K EQUIPMENT

LEIN ACRES LLC

MAPLE GROVE RD

PC: 147+73.48"MC"

PT: 149+08.43"MC"

ALLIANT ENERGY OVERHEAD ELECTRIC

STA. 206+38, 52.6'LT - ELEV. 892.56
STA. 206+38, 51.4'RT - ELEV. 894.72
1 - 104 LF 24" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

PROPOSED R/W (TYP)

N79°57'49"E

B1

150 MC

EP: 150+00.00"MC"

N15°02'11"W

STH 73

200 202 204 206 208 210 212 214

12' 12' 12' 12'

DICK A & MAUREEN E NELSON

+02.46 32.7' RT

FENCE SAFETY REQ'D ALONG HISTORICAL BOUNDARY

+98.69 37.2' RT

TLE

CEMETERY

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE D STA. 199+00 TO STA. 203+50 RT

STA. 207+44.57= STA. 150+00.00"MC" θ = 85.00°

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

EXISTING R/W (TYP)

TLE

ALLIANT ENERGY OVERHEAD ELECTRIC

HISTORICAL BOUNDARY (TYP.)

UNCATALOGUED BURIAL SITE - ALBION PRAIRIE CEMETERY
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

ALBION PRIMITIVE METHODIST

ANN E GERLICH

ANN E GERLICH

STA. 199+91, RT
RECONSTRUCT PE

STA. 201+54, RT
RECONSTRUCT PE
REMOVE EXISTING 12" CP

STA. 203+03, RT
RECONSTRUCT PE
REMOVE EXISTING 12" CP

STA. 211+23, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP
1 - 54 LF 18" CMCP REQUIRED

SOIL BORINGS INDICATE EBS CONDITIONS
STA 210+00 - 216+00
SEE CROSS SECTIONS

VCL = 400.00
K = 160.05

VPC STA 204+00.00
VPC EL 902.00

VPI STA 206+00.00
VPI EL 901.00

VPT STA 208+00.00
VPT EL 905.00

VPC STA 208+50.00
VPC EL 906.00

VPI STA 213+50.00
VPI EL 916.00

FINISHED PROFILE AT R/L

-0.50%

2.00%

EXISTING PROFILE AT R/L

STA 203+56.00
EL 897.64

STA 204+00.00
EL 897.51

STA 205+00.00
EL 896.75

STA 206+37.70
EL 894.73

STA 206+00.00
EL 895.25

STA 207+00.00
EL 896.00

STA 209+00.00
EL 902.00

SPECIAL DITCH RIGHT

STA. 206+38
1 - 24" CPRC REQUIRED

VCL = 1000.00
K = 298.40

SOIL BORINGS INDICATE BEDROCK AT 6' BELOW EXISTING GROUND
STA 205+50 - 206+50
SEE CROSS SECTIONS

ROCK OUTCROP MAPPED ON SOIL SURVEY
STA 210+00 - 212+00 RT
SEE CROSS SECTIONS

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | 920.00 | 915.00 | 910.00 | 905.00 | 900.00 | 895.00 | 890.00 | 885.00 |
|---|---|---|---|---|---|---|---|---|
| 199+00 | 904.97 | 904.50 | | | | | | |
| 200+00 | 904.80 | 904.00 | | | | | | |
| 201+00 | 904.49 | 903.50 | | | | | | |
| 202+00 | 903.59 | 903.00 | | | | | | |
| 203+00 | 901.59 | 902.50 | | | | | | |
| 204+00 | 899.93 | 902.00 | | | | | | |
| 205+00 | 899.14 | 901.82 | | | | | | |
| 206+00 | 898.98 | 902.25 | | | | | | |
| 207+00 | 899.26 | 903.32 | | | | | | |
| 208+00 | 900.10 | 905.00 | | | | | | |
| 209+00 | 902.45 | 906.96 | | | | | | |
| 210+00 | 906.06 | 908.62 | | | | | | |
| 211+00 | 911.03 | 909.95 | | | | | | |
| 212+00 | 913.21 | 910.95 | | | | | | |
| 213+00 | 913.86 | 911.61 | | | | | | |
| 214+00 | 912.76 | 911.93 | | | | | | |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 282 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050109_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAID / ASPHAL |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

LEIN ACRES LLC

STA. 220+03, 36.0'LT - ELEV. 901.91
STA. 220+09, 41.5'RT - ELEV. 901.48
1 - 78 LF 36" CPRC CLASS III REQUIRED
4° RHF SKEW
REMOVE EXISTING 30" CP

UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 227+67.06=
STA. 200+00.00"AR"
θ = 104.99°

PC: 198+19.39"AR"

PT: 199+07.99"AR"

N15°02'11"W

STH 73

AARBACK RD

N89°57'02"E 582.71'52"E

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

ANN E GERLICH

SCOTT N & JULIE MICKELSON

CASEY A &
KRISTA M LUND

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 210+00 - 216+00
SEE CROSS SECTIONS

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 226+00 - 253+50
SEE CROSS SECTIONS

VCL = 450.00
K = 215.99

VCL = 1000.00
K = 298.40

VCL = 550.00
K = 270.43

VPT STA 218+50.00
VPT EL 909.24
VPC STA 218+75.00
VPC EL 908.90

VPI STA 221+00.00
VPI EL 905.86

VPT STA 223+25.00
VPT EL 907.51

VPC STA 224+50.00
VPC EL 908.42

VPI STA 227+25.00
VPI EL 910.43

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

-1.35%

0.73%

STA. 220+06
1 - 36" CPRC REQUIRED
4° RHF SKEW

STA 217+00.00
EL 907.00

STA 218+00.00
EL 905.00

STA 219+00.00
EL 903.25

STA 220+00.00
EL 901.91

SPECIAL DITCH LEFT

STA 221+00.00
EL 902.75

STA 223+00.00
EL 903.75

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| 214+00 | 215+00 | 216+00 | 217+00 | 218+00 | 219+00 | 220+00 | 221+00 | 222+00 | 223+00 | 224+00 | 225+00 | 226+00 | 227+00 | 228+00 | 229+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 912.76 / 911.93 | 911.10 / 911.92 | 909.09 / 911.57 | 907.55 / 910.89 | 906.27 / 909.88 | 905.86 / 908.58 | 905.78 / 907.58 | 905.59 / 907.03 | 905.65 / 906.96 | 905.89 / 907.34 | 906.52 / 908.06 | 907.19 / 908.74 | 907.99 / 909.10 | 908.32 / 909.10 | 908.43 / 908.72 | 907.84 / 907.97 |

925.00 / 920.00 / 915.00 / 910.00 / 905.00 / 900.00 / 895.00 / 890.00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 283 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050110_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

HOWARD LEIN & SONS INC

HOWARD LEIN & SONS INC

HOWARD LEIN & SONS INC

STA. 241+44, LT
RECONSTRUCT PE
REMOVE EXISTING 15-INCH CP

STA. 232+88, 43.0' LT - ELEV. 898.60
STA. 232+88, 43.0' RT - ELEV. 898.02
1 - 86 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

SLOPE INTERCEPTS (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 240+00 TO STA. 241+75 LT

STA. 242+84, 38.0' LT - ELEV. 896.47
STA. 242+84, 41.5' RT - ELEV. 895.70
1 - 80 LF 36-INCH CPRC CLASS III REQUIRED
REMOVE EXISTING 30-INCH CP

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

STH 73

N15°02'11"W

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
UNDERGROUND
ELECTRIC

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE D
STA. 233+50 TO STA. 236+00 RT

STA. 242+92, 38.0' LT - ELEV. 896.47
STA. 242+92, 41.5' RT - ELEV. 895.70
1 - 80 LF 36" CPRC CLASS III REQUIRED
REMOVE EXISTING 30" CP

DESK LLC

CASEY A &
KRISTA M LUND

STA. 234+63, RT
RECONSTRUCT PE

DESK LLC

LEIN ACRES LLC & BRENDA L LEIN

VCL = 300.00
K = 271.47

VCL = 1000.00
K = 373.42

VPT STA 230+00.00
VPT EL 906.85

VPC STA 230+50.00
VPC EL 906.20

VPI STA 232+00.00
VPI EL 904.25

VPT STA 233+50.00
VPT EL 903.95

VPC STA 243+50.00
VPC EL 901.98

-1.30%

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

0.20%

SPECIAL DITCH LEFT

STA. 232+88
1 - 30" CPRC REQUIRED

STA. 242+88
2 - 36" CPRC REQUIRED

STA 232+00.00
EL 899.25

STA 232+87.70
EL 898.62

STA 233+00.00
EL 899.00

STA 234+00.00
EL 899.30

SPECIAL DITCH LEFT

STA 242+00.00
EL 897.50

STA 242+87.00
EL 896.47

STA 244+00.00
EL 897.40

VCL = 550.00
K = 270.43

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 226+00 - 253+50
SEE CROSS SECTIONS

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| 229+00 | 230+00 | 231+00 | 232+00 | 233+00 | 234+00 | 235+00 | 236+00 | 237+00 | 238+00 | 239+00 | 240+00 | 241+00 | 242+00 | 243+00 | 244+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| existing | 907.84 | 906.75 | 905.44 | 904.32 | 904.07 | 904.01 | 904.30 | 904.71 | 904.52 | 904.12 | 903.34 | 902.53 | 902.08 | 901.83 | 901.96 | 901.41 |
| finished | 907.97 | 906.85 | 905.60 | 904.66 | 904.10 | 903.86 | 903.66 | 903.46 | 903.27 | 903.07 | 902.87 | 902.67 | 902.48 | 902.28 | 902.08 | 901.92 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 284 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050111_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

HOWARD LEIN & SONS INC

FREDERIC J SCHUMACHER

ANTHONY P TROHA

SEPC

STA. 250+54. LT
RECONSTRUCT PE
REMOVE EXISTING 18"X30" CP

TIMOTHY & MARY THRONSON

FREDERIC J SCHUMACHER

RONALD L & KENLYN THRONSON

THRONSON RD

S89°23'22"E
41.89'

PC: 247+68.14"TH"

PT: 249+07.51"TH"

N79°57'49"E
262.12'

EP: 250+00.00"TH"

STA. 255+81.97=
STA. 250+00.00"TH"
θ = 95.00°

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

TLE

ALLIANT ENERGY OVERHEAD ELECTRIC

REMOVING BUILDING

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE D STA. 247+50 TO STA. 251+00 LT

ALLIANT ENERGY OVERHEAD ELECTRIC

244 246 248 250 252 254 256 258

N15°02'11"W

STH 73

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

ALLIANT ENERGY OVERHEAD ELECTRIC

TLE

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE D STA. 247+50 TO STA. 251+00 RT

TLE

BEN SKEELS

LEIN ACRES LLC & BRENDA L LEIN

LEIN ACRES LLC & BRENDA L LEIN

ROBERT M & JANE E FURSETH

STA. 249+95. RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 254+67. RT
RECONSTRUCT FE
REMOVE EXISTING 15"X20" CP
1 - 40 LF 18" CMCP REQUIRED

5

5

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 226+00 - 253+50
SEE CROSS SECTIONS

VCL = 1000.00
K = 373.42

VPI STA 248+50.00
VPI EL 901.00

VPT STA 253+50.00
VPT EL 913.41

VPC STA 257+50.00
VPC EL 923.33

VCL = 1300.00
K = 251.53

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

2.48%

SPECIAL DITCH LEFT
STA 244+00.00
EL 897.40

STA 244+00.00
EL 896.50

SPECIAL DITCH RIGHT

STA 247+19.00
EL 899.55

STA 247+19.00
EL 899.05

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 901.41 | 901.92 | 901.60 | 901.99 | 902.46 | 902.33 | 903.40 | 902.94 | 904.29 | 903.81 | 905.16 | 904.95 | 906.97 | 906.36 | 907.97 | 908.04 | 908.82 | 909.98 | 909.79 | 912.20 | 911.08 | 914.65 | 912.56 | 917.13 | 914.36 | 919.61 | 916.38 | 922.09 | 918.72 | 924.52 | 921.77 | 926.60 |
| 244+00 | | 245+00 | | 246+00 | | 247+00 | | 248+00 | | 249+00 | | 250+00 | | 251+00 | | 252+00 | | 253+00 | | 254+00 | | 255+00 | | 256+00 | | 257+00 | | 258+00 | | 259+00 | | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 285 E |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

RONALD L & KENLYN THRONSON

ROBERT M & JANE E FURSETH

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

N15°02'11"W

STH 73

260 262 264 266 268 270 272 274

ALLIANT ENERGY OVERHEAD ELECTRIC

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

TLE

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE D STA. 262+00 TO STA 265+50 RT

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

TLE

STA. 274+10, 42.0' RT - ELEV. 909.96
STA. 274+10, 42.0' LT - ELEV. 908.55
1 - 84 LF 29"X45" CPRCHE CLASS III REQUIRED

STA. 274+16, 42.0' RT - ELEV. 909.96
STA. 274+16, 42.0' LT - ELEV. 908.55
1 - 84 LF 29"X45" CPRCHE CLASS III REQUIRED
REMOVE EXISTING 30"X42" CP

ROBERT M & JANE E FURSETH

MICHAEL H & SANDRA L HINCHLEY

MICHAEL H & SANDRA L HINCHLEY

ROBERT M & JANE E FURSETH

ROBERT M & JANE E FURSETH

ROBERT M & JANE E FURSETH

STA. 263+20, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 264+97, RT
RECONSTRUCT FE

5

5

940.00 935.00 930.00 925.00 920.00 915.00 910.00 905.00

VPI STA 264+00.00
VPI EL 939.46

VPT STA 270+50.00
VPT EL 921.99

VCL = 700.00
K = 150.14

FINISHED PROFILE AT R/L

SPECIAL DITCH RIGHT

STA 265+79.00
EL 926.19

STA 268+00.00
EL 923.50

EXISTING PROFILE AT R/L

-2.69%

VPC STA 271+00.00
VPC EL 920.64

SPECIAL DITCH RIGHT

STA 273+00.00
EL 912.00

STA 274+00.00
EL 910.40

VCL = 1300.00
K = 251.53

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 921.77 | 924.96 | 928.13 | 930.60 | 932.75 | 934.55 | 934.28 | 930.98 | 926.89 | 923.75 | 920.73 | 918.07 | 915.97 | 914.69 | 914.05 | 913.87 |
| 926.60 | 928.29 | 929.58 | 930.47 | 930.96 | 931.06 | 930.76 | 930.06 | 928.96 | 927.46 | 925.57 | 923.28 | 920.64 | 918.29 | 916.60 | 915.58 |

259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 286 E |

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ×

ROBERT M & JANE E FURSETH

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

STA. 274+16, 42.0' RT - ELEV. 909.96
STA. 274+16, 42.0' LT - ELEV. 908.55
1 - 84 LF 29"x45" CPRCHE CLASS III REQUIRED
REMOVE EXISTING 30"X42" CP

EXISTING R/W (TYP)

SLOPE INTERCEPTS (TYP)

TLE

STA. 281+76.76=
STA. 300+00.00"A"
θ = 103.32°

CTH A N88°15'59"E 287.4'

STA. 285+45, LT
RECONSTRUCT PE

HENRY L FURSETH

ALLIANT ENERGY OVERHEAD ELECTRIC

WOOD FROM TREE REMOVALS TO BE SALVAGED FOR PROPERTY OWNERS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND DESIGNATED CONTACT PERSON.

PROPOSED R/W (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

TODD R & LEAH K FURSETH

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D STA. 282+55 TO 287+50 LT

UNDERGROUND TELEPHONE

N15°02'11"W

STH 73

274 276 278 280 282 284 286 288

B1

STA. 274+10, 42.0' RT - ELEV. 909.96
STA. 274+10, 42.0' LT - ELEV. 908.55
1 - 84 LF 29x45-INCH CPRCHE CLASS III REQUIRED

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D STA. 276+50 TO STA. 280+98 RT

ALLIANT ENERGY OVERHEAD ELECTRIC

RDE

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

STA. 282+63, 37.0' RT - ELEV. 918.61
STA. 282+63, 41.0' LT - ELEV. 917.56
1 - 78 LF 42" CPRC CLASS IV REQUIRED

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D STA. 287+50 TO STA. 291+00 RT

ROBERT M & JANE E FURSETH

WILMA FURSETH

TODD FURSETH

ALLIANT ENERGY OVERHEAD ELECTRIC

STA. 289+16, RT
RECONSTRUCT PE
REMOVE EXISTING 15"X20" CP

STA. 276+41 RT
RECONSTRUCT FE
REMOVE EXISTING 15" CP

STA. 278+73, RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

STA. 279+79, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 287+93, RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

SOIL BORINGS INDICATE EBS CONDITIONS
STA 279+00 - 289+25
SEE CROSS SECTIONS

VCL = 700.00
K = 150.14

VPI STA 274+50.00
VPI EL 911.24

VPC STA 278+25.00
VPC EL 918.64

VPT STA 278+00.00
VPT EL 918.15

1.97%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA. 274+13
2 - 29"x45" CPRCHE REQUIRED

SPECIAL DITCH RIGHT

STA. 282+63
1 - 42" CPRC REQUIRED

SPECIAL DITCH LEFT

STA 274+15.00 EL 909.96
STA 275+00.00 EL 910.70
STA 276+01.00 EL 911.22
STA 282+00.00 EL 919.25
STA 282+50.00 EL 917.45
STA 282+62.00 EL 917.56
STA 282+62.00 EL 918.60
STA 283+00.00 EL 919.00
STA 284+00.00 EL 920.00
STA 284+00.00 EL 922.50

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

VCL = 1150.00
K = 282.84

VPI STA 284+00.00
VPI EL 930.00

940.00 935.00 930.00 925.00 920.00 915.00 910.00 905.00

| 274+00 | 275+00 | 276+00 | 277+00 | 278+00 | 279+00 | 280+00 | 281+00 | 282+00 | 283+00 | 284+00 | 285+00 | 286+00 | 287+00 | 288+00 | 289+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 913.87 / 915.58 | 913.71 / 915.22 | 914.35 / 915.53 | 915.20 / 916.51 | 916.78 / 918.15 | 919.10 / 920.03 | 921.18 / 921.56 | 922.21 / 922.74 | 921.77 / 923.56 | 921.92 / 924.04 | 923.41 / 924.16 | 925.41 / 923.92 | 926.01 / 923.33 | 924.59 / 922.39 | 921.88 / 921.09 | 918.98 / 919.45 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 287 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050114_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | × |

TODD R & LEAH K FURSETH

TODD FURSETH

STA. 297+82, 44.0' RT - ELEV. 903.32
STA. 296+82, 44.0' LT - ELEV. 902.77
1 - 133-LF PACS 64"x43" REQUIRED
48° RHF SKEW

STA. 297+94, 44.0' RT - ELEV. 903.32
STA. 296+94, 44.0' LT - ELEV. 902.77
1 - 133-LF PACS 64"x43" REQUIRED
REMOVE EXISTING 48"x72" CP
48° RHF SKEW

WETLAND BOUNDARY

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 299+50 TO STA. 304+50 LT

SLOPE INTERCEPTS (TYP)

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

290 292 294 296 298 300 302 304

STH 73

N15°02'11"W

12 12

BAD

TLE

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 287+50 TO STA. 291+00 RT.

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

WETLAND BOUNDARY

SITE CLEARANCE,
REMOVING BUILDINGS,
REMOVING SEPTIC TANKS,
& ABANDONING WELLS
REQUIRED ON THIS PARCEL

STA. 295+92, RT
RECONSTRUCT PE
1 - 40 LF 24" CMCP REQUIRED

JOHN H & JESSIE STEVENS

TODD FURSETH

RUINS

5 5

VCL = 600.00
K = 158.19

VPT STA 289+75.00
VPT EL 917.98

VPC STA 292+00.00
VPC EL 913.27

VPI STA 295+00.00
VPI EL 907.00

VPT STA 298+00.00
VPT EL 912.11

VPC STA 299+75.00
VPC EL 915.08

VPI STA 303+00.00
VPI EL 920.62

-2.09%

1.70%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA. 297+38
2 - 64"x43" PACS REQUIRED
48° RHF SKEW

VCL = 1150.00
K = 282.84

SPECIAL DITCH LEFT

SPECIAL DITCH RIGHT

STA 295+00.00 EL 906.25
STA 295+67.00 EL 904.73
STA 296+00.00 EL 904.50
STA 296+86.00 EL 902.77
STA 297+00.00 EL 905.40
STA 297+03.00 EL 902.77
STA 297+70.00 EL 903.32
STA 297+87.00 EL 903.32
STA 298+00.00 EL 904.00
STA 299+00.00 EL 906.50

VCL = 650.00
K = 265.22

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 279+00 - 289+25

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

935.00 930.00 925.00 920.00 915.00 910.00 905.00 900.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 918.98 919.45 | 914.99 917.45 | 911.95 915.36 | 909.85 913.27 | 908.65 911.50 | 907.73 910.36 | 907.96 909.84 | 908.24 909.97 | 908.90 910.72 | 909.45 912.11 | 910.32 913.81 | 912.76 915.50 | 915.53 916.92 | 918.16 917.96 | 919.01 918.62 | 918.07 918.91 |
| 289+00 | 290+00 | 291+00 | 292+00 | 293+00 | 294+00 | 295+00 | 296+00 | 297+00 | 298+00 | 299+00 | 300+00 | 301+00 | 302+00 | 303+00 | 304+00 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 288 E |

STA. 305+67, LT
RECONSTRUCT FE
REMOVE EXISTING 15" CP
1 - 40 LF 18" CMCP REQUIRED

TODD R & LEAH K FURSETH

LEIN ACRES LLC

DUANE V HINCHLEY

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D
STA. 299+50 TO STA. 304+50 LT

STA. 306+38, 44.0'LT - ELEV. 910.71
STA. 306+38, 46.0'RT - ELEV. 910.07
1 - 90 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 27"x32" CP

EXISTING DRAIN TILE UNDER STH 73
IDENTIFIED THROUGH APPRAISALS;
AS-BUILT INFORMATION FOR
DRAIN TILE UNAVAILABLE

STA. 309+69, 42.0'LT - ELEV. 911.81
STA. 309+69, 42.0'RT - ELEV. 911.08
1 - 84 LF 36" CRCP CLASS III REQUIRED
REMOVE EXISTING 24" CP

STA. 309+76, 42.0'LT - ELEV. 911.81
STA. 309+76, 42.0'RT - ELEV. 911.08
1 - 84 LF 36" CPRC CLASS III REQUIRED

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

TODD FURSETH

TOBACCO LN

PT: 348+02.05"T"

PT: 348+13.78"

ALLIANT ENERGY
OVERHEAD ELECTRIC

N79°57'49"E

STH 73

N15°02'11"W

EP: 350+00.00"T"

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

WETLAND BOUNDARY

ALLIANT ENERGY
UNDERGROUND ELECTRIC

+62.32
65.4'RT
927.72

+66.51
85.4'RT
926.28

+62.11
134.0'RT
922.74

+71.19
63.8'RT
928.39

+75.20
83.2'RT
926.91

+70.89
136.0'RT
922.94

TLE

STA. 315+81.00=
STA. 350+00.00"T"
θ = 95.00°

SITE CLEARANCE REQUIRED
REMOVING BUILDINGS
REMOVING SEPTIC TANKS
& ABANDONING WELLS

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

JOHN H & JESSIE STEVENS

THOMAS W &
CHRISTINA WATSON

STA. 314+65, RT
RECONSTRUCT PE
REMOVE EXISTING 12" CP
1 - 78 LF 18" CMCP REQUIRED

THOMAS W &
CHRISTINA WATSON

VCL = 650.00
K = 265.22

VCL = 800.00
K = 169.81

VCL = 1000.00
K = 281.57

VPT STA 306+25.00
VPT EL 918.18
VPC STA 306+50.00
VPC EL 918.00

VPI STA 310+50.00
VPI EL 915.00

VPT STA 314+50.00
VPT EL 930.85

VPC STA 316+75.00
VPC EL 939.76

STA 318+00.00
EL 941.16

STA 316+58.00
EL 933.75

-0.75%

3.96%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

STA. 306+38
1 - 30" CPRC REQUIRED

SPECIAL DITCH LEFT

STA. 309+73
2 - 36" CPRC REQUIRED

STA 306+37.00
EL 910.71

STA 306+00.00
EL 912.00

STA 307+00.00
EL 912.00

STA 308+00.00
EL 913.00

STA 309+00.00
EL 912.25

STA 309+70.00
EL 911.81

STA 310+00.00
EL 912.50

STA 311+00.00
EL 914.50

ROCK OUTCROP MAPPED
ON SOIL SURVEY
STA 317+00 - 319+00 LT
SEE CROSS SECTIONS

945.00 940.00 935.00 930.00 925.00 920.00 915.00 910.00

| 304+00 | 305+00 | 306+00 | 307+00 | 308+00 | 309+00 | 310+00 | 311+00 | 312+00 | 313+00 | 314+00 | 315+00 | 316+00 | 317+00 | 318+00 | 319+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 918.07 / 918.91 | 915.82 / 918.82 | 914.38 / 918.36 | 914.50 / 917.69 | 914.74 / 917.53 | 915.61 / 917.96 | 915.72 / 918.98 | 916.19 / 920.59 | 917.38 / 922.78 | 919.74 / 925.57 | 923.81 / 928.94 | 929.19 / 932.83 | 934.76 / 936.79 | 940.96 / 940.74 | 945.73 / 944.44 | 950.21 / 947.78 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 289 | E |
|---|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✕

N

STA. 324+95, 25.7'RT - ELEV. 955.94
STA. 324+43, 35.1'LT - ELEV. 953.29
1 - 80 LF 19"x30" CPRCHE CLASS III REQUIRED
41° RHF SKEW

STA. 325+15, 25.7'RT - ELEV. 955.94
STA. 324+63, 35.1'LT - ELEV. 953.29
1 - 80 LF 19"x30" CPRCHE CLASS III REQUIRED
41° RHF SKEW

REMOVE EXISTING 24" CP;
REMOVE EXISTING BOX CULVERT 24Wx15H;
PIPE CONNECTED TO BOX CULVERT

DUANE V HINCHLEY

DUANE V HINCHLEY

SLOPE INTERCEPTS (TYP)

STA. 331+98, 30.2'RT - ELEV. 959.31
STA. 331+98, 33.8'LT - ELEV. 958.90
1 - 64 LF 24" CPRC CLASS IV REQUIRED
REMOVE EXISTING 18" CP

EXISTING R/W (TYP)

320 322 324 326 328 330 332 334

12 12

STH 73

N15°02'11"W

BAD

SIGN

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

JACK W OESTREICH

THOMAS W & CHRISTINA WATSON

PROPOSED R/W (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 322+00 TO STA. 324+50 RT

LEIN ACRES LLC

5

STA. 319+42, RT
RECONSTRUCT FE
REMOVE EXISTING 18" CP
1 - 40 LF 18" CMCP REQUIRED

STA. 323+36, RT
RECONSTRUCT PE
REMOVE EXISTING 12" CP

5

VISUAL EVIDENCE OF ROCK OUTCROP
STA 321+00 - 324+00 RT
SEE CROSS SECTIONS

SOIL BORINGS INDICATE EBS CONDITIONS
STA 323+50 - 342+00
SEE CROSS SECTIONS

VPI STA 321+75.00
VPI EL 959.58

SPECIAL DITCH RIGHT

STA. 331+98
1 - 24" CPRC REQUIRED

0.41%

STA 332+00.00
EL 959.32

STA 333+00.00
EL 959.82

STA 332+00.00
EL 958.90

STA 333+00.00
EL 959.40

STA 334+00.00
EL 959.70

SPECIAL DITCH LEFT

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

STA. 324+83
2 - 19"x30" CPRCHE REQUIRED
41° RHF SKEW

SOIL BORINGS INDICATE BEDROCK AT 6' BELOW EXISTING GROUND

STA 324+75 - 325+75
SEE CROSS SECTIONS

VPT STA 326+75.00
VPT EL 961.63

VCL = 1000.00

K = 281.57

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

975.00 970.00 965.00 960.00 955.00 950.00 945.00 940.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 950.21 | 953.65 | 956.41 | 958.07 | 959.15 | 959.75 | 960.04 | 960.60 | 961.23 | 961.68 | 961.81 | 961.69 | 962.35 | 962.97 | 963.19 | 963.53 |
| 947.78 | 950.77 | 953.40 | 955.67 | 957.59 | 959.16 | 960.37 | 961.22 | 961.73 | 962.14 | 962.55 | 962.96 | 963.37 | 963.79 | 964.20 | 964.61 |

319+00 320+00 321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 290 | E |
|---|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

STA. 335+17, LT
RECONSTRUCT FE
2 - 39 LF 24" CMCP REQUIRED
REMOVE EXISTING 15"X20" CP

STA. 342+81 LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

JAMES THOMPSON

DUANE V HINCHLEY

EXISTING R/W (TYP)

SLOPE INTERCEPTS (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 342+00 TO STA. 345+00 LT

ALLIANT ENERGY
OVERHEAD ELECTRIC

TLE

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

334 336 338 340 342 344 346 348

N15°02'11"W

STH 73

FRONTIER
COMMUNICATIONS
UNDERGROUND
TELEPHONE

TLE

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

PROPOSED R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

STA. 349+19.90=
STA. 400+00.00"CH"
θ = 103.72°

E. CHURCH RD

LEIN ACRES LLC

JAMES THOMPSON

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 335+72, RT
RECONSTRUCT PE
1 - 34 LF 18" CMCP REQUIRED
REMOVE EXISTING 15"X20" CP

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 323+50 - 342+00
SEE CROSS SECTIONS

VCL = 400.00
K = 327.71

VPC STA 336+00.00
VPC EL 965.43

VPI STA 338+00.00
VPI EL 966.25

VPT STA 340+00.00
VPT EL 969.51

VPC STA 340+50.00
VPC EL 970.33

VPI STA 345+00.00
VPI EL 977.67

0.41%

1.63%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA 341+50.00
EL 967.63

VCL = 900.00
K = 335.14

STA 336+00.00
EL 961.00

STA 339+00.00
EL 962.00

SPECIAL DITCH RIGHT

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

990.00 985.00 980.00 975.00 970.00 965.00 960.00 955.00

| 334+00 | 335+00 | 336+00 | 337+00 | 338+00 | 339+00 | 340+00 | 341+00 | 342+00 | 343+00 | 344+00 | 345+00 | 346+00 | 347+00 | 348+00 | 349+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 963.53 / 964.61 | 963.98 / 965.02 | 964.49 / 965.43 | 965.30 / 965.99 | 965.97 / 966.86 | 967.14 / 968.03 | 969.00 / 969.51 | 971.25 / 971.11 | 972.55 / 972.44 | 973.79 / 973.47 | 975.39 / 974.21 | 976.04 / 974.65 | 973.70 / 974.79 | 971.47 / 974.63 | 970.47 / 974.17 | 969.58 / 973.42 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 291 E |
|---|---|---|---|---|

STA. 353+42. LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP
1 - 67 LF 18" CMCP REQUIRED
FULL DEPTH SAW CUT REQUIRED

JAMES THOMPSON

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

PC: 351+97.90

PT: 357+08.13

STA. 362+43. 50.0'LT - ELEV. 972.79
STA. 362+43. 56.0'RT - ELEV. 971.85
1 - 106 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 30" CP

JAMES THOMPSON

EXISTING R/W (TYP)

E. CHURCH RD

STH 73

N15°02'58"W

N00°24'39"W

STA. 351+63. 50.0'LT - ELEV. 965.81
STA. 351+63. 44.0'RT - ELEV. 964.80
1 - 94 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

STA. 349+19.90=
STA. 400+00.00"CH"
θ = 103.72°

SLOPE INTERCEPTS (TYP)

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✕ |

DANE COUNTY

TLE

ALLIANT ENERGY
OVERHEAD ELECTRIC

STA. 364+29. RT
RECONSTRUCT PE
REMOVE EXISTING 24" CP

JAMES THOMPSON

VISUAL EVIDENCE OF
ROCK OUTCROP
STA 356+00 - 361+00 LT & RT
SEE CROSS SECTIONS

VCL = 900.00
K = 335.14

VCL = 600.00
K = 195.31

VCL = 700.00
K = 295.02

VPT STA 349+50.00
VPT EL 972.93

VPC STA 349+75.00
VPC EL 972.66

VPI STA 352+75.00
VPI EL 969.50

VPC STA 356+00.00
VPC EL 976.06

VPI STA 359+50.00
VPI EL 983.12

VPT STA 363+00.00
VPT EL 981.88

VPT STA 355+75.00
VPT EL 975.55

-1.05%

2.02%

-0.35%

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

SPECIAL DITCH LEFT

STA. 351+63
1 - 30" CPRC REQUIRED

STA. 362+43
1 - 30" CPRC REQUIRED

| | | |

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

N

JAMES THOMPSON

GEORGE A & JACQUELINE S WAAG

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY OVERHEAD ELECTRIC

SLOPE INTERCEPTS (TYP)

EXISTING R/W (TYP)

STH 73

N00°24'39"W

ALLIANT ENERGY OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

STA. 377+28, 43.0' LT - ELEV. 963.39
STA. 377+28, 43.0' RT - ELEV. 962.70
1 - 86 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 18" CP

TLE

ASPHALT

DANE COUNTY

THOMAS W JR & KATHERINE A HENSEL

THOMAS W JR & KATHERINE A HENSEL

VISUAL EVIDENCE OF ROCK OUTCROP
STA 364+50 - 371+00 LT & RT
SEE CROSS SECTIONS

-0.35%

STA 366+00.00
EL 975.87

VPC STA 366+25.00
VPC EL 980.73

SPECIAL DITCH RIGHT

VPI STA 369+00.00
VPI EL 979.75

STA 369+00.00
EL 974.98

VCL = 550.00
K = 286.06

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

VPT STA 371+75.00
VPT EL 973.49

VCL = 500.00
K = 185.34

2.28%

FINISHED PROFILE AT R/L

VPC STA 372+00.00
VPC EL 972.92

EXISTING PROFILE AT R/L

VPI STA 374+50.00
VPI EL 967.22

VPT STA 377+00.00
VPT EL 968.27

0.42%

SPECIAL DITCH LEFT

STA 377+28
1 - 30" CPRC REQUIRED

STA 377+00.00
EL 963.60

STA 377+27.00
EL 963.39

STA 378+00.00
EL 964.00

| 364+00 | 365+00 | 366+00 | 367+00 | 368+00 | 369+00 | 370+00 | 371+00 | 372+00 | 373+00 | 374+00 | 375+00 | 376+00 | 377+00 | 378+00 | 379+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 980.87 / 981.52 | 981.84 / 981.17 | 981.61 / 980.81 | 980.74 / 980.36 | 979.90 / 979.57 | 979.84 / 978.43 | 978.91 / 976.94 | 972.76 / 975.10 | 968.66 / 972.92 | 966.59 / 970.91 | 965.65 / 969.44 | 965.54 / 968.51 | 965.63 / 968.12 | 966.14 / 968.27 | 966.42 / 968.69 | 966.68 / 969.12 |

985.00 / 980.00 / 975.00 / 970.00 / 965.00 / 960.00 / 955.00 / 950.00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 293 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

GEORGE A & JACQUELINE S WAAG

TLE

SAWCUT REQ'D MATCH EXISTING

C.T.H. B

448'B"

450'B"

S85°17'43"E

STA. 384+78.06=
STA. 450+00.00"B"
θ = 95.12°

B1

N00°24'39"W

STH 73

380 382 384 386 388 390 392 394

15' 12' 12'

ALLIANT ENERGY OVERHEAD ELECTRIC

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

THOMAS W JR & KATHERINE A HENSEL

THOMAS A & DONNA M PUNSEL

DARRELL J HINCHLEY

ALVIN JOHN & CHERYL R BETTENHAUSEN

ASPHALT

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

EXISTING R/W (TYP)

N

STA. 389+62, RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP
1 - 35 LF 18" CMCP REQUIRED
FULL DEPTH SAW CUT REQUIRED

5

5

VPI STA 387+50.00
VPI EL 972.69

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

0.42%

VPC STA 379+50.00
VPC EL 969.33

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

VCL = 1600.00

K = 370.37

975.00 970.00 965.00 960.00 955.00 950.00 945.00 940.00

| 379+00 | 380+00 | 381+00 | 382+00 | 383+00 | 384+00 | 385+00 | 386+00 | 387+00 | 388+00 | 389+00 | 390+00 | 391+00 | 392+00 | 393+00 | 394+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 966.68 / 969.12 | 966.73 / 969.50 | 966.98 / 969.65 | 967.37 / 969.53 | 967.51 / 969.14 | 967.10 / 968.48 | 966.59 / 967.55 | 965.21 / 966.35 | 963.62 / 964.88 | 961.62 / 963.14 | 959.28 / 961.13 | 956.39 / 958.85 | 953.29 / 956.30 | 949.70 / 953.48 | 946.41 / 950.39 | 942.90 / 947.03 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 294 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

STA. 396+00 LT
CONSTRUCT FE

GEORGE A & JACQUELINE S WAAG

THOMAS & ROSE JELINEK

STA. 405+47 LT
RECONSTRUCT PE
REMOVE EXISTING 15" CP
FULL DEPTH SAW CUT REQUIRED

THOMAS & ROSE JELINEK

N

WETLAND BOUNDARY (TYP.)

STA. 394+83, 57.6'RT - ELEV. 932.95
STA. 394+83, 62.4'LT - ELEV. 931.57
1 - 120 LF 27" CPRC CLASS III REQUIRED
REMOVE EXISTING 27" CP

STA. 408+53, 41.5'LT - ELEV. 914.08
STA. 408+53, 43.0'RT - ELEV. 913.34
1 - 85 LF 36" CPRC CLASS III REQUIRED
REMOVE EXISTING 30" CP

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

EXISTING R/W (TYP)

394 396 398 STH 73 400 N00°24'39"W 402 404 406 408

12' 12'

BOX CULVERT C-13-2073 TO REPLACE EXISTING BOX CULVERT C-13-2019

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY OVEHEAD ELECTRIC

ALLIANT ENERGY OVERHEAD ELECTRIC

WETLAND BOUNDARY

ALVIN JOHN & CHERYL R BETTENHAUSEN

ORVIN & ANDREA KENDALL

STA. 397+08, RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

STA. 402+34, RT
RECONSTRUCT PE
REMOVE EXISTING 24" CP
1 - 29 LF 30" CMCP REQUIRED
FULL DEPTH SAW CUT REQUIRED

SOIL BORINGS INDICATE EBS CONDITIONS
STA 402+00 - 411+00
SEE CROSS SECTIONS

VPT STA 395+50.00
VPT EL 941.49

VCL = 700.00
K = 164.20

-3.90%

SPECIAL DITCH RIGHT

STA. 394+83
1 - 27" CPRC REQUIRED

STA 394+82.00
EL 932.95

STA 396+00.00
EL 933.30

STA 394+00.00
EL 933.40

VPC STA 398+00.00
VPC EL 931.74

VPI STA 401+50.00
VPI EL 918.09

VPT STA 405+00.00
VPT EL 919.36

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA. 408+53
1 - 36" CPRC REQUIRED

SPECIAL DITCH LEFT

0.36%

BOX CULVERT C-13-2073

VCL = 1600.00
K = 370.37

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

STA 404+00.00
EL 914.00

STA 405+50.00
EL 915.50

STA 407+00.00
EL 914.95

STA 408+52.00
EL 914.08

STA 409+00.00
EL 915.00

945.00 940.00 935.00 930.00 925.00 920.00 915.00 910.00

| | | |

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

THOMAS & ROSE JELINEK

SCOTT E & MARY A ENGELBERGER

ENGELBERGER RENTALS

SCOTT E & MARY A ENGELBERGER

ORVIN & ANDREA KENDALL

GREGORY A & KAREN S DEWALL

ORVIN & ANDREA KENDALL

STH 73

N00°24'39"W

STA. 414+62, 49.0' RT - ELEV. 915.20
STA. 414+95, 45.0' LT - ELEV. 915.54
1 - 100 LF 42" CPRC CLASS III REQUIRED
19° LHF SKEW

STA. 414+69, 49.0' RT - ELEV. 915.20
STA. 415+02, 45.0' LT - ELEV. 915.54
1 - 100 LF 42" CPRC CLASS III REQUIRED
19° LHF SKEW

STA. 422+53, LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

+79.28 96.0' LT 935.39

+90.38 88.0' LT 935.61

+41.97 59.8' LT 937.59

TLE

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY UNDERGROUND ELECTRIC

ALLIANT ENERGY OVERHEAD ELECTRIC

SLOPE INTERCEPTS (TYP)

REMOVE EXISTING 24-INCH CP

PROPOSED R/W (TYP)

TLE

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D STA. 422+75 TO 426+00

WETLAND BOUNDARY

ALLIANT ENERGY OVERHEAD ELECTRIC

STA. 414+93, RT
RECONSTRUCT PE
1 - 43 LF 36-INCH CMCP REQUIRED
REMOVE EXISTING 24" CP

STA. 420+65, RT
RECONSTRUCT PE
REMOVE EXISTING 15"X20" CP
1 - 30 LF 36" CMCP REQUIRED

410 412 414 416 418 420 422 424

SOIL BORINGS INDICATE EBS CONDITIONS
STA 402+00 - 411+00
SEE CROSS SECTIONS

VCL = 650.00
K = 178.50

0.36%

4.00%

VPC STA 415+25.00
VPC EL 923.09

VPI STA 418+50.00
VPI EL 924.27

VPT STA 421+75.00
VPT EL 937.28

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA. 414+82
2 - 42" CPRC REQUIRED
19° LHF SKEW

STA 414+00.00 EL 917.25
STA 415+00.00 EL 915.40
STA 416+00.00 EL 917.50
STA 417+00.00 EL 920.00
STA 418+00.00 EL 921.12

SPECIAL DITCH LEFT

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

950.00 945.00 940.00 935.00 930.00 925.00 920.00 915.00

916.94 920.81 | 916.84 921.18 | 917.24 921.54 | 918.13 921.90 | 918.83 922.27 | 919.73 922.63 | 920.46 922.99 | 920.57 923.52 | 920.85 924.58 | 921.66 926.20 | 923.23 928.39 | 925.08 931.13 | 927.38 934.44 | 930.12 938.28 | 933.92 942.29 | 939.36 946.29

409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00 420+00 421+00 422+00 423+00 424+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 296 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050123_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

SCOTT E & MARY A ENGELBERGER

JEFFERY A RAHN

SCOTT E & MARY A ENGELBERGER

STA. 436+01 LT
RECONSTRUCT PE

N

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY OH ELECTRIC

+75.68
88.7 LT
975.55

TLE

BAD

+72.99
79.1 LT
975.63

+96.08
74.5 LT
974.25

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 422+75 TO STA. 426+00 LT

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 434+00 TO STA. 436+50 LT

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

424 426 428 430 432 434 436 438

N00°24'39"W

STH 73

STH 73

12

12

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

APPROXIMATE LIMITS OF EXISTING KOSHKONONG ROAD POND

GREGORY A & KAREN S DEWALL

TOWN OF CHRISTIANA

SEPTIC

5

5

SOIL BORINGS INDICATE EBS CONDITIONS

STA 427+00 - 433+75
SEE CROSS SECTIONS

VPI STA 435+50.00
VPI EL 992.35

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

VPC STA 425+05.00
VPC EL 950.50

4.00%

SOIL BORINGS INDICATE BEDROCK AT 6' BELOW EXISTING GROUND

STA 430+75 - 431+75
SEE CROSS SECTIONS

VCL = 2090.00

K = 265.37

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

975.00 970.00 965.00 960.00 955.00 950.00 945.00 940.00

| 424+00 | 425+00 | 426+00 | 427+00 | 428+00 | 429+00 | 430+00 | 431+00 | 432+00 | 433+00 | 434+00 | 435+00 | 436+00 | 437+00 | 438+00 | 439+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 939.36 / 946.29 | 945.38 / 950.30 | 950.69 / 954.13 | 955.52 / 957.59 | 960.31 / 960.67 | 965.02 / 963.38 | 968.00 / 965.71 | 969.43 / 967.66 | 970.16 / 969.23 | 970.76 / 970.43 | 971.03 / 971.25 | 972.14 / 971.69 | 974.97 / 971.76 | 975.95 / 971.45 | 973.53 / 970.76 | 971.09 / 969.70 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 297 E |
|---|---|---|---|---|

SCOTT E & MARY A ENGELBERGER

OLD CHRISTIANA TOWN HALL IS NRHP ELIGIBLE
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

HISTORICAL BOUNDARY (TYP.)

PL
TOWN OF CHRISTIANA
PT: 497+85.17"K"

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

FENCE SAFETY
REQ'D ALONG
HISTORICAL BOUNDARY

KOSHKONONG RD
S88°14'41"E 86.86'

ASPHALT

+01.85
67.2' LT

+81.35
68.3' LT

ALLIANT ENERGY
UNDERGROUND ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 441+45.05=
STA. 500+00.00"K"
θ = 92.17°

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

RANDY R & MARIA D KNICKMEIER

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
UNDERGROUND
20-INCH GAS
TRANSMISSION LINE

CAUTION

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

N

C

STH 73

440 442 444 446 448 450 452 454

N00°24'39"W

15

12 12

B1

REMOVE EXISTING 15-INCH CP

500"K"

REMOVING BUILDING
REMOVING SEPTIC TANKS
& ABANDONING WELLS

SLOPE INTERCEPTS (TYP)

PROPOSED R/W (TYP)

TLE

BAD

EXISTING R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ANTHONY F BUONINCONTRO
& MANDIC SCOTT

BAD

PL

FENCE SAFETY REQ'D
ALONG HISTORICAL BOUNDARY

ALLIANT ENERGY
UNDERGROUND ELECTRIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

HISTORICAL BOUNDARY (TYP.)

APPROXIMATE LIMITS OF
EXISTING KOSHKONONG ROAD POND

DENISE M HANSON

SMITHBACK SCHOOL IS NRHP ELIGIBLE
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

TOWN OF CHRISTIANA

ASPHALT

STA. 449+69, RT
RECONSTRUCT PF
1 - 45 LF 18" CPRC
CLASS III REQUIRED
REMOVE EXISTING 15" CP

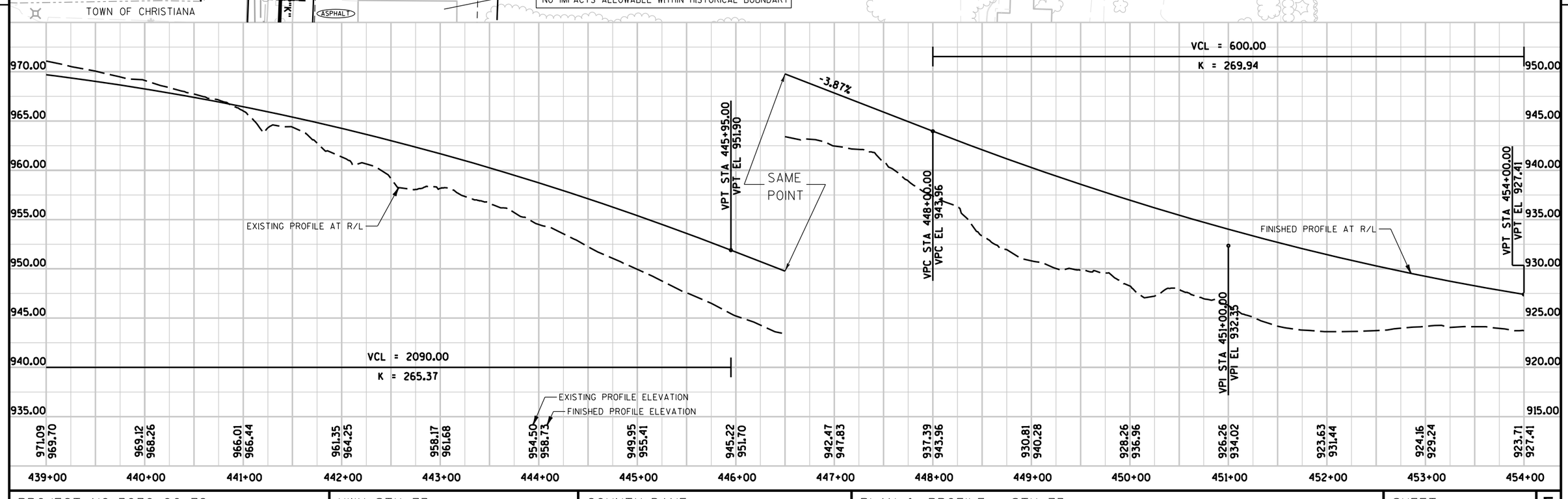
SLAB

AMERICAN TRANSMISSION COMPANY
OVERHEAD HIGH VOLTAGE
TRANSMISSION LINE

ANDY AND AARON MIKKELSON

5

5




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 298 | E |
|---|---|---|---|---|---|

RANDY R & MARIA D KNICKMEIER

ALLIANT ENERGY
UNDERGROUND
20" GAS
TRANSMISSION LINE

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

EXISTING 8-INCH DRAIN TILE
UNDER STH 73 IDENTIFIED
BY OWNERS

ALLIANT ENERGY
OVERHEAD ELECTRIC

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 461+00 TO STA. 468+50

STA. 461+30, LT
RECONSTRUCT PE
REMOVE EXISTING 12" CP

STA. 465+40, LT
RECONSTRUCT PE
FULL DEPTH SAW CUT REQUIRED

STA. 469+07, LT
RECONSTRUCT PE
REMOVE EXISTING 15" CP
FULL DEPTH SAW CUT REQUIRED
PARALLEL SECTION OF FINISHED DWY
TO BE LOCATED OUTSIDE OF CZ

THOMAS J & JUDY L SCHMUDE

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
OVERHEAD
ELECTRIC

JULIUS &
STACY
STECKER

CAUTION

CAUTION

CAUTION

454 456 458 460 462 464 466 468

N00°24'39"W

STH 73

TLE

ASPHALT

+23.36
70.3' LT
930.28

+22.20
44.0' LT
930.73

+07.61
70.0' LT
928.22

TLE

ASPHALT

BAD

BAD

EXISTING R/W (TYP)

SLOPE INTERCEPTS (TYP)

WETLAND BOUNDARY

STA. 458+31, 41.0' LT - ELEV. 917.31
STA. 458+31, 41.0' RT - ELEV. 917.17
1 - 82 LF 34"x53" CPRCHE CLASS III REQUIRED

STA. 458+24, 41.0' LT - ELEV. 917.31
STA. 458+24, 41.0' RT - ELEV. 917.17
1 - 82 LF 34"x53" CPRCHE CLASS III REQUIRED
REMOVE EXISTING 24"x36" CP

ALLIANT ENERGY
OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

AMERICAN TRANSMISSION COMPANY
OVERHEAD HIGH VOLTAGE
TRANSMISSION LINE

ANDY AND AARON MIKKELSON

DANIEL H HOESLY
AND DAVID HOESLY

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

STA. 454+20 RT TO STA. 458+00 RT
ALLIANT ENERGY ANODE RECTIFIER BED
ELECTRICAL GROUNDING SYSTEM
ABANDONED IN PLACE

STA. 467+80, RT
CONSTRUCT NEW FE
1 - 46 LF 18"
CMCP REQUIRED

5

5

VCL = 550.00
K = 136.06

VPT STA 454+00.00
VPT EL 927.41

VPC STA 455+50.00
VPC EL 924.93

VPI STA 458+25.00
VPI EL 920.40

VPC STA 461+00.00
VPC EL 926.98

VPI STA 466+50.00
VPI EL 940.15

-1.65%

2.38%

STA. 458+28
2 - 34"x53" CPRCHE REQUIRED

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA 458+27.00
EL 917.31

STA 459+00.00
EL 918.75

STA 460+92.00
EL 920.33

STA 461+00.00
EL 920.75

STA 458+00.00
EL 917.60

STA 458+00.00
EL 917.45

STA 458+27.00
EL 917.17

STA 460+00.00
EL 919.00

STA 459+76.00
EL 918.00

STA 459+00.00
EL 917.75

VCL = 1100.00
K = 248.18

SPECIAL DITCH RIGHT

SPECIAL DITCH LEFT

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 455+25 - 468+00
SEE CROSS SECTIONS

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

940.00 935.00 930.00 925.00 920.00 915.00 910.00 905.00

| 454+00 | 455+00 | 456+00 | 457+00 | 458+00 | 459+00 | 460+00 | 461+00 | 462+00 | 463+00 | 464+00 | 465+00 | 466+00 | 467+00 | 468+00 | 469+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 923.71 / 927.41 | 922.78 / 925.76 | 921.29 / 924.20 | 920.24 / 923.29 | 919.80 / 923.11 | 920.20 / 923.67 | 921.32 / 924.96 | 923.37 / 926.98 | 925.93 / 929.18 | 929.86 / 930.97 | 934.58 / 932.35 | 938.57 / 933.34 | 938.46 / 933.92 | 935.54 / 934.09 | 932.16 / 933.87 | 928.94 / 933.24 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 299 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ×

DAVID W & TAMMIE L SMITHBACK

PHILLIP E & BETTY L ZIBELL

TERRI & CURTIS E ANDERSON

STA. 480+16, LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

STA. 481+10, LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

N

PL

TLE

ALLIANT ENERGY OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

EXISTING DRAIN TILE UNDER STH 73 IDENTIFIED BY OWNERS; AS-BUILT INFORMATION FOR DRAIN TILE UNAVAILABLE

STA. 476+31, 33.0'LT - ELEV. 918.30
STA. 476+55, 34.6'RT - ELEV. 917.84
1 - 72 LF 24" CPRC CLASS III REQUIRED
19° RHF SKEW
REMOVE EXISTING 12" CP

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
STA. 479+00 TO STA. 483+00 LT

470 472 474 476 478 480 482 484

N00°24'39"W

STH 73

12 12

SIGN

ALLIANT ENERGY UNDERGROUND ELECTRIC +90.00 61.1'RT 924.38

+93.32 77.5'RT 925.01

+49.23 67.0'RT 926.50

SLOPE INTERCEPTS (TYP)

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

FE MOVED TO STA 484+00
PER PROPERTY OWNER REQUEST

DANIEL H HOESLY & DAVID HOESLY

LEIN ACRES LLC & BRENDA LEIN

LEIN ACRES LLC & BRENDA LEIN

STA. 471+72, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP
1 - 77 LF 18" CMCP REQUIRED

STA. 484+00, RT
CONSTRUCT FE
1 - 38 LF 18" CMCP REQUIRED
REMOVE EXISTING 15" CP AT STA. 475+29

5

5

940.00 935.00 930.00 925.00 920.00 915.00 910.00 905.00

VPT STA 472+00.00
VPT EL 928.94

VCL = 700.00
K = 243.08

VPC STA 481+50.00
VPC EL 926.13

2.04%

0.84%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPC STA 472+25.00
VPC EL 928.43

VPI STA 475+75.00
VPI EL 921.30

STA. 476+43
1 - 24" CPRC REQUIRED
19° RHF SKEW

STA 476+40.00
EL 918.40

STA 478+94.00
EL 918.95

SPECIAL DITCH LEFT

VPT STA 479+25.00
VPT EL 924.24

VCL = 1100.00
K = 248.18

VCL = 800.00
K = 308.56

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

928.94 933.24 | 926.38 932.21 | 924.68 930.78 | 923.71 928.94 | 922.78 927.02 | 922.05 925.49 | 921.18 924.38 | 920.52 923.68 | 920.75 923.39 | 921.82 923.51 | 922.65 924.04 | 922.92 924.87 | 923.62 925.71 | 925.30 926.51 | 926.46 927.03 | 927.03 927.23

469+00 470+00 471+00 472+00 473+00 474+00 475+00 476+00 477+00 478+00 479+00 480+00 481+00 482+00 483+00 484+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 300 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ×

DAVID W & TAMMIE L SMITHBACK

TERRIL & CURTIS E ANDERSON

LEIN ACRES LLC & BRENDA LEIN

ELLEN V ZANDER & LUANN L CLAUSEN

DUANE V HINCHLEY

DUANE V & TINA M HINCHLEY

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY OVERHEAD ELECTRIC

SLOPE INTERCEPTS (TYP)

PC: 490+17.88

STA. 494+60.24=
STA. 550+00.00"SM"
θ = 89.99°

S89°26'28"E

SMITHBACK RD

52'-SM-

55'-SM-

PT: 495+92.29

STA. 496+88, 35.9'LT - ELEV. 906.99
STA. 496+88, 44.1'RT - ELEV. 906.95
1 - 80 LF 24" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

EP: 550+00.00"SM"

N00°24'39"W

N00°54'19"E

STH 73

484 486 488 490 492 494 496 498

TLE

BUILDING TO BE REMOVED BY OTHERS PRIOR TO START OF CONSTRUCTION

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D STA. 485+00 TO STA. 488+00

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

EXISTING DRAIN TILE UNDER STH 73 IDENTIFIED BY OWNERS; AS-BUILT INFORMATION FOR DRAIN TILE UNAVAILABLE

EXISTING 10-INCH DRAIN TILE UNDER STH 73 IDENTIFIED BY OWNERS

EXISTING 4-INCH DRAIN TILE RUNS FROM SMITHBACK RD TO NORTH PL LATERAL OFFSET FROM ROADWAY UNKNOWN

STA. 484+00, RT
CONSTRUCT FE
1 - 38 LF 18" CMCP REQUIRED
REMOVE EXISTING 15" CP AT STA. 475+29

STA. 487+37, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 490+50, RT
CONSTRUCT FE
REMOVE EXISTING 15" CP AT STA. 507+92
1 - 31 LF 18" CMCP REQUIRED

VPI STA 485+50.00
VPI EL 929.50

VPT STA 489+50.00
VPT EL 922.50

VPC STA 491+50.00
VPC EL 918.99

VPI STA 495+00.00
VPI EL 912.86

VPT STA 498+50.00
VPT EL 913.95

VCL = 800.00
K = 308.56

VCL = 700.00
K = 339.30

-1.75%

0.31%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA. 496+88
1 - 24" CPRC REQUIRED

STA 497+00.00
EL 906.95

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

930.00 925.00 920.00 915.00 910.00 905.00 900.00 895.00

| 484+00 | 485+00 | 486+00 | 487+00 | 488+00 | 489+00 | 490+00 | 491+00 | 492+00 | 493+00 | 494+00 | 495+00 | 496+00 | 497+00 | 498+00 | 499+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 927.03 / 927.23 | 927.91 / 927.09 | 928.11 / 926.64 | 927.40 / 925.86 | 925.73 / 924.76 | 922.72 / 923.33 | 918.41 / 921.62 | 915.48 / 919.87 | 913.63 / 918.15 | 912.09 / 916.70 | 911.18 / 915.54 | 910.82 / 914.67 | 910.48 / 914.10 | 911.00 / 913.82 | 910.78 / 913.84 | 910.60 / 914.11 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 301 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050128_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

DUANE V HINCHLEY

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

PC: 507+29.69

500 502 504 506 508

NOO°54'19"E

12 12

EXISTING 4-INCH DRAIN TILE
RUNS FROM SMITHBACK RD TO NORTH PL
LATERAL OFFSET FROM ROADWAY UNKNOWN

TLE

DUANE V & TINA M HINCHLEY

FE MOVED TO STA 490+50
PER PROPERTY OWNER REQUEST

STA. 511+98. LT
RECONSTRUCT PE
1 - 58 LF 18-INCH CMCP REQUIRED
REMOVE EXISTING 18" CP

N

DUANE V & TINA M HINCHLEY

PL

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

TLE

ALLIANT ENERGY OVERHEAD ELECTRIC

PT: 512+93.04

STH 73

510 512 514

NOO°10'14"W

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

BAD

TLE

DUANE V & TINA M HINCHLEY

FE MOVED TO STA 511+00
PER PROPERTY OWNER REQUEST

STA. 511+00. RT
CONSTRUCT FE
1 - 48 LF 30" CMCP REQUIRED
REMOVE EXISTING 15" CP AT 513+46, RT

5

5

VCL = 800.00

K = 438.98

VPC STA 510+00.00
VPC EL 917.54

VPI STA 514+00.00
VPI EL 918.79

FINISHED PROFILE AT R/L

0.31%

EXISTING PROFILE AT R/L

SPECIAL DITCH RIGHT

STA 503+00.00
EL 908.85

STA 511+00.00
EL 910.75

STA 513+00.00
EL 914.50

STA 513+26.00
EL 914.71

STA 514+00.00
EL 915.50

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

935.00 930.00 925.00 920.00 915.00 910.00 905.00 900.00

| 910.60 914.11 | 910.76 914.42 | 911.58 914.73 | 912.06 915.05 | 911.54 915.36 | 911.55 915.67 | 911.56 915.98 | 911.50 916.29 | 911.52 916.61 | 911.90 916.92 | 912.28 917.23 | 913.04 917.54 | 913.92 917.97 | 915.06 918.62 | 915.96 919.50 | 917.50 920.61 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 499+00 | 500+00 | 501+00 | 502+00 | 503+00 | 504+00 | 505+00 | 506+00 | 507+00 | 508+00 | 509+00 | 510+00 | 511+00 | 512+00 | 513+00 | 514+00 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 302 | E |
|---|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ×

N

DUANE V & TINA M HINCHLEY

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

PRAIRIE QUEEN RD

590'PR"

CAUTION

ALLIANT ENERGY UNDERGROUND 4" GAS MAIN

RONALD A LUND & JAMES E LUND

PC: 526+13.53

TLE

ALLIANT ENERGY OVERHEAD ELECTRIC

STA. 521+42.20=
STA. 600+00.00"PR"
θ = 89.38°

REMOVE EXISTING 24-INCH CP

SLOPE INTERCEPTS (TYP)

B1

600'PR"

514 516 518 520 522 524 526 528

STH 73

N00°10'14"W

REMOVE EXISTING INLET

12' 12' 15'

15'

TLE

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

REMOVE EXISTING 18-INCH CP

RDE

ALLIANT ENERGY OVERHEAD ELECTRIC

36-INCH CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 521+98 TO STA. 524+00 RT

TLE

PL

NELSON PELLETIER & CATHERINE WAGNER

N89°12'45"E

BAD

DUANE V & TINA M HINCHLEY

LYLE T & NANCY A WALHEM

DUANE V & TINA M HINCHLEY

602'PR"

CTH PQ

ALLIANT ENERGY OVERHEAD ELECTRIC

5

5

950.00 945.00 940.00 935.00 930.00 925.00 920.00 915.00

VCL = 800.00
K = 438.98

VPI STA 514+00.00
VPI EL 918.79

VPT STA 518+00.00
VPT EL 927.33
VPC STA 518+25.00
VPC EL 927.86

2.13%

VPI STA 526+75.00
VPI EL 946.00

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

VCL = 1700.00
K = 309.32

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| 917.50 | 918.66 | 919.62 | 921.10 | 923.13 | 925.34 | 927.52 | 929.74 | 931.71 | 933.53 | 935.65 | 937.61 | 939.52 | 940.26 | 939.21 | 936.49 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 920.61 | 921.95 | 923.51 | 925.31 | 927.33 | 929.37 | 931.10 | 932.51 | 933.59 | 934.35 | 934.79 | 934.90 | 934.69 | 934.16 | 933.30 | 932.12 |

514+00 515+00 516+00 517+00 518+00 519+00 520+00 521+00 522+00 523+00 524+00 525+00 526+00 527+00 528+00 529+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 303 | E |
|---|---|---|---|---|---|

RONALD A LUND & JAMES E LUND

DALE E LUND & RONALD A LUND

N

PT: 531+64.14

TLE

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

EXISTING R/W (TYP)

530 532 534 536 STH 73 538 540 542 544

N00°27'37"E

12 12

PROPOSED R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

TLE

ALLIANT
ENERGY
OVERHEAD
ELECTRIC

SIGN

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 535+50 - STA. 537+50 RT

TLE

REMOVING BUILDING

FENCE SAFETY REQ'D
AROUND EXISTING SEPTIC
DURING BUILDING REMOVAL

ALLIANT ENERGY
OVERHEAD ELECTRIC

EXISTING 4-INCH DRAIN TILE RUNS
FULL LENGTH OF FIELD;
AS-BUILTS FOR DRAIN TILE INDICATE
LINE NEAREST TO ROADWAY IS
APPROXIMATELY 60' FROM R
(OUTSIDE OF WORK LIMITS)

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

DUANE V & TINA M HINCHLEY

DUANE V & TINA M HINCHLEY

FOOTBRIDGE

SEPV

STA. 536+15, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 537+22, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

STA. 538+68, RT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

5

5

VCL = 550.00
K = 186.50

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPT STA 535+25.00
VPT EL 917.43

-3.36%

VPC STA 535+75.00
VPC EL 915.74

VPI STA 538+50.00
VPI EL 906.50

VPT STA 541+25.00
VPT EL 905.37

-0.41%

VCL = 1700.00
K = 309.32

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

STA 540+00.00
EL 901.50

SPECIAL DITCH RIGHT

935.00 930.00 925.00 920.00 915.00 910.00 905.00 900.00

936.49 932.12 | 933.20 930.62 | 929.38 928.79 | 925.53 926.64 | 921.76 924.17 | 918.13 921.38 | 914.93 918.26 | 912.07 914.92 | 909.71 911.96 | 907.63 909.54 | 906.03 907.65 | 904.84 906.30 | 904.13 905.49 | 903.74 905.06 | 903.17 904.64 | 902.82 904.23

529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00 543+00 544+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 304 E |
|---|---|---|---|---|

DALE E LUND & RONALD A LUND

DALE E LUND & RONALD A LUND

STA. 546+49, LT
RECONSTRUCT PE
REMOVE EXISTING 15" CP

ROSS HECKER

STA. 548+08, LT
RECONSTRUCT PE

BROCKMAN ZEIGLER
OTTERTAIL TR

PAVE ASPHALTIC SURFACE
DRIVEWAYS AND FIELD
ENTRANCES TO 17'
FROM BACK OF CURB

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 546+00 TO STA. 549+50 LT

LOCATION OF
WEIGH IN MOTION SCALE
FOR SB STH 73
11-INCH CONCRETE REQ'D
STA 551+00 - 554+00

STA. 558+93, 43.0' RT - ELEV. 891.50
STA. 558+93, 44.0' LT - ELEV. 889.10
1 - 87 LF 30" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

SLOPE INTERCEPTS (TYP)

544 546 548 550 552 554 556 558

NOO°27'37"E

STH 73

TLE

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

SMS INSTALLATION
SEE ITS CONSTRUCTION DETAILS
STA 552+00, 50' RT

PROPOSED R/W (TYP)

EXISTING R/W (TYP)

SEPV

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

DUANE V & TINA M HINCHLEY

DOLLIE R BIRKREM

STA. 547+91, RT
RECONSTRUCT FE
REMOVE EXISTING 12" CP
1 - 29 LF 18" CMCP REQUIRED

STA. 554+59, RT
RECONSTRUCT FE
REMOVE EXISTING 18" CP
1 - 38 LF 18" CMCP REQUIRED

BRYAN L & DIANA M BIRKREM

5

5

915.00 910.00 905.00 900.00 895.00 890.00 885.00 880.00

-0.41%

STA 550+00.00
EL 898.43

STA 549+57.00
EL 895.73

SPECIAL DITCH RIGHT

SPECIAL DITCH LEFT

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPC STA 556+00.00
VPC EL 899.28

STA 555+50.00
EL 893.80

STA. 558+93
1 - 30" CPRC REQUIRED

SPECIAL DITCH RIGHT

STA 558+00.00
EL 893.00

STA 558+92.00
EL 891.50

VCL = 1000.00
K = 314.80

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 902.82 | 902.34 | 902.38 | 902.39 | 902.68 | 902.82 | 902.71 | 902.57 | 902.10 | 901.27 | 900.08 | 898.77 | 897.42 | 896.54 | 895.35 | 894.93 |
| 904.23 | 903.82 | 903.41 | 902.99 | 902.58 | 902.17 | 901.75 | 901.34 | 900.93 | 900.52 | 900.10 | 899.69 | 899.28 | 898.71 | 897.82 | 896.61 |
| 544+00 | 545+00 | 546+00 | 547+00 | 548+00 | 549+00 | 550+00 | 551+00 | 552+00 | 553+00 | 554+00 | 555+00 | 556+00 | 557+00 | 558+00 | 559+00 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 305 E |

DONALD E LUND &
RONALD A LUND

DOLLIE R BIRKREM

HILLCREST RD

STA. 563+28. LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP

ALLIANT ENERGY
OVERHEAD ELECTRIC

STA. 561+26.97=
STA. 650+00.00"H"
θ = 90.13°

S89°24'43"E

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 562+02 TO STA. 564+00 LT

STA. 572+13. 46.0'RT - ELEV. 859.28
STA. 572+13. 50.0'LT - ELEV. 858.25
1 - 96 LF 36" CPRC CLASS III REQUIRED
REMOVE EXISTING 24" CP

SLOPE INTERCEPTS (TYP)

TLE

EP: 650+00.00"H"

STH 73

N00°27'37"E

FRONTIER
COMMUNICATIONS
UNDERGROUND
TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

EXISTING WELL PIPE
FROM HOUSE TO BARN
UNDER STH 73
IDENTIFIED BY OWNERS

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE A
STA. 559+77 TO STA. 564+00 RT

ALLIANT ENERGY
UNDERGROUND ELECTRIC

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

BRYAN L &
DIANA M
BIRKREM

DOLLIE R
BIRKREM

HARLAND H & BETTE L HOESLY

STA. 561+54. RT
RECONSTRUCT PE

STA. 563+23. RT
RECONSTRUCT PE
REMOVE EXISTING
18" CP

STA. 568+52. RT
RECONSTRUCT PE
REMOVE EXISTING 18" CP
1 - 42 LF 30" CMCP REQUIRED
FULL DEPTH SAW CUT REQUIRED

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

VPI STA 561+00.00
VPI EL 897.22

STA 560+00.00
EL 891.65

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPT STA 566+00.00
VPT EL 879.27

-3.59%

VPC STA 566+50.00
VPC EL 877.47

VCL = 1000.00
K = 314.80

VCL = 500.00
K = 166.87

VPI STA 569+00.00
VPI EL 868.50

STA 568+00.00
EL 867.25

STA 569+00.00
EL 865.00

VPT STA 571+50.00
VPT EL 867.02

-0.59%

VCL = 500.00
K = 476.48

VPC STA 573+25.00
VPC EL 865.98

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 572+00 - 575+75
SEE CROSS SECTIONS

STA. 572+13
1 - 36" CPRC REQUIRED

STA 572+12.00
EL 859.28

SPECIAL DITCH RIGHT

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 894.93 | 894.27 | 894.46 | 893.59 | 891.09 | 885.69 | 880.07 | 874.67 | 870.93 | 868.25 | 865.96 | 864.38 | 863.26 | 862.85 | 862.61 | 862.78 |
| 896.61 | 895.09 | 893.24 | 891.08 | 888.61 | 885.81 | 882.70 | 879.27 | 875.75 | 872.76 | 870.37 | 868.58 | 867.39 | 866.72 | 866.13 | 865.48 |
| 559+00 | 560+00 | 561+00 | 562+00 | 563+00 | 564+00 | 565+00 | 566+00 | 567+00 | 568+00 | 569+00 | 570+00 | 571+00 | 572+00 | 573+00 | 574+00 |

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 306 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050133_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

STA. 574+70 LT
RECONSTRUCT FE

STA. 577+22 LT
RECONSTRUCT PE
FULL DEPTH SAW CUT REQUIRED

EDWARD L JR & JO ANN KUBINA

HARLAND H & BETTE L HOESLY

HARLAND H & BETTE L HOESLY

SHAUL REV
LIVING TR,
DONALD & JOAN

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

N

ALLIANT ENERTY
OVERHEAD ELECTRIC

WETLAND BOUNDARY (TYP)

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 575+00 TO 579+00 LT

TLE (TYP)

BAD

PC: 579+79.12

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

ASPHALT

TLE (TYP)

PT: 582+20.15

EXISTING R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

574
N00°27'37"E

700"FD"

BP: 700+00.00 FD

576

STH 73

578

580

582

584

N02°08'14"W

586

588

STA. 574+67.28=
STA. 700+00.00"FD"
θ = 88.01°

ALLIANT ENERGY
OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

WETLAND BOUNDARY (TYP)

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

FADNESS RD 702"FD"
N88°28'23"E

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

BYRON L & SHARON L BUCHLI

END PROJECT
STATION 587+10.00
MATCH EXISTING
HMA PAVEMENT

JERRY W &
JULIE M SIMS

5

5

875.00
870.00
865.00
860.00
855.00
850.00
845.00
840.00

VPI STA 575+75.00
VPI EL 864.50

VPT STA 578+25.00
VPT EL 860.39

VCL = 500.00
K = 376.65

EXISTING PROFILE AT R/L

-1.64%

FINISHED PROFILE AT R/L

STA 574+40.00
EL 860.06

SPECIAL DITCH PROFILE RIGHT

SOIL BORINGS INDICATE
EBS CONDITIONS
STA 572+00 - 575+75
SEE CROSS SECTIONS

VCL = 500.00
K = 476.48

VPC STA 579+00.00
VPC EL 859.16

VPI STA 581+50.00
VPI EL 855.06

VPT STA 584+00.00
VPT EL 854.27

STA 584+25.00
EL 854.19

-0.31%

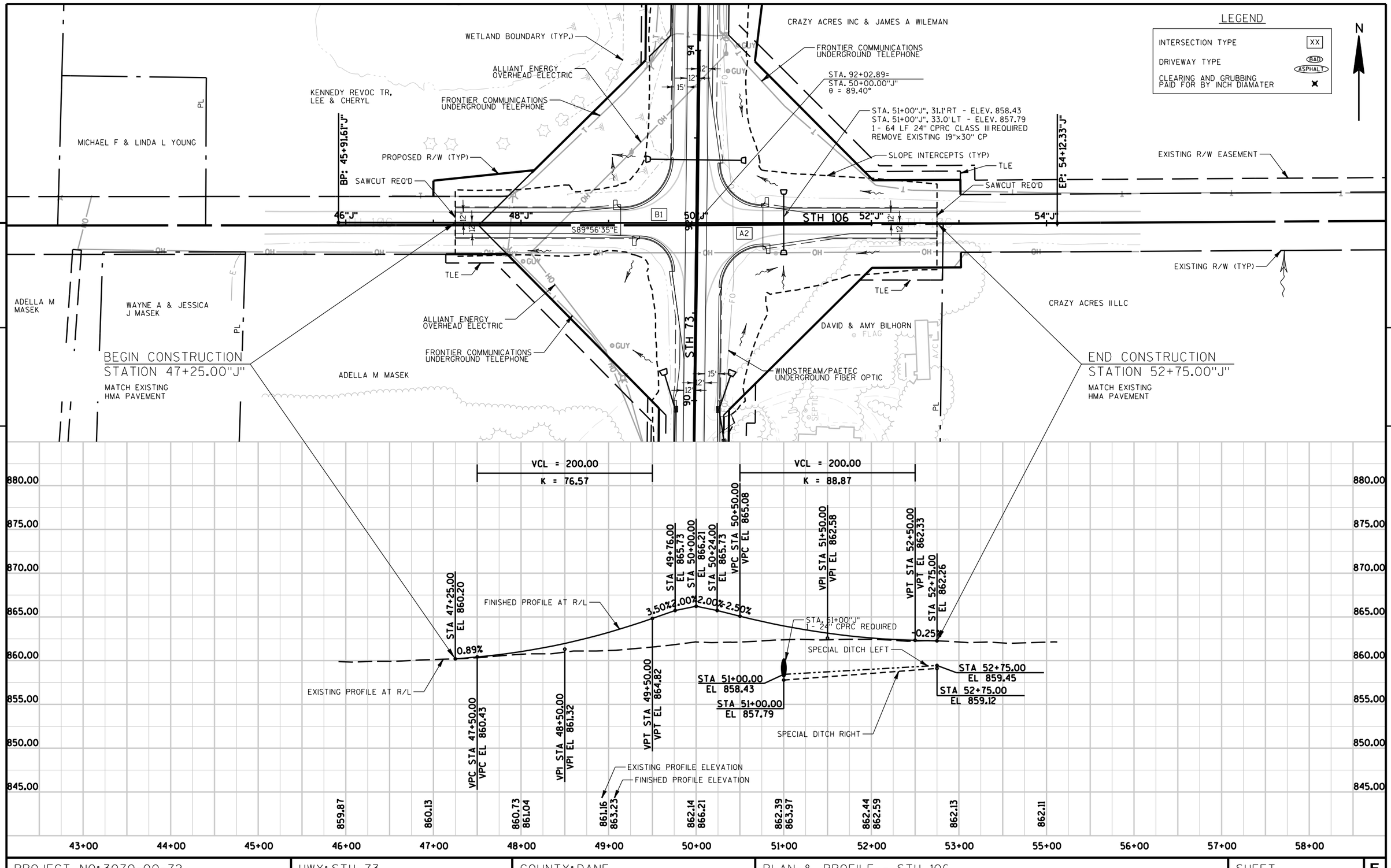
-0.71%

STA 587+10.00
EL 852.17

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 862.78 | 863.32 | 863.50 | 863.70 | 862.94 | 859.90 | 855.28 | 852.71 | 852.50 | 852.49 | 852.25 | 852.53 | 852.34 | 852.21 | 851.80 | 851.61 |
| 865.48 | 864.62 | 863.56 | 862.28 | 860.80 | 859.16 | 857.65 | 856.41 | 855.43 | 854.72 | 854.27 | 853.66 | 852.95 | 852.24 | | |
| 574+00 | 575+00 | 576+00 | 577+00 | 578+00 | 579+00 | 580+00 | 581+00 | 582+00 | 583+00 | 584+00 | 585+00 | 586+00 | 587+00 | 588+00 | 589+00 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 73 | SHEET 307 E |




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - STH 106 | SHEET 308 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050135_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

N

CRAZY ACRES INC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

ALLIANT ENERGY OVERHEAD ELECTRIC

DICK A & MAUREEN E NELSON

DAVID L & TERRY OPITZ

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

BP: 91+87.98"C"

SAWCUT REQ'D

PC: 92+87.98"C"

TLE

EXISTING R/W (TYP)

PT: 94+60.59"C"

PC: 97+21.29"C"

PT: 173+88.74

EP: 10+00

STA. 102+20"C", LT
RECONSTRUCT PE
1-29 LF 18" CMCP
REQUIRED

PC: 101+64.73"C"

STA. 103+46"C", LT
RECONSTRUCT PE
1-36 LF 18" CMCP REQUIRED
FULL DEPTH SAW CUT REQUIRED

PT: 103+84.75"C"

EP: 105+00.00"C"

92"C"

S88°35'34"E

94"C"

S79°36'08"E

CRAIG RD

96"C"

98"C"

100"C"

102"C"

N89°33'09"E

EP: 10+00.00"DWY"

N81°08'54"E

B1

STH 73

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

DANE COUNTY GROWERS

STA. 104+77"C", RT
RECONSTRUCT PE
1-24 LF 18-INCH
CMCP REQUIRED

PRC: 9+17.18"DWY"

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

WINDSTREAM/ PAETEC UNDERGROUND FIBER OPTIC

CRAIG ROAD DWY

PC: 8+59.21"DWY"

PT: 8+41.32"DWY"

STA. 104+14"C", RT
RECONSTRUCT PE
1-30 LF 18-INCH CMCP REQUIRED

PT: 6+76.55"OBL"

ALLIANT ENERGY OVERHEAD ELECTRIC

OBLITERATE EXISTING ROAD

BP: 8+05.14"DWY"

PC: 8+41.84"DWY"

BEGIN CONSTRUCTION
STATION 92+00.00"C"
MATCH EXISTING
HMA PAVEMENT

END CONSTRUCTION
STATION 105+00.00"C"
MATCH EXISTING
HMA PAVEMENT

STA. 99+38"C", 36.3'LT - ELEV. 906.65
STA. 99+54"C", 33.7'RT - ELEV. 905.06
1 - 88 LF 24" CPRC CLASS IV REQUIRED
13° RHF SKEW

STA. 171+72.81=
STA. 100+00.00"C"
θ = 110.00°

STA. 100+79"C", 23.1'LT - ELEV. 906.90
STA. 100+95"C", 30.3'RT - ELEV. 905.14
1 - 64 LF 24" CPRC CLASS IV REQUIRED
15° RHF SKEW

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

VPC STA 92+10.00
VPC EL 918.04

VPI STA 93+50.00
VPI EL 918.46

VPT STA 94+90.00
VPT EL 915.46

STA 92+00.00
EL 918.01

10.30%

-2.15%

VCL = 280.00
K = 114.47

VPC STA 95+25.00
VPC EL 914.71

VCL = 450.00
K = 170.07

VCL = 300.00
K = 151.52

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

SPECIAL DITCH RIGHT

SPECIAL DITCH LEFT

STA 97+50.00
EL 909.90

STA 97+50.00
EL 908.25

VPI STA 97+50.00
VPI EL 909.88

STA 99+40.00
EL 906.65

STA 99+40.00
EL 905.06

STA 99+44"C"
1 - 24" CPRC REQUIRED
13° RHF SKEW

VPT STA 99+75.00
VPT EL 911.00

STA 99+78.00
EL 911.02

STA 100+00.00
EL 911.46

STA 100+24.00
EL 910.98

0.50%

2.00%

2.00%

0.50%

VPC STA 100+50.00
VPC EL 910.85

STA 100+86"C"
1 - 24" CPRC REQUIRED
15° RHF SKEW

STA 100+75.00
EL 906.90

STA 100+75.00
EL 905.14

VPI STA 102+00.00
VPI EL 910.10

1.48%

VPT STA 103+50.00
VPT EL 912.32

STA 105+00.00
EL 914.54

STA 105+00.00
EL 912.00

STA 105+00.00
EL 912.50

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

LEIN ACRES LLC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

SLOPE INTERCEPTS (TYP)

SAWCUT REQ'D

BP: 143+78.83"MG"

144"MG"

146"MG"

148"MG"

PC: 147+73.48"MG"

PT: 149+08.43"MG"

EP: 150+00.00"MG"

150"MG"

208

B1

MAPLE GROVE RD

S89°43'39"E

N79°57'49"E

11'

12'

15'

ALLIANT ENERGY OVERHEAD ELECTRIC

ANN E GERLICH

GUY

OH

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

STA. 207+44.57=
STA. 150+00.00"MG"
θ = 85.00°

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

ALLIANT ENERGY OVERHEAD ELECTRIC

K & K EQUIPMENT

STH 73

PROPOSED R/W (TYP)

BEGIN CONSTRUCTION
STATION 144+51.00"MG"
MATCH EXISTING
HMA PAVEMENT

N

5

5

VCL = 300.00
K = 118.39

STA 144+51.00
EL 890.80

0.67%

3.21%

2.00%

STA 149+78.00
EL 903.55
STA 150+00.00
EL 903.99

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPC STA 144+65.00
VPC EL 890.89

VPI STA 146+15.00
VPI EL 891.91

VPT STA 147+65.00
VPT EL 896.72

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 891.13 | 891.18 | 892.33 | 892.57 | 893.27 | 894.81 | 894.06 | 897.84 | 895.58 | 901.05 | 899.43 | 903.99 | | | |

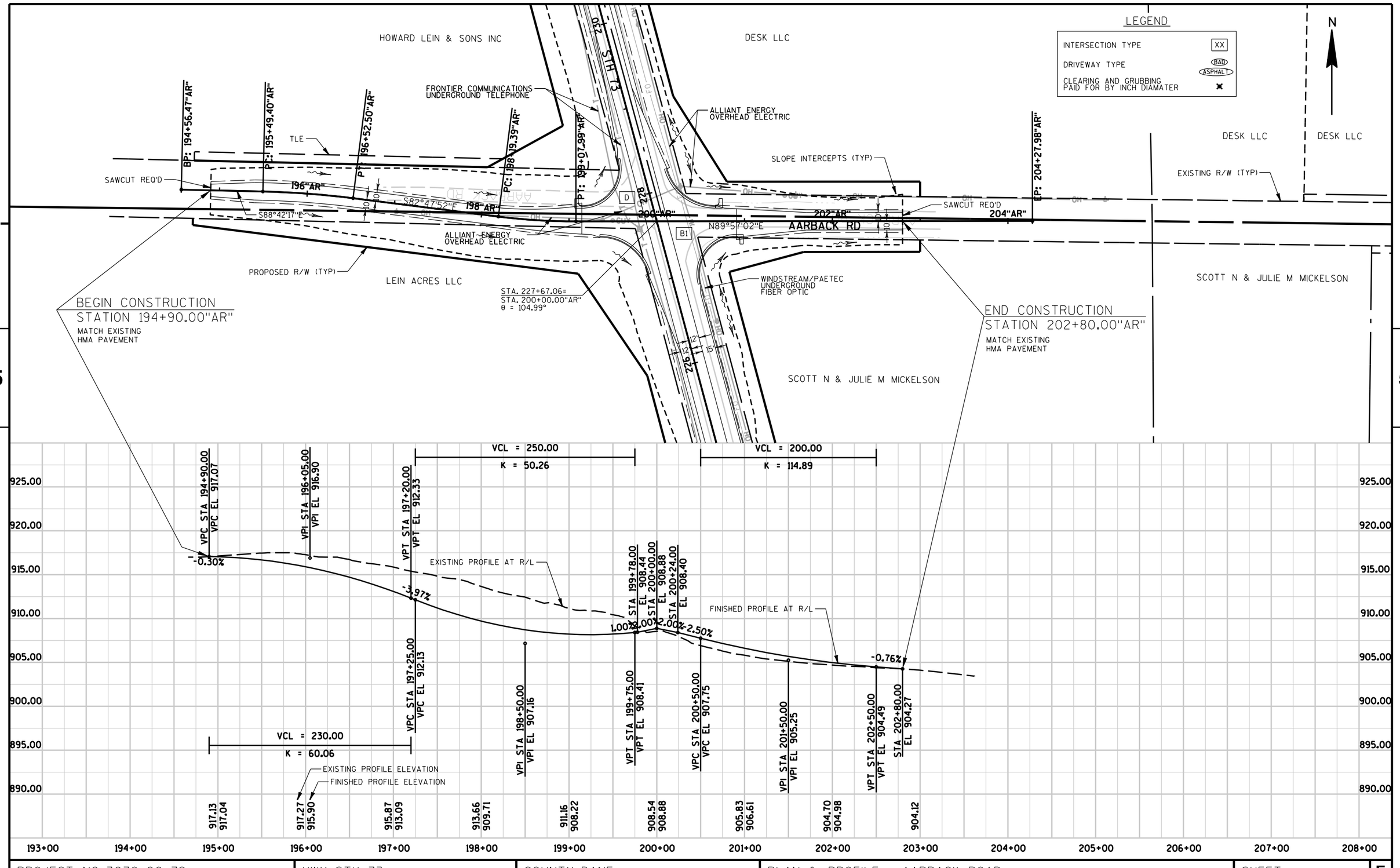
910.00 905.00 900.00 895.00 890.00 885.00 880.00 875.00

140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - MAPLE GROVE ROAD | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050137_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - AARBACK ROAD | SHEET 311 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050138_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | X |

N

ROBERT M & JANE E FURSETH

STA. 249+47"TH", 38.5'LT - ELEV. 913.97
STA. 249+55"TH", 41.1'RT - ELEV. 911.45
1 - 80 LF 24" CPRC CLASS III REQUIRED
6° RHF SKEW
REMOVE EXISTING 24" CP

RONALD L & KENLYN THRONSON

SLOPE INTERCEPTS (TYP)

EXISTING R/W (TYP)

SAWCUT REQ'D

BP: 245+68.14"TH"

PC: 247+68.14"TH"

PT: 249+07.51"TH"

2556' TH"

STA. 250+00.00"TH"

STA. 255+81.97=
STA. 250+00.00"TH"
θ = 95.00°

ALLIANT ENERGY
OVERHEAD ELECTRIC

246"TH" THRONSON RD
S89°23'22.41"E

248"TH"
N79°57'48.96"E

FRONTIER
COMMUNICATIONS
UNDERGROUND
TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

HOWARD LEIN & SONS INC

PROPOSED R/W (TYP)

STH 73

LEIN ACRES LLC & BRENDA L LEIN

BEGIN CONSTRUCTION
STATION 247+00.00"TH"
MATCH EXISTING
HMA PAVEMENT

TIMOTHY L & MARY E THRONSON

FREDERIC J
SCHUMACHER

VCL = 200.00
K = 76.57

STA 247+00.00
EL 918.47

VPC STA 247+50.00
VPC EL 917.91

VPI STA 248+50.00
VPI EL 916.80

VPT STA 249+50.00
VPT EL 918.30

STA 249+78.00
EL 918.72

STA 250+00.00
EL 919.16

EXISTING PROFILE AT R/L

-1.11%

1.50%

2.00%

FINISHED PROFILE AT R/L

STA 247+00.00
EL 915.70

STA 247+00.00
EL 915.15

STA 248+00.00
EL 914.65

STA 248+00.00
EL 914.50

SPECIAL DITCH LEFT
STA. 249+51
1 - 24" CPRC REQUIRED
6° RHF SKEW

STA 249+50.00
EL 913.97

STA 249+50.00
EL 911.45

SPECIAL DITCH RIGHT

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 935.00 | 930.00 | 925.00 | 920.00 | 915.00 | 910.00 | 905.00 | 900.00 | | | | | | | | | | |
| | | | | | | | | 918.37 | 918.47<br>918.47 | 917.24<br>917.52 | 915.18<br>917.71 | 913.95<br>919.16 | | | | | |
| 240+00 | 241+00 | 242+00 | 243+00 | 244+00 | 245+00 | 246+00 | 247+00 | 248+00 | 249+00 | 250+00 | 251+00 | 252+00 | 253+00 | 254+00 | 255+00 | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - THRONSON ROAD | SHEET 312 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050139_pp.dgn
PLOT DATE : 12/16/2013
PLOT BY : JT ENGINEERING
PLOT NAME :
PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ×

HENRY FURSETH

WOOD FROM TREE REMOVALS TO BE SALVAGED FOR PROPERTY OWNERS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND DESIGNATED CONTACT PERSON.

TODD R & LEAH K FURSETH

BP: 295+75.24"A"

296"A"

TLE

SAWCUT REQ'D

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

STH 73

298"A"

N88°15'59.12"E

300"A"

B1

ALLIANT ENERGY OVERHEAD ELECTRIC

STA. 302+10"A", LT
RECONSTRUCT PE
REMOVE EXISTING 10"x14" CP
FULL DEPTH SAW CUT REQUIRED

STA. 281+76.76=
STA. 300+00.00"A"
θ = 103.30°

WILMA FURSETH

TODD FURSETH

TODD FURSETH

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA 300+65"A" TO 303+75"A" LT

RDE

ASPHALT

TLE

SAWCUT REQ'D

EP: 304+26.27"A"

302"A"

304"A"

CTH A

TLE

ROBERT M & JANE E FURSETH

ALLIANT ENERGY OVERHEAD ELECTRIC

RDE

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA 300+84"A" TO 303+75"A" RT

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

STA. 299+00"A", 30.0' LT - ELEV. 917.13
STA. 298+94"A", 32.0' RT - ELEV. 916.46
1 - 62 LF 42" CPRC CLASS III REQUIRED
6° LHF SKEW
REMOVE EXISTING 24"x36" CP

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

BEGIN CONSTRUCTION
STATION 296+75.00"A"

MATCH EXISTING HMA PAVEMENT

END CONSTRUCTION
STATION 303+75.00"A"

MATCH EXISTING HMA PAVEMENT

ROBERT M & JANE E FURSETH

TLE

TLE

280

282

15'

12'

2'

11'

14'

5

5

VCL = 280.00
K = 64.95

VCL = 200.00
K = 53.62

VCL = 130.00
K = 49.20

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA 296+75.00 EL 928.92

VPI STA 298+35.00 VPI EL 922.50

VPC STA 296+95.00 VPC EL 928.12

VPT STA 299+75.00 VPT EL 922.92

VPC STA 300+25.00 VPC EL 922.92

VPI STA 301+25.00 VPI EL 922.42

VPT STA 302+25.00 VPT EL 925.65

VPC STA 302+30.00 VPC EL 925.81

VPI STA 302+95.00 VPI EL 927.91

VPT STA 303+60.00 VPT EL 928.29

STA 303+75.00 EL 928.38

STA 299+76.00 EL 922.92

STA 300+00.00 EL 923.40

STA 300+24.00 EL 922.92

STA 299+50.00 EL 917.40

STA 298+97"A"
1 - 42" CPRC REQUIRED
6° LHF SKEW

STA 298+90.00 EL 916.46

STA 299+10.00 EL 917.13

4.01%

0.30%

2.00%

2.00%

0.50%

3.23%

0.59%

SPECIAL DITCH LEFT

SPECIAL DITCH RIGHT

STA 296+75.00 EL 925.79

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

940.00 935.00 930.00 925.00 920.00 915.00 910.00 905.00

930.31

928.34 927.92

925.48 924.75

922.84 923.13

921.88 923.40

926.77 923.07

927.88 924.90

927.87 927.57

928.59

293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - CTH A | SHEET 313 E |
|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

DUANE V HINCHLEY

THOMAS W & CHRISTINA WATSON

STH 73

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

BP: 346+79.21"T"

PC: 348+02.05"T"

PT: 348+13.78"T"

EP: 350+00.00"T"

STA. 315+81.00=
STA. 350+00.00"T"
θ = 85.00°

SAWCUT REQ'D

N88°29'58"E

348'T"

N79°57'49"E

TOBACCO LN

EXISTING R/W (TYP)

TLE

THOMAS W & CHRISTINA WATSON

STA. 349+47"T", 36.2' LT - ELEV. 931.13
STA. 349+54"T", 35.4' RT - ELEV. 929.77
1 - 72 LF 24" CPRC CLASS IV REQUIRED
REMOVE EXISTING 18" CP

PROPOSED R/W (TYP)

ALLIANT ENERGY UNDERGROUND ELECTRIC

FRONTIER COMMUNICATIONS UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC UNDERGROUND FIBEROPTIC

WETLAND BOUNDARY

BEGIN CONSTRUCTION
STATION 347+50.00"T"

MATCH EXISTING
HMA PAVEMENT

LEIN ACRES LLC

5

5

VCL = 160.00

K = 159.69

STA 347+50.00
EL 935.30

VPC STA 347+55.00
VPC EL 935.28

VPI STA 348+35.00
VPI EL 934.88

VPT STA 349+15.00
VPT EL 935.28

STA 349+78.00
EL 935.60

STA 350+00.00
EL 936.04

-0.00%

0.50%

2.00%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA 347+50.00
EL 932.91

STA 349+50.00
EL 931.13

SPECIAL DITCH LEFT

STA. 349+51"T"
1 - 24" CPRC REQUIRED

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

935.26

935.41
935.12

935.33
935.21

933.75
936.04

950.00 945.00 940.00 935.00 930.00 925.00 920.00 915.00

340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - TOBACCO LANE | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050141_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

LEGEND

INTERSECTION TYPE [XX]

DRIVEWAY TYPE (BAD) (ASPHALT)

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

STA. 395+68, LT
RECONSTRUCT PE

JAMES THOMPSON

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 399+30"CH", 33.3' LT - ELEV. 967.73
STA. 399+50"CH", 27.3' RT - ELEV. 968.39
1 - 64 LF 24" CPRC CLASS IV REQUIRED
18° RHF SKEW
REMOVE EXISTING 18" CP

PC: 351+

STH 73

JAMES THOMPSON

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

EP: 404+96.50"CH"

BP: 395+06.74"CH"

SLOPE INTERCEPTS (TYP)

SAWCUT REQ'D

396"CH"

398"CH"

400"CH"

402"CH"

404"CH"

EAST CHURCH RD

N88°40'17"E

B1

STA. 349+19.90=
STA. 400+00.00"CH"
θ = 103.71°

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

BEGIN CONSTRUCTION
STATION 395+50.00"CH"

MATCH EXISTING
HMA PAVEMENT

JAMES THOMPSON

JAMES THOMPSON

PROPOSED R/W (TYP)

EXISTING R/W (TYP)

JAMES THOMPSON

END CONSTRUCTION
STATION 404+50.00"CH"

MATCH EXISTING
HMA PAVEMENT

STA. 395+61, RT
RECONSTRUCT PE

VCL = 200.00
K = 39.46

VCL = 290.00
K = 117.57

VCL = 190.00
K = 31.40

VPC STA 395+65.00
VPC EL 980.74

VPI STA 396+60.00
VPI EL 981.95

VPT STA 397+55.00
VPT EL 977.42

VPC STA 397+60.00
VPC EL 977.18

VPI STA 398+60.00
VPI EL 972.40

VPT STA 399+60.00
VPT EL 972.70

STA 399+76.00
EL 972.75

STA 400+00.00
EL 973.23

STA 400+24.00
EL 972.75

VPC STA 401+55.00
VPC EL 968.82

VPI STA 403+00.00
VPI EL 964.47

VPT STA 404+45.00
VPT EL 963.70

STA 404+50.00
EL 963.68

STA 395+50.00
EL 980.54

1.28%

-4.77%

0.30%

2.00%

2.00%

-3.00%

-0.53%

FINISHED PROFILE AT R/L

SPECIAL DITCH RIGHT

SPECIAL DITCH LEFT

STA. 399+41"CH"
1 - 24" CPRC REQUIRED
18° RHF SKEW

STA 398+00.00
EL 972.50

STA 399+50.00
EL 968.39

STA 399+50.00
EL 967.73

EXISTING PROFILE AT R/L

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

GEORGE A & JACQUELINE S WAAG

SLOPE INTERCEPTS (TYP)

BP: 447+27.28"B"

448"B"

SAWCUT REQ'D

EXISTING R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

GEORGE A & JACQUELINE S WAAG

TLE

BEGIN CONSTRUCTION
STATION 448+00.00"B"
MATCH EXISTING
HMA PAVEMENT

12'
12
15'

386

384

STH 73

15'

B1

B1

S85°17'43"E
CTH B

450"B"

452"B"

STA. 384+78.06=
STA. 450+00.00"B"
θ = 95.12°

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

THOMAS A & DONNA M PUNSEL

EP: 452+50.61"B"

SAWCUT REQ'D

SEAN & KERRY MARREN

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

THOMAS W JR & KATHERINE A HENSEL

END CONSTRUCTION
STATION 452+00.00"B"
MATCH EXISTING
HMA PAVEMENT

N

5

5

980.00
975.00
970.00
965.00
960.00
955.00
950.00
945.00

FINISHED PROFILE AT R/L

STA 448+00.00
EL 963.11

2.38%

STA 449+76.00
EL 967.30

STA 450+00.00
EL 967.78

.00%

STA 450+24.00
EL 967.30

-0.53%

STA 452+00.00
EL 966.36

EXISTING PROFILE AT R/L

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

963.11
963.11

965.44
965.49

966.76
967.78

966.91
966.89

966.36
966.36

443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00 451+00 452+00 453+00 454+00 455+00 456+00 457+00 458+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - CTH B | SHEET 316 | E |
|---|---|---|---|---|---|

LEGEND

INTERSECTION TYPE XX

DRIVEWAY TYPE BAD / ASPHALT

CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER ✖

STA. 497+00"K", LT
RECONSTRUCT PE

STA. 498+50"K", LT
RECONSTRUCT PE
FULL DEPTH SAW CUT REQ'D

OLD CHRISTIANA TOWN HALL IS NRHP ELIGIBLE
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

ALLIANT ENERGY
UNDERGROUND ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

HISTORICAL BOUNDARY (TYP.)

FENCE SAFETY REQ'D
ALONG HISTORICAL BOUNDARY

RANDY R & MARIA D KNICKMEIER

TOWN OF
CHRISTIANA

BP: 494+76.09"K"

PT: 497+85.17"K"

+47.60"K"
29.0'LT

+30.36"K"
33.7'LT

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

SAWCUT REQ'D

496"K"

498"K" S88°14'41"E

C

500"K" B1

442

STA. 501+00"K", LT
RECONSTRUCT PE
REMOVE EXISTING 18" CP
1- 30 LF 18" CMCP REQUIRED

STA. 502+00"K", LT
RECONSTRUCT PE
FULL DEPTH
SAW CUT REQ'D

HISTORICAL BOUNDARY (TYP.)

SMITHBACK SCHOOL IS NRHP ELIGIBLE
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

REMOVING BUILDING
REMOVING SEPTIC TANKS
& ABANDONING WELLS

ANTHONY F
BUONINCONTRO
& MANDI C
SCOTT

ALLIANT
ENERGY
OVERHEAD
ELECTRIC

DENISE M HANSON

LARRY R & L'JEAN OLSON

DANIEL H HOESLY

EP: 504+40.43"K"

TLE

+30.12"K"
35.4'LT

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA 500+72"K" TO 501+80"K" LT

FENCE SAFETY REQ'D
ALONG HISTORICAL BOUNDARY

+62.57"K"
38.1'LT

SAWCUT
REQ'D

502"K"

KOSHKONONG RD 504"K"

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY
OVERHEAD ELECTRIC

JAMES THOMPSON

STA. 495+50"K", 23.0'RT - ELEV. 955.10
STA. 495+50"K", 25.0'LT - ELEV. 954.46
1- 48 LF 29"x45" CPRCHE
CLASS IV REQUIRED
REMOVE EXISTING CP

ALLIANT
ENERGY
UNDERGROUND
ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

TOWN OF
CHRISTIANA

JASON D WALKER-CRAWFORD
& DAVID E WALKER-CRAWFORD

440

STH 73

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 441+45.05=
STA. 500+00.00"K"
θ = 92.17°

APPROXIMATE LIMITS
OF EXISTING
KOSHKONONG ROAD
DETENTION POND

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA 500+85"K" TO 502+00"K" RT

SCOTT E & MARY A
ENGELBERGER

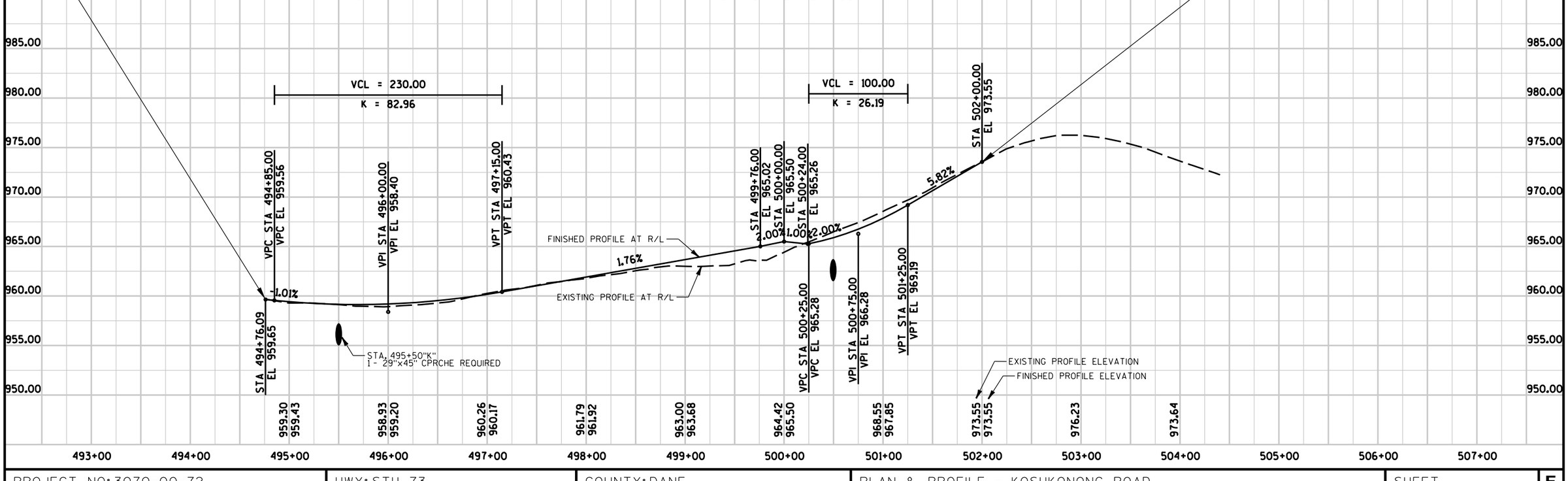
BEGIN CONSTRUCTION
STATION 494+76.09"K"
MATCH EXISTING
HMA PAVEMENT

END CONSTRUCTION
STATION 502+00.00"K"
MATCH EXISTING
HMA PAVEMENT

N

5

5




| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - KOSHKONONG ROAD | SHEET 317 | E |
|---|---|---|---|---|---|

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

N

DUANE V HINCHLEY

BP: 546+89.34"SM"

SLOPE INTERCEPTS (TYP)

PT: 495+92.9

ALLIANT ENERGY
OVERHEAD ELECTRIC

LEIN ACRES & BRENDA LEIN

EP: 550+00.00"SM"

548"SM"

S89°26'28"E

550"SM"

SMITHBACK RD

EXISTING R/W (TYP)

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 549+50"SM", 27.3' RT - ELEV. 909.07
STA. 549+50"SM", 36.8' LT - ELEV. 908.21
1 - 64 LF 24" CPRC CLASS IV REQUIRED
REMOVE EXISTING 12" CP

STA. 494+60.24=
STA. 550+00.00"SM"
θ = 89.98°

STH 73

DAVID W & TAMMIE L SMITHBACK

LEIN ACRES & BRENDA LEIN

PROPOSED R/W (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

BEGIN CONSTRUCTION
STATION 547+35.00"SM"

VCL = 150.00
K = 39.22

STA 547+35.00
EL 910.90

STA 550+00.00
EL 914.97

FINISHED PROFILE AT R/L

-0.33%

3.50%

2.00%

EXISTING PROFILE AT R/L

VPC STA 547+90.00
VPC EL 910.72

VPI STA 548+65.00
VPI EL 910.47

VPT STA 549+40.00
VPT EL 913.10

STA 549+86.00
EL 914.67

STA. 549+50"SM"
1 - 24" CPRC REQUIRED

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

910.97

910.76
910.70

910.60
911.90

911.30
914.97

925.00
920.00
915.00
910.00
905.00
900.00
895.00
890.00

541+00 542+00 543+00 544+00 545+00 546+00 547+00 548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - SMITHBACK ROAD | SHEET 318 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050145_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

RONALD A LUND & JAMES E LUND

STA. 601+60"PR", LT
RECONSTRUCT PE

DUANE V & TINA M HINCHLEY

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

STA. 596+65"PR", 28.0' LT - ELEV. 918.89
STA. 596+65"PR", 32.0' RT - ELEV. 917.39
1 - 60 LF 30" CPRC CLASS IV REQUIRED
REMOVE EXISTING 24" CP

NELSON J PELLETIER
& CATHERINE J WAGNER

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D
STA. 600+65"PR" TO STA. 602+00"PR" LT

STH 73

SLOPE INTERCEPTS (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

RDE

BP: 593+91.67"PR"

ALLIANT ENERGY
4" PLASTIC GAS MAIN

CAUTION

STA. 521+42.20=
STA. 600+00.00"PR"
θ = 89.38°

SAWCUT REQ'D

EP: 603+50.34"PR"

ALLIANT ENERGY
4" PLASTIC GAS MAIN

SAWCUT REQ'D

594"PR"

596"PR"

598"PR"

N89°12'45"E

600"PR"

602"PR"

PRAIRIE QUEEN RD

CTH PQ

CAUTION

LYLE T & NANCY A WALHEIM

DUANE V &
TINA M
HINCHLEY

ALLIANT ENERGY
UNDERGROUND
GAS SERVICE

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

ALLIANT ENERGY
OVERHEAD ELECTRIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

DUANE V & TINA M HINCHLEY

TLE

LYLE T & NANCY A WALHEIM

BEGIN CONSTRUCTION
STATION 595+50.00"PR"
MATCH EXISTING
HMA PAVEMENT

END CONSTRUCTION
STATION 602+00.00"PR"
MATCH EXISTING
HMA PAVEMENT

VCL = 280.00
K = 64.94

VCL = 120.00
K = 44.57

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

SPECIAL DITCH LEFT

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

STA 595+50.00
EL 922.75

VPC STA 595+60.00
VPC EL 922.70

-0.50%

VPI STA 597+00.00
VPI EL 922.00

STA. 596+65"PR"
1 - 30" CPRC REQUIRED

STA 596+65.00
EL 918.89

VPT STA 598+40.00
VPT EL 927.34

3.81%

STA 599+40.00
EL 926.50

STA 599+76.00
EL 932.52

2.00%

STA 600+00.00
EL 933.00

2.00%

STA 600+24.00
EL 932.52

1.50%

VPC STA 600+75.00
VPC EL 933.28

VPI STA 601+35.00
VPI EL 934.18

-1.19%

VPT STA 601+95.00
VPT EL 933.47

STA 602+00.00
EL 933.41

| | | |

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

STA. 648+75"H" LT
RECONSTRUCT PE
1 - 30 LF 18" CMCP REQUIRED

DOLLIE R BIRKREM

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

ANDY AND AARON MIKKELSON

BP: 643+42.02"H"

644"H"

646"H"

648"H"

650"H"

S89°24'43.07"E

HILLCREST RD

SAWCUT REQ'D

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

SLOPE INTERCEPTS (TYP)

STA. 561+26.37=
STA. 650+00.00"H"
θ = 90.13°

BRYAN L & DIANA M BIRKREM

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

DALE E LUND & RONALD A LUND

STH 73

BEGIN CONSTRUCTION
STATION 644+75.00"H"

MATCH EXISTING
HMA PAVEMENT

VCL = 300.00
K = 83.04

VCL = 150.00
K = 54.57

STA 644+75.00
EL 870.70

VPC STA 645+00.00
VPC EL 871.30

VPI STA 646+50.00
VPI EL 874.88

VPC STA 648+15.00
VPC EL 884.78

VPT STA 648+00.00
VPT EL 883.88

VPI STA 648+90.00
VPI EL 889.28

VPT STA 649+65.00
VPT EL 891.71

VPC STA 649+78.00
EL 892.14

EP1 650+00.00"H"
EL 892.58

2.39%

6.00%

3.25%

2.00%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | |
|---|---|
| 871.18 | 871.30 |
| 874.08 | 874.29 |
| 877.24 | 878.48 |
| 882.31 | 883.88 |
| 889.34 | 889.21 |
| 894.35 | 892.58 |

900.00 / 895.00 / 890.00 / 885.00 / 880.00 / 875.00 / 870.00 / 865.00

641+00 642+00 643+00 644+00 645+00 646+00 647+00 648+00 649+00 650+00 651+00 652+00 653+00 654+00 655+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - HILLCREST ROAD | SHEET 320 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050147_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

EDWARD L JR & JO ANN KUBINA

PC: 576+76.12

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

PL

ALLIANT ENERGY OVERHEAD ELECTRIC

ANDY AND AARON MIKKELSON

BYRON L & SHARON L BUCHLI

SLOPE INTERCEPTS (TYP)

ALLIANT ENERGY OVERHEAD ELECTRIC

PROPOSED R/W (TYP)

EXISTING R/W (TYP)

BP: 700+00.00"FD"

EP: 703+89.65"FD"

TLE

700"FD"

D

FADNESS RD

702"FD" N88°28'24.86"E

SAWCUT REQ'D

15'

STA. 574+67.28=
STA. 700+00.00"FD"
θ = 88.01°

574

STH 73

WINDSTREAM/PAETEC UNDERGROUND FIBER OPTIC

DOLLIE R BIRKREM

ANDY AND AARON MIKKELSON

END CONSTRUCTION
STATION 703+50.00"FD"

MATCH EXISTING HMA PAVEMENT

12'

12

N

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

5

5

885.00
880.00
875.00
870.00
865.00
860.00
855.00
850.00

VCL = 240.00
K = 42.72

STA 703+50.00
EL 874.94

5.32%

STA 700+00.00
EL 864.93

STA 700+24.00
EL 864.45

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

2.00%

-0.30%

VPC STA 700+26.00
VPC EL 864.44

VPI STA 701+46.00
VPI EL 864.08

VPT STA 702+66.00
VPT EL 870.47

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

863.17
864.93

865.41
864.86

868.28
867.47

872.49
872.28

696+00 697+00 698+00 699+00 700+00 701+00 702+00 703+00 704+00 705+00 706+00 707+00 708+00 709+00 710+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - FADNESS ROAD | SHEET 321 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050148_pp.dgn

PLOT DATE : 12/16/2013

PLOT BY : JT ENGINEERING

PLOT NAME :

PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

DANE COUNTY GROWERS

SLOPE INTERCEPTS (TYP)

N28°51'06"W

166

164

STH 73

OBLITERATE EXISTING ROAD

PC: 2+88.77"OBL"

0"OBL"

2"OBL"

4"OBL"

6"OBL"

16.55"OBL"

EXISTING STH 73

CRAIG RD

PT: 8+41.32"DWY"

PC: 8+59.21"DWY"

PRC: 9+17.18"DWY"

9+00DWY

PT: 10+00.00"DWY"

PT: 103+84.75"C"

CRAIG ROAD DWY

PC: 100+00.00 "OBL"

EXISTING R/W (TYP)

PROPOSED R/W (TYP)

TGt: 8+11.84"DWY"

BP: 8+05.14"DWY"

BAD

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM/PAETEC
UNDERGROUND
FIBER OPTIC

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

TLE

DAVID L & TERRY OPITZ

PL

DICK A &
MAUREEN E NELSON

JEFF LEHNHERR

STA. 10+00.00"DWY"=
STA. 104+10.24"C"
θ = 91.91°

EP: 105+00.00"C"

FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE

WINDSTREAM/PAETEC
UNDERGROUND FIBER OPTIC

CRAZY ACRES INC

WILEMAN LIVING TR

DAVID J & HOLLY J FONTAINE

DAVID J & HOLLY J FONTAINE

ALLIANT ENERGY
OVERHEAD ELECTRIC

LEGEND

| | |
|---|---|
| INTERSECTION TYPE | XX |
| DRIVEWAY TYPE | BAD / ASPHALT |
| CLEARING AND GRUBBING PAID FOR BY INCH DIAMATER | ✖ |

END CONSTRUCTION
STATION 8+05.14"DWY"
MATCH EXISTING
HMA PAVEMENT

STA. 104+14"C", RT
RECONSTRUCT PE
1-30 LF 18-INCH CMCP REQUIRED

STA 8+05.14
EL 909.49

1.91%

1.96%

FINISHED PROFILE AT R/L

EXISTING PROFILE AT R/L

STA 9+89.00
EL 913.00

STA 10+00.00
EL 913.21

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

910.52
911.30

913.43
913.21

930.00
925.00
920.00
915.00
910.00
905.00
900.00
895.00

2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00

| PROJECT NO: 3070-00-72 | HWY: STH 73 | COUNTY: DANE | PLAN & PROFILE - CRAIG ROAD DWY | SHEET 322 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\PLPR Sheets\050149_pp.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : PLOT SCALE : 100.0000 sf / in.

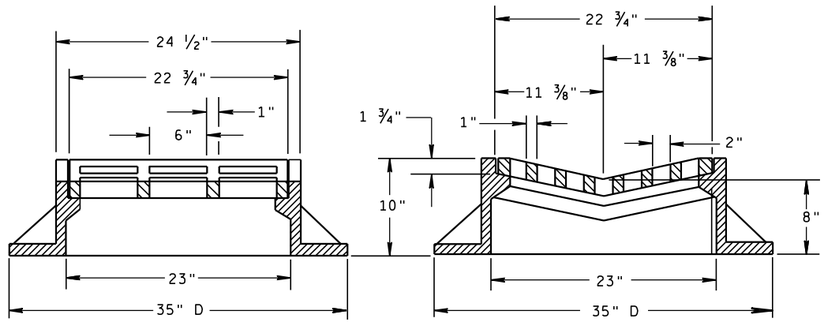
WISDOT/CADDS SHEET 40

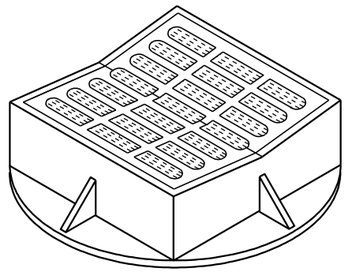
# Standard Detail Drawing List

| | |
|---|---|
| 08A05-18B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-18C | INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S |
| 08A05-18D | INLET COVER, TYPE BW, Z  MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08A08-01 | CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C06-01 | INLETS 3-FT AND 4-FT DIAMETER |
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08C08-01 | INLETS MEDIAN 1 AND 2 GRATE |
| 08D01-17 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 08D04-05 | CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES |
| 08D15-04A | EDGEDRAIN OUTLET AND OUTFALL MARKERS |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F02-01 | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F06-04 | REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN |
| 08F07-05 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS |
| 08F08-02 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS |
| 08F10-01 | CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH |
| 09A01-13A | AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND  D AND TEE INTERSECTION BYPASS LANE |
| 09A01-13B | AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2" |
| 09B02-07 | CONDUIT |
| 09B04-10 | PULL BOX |
| 09D01-04 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 13A10-01A | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A10-01B | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A10-01C | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A10-01D | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A11-02A | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 13A11-02B | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 13C01-16 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C11-11A | RURAL DOWELED CONCRETE PAVEMENT |
| 13C11-11B | RURAL DOWELED CONCRETE PAVEMENT |
| 13C18-02A | CONCRETE PAVEMENT JOINTING |
| 13C18-02B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-02C | CONCRETE PAVEMENT JOINT TIES |
| 14B29-01 | SAFETY EDGE |
| 15A01-11 | MARKER POST FOR RIGHT-OF-WAY |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-05A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-02 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16B | PAVEMENT MARKING (INTERSECTIONS) |
| 16A01-06 | LANDMARK REFERENCE MONUMENTS AND COVERS |



6

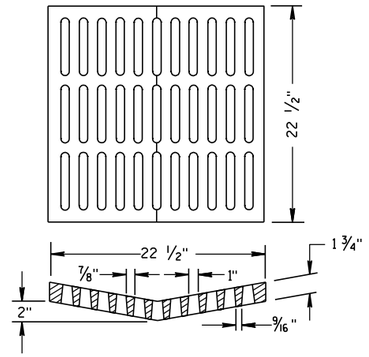


## TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

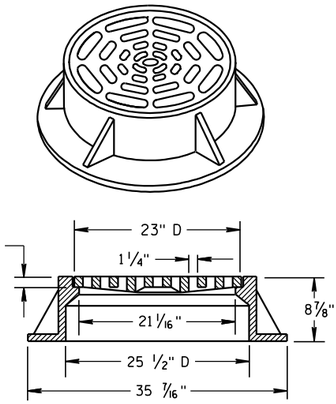



## ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

**NOTED AS TYPE B-A ON THE DRAINAGE TABLE**




## TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

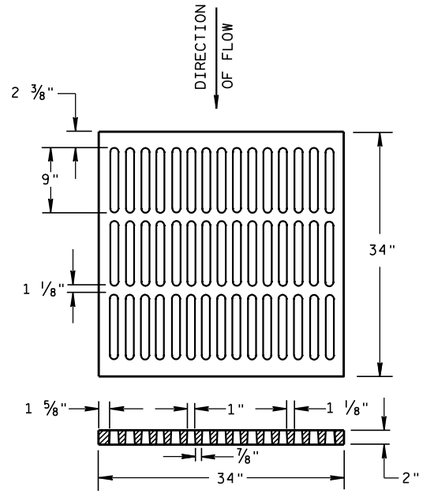
## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

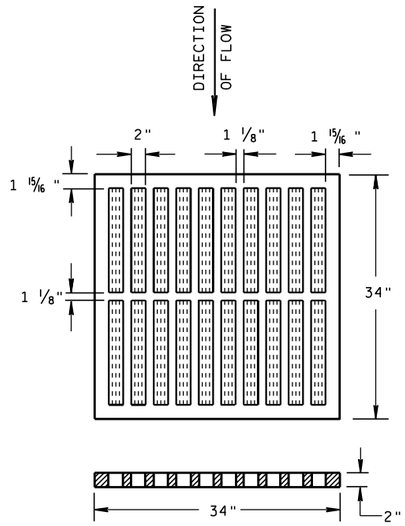



## ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**

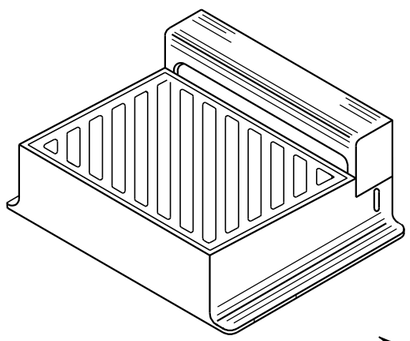


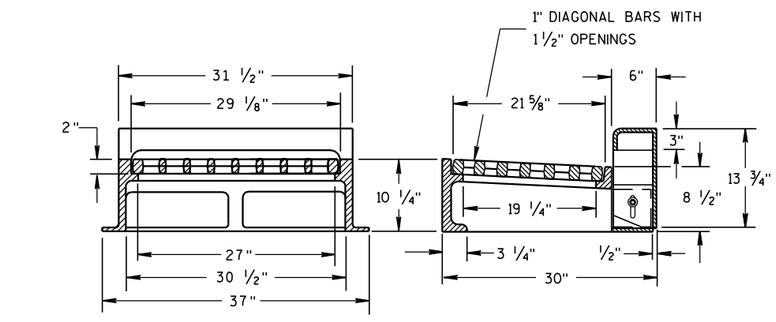

## TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON DRAINAGE TABLE**






NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

## TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

# INLET COVERS
# TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

324

ENT

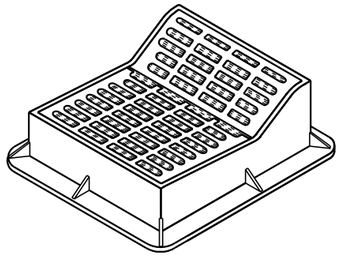
FHWA

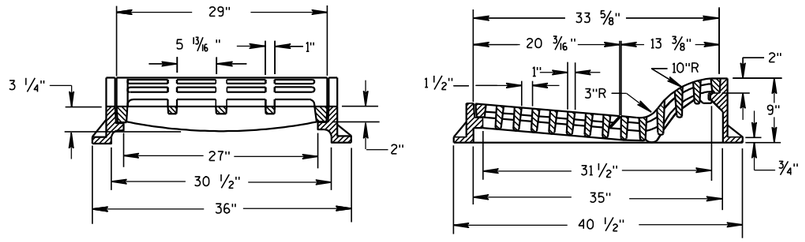
6

S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



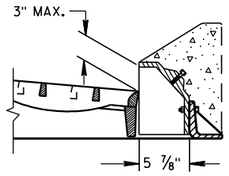



## TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

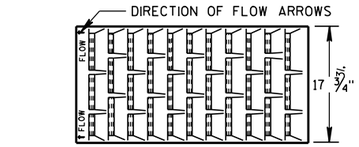
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

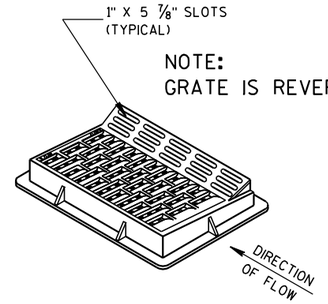
## GENERAL NOTES

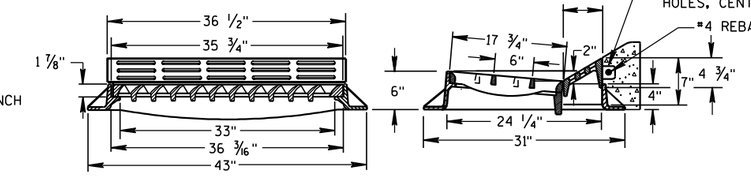
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



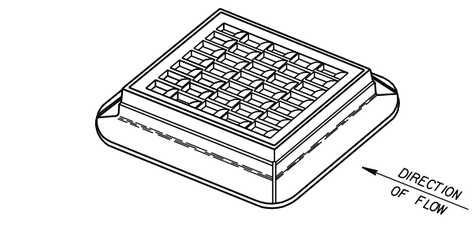

## TYPE "HM"

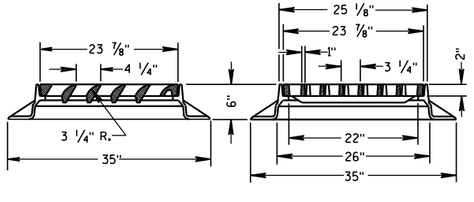
(APPROXIMATE WEIGHT 414 LBS.)

FRAME.....181 LBS.
GRATE.....159 LBS.
CURB BOX.....74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

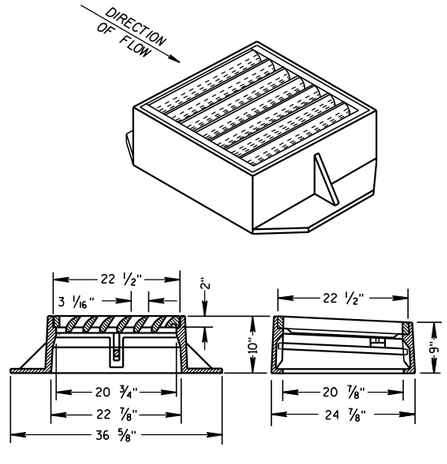



## TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

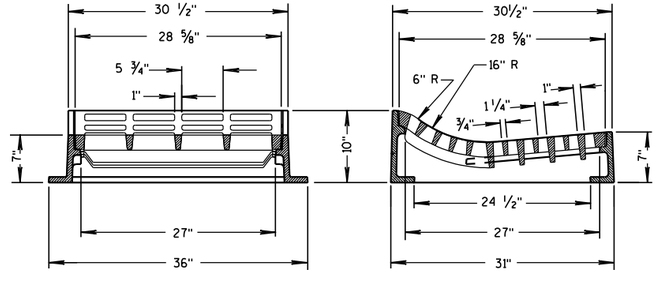
FRAME.....164 LBS.
GRATE.....169 LBS.




## TYPE "V"

(APPROXIMATE WEIGHT 410 LBS.)

FRAME.....269 LBS.
GRATE.....136 LBS.
SAFETY BAR.....5 LBS.

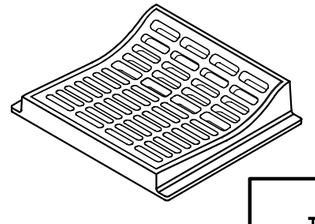



## TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)

FRAME.....270 LBS.
GRATE.....260 LBS.

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



## INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

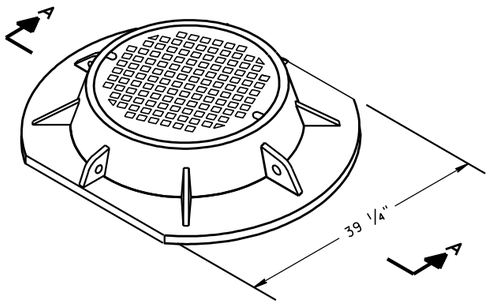
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
325
FHWA

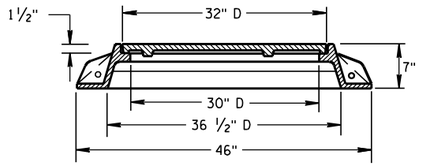
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S.D.D. 8 A 5-18c

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S.D.D. 8 A 5-18c



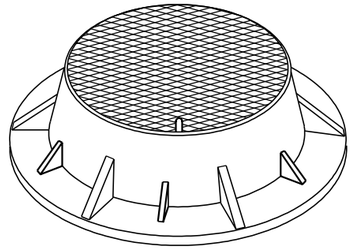



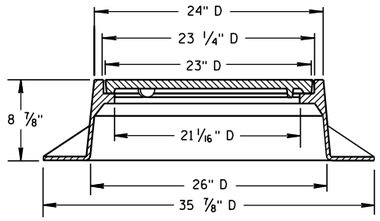

**SECTION A-A**

**TYPE "K"**

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

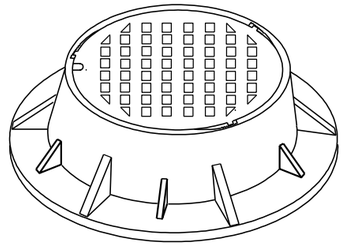


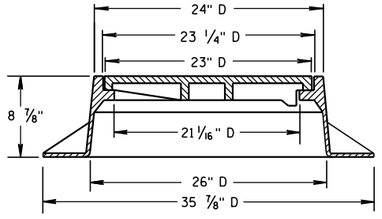



**TYPE "J"**

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.






**TYPE "J" SPECIAL**

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

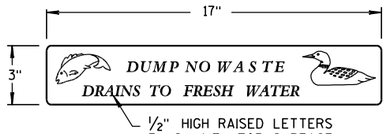
## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

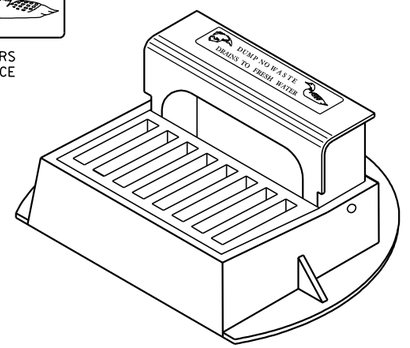
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

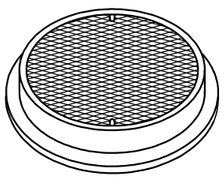
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

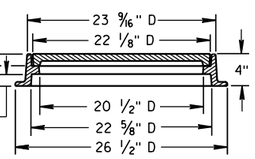
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.




**LOGO DETAIL**



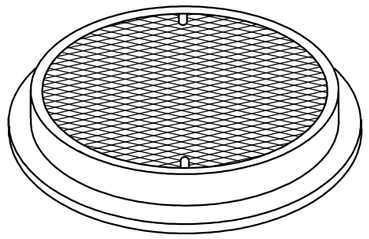



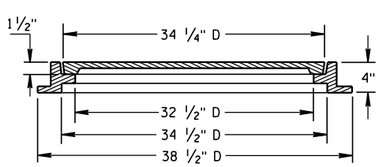



**TYPE "L"**

(APPROXIMATE WEIGHT 158 LBS.)

FRAME.....81 LBS.
LID.....77 LBS.

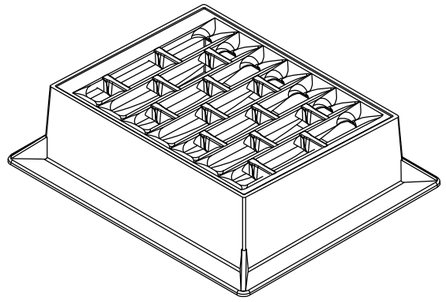


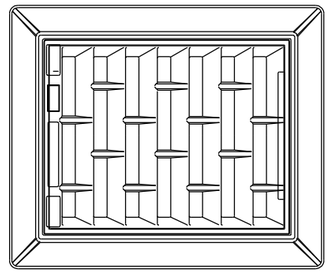


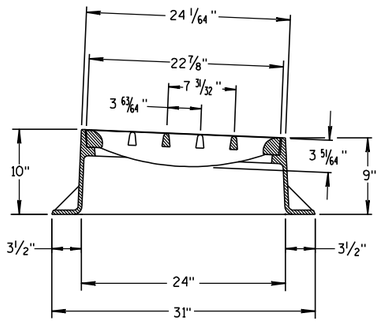

**TYPE "M"**

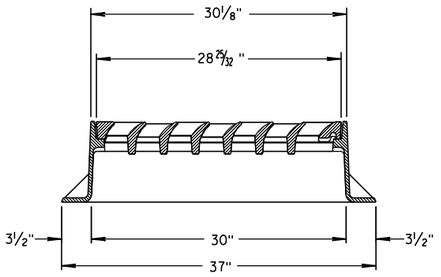
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.

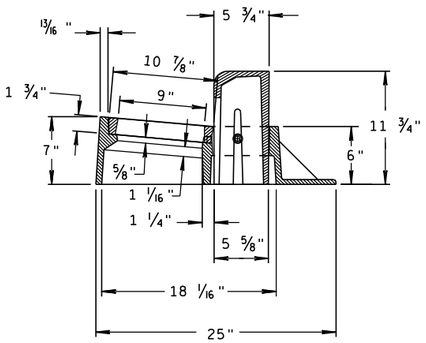


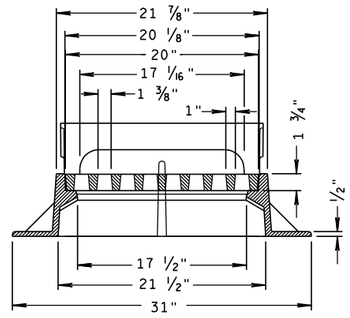





**INLET COVER TYPE "BW"**




**INLET COVER TYPE "Z"**

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

**INLET COVERS, TYPE BW, Z**
**MANHOLE COVERS, TYPE K, J, J-S, L & M**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA



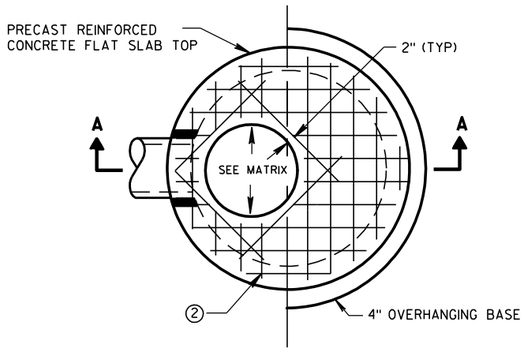
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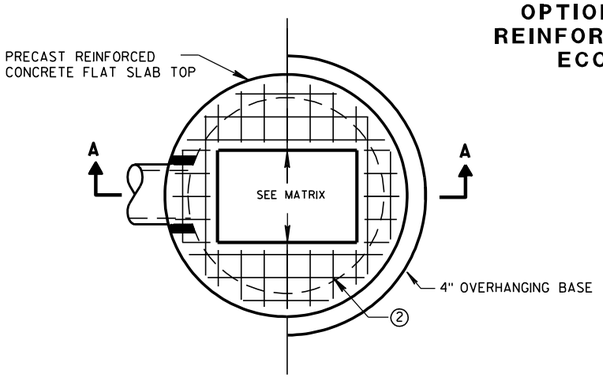
S.D.D. 8 A 5-18d

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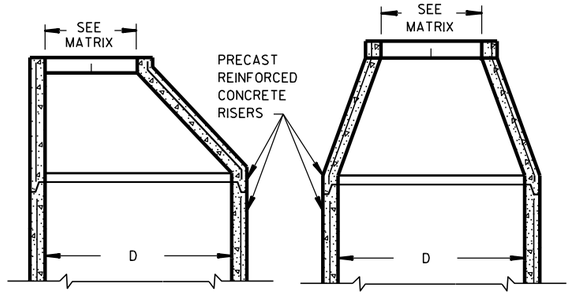
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PLAN VIEW CIRCULAR OPENING

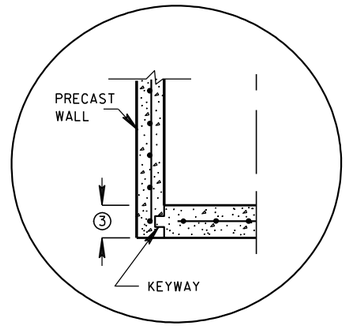



PLAN VIEW RECTANGULAR OPENING

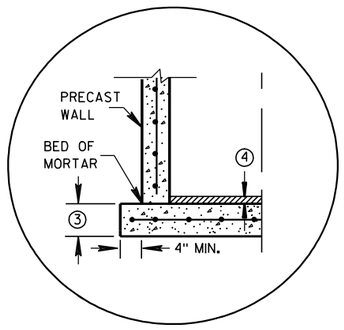



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

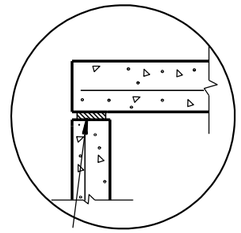



PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



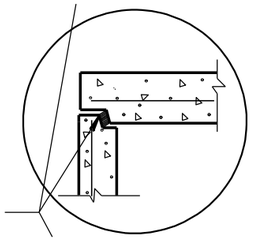

SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"

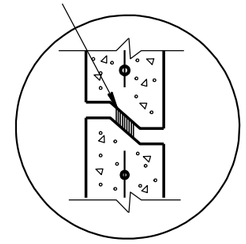


TOP WITH PLAIN END JOINT

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

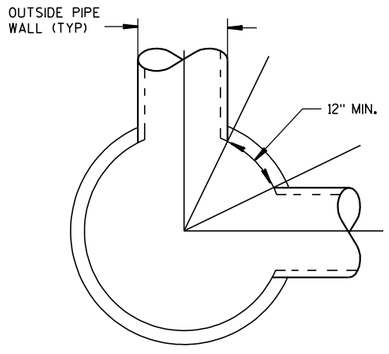


TOP WITH TONGUE AND GROOVE JOINT

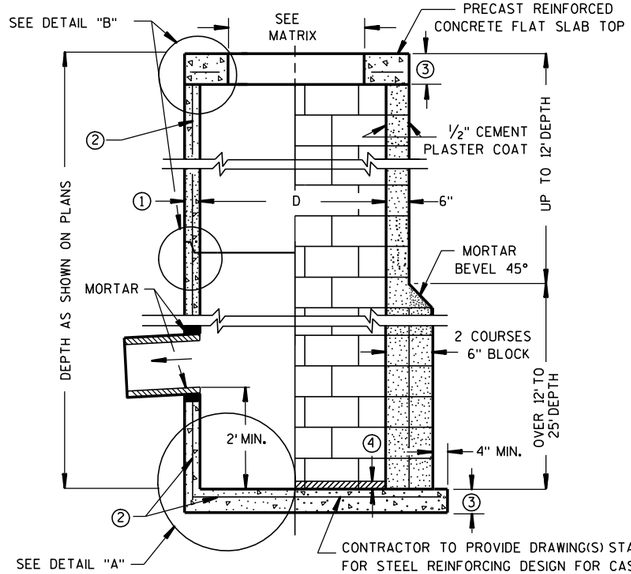


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"




DETAIL "C"




CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1' CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

## CATCH BASIN COVER OPENING MATRIX

| CATCH BASIN SIZE | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OPENING SIZE (FT) | | | | | | | | | | | |
| 3-FT | 2X2 | X | X | | | | | X | | X | | |
| | 2 DIA. | | | | X | | | | | | | X |
| 4-FT-6-FT | 2X2 | X | X | | | | | X | | X | | |
| | 2X2.5 | | | X | | | | X | X | X | X | |
| | 2 DIA. | | | | X | | | | | | | X |
| | 2X3 | | | | | | X | | | | | |
| | 2.5X3 | | | | | X | | | | | | |

## PIPE MATRIX

| CATCH BASIN SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 30 |

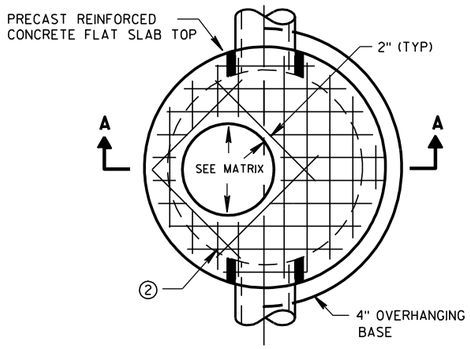
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

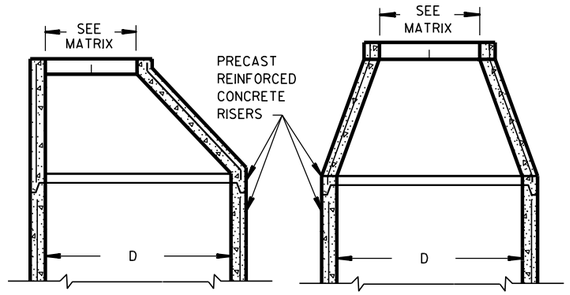
APPROVED
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/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA




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S.D.D. 8 A 8-1



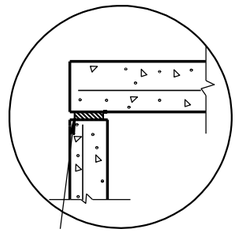

PLAN VIEW CIRCULAR OPENING



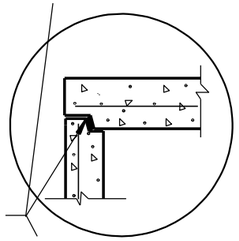

OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP




OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

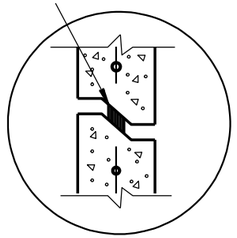


TOP WITH PLAIN END JOINT



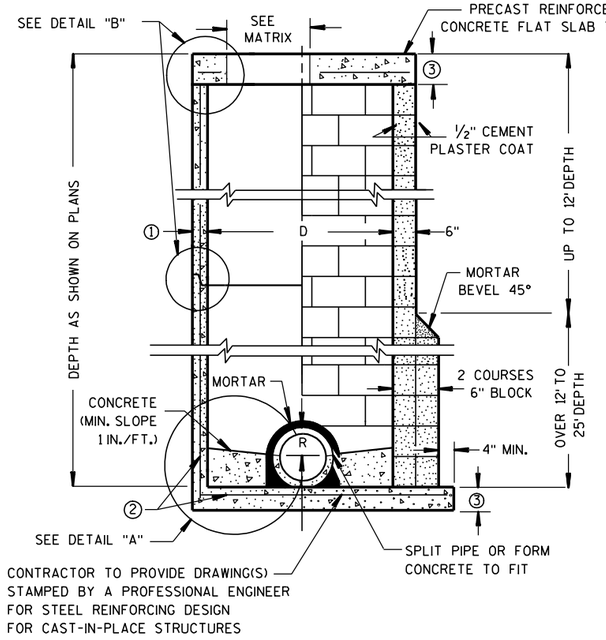
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



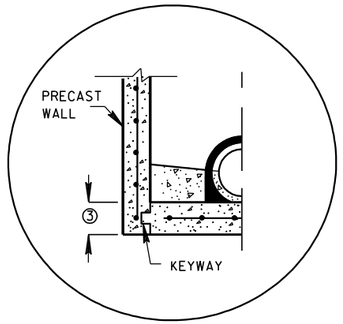
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

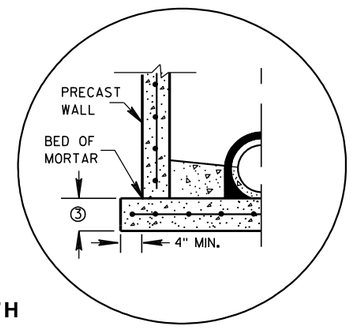



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

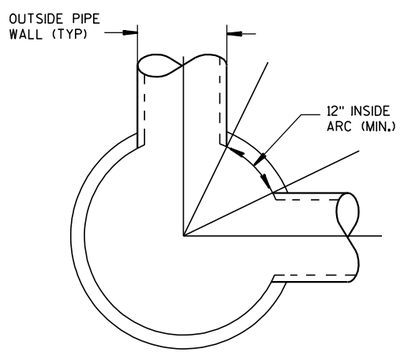



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

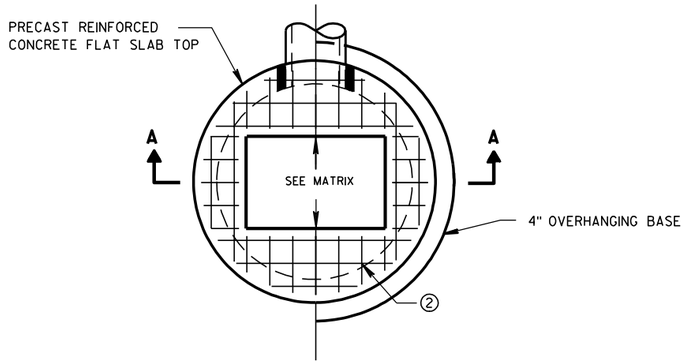
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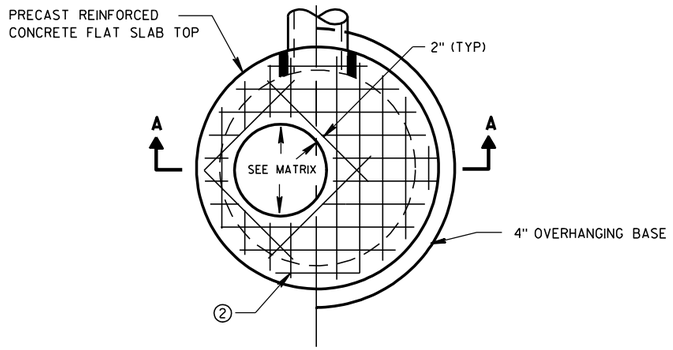
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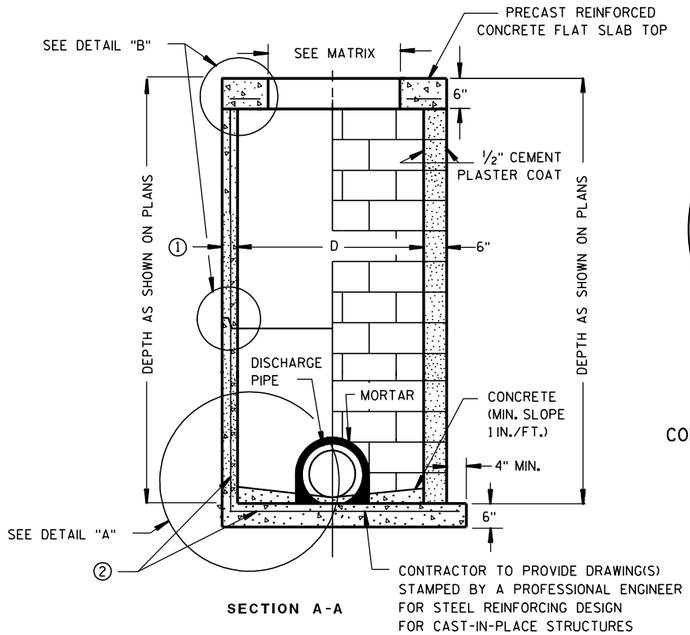
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**PLAN VIEW RECTANGULAR OPENING**




**PLAN VIEW CIRCULAR OPENING**

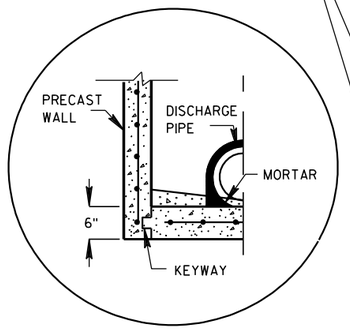



**SECTION A-A**

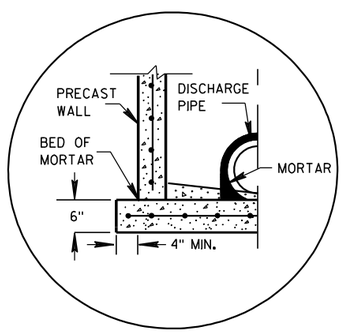
**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②**

**CIRCULAR INLETS W/ FLAT TOP**

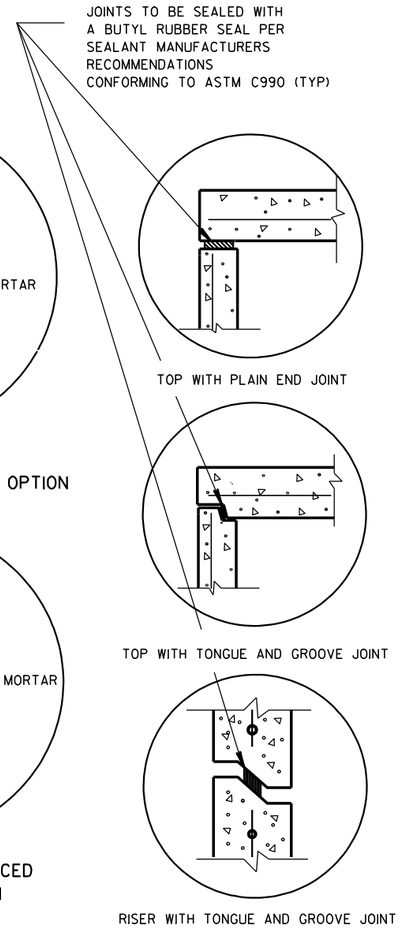



PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION




SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

**DETAIL "A"**




**DETAIL "B"**

## GENERAL NOTES

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ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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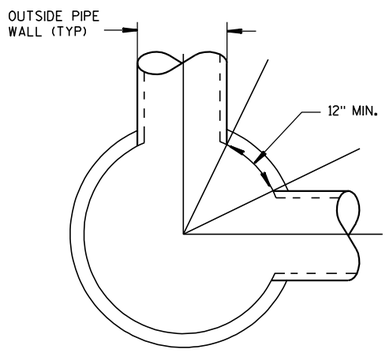
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

## INLET COVER OPENING MATRIX

| | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INLET SIZE | OPENING SIZE (FT) | | | | | | | | | | | |
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| | 2X2.5 | | | X | | | | X | X | X | X | |
| | 2X3 | | | | | | X | | | | | |
| | 2.5X3 | | | | | X | | | | | | |




**DETAIL "C"**

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |

**INLETS 3-FT AND 4-FT DIAMETER**

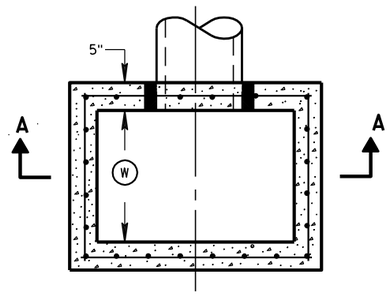
INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

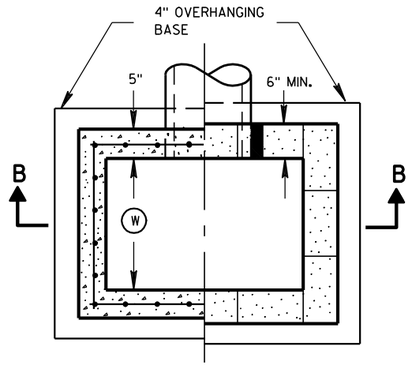
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



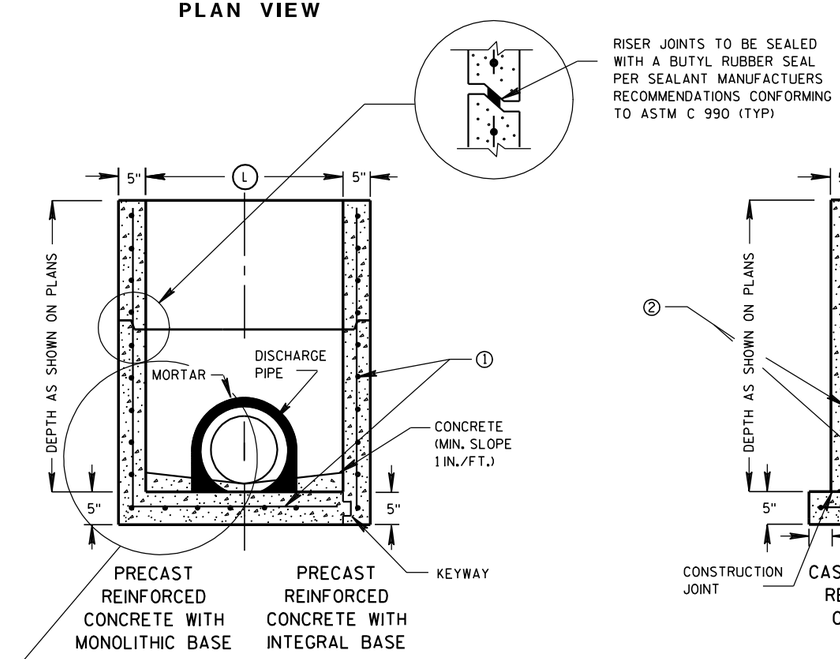

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S.D.D. 8 C 6-1



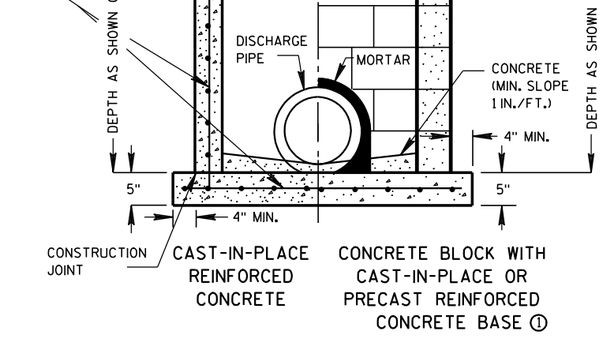

PLAN VIEW



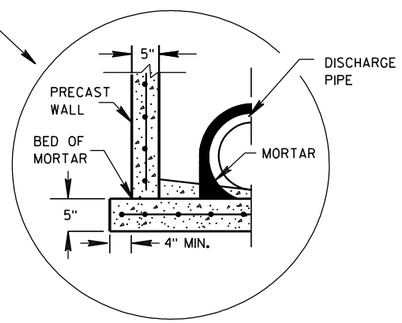

PLAN VIEW




SECTION A-A




SECTION B-B




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

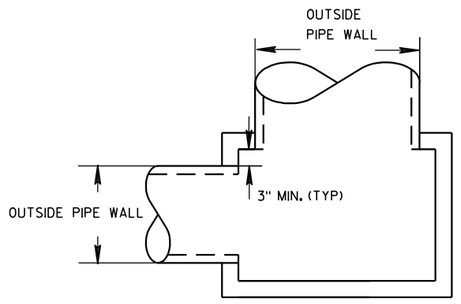
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |




DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

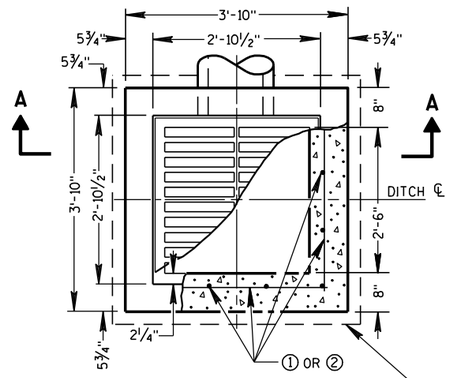
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 330 — ENGINEER
FHWA

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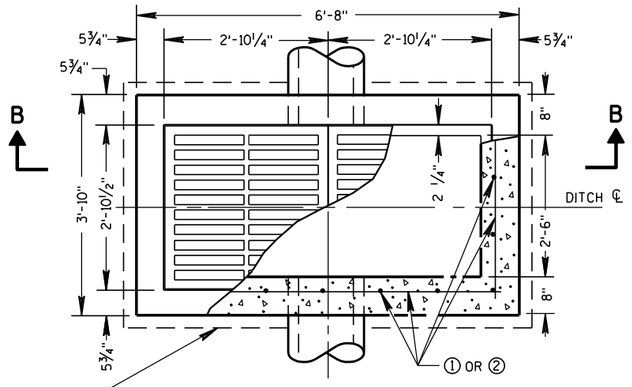
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S.D.D. 8 C 7-1

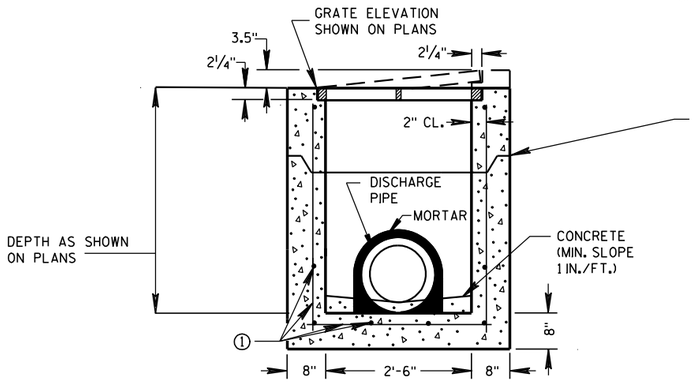



PLAN VIEW

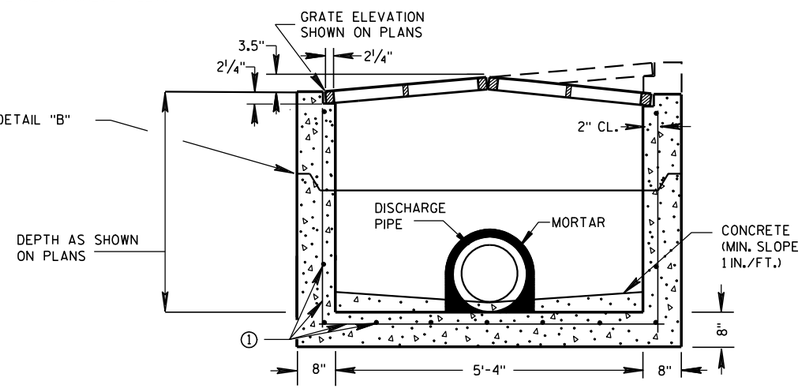



PLAN VIEW

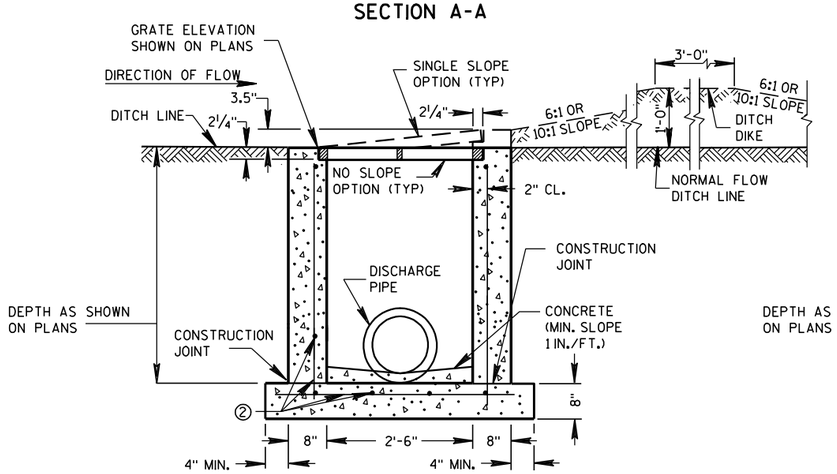
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



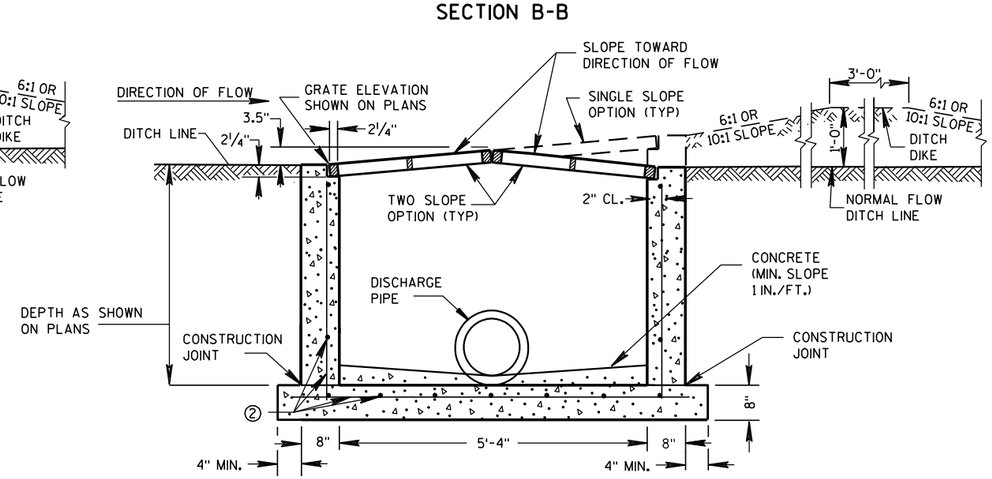

PRECAST REINFORCED CONCRETE SECTION A-A




PRECAST REINFORCED CONCRETE SECTION B-B




REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A




REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

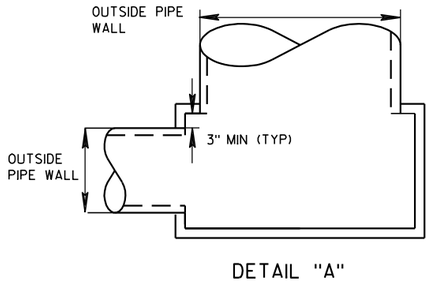
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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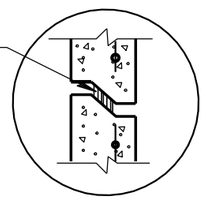
### PIPE MATRIX

| | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| INLET SIZE | WIDTH (IN) | LENGTH (IN) |
| 1 GRATE | 18 | 18 |
| 2 GRATE | 18 | 42 |




DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

**INLETS MEDIAN 1 AND 2 GRATE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

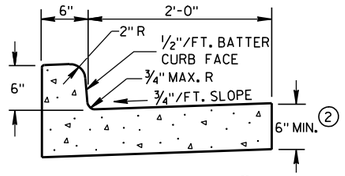
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

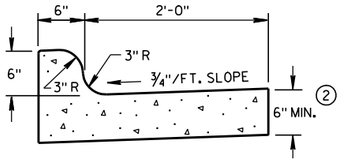




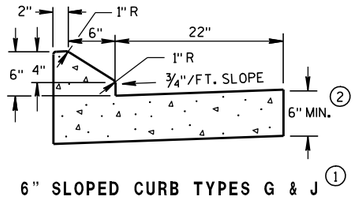
6
S.D.D. 8 C 8-1



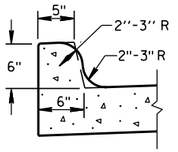

TYPES A & D (1)



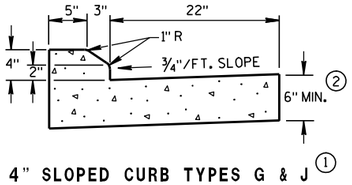

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

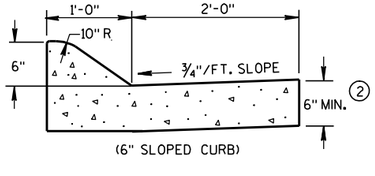



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

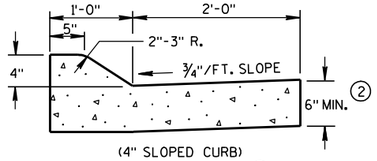



4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

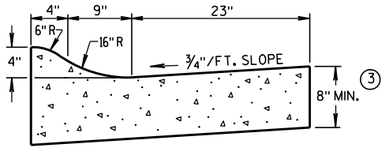



(6" SLOPED CURB)



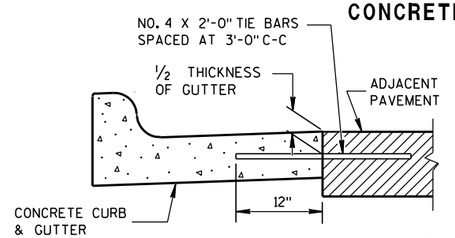

(4" SLOPED CURB)

TYPES A & D (1)

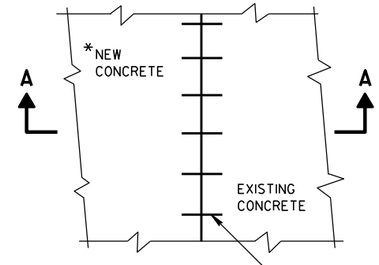



4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

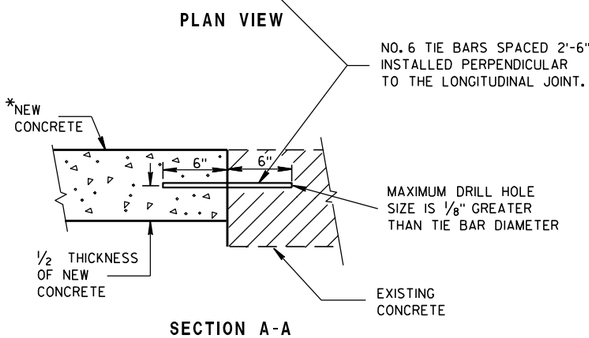



TYPICAL TIE BAR LOCATION (1)




PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



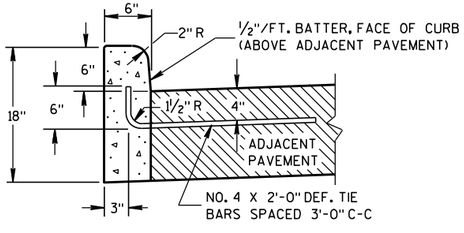

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



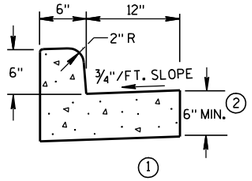

DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)




(1)

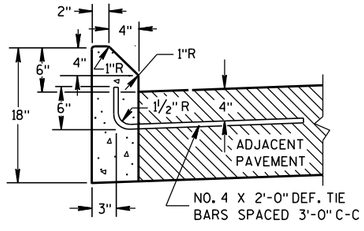
TYPES A & D




(1)

TYPES A & D

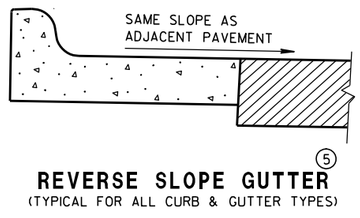
CONCRETE CURB & GUTTER 18"




(1)

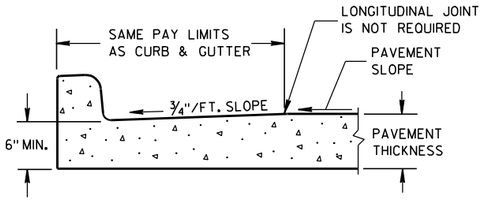
TYPES G & J

CONCRETE CURB

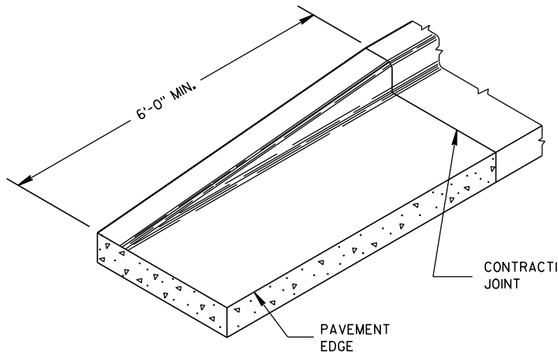



REVERSE SLOPE GUTTER (5)

(TYPICAL FOR ALL CURB & GUTTER TYPES)




PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER




END SECTION CURB & GUTTER

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

# CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

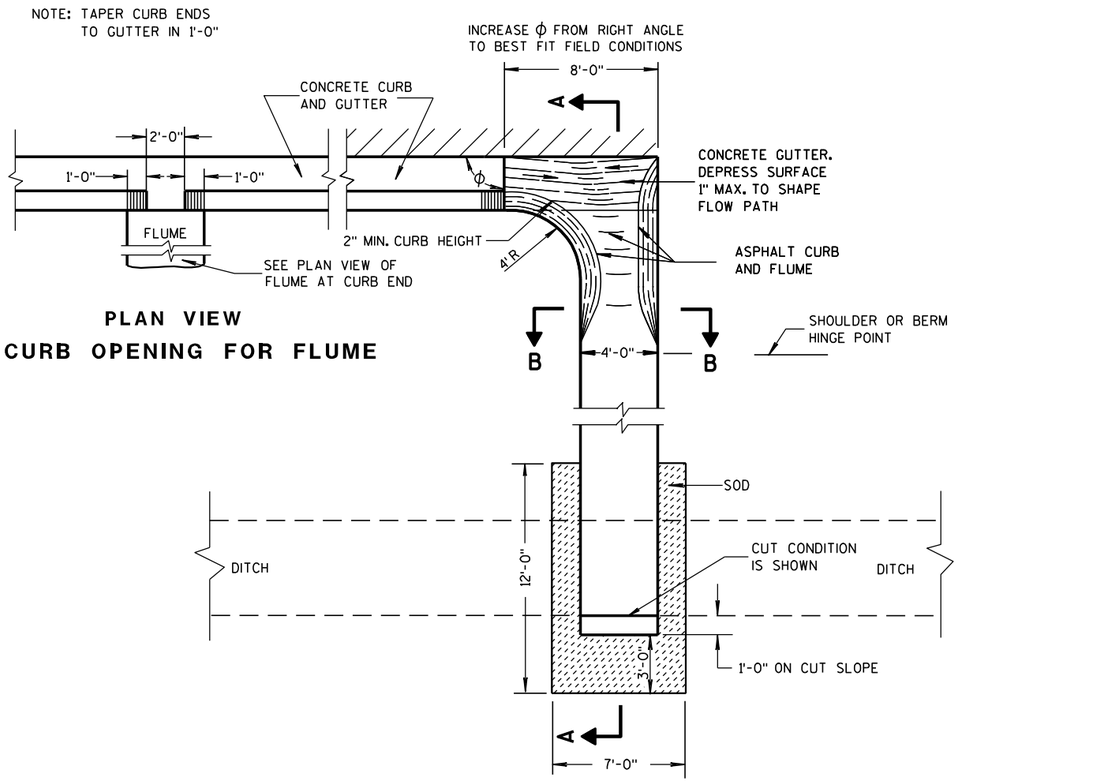
FHWA



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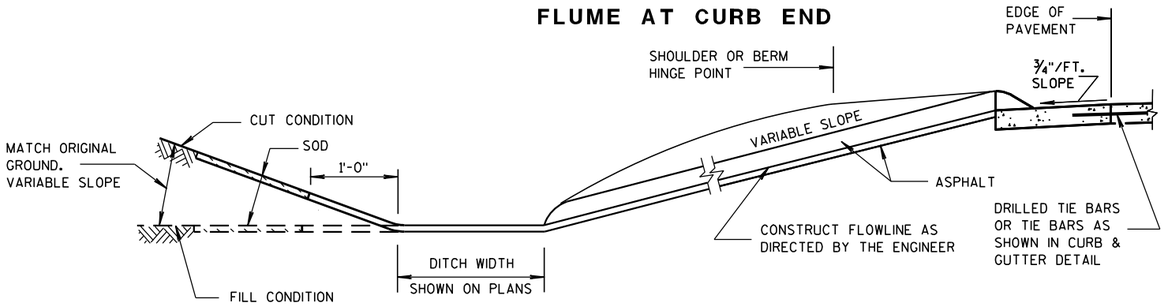
S.D.D. 8 D 1-17

## ASPHALTIC FLUME

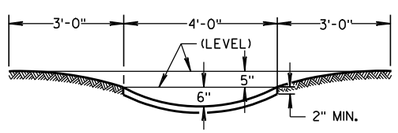



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END




SECTION A-A




SECTION B-B

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

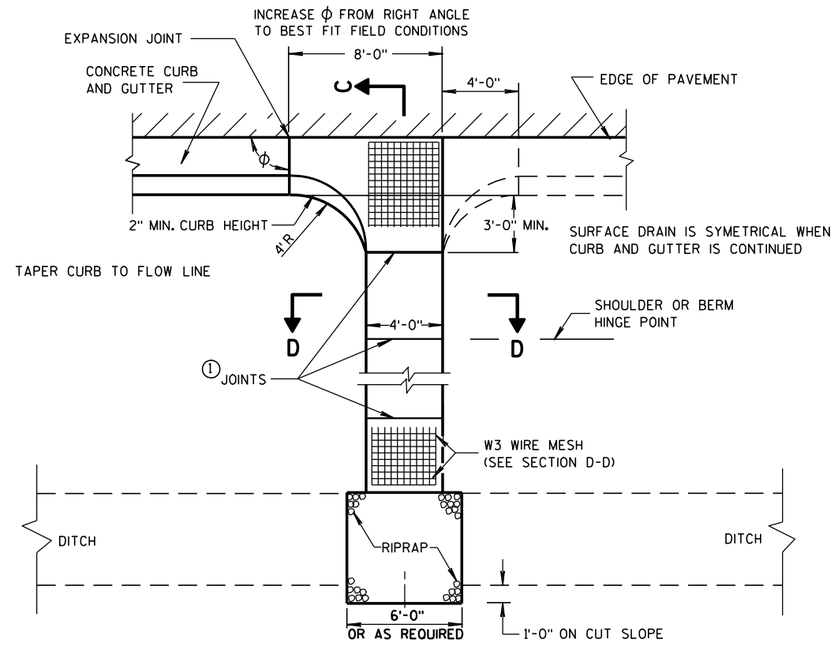
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

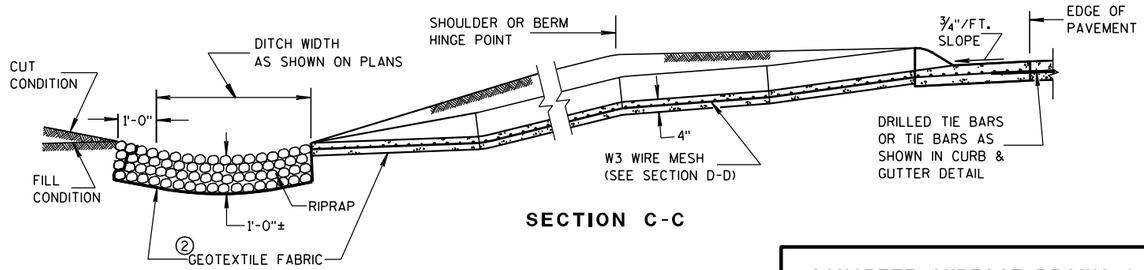
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

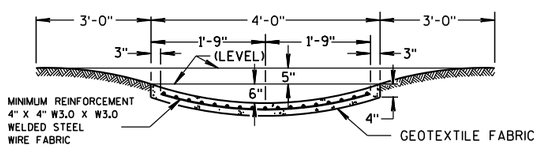
## ③ CONCRETE SURFACE DRAIN




PLAN VIEW




SECTION C-C




SECTION D-D

## CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. ... ROADWAY STANDARDS ENGINEER
333
FHWA

6

S.D.D. 8 D 4-5

6

S.D.D. 8 D 4-5

# GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

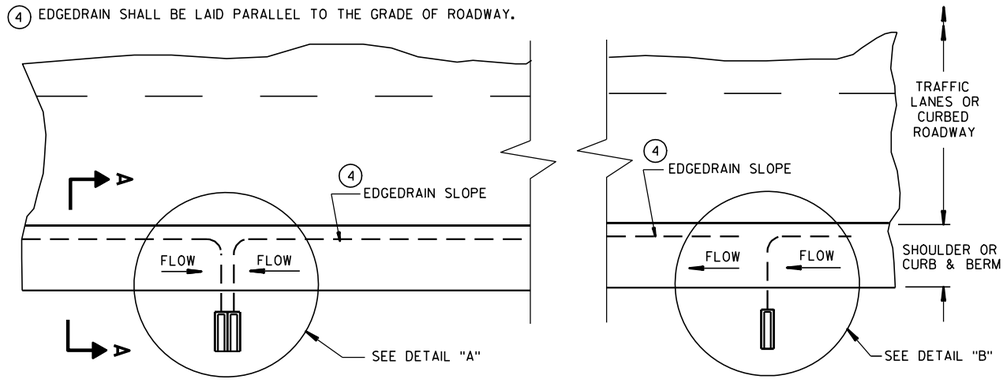
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

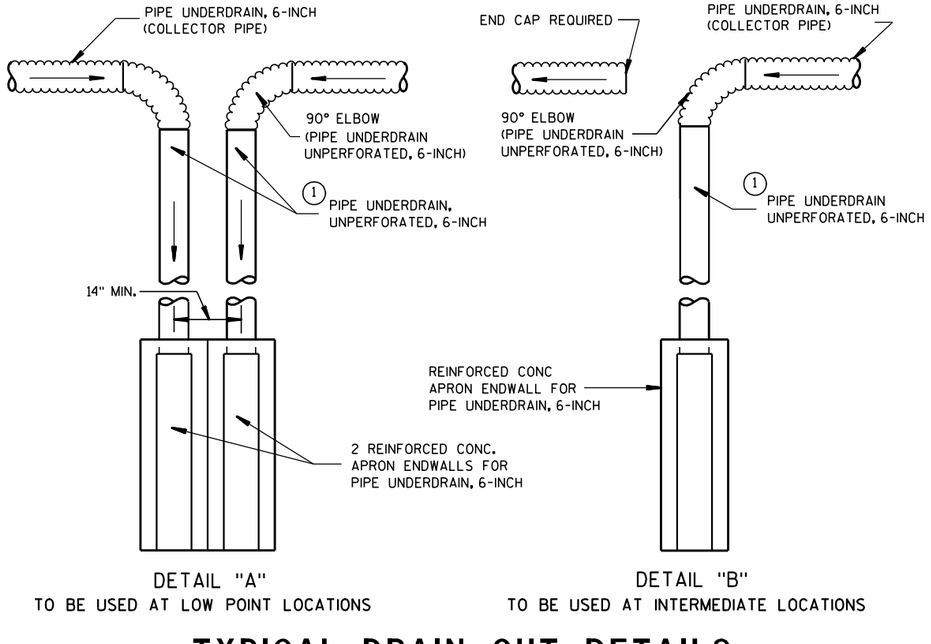
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.




PLAN VIEW

## ROADWAY WITH SHOULDERS OR CURBS

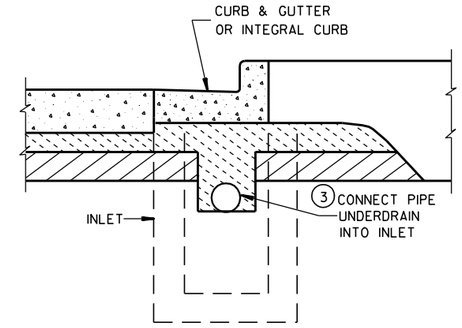
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)




DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

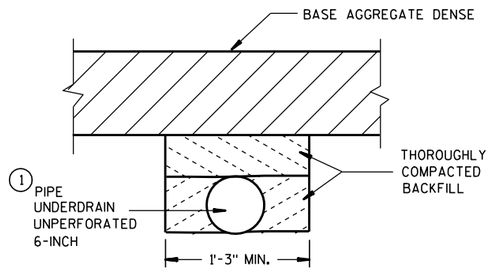
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

## TYPICAL DRAIN OUT DETAILS



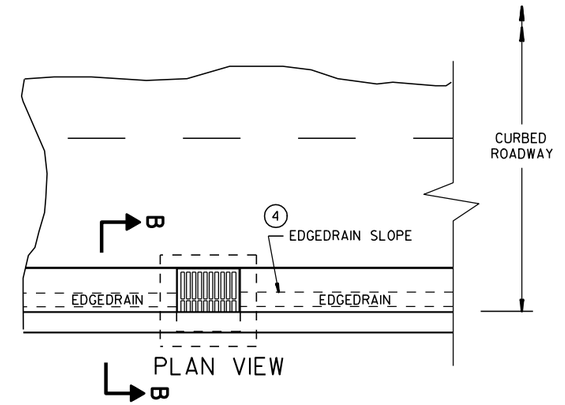

SECTION B-B

## URBAN CROSS SECTION




SECTION C-C

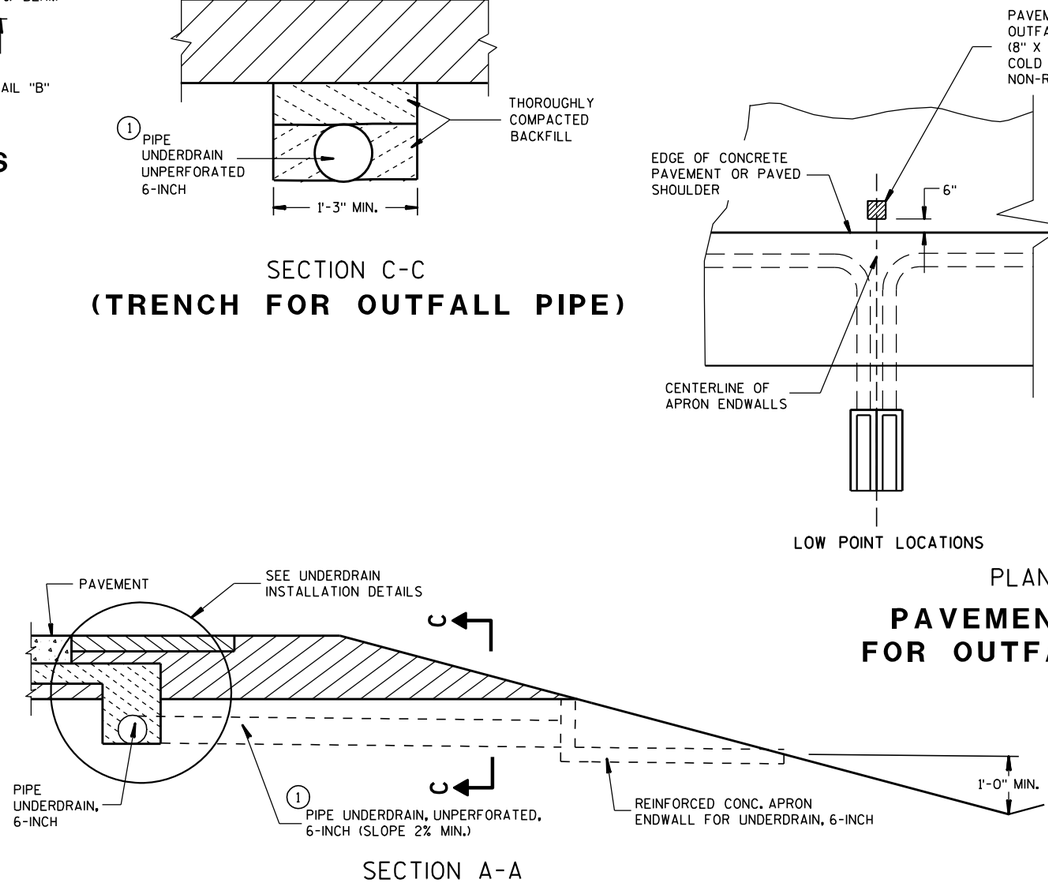
## (TRENCH FOR OUTFALL PIPE)




PLAN VIEW

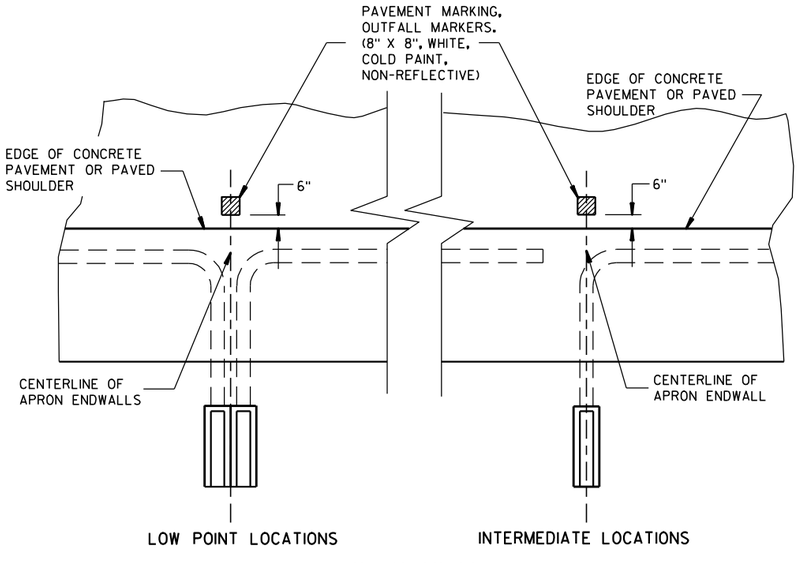
## ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)




SECTION A-A

## RURAL CROSS SECTION




PLAN VIEW

## PAVEMENT MARKING FOR OUTFALL MARKERS

**EDGEDRAIN OUTLET AND OUTFALL MARKERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

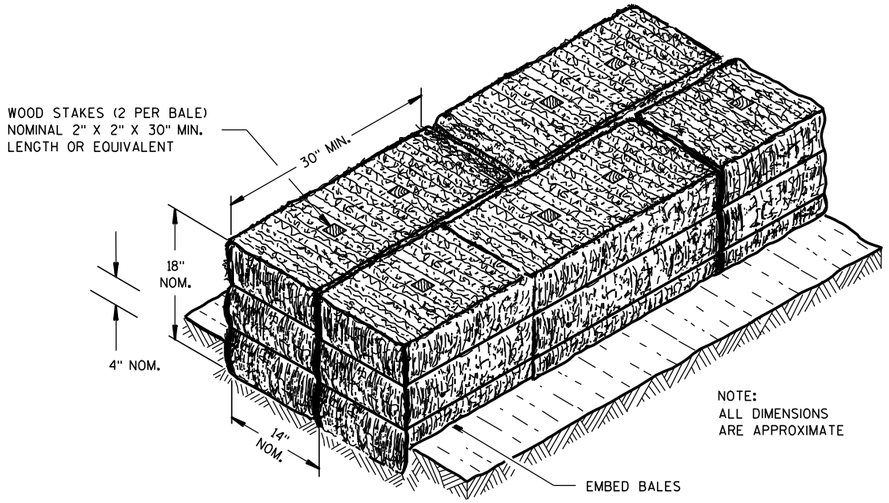


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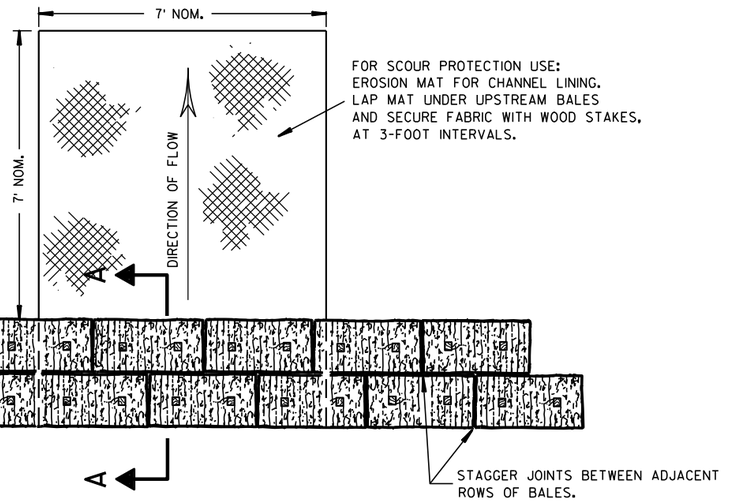
S.D.D. 8 D 15-4a

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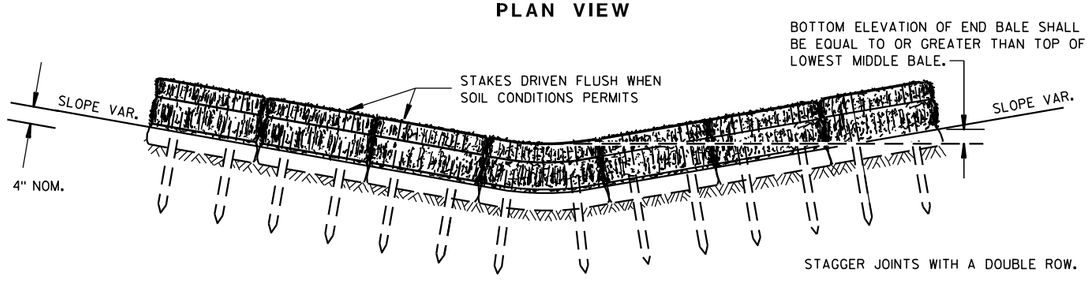
S.D.D. 8 D 15-4a




**SECTION A-A**




**PLAN VIEW**



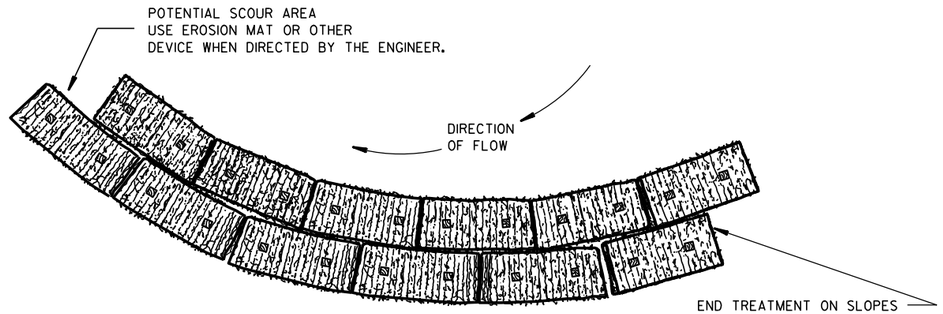

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

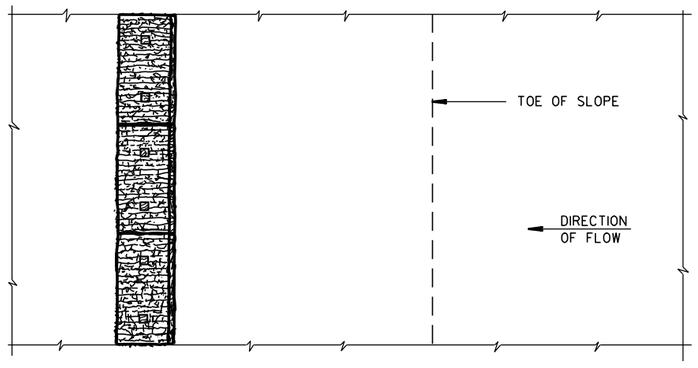
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

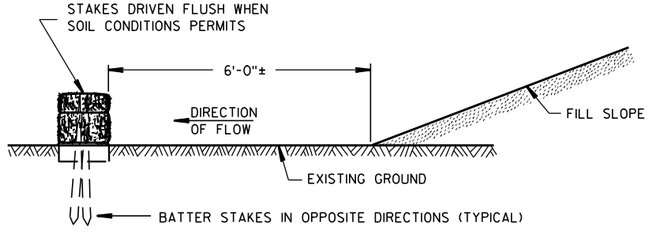



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

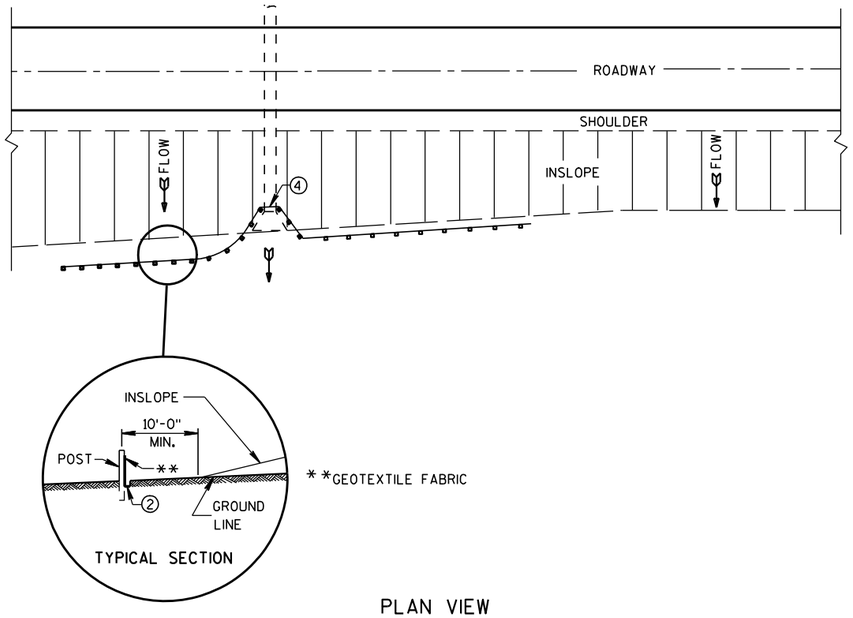
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S.D.D. 8 E 8-3

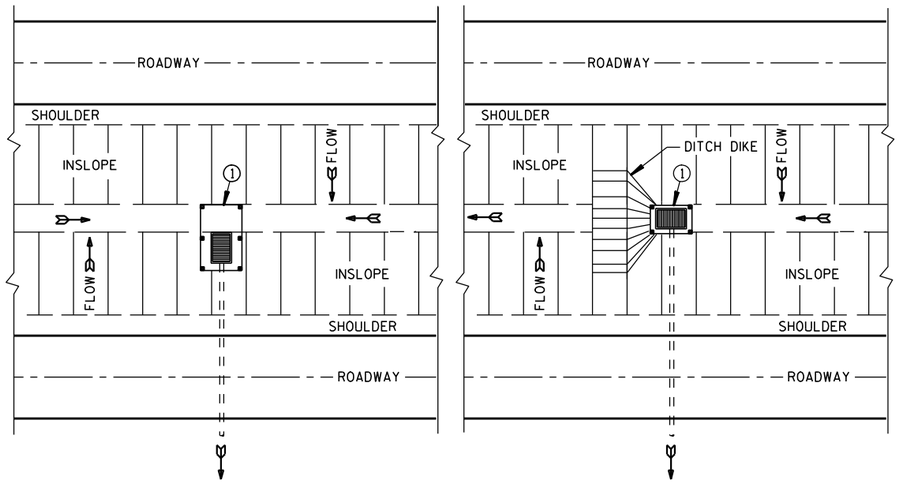
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



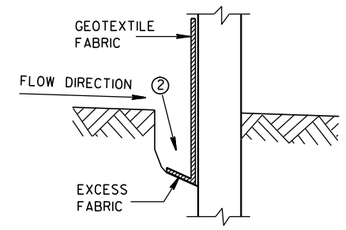

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

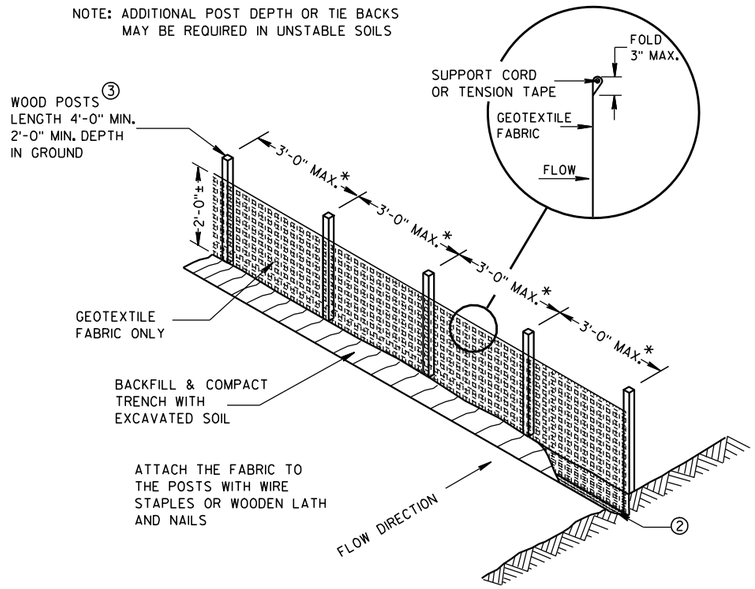
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

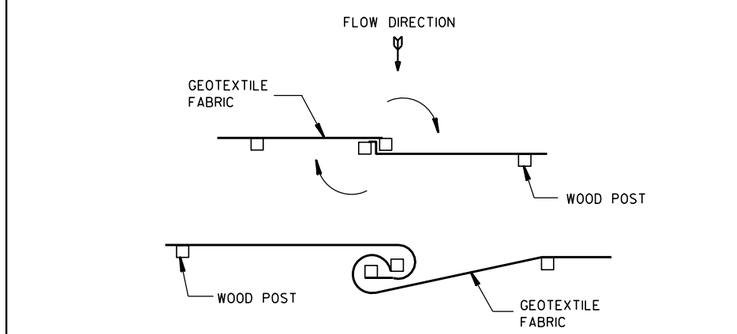
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



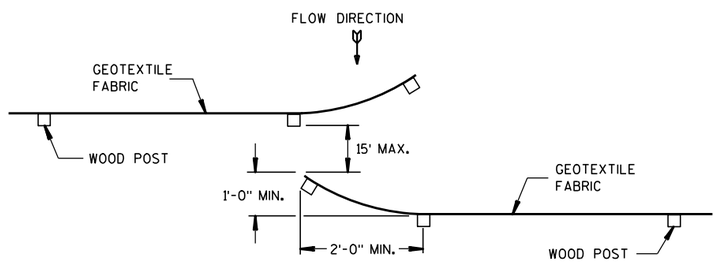

## TRENCH DETAIL




## SILT FENCE

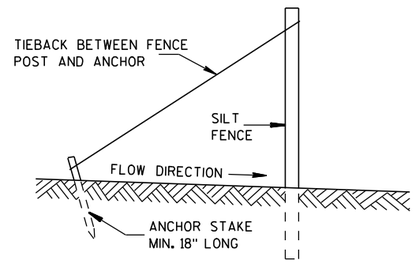



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

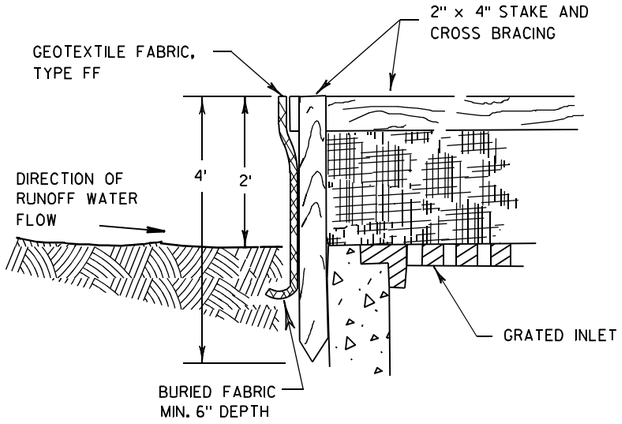


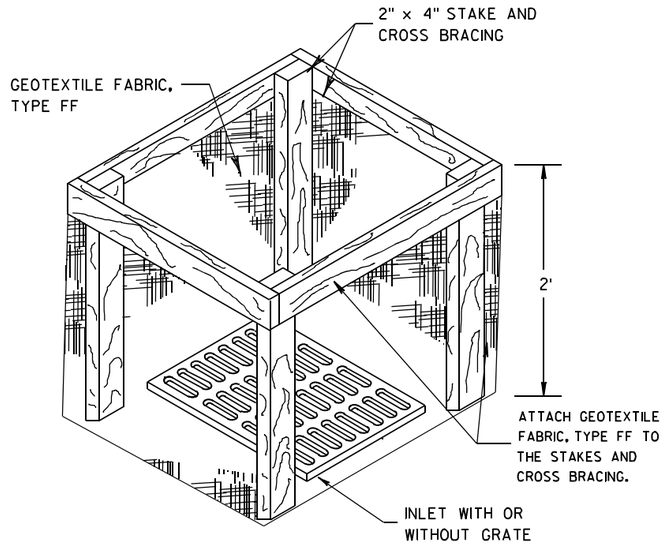
6

S.D.D. 8 E 9-6

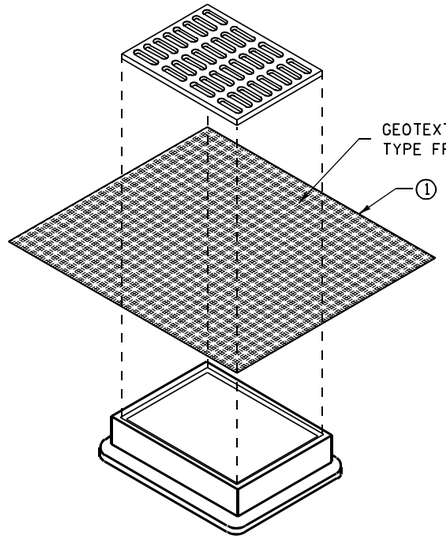
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S.D.D. 8 E 9-6



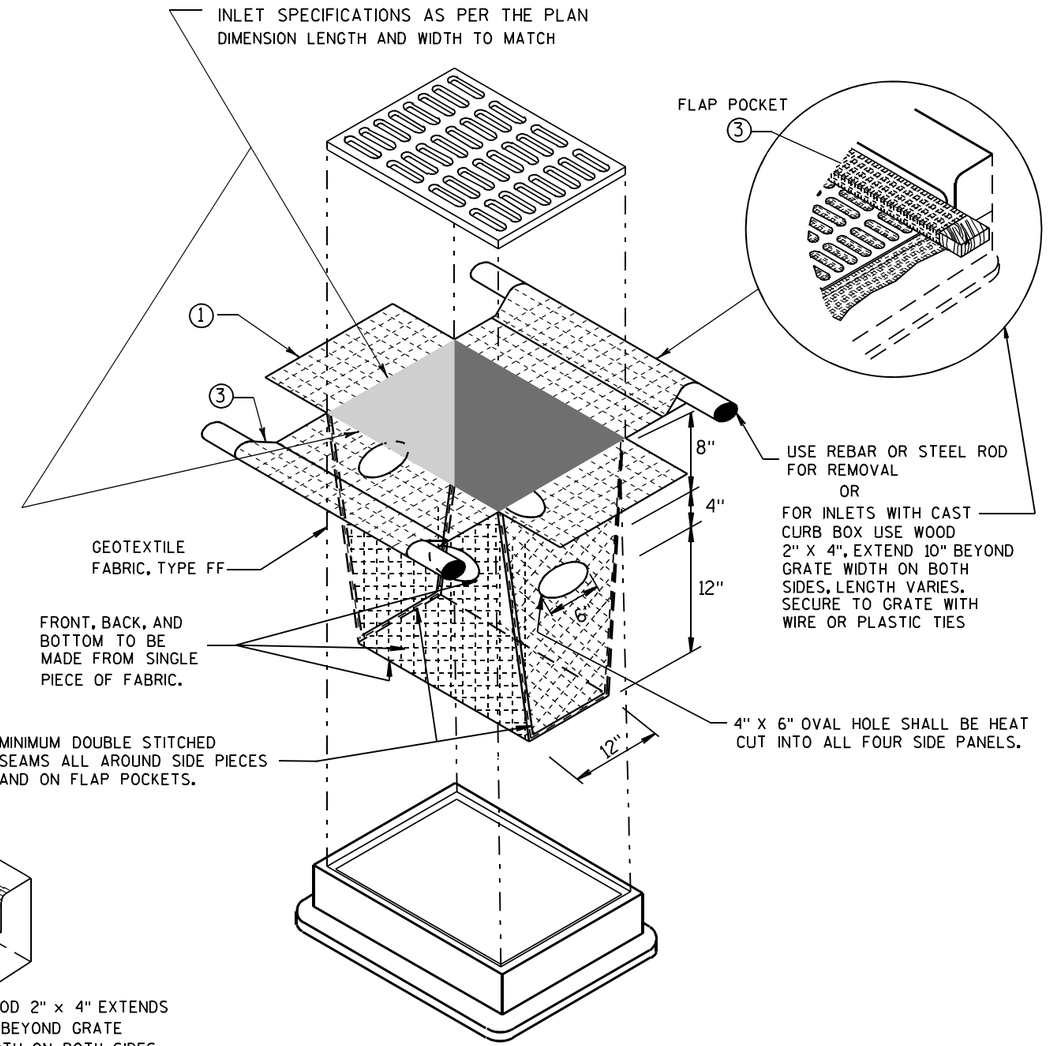




## INLET PROTECTION, TYPE A



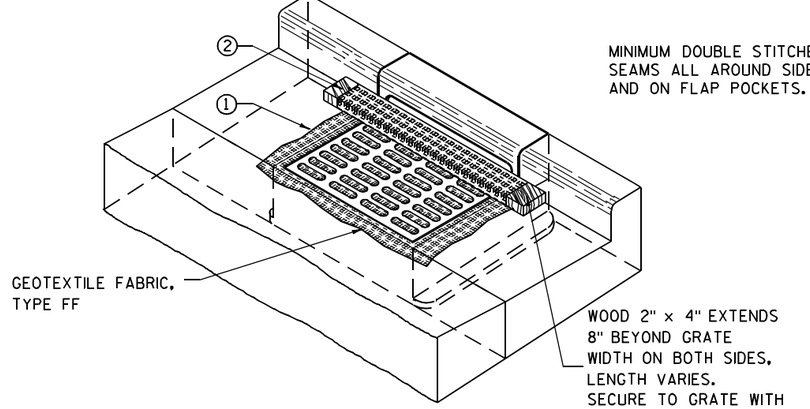

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )




## INLET PROTECTION, TYPE C (WITH CURB BOX)

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

## METAL APRON ENDWALLS

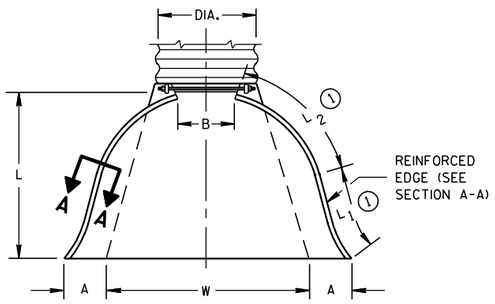
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 to 1 | 1 Pc. |
| 15 | .064 | .060 | 7 | 8 | 6 | 26 | 14 | 21 3/4 | 30 | 2 1/2 to 1 | 1 Pc. |
| 18 | .064 | .060 | 8 | 10 | 6 | 31 | 15 | 28 1/4 | 36 | 2 1/2 to 1 | 1 Pc. |
| 21 | .064 | .060 | 9 | 12 | 6 | 36 | 18 | 29 5/8 | 42 | 2 1/2 to 1 | 1 Pc. |
| 24 | .064 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .079 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 to 1 | 3 Pc. |
| 54 | .109 | .105 | 18 | 30 | 12 | 84 | 30 | 85 1/2 | 102 | 2 1/4 to 1 | 3 Pc. |
| 60 | .109× | .105× | 18 | 33 | 12 | 87 | — | — | 114 | 2 to 1 | 3 Pc. |
| 66 | .109× | .105× | 18 | 36 | 12 | 87 | — | — | 120 | 2 to 1 | 3 Pc. |
| 72 | .109× | .105× | 18 | 39 | 12 | 87 | — | — | 126 | 2 to 1 | 3 Pc. |
| 78 | .109× | .105× | 18 | 42 | 12 | 87 | — | — | 132 | 1 1/2 to 1 | 3 Pc. |
| 84 | .109× | .105× | 18 | 45 | 12 | 87 | — | — | 138 | 1 1/2 to 1 | 3 Pc. |
| 90 | .109× | .105× | 18 | 37 | 12 | 87 | — | — | 144 | 1 1/2 to 1 | 3 Pc. |
| 96 | .109× | .105× | 18 | 35 | 12 | 87 | — | — | 150 | 1 1/2 to 1 | 3 Pc. |

× EXCEPT CENTER PANEL SEE GENERAL NOTES

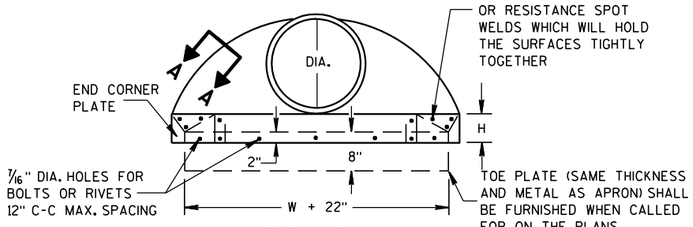
## REINFORCED CONCRETE APRON ENDWALLS

| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 7/8 | 72 1/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 9 | 36 | 37 1/2 | 73 1/2 | 42 | 2 3/4 | 3 to 1 |
| 24 | 3 | 9 1/2 | 43 1/2 | 30 | 73 1/2 | 48 | 3 | 3 to 1 |
| 27 | 3 1/4 | 10 1/2 | 49 1/2 | 24 | 73 1/2 | 54 | 3 1/4 | 3 to 1 |
| 30 | 3 1/2 | 12 | 54 | 19 3/4 | 73 1/2 | 60 | 3 1/2 | 3 to 1 |
| 36 | 4 | 15 | 63 | 34 3/4 | 97 3/4 | 72 | 4 | 3 to 1 |
| 42 | 4 1/2 | 21 | 63 | 35 | 98 | 78 | 4 1/2 | 3 to 1 |
| 48 | 5 | 24 | 72 | 26 | 98 | 84 | 5 | 3 to 1 |
| 54 | 5 1/2 | 27 | 65 | * 33 1/4 - ** 35 | * 98 1/4 - ** 100 | 90 | 5 1/2 | 2 2/5 to 1 |
| 60 | 6 | * 30 - ** 35 | 60 | 39 | 99 | 96 | 5 | 2 to 1 |
| 66 | 6 1/2 | * 24 - ** 30 | * 72 - ** 78 | * 21 - ** 27 | 99 | 102 | 5 1/2 | 2 to 1 |
| 72 | 7 | * 24 - ** 36 | 78 | 21 | 99 | 108 | 6 | 2 to 1 |
| 78 | 7 1/2 | * 24 - ** 36 | 78 | 21 | 99 | 114 | 6 1/2 | 2 to 1 |
| 84 | 8 | 36 | 90 1/2 | 21 | 111 1/2 | 120 | 6 1/2 | 1 1/2 to 1 |
| 90 | 8 1/2 | 41 | 87 1/2 | 24 | 111 1/2 | 132 | 6 1/2 | 1 1/2 to 1 |

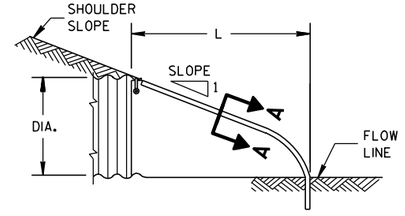
*MINIMUM
**MAXIMUM




PLAN VIEW

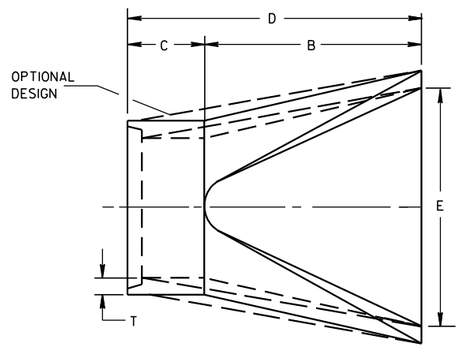



END VIEW

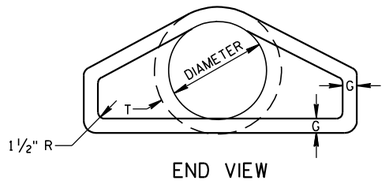



SIDE ELEVATION

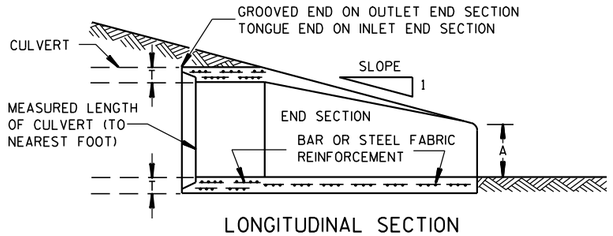
## METAL ENDWALLS




PLAN

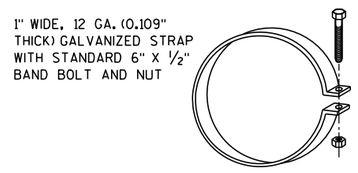



END VIEW



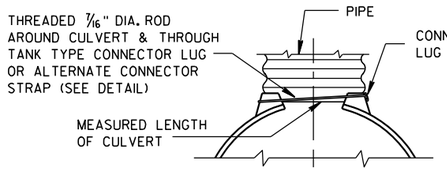

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

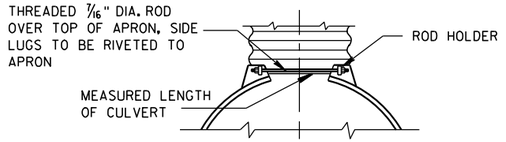



ALTERNATE FOR TYPE 1 CONNECTION

## END SECTION CONNECTOR STRAP



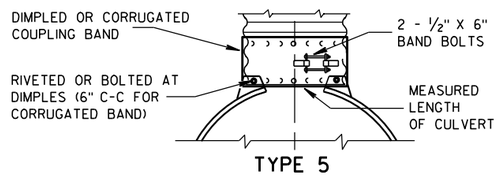

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

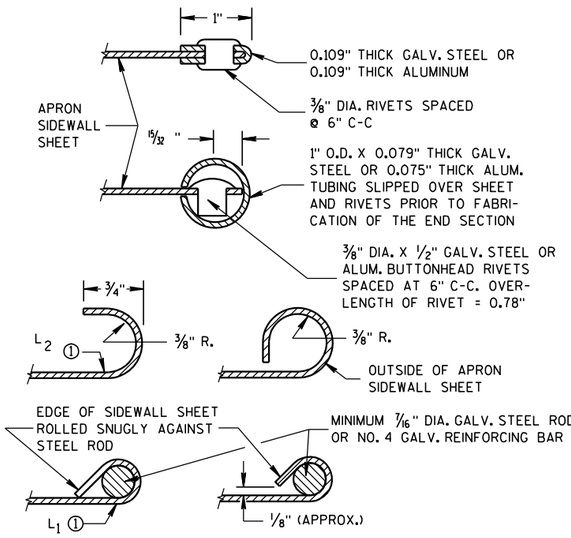
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

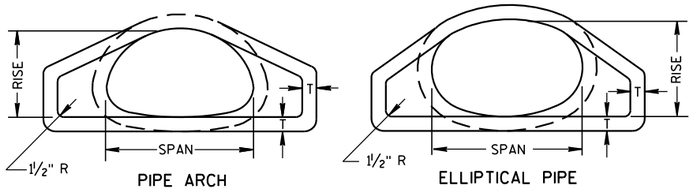
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

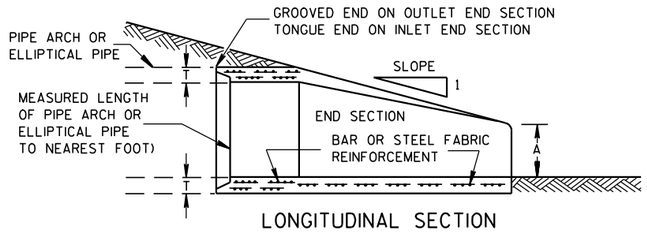
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

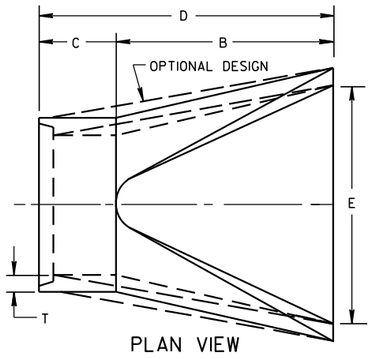

6
S.D.D. 8 F 1-11




END VIEW

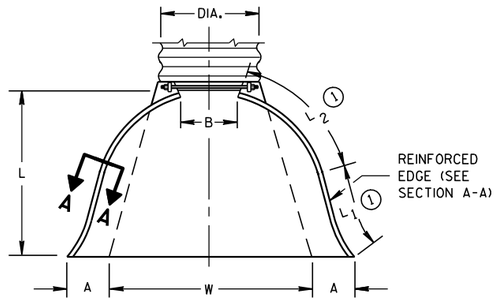



LONGITUDINAL SECTION

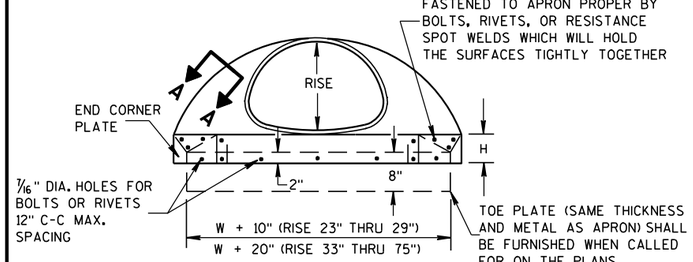



PLAN VIEW

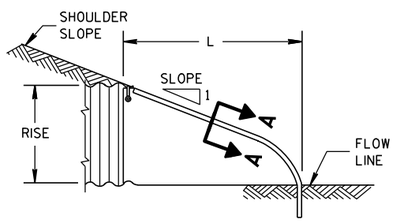
# CONCRETE ENDWALLS




PLAN VIEW

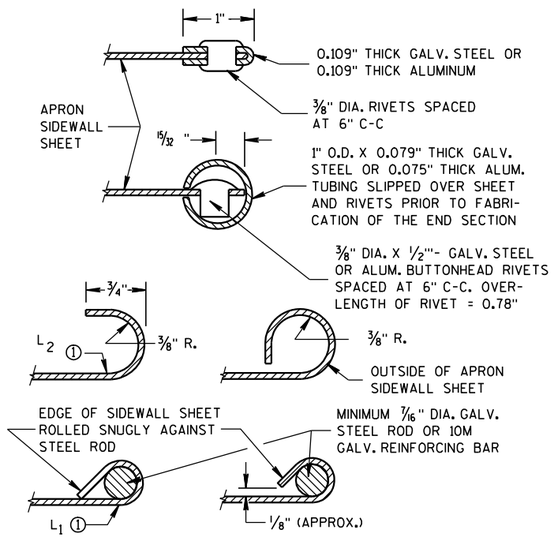



END VIEW




SIDE ELEVATION

# METAL ENDWALLS




# SECTION A-A

## 2- 2/3" X 1/2" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 | .060 | 7 | 9 | 6 | 19 | 14 | 16 | 30 | 2½ to 1 | 1 Pc. |
| 18 | 21 | 15 | .064 | .060 | 7 | 10 | 6 | 23 | 14 | 19⅜ | 36 | 2½ to 1 | 1 Pc. |
| 21 | 24 | 18 | .064 | .060 | 8 | 12 | 6 | 28 | 18 | 21¾ | 42 | 2½ to 1 | 1 Pc. |
| 24 | 28 | 20 | .064 | .060 | 9 | 14 | 6 | 32 | 18 | 27½ | 48 | 2½ to 1 | 1 Pc. |
| 30 | 35 | 24 | .079 | .075 | 10 | 16 | 6 | 39 | 18 | 37⅝ | 60 | 2½ to 1 | 1 Pc. |
| 36 | 42 | 29 | .079 | .075 | 12 | 18 | 8 | 46 | 24 | 45⅜ | 75 | 2½ to 1 | 1 Pc. |
| 42 | 49 | 33 | .109 | .105 | 13 | 21 | 9 | 53 | 24 | 54¾ | 85 | 2½ to 1 | 2 Pc. |
| 48 | 57 | 38 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 68 | 90 | 2½ to 1 | 3 Pc. |
| 54 | 64 | 43 | .109 | .105 | 18 | 30 | 12 | 70 | 24 | 72¾ | 102 | 2¼ to 1 | 3 Pc. |
| 60 | 71 | 47 | .109* | .105* | 18 | 33 | 12 | 77 | 30 | 82¼ | 114 | 2¼ to 1 | 3 Pc. |
| 66 | 77 | 52 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 2 to 1 | 3 Pc. |
| 72 | 83 | 57 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |

## 3" X 1" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | 53 | 41 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 72¾ | 90 | 2½ to 1 | 2 Pc. |
| 54 | 60 | 46 | .109 | .105 | 18 | 30 | 12 | 70 | 30 | 82¼ | 102 | 2 to 1 | 2 Pc. |
| 60 | 66 | 51 | .109* | .105* | 18 | 33 | 12 | 77 | — | — | 114 | 1½ to 1 | 3 Pc. |
| 66 | 73 | 55 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 1½ to 1 | 3 Pc. |
| 72 | 81 | 59 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |
| 78 | 87 | 63 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 148 | 1½ to 1 | 3 Pc. |
| 84 | 95 | 67 | .109* | .105* | 22 | 34 | 12 | 77 | — | — | 162 | 1½ to 1 | 3 Pc. |
| 90 | 103 | 71 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |
| 96 | 112 | 75 | .109* | .105* | 24 | 40 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

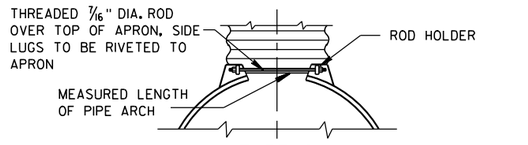
## REINFORCED CONCRETE PIPE ARCH

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 29 | 18 | 3 | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 36 | 22 | 3½ | 9½ | 50 | 46 | 96 | 60 | 3 to 1 |
| 36 | 44 | 27 | 4 | 11⅛ | 60 | 36 | 96 | 72 | 3 to 1 |
| 42 | 51 | 31 | 4½ | 15 13/16 | 60 | 36 | 96 | 78 | 3 to 1 |
| 48 | 58 | 36 | 5 | 21 | 60 | 36 | 96 | 84 | 3 to 1 |
| 54 | 65 | 40 | 5½ | 25½ | 60 | 36 | 96 | 90 | 3 to 1 |
| 60 | 73 | 45 | 6 | 31 | 60 | 36 | 96 | 96 | 3 to 1 |
| 72 | 88 | 54 | 7 | 31 | 60 | 39 | 99 | 120 | 2 to 1 |
| 84 | 102 | 62 | 8 | 28½ | 83 | 19 | 102 | 144 | 2 to 1 |

## REINFORCED CONCRETE ELLIPTICAL PIPE

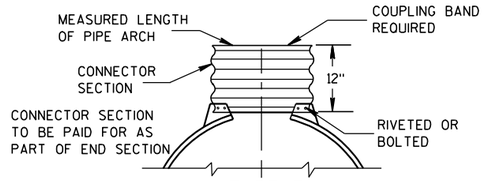
| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 30 | 19 | 3¼ | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 38 | 24 | 3¾ | 9½ | 54 | 18 | 72 | 60 | 3 to 1 |
| 36 | 45 | 29 | 4½ | 11⅛ | 60 | 24 | 84 | 72 | 2½ to 1 |
| 42 | 53 | 34 | 5 | 15¾ | 60 | 36 | 96 | 78 | 2½ to 1 |
| 48 | 60 | 38 | 5½ | 21 | 60 | 36 | 96 | 84 | 2½ to 1 |
| 54 | 68 | 43 | 6 | 25½ | 60 | 36 | 96 | 90 | 2½ to 1 |
| 60 | 76 | 48 | 6½ | 30 | 60 | 36 | 96 | 96 | 2½ to 1 |

**NOMINAL SIZE



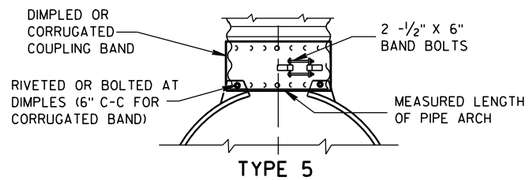

TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH




TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH




TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

# CONNECTION DETAILS

# GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

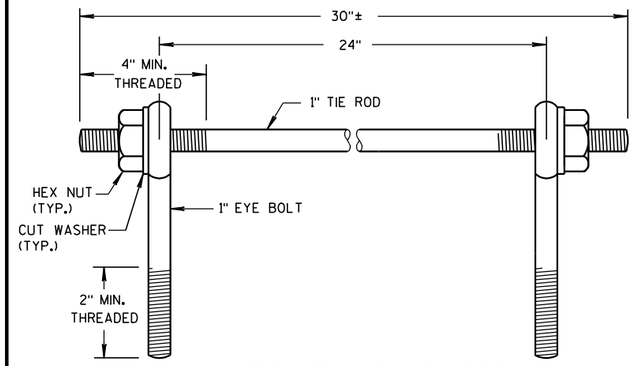


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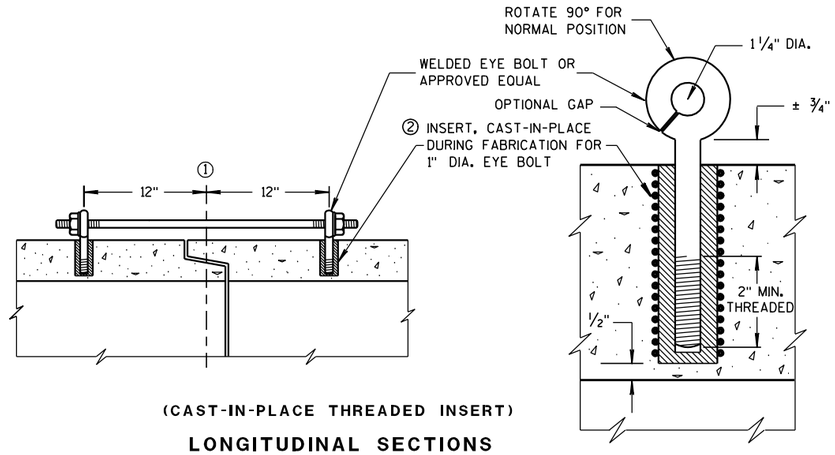
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

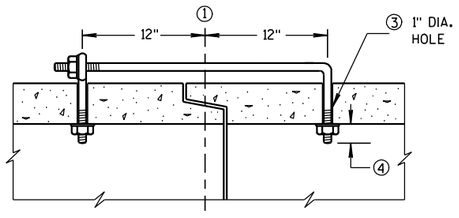
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

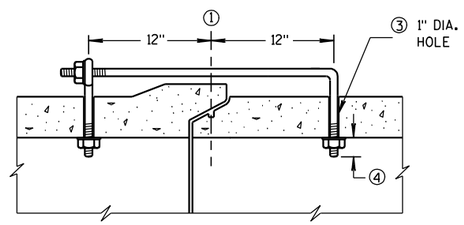
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.




(TONGUE & GROOVE PIPE)

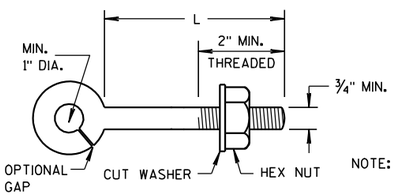



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

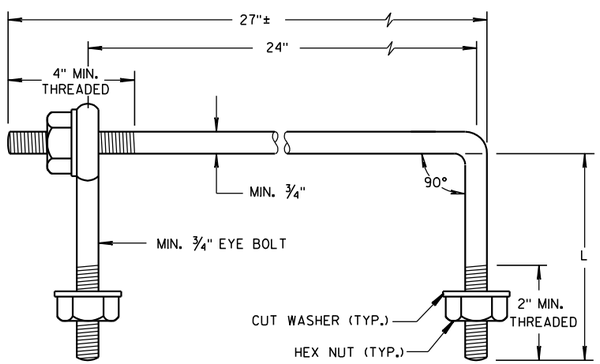
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




EYE BOLT AND TIE ROD

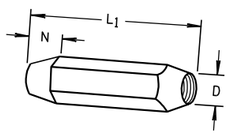
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

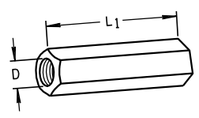
**ADJUSTABLE TIE ROD TABLE**

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 1/16 |

DIMENSIONS SHOWN ARE IN INCHES



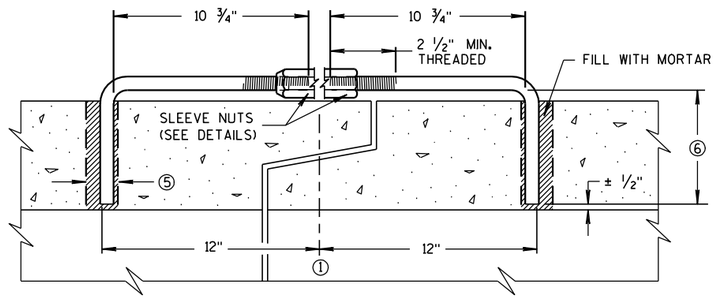

TAPERED




PLAIN

RIGHT AND LEFT THREADS

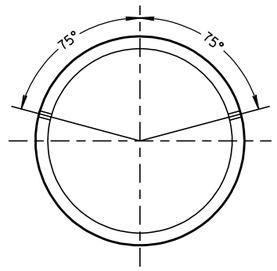
SLEEVE NUTS




LONGITUDINAL SECTION

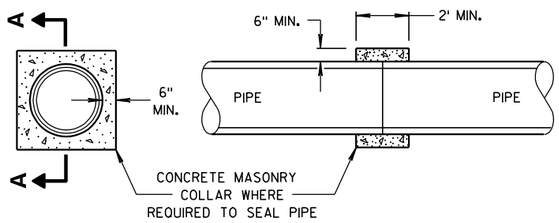
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
340 — 'MENT
FHWA

6

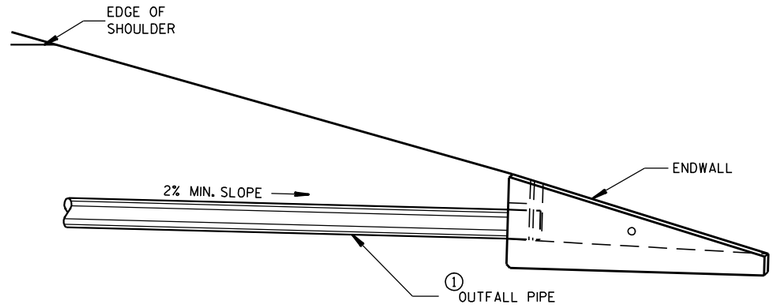
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

| DIMENSIONS IN INCHES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIA. | A | B | C | D | E | F | G | H | J | L | Z |
| **4 | 6 | 12 | 5 1/4 | 9 | 8 | 32 | 36 | 11 | 2 3/8 | 6 1/2 | 4 |
| 6 | 8 | 14 | 7 1/4 | 11 | 10 | 42 | 44 | 13 | 3 5/8 | 8 1/2 | 6 |

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)




INSTALLATION DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

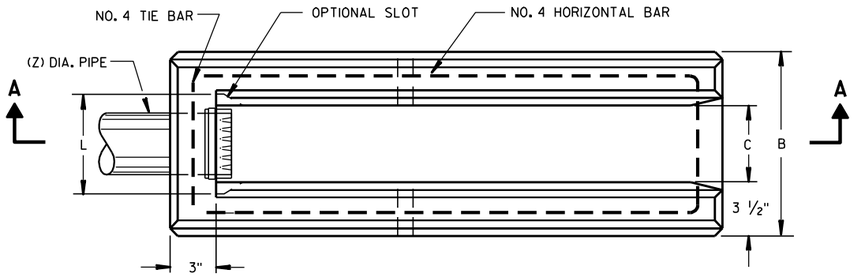
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

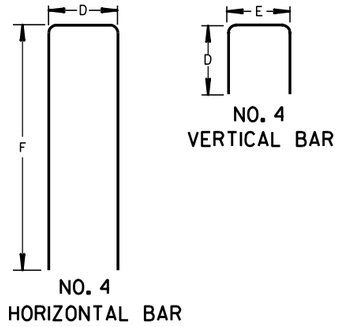
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

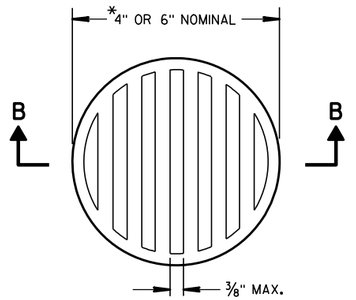
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

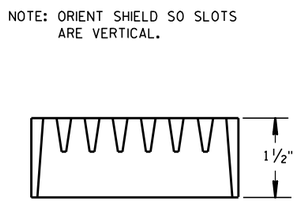



PLAN VIEW




BAR STEEL REINFORCEMENT DETAILS

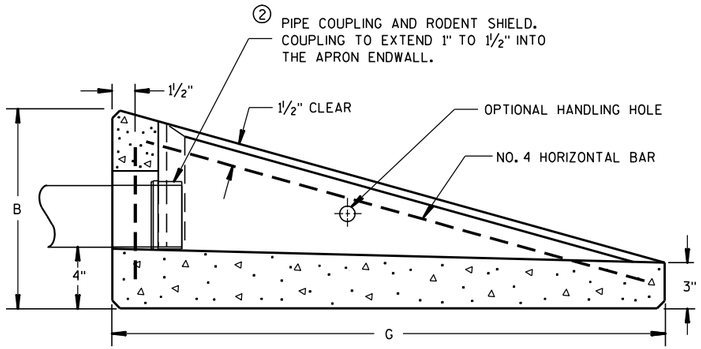


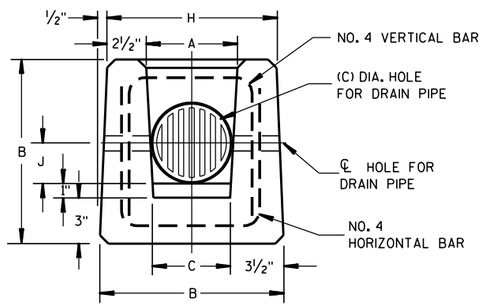

SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.




SECTION A-A




END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

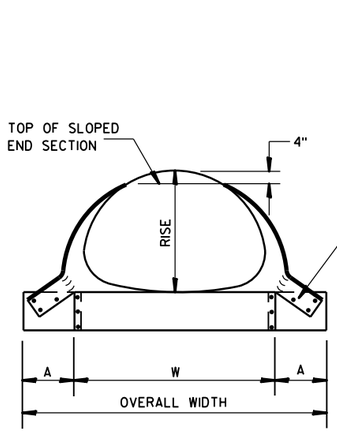
**REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

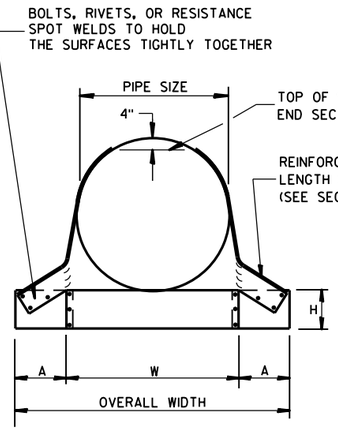
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinearson
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



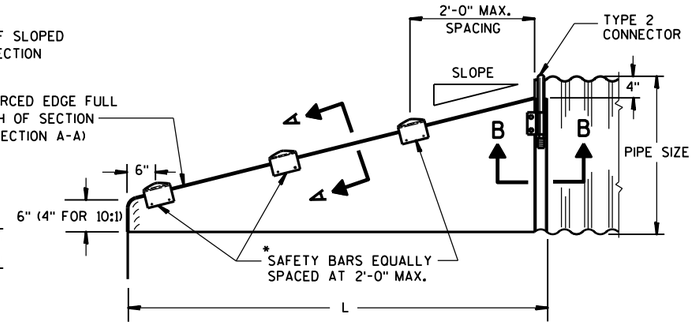

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S.D.D. 8 F 6-4




FRONT VIEW




FRONT VIEW




SIDE VIEW

## GENERAL NOTES

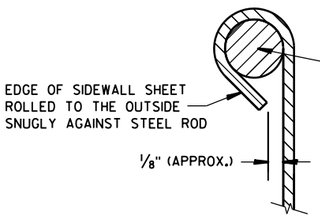
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

**STEEL APRON ENDWALLS FOR CULVERT PIPE**
**SLOPED SIDE DRAINS**

| PIPE DIA. (IN.) | MIN. THICK. (Inches) | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 15 | .064 | 8 | 6 | 21 | 37 | 4:1 | 20 | 6:1 | 30 | 10:1 | 70 |
| 18 | .064 | 8 | 6 | 24 | 40 | 4:1 | 32 | 6:1 | 48 | 10:1 | 100 |
| 21 | .064 | 8 | 6 | 27 | 43 | 4:1 | 44 | 6:1 | 66 | 10:1 | 130 |
| 24 | .064 | 8 | 6 | 30 | 46 | 4:1 | 56 | 6:1 | 84 | 10:1 | 160 |
| 30 | .109 | 12 | 9 | 36 | 60 | 4:1 | 80 | 6:1 | 120 | 10:1 | 220 |
| 36 | .109 | 12 | 9 | 42 | 66 | 4:1 | 104 | 6:1 | 156 | 10:1 | 280 |
| 42 | .109 | 16 | 12 | 48 | 80 | 4:1 | 128 | 6:1 | 192 | —— | —— |
| 48 | .109 | 16 | 12 | 54 | 86 | 4:1 | 152 | 6:1 | 228 | —— | —— |
| 54 | .109 | 16 | 12 | 60 | 92 | 4:1 | 176 | 6:1 | 264 | —— | —— |
| 60 | .109 | 16 | 12 | 66 | 98 | 4:1 | 200 | 6:1 | 300 | —— | —— |




SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

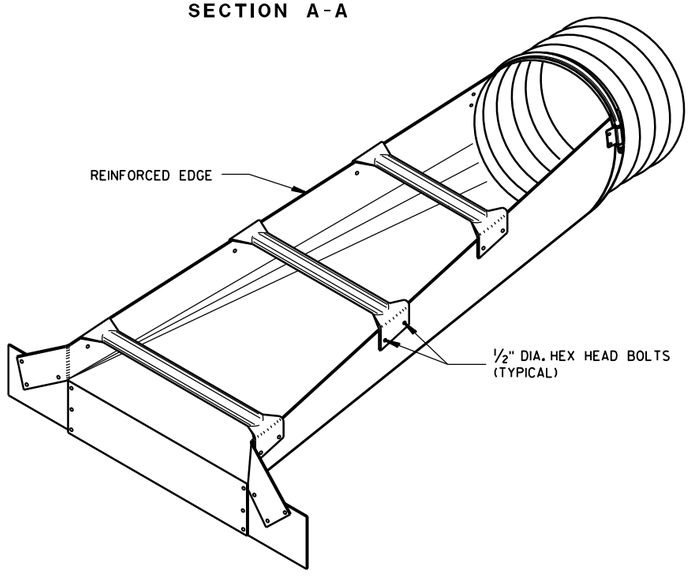



DETAIL OF SAFETY BAR

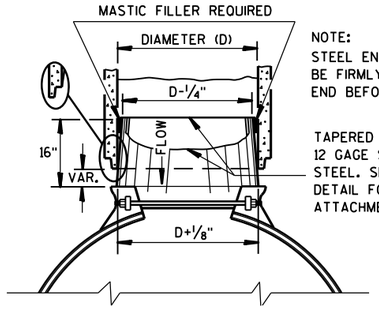
**STEEL APRON ENDWALLS FOR PIPE ARCH**
**SLOPED SIDE DRAINS**

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) ① | DIMENSIONS (Inches) A | H | W | OVERALL WIDTH | L DIMENSIONS SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 * | 7 | 6 | 30 | 44 | 4:1 | 19 | 6:1 | 30 | 10:1 ② | 70 |
| 18 | 21 | 15 | .064 * | 8 | 6 | 27 | 43 | 4:1 | 20 | 6:1 | 30 | 10:1 | 70 |
| 21 | 24 | 18 | .064 * | 8 | 6 | 30 | 46 | 4:1 | 32 | 6:1 | 48 | 10:1 | 100 |
| 24 | 28 | 20 | .064 * | 8 | 6 | 34 | 50 | 4:1 | 40 | 6:1 | 60 | 10:1 | 120 |
| 30 | 35 | 24 | .079 * | 12 | 9 | 41 | 65 | 4:1 | 56 | 6:1 | 84 | 10:1 | 160 |
| 36 | 42 | 29 | .109 * | 12 | 9 | 48 | 72 | 4:1 | 76 | 6:1 | 114 | 10:1 | 210 |
| 42 | 49 | 33 | .109 | 16 | 12 | 55 | 87 | 4:1 | 92 | 6:1 | 138 | —— | —— |
| 48 | 57 | 38 | .109 | 16 | 12 | 63 | 95 | 4:1 | 112 | 6:1 | 168 | —— | —— |
| 54 | 64 | 43 | .109 | 16 | 12 | 70 | 102 | 4:1 | 132 | 6:1 | 198 | —— | —— |

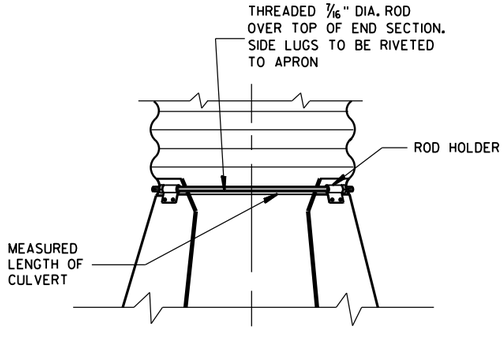
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



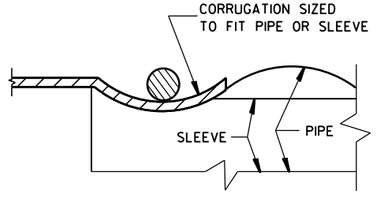

ISOMETRIC VIEW




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




TYPE 2
CONNECTION DETAIL




SECTION B-B

**STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

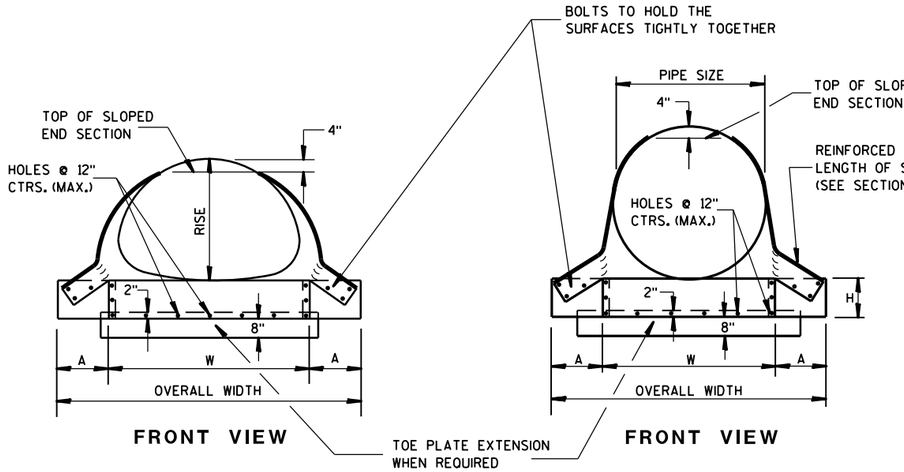


6

S.D.D. 8 F 7-5

6

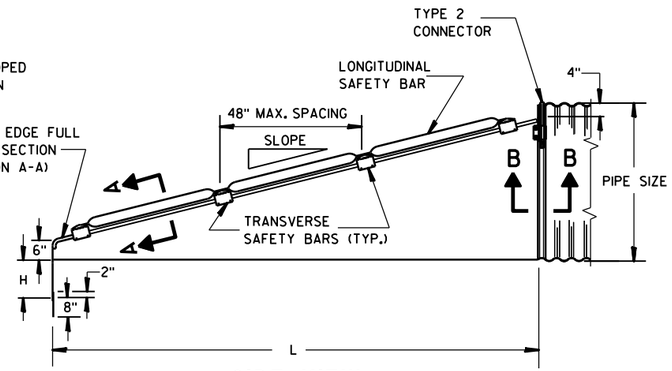
S.D.D. 8 F 7-5




FRONT VIEW




FRONT VIEW




SIDE VIEW
(48" SIZE ILLUSTRATED)

## GENERAL NOTES

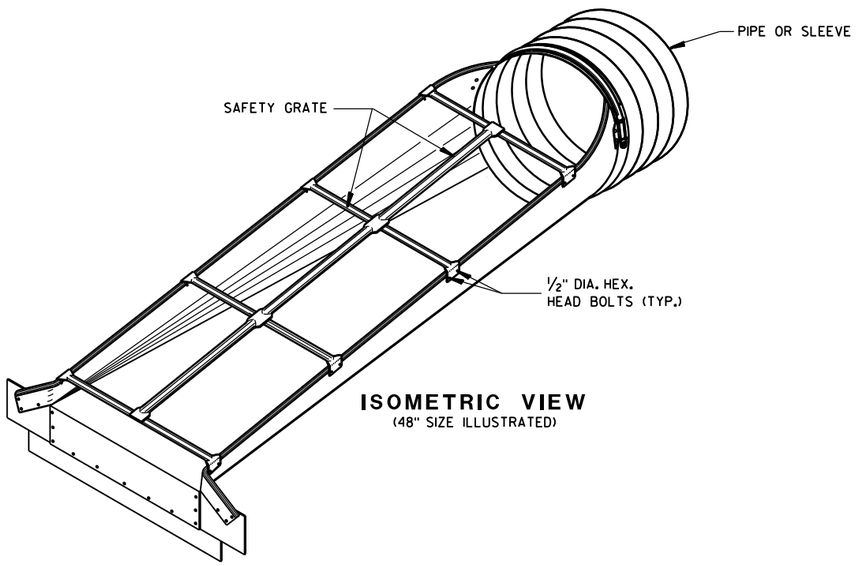
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

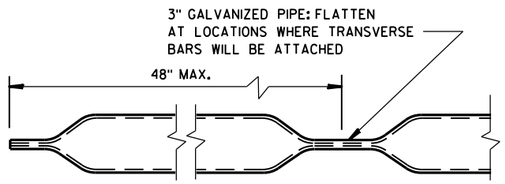
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

**STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS**

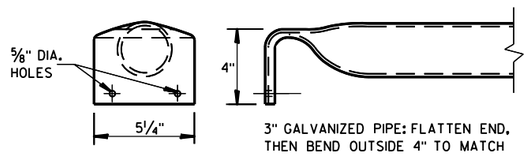
| PIPE DIA. (IN.) | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 36 | .109 | 12 | 12 | 9 | 42 | 66 | 4:1 | 104 | 6:1 | 156 |
| 42 | .109 | 12 | 16 | 12 | 48 | 80 | 4:1 | 128 | 6:1 | 192 |
| 48 | .109 | 12 | 16 | 12 | 54 | 86 | 4:1 | 152 | 6:1 | 228 |
| 54 | .109 | 12 | 16 | 12 | 60 | 92 | 4:1 | 176 | 6:1 | 264 |
| 60 | .109 | 12 | 16 | 12 | 66 | 98 | 4:1 | 200 | 6:1 | 300 |




ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



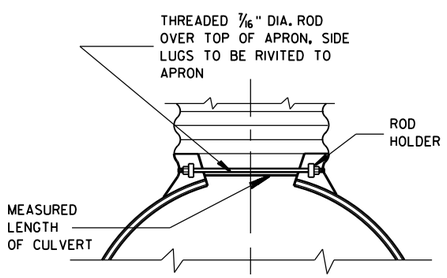

LONGITUDINAL SAFETY BAR



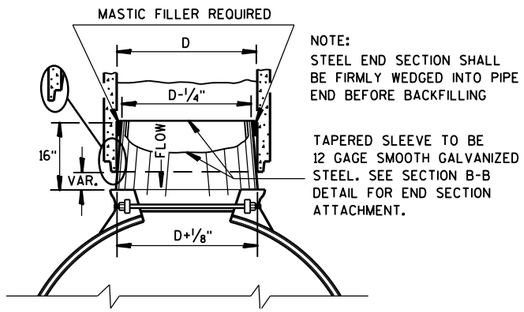

TRANSVERSE SAFETY BAR

**STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS**

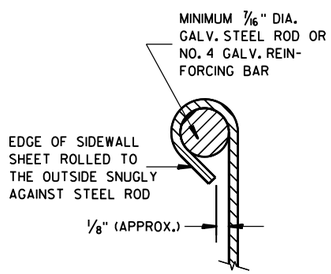
| EQUIV. DIA. (IN.) | INCHES | | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPAN | RISE | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 30 | 35 | 24 | .079 | 14 | 12 | 9 | 41 | 65 | 4:1 | 56 | 6:1 | 84 |
| 36 | 42 | 29 | .109 | 12 | 12 | 9 | 48 | 72 | 4:1 | 76 | 6:1 | 114 |
| 42 | 49 | 33 | .109 | 12 | 16 | 12 | 55 | 87 | 4:1 | 92 | 6:1 | 138 |
| 48 | 57 | 38 | .109 | 12 | 16 | 12 | 63 | 95 | 4:1 | 112 | 6:1 | 168 |
| 54 | 64 | 43 | .109 | 12 | 16 | 12 | 70 | 102 | 4:1 | 132 | 6:1 | 198 |
| 60 | 71 | 47 | .109 | 12 | 16 | 12 | 77 | 109 | 4:1 | 148 | 6:1 | 222 |



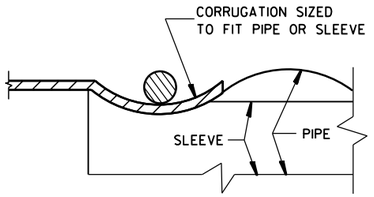

TYPE 2 CONNECTOR DETAIL




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




SECTION A-A




SECTION B-B

**STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

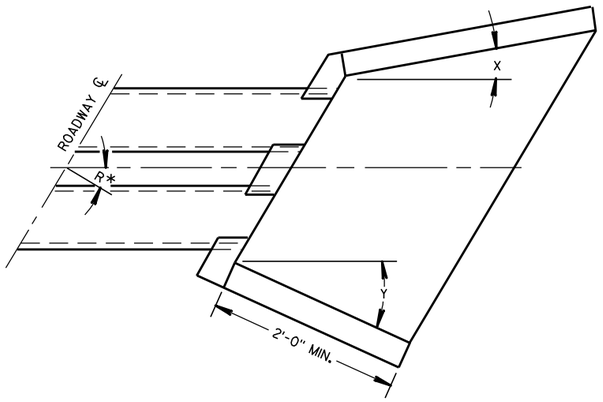


6

S.D.D. 8 F 8-2

6

S.D.D. 8 F 8-2




## WINGWALL ANGLE DETAILS

| INLET | | | OUTLET | | |
|---|---|---|---|---|---|
| R* | X | Y | R* | X | Y |
| 0 - 7° | 30° | 30° | 0 - 15° | 15° | 15° |
| 8 - 22° | 25° | " | 16 - 45° | 10° | " |
| 23 - 37° | 20° | " | 46 - 75° | 5° | " |
| 38 - 52° | 15° | " | OVER 75° | 0° | " |
| 53 - 67° | 10° | " | | | |
| 68 - 82° | 5° | " | | | |
| OVER 82° | 0° | " | | | |

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

## 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.

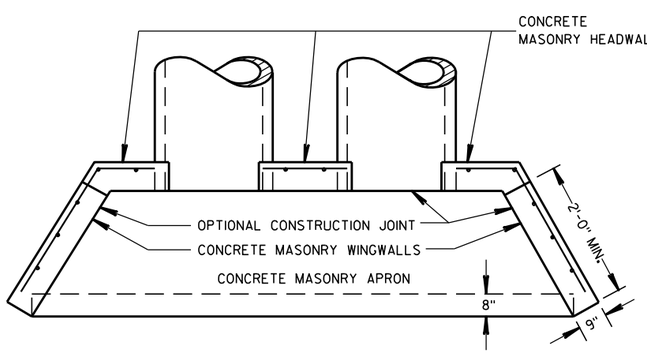
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

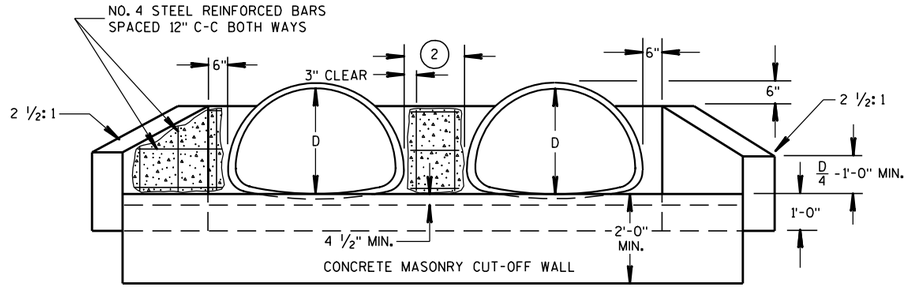
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

| DIAMETER OR SPAN | SPACE |
|---|---|
| UP TO AND INCLUDING 48" | 2'-0" |
| OVER 48" TO 72" | ½ DIA. OR SPAN |
| OVER 72" | 3'-0" |



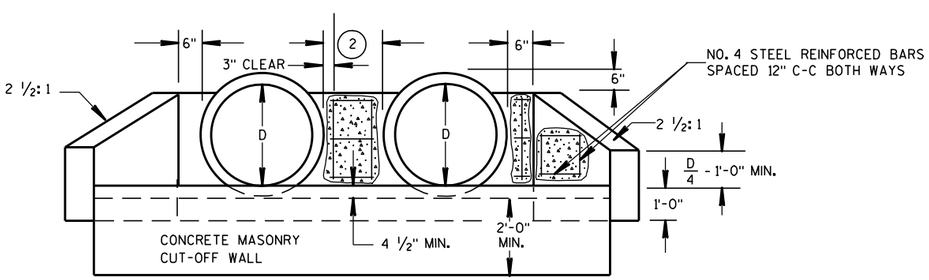

PLAN VIEW

## CULVERT PIPE AND PIPE ARCH



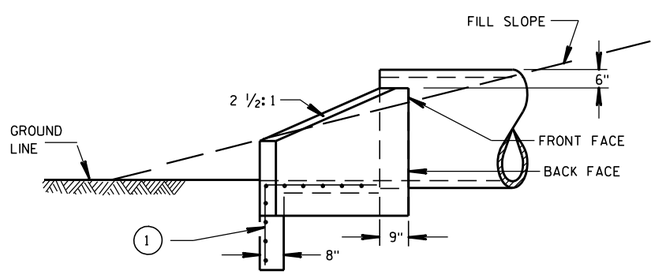

END ELEVATION

## PIPE ARCH




END ELEVATION

## CULVERT PIPE




SIDE ELEVATION

## CULVERT PIPE AND PIPE ARCH

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

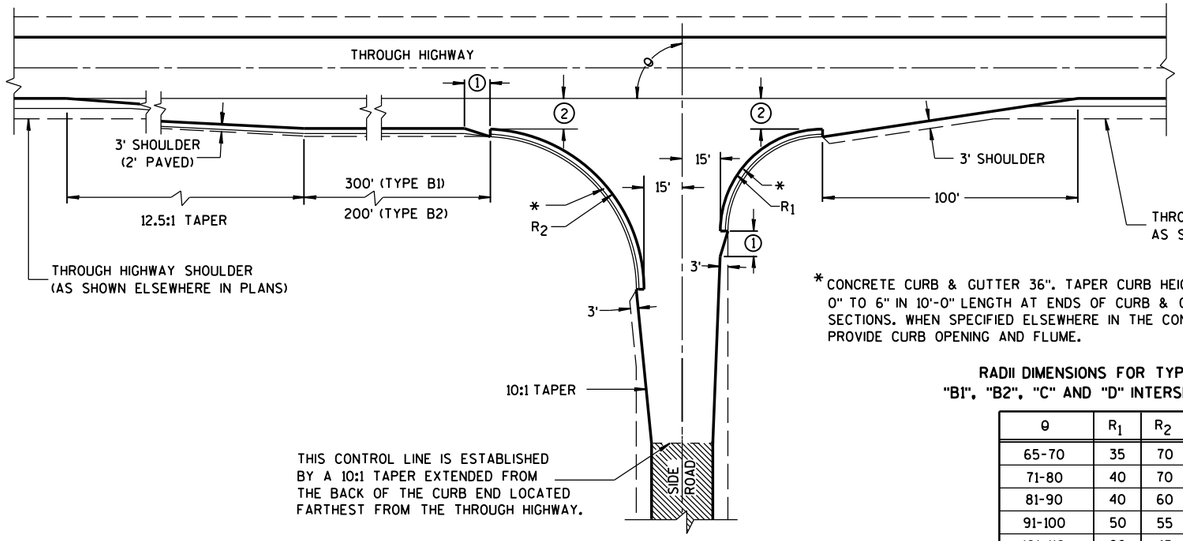


6

S.D.D. 8 F 10-1

6

S.D.D. 8 F 10-1

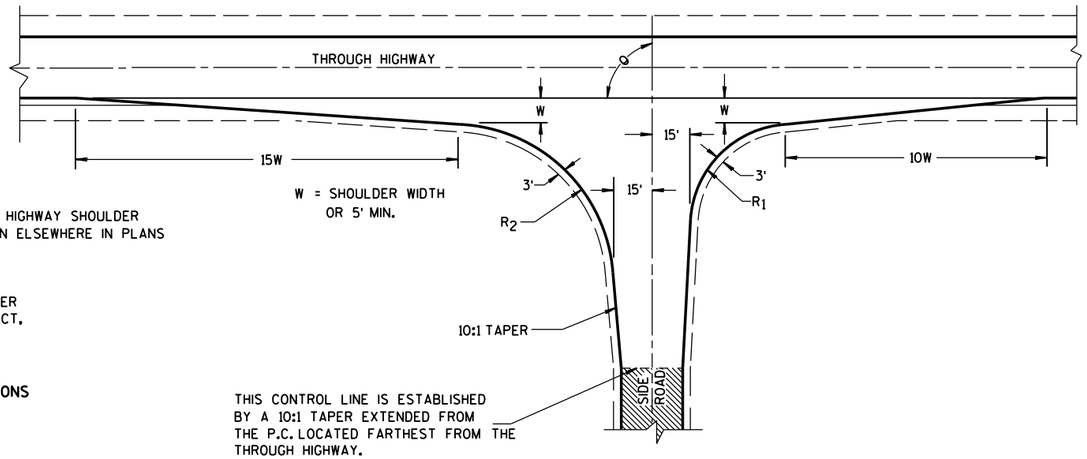



TYPE "B1" AND "B2"

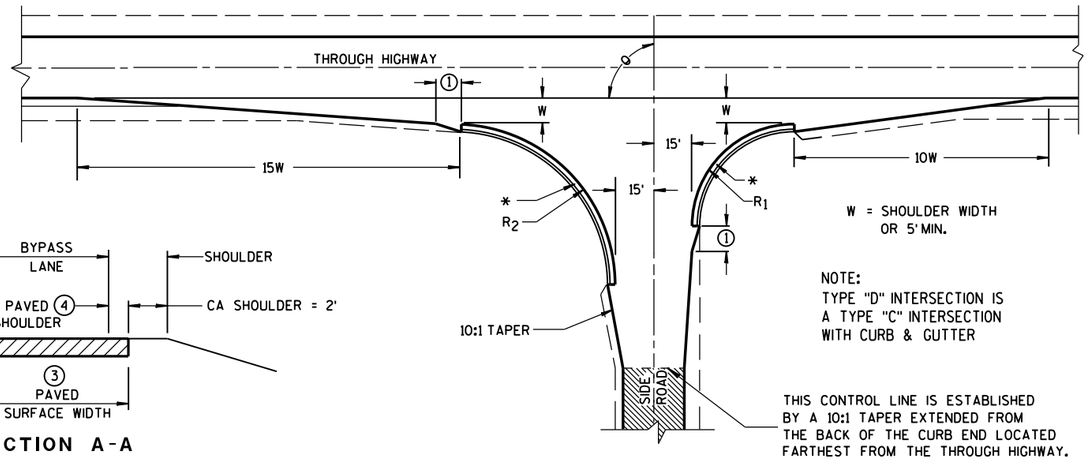
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

**RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS**

| θ | $R_1$ | $R_2$ |
|---|---|---|
| 65-70 | 35 | 70 |
| 71-80 | 40 | 70 |
| 81-90 | 40 | 60 |
| 91-100 | 50 | 55 |
| 101-110 | 60 | 45 |




TYPE "C"




TYPE "D"

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

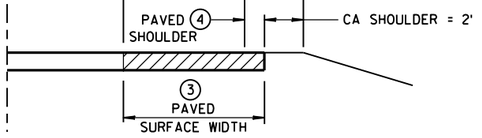
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

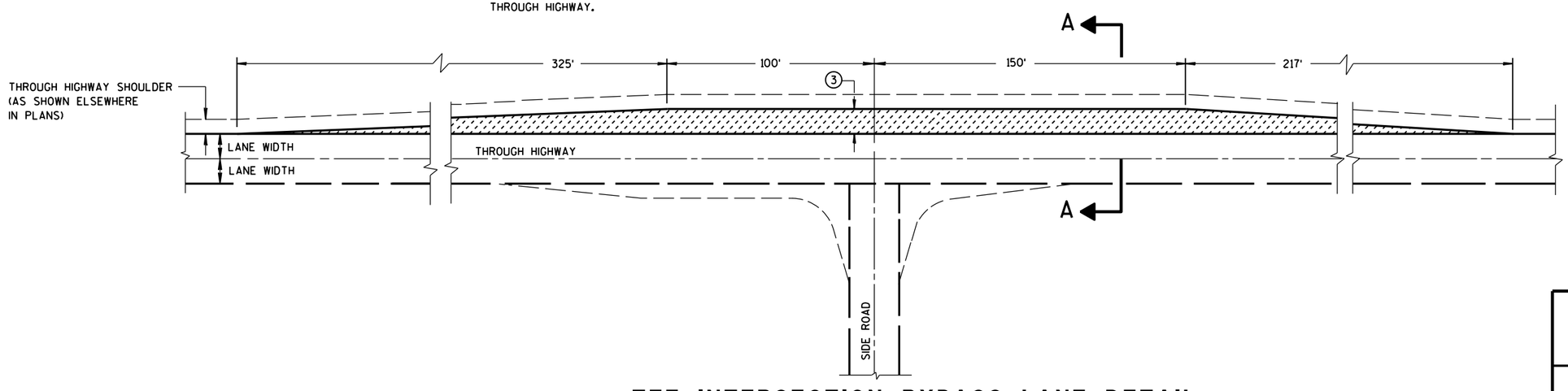
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.




SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



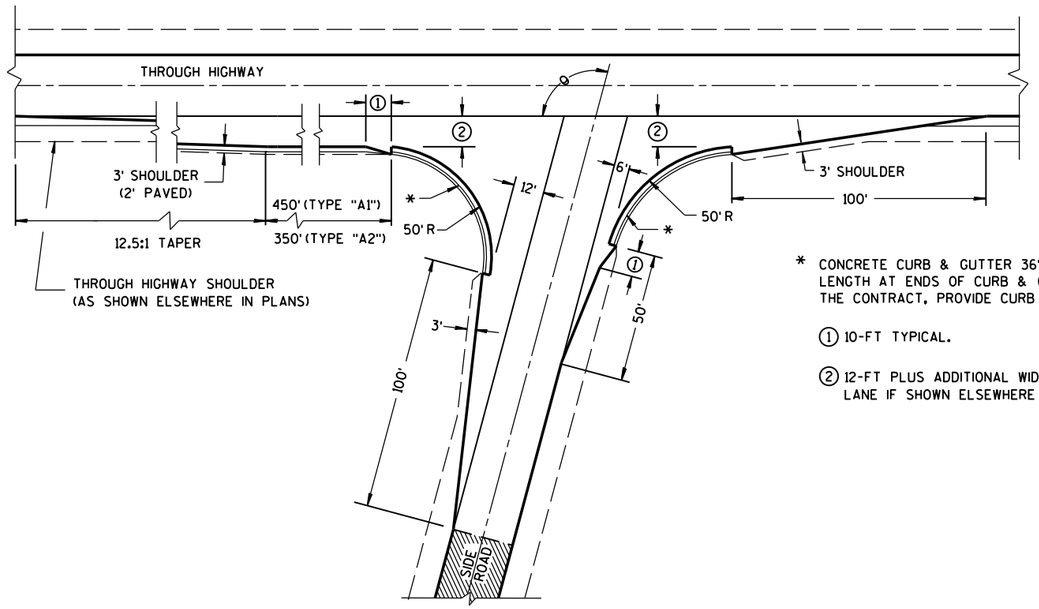

TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO




6
S.D.D. 9 A 1-13a



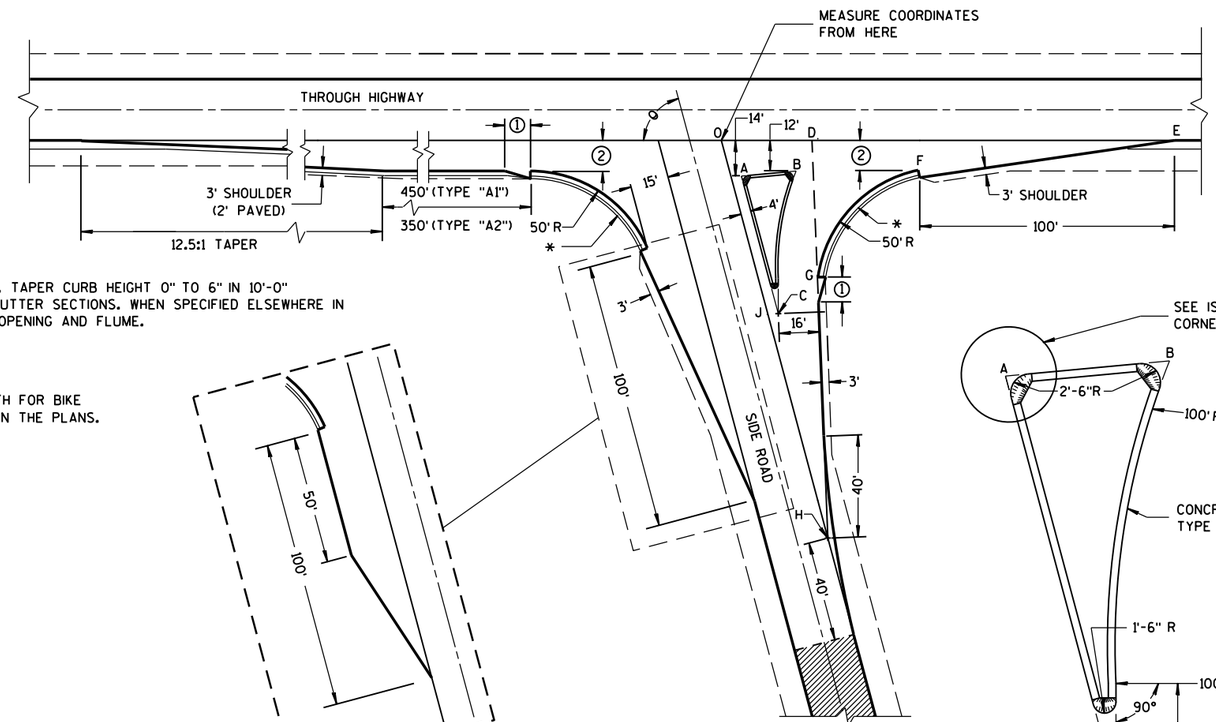

θ = MORE THAN 80°

* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

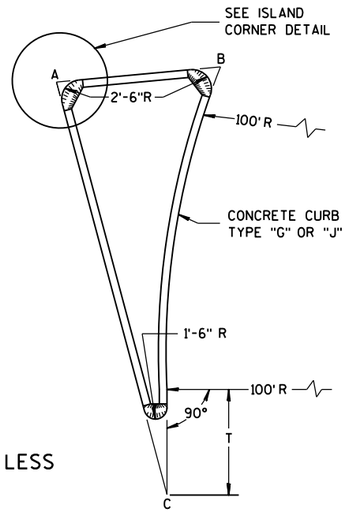
① 10-FT TYPICAL.

② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

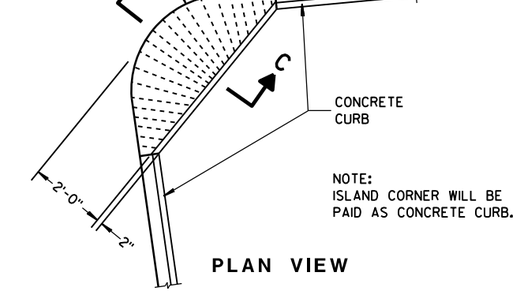
EXISTING PAVED SURFACE




θ = ACUTE ANGLES 80° OR LESS

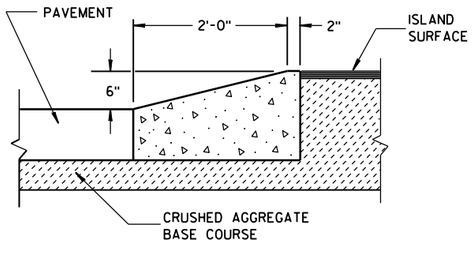



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS




NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW




SECTION C-C

## ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

| ANGLE θ DEGREES | COORDINATES IN FEET (MEASURED FROM POINT "O") X/Y | | | | | | | | LENGTH IN FEET | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H | AB | AC | T | OJ | OH |
| 60 | 12.7 / -14.0 | 44.9 / -12.0 | 46.4 / -72.4 | 41.9 / 0.0 | 205.0 / 0.0 | 104.6 / -12.0 | 64.0 / -75.5 | 85.0 / -147.1 | 32.3 | 67.4 | 4.9 | 85.9 | 169.9 |
| 65 | 10.9 / -14.0 | 39.0 / -12.0 | 37.8 / -71.6 | 39.4 / 0.0 | 196.1 / 0.0 | 95.7 / -12.0 | 54.1 / -71.5 | 70.5 / -151.3 | 28.2 | 63.6 | 8.5 | 80.9 | 166.9 |
| 70 | 9.4 / -14.0 | 33.9 / -12.0 | 29.8 / -70.1 | 37.4 / 0.0 | 188.3 / 0.0 | 87.8 / -12.0 | 45.6 / -67.5 | 56.1 / -154.2 | 24.6 | 59.7 | 11.5 | 76.1 | 164.1 |
| 75 | 7.9 / -14.0 | 29.3 / -12.0 | 22.3 / -67.9 | 35.7 / 0.0 | 181.2 / 0.0 | 80.7 / -12.0 | 38.2 / -63.4 | 41.8 / -155.9 | 21.5 | 55.8 | 13.8 | 71.4 | 161.4 |
| 80 | 6.5 / -14.0 | 25.4 / -12.0 | 15.6 / -65.2 | 34.4 / 0.0 | 174.8 / 0.0 | 74.4 / -12.0 | 31.8 / -59.3 | 27.6 / -156.5 | 18.9 | 52.0 | 15.6 | 66.9 | 158.9 |

## TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

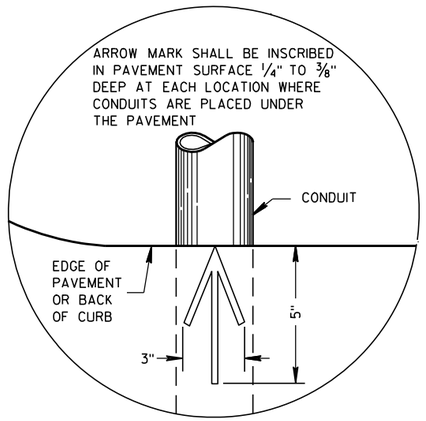
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



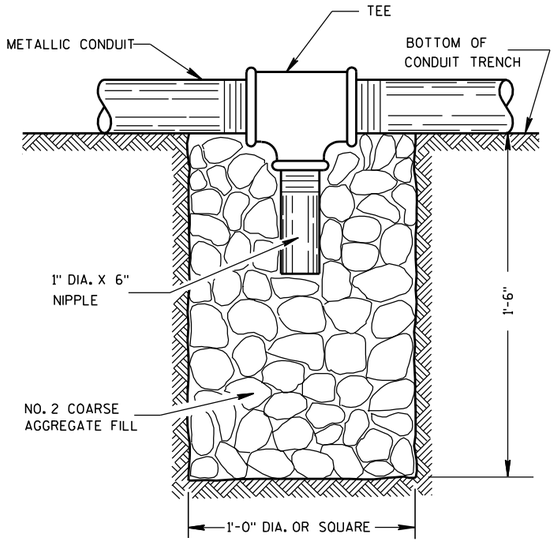

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S.D.D. 9 A 1-13b



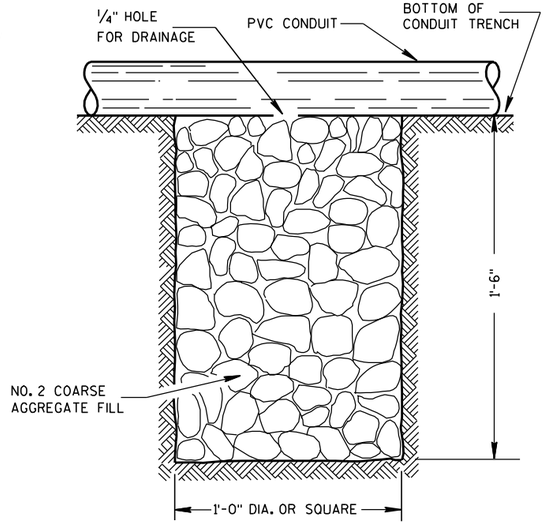

PLAN VIEW

**ARROW MARK**




NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR METALLIC CONDUIT**




NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR PVC CONDUIT**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

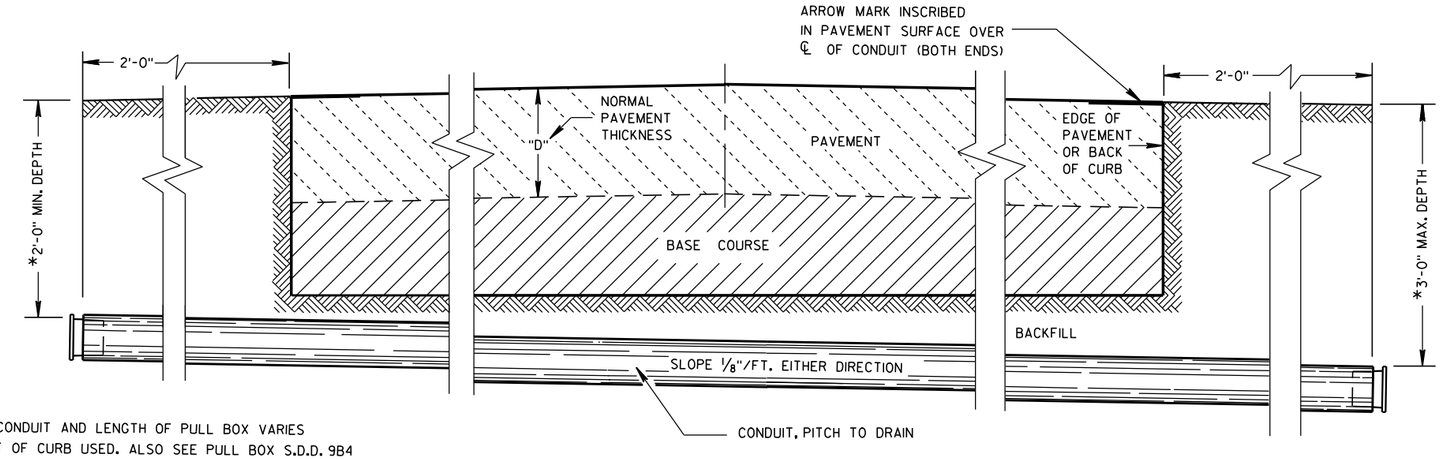
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

**DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS**

**CONDUIT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 347 HWYS

FHWA

6

S.D.D. 9 B 2-7

6

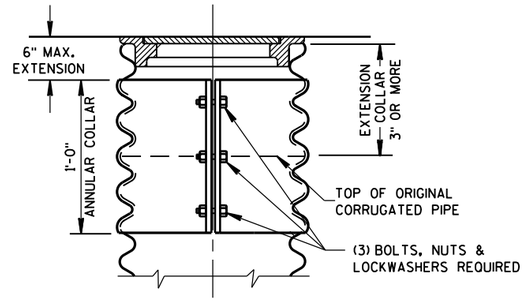
S.D.D. 9 B 2-7

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

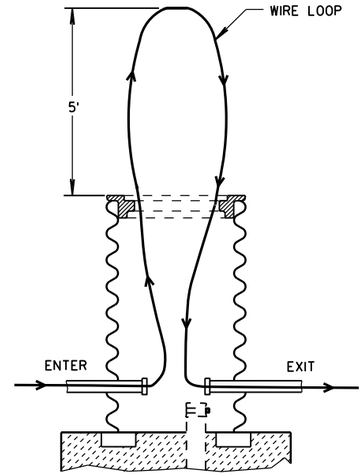
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 |
| COVER | D | 10 1/4 | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 60 | 110 | 110 | 110 | 155 | 155 | 155 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

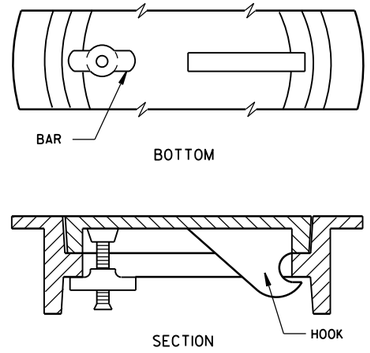
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

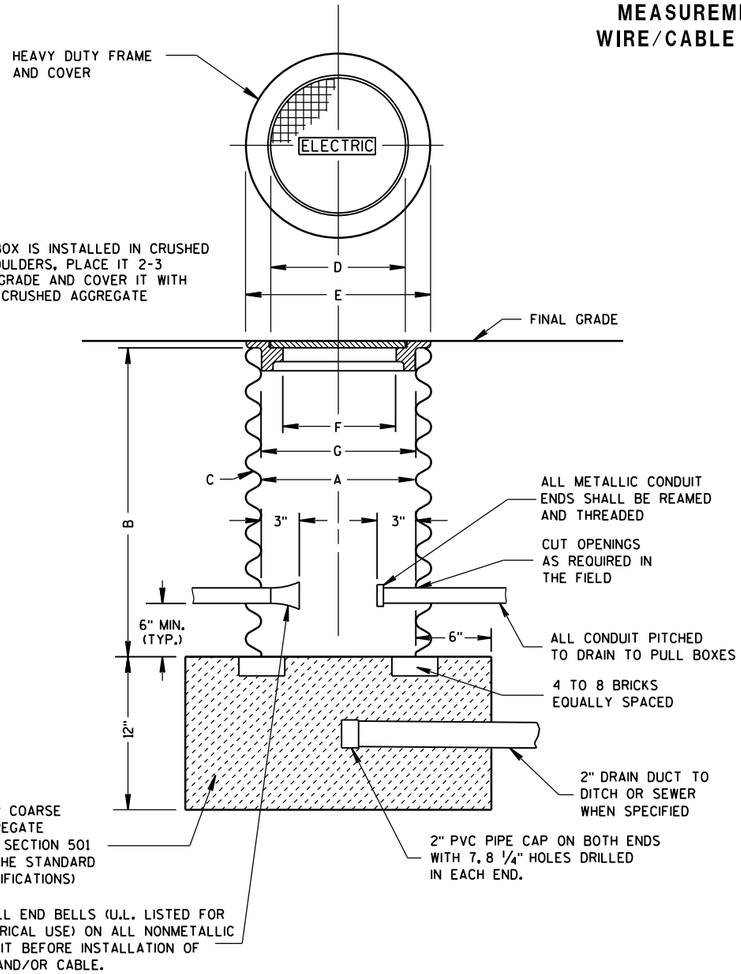



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



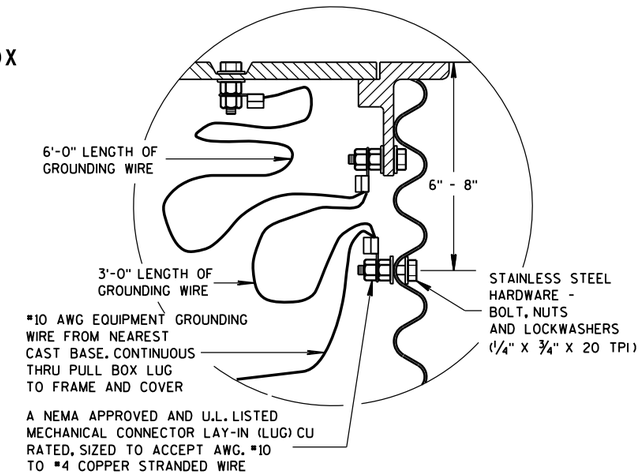

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

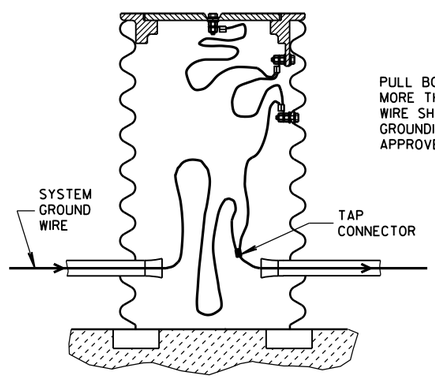



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX




EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES




PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

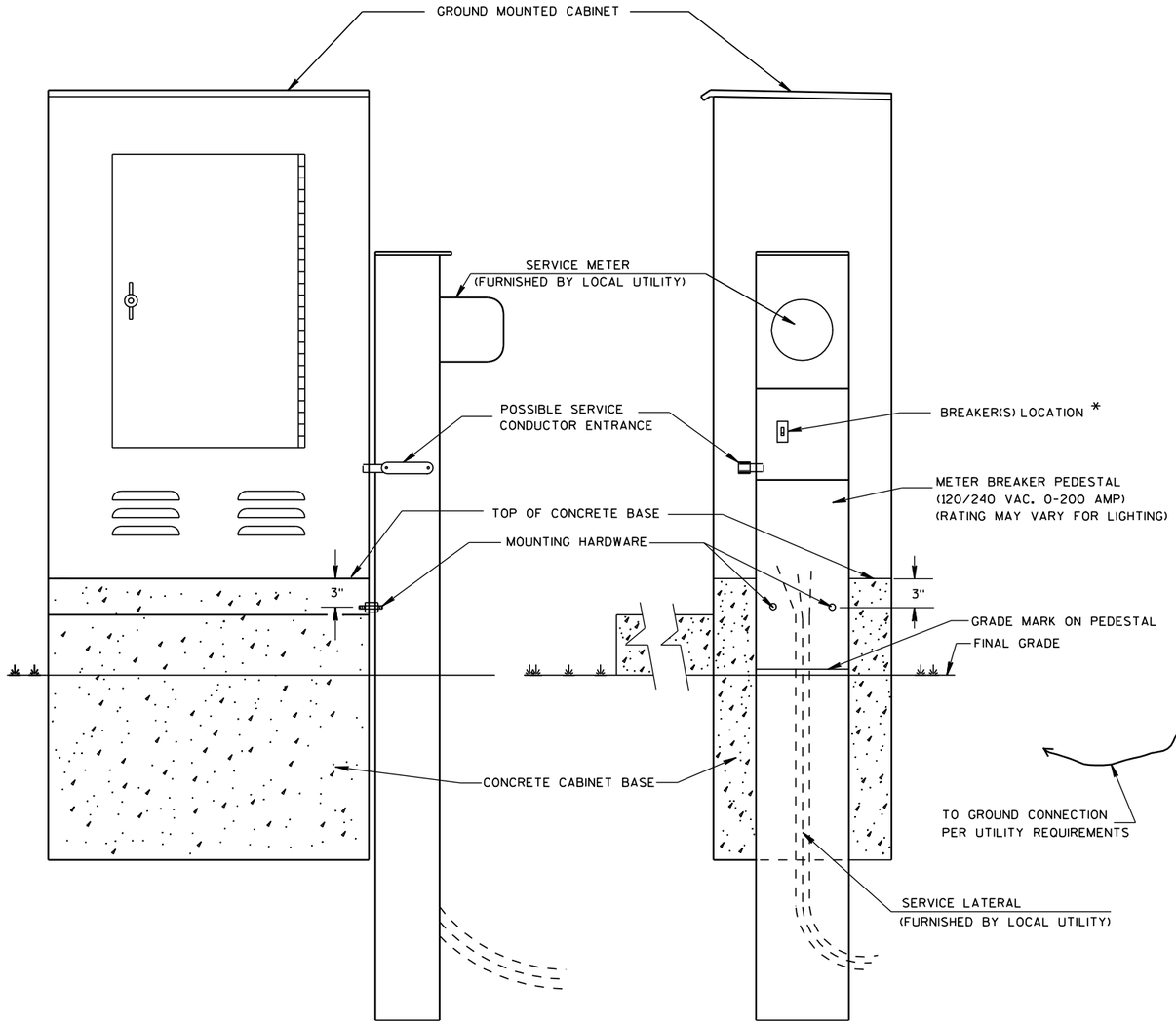
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

| | |
|---|---|
| PULL BOX | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 2-7-2013 DATE | /S/ Ahmet Demirbilek STATE ELECTRICAL |
| FHWA | 348 |


6

S.D.D. 9 B 4-10




**TYPICAL CABINET SERVICE INSTALLATION**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 DATE
/S/ Joanna L. Bush STATE ELECTRICAL ENGI
FHWA



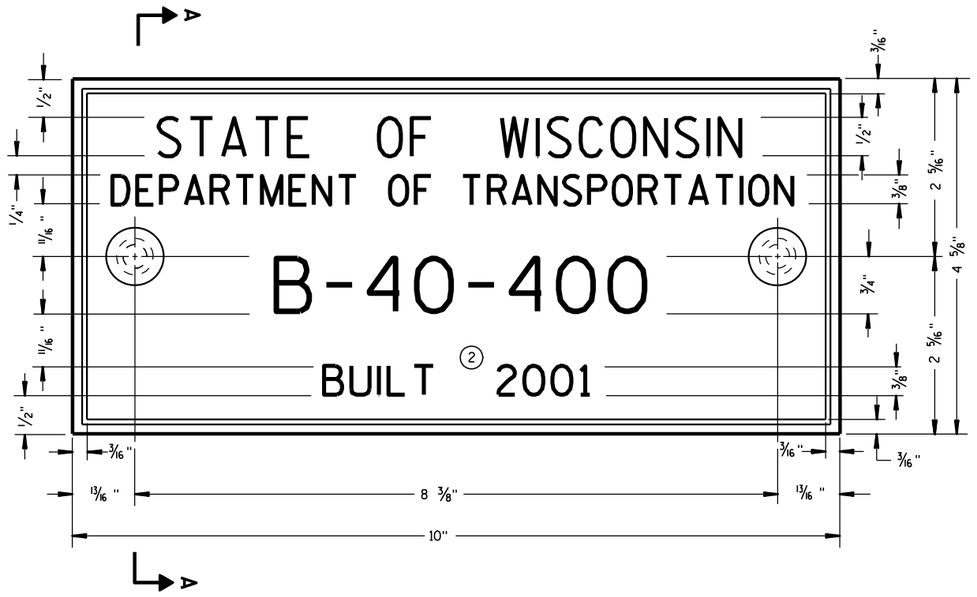
HWYS

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S.D.D. 9 D 1-4

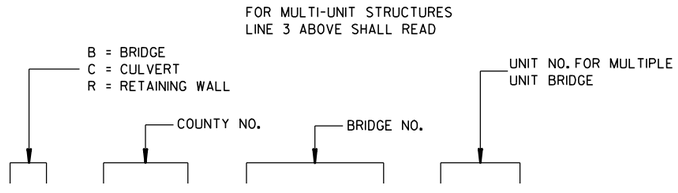
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S.D.D. 9 D 1-4




## TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)




## NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

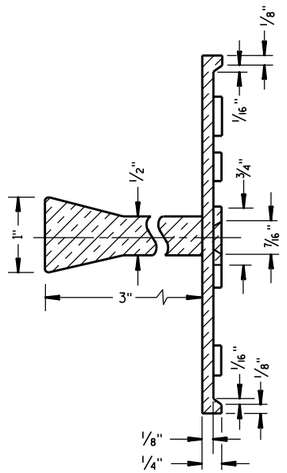
## GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

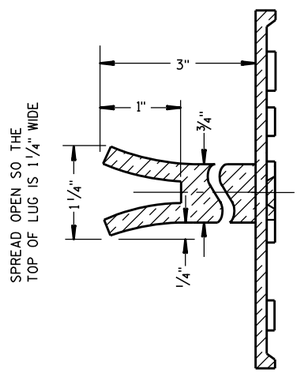
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

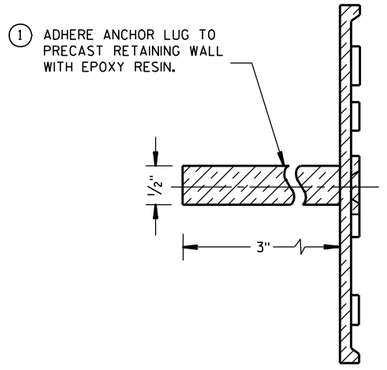
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




SECTION A-A




ALTERNATE LUG




## ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

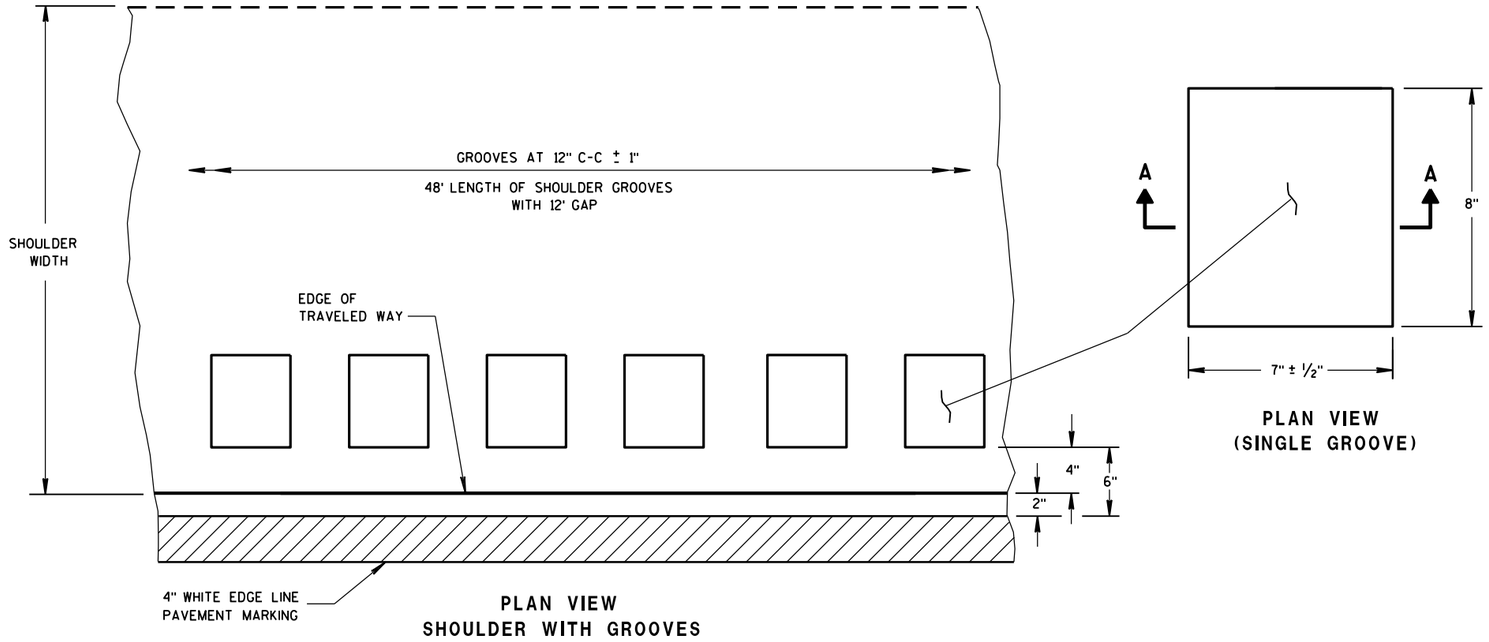
| NAME PLATE (STRUCTURES) | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 3/26/10 DATE | /S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 350 ENGINEER |
| FHWA | |

6

S.D.D. 12 A 3-10

6

S.D.D. 12 A 3-10




PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

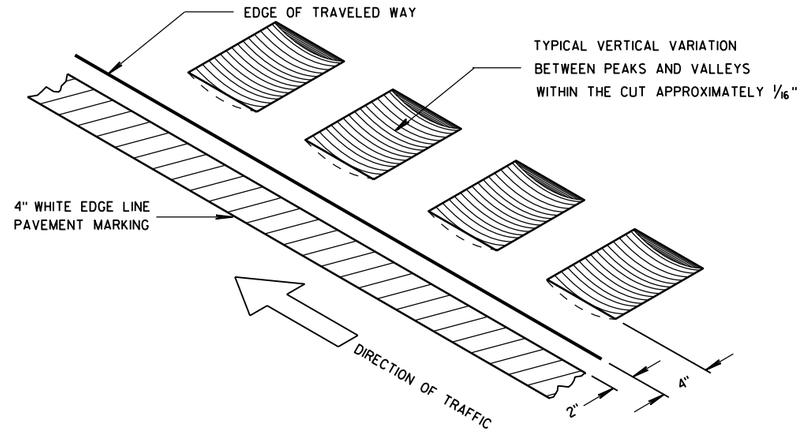
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

## GENERAL NOTES

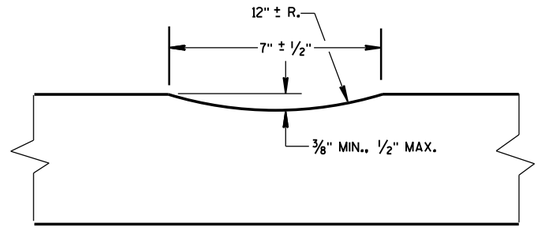
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

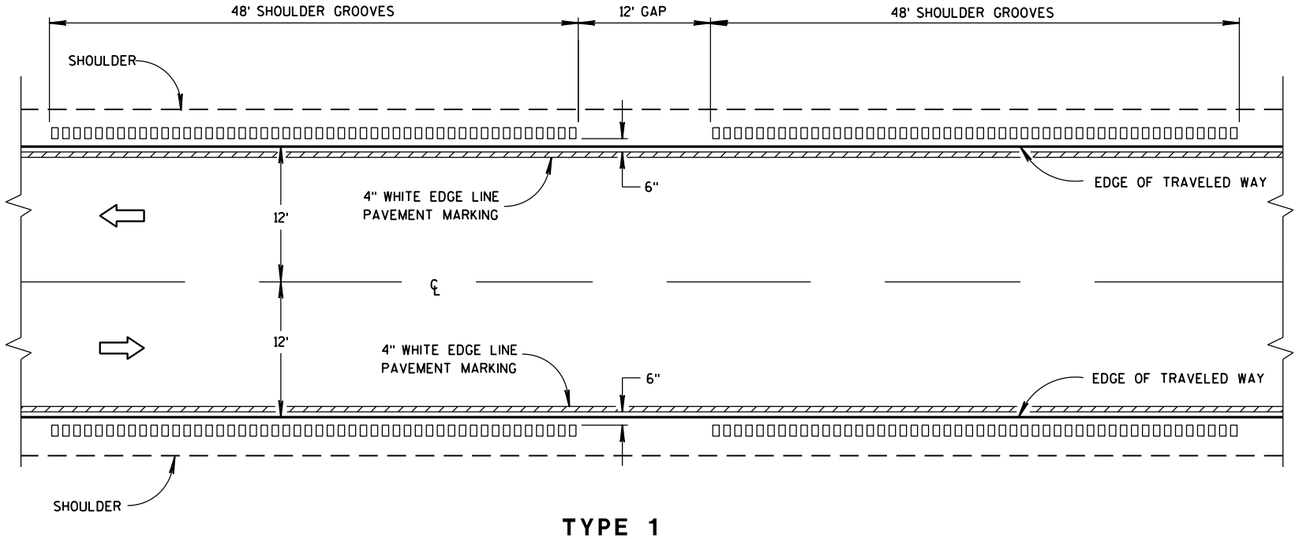
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.




ISOMETRIC




SECTION A-A




TYPE 1
2-LANE SHOULDER RUMBLE STRIP

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

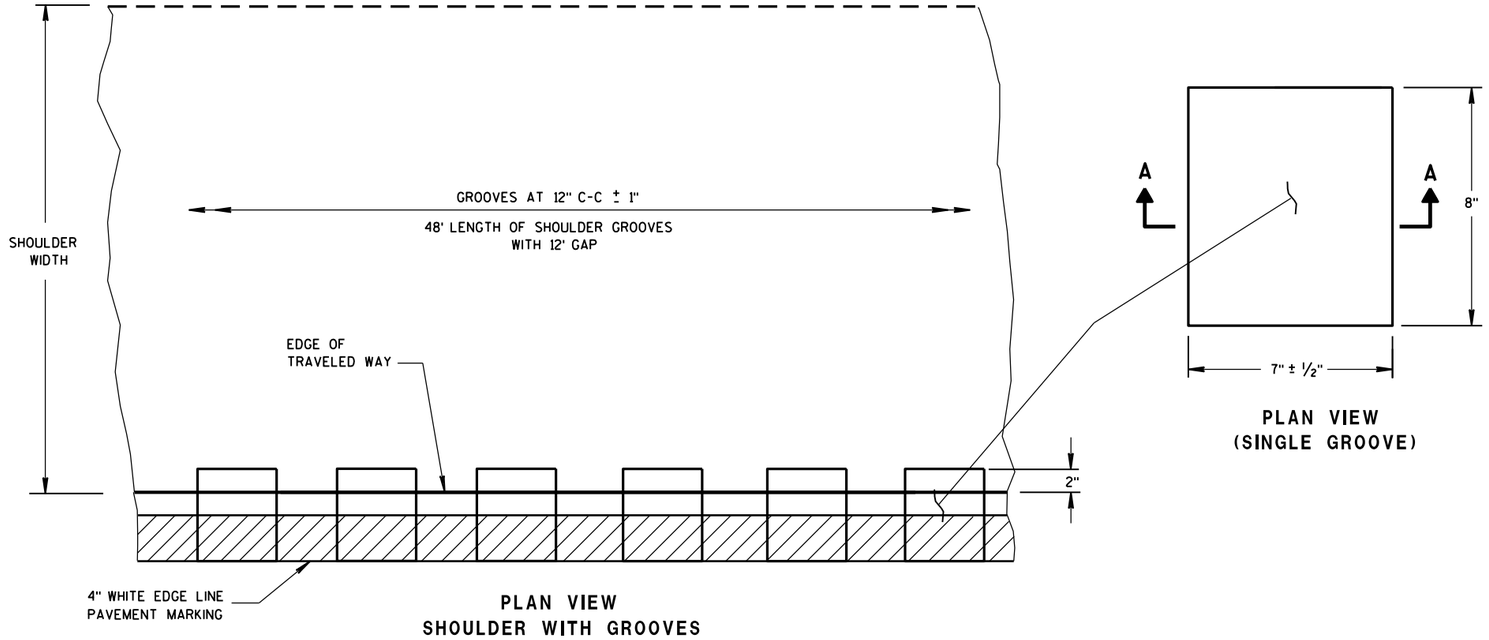


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S.D.D. 13 A 10-1a

6

S.D.D. 13 A 10-1a




PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

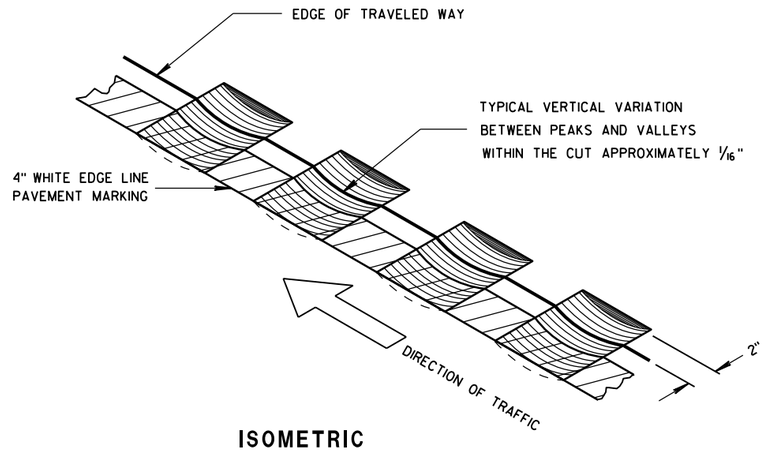
## PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP

## GENERAL NOTES

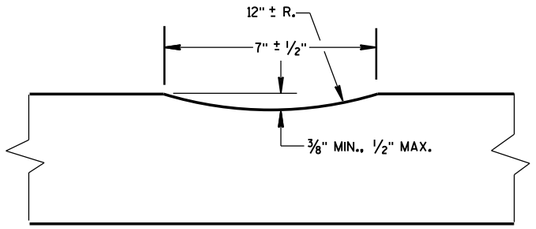
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

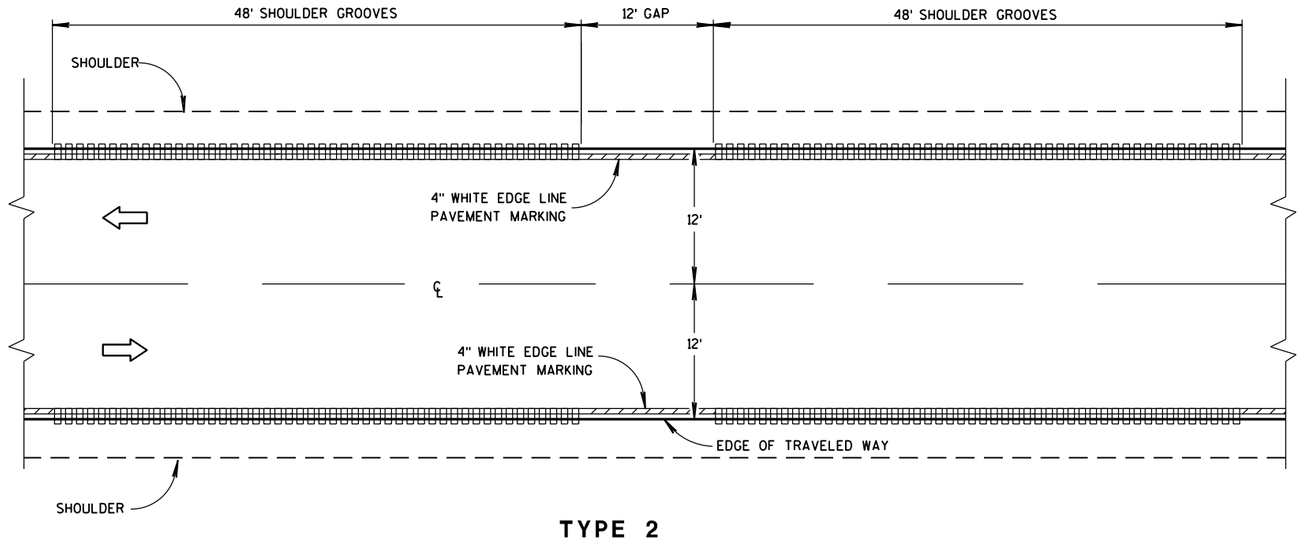
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.




ISOMETRIC




SECTION A-A




## TYPE 2
## 2-LANE SHOULDER RUMBLE STRIP

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

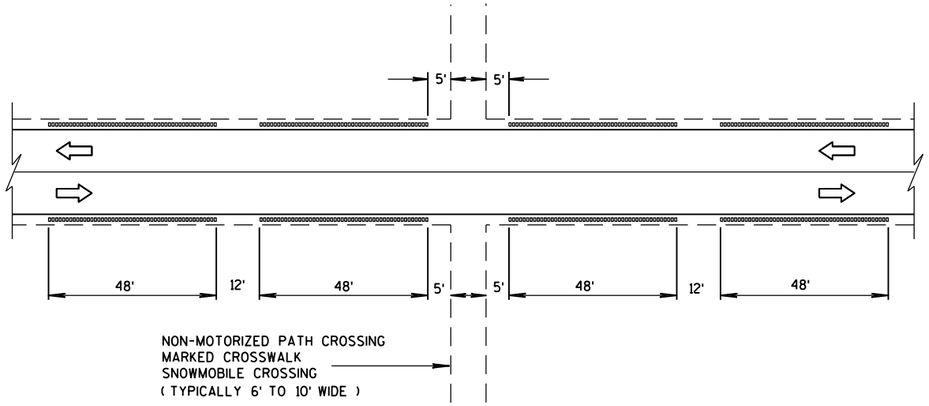


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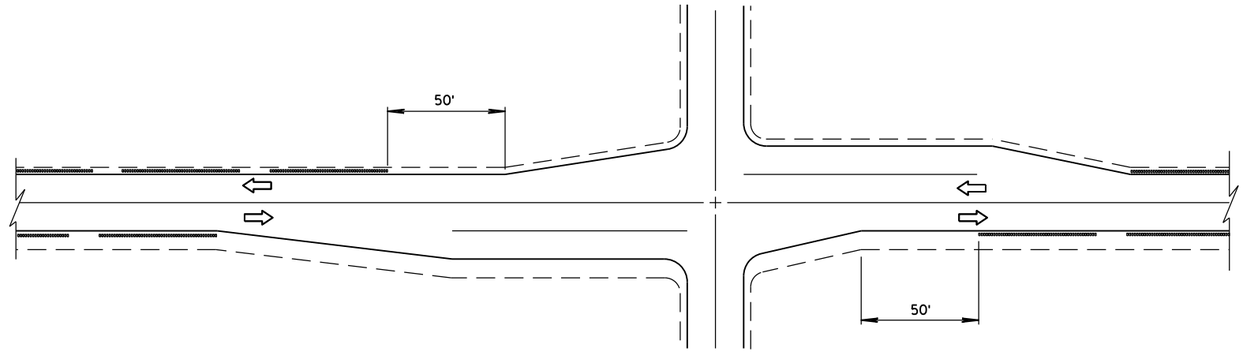
S.D.D. 13 A 10-1b

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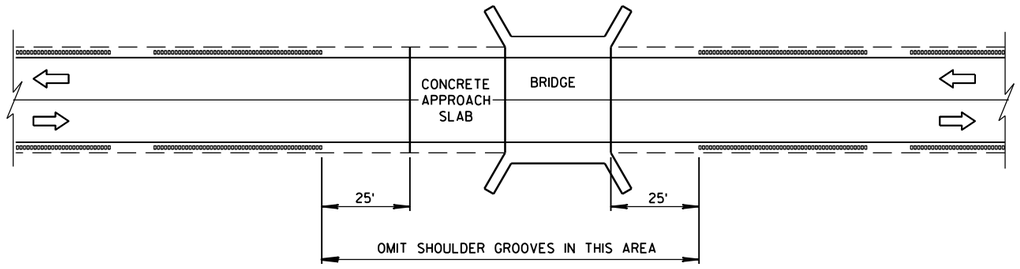
S.D.D. 13 A 10-1b



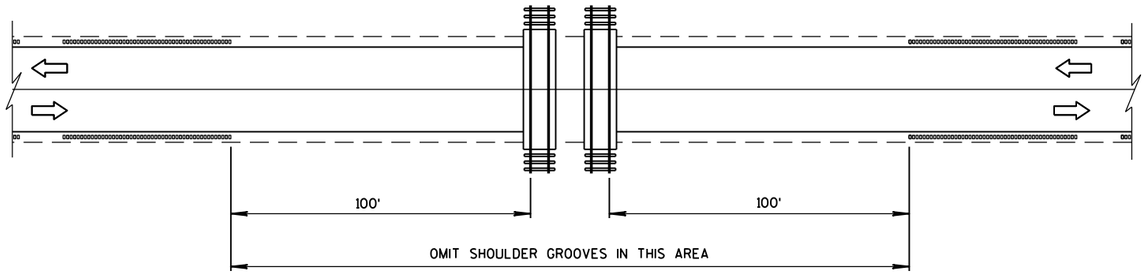

SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



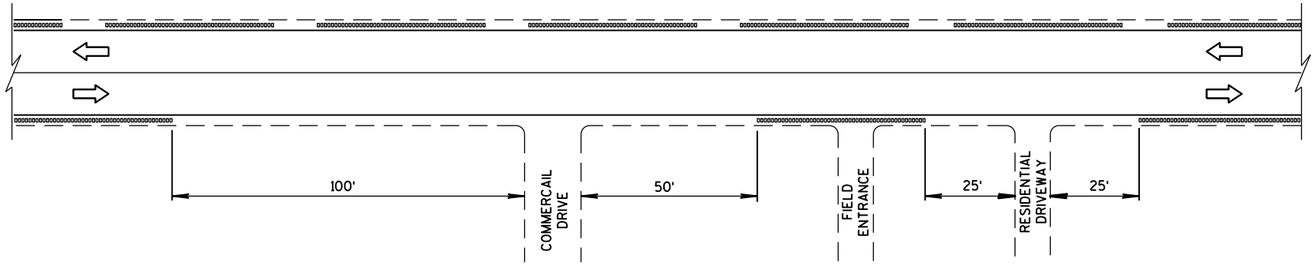

SHOULDER GROOVES AT INTERSECTIONS




SHOULDER GROOVES AT BRIDGES




SHOULDER GROOVES AT RAILROADS




SHOULDER GROOVES AT DRIVEWAYS (1)

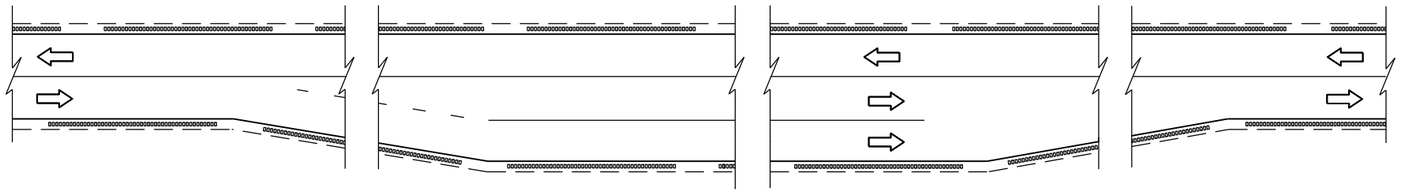
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

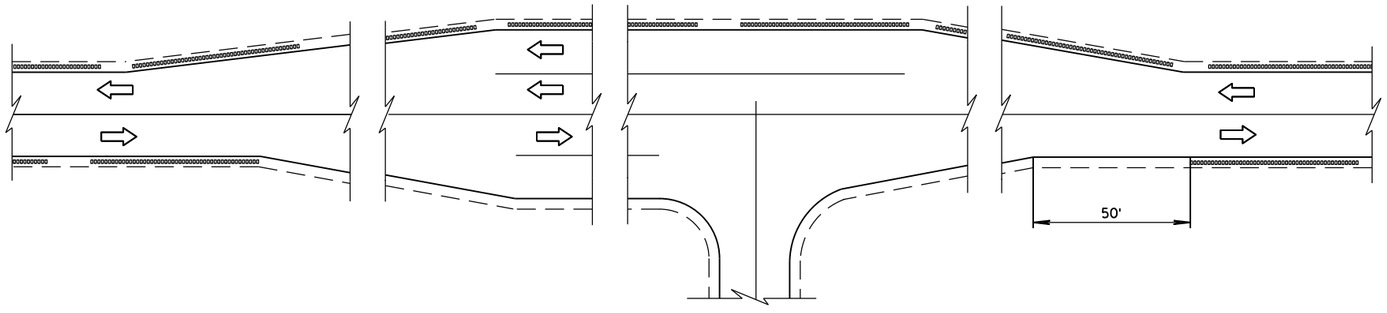




6
S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES




SHOULDER GROOVES AT BYPASS LANES

6

6

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

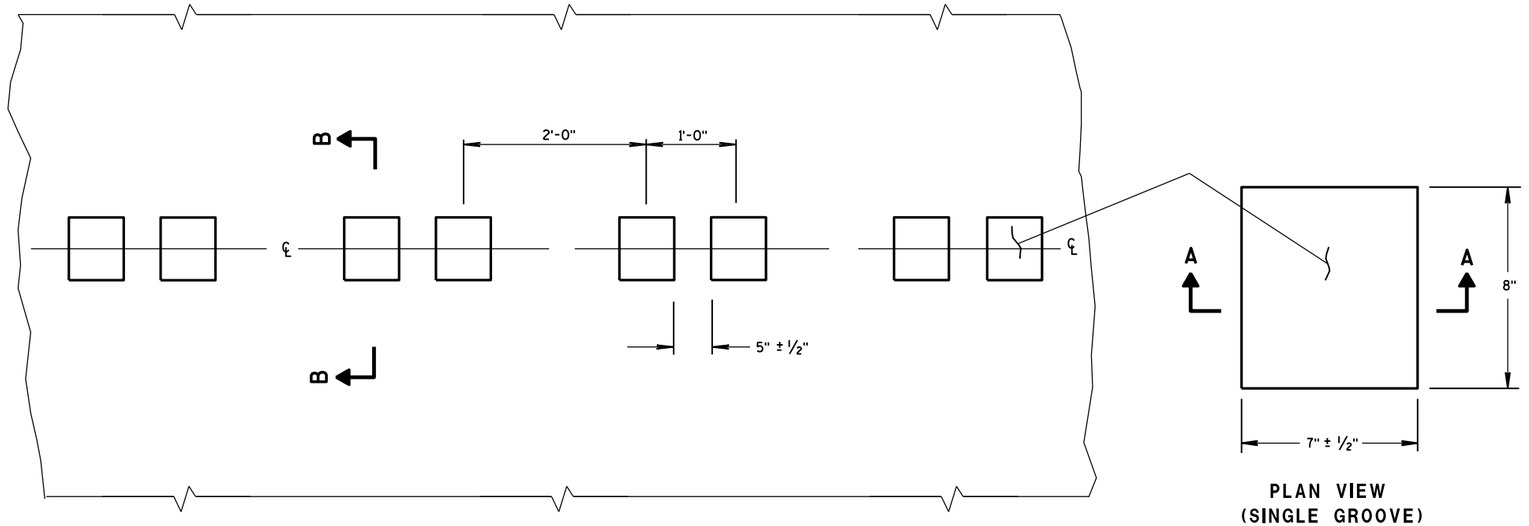
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA




PLAN VIEW
CENTER LINE WITH GROOVES




PLAN VIEW
(SINGLE GROOVE)

## PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

## GENERAL NOTES

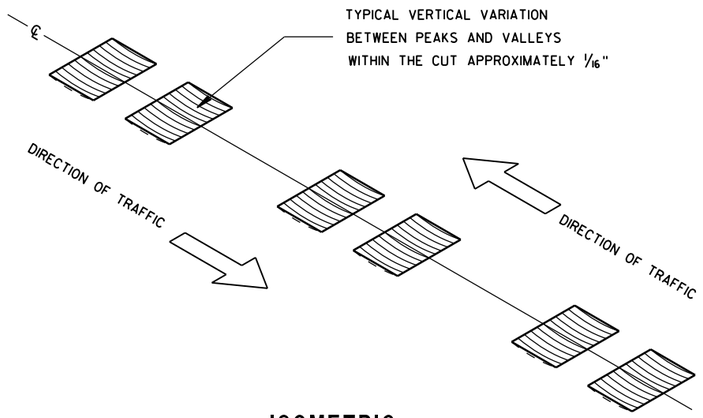
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

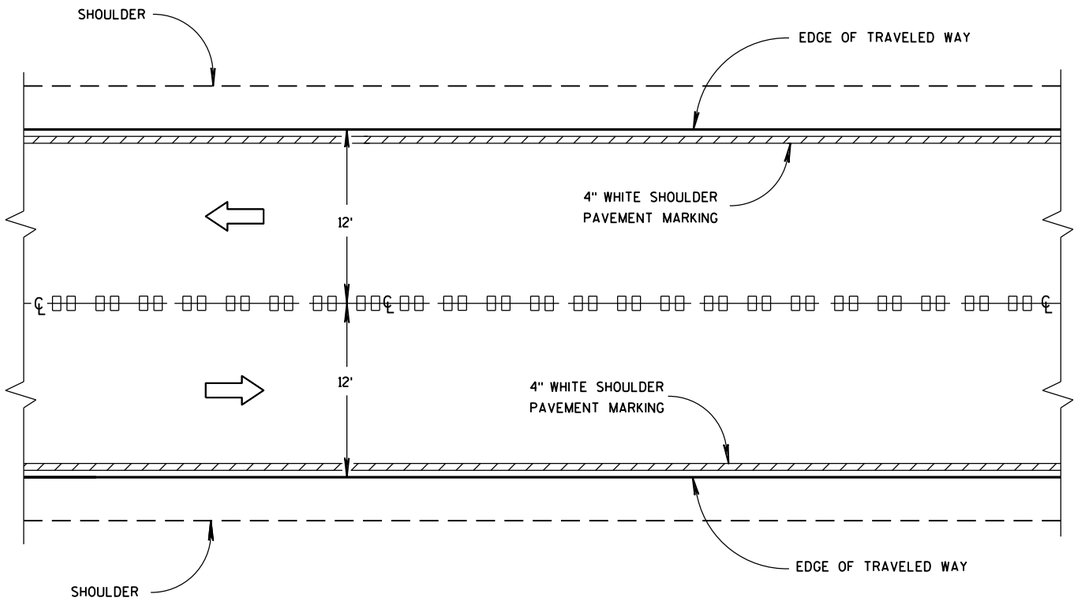
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

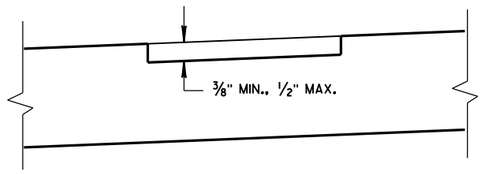
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



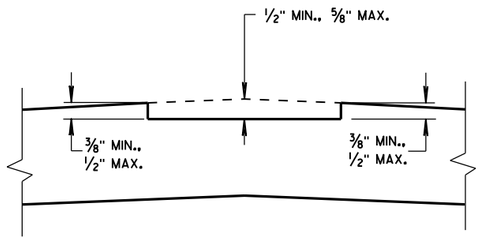

ISOMETRIC



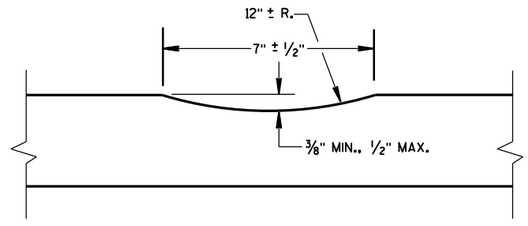

CENTER LINE GROOVES ON TWO-WAY ROADWAYS




SECTION B-B
SUPERELEVATED ROADWAY




SECTION B-B
CROWNED ROADWAY




SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

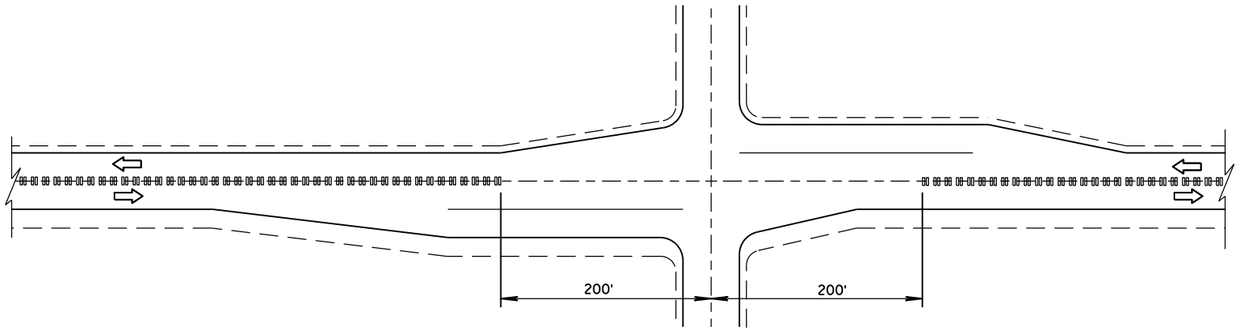


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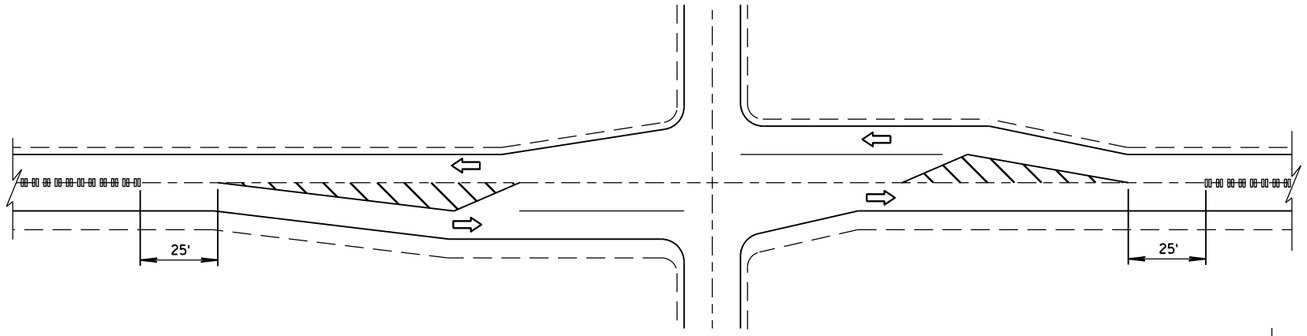
S.D.D. 13 A 11-2a

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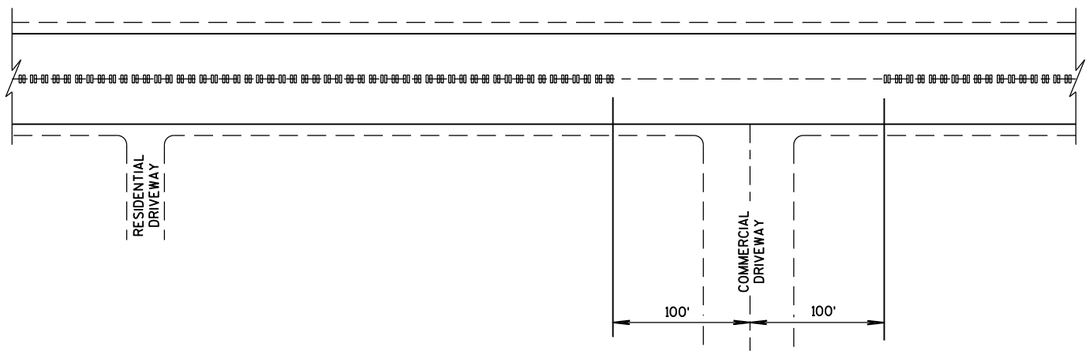
S.D.D. 13 A 11-2a




## CENTER LINE GROOVES AT INTERSECTIONS

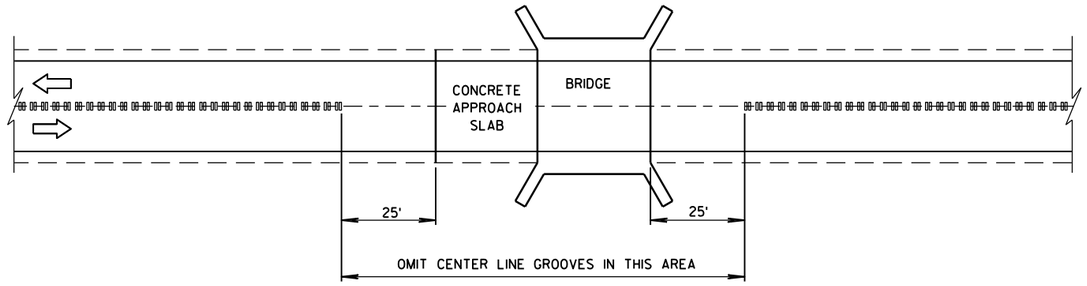



## CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

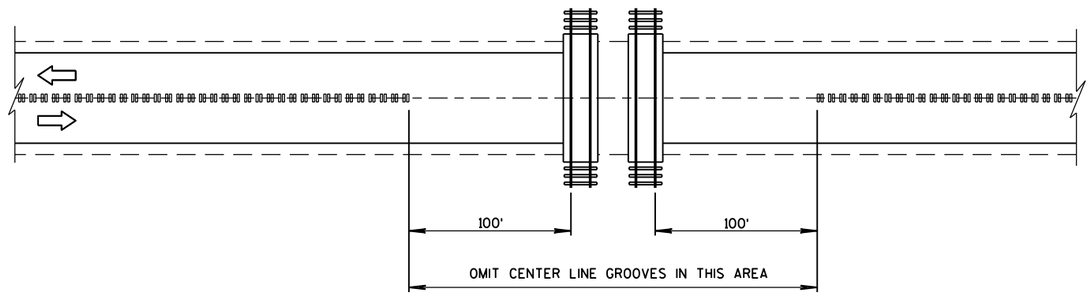



## CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.




## CENTER LINE GROOVES AT BRIDGES




## CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

**2-LANE RURAL**
**CENTER LINE RUMBLE STRIP, MILLING**

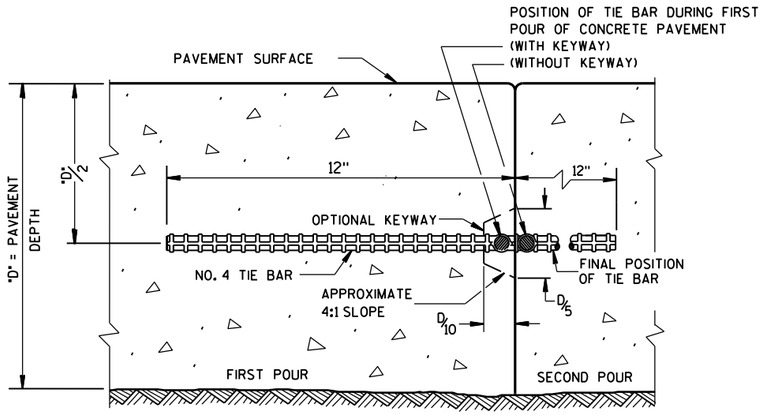
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

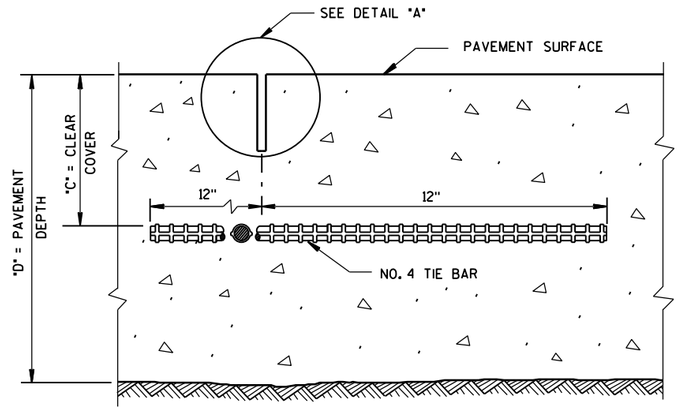
5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA




CONSTRUCTION JOINT




SAWED JOINT

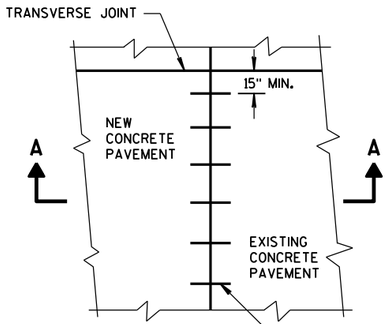
## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

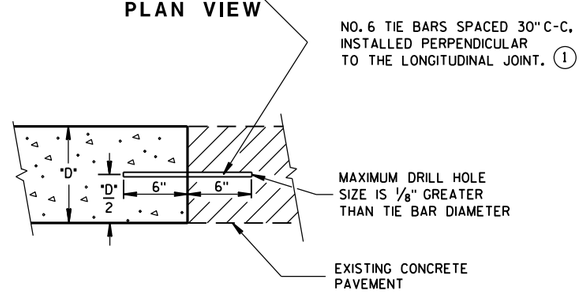
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

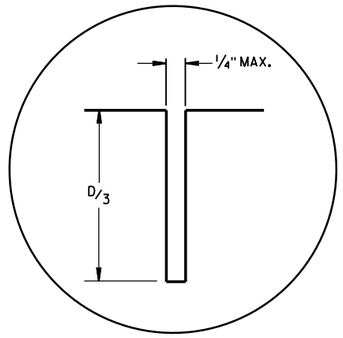



PLAN VIEW




SECTION A-A

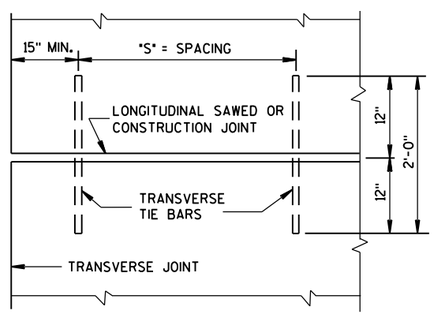
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT




DETAIL "A"

TIE BAR TABLE

| PAVEMENT DEPTH "D" | CLEAR COVER "C" | MAXIMUM TIE BAR SPACING "S" | |
|---|---|---|---|
| | | PAVEMENT WIDTH | |
| | | 24' OR 26' | ≥ 30' |
| 6, 6 1/2" | 3"±1/2" | 48" | 42" |
| 7, 7 1/2" | 3 1/4"±1" | 45" | 36" |
| 8, 8 1/2" | 3 3/4"±1" | 39" | 30" |
| 9, 9 1/2" | 4 1/4"±1" | 33" | 27" |
| 10, 10 1/2" | 4 3/4"±1" | 30" | 24" |
| 11, 11 1/2" | 5 1/4"±1" | 27" | 21" |
| 12" | 5 3/4"±1" | 24" | 21" |




PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

FHWA

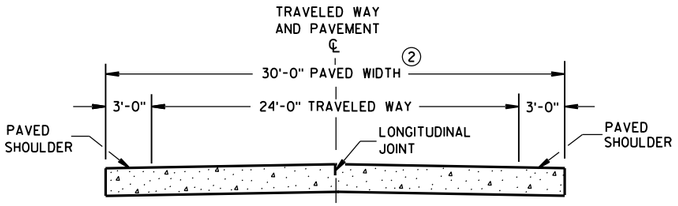


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S.D.D. 13 C 1-16

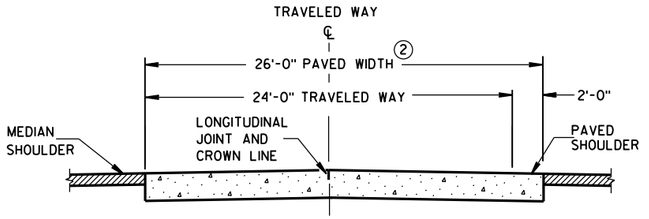
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S.D.D. 13 C 1-16

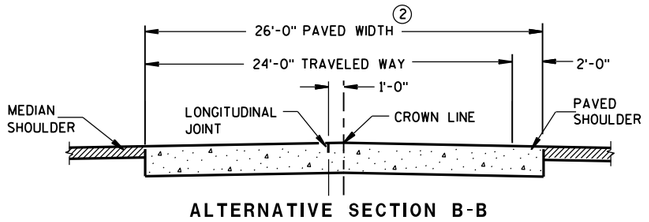



SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY




SECTION B-B




ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

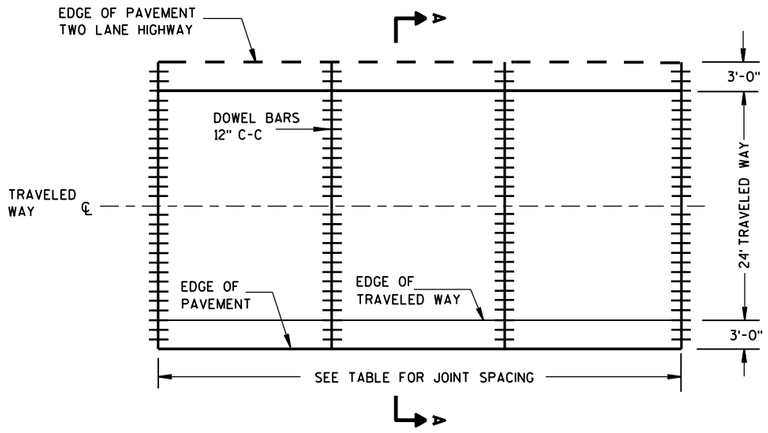
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

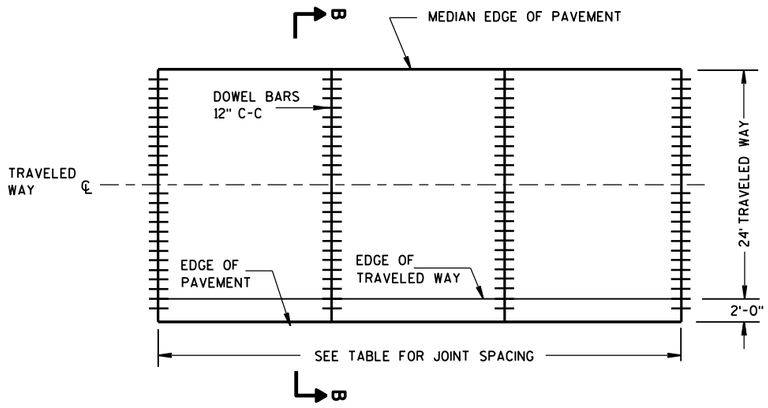
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 ½", 6", 6 ½" | NONE | 12' |
| 7", 7 ½" | 1" | 14' |
| 8", 8 ½" | 1 ¼" | 15' |
| 9", 9 ½" | 1 ¼" | 15' |
| 10" & ABOVE | 1 ½" | 15' |




CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY




CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

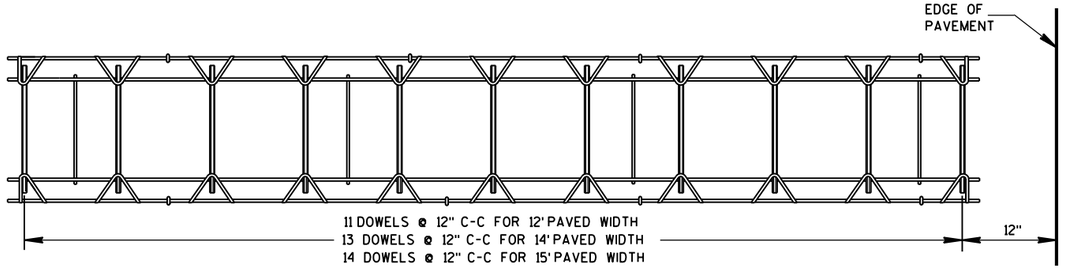




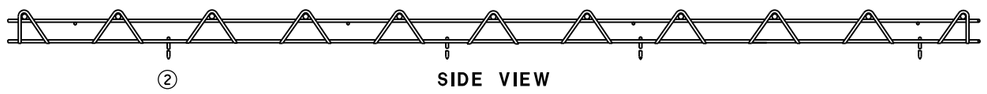
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S.D.D. 13 C 11-11a



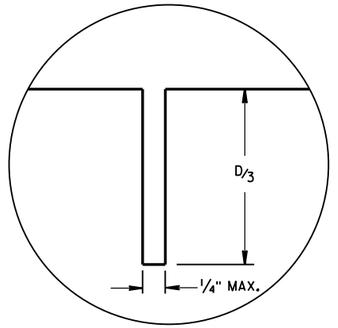

PLAN VIEW




SIDE VIEW

(NORMAL TO CENTERLINE)

## CONTRACTION JOINT DOWEL ASSEMBLY ①




JOINT DETAIL

## GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

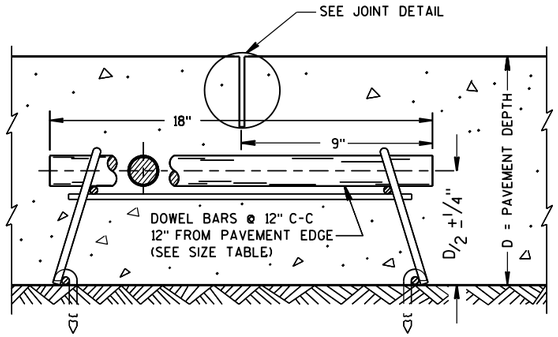
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

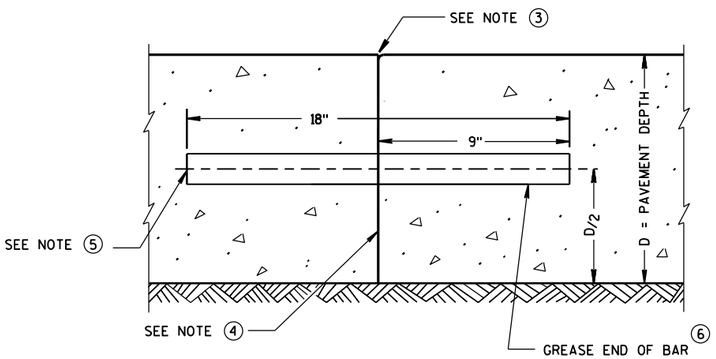
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

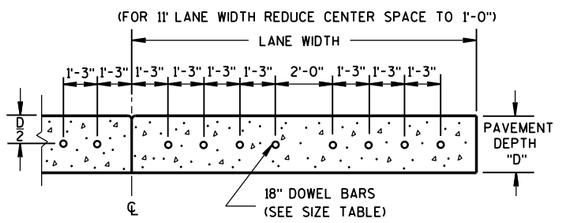
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.




DOWELED CONTRACTION JOINT




TRANSVERSE CONSTRUCTION JOINT




DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE ENGINEER

FHWA

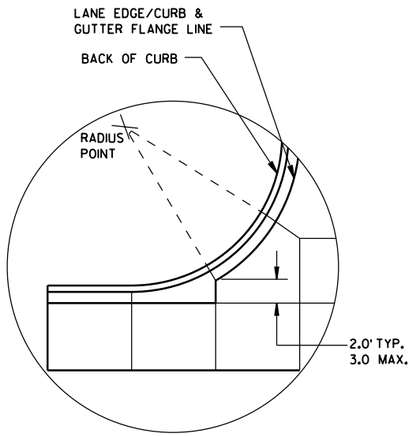


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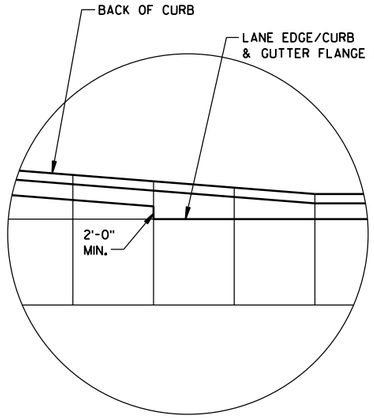
S.D.D. 13 C 11-11b

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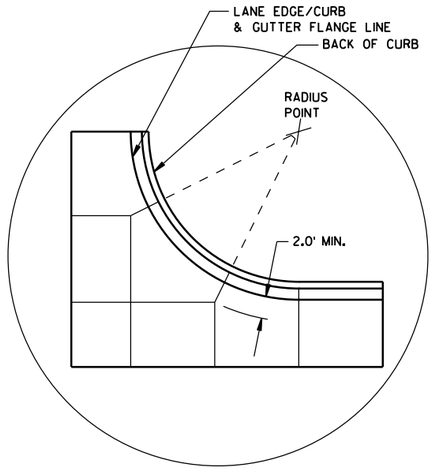
S.D.D. 13 C 11-11b



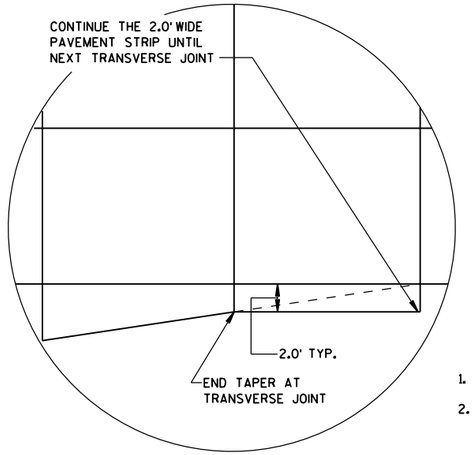

DETAIL "A"




DETAIL "B"




DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

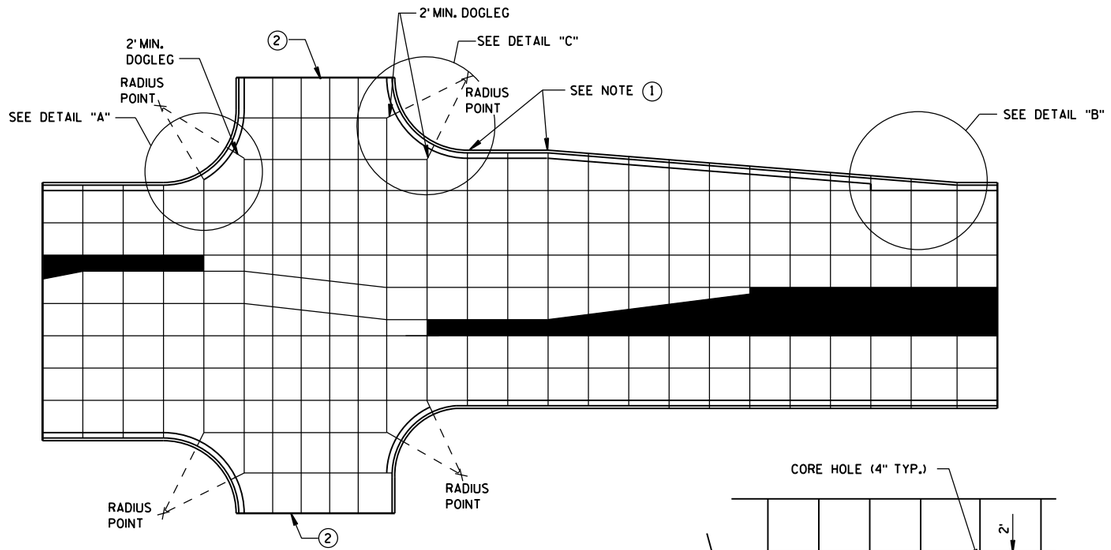
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

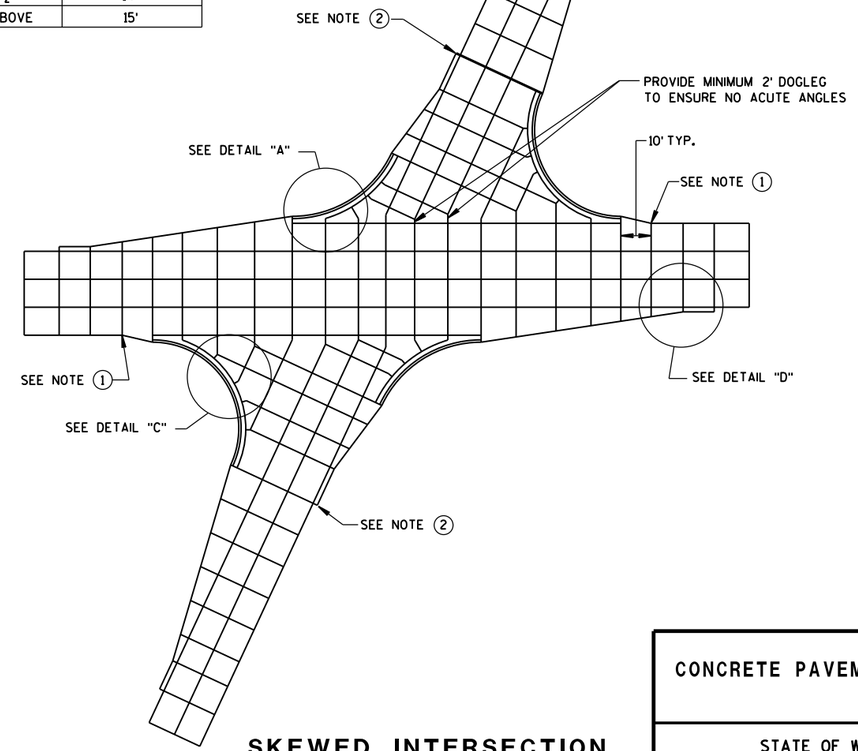
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



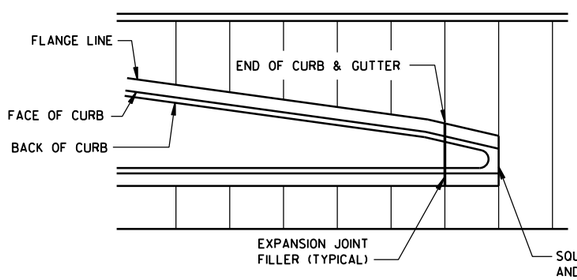

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

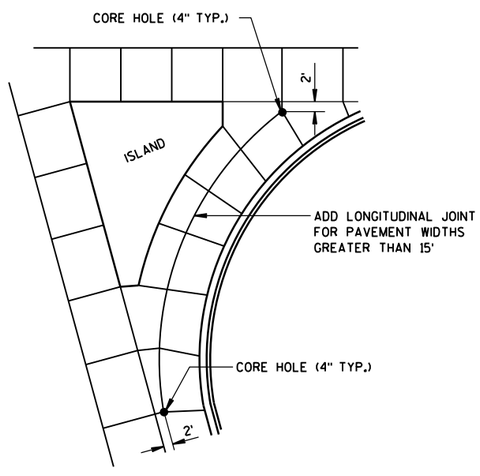
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




SKEWED INTERSECTION




APPROACH TO MEDIAN




LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 360

6

S.D.D. 13 C 18-2a

6

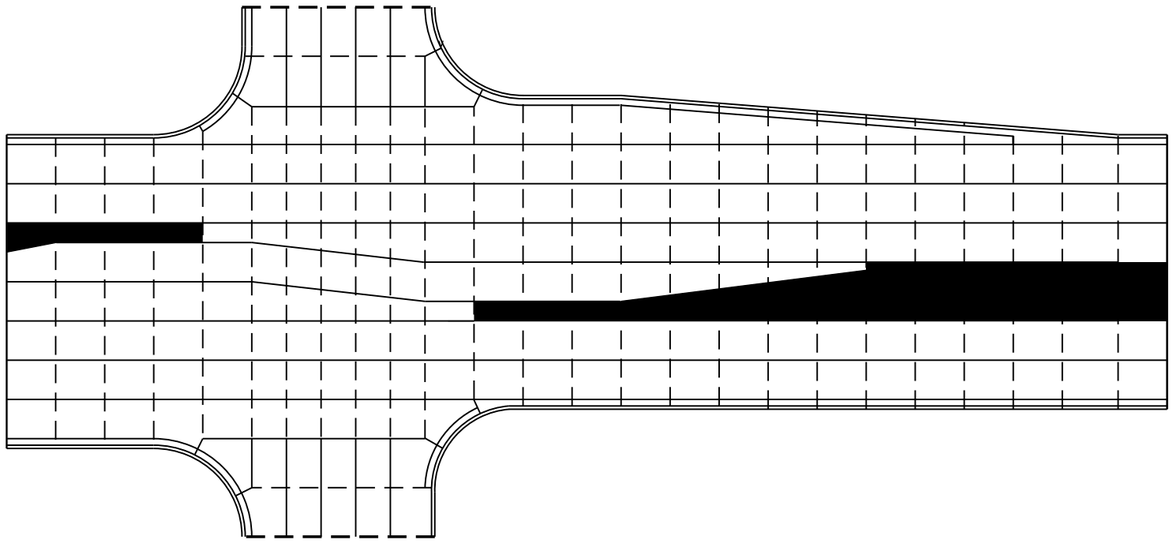
S.D.D. 13 C 18-2a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

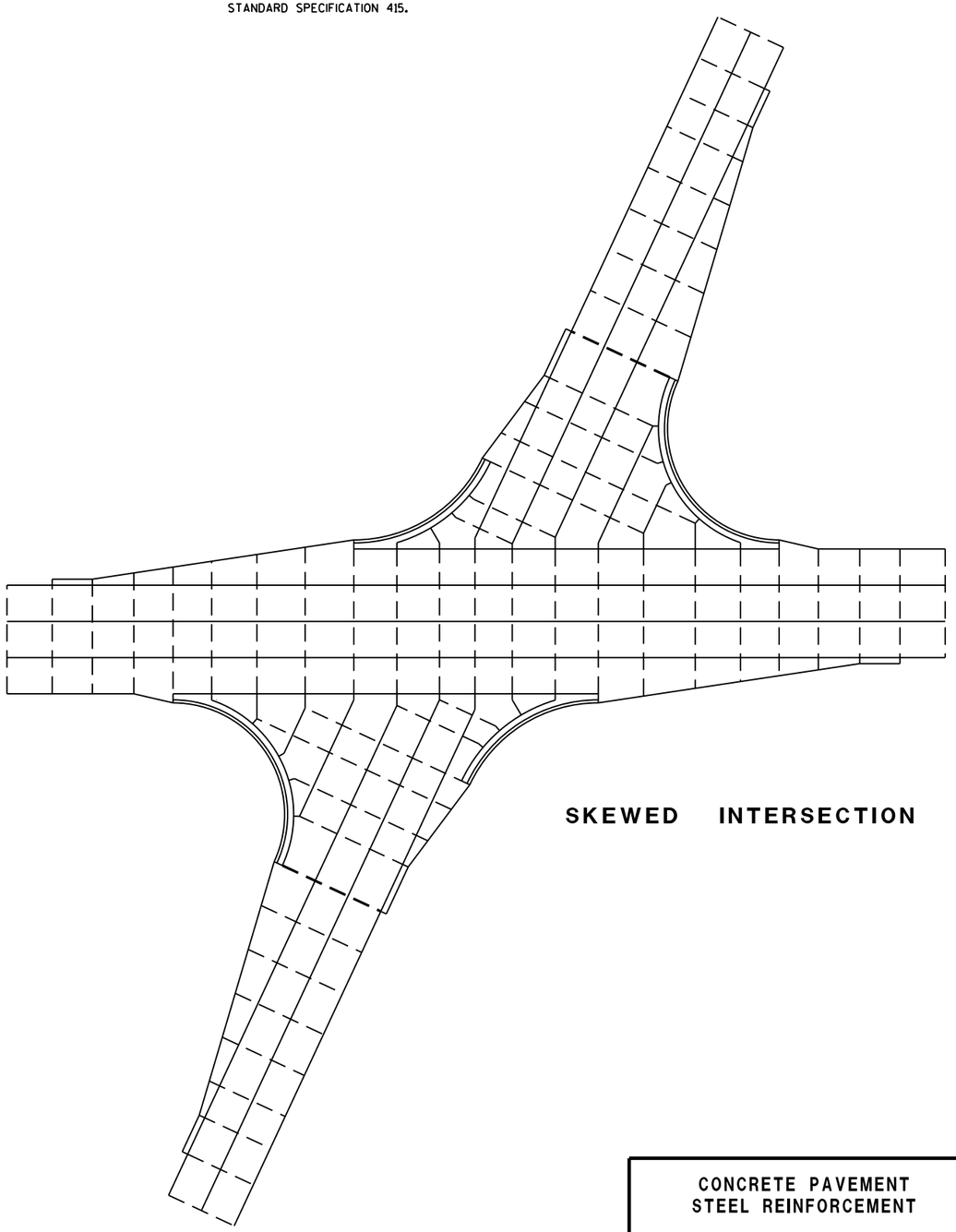
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

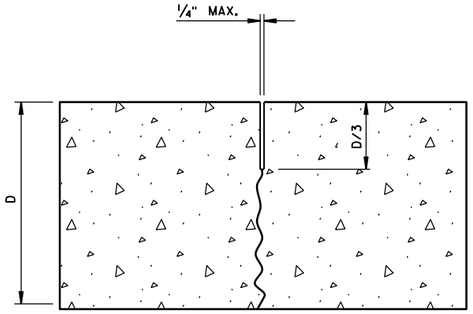


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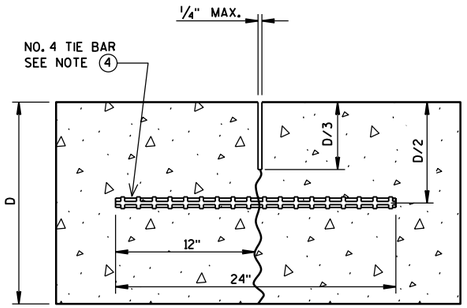
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



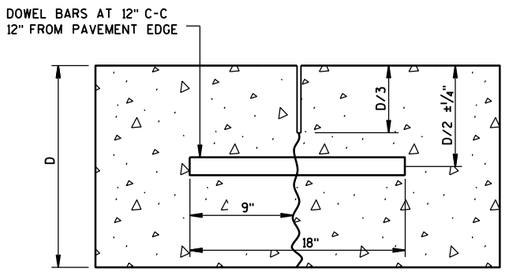

UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## GENERAL NOTES

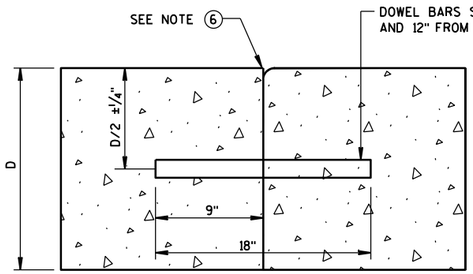
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



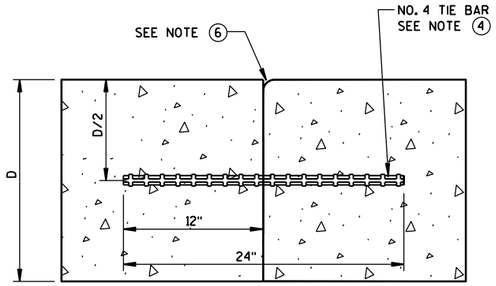

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

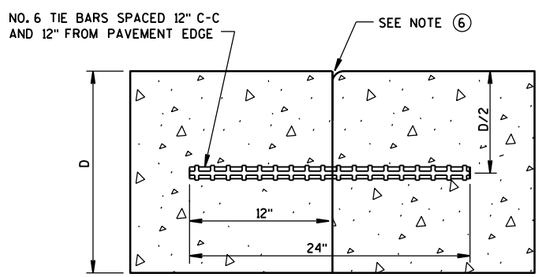
SEE NOTE (2)




DOWELED TRANSVERSE

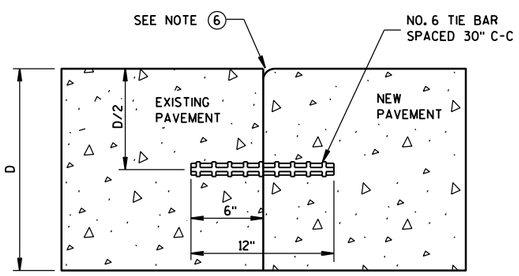



TIED LONGITUDINAL




TIED TRANSVERSE

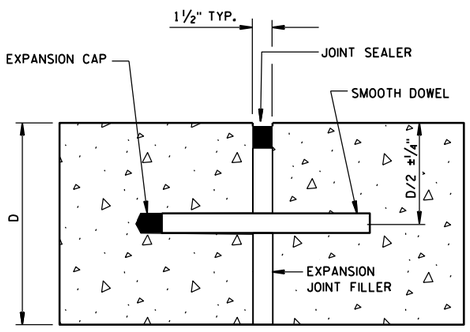
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

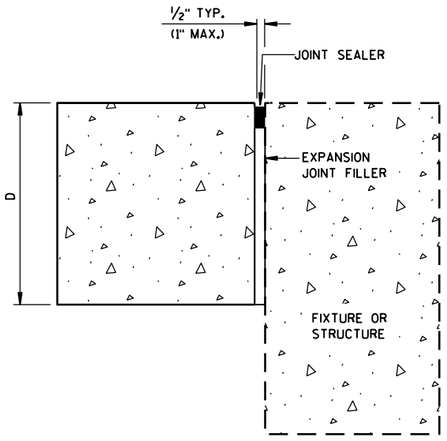
## CONSTRUCTION JOINTS

SEE NOTE (5)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

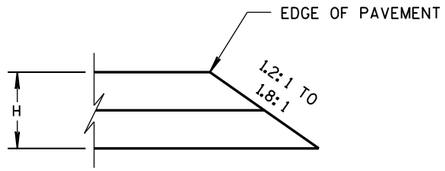




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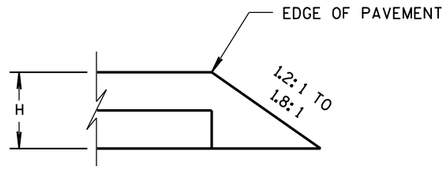


S.D.D. 13 C 18-2c



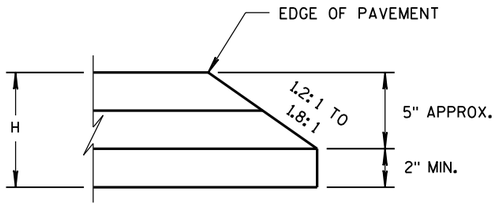

**CONSTRUCTED WITH FINAL TWO LAYERS**

**FOR H 5" OR LESS**



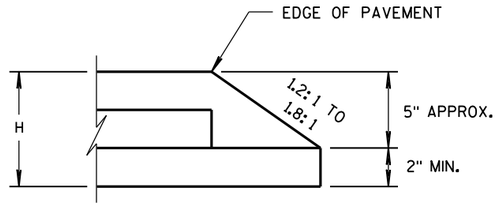

**CONSTRUCTED WITH FINAL LAYER**

**FOR H 5" OR LESS**




**CONSTRUCTED WITH FINAL TWO LAYERS**

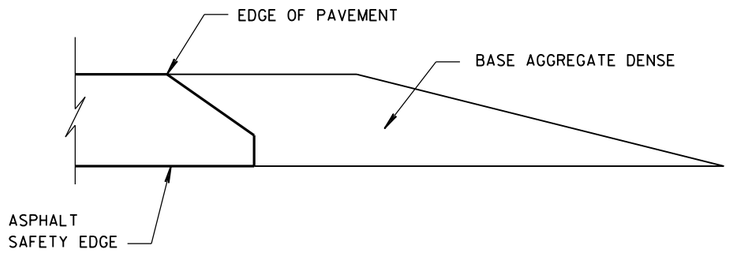
**FOR H GREATER THAN 5"**




**CONSTRUCTED WITH FINAL LAYER**

**FOR H GREATER THAN 5"**

## HMA PAVEMENT AND HMA OVERLAYS




## FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

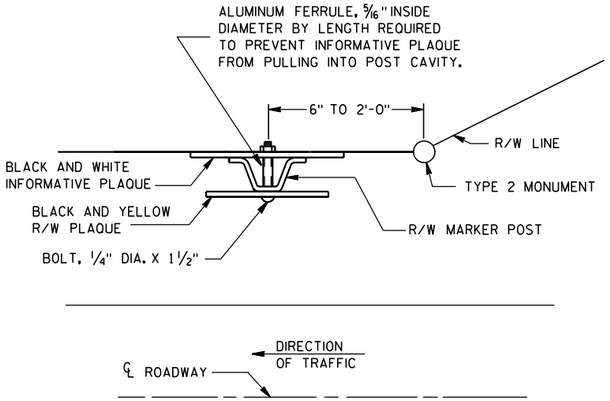
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

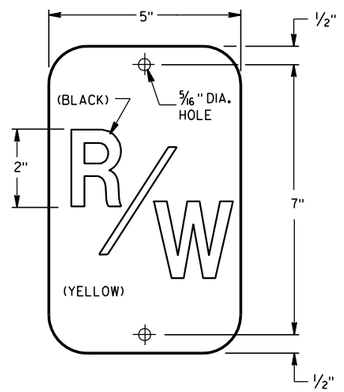
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

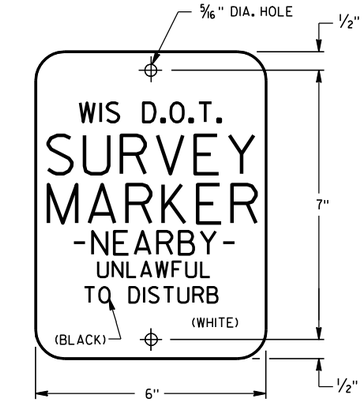



**PLAN VIEW**




**R/W PLAQUE**

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.




**INFORMATIVE PLAQUE**

## 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.

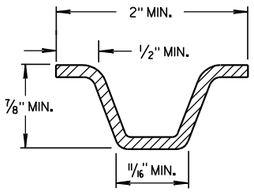
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

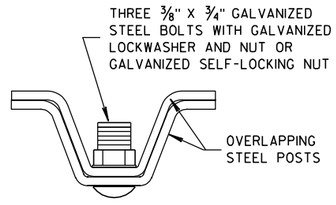
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.

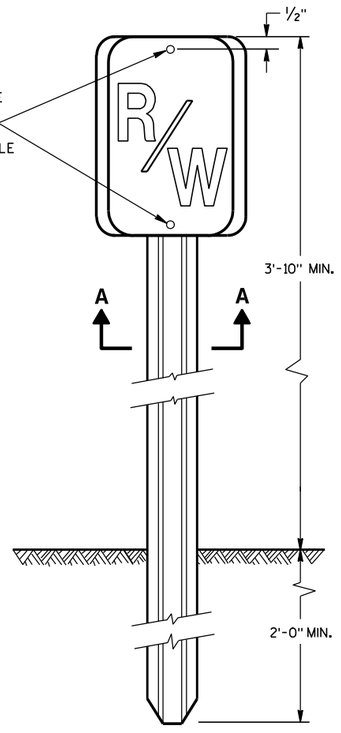



MIN. WEIGHT 1.12 LB./FT.

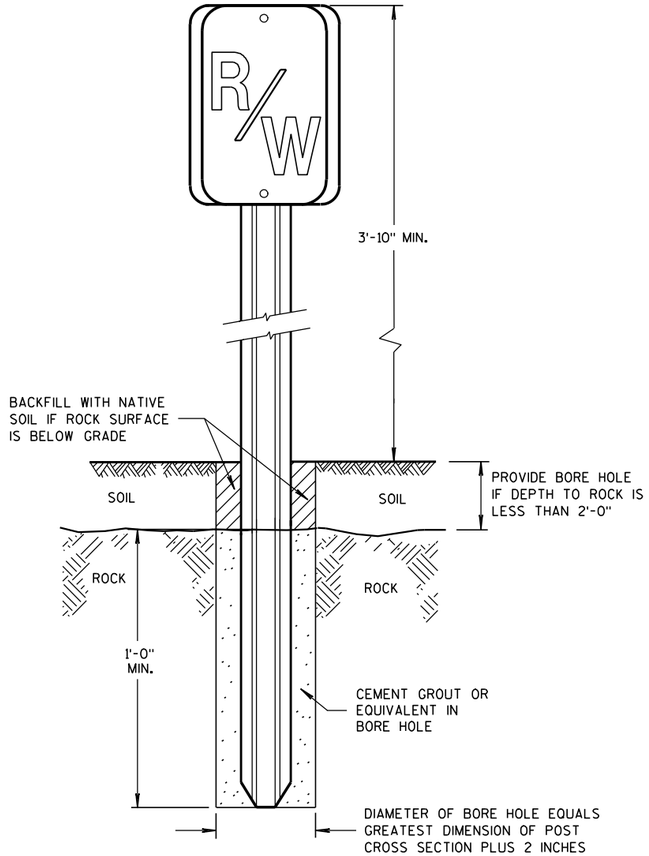
**SECTION A-A**



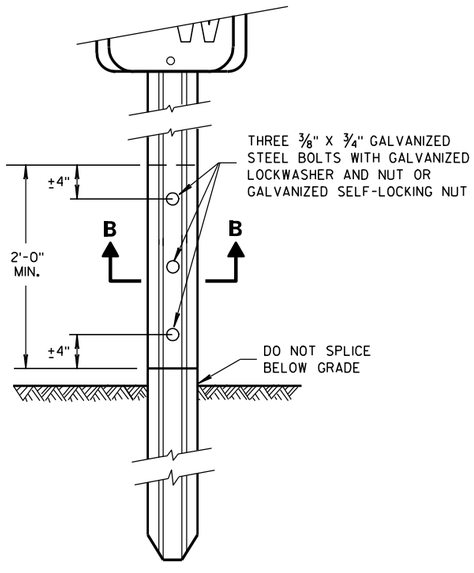

**SECTION B-B**




**FRONT VIEW**
**STEEL MARKER POST**




**FRONT VIEW**
**ROCK INSTALLATION** (1)




**FRONT VIEW**
**SPLICE DETAIL**

**MARKER POST FOR RIGHT-OF-WAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/27/09 — DATE
/S/ Roy Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

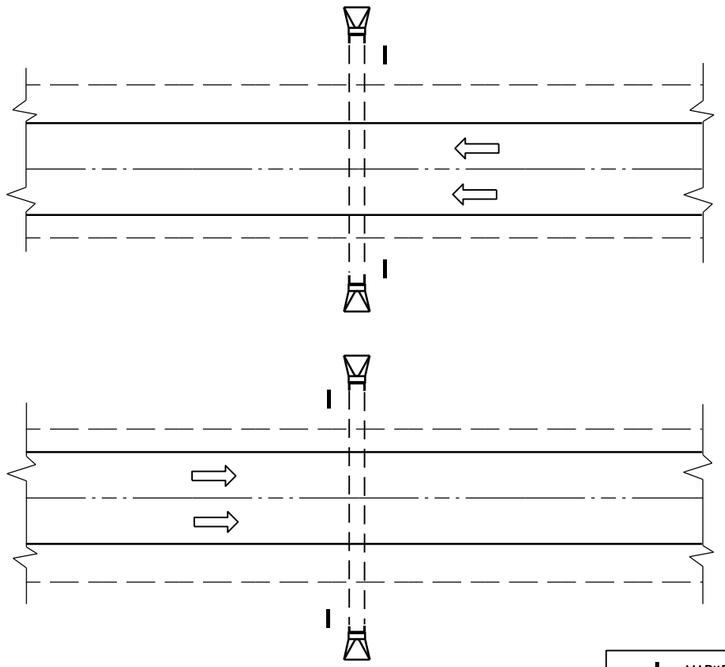


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S.D.D. 15 A 1-11

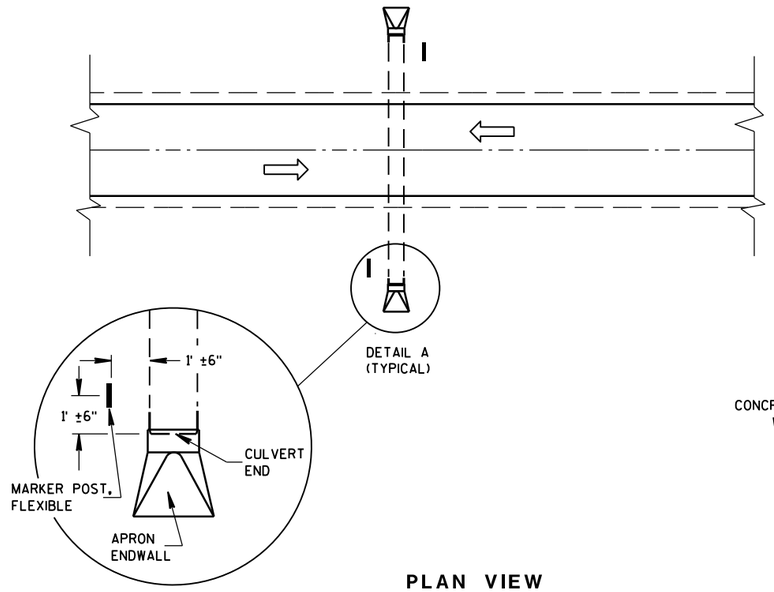
6

S.D.D. 15 A 1-11



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

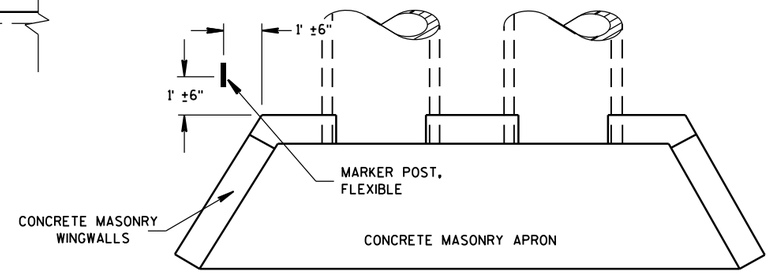
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

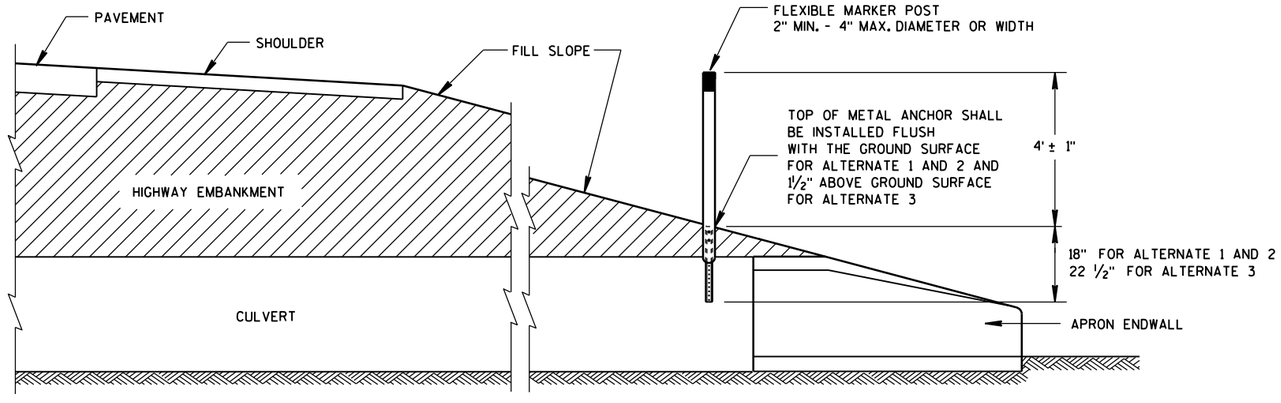
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

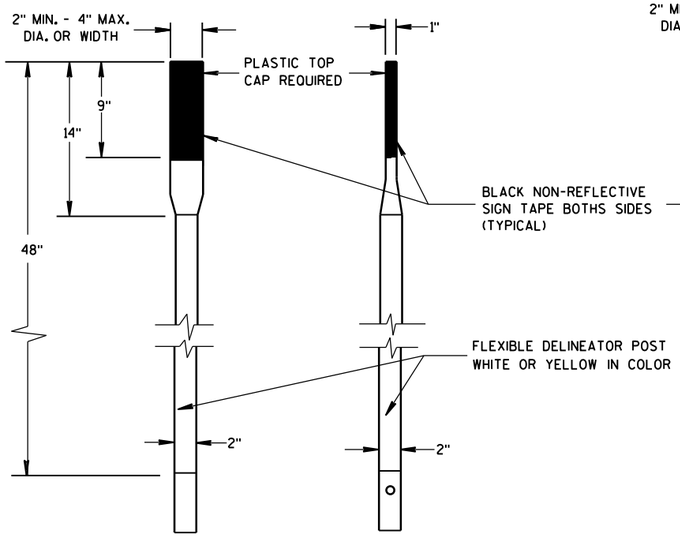


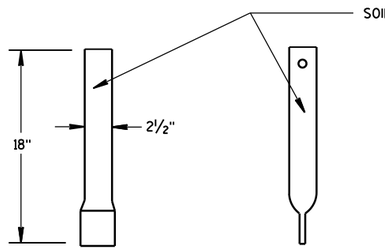
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S.D.D. 15 A 3-2a

6

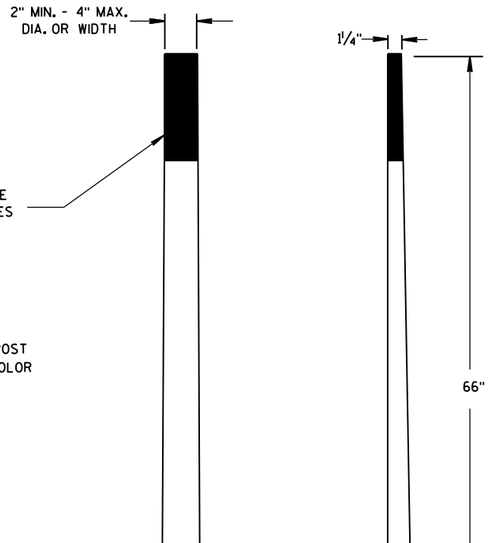
S.D.D. 15 A 3-2a



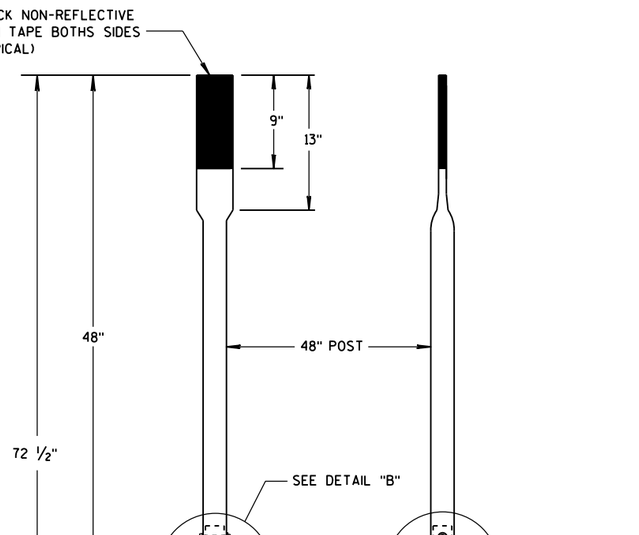

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

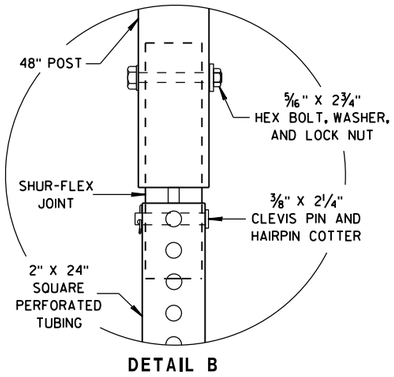
ALTERNATE 2



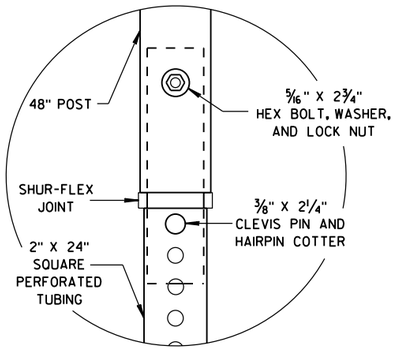

FRONT VIEW SIDE VIEW

ALTERNATE 3

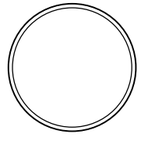
## FLEXIBLE MARKER POSTS



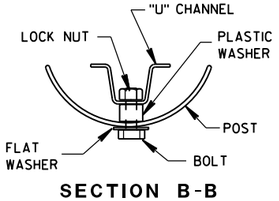

DETAIL B



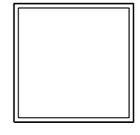

DETAIL C



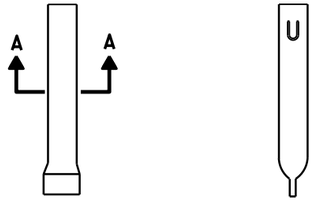
SECTION A-A




SECTION B-B

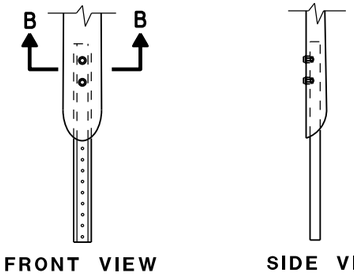


SECTION C-C



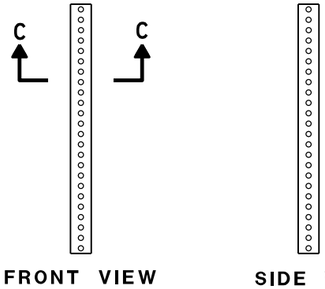

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2




FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

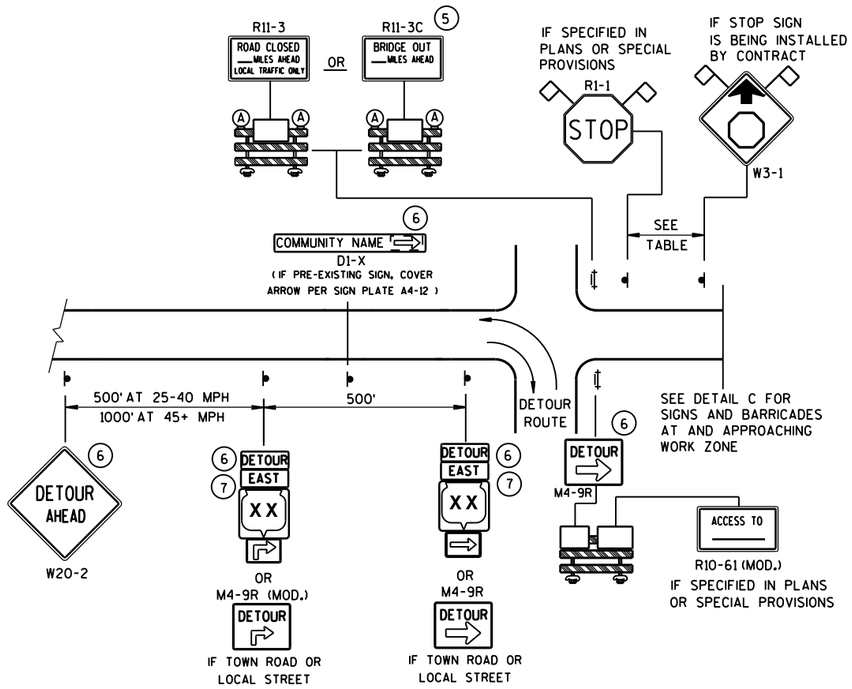


6

S.D.D. 15 A 3-2b

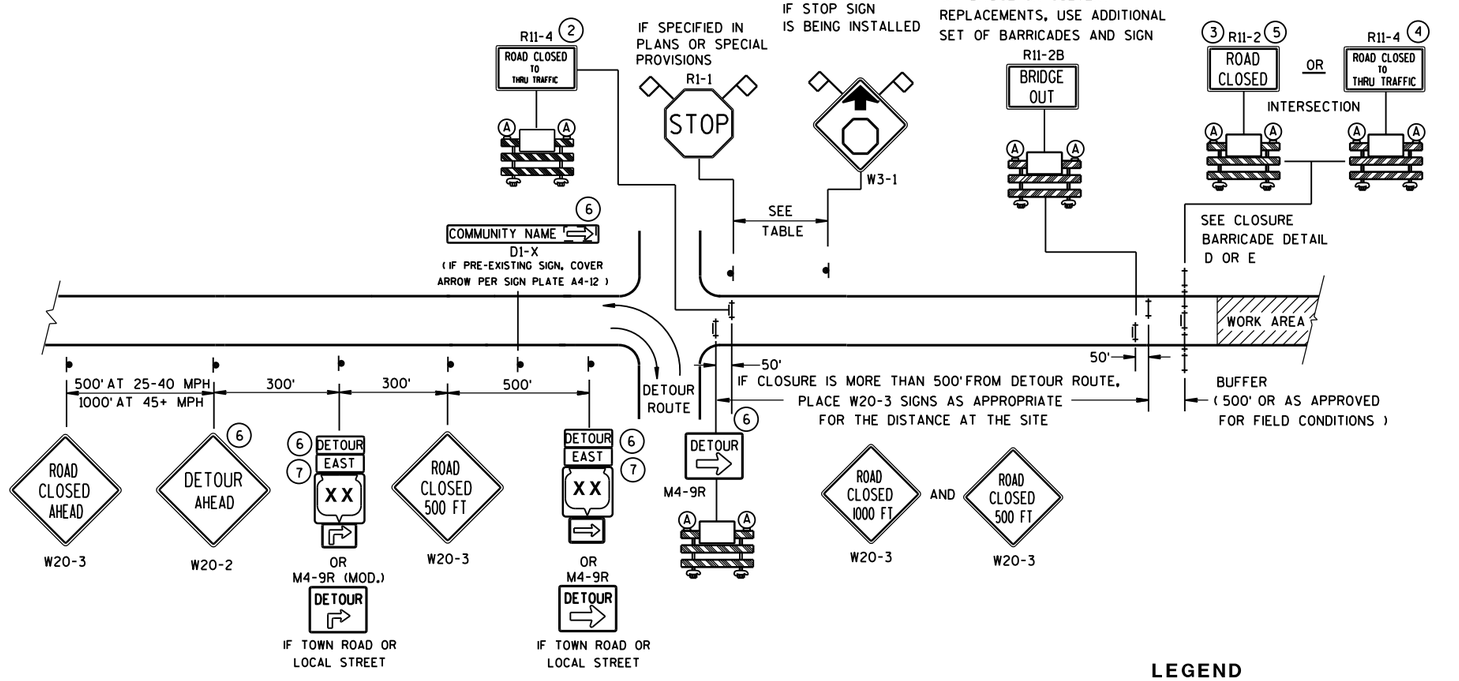
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S.D.D. 15 A 3-2b



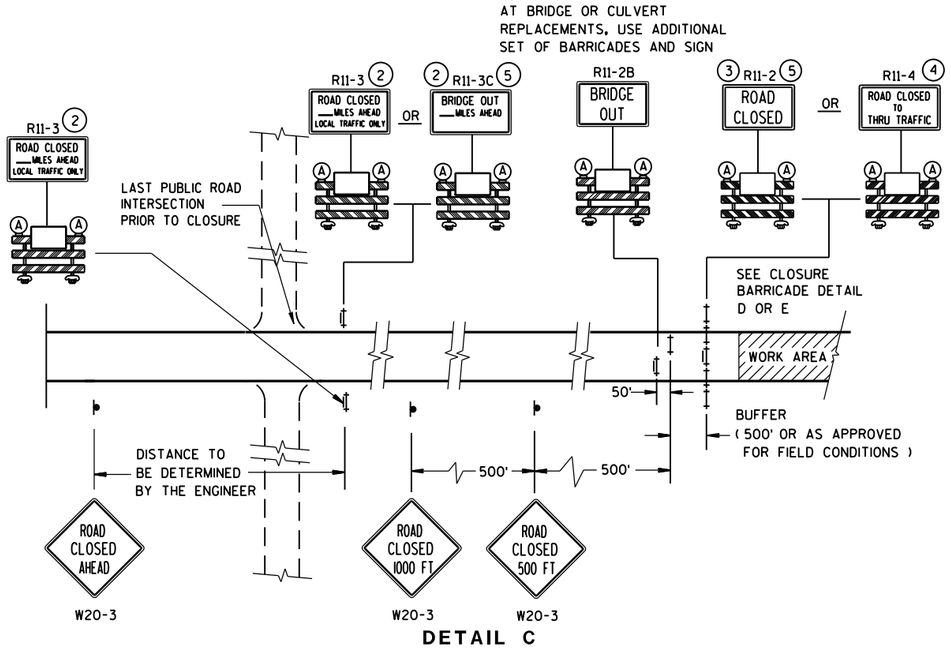

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

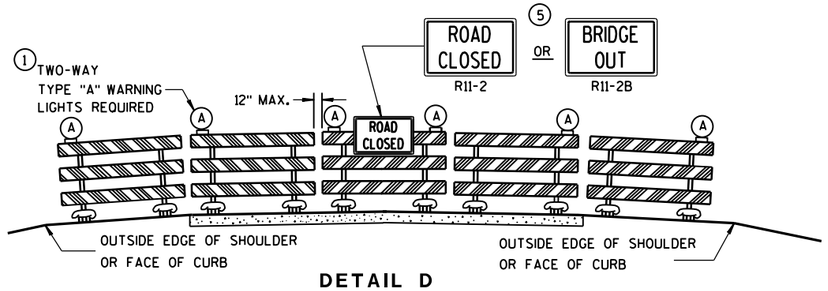
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA




6

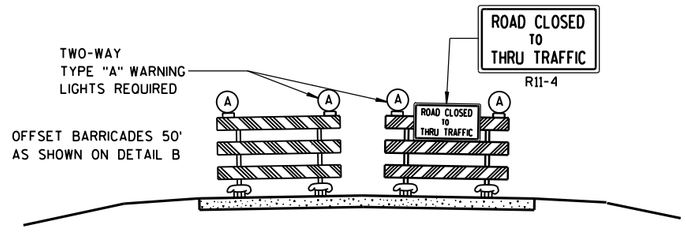
S.D.D. 15 C 2-5a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA




6


S.D.D. 15 C 2-5b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

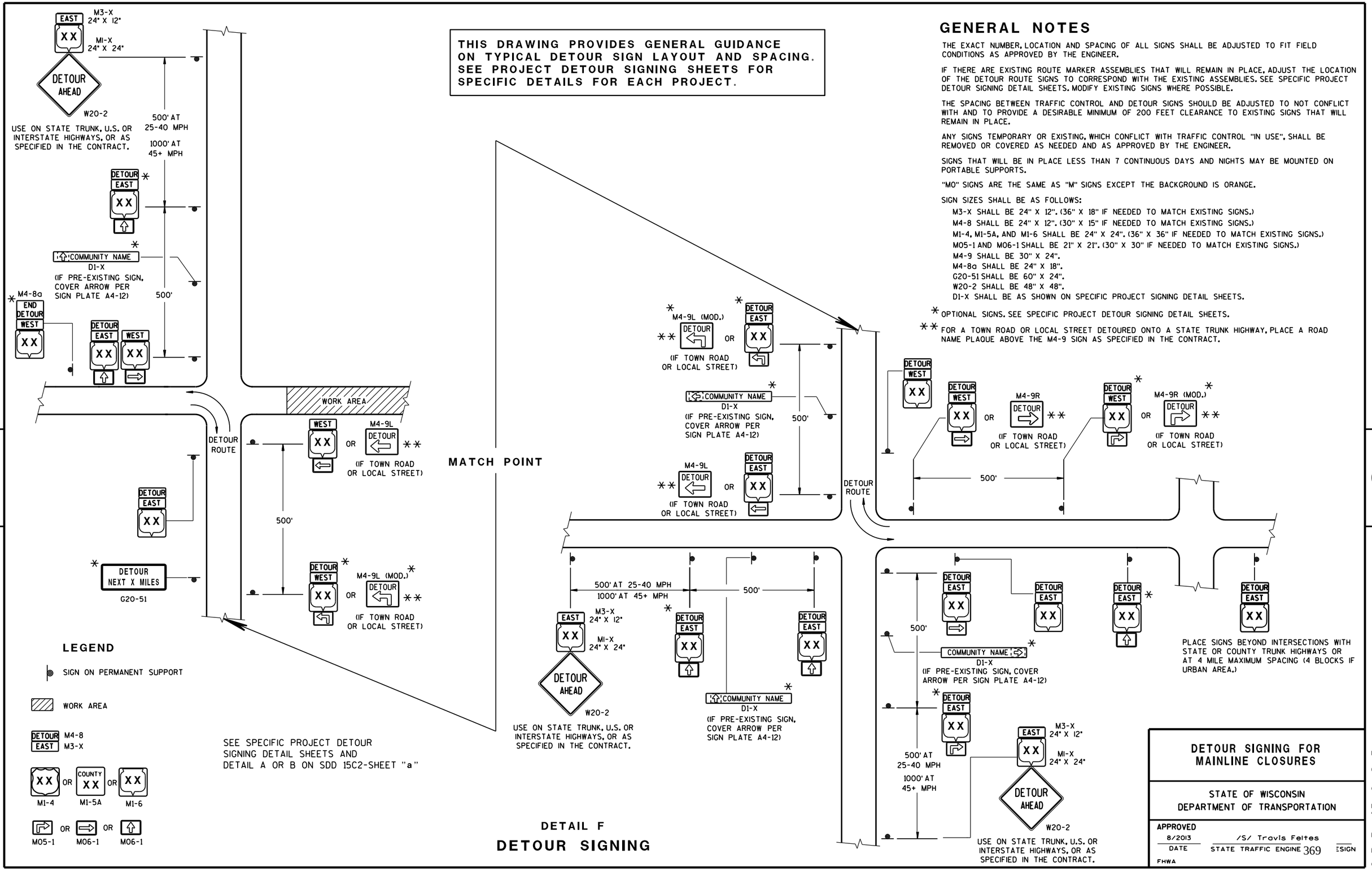
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




**DETAIL F**

**DETOUR SIGNING**

**DETOUR SIGNING FOR MAINLINE CLOSURES**

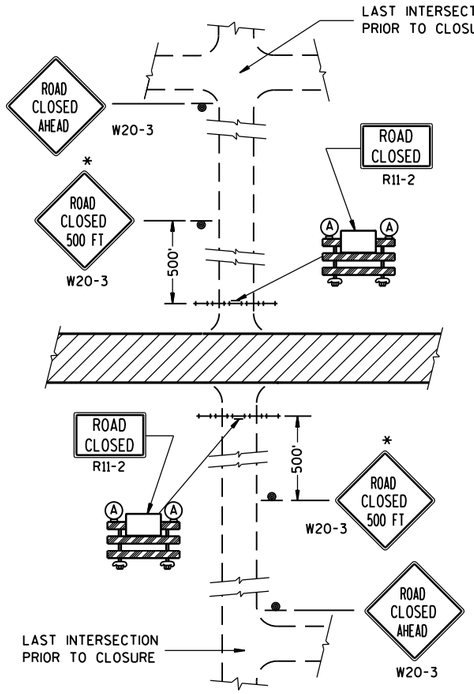
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

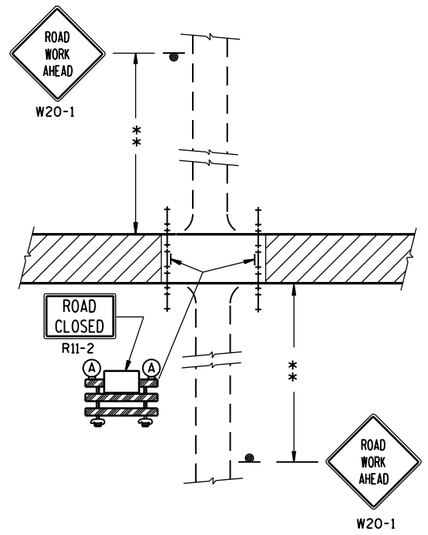


S.D.D. 15 C 2-5c



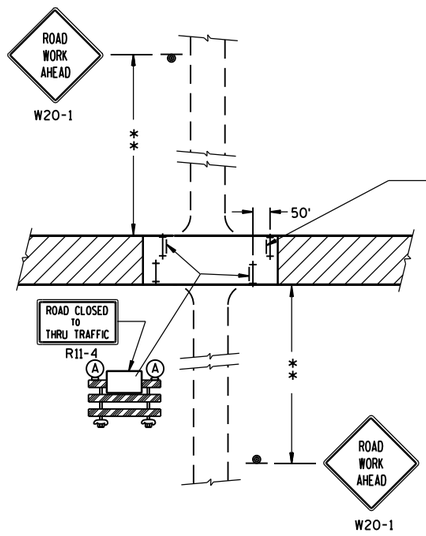

**DETAIL 1**

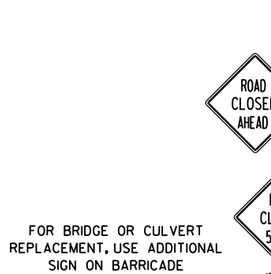
(NO ACCESS TO PROJECT)

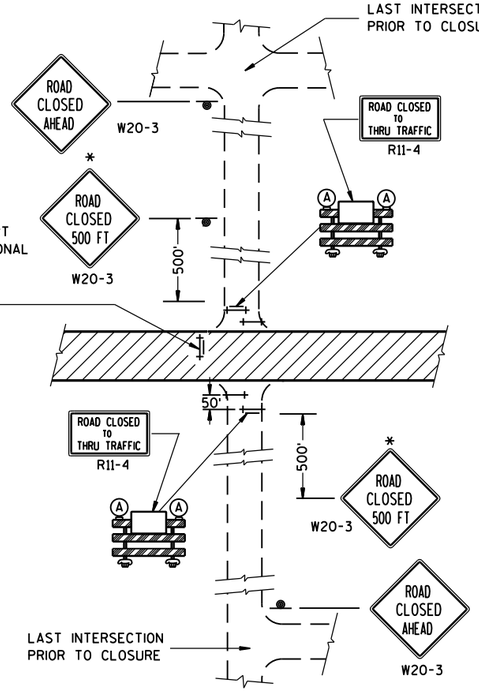



**DETAIL 2**

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).




**DETAIL 3**

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

**DETAIL 4**

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

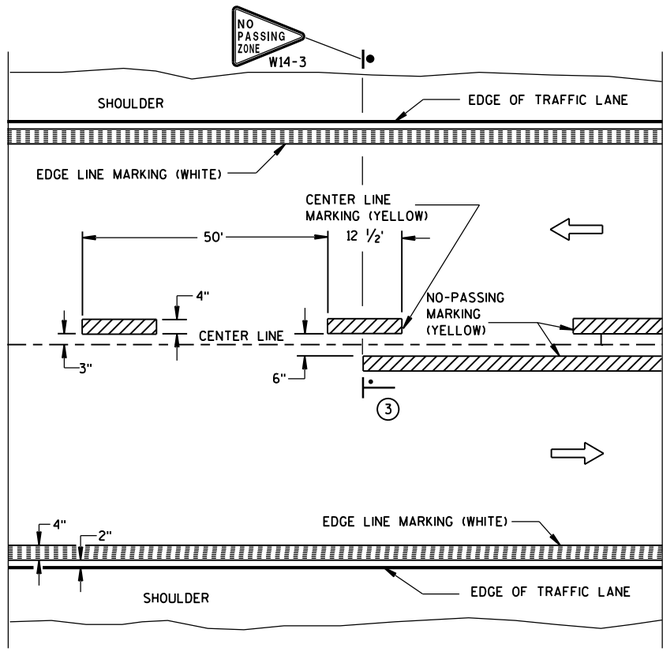


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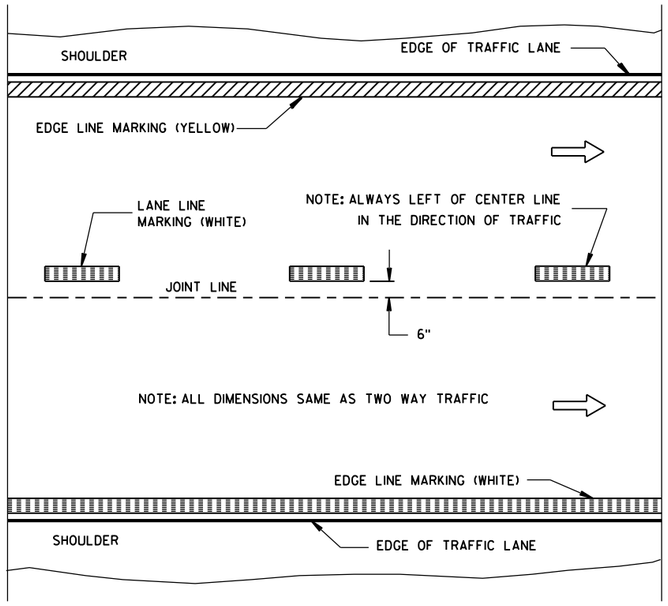
S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2

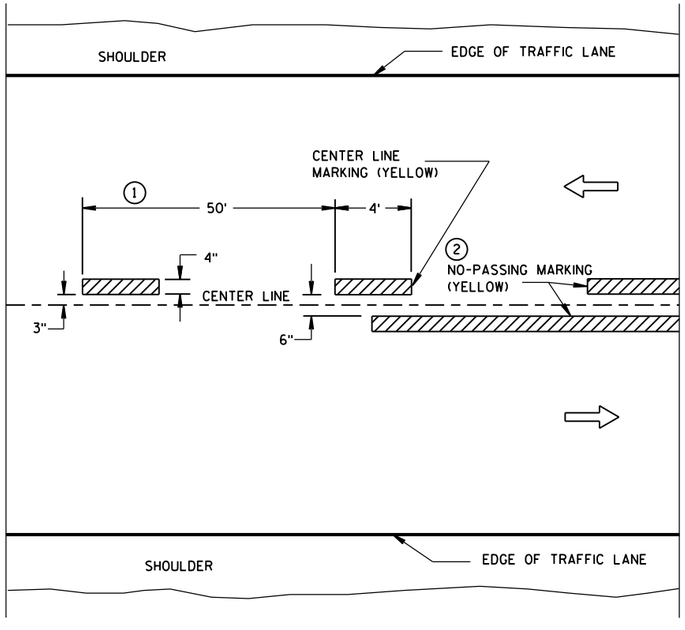



TWO WAY TRAFFIC

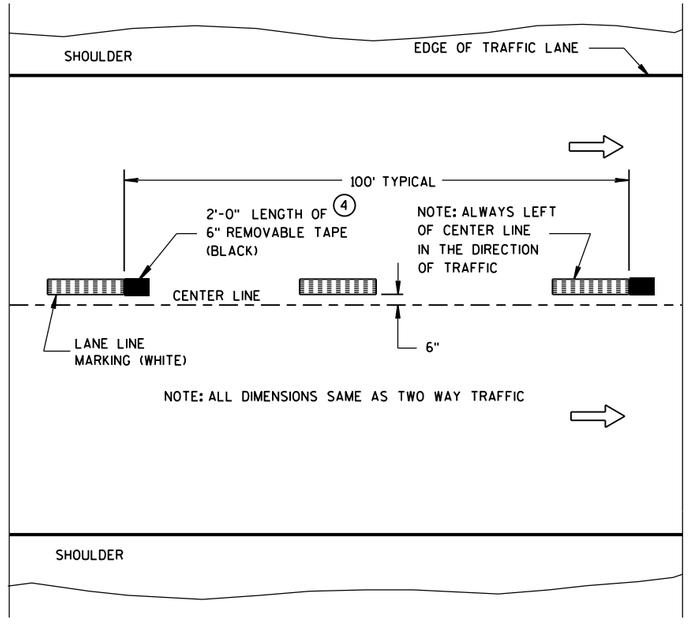



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

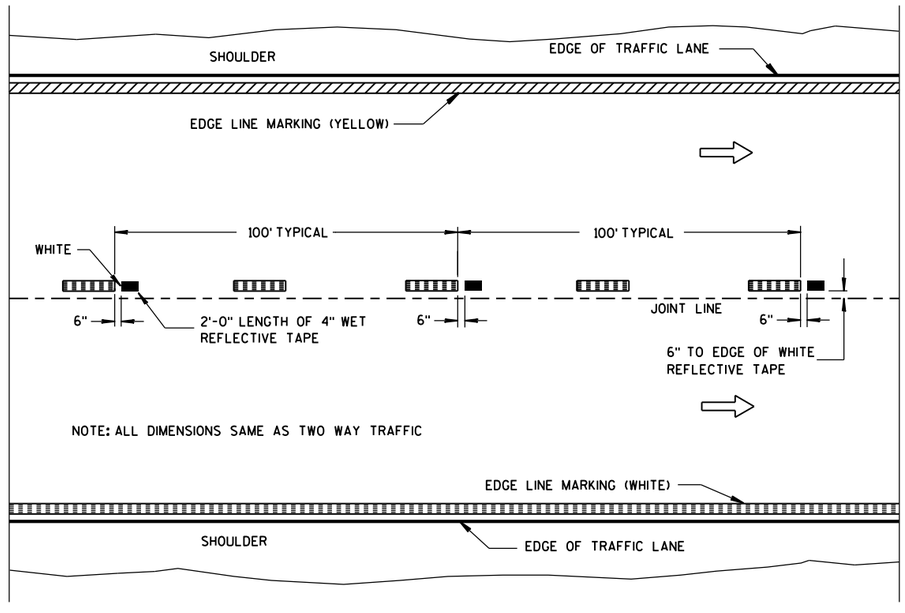
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

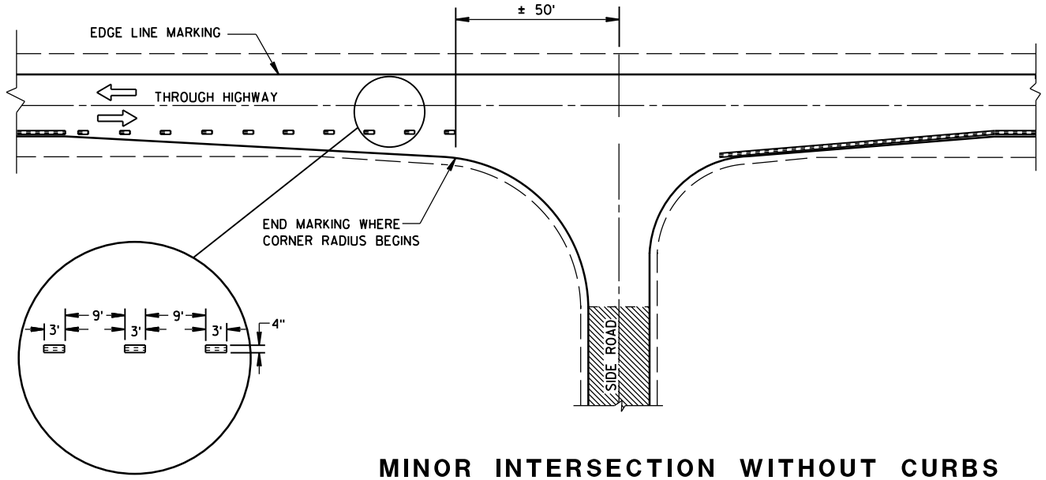


6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a




## MINOR INTERSECTION WITHOUT CURBS

## GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

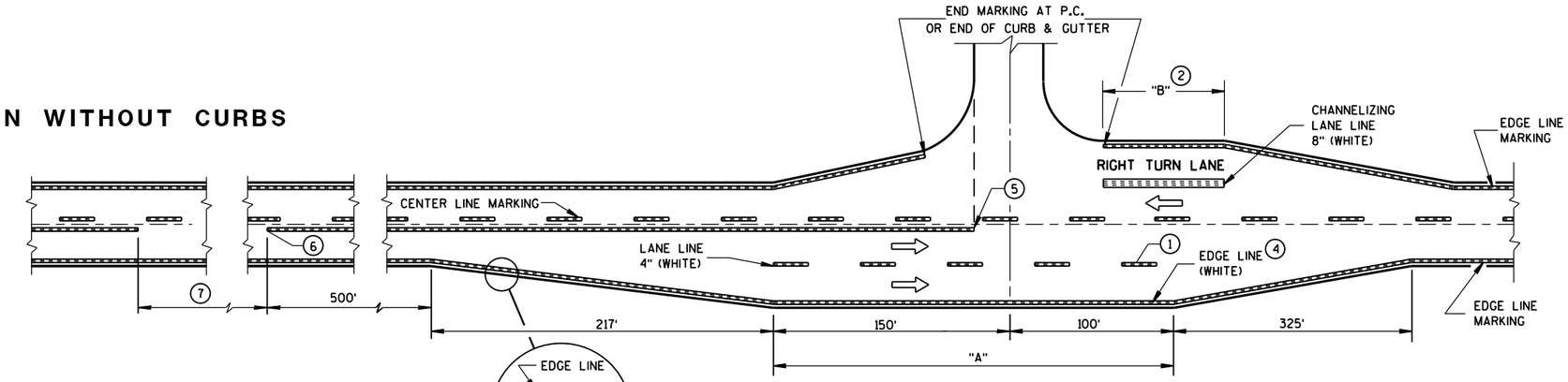
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

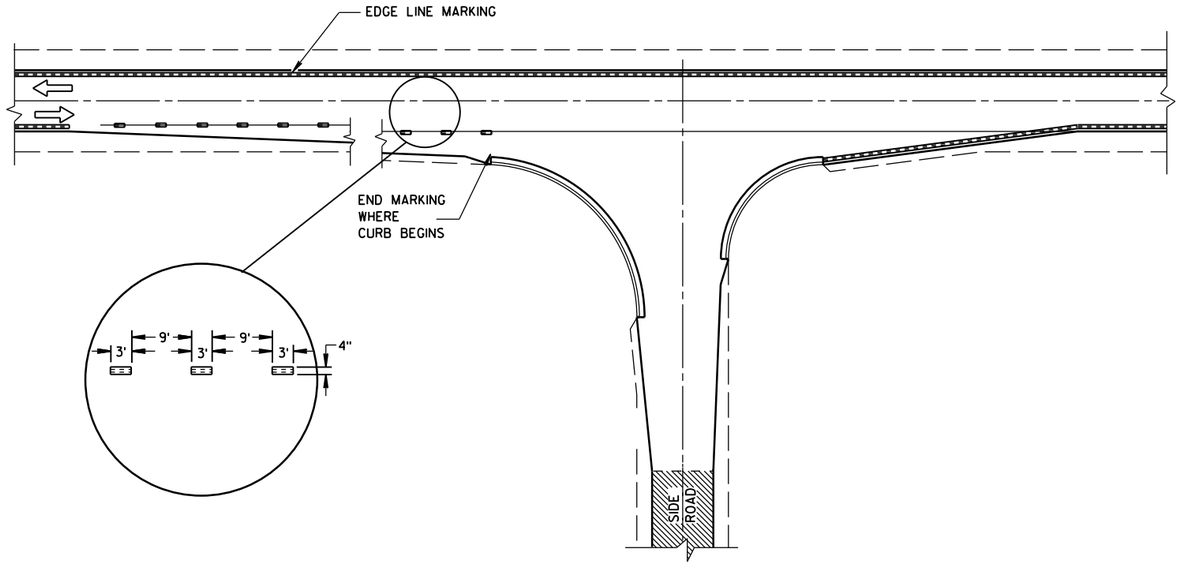
(7)

| POSTED SPEED (MPH) | MINIMUM DISTANCE BETWEEN ZONES (FEET) |
|---|---|
| 25 - 30 | 528 |
| 35 - 40 | 528 |
| 45 - 50 | 686 |
| 55 | 792 |



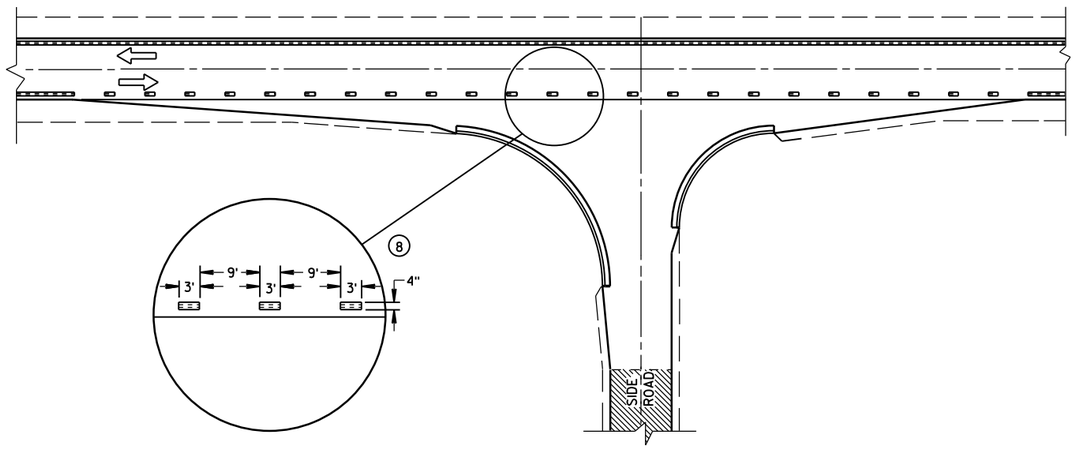

## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)




## MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)




## MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

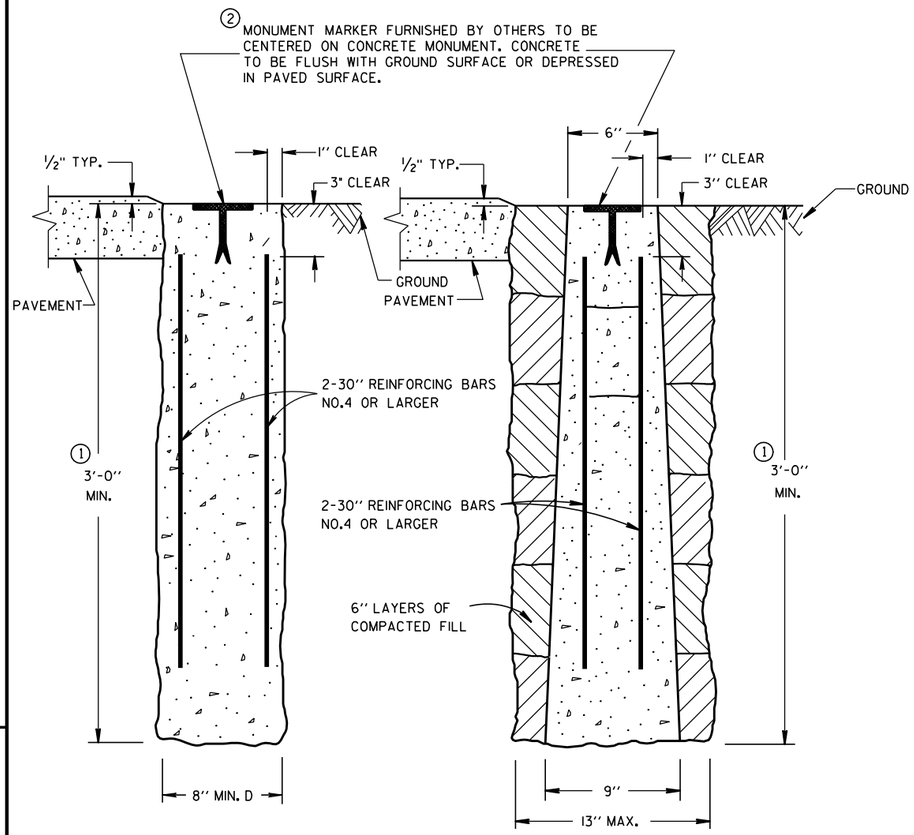
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 372

6

S.D.D. 15 C 8-16b

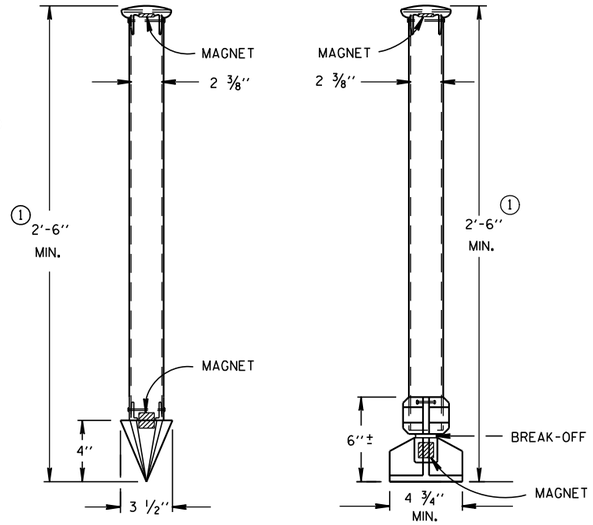
6

S.D.D. 15 C 8-16b




CAST-IN-PLACE PRECAST

## CONCRETE MONUMENTS
TYPE A




## ALUMINUM MONUMENTS
(INCLUDES MARKER)

## 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 OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

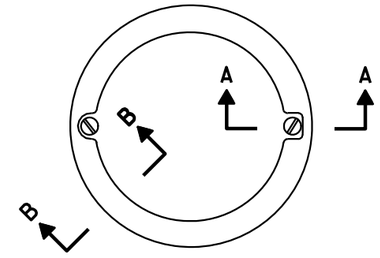
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

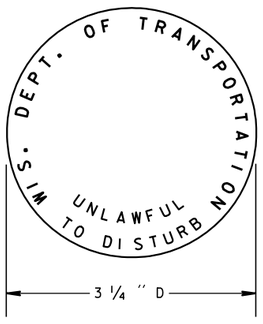
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

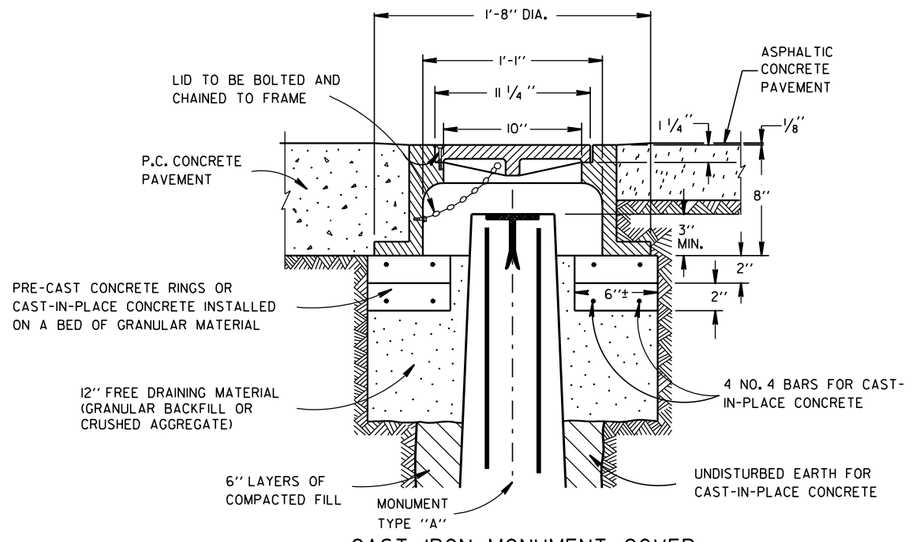
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



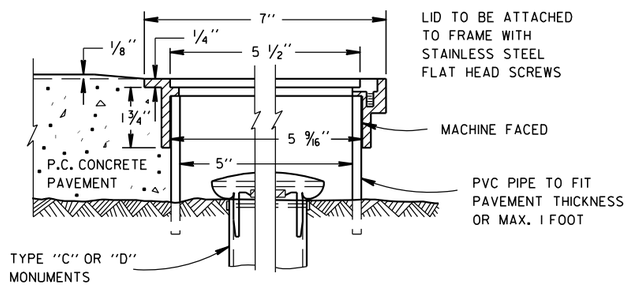

TOP VIEW




② WIS DOT MONUMENT MARKER LOGO
FOR TYPES "A", "C" & "D"




## CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT - 95 LBS.)




SECTION B-B SECTION A-A
## ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

**LANDMARK REFERENCE MOUNMENTS AND COVERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/22/1999 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

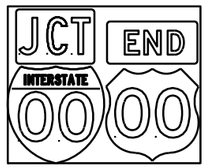


6 S.D.D. 16 A 1-6

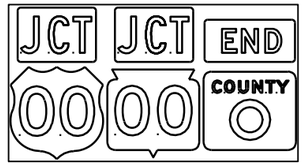
## TYPICAL ASSEMBLIES



J1-1



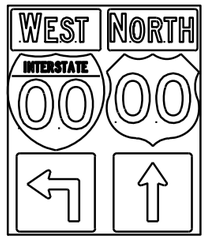
J1-2



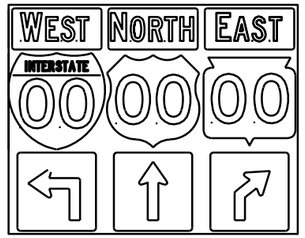
J1-3



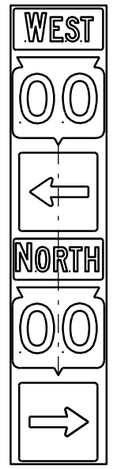
J2-1



J2-2

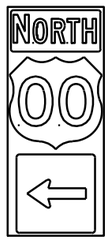


J2-3

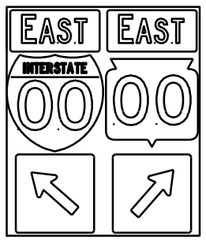


JV

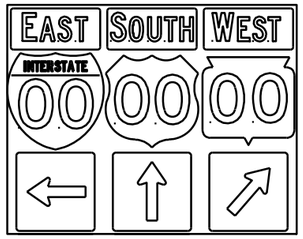
( Typical Vertical J-Assembly
See Note 10 and 11 )



J3-1



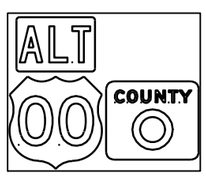
J3-2



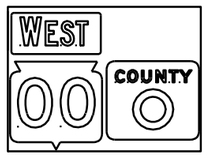
J3-3



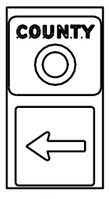
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

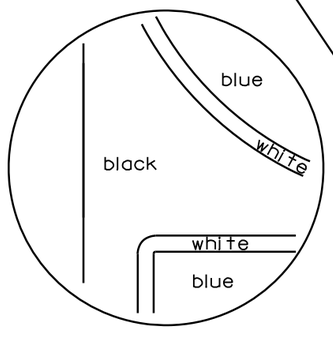


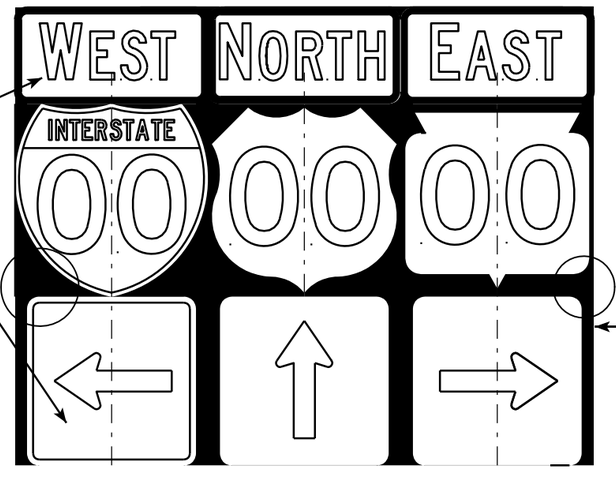
J23-1

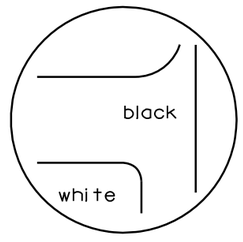


J22-1

blue background
with interstate




black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of interstate and non interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

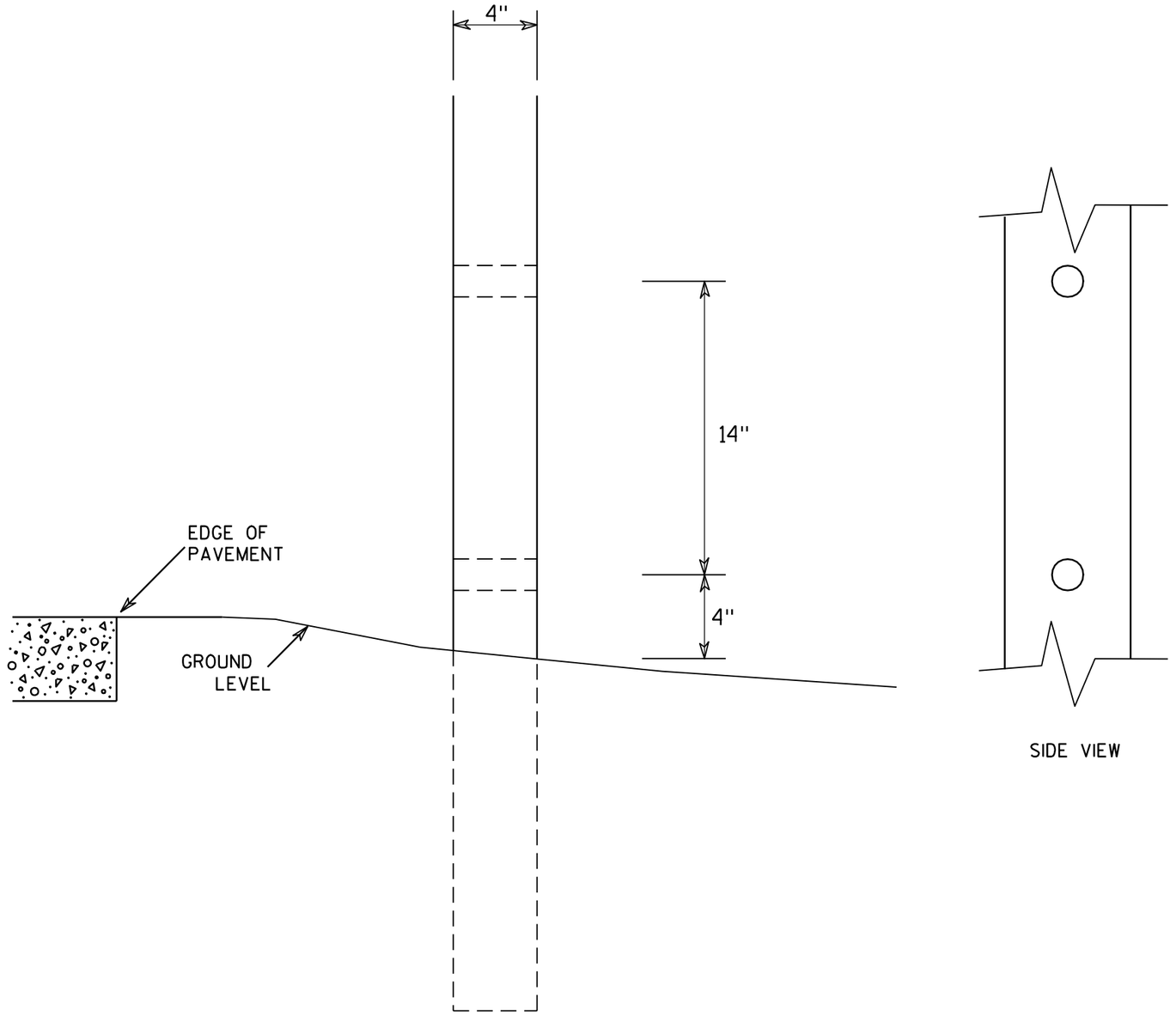
DATE 3/25/13 PLATE NO. A2-1S.7

7

7

PROJECT NO:

SHEET NO: 374 E






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

# 4 X 6 WOOD POST MODIFICATIONS

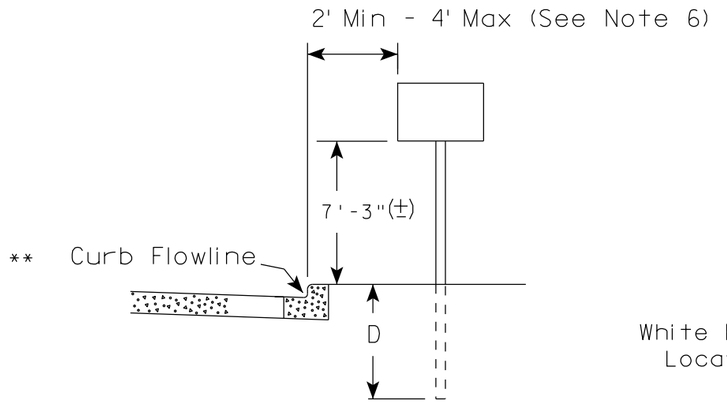
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

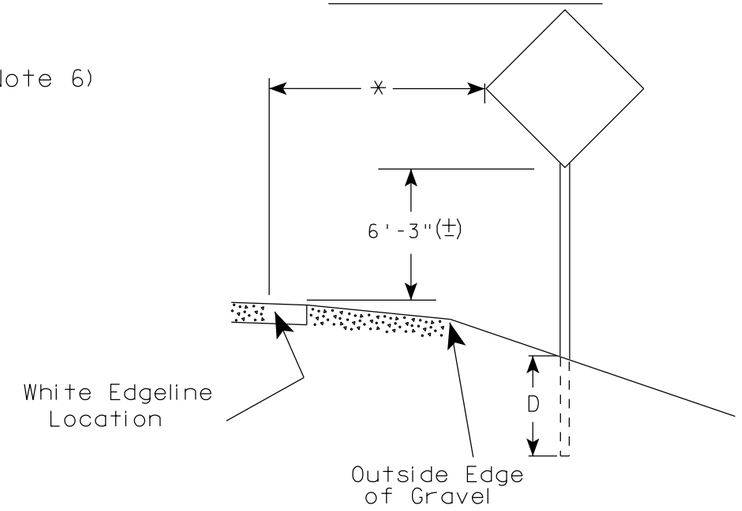
DATE 3/27/97 PLATE NO. A4-11.2

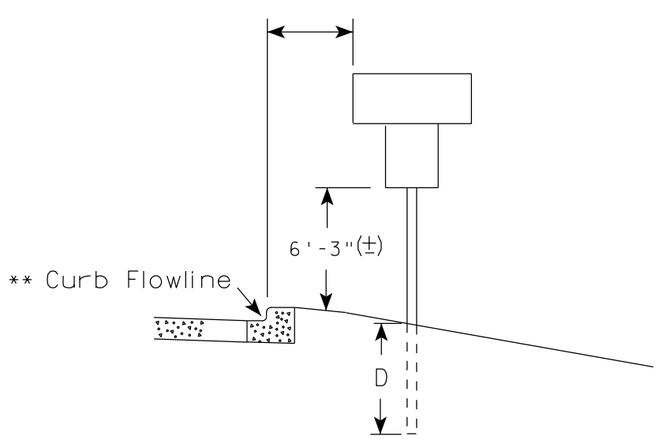
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 375 | E |
|---|---|---|---|---|---|

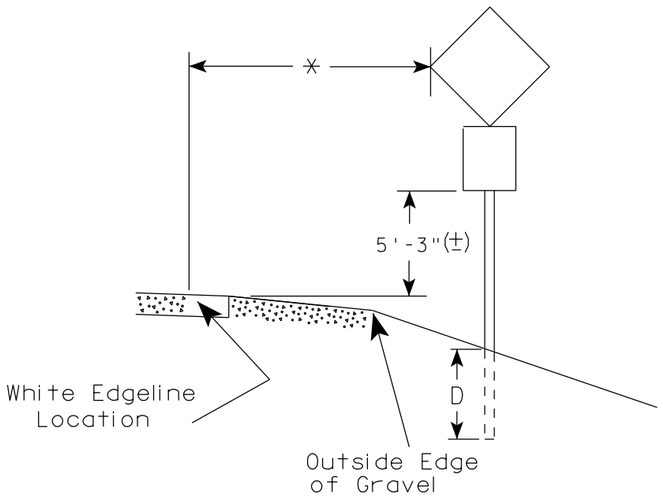
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

## GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

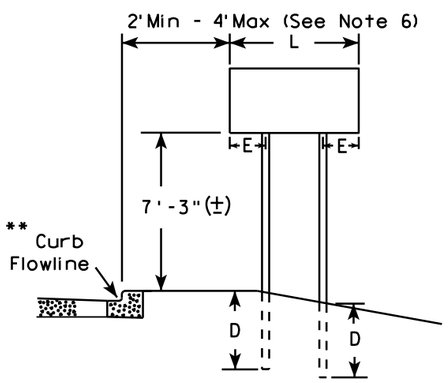
APPROVED Matthew R Rauch
for State Traffic Engineer

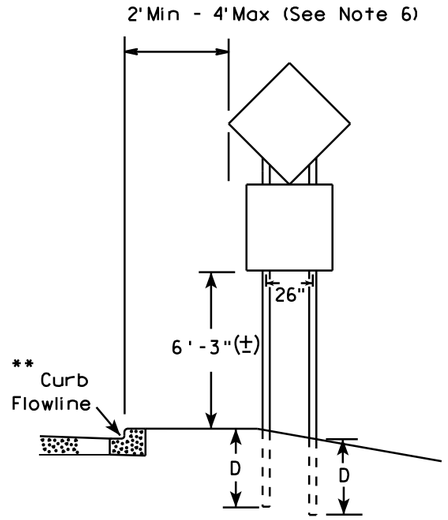
DATE 9/30/13 PLATE NO. A4-3.18



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

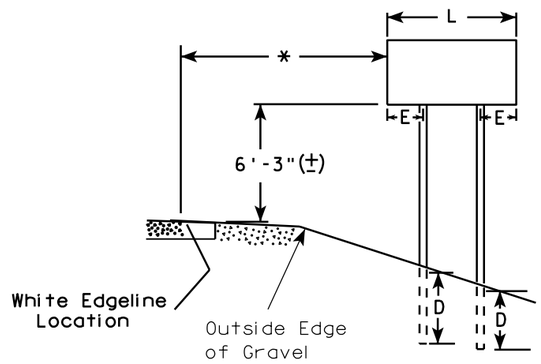
## URBAN AREA

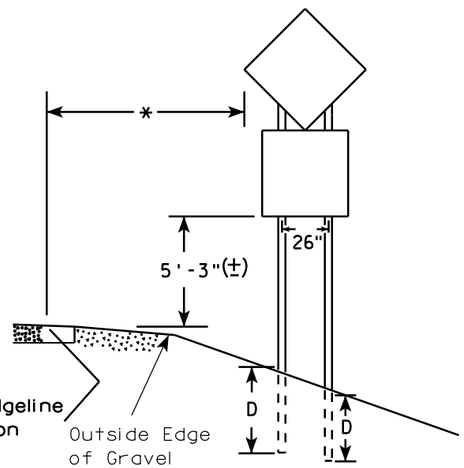


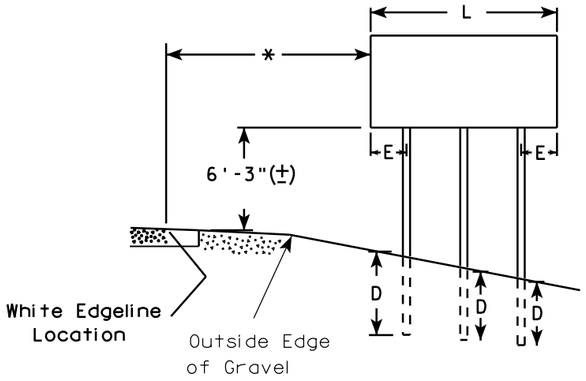

48" DIAMOND WARNING SIGN

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

***

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 48" Less than 60" | 12" |
| 60" to 120" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 120" less than 168" | 12" |

| SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED) | |
|---|---|
| L | E |
| 168" and greater | 12" |

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

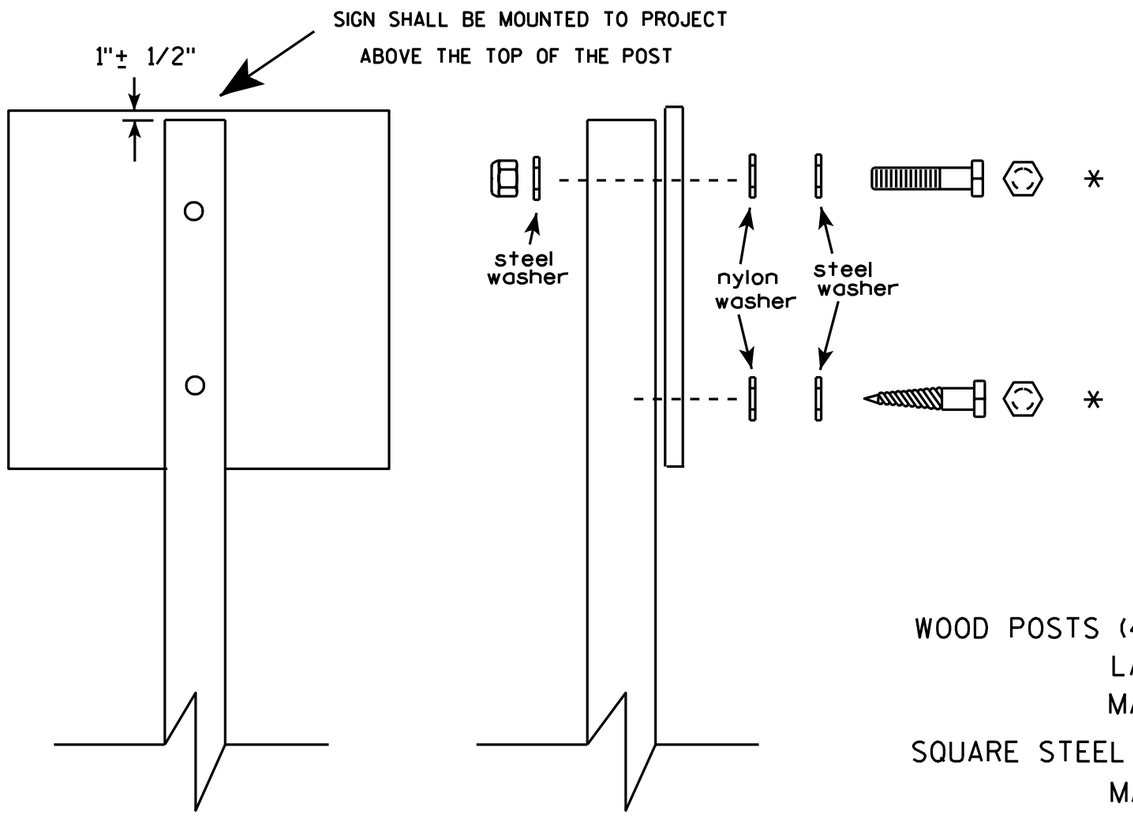
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-4 12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-SEP-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

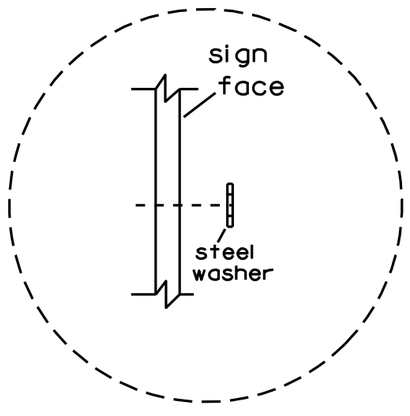
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.




Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

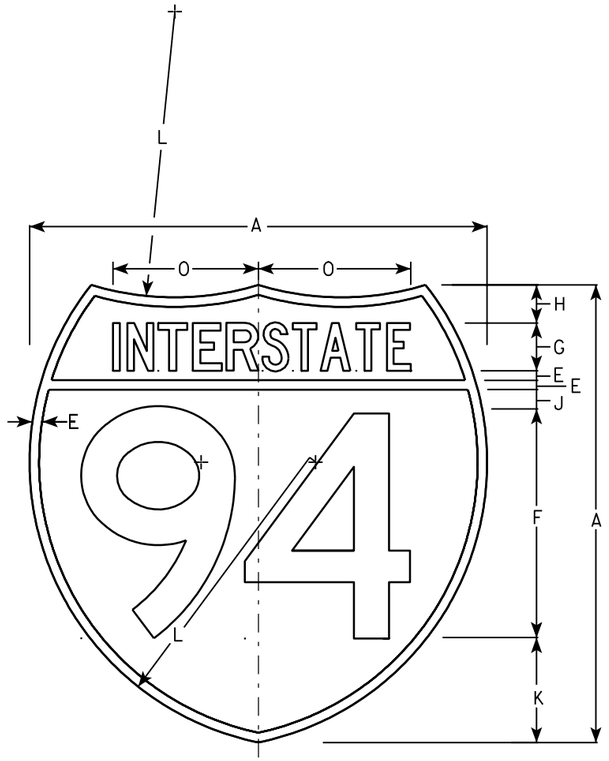
DATE 3/23/10 PLATE NO. A4-8.7

7

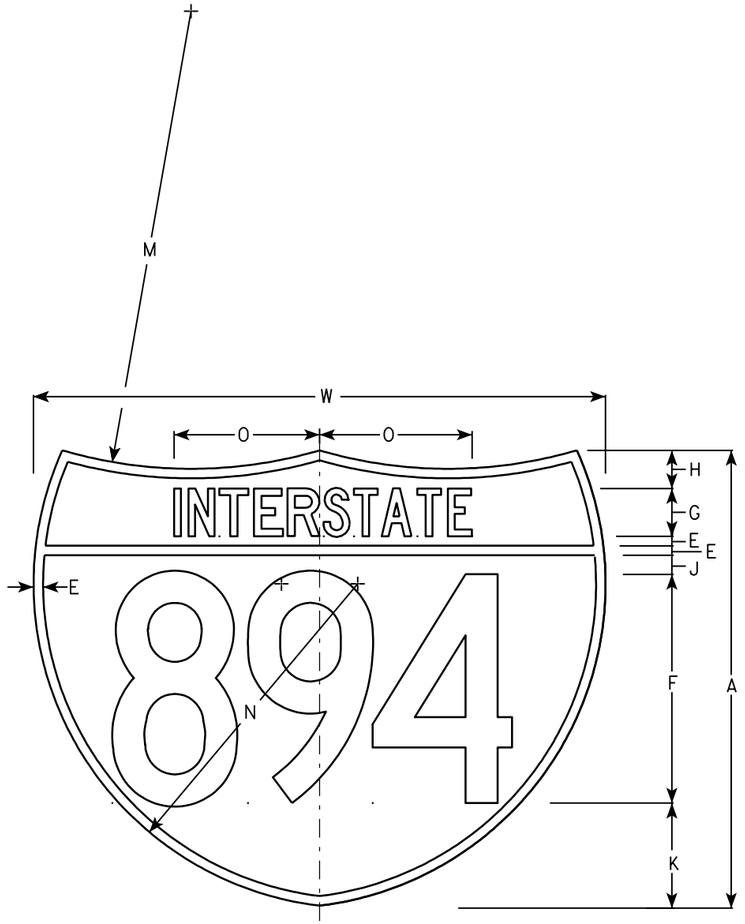
7

PROJECT NO:

SHEET NO: 378 E




M1-1




M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

| SIZE | M1-1 | SIZE | M1-1A |
|---|---|---|---|
| 1 | | | |
| 2 | 600 mm X 600 mm | 2 | 600 mm X 750 mm |
| 3 | 900 mm X 900 mm | 3 | 900 mm X 1125 mm |
| 4 | 900 mm X 900 mm | 4 | 900 mm X 1125 mm |
| 5 | 900 mm X 900 mm | 5 | 900 mm X 1125 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | M1-1 Area sq. ft. | M1-1A Area sq. ft. | M1-1 Area m2 | M1-1A Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | | | 1/2 | 12 | 2 1/2 | 2 | | 1 | 5 1/2 | 15 | 24 | 17 | 7 7/8 | | | | | | | | 30 | | | 3.13 | 3.91 | .36 | .46 |
| 3 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |
| 4 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |
| 5 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |

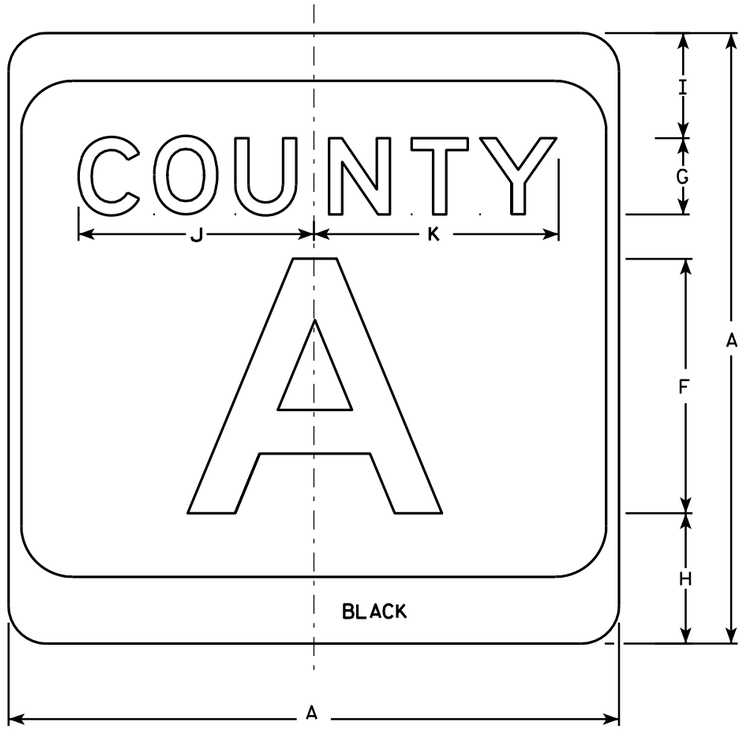
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

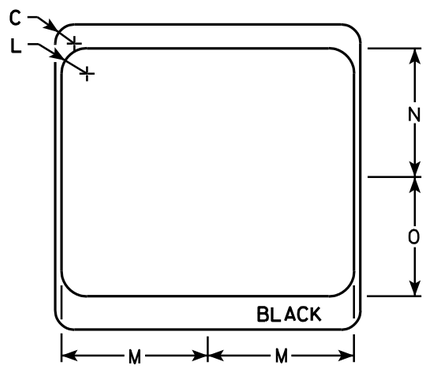
APPROVED Matthew R Rauch
for State Traffic Engineer

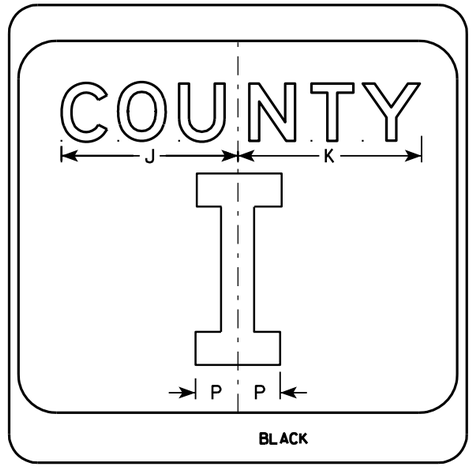
DATE 08/23/05 PLATE NO. M1-1.8

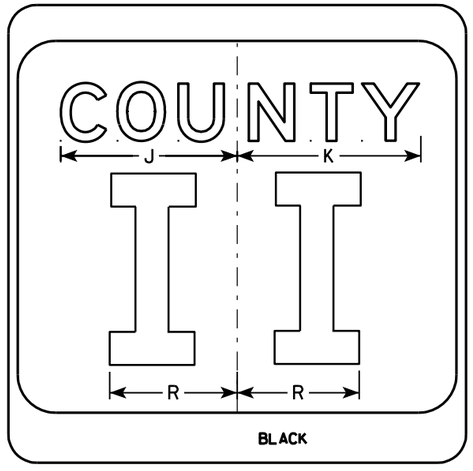
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 379 | E |
|---|---|---|---|---|---|




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

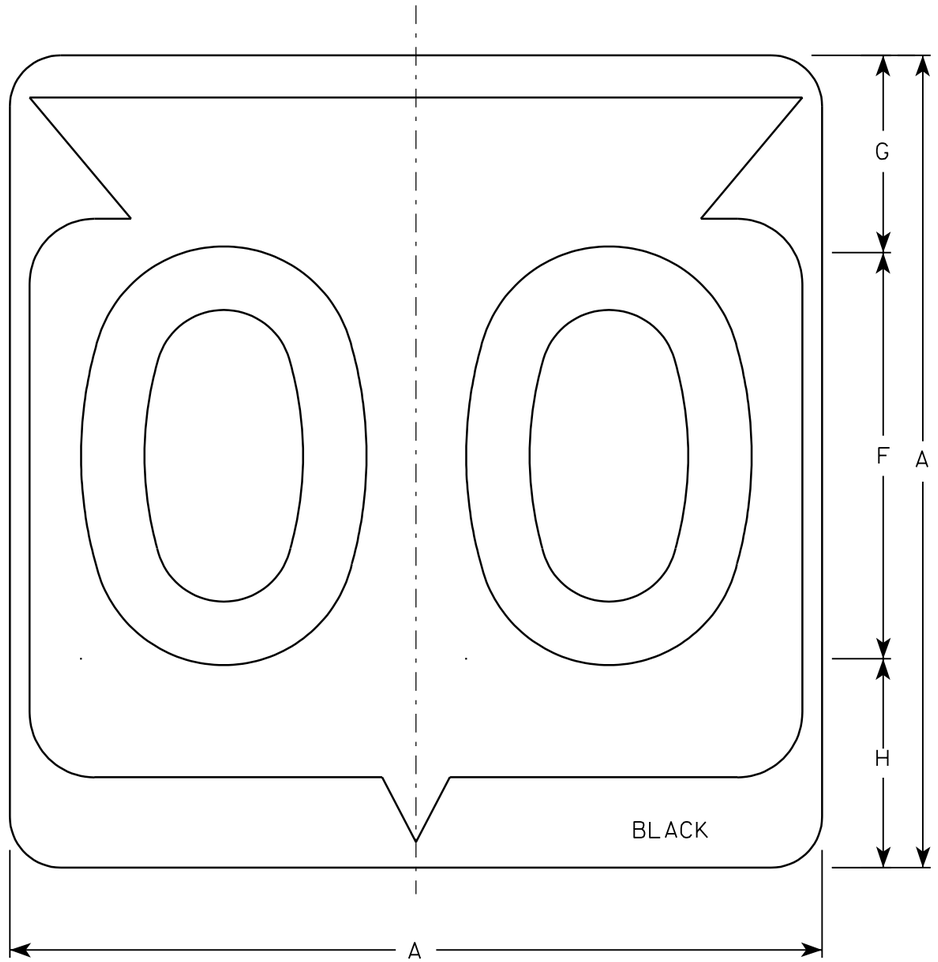
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

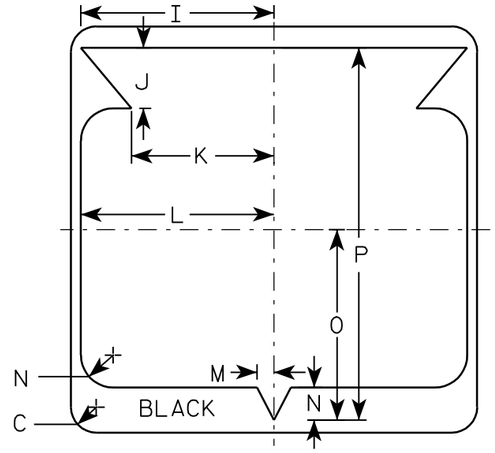
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 380 | E |
|---|---|---|---|---|---|




M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |

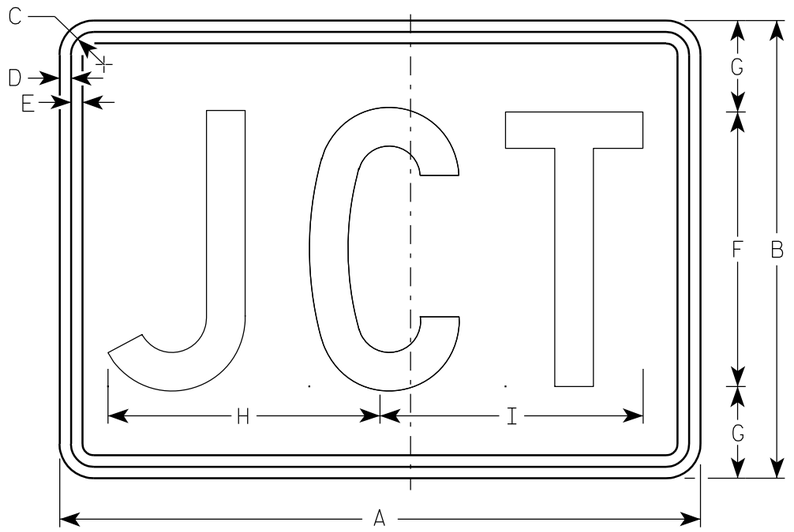
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

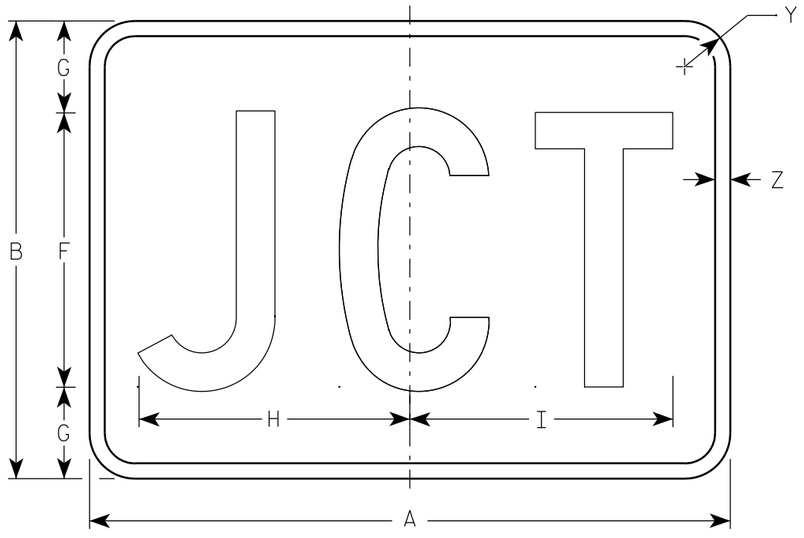
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 381 | E |
|---|---|---|---|---|---|




M2-1
MK2-1
MM2-1
MR2-1




MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 525 mm X 375 mm |
| 3 | 750 mm X 525 mm |
| 4 | 750 mm X 525 mm |
| 5 | 750 mm X 525 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | 15 | 1 1/8 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 2.20 | 0.20 |
| 3 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |
| 4 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |
| 5 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |

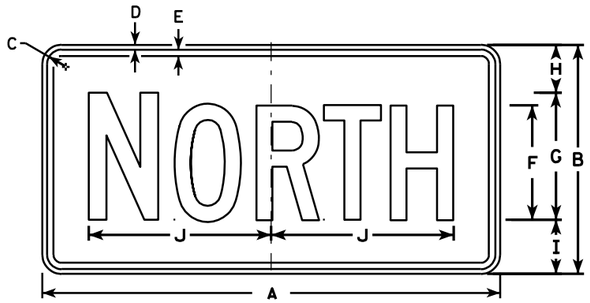
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

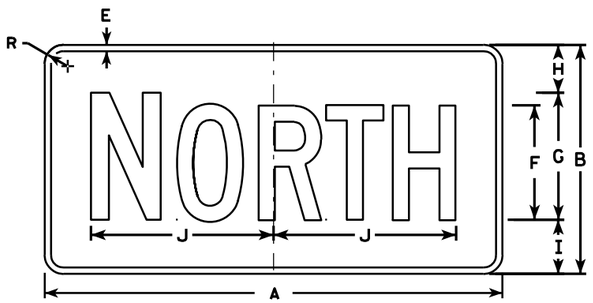
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 382 | E |
|---|---|---|---|---|---|



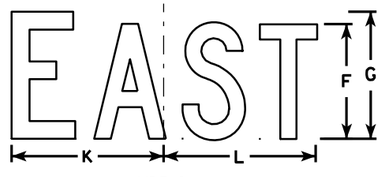

M3-1
MK3-1
MO3-1




MB3-1
MG3-1
MM3-1
MN3-1




M3-2
MK3-2
MO3-2



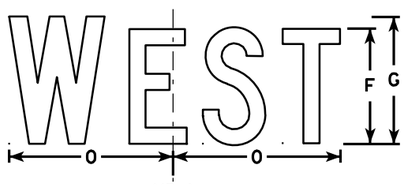

MB3-2
MG3-2
MM3-2
MN3-2



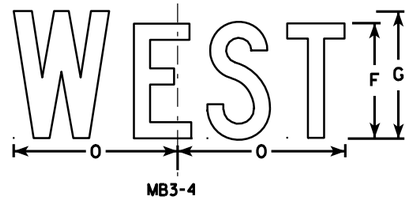

M3-3
MK3-3
MO3-3




MB3-3
MG3-3
MM3-3
MN3-3




M3-4
MK3-4
MO3-4




MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective (Detour or temporary signs - Reflective) Message - Black
   MB3-1 thru MB3-4 Background - Blue Message - White - Type H Reflective (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective Message - Green
   MN3-1 thru MN3-4 Background - Brown Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |

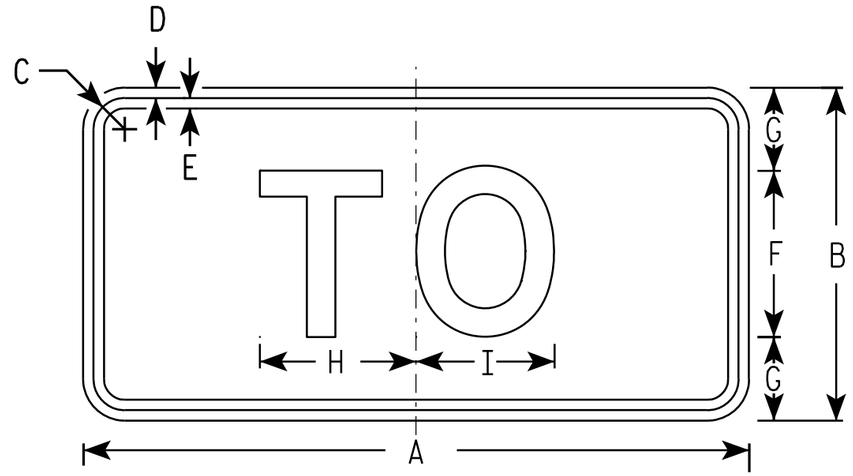
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

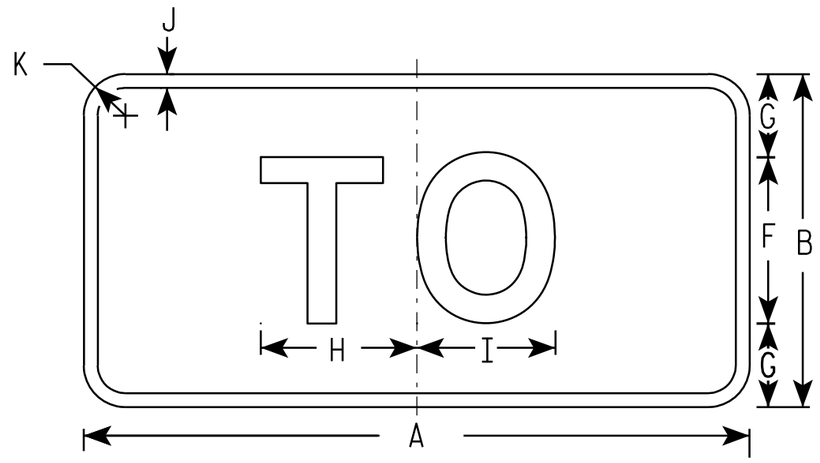
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 383 | E |
|---|---|---|---|---|---|




M4-5
MK4-5
MM4-5




MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 5 3/8 | 5 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

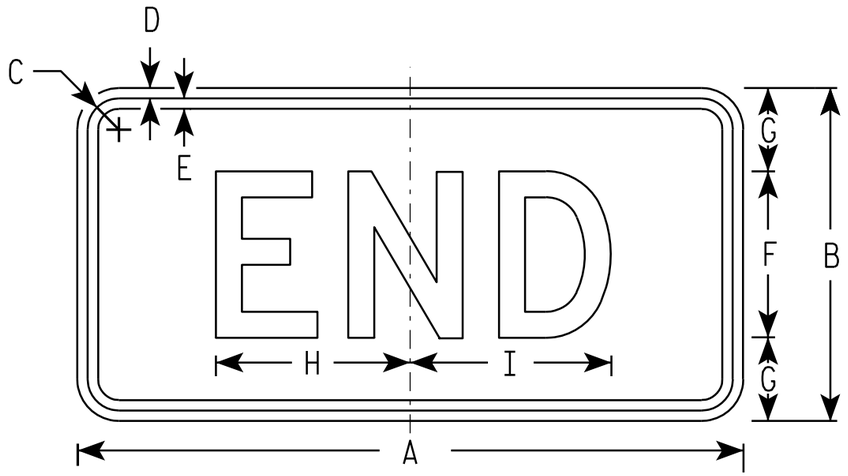
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

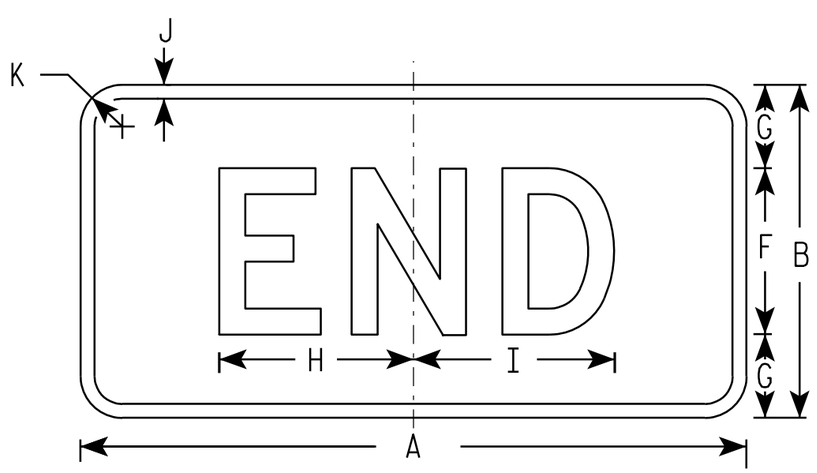
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 384 | E




M4-6
MK4-6
MM4-6
MR4-6




MB4-6
MG4-6
MN4-6

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black

   MB4-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)

   MG4-6 Background - Green
   Message - White - Type H Reflective

   MK4-6 Background - Green
   Message - White - Type H Reflective

   MM4-6 Background - White - Type H Reflective
   Message - Green

   MN4-6 Background - Brown
   Message - White - Type H Reflective

   MR4-6 Background - Brown
   Message - Yellow - Type H Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 7 | 7 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

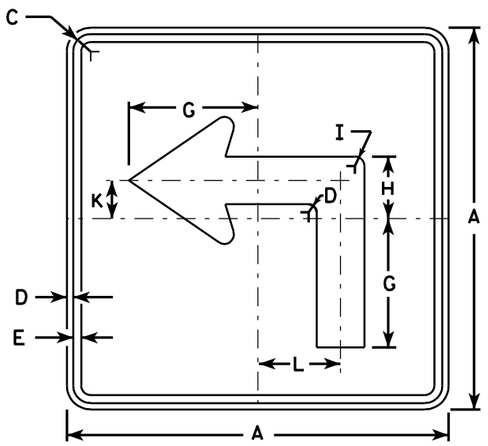
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-6.7

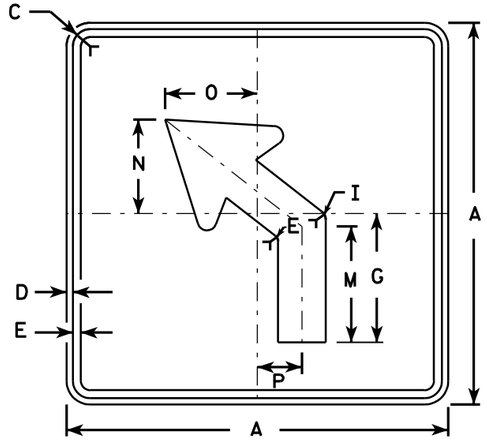
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 385 | E


7

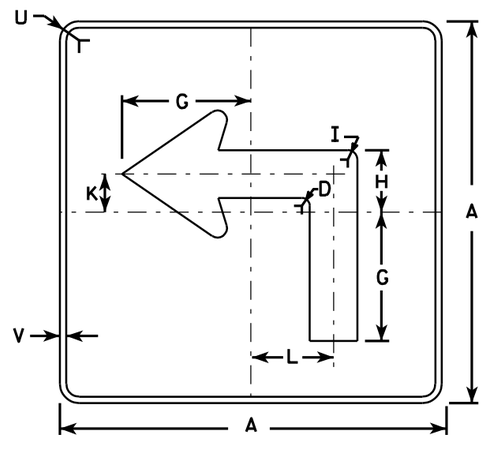
FILE NAME : C:\Users\PROJECTS\tr_stdplate\M46.DGN PLOT DATE : 10-NOV-2010 12:57 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.462457:1.000000
WISDOT/CADDS SHEET 42



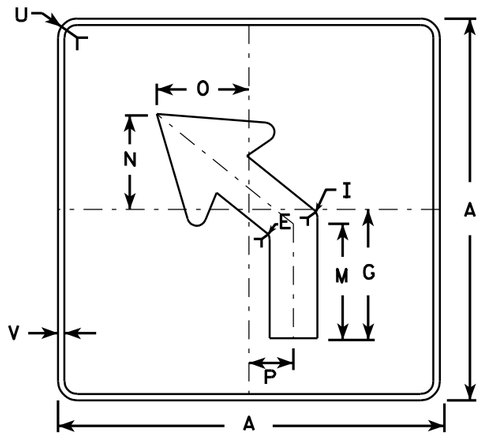

M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



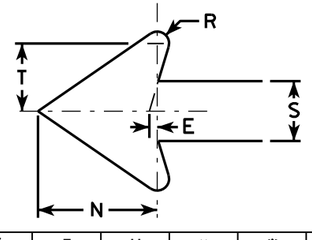

M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L




MB5-1L
MG5-1L
MN5-1L




MB5-2L
MG5-2L
MN5-2L




## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

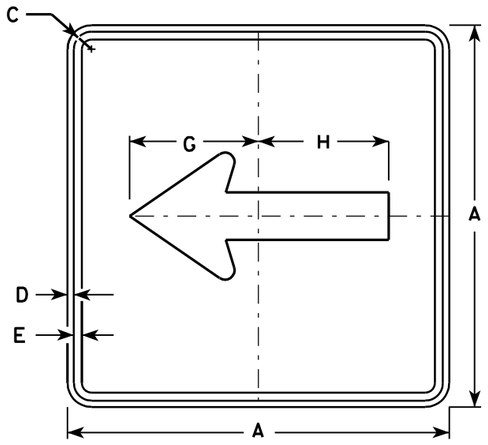
# STANDARD SIGN
# M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

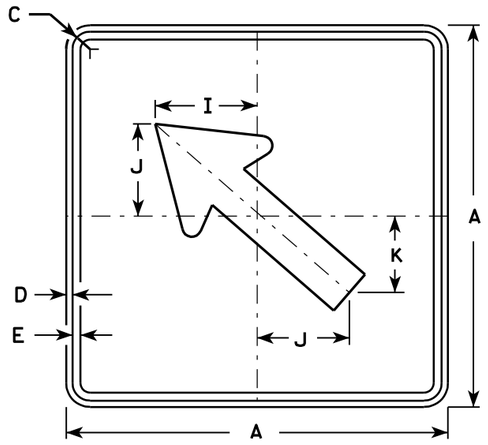
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

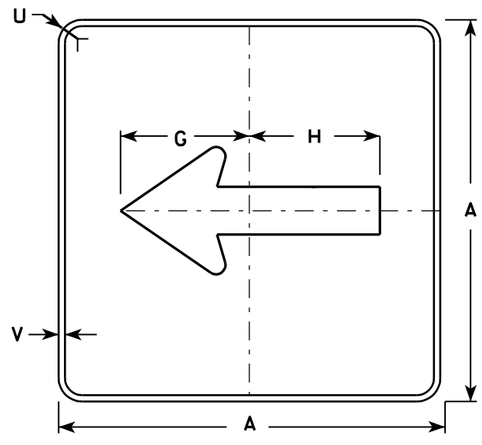
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 386 | E



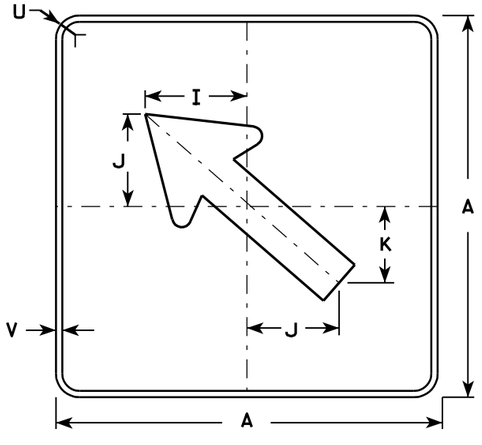

M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1




M6-2
MK6-2
MM6-2
MO6-2
MP6-2
MR6-2




MB6-1
MG6-1
MN6-1




MB6-2
MG6-2
MN6-2

## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White - Type H Reflective

   MG6-1 and MG6-2 Background - Green
   Message - White - Type H Reflective

   MK6-1 and MK6-2 Background - Green
   Message - White - Type H Reflective

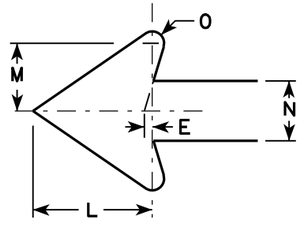
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White - Type H Reflective

   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White - Type H Reflective
   Message - Blue

   MR6-1 and MR6-2 Background - Brown
   Message - Yellow - Type H Reflective




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

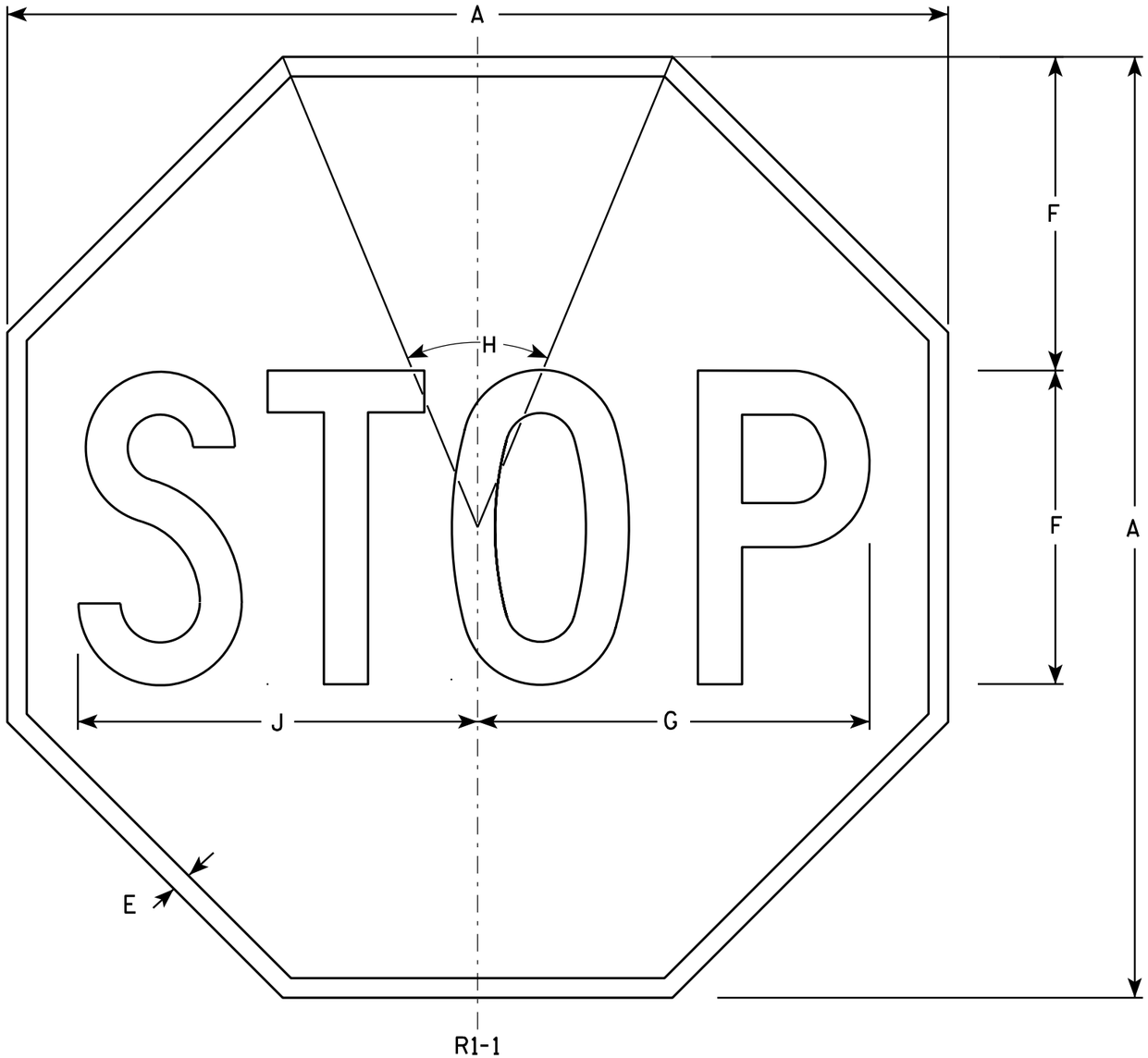
# STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 387 | E |
|---|---|---|---|---|---|




NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | | | 3/8 | 8 | 10 | 45° | | 10 1/4 | | | | | | | | | | | | | | | | | 3.31 |
| 2S | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | | 12 3/4 | | | | | | | | | | | | | | | | | 5.18 |
| 2M | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 3 | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 4 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 5 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 6 | 18 | | | | 3/8 | 6 | 7 3/4 | 45° | | 7 3/4 | | | | | | | | | | | | | | | | | 1.86 |
| 7 | 12 | | | | 1/4 | 4 | 5 | 45° | | 5 1/8 | | | | | | | | | | | | | | | | | 0.78 |

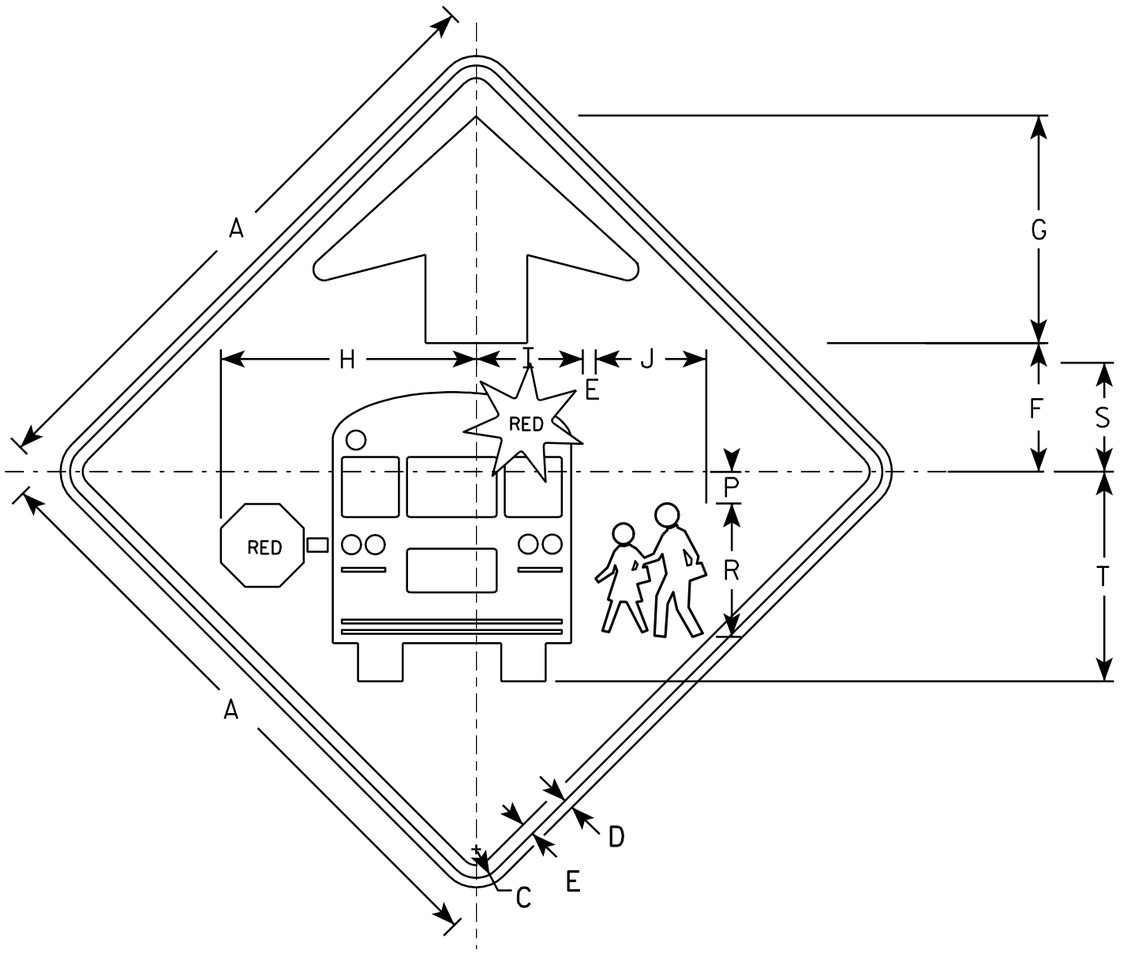
# STANDARD SIGN
# R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

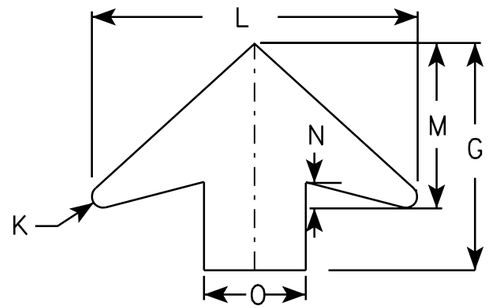
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 388 | E |
|---|---|---|---|---|---|




S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 6 1/4 | 11 1/4 | 12 1/2 | 5 1/4 | 5 1/2 | 1/2 | 16 | 8 | 1 1/4 | 5 | 1 1/2 | | 6 5/8 | 5 3/8 | 10 3/8 | | | | | | | 6.25 |
| 2 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 15 1/8 | 6 1/4 | 6 1/2 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | 1 7/8 | | 7 7/8 | 6 3/8 | 12 3/8 | | | | | | | 9.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 20 1/8 | 8 3/8 | 8 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | 2 1/2 | | 10 1/2 | 8 1/2 | 16 1/2 | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 20 1/8 | 8 3/8 | 8 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | 2 1/2 | | 10 1/2 | 8 1/2 | 16 1/2 | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S3-1

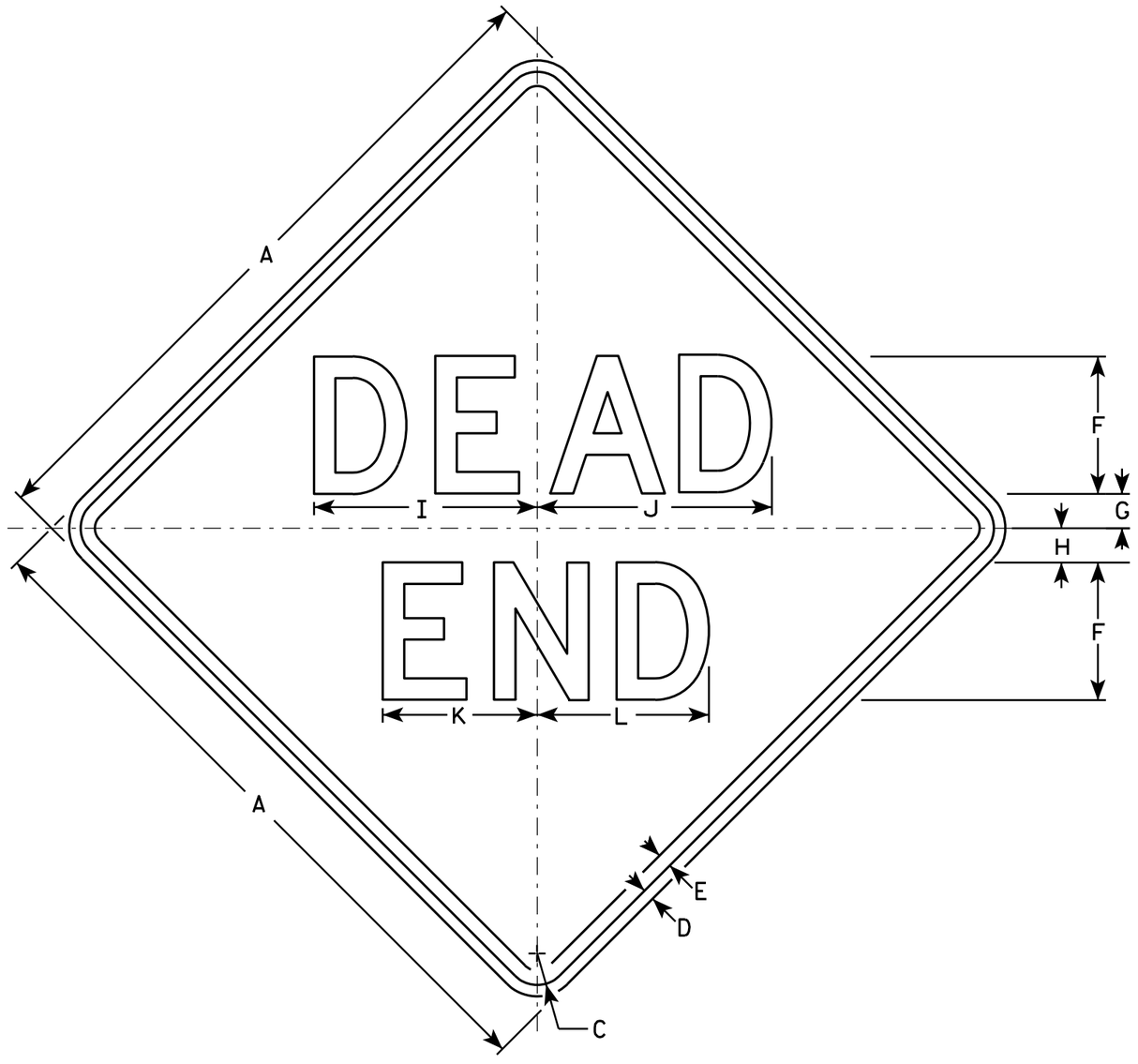
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

SHEET NO: 389 E




W14-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 5 | 1 | 2 | 8 1/4 | 8 5/8 | 5 5/8 | 6 1/4 | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 6 | 1 1/2 | 2 1/2 | 9 3/4 | 10 1/4 | 6 3/4 | 7 1/2 | | | | | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 6 | 1 1/2 | 2 1/2 | 9 3/4 | 10 1/4 | 6 3/4 | 7 1/2 | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 | 2 | 3 | 11 3/8 | 12 | 7 7/8 | 8 3/4 | | | | | | | | | | | | | | | 9.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

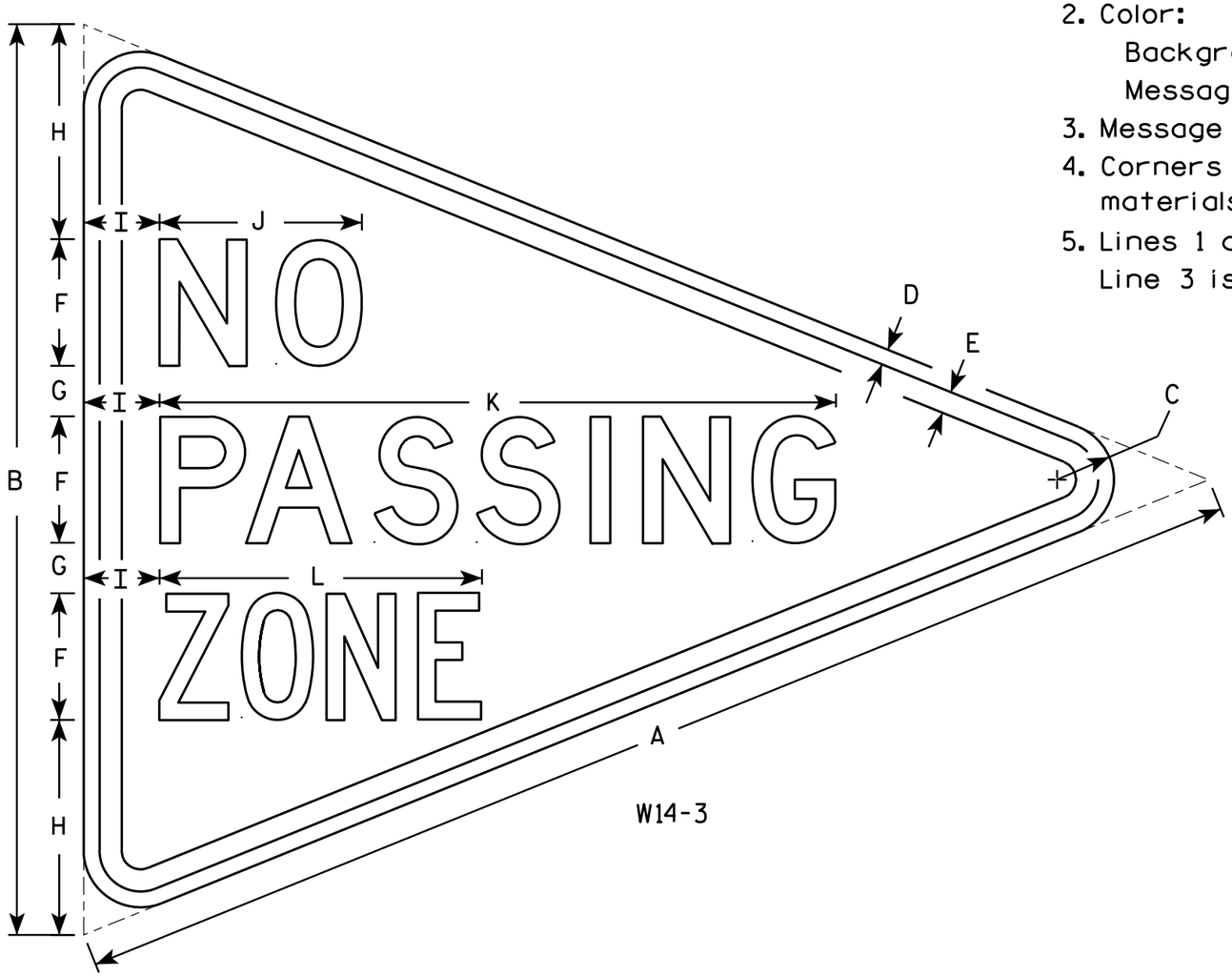
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 390 | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W141.DGN PLOT DATE : 13-MAR-2013 13:30 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.




W14-3

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 2M | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 3 | 64 | 48 | 3 | 3/4 | 1 1/4 | 6 | 3 | 12 | 4 | 10 3/4 | 33 5/8 | 16 1/2 | | | | | | | | | | | | | | | 10.7 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

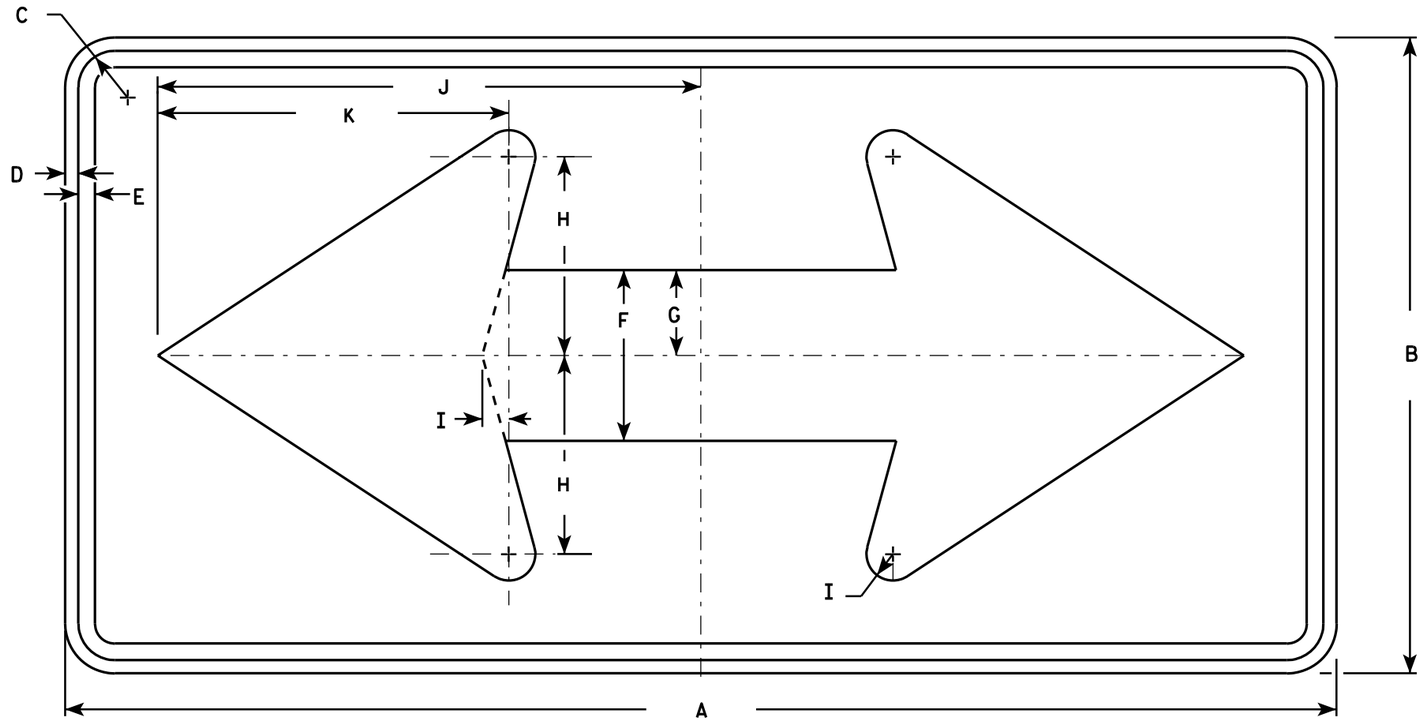
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 391 | E |
|---|---|---|---|---|---|




W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 5 3/4 | 3/4 | 15 5/8 | 10 1/8 | | | | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 2 1/4 | 3/4 | 1 | 13 | 6 1/2 | 15 | 2 | 41 | 26 1/2 | | | | | | | | | | | | | | | | 32.0 |

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

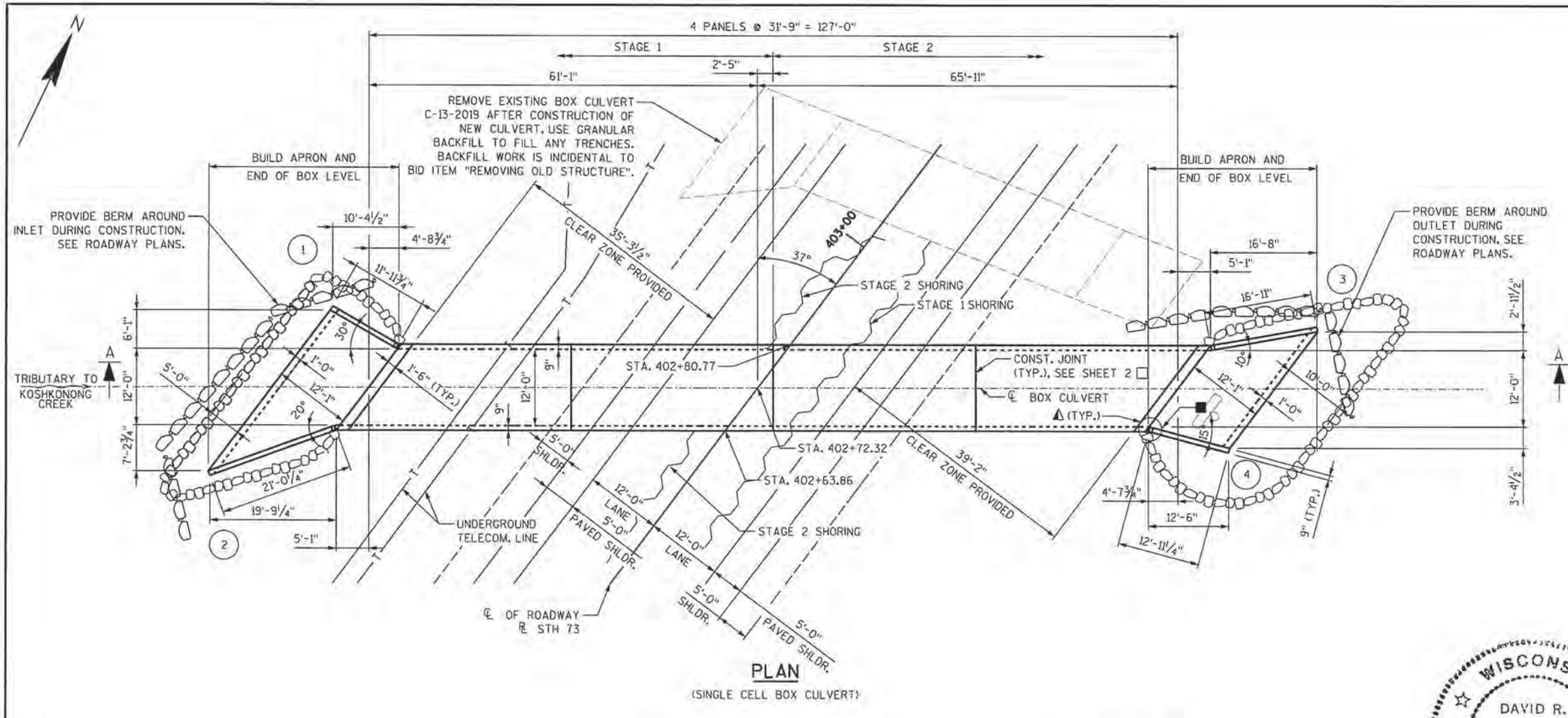
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 | E

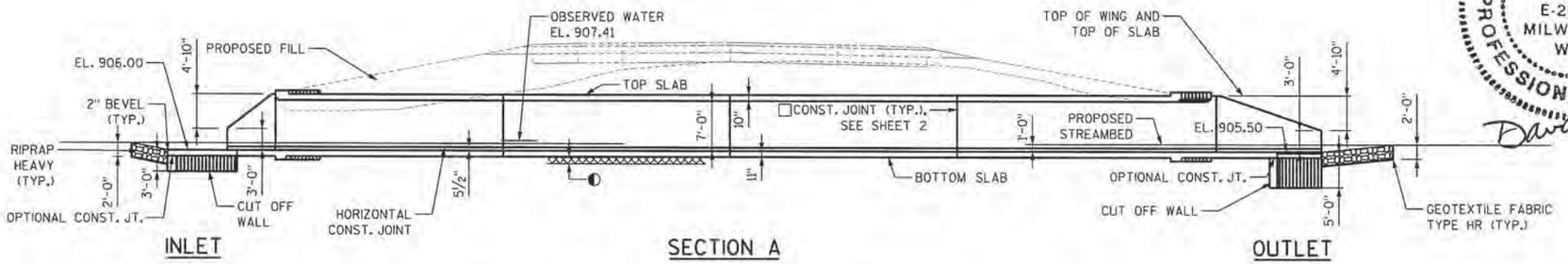
STATE PROJECT NUMBER

3070-00-72




PLAN

(SINGLE CELL BOX CULVERT)




INLET

SECTION A

OUTLET

## LIST OF DRAWINGS


1. GENERAL PLAN & ELEVATION
2. BOX CULVERT DETAILS
3. APRON DETAILS
4. APRON DETAILS 2
5. SUBSURFACE EXPLORATION


## HYDRAULIC DATA

Q(100) = 490 C.F.S.
VELOCITY- THROUGH STRUCTURE = 6.85 F.P.S.
HIGH WATER ELEVATION, Q(100) = 912.71
WATERWAY AREA = 72 SQ. FT.
DRAINAGE AREA = 1.1 SQ. MI.
ROADWAY OVERTOPPING FREQUENCY = N/A
SCOUR CRITICAL CODE = 8
Q(2) = 115 C.F.S.
HIGH WATER EL. Q(2) = 910.70

## DESIGN DATA

LIVE LOAD: HL-93
INV. RF: 1.05
OPER. RF: 1.35
WIS. STD. PER. VEHICLE = 255 KIPS
EARTH LOAD: DESIGNED FOR FILL
HEIGHT RANGE OF 6 TO 7 FEET.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY _____ f'c = 3.5 K.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ fy = 60 K.S.I.

## TRAFFIC DATA

ADT (2034)= 4,200
RDS= 60 M.P.H.

WISCONSIN
DAVID R. BROSE
E-26268
MILWAUKEE
WIS.
PROFESSIONAL ENGINEER
10-11-13

## STRUCTURE DESIGN CONTACTS

BRIDGE OFFICE: WILLIAM DREHER (608) 266-8489
CONSULTANT: DAVE BROSE (414) 347-1607

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-13-2073" SHALL BE THE EXISTING GROUND LINE.

WITHIN THE LENGTH OF THE BOX, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.

## GENERAL NOTES (CONT.)

ALL BAR STEEL FOR CAST-IN-PLACE CONCRETE BOX CULVERTS SHALL BE UNCOATED.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

IN LIEU OF BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

## GENERAL NOTES (CONT.)

THE EXISTING STRUCTURE, C-13-29, IS A DOUBLE CELL 6'-0" X 6'-0" CAST-IN-PLACE BOX CULVERT APPROXIMATELY 48 FEET IN LENGTH.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES". CULVERT APRONS SHALL BE CAST-IN-PLACE.

## LEGEND

(X) INDICATES WING NUMBER

△ SEE CORNER DETAILS (SHEET 4)

■ NAME PLATE LOCATION (SEE SHEET 3)

◐ UNDER CUT 1'-0" (TO BE PAID FOR AS "EXCAVATION FOR STRUCTURES"), PLACE GEOTEXTILE FABRIC TYPE 'C', AND BACKFILL WITH 'BREAKER RUN'. EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

□ PLACE AN 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" (R.M.W.) ON THE TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|


emcs LLC
1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 10/14/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-13-2073

STH 73 OVER TRIBUTARY TO KOSHKONONG CREEK

| COUNTY | TOWN |
|---|---|
| DANE | CHRISTIANA |

DESIGN SPEC.
AASHTO LRFD DESIGN SPEC.

| DESIGNED BY | SKR | DESIGN CK'D. | DRB | DRAWN BY | SKR | PLANS CK'D. | DRB |
|---|---|---|---|---|---|---|---|

GENERAL PLAN & ELEVATION

SHEET 393 OF 5

STATE PROJECT NUMBER

3070-00-72

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NO. | BID ITEMS | UNIT | INLET | CULVERT | OUTLET | TOTAL |
|---|---|---|---|---|---|---|
| 203.0200 | REMOVING OLD STRUCUTRE STA. 403+12 | LS | - | - | - | 1 |
| 206.2000 | EXCAVATION FOR STRUCTURES CULVERTS C-13-2073 | LS | - | - | - | 1 |
| 206.6000.S | TEMPORARY SHORING | SF | - | 885 | - | 885 |
| 210.0100 | BACKFILL STRUCTURE | CY | 90 | 1,150 | 80 | 1,320 |
| 311.0115 | BREAKER RUN | CY | 19 | 95 | 16 | 130 |
| 504.0100 | CONCRETE MASONRY CULVERTS | CY | 17 | 162 | 16 | 195 |
| 505.0410 | BAR STEEL REINFORCEMENT HS CULVERTS | LB | 1,480 | 28,550 | 1,350 | 31,380 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 9 | 15 | 8 | 32 |
| 606.0300 | RIPRAP HEAVY | CY | 22 | - | 36 | 58 |
| 645.0105 | GEOTEXTILE FABRIC TYPE C | SY | - | 290 | - | 290 |
| 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 33 | - | 53 | 86 |
| | **NON-BID ITEMS** | | | | | |
| | FILLER | SIZE | | | | 3/4", 1" |

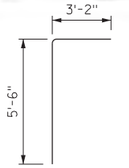
## BILL OF BARS FOR BARREL

| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|
| B601 | 236 | 13'-2" | | | TOP SLAB TRANS. |
| B602 | 32 | 7'-5" | | X | TOP SLAB TRANS. |
| B603 | 236 | 13'-2" | | | BOT. SLAB TRANS. |
| B604 | 32 | 7'-5" | | X | BOT. SLAB TRANS. |
| B405 | 64 | 31'-5" | | | TOP & BOT. SLAB LONG. |
| B406 | 64 | 31'-5" | | X | TOP & BOT. SLAB LONG. |
| B607 | 872 | 8'-6" | X | | CORNER BARS |
| B408 | 204 | 7'-0" | | | WALLS VERT. |
| B409 | 204 | 2'-5" | | | WALLS DOWEL |
| B410 | 32 | 31'-5" | | | WALLS HORIZ. - MIDDLE PANELS |
| B411 | 16 | 36'-6" | | | WALLS HORIZ. - END PANELS |
| B412 | 16 | 26'-4" | | | WALLS HORIZ. - END PANELS |
| B513 | 132 | 4'-0" | | | CONST. JT. |
| B914 | 24 | 16'-6" | | | HEADERS HORIZ. |
| B315 | 23 | 4'-6" | X | | HEADERS VERT. TIES TOP |
| B316 | 69 | 4'-5" | X | | HEADERS VERT. TIES BOT. |

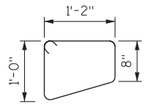
FOR BAR SERIES SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD BE USED FOR BAR WEIGHT CALCULATIONS.

## BAR SERIES TABLE

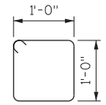
| BAR MARK | NO. REQ'D. | LENGTHS FOR EACH SERIES |
|---|---|---|
| B602 | 2 SERIES OF 16 | 2'-6" TO 12'-4" |
| B604 | 2 SERIES OF 16 | 2'-6" TO 12'-4" |
| B406 | 4 SERIES OF 16 | 26'-4" TO 36'-6" |



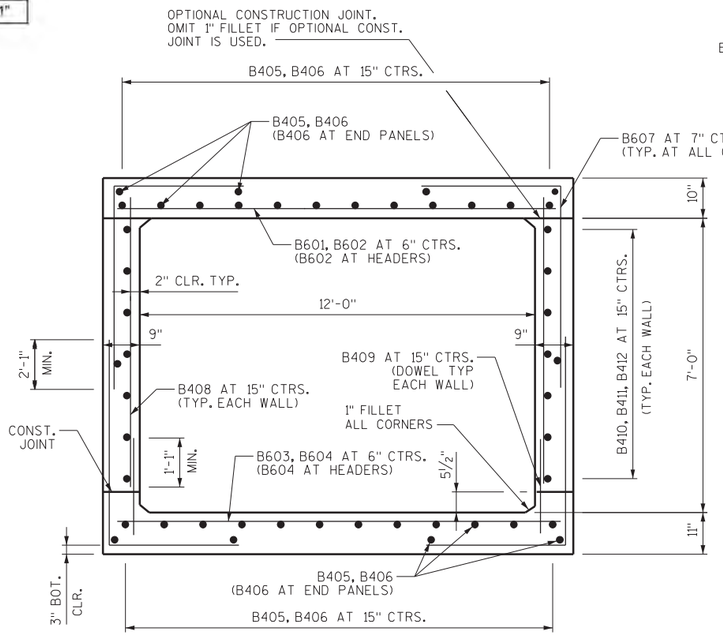

B607



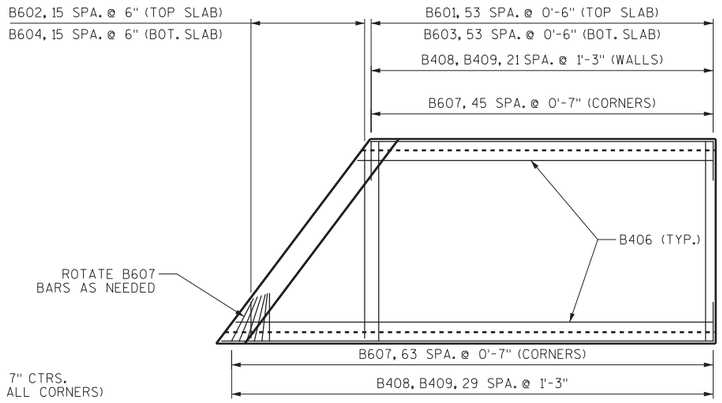

B315



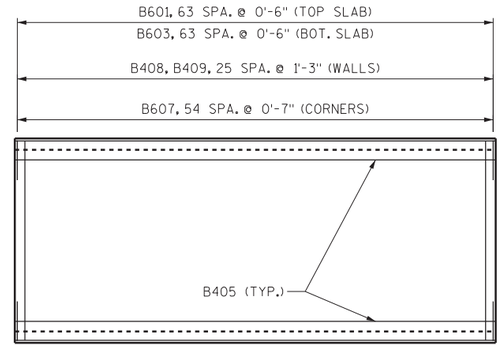

B316



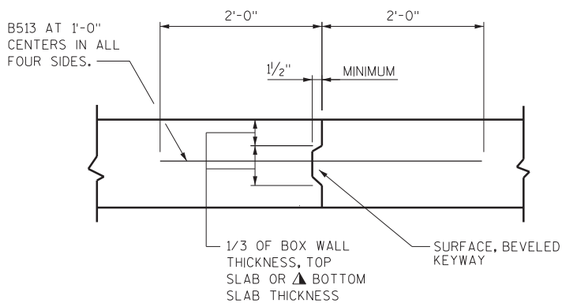

SECTION THRU BOX




PLAN VIEW OF EXTERIOR PANEL

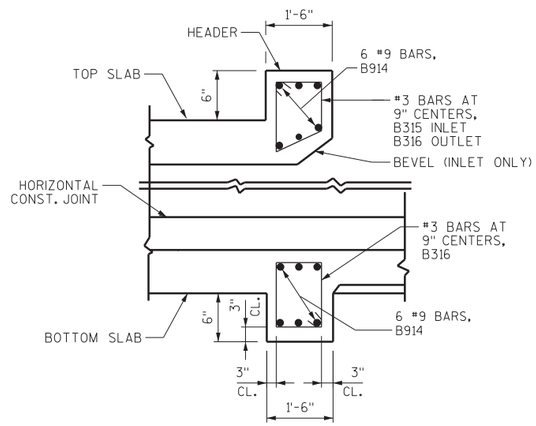



PLAN VIEW OF INTERIOR PANEL

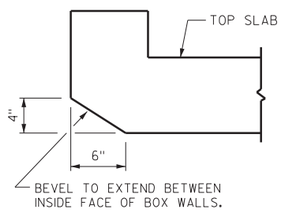



## CONSTRUCTION JOINT

⚠ IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING.




TYPICAL SECTION THRU CULVERT HEADERS




SECTION THRU INLET HEADER

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-2073

DRAWN BY AJC | PLANS CK'D. DRB

BOX CULVERT DETAILS

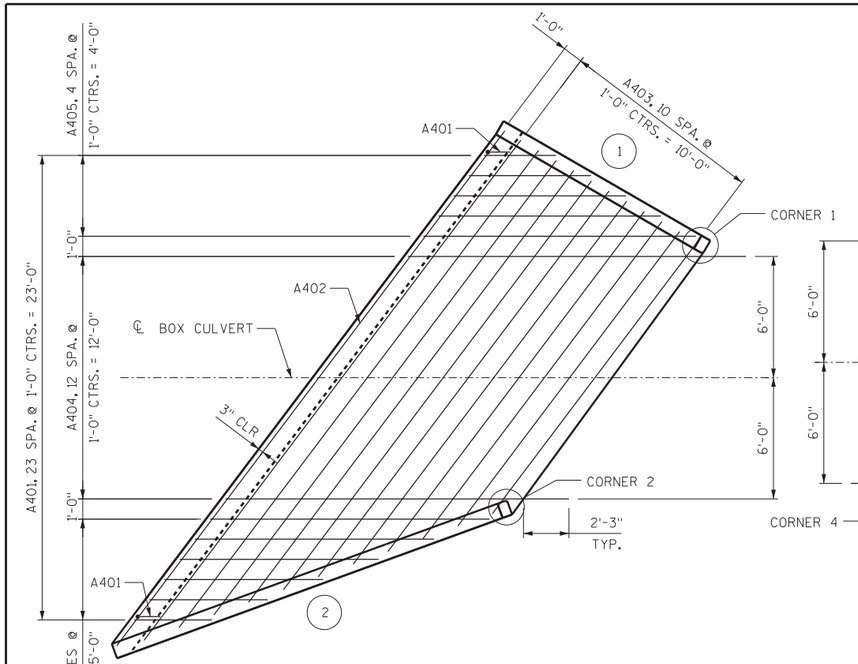
SHEET 2 OF 5
394

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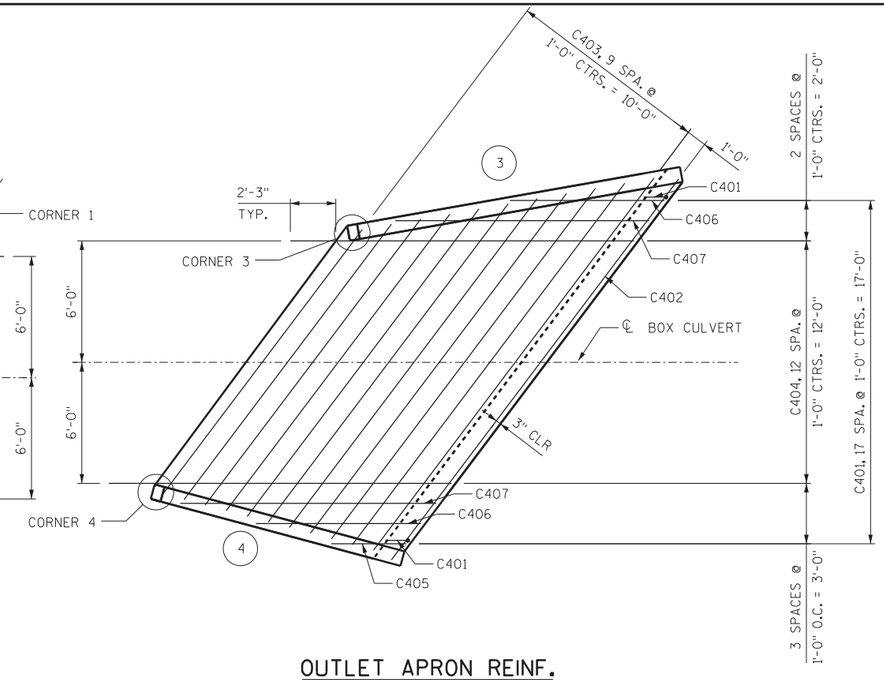
8

STATE PROJECT NUMBER

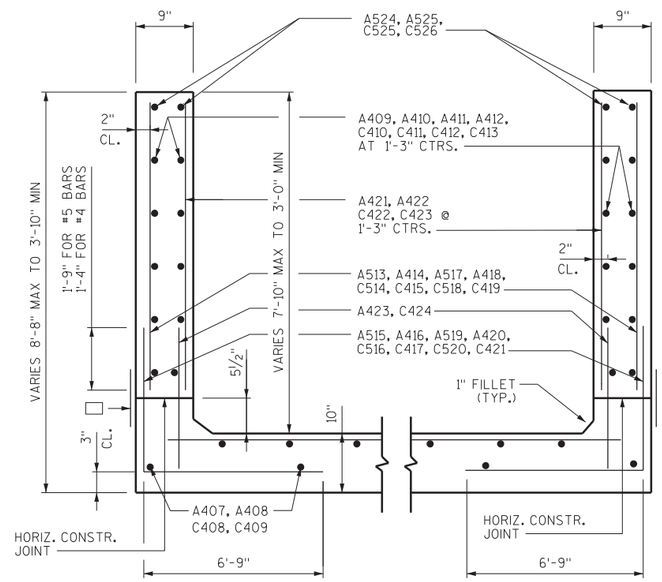
3070-00-72




## INLET APRON REINF.

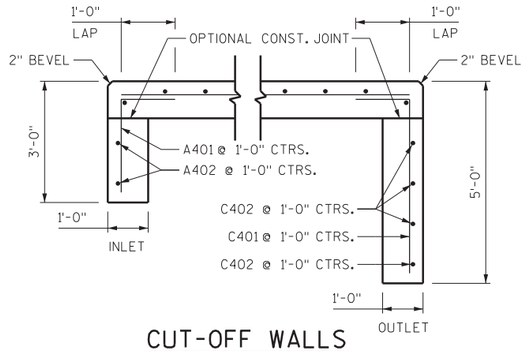



## OUTLET APRON REINF.



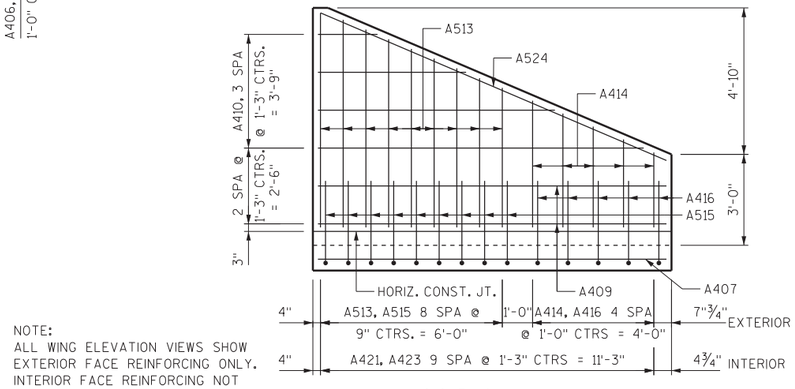

## SECTION THRU WINGWALLS

☐ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONSTR. JT. IN WING. (TYP.)




## CUT-OFF WALLS

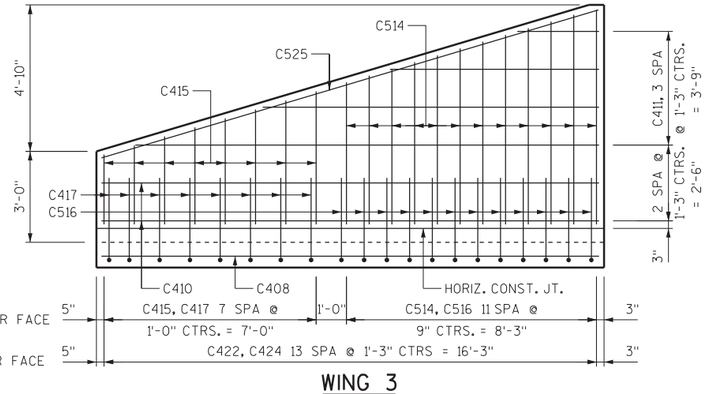
SECTION THRU WALLS




NOTE:
ALL WING ELEVATION VIEWS SHOW EXTERIOR FACE REINFORCING ONLY. INTERIOR FACE REINFORCING NOT SHOWN FOR CLAIRTY.

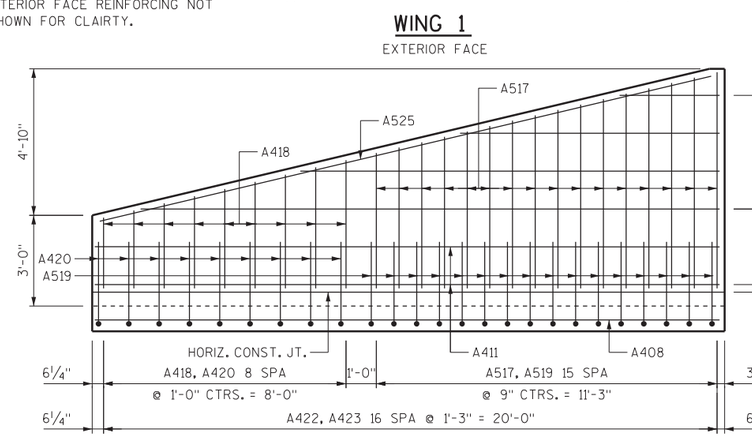
## WING 1

EXTERIOR FACE



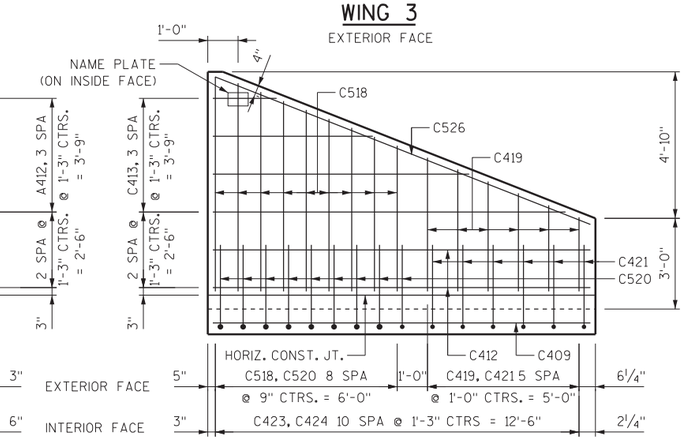

## WING 3

EXTERIOR FACE



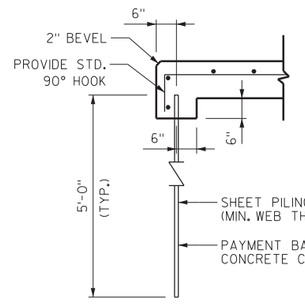

## WING 2

EXTERIOR FACE




## WING 4

EXTERIOR FACE




## ALTERNATE CUT-OFF WALL

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-2073

DRAWN BY AJC | PLANS CK'D. DRB

ARPON DETAILS

SHEET 3 OF 5
395

8

8

| STATE PROJECT NUMBER |
|---|
| 3070-00-72 |

## BILL OF BARS FOR INTLET APRON

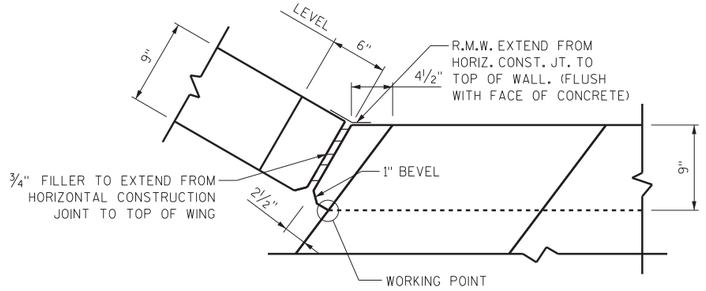
| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|
| A401 | 33 | 3'-6" | X | | CUTOFF WALL VERT. |
| A402 | 3 | 31'-11" | | | CUTOFF WALL HORIZ. |
| A403 | 11 | 23'-11" | | X | INLET APRON TRANS. |
| A404 | 13 | 17'-2" | | | INLET APRON LONG. |
| A405 | 5 | 8'-6" | | X | INLET APRON LONG. |
| A406 | 6 | 8'-10" | | X | INLET APRON LONG. |
| A407 | 2 | 11'-7" | | | INLET APRON LONG. - WING 1 |
| A408 | 2 | 20'-8" | | | INLET APRON LONG. - WING 2 |
| A409 | 4 | 11'-7" | | | WINGWALL HORIZ - WING 1 |
| A410 | 8 | 6'-4" | | X | WINGWALL HORIZ - WING 1 |
| A411 | 4 | 20'-8" | | | WINGWALL HORIZ - WING 2 |
| A412 | 8 | 11'-2" | | X | WINGWALL HORIZ - WING 2 |
| A513 | 9 | 5'-10" | | X | WINGWALL VERT. - WING 1 |
| A414 | 5 | 3'-4" | | X | WINGWALL VERT. - WING 1 |
| A515 | 9 | 9'-8" | X | | WINGWALL CORNER BARS - WING 1 |
| A416 | 5 | 9'-5" | X | | WINGWALL CORNER BARS - WING 1 |
| A517 | 16 | 5'-9" | | X | WINGWALL VERT. - WING 2 |
| A418 | 9 | 3'-3" | | X | WINGWALL VERT. - WING 2 |
| A519 | 16 | 9'-8" | X | | WINGWALL CORNER BARS - WING 2 |
| A420 | 9 | 9'-5" | X | | WINGWALL CORNER BARS - WING 2 |
| A421 | 10 | 4'-9" | | X | WINGWALL VERT. - WING 1 |
| A422 | 17 | 4'-9" | | X | WINGWALL VERT - WING 2 |
| A423 | 27 | 2'-9" | | | WINGWALL DOWELS - WINGS 1 & 2 |
| A524 | 2 | 12'-6" | | | WINGWALL HORIZ TOP - WING 1 |
| A525 | 2 | 21'-3" | | | WINGWALL HORIZ TOP -WING 2 |

FOR BAR SERIES SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD BE USED FOR BAR WEIGHT CALCULATIONS.

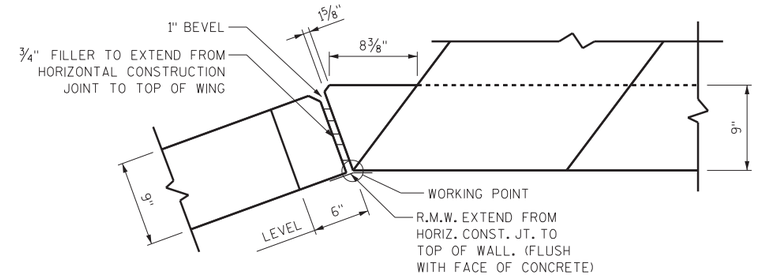
## BILL OF BARS FOR OUTLET APRON

| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|
| C401 | 25 | 5'-6" | X | | CUTOFF WALL VERT. |
| C402 | 5 | 23'-6" | | | CUTOFF WALL HORIZ. |
| C403 | 11 | 19'-8" | | X | OUTLET APRON TRANS. |
| C404 | 13 | 17'-2" | | | OUTLET APRON LONG. |
| C405 | 1 | 3'-8" | | | OUTLET APRON LONG. |
| C406 | 2 | 7'-8" | | | OUTLET APRON LONG. |
| C407 | 2 | 12'-7" | | | OUTLET APRON LONG. |
| C408 | 2 | 16'-6" | | | OUTLET APRON LONG. - WING 3 |
| C409 | 2 | 12'-6" | | | OUTLET APRON LONG. - WING 4 |
| C410 | 4 | 16'-6" | | | WINGWALL HORIZ - WING 3 |
| C411 | 8 | 9'-0" | | X | WINGWALL HORIZ - WING 3 |
| C412 | 4 | 12'-6" | | | WINGWALL HORIZ - WING 4 |
| C413 | 8 | 6'-10" | | X | WINGWALL HORIZ - WING 4 |
| C514 | 12 | 5'-11" | | X | WINGWALL VERT. - WING 3 |
| C415 | 8 | 3'-4" | | X | WINGWALL VERT. - WING 3 |
| C516 | 12 | 9'-8" | X | | WINGWALL CORNER BARS - WING 3 |
| C417 | 8 | 9'-5" | X | | WINGWALL CORNER BARS - WING 3 |
| C518 | 9 | 5'-11" | | X | WINGWALL VERT. - WING 4 |
| C419 | 6 | 3'-5" | | X | WINGWALL VERT. - WING 4 |
| C520 | 9 | 9'-8" | X | | WINGWALL CORNER BARS - WING 4 |
| C421 | 6 | 9'-5" | X | | WINGWALL CORNER BARS - WING 4 |
| C422 | 14 | 4'-8" | | X | WINGWALL VERT. - WING 3 |
| C423 | 11 | 4'-8" | | X | WINGWALL VERT - WING 4 |
| C424 | 25 | 2'-9" | | | WINGWALL DOWELS - WINGS 3 & 4 |
| C525 | 2 | 17'-2" | | | WINGWALL HORIZ TOP - WING 3 |
| C526 | 2 | 13'-5" | | | WINGWALL HORIZ TOP -WING 4 |

FOR BAR SERIES SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD BE USED FOR BAR WEIGHT CALCULATIONS.




CORNER 1



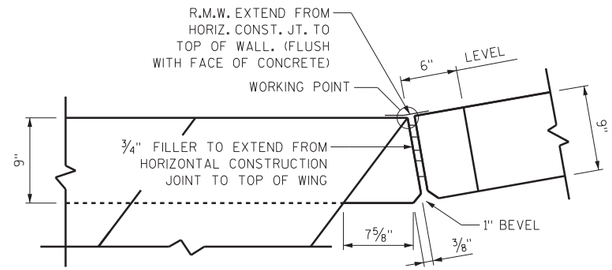

CORNER 2

## BAR SERIES TABLE

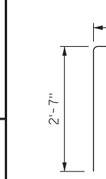
| BAR MARK | NO. REQ'D. | LENGTHS FOR EACH SERIES |
|---|---|---|
| A403 | 1 SERIES OF 11 | 16'-10" TO 31'-0" |
| A405 | 1 SERIES OF 5 | 3'-6" TO 13'-6" |
| A406 | 1 SERIES OF 6 | 3'-10" TO 13'-10" |
| A410 | 2 SERIES OF 4 | 1'-11" TO 10'-9" |
| A412 | 2 SERIES OF 4 | 3'-3" TO 19'-1" |
| A513 | 1 SERIES OF 9 | 4'-7" TO 7'-1" |
| A414 | 1 SERIES OF 5 | 2'-5" TO 4'-3" |
| A517 | 1 SERIES OF 16 | 4'-5" TO 7'-1" |
| A418 | 1 SERIES OF 9 | 2'-4" TO 4'-2" |
| A421 | 1 SERIES OF 10 | 2'-5" TO 7'-1" |
| A422 | 1 SERIES OF 17 | 2'-5" TO 7'-1" |

## BAR SERIES TABLE

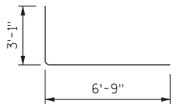
| BAR MARK | NO. REQ'D. | LENGTHS FOR EACH SERIES |
|---|---|---|
| C403 | 1 SERIES OF 11 | 16'-4" TO 23'-0" |
| C411 | 2 SERIES OF 4 | 2'-8" TO 15'-4" |
| C413 | 2 SERIES OF 4 | 2'-1" TO 11'-7" |
| C514 | 1 SERIES OF 12 | 4'-9" TO 7'-1" |
| C415 | 1 SERIES OF 8 | 2'-3" TO 4'-5" |
| C518 | 1 SERIES OF 9 | 4'-9" TO 7'-1" |
| C419 | 1 SERIES OF 6 | 2'-5" TO 4'-5" |
| C422 | 1 SERIES OF 14 | 2'-3" TO 7'-1" |
| C423 | 1 SERIES OF 11 | 2'-3" TO 7'-1" |



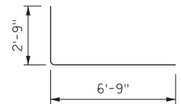

CORNER 3



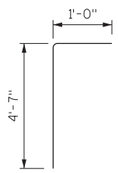

A401



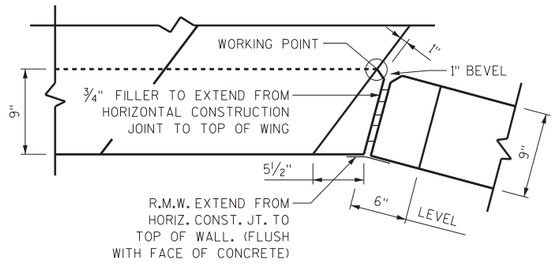

A515, A519, C516, C520




A416, A420, C417, C421




C401




CORNER 4

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-2073

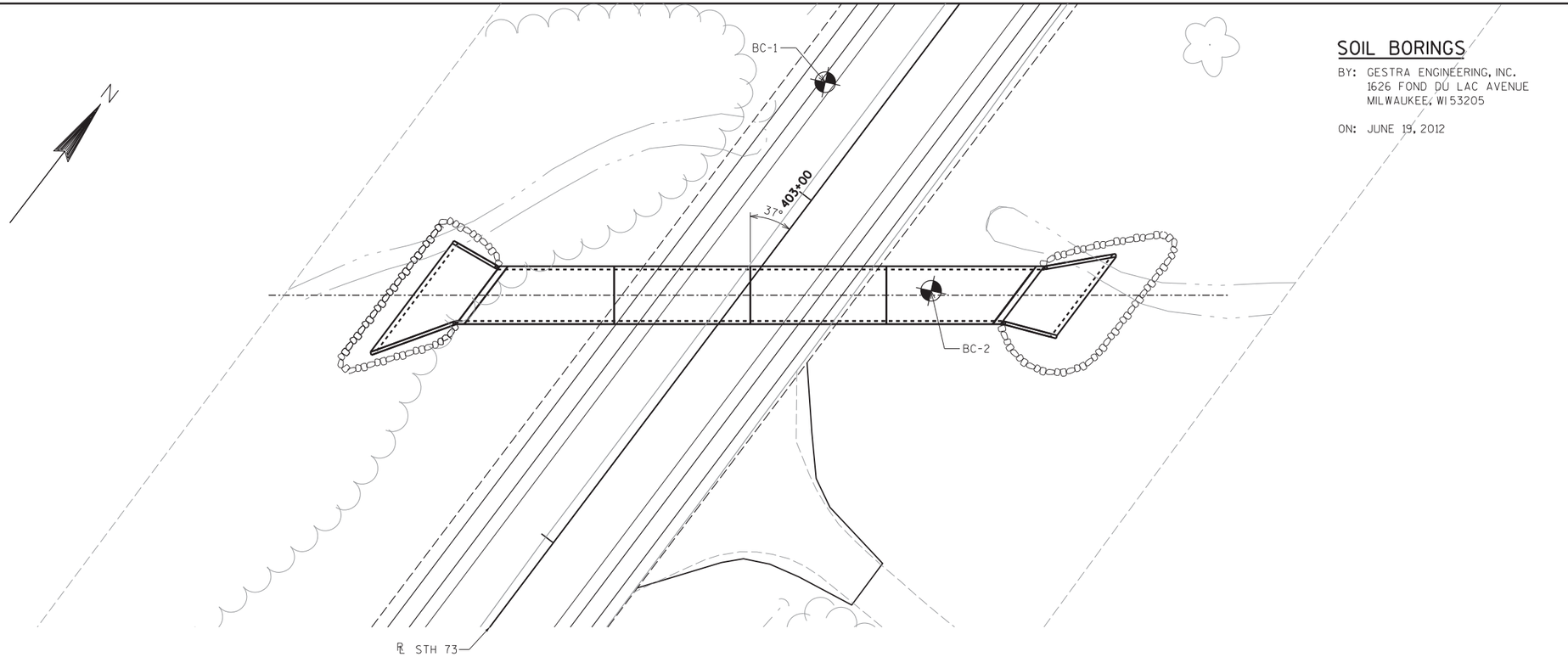
DRAWN BY AJC | PLANS CK'D. DRB

ARPON DETAILS 2

SHEET 4 OF 5
396

8

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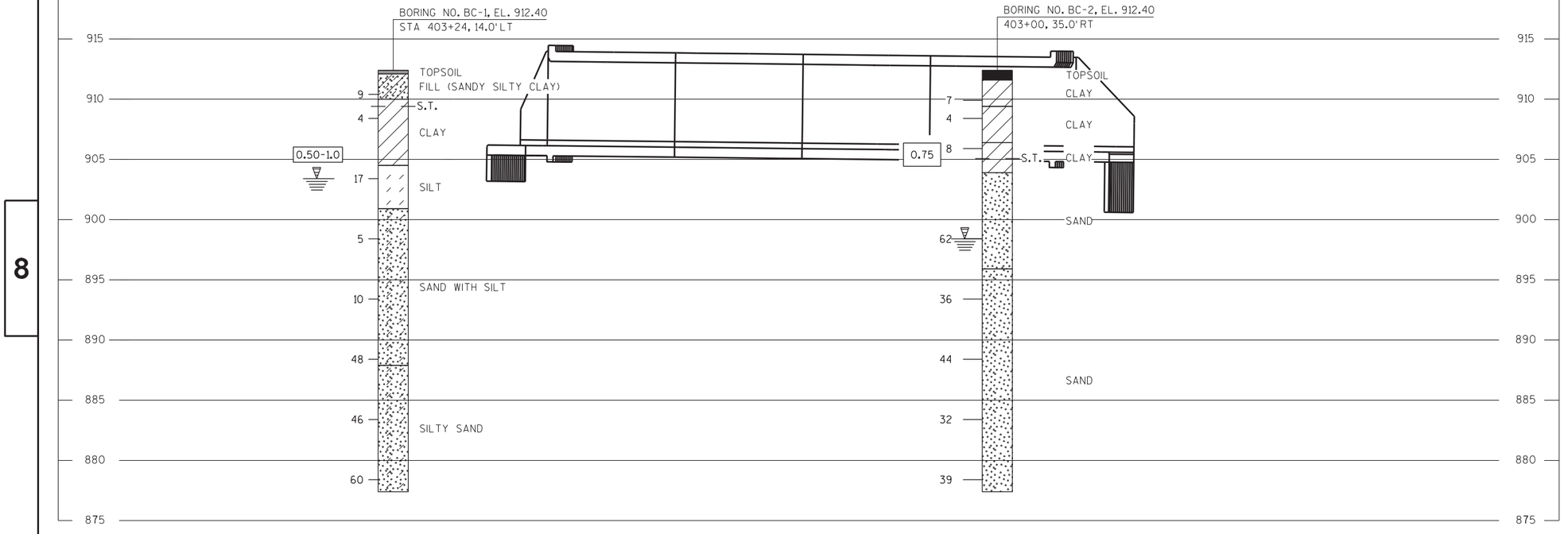



PLAN C-13-2073

## SOIL BORINGS

BY: GESTRA ENGINEERING, INC.
1626 FOND DU LAC AVENUE
MILWAUKEE, WI 53205

ON: JUNE 19, 2012




STATE PROJECT NUMBER

3070-00-02

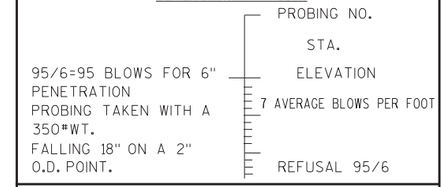
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

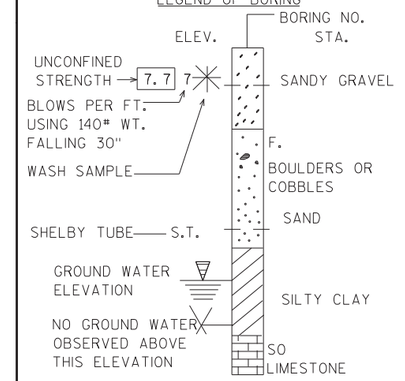
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A O.D.X1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

### SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-2073

DRAWN BY SKR | PLANS CK'D. DRB

SUBSURFACE EXPLORATION

SHEET 5 OF 5
397

8

8

## STH 73 EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 79+00 | 7900 | | 207 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80+00 | 8000 | 100 | 193 | 0 | 19 | 12 | 0 | 740 | 0 | 71 | 22 | 0 | 740 | 0 | 71 | 25 | 0 | 644 |
| 81+00 | 8100 | 100 | 228 | 0 | 19 | 12 | 0 | 780 | 0 | 71 | 43 | 0 | 1520 | 0 | 141 | 75 | 0 | 1304 |
| 82+00 | 8200 | 100 | 213 | 0 | 19 | 19 | 0 | 816 | 0 | 71 | 56 | 0 | 2336 | 0 | 212 | 139 | 0 | 1985 |
| 83+00 | 8300 | 100 | 99 | 0 | 19 | 20 | 0 | 576 | 0 | 71 | 72 | 0 | 2912 | 0 | 282 | 222 | 0 | 2408 |
| 84+00 | 8400 | 100 | 85 | 0 | 19 | 12 | 0 | 341 | 0 | 71 | 60 | 0 | 3253 | 0 | 353 | 291 | 0 | 2609 |
| 85+00 | 8500 | 100 | 107 | 0 | 19 | 6 | 0 | 357 | 0 | 71 | 32 | 0 | 3610 | 0 | 423 | 328 | 0 | 2859 |
| 86+00 | 8600 | 100 | 178 | 0 | 19 | 0 | 0 | 528 | 0 | 71 | 10 | 0 | 4138 | 0 | 494 | 340 | 0 | 3304 |
| 87+00 | 8700 | 100 | 184 | 0 | 19 | 0 | 0 | 669 | 0 | 71 | 0 | 0 | 4807 | 0 | 564 | 340 | 0 | 3902 |
| 88+00 | 8800 | 100 | 191 | 0 | 19 | 0 | 0 | 693 | 0 | 71 | 0 | 0 | 5500 | 0 | 635 | 341 | 0 | 4524 |
| 89+00 | 8900 | 100 | 129 | 0 | 19 | 13 | 0 | 592 | 0 | 71 | 25 | 0 | 6092 | 0 | 706 | 370 | 0 | 5017 |
| 90+00 | 9000 | 100 | 51 | 0 | 19 | 63 | 0 | 334 | 0 | 71 | 142 | 0 | 6426 | 0 | 776 | 533 | 0 | 5117 |
| 91+00 | 9100 | 100 | 82 | 0 | 19 | 158 | 0 | 247 | 0 | 71 | 411 | 0 | 6674 | 0 | 847 | 1005 | 0 | 4822 |
| 92+00 | 9200 | 100 | 10 | 0 | 19 | 85 | 0 | 170 | 0 | 71 | 452 | 0 | 6844 | 0 | 917 | 1524 | 0 | 4402 |
| 93+00 | 9300 | 100 | 21 | 0 | 19 | 174 | 0 | 57 | 0 | 71 | 480 | 0 | 6901 | 0 | 988 | 2077 | 0 | 3837 |
| 94+00 | 9400 | 100 | 31 | 0 | 19 | 102 | 0 | 96 | 0 | 71 | 511 | 0 | 6997 | 0 | 1058 | 2664 | 0 | 3275 |
| 95+00 | 9500 | 100 | 97 | 0 | 19 | 53 | 0 | 237 | 0 | 71 | 286 | 0 | 7234 | 0 | 1129 | 2993 | 0 | 3112 |
| 96+00 | 9600 | 100 | 217 | 0 | 19 | 20 | 0 | 582 | 0 | 71 | 134 | 0 | 7816 | 0 | 1199 | 3147 | 0 | 3469 |
| 97+00 | 9700 | 100 | 421 | 0 | 19 | 6 | 0 | 1181 | 0 | 71 | 48 | 0 | 8997 | 0 | 1270 | 3202 | 0 | 4525 |
| 98+00 | 9800 | 100 | 457 | 0 | 19 | 1 | 0 | 1626 | 0 | 71 | 14 | 0 | 10623 | 0 | 1340 | 3218 | 0 | 6064 |
| 99+00 | 9900 | 100 | 377 | 0 | 19 | 0 | 0 | 1545 | 0 | 71 | 2 | 0 | 12168 | 0 | 1411 | 3220 | 0 | 7537 |
| 100+00 | 10000 | 100 | 246 | 0 | 19 | 13 | 0 | 1154 | 0 | 71 | 23 | 0 | 13322 | 0 | 1482 | 3247 | 0 | 8593 |
| 101+00 | 10100 | 100 | 42 | 0 | 19 | 39 | 0 | 533 | 0 | 71 | 96 | 0 | 13854 | 0 | 1552 | 3357 | 0 | 8945 |
| 102+00 | 10200 | 100 | 6 | 0 | 19 | 72 | 0 | 88 | 0 | 71 | 205 | 0 | 13943 | 0 | 1623 | 3593 | 0 | 8727 |
| 103+00 | 10300 | 100 | 10 | 0 | 19 | 70 | 0 | 29 | 0 | 71 | 262 | 0 | 13972 | 0 | 1693 | 3894 | 0 | 8384 |
| 104+00 | 10400 | 100 | 22 | 0 | 19 | 62 | 0 | 59 | 0 | 71 | 243 | 0 | 14031 | 0 | 1764 | 4173 | 0 | 8094 |
| 105+00 | 10500 | 100 | 24 | 0 | 19 | 69 | 0 | 85 | 0 | 71 | 242 | 0 | 14116 | 0 | 1834 | 4452 | 0 | 7830 |
| 106+00 | 10600 | 100 | 17 | 0 | 19 | 79 | 0 | 75 | 0 | 71 | 275 | 0 | 14192 | 0 | 1905 | 4768 | 0 | 7518 |
| 107+00 | 10700 | 100 | 3 | 0 | 19 | 76 | 0 | 38 | 0 | 71 | 287 | 0 | 14229 | 0 | 1975 | 5099 | 0 | 7155 |
| 108+00 | 10800 | 100 | 25 | 0 | 19 | 98 | 0 | 52 | 0 | 71 | 323 | 0 | 14281 | 0 | 2046 | 5470 | 0 | 6766 |
| 109+00 | 10900 | 100 | 35 | 0 | 19 | 119 | 0 | 112 | 0 | 71 | 403 | 0 | 14393 | 0 | 2117 | 5933 | 0 | 6344 |
| 110+00 | 11000 | 100 | 63 | 0 | 19 | 47 | 0 | 182 | 0 | 71 | 307 | 0 | 14575 | 0 | 2187 | 6286 | 0 | 6102 |
| 111+00 | 11100 | 100 | 126 | 0 | 19 | 1 | 0 | 350 | 0 | 71 | 89 | 0 | 14925 | 0 | 2258 | 6388 | 0 | 6279 |
| 112+00 | 11200 | 100 | 383 | 0 | 19 | 0 | 0 | 941 | 0 | 71 | 2 | 0 | 15867 | 0 | 2328 | 6391 | 0 | 7147 |
| 113+00 | 11300 | 100 | 508 | 0 | 19 | 0 | 0 | 1649 | 0 | 71 | 0 | 0 | 17515 | 0 | 2399 | 6391 | 0 | 8725 |
| 114+00 | 11400 | 100 | 389 | 0 | 19 | 0 | 0 | 1661 | 0 | 71 | 0 | 0 | 19176 | 0 | 2469 | 6391 | 0 | 10316 |
| 115+00 | 11500 | 100 | 224 | 0 | 19 | 0 | 0 | 1136 | 0 | 71 | 0 | 0 | 20312 | 0 | 2540 | 6391 | 0 | 11381 |
| 116+00 | 11600 | 100 | 110 | 0 | 19 | 3 | 0 | 619 | 0 | 71 | 5 | 0 | 20931 | 0 | 2610 | 6397 | 0 | 11923 |
| 117+00 | 11700 | 100 | 58 | 0 | 19 | 14 | 0 | 311 | 0 | 71 | 32 | 0 | 21241 | 0 | 2681 | 6434 | 0 | 12126 |

CONTINUED ON NEXT PAGE

## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 118+00 | 11800 | 100 | 33 | 0 | 19 | 32 | 0 | 169 | 0 | 71 | 85 | 0 | 21410 | 0 | 2752 | 6532 | 0 | 12127 |
| 119+00 | 11900 | 100 | 31 | 0 | 19 | 40 | 0 | 120 | 0 | 71 | 132 | 0 | 21530 | 0 | 2822 | 6684 | 0 | 12024 |
| 120+00 | 12000 | 100 | 67 | 0 | 19 | 15 | 0 | 181 | 0 | 71 | 102 | 0 | 21712 | 0 | 2893 | 6801 | 0 | 12018 |
| 121+00 | 12100 | 100 | 64 | 0 | 19 | 14 | 0 | 243 | 0 | 71 | 55 | 0 | 21955 | 0 | 2963 | 6864 | 0 | 12127 |
| 122+00 | 12200 | 100 | 60 | 0 | 19 | 16 | 0 | 231 | 0 | 71 | 56 | 0 | 22186 | 0 | 3034 | 6929 | 0 | 12223 |
| 123+00 | 12300 | 100 | 125 | 0 | 19 | 2 | 0 | 342 | 0 | 71 | 34 | 0 | 22528 | 0 | 3104 | 6968 | 0 | 12456 |
| 124+00 | 12400 | 100 | 174 | 0 | 19 | 0 | 0 | 554 | 0 | 71 | 5 | 0 | 23082 | 0 | 3175 | 6973 | 0 | 12934 |
| 125+00 | 12500 | 100 | 124 | 0 | 19 | 2 | 0 | 552 | 0 | 71 | 5 | 0 | 23634 | 0 | 3245 | 6978 | 0 | 13410 |
| 126+00 | 12600 | 100 | 116 | 0 | 19 | 9 | 0 | 444 | 0 | 71 | 21 | 0 | 24078 | 0 | 3316 | 7003 | 0 | 13759 |
| 126+50 | 12650 | 50 | 112 | 29 | 10 | 20 | 0 | 211 | 27 | 26 | 27 | 0 | 24289 | 27 | 3342 | 7033 | 0 | 13886 |
| 127+00 | 12700 | 50 | 108 | 29 | 10 | 30 | 0 | 204 | 54 | 18 | 46 | 0 | 24493 | 81 | 3360 | 7086 | 0 | 13965 |
| 128+00 | 12800 | 100 | 86 | 26 | 19 | 38 | 0 | 359 | 103 | 53 | 126 | 0 | 24851 | 184 | 3413 | 7231 | 0 | 14024 |
| 129+00 | 12900 | 100 | 28 | 0 | 19 | 67 | 0 | 210 | 48 | 71 | 193 | 0 | 25062 | 232 | 3483 | 7453 | 0 | 13893 |
| 130+00 | 13000 | 100 | 0 | 0 | 19 | 139 | 0 | 51 | 0 | 71 | 381 | 0 | 25113 | 232 | 3554 | 7891 | 0 | 13436 |
| 131+00 | 13100 | 100 | 0 | 0 | 19 | 192 | 0 | 0 | 0 | 71 | 612 | 0 | 25113 | 232 | 3625 | 8595 | 0 | 12661 |
| 132+00 | 13200 | 100 | 0 | 0 | 19 | 186 | 0 | 0 | 0 | 71 | 699 | 0 | 25113 | 232 | 3695 | 9399 | 0 | 11787 |
| 133+00 | 13300 | 100 | 15 | 0 | 19 | 58 | 0 | 28 | 0 | 71 | 451 | 0 | 25141 | 232 | 3766 | 9917 | 0 | 11226 |
| 134+00 | 13400 | 100 | 80 | 0 | 19 | 3 | 0 | 177 | 0 | 71 | 112 | 0 | 25318 | 232 | 3836 | 10046 | 0 | 11203 |
| 135+00 | 13500 | 100 | 226 | 0 | 19 | 0 | 0 | 568 | 0 | 71 | 6 | 0 | 25886 | 232 | 3907 | 10053 | 0 | 11694 |
| 136+00 | 13600 | 100 | 296 | 0 | 19 | 0 | 0 | 967 | 0 | 71 | 0 | 0 | 26853 | 232 | 3977 | 10053 | 0 | 12590 |
| 137+00 | 13700 | 100 | 301 | 0 | 19 | 0 | 0 | 1105 | 0 | 71 | 0 | 0 | 27959 | 232 | 4048 | 10053 | 0 | 13625 |
| 138+00 | 13800 | 100 | 272 | 0 | 19 | 0 | 0 | 1061 | 0 | 71 | 0 | 0 | 29019 | 232 | 4118 | 10053 | 0 | 14616 |
| 139+00 | 13900 | 100 | 105 | 0 | 19 | 30 | 0 | 699 | 0 | 71 | 56 | 0 | 29718 | 232 | 4189 | 10118 | 0 | 15179 |
| 140+00 | 14000 | 100 | 70 | 0 | 19 | 47 | 0 | 325 | 0 | 71 | 142 | 0 | 30043 | 232 | 4260 | 10282 | 0 | 15270 |
| 141+00 | 14100 | 100 | 47 | 0 | 19 | 63 | 0 | 217 | 0 | 71 | 203 | 0 | 30260 | 232 | 4330 | 10515 | 0 | 15183 |
| 142+00 | 14200 | 100 | 42 | 0 | 19 | 92 | 0 | 165 | 0 | 71 | 288 | 0 | 30425 | 232 | 4401 | 10846 | 0 | 14946 |
| 143+00 | 14300 | 100 | 67 | 0 | 19 | 107 | 0 | 201 | 0 | 71 | 369 | 0 | 30626 | 232 | 4471 | 11270 | 0 | 14653 |
| 144+00 | 14400 | 100 | 148 | 0 | 19 | 80 | 0 | 398 | 0 | 71 | 347 | 0 | 31025 | 232 | 4542 | 11669 | 0 | 14582 |
| 145+00 | 14500 | 100 | 180 | 0 | 19 | 99 | 0 | 608 | 0 | 71 | 332 | 0 | 31633 | 232 | 4612 | 12050 | 0 | 14738 |
| 146+00 | 14600 | 100 | 106 | 0 | 19 | 204 | 0 | 530 | 0 | 71 | 561 | 0 | 32163 | 232 | 4683 | 12695 | 0 | 14552 |
| 147+00 | 14700 | 100 | 47 | 0 | 19 | 372 | 0 | 283 | 0 | 71 | 1067 | 0 | 32446 | 232 | 4753 | 13923 | 0 | 13538 |
| 148+00 | 14800 | 100 | 0 | 0 | 19 | 344 | 0 | 88 | 0 | 71 | 1328 | 0 | 32534 | 232 | 4824 | 15449 | 0 | 12028 |
| 149+00 | 14900 | 100 | 0 | 0 | 19 | 152 | 0 | 0 | 0 | 71 | 919 | 0 | 32534 | 232 | 4895 | 16506 | 0 | 10901 |
| 150+00 | 15000 | 100 | 27 | 0 | 19 | 51 | 0 | 49 | 0 | 71 | 375 | 0 | 32583 | 232 | 4965 | 16938 | 0 | 10449 |
| 151+00 | 15100 | 100 | 24 | 0 | 19 | 67 | 0 | 94 | 0 | 71 | 219 | 0 | 32677 | 232 | 5036 | 17189 | 0 | 10220 |
| 152+00 | 15200 | 100 | 17 | 0 | 19 | 76 | 0 | 75 | 0 | 71 | 265 | 0 | 32752 | 232 | 5106 | 17494 | 0 | 9920 |
| 153+00 | 15300 | 100 | 46 | 0 | 19 | 20 | 0 | 116 | 0 | 71 | 178 | 0 | 32869 | 232 | 5177 | 17699 | 0 | 9761 |
| 154+00 | 15400 | 100 | 113 | 0 | 19 | 7 | 0 | 295 | 0 | 71 | 50 | 0 | 33164 | 232 | 5247 | 17757 | 0 | 9928 |
| 155+00 | 15500 | 100 | 210 | 0 | 19 | 0 | 0 | 598 | 0 | 71 | 13 | 0 | 33762 | 232 | 5318 | 17771 | 0 | 10441 |

CONTINUED ON NEXT PAGE

## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 156+00 | 15600 | 100 | 181 | 0 | 19 | 7 | 0 | 723 | 0 | 71 | 14 | 0 | 34485 | 232 | 5388 | 17787 | 0 | 11077 |
| 157+00 | 15700 | 100 | 251 | 0 | 19 | 0 | 0 | 799 | 0 | 71 | 14 | 0 | 35284 | 232 | 5459 | 17803 | 0 | 11790 |
| 158+00 | 15800 | 100 | 170 | 0 | 19 | 1 | 0 | 779 | 0 | 71 | 1 | 0 | 36063 | 232 | 5530 | 17804 | 0 | 12497 |
| 159+00 | 15900 | 100 | 84 | 0 | 19 | 44 | 0 | 469 | 0 | 71 | 83 | 0 | 36532 | 232 | 5600 | 17899 | 0 | 12801 |
| 160+00 | 16000 | 100 | 19 | 0 | 19 | 144 | 0 | 190 | 0 | 71 | 349 | 0 | 36722 | 232 | 5671 | 18300 | 0 | 12519 |
| 161+00 | 16100 | 100 | 86 | 0 | 19 | 199 | 0 | 193 | 0 | 71 | 635 | 0 | 36916 | 232 | 5741 | 19030 | 0 | 11912 |
| 162+00 | 16200 | 100 | 88 | 0 | 19 | 239 | 0 | 322 | 0 | 71 | 811 | 0 | 37238 | 232 | 5812 | 19962 | 0 | 11231 |
| 163+00 | 16300 | 100 | 114 | 0 | 19 | 226 | 0 | 374 | 0 | 71 | 861 | 0 | 37612 | 232 | 5882 | 20953 | 0 | 10545 |
| 164+00 | 16400 | 100 | 167 | 0 | 19 | 244 | 0 | 520 | 0 | 71 | 870 | 0 | 38132 | 232 | 5953 | 21954 | 0 | 9993 |
| 165+00 | 16500 | 100 | 92 | 0 | 19 | 197 | 0 | 480 | 0 | 71 | 818 | 0 | 38612 | 232 | 6023 | 22894 | 0 | 9463 |
| 166+00 | 16600 | 100 | 99 | 0 | 19 | 122 | 0 | 354 | 0 | 71 | 592 | 0 | 38967 | 232 | 6094 | 23574 | 0 | 9067 |
| 167+00 | 16700 | 100 | 93 | 0 | 19 | 52 | 0 | 356 | 0 | 71 | 323 | 0 | 39323 | 232 | 6164 | 23945 | 0 | 8981 |
| 168+00 | 16800 | 100 | 133 | 0 | 19 | 15 | 0 | 418 | 0 | 71 | 124 | 0 | 39741 | 232 | 6235 | 24088 | 0 | 9186 |
| 169+00 | 16900 | 100 | 211 | 0 | 19 | 0 | 0 | 636 | 0 | 71 | 28 | 0 | 40376 | 232 | 6306 | 24119 | 0 | 9719 |
| 170+00 | 17000 | 100 | 451 | 0 | 19 | 0 | 0 | 1225 | 0 | 71 | 0 | 0 | 41601 | 232 | 6376 | 24119 | 0 | 10874 |
| 171+00 | 17100 | 100 | 774 | 0 | 19 | 0 | 21 | 2268 | 0 | 71 | 0 | 38 | 43869 | 232 | 6447 | 24071 | 42 | 13119 |
| 171+75 | 17175 | 75 | 825 | 0 | 14 | 0 | 0 | 2220 | 0 | 46 | 0 | 29 | 46089 | 232 | 6493 | 24035 | 73 | 15329 |
| 172+00 | 17200 | 25 | 876 | 0 | 5 | 0 | 0 | 787 | 0 | 9 | 0 | 0 | 46877 | 232 | 6502 | 24035 | 73 | 16108 |
| 173+00 | 17300 | 100 | 423 | 0 | 19 | 0 | 0 | 2404 | 0 | 44 | 0 | 0 | 49281 | 232 | 6546 | 24035 | 73 | 18468 |
| 174+00 | 17400 | 100 | 187 | 0 | 19 | 1 | 0 | 1130 | 0 | 71 | 2 | 0 | 50411 | 232 | 6616 | 24038 | 73 | 19525 |
| 175+00 | 17500 | 100 | 100 | 0 | 19 | 2 | 0 | 532 | 0 | 71 | 5 | 0 | 50943 | 232 | 6687 | 24044 | 73 | 19980 |
| 175+50 | 17550 | 50 | 114 | 29 | 10 | 3 | 0 | 198 | 27 | 26 | 4 | 0 | 51140 | 259 | 6713 | 24049 | 73 | 20119 |
| 176+00 | 17600 | 50 | 128 | 29 | 10 | 4 | 0 | 224 | 54 | 18 | 7 | 0 | 51364 | 314 | 6731 | 24057 | 73 | 20262 |
| 177+00 | 17700 | 100 | 171 | 29 | 19 | 0 | 0 | 554 | 109 | 53 | 8 | 0 | 51917 | 422 | 6784 | 24066 | 73 | 20645 |
| 178+00 | 17800 | 100 | 145 | 30 | 19 | 0 | 0 | 586 | 109 | 71 | 0 | 0 | 52504 | 531 | 6855 | 24067 | 73 | 21051 |
| 179+00 | 17900 | 100 | 98 | 29 | 19 | 10 | 0 | 450 | 109 | 71 | 18 | 0 | 52953 | 640 | 6925 | 24088 | 73 | 21300 |
| 180+00 | 18000 | 100 | 113 | 29 | 19 | 7 | 0 | 391 | 109 | 71 | 31 | 0 | 53344 | 749 | 6996 | 24124 | 73 | 21476 |
| 181+00 | 18100 | 100 | 123 | 29 | 19 | 4 | 0 | 439 | 109 | 71 | 21 | 0 | 53782 | 857 | 7066 | 24147 | 73 | 21711 |
| 182+00 | 18200 | 100 | 160 | 31 | 19 | 2 | 0 | 524 | 112 | 71 | 12 | 0 | 54307 | 970 | 7137 | 24161 | 73 | 22039 |
| 183+00 | 18300 | 100 | 108 | 31 | 19 | 8 | 0 | 496 | 116 | 71 | 20 | 0 | 54802 | 1086 | 7207 | 24184 | 73 | 22325 |
| 184+00 | 18400 | 100 | 10 | 14 | 19 | 48 | 0 | 218 | 84 | 71 | 104 | 0 | 55021 | 1170 | 7278 | 24304 | 73 | 22269 |
| 185+00 | 18500 | 100 | 4 | 0 | 19 | 184 | 0 | 25 | 26 | 71 | 431 | 0 | 55045 | 1195 | 7348 | 24800 | 73 | 21701 |
| 186+00 | 18600 | 100 | 2 | 0 | 19 | 264 | 0 | 11 | 0 | 71 | 830 | 0 | 55056 | 1195 | 7419 | 25755 | 73 | 20687 |
| 187+00 | 18700 | 100 | 0 | 0 | 19 | 263 | 0 | 5 | 0 | 71 | 975 | 0 | 55061 | 1195 | 7490 | 26876 | 73 | 19500 |
| 188+00 | 18800 | 100 | 0 | 0 | 19 | 166 | 0 | 0 | 0 | 71 | 794 | 0 | 55061 | 1195 | 7560 | 27789 | 73 | 18516 |
| 189+00 | 18900 | 100 | 0 | 0 | 19 | 81 | 0 | 0 | 0 | 71 | 458 | 0 | 55061 | 1195 | 7631 | 28316 | 73 | 17919 |
| 190+00 | 19000 | 100 | 12 | 0 | 19 | 36 | 0 | 21 | 0 | 71 | 216 | 0 | 55082 | 1195 | 7701 | 28564 | 73 | 17622 |
| 191+00 | 19100 | 100 | 30 | 0 | 19 | 25 | 0 | 77 | 0 | 71 | 113 | 0 | 55160 | 1195 | 7772 | 28694 | 73 | 17499 |
| 192+00 | 19200 | 100 | 54 | 0 | 19 | 17 | 0 | 156 | 0 | 71 | 78 | 0 | 55316 | 1195 | 7842 | 28783 | 73 | 17495 |

CONTINUED ON NEXT PAGE

## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 193+00 | 19300 | 100 | 59 | 0 | 19 | 11 | 0 | 209 | 0 | 71 | 51 | 0 | 55524 | 1195 | 7913 | 28842 | 73 | 17574 |
| 194+00 | 19400 | 100 | 62 | 0 | 19 | 10 | 0 | 224 | 0 | 71 | 39 | 0 | 55748 | 1195 | 7983 | 28887 | 73 | 17682 |
| 195+00 | 19500 | 100 | 81 | 0 | 19 | 2 | 0 | 266 | 0 | 71 | 22 | 0 | 56014 | 1195 | 8054 | 28913 | 73 | 17852 |
| 196+00 | 19600 | 100 | 105 | 0 | 19 | 0 | 0 | 345 | 0 | 71 | 3 | 0 | 56359 | 1195 | 8124 | 28916 | 73 | 18122 |
| 197+00 | 19700 | 100 | 251 | 0 | 19 | 0 | 0 | 658 | 0 | 71 | 0 | 0 | 57017 | 1195 | 8195 | 28916 | 73 | 18710 |
| 198+00 | 19800 | 100 | 275 | 0 | 19 | 0 | 0 | 973 | 0 | 71 | 0 | 0 | 57990 | 1195 | 8266 | 28916 | 73 | 19612 |
| 199+00 | 19900 | 100 | 274 | 0 | 19 | 0 | 0 | 1016 | 0 | 71 | 0 | 0 | 59005 | 1195 | 8336 | 28916 | 73 | 20558 |
| 200+00 | 20000 | 100 | 243 | 0 | 19 | 0 | 0 | 958 | 0 | 71 | 0 | 0 | 59963 | 1195 | 8407 | 28916 | 73 | 21445 |
| 201+00 | 20100 | 100 | 217 | 0 | 19 | 0 | 0 | 852 | 0 | 71 | 0 | 0 | 60815 | 1195 | 8477 | 28916 | 73 | 22226 |
| 202+00 | 20200 | 100 | 158 | 0 | 19 | 1 | 0 | 694 | 0 | 71 | 2 | 0 | 61509 | 1195 | 8548 | 28918 | 73 | 22848 |
| 203+00 | 20300 | 100 | 85 | 0 | 19 | 26 | 0 | 451 | 0 | 71 | 49 | 0 | 61960 | 1195 | 8618 | 28975 | 73 | 23171 |
| 204+00 | 20400 | 100 | 50 | 0 | 19 | 60 | 0 | 250 | 0 | 71 | 159 | 0 | 62209 | 1195 | 8689 | 29158 | 73 | 23167 |
| 205+00 | 20500 | 100 | 26 | 0 | 19 | 150 | 0 | 140 | 0 | 71 | 389 | 0 | 62349 | 1195 | 8759 | 29605 | 73 | 22789 |
| 206+00 | 20600 | 100 | 44 | 0 | 19 | 210 | 0 | 130 | 0 | 71 | 666 | 0 | 62479 | 1195 | 8830 | 30371 | 73 | 22083 |
| 207+00 | 20700 | 100 | 26 | 0 | 19 | 289 | 0 | 130 | 0 | 71 | 924 | 0 | 62609 | 1195 | 8901 | 31433 | 73 | 21080 |
| 207+46 | 20746 | 46 | 8 | 0 | 9 | 310 | 0 | 29 | 0 | 23 | 506 | 0 | 62638 | 1195 | 8924 | 32016 | 73 | 20503 |
| 208+00 | 20800 | 54 | 2 | 0 | 10 | 383 | 0 | 10 | 0 | 19 | 698 | 0 | 62649 | 1195 | 8943 | 32819 | 73 | 19691 |
| 209+00 | 20900 | 100 | 1 | 0 | 19 | 198 | 0 | 6 | 0 | 54 | 1076 | 0 | 62654 | 1195 | 8998 | 34056 | 73 | 18405 |
| 210+00 | 21000 | 100 | 40 | 35 | 19 | 8 | 26 | 75 | 65 | 71 | 381 | 49 | 62729 | 1260 | 9068 | 34433 | 127 | 17968 |
| 211+00 | 21100 | 100 | 275 | 35 | 19 | 0 | 119 | 583 | 129 | 71 | 15 | 268 | 63313 | 1389 | 9139 | 34110 | 422 | 18675 |
| 212+00 | 21200 | 100 | 321 | 31 | 19 | 0 | 150 | 1105 | 121 | 71 | 0 | 498 | 64418 | 1510 | 9209 | 33481 | 970 | 20218 |
| 213+00 | 21300 | 100 | 398 | 29 | 19 | 0 | 0 | 1333 | 111 | 71 | 0 | 278 | 65751 | 1621 | 9280 | 33130 | 1275 | 21721 |
| 214+00 | 21400 | 100 | 245 | 29 | 19 | 0 | 0 | 1191 | 109 | 71 | 0 | 0 | 66942 | 1729 | 9350 | 33130 | 1275 | 22733 |
| 215+00 | 21500 | 100 | 102 | 29 | 19 | 3 | 0 | 642 | 109 | 71 | 5 | 0 | 67585 | 1838 | 9421 | 33136 | 1275 | 23190 |
| 216+00 | 21600 | 100 | 21 | 25 | 19 | 25 | 0 | 227 | 101 | 71 | 52 | 0 | 67812 | 1939 | 9491 | 33196 | 1275 | 23185 |
| 217+00 | 21700 | 100 | 1 | 0 | 19 | 78 | 0 | 41 | 47 | 71 | 191 | 0 | 67852 | 1986 | 9562 | 33415 | 1275 | 22889 |
| 218+00 | 21800 | 100 | 2 | 0 | 19 | 117 | 0 | 7 | 0 | 71 | 361 | 0 | 67859 | 1986 | 9633 | 33830 | 1275 | 22410 |
| 219+00 | 21900 | 100 | 15 | 0 | 19 | 70 | 0 | 31 | 0 | 71 | 346 | 0 | 67890 | 1986 | 9703 | 34227 | 1275 | 21973 |
| 220+00 | 22000 | 100 | 61 | 0 | 19 | 74 | 0 | 139 | 0 | 71 | 266 | 0 | 68029 | 1986 | 9774 | 34533 | 1275 | 21735 |
| 221+00 | 22100 | 100 | 63 | 0 | 19 | 19 | 0 | 228 | 0 | 71 | 173 | 0 | 68257 | 1986 | 9844 | 34732 | 1275 | 21695 |
| 222+00 | 22200 | 100 | 66 | 0 | 19 | 16 | 0 | 238 | 0 | 71 | 66 | 0 | 68495 | 1986 | 9915 | 34807 | 1275 | 21787 |
| 223+00 | 22300 | 100 | 60 | 0 | 19 | 10 | 0 | 233 | 0 | 71 | 49 | 0 | 68728 | 1986 | 9985 | 34864 | 1275 | 21893 |
| 224+00 | 22400 | 100 | 53 | 0 | 19 | 16 | 0 | 210 | 0 | 71 | 48 | 0 | 68938 | 1986 | 10056 | 34919 | 1275 | 21977 |
| 225+00 | 22500 | 100 | 62 | 0 | 19 | 15 | 0 | 213 | 0 | 71 | 56 | 0 | 69151 | 1986 | 10126 | 34983 | 1275 | 22055 |
| 226+00 | 22600 | 100 | 133 | 35 | 19 | 5 | 0 | 361 | 64 | 71 | 36 | 0 | 69512 | 2051 | 10197 | 35025 | 1275 | 22240 |
| 227+00 | 22700 | 100 | 220 | 37 | 19 | 6 | 0 | 653 | 134 | 71 | 21 | 0 | 70165 | 2184 | 10268 | 35049 | 1275 | 22665 |
| 227+67 | 22767 | 67 | 501 | 35 | 13 | 16 | 0 | 894 | 90 | 39 | 27 | 0 | 71059 | 2274 | 10307 | 35079 | 1275 | 23399 |
| 228+00 | 22800 | 33 | 384 | 35 | 6 | 5 | 0 | 541 | 43 | 12 | 13 | 0 | 71600 | 2317 | 10319 | 35094 | 1275 | 23870 |
| 229+00 | 22900 | 100 | 232 | 29 | 19 | 0 | 0 | 1141 | 119 | 47 | 10 | 0 | 72741 | 2436 | 10366 | 35106 | 1275 | 24834 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 230+00 | 23000 | 100 | 255 | 29 | 19 | 0 | 0 | 902 | 109 | 71 | 0 | 0 | 73643 | 2545 | 10436 | 35106 | 1275 | 25557 |
| 231+00 | 23100 | 100 | 224 | 29 | 19 | 0 | 0 | 888 | 109 | 71 | 0 | 0 | 74531 | 2653 | 10507 | 35106 | 1275 | 26266 |
| 232+00 | 23200 | 100 | 242 | 29 | 19 | 1 | 0 | 864 | 109 | 71 | 1 | 0 | 75395 | 2762 | 10577 | 35107 | 1275 | 26949 |
| 233+00 | 23300 | 100 | 186 | 29 | 19 | 16 | 0 | 793 | 109 | 71 | 31 | 0 | 76188 | 2870 | 10648 | 35143 | 1275 | 27527 |
| 234+00 | 23400 | 100 | 175 | 31 | 19 | 13 | 0 | 669 | 112 | 71 | 53 | 0 | 76857 | 2983 | 10718 | 35204 | 1275 | 27952 |
| 235+00 | 23500 | 100 | 212 | 31 | 19 | 0 | 0 | 717 | 116 | 71 | 24 | 0 | 77575 | 3099 | 10789 | 35231 | 1275 | 28456 |
| 236+00 | 23600 | 100 | 244 | 31 | 19 | 0 | 0 | 845 | 116 | 71 | 1 | 0 | 78420 | 3215 | 10859 | 35233 | 1275 | 29113 |
| 237+00 | 23700 | 100 | 281 | 29 | 19 | 0 | 0 | 973 | 112 | 71 | 1 | 0 | 79392 | 3327 | 10930 | 35234 | 1275 | 29902 |
| 238+00 | 23800 | 100 | 272 | 29 | 19 | 0 | 0 | 1024 | 109 | 71 | 0 | 0 | 80416 | 3436 | 11001 | 35234 | 1275 | 30746 |
| 239+00 | 23900 | 100 | 223 | 29 | 19 | 0 | 0 | 916 | 109 | 71 | 0 | 0 | 81332 | 3544 | 11071 | 35234 | 1275 | 31483 |
| 240+00 | 24000 | 100 | 170 | 29 | 19 | 0 | 0 | 727 | 109 | 71 | 0 | 0 | 82058 | 3653 | 11142 | 35234 | 1275 | 32030 |
| 241+00 | 24100 | 100 | 106 | 31 | 19 | 4 | 0 | 510 | 112 | 71 | 7 | 0 | 82569 | 3765 | 11212 | 35241 | 1275 | 32350 |
| 242+00 | 24200 | 100 | 124 | 29 | 19 | 0 | 0 | 425 | 112 | 71 | 7 | 0 | 82994 | 3878 | 11283 | 35250 | 1275 | 32583 |
| 243+00 | 24300 | 100 | 140 | 29 | 19 | 3 | 0 | 488 | 109 | 71 | 7 | 0 | 83481 | 3986 | 11353 | 35258 | 1275 | 32884 |
| 244+00 | 24400 | 100 | 147 | 29 | 19 | 2 | 0 | 531 | 109 | 71 | 10 | 0 | 84012 | 4095 | 11424 | 35269 | 1275 | 33224 |
| 245+00 | 24500 | 100 | 194 | 29 | 19 | 0 | 0 | 631 | 109 | 71 | 4 | 0 | 84643 | 4204 | 11494 | 35274 | 1275 | 33671 |
| 246+00 | 24600 | 100 | 226 | 29 | 19 | 0 | 0 | 777 | 109 | 71 | 0 | 0 | 85420 | 4312 | 11565 | 35275 | 1275 | 34268 |
| 247+00 | 24700 | 100 | 244 | 29 | 19 | 0 | 0 | 870 | 109 | 71 | 0 | 0 | 86290 | 4421 | 11636 | 35275 | 1275 | 34959 |
| 248+00 | 24800 | 100 | 154 | 33 | 19 | 4 | 0 | 736 | 116 | 71 | 6 | 0 | 87026 | 4537 | 11706 | 35282 | 1275 | 35501 |
| 249+00 | 24900 | 100 | 138 | 33 | 19 | 4 | 0 | 540 | 123 | 71 | 15 | 0 | 87566 | 4660 | 11777 | 35299 | 1275 | 35830 |
| 250+00 | 25000 | 100 | 163 | 33 | 19 | 0 | 0 | 557 | 123 | 71 | 8 | 0 | 88123 | 4784 | 11847 | 35308 | 1275 | 36184 |
| 251+00 | 25100 | 100 | 128 | 33 | 19 | 6 | 0 | 538 | 123 | 71 | 12 | 0 | 88661 | 4907 | 11918 | 35322 | 1275 | 36514 |
| 252+00 | 25200 | 100 | 79 | 29 | 19 | 6 | 0 | 382 | 116 | 71 | 24 | 0 | 89044 | 5023 | 11988 | 35349 | 1275 | 36683 |
| 253+00 | 25300 | 100 | 15 | 29 | 19 | 38 | 0 | 174 | 107 | 71 | 82 | 0 | 89218 | 5131 | 12059 | 35444 | 1275 | 36584 |
| 254+00 | 25400 | 100 | 0 | 0 | 19 | 140 | 0 | 28 | 53 | 71 | 330 | 0 | 89246 | 5184 | 12129 | 35824 | 1275 | 36109 |
| 255+00 | 25500 | 100 | 0 | 0 | 19 | 247 | 0 | 0 | 0 | 71 | 717 | 0 | 89246 | 5184 | 12200 | 36648 | 1275 | 35214 |
| 255+83 | 25583 | 83 | 0 | 0 | 16 | 299 | 0 | 0 | 0 | 54 | 839 | 0 | 89246 | 5184 | 12254 | 37613 | 1275 | 34196 |
| 256+00 | 25600 | 17 | 0 | 0 | 3 | 305 | 0 | 0 | 0 | 6 | 190 | 0 | 89246 | 5184 | 12260 | 37831 | 1275 | 33972 |
| 257+00 | 25700 | 100 | 0 | 0 | 19 | 327 | 0 | 0 | 0 | 41 | 1170 | 0 | 89246 | 5184 | 12301 | 39177 | 1275 | 32585 |
| 258+00 | 25800 | 100 | 0 | 0 | 19 | 296 | 0 | 0 | 0 | 71 | 1155 | 0 | 89246 | 5184 | 12371 | 40505 | 1275 | 31186 |
| 259+00 | 25900 | 100 | 11 | 0 | 19 | 171 | 0 | 20 | 0 | 71 | 865 | 0 | 89266 | 5184 | 12442 | 41500 | 1275 | 30141 |
| 260+00 | 26000 | 100 | 18 | 0 | 19 | 67 | 0 | 53 | 0 | 71 | 441 | 0 | 89319 | 5184 | 12512 | 42007 | 1275 | 29617 |
| 261+00 | 26100 | 100 | 97 | 0 | 19 | 11 | 0 | 212 | 0 | 71 | 145 | 0 | 89531 | 5184 | 12583 | 42173 | 1275 | 29591 |
| 262+00 | 26200 | 100 | 176 | 0 | 19 | 0 | 0 | 505 | 0 | 71 | 21 | 0 | 90036 | 5184 | 12654 | 42197 | 1275 | 30002 |
| 263+00 | 26300 | 100 | 289 | 0 | 19 | 0 | 0 | 861 | 0 | 71 | 0 | 0 | 90897 | 5184 | 12724 | 42197 | 1275 | 30792 |
| 264+00 | 26400 | 100 | 481 | 0 | 19 | 0 | 0 | 1425 | 0 | 71 | 0 | 0 | 92322 | 5184 | 12795 | 42197 | 1275 | 32146 |
| 265+00 | 26500 | 100 | 496 | 0 | 19 | 0 | 0 | 1809 | 0 | 71 | 0 | 0 | 94131 | 5184 | 12865 | 42197 | 1275 | 33885 |
| 266+00 | 26600 | 100 | 362 | 0 | 19 | 0 | 0 | 1589 | 0 | 71 | 0 | 0 | 95719 | 5184 | 12936 | 42197 | 1275 | 35403 |
| 267+00 | 26700 | 100 | 64 | 0 | 19 | 14 | 0 | 788 | 0 | 71 | 27 | 0 | 96507 | 5184 | 13006 | 42228 | 1275 | 36090 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 268+00 | 26800 | 100 | 1 | 0 | 19 | 125 | 0 | 120 | 0 | 71 | 258 | 0 | 96627 | 5184 | 13077 | 42525 | 1275 | 35842 |
| 269+00 | 26900 | 100 | 0 | 0 | 19 | 177 | 0 | 2 | 0 | 71 | 560 | 0 | 96629 | 5184 | 13147 | 43169 | 1275 | 35129 |
| 270+00 | 27000 | 100 | 0 | 0 | 19 | 236 | 0 | 0 | 0 | 71 | 765 | 0 | 96629 | 5184 | 13218 | 44049 | 1275 | 34178 |
| 271+00 | 27100 | 100 | 0 | 0 | 19 | 191 | 0 | 0 | 0 | 71 | 790 | 0 | 96629 | 5184 | 13289 | 44958 | 1275 | 33199 |
| 272+00 | 27200 | 100 | 0 | 0 | 19 | 146 | 0 | 0 | 0 | 71 | 624 | 0 | 96629 | 5184 | 13359 | 45675 | 1275 | 32411 |
| 273+00 | 27300 | 100 | 8 | 0 | 19 | 92 | 0 | 16 | 0 | 71 | 441 | 0 | 96645 | 5184 | 13430 | 46182 | 1275 | 31849 |
| 274+00 | 27400 | 100 | 60 | 0 | 19 | 78 | 0 | 126 | 0 | 71 | 315 | 0 | 96771 | 5184 | 13500 | 46544 | 1275 | 31542 |
| 275+00 | 27500 | 100 | 67 | 0 | 19 | 55 | 0 | 234 | 0 | 71 | 247 | 0 | 97005 | 5184 | 13571 | 46829 | 1275 | 31421 |
| 276+00 | 27600 | 100 | 69 | 0 | 19 | 47 | 0 | 251 | 0 | 71 | 189 | 0 | 97256 | 5184 | 13641 | 47047 | 1275 | 31384 |
| 277+00 | 27700 | 100 | 54 | 0 | 19 | 32 | 0 | 228 | 0 | 71 | 147 | 0 | 97484 | 5184 | 13712 | 47215 | 1275 | 31373 |
| 278+00 | 27800 | 100 | 75 | 0 | 19 | 26 | 0 | 239 | 0 | 71 | 109 | 0 | 97723 | 5184 | 13782 | 47341 | 1275 | 31416 |
| 279+00 | 27900 | 100 | 121 | 36 | 19 | 6 | 0 | 364 | 67 | 71 | 60 | 0 | 98086 | 5250 | 13853 | 47410 | 1275 | 31574 |
| 280+00 | 28000 | 100 | 179 | 36 | 19 | 0 | 0 | 556 | 133 | 71 | 11 | 0 | 98642 | 5384 | 13923 | 47422 | 1275 | 31913 |
| 281+00 | 28100 | 100 | 165 | 39 | 19 | 16 | 0 | 636 | 140 | 71 | 29 | 0 | 99278 | 5523 | 13994 | 47456 | 1275 | 32305 |
| 281+77 | 28177 | 77 | 370 | 38 | 15 | 1 | 0 | 762 | 111 | 48 | 24 | 0 | 100040 | 5634 | 14042 | 47484 | 1275 | 32880 |
| 282+00 | 28200 | 23 | 196 | 38 | 4 | 0 | 0 | 241 | 32 | 8 | 1 | 0 | 100281 | 5667 | 14050 | 47485 | 1275 | 33080 |
| 283+00 | 28300 | 100 | 52 | 29 | 19 | 41 | 0 | 459 | 122 | 43 | 77 | 0 | 100741 | 5789 | 14094 | 47573 | 1275 | 33285 |
| 284+00 | 28400 | 100 | 124 | 34 | 19 | 8 | 0 | 326 | 116 | 71 | 91 | 0 | 101067 | 5905 | 14164 | 47678 | 1275 | 33320 |
| 285+00 | 28500 | 100 | 351 | 36 | 19 | 0 | 0 | 880 | 130 | 71 | 15 | 0 | 101947 | 6034 | 14235 | 47695 | 1275 | 33983 |
| 286+00 | 28600 | 100 | 428 | 34 | 19 | 0 | 0 | 1443 | 129 | 71 | 0 | 0 | 103390 | 6163 | 14305 | 47695 | 1275 | 35227 |
| 287+00 | 28700 | 100 | 339 | 31 | 19 | 0 | 0 | 1421 | 120 | 71 | 0 | 0 | 104811 | 6283 | 14376 | 47695 | 1275 | 36456 |
| 288+00 | 28800 | 100 | 267 | 31 | 19 | 0 | 0 | 1122 | 116 | 71 | 0 | 0 | 105933 | 6399 | 14446 | 47695 | 1275 | 37392 |
| 289+00 | 28900 | 100 | 130 | 31 | 19 | 1 | 0 | 734 | 116 | 71 | 2 | 0 | 106667 | 6516 | 14517 | 47697 | 1275 | 37938 |
| 289+25 | 28925 | 25 | 72 | 31 | 5 | 27 | 0 | 93 | 29 | 11 | 13 | 0 | 106760 | 6545 | 14528 | 47712 | 1275 | 37976 |
| 290+00 | 29000 | 75 | 14 | 0 | 14 | 54 | 0 | 119 | 44 | 26 | 113 | 0 | 106879 | 6588 | 14554 | 47842 | 1275 | 37895 |
| 291+00 | 29100 | 100 | 0 | 0 | 19 | 127 | 0 | 26 | 0 | 62 | 336 | 0 | 106905 | 6588 | 14616 | 48228 | 1275 | 37473 |
| 292+00 | 29200 | 100 | 31 | 0 | 19 | 123 | 0 | 59 | 0 | 71 | 464 | 0 | 106964 | 6588 | 14687 | 48761 | 1275 | 36928 |
| 293+00 | 29300 | 100 | 44 | 0 | 19 | 88 | 0 | 140 | 0 | 71 | 391 | 0 | 107104 | 6588 | 14757 | 49211 | 1275 | 36548 |
| 294+00 | 29400 | 100 | 52 | 0 | 19 | 66 | 0 | 178 | 0 | 71 | 285 | 0 | 107283 | 6588 | 14828 | 49539 | 1275 | 36328 |
| 295+00 | 29500 | 100 | 89 | 0 | 19 | 60 | 0 | 262 | 0 | 71 | 235 | 0 | 107544 | 6588 | 14898 | 49809 | 1275 | 36249 |
| 296+00 | 29600 | 100 | 55 | 0 | 19 | 35 | 0 | 267 | 0 | 71 | 176 | 0 | 107812 | 6588 | 14969 | 50011 | 1275 | 36243 |
| 297+00 | 29700 | 100 | 41 | 0 | 19 | 83 | 0 | 178 | 0 | 71 | 217 | 0 | 107990 | 6588 | 15039 | 50261 | 1275 | 36101 |
| 298+00 | 29800 | 100 | 51 | 0 | 19 | 85 | 0 | 171 | 0 | 71 | 310 | 0 | 108161 | 6588 | 15110 | 50617 | 1275 | 35846 |
| 299+00 | 29900 | 100 | 7 | 0 | 19 | 101 | 0 | 107 | 0 | 71 | 344 | 0 | 108269 | 6588 | 15181 | 51013 | 1275 | 35487 |
| 300+00 | 30000 | 100 | 11 | 0 | 19 | 31 | 0 | 33 | 0 | 71 | 245 | 0 | 108302 | 6588 | 15251 | 51295 | 1275 | 35168 |
| 301+00 | 30100 | 100 | 132 | 0 | 19 | 6 | 0 | 265 | 0 | 71 | 69 | 0 | 108567 | 6588 | 15322 | 51374 | 1275 | 35283 |
| 302+00 | 30200 | 100 | 372 | 0 | 19 | 0 | 0 | 934 | 0 | 71 | 12 | 0 | 109501 | 6588 | 15392 | 51387 | 1275 | 36134 |
| 303+00 | 30300 | 100 | 546 | 0 | 19 | 0 | 0 | 1702 | 0 | 71 | 0 | 0 | 111203 | 6588 | 15463 | 51387 | 1275 | 37765 |
| 304+00 | 30400 | 100 | 406 | 0 | 19 | 2 | 0 | 1764 | 0 | 71 | 4 | 0 | 112967 | 6588 | 15533 | 51391 | 1275 | 39455 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 305+00 | 30500 | 100 | 63 | 0 | 19 | 91 | 0 | 869 | 0 | 71 | 172 | 0 | 113837 | 6588 | 15604 | 51589 | 1275 | 40056 |
| 306+00 | 30600 | 100 | 35 | 0 | 19 | 175 | 0 | 181 | 0 | 71 | 493 | 0 | 114018 | 6588 | 15674 | 52156 | 1275 | 39600 |
| 307+00 | 30700 | 100 | 31 | 0 | 19 | 96 | 0 | 122 | 0 | 71 | 501 | 0 | 114140 | 6588 | 15745 | 52732 | 1275 | 39075 |
| 308+00 | 30800 | 100 | 15 | 0 | 19 | 47 | 0 | 86 | 0 | 71 | 265 | 0 | 114226 | 6588 | 15816 | 53037 | 1275 | 38785 |
| 309+00 | 30900 | 100 | 62 | 0 | 19 | 33 | 0 | 142 | 0 | 71 | 149 | 0 | 114368 | 6588 | 15886 | 53209 | 1275 | 38685 |
| 310+00 | 31000 | 100 | 53 | 0 | 19 | 100 | 0 | 212 | 0 | 71 | 247 | 0 | 114580 | 6588 | 15957 | 53493 | 1275 | 38543 |
| 311+00 | 31100 | 100 | 6 | 0 | 19 | 194 | 0 | 109 | 0 | 71 | 545 | 0 | 114689 | 6588 | 16027 | 54119 | 1275 | 37955 |
| 312+00 | 31200 | 100 | 0 | 0 | 19 | 318 | 0 | 11 | 0 | 71 | 948 | 0 | 114700 | 6588 | 16098 | 55209 | 1275 | 36805 |
| 313+00 | 31300 | 100 | 0 | 0 | 19 | 360 | 0 | 0 | 0 | 71 | 1257 | 0 | 114700 | 6588 | 16168 | 56655 | 1275 | 35289 |
| 314+00 | 31400 | 100 | 0 | 0 | 19 | 321 | 0 | 0 | 0 | 71 | 1263 | 0 | 114700 | 6588 | 16239 | 58107 | 1275 | 33767 |
| 315+00 | 31500 | 100 | 0 | 0 | 19 | 149 | 0 | 0 | 0 | 71 | 871 | 0 | 114700 | 6588 | 16309 | 59109 | 1275 | 32694 |
| 315+82 | 31582 | 82 | 202 | 0 | 16 | 2 | 0 | 307 | 0 | 53 | 229 | 0 | 115008 | 6588 | 16362 | 59373 | 1275 | 32685 |
| 316+00 | 31600 | 18 | 246 | 0 | 3 | 2 | 0 | 149 | 0 | 6 | 1 | 0 | 115157 | 6588 | 16368 | 59374 | 1275 | 32826 |
| 317+00 | 31700 | 100 | 288 | 0 | 19 | 0 | 127 | 988 | 0 | 42 | 4 | 235 | 116145 | 6588 | 16410 | 59081 | 1534 | 34066 |
| 318+00 | 31800 | 100 | 263 | 0 | 19 | 0 | 220 | 1020 | 0 | 71 | 0 | 644 | 117165 | 6588 | 16481 | 58267 | 2242 | 35830 |
| 319+00 | 31900 | 100 | 329 | 0 | 19 | 0 | 167 | 1097 | 0 | 71 | 0 | 716 | 118262 | 6588 | 16551 | 57361 | 3030 | 37763 |
| 320+00 | 32000 | 100 | 601 | 0 | 19 | 0 | 0 | 1723 | 0 | 71 | 0 | 308 | 119985 | 6588 | 16622 | 56970 | 3369 | 39805 |
| 321+00 | 32100 | 100 | 316 | 0 | 19 | 0 | 321 | 1698 | 0 | 71 | 0 | 595 | 121683 | 6588 | 16692 | 56217 | 4024 | 42186 |
| 322+00 | 32200 | 100 | 284 | 0 | 19 | 0 | 194 | 1111 | 0 | 71 | 0 | 954 | 122794 | 6588 | 16763 | 55010 | 5074 | 44433 |
| 323+00 | 32300 | 100 | 234 | 0 | 19 | 0 | 8 | 958 | 0 | 71 | 0 | 374 | 123752 | 6588 | 16833 | 54537 | 5485 | 45793 |
| 323+50 | 32350 | 50 | 181 | 29 | 10 | 18 | 24 | 384 | 27 | 26 | 17 | 30 | 124136 | 6615 | 16860 | 54518 | 5519 | 46143 |
| 324+00 | 32400 | 50 | 129 | 29 | 10 | 37 | 3 | 288 | 54 | 18 | 51 | 25 | 124424 | 6670 | 16877 | 54545 | 5546 | 46332 |
| 325+00 | 32500 | 100 | 146 | 29 | 19 | 17 | 5 | 509 | 109 | 53 | 99 | 14 | 124933 | 6778 | 16930 | 54642 | 5561 | 46583 |
| 326+00 | 32600 | 100 | 110 | 29 | 19 | 3 | 0 | 473 | 109 | 71 | 38 | 9 | 125407 | 6887 | 17001 | 54675 | 5571 | 46844 |
| 327+00 | 32700 | 100 | 139 | 29 | 19 | 1 | 0 | 461 | 109 | 71 | 8 | 0 | 125868 | 6995 | 17071 | 54685 | 5571 | 47116 |
| 328+00 | 32800 | 100 | 160 | 29 | 19 | 0 | 0 | 555 | 109 | 71 | 3 | 0 | 126422 | 7104 | 17142 | 54688 | 5571 | 47488 |
| 329+00 | 32900 | 100 | 95 | 29 | 19 | 5 | 0 | 473 | 109 | 71 | 10 | 0 | 126896 | 7213 | 17213 | 54699 | 5571 | 47771 |
| 330+00 | 33000 | 100 | 60 | 29 | 19 | 20 | 0 | 287 | 107 | 71 | 46 | 0 | 127183 | 7320 | 17283 | 54752 | 5571 | 47828 |
| 331+00 | 33100 | 100 | 78 | 29 | 19 | 13 | 0 | 255 | 106 | 71 | 61 | 0 | 127438 | 7426 | 17354 | 54822 | 5571 | 47836 |
| 332+00 | 33200 | 100 | 124 | 26 | 19 | 28 | 0 | 374 | 102 | 71 | 77 | 0 | 127812 | 7528 | 17424 | 54911 | 5571 | 47949 |
| 333+00 | 33300 | 100 | 93 | 29 | 19 | 13 | 0 | 402 | 102 | 71 | 76 | 0 | 128215 | 7630 | 17495 | 54998 | 5571 | 48091 |
| 334+00 | 33400 | 100 | 95 | 29 | 19 | 15 | 0 | 349 | 107 | 71 | 51 | 0 | 128564 | 7738 | 17565 | 55057 | 5571 | 48204 |
| 335+00 | 33500 | 100 | 112 | 29 | 19 | 11 | 0 | 384 | 108 | 71 | 47 | 0 | 128948 | 7846 | 17636 | 55111 | 5571 | 48355 |
| 336+00 | 33600 | 100 | 183 | 29 | 19 | 5 | 0 | 547 | 109 | 71 | 28 | 0 | 129495 | 7955 | 17706 | 55144 | 5571 | 48691 |
| 337+00 | 33700 | 100 | 188 | 29 | 19 | 3 | 0 | 687 | 109 | 71 | 14 | 0 | 130182 | 8063 | 17777 | 55160 | 5571 | 49182 |
| 338+00 | 33800 | 100 | 153 | 29 | 19 | 9 | 0 | 631 | 109 | 71 | 22 | 0 | 130813 | 8172 | 17848 | 55185 | 5571 | 49609 |
| 339+00 | 33900 | 100 | 126 | 29 | 19 | 12 | 0 | 518 | 109 | 71 | 38 | 0 | 131331 | 8280 | 17918 | 55228 | 5571 | 49904 |
| 340+00 | 34000 | 100 | 148 | 29 | 19 | 7 | 0 | 507 | 109 | 71 | 35 | 0 | 131839 | 8389 | 17989 | 55268 | 5571 | 50193 |
| 341+00 | 34100 | 100 | 187 | 29 | 19 | 0 | 0 | 620 | 109 | 71 | 13 | 0 | 132459 | 8498 | 18059 | 55283 | 5571 | 50619 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 342+00 | 34200 | 100 | 184 | 29 | 19 | 1 | 0 | 688 | 109 | 71 | 2 | 0 | 133147 | 8606 | 18130 | 55285 | 5571 | 51126 |
| 343+00 | 34300 | 100 | 163 | 0 | 19 | 0 | 0 | 644 | 54 | 71 | 1 | 0 | 133791 | 8661 | 18200 | 55287 | 5571 | 51643 |
| 344+00 | 34400 | 100 | 250 | 0 | 19 | 0 | 0 | 766 | 0 | 71 | 0 | 0 | 134556 | 8661 | 18271 | 55287 | 5571 | 52338 |
| 345+00 | 34500 | 100 | 314 | 0 | 19 | 0 | 0 | 1045 | 0 | 71 | 0 | 0 | 135601 | 8661 | 18341 | 55287 | 5571 | 53313 |
| 346+00 | 34600 | 100 | 130 | 0 | 19 | 29 | 0 | 822 | 0 | 71 | 54 | 0 | 136423 | 8661 | 18412 | 55349 | 5571 | 54002 |
| 347+00 | 34700 | 100 | 14 | 0 | 19 | 138 | 0 | 266 | 0 | 71 | 309 | 0 | 136689 | 8661 | 18482 | 55704 | 5571 | 53842 |
| 348+00 | 34800 | 100 | 21 | 0 | 19 | 178 | 0 | 64 | 0 | 71 | 584 | 0 | 136753 | 8661 | 18553 | 56376 | 5571 | 53164 |
| 349+00 | 34900 | 100 | 150 | 0 | 19 | 175 | 0 | 315 | 0 | 71 | 653 | 0 | 137068 | 8661 | 18624 | 57127 | 5571 | 52657 |
| 349+20 | 34920 | 20 | 84 | 0 | 4 | 197 | 0 | 86 | 0 | 8 | 138 | 0 | 137155 | 8661 | 18632 | 57286 | 5571 | 52576 |
| 350+00 | 35000 | 80 | 18 | 0 | 15 | 159 | 0 | 150 | 0 | 28 | 528 | 0 | 137304 | 8661 | 18660 | 57892 | 5571 | 52091 |
| 351+00 | 35100 | 100 | 9 | 0 | 19 | 170 | 0 | 49 | 0 | 63 | 610 | 0 | 137354 | 8661 | 18724 | 58594 | 5571 | 51375 |
| 352+00 | 35200 | 100 | 5 | 0 | 19 | 197 | 0 | 26 | 0 | 71 | 680 | 0 | 137380 | 8661 | 18794 | 59376 | 5571 | 50549 |
| 353+00 | 35300 | 100 | 0 | 0 | 19 | 186 | 0 | 9 | 0 | 71 | 709 | 0 | 137389 | 8661 | 18865 | 60192 | 5571 | 49672 |
| 354+00 | 35400 | 100 | 9 | 0 | 19 | 94 | 0 | 17 | 0 | 71 | 518 | 0 | 137406 | 8661 | 18935 | 60788 | 5571 | 49022 |
| 355+00 | 35500 | 100 | 35 | 0 | 19 | 57 | 0 | 82 | 0 | 71 | 279 | 0 | 137487 | 8661 | 19006 | 61108 | 5571 | 48712 |
| 356+00 | 35600 | 100 | 75 | 0 | 19 | 32 | 0 | 203 | 0 | 71 | 165 | 0 | 137690 | 8661 | 19077 | 61298 | 5571 | 48655 |
| 357+00 | 35700 | 100 | 165 | 0 | 19 | 0 | 62 | 444 | 0 | 71 | 59 | 114 | 138135 | 8661 | 19147 | 61222 | 5696 | 49105 |
| 358+00 | 35800 | 100 | 200 | 0 | 19 | 0 | 342 | 677 | 0 | 71 | 0 | 748 | 138812 | 8661 | 19218 | 60276 | 6518 | 50657 |
| 359+00 | 35900 | 100 | 186 | 0 | 19 | 0 | 640 | 716 | 0 | 71 | 0 | 1819 | 139528 | 8661 | 19288 | 57975 | 8520 | 53604 |
| 360+00 | 36000 | 100 | 137 | 0 | 19 | 0 | 203 | 599 | 0 | 71 | 0 | 1562 | 140127 | 8661 | 19359 | 55999 | 10237 | 56108 |
| 361+00 | 36100 | 100 | 88 | 0 | 19 | 64 | 1 | 417 | 0 | 71 | 118 | 378 | 140544 | 8661 | 19429 | 55657 | 10653 | 56797 |
| 362+00 | 36200 | 100 | 53 | 0 | 19 | 209 | 0 | 261 | 0 | 71 | 505 | 2 | 140805 | 8661 | 19500 | 56235 | 10655 | 56410 |
| 363+00 | 36300 | 100 | 39 | 0 | 19 | 256 | 0 | 170 | 0 | 71 | 861 | 0 | 140975 | 8661 | 19570 | 57226 | 10655 | 55518 |
| 364+00 | 36400 | 100 | 77 | 0 | 19 | 248 | 125 | 214 | 0 | 71 | 933 | 231 | 141189 | 8661 | 19641 | 58006 | 10910 | 54881 |
| 365+00 | 36500 | 100 | 191 | 0 | 19 | 0 | 884 | 496 | 0 | 71 | 459 | 1868 | 141685 | 8661 | 19712 | 56170 | 12965 | 57143 |
| 366+00 | 36600 | 100 | 155 | 0 | 19 | 0 | 1038 | 640 | 0 | 71 | 0 | 3559 | 142325 | 8661 | 19782 | 51668 | 16880 | 62215 |
| 367+00 | 36700 | 100 | 138 | 0 | 19 | 0 | 622 | 542 | 0 | 71 | 0 | 3073 | 142868 | 8661 | 19853 | 47780 | 20260 | 66574 |
| 368+00 | 36800 | 100 | 160 | 0 | 19 | 0 | 581 | 552 | 0 | 71 | 0 | 2227 | 143420 | 8661 | 19923 | 44963 | 22710 | 69873 |
| 369+00 | 36900 | 100 | 71 | 0 | 19 | 0 | 720 | 428 | 0 | 71 | 0 | 2409 | 143848 | 8661 | 19994 | 41916 | 25360 | 73278 |
| 370+00 | 37000 | 100 | 248 | 0 | 19 | 0 | 195 | 591 | 0 | 71 | 0 | 1695 | 144439 | 8661 | 20064 | 39772 | 27224 | 75942 |
| 371+00 | 37100 | 100 | 19 | 0 | 19 | 120 | 4 | 495 | 0 | 71 | 223 | 369 | 144933 | 8661 | 20135 | 39561 | 27630 | 76577 |
| 372+00 | 37200 | 100 | 0 | 0 | 19 | 218 | 0 | 36 | 0 | 71 | 626 | 8 | 144969 | 8661 | 20205 | 40270 | 27639 | 75833 |
| 373+00 | 37300 | 100 | 0 | 0 | 19 | 193 | 0 | 0 | 0 | 71 | 761 | 0 | 144969 | 8661 | 20276 | 41146 | 27639 | 74887 |
| 374+00 | 37400 | 100 | 0 | 0 | 19 | 133 | 0 | 0 | 0 | 71 | 603 | 0 | 144969 | 8661 | 20346 | 41840 | 27639 | 74122 |
| 375+00 | 37500 | 100 | 2 | 0 | 19 | 74 | 0 | 3 | 0 | 71 | 382 | 0 | 144972 | 8661 | 20417 | 42279 | 27639 | 73615 |
| 376+00 | 37600 | 100 | 12 | 0 | 19 | 53 | 0 | 25 | 0 | 71 | 234 | 0 | 144997 | 8661 | 20488 | 42549 | 27639 | 73300 |
| 377+00 | 37700 | 100 | 34 | 0 | 19 | 72 | 0 | 84 | 0 | 71 | 232 | 0 | 145081 | 8661 | 20558 | 42815 | 27639 | 73047 |
| 378+00 | 37800 | 100 | 16 | 0 | 19 | 74 | 0 | 92 | 0 | 71 | 272 | 0 | 145173 | 8661 | 20629 | 43127 | 27639 | 72757 |
| 379+00 | 37900 | 100 | 6 | 0 | 19 | 69 | 0 | 42 | 0 | 71 | 265 | 0 | 145215 | 8661 | 20699 | 43432 | 27639 | 72424 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 380+00 | 38000 | 100 | 2 | 0 | 19 | 59 | 0 | 15 | 0 | 71 | 237 | 0 | 145230 | 8661 | 20770 | 43704 | 27639 | 72096 |
| 381+00 | 38100 | 100 | 13 | 0 | 19 | 63 | 0 | 28 | 0 | 71 | 227 | 0 | 145258 | 8661 | 20840 | 43965 | 27639 | 71792 |
| 382+00 | 38200 | 100 | 46 | 0 | 19 | 36 | 0 | 110 | 0 | 71 | 184 | 0 | 145368 | 8661 | 20911 | 44176 | 27639 | 71620 |
| 383+00 | 38300 | 100 | 116 | 0 | 19 | 20 | 0 | 301 | 0 | 71 | 104 | 0 | 145670 | 8661 | 20981 | 44296 | 27639 | 71732 |
| 384+00 | 38400 | 100 | 89 | 0 | 19 | 7 | 0 | 381 | 0 | 71 | 50 | 0 | 146051 | 8661 | 21052 | 44353 | 27639 | 71985 |
| 384+78 | 38478 | 78 | 403 | 0 | 15 | 0 | 0 | 712 | 0 | 49 | 10 | 0 | 146763 | 8661 | 21101 | 44364 | 27639 | 72637 |
| 385+00 | 38500 | 22 | 301 | 0 | 4 | 9 | 0 | 287 | 0 | 8 | 4 | 0 | 147050 | 8661 | 21109 | 44368 | 27639 | 72912 |
| 386+00 | 38600 | 100 | 98 | 0 | 19 | 4 | 0 | 738 | 0 | 43 | 24 | 0 | 147787 | 8661 | 21152 | 44395 | 27639 | 73580 |
| 387+00 | 38700 | 100 | 83 | 0 | 19 | 9 | 0 | 333 | 0 | 71 | 23 | 0 | 148121 | 8661 | 21222 | 44422 | 27639 | 73816 |
| 388+00 | 38800 | 100 | 68 | 0 | 19 | 60 | 0 | 279 | 0 | 71 | 127 | 0 | 148400 | 8661 | 21293 | 44567 | 27639 | 73879 |
| 389+00 | 38900 | 100 | 49 | 0 | 19 | 324 | 0 | 216 | 0 | 71 | 710 | 0 | 148616 | 8661 | 21363 | 45383 | 27639 | 73209 |
| 390+00 | 39000 | 100 | 21 | 0 | 19 | 397 | 0 | 129 | 0 | 71 | 1335 | 0 | 148745 | 8661 | 21434 | 46918 | 27639 | 71732 |
| 391+00 | 39100 | 100 | 5 | 0 | 19 | 462 | 0 | 47 | 0 | 71 | 1590 | 0 | 148792 | 8661 | 21505 | 48747 | 27639 | 69880 |
| 392+00 | 39200 | 100 | 7 | 0 | 19 | 640 | 0 | 22 | 0 | 71 | 2040 | 0 | 148814 | 8661 | 21575 | 51094 | 27639 | 67485 |
| 393+00 | 39300 | 100 | 10 | 0 | 19 | 595 | 0 | 31 | 0 | 71 | 2287 | 0 | 148846 | 8661 | 21646 | 53724 | 27639 | 64815 |
| 394+00 | 39400 | 100 | 22 | 0 | 19 | 450 | 0 | 59 | 0 | 71 | 1936 | 0 | 148904 | 8661 | 21716 | 55950 | 27639 | 62577 |
| 395+00 | 39500 | 100 | 5 | 0 | 19 | 238 | 0 | 50 | 0 | 71 | 1274 | 0 | 148954 | 8661 | 21787 | 57416 | 27639 | 61091 |
| 396+00 | 39600 | 100 | 49 | 0 | 19 | 119 | 0 | 100 | 0 | 71 | 661 | 0 | 149055 | 8661 | 21857 | 58176 | 27639 | 60361 |
| 397+00 | 39700 | 100 | 24 | 0 | 19 | 21 | 0 | 134 | 0 | 71 | 259 | 0 | 149189 | 8661 | 21928 | 58474 | 27639 | 60127 |
| 398+00 | 39800 | 100 | 49 | 0 | 19 | 19 | 0 | 134 | 0 | 71 | 73 | 0 | 149323 | 8661 | 21998 | 58557 | 27639 | 60106 |
| 399+00 | 39900 | 100 | 62 | 0 | 19 | 47 | 0 | 205 | 0 | 71 | 121 | 0 | 149528 | 8661 | 22069 | 58697 | 27639 | 60101 |
| 400+00 | 40000 | 100 | 58 | 0 | 19 | 69 | 0 | 222 | 0 | 71 | 214 | 0 | 149750 | 8661 | 22139 | 58943 | 27639 | 60007 |
| 401+00 | 40100 | 100 | 23 | 0 | 19 | 56 | 0 | 149 | 0 | 71 | 231 | 0 | 149899 | 8661 | 22210 | 59209 | 27639 | 59820 |
| 402+00 | 40200 | 100 | 15 | 20 | 19 | 119 | 0 | 70 | 38 | 71 | 324 | 0 | 149969 | 8698 | 22281 | 59581 | 27639 | 59409 |
| 403+00 | 40300 | 100 | 5 | 19 | 19 | 287 | 0 | 36 | 72 | 71 | 751 | 0 | 150005 | 8771 | 22351 | 60445 | 27639 | 58438 |
| 404+00 | 40400 | 100 | 23 | 20 | 19 | 103 | 0 | 52 | 71 | 71 | 722 | 0 | 150057 | 8842 | 22422 | 61275 | 27639 | 57518 |
| 405+00 | 40500 | 100 | 31 | 19 | 19 | 86 | 0 | 100 | 73 | 71 | 351 | 0 | 150157 | 8915 | 22492 | 61679 | 27639 | 57071 |
| 406+00 | 40600 | 100 | 66 | 14 | 19 | 65 | 0 | 180 | 62 | 71 | 280 | 0 | 150337 | 8977 | 22563 | 62001 | 27639 | 56797 |
| 407+00 | 40700 | 100 | 65 | 5 | 19 | 86 | 0 | 243 | 36 | 71 | 279 | 0 | 150581 | 9013 | 22633 | 62322 | 27639 | 56612 |
| 408+00 | 40800 | 100 | 16 | 0 | 19 | 141 | 0 | 150 | 10 | 71 | 421 | 0 | 150731 | 9023 | 22704 | 62806 | 27639 | 56198 |
| 409+00 | 40900 | 100 | 4 | 0 | 19 | 159 | 0 | 38 | 0 | 71 | 556 | 0 | 150769 | 9023 | 22774 | 63445 | 27639 | 55526 |
| 410+00 | 41000 | 100 | 0 | 0 | 19 | 189 | 0 | 8 | 0 | 71 | 644 | 0 | 150777 | 9023 | 22845 | 64186 | 27639 | 54723 |
| 411+00 | 41100 | 100 | 0 | 0 | 19 | 166 | 0 | 0 | 0 | 71 | 656 | 0 | 150777 | 9023 | 22916 | 64940 | 27639 | 53898 |
| 412+00 | 41200 | 100 | 69 | 0 | 19 | 80 | 0 | 128 | 0 | 71 | 455 | 0 | 150905 | 9023 | 22986 | 65463 | 27639 | 53432 |
| 413+00 | 41300 | 100 | 118 | 0 | 19 | 41 | 0 | 347 | 0 | 71 | 225 | 0 | 151251 | 9023 | 23057 | 65722 | 27639 | 53450 |
| 414+00 | 41400 | 100 | 27 | 0 | 19 | 101 | 0 | 268 | 0 | 71 | 263 | 0 | 151519 | 9023 | 23127 | 66024 | 27639 | 53344 |
| 415+00 | 41500 | 100 | 107 | 0 | 19 | 39 | 0 | 247 | 0 | 71 | 259 | 0 | 151766 | 9023 | 23198 | 66322 | 27639 | 53223 |
| 416+00 | 41600 | 100 | 36 | 0 | 19 | 77 | 0 | 264 | 0 | 71 | 214 | 0 | 152030 | 9023 | 23268 | 66568 | 27639 | 53170 |
| 417+00 | 41700 | 100 | 5 | 0 | 19 | 127 | 0 | 75 | 0 | 71 | 377 | 0 | 152105 | 9023 | 23339 | 67002 | 27639 | 52741 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 418+00 | 41800 | 100 | 5 | 0 | 19 | 193 | 0 | 17 | 0 | 71 | 593 | 0 | 152122 | 9023 | 23409 | 67684 | 27639 | 52006 |
| 419+00 | 41900 | 100 | 0 | 0 | 19 | 265 | 0 | 9 | 0 | 71 | 849 | 0 | 152131 | 9023 | 23480 | 68660 | 27639 | 50968 |
| 420+00 | 42000 | 100 | 0 | 0 | 19 | 392 | 0 | 0 | 0 | 71 | 1218 | 0 | 152131 | 9023 | 23551 | 70060 | 27639 | 49497 |
| 421+00 | 42100 | 100 | 5 | 0 | 19 | 404 | 0 | 8 | 0 | 71 | 1475 | 0 | 152140 | 9023 | 23621 | 71757 | 27639 | 47739 |
| 422+00 | 42200 | 100 | 0 | 0 | 19 | 562 | 0 | 8 | 0 | 71 | 1790 | 0 | 152148 | 9023 | 23692 | 73815 | 27639 | 45618 |
| 423+00 | 42300 | 100 | 0 | 0 | 19 | 538 | 0 | 0 | 0 | 71 | 2038 | 0 | 152148 | 9023 | 23762 | 76159 | 27639 | 43204 |
| 424+00 | 42400 | 100 | 0 | 0 | 19 | 330 | 0 | 0 | 0 | 71 | 1609 | 0 | 152148 | 9023 | 23833 | 78009 | 27639 | 41283 |
| 425+00 | 42500 | 100 | 0 | 0 | 19 | 181 | 0 | 0 | 0 | 71 | 948 | 0 | 152148 | 9023 | 23903 | 79099 | 27639 | 40123 |
| 426+00 | 42600 | 100 | 5 | 0 | 19 | 72 | 0 | 10 | 0 | 71 | 470 | 0 | 152158 | 9023 | 23974 | 79639 | 27639 | 39522 |
| 427+00 | 42700 | 100 | 43 | 28 | 19 | 7 | 0 | 89 | 51 | 71 | 146 | 0 | 152247 | 9075 | 24044 | 79808 | 27639 | 39320 |
| 428+00 | 42800 | 100 | 169 | 29 | 19 | 0 | 0 | 392 | 106 | 71 | 13 | 0 | 152639 | 9180 | 24115 | 79822 | 27639 | 39522 |
| 429+00 | 42900 | 100 | 416 | 29 | 19 | 0 | 0 | 1084 | 109 | 71 | 0 | 0 | 153723 | 9289 | 24185 | 79822 | 27639 | 40426 |
| 430+00 | 43000 | 100 | 458 | 29 | 19 | 0 | 0 | 1620 | 109 | 71 | 0 | 0 | 155342 | 9397 | 24256 | 79822 | 27639 | 41867 |
| 431+00 | 43100 | 100 | 421 | 29 | 19 | 0 | 0 | 1627 | 109 | 71 | 0 | 0 | 156970 | 9506 | 24327 | 79822 | 27639 | 43315 |
| 432+00 | 43200 | 100 | 370 | 29 | 19 | 0 | 0 | 1465 | 109 | 71 | 0 | 0 | 158435 | 9615 | 24397 | 79822 | 27639 | 44601 |
| 433+00 | 43300 | 100 | 305 | 29 | 19 | 0 | 0 | 1251 | 109 | 71 | 0 | 0 | 159686 | 9723 | 24468 | 79822 | 27639 | 45672 |
| 433+75 | 43375 | 75 | 275 | 29 | 14 | 0 | 0 | 806 | 81 | 46 | 0 | 0 | 160492 | 9805 | 24514 | 79822 | 27639 | 46351 |
| 434+00 | 43400 | 25 | 246 | 0 | 5 | 0 | 0 | 241 | 14 | 9 | 0 | 0 | 160733 | 9818 | 24523 | 79822 | 27639 | 46570 |
| 435+00 | 43500 | 100 | 251 | 0 | 19 | 0 | 0 | 920 | 0 | 44 | 0 | 0 | 161653 | 9818 | 24567 | 79822 | 27639 | 47446 |
| 436+00 | 43600 | 100 | 519 | 0 | 19 | 0 | 0 | 1426 | 0 | 71 | 0 | 0 | 163080 | 9818 | 24637 | 79822 | 27639 | 48802 |
| 437+00 | 43700 | 100 | 820 | 0 | 19 | 0 | 0 | 2480 | 0 | 71 | 0 | 0 | 165560 | 9818 | 24708 | 79822 | 27639 | 51211 |
| 438+00 | 43800 | 100 | 570 | 0 | 19 | 0 | 0 | 2575 | 0 | 71 | 0 | 0 | 168134 | 9818 | 24779 | 79822 | 27639 | 53715 |
| 439+00 | 43900 | 100 | 398 | 0 | 19 | 0 | 0 | 1793 | 0 | 71 | 0 | 0 | 169927 | 9818 | 24849 | 79822 | 27639 | 55437 |
| 440+00 | 44000 | 100 | 336 | 0 | 19 | 0 | 0 | 1358 | 0 | 71 | 0 | 0 | 171285 | 9818 | 24920 | 79822 | 27639 | 56725 |
| 441+00 | 44100 | 100 | 475 | 0 | 19 | 0 | 0 | 1502 | 0 | 71 | 0 | 0 | 172787 | 9818 | 24990 | 79822 | 27639 | 58156 |
| 441+45 | 44145 | 45 | 377 | 0 | 9 | 0 | 0 | 711 | 0 | 23 | 0 | 0 | 173498 | 9818 | 25013 | 79822 | 27639 | 58844 |
| 442+00 | 44200 | 55 | 79 | 0 | 10 | 27 | 0 | 465 | 0 | 19 | 28 | 0 | 173963 | 9818 | 25033 | 79854 | 27639 | 59258 |
| 443+00 | 44300 | 100 | 32 | 0 | 19 | 83 | 0 | 206 | 0 | 55 | 204 | 0 | 174169 | 9818 | 25087 | 80089 | 27639 | 59174 |
| 444+00 | 44400 | 100 | 5 | 0 | 19 | 150 | 0 | 68 | 0 | 71 | 431 | 0 | 174237 | 9818 | 25158 | 80585 | 27639 | 58675 |
| 445+00 | 44500 | 100 | 0 | 0 | 19 | 247 | 0 | 9 | 0 | 71 | 735 | 0 | 174245 | 9818 | 25228 | 81430 | 27639 | 57768 |
| 446+00 | 44600 | 100 | 0 | 0 | 19 | 328 | 0 | 0 | 0 | 71 | 1065 | 0 | 174245 | 9818 | 25299 | 82656 | 27639 | 56473 |
| 447+00 | 44700 | 100 | 0 | 0 | 19 | 338 | 0 | 0 | 0 | 71 | 1234 | 0 | 174245 | 9818 | 25370 | 84074 | 27639 | 54983 |
| 448+00 | 44800 | 100 | 0 | 0 | 19 | 408 | 0 | 0 | 0 | 71 | 1382 | 0 | 174245 | 9818 | 25440 | 85663 | 27639 | 53324 |
| 449+00 | 44900 | 100 | 6 | 0 | 19 | 531 | 0 | 12 | 0 | 71 | 1738 | 0 | 174257 | 9818 | 25511 | 87662 | 27639 | 51266 |
| 450+00 | 45000 | 100 | 7 | 0 | 19 | 488 | 0 | 25 | 0 | 71 | 1887 | 0 | 174282 | 9818 | 25581 | 89832 | 27639 | 49050 |
| 451+00 | 45100 | 100 | 18 | 0 | 19 | 413 | 0 | 46 | 0 | 71 | 1669 | 0 | 174327 | 9818 | 25652 | 91752 | 27639 | 47106 |
| 452+00 | 45200 | 100 | 35 | 0 | 19 | 318 | 0 | 98 | 0 | 71 | 1354 | 0 | 174425 | 9818 | 25722 | 93308 | 27639 | 45576 |
| 453+00 | 45300 | 100 | 49 | 0 | 19 | 129 | 0 | 156 | 0 | 71 | 826 | 0 | 174581 | 9818 | 25793 | 94258 | 27639 | 44712 |
| 454+00 | 45400 | 100 | 65 | 0 | 19 | 40 | 0 | 212 | 0 | 71 | 313 | 0 | 174793 | 9818 | 25863 | 94618 | 27639 | 44493 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 455+00 | 45500 | 100 | 67 | 0 | 19 | 33 | 0 | 245 | 0 | 71 | 137 | 0 | 175038 | 9818 | 25934 | 94775 | 27639 | 44510 |
| 455+25 | 45525 | 25 | 68 | 16 | 5 | 34 | 0 | 62 | 7 | 11 | 31 | 0 | 175100 | 9826 | 25945 | 94812 | 27639 | 44518 |
| 456+00 | 45600 | 75 | 68 | 16 | 14 | 35 | 0 | 188 | 45 | 26 | 97 | 0 | 175288 | 9871 | 25971 | 94923 | 27639 | 44523 |
| 457+00 | 45700 | 100 | 63 | 19 | 19 | 25 | 0 | 242 | 64 | 62 | 111 | 0 | 175531 | 9935 | 26033 | 95050 | 27639 | 44512 |
| 458+00 | 45800 | 100 | 76 | 14 | 19 | 85 | 0 | 257 | 60 | 71 | 203 | 0 | 175787 | 9995 | 26104 | 95284 | 27639 | 44404 |
| 459+00 | 45900 | 100 | 47 | 13 | 19 | 56 | 0 | 228 | 49 | 71 | 261 | 0 | 176015 | 10044 | 26174 | 95584 | 27639 | 44213 |
| 460+00 | 46000 | 100 | 37 | 11 | 19 | 62 | 0 | 157 | 44 | 71 | 218 | 0 | 176172 | 10089 | 26245 | 95835 | 27639 | 44003 |
| 461+00 | 46100 | 100 | 33 | 14 | 19 | 43 | 0 | 131 | 46 | 71 | 194 | 0 | 176303 | 10135 | 26315 | 96058 | 27639 | 43794 |
| 462+00 | 46200 | 100 | 21 | 27 | 19 | 31 | 0 | 100 | 75 | 71 | 137 | 0 | 176403 | 10211 | 26386 | 96216 | 27639 | 43590 |
| 463+00 | 46300 | 100 | 115 | 31 | 19 | 3 | 0 | 251 | 108 | 71 | 62 | 0 | 176654 | 10318 | 26456 | 96288 | 27639 | 43591 |
| 464+00 | 46400 | 100 | 276 | 31 | 19 | 0 | 0 | 724 | 116 | 71 | 5 | 0 | 177378 | 10435 | 26527 | 96293 | 27639 | 44123 |
| 465+00 | 46500 | 100 | 380 | 31 | 19 | 0 | 0 | 1215 | 116 | 71 | 0 | 0 | 178593 | 10551 | 26598 | 96293 | 27639 | 45151 |
| 466+00 | 46600 | 100 | 192 | 31 | 19 | 0 | 0 | 1058 | 116 | 71 | 0 | 0 | 179651 | 10667 | 26668 | 96293 | 27639 | 46023 |
| 467+00 | 46700 | 100 | 28 | 31 | 19 | 0 | 0 | 407 | 116 | 71 | 0 | 0 | 180058 | 10783 | 26739 | 96293 | 27639 | 46243 |
| 468+00 | 46800 | 100 | 5 | 31 | 19 | 140 | 0 | 63 | 115 | 71 | 259 | 0 | 180121 | 10898 | 26809 | 96591 | 27639 | 45822 |
| 469+00 | 46900 | 100 | 0 | 0 | 19 | 268 | 0 | 10 | 57 | 71 | 755 | 0 | 180131 | 10955 | 26880 | 97460 | 27639 | 44836 |
| 470+00 | 47000 | 100 | 0 | 0 | 19 | 333 | 0 | 0 | 0 | 71 | 1113 | 0 | 180131 | 10955 | 26950 | 98740 | 27639 | 43486 |
| 471+00 | 47100 | 100 | 0 | 0 | 19 | 327 | 0 | 0 | 0 | 71 | 1223 | 0 | 180131 | 10955 | 27021 | 100146 | 27639 | 42009 |
| 472+00 | 47200 | 100 | 0 | 0 | 19 | 234 | 0 | 0 | 0 | 71 | 1038 | 0 | 180131 | 10955 | 27091 | 101340 | 27639 | 40744 |
| 473+00 | 47300 | 100 | 0 | 0 | 19 | 158 | 0 | 0 | 0 | 71 | 726 | 0 | 180131 | 10955 | 27162 | 102175 | 27639 | 39839 |
| 474+00 | 47400 | 100 | 0 | 0 | 19 | 81 | 0 | 0 | 0 | 71 | 442 | 0 | 180131 | 10955 | 27233 | 102684 | 27639 | 39259 |
| 475+00 | 47500 | 100 | 7 | 0 | 19 | 52 | 0 | 13 | 0 | 71 | 245 | 0 | 180143 | 10955 | 27303 | 102965 | 27639 | 38920 |
| 476+00 | 47600 | 100 | 0 | 0 | 19 | 78 | 0 | 13 | 0 | 71 | 240 | 0 | 180156 | 10955 | 27374 | 103242 | 27639 | 38586 |
| 477+00 | 47700 | 100 | 10 | 0 | 19 | 56 | 0 | 19 | 0 | 71 | 249 | 0 | 180175 | 10955 | 27444 | 103528 | 27639 | 38248 |
| 478+00 | 47800 | 100 | 74 | 0 | 19 | 12 | 0 | 155 | 0 | 71 | 126 | 0 | 180330 | 10955 | 27515 | 103673 | 27639 | 38188 |
| 479+00 | 47900 | 100 | 60 | 0 | 19 | 14 | 0 | 247 | 0 | 71 | 48 | 0 | 180578 | 10955 | 27585 | 103729 | 27639 | 38309 |
| 480+00 | 48000 | 100 | 44 | 0 | 19 | 18 | 0 | 192 | 0 | 71 | 60 | 0 | 180770 | 10955 | 27656 | 103797 | 27639 | 38361 |
| 481+00 | 48100 | 100 | 41 | 0 | 19 | 18 | 0 | 157 | 0 | 71 | 66 | 0 | 180926 | 10955 | 27726 | 103874 | 27639 | 38371 |
| 482+00 | 48200 | 100 | 103 | 0 | 19 | 1 | 0 | 266 | 0 | 71 | 35 | 0 | 181192 | 10955 | 27797 | 103914 | 27639 | 38526 |
| 483+00 | 48300 | 100 | 121 | 0 | 19 | 2 | 0 | 414 | 0 | 71 | 7 | 0 | 181606 | 10955 | 27868 | 103922 | 27639 | 38862 |
| 484+00 | 48400 | 100 | 187 | 0 | 19 | 0 | 0 | 569 | 0 | 71 | 5 | 0 | 182175 | 10955 | 27938 | 103927 | 27639 | 39355 |
| 485+00 | 48500 | 100 | 275 | 0 | 19 | 0 | 0 | 854 | 0 | 71 | 0 | 0 | 183029 | 10955 | 28009 | 103927 | 27639 | 40138 |
| 486+00 | 48600 | 100 | 225 | 0 | 19 | 0 | 0 | 925 | 0 | 71 | 0 | 0 | 183954 | 10955 | 28079 | 103927 | 27639 | 40993 |
| 487+00 | 48700 | 100 | 220 | 0 | 19 | 0 | 0 | 825 | 0 | 71 | 0 | 0 | 184779 | 10955 | 28150 | 103927 | 27639 | 41747 |
| 488+00 | 48800 | 100 | 227 | 0 | 19 | 0 | 0 | 829 | 0 | 71 | 0 | 0 | 185608 | 10955 | 28220 | 103927 | 27639 | 42506 |
| 489+00 | 48900 | 100 | 151 | 0 | 19 | 0 | 0 | 700 | 0 | 71 | 0 | 0 | 186308 | 10955 | 28291 | 103928 | 27639 | 43135 |
| 490+00 | 49000 | 100 | 4 | 0 | 19 | 62 | 0 | 286 | 0 | 71 | 114 | 0 | 186595 | 10955 | 28361 | 104059 | 27639 | 43219 |
| 491+00 | 49100 | 100 | 0 | 0 | 19 | 179 | 0 | 7 | 0 | 71 | 445 | 0 | 186602 | 10955 | 28432 | 104571 | 27639 | 42644 |
| 492+00 | 49200 | 100 | 0 | 0 | 19 | 215 | 0 | 0 | 0 | 71 | 730 | 0 | 186602 | 10955 | 28502 | 105410 | 27639 | 41734 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 493+00 | 49300 | 100 | 0 | 0 | 19 | 227 | 0 | 0 | 0 | 71 | 819 | 0 | 186602 | 10955 | 28573 | 106352 | 27639 | 40722 |
| 494+00 | 49400 | 100 | 0 | 0 | 19 | 215 | 0 | 0 | 0 | 71 | 819 | 0 | 186602 | 10955 | 28644 | 107294 | 27639 | 39709 |
| 494+60 | 49460 | 60 | 12 | 0 | 11 | 104 | 0 | 14 | 0 | 34 | 356 | 0 | 186616 | 10955 | 28678 | 107703 | 27639 | 39280 |
| 495+00 | 49500 | 40 | 0 | 0 | 8 | 243 | 0 | 9 | 0 | 14 | 255 | 0 | 186625 | 10955 | 28692 | 107997 | 27639 | 38981 |
| 496+00 | 49600 | 100 | 5 | 0 | 19 | 149 | 0 | 10 | 0 | 49 | 726 | 0 | 186634 | 10955 | 28741 | 108831 | 27639 | 38107 |
| 497+00 | 49700 | 100 | 22 | 0 | 19 | 109 | 0 | 50 | 0 | 71 | 479 | 0 | 186684 | 10955 | 28812 | 109381 | 27639 | 37536 |
| 498+00 | 49800 | 100 | 10 | 0 | 19 | 102 | 0 | 58 | 0 | 71 | 392 | 0 | 186742 | 10955 | 28882 | 109833 | 27639 | 37072 |
| 499+00 | 49900 | 100 | 1 | 0 | 19 | 127 | 0 | 21 | 0 | 71 | 425 | 0 | 186763 | 10955 | 28953 | 110321 | 27639 | 36534 |
| 500+00 | 50000 | 100 | 2 | 0 | 19 | 117 | 0 | 6 | 0 | 71 | 451 | 0 | 186768 | 10955 | 29023 | 110840 | 27639 | 35950 |
| 501+00 | 50100 | 100 | 2 | 0 | 19 | 87 | 0 | 8 | 0 | 71 | 377 | 0 | 186776 | 10955 | 29094 | 111274 | 27639 | 35454 |
| 502+00 | 50200 | 100 | 13 | 0 | 19 | 82 | 0 | 28 | 0 | 71 | 313 | 0 | 186805 | 10955 | 29164 | 111633 | 27639 | 35052 |
| 503+00 | 50300 | 100 | 19 | 0 | 19 | 137 | 0 | 60 | 0 | 71 | 405 | 0 | 186864 | 10955 | 29235 | 112100 | 27639 | 34575 |
| 504+00 | 50400 | 100 | 20 | 0 | 19 | 175 | 0 | 73 | 0 | 71 | 577 | 0 | 186937 | 10955 | 29305 | 112763 | 27639 | 33914 |
| 505+00 | 50500 | 100 | 4 | 0 | 19 | 204 | 0 | 44 | 0 | 71 | 701 | 0 | 186982 | 10955 | 29376 | 113569 | 27639 | 33081 |
| 506+00 | 50600 | 100 | 0 | 0 | 19 | 229 | 0 | 7 | 0 | 71 | 803 | 0 | 186988 | 10955 | 29446 | 114492 | 27639 | 32094 |
| 507+00 | 50700 | 100 | 0 | 0 | 19 | 296 | 0 | 0 | 0 | 71 | 972 | 0 | 186988 | 10955 | 29517 | 115610 | 27639 | 30906 |
| 508+00 | 50800 | 100 | 0 | 0 | 19 | 268 | 0 | 0 | 0 | 71 | 1045 | 0 | 186988 | 10955 | 29588 | 116812 | 27639 | 29634 |
| 509+00 | 50900 | 100 | 0 | 0 | 19 | 278 | 0 | 0 | 0 | 71 | 1011 | 0 | 186988 | 10955 | 29658 | 117975 | 27639 | 28400 |
| 510+00 | 51000 | 100 | 1 | 0 | 19 | 218 | 0 | 1 | 0 | 71 | 918 | 0 | 186989 | 10955 | 29729 | 119030 | 27639 | 27275 |
| 511+00 | 51100 | 100 | 9 | 0 | 19 | 151 | 0 | 18 | 0 | 71 | 683 | 0 | 187007 | 10955 | 29799 | 119816 | 27639 | 26437 |
| 512+00 | 51200 | 100 | 6 | 0 | 19 | 98 | 0 | 29 | 0 | 71 | 461 | 0 | 187036 | 10955 | 29870 | 120346 | 27639 | 25865 |
| 513+00 | 51300 | 100 | 17 | 0 | 19 | 118 | 0 | 43 | 0 | 71 | 399 | 0 | 187079 | 10955 | 29940 | 120805 | 27639 | 25379 |
| 514+00 | 51400 | 100 | 13 | 0 | 19 | 100 | 0 | 56 | 0 | 71 | 404 | 0 | 187135 | 10955 | 30011 | 121269 | 27639 | 24900 |
| 515+00 | 51500 | 100 | 5 | 0 | 19 | 135 | 0 | 34 | 0 | 71 | 435 | 0 | 187169 | 10955 | 30081 | 121770 | 27639 | 24362 |
| 516+00 | 51600 | 100 | 5 | 0 | 19 | 182 | 0 | 19 | 0 | 71 | 587 | 0 | 187187 | 10955 | 30152 | 122445 | 27639 | 23636 |
| 517+00 | 51700 | 100 | 5 | 0 | 19 | 224 | 0 | 18 | 0 | 71 | 752 | 0 | 187206 | 10955 | 30223 | 123309 | 27639 | 22719 |
| 518+00 | 51800 | 100 | 5 | 0 | 19 | 223 | 0 | 19 | 0 | 71 | 827 | 0 | 187225 | 10955 | 30293 | 124260 | 27639 | 21716 |
| 519+00 | 51900 | 100 | 5 | 0 | 19 | 181 | 0 | 19 | 0 | 71 | 747 | 0 | 187244 | 10955 | 30364 | 125119 | 27639 | 20805 |
| 520+00 | 52000 | 100 | 13 | 0 | 19 | 127 | 0 | 33 | 0 | 71 | 569 | 0 | 187277 | 10955 | 30434 | 125774 | 27639 | 20114 |
| 521+00 | 52100 | 100 | 26 | 0 | 19 | 208 | 0 | 72 | 0 | 71 | 620 | 0 | 187349 | 10955 | 30505 | 126487 | 27639 | 19403 |
| 521+42 | 52142 | 42 | 201 | 0 | 8 | 0 | 0 | 176 | 0 | 21 | 162 | 0 | 187525 | 10955 | 30526 | 126673 | 27639 | 19371 |
| 522+00 | 52200 | 58 | 39 | 0 | 11 | 146 | 0 | 258 | 0 | 20 | 156 | 0 | 187783 | 10955 | 30546 | 126853 | 27639 | 19428 |
| 523+00 | 52300 | 100 | 77 | 0 | 19 | 73 | 0 | 216 | 0 | 56 | 404 | 0 | 187999 | 10955 | 30602 | 127318 | 27639 | 19124 |
| 524+00 | 52400 | 100 | 163 | 0 | 19 | 16 | 0 | 445 | 0 | 71 | 164 | 0 | 188444 | 10955 | 30673 | 127506 | 27639 | 19311 |
| 525+00 | 52500 | 100 | 452 | 0 | 19 | 0 | 0 | 1140 | 0 | 71 | 29 | 0 | 189585 | 10955 | 30743 | 127539 | 27639 | 20347 |
| 526+00 | 52600 | 100 | 704 | 0 | 19 | 0 | 0 | 2141 | 0 | 71 | 0 | 0 | 191725 | 10955 | 30814 | 127539 | 27639 | 22417 |
| 527+00 | 52700 | 100 | 874 | 0 | 19 | 0 | 0 | 2921 | 0 | 71 | 0 | 0 | 194646 | 10955 | 30884 | 127539 | 27639 | 25267 |
| 528+00 | 52800 | 100 | 817 | 0 | 19 | 0 | 0 | 3131 | 0 | 71 | 0 | 0 | 197777 | 10955 | 30955 | 127539 | 27639 | 28328 |
| 529+00 | 52900 | 100 | 623 | 0 | 19 | 0 | 0 | 2667 | 0 | 71 | 0 | 0 | 200444 | 10955 | 31025 | 127539 | 27639 | 30924 |
| 530+00 | 53000 | 100 | 439 | 0 | 19 | 0 | 0 | 1967 | 0 | 71 | 0 | 0 | 202411 | 10955 | 31096 | 127539 | 27639 | 32821 |
| 531+00 | 53100 | 100 | 250 | 0 | 19 | 0 | 0 | 1276 | 0 | 71 | 0 | 0 | 203687 | 10955 | 31166 | 127539 | 27639 | 34026 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 532+00 | 53200 | 100 | 84 | 0 | 19 | 10 | 0 | 619 | 0 | 71 | 19 | 0 | 204306 | 10955 | 31237 | 127561 | 27639 | 34554 |
| 533+00 | 53300 | 100 | 25 | 0 | 19 | 58 | 0 | 203 | 0 | 71 | 126 | 0 | 204509 | 10955 | 31307 | 127706 | 27639 | 34541 |
| 534+00 | 53400 | 100 | 7 | 0 | 19 | 77 | 0 | 60 | 0 | 71 | 250 | 0 | 204569 | 10955 | 31378 | 127993 | 27639 | 34243 |
| 535+00 | 53500 | 100 | 17 | 0 | 19 | 81 | 0 | 45 | 0 | 71 | 292 | 0 | 204614 | 10955 | 31449 | 128330 | 27639 | 33880 |
| 536+00 | 53600 | 100 | 5 | 0 | 19 | 48 | 0 | 42 | 0 | 71 | 238 | 0 | 204655 | 10955 | 31519 | 128604 | 27639 | 33578 |
| 537+00 | 53700 | 100 | 24 | 0 | 19 | 22 | 0 | 55 | 0 | 71 | 129 | 0 | 204711 | 10955 | 31590 | 128752 | 27639 | 33414 |
| 538+00 | 53800 | 100 | 37 | 0 | 19 | 10 | 0 | 114 | 0 | 71 | 59 | 0 | 204825 | 10955 | 31660 | 128820 | 27639 | 33389 |
| 539+00 | 53900 | 100 | 53 | 0 | 19 | 17 | 0 | 166 | 0 | 71 | 51 | 0 | 204991 | 10955 | 31731 | 128879 | 27639 | 33426 |
| 540+00 | 54000 | 100 | 68 | 0 | 19 | 13 | 0 | 223 | 0 | 71 | 55 | 0 | 205214 | 10955 | 31801 | 128942 | 27639 | 33515 |
| 541+00 | 54100 | 100 | 63 | 0 | 19 | 10 | 0 | 242 | 0 | 71 | 41 | 0 | 205455 | 10955 | 31872 | 128990 | 27639 | 33638 |
| 542+00 | 54200 | 100 | 66 | 0 | 19 | 12 | 0 | 239 | 0 | 71 | 40 | 0 | 205694 | 10955 | 31942 | 129037 | 27639 | 33760 |
| 543+00 | 54300 | 100 | 59 | 0 | 19 | 25 | 0 | 232 | 0 | 71 | 69 | 0 | 205926 | 10955 | 32013 | 129115 | 27639 | 33843 |
| 544+00 | 54400 | 100 | 52 | 0 | 19 | 32 | 0 | 206 | 0 | 71 | 104 | 0 | 206132 | 10955 | 32084 | 129236 | 27639 | 33858 |
| 545+00 | 54500 | 100 | 48 | 0 | 19 | 30 | 0 | 184 | 0 | 71 | 115 | 0 | 206317 | 10955 | 32154 | 129368 | 27639 | 33840 |
| 546+00 | 54600 | 100 | 74 | 0 | 19 | 14 | 0 | 226 | 0 | 71 | 83 | 0 | 206543 | 10955 | 32225 | 129463 | 27639 | 33900 |
| 547+00 | 54700 | 100 | 111 | 0 | 19 | 2 | 0 | 344 | 0 | 71 | 30 | 0 | 206886 | 10955 | 32295 | 129497 | 27639 | 34139 |
| 548+00 | 54800 | 100 | 152 | 0 | 19 | 0 | 0 | 489 | 0 | 71 | 4 | 0 | 207375 | 10955 | 32366 | 129501 | 27639 | 34552 |
| 549+00 | 54900 | 100 | 169 | 0 | 19 | 0 | 0 | 595 | 0 | 71 | 0 | 0 | 207970 | 10955 | 32436 | 129502 | 27639 | 35077 |
| 550+00 | 55000 | 100 | 353 | 0 | 19 | 0 | 0 | 966 | 0 | 71 | 0 | 0 | 208935 | 10955 | 32507 | 129502 | 27639 | 35972 |
| 551+00 | 55100 | 100 | 415 | 0 | 19 | 0 | 0 | 1421 | 0 | 71 | 0 | 0 | 210357 | 10955 | 32577 | 129502 | 27639 | 37323 |
| 552+00 | 55200 | 100 | 371 | 0 | 19 | 0 | 0 | 1455 | 0 | 71 | 0 | 0 | 211812 | 10955 | 32648 | 129502 | 27639 | 38707 |
| 553+00 | 55300 | 100 | 269 | 0 | 19 | 0 | 0 | 1184 | 0 | 71 | 0 | 0 | 212996 | 10955 | 32719 | 129502 | 27639 | 39820 |
| 554+00 | 55400 | 100 | 166 | 0 | 19 | 3 | 0 | 805 | 0 | 71 | 5 | 0 | 213801 | 10955 | 32789 | 129507 | 27639 | 40549 |
| 555+00 | 55500 | 100 | 98 | 0 | 19 | 21 | 0 | 489 | 0 | 71 | 44 | 0 | 214290 | 10955 | 32860 | 129558 | 27639 | 40917 |
| 556+00 | 55600 | 100 | 47 | 0 | 19 | 53 | 0 | 267 | 0 | 71 | 139 | 0 | 214557 | 10955 | 32930 | 129717 | 27639 | 40954 |
| 557+00 | 55700 | 100 | 26 | 0 | 19 | 69 | 0 | 134 | 0 | 71 | 227 | 0 | 214691 | 10955 | 33001 | 129978 | 27639 | 40757 |
| 558+00 | 55800 | 100 | 52 | 0 | 19 | 100 | 0 | 145 | 0 | 71 | 313 | 0 | 214836 | 10955 | 33071 | 130338 | 27639 | 40472 |
| 559+00 | 55900 | 100 | 124 | 0 | 19 | 72 | 0 | 327 | 0 | 71 | 319 | 0 | 215163 | 10955 | 33142 | 130705 | 27639 | 40361 |
| 560+00 | 56000 | 100 | 135 | 0 | 19 | 12 | 0 | 480 | 0 | 71 | 156 | 0 | 215643 | 10955 | 33212 | 130885 | 27639 | 40591 |
| 561+00 | 56100 | 100 | 464 | 0 | 19 | 0 | 0 | 1110 | 0 | 71 | 22 | 0 | 216753 | 10955 | 33283 | 130911 | 27639 | 41605 |
| 561+27 | 56127 | 27 | 564 | 0 | 5 | 0 | 0 | 514 | 0 | 12 | 0 | 0 | 217267 | 10955 | 33295 | 130911 | 27639 | 42107 |
| 562+00 | 56200 | 73 | 394 | 0 | 14 | 0 | 0 | 1296 | 0 | 26 | 0 | 0 | 218563 | 10955 | 33321 | 130911 | 27639 | 43377 |
| 563+00 | 56300 | 100 | 354 | 0 | 19 | 0 | 0 | 1387 | 0 | 61 | 0 | 0 | 219950 | 10955 | 33382 | 130911 | 27639 | 44703 |
| 564+00 | 56400 | 100 | 179 | 0 | 19 | 0 | 0 | 988 | 0 | 71 | 0 | 0 | 220938 | 10955 | 33452 | 130911 | 27639 | 45620 |
| 565+00 | 56500 | 100 | 6 | 0 | 19 | 110 | 0 | 342 | 0 | 71 | 204 | 0 | 221280 | 10955 | 33523 | 131145 | 27639 | 45657 |
| 566+00 | 56600 | 100 | 0 | 0 | 19 | 281 | 0 | 11 | 0 | 71 | 724 | 0 | 221291 | 10955 | 33593 | 131978 | 27639 | 44764 |
| 567+00 | 56700 | 100 | 0 | 0 | 19 | 287 | 0 | 0 | 0 | 71 | 1052 | 0 | 221291 | 10955 | 33664 | 133188 | 27639 | 43484 |
| 568+00 | 56800 | 100 | 11 | 0 | 19 | 223 | 0 | 20 | 0 | 71 | 945 | 0 | 221311 | 10955 | 33735 | 134275 | 27639 | 42346 |
| 569+00 | 56900 | 100 | 14 | 0 | 19 | 184 | 0 | 45 | 0 | 71 | 754 | 0 | 221357 | 10955 | 33805 | 135143 | 27639 | 41454 |

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## STH 73 EARTHWORK SUMMARY (CONTINUED)

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 570+00 | 57000 | 100 | 4 | 0 | 19 | 184 | 0 | 32 | 0 | 71 | 683 | 0 | 221389 | 10955 | 33876 | 135928 | 27639 | 40630 |
| 571+00 | 57100 | 100 | 8 | 0 | 19 | 192 | 0 | 22 | 0 | 71 | 697 | 0 | 221410 | 10955 | 33946 | 136729 | 27639 | 39780 |
| 572+00 | 57200 | 100 | 37 | 0 | 19 | 226 | 0 | 82 | 1 | 71 | 775 | 0 | 221493 | 10956 | 34017 | 137620 | 27639 | 38900 |
| 573+00 | 57300 | 100 | 32 | 2 | 19 | 179 | 0 | 127 | 5 | 71 | 750 | 0 | 221620 | 10961 | 34087 | 138483 | 27639 | 38088 |
| 574+00 | 57400 | 100 | 32 | 27 | 19 | 115 | 0 | 119 | 54 | 71 | 544 | 0 | 221739 | 11014 | 34158 | 139108 | 27639 | 37458 |
| 574+68 | 57468 | 68 | 198 | 37 | 13 | 21 | 0 | 289 | 80 | 40 | 171 | 0 | 222027 | 11095 | 34198 | 139305 | 27639 | 37430 |
| 575+00 | 57500 | 32 | 166 | 32 | 6 | 31 | 0 | 217 | 41 | 11 | 32 | 0 | 222245 | 11136 | 34209 | 139341 | 27639 | 37559 |
| 575+75 | 57575 | 75 | 257 | 32 | 14 | 16 | 0 | 587 | 89 | 28 | 66 | 0 | 222832 | 11225 | 34238 | 139417 | 27639 | 37953 |
| 576+00 | 57600 | 25 | 347 | 0 | 5 | 1 | 0 | 280 | 15 | 9 | 8 | 0 | 223111 | 11240 | 34247 | 139425 | 27639 | 38200 |
| 577+00 | 57700 | 100 | 666 | 0 | 19 | 0 | 0 | 1876 | 0 | 44 | 1 | 0 | 224987 | 11240 | 34291 | 139427 | 27639 | 40030 |
| 578+00 | 57800 | 100 | 499 | 0 | 19 | 0 | 0 | 2157 | 0 | 71 | 0 | 0 | 227144 | 11240 | 34361 | 139427 | 27639 | 42117 |
| 579+00 | 57900 | 100 | 193 | 0 | 19 | 12 | 0 | 1283 | 0 | 71 | 22 | 0 | 228427 | 11240 | 34432 | 139453 | 27639 | 43303 |
| 580+00 | 58000 | 100 | 10 | 0 | 19 | 95 | 0 | 376 | 0 | 71 | 198 | 0 | 228803 | 11240 | 34502 | 139680 | 27639 | 43381 |
| 581+00 | 58100 | 100 | 0 | 0 | 19 | 253 | 0 | 18 | 0 | 71 | 644 | 0 | 228821 | 11240 | 34573 | 140420 | 27639 | 42589 |
| 582+00 | 58200 | 100 | 0 | 0 | 19 | 209 | 0 | 0 | 0 | 71 | 855 | 0 | 228821 | 11240 | 34643 | 141404 | 27639 | 41535 |
| 583+00 | 58300 | 100 | 13 | 0 | 19 | 132 | 0 | 23 | 0 | 71 | 631 | 0 | 228845 | 11240 | 34714 | 142129 | 27639 | 40762 |
| 584+00 | 58400 | 100 | 26 | 0 | 19 | 101 | 0 | 71 | 0 | 71 | 431 | 0 | 228915 | 11240 | 34785 | 142624 | 27639 | 40267 |
| 585+00 | 58500 | 100 | 57 | 0 | 19 | 59 | 0 | 152 | 0 | 71 | 296 | 0 | 229067 | 11240 | 34855 | 142965 | 27639 | 40008 |
| 586+00 | 58600 | 100 | 86 | 0 | 19 | 44 | 0 | 264 | 0 | 71 | 191 | 0 | 229331 | 11240 | 34926 | 143185 | 27639 | 39981 |
| 587+00 | 58700 | 100 | 122 | 0 | 19 | 10 | 0 | 384 | 0 | 71 | 101 | 0 | 229716 | 11240 | 34996 | 143302 | 27639 | 40178 |
| 587+10 | 58710 | 10 | 124 | 0 | 2 | 8 | 0 | 45 | 0 | 4 | 3 | 0 | 229761 | 11240 | 35000 | 143306 | 27639 | 40216 |
| | | | | | | | | | | | | Grand Total | **229761** | **11240** | **35000** | **143306** | **27639** | **40216** |

## STH 106 EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 47+25 | 4725 | | 109 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 |
| 48+00 | 4800 | 75 | 86 | 0 | 21 | 4 | 0 | 270 | 0 | 57 | 6 | 0 | 270 | 0 | 57 | 7 | 0 | 206 |
| 49+00 | 4900 | 100 | 18 | 0 | 27 | 45 | 0 | 193 | 0 | 89 | 90 | 0 | 463 | 0 | 146 | 111 | 0 | 205 |
| 49+14 | 4914 | 14 | 5 | 0 | 4 | 61 | 0 | 6 | 0 | 8 | 27 | 0 | 468 | 0 | 154 | 142 | 0 | 173 |
| | | | | | | | | | | | | | | | | | | |
| 50+76 | 5076 | | 162 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 0 | 154 | 142 | 0 | 173 |
| 51+00 | 5100 | 24 | 226 | 0 | 7 | 27 | 0 | 171 | 0 | 3 | 41 | 0 | 639 | 0 | 157 | 189 | 0 | 294 |
| 52+00 | 5200 | 100 | 216 | 0 | 27 | 0 | 0 | 819 | 0 | 63 | 50 | 0 | 1458 | 0 | 220 | 247 | 0 | 991 |
| 52+75 | 5275 | 75 | 202 | 0 | 21 | 0 | 0 | 581 | 0 | 67 | 0 | 0 | 2039 | 0 | 287 | 247 | 0 | 1506 |
| | | | | | | | | | | | | Grand Total | **2039** | **0** | **287** | **247** | **0** | **1506** |

## CRAIG ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 92+00 | 9200 | | 102 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 93+00 | 9300 | 100 | 90 | 0 | 27 | 2 | 0 | 357 | 0 | 102 | 6 | 0 | 357 | 0 | 102 | 7 | 0 | 248 |
| 94+00 | 9400 | 100 | 126 | 0 | 27 | 0 | 0 | 400 | 0 | 102 | 3 | 0 | 756 | 0 | 203 | 11 | 0 | 542 |
| 95+00 | 9500 | 100 | 236 | 0 | 27 | 0 | 0 | 669 | 0 | 102 | 0 | 0 | 1426 | 0 | 305 | 11 | 0 | 1109 |
| 96+00 | 9600 | 100 | 397 | 0 | 27 | 0 | 0 | 1172 | 0 | 102 | 0 | 0 | 2597 | 0 | 407 | 11 | 0 | 2179 |
| 97+00 | 9700 | 100 | 428 | 0 | 27 | 0 | 0 | 1528 | 0 | 102 | 0 | 0 | 4125 | 0 | 509 | 11 | 0 | 3606 |
| 98+00 | 9800 | 100 | 500 | 0 | 27 | 0 | 0 | 1719 | 0 | 102 | 0 | 0 | 5844 | 0 | 610 | 11 | 0 | 5223 |
| 99+00 | 9900 | 100 | 657 | 0 | 27 | 0 | 0 | 2143 | 0 | 102 | 0 | 0 | 7987 | 0 | 712 | 11 | 0 | 7264 |
| 99+07 | 9907 | 7 | 656 | 0 | 2 | 0 | 0 | 168 | 0 | 4 | 0 | 0 | 8155 | 0 | 716 | 11 | 0 | 7428 |
| | | | | | | | | | | | | | | | | | | |
| 100+99 | 10099 | | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8155 | 0 | 716 | 11 | 0 | 7428 |
| 101+00 | 10100 | 1 | 594 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 8188 | 0 | 716 | 11 | 0 | 7461 |
| 102+00 | 10200 | 100 | 386 | 0 | 27 | 0 | 0 | 1816 | 0 | 52 | 1 | 0 | 10004 | 0 | 767 | 12 | 0 | 9225 |
| 103+00 | 10300 | 100 | 218 | 0 | 27 | 0 | 0 | 1119 | 0 | 102 | 0 | 0 | 11123 | 0 | 869 | 12 | 0 | 10242 |
| 104+00 | 10400 | 100 | 94 | 0 | 27 | 0 | 0 | 577 | 0 | 102 | 0 | 0 | 11701 | 0 | 971 | 12 | 0 | 10718 |
| 105+00 | 10500 | 100 | 80 | 0 | 27 | 1 | 0 | 321 | 0 | 102 | 1 | 0 | 12022 | 0 | 1072 | 14 | 0 | 10936 |
| | | | | | | | | | | | Grand Total | | 12022 | 0 | 1072 | 14 | 0 | 10936 |

## MAPLE GROVE ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 144+51 | 14451 | | 78 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 145+00 | 14500 | 49 | 88 | 0 | 13 | 6 | 0 | 151 | 0 | 24 | 7 | 0 | 151 | 0 | 24 | 8 | 0 | 118 |
| 146+00 | 14600 | 100 | 85 | 0 | 27 | 7 | 0 | 320 | 0 | 76 | 24 | 0 | 470 | 0 | 100 | 35 | 0 | 335 |
| 147+00 | 14700 | 100 | 44 | 0 | 27 | 44 | 0 | 238 | 0 | 102 | 95 | 0 | 708 | 0 | 202 | 144 | 0 | 362 |
| 148+00 | 14800 | 100 | 7 | 0 | 27 | 233 | 0 | 94 | 0 | 102 | 514 | 0 | 802 | 0 | 304 | 735 | 0 | -236 |
| 149+00 | 14900 | 100 | 2 | 0 | 27 | 361 | 0 | 17 | 0 | 102 | 1102 | 0 | 820 | 0 | 405 | 2001 | 0 | -1587 |
| 149+12 | 14912 | 12 | 0 | 0 | 3 | 360 | 0 | 0 | 0 | 7 | 154 | 0 | 820 | 0 | 412 | 2179 | 0 | -1771 |
| | | | | | | | | | | | Grand Total | | 820 | 0 | 412 | 2179 | 0 | -1771 |

## AARBACK ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 194+90 | 19490 | | 82 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 195+00 | 19500 | 10 | 85 | 0 | 3 | 0 | 0 | 31 | 0 | 1 | 0 | 0 | 31 | 0 | 1 | 0 | 0 | 30 |
| 196+00 | 19600 | 100 | 164 | 0 | 27 | 0 | 0 | 460 | 0 | 56 | 0 | 0 | 491 | 0 | 57 | 0 | 0 | 434 |
| 197+00 | 19700 | 100 | 302 | 0 | 27 | 0 | 0 | 862 | 0 | 102 | 0 | 0 | 1353 | 0 | 159 | 0 | 0 | 1194 |
| 198+00 | 19800 | 100 | 425 | 0 | 27 | 0 | 0 | 1347 | 0 | 102 | 0 | 0 | 2700 | 0 | 260 | 0 | 0 | 2439 |
| 199+00 | 19900 | 100 | 370 | 0 | 27 | 0 | 0 | 1474 | 0 | 102 | 0 | 0 | 4173 | 0 | 362 | 0 | 0 | 3811 |
| 199+15 | 19915 | 15 | 348 | 0 | 4 | 0 | 0 | 194 | 0 | 8 | 0 | 0 | 4367 | 0 | 371 | 0 | 0 | 3997 |
| | | | | | | | | | | | | | | | | | | |
| 200+91 | 20091 | | 64 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4367 | 0 | 371 | 0 | 0 | 3997 |
| 201+00 | 20100 | 9 | 67 | 0 | 3 | 7 | 0 | 23 | 0 | 0 | 2 | 0 | 4390 | 0 | 371 | 3 | 0 | 4016 |
| 202+00 | 20200 | 100 | 61 | 0 | 27 | 3 | 0 | 237 | 0 | 56 | 17 | 0 | 4627 | 0 | 427 | 22 | 0 | 4178 |
| 202+80 | 20280 | 80 | 72 | 0 | 22 | 0 | 0 | 197 | 0 | 73 | 4 | 0 | 4825 | 0 | 500 | 27 | 0 | 4297 |
| | | | | | | | | | | | Grand Total | | **4825** | **0** | **500** | **27** | **0** | **4297** |

## THRONSON ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 247+00 | 24700 | | 109 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 248+00 | 24800 | 100 | 110 | 0 | 27 | 3 | 0 | 405 | 0 | 102 | 5 | 0 | 405 | 0 | 102 | 6 | 0 | 298 |
| 249+00 | 24900 | 100 | 4 | 0 | 27 | 41 | 0 | 211 | 0 | 102 | 81 | 0 | 616 | 0 | 203 | 99 | 0 | 313 |
| 249+17 | 24917 | 17 | 0 | 0 | 5 | 82 | 0 | 1 | 0 | 10 | 38 | 0 | 617 | 0 | 213 | 143 | 0 | 261 |
| | | | | | | | | | | | Grand Total | | **617** | **0** | **213** | **143** | **0** | **261** |

## CTH A EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 296+75 | 29675 | | 165 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 297+00 | 29700 | 25 | 176 | 0 | 7 | 0 | 0 | 156 | 0 | 6 | 0 | 0 | 156 | 0 | 6 | 0 | 0 | 150 |
| 298+00 | 29800 | 100 | 153 | 0 | 27 | 20 | 0 | 611 | 0 | 63 | 37 | 0 | 767 | 0 | 70 | 42 | 0 | 655 |
| 299+00 | 29900 | 100 | 136 | 0 | 27 | 29 | 0 | 536 | 0 | 102 | 91 | 0 | 1303 | 0 | 171 | 147 | 0 | 985 |
| 299+12 | 29912 | 12 | 142 | 0 | 3 | 36 | 0 | 61 | 0 | 7 | 14 | 0 | 1364 | 0 | 178 | 163 | 0 | 1023 |
| | | | | | | | | | | | | | | | | | | |
| 300+86 | 30086 | | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1364 | 0 | 178 | 163 | 0 | 1023 |
| 301+00 | 30100 | 14 | 275 | 0 | 4 | 0 | 0 | 136 | 0 | 1 | 0 | 0 | 1500 | 0 | 179 | 163 | 0 | 1158 |
| 302+00 | 30200 | 100 | 222 | 0 | 27 | 0 | 0 | 920 | 0 | 58 | 0 | 0 | 2421 | 0 | 237 | 163 | 0 | 2021 |
| 303+00 | 30300 | 100 | 96 | 0 | 27 | 20 | 0 | 588 | 0 | 102 | 38 | 0 | 3009 | 0 | 339 | 207 | 0 | 2463 |
| 303+75 | 30375 | 75 | 85 | 0 | 21 | 13 | 0 | 252 | 0 | 67 | 46 | 0 | 3260 | 0 | 405 | 259 | 0 | 2595 |
| | | | | | | | | | | | Grand Total | | **3260** | **0** | **405** | **259** | **0** | **2595** |

## TOBACCO LANE EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 347+50 | 34750 | | 72 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 348+00 | 34800 | 50 | 100 | 0 | 14 | 10 | 0 | 160 | 0 | 25 | 13 | 0 | 160 | 0 | 25 | 15 | 0 | 119 |
| 349+00 | 34900 | 100 | 209 | 0 | 27 | 34 | 0 | 573 | 0 | 76 | 82 | 0 | 732 | 0 | 102 | 109 | 0 | 522 |
| 349+17 | 34917 | 17 | 227 | 0 | 5 | 34 | 0 | 133 | 0 | 10 | 21 | 0 | 866 | 0 | 112 | 133 | 0 | 621 |
| | | | | | | | | | | | Grand Total | | **866** | **0** | **112** | **133** | **0** | **621** |

## EAST CHURCH ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 395+50 | 39550 | | 102 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 396+00 | 39600 | 50 | 130 | 0 | 14 | 0 | 0 | 215 | 0 | 25 | 0 | 0 | 215 | 0 | 25 | 0 | 0 | 189 |
| 397+00 | 39700 | 100 | 298 | 0 | 27 | 0 | 0 | 793 | 0 | 76 | 0 | 0 | 1008 | 0 | 102 | 0 | 0 | 906 |
| 398+00 | 39800 | 100 | 564 | 0 | 27 | 0 | 0 | 1597 | 0 | 102 | 0 | 0 | 2605 | 0 | 203 | 0 | 0 | 2401 |
| 399+00 | 39900 | 100 | 254 | 0 | 27 | 0 | 0 | 1515 | 0 | 102 | 0 | 0 | 4119 | 0 | 305 | 0 | 0 | 3814 |
| 399+11 | 39911 | 11 | 223 | 0 | 3 | 4 | 0 | 99 | 0 | 6 | 1 | 0 | 4219 | 0 | 311 | 1 | 0 | 3906 |
| | | | | | | | | | | | | | | | | | | |
| 400+89 | 40089 | | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 4219 | 0 | 311 | 1 | 0 | 3906 |
| 401+00 | 40100 | 11 | 0 | 0 | 3 | 170 | 0 | 0 | 0 | 1 | 73 | 0 | 4219 | 0 | 312 | 85 | 0 | 3821 |
| 402+00 | 40200 | 100 | 1 | 0 | 27 | 44 | 0 | 1 | 0 | 57 | 396 | 0 | 4220 | 0 | 369 | 541 | 0 | 3310 |
| 403+00 | 40300 | 100 | 46 | 0 | 27 | 14 | 0 | 85 | 0 | 102 | 107 | 0 | 4305 | 0 | 470 | 664 | 0 | 3171 |
| 404+00 | 40400 | 100 | 74 | 0 | 27 | 0 | 0 | 221 | 0 | 102 | 26 | 0 | 4526 | 0 | 572 | 693 | 0 | 3260 |
| 404+50 | 40450 | 50 | 86 | 0 | 14 | 0 | 0 | 147 | 0 | 38 | 0 | 0 | 4673 | 0 | 610 | 693 | 0 | 3370 |
| | | | | | | | | | | | Grand Total | | 4673 | 0 | 610 | 693 | 0 | 3370 |

## CTH B ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 448+00 | 44800 | | 111 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 449+00 | 44900 | 100 | 112 | 0 | 27 | 2 | 0 | 413 | 0 | 102 | 5 | 0 | 413 | 0 | 102 | 5 | 0 | 306 |
| 449+11 | 44911 | 11 | 110 | 0 | 3 | 5 | 0 | 47 | 0 | 6 | 2 | 0 | 460 | 0 | 108 | 7 | 0 | 345 |
| | | | | | | | | | | | | | | | | | | |
| 450+89 | 45089 | | 118 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | 0 | 108 | 7 | 0 | 345 |
| 451+00 | 45100 | 11 | 114 | 0 | 3 | 1 | 0 | 49 | 0 | 1 | 0 | 0 | 510 | 0 | 109 | 8 | 0 | 393 |
| 452+00 | 45200 | 100 | 110 | 0 | 27 | 0 | 0 | 414 | 0 | 57 | 1 | 0 | 924 | 0 | 166 | 9 | 0 | 749 |
| | | | | | | | | | | | Grand Total | | 924 | 0 | 166 | 9 | 0 | 749 |

## KOSHKONONG ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 494+77 | 49477 | | 72 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 495+00 | 49500 | 23 | 70 | 0 | 6 | 4 | 0 | 61 | 0 | 5 | 3 | 0 | 61 | 0 | 5 | 4 | 0 | 51 |
| 496+00 | 49600 | 100 | 65 | 0 | 27 | 5 | 0 | 250 | 0 | 63 | 17 | 0 | 310 | 0 | 68 | 24 | 0 | 219 |
| 497+00 | 49700 | 100 | 88 | 0 | 27 | 0 | 0 | 283 | 0 | 102 | 9 | 0 | 593 | 0 | 170 | 34 | 0 | 390 |
| 498+00 | 49800 | 100 | 87 | 0 | 27 | 0 | 0 | 324 | 0 | 102 | 0 | 0 | 918 | 0 | 271 | 34 | 0 | 612 |
| 499+00 | 49900 | 100 | 82 | 0 | 27 | 0 | 0 | 313 | 0 | 102 | 0 | 0 | 1230 | 0 | 373 | 34 | 0 | 823 |
| 499+20 | 49920 | 20 | 86 | 0 | 6 | 2 | 0 | 63 | 0 | 12 | 1 | 0 | 1293 | 0 | 385 | 35 | 0 | 873 |
| | | | | | | | | | | | | | | | | | | |
| 500+85 | 50085 | | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1293 | 0 | 385 | 35 | 0 | 873 |
| 501+00 | 50100 | 15 | 180 | 0 | 4 | 0 | 0 | 111 | 0 | 1 | 0 | 0 | 1404 | 0 | 387 | 35 | 0 | 982 |
| 502+00 | 50200 | 100 | 83 | 0 | 27 | 0 | 0 | 489 | 0 | 59 | 0 | 0 | 1893 | 0 | 445 | 35 | 0 | 1412 |
| | | | | | | | | | | | Grand Total | | **1893** | **0** | **445** | **35** | **0** | **1412** |

## SMITHBACK ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 547+35 | 54735 | | 68 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 548+00 | 54800 | 65 | 81 | 0 | 18 | 1 | 0 | 179 | 0 | 43 | 2 | 0 | 179 | 0 | 43 | 2 | 0 | 134 |
| 549+00 | 54900 | 100 | 40 | 0 | 27 | 18 | 0 | 225 | 0 | 84 | 36 | 0 | 403 | 0 | 127 | 43 | 0 | 233 |
| 549+18 | 54918 | 18 | 24 | 0 | 5 | 36 | 0 | 22 | 0 | 11 | 18 | 0 | 425 | 0 | 138 | 64 | 0 | 223 |
| | | | | | | | | | | | Grand Total | | **425** | **0** | **138** | **64** | **0** | **223** |

## CTH PQ EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 595+50 | 59550 | | 93 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 596+00 | 59600 | 50 | 88 | 0 | 14 | 2 | 0 | 167 | 0 | 25 | 4 | 0 | 167 | 0 | 25 | 5 | 0 | 137 |
| 597+00 | 59700 | 100 | 67 | 0 | 27 | 6 | 0 | 287 | 0 | 76 | 13 | 0 | 454 | 0 | 102 | 20 | 0 | 333 |
| 598+00 | 59800 | 100 | 0 | 0 | 27 | 71 | 0 | 124 | 0 | 102 | 141 | 0 | 579 | 0 | 203 | 182 | 0 | 193 |
| 599+00 | 59900 | 100 | 0 | 0 | 27 | 158 | 0 | 0 | 0 | 102 | 424 | 0 | 579 | 0 | 305 | 670 | 0 | -396 |
| 599+14 | 59914 | 14 | 0 | 0 | 4 | 147 | 0 | 0 | 0 | 8 | 78 | 0 | 579 | 0 | 313 | 760 | 0 | -494 |
| | | | | | | | | | | | | | | | | | | |
| 600+86 | 60086 | | 90 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 579 | 0 | 313 | 760 | 0 | -494 |
| 601+00 | 60100 | 14 | 90 | 0 | 4 | 5 | 0 | 46 | 0 | 1 | 3 | 0 | 625 | 0 | 314 | 763 | 0 | -452 |
| 602+00 | 60200 | 100 | 91 | 0 | 27 | 0 | 0 | 336 | 0 | 58 | 9 | 0 | 961 | 0 | 372 | 774 | 0 | -185 |
| | | | | | | | | | | | **Grand Total** | | **961** | **0** | **372** | **774** | **0** | **-185** |

## HILLCREST ROAD EARTHWORK SUMMARY

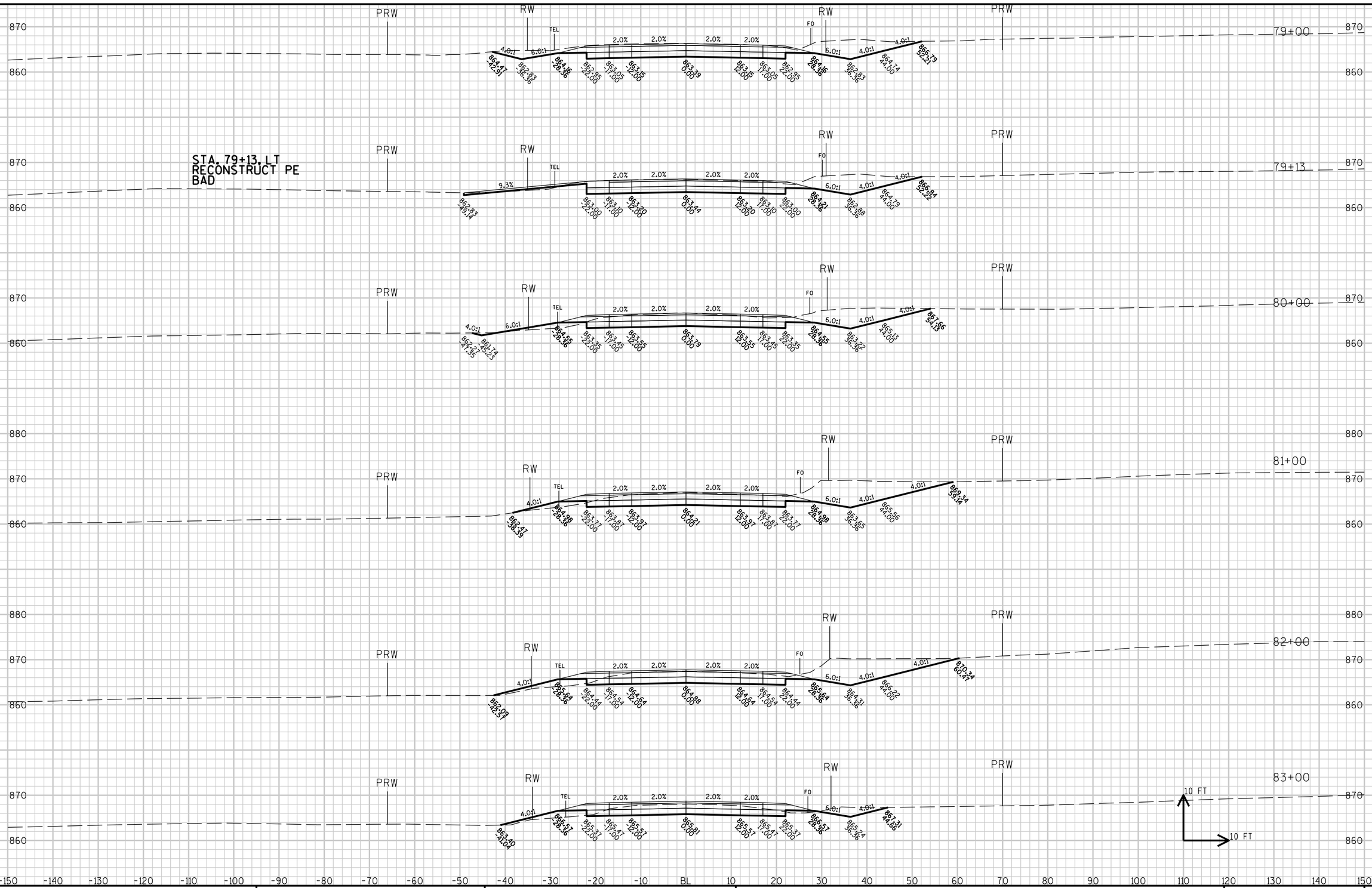
| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 644+75 | 64475 | | 106 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 645+00 | 64500 | 25 | 109 | 0 | 7 | 0 | 0 | 100 | 0 | 6 | 0 | 0 | 100 | 0 | 6 | 0 | 0 | 93 |
| 646+00 | 64600 | 100 | 90 | 0 | 27 | 0 | 0 | 370 | 0 | 64 | 0 | 0 | 469 | 0 | 70 | 0 | 0 | 399 |
| 647+00 | 64700 | 100 | 40 | 0 | 27 | 8 | 0 | 242 | 0 | 102 | 15 | 0 | 711 | 0 | 172 | 18 | 0 | 522 |
| 648+00 | 64800 | 100 | 31 | 0 | 27 | 9 | 0 | 132 | 0 | 102 | 32 | 0 | 844 | 0 | 273 | 54 | 0 | 516 |
| 649+00 | 64900 | 100 | 163 | 0 | 27 | 0 | 0 | 360 | 0 | 102 | 17 | 0 | 1204 | 0 | 375 | 73 | 0 | 756 |
| 649+18 | 64918 | 18 | 201 | 0 | 5 | 0 | 0 | 120 | 0 | 11 | 0 | 0 | 1324 | 0 | 386 | 73 | 0 | 865 |
| | | | | | | | | | | | **Grand Total** | | **1324** | **0** | **386** | **73** | **0** | **865** |

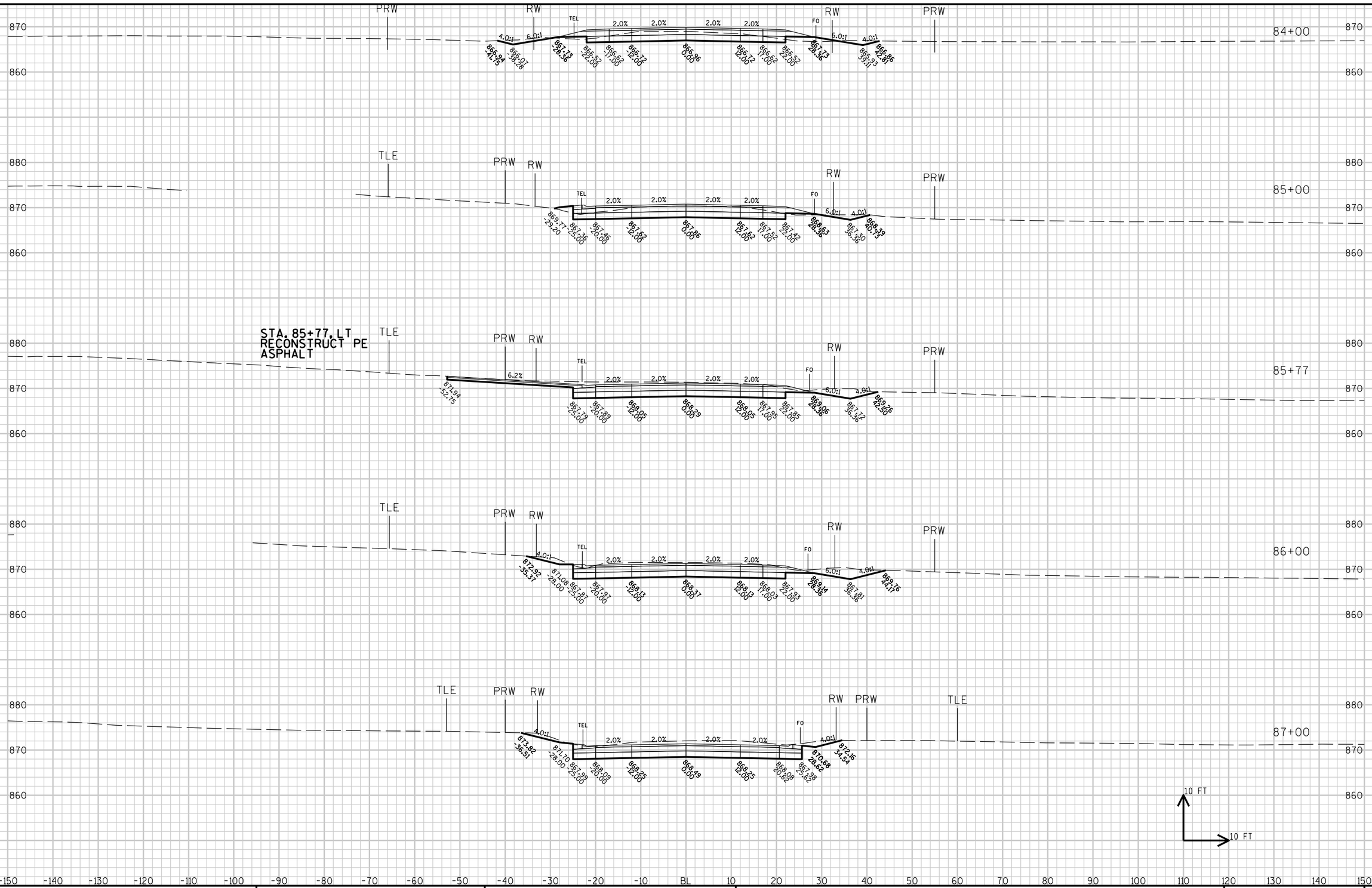
## FADNESS ROAD EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 700+79 | 70079 | | 163 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 701+00 | 70100 | 21 | 166 | 0 | 6 | 0 | 0 | 125 | 0 | 4 | 0 | 0 | 125 | 0 | 4 | 0 | 0 | 121 |
| 702+00 | 70200 | 100 | 159 | 0 | 27 | 0 | 0 | 601 | 0 | 61 | 0 | 0 | 726 | 0 | 66 | 0 | 0 | 661 |
| 703+00 | 70300 | 100 | 103 | 0 | 27 | 1 | 0 | 486 | 0 | 102 | 1 | 0 | 1212 | 0 | 167 | 1 | 0 | 1043 |
| 703+50 | 70350 | 50 | 89 | 0 | 14 | 1 | 0 | 178 | 0 | 38 | 2 | 0 | 1390 | 0 | 205 | 3 | 0 | 1182 |
| | | | | | | | | | | | Grand Total | | **1390** | **0** | **205** | **3** | **0** | **1182** |

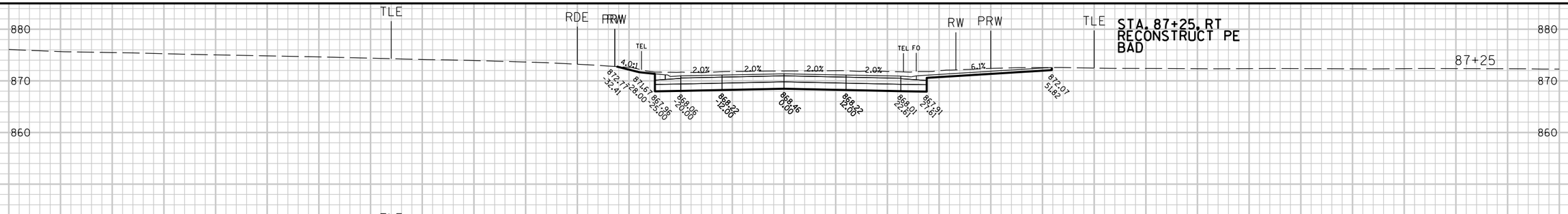
## OBLITERATION EARTHWORK SUMMARY

| Station | Real Station | Distance | Area (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | | Cumulative Vol (CY) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut | EBS | Salvaged / Unusable Pavement Material | Fill | Rock Exc | Cut 1.00 | EBS | Salvaged / Unusable Pavement Material | Expanded Fill 1.15 | Expanded Rock 1.10 | Mass Ordinate |
| 0+00 | 0 | | 80 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0+50 | 50 | 50 | 118 | 0 | 24 | 0 | 0 | 183 | 0 | 44 | 0 | 0 | 183 | 0 | 44 | 0 | 0 | 139 |
| 1+00 | 100 | 50 | 123 | 0 | 24 | 0 | 0 | 223 | 0 | 44 | 0 | 0 | 406 | 0 | 89 | 0 | 0 | 317 |
| 1+50 | 150 | 50 | 90 | 0 | 24 | 0 | 0 | 197 | 0 | 44 | 0 | 0 | 602 | 0 | 133 | 0 | 0 | 469 |
| 2+00 | 200 | 50 | 68 | 0 | 24 | 0 | 0 | 146 | 0 | 44 | 0 | 0 | 748 | 0 | 178 | 0 | 0 | 570 |
| 2+50 | 250 | 50 | 53 | 0 | 24 | 0 | 0 | 112 | 0 | 44 | 0 | 0 | 860 | 0 | 222 | 0 | 0 | 638 |
| 3+00 | 300 | 50 | 53 | 0 | 24 | 0 | 0 | 98 | 0 | 44 | 0 | 0 | 957 | 0 | 267 | 0 | 0 | 691 |
| 3+50 | 350 | 50 | 54 | 0 | 24 | 0 | 0 | 99 | 0 | 44 | 0 | 0 | 1056 | 0 | 311 | 0 | 0 | 745 |
| 4+00 | 400 | 50 | 57 | 0 | 24 | 0 | 0 | 103 | 0 | 44 | 0 | 0 | 1160 | 0 | 356 | 0 | 0 | 804 |
| 4+50 | 450 | 50 | 17 | 0 | 24 | 0 | 0 | 69 | 0 | 44 | 0 | 0 | 1229 | 0 | 400 | 0 | 0 | 828 |
| 5+00 | 500 | 50 | 46 | 0 | 24 | 0 | 0 | 59 | 0 | 44 | 0 | 0 | 1287 | 0 | 444 | 1 | 0 | 842 |
| 5+50 | 550 | 50 | 25 | 0 | 24 | 0 | 0 | 66 | 0 | 44 | 0 | 0 | 1353 | 0 | 489 | 1 | 0 | 864 |
| 6+00 | 600 | 50 | 29 | 0 | 24 | 0 | 0 | 50 | 0 | 44 | 0 | 0 | 1403 | 0 | 533 | 1 | 0 | 869 |
| 6+50 | 650 | 50 | 21 | 0 | 24 | 0 | 0 | 46 | 0 | 44 | 0 | 0 | 1449 | 0 | 578 | 1 | 0 | 870 |
| 7+00 | 700 | 50 | 30 | 0 | 24 | 0 | 0 | 47 | 0 | 44 | 0 | 0 | 1496 | 0 | 622 | 1 | 0 | 873 |
| | | | | | | | | | | | | | | | | | | |
| 9+00 | 900 | | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1496 | 0 | 622 | 1 | 0 | 873 |
| 9+50 | 950 | 50 | 165 | 0 | 24 | 0 | 0 | 202 | 0 | 22 | 0 | 0 | 1698 | 0 | 644 | 1 | 0 | 1053 |
| | | | | | | | | | | | Grand Total | | **1698** | **0** | **644** | **1** | **0** | **1053** |

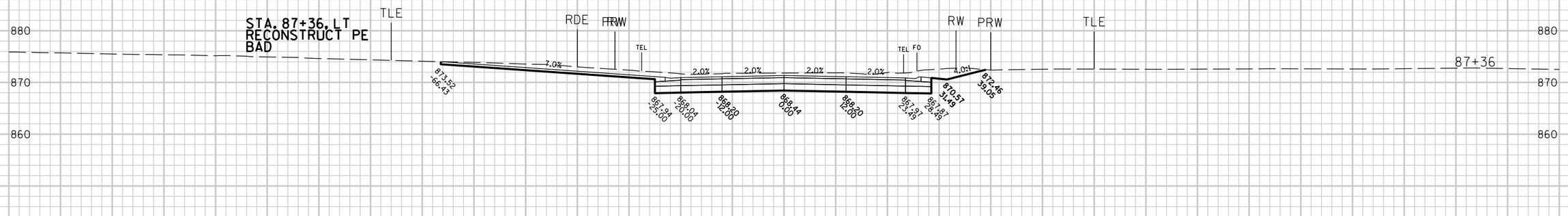

STA. 79+13, LT
RECONSTRUCT PE
BAD
79+00
79+13
80+00
81+00
82+00
83+00
PRW
RW
TEL
FO
10 FT
10 FT

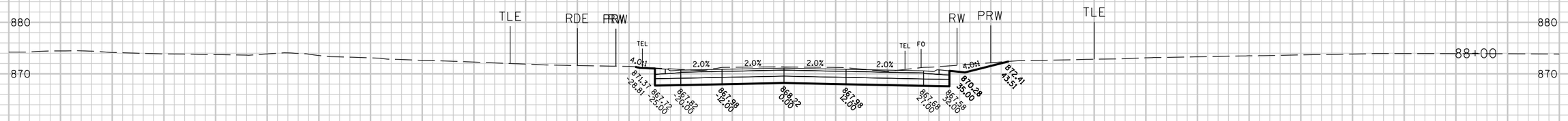

84+00
85+00
STA. 85+77, LT
RECONSTRUCT PE
ASPHALT
85+77
86+00
87+00
PRW
RW
TLE
TEL
FO
4.0:1
6.0:1
6.2%
2.0%
10 FT
10 FT

STA. 87+25, RT
RECONSTRUCT PE
BAD

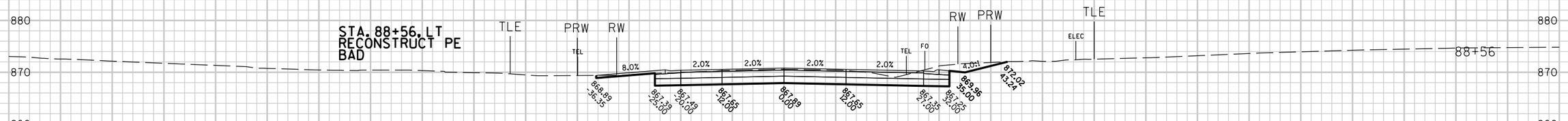


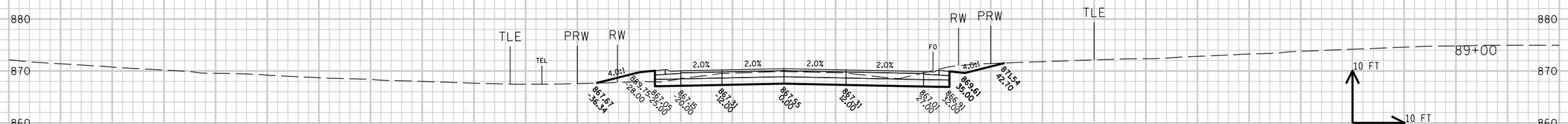

STA. 87+36, LT
RECONSTRUCT PE
BAD




STA. 88+56, LT
RECONSTRUCT PE
BAD




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

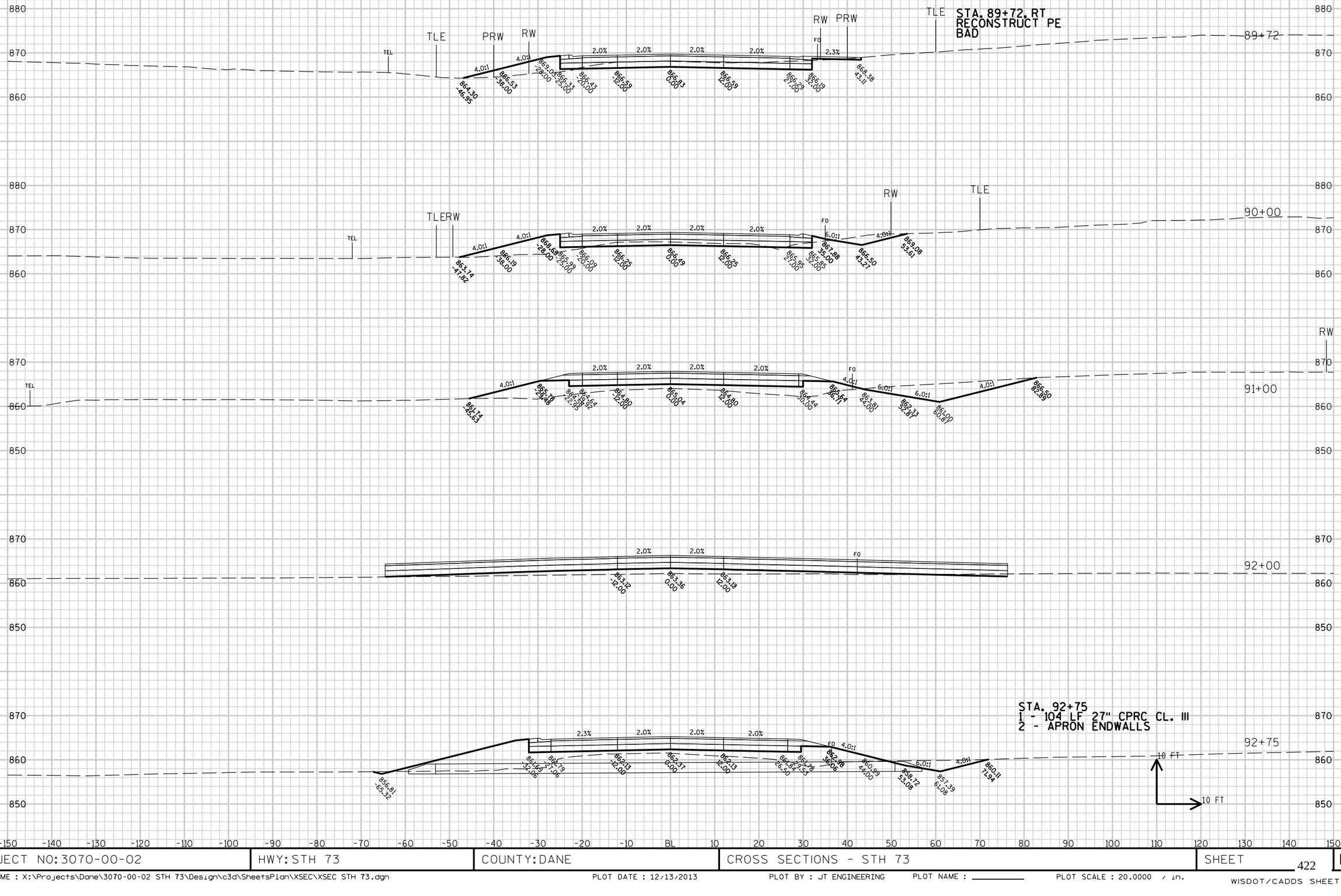
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 421 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




STA. 92+75
1 - 104 LF 27" CPRC CL. III
2 - APRON ENDWALLS

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 422 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in. | WISDOT/CADDS SHEET 21



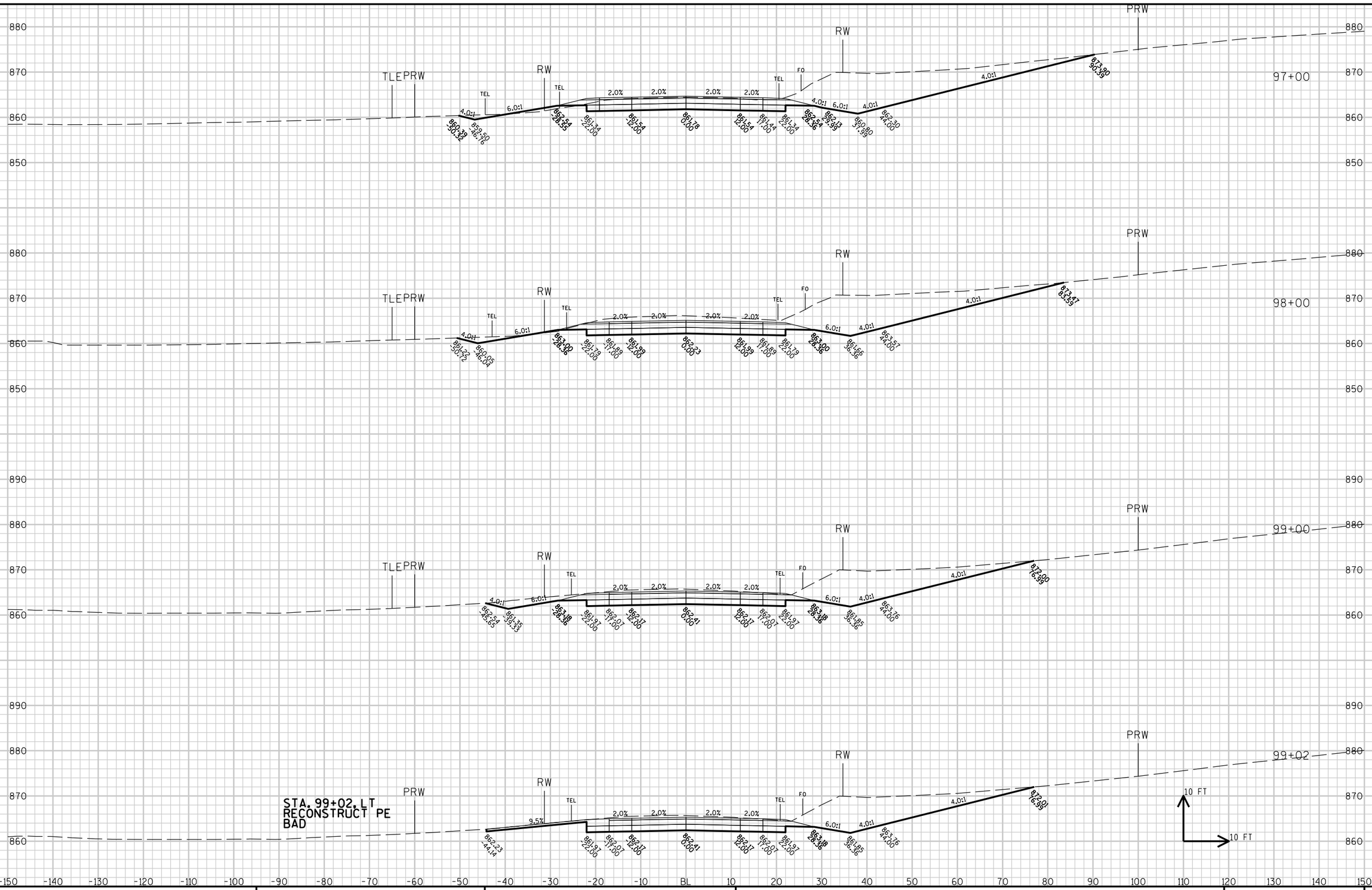

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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 423 E |
|---|---|---|---|---|

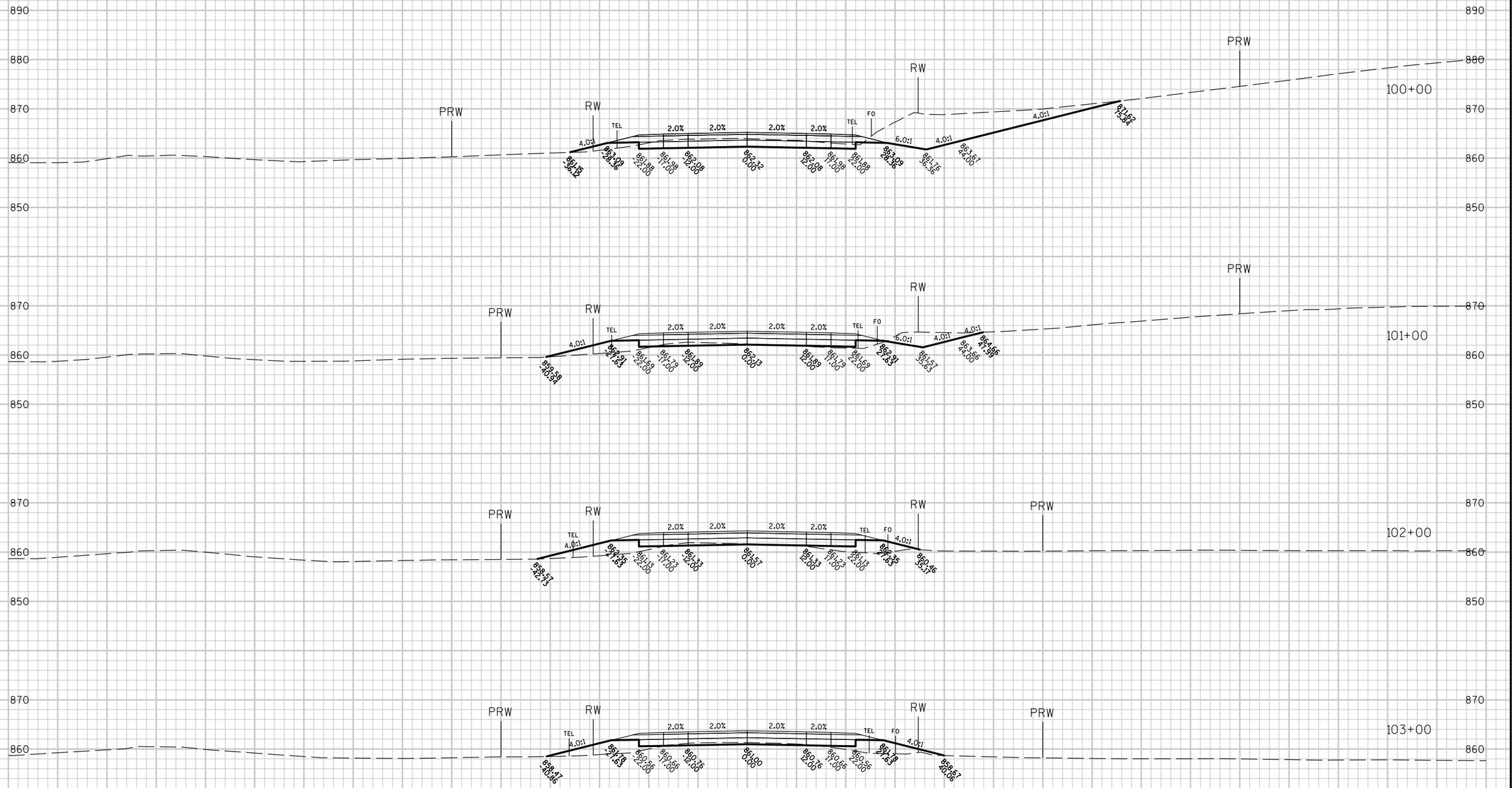
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WISDOT/CADDS SHEET 21




9 9

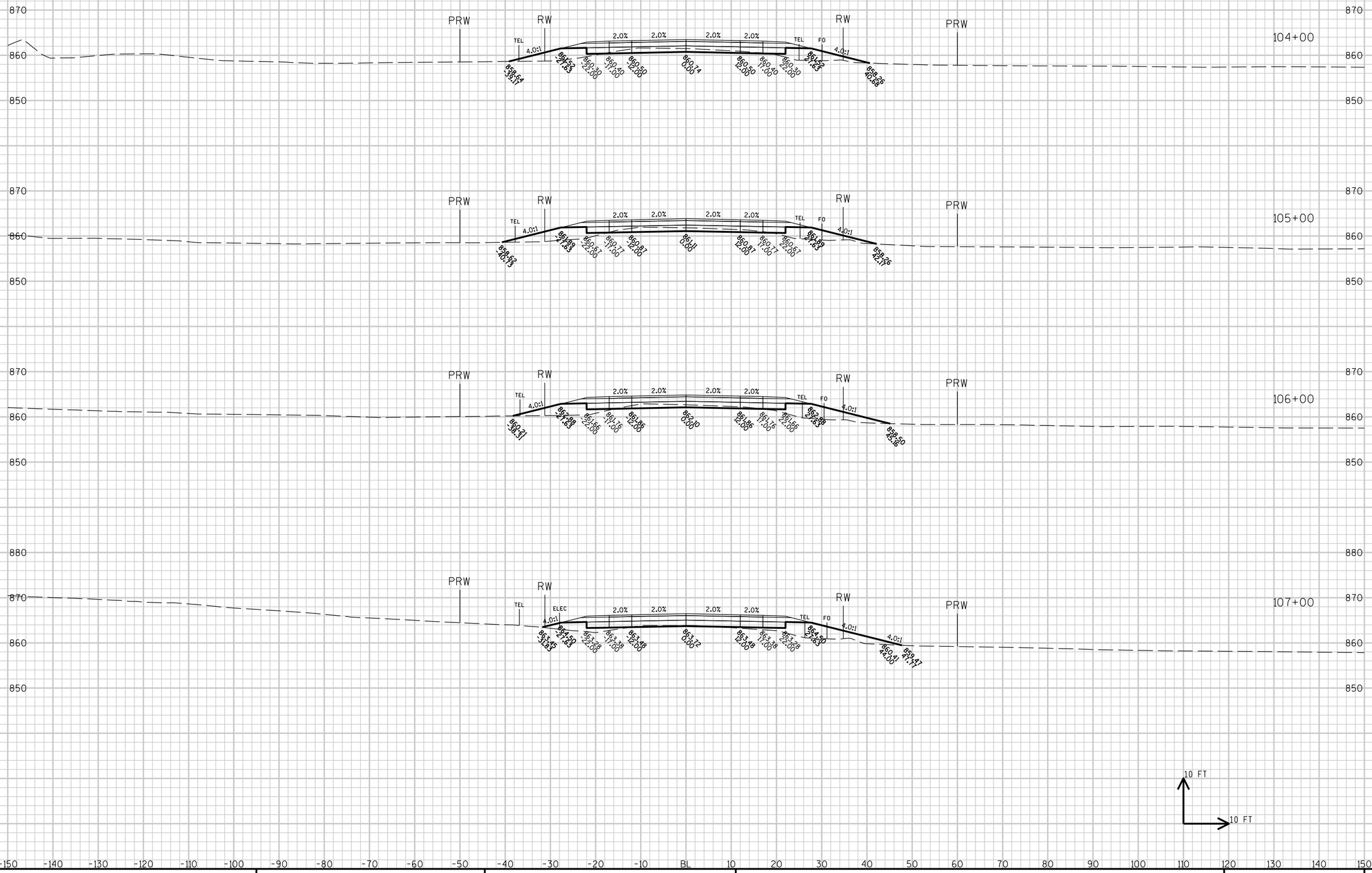
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 425 E |
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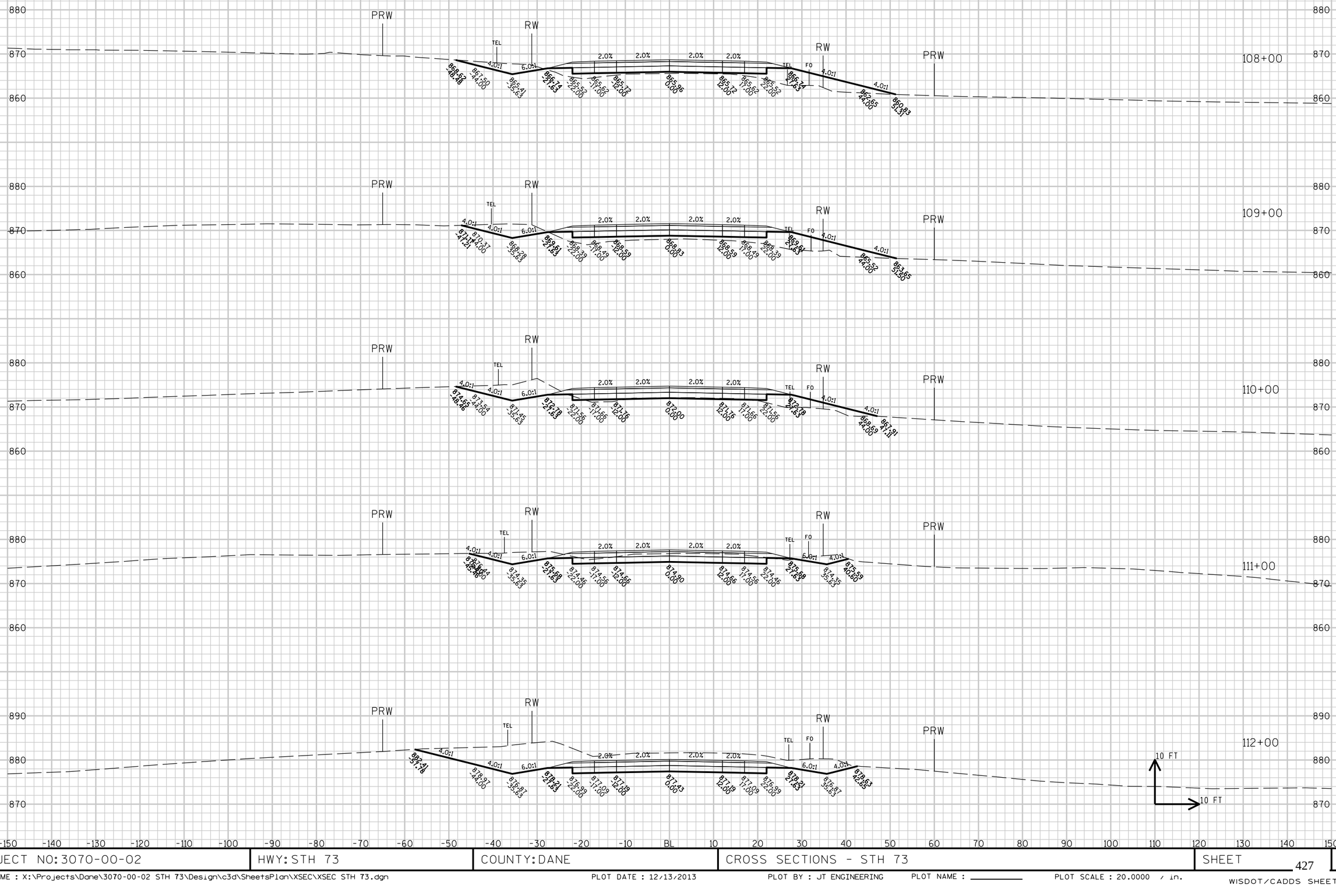
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WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 426 | E |
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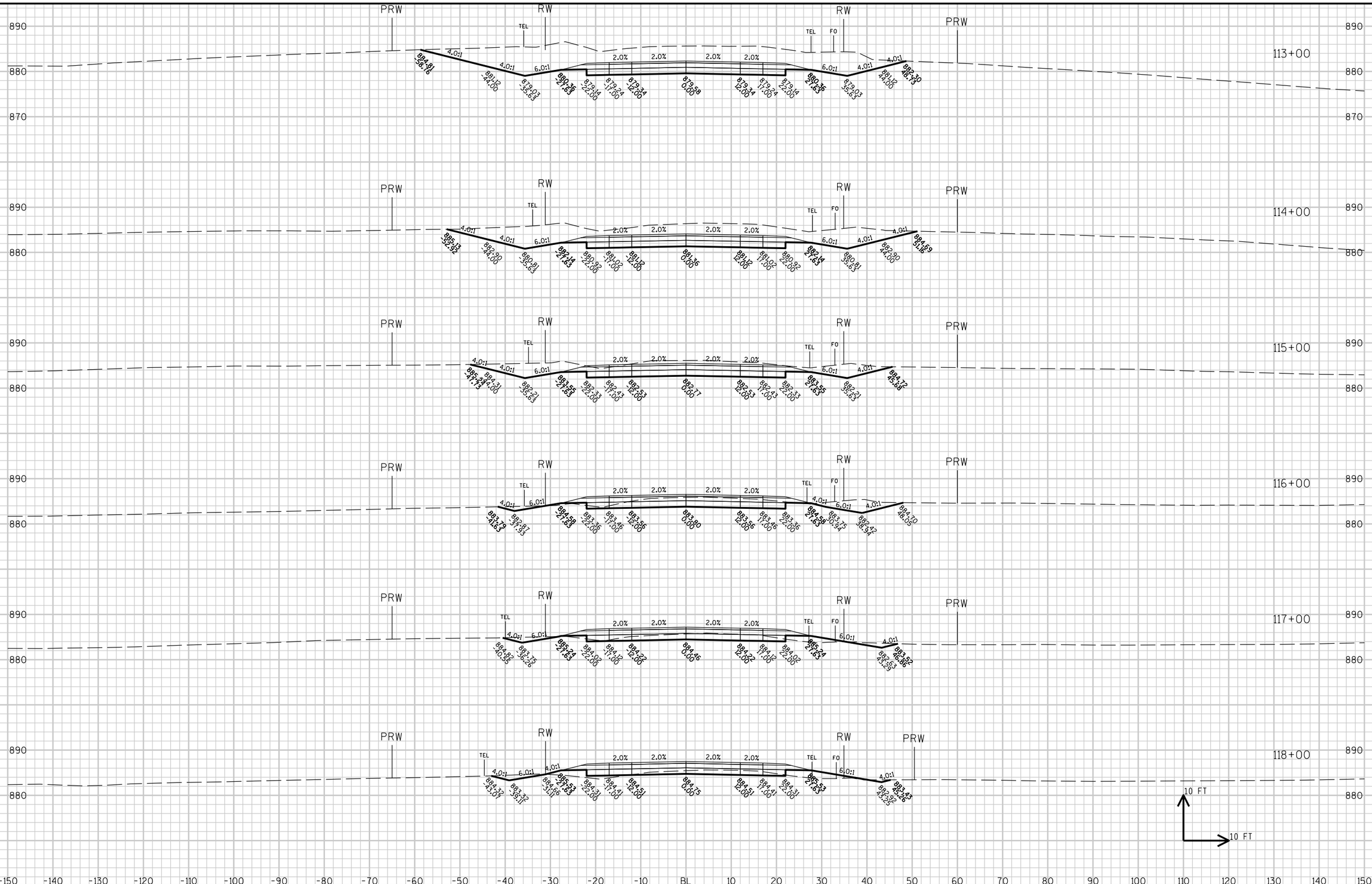
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 427 | E |
|---|---|---|---|---|---|




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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 428 | E |
|---|---|---|---|---|---|

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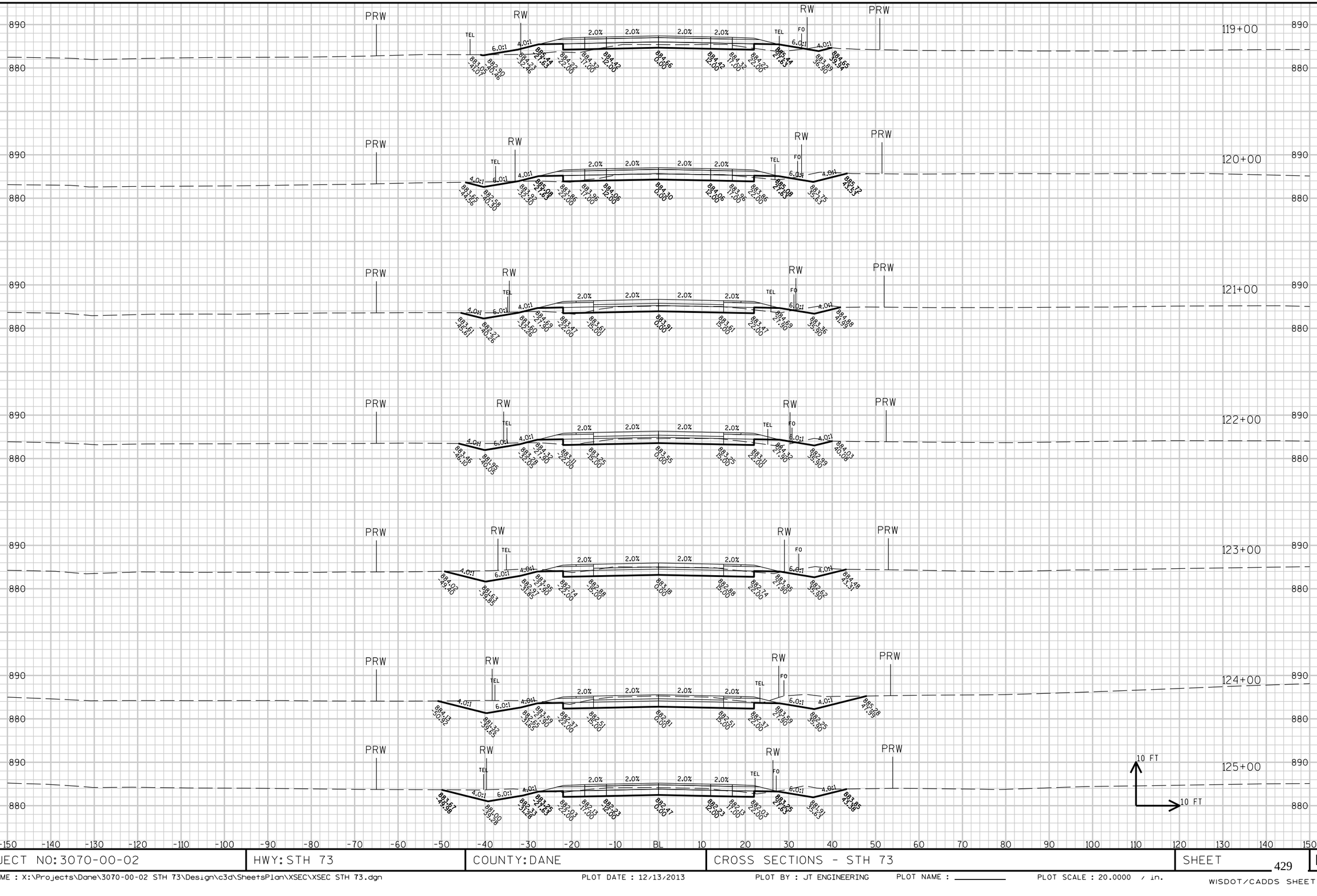
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

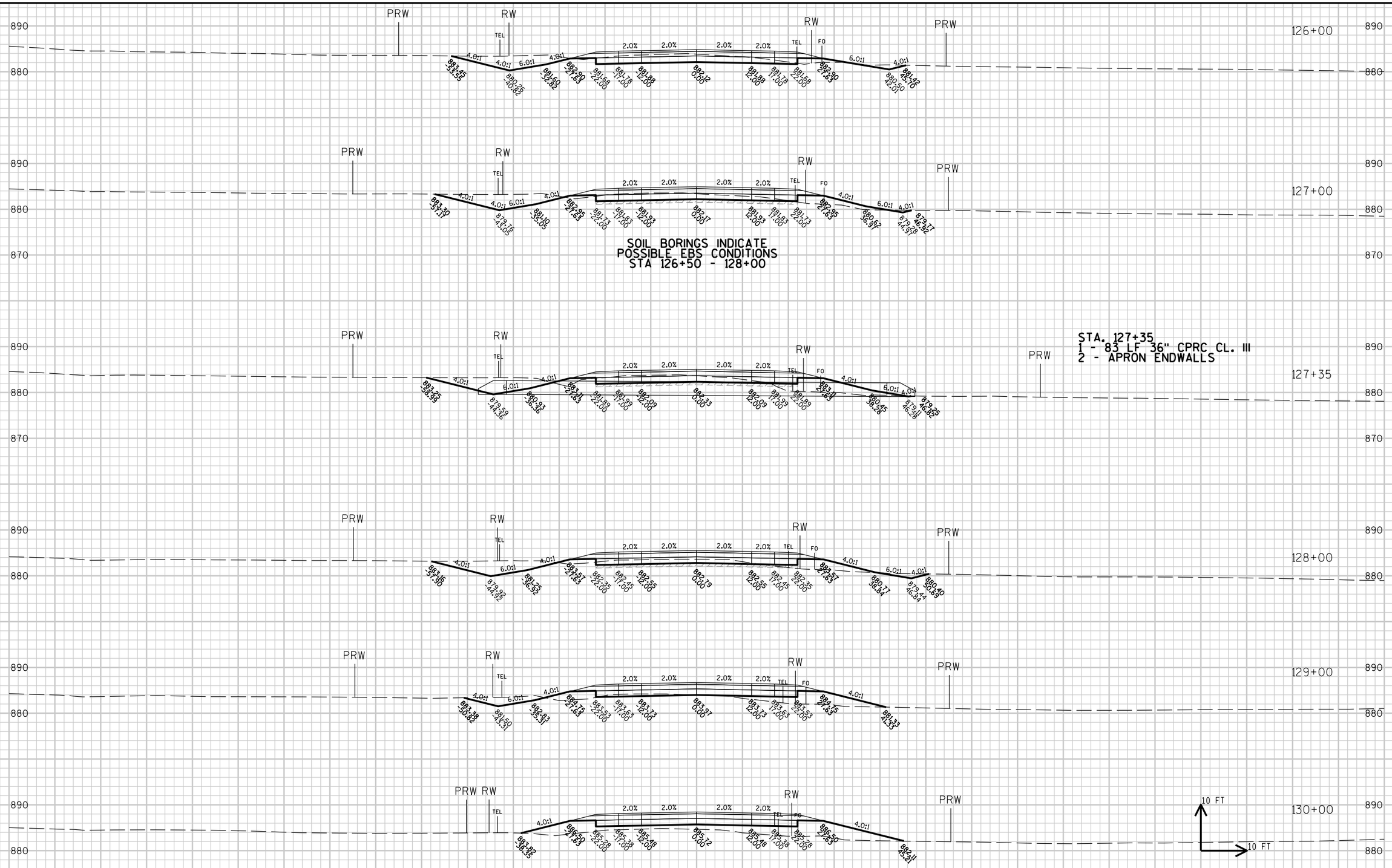
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WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 429 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



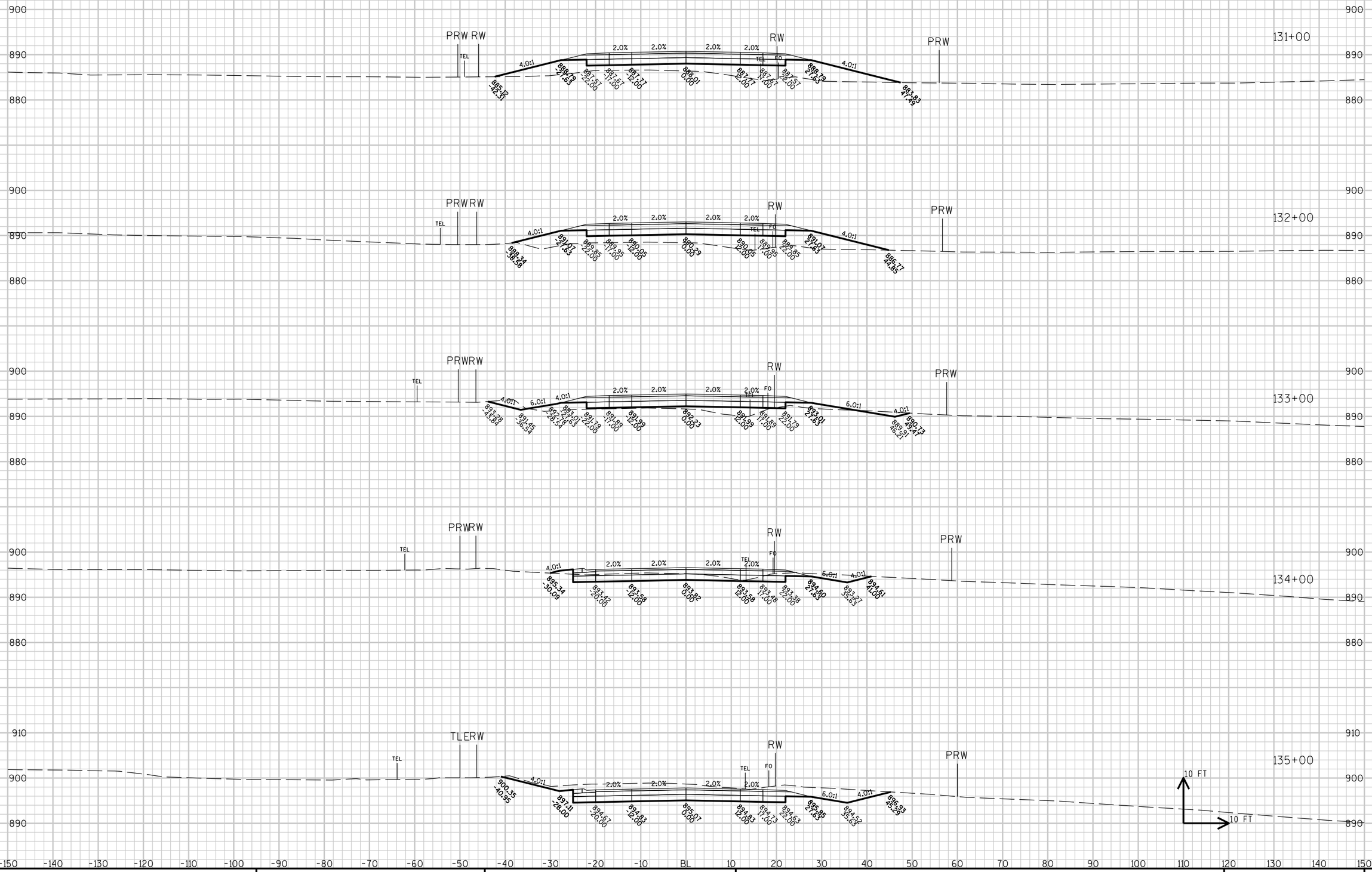

SOIL BORINGS INDICATE
POSSIBLE EBS CONDITIONS
STA 126+50 - 128+00

STA. 127+35
1 - 83 LF 36" CPRC CL. III
2 - APRON ENDWALLS

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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 430 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21




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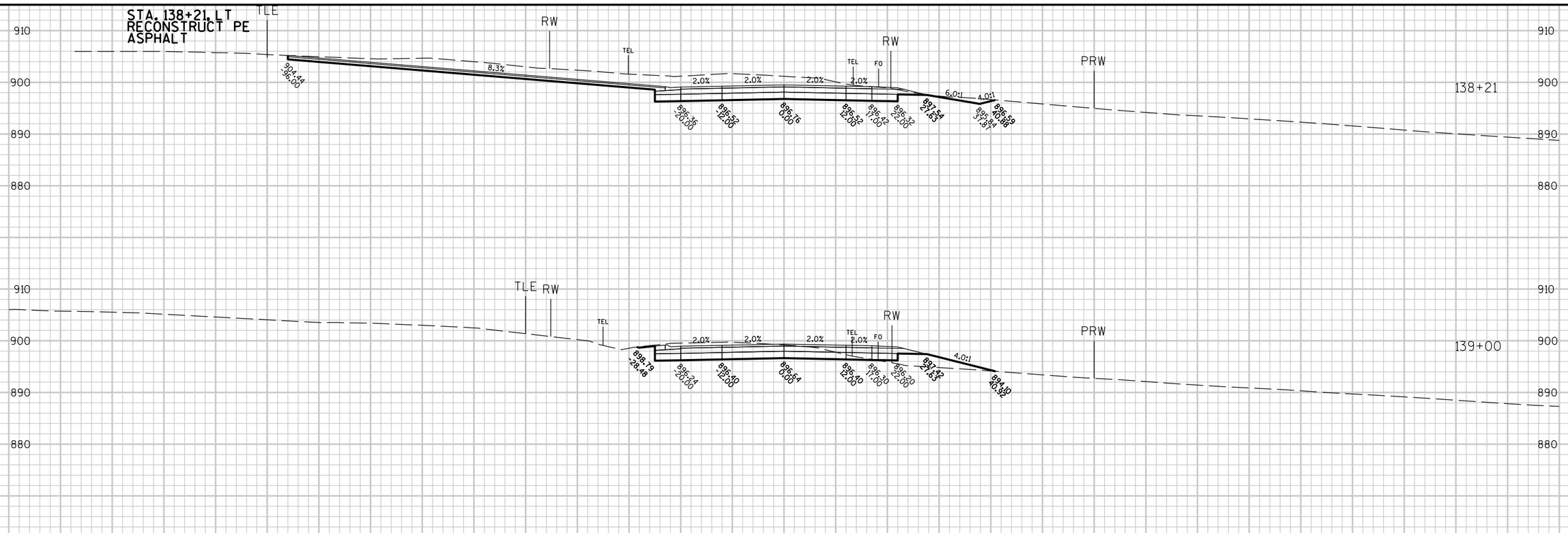
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|---|---|---|---|---|




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 432 E |
|---|---|---|---|---|

STA. 138+21, LT
RECONSTRUCT PE
ASPHALT

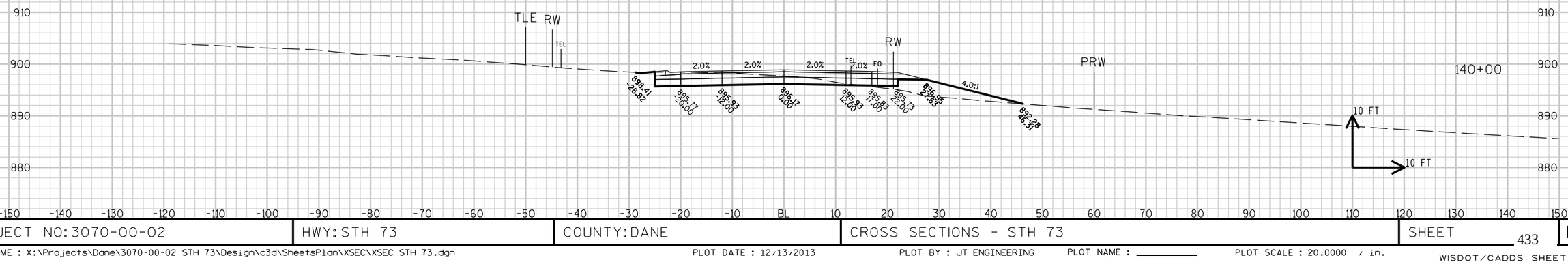






STA. 139+97, LT
RECONSTRUCT PE
BAD



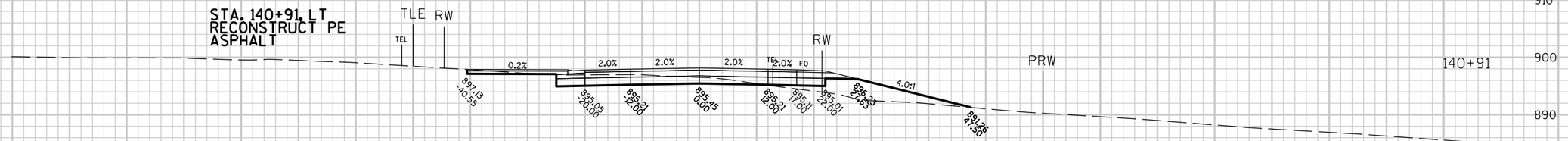

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

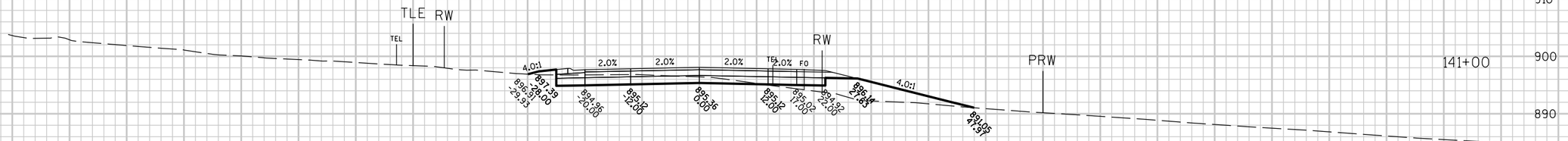
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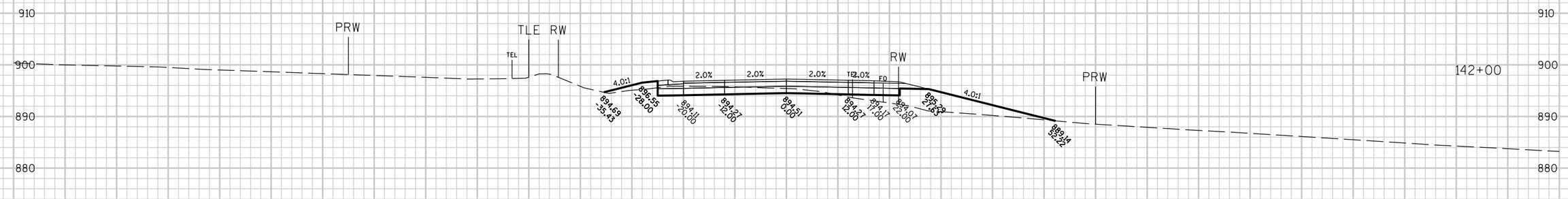
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 433 E |
|---|---|---|---|---|

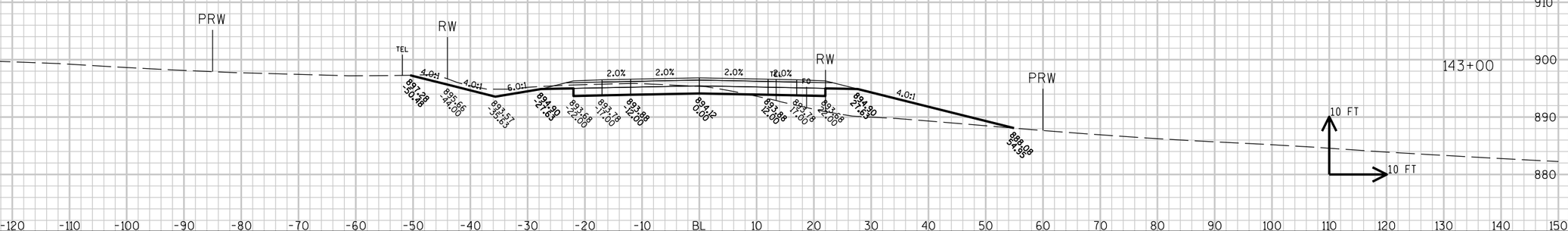
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PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

STA. 140+91, LT
RECONSTRUCT PE
ASPHALT



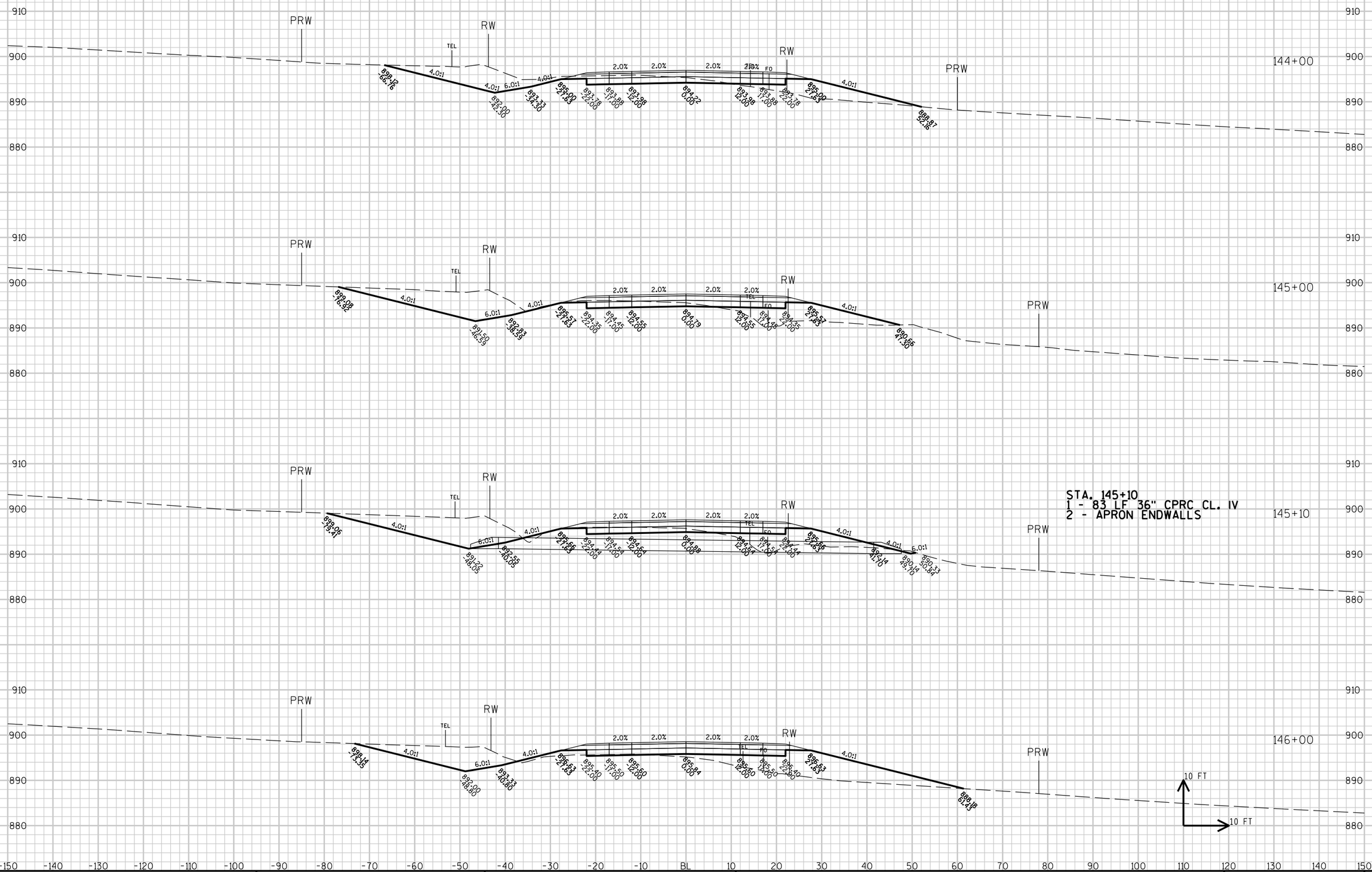




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 434 E |
|---|---|---|---|---|

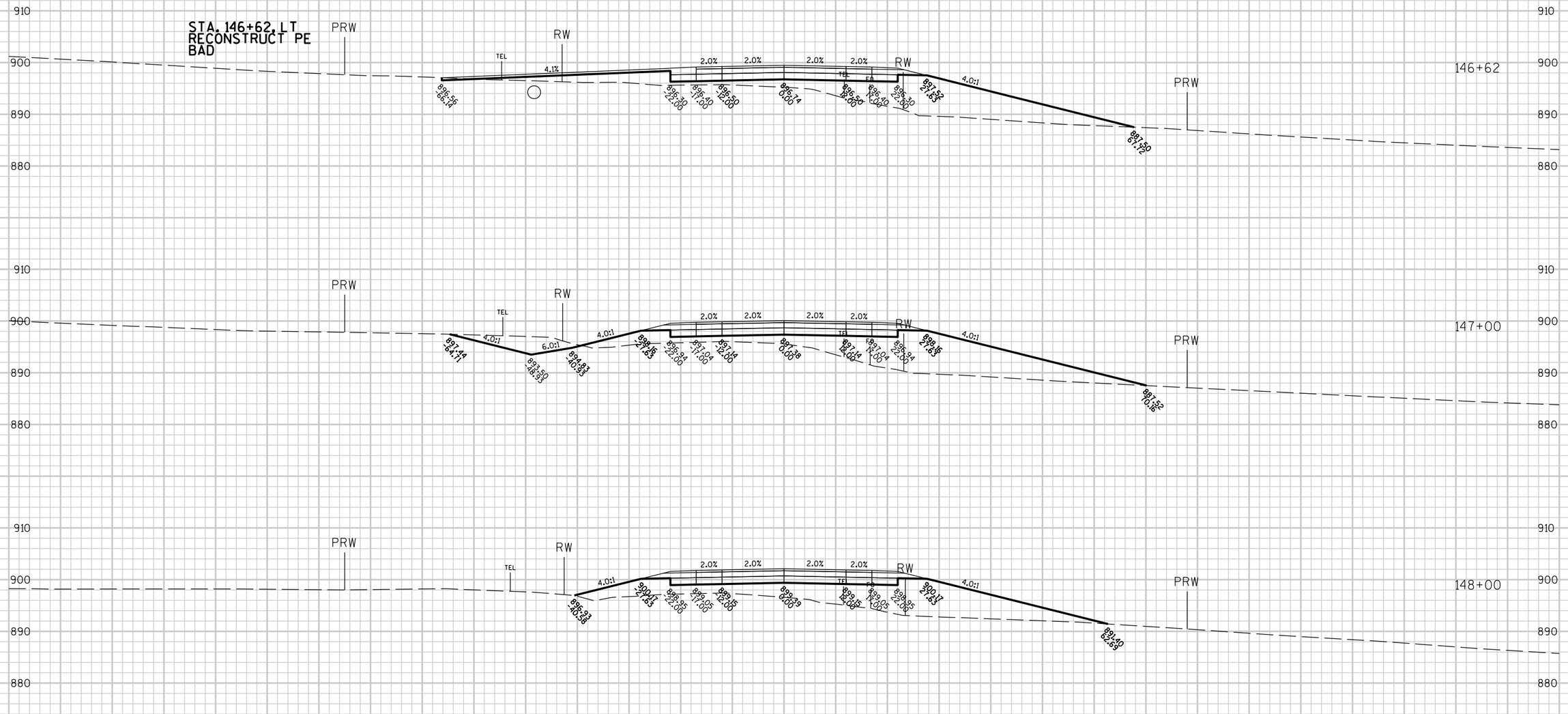
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PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 435 E

STA. 146+62, LT
RECONSTRUCT PE
BAD



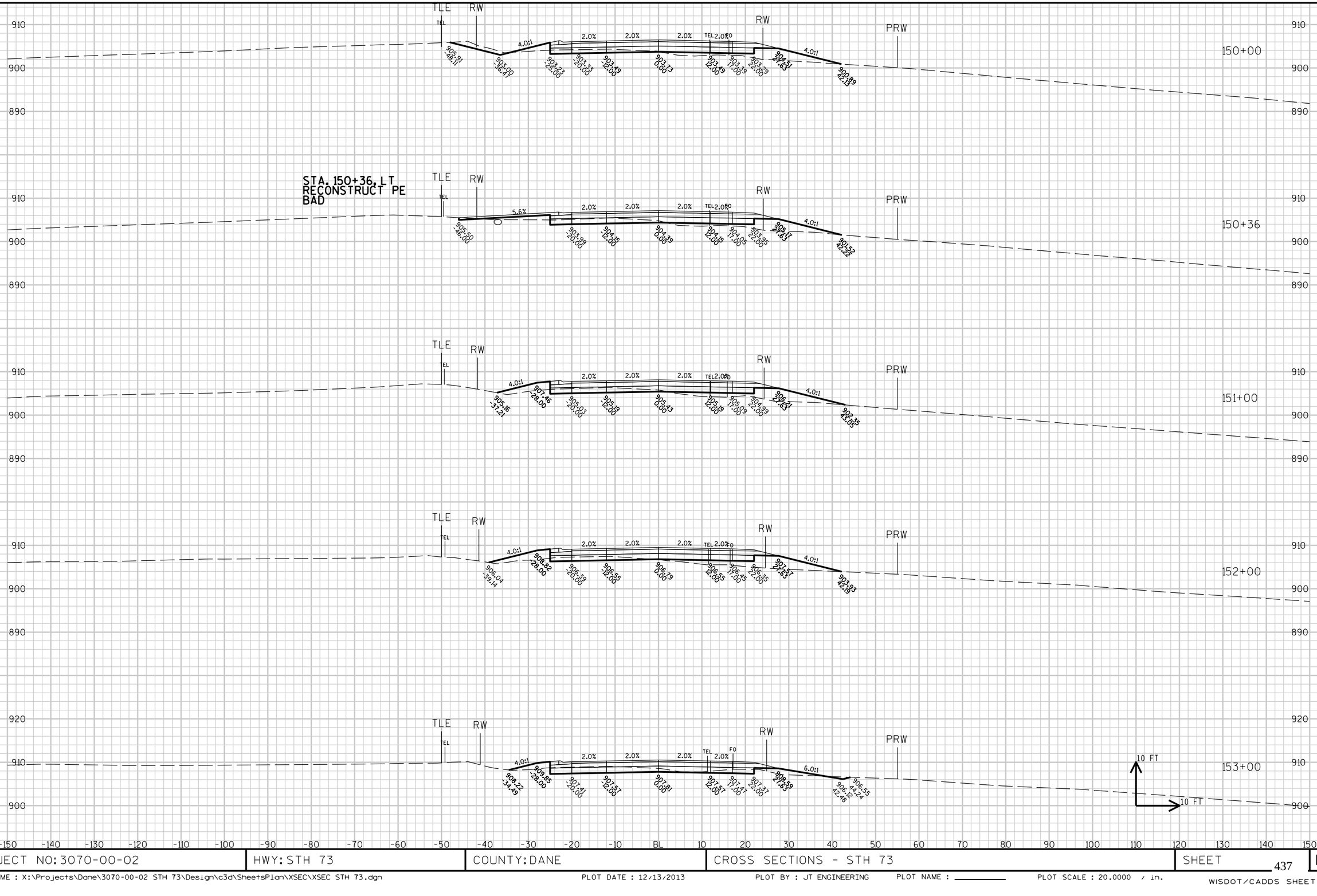

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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 436 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

STA. 150+36, LT
RECONSTRUCT PE
BAD




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 437 | E |
|---|---|---|---|---|---|

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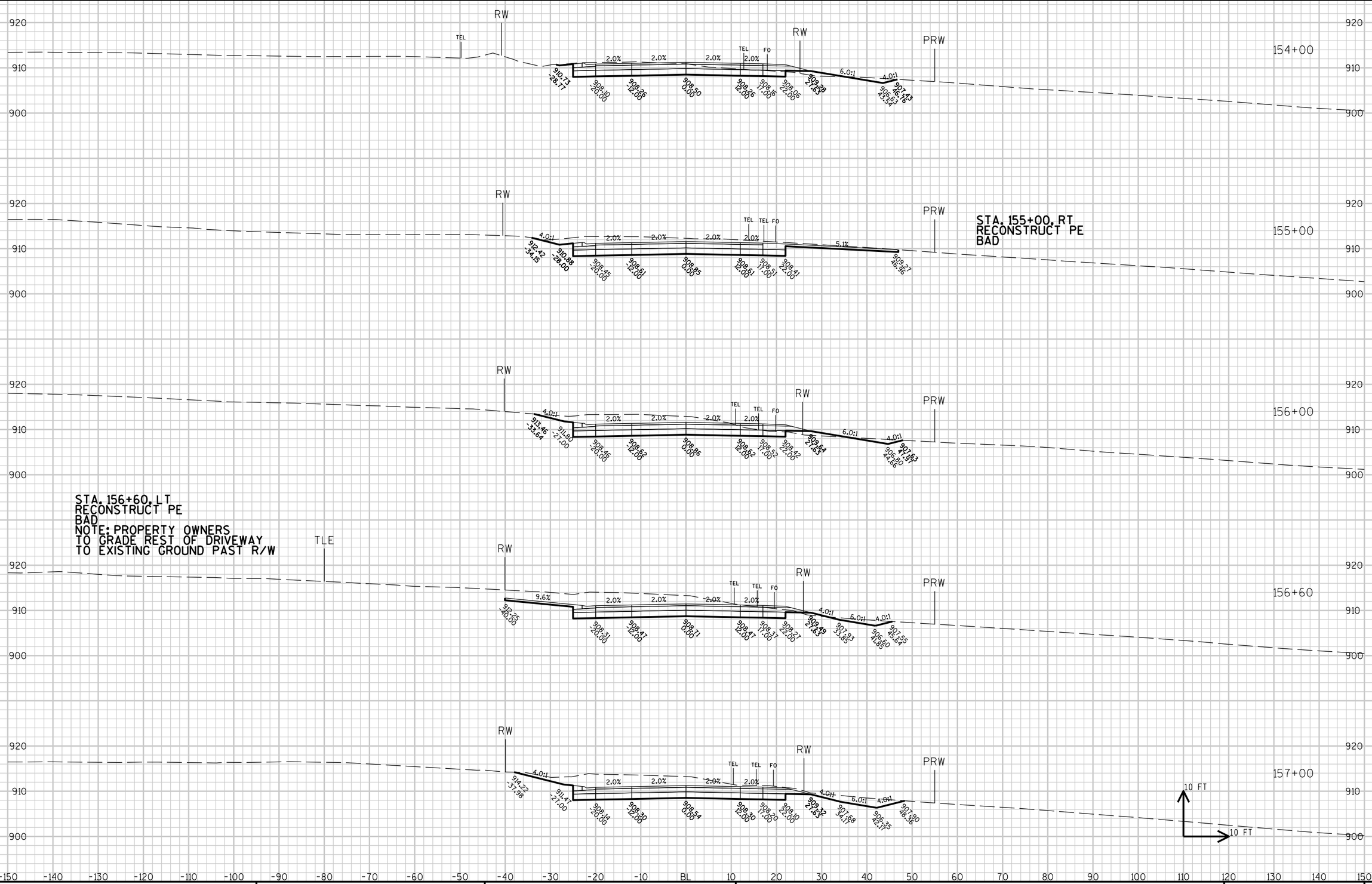
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 ' / in.

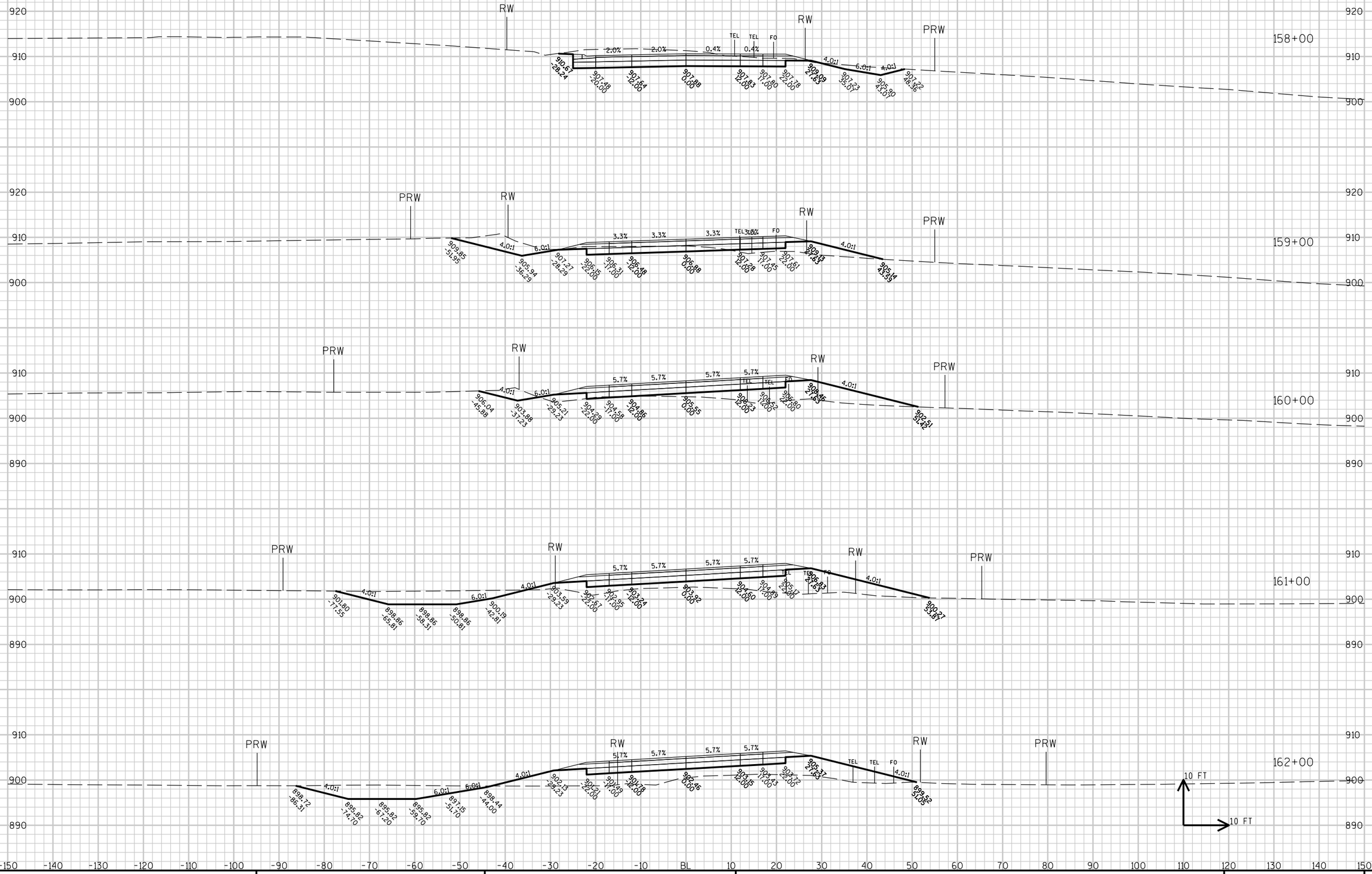
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 438 E |
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FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

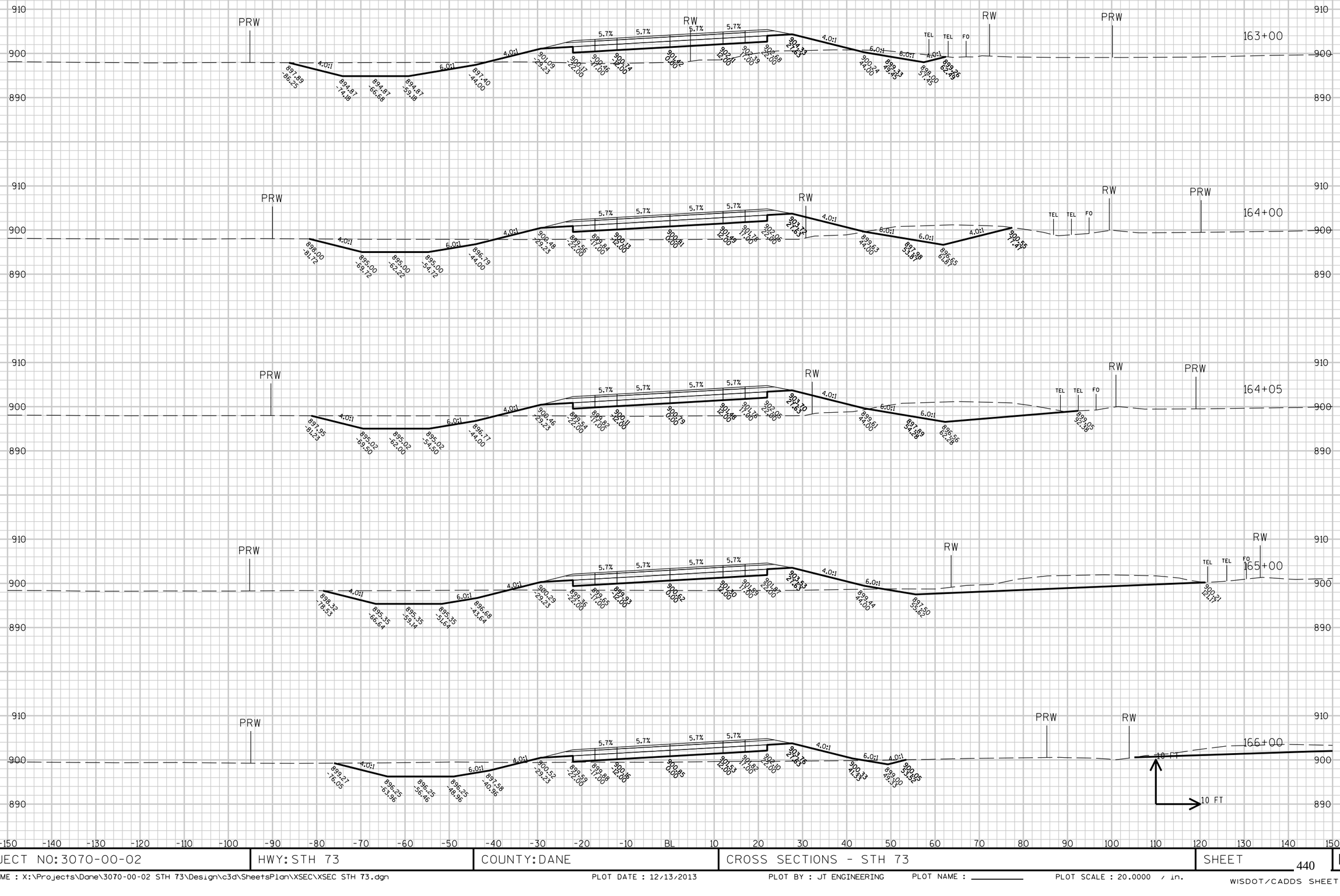



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 439 E |
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WISDOT/CADDS SHEET 21



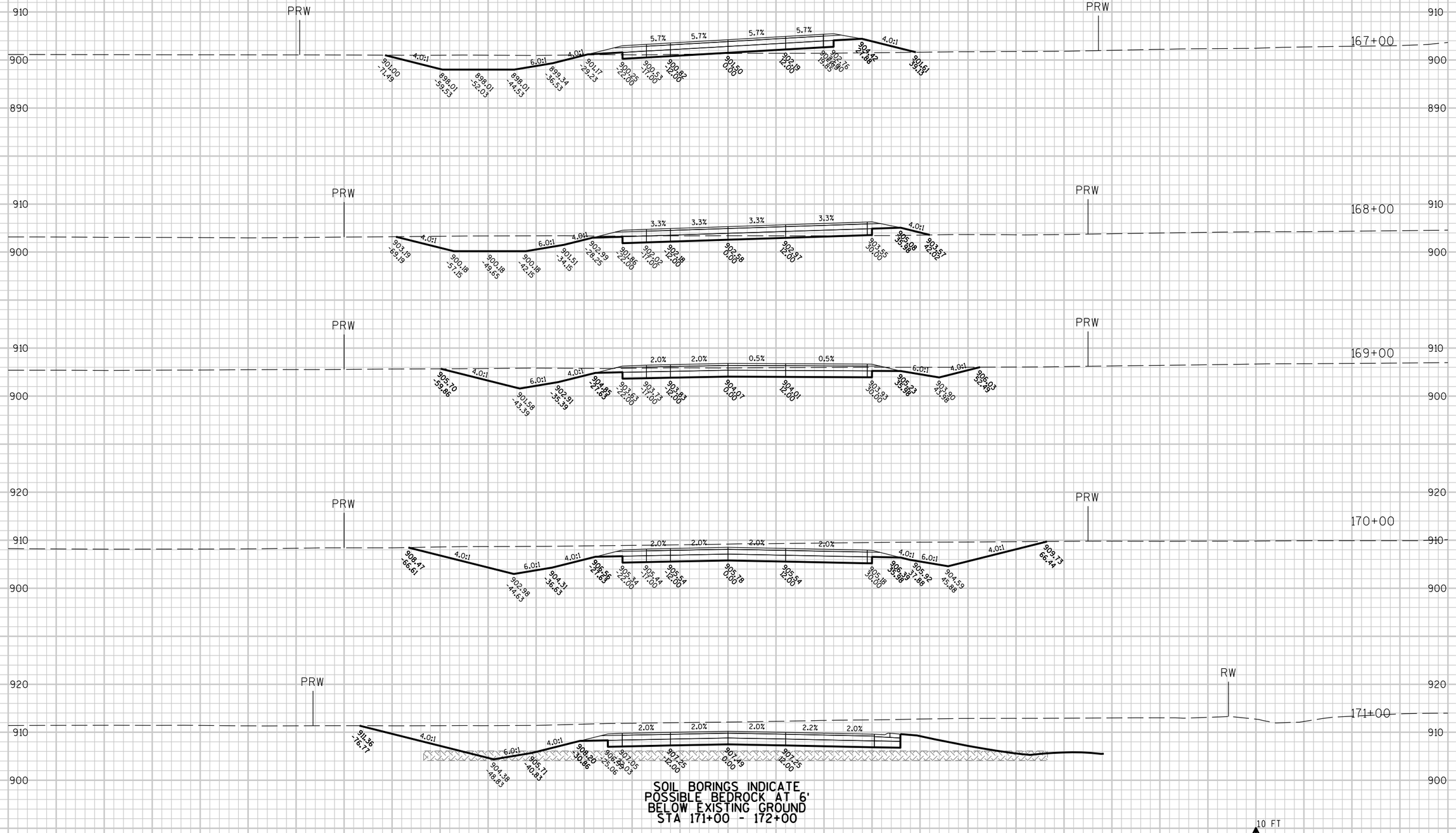

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 440 E |
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WISDOT/CADDS SHEET 21



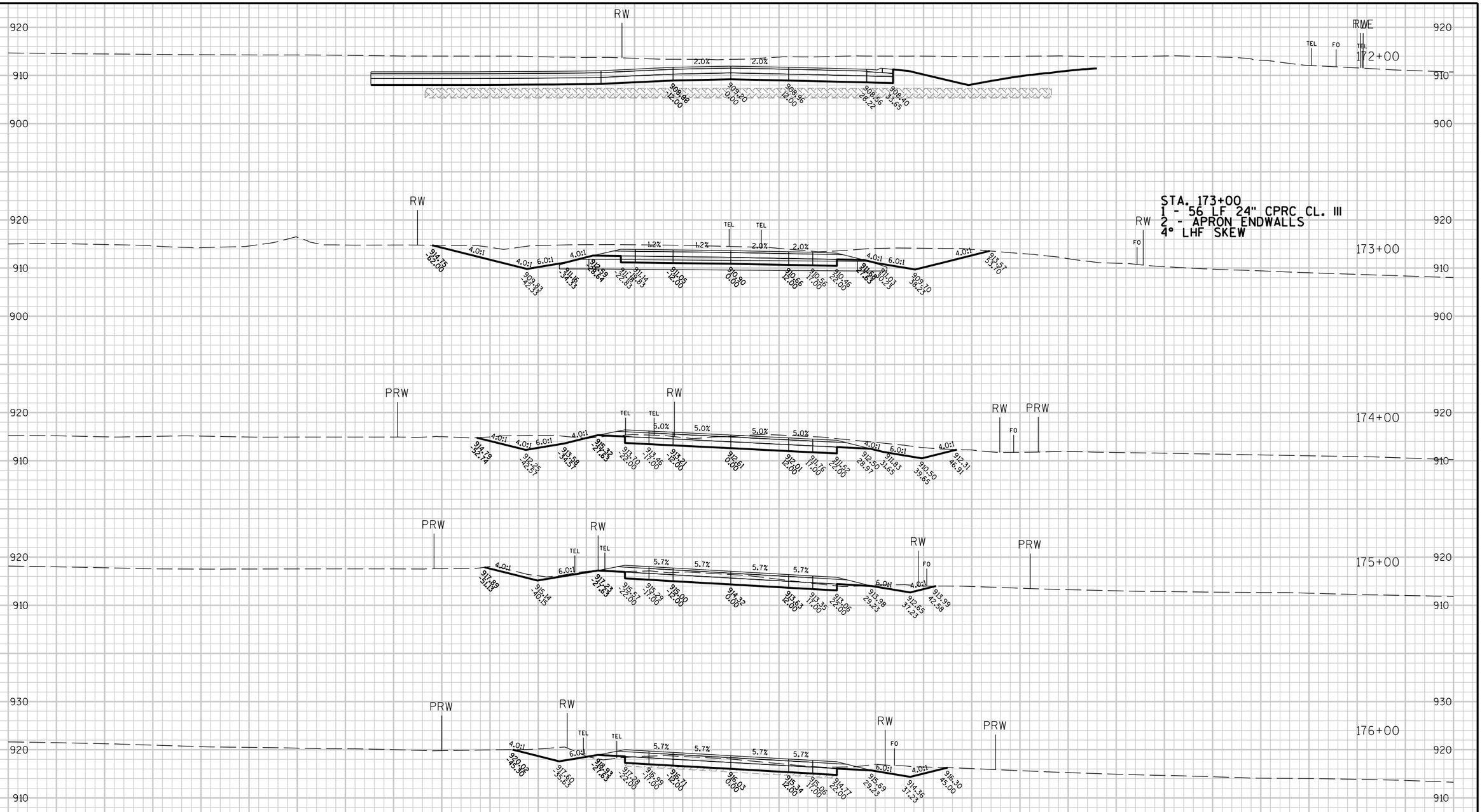

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 441 | E |
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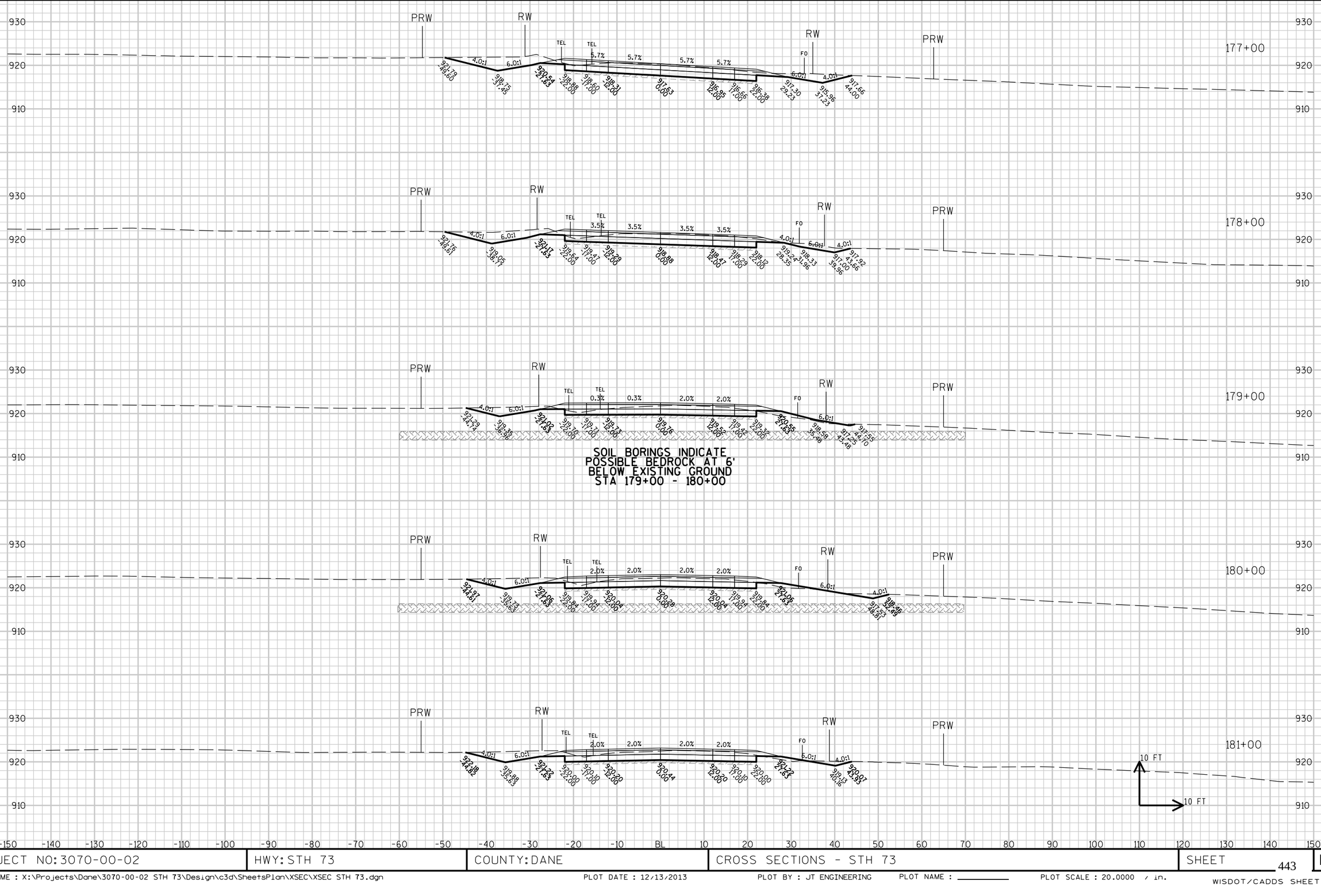
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WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 442 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in. | WISDOT/CADDS SHEET 21




SOIL BORINGS INDICATE
POSSIBLE BEDROCK AT 6'
BELOW EXISTING GROUND
STA 179+00 - 180+00

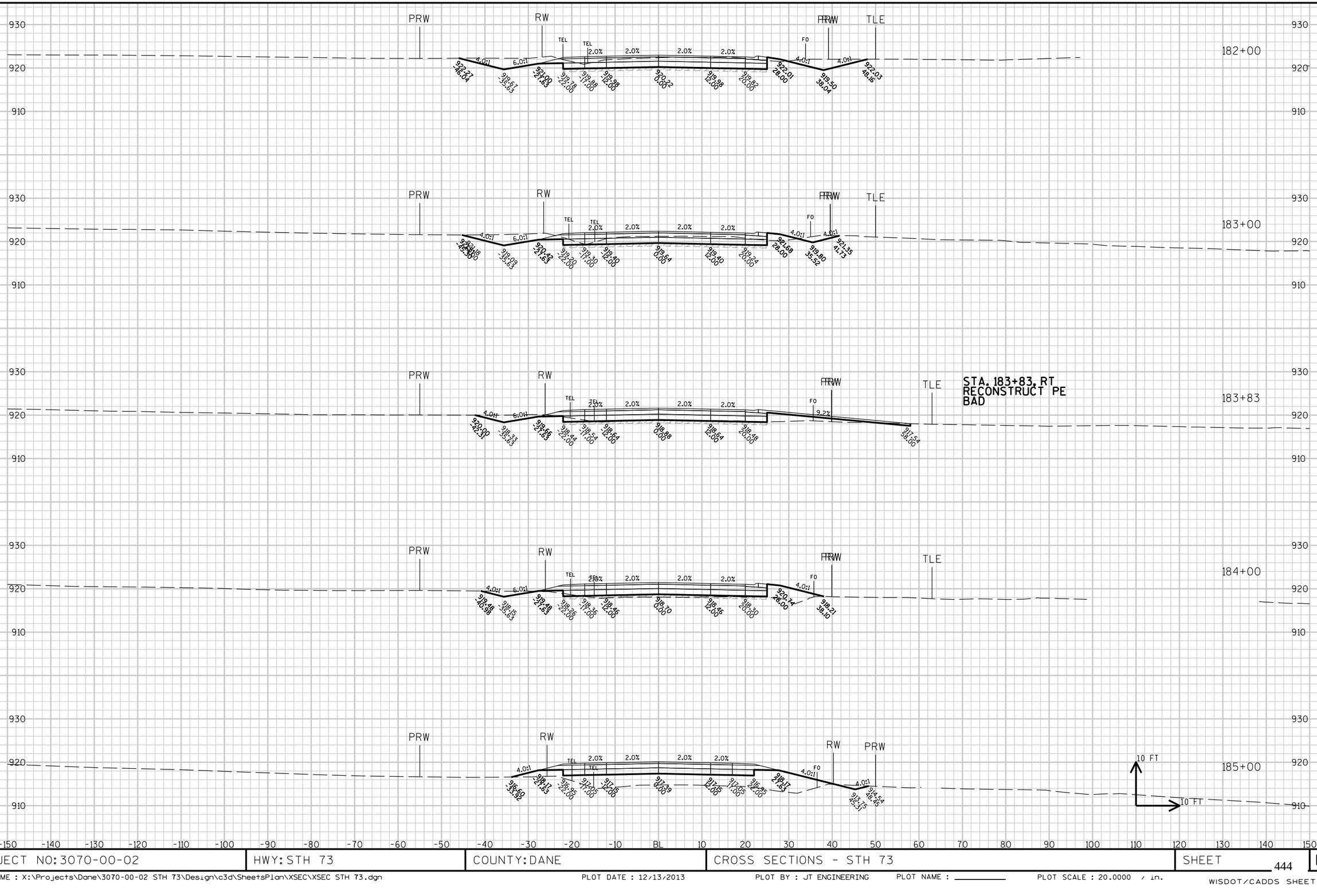
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 443 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

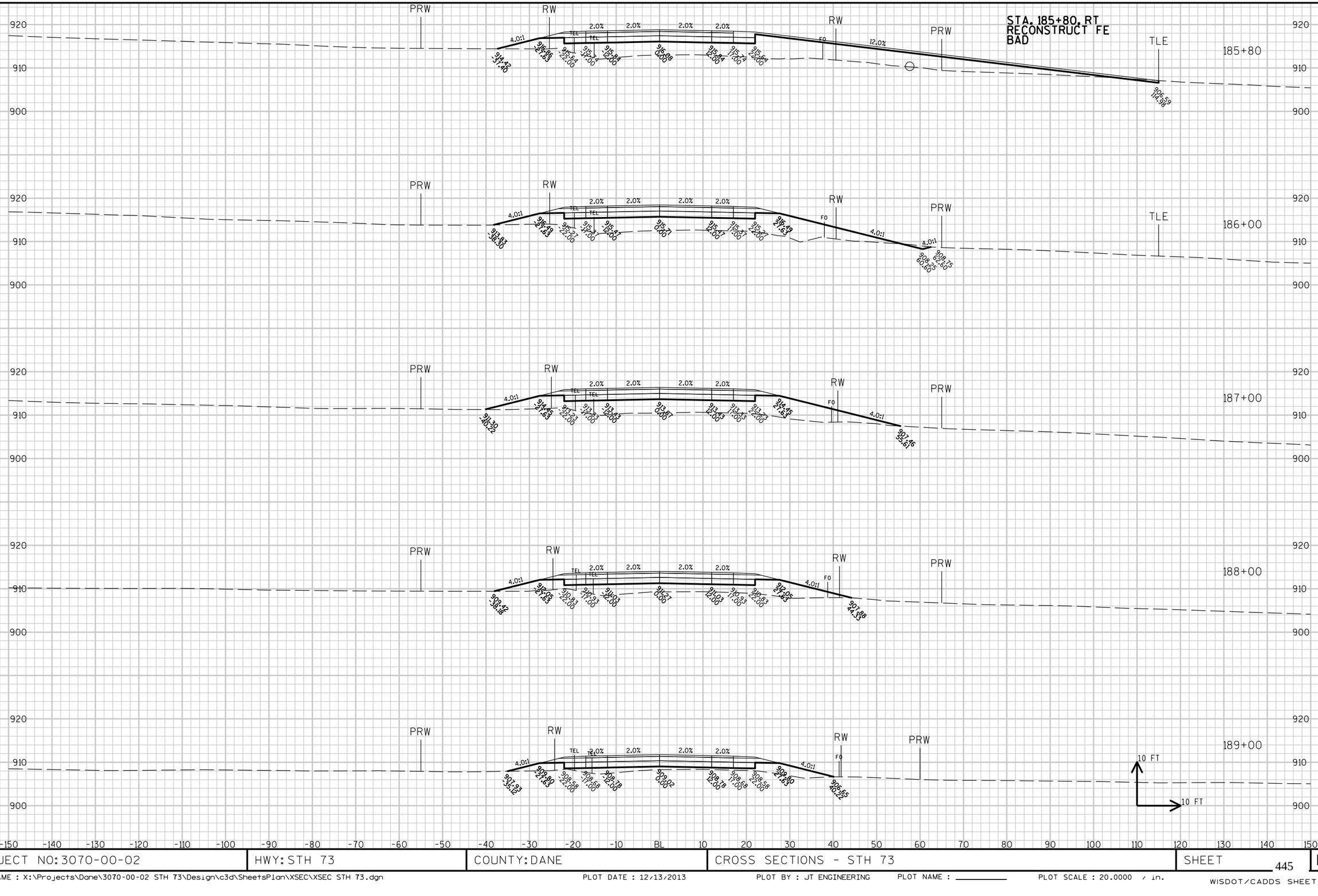
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 444 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

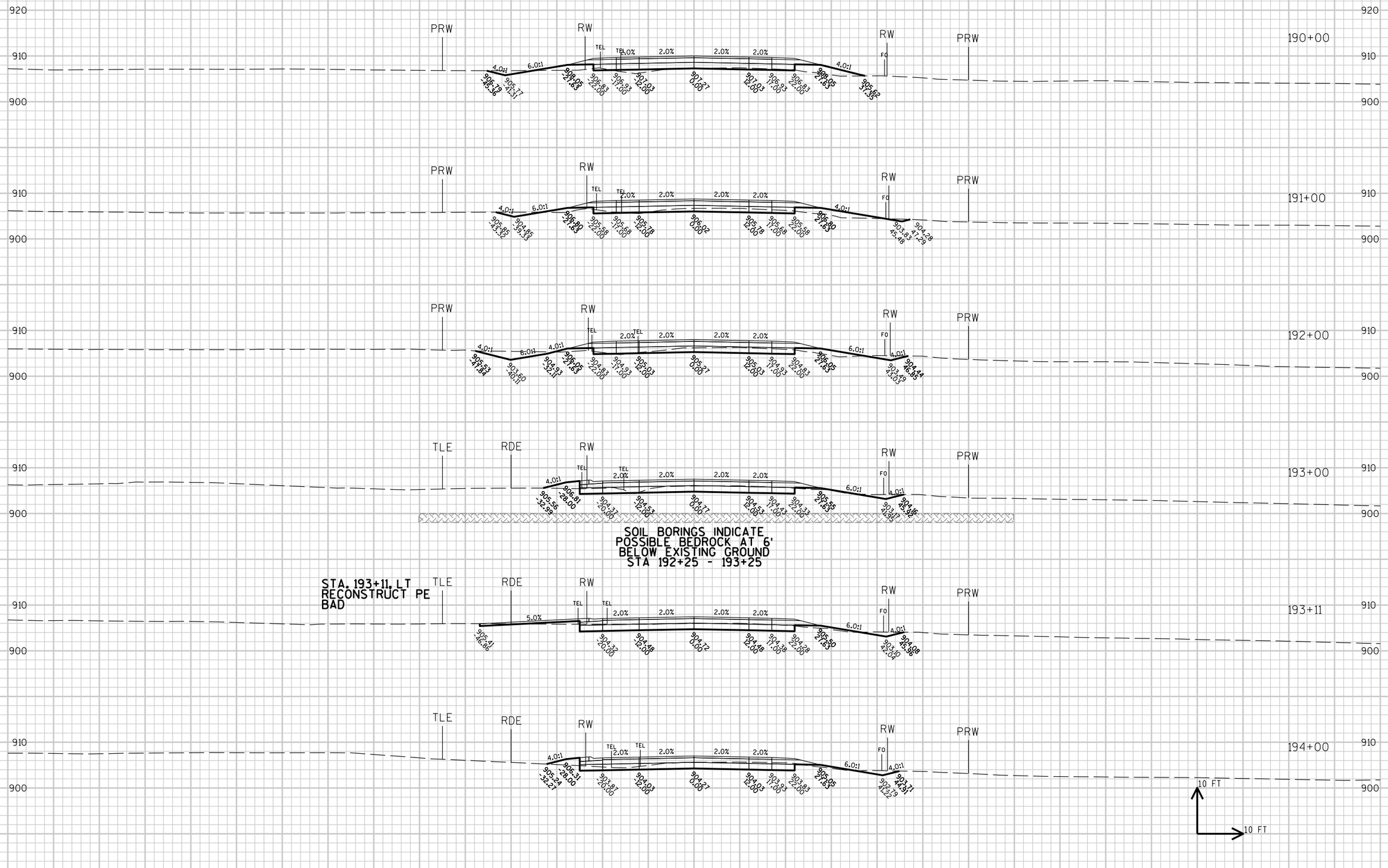
WISDOT/CADDS SHEET 21




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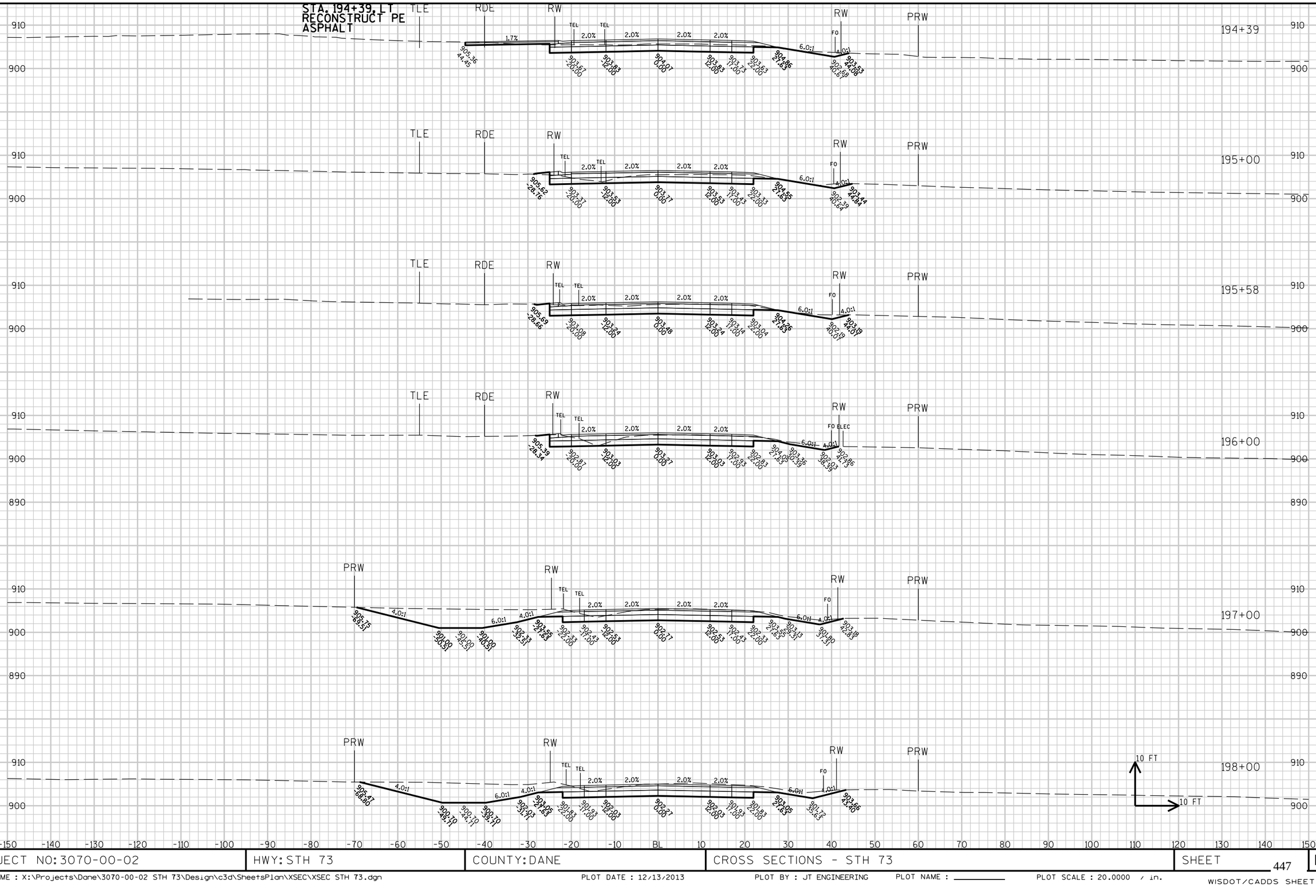
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 445 | E |
|---|---|---|---|---|---|




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 446 E |
|---|---|---|---|---|

STA. 194+39, LT
RECONSTRUCT PE
ASPHALT




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 447 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



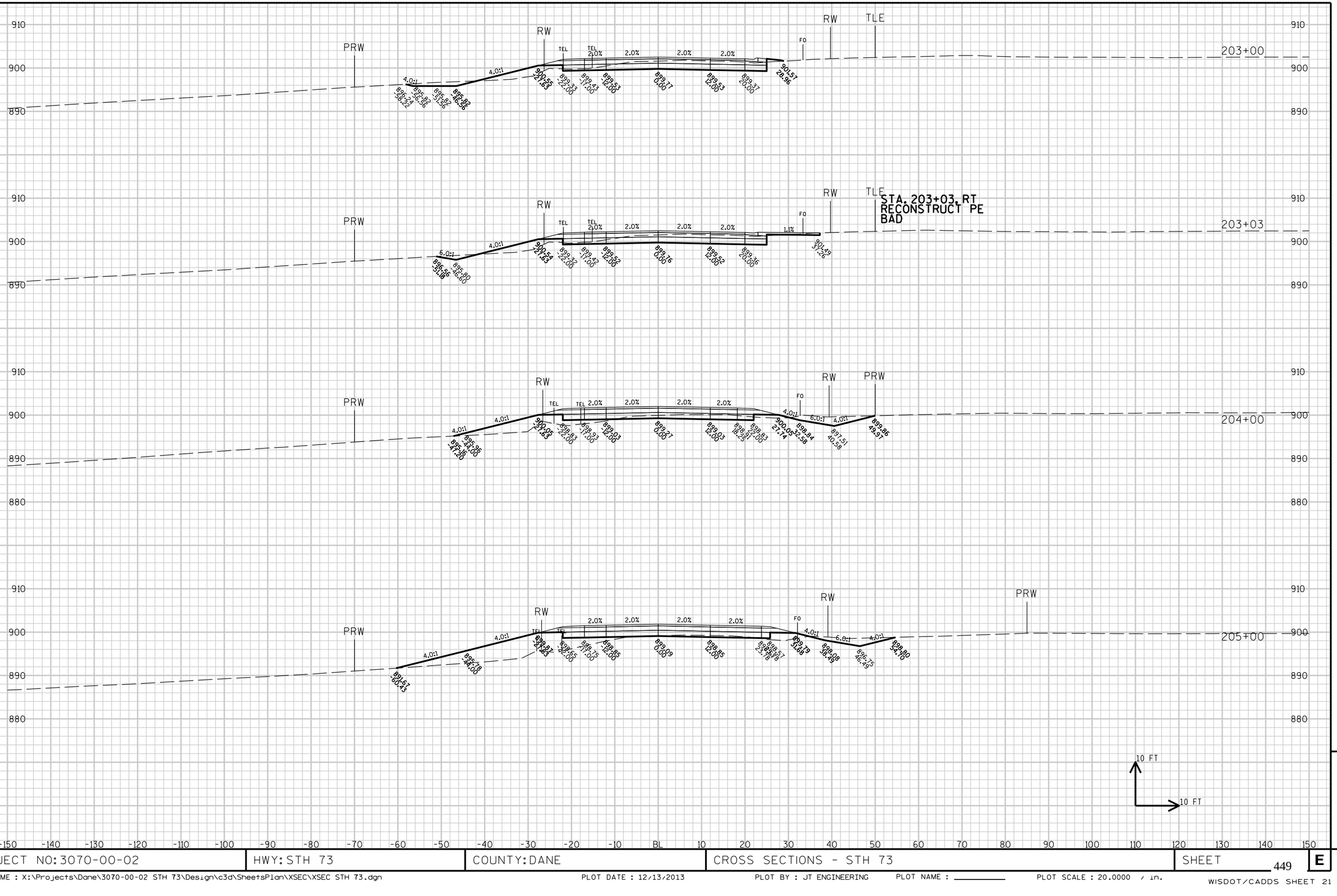

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 448 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

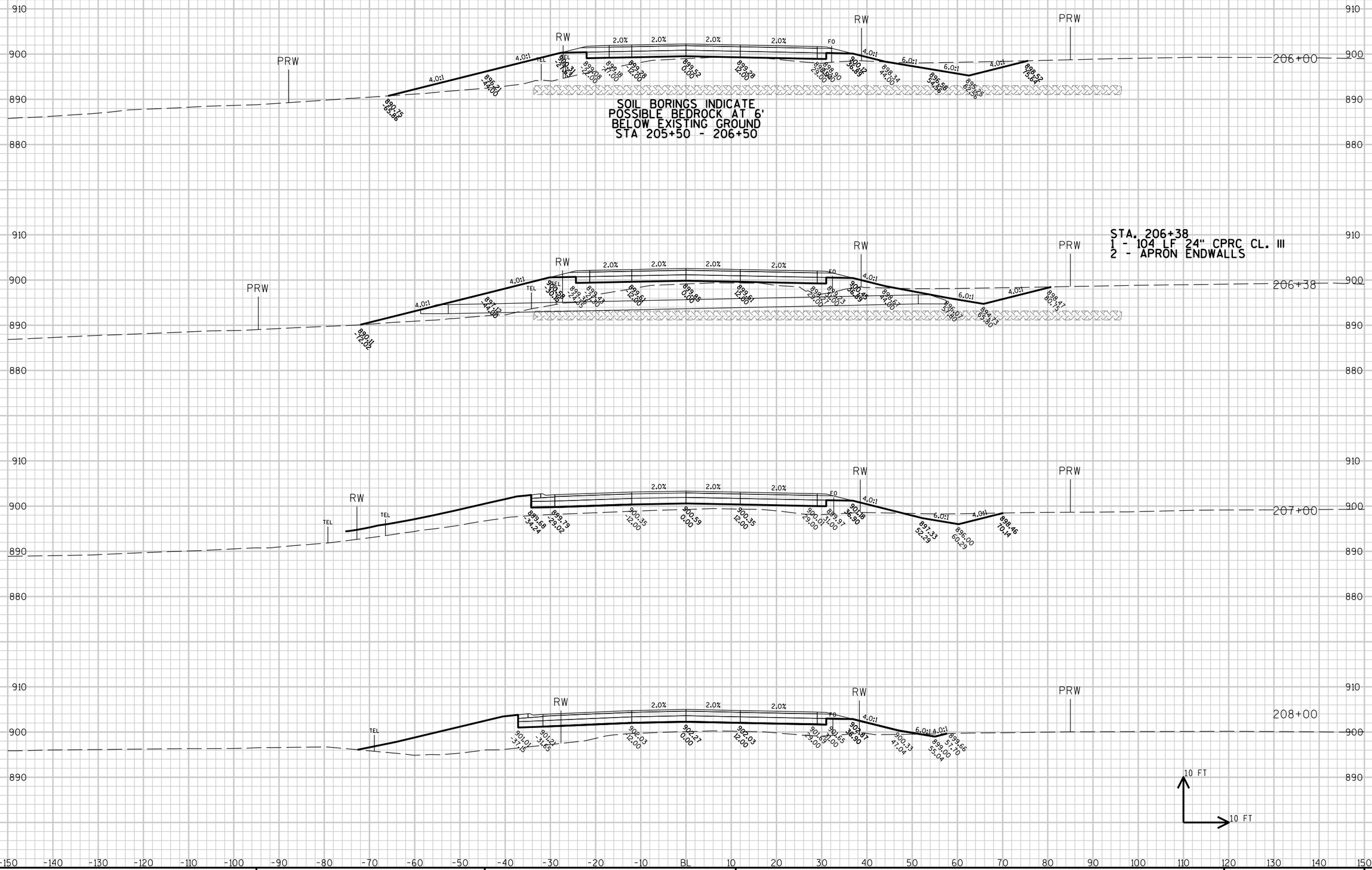
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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 449 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



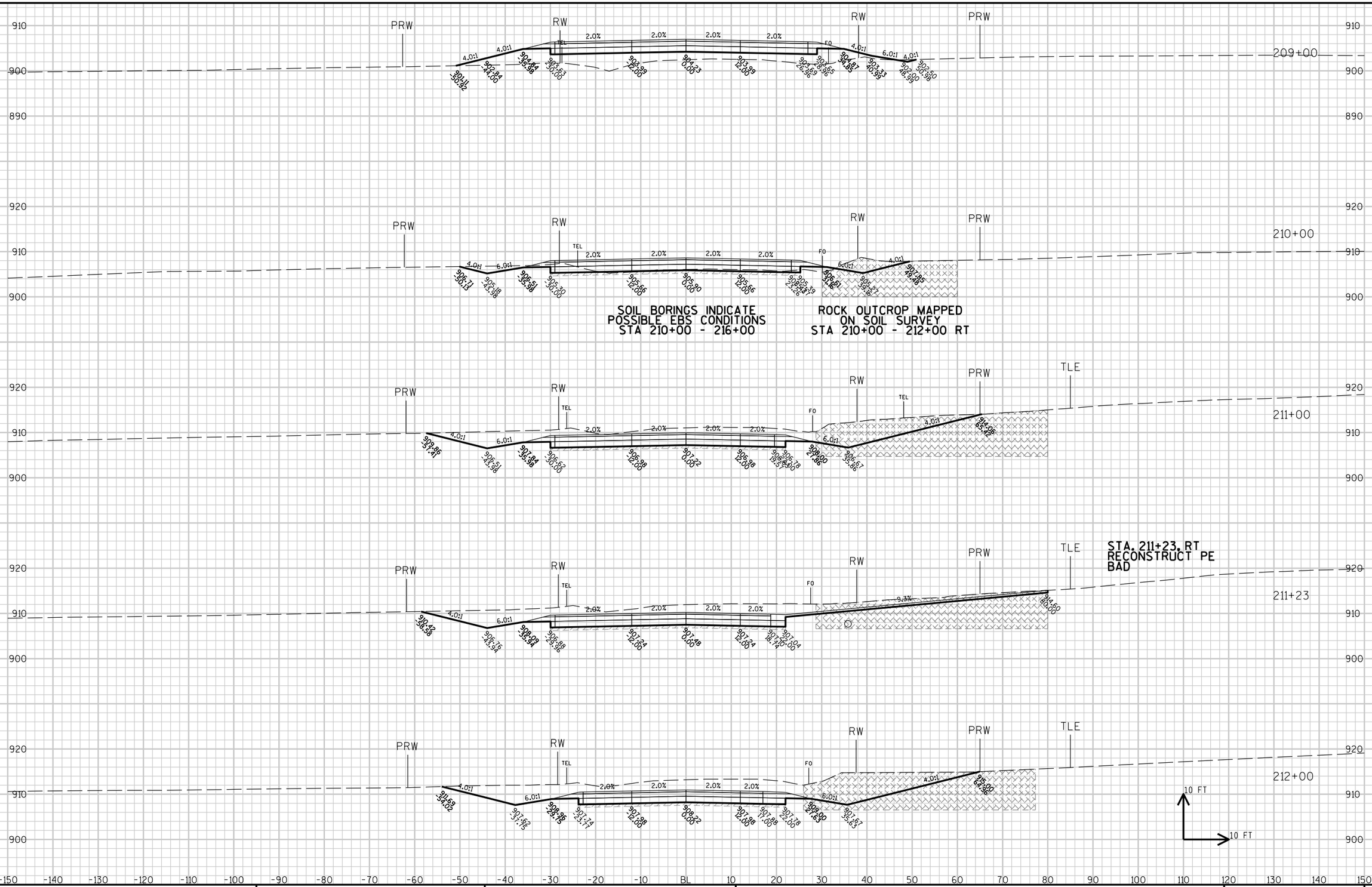

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 450 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

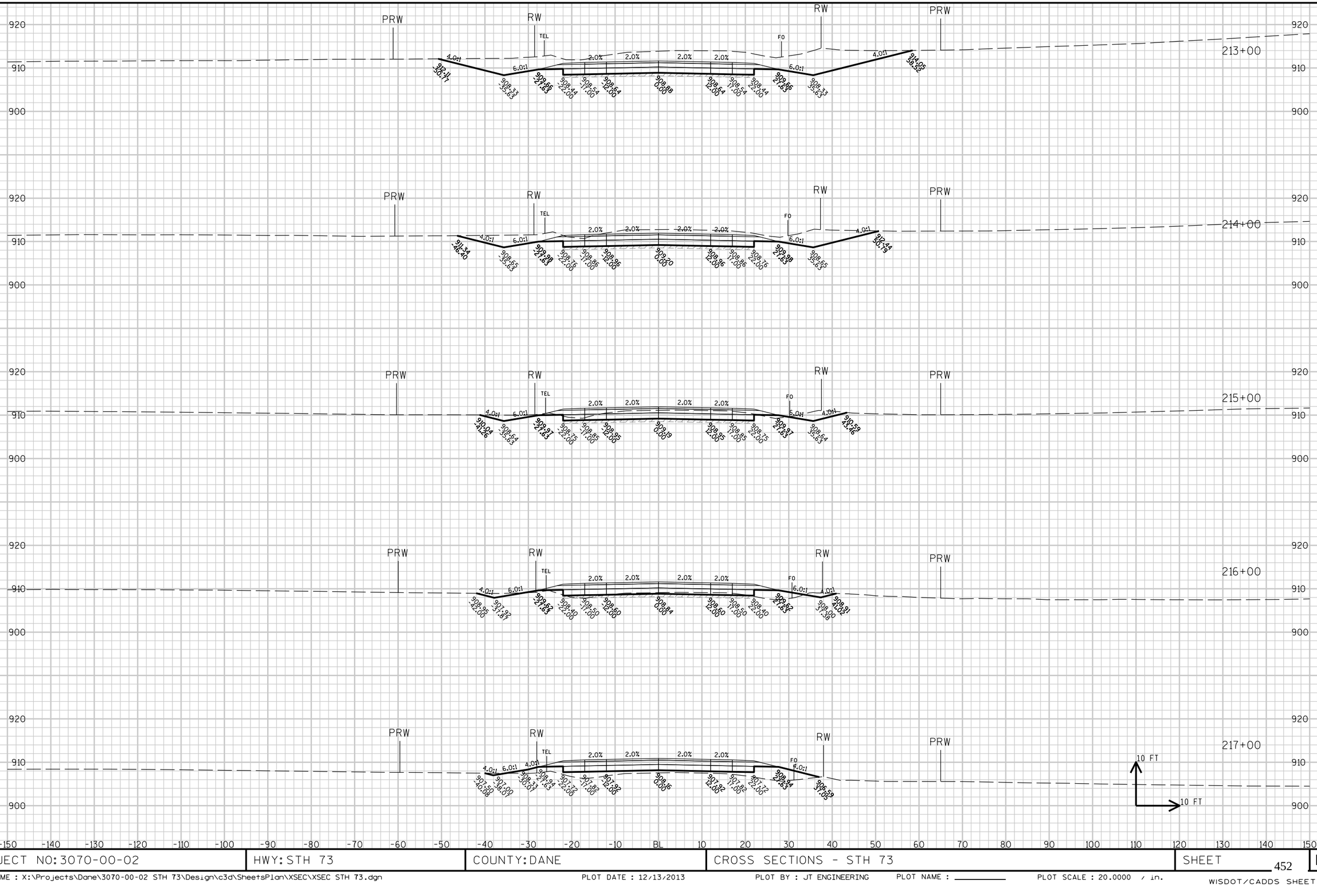
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 451 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

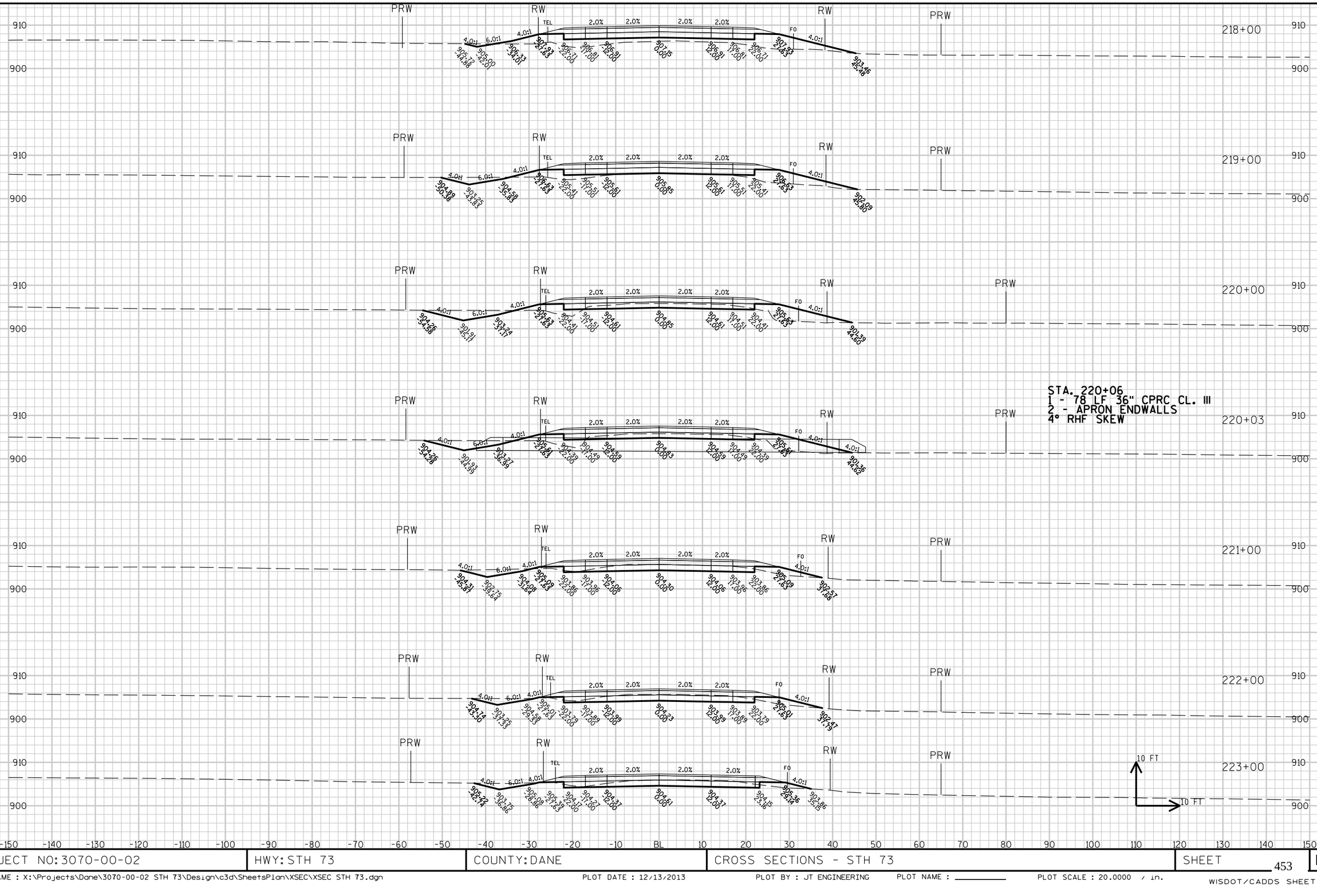
WISDOT/CADDS SHEET 21




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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 452 | E |
|---|---|---|---|---|---|




STA. 220+06
1 - 78 LF 36" CPRC CL. III
2 - APRON ENDWALLS
4° RHF SKEW

9

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 453 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

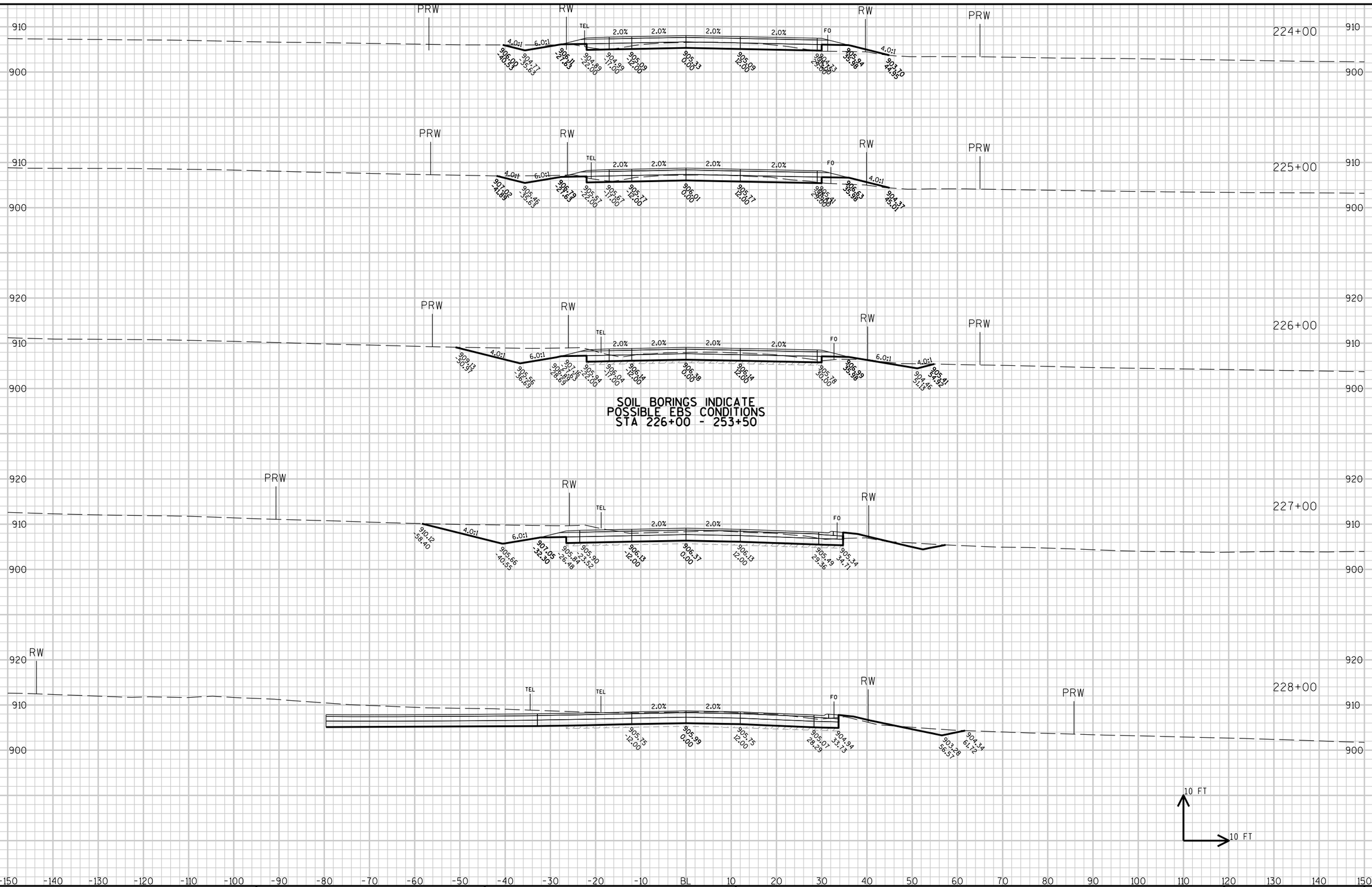
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 ' / in.

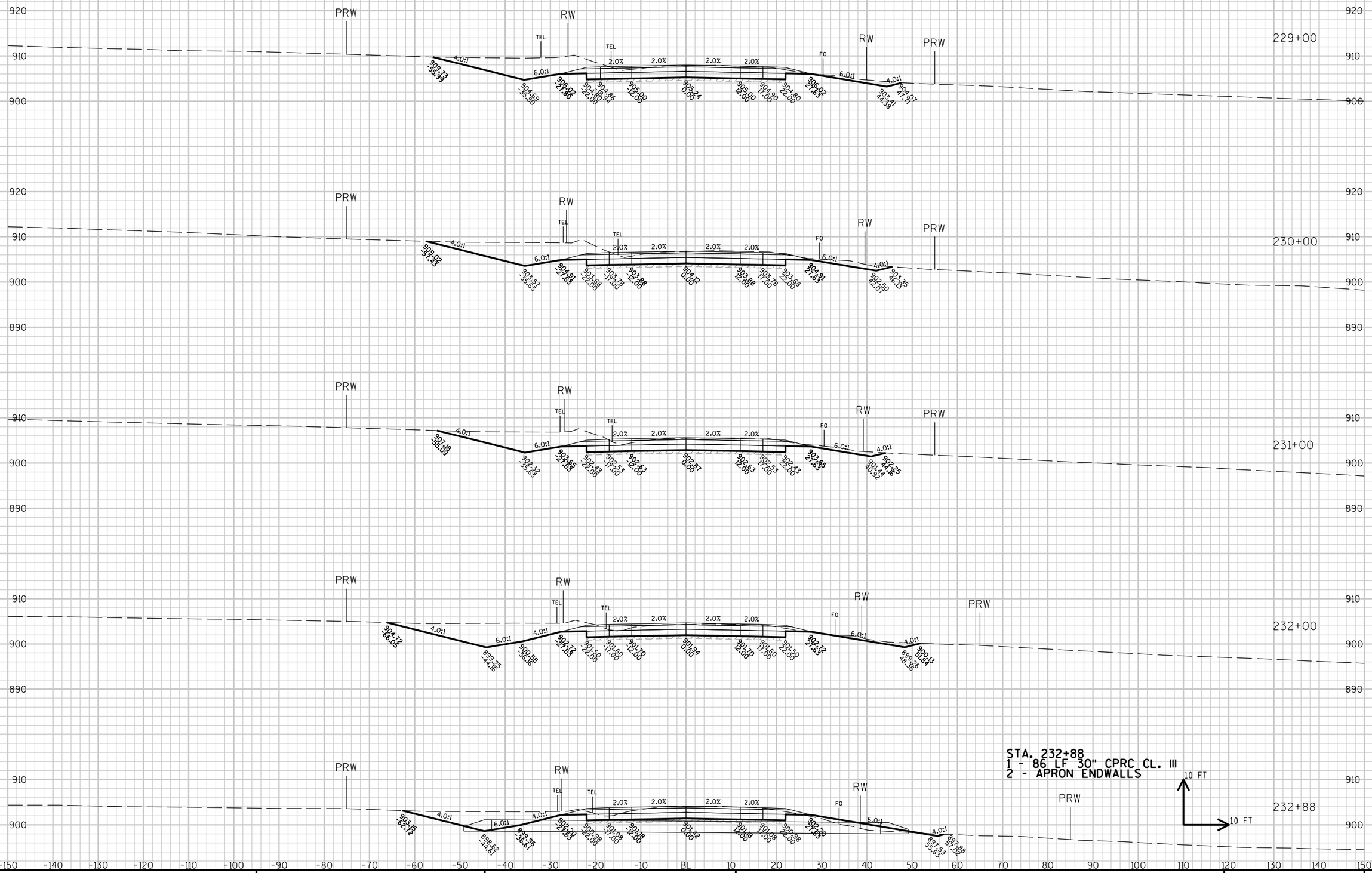
WISDOT/CADDS SHEET 21




9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 454 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

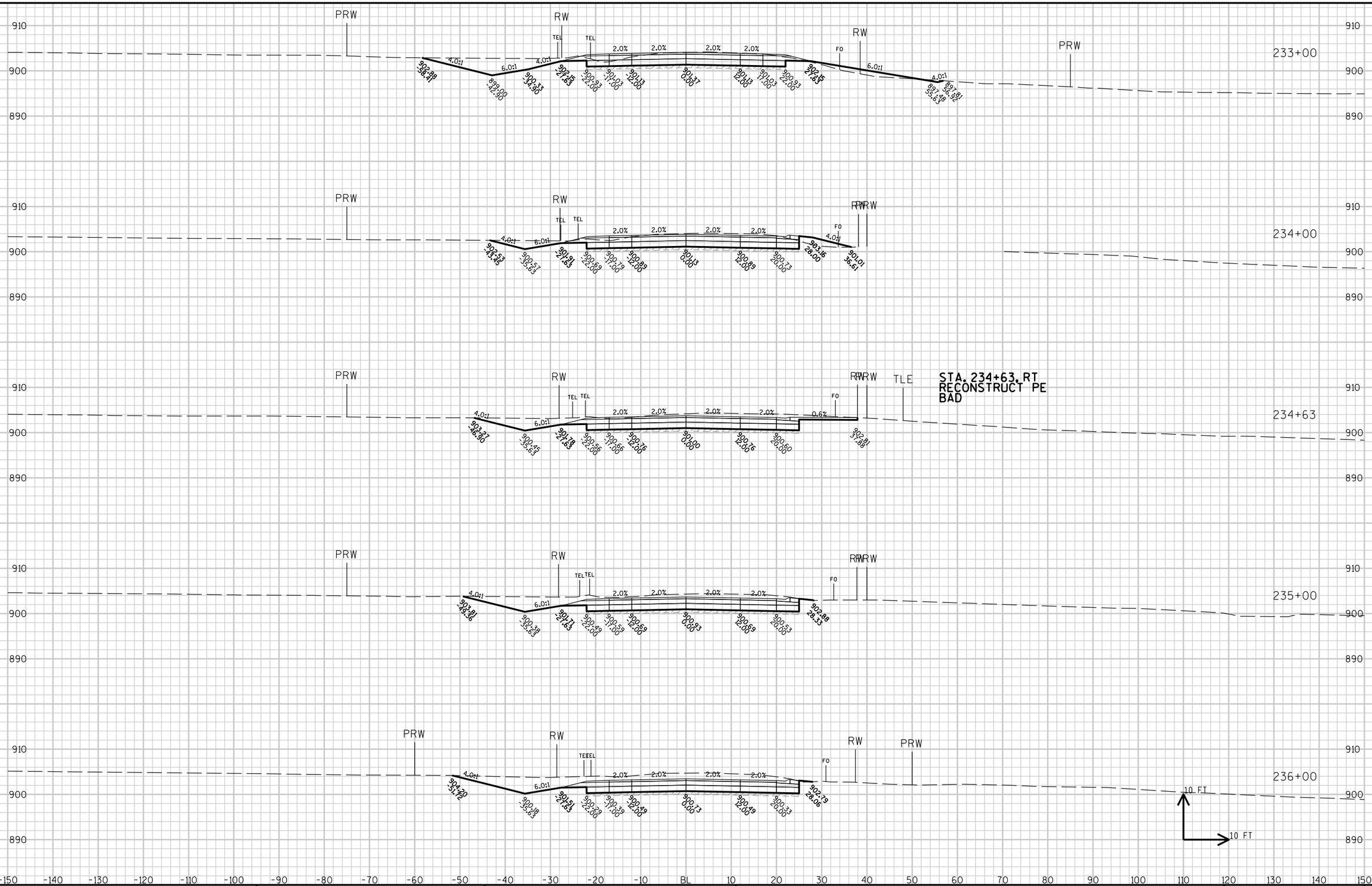



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 455 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

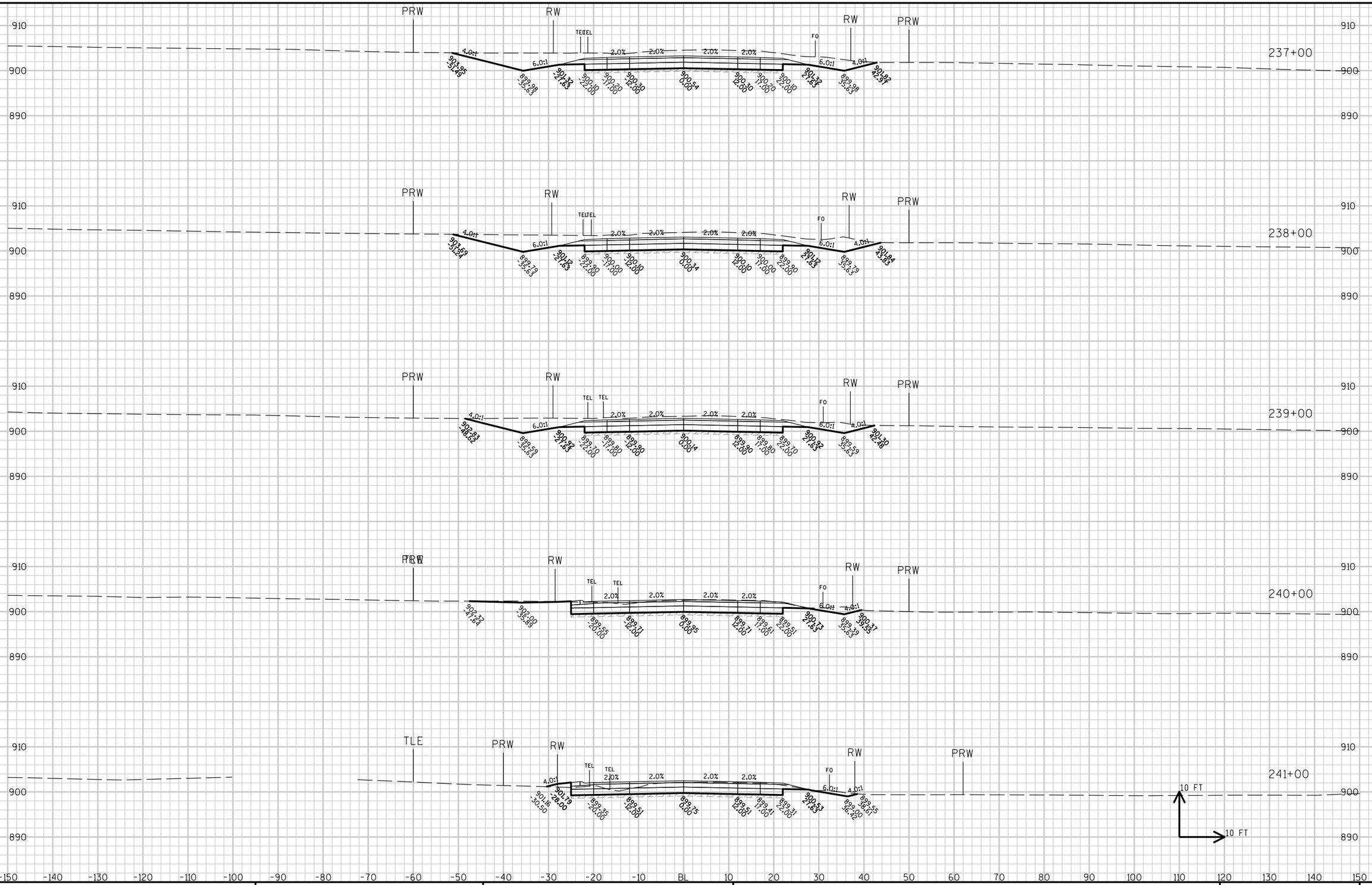



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 456 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in. | WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 457 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

STA. 241+44, LT
RECONSTRUCT PE
BAD

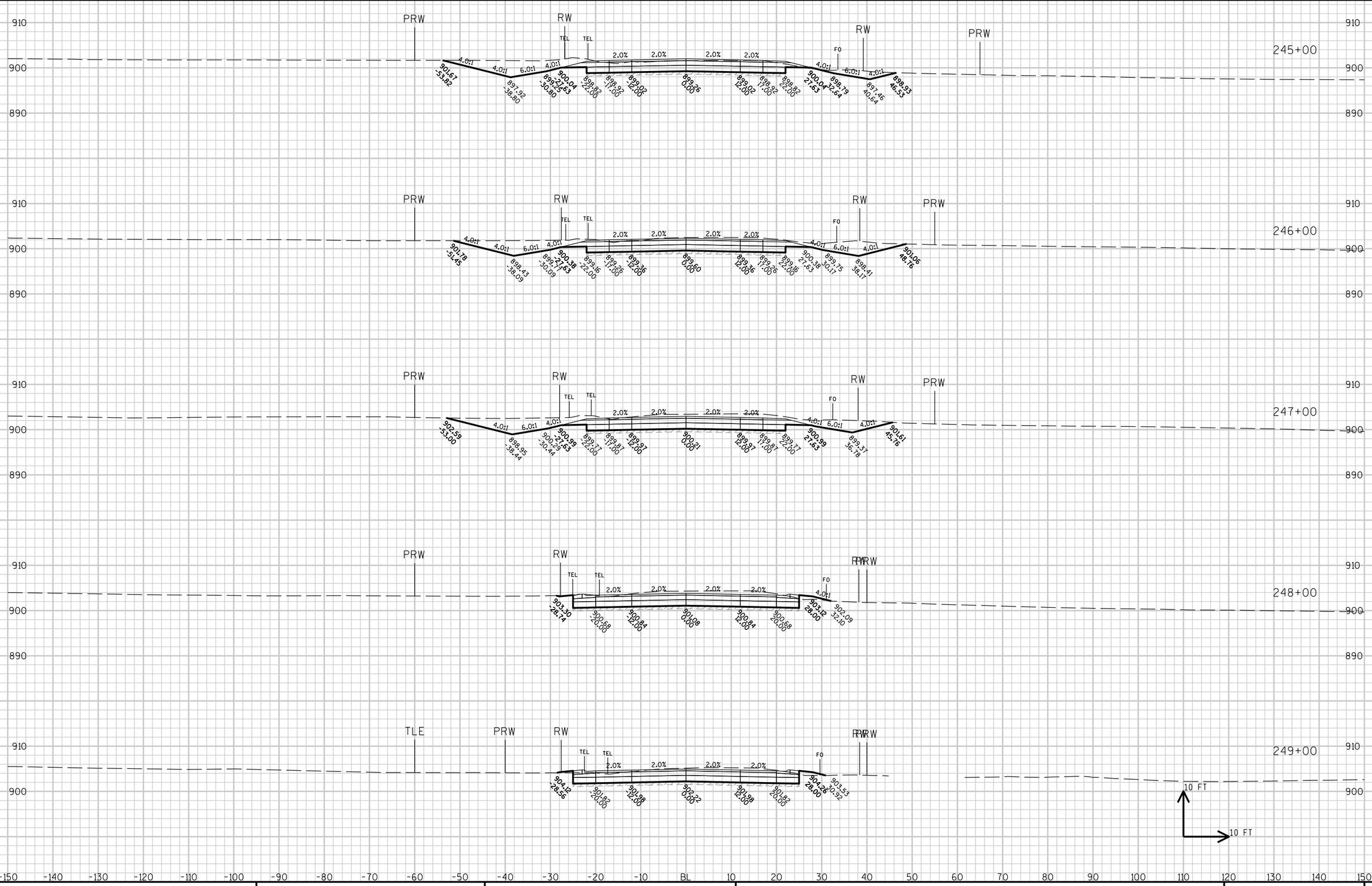



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 458 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




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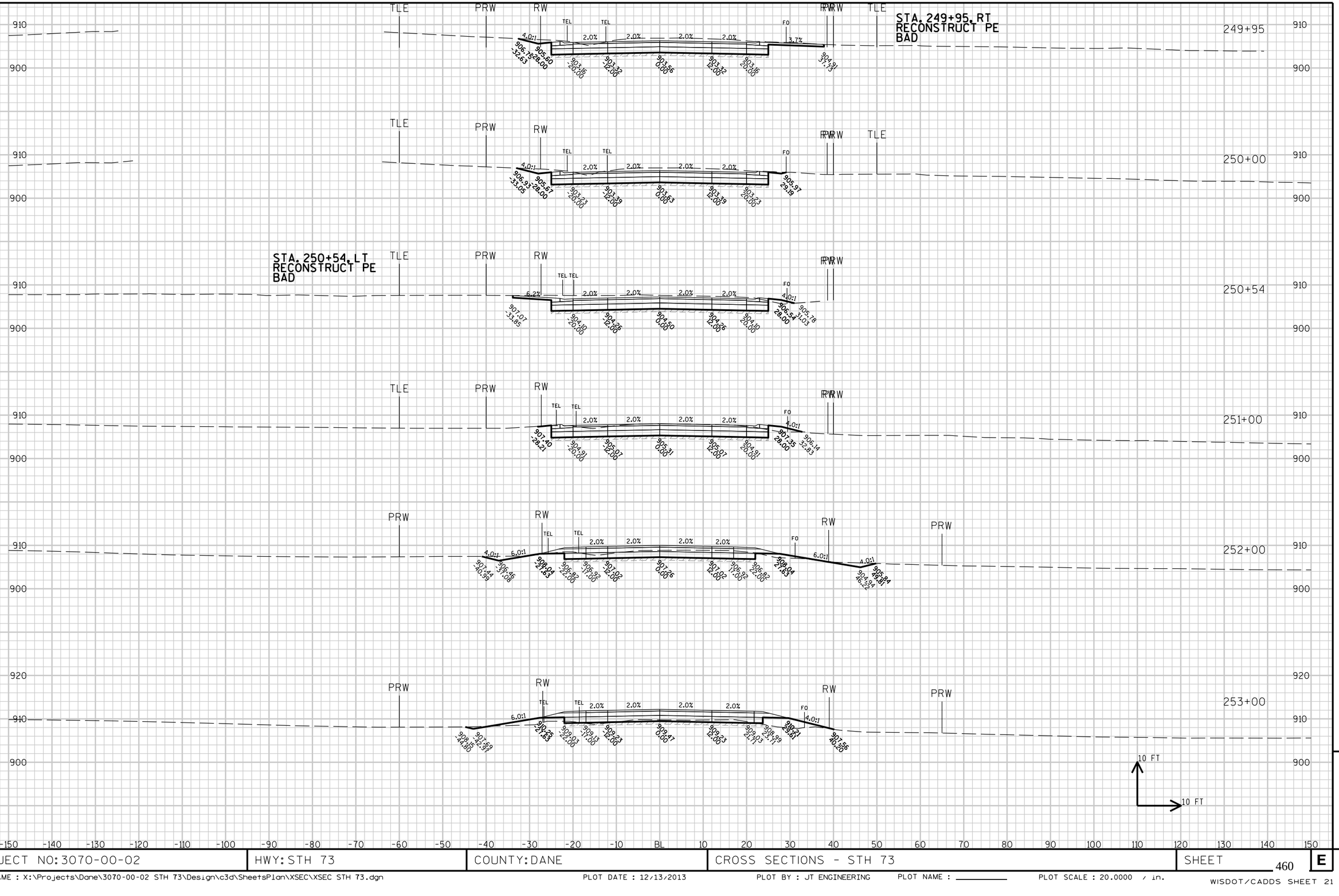
9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 459 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

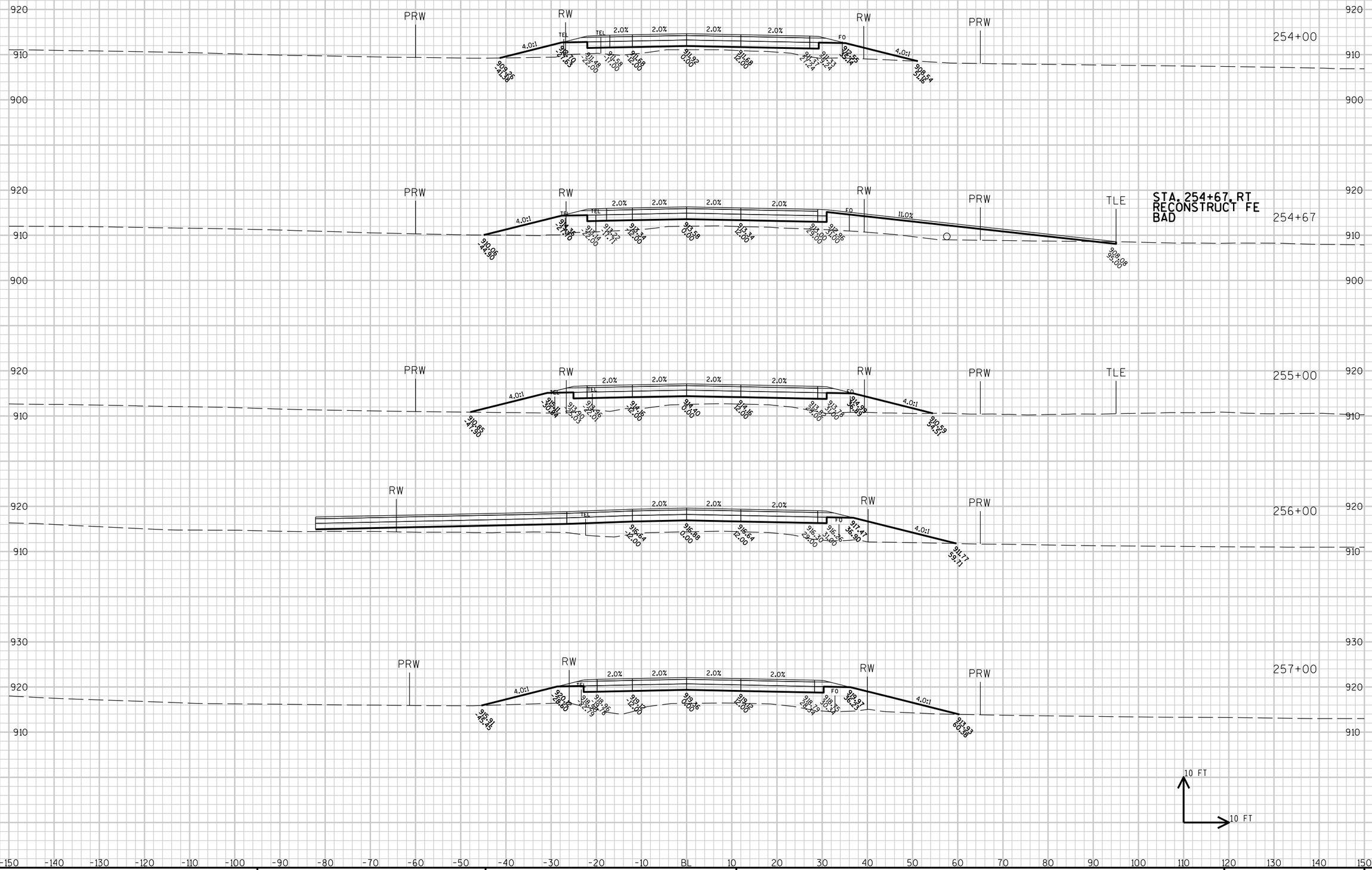



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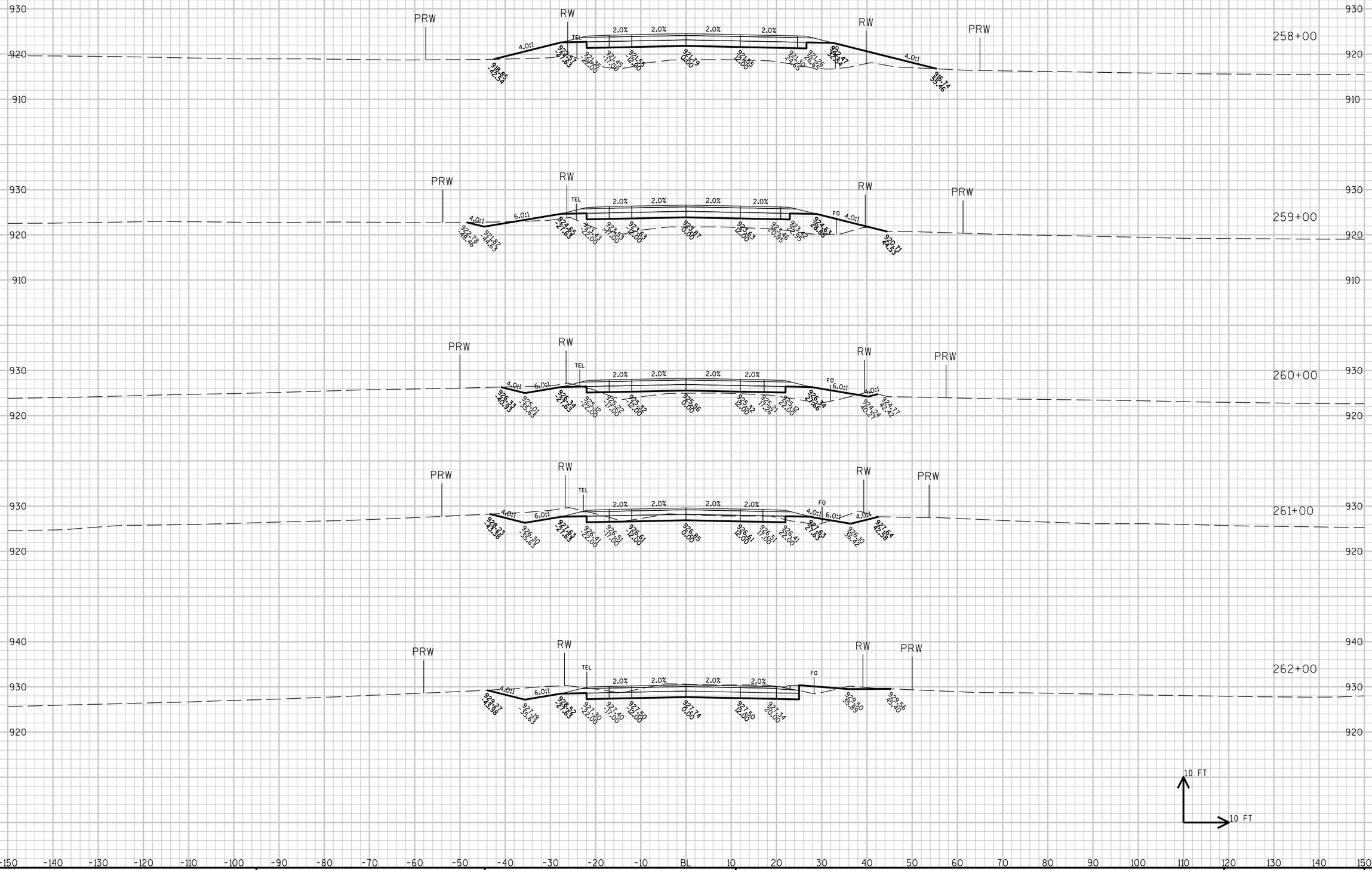
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 460 | E |
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FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 461 E |
|---|---|---|---|---|




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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 462 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

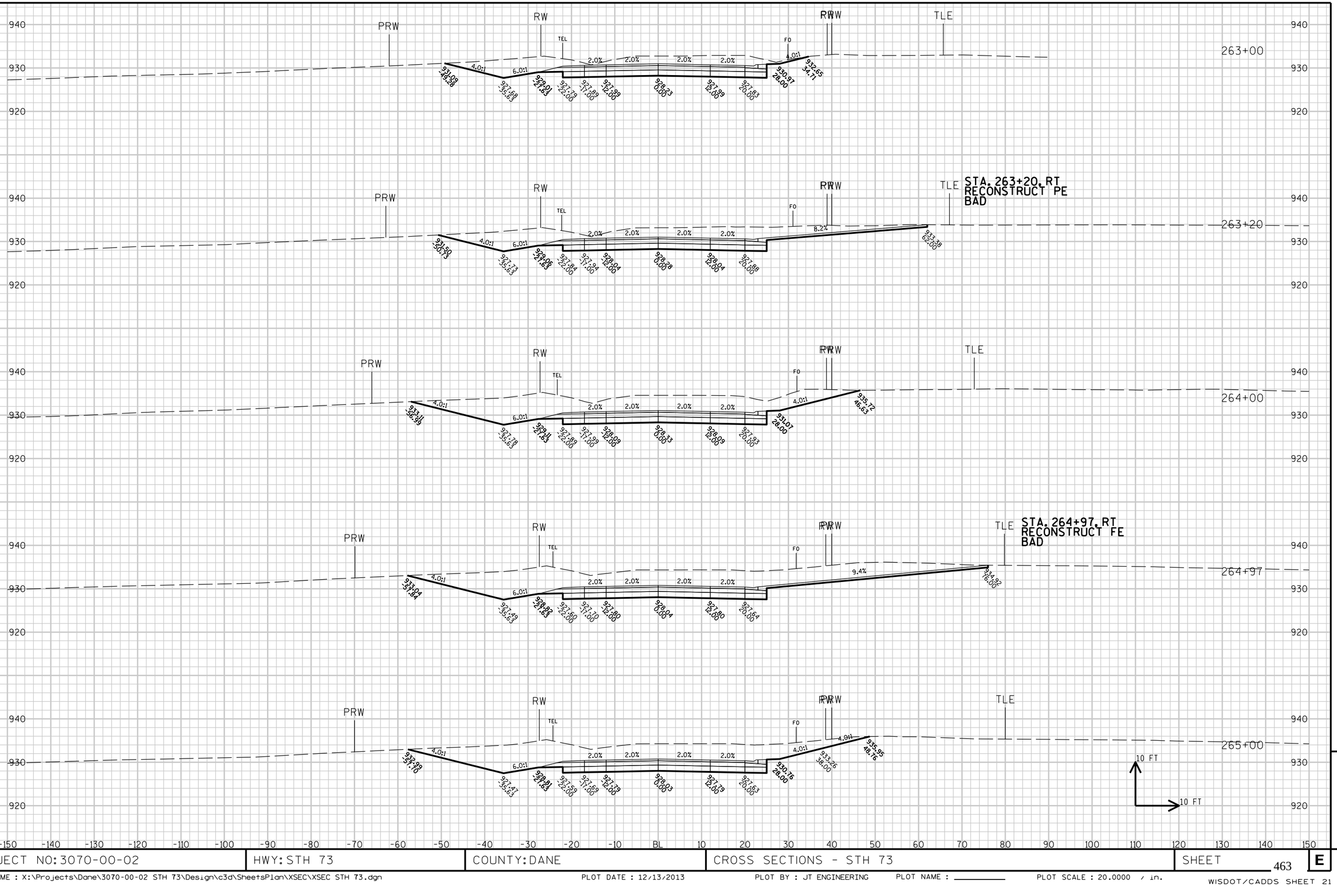
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



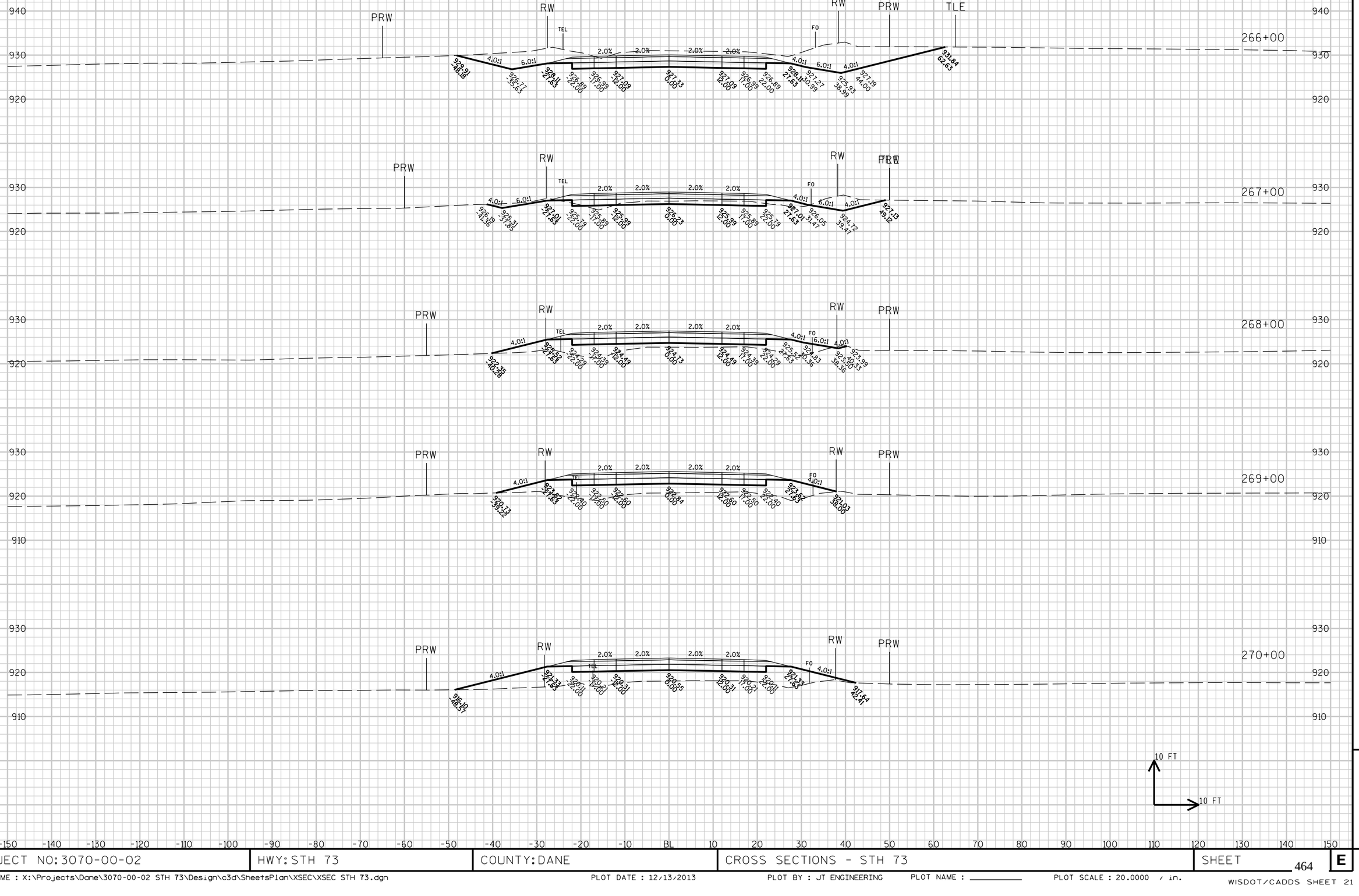

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 463 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

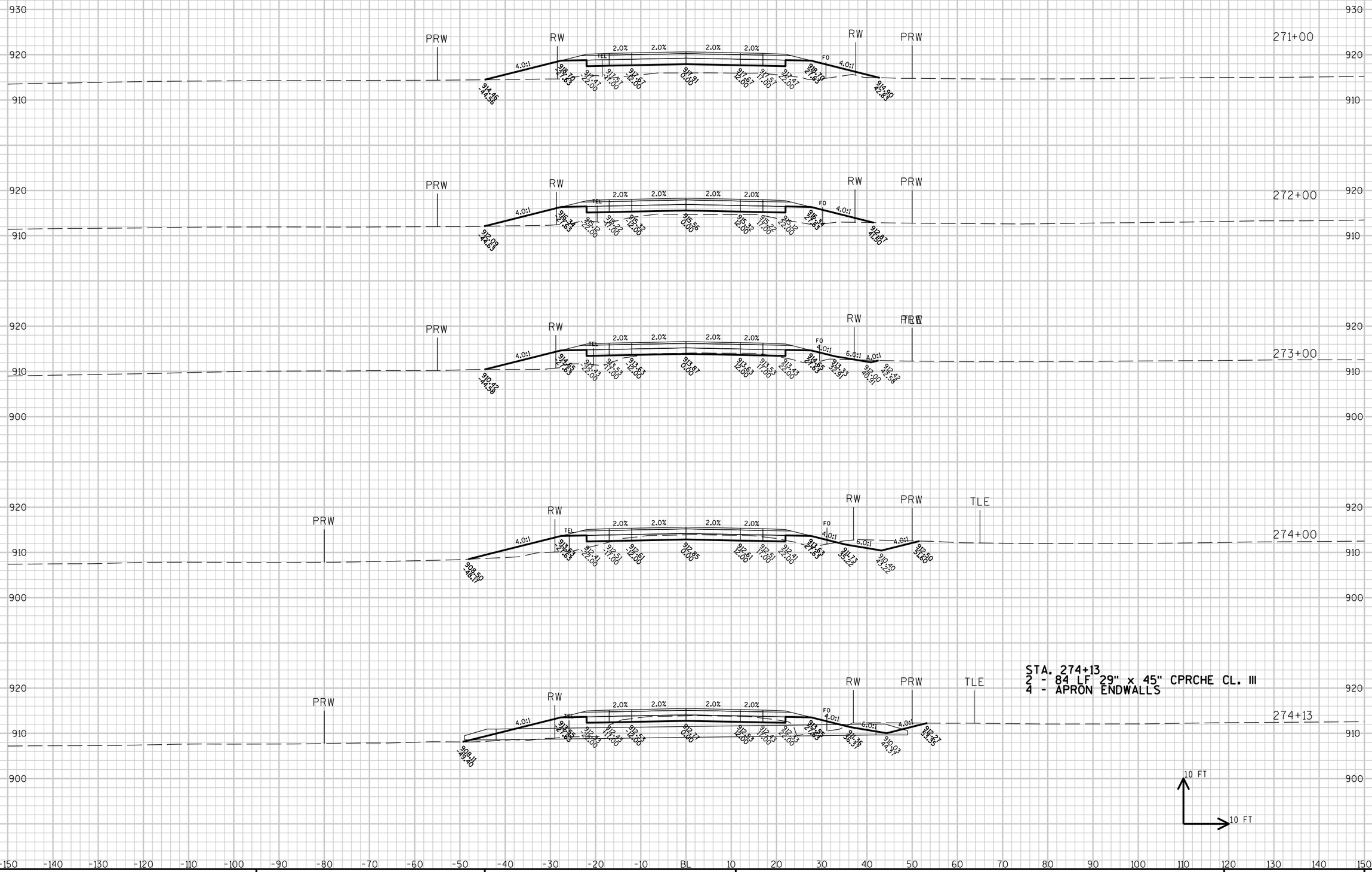



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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 464 | E |
|---|---|---|---|---|---|

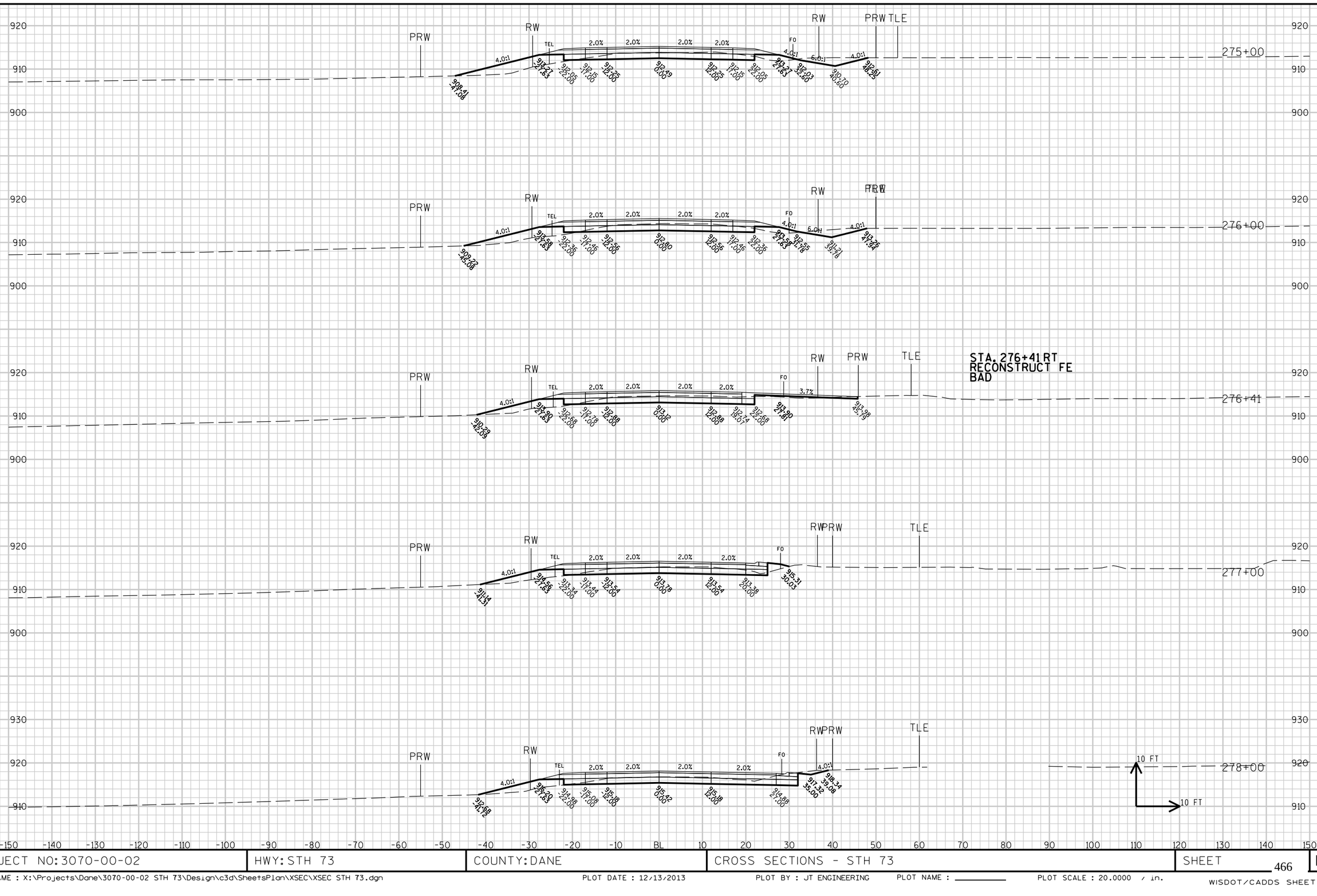



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 465 | E |
|---|---|---|---|---|---|

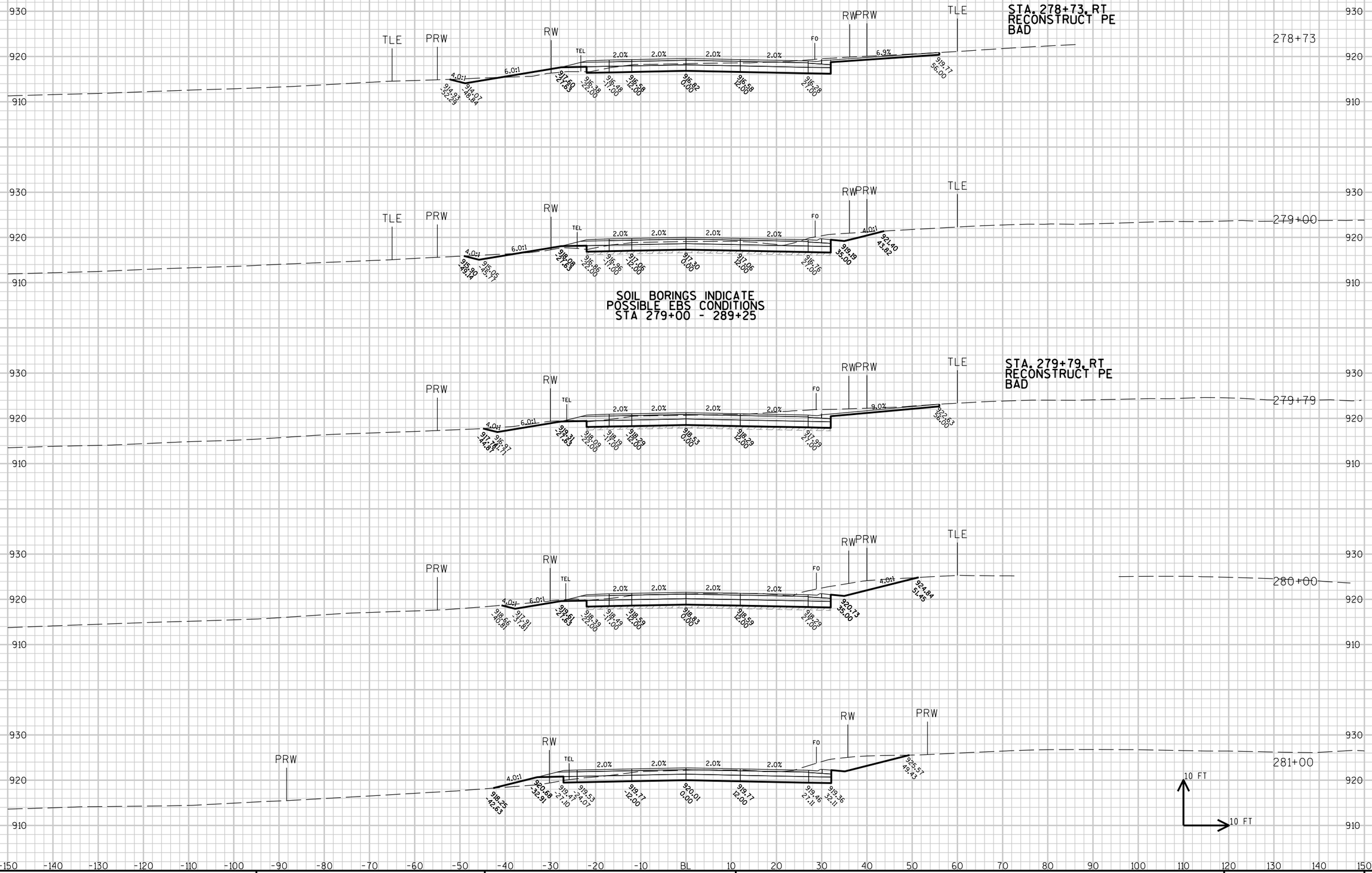
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PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 466 | E |
|---|---|---|---|---|---|



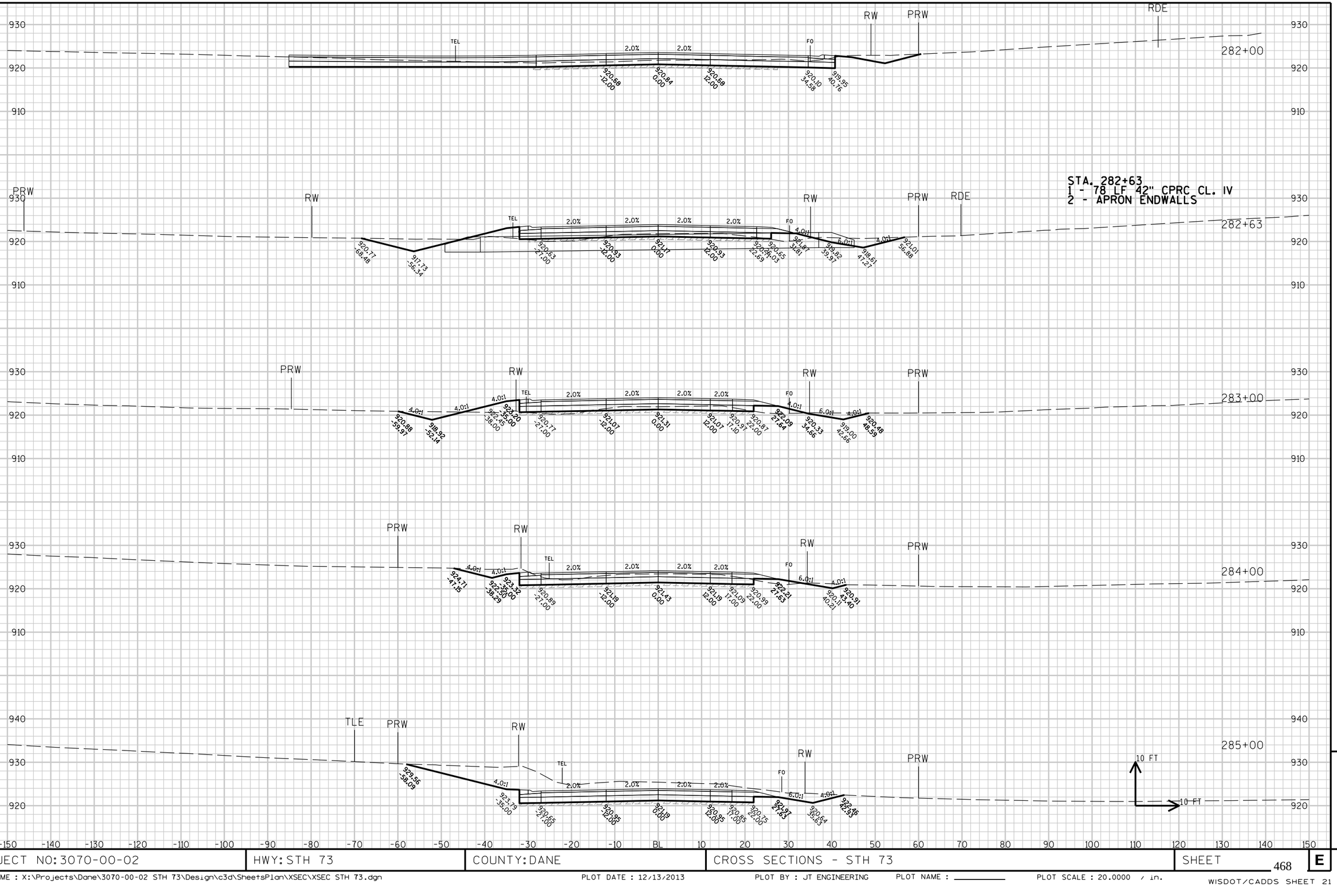

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9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 467 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

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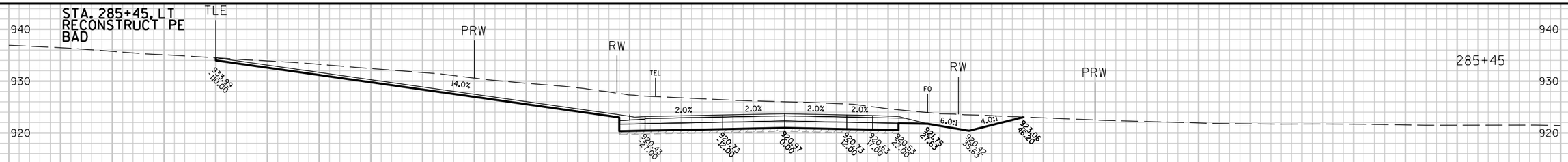
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 468 | E |
|---|---|---|---|---|---|

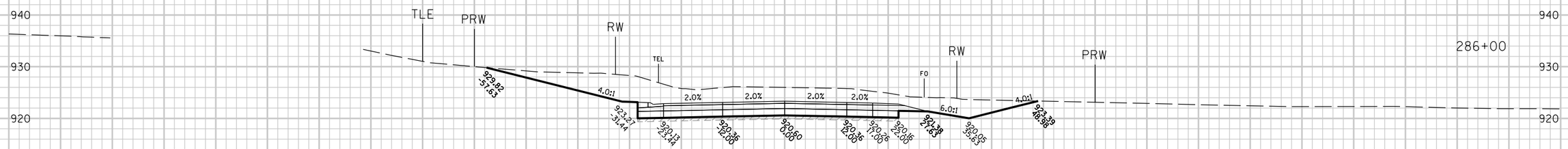
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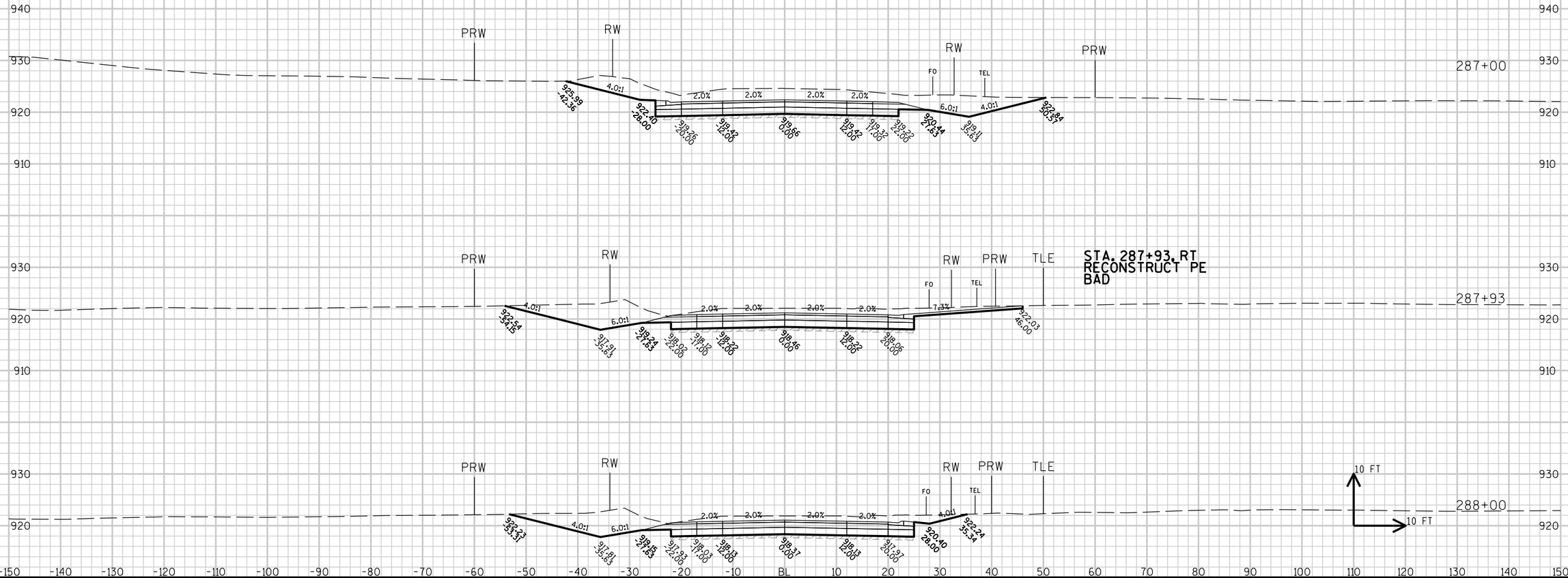
PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

STA. 285+45, LT
RECONSTRUCT PE
BAD







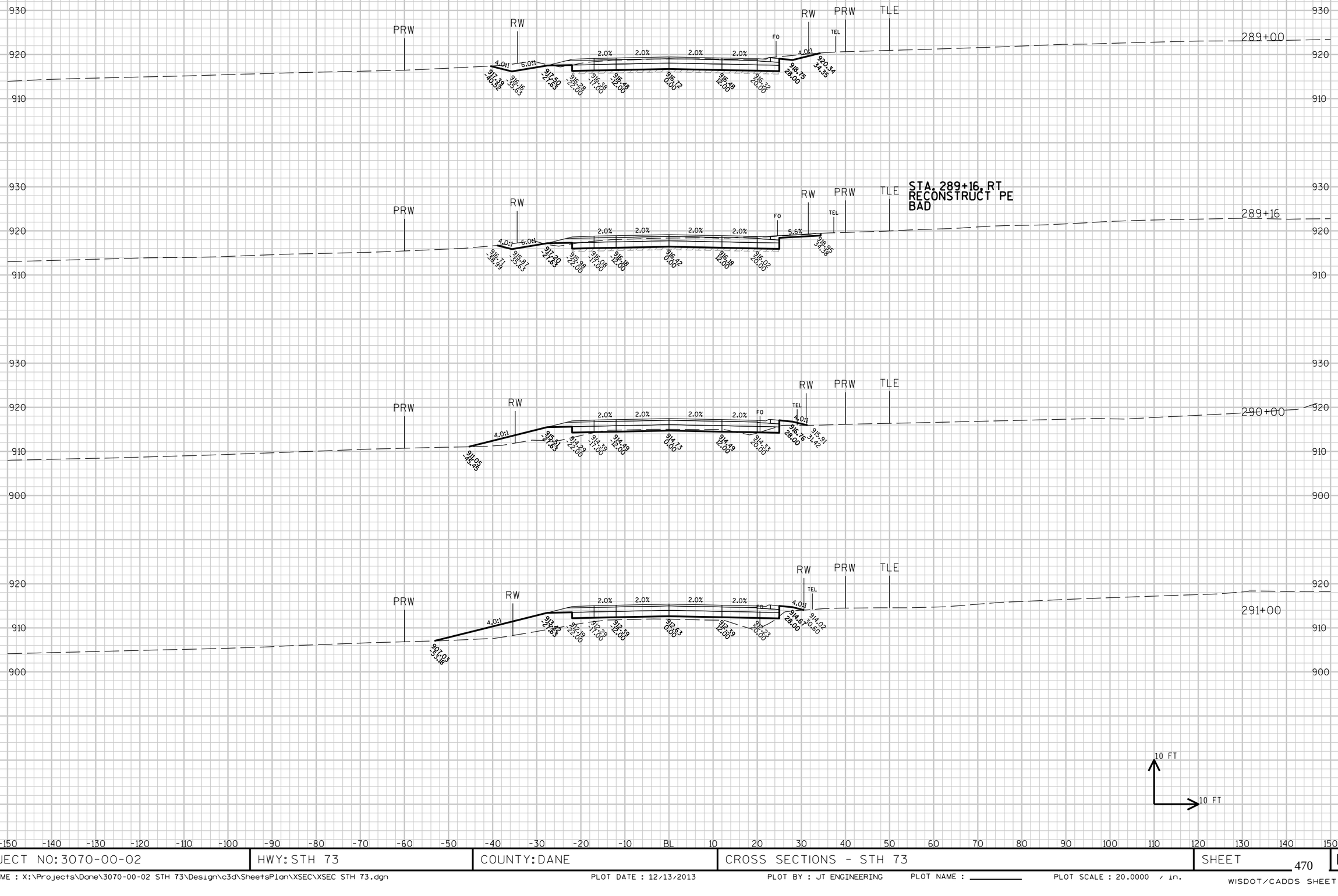



-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 469 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 470 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

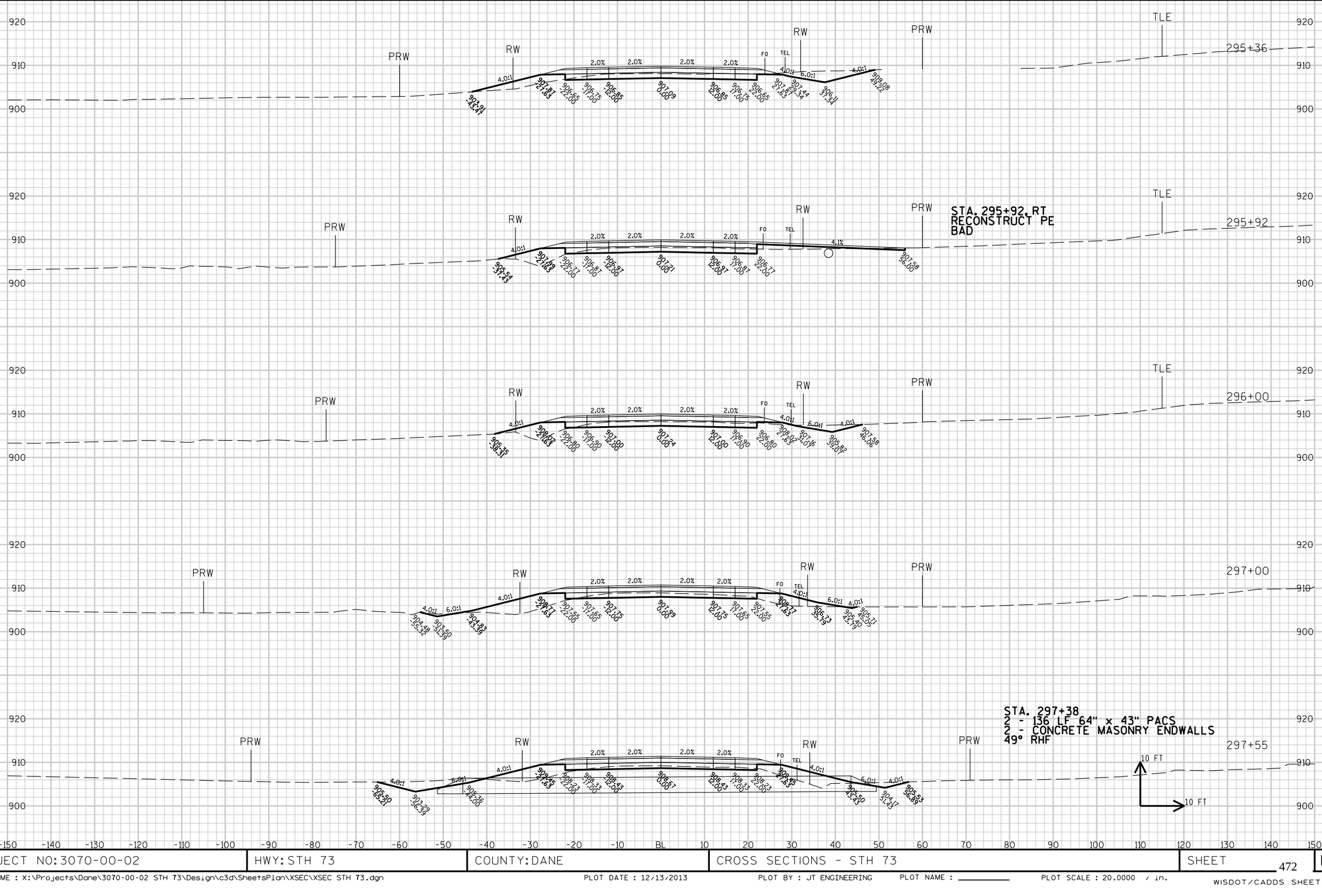



-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 471 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

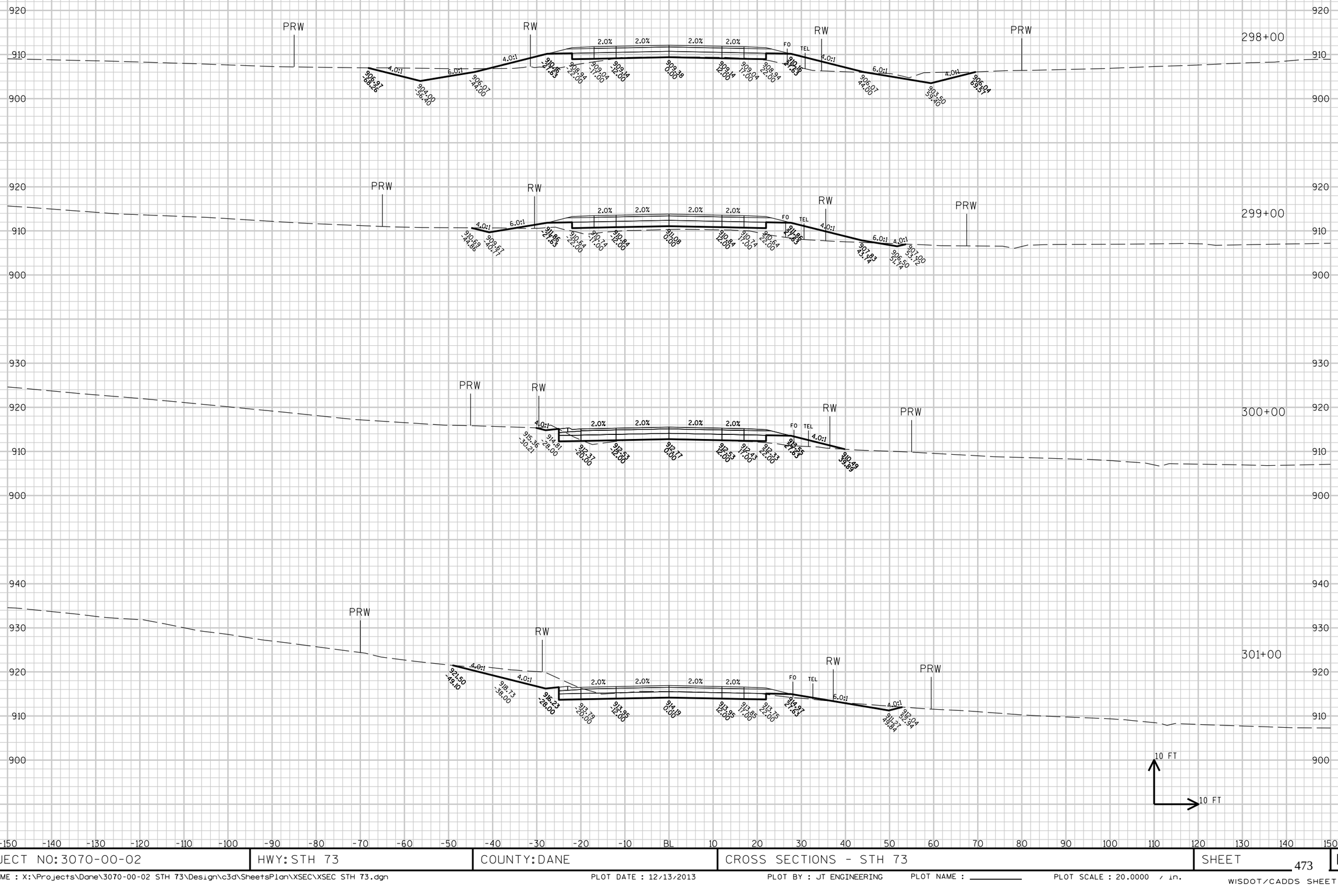
WISDOT/CADDS SHEET 21




9

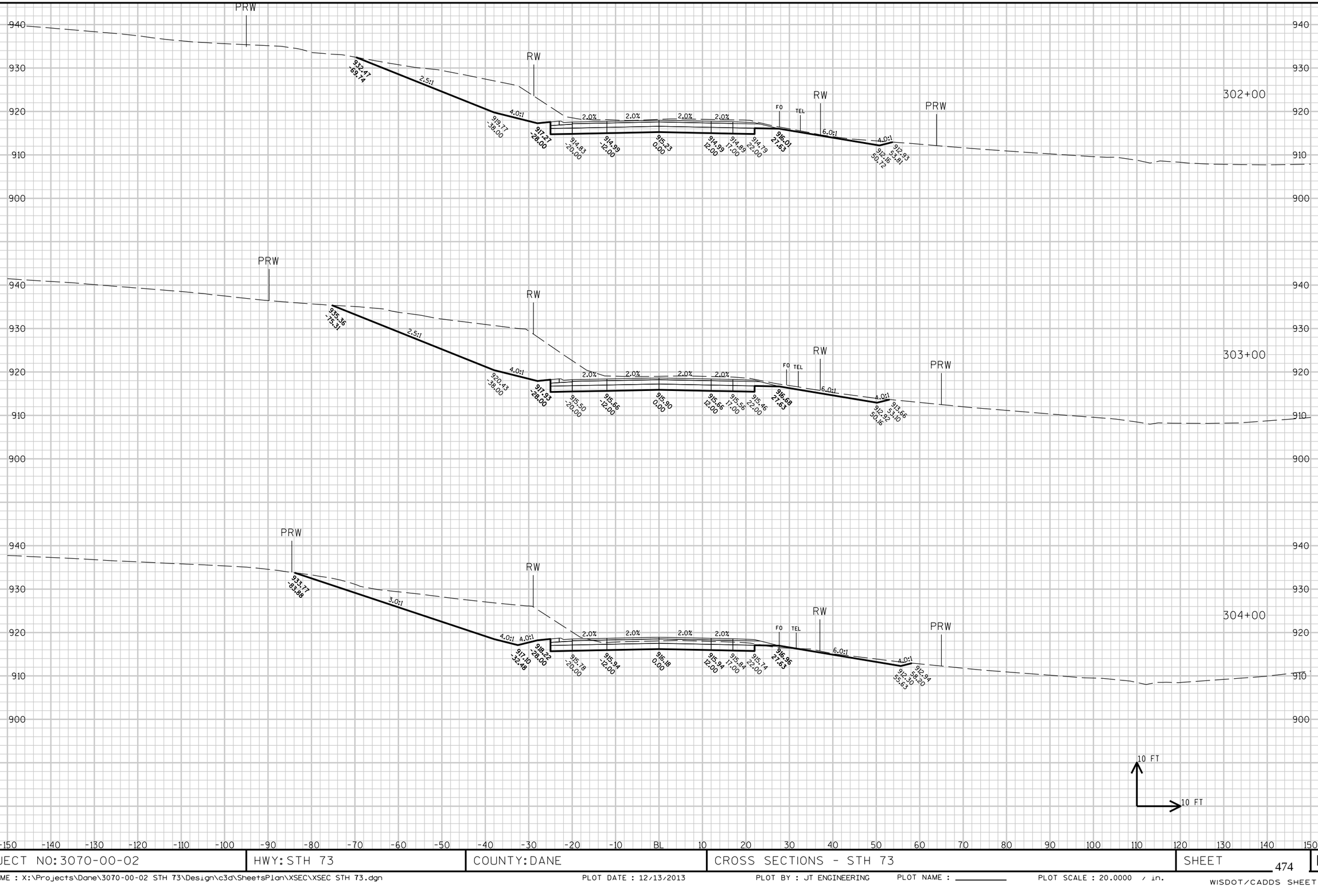
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 472 | E |
|---|---|---|---|---|---|



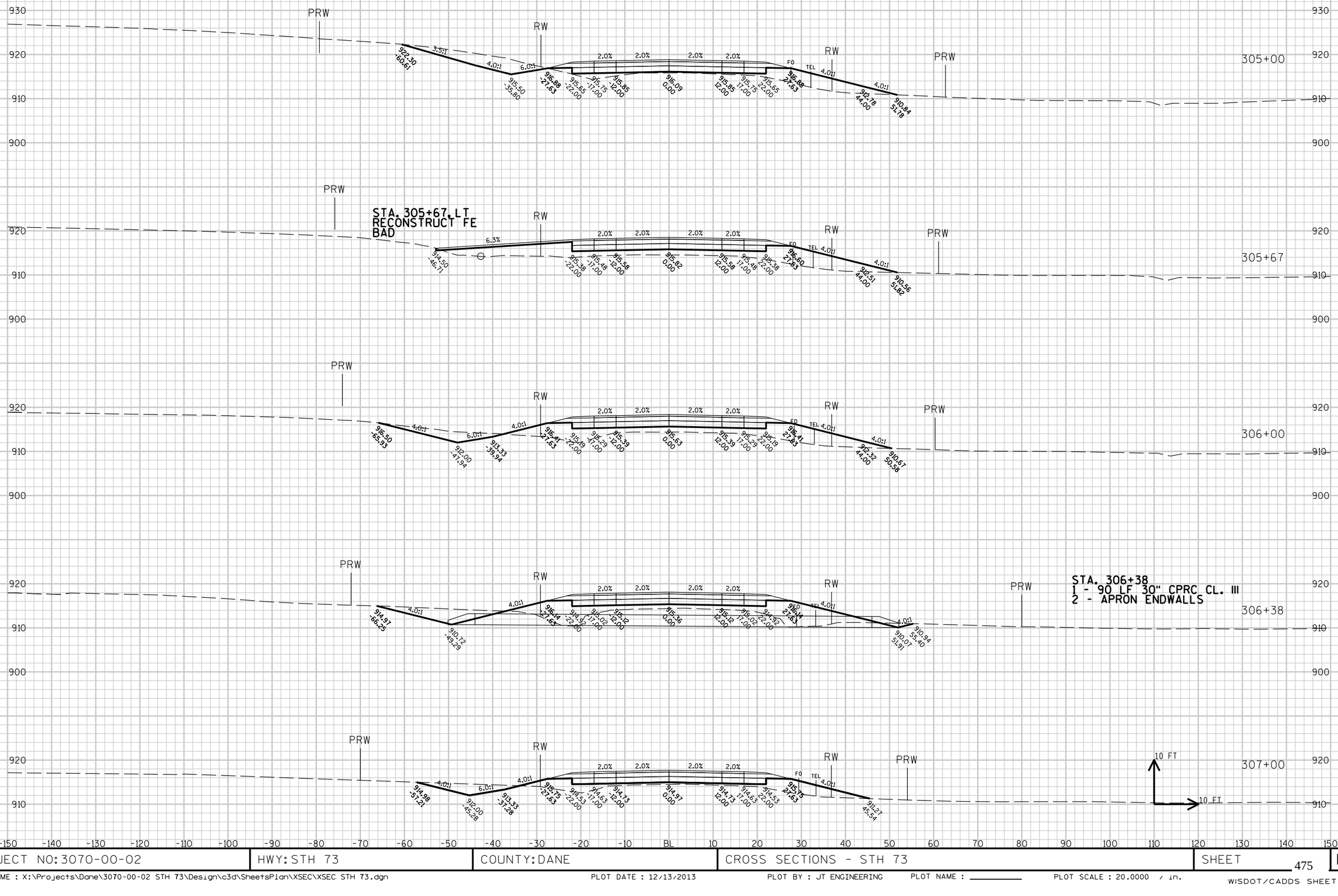

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 473 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in. | WISDOT/CADDS SHEET 21




9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 474 E |
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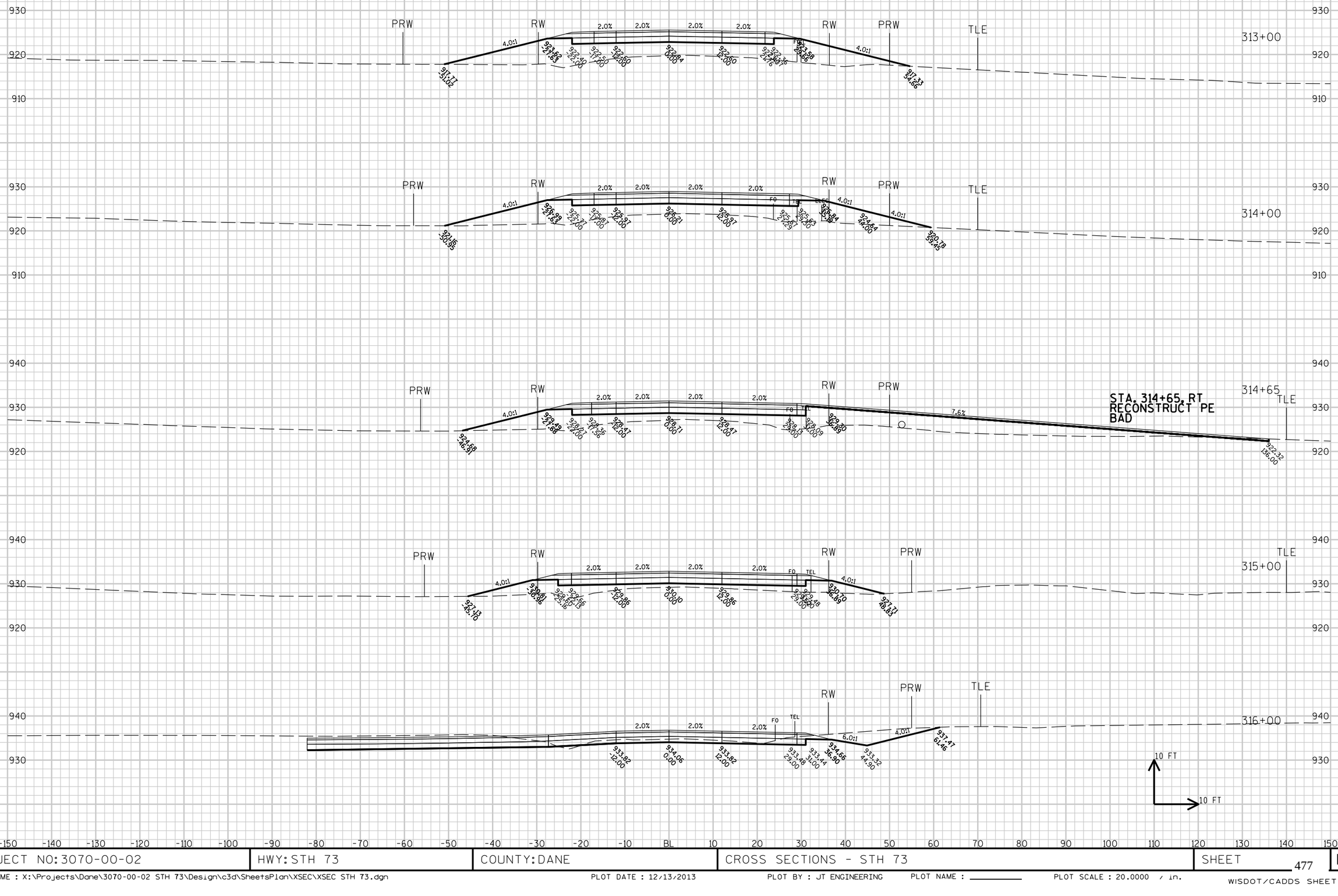


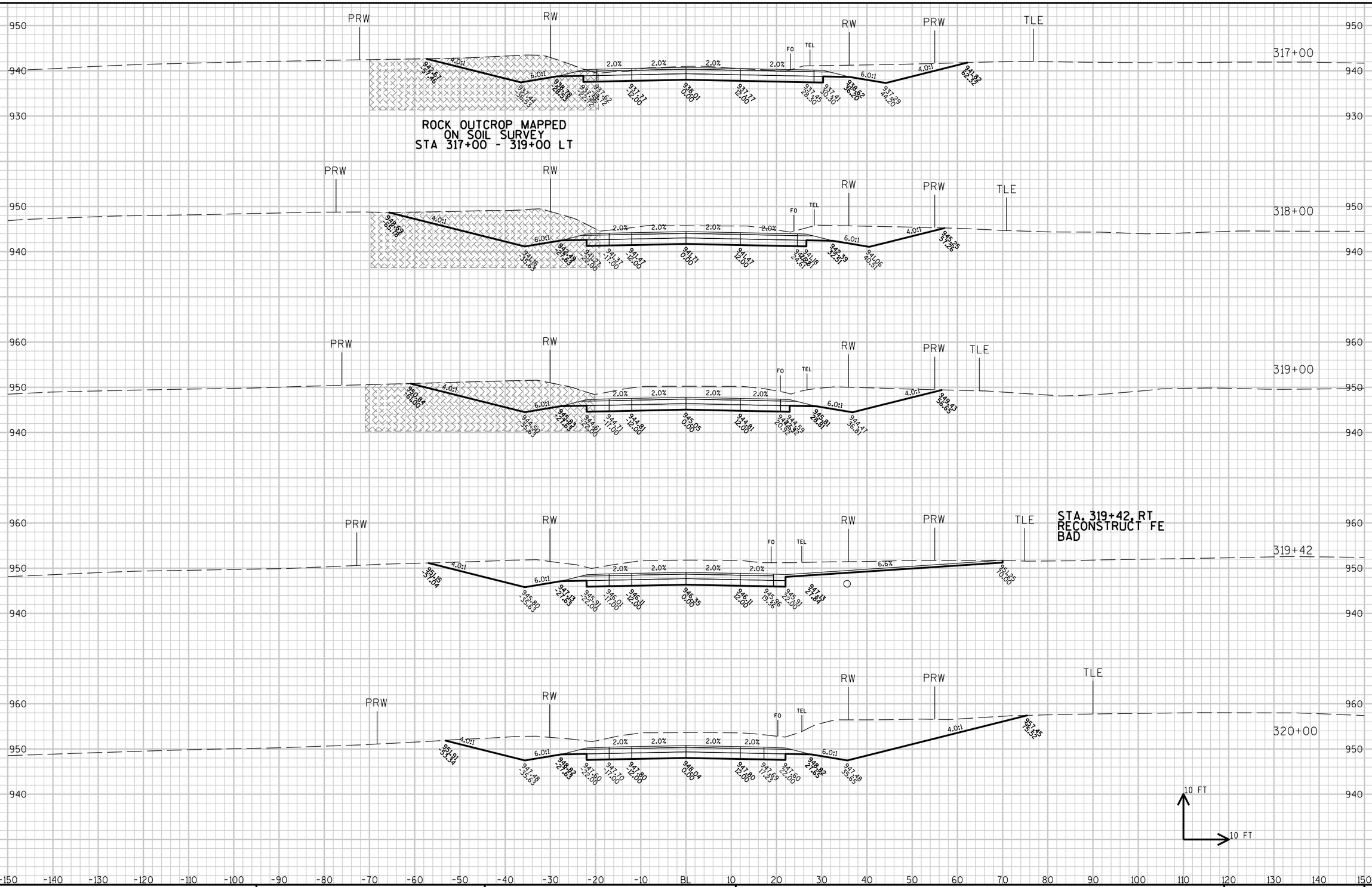

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 475 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21


308+00
309+00
309+73
STA. 309+73
2 - 84 LF 36" CPRC CL. III
4 - APRON ENDWALLS
310+00
311+00
312+00
PRW
RW
TLE
FO
TEL
2.0%
4.0:1
6.0:1
10 FT
920
910
930


313+00
PRW
RW
RW
PRW
TLE
4.0:1
2.0%
FO
TEL
314+00
314+65
STA. 314+65, RT
RECONSTRUCT PE
BAD
7.6%
315+00
316+00
6.0:1
10 FT
10 FT

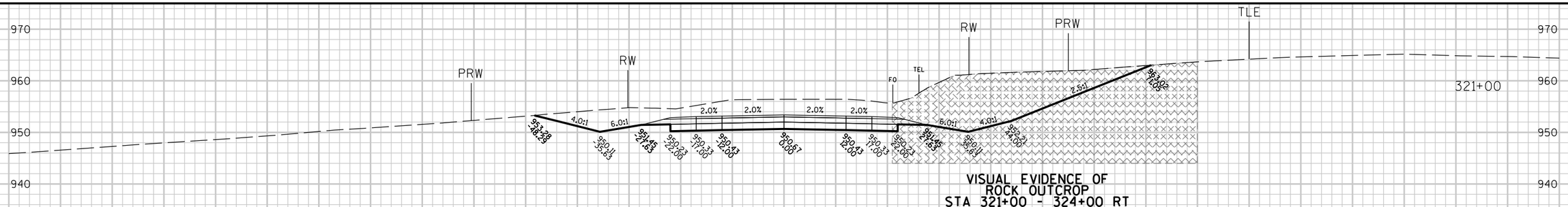



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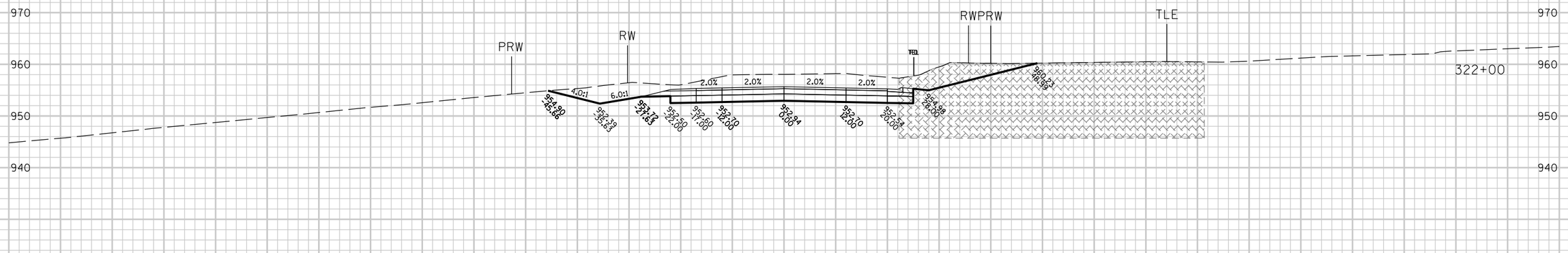
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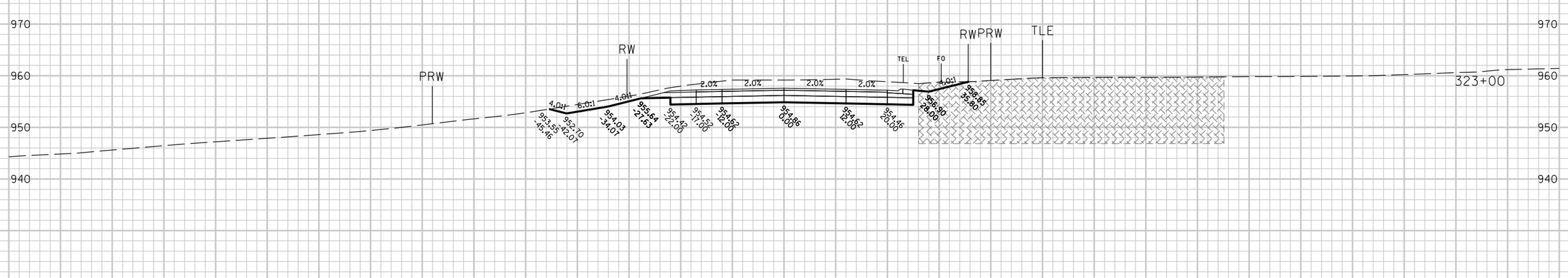
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 478 E |
|---|---|---|---|---|

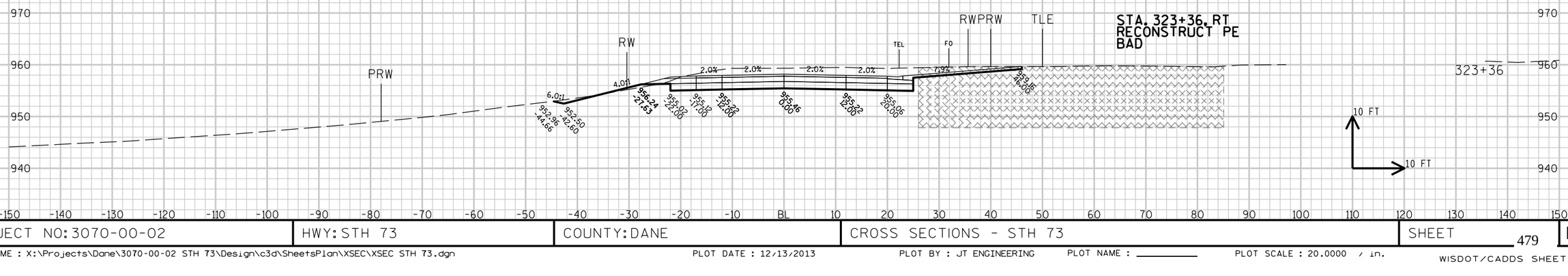
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in. | WISDOT/CADDS SHEET 21




VISUAL EVIDENCE OF
ROCK OUTCROP
STA 321+00 - 324+00 RT




STA. 323+36, RT
RECONSTRUCT PE
BAD

10 FT
10 FT

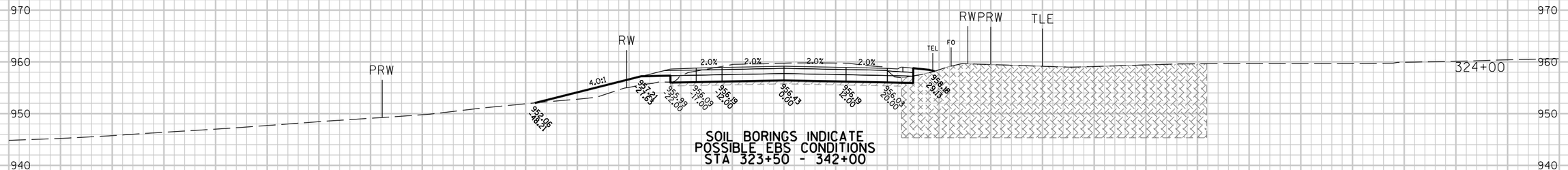
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 479 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

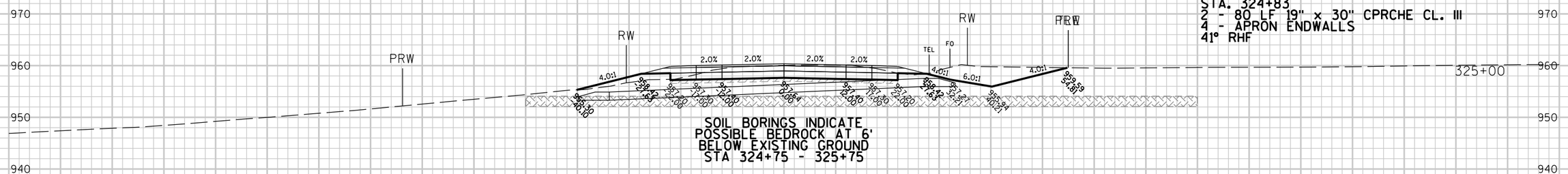
WISDOT/CADDS SHEET 21



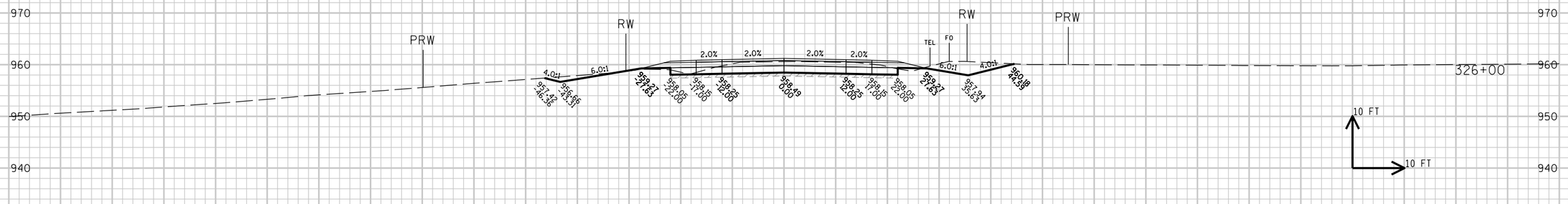

SOIL BORINGS INDICATE
POSSIBLE EBS CONDITIONS
STA 323+50 - 342+00




STA. 324+83
2 - 80 LF 19" x 30" CPRCHE CL. III
4 - APRON ENDWALLS
41° RHF




SOIL BORINGS INDICATE
POSSIBLE BEDROCK AT 6'
BELOW EXISTING GROUND
STA 324+75 - 325+75

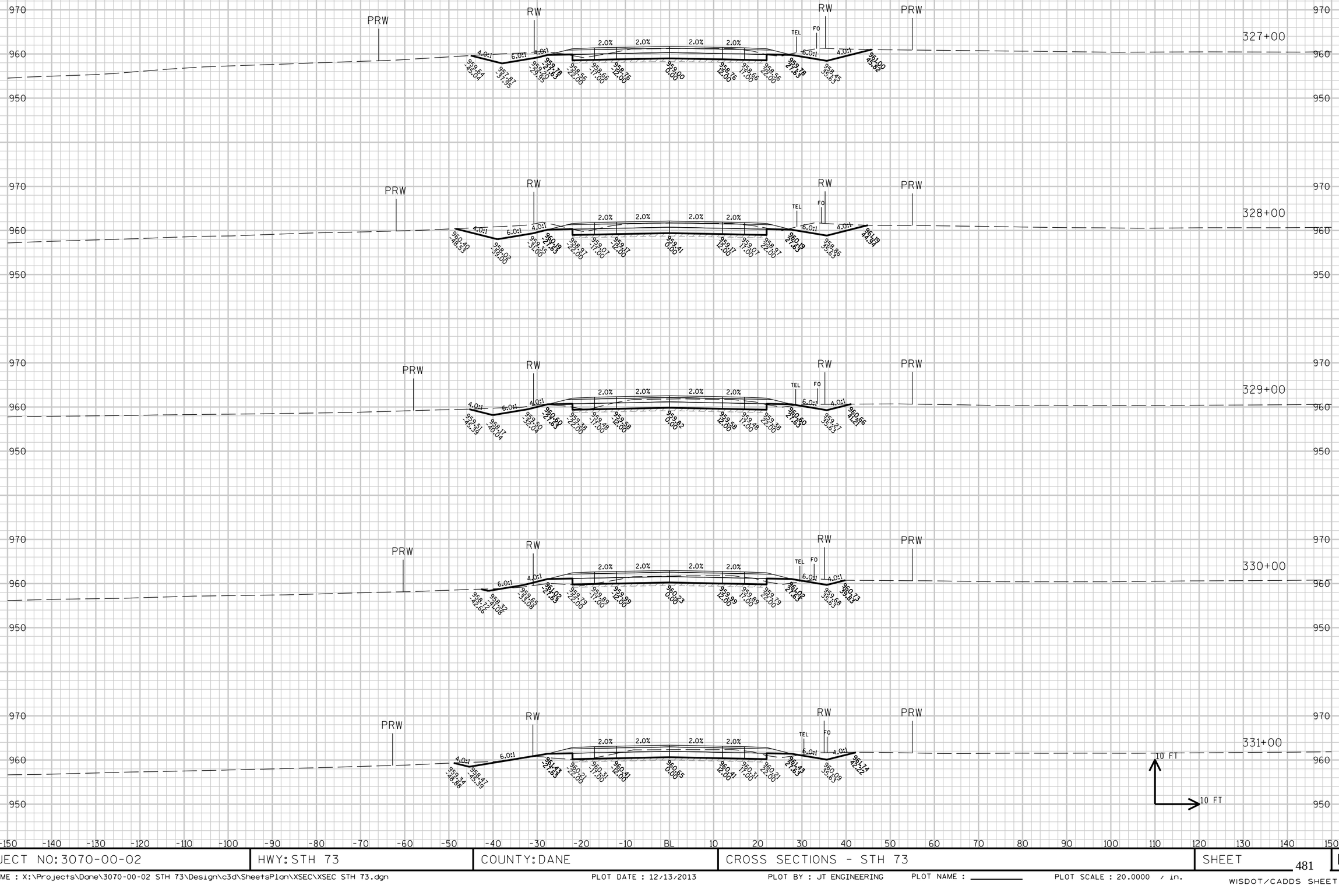



-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 480 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

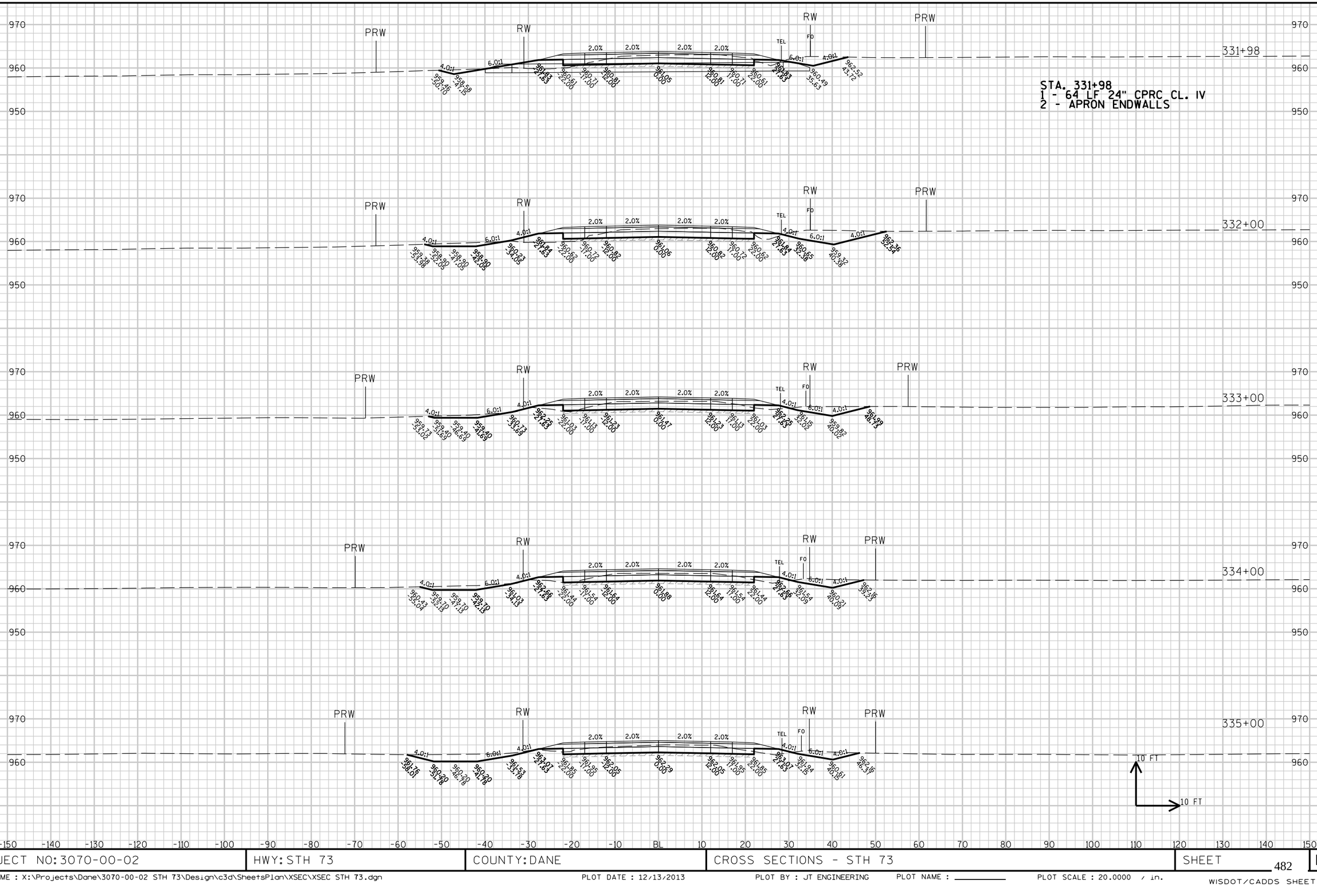



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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 481 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

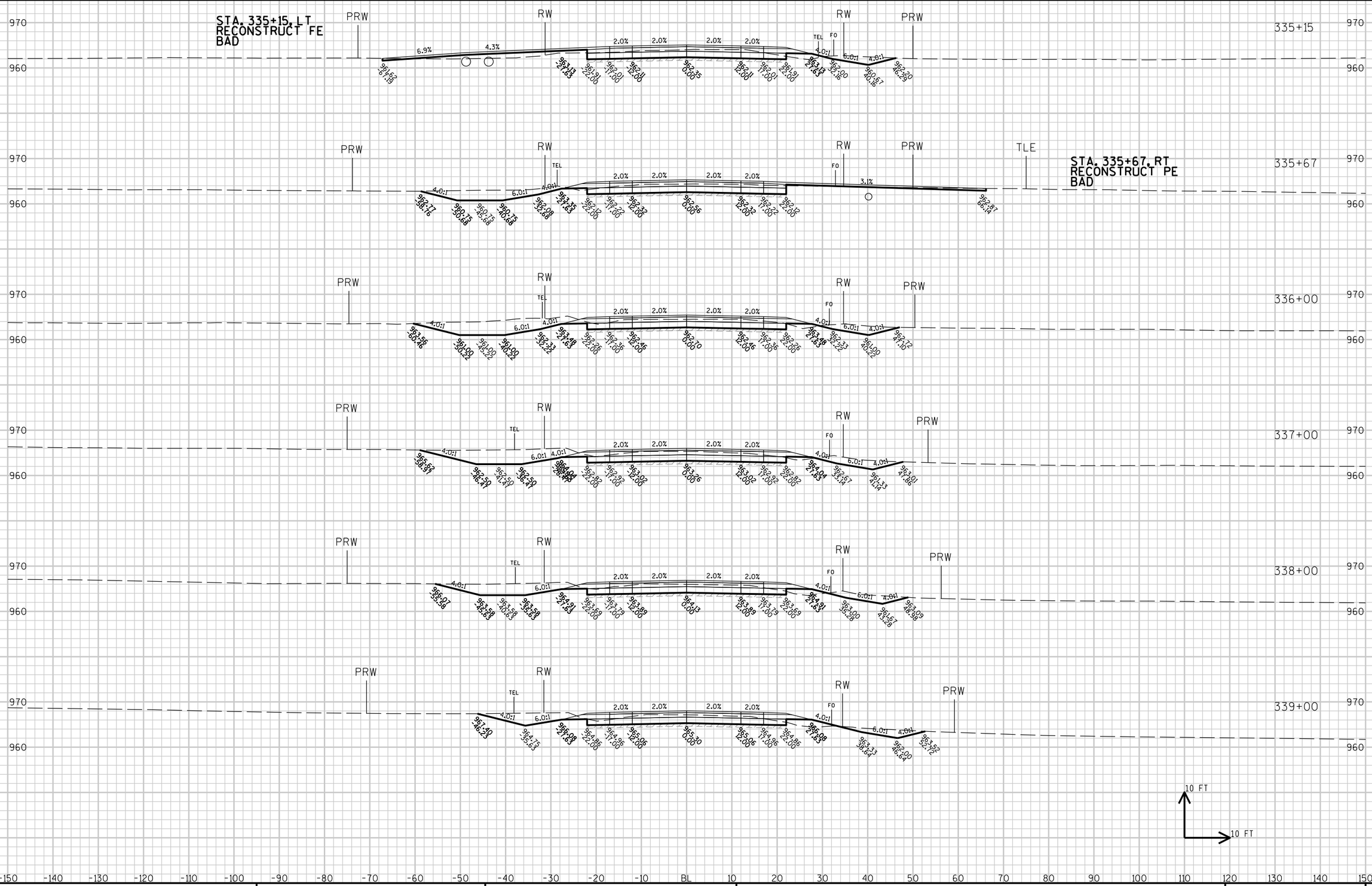



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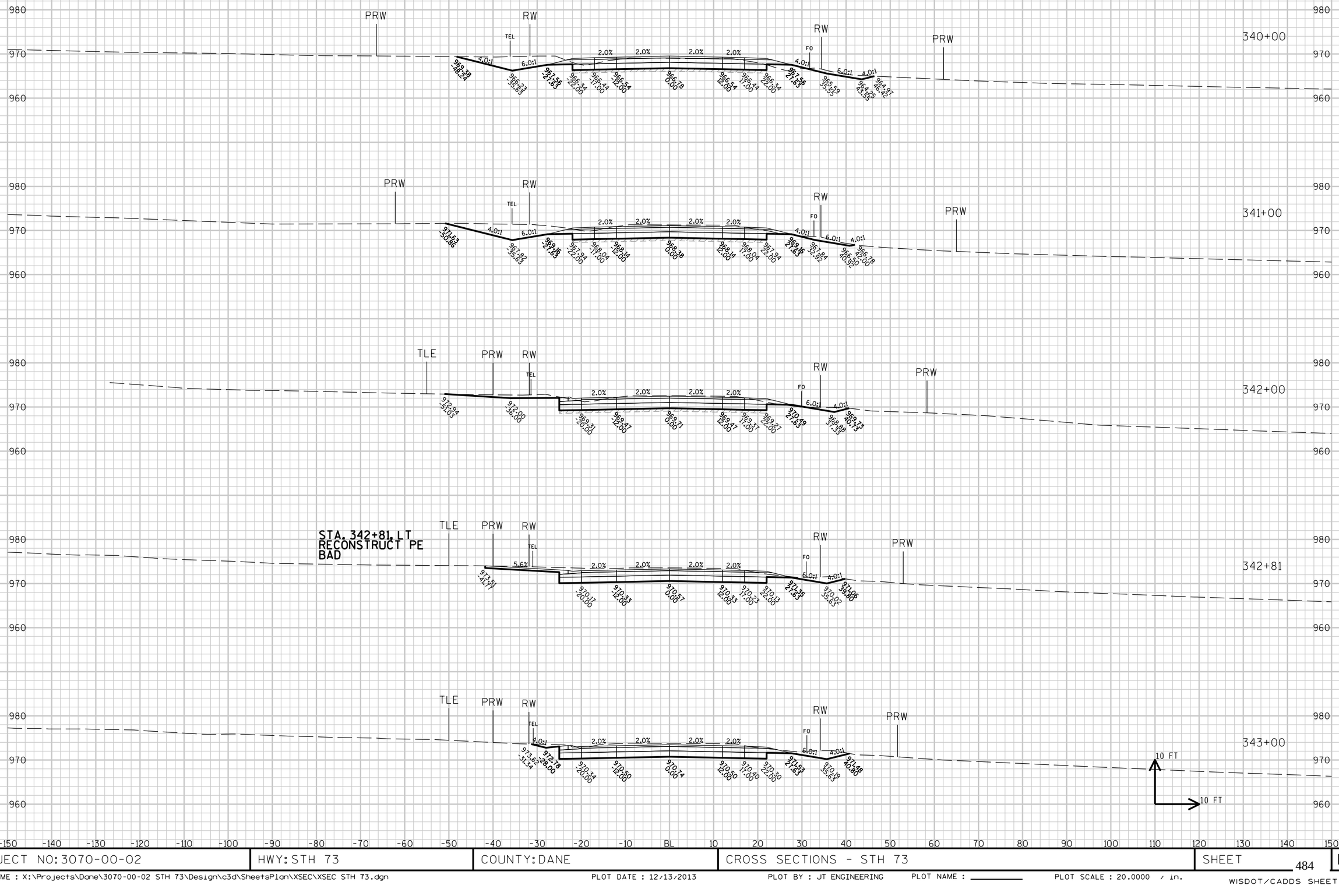
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 482 | E |
|---|---|---|---|---|---|



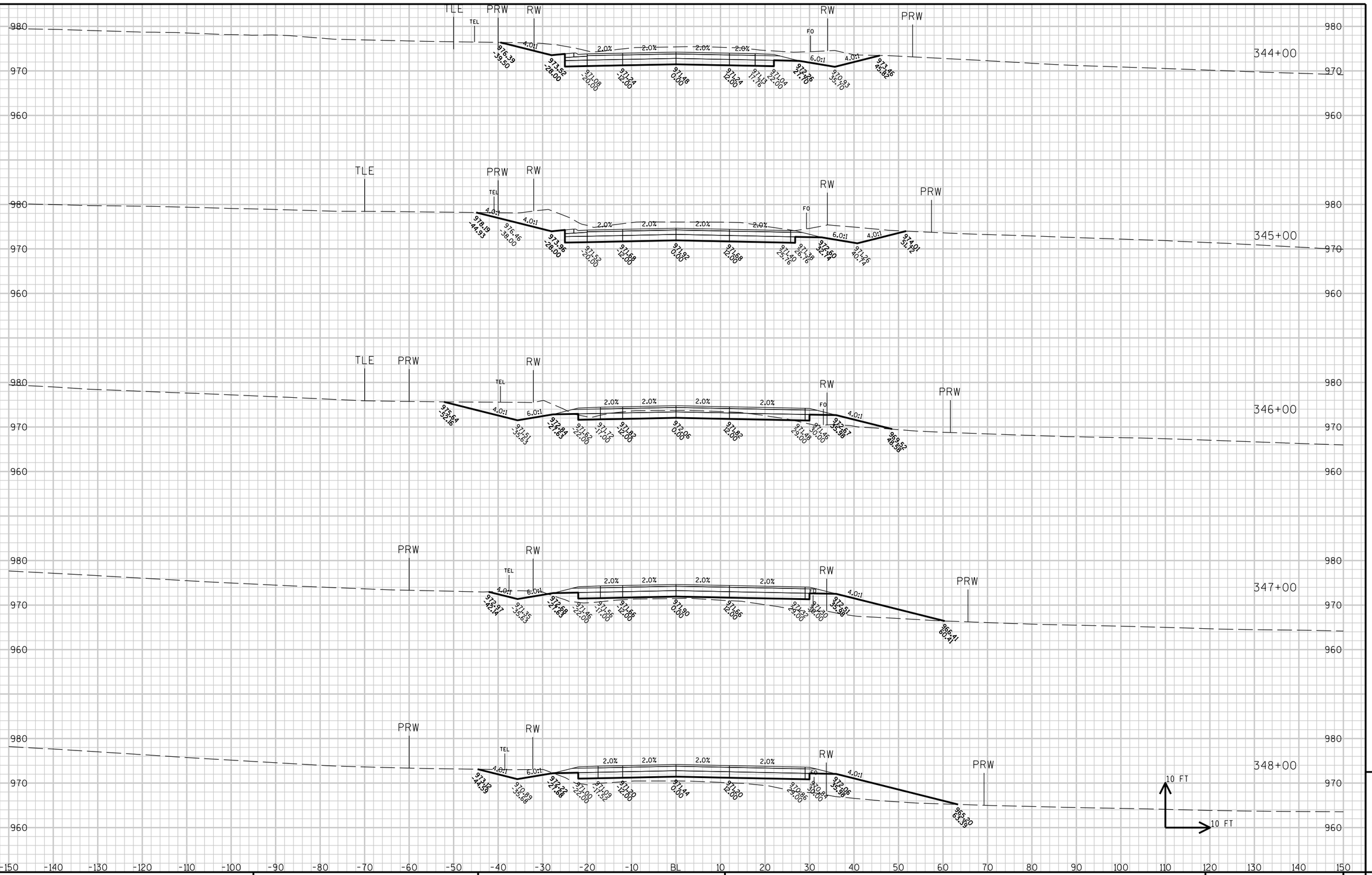

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 483 | E |
|---|---|---|---|---|---|




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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 484 | E |
|---|---|---|---|---|---|

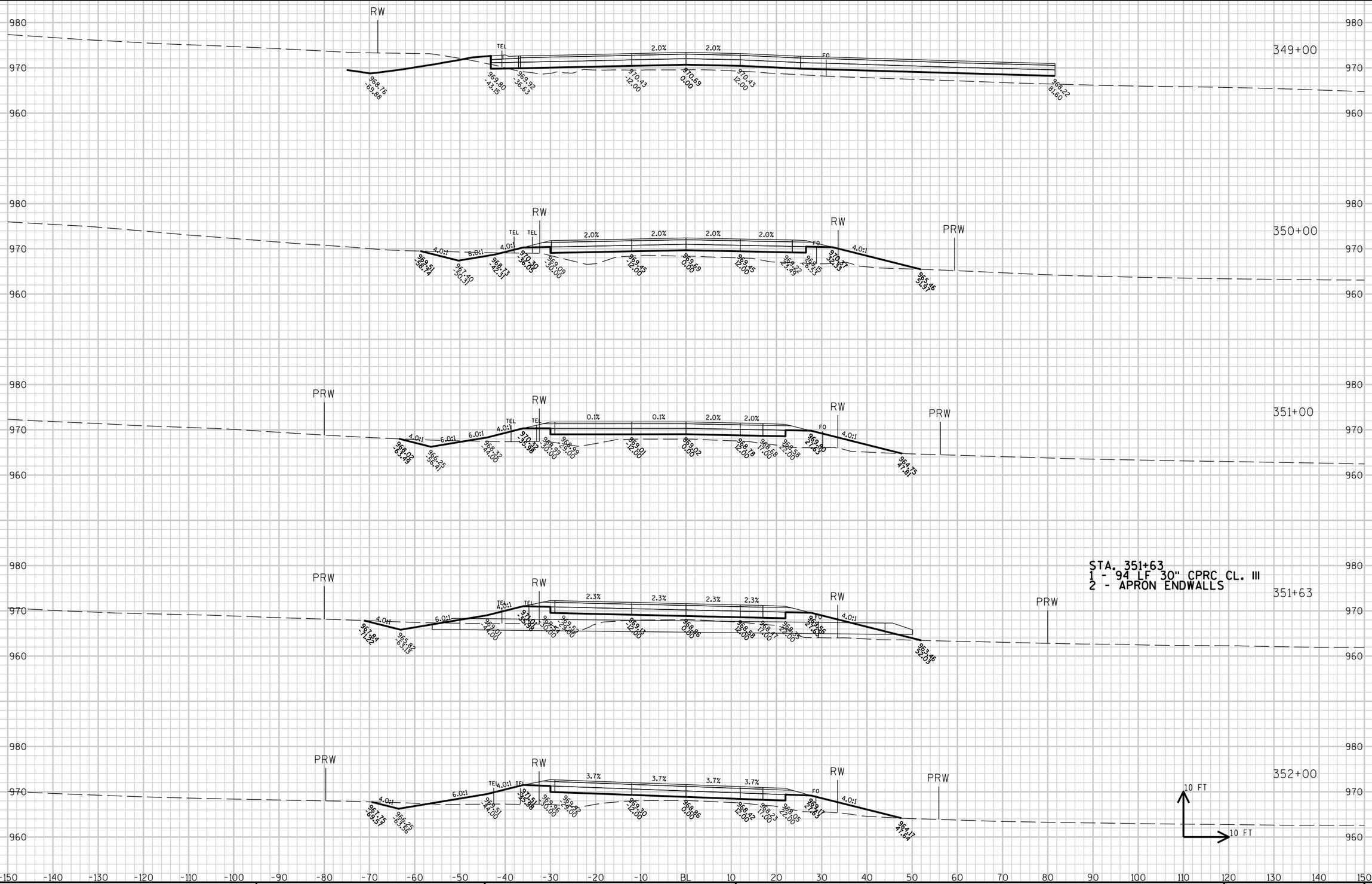



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 485 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21




9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 486 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

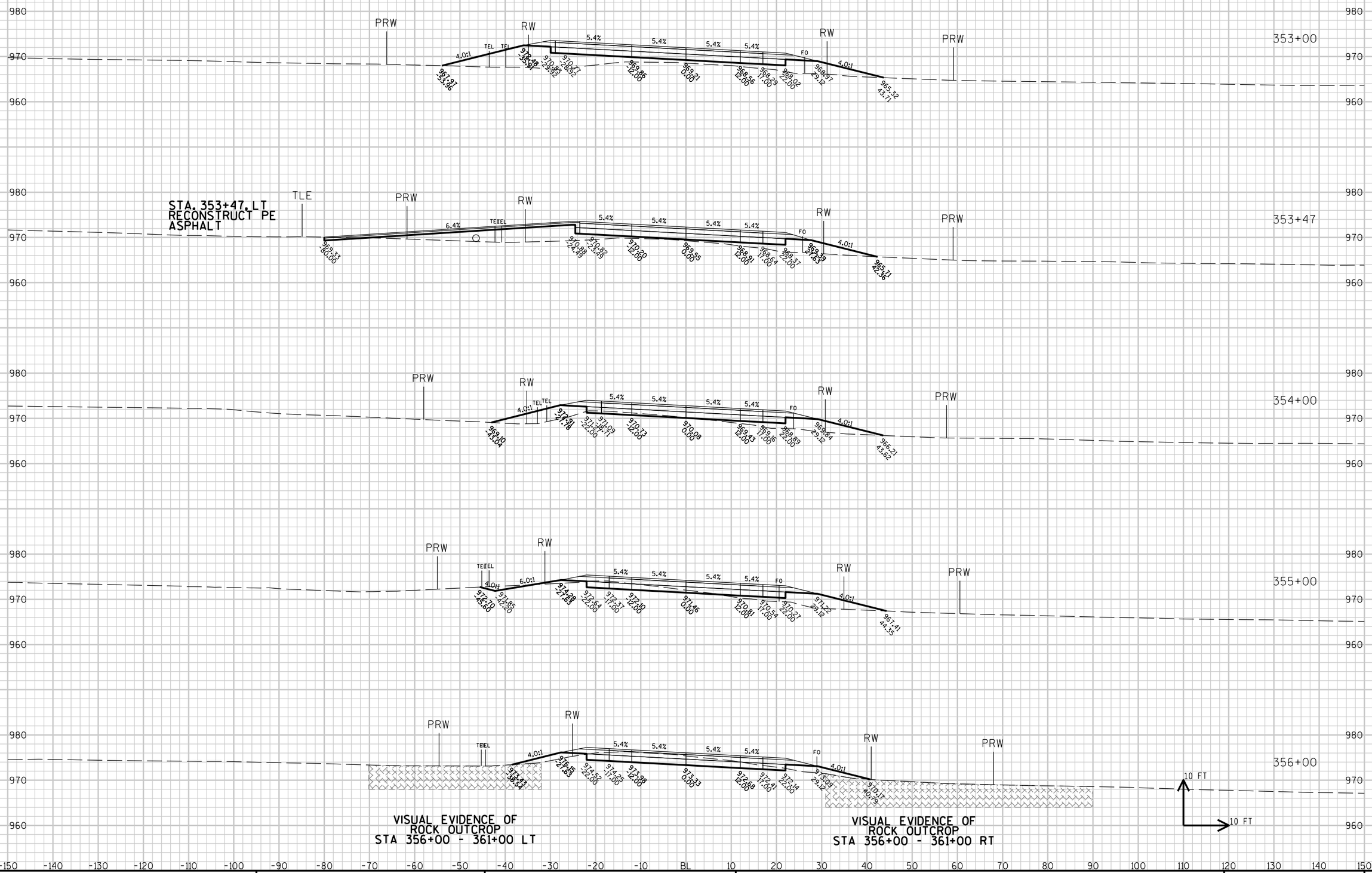
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



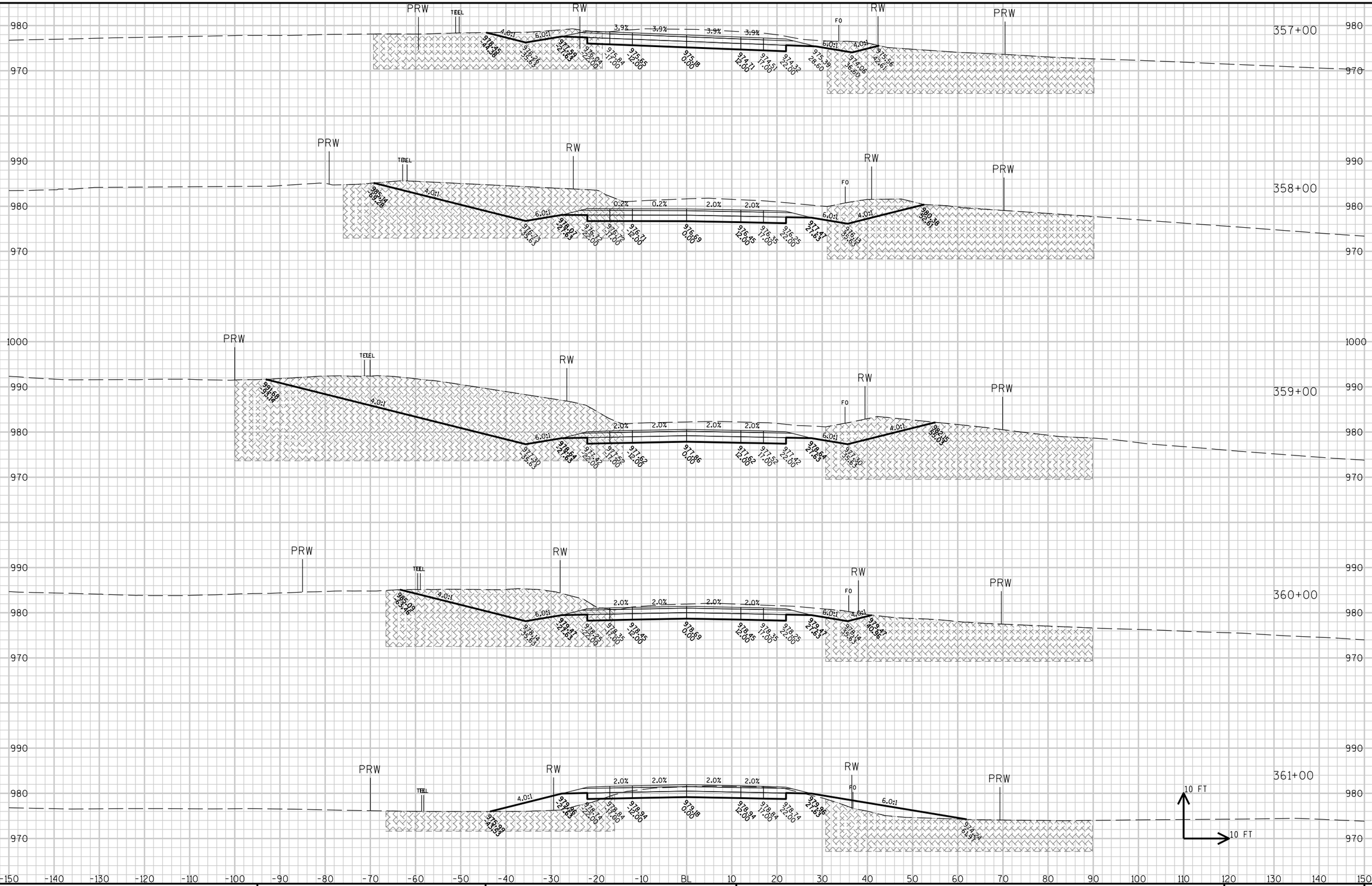

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 487 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

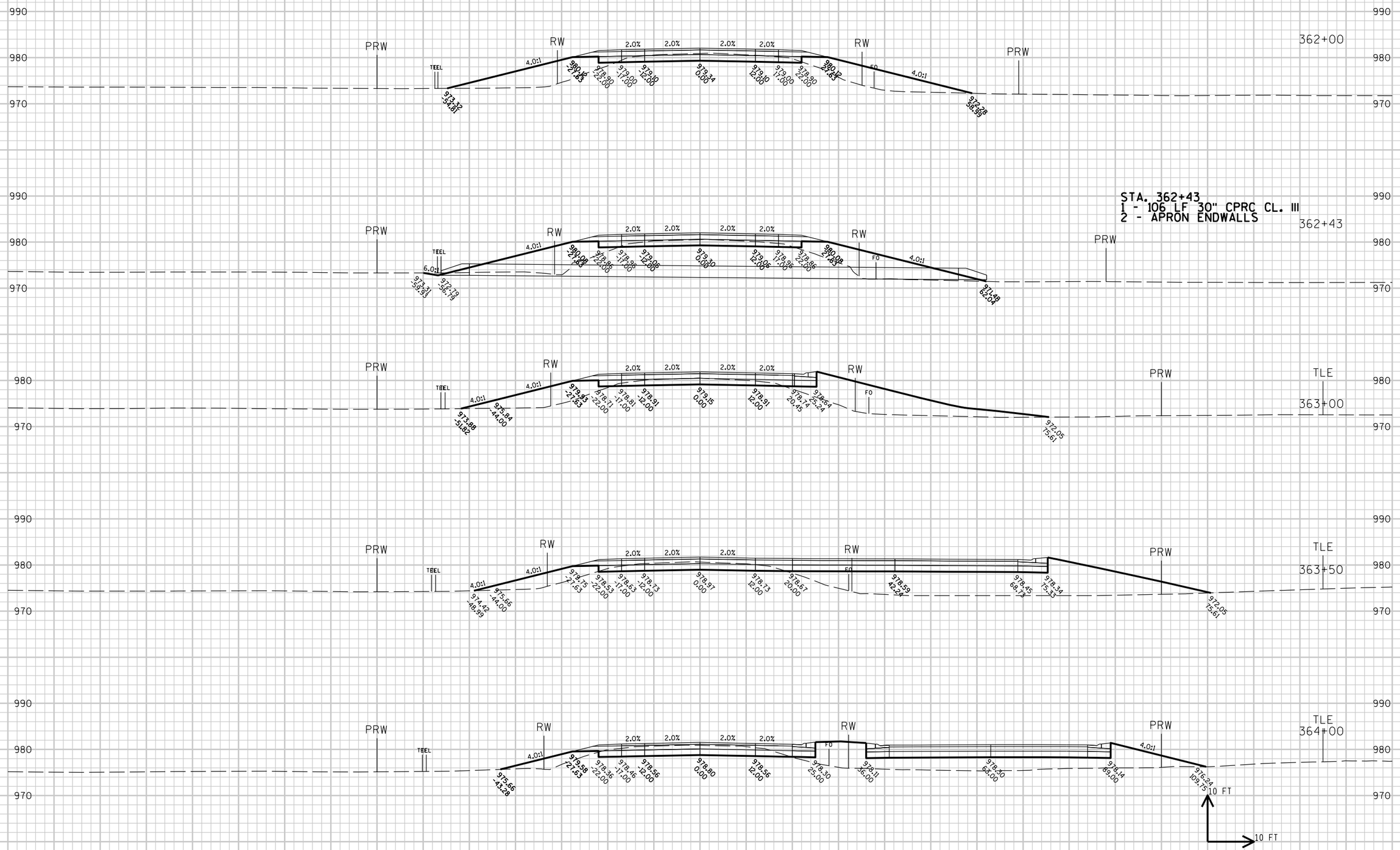
WISDOT/CADDS SHEET 21




9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 488 | E |
|---|---|---|---|---|---|




9

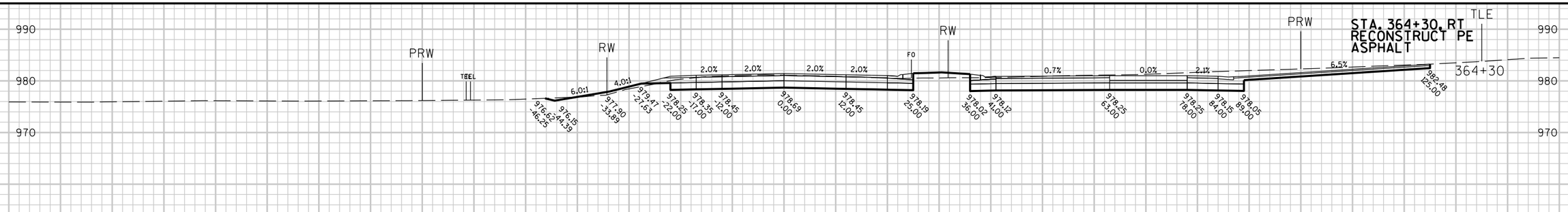
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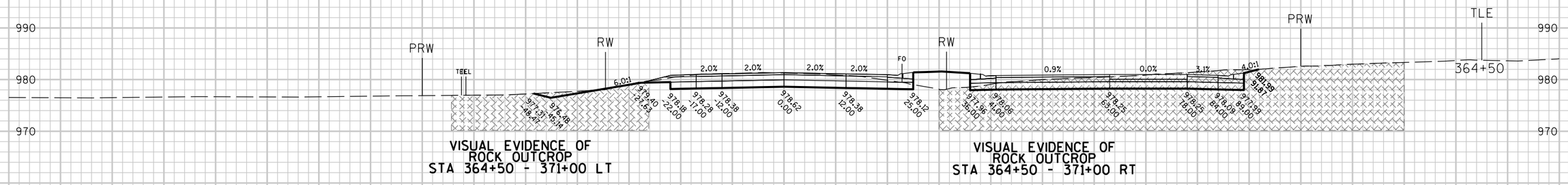
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 489 E |
|---|---|---|---|---|

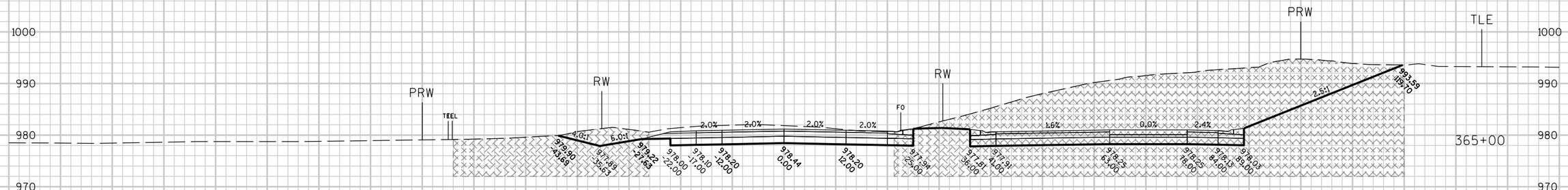
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

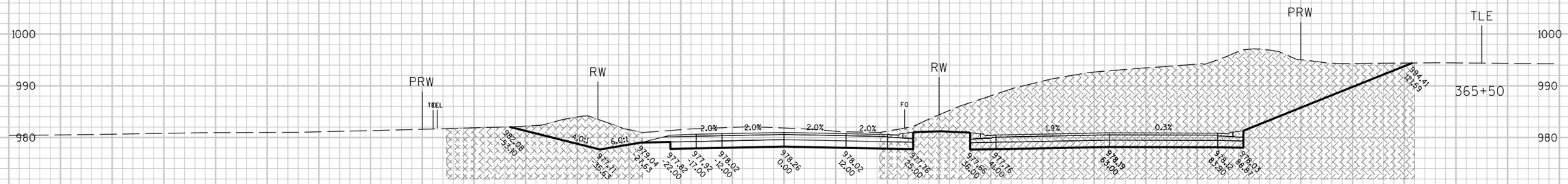
PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

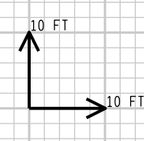
WISDOT/CADDS SHEET 21



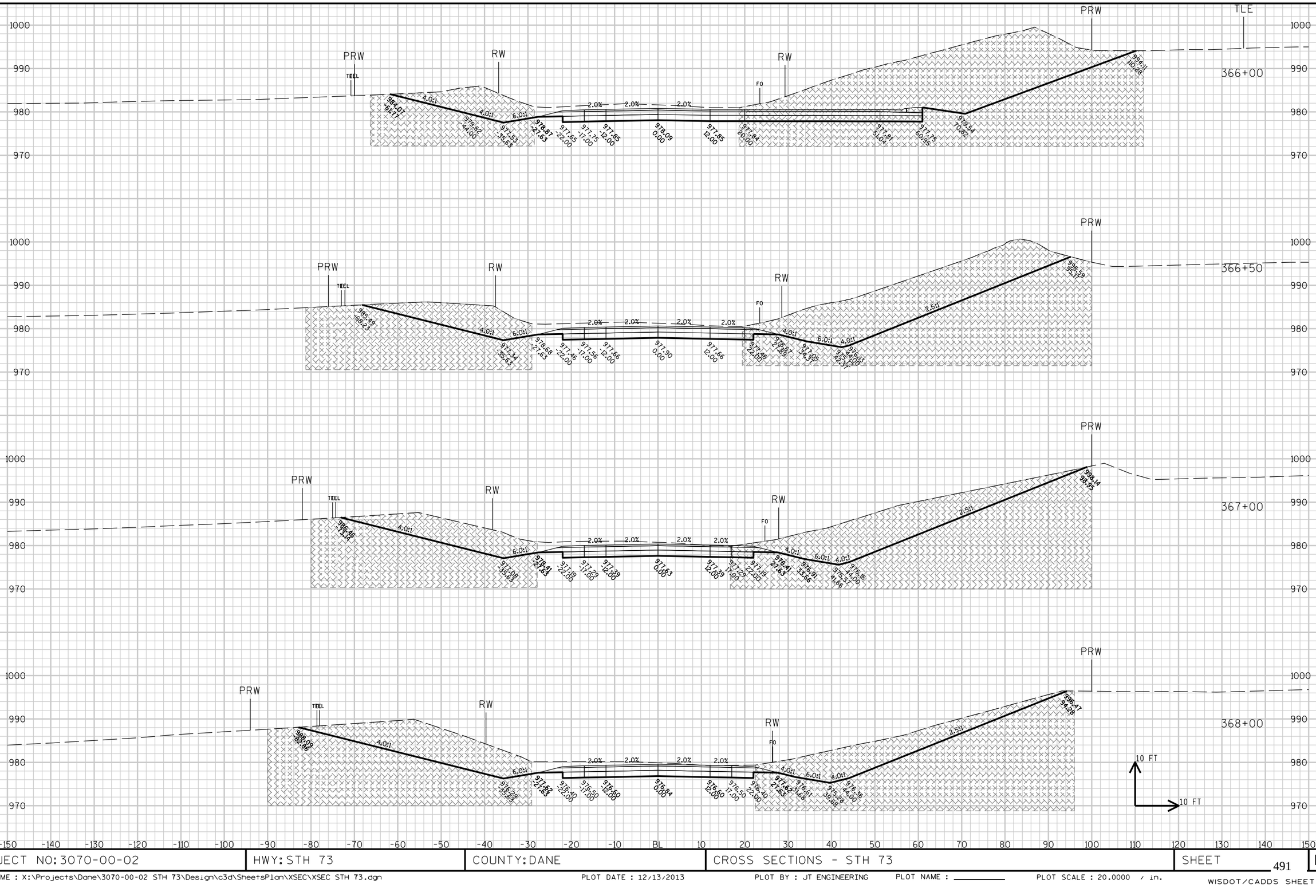




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 490 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

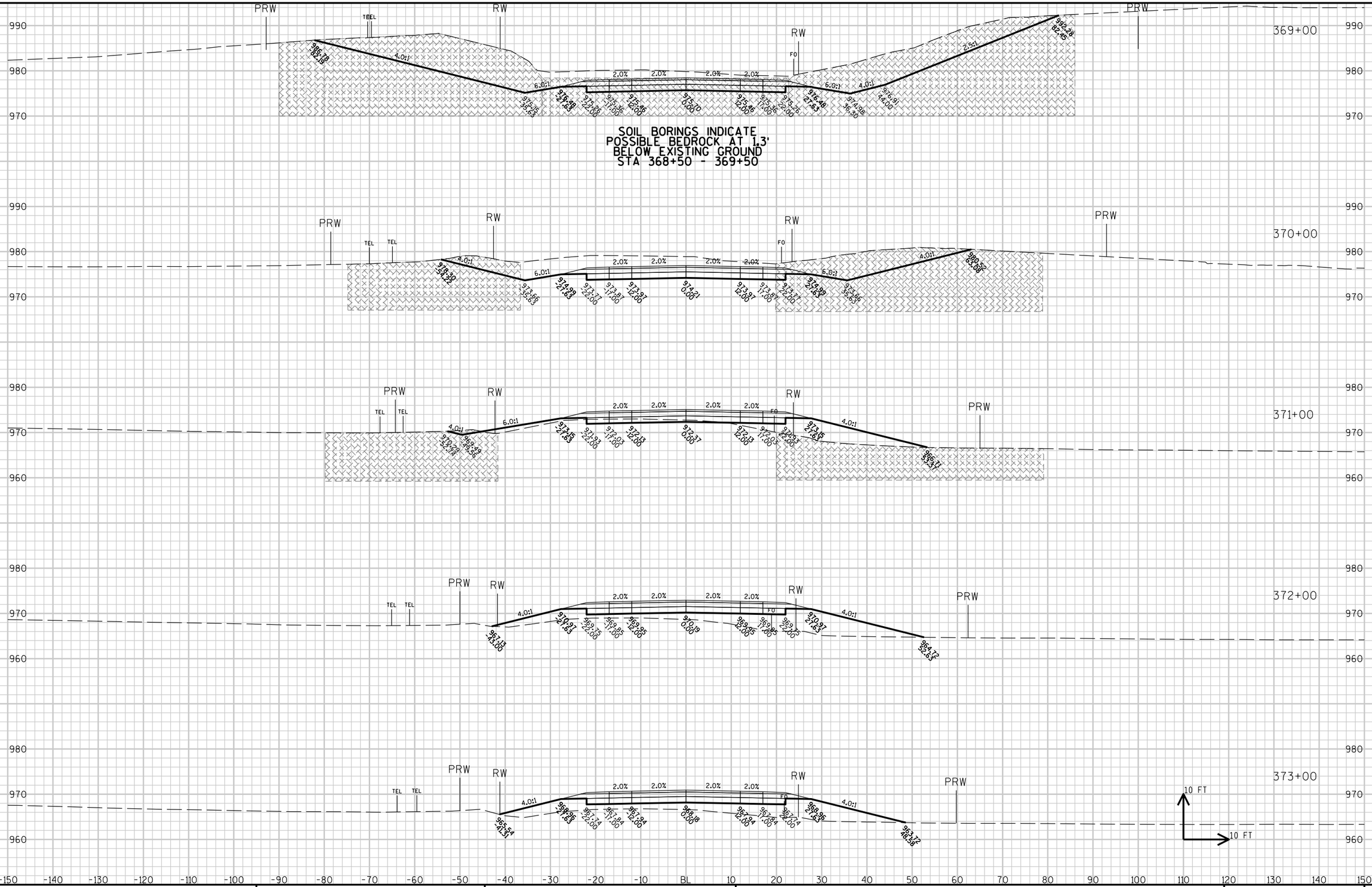
WISDOT/CADDS SHEET 21




| | | | | | |
|---|---|---|---|---|---|
| 9 | PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 491 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

9

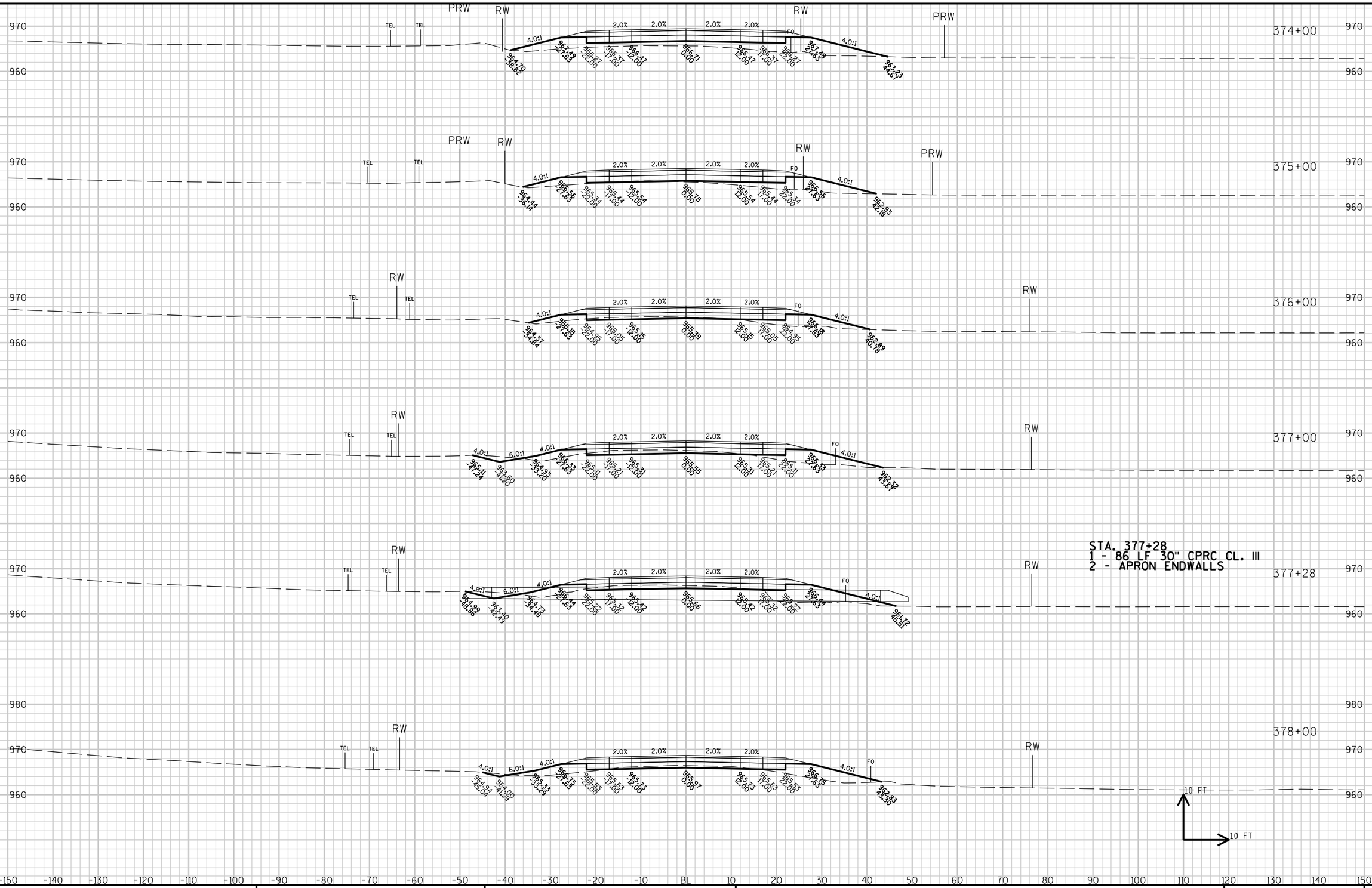
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 492 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 493 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

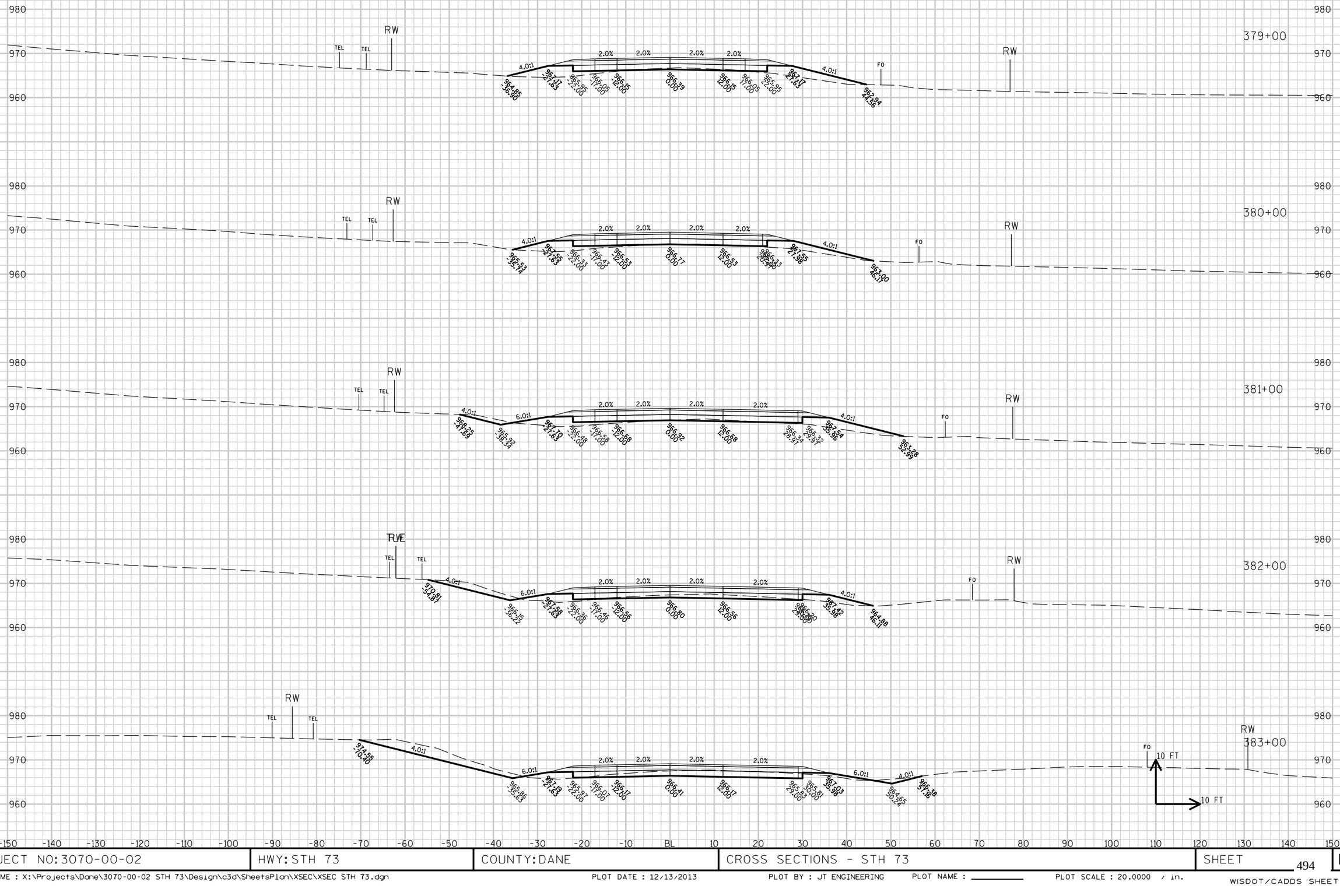
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



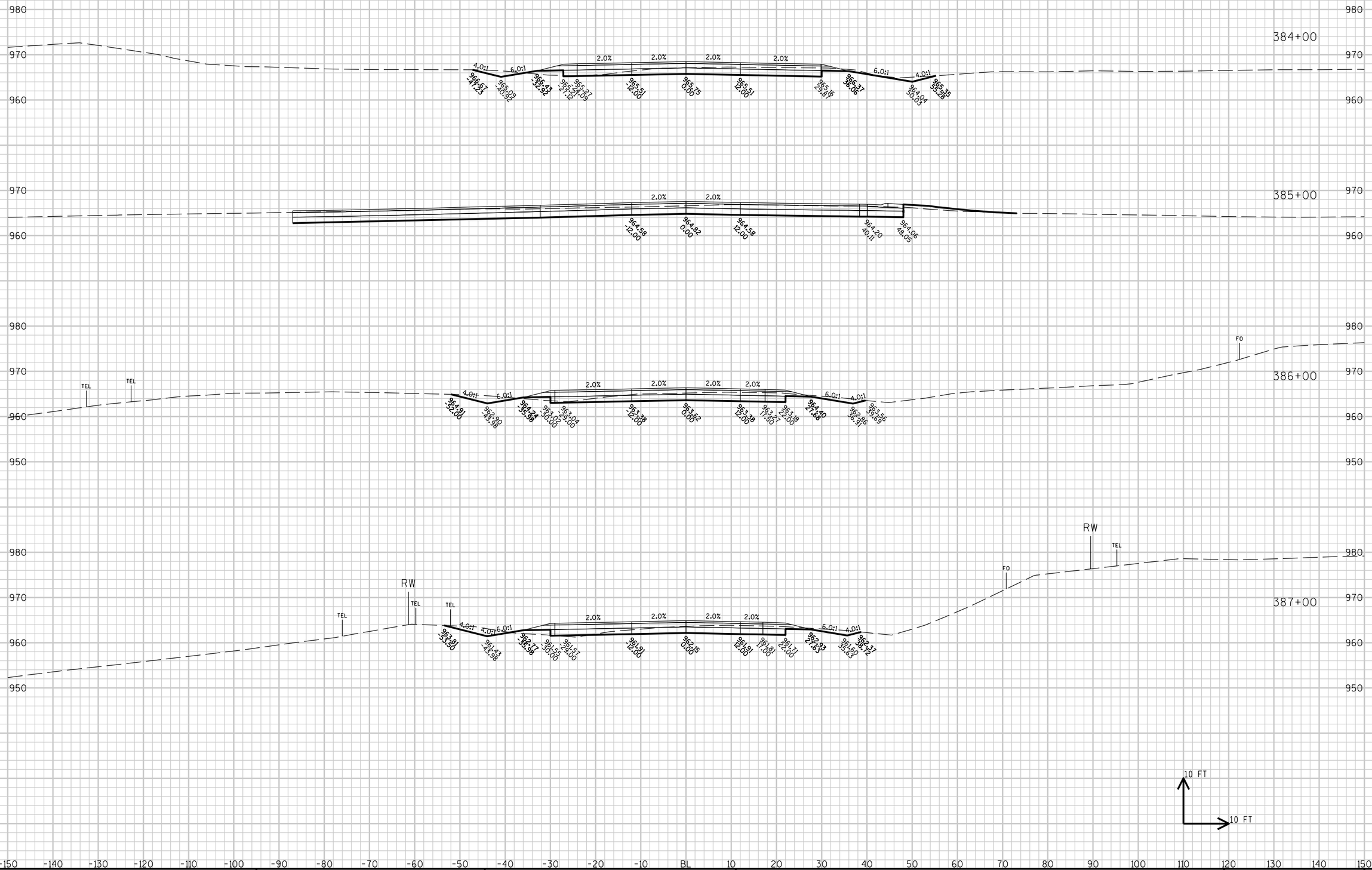

9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 494 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

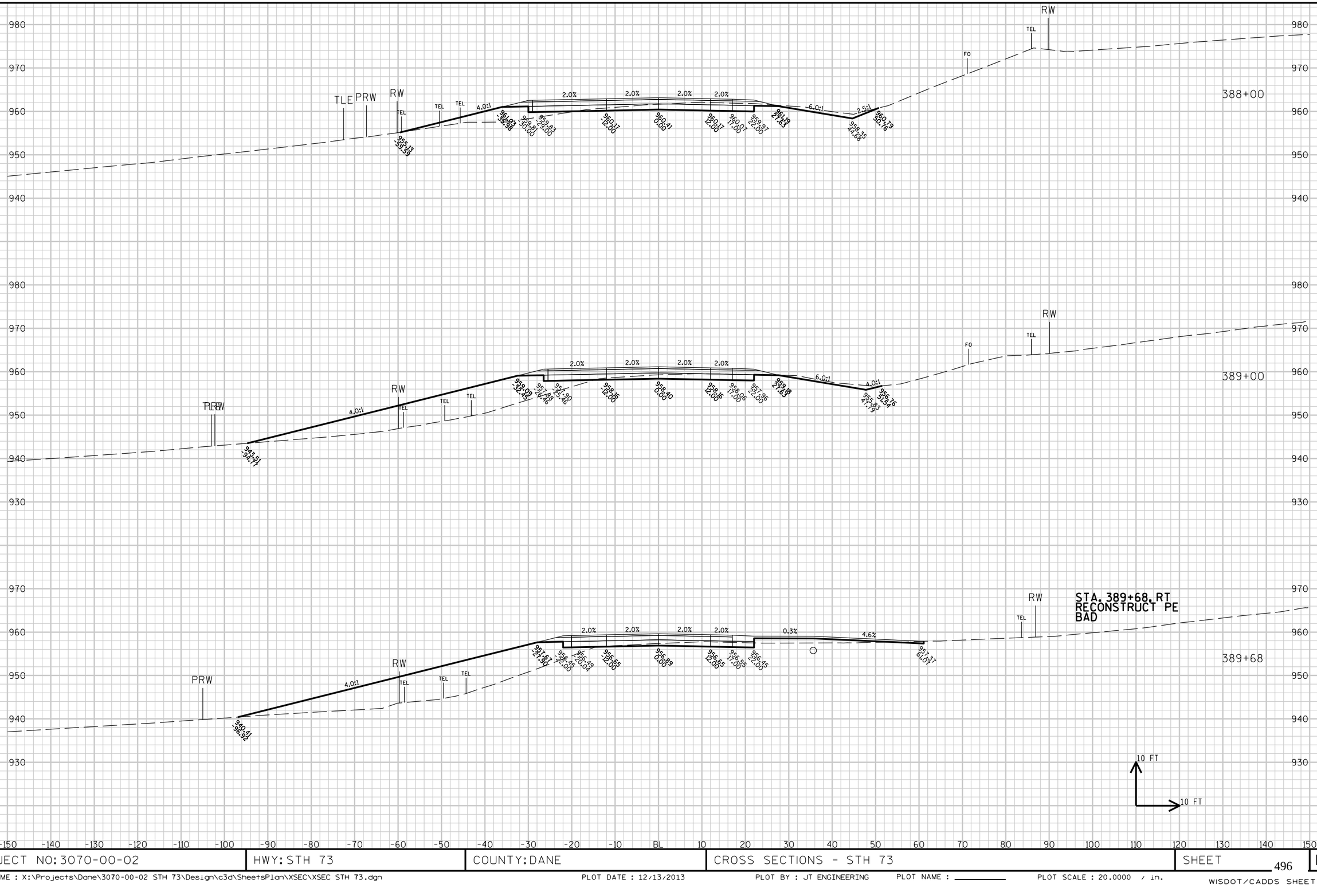
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 495 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

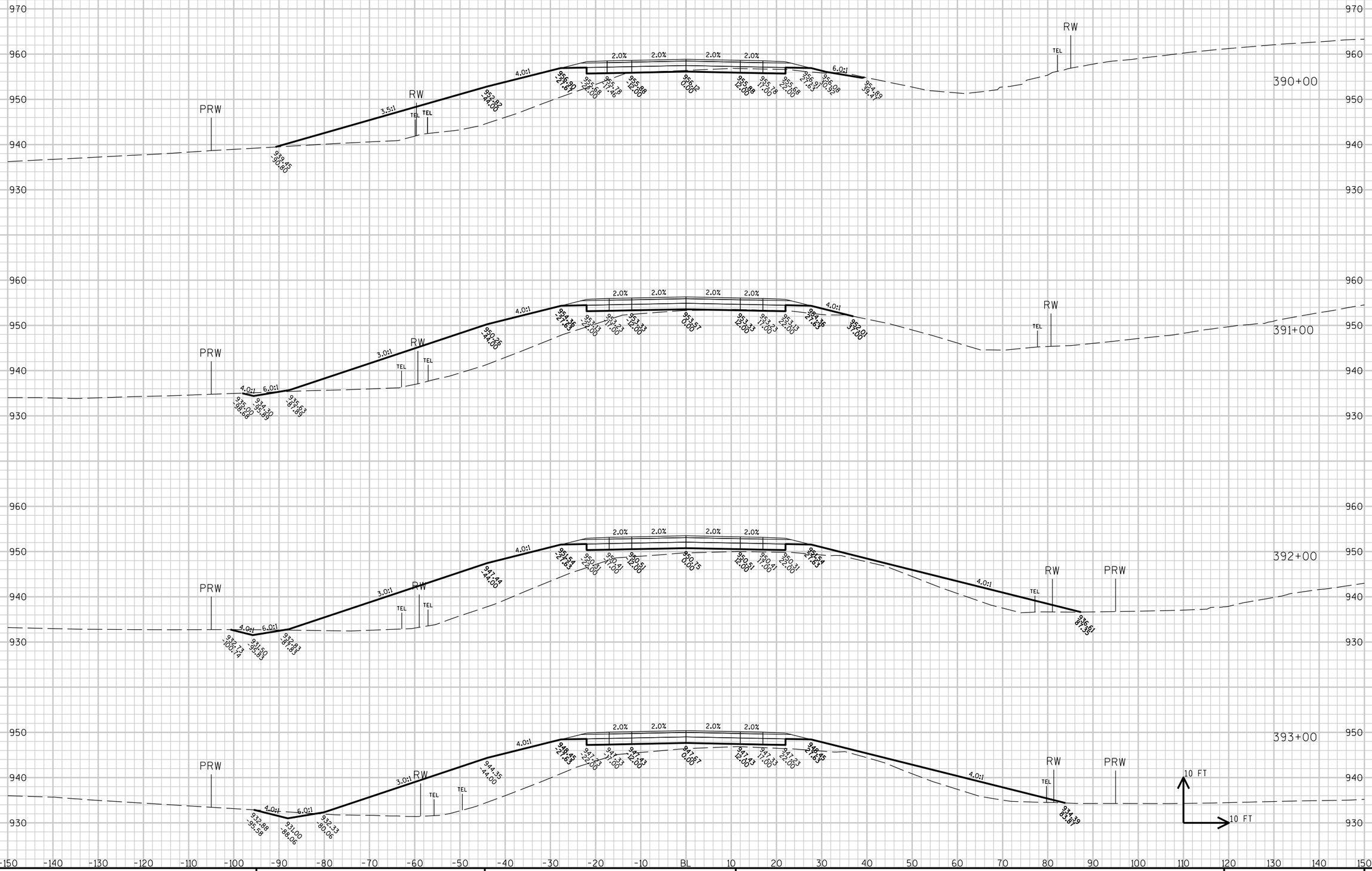
WISDOT/CADDS SHEET 21




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PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 496 E

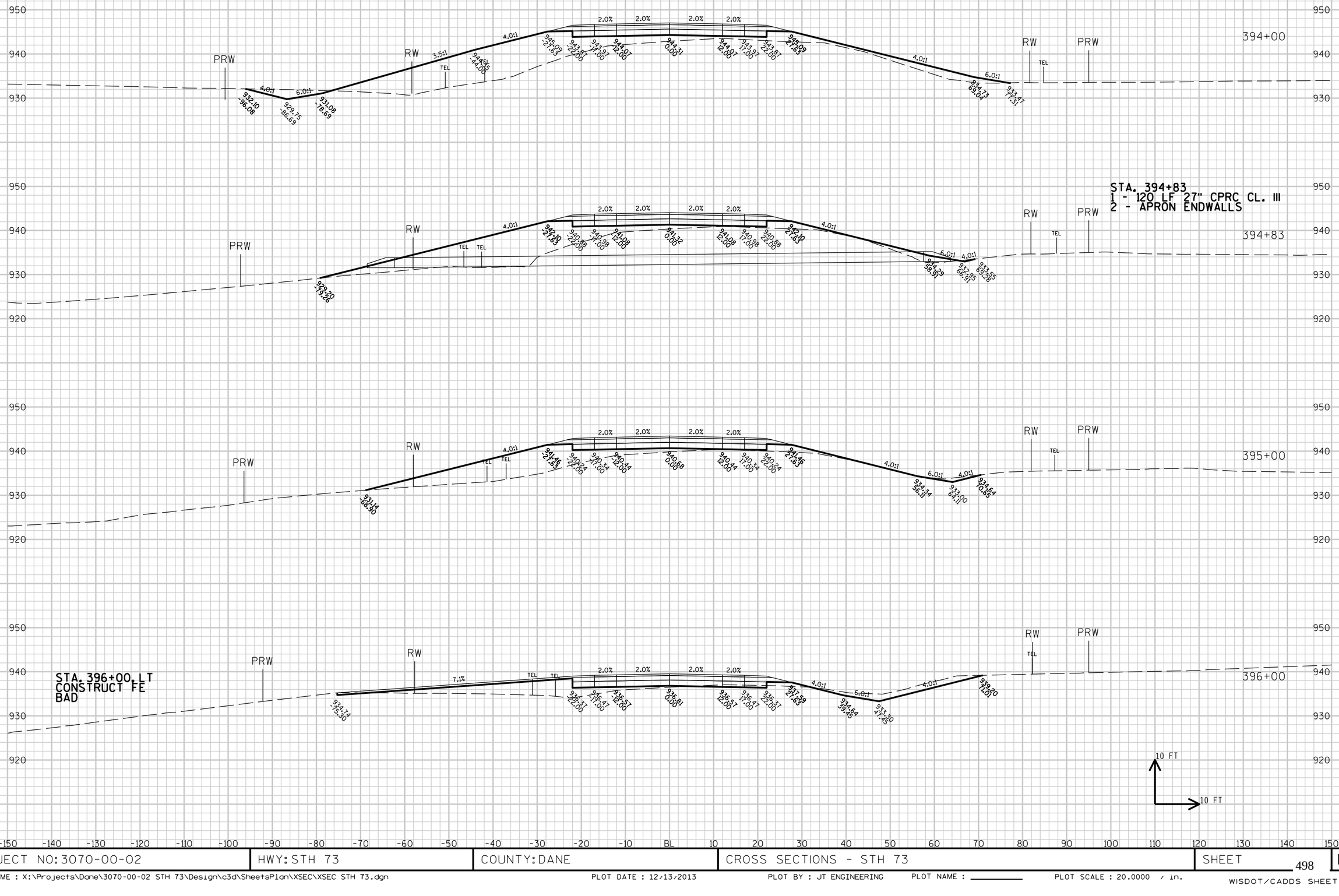



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 497 E |
|---|---|---|---|---|

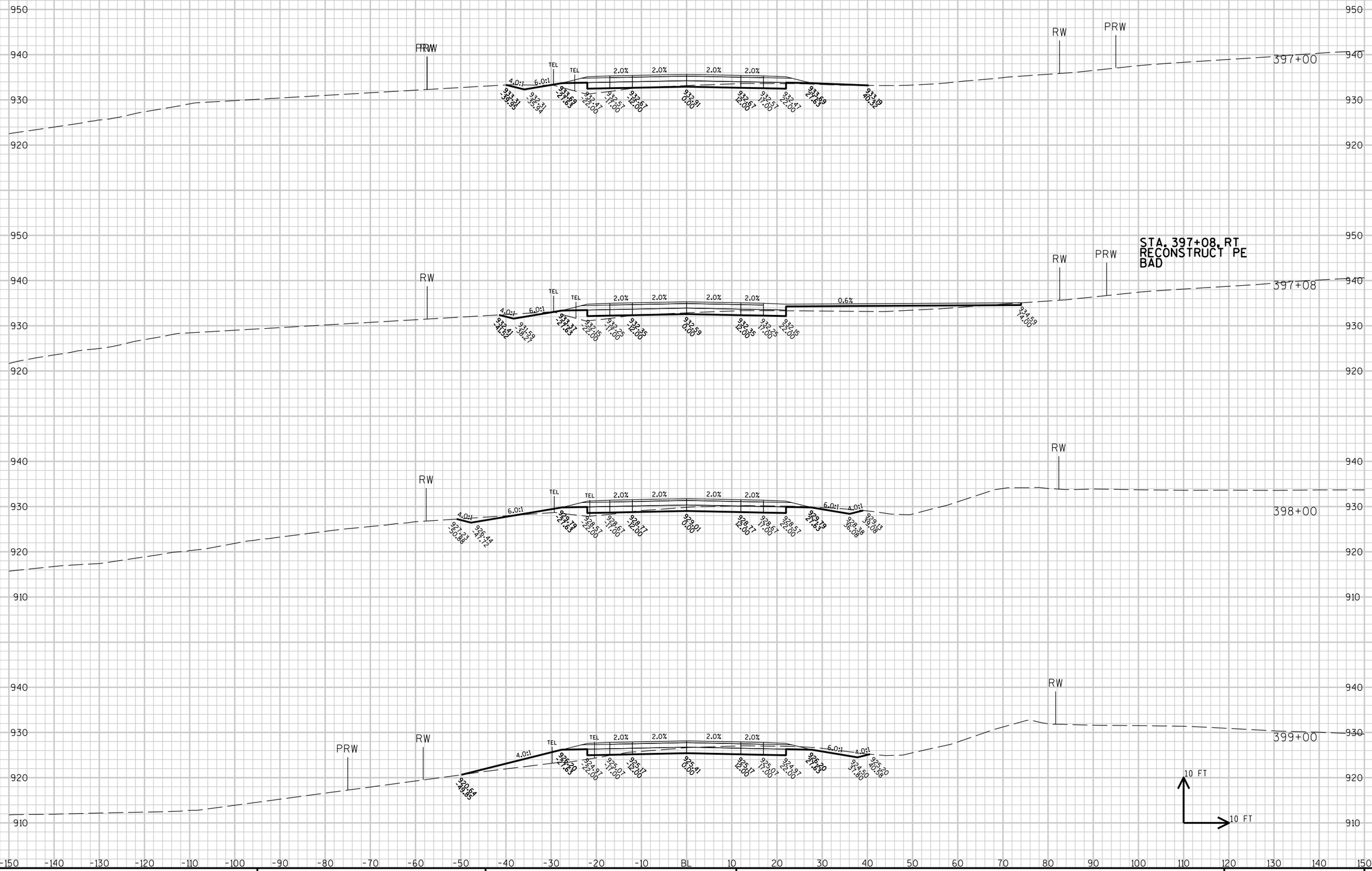
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 498 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




9

9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 499 | E |
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FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

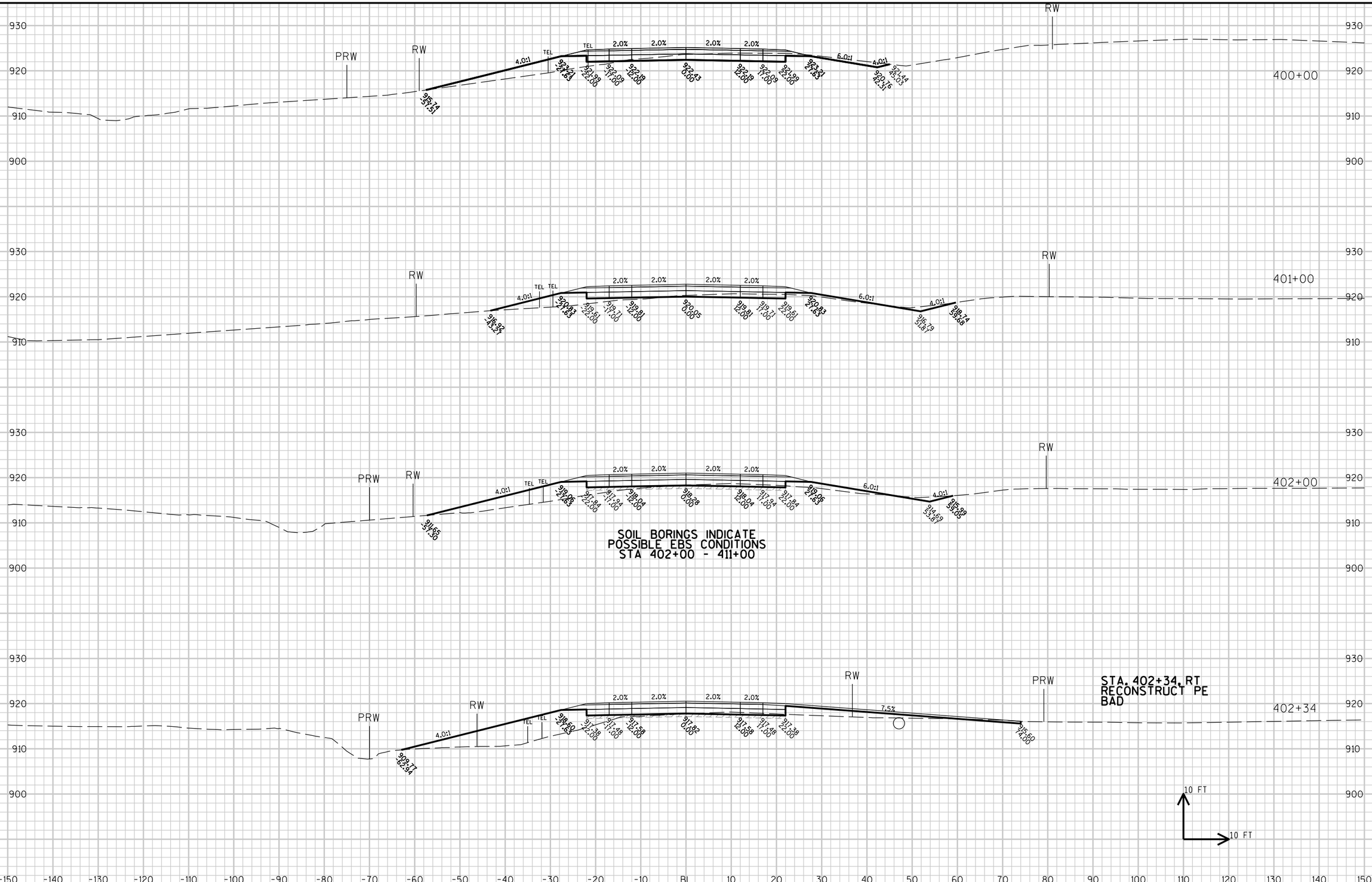
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 500 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

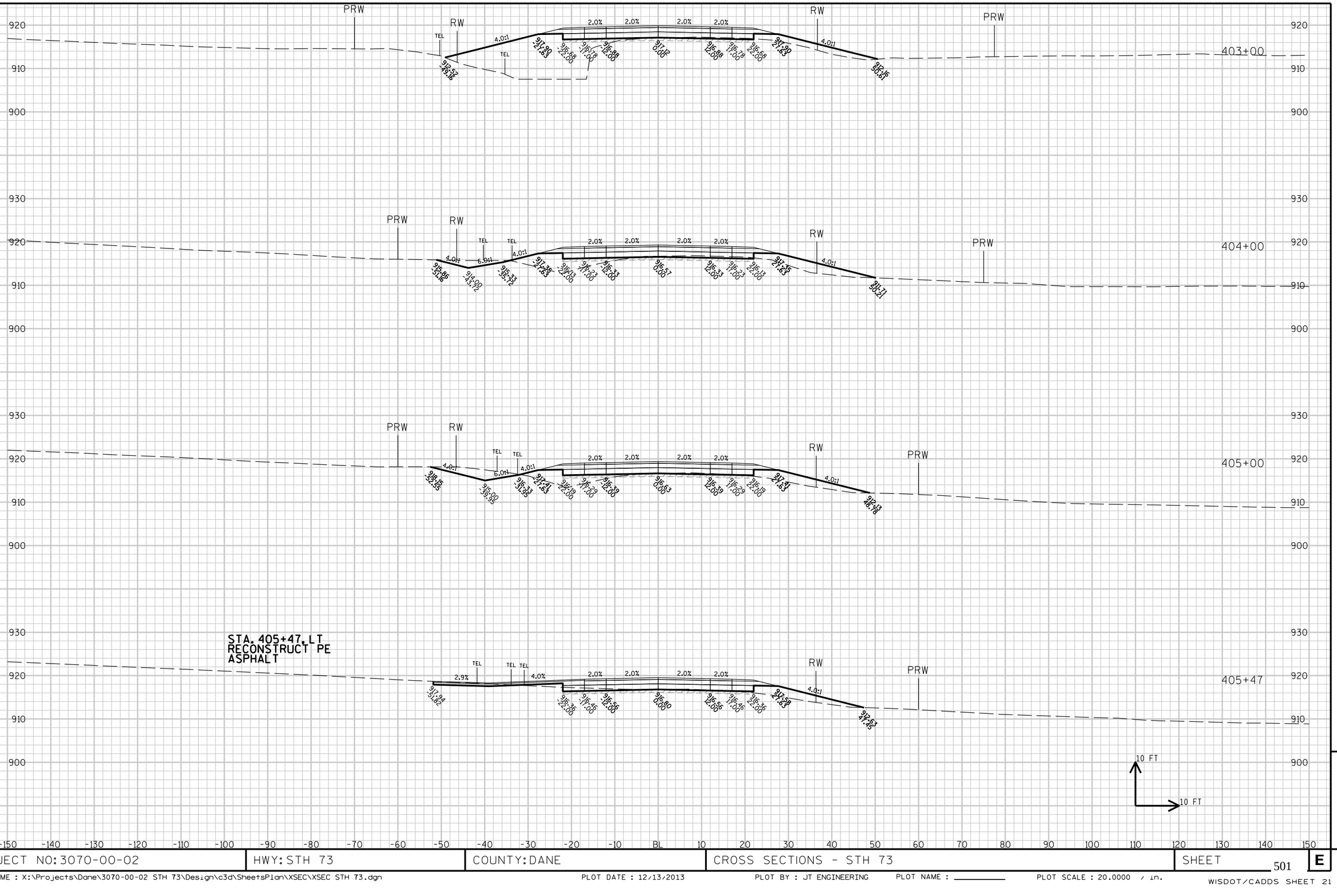
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



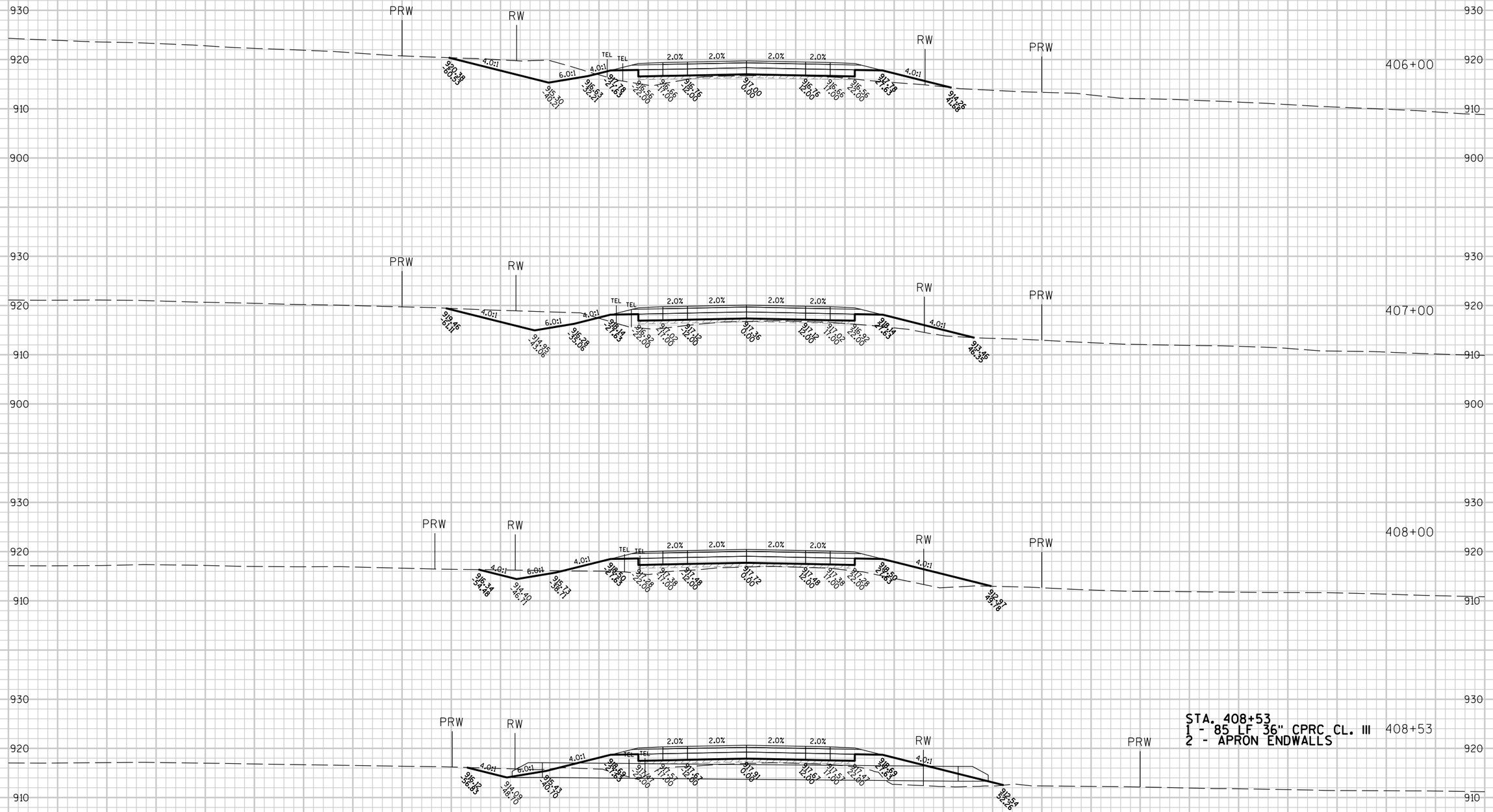

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 501 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



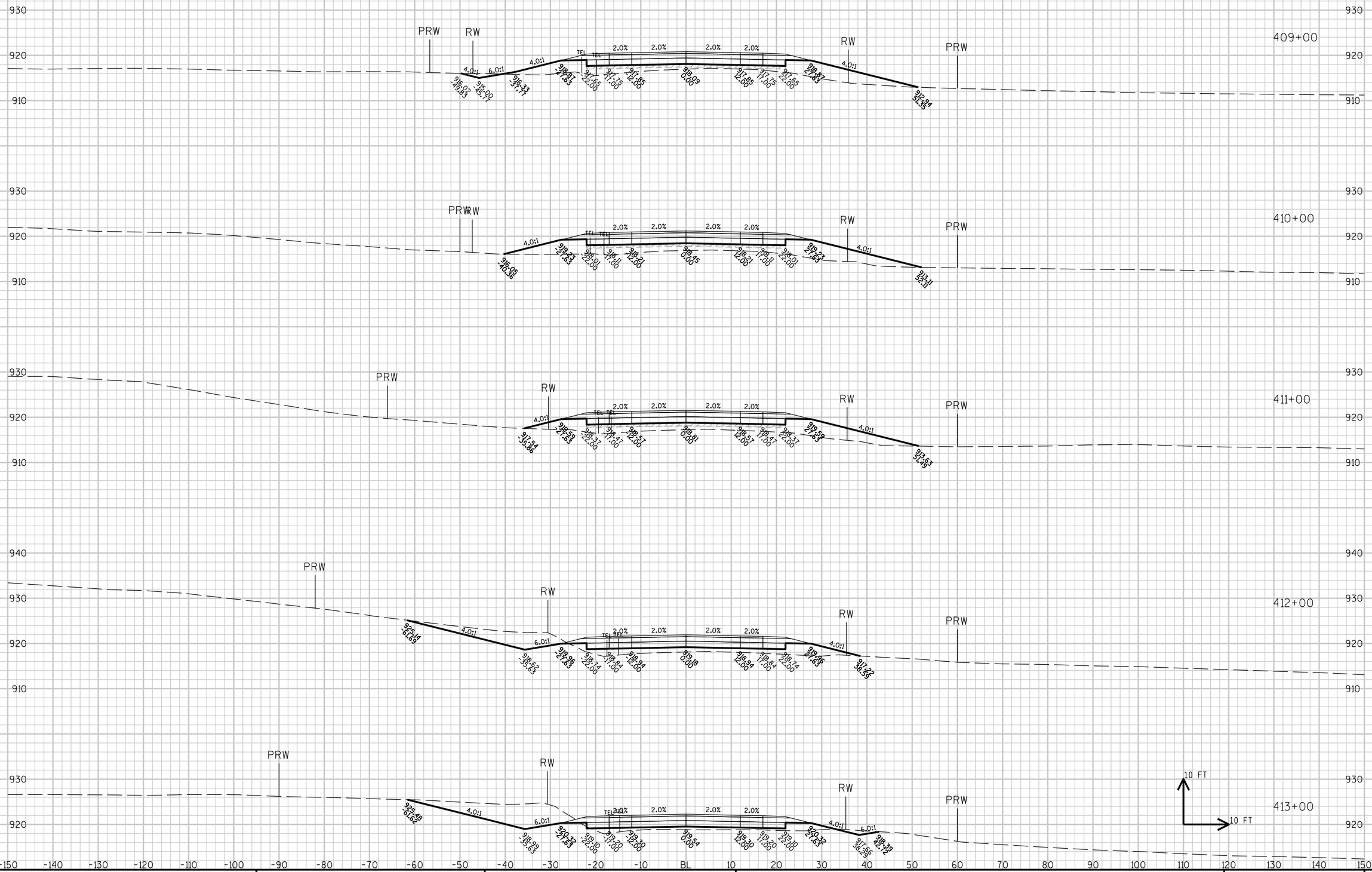

STA. 408+53
1 - 85 LF 36" CPRC CL. III
2 - APRON ENDWALLS

10 FT
10 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 502 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.

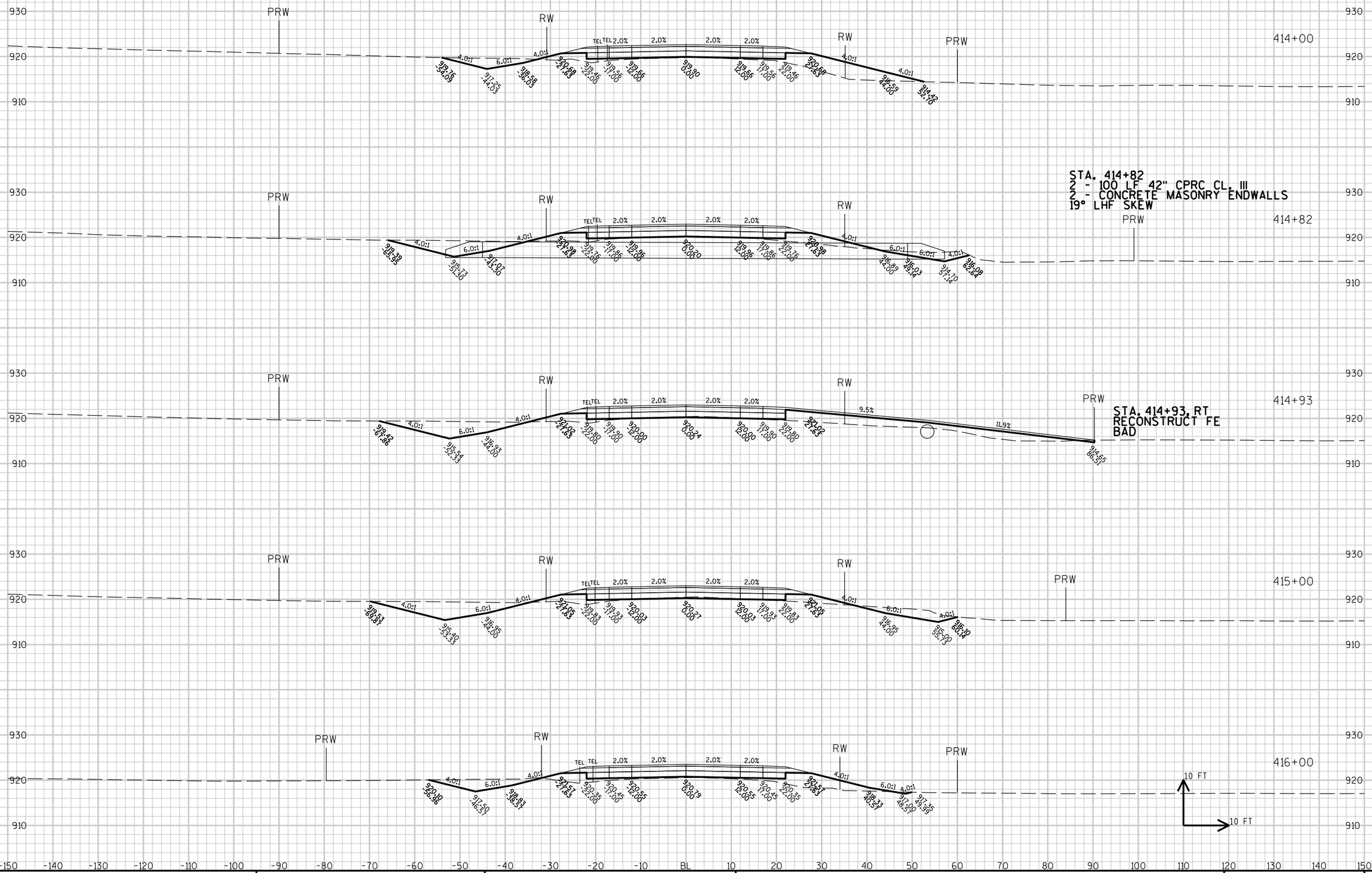



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 503 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21

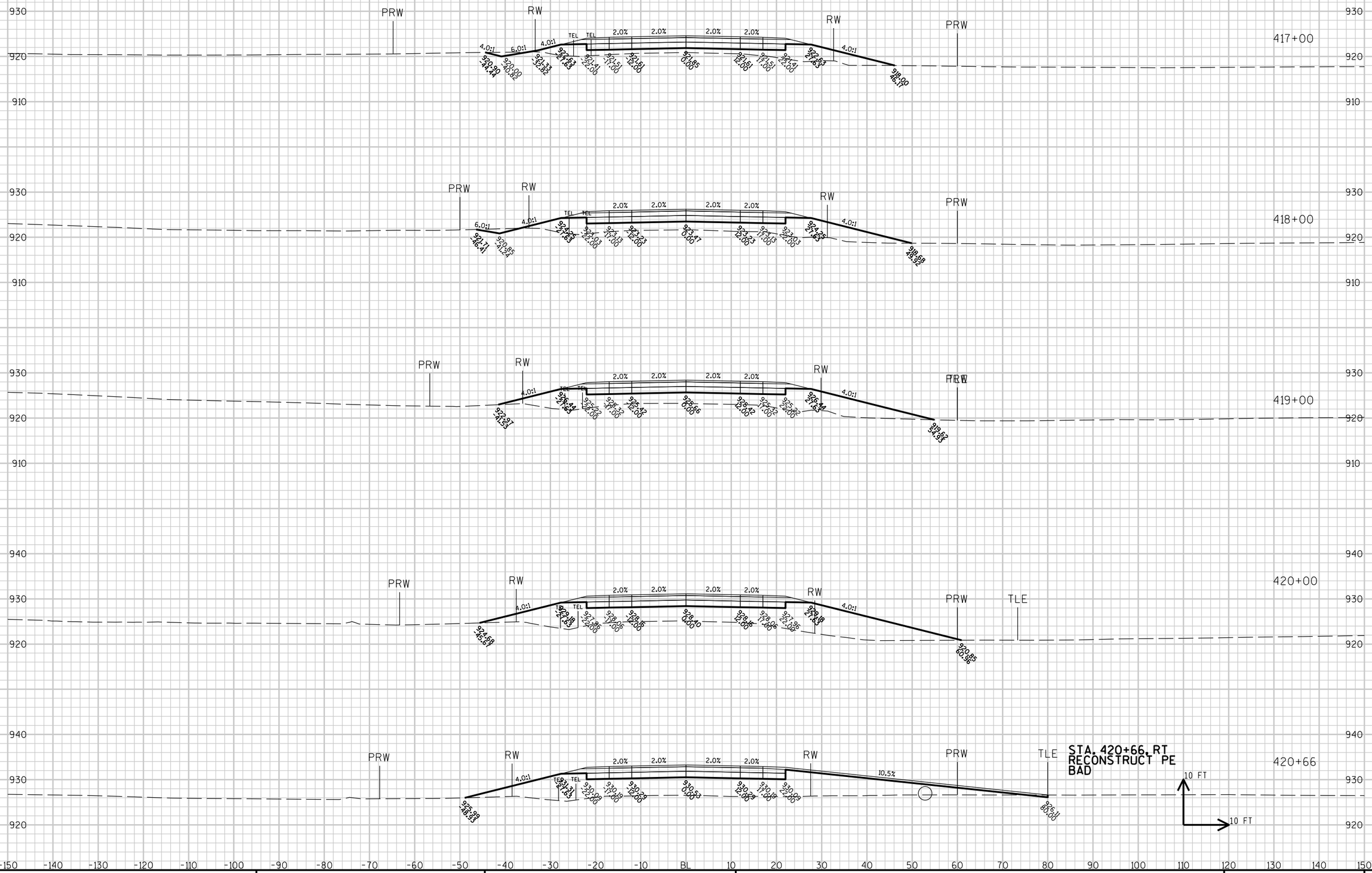



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 504 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

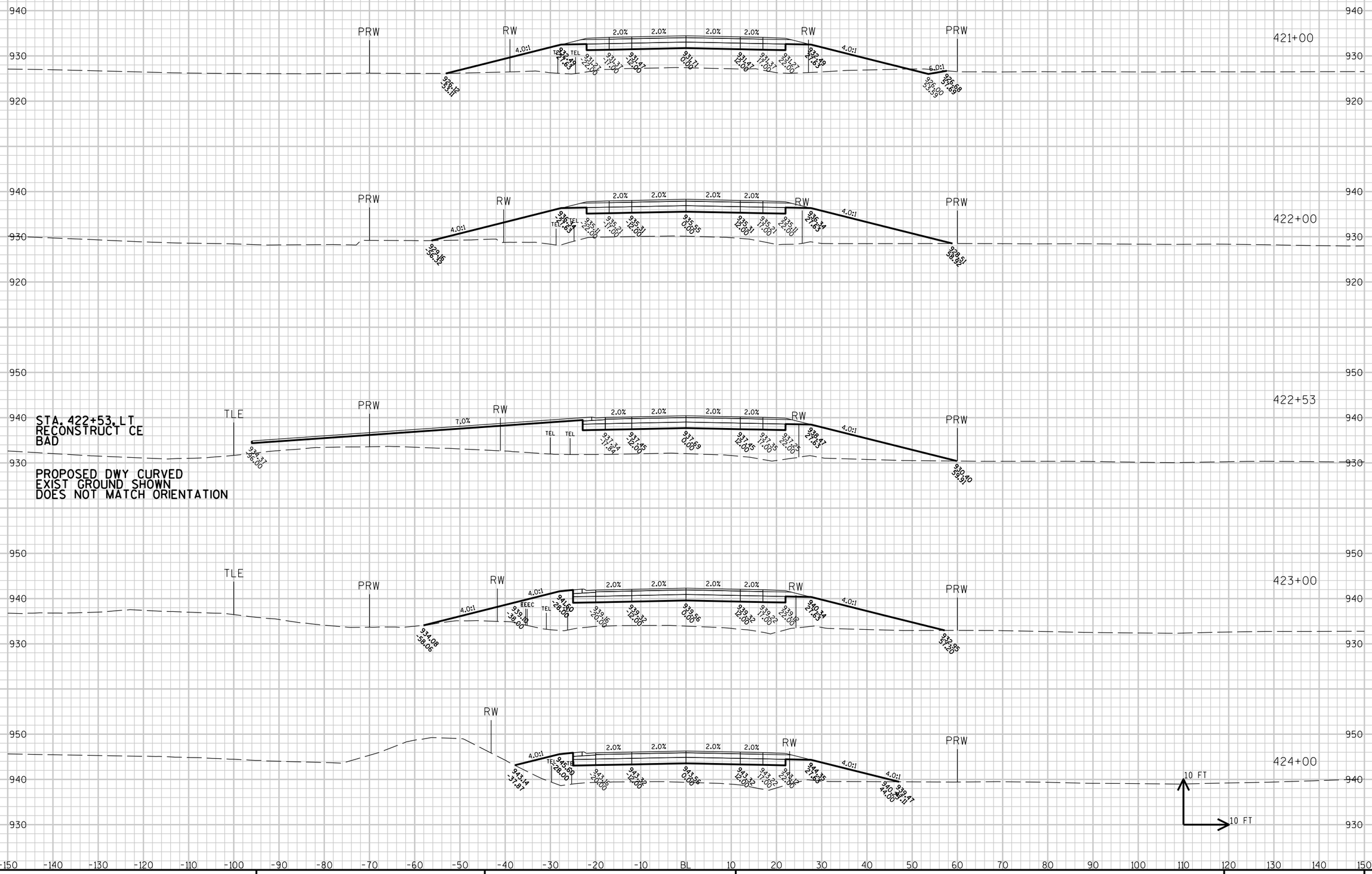
WISDOT/CADDS SHEET 21



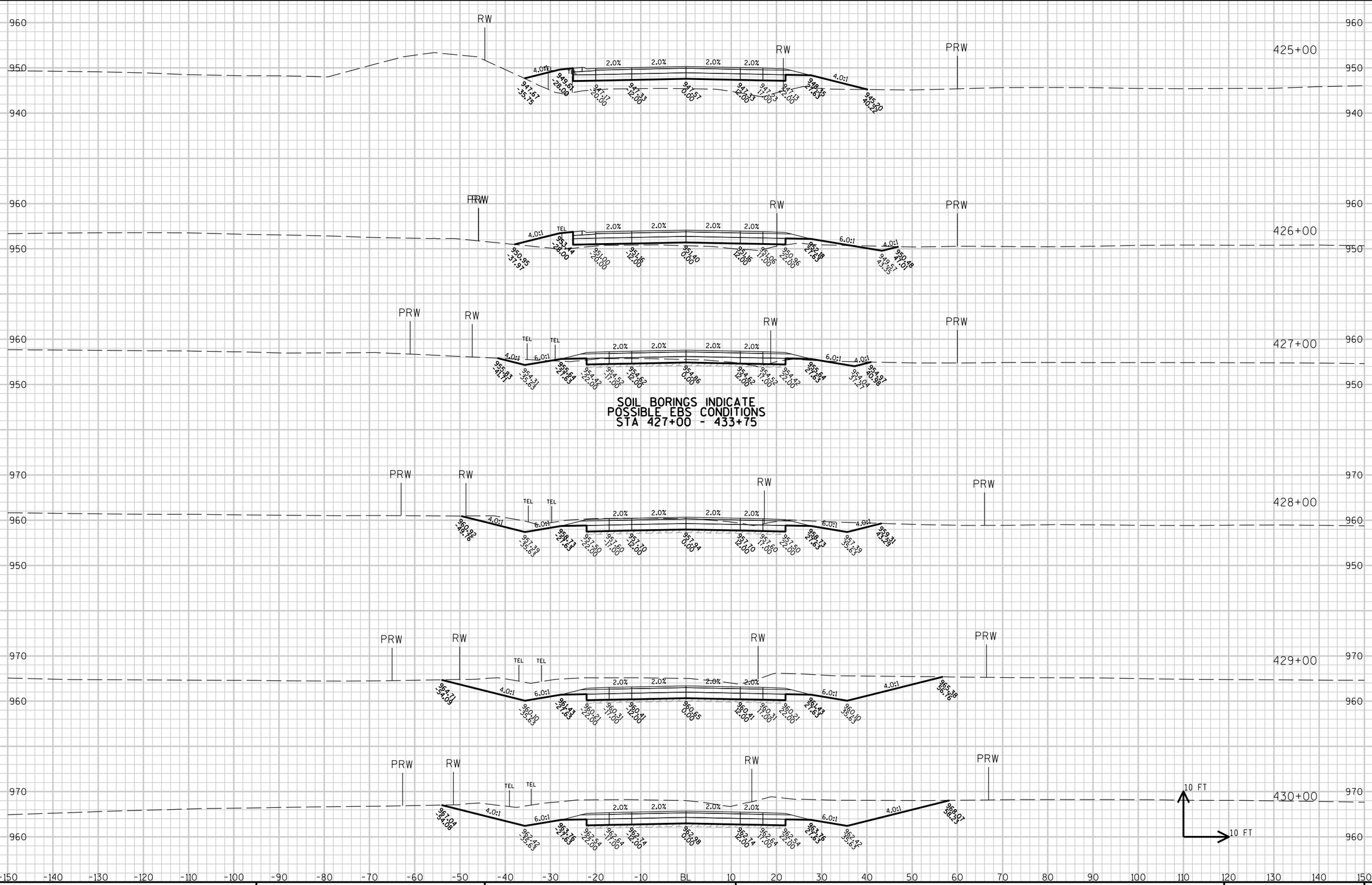

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 505 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 506 | E |
|---|---|---|---|---|---|




SOIL BORINGS INDICATE
POSSIBLE EBS CONDITIONS
STA 427+00 - 433+75

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 507 E |
|---|---|---|---|---|

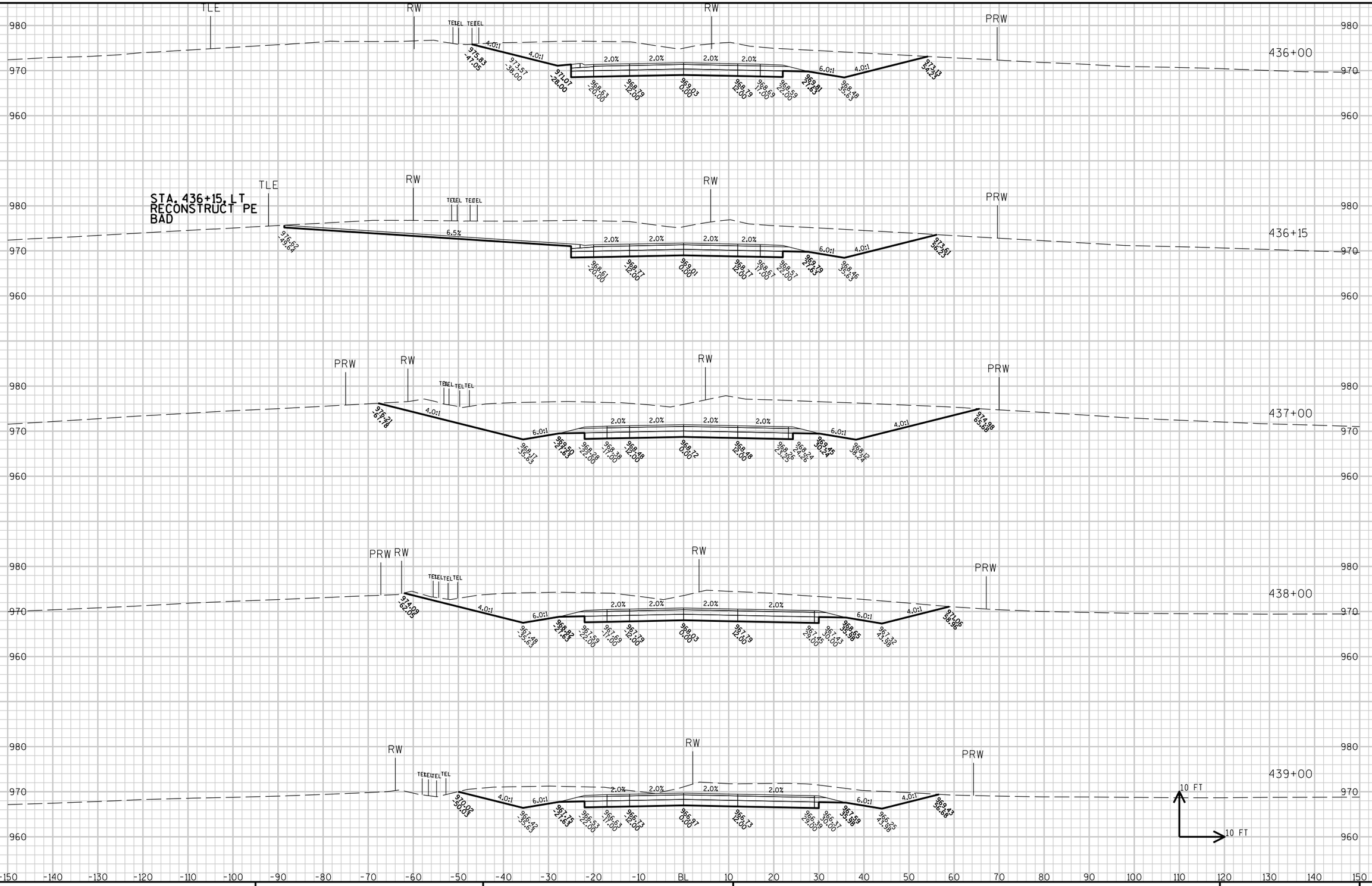
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PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 508 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 509 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 510 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

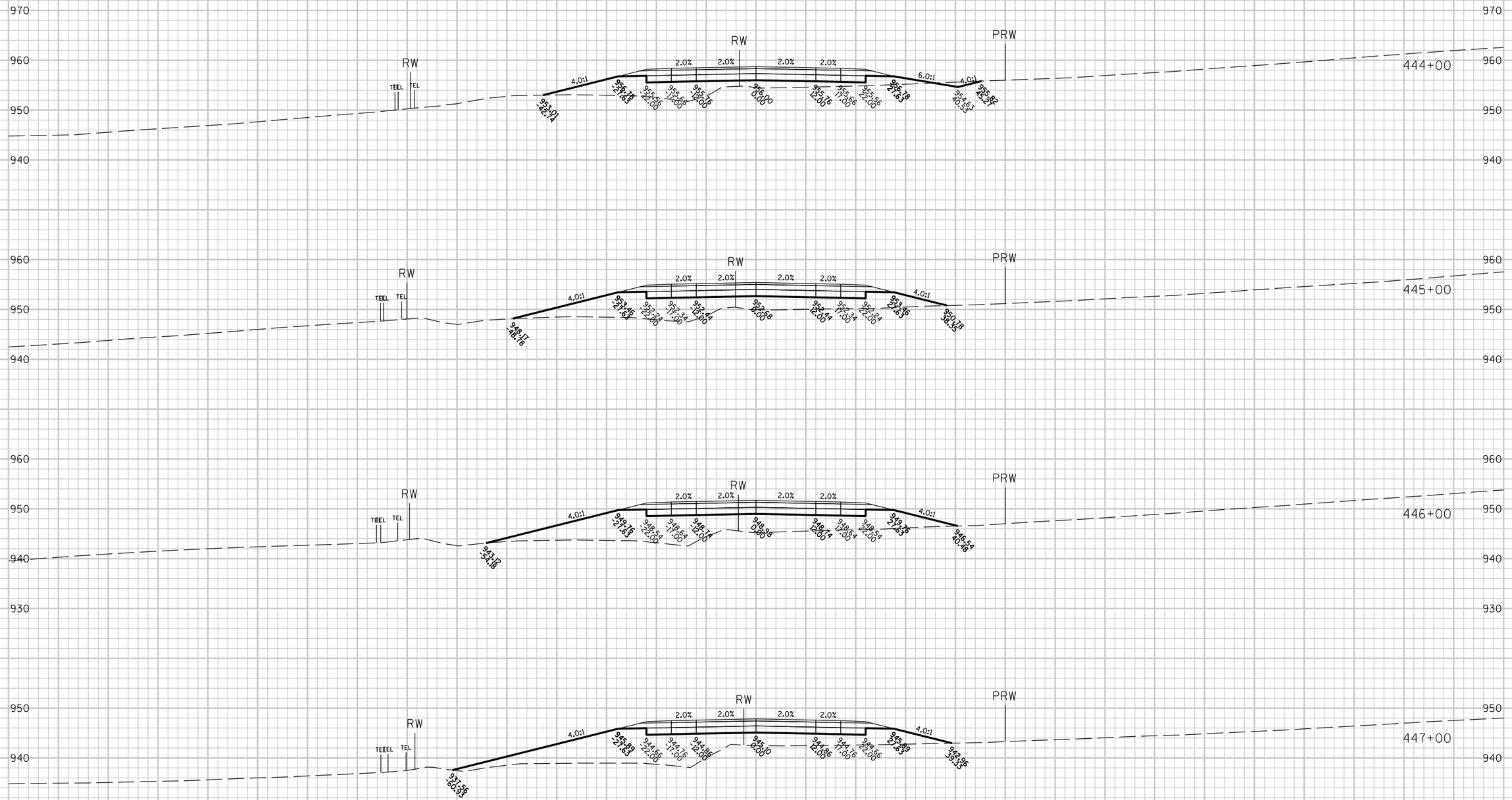
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PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



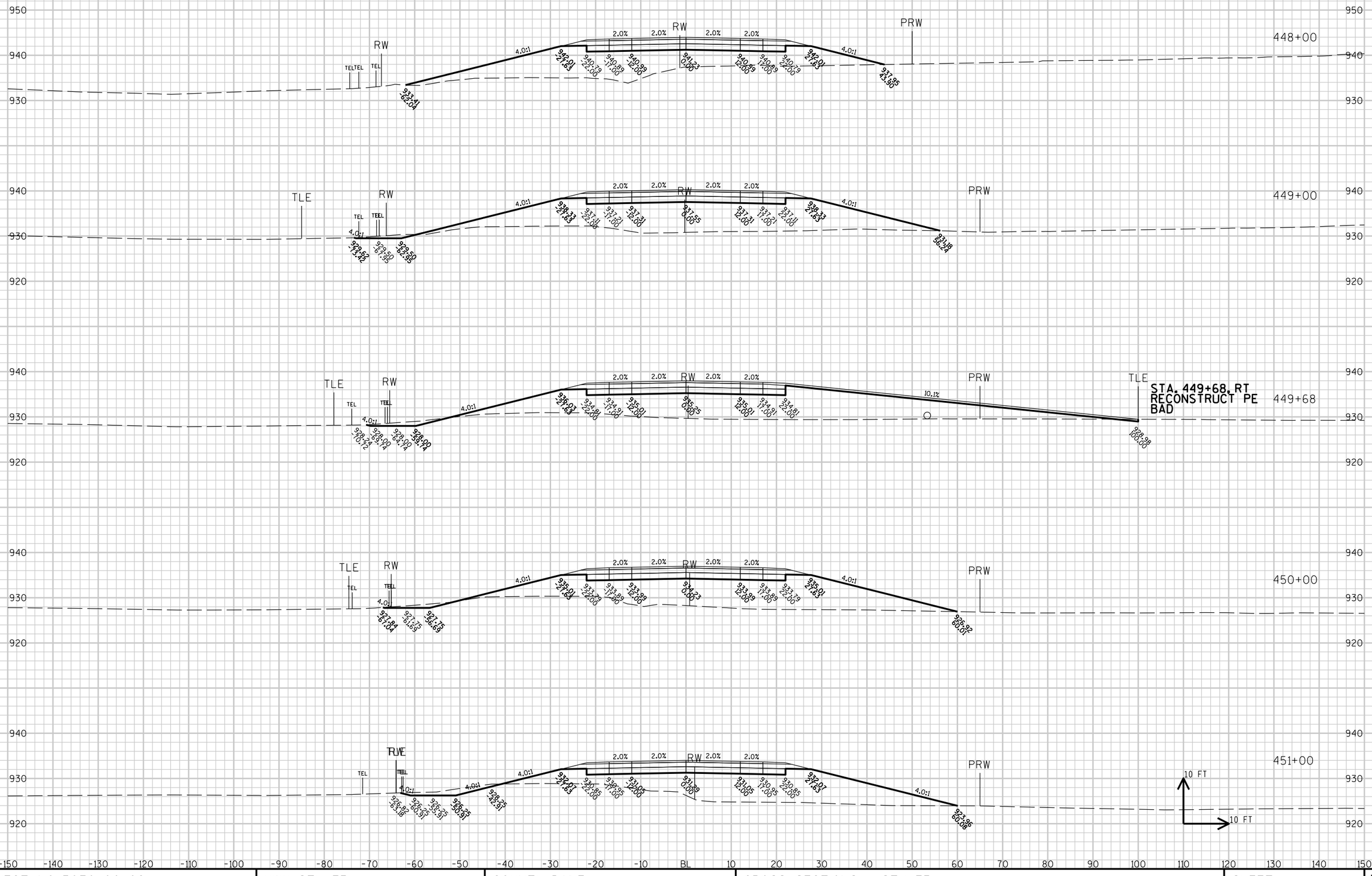

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-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 511 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



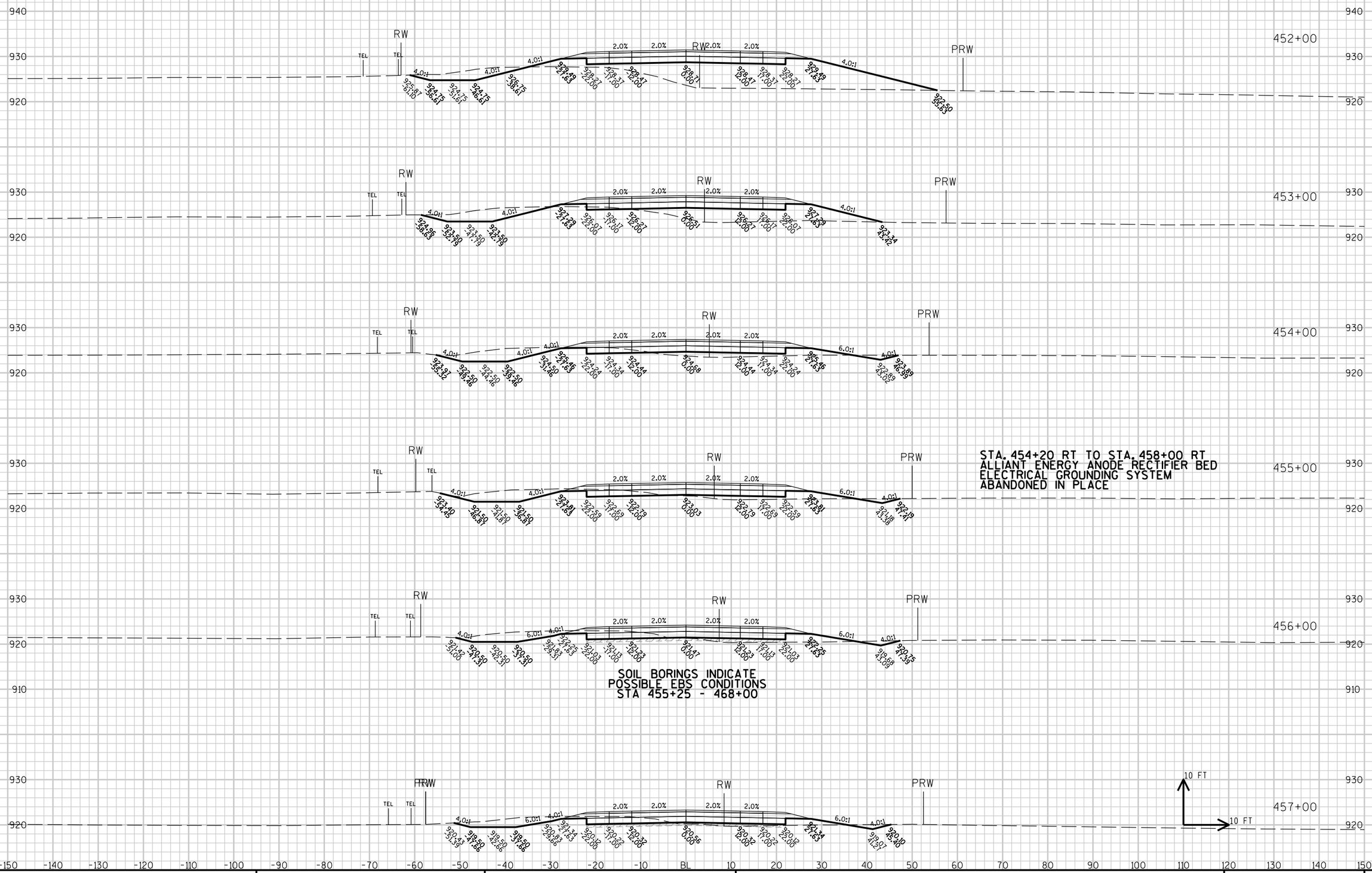

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 512 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

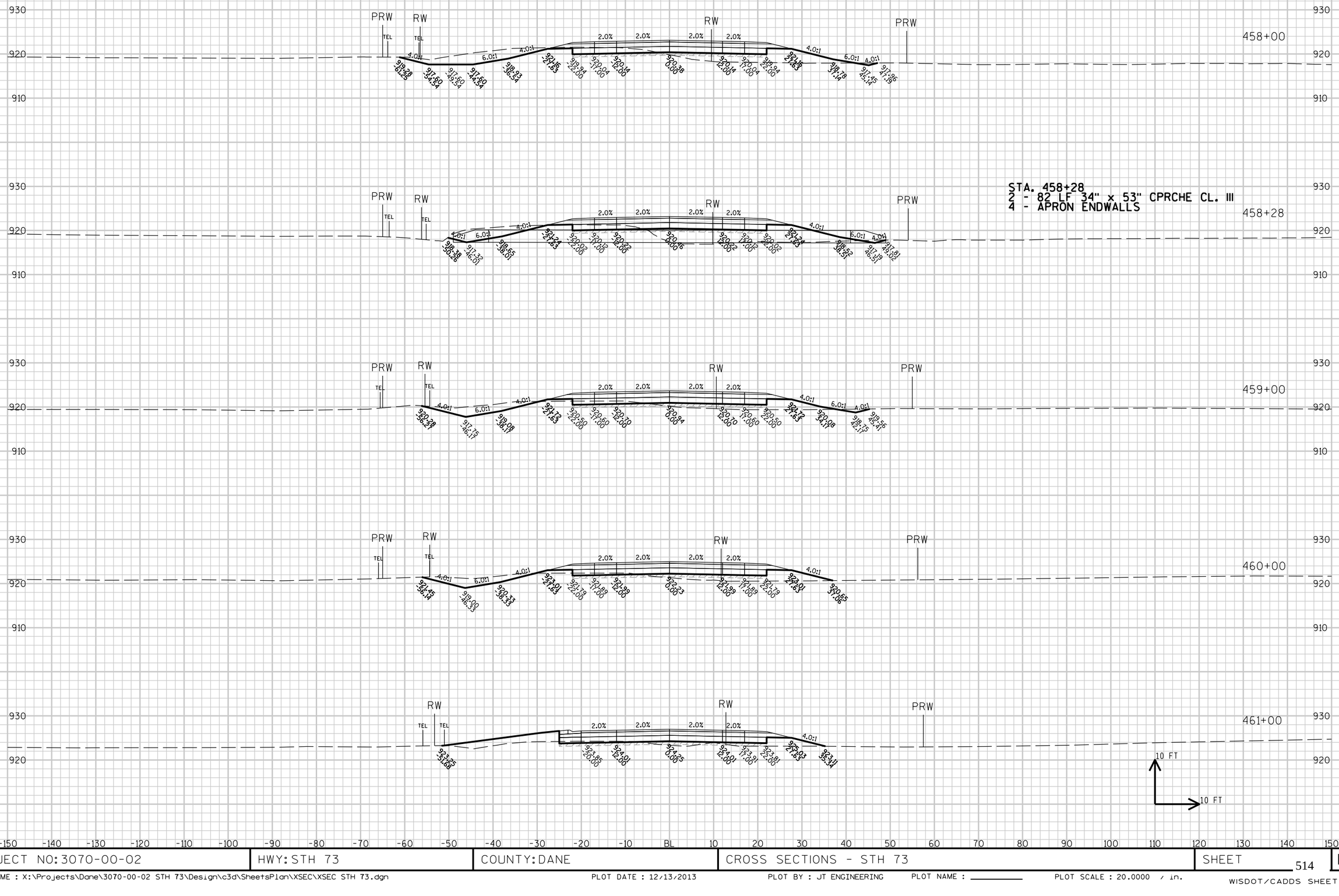
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 513 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




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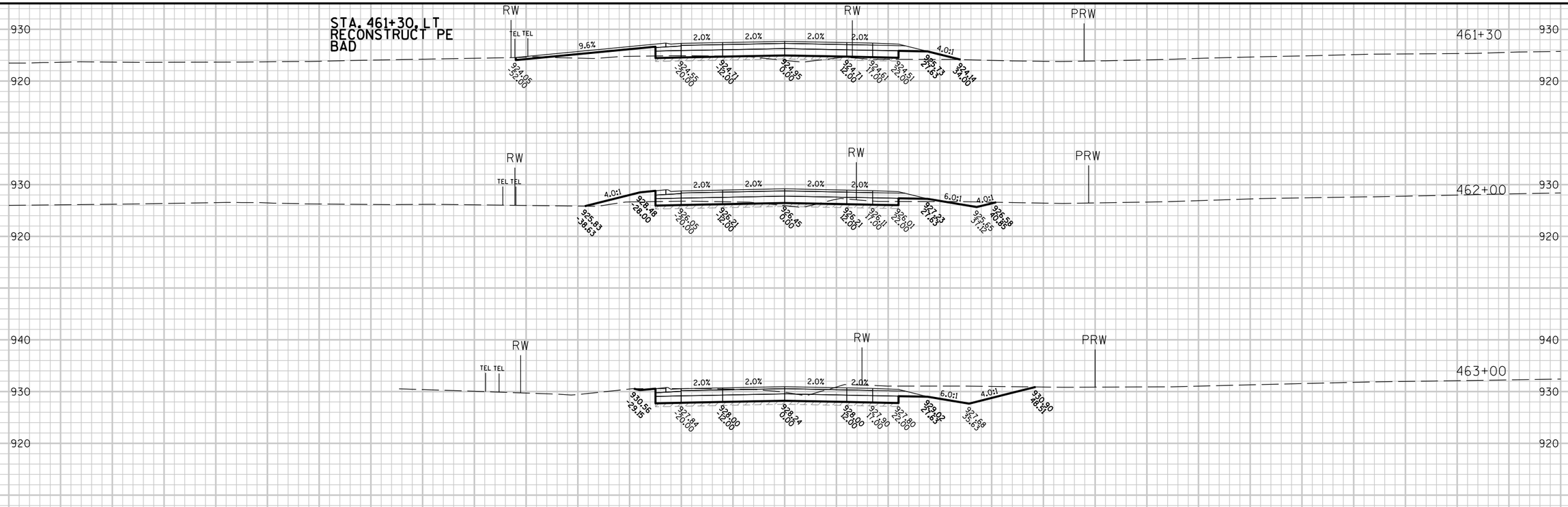
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 514 | E |
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FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

STA. 461+30, LT
RECONSTRUCT PE
BAD




STA. 465+40, LT
RECONSTRUCT PE
ASPHALT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 515 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



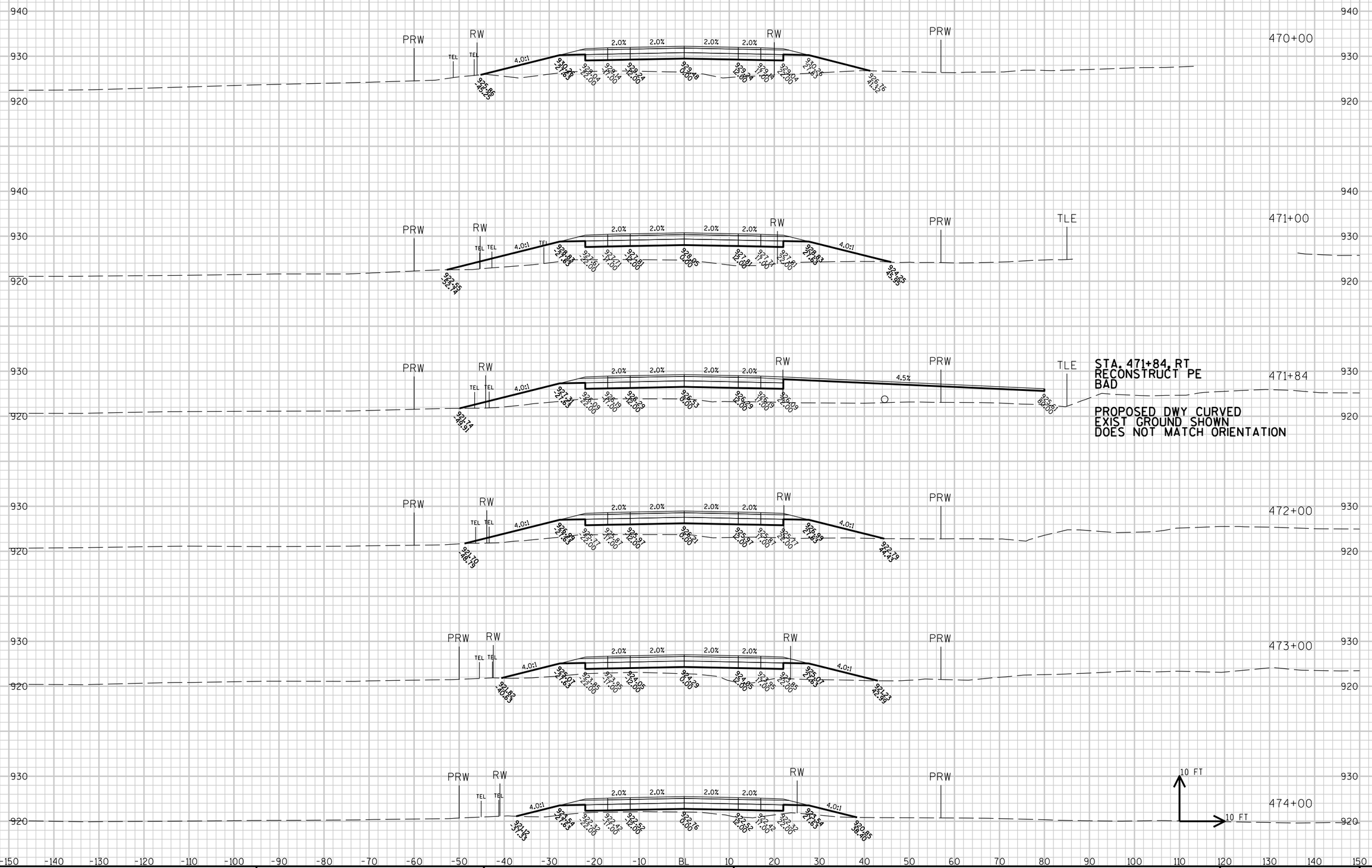

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 516 E |
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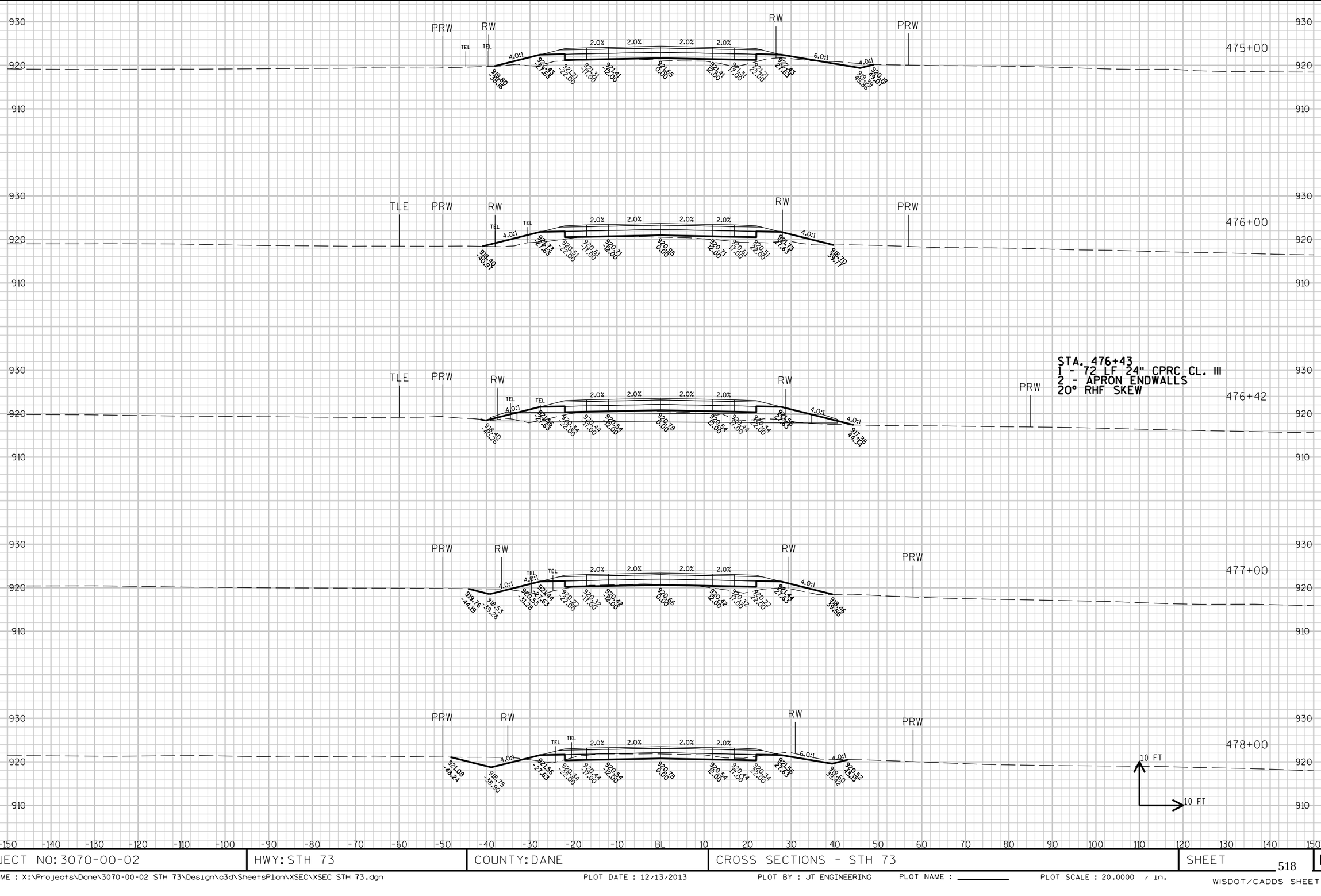
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



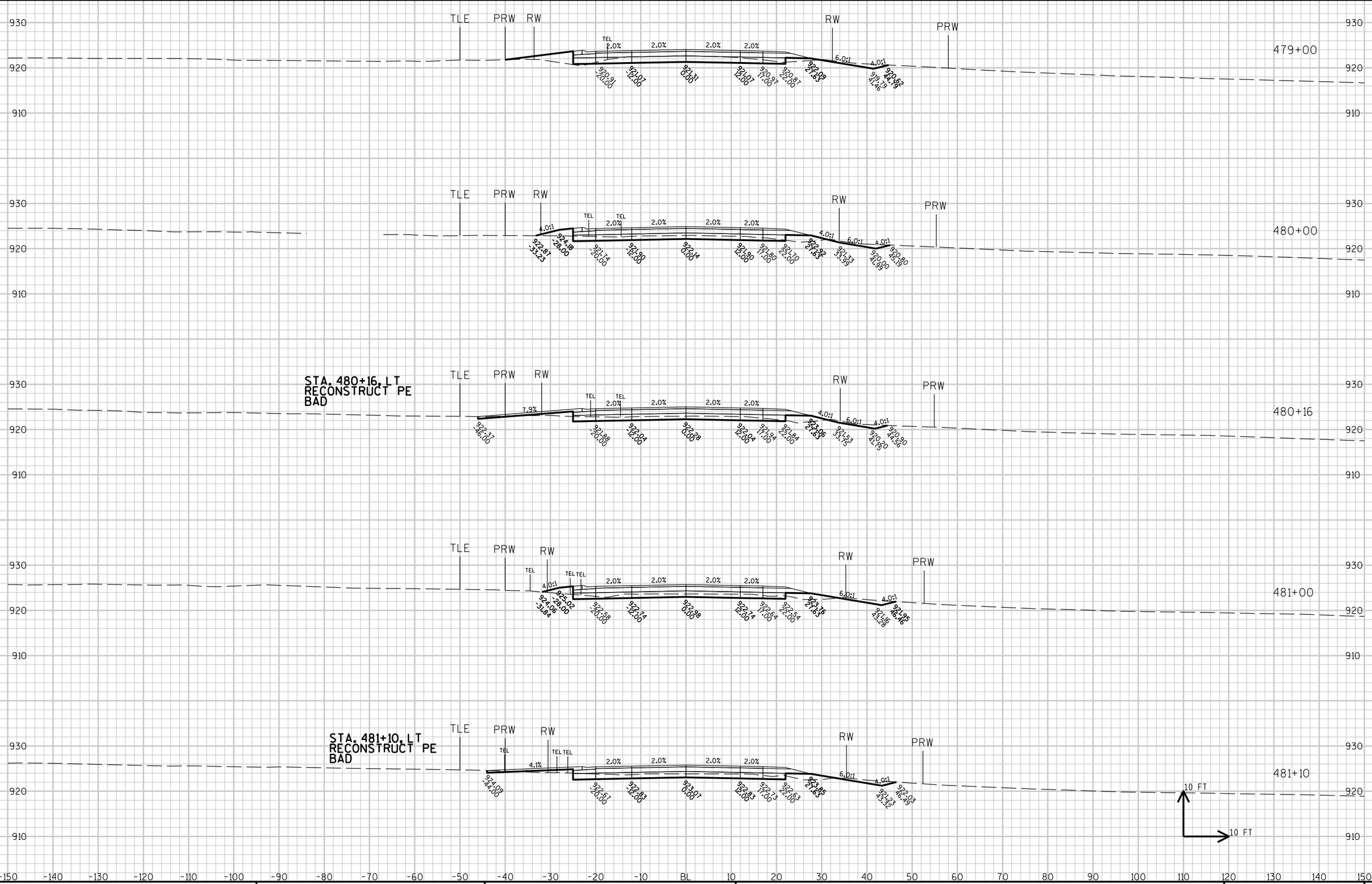

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 517 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in. | WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 518 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



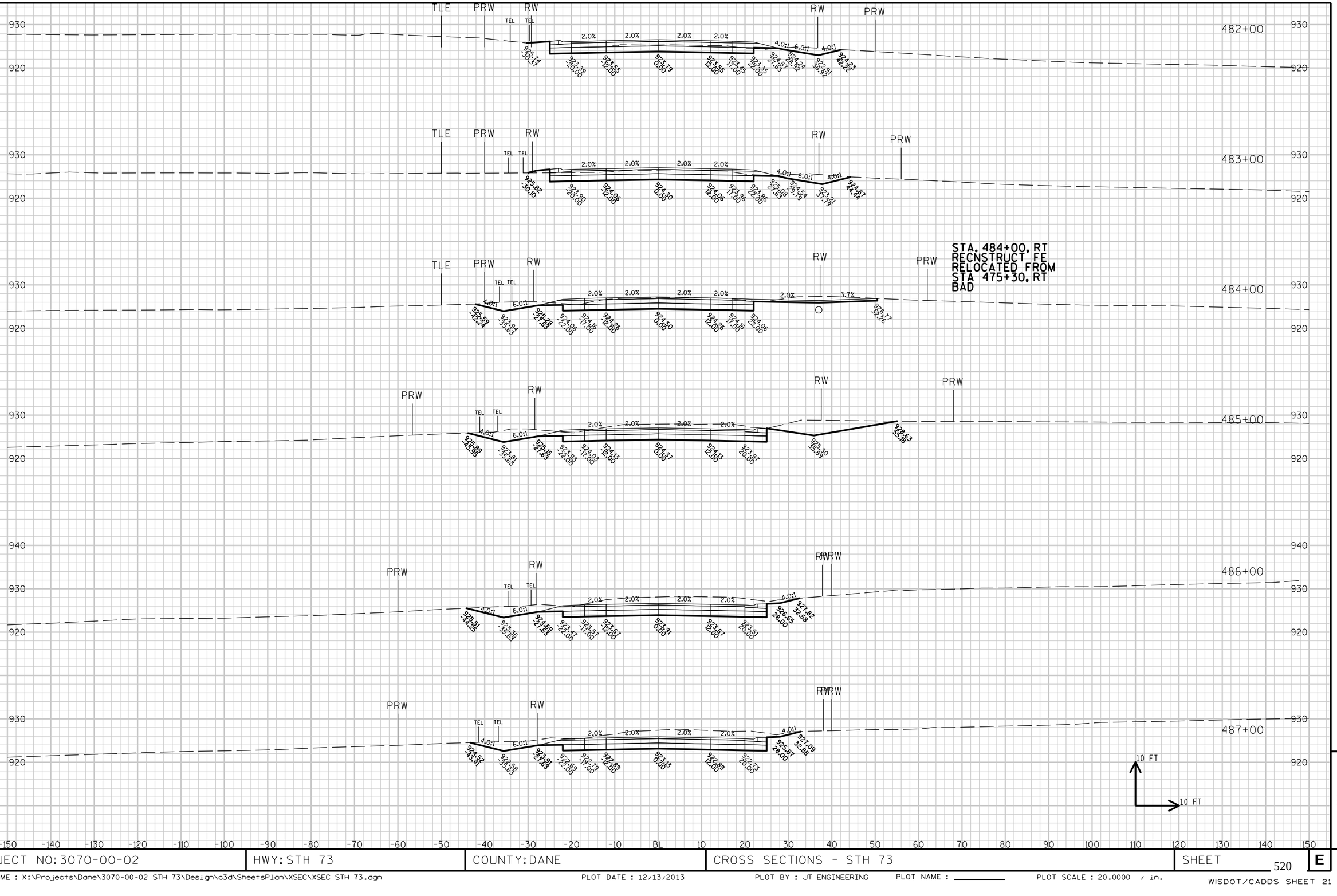

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 519 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



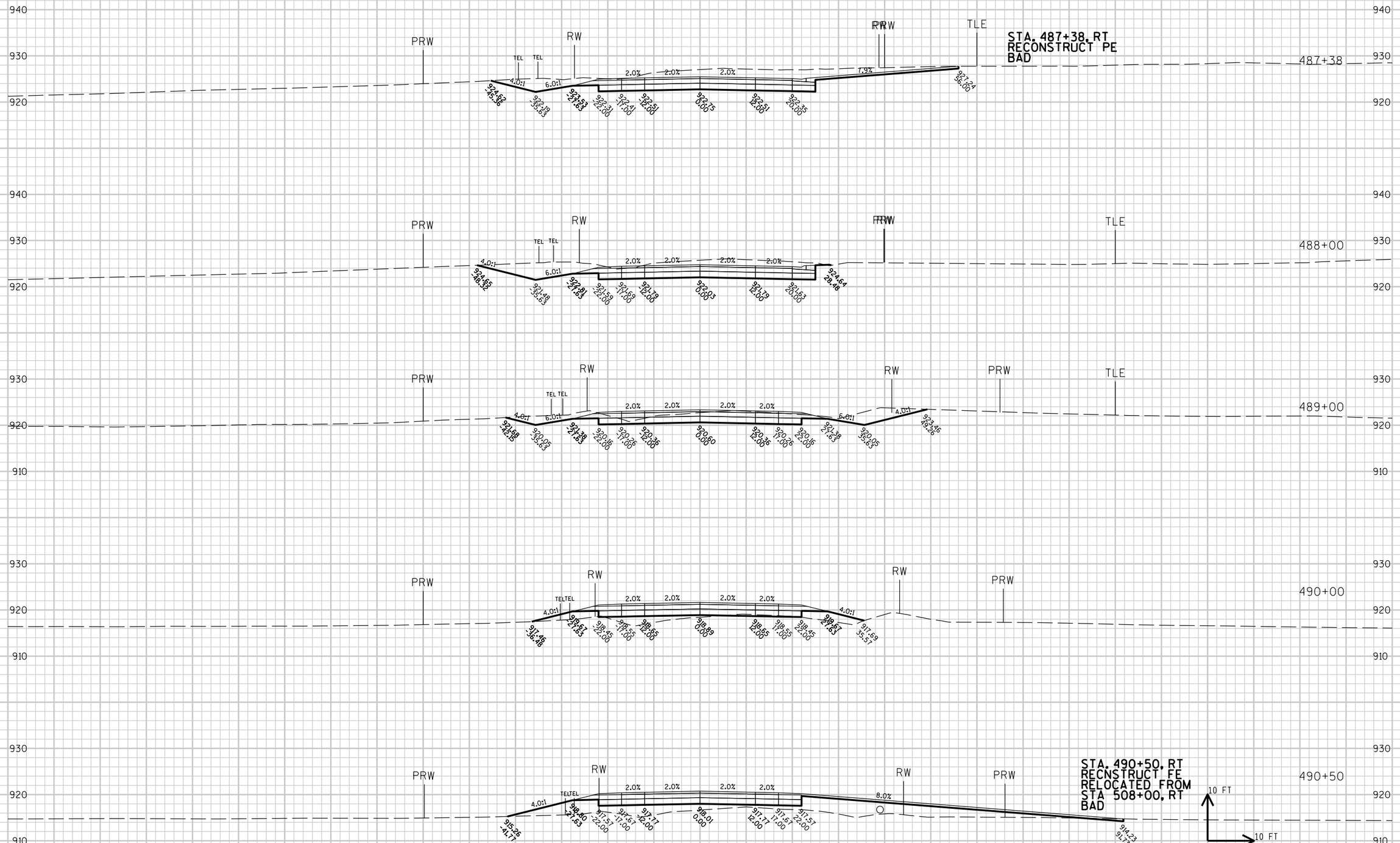

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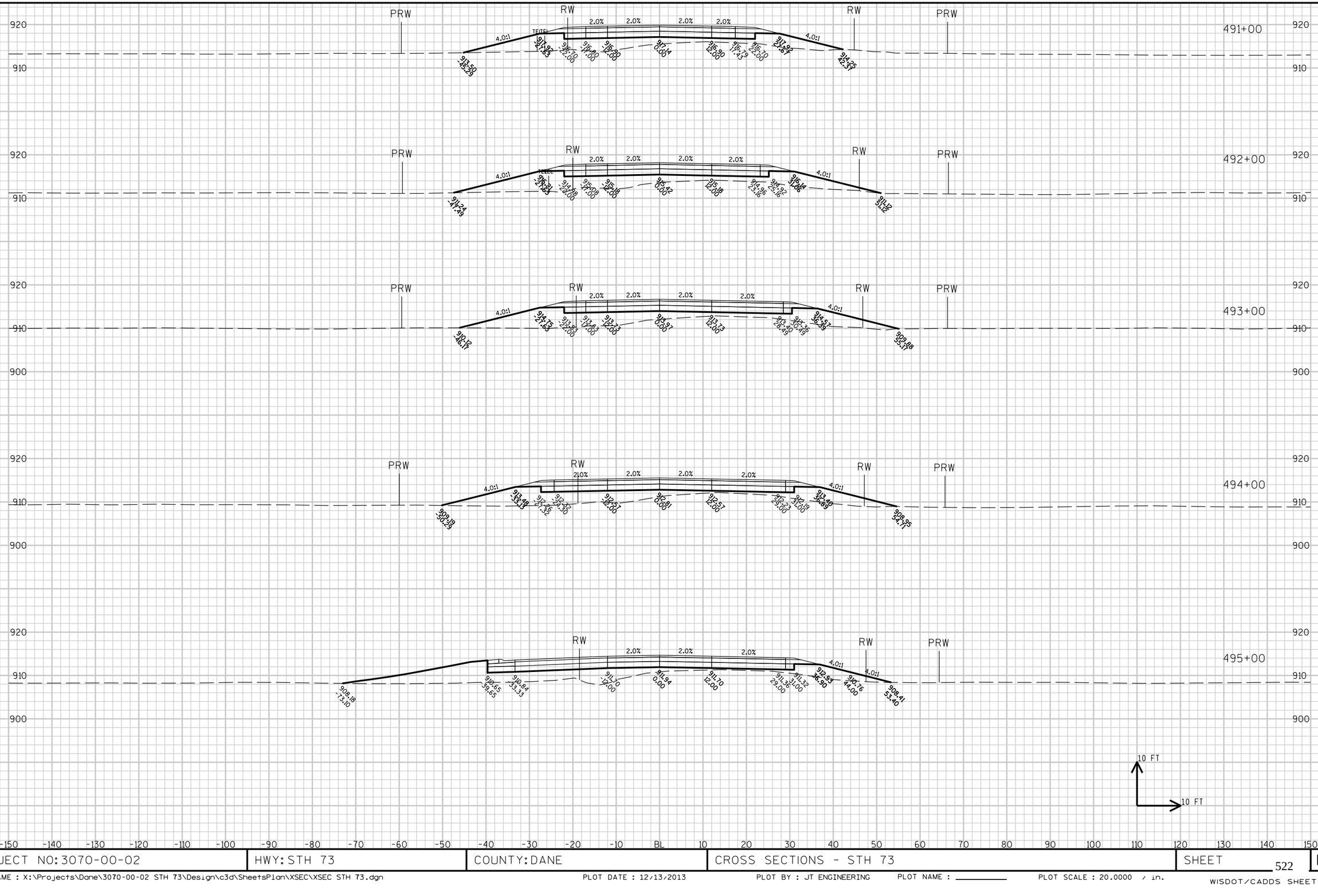
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 520 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21


STA. 487+38, RT
RECONSTRUCT PE
BAD
487+38
488+00
489+00
490+00
490+50
STA. 490+50, RT
RECNSTRUCT FE
RELOCATED FROM
STA 508+00, RT
BAD
PRW
RW
TLE
TEL
10 FT




9

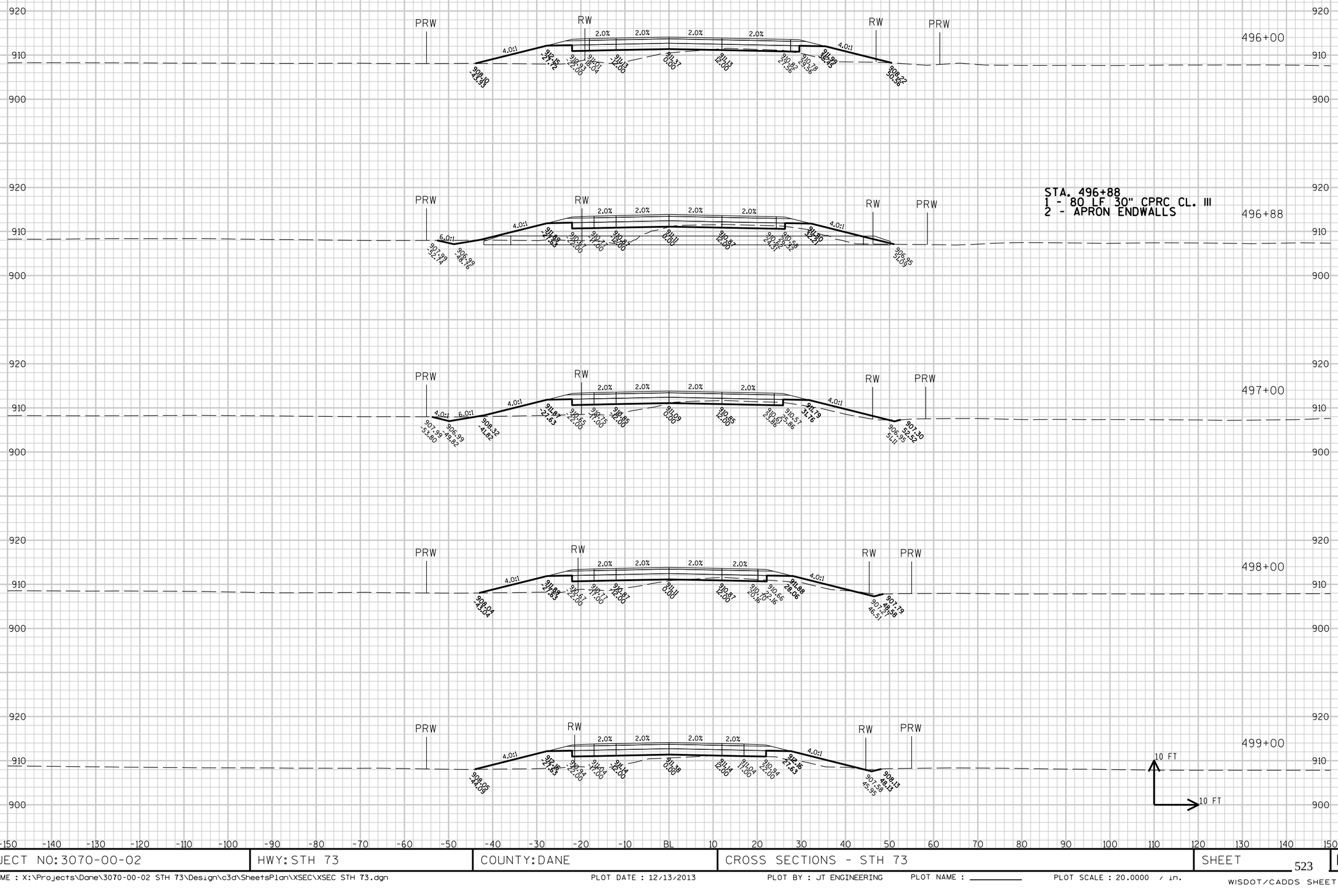
9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 522 E |
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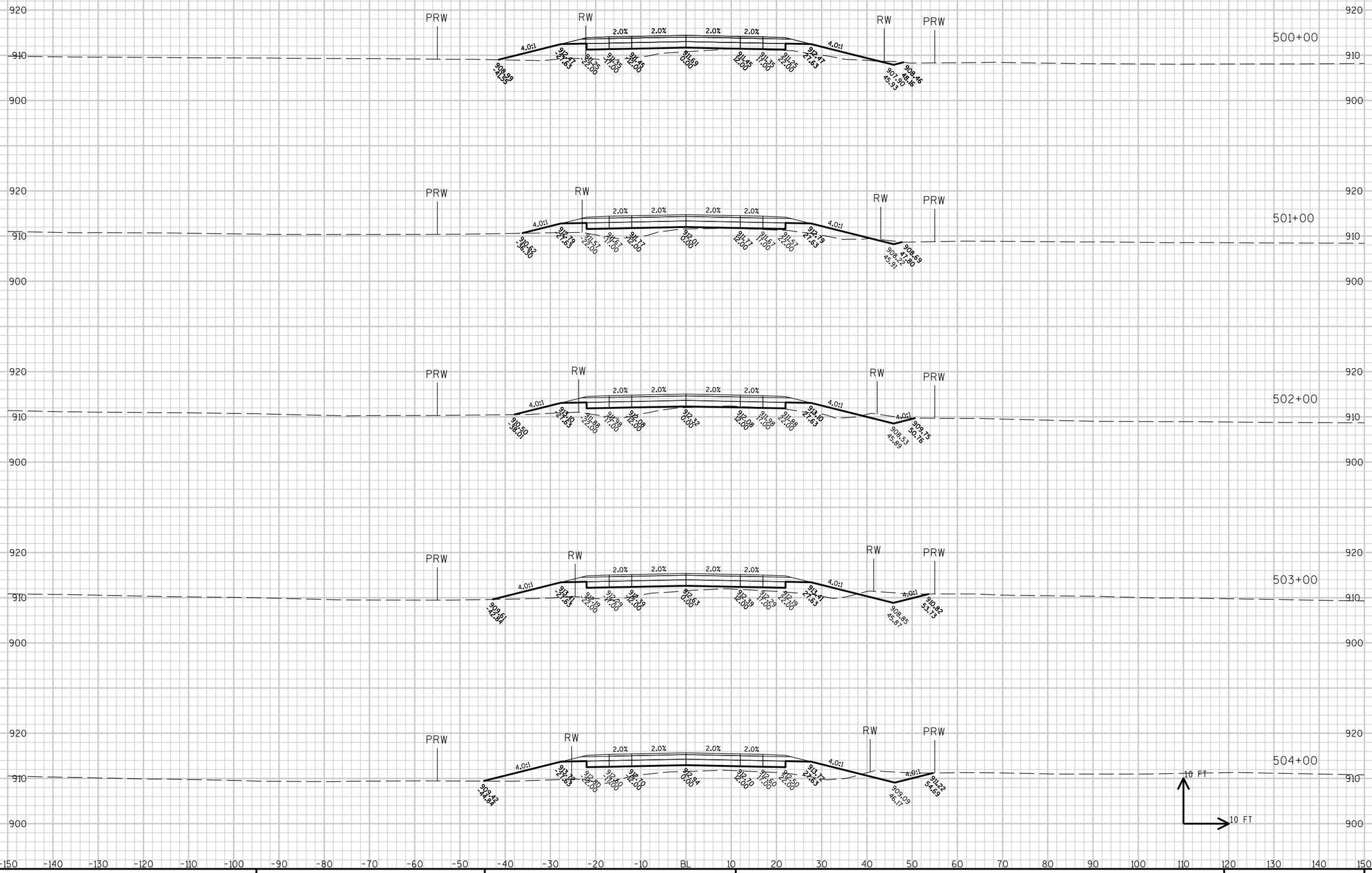
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WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 523 | E |
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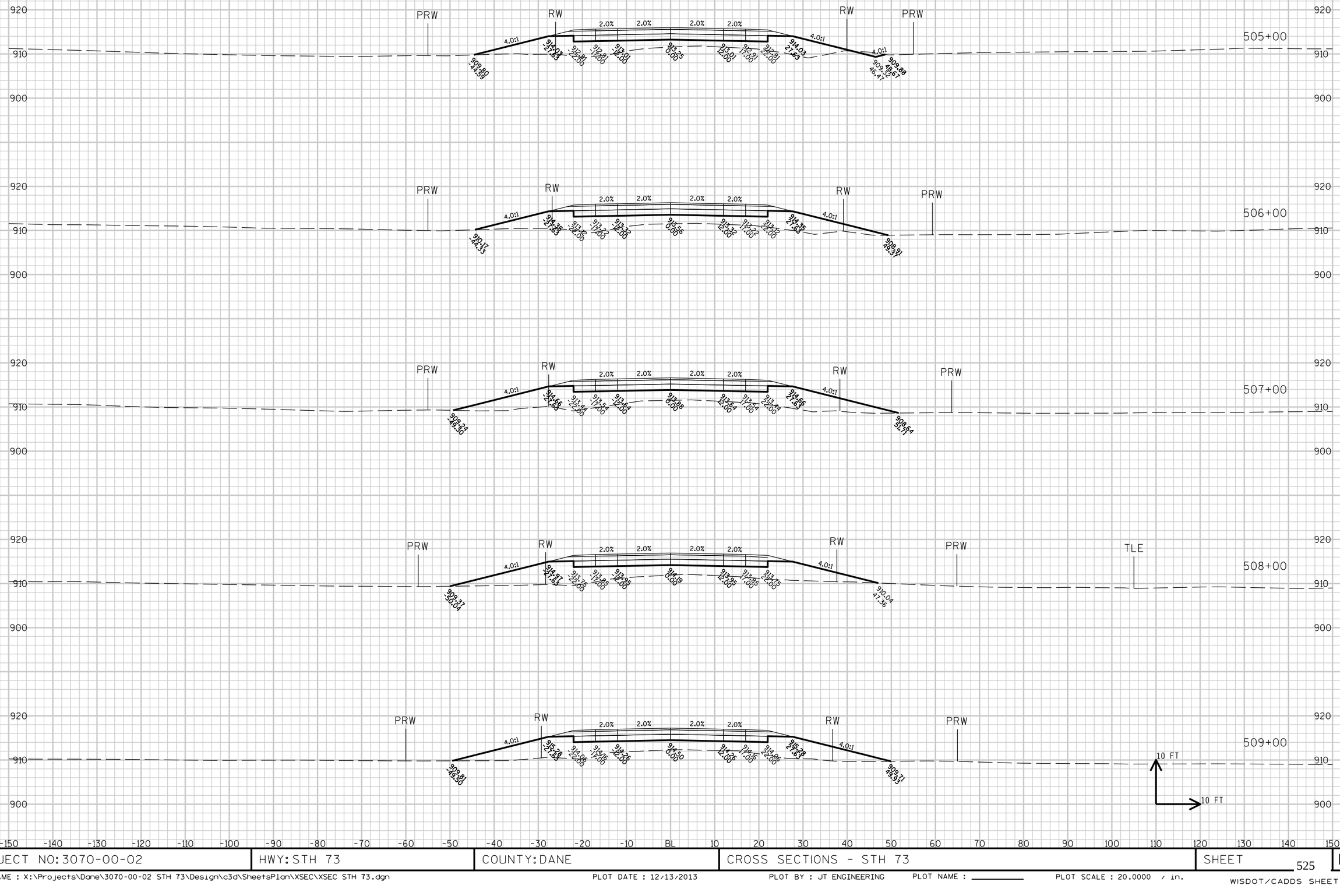
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 524 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



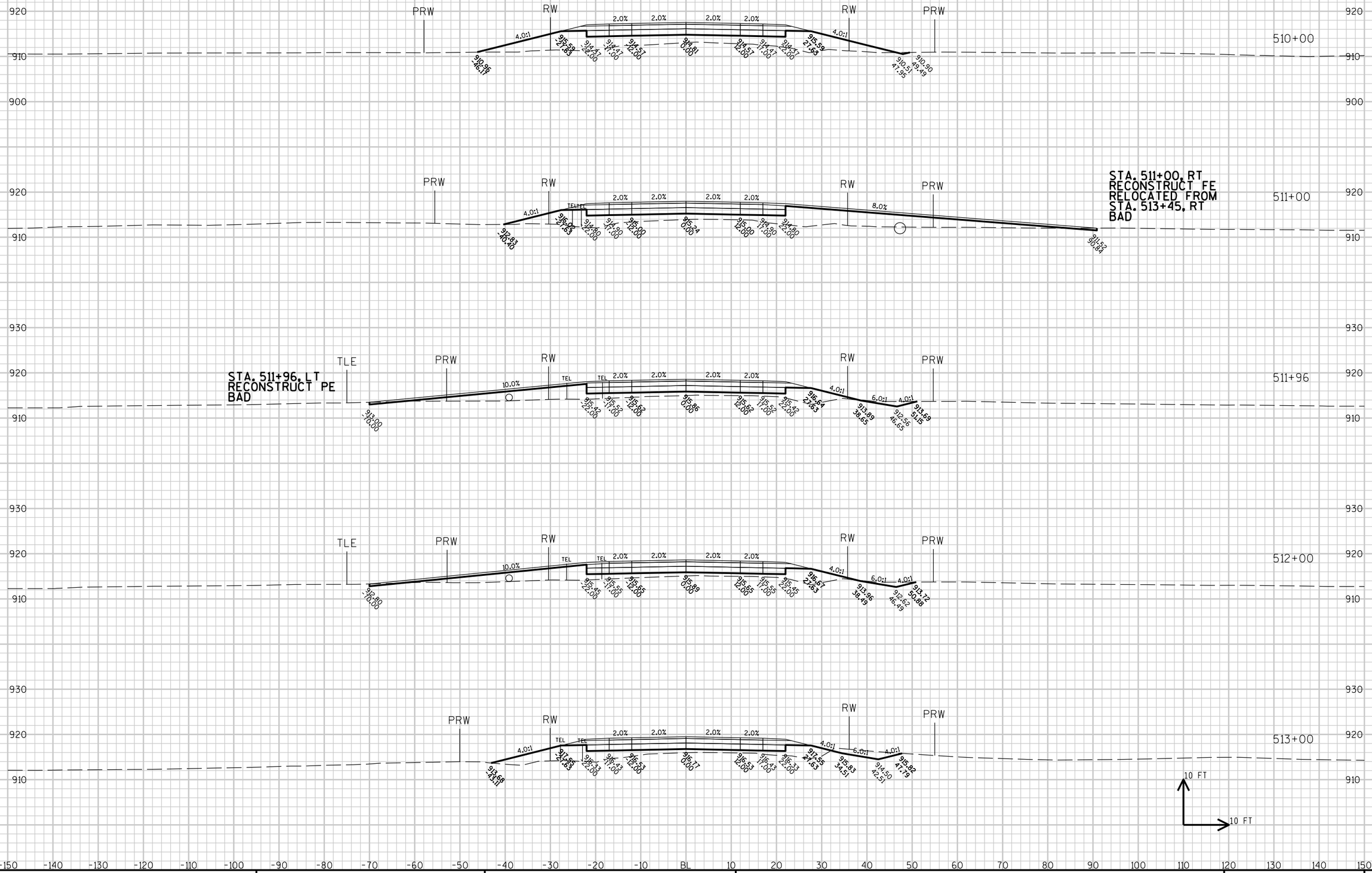

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 525 E |
|---|---|---|---|---|

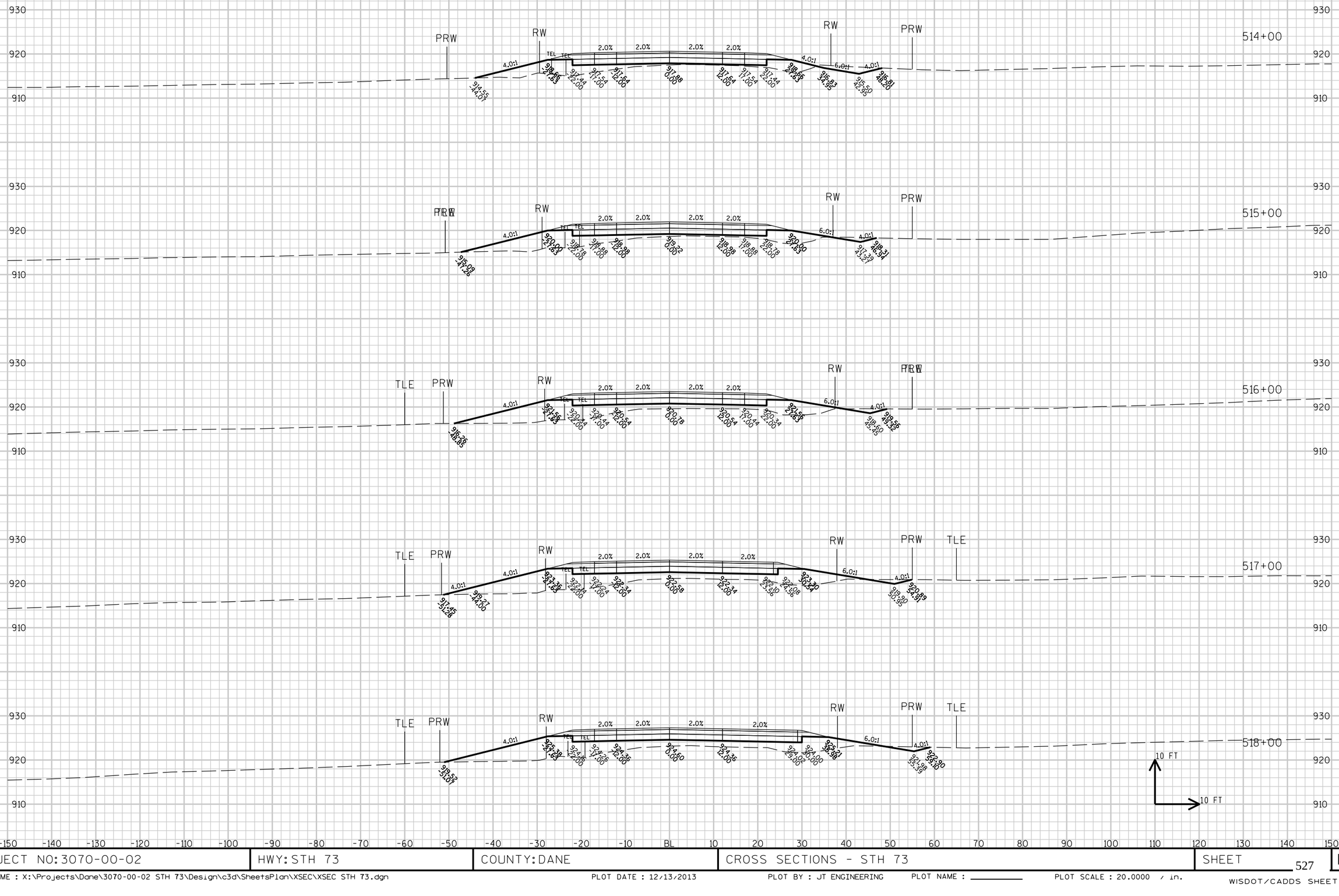
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WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 526 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in. | WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 527 | E |
|---|---|---|---|---|---|

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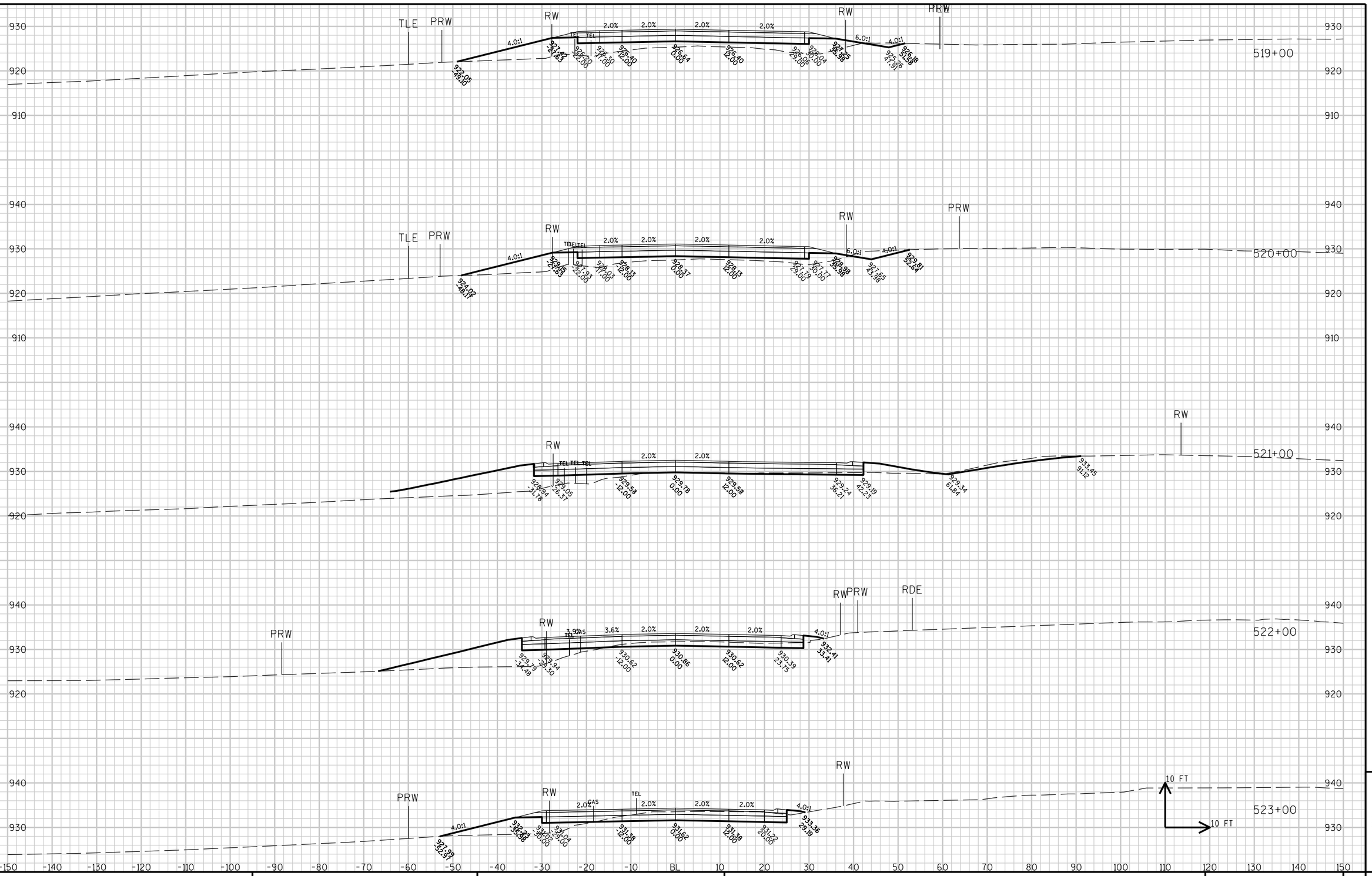
PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



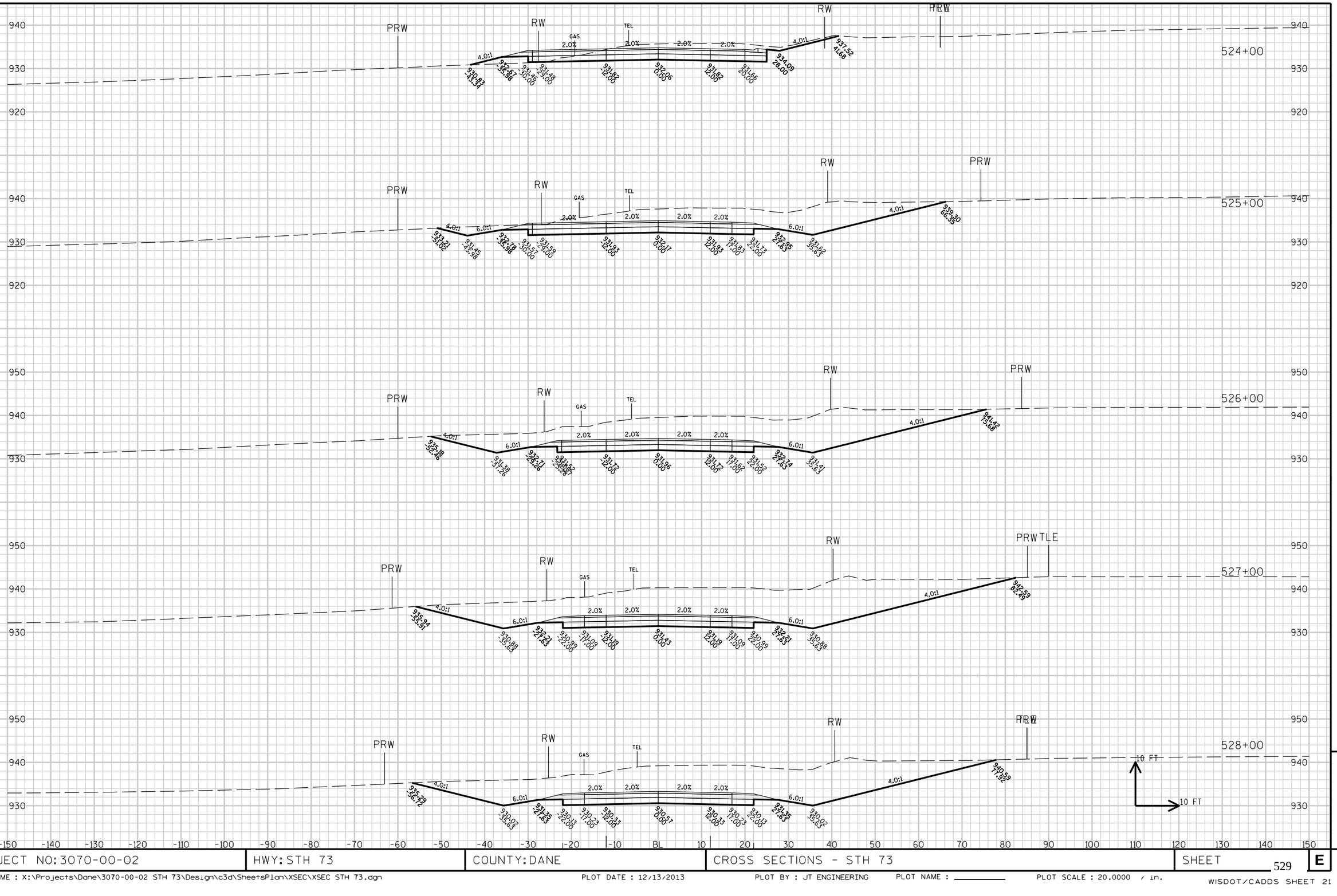

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 528 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




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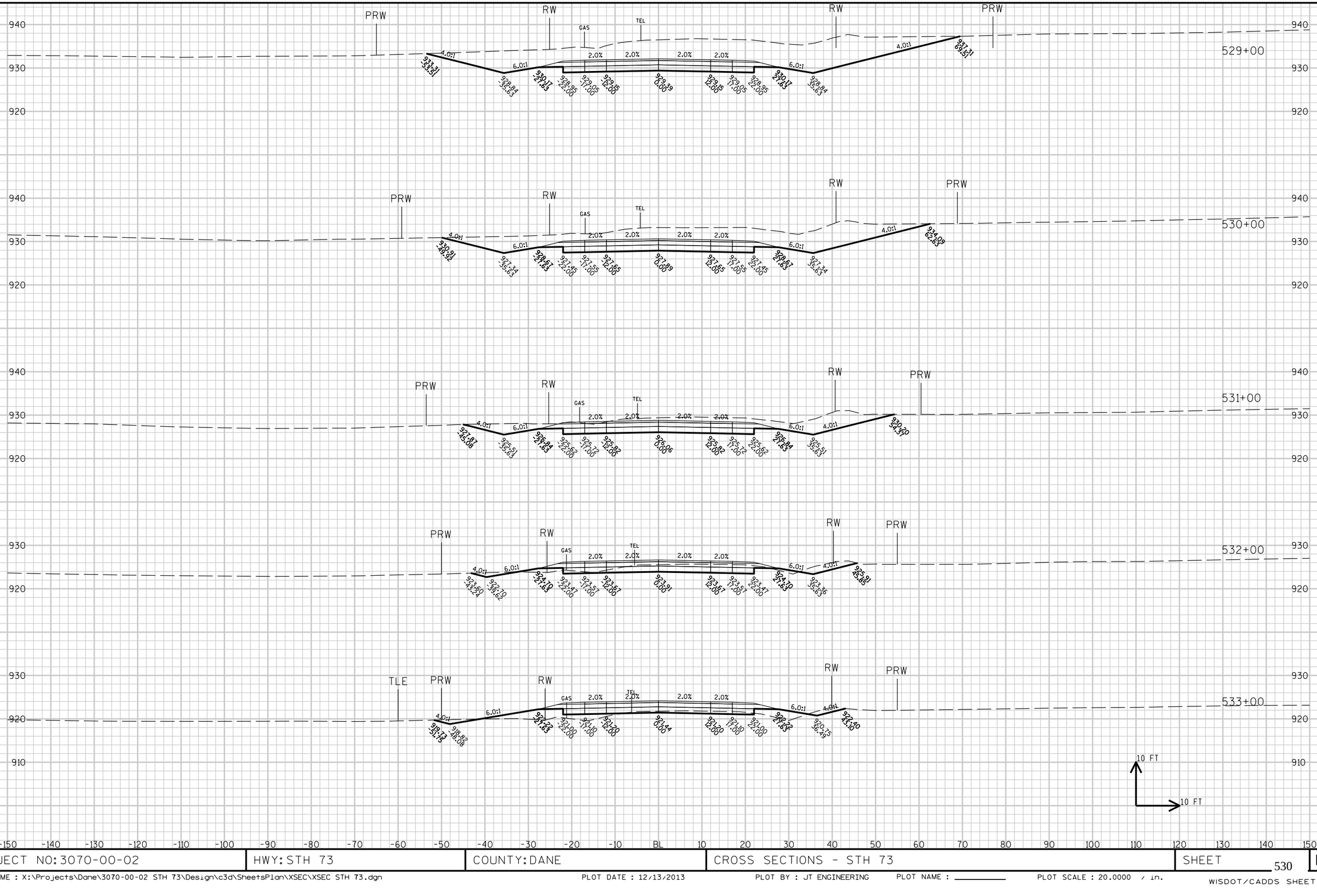
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 529 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

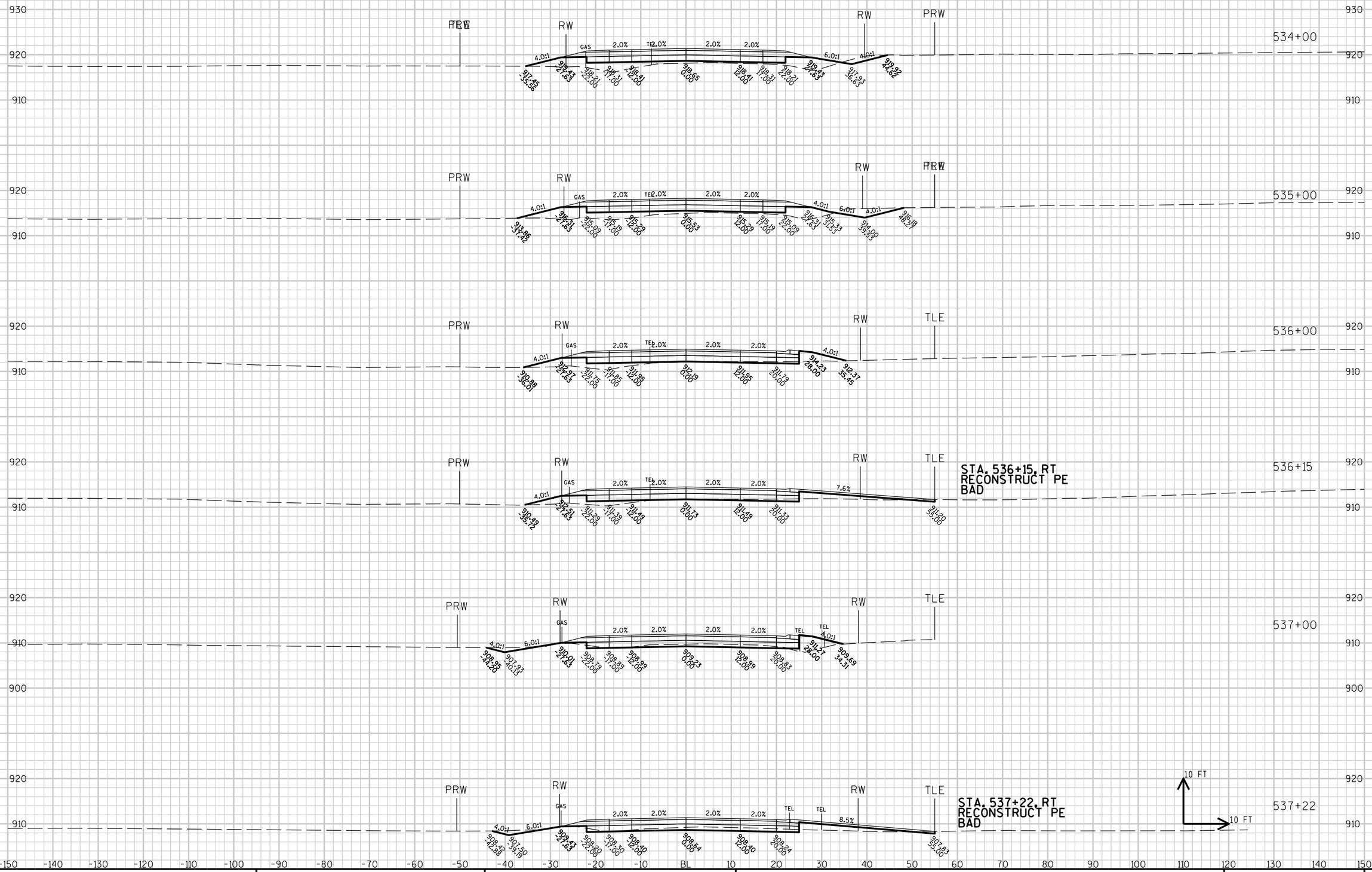



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 530 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21

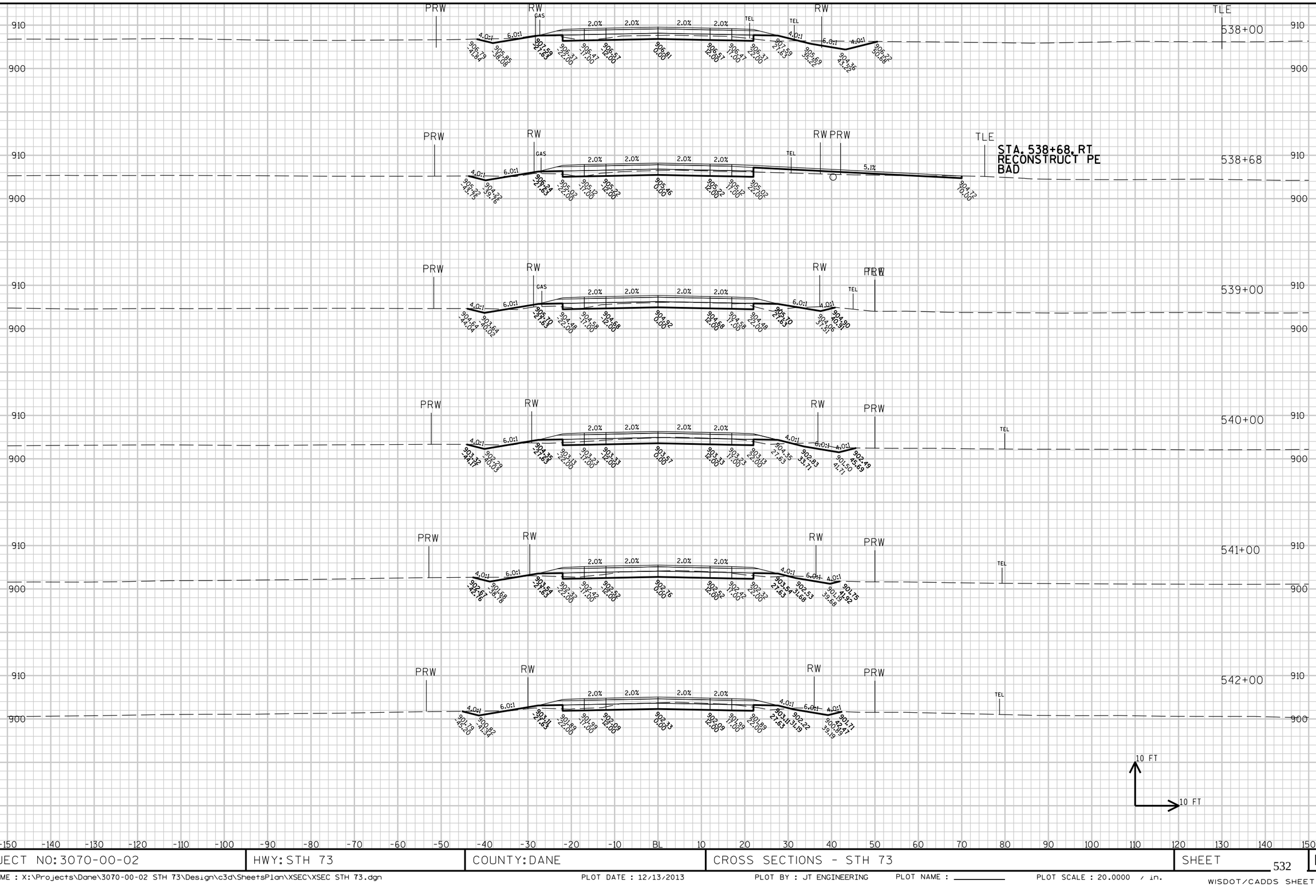



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 531 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



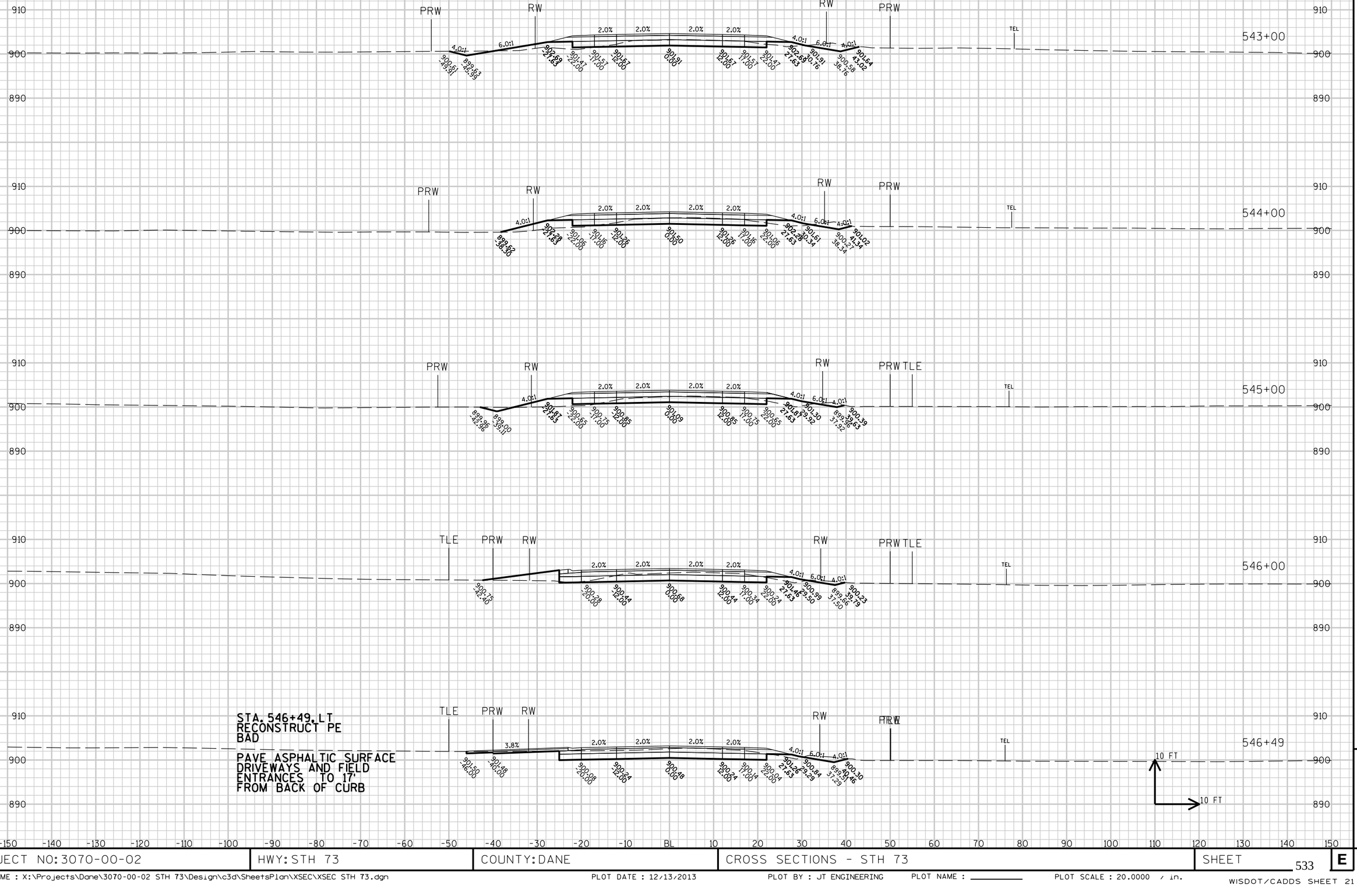

10 FT
10 FT

9 9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 532 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



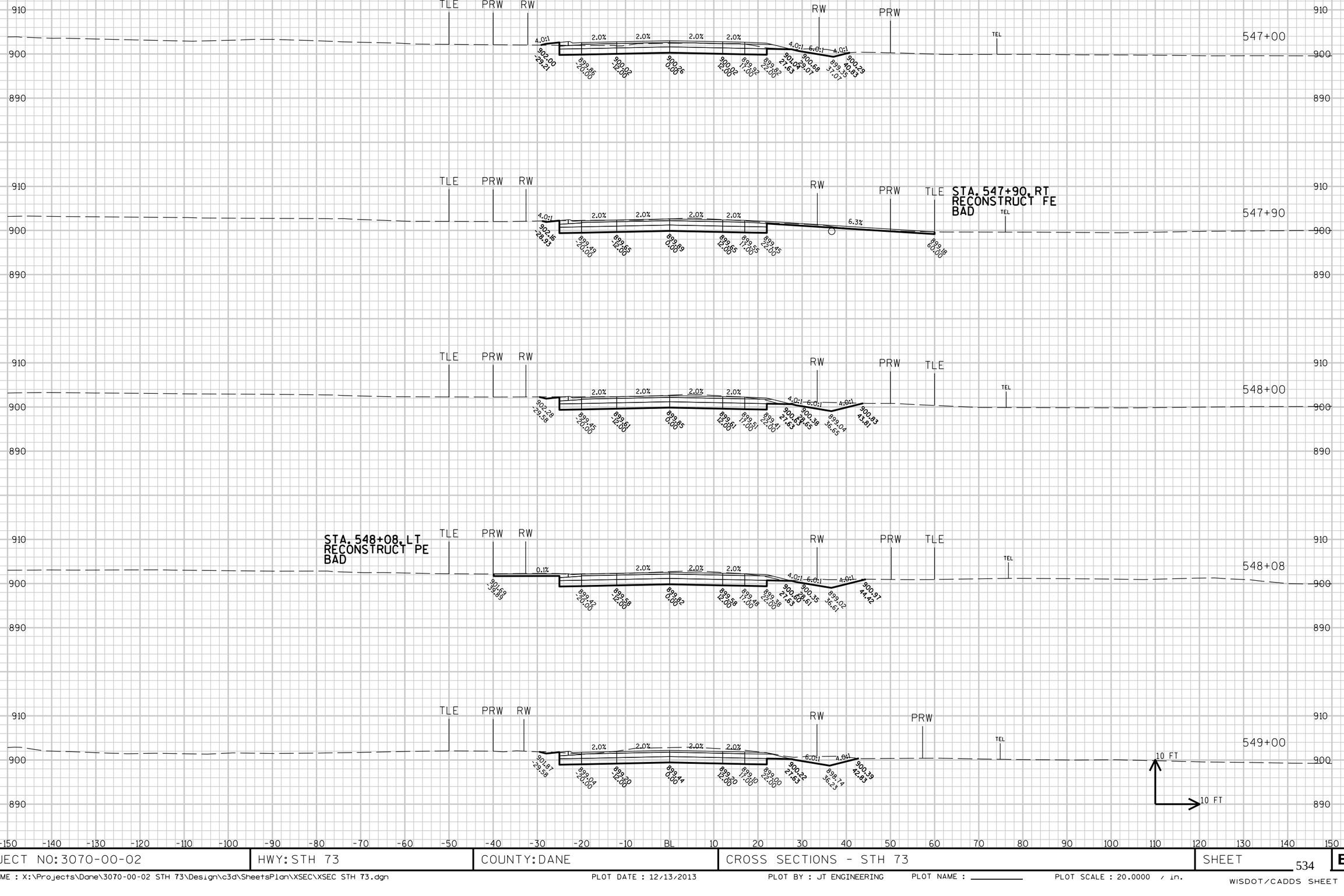

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 533 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

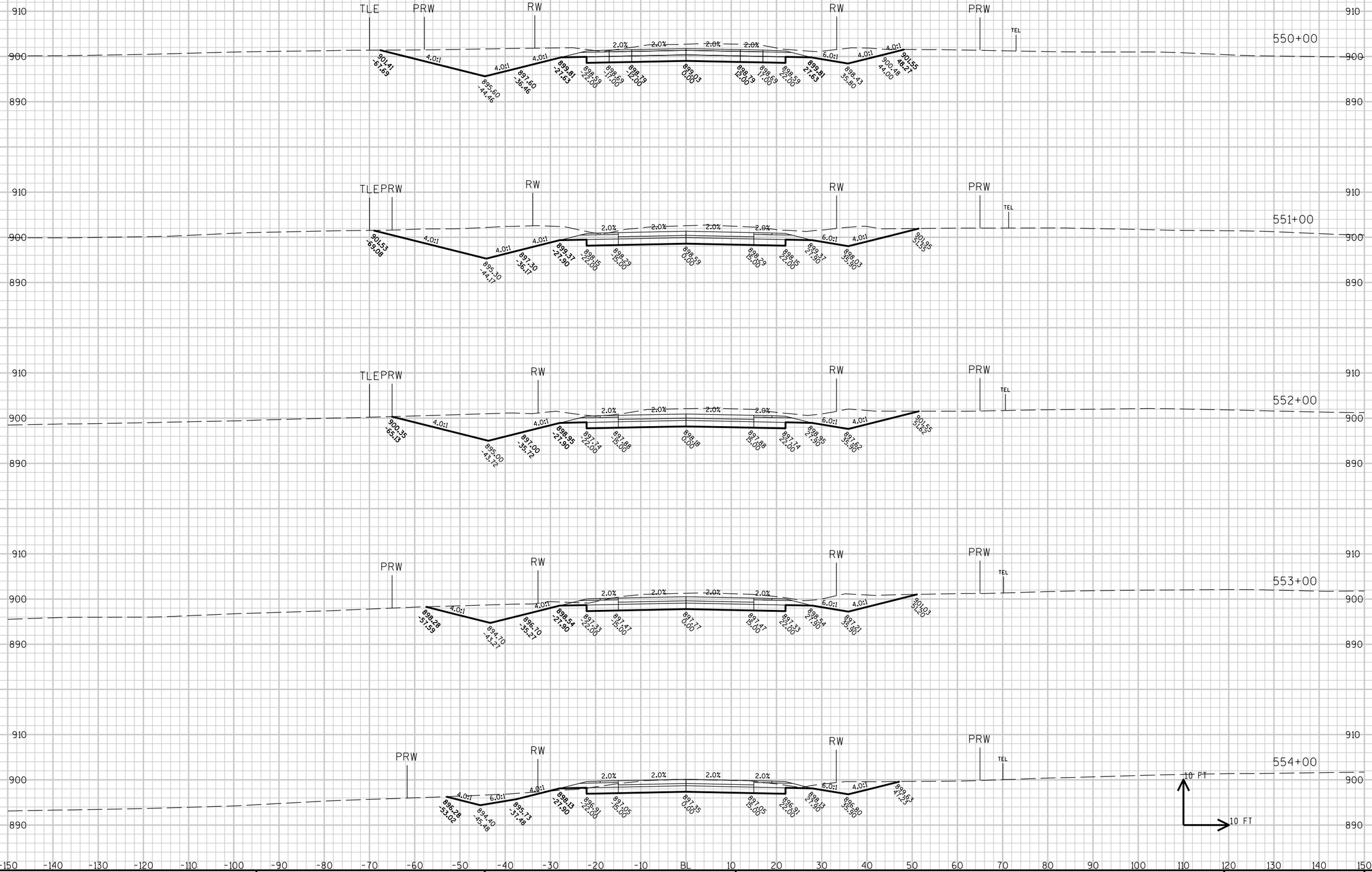



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 534 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



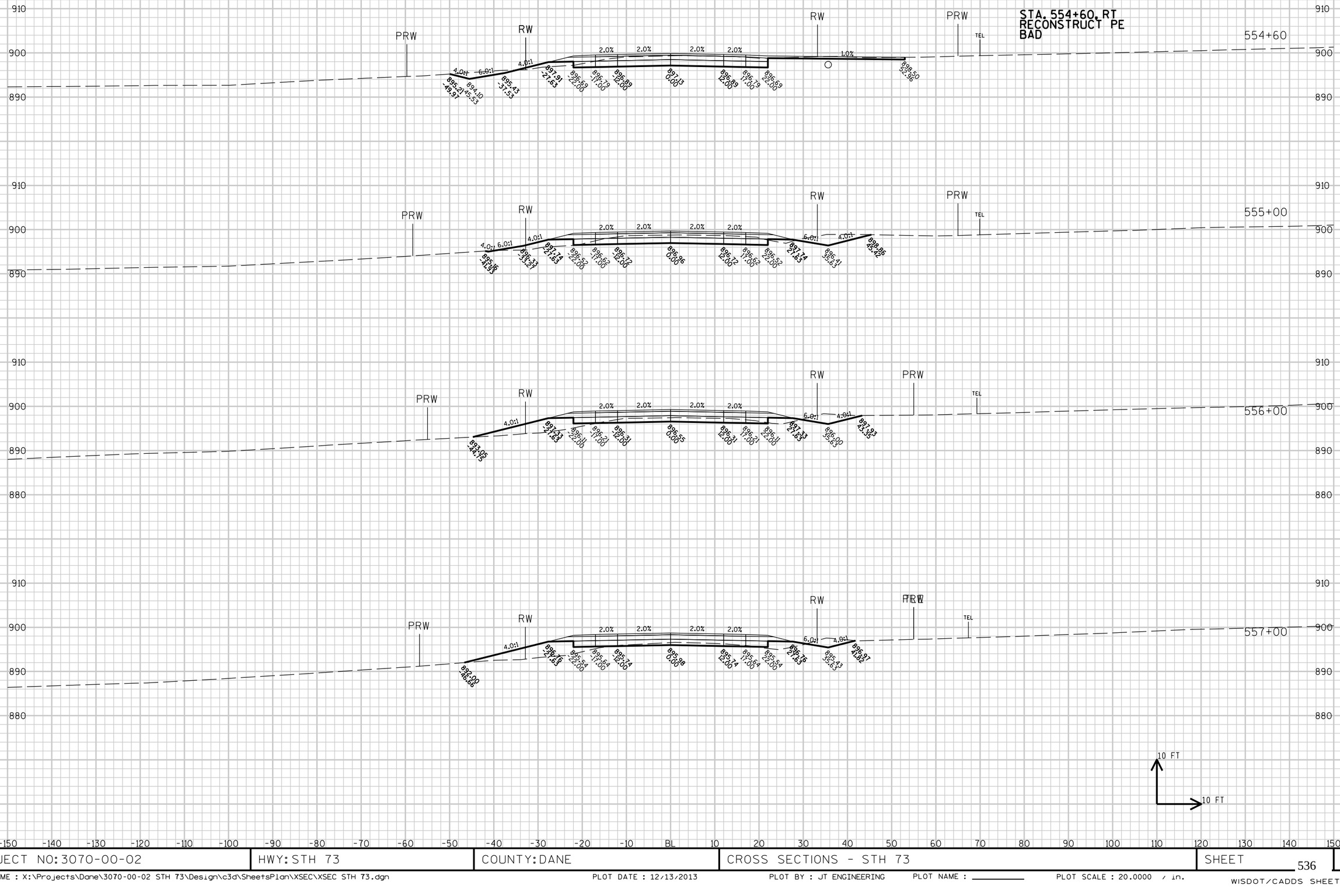

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 535 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

STA. 554+60, RT
RECONSTRUCT PE
BAD




9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 536 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



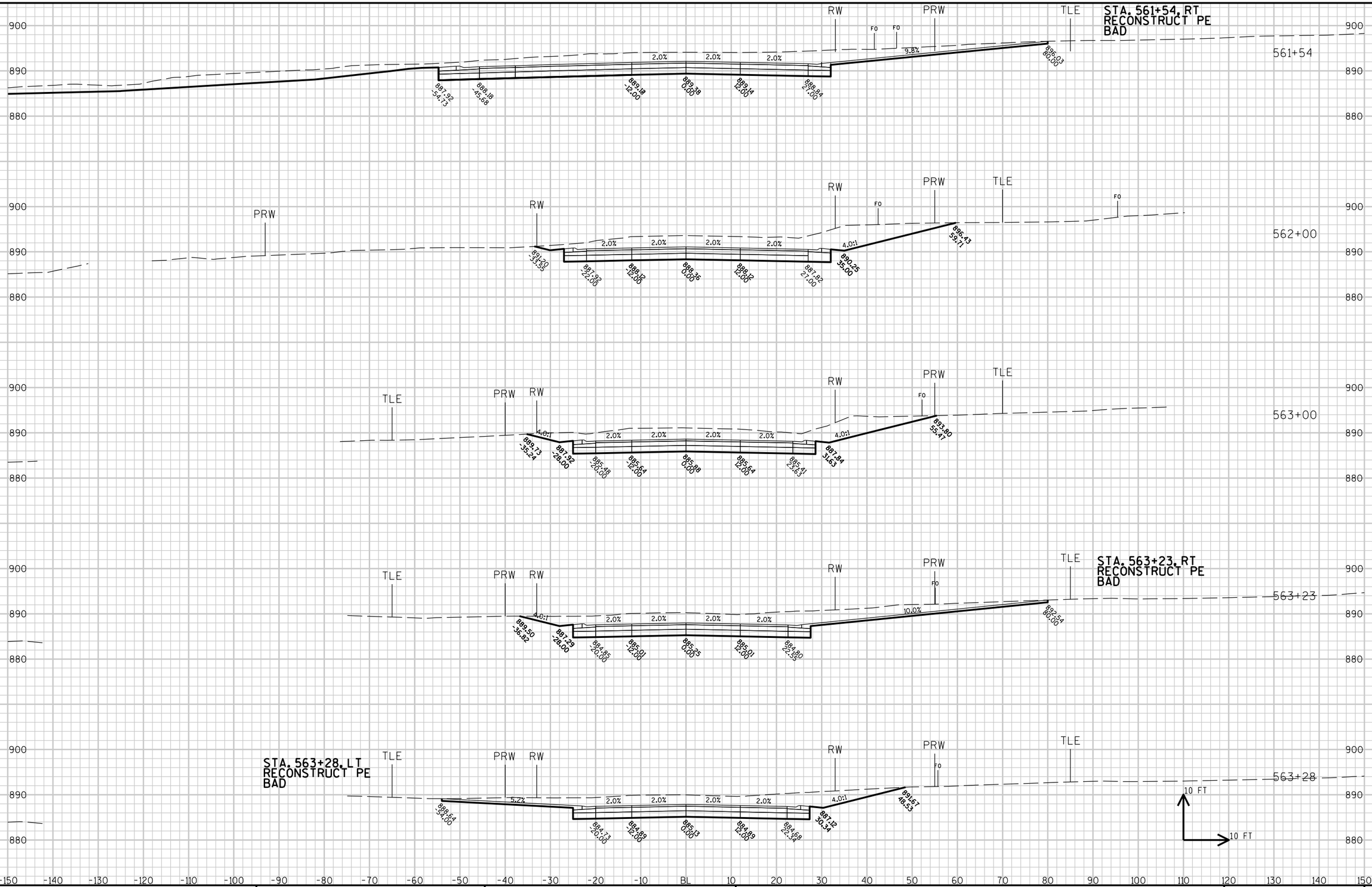

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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 537 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

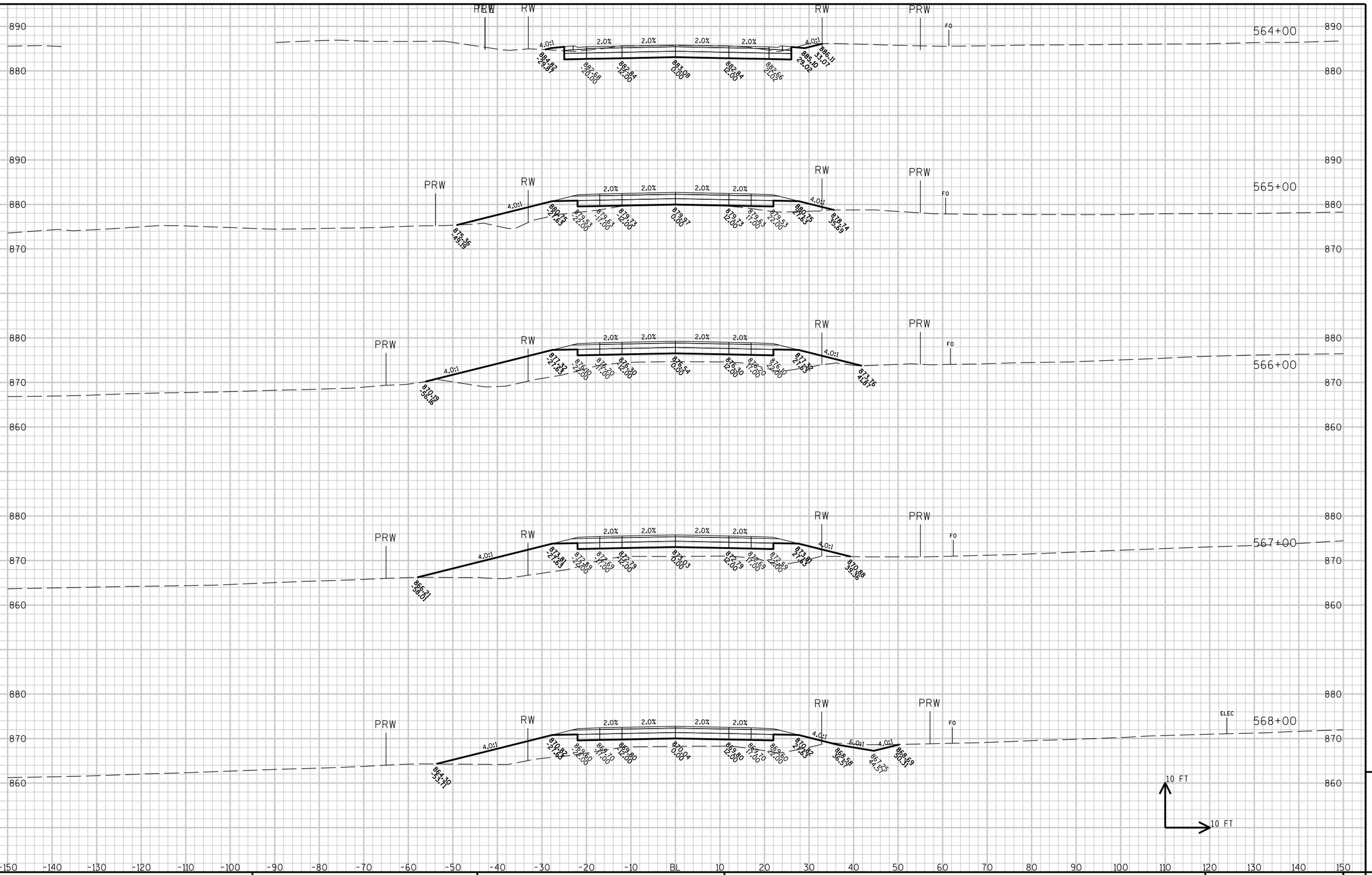



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 538 E |
|---|---|---|---|---|

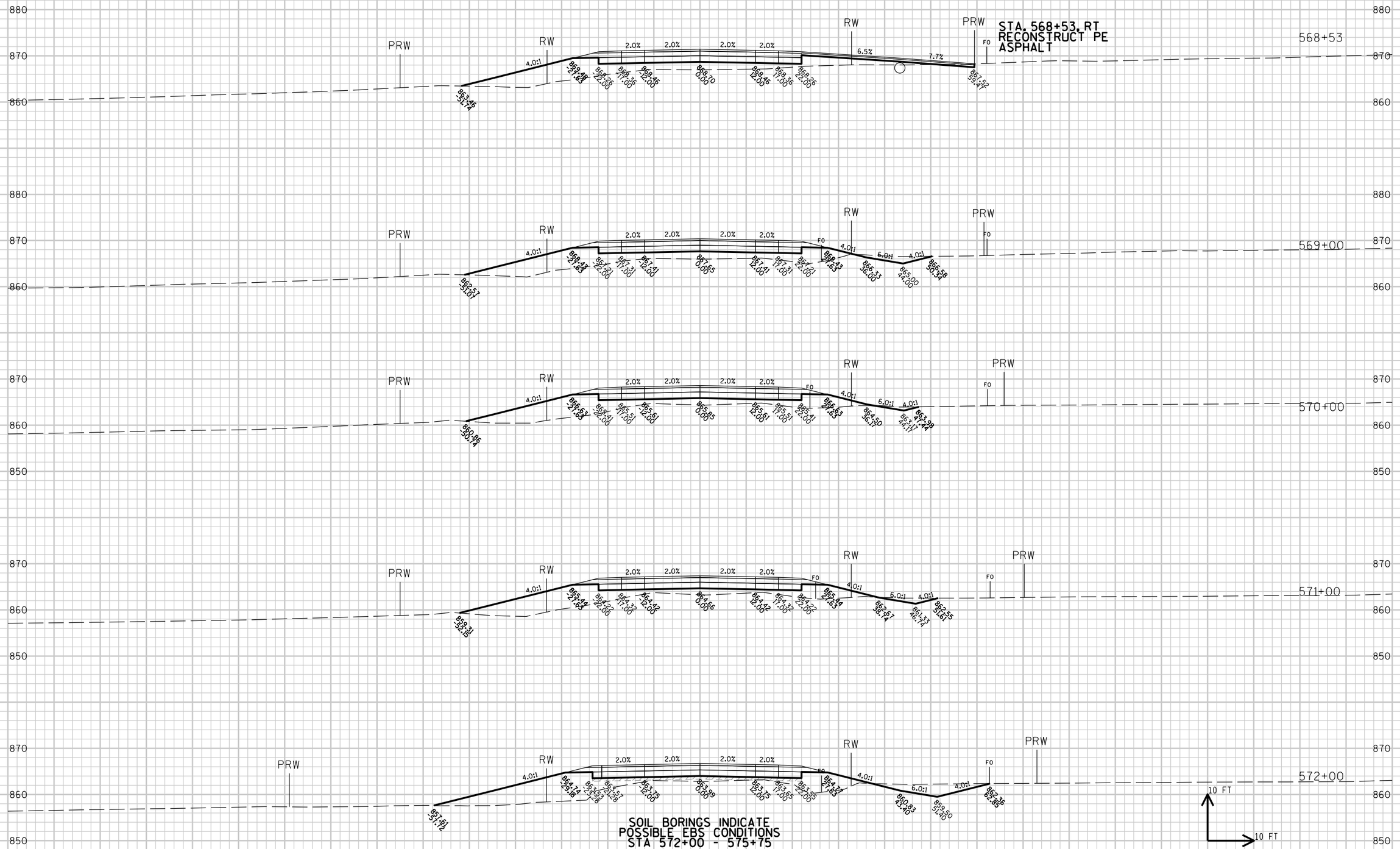
FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 73 | SHEET 539 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in. WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 540 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013

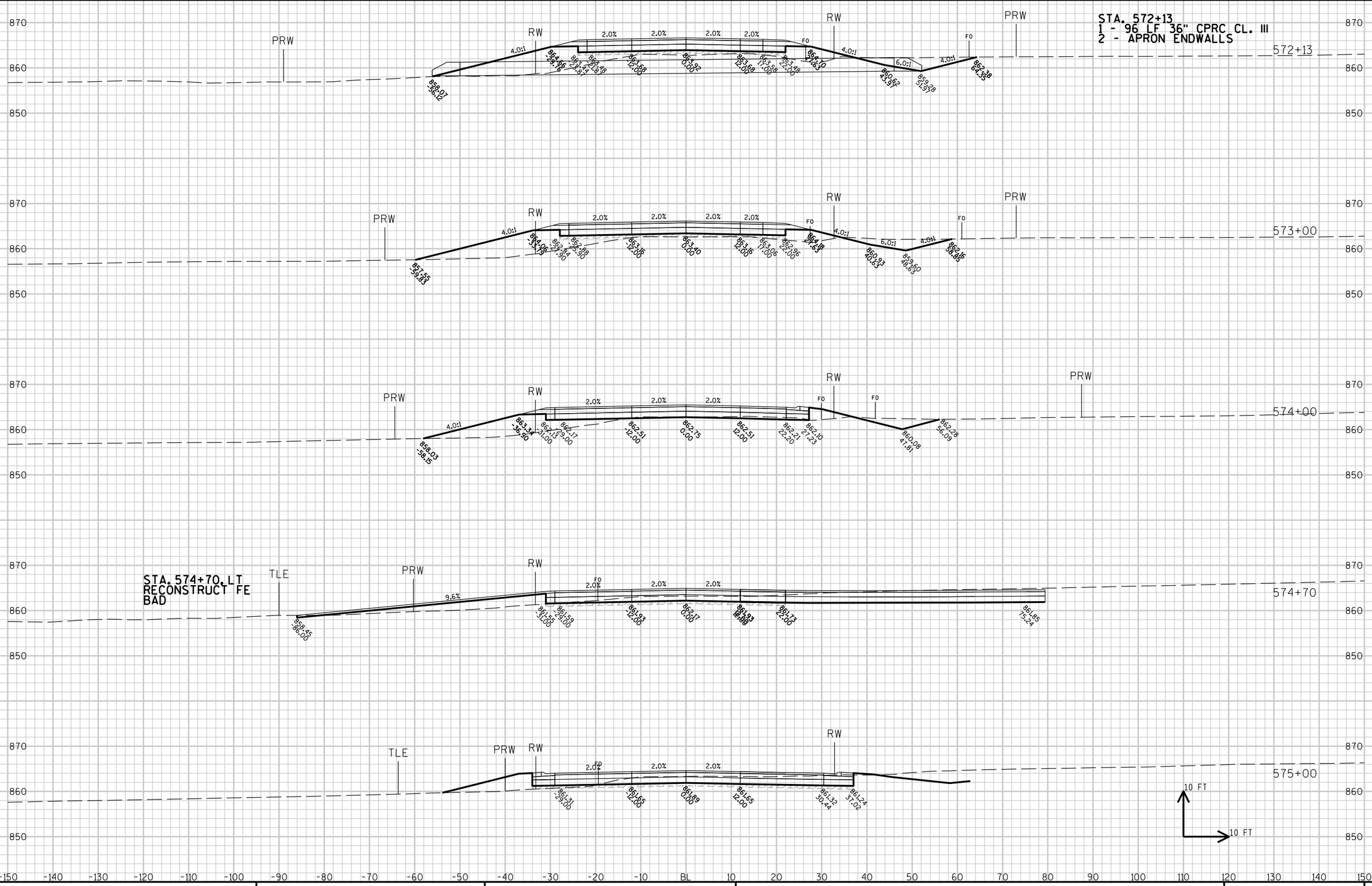
PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

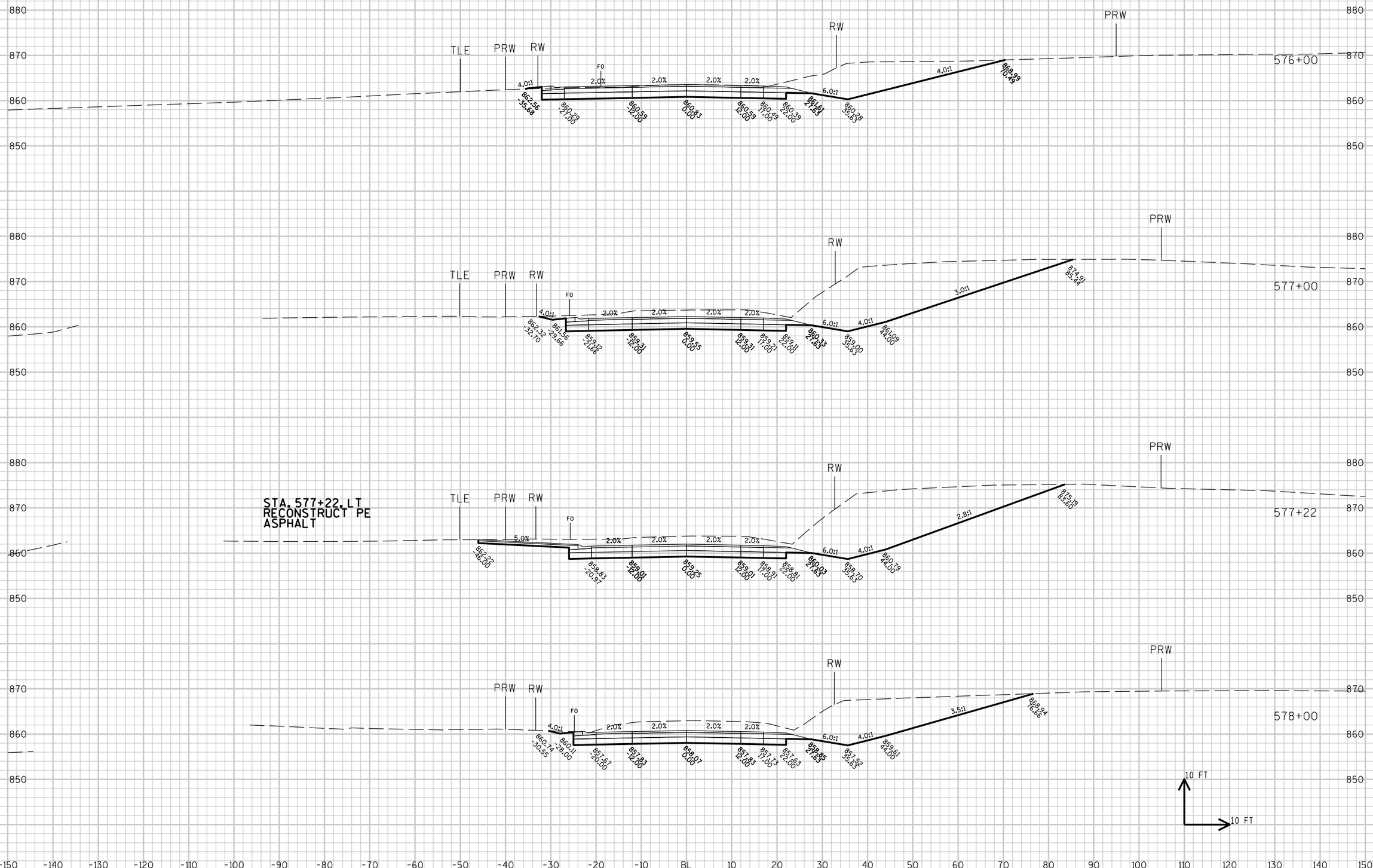
STA. 572+13
1 - 96 LF 36" CPRC CL. III
2 - APRON ENDWALLS




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 541 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 542 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013

PLOT BY : JT ENGINEERING

PLOT NAME : _____

PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

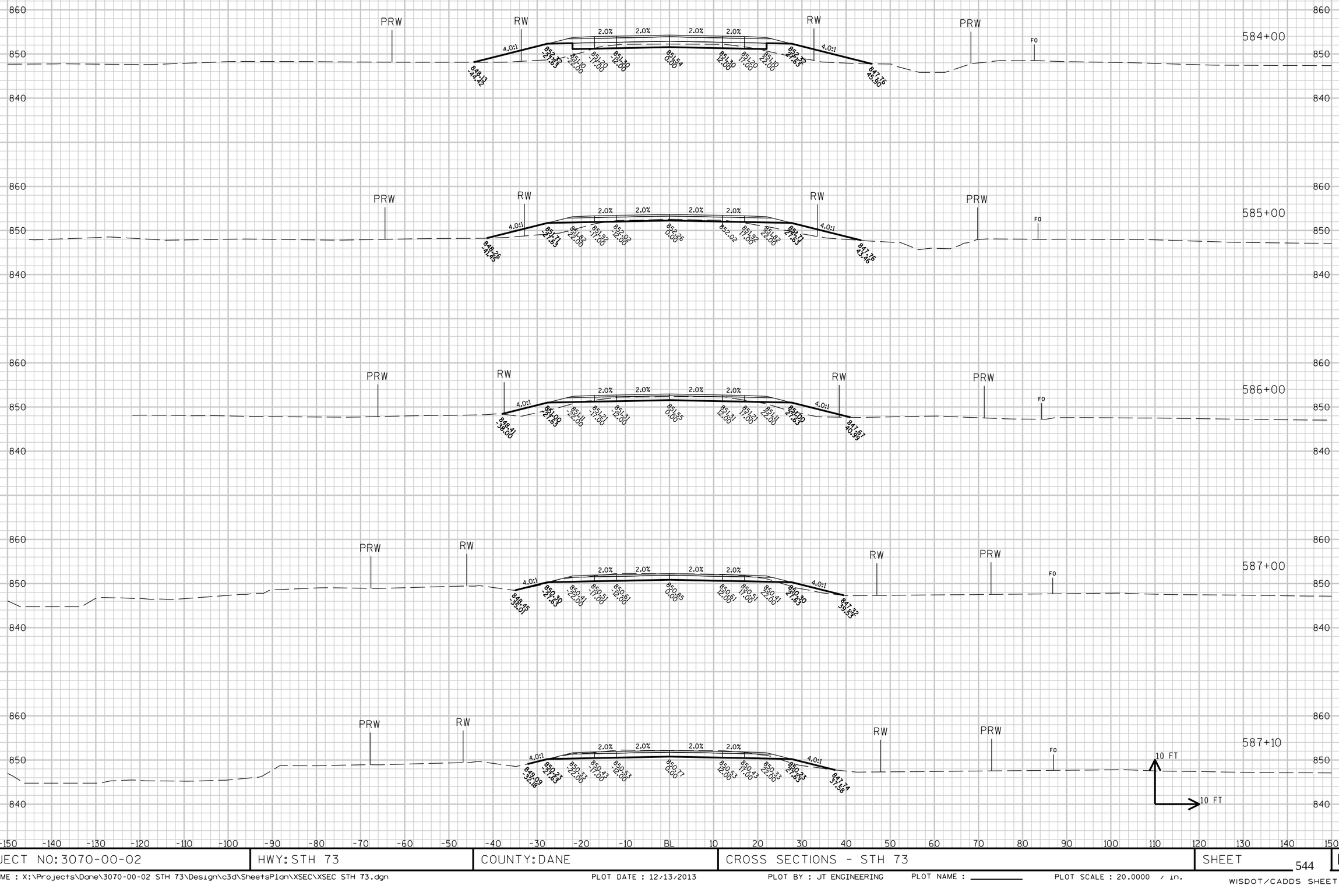



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 543 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21




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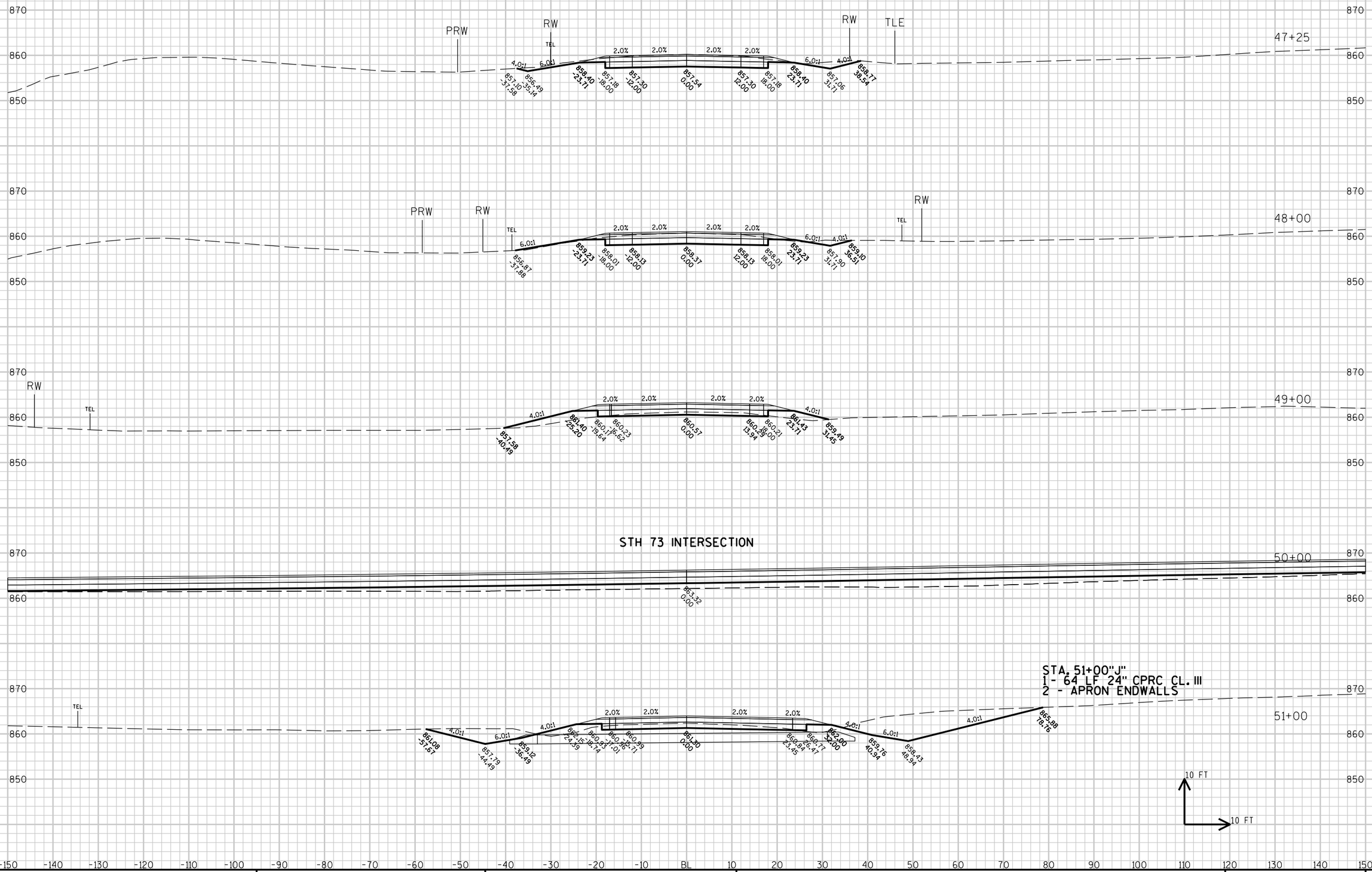
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 73 | SHEET 544 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73.dgn

PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21



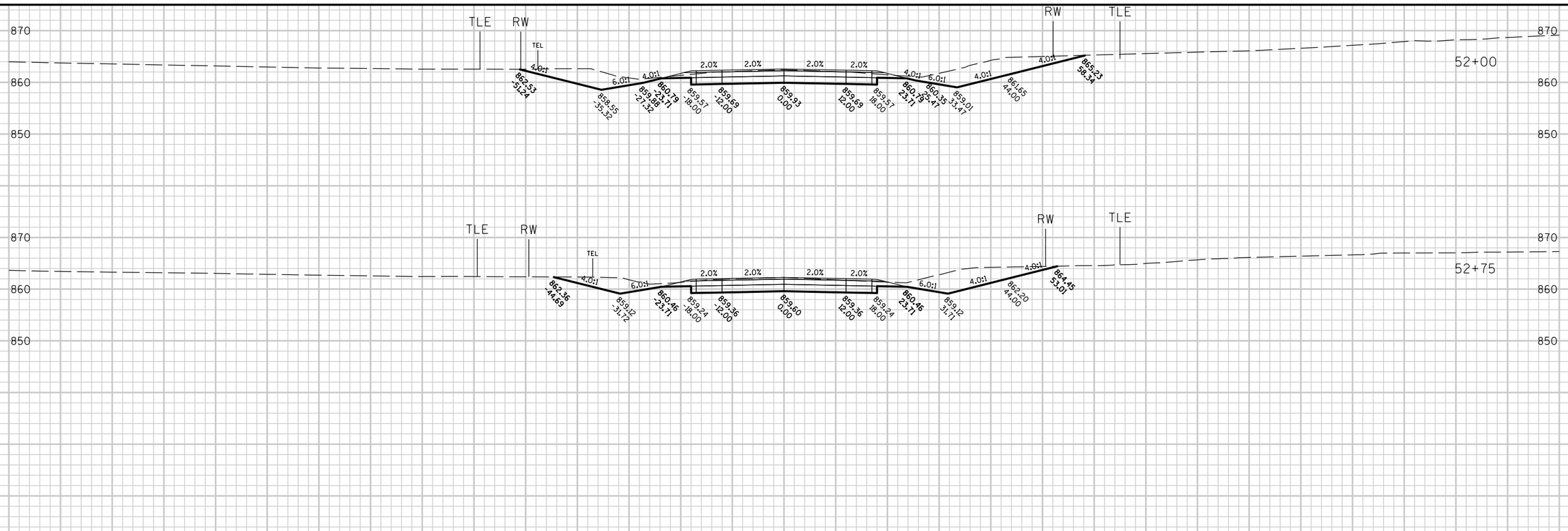

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - STH 106 | SHEET 545 E |
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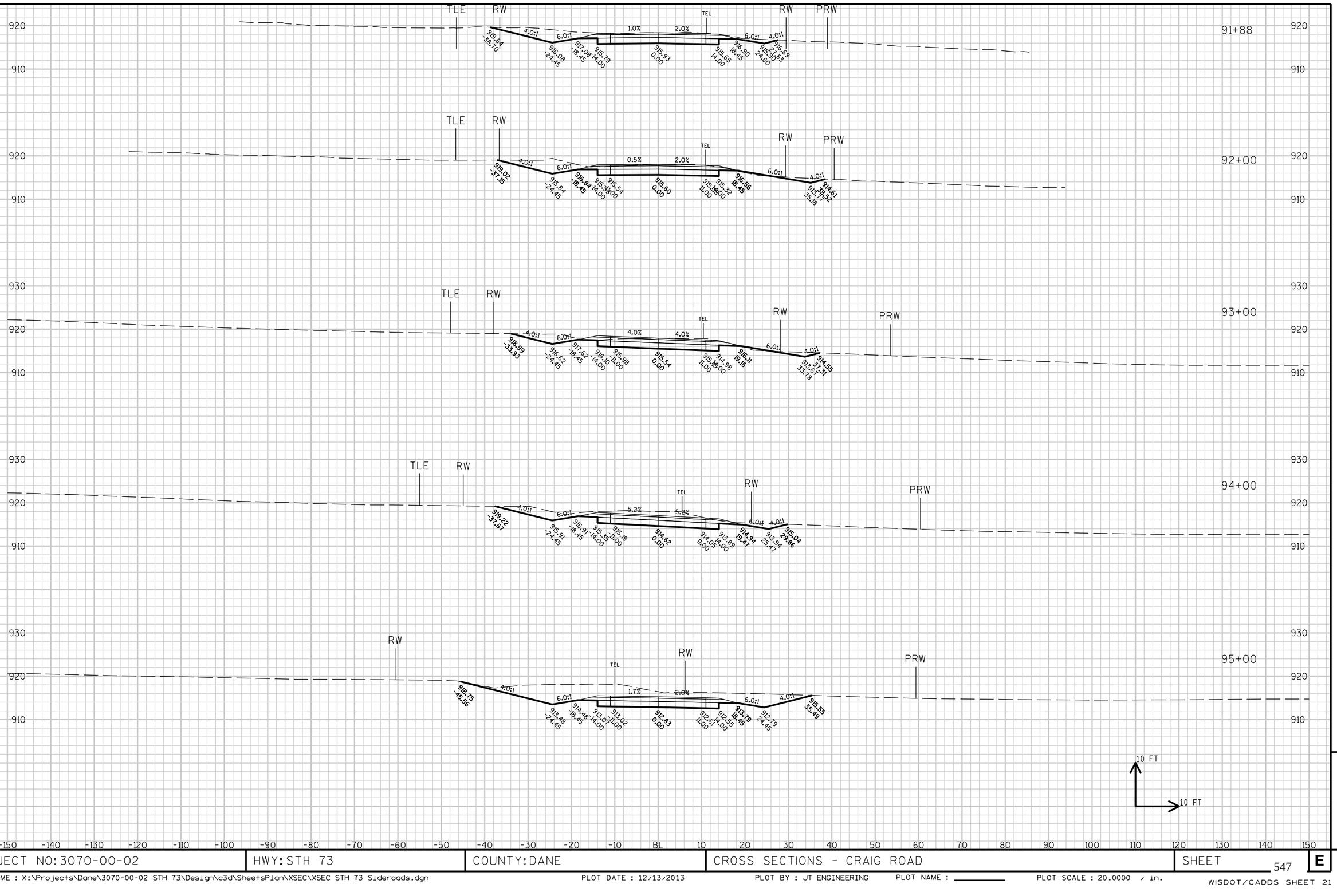
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WISDOT/CADDS SHEET 21




| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - STH 106 | SHEET 546 E |
|---|---|---|---|---|

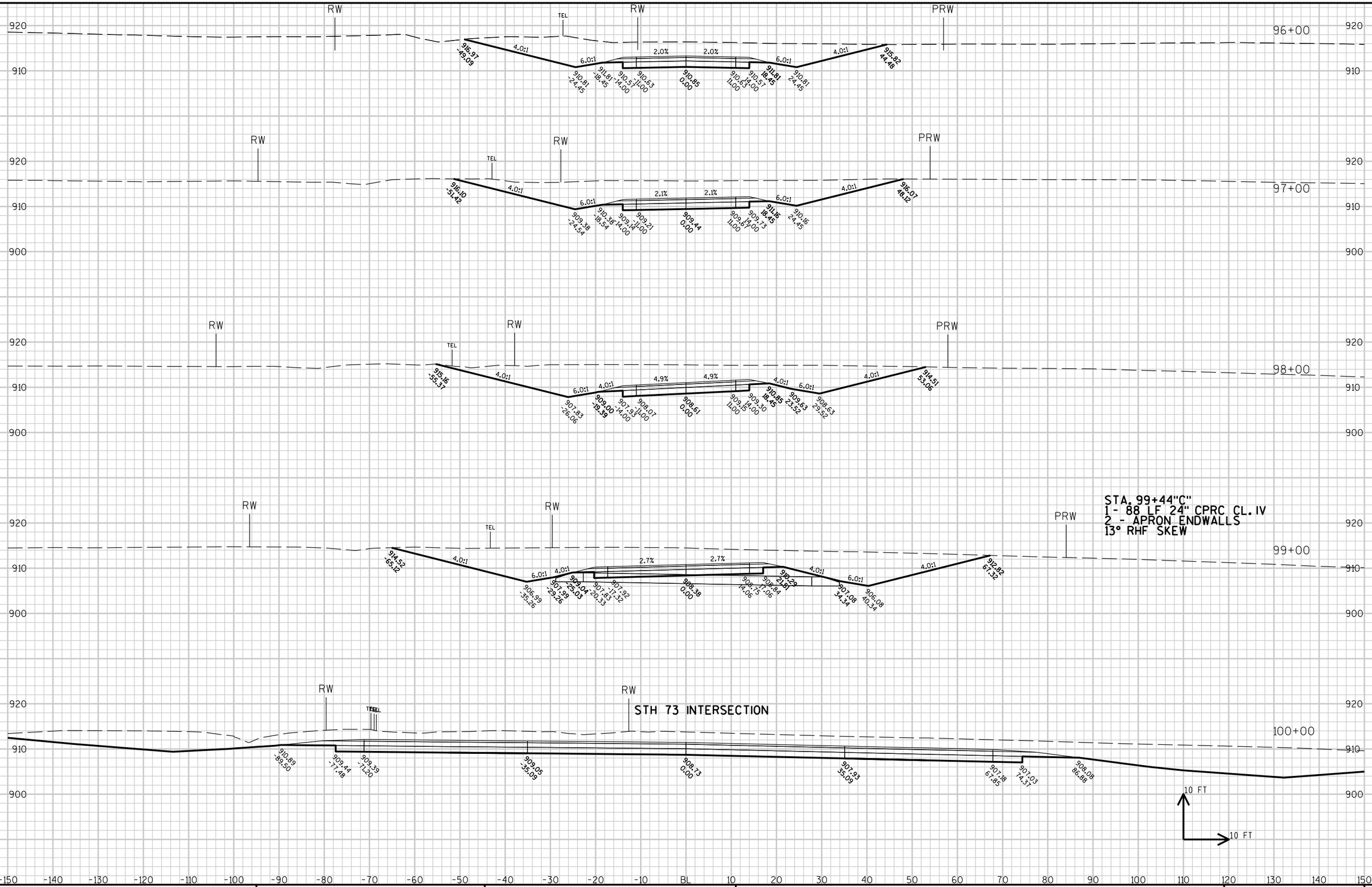
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PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CRAIG ROAD | SHEET 547 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



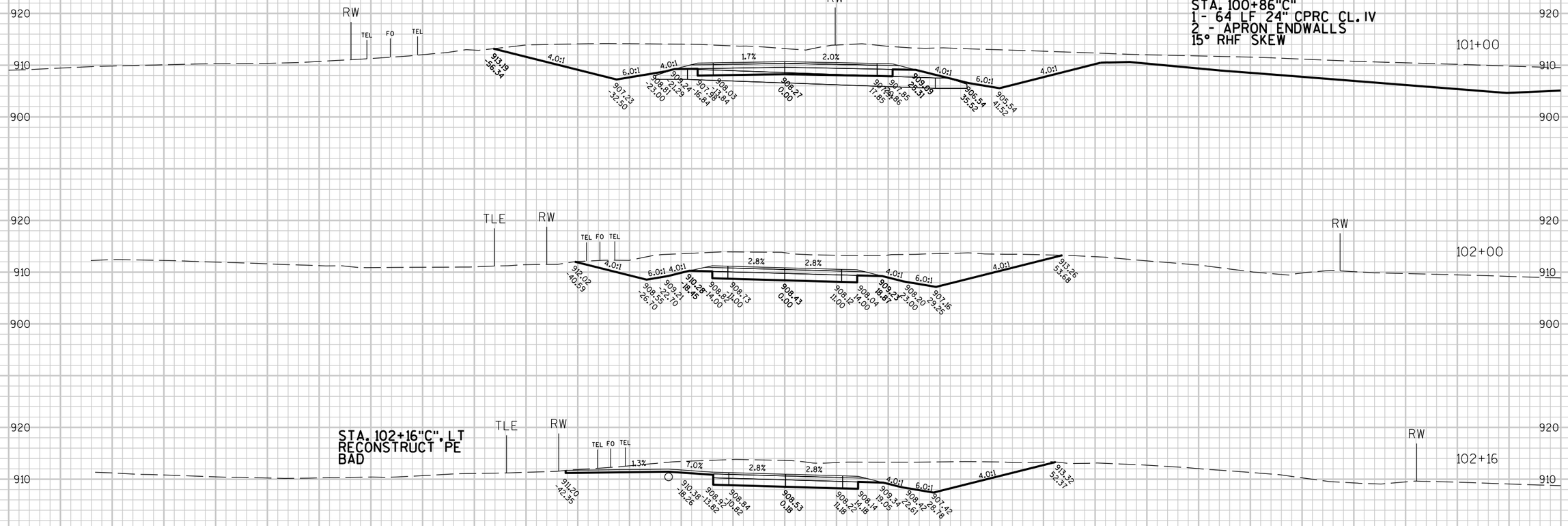

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CRAIG ROAD | SHEET 548 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

STA. 100+86"C"
1 - 64 LF 24" CPRC CL. IV
2 - APRON ENDWALLS
15° RHF SKEW

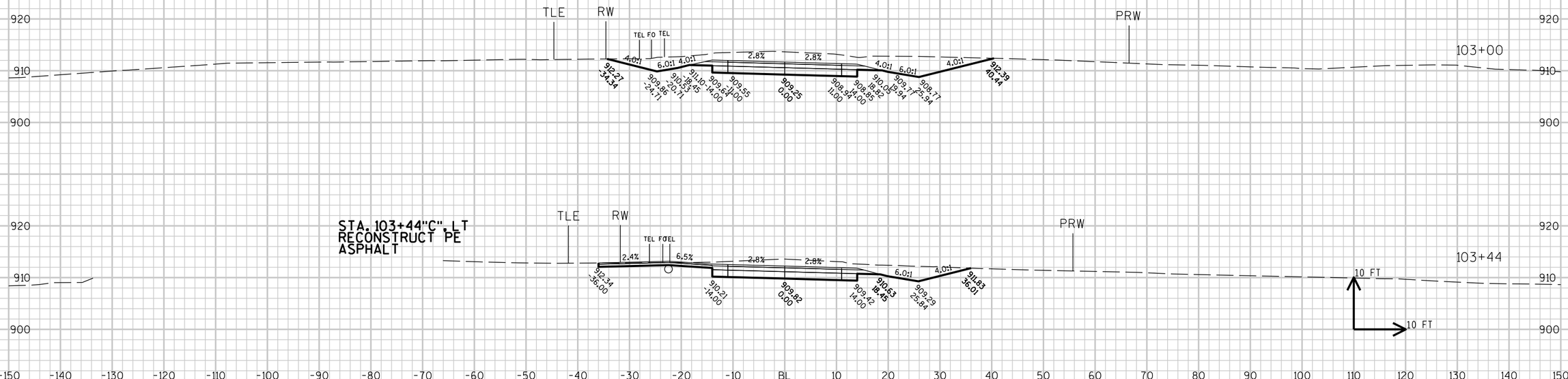






STA. 102+16"C", LT
RECONSTRUCT PE
BAD




STA. 103+44"C", LT
RECONSTRUCT PE
ASPHALT




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

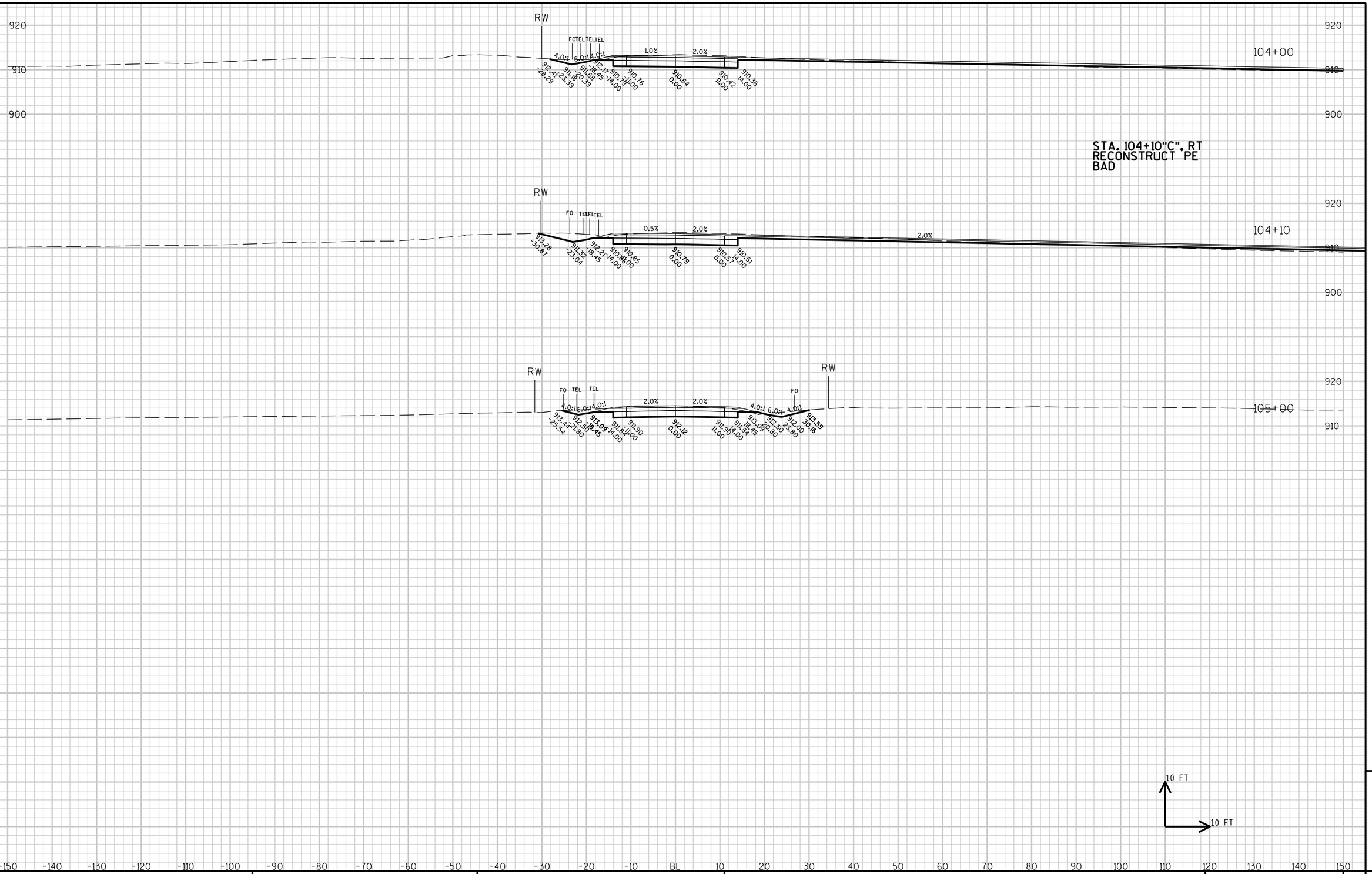
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CRAIG ROAD | SHEET 549 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/16/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

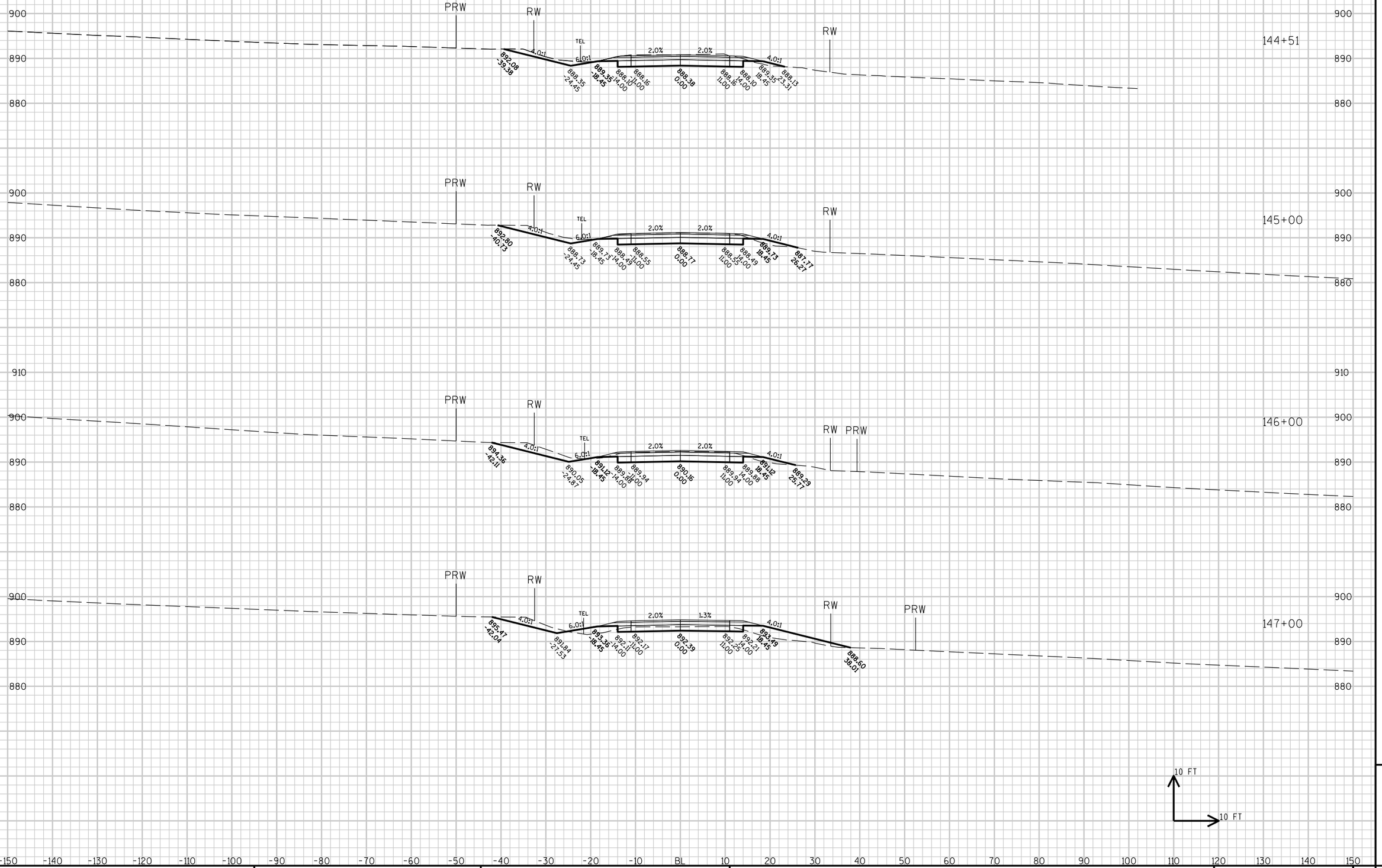



-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - CRAIG ROAD | SHEET 550 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

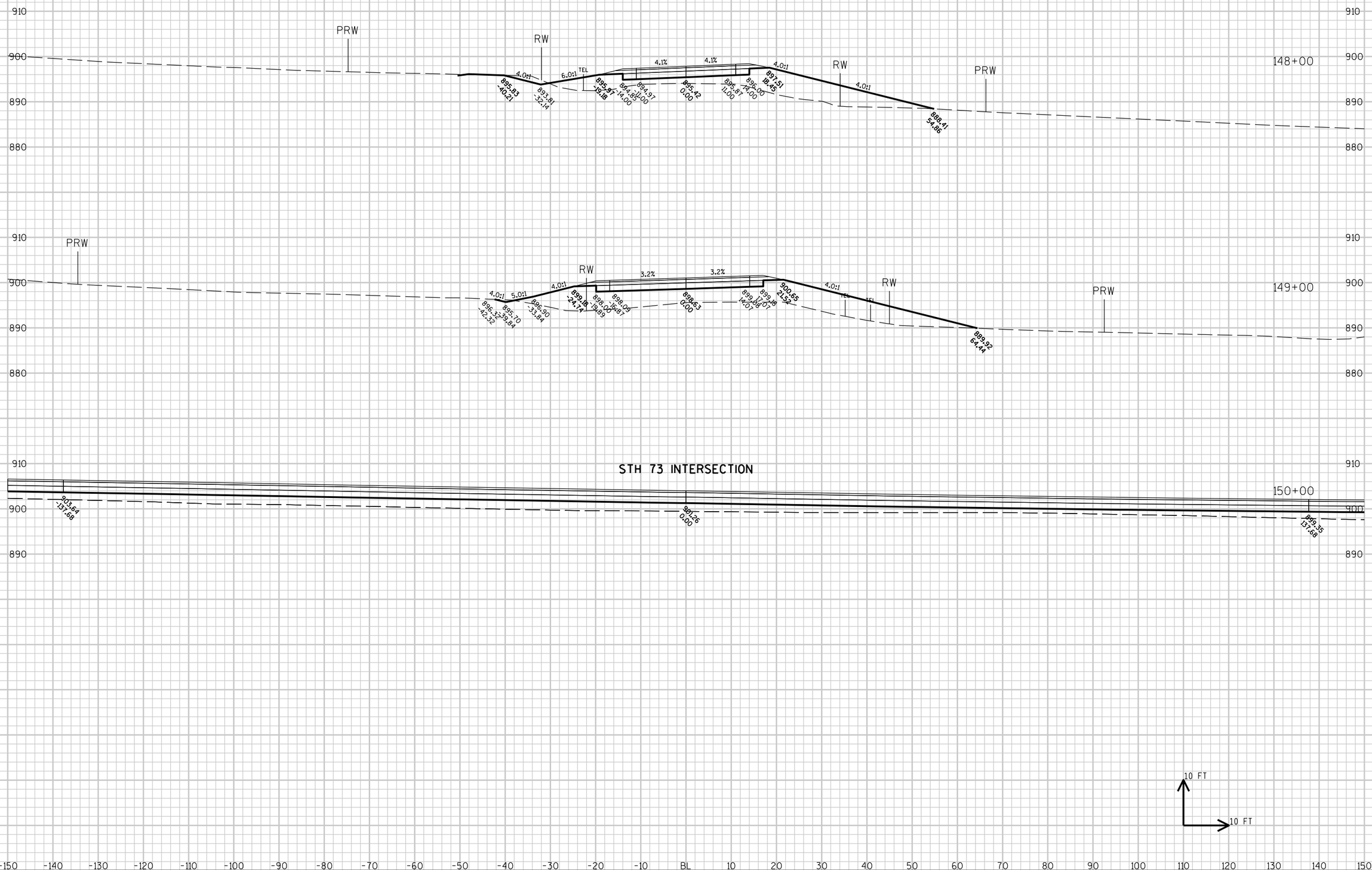



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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - MAPLE GROVE ROAD | SHEET 551 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



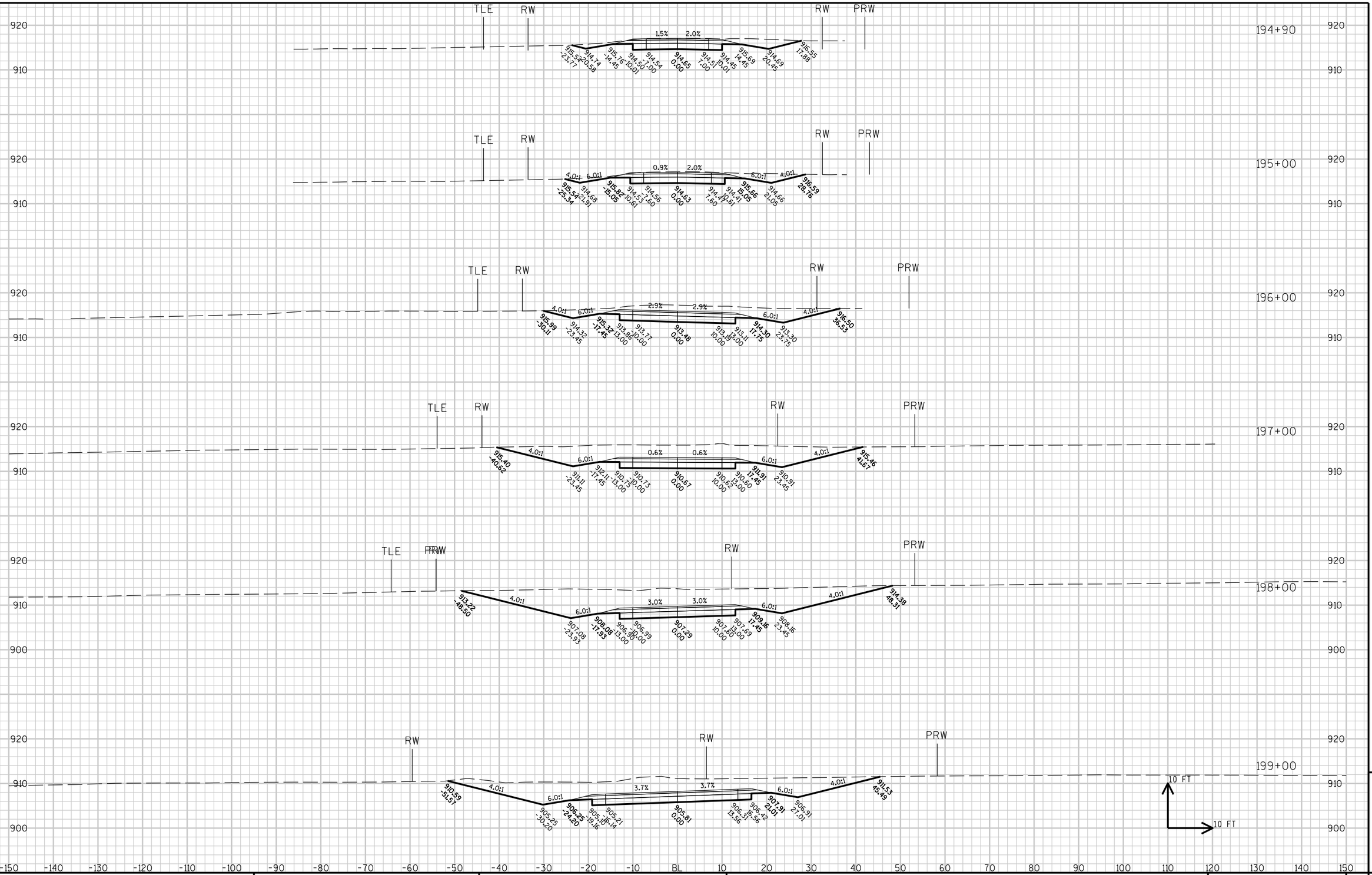

9

9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - MAPLE GROVE ROAD | SHEET 552 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

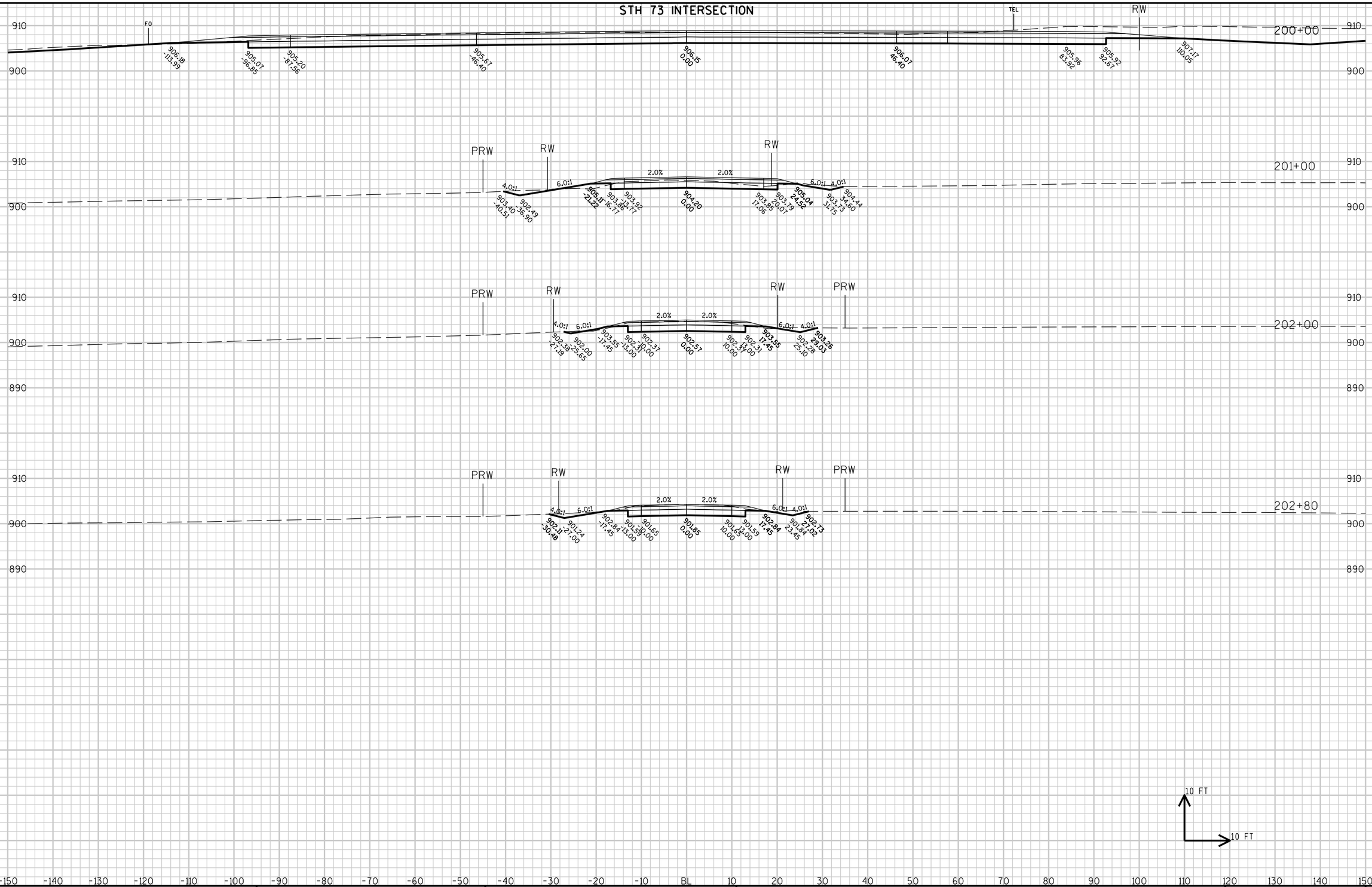
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - AARBACK ROAD | SHEET 553 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

# STH 73 INTERSECTION




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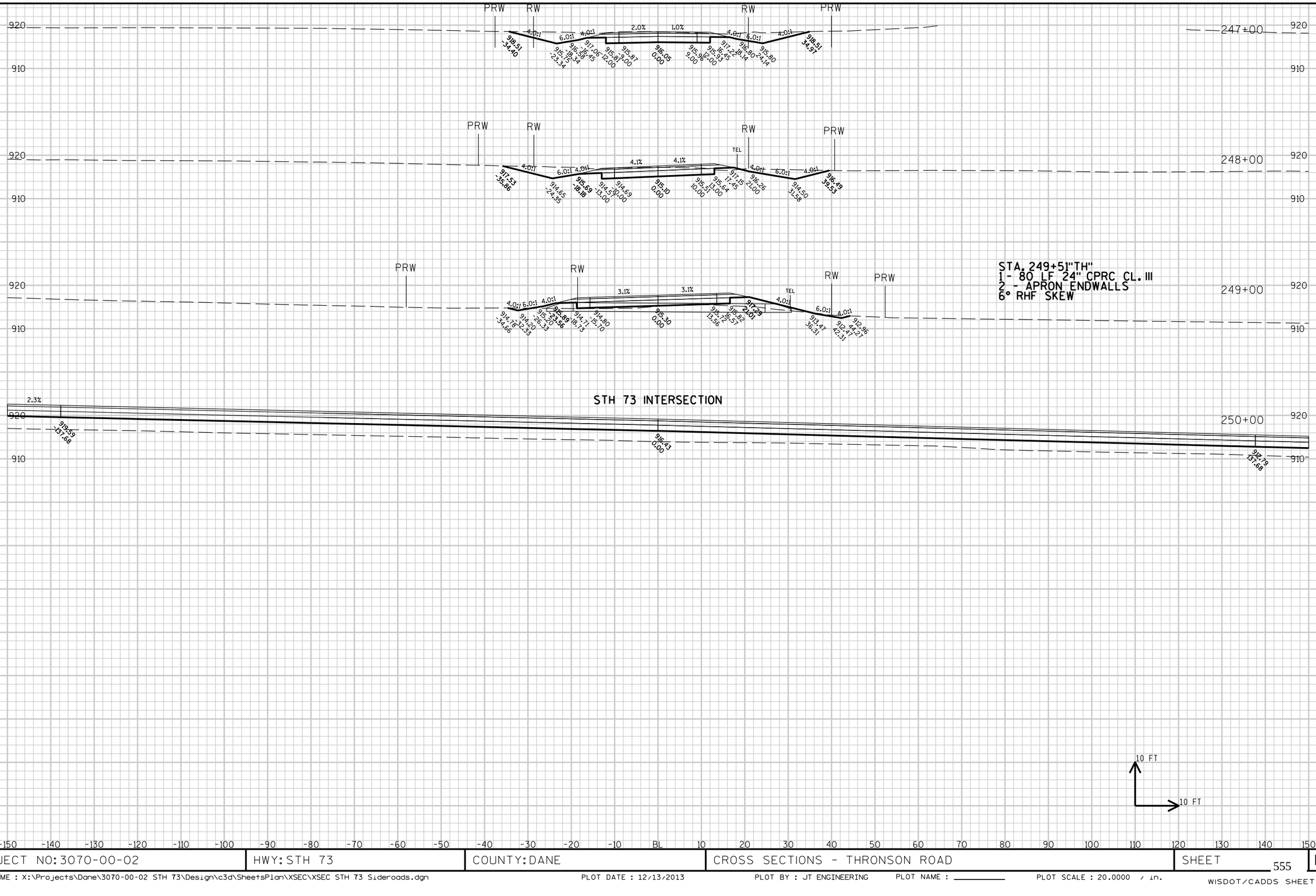
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - AARBACK ROAD | SHEET 554 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

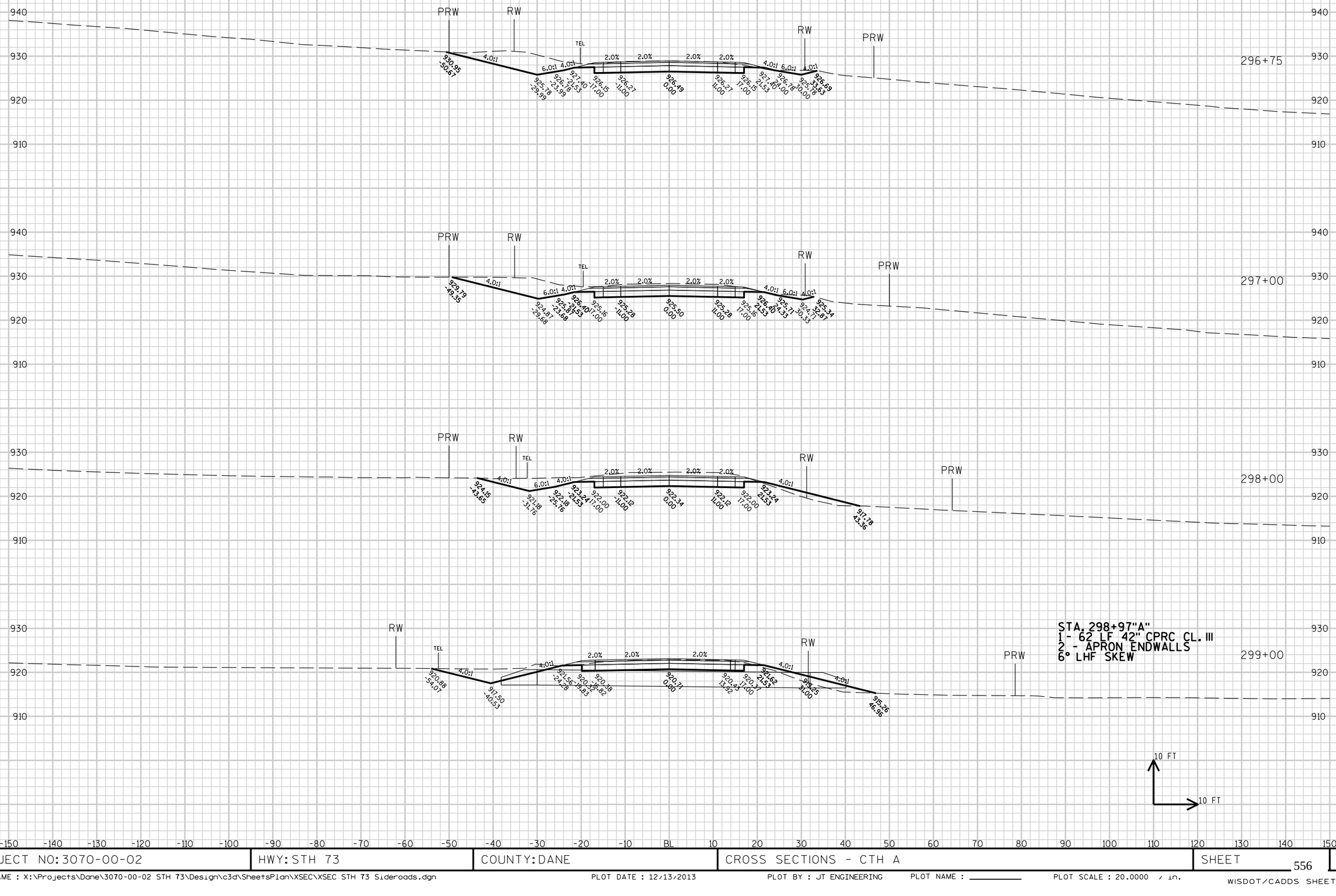
WISDOT/CADDS SHEET 21




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - THRONSON ROAD | SHEET 555 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




9

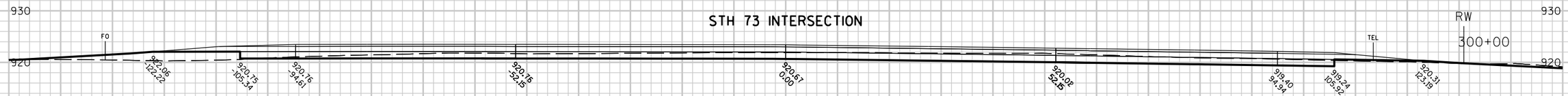
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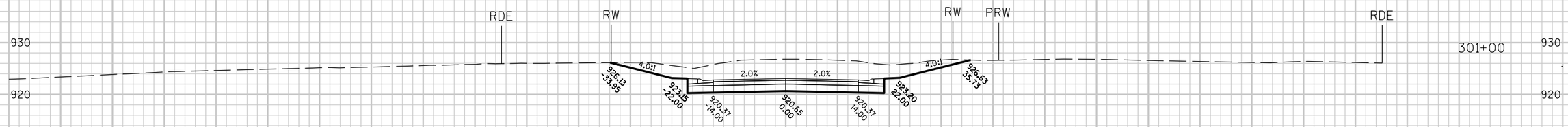
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|---|---|---|---|---|---|

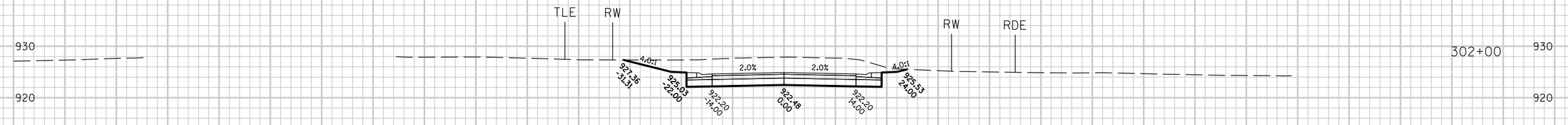
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WISDOT/CADDS SHEET 21

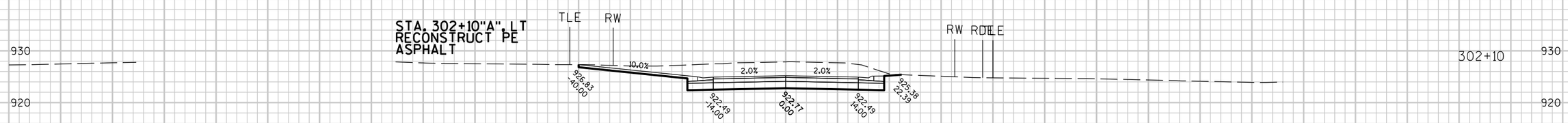
## STH 73 INTERSECTION

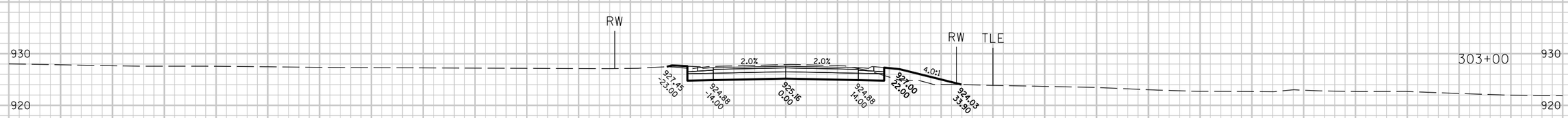


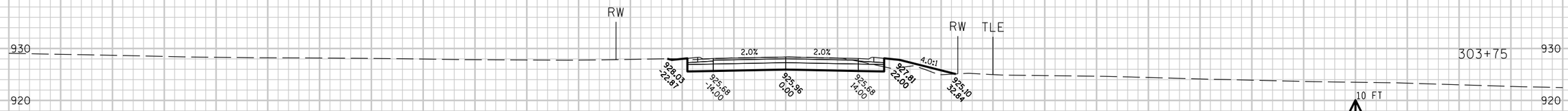




STA. 302+10"A", LT
RECONSTRUCT PE
ASPHALT



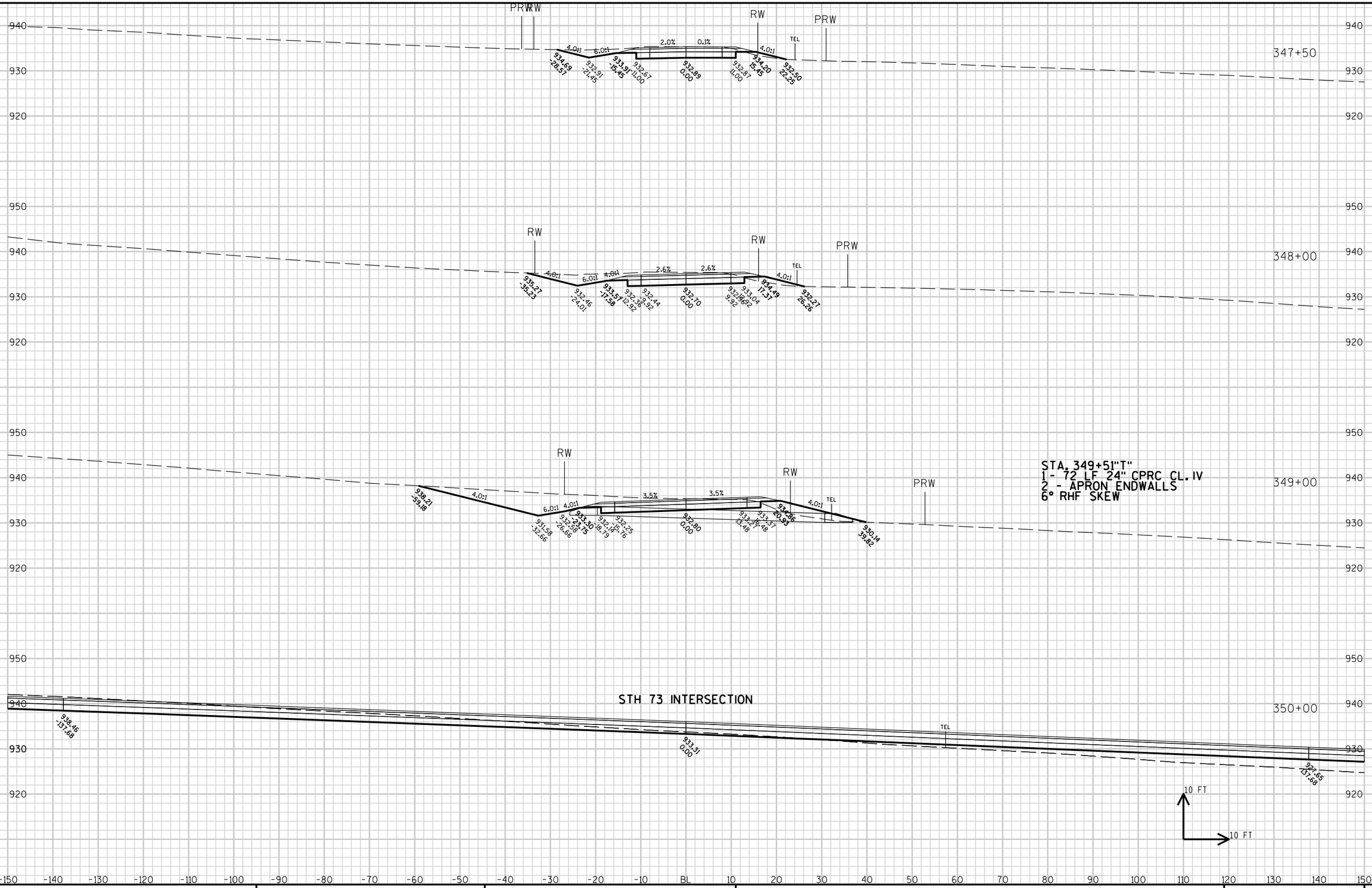




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CTH A | SHEET 557 E |
|---|---|---|---|---|


FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21



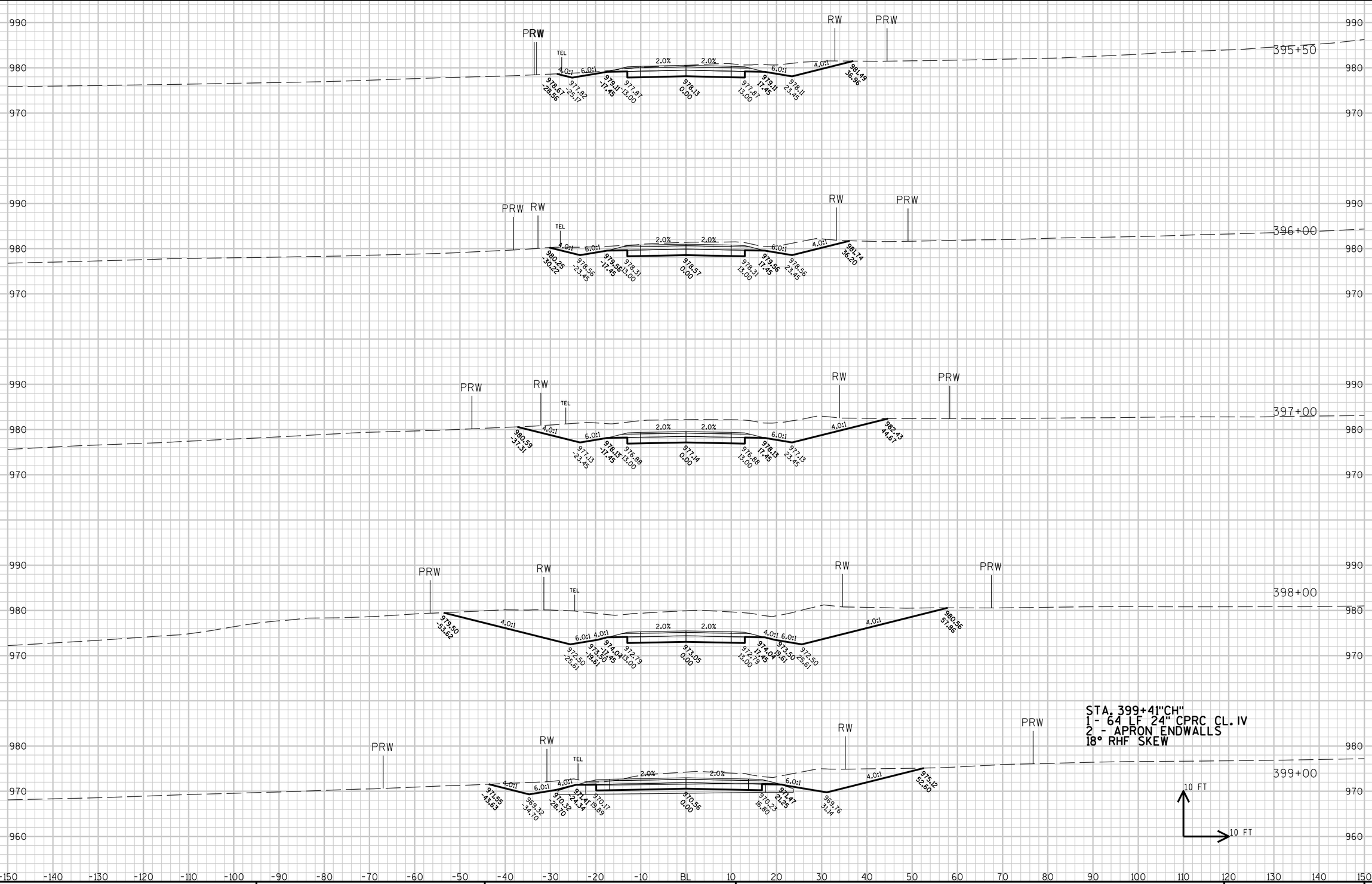

9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - TOBACCO LANE | SHEET 558 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21




9

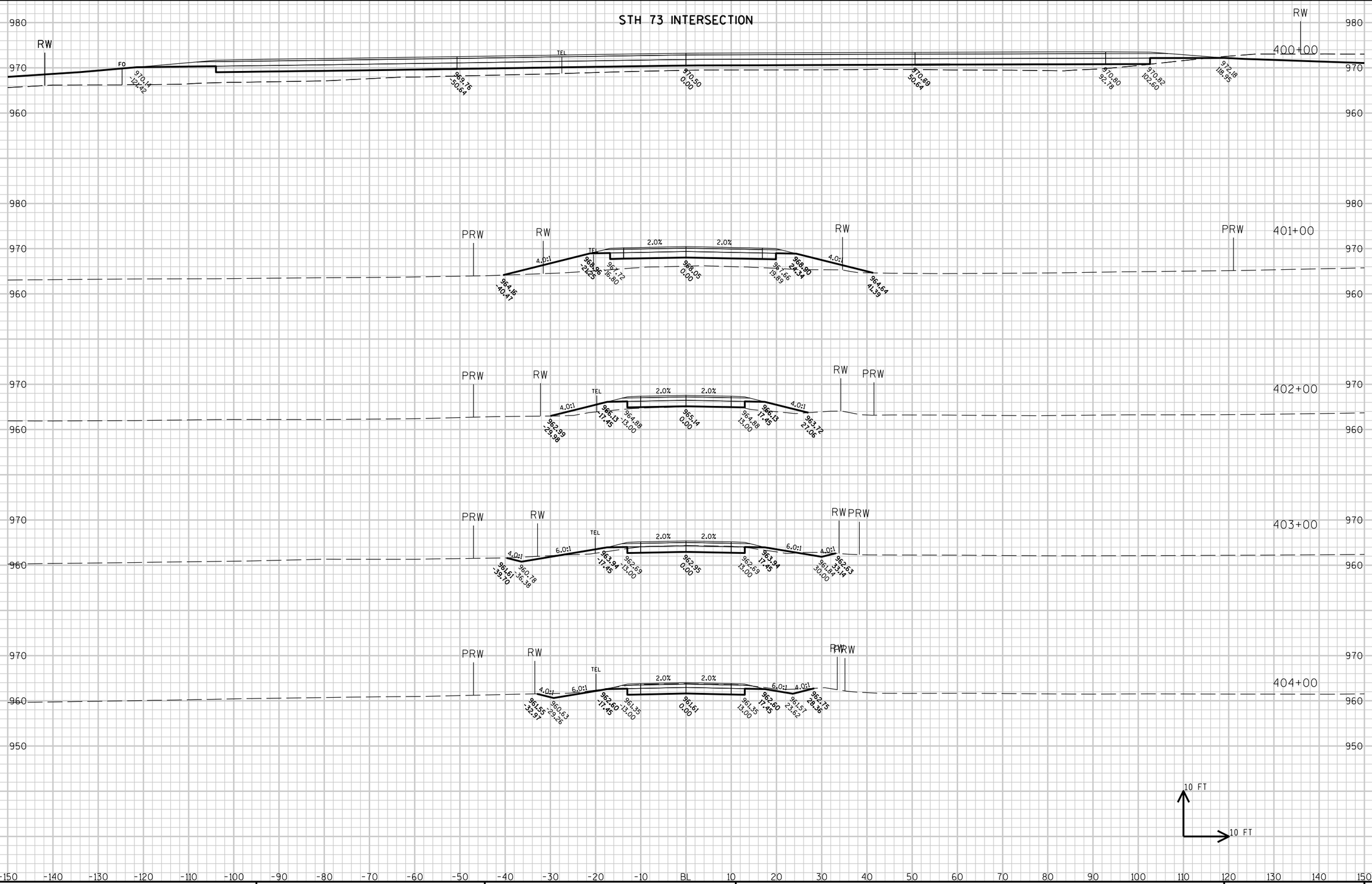
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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - EAST CHURCH ROAD | SHEET 559 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

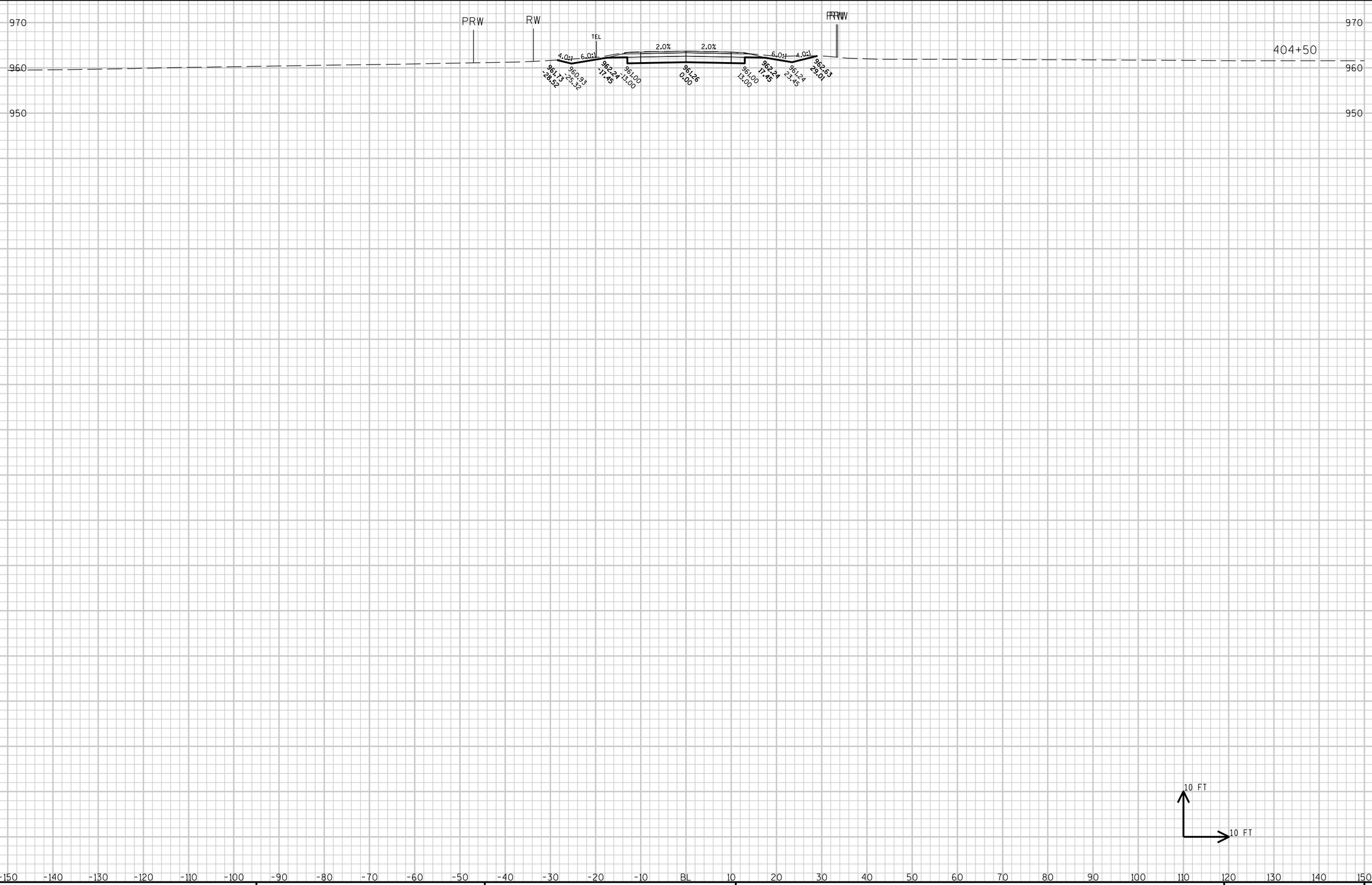
# STH 73 INTERSECTION




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - EAST CHURCH ROAD | SHEET 560 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



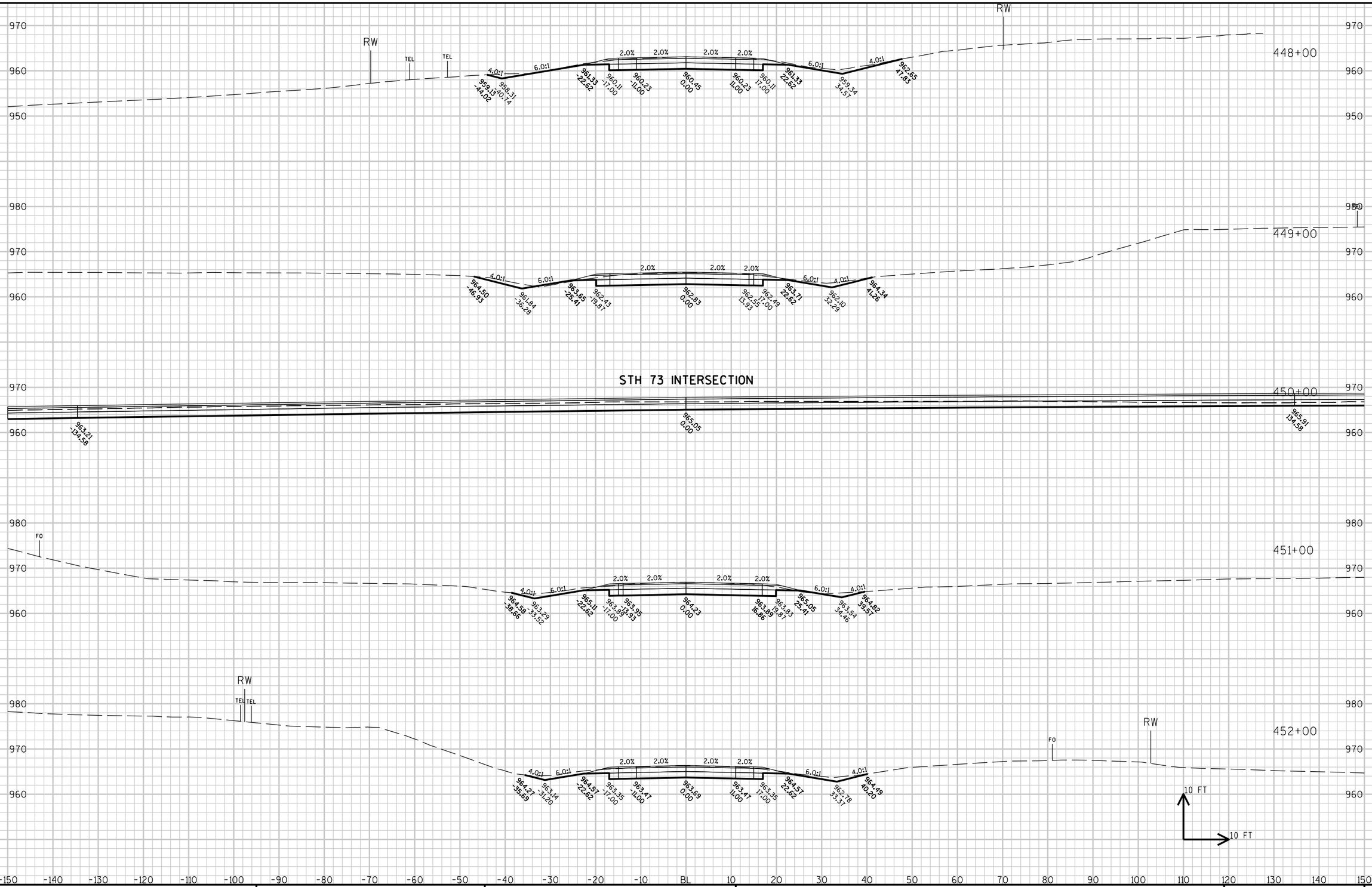

9

9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - EAST CHURCH ROAD | SHEET 561 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

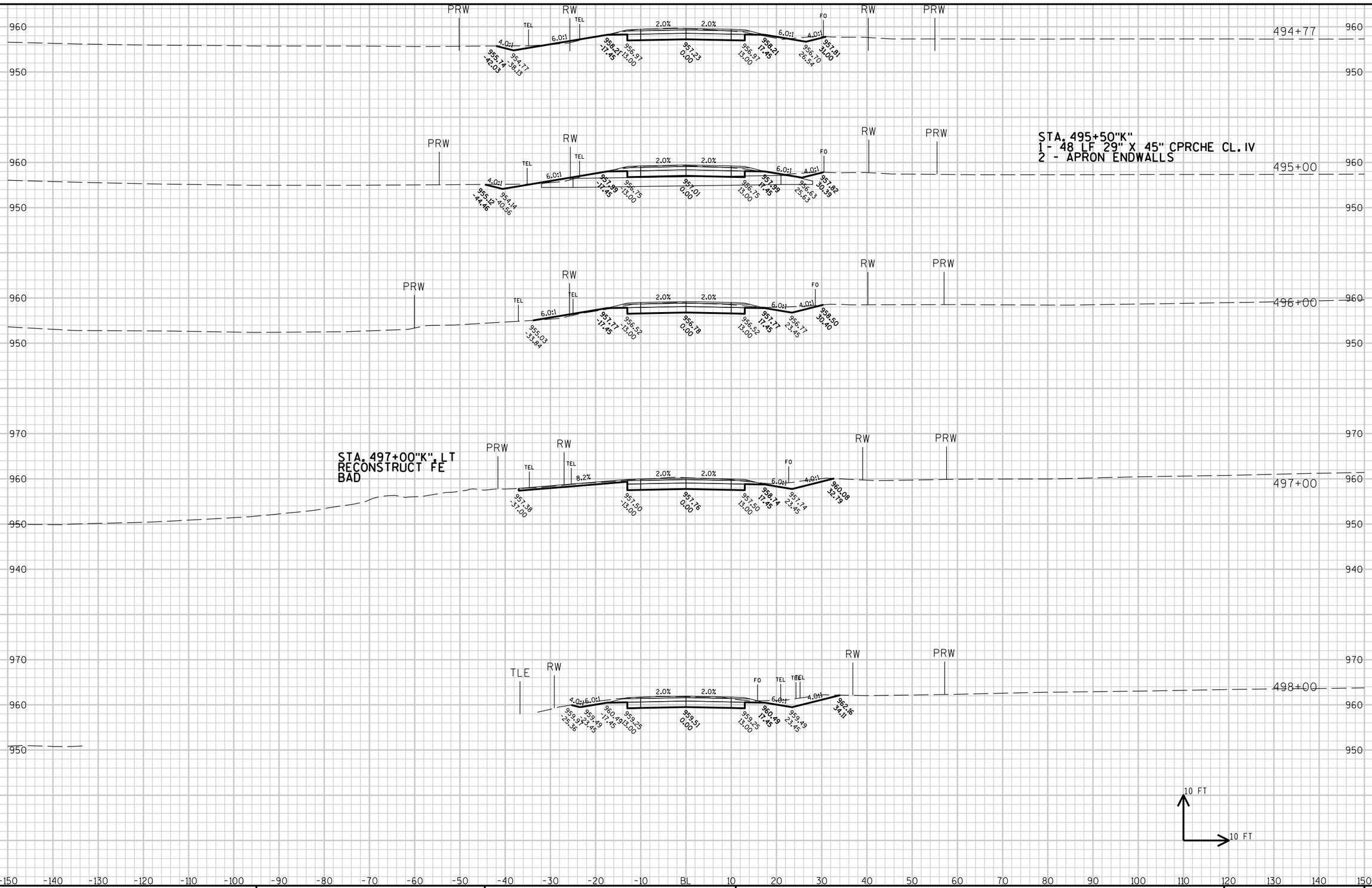
WISDOT/CADDS SHEET 21




9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CTH B | SHEET 562 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 / in.




STA. 495+50"K"
1 - 48 LF 29" X 45" CPRCHE CL. IV
2 - APRON ENDWALLS

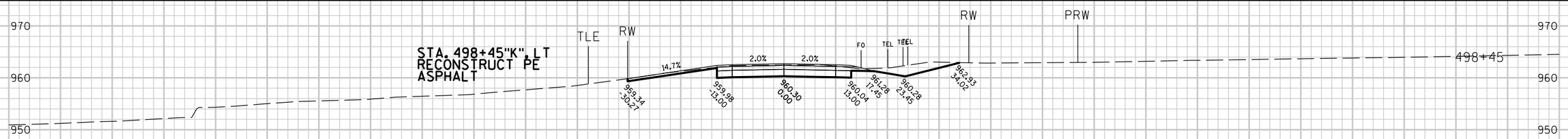
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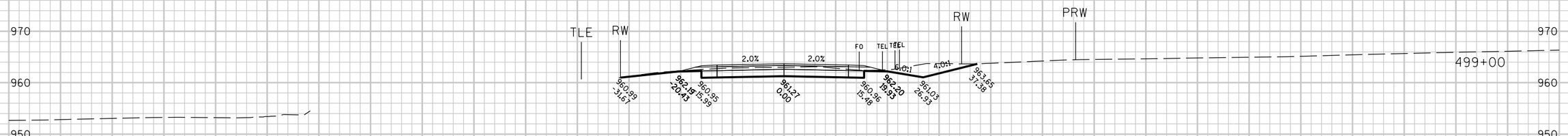
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - KOSHKONONG ROAD | SHEET 563 | E |
|---|---|---|---|---|---|

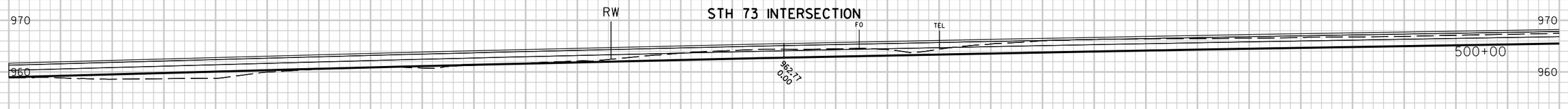
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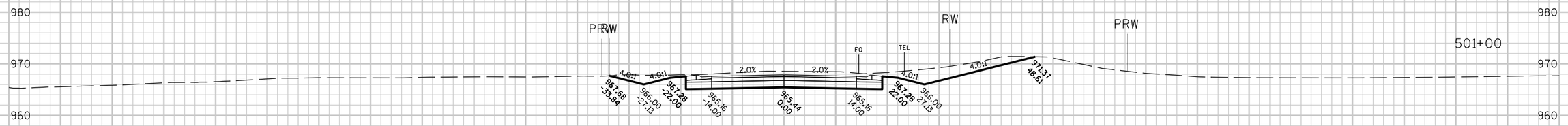
WISDOT/CADDS SHEET 21

STA. 498+45"K", LT
RECONSTRUCT PE
ASPHALT

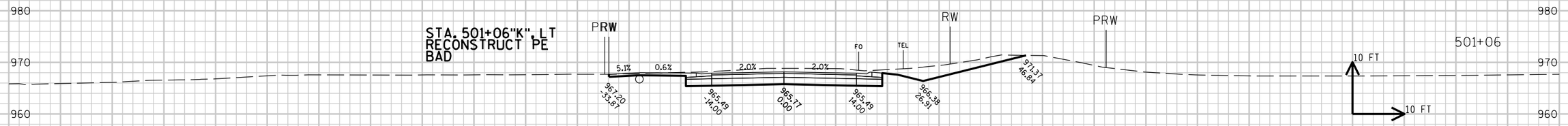



STA. 501+06"K", LT
RECONSTRUCT PE
BAD




-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - KOSHKONONG ROAD | SHEET 564 E |
|---|---|---|---|---|


FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn
PLOT DATE : 12/13/2013
PLOT BY : JT ENGINEERING
PLOT NAME : _____
PLOT SCALE : 20.0000 / in.
WISDOT/CADDS SHEET 21




980

970

502+00

980

970

10 FT

10 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

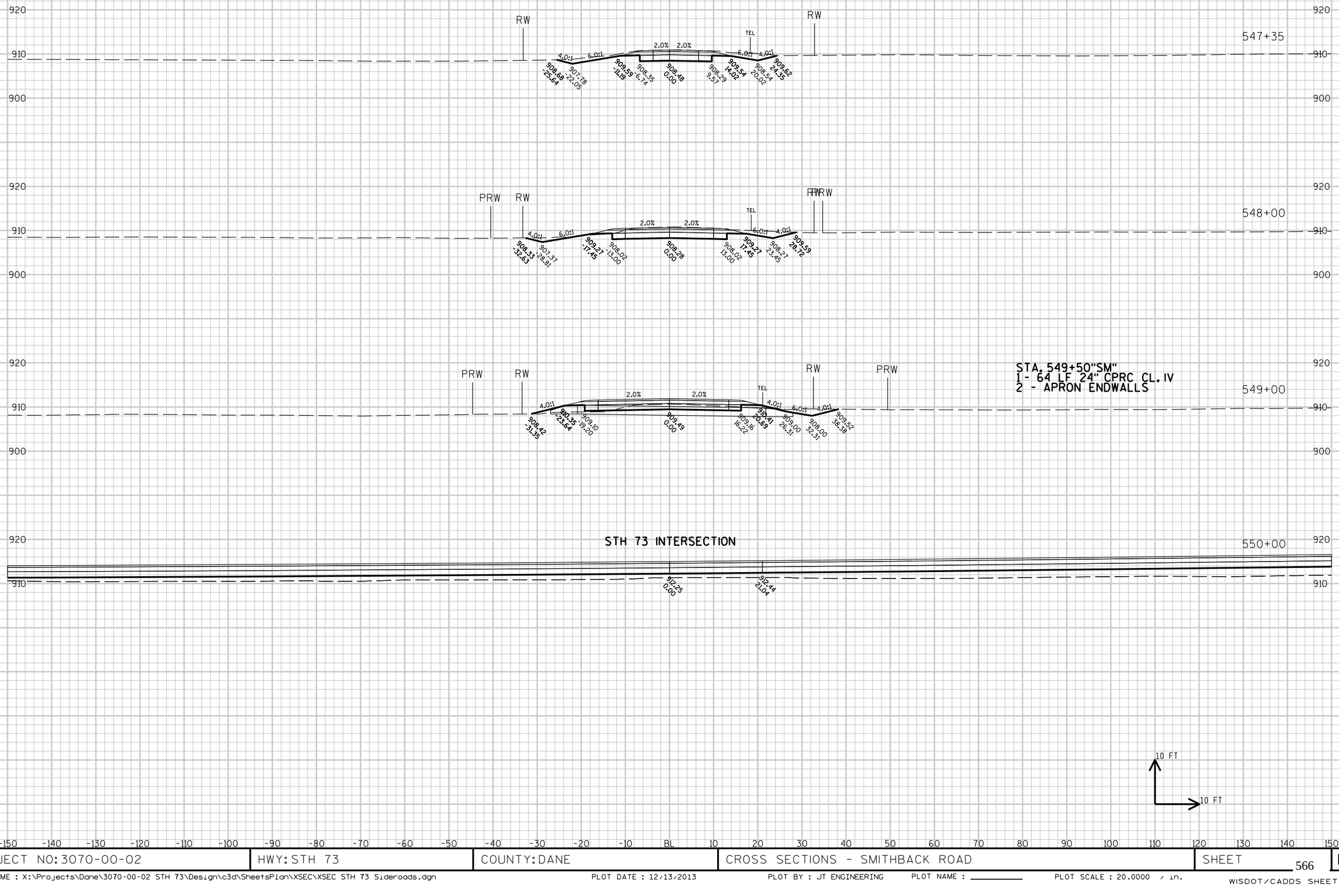
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| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - KOSHKONONG ROAD | SHEET 565 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



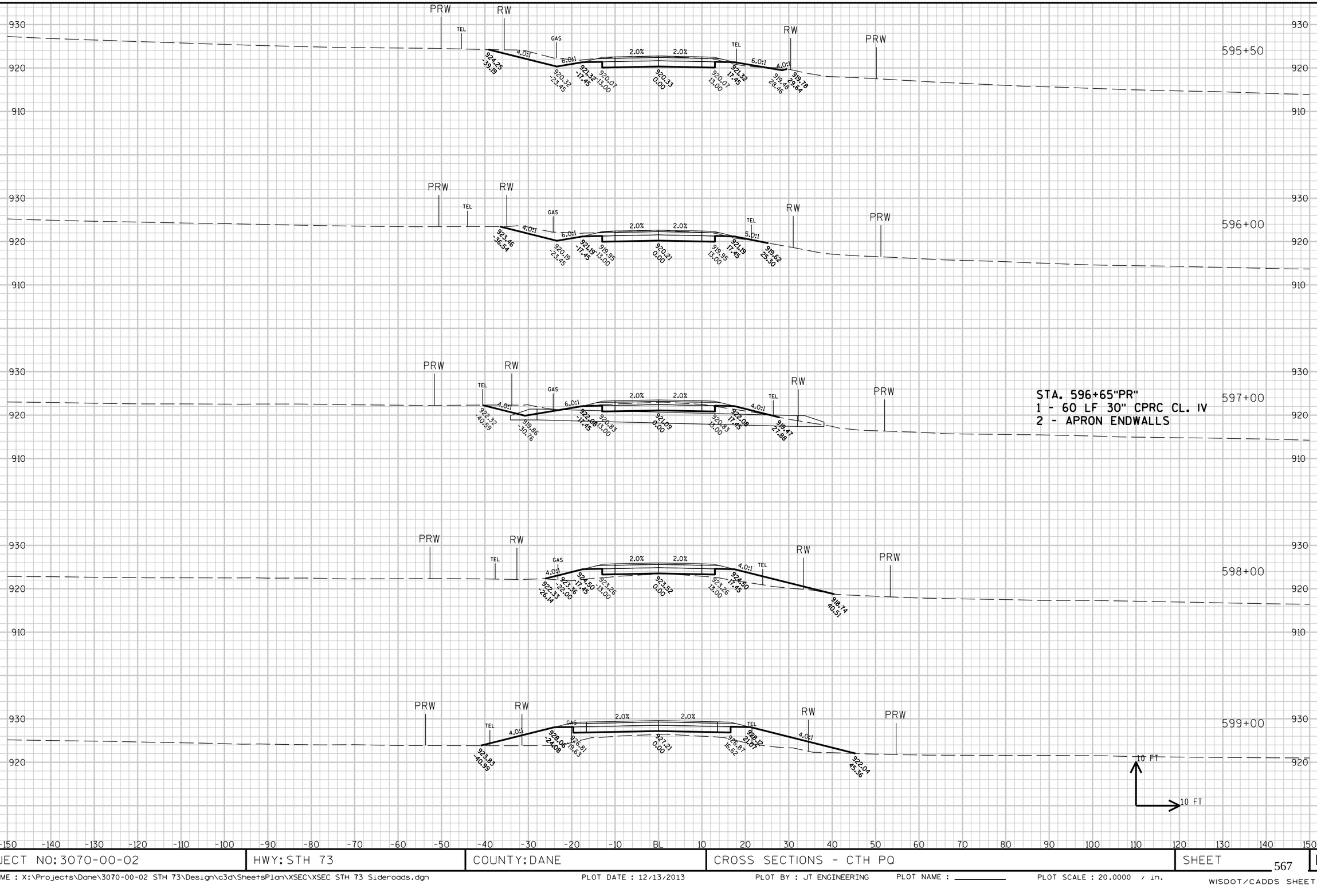

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| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - SMITHBACK ROAD | SHEET 566 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

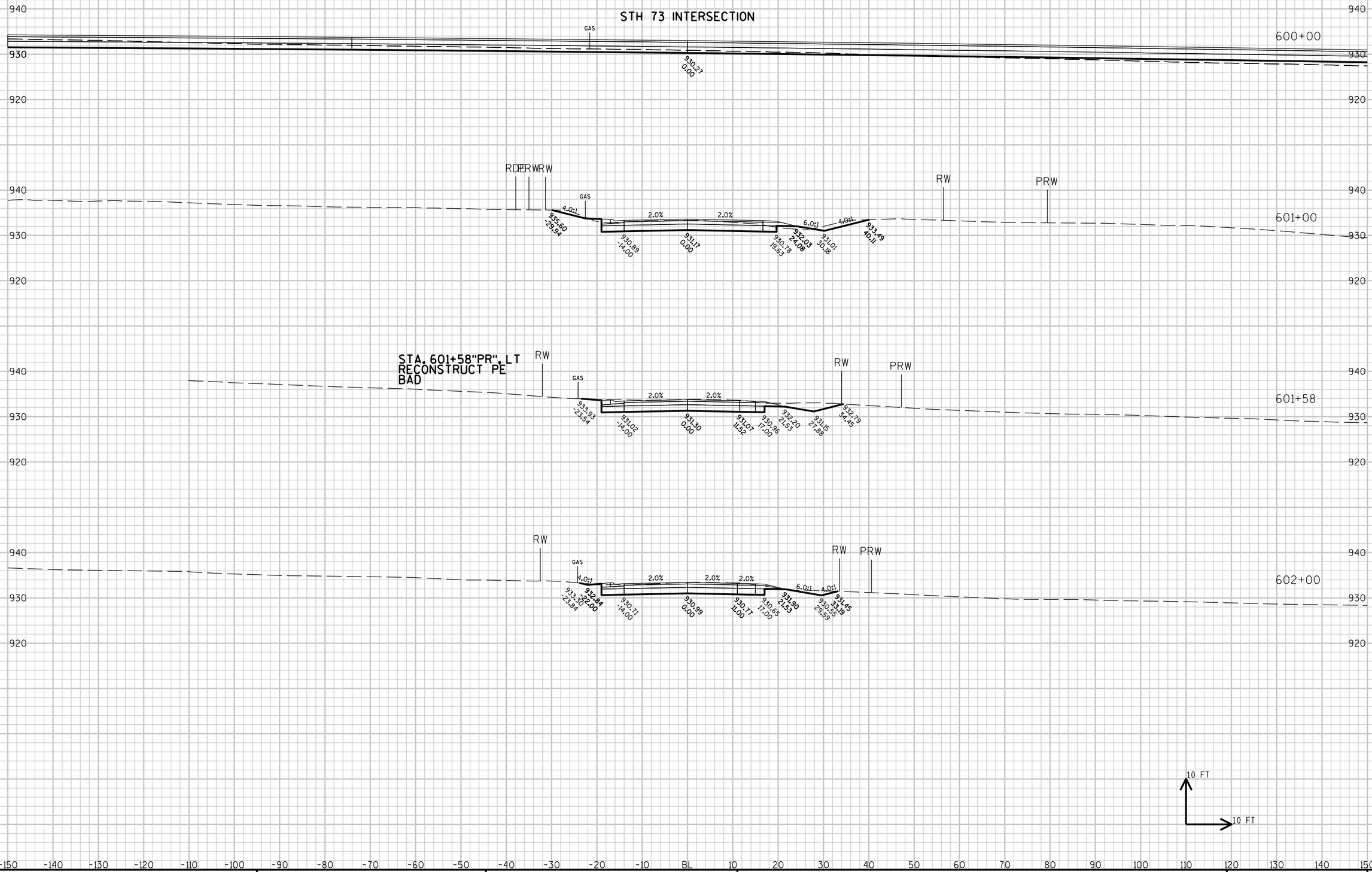
WISDOT/CADDS SHEET 21




9 9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CTH PQ | SHEET 567 E |
|---|---|---|---|---|

## STH 73 INTERSECTION

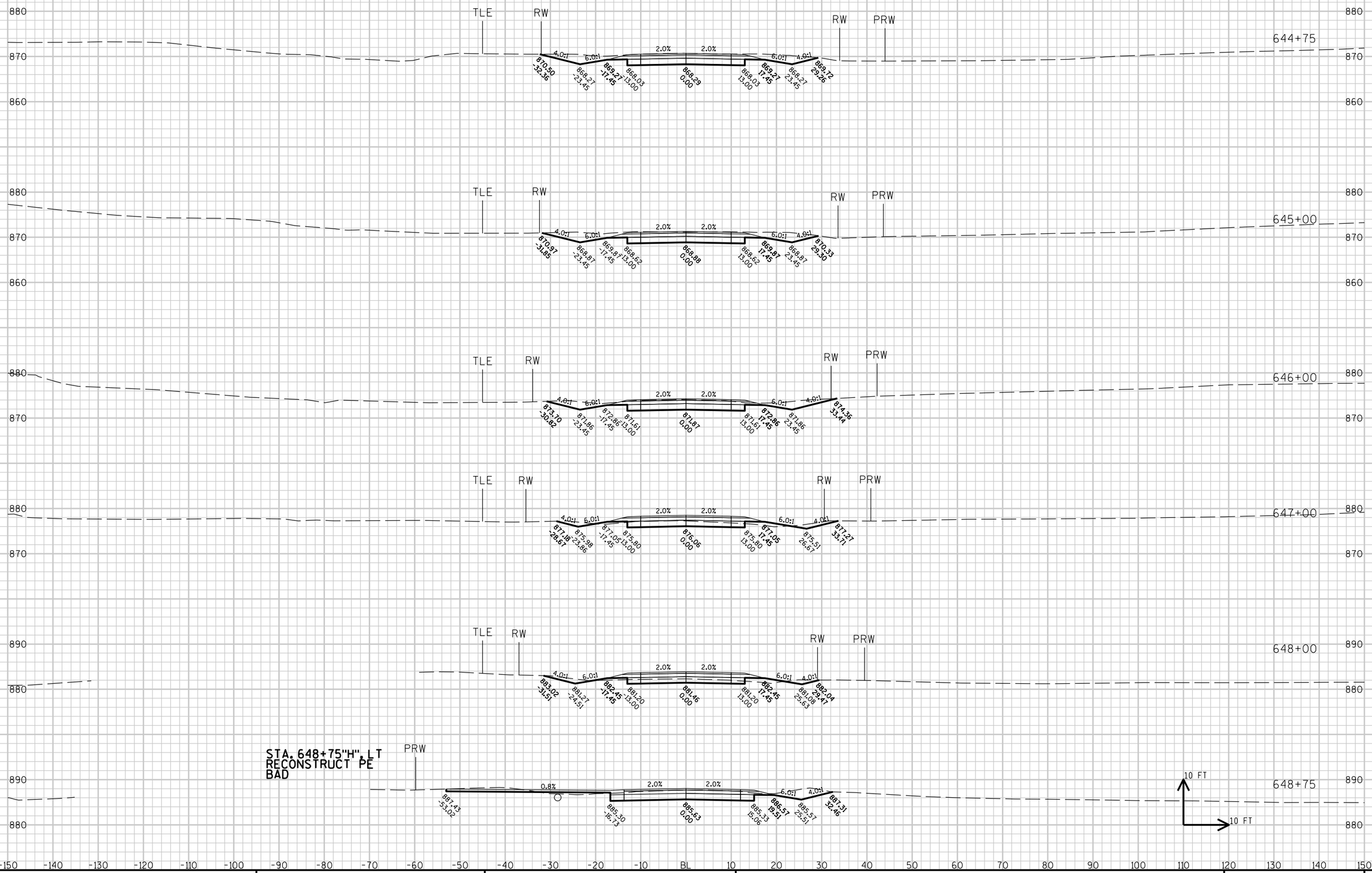



| | | | | | |
|---|---|---|---|---|---|
| -150 | -140 | -130 | -120 | -110 | -100 |
| -90 | -80 | -70 | -60 | -50 | -40 |
| -30 | -20 | -10 | BL | 10 | 20 |
| 30 | 40 | 50 | 60 | 70 | 80 |
| 90 | 100 | 110 | 120 | 130 | 140 |
| 150 | | | | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - CTH PQ | SHEET 568 E |

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn | PLOT DATE : 12/13/2013 | PLOT BY : JT ENGINEERING | PLOT NAME : _____ | PLOT SCALE : 20.0000 ' / in.

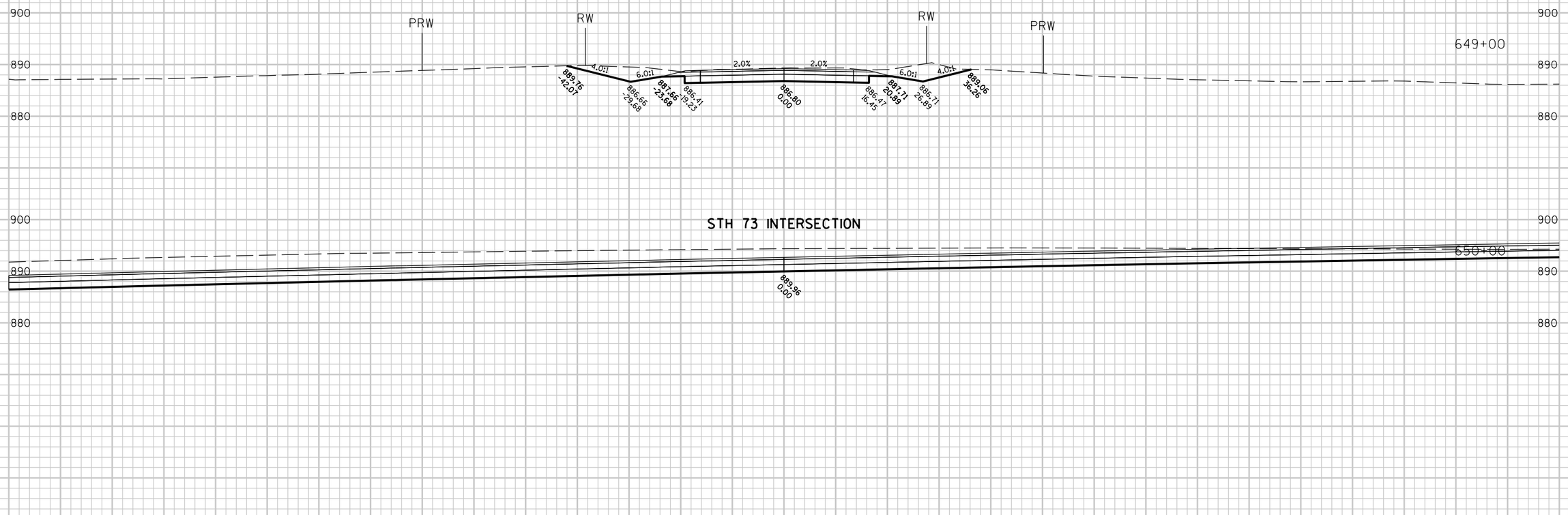
WISDOT/CADDS SHEET 21




9

9

| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - HILLCREST ROAD | SHEET 569 | E |
|---|---|---|---|---|---|



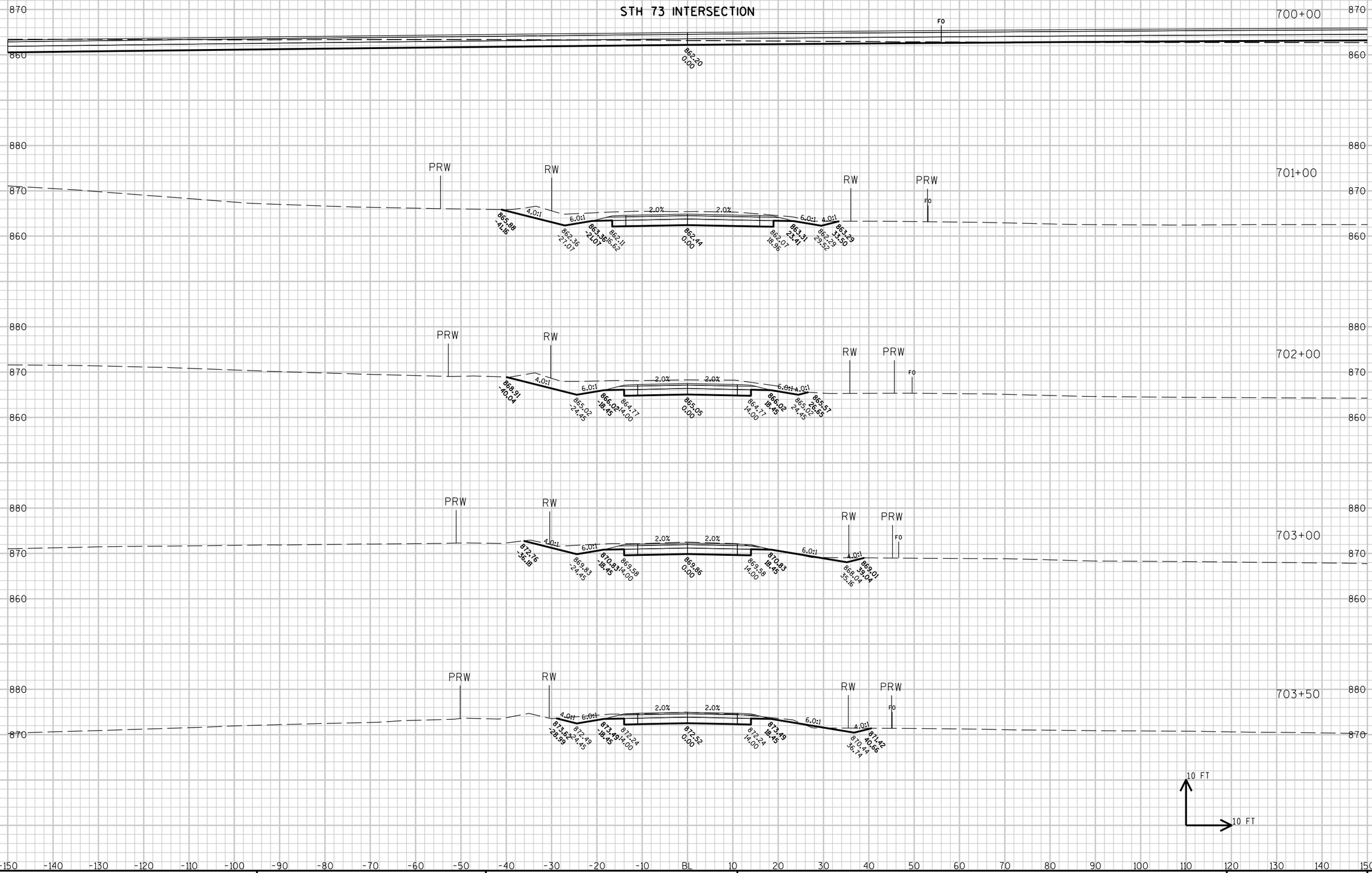

9 9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - HILLCREST ROAD | SHEET 570 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21

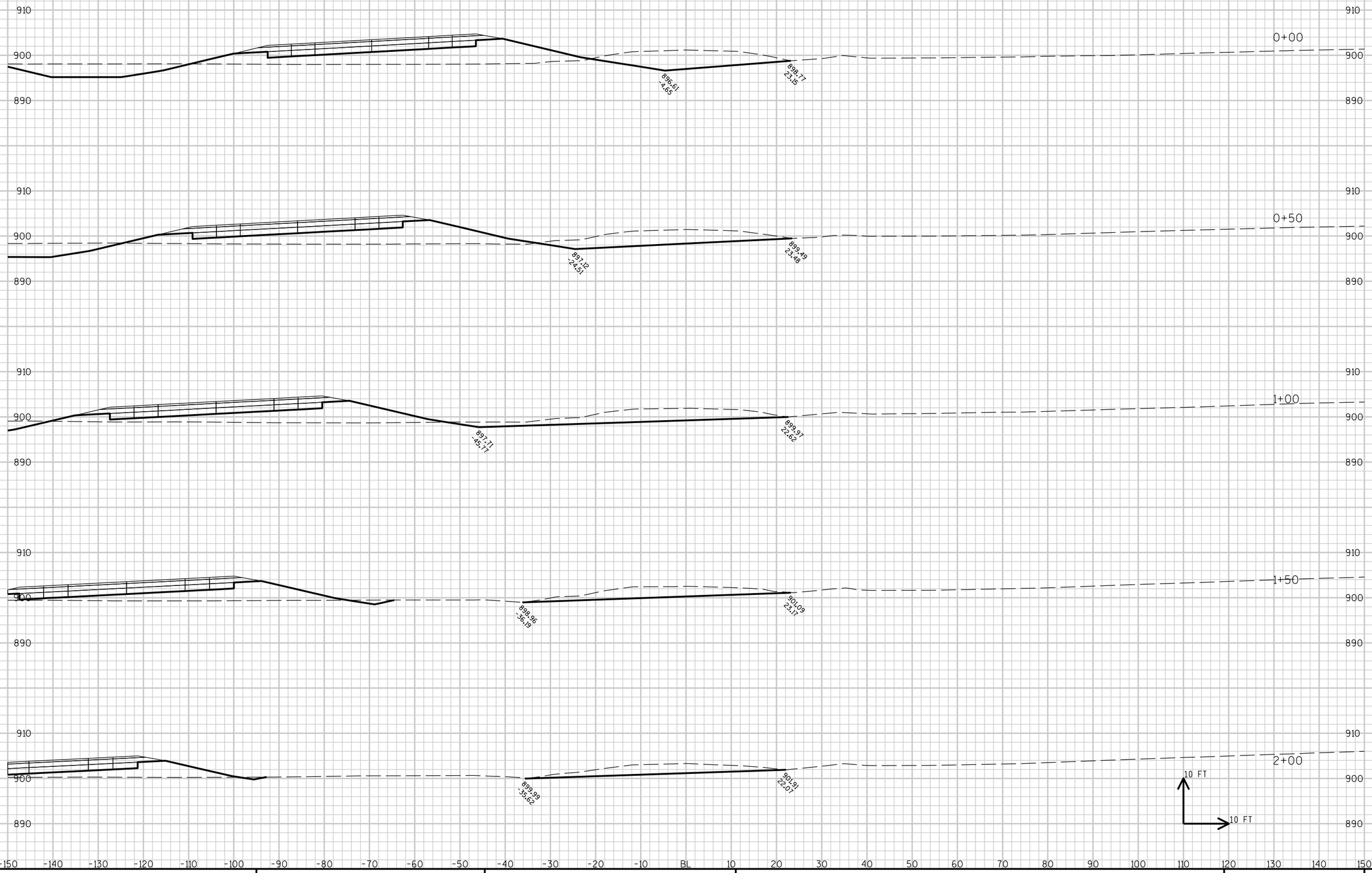
# STH 73 INTERSECTION




| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - FADNESS ROAD | SHEET 571 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC STH 73 Sideroads.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 / in.

WISDOT/CADDS SHEET 21



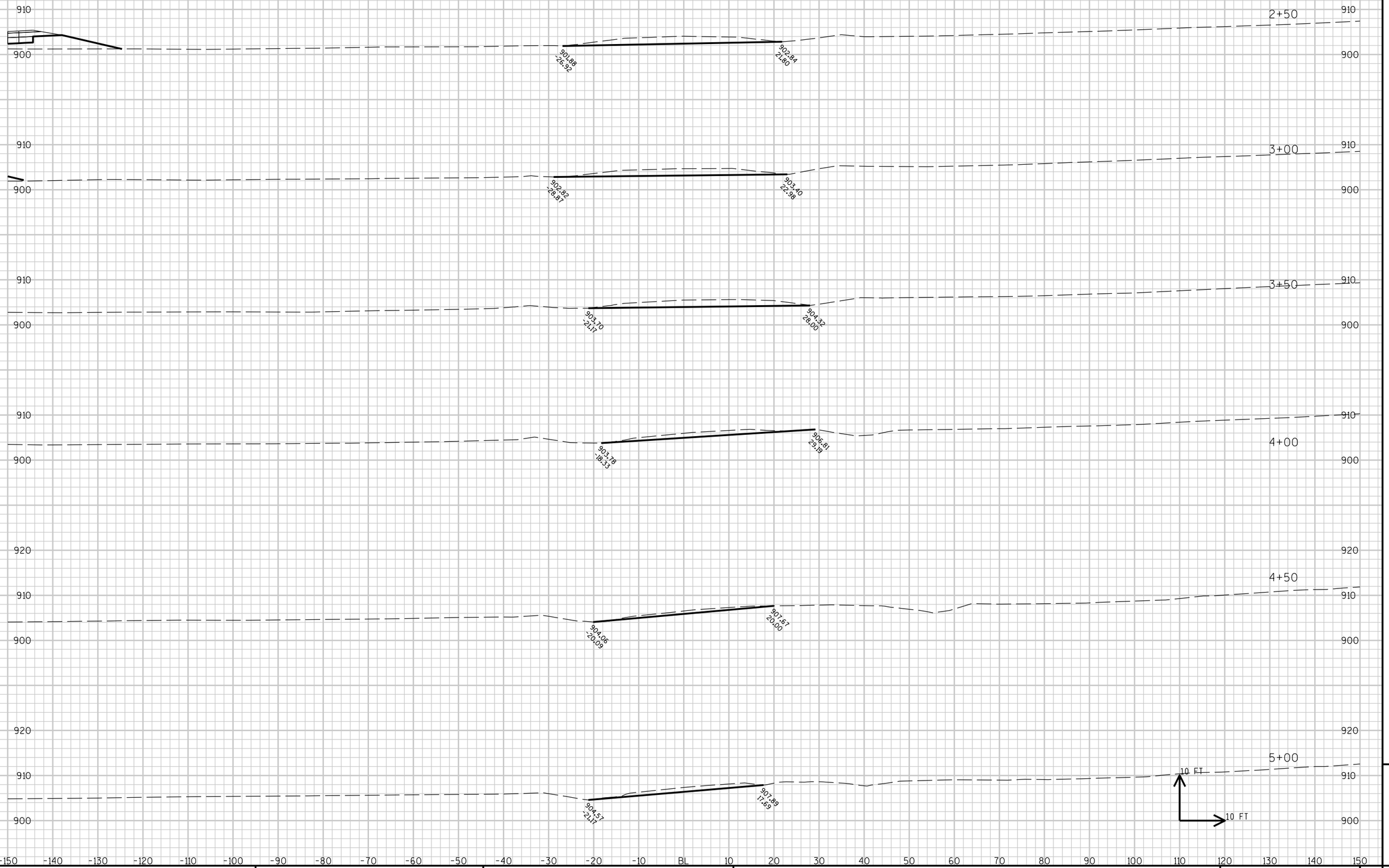

9

9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - EXISTING STH 73 OBLITERATION | SHEET 572 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC Obliteration.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

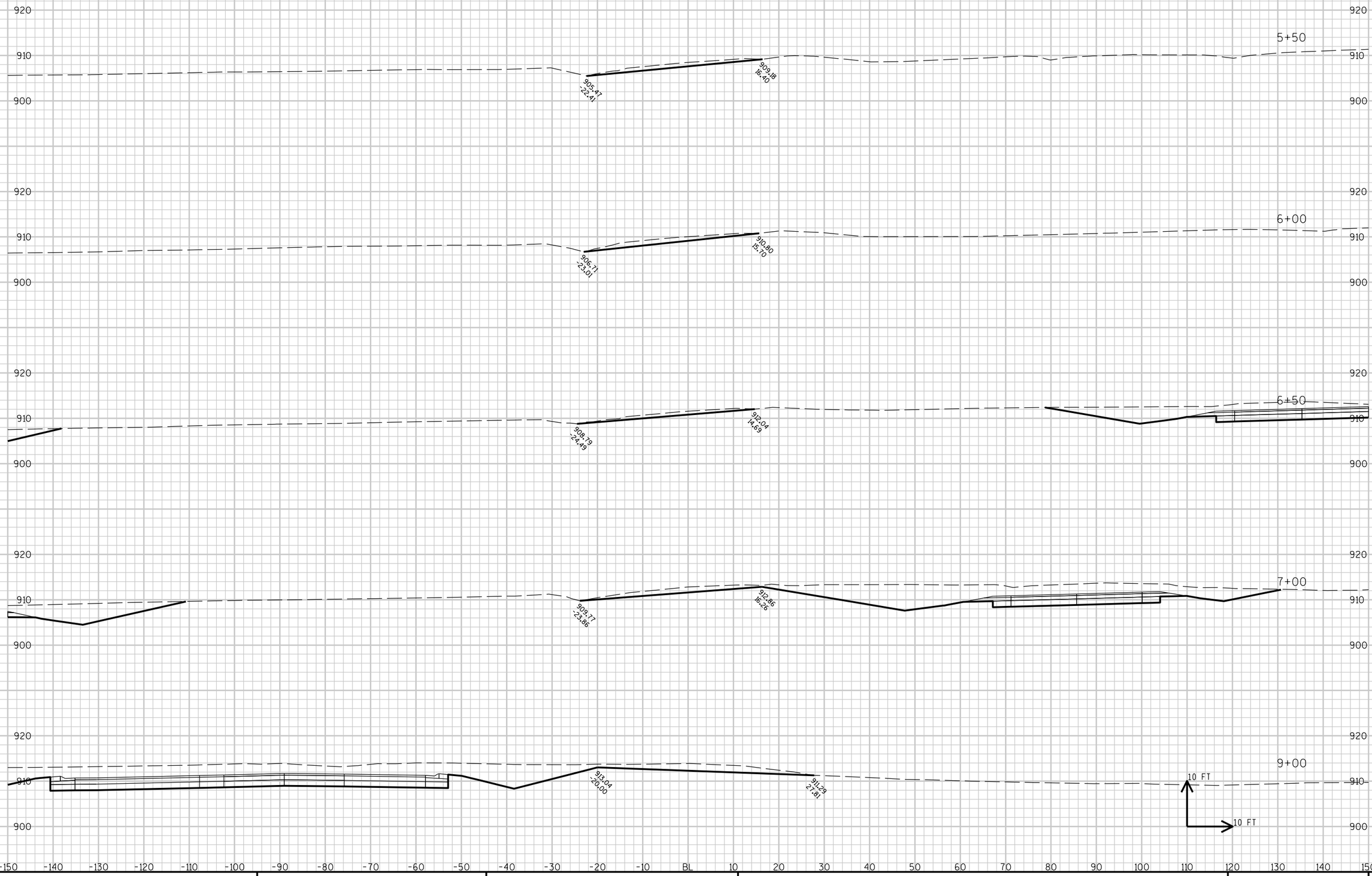
WISDOT/CADDS SHEET 21




9

9

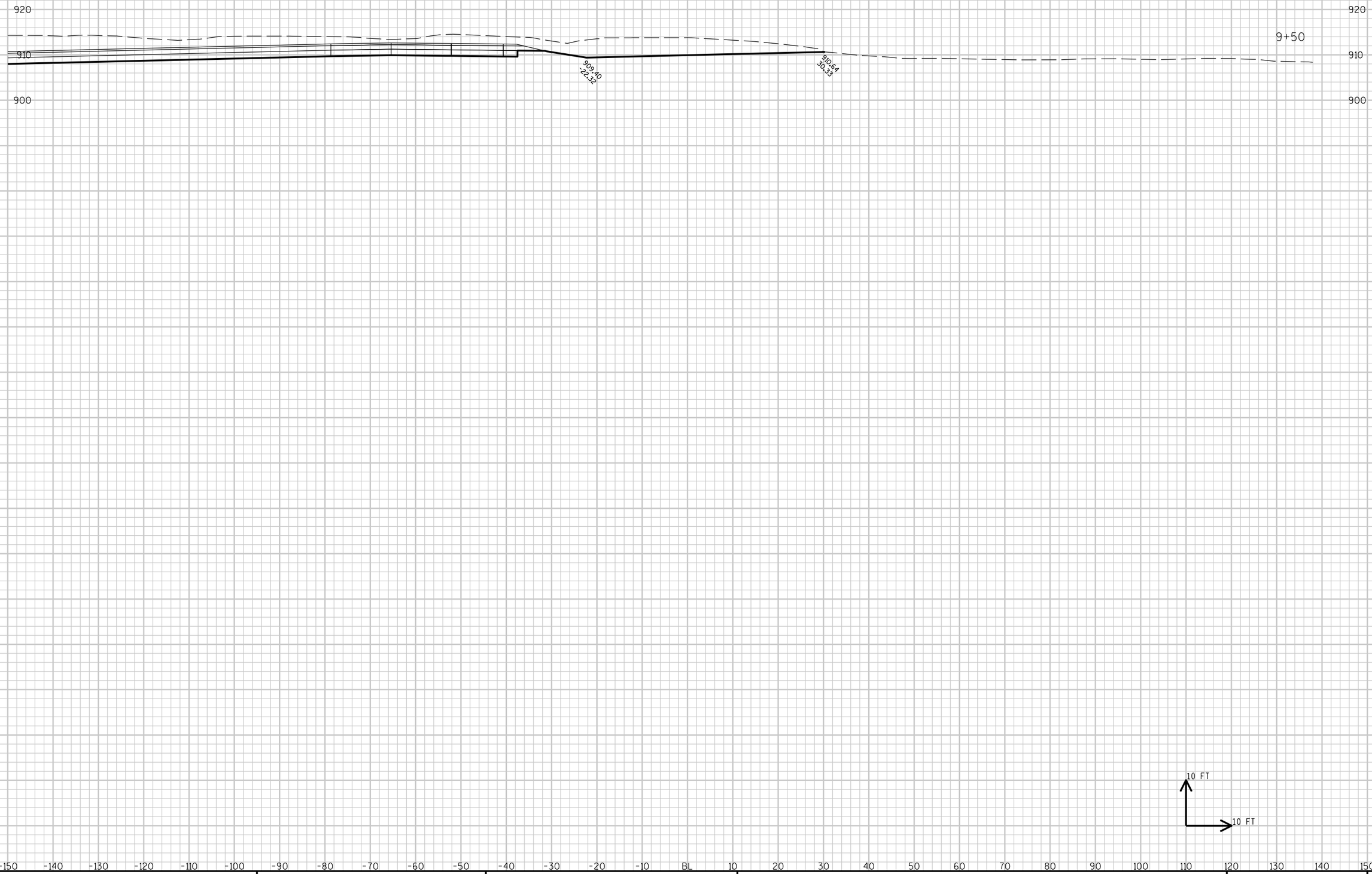
| PROJECT NO: 3070-00-02 | HWY: STH 73 | COUNTY: DANE | CROSS SECTIONS - EXISTING STH 73 OBLITERATION | SHEET 573 | E |
|---|---|---|---|---|---|




9 9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - EXISTING STH 73 OBLITERATION | SHEET 574 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC Obliteration.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.
WISDOT/CADDS SHEET 21



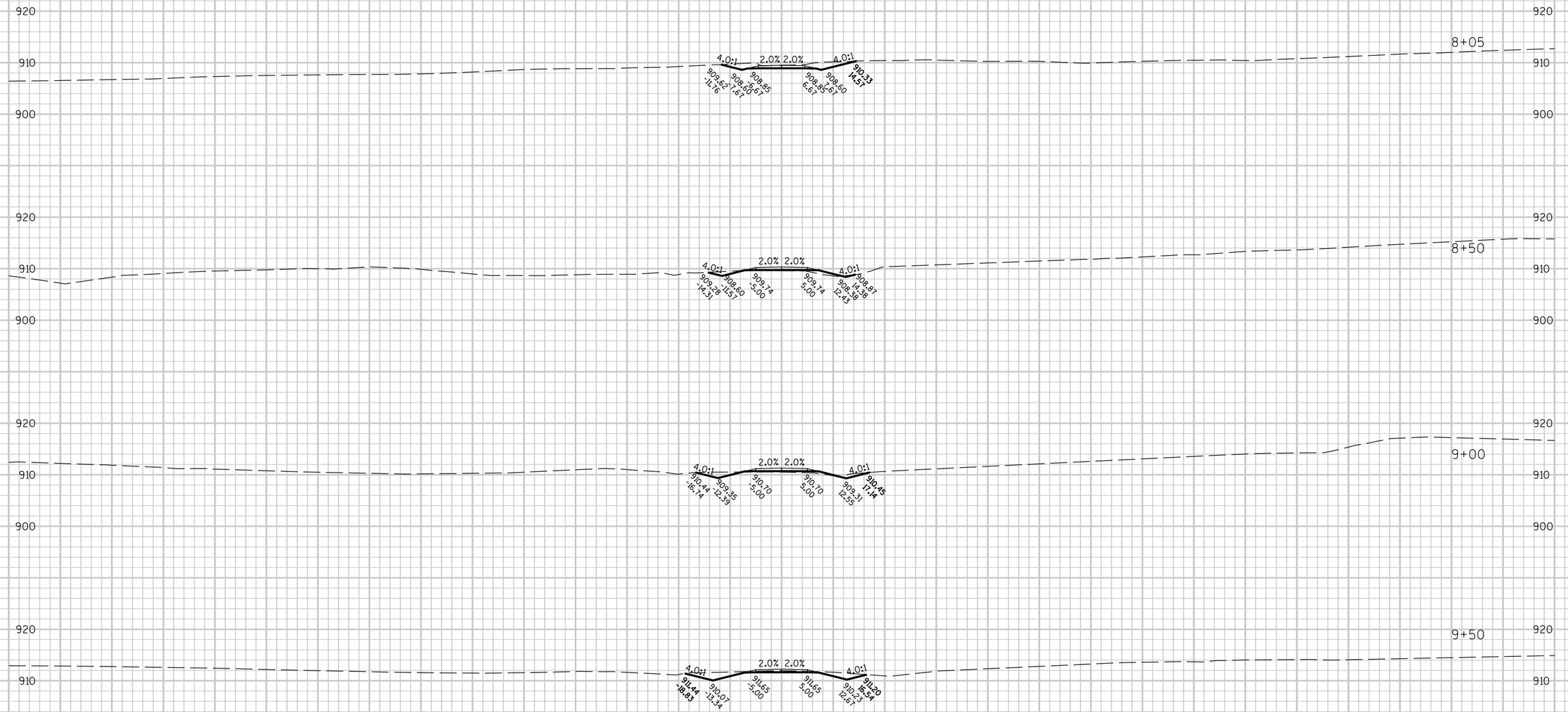

9

9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - EXISTING STH 73 OBLITERATION | SHEET 575 | E |
|---|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC Obliteration.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21




9 9

| PROJECT NO:3070-00-02 | HWY:STH 73 | COUNTY:DANE | CROSS SECTIONS - CRAIG ROAD DWY | SHEET 576 E |
|---|---|---|---|---|

FILE NAME : X:\Projects\Dane\3070-00-02 STH 73\Design\c3d\SheetsPlan\XSEC\XSEC DWY.dgn PLOT DATE : 12/13/2013 PLOT BY : JT ENGINEERING PLOT NAME : _____ PLOT SCALE : 20.0000 ' / in.

WISDOT/CADDS SHEET 21

Notes

*Wisconsin Department of Transportation*

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD

MARCH 2014

PROJECT ID: 3070-00-72
WITH: 3070-00-75

COUNTY: DANE

05

ORDER OF SHEETS


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


TOTAL SHEETS = 12

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# IH 39 - COLUMBUS

(VIRTUAL WEIGH STATIONS)

## STH 73

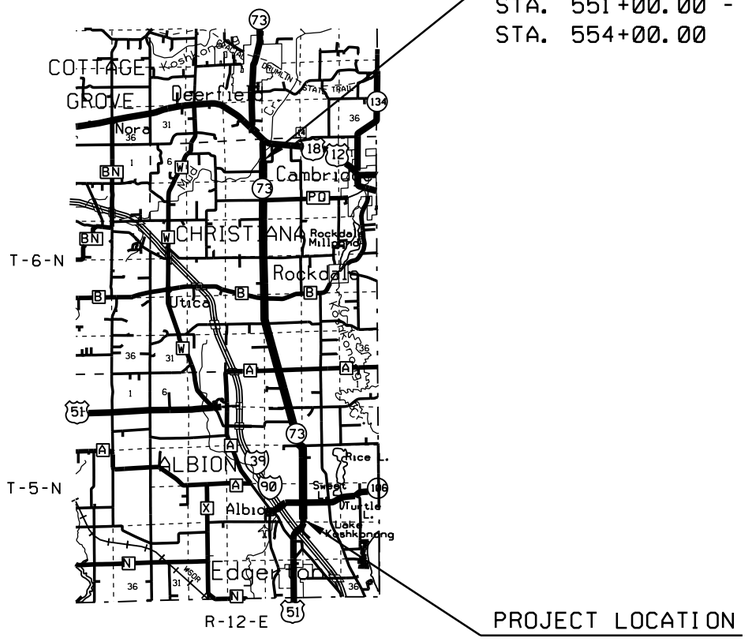
## DANE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 3070-00-75 | WISC 2014061 | 1 |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER
3070-00-75






LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2014 | = | 4,200 |
| A.A.D.T. | 2034 | = | 5,300 |
| D.H.V. | 2034 | = | 675 |
| D.D. | | = | 62/38 |
| T. | | = | 8.0% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 686,200 |

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

*COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), 'DANE' COUNTY, NAD 1983 (2007).*

*ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (2007).*

ORIGINAL PLANS PREPARED BY

WISDOT STAFF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | |
| Designer | ROBERT SPOERL |
| Project Manager | |
| Regional Examiner | |
| Regional Supervisor | DANIEL MULDER |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 11/01/2013 Todd Matheson (Signature)

E

## GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS. FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES IN PLAN ARE SHOWN AT APPROXIMATE LOCATIONS, WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER. REMOVAL OF ITEMS ARE INCIDENTAL TO THE RESPECTIVE EROSION CONTROL BID ITEM COSTS.

SILT FENCE IS TO BE PLACED 2' BEYOND THE SLOPE INTERCEPTS.

PLACE SALVAGED TOPSOIL IN ALL GRADED AREAS AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. APPLY SEED, FERTILIZER, MULCH, AND EMAT TO AREAS WITHIN 7 CALENDAR DAYS OF SALVAGED TOPSOIL PLACEMENT.

RESHAPING AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED AND TREATED AS SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS MEDIUM RIPRAP.

THE EXACT LOCATIONS OF DRIVEWAYS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. BASE AGGREGATE DENSE ¾-INCH SHALL BE USED FOR ALL GRAVEL DRIVEWAYS.

THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.15. THE ROCK EXPANSION FACTOR IS 1.10.

THE GEOTECHNICAL INVESTIGATION ASSOCIATED WITH THIS PROJECT RECOMMENDS AT LEAST 8 INCHES OF ADDITIONAL EXCAVATION IN AREAS DESIGNATED BY THE ENGINEER FOR EBS. ALL EBS AREAS ARE TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

110LB/SY/IN WAS USED TO QUANTIFY HMA PAVEMENT AND ASPHALTIC SURFACE.

CURB AND GUTTER GRADES ARE GIVEN AT THE FLANGE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

THE CONTRACTOR SHALL PLACE ALL DETOUR AND TRAFFIC CONTROL SIGNS BEFORE BEGINNING ANY WORK ON THE ROADWAY. THESE SIGNS SHALL REMAIN IN PLACE UNTIL ALL WORK IS COMPLETED AND PERMANENT SIGNS AND PAVEMENT MARKING ARE INSTALLED.

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

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

## STANDARD ABBREVIATIONS

| | | | |
|---|---|---|---|
| AEW | APRON END WALL | NW | NORTHWEST |
| AGG | AGGREGATE | PACS | PIPE ARCH CORRUGATED STEEL |
| BAD | BASE AGGREGATE DENSE | PE | PRIVATE ENTRANCE |
| BM | BENCHMARK | PL | PROPERTY LINE |
| CPCM | CULVERT PIPE CORRUGATED METAL | R/W | RIGHT OF WAY |
| CPRC | CULVERT PIPE REINFORCED CONCRETE | RDE | RESTRICTED DEVELOPMENT EASEMENT |
| CWT | HUNDREDWEIGHT | REQD | REQUIRED |
| CY | CUBIC YARD | RT | RIGHT |
| EBS | EXCAVATION BELOW SUBGRADE | SDD | STANDARD DETAIL DRAWING |
| FE | FIELD ENTRANCE | SE | SOUTHEAST |
| INV | INVERT | SF | SQUARE FOOT |
| LB | POUND | SI | SLOPE INTERCEPT |
| LF | LINEAR FOOT | STA | STATION |
| LT | LEFT | SW | SOUTHWEST |
| LS | LUMP SUM | SY | SQUARE YARD |
| MGAL | 1000 GALLON UNIT | TLE | TEMPORARY LIMITED EASEMENT |
| MIN | MINIMUM | TYP | TYPICAL |
| NE | NORTHEAST | | |

## UTILITY CONTACTS

**AMERICAN TRANSMISSION COMPANY, LLC**
ELECTRIC TRANSMISSION
MIKE OLSEN
801 O'KEEFE ROAD
DEPERE, WI 54115
PHONE: (608) 338-6582
EMAIL: MOLSEN@ATCLLC.COM

**ALLIANT ENERGY**
ELECTRIC
JASON HOGAN
SUITE 1000
4902 BILTMORE LANE
MADISON, WI 53718-2148
PHONE: (608) 458-4871
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

**ALLIANT ENERGY**
GAS
MARK SCHOEN
1521 PROGRESS LANE
STOUGHTON, WI 53589
PHONE: (608) 877-1648
EMAIL: MARKSCHOEN@ALLIANTENERGY.COM

**JANA AIRPORT**
AIRPORT FACILITIES
DON BECKER
406 HWY ST
EDGERTON, WI 53534
PHONE: (608) 884-3403

**WE ENERGIES**
ELECTRIC DISTRIBUTION
DAN SANDE
333 W EVERETT ST, A299
MILWAUKEE, WI 53203
PHONE: (414) 221-2336
EMAIL: DAN.SANDE@WE-ENERGIES.COM

**CHARTER COMMUNICATIONS**
TELECOMMUNICATIONS
BRANDON STORM
2701 DANIELS STREET
MADISON, WI 53718
PHONE: (608) 274-3822
EMAIL: BRANDON.STORM@CHARTERCOM.COM

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

**CONSOLIDATED KOSHKONONG SANITARY DISTRICT**
SANITARY AND WATER
DAVE HOUFE
328 ELLENDALE ROAD
EDGERTON, WI 53534
PHONE: (608) 868-7191

**FRONTIER COMMUNICATIONS OF WI LLC**
TELECOMMUNICATIONS
BRIAN VAN OOYN
451 BROADWAY DRIVE
SUN PRAIRIE, WI 53590
PHONE: (608) 837-1151

**WINDSTREAM INC**
TELECOMMUNICATIONS
JIM KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
PHONE: (262) 792-7938
EMAIL: JAMES.KOSTUCH@WINDSTREAM.COM

## OTHER CONTACTS

**DNR AREA LIASION**
ERIC HEGGELUND
DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
PHONE: (608) 275-3301
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

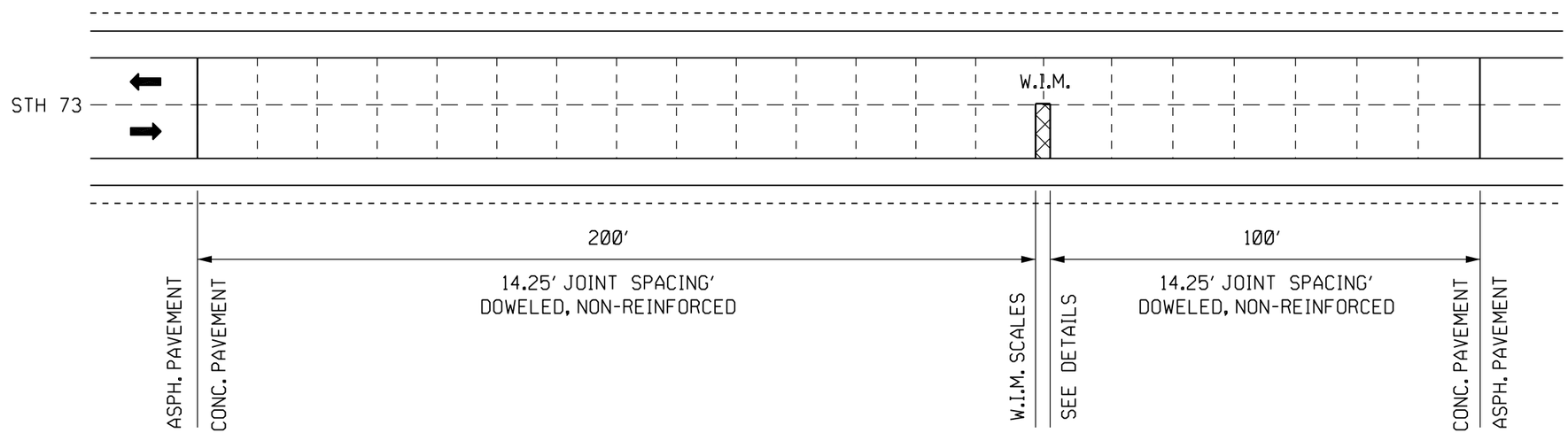
## ELECTRICAL SERVICE, VIRTUAL WEIGH STATION

| PROJECT | LOCATION | SPV.0105.02 L.S. |
|---|---|---|
| 3070-00-75 | STH 73 | 1 |
| | TOTAL | 1 |

## VIRTUAL WEIGH STATION SYSTEM

| PROJECT | LOCATION | SPV.0105.03 L.S. | SPV.0105.04 WARRANTY MAINTENANCE L.S. |
|---|---|---|---|
| 3070-00-75 | STH 73 | 1 | 1 |
| | TOTALS | 1 | 1 |

NOTE:
PAVEMENT, BASE COURSE, TRAFFIC CONTROL, EROSION CONTROL, PAVEMENT MARKING & FINISHING ITEMS ARE INCLUDED UNDER PROJECT 3070-00-72.




# WEIGH-IN-MOTION PLACEMENT DETAIL

## STH 73 MAINLINE

STA 121+00 - STA 124+00 NORTHBOUND W.I.M. (SHOWN)
STA 551+00 - STA 554+00 SOUTHBOUND W.I.M. (FLIP DETAIL)

NOTES:
ALL CONNECTIONS BETWEEN SENSORS AND LEAD CABLES SHALL BE DONE IN PULLBOX, SOLDERED, THEN SEALED FOR WATERPROOFING. NUMBER AND PLACEMENT OF PULL BOXES NOT SHOWN.

POWER CABLES SHALL BE RUN IN SEPARATE CONDUITS/PULLBOXES FROM SIGNAL CABLES.

SENSOR SPACING SHOWN IS TYPICAL SPACING REQUIREMENT. ACTUAL SENSOR SPACING MAY BE ADJUSTED TO FIT SITE CONDITIONS.

ROAD SURFACE SHALL MEET ASTM 1318 SPECIFICATIONS FOR PAVEMENT CONDITIONS TO ACHIEVE OPTIMAL SYSTEM PERFORMANCE.

CABLES SHALL BE PROTECTED BY PVC SLEEVES WHERE THEY CROSS PAVEMENT JOINTS/CRACKS.

PIEZO SENSORS SHALL BE A MINIMUM OF 6' FROM CRACKS, JOINTS OR SAWCUTS WHEN POSSIBLE.

PULLBOXES SHALL BE NO MORE THAN 200 FEET APART, MINIMUM 24-INCH DIAMETER.

EXACT ROUTING OF CONDUIT TO BE DETERMINED ON SITE. CONDUITS ARE LABELED LEFT TO RIGHT, TOP TO BOTTOM.

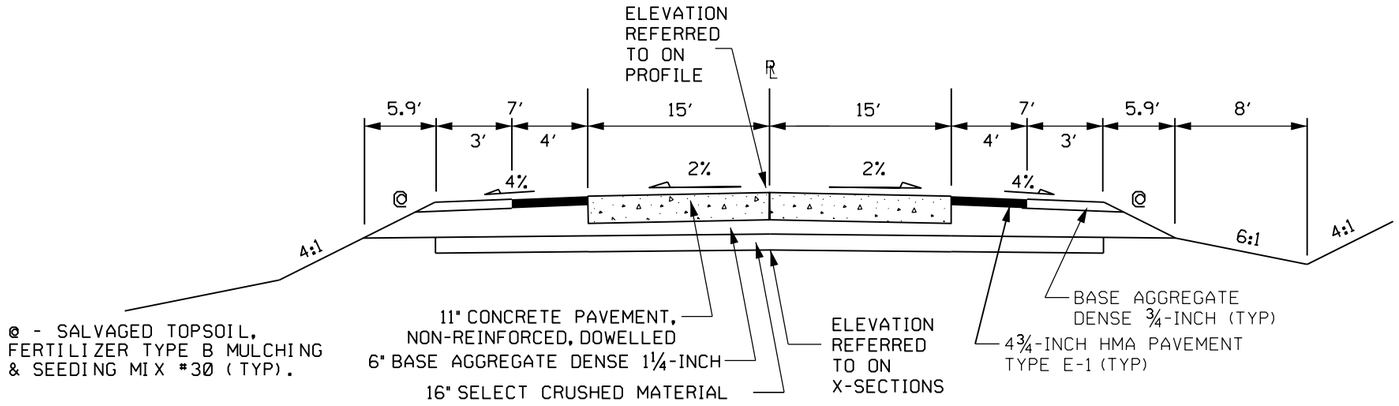
120 VC AND HIGH SPEED INTERNET TELECOMMUNICATIONS SERVICES ARE REQUIRED TO BE PROVIDED TO SERVICE POINTS WITHIN 25 FEET OF THE VIRTUAL WEIGH STATION CABINET LOCATION.

DETECTOR LOOPS SHALL CONFORM TO WISDOT STANDARD SPECIFICATIONS.

DETECTOR LOOPS SHALL NOT BE CUT DIRECTLY INTO THE EXISTING PAVEMENT SURFACE.

DETECTOR LOOPS SHALL BE INSTALLED IN OR UNDERNEATH NEW CONCRETE PAVEMENT.

PAVEMENT, BASE COURSE, TRAFFIC CONTROL, EROSION CONTROL, PAVEMENT MARKING AND FINISHING ITEMS ARE INCLUDED UNDER PROJECT 3070-00-72.




# PROPOSED TYPICAL SECTION

## STH 73 MAINLINE

STA 121+00 - STA 124+00
STA 551+00 - STA 554+00



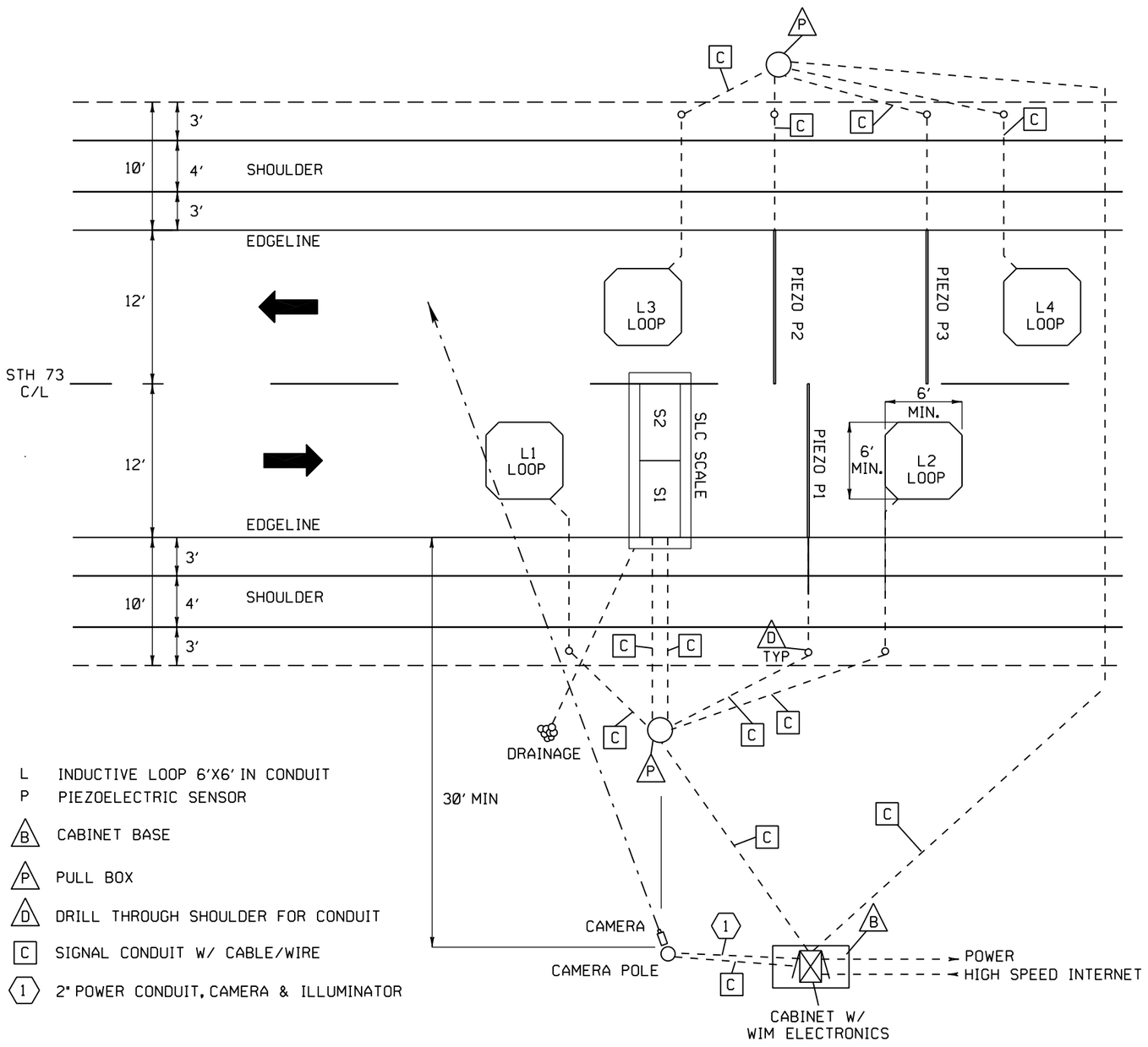
| STATE PROJECT NUMBER: 3070-00-75 | HWY: STH 73 | COUNTY: DANE & ROCK | VIRTUAL WEIGH STATION | SCALE, FEET 0 | SHEET NO: E |
|---|---|---|---|---|---|

FILE NAME :D:\Projects-SWEF\STH 73 VWS\Plans\Details.dgn PLOT DATE : 14-OCT-2013 11:33 PLOT BY : dotres PLOT NAME : Details1.dgn ORG DATE : 8-23-2013 Originator : BHM - ROADSIDE FAC. PLOT SCALE : 10.000000:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON - 1,2, 4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

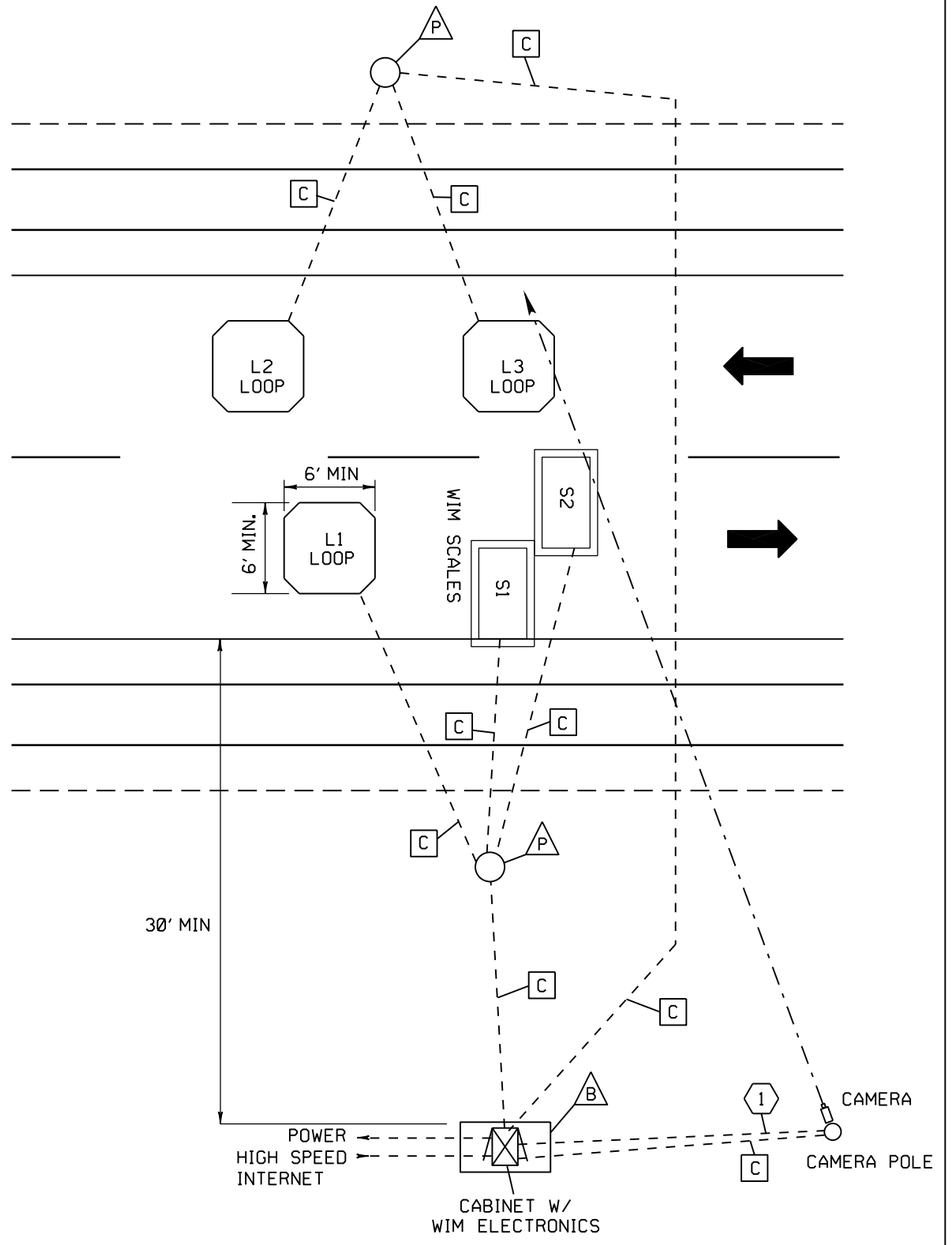
NOTE:
ALTERNATE VIRTUAL WEIGH STATION CONFIGURATIONS ARE SHOWN. COMPONENT LOCATION AND PLACEMENT MAY BE ADJUSTED OR MODIFIED DEPENDING UPON SYSTEM REQUIREMENTS AND FIELD CONDITIONS.

## CONFIGURATION A




L INDUCTIVE LOOP 6'X6' IN CONDUIT
P PIEZOELECTRIC SENSOR
B CABINET BASE
P PULL BOX
D DRILL THROUGH SHOULDER FOR CONDUIT
C SIGNAL CONDUIT W/ CABLE/WIRE
1 2" POWER CONDUIT, CAMERA & ILLUMINATOR

## CONFIGURATION B




LEVELS ON - 1,2, 4,5,6,7,8,9,10,11,12,13,14,15,16,17, 18,19,20,21,22,23,24,25,26,27, 28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48, 49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



| STATE PROJECT NUMBER: 3070-00-75 | HWY: STH 73 | COUNTY: ROCK & DANE | VIRTUAL WEIGH STATION | SCALE, FEET 0 | SHEET NO: E |
|---|---|---|---|---|---|

FILE NAME :U:\Projects-SWEF\STH 73 VWS\Plans\Details.dgn PLOT DATE : 14-OCT-2013 09:22 PLOT BY : dotres PLOT NAME : Details2.dgn ORG DATE : 8-08-2013 Originator : BHM - ROADSIDE FAC. PLOT SCALE : 10.000000:1.000000
WISDOT/CADDS SHEET 42

DATE 30DEC13 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 3070-00-75 QUANTITY |
|---|---|---|---|---|---|
| 0260 | 213.0100 | FINISHING ROADWAY (PROJECT) 02. 3070-00-75 | EACH | 1.000 | 1.000 |
| 1090 | 619.1000 | MOBILIZATION | EACH | 0.050 | 0.050 |
| 2060 | SPV.0105 | SPECIAL 02. ELECTRICAL SERVICE VIRTUAL WEIGH STATION | LS | 1.000 | 1.000 |
| 2070 | SPV.0105 | SPECIAL 03. VIRTUAL WEIGH STATION SYSTEM | LS | 1.000 | 1.000 |
| 2080 | SPV.0105 | SPECIAL 04. VIRTUAL WEIGH STATION SYSTEM WARRANTY MAINTENANCE | LS | 1.000 | 1.000 |



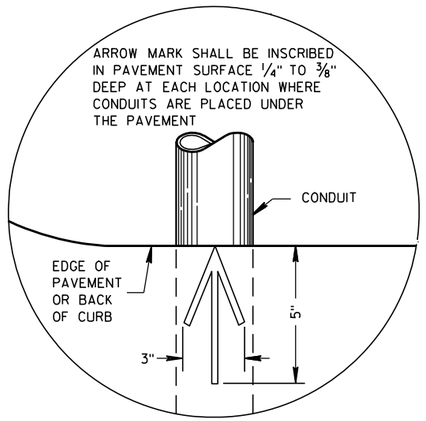
3

# Standard Detail Drawing List

| | |
|---|---|
| 09B02-07 | CONDUIT |
| 09B04-10 | PULL BOX |
| 09C03-03 | TRANSFORMER/PEDESTAL BASES |
| 09F09-03 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW  CONCRETE PAVEMENT) |
| 09F15-03B | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |

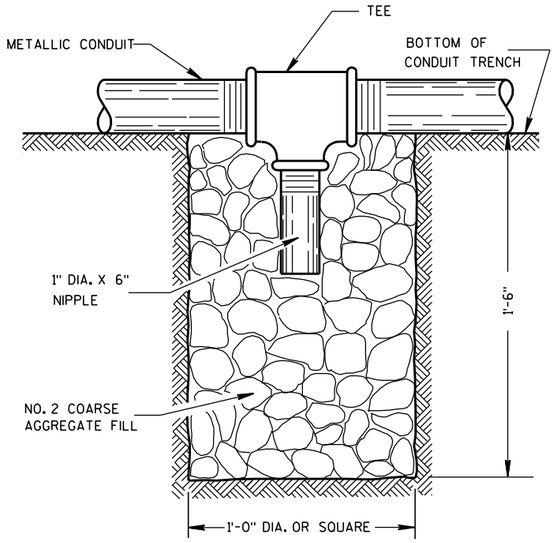


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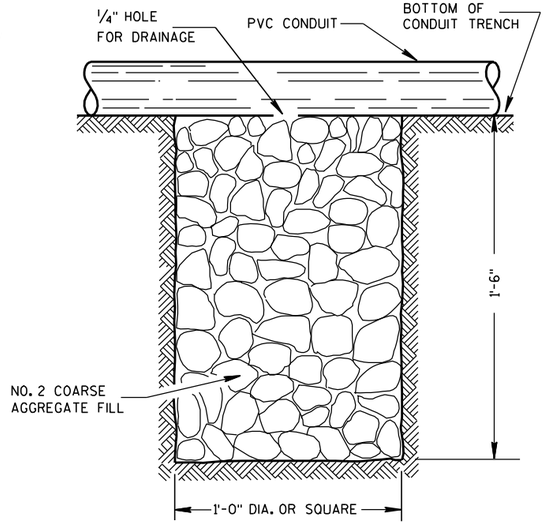

PLAN VIEW

**ARROW MARK**




NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR METALLIC CONDUIT**




NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR PVC CONDUIT**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

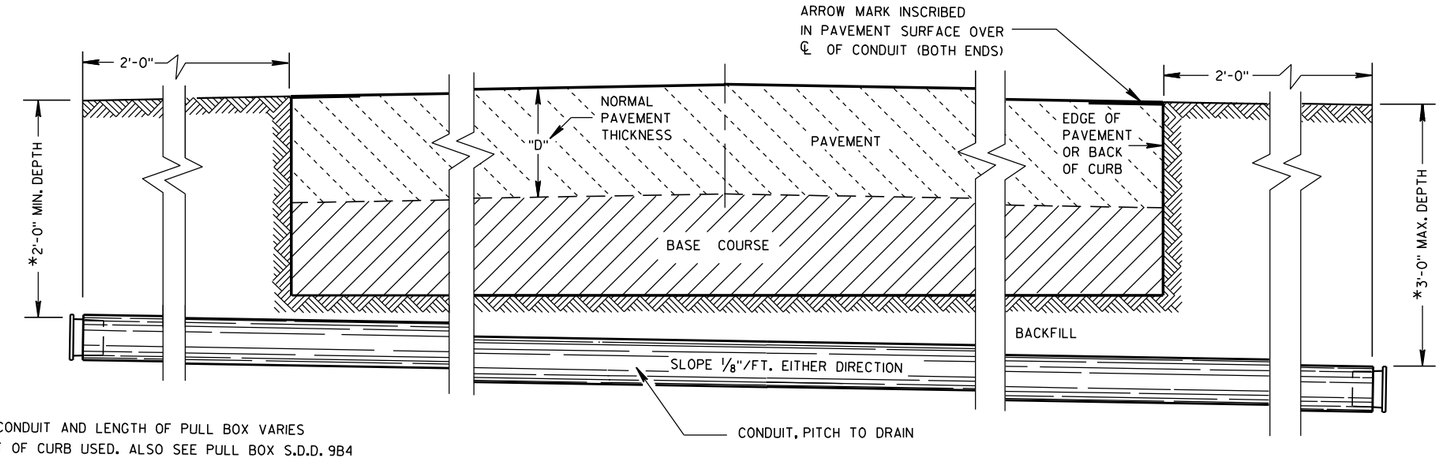
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

**DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS**

**CONDUIT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI 7 HWYS

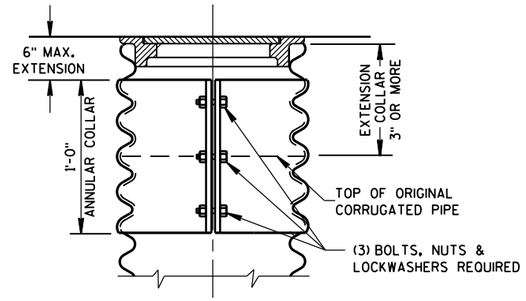
FHWA

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

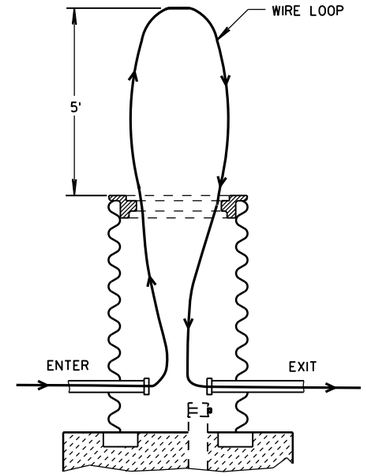
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 |
| COVER | D | 10 1/4 | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 60 | 110 | 110 | 110 | 155 | 155 | 155 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

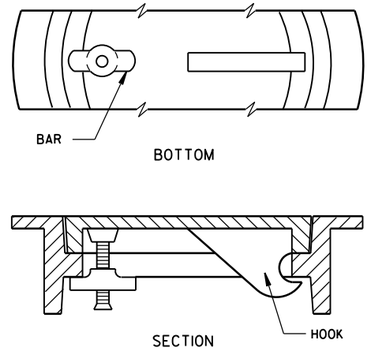
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

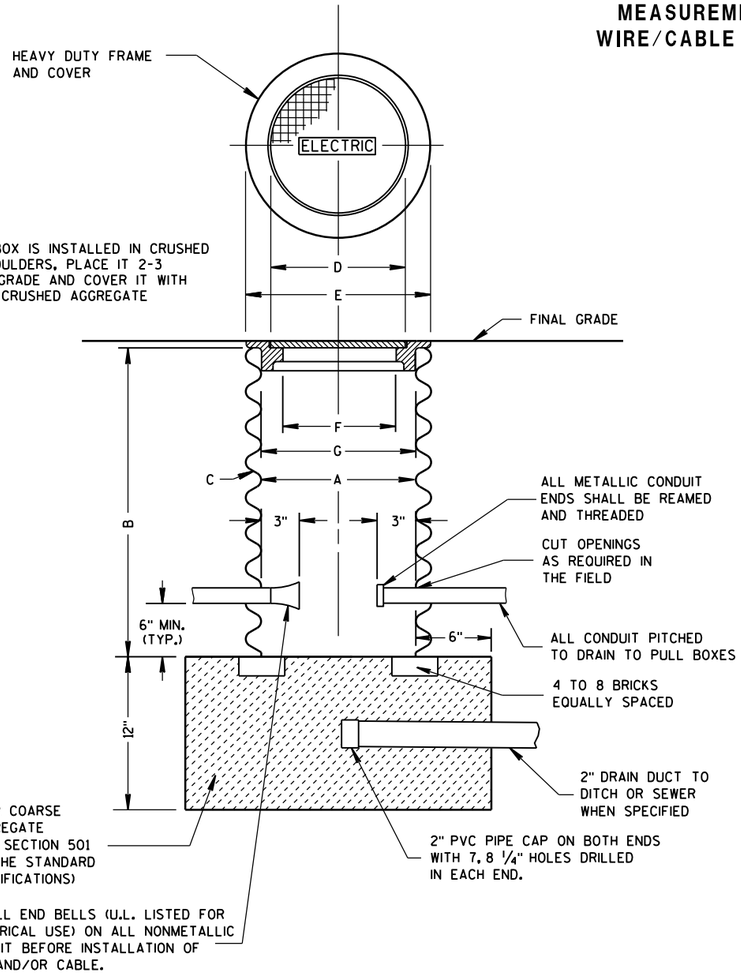



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



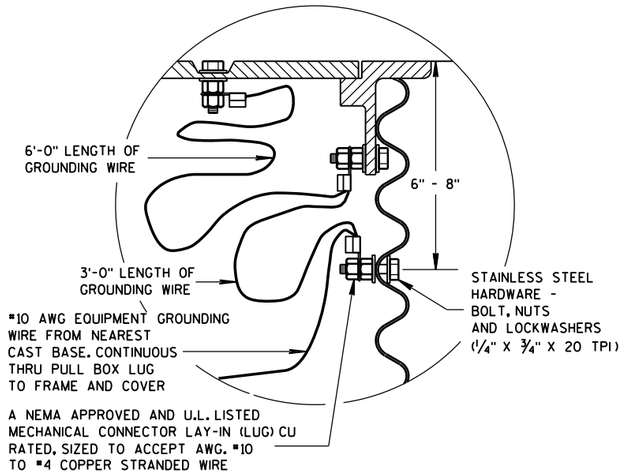

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

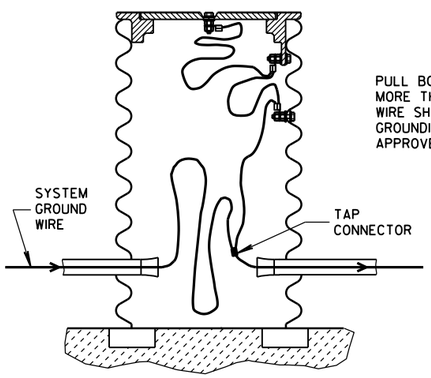



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX




EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES




PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

# PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-7-2013 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL 8

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S.D.D. 9 B 4-10

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S.D.D. 9 B 4-10

# GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

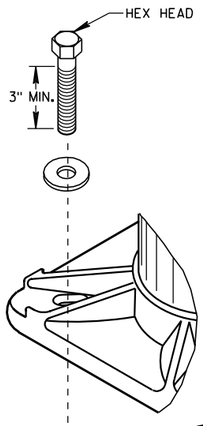
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

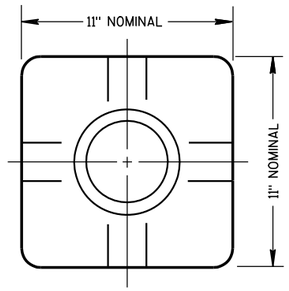
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

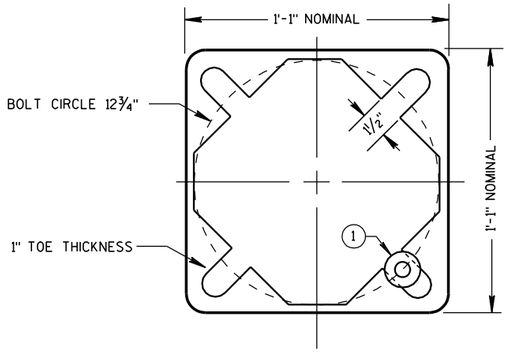
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

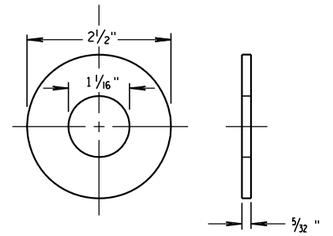



TOP VIEW
(PEDESTAL BASE)

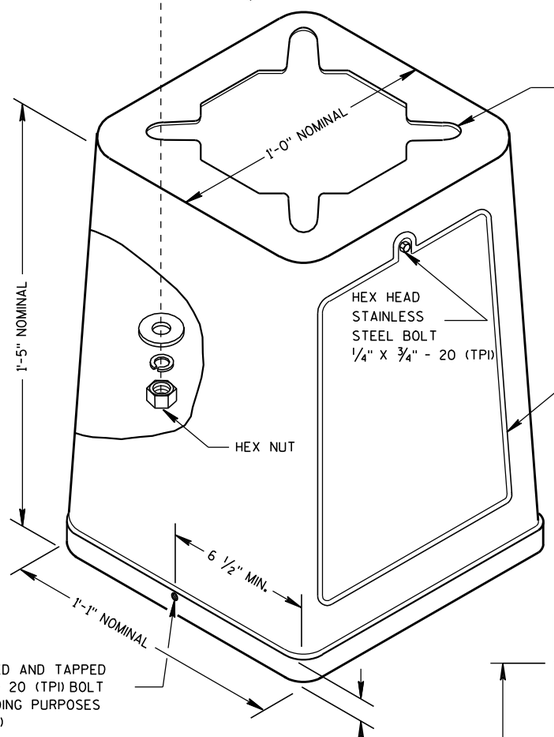



BOTTOM VIEW
(PEDESTAL BASE)

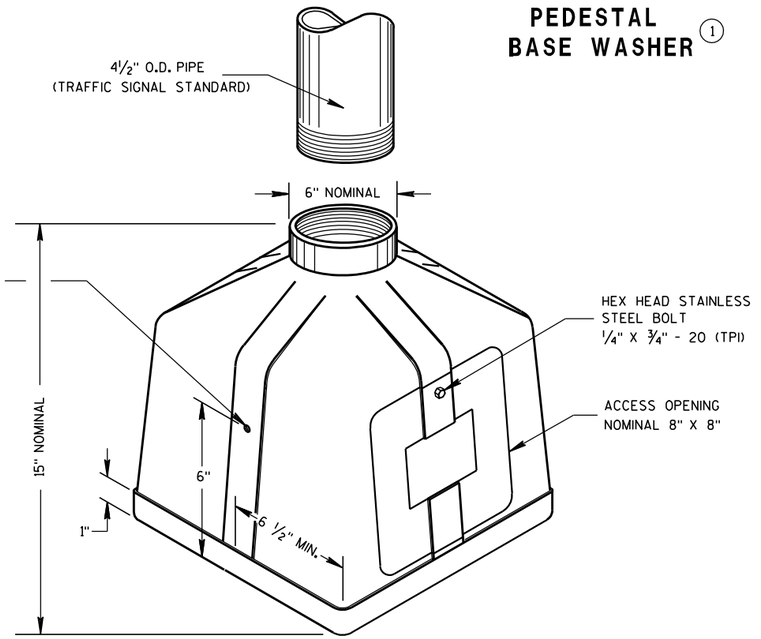



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

## PEDESTAL BASE WASHER (1)

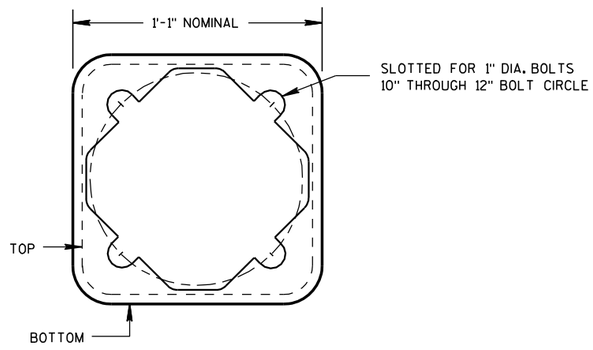



ISOMETRIC VIEW

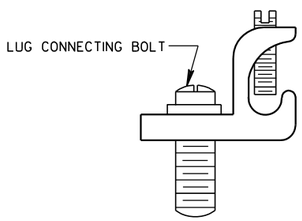



ISOMETRIC VIEW

## PEDESTAL BASE




BOTTOM VIEW
(TRANSFORMER BASE)

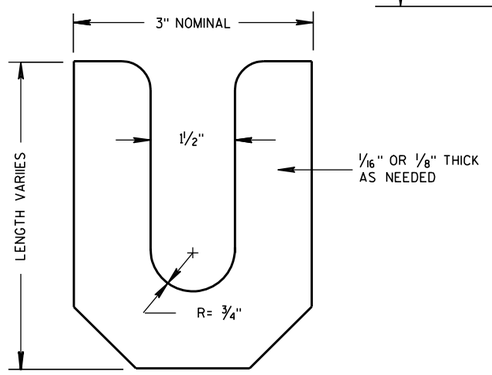



## TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

## TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




## LEVELING SHIM

## TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

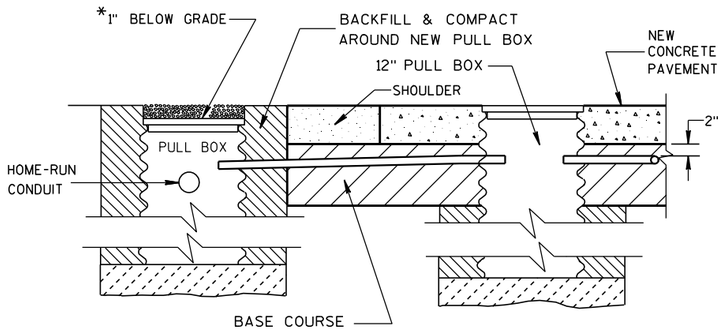
APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
9 — HWYS
FHWA

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S.D.D. 9 C 3-3

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S.D.D. 9 C 3-3




**SECTION A-A**

**NO CURB & GUTTER**

## LOOP DETECTOR INSTALLATION DETAILS

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

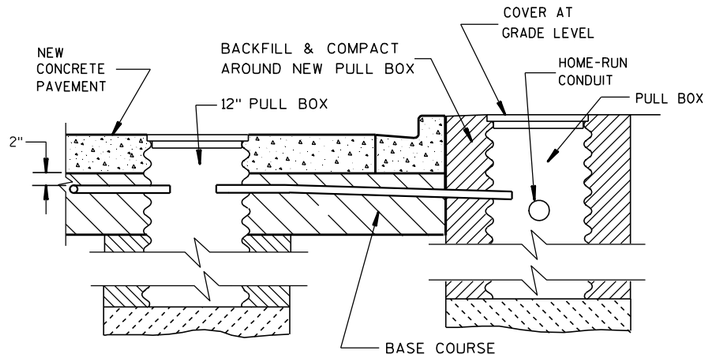
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

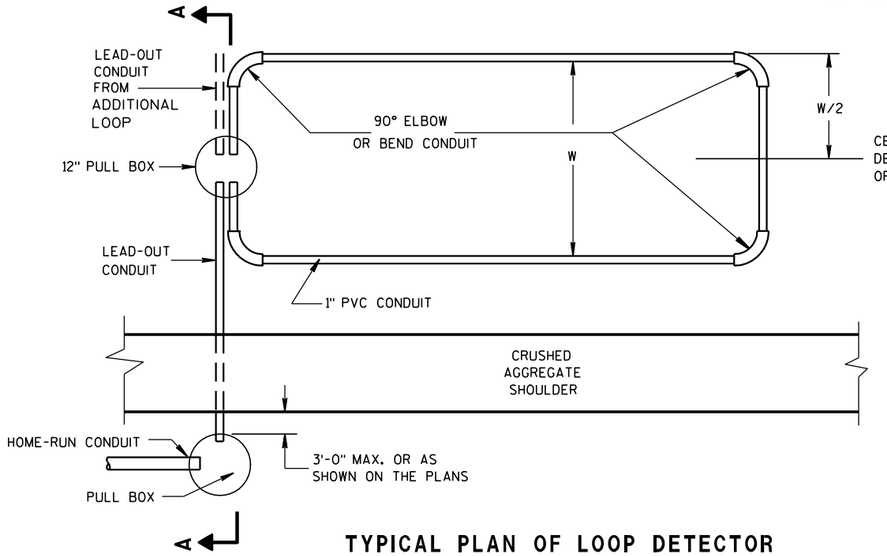
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



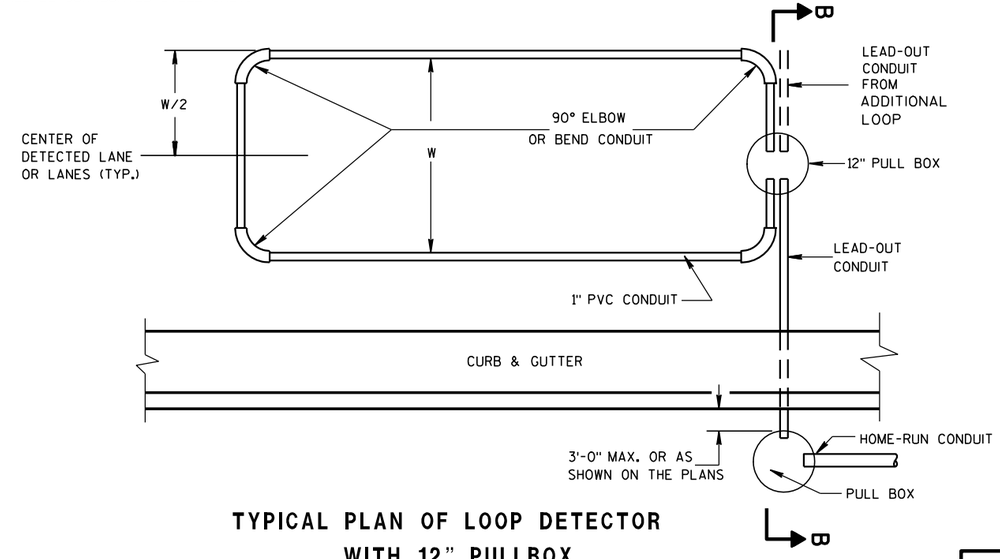

**SECTION B-B**

**CURB & GUTTER**

## LOOP DETECTOR INSTALLATION DETAILS




**TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX**




**TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX**

**LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMNET)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-7-06 DATE — /S/ Balu Ananthanarayanan, STATE ELECTRICAL ENGI — HWYS

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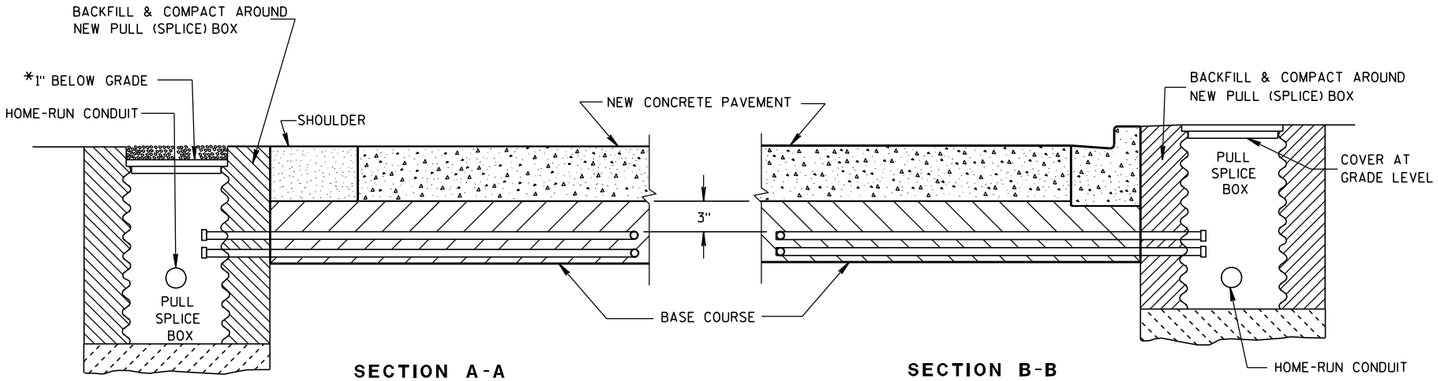


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**SECTION A-A**
**NO CURB & GUTTER**

**SECTION B-B**
**CURB & GUTTER**

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

## LOOP DETECTOR INSTALLATION DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

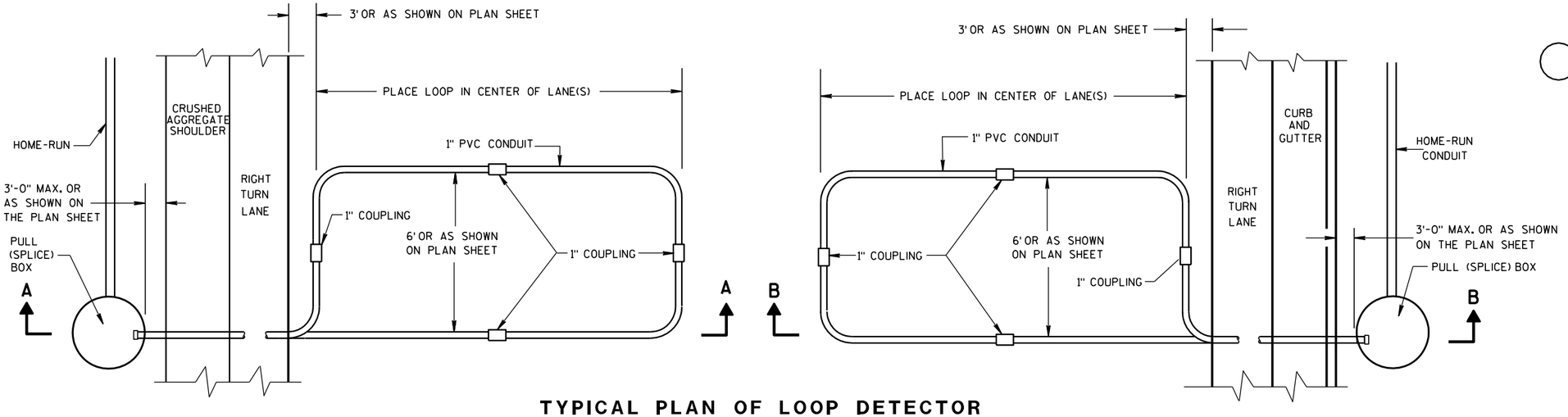
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

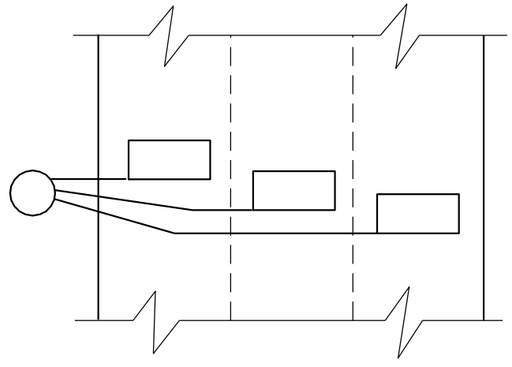
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.




## TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



## MULTI-LANE INSTALLATION

**LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 DATE
/S/ Balu Anantharaman
STATE ELECTRICAL ENGI HWYS
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S.D.D. 9 F 15-3b

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