LAX DECEMBER 2014

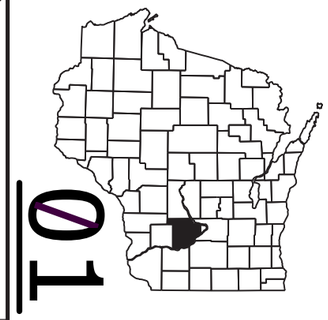
PROJECT ID: 1674-00-80

COUNTY: SAUK

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 1160



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LAKE DELTON - SAUK CITY ROAD

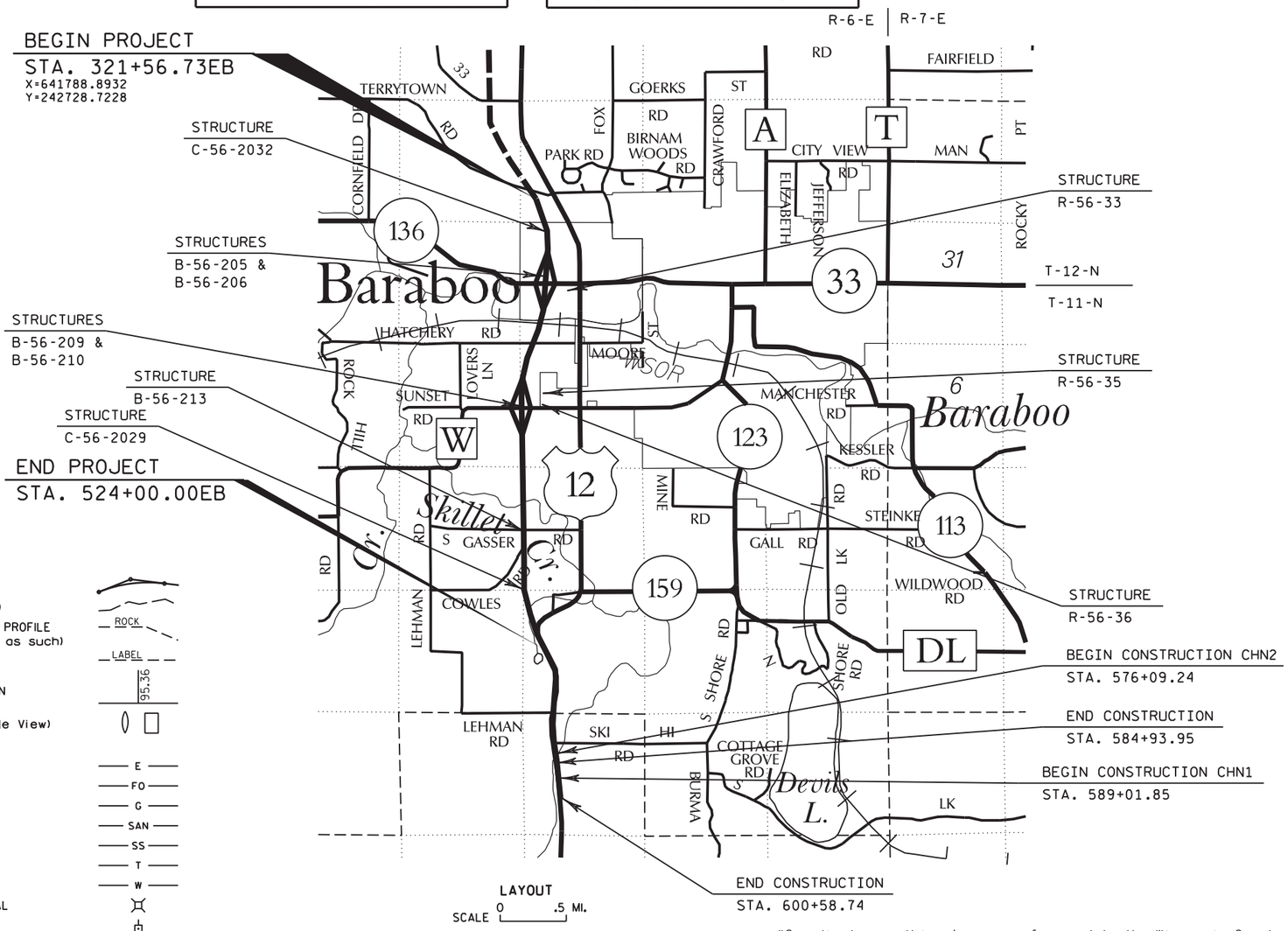
TERRYTOWN RD TO SKI HI RD, PHASE 1

USH 12

SAUK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1674-00-80	WISC 2014432	1
1674-00-85	———	—

STATE PROJECT NUMBER	STATE PROJECT NUMBER
1674-00-80	1674-00-85



LAYOUT
SCALE 0 .5 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.834 MI.

"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Sauk County. Vertical Datum: NGVD 29"

ORIGINAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
BRIAN W. VEIT
41689-006
MADISON, WI
PROFESSIONAL ENGINEER

JULY 31, 2014 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING, INC.
Designer	KL ENGINEERING, INC.
Project Manager	JEREMY KRACHEY
Regional Examiner	JEREMY KRACHEY
Regional Supervisor	OSCAR WINGER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 7-15-2014 (Signature)

E

DESIGN DESIGNATION

A.A.D.T.	(2015)	=	12,400 - 20,400
A.A.D.T.	(2035)	=	15,000 - 23,500
D.H.V.	(2035)	=	1,500 - 2,350
D.D.		=	50/50
T.		=	8%
DESIGN SPEED		=	70
ESALS		=	10,592,300

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

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX.	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PROP.	PROPOSED
PRW	PROPOSED RIGHT-OF-WAY
RAD	RADIUS
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING DETAILS
EROSION CONTROL
STORM SEWER
PLANTING/LANDSCAPING
EXISTING SIGNING
PERMANENT SIGNING
PERMANENT LIGHTING
PAVEMENT MARKING
TRAFFIC CONTROL
FENCING
ALIGNMENT DETAILS
CONTROL POINT DATA SHEETS

UTILITY CONTACTS

COMMUNICATIONS

Steve Bishop
CenturyLink - Communication Line
130 4th Street
Baraboo, WI 53913
(608) 355-7501
steve.bishop@centurytel.com

COMMUNICATIONS

Harlow Jarvis
Charter Communications - Communication Line
E 10704 State Hwy 33
Baraboo, WI 53913
(608) 235-1911
harlow.jarvis@charter.com

SANITARY SEWER

Howard Castle
Baraboo Sanitary District #1 - Sewer
S5633 Glacier Drive
Baraboo, WI 53913-0176
(608) 434-8719

GAS/ELECTRIC

Jason Hogan
Alliant Energy - Gas/Petroleum
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4902 N Biltmore Lane
Madison, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

David McCoy
Alliant Energy - Electricity
520 Commerce Ave.
Baraboo, WI 53913
(608) 356-0609
davidmccoy@alliantenergy.com

GAS

Tom Dickson
Northern Natural Gas Company - Gas/Petroleum
1120 Centre Pointe Drive #400
Mendota Heights, MN 55120
(651) 456-1777
Tom.Dickson@nngco.com

Scott Napp
Northern Natural Gas Company - Gas/Petroleum
5557 County Road D
Platteville, WI 53818
(608) 778-8522
scott.napp@nngco.com

WATER

Wade Peterson
City of Baraboo - Water
129 4th St
Baraboo, WI 53913
(608) 355-2740

WATER

Robert Demars
Village of West Baraboo - Water
500 Cedar St
P.O. Box 261
West Baraboo, WI 53913
(608) 356-2516
robertdemars@villageofwestbaraboo.us

ELECTRIC

Rodger Ludlum
ATC Management, Inc. - Electricity
5303 Fen Oak Court
Madison, WI 53718
(608) 622-9225
rludlum@atcllc.com

GENERAL NOTES

EXISTING TOPOGRAPHY AND BASEMAP ARE FLOWN AND MAY NOT BE CURRENT. AS SUCH ADJUSTMENTS TO THE PLAN MAY BE REQUIRED TO FIT FIELD CONDITIONS.

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

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

THE LOCATION OF EXISTING AND PROPOSED UTILITIES INSTALLATIONS AS SHOWN IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB AND GUTTER OR AT LOCATIONS SHOWN ON THE PLAN.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL CONCRETE PIPE SHALL HAVE THE APRON ENDWALL AND THE FIRST TWO PIPE JOINTS TIED AT THE JOINTS (3 JOINTS TOTAL). JOINT TIES SHALL BE INCIDENTAL TO THE ITEM OF SSPRC & CPRC.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY ARE TO BE RESTORED AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND.

LOCATIONS OF INLETS AND MANHOLES AS SHOWN ON THE STORM SEWER SHEETS ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE (SEE DETAIL).

THE CONTRACTOR'S HMA PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS.

TOTAL DEPTH	LAYERS	TYPE	NOMINAL MAX SIZE GRADATION	PERFORMANCE GRADE
2-INCH	2-INCH	E-1	12.5 mm	PG58-28
3.5-INCH	1.75-INCH LOWER	E-1	12.5 mm	PG58-28
	1.75-INCH UPPER	E-1	12.5 mm	PG58-28
4.75-INCH	2.75-INCH LOWER	E-1	19.0 mm	PG58-28
	2-INCH UPPER	E-1	12.5 mm	PG58-28
5.5-INCH	3.5-INCH LOWER	E-10	19.0 mm	PG58-28
	2-INCH UPPER	E-10	12.5 mm	PG58-28

REGION CONTACT

JEREMY KRACHEY, P.E.
WISDOT SW REGION (LA CROSSE)
3550 MOURMON COULEE RD.
LACROSSE, WI 54601
(608) 789-5702
Jeremy.Krachey@dot.wi.gov

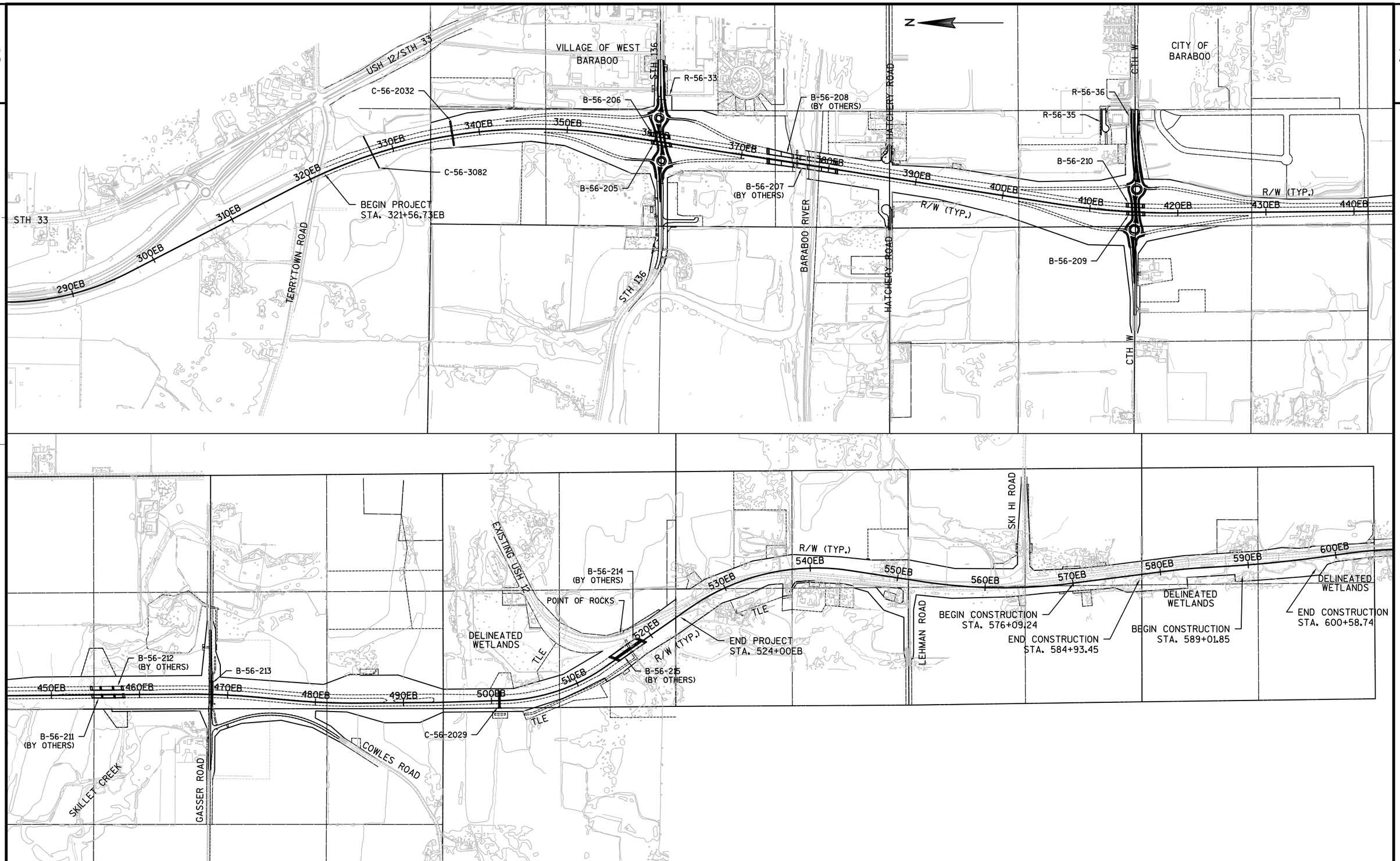
DESIGN CONTACT

BRIAN W. VEIT, P.E.
KL ENGINEERING, INC.
5950 SEMINOLE CENTRE CT
SUITE 200
MADISON, WI 53711
(608) 663-1218
bveit@klengineering.com

DNR LIAISON

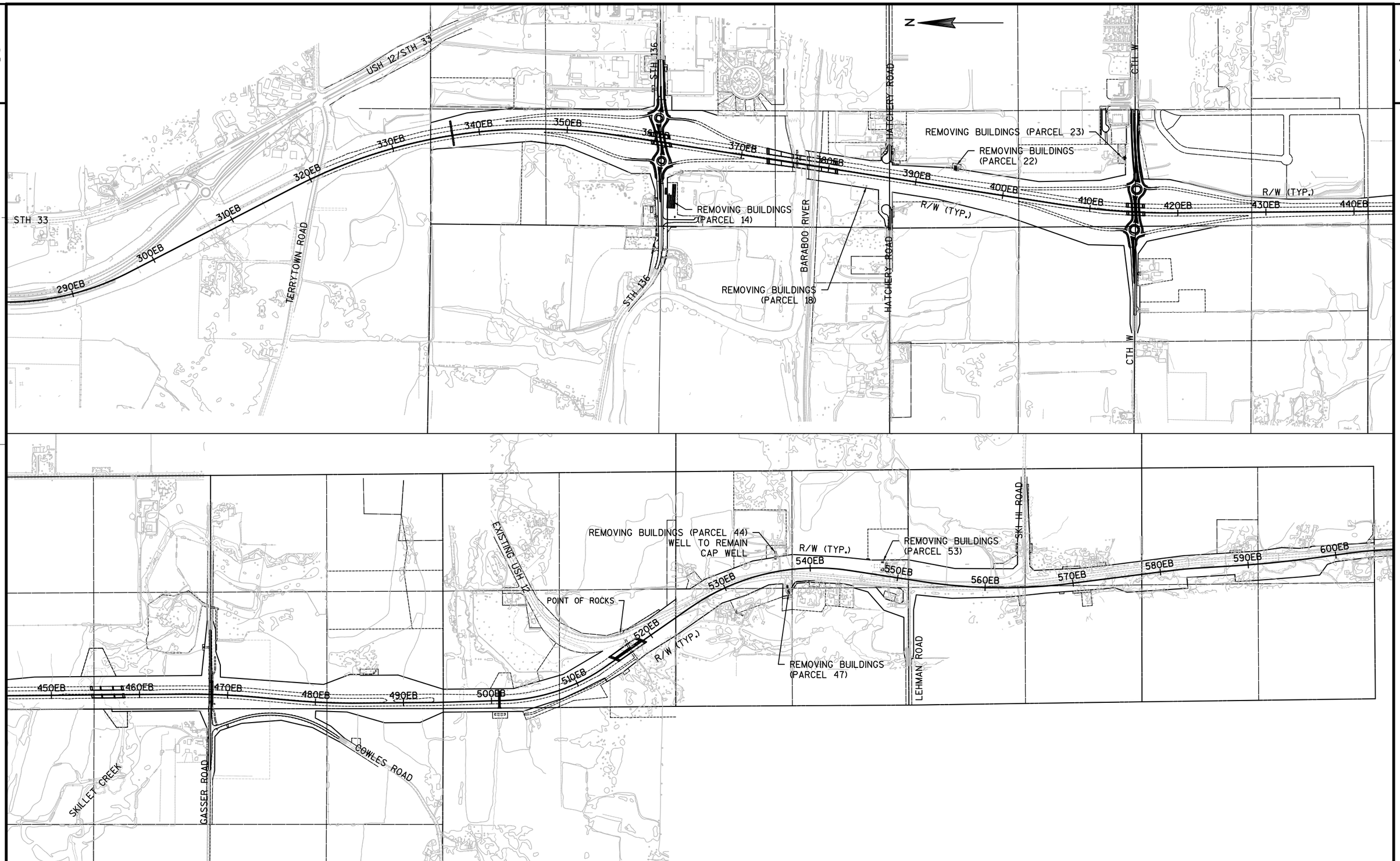
ANDY BARTA
DEPARTMENT OF NATURAL RESOURCES
DNR SOUTH CENTRAL REGION HEADQUARTERS
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3308
andy.barta@wisconsin.gov

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

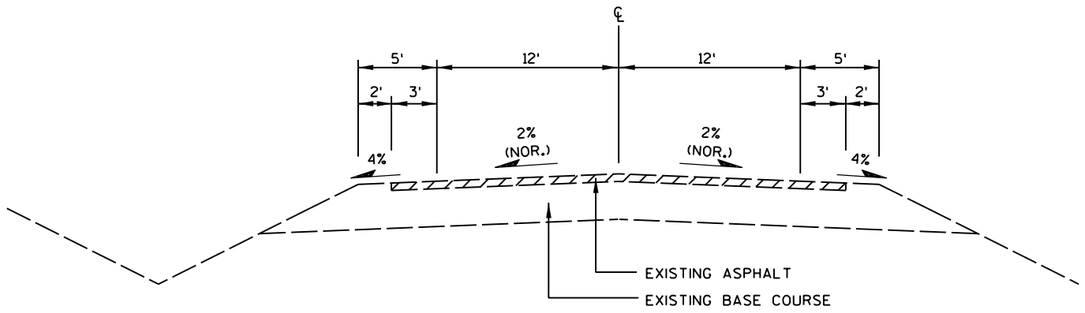


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

2

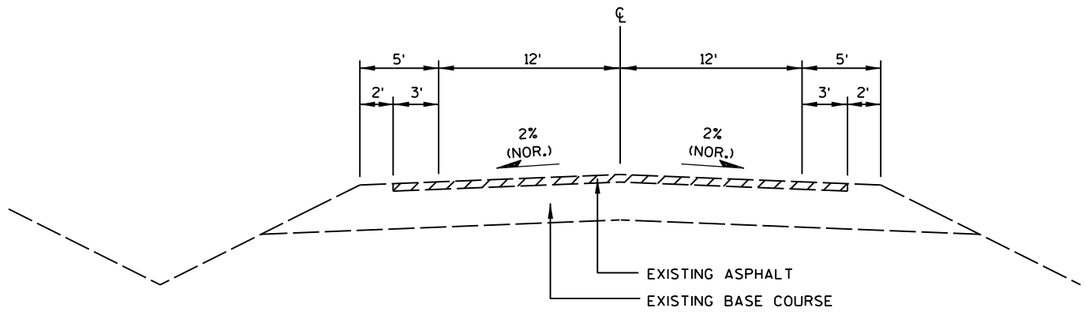


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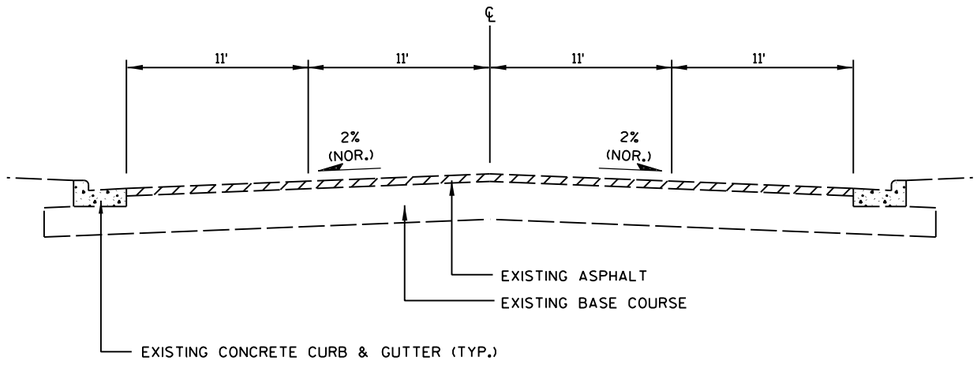
TYPICAL EXISTING SECTION, STH 136

STA. 85+25 LE - STA. 89+50 LE



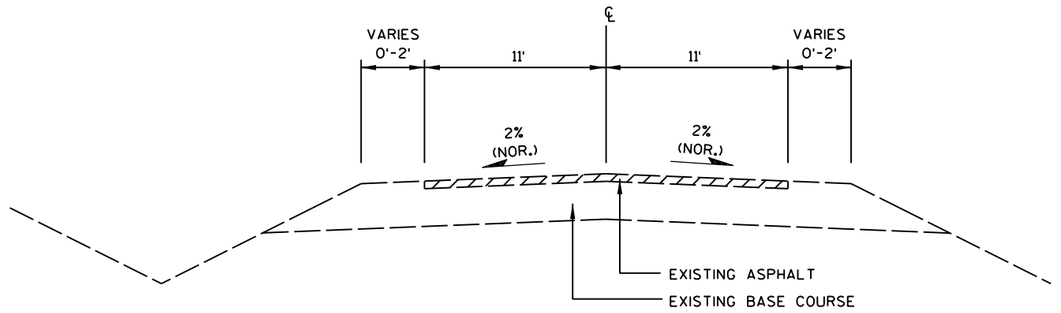
TYPICAL EXISTING SECTION, CTH W

STA. 188+00 WE - STA. 211+14 WE



TYPICAL EXISTING SECTION, STH 136

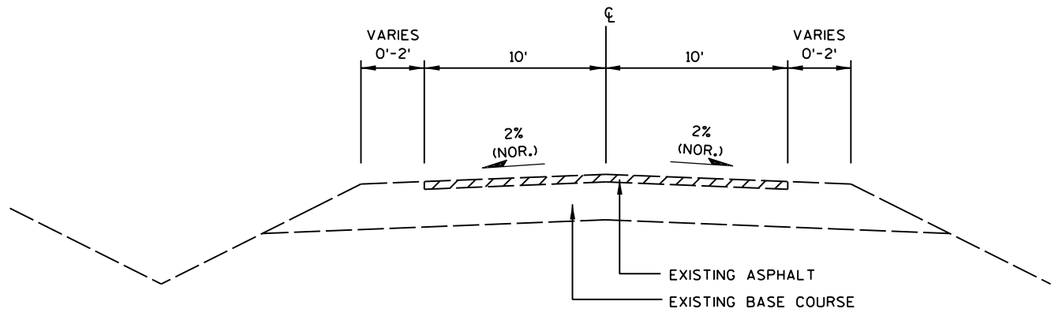
STA. 89+50 LE - STA. 109+30 LE



TYPICAL EXISTING SECTION, HATCHERY ROAD

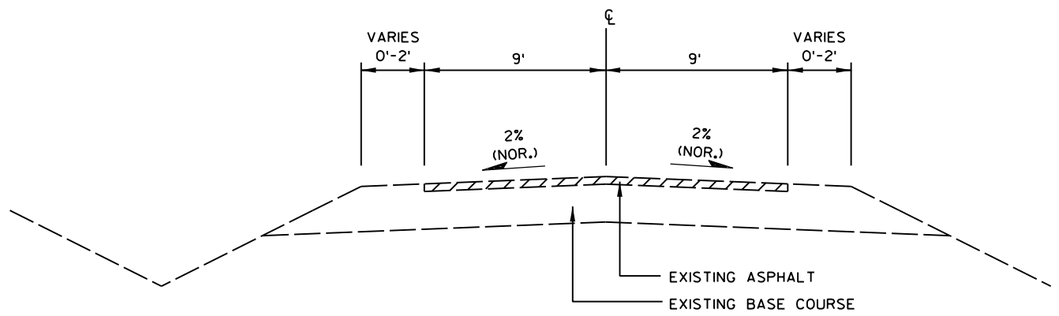
STA. 693+75 HR - STA. 703+50 HR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION, GASSER ROAD

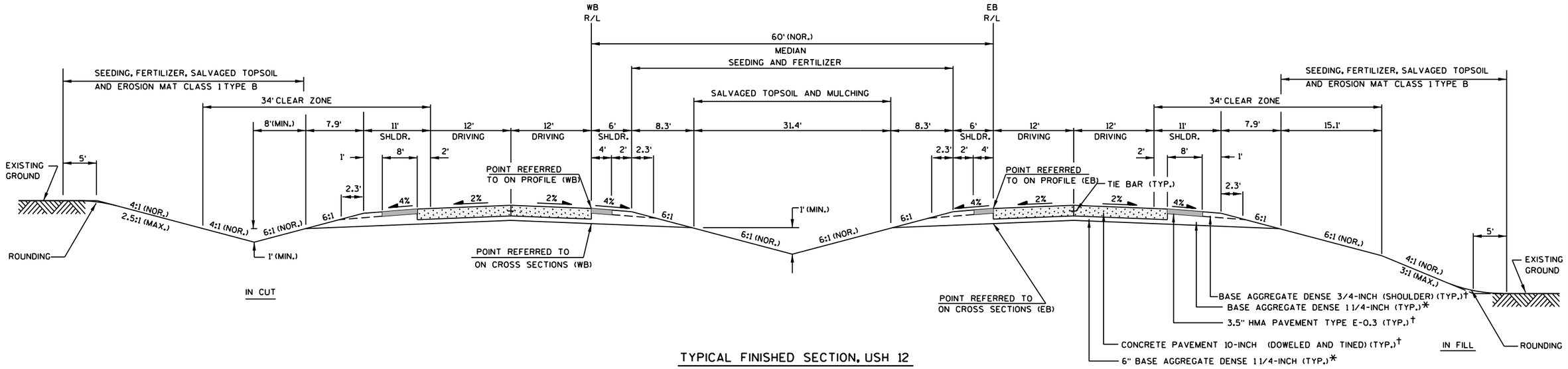
STA. 291+00 GR - STA. 307+00 GR



TYPICAL EXISTING SECTION, COWLES ROAD

STA. 14+50 CR - STA. 30+00 CR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 6	E

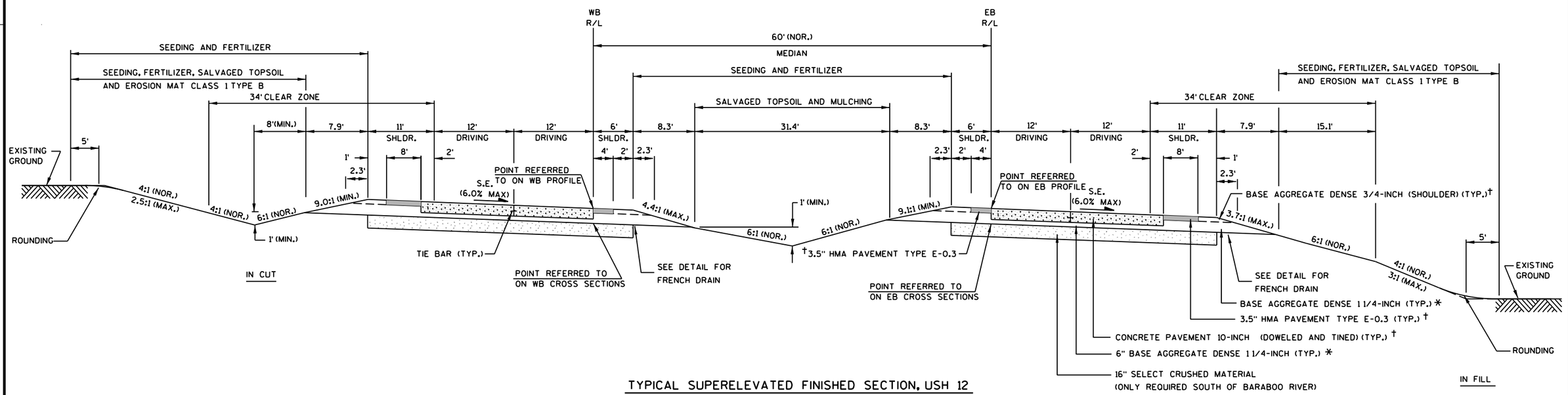


TYPICAL FINISHED SECTION, USH 12

STA. 321+56 EB - STA. 359+74 EB
STA. 361+88 EB - STA. 373+00 EB

† ITEMS WILL BE CONSTRUCTED BY OTHERS

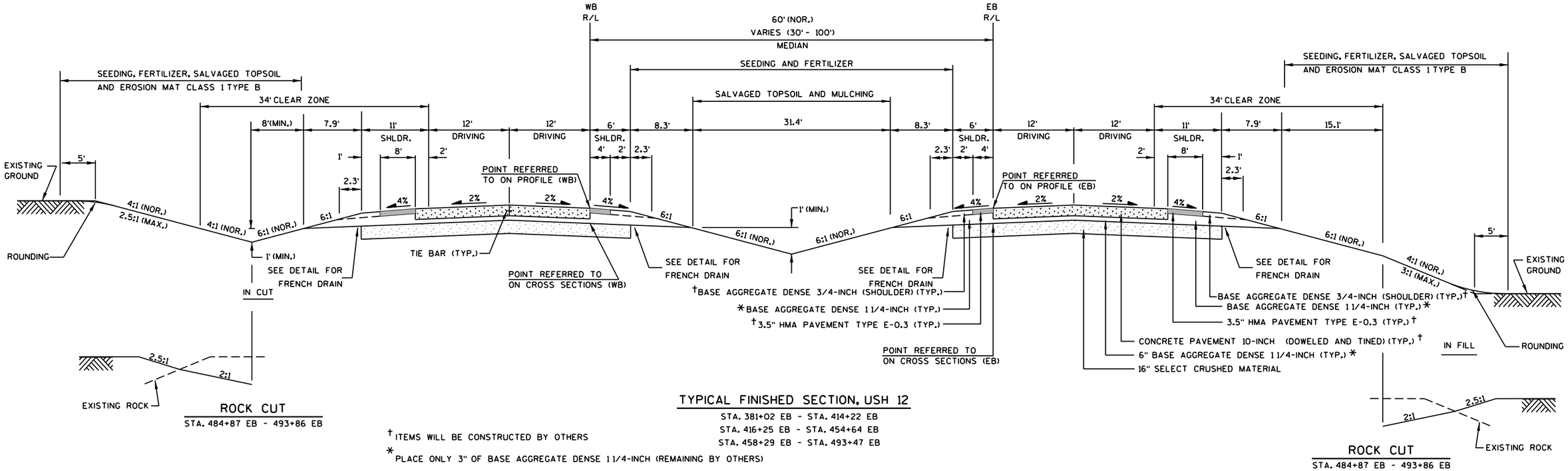
* PLACE ONLY 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (REMAINING BY OTHERS)



TYPICAL SUPERELEVATED FINISHED SECTION, USH 12

STA. 282+67.57 EB - STA. 296+01.28 EB
STA. 318+43.65 EB - STA. 355+05.54 EB
STA. 407+00.94 EB - STA. 419+39.38 EB
STA. 465+49.73 EB - STA. 472+71.61 EB
STA. 477+42.47 EB - STA. 484+73.02 EB
STA. 501+86.64 EB - STA. 512+75.34 EB

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 7	E

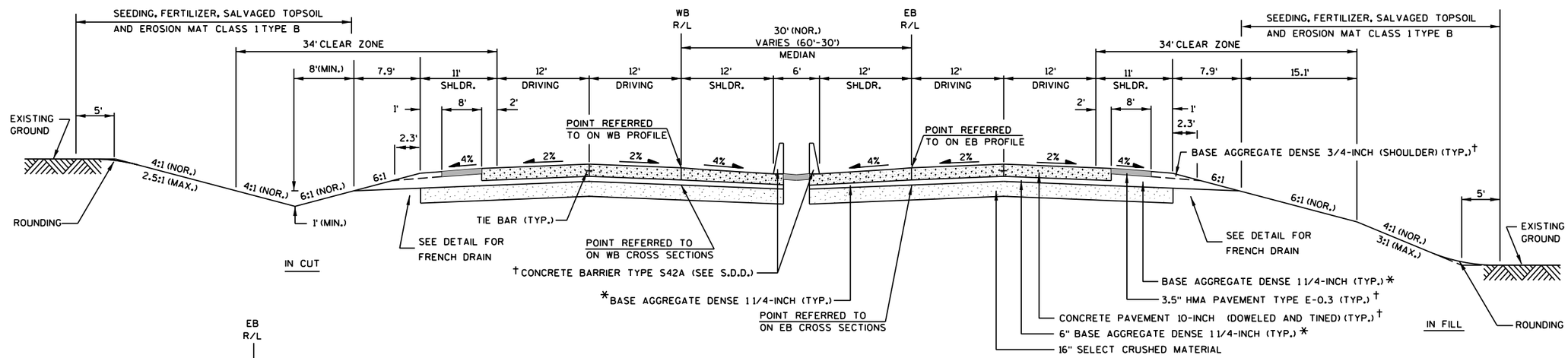


ROCK CUT
STA. 484+87 EB - 493+86 EB

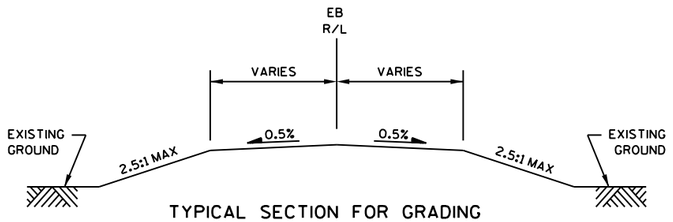
TYPICAL FINISHED SECTION, USH 12
STA. 381+02 EB - STA. 414+22 EB
STA. 416+25 EB - STA. 454+64 EB
STA. 458+29 EB - STA. 493+47 EB

† ITEMS WILL BE CONSTRUCTED BY OTHERS

* PLACE ONLY 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (REMAINING BY OTHERS)

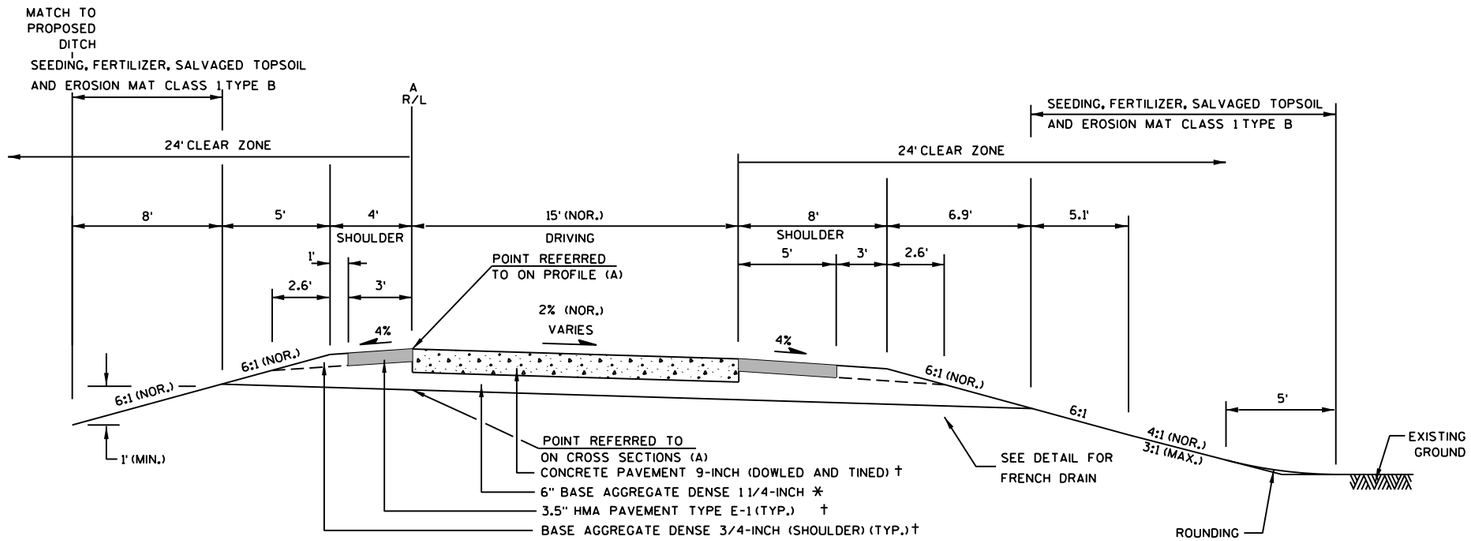


TYPICAL FINISHED SECTION, USH 12
STA. 493+47 EB - STA. 515+35 EB



TYPICAL SECTION FOR GRADING
SOUTH OF ARCHIBALD DRIVEWAY
STA. 519+00 EB - STA. 524+00 EB

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 8	E

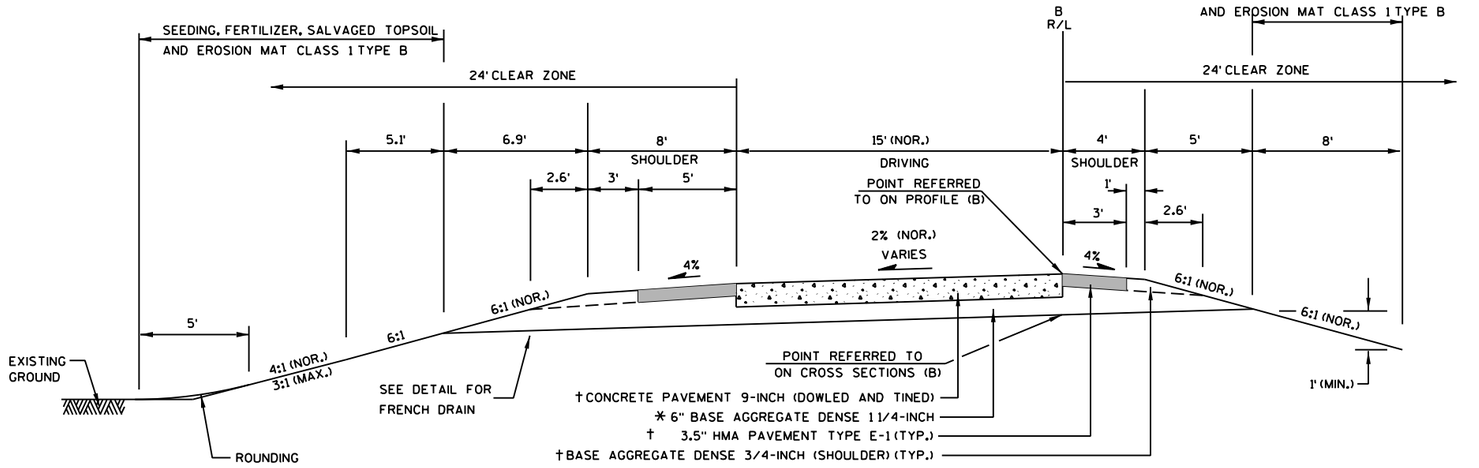


TYPICAL FINISHED SECTION, STH 136 EB RAMP

STA. 345+38 A - 357+20 A
STA. 362+99 A - 373+49 A

† ITEMS WILL BE CONSTRUCTED BY OTHERS

* PLACE ONLY 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (REMAINING BY OTHERS)



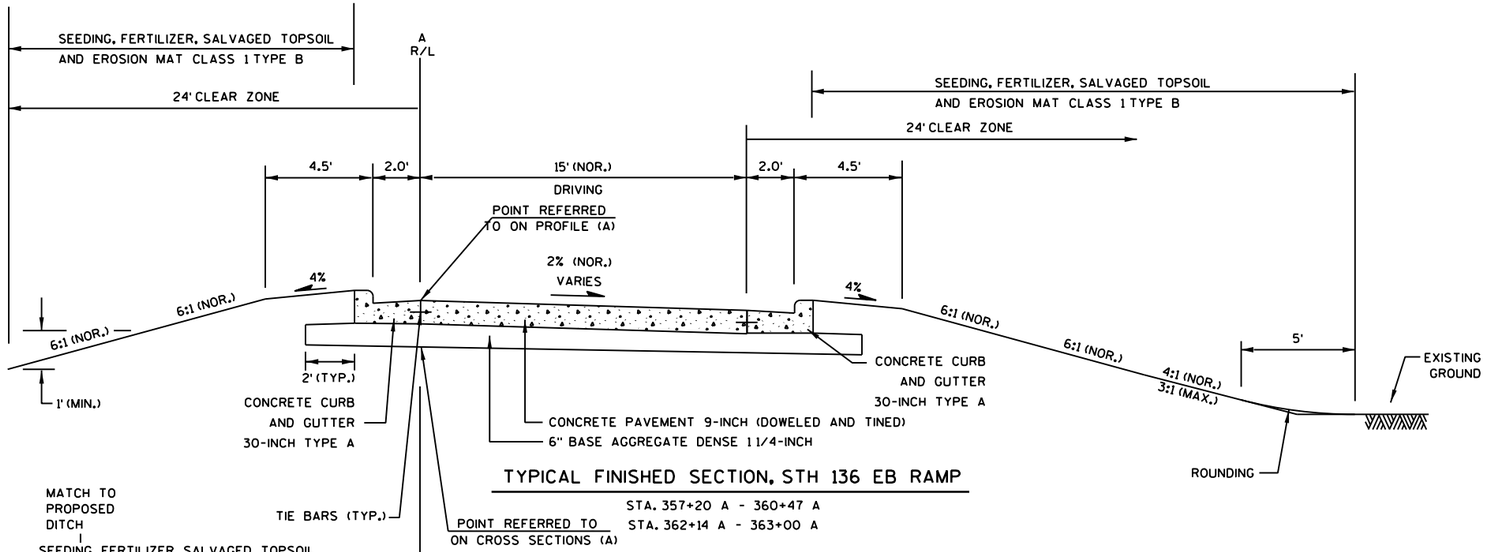
TYPICAL FINISHED SECTION, STH 136 WB RAMP

STA. 340+60 B - 359+03 B
STA. 365+10 B - 374+76 B

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 9	E

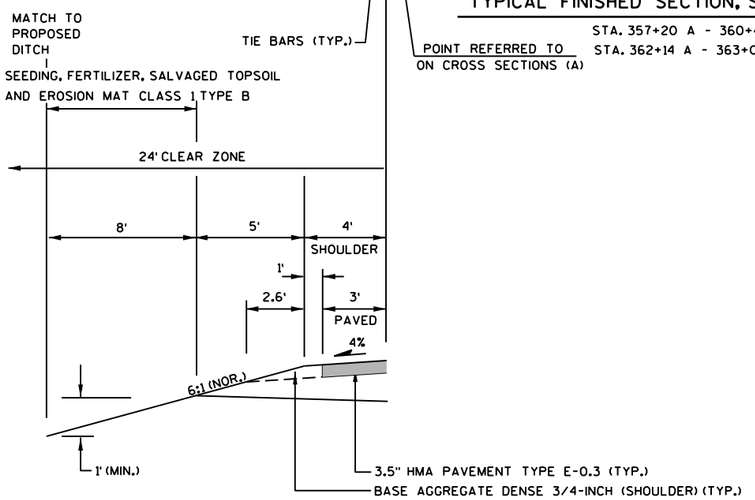
FILE NAME : G:\WDOTSW\SW12023\dgn\020301_ts(80).dgn PLOT DATE : 6/25/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



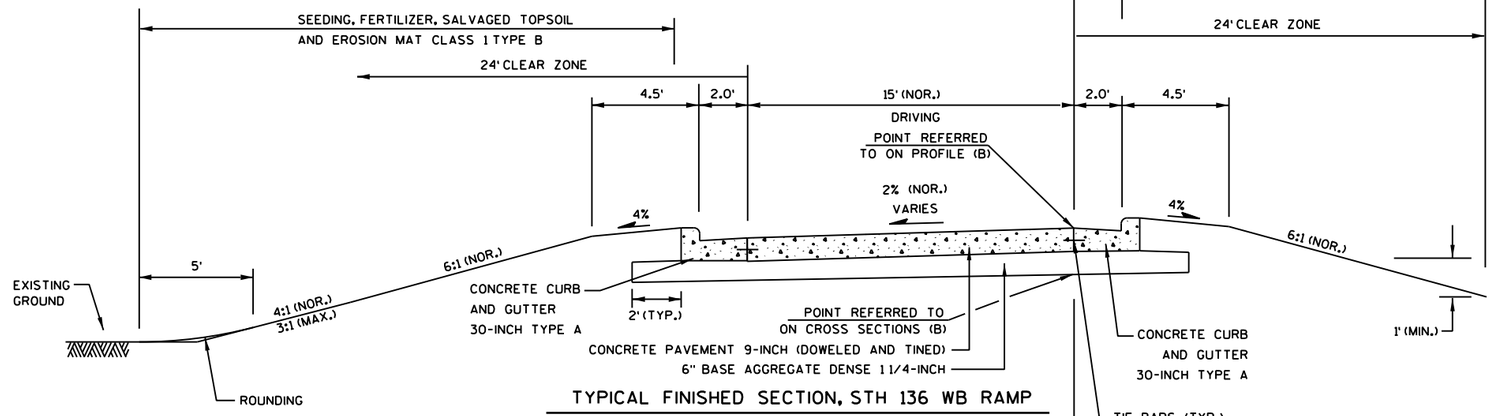
TYPICAL FINISHED SECTION, STH 136 EB RAMP

STA. 357+20 A - 360+47 A
STA. 362+14 A - 363+00 A



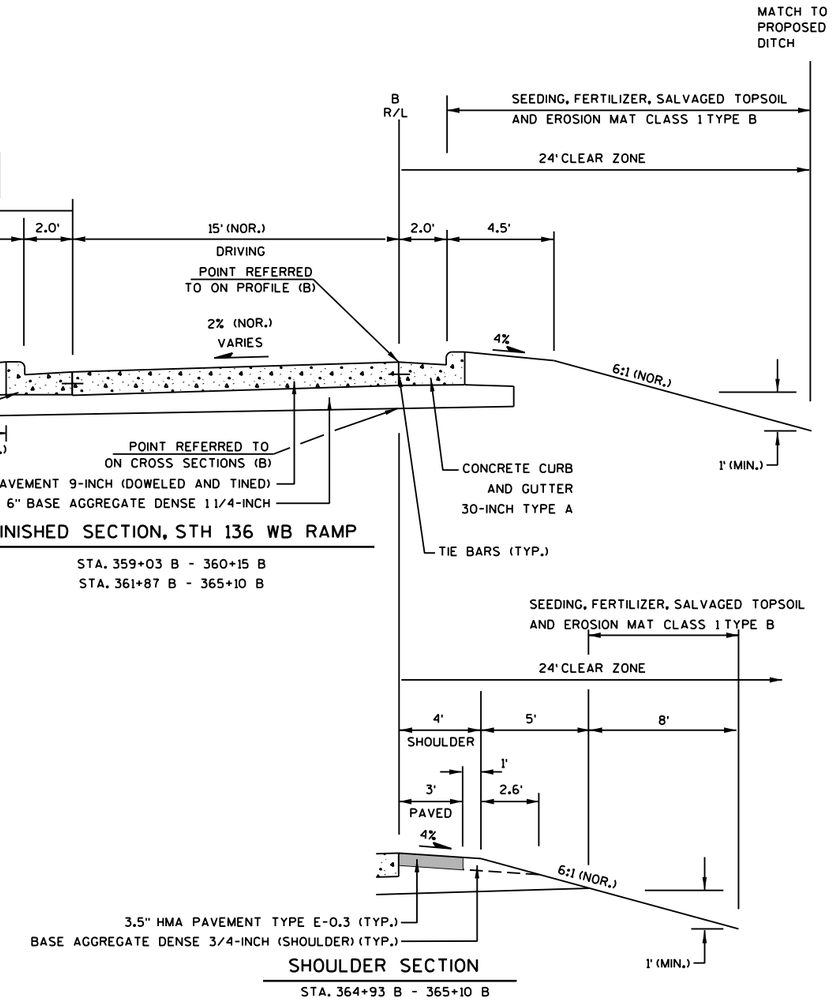
SHOULDER SECTION

STA. 357+20 A - 357+74 A



TYPICAL FINISHED SECTION, STH 136 WB RAMP

STA. 359+03 B - 360+15 B
STA. 361+87 B - 365+10 B

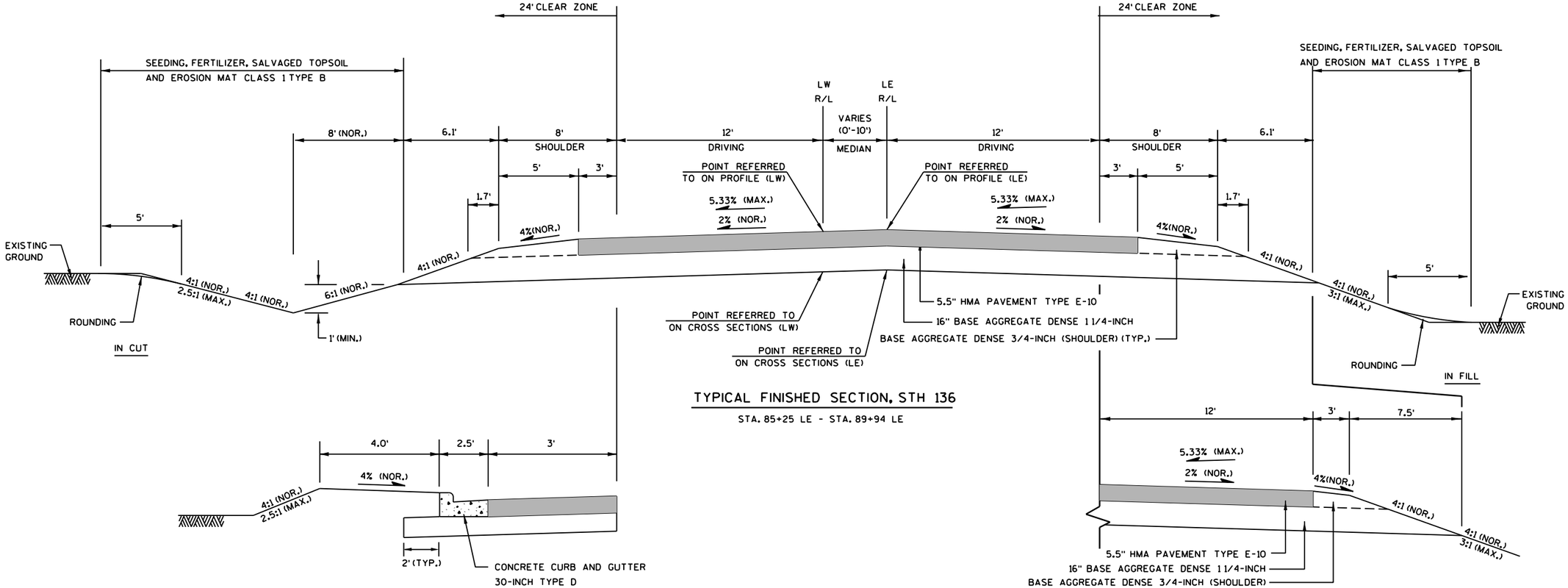


SHOULDER SECTION

STA. 364+93 B - 365+10 B

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\dgn\020301_ts(80).dgn
PLOT DATE : 6/25/2014
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION, STH 136

STA. 85+25 LE - STA. 89+94 LE

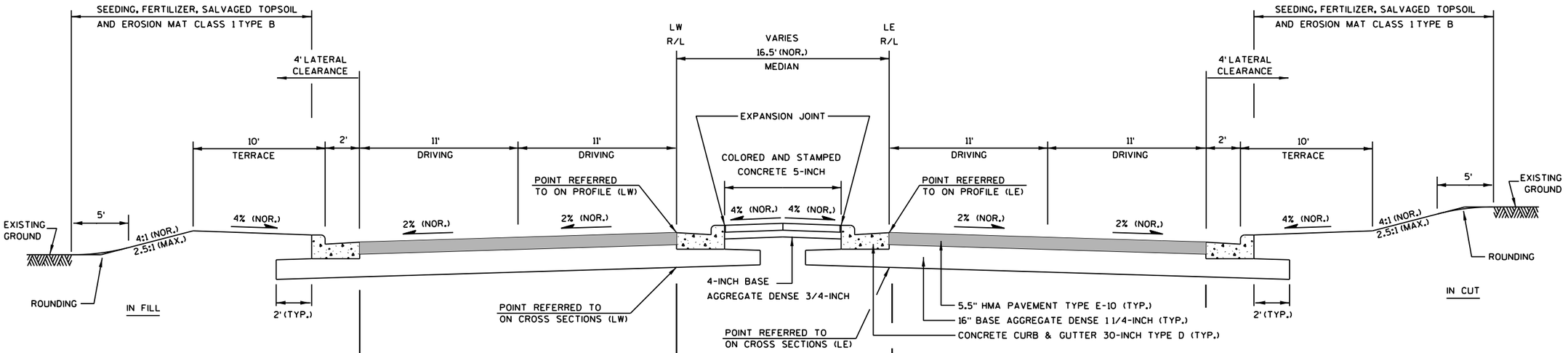
CURB SECTION

STA. 88+75 LE - STA. 89+94 LE

RIGHT TURN LANE

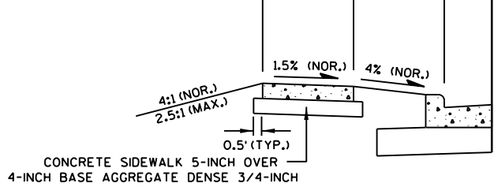
CONCRETE PLANT DRIVEWAY

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 11	E



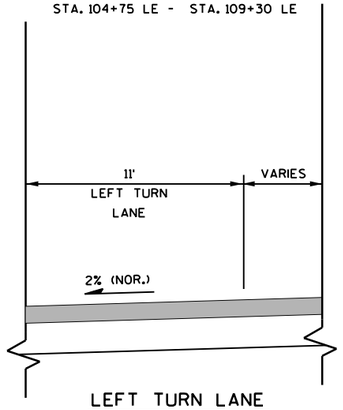
TYPICAL FINISHED SECTION, STH 136

STA. 89+94 LE - STA. 95+25 LE
STA. 104+75 LE - STA. 109+30 LE



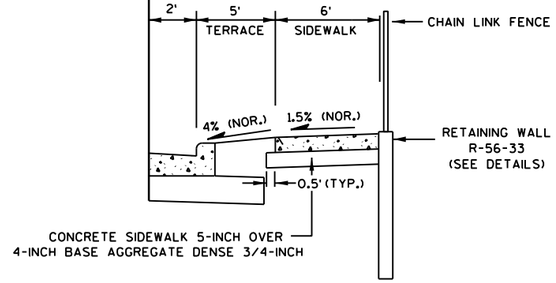
SIDEWALK SECTION

STA. 104+75 LE - STA. 109+59 LE



LEFT TURN LANE

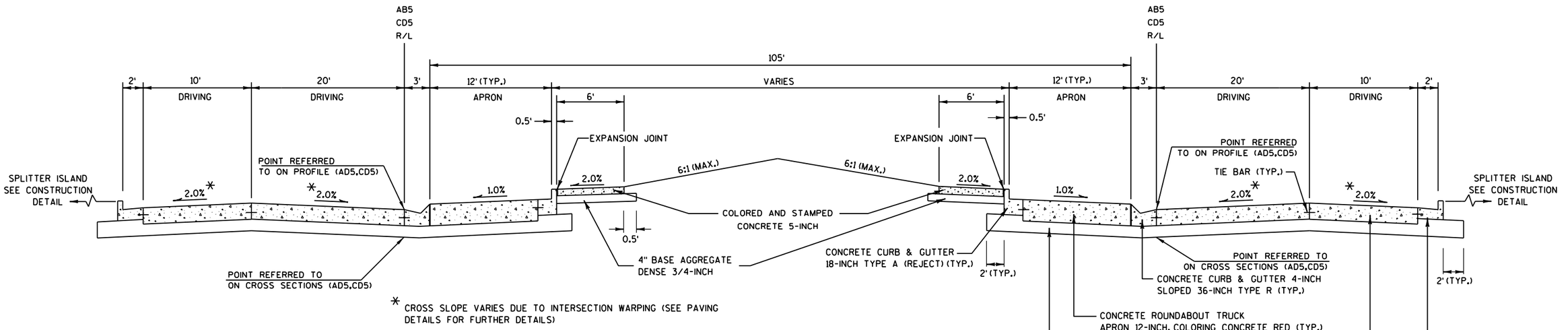
STA. 90+75 LE - STA. 92+90 LE



RETAINING WALL SECTION

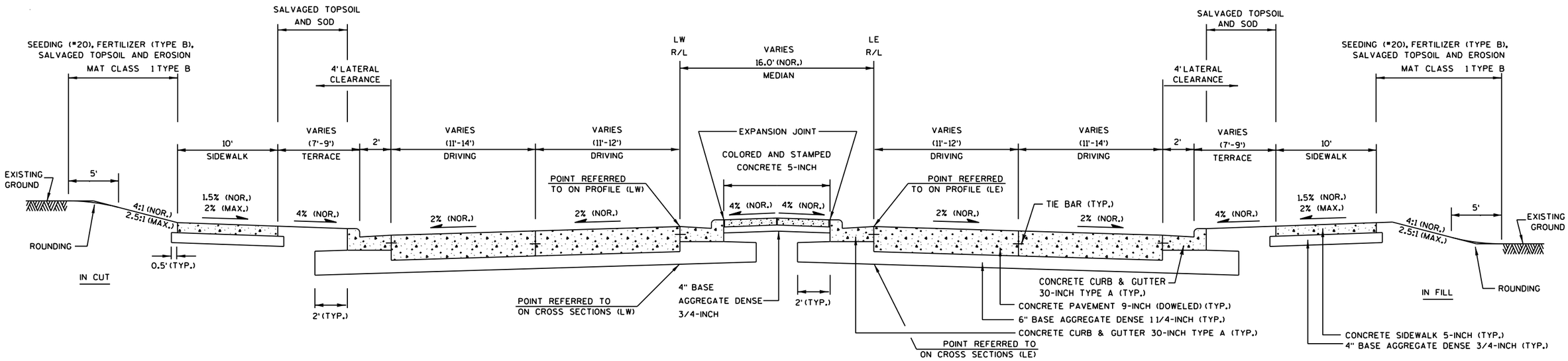
STA. 104+84 LE - STA. 107+50 LE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 12	E



TYPICAL FINISHED SECTION, STH 136 (ROUNDABOUT)

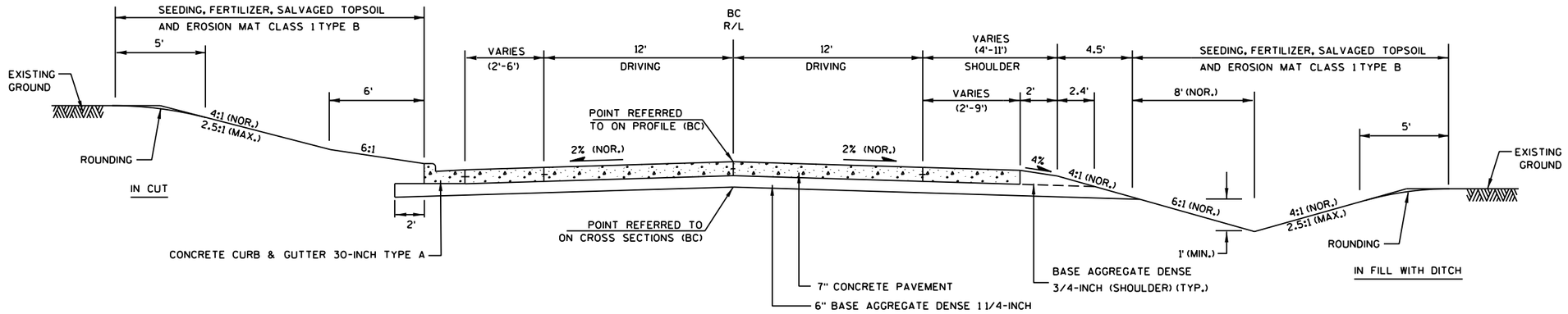
STA. 10+00AB5 - STA. 13+49AB5
STA. 10+00CD5 - STA. 13+49CD5



TYPICAL FINISHED SECTION, STH 136

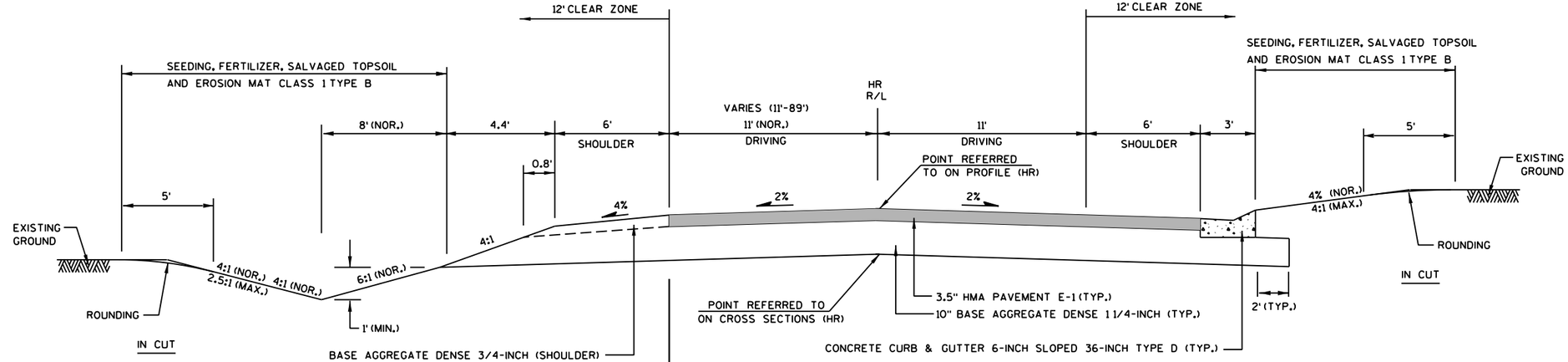
STA. 95+25 LE - STA. 96+89 LE
STA. 98+32 LE - STA. 101+90 LE
STA. 103+26 LE - STA. 104+75 LE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 13	E



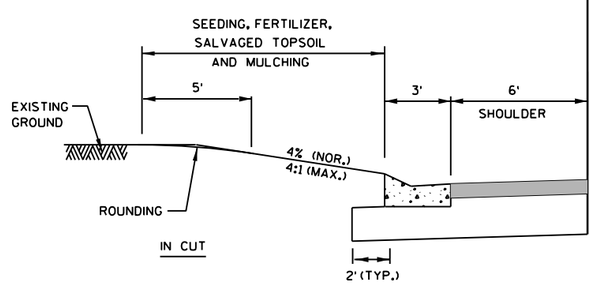
TYPICAL FINISHED SECTION, CONCRETE PLANT DRIVEWAY

STA. 10+22 BC - STA. 14+29 BC



TYPICAL FINISHED SECTION, HATCHERY ROAD

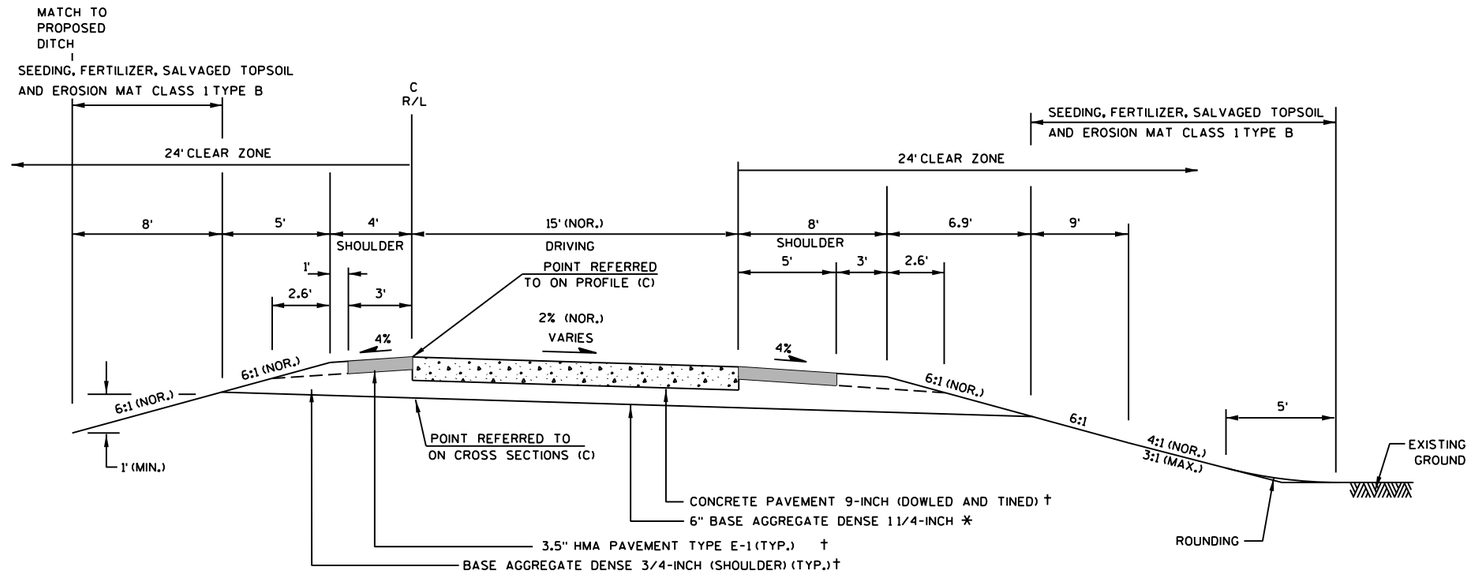
STA. 693+75 HR - STA. 696+00 HR
STA. 701+35 HR - STA. 703+50 HR



CURB & GUTTER SECTION

STA. 701+35 HR - STA. 703+25 HR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 14	E

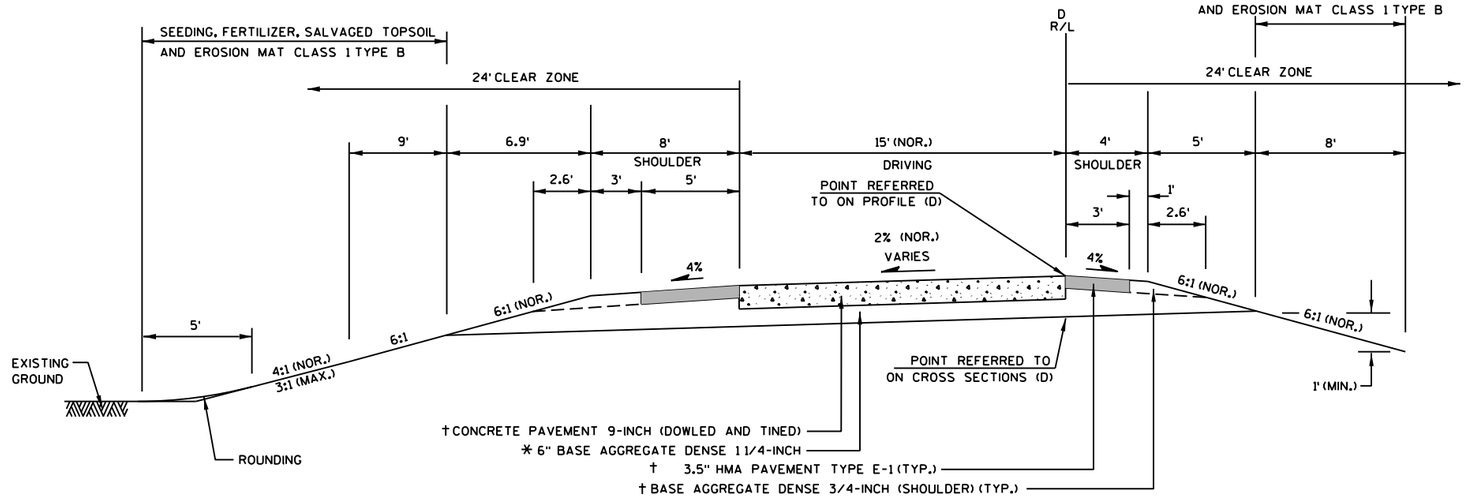


TYPICAL FINISHED SECTION, CTH W EB RAMP

STA. 399+91 C - 413+58 C
STA. 416+97 C - 433+55 C

† ITEMS WILL BE CONSTRUCTED BY OTHERS

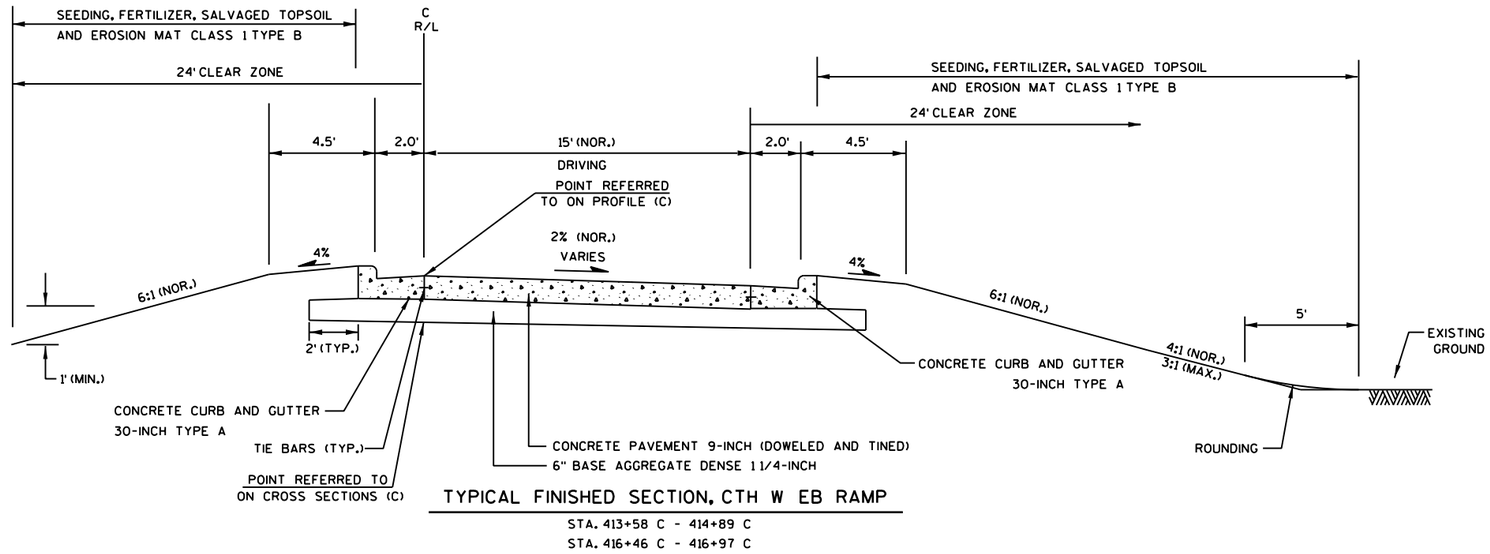
* PLACE ONLY 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (REMAINING BY OTHERS)



TYPICAL FINISHED SECTION, CTH W WB RAMP

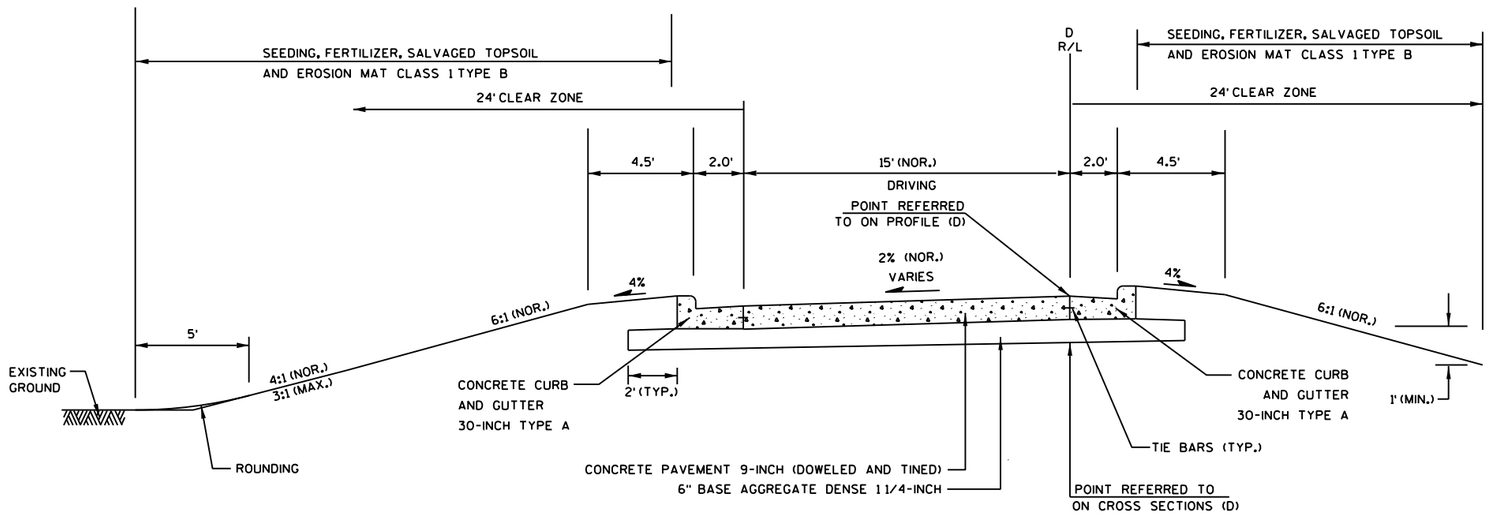
STA. 398+13 D - 414+02 D
STA. 417+35 D - 431+02 D

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 15	E



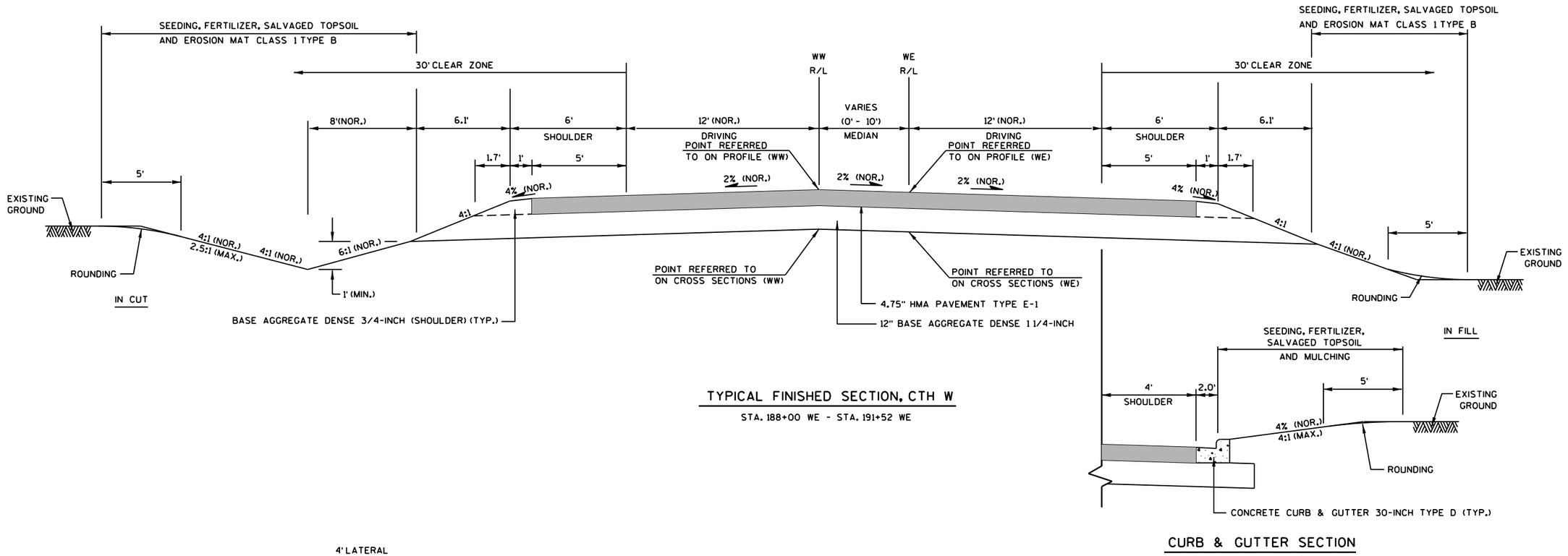
TYPICAL FINISHED SECTION, CTH W EB RAMP

STA. 413+58 C - 414+89 C
STA. 416+46 C - 416+97 C

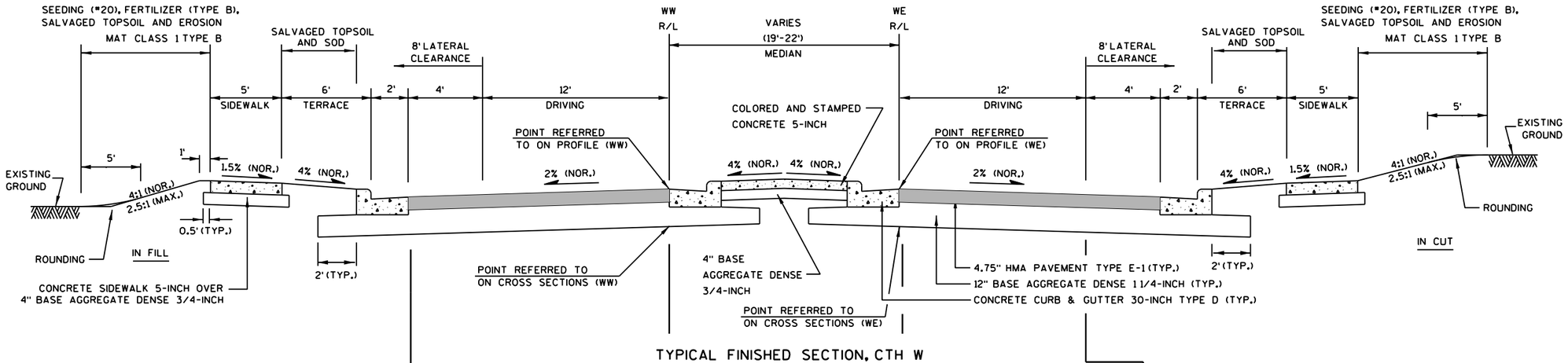


TYPICAL FINISHED SECTION, CTH W WB RAMP

STA. 414+02 D - 414+53 D
STA. 416+09 D - 417+35 D

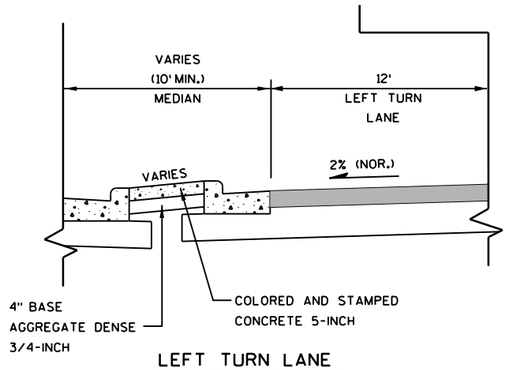


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 17	E



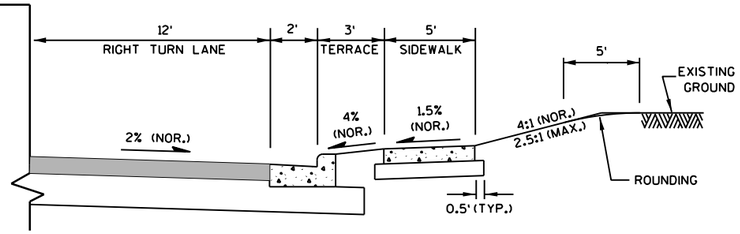
TYPICAL FINISHED SECTION, CTH W

STA. 204+75 WE - STA. 211+14 WE



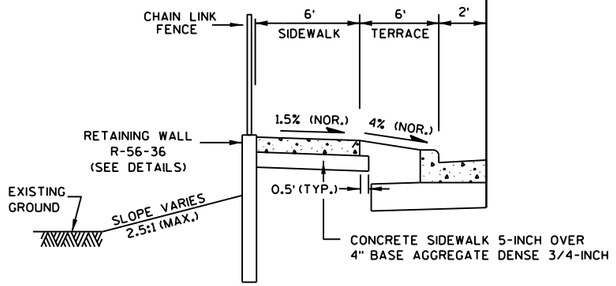
LEFT TURN LANE

STA. 208+66 WE - STA. 211+14 WE



RIGHT TURN LANE

STA. 209+11 WE - STA. 211+50 WE



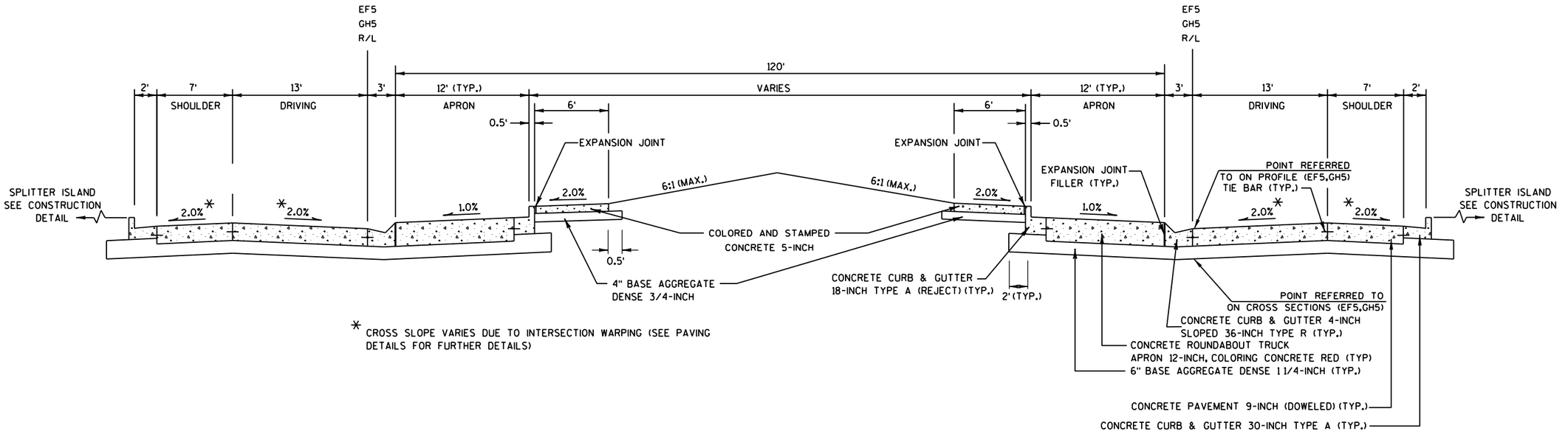
RETAINING WALL SECTION

STA. 209+78 WE - STA. 211+12 WE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 18	E

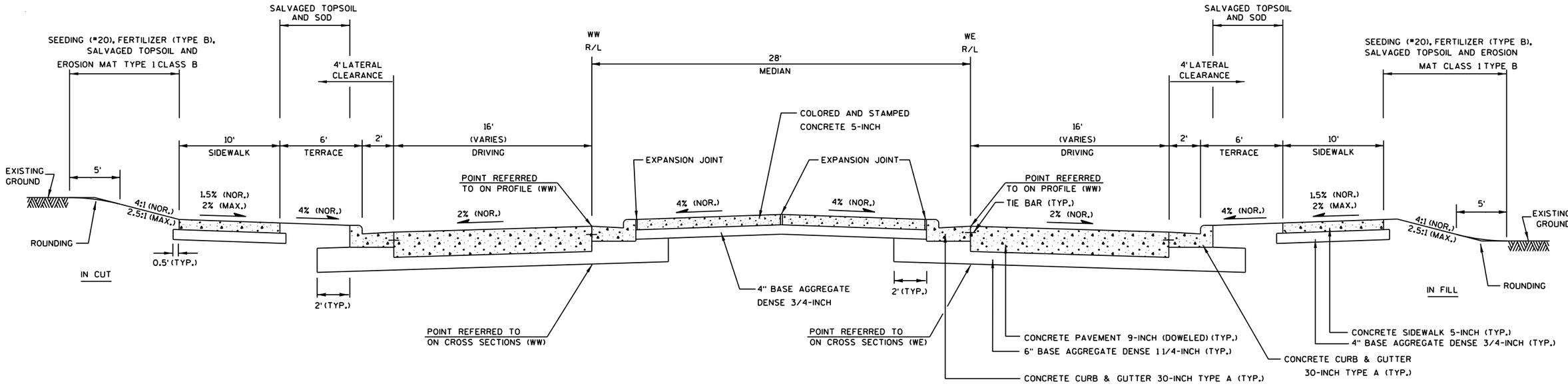
FILE NAME : G:\WDOTSW\SW12023\dgn\020301_ts(80).dgn PLOT DATE : 8/27/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION, CTH W (ROUNDABOUT)

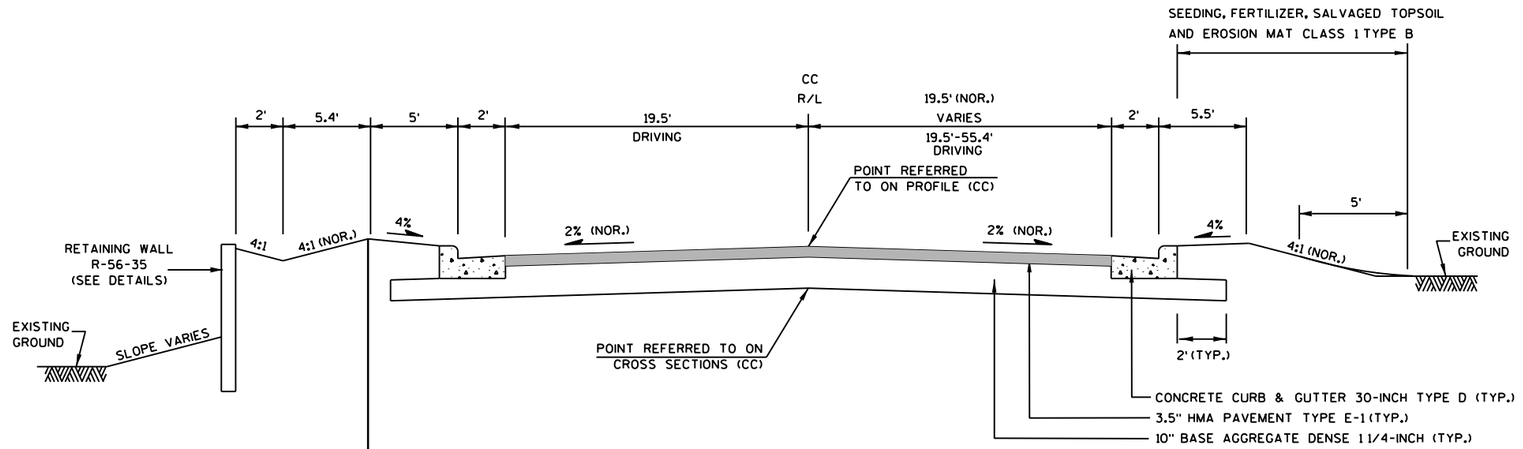
STA. 10+00 EF5 - STA. 13+96 EF5
STA. 10+00 GH5 - STA. 13+96 GH5



TYPICAL FINISHED SECTION, CTH W

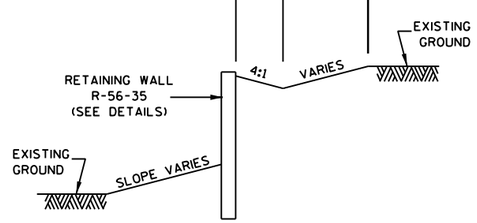
STA. 195+75 WE - STA. 196+93 WE
STA. 198+45 WE - STA. 201+59 WE
STA. 203+16 WE - STA. 204+39 WE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 19	E



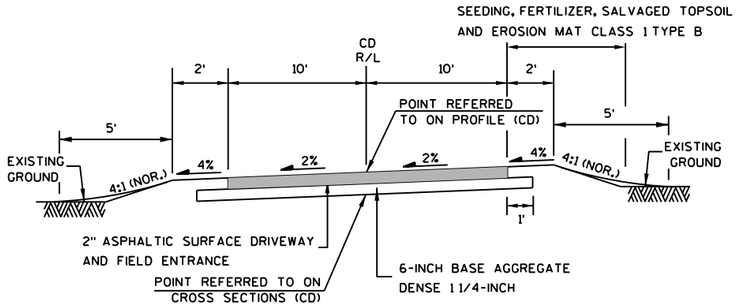
TYPICAL FINISHED SECTION, COMMERCE COURT

STA. 9+95 CC - STA. 12+55 CC



RETAINING WALL SECTION

STA. 9+60 CC - STA. 9+95 CC
STA. 12+55 CC - STA. 12+60 CC

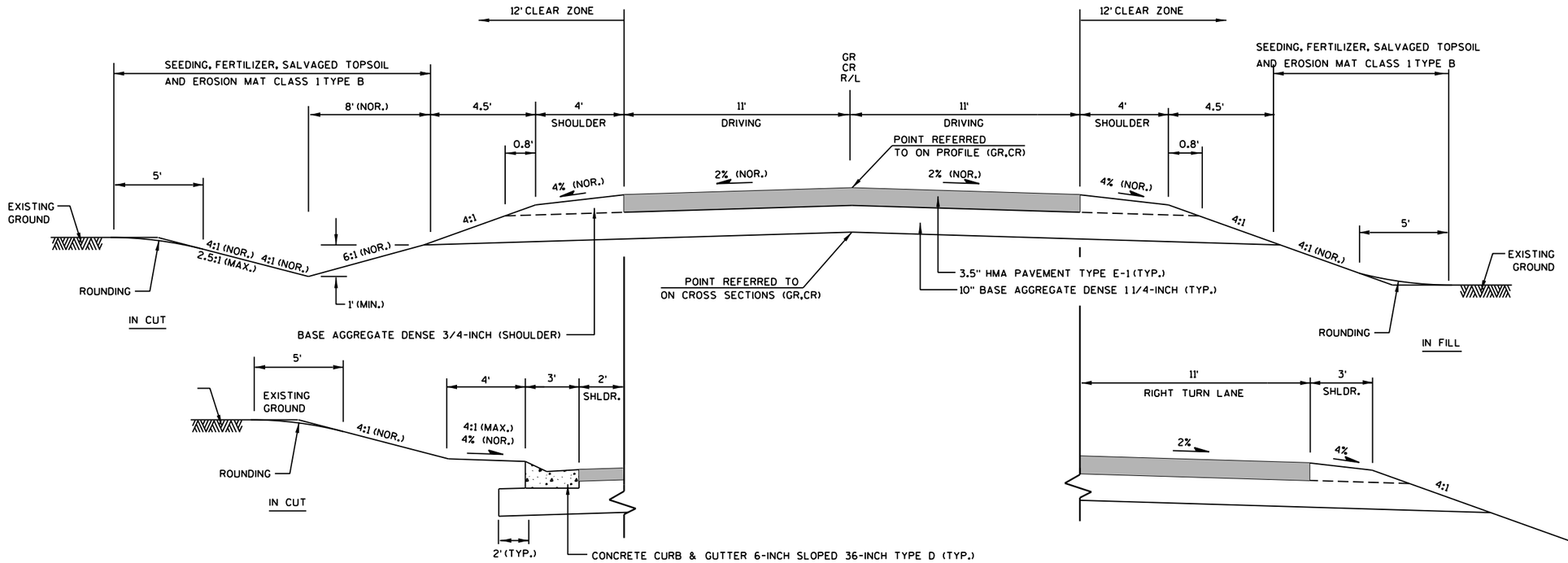


TYPICAL FINISHED SECTION, COMMERCE DRIVEWAY

STA. 20+78 CD - STA. 22+20 CD

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 20	E

2



CURB & GUTTER SECTION

STA. 291+25 GR LT - STA. 295+50 GR LT

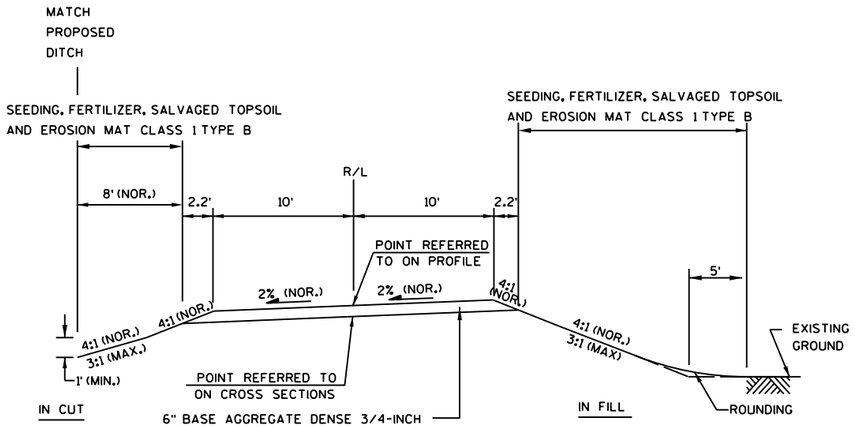
RIGHT TURN LANE SECTION

STA. 291+63 GR - STA. 295+12 GR

TYPICAL FINISHED SECTION, GASSER ROAD / COWLES ROAD

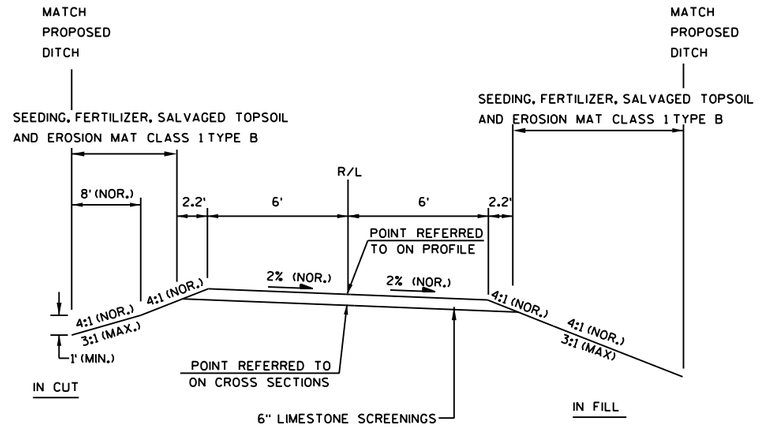
STA. 291+00 GR - STA. 298+86 GR
STA. 301+04 GR - STA 307+00 GR
STA. 14+50 CR - STA. 30+00 CR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 21	E



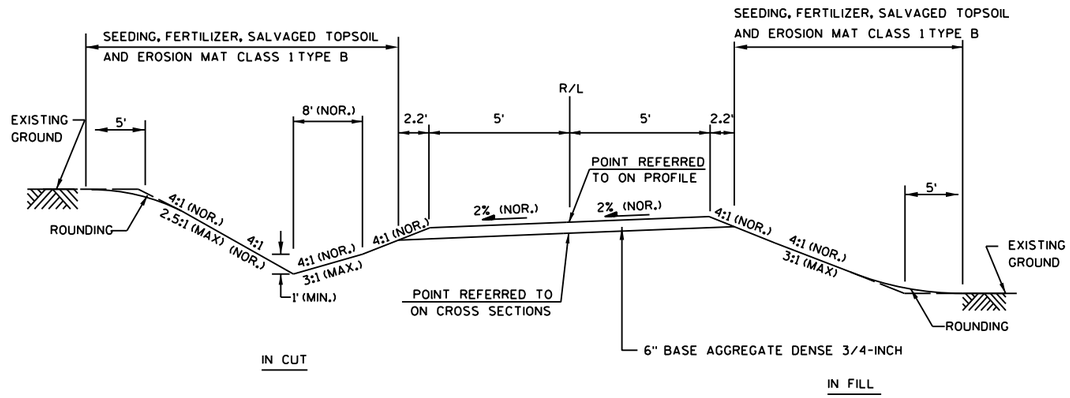
TYPICAL FINISHED SECTION, ARCHIBALD DRIVEWAY/FARR DRIVEWAY

STA. 26+39 FF - STA. 27+60 FF
STA. 29+80 FF - STA. 44+07 FF
STA. 6+85 AD - STA. 9+50 AD



TYPICAL FINISHED SECTION, GASSER ROAD SNOWMOBILE TRAIL

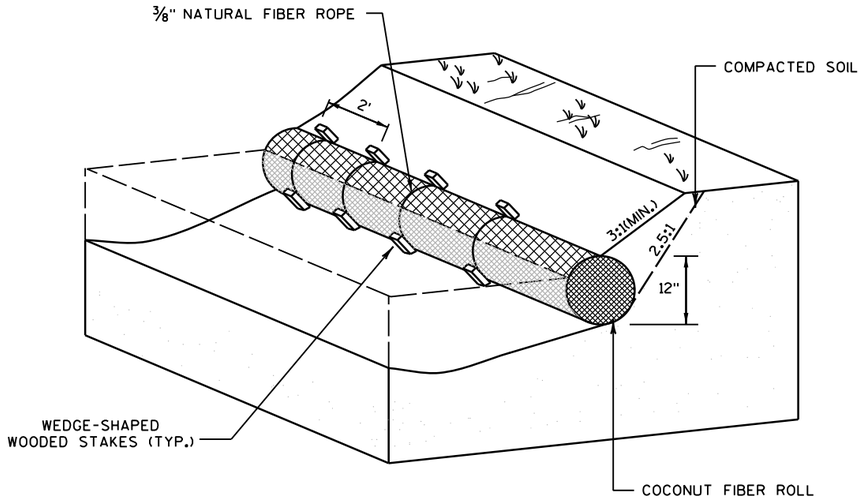
STA. 296+04 GS - STA. 298+74 GS
STA. 301+16 GS - STA. 304+00 GS



TYPICAL FINISHED SECTION, HEUER DRIVEWAY

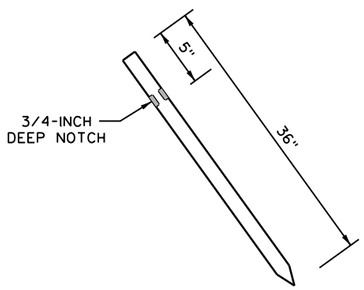
STA. 10+40.25 HD - STA. 12+20 HD

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 22	E

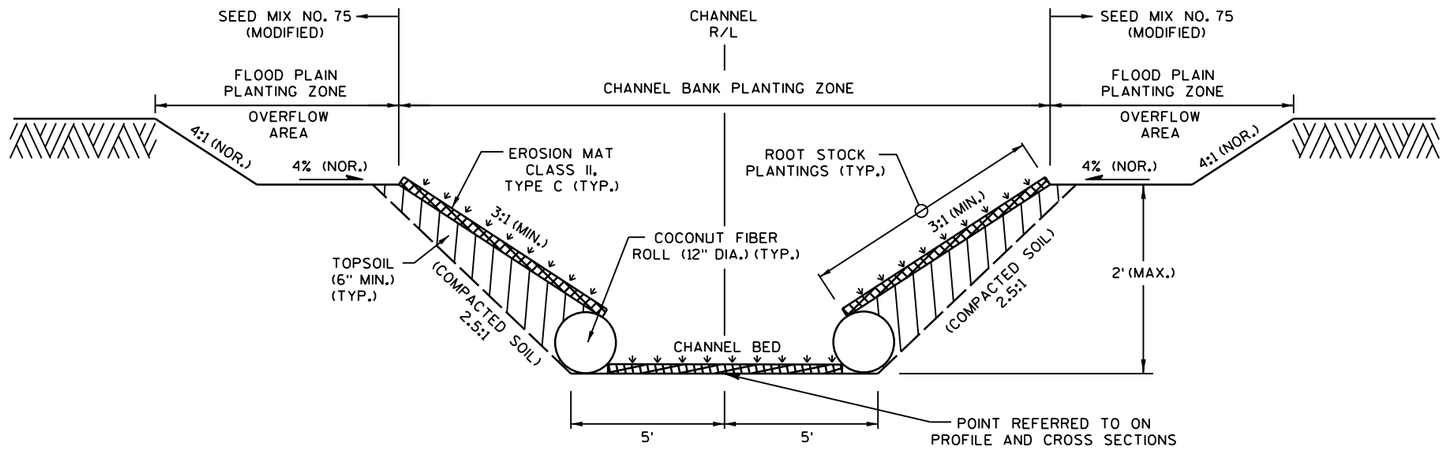


COCONUT FIBER ROLL DETAIL

(SEE CHANNEL DETAIL FOR LOCATIONS)

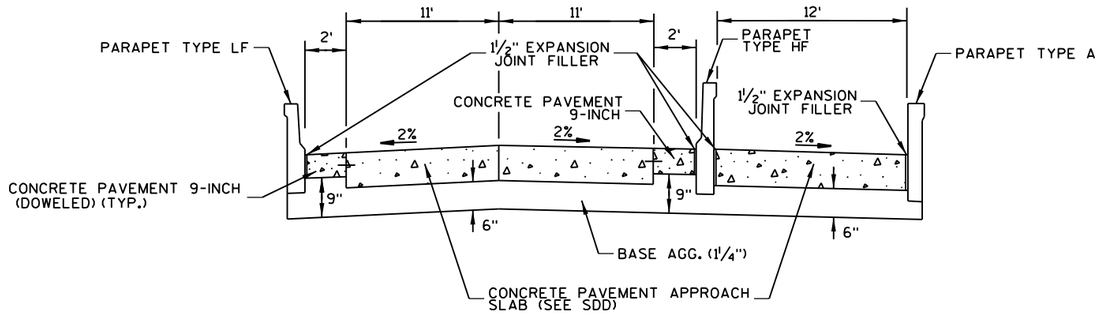


WEDGE-SHAPED WOODEN STAKE

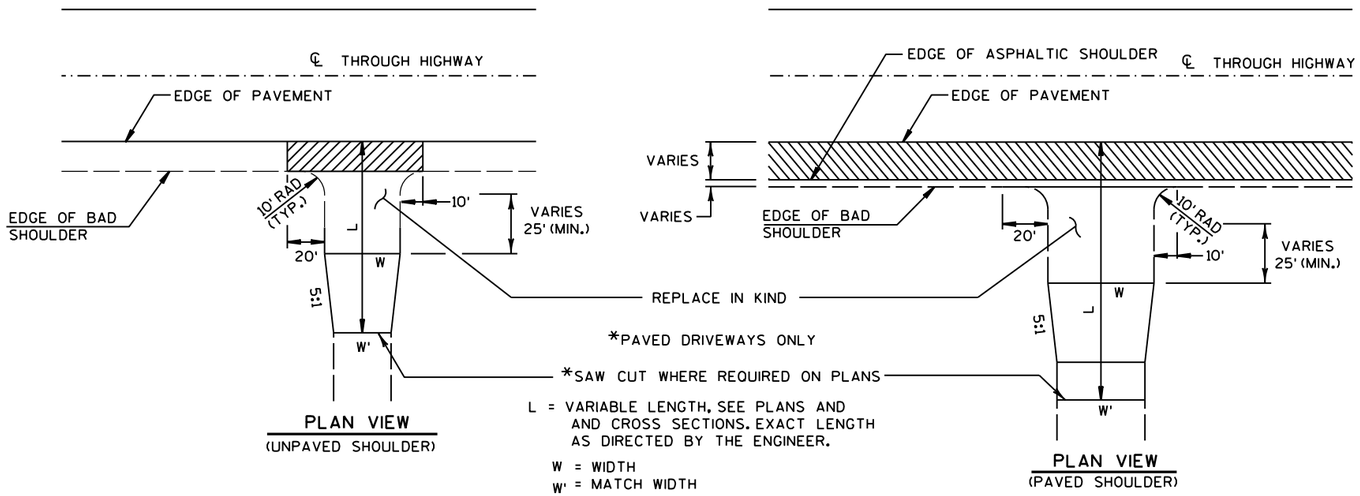


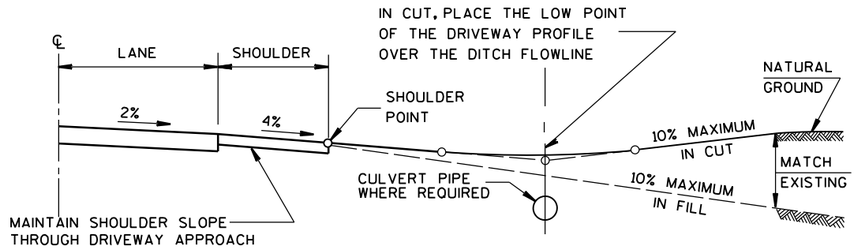
CHANNEL RELOCATION TYPICAL SECTION

STA. 508+85 - STA. 520+12
STA. 521+52 - STA. 522+35
STA. 577+09 - STA. 584+05
STA. 589+67 - STA. 590+93
STA. 591+55 - STA. 594+12
STA. 595+96 - STA. 600+50



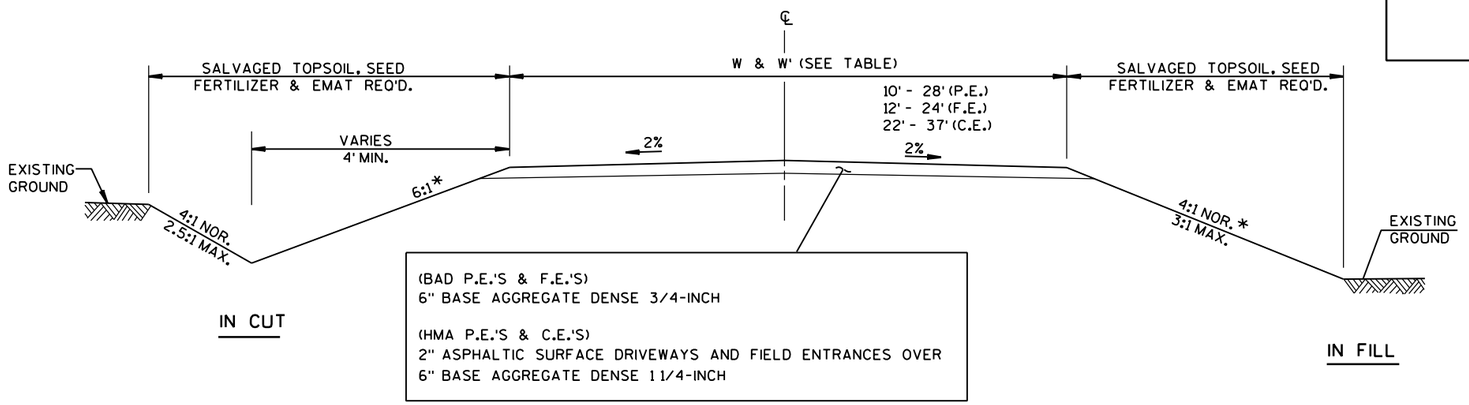
GASSER ROAD CONCRETE PAVEMENT APPROACH SLAB DETAIL





TYPICAL DRIVEWAY DETAILS

STATION	LOCATION	TYPE	WIDTH (W)	MATCH WIDTH (W')	SURFACE
SIDEROADS					
STH 136					
86+67LE	RT	P.E.	12	10	BAD
87+50LE	LT	F.E.	20	N/A	BAD
87+56LE	RT	P.E.	15	10	BAD
105+95LE	LT	C.E.	22	22	HMA
108+28LE	RT	C.E.	32	32	HMA
HATCHERY ROAD					
694+15HR	LT	F.E.	12	12	BAD
701+57HR	RT	P.E.	11	11	BAD
CTH W					
188+71WE	RT	C.E.	28	28	HMA
GASSER ROAD					
305+00GR	RT	F.E.	15	15	BAD
305+00GR	LT	F.E.	15	15	BAD
COWLES ROAD					
28+00CR	LT	F.E.	15	N/A	BAD

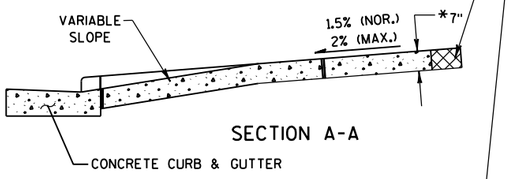


TYPICAL SECTION FOR RURAL DRIVEWAY

*NOTE: USE 6:1 FORESLOPES INSIDE MAINLINE CLEAR ZONE.

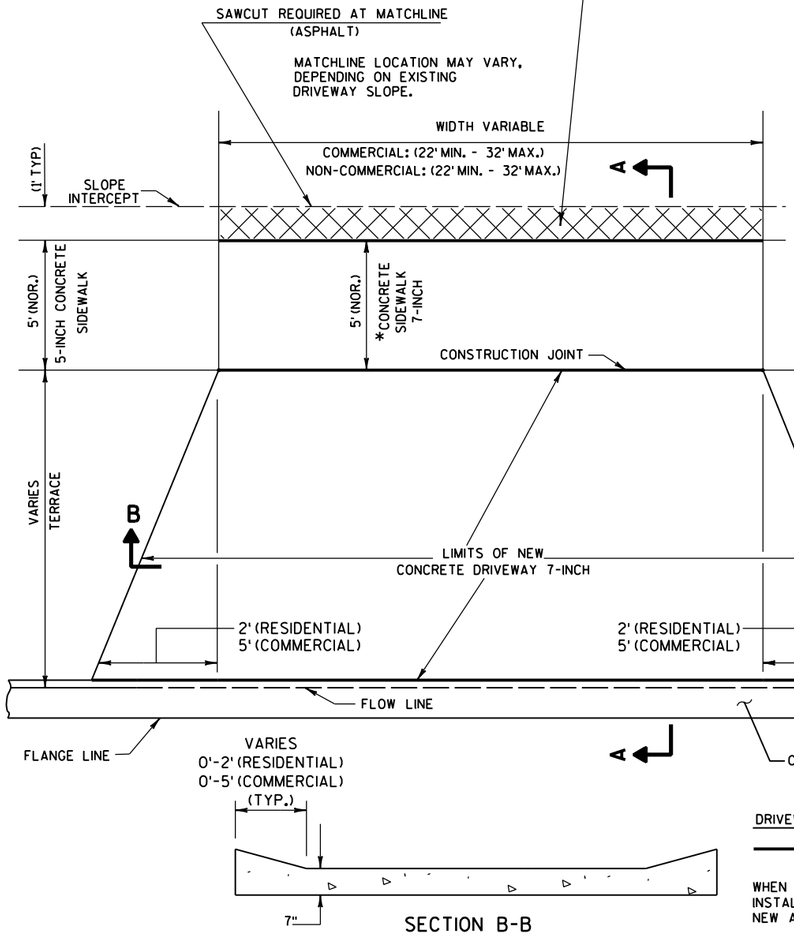
2

THIS AREA TO BE REPLACED IN KIND
AS NOTED ON PLANS:
CONCRETE = CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1¼-INCH
ASPHALT = 3½" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 8" BASE AGGREGATE DENSE 1¼
GRAVEL = 6" BASE AGGREGATE DENSE ¾"



URBAN DRIVEWAY TABLE

STATION		D (FT)	HMA (IN)	CONC. (IN)	BAD (IN)
105+96 LE	LT	22	3.5	---	8
108+25 LE	RT	32	3.5	---	8



URBAN DRIVEWAY DETAIL

(SEE PLAN DETAILS FOR LOCATIONS)

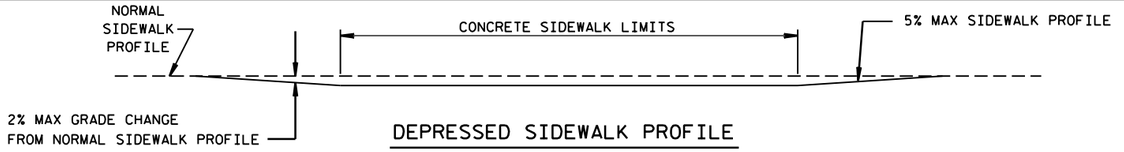
DRIVEWAY CONSTRUCTION NOTES:

——— HEAVY LINE INDICATES ½" EXPANSION JOINT MATERIAL.

WHEN MATCHING EXISTING CONCRETE DRIVEWAY INSTALL ½" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY.

* UNLESS OTHERWISE NOTED ON PLAN

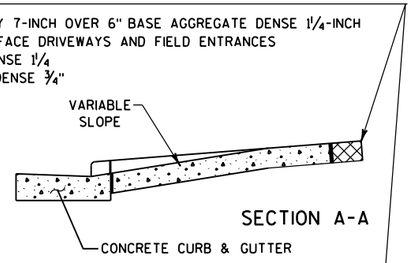
PROVIDE CONTRACTION JOINT FOR CONCRETE DRIVEWAYS WIDER THAN 14 FEET



DEPRESSED SIDEWALK PROFILE

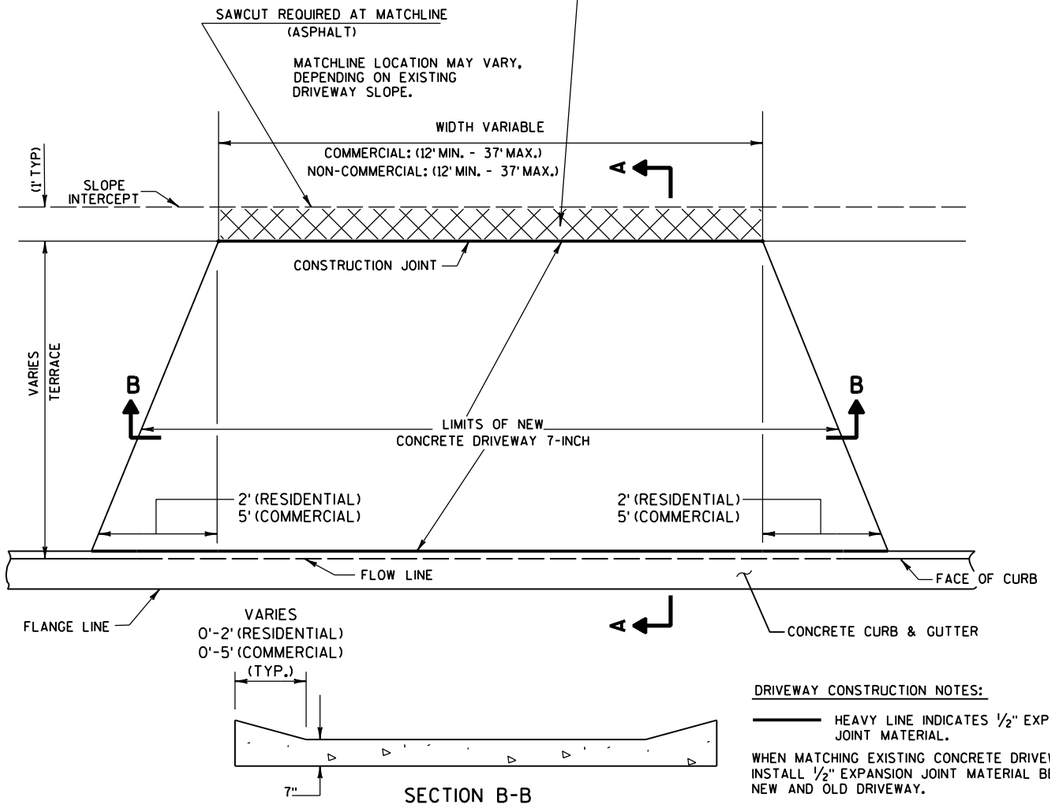
2

THIS AREA TO BE REPLACED IN KIND
AS NOTED ON PLANS:
CONCRETE = CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1¼-INCH
ASPHALT = 3½" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 8" BASE AGGREGATE DENSE 1¼
GRAVEL = 6" BASE AGGREGATE DENSE ¾"



RURAL DRIVEWAY TABLE

STATION		D (FT)	HMA (IN)	CONC. (IN)	BAD (IN)
89+17 LE	LT	28	3.5	---	8
91+25 LE	LT	15	3.5	---	8
93+31 LE	LT	15	---	---	6
696+10 HR	RT	12	3.5	---	8
702+54 HR	LT	37	3.5	---	8
702+59 HR	RT	21	3.5	---	8
192+72 WE	RT	18	3.5	---	8
292+76 GR	LT	10	---	---	6
294+73 GR	LT	15	---	---	6



RURAL DRIVEWAY DETAIL

(SEE PLAN DETAILS FOR LOCATIONS)

DRIVEWAY CONSTRUCTION NOTES:

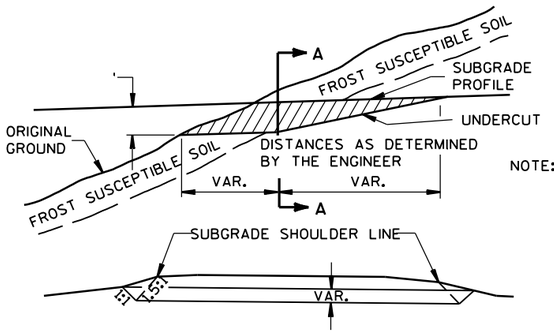
——— HEAVY LINE INDICATES ½" EXPANSION JOINT MATERIAL.

WHEN MATCHING EXISTING CONCRETE DRIVEWAY INSTALL ½" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY.

* UNLESS OTHERWISE NOTED ON PLAN

PROVIDE CONTRACTION JOINT FOR CONCRETE DRIVEWAYS WIDER THAN 14 FEET

PROJECT NO: 1674-00-80	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 25	E



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

NOTE: EXACT LOCATIONS AND EXTENT OF EBS SECTIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

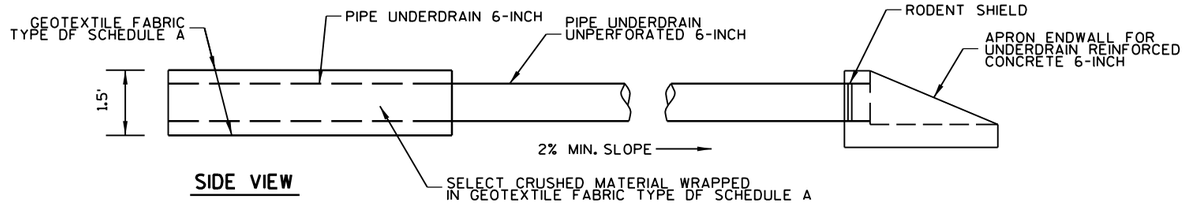
EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

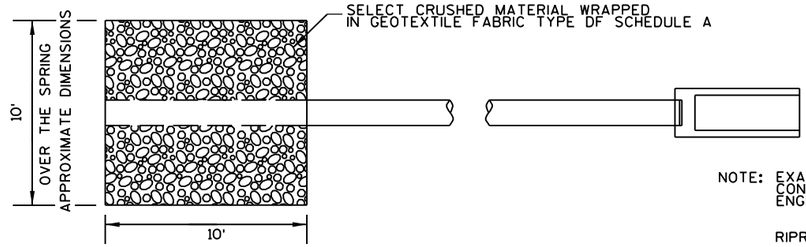
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED.

DETAIL FOR EXCAVATION BELOW SUBGRADE

CUT TO FILL TRANSITION



SIDE VIEW

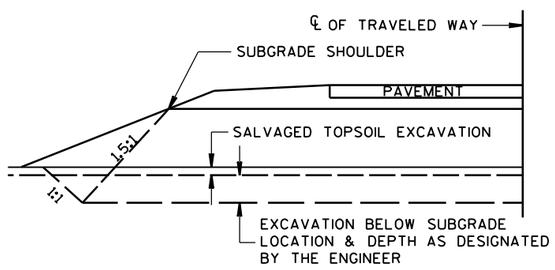


PLAN VIEW

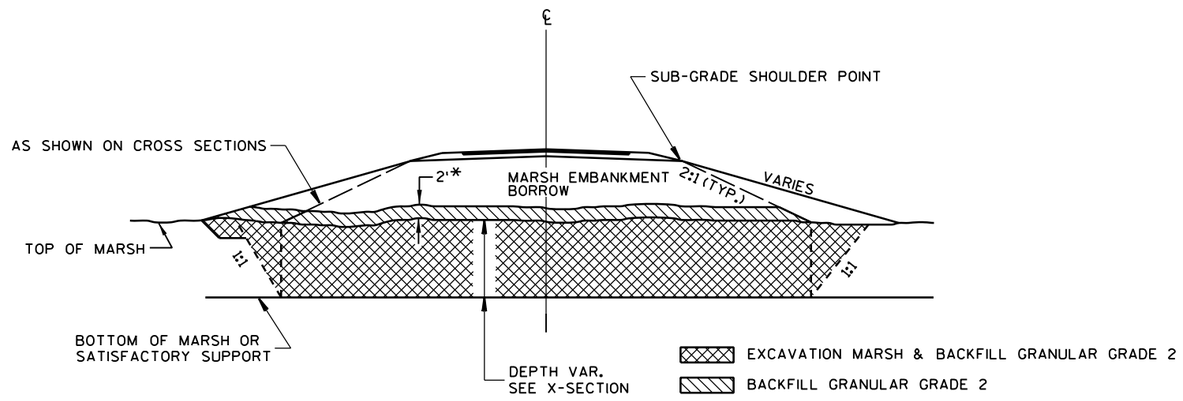
NOTE: EXACT LOCATION OF SPRING UNDERDRAIN AND CONCRETE OUTFALL TO BE DETERMINED BY ENGINEER IN THE FIELD.

RIPRAP SHOULD BE PLACED AT OUTFALL

SPRING UNDERDRAIN DETAIL

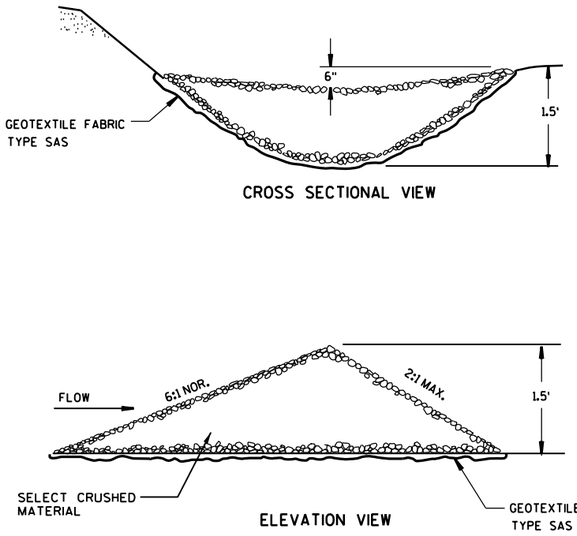


DETAIL FOR EXCAVATION BELOW SUBGRADE



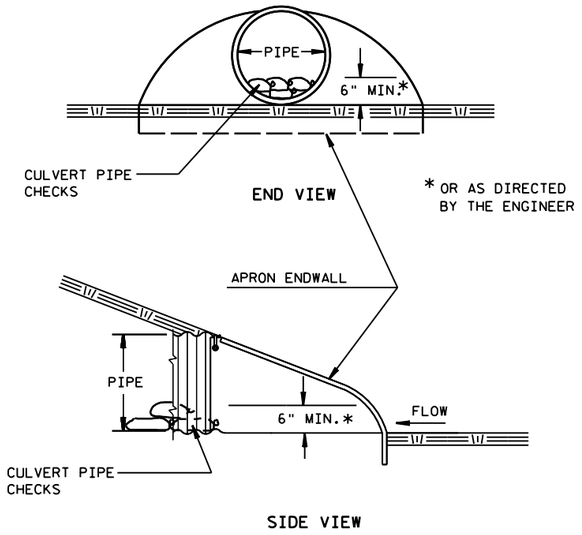
TYPICAL MARSH EXCAVATION SECTION

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 26	E



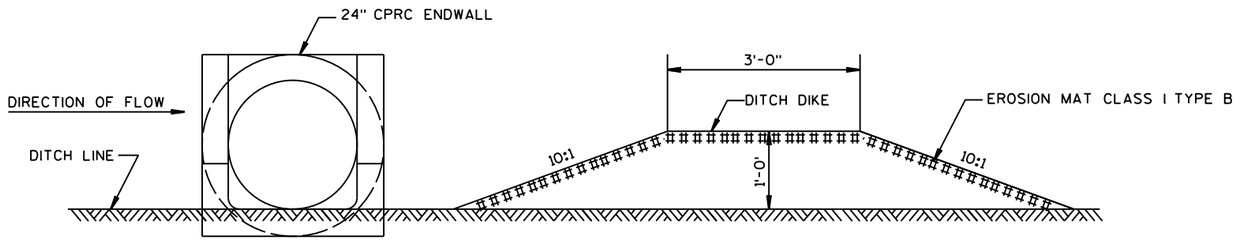
STONE OR ROCK DITCH CHECKS DETAIL

SEE EROSION CONTROL PLANS FOR LOCATIONS



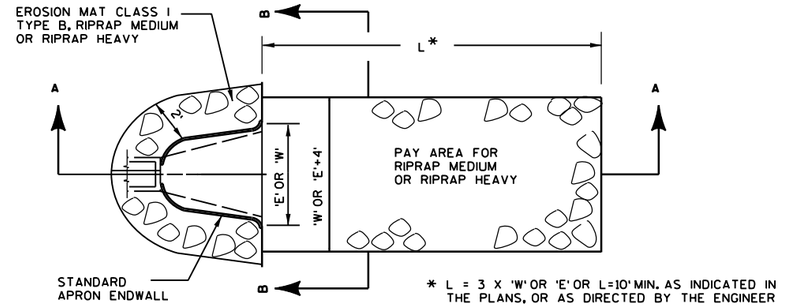
CULVERT PIPE CHECKS

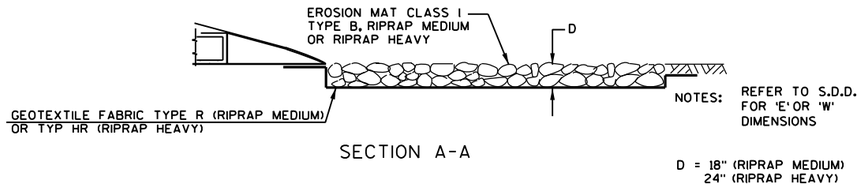
SEE EROSION CONTROL PLANS FOR LOCATIONS

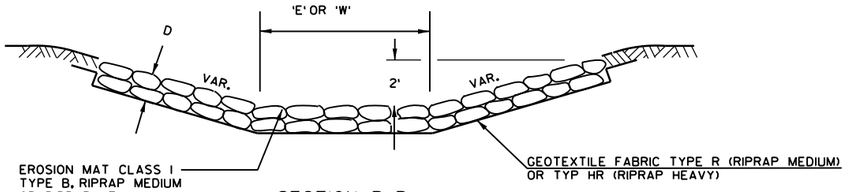


DETAIL FOR DITCH DIKES AT MEDIAN DRAINS

SEE EROSION CONTROL PLANS FOR LOCATIONS

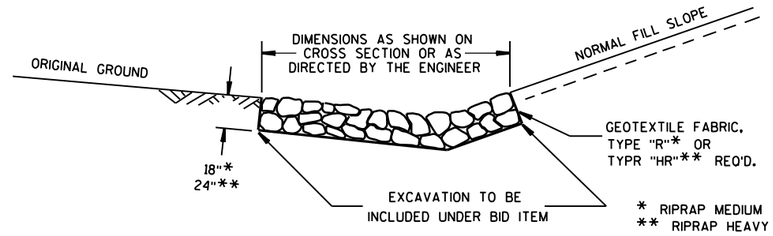






EROSION CONTROL TREATMENT AT PIPE ENDWALLS

SEE EROSION CONTROL PLANS FOR LOCATIONS



RIPRAP IN DITCHES DETAIL

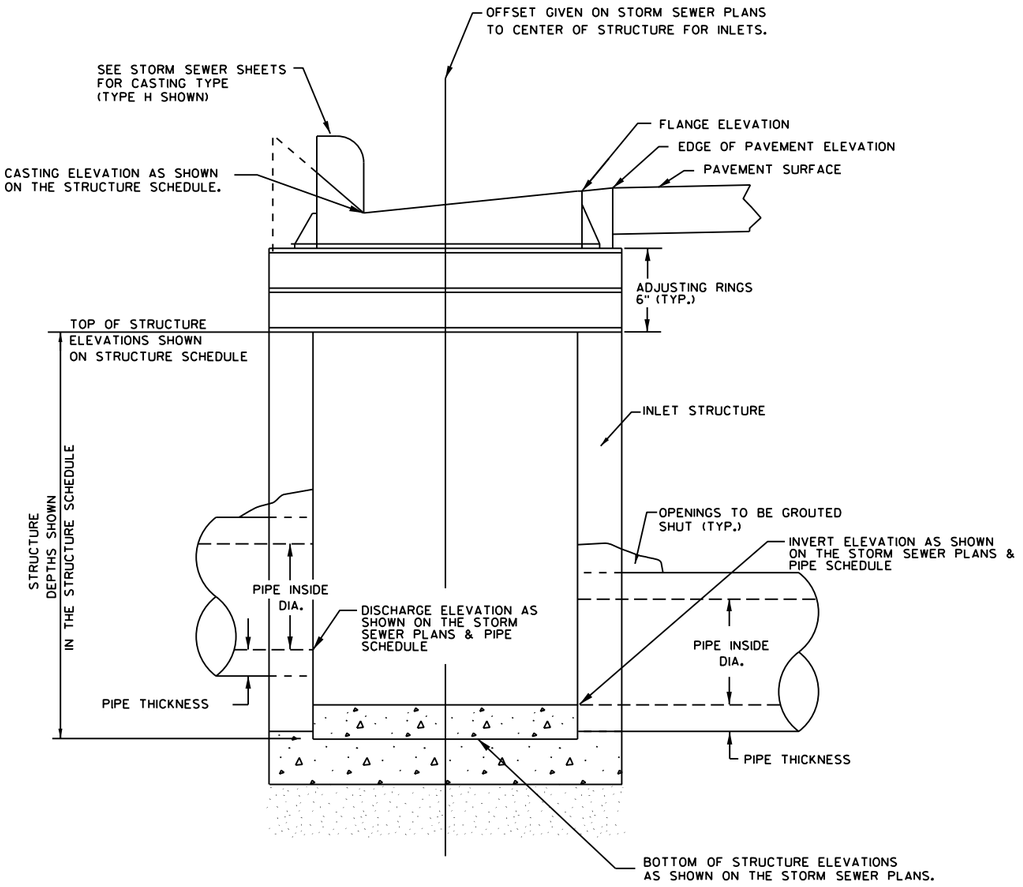
SEE EROSION CONTROL PLANS FOR LOCATIONS

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS.

CONNECT PIPE UNDERDRAIN TO INLETS. SEE S.D.D. "EDGEDRAIN OUTLET & OUTFALL MARKERS" FOR DETAILS.

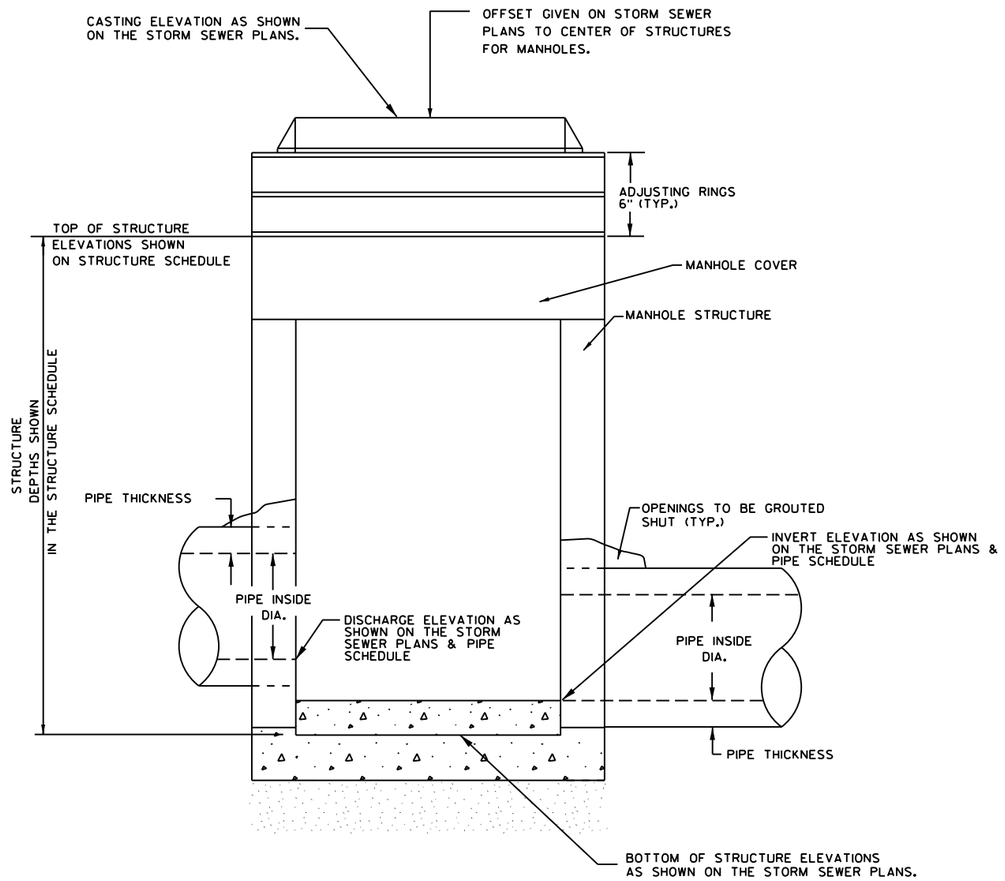


DETAIL OF INLET W/CASTING

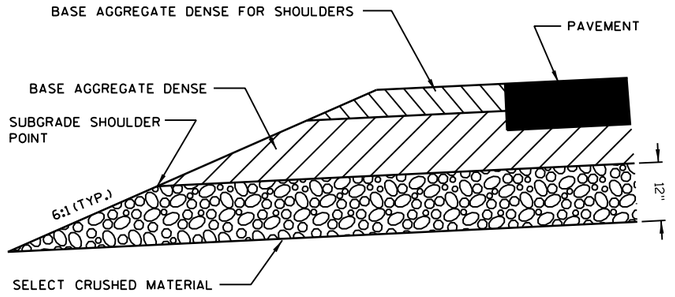
GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND MANHOLE
(INCIDENTAL TO CONSTRUCTION OF MANHOLE)

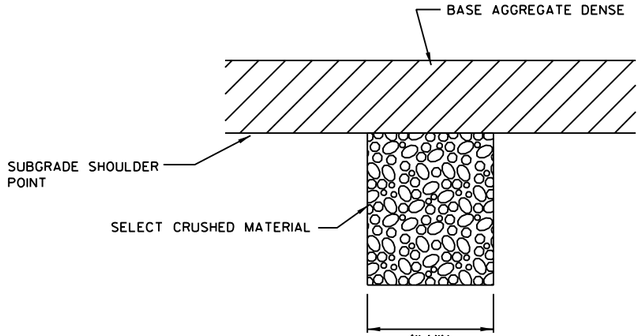
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR MANHOLES.



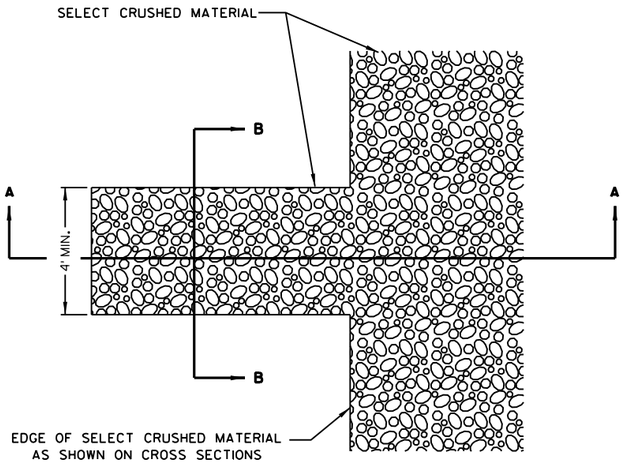
DETAIL OF MANHOLE W/CASTING



SECTION A-A



SECTION B-B

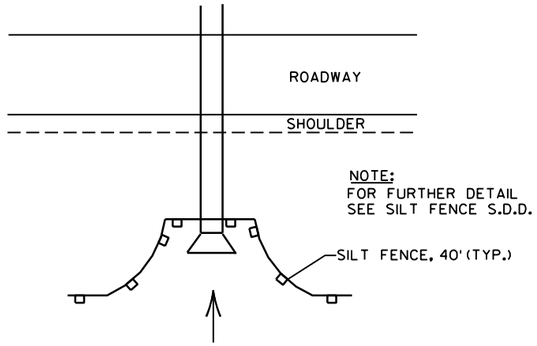


DETAIL FOR FRENCH DRAINS

CONSTRUCT DRAINS AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

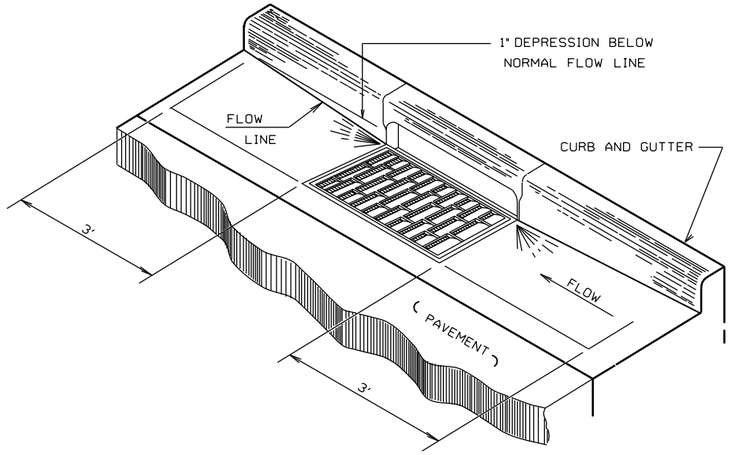
(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS
INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL



SILT FENCE AT PIPE INLET

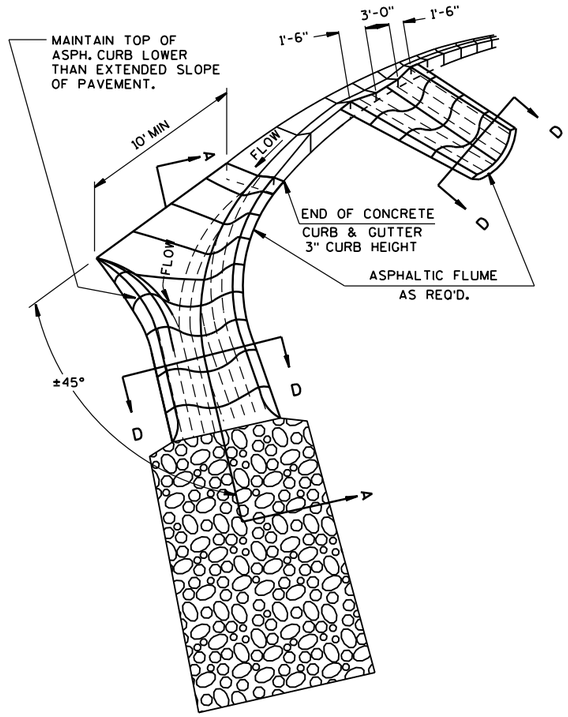
SEE EROSION CONTROL PLANS FOR LOCATIONS

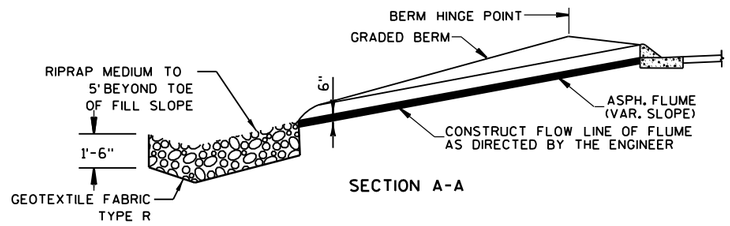


INLET FLOW LINE DETAIL (TYPE H COVER SHOWN)

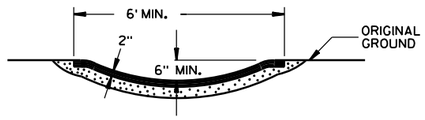
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .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 = 290.1 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 178.8 ACRES





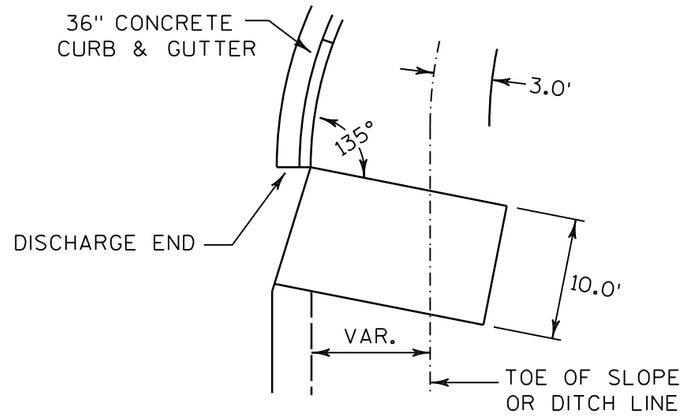
SECTION A-A



SECTION D-D

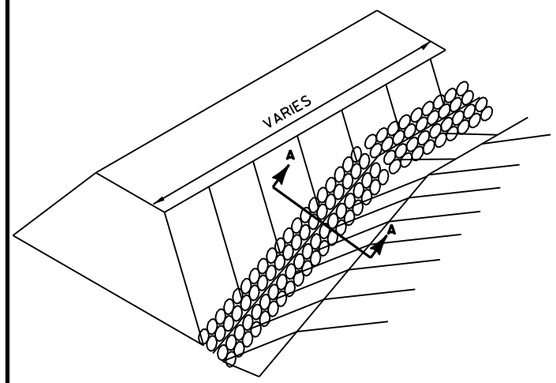
ASPHALTIC FLUME DETAIL

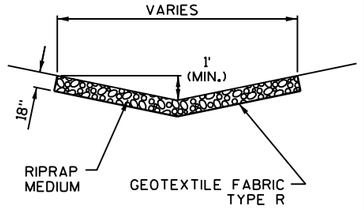
AT RURAL INTERSECTIONS



GASSER ROAD ASPHALTIC FLUME DETAIL

SEE S.D.D. CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME FOR ADDITIONAL CONSTRUCTION DETAILS





SECTION A-A

RIPRAP MEDIUM AND GEOTEXTILE FABRIC TYPE R AT CUT TO FILL TRANSITION

SEE EROSION CONTROL PLAN FOR LOCATIONS

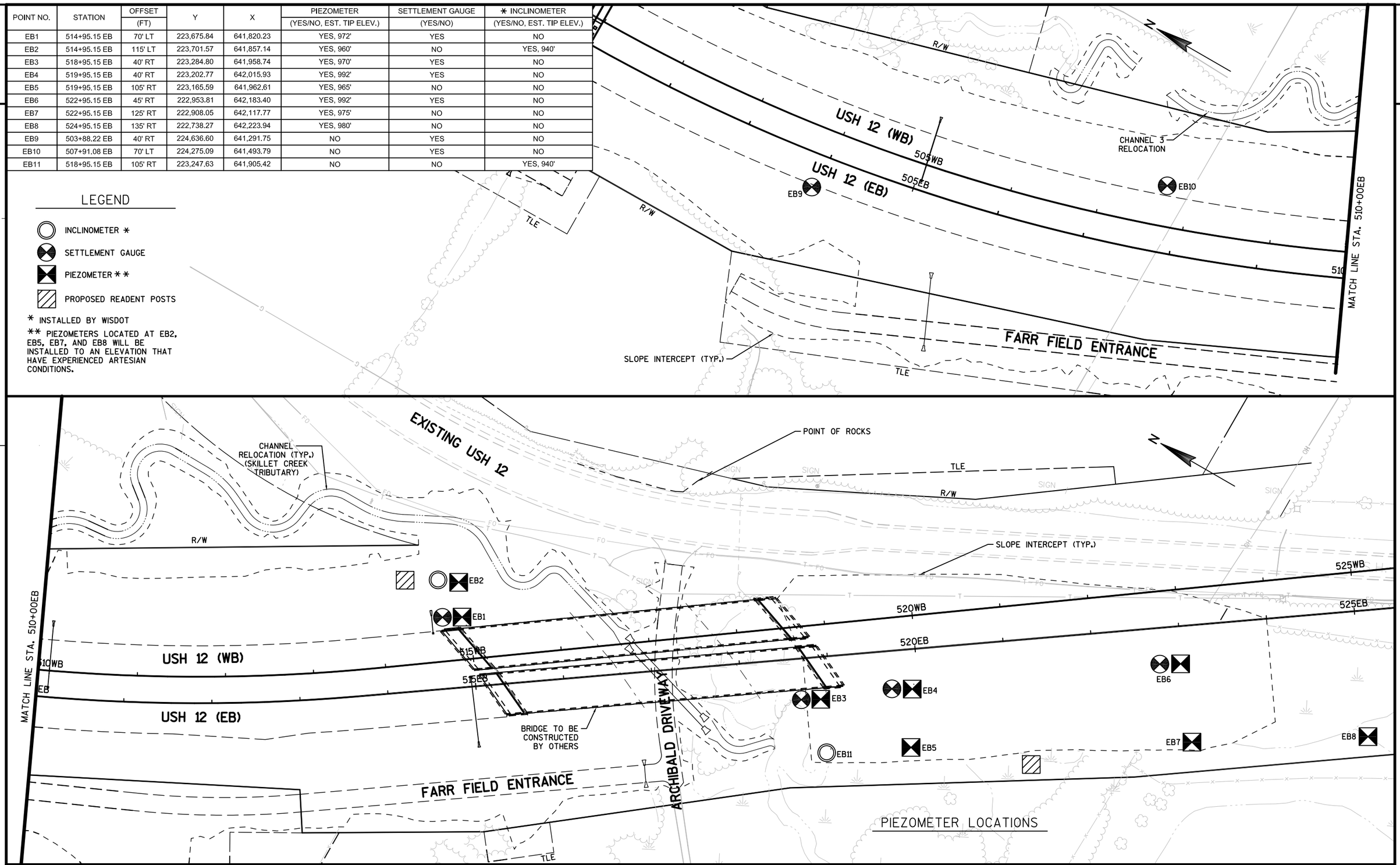
POINT NO.	STATION	OFFSET (FT)	Y	X	PIEZOMETER (YES/NO, EST. TIP ELEV.)	SETTLEMENT GAUGE (YES/NO)	* INCLINOMETER (YES/NO, EST. TIP ELEV.)
EB1	514+95.15 EB	70' LT	223,675.84	641,820.23	YES, 972'	YES	NO
EB2	514+95.15 EB	115' LT	223,701.57	641,857.14	YES, 960'	NO	YES, 940'
EB3	518+95.15 EB	40' RT	223,284.80	641,958.74	YES, 970'	YES	NO
EB4	519+95.15 EB	40' RT	223,202.77	642,015.93	YES, 992'	YES	NO
EB5	519+95.15 EB	105' RT	223,165.59	641,962.61	YES, 965'	NO	NO
EB6	522+95.15 EB	45' RT	222,953.81	642,183.40	YES, 992'	YES	NO
EB7	522+95.15 EB	125' RT	222,908.05	642,117.77	YES, 975'	NO	NO
EB8	524+95.15 EB	135' RT	222,738.27	642,223.94	YES, 980'	NO	NO
EB9	503+88.22 EB	40' RT	224,636.60	641,291.75	NO	YES	NO
EB10	507+91.08 EB	70' LT	224,275.09	641,493.79	NO	YES	NO
EB11	518+95.15 EB	105' RT	223,247.63	641,905.42	NO	NO	YES, 940'

LEGEND

- INCLINOMETER *
- SETTLEMENT GAUGE
- PIEZOMETER **
- PROPOSED READENT POSTS

* INSTALLED BY WISDOT

** PIEZOMETERS LOCATED AT EB2, EB5, EB7, AND EB8 WILL BE INSTALLED TO AN ELEVATION THAT HAVE EXPERIENCED ARTESIAN CONDITIONS.



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 31	E

USH 12 EB SUPERELEVATION TABLE

RIGHT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
279+38.39 EB	-2.00%	-2.00%	End Normal Crown
280+28.57 EB	-2.00%	0.00%	Level Crown
281+18.76 EB	-2.00%	2.00%	Reverse Crown
282+67.57 EB	-5.30%	5.30%	Begin Full Super
296+01.28 EB	-5.30%	5.30%	End Full Super
297+50.10 EB	-2.00%	2.00%	Reverse Crown
298+40.28 EB	-2.00%	0.00%	Level Crown
299+30.47 EB	-2.00%	-2.00%	Begin Normal Crown
316+04.34 EB	-2.00%	-2.00%	End Normal Crown
316+94.65 EB	0.00%	-2.00%	Level Crown
317+84.95 EB	2.00%	-2.00%	Reverse Crown
318+43.65 EB	3.30%	-3.30%	Begin Full Super
355+05.54 EB	3.30%	-3.30%	End Full Super
355+64.24 EB	2.00%	-2.00%	Reverse Crown
356+54.54 EB	0.00%	-2.00%	Level Crown
357+44.84 EB	-2.00%	-2.00%	Begin Normal Crown
404+97.54 EB	-2.00%	-2.00%	End Normal Crown
405+87.94 EB	-2.00%	0.00%	Level Crown
406+78.34 EB	-2.00%	2.00%	Reverse Crown
407+00.94 EB	-2.50%	2.50%	Begin Full Super
419+39.38 EB	-2.50%	2.50%	End Full Super
419+61.98 EB	-2.00%	2.00%	Reverse Crown
420+52.38 EB	-2.00%	0.00%	Level Crown
421+42.78 EB	-2.00%	-2.00%	Begin Normal Crown
463+42.73 EB	-2.00%	-2.00%	End Normal Crown
464+32.73 EB	0.00%	-2.00%	Level Crown
465+22.73 EB	2.00%	-2.00%	Reverse Crown
465+49.73 EB	2.60%	-2.60%	Begin Full Super
472+71.61 EB	2.60%	-2.60%	End Full Super
472+98.61 EB	2.00%	-2.00%	Reverse Crown
473+88.61 EB	0.00%	-2.00%	Level Crown
476+29.47 EB	-2.00%	0.00%	Level Crown
477+19.87 EB	-2.00%	2.00%	Reverse Crown
477+42.47 EB	-2.50%	2.50%	Begin Full Super
484+73.02 EB	-2.50%	2.50%	End Full Super
484+95.62 EB	-2.00%	2.00%	Reverse Crown
485+86.02 EB	-2.00%	0.00%	Level Crown
486+76.42 EB	-2.00%	-2.00%	Begin Normal Crown
498+26.64 EB	-2.00%	-2.00%	End Normal Crown
499+16.64 EB	-2.00%	0.00%	Level Crown
500+06.64 EB	-2.00%	2.00%	Reverse Crown
501+86.64 EB	-6.00%	6.00%	Begin Full Super
512+75.34 EB	-6.00%	6.00%	End Full Super
514+55.34 EB	-2.00%	2.00%	Reverse Crown
519+14.74 EB	-2.00%	2.00%	End Reverse Crown
520+04.74 EB	-2.00%	0.00%	Level Crown
520+94.74 EB	-2.00%	-2.00%	Begin Normal Crown

USH 12 WB SUPERELEVATION TABLE

LEFT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
279+37.39 WB	-2.00%	-2.00%	End Normal Crown
280+27.51 WB	0.00%	-2.00%	Level Crown
281+17.62 WB	2.00%	-2.00%	Reverse Crown
282+68.11 WB	5.34%	-5.34%	Begin Full Super
295+71.19 WB	5.34%	-5.34%	End Full Super
297+51.24 WB	2.00%	-2.00%	Reverse Crown
298+41.35 WB	0.00%	-2.00%	Level Crown
299+31.46 WB	-2.00%	-2.00%	Begin Normal Crown
316+08.19 WB	-2.00%	-2.00%	End Normal Crown
316+98.22 WB	-2.00%	0.00%	Level Crown
317+88.25 WB	-2.00%	2.00%	Reverse Crown
318+41.86 WB	-3.19%	3.19%	Begin Full Super
355+45.13 WB	-3.19%	3.19%	End Full Super
355+60.94 WB	-2.00%	2.00%	Reverse Crown
356+50.96 WB	-2.00%	0.00%	Level Crown
357+40.99 WB	-2.00%	-2.00%	Begin Normal Crown
404+97.41 WB	-2.00%	-2.00%	End Normal Crown
405+87.79 WB	0.00%	-2.00%	Level Crown
406+78.16 WB	2.00%	-2.00%	Reverse Crown
407+01.03 WB	2.51%	-2.51%	Begin Full Super
419+29.47 WB	2.51%	-2.51%	End Full Super
419+52.34 WB	2.00%	-2.00%	Reverse Crown
420+52.54 WB	0.00%	-2.00%	Level Crown
421+42.92 WB	-2.00%	-2.00%	Begin Normal Crown
463+45.40 WB	-2.00%	-2.00%	End Normal Crown
464+35.76 WB	-2.00%	0.00%	Level Crown
465+26.12 WB	-2.00%	2.00%	Reverse Crown
465+48.25 WB	-2.49%	2.49%	Begin Full Super
472+79.14 WB	-2.49%	2.49%	End Full Super
473+01.26 WB	-2.00%	2.00%	Reverse Crown
473+85.60 WB	-2.00%	0.00%	Level Crown
476+29.34 WB	0.00%	-2.00%	Level Crown
477+19.72 WB	2.00%	-2.00%	Reverse Crown
477+42.59 WB	2.51%	-2.51%	Begin Full Super
484+66.90 WB	2.51%	-2.51%	End Full Super
484+89.77 WB	2.00%	-2.00%	Reverse Crown
485+86.18 WB	0.00%	-2.00%	Level Crown
486+76.55 WB	-2.00%	-2.00%	Begin Normal Crown
498+27.08 WB	-2.00%	-2.00%	End Normal Crown
499+17.11 WB	0.00%	-2.00%	Level Crown
500+07.14 WB	2.00%	-2.00%	Reverse Crown
501+86.44 WB	5.98%	-5.98%	Begin Full Super
512+84.05 WB	5.98%	-5.98%	End Full Super
514+81.33 WB	2.00%	-2.00%	Reverse Crown
518+81.76 WB	2.00%	-2.00%	End Reverse Crown
519+91.33 WB	0.00%	-2.00%	Level Crown
520+81.33 WB	-2.00%	-2.00%	Begin Normal Crown

STH 136 EB RAMP SUPERELEVATION TABLE

RIGHT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
344+14.31 A	-2.00%	-2.00%	End Normal Crown
344+74.31 A	0.00%	-2.00%	Level Crown
345+34.31 A	2.00%	-2.00%	Reverse Crown
345+70.31 A	3.20%	-3.20%	Begin Full Super
348+08.94 A	3.20%	-3.20%	End Full Super
348+94.27 A	6.00%	-6.00%	Begin Full Super
352+19.95 A	6.00%	-6.00%	End Full Super
355+46.34 A	-5.10%	5.10%	Begin Full Super
358+23.28 A	-5.10%	5.10%	End Full Super
358+87.71 A	-2.00%	2.00%	Reverse Crown
359+29.28 A	-2.00%	0.00%	Level Crown
359+70.85 A	-2.00%	-2.00%	Begin Normal Crown
362+19.95 A	-2.00%	-2.00%	End Normal Crown
362+56.06 A	0.00%	-2.00%	Level Crown
362+92.17 A	2.00%	-2.00%	Reverse Crown
363+21.06 A	3.60%	-3.60%	Begin Full Super
365+05.89 A	3.60%	-3.60%	End Full Super
365+34.78 A	2.00%	-2.00%	Reverse Crown
365+70.89 A	0.00%	-2.00%	Level Crown
366+07.00 A	-2.00%	-2.00%	Begin Normal Crown
368+78.72 A	-2.00%	-2.00%	End Normal Crown
369+32.06 A	0.00%	-2.00%	Level Crown
369+85.39 A	2.00%	-2.00%	Reverse Crown
370+92.06 A	6.00%	-6.00%	Begin Full Super
371+94.30 A	6.00%	-6.00%	End Full Super
373+00.96 A	2.00%	-2.00%	Reverse Crown
373+54.30 A	0.00%	-2.00%	Level Crown
374+07.63 A	-2.00%	-2.00%	Begin Normal Crown

STH 136 WB RAMP SUPERELEVATION TABLE

LEFT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
340+59.69 B	-3.19%	3.19%	End Full Super
342+03.33 B	-2.00%	0.00%	Level Crown
342+93.36 B	-2.00%	-2.00%	Begin Normal Crown
344+37.82 B	-2.00%	-2.00%	End Normal Crown
344+91.32 B	-2.00%	0.00%	Level Crown
345+44.82 B	-2.00%	2.00%	Reverse Crown
345+98.32 B	-4.00%	4.00%	Begin Full Super
352+03.81 B	-4.00%	4.00%	End Full Super
352+57.31 B	-2.00%	2.00%	Reverse Crown
353+10.81 B	-2.00%	0.00%	Level Crown
353+64.31 B	-2.00%	-2.00%	Begin Normal Crown
355+97.81 B	-2.00%	-2.00%	End Normal Crown
356+33.92 B	0.00%	-2.00%	Level Crown
356+70.03 B	2.00%	-2.00%	Reverse Crown
356+98.92 B	3.60%	-3.60%	Begin Full Super
358+93.24 B	3.60%	-3.60%	End Full Super
359+22.13 B	2.00%	-2.00%	Reverse Crown
359+58.24 B	0.00%	-2.00%	Level Crown
359+94.35 B	-2.00%	-2.00%	Begin Normal Crown
362+53.89 B	-2.00%	-2.00%	End Normal Crown
362+90.34 B	-2.00%	0.00%	Level Crown
363+26.78 B	-2.00%	2.00%	Reverse Crown
363+72.34 B	-4.50%	4.50%	Begin Full Super
365+91.99 B	-4.50%	4.50%	End Full Super
368+43.18 B	5.20%	-5.20%	Begin Full Super
371+38.25 B	5.20%	-5.20%	End Full Super
372+15.17 B	2.00%	-2.00%	Reverse Crown
372+63.25 B	0.00%	-2.00%	Level Crown
373+11.33 B	-2.00%	-2.00%	Begin Normal Crown

CTH W EB RAMP SUPERELEVATION TABLE

RIGHT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
401+34.30 C	-2.00%	-2.00%	End Normal Crown
401+87.63 C	0.00%	-2.00%	Level Crown
402+40.96 C	2.00%	-2.00%	Reverse Crown
403+47.63 C	6.00%	-6.00%	Begin Full Super
403+97.93 C	6.00%	-6.00%	End Full Super
405+04.59 C	2.00%	-2.00%	Reverse Crown
405+57.93 C	0.00%	-2.00%	Level Crown
406+11.26 C	-2.00%	-2.00%	Begin Normal Crown
408+84.34 C	-2.00%	-2.00%	End Normal Crown
409+25.54 C	-2.00%	0.00%	Level Crown
409+66.74 C	-2.00%	2.00%	Reverse Crown
410+28.54 C	-5.00%	5.00%	Begin Full Super
412+76.91 C	-5.00%	5.00%	End Full Super
413+38.71 C	-2.00%	2.00%	Reverse Crown
413+79.91 C	-2.00%	0.00%	Level Crown
414+21.11 C	-2.00%	-2.00%	Begin Normal Crown
417+37.71 C	-2.00%	-2.00%	End Normal Crown
417+72.26 C	0.00%	-2.00%	Level Crown
418+06.80 C	2.00%	-2.00%	Reverse Crown
418+10.26 C	2.20%	-2.20%	Begin Full Super
419+03.88 C	2.20%	-2.20%	End Full Super
419+07.33 C	2.00%	-2.00%	Reverse Crown
419+41.88 C	0.00%	-2.00%	Level Crown
419+76.42 C	-2.00%	-2.00%	Begin Normal Crown
425+90.00 C	-2.00%	-2.00%	End Normal Crown
426+43.49 C	0.00%	-2.00%	Level Crown
426+96.98 C	2.00%	-2.00%	Reverse Crown
427+58.49 C	4.30%	-4.30%	Begin Full Super
430+40.73 C	4.30%	-4.30%	End Full Super
431+02.24 C	2.00%	-2.00%	Reverse Crown
431+55.73 C	0.00%	-2.00%	Level Crown
432+09.22 C	-2.00%	-2.00%	Begin Normal Crown

CTH W WB RAMP SUPERELEVATION TABLE

LEFT

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
398+28.42 D	-2.00%	-2.00%	End Normal Crown
398+88.42 D	0.00%	-2.00%	Level Crown
399+48.42 D	2.00%	-2.00%	Reverse Crown
400+47.42 D	5.30%	-5.30%	Begin Full Super
403+71.15 D	5.30%	-5.30%	End Full Super
404+70.15 D	2.00%	-2.00%	Reverse Crown
405+30.15 D	0.00%	-2.00%	Level Crown
405+90.15 D	-2.00%	-2.00%	Begin Normal Crown
410+96.86 D	-2.00%	-2.00%	End Normal Crown
411+33.23 D	0.00%	-2.00%	Level Crown
411+69.59 D	2.00%	-2.00%	Reverse Crown
411+93.23 D	3.30%	-3.30%	Begin Full Super
413+75.10 D	3.30%	-3.30%	End Full Super
413+98.74 D	2.00%	-2.00%	Reverse Crown
414+35.10 D	0.00%	-2.00%	Level Crown
414+71.46 D	-2.00%	-2.00%	Begin Normal Crown
416+76.77 D	-2.00%	-2.00%	End Normal Crown
417+13.08 D	-2.00%	0.00%	Level Crown
417+49.40 D	-2.00%	2.00%	Reverse Crown
417+82.08 D	-3.80%	3.80%	Begin Full Super
419+66.04 D	-3.80%	3.80%	End Full Super
419+98.72 D	-2.00%	2.00%	Reverse Crown
420+35.04 D	-2.00%	0.00%	Level Crown
420+71.36 D	-2.00%	-2.00%	Begin Normal Crown
425+09.32 D	-2.00%	-2.00%	End Normal Crown
425+57.40 D	0.00%	-2.00%	Level Crown
426+05.47 D	2.00%	-2.00%	Reverse Crown
426+82.40 D	5.20%	-5.20%	Begin Full Super
427+59.54 D	5.20%	-5.20%	End Full Super
428+36.46 D	2.00%	-2.00%	Reverse Crown
428+84.54 D	0.00%	-2.00%	Level Crown
429+32.62 D	-2.00%	-2.00%	Begin Normal Crown

STH 136 SUPERELEVATION TABLE

STATION	LEFT SLOPE	RIGHT SLOPE	DESCRIPTION
81+23.75 LE	-2.00%	-2.00%	End Normal Crown
81+65.26 LE	-2.00%	0.00%	Level Crown
82+06.76 LE	-2.00%	2.00%	Reverse Crown
82+75.81 LE	-5.33%	5.33%	Begin Full Super
87+78.25 LE	-5.33%	5.33%	End Full Super
88+47.31 LE	-2.00%	2.00%	Reverse Crown
88+88.81 LE	-2.00%	0.00%	Level Crown
89+30.31 LE	-2.00%	-2.00%	Begin Normal Crown

COWLES ROAD SUPERELEVATION TABLE

STATION	LEFT SLOPE	RIGHT SLOPE	DESCRIPTION
14+62.00 CR	-2.00%	-2.00%	End Normal Crown
15+09.86 CR	-2.00%	0.00%	Level Crown
15+57.71 CR	-2.00%	2.00%	Reverse Crown
16+43.86 CR	-5.60%	5.60%	Begin Full Super
26+50.85 CR	-5.60%	5.60%	End Full Super
27+36.99 CR	-2.00%	2.00%	Reverse Crown
27+84.85 CR	-2.00%	0.00%	Level Crown
28+32.71 CR	-2.00%	-2.00%	Begin Normal Crown

NOTES:
CONCRETE SHOULDER, CONCRETE PAVEMENT APPROACH SLAB, CONCRETE SURFACE DRAIN AND BEAM GUARD FOR GASSER ROAD BRIDGES WILL BE CONSTRUCTED AS PART OF THIS PROJECT.

NOTES:
CONCRETE SHOULDER, CONCRETE PAVEMENT APPROACH SLAB, CONCRETE SURFACE DRAIN AND BEAM GUARD FOR THE USH 12 BRIDGES WILL BE CONSTRUCTED BY OTHERS.

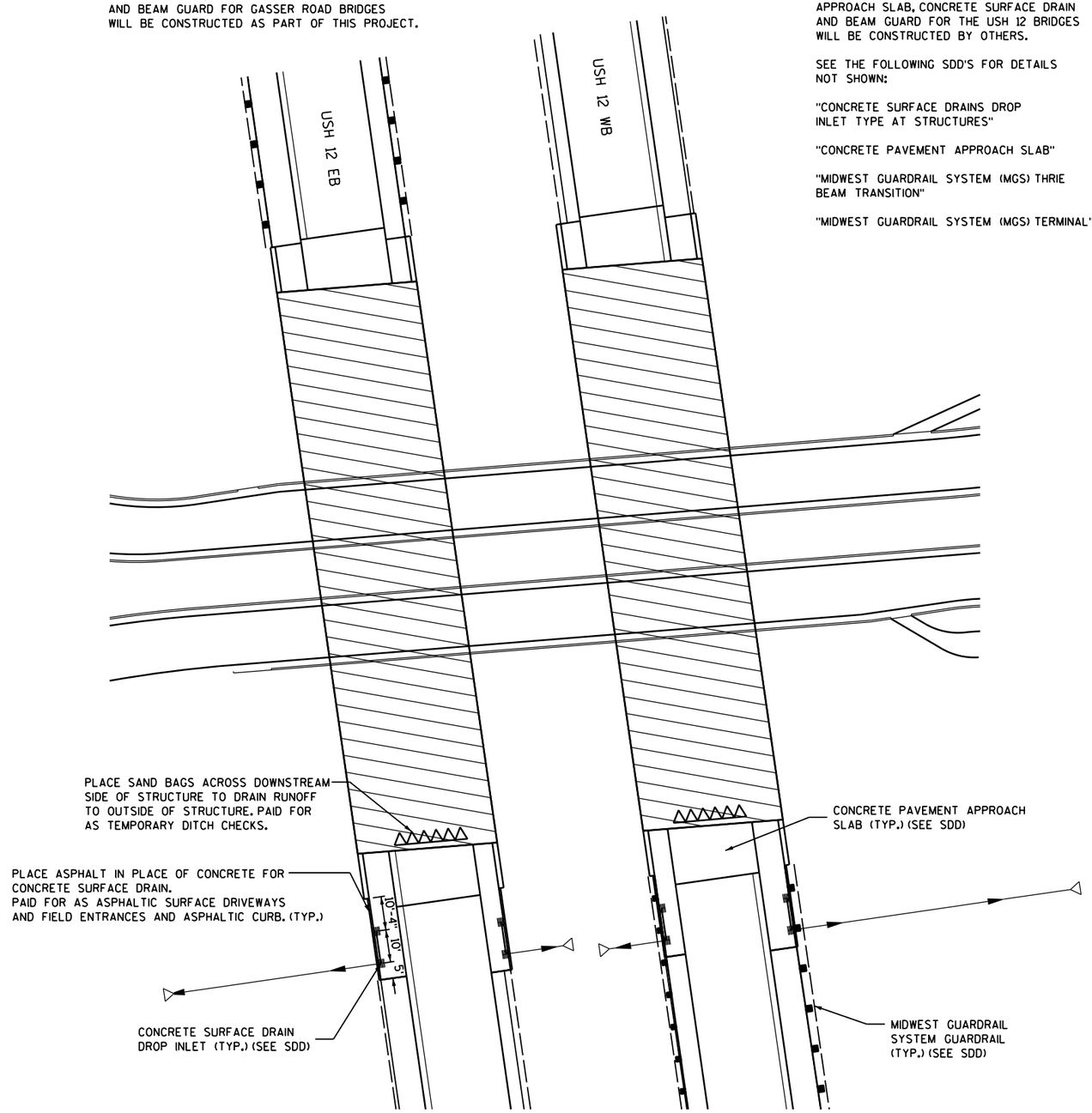
SEE THE FOLLOWING SDD'S FOR DETAILS NOT SHOWN:

"CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES"

"CONCRETE PAVEMENT APPROACH SLAB"

"MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION"

"MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL"



SHOULDER APPROACH AT STRUCTURES DETAIL

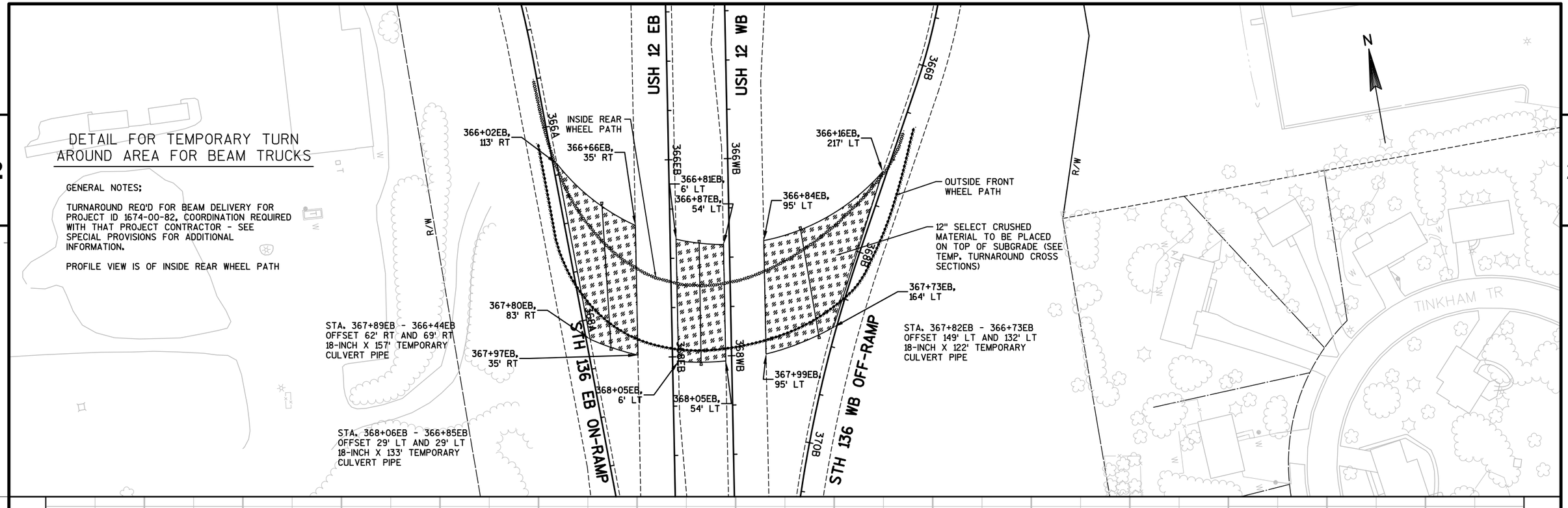
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 33	E

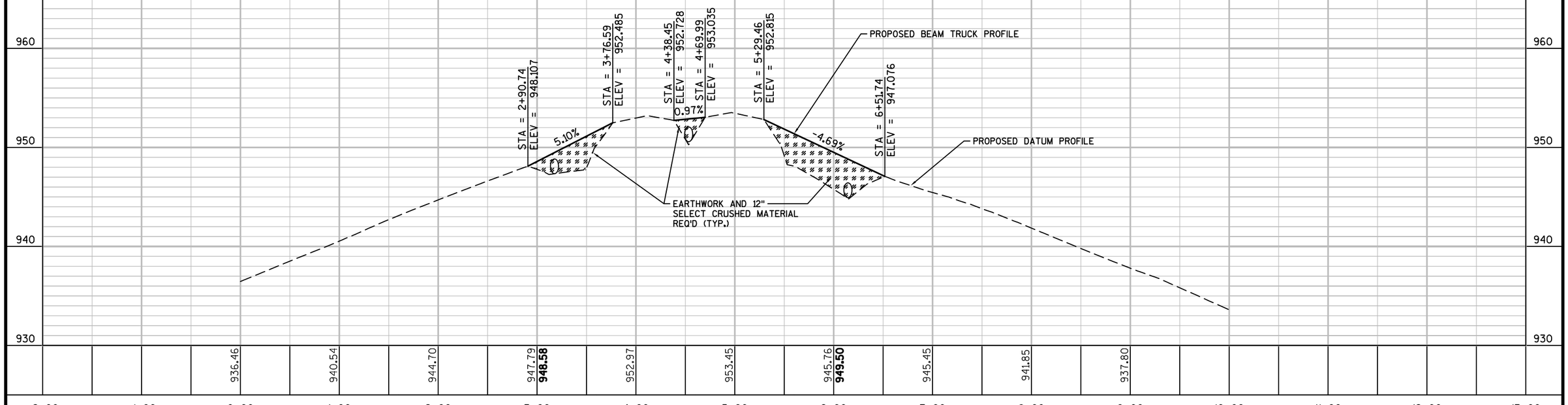
DETAIL FOR TEMPORARY TURN AROUND AREA FOR BEAM TRUCKS

GENERAL NOTES;

TURNAROUND REQ'D FOR BEAM DELIVERY FOR PROJECT ID 1674-00-82, COORDINATION REQUIRED WITH THAT PROJECT CONTRACTOR - SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROFILE VIEW IS OF INSIDE REAR WHEEL PATH





PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAIL	SHEET 34	E

2

2

N

372A

372EB

372WB

373A

374B

374EB

374WB

955 950 945 940 935 930 925 920

920 925 930 935 940

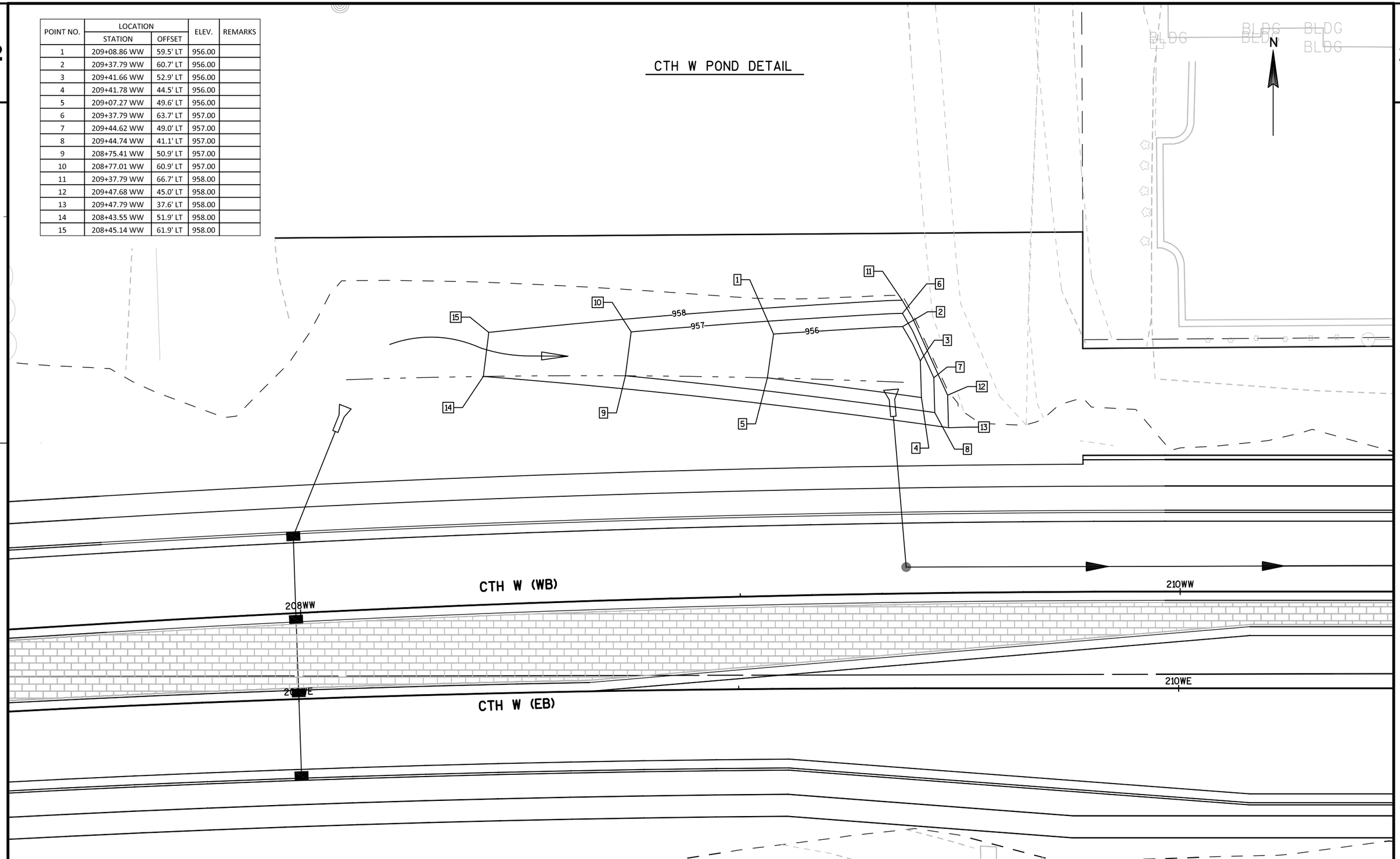
8' WIDE DRAINAGE WAY DISCHARGE
USE SELECT CRUSHED MATERIAL

STH 136 WB ON-RAMP DRAINAGE WAY DISCHARGE

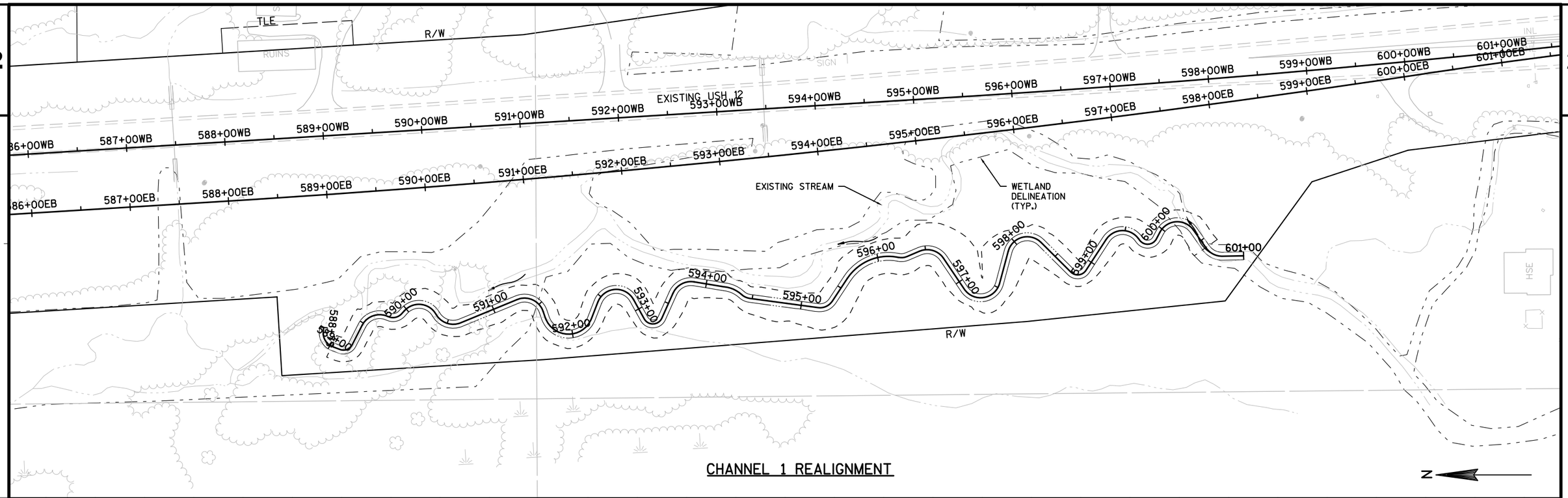
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 35	E

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
1	209+08.86 WW	59.5' LT	956.00	
2	209+37.79 WW	60.7' LT	956.00	
3	209+41.66 WW	52.9' LT	956.00	
4	209+41.78 WW	44.5' LT	956.00	
5	209+07.27 WW	49.6' LT	956.00	
6	209+37.79 WW	63.7' LT	957.00	
7	209+44.62 WW	49.0' LT	957.00	
8	209+44.74 WW	41.1' LT	957.00	
9	208+75.41 WW	50.9' LT	957.00	
10	208+77.01 WW	60.9' LT	957.00	
11	209+37.79 WW	66.7' LT	958.00	
12	209+47.68 WW	45.0' LT	958.00	
13	209+47.79 WW	37.6' LT	958.00	
14	208+43.55 WW	51.9' LT	958.00	
15	208+45.14 WW	61.9' LT	958.00	

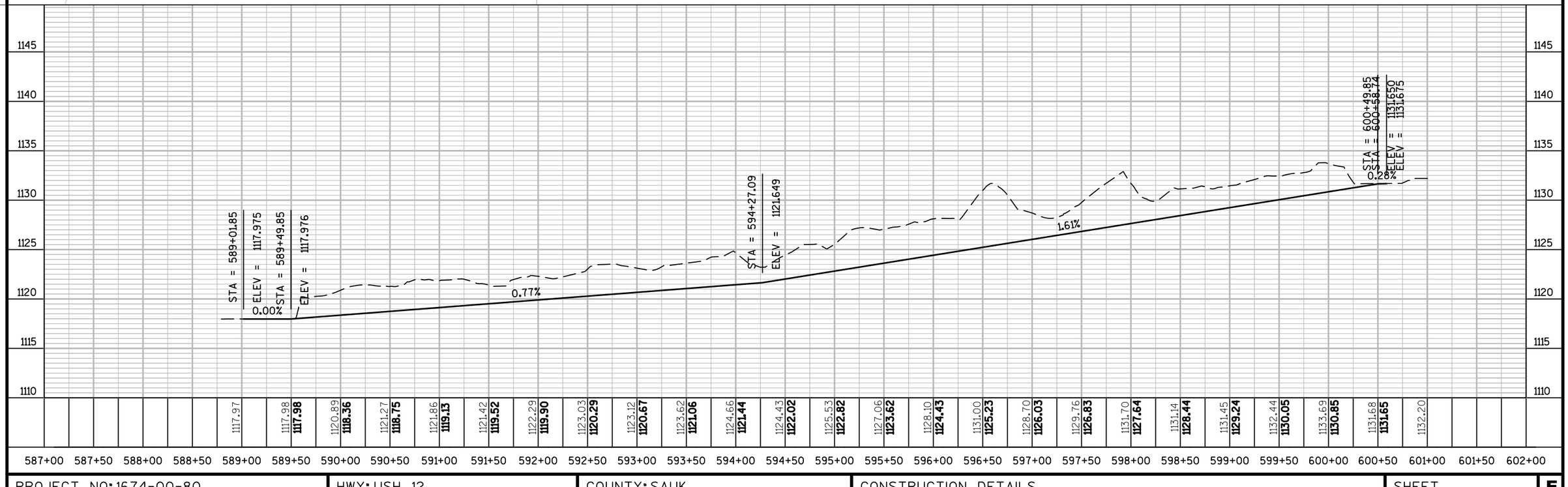
CTH W POND DETAIL



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 36	E



CHANNEL 1 REALIGNMENT



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 37	E

2

R/W

BARN

EXISTING USH 12

572+00WB 573+00WB 574+00WB 575+00WB 576+00WB 577+00WB 578+00WB 579+00WB 580+00WB 581+00WB 582+00WB 583+00WB 584+00WB 585+00WB 586+00WB 587+00WB

572+00EB 573+00EB 574+00EB 575+00EB 576+00EB 577+00EB 578+00EB 579+00EB 580+00EB 581+00EB 582+00EB 583+00EB 584+00EB 585+00EB 586+00EB 587+00EB

WETLAND DELINEATION (TYP.)

EXISTING STREAM

575+47 576+00 577+00 578+00 579+00 580+00 581+00 582+00 583+00 584+00 585+00 585+30

R/W

TLE

CHANNEL 2 REALIGNMENT

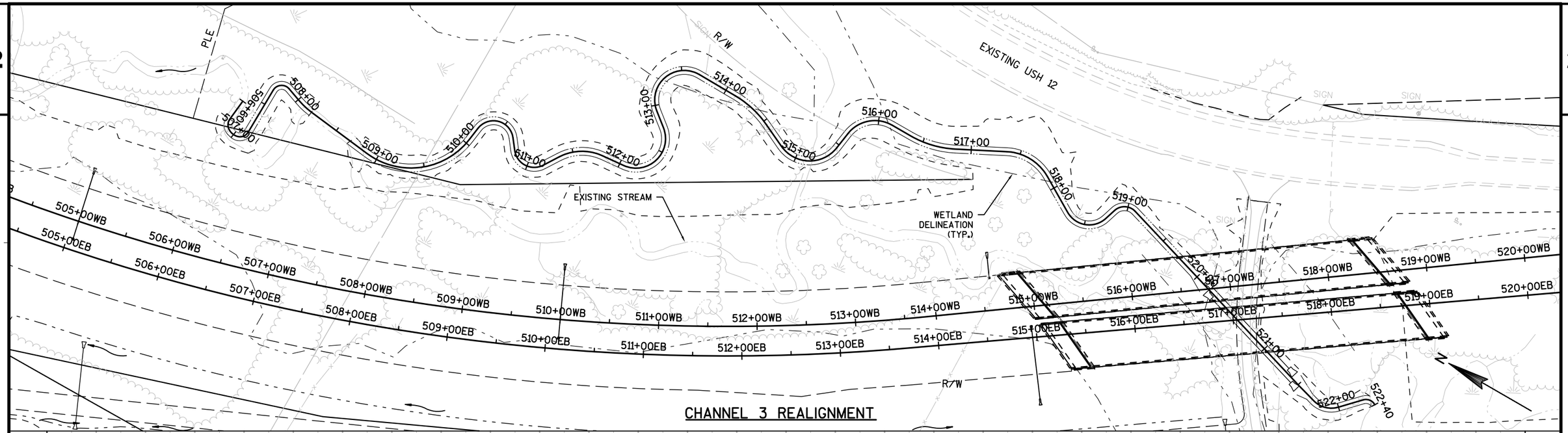
N

STA = 576+09.24
ELEV = 1101.013
0.89%
STA = 577+25.24
ELEV = 1102.050
0.91%
STA = 584+00.24
ELEV = 1108.200
1.22%
STA = 584+93.45
ELEV = 1109.341

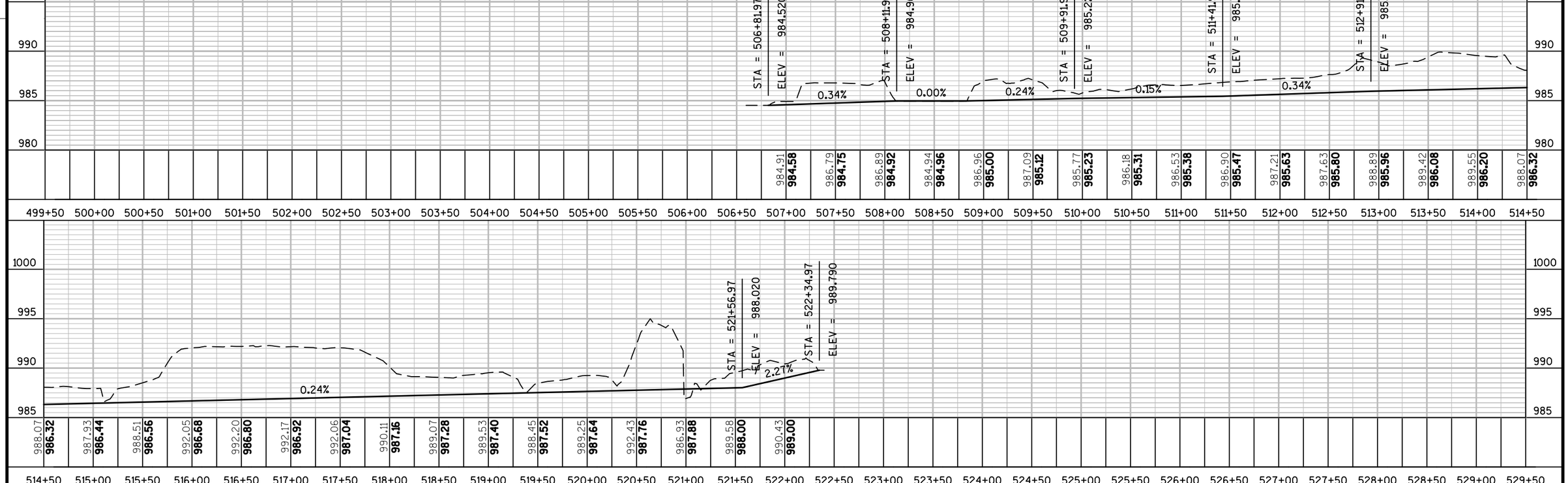
1125 1120 1115 1110 1105 1100 1095 1090

| | | |

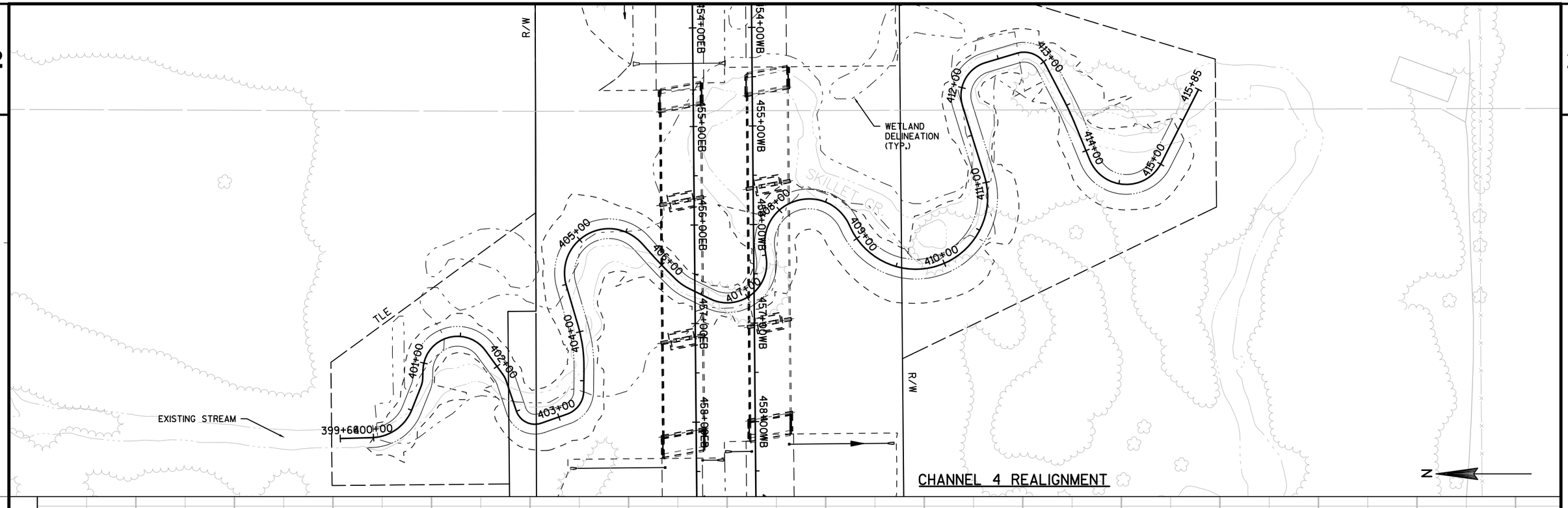
2



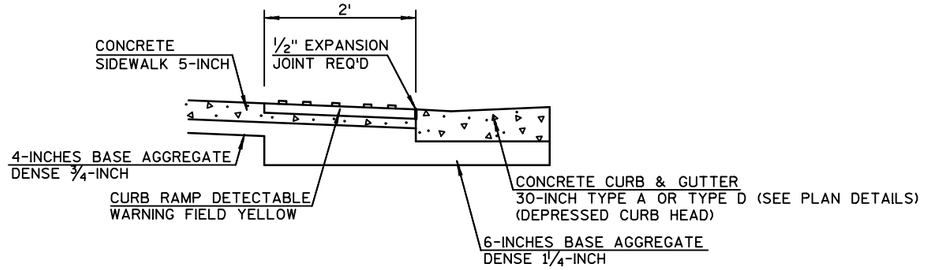
CHANNEL 3 REALIGNMENT



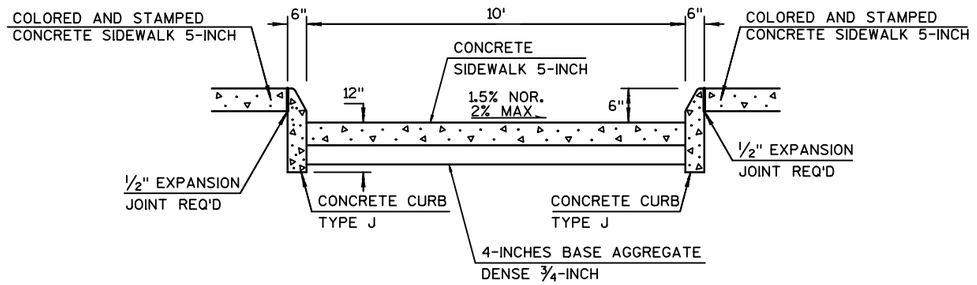
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 39	E



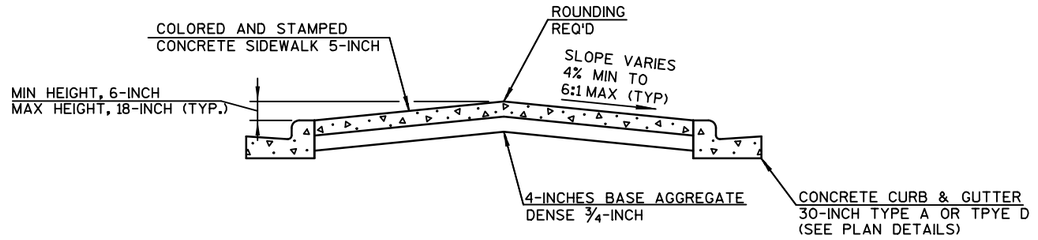
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 40	E



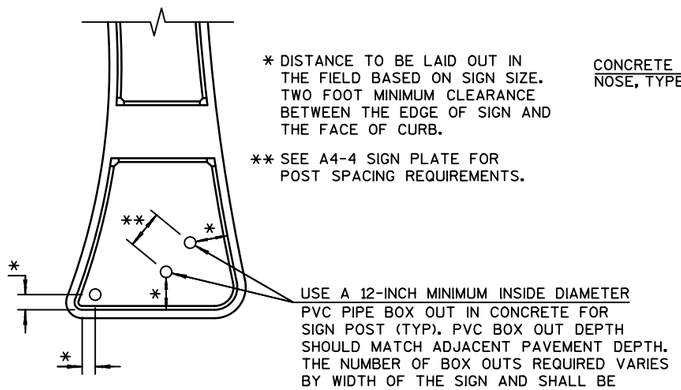
SECTION A-A



SECTION B-B



SECTION C-C

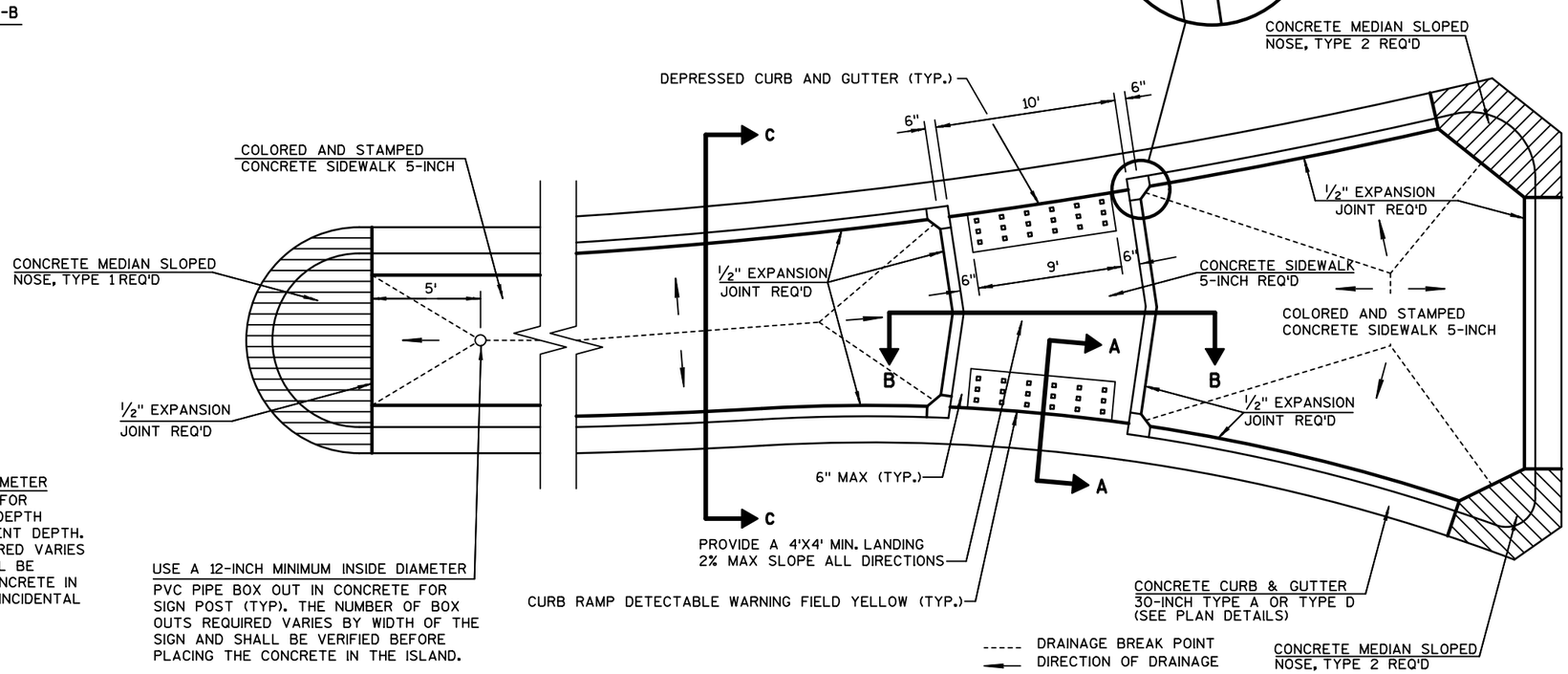


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 12-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM.

CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)

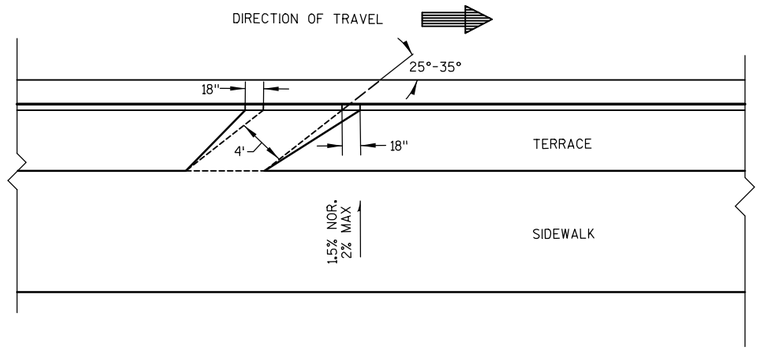


USE A 12-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

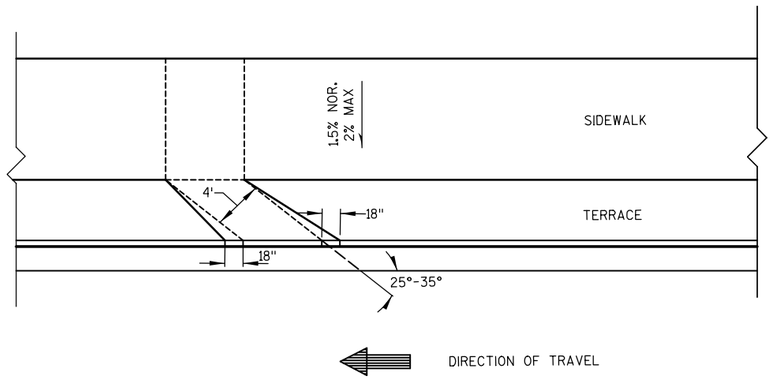
ROUNDABOUT SPLITTER ISLAND DETAIL

CTH W INTERCHANGE
STH 136 INTERCHANGE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 41	E



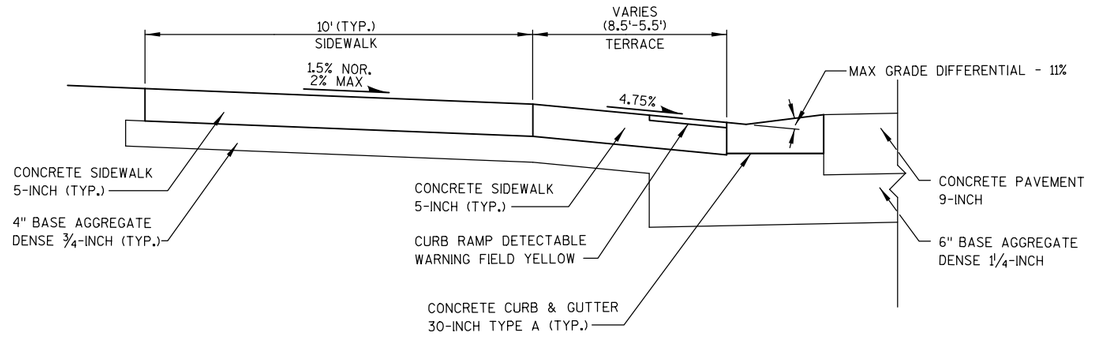
BIKE RAMP EXIT



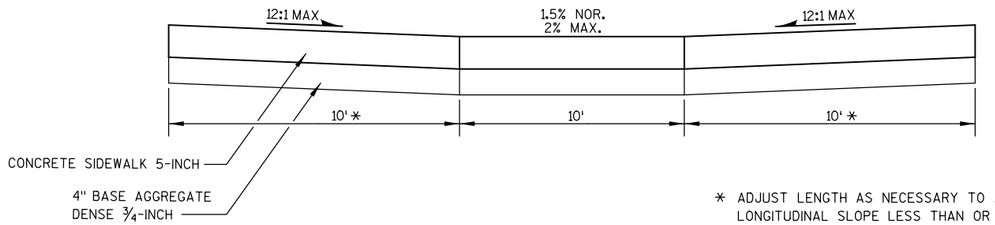
BIKE RAMP ENTRANCE

ROUNDABOUT BIKE RAMP ENTRANCE AND EXIT

CTH W INTERCHANGE
STH 136 INTERCHANGE

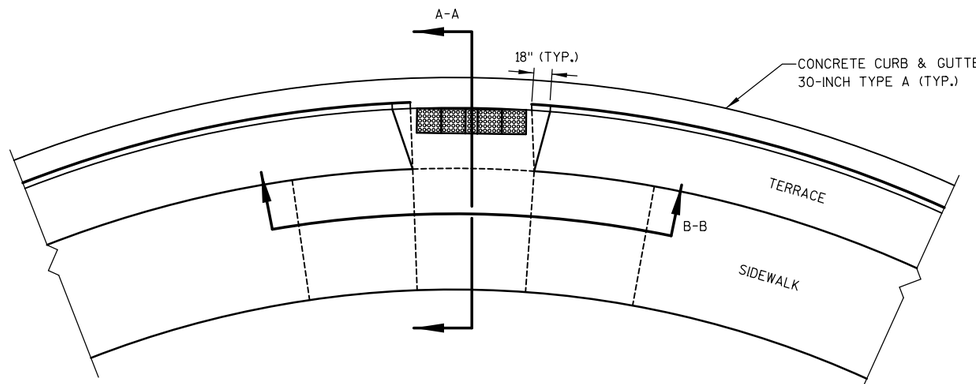


SECTION A-A



* ADJUST LENGTH AS NECESSARY TO ACHIEVE A SIDEWALK LONGITUDINAL SLOPE LESS THAN OR EQUAL TO 12:1 MAX.

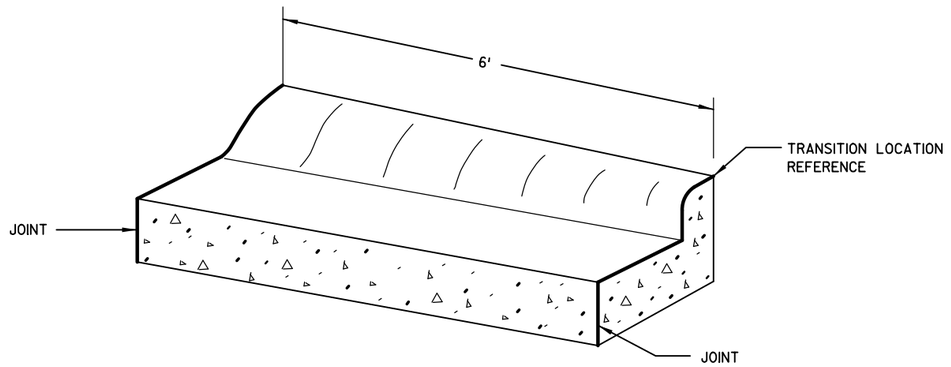
SECTION B-B



NOTE: REFER TO S.D.D CURB RAMPS TYPE 2 AND 3 AND S.D.D CURB RAMPS TYPE 5,6,7A,7B AND 8 FOR ADDITIONAL INFORMATION.

ROUNDABOUT CURB RAMP DETAIL

CTH W INTERCHANGE
STH 136 INTERCHANGE



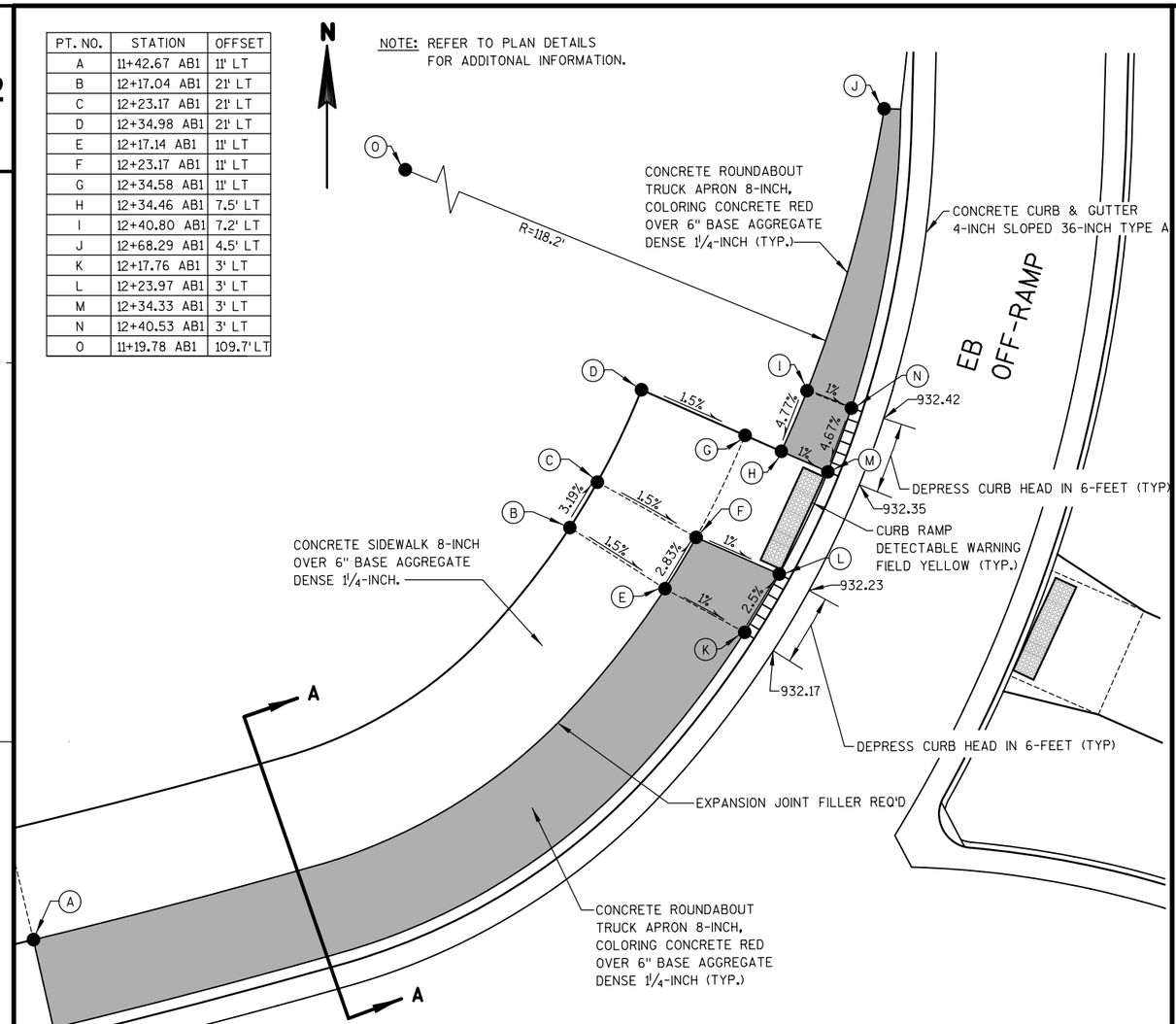
CONCRETE CURB & GUTTER TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A TO
CONCRETE CURB & GUTTER 30-INCH TYPE A (TO BE MEASURED AND PAID
FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A)

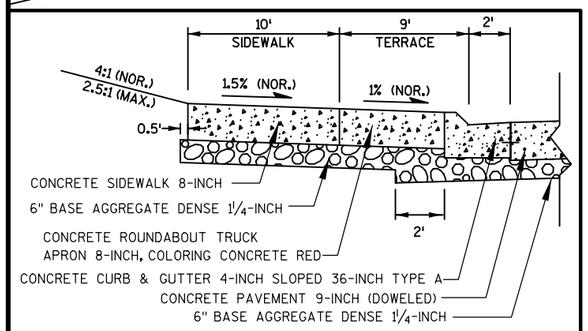
LOCATIONS:

11+36.54 AB1
12+74.29 AB1
12+59.69 CD3
13+90.37 CD3
12+03.25 EF1
13+28.61 EF1
10+40.48 GH3
11+49.34 GH3

PT. NO.	STATION	OFFSET
A	11+42.67 AB1	11' LT
B	12+17.04 AB1	21' LT
C	12+23.17 AB1	21' LT
D	12+34.98 AB1	21' LT
E	12+17.14 AB1	11' LT
F	12+23.17 AB1	11' LT
G	12+34.58 AB1	11' LT
H	12+34.46 AB1	7.5' LT
I	12+40.80 AB1	7.2' LT
J	12+68.29 AB1	4.5' LT
K	12+17.76 AB1	3' LT
L	12+23.97 AB1	3' LT
M	12+34.33 AB1	3' LT
N	12+40.53 AB1	3' LT
O	11+19.78 AB1	109.7' LT

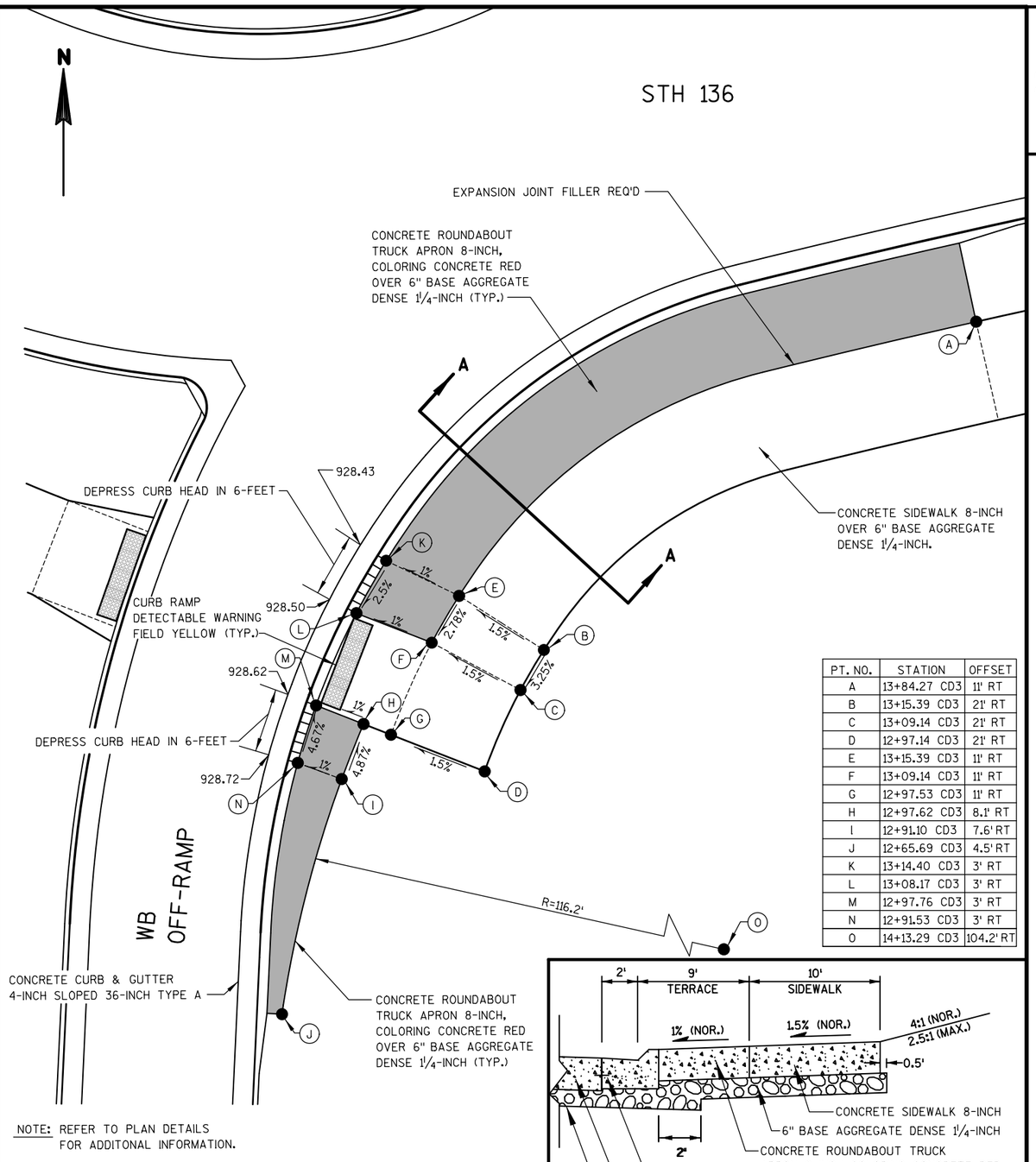


STH 136



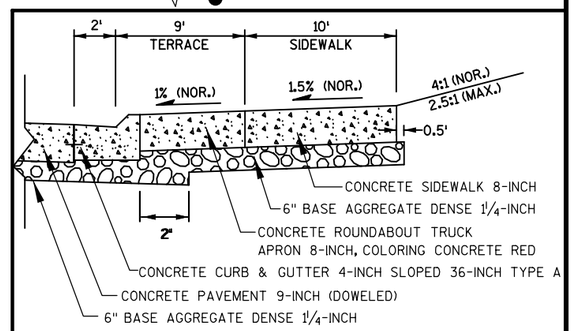
SECTION A-A

CONCRETE ROUNDABOUT TRUCK APRON/ CURB RAMP LAYOUT DETAIL - STH 136 EB OFF-RAMP



PT. NO.	STATION	OFFSET
A	13+84.27 CD3	11' RT
B	13+15.39 CD3	21' RT
C	13+09.14 CD3	21' RT
D	12+97.14 CD3	21' RT
E	13+15.39 CD3	11' RT
F	13+09.14 CD3	11' RT
G	12+97.53 CD3	11' RT
H	12+97.62 CD3	8.1' RT
I	12+91.10 CD3	7.6' RT
J	12+65.69 CD3	4.5' RT
K	13+14.40 CD3	3' RT
L	13+08.17 CD3	3' RT
M	12+97.76 CD3	3' RT
N	12+91.53 CD3	3' RT
O	14+13.29 CD3	104.2' RT

NOTE: REFER TO PLAN DETAILS FOR ADDITONAL INFORMATION.



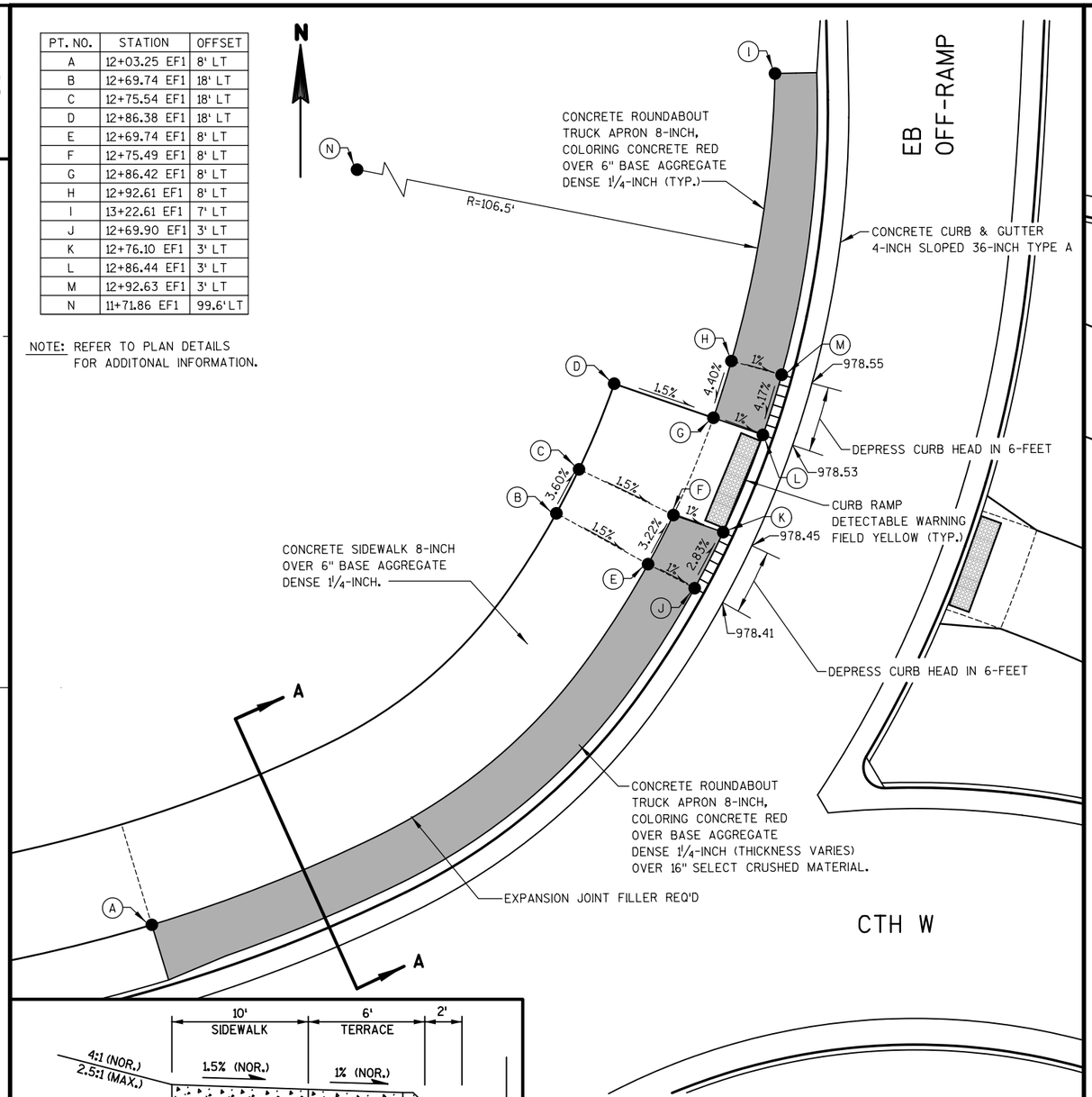
SECTION A-A

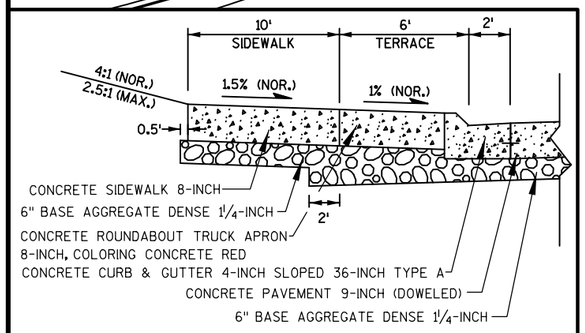
CONCRETE ROUNDABOUT TRUCK APRON/ CURB RAMP LAYOUT DETAIL - STH 136 WB OFF-RAMP

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 44	E

PT. NO.	STATION	OFFSET
A	12+03.25 EF1	8' LT
B	12+69.74 EF1	18' LT
C	12+75.54 EF1	18' LT
D	12+86.38 EF1	18' LT
E	12+69.74 EF1	8' LT
F	12+75.49 EF1	8' LT
G	12+86.42 EF1	8' LT
H	12+92.61 EF1	8' LT
I	13+22.61 EF1	7' LT
J	12+69.90 EF1	3' LT
K	12+76.10 EF1	3' LT
L	12+86.44 EF1	3' LT
M	12+92.63 EF1	3' LT
N	11+71.86 EF1	99.6'LT

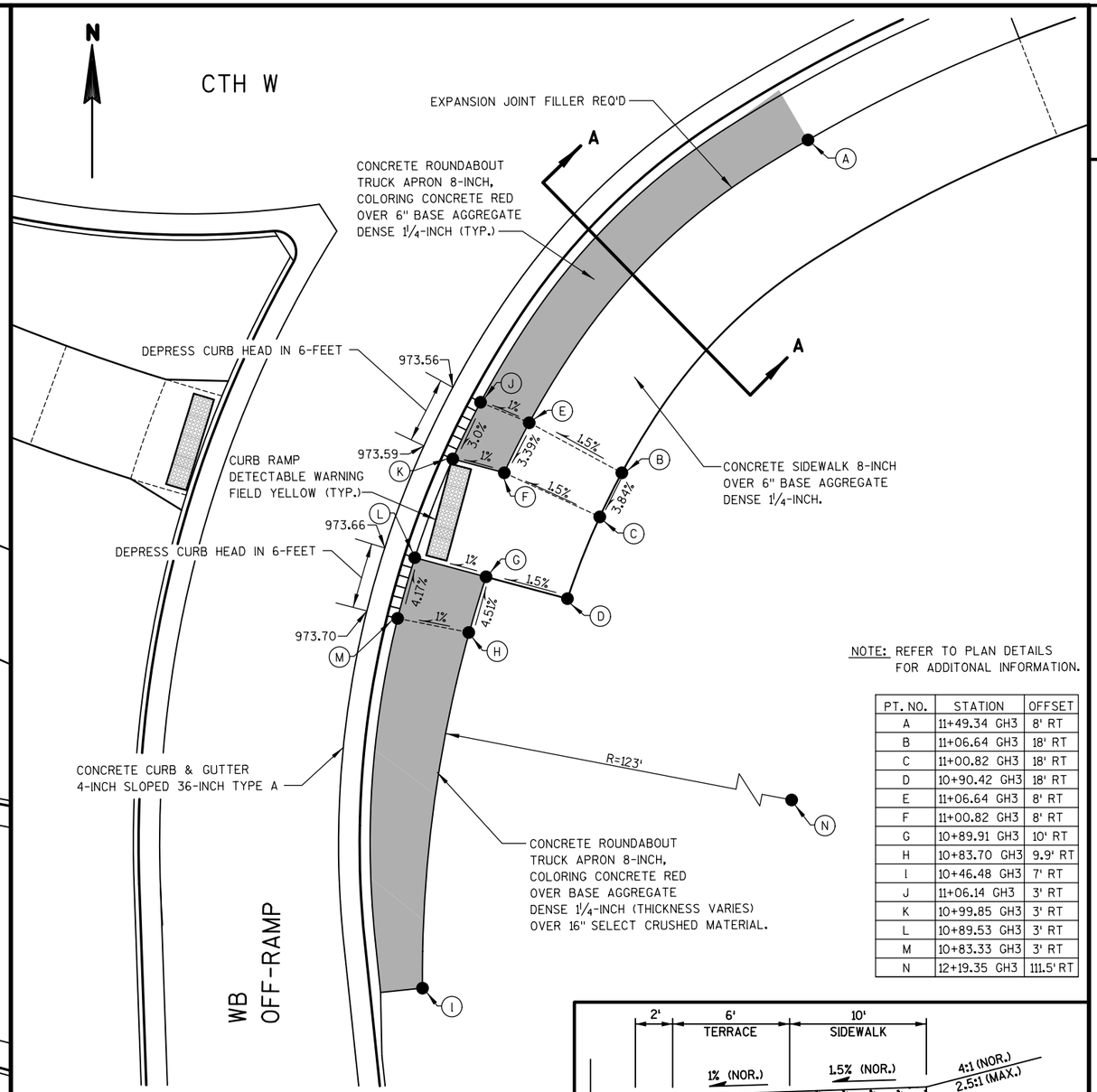
NOTE: REFER TO PLAN DETAILS FOR ADDITONAL INFORMATION.





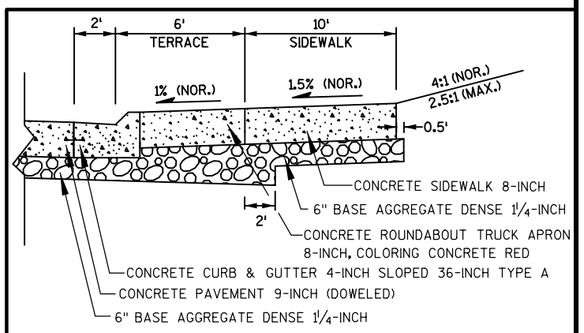
SECTION A-A

CONCRETE ROUNDABOUT TRUCK APRON/ CURB RAMP LAYOUT DETAIL - CTH W EB OFF-RAMP



NOTE: REFER TO PLAN DETAILS FOR ADDITONAL INFORMATION.

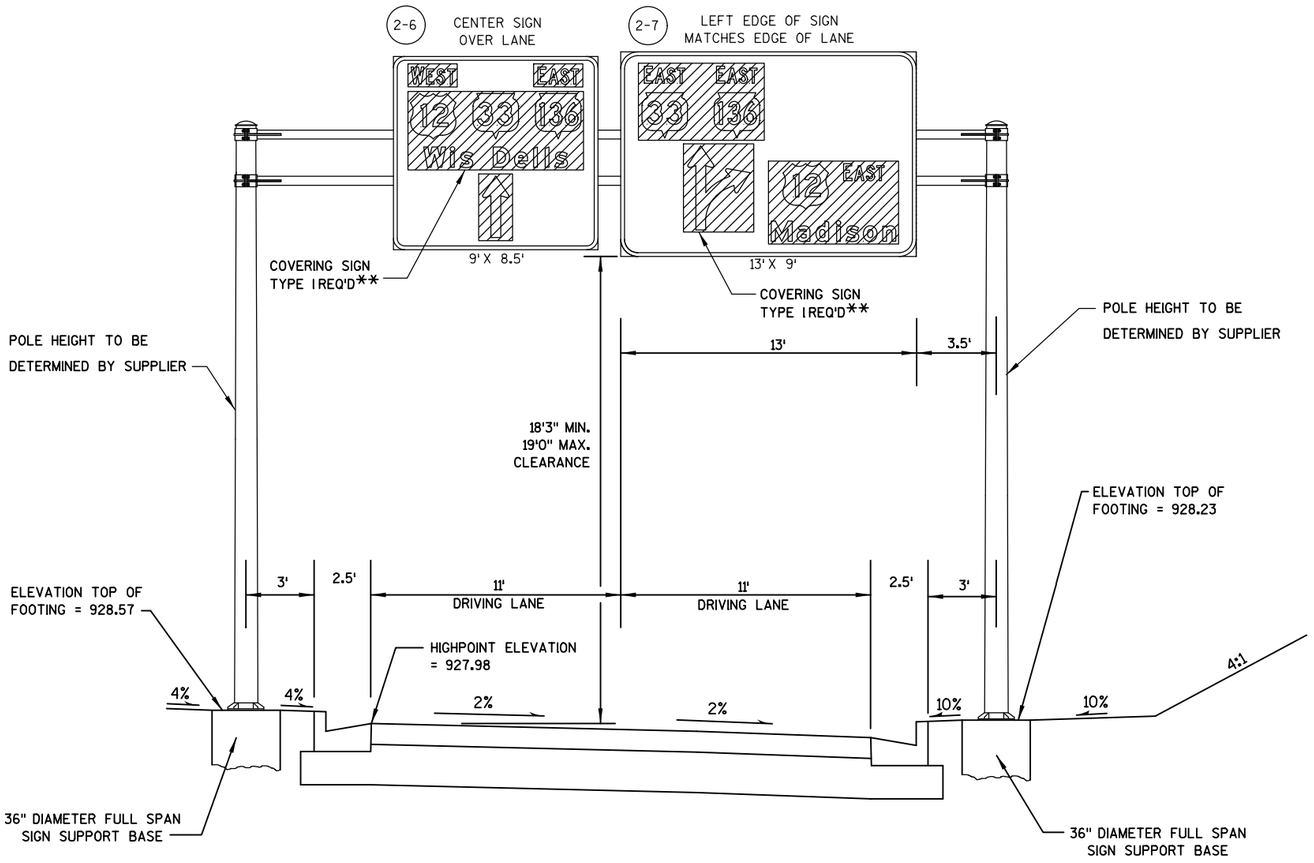
PT. NO.	STATION	OFFSET
A	11+49.34 GH3	8' RT
B	11+06.64 GH3	18' RT
C	11+00.82 GH3	18' RT
D	10+90.42 GH3	18' RT
E	11+06.64 GH3	8' RT
F	11+00.82 GH3	8' RT
G	10+89.91 GH3	10' RT
H	10+83.70 GH3	9.9' RT
I	10+46.48 GH3	7' RT
J	11+06.14 GH3	3' RT
K	10+99.85 GH3	3' RT
L	10+89.53 GH3	3' RT
M	10+83.33 GH3	3' RT
N	12+19.35 GH3	111.5' RT



SECTION A-A

CONCRETE ROUNDABOUT TRUCK APRON/ CURB RAMP LAYOUT DETAIL - CTH W WB OFF-RAMP

** INSTALL SIGN COVERS UNDER BID ITEM
COVERING SIGN TYPE I PRIOR TO ERECTING
OVERHEAD SIGN. SIGN COVERS TO BE REMOVED BY
OTHERS UNDER PROJECT ID 1674-00-81.



OVERHEAD SIGN SUPPORT S-56-0025
STA. 95+00 LE
STH 136 EASTBOUND

GENERAL NOTES

DRAWINGS NOT TO SCALE

SEE S.D.D. 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

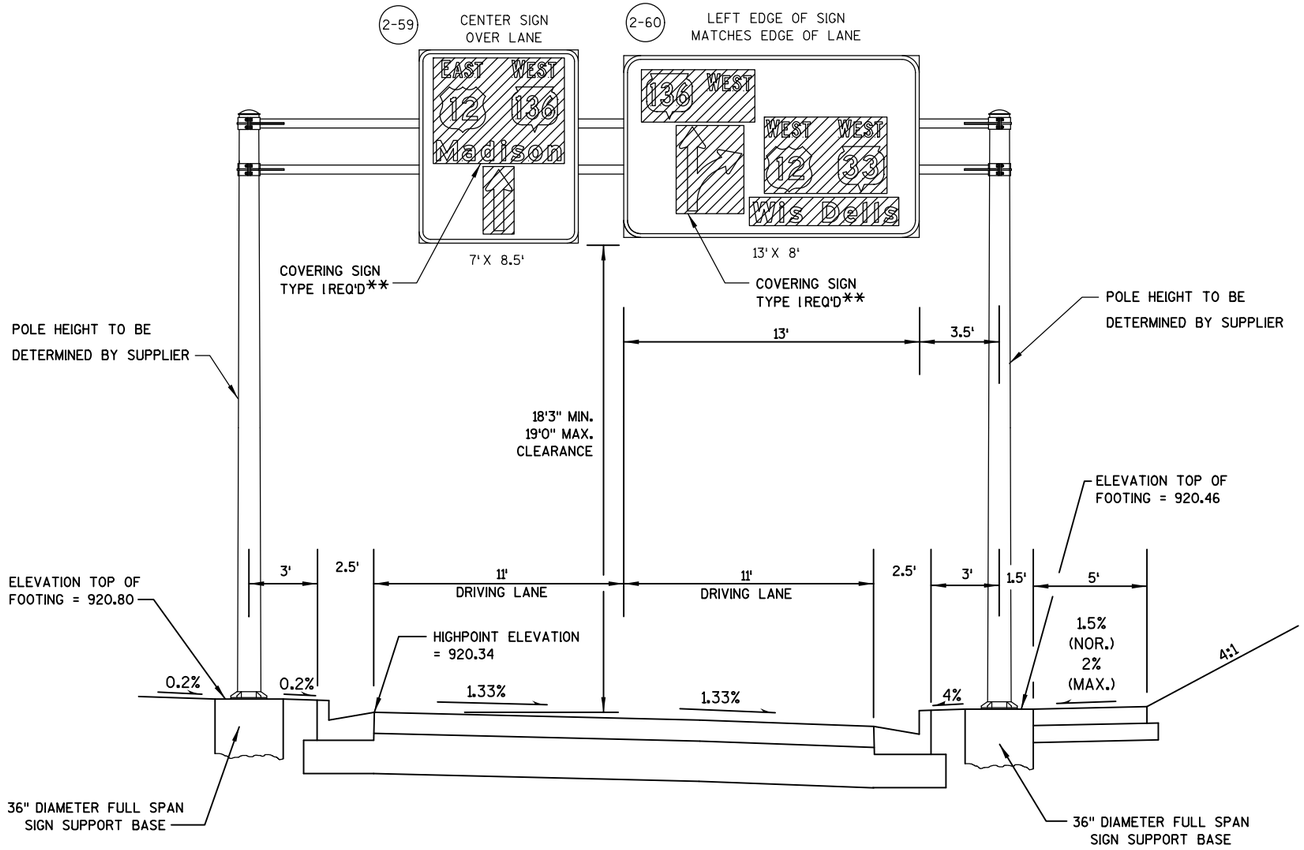
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

** INSTALL SIGN COVERS UNDER BID ITEM
COVERING SIGN TYPE I PRIOR TO ERECTING
OVERHEAD SIGN. SIGN COVERS TO BE REMOVED BY
OTHERS UNDER PROJECT ID 1674-00-81.



OVERHEAD SIGN SUPPORT S-56-0026
STA. 105+11 LW
STH 136 WESTBOUND

GENERAL NOTES

DRAWINGS NOT TO SCALE

SEE S.D.D. 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

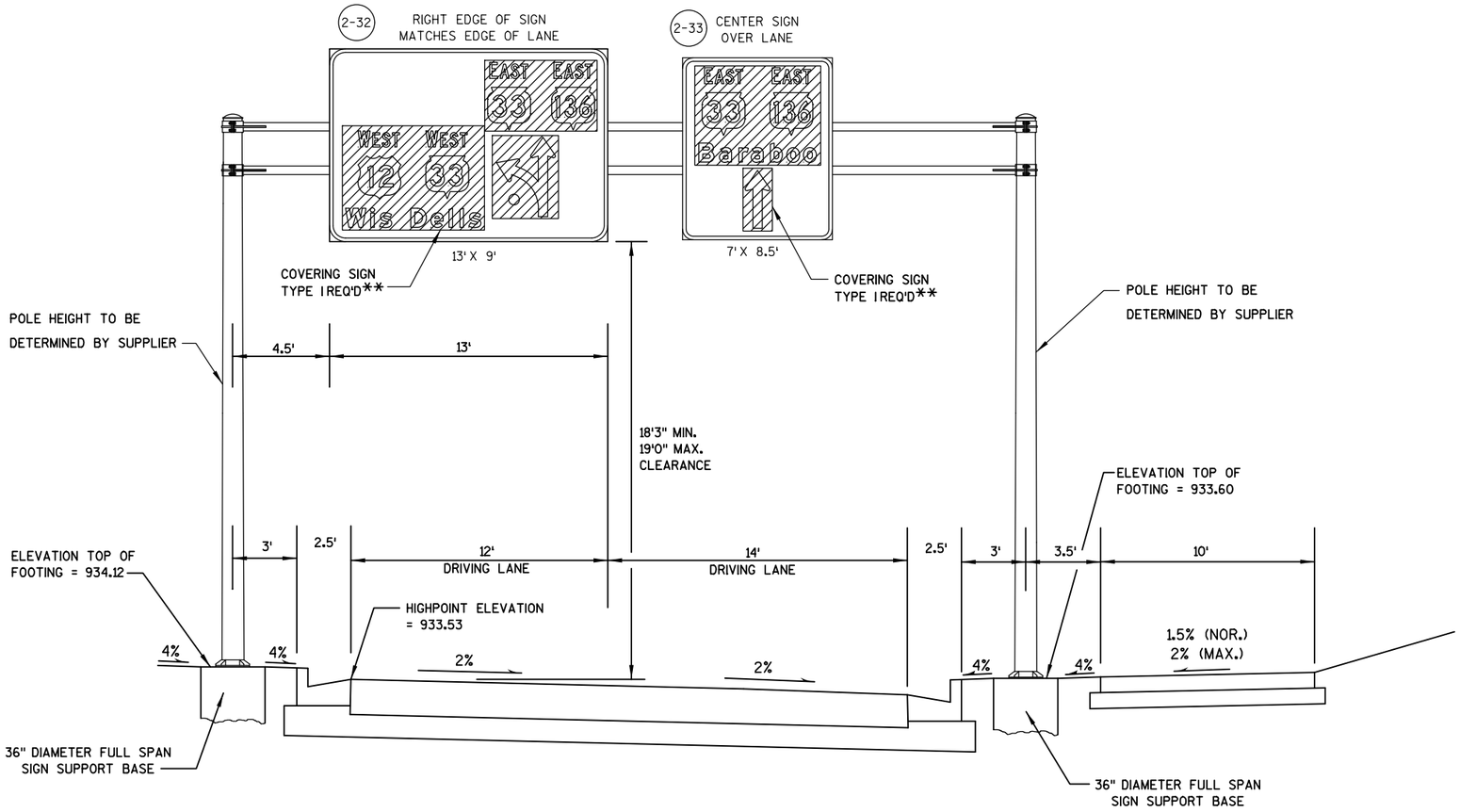
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

** INSTALL SIGN COVERS UNDER BID ITEM
COVERING SIGN TYPE 1 PRIOR TO ERECTING
OVERHEAD SIGN. SIGN COVERS TO BE REMOVED BY
OTHERS UNDER PROJECT ID 1674-00-81.



OVERHEAD SIGN SUPPORT S-56-0027
STA. 99+21 LE
STH 136 EASTBOUND

GENERAL NOTES

DRAWINGS NOT TO SCALE

SEE S.D.D. 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

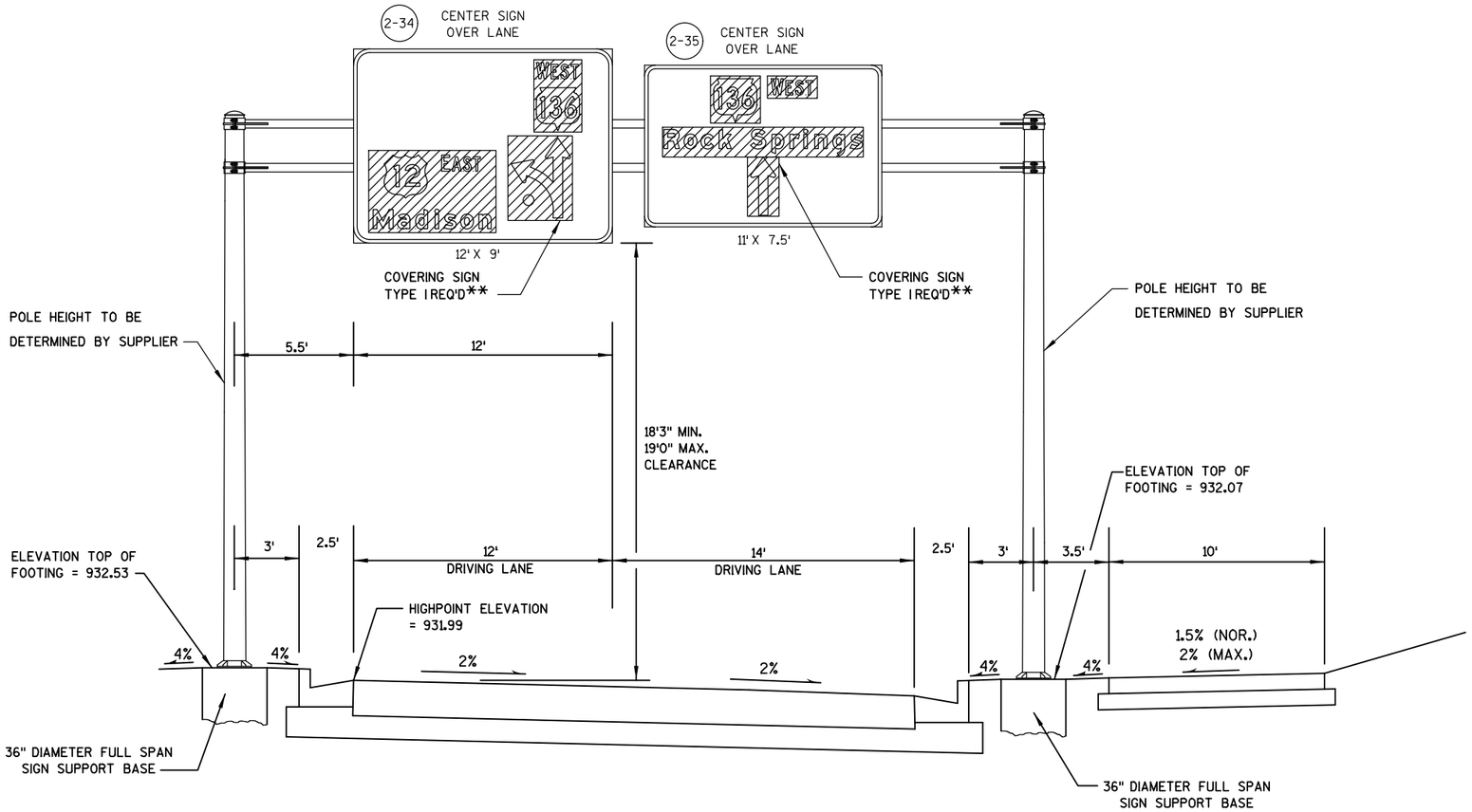
PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	OVERHEAD SIGN SUPPORT - STH 136 EASTBOUND	SHEET 48	E

** INSTALL SIGN COVERS UNDER BID ITEM COVERING SIGN TYPE I PRIOR TO ERECTING OVERHEAD SIGN. SIGN COVERS TO BE REMOVED BY OTHERS UNDER PROJECT ID 1674-00-81.



OVERHEAD SIGN SUPPORT S-56-0028
STA. 101+00 LW
STH 136 WESTBOUND

GENERAL NOTES

DRAWINGS NOT TO SCALE

SEE S.D.D. 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

PLAN DETAILS LEGEND

→	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	CURB RAMP, TYPE X
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	PROPOSED APRON ENDWALL
- - - -	SLOPE INTERCEPT
CRTA-8	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH, COLORING CONCRETE RED
CRTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH, COLORING CONCRETE RED
	COLORED AND STAMPED CONCRETE 5-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
CS-7	CONCRETE SIDEWALK 7-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
xxxx	SAWING ASPHALT
R-WAL	RETAINING WALL
XX	LAYOUT POINT NUMBER
	FLOW ARROW
XX.X	PROPOSED ELEVATION

CD-7	CONCRETE DRIVEWAY 7-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
GRVL-6	6-INCH BASE AGGREGATE DENSE 3/4-INCH
	ANTICIPATED CONCRETE JOINTING
	DRIVEWAY CURB
	REVERSE SLOPE GUTTER
N-1	CONCRETE MEDIAN SLOPED NOSE, TYPE 1
N-2	CONCRETE MEDIAN SLOPED NOSE, TYPE 2
CG-J	CONCRETE CURB TYPE J
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CG-36D6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D

2

2

N

TLE

R/W

TLE

R/W

MATCH LINE STA. 90+00LE

ASPH

CG-30D

CD-7

LE1275

ASPHALTIC FLUME (SEE ASPHALTIC FLUME DETAIL)

GRVL-6

LE1270

85+00LE

85+38LW

15'

5' BAD SHLD.

86+00LW

LE1271

15'

87+00LW

87+00LE

88+00LW

88+00LE

STH 136 (WB)

15'

89+00LW

89+00LE

STH 136 (EB)

90+

90+

CG-36D6

12'

12'

200' RT TURN LANE

LE1276

ASPHALTIC FLUME (SEE S.D.D.)

LE1272

150' RT TURN TAPER

LE1274

5' BAD SHLD.

3' BAD SHLD.

GRVL-6

LE1273

GRVL-6

SIGN

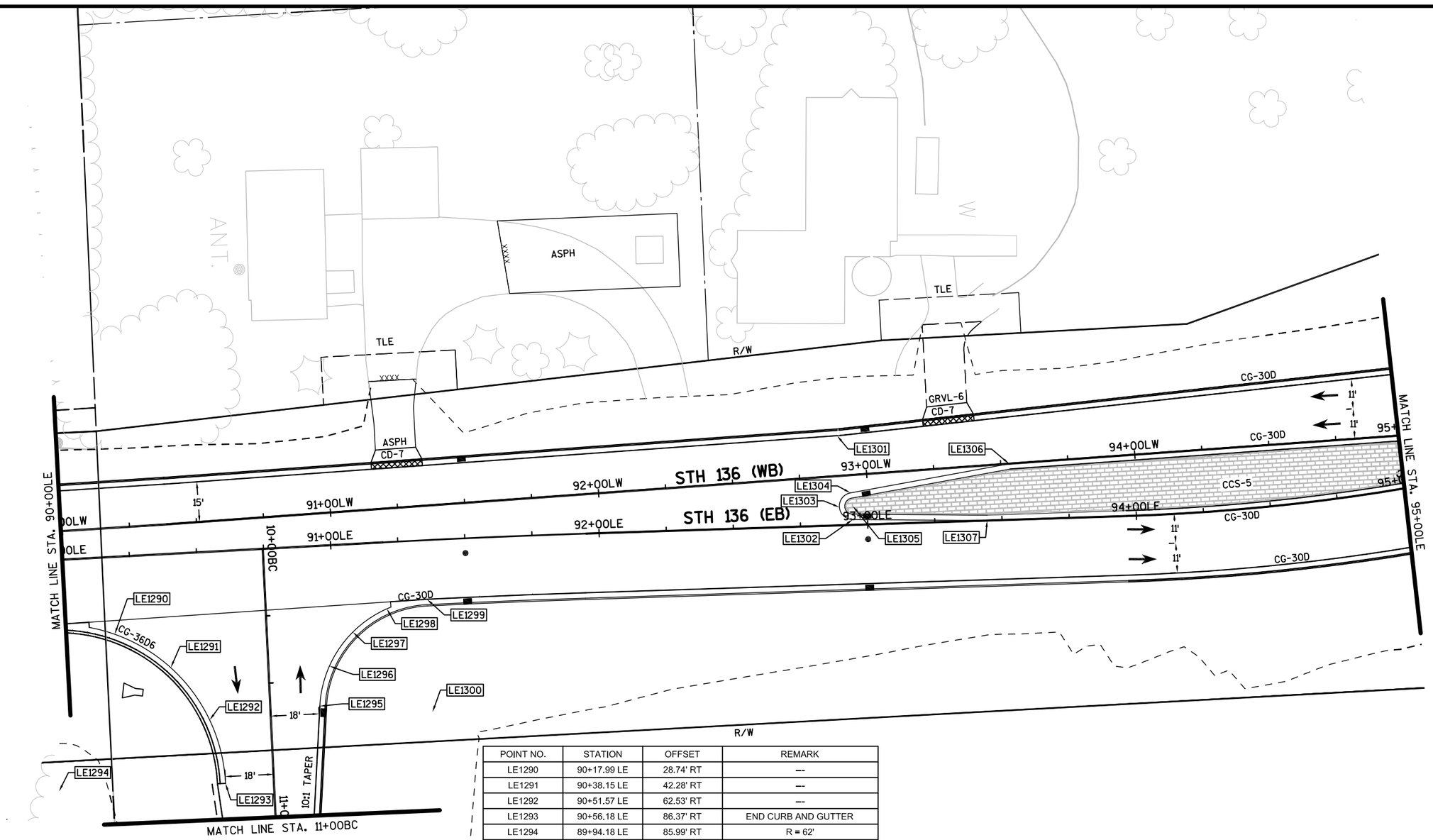
R/W

TLE

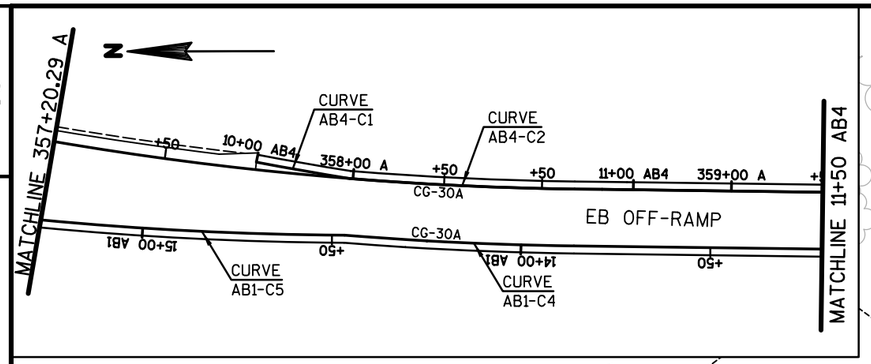
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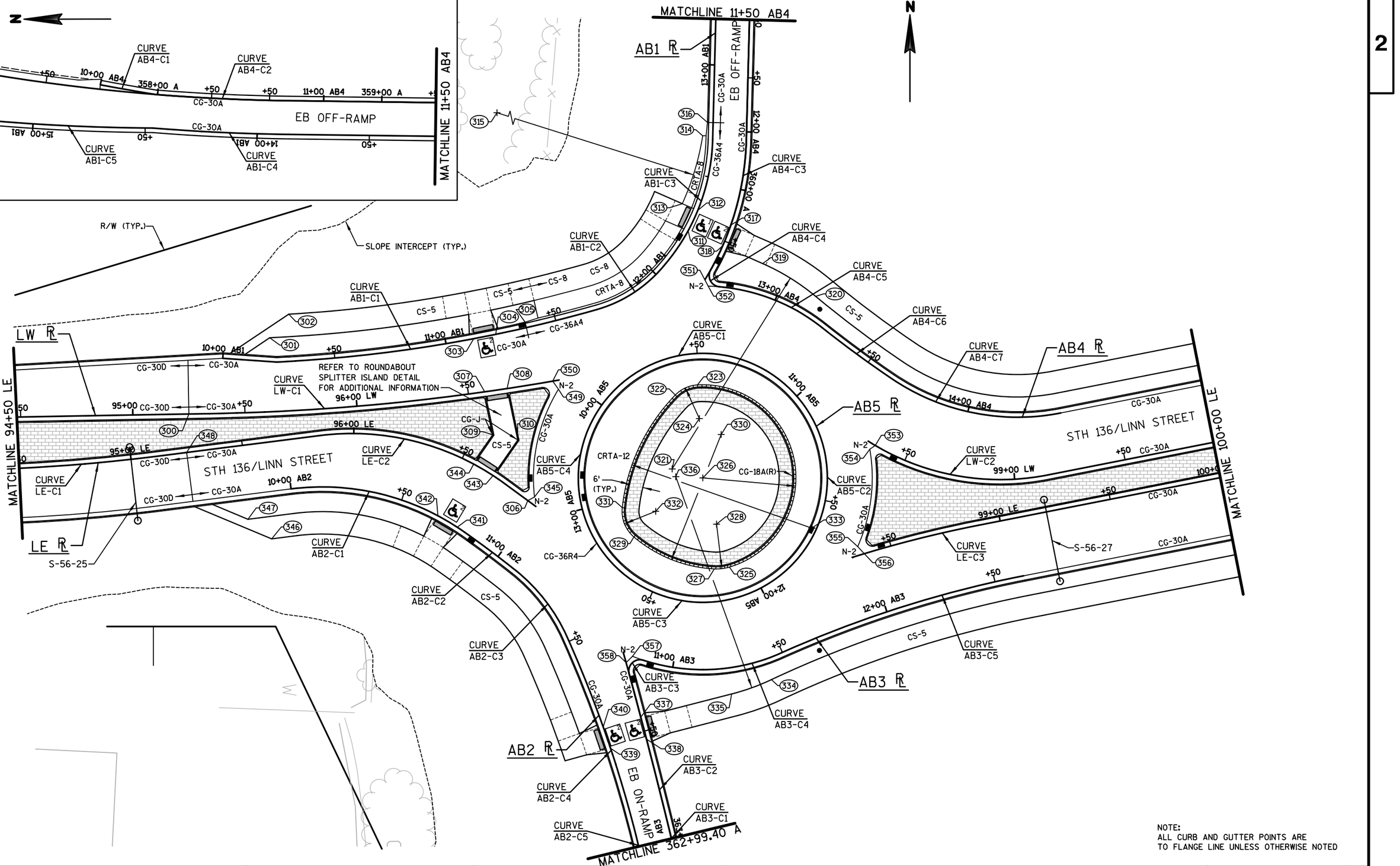
POINT NO.	STATION	OFFSET	REMARK
LE1270	85+50.00 LE	15.03' LT	—
LE1271	85+50.00 LE	14.99' RT	—
LE1272	86+81.40 LE	14.99' RT	—
LE1273	87+38.09 LE	19.65' RT	R = 750'
LE1274	87+94.49 LE	23.99' RT	—
LE1275	88+75.49 LE	24.40' LT	—
LE1276	89+94.18 LE	23.99' RT	—

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: STH 136	SHEET 51	E



POINT NO.	STATION	OFFSET	REMARK
LE1290	90+17.99 LE	28.74' RT	---
LE1291	90+38.15 LE	42.28' RT	---
LE1292	90+51.57 LE	62.53' RT	---
LE1293	90+56.18 LE	86.37' RT	END CURB AND GUTTER
LE1294	89+94.18 LE	85.99' RT	R = 62'
LE1295	90+92.76 LE	59.58' RT	---
LE1296	90+97.14 LE	44.87' RT	---
LE1297	91+06.51 LE	32.72' RT	---
LE1298	91+19.62 LE	24.75' RT	---
LE1299	91+34.82 LE	21.98' RT	---
LE1300	91+34.80 LE	63.98' RT	R = 42'
LE1301	92+89.68 LE	33.37' LT	---
LE1302	92+94.48 LE	2.00' LT	---
LE1303	92+89.69 LE	6.73' LT	---
LE1304	92+93.94 LE	11.95' LT	---
LE1305	92+94.68 LE	7.00' LT	R = 5'
LE1306	93+53.32 LE	20.86' LT	---
LE1307	93+44.44 LE	0.00' RT	---





NOTE:
ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL - STH 136	SHEET 53	E

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
300	95+25.00 LW	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
301	10+20.23 AB1	10.60 'LT	---	FRONT OF SIDEWALK
302	10+30.70 AB1	21.00 'LT	---	BACK OF SIDEWALK
303	11+12.58 AB1	0.00 'RT	---	CURB RAMP OPENING
304	11+22.58 AB1	0.00 'RT	---	CURB RAMP OPENING
305	11+36.54 AB1	2.50 'LT	---	CURB AND GUTTER TRANSITION
306	96+84.79 LE	0.00 'RT	---	---
307	96+57.34 LW	0.00 'RT	---	CURB RAMP OPENING
308	96+67.36 LW	0.00 'RT	---	CURB RAMP OPENING
309	96+58.59 LW	19.66 'RT	---	FACE OF CURB
310	96+68.61 LW	23.37 'RT	---	FACE OF CURB
311	12+24.23 AB1	0.00 'RT	---	CURB RAMP OPENING
312	12+34.24 AB1	0.00 'RT	---	CURB RAMP OPENING
313	12+34.46 AB1	7.49 'LT	---	BACK OF CRTA-8
314	12+68.29 AB1	4.47 'LT	933.10	BACK OF CRTA-8
315	11+19.78 AB1	109.74 'LT	---	R=118.2'; BACK OF CRTA-8
316	12+74.29 AB1	2.50 'LT	---	CURB AND GUTTER TRANSITION
317	12+42.30 AB4	0.00 'RT	---	CURB RAMP OPENING
318	12+52.31 AB4	0.00 'RT	---	CURB RAMP OPENING
319	12+90.19 AB4	13.68 'LT	933.35	FRONT OF SIDEWALK
320	13+14.50 AB4	9.75 'LT	933.35	FRONT OF SIDEWALK
321	12+73.54 AB4	83.79 'RT	---	R= 100'; FRONT OF SIDEWALK
322	10+34.76 AB5	16.59 'RT	---	---
323	10+49.36 AB5	14.00 'RT	---	---
324	10+49.36 AB5	29.00 'RT	---	R=15'
325	12+10.89 AB5	14.00 'RT	---	---
326	11+34.17 AB5	55.50 'RT	936.37	R=41.5'
327	12+19.98 AB5	14.60 'RT	---	---
328	12+10.89 AB5	34.00 'RT	---	R=20'
329	12+74.78 AB5	15.03 'RT	---	---
330	10+74.76 AB5	34.50 'RT	---	R=60'
331	12+94.41 AB5	17.19 'RT	---	---
332	12+79.83 AB5	29.74 'RT	---	R=15'
333	11+63.73 AB5	1.99 'RT	---	R=85'
334	11+41.42 AB3	9.50 'RT	933.01	FRONT OF SIDEWALK
335	11+24.77 AB3	11.69 'RT	933.99	FRONT OF SIDEWALK
336	10+85.88 AB3	83.04 'LT	---	R=100'; FRONT OF SIDEWALK
337	10+55.73 AB3	0.00 'RT	---	CURB RAMP OPENING
338	10+45.73 AB3	0.00 'RT	---	CURB RAMP OPENING
339	12+01.11 AB2	0.00 'RT	---	CURB RAMP OPENING
340	11+91.09 AB2	0.00 'RT	---	CURB RAMP OPENING
341	10+77.65 AB2	0.00 'RT	---	CURB RAMP OPENING
342	10+67.62 AB2	0.00 'RT	---	CURB RAMP OPENING
343	96+65.72 LE	0.00 'RT	---	CURB RAMP OPENING
344	96+55.70 LE	0.00 'RT	---	CURB RAMP OPENING
345	13+07.84 AB5	20.00 'LT	---	---
346	95+57.67 LE	43.00 'RT	---	BACK OF SIDEWALK
347	95+48.35 LE	33.00 'RT	---	FRONT OF SIDEWALK
348	95+25.00 LE	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
349	13+44.68 AB5	20.00 'LT	---	---
350	96+87.97 LW	0.00 'RT	---	---
351	12+68.24 AB4	2.17 'RT	---	---

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
352	10+54.11 AB5	30.00 'LT	---	---
353	98+35.23 LW	0.00 'RT	---	---
354	11+30.34 AB5	20.00 'LT	---	---
355	11+62.92 AB5	20.00 'LT	---	---
356	98+37.72 LE	0.00 'RT	---	---
357	12+47.74 AB5	30.00 'LT	---	---
358	10+79.84 AB3	2.25 'LT	---	---

2

2

AB1 CHAIN

P.I. = 10+00.00 AB1
Y = 238,938.61
X = 641,716.39

P.I. = 10+24.13 AB1
Y = 238,936.96
X = 641,740.46

CURVE = AB1-C1
P.I. = 10+99.19 AB1
Y = 238,941.16
X = 641,815.40
DELTA = 12° 38' 09.96" (LT)
D = 9° 01' 22.65"
T = 70.31
L = 140.04
R = 635.00
P.C. = 10+28.88 AB1
Y = 238,937.22
X = 641,745.20
P.T. = 11+68.92 AB1
Y = 238,960.35
X = 641,883.04

CURVE = AB1-C2
P.I. = 11+85.60 AB1
Y = 238,964.91
X = 641,899.08
DELTA = 31° 04' 00.18" (LT)
D = 95° 29' 34.68"
T = 16.68
L = 32.53
R = 60.00
P.C. = 11+68.92 AB1
Y = 238,960.35
X = 641,883.04
P.T. = 12+01.46 AB1
Y = 238,977.09
X = 641,910.47

CURVE = AB1-C3
P.I. = 12+35.63 AB1
Y = 239,002.05
X = 641,933.82
DELTA = 41° 35' 04.95" (LT)
D = 63° 39' 43.12"
T = 34.17
L = 65.32
R = 90.00
P.C. = 12+01.46 AB1
Y = 238,977.09
X = 641,910.47
P.T. = 12+66.78 AB1
Y = 239,036.21
X = 641,934.71

CURVE = AB1-C4
P.I. = 14+16.38 AB1
Y = 239,185.75
X = 641,938.64
DELTA = 3° 51' 43.92" (RT)
D = 6° 21' 58.31"
T = 30.35
L = 60.67
R = 900.00
P.C. = 13+86.03 AB1
Y = 239,155.42
X = 641,937.84
P.T. = 14+46.70 AB1
Y = 239,215.97
X = 641,941.48

CURVE = AB1-C5
P.I. = 14+86.97 AB1
Y = 239,256.23
X = 641,942.23
DELTA = 5° 07' 27.10" (RT)
D = 6° 21' 58.31"
T = 40.27
L = 80.49
R = 900.00
P.C. = 14+46.70 AB1
Y = 239,215.97
X = 641,941.48
P.T. = 15+27.19 AB1
Y = 239,296.27
X = 641,946.58

AB2 CHAIN

CURVE = AB2-C1
P.I. = 10+42.70 AB2
Y = 238,885.82
X = 641,789.14
DELTA = 42° 25' 44.54" (RT)
D = 52° 05' 13.46"
T = 42.70
L = 81.46
R = 110.00
P.C. = 10+00.00 AB2
Y = 238,880.42
X = 641,746.79
P.T. = 10+81.46 AB2
Y = 238,861.23
X = 641,824.05

CURVE = AB2-C2
P.I. = 10+95.47 AB2
Y = 238,853.16
X = 641,835.51
DELTA = 3° 12' 41.75" (RT)
D = 11° 27' 32.96"
T = 14.02
L = 28.03
R = 500.00
P.C. = 10+81.46 AB2
Y = 238,861.23
X = 641,824.05
P.T. = 11+09.48 AB2
Y = 238,844.46
X = 641,846.50

CURVE = AB2-C3
P.I. = 11+29.03 AB2
Y = 238,832.32
X = 641,861.82
DELTA = 27° 27' 53.38" (RT)
D = 71° 37' 11.01"
T = 19.55
L = 38.35
R = 80.00
P.C. = 11+09.48 AB2
Y = 238,844.46
X = 641,846.50
P.T. = 11+47.83 AB2
Y = 238,814.48
X = 641,869.82

CURVE = AB2-C4
P.I. = 11+97.14 AB2
Y = 238,769.49
X = 641,890.00
DELTA = 10° 31' 52.70" (RT)
D = 10° 42' 34.17"
T = 49.31
L = 98.34
R = 535.00
P.C. = 11+47.83 AB2
Y = 238,814.48
X = 641,869.82
P.T. = 12+46.17 AB2
Y = 238,721.58
X = 641,901.62

CURVE = AB2-C5
P.I. = 12+46.44 AB2
Y = 238,721.31
X = 641,901.69
DELTA = 0° 01' 51.50" (RT)
D = 5° 43' 05.29"
T = 0.27
L = 0.54
R = 1,002.00
P.C. = 12+46.17 AB2
Y = 238,721.58
X = 641,901.62
P.T. = 12+46.71 AB2
Y = 238,721.05
X = 641,901.75

LE CHAIN

CURVE = LE-C1
P.I. = 94+54.26 LE
Y = 238,887.70
X = 641,629.90
DELTA = 8° 30' 26.57" (LT)
D = 7° 21' 52.19"
T = 57.87
L = 115.52
R = 778.00
P.C. = 93+96.39 LE
Y = 238,888.96
X = 641,572.05
P.T. = 95+11.91 LE
Y = 238,895.02
X = 641,687.31

CURVE = LE-C2
P.I. = 96+30.40 LE
Y = 238,910.00
X = 641,804.84
DELTA = 43° 29' 08.75" (RT)
D = 49° 49' 20.70"
T = 45.86
L = 87.28
R = 115.00
P.C. = 95+84.53 LE
Y = 238,904.20
X = 641,759.34
P.T. = 96+71.81 LE
Y = 238,882.90
X = 641,841.84

P.I. = 96+89.27 LE
Y = 238,872.59
X = 641,855.92

CURVE = LE-C3
P.I. = 98+61.17 LE
Y = 238,858.63
X = 642,024.68
DELTA = 6° 18' 46.11" (RT)
D = 10° 53' 33.84"
T = 29.01
L = 57.95
R = 526.00
P.C. = 98+32.16 LE
Y = 238,849.93
X = 641,997.01
P.T. = 98+90.12 LE
Y = 238,864.23
X = 642,053.14

AB3 CHAIN

CURVE = AB3-C1
P.I. = 10+00.28 AB3
Y = 238,724.84
X = 641,916.26
DELTA = 0° 01' 52.07" (LT)
D = 5° 38' 01.69"
T = 0.28
L = 0.55
R = 1,017.00
P.C. = 10+00.00 AB3
Y = 238,724.58
X = 641,916.33
P.T. = 10+00.55 AB3
Y = 238,725.11
X = 641,916.20

CURVE = AB3-C2
P.I. = 10+38.17 AB3
Y = 238,761.67
X = 641,907.33
DELTA = 1° 30' 54.72" (LT)
D = 2° 00' 50.08"
T = 37.62
L = 75.24
R = 2,845.00
P.C. = 10+00.55 AB3
Y = 238,725.11
X = 641,916.20
P.T. = 10+75.79 AB3
Y = 238,797.99
X = 641,897.51

CURVE = AB3-C3
P.I. = 10+85.03 AB3
Y = 238,806.91
X = 641,895.09
DELTA = 123° 10' 00.32" (RT)
D = 1145° 54' 56.05"
T = 9.24
L = 10.75
R = 5.00
P.C. = 10+75.79 AB3
Y = 238,797.99
X = 641,897.51
P.T. = 10+86.54 AB3
Y = 238,804.05
X = 641,903.88

CURVE = AB3-C4
P.I. = 11+19.51 AB3
Y = 238,793.85
X = 641,935.24
DELTA = 42° 10' 55.32" (LT)
D = 67° 00' 45.39"
T = 32.98
L = 62.95
R = 85.50
P.C. = 10+86.54 AB3
Y = 238,804.05
X = 641,903.88
P.T. = 11+49.48 AB3
Y = 238,807.34
X = 641,965.33

CURVE = AB3-C5
P.I. = 12+06.54 AB3
Y = 238,830.69
X = 642,017.39
DELTA = 13° 01' 12.78" (RT)
D = 11° 27' 32.96"
T = 57.06
L = 113.62
R = 500.00
P.C. = 11+49.48 AB3
Y = 238,807.34
X = 641,965.33
P.T. = 12+63.11 AB3
Y = 238,841.72
X = 642,073.37

LW CHAIN

CURVE = LW-C1
P.I. = 96+14.25 LW
Y = 238,915.40
X = 641,790.51
DELTA = 9° 07' 20.81" (LT)
D = 5° 43' 46.48"
T = 79.78
L = 159.22
R = 1,000.00
P.C. = 95+34.48 LW
Y = 238,913.98
X = 641,710.75
P.T. = 96+93.69 LW
Y = 238,929.44
X = 641,869.04

CURVE = LW-C2
P.I. = 98+75.43 LW
Y = 238,878.17
X = 642,041.13
DELTA = 43° 31' 53.59" (LT)
D = 52° 05' 13.46"
T = 43.92
L = 83.57
R = 110.00
P.C. = 98+31.51 LW
Y = 238,901.70
X = 642,004.04
P.T. = 99+15.09 LW
Y = 238,886.66
X = 642,084.22

AB4 CHAIN

CURVE = AB4-C1
P.I. = 10+12.53 AB4
Y = 239,226.69
X = 641,958.55
DELTA = 1° 37' 18.74" (LT)
D = 6° 28' 26.76"
T = 12.53
L = 25.05
R = 885.00
P.C. = 10+00.00 AB4
Y = 239,238.97
X = 641,961.06
P.T. = 10+25.05 AB4
Y = 239,214.35
X = 641,956.39

CURVE = AB4-C2
P.I. = 10+54.79 AB4
Y = 239,184.75
X = 641,953.62
DELTA = 3° 50' 54.86" (LT)
D = 6° 28' 26.76"
T = 29.73
L = 59.45
R = 885.00
P.C. = 10+25.05 AB4
Y = 239,214.35
X = 641,956.39
P.T. = 10+84.50 AB4
Y = 239,155.03
X = 641,952.84

CURVE = AB4-C3
P.I. = 12+34.66 AB4
Y = 239,004.92
X = 641,948.90
DELTA = 27° 46' 31.25" (RT)
D = 45° 50' 11.84"
T = 30.91
L = 60.60
R = 125.00
P.C. = 12+03.75 AB4
Y = 239,035.81
X = 641,949.71
P.T. = 12+64.35 AB4
Y = 238,977.96
X = 641,933.78

CURVE = AB4-C4
P.I. = 12+72.09 AB4
Y = 238,971.20
X = 641,929.99
DELTA = 114° 19' 38.22" (LT)
D = 1145° 54' 56.13"
T = 7.75
L = 9.98
R = 5.00
P.C. = 12+64.35 AB4
Y = 238,977.96
X = 641,933.78
P.T. = 12+74.32 AB4
Y = 238,970.53
X = 641,937.71

CURVE = AB4-C5
P.I. = 13+00.07 AB4
Y = 238,968.31
X = 641,963.37
DELTA = 33° 31' 18.65" (RT)
D = 67° 00' 45.39"
T = 25.75
L = 50.02
R = 85.50
P.C. = 12+74.32 AB4
Y = 238,970.53
X = 641,937.71
P.T. = 13+24.35 AB4
Y = 238,952.29
X = 641,983.53

CURVE = AB4-C6
P.I. = 13+43.59 AB4
Y = 238,940.32
X = 641,998.59
DELTA = 4° 24' 25.51" (LT)
D = 11° 27' 32.96"
T = 19.24
L = 38.46
R = 500.00
P.C. = 13+24.35 AB4
Y = 238,952.29
X = 641,983.53
P.T. = 13+62.81 AB4
Y = 238,929.55
X = 642,014.53

CURVE = AB4-C7
P.I. = 14+04.44 AB4
Y = 238,906.23
X = 642,049.01
DELTA = 45° 12' 15.95" (LT)
D = 57° 17' 44.81"
T = 41.63
L = 78.90
R = 100.00
P.C. = 13+62.81 AB4
Y = 238,929.55
X = 642,014.53
P.T. = 14+41.70 AB4
Y = 238,914.27
X = 642,089.86

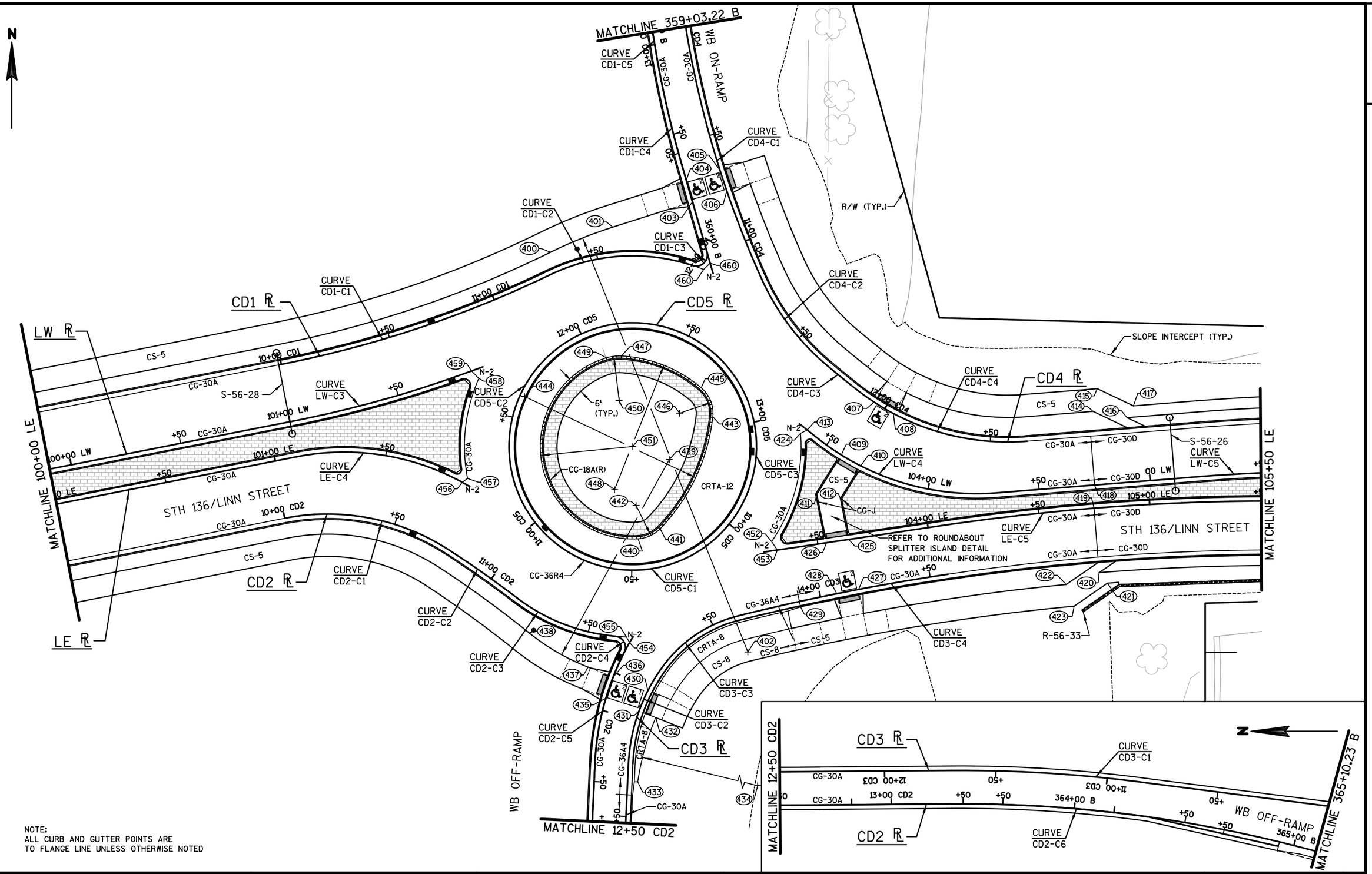
AB5 CHAIN

CURVE = AB5-C1
P.I. = 10+76.70 AB5
Y = 238,980.03
X = 641,930.07
DELTA = 108° 13' 20.03" (RT)
D = 103° 14' 08.30"
T = 76.70
L = 104.83
R = 55.50
P.C. = 10+00.00 AB5
Y = 238,917.76
X = 641,885.28
P.T. = 11+04.83 AB5
Y = 238,918.01
X = 641,975.21

CURVE = AB5-C2
P.I. = 11+45.57 AB5
Y = 238,885.08
X = 641,999.18
DELTA = 72° 33' 35.54" (RT)
D = 103° 14' 08.30"
T = 40.74
L = 70.29
R = 55.50
P.C. = 11+04.83 AB5
Y = 238,918.01
X = 641,975.21
P.T. = 11+75.12 AB5
Y = 238,852.33
X = 641,974.94

CURVE = AB5-C3
P.I. = 12+50.58 AB5
Y = 238,791.68
X = 641,930.04
DELTA = 107° 20' 12.01" (RT)
D = 103° 14' 08.30"
T = 75.47
L = 103.97
R = 55.50
P.C. = 11+75.12 AB5
Y = 238,852.33
X = 641,974.94
P.T. = 12+79.09 AB5
Y = 238,852.61
X = 641,885.52

CURVE = AB5-C4
P.I. = 13+19.32 AB5
Y = 238,885.10
X = 641,861.78
DELTA = 71° 52' 52.42" (RT)
D = 103° 14' 08.30"
T = 40.24
L = 69.63
R = 55.50
P.C. = 12+79.09 AB5
Y = 238,852.61
X = 641,885.52
P.T. = 13+48.72 AB5
Y = 238,917.76
X = 641,885.28



NOTE:
ALL CURB AND GUTTER POINTS ARE
TO FLANGE LINE UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL - STH 136	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\021204b_pd.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
400	11+31.60 CD1	9.13 'LT	929.53	FRONT OF SIDEWALK
401	11+58.11 CD1	13.32 'LT	929.30	FRONT OF SIDEWALK
402	11+95.45 CD1	174.60 'RT	---	R=200'; FRONT OF SIDEWALK
403	12+27.45 CD1	0.00 'RT	---	CURB RAMP OPENING
404	12+37.45 CD1	0.00 'RT	---	CURB RAMP OPENING
405	10+66.03 CD4	0.00 'RT	---	CURB RAMP OPENING
406	10+76.03 CD4	0.00 'RT	---	CURB RAMP OPENING
407	11+94.40 CD4	0.00 'RT	---	CURB RAMP OPENING
408	12+04.41 CD4	0.00 'RT	---	CURB RAMP OPENING
409	103+57.96 LW	0.00 'RT	---	CURB RAMP OPENING
410	103+67.97 LW	0.00 'RT	---	CURB RAMP OPENING
411	103+57.96 LW	20.80 'RT	---	FACE OF CURB
412	103+66.66 LW	17.21 'RT	---	FACE OF CURB
413	103+39.02 LW	0.00 'RT	---	---
414	104+76.96 LW	33.00 'LT	---	FRONT OF SIDEWALK
415	104+79.64 LW	43.00 'LT	---	BACK OF SIDEWALK
416	104+91.89 LW	29.00 'LT	---	FRONT OF SIDEWALK
417	104+95.23 LW	34.00 'LT	---	BACK OF SIDEWALK
418	104+75.00 LW	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
419	104+75.00 LE	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
420	104+74.99 LE	29.00 'RT	---	FRONT OF SIDEWALK
421	104+78.44 LE	34.00 'RT	---	BACK OF SIDEWALK
422	104+59.34 LE	33.00 'RT	---	FRONT OF SIDEWALK
423	104+62.04 LE	43.00 'RT	---	BACK OF SIDEWALK
424	13+06.76 CD5	20.00 'LT	---	---
425	103+63.97 LE	0.00 'RT	---	CURB RAMP OPENING
426	103+53.96 LE	0.00 'RT	---	CURB RAMP OPENING
427	14+17.48 CD3	0.00 'RT	---	CURB RAMP OPENING
428	14+07.48 CD3	0.00 'RT	---	CURB RAMP OPENING
429	13+90.37 CD3	2.50 'RT	---	CURB AND GUTTER TRANSITION
430	13+07.86 CD3	0.00 'RT	---	CURB RAMP OPENING
431	12+97.84 CD3	0.00 'RT	---	CURB RAMP OPENING
432	12+97.62 CD3	8.07 'RT	---	BACK OF CRTA-8
433	12+65.69 CD3	4.50 'RT	929.32	BACK OF CRTA-8
434	14+13.29 CD3	104.22 'RT	---	R=116.2'; BACK OF CRTA-8
435	11+94.16 CD2	0.00 'RT	---	CURB RAMP OPENING
436	11+84.15 CD2	0.00 'LT	---	CURB RAMP OPENING
437	11+84.15 CD2	12.08 'RT	---	FRONT OF SIDEWALK
438	11+26.78 CD2	10.19 'RT	930.05	FRONT OF SIDEWALK
439	11+63.27 CD2	82.78 'LT	---	R=100'; FRONT OF SIDEWALK
440	10+46.33 CD5	14.00 'RT	---	---
441	10+31.73 CD5	16.59 'RT	---	---
442	10+46.33 CD5	29.00 'RT	---	R=15'
443	12+91.38 CD5	17.19 'RT	---	---
444	11+60.70 CD5	1.99 'RT	---	R=85'
445	12+71.75 CD5	15.03 'RT	---	---
446	12+76.80 CD5	29.74 'RT	---	R=15'
447	12+16.96 CD5	14.60 'RT	---	---
448	10+71.74 CD5	34.50 'RT	---	R=60'
449	12+07.86 CD5	14.00 'RT	---	---
450	12+07.86 CD5	34.00 'RT	---	R=20'

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
451	11+41.86 CD5	55.50 'RT	931.63	R=41.5'
452	13+44.40 CD5	20.00 'LT	---	---
453	103+31.66 LE	0.00 'RT	---	---
454	11+68.19 CD2	2.14 'LT	---	---
455	10+51.39 CD5	30.00 'LT	---	---
456	101+86.49 LE	0.00 'RT	---	---
457	11+26.10 CD5	20.00 'LT	---	---
458	11+59.83 CD5	20.00 'LT	---	---
459	101+84.67 LW	0.00 'RT	---	---
460	12+45.03 CD5	30.00 'LT	---	---
461	12+00.00 CD1	2.27 'RT	---	---

2

2

CD1 CHAIN

CURVE = CD1-C1
P.I. = 10+64.07 CD1
Y = 238,960.49
X = 642,324.62
DELTA = 14° 36' 11.07" (LT)
D = 11° 27' 32.96"
T = 64.07
L = 127.44
R = 500.00
P.C. = 10+00.00 CD1
Y = 238,948.11
X = 642,261.76
P.T. = 11+27.44 CD1
Y = 238,988.32
X = 642,382.33

CURVE = CD1-C2
P.I. = 11+62.04 CD1
Y = 239,003.35
X = 642,413.50
DELTA = 44° 04' 16.27" (RT)
D = 67° 00' 45.39"
T = 34.61
L = 65.77
R = 85.50
P.C. = 11+27.44 CD1
Y = 238,988.32
X = 642,382.33
P.T. = 11+93.20 CD1
Y = 238,992.46
X = 642,446.35

CURVE = CD1-C3
P.I. = 12+02.69 CD1
Y = 238,989.48
X = 642,455.36
DELTA = 124° 24' 39.18" (LT)
D = 1145° 54' 56.13"
T = 9.49
L = 10.86
R = 5.00
P.C. = 11+93.20 CD1
Y = 238,992.46
X = 642,446.35
P.T. = 12+04.06 CD1
Y = 238,998.59
X = 642,452.73

CURVE = CD1-C4
P.I. = 12+69.53 CD1
Y = 239,061.50
X = 642,434.59
DELTA = 6° 03' 01.94" (RT)
D = 12° 19' 18.02"
T = 24.58
L = 49.10
R = 465.00
P.C. = 12+44.95 CD1
Y = 239,037.89
X = 642,441.40
P.T. = 12+94.06 CD1
Y = 239,085.70
X = 642,430.31

CURVE = CD1-C5
P.I. = 12+99.90 CD1
Y = 239,091.45
X = 642,429.31
DELTA = 0° 39' 29.25" (RT)
D = 5° 38' 01.69"
T = 5.84
L = 11.68
R = 1,017.00
P.C. = 12+94.06 CD1
Y = 239,085.70
X = 642,430.31
P.T. = 13+05.74 CD1
Y = 239,097.22
X = 642,428.37

CD2 CHAIN

CURVE = CD2-C1
P.I. = 10+40.61 CD2
Y = 238,886.95
X = 642,303.13
DELTA = 44° 12' 20.57" (RT)
D = 57° 17' 44.81"
T = 40.61
L = 77.15
R = 100.00
P.C. = 10+00.00 CD2
Y = 238,879.11
X = 642,263.29
P.T. = 10+77.15 CD2
Y = 238,864.80
X = 642,337.17

CURVE = CD2-C2
P.I. = 10+95.79 CD2
Y = 238,854.63
X = 642,352.79
DELTA = 4° 16' 11.65" (RT)
D = 11° 27' 32.96"
T = 18.64
L = 37.26
R = 500.00
P.C. = 10+77.15 CD2
Y = 238,864.80
X = 642,337.17
P.T. = 11+14.42 CD2
Y = 238,843.32
X = 642,367.61

CURVE = CD2-C3
P.I. = 11+39.01 CD2
Y = 238,828.41
X = 642,387.16
DELTA = 32° 05' 25.16" (LT)
D = 67° 00' 45.39"
T = 24.59
L = 47.89
R = 85.50
P.C. = 11+14.42 CD2
Y = 238,843.32
X = 642,367.61
P.T. = 11+62.30 CD2
Y = 238,826.16
X = 642,411.64

CURVE = CD2-C4
P.I. = 11+69.70 CD2
Y = 238,825.48
X = 642,419.01
DELTA = 111° 53' 02.33" (RT)
D = 1145° 54' 56.12"
T = 7.40
L = 9.76
R = 5.00
P.C. = 11+62.30 CD2
Y = 238,826.16
X = 642,411.64
P.T. = 11+72.07 CD2
Y = 238,818.90
X = 642,415.64

CURVE = CD2-C5
P.I. = 11+98.10 CD2
Y = 238,795.73
X = 642,403.77
DELTA = 24° 28' 54.67" (LT)
D = 47° 44' 47.34"
T = 26.03
L = 51.27
R = 120.00
P.C. = 11+72.07 CD2
Y = 238,818.90
X = 642,415.64
P.T. = 12+23.34 CD2
Y = 238,769.72
X = 642,402.56

CURVE = CD2-C6
P.I. = 13+71.29 CD2
Y = 238,621.93
X = 642,395.72
DELTA = 8° 23' 22.14" (RT)
D = 9° 31' 03.26"
T = 44.15
L = 88.15
R = 602.00
P.C. = 13+27.14 CD2
Y = 238,666.04
X = 642,397.76
P.T. = 14+15.28 CD2
Y = 238,578.60
X = 642,387.27

CD3 CHAIN

CURVE = CD3-C1
P.I. = 11+24.84 CD3
Y = 238,620.18
X = 642,410.66
DELTA = 8° 22' 57.35" (LT)
D = 9° 17' 10.28"
T = 45.22
L = 90.27
R = 617.00
P.C. = 10+79.62 CD3
Y = 238,575.80
X = 642,402.01
P.T. = 11+69.89 CD3
Y = 238,665.34
X = 642,412.75

CURVE = CD3-C2
P.I. = 12+97.70 CD3
Y = 238,793.01
X = 642,418.66
DELTA = 33° 24' 48.27" (RT)
D = 71° 37' 11.01"
T = 24.01
L = 46.65
R = 80.00
P.C. = 12+73.69 CD3
Y = 238,769.03
X = 642,417.55
P.T. = 13+20.34 CD3
Y = 238,812.43
X = 642,432.79

CURVE = CD3-C3
P.I. = 13+42.17 CD3
Y = 238,830.07
X = 642,445.64
DELTA = 39° 58' 32.00" (RT)
D = 95° 29' 34.68"
T = 21.82
L = 41.86
R = 60.00
P.C. = 13+20.34 CD3
Y = 238,812.43
X = 642,432.79
P.T. = 13+62.21 CD3
Y = 238,835.33
X = 642,466.82

CURVE = CD3-C4
P.I. = 14+10.26 CD3
Y = 238,846.93
X = 642,513.45
DELTA = 5° 30' 07.85" (RT)
D = 5° 43' 46.48"
T = 48.05
L = 96.03
R = 1,000.00
P.C. = 13+62.21 CD3
Y = 238,835.33
X = 642,466.82
P.T. = 14+58.24 CD3
Y = 238,854.00
X = 642,560.98

LE CHAIN

CURVE = LE-C4
P.I. = 101+51.91 LE
Y = 238,914.81
X = 642,310.00
DELTA = 41° 45' 01.62" (RT)
D = 52° 05' 13.46"
T = 41.95
L = 80.16
R = 110.00
P.C. = 101+09.96 LE
Y = 238,906.70
X = 642,268.84
P.T. = 101+90.11 LE
Y = 238,893.44
X = 642,346.11

P.I. = 103+25.52 LE
Y = 238,863.93
X = 642,478.26

CURVE = LE-C5
P.I. = 104+82.24 LE
Y = 238,886.99
X = 642,633.27
DELTA = 8° 32' 45.04" (RT)
D = 5° 36' 22.47"
T = 76.36
L = 152.43
R = 1,022.00
P.C. = 104+05.88 LE
Y = 238,875.76
X = 642,557.74
P.T. = 105+58.31 LE
Y = 238,886.88
X = 642,709.63

CD4 CHAIN

CURVE = CD4-C1
P.I. = 10+59.67 CD4
Y = 239,040.72
X = 642,452.74
DELTA = 15° 06' 25.55" (LT)
D = 12° 43' 56.62"
T = 59.67
L = 118.65
R = 450.00
P.C. = 10+00.00 CD4
Y = 239,099.62
X = 642,443.18
P.T. = 11+18.65 CD4
Y = 238,986.35
X = 642,477.33

CURVE = CD4-C2
P.I. = 11+43.64 CD4
Y = 238,963.58
X = 642,487.62
DELTA = 25° 36' 02.59" (LT)
D = 52° 05' 13.46"
T = 24.99
L = 49.15
R = 110.00
P.C. = 11+18.65 CD4
Y = 238,986.35
X = 642,477.33
P.T. = 11+67.80 CD4
Y = 238,947.49
X = 642,506.75

CURVE = CD4-C3
P.I. = 11+76.29 CD4
Y = 238,942.03
X = 642,513.24
DELTA = 1° 56' 42.18" (LT)
D = 11° 27' 32.96"
T = 8.49
L = 16.97
R = 500.00
P.C. = 11+67.80 CD4
Y = 238,947.49
X = 642,506.75
P.T. = 11+84.77 CD4
Y = 238,936.79
X = 642,519.92

CURVE = CD4-C4
P.I. = 12+27.77 CD4
Y = 238,910.24
X = 642,553.74
DELTA = 42° 41' 47.48" (LT)
D = 52° 05' 13.46"
T = 42.99
L = 81.97
R = 110.00
P.C. = 11+84.77 CD4
Y = 238,936.79
X = 642,519.92
P.T. = 12+66.75 CD4
Y = 238,913.67
X = 642,596.60

LW CHAIN

CURVE = LW-C3
P.I. = 101+41.63 LW
Y = 238,930.42
X = 642,306.50
DELTA = 8° 48' 01.81" (LT)
D = 10° 53' 33.84"
T = 40.48
L = 80.79
R = 526.00
P.C. = 101+01.16 LW
Y = 238,922.60
X = 642,266.79
P.T. = 101+81.95 LW
Y = 238,944.23
X = 642,344.55

P.I. = 101+91.06 LW
Y = 238,947.34
X = 642,353.12

P.I. = 103+34.57 LW
Y = 238,921.46
X = 642,494.28

CURVE = LW-C4
P.I. = 103+89.90 LW
Y = 238,886.87
X = 642,537.45
DELTA = 43° 16' 03.84" (LT)
D = 49° 49' 20.70"
T = 45.61
L = 86.84
R = 115.00
P.C. = 103+44.28 LW
Y = 238,915.39
X = 642,501.86
P.T. = 104+31.13 LW
Y = 238,890.51
X = 642,582.92

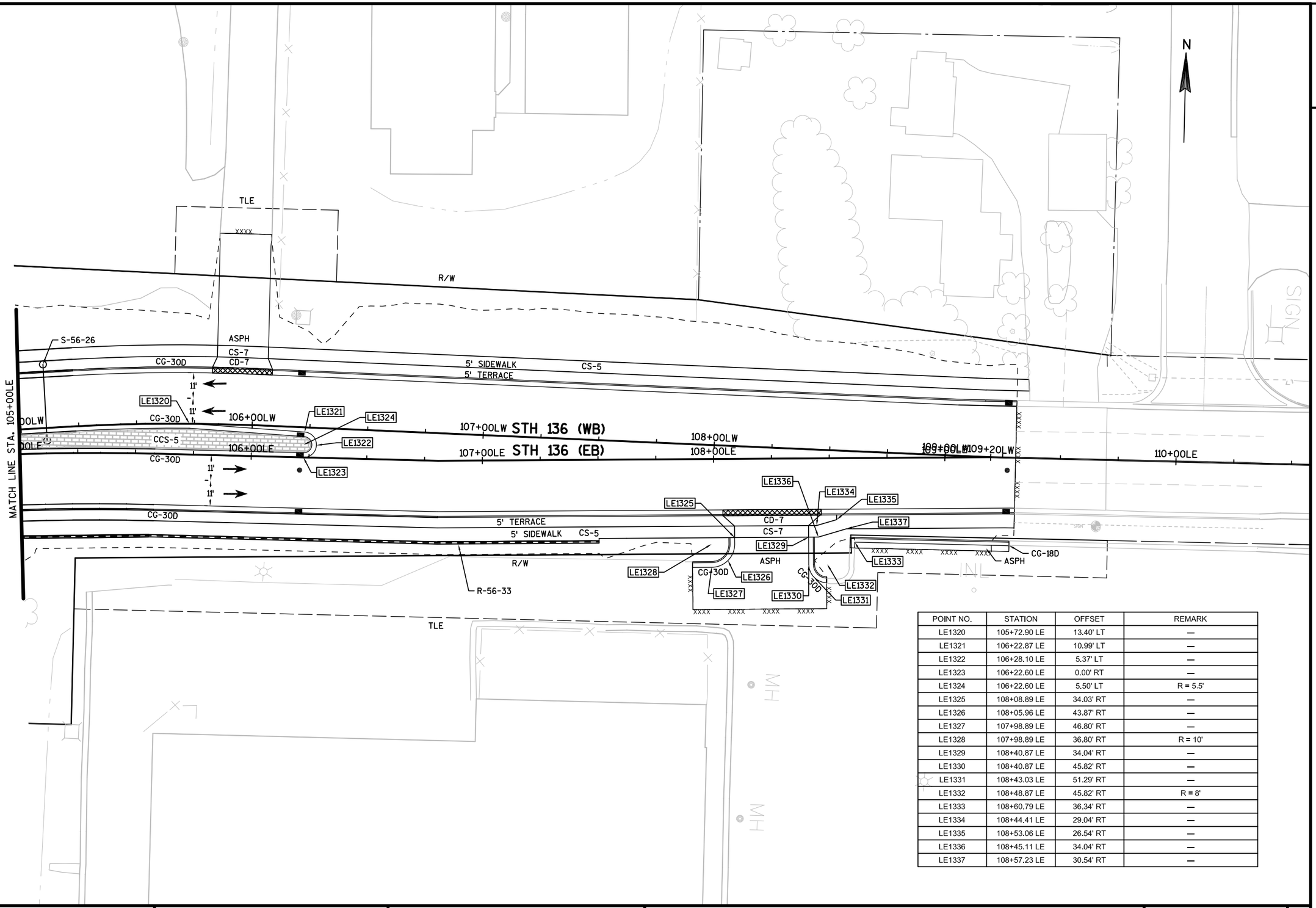
CURVE = LW-C5
P.I. = 105+53.74 LW
Y = 238,900.28
X = 642,705.14
DELTA = 4° 39' 53.21" (RT)
D = 7° 21' 52.19"
T = 31.69
L = 63.34
R = 778.00
P.C. = 105+22.05 LW
Y = 238,897.76
X = 642,673.55
P.T. = 105+85.39 LW
Y = 238,900.23
X = 642,736.83

CD5 CHAIN

CURVE = CD5-C1
P.I. = 10+97.48 CD5
Y = 238,800.57
X = 642,401.53
DELTA = 120° 41' 31.69" (RT)
D = 103° 14' 08.30"
T = 97.48
L = 116.91
R = 55.50
P.C. = 10+00.00 CD5
Y = 238,876.48
X = 642,462.68
P.T. = 11+16.91 CD5
Y = 238,891.91
X = 642,367.46

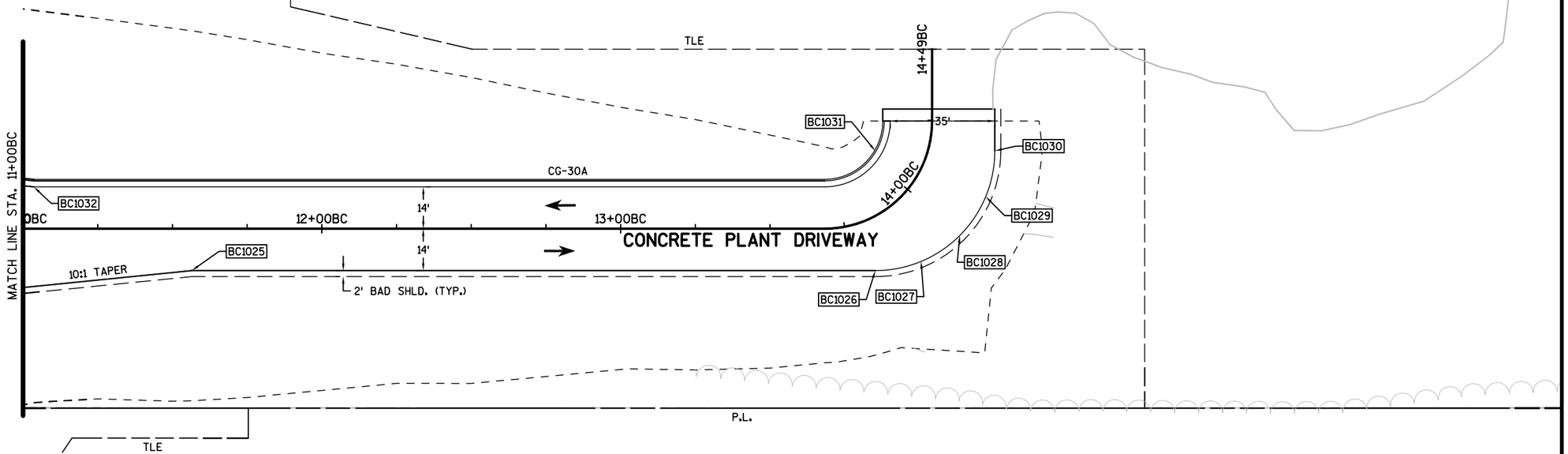
CURVE = CD5-C2
P.I. = 11+91.11 CD5
Y = 238,961.43
X = 642,341.53
DELTA = 106° 24' 40.03" (RT)
D = 103° 14' 08.30"
T = 74.20
L = 103.08
R = 55.50
P.C. = 11+16.91 CD5
Y = 238,891.91
X = 642,367.46
P.T. = 12+19.99 CD5
Y = 238,966.66
X = 642,415.55

CURVE = CD5-C3
P.I. = 13+47.31 CD5
Y = 238,975.64
X = 642,542.56
DELTA = 132° 53' 48.28" (RT)
D = 103° 14' 08.30"
T = 127.33
L = 128.73
R = 55.50
P.C. = 12+19.99 CD5
Y = 238,966.66
X = 642,415.55
P.T. = 13+48.72 CD5
Y = 238,876.48
X = 642,462.68

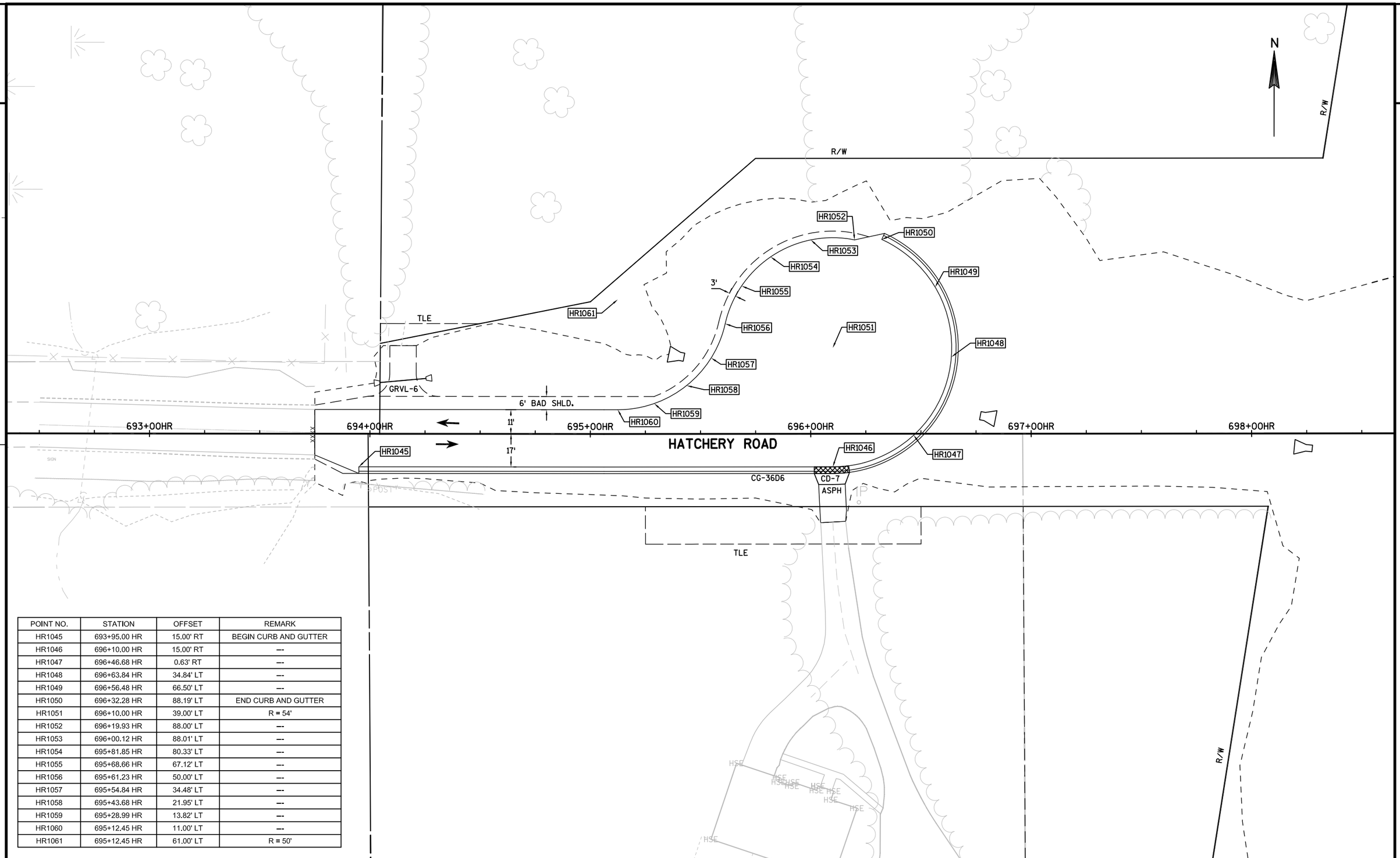


POINT NO.	STATION	OFFSET	REMARK
LE1320	105+72.90 LE	13.40' LT	—
LE1321	106+22.87 LE	10.99' LT	—
LE1322	106+28.10 LE	5.37' LT	—
LE1323	106+22.60 LE	0.00' RT	—
LE1324	106+22.60 LE	5.50' LT	R = 5.5'
LE1325	108+08.89 LE	34.03' RT	—
LE1326	108+05.96 LE	43.87' RT	—
LE1327	107+98.89 LE	46.80' RT	—
LE1328	107+98.89 LE	36.80' RT	R = 10'
LE1329	108+40.87 LE	34.04' RT	—
LE1330	108+40.87 LE	45.82' RT	—
LE1331	108+43.03 LE	51.29' RT	—
LE1332	108+48.87 LE	45.82' RT	R = 8'
LE1333	108+60.79 LE	36.34' RT	—
LE1334	108+44.41 LE	29.04' RT	—
LE1335	108+53.06 LE	26.54' RT	—
LE1336	108+45.11 LE	34.04' RT	—
LE1337	108+57.23 LE	30.54' RT	—

POINT NO.	STATION	OFFSET	REMARK
BC1025	11+56.50 BC	14.00' RT	END TAPER
BC1026	13+80.02 BC	16.81' RT	---
BC1027	13+89.91 BC	21.00' RT	---
BC1028	13+99.50 BC	23.30' RT	---
BC1029	14+08.98 BC	23.60' RT	---
BC1030	14+18.51 BC	21.87' RT	---
BC1031	14+05.62 BC	16.28' LT	R = 40'
BC1032	11+03.62 BC	14.00' LT	END TAPER



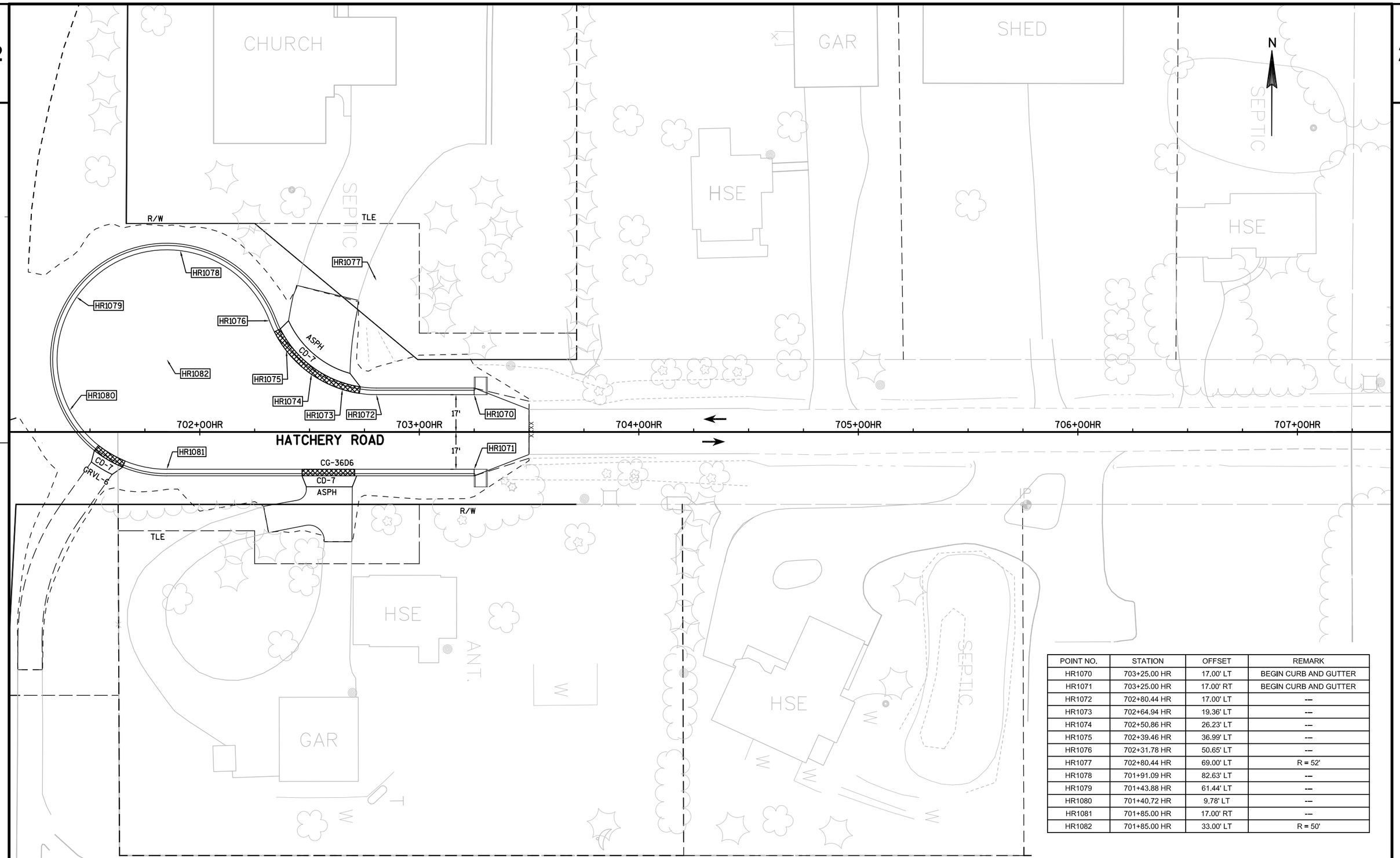
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: CONCRETE PLANT DRIVEWAY	SHEET 60	E



POINT NO.	STATION	OFFSET	REMARK
HR1045	693+95.00 HR	15.00' RT	BEGIN CURB AND GUTTER
HR1046	696+10.00 HR	15.00' RT	---
HR1047	696+46.68 HR	0.63' RT	---
HR1048	696+63.84 HR	34.84' LT	---
HR1049	696+56.48 HR	66.50' LT	---
HR1050	696+32.28 HR	88.19' LT	END CURB AND GUTTER
HR1051	696+10.00 HR	39.00' LT	R = 54'
HR1052	696+19.93 HR	88.00' LT	---
HR1053	696+00.12 HR	88.01' LT	---
HR1054	695+81.85 HR	80.33' LT	---
HR1055	695+68.66 HR	67.12' LT	---
HR1056	695+61.23 HR	50.00' LT	---
HR1057	695+54.84 HR	34.48' LT	---
HR1058	695+43.68 HR	21.95' LT	---
HR1059	695+28.99 HR	13.82' LT	---
HR1060	695+12.45 HR	11.00' LT	---
HR1061	695+12.45 HR	61.00' LT	R = 50'

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: HATCHERY ROAD	SHEET 61	E

2

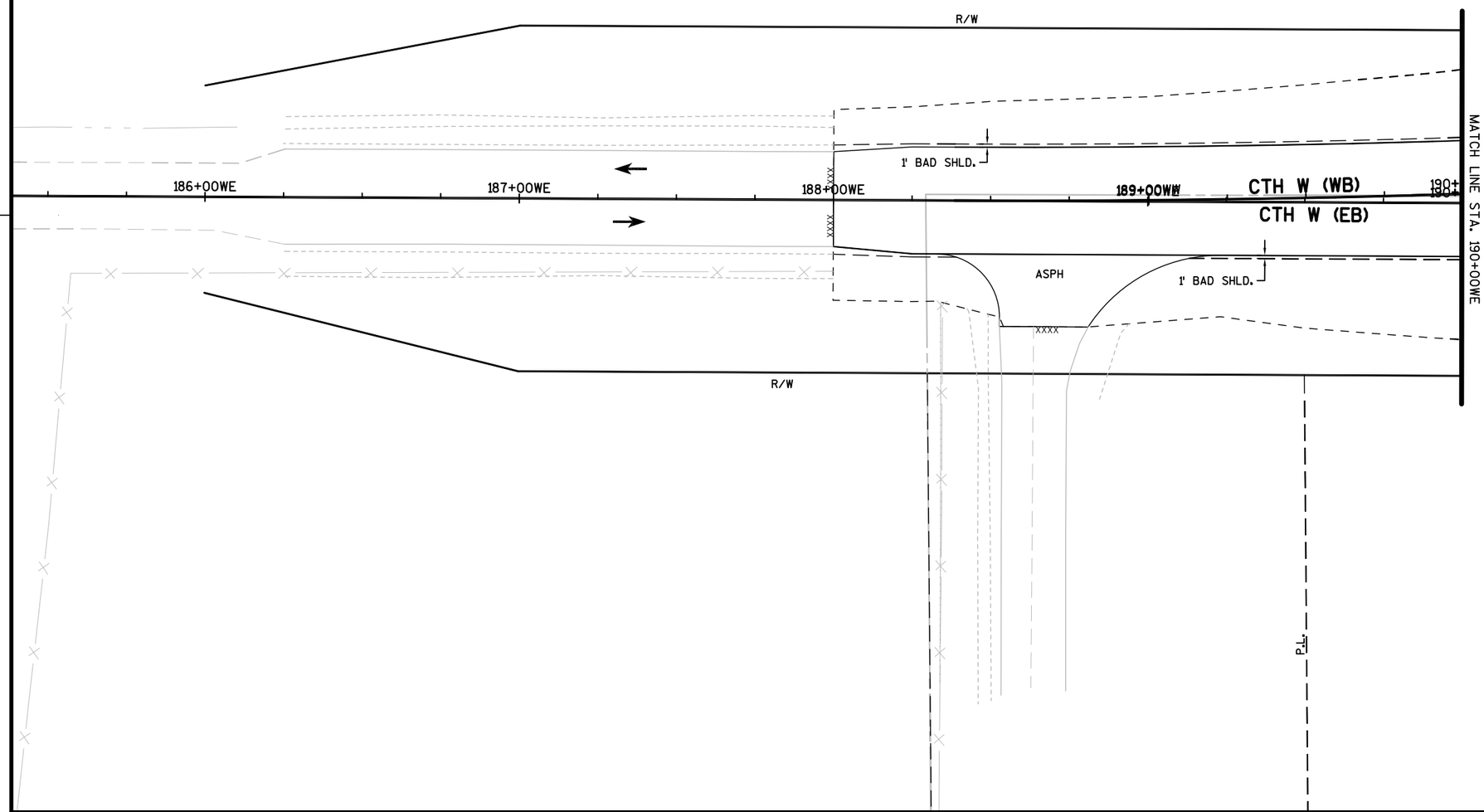


POINT NO.	STATION	OFFSET	REMARK
HR1070	703+25.00 HR	17.00' LT	BEGIN CURB AND GUTTER
HR1071	703+25.00 HR	17.00' RT	BEGIN CURB AND GUTTER
HR1072	702+80.44 HR	17.00' LT	---
HR1073	702+64.94 HR	19.36' LT	---
HR1074	702+50.86 HR	26.23' LT	---
HR1075	702+39.46 HR	36.99' LT	---
HR1076	702+31.78 HR	50.65' LT	---
HR1077	702+80.44 HR	69.00' LT	R = 52'
HR1078	701+91.09 HR	82.63' LT	---
HR1079	701+43.88 HR	61.44' LT	---
HR1080	701+40.72 HR	9.78' LT	---
HR1081	701+85.00 HR	17.00' RT	---
HR1082	701+85.00 HR	33.00' LT	R = 50'

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: HATCHERY ROAD	SHEET 62	E

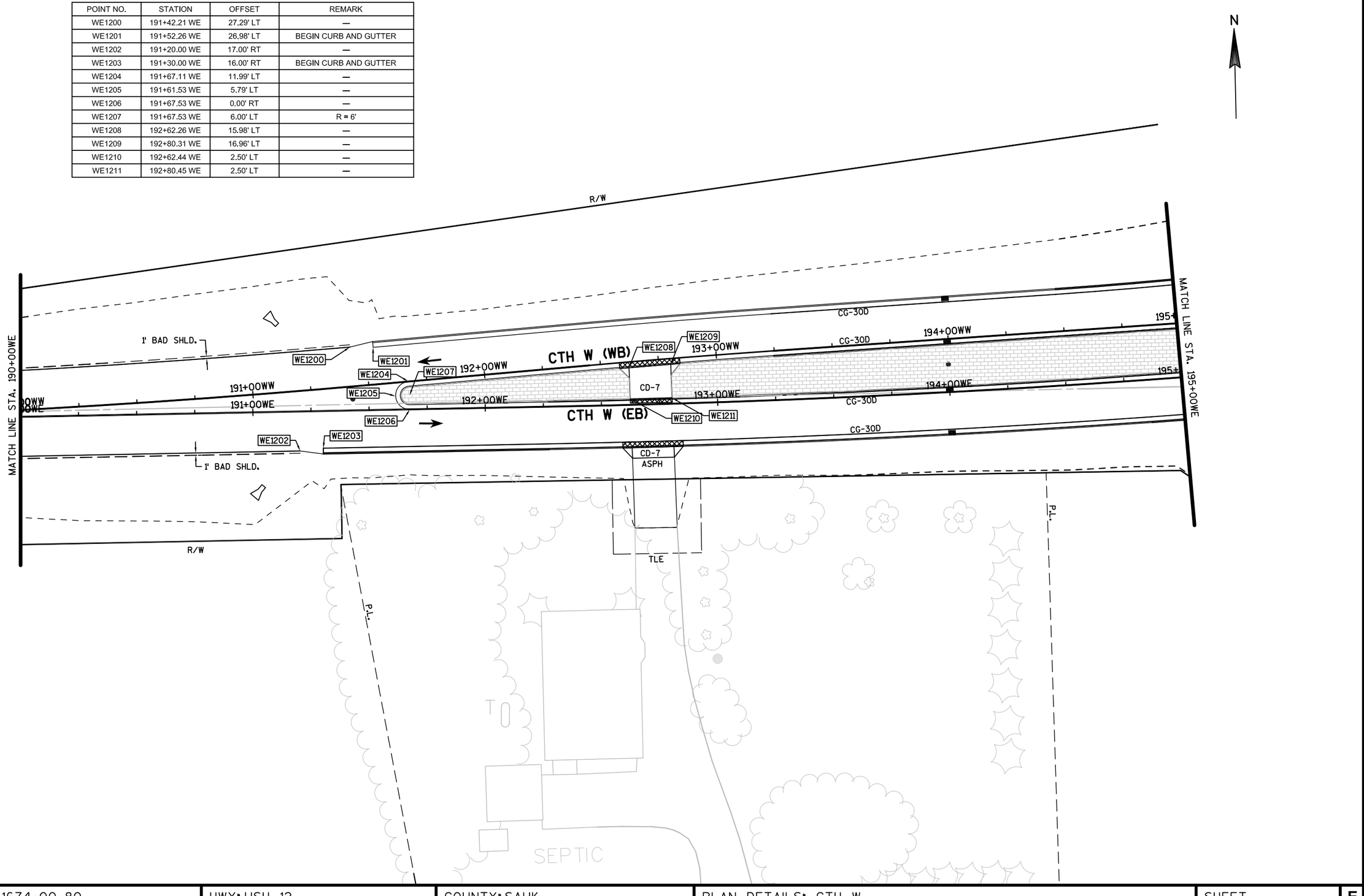
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2

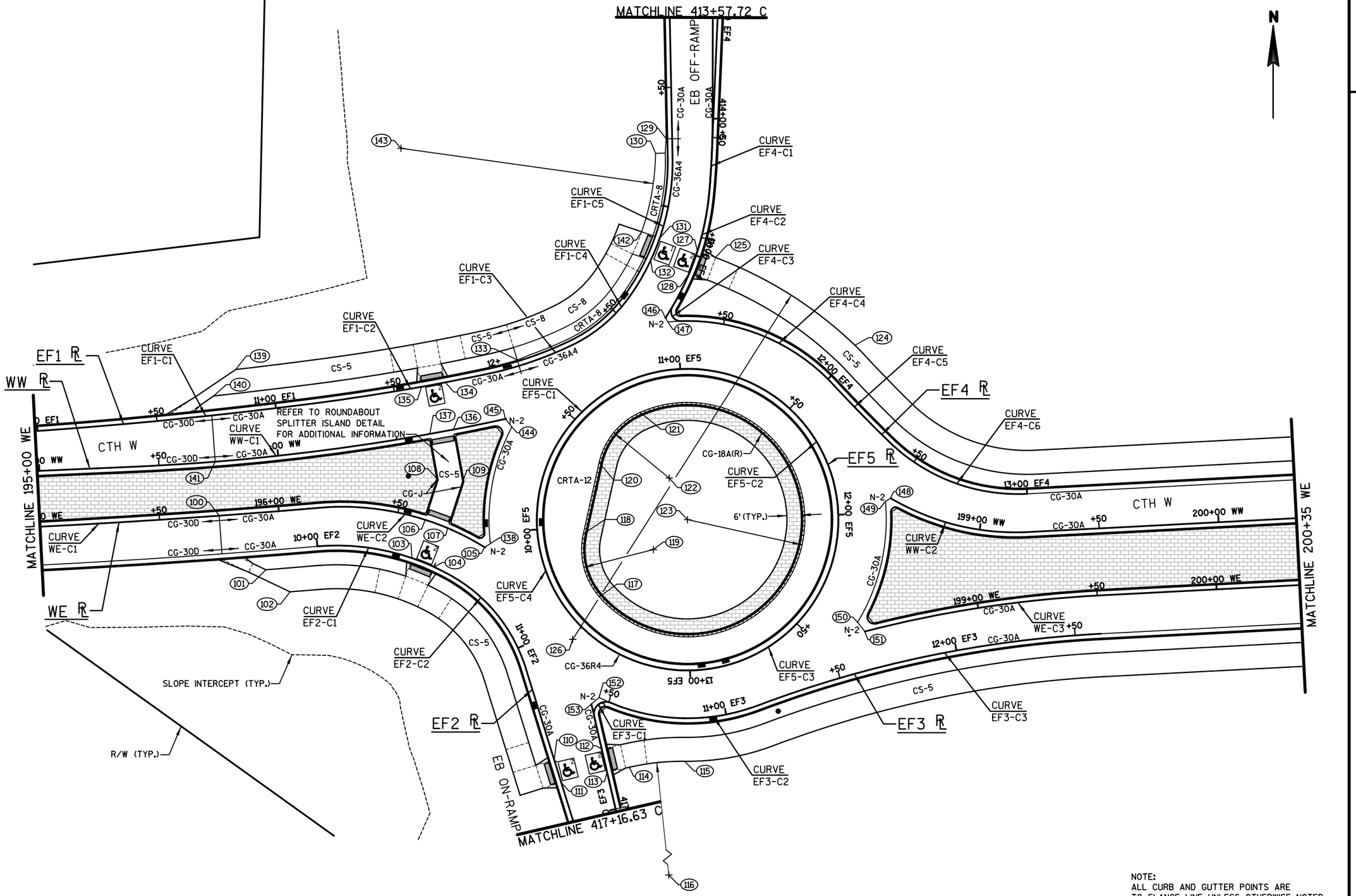


PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: CTH W	SHEET 63	E

POINT NO.	STATION	OFFSET	REMARK
WE1200	191+42.21 WE	27.29' LT	—
WE1201	191+52.26 WE	26.98' LT	BEGIN CURB AND GUTTER
WE1202	191+20.00 WE	17.00' RT	—
WE1203	191+30.00 WE	16.00' RT	BEGIN CURB AND GUTTER
WE1204	191+67.11 WE	11.99' LT	—
WE1205	191+61.53 WE	5.79' LT	—
WE1206	191+67.53 WE	0.00' RT	—
WE1207	191+67.53 WE	6.00' LT	R = 6'
WE1208	192+62.26 WE	15.98' LT	—
WE1209	192+80.31 WE	16.96' LT	—
WE1210	192+62.44 WE	2.50' LT	—
WE1211	192+80.45 WE	2.50' LT	—



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: CTH W	SHEET 64	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL - CTH W	SHEET 65	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\021211b_pd.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	LOCATION		ELEV.	REMARKS
	STATION	OFFSET		
100	195+75.00 WE	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
101	195+92.72 WE	24.00 'RT	---	FRONT OF SIDEWALK
102	196+01.99 WE	34.00 'RT	---	BACK OF SIDEWALK
103	10+40.15 EF2	0.00 'RT	---	CURB RAMP OPENING
104	10+50.16 EF2	0.00 'RT	---	CURB RAMP OPENING
105	196+89.24 WE	0.00 'RT	---	---
106	196+61.81 WE	0.00 'RT	---	CURB RAMP OPENING
107	196+71.82 WE	0.00 'RT	---	CURB RAMP OPENING
108	196+61.81 WE	17.55 'LT	---	FACE OF CURB
109	196+70.29 WE	20.42 'LT	---	FACE OF CURB
110	11+49.00 EF1	0.00 'RT	---	CURB RAMP OPENING
111	11+59.00 EF1	0.00 'RT	---	CURB RAMP OPENING
112	10+25.74 EF3	0.00 'RT	---	CURB RAMP OPENING
113	10+15.74 EF3	0.00 'RT	---	CURB RAMP OPENING
114	10+15.74 EF3	9.50 'RT	---	BACK OF SIDEWALK
115	10+82.76 EF3	18.00 'RT	---	BACK OF SIDEWALK
116	198+11.09 WE	162.12 'RT	---	R=97.7'; BACK OF SIDEWALK
117	13+54.73 EF5	14.00 'RT	---	---
118	13+91.33 EF5	18.99 'RT	---	---
119	13+54.73 EF5	44.00 'RT	---	R=30.0'
120	10+40.23 EF5	18.99 'RT	---	---
121	10+76.83 EF5	14.00 'RT	---	---
122	10+76.83 EF5	44.00 'RT	---	R=30.0'
123	12+75.92 EF5	63.00 'RT	981.55	R=49.0'
124	198+32.21 WW	58.40 'LT	---	BACK OF SIDEWALK
125	10+98.29 EF4	8.00 'LT	---	BACK OF SIDEWALK
126	197+43.44 WW	86.39 'RT	---	R=170.3'; BACK OF SIDEWALK
127	10+98.06 EF4	0.00 'RT	---	CURB RAMP OPENING
128	11+08.07 EF4	0.00 'RT	---	CURB RAMP OPENING
129	13+28.61 EF1	2.50 'LT	---	CURB AND GUTTER TRANSITION
130	13+22.61 EF1	7.00 'LT	979.02	BACK OF CRTA-8
131	12+86.45 EF1	0.00 'RT	---	CURB RAMP OPENING
132	12+76.43 EF1	0.00 'RT	---	CURB RAMP OPENING
133	12+03.25 EF1	2.50 'LT	---	CURB AND GUTTER TRANSITION
134	11+71.61 EF1	0.00 'RT	---	CURB RAMP OPENING
135	11+61.57 EF1	0.00 'RT	---	CURB RAMP OPENING
136	196+74.04 WW	0.00 'RT	---	CURB RAMP OPENING
137	196+64.04 WW	0.00 'RT	---	CURB RAMP OPENING
138	13+92.36 EF5	20.00 'LT	---	---
139	10+85.23 EF1	18.00 'LT	---	BACK OF SIDEWALK
140	10+74.76 EF1	8.00 'LT	---	FRONT OF SIDEWALK
141	195+73.58 WW	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
142	12+86.42 EF1	8.00 'LT	---	EDGE OF SIDEWALK
143	11+71.86 EF1	99.56 'LT	---	R=106.5'; BACK OF CRTA-8
144	10+34.71 EF5	20.00 'LT	---	---
145	196+96.26 WW	0.00 'RT	---	---
146	11+27.27 EF4	2.91 'RT	---	---
147	10+96.82 EF5	20.00 'LT	---	---
148	198+60.27 WW	0.00 'RT	---	---
149	11+96.29 EF5	20.00 'LT	---	---
150	12+36.29 EF5	20.00 'LT	---	---
151	198+51.61 WE	0.00 'RT	---	---
152	13+30.09 EF5	20.00 'LT	---	---
153	10+43.80 EF3	2.29 'LT	---	---

EF1 CHAIN

CURVE = EF1-C1
P.I. = 10+59.12 EF1
Y = 233,560.27
X = 640,937.97
DELTA = 3° 23' 10.83" (LT)
D = 2° 51' 53.24"
T = 59.12
L = 118.21
R = 2,000.00
P.C. = 10+00.00 EF1
Y = 233,556.10
X = 640,878.99
P.T. = 11+18.21 EF1
Y = 233,567.92
X = 640,996.59

CURVE = EF1-C2
P.I. = 11+54.31 EF1
Y = 233,572.60
X = 641,032.39
DELTA = 4° 35' 04.27" (LT)
D = 6° 21' 07.50"
T = 36.11
L = 72.17
R = 902.00
P.C. = 11+18.21 EF1
Y = 233,567.92
X = 640,996.59
P.T. = 11+90.38 EF1
Y = 233,580.11
X = 641,067.71

CURVE = EF1-C3
P.I. = 12+09.17 EF1
Y = 233,584.03
X = 641,086.08
DELTA = 14° 05' 29.69" (LT)
D = 37° 41' 40.91"
T = 18.79
L = 37.38
R = 152.00
P.C. = 11+90.38 EF1
Y = 233,580.11
X = 641,067.71
P.T. = 12+27.76 EF1
Y = 233,592.29
X = 641,102.95

CURVE = EF1-C4
P.I. = 12+43.20 EF1
Y = 233,599.09
X = 641,116.81
DELTA = 27° 58' 03.98" (LT)
D = 92° 24' 44.03"
T = 15.44
L = 30.26
R = 62.00
P.C. = 12+27.76 EF1
Y = 233,592.29
X = 641,102.95
P.T. = 12+58.03 EF1
Y = 233,611.59
X = 641,125.87

CURVE = EF1-C5
P.I. = 12+90.54 EF1
Y = 233,637.92
X = 641,144.95
DELTA = 37° 03' 34.44" (LT)
D = 59° 04' 04.48"
T = 32.51
L = 62.74
R = 97.00
P.C. = 12+58.03 EF1
Y = 233,611.59
X = 641,125.87
P.T. = 13+20.77 EF1
Y = 233,670.43
X = 641,144.30

EF2 CHAIN

CURVE = EF2-C1
P.I. = 10+30.30 EF2
Y = 233,510.42
X = 641,026.06
DELTA = 34° 41' 39.98" (RT)
D = 59° 04' 04.13"
T = 30.30
L = 58.74
R = 97.00
P.C. = 10+00.00 EF2
Y = 233,507.88
X = 640,995.86
P.T. = 10+58.74 EF2
Y = 233,495.32
X = 641,052.32

CURVE = EF2-C2
P.I. = 10+85.04 EF2
Y = 233,482.21
X = 641,075.13
DELTA = 42° 52' 06.34" (RT)
D = 85° 30' 57.92"
T = 26.30
L = 50.13
R = 67.00
P.C. = 10+58.74 EF2
Y = 233,495.32
X = 641,052.32
P.T. = 11+08.87 EF2
Y = 233,457.09
X = 641,082.92

WW CHAIN

CURVE = WW-C1
P.I. = 196+21.56 WW
Y = 233,544.82
X = 641,001.17
DELTA = 9° 58' 36.24" (LT)
D = 6° 12' 51.45"
T = 80.48
L = 160.54
R = 922.00
P.C. = 195+41.08 WW
Y = 233,541.25
X = 640,920.77
P.T. = 197+01.63 WW
Y = 233,562.26
X = 641,079.73

STATION EQUATION
198+00.00 WW (BK) =
197+99.06 WW (AH)
Y = 233,541.72
X = 641,175.94

CURVE = WW-C2
P.I. = 198+89.96 WW
Y = 233,512.18
X = 641,260.54
DELTA = 35° 08' 43.90" (LT)
D = 55° 37' 37.09"
T = 32.62
L = 63.18
R = 103.00
P.C. = 198+57.34 WW
Y = 233,529.55
X = 641,232.93
P.T. = 199+20.52 WW
Y = 233,513.87
X = 641,293.12

EF3 CHAIN

CURVE = EF3-C1
P.I. = 10+49.50 EF3
Y = 233,446.35
X = 641,109.39
DELTA = 125° 48' 13.42" (RT)
D = 1145° 54' 56.12"
T = 9.77
L = 10.98
R = 5.00
P.C. = 10+39.73 EF3
Y = 233,436.83
X = 641,111.58
P.T. = 10+50.71 EF3
Y = 233,442.56
X = 641,118.39

CURVE = EF3-C2
P.I. = 10+83.80 EF3
Y = 233,429.71
X = 641,148.90
DELTA = 43° 28' 44.84" (LT)
D = 69° 01' 51.56"
T = 33.10
L = 62.98
R = 83.00
P.C. = 10+50.71 EF3
Y = 233,442.56
X = 641,118.39
P.T. = 11+13.69 EF3
Y = 233,441.38
X = 641,179.87

CURVE = EF3-C3
P.I. = 11+87.86 EF3
Y = 233,467.54
X = 641,249.27
DELTA = 17° 40' 35.83" (RT)
D = 12° 00' 42.12"
T = 74.17
L = 147.16
R = 477.00
P.C. = 11+13.69 EF3
Y = 233,441.38
X = 641,179.87
P.T. = 12+60.85 EF3
Y = 233,471.38
X = 641,323.34

WE CHAIN

CURVE = WE-C1
P.I. = 195+51.46 WE
Y = 233,518.48
X = 640,931.39
DELTA = 2° 08' 55.26" (LT)
D = 1° 38' 13.28"
T = 65.64
L = 131.26
R = 3,500.00
P.C. = 194+85.82 WE
Y = 233,515.39
X = 640,865.83
P.T. = 196+17.08 WE
Y = 233,524.01
X = 640,996.79

STATION EQUATION
198+00.00 WE (BK) =
197+98.64 WE (AH)
Y = 233,481.08
X = 641,173.15

CURVE = WE-C2
P.I. = 196+56.36 WE
Y = 233,527.33
X = 641,035.93
DELTA = 38° 20' 10.59" (RT)
D = 50° 42' 15.23"
T = 39.28
L = 75.61
R = 113.00
P.C. = 196+17.08 WE
Y = 233,524.01
X = 640,996.79
P.T. = 196+92.69 WE
Y = 233,505.65
X = 641,068.69

CURVE = WE-C3
P.I. = 198+97.92 WE
Y = 233,484.60
X = 641,269.32
DELTA = 12° 19' 57.35" (RT)
D = 11° 37' 18.70"
T = 53.26
L = 106.12
R = 493.00
P.C. = 198+44.66 WE
Y = 233,470.54
X = 641,217.95
P.T. = 199+50.78 WE
Y = 233,487.36
X = 641,322.51

EF4 CHAIN

CURVE = EF4-C1
P.I. = 10+65.30 EF4
Y = 233,663.44
X = 641,160.37
DELTA = 3° 01' 43.90" (RT)
D = 17° 44' 19.07"
T = 8.54
L = 17.07
R = 323.00
P.C. = 10+56.76 EF4
Y = 233,671.97
X = 641,160.73
P.T. = 10+73.83 EF4
Y = 233,654.94
X = 641,159.56

CURVE = EF4-C2
P.I. = 10+99.10 EF4
Y = 233,629.78
X = 641,157.15
DELTA = 25° 12' 45.65" (RT)
D = 50° 42' 15.23"
T = 25.27
L = 49.73
R = 113.00
P.C. = 10+73.83 EF4
Y = 233,654.94
X = 641,159.56
P.T. = 11+23.56 EF4
Y = 233,608.04
X = 641,144.26

CURVE = EF4-C3
P.I. = 11+30.86 EF4
Y = 233,601.76
X = 641,140.54
DELTA = 122° 34' 47.30" (LT)
D = 1432° 23' 40.16"
T = 7.30
L = 8.56
R = 4.00
P.C. = 11+23.56 EF4
Y = 233,608.04
X = 641,144.26
P.T. = 11+32.12 EF4
Y = 233,602.01
X = 641,147.84

CURVE = EF4-C4
P.I. = 11+70.05 EF4
Y = 233,603.27
X = 641,185.75
DELTA = 49° 07' 39.58" (RT)
D = 69° 01' 51.81"
T = 37.94
L = 71.17
R = 83.00
P.C. = 11+32.12 EF4
Y = 233,602.01
X = 641,147.84
P.T. = 12+03.28 EF4
Y = 233,575.43
X = 641,211.52

CURVE = EF4-C5
P.I. = 12+20.10 EF4
Y = 233,563.08
X = 641,222.94
DELTA = 3° 11' 54.61" (LT)
D = 9° 30' 34.82"
T = 16.82
L = 33.63
R = 602.50
P.C. = 12+03.28 EF4
Y = 233,575.43
X = 641,211.52
P.T. = 12+36.92 EF4
Y = 233,551.39
X = 641,235.04

CURVE = EF4-C6
P.I. = 12+70.39 EF4
Y = 233,528.13
X = 641,259.11
DELTA = 46° 59' 29.12" (LT)
D = 74° 24' 36.37"
T = 33.47
L = 63.15
R = 77.00
P.C. = 12+36.92 EF4
Y = 233,551.39
X = 641,235.04
P.T. = 13+00.07 EF4
Y = 233,529.86
X = 641,292.54

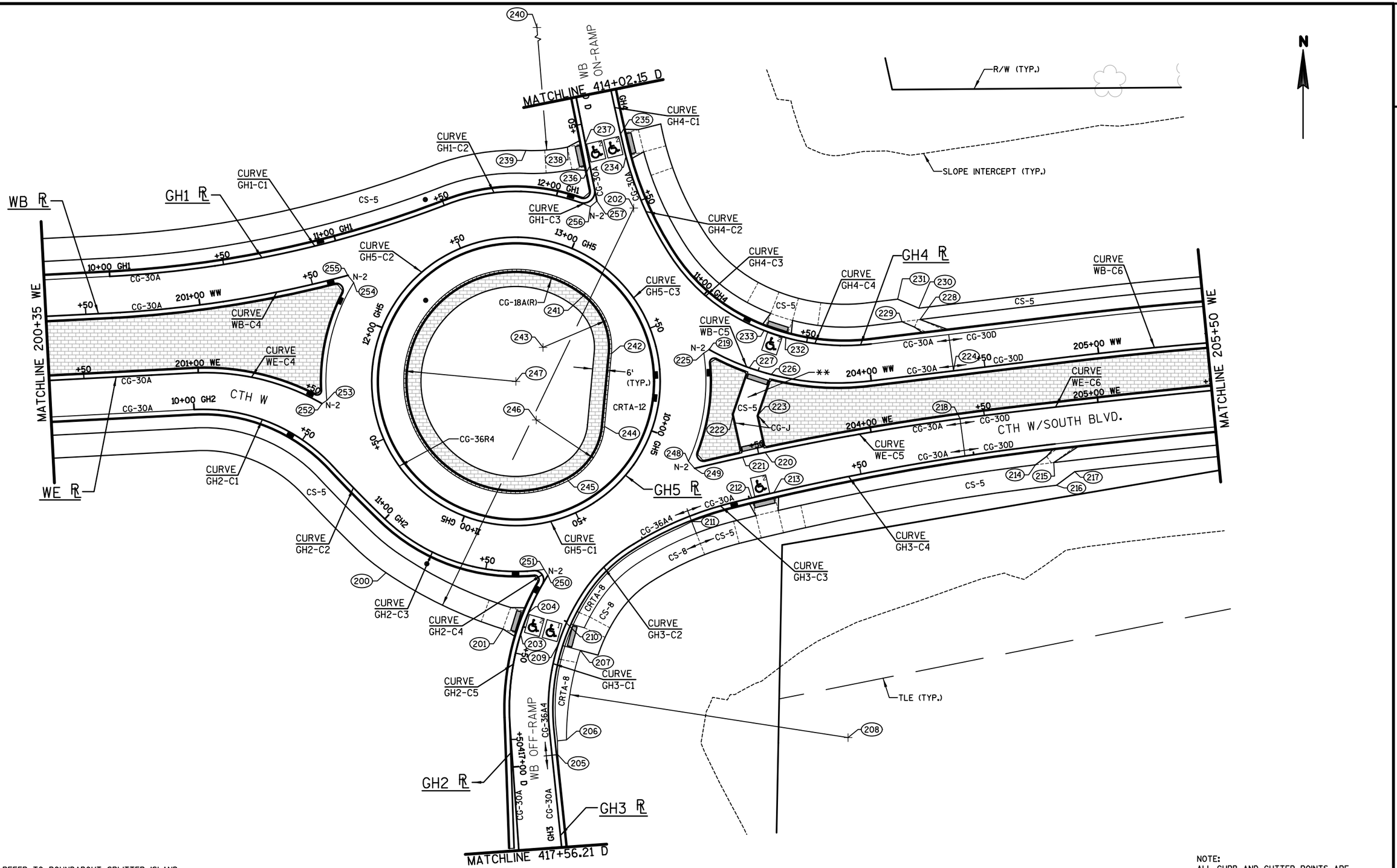
EF5 CHAIN

CURVE = EF5-C1
P.I. = 10+63.00 EF5
Y = 233,577.78
X = 641,083.60
DELTA = 89° 59' 59.45" (RT)
D = 90° 56' 44.45"
T = 63.00
L = 98.96
R = 63.00
P.C. = 10+00.00 EF5
Y = 233,514.91
X = 641,087.74
P.T. = 10+98.96 EF5
Y = 233,581.92
X = 641,146.46

CURVE = EF5-C2
P.I. = 11+61.96 EF5
Y = 233,586.06
X = 641,209.32
DELTA = 89° 59' 59.45" (RT)
D = 90° 56' 44.45"
T = 63.00
L = 98.96
R = 63.00
P.C. = 10+98.96 EF5
Y = 233,581.92
X = 641,146.46
P.T. = 11+97.92 EF5
Y = 233,523.19
X = 641,213.46

CURVE = EF5-C3
P.I. = 12+60.92 EF5
Y = 233,460.33
X = 641,217.60
DELTA = 89° 59' 59.45" (RT)
D = 90° 56' 44.45"
T = 63.00
L = 98.96
R = 63.00
P.C. = 11+97.92 EF5
Y = 233,523.19
X = 641,213.46
P.T. = 12+96.88 EF5
Y = 233,456.19
X = 641,154.74

CURVE = EF5-C4
P.I. = 13+59.88 EF5
Y = 233,452.05
X = 641,091.88
DELTA = 90° 00' 01.66" (RT)
D = 90° 56' 44.45"
T = 63.00
L = 98.96
R = 63.00
P.C. = 12+96.88 EF5
Y = 233,456.19
X = 641,154.74
P.T. = 13+95.84 EF5
Y = 233,514.91
X = 641,087.74



** REFER TO ROUNDABOUT SPLITTER ISLAND DETAIL FOR ADDITIONAL INFORMATION

NOTE:
ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL - CTH W	SHEET 68	E

POINT NO.	MAINLINE STATION		MAINLINE OFFSET	ELEV.	REMARKS
200	11+13.65	GH2	18.00 'RT	---	BACK OF SIDEWALK
201	12+03.63	GH2	8.00 'RT	---	BACK OF SIDEWALK
202	202+74.51	WE	109.20 'LT	---	R=192.5'; BACK OF SIDEWALK
203	12+03.46	GH2	0.00 'RT	---	CURB RAMP OPENING
204	11+93.42	GH2	0.00 'RT	---	CURB RAMP OPENING
205	10+40.48	GH3	2.50 'RT	---	CURB AND GUTTER TRANSITION
206	10+46.48	GH3	7.00 'RT	974.28	BACK OF CRTA-8
207	10+89.91	GH3	10.00 'RT	---	BACK OF CRTA-8
208	12+19.35	GH3	111.53 'RT	---	R=123.0'; BACK OF CRTA-8
209	10+89.39	GH3	0.00 'RT	---	CURB RAMP OPENING
210	10+99.45	GH3	0.00 'RT	---	CURB RAMP OPENING
211	11+72.88	GH3	2.50 'RT	---	CURB AND GUTTER TRANSITION
212	12+01.012	GH3	0.00 'RT	---	CURB RAMP OPENING
213	12+11.12	GH3	0.00 'RT	---	CURB RAMP OPENING
214	204+69.69	WE	24.03 'RT	---	FRONT OF SIDEWALK
215	204+77.81	WE	24.00 'RT	---	FRONT OF SIDEWALK
216	204+77.82	WE	34.00 'RT	---	BACK OF SIDEWALK
217	204+86.53	WE	29.00 'RT	---	BACK OF SIDEWALK
218	204+39.30	WE	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
219	203+26.63	WE	0.00 'RT	---	---
220	203+52.90	WE	0.00 'RT	---	CURB RAMP OPENING
221	203+42.90	WE	0.00 'RT	---	CURB RAMP OPENING
222	203+42.90	WE	19.13 'LT	---	FACE OF CURB
223	203+52.76	WE	16.36 'LT	---	FACE OF CURB
224	204+36.21	WW	0.00 'RT	---	PAVEMENT STRUCTURE TRANSITION
225	13+64.38	GH5	20.00 'LT	---	---
226	203+55.94	WW	0.00 'RT	---	CURB RAMP OPENING
227	203+45.93	WW	0.00 'RT	---	CURB RAMP OPENING
228	204+24.40	WW	24.00 'LT	---	FRONT OF SIDEWALK
229	204+16.40	WW	24.00 'LT	---	FRONT OF SIDEWALK
230	204+24.40	WW	29.00 'LT	---	BACK OF SIDEWALK
231	204+15.74	WW	34.00 'LT	---	BACK OF SIDEWALK
232	11+40.68	GH4	0.00 'RT	---	CURB RAMP OPENING
233	11+30.67	GH4	0.00 'RT	---	CURB RAMP OPENING
234	10+29.67	GH4	0.00 'RT	---	CURB RAMP OPENING
235	10+19.67	GH4	0.00 'RT	---	CURB RAMP OPENING
236	12+31.55	GH1	0.00 'RT	---	CURB RAMP OPENING
237	12+41.55	GH1	0.00 'RT	---	CURB RAMP OPENING
238	12+41.43	GH1	8.00 'LT	---	BACK OF SIDEWALK
239	11+85.71	GH1	18.00 'LT	---	BACK OF SIDEWALK
240	202+17.46	WW	139.52 'LT	---	R=73.5'; BACK OF SIDEWALK
241	13+17.16	GH5	14.00 'RT	---	---
242	13+56.05	GH5	19.60 'RT	---	---
243	13+17.16	GH5	44.00 'RT	---	R=30.0'
244	10+07.50	GH5	19.60 'RT	---	---
245	10+46.39	GH5	14.00 'RT	---	---
246	10+46.39	GH5	44.00 'RT	---	R=30.0'
247	10+46.41	GH5	63.00 'RT	977.90	R=49.0'
248	10+05.28	GH5	20.00 'LT	---	---

POINT NO.	MAINLINE STATION		MAINLINE OFFSET	ELEV.	REMARKS
249	203+21.30	WE	0.00 'RT	---	---
250	11+76.27	GH2	2.19 'LT	---	---
251	10+67.55	GH5	20.00 'LT	---	---
252	201+56.40	WE	0.00 'RT	---	---
253	11+69.60	GH5	20.00 'LT	---	---
254	12+10.36	GH5	20.00 'LT	---	---
255	201+65.98	WW	0.00 'RT	---	---
256	13+00.26	GH5	20.00 'LT	---	---
257	12+16.97	GH1	2.22 'RT	---	---

2

GH1 CHAIN

CURVE = GH1-C1
P.I. = 10+76.37 GH1
Y = 233,541.10
X = 641,509.13
DELTA = 18° 11' 29.51" (LT)
D = 12° 00' 42.10"
T = 76.37
L = 151.45
R = 477.00
P.C. = 10+00.00 GH1
Y = 233,537.14
X = 641,432.87
P.T. = 11+51.45 GH1
Y = 233,568.67
X = 641,580.35

CURVE = GH1-C2
P.I. = 11+82.26 GH1
Y = 233,579.79
X = 641,609.08
DELTA = 40° 43' 34.60" (RT)
D = 69° 01' 51.81"
T = 30.81
L = 59.00
R = 83.00
P.C. = 11+51.45 GH1
Y = 233,568.67
X = 641,580.35
P.T. = 12+10.45 GH1
Y = 233,569.47
X = 641,638.11

CURVE = GH1-C3
P.I. = 12+19.27 GH1
Y = 233,566.52
X = 641,646.42
DELTA = 120° 55' 37.24" (LT)
D = 1145° 54' 56.13"
T = 8.82
L = 10.55
R = 5.00
P.C. = 12+10.45 GH1
Y = 233,569.47
X = 641,638.11
P.T. = 12+21.00 GH1
Y = 233,575.17
X = 641,644.68

GH2 CHAIN

CURVE = GH2-C1
P.I. = 10+35.93 GH2
Y = 233,480.84
X = 641,505.61
DELTA = 50° 01' 41.47" (RT)
D = 74° 24' 36.37"
T = 35.93
L = 67.23
R = 77.00
P.C. = 10+00.00 GH2
Y = 233,478.98
X = 641,469.73
P.T. = 10+67.23 GH2
Y = 233,454.54
X = 641,530.09

CURVE = GH2-C2
P.I. = 10+83.37 GH2
Y = 233,442.73
X = 641,541.08
DELTA = 3° 05' 36.24" (LT)
D = 9° 35' 21.31"
T = 16.13
L = 32.26
R = 597.50
P.C. = 10+67.23 GH2
Y = 233,454.54
X = 641,530.09
P.T. = 10+99.49 GH2
Y = 233,431.53
X = 641,552.69

CURVE = GH2-C3
P.I. = 11+37.59 GH2
Y = 233,405.08
X = 641,580.11
DELTA = 49° 18' 31.19" (LT)
D = 69° 01' 51.81"
T = 38.10
L = 71.43
R = 83.00
P.C. = 10+99.49 GH2
Y = 233,431.53
X = 641,552.69
P.T. = 11+70.92 GH2
Y = 233,408.63
X = 641,618.04

CURVE = GH2-C4
P.I. = 11+78.63 GH2
Y = 233,409.35
X = 641,625.72
DELTA = 125° 10' 25.47" (RT)
D = 1432° 23' 40.14"
T = 7.71
L = 8.74
R = 4.00
P.C. = 11+70.92 GH2
Y = 233,408.63
X = 641,618.04
P.T. = 11+79.66 GH2
Y = 233,402.66
X = 641,621.88

CURVE = GH2-C5
P.I. = 12+10.75
Y = 233,375.68
X = 641,606.42
DELTA = 31° 50' 27.11" (LT)
D = 52° 33' 53.77"
T = 31.09
L = 60.57
R = 109.00
P.C. = 11+79.66
Y = 233,402.66
X = 641,621.88
P.T. = 12+40.23
Y = 233,344.61
X = 641,607.51

GH3 CHAIN

CURVE = GH3-C1
P.I. = 10+85.10 GH3
Y = 233,372.36
X = 641,621.44
DELTA = 40° 13' 11.26" (RT)
D = 62° 16' 40.88"
T = 33.69
L = 64.58
R = 92.00
P.C. = 10+51.42 GH3
Y = 233,338.86
X = 641,624.94
P.T. = 11+16.00 GH3
Y = 233,400.21
X = 641,640.39

CURVE = GH3-C2
P.I. = 11+29.81 GH3
Y = 233,411.62
X = 641,648.16
DELTA = 23° 17' 53.19" (RT)
D = 85° 30' 54.10"
T = 13.81
L = 27.24
R = 67.00
P.C. = 11+16.00 GH3
Y = 233,400.21
X = 641,640.39
P.T. = 11+43.24 GH3
Y = 233,419.04
X = 641,659.82

CURVE = GH3-C3
P.I. = 11+67.87 GH3
Y = 233,432.26
X = 641,680.60
DELTA = 18° 24' 30.24" (RT)
D = 37° 41' 41.47"
T = 24.63
L = 48.84
R = 152.00
P.C. = 11+43.24 GH3
Y = 233,419.04
X = 641,659.82
P.T. = 11+92.08 GH3
Y = 233,438.24
X = 641,704.49

CURVE = GH3-C4
P.I. = 12+64.08 GH3
Y = 233,455.71
X = 641,774.34
DELTA = 7° 28' 33.81" (RT)
D = 5° 11' 57.27"
T = 72.00
L = 143.79
R = 1,102.00
P.C. = 11+92.08 GH3
Y = 233,438.24
X = 641,704.49
P.T. = 13+35.87 GH3
Y = 233,463.96
X = 641,845.86

GH4 CHAIN

CURVE = GH4-C1
P.I. = 10+12.14 GH4
Y = 233,606.66
X = 641,654.32
DELTA = 1° 12' 33.06" (LT)
D = 4° 58' 56.07"
T = 12.14
L = 24.27
R = 1,150.00
P.C. = 10+00.00 GH4
Y = 233,618.54
X = 641,651.83
P.T. = 10+24.27 GH4
Y = 233,594.84
X = 641,657.06

CURVE = GH4-C2
P.I. = 10+51.24 GH4
Y = 233,568.57
X = 641,663.15
DELTA = 20° 07' 18.27" (LT)
D = 37° 41' 40.53"
T = 26.97
L = 53.38
R = 152.00
P.C. = 10+24.27 GH4
Y = 233,594.84
X = 641,657.06
P.T. = 10+77.65 GH4
Y = 233,546.00
X = 641,677.91

CURVE = GH4-C3
P.I. = 10+97.80 GH4
Y = 233,529.13
X = 641,688.93
DELTA = 27° 36' 47.25" (LT)
D = 69° 52' 22.10"
T = 20.15
L = 39.52
R = 82.00
P.C. = 10+77.65 GH4
Y = 233,546.00
X = 641,677.91
P.T. = 11+17.17 GH4
Y = 233,519.30
X = 641,706.52

CURVE = GH4-C4
P.I. = 11+48.79 GH4
Y = 233,503.87
X = 641,734.12
DELTA = 36° 06' 38.48" (LT)
D = 59° 04' 03.76"
T = 31.62
L = 61.13
R = 97.00
P.C. = 11+17.17 GH4
Y = 233,519.30
X = 641,706.52
P.T. = 11+78.30 GH4
Y = 233,507.66
X = 641,765.51

GH5 CHAIN

CURVE = GH5-C1
P.I. = 11+13.12 GH5
Y = 233,363.41
X = 641,630.75
DELTA = 121° 46' 13.62" (RT)
D = 90° 56' 44.45"
T = 113.12
L = 133.89
R = 63.00
P.C. = 10+00.00 GH5
Y = 233,469.69
X = 641,669.50
P.T. = 11+33.89 GH5
Y = 233,452.31
X = 641,560.80

CURVE = GH5-C2
P.I. = 12+18.06 GH5
Y = 233,518.45
X = 641,508.76
DELTA = 106° 21' 59.78" (RT)
D = 90° 56' 44.45"
T = 84.16
L = 116.96
R = 63.00
P.C. = 11+33.89 GH5
Y = 233,452.31
X = 641,560.80
P.T. = 12+50.85 GH5
Y = 233,549.75
X = 641,586.88

CURVE = GH5-C3
P.I. = 13+91.90 GH5
Y = 233,602.20
X = 641,717.81
DELTA = 131° 51' 46.60" (RT)
D = 90° 56' 44.45"
T = 141.05
L = 144.99
R = 63.00
P.C. = 12+50.85 GH5
Y = 233,549.75
X = 641,586.88
P.T. = 13+95.84 GH5
Y = 233,469.69
X = 641,669.50

WE CHAIN

CURVE = WE-C4
P.I. = 201+29.45 WE
Y = 233,496.62
X = 641,500.94
DELTA = 34° 14' 18.36" (RT)
D = 55° 37' 37.09"
T = 31.72
L = 61.55
R = 103.00
P.C. = 200+97.72 WE
Y = 233,494.97
X = 641,469.26
P.T. = 201+59.27 WE
Y = 233,480.15
X = 641,528.06

STATION EQUATION
202+00.00 WE (BK) =
201+99.09 WE (AH)
Y = 233,472.92
X = 641,568.14

CURVE = WE-C5
P.I. = 203+85.17 WE
Y = 233,468.54
X = 641,750.37
DELTA = 6° 51' 57.62" (RT)
D = 4° 59' 27.32"
T = 68.87
L = 137.57
R = 1,148.00
P.C. = 203+16.30 WE
Y = 233,452.11
X = 641,683.49
P.T. = 204+53.87 WE
Y = 233,476.86
X = 641,818.73

CURVE = WE-C6
P.I. = 206+97.29 WE
Y = 233,506.25
X = 642,060.37
DELTA = 6° 56' 13.60" (RT)
D = 1° 25' 36.08"
T = 243.42
L = 486.24
R = 4,016.00
P.C. = 204+53.87 WE
Y = 233,476.86
X = 641,818.73
P.T. = 209+40.11 WE
Y = 233,506.25
X = 642,303.79

WW CHAIN

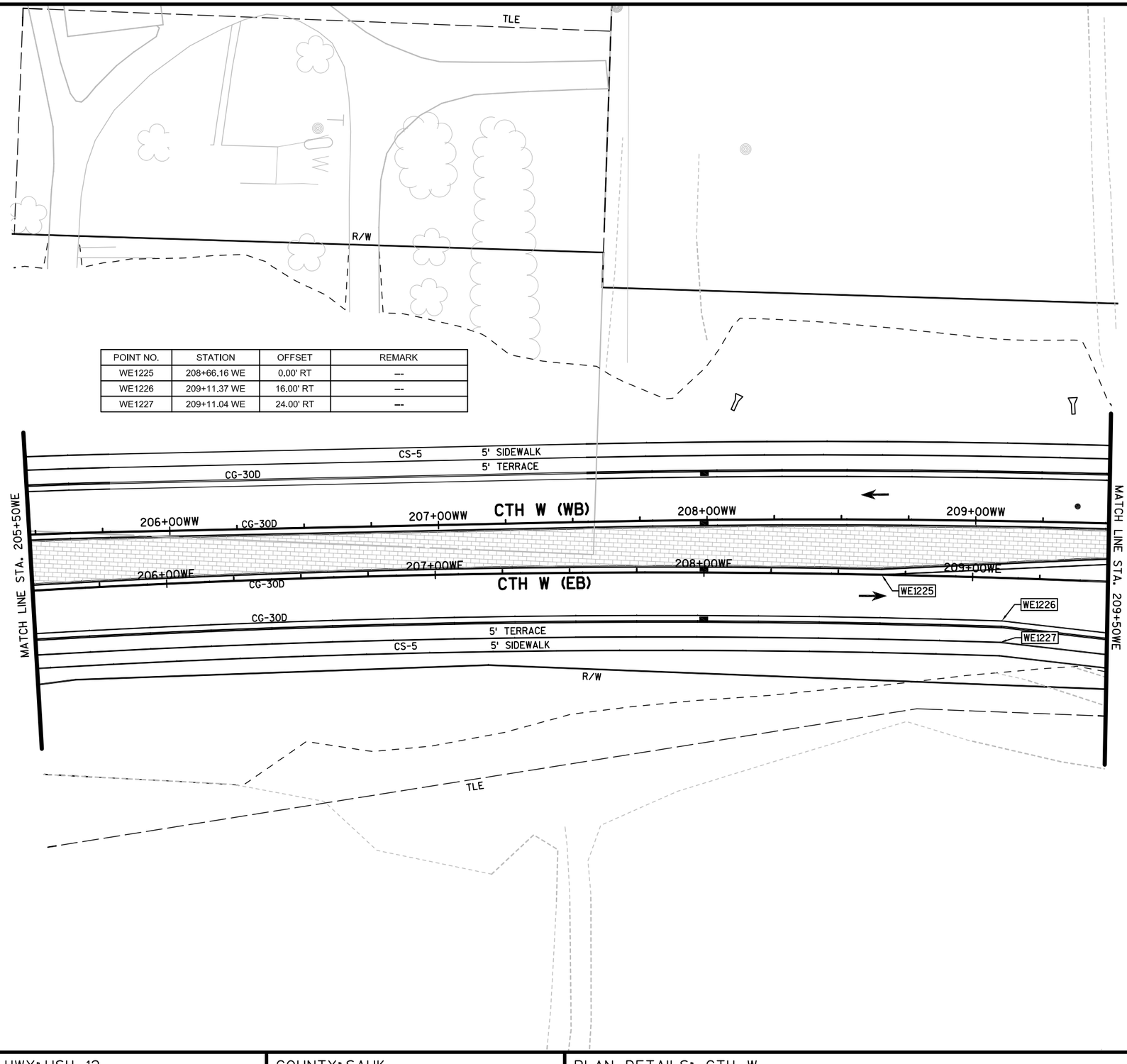
CURVE = WW-C4
P.I. = 201+16.79 WW
Y = 233,524.04
X = 641,489.13
DELTA = 12° 50' 49.84" (LT)
D = 11° 37' 18.70"
T = 55.50
L = 110.54
R = 493.00
P.C. = 200+61.29 WW
Y = 233,521.17
X = 641,433.70
P.T. = 201+71.83 WW
Y = 233,539.17
X = 641,542.53

STATION EQUATION
202+00.00 WW (BK) =
201+98.74 WW (AH)
Y = 233,533.21
X = 641,570.06

CURVE = WW-C5
P.I. = 203+62.61 WW
Y = 233,486.71
X = 641,725.57
DELTA = 37° 42' 42.01" (LT)
D = 49° 49' 20.70"
T = 39.27
L = 75.69
R = 115.00
P.C. = 203+23.34 WW
Y = 233,506.83
X = 641,691.84
P.T. = 203+99.03 WW
Y = 233,491.43
X = 641,764.56

CURVE = WW-C6
P.I. = 205+32.90 WW
Y = 233,507.51
X = 641,897.47
DELTA = 3° 26' 08.18" (RT)
D = 3° 48' 52.68"
T = 45.05
L = 90.06
R = 1,502.00
P.C. = 204+87.86 WW
Y = 233,502.10
X = 641,852.75
P.T. = 205+77.92 WW
Y = 233,510.24
X = 641,942.43

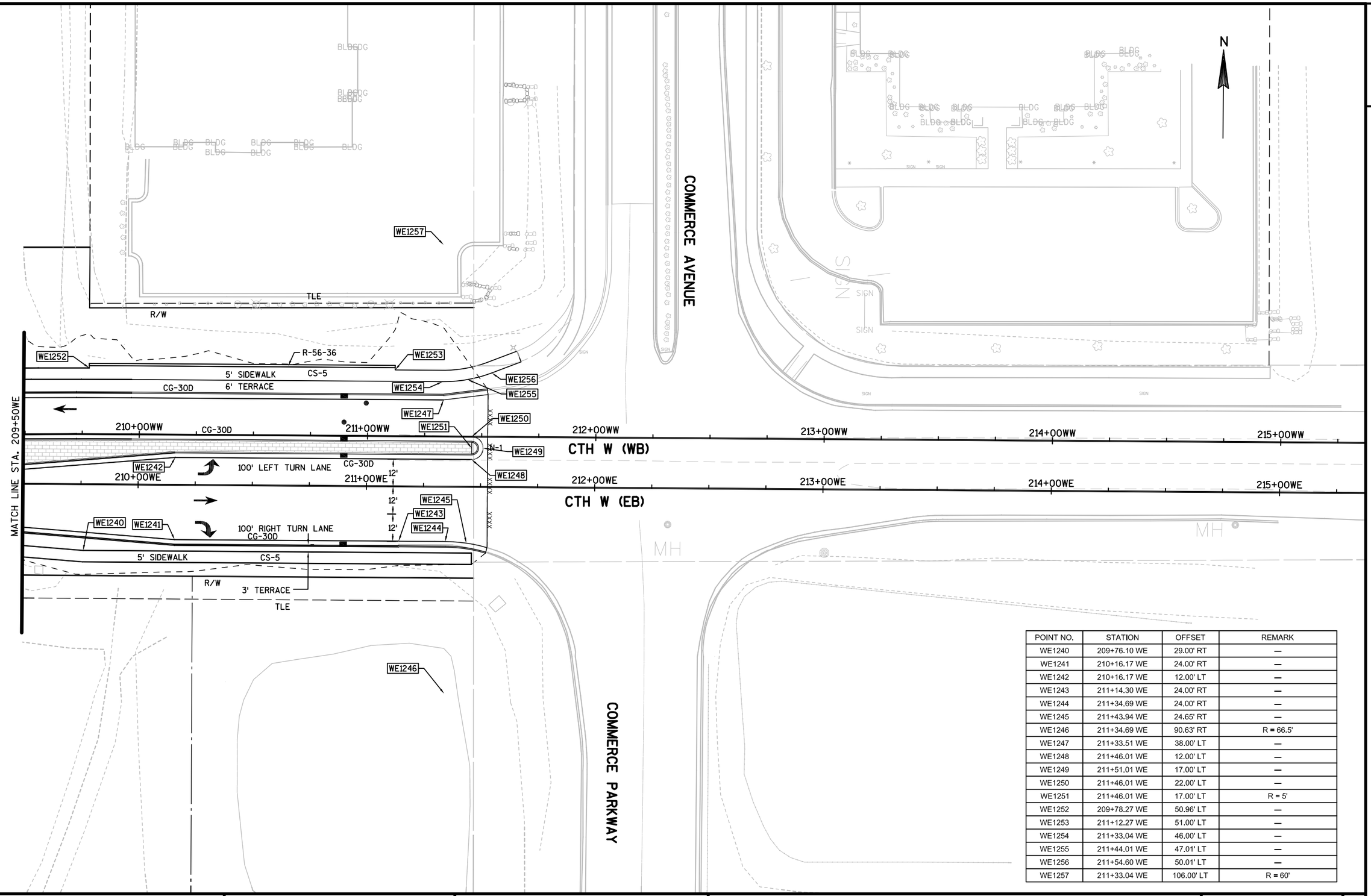
2



POINT NO.	STATION	OFFSET	REMARK
WE1225	208+66.16 WE	0.00' RT	---
WE1226	209+11.37 WE	16.00' RT	---
WE1227	209+11.04 WE	24.00' RT	---

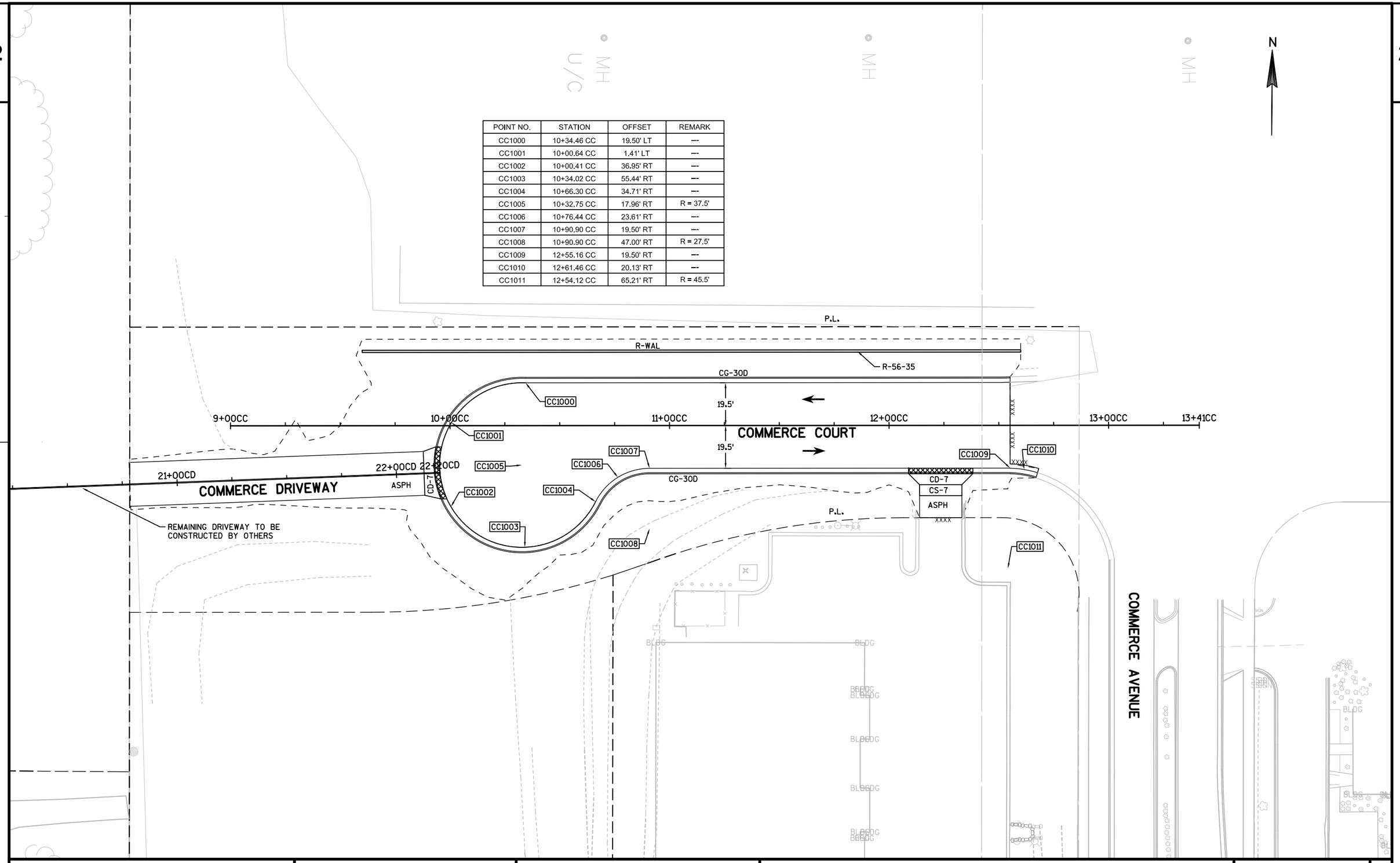
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: CTH W	SHEET 71	E

2



POINT NO.	STATION	OFFSET	REMARK
WE1240	209+76.10 WE	29.00' RT	—
WE1241	210+16.17 WE	24.00' RT	—
WE1242	210+16.17 WE	12.00' LT	—
WE1243	211+14.30 WE	24.00' RT	—
WE1244	211+34.69 WE	24.00' RT	—
WE1245	211+43.94 WE	24.65' RT	—
WE1246	211+34.69 WE	90.63' RT	R = 66.5'
WE1247	211+33.51 WE	38.00' LT	—
WE1248	211+46.01 WE	12.00' LT	—
WE1249	211+51.01 WE	17.00' LT	—
WE1250	211+46.01 WE	22.00' LT	—
WE1251	211+46.01 WE	17.00' LT	R = 5'
WE1252	209+78.27 WE	50.96' LT	—
WE1253	211+12.27 WE	51.00' LT	—
WE1254	211+33.04 WE	46.00' LT	—
WE1255	211+44.01 WE	47.01' LT	—
WE1256	211+54.60 WE	50.01' LT	—
WE1257	211+33.04 WE	106.00' LT	R = 60'

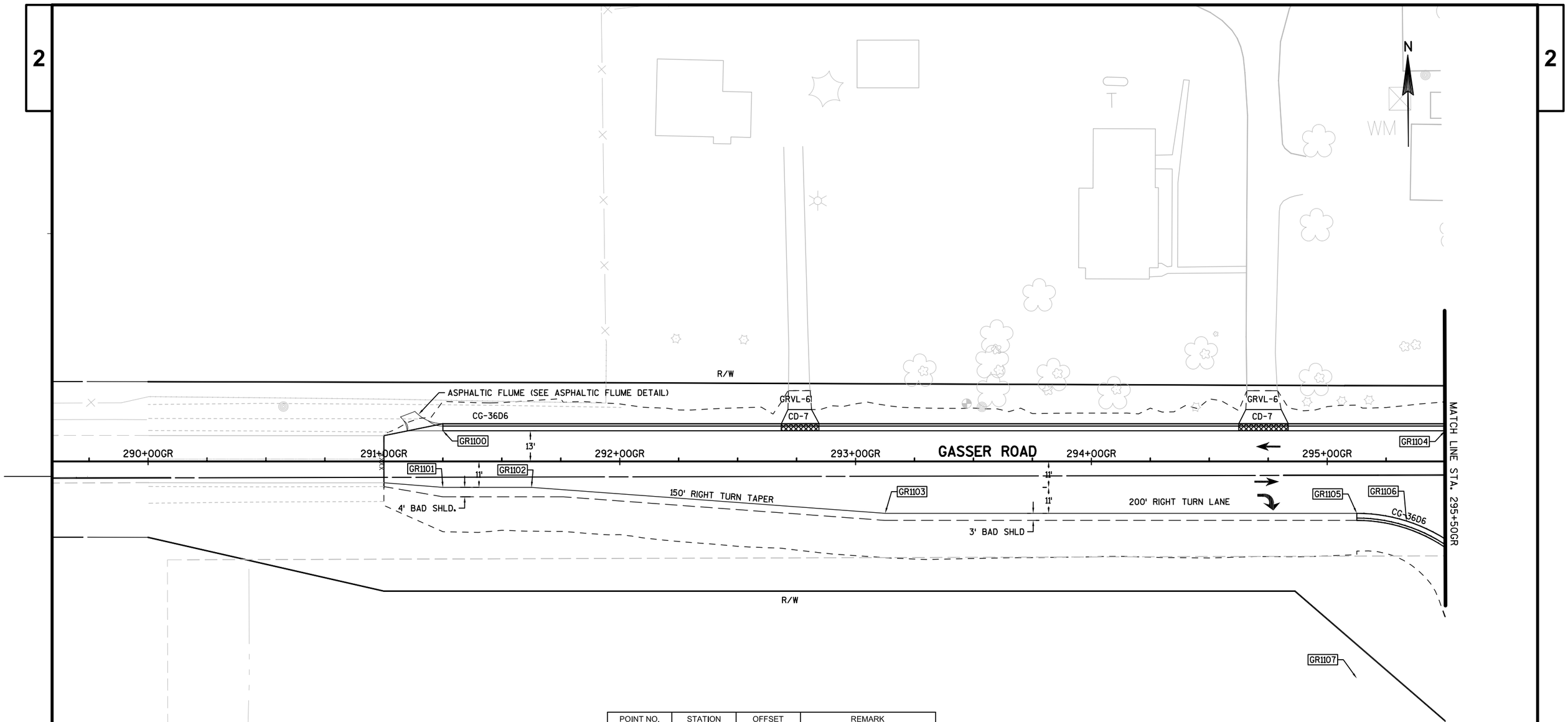
POINT NO.	STATION	OFFSET	REMARK
CC1000	10+34.46 CC	19.50' LT	---
CC1001	10+00.64 CC	1.41' LT	---
CC1002	10+00.41 CC	36.95' RT	---
CC1003	10+34.02 CC	55.44' RT	---
CC1004	10+66.30 CC	34.71' RT	---
CC1005	10+32.75 CC	17.96' RT	R = 37.5'
CC1006	10+76.44 CC	23.61' RT	---
CC1007	10+90.90 CC	19.50' RT	---
CC1008	10+90.90 CC	47.00' RT	R = 27.5'
CC1009	12+55.16 CC	19.50' RT	---
CC1010	12+61.46 CC	20.13' RT	---
CC1011	12+54.12 CC	65.21' RT	R = 45.5'



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL: COMMERCE COURT	SHEET 73	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD (COMMERCE AVE.).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

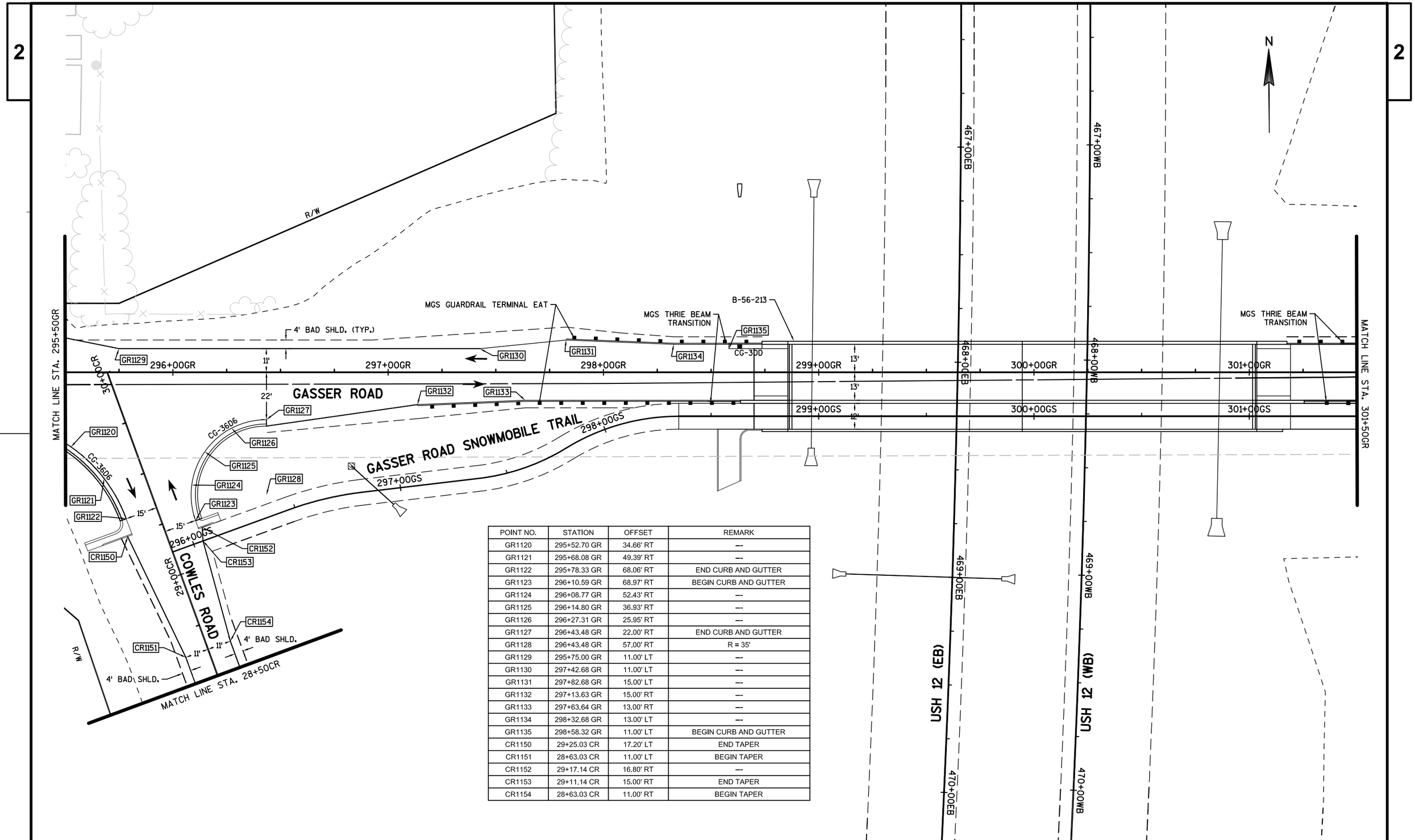
2



POINT NO.	STATION	OFFSET	REMARK
GR1100	291+25.00 GR	13.00' LT	END CURB AND GUTTER
GR1101	291+25.00 GR	11.00' RT	---
GR1102	291+62.55 GR	11.00' RT	BEGIN TAER
GR1103	293+12.55 GR	22.00' RT	END TAPER
GR1104	295+50.00 GR	13.00' LT	---
GR1105	295+12.55 GR	22.00' RT	BEGIN CURB AND GUTTER
GR1106	295+33.60 GR	25.24' RT	---
GR1107	295+12.55 GR	92.00' RT	R = 70'

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: GASSER ROAD/GASSER ROAD SNOWMOBILE TRAIL	SHEET 74	E

2



POINT NO.	STATION	OFFSET	REMARK
GR1120	295+52.70 GR	34.66' RT	---
GR1121	295+68.08 GR	49.39' RT	---
GR1122	295+78.33 GR	68.06' RT	END CURB AND GUTTER
GR1123	296+10.59 GR	68.97' RT	BEGIN CURB AND GUTTER
GR1124	296+08.77 GR	52.43' RT	---
GR1125	296+14.80 GR	36.93' RT	---
GR1126	296+27.31 GR	25.95' RT	---
GR1127	296+43.48 GR	22.00' RT	END CURB AND GUTTER
GR1128	296+43.48 GR	57.00' RT	R = 35'
GR1129	295+75.00 GR	11.00' LT	---
GR1130	297+42.68 GR	11.00' LT	---
GR1131	297+82.68 GR	15.00' LT	---
GR1132	297+13.63 GR	15.00' RT	---
GR1133	297+63.64 GR	13.00' RT	---
GR1134	298+32.68 GR	13.00' LT	---
GR1135	298+58.32 GR	11.00' LT	BEGIN CURB AND GUTTER
CR1150	29+25.03 CR	17.20' LT	END TAPER
CR1151	28+63.03 CR	11.00' LT	BEGIN TAPER
CR1152	29+17.14 CR	16.80' RT	---
CR1153	29+11.14 CR	15.00' RT	END TAPER
CR1154	28+63.03 CR	11.00' RT	BEGIN TAPER

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: GASSER ROAD/GASSER ROAD SNOWMOBILE TRAIL	SHEET 75	E

2

2

N

MATCH LINE STA. 307+25GR

308+00GR

309+00GR

310+00GR

311+00GR

312+00GR

313+00GR

GASSER ROAD

R/W

ASPH

20.0'

R/W

GRVL-6

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: GASSER ROAD/GASSER ROAD SNOWMOBILE TRAIL	SHEET 76	E

2

2

N

R/W

MATCH LINE STA. 307+25GR

308+00GR

309+00GR

310+00GR

311+00GR

312+00GR

313+00GR

GASSER ROAD

ASPH

R/W

GRVL-6

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: GASSER ROAD/GASSER ROAD SNOWMOBILE TRAIL	SHEET 77	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(GASSER ROAD).DWG PLOT DATE : 8/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

R/W

14+00CR

15+00CR

16+00CR

17+00CR

18+00CR

19+00CR

COWLES ROAD

4' BAD SHLD. (TYP.)

11'

11'

4' BAD SHLD. (TYP.)

MATCH LINE STA. 19+50CR

R/W

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: COWLES ROAD	SHEET 78	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(COWLES ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

N

MATCH LINE STA. 19+50CR

20+00CR

21+00CR

22+00CR

23+00CR

24+00CR

25+00CR

MATCH LINE STA. 25+50CR

R/W

4' BAD SHLD. (TYP.)

11'

11'

COWLES ROAD

4' BAD SHLD. (TYP.)

478+00EB

477+00EB

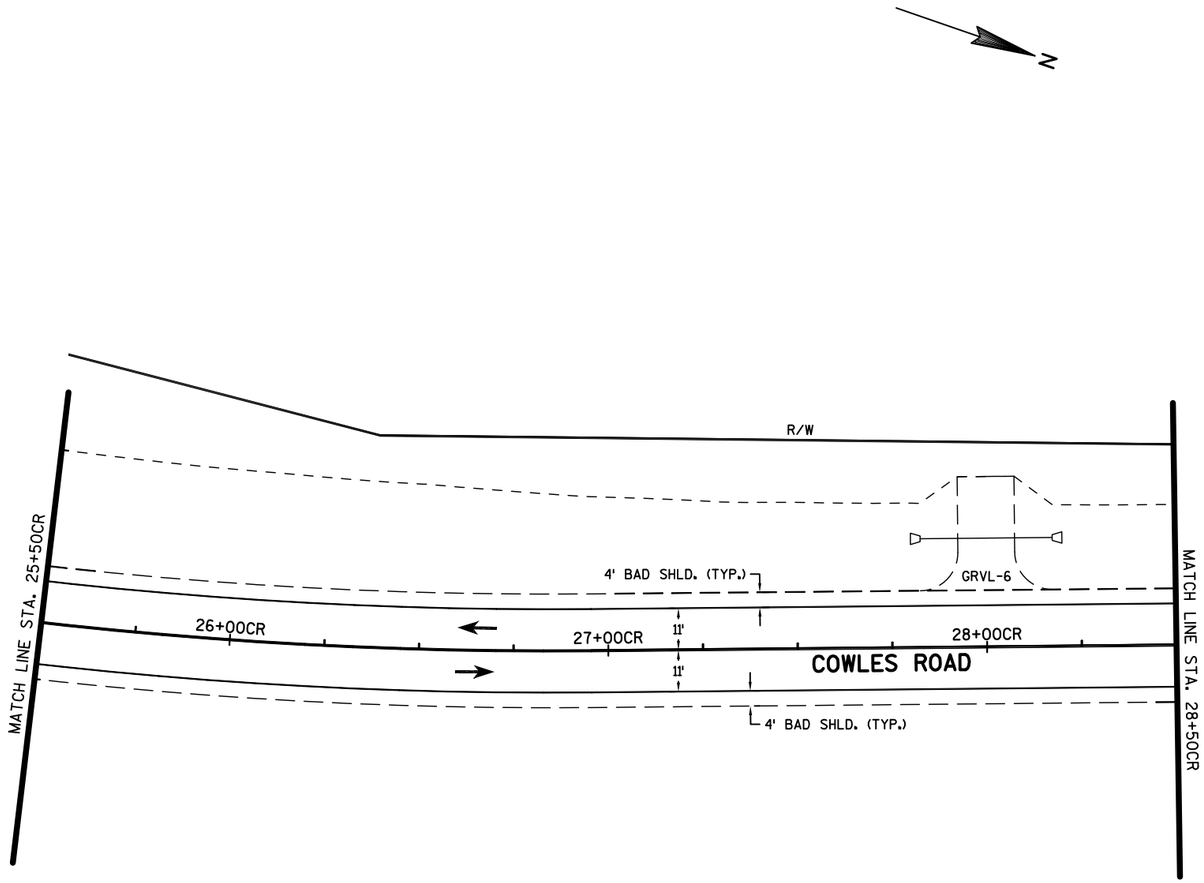
476+00EB

USH 12 (EB)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: COWLES ROAD	SHEET 79	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(COWLES ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

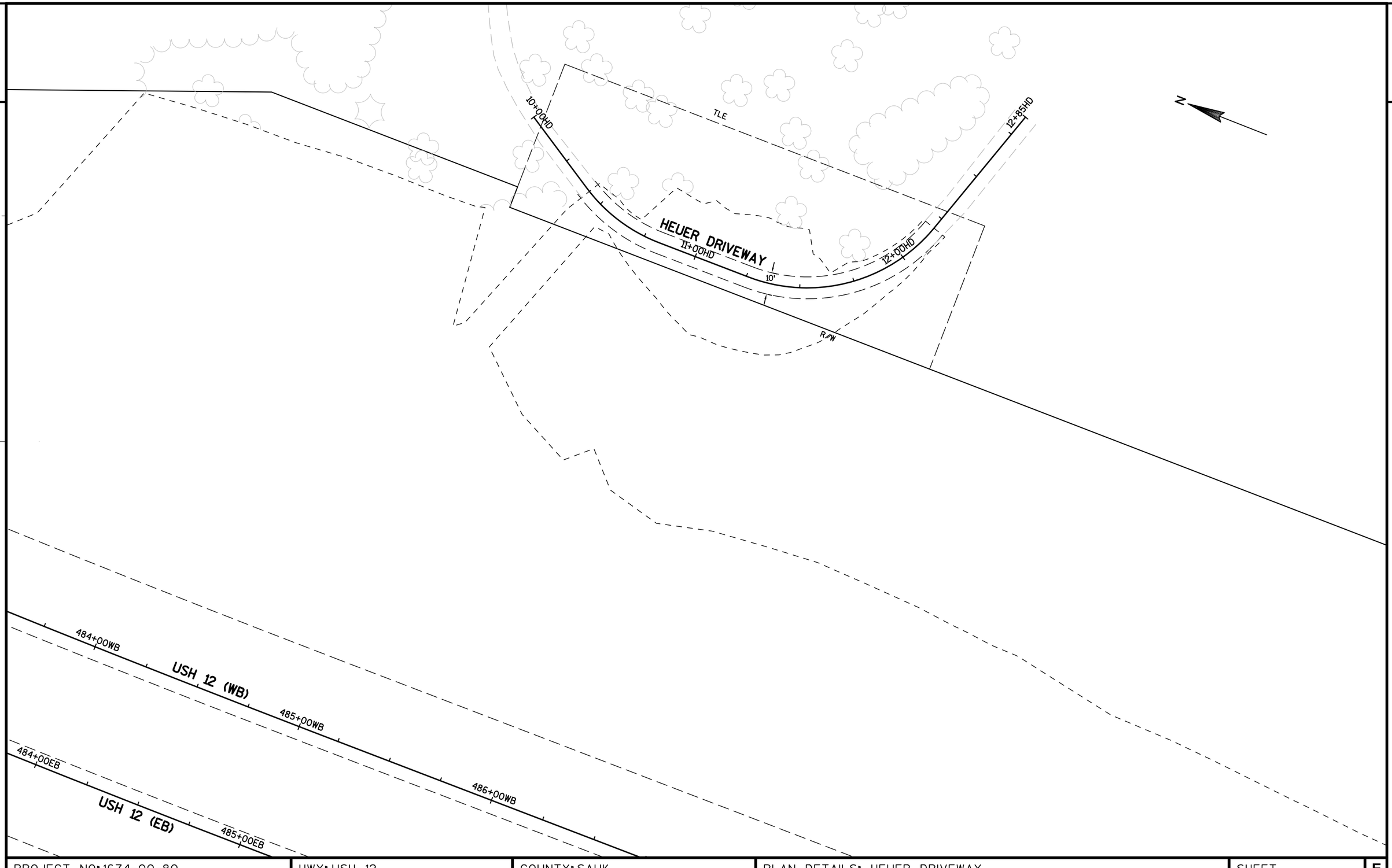
2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: COWLES ROAD	SHEET 80	E

2

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: HEUER DRIVEWAY	SHEET 81	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(HEUER DRIVEWAY).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

500+00EB

501+00EB

502+00EB

503+00EB

504+00EB

505+00EB

502+00WB

503+00WB

504+00WB

N

2

C-56-2029

26+00FF

27+00FF

20'

28+00FF

29+00FF

30+00FF

31+00FF

20'

32+

R/W

FARR FIELD ENTRANCE

MATCH LINE STA. 32+00FF

TLE

TLE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: FARR FIELD ENTRANCE	SHEET 82	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(FARR FIELD ENTRANCE).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

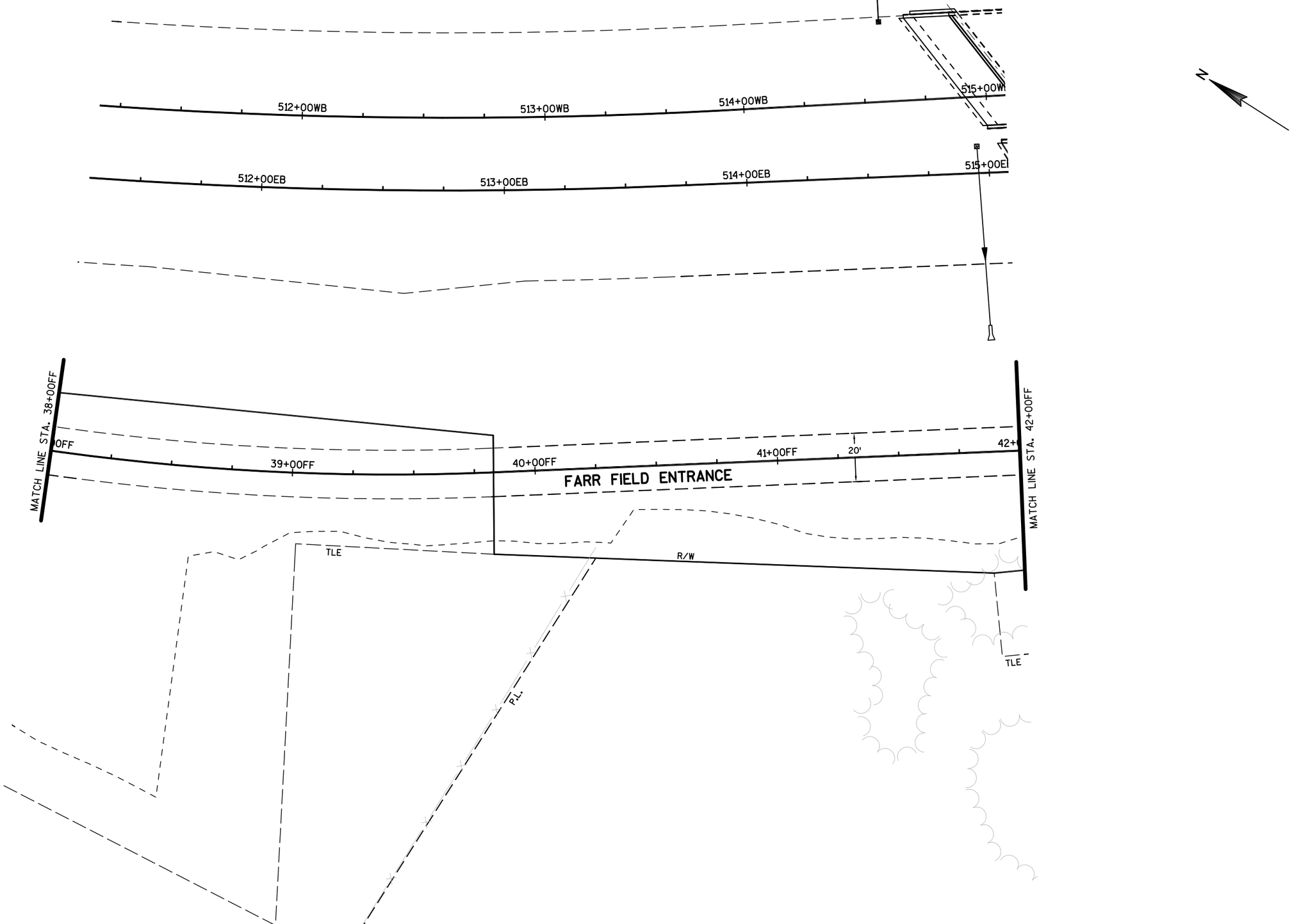
2

2

506+00WB
507+00WB
508+00WB
509+00WB
510+00WB
511+00WB
506+00EB
507+00EB
508+00EB
509+00EB
510+00EB
511+00EB
N
R/W
MATCH LINE STA. 32+00FF
32+00FF
33+00FF
34+00FF
35+00FF
36+00FF
20'
37+00FF
38+00FF
MATCH LINE STA. 38+00FF
FARR FIELD ENTRANCE
TLE

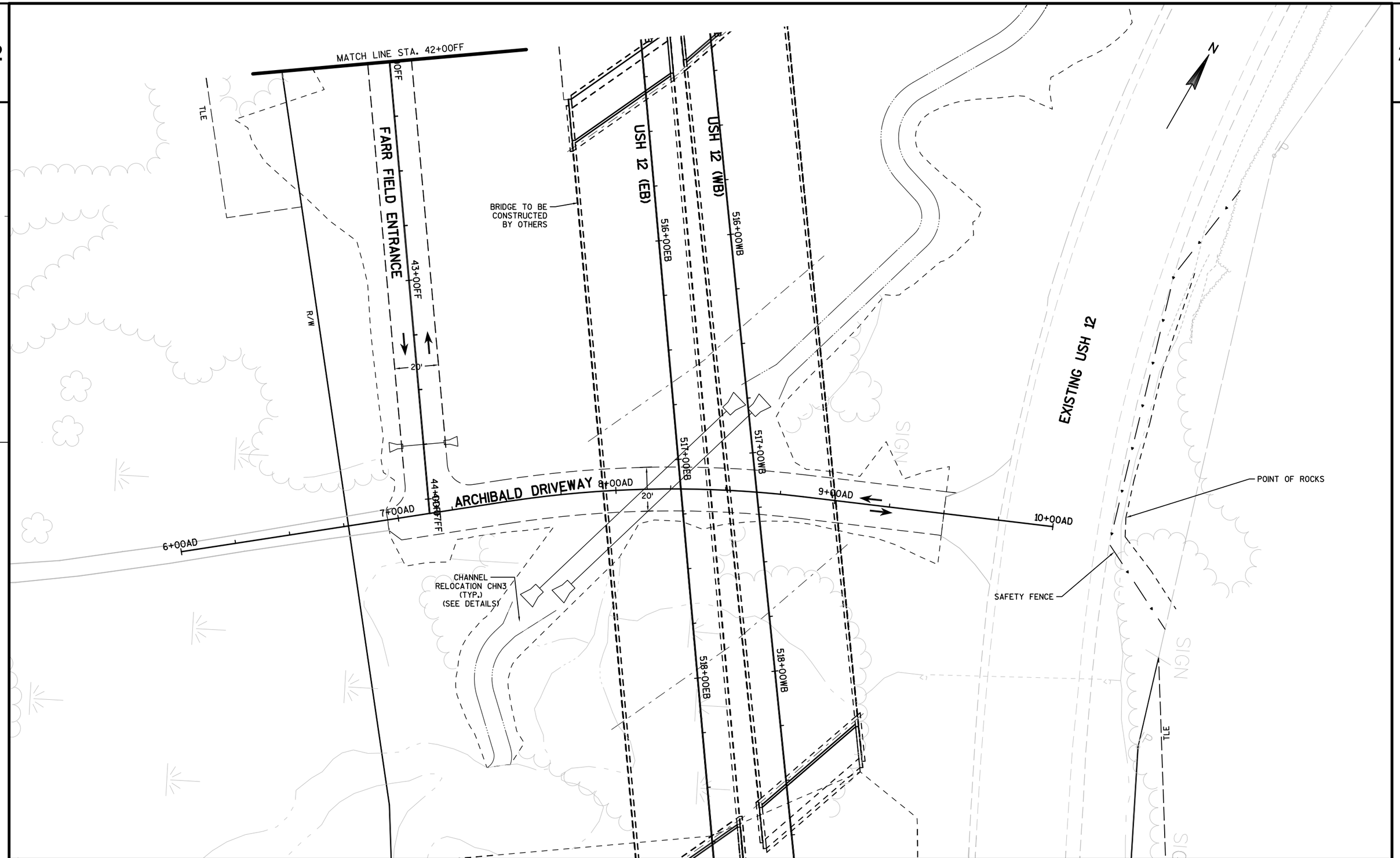
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: FARR FIELD ENTRANCE	SHEET 83	E

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: FARR FIELD ENTRANCE	SHEET 84	E

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: ARCHIBALD DRIVEWAY	SHEET 85	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\80 PROJECT\021201_PD(ARCHIBALD DRIVEWAY).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

N

MATCH LINE STA. 90+00LE

STH 136 (WB)

STH 136 (EB)

85+00LE

85+38LW

86+00LW

86+00LE

87+00LW

87+00LE

88+00LW

88+00LE

89+00LW

89+00LE

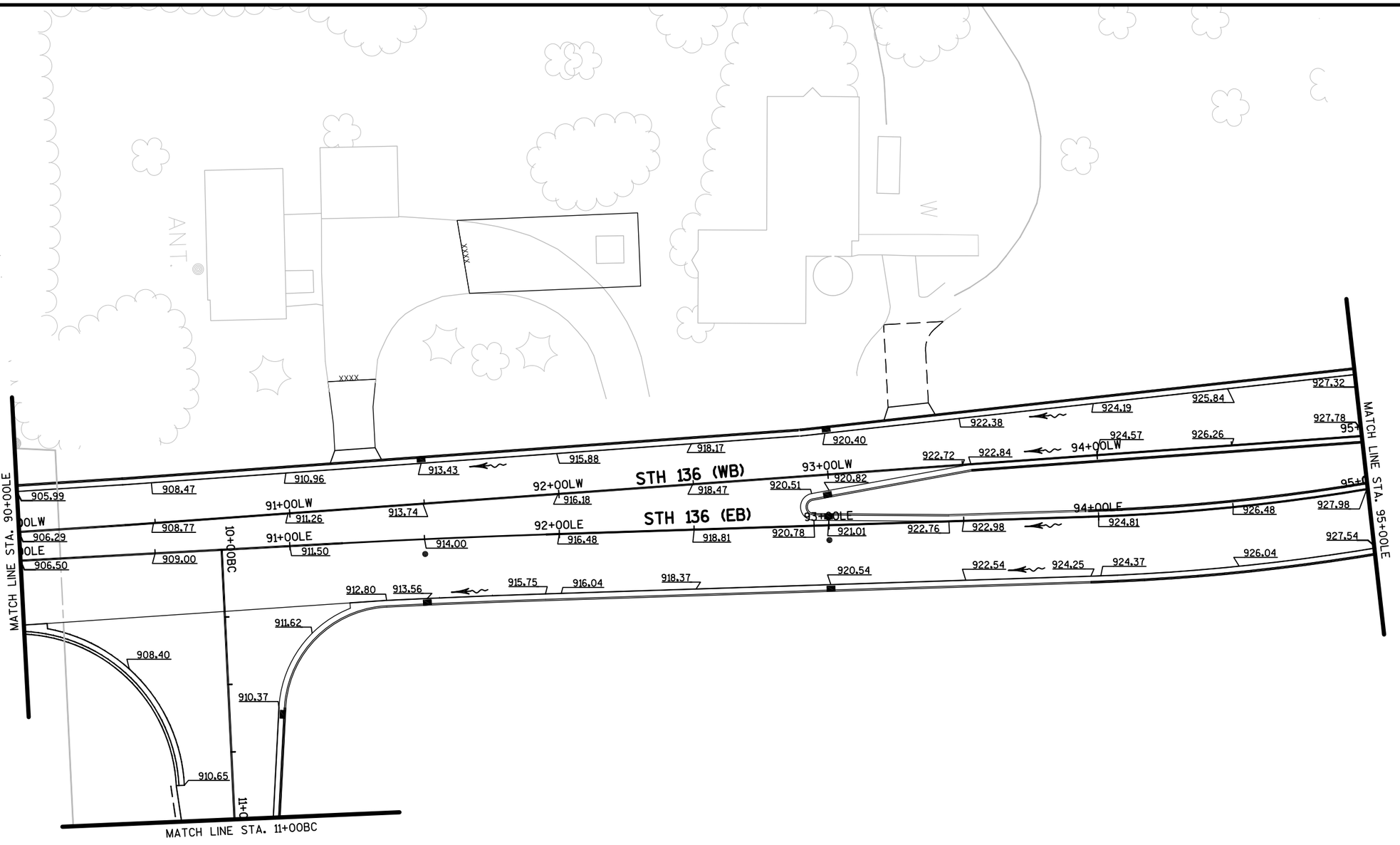
90+

884.69 886.55 887.34 885.49 886.29 887.37 888.17 888.53 889.33 889.42 890.22 890.64 891.44 891.63 891.59 892.51 892.89 893.69 894.00 894.02 895.49 895.10 896.14 896.50 897.30 897.52 898.46 899.01 899.79 898.79 899.00 899.45 901.01 901.31 901.50 901.37 903.50 903.80 904.00 903.52 905.23 905.73

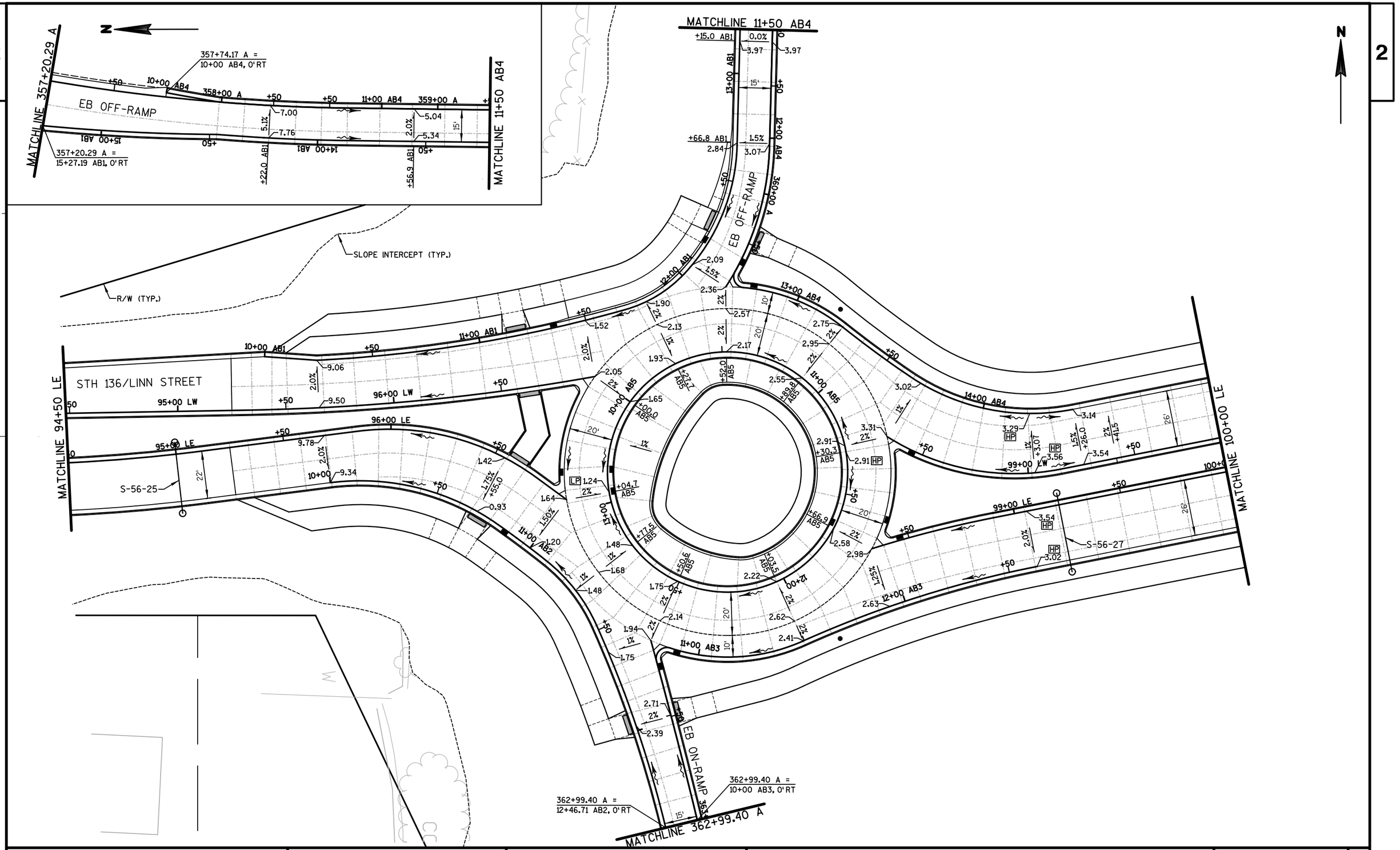
SIGN

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136	SHEET 86	E

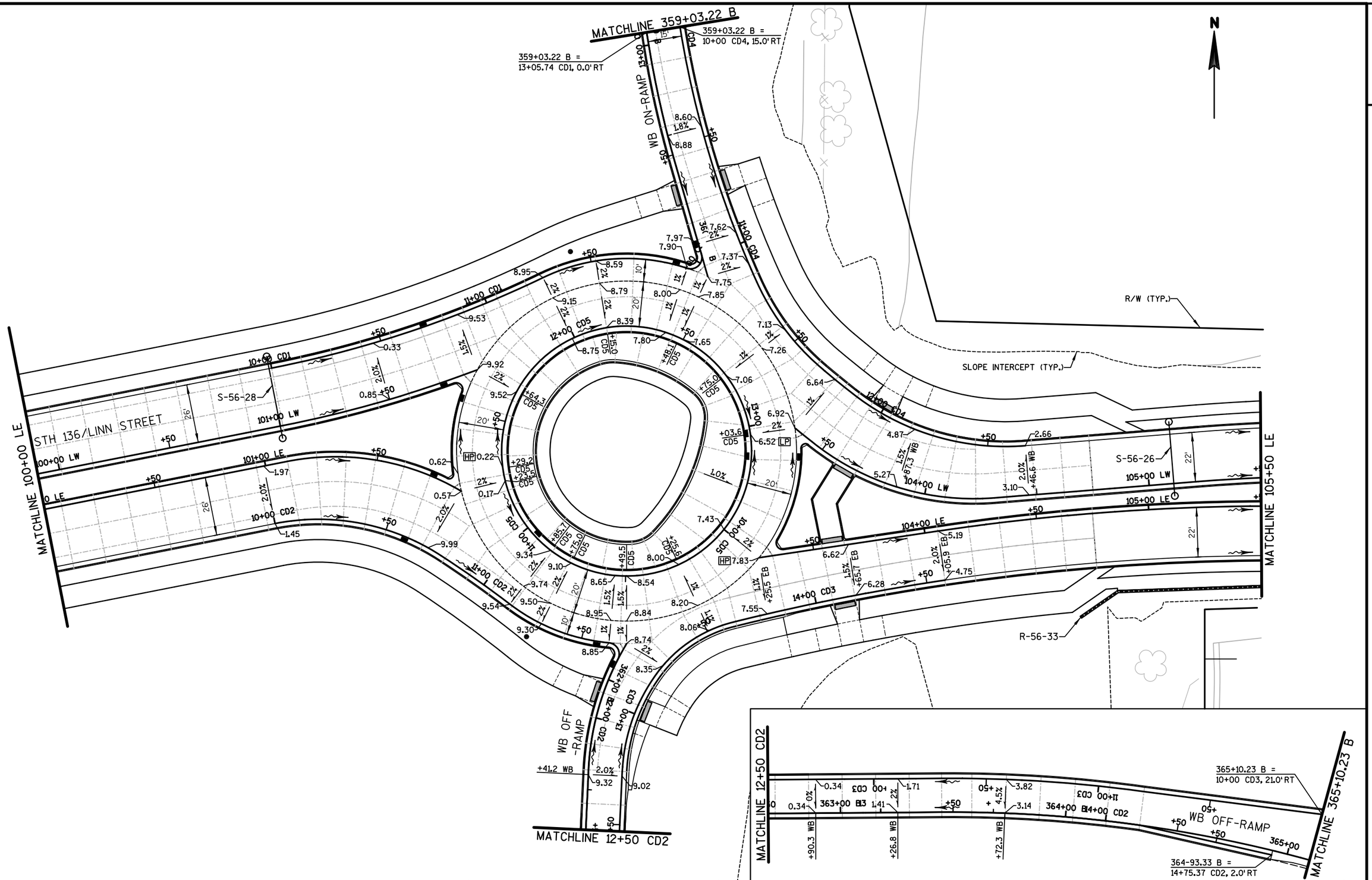
2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136	SHEET 87	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136	SHEET 88	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136	SHEET 89	E

2

2

N

MATCH LINE STA. 105+00LE

920.96 918.58 915.79 913.58 911.10 908.59 906.09 903.58 901.08

920.40 918.03 915.52 913.03 910.54 908.04 905.53 903.03 900.52 900.21

920.84 00LW 918.47 917.32 106+00LW 914.78 910.98 107+00LW STH 136 (WB) 908.48 905.97 108+00LW 903.47 900.96 109+00LW 109+20LW

00LE 915.94 106+00LE 913.47 107+00LE STH 136 (EB) 108+00LE

920.95 918.45 915.96 914.83 913.46 910.96 908.46 905.96 903.46 900.96 110+00LE

920.51 918.01 915.52 913.02 910.52 908.02 905.52 903.02 900.52 899.07

921.07 918.57 916.07 913.57 911.07 908.57 906.08

R-56-33

SIGN

INL

MH

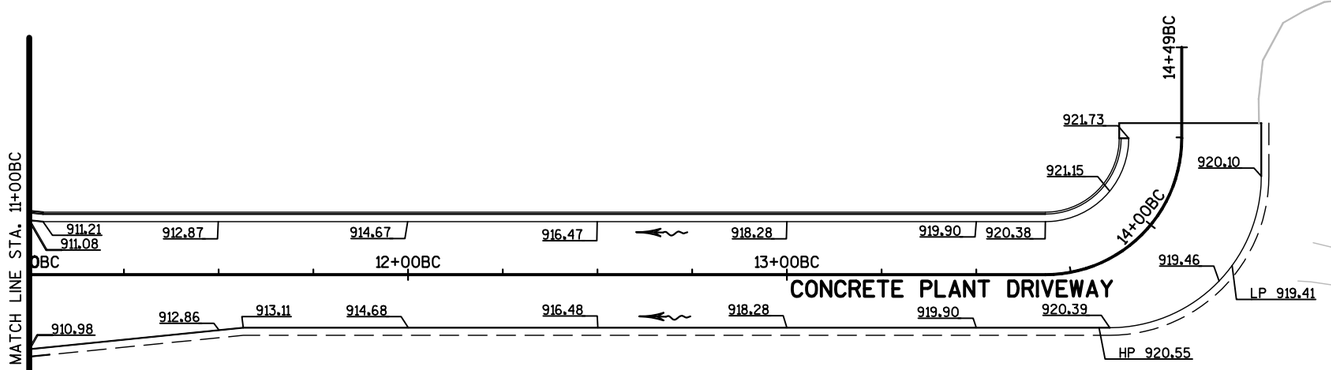
MH

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136	SHEET 90	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CONCRETE PLANT DRIVEWAY	SHEET 91	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (CONCRETE PLANT DRIVEWAY).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

926.08
924.99
925.95
926.77
923.92
922.07
HP=929.36
929.33
920.89
920.48
912.68
915.27
918.13
918.89

693+00HR
694+00HR
695+00HR
696+00HR
697+00HR
698+00HR

HATCHERY ROAD

912.58
912.86
915.75
918.65
921.82
925.26
925.75
926.47

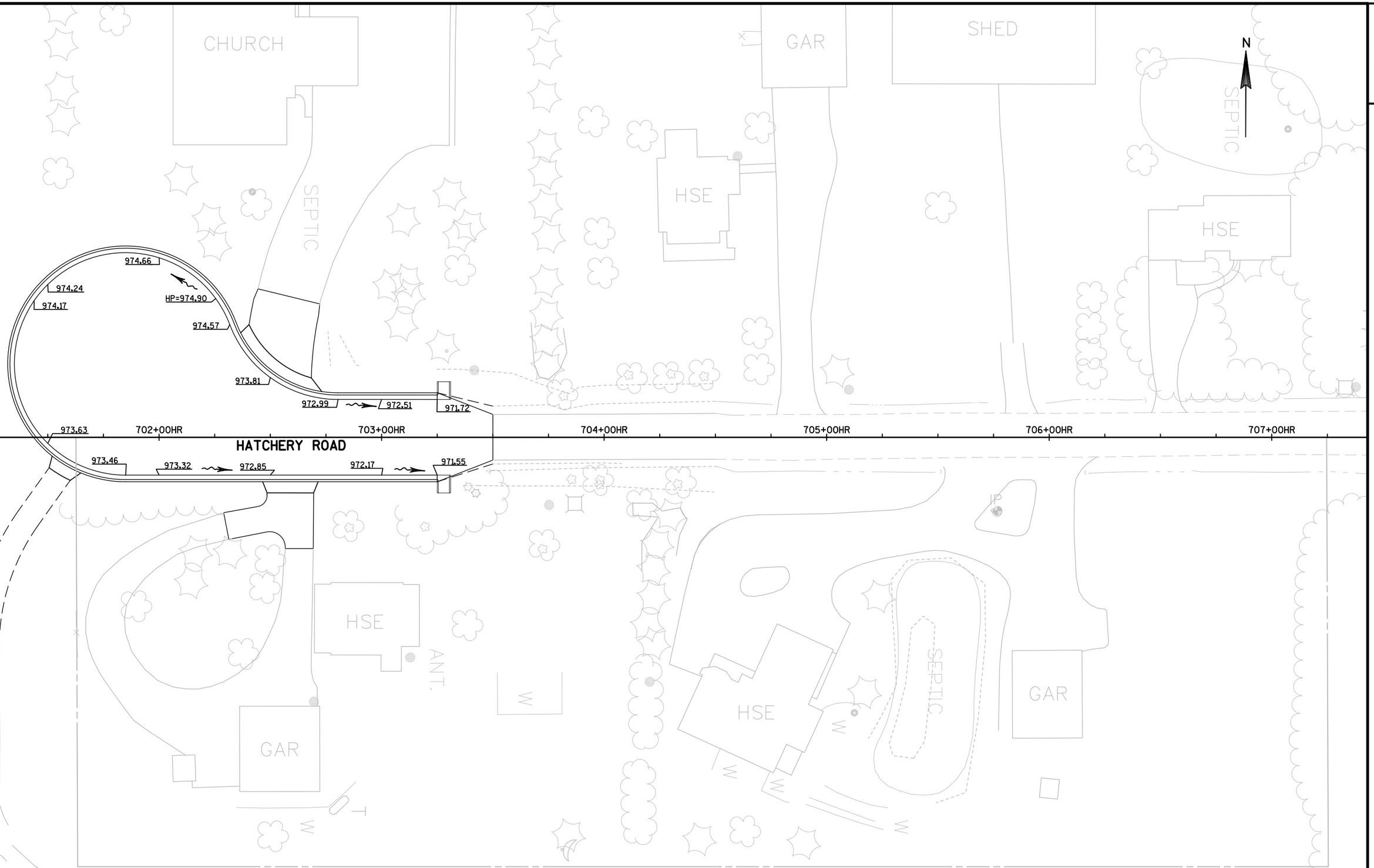
IP

HSE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: HATCHERY ROAD	SHEET 92	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (HATCHERY ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

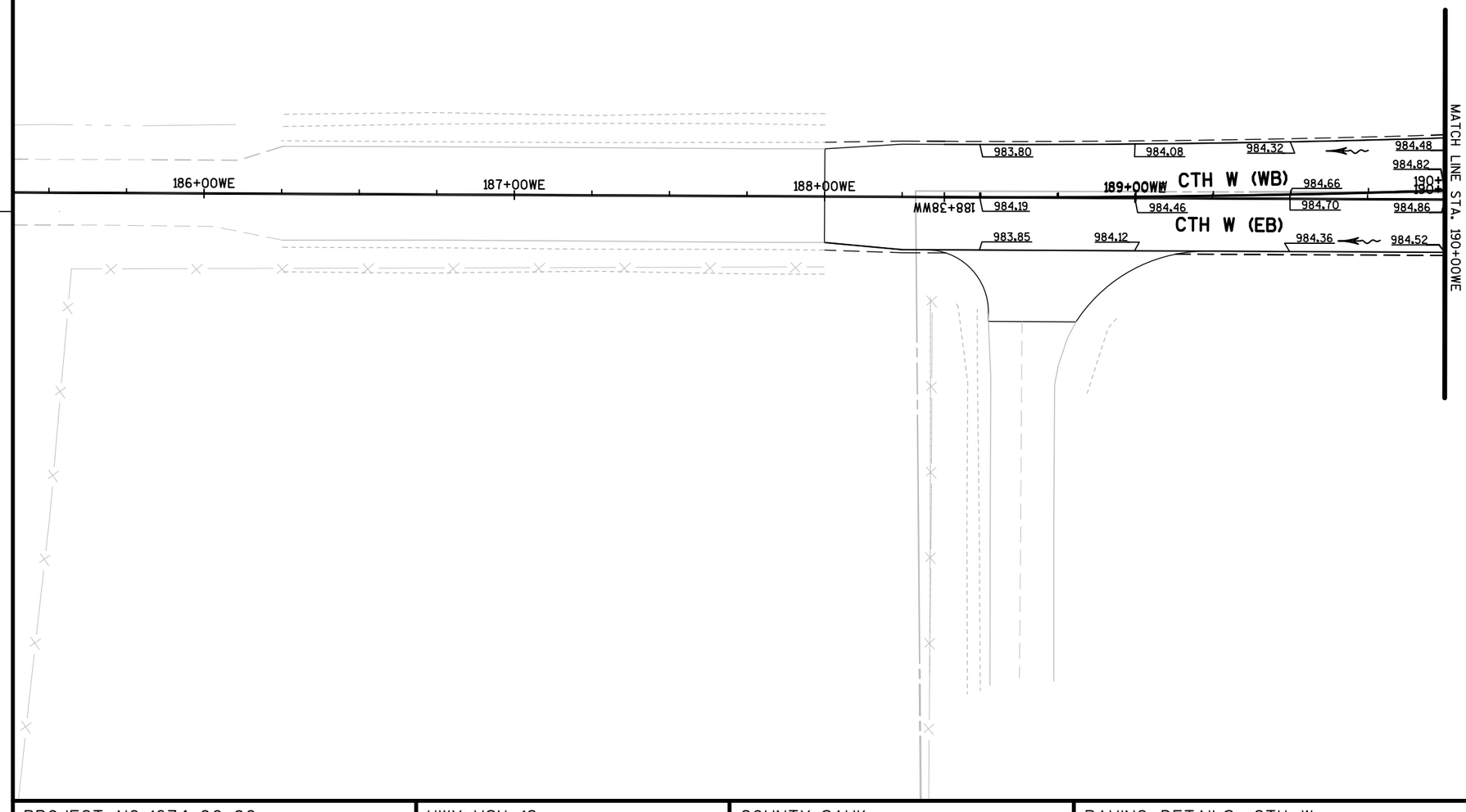


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: HATCHERY ROAD	SHEET 93	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(HATCHERY ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 94	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

MATCH LINE STA. 190+00WE

MATCH LINE STA. 195+00WE

CTH W (WB)

CTH W (EB)

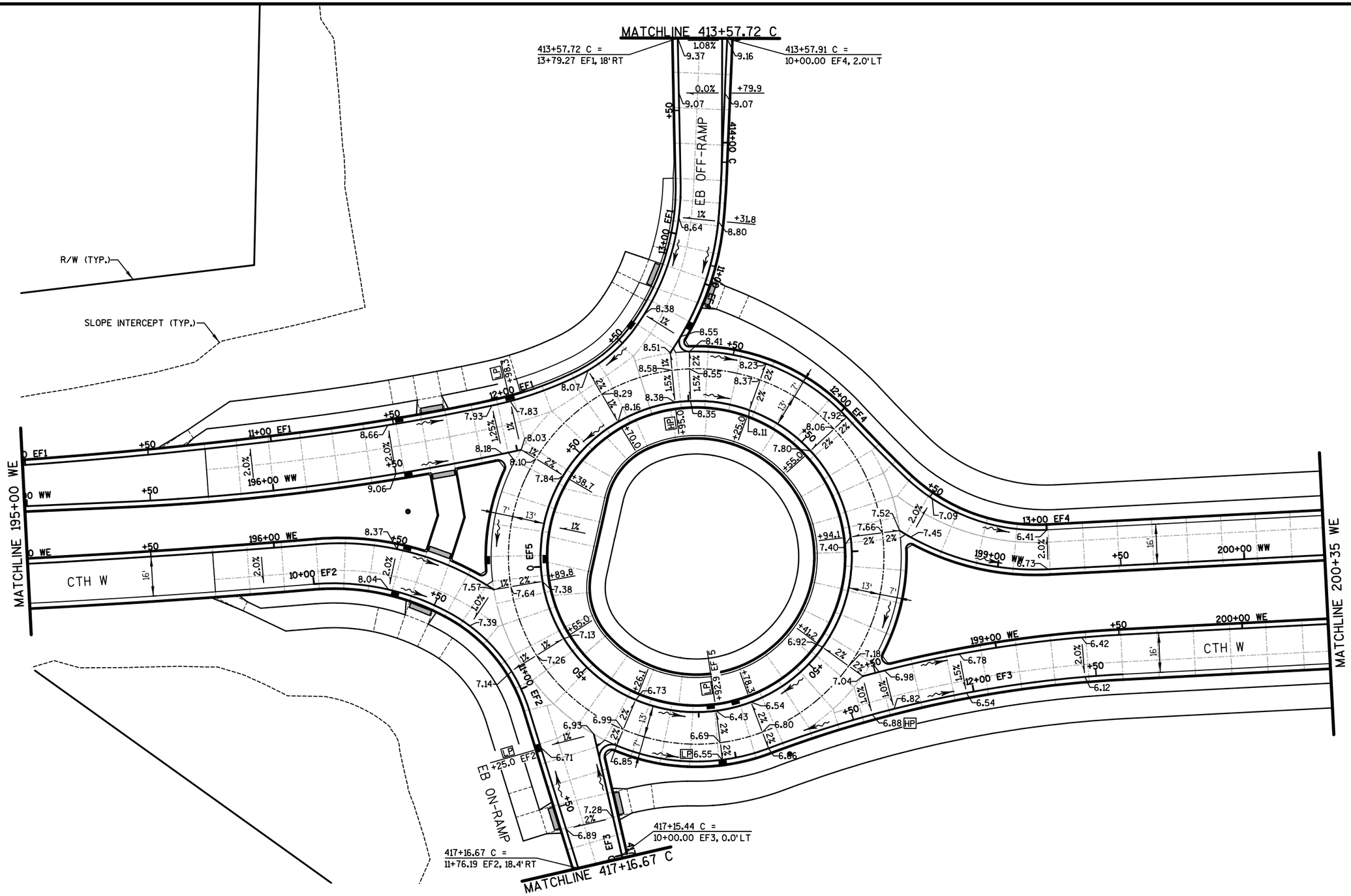
HP 984.57
HP 984.92
984.57
984.56
984.51
984.46
984.50
984.35
984.11
984.43
984.80
984.12
983.40
983.72
982.93
983.25
982.37
982.69
981.73
982.06
984.67
192+00WW
193+00WW
194+00WW
984.91
191+00WW
984.83
984.78
984.90
191+00WE
192+00WE
193+00WE
194+00WE
984.92
984.88
984.75
984.68
984.52
984.20
983.78
983.26
982.64
981.94
981.14
980.82
984.58
984.54
984.50
984.50
984.43
984.20
983.88
983.46
982.94
982.33
981.62
HP 984.92
HP 984.58

TO

SEPTIC

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 95	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 96	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\021211a_pd.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

N

R/W (TYP.)

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

MATCHLINE 414+02.15 D

414+02.30 D =
12+61.96 GH1, 0.0' LT

414+02.15 D =
10+00.00 GH4, 15.5' LT

MATCHLINE 200+35 WE

MATCHLINE 205+50 WE

MATCHLINE 417+36.57 D

417+35.48 D =
12+97.55 GH2, 2.0' RT

417+36.57 D =
10+00.00 GH3, 18.7' LT

CTH W
201+00 WW

CTH W/SOUTH BLVD.
204+00 WW

201+00 WE

204+00 WE

205+00 WW

205+00 WE

WB ON RAMP

WB OFF-RAMP

10+00 GH1

11+00 GH1

12+00 GH1

10+00 GH2

12+00 GH2

10+00 GH3

11+00 GH3

12+00 GH3

10+00 GH4

11+00 GH4

12+00 GH4

10+00 GH5

11+00 GH5

12+00 GH5

12+00 GH2 50

417+00 D

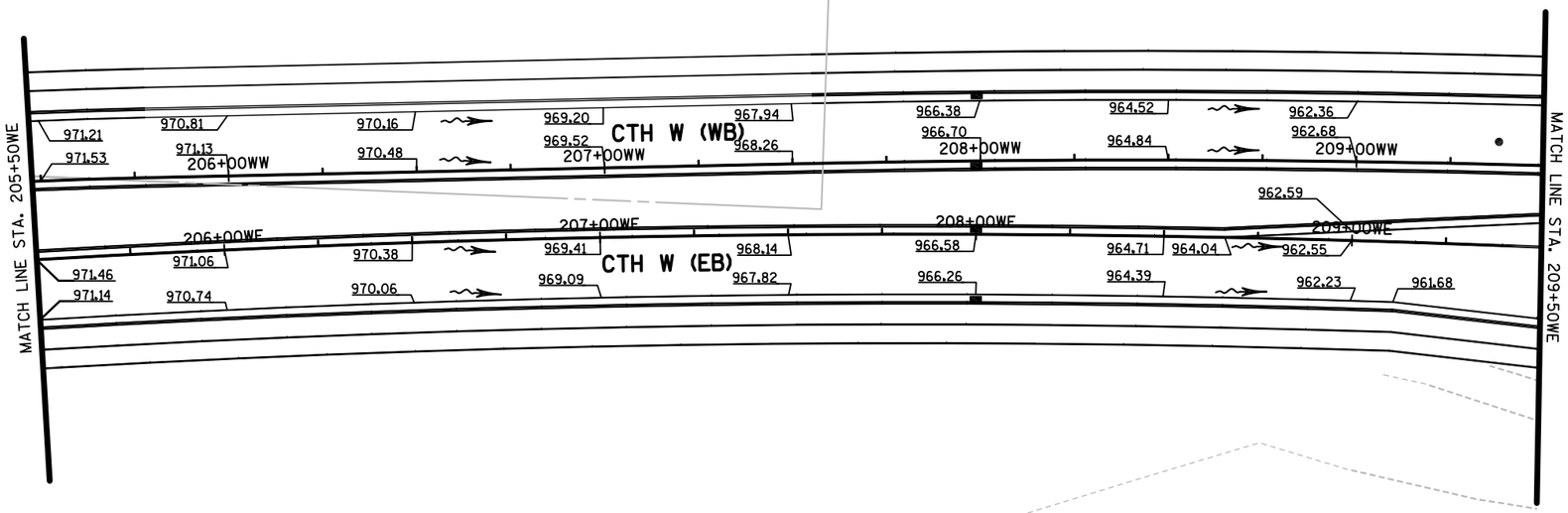
HP

LP

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 97	E

2

N



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 98	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

COMMERCE AVENUE

R-56-36

959.89 960.21 957.12 957.44 954.05 954.37 950.71 951.03

210+00WW 211+00WW 212+00WW 213+00WW 214+00WW 215+00WW

CTH W (WB)

960.21 960.08 957.53 957.32 956.58 954.26 954.50 950.95 951.19

210+00WE 211+00WE 212+00WE 213+00WE 214+00WE 215+00WE

CTH W (EB)

959.70 956.87 955.87 953.78 950.47

MATCH LINE STA. 209+50WE

MH MH

COMMERCE PARKWAY

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W	SHEET 99	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

MH U/C

MH

MH

R-56-35

953.91 953.21 950.36 946.54 942.44 939.95

9+00CC 10+00CC 11+00CC 12+00CC 13+00CC 13+41CC

HP 955.50

COMMERCE COURT

967.12 962.12 957.12

21+00CD 22+00CD 22+20CD

967.52 962.52 957.52

COMMERCE DRIVEWAY

954.66

951.87 951.15 950.61 946.54 942.44 939.96

952.35

953.02

BLDG

COMMERCE AVENUE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: COMMERCE COURT	SHEET 100	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (COMMERCE AVE.).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

WM

977.88 978.02 978.29 978.56 978.83 979.34 979.59 979.84

290+00GR 291+00GR 292+00GR 293+00GR GASSER ROAD 294+00GR 295+00GR

977.92 978.06 978.13 978.28 978.47 978.67 978.72 979.17 979.42 979.67 979.73

MATCH LINE STA. 295+50GR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: GASSER ROAD	SHEET 101	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD (GASSER ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 295+50GR

MATCH LINE STA. 301+50GR

980.09 980.26 980.38 980.64 980.89 981.10 981.12 981.22 981.32 981.51 981.60

296+00GR 297+00GR 298+00GR GASSER ROAD 299+00GR 300+00GR 301+00GR

30+00CR

980.38 980.37 980.76 980.88 981.03 981.03 981.34 981.35 981.60

299+00GS 300+00GS 301+00GS

298+00GS

979.65 979.99 979.51 979.47 979.42 297+00GS

GASSER ROAD SNOWMOBILE TRAIL

295+50GS

29+00CR

979.39 979.37

DOWLES ROAD

MATCH LINE STA. 28+50CR

467+00EB 467+00WB 468+00EB 468+00WB

469+00EB 469+00WB

USH 12 (EB) USH 12 (WB)

470+00EB 470+00WB

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: GASSER ROAD	SHEET 102	E

2

2

N

MATCH LINE STA. 301+50GR

983.09 983.31 983.34 983.52 983.57 983.80 983.88 983.99 984.15 984.62 985.34 986.32 987.55 989.04 990.79 991.75

302+00GR 303+00GR 304+00GR GASSER ROAD 305+00GR 306+00GR 307+00GR

982.72 982.62 983.32 983.37 983.63 983.88 983.99 984.15 984.62 985.34 986.32 987.55 989.04 990.79 991.74

302+00GS

GASSER ROAD SNOWMOBILE TRAIL

303+00GS 304+00GS 305+00GS

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: GASSER ROAD	SHEET 103	E

2

2

N

14+00CR

980.73

15+00CR

980.49

980.07

16+00CR

979.63

979.40

17+00CR

979.16

978.93

18+00CR

978.70

978.46

19+00CR

980.90

980.90

980.90

980.86

COWLES ROAD

980.63

980.40

980.16

979.93

979.70

MATCH LINE STA. 19+50CR

USH 12 (EB)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: COWLES ROAD	SHEET 104	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(COWLES ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

N

MATCH LINE STA. 19+50CR

978.23

978.00

20+00CR

979.46

979.23

977.76

977.53

21+00CR

979.00

977.32

978.76

977.15

22+00CR

978.55

977.03

978.38

976.96

23+00CR

978.26

LP 976.94

976.97

24+00CR

978.19

LP 978.17

977.04

978.20

977.17

25+00CR

978.28

978.40

MATCH LINE STA. 25+50CR

COWLES ROAD

USH 12 (EB)

478+00EB

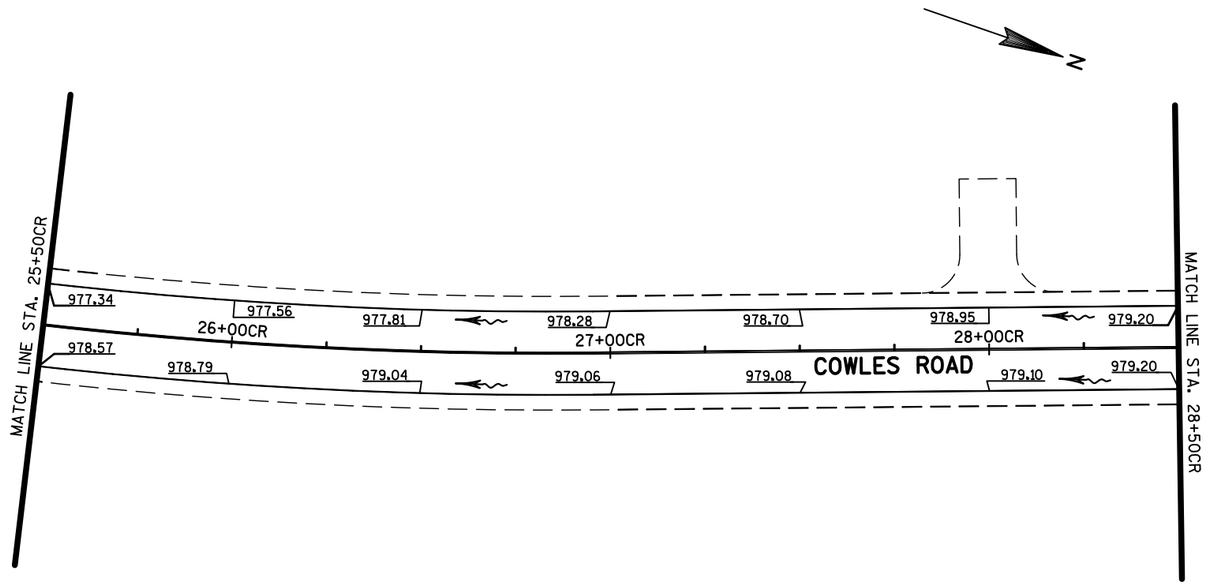
477+00EB

476+00EB

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: COWLES ROAD	SHEET 105	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(COWLES ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

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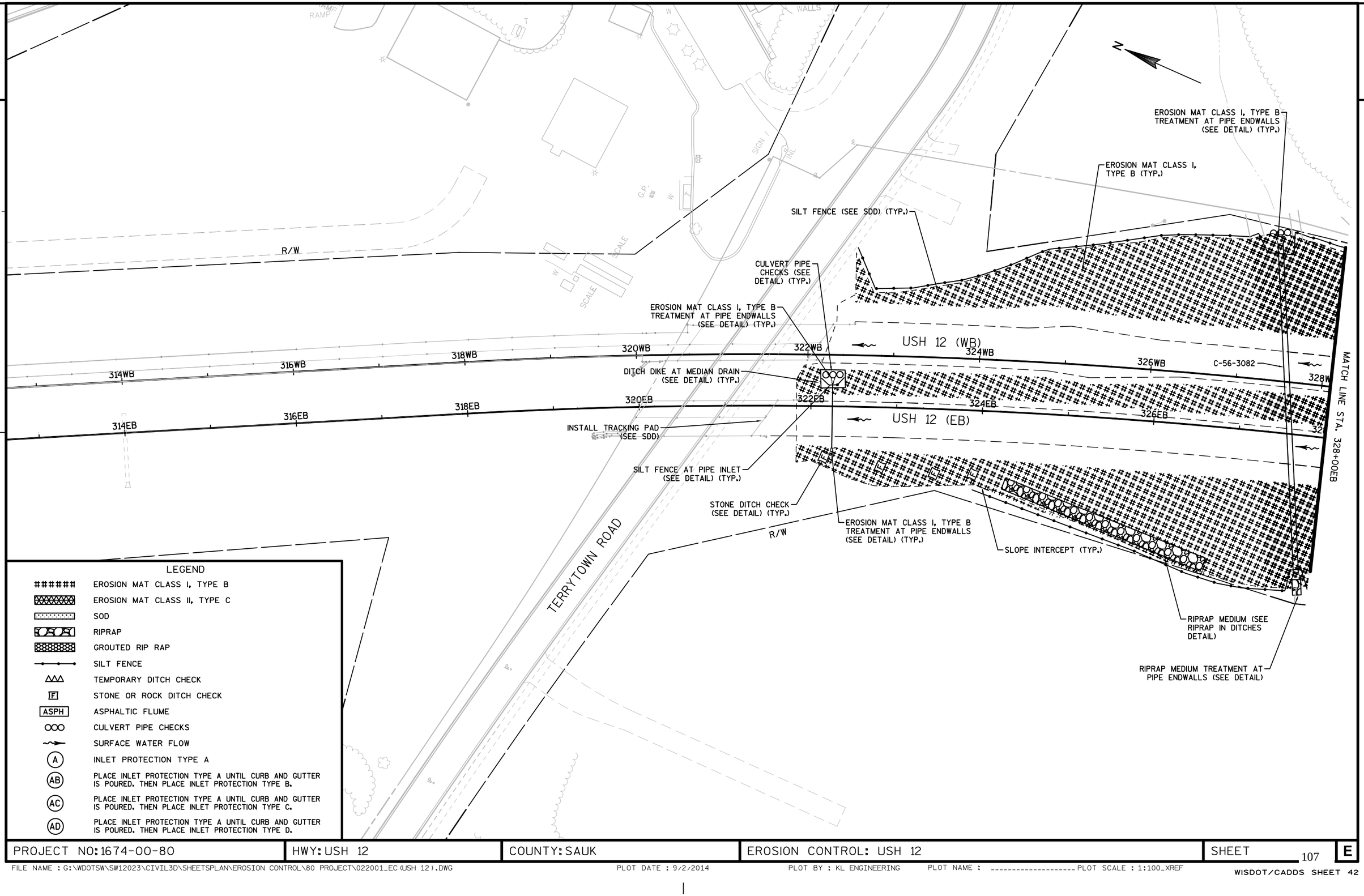


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: COWLES ROAD	SHEET 106	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\80 PROJECT\021201_PD(COWLES ROAD).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

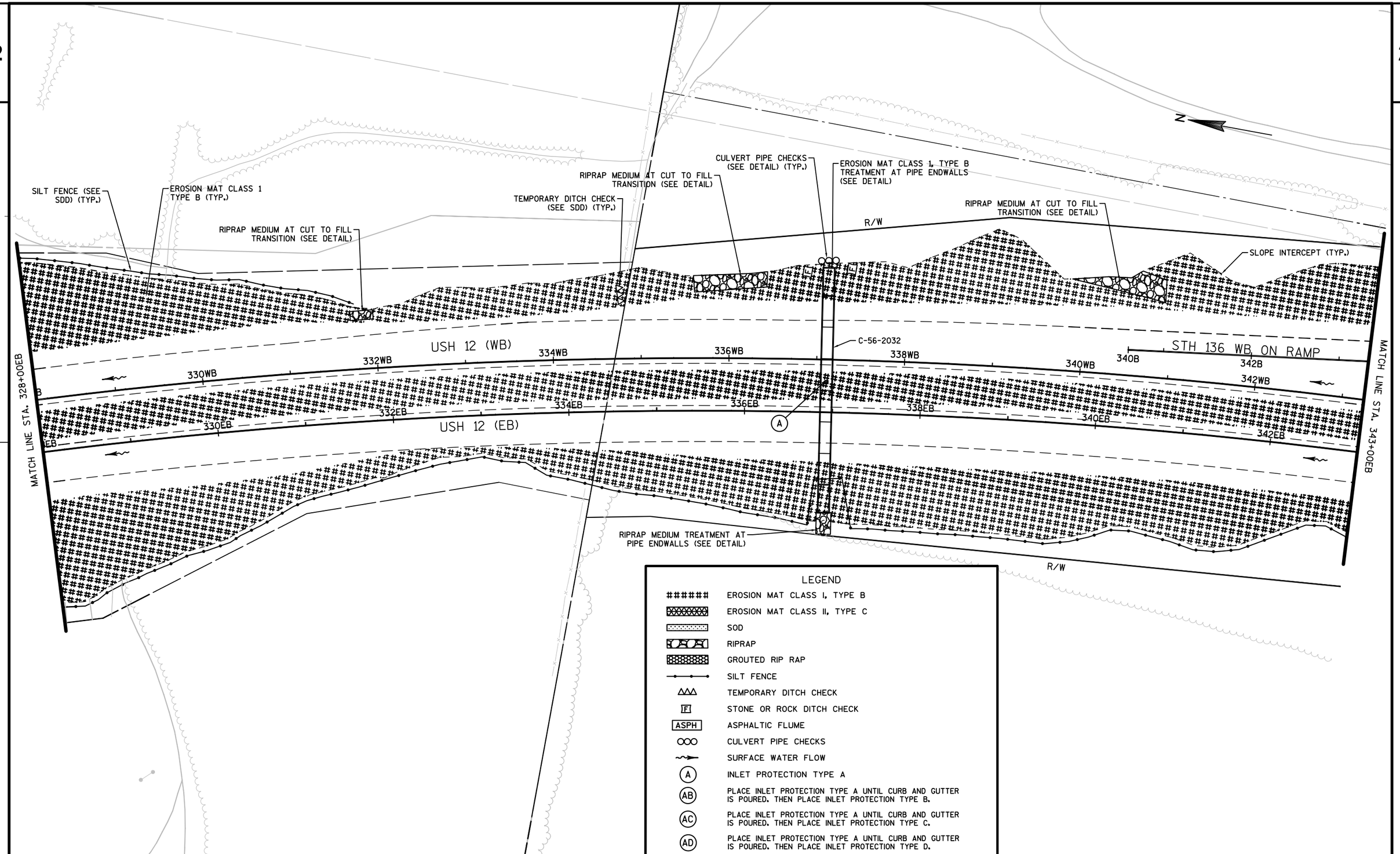
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2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 107	E

2



LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
○○○	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 108	E

2

2

SIGN

TANKS

W

N

EROSION MAT CLASS I, TYPE B (TYP.)

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

SLOPE INTERCEPT (TYP.)

R/W

350B STH 136 WB ON-RAMP

344B 346B 348B 352B 354B 356B 358B

USH 12 (WB)

344WB 346WB 348WB 350WB 352WB 354WB 356WB

USH 12 (EB)

344EB 346EB 348EB 350EB 352EB 354EB 356EB

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

DITCH DIKE AT MEDIAN DRAIN (SEE DETAIL) (TYP.)

MATCH LINE STA. 343+00EB

MATCH LINE STA. 358+00EB

345A 346A 348A 350A 352A 354A 356A

STH 136 EB OFF-RAMP

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

R/W

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

RIPRAP MEDIUM (SEE DETAIL) (TYP.)

STONE DITCH CHECK (SEE DETAIL) (TYP.)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
[F]	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
OOO	CULVERT PIPE CHECKS
~→	SURFACE WATER FLOW
(A)	INLET PROTECTION TYPE A
(AB)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 109	E

2

MATCH LINE STA. 104+50LE

EROSION MAT CLASS I TYPE B (TYP.)

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

RIPRAP HEAVY TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

RIPRAP HEAVY IN DITCH (SEE DETAIL)

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

R/W

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

BERM END OF DITCH. LEAVE HEAVY RIPRAP OPENING.

104LW

104LE

STH 136 WB ON-RAMP

360B

364B

366B

STH 136 WB OFF-RAMP 368B

370B

372B

374B

B-56-206

WB

360WB

362WB

364WB

366WB

USH 12 (WB)

368WB

370WB

372WB

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

EB

360EB

362EB

364EB

366EB

368EB

370EB

372EB

B-56-205

USH 12 (EB)

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

372A

370A

368A

366A

364A

STH 136 EB ON-RAMP

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

SLOPE INTERCEPT (TYP.)

STH 136 EB OFF-RAMP

360A

R/W

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

TLE

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALL (SEE DETAIL)

SOD LAWN IN TERRACE (TYP.)

R/W

396LW

396LE

MATCH LINE STA. 95+50LE

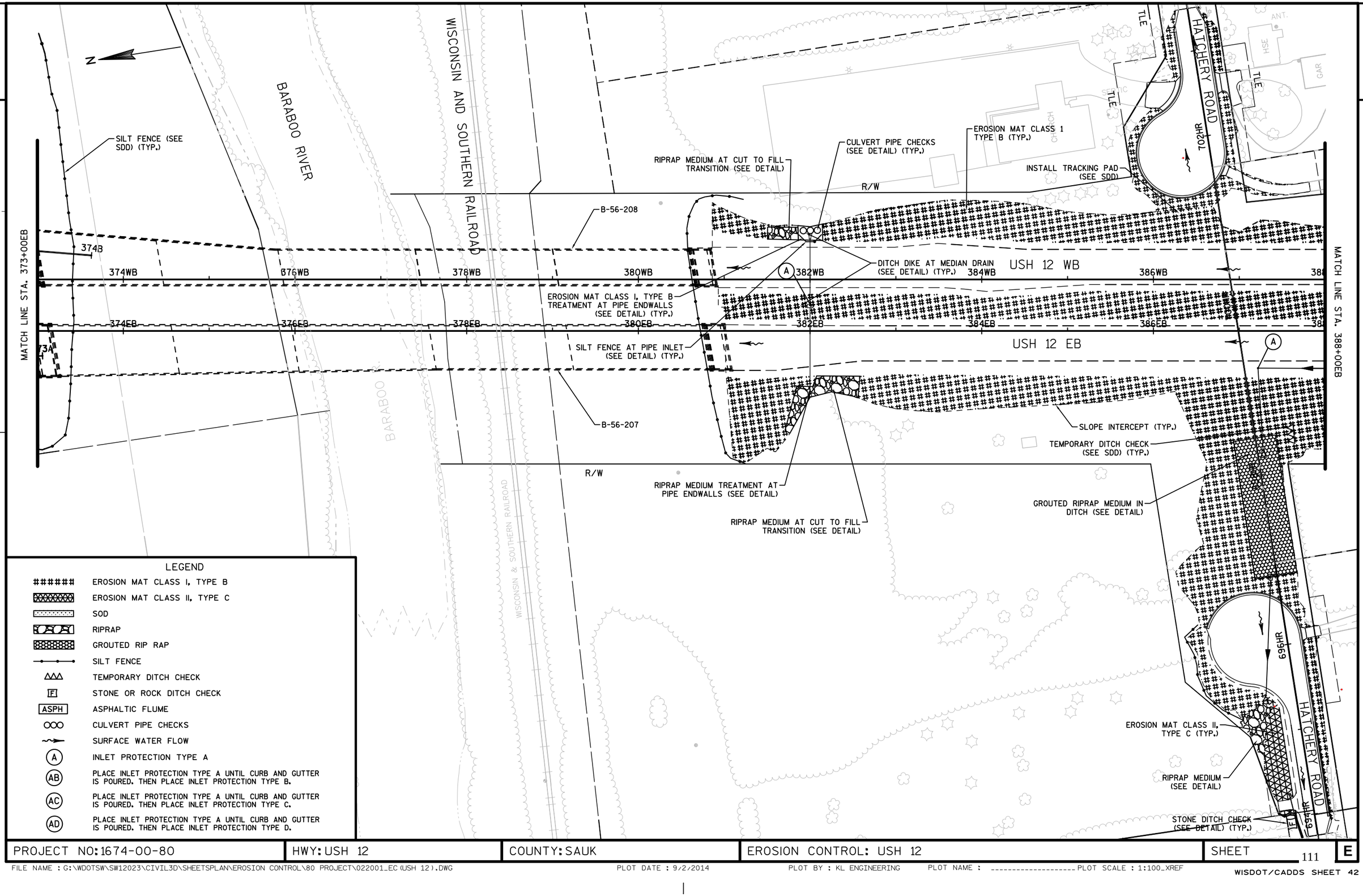
MATCH LINE STA. 358+00EB

MATCH LINE STA. 373+00EB

LEGEND

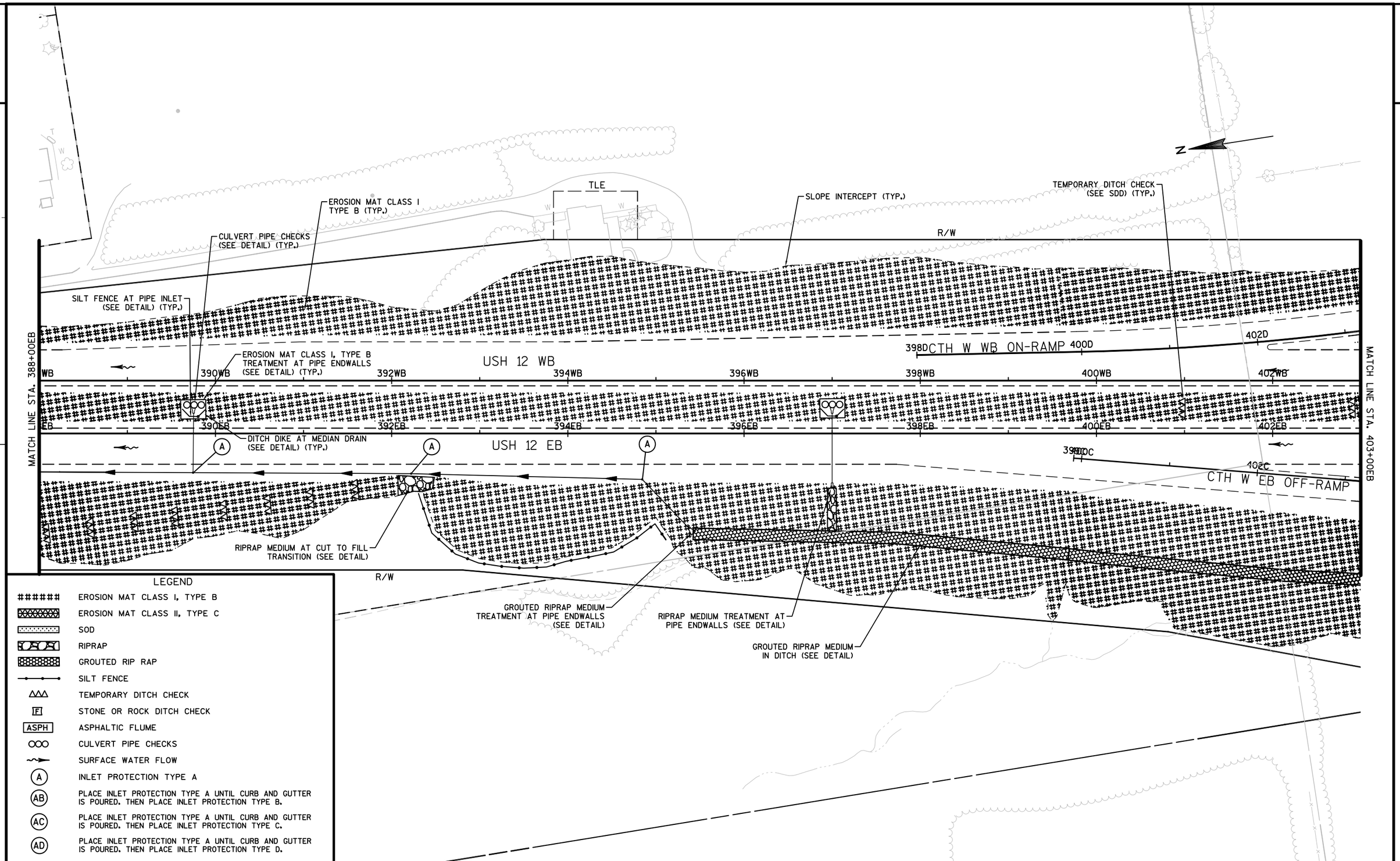
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK
- ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 110	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 111	E

2



LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
○○○	CULVERT PIPE CHECKS
~→	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 112	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- [F] STONE OR ROCK DITCH CHECK
- [ASPH] ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

N

INSTALL TRACKING PAD (SEE SDD)

STONE DITCH CHECK (TYP.)

MATCH LINE STA. 204+00WE

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

EROSION MAT CLASS 1 TYPE B (TYP.)

R/W

404D 406D CTH W WB, ON-RAMP 408D 410D 412D 414D

MATCH LINE STA. 403+00EB

404WB 406WB 408WB USH 12 (WB) 410WB 412WB 414WB 416WB

DITCH DIKE AT MEDIAN DRAIN (SEE DETAIL) (TYP.)

B-56-210

404EB 406EB 408EB 410EB 412EB 414EB 416EB

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

USH 12 (EB)

B-56-209

404C 406C 408C CTH W EB OFF-RAMP 410C 412C 414C 416C

CTH W

MATCH LINE STA. 418+00EB

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

SLOPE INTERCEPT (TYP.)

GROUTED RIPRAP MEDIUM IN DITCH (SEE DETAIL)

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

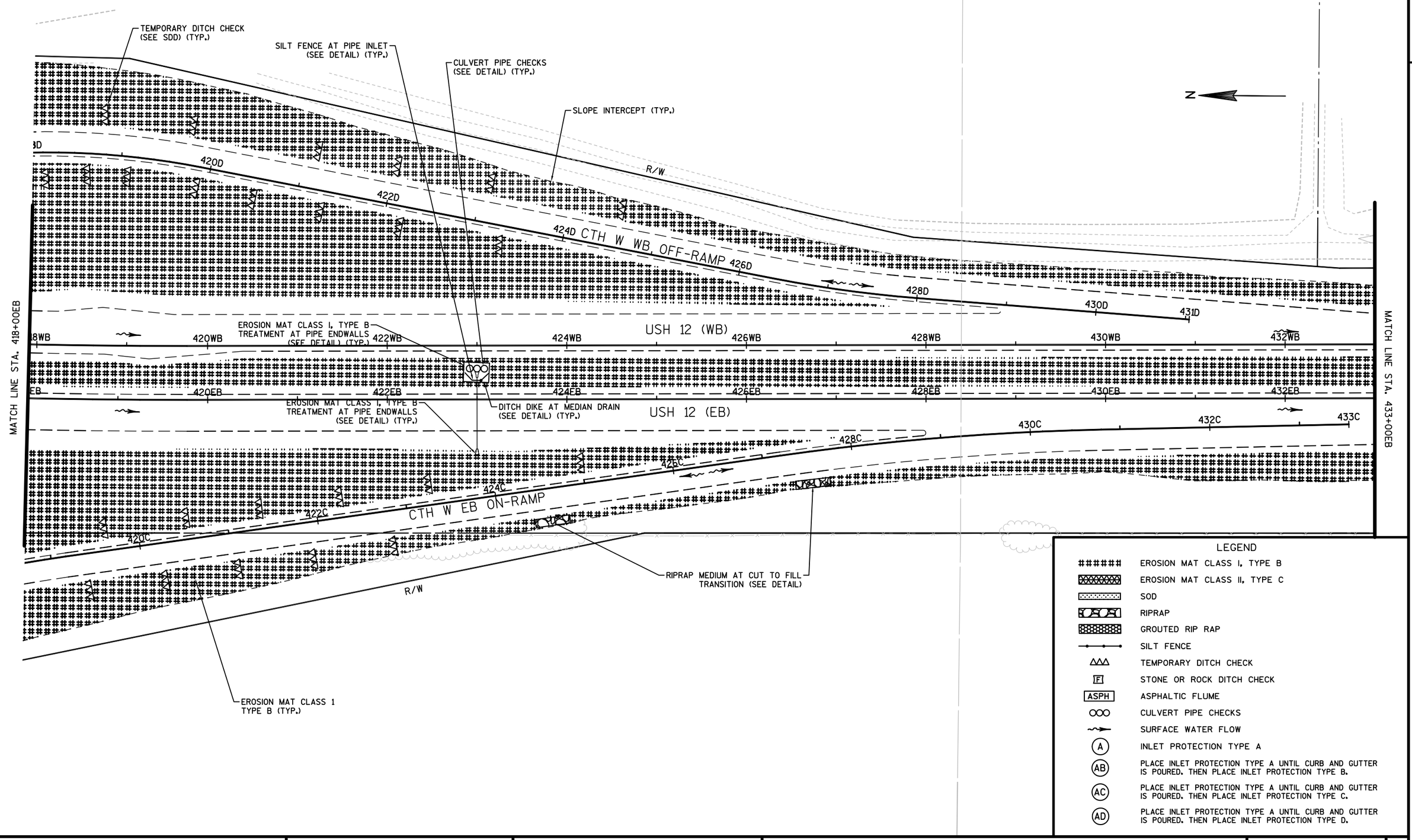
SOD LAWN IN TERRACE (TYP.)

MATCH LINE STA. 195+50WE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 113	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\80 PROJECT\022001_EC(USH 12).DWG PLOT DATE : 9/2/2014 PLOT BY : KL ENGINEERING PLOT NAME : ----------

2



LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK
- ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 114	E

2

2

N

EROSION MAT CLASS 1
TYPE B (TYP.)

DITCH DIKE AT MEDIAN DRAIN
(SEE DETAIL) (TYP.)

EROSION MAT CLASS I, TYPE B
TREATMENT AT PIPE ENDWALLS
(SEE DETAIL) (TYP.)

SLOPE INTERCEPT (TYP.)

STONE DITCH CHECK
(SEE DETAIL) (TYP.)

R/W

MATCH LINE STA. 433+00EB

MATCH LINE STA. 448+00EB

434WB 436WB USH 12 (WB) 438WB 440WB 442WB 444WB 446WB

434EB 436EB 438EB 440EB 442EB 444EB 446EB

USH 12 (EB)

RIPRAP MEDIUM TREATMENT AT
PIPE ENDWALLS (SEE DETAIL)

SILT FENCE AT PIPE INLET
(SEE DETAIL) (TYP.)

CULVERT PIPE CHECKS
(SEE DETAIL) (TYP.)

RIPRAP MEDIUM AT CUT TO FILL
TRANSITION (SEE DETAIL)

SILT FENCE (SEE
SDD) (TYP.)

R/W

RIPRAP MEDIUM TREATMENT AT
PIPE ENDWALLS (SEE DETAIL)

RIPRAP MEDIUM TREATMENT AT
PIPE ENDWALLS (SEE DETAIL)

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
FI	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
OOO	CULVERT PIPE CHECKS
~→	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 115	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK
- ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

MEDIUM DUTY COCONUT EROSION MAT CLASS II TYPE C (TYP.)

SEE CHANNEL RELOCATION TYPICAL SECTION DETAIL

TLE

TLE

N

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

CHN 5

INSTALL TRACKING PAD (SEE SDD)

SLOPE INTERCEPT (TYP.)

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

R/W

SILT FENCE (SEE SDD) (TYP.)

B-56-212

MATCH LINE STA. 448+00EB

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

USH 12 (WB)

450WB 452WB 454WB 456WB 458WB 460WB 462WB

A

450EB 452EB 454EB 456EB 458EB 460EB 462EB

USH 12 (EB)

DITCH DIKE AT MEDIAN DRAIN (SEE DETAIL) (TYP.)

B-56-211

MATCH LINE STA. 463+00EB

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

R/W

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

EROSION MAT CLASS I TYPE B (TYP.)

R/W

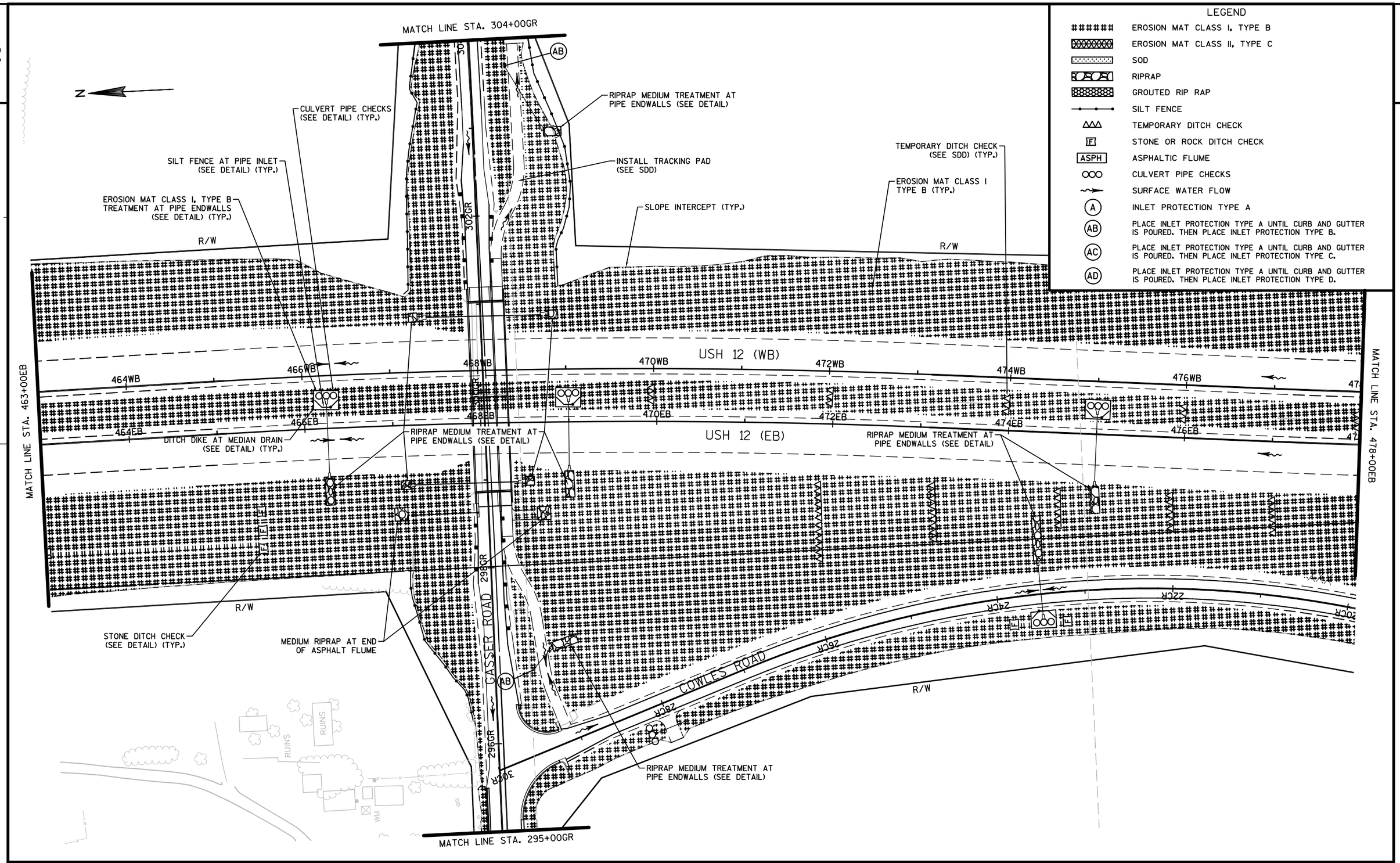
RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

TLE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 116	E

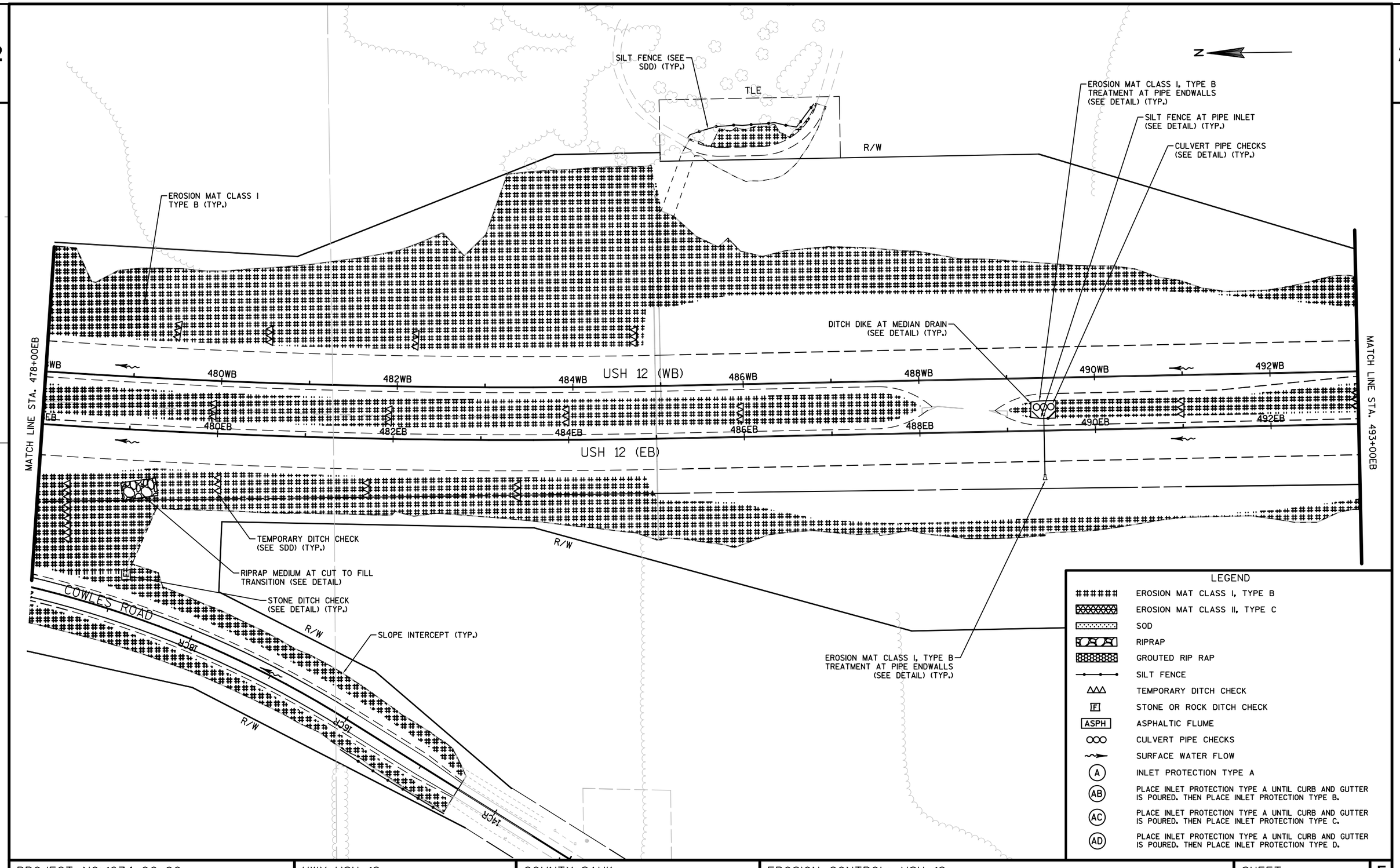
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\80 PROJECT\022001_EC(USH 12).DWG PLOT DATE : 9/2/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 117	E

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 118	E

2

2

N

EROSION MAT CLASS I TYPE B (TYP.)

SLOPE INTERCEPT (TYP.)

SILT FENCE (TYP.)

SEE CHANNEL RELOCATION TYPICAL SECTION DETAIL

PLE

CHN 5

INSTALL TRACKING PAD (SEE SDD)

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

R/W

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

EROSION MAT CLASS II, TYPE C (TYP.)

CHN 3

MATCH LINE STA. 493+00EB

MATCH LINE STA. 508+00EB

494WB 496WB 498WB 500WB 502WB 504WB 506WB

494EB 496EB 498EB 500EB 502EB 504EB 506EB

USH 12 (WB)

USH 12 (EB)

C-56-2029

A

25+00FF 26+00FF 27+00FF 28+00FF 29+00FF 30+00FF 31+00FF 32+00FF 33+00FF 34+00FF

STONE DITCH CHECK (SEE DETAIL) (TYP.)

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

FARR FIELD ENTRANCE

TLE

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

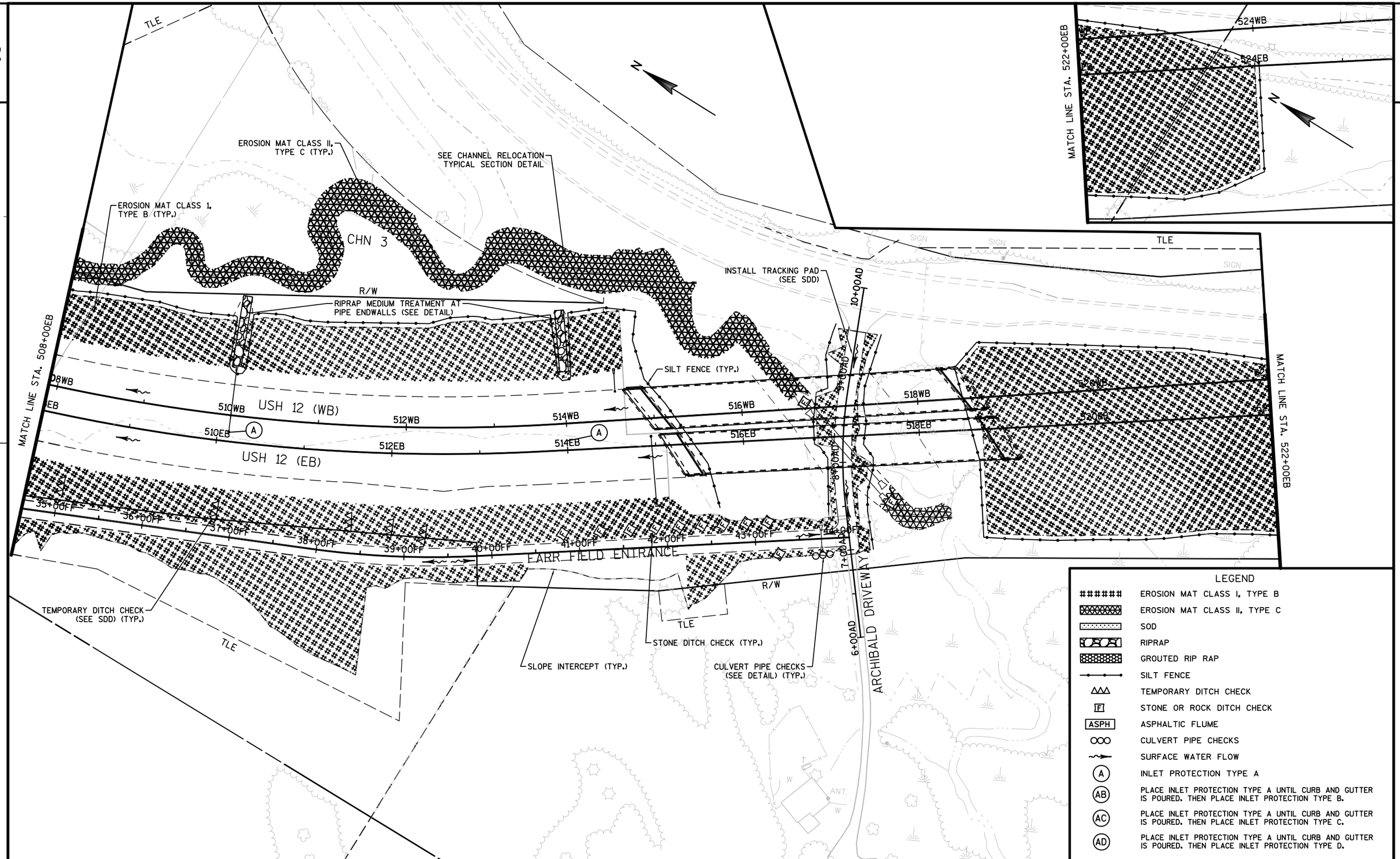
CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 119	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 120 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\80 PROJECT\022001_EC(USH 12).DWG PLOT DATE : 9/2/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- F STONE OR ROCK DITCH CHECK
- ASPH ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

N

EROSION MAT CLASS II, TYPE C (TYP.)

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

ASPHALTIC FLUME (SEE ASPHALTIC FLUME DETAIL)

EROSION MAT CLASS I, TYPE B (TYP.)

MATCH LINE STA. 95+50LE

81+00LE 82+00LE 83+00LE 84+00LE 85+00LE 85+38LW 86+00LW 87+00LW 88+00LW 88+00LE 89+00LW 89+00LE 90+00LW 90+00LE 91+00LW 91+00LE 92+00LW 92+00LE 93+00LW 93+00LE 94+00LW 94+00LE 95+00LW 95+00LE

STH 136

R/W

TLE

ASPH

SIGN

CANOPY

PLAYGROUND

CONCRETE PLANT DRIVEWAY

11+00BC 12+00BC 13+00BC 14+00BH 14+49BC

STONE DITCH CHECK (SEE DETAIL) (TYP.)

SILT FENCE (SEE SDD) (TYP.)

SLOPE INTERCEPT (TYP.)

ASPHALTIC FLUME (SEE SDD)

RIPRAP MEDIUM AT ASPHALT FLUME (TYP.)

RIPRAP MEDIUM IN DITCH (SEE DETAIL)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: STH 136	SHEET 121	E

2

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

N

SOD LAWN IN TERRACE (TYP.)
SLOPE INTERCEPT (TYP.)
EROSION MAT CLASS I, TYPE B (TYP.)
TLE
R/W
MATCH LINE STA. 104+50LE
105+00LW
105+00LE
106+00LW
106+00LE
107+00LW
107+00LE
108+00LW
108+00LE
109+00LE
110+00LE
111+00LE
112+00LE
113+00LE
114+00LE
115+00LE
116+00LE
116+72LE
STH 136
EXISTING USH 12
TLE
SILT FENCE (SEE SDD) (TYP.)
R-56-33
R/W
CANOPY
FILLER CAPS
SIGN
INL
MH

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: STH 136	SHEET 122	E

2

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

N

181+00WE 182+00WE 183+00WE 184+00WE 185+00WE 186+00WE 187+00WE 188+00WE 189+00WW 190+00WW 191+00WW 192+00WW 193+00WW 194+00WW 195+00WW

188+38WW

CTH W

R/W

SLOPE INTERCEPT (TYP.)

EROSION MAT CLASS I TYPE B (TYP.)

MATCH LINE STA. 195+50WE

TLE

STONE DITCH CHECK (SEE DETAIL) (TYP.)

SILT FENCE (SEE SDD) (TYP.)

CULVERT PIPE CHECKS (TYP.)

SEPTIC

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

TLE

2

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL CTH W	SHEET 123	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\80 PROJECT\022003_EC(CTH W).DWG PLOT DATE : 9/2/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

N

COMMERCE COURT

COMMERCE DRIVEWAY

COMMERCE AVENUE

COMMERCE PARKWAY

CTH W

MATCH LINE STA. 204+00WE

9+00CC 10+00CC 11+00CC 12+00CC 13+00CC 13+41CC

20+00CD 21+00CD 22+00CD

205+00WW 206+00WW 207+00WW 208+00WW 209+00WW 210+00WW 211+00WW 212+00WW 213+00WW 214+00WW 215+00WW 216+00WW

205+00WE 206+00WE 207+00WE 208+00WE 209+00WE 210+00WE 211+00WE 212+00WE 213+00WE 214+00WE 215+00WE 216+00WE

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

STONE DITCH CHECK (SEE DETAIL) (TYP.)

EROSION MAT CLASS I, TYPE B TREATMENT AT PIPE ENDWALLS (SEE DETAIL) (TYP.)

EROSION MAT CLASS I TYPE B (TYP.)

SILT FENCE (SEE SDD) (TYP.)

SLOPE INTERCEPT (TYP.)

SOD LAWN IN TERRACE (TYP.)

TLE

R/W

MH

A AC

LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE C
	SOD
	RIPRAP
	GROUTED RIP RAP
	SILT FENCE
	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK
ASPH	ASPHALTIC FLUME
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
AC	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
AD	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL CTH W	SHEET 124	E

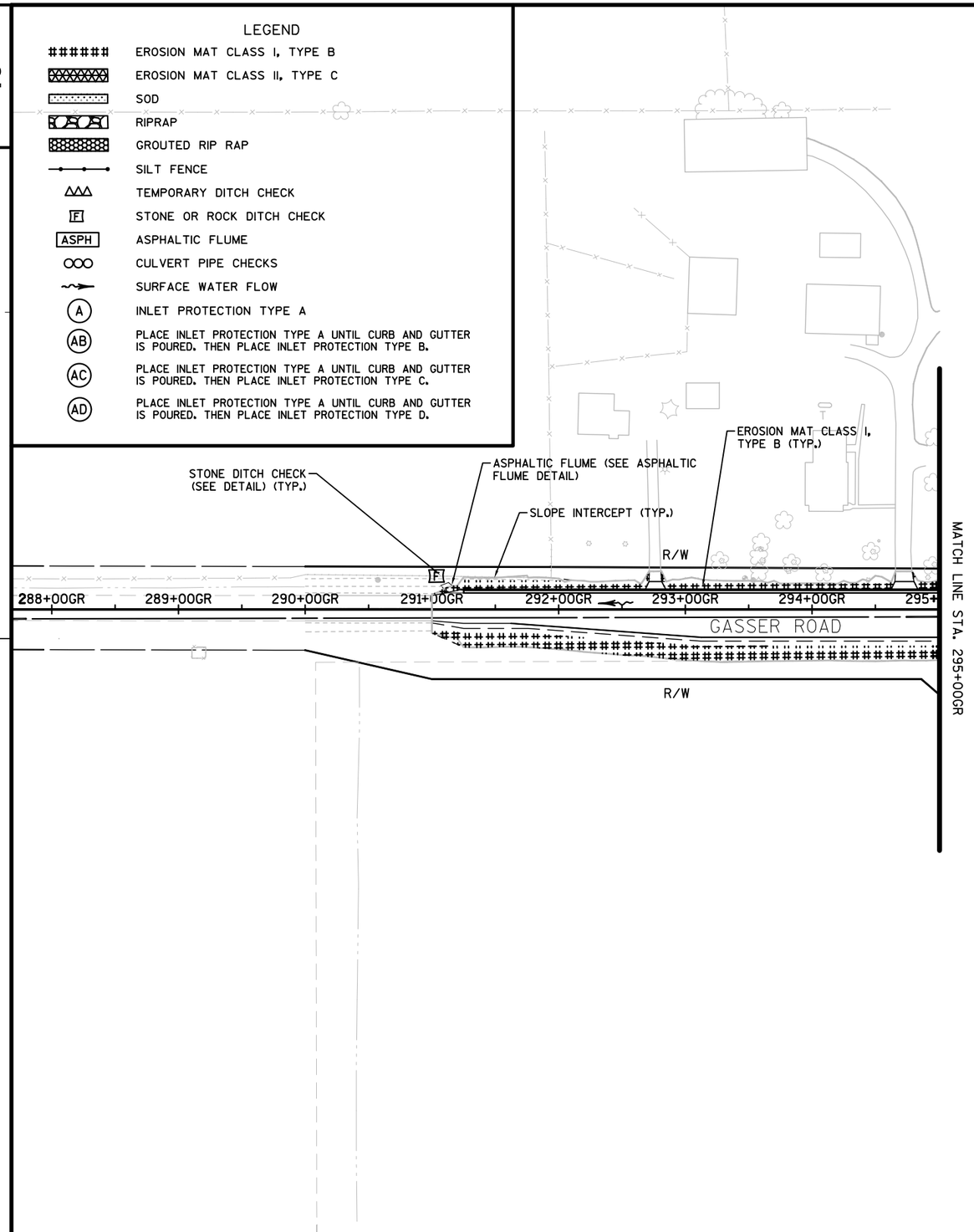
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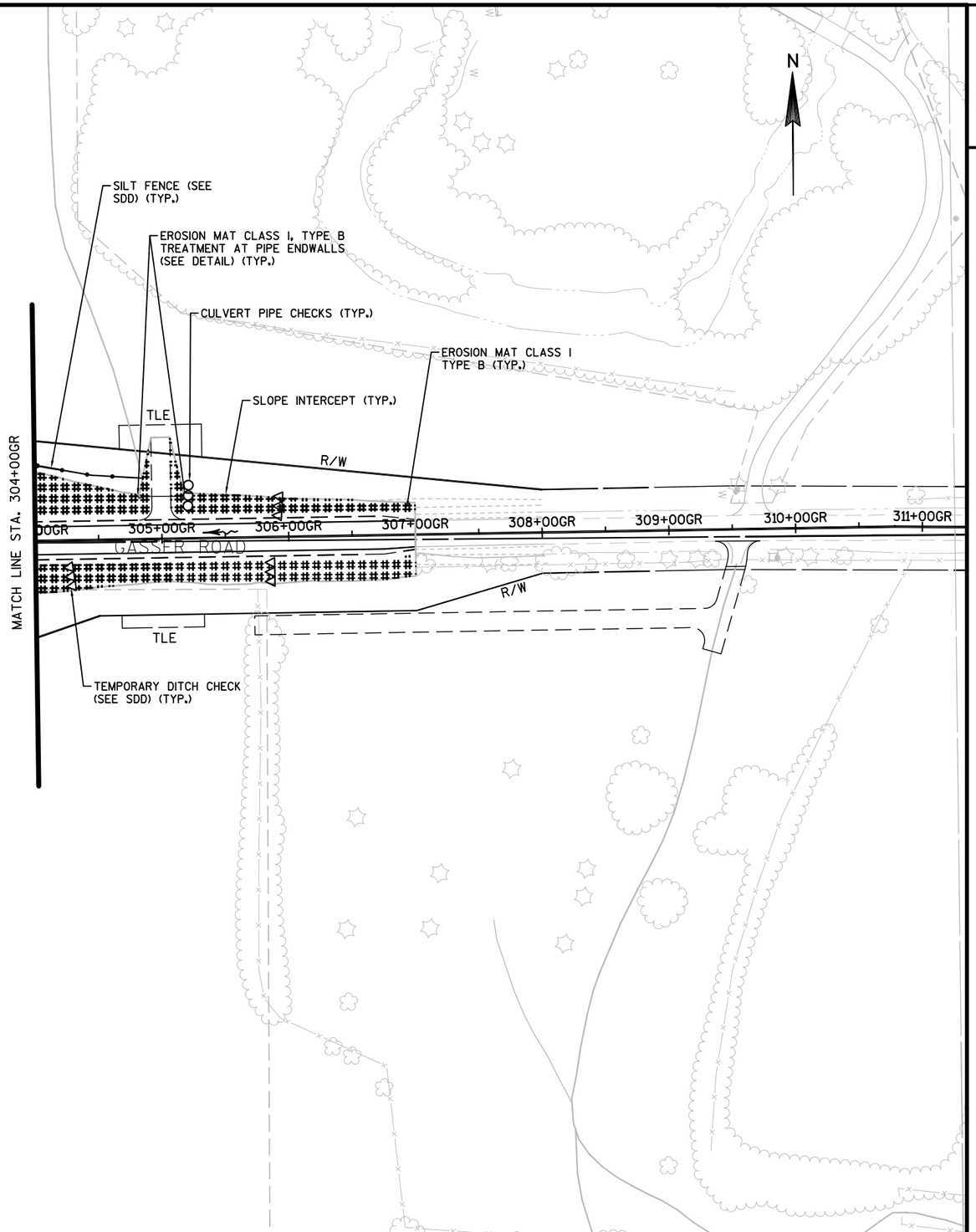
WISDOT/CADDS SHEET 42

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SOD
- RIPRAP
- GROUTED RIP RAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- F STONE OR ROCK DITCH CHECK
- ASPH ASPHALTIC FLUME
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- A INLET PROTECTION TYPE A
- AB PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- AC PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- AD PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.





2

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL GASSER ROAD	SHEET 125	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\80 PROJECT\022004_EC(GASSER).DWG PLOT DATE : 9/2/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

N

ANT.

TLE

XXXX

TLE

R/W

STA. 91+50.00LE 29.6' LT
INLETS 2x3-FT-H
32.1

33.4
STA. 93+00.00LE 35.6' LT
INLETS 2x3-FT-H

STA. 93+00.00LE 11.3' LT
INLETS 2x3-FT-H
33.3

STA. 93+00.00LE 3.2' LT
INLETS 2x3-FT-H
33.2

STH 136 (WB)

STH 136 (EB)

S-56-25

90+00LW
91+00LW
92+00LW
93+00LW
94+00LW
95+00LW
96+

90+00LE
91+00LE
92+00LE
93+00LE
94+00LE
95+00LE

MATCH LINE STA. 96+00LE

STA. 10+51.33BC 47.1' RT
24" APRON ENDWALL
29.0

STA. 91+50.00LE 5.5' RT
MANHOLE 5-FT DIA.-J
32.0

STA. 91+50.00LE 23.5' RT
MANHOLE 5-FT DIA.-H
31.0

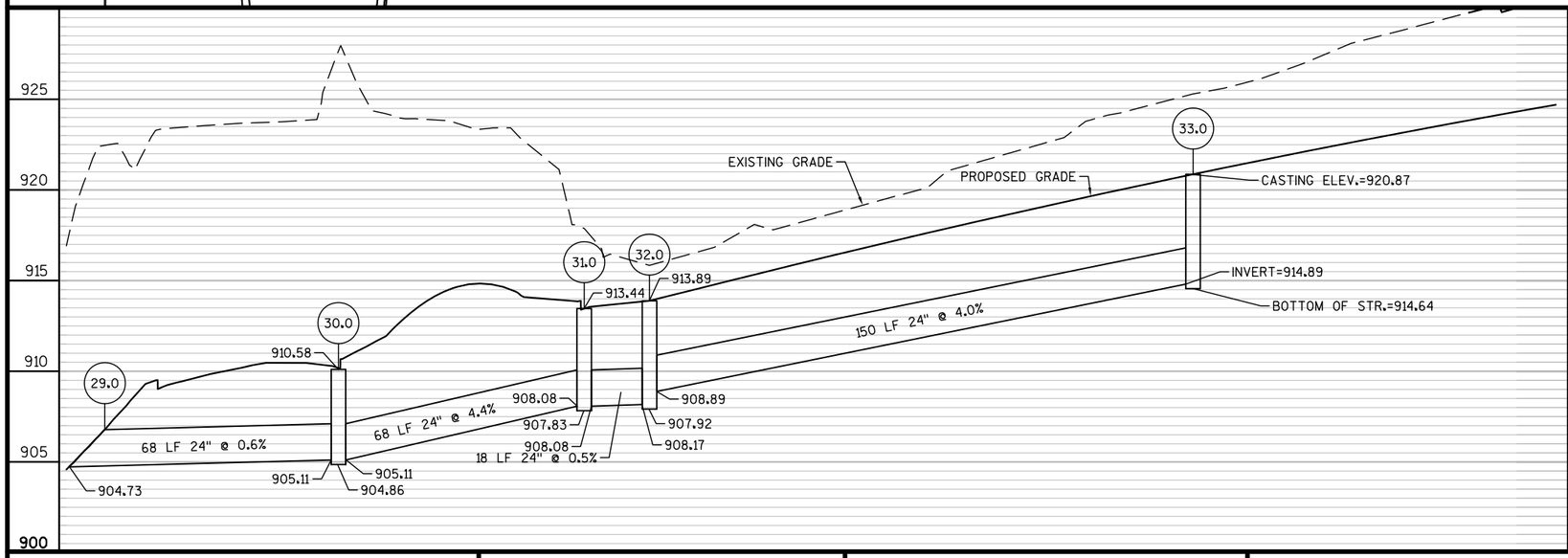
STA. 93+00.00LE 5.5' RT
MANHOLE 4-FT DIA.-J
33.0

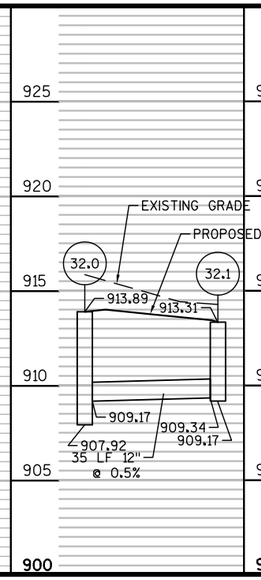
STA 93+00.00LE 23.5' RT
INLETS 2x3-FT-H
33.1

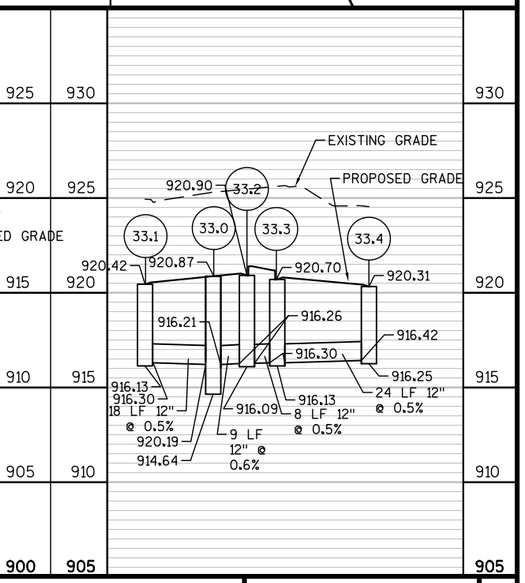
REMOVING STORM SEWER (12-INCH)

STA. 10+61.99BC 19.7' LT
MANHOLE 5-FT DIA.-H
30.0

R/W







PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 126 E

N

STH 136 EB OFF-RAMP

R/W

37.3 STA. 360+31.18A 19.2' RT
INLET 2X2.5-FT-T

STA.360+33.12A 1.5' LT 37.2
INLET 2X3-FT-H

STA. 10+60.40AB5 31.5' LT 37.1
INLET 2X3-FT-H

STA. 360+05.21A 36.9' LT 38.0
36" APRON ENDWALL

42.1 STA. 96+49.19LE 65.1' LT
INLET 2X3-FT-H

STA. 10+86.28AB5 36.0' LT 37.0
MANHOLE 5-FT DIA.-J

STA. 13+14.00AB5 21.5' LT 42.0
INLET 2X3-FT-H-S

STA. 98+60.69LE 37.3' LT 36.2
INLET 2X3-FT-H-S

MATCH LINE STA. 96+00LE

13+00AB5

11+00AB5

STA. 13+15.39AB5 2.0' RT 42.2
INLET 2X2.5-FT-T

STA. 13+05.00AB5 2.0' RT 42.3
INLET 2X2.5-FT-T

38.0 STA. 11+64.53AB5 2.0' RT
MANHOLE 5-FT DIA.-T

STA. 11+56.00AB5 21.5' LT 36.1
MANHOLE 4-FT DIA.-H

STA. 98+46.00LE 1.5' LT 36.3
INLET 2X3-FT-H-S

12+00AB5

41.0 STA. 96+75.00LE 29.4' RT
INLETS 2x3-FT-H

STA. 12+42.14AB5 31.5' LT 39.0
MANHOLE 4-FT DIA.-H

STA. 11+93.94AB5 37.4' LT 35.0
MANHOLE 6-FT DIA.-J

STA. 362+76.79A 71.3' LT 34.0
42" APRON ENDWALL

STA. 362+26.40A 1.5'LT 40.0
MANHOLE 4-FT DIA.-H-S

STA. 362+31.20EB, 122.0' RT 56.0
12" APRON ENDWALL

56.1 STA. 362+12.54EB, 33.0' RT
INLET 2X2-FT-V

57.1 STA. 361+98.00EB, 5.0' LT
INLET 2X2-FT-V

57.0 STA. 361+98.55EB, 24.0' LT
12" APRON ENDWALL

STH 136 EB ON-RAMP

363+00A

R/W

CONNECTION

359+00EB

360+00WB

360+00EB

362+00EB

362+00WB

STH 136 (WB)

100+00LW

99+00LW

STH 136 (EB)

99+00LE

MATCH LINE STA. 101+00LE

USH 12 (EB)

USH 12 (WB)

REMOVING STORM SEWER (12-INCH)

59.0 STA. 361+65.96WB, 134.7' LT
12" APRON ENDWALL

STA. 361+65.96WB, 33.0' LT 59.1
INLET 2x2-FT-V

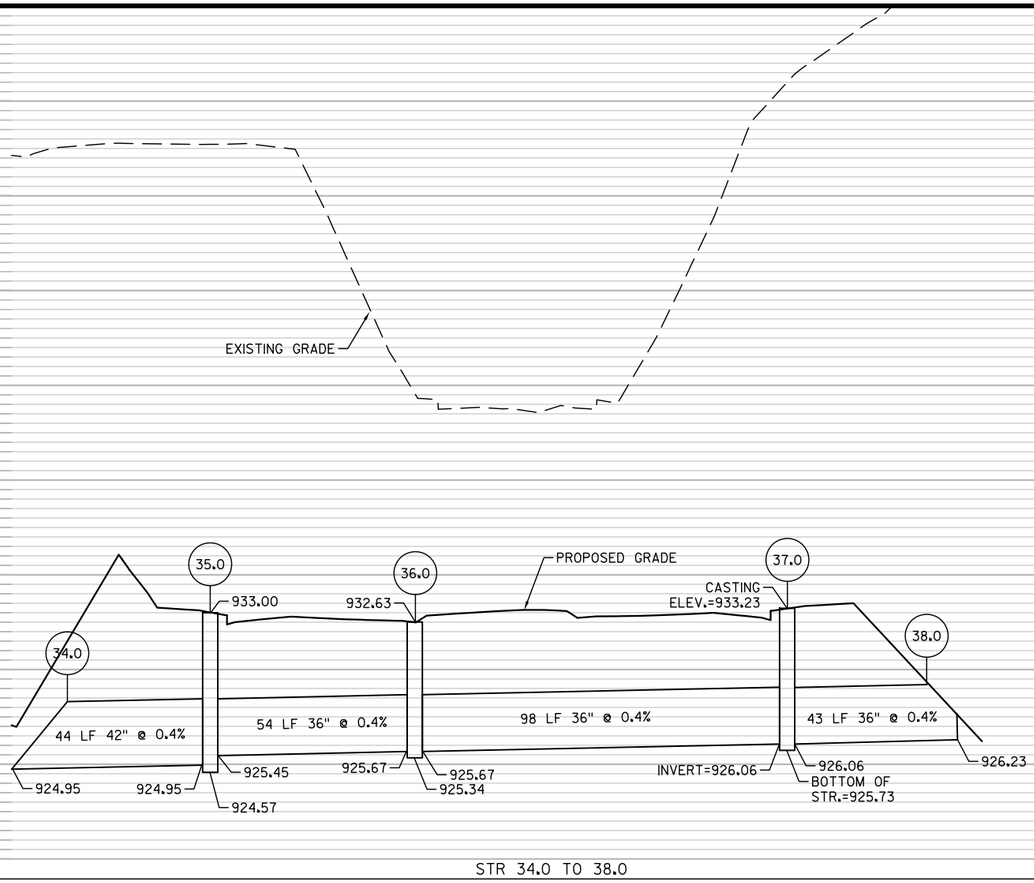
STA. 361+80.52WB, 5.0' RT 58.1
INLET 2x2-FT-V

STA. 361+80.52WB, 21.9' RT
12" APRON ENDWALL 58.0

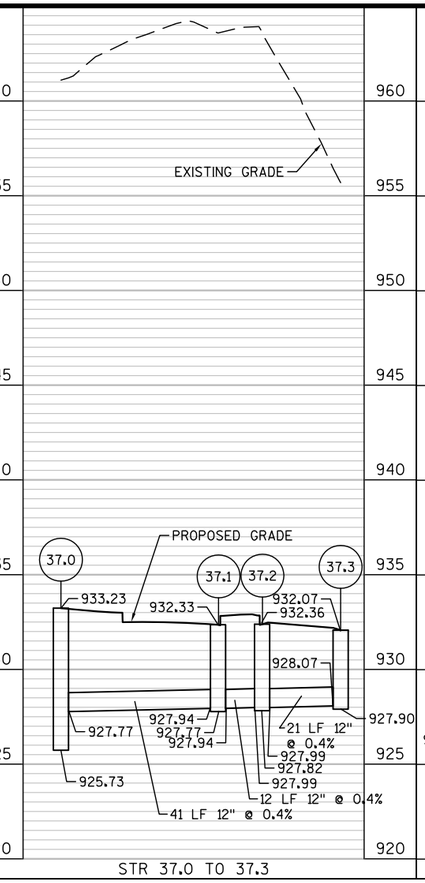
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 127 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\STORM SEWER\022502_SS.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

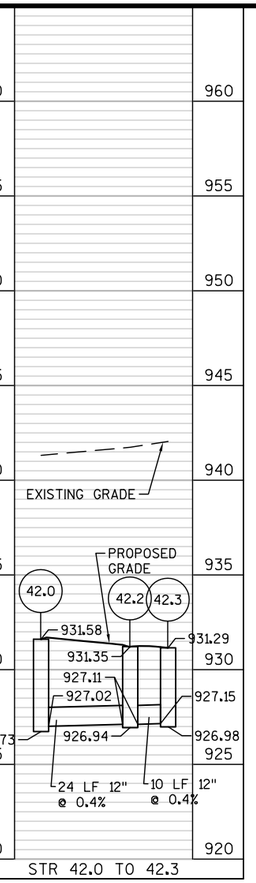
WISDOT/CADDS SHEET 44



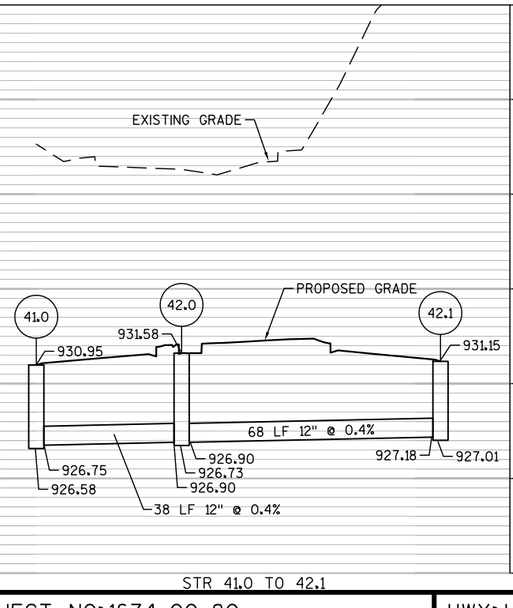
STR 34.0 TO 38.0



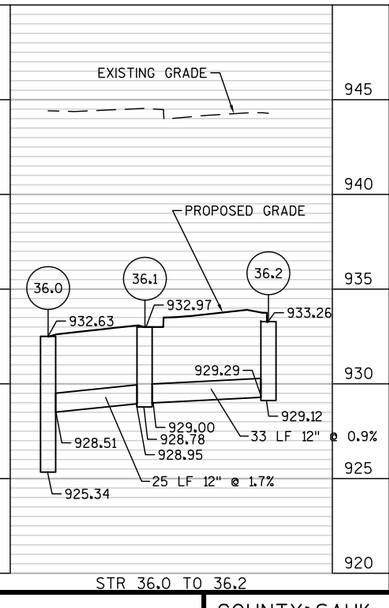
STR 37.0 TO 37.3



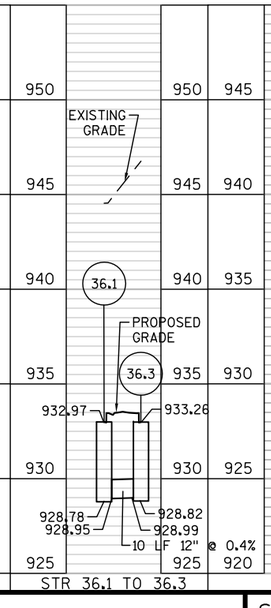
STR 42.0 TO 42.3



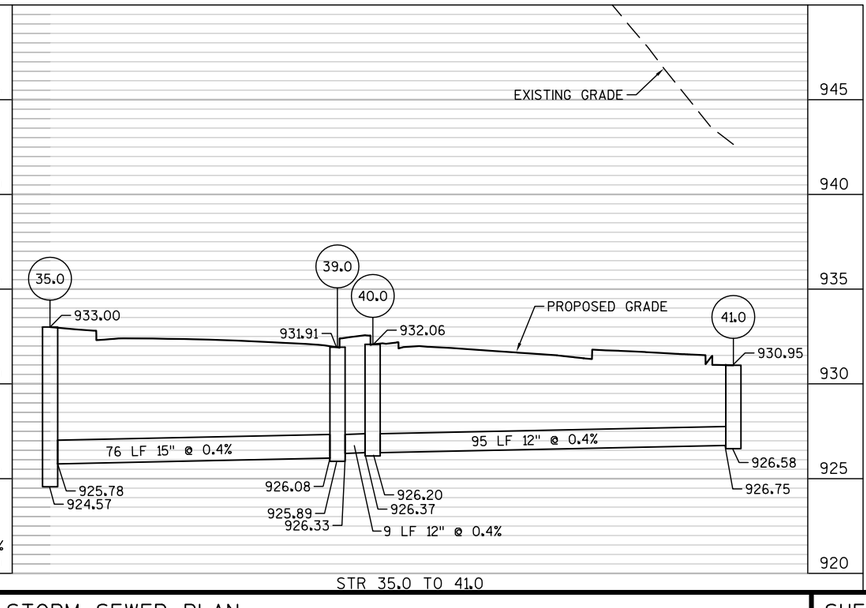
STR 41.0 TO 42.1



STR 36.0 TO 36.2



STR 36.1 TO 36.3



STR 35.0 TO 41.0

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 128	E

2

USH 12 (WB)

47.0 STA. 359+40.79B, 37.5' RT
36" APRON ENDWALL

46.0 STA. 12+08.70CD5, 36.5' LT
MANHOLE 5-FT DIA.-J

50.2 STA. 101+67.54LE, 39.8' LT
INLET 2X3-FT-H

50.3 STA. 101+56.20LE, 63.5' LT
INLET 2X3-FT-H

STA. 11+54.00CD5, 21.5' LT 50.1
INLET 2X3-FT-H-S

S-56-27

101+00LW

50.0 STA. 101+75.00LE, 1.5' LT
MANHOLE 4-FT DIA.-H

MATCH LINE STA. 101+00LE

12+00CD5

13+00CD5

STH 136 WB ON-RAMP

360+00B

STA. 360+00.00B, 1.5' RT 46.2
INLET 2X3-FT-H-S

STA. 12+38.28CD5, 31.5' LT 46.1
INLET 2X3-FT-H

STA. 13+03.00CD5, 2.0' RT 49.1
INLET 2X2.5-FT-T

STA. 13+13.39CD5, 2.0' RT 49.0
MANHOLE 4-FT DIA.-T

STA. 13+13.00CD5, 21.5' LT 49.2
INLET 2X2.5-FT-H-S

R/W

TLF

XXXX

N

S-56-26

STH 136 (WB)

105+00LW

105+00LE

104+00LW

104+00LE

STH 136 (EB)

MATCH LINE STA. 106+00LE

106+

106+

R-56-33

R/W

TLE

REMOVING STORM SEWER
(12-INCH)

STA. 10+58.07CD5, 31.5' LT 48.0
MANHOLE 4-FT DIA.-H

50.4 STA. 101+75.00LE, 30.8' RT
INLET 2X3-FT-H

45.0 STA. 10+95.11CD5, 2.0' RT
MANHOLE 5-FT DIA.-T

362+00B

STA. 361+92.87B, 1.5' RT 48.1
INLET 2X3-FT-H-S

STA. 10+76.97CD5, 38.1' LT 44.0
MANHOLE 5-FT DIA.-J

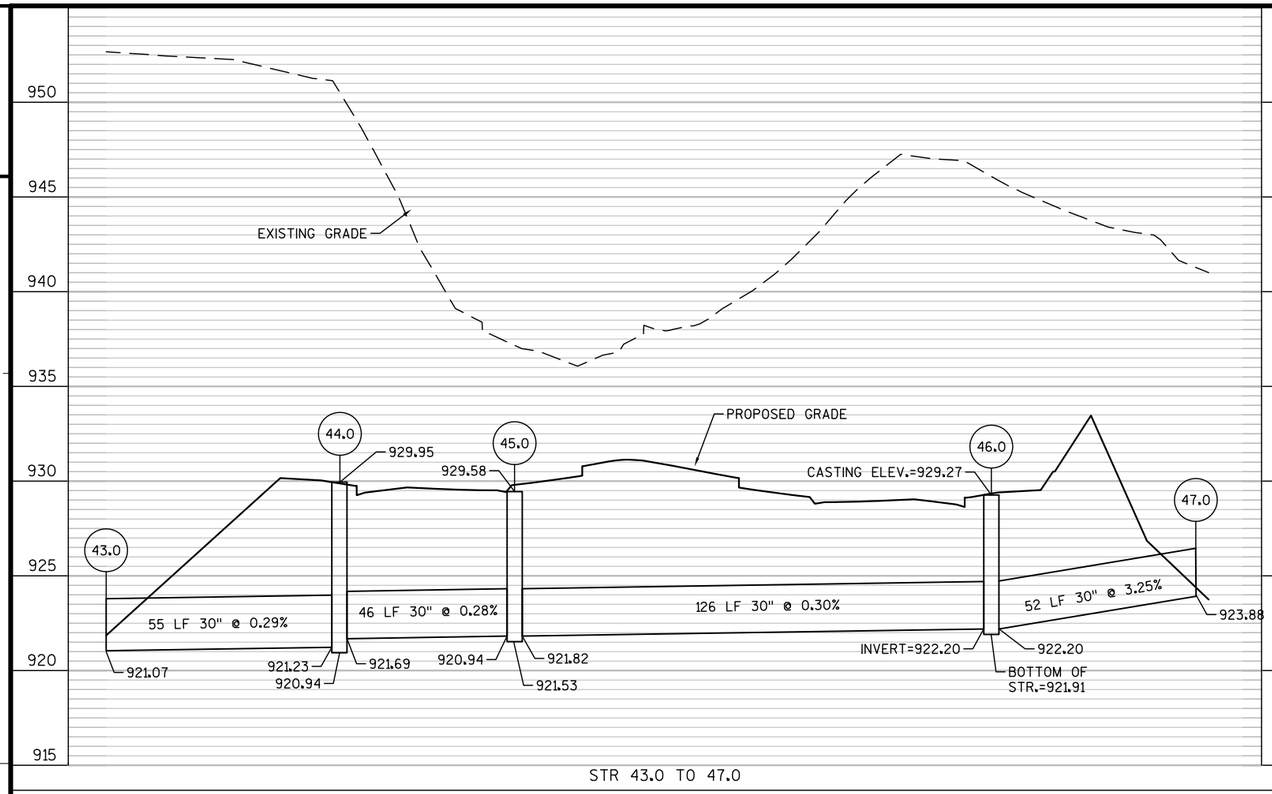
43.0 STA. 362+38.66B, 39.8' RT
30" APRON ENDWALL

STH 136 WB OFF-RAMP

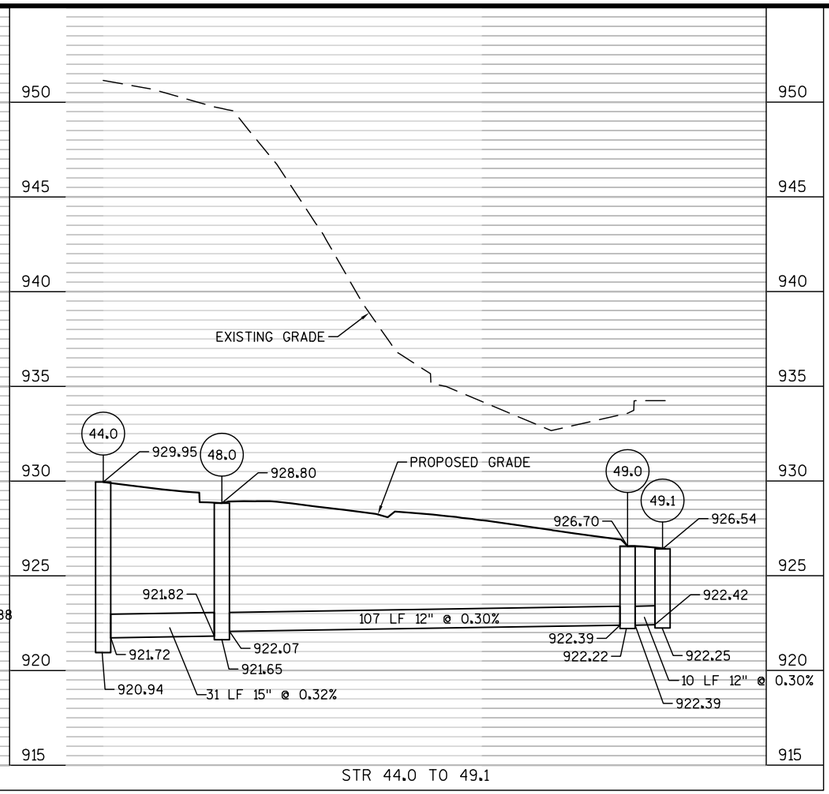
363+00B

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 129	E

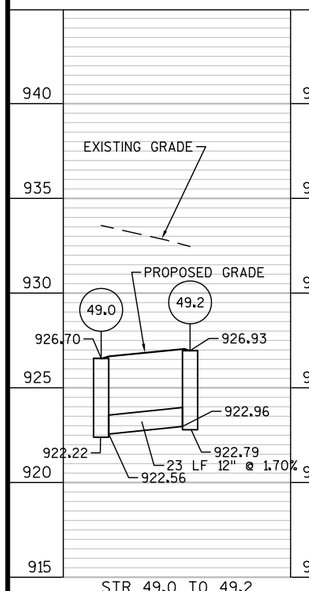
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\STORM SEWER\022502_SS.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF



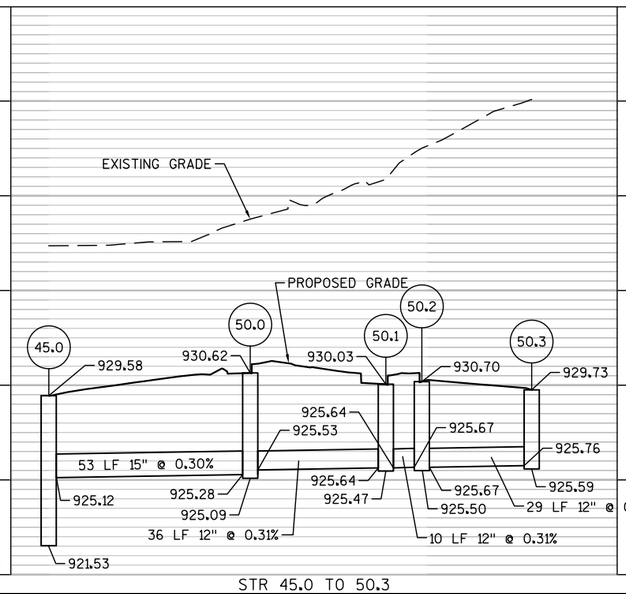
STR 43.0 TO 47.0



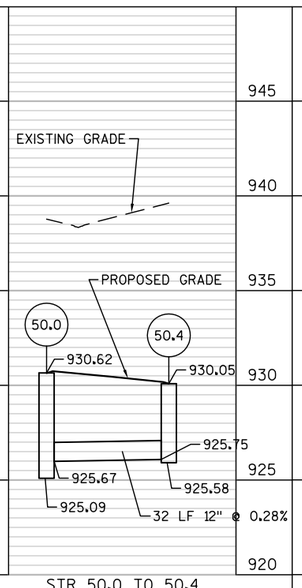
STR 44.0 TO 49.1



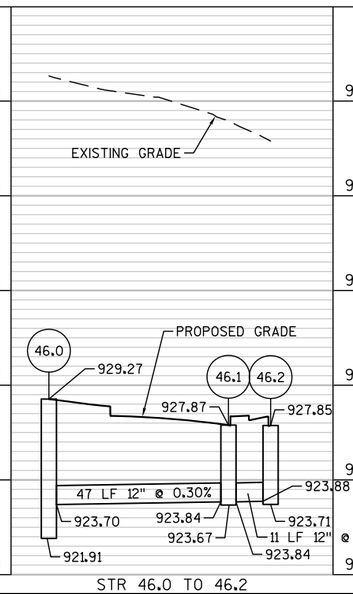
STR 49.0 TO 49.2



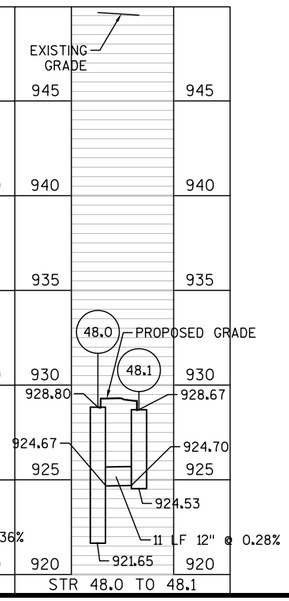
STR 45.0 TO 50.3



STR 50.0 TO 50.4

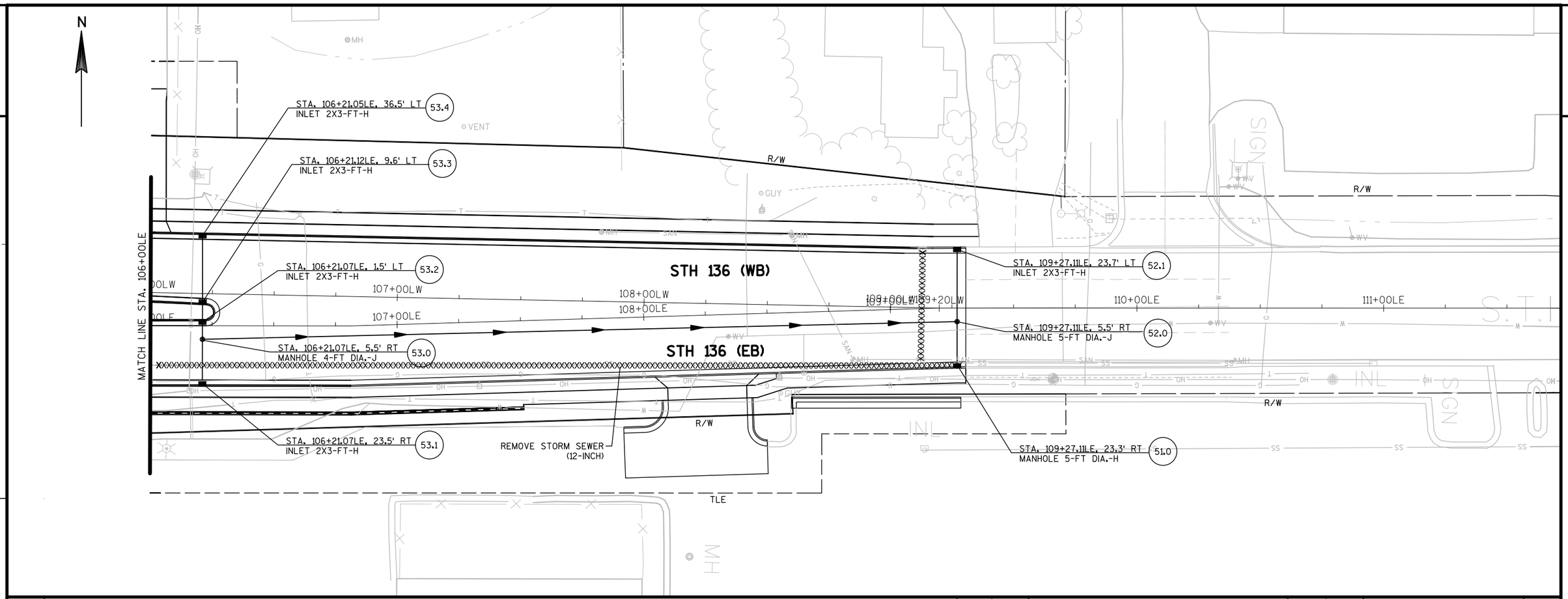


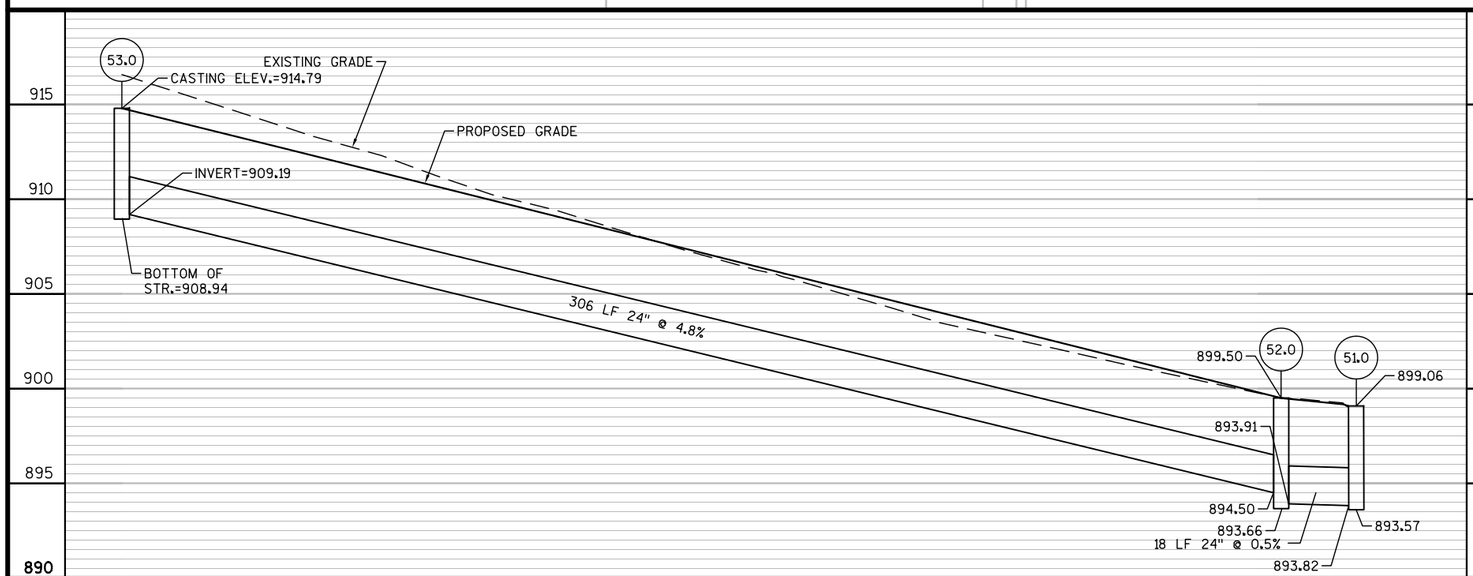
STR 46.0 TO 46.2

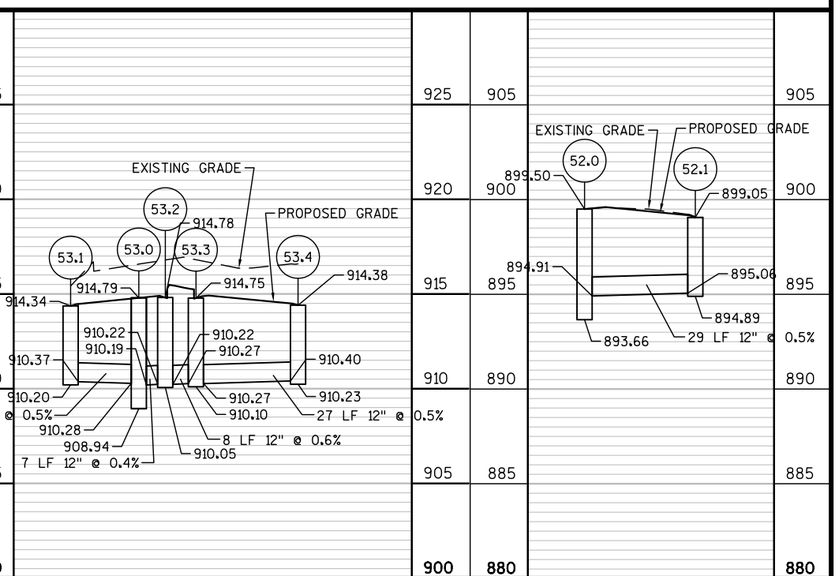


STR 48.0 TO 48.1

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 130	E







PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 131 E

2

2

N

STA. 191+11.08WE, 37.5' LT
24" APRON ENDWALL
9.2

R/W

STA. 194+00.00WE, 40.4' LT
INLET 2X3-FT-H
7.4

STA. 194+00.00WE, 21.4' LT
INLET 2X3-FT-H
7.3

STA. 194+00.00WE, 12.0' LT
MANHOLE 4-FT DIA.-J
7.0

HO

191+00WW

191+00WE

192+00WW

192+00WE

193+00WW

193+00WE

194+00WW

194+00WE

195+00WW

195+00WE

CTH W (WB)

CTH W (EB)

MATCH LINE STA. 196+00WE

STA. 194+00.00WE, 1.5' LT
INLET 2X3-FT-H
7.1

R/W

STA. 191+43.12WE, 4.9' LT
MANHOLE 5-FT DIA.-J
9.0

R/W

TLE

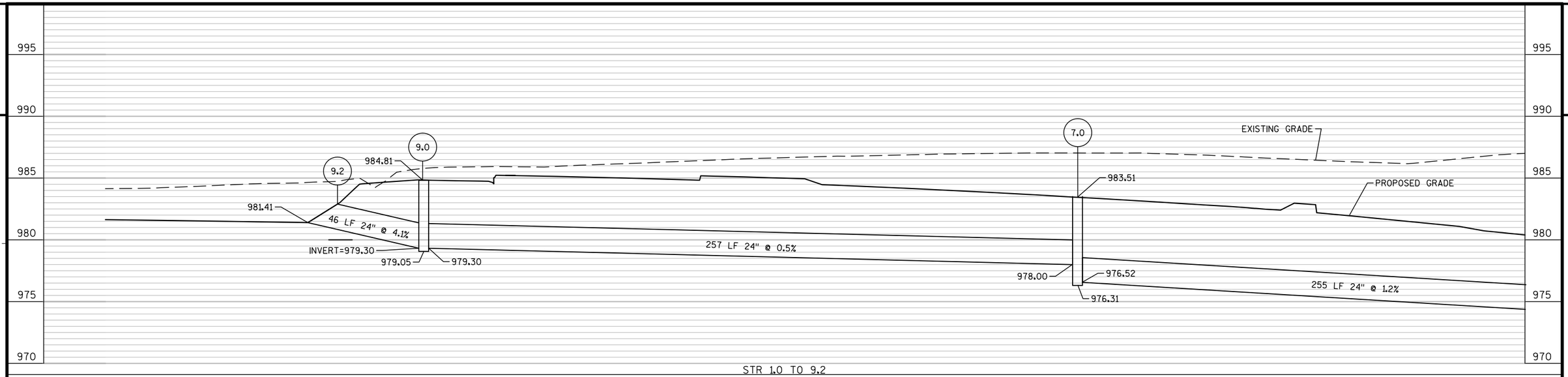
STA. 191+04.07WE, 31.9' RT
24" APRON ENDWALL
9.1

STA. 194+00.00WE, 17.5' RT
INLET 2X3-FT-H
7.2

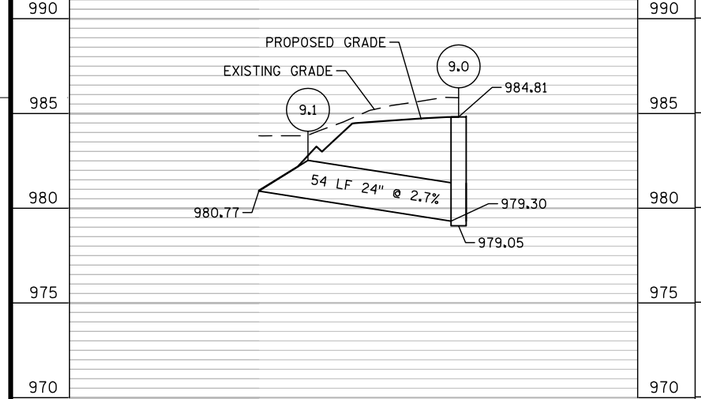
T

WELL

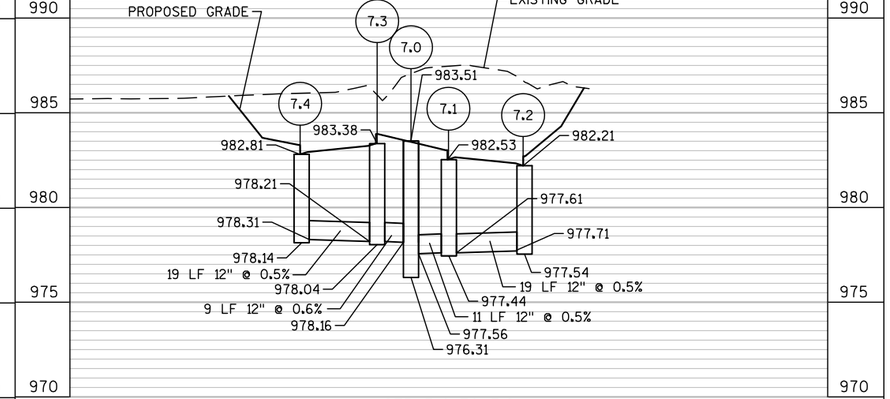
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 132	E



STR 1.0 TO 9.2

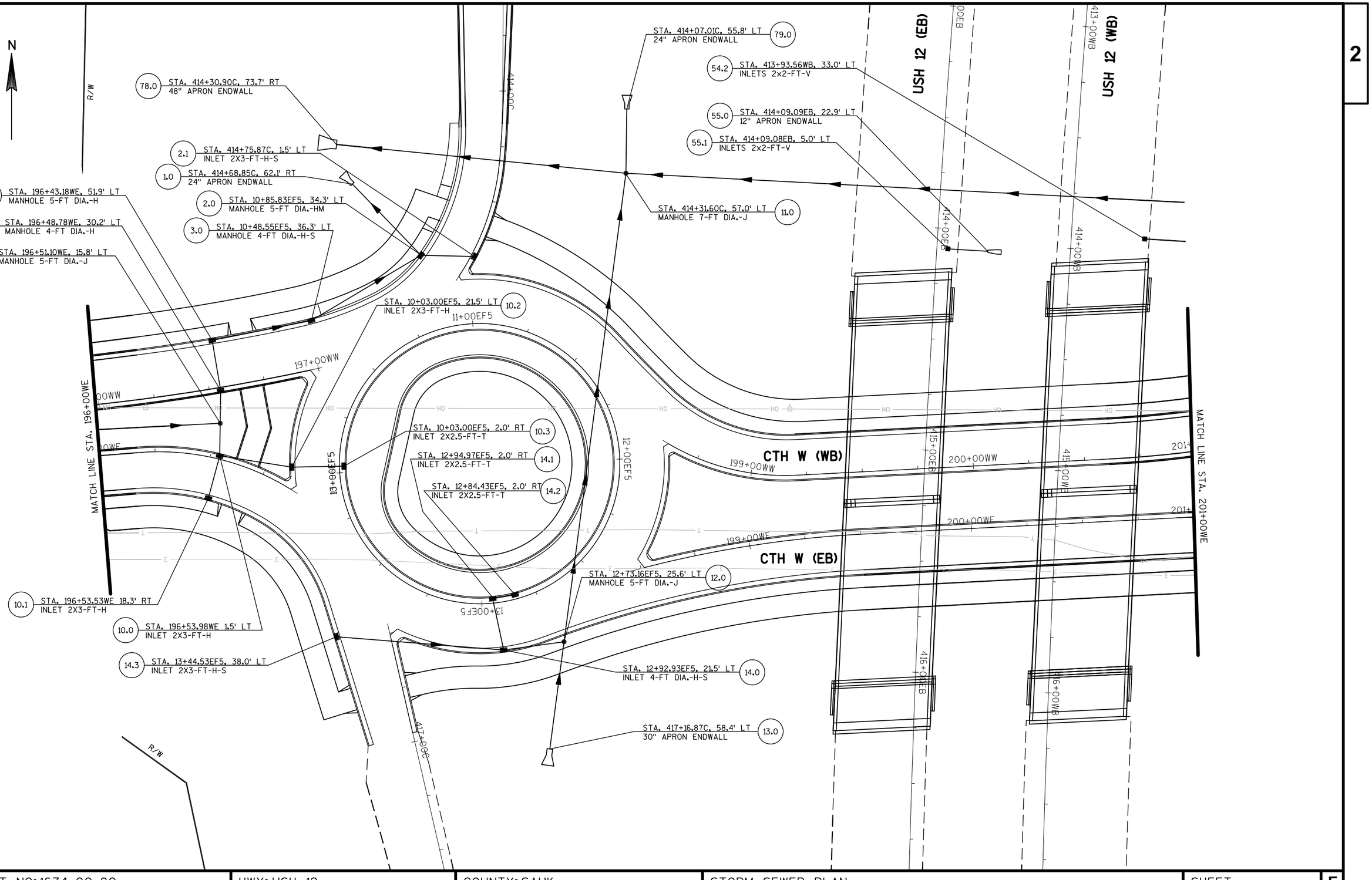


STR 9.1 TO 9.0

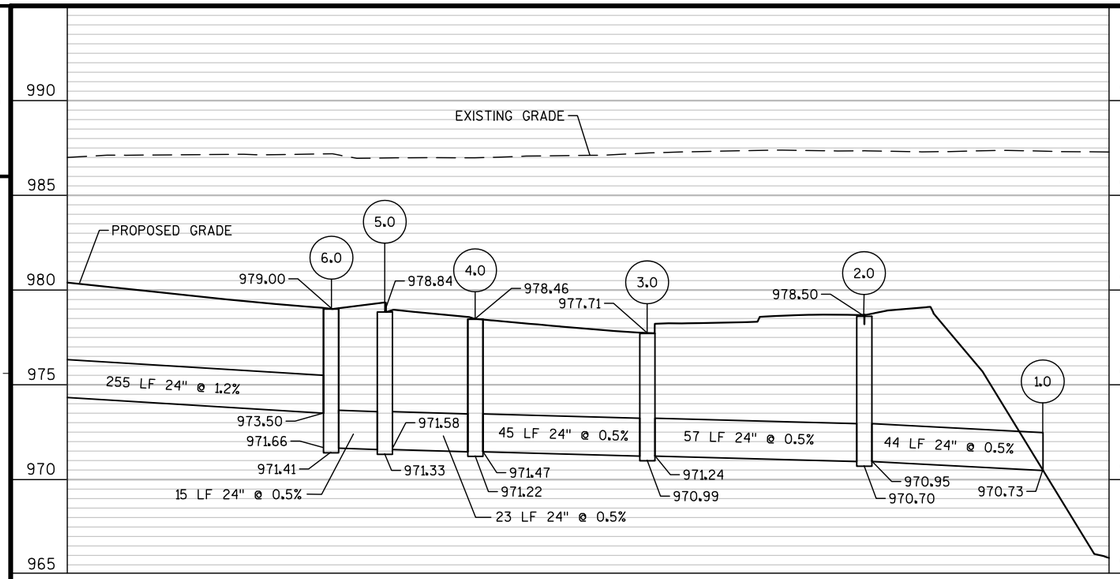


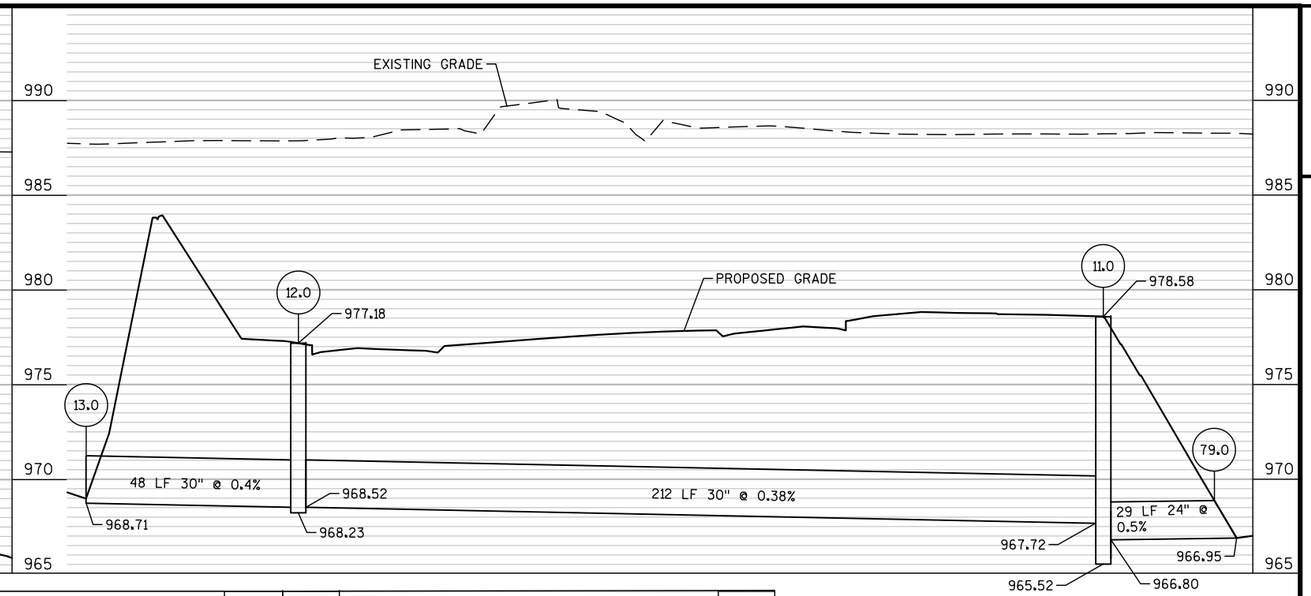
STR 7.4 TO 7.2

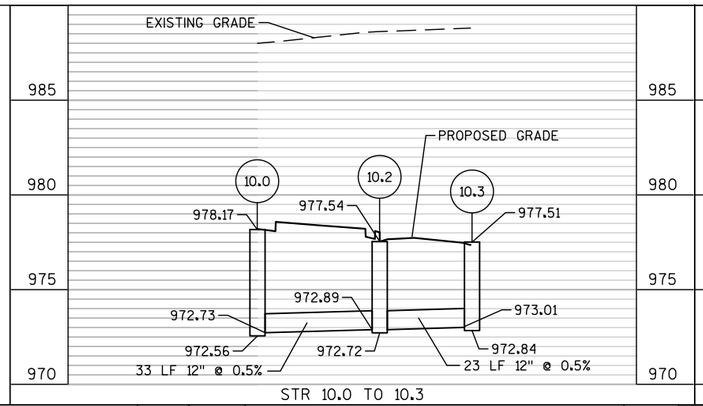
PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 133	E



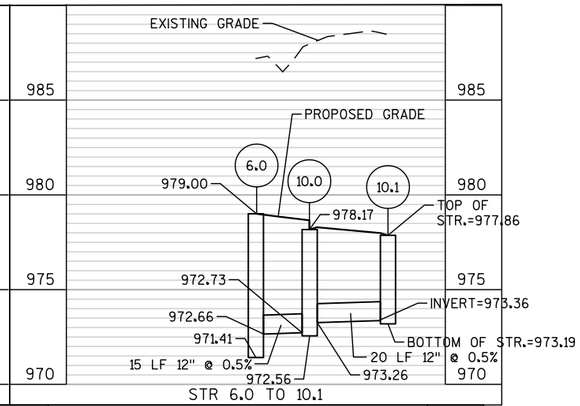
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 134	E



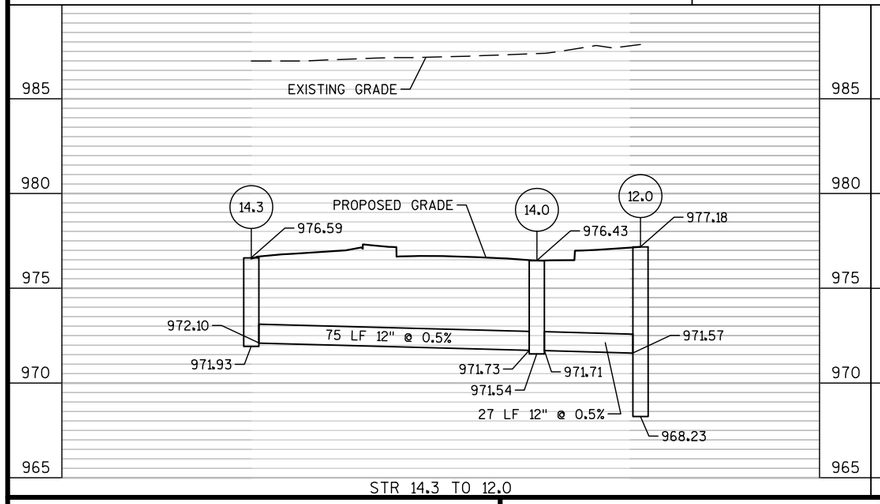




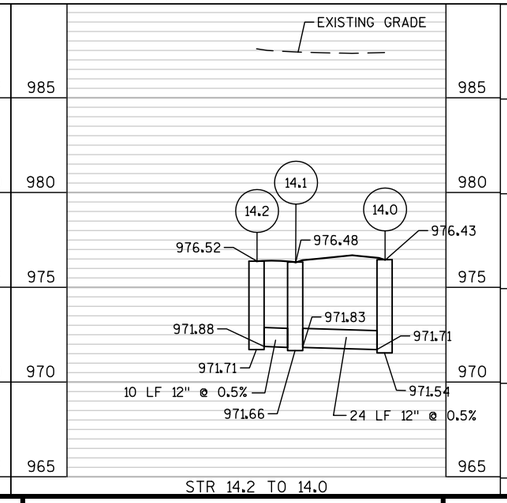
STR 10.0 TO 10.3



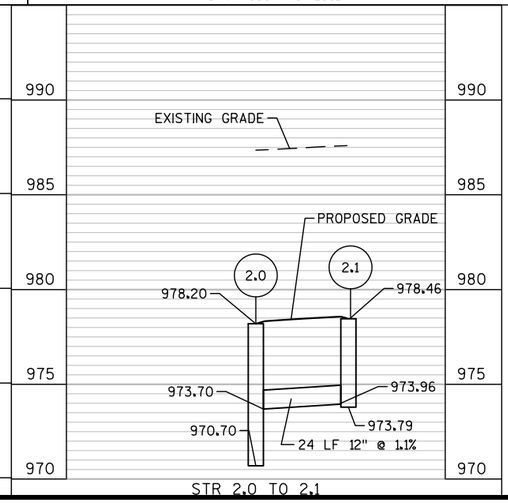
STR 6.0 TO 10.1



STR 14.3 TO 12.0

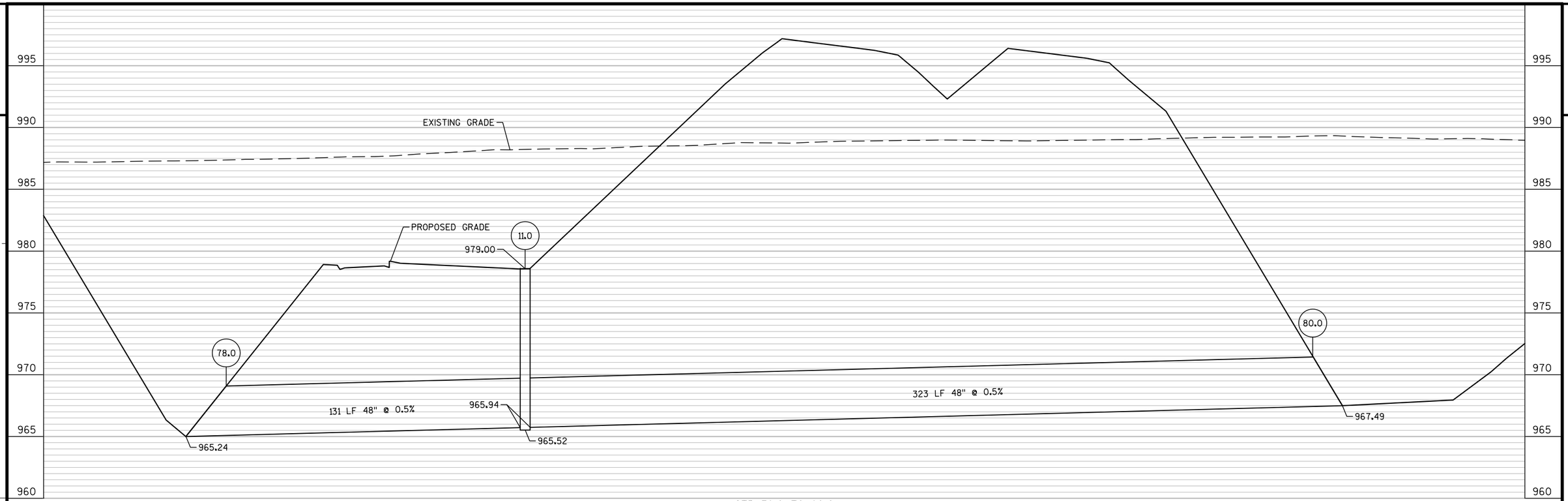


STR 14.2 TO 14.0



STR 2.0 TO 2.1

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 135	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 136	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\STORM SEWER\022501_SS.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

80.0 STA. 413+80.35EB, 181.6' LT
48" APRON ENDWALL

54.1 STA. 413+93.46WB, 118.7' LT
INLET 2x2-FT-V

54.2 STA. 413+93.56WB, 33.0' LT
INLET 2x2-FT-V

54.0 STA. 413+81.75WB, 130.2' LT
12" APRON ENDWALL

15.0 STA. 413+86.06D, 63.5' RT
36" APRON ENDWALL

23.0 STA. 12+03.01GH5, 21.5' LT
MANHOLE 4-FT DIA.-H-S

23.1 STA. 201+41.05WE, 49.3' LT
INLET 2X3-FT-H

23.2 STA. 201+34.32WE, 65.1' LT
INLET 2X3-FT-H

20.0 STA. 12+93.00GH5, 21.5' LT
MANHOLE 4-FT DIA.-H-S

21.0 STA. 13+71.00GH5, 2.0' RT
MANHOLE 4-FT DIA.-T

22.0 STA. 13+71.00GH5, 21.5' LT
MANHOLE 4-FT DIA.-H

16.0 STA. 1+45.72GH5, 25.7' LT
MANHOLE 5-FT DIA.-J

22.1 STA. 203+57.19WE, 58.8' LT
INLET 2X3-FT-H-S

17.0 STA. 12+22.01GH5, 10.0' RT
MANHOLE 5-FT DIA.-J

21.1 STA. 13+81.34GH5, 2.0' RT
INLET 2X2.5-FT-T

23.3 STA. 201+50.00WE, 1.5' LT
INLET 2X3-FT-H

23.4 STA. 201+50.09WE, 19.1' RT
INLET 2X3-FT-H

22.2 STA. 203+34.63WE, 19.8' RT
INLET 2X3-FT-H

18.0 STA. 11+05.50GH5, 25.7' LT
MANHOLE 5-FT DIA.-J

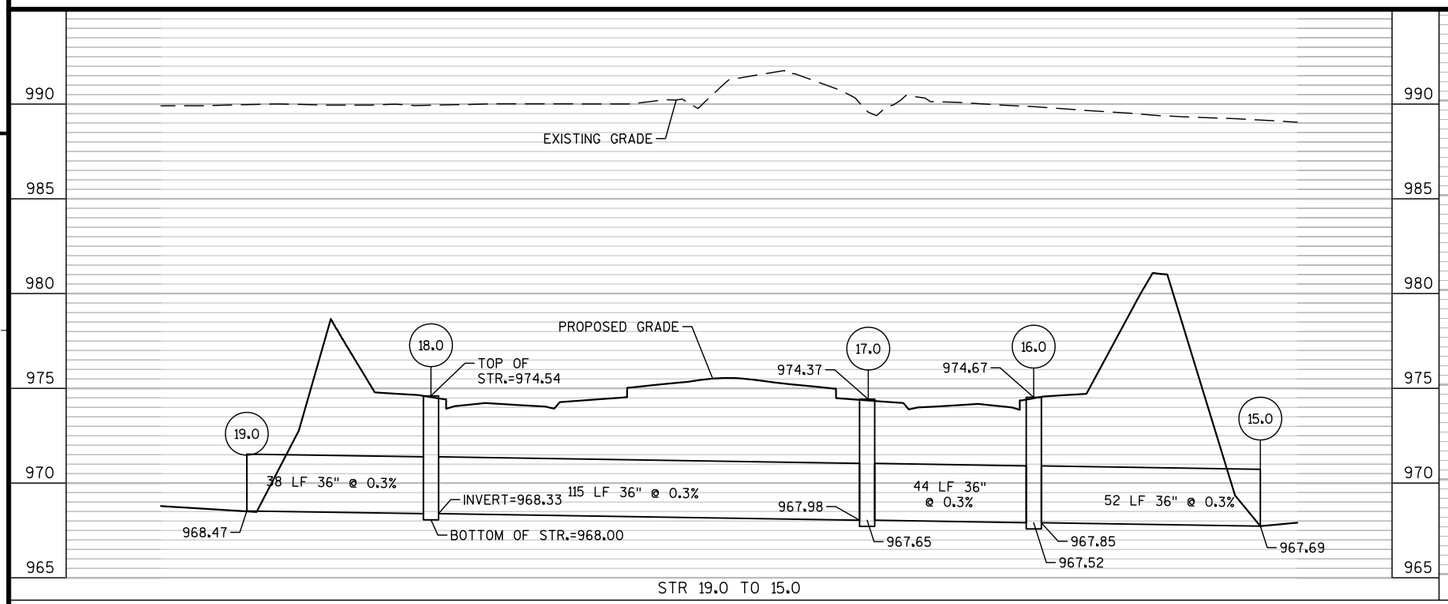
18.1 STA. 10+77.07GH5, 21.5' LT
INLET 2X3-FT-H

19.0 STA. 416+55.43D, 38.1' RT
36" APRON ENDWALL

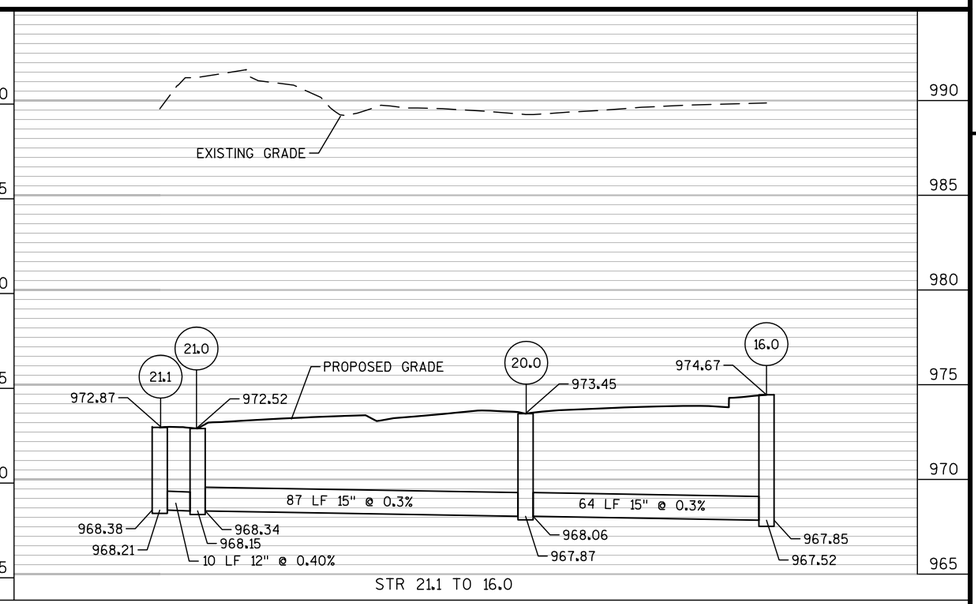
18.2 STA. 416+20.96D, 1.5' LT
INLET 2X3-FT-H-S

13+00GH5
12+00GH5
18+90GH5
11+00GH5
00WB
MATCH LINE STA. 201+00WE
MATCH LINE STA. 206+50WE
R/W
N
CTH W (WB)
CTH W (EB)
205+00WW
204+00WW
206+00WW
205+00WE
204+00WE
206+00WE
TLE

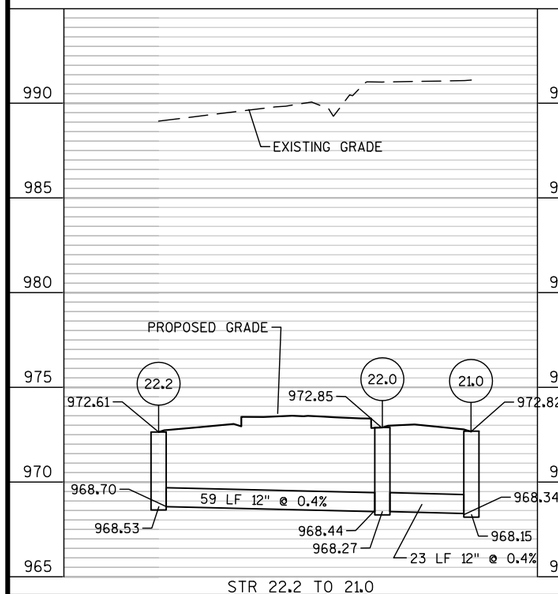
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 137	E



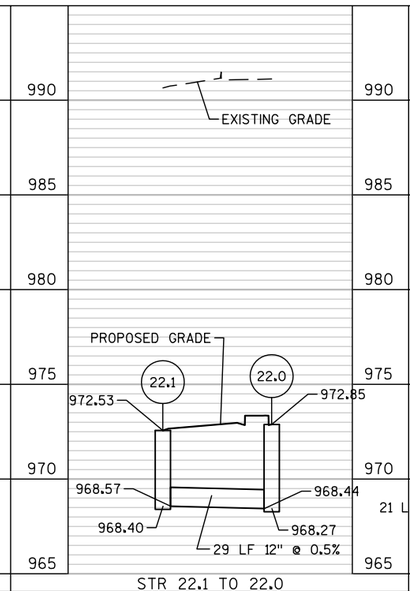
STR 19.0 TO 15.0



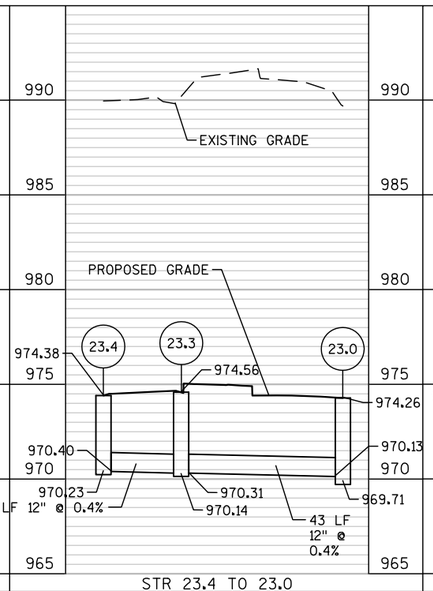
STR 21.1 TO 16.0



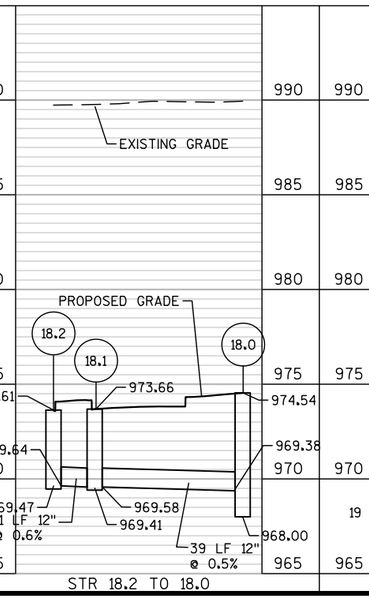
STR 22.2 TO 21.0



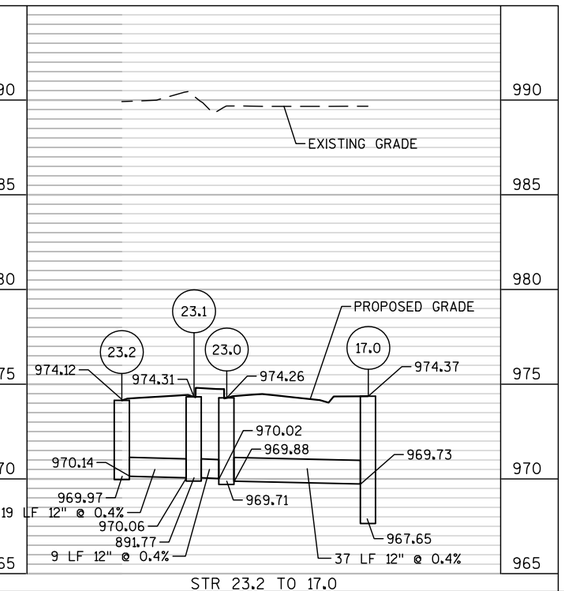
STR 22.1 TO 22.0



STR 23.4 TO 23.0



STR 18.2 TO 18.0



STR 23.2 TO 17.0

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 138 E

2

2

N

SEE CTH W POND DETAIL

R/W

24.0 STA. 208+10.25WE, 60.5' LT
15" APRON ENDWALL

28.0 STA. 208+10.25WE, 60.5' LT
18" APRON ENDWALL

24.1 STA. 208+00.00WE, 37.0' LT
INLET 2X3-FT-H

24.2 STA. 208+00.00WE, 18.1' LT
INLET 2X3-FT-H

27.0 STA. 209+38.08WE, 27.6' LT
MANHOLE 5-FT DIA.-J

25.0 STA. 210+99.70, 36.4' LT
MANHOLE 6-FT DIA.-J

TLE

25.1 STA. 210+89.69WE, 39.5' LT
INLET 3-FT DIA.-H

COMMERCE AVENUE

MATCH LINE STA. 206+50WE

CTH W (WB)

207+00WW 208+00WW 209+00WW 210+00WW 211+00WW 212+00WW

STA. 210+90.00WE, 20.5' LT
INLET 2X3-FT-H 26.1

CTH W (EB)

207+00WE 208+00WE 209+00WE 210+00WE 211+00WE 212+00WE

26.0 STA. 210+90.00WE, 28.0' LT
MANHOLE 5-FT DIA.-J

26.2 STA. 210+90.00WE, 13.5' LT
INLET 2X3-FT-H

STA. 210+90.00WE, 25.5' RT
INLET 2X3-FT-H 26.3

R/W

TLE

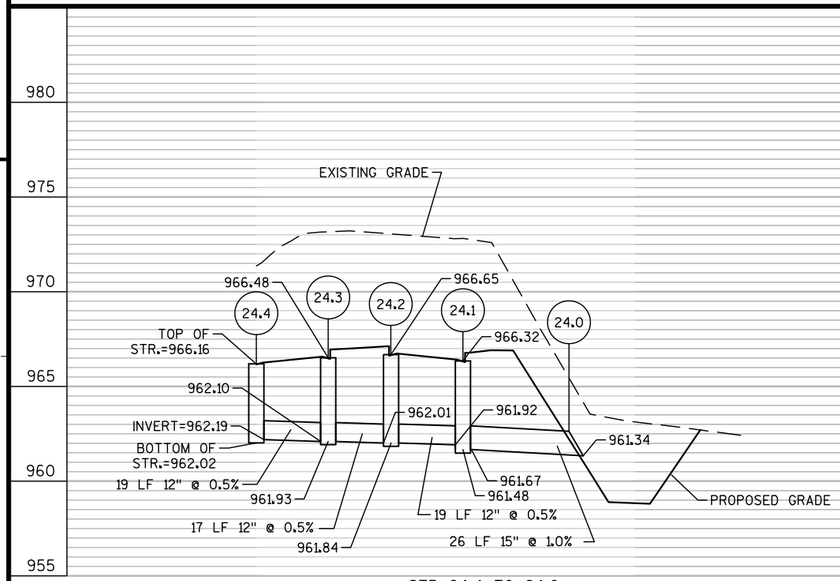
24.3 STA. 208+00.00WE, 1.5' LT
INLET 2X3-FT-H

24.4 STA. 208+00.00WE, 17.5' RT
INLET 2X3-FT-H

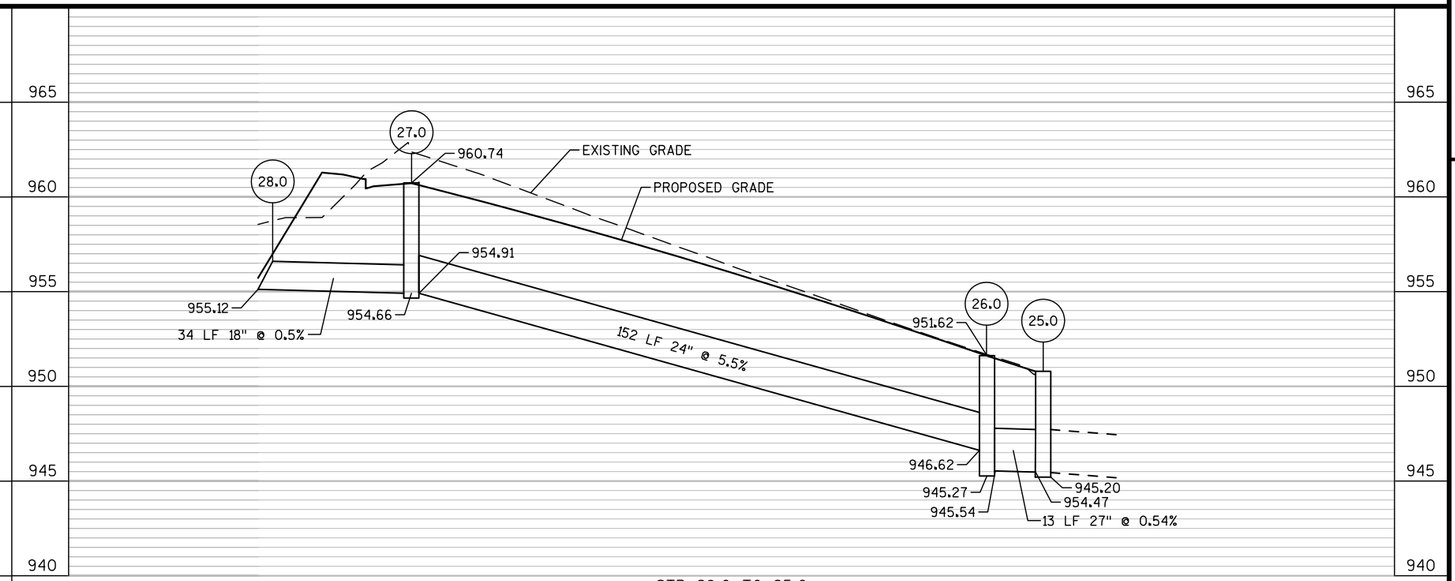
COMMERCE AVENUE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 139	E

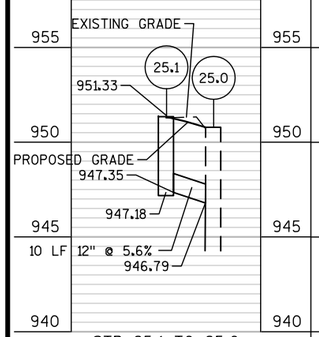
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\STORM SEWER\022501_SS.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF



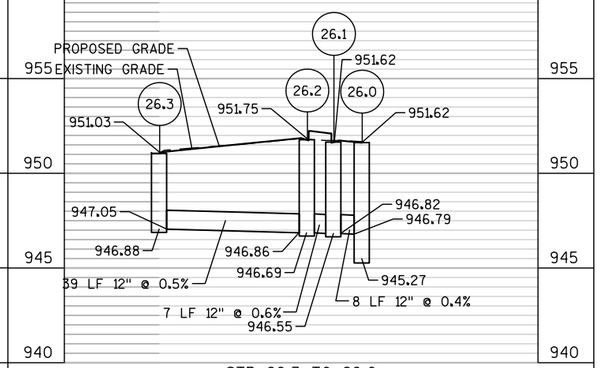
STR 24.4 TO 24.0



STR 28.0 TO 25.0



STR 25.1 TO 25.0



STR 26.3 TO 26.0

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 140	E

2

N

TLE

R/W

STA. 693+83.18HR, 19.4' RT
29"x45" HE APRON ENDWALL (60.0)

R 693+00HR 694+00HR 695+00HR 696+00HR 697+00HR 698

HATCHERY ROAD

STA. 696+76.89HR, 5.7' LT
29"x45" HE APRON ENDWALL (60.1)

MATCH LINE STA. 698+00HR

R/W

IP

TLE

2

935 930 925 920 915 910 905

EXISTING GRADE

PROPOSED GRADE

60.1

60.0

925.00

137 LF 29"x45" @ 6.7%

917.61

STR. 60.0 TO 61.5

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 141	E

2

700+00

387+00EB

388+00EB

389+00EB

390+00EB

391+00EB

392+00EB

USH 12 (EB)

MATCH LINE STA. 392+50EB

2

699+00HR

HATCHERY ROAD

STA. 387+21.85EB, 43.3' RT
MANHOLE 6-FT-J
61.1

STA. 389+74.61EB, 44.5' RT
MANHOLE 5-FT-J
61.2

61.3
STA. 392+22.16EB, 45.6' RT
MANHOLE 5-FT-J

STA. 387+27.82EB, 139.3' RT
36" APRON ENDWALL
61.0

R/W

N

698+00HR

MATCH LINE STA. 698+00HR

970
965
960
955
950
945
940

61.1
968.77

61.2
CASTING ELEV.=970.65
PROPOSED GRADE

EXISTING GRADE

253 LF 36" @ 0.5%

248 LF 36" @ 0.5%

INVERT=956.39
956.39
BOTTOM OF STR.=956.06

955.12

61.0

96 LF 36" @ 0.5%

943.52
943.19
943.00

STR. 60.0 TO 61.5

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 142	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\STORM SEWER\022503_SS.DWG PLOT DATE : 6/27/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

MATCH LINE STA. 392+50EB

393+00EB 394+00EB 395+00EB 396+00EB 397+00EB 398+00EB

2

USH 12 (EB)

61.4 STA. 394+84.41EB, 52.1' RT
MANHOLE 6-FT-J

61.5 STA. 395+37.03EB, 107.0' RT
36" APRON ENDWALL

N

R/W

980 975 970 965 960 955 950

61.3
972.48
957.63
957.30

PROPOSED GRADE

EXISTING GRADE

61.4
CASTING ELEV.=973.53
INVERT=959.03
959.03
BOTTOM OF STR.=958.70

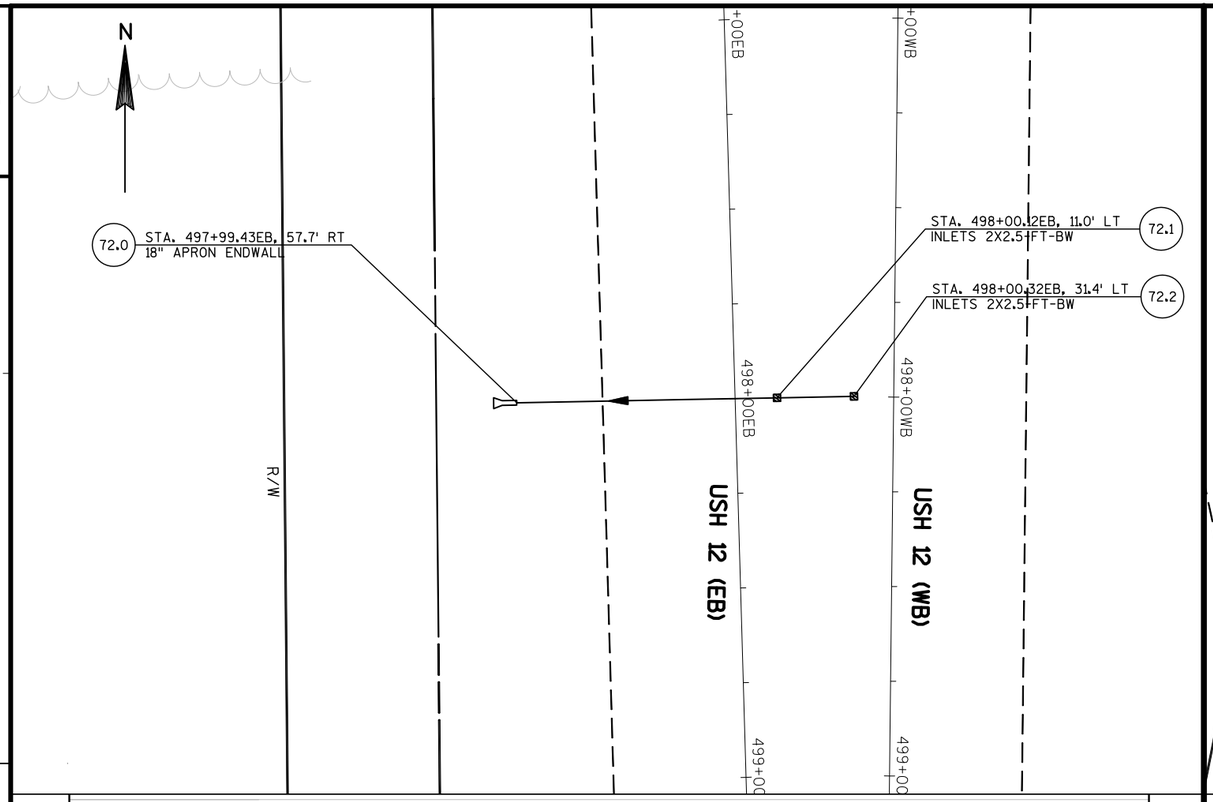
61.5
959.44

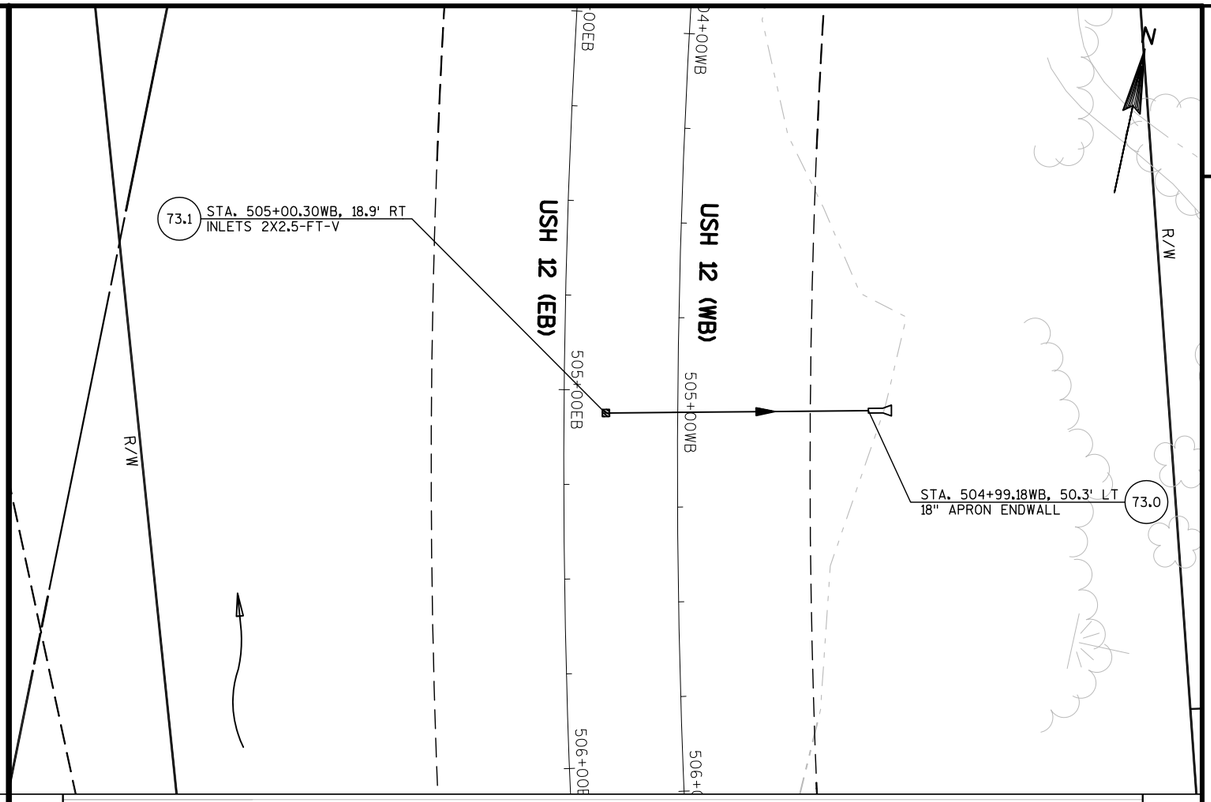
262 LF 36" @ 0.5%

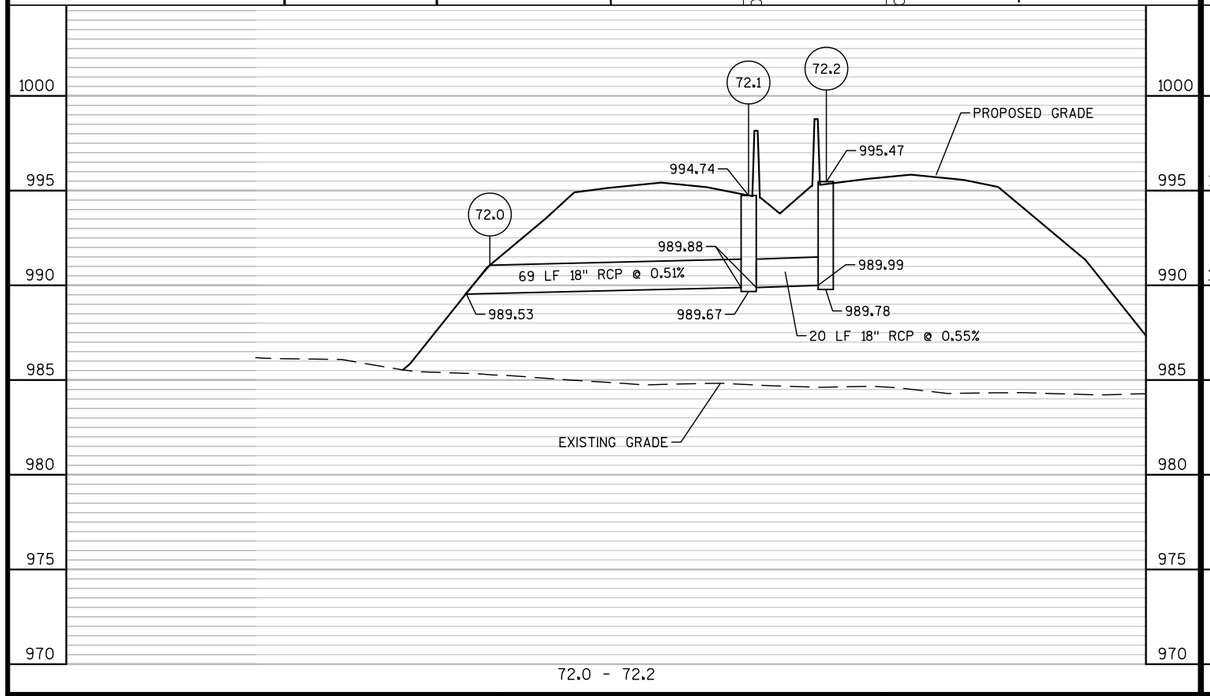
76 LF 36" @ 0.5%

STR. 60.0 TO 61.5

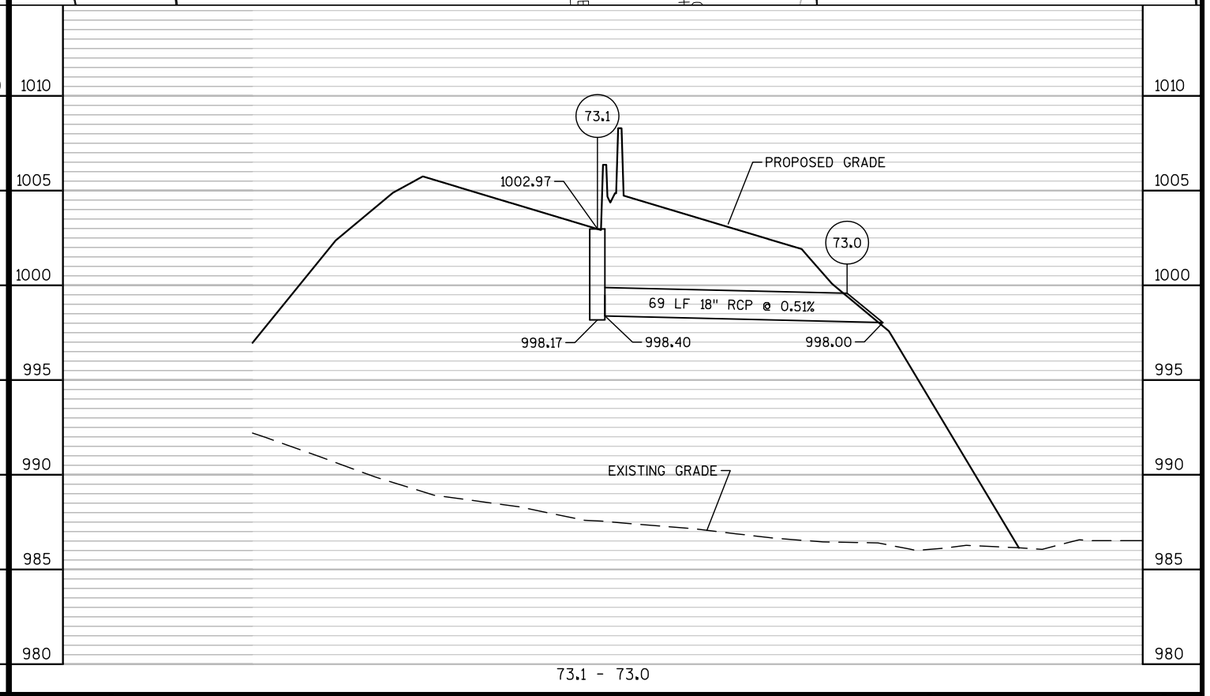
PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 143	E





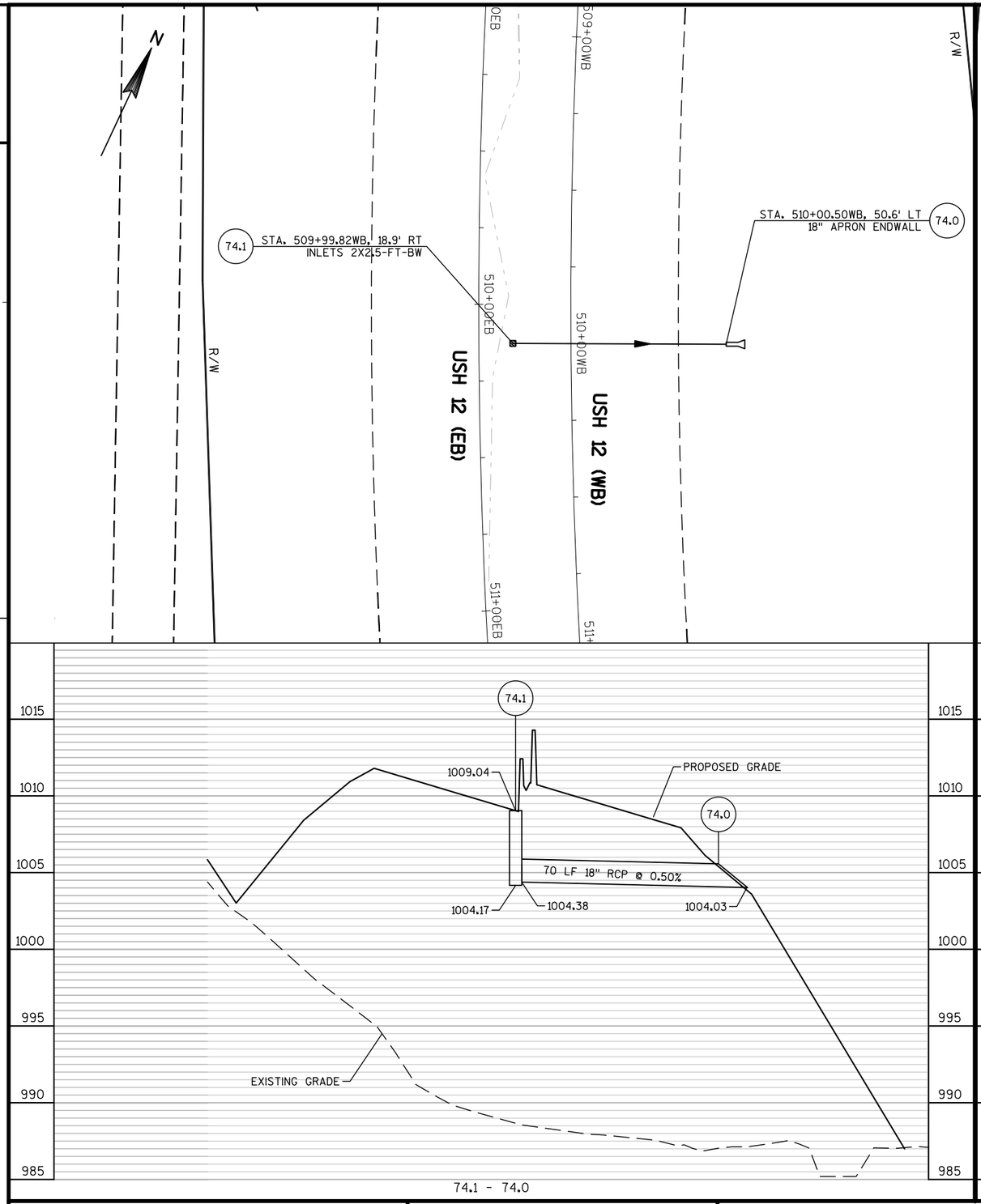


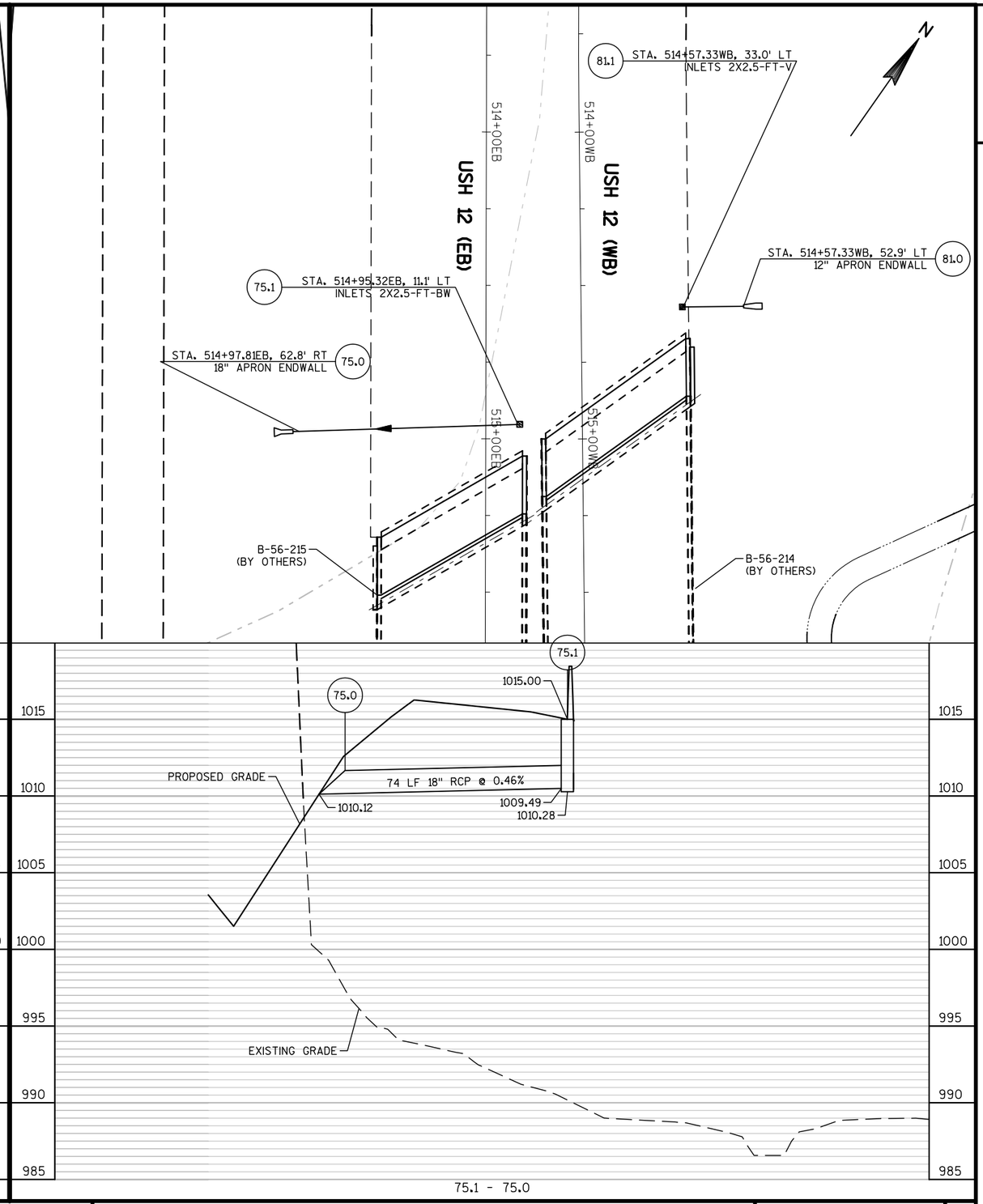
72.0 - 72.2



73.1 - 73.0

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 144	E





PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 145	E

2

N

1 - 12" X 6" TEE
2 - 12" VALVE AND BOX
1 - 6" VALVE AND BOX
1 - 12" PLUG
1 - HYDRANT, COMPLETE
STA. 88+50LE, 34.1'LT
15 L.F. - 6" D.I.W.M.

SANITARY MANHOLE
STA 90+75LE, 6'LT
RIM = 910.15
I.E. = 897.83 (E)
I.E. = 897.93 (N)
I.E. = 897.93 (S)

238

1 - 12" X 8" TEE
STA. 90+65.8LE, 22.1'LT

215 LF - 12" D.I.W.M. (VALVE - TEE)

43 LF - 8" PVC SDR 35 SANITARY SEWER @ 0.40%
I.E. 898.00 (N END), INCLUDE 8" PVC PLUG
1 - 8" X 6" WYE
45 LF - 6" SANITARY LATERAL
1 - TRACER WIRE TERMINAL BOX

PROPOSED R/W

EXISTING R/W

436 LF - 12" D.I.W.M. (TEE -TEE)

15 L.F. - 1" COPPER WATER SERVICE
1" CORP., CURB STOP, CURB BOX, AND RECONNECT (TYP. OF 3)

REMOVE EXISTING CURB STOP AND BOX. ABANDON EXISTING WATER SERVICE

1 - 8" X 6" WYE
55 LF - 6" SANITARY LATERAL
1 - TRACER WIRE TERMINAL BOX

89+00LW
89+00LE
90+00LW
90+00LE
91+00LW
91+00LE
92+00LW
92+00LE
93+00LW
93+00LE
94+00LW
94+00LE

376 LF - 8" PVC C900 SANITARY SEWER

STH 136

MATCH LINE STA. 94+50LE

EXISTING R/W

EXISTING R/W

REMOVE/SALVAGE EXISTING HYDRANT AND ABANDON 6" HYDRANT LEAD

1 - HYDRANT
STA. 11+00.6, 27.6' RT
1 - 8" X 6" TEE
2 - 8" VALVE & BOX
1 - 6" VALVE & BOX
17 LF - 6" D.I.W.M.
1 - 8" PLUG

127 LF - 8" PVC SDR 35 SANITARY SEWER @ 0.40%

106 LF - 8" PVC SDR 35 SANITARY SEWER @ 0.40%

239

SANITARY MANHOLE
STA 11+00, CL
RIM = 911.4
I.E. = 898.35 (N)
I.E. = 898.45 (S), INCLUDED 8" PVC PLUG

PROPOSED R/W

SANITARY MANHOLE
STA 94+50LW, 8.29'LT
RIM = 926.08
I.E. = 896.23 (E)
I.E. = 896.33 (W)

237

RAMP

ORIGINAL PLANS PREPARED BY:

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4505 Fax: 608-356-2770
© MSA PROFESSIONAL SERVICES

WISCONSIN
WARREN P. MOHAR
E-27636
BARABOO, WIS.
PROFESSIONAL ENGINEER

Date Signature

VILLAGE OF WEST BARABOO
STH 136 UTILITY RELOCATION

MSA PROJECT NUMBER - 00082031

ACCEPTED FOR
VILLAGE OF WEST BARABOO

DATE VILLAGE PRESIDENT

920
910
900
890

29.0
238
30.0
32.1
5.00%
TOP OF PROPOSED WATER MAIN

930
920
910
900
890

PROPOSED GRADE OVER NEW WATER MAIN
33.0
7' MIN. COVER
TOP OF PROPOSED WATER MAIN
376 LF - 8" PVC C900 SANITARY SEWER @ 0.40%

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

PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 146 E

2

N

1 - 12" X 6" TEE
1 - 12" X 8" TEE
1 - 6" VALVE & BOX
1 - 8" VALVE & BOX
2 - 12" VALVE & BOX
1 - HYDRANT
STA. 95+06LE, 50.9' LT
1 - CONNECT TO EXISTING
13 LF - 6" D.I.W.M.
70 LF - 8" D.I.W.M.

2 - 22.5° BENDS
STA. 10+76.8'AB5', 11.8' LT
STA. 11+02.8'AB5', 27.7' LT

REMOVE EXISTING WATER SERVICE LINE, CURB STOP AND BOX

1 - HYDRANT
STA. 99+34.7LE, 49.5' LT
2 - 12" VALVE & BOX
1 - 6" VALVE & BOX
1 - 12" X 6" TEE
13 LF - 6" D.I.W.M.

1 - 45° BEND
STA. 98+90.1LE, 34.9' LT

EXISTING R/W

425 LF - 12" D.I.W.M. (TEE - TEE)

364 LF - 8" PVC C900 SANITARY SEWER

SANITARY MANHOLE
STA 11+18.03 'AB5', 8.75'LT
RIM 932.86
IE 894.67 (E)
IE 894.77 (W)

MATCH LINE STA. 94+50LE

MATCH LINE STA. 101+00LE

STH 136

PROPOSED R/W

ABANDON EXISTING WATER MAIN (TYP)

REMOVE/SALVAGE EXISTING HYDRANT, VALVE, AND VALVE BOX

NOTE: EXISTING WATERMAIN IS TO REMAIN IN SERVICE UNTIL NEW WATERMAIN IS INSTALLED, TESTED, AND ACCEPTED.

REMOVE AND DISPOSE EXISTING TRANSITE WATER MAIN WHERE CONFLICTS OCCUR WITH PROPOSED WORK.

REMOVE EXISTING VALVE AND BOX

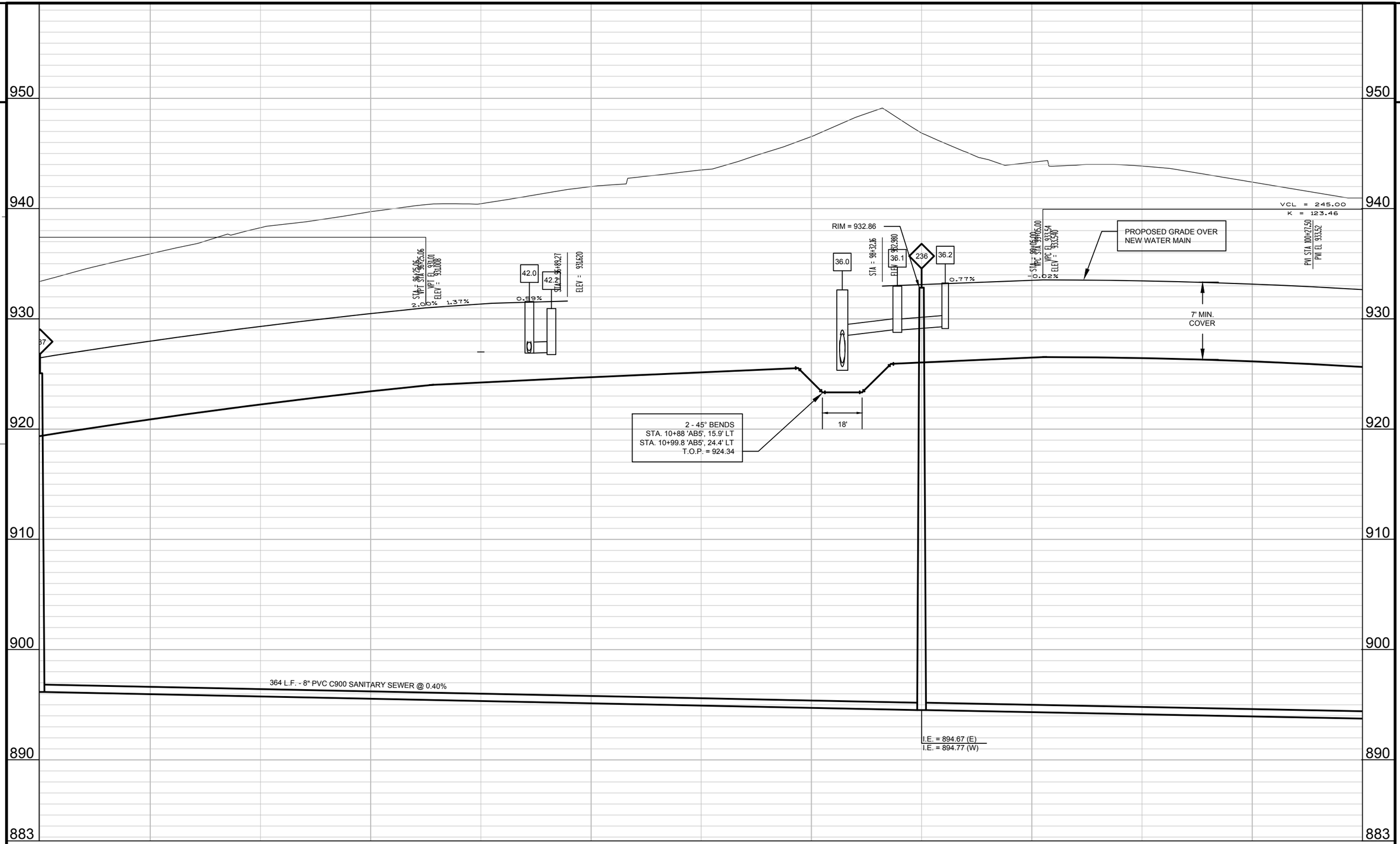
NOTE: REMOVE EXISTING 8" MAIN FROM STATION 95+10 LE TO STA. 105+00 LE.

EB USH 12

WB USH 12

PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 147	E

FILE NAME : P:\80S\82\00082031\C3D\C3D\00082031 PROP UTILITIES.DWG PLOT DATE : 9/2/2014 PLOT BY : MSA PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 148	E

2

2

N

SANITARY MANHOLE
STA 11+94.4'CD5', 25.9'LT
RIM 926.87
IE 892.99 (E)
IE 893.09 (W)

1 - 45° BEND
STA. 12+46.8'CD5', 20.3'LT

1 - 45° BEND
STA. 104+48.4LE, 30'LT

1 - 12" X 6" TEE
2 - 12" VALVE & BOX
1 - HYDRANT
STA. 104+59.7LE, 30.2' LT
1 - 6" VALVE & BOX
13 LF - 6" D.I.W.M.

1 - 12" X 8" TEE
STA. 105+16.4LE, 28.7' LT
120 LF - 8" D.I.W.M. (TEE-TEE)

PROPOSED SIGN BRIDGE

PROPOSED R/W

EXISTING R/W

395 LF - 8" PVC C900 SANITARY SEWER

550 LF - 12" D.I.W.M. (TEE - TEE)

393 LF - 8" PVC C900 SANITARY SEWER

60 LF - 12" D.I.W.M.

359+00WB

360+00WB

360+00B

362+00B

363+

12+00CD5

13+00CD5

10+00CD5

101+00LW

101+00LE

104+00LW

104+00LE

105+00LW

105+00LE

MATCH LINE STA. 100+50LE

MATCH LINE STA. 106+00LE

STH 136

TLE

TOP OF 8" W.M. @ 900.50
@ MSE WALL INT.

3 - ABANDON EXISTING W.M. (TYP)
1 - REMOVE EXISTING VALVE AND BOX

REMOVE AND DISPOSE EXISTING
TRANSITE WATER MAIN WHERE CONFLICTS
OCCUR WITH PROPOSED WORK

REMOVE EXSTING
VALVE AND BOX

NOTE: EXISTING WATERMAIN IS
TO REMAIN IN SERVICE UNTIL
NEW WATERMAIN IS INSTALLED,
TESTED, AND ACCEPTED.

REMOVE EXSTING
VALVE AND BOX

REMOVE/SALVAGE AND
ABANDON EX. HYDRANT & LEAD
1 - 8" X 6" TEE
2 - 8" VALVE AND BOX
1 - 6" VALVE AND BOX
1 - HYDRANT
STA. 105+22.1LE, 93.5'RT
8 L.F. - 6" D.I.W.M.
8 L.F. - 8" D.I.W.M.
1 - CONNECT TO EXISTING W.M.
1 - 8" BEND

PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 149	E

950
940
930
920
910
900
890

VCL = 245.00
K = 123.46
PVI STA 100+27.50
PVI EL 933.52
VPT STA = 100+50.00
VPT EL = 933.06
ELEV = 930.059
-2.00%
-1.22%
50.0
STA = 101+90.11
ELEV = 930.570
45.0
48.0
235
RIM = 926.87
7' MIN.
COVER
STA = 103+25.52
ELEV = 927.379
49.2
VCL = 160.00
K = 70.78
PVI STA 104+07.00
PVI EL 925.60
VPT STA 104+87.00
VPT EL 924.60
PROPOSED GRADE OVER
NEW WATER MAIN
VERTICAL OFFSET REQ'D
T.O.P. = 920.00
STA. 11+91'CD5', 11.4'LT
STA. 12+06.4'CD5', 6.9'LT
395 L.F. - 8" PVC C900 SANITARY SEWER @ 0.40%
393 L.F. - 8" PVC C900 SANITARY SEWER @ 0.40%
I.E. = 892.99 (E)
I.E. = 893.09 (W)

100+00 101+00 102+00 103+00 104+00 105+00 106+00

PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 150	E

N

MATCH LINE STA. 106+00LE

ADJUST EXISTING SANITARY MANHOLE #232 GRADE, +0.93'
EXISTING RIM = 902.50
PROPOSED RIM = 903.43

ABANDON EXISTING 6" MAIN (TYP. OF 2)
REMOVE EXISTING WATER MAIN

234 SANITARY MANHOLE
STA 106+10LE, 5.8' LT
RIM 916.10
IE 891.32 (E)
IE 891.42 (W)

ADJUST EXISTING SANITARY MANHOLE #233 GRADE, +1.45'
EXISTING RIM = 905.93
PROPOSED RIM = 907.38

PROPOSED R/W

EXISTING R/W

520 LF - 12" D.I.W.M. (TEE - TEE)

2 - 45° BENDS
STA. 109+66LE, 18.5'LT
STA. 109+89.8LE, 5.4'RT

240 SANITARY MANHOLE
STA 110+12LE, 69'LT
RIM = 896.15
I.E. = 885.37 (S)
I.E. = 885.47 (N), INCLUDE 8" PVC PLUG

61 L.F. - 8" PVC SDR 35 SANITARY SEWER @ 0.40%

EXISTING CURB AND GUTTER TO REMAIN

1 - 12" X 12 TEE
STA. 110+34LE, 5.8' RT
2 - 12" VALVE & BOX
6 LF - 12" D.I.W.M.
1 - 12" X 6" REDUCER
3 L.F. - 6" D.I.W.M.
2 - CONNECT TO EXISTING
1 - ABANDON EXISTING W.M.
1 - REMOVE EX. VALVE & BOX

8" CONCRETE APRON

BIT

STH 136

107+00LW
107+00LE
108+00LW
108+00LE
109+00LW
109+00LE
110+00LE
111+00LE

53.0

276 LF - 8" PVC C900 SANITARY SEWER

52.0

127 LF - 8" PVC SDR 35 SANITARY SEWER

35 L.F. - 8" PVC SDR 35 SANITARY SEWER @ 1.0%
1 - CONNECT TO EXISTING SANITARY SEWER

REMOVE EXISTING SANITARY MANHOLE

126 SANITARY MANHOLE
STA 108+84.4LE, 19.6' RT
RIM = 901.02
I.E. = 890.10 (E)
I.E. = 891.15 (NW)
I.E. = 890.22 (W)
I.E. = 890.85 (SW)

125 SANITARY MANHOLE
STA 110+12LE, 21' RT
RIM = 896.18
I.E. = 885.03 (E)
I.E. = 885.13 (W)
I.E. = 885.13 (N)

REMOVE EXISTING VALVE AND BOX
AND ABANDON EXISTING 6" MAIN

REMOVE EXISTING HYDRANT
AND ABANDON 6" HYDRANT LEAD

PROPOSED GRAD OVER
NEW WATER MAIN

TOP OF PROPOSED WATER MAIN

277 LF - 8" PVC C900 SANITARY SEWER @ 0.40%

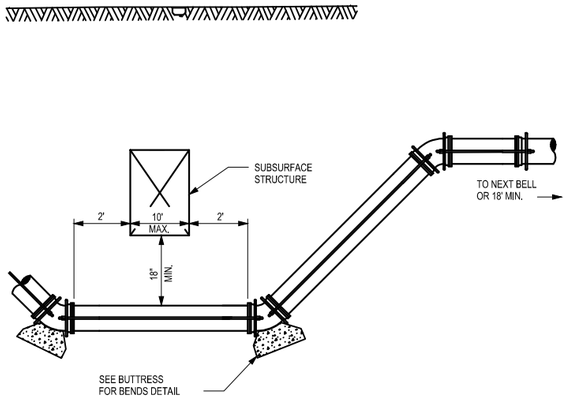
127 LF - 8" PVC SDR 35 SANITARY SEWER @ 4.0%

STA. 109+70.65
ELEV = 899.432

910
900
890
883

106+00
107+00
108+00
109+00
110+00
111+00

PROJECT NO: 1674-00-85	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 151 E

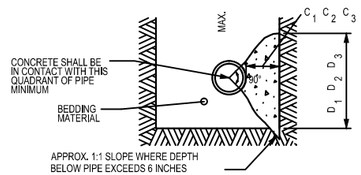


GENERAL NOTES:

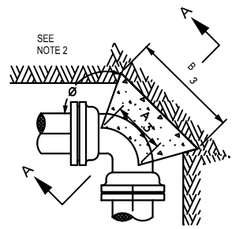
1. FITTINGS TO BE WRAPPED WITH POLYETHYLENE BEFORE PLACEMENT OF RODDING AND BUTTRESSES.
2. ALL FITTINGS SHALL BE RODDED OR CONNECTED TO THE PIPE WITH AN APPROVED WEDGE ACTION THRUST RESTRAINING GLAND. RODS SHALL BE STAINLESS STEEL OR BITUMINOUS COATED, AND A MINIMUM OF 1 INCH IN DIAMETER.
3. LOCATIONS OF EXISTING MAINS ARE APPROXIMATE. LENGTH REQUIRED TO BE LOWERED WILL BE DETERMINED IN THE FIELD.
4. MAINS SHALL BE INSULATED IF COVER IS LESS THAN 6.5 FEET.

PRESSURE MAIN OFFSET DETAIL

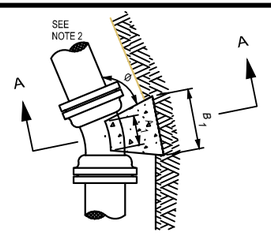
SCALE: NONE



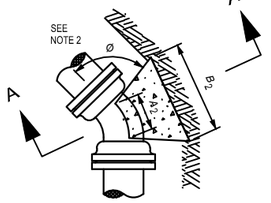
SECTION A-A



PLAN - 90° BEND



PLAN - 22 1/2 ° BEND



PLAN - 45° BEND

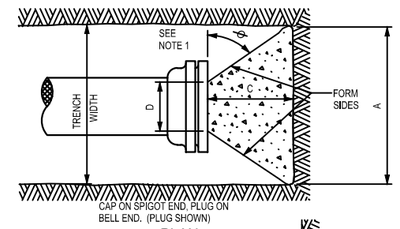
NOTES:

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEEDS 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
2. DIMENSION C C C SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
3. DIMENSION C C C SHOULD BE LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
4. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
5. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS. RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

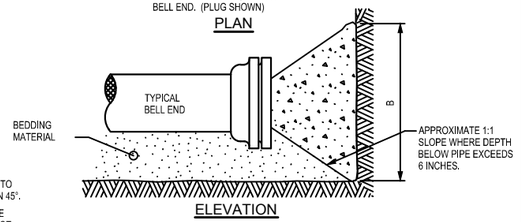
BUTTRESS DIMENSIONS						
PIPE SIZE	22 1/2 ° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-6"
10"	1'-2"	1'-2"	1'-7"	1'-7"	2'-3"	1'-10"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-8"	2'-3"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	2'-10"
20"	2'-4"	2'-0"	3'-3"	2'-10"	5'-0"	3'-4"
24"	2'-10"	2'-4"	4'-0"	3'-3"	6'-4"	3'-10"

BUTTRESS FOR BENDS DETAIL

SCALE: NONE



PLAN



ELEVATION

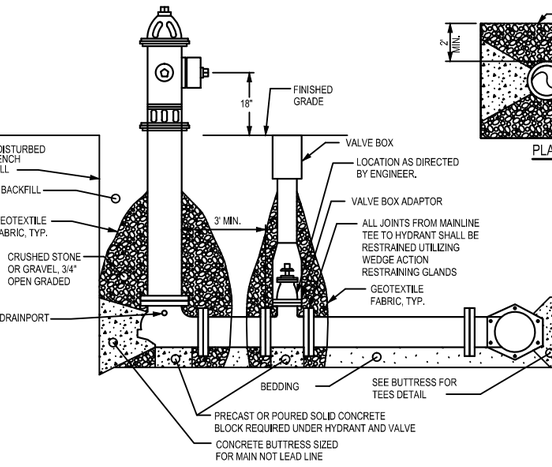
NOTES:

1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O EQUAL TO OR LARGER THAN 45°.
2. DIMENSION 'D' EQUALS APPROX. I.D. OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.
3. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHLENE.

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"		
30"	6'-9"	4'-0"		

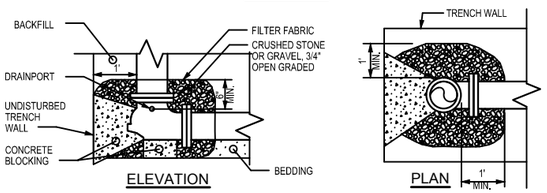
BUTTRESS FOR PLUGS DETAIL

SCALE: NONE



ELEVATION

PLAN

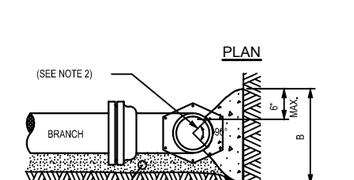


ELEVATION PLAN

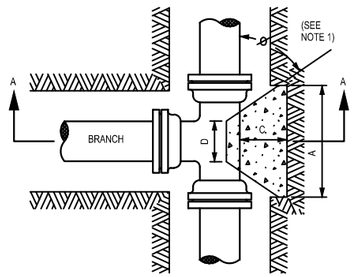
PERVIOUS SOIL SUMP DETAIL

HYDRANT AND LEAD CONNECTION DETAIL

SCALE: NONE



SECTION A-A



NOTES:

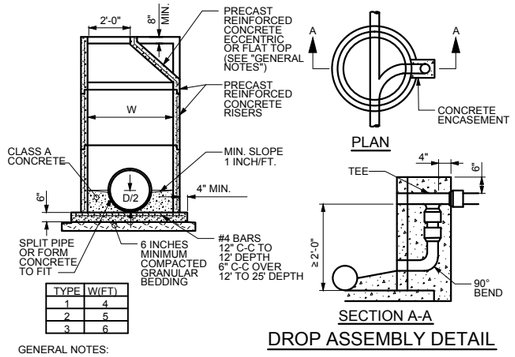
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O GREATER THAN OR EQUAL TO 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
8. IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS DIMENSIONS				
B.D	A	B	C	D
6"	1'-3"	1'-0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'-6"	1'-4"		
10"	1'-10"	1'-8"		
12"	2'-3"	2'-0"		
16"	3'-2"	2'-6"		
20"	4'-0"	3'-0"		
24"	5'-3"	3'-4"		

B.D. = BRANCH DIAMETER

BUTTRESS FOR TEES DETAIL

SCALE: NONE



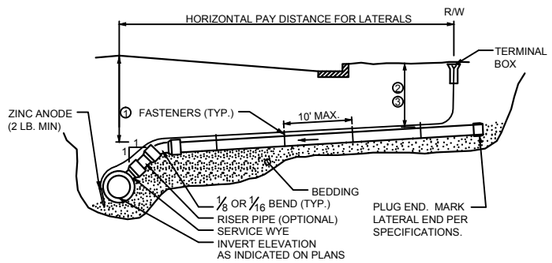
DROP ASSEMBLY DETAIL

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING AND THE APPLICABLE SPECIAL CONDITIONS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
2. DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. ECCENTRIC CONE TOPS SHALL BE USED ON ALL STRUCTURES 5 FEET OR GREATER IN DEPTH, AND FLAT TOPS SHALL BE USED ONLY ON STRUCTURES LESS THAN 5 FEET IN DEPTH, UNLESS DIRECTED BY THE ENGINEER.
5. PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.
6. ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.
7. DROP CONNECTIONS SHALL BE USED WHEN THE PIPE INVERT IS MORE THAN 2 FEET ABOVE THE MANHOLE INVERT. PRECAST STRUCTURE MANWAY CLEAR OPENING SHALL MATCH CASTING - REFER TO STANDARD SPECIFICATION
8. DIVISION 33 AND THE APPLICABLE SPECIAL CONDITIONS.
   - OPENING SHALL BE 24" FOR R-1550 CASTINGS
   - OPENING SHALL BE 27" FOR R-1642 CASTINGS

PRECAST REINFORCED CONCRETE MANHOLE DETAIL

SCALE: NONE



ELEVATION VIEW

NOTES FOR LATERAL INSTALLATION:

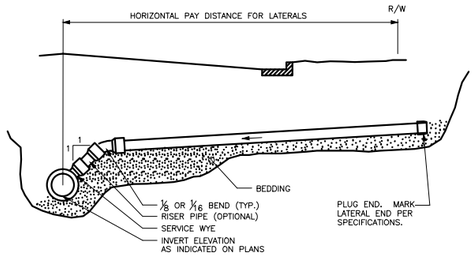
1. MININUM DEPTH OF COVER UNDER ROADWAY = 7 FEET.
2. MININUM DEPTH OF COVER UNDER GRASS AREAS = 5 1/2 FEET.
3. MININUM DEPTH OF COVER UNDER GRASS AREAS WITH FROST PROTECTION = 3 FEET 6 INCHES.
4. LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.

NOTES FOR TRACER WIRE INSTALLATION:

1. THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
2. NO. 12 GAUGE GREEN INSULATED COPPER TRACER WIRE SHALL BE INSTALLED WITH THE NON-CONDUCTIVE SERVICE. PIPE TRACER WIRE TERMINAL BOXES SHALL BE INSTALLED DIRECTLY ABOVE THE SEWER MAIN OR AS DETERMINED BY THE ENGINEER OR OWNER. TRACER WIRE INSTALLATION REQUIRES ACCESS POINTS AT LEAST EVERY 300 FEET.
3. TRACER WIRE SHALL BE RESTRAINED BY CABLE-TIES, TAPE, OR BY NON-CORRESIVE FASTNER APPROVED BY THE OWNER, INSTALLED EVERY 10 FEET ALONG SERVICE. DO NOT WRAP TRACER WIRE AROUND THE PIPE.
4. TRACER WIRE SHALL RUN FROM THE WYE AND TERMINATED IN A FLUSH MOUNTED TERMINAL BOX WITH A CAST IRON LOCKABLE TOP. SPLICES IN TRACER WIRE SHOULD BE MADE WITH SPLIT BOLT OR COMPRESSION-TYPE CONNECTORS. WIRE NUTS SHALL NOT BE USED. A WATER-PROOF CONNECTION IS NECESSARY TO PREVENT CORROSION. TERMINAL BOX SHALL BE VALVCO, OR APPROVED EQUAL.

SANITARY SEWER LATERAL DETAIL

SCALE: NONE



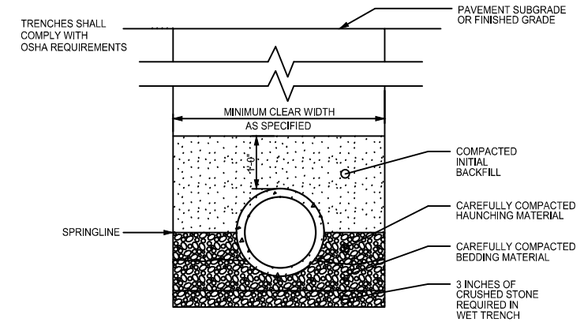
ELEVATION VIEW

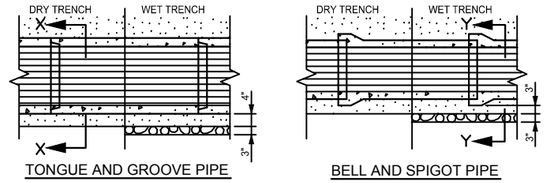
NOTES FOR LATERAL INSTALLATION:

1. MININUM DEPTH OF COVER UNDER ROADWAY = 7 FEET.
2. MININUM DEPTH OF COVER UNDER GRASS AREAS = 5 1/2 FEET.
3. MININUM DEPTH OF COVER UNDER GRASS AREAS WITH FROST PROTECTION = 3 FEET 6 INCHES.
4. LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.

SANITARY SEWER LATERAL DETAIL

SCALE: NONE





TONGUE AND GROOVE PIPE

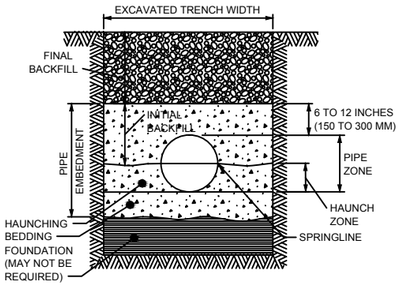
BELL AND SPIGOT PIPE

GENERAL NOTES:

1. BEDDING AND HAUNCHING MATERIAL SHALL BE WELL-GRADED 3/4 TO 1/4 INCH CRUSHED STONE OR OTHER NONE COHESIVE MATERIAL NOT SUBJECT TO MIGRATION AND FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER BELL.
3. INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
4. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.

CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

SCALE: NONE

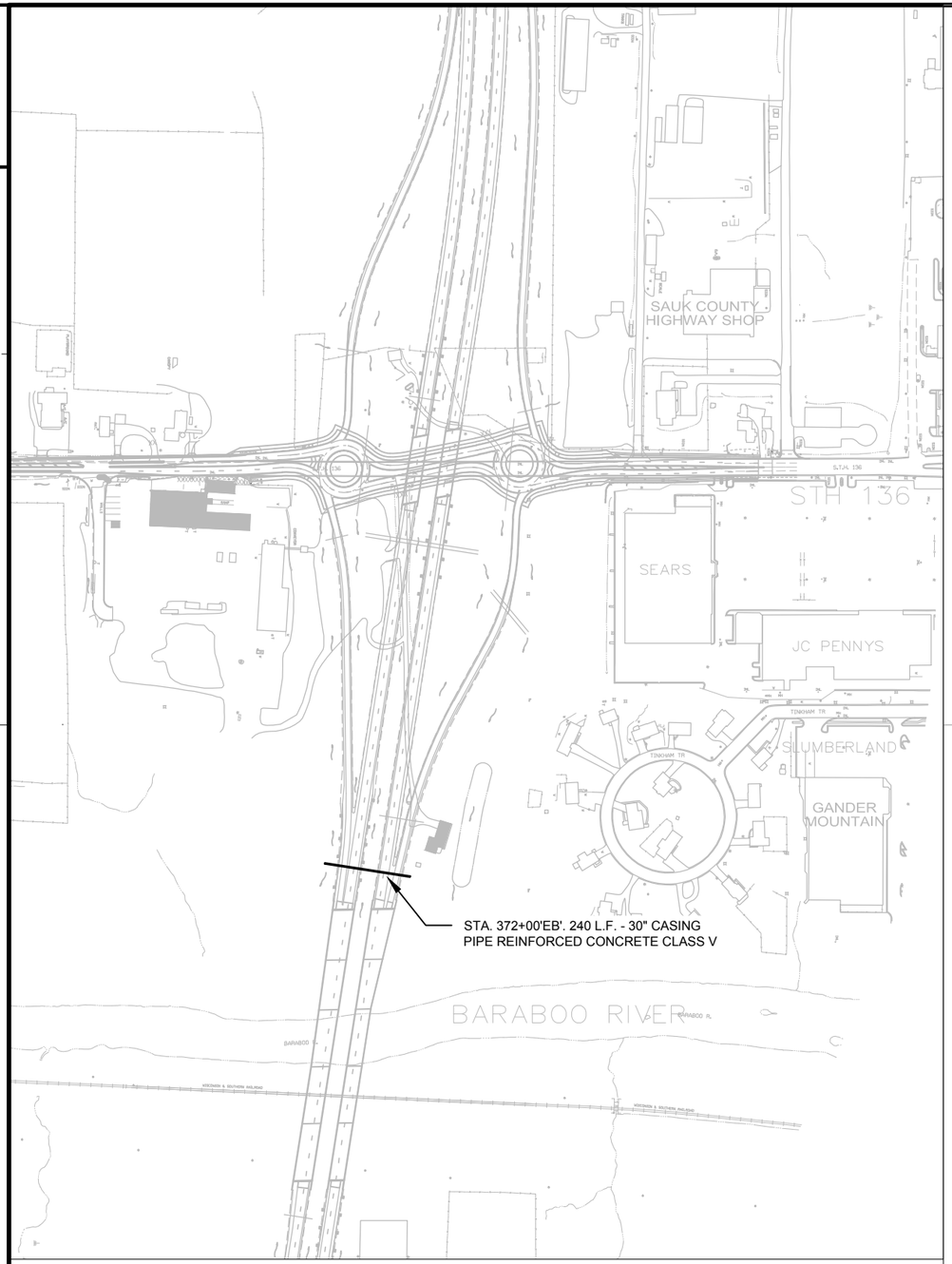


GENERAL NOTES:

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO ASTM D2321.
2. CLASS II EMBEDMENT MATERIAL SHALL BE CLEAN, COARSE-GRAINED SOILS WITH LITTLE TO NO FINES. NO PARTICLES LARGER THAN 1 1/2 -INCHES SHALL BE USED IN THE PIPE EMBEDMENT.
3. WHERE HYDRAULIC GRADIENT EXISTS USE A WELL-GRADED MIXTURE TO MINIMIZE MIGRATION OF FINES FROM ADJACENT SOIL.
4. CLASS II MATERIAL IS SUITABLE AS A FOUNDATION AND FOR REPLACING OVER-EXCAVATED AND UNSTABLE TRENCH BOTTOM. INSTALL AND COMPACT IN 6-INCH MAXIMUM LAYERS.
5. INSTALL AND COMPACT BEDDING IN 6-INCH MAXIMUM LAYERS. LEVEL FINAL GRADE BY HAND. MINIMUM DEPTH 4 INCH (6 INCH IN ROCK CUTS.)
6. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.
7. INSTALL AND COMPACT INITIAL BACKFILL TO A MINIMUM OF 6 INCH ABOVE PIPE CROWN.
8. EMBEDMENT COMPACTION:
   MINIMUM DENSITY 85% STANDARD PROCTOR. USE HAND TAMPERS OR VIBRATORY COMPACTORS.

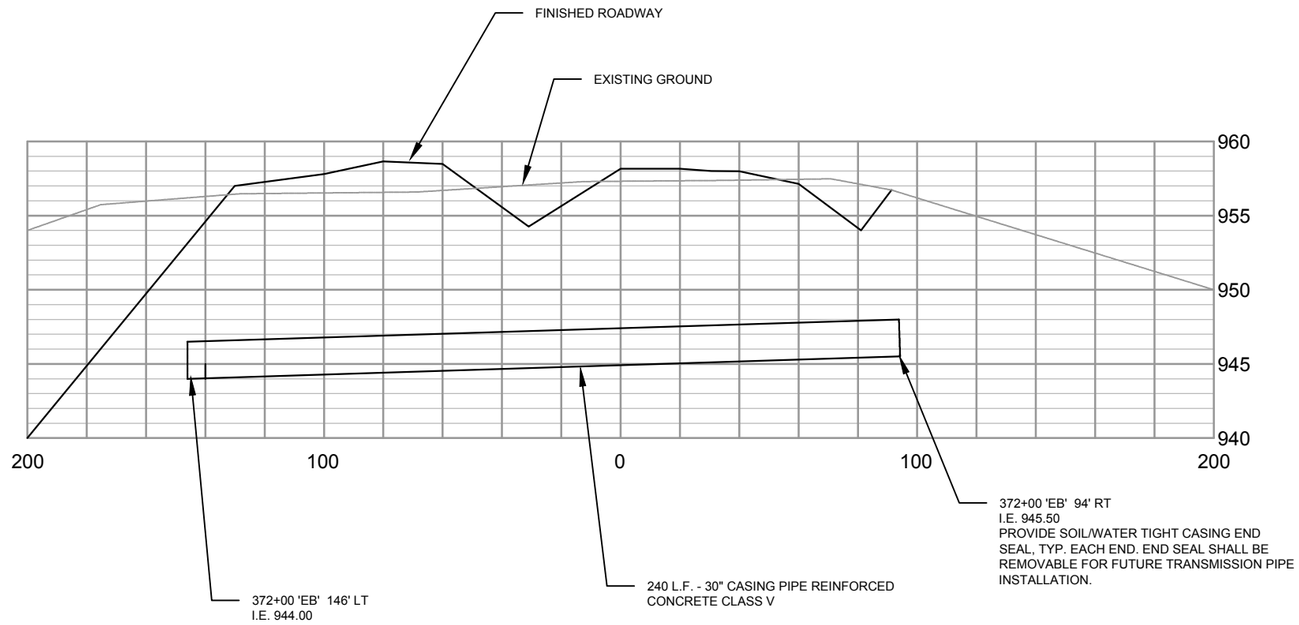
CLASS II - FLEXIBLE PIPE EMBEDMENT DETAIL

SCALE: NONE



LOCATION MAP - 30" CASING PIPE

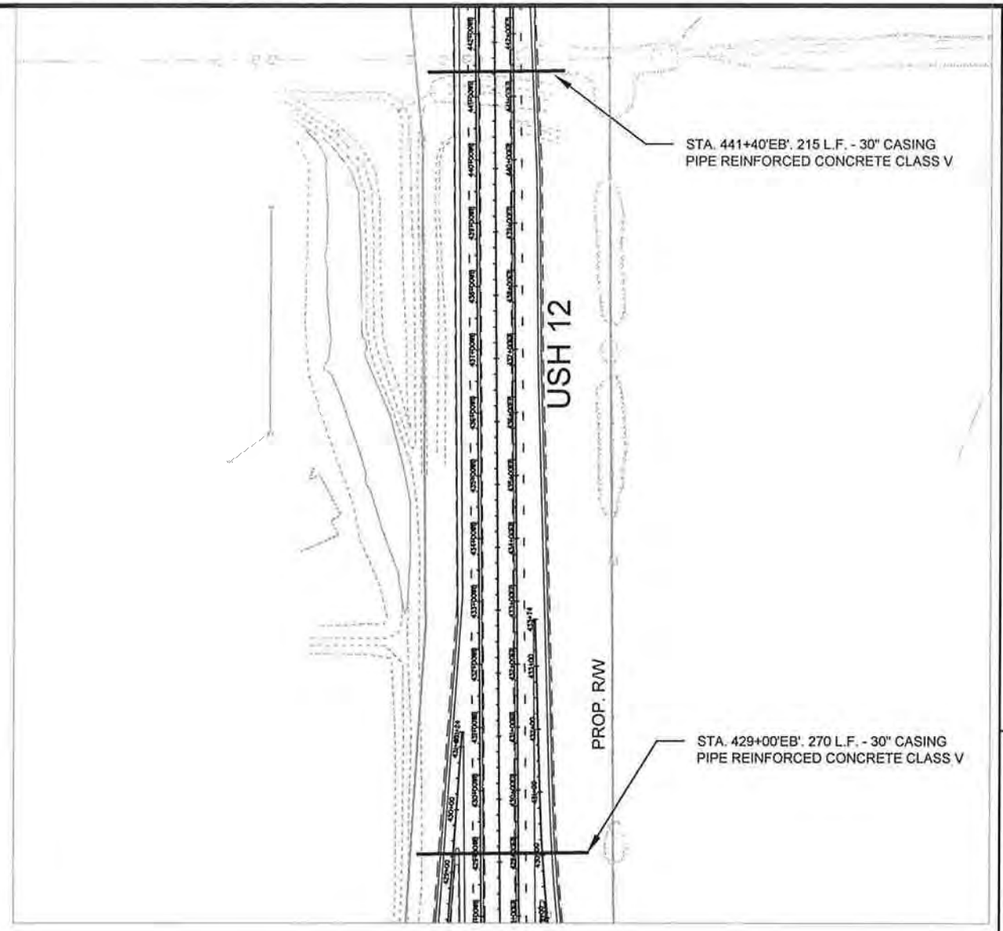
SCALE: NONE



NOTE: CONTRACTOR TO PROVIDE ENGINEER A RECORD OF AS CONSTRUCTED/INSTALLED LOCATION AND ELEVATION OF EACH CASING END.

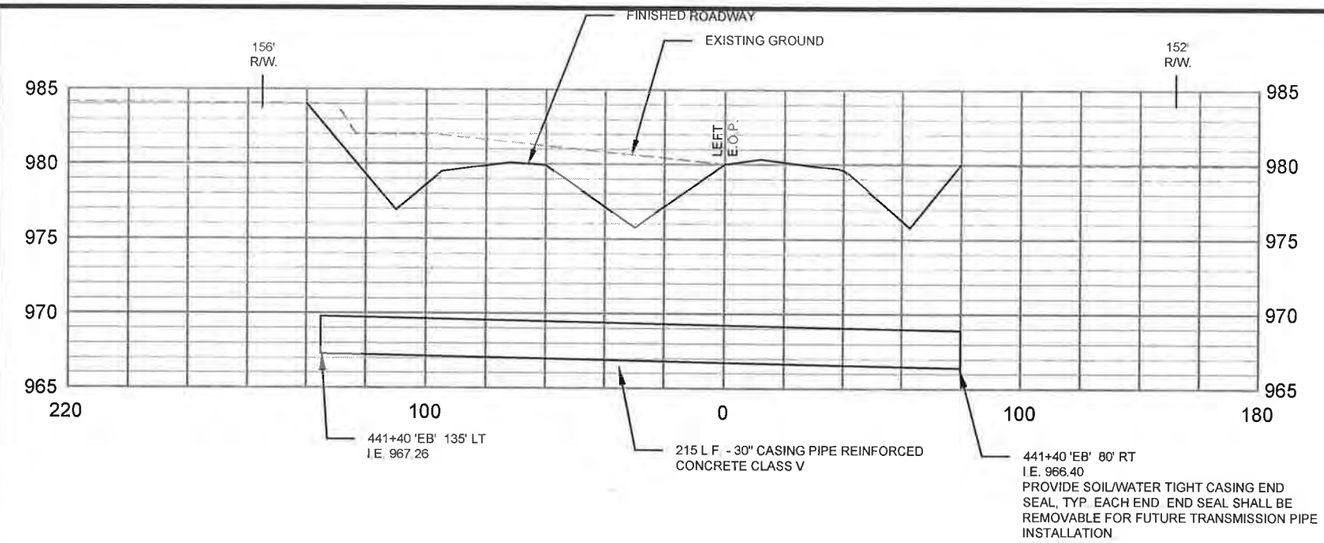
DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 372+00 'EB'



LOCATION MAP - 30" CASING PIPES

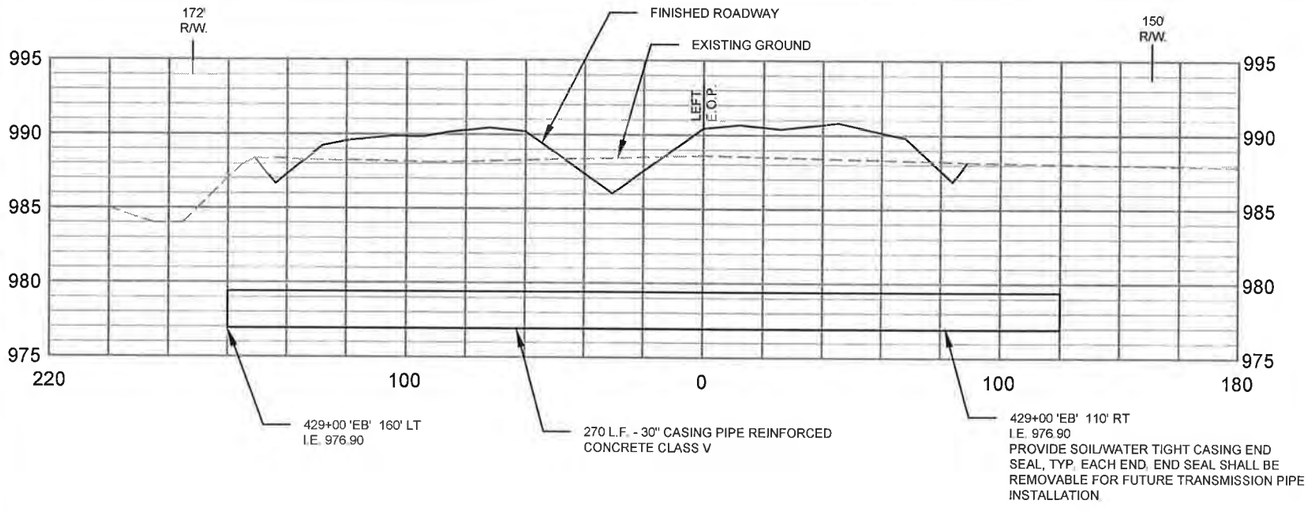
SCALE: NONE



NOTE: CONTRACTOR TO PROVIDE ENGINEER A RECORD OF AS CONSTRUCTED/INSTALLED LOCATION AND ELEVATION OF EACH CASING END

DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 441+40 'EB' & 'WB'



NOTE: CONTRACTOR TO PROVIDE ENGINEER A RECORD OF AS CONSTRUCTED/INSTALLED LOCATION AND ELEVATION OF EACH CASING END

DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 429+00 'EB' & 'WB'

ORIGINAL PLANS PREPARED BY:

MSA

TRANSPORTATION • MUNICIPAL DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4505 Fax 608-356-2770
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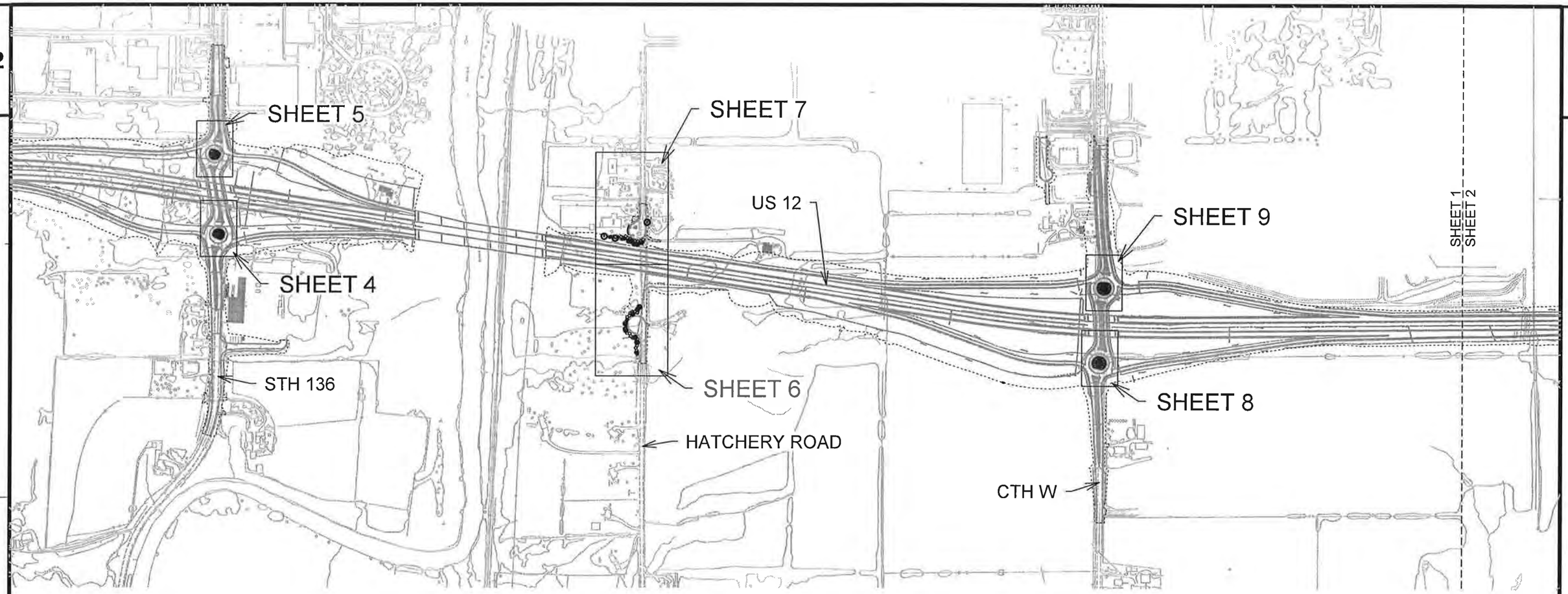
CITY OF BARABOO
CASING PIPE LOCATIONS
MSA PROJECT NUMBER - 00035069

WISCONSIN
BRAD J. STUCZYNSKI
E-39160-006
BARABOO
WI
PROFESSIONAL ENGINEER

7-24-14
Date

Brad Stuczynski
Signature

PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN PLANS	SHEET 155 E



NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION, AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN TERRACES, MEDIANS, AND/OR ROUNDABOUTS DISTURBED BY PLANTING OPERATIONS WITH LIKE MATERIALS ACCORDING TO THESE PLANS AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.

-- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
-- 3'-0" MIN. FROM TELECOM, FIBER OPTIC & COAX LINES
-- 8'-0" MIN. FROM SANITARY & WATER LINES
-- 40'-0" MIN. FROM CENTER OF ATC OVERHEAD POWER LINES

CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 24-INCHES OF PLANTING MIXTURE HAS BEEN PROVIDED IN ALL PLANTING BEDS BEFORE BEGINNING PLANTING OPERATIONS

CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES AND 12-INCHES FOR SHRUBS PLANTED IN LAWN AREAS FOR THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL, THIS PACKAGE.

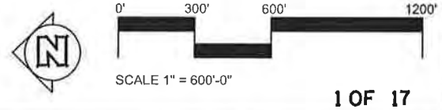
SEE EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

IF FIELD ADJUSTMNET OF TREES OUTSIDE OF THE ROADWAY OCCURS, RELOCATIONS MUST BE COORDINATED WITH FIELD ENGINEER.

RE-MULCHING PLANT BEDS AND TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

PLANS PREPARED BY KEN SAIKI DESIGN,
MADISON, WI (608) 251-3600

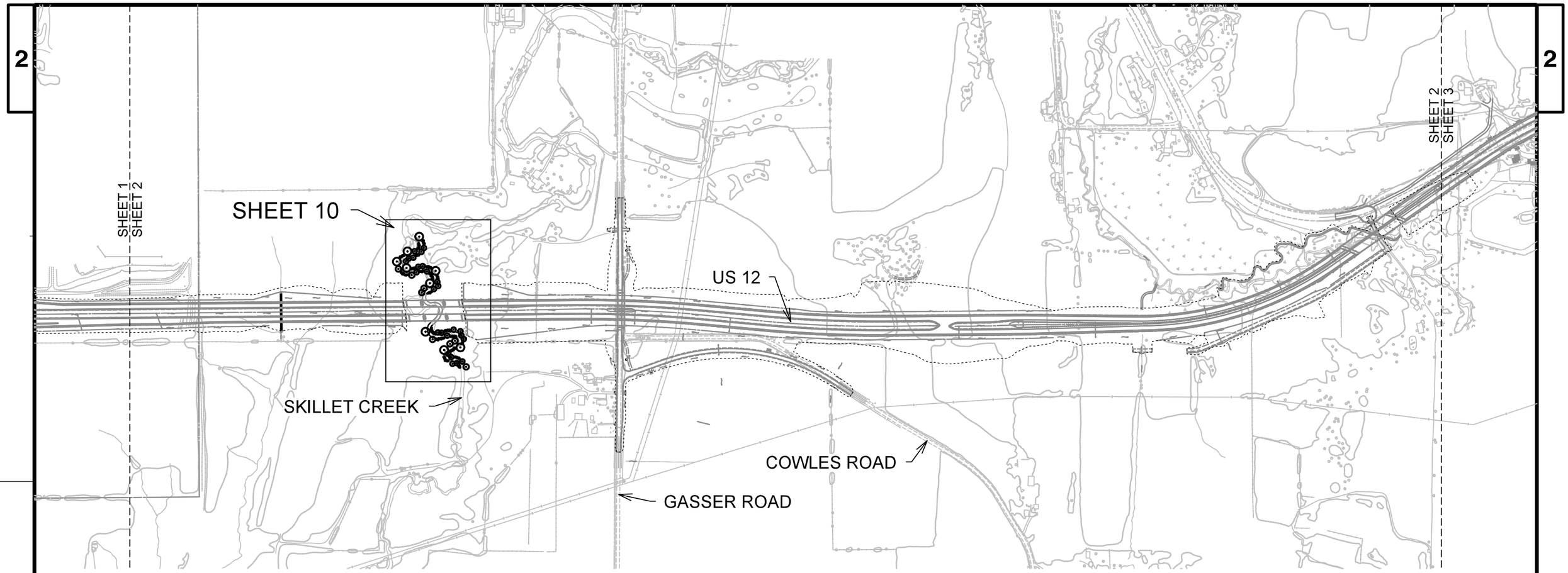




1 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN LAYOUT - OVERVIEW	SHEET E

FILE NAME : Q:2012-012 USH 12\CAD\1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE :05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION, AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

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-- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
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-- 8'-0" MIN. FROM SANITARY & WATER LINES
-- 40'-0" MIN. FROM CENTER OF ATC OVERHEAD POWER LINES

CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 24-INCHES OF PLANTING MIXTURE HAS BEEN PROVIDED IN ALL PLANTING BEDS BEFORE BEGINNING PLANTING OPERATIONS

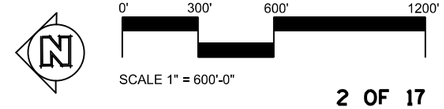
CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES AND 12-INCHES FOR SHRUBS PLANTED IN LAWN AREAS FOR THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL, THIS PACKAGE.

SEE EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

IF FIELD ADJUSTMNET OF TREES OUTSIDE OF THE ROADWAY OCCURS, RELOCATIONS MUST BE COORDINATED WITH FIELD ENGINEER.

RE-MULCHING PLANT BEDS AND TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

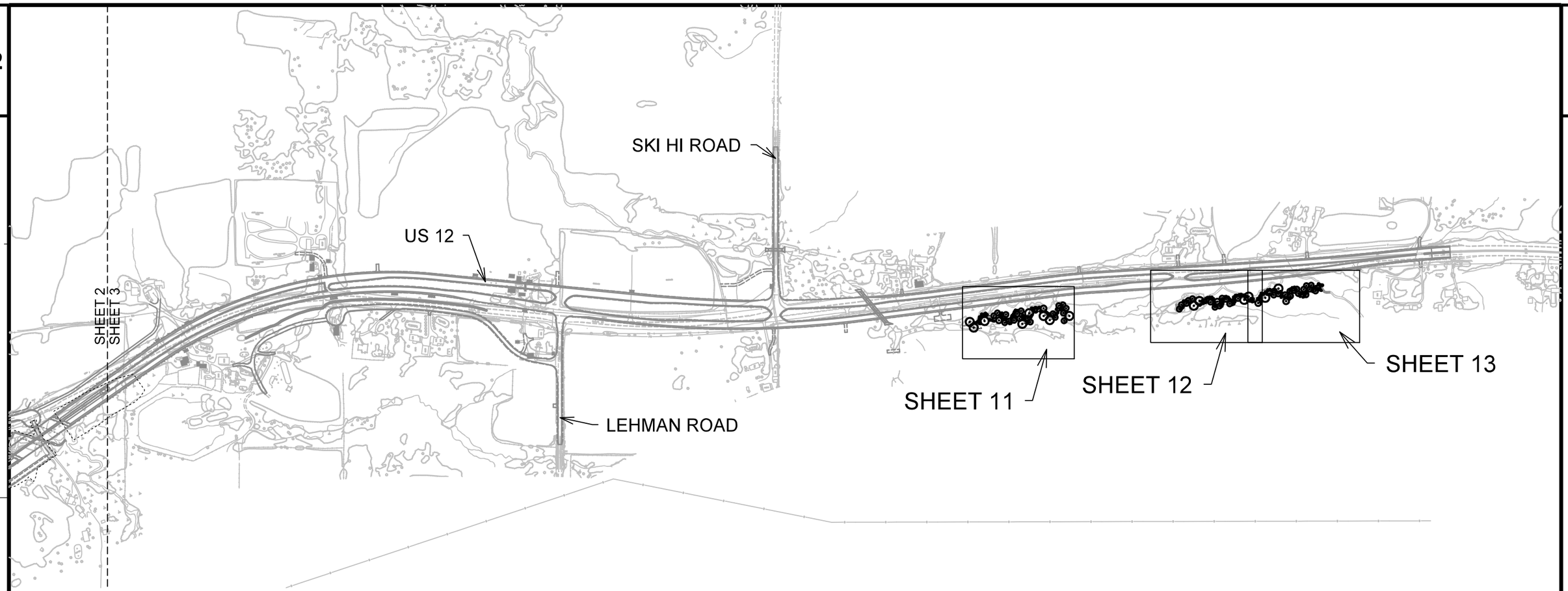
PLANS PREPARED BY KEN SAIKI DESIGN,
MADISON, WI (608) 251-3600



2 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN LAYOUT - OVERVIEW	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION, AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN TERRACES, MEDIANS, AND/OR ROUNDABOUTS DISTURBED BY PLANTING OPERATIONS WITH LIKE MATERIALS ACCORDING TO THESE PLANS AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.

-- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
-- 3'-0" MIN. FROM TELECOM, FIBER OPTIC & COAX LINES
-- 8'-0" MIN. FROM SANITARY & WATER LINES
-- 40'-0" MIN. FROM CENTER OF ATC OVERHEAD POWER LINES

CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 24-INCHES OF PLANTING MIXTURE HAS BEEN PROVIDED IN ALL PLANTING BEDS BEFORE BEGINNING PLANTING OPERATIONS

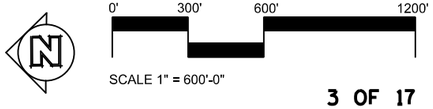
CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES AND 12-INCHES FOR SHRUBS PLANTED IN LAWN AREAS FOR THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL, THIS PACKAGE.

SEE EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

IF FIELD ADJUSTMNET OF TREES OUTSIDE OF THE ROADWAY OCCURS, RELOCATIONS MUST BE COORDINATED WITH FIELD ENGINEER.

RE-MULCHING PLANT BEDS AND TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

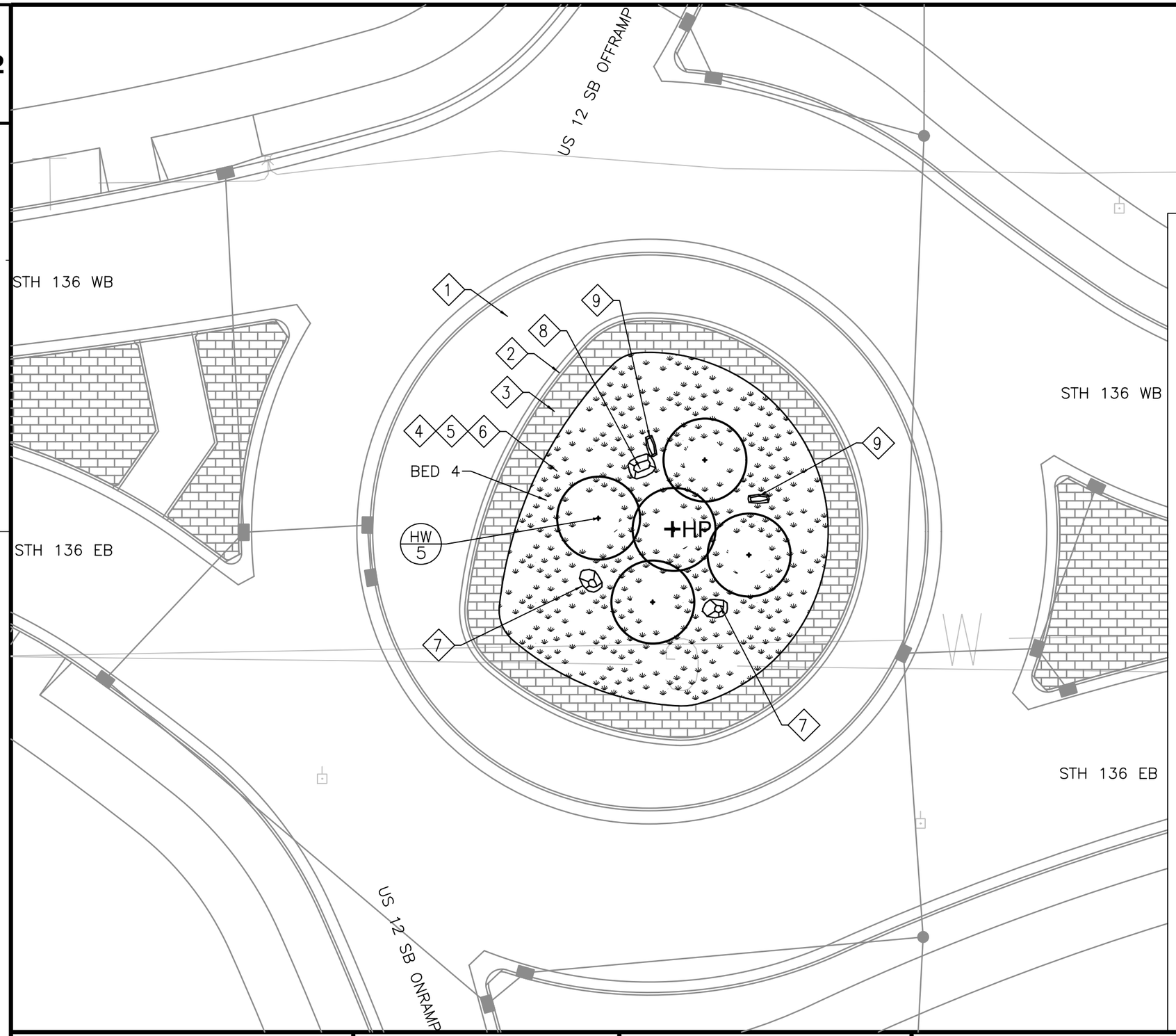
PLANS PREPARED BY KEN SAIKI DESIGN,
MADISON, WI (608) 251-3600



3 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN LAYOUT - OVERVIEW	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- XXX — STATIONING POINT
- 1 — TRUCK APRON
- 2 — ROUNDABOUT CONCRETE CURB, TYPE A
- 3 — ROUNDABOUT CONCRETE TRAVERSABLE ZONE
- 4 — SHREDDED HARDWOOD BARK MULCH
- 5 — PLANTING MIXTURE
- 6 — ROUNDABOUT PERENNIAL MIX
- 7 — FABRICATED ROCK ENCLOSURE, TYPE A
- 8 — FABRICATED ROCK ENCLOSURE, TYPE B
- 9 — FABRICATED ROCK ENCLOSURE, TYPE C

PLANT KEY

SYM	COMMON NAME
HW	Hawthorn, 'Winter King' (Shrub Form Tree)

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +936.37

ALL ELEVATIONS GIVEN ARE FINAL ELEVATIONS FOR PLANTING SOIL MIXTURE IN PLACE AND COMPACTED TO ACHIEVE FINAL GRADES. CONTRACTOR MUST TAKE INTO ACCOUNT ANY SETTLING THAT MAY OCCUR IN ACHIEVING THE FINAL GRADES INDICATED IN THIS DRAWING.

SEE ROADWAY PLANS FOR ROADWAY SPOT ELEVATIONS AND PAVEMENT INFORMATION.

SEE DETAILS FOR ROUNDABOUT PLANTING MIXTURE DEPTHS.

N

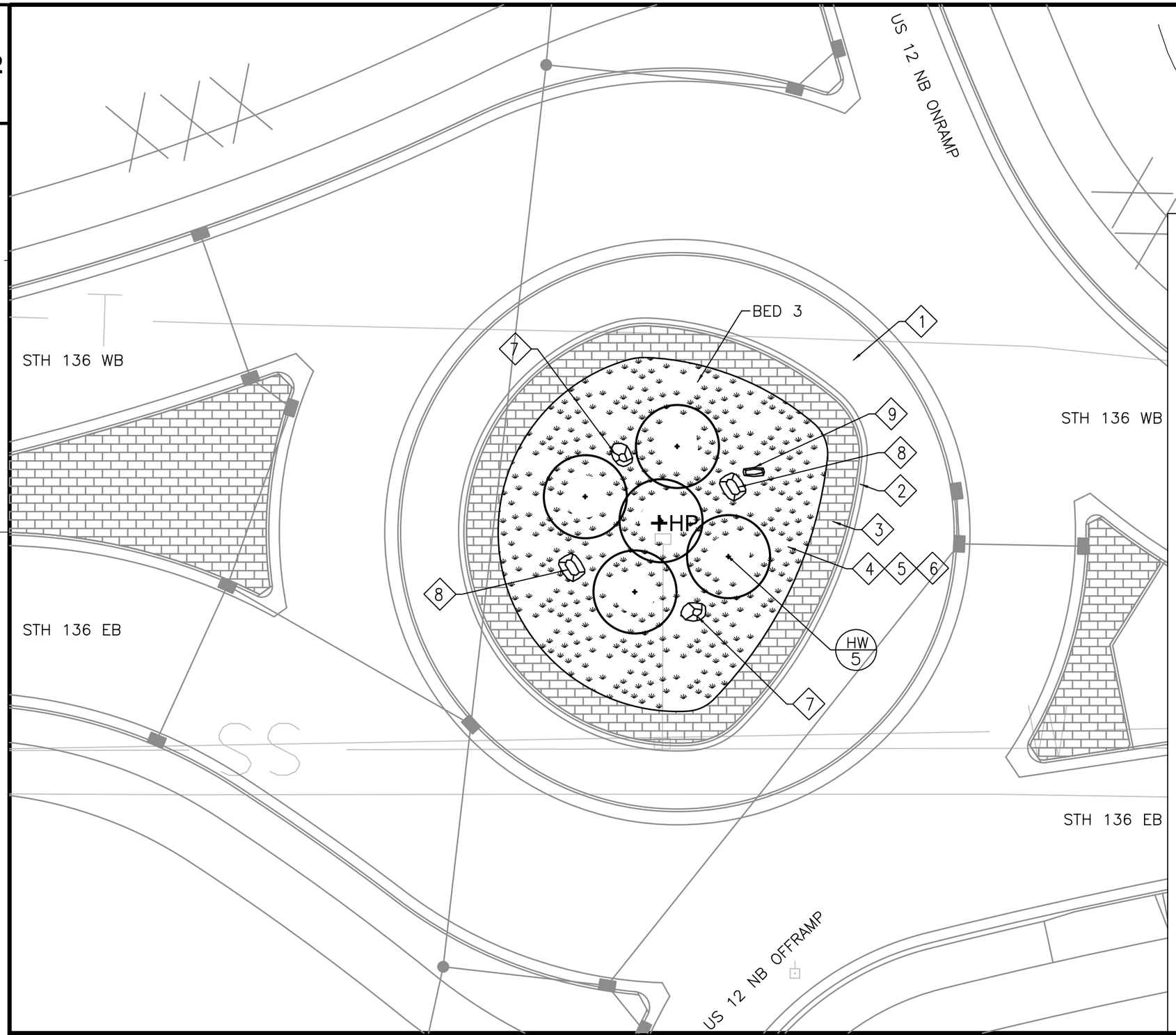
0' 10' 20' 40'

SCALE 1" = 20'-0"

4 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - STH 136 WEST ROUNDABOUT	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\1 - Working Drawings\1674-00-80_ksd base.dgn
PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- XXX — STATIONING POINT
- 1 — TRUCK APRON
- 2 — ROUNDABOUT CONCRETE CURB, TYPE A
- 3 — ROUNDABOUT CONCRETE TRAVERSABLE ZONE
- 4 — SHREDDED HARDWOOD BARK MULCH
- 5 — PLANTING MIXTURE
- 6 — ROUNDABOUT PERENNIAL MIX
- 7 — FABRICATED ROCK ENCLOSURE, TYPE A
- 8 — FABRICATED ROCK ENCLOSURE, TYPE B
- 9 — FABRICATED ROCK ENCLOSURE, TYPE C

PLANT KEY

SYM	COMMON NAME
HW	Hawthorn, 'Winter King' (Shrub Form Tree)

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +931.64

ALL ELEVATIONS GIVEN ARE FINAL ELEVATIONS FOR PLANTING SOIL MIXTURE IN PLACE AND COMPACTED TO ACHIEVE FINAL GRADES. CONTRACTOR MUST TAKE INTO ACCOUNT ANY SETTLING THAT MAY OCCUR IN ACHIEVING THE FINAL GRADES INDICATED IN THIS DRAWING.

SEE ROADWAY PLANS FOR ROADWAY SPOT ELEVATIONS AND PAVEMENT INFORMATION.

SEE DETAILS FOR ROUNDABOUT PLANTING MIXTURE DEPTHS.

0' 10' 20' 40'

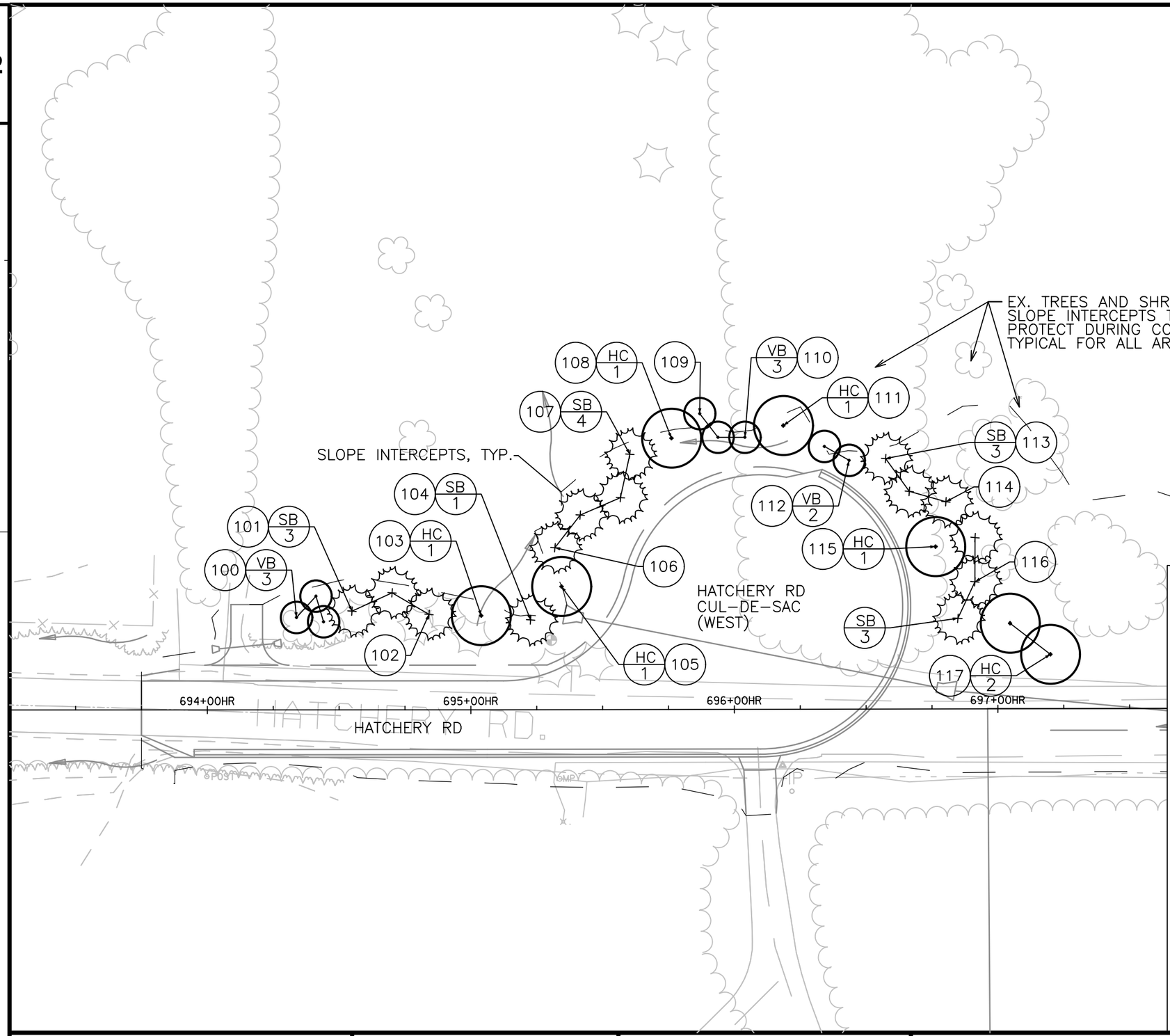
SCALE 1" = 20'-0"

5 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - STH 136 WEST ROUNDABOUT	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn
PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2



LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)
SB	Spruce, Black Hills
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

N

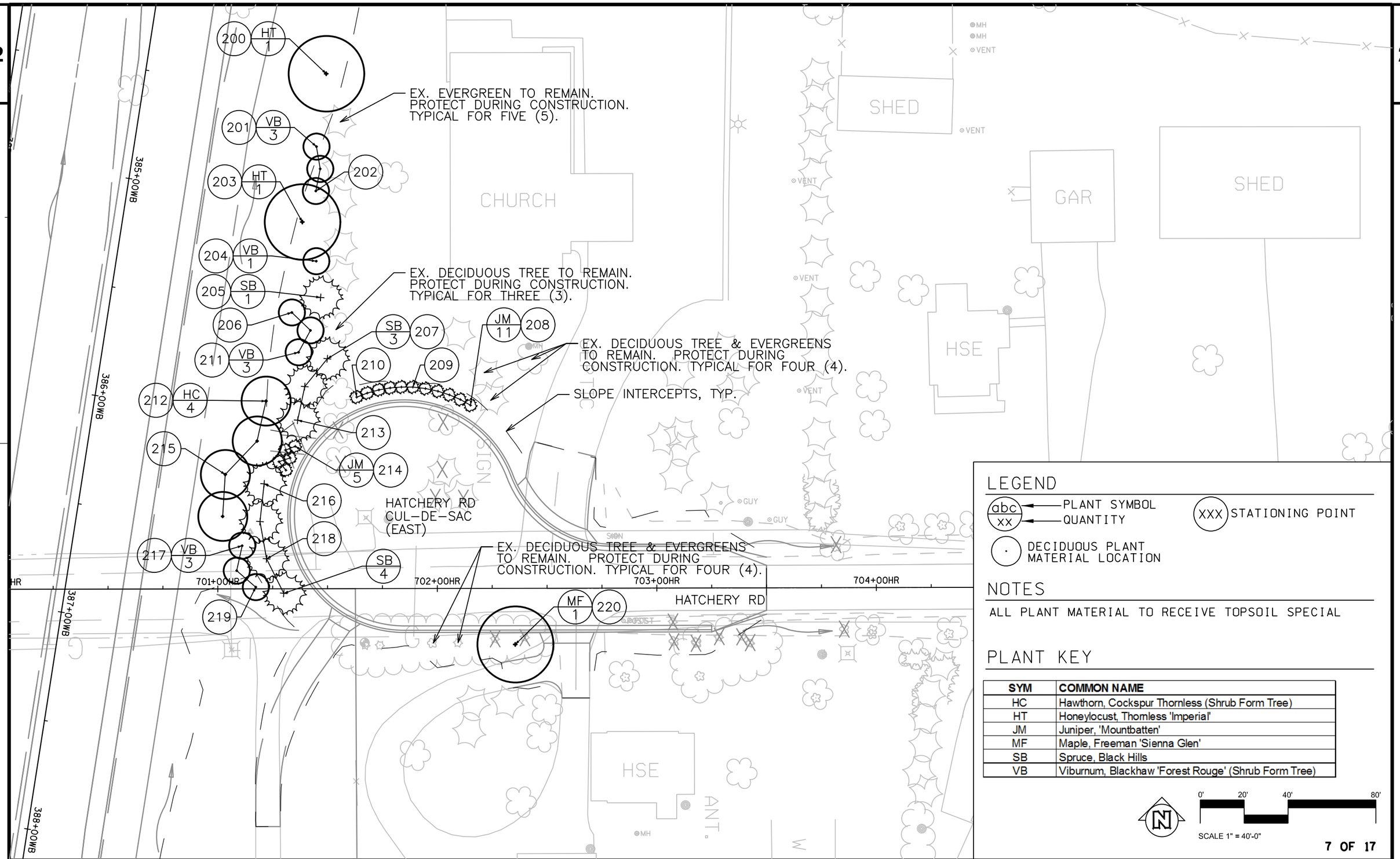
0' 20' 40' 80'

SCALE 1" = 40'-0"

6 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - HATCHERY ROAD WEST CUL DE SAC	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- . — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)
HT	Honeylocust, Thornless 'Imperial'
JM	Juniper, 'Mountbatten'
MF	Maple, Freeman 'Sienna Glen'
SB	Spruce, Black Hills
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

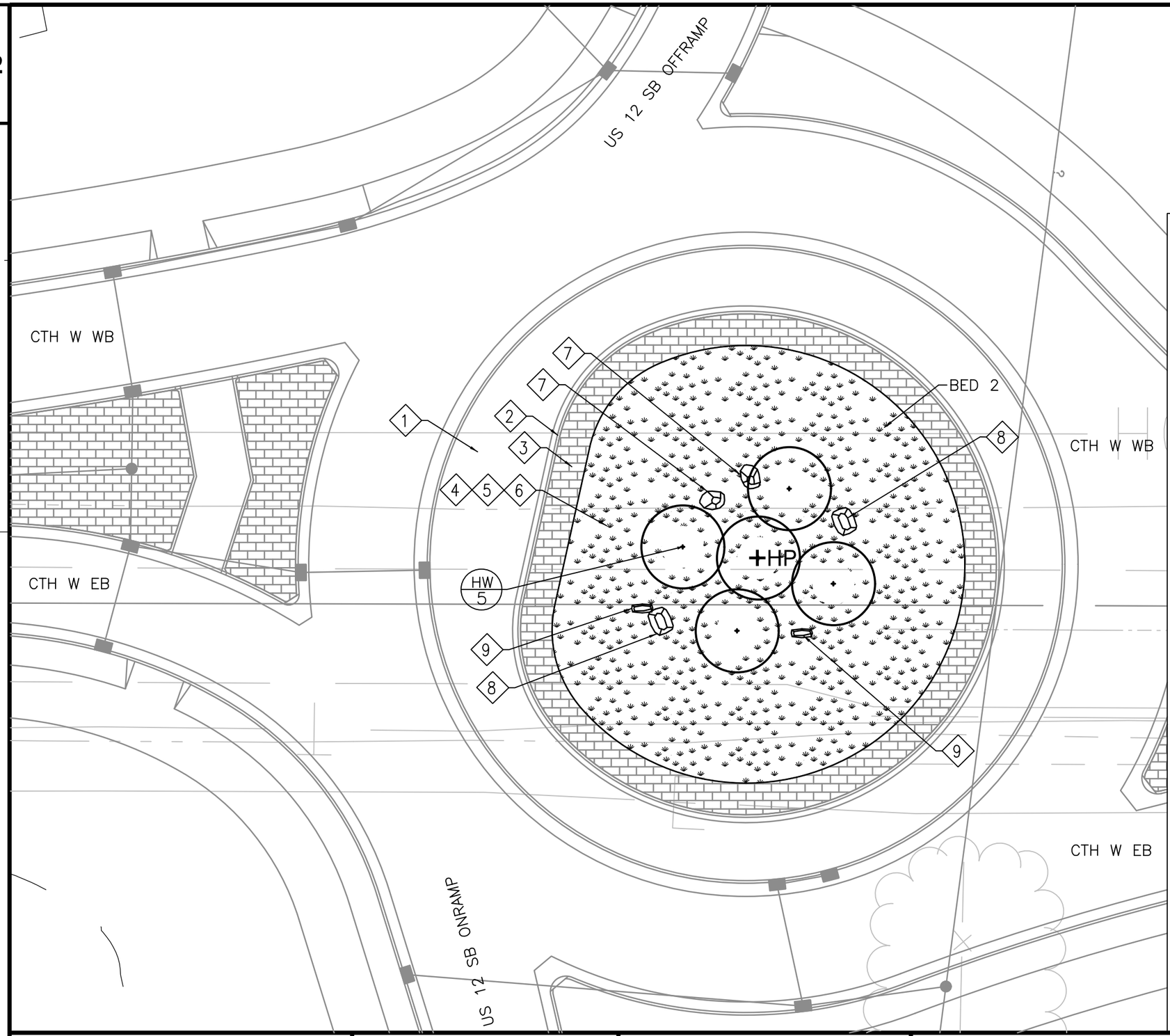
0' 20' 40' 80'

SCALE 1" = 40'-0"

7 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - HATCHERY ROAD EAST CUL DE SAC	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- XXX — STATIONING POINT
- 1 — TRUCK APRON
- 2 — ROUNDABOUT CONCRETE CURB, TYPE A
- 3 — ROUNDABOUT CONCRETE TRAVERSABLE ZONE
- 4 — SHREDDED HARDWOOD BARK MULCH
- 5 — PLANTING MIXTURE
- 6 — ROUNDABOUT PERENNIAL MIX
- 7 — FABRICATED ROCK ENCLOSURE, TYPE A
- 8 — FABRICATED ROCK ENCLOSURE, TYPE B
- 9 — FABRICATED ROCK ENCLOSURE, TYPE C

PLANT KEY

SYM	COMMON NAME
HW	Hawthorn, 'Winter King' (Shrub Form Tree)

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +981.55

ALL ELEVATIONS GIVEN ARE FINAL ELEVATIONS FOR PLANTING SOIL MIXTURE IN PLACE AND COMPACTED TO ACHIEVE FINAL GRADES. CONTRACTOR MUST TAKE INTO ACCOUNT ANY SETTLING THAT MAY OCCUR IN ACHIEVING THE FINAL GRADES INDICATED IN THIS DRAWING.

SEE ROADWAY PLANS FOR ROADWAY SPOT ELEVATIONS AND PAVEMENT INFORMATION.

SEE DETAILS FOR ROUNDABOUT PLANTING MIXTURE DEPTHS.

N

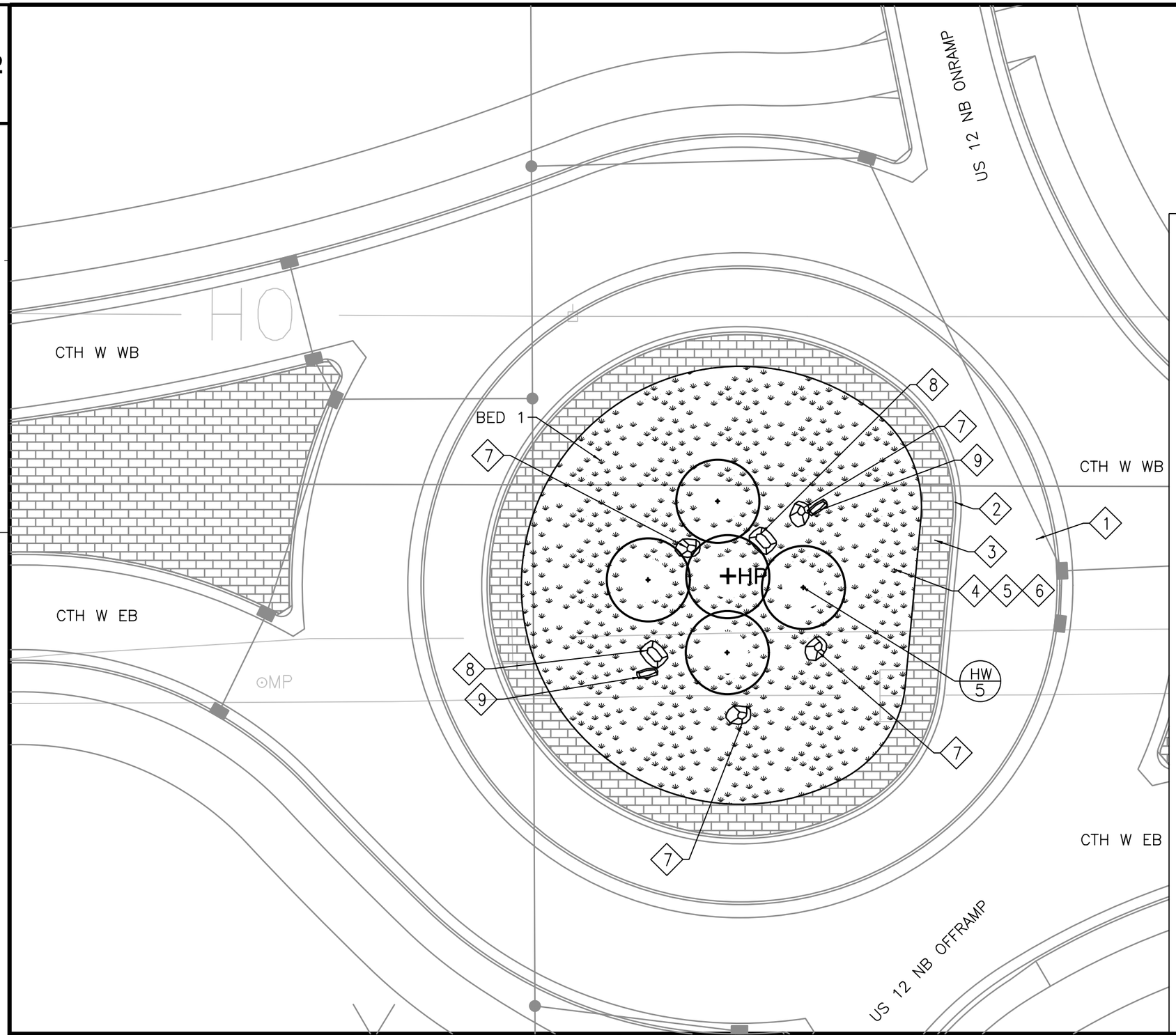
0' 10' 20' 40'

SCALE 1" = 20'-0"

8 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - CTH W WEST ROUNDABOUT	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- XXX — STATIONING POINT
- 1 — TRUCK APRON
- 2 — ROUNDABOUT CONCRETE CURB, TYPE A
- 3 — ROUNDABOUT CONCRETE TRAVERSABLE ZONE
- 4 — SHREDDED HARDWOOD BARK MULCH
- 5 — PLANTING MIXTURE
- 6 — ROUNDABOUT PERENNIAL MIX
- 7 — FABRICATED ROCK ENCLOSURE, TYPE A
- 8 — FABRICATED ROCK ENCLOSURE, TYPE B
- 9 — FABRICATED ROCK ENCLOSURE, TYPE C

PLANT KEY

SYM	COMMON NAME
HW	Hawthorn, 'Winter King' (Shrub Form Tree)

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +977.90

ALL ELEVATIONS GIVEN ARE FINAL ELEVATIONS FOR PLANTING SOIL MIXTURE IN PLACE AND COMPACTED TO ACHIEVE FINAL GRADES. CONTRACTOR MUST TAKE INTO ACCOUNT ANY SETTLING THAT MAY OCCUR IN ACHIEVING THE FINAL GRADES INDICATED IN THIS DRAWING.

SEE ROADWAY PLANS FOR ROADWAY SPOT ELEVATIONS AND PAVEMENT INFORMATION.

SEE DETAILS FOR ROUNDABOUT PLANTING MIXTURE DEPTHS.

N

0' 10' 20' 40'

SCALE 1" = 20'-0"

9 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - CTH W EAST ROUNDABOUT	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn
PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

SLOPE INTERCEPTS, TYP.

SKILLET CREEK

310 OS 1
309 HA 1
305 OS 1
308 Bb 13
306 HA 2
304
303 El 7
302 BR 5
301
300 Wp 5
307
351
352
354
355 HA 1
Wp 12 353
El 4 349
348
SS 4 347
El 7 346
345
Wp 7 343
BR 3 344
OS 1 350
342 Wp 5
341
340 BR 3
339
338 Bb 4
311 HA 2
312
313 Bb 8
314
315 Wp 5
316 BR 4
317 HA 1
318
319 El 9
320 HA 1
321 OS 2
Bb 5 322
323
OS 1 324
325
Wp 6 326
327
333 SS 3
Bb 5 334
335
Wp 5 336
OS 2 337
332 El 5
329
OS 1 328
El 6 330
BR 3 331

399+66H
400+00H
401+00H
402+00H
403+00H
404+00H
405+00H
406+00H
407+00H
408+00H
410+00H
412+00H
413+00H
414+00H
415+00H
415+85H

454+00EB
454+00WB
455+00EB
455+00WB
456+00EB
456+00WB
457+00EB
457+00WB
458+00EB
458+00WB
459+00EB
459+00WB

US 12 (SOUTH BOUND)

US 12 (NORTH BOUND)

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

. — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
Bb	Buttonbush
BR	Birch, River, 'Heritage'
El	Elderberry
HA	Hackberry, 'Prairie Pride'
OS	Oak, Swamp White
SS	Serviceberry, Smooth (Shrub Form Tree)
Wp	Willow, Pussy

N

0' 30' 60' 120'

SCALE 1" = 60'-0"

10 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - SKILLET CREEK	SHEET 165	E

2

577+00NB
577+00EB
578+00EB
579+00EB
580+00EB
581+00EB
FO
OH

US 12 (SOUTH BOUND)

401 VB 7
400 Bb 5
402
403 SS 3
404 Bb 3
405
406
407 BR 1
408 VB 3
409 SS 3
410
411 OS 1
412 VB 5
413
414 HA 1
415
416 BR 3
417
418 Bb 3
419 SS 3
420
421
422 OS 1
423 SS 1
424
425 OS 2
426 EI 12
427 Bb 3
428 Wp 10
429 BR 2
430
431 OS 1
432
433
434 Bb 3
435
436
437 HA 1
438
439 OS 3
EI 19
440

577+00F
578+00F
579+00F
580+00F
581+00F
582+00F
583+00F
584+00F
585+00F

SLOPE INTERCEPTS, TYP.

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
Bb	Buttonbush
BR	Birch, River, 'Heritage'
EI	Elderberry
HA	Hackberry, 'Prairie Pride'
OS	Oak, Swamp White
SS	Serviceberry, Smooth (Shrub Form Tree)
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)
Wp	Willow, Pussy

N

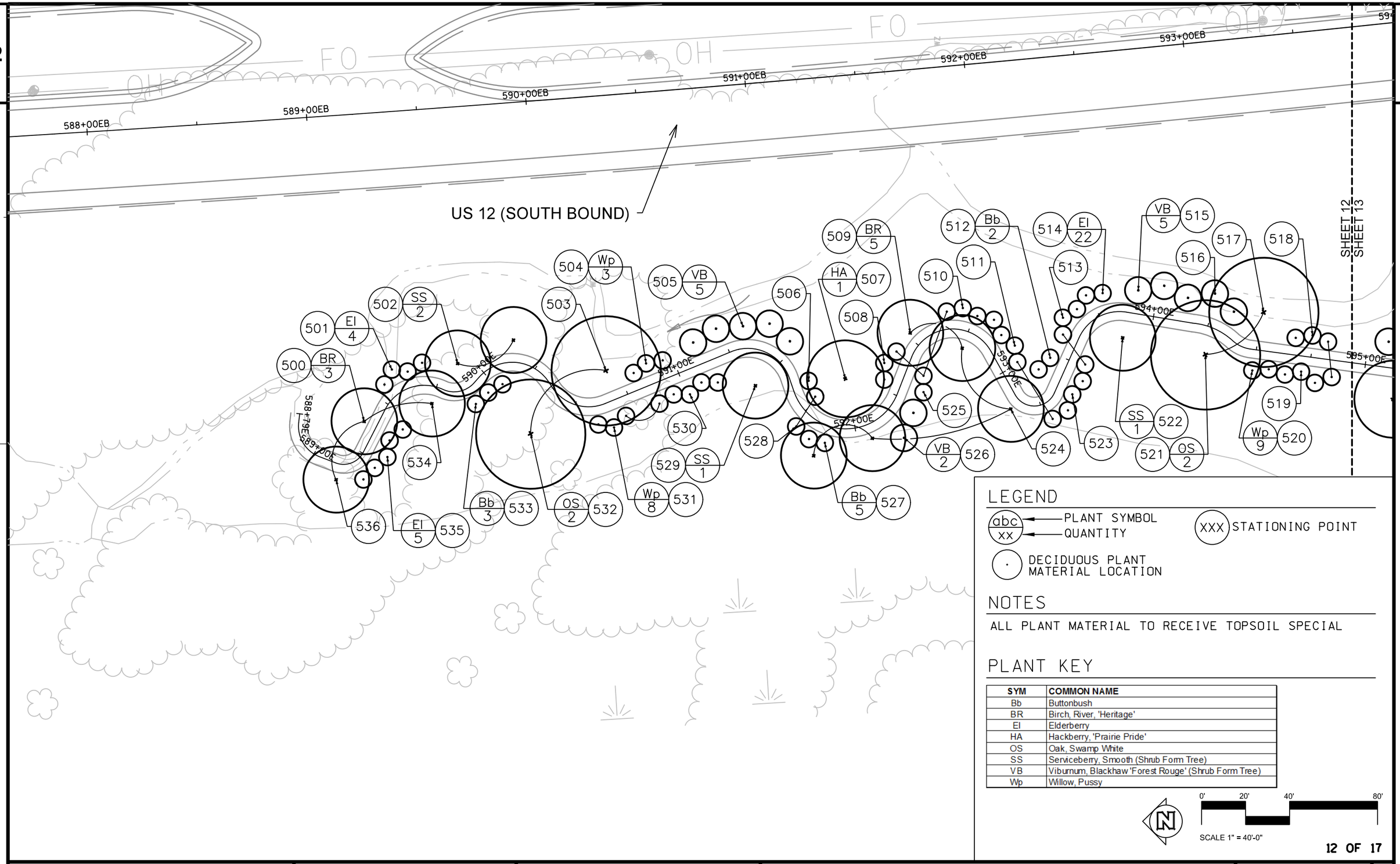
0' 20' 40' 80'

SCALE 1" = 40'-0"

11 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - STREAM	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- . — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
Bb	Buttonbush
BR	Birch, River, 'Heritage'
EI	Elderberry
HA	Hackberry, 'Prairie Pride'
OS	Oak, Swamp White
SS	Serviceberry, Smooth (Shrub Form Tree)
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)
Wp	Willow, Pussy

N

0' 20' 40' 80'

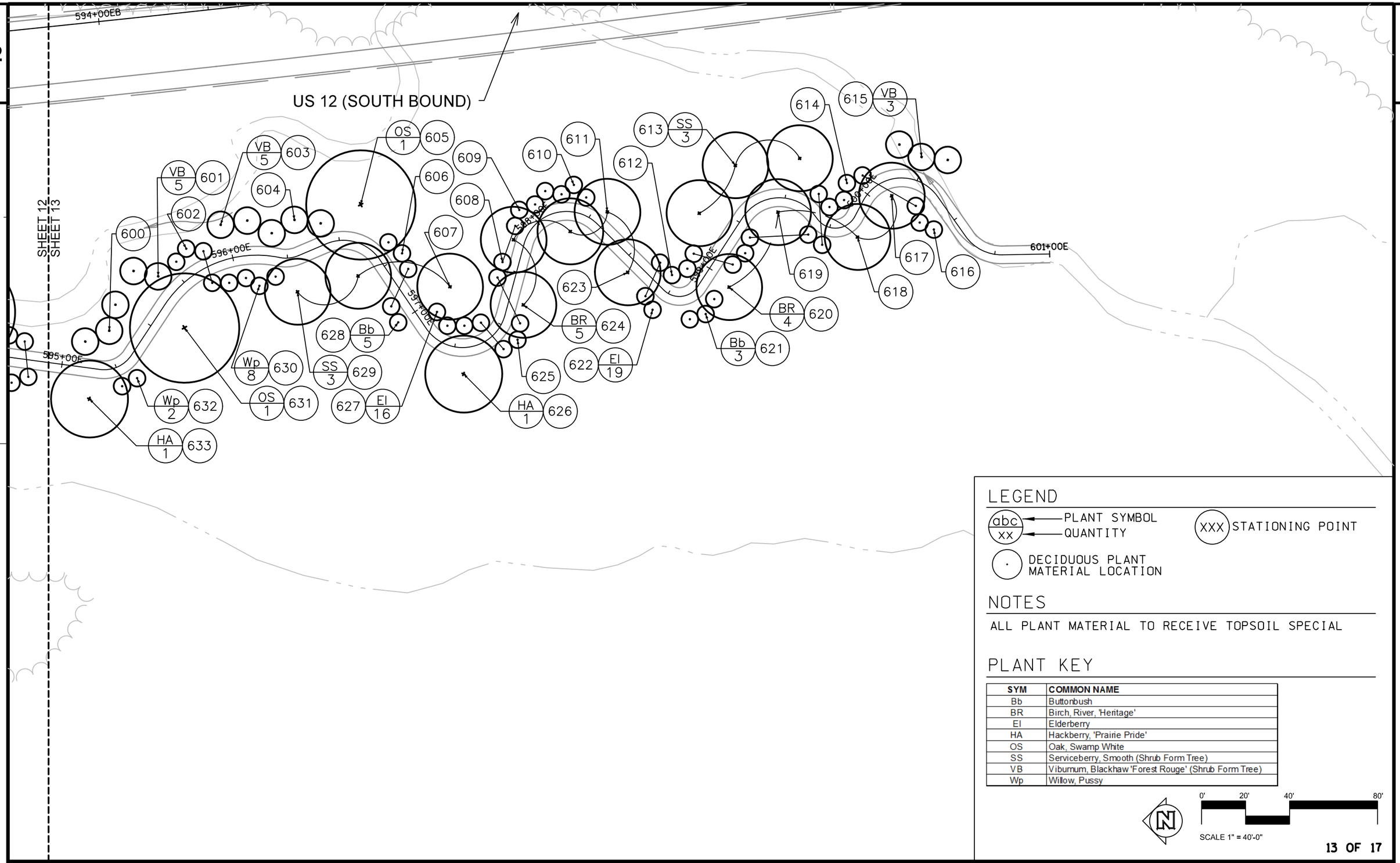
SCALE 1" = 40'-0"

12 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - STREAM (NORTH)	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\1 - Working Drawings\1674-00-80_ksd base.dgn
PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- · — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
Bb	Buttonbush
BR	Birch, River, 'Heritage'
El	Elderberry
HA	Hackberry, 'Prairie Pride'
OS	Oak, Swamp White
SS	Serviceberry, Smooth (Shrub Form Tree)
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)
Wp	Willow, Pussy

N

0' 20' 40' 80'

SCALE 1" = 40'-0"

13 OF 17

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANT LAYOUT - STREAM (SOUTH)	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

2

SHEET 6

POINT	STATION	OFFSET	DESCRIPTION
100	694+33.84HR	-35.07	TREE
101	694+54.91HR	-37.46	TREE
102	694+84.15HR	-36.23	TREE
103	695+03.95HR	-35.76	TREE
104	695+22.78HR	-34.09	TREE
105	695+34.52HR	-46.77	TREE
106	695+32.06HR	-61.48	TREE
107	695+60.53HR	-96.87	TREE
108	695+76.37HR	-102.94	TREE
109	695+87.10HR	-112.24	TREE
110	696+04.21HR	-103.22	TREE
111	696+18.82HR	-107.66	TREE
112	696+43.77HR	-94.40	TREE
113	696+57.59HR	-95.05	TREE
114	696+80.48HR	-78.60	TREE
115	696+76.48HR	-61.62	TREE
116	696+91.40HR	-48.23	TREE
117	697+19.99HR	-20.66	TREE

SHEET 7

POINT	STATION	OFFSET	DESCRIPTION
200	701+49.90HR	-234.67	TREE
201	701+45.38HR	-201.48	TREE
202	701+45.03HR	-181.25	TREE
203	701+38.88HR	-167.14	TREE
204	701+45.18HR	-149.27	TREE
205	701+47.12HR	-132.72	TREE
206	701+34.01HR	-125.92	TREE
207	701+50.10HR	-104.81	TREE
208	702+15.33HR	-83.48	TREE
209	701+89.11HR	-91.82	TREE
210	701+63.49HR	-87.28	TREE
211	701+37.04HR	-107.77	TREE
212	701+22.16HR	-85.57	TREE
213	701+36.59HR	-76.81	TREE
214	701+35.43HR	-64.93	TREE
215	701+03.53HR	-52.15	TREE
216	701+21.25HR	-47.84	TREE
217	701+11.15HR	-19.68	TREE
218	701+22.30HR	-13.66	TREE
219	701+17.33HR	-0.81	TREE
220	702+35.46HR	25.54	TREE

SHEET 10

POINT	STATION	OFFSET	DESCRIPTION
300	400+01.60	-16.44	SHRUB
301	400+40.05	-14.87	SHRUB
302	400+77.29	-27.73	TREE
303	401+08.85	-15.25	SHRUB
304	401+34.05	-18.31	SHRUB
305	401+69.96	-19.05	TREE
306	402+07.93	-22.46	TREE
307	403+06.15	-21.30	SHRUB
308	404+56.89	-18.42	SHRUB
309	404+76.73	-21.41	TREE
310	405+22.69	-22.53	TREE
311	408+53.00	-21.34	TREE
312	409+33.85	-29.33	TREE
313	410+07.55	-20.78	SHRUB
314	410+58.28	-16.28	TREE
315	410+98.83	-20.63	SHRUB
316	411+36.88	-13.27	TREE
317	411+70.76	-21.33	TREE
318	411+97.87	-16.32	SHRUB
319	412+20.55	-17.87	SHRUB
320	412+41.64	-23.24	TREE
321	412+79.90	-22.79	TREE
322	412+97.36	-15.54	SHRUB
323	413+19.41	-15.48	SHRUB
324	413+53.13	-27.75	TREE
325	413+93.27	-11.69	TREE
326	414+25.31	-18.77	SHRUB
327	414+83.76	-14.17	SHRUB
328	415+06.69	23.23	TREE
329	414+86.11	15.12	SHRUB
330	414+63.79	14.80	SHRUB
331	414+48.05	14.58	TREE
332	414+12.07	15.93	SHRUB
333	413+41.09	14.89	TREE
334	411+41.52	17.89	SHRUB
335	410+91.02	13.69	TREE
336	410+55.00	12.96	SHRUB
337	410+18.17	20.78	TREE
338	409+85.12	17.80	SHRUB
339	409+59.42	12.77	TREE
340	409+16.16	12.69	TREE
341	408+98.10	16.08	SHRUB

SHEET 10 (CONTINUED)

POINT	STATION	OFFSET	DESCRIPTION
342	408+72.17	13.07	SHRUB
343	405+11.35	15.35	SHRUB
344	404+42.46	23.14	TREE
345	403+91.33	12.09	TREE
346	403+83.61	22.86	SHRUB
347	403+48.98	23.58	TREE
348	403+07.15	16.86	TREE
349	402+67.74	15.99	SHRUB
350	402+52.80	22.82	TREE
351	402+02.73	21.63	SHRUB
352	400+76.83	17.52	SHRUB
353	400+49.52	18.17	SHRUB
354	400+30.62	13.84	TREE
355	400+01.26	22.41	TREE

2

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

SHEET 11			
POINT	STATION	OFFSET	DESCRIPTION
400	576+58.05	-8.41	SHRUB
401	576+95.62	-9.91	TREE
402	577+27.14	-11.30	TREE
403	577+79.87	-22.07	TREE
404	578+49.72	-10.59	SHRUB
405	578+65.38	-21.01	TREE
406	579+64.65	-12.29	SHRUB
407	579+95.48	7.88	TREE
408	579+94.82	-15.78	TREE
409	580+11.69	-18.58	TREE
410	580+42.36	-14.29	SHRUB
411	581+45.03	-11.02	TREE
412	581+68.07	-15.95	TREE
413	582+06.68	-14.67	TREE
414	582+27.54	-15.88	TREE
415	582+54.37	-9.07	SHRUB
416	583+26.73	-14.65	TREE
417	583+57.66	-8.15	SHRUB
418	583+83.35	7.75	TREE
419	583+77.30	-17.12	TREE
420	584+07.17	-14.28	TREE
421	584+22.58	16.03	TREE
422	584+46.57	-18.08	TREE
423	584+76.73	8.33	TREE
424	583+14.64	8.60	TREE
425	582+91.74	17.67	TREE
426	582+15.84	7.58	SHRUB
427	581+91.37	7.74	SHRUB
428	581+25.52	9.69	SHRUB
429	580+98.49	17.02	TREE
430	580+86.49	8.25	SHRUB
431	580+74.42	18.98	TREE
432	580+40.91	16.87	TREE
433	579+47.56	14.81	TREE
434	579+20.33	8.20	SHRUB
435	579+01.80	12.59	TREE
436	578+70.57	9.89	SHRUB
437	578+10.11	16.91	TREE
438	577+74.06	10.24	SHRUB
439	577+05.61	22.41	TREE
440	576+39.45	19.65	TREE

SHEET 12			
POINT	STATION	OFFSET	DESCRIPTION
500	589+38.17	-5.99	TREE
501	589+59.40	-10.93	SHRUB
502	589+95.09	-11.40	TREE
503	590+69.94	-13.70	TREE
504	590+88.01	-9.81	SHRUB
505	591+31.02	-10.19	TREE
506	591+62.36	-7.87	SHRUB
507	591+91.99	-22.74	TREE
508	592+36.75	-10.60	SHRUB
509	592+59.53	-6.53	TREE
510	592+70.91	-9.87	SHRUB
511	592+91.93	-10.71	SHRUB
512	593+47.51	-8.26	SHRUB
513	593+64.65	-10.85	SHRUB
514	593+79.02	-9.40	SHRUB
515	593+91.20	-10.68	TREE
516	594+24.05	-15.15	TREE
517	594+51.01	-17.43	TREE
518	594+74.43	-9.89	SHRUB
519	594+71.50	7.11	SHRUB
520	594+49.46	9.54	SHRUB
521	594+30.00	12.39	TREE
522	593+87.93	11.80	TREE
523	593+36.44	7.68	SHRUB
524	593+14.59	5.61	TREE
525	592+30.88	10.83	SHRUB
526	592+14.28	14.26	TREE
527	591+88.42	7.83	SHRUB
528	591+76.93	7.94	SHRUB
529	591+49.45	15.41	TREE
530	591+01.09	10.81	SHRUB
531	590+63.64	11.59	SHRUB
532	590+42.45	21.69	TREE
533	589+89.50	8.09	SHRUB
534	589+75.04	7.83	TREE
535	589+28.53	10.76	SHRUB
536	589+12.43	7.33	TREE

SHEET 13			
POINT	STATION	OFFSET	DESCRIPTION
600	595+37.69	-14.54	TREE
601	595+69.10	-10.31	TREE
602	595+83.76	-11.92	SHRUB
603	595+98.39	-15.91	TREE
604	596+34.85	-15.65	TREE
605	596+56.16	-17.07	TREE
606	596+74.68	-9.99	SHRUB
607	596+99.47	-19.55	TREE
608	597+77.70	-7.34	SHRUB
609	597+98.25	-9.85	SHRUB
610	598+16.39	-12.25	SHRUB
611	598+29.37	-7.12	TREE
612	598+70.25	-7.45	SHRUB
613	599+36.92	-20.10	TREE
614	599+98.76	-10.51	SHRUB
615	600+23.78	-10.91	TREE
616	600+48.23	10.03	SHRUB
617	600+10.56	7.28	TREE
618	599+83.74	7.28	TREE
619	599+46.71	6.57	TREE
620	598+97.72	12.13	TREE
621	598+86.14	11.62	SHRUB
622	598+73.78	10.12	SHRUB
623	598+55.11	5.91	TREE
624	597+61.32	6.84	TREE
625	597+48.37	9.91	SHRUB
626	597+28.85	12.00	TREE
627	597+05.65	-8.26	SHRUB
628	596+99.73	8.97	SHRUB
629	596+26.83	15.81	TREE
630	596+12.64	13.91	SHRUB
631	595+57.69	13.19	TREE
632	595+29.40	9.09	SHRUB
633	595+14.42	13.88	TREE

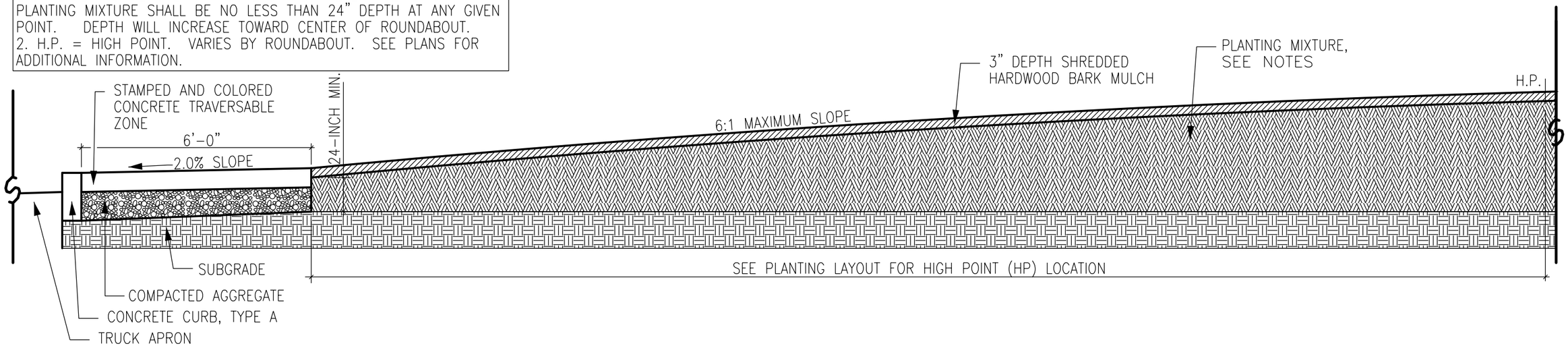
PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root	Plant Hole						
							Diameter	Depth	Spread	Diameter	Depth					
Canopy Trees																
BR	Birch, River, 'Heritage'	*Betula nigra 'Cully'*	1T	40-70' Ht.	2.5" Cal.	B&B	28"	17"	--------	72"	18"	See SPV	6	Yes	64"	--------
HA	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	1T	40-60' Ht.	2.5" Cal.	B&B	28"	17"	--------	72"	18"	See SPV	6	Yes	64"	--------
HT	Honeylocust, Thornless 'Imperial'	*Gleditsia triacanthos var. inermis 'Impcole'*	1T	30-35' Ht.	2.5" Cal.	B&B	28"	17"	--------	72"	18"	See SPV	6	Yes	64"	--------
MF	Maple, Freeman 'Sienna Glen'	*Acer x freemanii 'Sienna Glen'*	1T	45-50' Ht.	2.5" Cal.	B&B	28"	17"	--------	72"	18"	See SPV	6	Yes	64"	--------
OS	Oak, Swamp White	*Quercus bicolor*	1T	50-60' Ht.	2.5" Cal.	B&B	28"	17"	--------	72"	18"	See SPV	6	Yes	64"	--------
Deciduous Ornamental Trees																
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)	*Crataegus crusgalli var. inermis* (Shrub Form Tree)	3T	20-25' Ht.	6' Ht.	B&B	22"	12"	--------	72"	18"	See SPV	3	Yes	60"	--------
HW	Hawthorn, 'Winter King' (Shrub Form Tree)	*Crataegus viridis 'Winter King'* (Shrub Form Tree)	3T	20-25' Ht.	6' Ht.	B&B	22"	12"	--------	72"	18"	See SPV	3	No	--------	BED 1,2,3,4
SS	Serviceberry, Smooth (Shrub Form Tree)	*Amelanchier laevis* (Shrub Form Tree)	3T	15-25' Ht.	5' Ht.	B&B	22"	12"	--------	72"	18"	See SPV	3	Yes	60"	--------
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	*Viburnum prunifolium 'McKRouge'* (Shrub Form Tree)	4T	12-15' Ht.	6' Ht.	B&B	22"	12"	--------	72"	18"	See SPV	3	Yes	60"	--------
Evergreens																
JM	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	5E	12-14' Ht.	5' Ht.	B&B	20"	12"	--------	72"	18"	See SPV	3	No	40"	--------
SB	Spruce, Black Hills	*Picea glauca var. densata*	4E	40' Ht.	7' Ht.	B&B	27"	16"	--------	72"	18"	See SPV	4	No	60"	--------
Deciduous Ornamental Shrubs																
Bb	Buttonbush	*Cephalanthus occidentalis*	3S	5-12' Ht.	3' Ht./# 5	CONT	14"	9"	--------	36"	12"	--------	2	No	24"	--------
El	Elderberry	*Sambucus canadensis*	3S	5-12' Ht.	3' Ht./# 5	CONT	14"	9"	--------	36"	12"	--------	2	No	24"	--------
Wp	Willow, Pussy	*Salix discolor*	3S	6-15' Ht.	3' Ht./# 5	CONT	14"	9"	--------	36"	12"	--------	2	No	24"	--------
Roundabout Perennial Mix																
	Aster, Smooth 'Sky Blue'	*Aster laevis 'Bluebird'*	1V	30-36" Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	1	No	BED	BED 1,2,3,4
	Bee Balm, 'Marshall's Delight'	*Monarda didyma 'Marshall's Delight'*	1V	24-36" Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	1	No	BED	BED 1,2,3,4
	Black-eyed Susan	*Rudbeckia fulgida*	1V	23"-36" Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	1	No	BED	BED 1,2,3,4
	Blue Grama	*Bouteloua gracilis*	1V	9"-24" Ht.	4-Inch	POT	4"	6"	--------	8"	6"	--------	0	No	BED	BED 1,2,3,4
	Coneflower, Purple	*Echinacea purpurea*	1V	30-36" Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	1	No	BED	BED 1,2,3,4
	Little Bluestem, 'The Blues'	*Schizachyrium scorparium 'The Blues'*	1V	24-36" Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	0	No	BED	BED 1,2,3,4
	Switch Grass, 'Northwind'	*Panicum virgatum 'Northwind'*	1V	4-6' Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	0	No	BED	BED 1,2,3,4
	Switch Grass, 'Ruby Ribbons'	*Panicum virgatum 'Ruby Ribbons'*	1V	3'-4' Ht.	1 Gal.	CONT	8"	10"	--------	16"	10"	--------	0	No	BED	BED 1,2,3,4

PLANT QUANTITIES TABLE

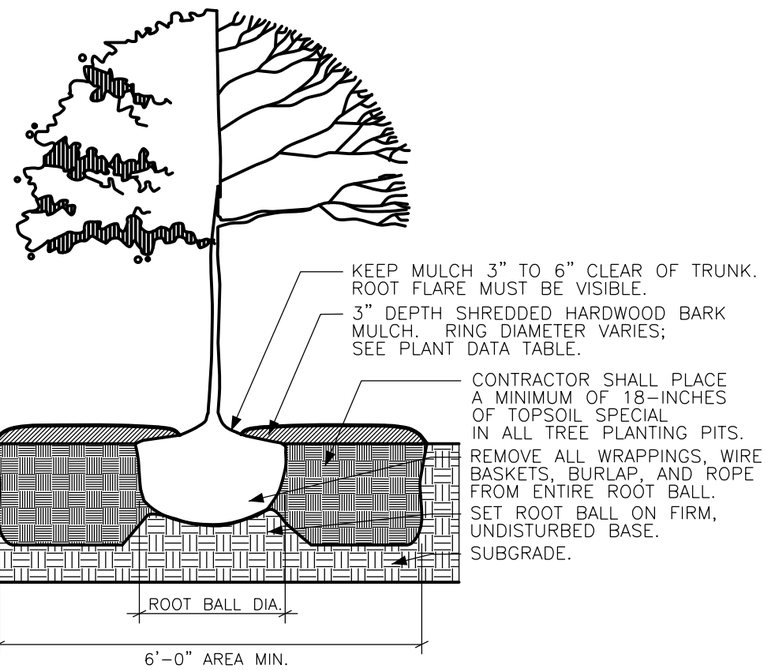
Symbol		Common Name	Scientific Name	Size When Planted	Root Zone Mode	Quantities										
						Sheet 4	Sheet 5	Sheet 6	Sheet 7	Sheet 8	Sheet 9	Sheet 10	Sheet 11	Sheet 12	Sheet 13	Totals
Canopy Trees 632.0101																
BR	632.0101.001	Birch, River, 'Heritage'	*Betula nigra 'Cully'*	2.5" Cal.	B&B							18	8	8	9	43
HA	632.0101.002	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	2.5" Cal.	B&B							8	2	1	2	13
HT	632.0101.003	Honeylocust, Thornless 'Imperial'	*Gleditsia triacanthos var. inermis 'Impcole'*	2.5" Cal.	B&B				2							2
MF	632.0101.004	Maple, Freeman 'Sienna Glen'	*Acer x freemanii 'Sienna Glen'*	2.5" Cal.	B&B				1							1
OS	632.0101.005	Oak, Swamp White	*Quercus bicolor*	2.5" Cal.	B&B							9	8	4	2	23
Deciduous Ornamental Trees 632.0101																
HC	632.0101.006	Hawthorn, Cockspur Thornless (Shrub Form Tree)	*Crataegus crusgalli var. inermis* (Shrub Form Tree)	6' Ht.	B&B			7	4							11
HW	632.0101.007	Hawthorn, 'Winter King' (Shrub Form Tree)	*Crataegus viridis 'Winter King'* (Shrub Form Tree)	6' Ht.	B&B	5	5			5	5					20
SS	632.0101.008	Serviceberry, Smooth (Shrub Form Tree)	*Amelanchier laevis* (Shrub Form Tree)	5' Ht.	B&B							7	10	4	6	27
VB	632.0101.009	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	*Viburnum prunifolium* 'McKRouge' (Shrub Form Tree)	6' Ht.	B&B			8	10				15	12	13	58
Evergreens 632.0101																
JM	632.0101.010	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	5' Ht.	B&B				16							16
SB	632.0101.011	Spruce, Black Hills	*Picea glauca var. densata*	7' Ht.	B&B			14	8							22
Deciduous Ornamental Shrubs 632.0201																
Bb	632.0201.001	Buttonbush	*Cephalanthus occidentalis*	3' Ht./# 5	CONT							35	17	10	8	70
El	632.0201.002	Elderberry	*Sambucus canadensis*	3' Ht./# 5	CONT							38	31	31	35	135
Wp	632.0201.003	Willow, Pussy	*Salix discolor*	3' Ht./# 5	CONT							45	10	20	10	85
Perennials, (Type), (Size). [Roundabout Perennial Mix]																
	SPV.0060.400	Aster, Smooth 'Sky Blue'	*Aster laevis 'Bluebird'*	1 Gal.	CONT	59	60			35	35					189
	SPV.0060.401	Bee Balm, 'Marshall's Delight'	*Monarda didyma 'Marshall's Delight'*	1 Gal.	CONT	59	60			35	35					189
	SPV.0060.402	Black-eyed Susan	*Rudbeckia fulgida*	1 Gal.	CONT	118	120			70	71					379
	SPV.0060.403	Blue Grama	*Bouteloua gracilis*	4-Inch	POT	142	144			84	85					455
	SPV.0060.404	Coneflower, Purple	*Echinacea purpurea*	1 Gal.	CONT	118	120			70	71					379
	SPV.0060.405	Little Bluestem, 'The Blues'	*Schizachyrium scorparium 'The Blues'*	1 Gal.	CONT	473	481			283	284					1521
	SPV.0060.406	Switch Grass, 'Northwind'	*Panicum virgatum 'Northwind'*	1 Gal.	CONT	94	96			56	56					302
	SPV.0060.407	Switch Grass, 'Ruby Ribbons'	*Panicum virgatum 'Ruby Ribbons'*	1 Gal.	CONT	118	120			70	71					379

NOTES:
1. PLANTING MIXTURE SHALL BE INSTALLED IN 6-8" LAYERS, TAMPING EACH LAYER TO REMOVE AIR POCKETS AND PREVENT SETTLING. PLANTING MIXTURE SHALL BE NO LESS THAN 24" DEPTH AT ANY GIVEN POINT. DEPTH WILL INCREASE TOWARD CENTER OF ROUNDABOUT.
2. H.P. = HIGH POINT. VARIES BY ROUNDABOUT. SEE PLANS FOR ADDITIONAL INFORMATION.



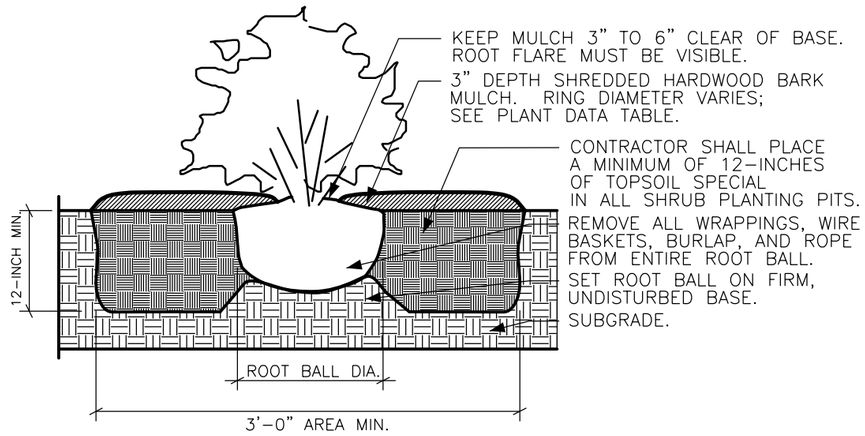
1 ROUNDABOUT LANDSCAPE SECTION, BEDS 1-4

DETAIL
NOT TO SCALE



2 NON-BED TREE PLANTING AND TOPSOIL SPECIAL DETAIL

DETAIL
NOT TO SCALE



3 NON-BED SHRUB PLANTING AND TOPSOIL SPECIAL DETAIL

DETAIL
NOT TO SCALE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING DETAILS	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn
PLOT DATE : 05-June-2014 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

2

N

R/W

SCALE

SCALE

RAMP

WALLS

SIGN

G.P.

USH 12 (WB)

USH 12 (EB)

314WB

316WB

318WB

320WB

322WB

324WB

326WB

328WB

314EB

316EB

318EB

320EB

322EB

324EB

326EB

328EB

MATCH LINE STA. 328+00EB

TERRYTOWN ROAD

R/W

SLOPE INTERCEPT (TYP.)

LEGEND

NO. 30

NO. 75 (MODIFIED)

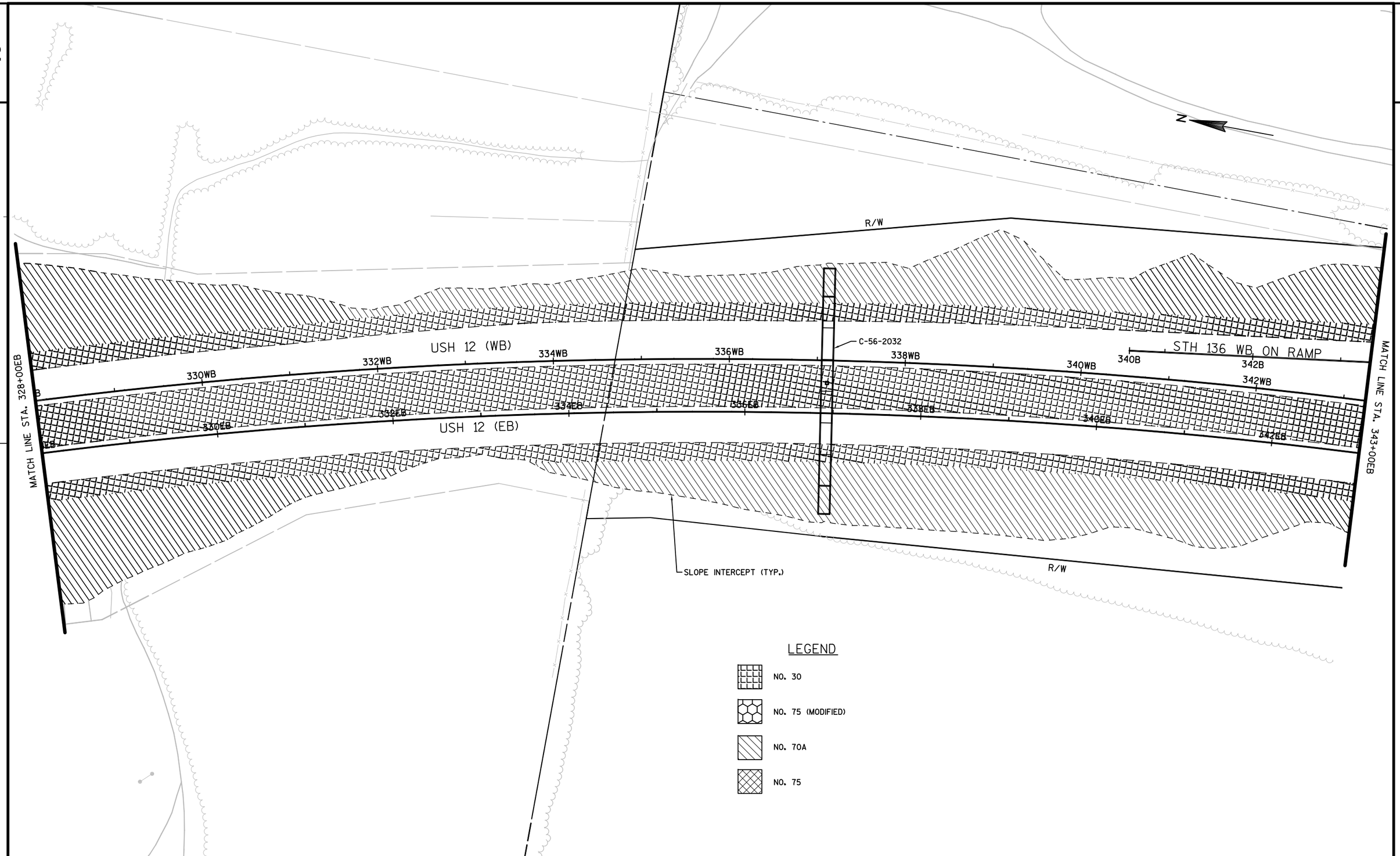
NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 173	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



LEGEND

- NO. 30
- NO. 75 (MODIFIED)
- NO. 70A
- NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 174	E

2

2

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

SIGN

TANKS

W

N

R/W

350B STH 136 WB ON-RAMP

344B 346B 348B 352B 354B 356B 358B

USH 12 (WB)

344WB 346WB 348WB 350WB 352WB 354WB 356WB

USH 12 (EB)

344EB 346EB 348EB 350EB 352EB 354EB 356EB

MATCH LINE STA. 343+00EB

345A 346A 348A

STH 136 EB OFF-RAMP

350A 352A 354A 356A 358A

SLOPE INTERCEPT (TYP.)

R/W

MATCH LINE STA. 358+00EB

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 175	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA. 104+50LE

R/W

104LW

STH 136 WB ON-RAMP

360B

362B

364B

366B

STH 136 WB OFF-RAMP 368B

370B

372B

374B

B-56-206

WB 360WB 362WB 364WB 366WB USH 12 (WB) 368WB 370WB 372WB

EB 360EB 362EB 364EB 366EB 368EB 370EB 372EB

B-56-205

USH 12 (EB)

372A

370A

368A

366A

364A

STH 136 EB ON-RAMP

STH 136 EB OFF-RAMP

SLOPE INTERCEPT (TYP.)

R/W

TLE

R/W

104LW

MATCH LINE STA. 95+50LE

MATCH LINE STA. 358+00EB

MATCH LINE STA. 373+00EB

N

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 176	E

2

N

BARABOO RIVER

WISCONSIN AND SOUTHERN RAILROAD

R/W

B-56-208

MATCH LINE STA. 373+00EB

374B

374WB 376WB 378WB 380WB

374EB 376EB 378EB 380EB

373A

USH 12 WB

382WB 384WB 386WB

382EB 384EB 386EB

USH 12 EB

MATCH LINE STA. 388+00EB

B-56-207

SLOPE INTERCEPT (TYP.)

R/W

WISCONSIN & SOUTHERN RAILROAD

HATCHERY ROAD

RH20L

696HR

TLE

CHURCH

ANT.

HSE

GAR

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

2

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 177	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL(USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

N

TLE

SLOPE INTERCEPT (TYP.)

R/W

MATCH LINE STA. 388+00EB

MATCH LINE STA. 403+00EB

USH 12 WB

WB 390WB 392WB 394WB 396WB 398WB 400WB 402WB

398D CTH W WB ON-RAMP 400D 402D

EB 390EB 392EB 394EB 396EB 398EB 400EB 402EB

USH 12 EB

398C 402C CTH W EB OFF-RAMP

R/W

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 178	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

N

MATCH LINE STA. 204+00WE

TLE

R/W

R/W

404D 406D CTH W WB, ON-RAMP 408D 410D 412D 414D

MATCH LINE STA. 403+00EB

404WB 406WB 408WB USH 12 (WB) 410WB 412WB 414WB 416WB

B-56-210

404EB 406EB 408EB 410EB 412EB 414EB 416EB

B-56-209

USH 12 (EB)

404C 406C CTH W EB OFF-RAMP 408C 410C 412C 414C 416C

CTH W

MATCH LINE STA. 418+00EB

SLOPE INTERCEPT (TYP.)

R/W

R/W

MATCH LINE STA. 195+50WE

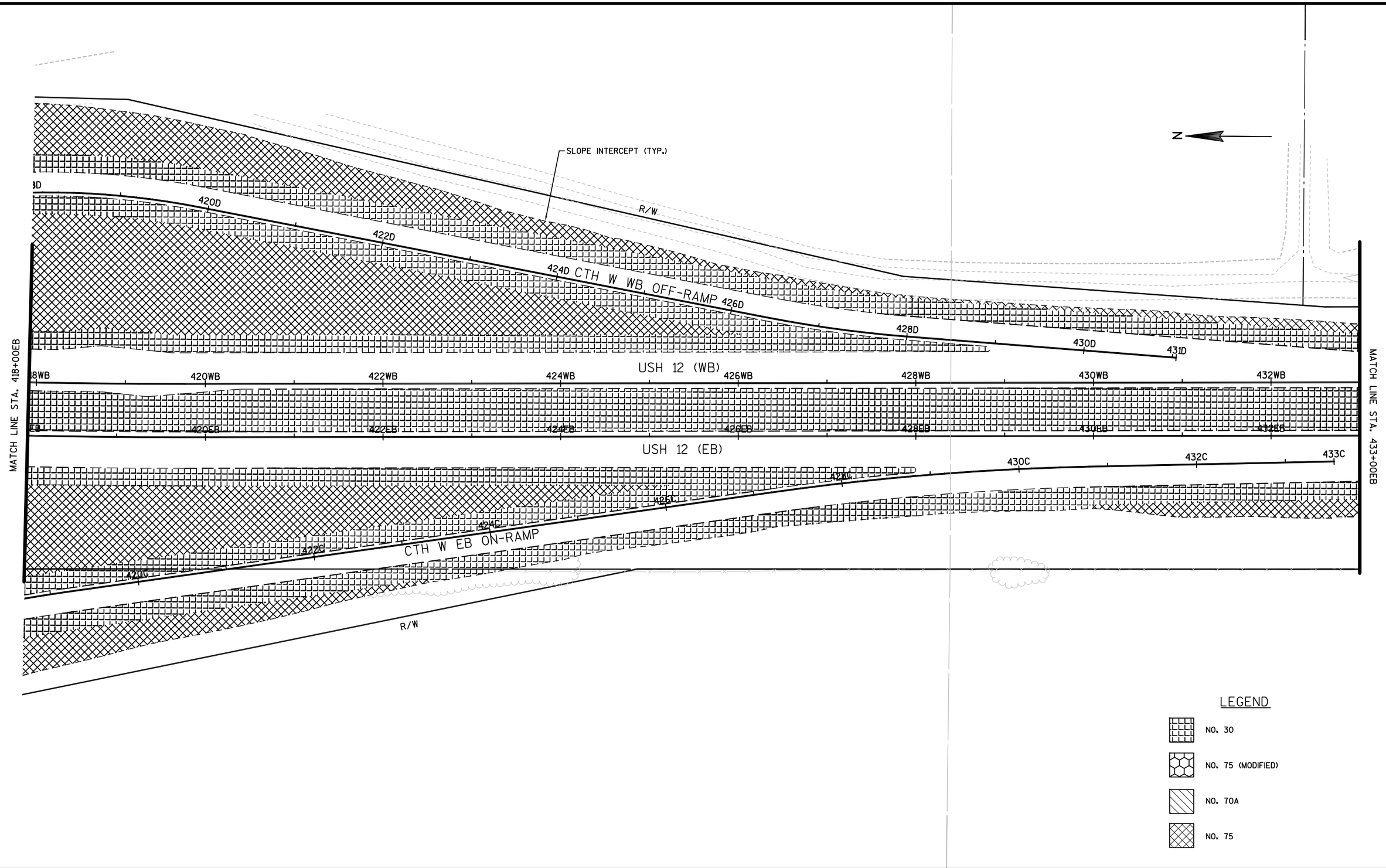
PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 179	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ----------

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 180	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

2

N

SLOPE INTERCEPT (TYP.)

R/W

MATCH LINE STA. 433+00EB

434WB 436WB USH 12 (WB) 438WB 440WB 442WB 444WB 446WB 44

434EB 436EB 438EB 440EB 442EB 444EB 446EB 44

USH 12 (EB)

MATCH LINE STA. 448+00EB

R/W

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 181	E

2

2

SEE CHANNEL RELOCATION
TYPICAL SECTION DETAIL

TLE

TLE

CHN 4

N

R/W

SLOPE INTERCEPT (TYP.)

B-56-212

MATCH LINE STA. 448+00EB

WB 450WB USH 12 (WB) 452WB 454WB 456WB 458WB 460WB 462WB

EB 450EB 452EB 454EB 456EB 458EB 460EB 462EB

USH 12 (EB)

MATCH LINE STA. 463+00EB

B-56-211

R/W

R/W

TLE

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 182	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 304+00GR

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

SLOPE INTERCEPT (TYP.)

R/W

R/W

USH 12 (WB)

USH 12 (EB)

464WB 466WB 468WB 470WB 472WB 474WB 476WB

464EB 466EB 468EB 470EB 472EB 474EB 476EB

MATCH LINE STA. 463+00EB

MATCH LINE STA. 478+00EB

302GR

300GR

298GR

296GR

GASSER ROAD

COWLES ROAD

22CR

24CR

26CR

28CR

30CR

R/W

R/W

RUINS

RUINS

WM

MATCH LINE STA. 295+00GR

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 183	E

2

2

N

TLE

R/W

MATCH LINE STA. 478+00EB

478WB

480WB

482WB

484WB

486WB

488WB

490WB

492WB

USH 12 (WB)

478EB

480EB

482EB

484EB

486EB

488EB

490EB

492EB

USH 12 (EB)

MATCH LINE STA. 493+00EB

R/W

SLOPE INTERCEPT (TYP.)

COWLES ROAD

18CR

16CR

14CR

R/W

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 184	E

2

N

SEE CHANNEL RELOCATION TYPICAL SECTION DETAIL

PLE

CHN 5

SEE CHANNEL RELOCATION TYPICAL SECTION DETAIL

PLE

CHN 3

SLOPE INTERCEPT (TYP.)

R/W

MATCH LINE STA. 493+00EB

494WB 496WB 498WB 500WB 502WB USH 12 (WB) 504WB 506WB

494EB 496EB 498EB 500EB 502EB 504EB 506EB

MATCH LINE STA. 508+00EB

C-56-2029

USH 12 (EB)

R/W

25+00OFF 26+00OFF 27+00OFF 28+00OFF 29+00OFF 30+00OFF 31+00OFF 32+00OFF 33+00OFF 34+00OFF

FARR FIELD ENTRANCE

TLE

TLE

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 185	E

2

2

TLE

SIGN

SEE CHANNEL RELOCATION TYPICAL SECTION DETAIL

CHN 3

R/W

MATCH LINE STA. 508+00EB

508WB

510WB

USH 12 (WB)

512WB

514WB

516WB

518WB

520WB

510EB

512EB

514EB

516EB

518EB

520EB

USH 12 (EB)

10+00AD

9+00AD

8+00AD

7+00AD

6+00AD

MATCH LINE STA. 522+00EB

35+00FF

36+00FF

37+00FF

38+00FF

39+00FF

40+00FF

41+00FF

42+00FF

43+00FF

44+00FF

EARR FIELD ENTRANCE

TLE

SLOPE INTERCEPT (TYP.)

ARCHIBALD DRIVEWAY

T

W

ANT.

W

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO:1674-00-80/82/81	HWY: USH 12	COUNTY: SAUK	PLANTING: USH 12	SHEET 186	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL(USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

N

PLAYGROUND

CANOPY

ANT.

A/C

TLE

R/W

81+00LE

82+00LE

83+00LE

84+00LE

85+00LE

85+38LW

86+00LW

87+00LW

88+00LW

88+00LE

89+00LW

89+00LE

90+00LW

90+00LE

91+00LW

91+00LE

92+00LW

92+00LE

93+00LW

93

94+00LW

95+00LW

MATCH LINE STA. 95+50LE

STH 136

INL

RAMP

11+00BC

12+00BC

13+00BC

14+00BC

14+49BC

CONCRETE PLANT DRIVEWAY

SIGN

SLOPE INTERCEPT (TYP.)

WM

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING: STH 136	SHEET 187	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

2

N

SLOPE INTERCEPT (TYP.)

TLE

R/W

MATCH LINE STA. 104+50LE

105+00LW

106+00LW

107+00LW

107+00LE

108+00LW

108+00LE

109+00LE

110+00LE

111+00LE

112+00LE

113+00LE

114+00LE

115+00LE

116+00LE

116+72LE

STH 136

TLE

R-56-33

R/W

U.S.H 12/S.T.H. 33

U.S.H 12/S.T.H. 33

S.T.H. 33/LINN ST.

EXISTING USH 12

U.S.H. 12

CANOPY

FILLER CAPS

SIGN

INL

MH

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING: STH 136	SHEET 188	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75

N

SLOPE INTERCEPT (TYP.)

R/W

CTH W

TLE

TLE

SEPTIC

MATCH LINE STA. 195+50WE

181+00WE 182+00WE 183+00WE 184+00WE 185+00WE 186+00WE 187+00WE 188+00WE 189+00WW 188+38WW 189+00WE 190+00WW 190+00WE 191+00WW 191+00WE 192+00WW 192+00WE 193+00WW 193+00WE 194+00WW 194+00WE 195+00WW 195+00WE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING: CTH W	SHEET 189	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL (CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

9+00CC
10+00CC
11+00CC
12+00CC
13+00CC13+41CC
COMMERCE COURT
20+00CD
21+00CD
22+00CD
COMMERCE DRIVEWAY
TLE
R/W
COMMERCE AVENUE
MH
205+00WW
206+00WW
207+00WW
208+00WW
209+00WW
210+00WW
211+00WW
212+00WW
213+00WW
214+00WW
215+00WW
205+00WE
206+00WE
207+00WE
208+00WE
209+00WE
210+00WE
211+00WE
212+00WE
213+00WE
214+00WE
215+00WE
CTH W
MATCH LINE STA. 204+00WE
TLE
SLOPE INTERCEPT (TYP.)
COMMERCE PARKWAY

LEGEND

NO. 30

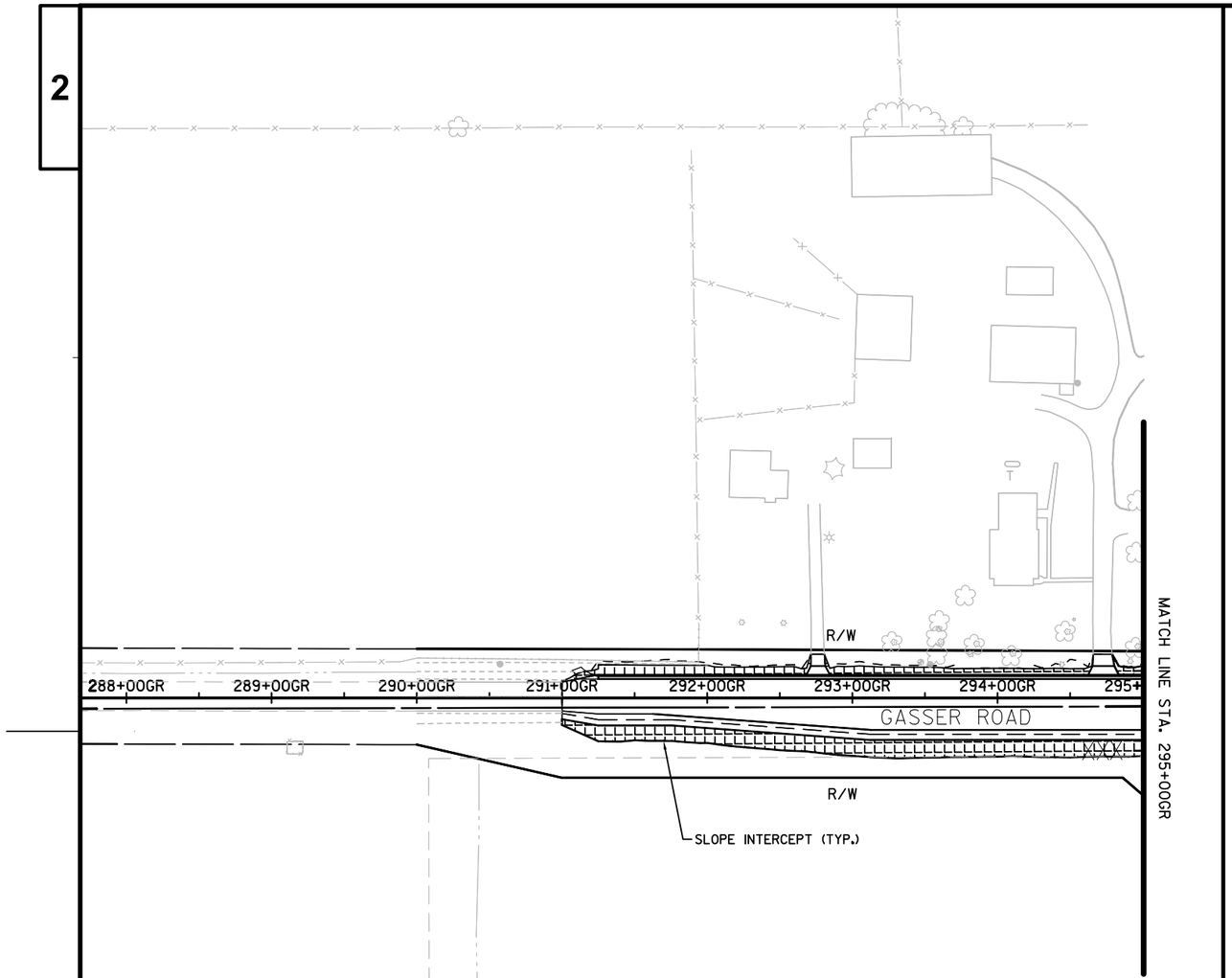
NO. 75 (MODIFIED)

NO. 70A

NO. 75

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING: CTH W	SHEET 190	E

2



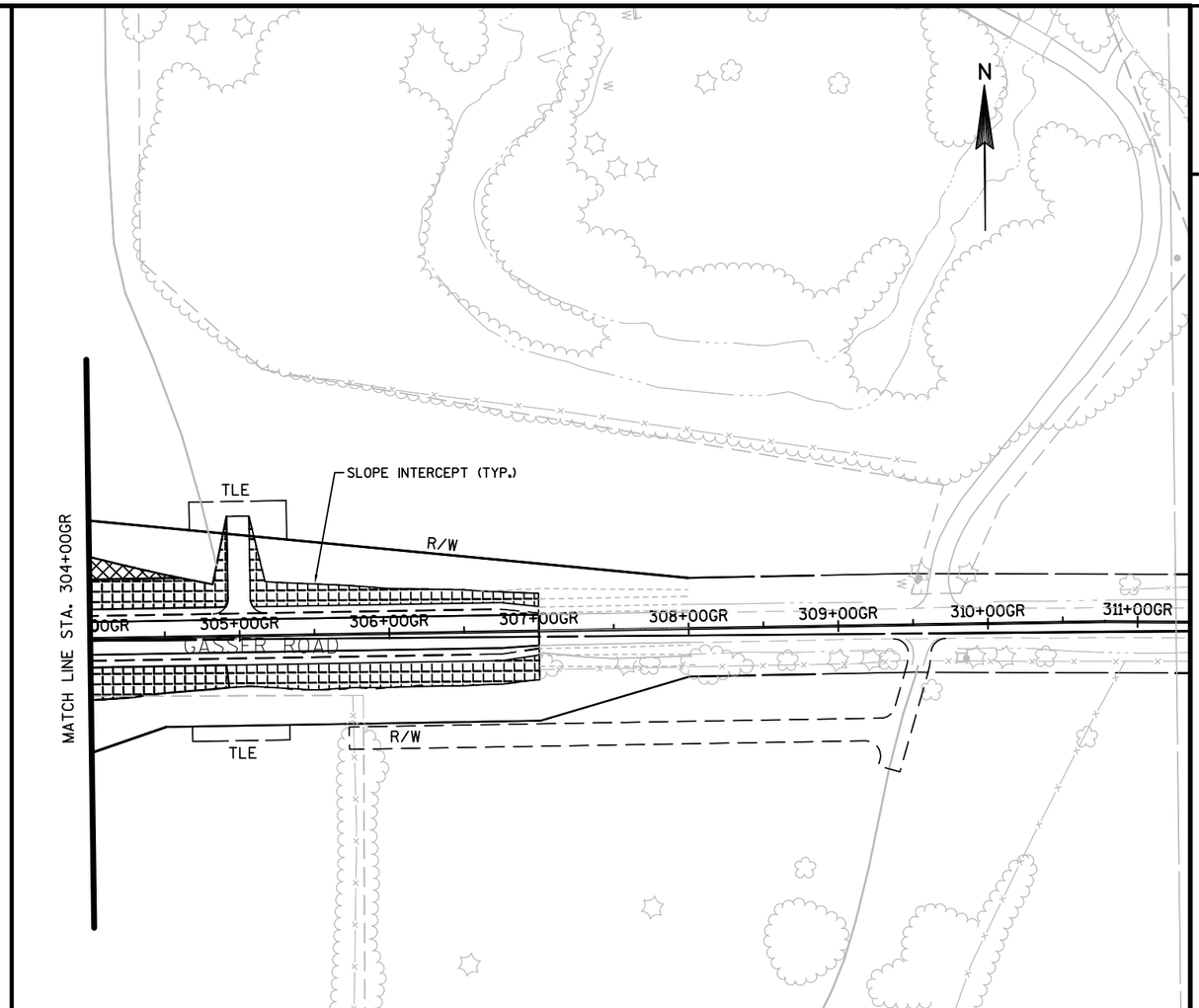
LEGEND

NO. 30

NO. 75 (MODIFIED)

NO. 70A

NO. 75



2

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLANTING: GASSER ROAD	SHEET 191 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLANTING\023101_PL(GASSER).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

STH 136/LINN STREET

W2-6
36" X 36"
W13-1
24" X 24"
15 M.P.H.
1-2
1-3
Rock Springs 8
E1-11
SPEED LIMIT 45
R2-1
24" X 30"
1-1
SPEED LIMIT 45
REMOVE
E1-2
85+00 LE
SPEED LIMIT 45
REMOVE
E1-1
West Baraboo
POPULATION 1414
E1-3
MOVE
MOUNT ON NEW POSTS
W2-6
36" X 36"
W13-1
24" X 24"
15 M.P.H.
1-4
1-5
W1-4R
30" X 30"
1-6
REMOVE
E1-4
90+00 LW
90+00 LE
The Baraboo Area Welcomes You!
REMOVED BY OTHERS
E1-6
SPEED LIMIT 45
R2-1
24" X 30"
1-8
SPEED LIMIT 45
REMOVE
E1-8
95+00 LW
95+00 LE
1-7
SPEED LIMIT 35
R2-1
24" X 30"
E1-5
NO ENGINE BRAKING EXCEPT IN EMERGENCY
REMOVED BY OTHERS
SPEED LIMIT 35
REMOVE
E1-7
355+00 A
355+00 EB
355+00 MB
355+00 B
WEST 136
REMOVE
E1-9
360+00
360+00 LW
100+00 RLE
Rock Springs 8
MOVE
MOUNT ON
NEW POSTS
E1-11
STOP
MOVE
E1-12
103+00 LW
103+00 LE
110+00 LE
W2-6
30" X 30"
W13-1
18" X 18"
15 M.P.H.
1-9
1-10
SPEED LIMIT 35
REMOVE
E1-14
REMOVE
E1-17
WEST EAST
12 12
E1-13
MOVE
MOUNT ON NEW POST
STOP
MOVE
E1-15
E1-16
WEST EAST
33 33
MOVE
MOUNT ON NEW POST
JCT JCT END
12 33 136
E1-10
MOVE
MOUNT ON NEW POSTS
AT HEIGHT OF 8 FT
365+00 A
365+00 EB
365+00 MB
365+00 B
US 12
370+00 A
370+00 EB
370+00 B

✳ SEE FOLLOWING SHEET FOR PROPOSED SIGNING BETWEEN 92+50 LE AND 108+00 LE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [X-XX] DENOTES EXISTING SIGN NUMBER
- TWO 18"x18" ORANGE FLAGS (INCIDENTAL TO SIGNS TYPE II, REFLECTIVE H AND F)
- [R] REMOVABLE SIGN REQ'D (PAID FOR AS POSTS TUBULAR STEEL 2X2-INCH X _-FT)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\023201_ps.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

* 7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN

** 4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON SIGN

***

SIGN NUMBER	MOUNTING HEIGHT TO BOTTOM OF SIGN (FT)	REQUIRED POST SPACING (C-C) (IN)
2-13	8.25'	39"
2-31	8.25'	47"
2-38	7.25'	39"
2-41	9.75'	39"

NOTE: MOUNTING HEIGHTS AND POST SPACINGS LISTED ABOVE IN THE TABLE HAVE BEEN ESTABLISHED TO ACCOMODATE ID 1674-00-81 REPLACEMENT SIGNS (POSTS TO REMAIN) (INSTALLED BY OTHERS)

2-1 W3-2 36" X 36"

2-2 R4-7 36" X 48"

2-3 W5-54 18" X 18" MOUNT AT MIN. HEIGHT OF 4 FT. BELOW R4-7

2-4 R5-1 36" X 36"

2-5 J4-1 24" X 36"

2-6 2-7 E6-54A 108" X 102" / E6-53 156" X 108" COVERING SIGNS TYPE I REQ'D

2-8 W4-2R 36" X 36"

2-9 2-10 R1-2 36" X 31" / R6-2R 24" X 30"

2-11 2-12 R1-2 36" X 31" / R1-54 24" X 15"

2-13 *** D1-1 42" X 30"

2-14 2-15 R R1-2 36" X 31" / R1-54 24" X 15"

2-16 2-17 R1-2 36" X 31" / R6-2R 24" X 30"

2-18 R6-1L 36" X 12"

2-19 R5-1 30" X 30" MOUNT ON TOP OF YIELD SIGN

2-20 R3-1 24" X 24"

2-21 2-22 R1-2 36" X 31" / R1-54 24" X 15"

2-23 2-24 2-25 2-26 2-27 2-28 R R6-1R 36" X 12" / R6-4B 60" X 24"

2-29 2-30 R1-2 36" X 31" / R6-2R 24" X 30"

2-31 *** D1-2 78" X 18"

2-32 E6-52 156" X 108" COVERING SIGNS TYPE I REQ'D

2-33 E6-54A 84" X 102"

2-34 E6-52 144" X 108"

2-35 E6-54A 132" X 90" COVERING SIGNS TYPE I REQ'D

2-36 2-37 R1-2 36" X 31" / R6-2R 24" X 30"

2-38 *** D1-1 42" X 30"

2-39 2-40 R1-2 36" X 31" / R1-54 24" X 15"

2-41 R3-1 24" X 24"

2-42 R6-1L 36" X 12" MOUNT ON TOP OF YIELD SIGN

2-43 R5-1 30" X 30"

2-44 2-45 R1-2 36" X 31" / R6-2R 24" X 30"

2-46 2-47 R R1-2 36" X 31" / R1-54 24" X 15"

2-48 *** D1-1 42" X 30"

2-49 2-50 R1-2 36" X 31" / R6-2R 24" X 30"

2-51 2-52 R1-2 36" X 31" / R1-54 24" X 15"

2-53 2-54 2-55 2-56 2-57 2-58 R R6-1R 36" X 12" / R6-4B 60" X 24"

2-59 E6-54A 84" X 102"

2-60 E6-53 156" X 96" COVERING SIGNS TYPE I REQ'D

2-61 R4-7 24" X 30"

2-62 W3-2 36" X 36"

2-63 R2-1 24" X 30"

R-56-33

S-56-25 S-56-26 S-56-27 S-56-28

93+00 LW 93+00 LE 94+00 LW 94+00 LE 95+00 LW 95+00 LE 96+00 LW 96+00 LE 99+00 LW 99+00 LE 100+00 LW 100+00 LE 101+00 LW 101+00 LE 104+00 LW 104+00 LE 105+00 LW 105+00 LE 106+00 LW 106+00 LE 107+00 LW 107+00 LE 108+00 LE

357+00 A 358+00 A 359+00 A 360+00 A 363+00 A 364+00 A 365+00 A 366+00 A

357+00 B 358+00 B 359+00 B 360+00 B 363+00 B 364+00 B 365+00 B 366+00 B

MATCHLINE 92+50 LE

MATCHLINE 108+00 LE

STH 136/ LINN STREET

STH 136/ LINN STREET

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [X-XX] DENOTES EXISTING SIGN NUMBER
- TWO 18"x18" ORANGE FLAGS (INCIDENTAL TO SIGNS TYPE II, REFLECTIVE H AND F)
- [R] REMOVABLE SIGN REQ'D (PAID FOR AS POSTS TUBULAR STEEL 2X2-INCH X _-FT)

R11-2R 48" X 30" RAMP CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

PERMANENT BARRICADES, TYPE III WITH RAMP CLOSED SIGN

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 193	E

2

BARABOO RIVER

380+00 EB

380+00 WB

385+00 EB

385+00 WB

390+00 EB

390+00 WB

395+00 EB

395+00 WB

N

685+00 HR

690+00 HR

695+00 HR

700+00 HR

705+00 HR

710+00 HR

715+00 HR

HATCHERY ROAD

W5-56
18" X 18"
SEE SDD
END-OF-ROADWAY
SIGNING FOR
LAYOUT

3-2

3-3

3-4

DEAD END
W14-1
30" X 30"
STA. 668+50 HR RT

3-1

E3-1

SCHOOL BUS STOP AHEAD
REMOVE

E3-2

CAUTION BLIND DRIVEWAY AHEAD
REMOVE

HATCHERY ROAD

DEAD END
W14-1
30" X 30"

3-8

3-5

3-6

3-7

W5-56
18" X 18"

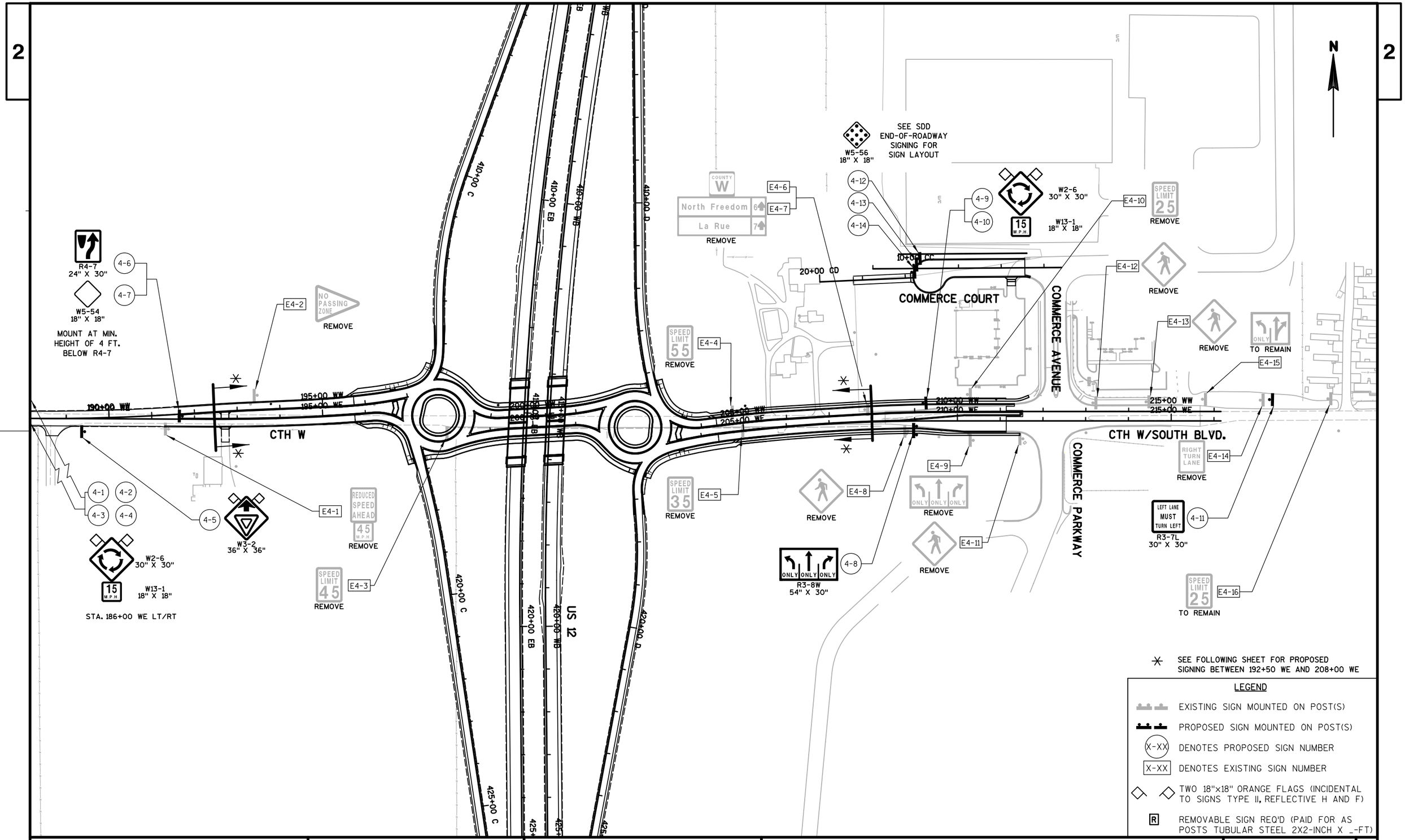
SEE SDD
END-OF-ROADWAY
SIGNING FOR
LAYOUT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [X-XX] DENOTES EXISTING SIGN NUMBER
- TWO 18"x18" ORANGE FLAGS (INCIDENTAL TO SIGNS TYPE II, REFLECTIVE H AND F)
- [R] REMOVABLE SIGN REQ'D (PAID FOR AS POSTS TUBULAR STEEL 2X2-INCH X _-FT)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\023203_ps.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\023204_ps.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

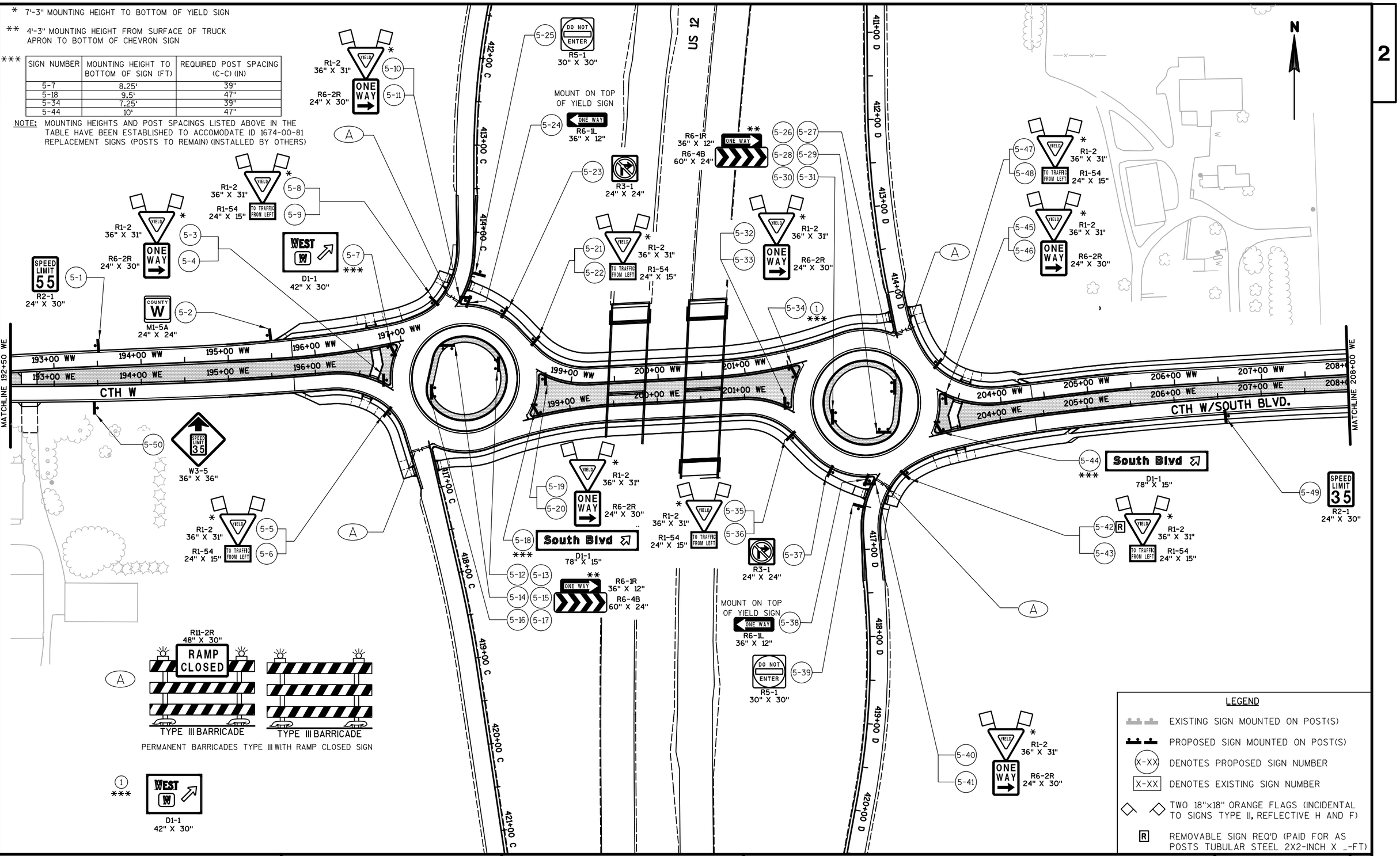
* 7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN

** 4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON SIGN

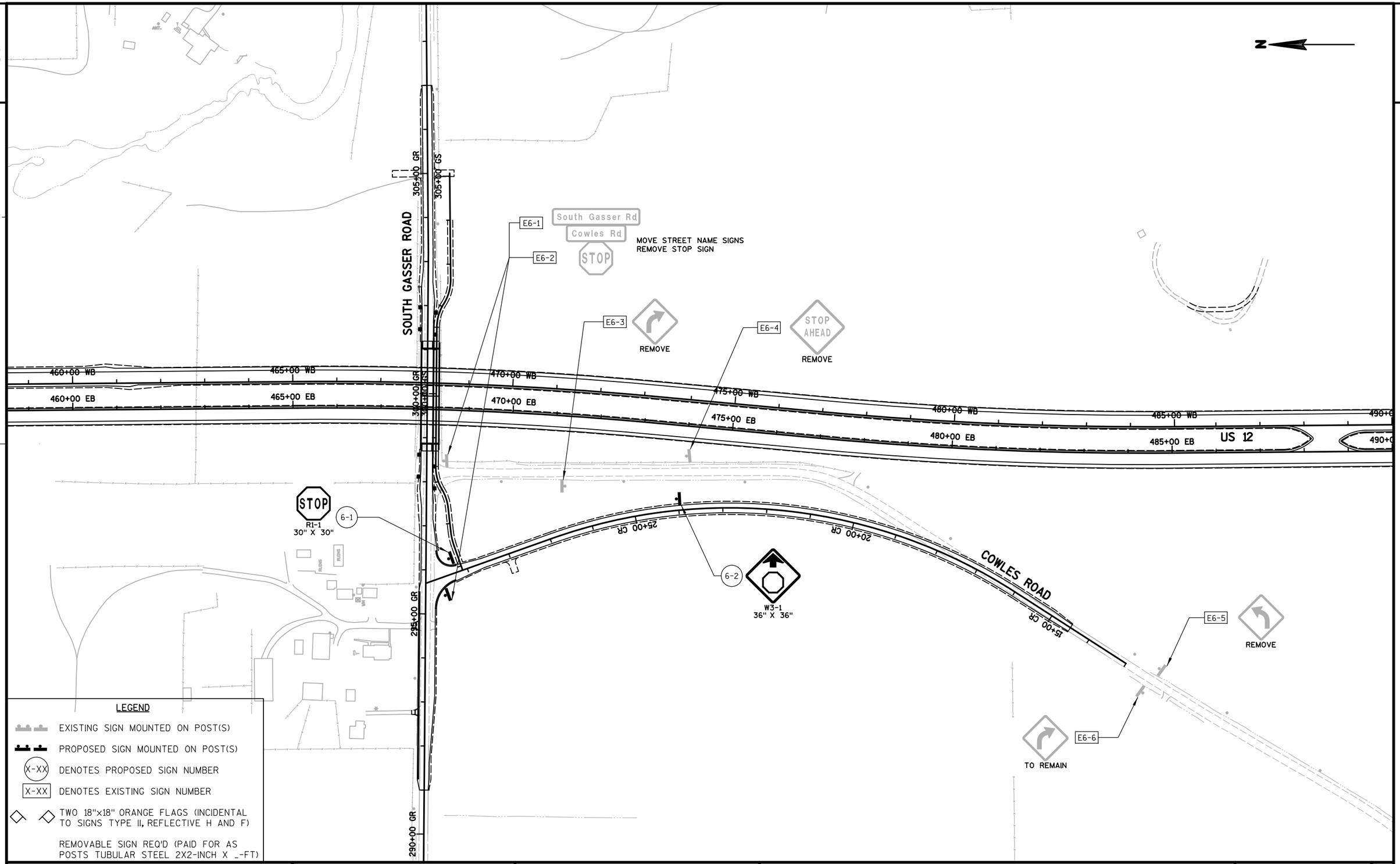
***

SIGN NUMBER	MOUNTING HEIGHT TO BOTTOM OF SIGN (FT)	REQUIRED POST SPACING (C-C) (IN)
5-7	8.25'	39"
5-18	9.5'	47"
5-34	7.25'	39"
5-44	10'	47"

NOTE: MOUNTING HEIGHTS AND POST SPACINGS LISTED ABOVE IN THE TABLE HAVE BEEN ESTABLISHED TO ACCOMODATE ID 1674-00-81 REPLACEMENT SIGNS (POSTS TO REMAIN) (INSTALLED BY OTHERS)



PROJECT NO: 1675-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 196	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\023206_ps.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND:

- SINGLE ARM LIGHTING UNIT
- DOUBLE ARM LIGHTING UNIT
- LIGHTING CONTROL CABINET & BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT

STA. XX+XX, XX' XT — STATION (LOCATION)
III-C-12-5-2-(L56-004-000X)
- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH IN FEET
- LUMINAIRES UTILITY LED CATEGORY
- DISTRIBUTION TYPE

STA. 356+23'A' - 33.8' RT
III-B-12-5-B-(L56-004-0123)

STA. 356+29'A' - 31.8' RT - LPB127

STA. 358+22'A' - 22.4' RT
III-B-12-5-A-(L56-004-0122)

STA. 358+28'A' - 20.5' RT - LPB126

STA. 359+76'A' - 26.4' RT
III-B-12-5-B-(L56-004-0121)

STA. 360+07'A' - 25.9' RT - LPB125

STA. 10+27'AB5' - 56.7' LT
III-B-12-5-A-(L56-004-0120)

STA. 10+30'AB5' - 39.0' LT - LPB124

STA. 96+17'LE' - 45.0' LT - LPB123

STA. 92+48'LE' - 27.5' RT - LPB120

STA. 92+41'LE' - 31.2' RT
III-B-12-5-A-(L56-004-0119)

STA. 94+64'LE' - 8.6' LT
III-B-12-5-A/B-(L56-004-0118)

STA. 94+71'LE' - 11.2' LT - LPB122

STA. 96+23'LE' - 8.4' LT - LPB121

STA. 96+50'LE' - 15.1' LT
III-B-12-5-B/A-(L56-004-0117)

STA. 96+35'A' - 32.7' RT - LPB119

STA. 12+66'AB5' - 65.0' LT
III-B-12-5-B-(L56-004-0116)

STA. 362+38'A' - 24.8' RT - LPB118

STA. 362+39'A' - 25.4' LT - LPB117

STA. 12+12'AB5' - 54.2' LT
III-B-12-5-A-(L56-004-0115)

STA. 360+12'A' - 7.5' LT - LPB128

STA. 10+96'AB5' - 53.7' LT
III-B-12-5-B-(L56-004-0124)

STA. 10+01'AB5' - 37.6' LT - LPB129

STA. 98+71'LE' - 34.5' LT - LPB130

SEE UNDERDECK LIGHTING DETAILS

STA. 100+72'LE' - 8.0' LT - LPB113

STA. 98+83'LE' - 31.9' RT - LPB116

STA. 99+80'LE' - 8.0' LT - LPB114

STA. 98+89'LE' - 10.7' LT - LPB115

STA. 98+68'LE' - 15.5' LT
III-B-12-5-D/C-(L56-004-0114)

GENERAL NOTES

1) 2" SCHEDULE 40 PVC FOR CONNECTIONS BETWEEN PULLBOXES.

2) 3" SCHEDULE 40 PVC FOR CONNECTIONS BETWEEN PULLBOX AND STREET LIGHT BASE.

3) ALL SINGLE ARM LIGHTING UNITS RECEIVE PLAQUES SEQUENCE IDENTIFICATION. ALL DOUBLE ARM LIGHTING UNITS RECEIVE TWO PLAQUES SEQUENCE IDENTIFICATION.

HIGHWAY LIGHTING
USH 12 & STH 136
VILLAGE OF WEST BARABOO — SAUK COUNTY
LIGHTING NO. L56-004
REGION CONTACT: ANDY WINGA — PAGE 1 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: STH 136	SHEET 198	E

A/B	= CIRCUIT A: 2 - 8AWG CIRCUIT B: 2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
C/D	= CIRCUIT C: 2 - 8AWG CIRCUIT D: 2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND

CONDUCTOR LEGEND

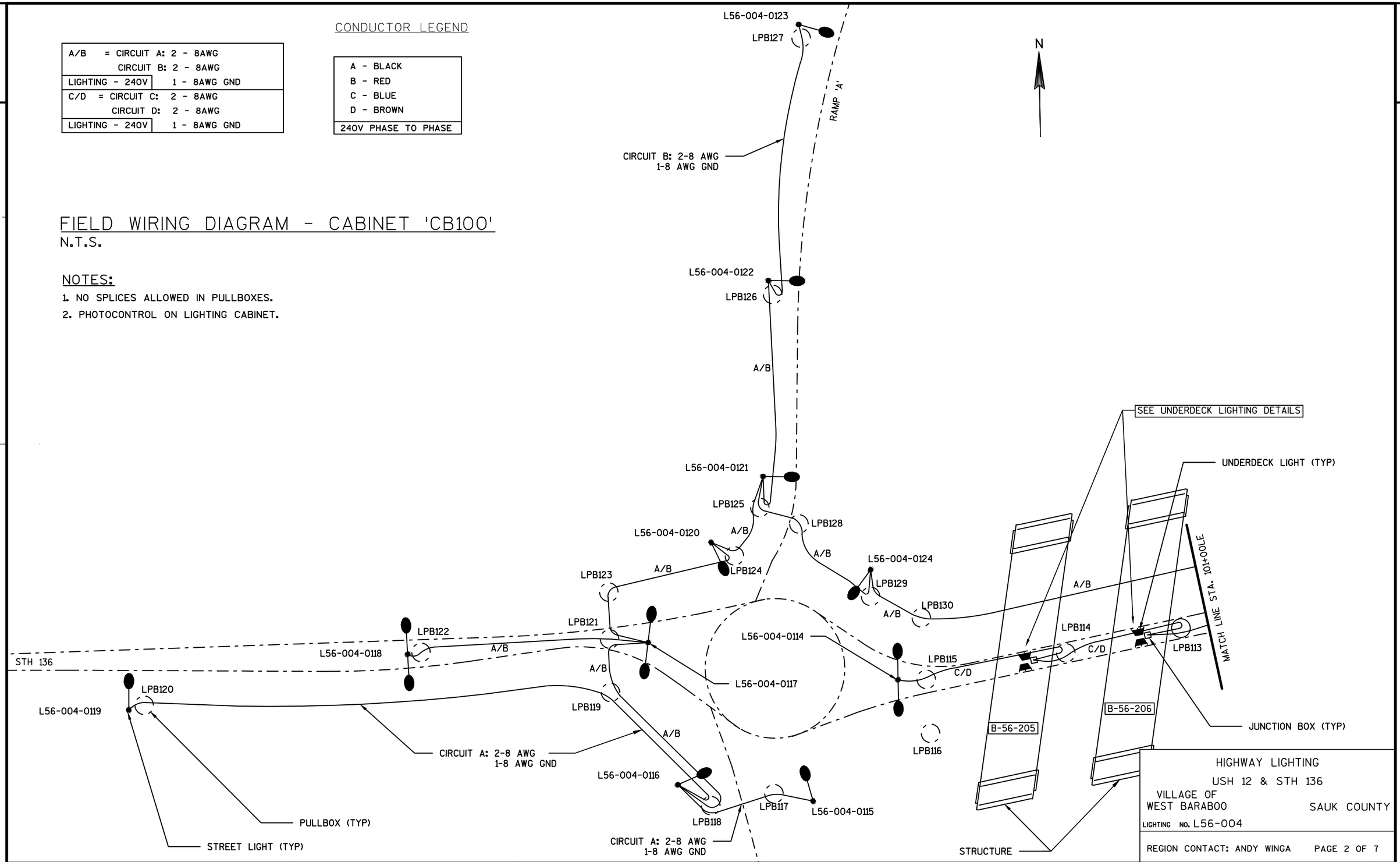
A - BLACK
B - RED
C - BLUE
D - BROWN
240V PHASE TO PHASE

FIELD WIRING DIAGRAM - CABINET 'CB100'

N.T.S.

NOTES:

1. NO SPLICES ALLOWED IN PULLBOXES.
2. PHOTOCONTROL ON LIGHTING CABINET.



HIGHWAY LIGHTING
USH 12 & STH 136
VILLAGE OF WEST BARABOO
SAUK COUNTY
LIGHTING NO. L56-004
REGION CONTACT: ANDY WINGA
PAGE 2 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: STH 136	SHEET 199	E

2

LEGEND:

- SINGLE ARM LIGHTING UNIT
- DOUBLE ARM LIGHTING UNIT
- LIGHTING CONTROL CABINET & BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT

STA. XX+XX, XX' XT — STATION (LOCATION)
III-C-12-5-2-(L56-004-000X)
- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH IN FEET
- LUMINAIRES UTILITY LED CATEGORY
- DISTRIBUTION TYPE

STA. 101+47'LE' - 60.1' LT - LPB131

STA. 12+09'CD5' - 54.2' LT
III-B-12-5-A-(L56-004-0125)

STA. 359+86'B' - 28.6' RT - LPB132

STA. 359+62'B' - 32.8' LT CB100

STA. 359+86'B' - 21.9' LT - LPB133

STA. 359+94'B' - 22.5' LT LPB100

STA. 316+10'B' - 43.5' LT
III-B-12-5-C-(L56-004-0100)

STA. 13+92'CD5' - 49.1' LT LPB101

STA. 105+55'LE' - 6.4' LT LPB104

STA. 105+61'LE' - 6.6' LT
III-B-12-5-C/D-(L56-004-0102)

STA. 106+81'LE' 44.8' LT
III-B-12-5-D-(L56-004-0103)

STA. 107+81'LE' - 34.2' LT LPB102

STA. 103+69'LE' - 16.1' LT
III-B-12-5-D/C-(L56-004-X0101)

STA. 103+50'LE' - 8.5' LT - LPB103

STA. 10+08'CD5' - 50.0' LT - LPB105

STA. 10+21'CD5' - 58.6' LT
III-B-12-5-D-(L56-004-0104)

STA. 362+21'B' - 30.2' LT - LPB106

STA. 362+16'B' - 5.5' RT - LBP109

STA. 362+49'B' - 27.1' LT
III-B-12-5-C-(L56-004-0105)

STA. 363+96'B' - 20.5LT - LPB107

STA. 364+03'B' - 24.3' LT
III-B-12-5-D-(L56-004-0106)

STA. 365+92'B' - 31.8' LT - LPB108

STA. 365+99'B' - 33.8' LT
III-B-12-5-C-(L56-004-0107)

STA. 101+36'LE' - 33.8' RT - LPB111

STA. 101+44'LE' - 11.6' LT - LPB112

STA. 101+59'LE' - 15.1' LT
III-B-12-5-C/D-(L56-004-0109)

STA. 10+94'CD5' - 54.4' LT
III-B-12-5-C-(L56-004-0108)

STA. 10+93'CD5' - 36.5' LT - LPB110

USH 12 WB

RAMP 'B' 357+00B

RAMP 'B' 358+00B

RAMP 'B' 359+00B

RAMP 'B' 360+00B

RAMP 'B' 362+00B

RAMP 'B' 363+00B

RAMP 'B' 364+00B

RAMP 'B' 365+00B

RAMP 'B' 366+00B

MATCH LINE STA. 101+00LE

12+00CD5

13+00CD5

10+98CD5

10+00CD5

104+00LW

104+00LE

105+00LW

105+00LE

106+00LW

106+00LE

107+00LW

107+00LE

108+00LW

108+00LE

109+00LW

109+00LE

110+00LE

111+00LE

112+00LE

113+00LE

114+00LE

STH 136

S.T.H. 136

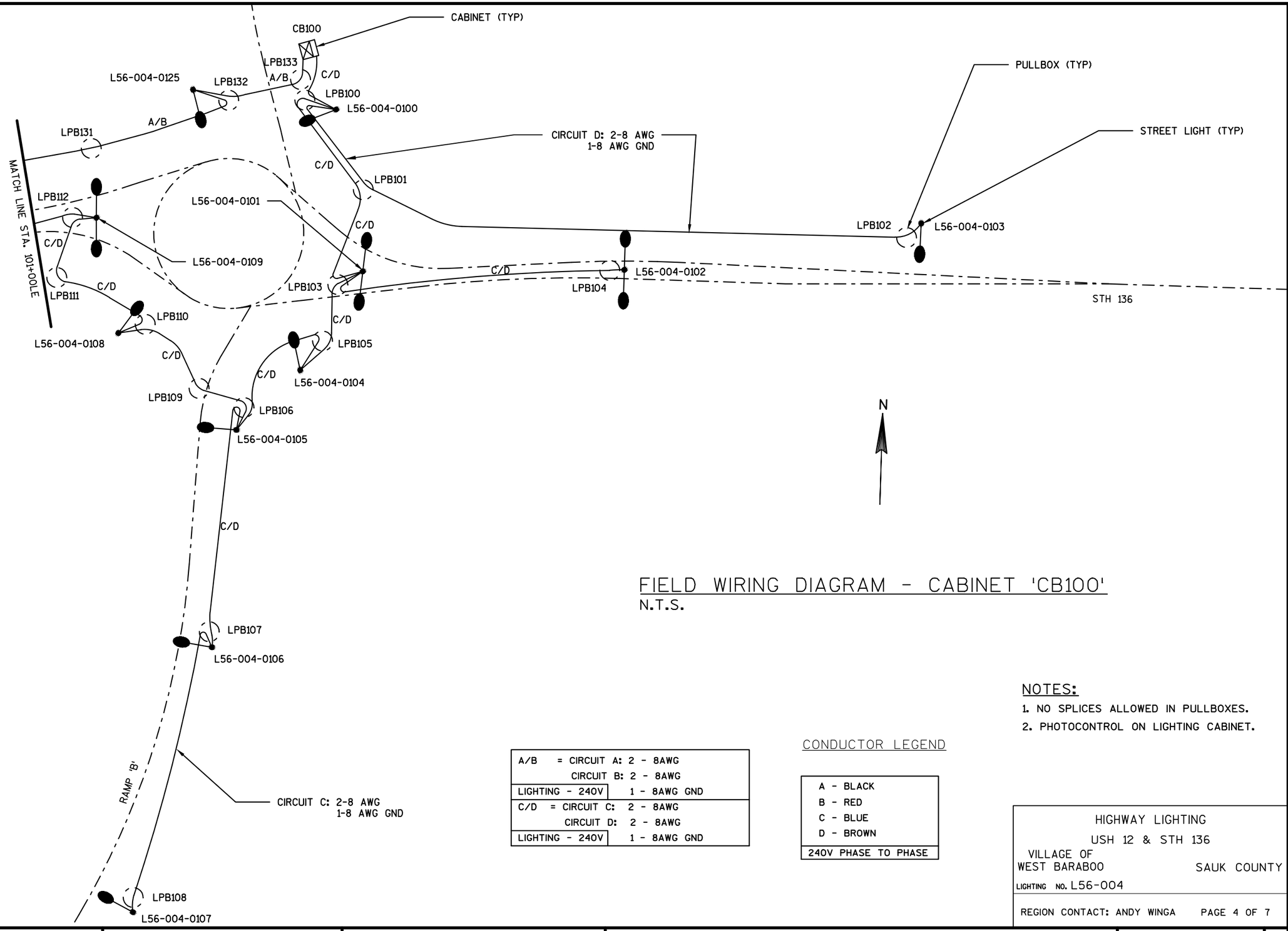
R/W (TYP.)

N

HIGHWAY LIGHTING
USH 12 & STH 136
VILLAGE OF WEST BARABOO — SAUK COUNTY
LIGHTING NO. L56-004
REGION CONTACT: ANDY WINGA — PAGE 3 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: STH 136	SHEET 200	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\LIGHTING\023501_LP_STH 136.DWG
PLOT DATE : 7/29/2014
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



FIELD WIRING DIAGRAM - CABINET 'CB100'

N.T.S.

A/B = CIRCUIT A:	2 - 8AWG
CIRCUIT B:	2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
C/D = CIRCUIT C:	2 - 8AWG
CIRCUIT D:	2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND

CONDUCTOR LEGEND

A - BLACK
B - RED
C - BLUE
D - BROWN
240V PHASE TO PHASE

NOTES:

1. NO SPLICES ALLOWED IN PULLBOXES.
2. PHOTOCONTROL ON LIGHTING CABINET.

HIGHWAY LIGHTING
USH 12 & STH 136
VILLAGE OF WEST BARABOO
SAUK COUNTY
LIGHTING NO. L56-004
REGION CONTACT: ANDY WINGA PAGE 4 OF 7

2

SEE SHEET 2 AND 3 FOR CONDUIT CONNECTION DETAILS (TYP.)

ALL ITEMS BEYOND THE PULLBOXES ARE INCIDENTAL TO THE UNDERDECK LIGHTING BID ITEMS (TYP.)

USH 12 EB

USH 12 WB

N

SL124

LPB129

SL125

LPB132

11+00ABS

LPB130

LPB131

12+00CD5

LUM #113

LUM #111

99+00LW

100+00LW

101+00LW

SL114

LPB115

LPB114

LPB113

LPB112

SL109

99+00LE

100+00LE

101+00LE

LUM #112

LUM #110

STH 136

12+00AB5

LPB116

LPB111

UNDERDECK LUMINAIRE (TYP.) SEE DETAIL

B-56-205

B-56-206

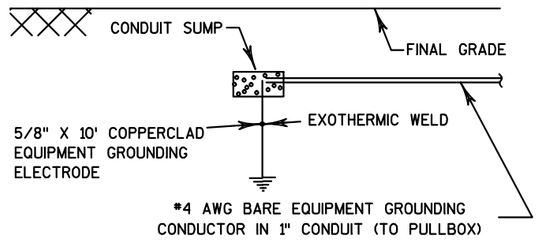
NOTES:

1) ALL WORK MUST CONFORM TO THE NATIONAL ELECTRIC CODE.

2) REFER TO STANDARD DETAIL DRAWING "ELECTRICAL DETAILS UNDERDECK LIGHTING" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL.

3) ALL CONDUIT, BOXES AND FITTINGS SHALL BE RATED WATERTIGHT.

4) UNDERDECK LIGHT CIRCUITS SHALL BE 240 VAC. WIRING SHALL BE 12 AWG MIN. FUSE IN JUNCTION BOX.



EQUIPMENT GROUNDING ELECTRODE DETAIL

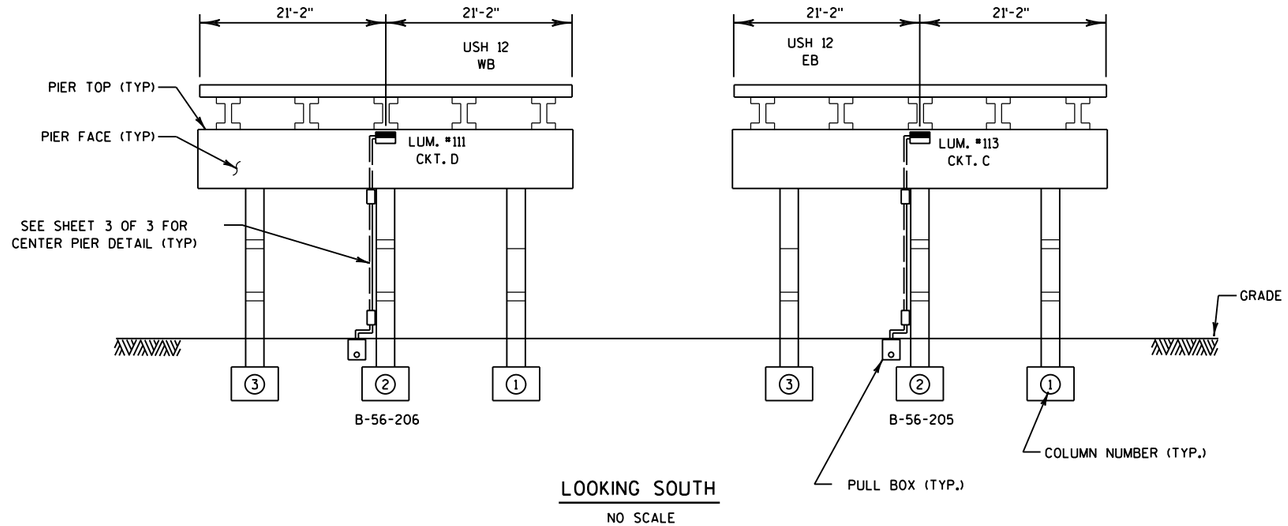
MAJOR QUANTITIES - UNDERDECK LIGHTING		
	B-56-205	B-56-206
ELECTRICAL WIRE LIGHTING 12 AWG.	275 LF	275 LF
EQUIPMENT GROUNDING ELECTRODE	1 EA	1 EA
1" REINFORCED THERMOSETTING RESIN CONDUIT (RTRC)	20 LF	20 LF
2" REINFORCED THERMOSETTING RESIN CONDUIT (RTRC)	30 LF	30 LF
18"X12"X6" JUNCTION BOX	2 EA	2 EA

NOTE: ALL ITEMS LISTED ABOVE ARE TO BE PAID FOR UNDER "UNDERDECK LIGHTING (B-56-205)" BID ITEM 659.0600.001 (L.S.)
"UNDERDECK LIGHTING (B-56-206)" BID ITEM 659.0600.002 (L.S.)

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-205/206 UNDERDECK LIGHTING DETAIL 1 OF 3	SHEET 202	E

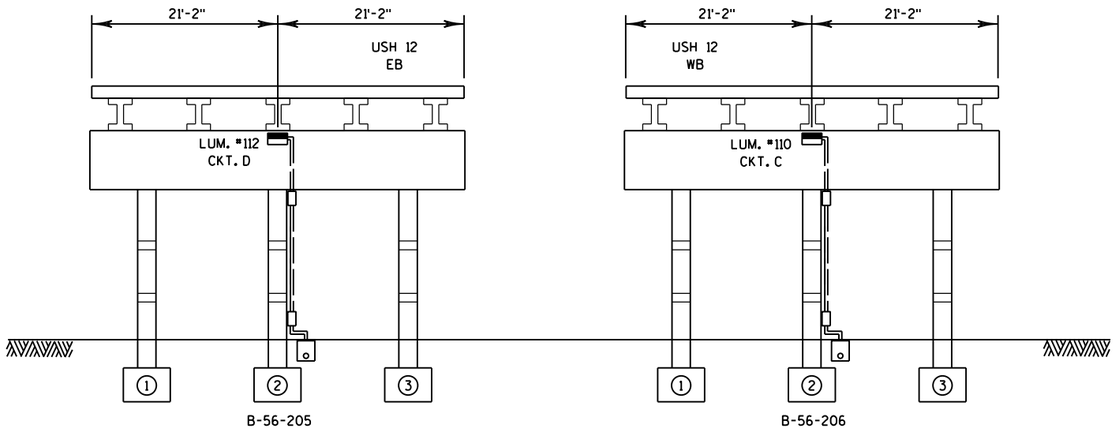
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\LIGHTING\023501_LP_STH 136_UNDERDECK.DWG PLOT DATE : 7/29/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 0.031573

WISDOT/CADDS SHEET 42



LOOKING SOUTH

NO SCALE



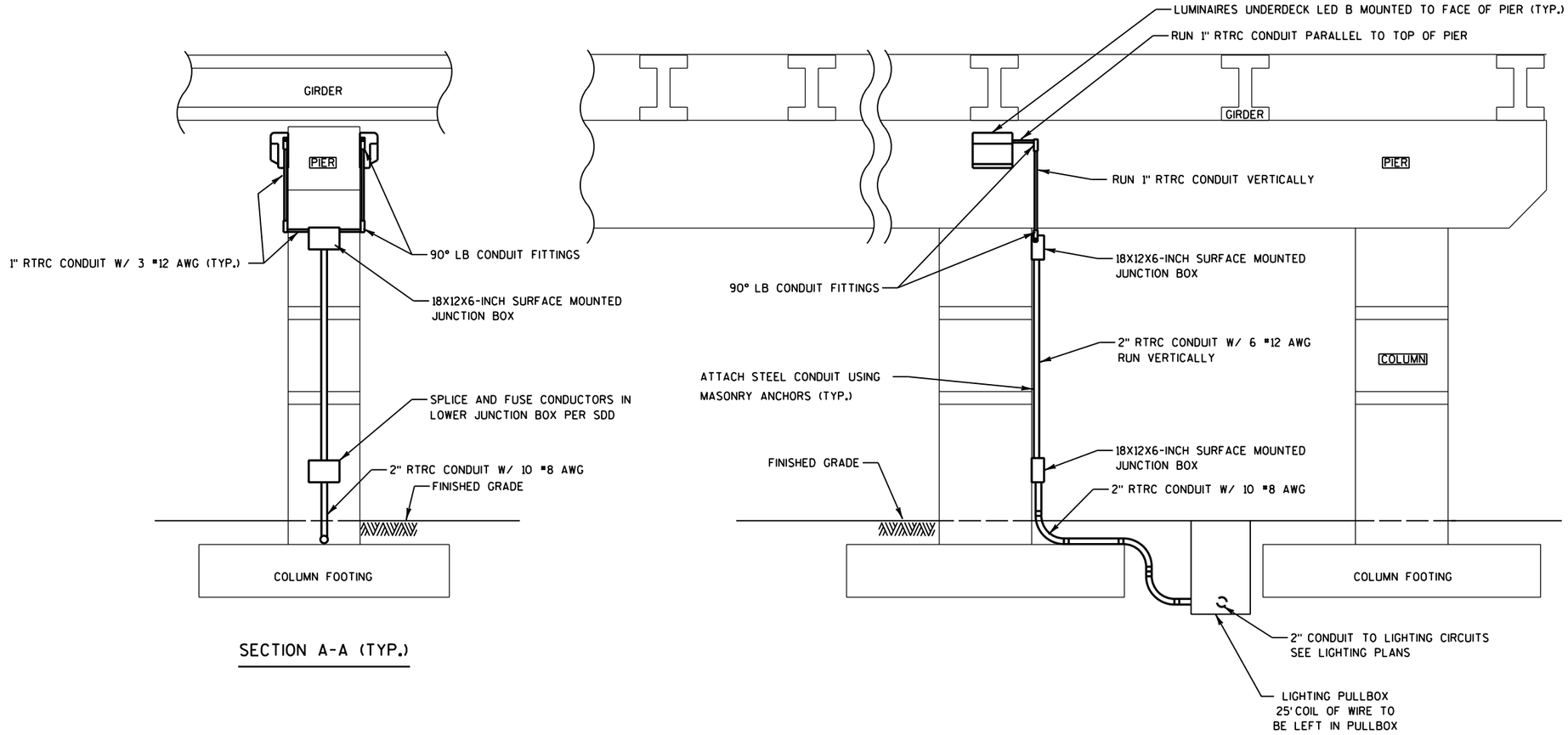
LOOKING NORTH

NO SCALE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-205/206 UNDERDECK LIGHTING DETAIL 2 OF 3	SHEET 203 E

FILE NAME : G:\WDOTSW\SW12023\dgn\LIGHTING\023502_LP.dgn PLOT DATE : 7/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



SECTION A-A (TYP.)

TYPICAL CONDUIT ROUTING FOR CENTER PIER (TYP.)

NO SCALE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-205/206 UNDERDECK LIGHTING DETAIL 3 OF 3	SHEET 204	E

FILE NAME : G:\WDOTSW\SW12023\dgn\LIGHTING\023502_LP.dgn PLOT DATE : 7/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

LEGEND:

- SINGLE ARM LIGHTING UNIT
- DOUBLE ARM LIGHTING UNIT
- LIGHTING CONTROL CABINET & BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT

STA. XX+XX, XX' XT — STATION (LOCATION)
III-C-12-5-2-(L56-005-000X)
- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH IN FEET
- LUMINAIRES UTILITY LED CATEGORY
- DISTRIBUTION TYPE

STA. 410+60'C' - 33.8' RT
III-B-12-5-A-(L56-005-0207)

STA. 410+66'C' - 31.8' RT - LPB208

STA. 412+59'C' - 33.8' RT
III-B-12-5-B-(L56-005-0206)

STA. 412+66'C' - 31.8' RT - LPB207

STA. 414+18'C' - 30.3' RT
III-B-12-5-A-(L56-005-0205

STA. 414+48'C' - 27.5' RT - LPB206

STA. 10+63'EF5' - 47.6' LT
III-B-12-5-B-(L56-005-0204)

STA. 10+47'EF5' - 43.4' LT - LPB205

STA. 196+68'EF5' - 36.0' LT - LPB203

STA. 414+51'C' - 5.5' LT - LPB209

STA. 11+50'EF5' - 41.8' LT
III-B-12-5-A-(L56-005-0208)

STA. 11+55'EF5' - 25.5' LT - LPB210

STA. 199+05'WE' - 55.7' LT - LPB211

STA. 198+86'WE' - 19.6' LT
III-B-12-5-B/A-(L56-005-0209)

STA. 198+99'WE' - 16.7' LT - LPB212

SEE UNDERDECK LIGHTING DETAILS

STA. 194+64'WE' - 17.9' LT - LPB204

STA. 194+64'WE' - 7.1' LT
III-B-12-5-B/A-(L56-005-0202)

STA. 192+51'WE' - 21.5' RT - LPB202

STA.192+44'WE' - 25.4' RT
III-B-12-5-B-(L56-005-0203)

STA. 196+57'WE' - 16.7' LT
III-B-12-5-A/B-(L56-005-0201)

STA. 196+79'WE' - 22.8' RT - LPB201

STA. 416+48'C' - 43.9' RT
III-B-12-5-A-(L56-005-0200)

STA. 416+49'C' - 27.4' RT - LPB200

STA. 416+57'C' - 26.8' RT - LPB237

STA. 416+65'C' - 26.2' RT - LPB238

STA. 416+88'C' - 37.1' RT - CB200

STA. 416+69'C' - 28.8' LT - LPB236

STA. 12+87'EF5' - 41.8' LT
III-B-12-5-C-(L56-005-0227)

STA. 198+94'WE' - 21.5' RT - LPB235

STA. 200+43'WE' - 14.0' LT - LPB214

STA. 199+55'WE' - 14.1' LT - LPB213

R/W (TYP.)

CTH W

RAMP 'C'

USH 12 EB

USH 12 WB

B-56-209

B-56-210

MATCH LINE STA. 201+00WE

N

GENERAL NOTES

1) 2" SCHEDULE 40 PVC FOR CONNECTIONS BETWEEN PULLBOXES.

2) 3" SCHEDULE 40 PVC FOR CONNECTIONS BETWEEN PULLBOXES AND STREET LIGHT BASES.

3) ALL SINGLE ARM LIGHTING UNITS RECEIVE PLAQUES SEQUENCE IDENTIFICATION. ALL DOUBLE ARM LIGHTING UNITS RECEIVE TWO PLAQUES SEQUENCE IDENTIFICATION.

HIGHWAY LIGHTING
USH 12 & CTH W

CITY OF BARABOO — SAUK COUNTY

LIGHTING NO. L56-005

REGION CONTACT: ANDY WINGA — PAGE 1 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: CTH W	SHEET 205	E

A/B	= CIRCUIT A: 2 - 8AWG CIRCUIT B: 2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
C/D	= CIRCUIT C: 2 - 8AWG CIRCUIT D: 2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
E/F	= CIRCUIT E: 2 - 8AWG CIRCUIT F: 2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND

CONDUCTOR LEGEND

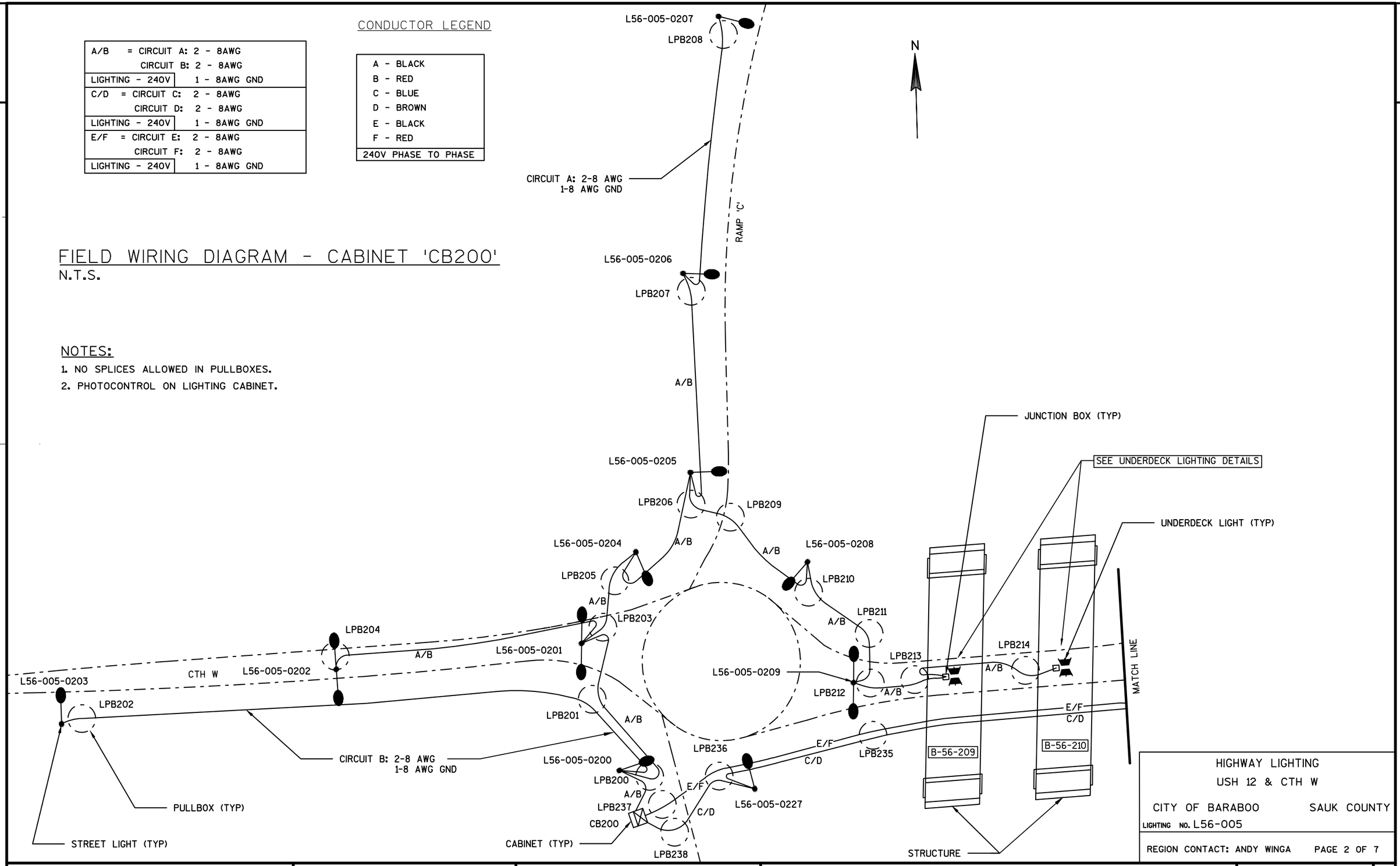
A - BLACK
B - RED
C - BLUE
D - BROWN
E - BLACK
F - RED
240V PHASE TO PHASE

FIELD WIRING DIAGRAM - CABINET 'CB200'

N.T.S.

NOTES:

1. NO SPLICES ALLOWED IN PULLBOXES.
2. PHOTOCONTROL ON LIGHTING CABINET.



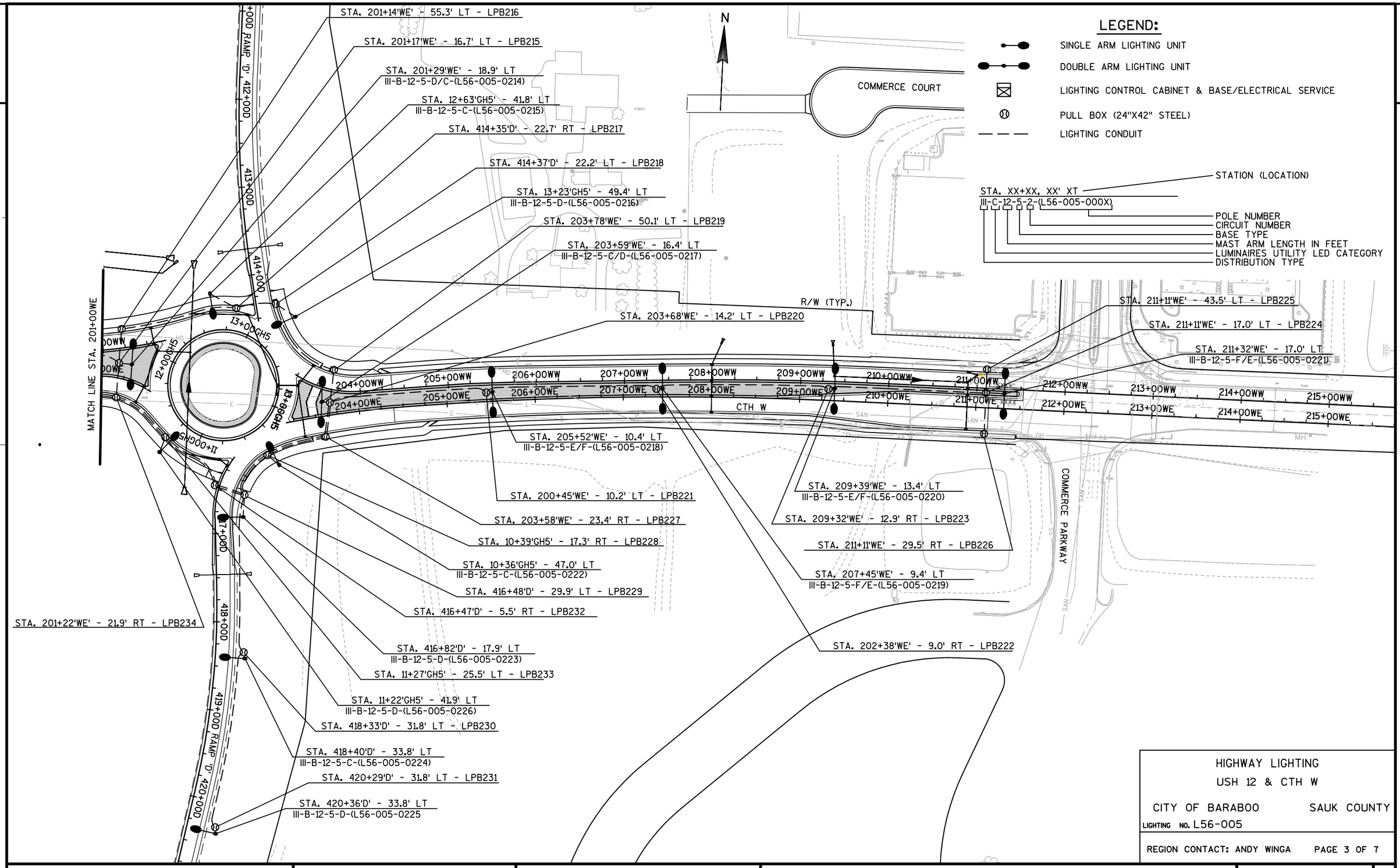
HIGHWAY LIGHTING
USH 12 & CTH W

CITY OF BARABOO SAUK COUNTY

LIGHTING NO. L56-005

REGION CONTACT: ANDY WINGA PAGE 2 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: CTH W	SHEET 206	E



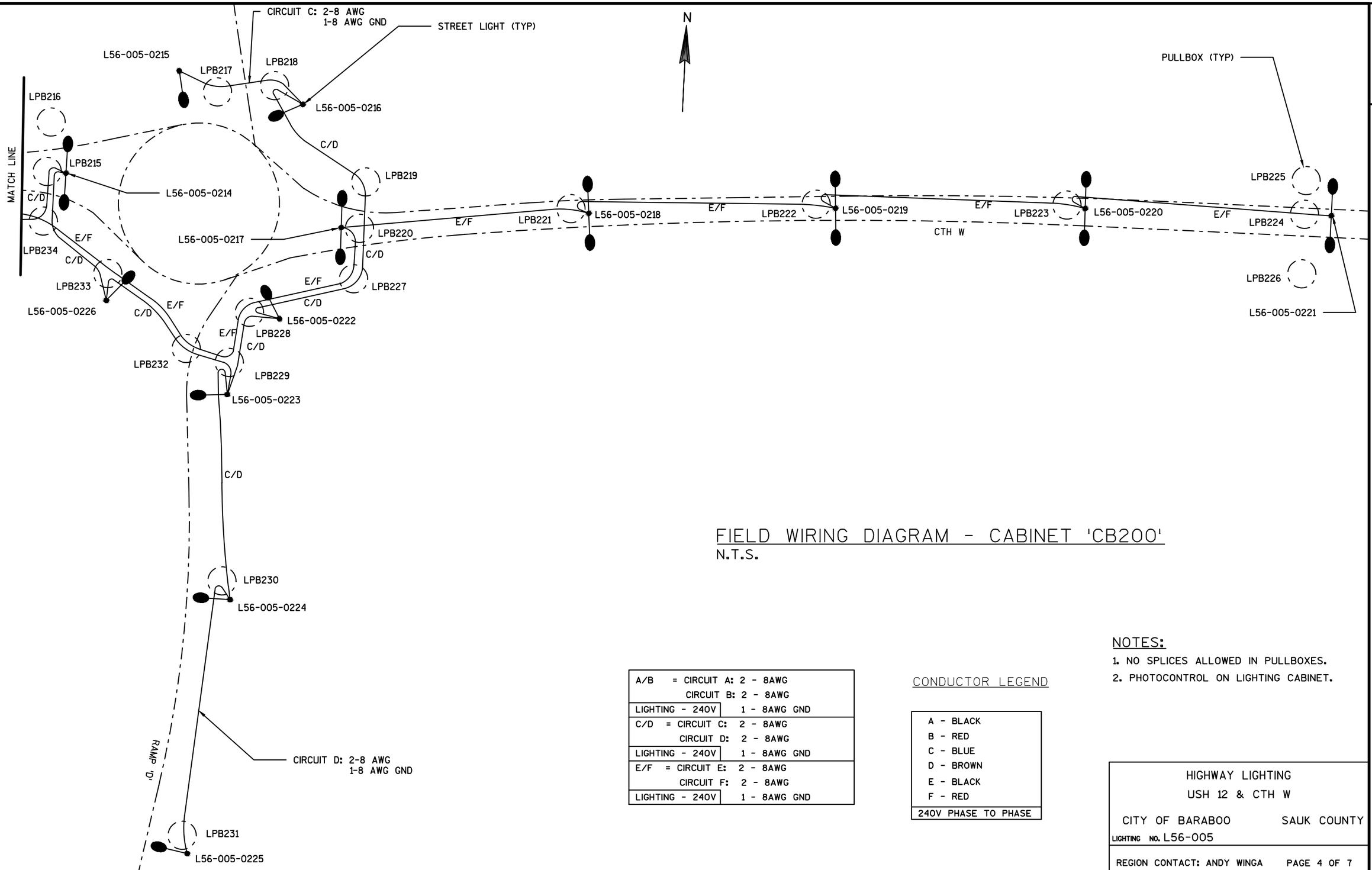
HIGHWAY LIGHTING
USH 12 & CTH W

CITY OF BARABOO SAUK COUNTY

LIGHTING NO. L56-005

REGION CONTACT: ANDY WINGA PAGE 3 OF 7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN: CTH W	SHEET 207	E



FIELD WIRING DIAGRAM - CABINET 'CB200'

N.T.S.

A/B = CIRCUIT A:	2 - 8AWG
CIRCUIT B:	2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
C/D = CIRCUIT C:	2 - 8AWG
CIRCUIT D:	2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND
E/F = CIRCUIT E:	2 - 8AWG
CIRCUIT F:	2 - 8AWG
LIGHTING - 240V	1 - 8AWG GND

CONDUCTOR LEGEND

A - BLACK
B - RED
C - BLUE
D - BROWN
E - BLACK
F - RED
240V PHASE TO PHASE

NOTES:

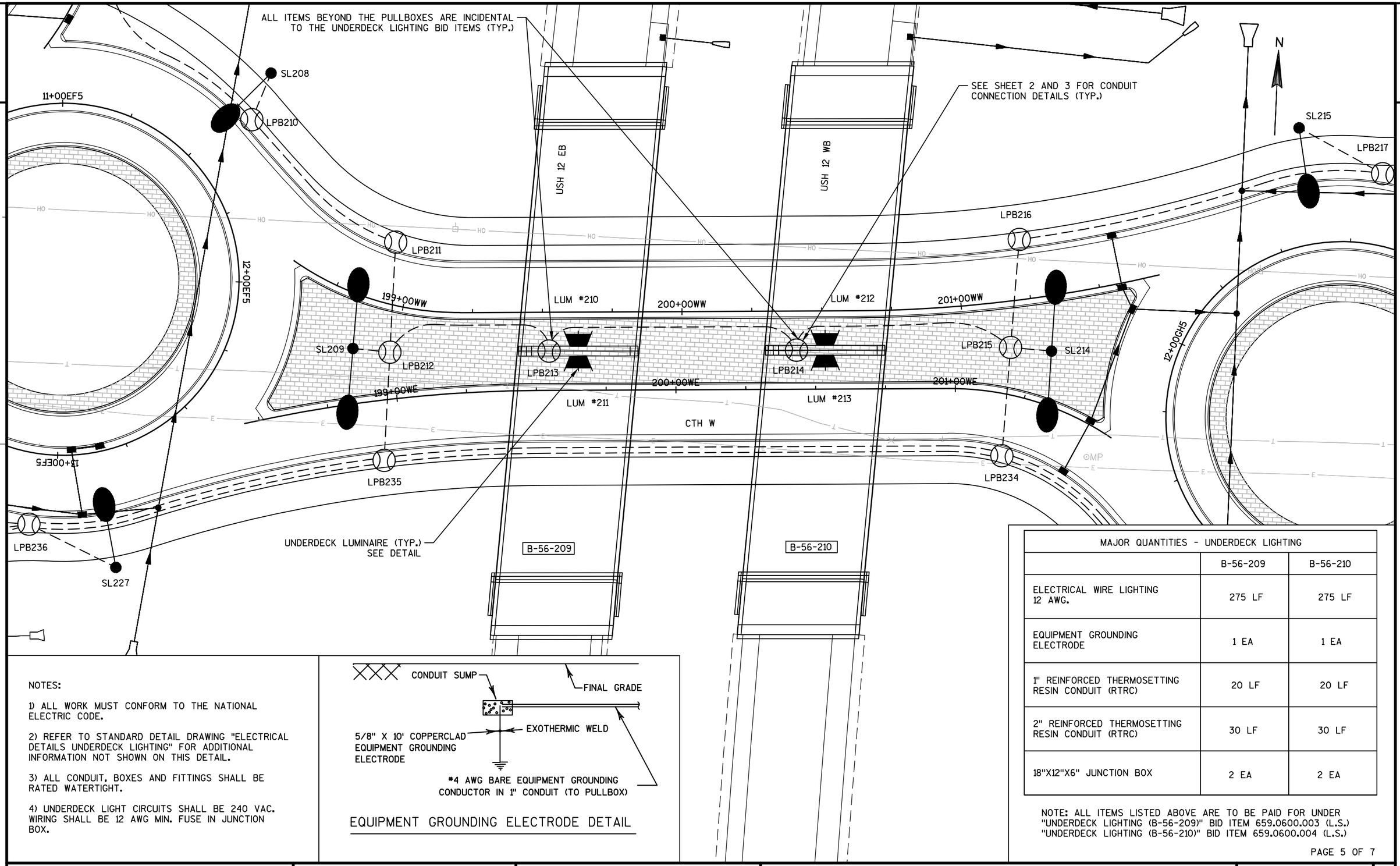
1. NO SPLICES ALLOWED IN PULLBOXES.
2. PHOTOCONTROL ON LIGHTING CABINET.

HIGHWAY LIGHTING
USH 12 & CTH W

CITY OF BARABOO SAUK COUNTY

LIGHTING NO. L56-005

REGION CONTACT: ANDY WINGA PAGE 4 OF 7



NOTES:

1) ALL WORK MUST CONFORM TO THE NATIONAL ELECTRIC CODE.

2) REFER TO STANDARD DETAIL DRAWING "ELECTRICAL DETAILS UNDERDECK LIGHTING" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL.

3) ALL CONDUIT, BOXES AND FITTINGS SHALL BE RATED WATERTIGHT.

4) UNDERDECK LIGHT CIRCUITS SHALL BE 240 VAC. WIRING SHALL BE 12 AWG MIN. FUSE IN JUNCTION BOX.

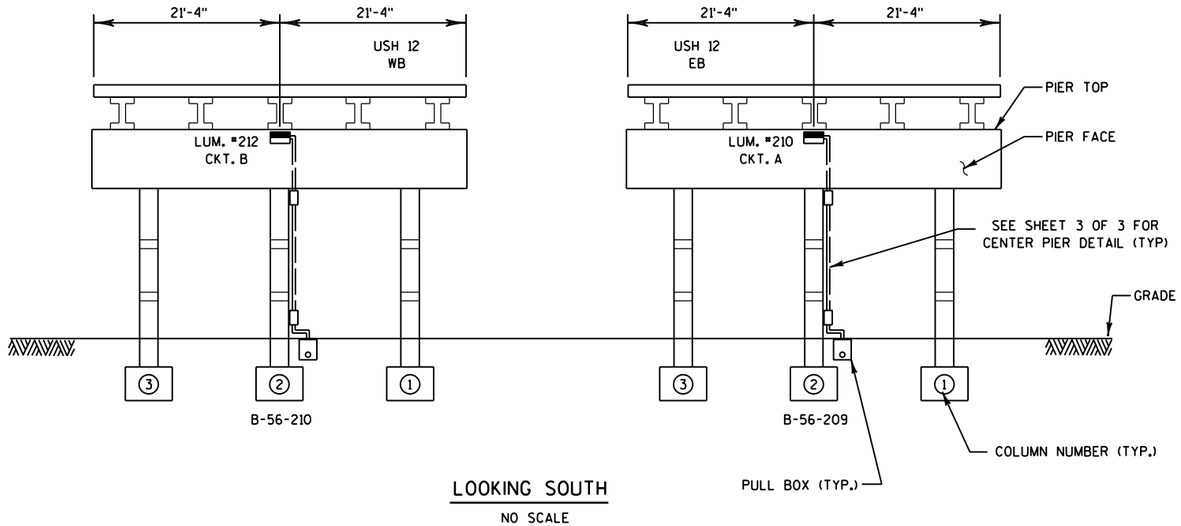
EQUIPMENT GROUNDING ELECTRODE DETAIL

MAJOR QUANTITIES - UNDERDECK LIGHTING		
	B-56-209	B-56-210
ELECTRICAL WIRE LIGHTING 12 AWG.	275 LF	275 LF
EQUIPMENT GROUNDING ELECTRODE	1 EA	1 EA
1" REINFORCED THERMOSETTING RESIN CONDUIT (RTRC)	20 LF	20 LF
2" REINFORCED THERMOSETTING RESIN CONDUIT (RTRC)	30 LF	30 LF
18"X12"X6" JUNCTION BOX	2 EA	2 EA

NOTE: ALL ITEMS LISTED ABOVE ARE TO BE PAID FOR UNDER "UNDERDECK LIGHTING (B-56-209)" BID ITEM 659.0600.003 (L.S.) "UNDERDECK LIGHTING (B-56-210)" BID ITEM 659.0600.004 (L.S.)

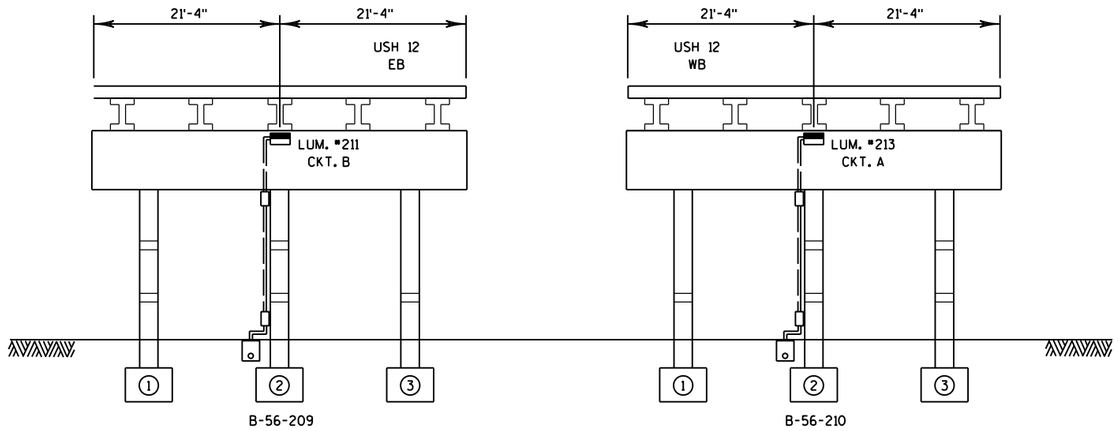
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-209/210 UNDERDECK LIGHTING DETAIL 1 OF 3	SHEET 209 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\LIGHTING\023501_LP_CTH W_UNDERDECK.DWG PLOT DATE : 7/29/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 0.031672
WISDOT/CADDS SHEET 42



LOOKING SOUTH

NO SCALE



LOOKING NORTH

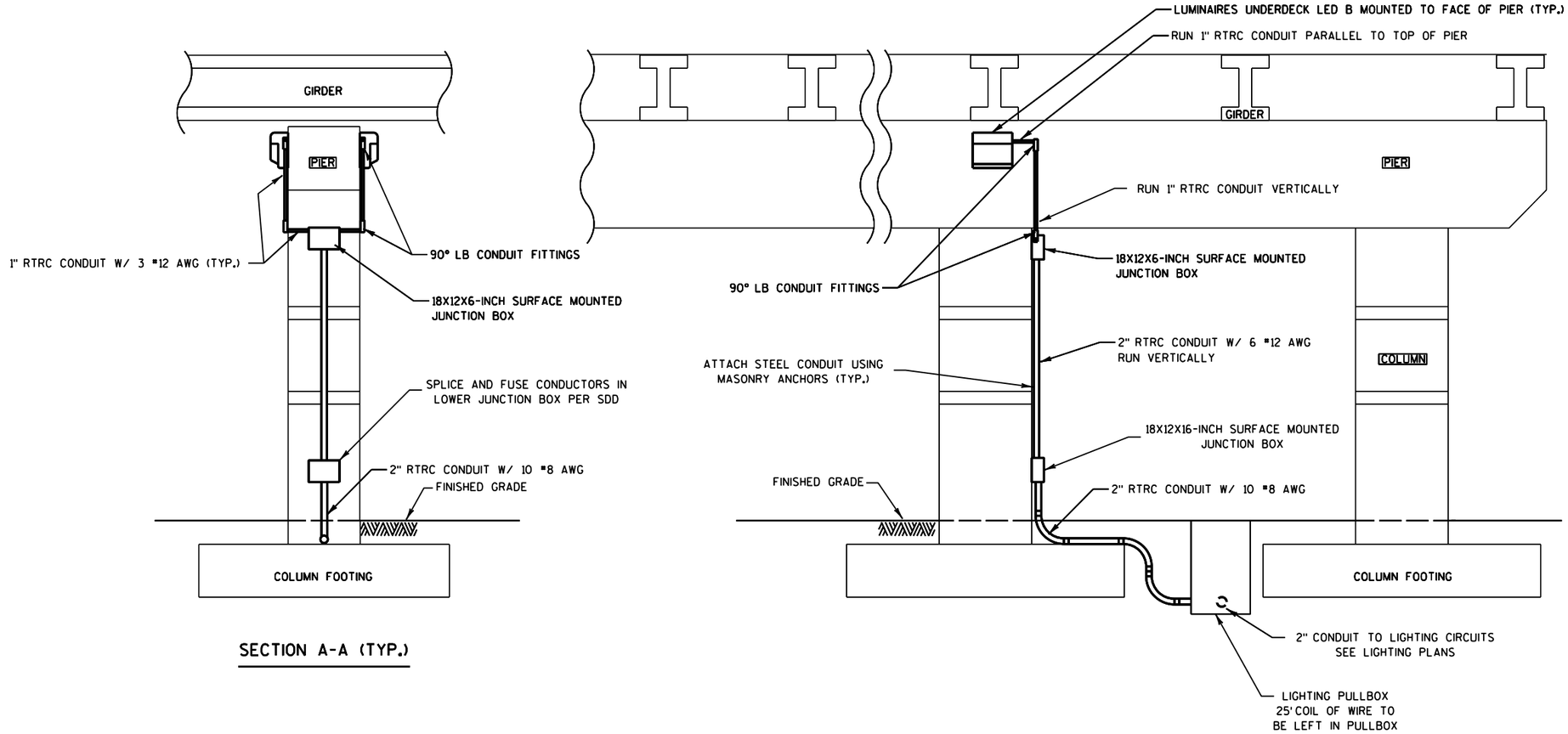
NO SCALE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-209/210 UNDERDECK LIGHTING DETAIL 2 OF 3	SHEET 210	E

FILE NAME : G:\WDOTSW\SW12023\dgn\LIGHTING\023501_LP.dgn PLOT DATE : 7/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



SECTION A-A (TYP.)

TYPICAL CONDUIT ROUTING FOR CENTER PIER (TYP.)

NO SCALE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	B-56-209/210 UNDERDECK LIGHTING DETAIL 3 OF 3	SHEET 211	E

FILE NAME : G:\WDOTSW\SW12023\dgn\LIGHTING\023501_LP.dgn PLOT DATE : 7/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 4-INCH, WHITE, 12 ½' SEG., 37 ½' GAP
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 4-INCH, WHITE
7. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 8-INCH, WHITE
8. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 4-INCH, WHITE, 12 ½' SEG., 37 ½' GAP
9. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 4-INCH, WHITE, 3' SEG., 9' GAP
10. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH, WHITE, 6' SEG., 3' GAP
11. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 4-INCH, WHITE
12. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 18-INCH, WHITE, 2' SEG., 2' GAP
13. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 4-INCH, WHITE, 3' SEG., 9' GAP
14. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH, WHITE
15. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH, WHITE
16. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
17. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 1
18. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 3
19. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 3R
20. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1
21. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING ARROWS EPOXY TYPE 2
24. PAVEMENT MARKING WORDS EPOXY
25. PAVEMENT MARKING CURB EPOXY, YELLOW
26. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
27. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
28. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' SEG., 9' GAP
29. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12 ½' SEG., 37 ½' GAP
30. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
31. PAVEMENT MARKING ARROWS EPOXY TYPE 1

2

2

N

A/C

MATCH LINE STA. 90+00LE

STH 136 (WB)

STH 136 (EB)

85+00LE

85+38LW

86+00LW

87+00LW

87+00LE

88+00LW

88+00LE

89+00LW

89+00LE

90+

(30' SPACING)

SIGN

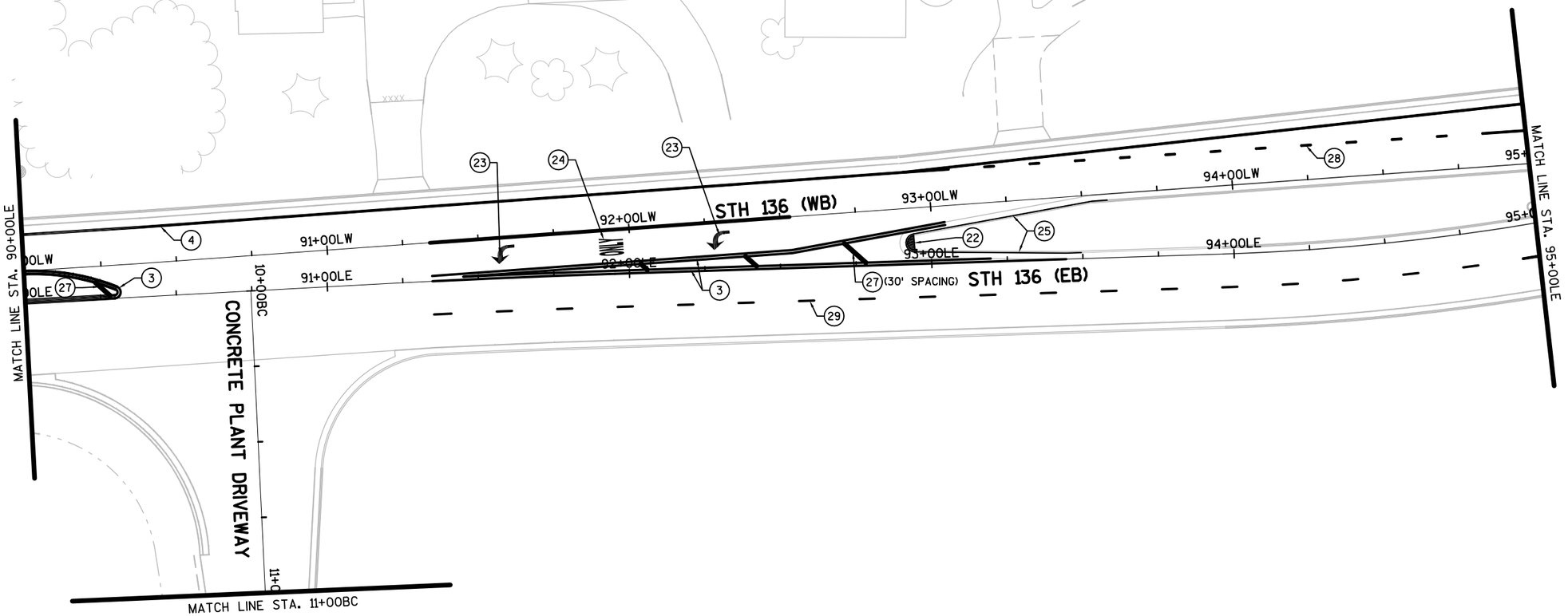
3 4 5 23 24 27 28

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: STH 136	SHEET 213	E

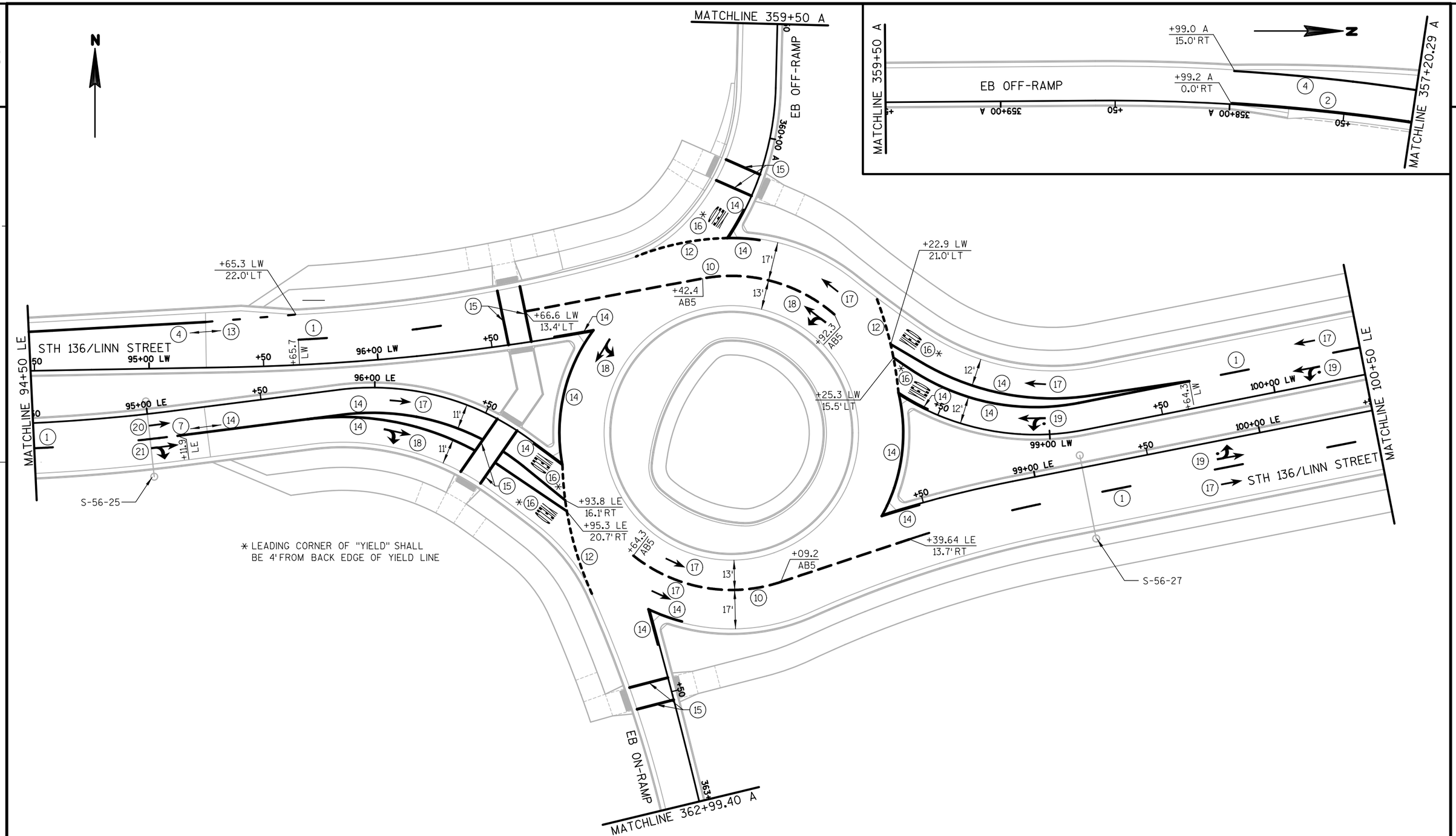
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\80 PROJECT\024501_PM(STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: STH 136	SHEET 214	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING - STH 136	SHEET 215	E

2

N

MATCHLINE 359+03.22 B

WB ON-RAMP

+50

360+00 B

15

14

17

10

+04.6
CD5

17'

13'

+62.4
CD5

S-56-28

+82
LW

12'

14

1

STH 136/LINN STREET

+50

101+00 LW

+50

14

MATCHLINE 100+50 LE

+55.1
LE

101+00 LE

+50

14

19

12'

16

14

14

17

12'

16

+97.6 LE
15.7' RT

+00.2 LE
20.9' RT

12

+85.2
CD5

18

17

13'

10

+40.4
CD5

17'

14

12

16

14

B OR

WB OFF-RAMP

+50

15

MATCHLINE 362+75 B

+28.5 LW
21.1' LT

* LEADING CORNER OF "YIELD" SHALL
BE 4' FROM BACK EDGE OF YIELD LINE

12

16

+29.9 LW
16.0' LT

16

15

14

11'

18

14

11'

17

14

14

7

+88.3
LW

21

20

1

S-56-26

+50

105+00 LE

MATCHLINE 105+50 LE

14

18

14

+50

104+00 LE

+50

1

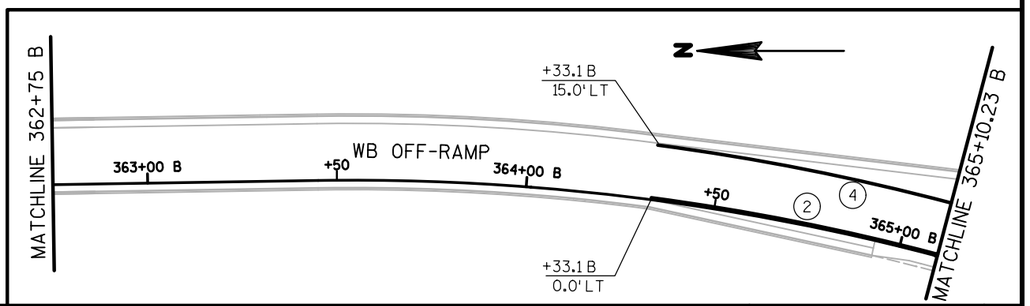
1

STH 136/LINN STREET

+54.6 LE
11.7' RT

15

R-56-33



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING - STH 136	SHEET 216	E

2

2

N

MATCH LINE STA. 105+00LE

00LW

00LE

106+00LW

106+00LE

107+00LW

107+00LE

STH 136 (WB)

STH 136 (EB)

108+00LW

108+00LE

109+20LW

110+00LE

(30' SPACING)

29

3

25

22

27

SIGN

INL

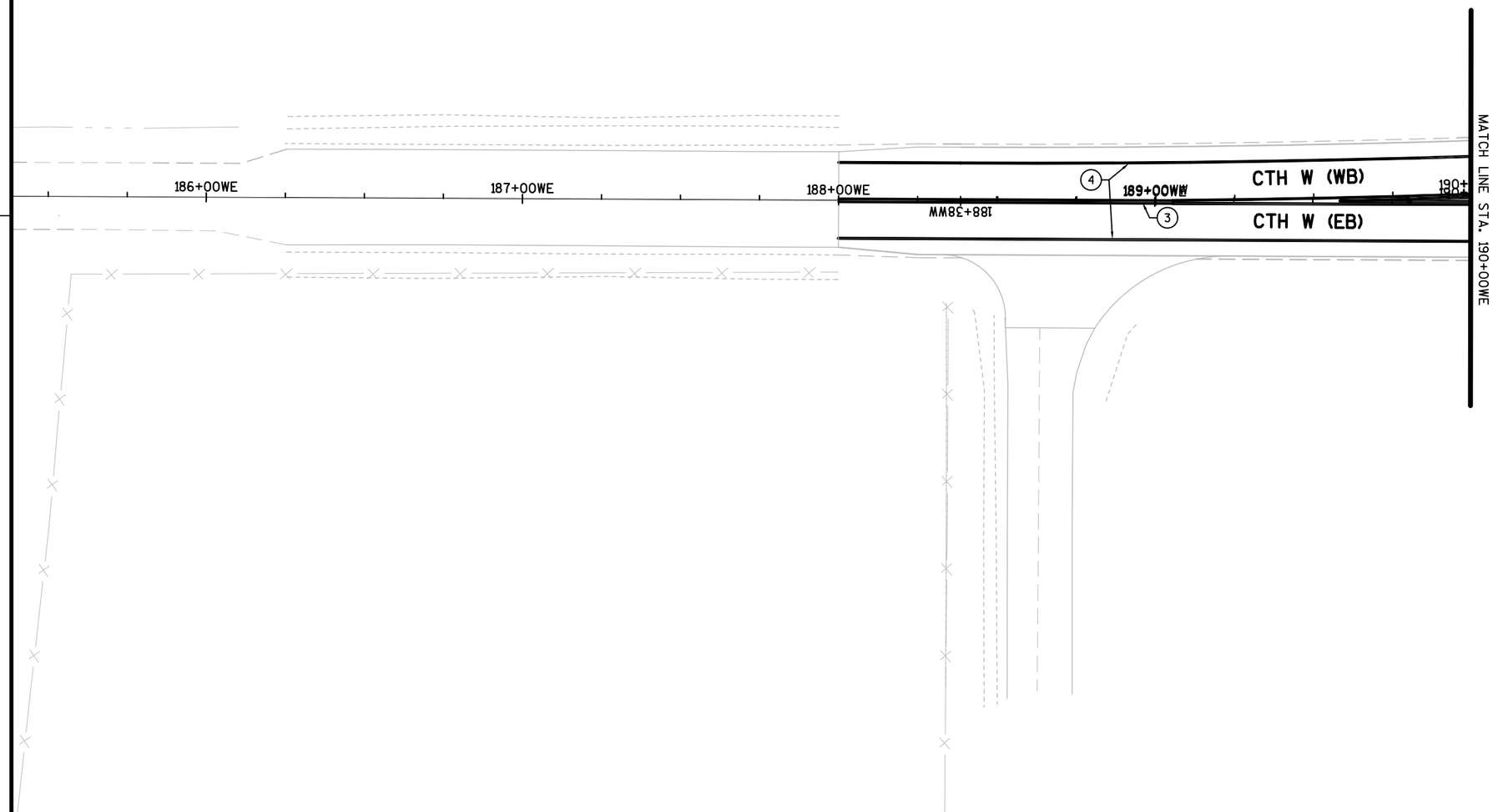
MH

MH

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: STH 136	SHEET 217	E

2

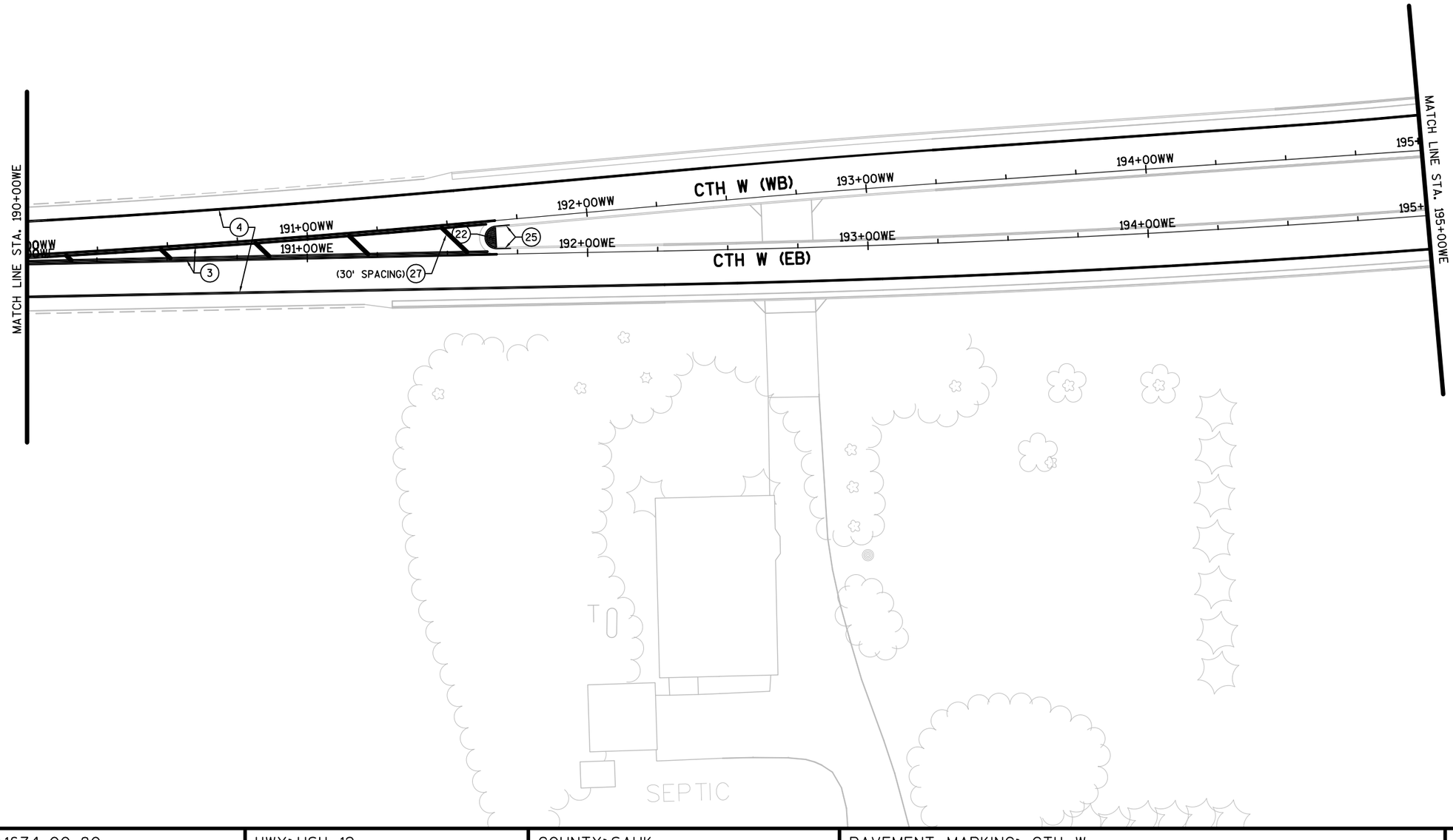
2



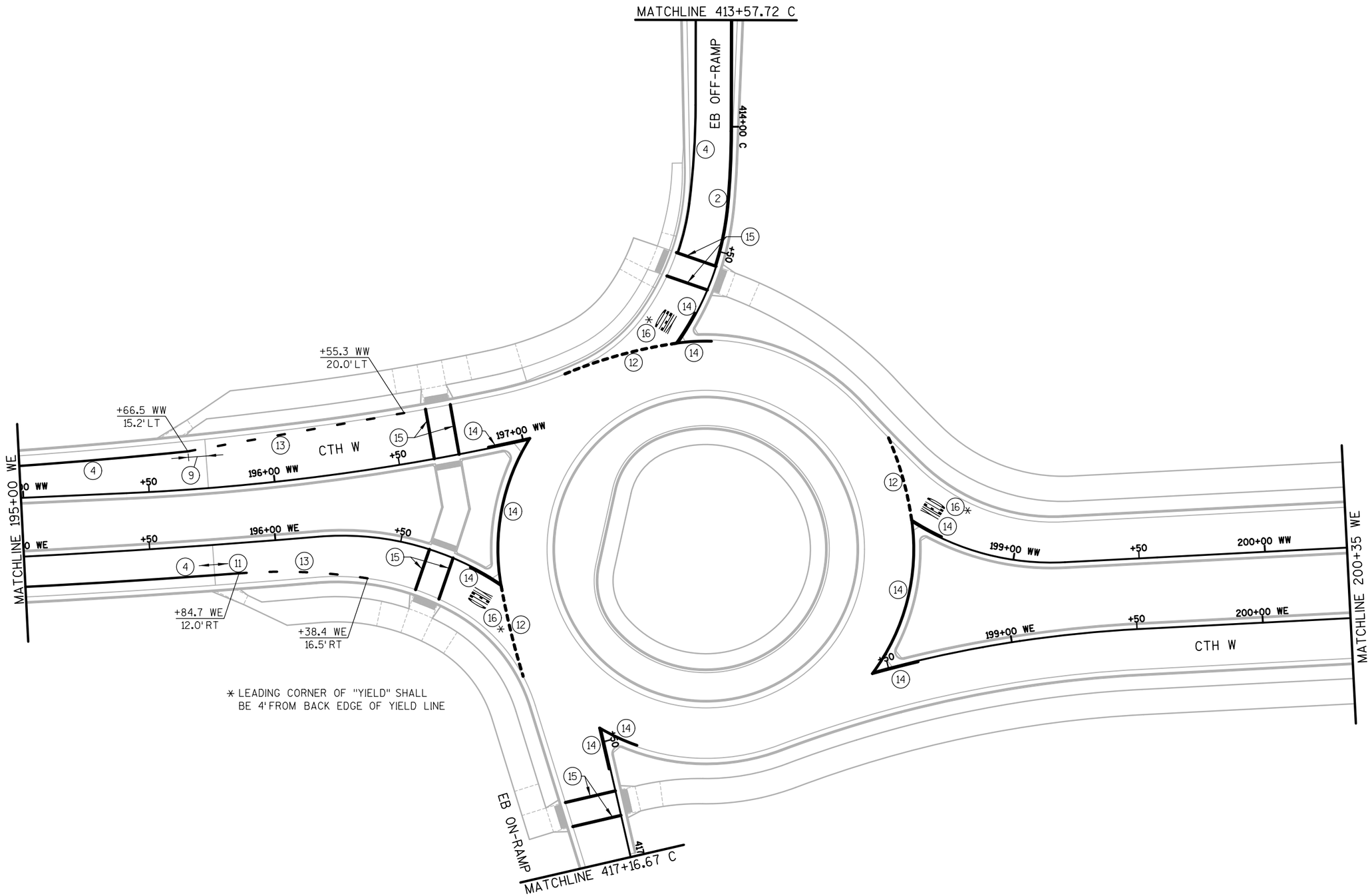
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: CTH W	SHEET 218	E

2

N



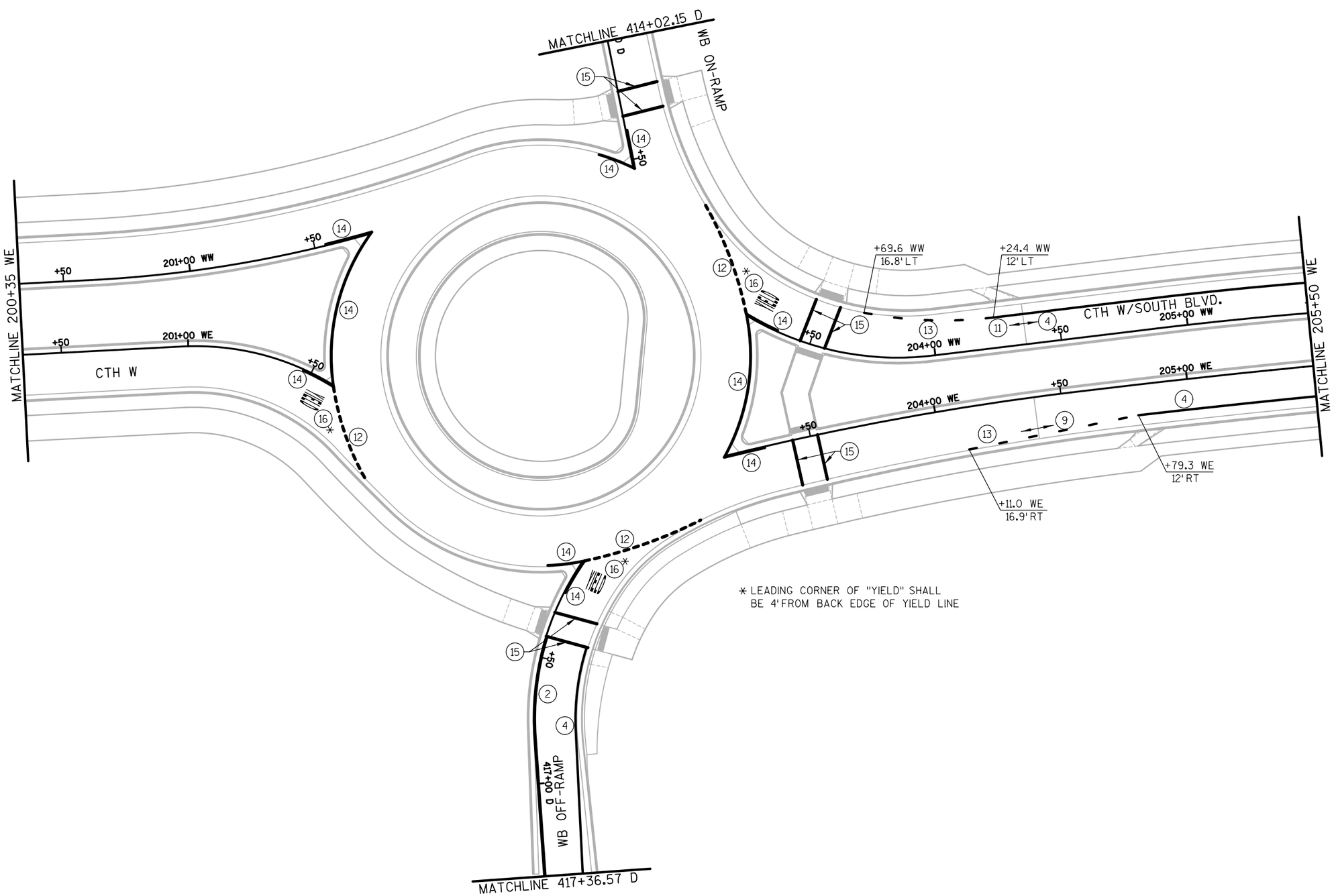
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: CTH W	SHEET 219	E



* LEADING CORNER OF "YIELD" SHALL BE 4' FROM BACK EDGE OF YIELD LINE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING - CTH W	SHEET 220	E

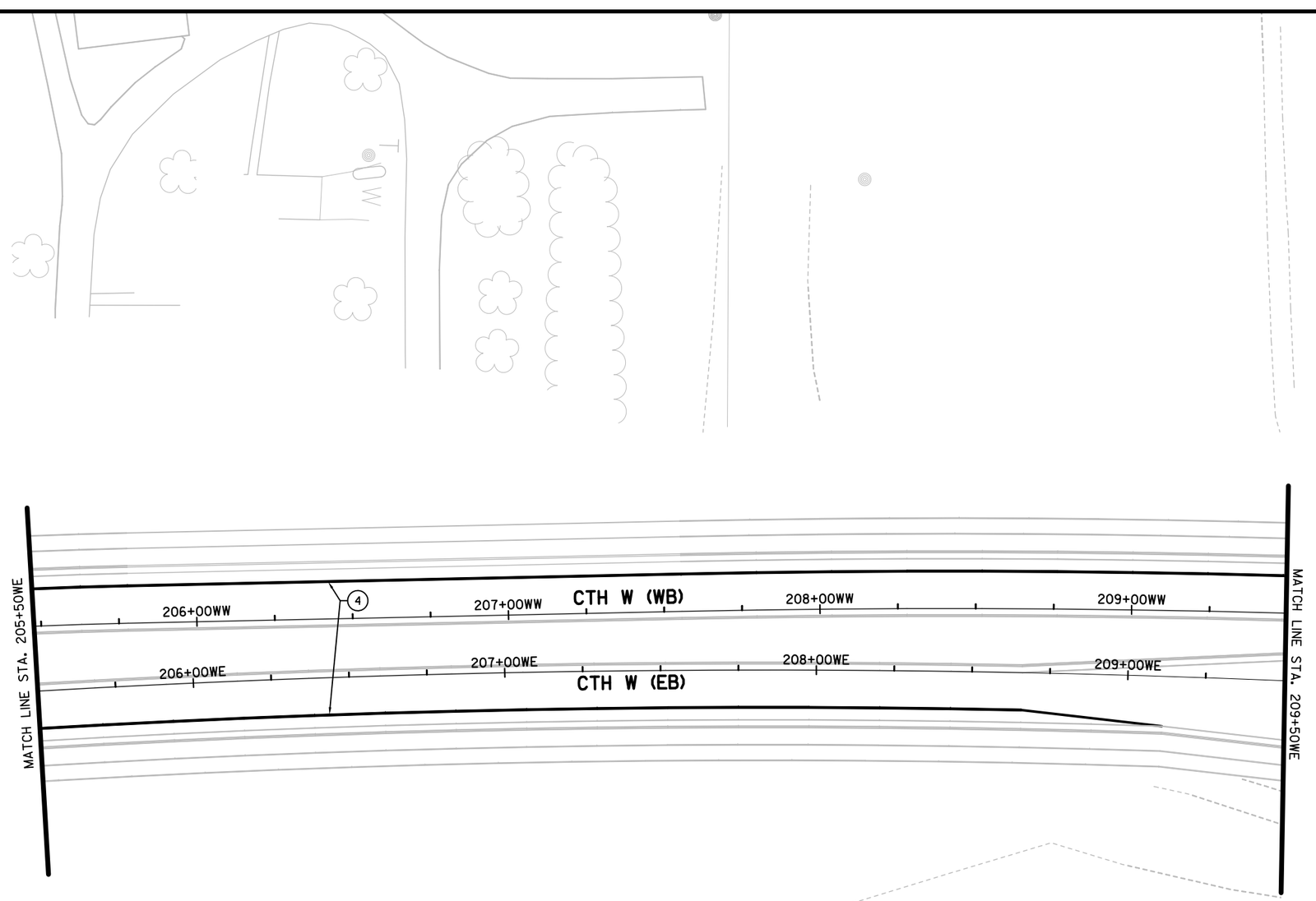
2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING - CTH W	SHEET 221	E

2

N



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: CTH W	SHEET 222	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\80 PROJECT\024501_PM(CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

COMMERCE AVENUE

N

MATCH LINE STA. 209+50WE

210+00WW 211+00WW 212+00WW 213+00WW 214+00WW 215+00WW

CTH W (WB)

210+00WE 211+00WE 212+00WE 213+00WE 214+00WE 215+00WE

CTH W (EB)

ONLY ONLY

4 5 31 23 24 31 23 26 30

SIGN

MH

COMMERCE PARKWAY

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: CTH W	SHEET 223	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\80 PROJECT\024501_PM(CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

LEGEND

WORK AREA

N

EXISTING USH 12

PROPOSED USH 12

STH 136

BARABOO RIVER

C-56-2032

B-56-206

R-56-33

B-56-205

320EB

325EB

330EB

335EB

340EB

345EB

350EB

355EB

360EB

365EB

370EB

375EB

MATCH LINE STA. 378+00EB

BEGIN PROJECT
STA 321+57EB

SEE S.D.D. 15D-29-3
"TRAFFIC CONTROL,
VEHICLE ENTRANCE/EXIT
OR HAUL ROAD"

TERRYTOWN ROAD

SEE S.D.D. 15D-29-3 "TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD" FOR PRE/POST CONSTRUCTION TRAFFIC CONTROL OPERATIONS

STH 136

CONSTRUCTION OPERATIONS

-USH 12 EB & WB GRADING FROM STA. 321+57EB TO STA. 524+00EB
-STH 136, HATCHERY ROAD, CTH W, COMMERCE AVENUE, GASSER ROAD, & COWLES ROAD GRADING, PAVING, AND FINISHING
-ARCHIBALD DRIVEWAY, HEUER DRIVEWAY, AND FARR FIELD ENTRANCE GRADING AND FINISHING
-STRUCTURES B-56-205/206/209/210/213
-BOX CULVERTS C-56-2032
-RETAINING WALLS R-56-33/35/36
-STREAM RELOCATION

TRAFFIC OPERATIONS

-USH 12: OPEN TO TRAFFIC ON EXISTING
-STH 136: CLOSED AND DETOURED VIA STH 33 & EXISTING USH 12 DURING CONSTRUCTION (SEE DETOUR PLAN).
DO NOT CLOSE UNTIL CTH W IS COMPLETED AND OPEN TO TRAFFIC
-HATCHERY ROAD: MUST BE COMPLETED DURING THE CONSTRUCTION OF CTH W
-CTH W: CLOSED AND DETOURED VIA CTH PF, STH 136 AND EXISTING USH 12 DURING CONSTRUCTION (SEE DETOUR PLAN)
STH 136, HATCHERY ROAD, GASSER ROAD AND COWLES ROAD TO REMAIN OPEN TO TRAFFIC WHILE CTH W AND
HATCHERY ROAD ARE CLOSED
-GASSER ROAD & COWLES ROAD: CLOSED DURING CONSTRUCTION. MAY NOT BE CLOSED UNTIL CTH W IS COMPLETED AND
OPEN TO TRAFFIC

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW	SHEET 224	E

LEGEND

WORK AREA

EXISTING USH 12

N

HATCHERY ROAD

COMMERCE AVENUE

R-56-36

R-56-35

CTH W

B-56-210

MATCH LINE STA. 378+00EB

380EB

385EB

390EB

395EB

400EB

405EB

410EB

415EB

420EB

425EB

430EB

435EB

PROPOSED USH 12

MATCH LINE STA. 438+00EB

SEE S.D.D. 15D-29-3 "TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD" FOR PRE/POST CONSTRUCTION TRAFFIC CONTROL OPERATIONS

B-56-209

SEE S.D.D. 15D-29-3 "TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD" FOR PRE/POST CONSTRUCTION TRAFFIC CONTROL OPERATIONS

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW	SHEET 225	E

2

2

EXISTING USH 12

N

LEGEND

WORK AREA

STREAM RELOCATION

SKILLET CREEK

GASSER ROAD

B-56-213

PROPOSED USH 12

MATCH LINE STA. 438+00EB

440EB

445EB

450EB

455EB

460EB

465EB

470EB

475EB

480EB

485EB

490EB

495EB

MATCH LINE STA. 498+00EB

EXISTING COWLES ROAD

SEE S.D.D. 15D-29-3 "TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD" FOR PRE/POST CONSTRUCTION TRAFFIC CONTROL OPERATIONS

COWLES ROAD

GASSER ROAD

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW	SHEET 226	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\027001_DT(OVERVIEW).DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:400 FT

2

N

SKILLET CREEK ROAD

EXISTING USH 12

STREAM RELOCATION

PROPOSED USH 12

500EB

505EB

510EB

515EB

520EB

525EB

530EB

535EB

540EB

545EB

550EB

MATCH LINE STA. 498+00EB

FARR FIELD ENTRANCE

SEE S.D.D. 15D-28-2 "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE,UNDIVIED HIGHWAY"

SEE S.D.D. 15D-29-3 "TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD" FOR PRE/POST CONSTRUCTION TRAFFIC CONTROL OPERATIONS

LEHMAN ROAD

MATCH LINE STA. 552+00EB

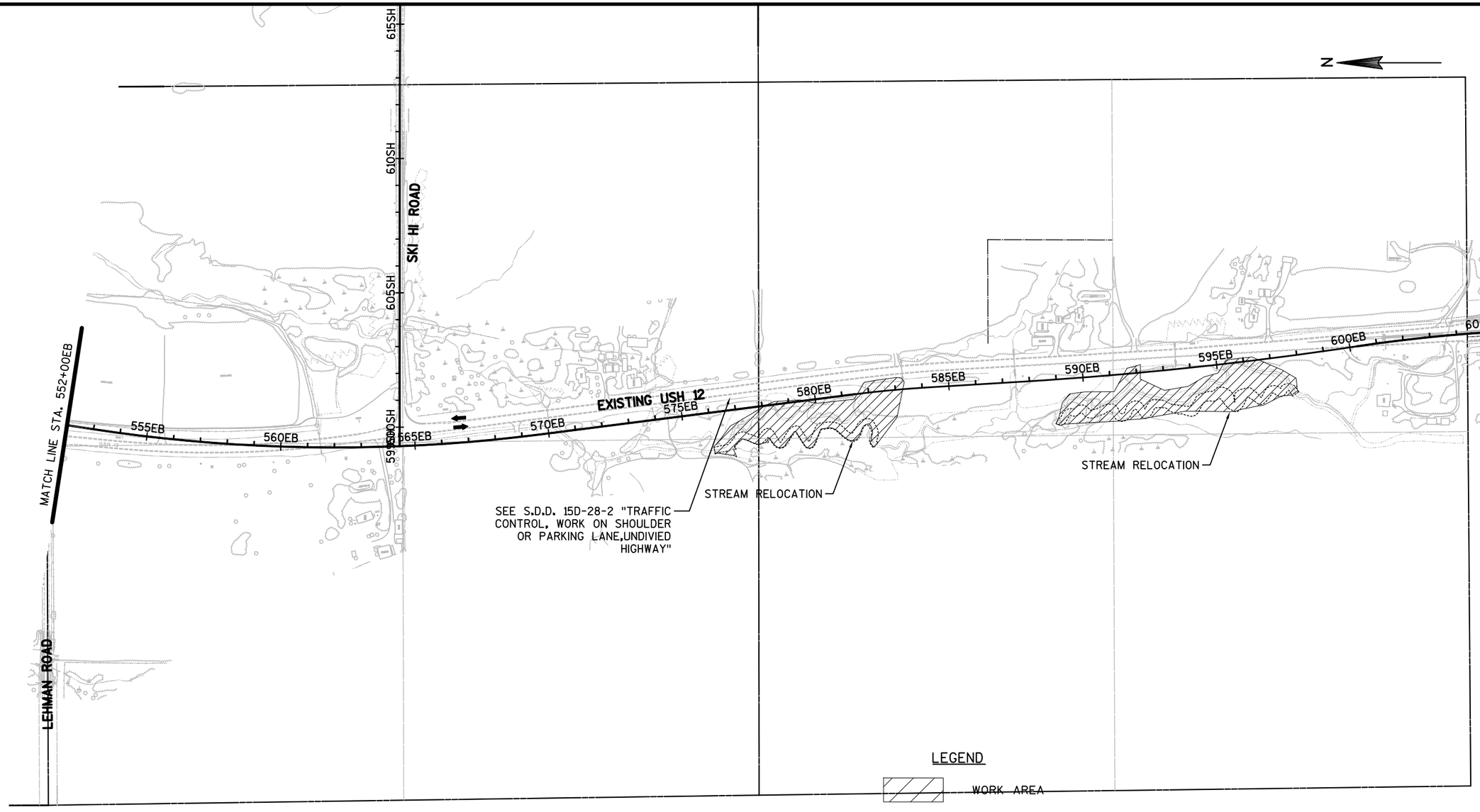
LEGEND

WORK AREA

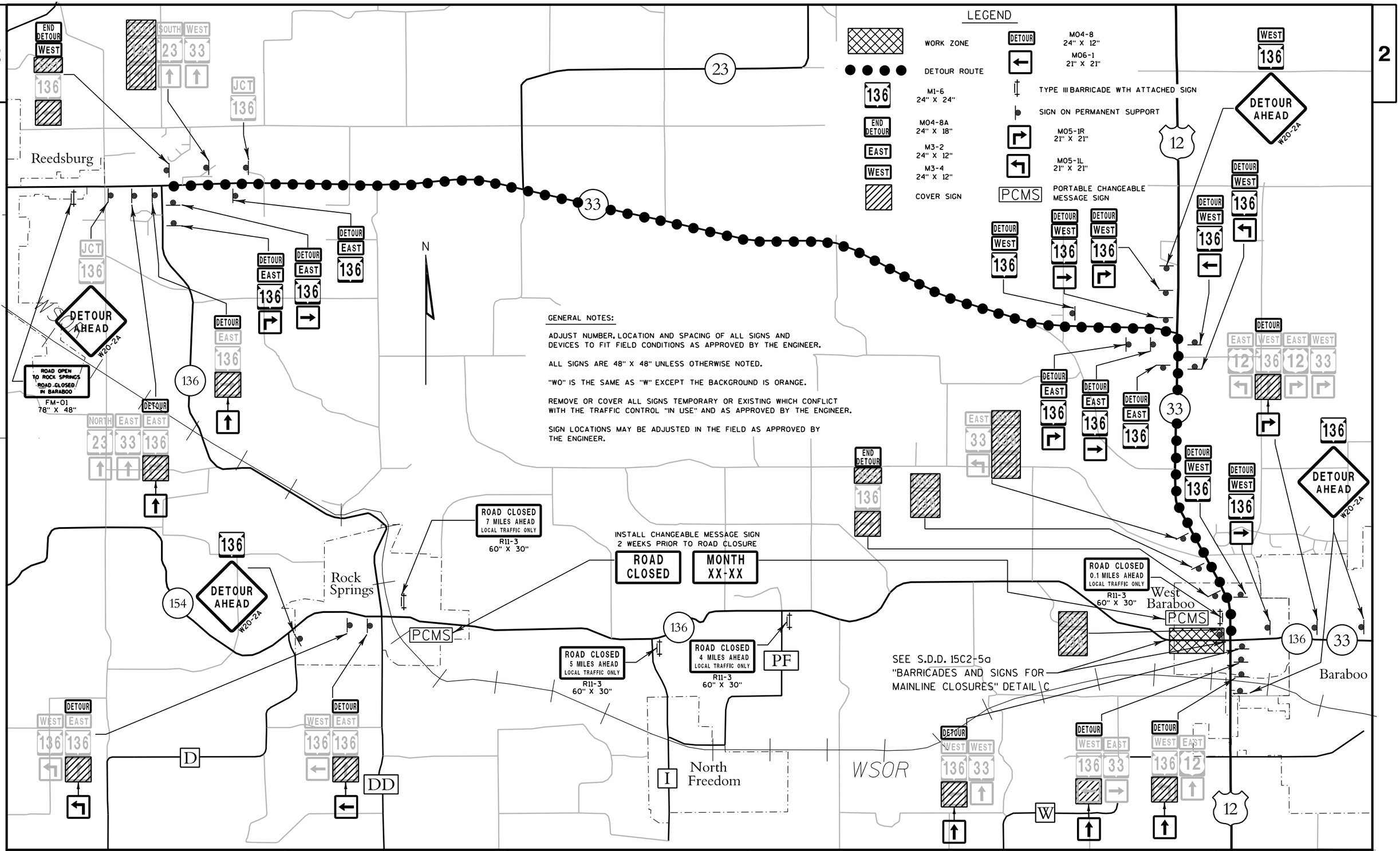
PROJECT NO:1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW	SHEET 227	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\027001_DT(OVERVIEW).DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:400 FT

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW	SHEET 228	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL DETOUR PLAN (STH 136)	SHEET E

FILE NAME : G:\WDOTSW\SW12023\dgn\027001_dt_sth136.dgn PLOT DATE : 9/2/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

GENERAL NOTES:

ADJUST NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AND AS APPROVED BY THE ENGINEER.

SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD AS APPROVED BY THE ENGINEER.

N

2

Rock Springs

West Baraboo

Baraboo

North Freedom

La Rue

Devils L.

ROAD CLOSED 0.1 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

SEE S.D.D. 15C2-5a "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C

INSTALL CHANGEABLE MESSAGE SIGN 2 WEEKS PRIOR TO ROAD CLOSURE

ROAD CLOSED

MONTH XX-XX

LEGEND

- WORK ZONE
- DETOUR ROUTE
- M1-5A 24" X 24"
- M04-8A 24" X 18"
- M04-8 24" X 12"
- M06-1 21" X 21"
- M06-6 21" X 21"
- COVER SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- M05-1R 21" X 21"
- M05-1L 21" X 21"
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL DETOUR PLAN (CTH W)	SHEET 230 E

2

2

N

STA. 326+67EB, 245' LT

STA. 322+66EB, 158' LT

STA. 322+24EB, 95' LT

R/W

SCALE

SCALE

314WB 316WB 318WB 320WB 322WB 324WB 326WB

USH 12 (WB)

INSTALL 3-FT CHAIN LINK GATES

314EB 316EB 318EB 320EB 322EB 324EB 326EB

USH 12 (EB)

MATCH LINE STA. 328+00EB

STA. 321+31EB, 36' RT

STA. 323+47EB, 92' RT

STA. 320+10EB, 168' RT

R/W

STA. 327+85EB, 193' RT

TERRYTOWN ROAD

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 231	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027101_FN.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

2

N

STA. 334+80EB, 182' LT

STA. 336+55EB, 198' LT

STA. 337+38EB, 207' LT

STA. 329+93EB, 180' LT

R/W

STA. 332+53EB, 168' LT

STA. 338+90EB, 227' LT

STA. 334+77EB, 167' LT

STA. 336+99EB, 166' LT

STA. 328+95EB, 214' LT

STA. 336+86EB, 166' LT

STA. 337+01EB, 132' LT

STA. 336+84EB, 132' LT

C-56-2032

MATCH LINE STA. 328+00EB

330WB

332WB

334WB

336WB

338WB

USH 12 (WB)

340B

342B

340WB

342WB

330EB

332EB

334EB

336EB

338EB

USH 12 (EB)

340EB

342EB

MATCH LINE STA. 343+00EB

STA. 333+18EB, 74' RT

STA. 336+84EB, 79' RT

STA. 337+01EB, 77' RT

STA. 336+85EB, 114' RT

STA. 337+00EB, 114' RT

STA. 330+93EB, 97' RT

STA. 328+44EB, 193' RT

STA. 334+22EB, 97' RT

STA. 334+92EB, 117' RT

R/W

STA. 337+26EB, 140' RT

STA. 336+64EB, 135' RT

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 232	E

2

2

SIGN

TANKS

W

N

R/W

STA. 343+87EB, 237' LT

344B 346B 348B 350B 352B 354B STH 136 WB ON-RAMP 356B 358B

344WB 346WB 348WB 350WB 352WB USH 12 (WB) 354WB 356WB

344EB 346EB 348EB 350EB 352EB USH 12 (EB) 354EB 356EB

345A 346A 348A 350A 352A STH 136 EB OFF-RAMP 354A 356A 358A

MATCH LINE STA. 343+00EB

MATCH LINE STA. 358+00EB

STA. 345+86EB, 137' RT

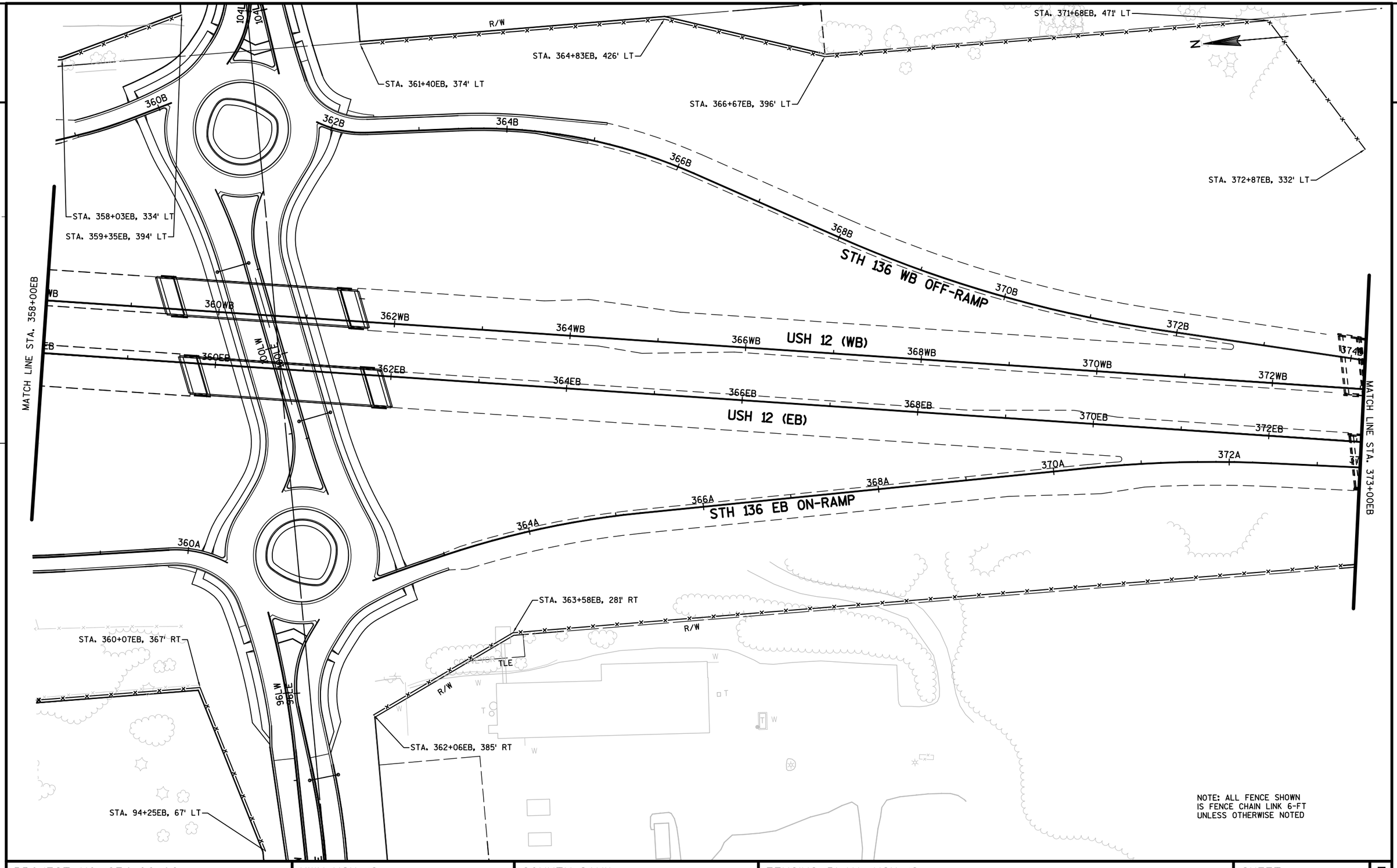
STA. 349+85EB, 177' RT

R/W

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 233	E

2



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 234	E

2

2

N

MATCH LINE STA. 373+00EB

MATCH LINE STA. 388+00EB

374B

373A

374WB 376WB 378WB 380WB 382WB 384WB 386WB

374EB 376EB 378EB 380EB 382EB 384EB 386EB

USH 12 WB

USH 12 EB

INSTALL 3-FT CHAIN LINK GATES

STA. 373+37EB, 135' RT

STA. 380+52EB, 158' LT

STA. 381+07EB, 152' RT

STA. 384+56EB, 159' LT

STA. 385+97EB, 152' RT

STA. 387+09EB, 147' LT

STA. 387+57EB, 152' RT

R/W

R/W

HATCHERY ROAD

HATCHERY ROAD

702HR

700HR

698HR

696HR

694HR

CHURCH

HSE

GAR

ANT.

TLE

TLE

TLE

BARABOO

WISCONSIN & SOUTHERN RAILROAD

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 235	E

2

2

MATCH LINE STA. 388+00EB

MATCH LINE STA. 403+00EB

N

STA. 393+72EB, 217' LT

TLE

R/W

USH 12 WB

388WB 390WB 392WB 394WB 396WB 398WB 400WB 402WB

398D CTH W WB ON-RAMP 400D 402D

388EB 390EB 392EB 394EB 396EB 398EB 400EB 402EB

USH 12 EB

398C 400C 402C

CTH W EB OFF-RAMP

STA. 392+81EB, 152' RT

STA. 394+83EB, 170' RT

R/W

STA. 400+82EB, 222' RT

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 236	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027101_FN.DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

STA. 413+78EB, 468' LT

STA. 410+83EB, 327' LT

STA. 413+82EB, 415' LT

R/W

STA. 403+81EB, 217' LT

414D

410D CTH W WB. ON-RAMP 412D

408D

406D

404D

204MW

204WE

TLE

STA. 415+77EB, 428' LT

R/W

STA. 415+88EB, 377' LT

CTH W WB. OFF-RAMP 41

B-56-210

MATCH LINE STA. 403+00EB

404WB

406WB

408WB

410WB

USH 12 (WB)

412WB

414WB

416WB

200MW

200WE

404EB

406EB

408EB

410EB

412EB

414EB

416EB

USH 12 (EB)

B-56-209

MATCH LINE STA. 418+00EB

404C

406C

408C

CTH W EB OFF-RAMP

410C

412C

414C

418C

CTH W EB ON-RAMP

STA. 404+85EB, 209' RT

STA. 414+14EB, 382' RT

STA. 410+93EB, 210' RT

R/W

R/W

STA. 416+58EB, 323' RT

STA. 414+23EB, 434' RT

196WW

196WE

CTH W (WB)

CTH W (EB)

STA. 415+67EB, 468' RT

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 237	E

2

2

STA. 419+10EB, 377' LT

R/W

STA. 427+86EB, 177' LT

STA. 432+61EB, 142' LT

N

420D

422D

424D

CTH W WB OFF-RAMP

426D

428D

430D

431D

MATCH LINE STA. 418+00EB

420WB

422WB

USH 12 (WB)

424WB

426WB

428WB

430WB

432WB

420EB

422EB

424EB

426EB

428EB

430EB

432EB

USH 12 (EB)

MATCH LINE STA. 433+00EB

430C

432C

433C

428C

426C

424C

422C

CTH W WB OFF-RAMP

420C

STA. 424+86EB, 146' RT

R/W

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 238	E

2

2

N

R/W

6-FT CHAIN LINK FENCE 8-FT CHAIN LINK FENCE

STA. 440+00EB, 142' LT

STA. 440+36EB, 142' LT

MATCH LINE STA. 433+00EB

434WB 436WB 438WB 440WB USH 12 (WB) 442WB 444WB 446WB

434EB 436EB 438EB 440EB 442EB 444EB 446EB

USH 12 (EB)

MATCH LINE STA. 448+00EB

STA. 440+00EB, 148' RT

R/W

6-FT CHAIN LINK FENCE 8-FT CHAIN LINK FENCE

NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 239	E

2

2

N

PLE

PLE

STA. 454+43EB, 207' LT

STA. 453+43EB, 207' LT

STA. 457+90EB, 207' LT

STA. 458+90EB, 207' LT

8-FT CHAIN LINK FENCE

R/W

8-FT CHAIN LINK FENCE | 4-FT CHAIN LINK FENCE

4-FT CHAIN LINK FENCE | 8-FT CHAIN LINK FENCE

R/W

8-FT CHAIN LINK FENCE

STA. 448+11EB, 207' LT

MATCH LINE STA. 448+00EB

MATCH LINE STA. 463+00EB

WB 450WB USH 12 (WB) 452WB 454WB 456WB 458WB 460WB 462WB

EB 450EB 452EB 454EB 456EB 458EB 460EB 462EB

USH 12 (EB)

8-FT CHAIN LINK FENCE

8-FT CHAIN LINK FENCE | 4-FT CHAIN LINK FENCE

R/W

STA. 453+85EB, 157' RT

STA. 454+85EB, 157' RT

STA. 458+40EB, 187' RT

4-FT CHAIN LINK FENCE | 8-FT CHAIN LINK FENCE

8-FT CHAIN LINK FENCE

R/W

STA. 459+40EB, 187' RT

PLE

NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 240	E

2

2

N

GASSER ROAD

304GR

302GR

STA. 467+02EB, 209' LT

STA. 469+10EB, 197' LT

R/W

R/W

6-FT CHAIN LINK FENCE

8-FT CHAIN LINK FENCE

STA. 468+29EB, 139' LT

STA. 467+88EB, 139' LT

USH 12 (WB)

464WB 466WB 468WB 470WB 472WB 474WB 476WB

INSTALL 3-FT CHAIN LINK GATES

MATCH LINE STA. 463+00EB

MATCH LINE STA. 478+00EB

300GR

468EB 470EB 472EB 474EB 476EB

464EB 466EB

B-56-213

USH 12 (EB)

STA. 467+92EB, 91' RT

STA. 468+34EB, 90' RT

6-FT CHAIN LINK FENCE

STA. 468+41EB, 151' RT

STA. 468+58EB, 185' RT

STA. 466+85EB, 185' RT

8-FT CHAIN LINK FENCE

298GR

R/W

STA. 468+69EB, 216' RT

STA. 471+84EB, 219' RT

STA. 468+78EB, 274' RT

STA. 469+00EB, 329' RT

STA. 470+56EB, 269' RT

STA. 472+94EB, 186' RT

STA. 474+25EB, 158' RT

STA. 475+63EB, 144' RT

STA. 476+65EB, 144' RT

STA. 477+75EB, 153' RT

22CR

24CR

26CR

28CR

30CR

COWLES ROAD

R/W

296GR

RUINS

RUINS

WM

STA. 469+57EB, 309' RT

NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 241	E

2

2

N

TLE

STA. 489+42EB, 312' LT

R/W

STA. 480+85EB, 202' LT

STA. 483+86EB, 322' LT

STA. 485+08EB, 313' LT

STA. 485+08EB, 323' LT

MATCH LINE STA. 478+00EB

480WB 482WB 484WB USH 12 (WB) 486WB 488WB 490WB 492WB

480EB 482EB 484EB USH 12 (EB) 486EB 488EB 490EB 492EB

MATCH LINE STA. 493+00EB

STA. 480+06EB, 97' RT

STA. 483+61EB, 97' RT

STA. 478+46EB, 164' RT

R/W

STA. 487+86EB, 222' RT

STA. 491+85EB, 222' RT

18CR

COWLES ROAD

18CR

STA. 479+15EB, 184' RT

R/W

STA. 480+06EB, 215' RT

14CR

NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 242	E

2

2

N

PLE

PLE

STA. 494+55EB, 145' LT

STA. 501+43EB, 132' LT
STA. 500+99EB, 102' LT
STA. 500+82EB, 102' LT
STA. 500+41EB, 133' LT

6-FT CHAIN LINK FENCE/8-FT CHAIN LINK FENCE

R/W

STA. 502+63EB, 126' LT

MATCH LINE STA. 493+00EB

MATCH LINE STA. 508+00EB

494WB
496WB
498WB
500WB
502WB
USH 12 (WB)
504WB
506WB

494EB
496EB
498EB
500EB
502EB
504EB
506EB

USH 12 (EB)

6-FT CHAIN LINK FENCE/8-FT CHAIN LINK FENCE

STA. 507+91EB, 97' RT

STA. 500+79EB, 61' RT
STA. 500+36EB, 121' RT

STA. 500+99EB, 61' RT
STA. 501+37EB, 122' RT

STA. 494+48EB, 109' RT

R/W

TLE

STA. 503+38EB, 137' RT

TLE

NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 243	E

2

2

TLE

SIGN

SIGN

SIGN

SIGN

TLE

N

STA. 508+92EB, 152' LT

STA. 514+48EB, 162' LT

8-FT CHAIN LINK FENCE

R/W

EXISTING USH 12

MATCH LINE STA. 508+00EB

508WB

510WB

USH 12 (WB)

512WB

514WB

516WB

518WB

520WB

522WB

510EB

USH 12 (EB)

512EB

514EB

516EB

518EB

520EB

522EB

8-FT CHAIN LINK FENCE

STA. 512+96EB, 98' RT

STA. 515+56EB, 97' RT

R/W

TLE

TLE

T

W

ANT.

W

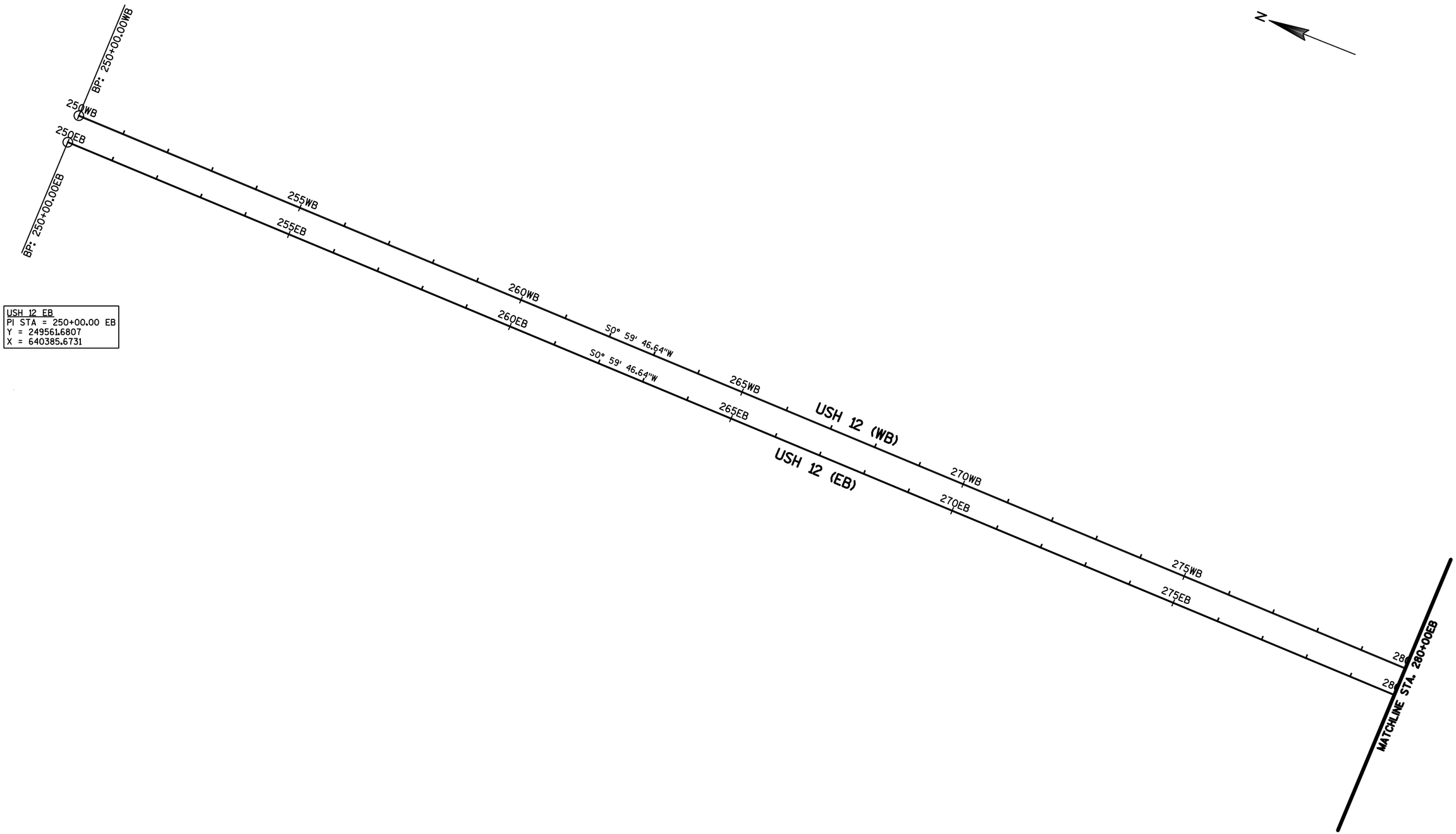
NOTE: ALL FENCE SHOWN
IS FENCE CHAIN LINK 6-FT
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 244	E

2

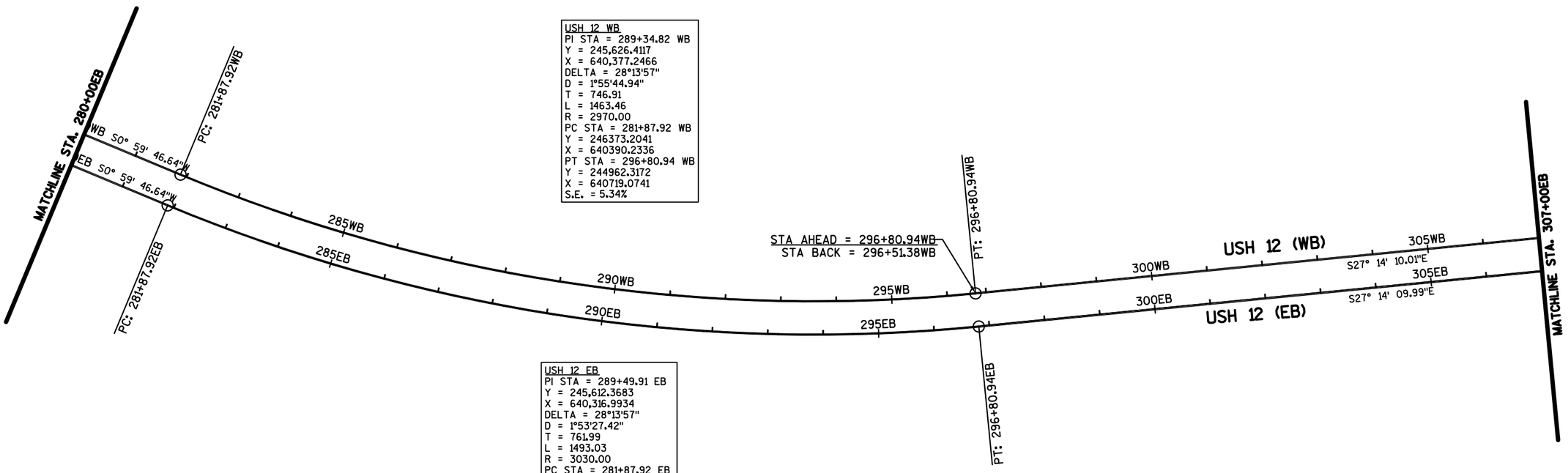
USH 12 WB
PI STA = 250+00.00 WB
Y = 249560.6375
X = 640445.6640

USH 12 EB
PI STA = 250+00.00 EB
Y = 249561.6807
X = 640385.6731



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 245	E

2



USH 12 WB
PI STA = 289+34.82 WB
Y = 245,626.4117
X = 640,377.2466
DELTA = 28°13'57"
D = 1°55'44.94"
T = 746.91
L = 1463.46
R = 2970.00
PC STA = 281+87.92 WB
Y = 246373.2041
X = 640390.2336
PT STA = 296+80.94 WB
Y = 244962.3172
X = 640719.0741
S.E. = 5.34%

USH 12 EB
PI STA = 289+49.91 EB
Y = 245,612.3683
X = 640,316.9934
DELTA = 28°13'57"
D = 1°53'27.42"
T = 761.99
L = 1493.03
R = 3030.00
PC STA = 281+87.92 EB
Y = 246374.2473
X = 640330.2427
PT STA = 296+80.94 EB
Y = 244934.8578
X = 640665.7264
S.E. = 5.30%

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 246	E

2

N

USH 12 WB
PI STA = 337+58.92 WB
Y = 241,336.4717
X = 642,585.3955
DELTA = 36°05'51"
D = 0°57'00.63"
T = 1964.94
L = 3799.02
R = 6030.02
PC STA = 317+93.98 WB
Y = 243083.5532
X = 641686.1251
PT STA = 355+55.20 WB
Y = 239394.9868
X = 642282.7120
S.E. = 3.19%

USH 12 EB
PI STA = 337+39.37 EB
Y = 241,326.3960
X = 642,523.0996
DELTA = 36°05'51"
D = 0°57'35.01"
T = 1945.39
L = 3761.22
R = 5970.02
PC STA = 317+93.98 EB
Y = 243056.0933
X = 641632.7775
PT STA = 355+55.20 EB
Y = 239404.2297
X = 642223.4280
S.E. = 3.30%

MATCHLINE STA. 307+00EB

PC: 317+93.98WB

PC: 317+93.98EB

310WB

S27° 14' 10.01"E

315WB

320WB

325WB

USH 12 (WB)

330WB

335WB

310EB

S27° 14' 09.99"E

315EB

320EB

325EB

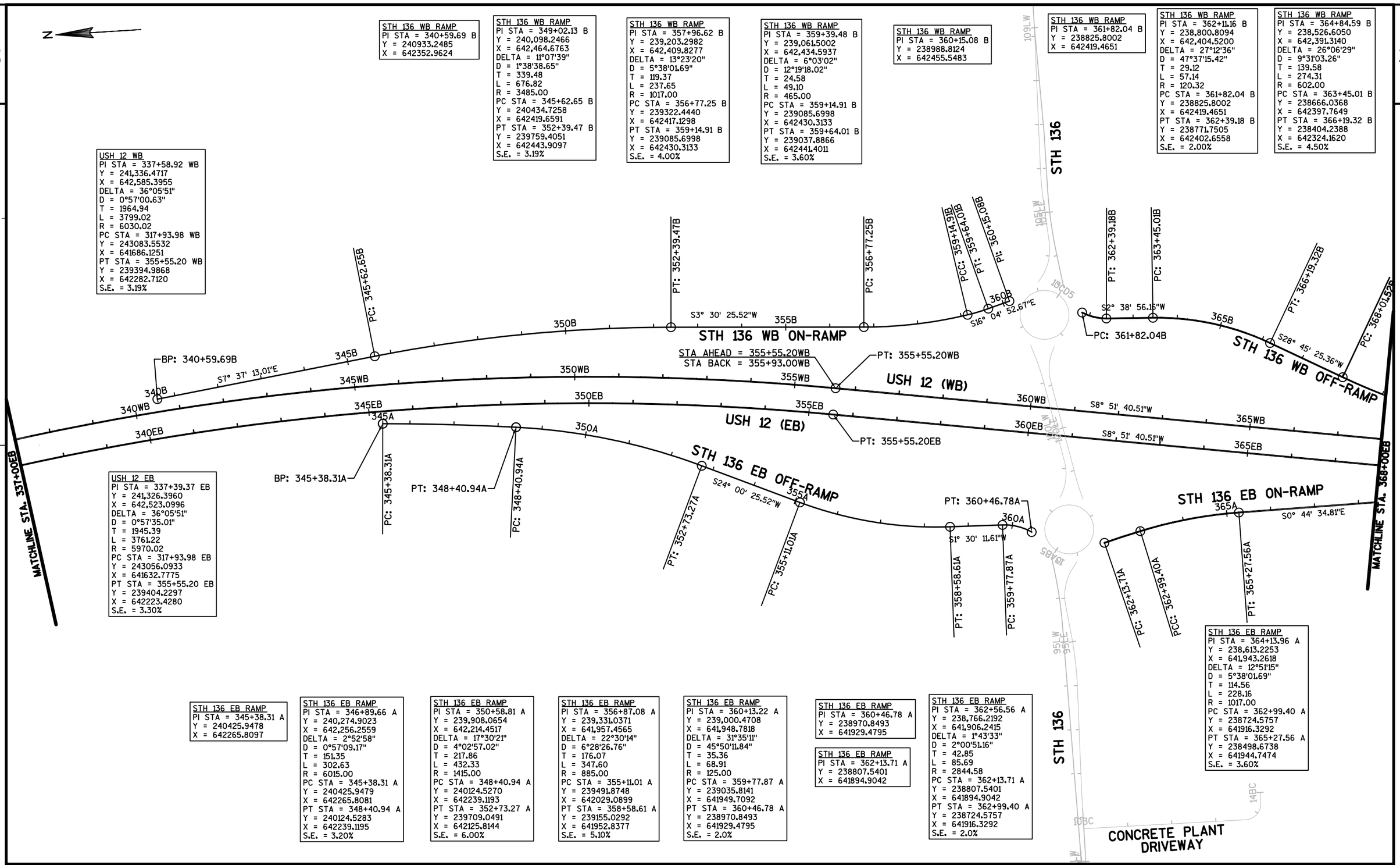
USH 12 (EB)

330EB

335EB

MATCHLINE STA. 337+00EB

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 247	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 248	E

2

STH 136 WB RAMP
PI STA = 369+91.85 B
Y = 238,077.6562
X = 642,144.9404
DELTA = 15°19'19"
D = 4°02'57.02"
T = 190.33
L = 378.39
R = 1415.00
PC STA = 368+01.52 B
Y = 238244.5151
X = 642236.5090
PT STA = 371+79.91 B
Y = 237892.5320
X = 642100.7174
S.E. = 5.20%

STH 136 WB RAMP
PI STA = 374+76.10 B
Y = 237604.4531
X = 642031.9004

HATCHERY ROAD
PI STA = 720+49.39 HR
Y = 236302.2246
X = 643818.9219

CTH W WB RAMP
PI STA = 398+12.99 D
Y = 235199.6229
X = 641661.5337

N

705HR

PT: 371+79.91B

EP: 374+76.10B

BP: 398+12.99D

370B

S13° 26' 06.68"W

374B

398D

MATCHLINE STA. 368+00EB

370WB 375WB 380WB USH 12 (WB) 385WB 390WB S8° 51' 40.51"W 395WB

370EB 375EB 380EB 385EB 390EB S8° 51' 40.51"W 395EB

USH 12 (EB)

700HR

MATCHLINE STA. 399+00EB

370A

S0° 44' 34.81"E

373A

S7° 42' 56.07"W

PC: 370+38.73A

PT: 372+47.63A

EP: 373+48.92A

HATCHERY ROAD

PI: 695+06.20HR

695HR

STH 136 EB RAMP
PI STA = 371+43.37 A
Y = 237,882.9165
X = 641,952.7329
DELTA = 8°27'31"
D = 4°02'57.02"
T = 104.64
L = 208.90
R = 1415.00
PC STA = 370+38.73 A
Y = 237987.5461
X = 641951.3760
PT STA = 372+47.63 A
Y = 237779.2254
X = 641938.6846
S.E. = 6.0%

STH 136 EB RAMP
PI STA = 373+48.92 A
Y = 237678.8457
X = 641925.0850

HATCHERY ROAD
PI STA = 695+06.20 HR
Y = 236297.0986
X = 641275.7324

HATCHERY ROAD
PI STA = 667+77.18 HR
Y = 236296.5068
X = 638546.7179

690HR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 249	E

2

N

COMMERCE COURT

COMMERCE DRIVEWAY

CTH W

CTH W WB RAMP
PI STA = 402+09.65 D
Y = 234,807.0225
X = 641,604.8115
DELTA = 8°09'58"
D = 1°54'01.29"
T = 215.22
L = 429.72
R = 3015.00
PC STA = 399+94.43 D
Y = 235020.2987
X = 641633.7066
PT STA = 404+24.15 D
Y = 234591.8044
X = 641606.5044
S.E. = 5.30%

CTH W WB RAMP
PI STA = 412+84.50 D
Y = 233,731.4785
X = 641,613.2715
DELTA = 10°54'42"
D = 4°55'05.13"
T = 111.27
L = 221.87
R = 1165.00
PC STA = 411+73.23 D
Y = 233842.7462
X = 641612.3963
PT STA = 413+95.10 D
Y = 233622.3882
X = 641635.1935
S.E. = 3.30%

CTH W WB RAMP
PI STA = 414+52.67 D
Y = 233565.9448
X = 641646.5359

CTH W WB RAMP
PI STA = 416+09.15 D
Y = 233409.8376
X = 641626.3826

CTH W WB RAMP
PI STA = 416+47.07 D
Y = 233,378.5027
X = 641,605.0192
DELTA = 38°22'08"
D = 52°33'53.77"
T = 37.92
L = 72.99
R = 109.00
PC STA = 416+09.15 D
Y = 233409.8376
X = 641626.3826
PT STA = 416+82.14 D
Y = 233340.6744
X = 641607.7198
S.E. = 2.00%

CTH W WB RAMP
PI STA = 418+74.69 D
Y = 233,148.6123
X = 641,621.4316
DELTA = 14°38'22"
D = 6°21'58.31"
T = 115.61
L = 229.95
R = 900.00
PC STA = 417+59.08 D
Y = 233263.9257
X = 641613.1992
PT STA = 419+89.04 D
Y = 233034.9619
X = 641600.2532
S.E. = 3.80%

CTH W WB RAMP
PI STA = 427+21.06 D
Y = 232,315.3320
X = 641,466.1523
DELTA = 6°29'52"
D = 4°02'57.02"
T = 80.32
L = 160.47
R = 1415.00
PC STA = 426+40.73 D
Y = 232394.2935
X = 641480.8666
PT STA = 428+01.20 D
Y = 232235.2127
X = 641460.4681
S.E. = 5.20%

USH 12 WB
PI STA = 413+16.71 WB
Y = 233,702.2461
X = 641,395.1963
DELTA = 9°22'26"
D = 0°43'08.03"
T = 653.42
L = 1303.93
R = 7969.95
PC STA = 406+63.29 WB
Y = 234347.8698
X = 641495.8510
PT STA = 419+77.05 WB
Y = 233048.8494
X = 641401.0428
S.E. = 2.51%

MATCHLINE STA. 399+00EB

MATCHLINE STA. 430+00EB

PC: 399+94.43D

PT: 404+24.15D

PC: 411+73.23D

PT: 413+95.10D

PT: 414+52.67D

PT: 416+82.14D

PC: 417+59.08D

PT: 419+89.04D

CTH W WB ON-RAMP

CTH W WB OFF-RAMP

400D

405D

410D

420D

425D

430

S0° 27' 02.39"E

S11° 21' 44.65"E

S4° 05' 01.10"E

S10° 33' 20.97"W

S4° 03' 29.33"W

PC: 416+09.15D

PC: 426+40.73D

PT: 428+01.20D

400WB

405WB

410WB

415WB

420WB

425WB

430WB

S8° 51' 40.51"W

PC: 406+63.29WB

STA AHEAD = 419+77.05WB
STA BACK = 419+67.22WB

PT: 419+77.05WB

S0° 30' 45.59"E

400EB

399C

400C

405EB

410EB

415EB

420EB

425EB

430EB

430C

USH 12 (WB)

USH 12 (EB)

S0° 30' 45.61"E

PT: 419+77.05EB

BP: 399+90.99C

S13° 26' 06.42"W

PC: 402+94.30C

405C

PT: 404+51.25C

CTH W EB OFF-RAMP

S19° 47' 25.43"W

410C

PC: 409+94.21C

PT: 414+89.36C

S0° 09' 11.75"W

PT: 413+11.24C

PCC: 414+31.70C

PC: 414+01.79C

S8° 28' 43.65"E

425C

CTH W EB ON-RAMP

420C

S12° 58' 17.42"E

PI: 416+45.59C

PC: 417+97.59C

PT: 419+16.54C

PT: 430+79.06C

PC: 427+20.16C

USH 12 EB
PI STA = 413+21.63 EB
Y = 233,706.6260
X = 641,335.1543
DELTA = 9°22'26"
D = 0°42'48.66"
T = 658.35
L = 1313.76
R = 8030.06
PC STA = 406+63.28 EB
Y = 234357.1193
X = 641436.5682
PT STA = 419+77.05 EB
Y = 233048.3011
X = 641341.0450
S.E. = 2.50%

CTH W EB RAMP
PI STA = 399+90.99 C
Y = 235042.2900
X = 641515.0498

CTH W EB RAMP
PI STA = 403+72.86 C
Y = 234,670.8730
X = 641,426.3252
DELTA = 6°21'19"
D = 4°02'57.02"
T = 78.56
L = 156.95
R = 1415.00
PC STA = 402+94.30 C
Y = 234747.2801
X = 641444.5774
PT STA = 404+51.25 C
Y = 234596.9560
X = 641399.7274
S.E. = 6.00%

CTH W EB RAMP
PI STA = 411+54.29 C
Y = 233,935.4404
X = 641,161.6924
DELTA = 19°38'14"
D = 6°11'38.90"
T = 160.08
L = 317.03
R = 925.00
PC STA = 409+94.21 C
Y = 234086.0703
X = 641215.8940
PT STA = 413+11.24 C
Y = 233775.3561
X = 641161.2645
S.E. = 5.00%

CTH W EB RAMP
PI STA = 414+16.76 C
Y = 233,669.8365
X = 641,160.9822
DELTA = 5°18'21"
D = 17°44'19.07"
T = 14.97
L = 29.91
R = 323.00
PC STA = 414+01.79 C
Y = 233684.8028
X = 641161.0223
PT STA = 414+31.70 C
Y = 233654.9381
X = 641159.5584
S.E. = N/A

CTH W EB RAMP
PI STA = 414+61.17 C
Y = 233,625.6014
X = 641,156.7547
DELTA = 29°14'03"
D = 50°42'15.23"
T = 29.47
L = 57.66
R = 113.00
PC STA = 414+31.70 C
Y = 233654.9381
X = 641159.5584
PT STA = 414+89.36 C
Y = 233601.3705
X = 641139.9807
S.E. = N/A

CTH W EB RAMP
PI STA = 414+89.36 C
Y = 233601.3705
X = 641139.9807

CTH W EB RAMP
PI STA = 416+45.59 C
Y = 233447.1079
X = 641109.2119

CTH W EB RAMP
PI STA = 418+57.10 C
Y = 233,241.0010
X = 641,156.6875
DELTA = 4°29'34"
D = 3°46'36.89"
T = 59.51
L = 118.95
R = 1517.00
PC STA = 417+97.59 C
Y = 233298.9890
X = 641143.3303
PT STA = 419+16.54 C
Y = 233182.1449
X = 641165.4613
S.E. = 2.20%

CTH W EB RAMP
PI STA = 428+99.82 C
Y = 232,209.6113
X = 641,310.4395
DELTA = 6°49'13"
D = 1°54'01.29"
T = 179.66
L = 358.90
R = 3015.00
PC STA = 427+20.16 C
Y = 232387.3084
X = 641283.9497
PT STA = 430+79.06 C
Y = 232030.0259
X = 641315.6391
S.E. = 4.30%

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 250	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027201_AD.DWG PLOT DATE : 5/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

2

N

CTH W WB RAMP
PI STA = 431+04.16 D
Y = 231933.0120
X = 641439.0280

EP: 431+04.16D

431D

MATCHLINE STA. 430+00EB

435WB 440WB 445WB S0° 30' 45.59"E 450WB 455WB 460WB

USH 12 (WB)

435EB 440EB 445EB S0° 30' 45.61"E 450EB 455EB 460EB

USH 12 (EB)

MATCHLINE STA. 461+00EB

S1° 39' 30.48"E

433C

EP: 433+54.92C

CTH W EB RAMP
PI STA = 433+54.72 C
Y = 231754.4819
X = 641323.6172

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 251	E

N

USH 12 WB
PI STA = 469+14.03 WB
Y = 228,112.0626
X = 641,445.2168
DELTA = 5°45'00"
D = 0°42'48.64"
T = 403.27
L = 805.87
R = 8030.11
PC STA = 465+10.76 WB
Y = 228515.3206
X = 641441.6085
PT STA = 473+10.61 WB
Y = 227710.4722
X = 641408.4054
S.E. = 2.49%

USH 12 WB
PI STA = 481+05.08 WB
Y = 226,919.3145
X = 641,335.8848
DELTA = 5°45'00"
D = 0°43'08.16"
T = 400.24
L = 799.80
R = 7969.56
PC STA = 477+04.85 WB
Y = 227317.8792
X = 641372.4188
PT STA = 485+10.68 WB
Y = 226519.0948
X = 641339.4661
S.E. = 2.51%

HEUER DRIVEWAY
PI STA = 10+00.00 HD
Y = 226526.0332
X = 641637.5186

HEUER DRIVEWAY
PI STA = 10+61.96 HD
Y = 226,473.3613
X = 641,604.8857
DELTA = 32°17'35"
D = 76°23'39.74"
T = 21.71
L = 42.27
R = 75.00
PC STA = 10+40.25 HD
Y = 226491.8195
X = 641616.3215
PT STA = 10+82.52 HD
Y = 226451.6486
X = 641605.0800
S.E. = N/A

HEUER DRIVEWAY
PI STA = 11+79.98 HD
Y = 226,354.1934
X = 641,605.9521
DELTA = 71°31'06"
D = 76°23'39.74"
T = 54.01
L = 93.62
R = 75.00
PC STA = 11+25.97 HD
Y = 226408.2018
X = 641605.4688
PT STA = 12+19.59 HD
Y = 226337.5311
X = 641657.3284
S.E. = N/A

HEUER DRIVEWAY
PI STA = 11+79.98 HD
Y = 226,354.1934
X = 641,605.9521
DELTA = 71°31'06"
D = 76°23'39.74"
T = 54.01
L = 93.62
R = 75.00
PC STA = 11+25.97 HD
Y = 226408.2018
X = 641605.4688
PT STA = 12+19.59 HD
Y = 226337.5311
X = 641657.3284
S.E. = N/A

HEUER DRIVEWAY
PI STA = 12+85.15 HD
Y = 226317.3047
X = 641719.6943

305GR
305GS
GASSER ROAD
SNOWMOBILE TRAIL

PC: 465+10.76WB
PT: 473+10.61WB
PC: 477+04.85WB
STA AHEAD = 473+10.61WB
STA BACK = 473+16.63WB
S0° 30' 45.59"E
S5° 14' 14.36"W
465WB
470WB
475WB
480WB
485WB
490WB
PT: 485+10.68WB
STA AHEAD = 485+10.68WB
STA BACK = 485+04.65WB
S0° 30' 45.70"E
USH 12 (WB)

S31° 46' 48.89"W
S72° 01' 52.22"E
S0° 30' 45.77"E
10HD
120'
EP: 12+85.15HD
PT: 12+19.59HD
BP: 10+00.00HD
PC: 10+40.25HD
PT: 10+82.52HD
PC: 11+25.97HD

MATCHLINE STA. 461+00EB
MATCHLINE STA. 492+00EB

S0° 30' 45.61"E
S5° 14' 14.39"W
465EB
470EB
475EB
480EB
485EB
490EB
S0° 30' 45.61"E
USH 12 (EB)

PT: 473+10.61EB
PC: 465+10.73EB
PC: 477+04.80EB
PT: 485+10.68EB

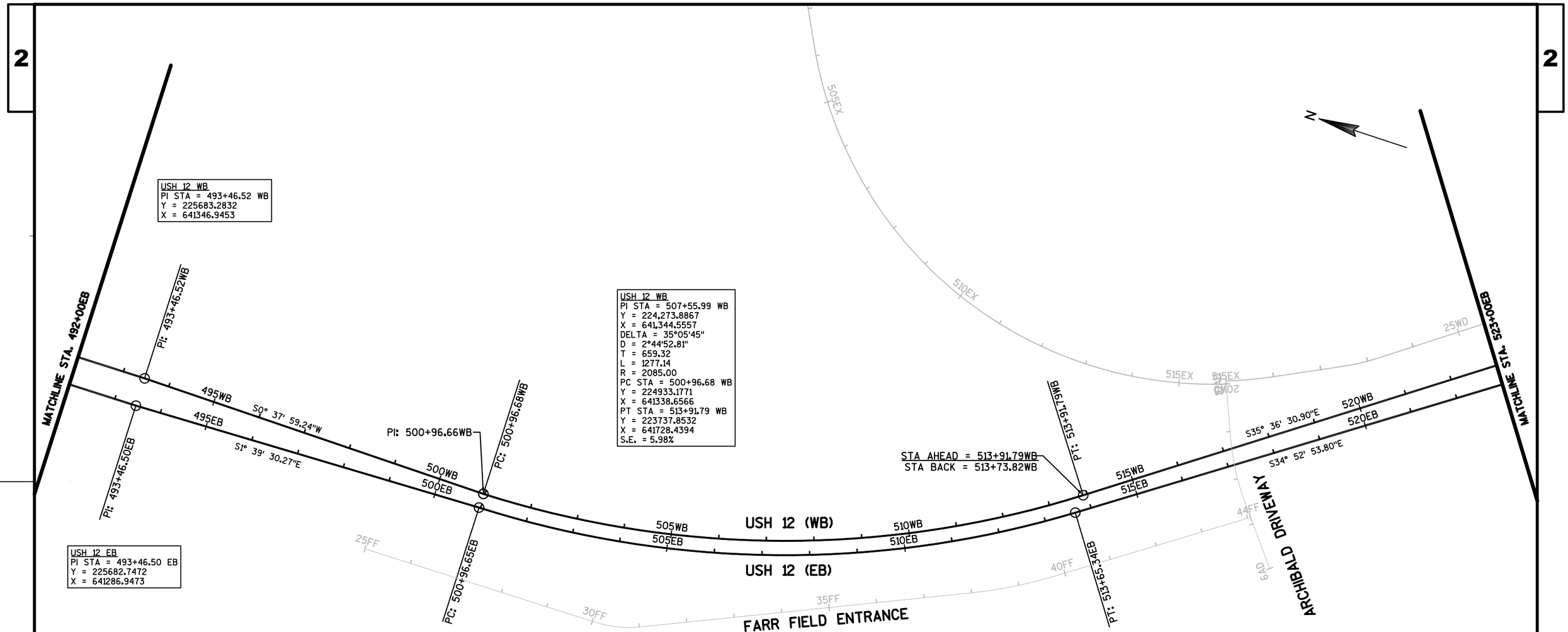
GASSER ROAD
COWLES ROAD
25CR
20CR
29SGR
30CR
15CR
13CR
295GR
290GR

USH 12 EB
PI STA = 469+11.00 EB
Y = 228,114.5391
X = 641,385.1924
DELTA = 5°45'00"
D = 0°43'07.89"
T = 400.28
L = 799.88
R = 7970.38
PC STA = 465+10.73 EB
Y = 228514.7988
X = 641381.6109
PT STA = 473+10.61 EB
Y = 227715.9344
X = 641348.6546
S.E. = 2.60%

USH 12 EB
PI STA = 481+08.08 EB
Y = 226,921.7930
X = 641,275.8604
DELTA = 5°45'00"
D = 0°42'48.64"
T = 403.28
L = 805.88
R = 8030.13
PC STA = 477+04.80 EB
Y = 227323.3855
X = 641312.6720
PT STA = 485+10.68 EB
Y = 226518.5329
X = 641279.4687
S.E. = 2.50%

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 252	E

2



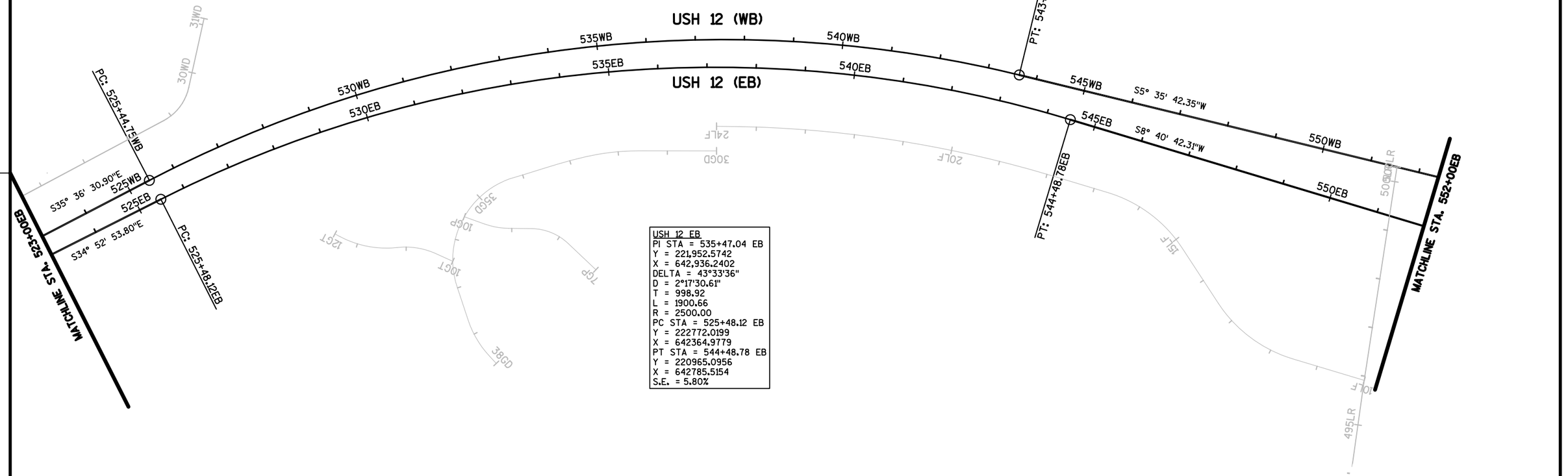
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 253	E

2

2

USH 12 WB
PI STA = 534+95.81 WB
Y = 222,027.2578
X = 642,953.4932
DELTA = 41°12'13"
D = 2°15'52.75"
T = 951.06
L = 1819.43
R = 2530.00
PC STA = 525+44.75 WB
Y = 222800.4807
X = 642399.7447
PT STA = 543+64.17 WB
Y = 221080.7311
X = 642860.7672
S.E. = 5.74%

USH 12 EB
PI STA = 535+47.04 EB
Y = 221,952.5742
X = 642,936.2402
DELTA = 43°33'36"
D = 2°17'30.61"
T = 998.92
L = 1900.66
R = 2500.00
PC STA = 525+48.12 EB
Y = 222772.0199
X = 642364.9779
PT STA = 544+48.78 EB
Y = 220965.0956
X = 642785.5154
S.E. = 5.80%



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 254	E

2

2

N

USH 12 WB
PI STA = 565+77.48 WB
Y = 218,877.9727
X = 642,644.9751
DELTA = 12°52'27"
D = 0°42'58.30"
T = 902.59
L = 1797.58
R = 8000.02
PC STA = 556+74.89 WB
Y = 219776.2607
X = 642732.9754
PT STA = 574+57.99 WB
Y = 217982.6585
X = 642759.3349
S.E. = 2.50%

USH 12 EB
PI STA = 561+35.98 EB
Y = 219,297.2168
X = 642,530.9370
DELTA = 15°57'27"
D = 0°57'17.75"
T = 840.97
L = 1671.06
R = 6000.00
PC STA = 552+95.00 EB
Y = 220128.5631
X = 642657.8304
PT STA = 569+66.07 EB
Y = 218463.0196
X = 642637.4903
S.E. = 3.30%

MATCHLINE STA. 552+00EB

PC: 552+95.00EB

PC: 556+74.89WB

S5° 35' 42.35"W

S8° 40' 42.31"W

555WB

555EB

560WB

560EB

565WB

565EB

USH 12 (WB)

USH 12 (EB)

570WB

570EB

575WB

575EB

580WB

580EB

S7° 16' 44.61"E

PT: 569+66.07EB

PT: 574+57.99WB

STA AHEAD = 574+57.99WB
STA BACK = 574+72.46WB

MATCHLINE STA. 581+00EB

605SH

595SH 600SH

10SE

13SE

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 255	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027201_AD.DWG PLOT DATE : 5/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

N

USH 12 WB
PI STA = 582+81.69 WB
Y = 217,165.5988
X = 642,863.6992
DELTA = 3°46'09"
D = 1°25'18.05"
T = 132.61
L = 265.12
R = 4030.14
PC STA = 581+49.08 WB
Y = 217297.1383
X = 642846.8974
PT STA = 584+10.27 WB
Y = 217033.2393
X = 642871.8175
S.E. = 4.38%

USH 12 WB
PI STA = 598+85.78 WB
Y = 215,560.4913
X = 642,962.1498
DELTA = 2°53'13"
D = 0°24'33.26"
T = 352.78
L = 705.42
R = 14000.53
PC STA = 595+33.00 WB
Y = 215912.6128
X = 642940.5521
PT STA = 602+38.42 WB
Y = 215209.9043
X = 643001.4542
S.E. = 2.0%

USH 12 WB
PI STA = 606+94.16 WB
Y = 214,759.1641
X = 643,051.9868
DELTA = 9°02'44"
D = 1°03'52.90"
T = 425.68
L = 849.60
R = 5381.43
PC STA = 602+68.48 WB
Y = 215182.1965
X = 643004.5605
PT STA = 611+18.07 WB
Y = 214333.9363
X = 643032.3139
S.E. = 3.50%

USH 12 WB
PI STA = 611+45.97 WB
Y = 214306.0742
X = 643031.0249

MATCHLINE STA. 581+00EB

PC: 581+49.08WB
PT: 584+10.27WB
STA AHEAD = 584+10.27WB
STA BACK = 584+14.21WB
585WB
590WB S3° 30' 35.59"E
595WB
PC: 595+33.00WB
USH 12 (WB)
STA AHEAD = 602+40.66WB
STA BACK = 602+38.49WB
PT: 602+38.42WB
PC: 602+68.48WB
600WB
S6° 28' 48.26"E
605WB
610WB
PT: 611+18.07WB
EP: 611+45.97WB

PC: 581+49.07EB
PT: 584+10.27EB
585EB
S3° 30' 35.58"E
590EB
PC: 587+85.16EB
595EB
USH 12 (EB)
600EB
S8° 34' 31.64"E
PT: 600+22.92EB
PC: 600+25.42EB
605EB
610EB
PT: 611+42.16EB
EP: 611+44.67EB

USH 12 EB
PI STA = 582+79.72 EB
Y = 217,159.9551
X = 642,803.9326
DELTA = 3°46'09"
D = 1°26'35.01"
T = 130.64
L = 261.19
R = 3970.44
PC STA = 581+49.07 EB
Y = 217289.5462
X = 642787.3797
PT STA = 584+10.27 EB
Y = 217029.5561
X = 642811.9307
S.E. = 4.50%

USH 12 EB
PI STA = 594+04.44 EB
Y = 216,037.2454
X = 642,872.7949
DELTA = 5°03'56"
D = 0°24'33.32"
T = 619.28
L = 1237.75
R = 14000.00
PC STA = 587+85.16 EB
Y = 216655.3636
X = 642834.8821
PT STA = 600+22.92 EB
Y = 215424.8889
X = 642965.1368
S.E. = 3.00%

USH 12 EB
PI STA = 605+85.58 EB
Y = 214,868.5117
X = 643,049.0371
DELTA = 11°13'28"
D = 1°00'18.36"
T = 560.16
L = 1116.74
R = 5700.51
PC STA = 600+25.42 EB
Y = 215422.4112
X = 642965.5104
PT STA = 611+42.16 EB
Y = 214308.9484
X = 643023.1491
S.E. = 3.40%

USH 12 EB
PI STA = 611+44.34 EB
Y = 214306.7669
X = 643023.0482

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 256	E

STH 136 WB
PI STA = 85+37.69 LW
Y = 238,942.8658
X = 640,718.8293

STH 136 EB
PI STA = 80+07.01 LE
Y = 239,251.7607
X = 640,292.8447

STH 136 EB
PI STA = 85+40.70 LE
Y = 238894.2373
X = 640689.0791
DELTA = 42°03'05"
D = 7°17'56"
T = 301.74
L = 576.14
R = 785.00
PC STA = 82+38.96 LE
Y = 239096.3733
X = 640465.0568
PT STA = 88+15.10 LE
Y = 238894.1913
X = 640990.8156
S.E. = N/A

STH 136 EB
PI STA = 85+40.70 LE
Y = 238894.2373
X = 640689.0791
DELTA = 42°03'05"
D = 7°17'56"
T = 301.74
L = 576.14
R = 785.00
PC STA = 82+38.96 LE
Y = 239096.3733
X = 640465.0568
PT STA = 88+15.10 LE
Y = 238894.1913
X = 640990.8156
S.E. = N/A

STH 136 EB
PI STA = 91+57.34 LE
Y = 238894.1391
X = 641333.0508
DELTA = 1°14'02"
D = 1°37'36"
T = 37.92
L = 75.84
R = 3522.00
PC STA = 91+19.41 LE
Y = 238894.1449
X = 641295.1290
PT STA = 91+95.26 LE
Y = 238893.3168
X = 641370.9637
S.E. = N/A

STH 136 WB
PI STA = 96+14.25 LW
Y = 238915.3955
X = 641790.5132
DELTA = 9°07'21"
D = 5°43'46"
T = 79.78
L = 159.22
R = 1000.00
PC STA = 95+34.48 LW
Y = 238913.9780
X = 641710.7488
PT STA = 96+93.69 LW
Y = 238929.4413
X = 641869.0440
S.E. = N/A

STH 136 EB
PI STA = 94+54.26 LE
Y = 238887.7006
X = 641629.9039
DELTA = 8°30'27"
D = 7°21'52"
T = 57.87
L = 115.52
R = 778.00
PC STA = 93+96.39 LE
Y = 238888.9554
X = 641572.0517
PT STA = 95+11.91 LE
Y = 238895.0181
X = 641687.3051
S.E. = N/A

STH 136 EB
PI STA = 96+30.40 LE
Y = 238910.0015
X = 641804.8404
DELTA = 43°29'09"
D = 49°49'21"
T = 45.86
L = 87.28
R = 115.00
PC STA = 95+84.53 LE
Y = 238904.2017
X = 641759.3448
PT STA = 96+71.81 LE
Y = 238882.9006
X = 641841.8408
S.E. = N/A

STH 136 WB
PI STA = 96+93.69 LW
Y = 238,929.4413
X = 641,869.0440

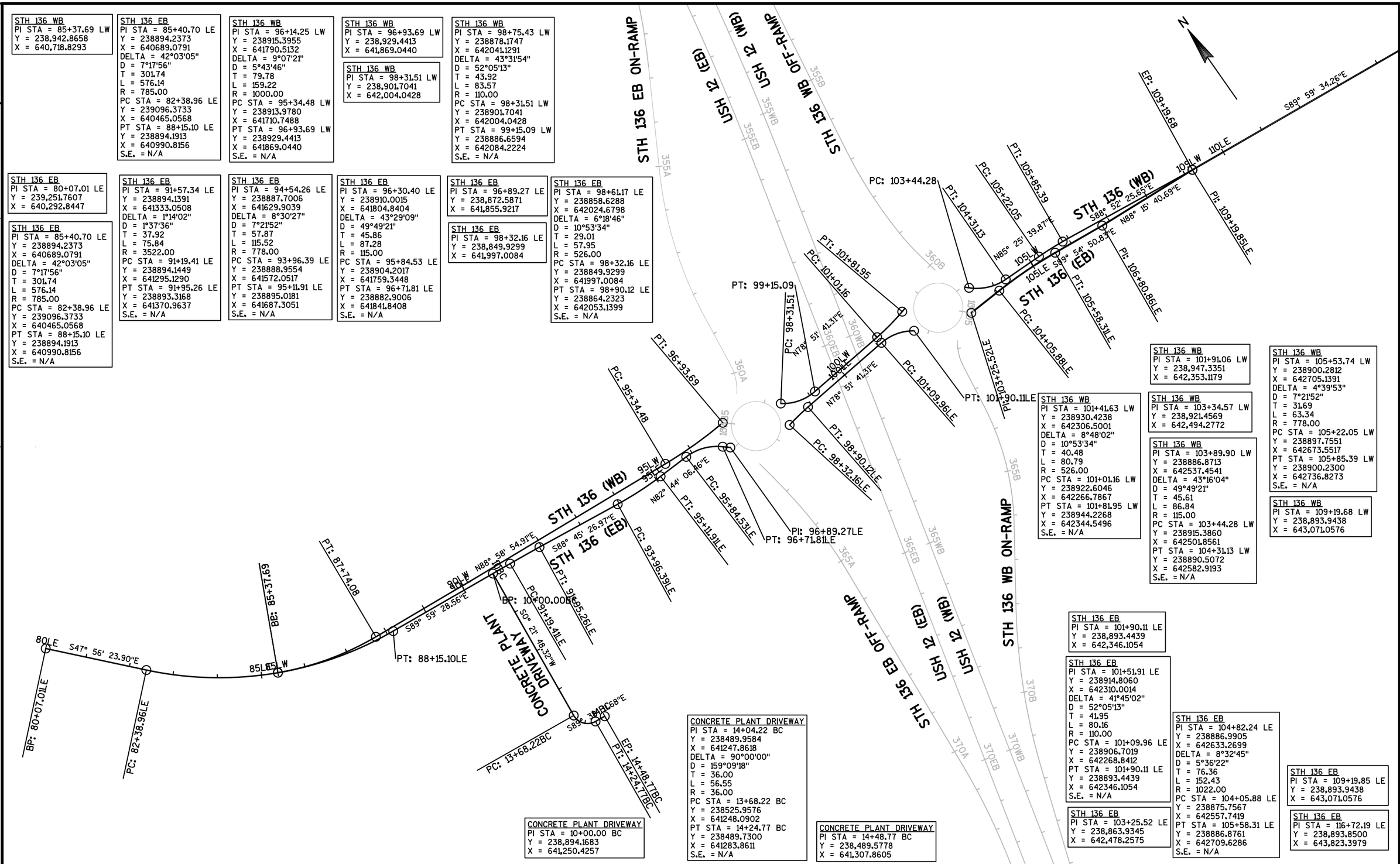
STH 136 WB
PI STA = 98+31.51 LW
Y = 238,901.7041
X = 642,004.0428

STH 136 EB
PI STA = 96+89.27 LE
Y = 238,872.5871
X = 641,855.9217

STH 136 EB
PI STA = 98+32.16 LE
Y = 238,849.9299
X = 641,997.0084

STH 136 WB
PI STA = 98+75.43 LW
Y = 238878.1747
X = 642041.1291
DELTA = 43°31'54"
D = 52°05'13"
T = 43.92
L = 83.57
R = 110.00
PC STA = 98+31.51 LW
Y = 238901.7041
X = 642004.0428
PT STA = 99+15.09 LW
Y = 238886.6594
X = 642084.2224
S.E. = N/A

STH 136 EB
PI STA = 98+61.17 LE
Y = 238858.6288
X = 642024.6798
DELTA = 6°18'46"
D = 10°53'34"
T = 29.01
L = 57.95
R = 526.00
PC STA = 98+32.16 LE
Y = 238849.9299
X = 641997.0084
PT STA = 98+90.12 LE
Y = 238864.2323
X = 642053.1399
S.E. = N/A



STH 136 WB
PI STA = 101+91.06 LW
Y = 238,947.3351
X = 642,353.1179

STH 136 WB
PI STA = 101+41.63 LW
Y = 238930.4238
X = 642306.5001
DELTA = 8°48'02"
D = 10°53'34"
T = 40.48
L = 80.79
R = 526.00
PC STA = 101+01.16 LW
Y = 238922.6046
X = 642266.7867
PT STA = 101+81.95 LW
Y = 238944.2268
X = 642344.5496
S.E. = N/A

STH 136 WB
PI STA = 103+34.57 LW
Y = 238,921.4569
X = 642,494.2772

STH 136 WB
PI STA = 103+89.90 LW
Y = 238886.8713
X = 642537.4541
DELTA = 43°16'04"
D = 49°49'21"
T = 45.61
L = 86.84
R = 115.00
PC STA = 103+44.28 LW
Y = 238915.3860
X = 642501.8561
PT STA = 104+31.13 LW
Y = 238890.5072
X = 642582.9193
S.E. = N/A

STH 136 WB
PI STA = 105+53.74 LW
Y = 238900.2812
X = 642705.1391
DELTA = 4°39'53"
D = 7°21'52"
T = 31.69
L = 63.34
R = 778.00
PC STA = 105+22.05 LW
Y = 238897.7551
X = 642673.5517
PT STA = 105+85.39 LW
Y = 238900.2300
X = 642736.8273
S.E. = N/A

STH 136 WB
PI STA = 109+19.68 LW
Y = 238,893.9438
X = 643,071.0576

STH 136 EB
PI STA = 101+90.11 LE
Y = 238,893.4439
X = 642,346.1054

STH 136 EB
PI STA = 101+51.91 LE
Y = 238914.8060
X = 642310.0014
DELTA = 41°45'02"
D = 52°05'13"
T = 41.95
L = 80.16
R = 110.00
PC STA = 101+09.96 LE
Y = 238906.7019
X = 642268.8412
PT STA = 101+90.11 LE
Y = 238893.4439
X = 642346.1054
S.E. = N/A

STH 136 EB
PI STA = 103+25.52 LE
Y = 238,863.9345
X = 642,478.2575

STH 136 EB
PI STA = 104+82.24 LE
Y = 238886.9905
X = 642633.2699
DELTA = 8°32'45"
D = 5°36'22"
T = 76.36
L = 152.43
R = 1022.00
PC STA = 104+05.88 LE
Y = 238875.7567
X = 642557.7419
PT STA = 105+58.31 LE
Y = 238886.8761
X = 642709.6286
S.E. = N/A

STH 136 EB
PI STA = 109+19.85 LE
Y = 238,893.9438
X = 643,071.0576

STH 136 EB
PI STA = 116+72.19 LE
Y = 238,893.8500
X = 643,823.3979

CONCRETE PLANT DRIVEWAY
PI STA = 10+00.00 BC
Y = 238,894.1683
X = 641,250.4257

CONCRETE PLANT DRIVEWAY
PI STA = 14+04.22 BC
Y = 238489.9584
X = 641247.8618
DELTA = 90°00'00"
D = 159°09'18"
T = 36.00
L = 56.55
R = 36.00
PC STA = 13+68.22 BC
Y = 238525.9576
X = 641248.0902
PT STA = 14+24.77 BC
Y = 238489.7300
X = 641283.8611
S.E. = N/A

CONCRETE PLANT DRIVEWAY
PI STA = 14+48.77 BC
Y = 238,489.5778
X = 641,307.8605

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 257	E

CTH W WB
PI STA = 188+38.27 WW
Y = 233,511.7715
X = 640,218.7000

CTH W WB
PI STA = 189+95.84 WW
Y = 233511.0254
X = 640376.2637
DELTA = 4°00'39"
D = 1°16'24"
T = 157.57
L = 315.00
R = 4499.91
PC STA = 188+38.27 WW
Y = 233511.7715
X = 640218.7000
PT STA = 191+53.27 WW
Y = 233521.3019
X = 640533.4936
S.E. = N/A

CTH W WB
PI STA = 192+84.96 WW
Y = 233529.8906
X = 640664.9014
DELTA = 1°11'52"
D = 1°30'28"
T = 39.72
L = 79.44
R = 3800.00
PC STA = 192+45.24 WW
Y = 233527.3001
X = 640625.2663
PT STA = 193+24.68 WW
Y = 233531.6521
X = 640704.5819
S.E. = N/A

CTH W WB
PI STA = 197+01.63 WW
Y = 233,562.2617
X = 641,079.7339

CTH W WB
PI STA = 198+57.34 WW
Y = 233,529.5510
X = 641,232.9332

CTH W WB
PI STA = 196+21.56 WW
Y = 233544.8182
X = 641001.1712
DELTA = 9°58'36"
D = 6°12'51"
T = 80.48
L = 160.54
R = 922.00
PC STA = 195+41.08 WW
Y = 233541.2492
X = 640920.7744
PT STA = 197+01.63 WW
Y = 233562.2617
X = 641079.7339
S.E. = N/A

CTH W WB
PI STA = 198+89.96 WW
Y = 233512.1807
X = 641260.5432
DELTA = 35°08'44"
D = 55°37'37"
T = 32.62
L = 63.18
R = 103.00
PC STA = 198+57.34 WW
Y = 233529.5510
X = 641232.9332
PT STA = 199+20.52 WW
Y = 233513.8710
X = 641293.1190
S.E. = N/A

N

CTH W EB ON-RAMP

CTH W WB
PI STA = 201+71.83 WW
Y = 233,539.1712
X = 641,542.5312

CTH W WB
PI STA = 201+16.79 WW
Y = 233524.0419
X = 641489.1286
DELTA = 12°50'50"
D = 11°37'19"
T = 55.50
L = 110.54
R = 493.00
PC STA = 200+61.29 WW
Y = 233521.1654
X = 641433.6989
PT STA = 201+71.83 WW
Y = 233539.1712
X = 641542.5312
S.E. = N/A

CTH W WB
PI STA = 203+23.34 WW
Y = 233,506.8319
X = 641,691.8390

CTH W WB
PI STA = 203+62.61 WW
Y = 233486.7145
X = 641725.5697
DELTA = 37°42'42"
D = 49°49'21"
T = 39.27
L = 75.69
R = 115.00
PC STA = 203+23.34 WW
Y = 233506.8319
X = 641691.8390
PT STA = 203+99.03 WW
Y = 233491.4324
X = 641764.5596
S.E. = N/A

CTH W WB
PI STA = 205+32.90 WW
Y = 233507.5146
X = 641897.4658
DELTA = 3°26'08"
D = 3°48'53"
T = 45.05
L = 90.06
R = 1502.00
PC STA = 204+87.86 WW
Y = 233502.1034
X = 641852.7466
PT STA = 205+77.92 WW
Y = 233510.2363
X = 641942.4290
S.E. = N/A

COMMERCE DRIVEWAY
PI STA = 20+00.00 CD
Y = 233,831.2195
X = 642,042.1520

COMMERCE DRIVEWAY
PI STA = 22+19.82 CD
Y = 233,840.9510
X = 642,261.7600

COMMERCE AVENUE
PI STA = 9+00.00 CC
Y = 233,861.7202
X = 642,166.1884

COMMERCE AVENUE
PI STA = 13+41.33 CC
Y = 233,865.0214
X = 642,607.5049

CTH W WB
PI STA = 208+76.15 WW
Y = 233528.2549
X = 642240.1079
DELTA = 3°27'50"
D = 1°26'17"
T = 120.47
L = 240.86
R = 3984.00
PC STA = 207+55.68 WW
Y = 233520.9764
X = 642119.8618
PT STA = 209+96.54 WW
Y = 233528.2549
X = 642360.5741
S.E. = N/A

CTH W WB
PI STA = 216+15.81 WW
Y = 233,528.2549
X = 642,979.8433

CTH W EB OFF-RAMP

USH 12 (EB)

USH 12 (WB)

CTH W WB ON-RAMP

CTH W EB
PI STA = 180+00.00 WE
Y = 233,515.7412
X = 639,380.1045

CTH W EB
PI STA = 193+56.56 WE
Y = 233509.3193
X = 640736.6484
DELTA = 2°57'47"
D = 1°08'45"
T = 129.32
L = 258.59
R = 5000.00
PC STA = 192+27.24 WE
Y = 233509.9315
X = 640607.3283
PT STA = 194+85.82 WE
Y = 233515.3930
X = 640865.8274
S.E. = N/A

CTH W EB
PI STA = 196+56.36 WE
Y = 233527.3287
X = 641035.9320
DELTA = 38°20'11"
D = 50°42'15"
T = 39.28
L = 75.61
R = 113.00
PC STA = 196+17.08 WE
Y = 233524.0141
X = 640996.7917
PT STA = 196+92.69 WE
Y = 233505.6510
X = 641068.6889
S.E. = N/A

CTH W EB
PI STA = 196+92.69 WE
Y = 233,505.6510
X = 641,068.6889

CTH W EB
PI STA = 198+44.66 WE
Y = 233,470.5411
X = 641,217.9469

CTH W EB
PI STA = 198+97.92 WE
Y = 233484.5985
X = 641269.3219
DELTA = 12°19'57"
D = 11°37'19"
T = 53.26
L = 106.12
R = 493.00
PC STA = 198+44.66 WE
Y = 233470.5411
X = 641217.9469
PT STA = 199+50.78 WE
Y = 233487.3585
X = 641322.5139
S.E. = N/A

CTH W EB
PI STA = 201+59.27 WE
Y = 233,480.1504
X = 641,528.0593

CTH W EB
PI STA = 201+29.45 WE
Y = 233496.6169
X = 641500.9427
DELTA = 34°14'18"
D = 55°37'37"
T = 31.72
L = 61.55
R = 103.00
PC STA = 200+97.72 WE
Y = 233494.9730
X = 641469.2605
PT STA = 201+59.27 WE
Y = 233480.1504
X = 641528.0593
S.E. = N/A

CTH W EB
PI STA = 203+16.30 WE
Y = 233,452.1063
X = 641,683.4925

CTH W EB
PI STA = 203+85.17 WE
Y = 233468.5372
X = 641750.3711
DELTA = 6°51'58"
D = 4°59'27"
T = 68.87
L = 137.57
R = 1148.00
PC STA = 203+16.30 WE
Y = 233452.1063
X = 641683.4925
PT STA = 204+53.87 WE
Y = 233476.8550
X = 641818.7343
S.E. = N/A

CTH W EB
PI STA = 206+97.29 WE
Y = 233506.2549
X = 642060.3691
DELTA = 6°56'14"
D = 1°25'36"
T = 243.42
L = 486.24
R = 4016.00
PC STA = 204+53.87 WE
Y = 233476.8550
X = 641818.7343
PT STA = 209+40.11 WE
Y = 233506.2549
X = 642303.7860
S.E. = N/A

CTH W EB
PI STA = 216+16.17 WE
Y = 233,506.2549
X = 642,979.8433

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 258	E

2

GASSER ROAD
PI STA = 280+00.00 GR
Y = 228,236.0020
X = 639,414.2998

285GR 290GR 295GR 300GR 305GR 310GR 315GR

GASSER ROAD

EP: 30+00.00CR

BP: 295+89.59GS

PC: 296+47.31GS

N70° 27' 16.73"E 29.36GS

N83° 40' 01.77"E

S89° 33' 34.16"E

PT: 296+81.90GS

PC: 297+36.71GS

PT: 297+79.95GS

PC: 297+79.95GS

S89° 33' 33.50"E

PT: 298+35.01GS

PC: 301+51.01GS

PI: 303+20.77GR

N89° 29' 24.44"E

PC: 302+07.05GS

PT: 302+64.76GS

GASSER ROAD SNOWMOBILE TRAIL

N89° 29' 24.77"E 305GS

EP: 305+06.62GS

PI: 310+78.30GR

S89° 09' 16.25"E

EP: 315+00.00GR

N

N34° 18' 43.31"W 69.53GS

PT: 26+95.51CR

25CR

COWLES ROAD

20CR

PC: 15+99.19CR

15CR

N32° 47' 09.41"E

BP: 13+00.00CR

13CR

475EB 475WB

USH 12 (EB)

USH 12 (WB)

480EB 480WB

GASSER ROAD
PI STA = 303+20.77 GR
Y = 228,218.1592
X = 641,734.9980

GASSER ROAD
PI STA = 310+78.30 GR
Y = 228,224.9004
X = 642,492.4971

GASSER ROAD
PI STA = 315+00.00 GR
Y = 228,218.6777
X = 642,914.1553

COWLES ROAD
PI STA = 30+00.00 CR
Y = 228,223.9355
X = 640,983.7734

COWLES ROAD
PI STA = 21+88.96 CR
Y = 227381.2891
X = 641283.1553
DELTA = 52°20'44"
D = 4°46'29"
T = 589.76
L = 1096.32
R = 1200.00
PC STA = 15+99.19 CR
Y = 226885.4750
X = 640963.7970
PT STA = 26+95.51 CR
Y = 227937.0201
X = 641085.7109
S.E. = 5.60%

COWLES ROAD
PI STA = 13+00.00 CR
Y = 226,633.9434
X = 640,801.7832

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 295+89.59 GS
Y = 228,140.2188
X = 641,013.5176

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 296+64.68 GS
Y = 228165.3398
X = 641084.2793
DELTA = 13°12'45"
D = 38°11'50"
T = 17.37
L = 34.59
R = 150.00
PC STA = 296+47.31 GS
Y = 228159.5279
X = 641067.9081
PT STA = 296+81.90 GS
Y = 228167.2561
X = 641101.5455
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 297+58.67 GS
Y = 228175.7246
X = 641177.8516
DELTA = 24°46'23"
D = 57°17'45"
T = 21.96
L = 43.24
R = 100.00
PC STA = 297+36.71 GS
Y = 228173.3021
X = 641156.0238
PT STA = 297+79.95 GS
Y = 228187.0706
X = 641196.6556
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 298+08.19 GS
Y = 228201.6641
X = 641220.8418
DELTA = 31°32'48"
D = 57°17'45"
T = 28.25
L = 55.06
R = 100.00
PC STA = 297+79.95 GS
Y = 228187.0711
X = 641196.6565
PT STA = 298+35.01 GS
Y = 228201.4468
X = 641249.0878
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 301+79.79 GS
Y = 228198.7949
X = 641593.8594
DELTA = 32°06'40"
D = 57°17'45"
T = 28.78
L = 56.04
R = 100.00
PC STA = 301+51.01 GS
Y = 228199.0163
X = 641565.0808
PT STA = 302+07.05 GS
Y = 228183.3098
X = 641618.1177
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 302+36.73 GS
Y = 228167.3398
X = 641643.1357
DELTA = 33°03'41"
D = 57°17'45"
T = 29.68
L = 57.70
R = 100.00
PC STA = 302+07.05 GS
Y = 228183.3093
X = 641618.1185
PT STA = 302+64.76 GS
Y = 228167.6039
X = 641672.8143
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 305+06.62 GS
Y = 228,169.7559
X = 641,914.6689

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 259	E

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N

WENZEL DRIVEWAY
PI STA = 30+02.65 WD
Y = 224,741.2852
X = 642,783.4097

500EX
BP: 500+00.00EX
S62° 39' 57.14"W
PC: 503+77.16EX
505EX
510EX
EXISTING USH 12

EXISTING USH 12 CDS
PI STA = 511+22.65 EX
Y = 224225.7891
X = 641786.1123
DELTA = 82°50'23"
D = 6°46'50"
T = 745.49
L = 1221.72
R = 845.00
PC STA = 503+77.16 EX
Y = 224568.1019
X = 642448.3632
PT STA = 515+98.88 EX
Y = 223526.0357
X = 642043.2107
S.E. = N/A

EXISTING USH 12 CDS
PI STA = 515+98.88 EX
Y = 223,526.0357
X = 642,043.2107

WENZEL DRIVEWAY
PI STA = 20+00.00 WD
Y = 223,528.1055
X = 642,048.8423

WENZEL DRIVEWAY
PI STA = 20+47.26 WD
Y = 223483.7461
X = 642065.1401
DELTA = 6°26'54"
D = 6°49'46"
T = 47.26
L = 94.42
R = 838.95
PC STA = 20+00.00 WD
Y = 223528.1060
X = 642048.8421
PT STA = 20+94.42 WD
Y = 223441.4972
X = 642086.3170
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 22+85.92 WD
Y = 223270.2969
X = 642172.1294
DELTA = 9°32'49"
D = 11°27'33"
T = 41.75
L = 83.31
R = 500.00
PC STA = 22+44.17 WD
Y = 223307.6231
X = 642153.4200
PT STA = 23+27.48 WD
Y = 223236.5906
X = 642196.7704
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 29+28.45 WD
Y = 222751.4395
X = 642551.4409
DELTA = 49°28'14"
D = 57°17'45"
T = 46.07
L = 86.34
R = 100.00
PC STA = 28+82.38 WD
Y = 222788.6305
X = 642524.2524
PT STA = 29+68.72 WD
Y = 222747.9365
X = 642597.3769
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 31+12.89 WD
Y = 222,736.9746
X = 642,741.1250

EP: 31+12.89WD
31WD
30WD
S85° 38' 21.13"E
PT: 29+68.72WD
PC: 28+82.38WD
25WD
S36° 10' 07.42"E
WENZEL DRIVEWAY
PT: 23+27.48WD
PC: 22+44.17WD
PT: 20+94.42WD
BP: 515+98.88EX
PC: 20+00.00WD
S26° 37' 18.68"E
515EX
520EX
N57° 10' 02.97"E
EP: 10+00.00AD
BP: 10+00.00WD
PT: 8+85.46AD
N51° 25' 02.85"E
EP: 44+06.60FF
PC: 7+49.33AD
S54° 52' 55.99"E
ARCHIBALD DRIVEWAY
BP: 6+00.00AD
40FF
PT: 39+81.73FF
PC: 37+92.77FF
35FF
FARR FIELD ENTRANCE
S24° 03' 18.39"E
30FF
PC: 30+03.01FF
PT: 31+05.73FF
25FF
S0° 30' 45.57"E
BP: 25+00.00FF

525WB
525EB
520WB
520EB
515WB
515EB
510WB
510EB
505WB
505EB
500WB
500EB
495WB
495EB
USH 12 (WB)
USH 12 (EB)
515
510
505
503
501

ARCHIBALD DRIVEWAY
PI STA = 6+00.00 AD
Y = 223,318.7305
X = 641,704.4395

ARCHIBALD DRIVEWAY
PI STA = 8+17.82 AD
Y = 223454.5723
X = 641874.7119
DELTA = 15°36'00"
D = 11°27'33"
T = 68.49
L = 136.14
R = 500.00
PC STA = 7+49.33 AD
Y = 223411.8580
X = 641821.1713
PT STA = 8+85.46 AD
Y = 223481.3148
X = 641937.7670
S.E. = N/A

ARCHIBALD DRIVEWAY
PI STA = 10+00.00 AD
Y = 223,526.0352
X = 642,043.2109

FARR FIELD DRIVEWAY
PI STA = 44+06.60 FF
Y = 223,390.1055
X = 641,793.9043

FARR FIELD DRIVEWAY
PI STA = 38+87.53 FF
Y = 223816.3750
X = 641496.7373
DELTA = 10°49'36"
D = 5°43'46"
T = 94.76
L = 188.96
R = 1000.00
PC STA = 37+92.77 FF
Y = 223902.9070
X = 641458.1110
PT STA = 39+81.73 FF
Y = 223738.6387
X = 641550.9299
S.E. = N/A

FARR FIELD DRIVEWAY
PI STA = 30+55.11 FF
Y = 224577.8516
X = 641156.8281
DELTA = 23°32'33"
D = 22°55'06"
T = 52.10
L = 102.72
R = 250.00
PC STA = 30+03.01 FF
Y = 224629.9462
X = 641156.3620
PT STA = 31+05.73 FF
Y = 224530.2793
X = 641178.0635
S.E. = N/A

FARR FIELD DRIVEWAY
PI STA = 25+00.00 FF
Y = 225,132.9355
X = 641,151.8613

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 260	E

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 30+00.00 GD
Y = 221,667.9277
X = 642,621.2743

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 32+29.96 GD
Y = 221895.6263
X = 642589.1386
DELTA = 16°37'55"
D = 11°27'33"
T = 73.08
L = 145.14
R = 500.00
PC STA = 31+56.87 GD
Y = 221823.2596
X = 642599.3519
PT STA = 33+02.01 GD
Y = 221962.0422
X = 642558.6397
S.E. =N/A

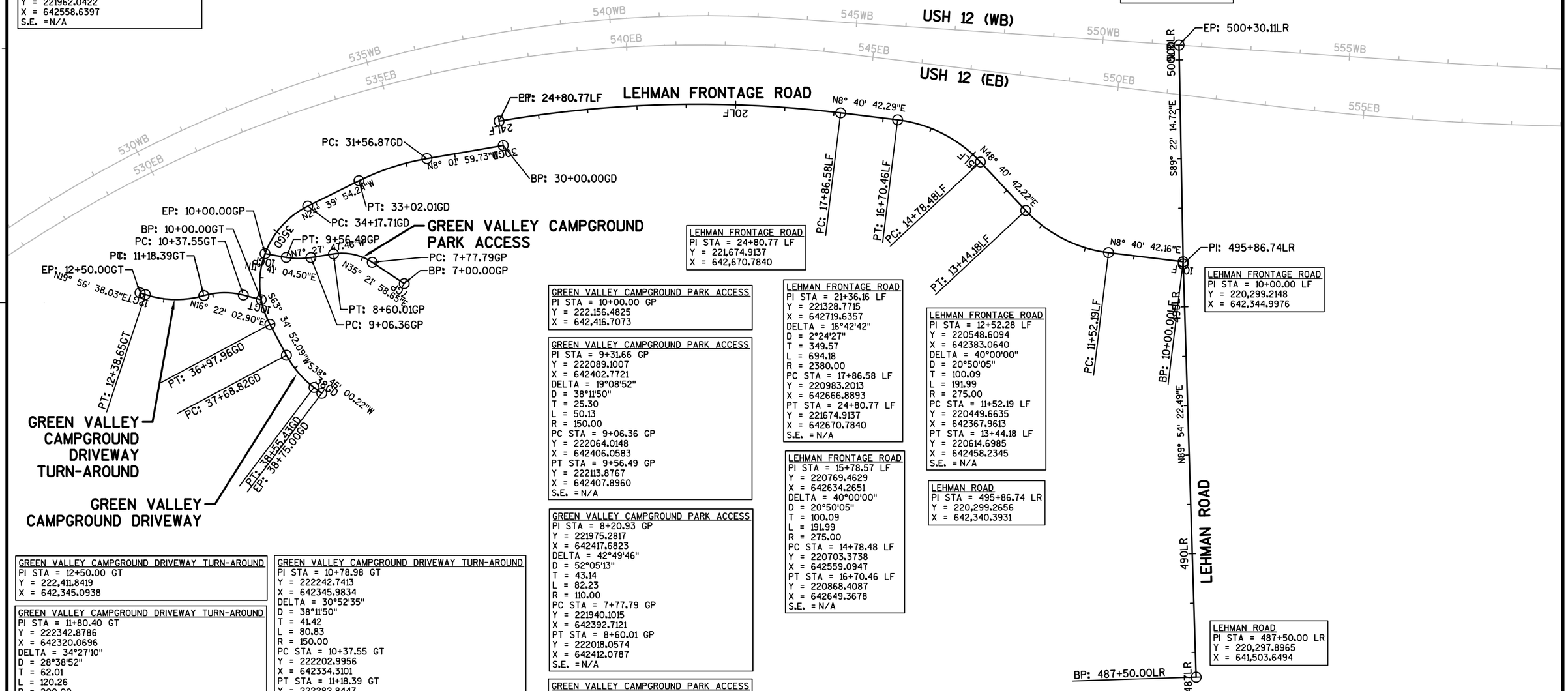
GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 35+98.15 GD
Y = 222231.1631
X = 642435.0566
DELTA = 91°45'14"
D = 32°44'26"
T = 180.44
L = 280.25
R = 175.00
PC STA = 34+17.71 GD
Y = 222067.1856
X = 642510.3568
PT STA = 36+97.96 GD
Y = 222150.8798
X = 642273.4605
S.E. =N/A

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 38+12.82 GD
Y = 222099.7756
X = 642170.5969
DELTA = 24°48'52"
D = 28°38'52"
T = 44.00
L = 86.62
R = 200.00
PC STA = 37+68.82 GD
Y = 222119.3522
X = 642210.0011
PT STA = 38+55.43 GD
Y = 222065.4694
X = 642143.0468
S.E. =N/A

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 38+75.00 GD
Y = 222,050.2145
X = 642,130.7961

N

LEHMAN ROAD
PI STA = 500+30.11 LR
Y = 220,294.3965
X = 642,783.7344



LEHMAN FRONTAGE ROAD
PI STA = 24+80.77 LF
Y = 221,674.9137
X = 642,670.7840

LEHMAN FRONTAGE ROAD
PI STA = 10+00.00 LF
Y = 220,299.2148
X = 642,344.9976

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 10+00.00 GP
Y = 222,156.4825
X = 642,416.7073

LEHMAN FRONTAGE ROAD
PI STA = 21+36.16 LF
Y = 221328.7715
X = 642719.6357
DELTA = 16°42'42"
D = 2°24'27"
T = 349.57
L = 694.18
R = 2380.00
PC STA = 17+86.58 LF
Y = 220983.2013
X = 642666.8893
PT STA = 24+80.77 LF
Y = 221674.9137
X = 642670.7840
S.E. = N/A

LEHMAN FRONTAGE ROAD
PI STA = 12+52.28 LF
Y = 220548.6094
X = 642383.0640
DELTA = 40°00'00"
D = 20°50'05"
T = 100.09
L = 191.99
R = 275.00
PC STA = 11+52.19 LF
Y = 220449.6635
X = 642367.9613
PT STA = 13+44.18 LF
Y = 220614.6985
X = 642458.2345
S.E. = N/A

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 9+31.66 GP
Y = 222089.1007
X = 642402.7721
DELTA = 19°08'52"
D = 38°11'50"
T = 25.30
L = 50.13
R = 150.00
PC STA = 9+06.36 GP
Y = 222064.0148
X = 642406.0583
PT STA = 9+56.49 GP
Y = 222113.8767
X = 642407.8960
S.E. = N/A

LEHMAN FRONTAGE ROAD
PI STA = 15+78.57 LF
Y = 220769.4629
X = 642634.2651
DELTA = 40°00'00"
D = 20°50'05"
T = 100.09
L = 191.99
R = 275.00
PC STA = 14+78.48 LF
Y = 220703.3738
X = 642559.0947
PT STA = 16+70.46 LF
Y = 220868.4087
X = 642649.3678
S.E. = N/A

LEHMAN ROAD
PI STA = 495+86.74 LR
Y = 220,299.2656
X = 642,340.3931

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 8+20.93 GP
Y = 221975.2817
X = 642417.6823
DELTA = 42°49'46"
D = 52°05'13"
T = 43.14
L = 82.23
R = 110.00
PC STA = 7+77.79 GP
Y = 221940.1015
X = 642392.7121
PT STA = 8+60.01 GP
Y = 222018.0574
X = 642412.0787
S.E. = N/A

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 7+00.00 GP
Y = 221,876.6685
X = 642,347.6887

LEHMAN ROAD
PI STA = 487+50.00 LR
Y = 220,297.8965
X = 641,503.6494

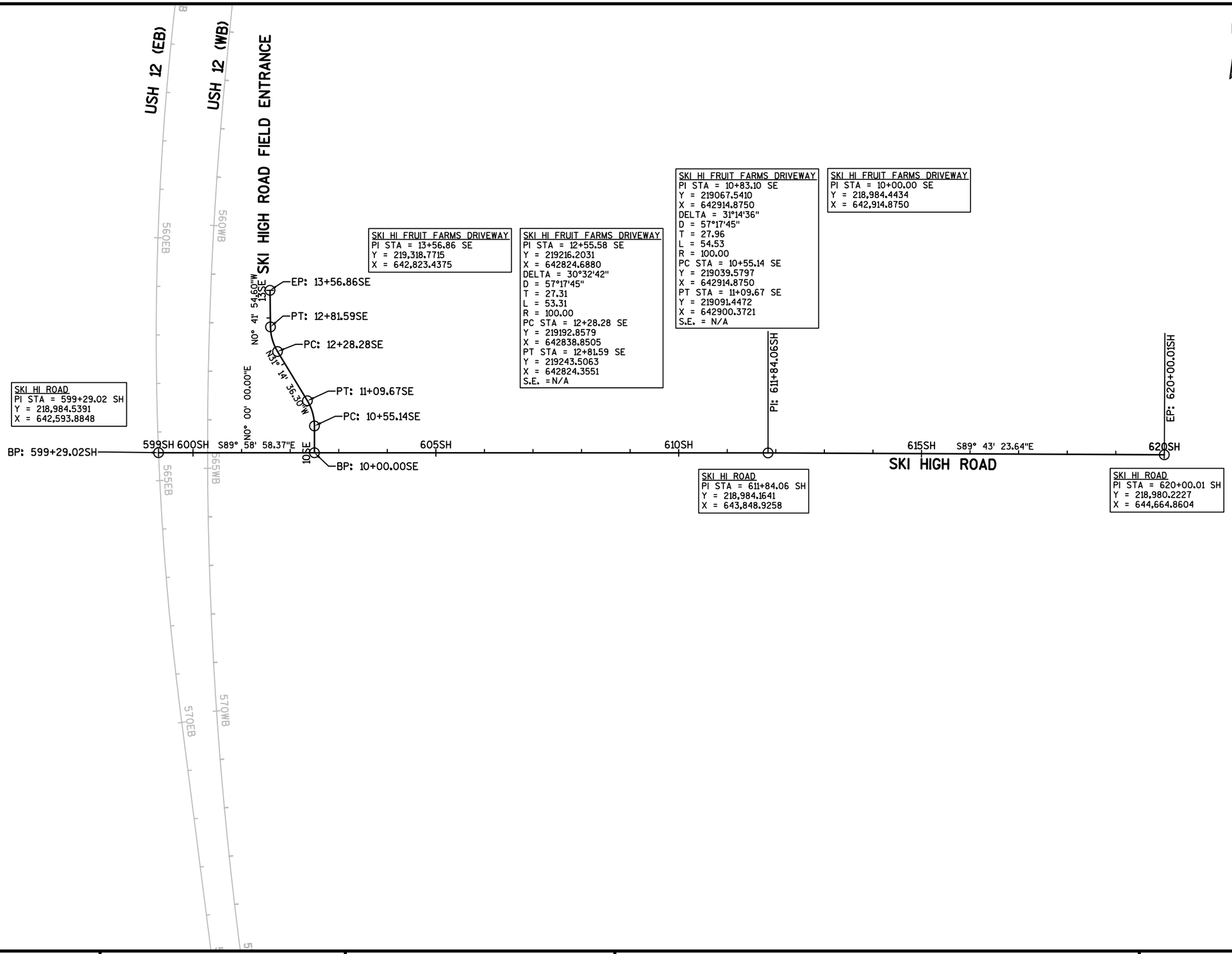
GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 12+50.00 GT
Y = 222,411.8419
X = 642,345.0938

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 11+80.40 GT
Y = 222342.8786
X = 642320.0696
DELTA = 34°27'10"
D = 28°38'52"
T = 62.01
L = 120.26
R = 200.00
PC STA = 11+18.39 GT
Y = 222282.8449
X = 642335.6053
PT STA = 12+38.65 GT
Y = 222401.1709
X = 642341.2216
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 10+78.98 GT
Y = 222242.7413
X = 642345.9834
DELTA = 30°52'35"
D = 38°11'50"
T = 41.42
L = 80.83
R = 150.00
PC STA = 10+37.55 GT
Y = 222202.9956
X = 642334.3101
PT STA = 11+18.39 GT
Y = 222282.8447
X = 642335.6053
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 10+00.00 GT
Y = 222,166.9665
X = 642,323.7284

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 261	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 262	E

CHNL1
PI STA = 588+79.31 E
Y = 216543.9496
X = 642707.6538

CHNL1
PI STATION = 588+94.85 E
Y = 216545.7293
X = 642692.2175
DELTA = 75°55'28"
D = 381°58'18.71"
T = 11.70
R = 15.00
PC STA = 588+83.15 E
Y = 216544.3888
X = 642703.8439E
PT STA = 589+03.02E
Y = 216534.7780
X = 642688.0897
S.E. = N/A

CHNL1
PI STATION = 589+19.77 E
Y = 216519.1029
X = 642682.1814
DELTA = 83°37'54"
D = 572°57'28.06"
T = 8.95
R = 10.00
PC STA = 589+10.83 E
Y = 216527.4740
X = 642685.3367E
PT STA = 589+25.42E
Y = 216515.0386
X = 642690.1509
S.E. = N/A

CHNL1
PI STATION = 589+86.93 E
Y = 216470.7799
X = 642715.0243
DELTA = 72°49'11"
D = 477°27'53.39"
T = 8.85
R = 12.00
PC STA = 589+78.08 E
Y = 216478.8033
X = 642718.7597E
PT STA = 589+93.33E
Y = 216464.8411
X = 642721.5863
S.E. = N/A

CHNL1
PI STATION = 590+24.93 E
Y = 216443.6374
X = 642745.0155
DELTA = 108°13'26"
D = 286°28'44.03"
T = 27.64
R = 20.00
PC STA = 589+97.29 E
Y = 216462.1850
X = 642724.5212E
PT STA = 590+35.07E
Y = 216429.9715
X = 642720.9890
S.E. = N/A

CHNL1
PI STATION = 592+33.10 E
Y = 216297.1215
X = 642653.1869
DELTA = 139°46'01"
D = 229°10'59.22"
T = 68.25
R = 25.00
PC STA = 591+64.85 E
Y = 216319.2009
X = 642717.7717E
PT STA = 592+25.83E
Y = 216272.2622
X = 642716.7534
S.E. = N/A

CHNL1
PI STATION = 590+52.69 E
Y = 216421.2627
X = 642705.6778
DELTA = 82°44'34"
D = 286°28'44.03"
T = 17.61
R = 20.00
PC STA = 590+35.07 E
Y = 216429.9715
X = 642720.9890E
PT STA = 590+63.95E
Y = 216404.9740
X = 642712.3827
S.E. = N/A

CHNL1
PI STATION = 591+47.01 E
Y = 216328.1670
X = 642743.9986
DELTA = 93°29'58"
D = 286°28'44.03"
T = 21.26
R = 20.00
PC STA = 591+25.75 E
Y = 216347.8271
X = 642735.9060E
PT STA = 591+58.39E
Y = 216321.2896
X = 642723.8812
S.E. = N/A

CHNL1
PI STATION = 593+76.67 E
Y = 216183.2710
X = 642756.3975
DELTA = 75°16'38"
D = 286°28'44.03"
T = 15.42
R = 20.00
PC STA = 593+61.25 E
Y = 216189.5724
X = 642742.3200E
PT STA = 593+87.53E
Y = 216168.0541
X = 642753.8807
S.E. = N/A

CHNL1
PI STA = 592+86.40 E
Y = 216250.2026
X = 642773.1609
DELTA = 129°38'29"
D = 286°28'44.03"
T = 42.54
R = 20.00
PC STA = 592+43.86 E
Y = 216265.6971
X = 642733.5408E
PT STA = 592+89.11E
Y = 216229.5783
X = 642735.9524
S.E. = N/A

CHNL1
PI STATION = 593+31.51 E
Y = 216209.0226
X = 642698.8679
DELTA = 126°53'11"
D = 572°57'28.06"
T = 20.01
R = 10.00
PC STA = 593+11.50 E
Y = 216218.7221
X = 642716.3667E
PT STA = 593+33.65E
Y = 216200.8485
X = 642717.1291
S.E. = N/A

CHNL1
PI STATION = 595+26.69 E
Y = 216033.0315
X = 642726.4951
DELTA = 64°12'02"
D = 381°58'18.71"
T = 9.41
R = 15.00
PC STA = 595+17.28 E
Y = 216042.3561
X = 642727.7571E
PT STA = 595+34.09E
Y = 216027.8371
X = 642734.3410
S.E. = N/A

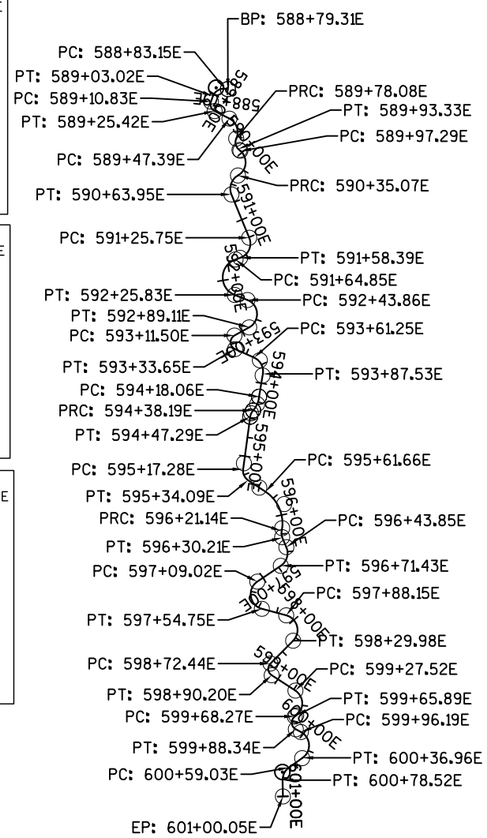
CHNL1
PI STATION = 594+28.50 E
Y = 216127.5262
X = 642747.9955
DELTA = 37°31'20"
D = 186°24'09.47"
T = 10.44
R = 30.74
PC STA = 594+18.06 E
Y = 216137.9278
X = 642748.8978E
PT STA = 594+38.19E
Y = 216119.8261
X = 642740.9447
S.E. = N/A

CHNL1
PI STATION = 594+42.89 E
Y = 216116.3621
X = 642737.7729
DELTA = 34°46'20"
D = 381°58'18.71"
T = 4.70
R = 15.00
PC STA = 594+38.19 E
Y = 216119.8261
X = 642740.9447E
PT STA = 594+47.29E
Y = 216111.7079
X = 642737.1430
S.E. = N/A

CHNL1
PI STATION = 595+95.49 E
Y = 215993.9414
X = 642785.5387
DELTA = 68°09'09"
D = 114°35'29.61"
T = 33.82
R = 50.00
PC STA = 595+61.66 E
Y = 216012.6125
X = 642757.3369E
PT STA = 596+21.14E
Y = 215960.8169
X = 642778.7035
S.E. = N/A

CHNL1
PI STATION = 595+95.49 E
Y = 215993.9414
X = 642785.5387
DELTA = 68°09'09"
D = 114°35'29.61"
T = 33.82
R = 50.00
PC STA = 595+61.66 E
Y = 216012.6125
X = 642757.3369E
PT STA = 596+21.14E
Y = 215960.8169
X = 642778.7035
S.E. = N/A

CHNL1
PI STATION = 596+25.82 E
Y = 215956.2330
X = 642777.7576
DELTA = 34°39'34"
D = 381°58'18.71"
T = 4.68
R = 15.00
PC STA = 596+21.14 E
Y = 215960.8169
X = 642778.7035E
PT STA = 596+30.21E
Y = 215951.9246
X = 642779.5864
S.E. = N/A



CHNL1
PI STATION = 589+66.68 E
Y = 216496.2955
X = 642726.9035
DELTA = 87°56'40"
D = 286°28'44.03"
T = 19.30
R = 20.00
PC STA = 589+47.39 E
Y = 216505.0615
X = 642709.7147E
PT STA = 589+78.08E
Y = 216478.8033
X = 642718.7597
S.E. = N/A

CHNL1
PI STATION = 596+60.34 E
Y = 215924.1949
X = 642791.3569
DELTA = 78°59'56"
D = 286°28'44.03"
T = 16.49
R = 20.00
PC STA = 596+43.85 E
Y = 215939.3707
X = 642784.9152E
PT STA = 596+71.43E
Y = 215914.9756
X = 642777.6893
S.E. = N/A

CHNL1
PI STATION = 597+52.90 E
Y = 215869.4129
X = 642710.1427
DELTA = 130°59'52"
D = 286°28'44.03"
T = 43.88
R = 20.00
PC STA = 597+09.02 E
Y = 215893.9531
X = 642746.5235E
PT STA = 597+54.75E
Y = 215858.0542
X = 642752.5310
S.E. = N/A

CHNL1
PI STATION = 598+22.67 E
Y = 215840.4730
X = 642818.1398
DELTA = 119°49'55"
D = 286°28'44.03"
T = 34.52
R = 20.00
PC STA = 597+88.15 E
Y = 215849.4091
X = 642784.7923E
PT STA = 598+29.98E
Y = 215815.9898
X = 642793.7988
S.E. = N/A

CHNL1
PI STATION = 598+84.73 E
Y = 215777.1578
X = 642755.1923
DELTA = 101°44'58"
D = 572°57'28.06"
T = 12.29
R = 10.00
PC STA = 598+72.44 E
Y = 215785.8762
X = 642763.8601E
PT STA = 598+90.20E
Y = 215770.4470
X = 642765.4931
S.E. = N/A

CHNL1
PI STATION = 599+56.04 E
Y = 215734.5051
X = 642820.6622
DELTA = 109°55'04"
D = 286°28'44.03"
T = 28.52
R = 20.00
PC STA = 599+27.52 E
Y = 215750.0728
X = 642796.7666E
PT STA = 599+65.89E
Y = 215717.3423
X = 642797.8852
S.E. = N/A

CHNL1
PI STATION = 600+28.69 E
Y = 215680.1523
X = 642832.9369
DELTA = 116°46'41"
D = 286°28'44.03"
T = 32.50
R = 20.00
PC STA = 599+96.19 E
Y = 215695.4086
X = 642804.2454E
PT STA = 600+36.96E
Y = 215661.4112
X = 642806.3901
S.E. = N/A

CHNL1
PI STA = 601+00.05 E
Y = 215610.4513
X = 642780.2894

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 263	E

2

CHNL 2
PI STA = 575+47.07 F
Y = 217873.6890
X = 642583.3110

CHNL 2
PI STATION = 575+84.99 F
Y = 217836.9584
X = 642573.8965
DELTA = 25°25'10"
D = 57°17'44.81"
T = 22.55
R = 100.00
PC STA = 575+62.43 F
Y = 217858.8060
X = 642579.4963F
PT STA = 576+06.80F
Y = 217814.8221
X = 642578.2167
S.E. = N/A

CHNL 2
PI STATION = 576+70.11 F
Y = 217752.6844
X = 642590.3440
DELTA = 41°08'18"
D = 229°10'59.22"
T = 9.38
R = 25.00
PC STA = 576+60.73 F
Y = 217761.8923
X = 642588.5469F
PT STA = 576+78.68F
Y = 217746.9321
X = 642597.7550
S.E. = N/A

CHNL 2
PI STA = 577+29.82 F
Y = 217715.5747
X = 642638.1543
DELTA = 75°09'40"
D = 286°28'44.03"
T = 15.39
R = 20.00
PC STA = 577+14.43 F
Y = 217725.0120
X = 642625.9958F
PT STA = 577+40.66F
Y = 217701.4048
X = 642632.1456
S.E. = N/A

CHNL 2
PI STATION = 577+99.95 F
Y = 217646.8272
X = 642609.0022
DELTA = 74°58'06"
D = 381°58'18.71"
T = 11.50
R = 15.00
PC STA = 577+88.44 F
Y = 217657.4177
X = 642613.4931F
PT STA = 578+08.07F
Y = 217639.7433
X = 642618.0656
S.E. = N/A

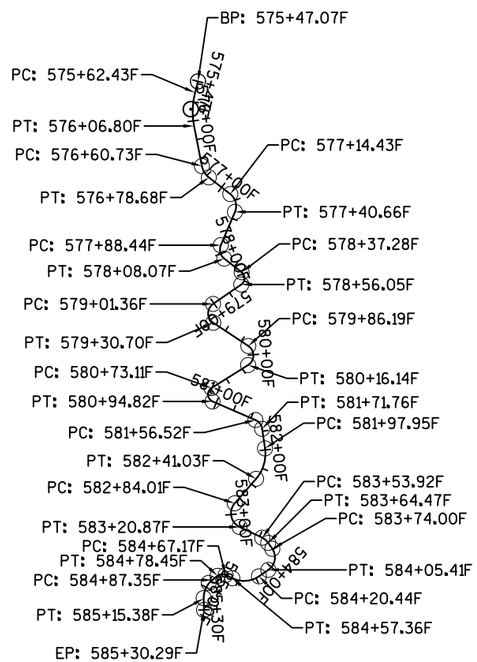
CHNL 2
PI STATION = 578+50.92 F
Y = 217613.3532
X = 642651.8302
DELTA = 107°30'08"
D = 572°57'28.06"
T = 13.64
R = 10.00
PC STA = 578+37.28 F
Y = 217621.7522
X = 642641.0842F
PT STA = 578+56.05F
Y = 217605.6307
X = 642640.5883
S.E. = N/A

CHNL 2
PI STATION = 579+23.63 F
Y = 217567.3630
X = 642584.8814
DELTA = 112°04'44"
D = 381°58'18.71"
T = 22.27
R = 15.00
PC STA = 579+01.36 F
Y = 217579.9736
X = 642603.2388F
PT STA = 579+30.70F
Y = 217555.0920
X = 642603.4674
S.E. = N/A

CHNL 2
PI STATION = 580+09.47 F
Y = 217511.6913
X = 642669.2029
DELTA = 114°25'10"
D = 381°58'18.71"
T = 23.28
R = 15.00
PC STA = 579+86.19 F
Y = 217524.5203
X = 642649.7718F
PT STA = 580+16.14F
Y = 217499.3021
X = 642649.4884
S.E. = N/A

CHNL 2
PI STATION = 580+92.08 F
Y = 217458.8991
X = 642585.1962
DELTA = 124°23'51"
D = 572°57'28.06"
T = 18.97
R = 10.00
PC STA = 580+73.11 F
Y = 217468.9904
X = 642601.2543F
PT STA = 580+94.82F
Y = 217451.3499
X = 642602.5947
S.E. = N/A

CHNL 2
PI STATION = 581+64.87 F
Y = 217423.4678
X = 642666.8538
DELTA = 58°14'01"
D = 381°58'18.71"
T = 8.35
R = 15.00
PC STA = 581+56.52 F
Y = 217426.7933
X = 642659.1895F
PT STA = 581+71.76F
Y = 217415.2009
X = 642668.0613
S.E. = N/A



CHNL 2
PI STATION = 582+20.93 F
Y = 217366.5475
X = 642675.1680
DELTA = 49°22'06"
D = 114°35'29.61"
T = 22.98
R = 50.00
PC STA = 581+97.95 F
Y = 217389.2869
X = 642671.8465F
PT STA = 582+41.03F
Y = 217349.2190
X = 642660.0737
S.E. = N/A

CHNL 2
PI STATION = 583+10.36 F
Y = 217296.9455
X = 642614.5400
DELTA = 105°35'03"
D = 286°28'44.03"
T = 26.34
R = 20.00
PC STA = 582+84.01 F
Y = 217316.8082
X = 642631.8417F
PT STA = 583+20.87F
Y = 217285.6161
X = 642638.3206
S.E. = N/A

CHNL 2
PI STATION = 583+59.32 F
Y = 217269.0796
X = 642673.0308
DELTA = 30°13'52"
D = 286°28'44.03"
T = 5.40
R = 20.00
PC STA = 583+53.92 F
Y = 217271.4031
X = 642668.1538F
PT STA = 583+64.47F
Y = 217264.6166
X = 642676.0748
S.E. = N/A

CHNL 2
PI STATION = 583+94.00 F
Y = 217240.2213
X = 642692.7130
DELTA = 90°00'02"
D = 286°28'44.03"
T = 20.00
R = 20.00
PC STA = 583+74.00 F
Y = 217256.7445
X = 642681.4437F
PT STA = 584+05.41F
Y = 217228.9523
X = 642676.1897
S.E. = N/A

CHNL 2
PI STATION = 584+73.50 F
Y = 217225.0898
X = 642614.1487
DELTA = 64°36'10"
D = 572°57'28.06"
T = 6.32
R = 10.00
PC STA = 584+67.17 F
Y = 217222.3041
X = 642619.8240F
PT STA = 584+78.45F
Y = 217221.1578
X = 642609.1982
S.E. = N/A

CHNL 2
PI STATION = 584+40.83 F
Y = 217208.9983
X = 642646.9321
DELTA = 60°26'17"
D = 163°42'08.02"
T = 20.39
R = 35.00
PC STA = 584+20.44 F
Y = 217220.4848
X = 642663.7741F
PT STA = 584+57.36F
Y = 217217.9809
X = 642628.6317
S.E. = N/A

CHNL 2
PI STATION = 585+02.49 F
Y = 217206.2076
X = 642590.3756
DELTA = 53°32'12"
D = 190°59'09.35"
T = 15.13
R = 30.00
PC STA = 584+87.35 F
Y = 217215.6198
X = 642602.2258F
PT STA = 585+15.38F
Y = 217191.0835
X = 642590.9026
S.E. = N/A

CHNL 2
PI STA = 585+30.29 F
Y = 217176.1905
X = 642591.4216

CHNL 3
PI STA = 506+59.55 G
Y = 224449.3597
X = 641570.0206

CHNL 3
PI STATION = 506+90.48 G
Y = 224452.4891
X = 641539.2457
DELTA = 80°19'43"
D = 572°57'28.06"
T = 8.44
R = 10.00
PC STA = 506+82.04 G
Y = 224451.6352
X = 641547.6424G
PT STA = 506+96.06G
Y = 224444.3551
X = 641536.9934
S.E. = N/A

CHNL 3
PI STATION = 507+11.94 G
Y = 224429.0503
X = 641532.7555
DELTA = 104°43'36"
D = 572°57'28.06"
T = 12.97
R = 10.00
PC STA = 506+98.98 G
Y = 224441.5481
X = 641536.2161G
PT STA = 507+17.25G
Y = 224428.8803
X = 641545.7225
S.E. = N/A

CHNL 3
PI STATION = 507+80.67 G
Y = 224428.0494
X = 641609.1278
DELTA = 108°58'41"
D = 572°57'28.06"
T = 14.01
R = 10.00
PC STA = 507+66.65 G
Y = 224428.2331
X = 641595.1151G
PT STA = 507+85.67G
Y = 224414.8582
X = 641604.3971
S.E. = N/A

CHNL 3
PI STATION = 508+09.99 G
Y = 224391.9633
X = 641596.1865
DELTA = 13°05'01"
D = 76°23'39.74"
T = 8.60
R = 75.00
PC STA = 508+01.39 G
Y = 224400.0591
X = 641599.0898G
PT STA = 508+18.52G
Y = 224383.4204
X = 641595.1912
S.E. = N/A

CHNL 3
PI STATION = 509+62.25 G
Y = 224240.6574
X = 641578.5584
DELTA = 88°57'16"
D = 76°23'39.74"
T = 73.64
R = 75.00
PC STA = 508+88.61 G
Y = 224313.8062
X = 641587.0807G
PT STA = 510+05.05G
Y = 224230.8017
X = 641651.5396
S.E. = N/A

CHNL 3
PI STATION = 511+07.24 G
Y = 224168.1489
X = 641642.2706
DELTA = 109°50'24"
D = 286°28'44.03"
T = 28.48
R = 20.00
PC STA = 510+78.76 G
Y = 224185.5140
X = 641664.8419G
PT STA = 511+17.10G
Y = 224152.8110
X = 641666.2656
S.E. = N/A

CHNL 3
PI STATION = 511+59.84 G
Y = 224129.7911
X = 641702.2784
DELTA = 52°03'33"
D = 114°35'29.61"
T = 24.42
R = 50.00
PC STA = 511+35.42 G
Y = 224142.9426
X = 641681.7040G
PT STA = 511+80.85G
Y = 224105.4791
X = 641704.5567
S.E. = N/A

CHNL 3
PI STATION = 513+81.90 G
Y = 224149.4498
X = 641825.9419
DELTA = 142°15'31"
D = 190°59'09.35"
T = 87.77
R = 30.00
PC STA = 512+94.13 G
Y = 224080.5865
X = 641771.5237G
PT STA = 513+68.61G
Y = 224061.6847
X = 641825.0600
S.E. = N/A

CHNL 3
PI STATION = 512+79.29 G
Y = 224007.4664
X = 641713.7417
DELTA = 136°19'46"
D = 190°59'09.35"
T = 74.87
R = 30.00
PC STA = 512+04.42 G
Y = 224082.0111
X = 641706.7559G
PT STA = 512+75.80G
Y = 224066.2099
X = 641760.1628
S.E. = N/A

CHNL 3
PI STATION = 514+33.09 G
Y = 223997.2143
X = 641824.4121
DELTA = 24°36'20"
D = 57°17'44.81"
T = 21.81
R = 100.00
PC STA = 514+11.28 G
Y = 224019.0218
X = 641824.6313G
PT STA = 514+54.22G
Y = 223977.4782
X = 641815.1329
S.E. = N/A

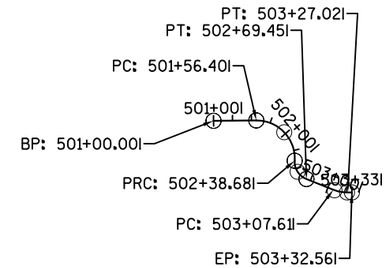
CHNL 3
PI STATION = 515+28.36 G
Y = 223910.3920
X = 641783.5912
DELTA = 107°03'05"
D = 163°42'08.02"
T = 47.34
R = 35.00
PC STA = 514+81.01 G
Y = 223953.2370
X = 641803.7355G
PT STA = 515+46.41G
Y = 223903.6968
X = 641830.4597
S.E. = N/A

CHNL 3
PI STATION = 515+94.79 G
Y = 223896.8538
X = 641878.3626
DELTA = 81°51'24"
D = 163°42'08.02"
T = 30.35
R = 35.00
PC STA = 515+64.45 G
Y = 223901.1455
X = 641848.3194G
PT STA = 516+14.45G
Y = 223866.5055
X = 641878.3698
S.E. = N/A

CHNL 3
PI STATION = 516+60.47 G
Y = 223820.4837
X = 641878.3807
DELTA = 27°05'28"
D = 57°17'44.81"
T = 24.09
R = 100.00
PC STA = 516+36.38 G
Y = 223844.5757
X = 641878.3750G
PT STA = 516+83.66G
Y = 223799.0376
X = 641889.3575
S.E. = N/A

CHNL 3
PI STATION = 517+63.85 G
Y = 223727.6598
X = 641925.8907
DELTA = 57°31'32"
D = 114°35'29.61"
T = 27.45
R = 50.00
PC STA = 517+36.40 G
Y = 223752.0911
X = 641913.3861G
PT STA = 517+86.60G
Y = 223703.9928
X = 641911.9938
S.E. = N/A

CHNL 3
PI STATION = 518+59.84 G
Y = 223640.8376
X = 641874.9101
DELTA = 102°55'55"
D = 229°10'59.22"
T = 31.39
R = 25.00
PC STA = 518+28.45 G
Y = 223667.9070
X = 641890.8048G
PT STA = 518+73.36G
Y = 223631.4040
X = 641904.8501
S.E. = N/A



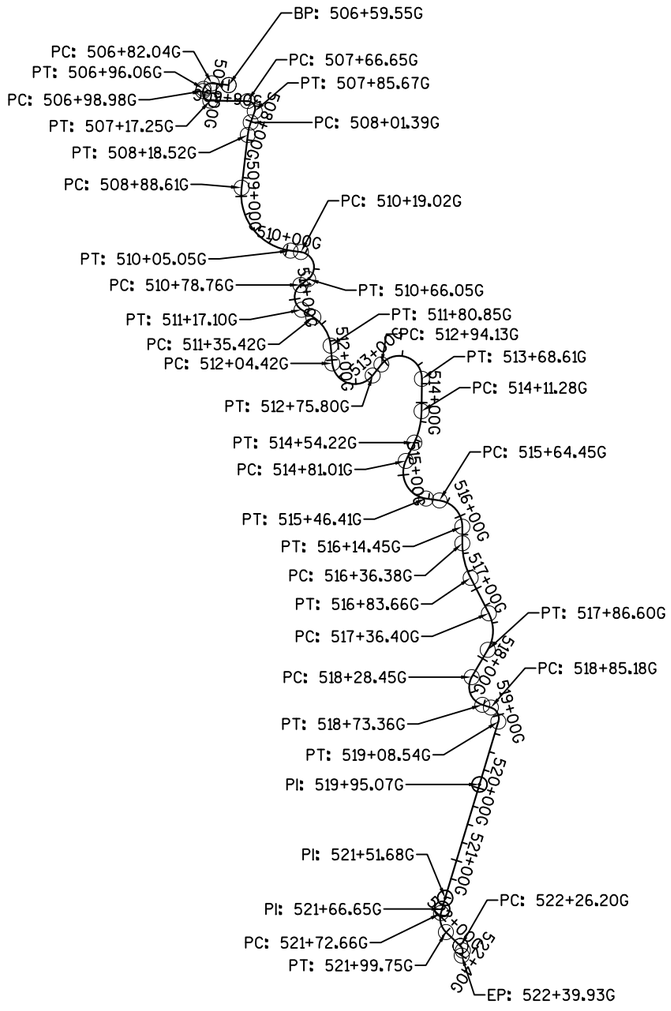
CHNL 5
PI STA = 501+00.00 I
Y = 224936.6414
X = 641411.4792

CHNL 5
PI STATION = 502+10.06 I
Y = 224937.6242
X = 641521.5378
DELTA = 93°40'48"
D = 113°51'31.64"
T = 53.66
R = 50.32
PC STA = 501+56.40 I
Y = 224937.1450
X = 641467.8776I
PT STA = 502+38.68I
Y = 224884.0438
X = 641518.5717
S.E. = N/A

CHNL 5
PI STATION = 502+56.43 I
Y = 224866.3215
X = 641517.5907
DELTA = 71°27'00"
D = 232°10'14.43"
T = 17.75
R = 24.68
PC STA = 502+38.68 I
Y = 224884.0438
X = 641518.5717I
PT STA = 502+69.45I
Y = 224859.7533
X = 641534.0801
S.E. = N/A

CHNL 5
PI STATION = 503+17.44 I
Y = 224841.9959
X = 641578.6603
DELTA = 22°14'41"
D = 114°35'29.61"
T = 9.83
R = 50.00
PC STA = 503+07.61 I
Y = 224845.6334
X = 641569.5283I
PT STA = 503+27.02I
Y = 224842.0862
X = 641588.4897
S.E. = N/A

CHNL 5
PI STA = 503+32.56 I
Y = 224842.1370
X = 641594.0321



CHNL 3
PI STATION = 518+99.98 G
Y = 223623.4056
X = 641930.2348
DELTA = 89°13'49"
D = 381°58'18.71"
T = 14.80
R = 15.00
PC STA = 518+85.18 G
Y = 223627.8533
X = 641916.1191G
PT STA = 519+08.54G
Y = 223609.2314
X = 641925.9772
S.E. = N/A

CHNL 3
PI STA = 519+95.07 G
Y = 223526.3524
X = 641901.0820

CHNL 3
PI STA = 521+51.68 G
Y = 223376.4356
X = 641855.7890

CHNL 3
PI STATION = 521+87.71 G
Y = 223341.7651
X = 641846.0014
DELTA = 62°05'20"
D = 229°10'59.22"
T = 15.05
R = 25.00
PC STA = 521+72.66 G
Y = 223356.2470
X = 641850.0897G
PT STA = 521+99.75G
Y = 223331.3734
X = 641856.8851
S.E. = N/A

CHNL 3
PI STATION = 522+34.40 G
Y = 223307.4469
X = 641881.9442
DELTA = 78°40'13"
D = 572°57'28.06"
T = 8.20
R = 10.00
PC STA = 522+26.20 G
Y = 223313.1062
X = 641876.0169G
PT STA = 522+39.93G
Y = 223300.5233
X = 641877.5596
S.E. = N/A

CHNL 3
PI STA = 522+39.93 G
Y = 223300.5233
X = 641877.5596

N

2

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 265	E

2

N

CHNL 4
PI STA = 399+66.27 H
Y = 229208.9120
X = 641014.2102

CHNL 4
PI STATION = 400+28.03 H
Y = 229210.7345
X = 641075.9479
DELTA = 66°44'45"
D = 127°19'26.24"
T = 29.64
R = 45.00
PC STA = 399+98.39 H
Y = 229209.8599
X = 641046.3193H
PT STA = 400+50.82H
Y = 229238.3015
X = 641086.8421
S.E. = N/A

CHNL 4
PI STATION = 400+80.37 H
Y = 229265.7910
X = 641097.7056
DELTA = 19°42'34"
D = 229°10'59.22"
T = 4.34
R = 25.00
PC STA = 400+76.03 H
Y = 229261.7522
X = 641096.1095H
PT STA = 400+84.63H
Y = 229270.1316
X = 641097.8461
S.E. = N/A

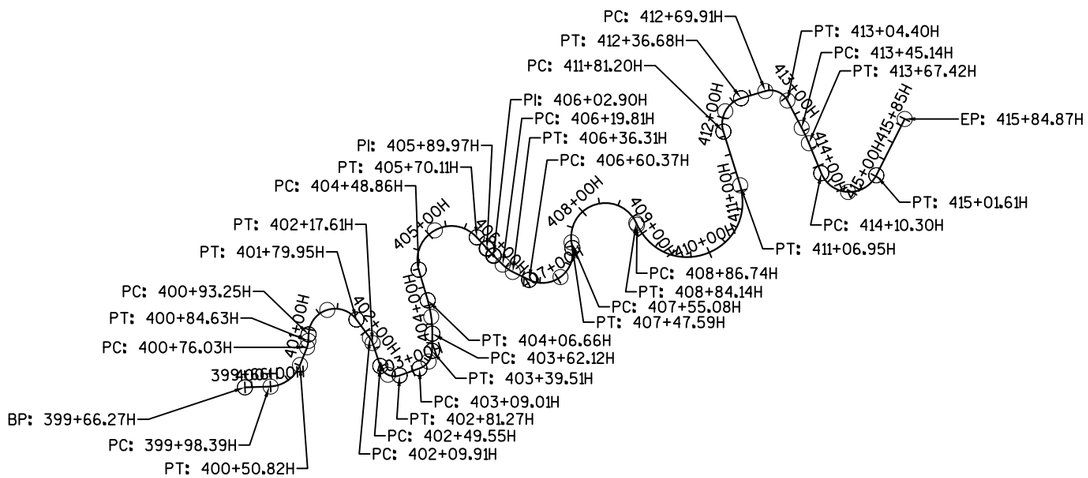
CHNL 4
PI STATION = 401+94.69 H
Y = 229380.1317
X = 641101.4065
DELTA = 141°55'34"
D = 163°42'08.15"
T = 101.44
R = 35.00
PC STA = 400+93.25 H
Y = 229278.7496
X = 641098.1250H
PT STA = 401+79.95H
Y = 229298.2984
X = 641161.3431
S.E. = N/A

CHNL 4
PI STATION = 402+13.79 H
Y = 229270.9972
X = 641181.3392
DELTA = 17°39'17"
D = 229°10'59.22"
T = 3.88
R = 25.00
PC STA = 402+09.91 H
Y = 229274.1293
X = 641179.0451H
PT STA = 402+17.61H
Y = 229267.3168
X = 641182.5753
S.E. = N/A

CHNL 4
PI STATION = 402+69.85 H
Y = 229217.7952
X = 641199.2078
DELTA = 90°52'07"
D = 286°28'43.57"
T = 20.31
R = 20.00
PC STA = 402+49.55 H
Y = 229237.0440
X = 641192.7428H
PT STA = 402+81.27H
Y = 229224.5512
X = 641218.3564
S.E. = N/A

CHNL 4
PI STATION = 403+26.48 H
Y = 229239.5950
X = 641260.9950
DELTA = 69°54'27"
D = 229°11'00.23"
T = 17.48
R = 25.00
PC STA = 403+09.01 H
Y = 229233.7807
X = 641244.5155H
PT STA = 403+39.51H
Y = 229257.0690
X = 641261.1958
S.E. = N/A

CHNL 4
PI STATION = 403+84.56 H
Y = 229302.1134
X = 641261.7136
DELTA = 17°00'52"
D = 38°11'49.70"
T = 22.44
R = 150.00
PC STA = 403+62.12 H
Y = 229279.6781
X = 641261.4557H
PT STA = 404+06.66H
Y = 229323.6423
X = 641255.3954
S.E. = N/A



CHNL 4
PI STATION = 406+46.76 H
Y = 229554.0230
X = 641187.7839
DELTA = 154°22'45"
D = 127°19'26.25"
T = 197.90
R = 45.00
PC STA = 404+48.86 H
Y = 229364.1299
X = 641243.5132H
PT STA = 405+70.11H
Y = 229406.8992
X = 641320.1459
S.E. = N/A

CHNL 4
PI STA = 405+89.97 H
Y = 229392.1340
X = 641333.4296

CHNL 4
PI STATION = 406+28.14 H
Y = 229364.9070
X = 641360.1743
DELTA = 18°54'48"
D = 114°35'29.61"
T = 8.33
R = 50.00
PC STA = 406+19.81 H
Y = 229370.7959
X = 641354.2854H
PT STA = 406+36.31H
Y = 229361.2448
X = 641367.6541
S.E. = N/A

CHNL 4
PI STATION = 407+37.11 H
Y = 229316.9197
X = 641458.1856
DELTA = 124°56'32"
D = 143°14'22.03"
T = 76.74
R = 40.00
PC STA = 406+60.37 H
Y = 229350.6669
X = 641389.2588H
PT STA = 407+47.59H
Y = 229392.7498
X = 641446.3712
S.E. = N/A

CHNL 4
PI STATION = 410+81.91 H
Y = 229723.0772
X = 641394.9059
DELTA = 164°19'15"
D = 127°19'26.24"
T = 326.83
R = 45.00
PC STA = 407+55.08 H
Y = 229400.1460
X = 641445.2189H
PT STA = 408+84.14H
Y = 229425.7595
X = 641530.6194
S.E. = N/A

CHNL 4
PI STATION = 420+52.43 H
Y = 228362.9505
X = 642015.7488
DELTA = 172°49'59"
D = 78°29'14.53"
T = 1165.69
R = 73.00
PC STA = 408+86.74 H
Y = 229423.3893
X = 641531.7013H
PT STA = 411+06.95H
Y = 229475.4933
X = 641667.7818
S.E. = N/A

CHNL 4
PI STATION = 412+16.70 H
Y = 229580.2433
X = 641635.0195
DELTA = 90°48'52"
D = 163°42'07.74"
T = 35.50
R = 35.00
PC STA = 411+81.20 H
Y = 229546.3607
X = 641645.6168H
PT STA = 412+36.68H
Y = 229590.3579
X = 641669.0493
S.E. = N/A

CHNL 4
PI STATION = 412+90.53 H
Y = 229605.7020
X = 641720.6733
DELTA = 79°02'29"
D = 229°10'59.22"
T = 20.62
R = 25.00
PC STA = 412+69.91 H
Y = 229599.8261
X = 641700.9045H
PT STA = 413+04.40H
Y = 229587.4106
X = 641730.2001
S.E. = N/A

CHNL 4
PI STATION = 414+97.66 H
Y = 229410.6728
X = 641808.0616
DELTA = 130°47'53"
D = 143°14'22.03"
T = 87.36
R = 40.00
PC STA = 414+10.30 H
Y = 229491.4415
X = 641774.7623H
PT STA = 415+01.61H
Y = 229488.6548
X = 641847.4473
S.E. = N/A

CHNL 4
PI STA = 415+84.87 H
Y = 229562.9726
X = 641884.9823

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 266	E

PT #	Y	X	DESCRIPTION
502	238,502.78	642,066.05	5/8IN RB KL CAP
503	238,931.54	643,190.38	5/8IN RB KL CAP
504	238,853.29	642,140.20	5/8IN RB KL CAP
505	238,913.32	641,646.77	5/8IN RB KL CAP
506	238,945.03	640,778.05	5/8IN RB KL CAP
507	236,273.41	642,293.43	5/8IN RB KL CAP
508	236,324.34	641,884.33	5/8IN RB KL CAP
509	236,276.10	641,387.90	PK
532	238,872.95	641,002.86	5/8IN RB KL CAP
533	236,276.78	643,016.23	DISK IN CONC
534	237,138.17	642,429.49	5/8IN RB KL CAP
535	237,181.45	641,391.45	5/8IN RB KL CAP
543	238,914.64	641,417.47	MAG NAIL
560	242,802.77	642,535.43	5/8IN RB KL CAP
567	242,627.03	641,943.34	5/8IN RB KL CAP
568	243,156.22	641,438.23	5/8IN RB KL CAP

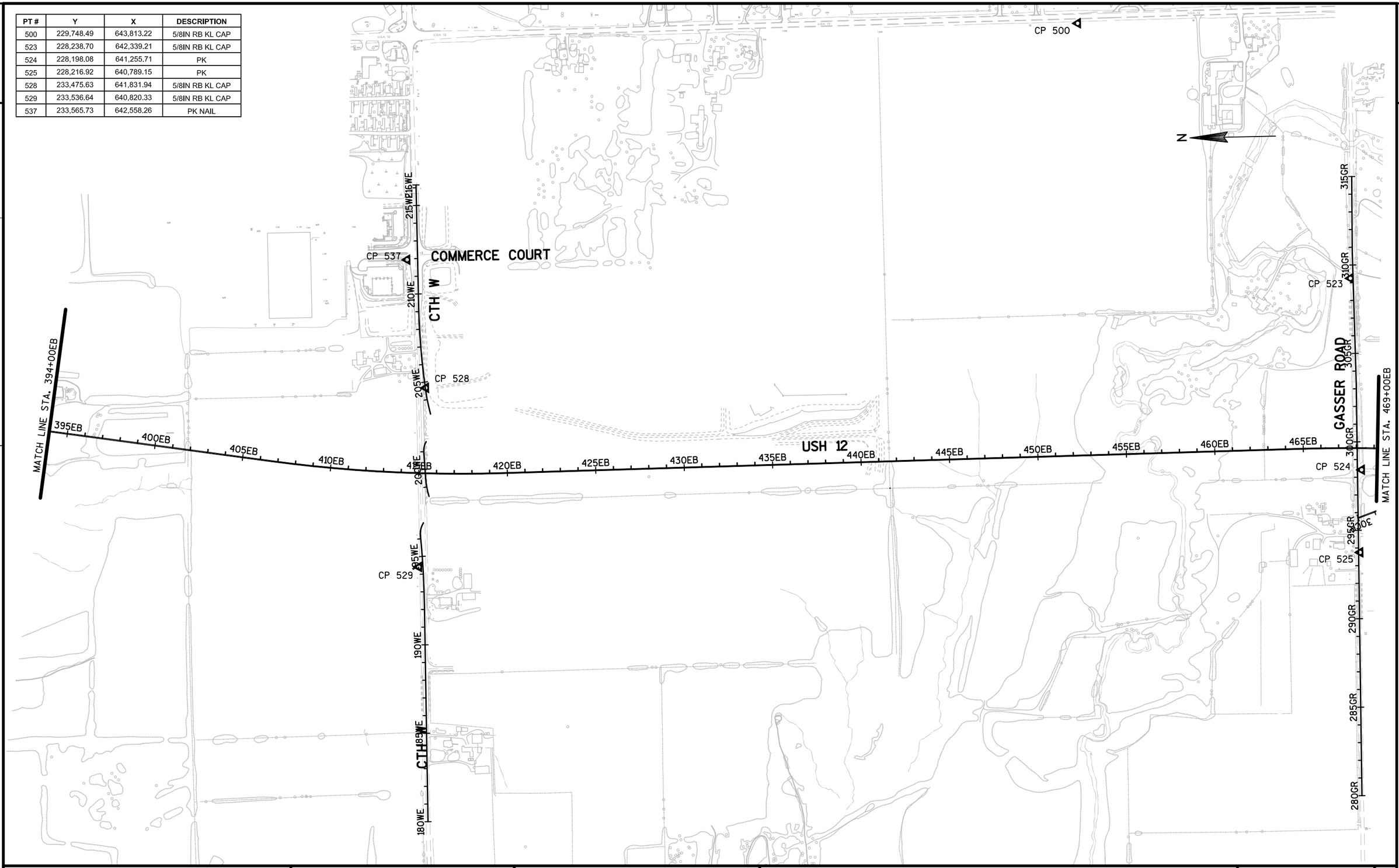


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 267 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027301_CP.DWG PLOT DATE : 5/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

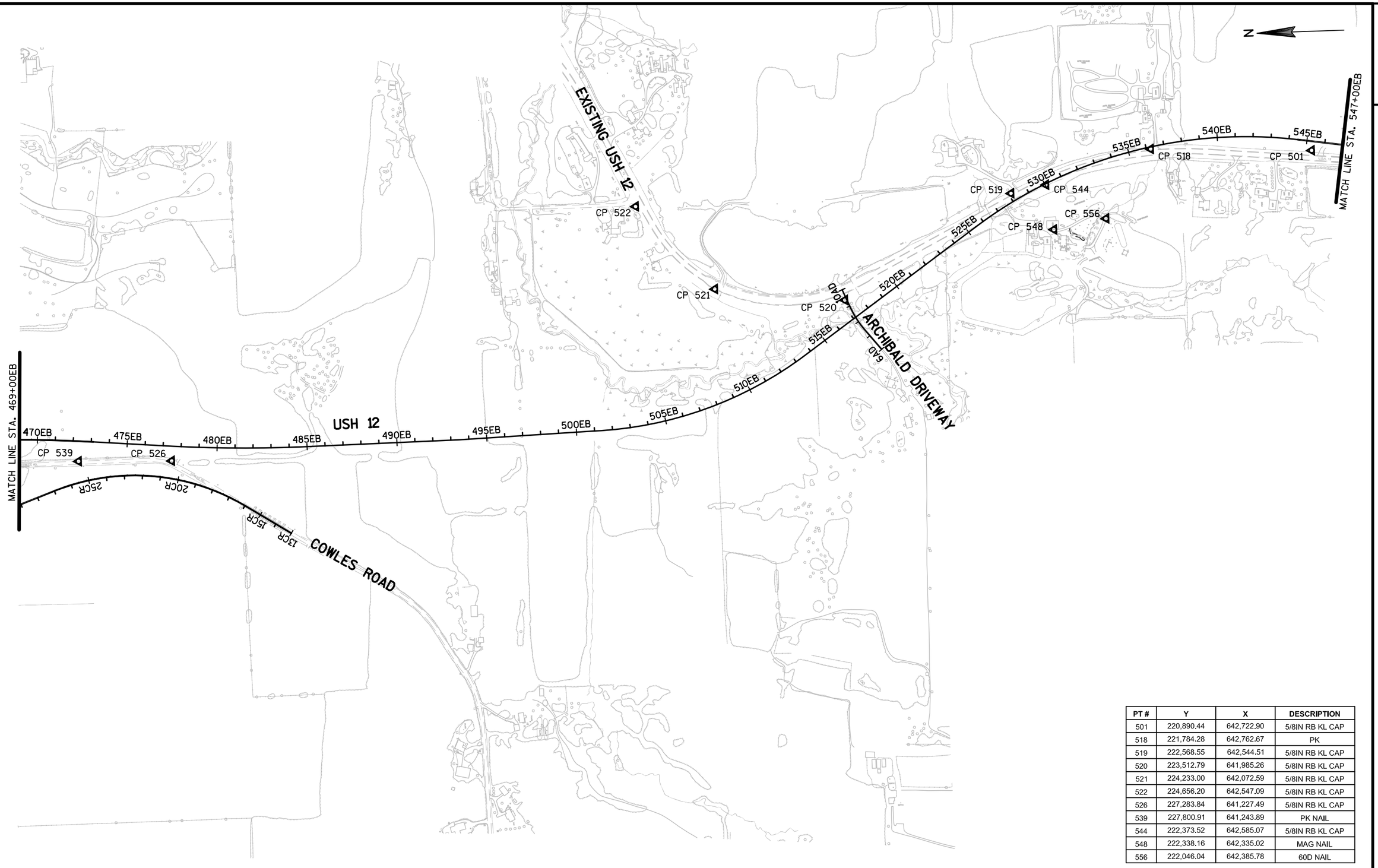
PT #	Y	X	DESCRIPTION
500	229,748.49	643,813.22	5/8IN RB KL CAP
523	228,238.70	642,339.21	5/8IN RB KL CAP
524	228,198.08	641,255.71	PK
525	228,216.92	640,789.15	PK
528	233,475.63	641,831.94	5/8IN RB KL CAP
529	233,536.64	640,820.33	5/8IN RB KL CAP
537	233,565.73	642,558.26	PK NAIL



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 268	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027301_CP.DWG PLOT DATE : 5/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42



PT #	Y	X	DESCRIPTION
501	220,890.44	642,722.90	5/8IN RB KL CAP
518	221,784.28	642,762.67	PK
519	222,568.55	642,544.51	5/8IN RB KL CAP
520	223,512.79	641,985.26	5/8IN RB KL CAP
521	224,233.00	642,072.59	5/8IN RB KL CAP
522	224,656.20	642,547.09	5/8IN RB KL CAP
526	227,283.84	641,227.49	5/8IN RB KL CAP
539	227,800.91	641,243.89	PK NAIL
544	222,373.52	642,585.07	5/8IN RB KL CAP
548	222,338.16	642,335.02	MAG NAIL
556	222,046.04	642,385.78	60D NAIL

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 269	E

2



PT #	Y	X	DESCRIPTION
511	215,076.76	642,968.28	5/8IN RB KL CAP
512	216,343.56	642,949.14	5/8IN RB KL CAP
513	217,381.91	642,824.63	5/8IN RB KL CAP
514	218,233.15	642,716.62	5/8IN RB KL CAP
515	218,999.47	642,680.78	PK
516	219,882.60	642,617.63	5/8IN RB KL CAP
517	220,288.81	642,569.27	PK
531	215,714.72	642,938.51	5/8IN RB KL CAP

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 270	E

DATE 23SEP14 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	1674-00-80 QUANTITY	1674-00-85 QUANTITY
0010	201.0105	CLEARING	STA	252.000	252.000	
0020	201.0120	CLEARING	ID	210.000	210.000	
0030	201.0205	GRUBBING	STA	252.000	252.000	
0040	201.0220	GRUBBING	ID	210.000	210.000	
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	15.000	15.000	
0060	204.0100	REMOVING PAVEMENT	SY	656.000		656.000
0070	204.0110	REMOVING ASPHALTIC SURFACE	SY	225.000		225.000
0080	204.0150	REMOVING CURB & GUTTER	LF	4,125.000	3,850.000	275.000
0090	204.0170	REMOVING FENCE	LF	11,250.000	11,250.000	
0100	204.0210	REMOVING MANHOLES	EACH	1.000	1.000	
0110	204.0220	REMOVING INLETS	EACH	15.000	15.000	
0120	204.0225	REMOVING SEPTIC TANKS	EACH	4.000	4.000	
0130	204.0235	REMOVING BUILDINGS (PARCEL) 001. PARCEL 18	LS	1.000	1.000	
0140	204.0235	REMOVING BUILDINGS (PARCEL) 002. PARCEL 22	LS	1.000	1.000	
0150	204.0235	REMOVING BUILDINGS (PARCEL) 003. PARCEL 44	LS	1.000	1.000	
0160	204.0235	REMOVING BUILDINGS (PARCEL) 004. PARCEL 47	LS	1.000	1.000	
0170	204.0235	REMOVING BUILDINGS (PARCEL) 005. PARCEL 53	LS	1.000	1.000	
0180	204.0235	REMOVING BUILDINGS (PARCEL) 006. PARCEL 14	LS	1.000	1.000	
0190	204.0235	REMOVING BUILDINGS (PARCEL) 007. PARCEL 23	LS	1.000	1.000	
0200	204.0240	SITE CLEARANCE (PARCEL) 001. PARCEL 18	LS	1.000	1.000	
0210	204.0240	SITE CLEARANCE (PARCEL) 002. PARCEL 22	LS	1.000	1.000	
0220	204.0240	SITE CLEARANCE (PARCEL) 003. PARCEL 44	LS	1.000	1.000	
0230	204.0240	SITE CLEARANCE (PARCEL) 004. PARCEL 47	LS	1.000	1.000	
0240	204.0240	SITE CLEARANCE (PARCEL) 005. PARCEL 53	LS	1.000	1.000	
0250	204.0240	SITE CLEARANCE (PARCEL) 006. PARCEL 14	LS	1.000	1.000	
0260	204.0240	SITE CLEARANCE (PARCEL) 007. PARCEL 23	LS	1.000	1.000	
0270	204.0245	REMOVING STORM SEWER (SIZE) 001. 12-INCH	LF	1,775.000	1,775.000	
0280	204.0265	ABANDONING WELLS	EACH	4.000	4.000	
0290	205.0100	EXCAVATION COMMON	CY	1,782,276.000	1,781,676.000	600.000
0300	205.0200	EXCAVATION ROCK	CY	377,828.000	377,828.000	
0310	205.0400	EXCAVATION MARSH	CY	72,735.000	72,735.000	
0320	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 001. B-56-205	LS	1.000	1.000	
0330	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 002. B-56-206	LS	1.000	1.000	
0340	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 003. B-56-209	LS	1.000	1.000	
0350	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 004. B-56-210	LS	1.000	1.000	
0360	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 005. B-56-213	LS	1.000	1.000	
0370	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 001. C-56-2032	LS	1.000	1.000	
0380	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 002. C-56-2029	LS	1.000	1.000	
0390	208.0100	BORROW	CY	93,670.000	93,670.000	
0400	209.0100	BACKFILL GRANULAR	CY	109,103.000	109,103.000	
0410	210.0100	BACKFILL STRUCTURE	CY	7,055.000	7,055.000	

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DATE 23SEP14 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	1674-00-80 QUANTITY	1674-00-85 QUANTITY
0420	213.0100	FINISHING ROADWAY (PROJECT) 001. 1674-00-80	EACH	1.000	1.000	
0430	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	5,432.000	5,432.000	
0440	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	82,504.000	81,604.000	900.000
0450	311.0115	BREAKER RUN	CY	510.000	510.000	
0460	312.0110	SELECT CRUSHED MATERIAL	TON	275,000.000	275,000.000	
0470	405.0100	COLORING CONCRETE RED	CY	670.000	670.000	
0480	415.0070	CONCRETE PAVEMENT 7-INCH	SY	1,575.000	1,575.000	
0490	415.0090	CONCRETE PAVEMENT 9-INCH	SY	13,350.000	13,350.000	
0500	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	301.000	200.000	101.000
0510	416.0508	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH	SY	300.000	300.000	
0520	416.0512	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH	SY	1,800.000	1,800.000	
0530	455.0105	ASPHALTIC MATERIAL PG58-28	TON	366.000	350.000	16.000
0540	455.0605	TACK COAT	GAL	692.000	670.000	22.000
0550	460.1101	HMA PAVEMENT TYPE E-1	TON	3,900.000	3,900.000	
0560	460.1110	HMA PAVEMENT TYPE E-10	TON	2,520.000	2,250.000	270.000
0570	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	4,120.000	3,940.000	180.000
0580	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	180.000	180.000	
0590	465.0310	ASPHALTIC CURB	LF	90.000	90.000	
0600	465.0315	ASPHALTIC FLUMES	SY	200.000	200.000	
0610	502.0100	CONCRETE MASONRY BRIDGES	CY	3,211.000	3,211.000	
0620	502.3200	PROTECTIVE SURFACE TREATMENT	SY	5,804.000	5,804.000	
0630	503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	1,628.000	1,628.000	
0640	503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	3,157.000	3,157.000	
0650	504.0100	CONCRETE MASONRY CULVERTS	CY	822.000	822.000	
0660	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	41,640.000	41,640.000	
0670	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	98,855.000	98,855.000	
0680	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	503,495.000	503,495.000	
0690	505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	LB	8,365.000	8,365.000	
0700	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	104.000	104.000	
0710	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 001. B-56-205	EACH	16.000	16.000	
0720	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 002. B-56-206	EACH	16.000	16.000	
0730	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 003. B-56-209	EACH	16.000	16.000	
0740	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 004. B-56-210	EACH	16.000	16.000	
0750	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 005. B-56-213	EACH	20.000	20.000	
0760	509.5100.S	POLYMER OVERLAY	SY	293.000	293.000	
0770	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	240.000	240.000	
0780	517.1010.S	CONCRETE STAINING (STRUCTURE) 001. B-56-205	SF	5,088.000	5,088.000	
0790	517.1010.S	CONCRETE STAINING (STRUCTURE) 002. B-56-206	SF	5,103.000	5,103.000	
0800	517.1010.S	CONCRETE STAINING (STRUCTURE) 003. B-56-209	SF	4,565.000	4,565.000	
0810	517.1010.S	CONCRETE STAINING (STRUCTURE) 004. B-56-210	SF	4,255.000	4,255.000	
0820	517.1010.S	CONCRETE STAINING (STRUCTURE) 005. B-56-213	SF	6,180.000	6,180.000	

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DATE 23SEP14 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	1674-00-80 QUANTITY	1674-00-85 QUANTITY
0830	517.1010.S	CONCRETE STAINING (STRUCTURE) 006. R-56-33	SF	1,945.000	1,945.000	
0840	517.1010.S	CONCRETE STAINING (STRUCTURE) 007. R-56-35	SF	3,060.000	3,060.000	
0850	517.1010.S	CONCRETE STAINING (STRUCTURE) 008. R-56-36	SF	1,005.000	1,005.000	
0860	517.1015.S	CONCRETE STAINING MULTI-COLOR (STRUCTURE) 001. B-56-205	SF	1,412.000	1,412.000	
0870	517.1015.S	CONCRETE STAINING MULTI-COLOR (STRUCTURE) 002. B-56-206	SF	1,412.000	1,412.000	
0880	517.1015.S	CONCRETE STAINING MULTI-COLOR (STRUCTURE) 003. B-56-209	SF	920.000	920.000	
0890	517.1015.S	CONCRETE STAINING MULTI-COLOR (STRUCTURE) 004. B-56-210	SF	1,325.000	1,325.000	
0900	517.1015.S	CONCRETE STAINING MULTI-COLOR (STRUCTURE) 005. B-56-213	SF	1,000.000	1,000.000	
0910	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 001. B-56-205	SF	1,412.000	1,412.000	
0920	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 002. B-56-206	SF	1,412.000	1,412.000	
0930	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 003. B-56-209	SF	1,080.000	1,080.000	
0940	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 004. B-56-210	SF	1,325.000	1,325.000	
0950	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 005. B-56-213	SF	1,175.000	1,175.000	
0960	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	412.000	412.000	
0970	520.8000	CONCRETE COLLARS FOR PIPE	EACH	2.000	2.000	
0980	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	121.000	121.000	
0990	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	56.000	56.000	
1000	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	14.000	14.000	
1010	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	8.000	8.000	
1020	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	4.000	4.000	
1030	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	104.000	104.000	
1040	522.0160	CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH	LF	240.000	240.000	
1050	522.0324	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	1,575.000	1,575.000	
1060	522.0336	CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	217.000	217.000	
1070	522.0348	CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH	LF	134.000	134.000	
1080	522.0360	CULVERT PIPE REINFORCED CONCRETE CLASS IV 60-INCH	LF	361.000	361.000	
1090	522.0548	CULVERT PIPE REINFORCED CONCRETE CLASS V 48-INCH	LF	318.000	318.000	
1100	522.0572	CULVERT PIPE REINFORCED CONCRETE CLASS V 72-INCH	LF	383.000	383.000	
1110	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	2.000	2.000	
1120	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	52.000	52.000	
1130	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	4.000	4.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
1140	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	6.000	6.000	
1150	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	1.000	1.000	
1160	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	6.000	6.000	
1170	522.1060	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH	EACH	8.000	8.000	
1180	522.1072	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 72-INCH	EACH	2.000	2.000	
1190	523.0419	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH	LF	295.000	295.000	
1200	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	10.000	10.000	
1210	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	2.000	2.000	
1220	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	7,890.000	7,890.000	
1230	601.0120	CONCRETE CURB TYPE J	LF	280.000	280.000	
1240	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	1,100.000	1,100.000	
1250	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	12,200.000	12,200.000	
1260	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	4,375.000	4,100.000	275.000
1270	601.0551	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	LF	500.000	500.000	
1280	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	1,425.000	1,425.000	
1290	601.0580	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	LF	1,450.000	1,450.000	
1300	602.0410	CONCRETE SIDEWALK 5-INCH	SF	48,600.000	48,600.000	
1310	602.0420	CONCRETE SIDEWALK 7-INCH	SF	370.000	370.000	
1320	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	576.000	576.000	
1330	606.0200	RIPRAP MEDIUM	CY	2,800.000	2,800.000	
1340	606.0300	RIPRAP HEAVY	CY	635.000	635.000	
1350	606.0700	GROUTED RIPRAP HEAVY	CY	2,300.000	2,300.000	
1360	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	1,572.000	1,572.000	
1370	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	337.000	337.000	
1380	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	336.000	336.000	
1390	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	1,724.000	1,724.000	
1400	608.0327	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH	LF	13.000	13.000	
1410	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	527.000	527.000	
1420	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	1,429.000	1,429.000	
1430	608.0342	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	44.000	44.000	
1440	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	454.000	454.000	
1450	610.0129	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	137.000	137.000	

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DATE 23SEP14 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	1674-00-80 QUANTITY	1674-00-85 QUANTITY
1460	611.0530	MANHOLE COVERS TYPE J	EACH	23.000	23.000	
1470	611.0610	INLET COVERS TYPE BW	EACH	8.000	8.000	
1480	611.0612	INLET COVERS TYPE C	EACH	2.000	2.000	
1490	611.0624	INLET COVERS TYPE H	EACH	47.000	47.000	
1500	611.0627	INLET COVERS TYPE HM	EACH	1.000	1.000	
1510	611.0639	INLET COVERS TYPE H-S	EACH	18.000	18.000	
1520	611.0642	INLET COVERS TYPE MS	EACH	5.000	5.000	
1530	611.0652	INLET COVERS TYPE T	EACH	12.000	12.000	
1540	611.0654	INLET COVERS TYPE V	EACH	14.000	14.000	
1550	611.2004	MANHOLES 4-FT DIAMETER	EACH	15.000	15.000	
1560	611.2005	MANHOLES 5-FT DIAMETER	EACH	22.000	22.000	
1570	611.2006	MANHOLES 6-FT DIAMETER	EACH	4.000	4.000	
1580	611.2007	MANHOLES 7-FT DIAMETER	EACH	1.000	1.000	
1590	611.3003	INLETS 3-FT DIAMETER	EACH	3.000	3.000	
1600	611.3004	INLETS 4-FT DIAMETER	EACH	1.000	1.000	
1610	611.3220	INLETS 2X2-FT	EACH	15.000	15.000	
1620	611.3225	INLETS 2X2.5-FT	EACH	14.000	14.000	
1630	611.3230	INLETS 2X3-FT	EACH	48.000	48.000	
1640	611.3902	INLETS MEDIAN 2 GRATE	EACH	1.000	1.000	
1650	612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	100.000	100.000	
1660	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	847.000	847.000	
1670	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	1,745.000	1,745.000	
1680	612.0804	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 4-INCH	EACH	10.000	10.000	
1690	612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	3.000	3.000	
1700	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	20.000	20.000	
1710	614.0396	GUARDRAIL MOW STRIP ASPHALT	SY	200.000	200.000	
1720	614.2300	MGS GUARDRAIL 3	LF	100.000	100.000	
1730	614.2500	MGS THRIE BEAM TRANSITION	LF	150.000	150.000	
1740	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	4.000	4.000	
1750	616.0204	FENCE CHAIN LINK 4-FT	LF	400.000	400.000	
1760	616.0206	FENCE CHAIN LINK 6-FT	LF	28,400.000	28,400.000	
1770	616.0208	FENCE CHAIN LINK 8-FT	LF	8,750.000	8,750.000	
1780	616.0329	GATES CHAIN LINK (WIDTH) 001. 3-FOOT	EACH	6.000	6.000	
1790	616.0700.S	FENCE SAFETY	LF	500.000	500.000	
1800	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 001. 1674-00-80	EACH	1.000	1.000	
1810	619.1000	MOBILIZATION	EACH	1.000	0.980	0.020
1820	620.0200	CONCRETE MEDIAN BLUNT NOSE	SF	225.000	225.000	
1830	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	800.000	800.000	
1840	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	30.000	30.000	
1850	624.0100	WATER	MGAL	12,000.000	12,000.000	
1860	625.0500	SALVAGED TOPSOIL	SY	561,800.000	561,800.000	
1870	627.0200	MULCHING	SY	39,800.000	39,800.000	
1880	628.1504	SILT FENCE	LF	22,000.000	22,000.000	
1890	628.1520	SILT FENCE MAINTENANCE	LF	11,000.000	11,000.000	
1900	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	24.000	24.000	
1910	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	15.000	15.000	
1920	628.2004	EROSION MAT CLASS I TYPE B	SY	446,700.000	446,700.000	
1930	628.2027	EROSION MAT CLASS II TYPE C	SY	19,900.000	19,900.000	
1940	628.7005	INLET PROTECTION TYPE A	EACH	109.000	109.000	
1950	628.7010	INLET PROTECTION TYPE B	EACH	2.000	2.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
1960	628.7015	INLET PROTECTION TYPE C	EACH	62.000	62.000	
1970	628.7020	INLET PROTECTION TYPE D	EACH	4.000	4.000	
1980	628.7504	TEMPORARY DITCH CHECKS	LF	3,125.000	3,125.000	
1990	628.7555	CULVERT PIPE CHECKS	EACH	290.000	290.000	
2000	628.7560	TRACKING PADS	EACH	7.000	7.000	
2010	628.7560.S	STONE OR ROCK DITCH CHECKS	CY	290.000	290.000	
2020	629.0210	FERTILIZER TYPE B	CWT	400.000	400.000	
2030	630.0120	SEEDING MIXTURE NO. 20	LB	300.000	300.000	
2040	630.0130	SEEDING MIXTURE NO. 30	LB	4,900.000	4,900.000	
2050	630.0171	SEEDING MIXTURE NO. 70A	LB	385.000	385.000	
2060	630.0175	SEEDING MIXTURE NO. 75	LB	1,330.000	1,330.000	
2070	630.0200	SEEDING TEMPORARY	LB	15,100.000	15,100.000	
2080	630.0400	SEEDING NURSE CROP	LB	2,550.000	2,550.000	
2090	631.0300	SOD WATER	MGAL	100.000	100.000	
2100	631.1000	SOD LAWN	SY	3,960.000	3,960.000	
2110	632.0101	TREES (SPECIES, ROOT, SIZE) 001. BIRCH, RIVER 'HERITAGE', B&B, 2.5-CAL.	EACH	43.000	43.000	
2120	632.0101	TREES (SPECIES, ROOT, SIZE) 002. HACKBERRY, "PRAIRIE PRIDE", B&B, 2. 5-INCH CAL.	EACH	13.000	13.000	
2130	632.0101	TREES (SPECIES, ROOT, SIZE) 003. HONEYLOCUST,THORNLESS 'IMPERIAL',B&B,2. 5-INCH CAL.	EACH	2.000	2.000	
2140	632.0101	TREES (SPECIES, ROOT, SIZE) 004. MAPLE, FREEMAN 'SIENNA GLEN',B&B,2.5-INCH CAL.	EACH	1.000	1.000	
2150	632.0101	TREES (SPECIES, ROOT, SIZE) 005. OAK, SWAMP WHITE, B&B, 2.5-INCH CAL	EACH	23.000	23.000	
2160	632.0101	TREES (SPECIES, ROOT, SIZE) 006. HAWTHORN,COCKSPUR THORNLESS(SHRUB FORM TREE),B&B,6-FOOT HT.	EACH	11.000	11.000	
2170	632.0101	TREES (SPECIES, ROOT, SIZE) 007. HAWTHORN,'WINTER KING' (SHRUB FROM TREE),B&B,6-FOOT HT.	EACH	20.000	20.000	
2180	632.0101	TREES (SPECIES, ROOT, SIZE) 008. SERVICEBERRY, SMOOTH (SHRUB FORM TREE), B&B, 5-FOOT HT.	EACH	27.000	27.000	
2190	632.0101	TREES (SPECIES, ROOT, SIZE) 009. VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE), B&B 6-FOOT HT.	EACH	40.000	40.000	
2200	632.0101	TREES (SPECIES, ROOT, SIZE) 009. VIBURNUM,BLACKHAW FORESTROUGE' (SHRUB FORM TREE),B&B,6-FOOT HT.	EACH	18.000	18.000	
2210	632.0101	TREES (SPECIES, ROOT, SIZE) 010. JUNIPER,'MOUNTBATTEN',B&B,5-FOOT HT.	EACH	16.000	16.000	
2220	632.0101	TREES (SPECIES, ROOT, SIZE) 011. SPRUCE, BLACK HILLS, B&B,7-FOOT HT.	EACH	22.000	22.000	
2230	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 001. BUTTONBUSH, CONT., 3' HT./# 5	EACH	70.000	70.000	
2240	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 002. ELDERBERRY, CONT. 3' HT./# 5	EACH	135.000	135.000	
2250	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 003. WILLOW, PUSSY, CONT., 3' HT./ # 5	EACH	85.000	85.000	
2260	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	20.000	20.000	
2270	633.5200	MARKERS CULVERT END	EACH	81.000	81.000	
2280	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	29.000	29.000	
2290	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	41.000	41.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
2300	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	27.000	27.000	
2310	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	16.000	16.000	
2320	634.0811	POSTS TUBULAR STEEL 2X2-INCH X 11-FT	EACH	4.000	4.000	
2330	634.0885	POSTS TUBULAR STEEL 2X2-INCH X 8.5-FT	EACH	4.000	4.000	
2340	637.1220	SIGNS TYPE I REFLECTIVE SH	SF	724.000	724.000	
2350	637.2210	SIGNS TYPE II REFLECTIVE H	SF	555.430	555.430	
2360	637.2220	SIGNS TYPE II REFLECTIVE SH	SF	20.250	20.250	
2370	637.2230	SIGNS TYPE II REFLECTIVE F	SF	137.250	137.250	
2380	638.2102	MOVING SIGNS TYPE II	EACH	9.000	9.000	
2390	638.2602	REMOVING SIGNS TYPE II	EACH	29.000	29.000	
2400	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	35.000	35.000	
2410	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	2.000	2.000	
2420	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 001. S-56-25	LS	1.000	1.000	
2430	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 002. S-56-26	LS	1.000	1.000	
2440	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 003. S-56-27	LS	1.000	1.000	
2450	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 004. S-56-28	LS	1.000	1.000	
2460	642.5401	FIELD OFFICE TYPE D	EACH	1.000	1.000	
2470	642.6001	FIELD LABORATORY	EACH	1.000	1.000	
2480	643.0100	TRAFFIC CONTROL (PROJECT) 001. 1674-00-80	EACH	1.000	1.000	
2490	643.0300	TRAFFIC CONTROL DRUMS	DAY	7,500.000	7,500.000	
2500	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	6,060.000	6,060.000	
2510	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	12,120.000	12,120.000	
2520	643.0710	TRAFFIC CONTROL WARNING LIGHTS TYPE B	DAY	100.000	100.000	
2530	643.0900	TRAFFIC CONTROL SIGNS	DAY	6,400.000	6,400.000	
2540	643.0910	TRAFFIC CONTROL COVERING SIGNS TYPE I	EACH	8.000	8.000	
2550	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	12.000	12.000	
2560	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	150.000	150.000	
2570	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	158.000	158.000	
2580	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 001. 1674-00-80	EACH	1.000	1.000	
2590	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	19,460.000	19,460.000	
2600	645.0105	GEOTEXTILE FABRIC TYPE C	SY	1,310.000	1,310.000	
2610	645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY	120.000	120.000	
2620	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	1,315.000	1,315.000	
2630	645.0130	GEOTEXTILE FABRIC TYPE R	SY	5,600.000	5,600.000	
2640	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	1,100.000	1,100.000	
2650	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	10,700.000	10,700.000	
2660	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	340.000	340.000	
2670	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1	EACH	4.000	4.000	
2680	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	8.000	8.000	
2690	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	2.000	2.000	
2700	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	5.000	5.000	
2710	647.0456	PAVEMENT MARKING CURB EPOXY	LF	140.000	140.000	
2720	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	40.000	40.000	
2730	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	4.000	4.000	
2740	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	200.000	200.000	
2750	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	150.000	150.000	
2760	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	162.000	162.000	
2770	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	63,000.000	63,000.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
2780	650.5000	CONSTRUCTION STAKING BASE	LF	9,900.000	9,900.000	
2790	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	21,156.000	21,156.000	
2800	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	42.000	42.000	
2810	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 001. B-56-205	LS	1.000	1.000	
2820	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 002. B-56-206	LS	1.000	1.000	
2830	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 003. B-56-209	LS	1.000	1.000	
2840	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 004. B-56-210	LS	1.000	1.000	
2850	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 005. B-56-213	LS	1.000	1.000	
2860	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 006. C-56-2032	LS	1.000	1.000	
2870	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 007. C-56-3082	LS	1.000	1.000	
2880	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 008. R-56-33	LS	1.000	1.000	
2890	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 009. R-56-35	LS	1.000	1.000	
2900	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 010. R-56-36	LS	1.000	1.000	
2910	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 011. S-56-25	LS	1.000	1.000	
2920	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 012. S-56-26	LS	1.000	1.000	
2930	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 013. S-56-27	LS	1.000	1.000	
2940	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 014. S-56-28	LS	1.000	1.000	
2950	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 015. C-56-2029	LS	1.000	1.000	
2960	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	5,675.000	5,675.000	
2970	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 001. 1674-00-80	LS	1.000	1.000	
2980	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 001. 1674-00-80	LS	1.000	1.000	
2990	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 002. 1674-00-85	LS	1.000		1.000
3000	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	69,050.000	69,050.000	
3010	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	9,010.000	9,010.000	
3020	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	580.000	580.000	
3030	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	73.000	73.000	
3040	654.0105	CONCRETE BASES TYPE 5	EACH	46.000	46.000	
3050	654.0230	CONCRETE CONTROL CABINET BASES TYPE L30	EACH	2.000	2.000	
3060	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	8,900.000	8,900.000	
3070	655.0620	ELECTRICAL WIRE LIGHTING 8 AWG	LF	55,000.000	55,000.000	
3080	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 001. 359+62B, 32.8' LT	LS	1.000	1.000	
3090	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 002. 416+88C, 37.1' RT	LS	1.000	1.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
3100	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	46.000	46.000	
3110	657.0322	POLES TYPE 5-ALUMINUM	EACH	46.000	46.000	
3120	657.0710	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT	EACH	61.000	61.000	
3130	659.0600	UNDERDECK LIGHTING (LOCATION) 001. B-56-205	LS	1.000	1.000	
3140	659.0600	UNDERDECK LIGHTING (LOCATION) 002. B-56-206	LS	1.000	1.000	
3150	659.0600	UNDERDECK LIGHTING (LOCATION) 003. B-56-209	LS	1.000	1.000	
3160	659.0600	UNDERDECK LIGHTING (LOCATION) 004. B-56-210	LS	1.000	1.000	
3170	659.0802	PLAQUES SEQUENCE IDENTIFICATION	EACH	61.000	61.000	
3180	659.1120	LUMINAIRES UTILITY LED B	EACH	61.000	61.000	
3190	659.1210	LUMINAIRES UNDERDECK LED B	EACH	8.000	8.000	
3200	659.2130	LIGHTING CONTROL CABINETS 120/240 30-INCH	EACH	2.000	2.000	
3210	690.0150	SAWING ASPHALT	LF	695.000	680.000	15.000
3220	690.0250	SAWING CONCRETE	LF	80.000	25.000	55.000
3230	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	4,478.000	4,478.000	
3240	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	24,198.000	24,198.000	
3250	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,100.000	2,100.000	
3260	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	6,480.000	6,480.000	
3270	SPV.0035	SPECIAL 400. PLANTING MIXTURE	CY	1,999.000	1,999.000	
3280	SPV.0035	SPECIAL 401. TOPSOIL SPECIAL	CY	433.000	433.000	
3290	SPV.0060	SPECIAL 001. REMOVING BILLBOARDS	EACH	3.000	3.000	
3300	SPV.0060	SPECIAL 002. SETTLEMENT GAUGES	EACH	6.000	6.000	
3310	SPV.0060	SPECIAL 003. VIBRATING WIRE PIEZOMETER INSTRUMENTATION SYSTEM DELIVERED	EACH	8.000	8.000	
3320	SPV.0060	SPECIAL 300. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 1	EACH	12.000	12.000	
3330	SPV.0060	SPECIAL 301. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THEMOPLASTIC ARROWS TYPE 3R	EACH	4.000	4.000	
3340	SPV.0060	SPECIAL 302. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 3	EACH	6.000	6.000	
3350	SPV.0060	SPECIAL 303. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS	EACH	16.000	16.000	
3360	SPV.0060	SPECIAL 400. ASTER,SMOOTH 'SKY BLUE', CG, 1 GAL	EACH	189.000	189.000	
3370	SPV.0060	SPECIAL 401. BEE BALM, 'MARSHALL'S DELIGHT', CG, 1 GAL	EACH	189.000	189.000	
3380	SPV.0060	SPECIAL 402. BLACK-EYED SUSAN, CG, 1 GAL.	EACH	379.000	379.000	
3390	SPV.0060	SPECIAL 403. BLUE GRAMA, POT, 4-INCH	EACH	455.000	455.000	
3400	SPV.0060	SPECIAL 404. CONEFLOWER, PURPLE,CG,1 GAL.	EACH	379.000	379.000	
3410	SPV.0060	SPECIAL 405. LITTLE BLUESTEM, 'THE BLUES', CG, 1 GAL.	EACH	1,521.000	1,521.000	
3420	SPV.0060	SPECIAL 406. SWITCH GRASS, 'NORTHWIND', CG, 1 GAL.	EACH	302.000	302.000	
3430	SPV.0060	SPECIAL 407. SWITCH GRASS, 'RUBY RIBBONS', CG, 1 GAL.	EACH	379.000	379.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
3440	SPV.0060	SPECIAL 408. FABRICATED ROCK ENCLOSURE, TYPE A	EACH	10.000	10.000	
3450	SPV.0060	SPECIAL 409. FABRICATED ROCK ENCLOSURE, TYPE B	EACH	7.000	7.000	
3460	SPV.0060	SPECIAL 410. FABRICATED ROCK ENCLOSURE, TYPE C	EACH	7.000	7.000	
3470	SPV.0060	SPECIAL 416. PRECAST CONCRETE PANELS	EACH	10.000	10.000	
3480	SPV.0060	SPECIAL 450. FIRE HYDRANT	EACH	6.000		6.000
3490	SPV.0060	SPECIAL 451. WATER VALVE AND BOX 6-INCH	EACH	6.000		6.000
3500	SPV.0060	SPECIAL 452. WATER VALVE AND BOX 8-INCH	EACH	5.000		5.000
3510	SPV.0060	SPECIAL 453. WATER VALVE AND BOX 12-INCH	EACH	10.000		10.000
3520	SPV.0060	SPECIAL 454. TEE 12-INCH X 6-INCH	EACH	4.000		4.000
3530	SPV.0060	SPECIAL 455. TEE 12-INCH X 8-INCH	EACH	3.000		3.000
3540	SPV.0060	SPECIAL 456. TEE 12-INCH X 12-INCH	EACH	1.000		1.000
3550	SPV.0060	SPECIAL 457. TEE 8-INCH X 6-INCH	EACH	2.000		2.000
3560	SPV.0060	SPECIAL 458. BEND 8-INCH	EACH	1.000		1.000
3570	SPV.0060	SPECIAL 459. BEND 12-INCH	EACH	13.000		13.000
3580	SPV.0060	SPECIAL 460. PLUG 8-INCH	EACH	1.000		1.000
3590	SPV.0060	SPECIAL 461. PLUG 12-INCH	EACH	1.000		1.000
3600	SPV.0060	SPECIAL 462. REDUCER 12-INCH X 6-INCH	EACH	1.000		1.000
3610	SPV.0060	SPECIAL 463. 1-INCH CORPORATION CURB STOP AND BOX	EACH	4.000		4.000
3620	SPV.0060	SPECIAL 464. CONNECT TO EXISTING WATER MAIN	EACH	4.000		4.000
3630	SPV.0060	SPECIAL 465. REMOVING FIRE HYDRANT	EACH	4.000		4.000
3640	SPV.0060	SPECIAL 466. REMOVING VALVE AND BOX	EACH	7.000		7.000
3650	SPV.0060	SPECIAL 467. REMOVING EXISTING CURB STOP AND BOX	EACH	2.000		2.000
3660	SPV.0060	SPECIAL 468. ABANDON EXISTING WATER MAIN	EACH	10.000		10.000
3670	SPV.0060	SPECIAL 469. SANITARY SEWER WYE 8X6 INCH	EACH	2.000		2.000
3680	SPV.0060	SPECIAL 470. SANITARY SEWER PLUG SDR 35 8-INCH	EACH	3.000		3.000
3690	SPV.0060	SPECIAL 471. TRACER WIRE TERMINATION BOX	EACH	2.000		2.000
3700	SPV.0060	SPECIAL 472. REMOVING SANITARY MANHOLE	EACH	2.000		2.000
3710	SPV.0060	SPECIAL 473. ADJUSTING SANITARY MANHOLE BARREL SECTION	EACH	1.000		1.000
3720	SPV.0060	SPECIAL 474. CONNECT TO EXISTING SANITARY SEWER	EACH	3.000		3.000
3730	SPV.0060	SPECIAL 475. SANITARY MANHOLE COVER	EACH	11.000		11.000
3740	SPV.0060	SPECIAL 476. SANITARY MANHOLE CHIMNEY SEAL	EACH	11.000		11.000
3750	SPV.0060	SPECIAL 477. CONSTRUCTION STAKING SANITARY SEWER SYSTEM	EACH	15.000		15.000
3760	SPV.0060	SPECIAL 478. CONSTRUCTION STAKING CASING PIPE	EACH	3.000	2.000	1.000
3770	SPV.0060	SPECIAL 500. COVERING SIGN TYPE I	EACH	8.000	8.000	
3780	SPV.0085	SPECIAL 001. SEEDING MIXTURE NO. 75 MODIFIED	LB	400.000	400.000	
3790	SPV.0085	SPECIAL 550. BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	5,710.000	5,710.000	
3800	SPV.0090	SPECIAL 004. COCONUT FIBER ROLL, DELIVERED	LF	11,000.000	11,000.000	
3810	SPV.0090	SPECIAL 005. COCONUT FIBER ROLL, INSTALLED	LF	11,000.000	11,000.000	
3820	SPV.0090	SPECIAL 300. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 4-INCH	LF	250.000	250.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-80 QUANTITY	1674-00-85 QUANTITY
3830	SPV.0090	SPECIAL 301. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH	LF	2,450.000	2,450.000	
3840	SPV.0090	SPECIAL 302. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH	LF	650.000	650.000	
3850	SPV.0090	SPECIAL 303. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 18-INCH	LF	270.000	270.000	
3860	SPV.0090	SPECIAL 450. WATER MAIN DUCTILE IRON 12-INCH	LF	2,212.000		2,212.000
3870	SPV.0090	SPECIAL 451. WATER MAIN DUCTILE IRON 8-INCH	LF	325.000		325.000
3880	SPV.0090	SPECIAL 452. WATER MAIN DUCTILE IRON 6-INCH	LF	82.000		82.000
3890	SPV.0090	SPECIAL 453. WATER MAIN COPPER SERVICE 1-INCH	LF	74.000		74.000
3900	SPV.0090	SPECIAL 454. REMOVING EXISTING WATER MAIN	LF	1,019.000		1,019.000
3910	SPV.0090	SPECIAL 455.REMOVING EXISTING COPPER WATER SERVICE	LF	173.000		173.000
3920	SPV.0090	SPECIAL 456. REMOVING EXISTING ASBESTOS CEMENT WATER MAIN	LF	530.000		530.000
3930	SPV.0090	SPECIAL 457. SANITARY SEWER MAIN SDR 35 8-INCH	LF	372.000		372.000
3940	SPV.0090	SPECIAL 458. SANITARY SEWER MAIN C900 8-INCH	LF	1,805.000		1,805.000
3950	SPV.0090	SPECIAL 459. TRACER WIRE	LF	2,673.000		2,673.000
3960	SPV.0090	SPECIAL 460. SANITARY SEWER LATERAL 6-INCH	LF	100.000		100.000
3970	SPV.0090	SPECIAL 461. REMOVING SANITARY SEWER	LF	160.000		160.000
3980	SPV.0090	SPECIAL 462. CASING PIPE REINFORCED CONCRETE CLASS V 30-INCH	LF	725.000	485.000	240.000
3990	SPV.0090	SPECIAL 463. CONSTRUCTION STAKING WATER MAIN	LF	2,619.000		2,619.000
4000	SPV.0090	SPECIAL 551. FENCE CHAIN LINK POLYMER COATED 8-FT	LF	241.000	241.000	
4010	SPV.0090	SPECIAL 650. FENCE CHAIN LINK POLYMER-COATED 4-FT	LF	720.000	720.000	
4020	SPV.0105	SPECIAL 001. GEOTECHNICAL INSTRUMENTATION	LS	1.000	1.000	
4030	SPV.0105	SPECIAL 002. CAP WELL	LS	1.000	1.000	
4040	SPV.0105	SPECIAL 003. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000	
4050	SPV.0165	SPECIAL 070. CONCRETE SIDEWALK 8-INCH	SF	3,200.000	3,200.000	
4060	SPV.0165	SPECIAL 413. ANTI-GRAFFITI COATING	SF	31,260.000	31,260.000	
4070	SPV.0165	SPECIAL 650. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33	SF	1,800.000	1,800.000	
4080	SPV.0165	SPECIAL 651. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-35	SF	2,760.000	2,760.000	
4090	SPV.0165	SPECIAL 652. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36	SF	870.000	870.000	
4100	SPV.0180	SPECIAL 400. SHREDDED HARDWOD BARK MULCH	SY	1,804.000	1,804.000	
4110	SPV.0180	SPECIAL 414. COLORED AND STAMPED CONCRETE 5-INCH	SY	5,200.000	5,200.000	
4120	SPV.0180	SPECIAL 417. SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	1,980.000	1,980.000	

3

DATE 23SEP14 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	1674-00-80 QUANTITY	1674-00-85 QUANTITY
4130	SPV.0195	SPECIAL 400. LIMESTONE SCREENINGS	TON	300.000	300.000	
4140	SPV.0200	SPECIAL 450. SANITARY MANHOLE	VF	184.920		184.920

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CLEARING AND GRUBBING

CATEGORY	LOCATION	STATION - STATION	OFFSET	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)	201.0120 CLEARING ID (DIAMETER)	201.0220 GRUBBING ID (DIAMETER)	DESCRIPTION
0010	USH 12 EB/WB	328+75 EB - 359+84 EB		31	31	---	---	
	USH 12 EB/WB	361+67 EB - 373+17 EB		12	12	---	---	
	USH 12 EB/WB	380+77 EB - 384+65 EB		4	4	---	---	
	USH 12 EB/WB	384+65 EB - 402+00EB		17	17	---	---	
	USH 12 EB/WB	441+00 EB - 442+00EB		1	1	---	---	
	USH 12 EB/WB	452+13 EB - 454+80 EB		3	3	---	---	
	USH 12 EB/WB	458+07 EB - 471+44 EB		5	5	---	---	
	USH 12 EB/WB	478+50 EB - 497+13 EB		19	19	---	---	
	USH 12 EB/WB	502+20 EB - 515+35 EB		13	13	---	---	
	USH 12 EB/WB	518+72 EB - 524+00 EB		6	6	---	---	
	STH 136 EB RAMP	345+38 A - 360+47 A		15	15	---	---	
	STH 136 EB RAMP	362+14 A - 373+49 A		11	11	---	---	
	STH 136 WB RAMP	340+60 B - 360+15 B		20	20	---	---	
	STH 136 WB RAMP	361+82 B - 374+13 B		12	12	---	---	
	STH 136 EB/WB	91+40 LE	50' LT	—	—	31	31	
	STH 136 EB/WB	108+77 LE	40' LT	—	—	---	---	
	STH 136 EB/WB	108+85 LE	39' LT	1	1	---	---	
	STH 136 EB/WB	109+09 LE	38' LT	—	—	---	---	
	CONCRETE PLANT DRIVEWAY	10+00 BC - 14+29 BC		3	3	---	---	
	HATCHERY ROAD	693+75 HR - 698+00 HR		3	3	---	---	
	HATCHERY ROAD	701+00 HR - 703+50 HR		3	3	---	---	
	CTH W EB RAMP	399+91 C - 402+25 C		2	2	---	---	
	CTH W EB RAMP	416+46 C - 425+00 C		11	11	---	---	
	CTH W WB RAMP	398+13 D - 402+00 D		2	2	---	---	
	CTH W EB/WB	192+10 WE	30' RT	—	—	46	46	
	CTH W EB/WB	192+50 WE	30' RT	—	—	15	15	
	CTH W EB/WB	192+90 WE	28' RT	—	—	38	38	
	COMMERCE COURT	11+00 CC - 12+24 CC		1	1	---	---	
	GASSER ROAD	295+00 GR - 298+00 GR		3	3	---	---	
	GASSER ROAD	300+10 GR	32' LT	—	—	23	23	
	GASSER ROAD	300+10 GR	23' LT	—	—	57	57	
	HEUER DRIVEWAY	10+40 HD - 12+20 HD		2	2	---	---	
	FARR DRIVEWAY	26+40 FF - 27+60 FF		1	1	---	---	
	FARR DRIVEWAY	29+80 FF - 44+07 FF		14	14	---	---	
	CHN 1	589+02 E - 600+59 E		12	12	---	---	
	CHN 2	576+09 F - 584+94 F		9	9	---	---	
	CHN 3	506+82 G - 522+35 G		16	16	---	---	
		TOTALS		252	252	210	210	

REMOVING SMALL PIPE CULVERTS

CATEGORY	LOCATION	STATION	OFFSET	203.0100 (EACH)	NOTE
0010	STH 136	86+67 LE	42' RT	1	12-INCH, 36-FEET LONG
	STH 136	87+23 LE	34' LT	1	12-INCH, 36-FEET LONG
	STH 136	87+57 LE	34' RT	1	12-INCH, 47-FEET LONG
	STH 136	89+15 LE	32' LT	1	12-INCH, 33-FEET LONG
	STH 136	91+25 LE	31' LT	1	12-INCH, 30-FEET LONG
	STH 136	92+28 LE	32' LT	1	12-INCH, 32-FEET LONG
	HATCHERY ROAD	696+10 HR	26' RT	1	12-INCH, 25-FEET LONG
	CTH W	192+72 WE	19' RT	1	12-INCH, 27-FEET LONG
	CTH W	205+63 WE	42' LT	1	12-INCH, 20-FEET LONG
	CTH W	205+88 WE	7' RT	1	12-INCH, 21-FEET LONG
	CTH W	206+76	34' LT	1	12-INCH, 21-FEET LONG
	GASSER ROAD	297+68 GR	0' RT	1	12-INCH, 40-FEET LONG
	GASSER ROAD	298+65 GR	0' RT	1	12-INCH, 51-FEET LONG
	COWLES ROAD	20+28 CR	98' RT	1	12-INCH, 31-FEET LONG
	COWLES ROAD	16+07 CR	0' RT	1	12-INCH, 29-FEET LONG
		TOTALS		15	

REMOVING INLETS AND MANHOLES

CATEGORY	LOCATION	STATION	OFFSET	204.0220 REMOVING INLETS (EACH)	204.0210 REMOVING MANHOLES (EACH)
0010	STH 136	91+30 LE	15' RT	1	—
	STH 136	93+91 LE	17' RT	1	—
	STH 136	93+91 LE	25' RT	1	—
	STH 136	95+13 LE	24' RT	1	—
	STH 136	95+17 LE	17' LT	1	—
	STH 136	95+27 LE	14' LT	1	—
	STH 136	99+44 LE	32' RT	1	—
	STH 136	99+65 LE	9' RT	1	—
	STH 136	102+64 LE	6' RT	1	—
	STH 136	102+55 LE	32' LT	1	—
	STH 136	105+65 LE	15' RT	1	—
	STH 136	105+65 LE	24' LT	1	—
	STH 136	109+12 LE	21' RT	1	—
	STH 136	109+14 LE	24' LT	1	—
	CTH W	210+99 WE	37' LT	1	1
		TOTALS		15	1

3

REMOVING SEPTIC TANKS AND ABANDONING WELLS

CATEGORY	LOCATION	PARCEL/STATION	204.0225 REMOVING SEPTIC TANKS (EACH)	204.0265 ABANDONING WELLS (EACH)
0010	USH 12 EB/WB	2	1	1
	USH 12 EB/WB	22	1	1
	USH 12 EB/WB	47	1	1
	USH 12 EB/WB	53	1	1
		TOTALS	4	4

REMOVING CURB AND GUTTER

CATEGORY	LOCATION	STATION - STATION	OFFSET	204.0150 (LF)
0010	STH 136	95+15 LE - 109+31 LE	LT	1400
	STH 136	89+62 LE - 109+31 LE	RT	1950
	CTH W	208+32 WE - 211+34 WE	LT	315
	CTH W	209+55 WE - 211+14 WE	RT	185
		TOTALS		3,850

REMOVING STORM SEWER

CATEGORY	LOCATION	STATION - STATION	OFFSET	204.0245 12-INCH (LF)
0010	STH 136 EB/WB	90+00 LE - 93+91 LE	RT	430
	STH 136 EB/WB	93+91 LE - 95+13 LE	RT	135
	STH 136 EB/WB	95+13 LE - 95+17 LE	LT/RT	45
	STH 136 EB/WB	95+17 LE - 95+27 LE	LT	10
	STH 136 EB/WB	95+27 LE	LT	25
	STH 136 EB/WB	99+44 LE - 99+65 LE	RT	35
	STH 136 EB/WB	99+65 LE - 102+64 LE	RT	290
	STH 136 EB/WB	102+55 LE - 102+64 LE	LT/RT	40
	STH 136 EB/WB	102+64 LE - 105+65 LE	RT	300
	STH 136 EB/WB	105+65 LE	LT/RT	40
	STH 136 EB/WB	105+65 LE - 109+12 LE	RT	347
	STH 136 EB/WB	109+12 LE - 109+14 LE	LT/RT	45
	CTH W EB/WB	210+99 WE - 211+34 WE	LT	33
		TOTALS		1,775

REMOVING FENCE

CATEGORY	LOCATION	STATION - STATION	OFFSET	204.0170 (LF)
0010	USH 12	321+50 EB - 324+50 EB	LT/RT	974
	USH 12	334+16 EB-334+58 EB	RT	95
	USH 12	335+45 EB	LT/RT	382
	USH 12	345+95 EB - 359+66 EB	LT	1418
	USH 12	357+45 EB - 359+54 EB	LT/RT	2009
	USH 12	401+89 EB	LT/RT	318
	USH 12	415+69 EB - 424+68 EB	RT	907
	USH 12	441+60 EB	LT/RT	307
	USH 12	462+80 EB	LT/RT	380
	USH 12	459+59 EB - 467+83 EB	RT	818
	USH 12	468+42 EB - 477+76 EB	RT	931
	USH 12	507+36 EB - 508+10 EB	RT	175
	USH 12	511+90EB - 514+77 EB	LT/RT	267
	STH 136	85+25 LE - 86+64 LE	RT	165
	STH 136	95+22 LE - 96+27 LE	RT	83
	STH 136	103+66 LE - 107+93 LE	LT	459
	CTH W	188+00 WE - 188+35 WE	RT	67
	CTH W	191+21 WE - 191+44 WE	RT	24
	CTH W	194+13 WE - 194+41 WE	RT	28
	GASSER ROAD	295+69 GR - 297+97 GR	LT	249
	GASSER ROAD	298+57 GR - 304+38 GR	LT	580
	GASSER ROAD	298+46 GR - 302+70 GR	RT	424
	GASSER ROAD	305+10 GR - 307+00 GR	RT	190
		TOTALS		11,250

REMOVING BUILDINGS AND SITE CLEARANCE

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0235 REMOVING BUILDINGS (PARCEL) (LS)	204.0240 SITE CLEARANCE (LS)
0010	USH 12 EB/WB	384+00 EB - 385+00 EB	PARCEL 18	1	1
	USH 12 EB/WB	393+00 EB - 395+00 EB	PARCEL 22	1	1
	USH 12 EB/WB	536+00 EB - 538+00 EB	PARCEL 44	1	1
	USH 12 EB/WB	536+00 EB - 538+00 EB	PARCEL 47	1	1
	USH 12 EB/WB	547+00 EB - 550+00 EB	PARCEL 53	1	1
	STH 136 EB/WB	90+00 LE - 96+00 LE	PARCEL 14	1	1
	CTH W EB/WB	205+00 WE - 207+00 WE	PARCEL 23	1	1
			TOTALS	7	7

EARTHWORK

CATEGORY	DIVISION	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) (CY)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) (CY)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0400 EXCAVATION MARSH (6) (CY)	205.0200 EXCAVATION ROCK (12) (CY)	REDUCED MARSH IN FILL (7) FACTOR 0.60	REDUCED EBS IN FILL (8) FACTOR 0.80	EXPANDED MARSH BACKFILL (12) FACTOR 1.50	EXPANDED ROCK IN CUT (9) FACTOR 1.10	UNEXPANDED FILL	EXPANDED FILL (10) FACTOR 1.25	MASS ORDINATE +/- (11)	WASTE	208.0100 BORROW (CY)	209.0100 BACKFILL GRANULAR GRADE 2 (CY)
0010	1	USH 12 EB	321+83EB - 359+59EB	70,668	3,533	0	70,668	0	0	0	2,827	0	0	169,605	208,472	-137,805	0		
		USH 12 EB	362+02EB - 372+90EB	55,237	2,762	0	55,237	0	0	0	2,209	0	0	1,916	-366	55,603	55,603		
		USH 12 WB	322+54WB - 359+27WB	14,676	734	0	14,676	0	0	0	587	0	0	146,913	182,908	-168,232	0		
		USH 12 WB	361+70WB - 372+81WB	71,862	3,593	0	71,862	0	0	0	2,874	0	0	2,138	-921	72,783	72,783		
		STH 136 EB RAMP	345+45A - 360+38A	81,065	4,053	0	81,065	0	0	0	3,243	0	0	2,416	-1,033	82,098	82,098		
		STH 136 EB RAMP	362+24A - 373+42A	54,010	2,700	0	54,010	0	0	0	2,160	0	0	1,758	-503	54,513	54,513		
		STH 136 WB RAMP	340+60B - 360+05B	9,600	480	0	9,600	0	0	0	384	0	0	19,849	24,331	-14,731	0		
		STH 136 WB RAMP	361+90B - 373+81B	145,182	7,259	0	145,182	0	0	0	5,807	0	0	4,066	-2,177	147,359	147,359		
		STH 136 EB	85+25LE - 96+80LE	13,868	693	56	13,812	0	0	0	555	0	0	201	-442	14,254	14,254		
		STH 136 EB	98+43LE - 101+82LE	18,287	914	25	18,262	0	0	0	731	0	0	110	-777	19,039	19,039		
		STH 136 EB	103+38LE - 109+31LE	3,693	185	67	3,626	0	0	0	148	0	0	1,039	1,114	2,513	2,513		
		STH 136 WB	92+94LW - 96+83LW	7,229	361	15	7,214	0	0	0	289	0	0	0	-361	7,576	7,576		
		STH 136 WB	98+40LW - 101+79LW	19,373	969	25	19,347	0	0	0	775	0	0	0	-969	20,316	20,316		
		STH 136 WB	103+44LW - 106+23LW	3,362	168	21	3,342	0	0	0	134	0	0	0	-168	3,510	3,510		
		CONCRETE PLANT DRIVEWAY	10+24BC - 14+25BC	11,180	559	0	11,180	0	0	0	447	0	0	0	-559	11,739	11,739		
		STH 136 WEST RAB	10+00AB5 - 13+49AB5	19,249	962	13	19,236	0	0	0	770	0	0	0	-962	20,198	20,198		
		STH 136 EAST RAB	10+00CD5 - 13+49CD5	12,943	647	13	12,930	0	0	0	518	0	0	0	-647	13,578	13,578		
	SUBTOTAL 1			611,485	30,574	235	611,250	0	0	0	24,459	0	0	350,012	406,940	204,310	525,078	0	0
0010	2	USH 12 EB	381+10EB - 414+19EB	69,848	3,492	0	69,848	0	0	0	2,794	0	0	42,144	49,188	20,660	20,660		
		USH 12 EB	416+28EB - 454+56EB	49,534	2,477	0	49,534	0	0	0	1,981	0	0	27,053	31,340	18,195	18,195		
		USH 12 WB	380+93WB - 414+04WB	81,556	4,078	0	81,556	0	0	0	3,262	0	0	13,484	12,778	68,779	68,779		
		USH 12 WB	416+09WB - 454+40WB	71,077	3,554	0	71,077	0	0	0	2,843	0	0	34,855	40,015	31,062	31,062		
		HATCHERY ROAD	693+75HR - 697+28HR	1,460	73	0	1,460	0	0	0	58	0	0	934	1,094	366	366		
		HATCHERY ROAD	701+05HR - 703+50HR	1,399	70	0	1,399	0	0	0	56	0	0	62	7	1,391	1,391		
		CTH W EB RAMP	400+00C - 414+81C	111,464	5,573	0	111,464	0	0	0	4,459	0	0	768	-4,613	116,077	116,077		
		CTH W EB RAMP	416+56C - 433+54C	16,694	835	0	16,694	0	0	0	668	0	0	1,527	1,074	15,620	15,620		
		CTH W WB RAMP	398+15D - 414+43D	49,828	2,491	0	49,828	0	0	0	1,993	0	0	0	-2,491	52,319	52,319		
		CTH W WB RAMP	416+50D - 430+99D	29,856	1,493	0	29,856	0	0	0	1,194	0	0	81	-1,391	31,247	31,247		
		CTH W EB	188+00WE - 196+85WE	6,249	312	0	6,249	0	0	0	250	0	0	4	-307	6,556	6,556		
		CTH W EB	198+57WE - 201+52WE	10,430	522	0	10,430	0	0	0	417	0	0	190	-284	10,714	10,714		
		CTH W EB	203+27WE - 211+14WE	16,835	842	14	16,821	0	0	0	673	0	0	0	-841	17,662	17,662		
		CTH W WB	191+67WW - 196+91WW	5,428	271	0	5,428	0	0	0	217	0	0	0	-271	5,699	5,699		
		CTH W WB	198+65WW - 201+60WW	9,483	474	0	9,483	0	0	0	379	0	0	437	72	9,411	9,411		
		CTH W WB	203+31WW - 211+33WW	21,569	1,078	23	21,546	0	0	0	863	0	0	236	-783	22,329	22,329		
		CTH W WEST RAB	10+00EF5 - 13+96EF5	16,390	819	0	16,390	0	0	0	656	0	0	0	-819	17,209	17,209		
		CTH W EAST RAB	10+00GH5 - 13+96GH5	24,329	1,216	0	24,329	0	0	0	973	0	0	0	-1,216	25,545	25,545		
		COMMERCE COURT	10+00CC - 12+54CC	614	31	0	614	0	0	0	25	0	0	1,198	1,467	-852	0		
		COMMERCE DRIVEWAY	20+78CD - 22+13CD	157	8	0	157	0	0	0	6	0	0	3	-4	162	162		
		CHN 4	400+00 - 415+33	5,878	294	0	5,878	0	0	0	235	0	0	1,527	1,615	4,263	4,263		
	SUBTOTAL 2			600,078	30,004	37	600,042	0	0	0	24,003	0	0	124,505	125,627	474,415	475,267	0	0
	SUBTOTAL 0010			1,211,564	60,578	271	1,211,292	0	0	0	48,463	0	0	474,516	532,567	678,725	1,000,345	0	0

EARTHWORK

CATEGORY	DIVISION	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) (CY)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) (CY)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0400 EXCAVATION MARSH (6) (CY)	205.0200 EXCAVATION ROCK (12) (CY)	REDUCED MARSH IN FILL (7) FACTOR 0.60	REDUCED EBS IN FILL (8) FACTOR 0.80	EXPANDED MARSH BACKFILL (12) FACTOR 1.50	EXPANDED ROCK IN CUT (9) FACTOR 1.10	UNEXPANDED FILL	EXPANDED FILL (10) FACTOR 1.25	MASS ORDINATE +/- (11)	WASTE	208.0100 BORROW (CY)	209.0100 BACKFILL GRANULAR GRADE 2 (CY)
	SUBTOTAL 0010			1,211,564	60,578	271	1,211,292	0	0	0	48,463	0	0	474,516	532,567	678,725	1,000,345	0	0
0010	3	USH 12 EB	458+37EB - 515+13EB	244,947	12,247	0	244,947	4,135	180,038	2,481	9,798	6,203	198,041	108,708	120,535	322,453	322,453		6,203
		USH 12 WB	458+20WB - 514+68WB	223,281	11,164	0	223,281	7,543	190,749	4,526	8,931	11,314	209,824	122,650	136,492	296,613	296,613		11,314
		GASSER ROAD	291+00GR - 298+74GR	1,067	53	0	1,067	0	0	0	43	0	0	9,051	11,261	-10,194	0		
		GASSER ROAD	301+18GR - 307+00GR	289	14	0	289	0	0	0	12	0	0	12,576	15,706	-15,417	0		
		COWLES ROAD	14+50CR - 29+54CR	5,579	279	0	5,579	0	0	0	223	0	0	297	92	5,486	5,486		
		HEUER DRIVEWAY	10+42HD - 12+20HD	688	34	0	688	0	0	0	28	0	0	29	2	686	686		
		FARR FIELD ENTRANCE	26+40FF - 27+60FF	102	5	0	102	0	0	0	4	0	0	154	188	-86	0		
		FARR FIELD ENTRANCE	29+80FF - 43+86FF	3,642	182	0	3,642	0	7,041	0	146	0	7,746	5,573	6,784	4,604	4,604		
		ARCHIBALD DRIVEWAY	6+95AD - 9+50AD	133	7	0	133	0	0	0	5	0	0	134	160	-27	0		
		CHN3	506+82 G - 508+19 G	102	5	0	102	0	0	0	4	0	0	6	2	100	100		
		CHN4	508+77 G - 520+05 G	2,129	106	0	2,129	0	0	0	85	0	0	8	-96	2,225	2,225		
		CHN5	521+67 G - 522+26 G	46	2	0	46	0	0	0	2	0	0	0	-2	48	48		
	SUBTOTAL 0010			1,693,568	84,678	271	1,693,297	11,678	377,828	7,007	67,743	17,518	415,611	733,703	823,691	1,285,217	1,632,561	0	17,518
0030	3	GASSER ROAD SNOWMOBILE TRAIL	296+10GS - 298+74GS	6	0	0	6	0	0	0	0	0	0	1,903	2,378	-2,372	0		
		GASSER ROAD SNOWMOBILE TRAIL	301+16GS - 304+00GS	10	1	0	10	0	0	0	0	0	0	5,350	6,687	-6,677	0		
	SUBTOTAL 0030			16	1	0	16	0	0	0	0	0	0	7,253	9,066	-9,050	0	9,050	0
	SUBTOTAL 3			482,021	24,101	0	482,021	11,678	377,828	7,007	19,280	17,518	415,611	266,439	300,190	597,442	632,216	9,050	17,518
0010	4	USH 12 EB	518+72EB - 524+00EB	0	0	0	0	61,057	0	36,634	0	91,586	0	67,696	84,620	-84,620	0		91,586
	SUBTOTAL 4			0	0	0	0	61,057	0	36,634	0	91,586	0	67,696	84,620	-84,620	0	84,620	91,586
0010	5	CHN2	576+09 - 584+93	971	49	0	971	0	0	0	39	0	0	11	-34	1,006	1,006		
		CHN1	589+02 - 600+59	2,263	113	0	2,263	0	0	0	91	0	0	2	-110	2,373	2,373		
	SUBTOTAL 5			3,234	162	0	3,234	0	0	0	129	0	0	14	-145	3,378	3,378	0	0
	SUBTOTAL 0010			1,696,802	84,840	271	1,696,531	72,735	377,828	43,641	67,872	109,103	415,611	801,412	908,166	1,203,975	1,635,939	84,620	109,103
	TOTALS			1,696,818	84,841	271	1,696,547	72,735	377,828	43,641	67,872	109,103	415,611	808,665	917,232	1,194,926	1,635,939	93,669	109,103
	TOTAL EXCAVATION COMMON			1,781,659															

1) Common Excavation is the sum of the Cut and EBS Excavation columns
2) Salvaged/Unsuable Pavement Material is included in Cut
3) EBS Excavation to be backfilled with Select Crushed Material
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material
7) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
8) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
9) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5
10) Expanded Fill. Factor = 1.25
11) 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.
12) Expanded Rock Factor = 1.10

3

BASE AGGREGATE DENSE

CATEGORY	LOCATION	STATION - STATION	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.0195.400 LIMESTONE SCREENINGS (TON)
0010	USH 12 EB/WB	321+57 EB - 359+84 EB	---	7,774	---	---
	USH 12 EB/WB	361+67 EB - 373+17 EB	---	2,235	---	---
	USH 12 EB/WB	380+77 EB - 414+43 EB	---	6,952	27,725	---
	USH 12 EB/WB	416+02 EB - 454+80 EB	---	7,970	31,815	---
	USH 12 EB/WB	458+07 EB - 515+35 EB	---	12,500	49,580	---
	STH 136 EB RAMP	345+38 A - 360+47 A	---	1,300	---	---
	STH 136 EB RAMP	362+14 A - 373+49 A	14	850	---	---
	STH 136 WB RAMP	340+60 B - 360+15 B	15	1,700	---	---
	STH 136 WB RAMP	361+82 B - 374+13 B	---	1,000	---	---
	STH 136 EB/WB	85+25 LE - 94+50 LE	390	5,794	---	---
	STH 136 EB/WB	94+50 LE - 105+50 LE	894	3,908	---	---
	STH 136 EB/WB	105+50 LE - 109+31 LE	141	2,542	---	---
	CONCRETE PLANT DRIVEWAY	10+00 BC - 14+29 BC	76	660	---	---
	HATCHERY ROAD	693+75 HR - 698+00 HR	---	1,200	---	---
	HATCHERY ROAD	701+00 HR - 703+50 HR	---	1,050	---	---
	CTH W EB RAMP	399+91 C - 414+89 C	---	1,225	---	---
	CTH W EB RAMP	416+46 C - 433+55 C	12	1,425	---	---
	CTH W WB RAMP	398+13 D - 414+53 D	25	1,350	---	---
	CTH W WB RAMP	416+09 D - 431+04 D	---	1,215	---	---
	CTH W EB/WB	188+00 WE - 195+00 WE	200	3,000	---	---
	CTH W EB/WB	195+00 WE - 205+50 WE	1,010	3,617	---	---
	CTH W EB/WB	205+50 WE - 211+14 WE	210	2,682	---	---
	COMMERCE COURT	9+00 CC - 12+55 CC	---	918	---	---
	COMMERCE DRIVEWAY	20+78 CD - 22+20 CD	---	129	---	---
	GASSER ROAD	291+00 GR - 298+88 GR	65	2,151	---	---
	GASSER ROAD	301+02 GR - 307+00 GR	626	1,584	---	---
	FARR DRIVEWAY	26+40 FF - 27+60 FF	109	---	---	---
	FARR DRIVEWAY	29+80 FF - 44+07 FF	1,293	---	---	---
	ARCHIBALD DRIVEWAY	6+95 AD - 9+50 AD	233	---	---	---
	COWLES ROAD	14+50 CR - 30+00 CR	20	3,769	---	---
	HEUER DRIVEWAY	10+40 HD - 12+20 HD	66	---	---	---
	SPING UNDERDRAIN	PROJECT LENGTH	---	---	106	---
	EXCAVATION BELOW SUBGRADE (EBS)	PROJECT LENGTH	---	---	162,031	---
	FRENCH DRAINS	PROJECT LENGTH	---	---	1,125	---
	STONE DITCH CHECKS	PROJECT LENGTH	---	---	425	---
	BEAM TRUCK DELIVERY	362+02EB - 369+00EB	---	---	3,000	---
		SUBTOTAL 0010	5,400	80,500	275,808	---
0030	GASSER ROAD SNOWMOBILE TRAIL	296+05 GS - 298+87 GS	---	---	---	150
	GASSER ROAD SNOWMOBILE TRAIL	301+02 GS - 304+00 GS	---	---	---	150
		SUBTOTAL 0030	---	---	---	300
		GRAND TOTALS	5,400	80,500	275,808	300

CONCRETE PAVEMENT

CATEGORY	LOCATION	STATION - STATION	405.0100 COLORING CONCRETE RED CY	415.0070 CONCRETE PAVEMENT 7-INCH (SY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	416.0508 CONCRETE ROUNDABOUT TRUCK APRON 8-INCH (SY)	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (SY)
0010	STH 136 EB RAMP	345+38 A - 360+47 A	10	—	590	30	—
	STH 136 EB RAMP	362+14 A - 373+49 A	—	—	175	—	—
	STH 136 WB RAMP	340+60 B - 360+15 B	—	—	210	—	—
	STH 136 WB RAMP	361+82 B - 374+13 B	10	—	595	30	—
	STH 136 EB/WB	94+50 LE - 105+50 LE	310	—	6,600	110	860
	CONCRETE PLANT DRIVEWAY	10+00 BC - 14+29 BC	—	1,575	—	—	—
	CTH W EB RAMP	399+91 C - 414+89 C	10	—	250	30	—
	CTH W EB RAMP	416+46 C - 433+55 C	—	—	125	—	—
	CTH W WB RAMP	398+13 D - 414+53 D	—	—	100	—	—
	CTH W WB RAMP	416+09 D - 431+04 D	10	—	250	40	—
	CTH W EB/WB	195+00 WE - 205+50 WE	320	—	4,435	60	940
	GASSER ROAD	291+00 GR - 298+88 GR	—	—	10	—	—
	GASSER ROAD	301+02 GR - 307+00 GR	—	—	10	—	—
		TOTALS	670	1,575	13,350	300	1,800

CONCRETE DRIVEWAY 7-INCH

CATEGORY	PROJECT LOCATION	STATION	OFFSET	416.0170 CONCRETE DRIVEWAY 7-INCH (SY)
0010	STH 136 EB/WB	89+16 LE	LT	15
	STH 136 EB/WB	91+25 LE	LT	9
	STH 136 EB/WB	93+30 LE	LT	9
	STH 136 EB/WB	106+00 LE	LT	15
	STH 136 EB/WB	108+25 LE	RT	20
	HATCHERY ROAD	696+10 HR	RT	9
	HATCHERY ROAD	701+57 HR	RT	9
	HATCHERY ROAD	702+50 HR	LT	25
	HATCHERY ROAD	702+50 HR	RT	14
	CTH W EB/WB	192+75 WE	LT	30
	CTH W EB/WB	192+75 WE	RT	11
	COMMERCE COURT	12+25 CC	LT	13
	GASSER ROAD	292+75 GR	LT	9
	GASSER ROAD	294+75 GR	LT	12
		TOTALS		200

CONCRETE COLLARS AND APRON ENDWALLS

CATEGORY	LOCATION	STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE (EACH)	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH (EACH)	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	522.1024 24-INCH (EACH)	523.0519 HE 19X30-INCH (EACH)	522.1030 30-INCH (EACH)	522.1036 36-INCH (EACH)	523.0529 HE 29X45-INCH (EACH)	522.1042 42-INCH (EACH)	522.1048 48-INCH (EACH)	522.1060 60-INCH (EACH)	522.1072 72-INCH (EACH)
0010	USH 12 EB/WB	322+25.00 EB	48.67' RT	---	—	---	1	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	322+25.00 EB	26.90' LT	---	—	---	1	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	358+00.00 EB	55.75' RT	---	—	---	1	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	358+00.00 EB	26.90' LT	---	—	---	1	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	359+88.51 EB	176.19' RT	---	—	---	---	—	---	—	—	1	---	---	—	—	—
	USH 12 EB/WB	362+25.97 EB	141.80' RT	---	—	---	---	—	---	—	—	—	---	1	—	—	—
	USH 12 EB/WB	361+65.96 WB	134.66' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	361+80.52 WB	21.90' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	361+98.55 EB	23.99' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	362+31.20 EB	122.02' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	362+65.00 EB	126.60' RT	---	—	---	---	—	---	—	—	—	---	---	1	—	—
	USH 12 EB/WB	362+65.00 EB	191.74' LT	---	—	---	---	—	---	—	—	—	---	---	1	—	—
	USH 12 EB/WB	364+99.82 WB	26.03' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	365+00.01 WB	58.54' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	371+00.00 WB	23.27' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	371+00.00 WB	83.37' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	372+79.26 EB	23.53' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	372+90.24 EB	93.03' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	372+50.22 WB	181.54' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	372+70.79 WB	22.33' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	382+00.00 EB	70.39' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	382+00.00 EB	107.24' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	387+27.82 EB	139.33' RT	---	—	---	---	—	---	—	—	1	---	---	—	—	—
	USH 12 EB/WB	389+75.18 EB	22.94' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	395+37.03 EB	106.95' RT	---	—	---	---	—	---	—	—	1	---	---	—	—	—
	USH 12 EB/WB	397+00.00 EB	56.08' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	397+00.00 EB	22.94' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	406+00.00 EB	55.07' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	406+00.00 EB	22.05' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	413+80.35 EB	181.63' LT	---	—	---	---	—	---	—	—	—	---	---	1	—	—
	USH 12 EB/WB	423+00.00 EB	55.26' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	423+00.00 EB	24.60' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	433+93.25 EB	24.62' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	434+18.52 EB	66.12' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	438+90.90 EB	24.99' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	439+22.29 EB	61.24' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	446+75.02 EB	90.02' RT	---	—	---	---	—	---	—	—	—	---	---	—	1	—
	USH 12 EB/WB	446+74.98 EB	150.11' LT	---	—	---	---	—	---	—	—	—	---	---	—	1	—
	USH 12 EB/WB	454+36.00 EB	54.36' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	454+36.00 EB	26.75' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	458+23.17 WB	134.58' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	458+30.22 WB	24.34' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	458+38.68 EB	21.56' LT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	458+45.73 EB	121.51' RT	---	1	---	---	—	---	—	—	—	---	---	—	—	—
	USH 12 EB/WB	466+25.74 EB	50.49' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	466+25.72 EB	27.68' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	468+99.99 EB	49.46' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	468+99.94 EB	22.92' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	475+00.00 EB	53.55' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	475+00.00 EB	22.47' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	489+41.50 EB	49.97' RT	---	—	---	---	—	---	1	—	—	---	---	—	—	—
	USH 12 EB/WB	489+41.50 EB	17.20' LT	---	—	---	---	—	---	1	—	—	---	---	—	—	—
	USH 12 EB/WB	497+99.43 EB	57.67' RT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	504+99.18 WB	50.34' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	USH 12 EB/WB	510+00.50 WB	50.56' LT	---	—	---	---	—	1	—	—	—	---	---	—	—	—
	SUBTOTALS			0	12	0	4	0	0	28	2	0	3	0	1	3	2	0

CONCRETE COLLARS AND APRON ENDWALLS

CATEGORY	LOCATION	STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE (EACH)	APRON ENDWALLS FOR CULVERT PIPE STEEL 521.1012 12-INCH (EACH)	521.1018 18-INCH (EACH)	521.1024 24-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 522.1018 18-INCH (EACH)	522.1024 24-INCH (EACH)	523.0519 HE 19X30-INCH (EACH)	522.1030 30-INCH (EACH)	522.1036 36-INCH (EACH)	523.0529 HE 29X45-INCH (EACH)	522.1042 42-INCH (EACH)	522.1048 48-INCH (EACH)	522.1060 60-INCH (EACH)	522.1072 72-INCH (EACH)
		SUBTOTALS		0	12	0	4	0	28	2	0	3	0	1	3	2	0
0010	USH 12 EB/WB	514+97.81 EB	62.8' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	USH 12 EB/WB	514+57.33 WB	52.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	STH 136 EB RAMP	357+82.04 A	63.25' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB RAMP	357+82.03 A	40.71' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB RAMP	363+00.00 A	32.18' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB RAMP	363+00.00 A	21.24' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 WB RAMP	359+02.39 B	35.10' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 WB RAMP	359+25.98 B	26.16' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 WB RAMP	365+00.00 B	55.54' RT	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	STH 136 WB RAMP	365+00.00 B	78.59' LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	STH 136 EB/WB	86+55.23 LE	45.72' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB/WB	86+85.83 LE	49.63' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB/WB	87+21.10 LE	40.08' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	STH 136 EB/WB	87+68.93 LE	42.50' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	STH 136 EB/WB	87+46.32 LE	37.75' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB/WB	87+68.44 LE	40.22' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB/WB	90+27.29 LE	51.02' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	STH 136 EB/WB	101+76.07 LE	165.46' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	STH 136 EB/WB	102+32.52 LE	112.80' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	HATCHERY ROAD	696+76.92 HR	8.20' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	HATCHERY ROAD	69542+50.00 HR	34.82' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	HATCHERY ROAD	694+04.51 HR	23.23' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	HATCHERY ROAD	694+25.43 HR	25.14' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	CTH W EB RAMP	414+30.90 C	73.66' RT	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	CTH W EB RAMP	417+00.00 C	32.64' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W EB RAMP	417+00.00 C	17.88' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W WB RAMP	413+70.04 D	27.88' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W WB RAMP	413+70.02 D	33.46' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W WB RAMP	417+46.58 D	19.92' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W WB RAMP	417+46.58 D	34.52' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	CTH W EB/WB	191+04.07 WE	31.87' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	CTH W EB/WB	191+11.08 WE	37.46' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	CTH W EB/WB	196+66.99 WE	136.07' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	CTH W EB/WB	197+97.23 WE	202.19' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	CTH W EB/WB	198+28.09 WE	85.85' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	CTH W EB/WB	202+20.01 WE	96.86' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	CTH W EB/WB	201+43.72 WE	146.41' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	CTH W EB/WB	208+10.25 WE	60.53' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	CTH W EB/WB	209+35.23 WE	61.84' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	GASSER ROAD	298+63.32 GR	81.51' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GASSER ROAD	298+96.53 GR	35.24' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	GASSER ROAD	298+97.79 GR	81.41' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	GASSER ROAD	300+84.90 GR	67.88' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	GASSER ROAD	300+87.53 GR	61.71' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	GASSER ROAD	304+84.82 GR	33.70' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	GASSER ROAD	305+14.92 GR	33.28' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	GASSER ROAD SNOWMOBILE TRAIL	296+95.98 GS	7.32' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	GASSER ROAD SNOWMOBILE TRAIL	303+05.41 GS	27.07' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---
		SUBTOTALS		0	14	6	4	2	46	8	4	6	2	1	6	4	0

CONCRETE COLLARS AND APRON ENDWALLS

CATEGORY	LOCATION	STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE (EACH)	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH (EACH)	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	522.1024 24-INCH (EACH)	523.0519 HE 19X30-INCH (EACH)	522.1030 30-INCH (EACH)	522.1036 36-INCH (EACH)	523.0529 HE 29X45-INCH (EACH)	522.1042 42-INCH (EACH)	522.1048 48-INCH (EACH)	522.1060 60-INCH (EACH)	522.1072 72-INCH (EACH)
		SUBTOTALS		0	14	6	4	2	46	8	4	6	2	1	6	4	0
0010	COWLES ROAD	23+50.05 CR	23.62' LT	---	—	---	---	—	---	1	—	—	—	---	—	—	---
	COWLES ROAD	23+49.91 CR	32.70' RT	---	—	---	---	—	---	1	—	—	—	---	—	—	---
	COWLES ROAD	28+17.42 CR	28.72' LT	---	—	1	---	—	---	—	—	—	—	---	—	—	---
	COWLES ROAD	27+82.58 CR	28.72' LT	---	—	1	---	—	---	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	26+95.00 FF	13.71' RT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	26+95.00 FF	17.18' LT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	32+04.52 FF	17.80' RT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	32+04.57 FF	59.30' LT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	43+75.00 FF	9.56' RT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	FARR DRIVEWAY	43+75.00 FF	9.56' LT	---	—	---	---	—	1	—	—	—	—	---	—	—	---
	ARCHIBALD DRIVEWAY	7+59.63 AD	41.21' RT	---	—	---	---	—	---	—	—	—	—	---	—	1	---
	ARCHIBALD DRIVEWAY	8+48.76 AD	36.03' LT	---	—	---	---	—	---	—	—	—	—	---	—	1	---
	ARCHIBALD DRIVEWAY	7+75.40 AD	41.00' RT	---	—	---	---	—	---	—	—	—	—	---	—	1	---
	ARCHIBALD DRIVEWAY	8+59.55 AD	35.91' LT	---	—	---	---	—	---	—	—	—	—	---	—	1	---
	UNDISTRIBUTED			2	—	---	---	—	---	—	—	—	—	---	—	—	---
			SUBTOTAL 0010	2	14	8	4	2	52	10	4	6	2	1	6	8	0
210	USH 12 EB/WB	327+83.65 EB	159.60' RT	---	—	---	---	—	---	—	—	—	—	---	—	—	1
	USH 12 EB/WB	327+26.42 EB	219.36' LT	---	—	---	---	—	---	—	—	—	—	---	—	—	1
			SUBTOTAL 0210	0	0	0	0	0	0	0	0	0	0	0	0	0	2
			TOTALS	2	14	8	4	2	52	10	4	6	2	1	6	8	2

ASPHALTIC ITEMS

CATEGORY	PROJECT LOCATION	STATION - STATION	455.0105 ASPHALTIC MATERIAL PG 58-28 (TON)	455.0605 TACK COAT (GAL)	460.1101 HMA PAVEMENT TYPE E-1 (TON)	460.1110 HMA PAVEMENT TYPE E-10 (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0315 ASPHALTIC FLUME (SY)
0010	STH 136 EB/WB	85+25 LE - 94+50 LE	75	115	---	1,370	37	35
	STH 136 EB/WB	94+50 LE - 105+50 LE	15	20	---	235	—	---
	STH 136 EB/WB	105+50 LE - 109+31 LE	35	55	---	645	35	---
	HATCHERY ROAD	693+75 HR - 698+00 HR	20	40	310	---	5	---
	HATCHERY ROAD	701+00 HR - 703+50 HR	15	40	270	---	21	14
	CTH W EB/WB	188+00 WE - 195+00 WE	46	80	780	---	—	---
	CTH W EB/WB	195+00 WE - 205+50 WE	6	10	80	---	—	---
	CTH W EB/WB	205+50 WE - 211+14 WE	35	65	645	---	—	---
	COMMERCE COURT	9+00 CC - 12+55 CC	17	35	260	---	5	---
	COMMERCE DRIVEWAY	20+78 CD - 22+20 CD	—	---	---	---	36	---
	GASSER ROAD	291+00 GR - 298+88 GR	28	70	505	---	—	135
	GASSER ROAD	301+02 GR - 307+00 GR	17	40	290	---	26	---
	COWLES ROAD	14+50 CR - 30+00 CR	41	100	760	---	—	16
	STRUCTURE APPROACHES	USH 12	—	---	---	---	15	---
		TOTALS	350	670	3,900	2,250	180	200

CONCRETE SIDEWALK

CATEGORY	PROJECT LOCATION	STATION - STATION	602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0420 CONCRETE SIDEWALK 7-INCH (SF)	SPV.0165.070 CONCRETE SIDEWALK 8-INCH (SF)
0010	STH 136 EB RAMP	345+38 A - 360+47 A	---	—	335
	STH 136 EB RAMP	362+14 A - 373+49 A	500	—	—
	STH 136 WB RAMP	340+60 B - 360+15 B	550	—	—
	STH 136 WB RAMP	361+82 B - 374+13 B	---	—	330
	STH 136 EB/WB	94+50 LE - 105+50 LE	18,670	—	990
	STH 136 EB/WB	105+50 LE - 109+31 LE	3,850	270	—
	CTH W EB RAMP	399+91 C - 414+89 C	---	—	305
	CTH W EB RAMP	416+46 C - 433+55 C	420	—	—
	CTH W WB RAMP	398+13 D - 414+53 D	390	—	—
	CTH W WB RAMP	416+09 D - 431+04 D	---	—	285
	CTH W EB/WB	195+00 WE - 205+50 WE	17,940	—	955
	CTH W EB/WB	205+50 WE - 211+14 WE	6,280	—	—
	COMMERCE COURT	9+00 CC - 12+55 CC	---	100	—
		TOTALS	48,600	370	3,200

CONCRETE AND STEEL CULVERT PIPES

CATEGORY	LOCATION	INLET STATION	INLET OFFSET	INLET ELEV.	OUTLET STATION	OUTLET OFFSET	OUTLET ELEV.	NOTES	SLOPE (%)	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH (LF)	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.0160 CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH (LF)	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH (LF)	523.0419 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30X19-INCH (LF)	522.0336 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH (LF)	522.0348 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH (LF)	522.0360 CULVERT PIPE REINFORCED CONCRETE CLASS IV 60-INCH (LF)	522.0548 CULVERT PIPE REINFORCED CONCRETE CLASS V 48-INCH (LF)	522.0572 CULVERT PIPE REINFORCED CONCRETE CLASS V 72-INCH (LF)	633.5200 MARKERS CULVERT END (EACH)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)
0010	USH 12 EB/WB	322+25.00 EB	26.90' LT	946.51	322+25.00 EB	48.67' RT	945.62	CROSS DRAIN	1.2	---	---	---	---	76	---	---	---	---	---	---	2	1
	USH 12 EB/WB	362+65.00 EB	126.60' RT	924.53	362+65.00 EB	191.74' LT	922.82	CROSS DRAIN	0.5	---	---	---	---	---	---	---	---	---	318	---	2	1
	USH 12 EB/WB	358+00.00 EB	26.90' LT	952.43	358+00.00 EB	55.75' RT	951.99	CROSS DRAIN	0.5	---	---	---	---	83	---	---	---	---	---	---	2	1
	USH 12 EB/WB	364+99.82 WB	26.03' RT	949.49	365+00.01 WB	58.54' LT	946.96	CROSS DRAIN	3.0	---	---	---	---	85	---	---	---	---	---	---	2	1
	USH 12 EB/WB	371+00.00 WB	23.27' RT	953.49	371+00.00 WB	83.37' LT	953.18	CROSS DRAIN	0.3	---	---	---	---	107	---	---	---	---	---	---	2	1
	USH 12 EB/WB	382+00.00 EB	22.94' LT	958.47	382+00.00 EB	57.59' RT	957.94	CROSS DRAIN	0.5	---	---	---	---	---	---	100	---	---	---	---	1	1
	USH 12 EB/WB	382+00.00 WB	47.24' LT	963.22	382+00.00 WB	29.02' RT	959.77	CROSS DRAIN	4.9	---	---	---	---	76	---	---	---	---	---	---	1	1
	USH 12 EB/WB	389+75.18 EB	22.94' LT	968.51	389+74.61 EB	44.47' RT	968.20	CROSS DRAIN TO SS	0.5	---	---	---	---	67	---	---	---	---	---	---	1	1
	USH 12 EB/WB	397+00.00 EB	22.94' LT	974.37	397+00.00 EB	56.08' RT	973.33	CROSS DRAIN	1.3	---	---	---	---	79	---	---	---	---	---	---	2	1
	USH 12 EB/WB	406+00.00 EB	22.05' LT	983.40	406+00.00 EB	55.07' RT	982.83	CROSS DRAIN	0.7	---	---	---	---	77	---	---	---	---	---	---	2	1
	USH 12 EB/WB	423+00.00 EB	24.60' LT	991.15	423+00.00 EB	55.26' RT	990.28	CROSS DRAIN	1.1	---	---	---	---	80	---	---	---	---	---	---	2	1
	USH 12 EB/WB	433+93.25 EB	24.62' LT	981.77	434+18.52 EB	66.12' RT	981.45	CROSS DRAIN	0.3	---	---	---	---	94	---	---	---	---	---	---	2	1
	USH 12 EB/WB	438+90.90 EB	24.99' LT	977.53	439+22.29 EB	61.24' RT	977.22	CROSS DRAIN	0.3	---	---	---	---	92	---	---	---	---	---	---	2	1
	USH 12 EB/WB	446+74.98 EB	150.11' LT	963.91	446+75.02 EB	90.02' RT	963.03	CROSS DRAIN	0.4	---	---	---	240	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	454+36.00 EB	26.75' LT	964.58	454+36.00 EB	54.36' RT	964.35	CROSS DRAIN	0.3	---	---	---	---	81	---	---	---	---	---	---	2	1
	USH 12 EB/WB	466+25.72 EB	27.68' LT	955.10	466+25.74 EB	50.49' RT	954.67	CROSS DRAIN	0.6	---	---	---	---	78	---	---	---	---	---	---	2	1
	USH 12 EB/WB	468+99.94 EB	22.92' LT	957.06	468+99.99 EB	49.46' RT	956.08	CROSS DRAIN	1.4	---	---	---	---	72	---	---	---	---	---	---	2	1
	USH 12 EB/WB	475+00.00 EB	22.47' LT	963.72	475+00.00 EB	53.55' RT	963.05	CROSS DRAIN	0.9	---	---	---	---	76	---	---	---	---	---	---	2	1
	USH 12 EB/WB	489+41.50 EB	17.20' LT	981.73	489+41.50 EB	49.97' RT	981.06	CROSS DRAIN	1.0	---	---	---	---	---	67	---	---	---	---	---	2	1
	STH 136 EB RAMP	357+82.04 A	63.25' RT	929.66	357+82.03 A	40.71' LT	929.04	CROSS DRAIN	0.6	---	---	104	---	---	---	---	---	---	---	---	2	1
	STH 136 EB RAMP	363+00.00 A	32.18' RT	930.04	363+00.00 A	21.24' LT	929.11	CROSS DRAIN	1.7	---	---	---	---	53	---	---	---	---	---	---	2	1
	STH 136 WB RAMP	359+02.39 B	35.10' LT	925.57	359+25.98 B	26.16' RT	924.96	CROSS DRAIN (SKEW 22° RHF)	0.9	---	---	---	---	66	---	---	---	---	---	---	2	1
	STH 136 WB RAMP	365+00.00 B	55.54' RT	920.26	365+00.00 B	78.59' LT	919.71	CROSS DRAIN	0.4	---	---	---	---	---	---	---	134	---	---	---	2	1
	STH 136 EB/WB	86+85.83 LE	49.63' RT	886.35	86+55.23 LE	45.72' RT	886.16	DRIVEWAY RT	0.6	---	33	---	---	---	---	---	---	---	---	---	2	1
	STH 136 EB/WB	87+68.93 LE	42.50' LT	890.11	87+21.10 LE	40.08' LT	889.22	DRIVEWAY LT	2.5	35	---	---	---	---	---	---	---	---	---	---	2	1
	STH 136 EB/WB	87+68.44 LE	40.22' RT	892.93	87+46.32 LE	37.75' RT	892.58	DRIVEWAY RT	1.5	---	23	---	---	---	---	---	---	---	---	---	2	1
	HATCHERY ROAD	694+25.43 HR	25.14' LT	911.74	694+04.51 HR	23.23' LT	911.45	DRIVEWAY LT	1.4	21	---	---	---	---	---	---	---	---	---	---	2	1
	CTH W EB RAMP	417+00.00 C	32.70' RT	974.32	417+08.19 C	22.10' LT	973.64	CROSS DRAIN (SKEW 8° LHF)	1.2	---	---	---	---	---	55	---	---	---	---	---	2	1
	CTH W WB RAMP	413+70.02 D	33.46' LT	970.37	413+70.04 D	27.88' RT	969.27	CROSS DRAIN	1.7	---	---	---	---	---	63	---	---	---	---	---	2	1
	CTH W WB RAMP	417+46.58 D	33.52' LT	972.27	417+46.58 D	18.92' RT	970.68	CROSS DRAIN	2.9	---	---	---	---	---	54	---	---	---	---	---	2	1
	GASSER ROAD	298+96.50 GR	38.39' RT	952.48	298+97.83 GR	84.56' LT	952.04	CROSS DRAIN (SKEW 1° RHF)	0.4	---	---	---	---	---	---	117	---	---	---	---	2	1
	GASSER ROAD	300+84.83 GR	71.13' RT	956.72	300+87.60 GR	64.96' LT	955.70	CROSS DRAIN (SKEW 2° LHF)	0.8	---	---	---	---	---	---	---	---	130	---	---	2	1
	GASSER ROAD	305+14.93 GR	33.28' LT	981.94	304+84.82 GR	33.70' LT	981.16	DRIVEWAY LT	2.6	30	---	---	---	---	---	---	---	---	---	---	2	1
	GASSER ROAD SNOWMOBILE TRAIL	296+78.88 GS	12.68' LT	971.94	296+95.98 GS	7.32' RT	971.83	CROSS DRAIN TO SS (SKEW 41° RHF)	0.5	---	---	---	---	26	---	---	---	---	---	---	1	1
	GASSER ROAD SNOWMOBILE TRAIL	303+75.35 GS	10.00' LT	972.32	303+05.41 GS	27.07' RT	971.95	CROSS DRAIN TO SS (SKEW 62° LHF)	0.5	---	---	---	---	79	---	---	---	---	---	---	1	1
	COWLES ROAD	23+50.05 CR	22.62' LT	973.62	23+49.91 CR	31.70' RT	973.00	CROSS DRAIN	1.1	---	---	---	---	---	56	---	---	---	---	---	2	1
	COWLES ROAD	28+17.42 CR	28.72' LT	976.11	27+82.58 CR	28.72' LT	975.94	DRIVEWAY LT	0.5	35	---	---	---	---	---	---	---	---	---	---	2	1
	FARR DRIVEWAY	26+95.00 FF	13.71' RT	987.43	26+95.00 FF	17.18' LT	987.13	CROSS DRAIN	1.0	---	---	---	---	31	---	---	---	---	---	---	2	1
	FARR DRIVEWAY	32+04.52 FF	17.80' RT	997.85	32+04.57 FF	59.30' LT	997.57	CROSS DRAIN	0.4	---	---	---	---	77	---	---	---	---	---	---	2	1
	FARR DRIVEWAY	43+75.00 FF	9.56' RT	990.77	43+75.00 FF	9.56' LT	990.41	CROSS DRAIN	1.9	---	---	---	---	19	---	---	---	---	---	---	2	1
	ARCHIBALD DRIVEWAY	7+59.63 AD	41.21' RT	989.59	8+48.76 AD	36.03' LT	989.09	CROSS DRAIN	0.4	---	---	---	---	---	---	---	---	117	---	---	2	1
	ARCHIBALD DRIVEWAY	7+75.40 AD	41.00' RT	989.31	8+59.55 AD	35.91' LT	989.28	CROSS DRAIN	0.0	---	---	---	---	---	---	---	---	113	---	---	2	1
								SUBTOTAL 0010		121	56	104	240	1,575	295	217	134	361	318	0	79	42
0210	USH 12 EB/WB	327+26.42 EB	219.36' LT	913.28	327+83.65 EB	159.60' RT	911.22	CROSS DRAIN (SKEW 9° RHF)	0.5	---	---	---	---	---	---	---	---	---	---	383	2	0
								SUBTOTAL 0210		0	0	0	0	0	0	0	0	0	0	383	2	0
								TOTALS		121	56	104	240	1,575	295	217	134	361	318	383	81	42

NOTE: FOR CULVERT PIPE CORRUGATED STEEL THE MINIMUM STEEL WALL THICKNESS IS 0.064-INCH.

CONCRETE CURB AND GUTTER

CATEGORY	LOCATION	STATION	OFFSET	465.0310 ASPHALTIC CURB (LF)	601.0120 TYPE J (LF)	601.0405 18-INCH TYPE A (LF)	601.0409 30-INCH TYPE A (LF)	601.0411 30-INCH TYPE D (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)	601.0551 4-INCH SLOPED 36-INCH TYPE A (LF)	601.0580 4-INCH SLOPED 36-INCH TYPE R (LF)	650.5500 CONSTRUCTION STAKING CURB AND GUTTER (LF)
0010	STH 136 EB RAMP	357+20 A - 360+47 A	LT/RT	---	---	---	520	---	---	70	---	590
	STH 136 EB RAMP	362+14 A - 362+99 A	LT/RT	---	---	---	160	---	---	---	---	161
	STH 136 WB RAMP	359+03 B - 360+15 B	LT/RT	---	---	---	215	---	---	---	---	215
	STH 136 WB RAMP	361+82 B - 365+10 B	LT/RT	---	---	---	570	---	---	65	---	635
	STH 136 EB/WB	88+75 LW - 94+50 LW	LT/RT	---	---	---	---	750	---	---	---	750
	STH 136 EB/WB	91+35 LE - 94+50 LE	LT/RT	---	---	---	---	480	---	---	---	480
	STH 136 EB/WB	94+50 LE - 105+50 LE	LT/RT	---	140	500	3,175	610	---	135	675	5,235
	STH 136 EB/WB	105+50 LE -109+31 LE	LT/RT	---	---	---	---	925	---	---	---	925
	CONCRETE PLANT DRIVEWAY	10+22 BC - 14+25 BC	LT	---	---	---	410	---	---	---	---	410
	CONCRETE PLANT DRIVEWAY	10+25 BC -10+87 BC	RT	---	---	---	100	---	---	---	---	100
	HATCHERY ROAD	693+ HR - 696+64 HR	LT/RT	---	---	---	---	---	370	---	---	370
	HATCHERY ROAD	701+35 HR - 703+25 HR	LT/RT	---	---	---	---	---	465	---	---	465
	CTH W EB RAMP	413+58 C - 414+89 C	LT/RT	---	---	---	175	---	---	70	---	245
	CTH W EB RAMP	416+46 C - 416+97 C	LT/RT	---	---	---	100	---	---	---	---	100
	CTH W WB RAMP	414+02 D - 414+53 D	LT/RT	---	---	---	98	---	---	---	---	98
	CTH W WB RAMP	416+09 D - 417+37 D	LT/RT	---	---	---	160	---	---	75	---	236
	CTH W EB/WB	191+52 WW - 195+00 WW	LT/RT	---	---	---	689	---	---	---	---	689
	CTH W EB/WB	191+30 WE - 195+00 WE	LT/RT	---	---	---	715	---	---	---	---	715
	CTH W EB/WB	195+00 WE - 205+50 WE	LT/RT	---	140	600	2,830	745	---	85	775	5,176
	CTH W EB/WB	205+50 WW - 211+34 WW	LT	---	---	---	1,155	---	---	---	---	1,155
	CTH W EB/WB	205+50 WE - 211+14 WE	LT/RT	---	---	---	1,130	---	---	---	---	1,130
	COMMERCE COURT	9+95 CC - 12+68 CC	LT/RT	---	---	---	---	590	---	---	---	590
	GASSER ROAD	291+25 GR - 295+50 GR	LT	---	---	---	---	---	430	---	---	430
	COWLES ROAD	29+33 CR - 29+99 CR	LT	---	---	---	---	---	90	---	---	90
	COWLES ROAD	29+21 CR - 29+54 CR	RT	---	---	---	---	---	70	---	---	70
	USH 12 EB/WB	BRIDGE STRUCTURES	LT/RT	90	---	---	---	---	---	---	---	90
	TOTALS			90	280	1,100	12,200	4,100	1,425	500	1,450	21,156

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	LOCATION	STATION	OFFSET	602.0505 (SF)
0010	STH 136 EB RAMP	360+20 A	20.6' RT	18
	STH 136 EB RAMP	360+22 A	3.7' LT	18
	STH 136 EB RAMP	362+49 A	20.4' RT	18
	STH 136 EB RAMP	362+49 A	3.5' LT	18
	STH 136 WB RAMP	359+76 B	18.5' LT	18
	STH 136 WB RAMP	359+77 B	3.6' RT	18
	STH 136 WB RAMP	362+07 B	3.5' RT	18
	STH 136 WB RAMP	362+08 B	20.6' LT	18
	STH 136 EB/WB	96+39 LE	57.0' LT	18
	STH 136 EB/WB	96+52 LE	31.5' LT	18
	STH 136 EB/WB	96+58 LE	31.5' RT	18
	STH 136 EB/WB	96+61 LE	3.0' LT	18
	STH 136 EB/WB	103+59 LE	3' LT	18
	STH 136 EB/WB	103+60 LE	26.5' RT	18
	STH 136 EB/WB	103+68 LE	32.6' LT	18
	STH 136 EB/WB	103+91 LE	58.8' LT	18
	CTH W EB RAMP	414+61 C	3.5' LT	18
	CTH W EB RAMP	414+62 C	20.9' RT	18
	CTH W EB RAMP	416+75 C	3.5' LT	18
	CTH W EB RAMP	416+75 C	23.5' RT	18
	CTH W WB RAMP	414+27 D	19.6' LT	18
	CTH W WB RAMP	414+28 D	3.6' RT	18
	CTH W WB RAMP	416+34 D	21.6' LT	18
	CTH W WB RAMP	416+37 D	3.8' RT	18
	CTH W EB/WB	196+51 WE	58.6' LT	18
	CTH W EB/WB	196+59 WE	34.0' LT	18
	CTH W EB/WB	196+67 WE	3.5' LT	18
	CTH W EB/WB	196+67 WE	20.7' RT	18
	CTH W EB/WB	203+48 WE	3.5' LT	18
	CTH W EB/WB	203+48 WE	21.6' RT	18
	CTH W EB/WB	203+56 WE	31.9' LT	18
	CTH W EB/WB	203+69 WE	52.8' LT	18
	TOTALS			576

CULVERT PIPE TEMPORARY

CATEGORY	LOCATION	INLET STATION	INLET OFFSET	INLET ELEV.	OUTLET STATION	OUTLET OFFSET	OUTLET ELEV.	NOTES	SLOPE (%)	520.4018 18-INCH (LF)
0010	USH 12 EB/WB	367+89.31 EB	62.18' RT	950.24	366+44.26 EB	68.55' RT	946.46	CROSS DRAIN	2.4%	157
	USH 12 EB/WB	368+06.46 EB	28.94' LT	950.90	366+84.97 EB	29.33' LT	949.90	CROSS DRAIN	0.8%	133
	USH 12 EB/WB	367+81.77 EB	148.96' LT	950.75	366+73.25 EB	132.45' LT	945.23	CROSS DRAIN	4.5%	122
								TOTALS		412

INLETS MEDIAN

CATEGORY	LOCATION	STATION	OFFSET	611.3902 INLETS MEDIAN 2 GRATE (EACH)	611.0642 INLETS COVER TYPE MS (EACH)	COMMENTS
0010	USH 12 EB/WB	382+00.00 WB	30.94' RT	1	2	10:1 SLOPE
			TOTALS	1	2	

SPRING UNDERDRAIN

CATEGORY	LOCATION	STATION - STATION	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH (LF)	612.0804 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH (EACH)	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A (SY)
0010		UNDISTRIBUTED	100	10	120
		TOTALS	100	10	120

STRUCTURE SCHEDULE

CATEGORY	STRUC. NO.	STATION	OFFSET TO CENTER OF STRUCTURE	CASTING ELEV.	TOP OF STR. ELEV.	BOTTOM OF STR. ELEV.	DEPTH	611.3003 INLETS 3-FT DIAMETER (EACH)	611.3004 INLETS 4-FT DIAMETER (EACH)	611.3220 INLETS 2X2-FT (EACH)	611.3225 INLETS 2X2.5-FT (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.2004 MANHOLES 4-FT DIAMETER (EACH)	611.2005 MANHOLES 5-FT DIAMETER (EACH)	611.2006 MANHOLES 6-FT DIAMETER (EACH)	611.2007 MANHOLES 7-FT DIAMETER (EACH)	611.0610 INLET COVERS TYPE BW (EACH)	611.0612 INLET COVERS TYPE C (EACH)	611.0624 INLET COVERS TYPE H (EACH)	611.0627 INLET COVERS TYPE HM (EACH)	611.0639 INLET COVERS TYPE H-S (EACH)	611.0652 INLET COVERS TYPE T (EACH)	611.0654 INLET COVERS TYPE V (EACH)	611.0530 MANHOLE COVERS TYPE J (EACH)	650.4000 CONSTRUCTION STAKING (EACH)
0010	1.0	414+68.85C	62.1' RT	ENDWALL	---	970.7	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	2.0	10+85.83EF5	34.3' LT	978.5	977.5	970.7	6.80	—	---	—	—	—	—	1	—	—	—	—	—	1	—	—	—	—	1
	2.1	414+75.87C	1.5' LT	978.46	977.46	973.79	3.67	—	---	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1
	3.0	10+48.55EF5	36.3' LT	977.71	976.71	970.99	5.72	—	---	—	—	—	1	—	—	—	—	—	—	—	1	—	—	—	1
	4.0	196+43.18WE	51.9' LT	978.46	977.46	971.22	6.24	—	---	—	—	—	—	1	—	—	—	—	1	—	—	—	—	—	1
	5.0	196+48.79WE	30.2' LT	978.84	977.84	971.33	6.51	—	---	—	—	—	1	—	—	—	—	—	1	—	—	—	—	—	1
	6.0	196+51.10WE	15.8' LT	979	977.75	971.41	6.34	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	7.0	194+00.00WE	12.0' LT	983.51	982.26	976.31	5.95	—	---	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	1
	7.1	194+00.00WE	1.50' LT	982.53	981.53	977.44	4.09	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	7.2	194+00.00WE	17.5' RT	982.21	981.21	977.54	3.67	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	7.3	194+00.00WE	21.4' LT	983.38	982.38	978.04	4.34	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	7.4	194+00.00WE	40.4' LT	982.81	981.81	978.14	3.67	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	9.0	191+43.12WE	4.9' LT	984.81	983.56	979.05	4.51	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	9.1	191+04.07WE	31.9' RT	ENDWALL	---	980.93	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	9.2	191+11.08WE	37.5' LT	ENDWALL	---	981.41	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	10.0	196+53.98WE	1.5' LT	978.17	977.17	972.56	4.61	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	10.1	196+53.53WE	18.3' RT	977.86	976.86	973.19	3.67	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	10.2	10+03.00EF5	21.5' LT	977.54	976.54	972.72	3.82	—	---	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1
	10.3	10+03.00EF5	2.0' RT	977.51	976.51	972.84	3.67	—	---	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	1
	11.0	414+31.60C	57.0' LT	978.58	977.33	965.52	11.81	—	---	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	1
	12.0	12+73.16EF5	25.6' LT	977.18	975.93	968.23	7.70	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	13.0	417+16.87C	58.4' LT	ENDWALL	---	968.74	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	14.0	12+92.93EF5	21.5' LT	976.43	975.43	971.54	3.89	—	1	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	1
	14.1	12+94.97EF5	2.0' RT	976.48	975.48	971.66	3.82	—	---	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	1
	14.2	12+84.43EF5	2.0' RT	976.52	975.52	971.71	3.81	—	---	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	1
	14.3	13+44.53EF5	38.0' LT	976.59	975.59	971.93	3.66	—	---	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1
	15.0	413+86.06D	63.5' RT	ENDWALL	---	967.67	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	16.0	12+45.72GH5	25.7' LT	974.47	973.22	967.52	5.70	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	17.0	12+22.01GH5	10.0' RT	974.37	973.12	967.65	5.47	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	18.0	11+05.50GH5	25.7' LT	974.54	973.29	968	5.29	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	18.1	10+77.07GH5	21.5' LT	973.66	972.66	969.41	3.25	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	18.2	416+20.96D	1.5' RT	973.61	972.61	969.47	3.14	—	---	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1
	19.0	416+55.43D	38.1' RT	ENDWALL	---	968.47	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	20.0	12+93.00GH5	21.5' LT	973.45	972.45	967.87	4.58	—	---	—	—	—	1	—	—	—	—	—	—	—	1	—	—	—	1
	21.0	13+71.00GH5	2.0' RT	972.82	971.82	968.15	3.67	—	---	—	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1
	21.1	13+81.34GH5	2.0' RT	972.87	971.87	968.21	3.66	—	---	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	1
	22.0	13+71.00GH5	21.5' LT	972.85	971.85	968.27	3.58	—	---	—	—	—	1	—	—	—	—	—	1	—	—	—	—	—	1
	22.1	203+57.19WE	58.5' LT	972.53	971.53	968.4	3.13	—	---	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1
	22.2	203+34.63WE	19.8' RT	972.61	971.61	968.53	3.08	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	23.0	12+03.01GH5	21.5' LT	974.26	973.26	969.71	3.55	—	---	—	—	—	1	—	—	—	—	—	—	—	1	—	—	—	1
	23.1	201+41.05WE	49.3' LT	974.31	973.31	969.89	3.42	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	23.2	201+34.32WE	65.1' LT	974.12	973.12	969.97	3.15	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	23.3	201+50.00WE	1.5' LT	974.56	973.56	970.14	3.42	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	23.4	201+50.09WE	19.1' RT	974.38	973.38	970.23	3.15	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	24.0	208+10.25WE	60.5' LT	ENDWALL	---	961.34	---	—	---	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	24.1	208+00.00WE	37.0' LT	966.32	965.32	961.48	3.84	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	24.2	208+00.00WE	18.1' LT	966.65	965.65	961.84	3.81	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	24.3	208+00.00WE	1.5' LT	966.48	965.48	961.93	3.55	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	24.4	208+00.00WE	17.5' RT	966.16	965.16	962.02	3.14	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	25.0	210+99.70WE	36.4' LT	950.79	949.54	945.2	4.34	—	---	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	1
	25.1	210+89.69WE	39.5' LT	951.33	950.33	947.18	3.15	1	---	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1
	26.0	210+90.00WE	28.0' LT	951.62	950.62	945.27	5.35	—	---	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
	26.1	210+90.00WE	20.5' LT	951.62	950.62	946.65	3.97	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	26.2	210+90.00WE	13.5' LT	951.75	950.75	946.69	4.06	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
	26.3	210+90.00WE	25.5' RT	951.03	950.03	946.88	3.15	—	---	—	—	1	—	—	—	—	—	—	1	—	—	—	—	—	1
			SUBTOTALS					1	1	—	4	24	7	9	1	1	—	—	23	1	9	5	—	10	55

STRUCTURE SCHEDULE

CATEGORY	STRUC. NO.	STATION	OFFSET TO CENTER OF STRUCTURE	CASTING ELEV.	TOP OF STR. ELEV.	BOTTOM OF STR. ELEV.	DEPTH	611.3003 INLETS 3-FT DIAMETER (EACH)	611.3004 INLETS 4-FT DIAMETER (EACH)	611.3220 INLETS 2X2-FT (EACH)	611.3225 INLETS 2X2.5-FT (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.2004 MANHOLES 4-FT DIAMETER (EACH)	611.2005 MANHOLES 5-FT DIAMETER (EACH)	611.2006 MANHOLES 6-FT DIAMETER (EACH)	611.2007 MANHOLES 7-FT DIAMETER (EACH)	611.0610 INLET COVERS TYPE BW (EACH)	611.0612 INLET COVERS TYPE C (EACH)	611.0624 INLET COVERS TYPE H (EACH)	611.0627 INLET COVERS TYPE HM (EACH)	611.0639 INLET COVERS TYPE H-S (EACH)	611.0652 INLET COVERS TYPE T (EACH)	611.0654 INLET COVERS TYPE V (EACH)	611.0530 MANHOLE COVERS TYPE J (EACH)	650.4000 CONSTRUCTION STAKING (EACH)
				SUBTOTALS				1	1	---	4	24	7	9	1	1	---	---	23	1	9	5	---	10	55
0010	27.0	209+38.08WE	27.6' LT	960.74	959.49	954.66	4.83	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	28.0	208+10.25WE	60.5' LT	ENDWALL	---	955.12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	29.0	10+51.33BC	47.1' RT	ENDWALL	---	904.73	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	30.0	10+61.99BC	19.7' LT	910.58	909.58	904.86	4.72	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
	31.0	91+50.00LE	23.5' RT	913.44	912.44	907.83	4.61	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
	32.0	91+50.00LE	5.5' RT	913.89	912.64	907.92	4.72	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	32.1	91+50.00LE	29.6' LT	913.31	912.31	909.17	3.14	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	33.0	93+00.00LE	5.5' RT	920.868	919.618	914.64	4.98	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	1
	33.1	93+00.00LE	23.5' RT	920.422	919.422	916.13	3.29	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	33.2	93+00.00LE	1.5' LT	920.9	919.9	916.09	3.81	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	33.3	93+00.00LE	21.2' LT	920.7	919.7	916.13	3.57	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	33.4	93+00.00LE	43.4' LT	920.31	919.31	916.25	3.06	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	34.0	362+76.79A	71.3' LT	ENDWALL	---	924.74	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	35.0	11+93.94AB5	37.4' LT	933	931.75	924.57	7.18	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	1
	36.0	11+64.53AB5	2.0' RT	932.63	931.63	925.34	6.29	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	1
	36.1	11+56.00AB5	21.5' LT	932.97	931.97	928.78	3.19	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	1
	36.2	98+60.69LE	37.3' LT	933.26	932.26	929.12	3.14	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	36.3	98+46.00LE	1.5' LT	932.97	931.97	928.82	3.15	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	37.0	10+86.28AB5	36.0' LT	933.23	931.98	925.73	6.25	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	37.1	10+60.40AB5	31.5' LT	932.33	931.33	927.77	3.56	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	37.2	360+33.12A	1.5' LT	932.36	931.36	927.82	3.54	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	37.3	360+31.18A	19.2' RT	932.07	931.07	927.9	3.17	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	38.0	360+02.51A	36.9' LT	ENDWALL	---	926.26	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	39.0	12+42.14AB5	31.5' LT	931.91	930.91	925.89	5.02	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
	40.0	362+26.40A	1.5' LT	932.06	931.06	926.2	4.86	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	1
	41.0	96+75.00LE	29.4' RT	930.95	929.95	926.58	3.37	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	42.0	13+14.00AB5	21.5' LT	931.58	930.58	926.73	3.85	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	42.1	96+49.19LE	65.1' LT	931.15	930.15	927.01	3.14	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	42.2	13+15.39AB5	2.0' RT	931.35	930.35	926.94	3.41	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	42.3	13+05.00AB5	2.0' RT	931.29	930.29	926.98	3.31	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	43.0	362+38.66B	39.8' RT	ENDWALL	---	921.05	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	44.0	10+76.97CD5	38.1' LT	929.95	928.7	920.94	7.76	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	45.0	10+95.11CD5	2.0' RT	929.58	928.58	921.53	7.05	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	1
	46.0	12+08.70CD5	36.5' LT	929.27	928.02	921.91	6.11	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	46.1	12+38.28CD5	31.5' LT	927.87	926.87	923.67	3.20	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	46.2	360+00.00B	1.5' RT	927.85	926.85	923.71	3.14	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	47.0	359+40.79B	37.5' RT	ENDWALL	---	923.9	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	48.0	10+58.07CD5	31.5' LT	928.8	927.8	921.65	6.15	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
	48.1	361+92.87B	1.5' RT	928.67	927.67	924.53	3.14	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	49.0	13+13.39CD5	2.0' RT	926.7	925.7	922.22	3.48	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	49.1	13+03.00CD5	2.0' RT	926.54	925.54	922.25	3.29	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	49.2	13+13.00CD5	21.5' LT	926.93	925.93	922.79	3.14	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	50.0	101+75.00LE	1.5' LT	930.62	929.62	925.09	4.53	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
	50.1	11+54.00CD5	21.5' LT	930.03	929.03	925.47	3.56	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	50.2	101+67.54LE	39.8' LT	930.17	929.17	925.5	3.67	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	50.3	101+56.20LE	63.5' LT	929.73	928.73	925.59	3.14	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	50.4	101+75.00LE	30.8' RT	930.05	929.05	925.92	3.13	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	51.0	109+27.11LE	23.3' RT	899.06	898.06	893.57	4.49	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
	52.0	109+27.11LE	5.5' RT	899.5	898.25	893.66	4.59	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	1
	52.1	109+27.11LE	23.7' LT	899.05	898.05	894.89	3.16	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	53.0	106+21.07LE	5.5' RT	914.79	913.54	908.94	4.60	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	1
	53.1	106+21.07LE	23.5' RT	914.34	913.34	910.2	3.14	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	53.2	106+21.07LE	1.5' LT	914.78	913.78	910.05	3.73	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
				SUBTOTALS				1	1	---	9	46	15	20	2	1	---	---	45	1	18	12	---	19	108

PROJECT NO: 1674-00-80 | HWY: USH 12 | COUNTY: SAUK | MISCELLANEOUS QUANTITIES | SHEET 294 | E

STRUCTURE SCHEDULE

CATEGORY	STRUC. NO.	STATION	OFFSET TO CENTER OF STRUCTURE	CASTING ELEV.	TOP OF STR. ELEV.	BOTTOM OF STR. ELEV.	DEPTH	611.3003 INLETS 3-FT DIAMETER (EACH)	611.3004 INLETS 4-FT DIAMETER (EACH)	611.3220 INLETS 2X2-FT (EACH)	611.3225 INLETS 2X2.5-FT (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.2004 MANHOLES 4-FT DIAMETER (EACH)	611.2005 MANHOLES 5-FT DIAMETER (EACH)	611.2006 MANHOLES 6-FT DIAMETER (EACH)	611.2007 MANHOLES 7-FT DIAMETER (EACH)	611.0610 INLET COVERS TYPE BW (EACH)	611.0612 INLET COVERS TYPE C (EACH)	611.0624 INLET COVERS TYPE H (EACH)	611.0627 INLET COVERS TYPE HM (EACH)	611.0639 INLET COVERS TYPE H-S (EACH)	611.0652 INLET COVERS TYPE T (EACH)	611.0654 INLET COVERS TYPE V (EACH)	611.0530 MANHOLE COVERS TYPE J (EACH)	650.4000 CONSTRUCTION STAKING (EACH)
				SUBTOTALS				1	1		9	46	15	20	2	1	—	—	45	1	18	12	---	19	108
0010	53.3	106+21.12LE	9.6' LT	914.75	913.75	910.10	3.65	—	—	---	—	1	—	—	—	—	—	—	1	—	—	—	---	—	1
	53.4	106+21.05LE	36.5' LT	914.38	913.38	910.23	3.15	—	—	---	—	1	—	—	—	—	—	—	1	—	—	—	---	—	1
	54.0	413+81.75WB	130.2' LT	ENDWALL	—	968.51	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	54.1	413+93.46WB	118.7' LT	ELBOW	-	968.62	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	54.2	413+93.56WB	33.0' LT	995.45	994.45	991.28	3.17	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	55.1	414+09.08EB	5.0' LT	996.24	995.24	992.73	2.51	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	56.0	362+31.20EB	122.0' RT	ENDWALL	—	927.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	56.1	362+12.54EB	33.0' RT	954.33	953.33	950.16	3.17	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	57.0	361+98.55EB	24.0' LT	ENDWALL	—	950.47	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	57.1	361+98.00EB	5.0' LT	954.53	953.53	950.40	3.13	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	58.0	361+80.52WB	21.9' RT	ENDWALL	—	950.57	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	58.1	361+80.52WB	5.0' RT	953.75	952.75	950.49	2.26	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	59.0	361+65.96WB	134.7' LT	ENDWALL	—	923.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	59.1	361+65.96WB	33.0' LT	953.71	952.71	949.54	3.17	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	60.0	695+42.50HR	34.8 LT	ENDWALL	—	917.61	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	60.1	696+76.89HR	5.7' LT	ENDWALL	—	925.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	61.0	387+27.82EB	139.3' RT	ENDWALL	—	943.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	61.1	387+21.85EB	43.3' RT	968.77	967.52	943.19	24.33	—	—	---	—	—	—	—	1	—	—	—	—	—	—	—	---	1	1
	61.2	389+74.61EB	44.5' RT	970.645	969.40	956.06	13.34	—	—	---	—	—	—	1	—	—	—	—	—	—	—	—	---	1	1
	61.3	392+22.16EB	45.6' RT	972.478	971.23	957.30	13.93	—	—	---	—	—	—	1	—	—	—	—	—	—	—	—	---	1	1
	61.4	394+84.41EB	52.1' RT	973.53	972.28	958.70	13.58	—	—	---	—	—	—	—	1	—	—	—	—	—	—	—	---	1	1
	61.5	395+37.03EB	107.0' RT	ENDWALL	—	959.44	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	62.0	372+93.12EB	93.0' RT	ENDWALL	—	945.92	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	62.1	372+92.29EB	51.3' RT	958.2	957.20	954.01	3.19	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	63.0	372+82.07EB	23.5' LT	ENDWALL	—	955.14	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	63.1	372+82.07EB	5.0' LT	958.62	957.62	955.07	2.55	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	64.0	372+73.61WB	22.3' RT	ENDWALL	—	955.07	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	64.1	372+73.61WB	5.0' RT	958.86	957.86	954.99	2.87	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	65.0	372+50.22WB	181.5' LT	ENDWALL	—	918.00	-	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	65.1	372+62.22WB	58.1' LT	958.13	957.13	953.94	3.19	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	66.0	458+45.73EB	121.6' RT	ENDWALL	—	933.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	66.1	458+45.73EB	31.7' RT	964.82	963.82	960.65	3.17	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	67.0	458+38.68EB	21.6' LT	ENDWALL	—	961.13	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	67.1	458+38.68EB	6.3' LT	964.86	963.86	961.04	2.82	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	68.0	458+30.22WB	24.3' RT	ENDWALL	—	961.17	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	68.1	458+30.22WB	3.7' RT	964.82	963.82	961.11	2.71	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	69.0	458+23.17WB	134.6' LT	ENDWALL	—	941.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	69.1	458+23.17WB	34.3' LT	964.66	963.66	960.49	3.17	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	70.0	298+63.32GR	81.5' LT	ENDWALL	—	952.50	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	70.1	298+63.32GR	12.0' LT	981.665	980.67	977.00	3.66	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	72.0	497+99.43EB	57.7' RT	ENDWALL	—	989.50	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	72.1	498+00.12EB	11.0' LT	994.74	993.49	989.67	3.82	—	—	---	1	—	—	—	—	—	1	—	—	—	—	—	---	—	1
	72.2	498+00.32EB	31.4' LT	995.47	994.22	989.78	4.44	—	—	---	1	—	—	—	—	—	1	—	—	—	—	—	---	—	1
	73.0	504+99.18WB	50.3' LT	ENDWALL	—	997.84	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	73.1	505+00.30WB	18.9 RT	1002.97	1001.72	998.17	3.55	—	—	---	1	—	—	—	—	—	1	—	—	—	—	—	---	—	1
	74.0	510+00.50WB	50.6' LT	ENDWALL	—	1003.82	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	74.1	509+99.82WB	18.9' RT	1009.04	1007.79	1004.17	3.62	—	—	---	1	—	—	—	—	—	1	—	—	—	—	—	---	—	1
	75.0	514+97.81EB	62.8' RT	ENDWALL	—	1010.12	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	75.1	514+95.32EB	11.1' LT	1015.003	1013.75	1010.28	3.47	—	—	---	1	—	—	—	—	—	1	—	—	—	—	—	---	—	1
	76.0	296+78.88GS	12.7' LT	976.11	974.86	971.69	3.17	1	—	---	—	—	—	—	—	—	—	1	—	—	—	—	---	—	1
	77.0	303+75.35GS	10.0' LT	977.63	976.38	972.07	4.31	1	—	---	—	—	—	—	—	—	—	1	—	—	—	—	---	—	1
	78.0	414+30.90 C	73.7' RT	ENDWALL	—	965.24	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	79.0	414+07.01 C	55.8' LT	ENDWALL	—	966.95	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	80.0	413+80.35 EB	181.6' LT	ENDWALL	—	967.49	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	81.0	514+57.33 WB	52.9' LT	ENDWALL	—	1010.00	—	—	—	---	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
	81.1	514+57.33 WB	33.0' LT	1014.342	1013.09	1009.93	3.16	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	---	—	1
				TOTAL				3	1	15	14	48	15	22	4	1	5	2	47	1	18	12	14	23	162

PIPE SCHEDULE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	608.0312 12-INCH SSPRC (LF)	608.0315 15-INCH SSPRC (LF)	608.0318 18-INCH SSPRC (LF)	608.0324 24-INCH SSPRC (LF)	608.0327 27-INCH SSPRC (LF)	608.0330 30-INCH SSPRC (LF)	608.0336 36-INCH SSPRC (LF)	608.0342 42-INCH SSPRC (LF)	608.0348 48-INCH SSPRC (LF)	610.0129 29X45-INCH SSPRC (LF)	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH
						CLASS III										
0010	2.0	1.0	970.95	970.73	0.50%	—	---	—	44	—	—	---	—	---	—	—
	2.1	2.0	973.96	973.70	1.08%	24	---	—	---	—	—	---	—	---	—	—
	3.0	2.0	971.24	970.95	0.51%	—	---	—	57	—	—	---	—	---	—	—
	4.0	3.0	971.47	971.24	0.51%	—	---	—	45	—	—	---	—	---	—	—
	5.0	4.0	971.58	971.47	0.48%	—	---	—	23	—	—	---	—	---	—	—
	6.0	5.0	971.66	971.58	0.53%	—	---	—	15	—	—	---	—	---	—	—
	7.0	6.0	976.56	973.50	1.20%	—	---	—	255	—	—	---	—	---	—	—
	7.1	7.0	977.61	977.56	0.45%	11	---	—	---	—	—	---	—	---	—	—
	7.2	7.1	977.71	977.61	0.53%	19	---	—	---	—	—	---	—	---	—	—
	7.3	7.0	978.21	978.16	0.56%	9	---	—	---	—	—	---	—	---	—	—
	7.4	7.3	978.31	978.21	0.53%	19	---	—	---	—	—	---	—	---	—	—
	9.2	9.0	981.17	979.30	4.07%	—	---	—	46	—	—	---	—	---	—	—
	9.0	7.0	979.30	978.00	0.51%	—	---	—	257	—	—	---	—	---	—	—
	9.1	9.0	980.77	979.30	2.72%	—	---	—	54	—	—	---	—	---	—	—
	10.0	6.0	972.73	972.66	0.47%	15	---	—	---	—	—	---	—	---	—	—
	10.1	10.0	973.36	973.26	0.50%	20	---	—	---	—	—	---	—	---	—	—
	10.2	10.0	972.89	972.73	0.48%	33	---	—	---	—	—	---	—	---	—	—
	10.3	10.2	973.01	972.89	0.52%	23	---	—	---	—	—	---	—	---	—	—
	12.0	11.0	968.52	967.72	0.38%	—	---	—	---	—	212	---	—	---	—	—
	13.0	12.0	968.71	968.52	0.40%	—	---	—	---	—	48	---	—	---	—	—
	14.0	12.0	971.71	971.57	0.52%	27	---	—	---	—	—	---	—	---	—	—
	14.1	14.0	971.83	971.71	0.50%	24	---	—	---	—	—	---	—	---	—	—
	14.2	14.1	971.88	971.83	0.50%	10	---	—	---	—	—	---	—	---	—	—
	14.3	14.0	972.10	971.73	0.49%	75	---	—	---	—	—	---	—	---	—	—
	16.0	15.0	967.85	967.69	0.31%	—	---	—	---	—	—	52	—	---	—	—
	17.0	16.0	967.98	967.85	0.30%	—	---	—	---	—	—	44	—	---	—	—
	18.0	17.0	968.33	967.98	0.30%	—	---	—	---	—	—	115	—	---	—	—
	18.1	18.0	969.58	969.38	0.51%	39	---	—	---	—	—	---	—	---	—	—
	18.2	18.1	969.64	969.58	0.55%	11	---	—	---	—	—	---	—	---	—	—
	19.0	18.0	968.45	968.33	0.32%	—	---	—	---	—	—	38	—	---	—	—
	20.0	16.0	968.06	967.85	0.33%	—	64	—	---	—	—	---	—	---	—	—
	21.0	20.0	968.34	968.06	0.32%	—	87	—	---	—	—	---	—	---	—	—
	21.1	21.0	968.38	968.34	0.40%	10	---	—	---	—	—	---	—	---	—	—
	22.0	21.0	968.44	968.34	0.43%	23	---	—	---	—	—	---	—	---	—	—
	22.1	22.0	968.57	968.44	0.45%	29	---	—	---	—	—	---	—	---	—	—
	22.2	22.0	968.70	968.44	0.44%	59	---	—	---	—	—	---	—	---	—	—
	23.0	17.0	969.88	969.73	0.41%	37	---	—	---	—	—	---	—	---	—	—
	23.1	23.0	970.06	970.02	0.44%	9	---	—	---	—	—	---	—	---	—	—
	23.2	23.1	970.14	970.06	0.42%	19	---	—	---	—	—	---	—	---	—	—
	23.3	23.0	970.31	970.13	0.42%	43	---	—	---	—	—	---	—	---	—	—
	23.4	23.3	970.40	970.31	0.43%	21	---	—	---	—	—	---	—	---	—	—
	24.1	24.0	961.67	961.40	1.04%	—	26	—	---	—	—	---	—	---	—	—
	24.2	24.1	962.01	961.92	0.47%	19	---	—	---	—	—	---	—	---	—	—
	24.3	24.2	962.10	962.01	0.53%	17	---	—	---	—	—	---	—	---	—	—
	24.4	24.3	962.19	962.10	0.47%	19	---	—	---	—	—	---	—	---	—	—
	25.1	25.0	947.35	946.79	5.60%	10	---	—	---	—	—	---	—	---	—	—
	26.0	25.0	945.54	945.47	0.54%	—	---	—	---	13	—	---	—	---	—	—
	26.1	26.0	946.82	946.79	0.38%	8	---	—	---	—	—	---	—	---	—	—
	26.2	26.1	946.86	946.82	0.57%	7	---	—	---	—	—	---	—	---	—	—
	26.3	26.2	947.05	946.86	0.49%	39	---	—	---	—	—	---	—	---	—	—
	27.0	26.0	954.91	946.62	5.45%	—	---	—	152	—	—	---	—	---	—	—
	28.0	27.0	955.09	954.91	0.53%	—	---	34	---	—	—	---	—	---	—	—
	30.0	29.0	905.11	904.73	0.56%	—	---	—	68	—	—	---	—	---	—	—
	31.0	30.0	908.08	905.11	4.38%	—	---	—	68	—	—	---	—	---	—	—
	32.0	31.0	908.17	908.08	0.50%	—	---	—	18	—	—	---	—	---	—	—
	32.1	32.0	909.34	909.17	0.48%	35	---	—	---	—	—	---	—	---	—	—
	33.0	32.0	914.89	908.89	4.00%	—	---	—	150	—	—	---	—	---	—	—
			SUBTOTALS			763	177	34	1,251	13	260	249	---	---	---	---

PIPE SCHEDULE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	608.0312 CLASS III 12-INCH SSPRC (LF)	608.0315 CLASS III 15-INCH SSPRC (LF)	608.0318 CLASS III 18-INCH SSPRC (LF)	608.0324 CLASS III 24-INCH SSPRC (LF)	608.0327 CLASS III 27-INCH SSPRC (LF)	608.0330 CLASS III 30-INCH SSPRC (LF)	608.0336 CLASS III 36-INCH SSPRC (LF)	608.0342 CLASS III 42-INCH SSPRC (LF)	608.0348 CLASS III 48-INCH SSPRC (LF)	610.0129 CLASS III 29X45-INCH SSPRC (LF)	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH
				SUBTOTALS		738	177	34	1,353	13	248	299	—	--	—	—
0010	33.1	33.0	916.30	916.21	0.50%	18	--	—	—	--	—	--	—	--	—	—
	33.2	33.0	916.26	916.21	0.57%	9	--	—	—	--	—	--	—	--	—	—
	33.3	33.2	916.30	916.26	0.50%	8	--	—	—	--	—	--	—	--	—	—
	33.4	33.3	916.42	916.30	0.49%	24	--	—	—	--	—	--	—	--	—	—
	35.0	34.0	924.95	924.77	0.41%	—	--	—	—	--	—	--	44	--	—	—
	36.0	35.0	925.67	925.45	0.41%	—	--	—	—	--	—	54	—	--	—	—
	36.1	36.0	928.95	928.51	1.73%	25	--	—	—	--	—	--	—	--	—	—
	36.2	36.1	929.29	929.00	0.89%	33	--	—	—	--	—	--	—	--	—	—
	36.3	36.1	928.99	928.95	0.41%	10	--	—	—	--	—	--	—	--	—	—
	37.0	36.0	926.06	925.67	0.40%	—	--	—	—	--	—	98	—	--	—	—
	37.1	37.0	927.94	927.77	0.41%	41	--	—	—	--	—	--	—	--	—	—
	37.2	37.1	927.99	927.94	0.43%	12	--	—	—	--	—	--	—	--	—	—
	37.3	37.2	928.07	927.99	0.39%	21	--	—	—	--	—	--	—	--	—	—
	38.0	37.0	926.23	926.06	0.40%	—	--	—	—	--	—	43	—	--	—	—
	39.0	35.0	926.08	925.78	0.40%	—	76	—	—	--	—	--	—	--	—	—
	40.0	39.0	926.37	926.33	0.43%	9	--	—	—	--	—	--	—	--	—	—
	41.0	40.0	926.75	926.37	0.40%	95	--	—	—	--	—	--	—	--	—	—
	42.0	41.0	926.90	926.75	0.39%	38	--	—	—	--	—	--	—	--	—	—
	42.1	42.0	927.18	926.90	0.41%	68	--	—	—	--	—	--	—	--	—	—
	42.2	42.0	927.11	927.02	0.38%	24	--	—	—	--	—	--	—	--	—	—
	42.3	42.3	927.15	927.11	0.40%	10	--	—	—	--	—	--	—	--	—	—
	44.0	43.0	921.23	921.07	0.29%	—	--	—	—	--	55	--	—	--	—	—
	45.0	44.0	921.82	921.69	0.28%	—	--	—	—	--	46	--	—	--	—	—
	46.0	45.0	922.20	921.82	0.30%	—	--	—	—	--	126	--	—	--	—	—
	46.1	46.0	923.84	923.70	0.30%	47	--	—	—	--	—	--	—	--	—	—
	46.2	46.1	923.88	923.84	0.36%	11	--	—	—	--	—	--	—	--	—	—
	47.0	46.0	923.88	922.20	3.25%	—	--	—	—	--	52	--	—	--	—	—
	48.0	44.0	921.82	921.72	0.32%	—	31	—	—	--	—	--	—	--	—	—
	48.1	48.0	924.70	924.67	0.28%	11	--	—	—	--	—	--	—	--	—	—
	49.0	48.0	922.39	922.07	0.30%	107	--	—	—	--	—	--	—	--	—	—
	49.1	49.0	922.42	922.39	0.30%	10	--	—	—	--	—	--	—	--	—	—
	49.2	49.0	922.96	922.56	1.70%	23	--	—	—	--	—	--	—	--	—	—
	50.0	45.0	925.28	925.12	0.30%	—	53	—	—	--	—	--	—	--	—	—
	50.1	50.0	925.64	925.53	0.31%	36	--	—	—	--	—	--	—	--	—	—
	50.2	50.1	925.67	925.64	0.30%	10	--	—	—	--	—	--	—	--	—	—
	50.3	50.2	925.76	925.67	0.31%	29	--	—	—	--	—	--	—	--	—	—
	50.4	50.0	926.09	925.99	0.31%	32	--	—	—	--	—	--	—	--	—	—
	52.0	51.0	893.91	893.82	0.50%	—	--	—	18	--	—	--	—	--	—	—
	52.1	52.0	895.06	894.91	0.51%	29	--	—	—	--	—	--	—	--	—	—
	53.0	52.0	909.19	894.50	4.80%	—	--	—	306	--	—	--	—	--	—	—
	53.1	53.0	910.37	910.28	0.50%	—	--	—	18	--	—	--	—	--	—	—
	53.2	53.0	910.22	910.19	0.43%	7	--	—	—	--	—	--	—	--	—	—
	53.3	53.2	910.27	910.22	0.62%	8	--	—	—	--	—	--	—	--	—	—
	53.4	53.3	910.40	910.27	0.48%	27	--	—	—	--	—	--	—	--	—	—
	54.1	54.0	968.62	968.54	0.49%	—	--	—	—	--	—	--	—	--	—	16
	54.2	54.1	991.45	968.62	26.63%	—	--	—	—	--	—	--	—	--	—	86
	55.1	55.0	992.90	992.81	0.50%	—	--	—	—	--	—	--	—	--	—	18
	56.1	56.0	950.33	927.00	25.65%	—	--	—	—	--	—	--	—	--	—	91
	57.1	57.0	950.57	950.47	0.53%	—	--	—	—	--	—	--	—	--	—	19
	58.1	58.0	950.66	950.57	0.53%	—	--	—	—	--	—	--	—	--	—	17
	59.1	59.0	949.71	923.00	26.19%	—	--	—	—	--	—	--	—	--	—	102
	60.1	60.0	917.61	908.38	6.74%	—	--	—	—	--	—	--	—	--	137	—
	61.1	61.0	943.52	943.04	0.50%	—	--	—	—	--	—	96	—	--	—	—
				SUBTOTALS		1,572	337	34	1,695	13	527	590	44	---	137	349

3

PIPE SCHEDULE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	608.0312 12-INCH SSPRC (LF)	608.0315 15-INCH SSPRC (LF)	608.0318 18-INCH SSPRC (LF)	608.0324 24-INCH SSPRC (LF)	608.0327 27-INCH SSPRC (LF)	608.0330 30-INCH SSPRC (LF)	608.0336 36-INCH SSPRC (LF)	608.0342 42-INCH SSPRC (LF)	608.0348 48-INCH SSPRC (LF)	610.0129 29X45-INCH SSPRC (LF)	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH
						CLASS III										
				SUBTOTALS		1,572	337	34	1,695	13	527	590	44	---	137	349
0010	61.2	61.1	956.39	955.12	0.50%	---	---	---	---	---	---	253	---	---	---	---
	61.3	61.2	957.63	956.39	0.50%	---	---	---	---	---	---	248	---	---	---	---
	61.4	61.3	959.03	957.63	0.53%	---	---	---	---	---	---	262	---	---	---	---
	61.5	61.4	959.41	959.03	0.50%	---	---	---	---	---	---	76	---	---	---	---
	62.1	62.0	954.18	946.00	19.48%	---	---	---	---	---	---	---	---	---	---	42
	63.1	63.0	955.24	955.14	0.53%	---	---	---	---	---	---	---	---	---	---	19
	64.1	64.0	955.16	955.07	0.53%	---	---	---	---	---	---	---	---	---	---	17
	65.1	65.0	954.11	919.69	27.76%	---	---	---	---	---	---	---	---	---	---	124
	66.1	66.0	960.82	933.00	30.91%	---	---	---	---	---	---	---	---	---	---	90
	67.1	67.0	961.21	961.13	0.53%	---	---	---	---	---	---	---	---	---	---	15
	68.1	68.0	961.28	961.17	0.52%	---	---	---	---	---	---	---	---	---	---	21
	69.1	69.0	960.66	941.00	19.66%	---	---	---	---	---	---	---	---	---	---	100
	70.1	70.0	977.17	954.48	32.41%	---	---	---	---	---	---	---	---	---	---	70
	72.1	72.0	989.88	989.53	0.51%	---	---	69	---	---	---	---	---	---	---	---
	72.2	72.1	989.99	989.88	0.55%	---	---	20	---	---	---	---	---	---	---	---
	73.1	73.0	998.38	998.03	0.51%	---	---	69	---	---	---	---	---	---	---	---
	74.1	74.0	1004.38	1004.03	0.50%	---	---	70	---	---	---	---	---	---	---	---
	75.1	75.0	1010.49	1010.15	0.46%	---	---	74	---	---	---	---	---	---	---	---
	11.0	78.0	965.94	965.28	0.50%	---	---	---	---	---	---	---	---	131	---	---
	79.0	11.0	966.95	966.80	0.50%	---	---	---	29	---	---	---	---	---	---	---
	80.0	11.0	967.46	965.94	0.47%	---	---	---	---	---	---	---	---	323	---	---
	81.1	81.0	1010.10	1010.00	0.50%	---	---	---	---	---	---	---	---	---	---	20
				TOTAL		1,572	337	336	1,724	13	527	1,429	44	454	137	847

3

CONCRETE MEDIAN NOSE

CATEGORY	LOCATION	STATION	OFFSET	620.0200 CONCRETE MEDIAN BLUNT NOSE (SF)	620.0300 CONCRETE MEDIAN SLOPED NOSE (SF)
0010	STH 136 EB RAMP	360+42 A	3' LT	---	35
	STH 136 EB RAMP	362+20 A	3' LT	---	35
	STH 136 WB RAMP	360+08 B	3' RT	---	40
	STH 136 WB RAMP	361+87 B	3' RT	---	30
	STH 136 EB/WB	92+92 LE	7' LT	45	---
	STH 136 EB/WB	96+66 LE	46' LT	---	40
	STH 136 EB/WB	96+83 LE	3' LT	---	25
	STH 136 EB/WB	98+40 LE	3' LT	---	40
	STH 136 EB/WB	98+54 LE	42' LT	---	25
	STH 136 EB/WB	101+73 LE	43' LT	---	40
	STH 136 EB/WB	101+85 LE	3' LT	---	25
	STH 136 EB/WB	103+34 LE	3' LT	---	40
	STH 136 EB/WB	103+52 LE	48' LT	---	30
	STH 136 EB/WB	106+26 LE	5' LT	60	---
	CTH W EB RAMP	414+84 C	2' LT	---	30
	CTH W EB RAMP	416+53 C	3' LT	---	40
	CTH W WB RAMP	414+47 D	3' RT	---	35
	CTH W WB RAMP	416+15 D	3' RT	---	25
	CTH W EB/WB	191+65 WE	3' LT	70	---
	CTH W EB/WB	196+75 WE	48' LT	---	40
	CTH W EB/WB	196+87 WE	3' LT	---	25
	CTH W EB/WB	198+54 WE	4' LT	---	40
	CTH W EB/WB	198+73 WE	49' LT	---	25
	CTH W EB/WB	201+45 WE	51' LT	---	45
	CTH W EB/WB	201+55 WE	3' LT	---	25
	CTH W EB/WB	203+23 WE	3' LT	---	40
	CTH W EB/WB	203+39 WE	46' LT	---	25
	CTH W EB/WB	211+49 WE	17' LT	50	---
			TOTALS	225	800

MGS GUARDRAIL

CATEGORY	LOCATION	STATION - STATION	OFFSET	614.0396 GUARDRAIL MOW STRIP ASPHALT (SY)	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
0010	GASSER ROAD	297+83 GR - 298+58 GR	LT	40	0	37.5	1
		297+14 GR - 298+64 GR	RT	65	62.5	37.5	1
		301+17 GR - 302+42 GR	LT	55	37.5	37.5	1
		301+25 GR - 302+13 GR	RT	40	0	37.5	1
		TOTALS		200	100	150	4

FENCE

CATEGORY	LOCATION	STATION - STATION	616.0204 FENCE CHAIN LINK 4-FT (LF)	616.0206 FENCE CHAIN LINK 6-FT (LF)	616.0208 FENCE CHAIN LINK 8-FT (LF)	616.0329 GATES CHAIN LINK 3-FT (EACH)	616.0700.S SAFETY (LF)
0010	USH 12 EB/WB	321+57 EB - 359+84 EB	---	8,470	---	2	---
	USH 12 EB/WB	361+67 EB - 373+17 EB	---	2,400	---	---	---
	USH 12 EB/WB	380+77 EB - 414+43 EB	---	6,800	---	2	---
	USH 12 EB/WB	416+02 EB - 454+80 EB	200	5,030	2,750	---	---
	USH 12 EB/WB	458+07 EB - 515+35 EB	200	5,700	6,000	2	---
	ARCHIBALD DRIVEWAY	6+95 AD - 9+50 AD	---	---	---	---	500
		TOTALS	400	28,400	8,750	6	500

LANDMARK REFERENCE MONUMENTS

CATEGORY	LOCATION	STATION	OFFSET	621.0100 (EACH)
0010	STH 136 EB	90+14.81 LE	6.70 RT	5
	HATCHERY ROAD	694+04.42 HR	0.18 RT	5
	HATCHERY ROAD	693+99.18 HR	0.00 RT	5
	CTH W EB	198+16.69 WE	5.30 RT	5
	GASSER ROAD	298+01.48 GR	5.20 RT	5
	USH 12 EB	494+50.15 EB	72.15 RT	5
		TOTALS		30

EROSION CONTROL

CATEGORY	LOCATION	STATION - STATION	606.0200 RIPRAP MEDIUM (CY)	606.0300 RIPRAP HEAVY (CY)	606.0700 GROUTED RIPRAP HEAVY (CY)	627.0200 MULCHING (SY)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2027 EROSION MAT CLASS II TYPE C (SY)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7560.S STONE OR ROCK DITCH CHECKS (CY)	SPV.0090.004 COCONUT ROLL DELIVERED (LF)	SPV.0090.005 COCONUT ROLL INSTALLED (LF)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)	645.0130 GEOTEXTILE FABRIC TYPE R (SY)	645.0140 GEOTEXTILE FABRIC TYPE SAS (SY)	628.7560 TRACKING PADS (EACH)
0010	USH 12 EB/WB	321+57 EB - 359+84 EB	518	---	---	6,756	3,411	1,706	62,163	—	15	22	35	---	---	—	1,037	100	1
	USH 12 EB/WB	361+67 EB - 373+17 EB	147	473	---	1,956	746	373	18,541	—	---	16	---	---	---	945	294	20	1
	USH 12 EB/WB	380+77 EB - 414+43 EB	218	---	309	6,044	927	464	53,949	—	615	29	10	---	---	—	435	60	1
	USH 12 EB/WB	416+02 EB - 454+80 EB	233	---	---	6,933	1,030	515	55,647	—	270	37	20	---	---	—	467	120	1
	USH 12 EB/WB	458+07 EB - 515+35 EB	531	---	---	10,133	3,518	1,759	72,477	—	795	14	85	---	---	—	1,063	360	1
	USH 12 EB/WB	518+72 EB - 524+00 EB	---	---	---	---	1,449	725	11,395	—	---	—	---	---	---	—	—	---	—
	STH 136 EB RAMP	345+38 A - 360+47 A	94	---	---	---	182	91	9,668	—	105	3	5	---	---	—	189	---	—
	STH 136 EB RAMP	362+14 A - 373+49 A	57	---	---	---	33	17	5,344	—	135	3	5	---	---	—	114	---	—
	STH 136 WB RAMP	340+60 B - 360+15 B	89	---	---	---	759	380	3,768	—	30	3	5	---	---	—	179	---	—
	STH 136 WB RAMP	361+82 B - 374+13 B	64	---	---	---	—	---	18,892	—	---	10	---	---	---	—	128	---	—
	STH 136 EB/WB	85+25 LE - 94+50 LE	113	---	---	---	256	128	2,993	600	45	8	10	---	---	—	226	40	—
	STH 136 EB/WB	94+50 LE - 105+50 LE	---	---	---	---	—	---	3,300	—	---	12	---	---	---	—	—	---	—
	STH 136 EB/WB	105+50 LE - 109+31 LE	---	---	---	---	763	382	1,616	—	---	—	---	---	---	—	—	---	—
	CONCRETE PLANT DRIVEWAY	10+00 BC - 14+29 BC	---	---	---	---	—	---	2,598	—	75	—	---	---	---	—	—	---	—
	HATCHERY ROAD	693+75 HR - 698+00 HR	67	---	444	---	145	73	1,861	297	---	9	5	---	---	—	133	20	—
	HATCHERY ROAD	701+00 HR - 703+50 HR	---	---	---	---	—	---	645	—	---	—	---	---	---	—	—	---	—
	CTH W EB RAMP	399+91 C - 414+89 C	---	---	1,059	---	—	---	19,966	—	---	10	---	---	---	—	—	---	—
	CTH W EB RAMP	416+46 C - 433+55 C	39	---	---	---	33	17	3,777	—	90	5	5	---	---	—	78	---	—
	CTH W WB RAMP	398+13 D - 414+53 D	---	---	---	---	33	17	6,593	—	75	5	---	---	---	—	—	---	—
	CTH W WB RAMP	416+09 D - 431+04 D	---	---	---	---	33	17	5,327	—	90	5	5	---	---	—	—	---	—
	CTH W EB/WB	188+00 WE - 195+00 WE	---	---	---	---	57	29	2,183	—	---	6	10	---	---	—	—	40	—
	CTH W EB/WB	195+00 WE - 205+50 WE	---	---	---	---	—	---	4,226	—	---	12	---	---	---	—	—	---	—
	CTH W EB/WB	205+50 WE - 211+14 WE	---	---	---	---	437	219	3,443	—	15	3	---	---	---	—	—	20	—
	COMMERCE COURT	9+00 CC - 12+55 CC	---	---	---	---	444	222	1,192	—	---	—	---	---	---	—	—	---	—
	GASSER ROAD	291+00 GR - 298+88 GR	36	---	---	---	191	96	2,594	—	---	—	5	---	---	—	72	20	—
	GASSER ROAD	301+02 GR - 307+00 GR	---	---	---	---	669	335	4,549	—	---	2	---	---	---	—	—	---	—
	GASSER ROAD SNOWMOBILE TRAIL	296+05 GS - 298+87 GS	17	---	---	---	—	---	---	—	---	—	---	---	---	—	33	---	—
	GASSER ROAD SNOWMOBILE TRAIL	301+02 GS - 304+00 GS	11	---	---	---	—	---	---	—	---	—	---	---	---	—	22	---	—
	COWLES ROAD	14+50 CR - 30+00 CR	---	---	---	---	172	86	3,263	—	---	7	15	---	---	—	—	40	—
	HEUER DRIVEWAY	10+40 HD - 12+20 HD	---	---	---	---	160	80	199	—	---	—	---	---	---	—	—	---	—
	FARR DRIVEWAY	26+40 FF - 27+60 FF	---	---	---	---	—	---	24	—	---	3	---	---	---	—	—	20	—
	FARR DRIVEWAY	29+80 FF - 44+07 FF	---	---	---	---	33	17	3,692	—	---	6	10	---	---	—	—	---	—
	ARCHIBALD DRIVEWAY	6+95 AD - 9+50 AD	---	---	---	---	487	244	437	—	---	—	---	---	---	—	—	---	—
	CHN 1	589+02 E - 600+59 E	---	---	---	---	—	---	---	3,884	---	—	---	2,312	2,312	—	—	---	—
	CHN 2	576+09 F - 584+94 F	---	---	---	---	—	---	---	2,435	---	—	---	1,768	1,768	—	—	---	—
	CHN 3	506+82 G - 522+35 G	---	---	---	---	—	---	---	4,336	---	—	---	2,852	2,852	—	—	---	—
	CHN 4	399+66 H - 415+85 H	---	---	---	---	—	---	4,222	3,763	---	—	---	3,094	3,094	—	—	---	—
	CHN 5	501+00 I - 503+33 I	---	---	---	---	—	---	---	587	---	—	---	406	406	—	—	---	—
	BORROW/WASTE SITE	OFF SITE	---	---	---	---	2,000	1,000	15,000	—	150	—	---	---	---	—	—	---	2
		UNDISTRIBUTED	565	127	490	7,978	4,032	2,016	41,156	3,998	620	60	60	568	568	275	1,130	240	—
		TOTALS	2,800	600	2,300	39,800	22,000	11,000	446,700	19,900	3,125	290	290	11,000	11,000	1,220	5,600	1,100	7

FINISHING

CATEGORY	LOCATION	STATION - STATION	625.0500 SALVAGED TOPSOIL (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0130 SEEDING MIXTURE NO. 30 (LB)	SPV.0085.001 SEEDING MIXTURE NO. 75 (MODIFIED) (LB)	630.0171 SEEDING MIXTURE NO. 70A (LB)	630.0175 SEEDING MIXTURE NO. 75 (LB)	630.0200 SEEDING MIXTURE TEMPORARY (LB)	630.0400 SEEDING MIXTURE NURSE CROP (LB)	631.1000 SOD LAWN (SY)	631.0300 SOD WATER (MGAL)
0010	USH 12 EB/WB	321+57 EB - 359+84 EB	75,210	50	---	853	---	170	—	2,030	335	—	—
	USH 12 EB/WB	361+67 EB - 373+17 EB	43,080	30	---	410	---	45	—	1,165	89	—	—
	USH 12 EB/WB	380+77 EB - 414+43 EB	81,530	55	---	640	---	---	247	2,201	277	—	—
	USH 12 EB/WB	416+02 EB - 454+80 EB	65,130	45	---	752	---	---	228	1,759	260	—	—
	USH 12 EB/WB	458+07 EB - 515+35 EB	93,725	60	---	765	132	---	425	2,530	609	—	—
	USH 12 EB/WB	518+72 EB - 524+00 EB	11,410	10	---	---	86	---	—	309	82	—	—
	STH 136 EB RAMP	345+38 A - 360+47 A	9,860	7	---	59	---	30	—	270	57	—	—
	STH 136 EB RAMP	362+14 A - 373+49 A	5,480	4	---	42	---	20	—	150	31	—	—
	STH 136 WB RAMP	340+60 B - 360+15 B	5,230	4	---	55	---	15	—	150	25	—	—
	STH 136 WB RAMP	361+82 B - 374+13 B	19,820	13	---	47	---	65	—	535	130	—	—
	STH 136 EB/WB	85+25 LE - 94+50 LE	6,230	5	---	68	---	---	—	170	—	—	—
	STH 136 EB/WB	94+50 LE - 105+50 LE	4,285	4	---	68	---	---	—	115	—	1,640	40
	STH 136 EB/WB	105+50 LE - 109+31 LE	650	0.4	---	41	---	---	—	20	—	375	10
	CONCRETE PLANT DRIVEWAY	10+00 BC - 14+29 BC	2,660	2	---	49	---	---	—	75	—	—	—
	HATCHERY ROAD	693+75 HR - 698+00 HR	2,180	1	---	21	---	---	14	60	14	—	—
	HATCHERY ROAD	701+00 HR - 703+50 HR	650	0.4	---	12	---	---	—	20	—	—	—
	CTH W EB RAMP	399+91 C - 414+89 C	22,090	14	---	58	---	---	159	600	159	—	—
	CTH W EB RAMP	416+46 C - 433+55 C	3,830	2	---	47	---	---	15	105	15	—	—
	CTH W WB RAMP	398+13 D - 414+53 D	6,610	4	---	57	---	---	34	180	34	—	—
	CTH W WB RAMP	416+09 D - 431+04 D	5,340	3	---	47	---	---	27	145	27	—	—
	CTH W EB/WB	188+00 WE - 195+00 WE	2,200	1	---	40	---	---	—	60	—	—	—
	CTH W EB/WB	195+00 WE - 205+50 WE	4,240	3	---	73	---	---	—	115	—	1,145	30
	CTH W EB/WB	205+50 WE - 211+14 WE	3,460	2	---	33	---	---	23	95	23	800	18
	COMMERCE COURT	9+00 CC - 12+55 CC	1,200	1	---	21	---	---	—	35	—	—	—
	GASSER ROAD	291+00 GR - 298+88 GR	2,610	2	---	35	---	---	5	70	5	—	—
	GASSER ROAD	301+02 GR - 307+00 GR	4,560	3	---	40	---	---	17	123	17	—	—
	GASSER ROAD SNOWMOBILE TRAIL	296+05 GS - 298+87 GS	—	—	---	---	---	---	—	---	—	—	—
	GASSER ROAD SNOWMOBILE TRAIL	301+02 GS - 304+00 GS	—	—	---	---	---	---	—	---	—	—	—
	COWLES ROAD	14+50 CR - 30+00 CR	3,320	2	---	123	---	---	—	89	—	—	—
	HEUER DRIVEWAY	10+40 HD - 12+20 HD	220	0.1	---	---	---	---	4	6	4	—	—
	FARR DRIVEWAY	26+40 FF - 27+60 FF	30	0.0	---	---	28	---	—	1	27	—	—
	FARR DRIVEWAY	29+80 FF - 44+07 FF	1,100	1	---	---	---	---	—	29	—	—	—
	ARCHIBALD DRIVEWAY	6+95 AD - 9+50 AD	—	—	---	---	7	---	—	---	3	—	—
	CHN 1	589+02 E - 600+59 E	3,900	2	---	---	---	---	—	105	—	—	—
	CHN 2	576+09 F - 584+94 F	2,450	2	---	---	---	---	—	66	—	—	—
	CHN 3	506+82 G - 522+35 G	4,350	3	---	---	43	---	—	117	31	—	—
	CHN 4	399+66 H - 415+85 H	8,000	5	---	---	60	---	—	216	60	—	—
	CHN 5	501+00 I - 503+33 I	600	0.4	---	---	7	---	—	16	4	—	—
		UNDISTRIBUTED	54,560	56	300	445	36	40	132	1,368	232	—	2
		TOTALS	561,800	400	300	4,900	400	385	1,330	15,100	2,550	3,960	100

3

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 (EACH)	628.1910 EMERGENCY (EACH)
0010	PROJECT	24	15
	TOTALS	24	15

WATER

CATEGORY	LOCATION	TASK	624.0100 (MGAL)
0010	PROJECT	DUST CONTROL	6,000
		COMPACTION	6,000
		TOTALS	12,000

TRAFFIC CONTROL COVERING SIGNS

CATEGORY	LOCATION	643.0910 COVERING SIGNS TYPE I (EACH)	(NO. OF CYCLES)	(NO. OF SIGNS)	643.0920 COVERING SIGNS TYPE II (EACH)	(NO. OF CYCLES)	(NO. OF SIGNS)
	STH 136 DETOUR	4	1	4	4	1	4
	CTH W DETOUR	4	1	4	8	1	8
	TOTALS	8			12		

INLET PROTECTION

CATEGORY	LOCATION	STATION - STATION	628.7005 TYPE A (EACH)	628.7010 TYPE B (EACH)	628.7015 TYPE C (EACH)	628.7020 TYPE D (EACH)
0010	USH 12 EB/WB	362+02 EB - 372+90 EB	8	—	—	—
	USH 12 EB/WB	381+10 EB - 414+19 EB	7	—	—	—
	USH 12 EB/WB	458+37 EB - 515+13 EB	9	—	—	—
	STH 136 EB RAMP	345+45 A - 360+38 A	2	—	2	—
	STH 136 EB RAMP	362+24 A - 373+42 A	1	—	1	—
	STH 136 WB RAMP	340+60 B - 360+05 B	1	—	1	—
	STH 136 WB RAMP	361+90 B - 373+81 B	1	—	1	—
	STH 136 EB/WB	85+25 LE - 96+80 LE	10	—	8	—
	STH 136 EB/WB	98+43 LE - 101+82 LE	6	—	6	—
	STH 136 EB/WB	103+38 LE - 109+31 LE	8	—	6	—
	BARABOO CONCRETE PLANT	10+24 BC - 14+25 BC	1	—	1	—
	STH 136 WEST RAB	10+00 AB5 - 13+49 AB5	5	—	3	—
	CTH W WB RAMP	416+50 D - 430+99 D	1	—	1	—
	CTH W EB/WB	188+00 WE - 196+85 WE	12	—	8	—
	CTH W EB/WB	198+57 WE - 201+52 WE	4	—	4	—
	CTH W EB/WB	203+27 WE - 211+14 WE	13	—	10	—
	CTH W WEST RAB	10+00 EF5 - 13+96 EF5	9	—	6	2
	CTH W EAST RAB	10+00 GH5 - 13+96 GH5	9	—	4	2
	GASSER ROAD SNOWMOBILE TRAIL	291+00 GR - 298+74 GR	1	1	—	—
	GASSER ROAD SNOWMOBILE TRAIL	301+18 GR - 307+00 GR	1	1	—	—
	TOTALS		109	2	62	4

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0100 TRAFFIC CONTROL (PROJECT)	NO. OF DAYS (DAY)	643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0710 WARNING LIGHTS TYPE B (DAY)	643.0900 SIGNS (DAY)	643.1000 SIGNS FIXED MESSAGE (SF)	643.1050 SIGNS PCMS (DAY)	643.2000 DETOUR (PROJECT)	643.3000 DETOUR SIGNS (DAY)
0010	PROJECT	1	—	—	—	—	—	—	—	—	1	—
	TERRYTOWN ROAD CONSTRUCTION	—	140	—	280	560	—	560	—	—	—	—
	STH 136 PRE-CONSTRUCTION	—	30	—	240	480	—	480	—	28	—	—
	STH 136 DETOUR	—	140	—	1,960	3,920	—	980	76	—	—	10,500
	STH 136 POST-CONSTRUCTION	—	30	—	240	480	—	480	—	—	—	—
	HATCHERY ROAD CONSTRUCTION	—	150	—	300	600	—	600	—	—	—	—
	CTH W PRE-CONSTRUCTION	—	30	—	240	480	—	480	—	28	—	—
	CTH W DETOUR	—	140	—	1,960	3,920	—	840	25	—	—	8,960
	CTH W POST-CONSTRUCTION	—	30	—	240	480	—	480	—	—	—	—
	GASSER ROAD CONSTRUCTION	—	150	—	300	600	—	600	—	—	—	—
	ARCHIBALD DRIVEWAY CONSTRUCTION	—	150	—	300	600	—	600	—	—	—	—
	EXISTING USH 12 CONSTRUCTION	—	50	2,500	—	—	—	300	—	—	—	—
	UNDISTRIBUTED	—	—	5,000	—	—	100	—	49	102	—	—
	TOTALS	1	1,040	7,500	6,060	12,120	100	6,400	150	158	1	19,460

TREES

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0101 (EACH)
0010	USH 12	ALL	632.0101	CANOPY TREES	TOTALS
			632.0101.001	BIRCH, RIVER 'HERITAGE', B&B, 2.5-INCH CAL.	43
			632.0101.002	HACKBERRY, 'PRAIRIE PRIDE', B&B, 2.5-INCH CAL.	13
			632.0101.005	OAK, SWAMP WHITE, B&B, 2.5-INCH CAL.	23
				SUBTOTAL	79
	USH 12	ALL	632.0101	DECIDUOUS ORNAMENTAL TREES	
			632.0101.008	SERVICEBERRY, SMOOTH (SHRUB FORM TREE), B&B, 5-FOOT HT.	27
			632.0101.009	VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE), B&B, 6-FOOT HT.	40
				SUBTOTAL	67
				SUBTOTAL 0010	146
0030	USH 12	ALL	632.0101	CANOPY TREES	TOTALS
			632.0101.003	HONEYLOCUST, THORNLESS 'IMPERIAL', B&B, 2.5-INCH CAL.	2
			632.0101.004	MAPLE, FREEMAN 'SIENNA GLEN', B&B, 2.5-INCH CAL.	1
				SUBTOTAL	3
	USH 12	ALL	632.0101	DECIDUOUS ORNAMENTAL TREES	
			632.0101.006	HAWTHORN, COCKSPUR THORNLESS (SHRUB FORM TREE), B&B, 6-FOOT HT.	11
			632.0101.007	HAWTHORN, 'WINTER KING' (SHRUB FORM TREE), B&B, 6-FOOT HT.	20
			632.0101.009	VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE), B&B, 6-FOOT HT.	18
				SUBTOTAL	49
	USH 12	ALL	632.0101	EVERGREEN TREES	
			632.0101.010	JUNIPER, 'MOUNTBATTEN', B&B, 5-FOOT HT.	16
			632.0101.011	SPRUCE, BLACK HILLS, B&B, 7-FOOT HT.	22
				SUBTOTAL	38
				SUBTOTAL 0030	90
				TOTALS	236

SHRUBS

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0201 (EACH)
0010	USH 12	ALL	632.0201	DECIDUOUS ORNAMENTAL SHRUBS	TOTALS
			632.0201.001	BUTTONBUSH, CONT, 3' HT / #5	70
			632.0201.002	ELDERBERRY, CONT, 3' HT / #5	135
			632.0201.003	WILLOW, PUSSY, CONT, 3' HT / #5	85
				TOTALS	290

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	ROADWAY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES (EACH)
0030	USH 12	ALL	20
		TOTALS	20

PERMANENT SIGNING SUPPORT SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	634.0614 POSTS WOOD 4x6-INCH x 14-FT (EACH)	634.0616 POSTS WOOD 4x6-INCH x 16-FT (EACH)	634.0618 POSTS WOOD 4x6-INCH x 18-FT (EACH)	634.0885 POSTS TUBULAR STEEL 2x2-INCH x 8.5-FT (EACH)	634.0811 POSTS TUBULAR STEEL 2x2-INCH x 11-FT (EACH)	REMARKS
0010	1 - 1	84+00 LE	RT	R2-1	SPEED LIMIT 45 MPH	24 x 30	---	—	1	—	---	—	
	1 - 2	89+50 LW	LT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	—	—	1	---	—	
	1 - 3	89+50 LW	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	—	—	—	---	—	
	1 - 4	89+50 LE	RT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	—	—	1	---	—	
	1 - 5	89+50 LE	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	—	—	—	---	—	
	1 - 6	90+50 LW	LT	W1-4-R	RIGHT REVERSE CURVE	30 x 30	---	1	—	—	---	—	
	1 - 7	92+50 LE	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	1	—	—	---	—	
	1 - 8	92+50 LW	LT	R2-1	SPEED LIMIT 45 MPH	24 x 30	---	1	—	—	---	—	
	1 - 9	110+00 LE	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	—	1	—	---	—	
	1 - 10	110+00 LE	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	—	—	—	---	—	
	E1 - 3	86+25 LE	RT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	72 x 24	---	2	—	—	---	—	WEST BARABOO POPULATION 1414; MOVE AND MOUNT ON NEW POSTS
	E1 - 10	104+50 LE	RT	J1-3	JUNCTION OR END ASSEMBLY (3HEADED PANEL)	72 x 39	---	—	2	—	---	—	MOVE EXISTING JUNCTION/END ASSEMBLY TO NEW POSTS
	E1 - 11	88+00 LW	LT	D2-1	DESTINATION/DISTANCE (ONE) WITH DIE CUT LETTERS	— x —	---	—	2	—	---	—	ROCK SPRINGS 8
	E1 - 13	109+40 LE	RT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	---	—	—	1	---	—	MOVE EXISTING ROUTE ASSEMBLY TO NEW POST
	E1 - 16	109+40 LE	RT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	---	—	—	1	---	—	MOVE EXISTING ROUTE ASSEMBLY TO NEW POST
	2 - 1	92+90 LE	RT	W3-2	YIELD AHEAD	36 x 36	---	—	1	—	---	—	
	2 - 2	93+00 LE	MEDIAN	R4-7	KEEP RIGHT	36 x 48	---	—	1	—	---	—	
	2 - 3	93+00 LE	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	—	—	—	---	—	MOUNT AT 4 FT. MOUNTING HEIGHT UNDER SIGN 2-2
	2 - 4	93+10 LW	LT	R5-1	DO NOT ENTER	36 x 36	---	1	—	—	---	—	
	2 - 5	94+00 LW	LT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	---	1	—	—	---	—	
	2 - 6	95+00 LE	RT	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	108 x 102	---	—	—	—	---	—	S-56-25
	2 - 7	95+00 LE	RT	E6-53	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD (RIGHT ARROWS)	156 x 108	---	—	—	—	---	—	S-56-25
	2 - 8	96+25 LW	LT	W4-2-R	LANE REDUCTION TRANSITION SYMBOL - RIGHT	36 x 36	---	—	1	—	---	—	
	2 - 9	96+75 LE	LT	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 10	96+75 LE	LT	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	—	—	—	---	—	MOUNT BELOW SIGN 2-9
	2 - 11	96+95 LE	RT	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 12	96+95 LE	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	—	—	—	---	—	MOUNT BELOW SIGN 2-11
	2 - 13	96+75 LW	RT	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	—	2	—	---	—	WEST STH 136
	2 - 14	97+25 LW	LT	R1-2	YIELD	36 x 31	---	—	—	—	---	1	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 15	97+25 LW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	—	—	—	---	—	MOUNT BELOW SIGN 2-14
	2 - 16	360+35 A	LT	R1-2	YIELD	36 x 31	---	—	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 17	360+35 A	LT	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	—	—	—	---	—	MOUNT BELOW SIGN 2-16
	2 - 18	360+35 A	LT	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	—	—	1	---	—	MOUNT ON TOP OF YIELD SIGN 2-16; SAME POST AS SIGN 2-18
	2 - 19	360+10 A	LT	R5-1	DO NOT ENTER	30 x 30	---	—	1	—	---	—	
	2 - 20	97+95 LW	LT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	1	—	—	---	—	
	2 - 21	98+25 LW	LT	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 22	98+25 LW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	—	—	—	---	—	MOUNT BELOW SIGN 2-21
	2 - 23	97+85 LW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	—	—	—	---	—	MOUNT ABOVE SIGN 2-24
	2 - 24	97+85 LW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	—	—	—	---	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 25	97+50 LW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	—	—	—	---	—	MOUNT ABOVE SIGN 2-26
	2 - 26	97+50 LW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	—	—	—	---	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 27	97+40 LE	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	—	—	—	---	—	MOUNT ABOVE SIGN 2-28
	2 - 28	97+40 LE	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	—	—	—	2	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 29	98+50 LW	RT	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 30	98+50 LW	RT	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	—	—	—	---	—	MOUNT BELOW SIGN 2-29
	2 - 31	98+50 LE	MEDIAN	D1-2	TWO DESTINATIONS (ARROWS)	78 x 18	---	2	—	—	---	—	EAST STH 136
	2 - 32	99+21 LE	RT	E6-52	OVERHEAD ROUNDABOUT GUIDE SIGN LEFT (AHEAD ARROWS)	156 x 108	---	—	—	—	---	—	S-56-27
	2 - 33	99+21 LE	RT	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	84 x 102	---	—	—	—	---	—	S-56-27
	2 - 34	101+00 LW	LT	E6-52	OVERHEAD ROUNDABOUT GUIDE SIGN LEFT (AHEAD ARROWS)	144 x 108	---	—	—	—	---	—	S-56-28
	2 - 35	101+00 LW	LT	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	132 x 90	---	—	—	—	---	—	S-56-28
	2 - 36	101+75 LE	MEDIAN	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 37	101+75 LE	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	—	—	—	---	—	MOUNT BELOW SIGN 2-36
	2 - 38	101+75 LW	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	2	—	—	---	—	WEST STH 136
	2 - 39	102+00 LE	RT	R1-2	YIELD	36 x 31	---	1	—	—	---	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 40	102+00 LE	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	—	—	—	---	—	MOUNT BELOW SIGN 2-39
	SUBTOTALS						4	18	12	5	2	1	

CON'T NEXT SHEET

PERMANENT SIGNING SUPPORT SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	634.0614 POSTS WOOD 4x6-INCH x 14-FT (EACH)	634.0616 POSTS WOOD 4x6-INCH x 16-FT (EACH)	634.0618 POSTS WOOD 4x6-INCH x 18-FT (EACH)	634.0885 POSTS TUBULAR STEEL 2x2-INCH x 8.5-FT (EACH)	634.0811 POSTS TUBULAR STEEL 2x2-INCH x 11-FT (EACH)	REMARKS
					SUBTOTALS		4	18	12	5	2	1	
0010	2 - 41	102+35 LE	RT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	—	1	—	—	—	—	
	2 - 42	102+65 LE	RT	R6-1-L	ONE WAY LEFT ARROW	36 x 12	—	—	—	1	—	—	MOUNT ABOVE YIELD SIGN 2-44
	2 - 43	362+25 B	RT	R5-1	DO NOT ENTER	30 x 30	—	—	1	—	—	—	
	2 - 44	362+00 B	RT	R1-2	YIELD	36 x 31	—	—	—	—	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS SIGN 2-42
	2 - 45	362+00 B	RT	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	—	—	—	—	—	—	MOUNT BELOW SIGN 2-44
	2 - 46	361+80 B	LT	R1-2	YIELD	36 x 31	—	—	—	—	—	1	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 47	361+80 B	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	—	—	—	—	—	—	MOUNT BELOW SIGN 2-46
	2 - 48	103+45 LE	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	—	—	—	2	—	—	EAST STH 136
	2 - 49	103+50 LW	MEDIAN	R1-2	YIELD	36 x 31	—	1	—	—	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 50	103+50 LW	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	—	—	—	—	—	—	MOUNT BELOW SIGN 2-49
	2 - 51	103+28LW	LT	R1-2	YIELD	36 x 31	—	1	—	—	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 52	103+28LW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	—	—	—	—	—	—	MOUNT BELOW SIGN 2-51
	2 - 53	102+85 LW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	—	—	—	—	—	—	MOUNT ABOVE SIGN 2-54
	2 - 54	102+85 LW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	—	—	—	—	2	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 55	102+75 LE	LT	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	—	—	—	—	—	—	MOUNT ABOVE SIGN 2-56
	2 - 56	102+75 LE	LT	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	—	—	—	—	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 57	102+40 LE	LT	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	—	—	—	—	—	—	MOUNT ABOVE SIGN 2-58
	2 - 58	102+40 LE	LT	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	—	—	—	—	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 59	105+11 LW	LT	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	84 x 102	—	—	—	—	—	—	S-56-26
	2 - 60	105+11 LW	LT	E6-53	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD (RIGHT ARROWS)	156 x 96	—	—	—	—	—	—	S-56-26
	2 - 61	106+25 LE	MEDIAN	R4-7	KEEP RIGHT	24 x 30	—	1	—	—	—	—	
	2 - 62	106+50 LW	LT	W3-2	YIELD AHEAD	36 x 36	—	—	1	—	—	—	
	2 - 63	106+50 LE	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	—	1	—	—	—	—	
	3 - 1	668+50 HR	RT	W14-1	DEAD END	30 x 30	—	—	1	—	—	—	
	3 - 2	696+60 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 3	696+55 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 4	696+50 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 5	701+35 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 6	701+40 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 7	701+45 HR	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	3 - 8	712+65 HR	LT	W14-1	DEAD END	30 x 30	—	—	1	—	—	—	
	4 - 1	186+00 WE	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	—	—	—	1	—	—	
	4 - 2	186+00 WE	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	—	—	—	—	—	—	MOUNT BELOW SIGN 4-1
	4 - 3	186+00 WE	RT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	—	—	—	1	—	—	
	4 - 4	186+00 WE	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	—	—	—	—	—	—	MOUNT BELOW SIGN 4-3
	4 - 5	189+50 WE	RT	W3-2	YIELD AHEAD	36 x 36	—	—	—	1	—	—	
	4 - 6	191+75 WE	MEDIAN	R4-7	KEEP RIGHT	24 x 30	—	1	—	—	—	—	MOUNT BELOW SIGN 4-5; MOUNTING HEIGHT OF 4 FT.
	4 - 7	191+75 WE	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	—	—	—	—	—	—	
	4 - 8	209+00 WE	RT	R3-8-W	LEFT ONLY/AHEAD ONLY/RIGHT ONLY	54 x 30	—	—	2	—	—	—	
	4 - 9	209+25 WW	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	—	—	1	—	—	—	
	4 - 10	209+25 WW	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	—	—	—	—	—	—	
	4 - 11	217+30 WW	LT	R3-7-L	LEFT LANE MUST TURN LEFT	30 x 30	—	—	1	—	—	—	
	4 - 12	10+05 CC	LT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	4 - 13	10+00 CC	LT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	4 - 14	9+95 CC	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	1	—	—	—	—	—	
	5 - 1	193+50 WW	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	—	1	—	—	—	—	
	5 - 2	195+50 WW	LT	M1-5-A	COUNTY MARKER	24 x 24	—	1	—	—	—	—	COUNTY W
	5 - 3	196+75 WE	MEDIAN	R1-2	YIELD	36 x 31	—	1	—	—	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 4	196+75 WE	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	—	—	—	—	—	—	MOUNT BELOW SIGN 5-3
	5 - 5	196+95 WE	RT	R1-2	YIELD	36 x 31	—	1	—	—	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 6	196+95 WE	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	—	—	—	—	—	—	MOUNT BELOW SIGN 5-5
	5 - 7	196+85 WW	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	—	—	2	—	—	—	WEST CTH W
	5 - 8	197+25 WW	LT	R1-2	YIELD	36 x 31	—	—	—	—	—	1	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
					SUBTOTALS		17	28	22	11	4	3	

CON'T NEXT SHEET

PERMANENT SIGNING SUPPORT SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	634.0614 POSTS WOOD 4x6-INCH x 14-FT (EACH)	634.0616 POSTS WOOD 4x6-INCH x 16-FT (EACH)	634.0618 POSTS WOOD 4x6-INCH x 18-FT (EACH)	634.0885 POSTS TUBULAR STEEL 2x2-INCH x 8.5-FT (EACH)	634.0811 POSTS TUBULAR STEEL 2x2-INCH x 11-FT (EACH)	REMARKS
0010					SUBTOTALS		17	28	22	11	4	3	
	5 - 9	197+25 WW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	---	---	---	---	---	MOUNT BELOW SIGN 5-8
	5 - 10	414+75 C	MEDIAN	R1-2	YIELD	36 x 31	---	---	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS 5-24
	5 - 11	414+75 C	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	---	---	---	---	---	MOUNT BELOW SIGN 5-10
	5 - 12	198+10 WW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-13
	5 - 13	198+10 WW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 14	197+50 WW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-15
	5 - 15	197+50 WW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 16	197+35 WE	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-17
	5 - 17	197+35 WE	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 18	198+65 WE	MEDIAN	D1-1	ONE DESTINATION (ARROW)	78 x 15	---	---	2	---	---	---	SOUTH BOULEVARD
	5 - 19	198+70 WW	MEDIAN	R1-2	YIELD	36 x 31	---	1	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 20	198+70 WW	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	---	---	---	---	---	MOUNT BELOW SIGN 5-19
	5 - 21	198+50 WW	LT	R1-2	YIELD	36 x 31	---	1	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 22	198+50 WW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	---	---	---	---	---	MOUNT BELOW SIGN 5-21
	5 - 23	198+00 WW	LT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	1	---	---	---	---	
	5 - 24	197+65 WW	LT	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	---	---	1	---	---	MOUNT ABOVE SIGN 5-10
	5 - 25	414+43 C	LT	R5-1	DO NOT ENTER	30 x 30	---	---	1	---	---	---	
	5 - 26	202+75 WW	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-27
	5 - 27	202+75 WW	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 28	202+65 WE	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-29
	5 - 29	202+65 WE	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 30	202+00 WE	MEDIAN	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	---	---	---	---	---	MOUNT ABOVE SIGN 5-31
	5 - 31	202+00 WE	MEDIAN	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	2	---	---	---	---	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 32	201+50 WE	MEDIAN	R1-2	YIELD	36 x 31	---	1	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 33	201+50 WE	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	---	---	---	---	---	MOUNT BELOW SIGN 5-32
	5 - 34	201+50 WW	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	2	---	---	---	---	WEST CTH W
	5 - 35	201+65 WE	RT	R1-2	YIELD	36 x 31	---	---	1	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 36	201+65 WE	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	---	---	---	---	---	MOUNT BELOW SIGN 5-35
	5 - 37	202+15 WE	RT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	1	---	---	---	---	
	5 - 38	202+50 WE	RT	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	---	---	1	---	---	MOUNT ABOVE YIELD SIGN 5-40
	5 - 39	416+50 D	RT	R5-1	DO NOT ENTER	30 x 30	---	1	---	---	---	---	
	5 - 40	416+25 D	RT	R1-2	YIELD	36 x 31	---	---	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS 5-38
	5 - 41	416+25 D	RT	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	---	---	---	---	---	MOUNT BELOW SIGN 5-40
	5 - 42	203+00 WE	RT	R1-2	YIELD	36 x 31	---	---	---	---	---	1	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 43	203+00 WE	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	---	---	---	---	---	MOUNT BELOW SIGN 5-42
	5 - 44	203+25 WE	MEDIAN	D1-1	ONE DESTINATION (ARROW)	78 x 15	---	---	---	2	---	---	SOUTH BOULEVARD
	5 - 45	203+35 WW	MEDIAN	R1-2	YIELD	36 x 31	---	1	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 46	203+35 WW	MEDIAN	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	---	---	---	---	---	MOUNT BELOW SIGN 5-45
	5 - 47	203+15 WW	LT	R1-2	YIELD	36 x 31	---	1	---	---	---	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 48	203+15 WW	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	---	---	---	---	---	MOUNT BELOW SIGN 5-47
	5 - 49	206+50 WE	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	1	---	---	---	---	
	5 - 50	193+50 WE	RT	W3-5	SPEED LIMIT 35 MPH AHEAD (ARROW)	36 x 36	---	1	---	---	---	---	
	6 - 1	29+35 CR	RT	R1-1	STOP	30 x 30	---	---	1	---	---	---	
	6 - 2	24+00 CR	RT	W3-1	STOP AHEAD	36 x 36	---	---	---	1	---	---	
	E6 - 1	29+70 CR	LT	D1-1	STREET NAME SIGNS (GASSER RD AND COWLES RD)	36 x 16	---	1	---	---	---	---	MOVE EXISTING STREET NAME SIGNS TO NEW POST
					TOTALS		29	41	27	16	4	4	

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN SIZE	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	637.1220 SIGNS TYPE I REFLECTIVE SH (SF)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2220 SIGNS TYPE II REFLECTIVE SH (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	REMARKS
0010	1 - 1	84+00 LE	RT	2	R2-1	SPEED LIMIT 45 MPH	24 x 30	---	5.00	—	—	
	1 - 2	89+50 LW	LT	2	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	---	—	9.00	
	1 - 3	89+50 LW	LT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	---	—	4.00	
	1 - 4	89+50 LE	RT	2	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	---	—	9.00	
	1 - 5	89+50 LE	RT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	---	—	4.00	
	1 - 6	90+50 LW	LT	2	W1-4-R	RIGHT REVERSE CURVE	30 x 30	---	---	—	6.25	
	1 - 7	92+50 LE	RT	2	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	5.00	—	—	
	1 - 8	92+50 LW	LT	2	R2-1	SPEED LIMIT 45 MPH	24 x 30	---	5.00	—	—	
	1 - 9	110+00 LE	LT	2	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	---	—	6.25	
	1 - 10	110+00 LE	LT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	---	—	2.25	
	E1 - 3	86+25 LE	RT	2	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	72 x 24	---	---	—	—	WEST BARABOO POPULATION 1414; MOVE AND MOUNT ON NEW POSTS
	E1 - 10	104+50 LE	RT	2	J1-3	JUNCTION OR END ASSEMBLY (3HEADED PANEL)	72 x 39	---	---	—	—	MOVE EXISTING JUNCTION/END ASSEMBLY TO NEW POSTS
	E1 - 11	88+00 LW	LT	2	D2-1	DESTINATION/DISTANCE (ONE) WITH DIE CUT LETTERS	--- x ---	---	---	—	—	ROCK SPRINGS 8
	E1 - 13	109+40 LE	RT	2	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	---	---	—	—	MOVE EXISTING ROUTE ASSEMBLY TO NEW POST
	E1 - 16	109+40 LE	RT	2	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	---	---	—	—	MOVE EXISTING ROUTE ASSEMBLY TO NEW POST
	2 - 1	92+90 LE	RT	2	W3-2	YIELD AHEAD	36 x 36	---	---	—	9.00	
	2 - 2	93+00 LE	MEDIAN	2	R4-7	KEEP RIGHT	36 x 48	---	12.00	—	—	
	2 - 3	93+00 LE	MEDIAN	2	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	---	—	2.25	MOUNT AT 4 FT. MOUNTING HEIGHT UNDER SIGN 2-2
	2 - 4	93+10 LW	LT	2	R5-1	DO NOT ENTER	36 x 36	---	9.00	—	—	
	2 - 5	94+00 LW	LT	2	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	---	6.00	—	—	
	2 - 6	95+00 LE	RT	1	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	108 x 102	76.50	---	—	—	S-56-25
	2 - 7	95+00 LE	RT	1	E6-53	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD (RIGHT ARROWS)	156 x 108	117.00	---	—	—	S-56-25
	2 - 8	96+25 LW	LT	2	W4-2-R	LANE REDUCTION TRANSITION SYMBOL - RIGHT	36 x 36	---	---	—	9.00	
	2 - 9	96+75 LE	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 10	96+75 LE	LT	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	—	MOUNT BELOW SIGN 2-9
	2 - 11	96+95 LE	RT	2	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 12	96+95 LE	RT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	—	MOUNT BELOW SIGN 2-11
	2 - 13	96+75 LW	RT	2	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	8.75	—	—	WEST STH 136
	2 - 14	97+25 LW	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 15	97+25 LW	LT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	—	MOUNT BELOW SIGN 2-14
	2 - 16	360+35 A	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 17	360+35 A	LT	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	—	MOUNT BELOW SIGN 2-16
	2 - 18	360+35 A	LT	2	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	3.00	—	—	MOUNT ON TOP OF YIELD SIGN 2-16; SAME POST AS SIGN 2-18
	2 - 19	360+10 A	LT	2	R5-1	DO NOT ENTER	30 x 30	---	6.25	—	—	
	2 - 20	97+95 LW	LT	2	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	4.00	—	—	
	2 - 21	98+25 LW	LT	2S	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 22	98+25 LW	LT	2S	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	—	MOUNT BELOW SIGN 2-21
	2 - 23	97+85 LW	MEDIAN	2S	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	—	MOUNT ABOVE SIGN 2-24
	2 - 24	97+85 LW	MEDIAN	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 25	97+50 LW	MEDIAN	2M	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	—	MOUNT ABOVE SIGN 2-26
	2 - 26	97+50 LW	MEDIAN	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 27	97+40 LE	MEDIAN	2S	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	—	MOUNT ABOVE SIGN 2-28
	2 - 28	97+40 LE	MEDIAN	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	—	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 29	98+50 LW	RT	2S	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 30	98+50 LW	RT	2S	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	—	MOUNT BELOW SIGN 2-29
	2 - 31	98+50 LE	MEDIAN	2S	D1-2	TWO DESTINATIONS (ARROWS)	78 x 18	---	9.75	—	—	EAST STH 136
	2 - 32	99+21 LE	RT	2S	E6-52	OVERHEAD ROUNDABOUT GUIDE SIGN LEFT (AHEAD ARROWS)	156 x 108	117.00	---	—	—	S-56-27
	2 - 33	99+21 LE	RT	2S	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	84 x 102	59.50	---	—	—	S-56-27
	2 - 34	101+00 LW	LT	2S	E6-52	OVERHEAD ROUNDABOUT GUIDE SIGN LEFT (AHEAD ARROWS)	144 x 108	108.00	---	—	—	S-56-28
	2 - 35	101+00 LW	LT	2S	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	132 x 90	82.50	---	—	—	S-56-28
	2 - 36	101+75 LE	MEDIAN	2S	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 37	101+75 LE	MEDIAN	2S	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	—	MOUNT BELOW SIGN 2-36
	2 - 38	101+75 LW	MEDIAN	2S	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	8.75	—	—	WEST STH 136
	2 - 39	102+00 LE	RT	2S	R1-2	YIELD	36 x 31	---	3.88	—	—	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 40	102+00 LE	RT	2S	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	—	MOUNT BELOW SIGN 2-39
						SUBTOTALS		560.50	182.50	—	61.00	

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN SIZE	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	637.1220 SIGNS TYPE I REFLECTIVE SH (SF)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2220 SIGNS TYPE II REFLECTIVE SH (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	REMARKS
		SUBTOTALS						560.50	182.50	—	61.00	
0010	2 - 41	102+35 LE	RT	2S	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	4.00	—	---	
	2 - 42	102+65 LE	RT	2S	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE YIELD SIGN 2-44
	2 - 43	362+25 B	RT	2S	R5-1	DO NOT ENTER	30 x 30	---	6.25	—	---	
	2 - 44	362+00 B	RT	2S	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS SIGN 2-42
	2 - 45	362+00 B	RT	2S	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 2-44
	2 - 46	361+80 B	LT	2S	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 47	361+80 B	LT	2S	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 2-46
	2 - 48	103+45 LE	MEDIAN	2S	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	8.75	—	---	EAST STH 136
	2 - 49	103+50 LW	MEDIAN	2S	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 50	103+50 LW	MEDIAN	2S	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 2-49
	2 - 51	103+28LW	LT	2S	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	2 - 52	103+28LW	LT	2S	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 2-51
	2 - 53	102+85 LW	MEDIAN	2S	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 2-54
	2 - 54	102+85 LW	MEDIAN	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 55	102+75 LE	LT	2S	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 2-56
	2 - 56	102+75 LE	LT	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 57	102+40 LE	LT	2S	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 2-58
	2 - 58	102+40 LE	LT	2S	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	2 - 59	105+11 LW	LT	2S	E6-54-A	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD ARROWS	84 x 102	59.50	—	—	---	S-56-26
	2 - 60	105+11 LW	LT	2S	E6-53	OVERHEAD ROUNDABOUT GUIDE SIGN AHEAD (RIGHT ARROWS)	156 x 96	104.00	—	—	---	S-56-26
	2 - 61	106+25 LE	MEDIAN	2S	R4-7	KEEP RIGHT	24 x 30	---	5.00	—	---	
	2 - 62	106+50 LW	LT	2S	W3-2	YIELD AHEAD	36 x 36	---	—	—	9.00	
	2 - 63	106+50 LE	RT	2S	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	5.00	—	---	
	3 - 1	668+50 HR	RT	2M	W14-1	DEAD END	30 x 30	---	—	—	6.25	
	3 - 2	696+60 HR	RT	2M	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 3	696+55 HR	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 4	696+50 HR	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 5	701+35 HR	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 6	701+40 HR	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 7	701+45 HR	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	3 - 8	712+65 HR	LT	2	W14-1	DEAD END	30 x 30	---	—	—	6.25	
	4 - 1	186+00 WE	LT	2	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	—	—	6.25	
	4 - 2	186+00 WE	LT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	—	—	2.25	MOUNT BELOW SIGN 4-1
	4 - 3	186+00 WE	RT	2	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	—	—	6.25	
	4 - 4	186+00 WE	RT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	—	—	2.25	MOUNT BELOW SIGN 4-3
	4 - 5	189+50 WE	RT	2	W3-2	YIELD AHEAD	36 x 36	---	—	—	9.00	
	4 - 6	191+75 WE	MEDIAN	2	R4-7	KEEP RIGHT	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 4-5; MOUNTING HEIGHT OF 4 FT.
	4 - 7	191+75 WE	MEDIAN	2	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	—	—	2.25	
	4 - 8	209+00 WE	RT	2	R3-8-W	LEFT ONLY/AHEAD ONLY/RIGHT ONLY	54 x 30	---	11.25	—	---	
	4 - 9	209+25 WW	LT	2	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	—	—	6.25	
	4 - 10	209+25 WW	LT	2	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	—	—	2.25	
	4 - 11	217+30 WW	LT	2	R3-7-L	LEFT LANE MUST TURN LEFT	30 x 30	---	6.25	—	---	
	4 - 12	10+05 CC	LT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	4 - 13	10+00 CC	LT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	4 - 14	9+95 CC	RT	2	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18 x 18	---	—	2.25	---	
	5 - 1	193+50 WW	LT	2	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	5.00	—	---	
	5 - 2	195+50 WW	LT	2	M1-5-A	COUNTY MARKER	24 x 24	---	4.00	—	---	COUNTY W
	5 - 3	196+75 WE	MEDIAN	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
		SUBTOTALS						724.00	319.38	20.25	119.25	

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN SIZE	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) (IN)	637.1220 SIGNS TYPE I REFLECTIVE SH (SF)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2220 SIGNS TYPE II REFLECTIVE SH (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	REMARKS
						SUBTOTALS		724.00	319.38	20.25	119.25	
0010	5 - 4	196+75 WE	MEDIAN	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-3
	5 - 5	196+95 WE	RT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 6	196+95 WE	RT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-5
	5 - 7	196+85 WW	MEDIAN	2	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	8.75	—	---	WEST CTH W
	5 - 8	197+25 WW	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 9	197+25 WW	LT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-8
	5 - 10	414+75 C	MEDIAN	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS 5-24
	5 - 11	414+75 C	MEDIAN	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-10
	5 - 12	198+10 WW	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-13
	5 - 13	198+10 WW	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 14	197+50 WW	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-15
	5 - 15	197+50 WW	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 16	197+35 WE	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-17
	5 - 17	197+35 WE	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 18	198+65 WE	MEDIAN	2	D1-1	ONE DESTINATION (ARROW)	78 x 15	---	8.13	—	---	SOUTH BOULEVARD
	5 - 19	198+70 WW	MEDIAN	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 20	198+70 WW	MEDIAN	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-19
	5 - 21	198+50 WW	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 22	198+50 WW	LT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-21
	5 - 23	198+00 WW	LT	2	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	4.00	—	---	
	5 - 24	197+65 WW	LT	2	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-10
	5 - 25	414+43 C	LT	2	R5-1	DO NOT ENTER	30 x 30	---	6.25	—	---	
	5 - 26	202+75 WW	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-27
	5 - 27	202+75 WW	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 28	202+65 WE	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-29
	5 - 29	202+65 WE	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 30	202+00 WE	MEDIAN	2	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE SIGN 5-31
	5 - 31	202+00 WE	MEDIAN	2	R6-4-B	ROUNDABOUT CHEVRON BANK	60 x 24	---	10.00	—	---	4'-3" MOUNTING HEIGHT FROM SURFACE OF TRUCK APRON TO BOTTOM OF CHEVRON BANK SIGN
	5 - 32	201+50 WE	MEDIAN	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 33	201+50 WE	MEDIAN	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-32
	5 - 34	201+50 WW	MEDIAN	2	D1-1	ONE DESTINATION (ARROW)	42 x 30	---	8.75	—	---	WEST CTH W
	5 - 35	201+65 WE	RT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 36	201+65 WE	RT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-35
	5 - 37	202+15 WE	RT	2	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	4.00	—	---	
	5 - 38	202+50 WE	RT	2	R6-1-L	ONE WAY LEFT ARROW	36 x 12	---	3.00	—	---	MOUNT ABOVE YIELD SIGN 5-40
	5 - 39	416+50 D	RT	2	R5-1	DO NOT ENTER	30 x 30	---	6.25	—	---	
	5 - 40	416+25 D	RT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN; SAME POST AS 5-38
	5 - 41	416+25 D	RT	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-40
	5 - 42	203+00 WE	RT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 43	203+00 WE	RT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-42
	5 - 44	203+25 WE	MEDIAN	2	D1-1	ONE DESTINATION (ARROW)	78 x 15	---	8.13	—	---	SOUTH BOULEVARD
	5 - 45	203+35 WW	MEDIAN	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 46	203+35 WW	MEDIAN	2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	—	---	MOUNT BELOW SIGN 5-45
	5 - 47	203+15 WW	LT	2	R1-2	YIELD	36 x 31	---	3.88	—	---	7'-3" MOUNTING HEIGHT TO BOTTOM OF YIELD SIGN
	5 - 48	203+15 WW	LT	2	R1-54	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	—	---	MOUNT BELOW SIGN 5-47
	5 - 49	206+50 WE	RT	2	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	5.00	—	---	
	5 - 50	193+50 WE	RT	2	W3-5	SPEED LIMIT 35 MPH AHEAD (ARROW)	36 x 36	---	—	—	9.00	
	6 - 1	29+35 CR	RT	2	R1-1	STOP	30 x 30	---	5.18	—	---	
	6 - 2	24+00 CR	RT	2	W3-1	STOP AHEAD	36 x 36	---	—	—	9.00	
	E6 - 1	29+70 CR	LT	2	D1-1	STREET NAME SIGNS (GASSER RD AND COWLES RD)	36 x 16	---	—	—	---	MOVE EXISTING STREET NAME SIGNS TO NEW POST
		TOTALS						724.00	555.43	20.25	137.25	

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MOVING/REMOVING SIGN ITEMS

CATEGORY	SIGN NUMBER	SIGN CODE	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	SIGN MOUNTED ON SAME SUPPORT AS	DESCRIPTION
0010	E1-1	R2-1	1	1	---	---	---	SPEED LIMIT 45 MPH
	E1-2	R2-1	1	1	---	---	---	SPEED LIMIT 45 MPH
	E1-3	I2-3	---	2	1	---	---	WEST BARABOO POPULATION 1414
	E1-4	W1-4R	1	1	---	---	---	RIGHT REVERSE CURVE
	E1-7	R2-1	1	1	---	---	---	SPEED LIMIT 35 MPH
	E1-8	R2-1	1	1	---	---	---	SPEED LIMIT 45 MPH
	E1-9	J4-1	1	1	---	---	---	REASSURANCE ASSEMBLY (WEST STH 136)
	E1-10	J1-3	---	2	1	---	---	JUNCTION ASSEMBLY (3-HEADED PANEL)
	E1-11	D2-1	---	2	1	---	---	DESTINATION/DISTANCE (ROCK SPRINGS 8)
	E1-12	R1-1	---	---	1	1	---	STOP
	E1-13	J2-2	---	1	1	---	---	ROUTE TURN ASSEMBLY (USH 12, 2-HEADED ROUTE PANEL)
	E1-14	R2-1	1	1	---	---	---	SPEED LIMIT 35 MPH
	E1-15	R1-1	---	---	1	1	---	STOP
	E1-16	J2-2	---	1	1	---	---	ROUTE TURN ASSEMBLY (STH 33, 2-HEADED ROUTE PANEL)
	E1-17	W4-2R	1	1	---	---	---	LANE REDUCTION TRANSITION SYMBOL - RIGHT
	E3-1	S3-1	1	1	---	---	---	SCHOOL BUS STOP AHEAD
	E3-2	---	1	1	---	---	---	CAUTION BLIND DRIVEWAY AHEAD
	E4-1	R2-5A, W13-1	2	1	---	---	---	REDUCED SPEED AHEAD, 45 MPH PLAQUE
	E4-2	W14-3	1	1	---	---	---	NO PASSING ZONE
	E4-3	R2-1	1	1	---	---	---	SPEED LIMIT 45 MPH
	E4-4	R2-1	1	1	---	---	---	SPEED LIMIT 55 MPH
	E4-5	R2-1	1	1	---	---	---	SPEED LIMIT 35 MPH
	E4-6	M1-5A	1	1	---	---	---	COUNTY W ROUTE MARKER
	E4-7	D2-2	1	---	---	---	E4-6	TWO DESTINATIONS/DISTANCES (W/ ARROWS)
	E4-8	W11-2	1	1	---	---	---	PEDESTRIAN CROSSING
	E4-9	R3-8-W	1	1	---	---	---	LEFT ONLY/AHEAD ONLY/RIGHT ONLY
	E4-10	R2-1	1	1	---	---	---	SPEED LIMIT 25 MPH
	E4-11	W11-2	1	1	---	---	---	PEDESTRIAN CROSSING
	E4-12	W11-2	1	1	---	---	---	PEDESTRIAN CROSSING
	E4-13	W11-2	1	1	---	---	---	PEDESTRIAN CROSSING
	E4-14	R3-55	1	1	---	---	---	RIGHT TURN LANE
	E6-1	D1-1	---	1	2	---	---	SOUTH GASSER RD, COWLES RD
	E6-2	R1-1	1	---	---	---	E6-1	STOP
	E6-3	W1-2-R	1	1	---	---	---	RIGHT CURVE
	E6-4	W3-1	1	1	---	---	---	STOP AHEAD
	E6-5	W1-2-L	1	1	---	---	---	LEFT CURVE
	TOTALS		29	35	9	2		

3

OVERHEAD SIGN SUPPORTS

641.8100

CATEGORY	LOCATION	STATION	OFFSET	STRUCTURE NO.	(LS)
0010	STH 136 EB	95+00 LE	LT/RT	S-56-0025	1
	STH 136 WB	105+11 LW	LT/RT	S-56-0026	1
	STH 136 EB	99+21 LE	LT/RT	S-56-0027	1
	STH 136 WB	101+00 LW	LT/RT	S-56-0028	1
				TOTAL	4

PAVEMENT MARKING

CATEGORY	LOCATION	STATION - STATION	646.0106 EPOXY 4-INCH YELLOW (LF)	646.0106 EPOXY 4-INCH WHITE SOLID (LF)	646.0106 EPOXY 4-INCH WHITE 3' SEG, 9' GAP (LF)	646.0106 EPOXY 4-INCH WHITE 12.5' SEG., 37.5' GAP (LF)	SPV.0090.300 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 4-INCH SOLID (LF)	SPV.0090.300 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 4-INCH 3' SEG, 9' GAP (LF)	SPV.0090.300 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 4-INCH 12.5' SEG., 37.5' GAP (LF)	646.0126 EPOXY 8-INCH WHITE (LF)	SPV.0090.301 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 8-INCH SOLID (LF)	SPV.0090.301 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 8-INCH 6' SEG., 3' GAP (LF)	SPV.0090.302 GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK WHITE 6-INCH (LF)	SPV.0090.303 GROOVED CONTRAST PREFORMED THERMOPLASTIC WHITE 18-INCH (LF)
0010	STH 136 EB RAMP	345+38 A - 360+47 A	85	80	—	—	—	—	—	—	15	—	35	—
	STH 136 EB RAMP	362+14 A - 373+49 A	—	—	—	—	—	—	—	—	20	—	40	—
	STH 136 WB RAMP	340+60 B - 360+15 B	—	—	—	—	—	—	—	—	20	—	40	—
	STH 136 WB RAMP	361+82 B - 374+13 B	80	80	—	—	—	—	—	—	15	—	35	—
	STH 136 EB/WB	85+25 LE - 94+50 LE	2,680	1,090	40	130	—	—	—	325	—	—	—	—
	STH 136 EB/WB	94+50 LE - 105+50 LE	—	300	60	70	—	12	163	15	1,490	375	205	140
	STH 136 EB/WB	105+50 LE - 109+31 LE	1,210	—	—	200	—	—	—	—	—	—	—	—
	CTH W EB RAMP	399+91 C - 414+89 C	100	100	—	—	—	—	—	—	15	—	35	—
	CTH W EB RAMP	416+46 C - 433+55 C	—	—	—	—	—	—	—	—	20	—	40	—
	CTH W WB RAMP	398+13 D - 414+53 D	—	—	—	—	—	—	—	—	20	—	35	—
	CTH W WB RAMP	416+09 D - 431+04 D	95	100	—	—	—	—	—	—	20	—	35	—
	CTH W EB/WB	188+00 WE - 195+00 WE	1,150	1,400	—	—	—	—	—	—	—	—	—	—
	CTH W EB/WB	195+00 WE - 205+50 WE	—	720	—	—	21	54	—	—	440	—	150	130
	CTH W EB/WB	205+50 WE - 211+14 WE	—	930	—	—	—	—	—	—	—	—	—	—
		TOTALS	5,400	4,800	100	400	21	66	163	340	2,075	375	650	270
				10,700				250				2,450		

PAVEMENT MARKING

CATEGORY	LOCATION	STATION - STATION	647.0156 ARROWS EPOXY TYPE 1 (EACH)	SPV.0060.300 GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 1 (EACH)	647.0166 ARROWS EPOXY TYPE 2 (EACH)	647.0176 ARROWS EPOXY TYPE 3 (EACH)	SPV.0060.301 GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 3R (EACH)	SPV.0060.302 GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS TYPE 3 (EACH)	647.0356 WORDS EPOXY (EACH)	SPV.0060.303 GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS (EACH)	647.0456 CURB EPOXY (LF)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EACH)	647.0726 DIAGNOL EPOXY 12-INCH (LF)	647.0766 CROSSWALK EPOXY 6-INCH (LF)
0010	STH 136 EB RAMP	345+38 A - 360+47 A	—	—	—	—	—	—	—	1	—	—	—	—	—
	STH 136 EB RAMP	362+14 A - 373+49 A	—	—	—	—	—	—	—	—	—	—	—	—	—
	STH 136 WB RAMP	340+60 B - 360+15 B	—	—	—	—	—	—	—	—	—	—	—	—	—
	STH 136 WB RAMP	361+82 B - 374+13 B	—	—	—	—	—	—	—	1	—	—	—	—	—
	STH 136 EB/WB	85+25 LE - 94+50 LE	—	—	4	—	—	—	2	—	120	—	1	106	—
	STH 136 EB/WB	94+50 LE - 105+50 LE	2	12	—	2	4	6	—	8	—	—	—	—	—
	STH 136 EB/WB	105+50 LE - 109+31 LE	—	—	—	—	—	—	—	—	10	—	1	59	—
	CTH W EB RAMP	399+91 C - 414+89 C	—	—	—	—	—	—	—	1	—	—	—	—	—
	CTH W EB RAMP	416+46 C - 433+55 C	—	—	—	—	—	—	—	—	—	—	—	—	—
	CTH W WB RAMP	398+13 D - 414+53 D	—	—	—	—	—	—	—	—	—	—	—	—	—
	CTH W WB RAMP	416+09 D - 431+04 D	—	—	—	—	—	—	—	1	—	—	—	—	—
	CTH W EB/WB	188+00 WE - 195+00 WE	—	—	—	—	—	—	—	—	10	—	1	—	—
	CTH W EB/WB	195+00 WE - 205+50 WE	—	—	—	—	—	—	—	4	—	—	—	—	—
	CTH W EB/WB	205+50 WE - 211+14 WE	2	—	4	—	—	—	3	—	—	40	1	35	150
		TOTALS	4	12	8	2	4	6	5	16	140	40	4	200	150

CONSTRUCTION STAKING

CATEGORY	LOCATION	STATION - STATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (LS)
0010	USH 12 EB/WB	321+57 EB - 359+84 EB	7654	—	—	7654	---
	USH 12 EB/WB	361+67 EB - 373+17 EB	2300	—	—	2300	---
	USH 12 EB/WB	380+77 EB - 414+43 EB	6732	—	—	6732	---
	USH 12 EB/WB	416+02 EB - 454+80 EB	7756	—	—	7756	---
	USH 12 EB/WB	458+07 EB - 515+35 EB	11456	—	—	11456	---
	USH 12 EB/WB	518+72 EB - 524+00 EB	---	—	—	528	---
	STH 136 EB RAMP	345+38 A - 360+47 A	1510	—	330	1510	---
	STH 136 EB RAMP	362+14 A - 373+49 A	1140	—	90	1140	---
	STH 136 WB RAMP	340+60 B - 360+15 B	1960	—	120	1960	---
	STH 136 WB RAMP	361+82 B - 374+13 B	1240	—	335	1240	---
	STH 136 EB	85+25 LE - 94+50 LE	930	930	—	930	---
	STH 136 EB	94+50 LE - 105+50 LE	824	170	660	830	---
	STH 136 EB	105+50 LE - 109+31 LE	384	390	—	390	---
	STH 136 WB	85+38 LW - 94+50 LW	912	915	—	920	---
	STH 136 WB	94+50 LW - 105+50 LW	824	170	660	830	---
	STH 136 WB	105+50 LW - 109+20 LW	370	370	—	376	---
	BARABOO CONCRETE PLANT	10+00 BC - 14+29 BC	430	—	430	430	---
	STH 136 RAB	10+00 AB5 - 13+49 AB5	350	—	350	350	---
	STH 136 RAB	10+00 CD5 - 13+49 CD5	350	—	350	350	---
	HATCHERY ROAD	693+75 HR - 698+00 HR	425	425	—	425	---
	HATCHERY ROAD	701+00 HR - 703+50 HR	250	250	—	250	---
	CTH W EB RAMP	399+91 C - 414+89 C	500	—	125	500	---
	CTH W EB RAMP	416+46 C - 433+55 C	1710	—	50	1710	---
	CTH W WB RAMP	398+13 D - 414+53 D	640	—	50	640	---
	CTH W WB RAMP	416+09 D - 431+04 D	1500	—	125	1500	---
	CTH W EB	188+00 WE - 195+00 WE	700	700	—	700	---
	CTH W EB	195+00 WE - 205+50 WE	750	150	600	750	---
	CTH W EB	205+50 WE - 211+14 WE	570	570	—	570	---
	CTH W WB	188+38 WW - 195+00 WW	670	670	—	670	---
	CTH W WB	195+00 WW - 205+50 WW	750	150	600	750	---
	CTH W WB	205+50 WW - 211+33 WW	590	590	—	590	---
	CTH W RAB	10+00 EF5 - 13+96 EF5	400	—	400	400	---
	CTH W RAB	10+00 GH5 - 13+96 GH5	400	—	400	400	---
	COMMERCE COURT	9+00 CC - 12+55 CC	360	360	—	360	---
	COMMERCE DRIVEWAY	20+78 CD - 22+20 CD	150	150	—	150	---
	GASSER ROAD	291+00 GR - 298+88 GR	790	790	—	790	---
	GASSER ROAD	301+02 GR - 307+00 GR	600	600	—	600	---
	GASSER ROAD SNOWMOBILE TRAIL	296+05 GS - 298+87 GS	290	—	—	290	---
	GASSER ROAD SNOWMOBILE TRAIL	301+02 GS - 304+00 GS	300	—	—	300	---
	COWLES ROAD	14+50 CR - 30+00 CR	1550	1550	—	1550	---
	HEUER DRIVEWAY	10+40 HD - 12+20 HD	180	—	—	180	---
	FARR DRIVEWAY	26+40 FF - 27+60 FF	120	—	—	120	---
	FARR DRIVEWAY	29+80 FF - 44+07 FF	1430	—	—	1430	---
	ARCHIBALD DRIVEWAY	6+95 AD - 9+50 AD	255	—	—	260	---
	CHN 1	589+02 E - 600+59 E	---	—	—	1160	---
	CHN 2	576+09 F - 584+94 F	---	—	—	890	---
	CHN 3	506+82 G - 522+35 G	---	—	—	1560	---
	CHN 4	399+66 H - 415+85 H	---	—	—	1630	---
	CHN 5	501+00 I - 503+33 I	---	—	—	240	---
		TOTALS	63,000	9,900	5,675	69,050	1

CONSTRUCTION STAKING
STRUCTURE LAYOUT

CATEGORY	LOCATION	650.6500 (LS)
0100	B-56-205	1
0110	B-56-206	1
0120	B-56-209	1
0130	B-56-210	1
0140	B-56-213	1
0200	C-56-2032	1
0210	C-56-3082	1
0220	C-56-2029	1
0300	R-56-33	1
0310	R-56-35	1
0320	R-56-36	1
0010	S-56-25	1
0010	S-56-26	1
0010	S-56-27	1
0010	S-56-28	1
	TOTAL	15

SAWCUT ASPHALT AND CONCRETE

CATEGORY	LOCATION	STATION - STATION	690.0150 SAWCUT ASPHALT (LF)	690.0250 SAWCUT CONCRETE (LF)
0010	STH 136 EB/WB	85+25 LE - 94+50 LE	60	---
	STH 136 EB/WB	94+50 LE - 96+89 LE	—	---
	STH 136 EB/WB	98+32 LE - 101+90 LE	—	---
	STH 136 EB/WB	103+26 LE - 105+50 LE	—	---
	STH 136 EB/WB	105+50 LE - 109+31 LE	200	15
	HATCHERY ROAD	693+75 HR - 698+00 HR	30	---
	HATCHERY ROAD	701+00 HR - 703+50 HR	30	---
	CTH W EB/WB	188+00 WE - 195+00 WE	60	---
	CTH W EB/WB	195+00 WE - 196+93 WE	—	---
	CTH W EB/WB	198+45 WE - 201+59 WE	—	---
	CTH W EB/WB	203+16 WE - 205+50 WE	—	---
	CTH W EB/WB	205+50 WE - 211+14 WE	160	5
	COMMERCE COURT	9+00 CC - 12+55 CC	60	5
	GASSER ROAD	291+00 GR - 298+88 GR	30	---
	GASSER ROAD	301+02 GR - 307+00 GR	30	---
	COWLES ROAD	14+50 CR - 30+00 CR	20	---
		TOTALS	680	25

LIGHTING CONDUIT AND WIRE

CATEGORY	FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (LF)
0020	CB100		LPB100	30	–	210
	CB100	-	LPB100	30	–	–
	LPB100	-	L-0100	--	20	416
	LPB100	-	LPB101	80	–	736
	LPB101	-	LPB102	410	–	1,266
	LPB102	-	L-0103	10	–	66
	LPB101	-	LPB103	65	–	385
	LPB103	-	L-0101	--	20	480
	LPB103	-	LPB104	200	–	1,060
	LPB104	-	L-0102	5	–	85
	LPB103	-	LPB105	40	–	260
	LPB105	-	L-0104	--	25	370
	LPB105	-	LPB106	85	–	485
	LPB106	-	L-0105	--	15	405
	LPB106	-	LPB107	170	–	910
	LPB107	-	L-0106	5	–	136
	LPB107	-	LPB108	200	–	636
	LPB108	-	L-0107	5	–	51
	LPB106	-	LPB109	30	–	210
	LPB109	-	LPB110	70	–	410
	LPB110	-	L-0108	--	15	270
	LPB110	-	LPB111	60	–	360
	LPB111	-	LPB112	40	–	260
	LPB112	-	LPB131	45	–	–
	LPB112	-	L-0109	--	15	270
	LPB112	-	LPB113	75	–	620
	LPB113	-	LPB114	100	–	745
	LPB114	-	LPB115	95	–	720
	LPB115	-	LPB130	40	–	–
	LPB115	-	L-0114	20	–	160
	LPB115	-	LPB116	40	–	–
	LPB116	-	LPB117	130	–	–
	LPB117	-	L-0115	30	–	126
	LPB117	-	LPB118	45	–	171
	LPB118	-	L-0116	--	30	462
	LPB118	-	LPB119	120	–	1,056
	LPB119	-	LPB120	375	–	1,161
	LPB120	-	L-0119	5	–	51
	LPB119	-	LPB121	35	–	235
	LPB121	-	L-0117	--	30	630
	LPB121	-	LPB122	150	–	810
	LPB122	-	L-0118	5	–	85
	LPB121	-	LPB123	30	–	210
	LPB123	-	LPB124	95	–	535
	LPB124	-	L-0120	--	15	270
	LPB124	-	LBP125	45	–	285
	LPB125	-	L-0121	--	25	555
	LPB125	-	LPB126	165	–	885
	LPB126	-	L-0122	5	–	136
	LPB126	-	LPB127	200	–	636
SUBTOTAL				3,385	210	20,280

LIGHTING CONDUIT AND WIRE

CATEGORY	FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (LF)
TOTALS FROM PREVIOUS SHEET				3,385	210	20,280
0020	LPB127	-	L-0123	5	–	51
	LPB125	-	LPB128	30	–	210
	LPB128	-	LPB129	75	–	435
	LPB129	-	L-0124	--	20	320
	LPB129	-	LPB130	50	–	310
	LPB130	-	LPB131	270	–	1,410
	LPB131	-	LPB132	110	–	610
	LPB132	-	L-0125	--	30	420
	LPB132	-	LPB133	45	–	285
	LPB133	-	CB100	20	–	160
	LPB133	-	CB100	20	–	–
	CB200	-	LPB200	40	–	260
	CB200	-	LPB200	40	–	–
	LPB200	-	L-0200	--	15	351
	LPB200	-	LPB201	65	–	616
	LBP201	-	LPB202	415	–	1,281
	LPB202	-	L-0203	5	–	51
	LPB201	-	LPB203	55	–	335
	LPB203	-	L-0201	--	25	555
	LPB203	-	LPB204	215	–	1,135
	LPB204	-	L-0202	5	–	85
	LPB203	-	LPB205	30	–	210
	LPB205	-	L-0204	--	30	420
	LPB205	-	LPB206	90	–	510
	LBP206	-	L-0205	--	25	555
	LPB206	-	LBP207	175	–	935
	LPB207	-	L-0206	5	–	136
	LPB207	-	LPB208	205	–	651
	LPB208	-	L-0207	5	–	51
	LPB206	-	LPB209	30	–	210
	LPB209	-	LPB210	75	–	435
	LPB210	-	L-0208	--	20	320
	LPB210	-	LPB211	65	–	385
	LPB211	-	LPB212	35	–	235
	LPB212	-	L-0209	--	15	270
	LPB212	-	LPB235	35	–	–
	LPB212	-	LPB213	55	–	520
	LPB213	-	LPB214	95	–	720
	LPB214	-	LPB215	105	–	–
	LPB215	-	L-0214	--	15	270
	LPB215	-	LPB216	35	–	–
	LPB216	-	LPB217	130	–	–
	LPB217	-	L-0215	35	–	141
	LPB217	-	LPB218	40	–	156
	LPB218	-	L-0216	25	–	296
	LPB218	-	LPB219	100	–	560
	LPB219	-	LPB220	35	–	235
	LPB220	-	L-0217	--	10	220
	LPB220	-	LPB221	175	–	935
	LPB221	-	L-0218	--	5	170
SUBTOTAL				6,430	420	38,700

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LIGHTING CONDUIT AND WIRE

CATEGORY	FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (LF)
TOTALS FROM PREVIOUS SHEET				6,430	420	38,700
0020	LPB221	-	LPB222	195	–	1,035
	LPB222	-	L-0219	–	5	170
	LPB222	-	LPB223	190	–	1,010
	LPB223	-	L-0220	–	5	170
	LPB223	-	LPB224	175	–	935
	LPB224	-	LPB225	20	–	–
	LPB224	-	L-0221	–	20	320
	LPB224	-	LPB226	45	–	–
	LPB220	-	LPB227	35	–	235
	LPB220	-	LPB227	35	–	235
	LPB227	-	LPB228	65	–	385
	LPB227	-	LPB228	65	–	385
	LPB228	-	L-0222	–	15	270
	LPB228	-	LPB229	55	–	335
	LPB228	-	LPB229	55	–	335
	LPB229	-	L-0223	–	25	555
	LPB229	-	LPB230	175	–	935
	LPB230	-	L-0224	5	–	136
	LPB230	-	LPB231	200	–	636
	LPB231	-	L-0225	5	–	51
	LPB229	-	LPB232	30	–	210
	LPB229	-	LPB232	30	–	210
	LPB232	-	LPB233	80	–	460
	LPB232	-	LPB233	80	–	460
	LPB233	-	L-0226	–	20	320
	LPB233	-	LPB234	70	–	410
	LPB233	-	LPB234	70	–	410
	LPB234	-	LPB215	–	35	470
	LPB234	-	LPB235	220	–	1,160
	LPB234	-	LPB235	220	–	1,160
	LPB235	-	LPB236	125	–	685
	LPB235	-	LPB236	125	–	685
	LPB236	-	L-0227	–	35	470
	LPB236	-	LPB237	55	–	335
	LPB237	-	CB200	30	–	210
	LPB237	-	CB200	30	–	–
	LPB236	-	LPB238	55	–	335
	LPB238	-	CB200	20	–	160
	LPB238	-	CB200	20	–	–
TOTAL				9,010	580	55,000

LIGHTING PULLBOXES

CATEGORY	PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 PULLBOXES STEEL 24X42-INCH (EACH)
0020	LPB100	359+94 B	22.5'	LT	1
	LPB101	12+92 CD5	49.1'	LT	1
	LPB102	107+81 LE	34.2'	LT	1
	LPB103	103+50 LE	8.5'	LT	1
	LPB104	105+55 LE	6.4'	LT	1
	LPB105	10+08 CD5	50.0'	LT	1
	LPB106	362+21 B	30.2'	LT	1
	LPB107	363+96 B	20.5'	LT	1
	LPB108	365+92 B	31.8'	LT	1
	LPB109	362+16 B	5.5'	RT	1
	LPB110	10+93 CD5	36.5'	LT	1
	LPB111	101+36 LE	33.8'	RT	1
	LPB112	101+44 LE	11.6'	LT	1
	LPB113	100+72 LE	8.0'	LT	1
	LPB114	99+80 LE	8.0'	LT	1
	LPB115	98+89 LE	10.7'	LT	1
	LPB116	98+83 LE	31.9'	RT	1
	LPB117	362+39 A	25.4'	LT	1
	LPB118	362+38 A	24.8'	RT	1
	LPB119	96+35 LE	32.7'	RT	1
	LPB120	92+48 LE	27.5'	RT	1
	LPB121	96+23 LE	8.4'	LT	1
	LPB122	94+71 LE	11.2'	LT	1
	LPB123	96+17 LE	45.0'	LT	1
	LPB124	10+30 AB5	39.0'	LT	1
	LPB125	360+07 A	25.9'	RT	1
	LPB126	358+28 A	20.5'	RT	1
	LPB127	356+29 A	31.8'	RT	1
	LPB128	360+12 A	7.5'	LT	1
	LPB129	10+01 AB5	37.6'	LT	1
	LPB130	98+71 LE	34.5'	LT	1
	LPB131	101+47 LE	60.1'	LT	1
	LPB132	359+86 B	28.6'	RT	1
	LPB133	359+86 B	21.9'	LT	1
	LPB200	416+49 C	27.4'	RT	1
	LPB201	196+79 WE	22.8'	RT	1
	LPB202	192+51 WE	21.5'	RT	1
	LPB203	196+68 WE	36.0'	LT	1
	LPB204	194+64 WE	17.9'	LT	1
	LPB205	10+47 EF5	43.4'	LT	1
	LPB206	414+48 C	27.5'	RT	1
	LPB207	412+66 C	31.8'	RT	1
	LPB208	410+66 C	31.8'	RT	1
	LPB209	414+51 C	5.5'	LT	1
	LPB210	11+55 EF5	25.5'	LT	1
	LPB211	199+05 WE	55.7'	LT	1
	LPB212	198+99 WE	16.7'	LT	1
	LPB213	199+55 WE	14.1'	LT	1
	LPB214	200+43 WE	14.0'	LT	1
	LPB215	201+17 WE	16.7'	LT	1
SUBTOTAL					50

3

LIGHTING PULLBOXES

CATEGORY	PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 PULLBOXES STEEL 24X42-INCH (EACH)
	TOTALS FROM PREVIOUS SHEET				50
0020	LPB216	201+14 WE	55.3'	LT	1
	LPB217	414+35 D	22.7'	RT	1
	LPB218	414+37 D	22.2'	LT	1
	LPB219	203+78 WE	50.1'	LT	1
	LPB220	203+68 WE	14.2'	LT	1
	LPB221	200+45 WE	10.2'	LT	1
	LPB222	202+38 WE	9.0'	LT	1
	LPB223	209+32 WE	12.9'	LT	1
	LPB224	211+11 WE	17.0'	LT	1
	LPB225	211+11 WE	43.5'	LT	1
	LPB226	211+11 WE	29.5'	RT	1
	LPB227	203+58 WE	23.4'	RT	1
	LPB228	10+39 EF5	17.3'	LT	1
	LPB229	416+48 D	29.9'	LT	1
	LPB230	418+33 D	31.8'	LT	1
	LPB231	420+29 D	31.8'	LT	1
	LPB232	416+47 D	5.5'	RT	1
	LPB233	11+27 GH5	25.5'	LT	1
	LPB234	201+22 WE	21.9'	RT	1
	LPB235	198+94 WE	21.5'	RT	1
	LPB236	416+69 C	28.8'	LT	1
	LPB237	416+57 C	26.8'	RT	1
	LPB238	416+65 C	26.2'	RT	1
	TOTALS				73

INSTRUMENTATION

CATEGORY	LOCATION	STATION - STATION	SPV.0060.002 SETTLEMENT GAUGES (EACH)	SPV.0060.003 VIBRATING WIRE PIEZOMETER INSTRUMENTATION SYSTEM, DELIVERED (EACH)
0010	USH 12 EB/WB	458+07 EB - 515+35 EB	3	2
		518+72 EB - 524+00 EB	3	6
		TOTALS	6	8

STREET LIGHTS

CATEGORY	LIGHT NUMBER	STATION	OFFSET	R/L	654.0105 CONCRETE BASES TYPE 5 (EACH)	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (EACH)	657.0322 POLES TYPE 5 ALUMINUM (EACH)	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT (EACH)	659.0802 PLAQUES SEQUENCE IDENTIFICATION (EACH)	659.1120 LUMINAIRES UTILITY LED B (EACH)	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (LF)
0020	L-0100	316+10 B	43.5'	LT	1	1	1	1	1	1	146
	L-0101	103+69 LE	16.1'	LT	1	1	1	2	2	2	291
	L-0102	105+61 LE	6.6'	LT	1	1	1	2	2	2	291
	L-0103	106+81 LE	44.8'	LT	1	1	1	1	1	1	146
	L-0104	10+21 CD5	58.6'	LT	1	1	1	1	1	1	146
	L-0105	362+49 B	27.1'	LT	1	1	1	1	1	1	146
	L-0106	364+03 B	24.3'	LT	1	1	1	1	1	1	146
	L-0107	365+99 B	33.8'	LT	1	1	1	1	1	1	146
	L-0108	10+94 CD5	54.4'	LT	1	1	1	1	1	1	146
	L-0109	101+59 LE	15.1'	LT	1	1	1	2	2	2	291
	L-0114	98+68 LE	15.5'	LT	1	1	1	2	2	2	291
	L-0115	12+12 AB5	54.2'	LT	1	1	1	1	1	1	146
	L-0116	12+66 AB5	65'	LT	1	1	1	1	1	1	146
	L-0117	96+50 LE	15.1'	LT	1	1	1	2	2	2	291
	L-0118	94+64 LE	8.6'	LT	1	1	1	2	2	2	291
	L-0119	93+41 LE	41.2'	RT	1	1	1	1	1	1	146
	L-0120	10+27 AB5	56.7'	LT	1	1	1	1	1	1	146
	L-0121	359+76 A	26.4'	RT	1	1	1	1	1	1	146
	L-0122	358+22 A	22.4'	RT	1	1	1	1	1	1	146
	L-0123	356+23 A	33.8'	RT	1	1	1	1	1	1	146
	L-0124	10+96 AB5	53.7'	LT	1	1	1	1	1	1	146
	L-0125	12+09 CD5	54.2'	LT	1	1	1	1	1	1	146
	L-0200	416+48 C	43.9'	RT	1	1	1	1	1	1	146
	L-0201	196+57 WE	16.7'	LT	1	1	1	2	2	2	291
	L-0202	194+64 WE	7.1'	LT	1	1	1	2	2	2	291
	L-0203	192+44 WE	25.4'	RT	1	1	1	1	1	1	146
	L-0204	10+63 EF5	47.6'	LT	1	1	1	1	1	1	146
	L-0205	414+18 C	30.3'	RT	1	1	1	1	1	1	146
	L-0206	412+59 C	33.8'	RT	1	1	1	1	1	1	146
	L-0207	410+60 C	33.8'	RT	1	1	1	1	1	1	146
	L-0208	11+50 C	41.8'	LT	1	1	1	1	1	1	146
	L-0209	198+86 WE	19.6'	LT	1	1	1	2	2	2	291
	L-0214	201+29 WE	18.9'	LT	1	1	1	2	2	2	291
	L-0215	12+63 GH5	41.8'	LT	1	1	1	1	1	1	146
	L-0216	13+23 GH5	49.4'	LT	1	1	1	1	1	1	146
	L-0217	203+59 WE	16.4'	LT	1	1	1	2	2	2	291
	L-0218	205+52 WE	10.4'	LT	1	1	1	2	2	2	291
	L-0219	207+45 WE	9.4'	LT	1	1	1	2	2	2	291
	L-0220	209+39 WE	13.4'	LT	1	1	1	2	2	2	291
	L-0221	211+32 WE	17.0'	LT	1	1	1	2	2	2	291
	L-0222	10+36 GH5	47.0'	LT	1	1	1	1	1	1	146
	L-0223	416+82 D	17.9'	LT	1	1	1	1	1	1	146
	L-0224	418+40 D	33.8'	LT	1	1	1	1	1	1	146
	L-0225	420+36 D	33.8'	LT	1	1	1	1	1	1	146
	L-0226	11+22 GH5	41.9'	LT	1	1	1	1	1	1	146
	L-0227	12+87 EF5	41.8'	LT	1	1	1	1	1	1	146
	TOTALS				46	46	46	61	61	61	8,900

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UNDERDECK LIGHTING ITEMS

CATEGORY	LOCATION	659.0600.001 UNDERDECK LIGHTING (LS)	659.0600.002 UNDERDECK LIGHTING (LS)	659.0600.003 UNDERDECK LIGHTING (LS)	659.0600.004 UNDERDECK LIGHTING (LS)	659.1210 LUMINAIRES UNDERDECK LED B (EACH)
0020	(B-56-205)	1	--	--	--	2
	(B-56-206)	--	1	--	--	2
	(B-56-209)	--	--	1	--	2
	(B-56-210)	--	--	--	1	2
	TOTALS	1	1	1	1	8

COLORED AND STAMPED CONCRETE 5-INCH

CATEGORY	PROJECT LOCATION	STATION - STATION	SPV.0180.414 COLORED AND STAMPED CONCRETE 5-INCH (SY)
0030	STH 136 EB/WB	85+25 LE - 94+50 LE	256
	STH 136 EB/WB	94+50 LE - 105+50 LE	1,480
	STH 136 EB/WB	105+50 LE - 109+31 LE	62
	CTH W EB/WB	188+00 WE - 195+00 WE	530
	CTH W EB/WB	195+00 WE - 205+50 WE	2,116
	CTH W EB/WB	205+50 WE - 211+14 WE	756
	TOTALS		5,200

CAP WELL

CATEGORY	PROJECT LOCATION	STATION	OFFSET	LOCATION	SPV.0105.002 (EACH)
0010	USH 12 EB/WB	536+49 EB	186' LT	PARCEL 47	1
				TOTALS	1

GEOTECHNICAL INSTRUMENTATION

CATEGORY	LOCATION	SPV.0105.001 (LS)
0010	PROJECT	1
	TOTALS	1

REMOVING BILLBOARDS

CATEGORY	LOCATION	STATION	OFFSET	SIGN	SPV.0060.001 BILLBOARD
0010	USH 12 EB/WB	511+63 EB	301 LT	39-1	1
	USH 12 EB/WB	511+37 EB	334 LT	39-2	1
	USH 12 EB/WB	510+76 EB	394 LT	39-3	1
				TOTALS	3

COVERING SIGNS TYPE 1

CATEGORY	SIGN NUMBER	SPV.0060.500 EACH
0010	2-6	1
	2-7	1
	2-32	1
	2-33	1
	2-34	1
	2-35	1
	2-59	1
	2-60	1
	TOTALS	8

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	LOCATION	SPV.0105.003 (LS)
0010	PROJECT	1
	TOTALS	1

MUNICIPAL SUMMARY (CASING PIPE)

CATEGORY	LOCATION	STATION	TO	LOCATION	STATION	SPV.0060.478 CONSTRUCTION STAKING CASING PIPE (EACH)	SPV.0090.462 CASING PIPE REINFORCED CONCRETE CLASS V 30-INCH (LF)
0050	160' LT	429+00'EB'		110' RT	429+00'EB'	1	270
	135' LT	441+40'EB'		80' RT	441+40'EB'	1	215
					TOTALS	2	485

LIGHTING CONTROL & MISCELLANEOUS ITEMS

CATEGORY	CABINET NUMBER	STATION	OFFSET	R/L	654.0230 LIGHTING CONCRETE CONTROL CABINET BASE TYPE L30 (EACH)	659.2130 CONTROL CABINET 120/240 30-INCH (EACH)	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LS)	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LS)	650.8500.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (LS)
0020	CB100	359+62 B	32.8'	LT	1	1	1	--	--
	CB200	416+88 C	37.1'	RT	1	1	--	1	--
		1674-00-80			--	--	--	--	1
		TOTALS			2	2	1	1	1

3

PLANTING MIXTURE

CATEGORY	ROADWAY	LOCATION	SPV.0035.400 (CY)
0030	USH 12	BED 1	612
	USH 12	BED 2	627
	USH 12	BED 3	380
	USH 12	BED 4	380
		TOTALS	1999

TOPSOIL SPECIAL

CATEGORY	ROADWAY	LOCATION	SPV.0035.401 (CY)
0010	USH 12	ALL CAT 0010 TREES	234
		ALL CAT 0010 SHRUBS	87
		SUBTOTAL 0010	321
0030	USH 12	ALL NON-ROUNDABOUT CAT 0030 TREES	112
		SUBTOTAL 0030	112
		TOTALS	433

3

PERENNIALS, (TYPE)

CATEGORY	ROADWAY	LOCATION	SPV.0060.400 ASTER, SMOOTH 'SKY BLUE' CG, 1 GAL. (EACH)	SPV.0060.401 BEE BALM, 'MARSHALL'S DELIGHT, CG, 1 GAL. (EACH)	SPV.0060.402 BLACK-EYED SUSAN, CG, 1 GAL. (EACH)	SPV.0060.403 BLUE GRAMA, POT, 4-INCH. (EACH)	SPV.0060.404 CONEFLOWER, PURPLE, CG, 1 GAL. (EACH)	SPV.0060.405 LITTLE BLUESTEM, 'THE BLUES', CG, 1 GAL. (EACH)	SPV.0060.406 SWITCH GRASS, 'NORTHWIND', CG, 1 GAL. (EACH)	SPV.0060.407 SWITCH GRASS, 'RUBY RIBBONS', CG, 1 GAL. (EACH)
0030	USH 12	BED 1	59	59	118	142	118	473	94	118
	USH 12	BED 2	60	60	120	144	120	481	96	120
	USH 12	BED 3	35	35	70	84	70	283	56	70
	USH 12	BED 4	35	35	71	85	71	284	56	71
		TOTALS	189	189	379	455	379	1521	302	379

FABRICATED ROCK ENCLOSURES, (TYPE)

CATEGORY	ROADWAY	LOCATION	SPV.0060.408 FABRICATED ROCK ENCLOSURE, TYPE A (EACH)	SPV.0060.409 FABRICATED ROCK ENCLOSURE, TYPE B (EACH)	SPV.0060.410 FABRICATED ROCK ENCLOSURE, TYPE C (EACH)
0030	USH 12	BED 1	4	2	2
	USH 12	BED 2	2	2	2
	USH 12	BED 3	2	2	1
	USH 12	BED 4	2	1	2
		TOTALS	10	7	7

SHREDDED HARDWOOD BARK MULCH

CATEGORY	ROADWAY	LOCATION	SPV.0180.400 SHREDDED HARDWOOD BARK MULCH (SY)
0030	USH 12	BED 1	554
	USH 12	BED 2	563
	USH 12	BED 3	343
	USH 12	BED 4	344
		TOTALS	1804

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REMOVING SURFACE

CATEGORY	LOCATION	STATION - STATION	204.0100 REMOVING PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)
0010	CL	109+30'LE'-109+70'LE'	---	192
	CL	109+70'LE'-110+84'LE'	656	---
	30' LT	109+50'LE'-109+65'LE'	---	33
		TOTALS	656	225

CONCRETE DRIVEWAY

CATEGORY	LOCATION	STATION - STATION	416.0170 CONCRETE DRIVEWAY 7-INCH (SY)
0010	35' LT	109+95'LE'-110+32'LE'	101
		TOTAL	101

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 REMOVING CURB & GUTTER (LF)
0010	109+30'LE'-110+48'LE'	LT	125
	109+30'LE'-110+84'LE'	RT	150
		TOTAL	275

HMA PAVEMENT

CATEGORY	LOCATION	STATION - STATION	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0605 TACK COAT (GAL)	460.1110 HMA PAVEMENT TYPE E-10 (TON)
0010	CL	109+30'LE'-110+84'LE'	13	19	232
	47' LT	109+95'LE'-110+32'LE'	3	3	38
		TOTALS	16	22	270

EXCAVATION COMMON

CATEGORY	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (CY)	FILL** (CY)	EXPANDED FILL** (CY)	WASTE** (CY)
0010	CL	109+30'LE'-110+84'LE'	600	0	0	600
		TOTALS	600	0	0	600

** NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION FACTOR 1.30

CONCRETE CURB & GUTTER

CATEGORY	LOCATION	STATION - STATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)
0010	24' RT	109+30'LE'-110+84'LE'	152
	24' LT	109+30'LE'-110+48'LE'	123
		TOTAL	275

BASE AGGREGATE DENSE

CATEGORY	LOCATION	STATION - STATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
0010	CL	109+30'LE'-110+84'LE'	900
		TOTAL	900

SAWING

CATEGORY	LOCATION	STATION - STATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
0010	45' LT	109+50'LE'-109+65'LE'	15	—
	23' LT	110+84'LE'	—	55
		TOTALS	15	55

MUNICIPAL SUMMARY (WATER MAIN)

CATEGORY	STATION	LOCATION	SPV.0060.451 WATER VALVE AND BOX 6-INCH (EACH)	SPV.0060.452 WATER VALVE AND BOX 8-INCH (EACH)	SPV.0060.453 WATER VALVE AND BOX 12-INCH (EACH)	SPV.0060.454 TEE 12-INCH X 6-INCH (EACH)	SPV.0060.455 TEE 12-INCH X 8-INCH (EACH)	SPV.0060.456 TEE 12-INCH X 12-INCH (EACH)	SPV.0060.457 TEE 8-INCH X 6-INCH (EACH)	SPV.0060.458 BEND 8-INCH (EACH)	SPV.0060.459 BEND 12-INCH (EACH)
0010	88+50'LE'	19.1' LT	1	—	2	1	---	---	—	—	---
	90+65.8'LE'	22.1' LT	---	—	---	—	1	---	—	—	---
	11+00.6	10.6' RT	1	2	---	—	---	---	1	—	---
	95+06'LE'	37.9' LT	1	1	2	1	1	---	—	—	---
	10+76.8'AB5'	11.8' LT	---	—	---	—	---	---	—	—	1
	10+88'AB5'	15.9'' LT	---	—	---	—	---	---	—	—	1
	10+99.8'AB5'	24.4' LT	---	—	---	—	---	---	—	—	1
	11+02.8'AB5'	27.7' LT	---	—	---	—	---	---	—	—	1
	98+90.1'LE'	34.9' LT	---	—	---	—	---	---	—	—	1
	99+34.7'LE'	36.5' LT	1	—	2	1	---	---	—	—	---
	11+91'CD5'	11.4' LT	---	—	---	—	---	---	—	—	2
	12+06.4'CD5'	6.9' LT	---	—	---	—	---	---	—	—	2
	12+46.8'CD5'	20.3' LT	---	—	---	—	---	---	—	—	1
	104+48.4'LE'	30' LT	---	—	---	—	---	---	—	—	1
	104+59.7'LE'	17.2' LT	1	—	2	1	---	---	—	—	---
	105+16.4'LE'	28.7' LT	---	—	---	—	1	---	—	—	---
	105+22.1'LE'	93.5' RT	1	2	---	—	---	---	1	1	---
	109+66'LE'	18.5' LT	---	—	---	—	---	---	—	—	1
	109+89.8'LE'	5.4' RT	---	—	---	—	---	---	—	—	1
	110+34'LE'	5.8' RT	---	—	2	—	---	1	—	—	---
		TOTALS	6	5	10	4	3	1	2	1	13

NOTE : STATION AND LOCATION REFER TO CENTER OF TEE

MUNICIPAL SUMMARY (WATER MAIN REMOVALS)

CATEGORY	LOCATION	STATION	LOCATION	STATION	SPV.0060.465 REMOVING FIRE HYDRANT (EACH)	SPV.0060.466 REMOVING VALVE AND BOX (EACH)	SPV.0060.467 REMOVING EXISTING CURB STOP AND BOX (EACH)	SPV.0060.468 ABANDON EXISTING WATER MAIN (EACH)	SPV.0090.454 REMOVING EXISTING WATER MAIN (LF)	SPV.0090.455 REMOVING EXISTING COPPER WATER SERVICE (LF)	SPV.0090.456 REMOVING EXISTING ASBESTOS CEMENT WATER MAIN (LF)
0010	20' RT	90+10'LE'			1	—	—	1	—	—	—
	26' LT	92+32'LE'			---	—	1	—	—	—	—
	33' RT	95+06'LE'			1	1	—	1	—	—	—
	RT	98+30'LE'	RT	95+25'LE'	---	—	—	—	—	—	305
	32' RT	99+68'LE'			---	1	—	—	—	—	—
	RT	95+10'LE'	RT	105+00	---	—	—	—	1019	—	—
	121' RT	99+50'LE'			---	—	1	—	—	—	—
	32' RT	99+68'LE'	121' RT	99+50'LE'	---	—	—	—	—	173	—
	80' RT	100+56'LE'			---	1	—	—	—	—	—
	23' RT	10+25'CD5'			---	1	—	—	—	—	—
	93.5' RT	105+22'LE'			1	—	—	—	—	—	—
	65' RT	105+25'LE'			---	1	—	3	—	—	—
	RT	106+00'LE'	RT	108+25'LE'	---	—	—	—	—	—	225
	9' RT	108+33'LE'			---	1	—	1	—	—	—
	10' RT	108+40'LE'			---	—	—	3	—	—	—
	25' RT	108+60'LE'			1	—	—	—	—	—	—
	5.8' RT	110+34'LE'			---	1	—	1	—	—	—
		TOTALS			4	7	2	10	1019	173	530

MUNICIPAL SUMMARY (WATER MAIN)

CATEGORY	STATION	LOCATION	SPV.0060.450 FIRE HYDRANT (EACH)	SPV.0060.460 PLUG 8-INCH (EACH)	SPV.0060.461 PLUG 12-INCH (EACH)	SPV.0060.462 REDUCER 12-INCH X 6-INCH (EACH)	SPV.0060.463 1-INCH CORPORATION, CURB STOP, AND BOX (EACH)	SPV.0060.464 CONNECT TO EXISTING WATER MAIN (EACH)	SPV.0090.452 WATER MAIN DUCTILE IRON 6-INCH (LF)	SPV.0090.451 WATER MAIN DUCTILE IRON 8-INCH (LF)	SPV.0090.450 WATER MAIN DUCTILE IRON 12-INCH (LF)	SPV.0090.453 WATER MAIN COPPER SERVICE 1-INCH (LF)	SPV.0090.463 CONSTRUCTION STAKING WATER MAIN (LF)
0010	88+50'LE'	34.1' LT	1	—	—	—	---	---	—	—	—	—	—
	88+50'LE'	19.1' LT	—	—	1	—	---	---	15	—	215	—	230
	89+96 'LE'	33' LT	—	—	—	—	1	---	---	—	—	12	—
	90+57'LE'	33' LT	—	—	—	—	1	---	---	—	—	12	—
	90+65.8'LE'	22.1' LT	—	—	—	—	---	---	---	—	436	—	436
	11+00.6	27.6' RT	1	—	—	—	---	---	---	—	—	—	—
	11+00.6	10.6' RT	—	1	—	—	---	---	17	127	—	—	144
	92+35'LE'	40' LT	—	—	—	—	1	---	---	—	—	14	—
	92+70'LE'	65' LT	—	—	—	—	1	---	---	—	—	36	—
	95+06'LE'	50.9' LT	1	—	—	—	---	---	---	—	—	—	—
	95+06'LE'	37.9' LT	—	—	—	—	---	---	13	—	425	—	438
	95+06'LE'	30' RT	—	—	—	—	---	1	---	70	—	—	70
	99+34.7'LE'	49.5' LT	1	—	—	—	---	---	---	—	—	—	—
	99+34.7'LE'	36.5' LT	—	—	—	—	---	---	13	—	550	—	563
	104+59.7'LE'	30.2' LT	1	—	—	—	---	---	---	—	—	—	—
	104+59.7'LE'	17.2' LT	—	—	—	—	---	---	13	—	60	—	73
	105+16.4'LE'	28.7' LT	—	—	—	—	---	---	---	120	520	—	640
	105+22.1'LE'	93.5' RT	1	—	—	—	---	1	8	8	—	—	16
	110+34'LE'	5.8' RT	—	—	—	1	---	2	3	—	6	—	9
		TOTALS	6	1	1	1	4	4	82	325	2212	74	2619

NOTE : STATION AND LOCATION REFER TO CENTER OF TEE

MUNICIPAL SUMMARY (SANITARY)

CATEGORY	LOCATION	STATION	FROM MANHOLE	LOCATION	STATION	TO MANHOLE	SPV.0060.469 SANITARY SEWER WYE 8X6-INCH (EACH)	SPV.0060.471 TRACER WIRE TERMINATION BOX (EACH)	SPV.0060.472 REMOVING SANITARY MANHOLE (EACH)	SPV.0060.470 SANITARY SEWER PLUG SDR 35 8-INCH (EACH)	SPV.0090.457 SANITARY SEWER MAIN SDR 35 8-INCH (LF)	SPV.0090.458 SANITARY SEWER MAIN C900 8-INCH (LF)	SPV.0090.459 TRACER WIRE (LF)	SPV.0090.460 SANITARY SEWER LATERAL, 6-INCH (LF)	SPV.0090.461 REMOVING SANITARY SEWER (LF)
0010	CL	11+00	239	6'LT	90+75'LE'	238	---	---	—	1	106	—	131	---	---
	6'LT	90+75'LE'	238	50' LT	90+75'LE'		---	---	—	1	43	—	68	---	---
	6'LT	90+79'LE'		50' LT	90+79'LE'		1	1	—	---	—	—	53	45	---
	6'LT	90+75'LE'	238	8.29' LT	94+50'LW'	237	---	---	—	---	—	376	419	---	---
	10.9'LT	92+75'LE'		65' LT	92+75'LE'		1	1	—	---	—	—	70	55	---
	8.29' LT	94+50'LW'	237	8.75' RT	11+18.03'AB5'	236	---	---	—	---	—	364	433	---	---
	8.75' RT	11+18.03'AB5'	236	25.9' LT	11+94.4'CD5'	235	---	---	—	---	—	395	467	---	---
	25.9' LT	11+94.4'CD5'	235	5.8' LT	106+10'LE'	234	---	---	—	---	—	393	452	---	---
	5.8' LT	106+10'LE'	234	19.6' RT	108+84.4'LE'	126	---	---	—	---	—	277	313	---	---
	19.6' RT	108+84.4'LE'	126	21' RT	110+12'LE'	125	---	---	1	---	127	—	149	---	---
	21' RT	110+12'LE'	125	40' LT	110+12'LE'	240	---	---	—	1	61	—	83	---	---
	21' RT	110+12'LE'	125	21'RT	110+47'LE'		---	---	—	---	35	—	35	---	---
	21' RT	110+40'LE'					---	---	1	---	—	—	---	---	---
	94'RT	372+00'EB'		146' LT	372+00'EB'		---	---	—	---	—	—	---	---	---
	19.6' RT	108+84.4'LE'		21'RT	110+47'LE'		---	---	—	---	—	—	---	---	160
					TOTALS		2	2	2	3	372	1805	2673	100	160

MUNICIPAL SUMMARY (SANITARY)

CATEGORY	LOCATION	STATION	SANITARY MANHOLE NUMBER	INVERT ELEVATION	RIM ELEVATION	SPV.0060.474 CONNECT TO EXISTING SANITARY SEWER (EACH)	SPV.0060.475 SANITARY MANHOLE COVER (EACH)	SPV.0060.476 SANITARY MANHOLE CHIMNEY SEAL (EACH)	SPV.0060.473 ADJUSTING SANITARY MANHOLE BARREL SECTION (EACH)	SPV.0060.477 CONSTRUCTION STAKING SANITARY SEWER SYSTEM (EACH)	SPV.0200.450 SANITARY MANHOLE (VF)
0010	CL	11+00	239	898.35	911.4	---	1	1	---	1	13.05
	6' LT	90+75'LE'	238	897.83	910.15	---	1	1	---	1	12.32
	10.9' LT	94+50'LW'	237	896.23	926.08	---	1	1	---	1	29.85
	8.75' LT	11+18.03'AB5'	236	894.67	932.86	---	1	1	---	1	38.19
	25.9' LT	11+94.4'CD5'	235	892.99	926.87	---	1	1	---	1	33.88
	5.8' LT	106+10'LE'	234	891.32	916.10	---	1	1	---	1	24.78
	35' RT	107+83'LE'	233			---	1	1	1	1	---
	31' RT	108+60'LE'	232			---	1	1	---	1	---
	19.6' RT	108+84.4'LE'	126	890.10	901.02	2	1	1	---	1	10.92
	21' LT	110+12'LE'	125	885.03	896.18	---	1	1	---	1	11.15
	40' LT	110+12'LE'	240	885.37	896.15	---	1	1	---	1	10.78
	21'RT	110+47'LE'				1	---	---	---	---	---
	50' LT	90+75'LE'				---	---	---	---	1	---
	50' LT	90+79'LE'				---	---	---	---	1	---
	65' LT	92+75'LE'				---	---	---	---	1	---
	64' LT	109+72'LE'				---	---	---	---	1	---
					TOTALS	3	11	11	1	15	184.92

MUNICIPAL SUMMARY (CASING PIPE)

CATEGORY	LOCATION	STATION	FROM MANHOLE	LOCATION	STATION	TO MANHOLE	SPV.0060.478 CONSTRUCTION STAKING CASING PIPE (EACH)	SPV.0090.462 CASING PIPE REINFORCED CONCRETE CLASS V 30-INCH (LF)
0010	94'RT	372+00'EB'		146' LT	372+00'EB'		1	240
					TOTALS		1	240

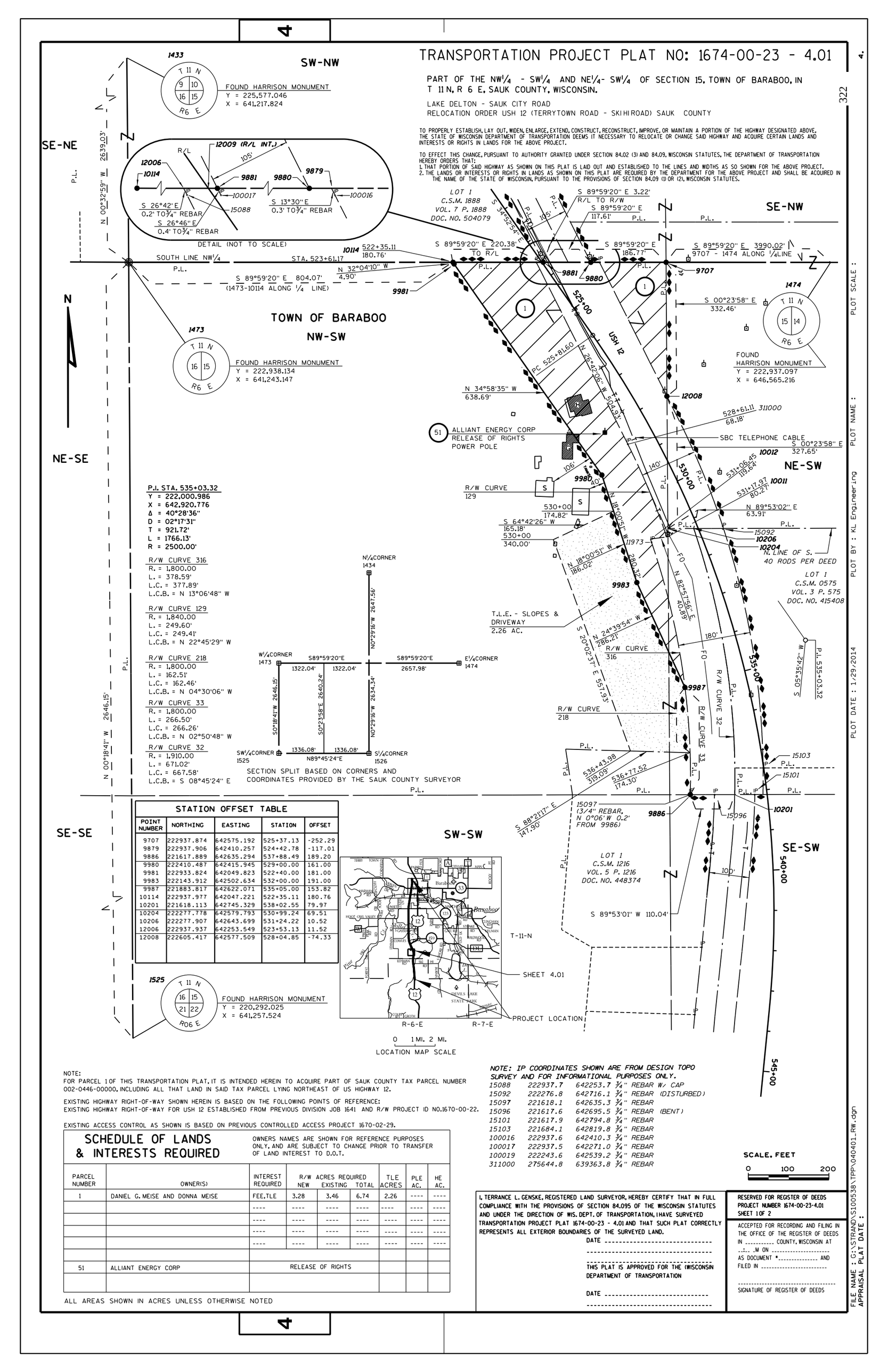
TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.01

PART OF THE NW¼ - SW¼ AND NE¼- SW¼ OF SECTION 15, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

LAKE DELTON - SAUK CITY ROAD
RELOCATION ORDER USH 12 (TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

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.



STATION OFFSET TABLE

POINT NUMBER	NORTHING	EASTING	STATION	OFFSET
9707	222937.874	642575.192	525+37.13	-252.29
9879	222937.906	642410.257	524+42.78	-117.01
9886	221617.889	642635.294	537+88.49	189.20
9980	222410.487	642415.945	529+00.00	161.00
9981	222933.824	642049.823	522+40.00	181.00
9983	222143.912	642502.634	532+00.00	191.00
9987	221883.817	642622.071	535+05.00	153.82
10114	222937.977	642047.221	522+35.11	180.76
10201	221618.113	642745.329	538+02.55	79.97
10204	222277.778	642579.793	530+99.24	69.51
10206	222277.907	642643.699	531+24.22	10.52
12006	222937.937	642253.549	523+53.13	11.52
12008	222605.417	642577.509	528+04.85	-74.33

NOTE: IP COORDINATES SHOWN ARE FROM DESIGN TOPO SURVEY AND FOR INFORMATIONAL PURPOSES ONLY.

15088	222937.7	642253.7	¾" REBAR W/ CAP
15092	222276.8	642716.1	¾" REBAR (DISTURBED)
15097	221618.1	642635.3	¾" REBAR
15096	221617.6	642695.5	¾" REBAR (BENT)
15101	221617.9	642794.8	¾" REBAR
15103	221684.1	642819.8	¾" REBAR
100016	222937.6	642410.3	¾" REBAR
100017	222937.5	642271.0	¾" REBAR
100019	222243.6	642539.2	¾" REBAR
311000	275644.8	639363.8	¾" REBAR

SCALE, FEET
0 100 200

NOTE:
FOR PARCEL 1 OF THIS TRANSPORTATION PLAT, IT IS INTENDED HEREIN TO ACQUIRE PART OF SAUK COUNTY TAX PARCEL NUMBER 002-0446-00000, INCLUDING ALL THAT LAND IN SAID TAX PARCEL LYING NORTHEAST OF US HIGHWAY 12.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 12 ESTABLISHED FROM PREVIOUS DIVISION JOB 1641 AND R/W PROJECT ID NO.1670-00-22.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
1	DANIEL G. MEISE AND DONNA MEISE	FEE,TLE	3.28	3.46	6.74	2.26	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
51	ALLIANT ENERGY CORP	RELEASE OF RIGHTS						

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

I, TERRANCE L. GENSKE, 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 WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1674-00-23 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE ----------

THIS PLAT IS APPROVED FOR THE (WISCONSIN DEPARTMENT OF TRANSPORTATION

DATE ----------

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.01
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ---------- COUNTY, WISCONSIN AT ..:.. .M ON ---------- AS DOCUMENT *---------- AND FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

322

PLOT SCALE : 4.
PLOT NAME : PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040401_RW.dgn
APPRAISAL PLAT DATE :

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1674-00-23

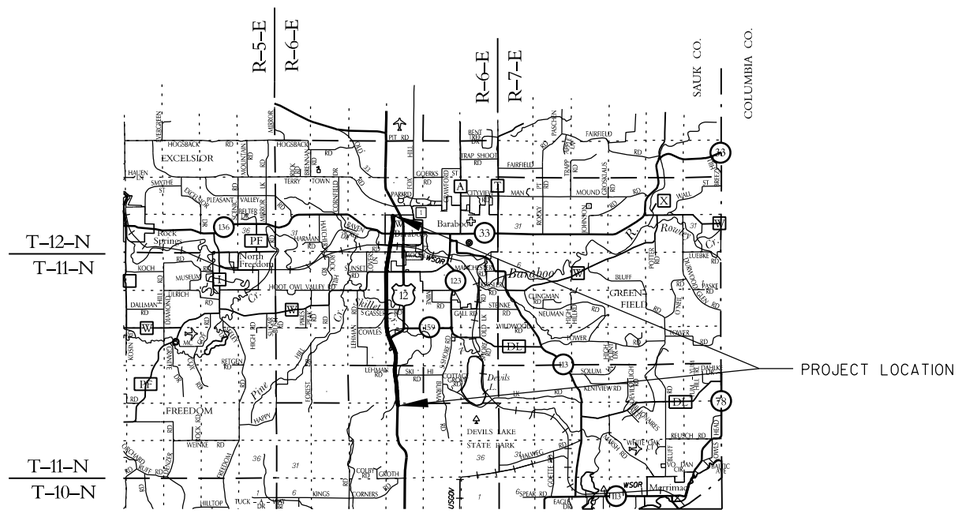
LAKE DELTON - SAUK CITY ROAD

(TERRYTOWN ROAD - SKI HI ROAD)

USH 12

SAUK COUNTY





THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1674-00-23.

NOTES:

DISTANCES SHOWN FROM THE RIGHT-OF-WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SAUK COUNTY ZONE, NAD83 (91) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" 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.

ALL SECTION CORNER COORDINATES PROVIDED BY THE SAUK COUNTY SURVEYOR

ALL RIGHT-OF-WAY LINES DEPICTED IN NON-ACQUISITION AREAS ARE INTENDED TO REESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENT

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED. THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

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 TEMPORARY LIMITED EASEMENTS (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.

N

LAYOUT
SCALE 0 2 MI.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP		
ACCESS RIGHTS	AR		
ACRES	AC.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
CONVEYANCE OF RIGHTS	CR	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
HOUSE	H		
GARAGE	G		
SHED	S		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	LP (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 RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT		QUARTER LINE	
PARCEL NUMBER		SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)		EXISTING RIGHT-OF-WAY LINE	
BUILDING		PROPOSED REFERENCE LINE	
FUTURE RIGHT-OF-WAY LINE		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23 - 4.12
SHEET 2 OF 2

FILE NAME : G:\STRAND\S100538\TPP\040101_RW_TITLE_v8.dgn PLOT DATE : 1/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TRANSPORTATION PROJECT PLAT NO: 1674-00-23-4.03 AMENDMENT NO. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

THIS AMENDMENT ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.03, RECORDED AS DOCUMENT #1020598 AND FILED IN D-278E IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

PART OF PARCEL 26 OF TRANSPORTATION PROJECT PLAT 1674-00-23-4.03 IN SECTION 3, TOWNSHIP 11 NORTH, RANGE 6 EAST, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

NE-SE
4

TOWN OF BARABOO

T 11 N
4 3
R6 E

1289
SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244

71 ALLIANT ENERGY - ELECTRIC
6' EASEMENT DOC. NO. 908859
45' EASEMENT DOC. NO. 739828
BURIED CABLE - PARCEL 26

415+33.18 =
200+00

B56-209
B56-210

N 89°52'11" E
1198.17'

66'

9556

N 89°52'11" E 2642.77' BETWEEN CORNERS

200

S 89°43'44" E R

N 88°16'16" E R

205

12275

N 90°00'00" E R 210

200

204

CTH W (SOUTH BOULEVARD)

STA. 415+32.23
REBAR

P.L.

33'

12264

PI 202+58.74

S 80°18'11" W
208.07'

12384

12265

PI 206+96.49

12385

45°

S 89°52'11" W 2451.92'
PT 1289A TO TAN.

1" IP

P.L.

12423
REBAR

S 00°07'49" E
10.26'

203

OUTLOT 2

S 85°44'45" W
153.58'

T.L.E.-SLOPES
0.61 AC.

N 90°00'00" W
302.84'

N 89°52'11" E 190.85'
1/4 COR. TO TAN.

S 00°30'46" E 458.63' ON TAN.

26

S 01°06'09" W
305.02'

1289 A
T 11 N
3
R6 E
ALUMINUM
CAPPED MONUMENT
Y = 233,512.797
X = 643,832.007

OUTLOT 1

12257

S 12°25'11" W
64.79'

73 CHARTER COMMUNICATIONS
TV CABLE
PARCEL 26

PT 419+91.03

420

3145
AMERICAN TRANSMISSION COMPANY
45' EASEMENT DOC. NO. 739828
POLE - PARCEL 26

79

70 CENTURYLINK
PEDESTALS & CABLE
PARCEL 26

OUTLOTS 1 & 2 ARE DEDICATED TO THE PUBLIC FOR THE PURPOSE OF STORM WATER MANAGEMENT.

NW-SW
SEC 3

CITY OF
BARABOO

66'

S 00°25'29" E 2642.14' BETWEEN CORNERS

N 00°25'29" W 1683.27'

S 00°30'46" E

S 12°25'11" W
830.02'

66'

LOT 3

GATEWAY

GATEWAY DRIVE

BUSINESS

PARK

COMMERCE PARKWAY

USH 12

425

LOT 2

12' CITY OF BARABOO
UTILITY EASEMENT

12255

26

430

LOT 2

LOT 3

N 89°59'50" E 180.33'
SEC. LINE TO RL

S 03°42'06" W
451.35'

85 CITY OF BARABOO
UTILITY EASEMENT
PARCEL 26

30' STORMWATER
UTILITY EASEMENT AS
SHOWN ON CSM 5494

9558

STA. 432+34.83

P.L.

12387

S 89°59'50" W
297.17'

TEEL COURT

66'

925.87'

SW-SW
SEC 3

LOT 1
C.S.M. 5494
VOL. 31 C.S.M.'S P. 5494

1341
RR RAIL IN
CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

T 11 N
4 3
9 10
R6 E

STATION & OFFSET TABLE

Point	Station	Offset
9556	415+73.87	188.87'
12264	416+06.00	350.00'
12257	419+25.00	350.00'
3145	419+91.03	335.76'
12255	428+00.00	150.00'
9558	432+47.49	180.32'
12387	432+50.13	116.83'
12384	203+40.62	150.00'
12275	205+50.00	59.00'
12265	207+05.00	52.00'
12385	208+65.00	62.00'
200	210+07.82	41.74'
204	210+07.83	52.00'
203	210+07.86	62.00'

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03
BK. TAN = S 08°51'41" W

P.I. = 202+58.74
Y = 233,505.049
X = 641,638.780
DELTA = 2° 00' 00" LT

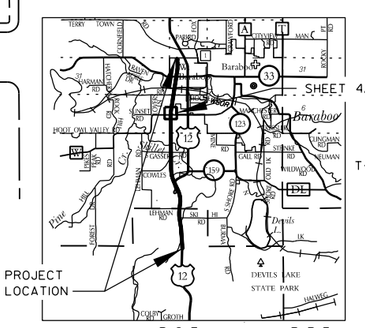
P.I. = 206+96.49
Y = 233,518.255
X = 642,076.337
DELTA = 1° 43' 44" RT

CTH W (SOUTH BOULEVARD)

6' UTILITY EASEMENT
200
EXISTING R/W
PROPOSED FEE
204
PROPOSED TLE
203
12' UTILITY EASEMENT
45' UTILITY EASEMENT
20' UTILITY EASEMENT
P.L.
LOT 2
OUTLOT 2

DETAIL OF EASEMENTS ON OUTLOT 2
NOT TO SCALE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 978722 AND FILED IN D-271D.



EXISTING R/W ON CTH W (SOUTH BOULEVARD) IS VARIABLE AND IS BASED ON VARIOUS CERTIFIED SURVEY MAPS, PLATS OF SURVEY, ALTA LAND TITLE SURVEYS, AND FOUND IRONS. SOME SURVEYS SHOW THE EXISTING R/W BASED ON 66 FEET CENTERED ON THE EXISTING CENTERLINE, WHILE OTHER SURVEYS SHOW THE R/W AS 66 FEET CENTERED ON THE EAST - WEST QUARTER LINE OF SECTIONS 3 AND 4.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	R/W ACRES REQUIRED EXISTING	R/W ACRES REQUIRED TOTAL	TLE ACRES	PLE AC.	HE AC.
26	DEVCO I LLC	FEE, AR, TLE	16.55	---	16.55	0.61	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
73	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						
85	CITY OF BARABOO	RELEASE OF RIGHTS						

SCALE, FEET
0 100 200

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.03 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

FEBRUARY 16, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.03
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
...:... .M ON .....
AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

4.03 AMEND. 1
324
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
PLOT DATE :
FILE NAME : G:\STRAND\S100538.TPP\amendments\amend1_devco167400234O3.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.05

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 1668, IN AND INCLUDING PART OF THE NW¼ - NW¼, AND PARTS OF THE NE¼- NW1/4 , SE¼- NW¼ AND SW¼- NW¼ ALL IN SECTION 34, T12N, R6E, IN THE VILLAGE OF WEST BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

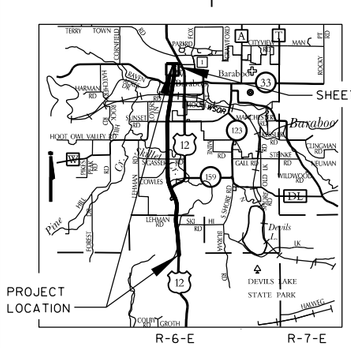
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
3	DAN V. & ELAINE R. PARSONS	FEE	8.86	----	8.86	----	----	----
4	SAUK COUNTY	FEE	0.22	----	0.22	----	----	----
6	*	FEE	10.12	----	10.12	----	----	----

* NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST

POINT	STATION	OFFSET
8777	334+29.36	130.32'
8844	334+83.21	-139.81'
8780	334+86.09	-155.00'
8776	337+00.00	170.00'
12345	343+99.97	-210.00'
12346	346+00.00	170.00'
12347	350+00.00	210.00'
12348	339+00.01	-200.00'
12353	335+00.00	150.00'
12354	334+25.24	150.00'
12511	355+00.00	350.97'
12512	355+00.00	-259.44'



KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 15, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2, OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.05

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4.05
325
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040405_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.06

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

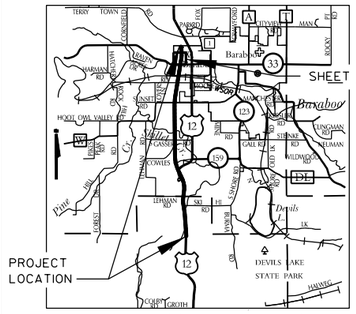
PART OF LOT 1 OF C.S.M. 2557 IN THE SE¼ - NE¼ OF SECTION 33 AND PARTS OF THE SW¼- NW1/4 AND SE¼- NW¼ , OF SECTION 34, ALL IN THE T12N, R6E, IN THE VILLAGE OF WEST BARABOO; ALSO PART OF THE SE¼ - NE¼ OF SECTION 33, T12N, R6E, IN THE TOWN OF BARABOO, SAUK COUNTY, WISCONSIN,

RELOCATION ORDER USH 12

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 R/W ON STH 136 IS BASED ON PREVIOUS PROJECT 5573-3-21, TRANSPORTATION PROJECT PLAT 1674-00-25-4.1 AND AMENDMENT NO. 1, CERTIFIED SURVEY MAP NUMBERS 1958 AND 2557, AND FOUND MONUMENTS FROM OTHER SURVEYS OF RECORD.



N

T 12 N R 6 E — 28 27 33 34 — 1108 — HARRISON MONUMENT FOUND Y = 241,504.880 X = 641,216.660

SW-NW 34

TOWN OF BARABOO

VILLAGE OF WEST BARABOO

SE-NE 33

NE-SE 33

NW-SW 34

SE-NW 34

NE-SW 34

71 ALLIANT ENERGY - ELECTRIC POLE PARCEL 11

70 CENTURYLINK PEDESTALS + CABLE PARCELS 11, 7, 6

70 CENTURYLINK BURIED CABLE PARCELS 8, 4

70 CENTURYLINK PEDESTAL PARCEL 4

71 ALLIANT ENERGY - ELECTRIC POLE PARCEL 4

11 T.L.E.-SLOPES 0.02 AC.

12 T.L.E.-SLOPES 0.01 AC.

10 T.L.E.-SLOPES 0.01 AC.

6 T.L.E.-SLOPES 0.02 AC.

7 T.L.E.-SLOPES 0.02 AC.

4 T.L.E.-SLOPES 0.05 AC.

LOT 1 C.S.M. 2557 VOL. 11 P. 2557

ACQUIRED BY WISDOT ON PROJECT 1674-00-23 PARCEL 8

PC 82+39.20

PT 88+13.54

PI 85+39.91

PI 89+85.67

S 79°20'37" E 384.57'

S 89° 22' 39" E

S 89° 59' 35" E

S 89°43'58" W 983.57' ALONG ¼ LINE

S 89°43'58" W 948.25' ALONG ¼ LINE

S 89°43'58" W 701.23' FROM C. ¼ CORNER 34

N 89°43'58" E 2633.05'

N 89°15'52" W 495.90'

S 00°22'48" W 2590.62'

N 00°34'31" E 2,563.83'

N 23°14'01" E 320.70'

S 81°50'47" E 350.96'

S 81°50'47" E 259.44'

PT 355+74.10

S 08°51'41" W

N 00°36'09" E 211.66'

S 00°26'00" W 327.63'

S 15°29'00" E 144.72'

S 88°30'34" E 386.24'

S 83°40'39" E 179.96'

355+00 12509

12511 12512 12601 12603 12508 12680 12681 12679 12342 12343 12344 12373 9446

12358 9405 12677 12676 12675 12335 12742 12743 12741 12740 12338 12337 12360 12336 12361 12746 12747 12745 12744 9856 12616

6' WATERMAIN EASEMENT

HARRISON MONUMENT FOUND 148 Y = 238,887.464 X = 641,190.382

HARRISION MONUMENT FOUND 1233 Y = 236,296.893 X = 641,173.950

WIS D.O.T. MONUMENT IN BOX A148 Y = 238,899.740 X = 643,823.400

N 00°34'31" E 6.89' — 12358 — 9405 (0.1' NORTH OF EXISTING ¾" REBAR) — RW CURVE 68 — N 00°34'31" E 46.83' — 148

STA. 360+85.76= STA. 100+01.17 — 12519 — 12520 — STA. 360+87.79 AT ¼ LINE

USH 12

STH 136

VILLAGE OF WEST BARABOO

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

CENTURY TEL
EASEMENT REEL 503, IMAGE 775, AS DOCUMENT 533520, PARCEL 6
EASEMENT REEL 503, IMAGE 777, AS DOCUMENT 533521, PARCEL 7

STH 136		
POINT	STATION	OFFSET
148	90+16.96	6.71'
9446	109+49.98	-2.54'
9856	84+74.81	-60.41'
12335	94+24.90	-65.00'
12338	93+11.00	-65.00'
12343	107+69.68	-65.00'
12358	90+17.49	-47.00'
12361	89+55.83	-47.00'
12373	109+48.55	-45.20'
12616	85+34.55	55.45'
15012	88+81.08	-55.06'
12336	89+08.34	-53.86'
12337	90+17.57	-55.76'
12342	105+43.00	-70.87'
12675	93+63.00	-65.00'
12676	93+63.00	-80.00'
12677	93+11.00	-80.00'
12679	106+13.00	-69.06'
12680	105+43.00	-100.00'
12681	106+13.00	-100.00'
12740	91+02.50	-52.21'
12741	91+02.50	-70.00'
12742	91+52.50	-70.00'
12743	91+52.50	-55.28'
12744	86+94.57	-82.21'
12745	86+94.94	-92.20'
12746	88+16.74	-80.05'
12747	88+15.00	-70.20'

P.I. = 337+49.15
Y = 241,331.434
X = 642,554.248
DELTA = 36° 05' 51" (RT)
D = 0° 57' 18"
T = 1,955.16'
L = 3,780.11'
R = 6,000.00'
P.C. = 317+93.99
P.T. = 355+74.10
BK TAN S 27°14'10" E

P.I. = 85+39.91
Y = 238,896.777
X = 640,686.273
DELTA = 41° 55' 14" (LT)
D = 7° 17' 56"
T = 300.71'
L = 574.35'
R = 785.00'
P.C. = 82+39.20
P.T. = 88+13.54
BK. TAN N 47° 56' 24" W

P.I. = 89+85.67
Y = 238,894.180
X = 641,159.100
DELTA = 00° 36' 56" RT

MAINLINE (USH 12)		
POINT	STATION	OFFSET
12338	358+15.00	431.00'
12344	358+20.89	-306.98'
12601	359+52.75	-366.64'
12603	360+24.46	400.60'
12509	355+00.00	0.00'
12511	355+00.00	350.96'
12512	355+00.00	-259.44'
12508	359+52.75	-366.64'
12519	360+85.76	0.00'
12520	360+87.79	0.00'

CURVE 12360 - 12361
L = 68.50'
LC = 68.49'
R = 1486.54'
LCB = S 80°45'31" E

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12616	N 04°32'07" W	130.19'	9856
12361	S 89°41'43" E	61.15'	12358
12358	N 86°29'52" E	294.06'	12338
12338	S 89°59'35" E	113.90'	12335
12335	N 73°12'24" E	197.99'	12603
12373	S 00°16'02" E	42.67'	9446

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
4	SAUK COUNTY	FEE,TLE	0.41	----	0.41	0.05	----	----
6	*	FEE,TLE	4.16	----	4.16	0.02	----	----
7	WILLIAM J. STUBER III & JENNIFER MEISTER	FEE,TLE	0.05	----	0.05	0.02	----	----
9	EVEREST E. & DOROTHY M. SONSALLA	FEE	0.04	----	0.04	----	----	----
10	COLLEEN M. BURTTS & ***	TLE	----	----	----	0.01	----	----
11	DANA A. MADALON	FEE,TLE	192S.F.	----	192S.F.	0.02	----	----
12	JAMES W. LAFLEUR	TLE	----	----	----	0.01	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
75	VILLAGE OF WEST BARABOO	RELEASE OF RIGHTS						

* NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST
*** LIFE ESTATE OF MIRIAM BARNHART

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.06

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
__:__ _M ON _____
AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 15, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

FILE NAME : G:\STRAND\S100538\TPP\040406_RWv8.dgn PLOT DATE : 1/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

4.06

TRANSPORTATION PROJECT PLAT NO: 1674-00-23-4.07 AMENDMENT No. 1

THIS AMENDS UTILITY NUMBER 75 TO SHOW ADDITIONAL FACILITIES ON TRANSPORTATON PROJECT PLAT 1674-00-23-4.07, RECORDED AS DOCUMENT #1059513 AND FILED IN D-285A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 1958, IN THE NE1/4 - SW1/4, AND PART OF THE NW1/4 - SW1/4, ALL IN SECTION 34, T12N, R6E, IN THE VILLAGE OF WEST BARABOO, ALSO PART OF THE NE1/4 - SE1/4, OF SECTION 33, T12N, R6E, IN THE TOWN OF BARABOO, ALL IN SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

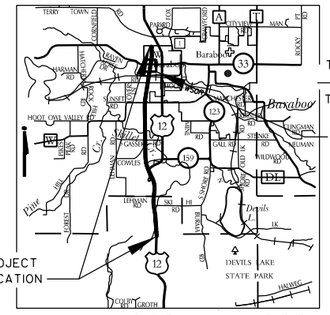
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 136 IS ESTABLISHED FROM PREVIOUS PROJECT 5573-03-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE-AC.
13	COLLEEN M. BURTTS	FEE,TLE	0.32	----	0.32	0.06	----	----
14	CROELL-REDI MIX, INC.	FEE,TLE	0.71	----	0.71	2.13	----	----
16	WESTDAYL PLAZA STATION, LLC	FEE,TLE	0.96	----	0.96	0.23	----	
75	VILLAGE OF WEST BARABOO	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						



0 1 MI. 2 MI.
LOCATION MAP SCALE

N

1108
HARRISON MONUMENT FOUND
Y = 241,504.880
X = 641,216.660

N 00°34'31" E 2,617.55'

RW CURVE 68
9405
IP
N 00°34'31" E 46.83'
148
N 00°21'48" E 68.29'
12318

ALLIANT ENERGY - ELECTRIC
1 POLE
PARCEL 13
71

148
HARRISON MONUMENT FOUND
Y = 238,887.464
X = 641,190.382

SE-NE 33

VILLAGE OF WEST BARABOO

N 89°43'58" E 983.57'

STA. 360+85.76=
STA. 100+00.83
12519
12520
STA. 360+87.79
AT 1/4 LINE

SW-NW 34

N 89°43'58" E 2633.05'

SE-NW 34

N 89°43'58" E 948.25'
ALONG 1/4 LINE

N 89°43'58" E 701.23'
ALONG 1/4 LINE

ACCESS CONTROL
PER CSM 1958

WISDOT MONUMENT IN BOX
A148
Y = 238,899.740
X = 643,823.400

PT 88+13.54

S 89°15'52" E 495.90'

POST

12616
15016
P.I. 85+39.91
N 60°14'58" W 77.19'
12304
12308
12307
12306
12305
12313
12366
12367
12315
12310
12311
12316
12317

S 89° 22' 39" E

12309
12318
12314
12323
12312
12686
12320
12319

T.L.E.-SLOPES
0.01 AC.

T.L.E.-SLOPES
0.06 AC.

T.L.E.-SLOPES &
BUILDING REMOVAL
2.11 AC.

T.L.E.-SLOPES
0.02 AC.

S 00°21'48" W 2590.62'

ALLIANT ENERGY - ELECTRIC
POLE
PARCEL 14
71

1233
HARRISION MONUMENT FOUND
Y = 236,296.893
X = 641,173.950

NW-SW 34

VILLAGE OF WEST BARABOO

N 00°21'59" E 527.84'

N 81°08'19" W 236.14'
N 81°08'19" W 400.42'
12521
12522

369+00
12517

S 08°51'40" W

USH 12

ACQUIRED BY
WISDOT ON PROJECT
1674-00-25-4.01 PARCEL 1

P.I. = 85+39.91
Y = 238,896.777
X = 640,686.273
DELTA = 41° 55' 14" (LT)
D = 7° 17' 56"
T = 300.71'
L = 574.35'
R = 785.00'
P.C. = 82+39.20
P.T. = 88+13.54
BK. TAN N 47° 56' 24" W

P.I. = 89+85.67
Y = 238,894.180
X = 641,159.100
DELTA = 00° 36' 56" RT

STH 136

12303
105
12473
9446
110
12483
12332
12333
12330
12683
12684
12331
12329
16
S 00°16'48" W 347.38'
PRIVATE LIGHT POLE
75
VILLAGE OF WEST BARABOO
WATERMAIN PARCEL 16
EXISTING WATERMAIN EASEMENT
VILLAGE OF WEST BARABOO
R. 406 I. 333 AS DOC. 477625
75
T.L.E.-SLOPES
0.23 AC.

NE-SW 34

12328
S 18°09'54" W 187.11'
15061
LOT 1
C.S.M. 1958
VOL. 8 P. 1958
(FORMERLY C.S.M. 1900)
PLAT OF WESTDAYL
S 00°28'29" W 216.00'
1
2
3
4
5
6

STH 136		
POINT	STATION	OFFSET
12304	86+62.40	71.18'
12306	86+92.59	72.99'
12307	86+91.92	82.96'
12308	86+62.08	81.17'
12310	91+50.00	190.00'
12311	91+35.44	250.74'
12312	95+12.00	190.00'
12313	89+47.34	75.42'
12314	95+12.00	75.00'
12315	90+15.91	175.00'
12316	91+34.04	475.73'
12317	90+14.04	474.99'
12330	108+50.00	51.00'
12332	109+49.01	51.00'
12366	90+06.28	174.94'
12367	90+05.91	115.94'
12683	108+50.00	75.00'
12684	105+02.87	75.00'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
9446	S 00°16'02" E	37.33'	12483
12483	S 89°51'52" W	111.01'	12473
12473	S 03°22'14" E	7.77'	12333
12333	S 88°16'14" W	335.66'	12303
12303	S 00°00'26" W	72.00'	12331
12331	N 89°59'35" W	170.00'	12329
12686	N 25°31'09" W	183.25'	12309
12309	N 89°59'35" W	549.98'	12318
12318	N 89°59'35" W	273.76	12305
12305	N 76°47'04" W	158.85'	15016

MAINLINE (USH 12)

POINT	STATION	OFFSET
12319	363+92.23	337.26'
12320	363+88.54	312.53'
12323	363+30.69	346.45'
12328	365+01.65	-399.16'
12329	361+58.17	-347.33'
12517	369+00.00	0.00'
12521	369+00.00	236.14'
12522	369+00.00	-400.42'
15061	366+86.31	-368.91'
12686	363+77.95	314.11'

STH 136

POINT	STATION	OFFSET
148	90+16.96	6.71'
9446	109+48.75	-2.53'
12303	105+02.87	53.00'
12305	87+49.39	79.90'
12309	95+66.52	75.00'
12318	90+16.53	75.00'
12331	105+02.87	125.00'
12333	108+38.38	42.83'
12473	108+37.92	35.07'
12483	109+48.93	34.80'
12616	85+34.55	55.45'
15016	86+04.49	71.25'

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.07 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JANUARY 9, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JENNIFER QUERAM — DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.07
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.08 AMENDMENT No. 2

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDMENT REVISES PARCEL NUMBERS 18, 19 & UTILITY PARCEL 79 AND ADDS UTILITY PARCELS 80 & 81 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.08, AMENDMENT No. 1 RECORDED AS DOCUMENT No. 1073142 AND FILED IN D-286B IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

PART OF LOT 1 OF C.S.M. 1605 AND LOT 1, C.S.M. 1652, IN AND INCLUDING PART OF THE SW¼ - SW¼ OF SECTION 34, T12N, R6E; ALSO PART OF LOT 1, C.S.M. 3127 AND LOT 1, C.S.M. 2016 IN AND INCLUDING PART OF THE NW¼ - NW¼ OF SECTION 3, T11N, R6E, ALL IN THE TOWN OF BARABOO, ALSO PART OF THE NW¼ - NW¼ OF SECTION 3, T11N, R6E, IN THE CITY OF BARABOO, ALL IN SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
17	UNION PACIFIC RAIL ROAD *	HE	----	----	----	----	----	1.08
18	ANATOLIY & LYDIA BOGDASCHEWSKYI LIVING TRUST	FEE,TLE	5.95	0.58	6.53	0.01	----	----
19	BARABOO WISCONSIN CONGREGATION JEHOVAH'S WITNESSES	FEE,TLE	0.53	----	0.53	0.07	----	----
20	VALENTINA GOOD	TLE	----	----	----	0.06	----	----
21	LAURENCE A. & PATRICIA A. PARCHEM	TLE	----	----	----	0.05	----	----
22	JEFFREY S. SORG	FEE,TLE	3.41	0.35	3.76	0.10	----	----
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						
80	VERIZON	RELEASE OF RIGHTS						
81	SPRINT	RELEASE OF RIGHTS						

* LEASED/OPERATED BY WISCONSIN AND SOUTHERN RAIL ROAD

NOTE: RIGHT OF WAY AND TRACK MAP OF THE CHICAGO AND NORTH-WESTERN RAILWAY, (EVANSVILLE, WIS TO ELROY, WIS. SHEET V-22 17) SHOWS POSSIBLE RAILROAD LANDS ON THE NORTH SIDE OF THE BARABOO RIVER. ANY FORMER RAILROAD LANDS ARE PRESUMED TO HAVE BEEN ABANDONED ACCORDING TO WISDOT BUREAU OF RAILS AND HARBORS (BRH) STAFF.

NOTE: PARCEL 17 INCLUDES ALL LANDS BETWEEN THE MEANDER LINE AND THE BARABOO RIVER.

EXISTING R/W (PROPERTY LINES) FOR THE UNION PACFIC RAILROAD SOUTH OF THE RIVER ARE PER RIGHT OF WAY AND TRACK MAP, C & N.W. RAILWAY, EVANSVILLE, WI. TO ELROY, WI. V-22 17

EXISTING R/W ON HATCHERY ROAD IS 66 FT CENTERED ON THE SOUTH LINE OF THE SW ¼ OF SECTION 34 PER REFERENCES SHOWN ON CERTIFIED SURVEY MAP NUMBERS 1601, 1605 & 1652.

MAINLINE (USH 12)

POINT	STATION	OFFSET
226	385+84.14	-207.42'
227	385+93.26	-149.68'
237	388+14.79	-129.14'
248	386+15.76	185.00'
3143	388+39.40	588.14'
9416	375+76.32	-88.60'
9417	374+69.06	-350.26'
9418	374+37.40	-482.13'
9420	376+22.00	128.30'
12300	387+75.72	185.00'
12301	387+27.54	-120.00'
12369	376+59.60	122.69'
12370	374+68.39	-486.86'
12374	378+91.90	-130.00'
12375	384+75.01	-131.73'
12376	379+26.78	185.00'
12517	369+00.00	0.00'
12521	369+00.00	236.09'
12522	369+00.00	-400.42'
12523	392+00.00	0.00'
12525	392+00.00	185.00'
12526	392+00.00	-169.83'
12527	377+88.82	185.00'
12528	377+30.41	-129.52'
12529	377+57.97	-129.60'
12530	377+76.04	-91.00'
12531	377+93.27	-3.59'
12532	377+97.01	62.64'
12533	378+14.06	185.00'

HATCHERY RD

POINT	STATION	OFFSET
226	702+25.00	-95.00'
228	703+71.68	-45.00'
229	703+00.00	-45.00'
230	703+00.00	-95.00'
231	703+00.00	33.00'
232	703+00.00	60.00'
233	702+25.00	60.00'
234	702+25.00	45.00'
235	701+62.85	45.00'
236	701+63.15	120.00'
238	695+25.00	33.00'
239	695+25.00	50.00'
240	696+50.00	50.00'
241	696+50.00	33.00'
243	695+00.00	-60.00'
244	695+75.00	-125.00'
246	694+04.68	-40.00'
247	694+04.74	-50.00'
259	694+52.34	-50.00'
268	703+71.68	-33.00'
1232	693+99.18	0.00'
1233	694+04.41	0.18'
3141	694+04.63	-32.82'
3143	693+99.42	33.19'
9464	703+71.68	0.00'
12300	698+07.49	33.00'
12301	701+16.28	33.00'
12302	698+17.92	-33.00'
12570	701+62.81	33.00'
12610	703+71.67	33.00'
12691	702+99.24	-33.00'

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
9418	S 83°15'47" W	136.13'	9417
9417	S 76°34'19" W	282.79'	9416
9416	S 86°58'12" W	221.66'	9420
12533	S 89°04'14" E	123.54'	12532
12532	S 84°22'17" E	66.34'	12531
12531	N 87°42'36" E	89.09'	12530
12530	N 73°46'40" E	42.63'	12529
227	N 89°53'04" E	58.46'	226
226	S 50°14'51" E	96.72'	12691
12691	N 89°53'04" E	72.44'	268
268	S 00°06'32" E	33.00'	9464
9464	S 00°06'32" E	33.00'	12610
12610	S 89°53'04" W	255.40'	12301
12300	S 89°53'04" W	408.13'	3143
3143	N 00°25'17" W	33.19'	1232
1233	N 00°21'48" E	33.00	3141
3141	N 00°21'48" E	7.18'	246
246	N 78°08'16" E	97.40'	243
243	N 48°56'03" E	99.16'	244

LOCATION MAP SCALE

0 1 MI. 2 MI.

PROJECT LOCATION

SHEET 4.08

R-6-E R-7-E

T-12-N
T-11-N

VILLAGE OF WEST BARABOO

NE-SE 33

TOWN OF BARABOO

MONUMENT IN BOX
Y = 238,887.464
X = 641,190.382

ACQUIRED BY WISDOT ON PROJECT 1674-00-25-4.01 AMENDMENT 1 PARCEL 2

ACQUIRED BY WISDOT ON PROJECT 1674-00-25-4.01 PARCEL 1

NW-SW 34

SW-SW 34

SE-SE 33

NE-NE 4

NW-NW 3

SE-SW 34

NE-NW 3

MEANDER LINE

BARABOO RIVER

UNION PACIFIC RAIL ROAD (LEASED AND OPERATED BY THE WISCONSIN AND SOUTHERN RR) HIGHWAY EASEMENT 1.08 AC. LOT 1 C.S.M. 1652 VOL. 7 C.S.M. P. 1652

HARRISON MONUMENT FOUND
Y = 236,296.893
X = 641,173.950

AMERICAN TRANSMISSION COMPANY EASEMENT VOL. 291, DEEDS P. 664, AS DOCUMENT 326200, PARCEL 18
EASEMENT VOL. 291, DEEDS P. 646, AS DOCUMENT 326191, PARCEL 19

ALLIANT ENERGY EASEMENT R. 704, I. 792, AS DOCUMENT 565701, PARCEL 20

LOT 2 C.S.M. 3090

LOT 1 C.S.M. 1605 VOL. 6 C.S.M. P. 1605

LOT 2 C.S.M. 1605 VOL. 6 C.S.M. P. 1605

C.S.M. 1601

LOT 2 C.S.M. 3127

LOT 3 C.S.M. 3127

LOT 1 C.S.M. 3127

LOT 1 C.S.M.'S 2016 VOL. 8 C.S.M. P. 2016

ALUMINUM WISD.O.T. MONUMENT FOUND
Y = 236,302.226
X = 643,818.922

ALUMINUM WISD.O.T. MONUMENT FOUND
Y = 236,302.180
X = 643,819.837

HARRISON MONUMENT FOUND
Y = 236,297.075
X = 641,168.716

T.L.E.-SLOPES 0.01 AC.
T.L.E.-SLOPES 0.05 AC.
T.L.E.-SLOPES 0.07 AC.
T.L.E.-SLOPES 0.06 AC.
T.L.E.-SLOPES 0.10 AC.

SPRINT PARCEL 17
VERIZON PARCEL 17
AMERICAN TRANSMISSION COMPANY PARCEL 19

HATCHERY RD.
USH 12

P.I. = 695+06.20
Y = 236,297.099
X = 641,275.732
DELTA = 00° 06' 11" LT

CITY OF BARABOO

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCALE, FEET
0 100 200

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.08 AMENDMENT No. 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JUNE 28, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.08
AMENDMENT No. 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ..... AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

4.08 AMEND 2
328
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend2_1670002308_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23- 4.09 AMENDMENT No. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDS PARCEL 23 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.09, RECORDED AS DOCUMENT #1062009 AND FILED IN D-285B IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. THIS AMENDMENT ADDS C.S.M. INFORMATION ASSOCIATED WITH PARCEL 23.

PART OF LOT 1 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4- NW1/4 OF SECTION 3, PART OF LOT 2 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4 - NW1/4 OF SECTION 3 AND ALSO IN THE SE1/4 - NE1/4 OF SECTION 4; PART OF LOT 1 OF C.S.M. 2016 (RECORDED AS DOCUMENT 516119 IN V. 8, P. 2016) IN THE NW1/4 - NW1/4 OF SECTION 3, ALL IN THE TOWN OF BARABOO; ALSO PART OF THE NW1/4 - NW1/4 OF SECTION 3, IN THE CITY OF BARABOO, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

HATCHERY RD.

1232
HARRISON MONUMENT FOUND
Y = 236,297.075
X = 641,168.716
T 11 N, R 6 E, 4 | 3

MAINLINE (USH 12)

POINT	STATION	OFFSET
12267	410+00.00	430.00'
12281	401+00.06	255.00'
12286	392+99.98	185.00'
12287	404+00.00	-190.00'
12288	393+91.19	-190.00'
12289	394+02.70	-245.00'
12290	394+97.97	-245.00'
12291	394+02.70	-190.00'
12292	394+97.97	-190.00'
12523	392+00.00	0.00'
12525	392+00.00	185.00'
12526	392+00.00	-169.83'
12534	410+00.00	0.00'
12536	410+00.00	-287.57'
12537	404+66.23	322.23'

TOWN OF BARABOO
NE-NE
4

N 00°25'17" W 1,681.62'
R/W TO COR.

LOT 1
C.S.M. 2016
VOL. 8 C.S.M. P. 2016

12525
N 08°51'41" E
99.98'
392+00
12523
S 81°08'19" E
185.00'
S 81°08'19" E
169.83'
12526
P.I.
12286
S 02°50'24" W
192.25'
71
ALLIANT ENERGY - ELECTRIC
POLE
PARCEL 22
S 08°51'41" W
395'
12288
12291
12289
T.L.E.-BLDG
REMOVAL
0.12 AC.
22
12290
12292
N 13°51'41" E
803.14'
CITY OF BARABOO
NW-NW
3
21
P.I.
S 08°51'41" W
1008.81'
400
12281
P.I.
P.I.
P.I.

N

SHEET 4.09
T-11-N
PROJECT LOCATION
R-6-E
R-7-E
0 1 MI. 2 MI.
LOCATION MAP SCALE

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.09 AMENDMENT No. 1, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

FEBRUARY 7, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JENNIFER OUERAM — DATE

LOT 2
C.S.M. 6175
VOL. 36 C.S.M. P. 6175

12537
N 19°15'53" E
372.30'
P.I.
USH 12
405
12287
CITY OF BARABOO
TOWN OF BARABOO
SW-NW
3
23
PC 406+82.18
N 19°15'53" E
559.96'
S 01°07'41" E
597.55'
LOT 1
C.S.M. 4112
LOT 1
C.S.M. 6175
VOL. 36 C.S.M. P. 6175

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03
AH. TAN = S 00°30'46" E

12267
N 83°24'54" W
190.05'
N 83°24'54" W
239.95'
12541
410+00
12534
N 83°24'54" W
287.57'
12536
S 00°25'17" E 1,108.74'
R/W TO CORNER
SE-NE
4
OUTLOT 1 C.S.M. 4112

1289
SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244
T 11 N, R 6 E, 4 | 3

CTH W

NE-SE
4
CITY OF BARABOO

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
21	LAURANCE A. & PATRICIA A. PARCHEM	FEE	1.94	----	1.94	----	----	----
22	JEFFREY S. SORG	FEE,TLE	7.49	----	7.49	0.12	----	----
23	FREDERICK R. & MARILYN Y. BISCH, *	FEE	10.58	----	10.58	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						

* TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE BISCH LIVING TRUST, DATED OCTOBER 27, 1998 AND ANY AMENDMENTS THERETO.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.09
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
..:.. .M ON ----------
AS DOCUMENT # ---------- AND
FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

329
AMEND 4.09
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 6/25/2014
FILE NAME : G:\STRAD\S100538\TPP\amendments\amend1_040409_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23- 4.10 AMENDMENT No. 3

THIS AMENDS PARCEL 23 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.10, RECORDED AS DOCUMENT #1067266 AND FILED IN D-285F IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. THIS AMENDMENT ADDS C.S.M. INFORMATION ASSOCIATED WITH PARCEL 23.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHIROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4- NW1/4 OF SECTION 3, PART OF LOT 2 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4 - NW1/4 OF SECTION 3 AND ALSO IN THE SE1/4 - NE1/4 OF SECTION 4; PART OF THE NE1/4 - SE1/4 OF SECTION 4, ALL IN THE TOWN OF BARABOO; ALSO PART LOTS 1 & 2 OF C.S.M. 4274, IN AND INCLUDING PART OF THE SW1/4 - NW1/4 OF SECTION 3; ALSO PART OF OUTLOT 2, GATEWAY BUSINESS PARK, IN AND INCLUDING PART OF THE SW1/4 - NW1/4 OF SECTION 3; ALSO PART OF LOT 1, C.S.M. 1685 AND LOT 1, C.S.M. 5245, IN AND INCLUDING PART OF THE NE1/4 - SE1/4 OF SECTION 4, IN THE CITY OF BARABOO, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
23	FREDERICK R. BISCH & MARILYN Y. BISCH*	FEE,AR,TLE	10.44	1.62	12.06	0.42	----	----
24	CITY OF BARABOO	FEE,AR,	0.26	----	0.26	----	----	----
25	STAND ROCK PROPERTIES, LLC	FEE,AR,TLE	0.10	----	0.10	0.01	----	
27	SPIRIT LAKE, LLC	FEE,AR,TLE	2.30	----	2.30	0.03	----	----
28	WISCONSIN POWER AND LIGHT COMPANY	FEE	0.07	----	0.07	----	----	----
29	DONALD C. SCHELLENBERGER	FEE,AR	0.10	0.17	0.27	----	----	----
30	CITY OF BARABOO	FEE,AR,TLE	0.03	----	0.03	0.03	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGION OFFICE IN LACROSSE.
* TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE BISCH LIVING TRUST, DATED OCTOBER 27, 1998 AND ANY AMENDMENTS THERETO.

TOWN OF BARABOO

SE-NE 4

SW-NW 3

NE-SE 4

NW-SW 3

CITY OF BARABOO SE-NW 3

NE-SW 3

CITY OF BARABOO

1232 HARRISON MONUMENT FOUND
Y = 236,297.075
X = 641,168.716

1288A SURVEY NAIL FOUND
Y = 233,525.337
X = 638,571.892

1289 SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244

79 AMERICAN TRANSMISSION COMPANY
POLES - PARCEL 23

71 ALLIANT ENERGY - ELECTRIC
PARCEL 23

71 ALLIANT ENERGY - ELECTRIC
BURIED CABLE, POLES
PARCEL 27

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

ALLIANT ENERGY
EASEMENT AS DOCUMENT 899301
PARCEL 27
AMERICAN TRANSMISSION COMPANY
EASEMENT R. 563, I. 796,
AS DOCUMENT 739828, PARCEL 23

RR RAIL IN CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

N 19°15'53" E 48.44'
S 83°24'54" E 190.05'
S 83°24'54" E 239.95'
S 83°24'54" E 287.57'
S 01°07'42" E 97.11'
S 12°24'52" E 295.69'
N 01°13'32" E 404.21'
N 00°25'17" W 2790.37'
S 08°51'41" W
PI 413+38.07
415+32.23= AT 1/4 LINE
N 83°08'59" E 595.66'
N 79°12'49" E 101.89'
S 89°43'44" E 299.98'
N 89°34'03" E 347.05'
N 89°34'03" E 220.05'
N 89°34'03" E 168.24'
S 89°43'44" E R
N 88°16'16" E R
S 90°00'00" E R
N 75°59'08" W 102.95'
N 89°43'44" W 437.37'
N 89°35'38" W 361.35'
S 89°35'38" E 2617.42'
N 54°21'43" W 172.49'
N 11°58'31" W 336.77'
N 11°58'31" W 519.32'
S 89°52'11" E 190.85' TO R.L.
N 89°52'11" E 2451.92' C.O.S. TO R.L.
S 89°52'11" W 2451.92' C.O.S. TO R.L.
S 00°25'29" E 2642.14'
S 00°30'46" E 420
S 12°25'11" W 522.21'
S 12°25'11" W 64.79'
S 80°48'11" W 205.07'
S 85°44'45" W 153.58'
S 89°29'15" W 179.18'
S 89°29'15" W 218.89'
S 89°52'11" W 2451.92' C.O.S. TO R.L.
S 01°06'09" W 305.02'
PT 419+91.03
PI 202+58.74
415+33.18= 200+00
525+00
261
410+00
12534
200+00
210+00
9600
9512
3MH
80'
66'
WEST 426.04'
T.L.E.-SLOPES 0.03 AC.
T.L.E.-SLOPES 0.42 AC.
T.L.E.-BY TPP 1674-00-23-4.03
ALUMINUM CAPPED MONUMENT
Y = 233,512.797
X = 643,832.007
CENTURYLINK PEDESTALS & CABLE PARCEL 24
SEPV
SEPT
CTH W
CTH W (SOUTH BOULEVARD)
USH 12
COMMERCE AVENUE
COMMERCE PARKWAY
GATEWAY BUSINESS PARK
OUTLOT 1
OUTLOT 2
LOT 1 C.S.M. 4112
LOT 1 C.S.M. 6175 VOL. 36 C.S.M. P. 6175
LOT 2 C.S.M. 6175 VOL. 36 C.S.M. P. 6175
LOT 1 C.S.M. 4274 VOL. C.S.M. P. 4274
LOT 2 C.S.M. 4274
LOT 1 C.S.M. 1685
LOT 1 C.S.M. 5245
LOT 3
P.L.
T 11 N R 6 E
T 11 N R 7 E

ACQUIRED BY WISDOT ON PROJECT 1674-00-23 PARCEL 26

PREVIOUS ACCESS RESTRICTIONS, AS SHOWN, ACQUIRED BY WISDOT ON PROJECT 1674-00-23-4.03.

CTH W

POINT	STATION	OFFSET
203	210+07.86	62.00'
204	210+07.84	52.00'
251	192+54.00	64.00'
252	192+92.00	64.00'
253	192+54.00	32.17'
254	191+37.37	55.00'
255	192+54.00	32.08'
266	211+30.49	- 41.03'
9512	211+30.78	8.46'
9600	191+37.37	31.81'
12016	207+41.93	-90.10
12258	186+99.99	55.00'
12259	186+00.00	30.54'
12260	186+00.00	-35.46'
12261	187+00.01	-55.00'
12262	189+99.99	-55.00'
12265	207+05.00	52.00'
12270	186+00.00	-2.46'
12271	209+62.10	-65.26'
12275	205+50.00	59.00'
12293	205+27.90	-190.62'
12294	209+61.97	-91.76'
12296	207+41.37	-187.10'
12298	205+26.00	-106.64'
12299	211+30.34	-66.53'
12385	208+65.00	62.00'
12386	211+31.10	62.00'
12420	207+41.85	-103.10'
12423	211+31.04	52.00'
12617	211+30.33	-68.53'
12618	209+62.09	-67.26'

MAINLINE (USH 12)

POINT	STATION	OFFSET
3145	419+91.03	-335.76'
3146	419+91.03	282.38'
12256	425+00.00	179.18'
12257	419+25.00	-350.00'
12263	415+84.43	499.56'
12264	416+06.00	-350.00'
12266	414+27.73	414.90'
12267	410+00.00	430.00'
12268	413+95.11	-387.59'
12269	410+99.98	-300.00'
12272	416+74.95	355.83'
249	410+44.79	440.77'
12384	416+76.31	-351.05'
12534	410+00.00	0.00'
12536	410+00.00	-287.57'
12540	425+00.00	-218.89'
12541	410+00.00	239.95'

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12259	N 00°16'49" E	33.00'	12270
12270	N 00°16'49" E	33.00'	12260
266	S 00°20'12" E	49.50'	9512
9512	S 00°20'24" E	43.54'	12423
9600	S 00°16'16" W	23.19'	254
12420	S 00°20'00" E	13.00'	12016
12294	S 00°16'43" E	26.50'	12271
12299	S 00°20'12" E	25.50'	266

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.10 AMENDMENT No. 3 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

FEBRUARY 7, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

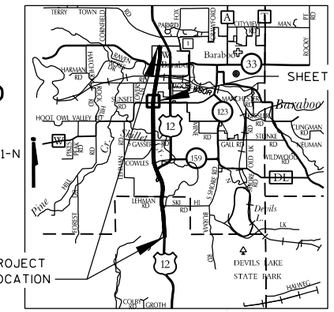
JENNIFER QUERAM — DATE

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03

CTH W
P.I. = 206+96.49
Y = 233,518.255
X = 642,076.337
DELTA = 1° 43'44" RT

CTH W
P.I. = 202+58.74
Y = 233,505.049
X = 641,638.780
DELTA = 2° 00' 00" LT

SCALE, FEET
0 100 200



0 1 MI. 2 MI.
LOCATION MAP SCALE

EXISTING R/W ON CTH W (SOUTH BOULEVARD) IS VARIABLE AND IS BASED ON VARIOUS CERTIFIED SURVEY MAPS, PLATS OF SURVEY, ALTA LAND TITLE SURVEYS, AND FOUND IRONS. SOME SURVEYS SHOW THE EXISTING R/W BASED ON 66 FEET CENTERED ON THE EXISTING CENTERLINE, WHILE OTHER SURVEYS SHOW THE R/W AS 66 FEET CENTERED ON THE EAST - WEST QUARTER LINE OF SECTIONS 3 AND 4.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.10
AMENDMENT No. 3

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ___:___ _M ON _____
AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend3_16700023410_RWv8.dgn PLOT DATE : 6/25/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

AMEND 4.10

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.11

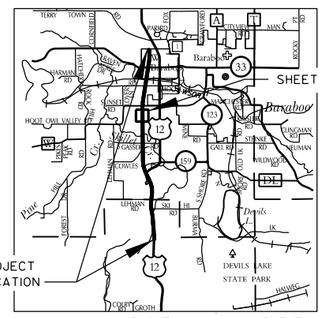
LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

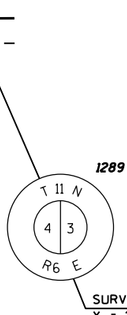
PART OF LOT 1, C.S.M. 5494, LOCATED IN THE SW¼-SW¼ OF SECTION 3 T11N, R6E, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

ADVANCED ACQUISITION
RELOCATION ORDER USH 12

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.





SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244

MAINLINE

POINT	STATION	OFFSET
1341	441+73.35	181.74'
9557	441+33.35	181.68'
12037	441+74.04	-0.00'
12251	440+49.99	-115.00'
12253	441+74.52	-125.44'
12254	432+74.99	-115.00'
12255	428+00.00	-150.00'
12256	425+00.00	179.18'
12388	441+34.50	-122.09'
261	425+00.00	-0.00'
12540	425+00.00	-220.48'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
32	RENEWAL I LLC	FEE	6.02	----	6.02	----	----	----
85	CITY OF BARABOO	RELEASE OF RIGHTS						

EXISTING R/W ON MINE ROAD IS SHOWN AS 40 FEET NORTH OF THE SOUTH LINE OF THE SW¼ OF SECTION 3 PER CERTIFIED SURVEY MAP NUMBER 5494. LANDS ARE SHOWN SOUTH OF THE SOUTH LINE AS POTENTIAL FUTURE ROAD EXPANSION.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 978722 AND FILED IN D-271D.

CITY OF BARABOO

NE-SE SEC 4

425+00
261

12256

N 89°29'15" E
179.18'

N 89°29'15" E
218.89'

12540

N 00°25'29" W 968.79'

P.L.

S 12°25'11" W
307.81'

12255

NW-SW SEC 3

GATEWAY DRIVE

CITY OF BARABOO

GATEWAY

LOT 2

BUSINESS

LOT 3

PARK

S 03°42'06" W
476.27'

85

CITY OF BARABOO
UTILITY EASEMENT
PARCEL 26

30' STORMWATER
UTILITY EASEMENT AS
SHOWN ON CSM 5494

S 00°30'46" E 430

P.L.

12254

TEEL COURT

N 00°25'29" W 1633.36'

SE-SE SEC 4

SW-SW SEC 3

E

BLDG

BLDG

S 00°30'46" E
775.00'

435

USH 12

P.L.

32

LOT 1
C.S.M. 5494
VOL. 31 P. 5494

COMMERCE PARKWAY

1341

RR RAIL IN
CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

T 11 N
4 3
9 10
R6 E

1342

COMPUTED LOCATION
NO MONUMENT
Y = 230,878.308
X = 643,843.731

T 11 N
3
10
R6 E

9557

12251

S 05°18'25" E
84.82'

S 05°18'25" E
40.15'

12388

40' R/W

N 00°25'29" W
40.00'

P.L.

MINE ROAD

STA. 441+74.04

12253

S 89°42'16" W
2327.74'

FUTURE R/W

NE-NE 9

TOWN OF BARABOO

STA. 441+74.04
@ SECTON LINE
12037

S 89°42'16" W
181.74'

S 89°42'16" W
125.45'

NW-NW 10

TOWN OF BARABOO

SCALE, FEET
0 100 200

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

Thomas J. Hansen AUGUST 19, 2010
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.11

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4.11

331

PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\040411_RW8.dgn
APPRAISAL PLAT DATE :

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.12

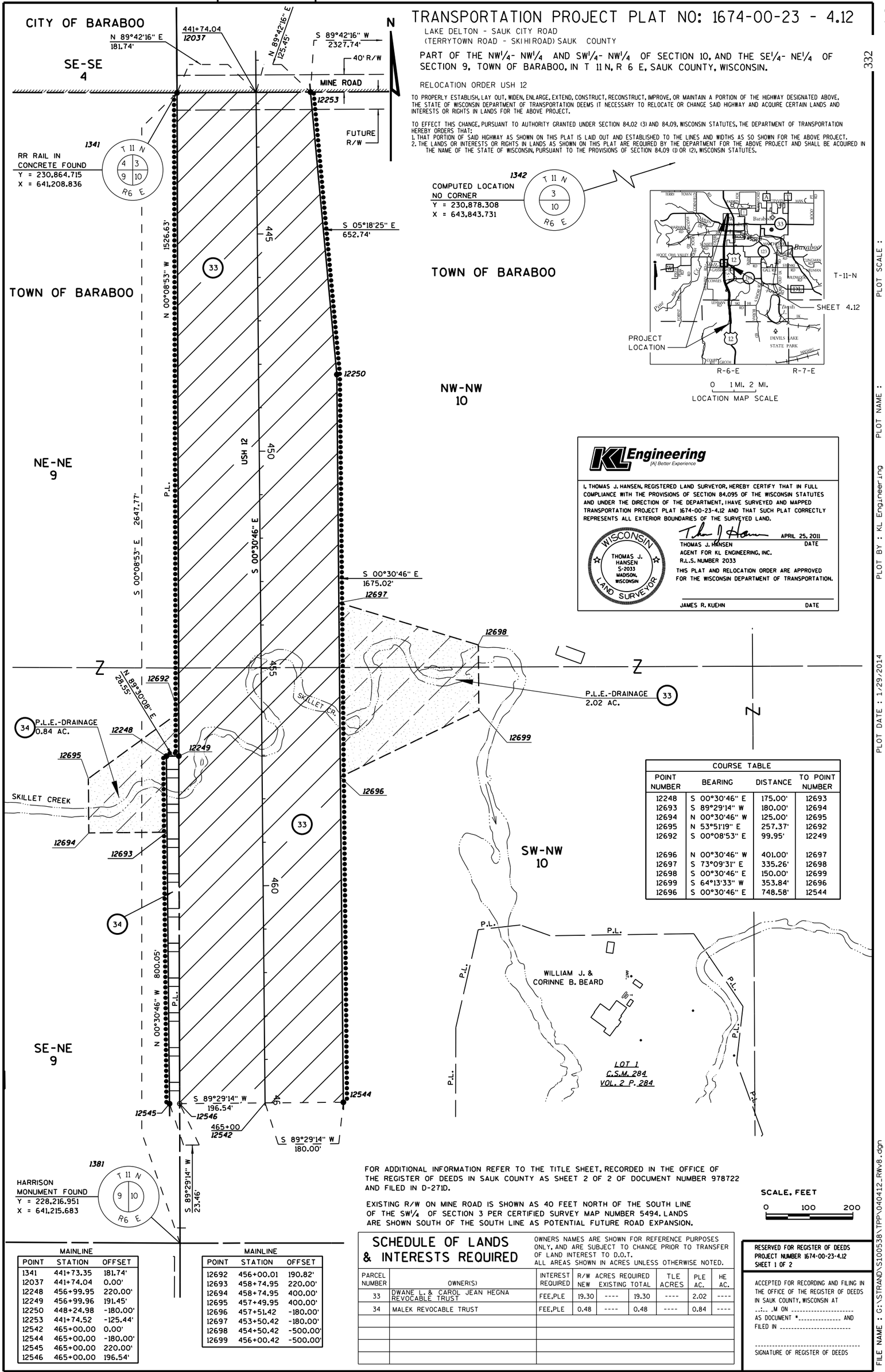
LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF THE NW¼- NW¼ AND SW¼- NW¼ OF SECTION 10, AND THE SE¼- NE¼ OF SECTION 9, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.



COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12248	S 00°30'46" E	175.00'	12693
12693	S 89°29'14" W	180.00'	12694
12694	N 00°30'46" W	125.00'	12695
12695	N 53°51'19" E	257.37'	12692
12692	S 00°08'53" E	99.95'	12249
12696	N 00°30'46" W	401.00'	12697
12697	S 73°09'31" E	335.26'	12698
12698	S 00°30'46" E	150.00'	12699
12699	S 64°13'33" W	353.84'	12696
12696	S 00°30'46" E	748.58'	12544

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

APRIL 25, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

MAINLINE		
POINT	STATION	OFFSET
1341	441+73.35	181.74'
12037	441+74.04	0.00'
12248	456+99.95	220.00'
12249	456+99.96	191.45'
12250	448+24.98	-180.00'
12253	441+74.52	-125.44'
12542	465+00.00	0.00'
12544	465+00.00	-180.00'
12545	465+00.00	220.00'
12546	465+00.00	196.54'

MAINLINE		
POINT	STATION	OFFSET
12692	456+00.01	190.82'
12693	458+74.95	220.00'
12694	458+74.95	400.00'
12695	457+49.95	400.00'
12696	457+51.42	-180.00'
12697	453+50.42	-180.00'
12698	454+50.42	-500.00'
12699	456+00.42	-500.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 978722 AND FILED IN D-271D.

EXISTING R/W ON MINE ROAD IS SHOWN AS 40 FEET NORTH OF THE SOUTH LINE OF THE SW¼ OF SECTION 3 PER CERTIFIED SURVEY MAP NUMBER 5494. LANDS ARE SHOWN SOUTH OF THE SOUTH LINE AS POTENTIAL FUTURE ROAD EXPANSION.

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
33	DWANE L. & CAROL JEAN HEGNA REVOCABLE TRUST	FEE,PLE	19.30	----	19.30	----	2.02	----
34	MALEK REVOCABLE TRUST	FEE,PLE	0.48	----	0.48	----	0.84	----

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.12
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4.12
332
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040412_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.13

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN - SKI HI ROAD) SAUK COUNTY

THAT PART OF THE SE¼ - NE¼ AND NE¼ - SE¼ OF SECTION 9, AND THE SW¼ - NW¼ AND NW¼ - SW¼ OF SECTION 10, ALL IN T11N, R6E, TOWN OF BARABOO, SAUK COUNTY, WISCONSIN.

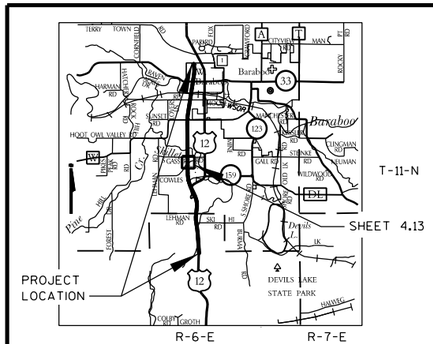
RELOCATION ORDER USH 12

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 R/W ON COWLES ROAD IS 66 FEET PER CERTIFIED SURVEY MAP NUMBER 3922 AND IS CENTERED ON THE EXISTING CENTERLINE.

EXISTING R/W ON GASSER ROAD IS 66 FEET PER CERTIFIED SURVEY MAP NUMBER 284 AND IS CENTERED ON THE EXISTING CENTERLINE.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED INF D-281C.

1341
RR RAIL IN CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

468+19.15 = 299+94.59
468+22.70

TOWN OF BARABOO

SE-NE 9 | SW-NW 10 | NE-SE 9 | NW-SW 10

LOT 1
C.S.M. 284
VOL. 2 P. 284

1380
HARRISON MONUMENT FOUND
Y = 228,245.889
X = 635,940.026

1382
COMPUTED LOCATION
NO MONUMENT
Y = 228,219.212
X = 643,864.223

1381
HARRISON MONUMENT FOUND
Y = 228,216.951
X = 641,215.683
468+28.47
192.96'

1433
HARRISON MONUMENT FOUND
Y = 225,577.046
X = 641,217.824

70 CENTURYLINK BURIED CABLE PARCEL 34

74 NORTHERN NATURAL GAS GAS MAIN PARCEL 34, 38

S 00°08'53" E 2326.69'
N 89°29'14" E 23.46'
N 89°29'14" E 196.54'
S 00°30'46" E
465+00 12542
N 89°29'14" E 180.00'
PC 465+24.74
S 00°30'46" E 221.03'
S 00°30'46" E 307.94' ON TAN.
N 89°57'04" E 198.59' TO TAN.
P.I. STA. 304+67.50
S 89°57'04" W 799.98' TO TAN.
S 84°06'28" E 289.26'
T.L.E.-DRIVEWAY 0.03 AC.
S 84°06'28" E 334.59'
P.I. 310+78.30
S 89°09'17" E
S 89°26'09" E 193.54'
S 89°27'34" E 67.66'
N 00°30'46" W 195.14'
N 66°55'14" E 231.36'
295+69.52 = 30+00.00
S 89°19'55" E 313.80'
N 89°33'34" W 386.33'
S 89°41'09" E 801.48'
N 48°44'09" W 92.27'
N 18°22'13" W 255.78'
S 89°33'34" E
N 19°33'34" W
PT 26+95.51
N 04°27'56" W 298.83'
PT 473+27.59
S 05°14'14" W
P.I. 469+26.50
S 04°03'47" W 583.37'
S 89°46'11" W 138.36'
P.I. 303+20.77
S 71°23'02" W 159.73'
T.L.E.-DRIVEWAY 0.01 AC.
S 89°29'25" W 250.00'
S 73°53'39" W 103.82'
N 89°29'24" E
S 89°57'04" W 1649.97'
S 89°41'09" E 447.26'
N 76°42'55" W 102.57'
66'
1" I.P.
USH 12
COWLES RD.
GASSER RD.

GASSER ROAD
P.I. = 310+78.30
Y = 228,224.900
X = 642,492.497
DELTA = 01°21'19" RT

GASSER ROAD
P.I. = 303+20.77
Y = 228,218.159
X = 641,734.998
DELTA = 00°57'02" LT

P.I. = 469+26.50
Y = 228,113.300
X = 641,415.205
DELTA = 5° 45' 00" (RT)
D = 0° 42' 58"
T = 401.76'
L = 802.85'
R = 8,000.00'
P.C. = 465+24.74
P.T. = 473+27.59

COWLES ROAD
P.I. = 21+88.95
Y = 227,381.288
X = 641,283.155
DELTA = 52° 20' 43" (LT)
D = 4° 46' 29"
T = 589.76'
L = 1,096.32'
R = 1,200.00'
P.C. = 15+99.19
P.T. = 26+95.51
BK TAN S 32° 47' 09" W

NORTHERN NATURAL GAS
EASEMENT VOL. 314, DEEDS P. 140, AS DOCUMENT 339519, PARCEL 34
EASEMENT VOL. 314, DEEDS P. 418, AS DOCUMENT 339793, PARCEL 38

POINT	STATION	OFFSET
9657	295+07.34	-32.14'
12224	291+93.54	-33.38'
12228	294+86.33	55.00'
12229	291+00.00	55.00'
12230	290+00.00	32.20'
12231	290+00.00	-33.80'
12233	304+50.00	60.00'
12234	304+67.50	60.00'
12235	305+32.50	60.00'
12236	305+32.50	70.00'
12237	304+67.50	70.00'
12238	307+00.00	60.00'
12240	305+32.50	-90.00'
12241	304+67.50	-90.00'
12242	305+32.50	-63.93'
12243	304+67.50	-71.22'
12244	308+00.00	-33.91'
12246	295+75.00	-32.02'
12247	308+00.00	32.09'
12507	308+00.00	4.62'
12553	290+00.00	6.97'
12720	303+00.00	110.00'

MAINLINE

POINT	STATION	OFFSET
12218	472+00.02	340.00'
12220	469+25.13	-170.00'
12221	469+50.43	435.00'
12239	467+16.67	-182.35'
12245	466+99.93	218.13'
12542	465+00.00	0.00'
12544	465+00.00	-180.00'
12545	465+00.00	220.00'
12546	465+00.00	196.54'
12547	475+00.00	0.00'
12549	475+00.00	-171.62'
12550	475+00.00	93.37'
12551	475+00.00	159.67'
12552	475+00.00	290.61'
12581	475+00.00	147.19'

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12244	S 00°30'39" E	38.53'	12507
12507	S 00°30'39" E	27.47'	12247
12549	N 84°45'46" W	171.62'	12547
12547	N 84°45'46" W	93.37'	12550
12550	N 84°45'46" W	53.82'	12581
12581	N 84°45'46" W	12.48'	12551
12551	N 84°45'46" W	130.94'	12552
12230	N 00°26'31" E	25.23'	12553
12553	N 00°26'31" E	40.77'	12231
12545	N 89°29'14" E	23.46'	12546
12546	N 89°29'14" E	196.54'	12542
12542	N 89°29'14" E	180.00'	12544
12239	S 84°06'28" E	289.26'	12243
12243	N 00°30'34" W	18.78'	12241
12241	N 89°29'26" E	65.00'	12240
12240	S 00°30'36" E	26.07'	12242
12242	N 84°06'28" W	65.41'	12243
12233	N 89°29'24" E	17.50'	12234
12234	N 89°29'24" E	65.00'	12235
12235	S 00°30'36" E	10.00'	12236
12236	S 89°29'26" W	65.00'	12237
12237	N 00°30'36" W	10.00'	12234

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

OCTOBER 13, 2011
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN DATE

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
33	DUANE L. & CAROL JEAN HEGNA *	FEE,AR,TLE	3.01	0.79	3.80	0.03	----	----
34	MALEK REVOCABLE TRUST **	FEE,AR	3.14	1.41	4.55	----	----	----
								----

38	ROBERT B. & DARLEEN J. HILL	FEE,AR,TLE	4.89	1.49	6.38	0.01	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
74	NORTHERN NATURAL GAS	RELEASE OF RIGHTS						

* JOINT REVOCABLE TRUST
** DATED FEBURARY 6, 2004

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.13

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
__:__ __M ON _____
AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : G:\STRAND\S100538\TPP\040413_RWv8.dgn PLOT DATE : 1/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

4.13

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.14

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

PART OF THE NE¼ - SE¼ AND SE¼ - SE¼ OF SECTION 9, PART OF LOT 6, C.S.M. 3826 AND PART OF THE NW¼ - SW¼ OF SECTION 10, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

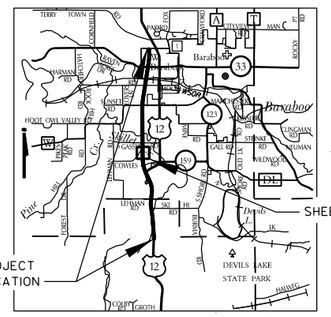
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN 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 R/W ON COWLES ROAD IS 66 FEET PER CERTIFIED SURVEY MAP 3922 AND IS CENTERED ON THE EXISTING CENTERLINE.

HARRISON MONUMENT FOUND
Y = 228,216.951
X = 641,215.683

T 11 N, 9, 10, R6 E — 1381



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
34	MALEK REVOCABLE TRUST *	FEE	1.72	0.77	2.49	----	----	----
36	LAVON J. PUTTKAMER	FEE	3.33	0.31	3.64	----	----	----
37	RICHARD A. HEUER	FEE,TLE	10.35	----	10.35	0.33	----	----
38	ROBERT B. & DARLENE J. HILL	FEE,AR	4.04	0.33	4.37	----	----	----

* DATED FEBRUARY 6, 2004

COWLES ROAD

POINT	STATION	OFFSET
12212	17+91.09	61.68'
12213	16+01.21	63.46'
12214	13+98.49	33.07'
12215	14+19.65	-32.89'
12216	17+75.98	-50.23'
12217	21+60.28	-63.51'
12551	23+05.87	49.00'
12552	23+21.02	-81.08'

P.I. = 481+23.57
Y = 226,920.552
X = 641,305.872
DELTA = 5° 45' 00" (LT)
D = 0° 42' 58"
T = 401.76'
L = 802.85'
R = 8,000.00'
P.C. = 477+21.82
P.T. = 485+24.67

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN — LAND SURVEYOR

OCTOBER 13, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12549	N 84°45'46" W	171.62'	12547
12547	N 84°45'46" W	93.37'	12550
12550	N 84°45'46" W	53.82'	12581
12581	N 84°45'46" W	12.48'	12551
12551	N 84°45'46" W	130.94'	12552
12214	N 39°25'25" W	69.28'	12215
12213	S 41°18'26" W	205.10'	12214
12212	S 27°38'48" W	199.58'	12213
12211	N 86°52'56" W	80.00'	12212
12209	N 01°48'46" E	355.78'	12211
12206	N 89°35'25" E	60.00'	12725
12725	S 00°24'35" E	205.30'	12723
12723	S 89°35'25" W	70.00'	12724
12724	N 00°35'25" W	205.30'	12722
12706	S 89°35'25" W	10.00'	12722

MAINLINE

POINT	STATION	OFFSET
1433	494+65.57	100.07'
12035	494+66.16	-0.00'
12663	494+65.01	140.00'
12186	494+66.87	-120.01'
12205	491+99.85	255.00'
12206	485+24.86	-295.72'
12207	488+00.03	255.00'
12208	484+00.00	-295.00'
12209	483+75.00	130.00'
12210	481+00.09	-175.00'
12211	480+24.88	130.00'
12547	475+00.00	0.00'
12549	475+00.00	-171.62'
12550	475+00.00	93.37'
12581	475+00.00	147.19'
12721	489+56.14	-284.94'
12722	485+24.84	-285.72'
12723	487+30.14	-285.35'
12724	487+30.26	-355.35'
12725	485+24.96	-355.72'

NE-SE 9
NW-SW 10
SE-SE 9
SW-SW 10
NE-NE 16
NW-NW 15

COWLES ROAD
P.I. = 21+88.95
Y = 227,381.288
X = 641,283.155
DELTA = 52° 20' 43" (LT)
D = 4° 46' 29"
T = 589.76'
L = 1,096.32'
R = 1,200.00'
P.C. = 15+99.19
P.T. = 26+95.51
AH TAN N 19° 33' 34" W

TOWN OF BARABOO

N 04°27'56" W 151.95'
N 13°06'39" E 364.76'
N 10°42'45" E 1355.09'
N 27°53'48" E 349.59'
N 32°47'09" E
S 00°02'47" E 2639.91'
N 15°57'48" E 445.76'
N 00°30'45" W 399.82'
N 23°57'35" W 289.02'
S 89°42'22" E 2590.06'
S 05°14'14" W 571
S 04°03'47" W 591.80'
S 20°56'47" E 314.84'
S 00°24'35" E 120.26'
S 00°24'35" E 431.30'
S 00°30'46" E 490
S 17°23'07" W 536.71'
N 89°42'22" W 39.93'
S 89°49'39" W 100.07'
S 89°49'39" W 120.00'
N 89°49'39" E 2446.80'

PI 21+88.95
PC 477+21.82
STA. 478+50.00
PC 15+99.19
PI 481+23.58
PT 485+24.67
475+00
494+66.16

COWLES RD.
USH 12
P.L.
NORTHERN NATURAL GAS COMPANY
NORTHERN NATURAL GAS COMPANY LAUNCHER/RECEIVER SITE EASEMENT DOC. NO. 800717
T.L.E.-DRIVEWAY 0.33 AC.
66' ACCESS EASEMENT TO LOT 6

LOT 5 C.S.M. 3826 VOL. 31 P. 3826
LOT 6 C.S.M. 3826 VOL. 19 P. 3826
LOT 5

12549 12547 12550 12581 12551 12552 12217 12216 12211 12212 12213 12215 12214 12209 12210 12208 12206 12722 12725 12723 12724 12207 12205 12721 12663 12035 12186

1432 T 11 N 9 16 R6 E — HARRISON MONUMENT FOUND Y = 225,590.542 X = 638,587.866
1433 T 11 N 9 10 16 15 R6 E — HARRISON MONUMENT FOUND Y = 225,577.05 X = 641,217.82
1434 T 11 N 10 15 R6 E — 1-¼" IRON ROD FOUND Y = 225,585.081 X = 643,884.691

SCALE, FEET
0 100 200

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.14

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4.14
334
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040414_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.15 AMENDMENT No. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDMENT REVISES PARCELS 42 & 43 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.15, RECORDED AS DOCUMENT #1072572 AND FILED IN D-286A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. PART OF THE NE¼- NE¼ OF SECTION 16, PART OF LOT 1 OF C.S.M. 1888, VOL. 7 IN AND INCLUDING PART OF THE SW¼- NW¼ OF SECTION 15; ALSO PART OF THE NW¼- NW¼ OF SECTION 15, ALL IN T 11 N, R 6 E, TOWN OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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 R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB. NO. 1641, R/W PROJECT ID NUMBER 1670-00-22, AND FOUND IRONS AND R/W MARKER POSTS.

EXISTING R/W ON SKILLET CREEK ROAD IS 66 FEET AND WAS REESTABLISHED FROM FOUND MONUMENT REFERENCES PER A JOHN BRENEMAN PLAT OF SURVEY DATED 8/14/1992.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

335

4.15 AMEND 1

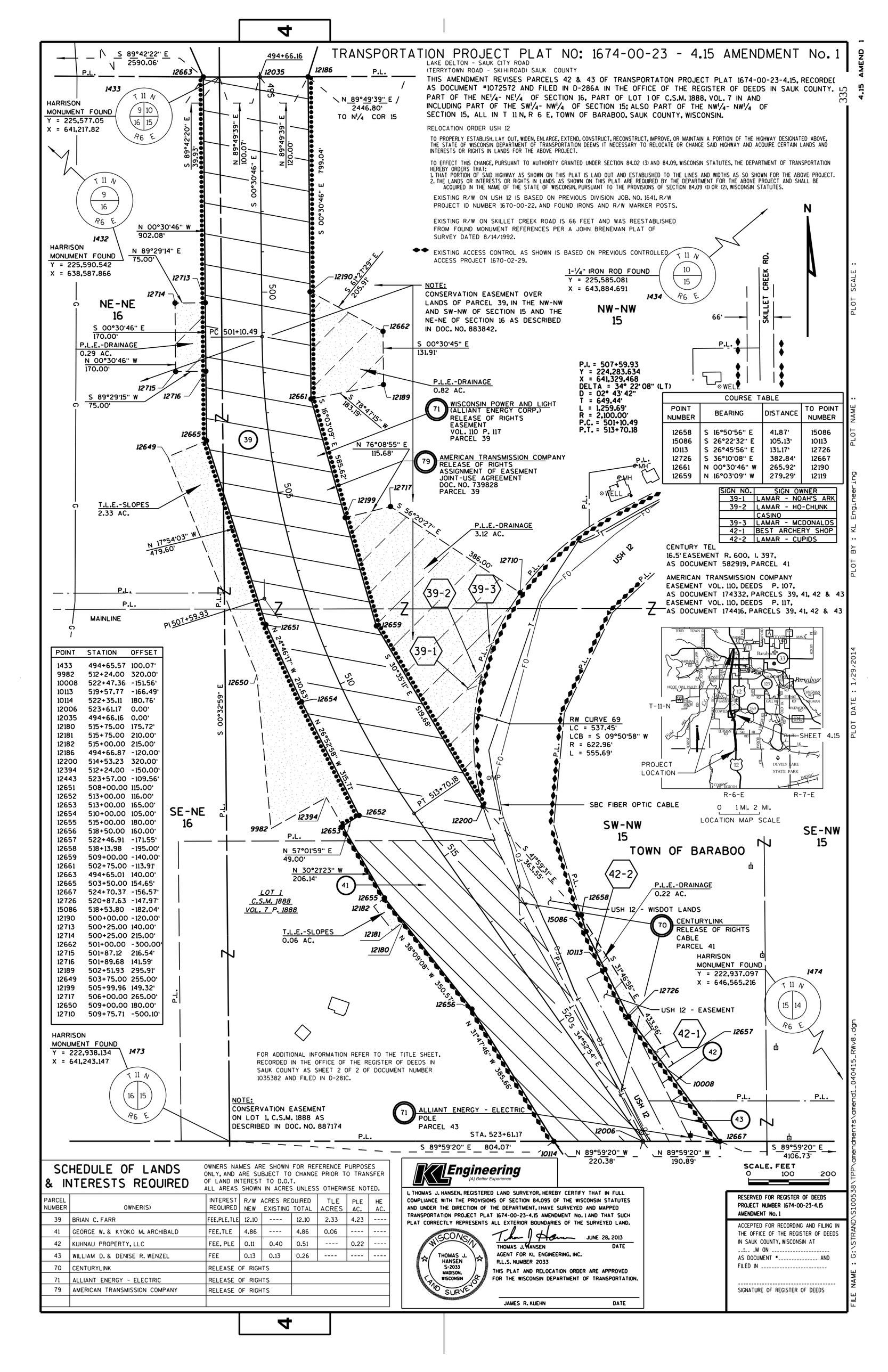
PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040415_RW8.dgn



POINT	STATION	OFFSET
1433	494+65.57	100.07'
9982	512+24.00	320.00'
10008	522+47.36	-151.56'
10113	519+57.77	-166.49'
10114	522+35.11	180.76'
12006	523+61.17	0.00'
12035	494+66.16	0.00'
12180	515+75.00	175.72'
12181	515+75.00	210.00'
12182	515+00.00	215.00'
12186	494+66.87	-120.00'
12200	514+53.23	320.00'
12394	512+24.00	-150.00'
12443	523+57.00	-109.56'
12651	508+00.00	115.00'
12652	513+00.00	116.00'
12653	513+00.00	165.00'
12654	510+00.00	105.00'
12655	515+00.00	180.00'
12656	518+50.00	160.00'
12657	522+46.91	-171.55'
12658	518+13.98	-195.00'
12659	509+00.00	-140.00'
12661	502+75.00	-113.91'
12663	494+65.01	140.00'
12665	503+50.00	154.65'
12667	524+70.37	-156.57'
12726	520+87.63	-147.97'
15086	518+53.80	-182.04'
12190	500+00.00	-120.00'
12713	500+25.00	140.00'
12714	500+25.00	215.00'
12662	501+00.00	-300.00'
12715	501+87.12	216.54'
12716	501+89.68	141.59'
12189	502+51.93	295.91'
12649	503+75.00	255.00'
12199	505+99.96	149.32'
12717	506+00.00	265.00'
12650	509+00.00	180.00'
12710	509+75.71	-500.10'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12658	S 16°50'56" E	41.87'	15086
15086	S 26°22'32" E	105.13'	10113
10113	S 26°45'56" E	131.17'	12726
12726	S 36°10'08" E	382.84'	12667
12661	N 00°30'46" W	265.92'	12190
12659	N 16°03'09" W	279.29'	12119

SIGN NO.	SIGN OWNER
39-1	LAMAR - NOAH'S ARK
39-2	LAMAR - HO-CHUNK CASINO
39-3	LAMAR - MCDONALDS
42-1	BEST ARCHERY SHOP
42-2	LAMAR - CUPIDS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
39	BRIAN C. FARR	FEE,PLE,TLE	12.10	----	12.10	2.33	4.23	----
41	GEORGE W. & KYOKO M. ARCHIBALD	FEE,TLE	4.86	----	4.86	0.06	----	----
42	KUHNAU PROPERTY, LLC	FEE, PLE	0.11	0.40	0.51	----	0.22	----
43	WILLIAM D. & DENISE R. WENZEL	FEE	0.13	0.13	0.26	----	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

KL Engineering
[A] Better Experience.

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.15 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

THOMAS J. HANSEN — JUNE 28, 2013 DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.15
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.16
AMENDMENT No. 1

THIS AMENDMENT REVISES PARCEL 43 AND ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATION PROJECT PLAT 1674-00-23-4.16, RECORDED AS DOCUMENT #1042546 AND FILED IN D-283A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOT 1, CSM 1216, LOT 1, CSM 0575, PART OF THE NW¼ - SW¼, NE¼ - SW¼, SW¼ - SW¼, AND SE¼ - SW 1/4, OF SECTION 15, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER- USH 12

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.

336

4.16 AMEND 1

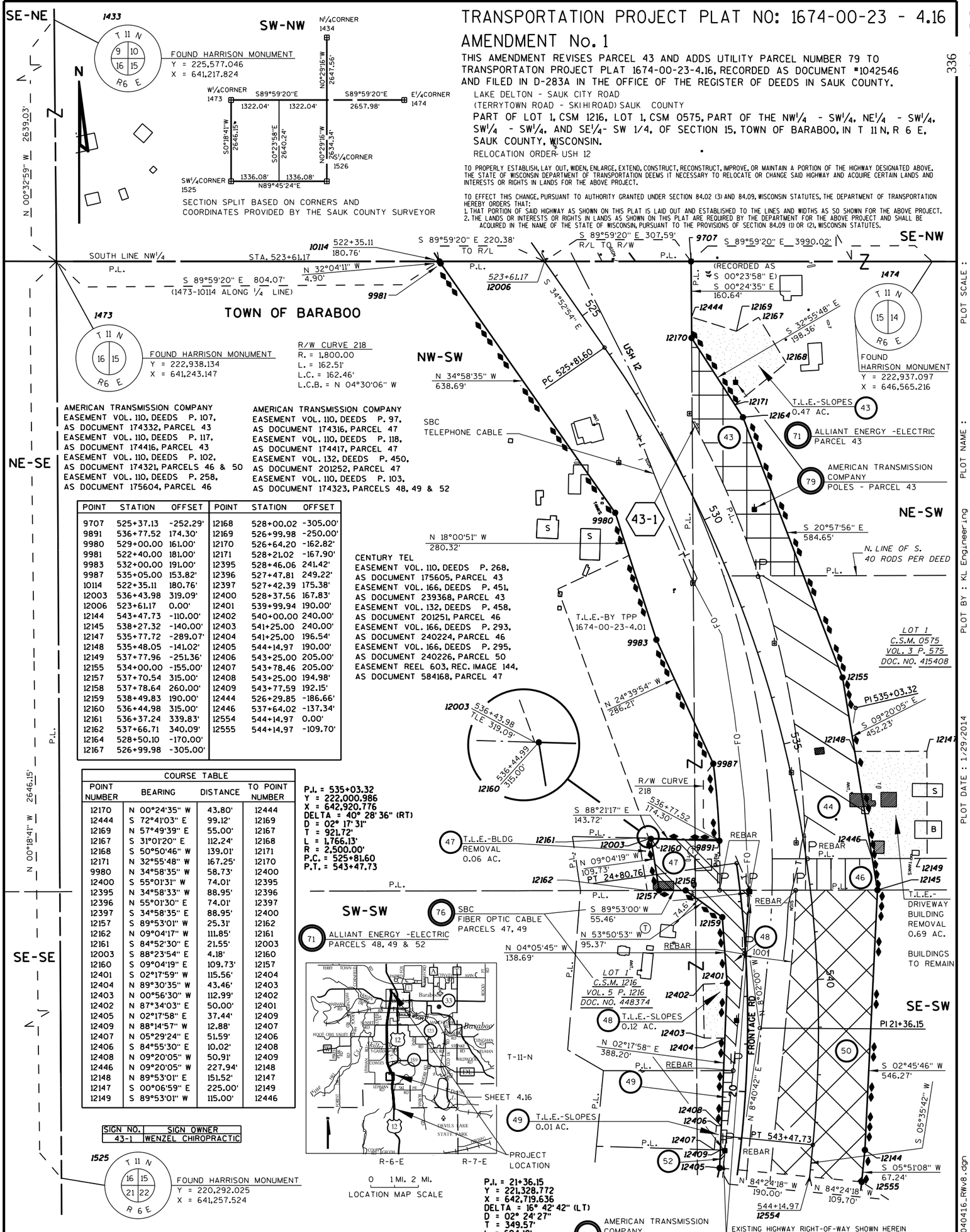
PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040416_RWv8.dgn



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
43	WILLIAM D. & DENISE R. WENZEL	FEE,TLE	0.94	0.43	1.37	0.47	----	----
44	NORMA L. BAKER	FEE,TLE	1.59	0.97	2.56	0.69	----	----
46	STATE OF WISCONSIN, DNR	FEE	0.22	0.11	0.33	----	----	----
47	ISREAL BARRERA HERNANDEZ & DELFINA CORTES SALAS	FEE,TLE	0.34	----	0.34	0.06	----	----
48	TOMASZ ZSURZS & IWONA MAJEWSKA	FEE,TLE	0.36	----	0.36	0.12	----	----
49	MARK R. ENERSON	FEE,TLE	0.06	----	0.06	0.01	----	----
50	VERA M. SCOLES	FEE	2.51	0.68	3.19	----	----	----
52	RUSS MANSKE	FEE	0.01	----	0.01	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
76	SBC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.16 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

THOMAS J. HANSEN — DATE JUNE 28, 2013
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.16
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.17 AMENDMENT No. 3

THIS AMENDS PARCEL 50 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.17 AMENDMENT 2, RECORDED AS DOCUMENT #1088285 AND FILED IN D-290A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOTS 1 & 2 OF C.S.M. 6014(RECORDED AS DOCUMENT 1032564 IN V.35, P.6014) IN THE SE1/4- SW1/4 OF SECTION 15; PART OF LOT 1 OF C.S.M. 6015(RECORDED AS DOCUMENT 1032565 IN V.35, P.6015) IN THE SW1/4- SW1/4 OF SECTION 15; PART OF LOTS 3 & 4 OF C.S.M. 2694 AND LOT 2 OF C.S.M. 2231, PART OF THE SW1/4- SW1/4 AND SE1/4- SW1/4 OF SECTION 15, TOWN OF BARABOO, AND A PART OF THE NW1/4- NW1/4, NE1/4- NW1/4, SW1/4- NW1/4 AND SE1/4- NW1/4 OF SECTION 22, TOWN OF SUMPTER, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

337

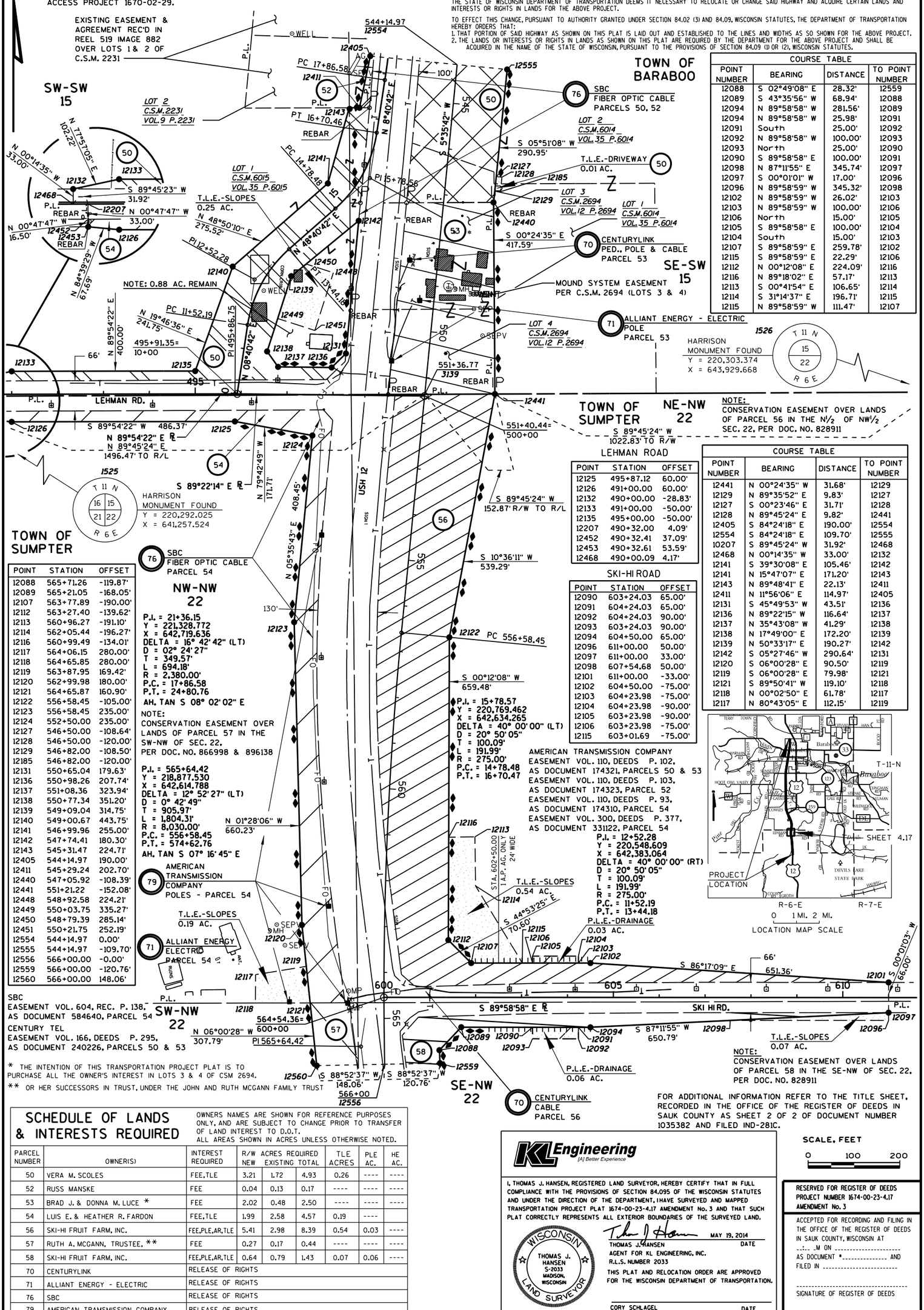
AMEND 4.17

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB NO. 1641, CERTIFIED SURVEY MAPS 2694, 2583 AND 2231, AND FOUND IRONS AND R/W MARKER POSTS.

EXISTING R/W ON SKI HI ROAD IS 66 FEET CENTERED ON THE EXISTING CENTERLINE PER REFERANCE TO CERTIFIED SURVEY MAP NO. 3830.

EXISTING R/W ON LEHMAN ROAD IS 66 FEET CENTERED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 22 PER REFERANCE SHOWN ON M.S.A. PLAT OF SURVEY MAP DATED 10/11/07.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.


EXISTING EASEMENT & AGREEMENT REC'D IN REEL 519 IMAGE 882 OVER LOTS 1 & 2 OF C.S.M. 2231
SW-SW 15
TOWN OF BARABOO
SBC FIBER OPTIC CABLE PARCELS 50, 52
CENTURYLINK PED., POLE & CABLE PARCEL 53
SE-SW 15
MOUND SYSTEM EASEMENT PER C.S.M. 2694 (LOTS 3 & 4)
ALLIANT ENERGY - ELECTRIC POLE PARCEL 53
HARRISON MONUMENT FOUND Y = 220,303.374 X = 643,929.668
T 11 N 15 22 R 6 E
LOT 2 C.S.M.2231 VOL.9 P.2231
LOT 1 C.S.M.6015 VOL.35 P.6015
LOT 2 C.S.M.6014 VOL.35 P.6014
LOT 3 C.S.M.2694 VOL.12 P.2694
LOT 1 C.S.M.6014 VOL.35 P.6014
LOT 4 C.S.M.2694 VOL.12 P.2694
T.L.E.-SLOPES 0.25 AC.
T.L.E.-DRIVEWAY 0.01 AC.
NOTE: 0.88 AC. REMAIN
LEHMAN RD.
TOWN OF SUMPTER
NE-NW 22
SW-NW 22
SE-NW 22
USH 12
SKI HI RD.
NOTE: CONSERVATION EASEMENT OVER LANDS OF PARCEL 56 IN THE N1/2 OF NW1/4 SEC. 22, PER DOC. NO. 828911
SBC FIBER OPTIC CABLE PARCEL 54
AMERICAN TRANSMISSION COMPANY POLES - PARCEL 54
ALLIANT ENERGY ELECTRIC PARCEL 54
T.L.E.-SLOPES 0.19 AC.
T.L.E.-SLOPES 0.54 AC.
T.L.E.-SLOPES 0.07 AC.
P.L.E.-DRAINAGE 0.03 AC.
P.L.E.-DRAINAGE 0.06 AC.
CENTURYLINK CABLE PARCEL 56
P.I. = 21+36.15 Y = 221,328.772 X = 642,719.636 DELTA = 16° 42' 42" (LT) D = 02° 24' 27" T = 349.57' L = 694.18' R = 2,380.00' P.C. = 17+86.58 P.T. = 24+80.76 AH. TAN S 08° 02' 02" E
P.I. = 565+64.42 Y = 218,877.530 X = 642,614.788 DELTA = 12° 52' 27" (LT) D = 0° 42' 49" T = 905.97' L = 1,804.31' R = 8,030.00' P.C. = 556+58.45 P.T. = 574+62.76 AH. TAN S 07° 16' 45" E
P.I. = 15+78.57 Y = 220,769.462 X = 642,634.265 DELTA = 40° 00' 00" (LT) D = 20° 50' 05" T = 100.09' L = 191.99' R = 275.00' P.C. = 14+78.48 P.T. = 16+70.47
P.I. = 12+52.28 Y = 220,548.609 X = 642,383.064 DELTA = 40° 00' 00" (RT) D = 20° 50' 05" T = 100.09' L = 191.99' R = 275.00' P.C. = 11+52.19 P.T. = 13+44.18
NOTE: CONSERVATION EASEMENT OVER LANDS OF PARCEL 57 IN THE SW-NW OF SEC. 22, PER DOC. NO. 866998 & 896138
AMERICAN TRANSMISSION COMPANY EASEMENT VOL. 110, DEEDS P. 102, AS DOCUMENT 174321, PARCELS 50 & 53
EASEMENT VOL. 110, DEEDS P. 103, AS DOCUMENT 174323, PARCEL 52
EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174310, PARCEL 54
EASEMENT VOL. 300, DEEDS P. 377, AS DOCUMENT 331122, PARCEL 54
SBC EASEMENT VOL. 604, REC. P. 138, AS DOCUMENT 584640, PARCEL 54
CENTURY TEL EASEMENT VOL. 166, DEEDS P. 295, AS DOCUMENT 240226, PARCELS 50 & 53
T.A.P. AG. ONLY 24' WIDE
544+14.97
551+40.44= 500+00
551+36.77 3139
495+91.35= 10+00
564+54.36= 600+00
PC 17+86.58
PT 16+70.46
PC 14+78.49
PI 15+78.56
PI 12+52.28
PC 11+52.19
PI 495+86.75
PC 556+58.45
N 8°40'42" E
N 48°50'10" E 275.52'
N 19°46'36" E 241.75'
N 79°42'49" W 171.71'
N 06°00'28" W 307.79'
S 10°36'11" W 539.29'
S 00°12'08" W 659.48'
S 44°53'25" E 70.60'
S 89°45'24" W 152.87' R/W TO R/L
S 89°45'24" W 1022.83' TO R/W
S 89°54'22" W 486.37'
N 89°54'22" E R
N 89°45'24" E 1496.47' TO R/L
S 89°22'14" E R
S 89°58'58" E R
S 86°17'09" E 651.36'
S 87°11'55" W 650.79'
S 88°52'37" W 148.06'
S 88°52'37" W 120.76'
S 00°01'03" W 66.00'
N 00°14'35" W 33.00'
N 00°47'47" W 33.00'
N 89°54'22" E 400.00'
N 84°39'29" W 67.69'
N 77°57'05" E 102.22'
S 89°45'23" W 31.92'
S 05°51'08" W 290.95'
S 00°24'35" E 417.59'
S 05°35'42" W
S 89°54'22" E 408.45'
S 05°35'43" E
N 00°47'47" W 16.50'
66'
100'
130'
12405
12411
12412
12414
12415
12416
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I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.18 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN LAND SURVEYOR — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN

THOMAS J. HANSEN — JUNE 11, 2013 — DATE

THOMAS J. HANSEN
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

KL Engineering — [A] Better Experience

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.18 AMENDMENT No. 1

THIS AMENDMENT REVISES PARCEL NUMBER 57 AND ADDS UTILITY PARCEL 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.18, RECORDED AS DOCUMENT #1042548 AND FILED IN D-283C IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF THE SW¼ - NW¼, SE¼ - NW¼, NW¼ - SW¼, NE¼ - SW¼, AND SE¼ - SW¼ OF SECTION 22, T 11 N, R 6 E, TOWN OF SUMPTER, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
57	RUTH A. MCGANN, TRUSTEE, *	FEE,PLE,TLE	9.00	3.04	12.04	0.41	0.12	----
58	SKI-HI FRUIT FARM, INC.	FEE,PLE,TLE	1.10	1.38	2.48	0.09	0.11	----
59	RICHARD J. & NADENE C. ROENSPIES	FEE	0.45	1.08	1.53	----	----	----
61	TERRY J. FISHER	FEE,TLE	0.25	0.59	0.84	0.08	----	----
62	GLORIA K. ALTEMUS, ETAL	FEE	0.04	0.10	0.14	----	----	----
63	KEVIN B. & VICTORIA M. OLSON	FEE	0.40	0.09	0.49	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

* OR HER SUCCESSORS INTRUST, UNDER THE JOHN & RUTH MCGANN FAMILY TRUST

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 57 IN THE SW-NW, SE-NW, NW-SW, NE-SW & SW-SW OF SECTION 22 PER DOC. NO.'S 866998 & 896138.

T.L.E.-SLOPES 0.02 AC.

71 ALLIANT ENERGY - ELECTRIC PARCEL 57

79 AMERICAN TRANSMISSION COMPANY POLES PARCEL 57

P.L.E.-DRAINAGE 0.12 AC.

P.L.E.-DRAINAGE 0.11 AC.

SW-NW SEC 22

T.L.E.-FIELD ENTRANCE 0.39 AC.

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174310, PARCEL 61
EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174311, PARCELS 57 & 59
EASEMENT VOL. 110, DEEDS P. 102, AS DOCUMENT 174322, PARCEL 57
EASEMENT VOL. 300, DEEDS, P. 588 AS DOCUMENT 331297, PARCEL 57

CENTURY TEL
EASEMENT VOL. 166, DEEDS, P. 293, AS DOCUMENT 240223, PARCELS 59 & 61
EASEMENT VOL. 166, DEEDS, P. 290, AS DOCUMENT 240219, PARCEL 58
EASEMENT VOL. 166, DEEDS, P. 294, AS DOCUMENT 240225, PARCEL 628

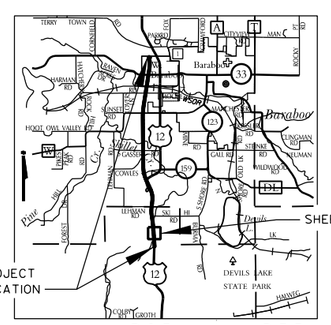
T.L.E.-BLDG REMOVAL 0.09 AC.

APPROXIMATE LOCATION OF DRAINAGE & CULVERT EASEMENT, PER VOL. 166, P. 59

TOWN OF SUMPTER

SE-NW SEC 22

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 58 IN THE SE-NW OF SECTION 22 PER DOC. NO. 855094.



LOCATION MAP SCALE

P.I. = 565+64.42
Y = 218,877.530
X = 642,614.788
DELTA = 12° 52' 27" (LT)
D = 0° 42' 49"
T = 905.97'
L = 1,804.31'
R = 8,030.00'
P.C. = 556+58.45
P.T. = 574+62.76
BK. TAN N 05° 35' 42" E

P.I. = 582+85.48
Y = 217,162.776
X = 642,833.816
DELTA = 3° 46' 09" (RT)
D = 1° 25' 57"
T = 131.62'
L = 263.14'
R = 4,000.00'
P.C. = 581+53.86
P.T. = 584+17.00

P.I. = 596+19.18
Y = 215,831.481
X = 642,915.472
DELTA = 04° 07' 20" (LT)
D = 00° 24' 33"
T = 503.85'
L = 1,007.26'
R = 14,000.00'
P.C. = 591+15.33
P.C.C. = 601+22.59
AH, TAN S 07° 37' 56" E

1566 HARRISON MONUMENT FOUND
Y = 217,646.405
X = 641,295.107

1567 HARRISON MONUMENT FOUND
Y = 217,652.542
X = 646,587.757

T 11 N, R 6 E, 21, 22, 23

POINT	STATION	OFFSET
12050	584+17.00	130.00'
12054	591+15.33	-120.00'
12056	582+85.43	-122.23'
12057	588+10.00	-145.00'
12058	589+42.95	-145.00'
12059	588+10.00	-120.00'
12060	589+42.95	-120.00'
12068	574+62.76	-120.00'
12069	573+00.00	-160.00'
12070	574+00.01	-160.00'
12071	573+00.00	-122.00'
12072	574+00.01	-121.15'
12074	571+00.83	-144.98'
12075	569+00.00	-148.98'
12076	568+99.80	-123.99'
12077	573+50.00	140.00'
12078	570+00.00	158.35'
12079	572+00.02	160.26'
12080	570+00.00	133.35'
12081	572+00.02	135.25'
12082	567+00.01	140.00'
12083	569+00.00	155.00'
12084	568+49.05	155.00'
12085	569+00.00	134.30'
12086	568+49.17	135.27'
12095	571+00.00	-120.00'
12556	566+00.00	-0.00'
12559	566+00.00	-120.76'
12560	566+00.00	148.06'
12561	592+00.00	-0.00'
12564	592+00.00	208.79'
12565	592+00.00	-126.55'
12727	583+00.00	127.63'
12728	583+00.00	250.00'
12729	575+99.99	210.00'
12731	574+62.76	140.00'
12732	588+49.99	130.00'
12733	588+49.99	210.00'
12734	591+16.12	210.00'
12458	577+68.30	220.36'
12454	578+11.38	-120.00'
12750	572+00.02	315.00'
12751	570+95.00	315.00'
12752	570+95.00	158.62'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12076	N 87°10'56" E	25.00'	12075
12075	S 02°49'07" E	197.19'	12074
12074	S 87°10'56" W	25.00'	12095
12095	N 02°49'08" W	197.19'	12076
12095	S 05°59'05" E	196.99'	12071
12071	N 83°52'51" E	38.00'	12069
12069	S 06°28'28" E	98.02'	12070
12070	S 83°10'26" W	38.85'	12072
12072	N 05°59'05" W	98.50'	12071
12072	S 05°59'05" E	61.82'	12068
12077	N 04°09'20" W	152.63'	12081
12081	S 84°35'21" W	25.01'	12079
12079	N 04°09'19" W	204.00'	12078
12078	N 86°01'30" E	25.00'	12080
12080	S 04°09'20" E	203.37'	12081
12080	N 04°09'20" W	101.67'	12085
12085	S 86°44'16" W	20.70'	12083
12083	N 03°04'55" W	51.93'	12084
12084	N 87°27'00" E	19.73'	12086
12086	S 04°09'20" E	51.69'	12085
12054	N 03°30'36" W	172.37'	12060
12060	N 03°30'36" W	132.96'	12059
12059	N 86°29'24" E	25.00'	12057
12057	S 03°30'36" E	132.95'	12058
12058	S 86°28'56" W	25.00'	12060

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCALE, FEET
0 100 200

EXISTING 50' EASEMENT AND RIGHT-OF-WAY OVER PARCEL 62 PER. VOL. 351 P. 458.

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB NO. 1641, FOUND IRONS AND R/W MARKER POSTS.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.18
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ..... AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

AMEND 4.18
338
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040418_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.19
AMENDMENT No. 1

THIS AMENDMENT ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.19, RECORDED AS DOCUMENT #1042549 AND FILED IN D-283D IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 3792, AND PART OF THE SE1/4 - SW1/4 OF SECTION 22, T 11 N, R 6 E, TOWN OF SUMPTER, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-00-23-4.19 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

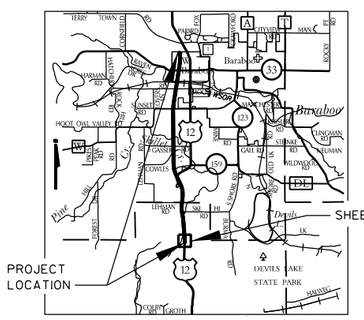
WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JUNE 17, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

KL Engineering [A] Better Experience



SW-SW SEC 22 | SE-SW SEC 22 | SW-SE SEC 22

TOWN OF SUMPTER

71 ALLIANT ENERGY - ELECTRIC PARCEL 63

79 AMERICAN TRANSMISSION COMPANY POLES - PARCEL 63

LOT 1 C.S.M. 3792 VOL. 19 P. 3792

HARRISON MONUMENT FOUND
Y = 214,997.441
X = 641,329,347
T 11 N, 21 22 28 27, R6 E

HARRISON MONUMENT FOUND
Y = 215,017.400
X = 643,967.909
T 11 N, 22 27, R6 E

NW-NW SEC 27 | NE-NW SEC 27 | SW-NW 27 | SE-NW 27

P.I. = 596+19.18
Y = 215,831.481
X = 642,915.472
DELTA = 04° 07' 20" (LT)
D = 00° 24' 33"
T = 503.85'
L = 1,007.26'
R = 14,000.00'
P.C. = 591+15.33
P.C.C. = 601+22.59
BK. TAN N 03° 30' 36" W

P.I. = 606+38.07
Y = 214,821.185
X = 643,050.852
DELTA = 10° 16' 52" (RT)
D = 00° 59' 59"
T = 515.48'
L = 1,028.19'
R = 5,730.00'
P.C.C. = 601+22.59
P.T. = 611+50.78
AH TAN S 02° 38' 56" W

EXISTING PERMANENT ACCESS EASEMENT REEL 626 IMAGE 188

EXISTING 33' WIDE ACCESS EASEMENT REEL 626 IMAGE 188

CENTURY TEL
EASEMENT VOL. 166, DEEDS P. 294, AS DOCUMENT 240294, PARCEL 62

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 305, DEEDS P. 639, AS DOCUMENT 33461, PARCEL 62

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB. NO. 1641, CERTIFIED SURVEY MAP NO.'S 3792 AND 4770, FOUND IRONS AND R/W MARKER POSTS.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLED ACCESS PROJECT 1670-02-29.

ALL DISTANCES AS SHOWN FROM BUILDINGS TO NEW R/W LINE ARE APPROXIMATE ONLY.

POINT	STATION	OFFSET
9806	597+35.61	-124.16'
9843	603+56.79	-86.86'
12038	603+69.83	95.00'
12039	604+15.61	95.00'
12041	600+00.00	80.00'
12042	603+70.39	78.26'
12043	604+16.07	76.63'
12047	599+00.01	100.00'
12051	596+00.00	-115.00'
12052	597+35.16	-115.00'
12053	594+00.00	-140.00'
12430	604+41.86	63.53'
12433	604+52.06	-84.24'
12434	604+54.78	-125.00'
12435	604+46.31	0.00'
12561	592+00.00	-0.00'
12564	592+00.00	208.79'
12565	592+00.00	-126.55'
12735	598+00.03	210.00'
12736	596+00.81	210.03'
12737	603+95.05	-126.43'
15154	601+00.00	-101.86'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
62	GLORIA K. ALTEMUS, ETAL	FEE,TLE	0.40	2.38	2.78	0.07	----	----
63	KEVIN B. & VICTORIA M. OLSON	FEE,TLE	3.36	1.37	4.73	0.02	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCALE, FEET
0 100 200

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12431	N 07°01'56" W	24.63'	12043
12043	S 86°42'31" W	18.38'	12039
12039	N 04°55'53" W	45.02'	12038
12038	N 86°42'33" E	16.75'	12042
12042	S 06°59'46" E	45.09'	12043
12433	N 03°15'47" W	96.73'	9843
9843	S 50°32'02" E	55.55'	12737
12737	S 03°15'47" E	61.06'	12434
12434	S 89°34'00" W	40.85'	12433

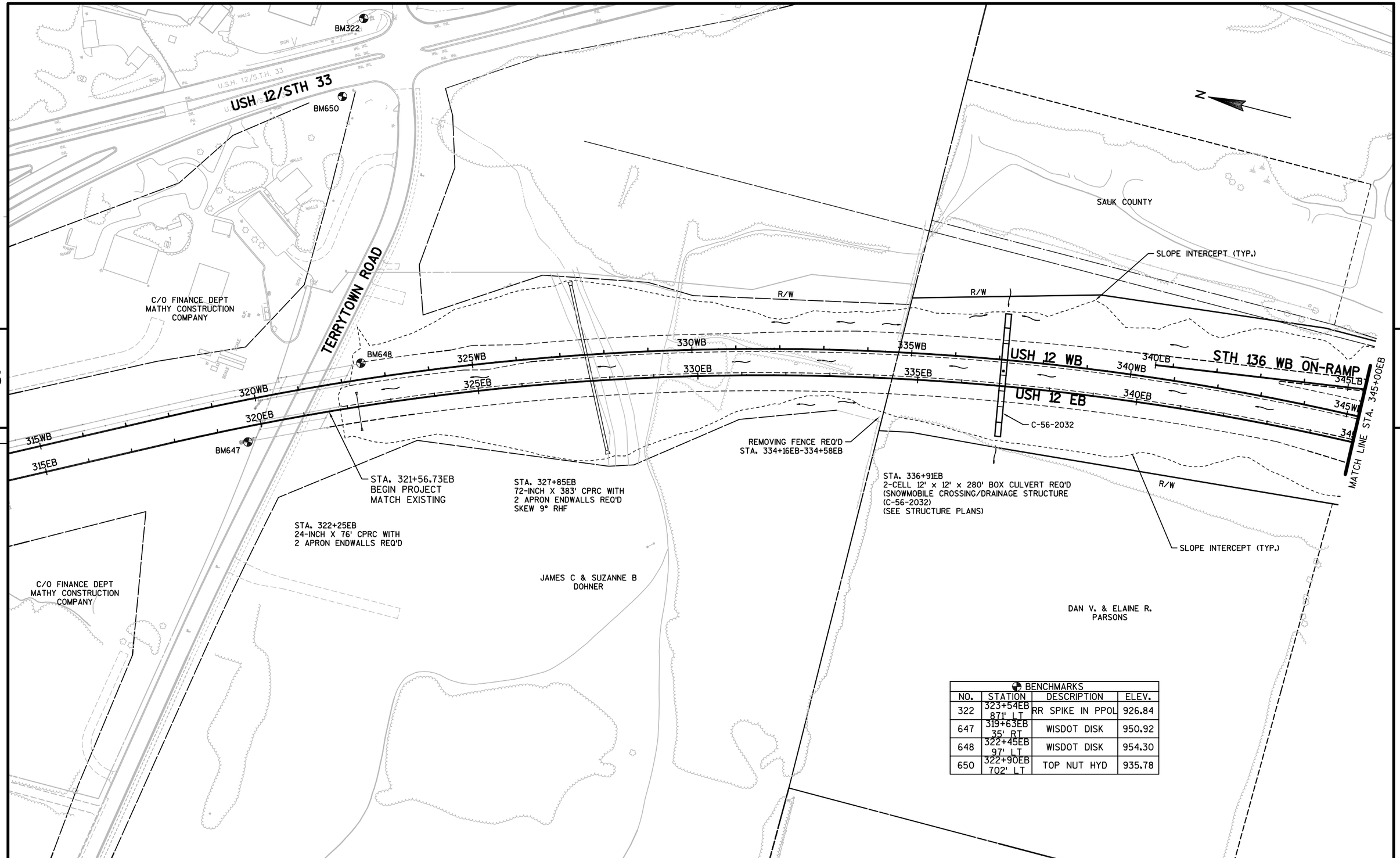
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.19
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ___:___ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

339 AMEND 4.19

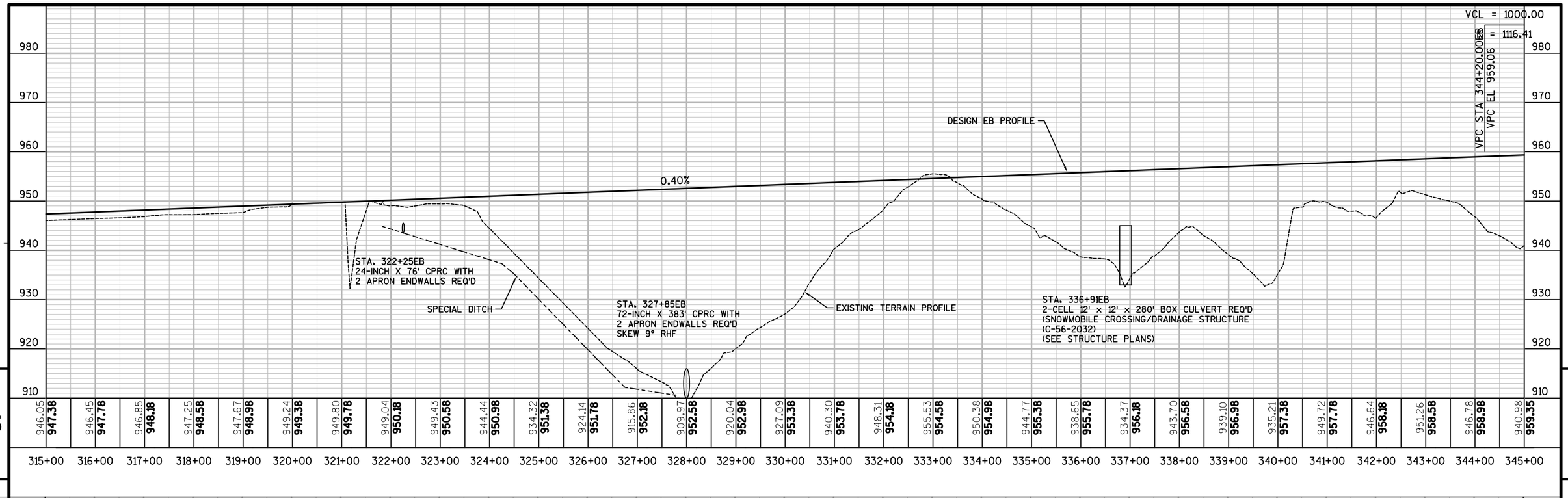
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040419_RW8.dgn

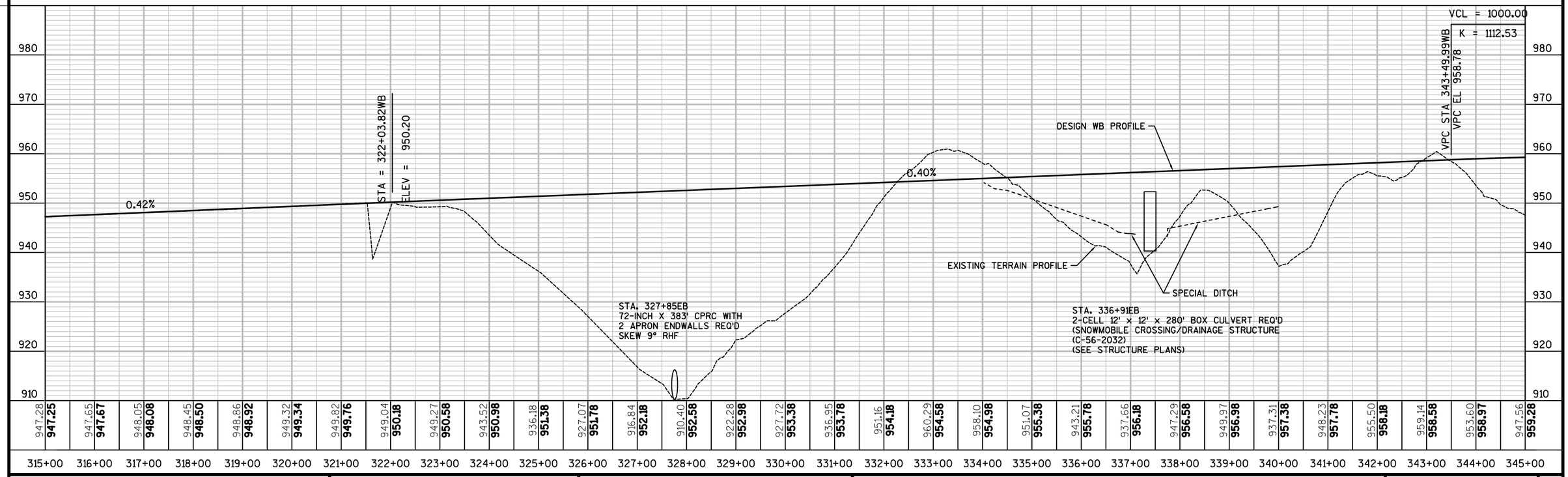


BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
322	323+54EB 871' LT	RR SPIKE IN PPOL	926.84
647	319+63EB 35' RT	WISDOT DISK	950.92
648	322+45EB 97' LT	WISDOT DISK	954.30
650	322+90EB 702' LT	TOP NUT HYD	935.78

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 340	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT





PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 341	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
610	104+51LE 36' LT	RR SPIKE IN PPOL	925.18
611	99+04LE 2' RT	RR SPIKE IN PPOL	944.48
612	93+76LE 27' RT	RR SPIKE IN PPOL	930.17

REMOVING CURB AND GUTTER REQ'D
STA. 95+15LE LT - 109+31LE LT

REMOVING CURB AND GUTTER REQ'D
STA. 89+62LE RT - 109+31LE RT

REMOVING FENCE REQ'D
STA. 103+66LE - 107+93LE

REMOVING FENCE REQ'D
STA. 345+95EB - 359+66EB

STH 136 109LW

WEST DAY-PLAZA STATION, LLC

R-56-33

BM610

SAUK COUNTY

SLOPE INTERCEPTS (TYP.)

DRAINAGE SWALE

R/W

350LB

355LB

360LB

365LB

370LB

STH 136 WB ON-RAMP

STH 136 WB OFF-RAMP

B-56-206

VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)

STA 371+00WB
24-INCH x 107' CPRC WITH
2 APRON ENDWALLS REQ'D

STA. 365+00WB
24-INCH x 85' CPRC WITH
2 APRON ENDWALLS REQ'D

B-56-208 TO BE CONSTRUCTED BY OTHERS

350WB 355WB 360WB 365WB USH. 12 (WB) 370WB

350EB 355EB 360EB 365EB USH 12 (EB) 370EB

MATCH LINE STA. 345+00EB

345A 350A 355A 360A 365A 370A

STH 136 EB OFF-RAMP

STH 136 EB ON-RAMP

STA 358+00EB
24-INCH x 83' CPRC WITH
2 APRON ENDWALLS REQ'D

B-56-205

BM611

CENTURYTEL. (TYP.)

ALLIANT ENERGY (GAS) (TYP.)

STA. 362+65EB
1 x 60-INCH x 318'CPRC WITH
2 APRON ENDWALLS REQ'D

REMOVE SEPTIC TANK REQ'D
STA. 98+94LE 265' LT

B-56-207 TO BE CONSTRUCTED BY OTHERS

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY (ELEC)

REMOVING FENCE REQ'D
STA. 95+22LE - 96+27LE

REMOVING FENCE REQ'D
STA. 357+45EB - 359+54EB

STH 136 95LW 95EE

BM612

CROELL-REDIMIX, INC.

REMOVE BUILDINGS AND SITE CLEARANCE REQ'D PARCEL 14

NANCY JO DILLMAN & HELFRIED D. MOH, REVOCABLE TRUST

CONCRETE PLANT DRIVEWAY

LANDMARK REFERENCE MONUMENT

T 12 N
33 34
R 6 E

90LW

MATCH LINE STA. 375+00EB

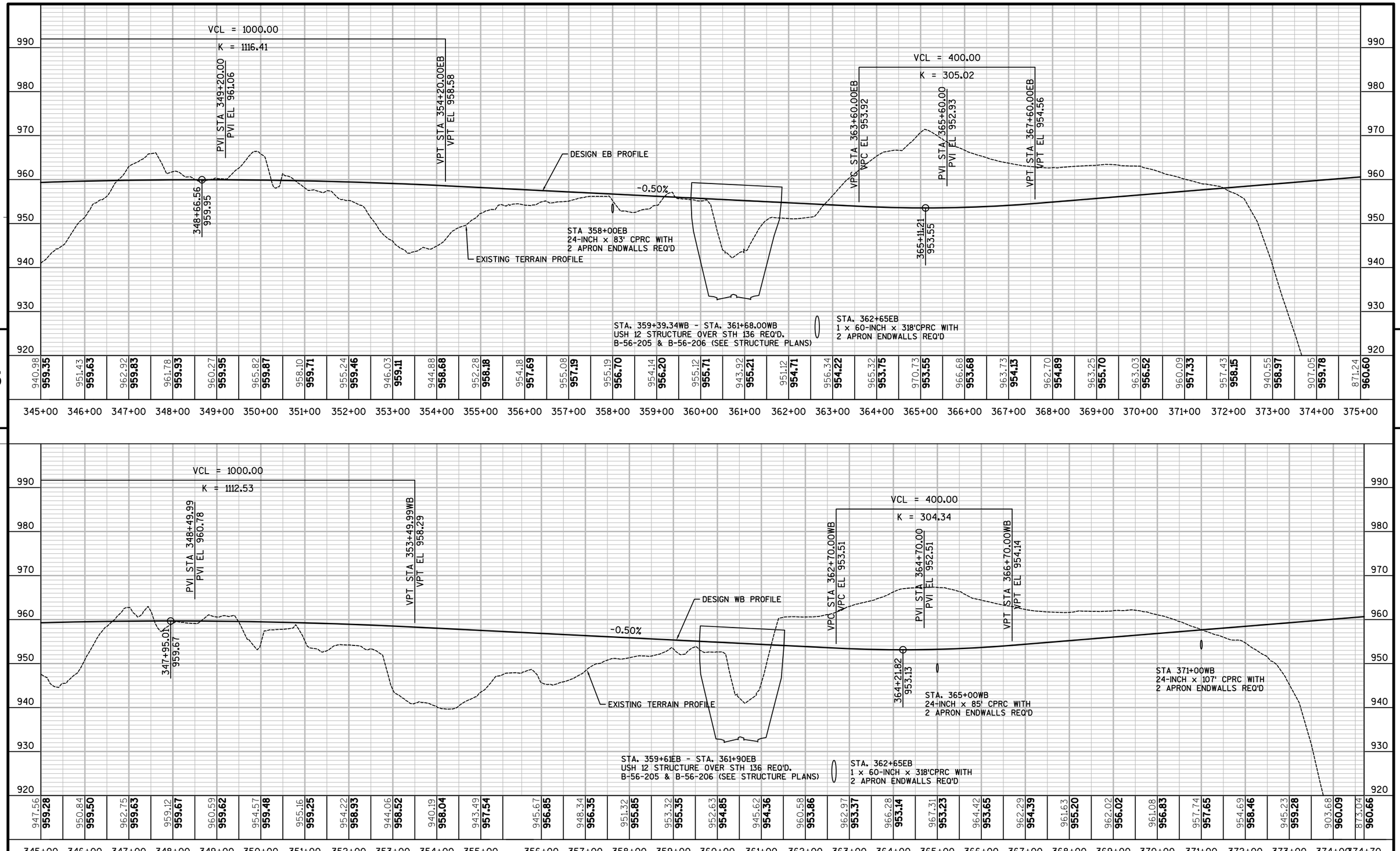
5

5

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 342	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

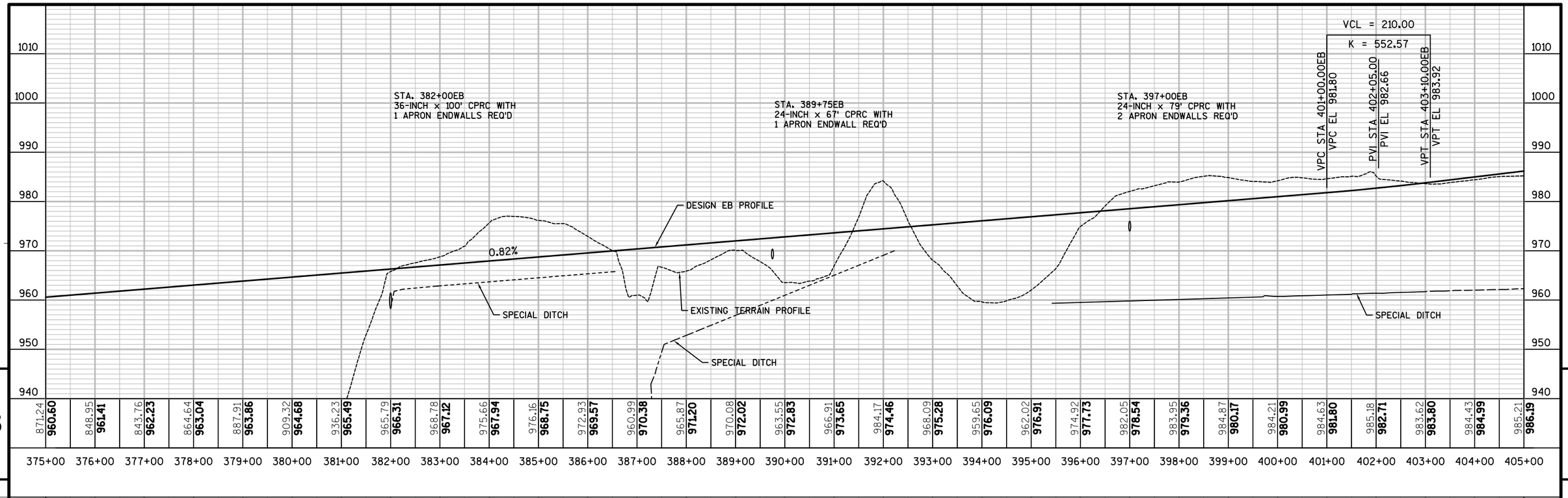


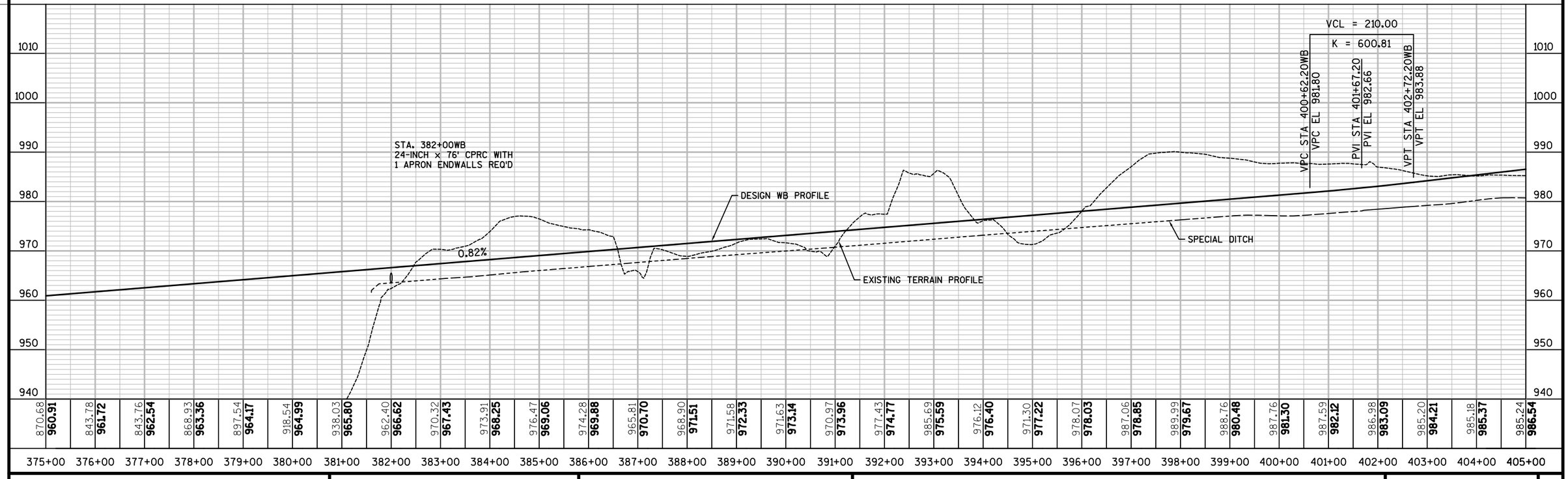
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 343	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
614	705+77HR 33' RT	RR SPIKE IN PPOL	959.22
615	701+67HR 25' RT	RR SPIKE IN 27-INCH PINE	975.48
616	695+31HR 26' LT	RR SPIKE IN PPOL	919.41
638	377+61EB 805' LT	CHIS BOX	872.61
639	378+92EB 524' RT	PK IN RR TIE	873.25

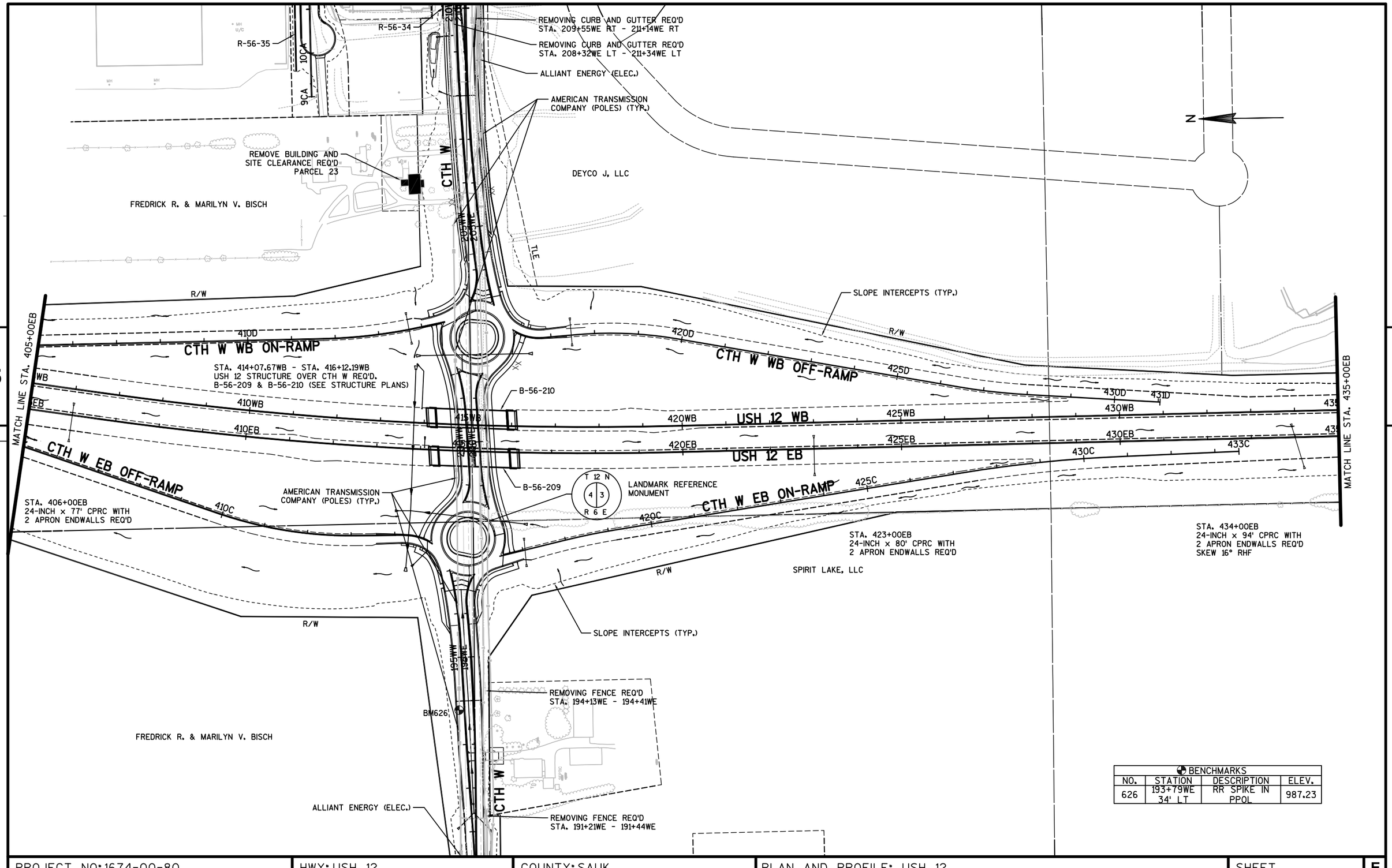
BM638
BM614
BM615
BM616
BM639
VERIZON
SPRINT
WISCONSIN & SOUTHERN RAILROAD
ATC (ELECTRIC)
STA. 382+00WB
24-INCH x 76' CPRC WITH
1 APRON ENDWALLS REQ'D
705HR HATCHERY ROAD
VALENTINA GOOD
ALLIANT ENERGY (GAS) (TYP.)
BARABOO WISCONSIN CONGREATION JEHOVAH'S WITNESSES
JEFFREY S. SORG
REMOVE BUILDING AND AND SEPTIC TANK AND ABANDON WELL AND SITE CLEARANCE REQ'D PARCEL 22
SLOPE INTERCEPTS (TYP.)
FREDRICK R. & MARILYN V. BISCH
REMOVING FENCE REQ'D
STA. 401+89EB
TLE
R/W
B-56-208 TO BE CONSTRUCTED BY OTHERS
B-56-207 TO BE CONSTRUCTED BY OTHERS
MATCH LINE STA. 375+00EB
MATCH LINE STA. 405+00EB
380WB
385WB
390WB
395WB
398D
400D
400WB
380EB
385EB
390EB
395EB
400EB
USH 12 (WB)
USH 12 (EB)
CTH W WB ON-RAMP
CTH W EB OFF-RAMP
STA. 382+00EB
36-INCH x 100' CPRC WITH
1 APRON ENDWALLS REQ'D
REMOVE BUILDING AND SITE CLEARANCE REQ'D PARCEL 18
DELINEATED WETLAND (TYP.)
STA. 389+75EB
24-INCH x 67' CPRC WITH
1 APRON ENDWALL REQ'D
STA. 397+00EB
24-INCH x 79' CPRC WITH
2 APRON ENDWALLS REQ'D
SLOPE INTERCEPTS (TYP.)
LAURANCE A. & PATRICIA A. PARCHEM
CENTURYTEL. (TYP.)
ANATOLIY & LYDIA BOGDASCHEWSKYI LIV TRUST
BARABOO RIVER
LANDMARK REFERENCE MONUMENT
T 12 N
33 34
R 6 E
LANDMARK REFERENCE MONUMENT
T 12 N
4 3
R 6 E
HATCHERY ROAD

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 344	E





PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 345	E



BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
626	193+79WE 34' LT	RR SPIKE IN PPOL	987.23

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 346	E

STA. 414+07.67WB - STA. 416+12.19WB
USH 12 STRUCTURE OVER CTH W REQ'D.
B-56-209 & B-56-210 (SEE STRUCTURE PLANS)

VCL = 1120.00
K = 544.83

VPC STA 411+50.00EB
VPC EL 993.96

PVI STA 417+10.00
PVI EL 1000.66

VPT STA 422+70.00EB
VPT EL 995.84

DESIGN EB PROFILE

1.20%

418+01.44
997.85

STA. 423+00EB
24-INCH x 80' CPRC WITH
2 APRON ENDWALLS REQ'D

EXISTING TERRAIN PROFILE

STA. 406+00EB
24-INCH x 77' CPRC WITH
2 APRON ENDWALLS REQ'D

STA. 434+00EB
24-INCH x 94' CPRC WITH
2 APRON ENDWALLS REQ'D
SKEW 16° RHF

1030 1020 1010 1000 990 980 970 960

405+00	406+00	407+00	408+00	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	425+00	426+00	427+00	428+00	429+00	430+00	431+00	432+00	433+00	434+00	435+00
985.21	986.07	986.79	987.02	986.72	987.21	987.36	987.86	988.39	988.88	989.09	989.19	988.75	988.81	989.02	989.13	989.28	988.78	989.29	989.16	988.82	988.83	988.91	988.88	988.47	988.06	987.63	987.16	986.55	986.24	986.08
986.19	**987.38**	**988.58**	**989.77**	**990.97**	**992.17**	**993.36**	**994.53**	**995.55**	**996.37**	**997.02**	**997.48**	**997.76**	**997.85**	**997.76**	**997.49**	**997.04**	**996.40**	**995.58**	**994.72**	**993.86**	**993.00**	**992.14**	**991.28**	**990.42**	**989.56**	**988.70**	**987.84**	**986.98**	**986.12**	**985.26**

STA. 414+20.08EB - STA. 416+24.60EB
USH 12 STRUCTURE OVER CTH W REQ'D.
B-56-209 & B-56-210 (SEE STRUCTURE PLANS)

VCL = 1100.00
K = 543.11

VPC STA 411+45.00WB
VPC EL 994.05

PVI STA 416+95.00
PVI EL 1000.46

VPT STA 422+54.83WB
VPT EL 995.73

DESIGN WB PROFILE

1.17%

417+77.73
997.74

EXISTING TERRAIN PROFILE

1030 1020 1010 1000 990 980 970 960

405+00	406+00	407+00	408+00	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	425+00	426+00	427+00	428+00	429+00	430+00	431+00	432+00	433+00	434+00	435+00
985.24	985.65	986.17	986.81	986.73	987.31	987.46	987.74	988.52	989.13	990.58	989.41	989.24	989.39	989.38	989.64	989.56	989.41	989.53	989.58	989.21	989.08	988.92	988.67	988.28	988.11	987.69	986.98	986.86	986.96	985.84
986.54	**987.70**	**988.87**	**990.03**	**991.20**	**992.36**	**993.53**	**994.66**	**995.64**	**996.42**	**997.03**	**997.45**	**997.68**	**997.73**	**997.60**	**997.32**	**996.84**	**996.17**	**995.34**	**994.48**	**993.62**	**992.76**	**991.90**	**991.04**	**990.18**	**989.32**	**988.46**	**987.60**	**986.73**	**985.87**	**985.01**

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 347	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

5

MATCH LINE STA. 435+00EB

WB

EB

440WB

440EB

445WB

445EB

USH 12 WB

USH 12 EB

450WB

450EB

455WB

455EB

460WB

460EB

MATCH LINE STA. 465+00EB

5

N

TEEL PLASTICS

EXISTING POND (TEEL)

STA 441+22
EXISTING 24" PIPE OUTLET
FROM POND TO REMAIN

SLOPE INTERCEPTS (TYP.)

DWANE L. & CAROL
JEAN HEGNA REVOCABLE TRUST

END CHN4
RELOCATION

PLE

SKILLET CREEK

415

410

405

R/W

B-56-212 TO BE
CONSTRUCTED
BY OTHERS

B-56-211 TO BE
CONSTRUCTED
BY OTHERS

STA. 439+00EB
24-INCH x 92' CPRC WITH
2 APRON ENDWALLS REQ'D
SKEW 21° RHF

REMOVING FENCE REQ'D
STA. 441+60EB

STA. 446+75EB
60-INCH x 240' CPRC WITH
2 APRON ENDWALLS REQ'D

SLOPE INTERCEPTS (TYP.)

R/W

STA. 454+36EB
24-INCH x 81' CPRC WITH
2 APRON ENDWALLS REQ'D

DELINEATED WETLAND (TYP.)

REMOVING FENCE REQ'D
STA. 459+59EB - 467+83EB

CHN4

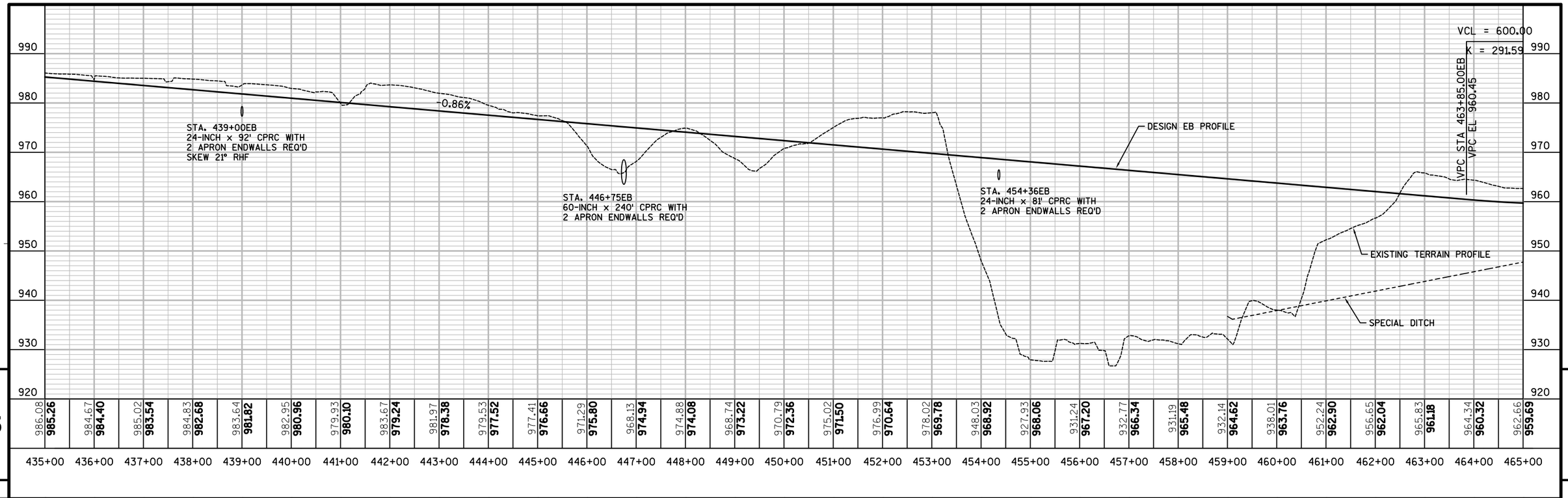
PLE

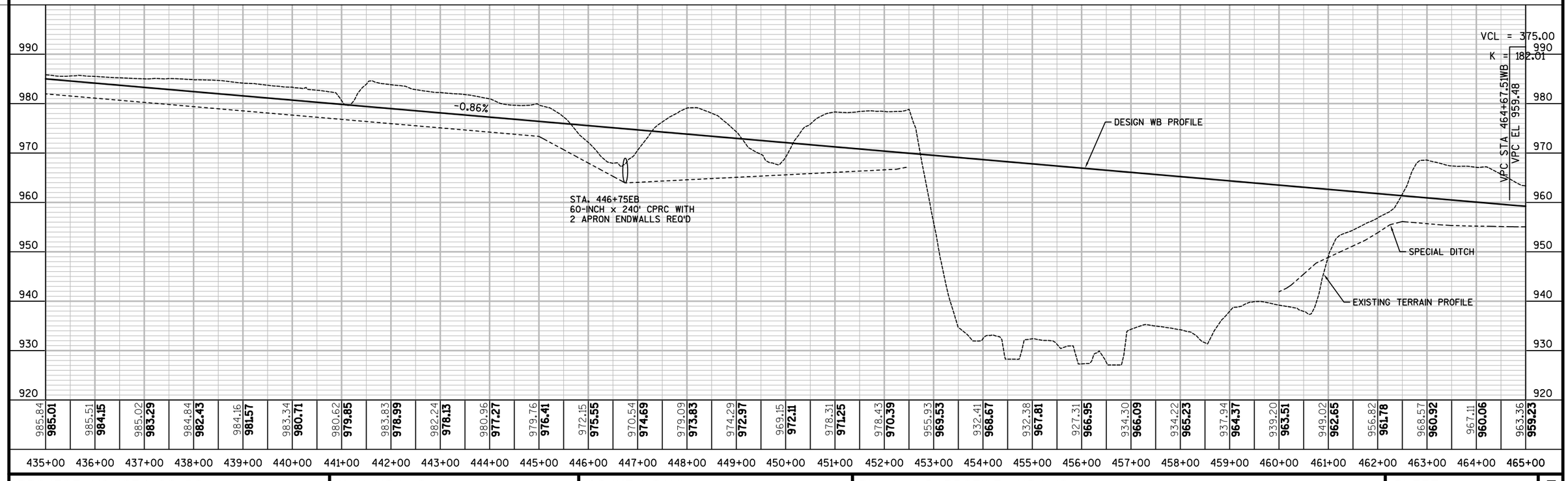
BEGIN CHN4
RELOCATION

SPIRIT LAKE, LLC

MALEK REVOCABLE TRUST

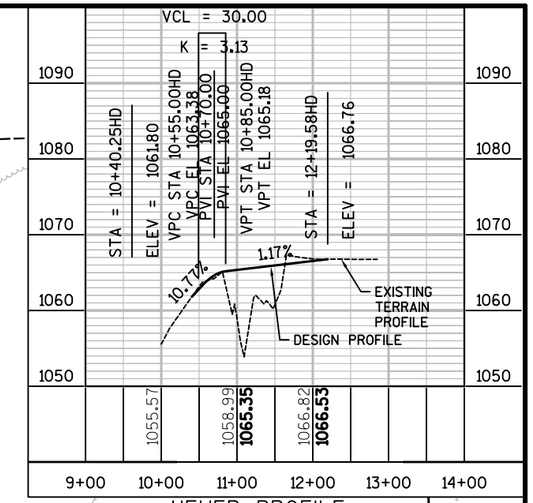
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 348	E





PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 349	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
618	305+10GR 23' RT	RR SPIKE IN PPOL	984.28
619	297+86GR 33' RT	RR SPIKE IN PPOL	963.60
620	293+47GR 25' LT	RR SPIKE IN PPOL	979.69
621	25+11CR 82' RT	RR SPIKE IN PPOL	979.06
622	19+89CR 86' RT	RR SPIKE IN PPOL	979.58



HEUER PROFILE

N

BM618

BM619

BM620

BM621

BM622

REMOVING FENCE REQ'D STA. 305+10GR - 307+00GR

REMOVING FENCE REQ'D STA. 298+57GR - 304+38GR

REMOVING FENCE REQ'D STA. 298+46GR - 302+70GR

REMOVING FENCE REQ'D STA. 459+59EB - 467+83EB

REMOVING FENCE REQ'D STA. 468+42EB - 477+76EB

REMOVING FENCE REQ'D STA. 295+69GR - 297+97GR

DWANE L. & CAROL JEAN HEGNA REVOCABLE TRUST

KANDIE BECKWITH

RICHARD A. HEUER

LAVON J. PUTTKAMER

MALEK REVOCABLE TRUST

MALEK REVOCABLE TRUST

ARCHAEOLOGICAL SITE TO BE MONITORED DURING ALL CONSTRUCTION ACTIVITIES

HEUER DRIVEWAY R/L

TLE

12HD

10HD

SLOPE INTERCEPTS (TYP.)

SLOPE INTERCEPTS (TYP.)

GASSER ROAD

COWLES ROAD

COWLES RD

USH 12 (WB)

USH 12 (EB)

R/W

STA. 468+00WB
60-INCH x 146' CPRC WITH
2 APRON ENDWALLS REQ'D

B-56-213

ALLIANT ENERGRY (ELEC) (TYP.)

STA. 466+26EB
24-INCH x 78' CPRC WITH
2 APRON ENDWALLS REQ'D

CENTURYTEL. (TYP.)

STA. 475+00EB
24-INCH x 76' CPRC WITH
2 APRON ENDWALLS REQ'D

STA. 469+00EB
24-INCH x 72' CPRC WITH
2 APRON ENDWALLS REQ'D

ALLIANT ENERGRY (ELEC)

NORTHERN NATURAL GAS (TYP.)

STA. 489+42EB
30x19-INCH x 67' CPRC WITH
2 APRON ENDWALLS REQ'D

LANDMARK REFERENCE MONUMENT
T 12 N
9 10
R 6 E

LANDMARK REFERENCE MONUMENT
T 12 N
9 10
16 15
R 6 E

470WB
475WB
480WB
485WB
490WB
470EB
475EB
480EB
485EB
490EB

305GR
300GR
295GR
290GR

25CR
20CR
15CR
13CR

MATCH LINE STA. 465+00EB

MATCH LINE STA. 495+00EB

5

5

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 350	E

STA. 466+26EB
24-INCH x 78' CPRC WITH
2 APRON ENDWALLS REQ'D

STA. 469+00EB
24-INCH x 72' CPRC WITH
2 APRON ENDWALLS REQ'D

STA. 475+00EB
24-INCH x 76' CPRC WITH
2 APRON ENDWALLS REQ'D

EXISTING ROCK PROFILE

VCL = 600.00
K = 291.59
PVI STA 466+85.00
PVI EL 957.87
VPT STA 469+85.00EB
VPT EL 961.46

DESIGN EB PROFILE

1.20%

EXISTING TERRAIN PROFILE

STA. 489+42EB
30x19-INCH x 80' CPRC WITH
2 APRON ENDWALLS REQ'D

SPECIAL DITCH

962.66	963.16	962.62	964.32	962.18	963.47	973.35	979.24	979.57	979.38	978.65	979.09	979.52	979.97	980.94	982.24	984.26	986.98	991.97	998.90	1009.85	1034.47	1054.74	1057.03	1053.73	1052.08	1049.46	1042.72	1020.12	1002.61	992.00
959.69	**959.39**	**959.44**	**959.83**	**960.57**	**961.64**	**962.84**	**964.04**	**965.24**	**966.43**	**967.63**	**968.83**	**970.03**	**971.22**	**972.42**	**973.62**	**974.82**	**976.02**	**977.21**	**978.41**	**979.61**	**980.81**	**982.00**	**983.20**	**984.40**	**985.60**	**986.79**	**987.99**	**989.19**	**990.39**	**991.59**

466+35.76
959.37

465+00	466+00	467+00	468+00	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	485+00	486+00	487+00	488+00	489+00	490+00	491+00	492+00	493+00	494+00	495+00

EXISTING ROCK PROFILE

VCL = 375.00
K = 182.01
PVI STA 466+55.01
PVI EL 957.87
VPT STA 468+42.51WB
VPT EL 960.12

DESIGN WB PROFILE

1.20%

EXISTING TERRAIN PROFILE

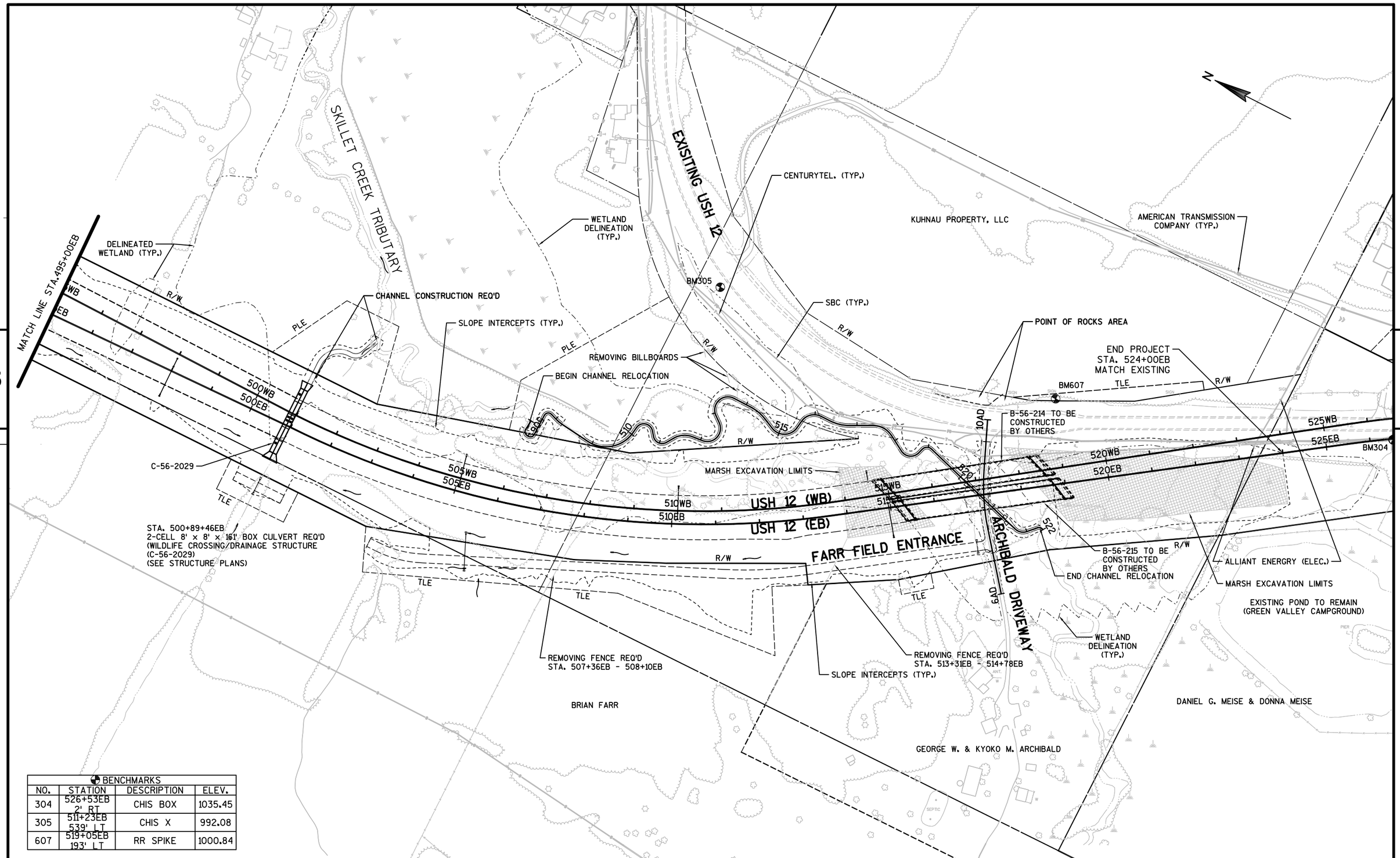
SPECIAL DITCH

963.36	963.60	962.93	964.68	962.22	963.68	968.90	978.81	979.43	980.16	981.04	982.91	984.82	986.84	990.68	995.92	1004.87	1018.39	1048.12	1057.82	1057.04	1053.61	1051.74	1048.22	1033.05	1013.97	1001.35	991.67
959.23	**958.81**	**958.97**	**959.66**	**960.81**	**962.01**	**963.21**	**964.41**	**965.61**	**966.88**	**968.08**	**969.28**	**970.48**	**971.68**	**972.88**	**974.08**	**975.28**	**976.48**	**977.68**	**978.88**	**980.08**	**981.21**	**982.41**	**983.61**	**984.81**	**986.01**	**987.21**	**988.41**	**989.61**	**990.81**	**992.01**

466+24.10
958.81

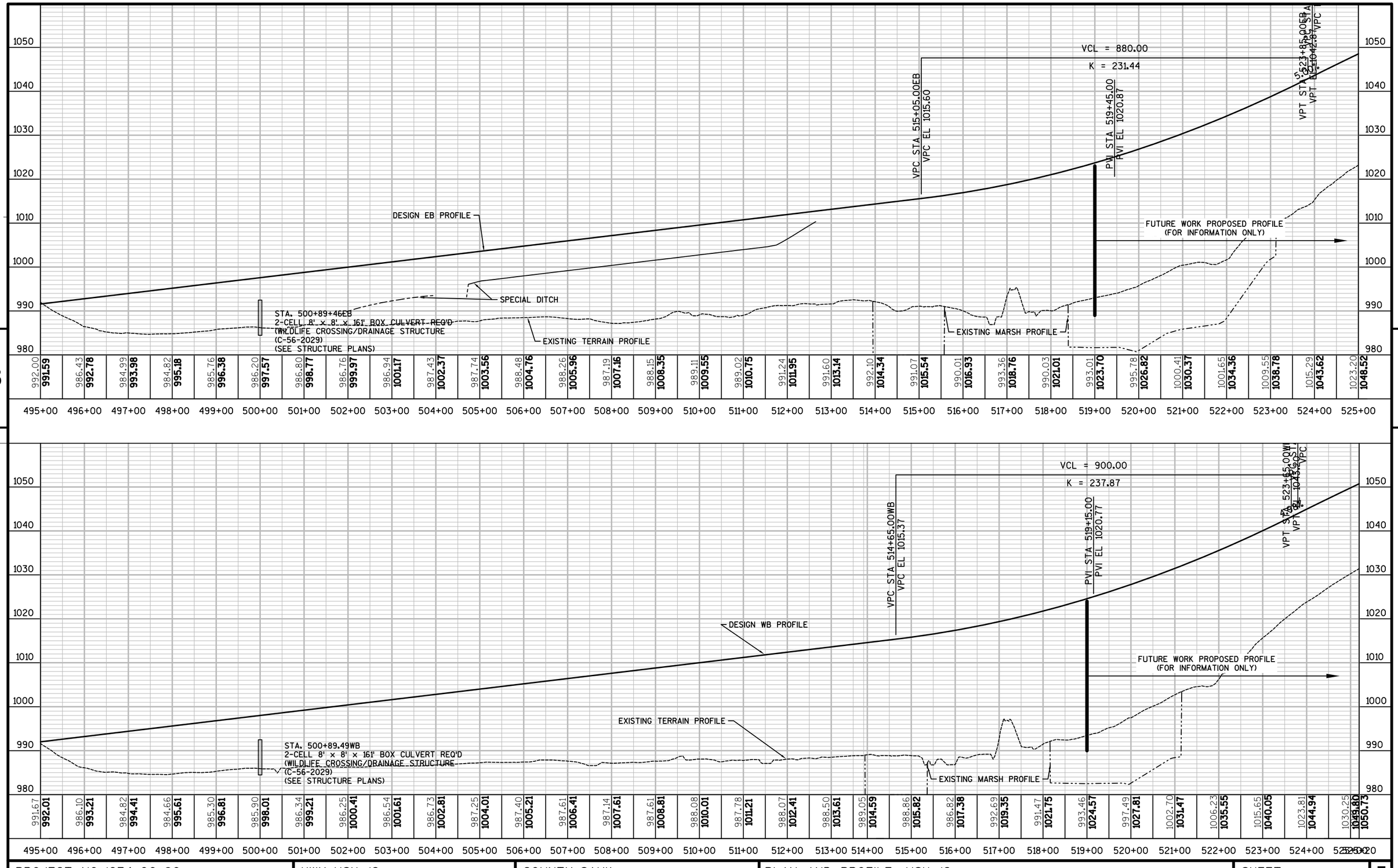
465+00	466+00	467+00	468+00	469+00	470+00	471+00	472+00	473+00	474+00	475+00	476+00	477+00	478+00	479+00	480+00	481+00	482+00	483+00	484+00	485+00	486+00	487+00	488+00	489+00	490+00	491+00	492+00	493+00	494+00	495+00

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 351	E



BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
304	526+53EB 2' RT	CHIS BOX	1035.45
305	511+23EB 539' LT	CHIS X	992.08
607	519+05EB 193' LT	RR SPIKE	1000.84

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 352	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 353	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

REMOVING FENCE REQ'D
STA. 345+95EB - 359+66EB

SAUK COUNTY

355B
350B
345B
STH 136 WB ON-RAMP
REMOVING CURB AND GUTTER REQ'D
STA. 95+15LE LT - 109+31LE LT

350WB
345WB
355WB
USH 12 (WB)

350EB
345EB
355EB
USH 12 (EB)

345A
350A
355A
STH 136 EB OFF-RAMP

R/W

CENTURYTEL (TYP.)

REMOVE SEPTIC TANK REQ'D
STA. 98+94LE 265' LT

BEGIN CONSTRUCTION
STA. 345+38.31A

SLOPE INTERCEPTS (TYP.)

REMOVING FENCE REQ'D
STA. 357+45EB - 359+54EB

NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
611	210+91WE 51' LT	TOP NUT HYD	950.66

360B
STH 136
360WB
360EB
360A
STH 136

VILLAGE OF WEST BARABOO
(WATER AND STORM SEWER)
(TYP.)

REMOVING CURB AND GUTTER REQ'D
STA. 89+62LE RT - 109+31LE RT

BM611

ALLIANT ENERGY (GAS) (TYP.)

365B
STH 136 WB OFF-RAMP
365WB
365EB
365A
STH 136 EB ON-RAMP

SLOPE INTERCEPTS (TYP.)

REMOVING FENCE REQ'D
STA. 95+22LE - 96+27LE

CROELL-REDI MIX, INC.

TLE

REMOVE BUILDINGS AND
SITE CLEARANCE REQ'D
PARCEL 14

BM612

370B
370WB
370EB
370A

B-56-208 TO BE
CONSTRUCTED
BY OTHERS

374B
375WB
375EB
373A

B-56-207 TO BE
CONSTRUCTED
BY OTHERS

END CONSTRUCTION
STA. 373+48.92A

N

5

5

990
980
970
960
950
940
930
920

STA = 345+38.31A
ELEV = 958.52
VPC STA 346+17.15A
VPC EL 958.77
0.32%
347+02.54
958.91
SPECIAL DITCH
DESIGN PROFILE

VCL = 900.00
K = 265.15
PVI STA 350+67.15
PVI EL 960.22
VPT STA 355+17.15A
VPT EL 946.40
EXISTING TERRAIN PROFILE
-3.07%

STA. 357+82A
24-INCH x 104' CPRC WITH
2 APRON ENDWALLS REQ'D.

VCL = 150.00
K = 64.71
VPC STA 358+75.00A
VPC EL 935.40
PVI STA 359+50.09
PVI EL 933.10
VPT STA 360+25.00A
VPT EL 932.53
STA = 360+46.78A
-0.75%

ELEV = 932.37
STA = 362+13.71A

ELEV = 931.94
VPC STA 362+20.11A
VPC EL 932.06
VCL = 100.00
K = 46.67
PVI STA 362+70.11
PVI EL 933.00
VPT STA 363+20.11A
VPT EL 935.01
1.88%
4.02%

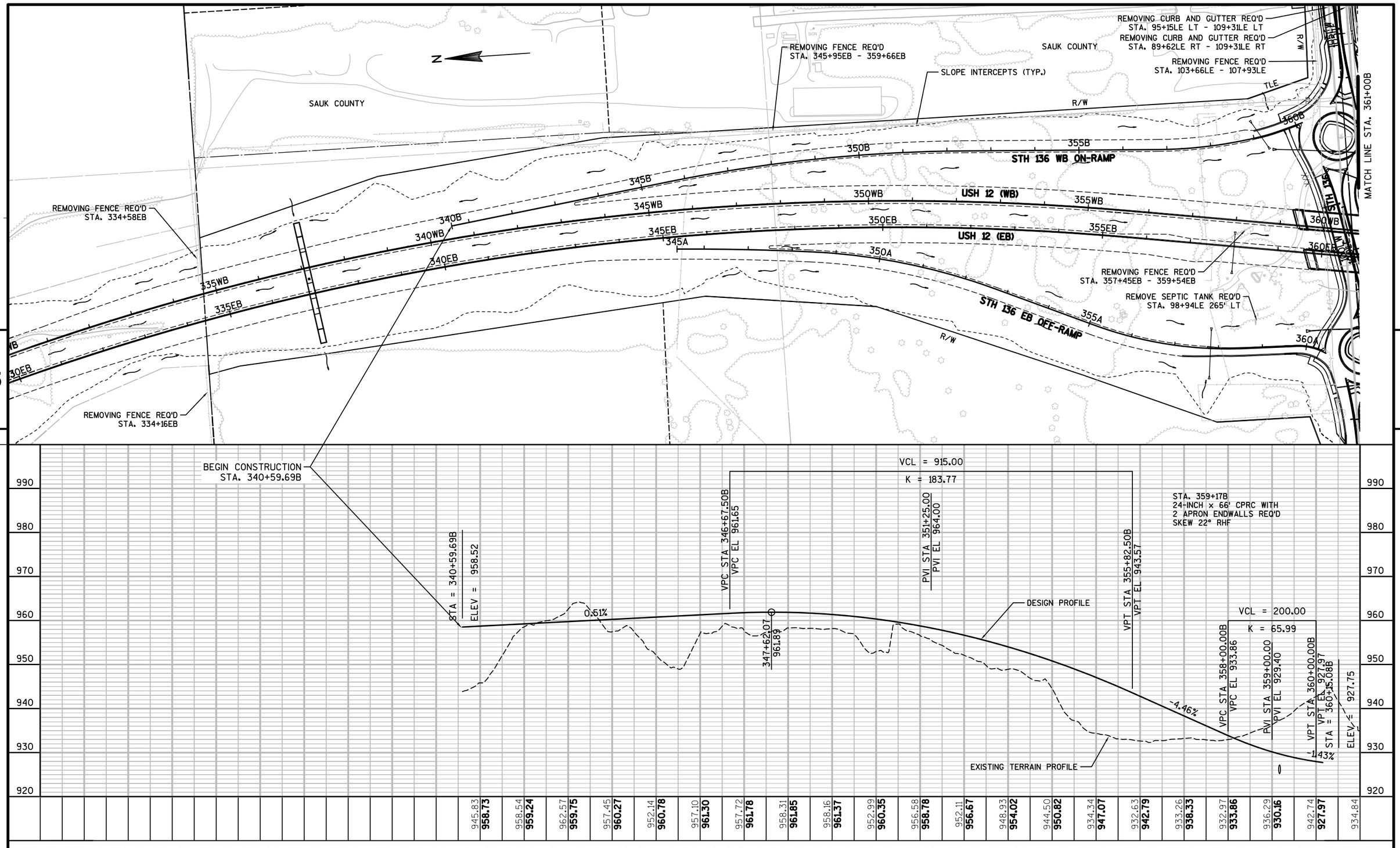
STA. 363+00A
24-INCH x 53' CPRC WITH
2 APRON ENDWALLS REQ'D.

VCL = 450.00
K = 145.19
VPC STA 365+60.11A
VPC EL 944.66
PVI STA 367+85.11
PVI EL 953.71
VPT STA 370+10.11A
VPT EL 955.79
0.92%
STA = 373+48.92A
ELEV = 958.91

947.99 958.72
962.43 958.91
965.64 958.73
964.77 958.18
973.16 957.24
972.18 955.93
964.18 954.24
959.38 952.18
960.92 949.74
964.60 946.92
961.98 943.85
956.75 940.78
952.18 937.71
951.29 934.68
965.11 932.77
944.18
955.39
958.58 934.25
962.62 938.22
965.14 942.25
963.35 946.21
962.36 949.62
962.03 952.33
962.87 954.36
963.56 955.69
961.88 956.62
959.87 957.54
951.25 958.46

345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00 361+00 362+00 363+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

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 EB RAMP	SHEET 354	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 WB RAMP	SHEET 355 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050105_PP (STH 136 WB RAMP).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WESTDAYL PLAZA STATION, LLC

VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)

SLOPE INTERCEPTS (TYP.)

R/W

DELINEATED WETLAND (TYP.)

BARABOO RIVER

BM610

BM615

REMOVING CURB AND GUTTER REQ'D STA. 89+62LE RT - 109+31LE RT

B-56-208 TO BE CONSTRUCTED BY OTHERS

MATCH LINE STA. 361+00B

365B

STH 136 WB OFF-RAMP

370B

374B

375WB

USH 12 (WB)

380WB

385WB

390WB

390EB

385EB

380EB

375EB

USH 12 (EB)

HATCHERY ROAD

REMOVING CURB AND GUTTER REQ'D STA. 95+15LE LT - 109+31LE LT

370WB

365WB

370EB

374A

365EB

370A

STH 136 WB OFF-RAMP

B-56-207 TO BE CONSTRUCTED BY OTHERS

ALLIANT ENERGY (GAS) (TYP.)

BM611

CENTURYTEL (TYP.)

365A

STH 136 EB ON-RAMP

R/W

BM616

60A

BM639

REMOVING FENCE REQ'D STA. 357+45EB - 359+54EB

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
610	104+51LE 36' RT	RR SPIKE IN PPOL	925.18
611	99+04LE 3' RT	RR SPIKE IN LPOL	944.48
615	701+67HR 25' RT	RR SPIKE IN 27-INCH PINE	975.48
616	695+31HR 26' LT	RR SPIKE IN PPOL	919.41
639	378+91EB 524' RT	PK IN RR TIE	873.25

STA. 365+00B
48-INCH x 134' CPRC WITH
2 APRON ENDWALLS REQ'D

VCL = 640.00
K = 187.36

VCL = 185.00
K = 48.78

VPC STA 365+16.04B
VPC EL 939.44

PVI STA 368+36.04
PVI EL 953.49

VPT STA 371+56.04B
VPT EL 956.60

END CONSTRUCTION
STA. 374+76.10B

STA = 374+76.10B
ELEV = 959.71

EXISTING TERRAIN PROFILE

DESIGN PROFILE

0.97%

4.39%

0.60%

STA = 361+82.04B
ELEV = 928.84

VPC STA 361+93.54B
VPC EL 928.80

PVI STA 362+86.04
PVI EL 929.35

VPT STA 363+78.54B
VPT EL 933.41

934.84	949.74 **928.84**	950.18 **930.59**	950.11 **934.35**	949.79 **938.74**	948.59 **942.94**	952.52 **946.61**	954.10 **949.75**	955.47 **952.36**	957.93 **954.43**	957.93 **955.97**	956.46 **957.03**	949.79 **958.00**	937.05 **958.97**

990 980 970 960 950 940 930 920 915

361+00 362+00 363+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+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 WB RAMP	SHEET 356	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
610	104+51LE 36' LT	RR SPIKE IN PPOL	925.18
611	99+04LE 2' RT	RR SPIKE IN PPOL	944.48
612	93+76LE 27' RT	RR SPIKE IN PPOL	930.17
613	87+92LE 38' RT	RR SPIKE IN PPOL	894.57

N

STH 136 WB OFF-RAMP

STH 136 WB ON-RAMP

REMOVING FENCE REQ'D STA. 357+45EB - 359+54EB

NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST

COLLEEN M. BURTTS & LIFE ESTATE OF MIRIAM BARNHART

STA. 89+25LE LT EXISTING 18" x 32' CP TO BE REMOVED RECONSTRUCT P.E.

STA. 91+25LE LT EXISTING 18" x 30' CP TO BE REMOVED RECONSTRUCT P.E.

STA. 92+30LE LT EXISTING 18" x 32' CP TO BE REMOVED REMOVE P.E.

CENTURYTEL. (TYP.)

REMOVE SEPTIC TANK REQ'D STA. 98+94LE 265' LT

REMOVING FENCE REQ'D STA. 345+95EB - 359+66EB

STA. 102+00 LT REMOVE P.E.

SAUK COUNTY

REMOVING FENCE REQ'D STA. 103+66LE - 107+93LE

REMOVING CURB AND GUTTER REQ'D STA. 95+15LE LT - 109+31LE LT

STA. 103+75 LT REMOVE. F.E.

VILLAGE OF WEST BARABOO (SANITARY) (TYP.)

STA. 87+50 LT EXISTING 18" x 32' CP TO BE REMOVED RECONSTRUCT F.E. 18-INCH x 45' CP WITH 2 APRON ENDWALLS REQ'D

JAMES W. LAFLEUR

DANA A. MADALON

WILLIAM J. STUBER III & JENNIFER MEISTER

SLOPE INTERCEPTS (TYP.)

STA. 93+34 LT RECONSTRUCT P.E.

STA. 105+96 LT RECONSTRUCT C.E.

EVEREST E. & DOROTHY M. SONSALLA

B-56-206

B-56-205

STH 136

BM609

BM610

BM611

BM612

BM613

R-56-33

ALLIANT ENERGY (GAS)

VILLAGE OF WEST BARABOO (STORM) (TYP.)

VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)

ALLIANT ENERGY (GAS) (TYP.)

VILLAGE OF WEST BARABOO (WATER) (TYP.)

WESTDAYL PLAZA STATION, LLC

STA. 104+25 - STA. 107+75 RT RETAINING WALL REQ'D

STA. 108+65 - STA. 109+34 RT RETAINING WALL REQ'D

REMOVING CURB AND GUTTER REQ'D STA. 89+62LE RT - 109+31LE RT

STA. 108+25LE RT RECONSTRUCT C.E.

STA. 109+30LE END CONSTRUCTION MATCH EXISTING SAWCUT REQ'D

REMOVING FENCE REQ'D STA. 85+25LE - 86+64LE

STA. 86+68LE RT RECONSTRUCT P.E. 24-INCH x 33' CP WITH 2 APRON ENDWALLS REQ'D

LANDMARK REFERENCE MONUMENT

T 12 N, 33 34, R 6 E

CONCRETE PLANT DRIVEWAY

REMOVE BUILDINGS AND SITE CLEARANCE REQ'D PARCEL 14

SLOPE INTERCEPTS (TYP.)

STA. 94+75 RT REMOVE C.E.

STA. 93+30 RT REMOVE C.E.

CROELL-REDI MIX, INC.

ALLIANT ENERGY (ELEC.) WITH CHARTER COMMUNICATIONS

STA. 99+25 RT REMOVE P.E.

STA. 85+25EB BEGIN CONSTRUCTION MATCH EXISTING SAWCUT REQ'D

COLLEEN M. BURTTS & LIFE ESTATE OF MIRIAM BARNHART

STA. 87+50LE RT RECONSTRUCT P.E. EXISTING 18" x 44' CP TO BE REMOVED 24-INCH x 23' CP WITH 2 APRON ENDWALLS REQ'D

STH 136 EB ON-RAMP

USH 12 (EB)

USH 12 (WB)

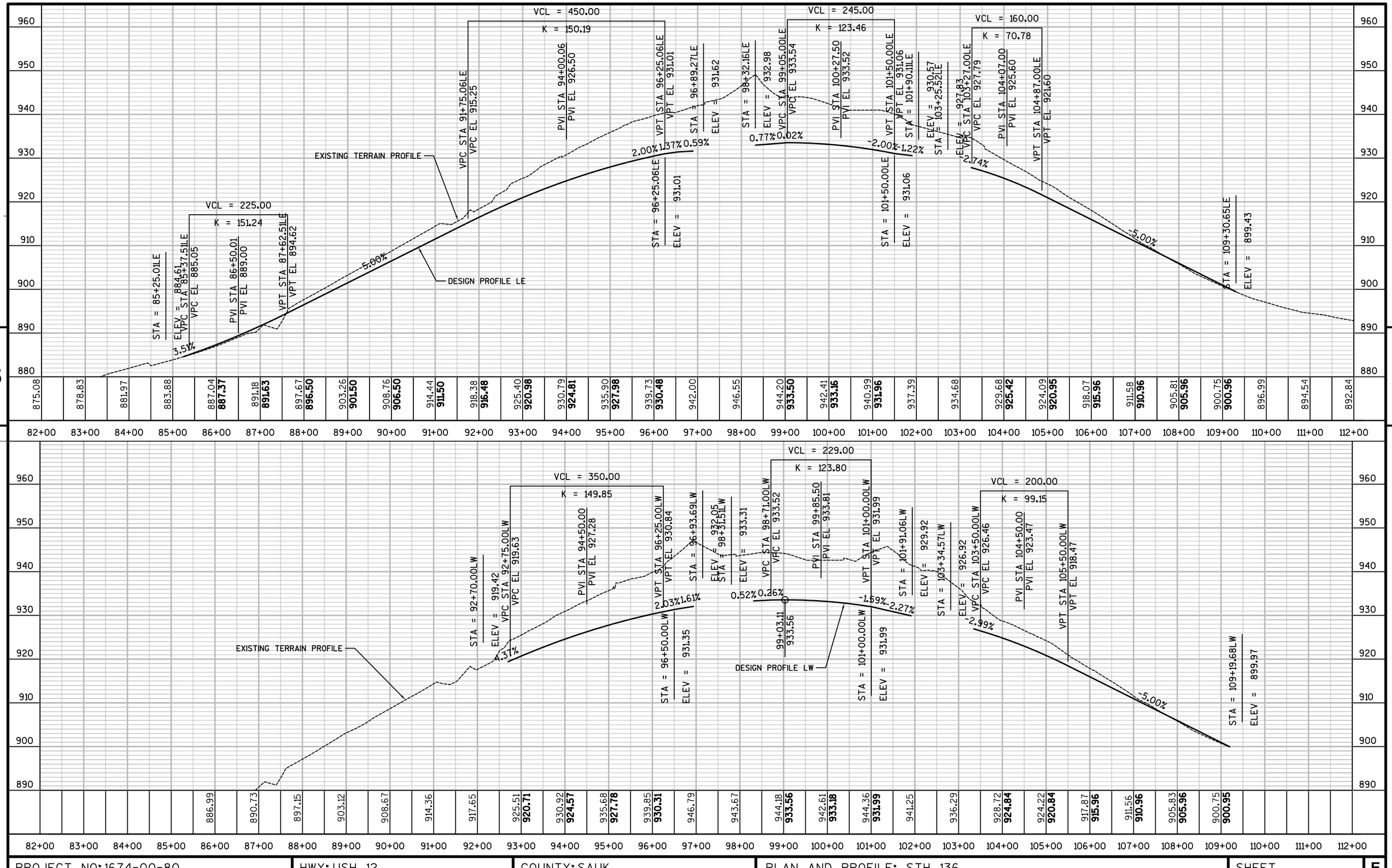
STH 136 WB OFF-RAMP

TINKHAM TR

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136	SHEET 357	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050102_PP (STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136	SHEET 358	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050102_PP (STH 136).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

REMOVING FENCE REQ'D
STA. 95+22LE - 96+27LE

REMOVING CURB AND GUTTER REQ'D
STA. 95+15LE LT - 109+31LE LT

NANCY JO DILLMAN
& HELFRIED O. MOH,
REVOCABLE TRUST

VILLAGE OF WEST BARABOO (WATER)

VILLAGE OF WEST BARABOO (STORM SEWER)

REMOVING CURB AND GUTTER REQ'D
STA. 89+62LE RT - 109+31LE RT

REMOVE BUILDINGS AND
SITE CLEARANCE REQ'D
PARCEL 14

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
612	93+76LE 27' RT	RR SPIKE IN PPOL	930.17
613	87+92LE 38' RT	RR SPIKE IN PPOL	894.57
639	378+92EB 524' RT	PK IN RR TIE	873.25

BM612

BM613

BM639

95LW

R/W

TLE

STH 136

CANOPY

RAMP

CROELL REDI-MIX INC.

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY (GAS) (TYP.)

WILLIAM J.
STUBER III &
JENNIFER
MEISTER

TLE

14BC

10BC

LANDMARK REFERENCE MONUMENT

T 12 N
33 34
R 6 E

CONCRETE PLANT DRIVEWAY

P.L.

PLAYGROUND

A/C

DANA A. MADALON

TLE

SLOPE INTERCEPTS (TYP.)

COLLEEN M. BURTTS

LAFLEUR, JAMES W

R/W

REMOVING FENCE REQ'D
STA. 85+25LE - 86+64LE

CENTURYTEL. (TYP.)

COLLEEN M. BURTTS LIFE
ESTATE OF MIRIAM BARNHART

END CONSTRUCTION
STA. 14+28.77BC
MATCH EXISTING
SAWCUT REQ'D

EXISTING TERRAIN PROFILE

VCL = 25.00
K = 15.03
VPC STA 10+82.50BC
VPC EL 910.83
PVI STA 10+95.00
PVI EL 911.17
VPT STA 11+07.50BC
VPT EL 911.62

VCL = 75.00
K = 61.09
VPC STA 13+02.50BC
VPC EL 918.65
PVI STA 13+40.00
PVI EL 920.00
VPT STA 13+77.50BC
VPT EL 920.89

STA = 10+22.85BC
ELEV = 909.77

STA = 14+28.77BC
ELEV = 922.11

1.94%
3.60%
2.38%

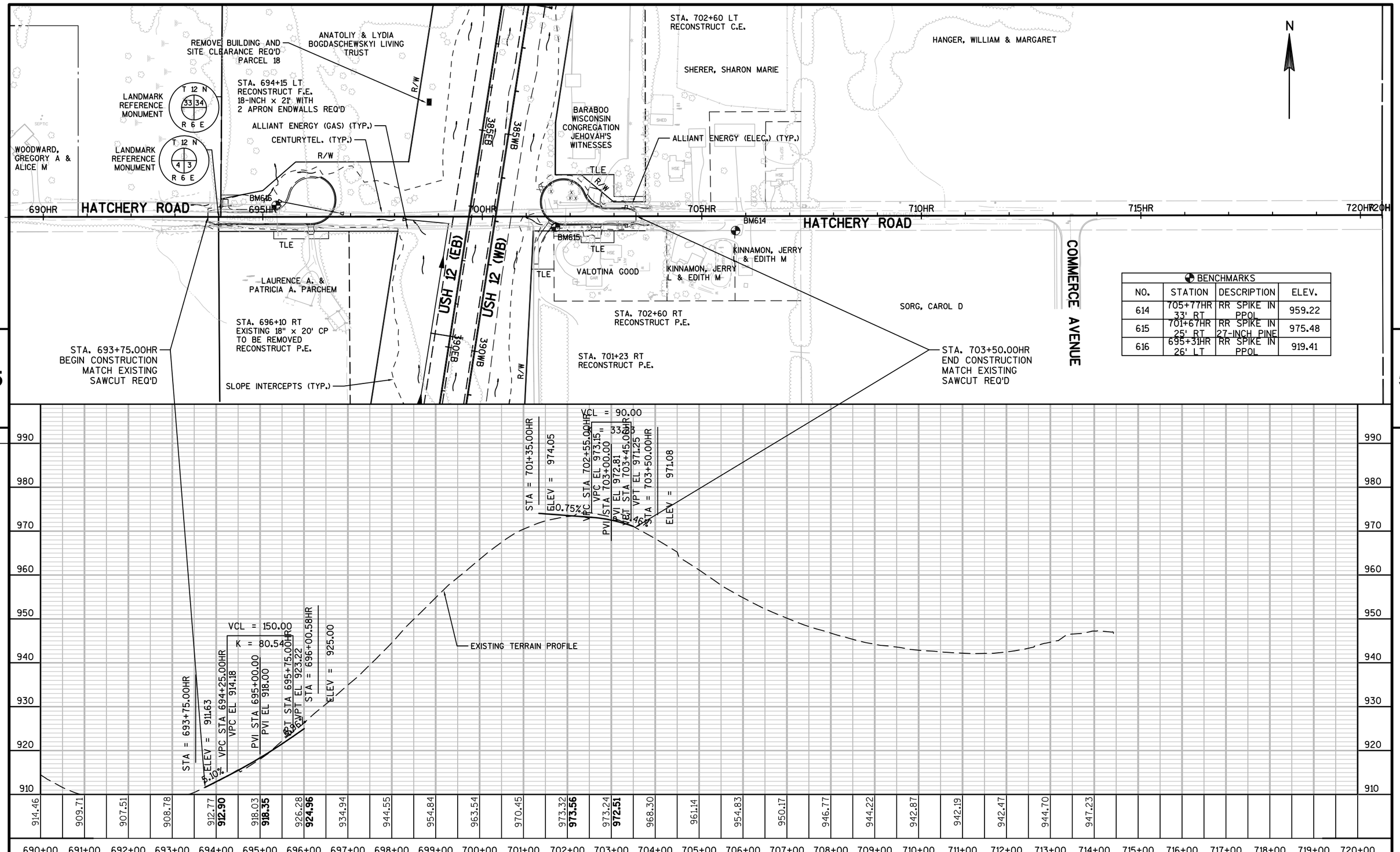
DESIGN PROFILE

970 960 950 940 930 920 910 900

912.99 | 924.11 **911.37** | 924.28 **914.95** | 923.57 **918.56** | 922.00 **921.43**

3+00BC 4+00BC 5+00BC 6+00BC 7+00BC 8+00BC 9+00BC 10+00BC 11+00BC 12+00BC 13+00BC 14+00BC 15+00BC 16+00BC 17+00BC 18+00BC 19+00BC 20+00BC 21+00BC 22+00BC 23+00BC 24+00BC 25+00BC 26+00BC 27+00BC 28+00BC 29+00BC 30+00BC 31+00BC 32+00BC 33+00BC

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CONCRETE PLANT DRIVEWAY	SHEET 359	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: HATCHERY ROAD	SHEET 360	E

REMOVE BUILDING AND SEPTIC TANK AND ABANDON WELL AND SITE CLEARANCE REQ'D PARCEL 22

BM615

BM616

390WB

390EB

395WB

395EB

400WB

400EB

400C

405WB

405EB

405C

410WB

410EB

410C

415WB

USH 12 (WB)

USH 12 (EB)

CTH W WB ON-RAMP

CTH W EB OFF-RAMP

CTH W

R/W

AMERICAN TRANSMISSION COMPANY (TYP.)

LANDMARK REFERENCE MONUMENT

T 12 N
4 3
R 6 E

LAURANCE A. & PATRICK A. PARCHEM

SLOPE INTERCEPTS (TYP.)

FREDERICK R. BISCH & MARILYN Y. BISCH

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
615	701+67HR 25' RT	RR SPIKE IN 27-INCH PINE	975.48
616	695+31HR 26' LT	RR SPIKE IN PPOL	919.41

BEGIN CONSTRUCTION
STA. 399+90.99C

STA = 399+90.99C
ELEV = 980.69

0.67%

VPC STA 403+50.00C
VPC EL 983.10

VCL = 600.00
K = 370.09

PVI STA 406+50.00
PVI EL 985.12

405+98.40
983.94

VPT STA 409+50.00C
VPT EL 982.27

-0.95%

VPC STA 411+05.00C
VPC EL 980.79

VCL = 150.00
K = 339.71

PVI STA 411+80.00
PVI EL 980.08

VPT STA 412+55.00C
VPT EL 979.70

-0.51%

EXISTING TERRAIN PROFILE

STA = 414+89.35C
ELEV = 978.51

DESIGN PROFILE

SPECIAL DITCH

| | | |

DEYCOI LLC

RENEWAL I LLC

R/W

CTH W WB OFF-RAMP

AMERICAN TRANSMISSION COMPANY (TYP.)

420WB USH 12 (WB) 425WB 430WB 435WB 440WB 445WB

420EB USH 12 (EB) 425EB 430EB 435EB 440EB 445EB

CTH W EB ON-RAMP 425C 430C 433C

420C

R/W

SLOPE INTERCEPTS (TYP.)

REMOVING FENCE REQ'D
STA. 415+69EB - 424+68EB

SPIRIT LAKE, LLC

REMOVING FENCE REQ'D
STA. 441+60EB

END CONSTRUCTION
STA. 433+54.92C

N

5

5

VCL = 605.00
K = 190.20

VCL = 200.00
K = 141.39

STA = 416+45.60C
ELEV = 976.93

VPC STA 417+48.03C
VPC EL 977.92

PVI STA 418+48.03
PVI EL 978.89

VPT STA 419+48.03C
VPT EL 981.26

VPC STA 421+85.53C
VPC EL 986.91

PVI STA 424+88.03
PVI EL 994.10

VPT STA 427+90.53C
VPT EL 991.67

DESIGN PROFILE

EXISTING TERRAIN PROFILE

426+37.65
992.28

STA = 433+54.92C
ELEV = 987.13

-0.80%

2.38%

0.68%

0.96%

STA. 417+05C
30x19-INCH x 55' CPRC WITH
2 APRON ENDWALLS REQ'D
8° SKEW LHF

1020 1010 1000 990 980 970 960 950

988.57	987.35 **977.45**	987.68 **978.51**	987.72 **980.18**	987.92 **982.47**	989.26 **984.85**	989.13 **987.22**	988.48 **989.27**	988.51 **990.78**	988.66 **991.78**	988.51 **992.24**	988.54 **992.18**	988.71 **991.60**	989.51 **990.80**	988.27 **989.99**	987.92 **989.19**	987.49 **988.39**	987.10 **987.58**

417+00C 418+00C 419+00C 420+00C 421+00C 422+00C 423+00C 424+00C 425+00C 426+00C 427+00C 428+00C 429+00C 430+00C 431+00C 432+00C 433+00C 434+00C 435+00C 436+00C 437+00C 438+00C 439+00C 440+00C 441+00C 442+00C 443+00C 444+00C 445+00C 445+99C

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W EB RAMP	SHEET 362	E

JEFFREY S. SORG

FEDERICK R. BISCH
& MARILYN Y. BISCH

HATCHERY ROAD

CTH W

REMOVE BUILDING AND SEPTIC TANK AND ABANDON WELL AND SITE CLEARANCE REQ'D PARCEL 22

REMOVE BUILDING AND SITE CLEARANCE REQ'D PARCEL 23

TLE

AMERICAN TRANSMISSION COMPANY (POLES) (TYP.)

BM615

BM616

SLOPE INTERCEPTS (TYP.)

R/W

385WB
385EB
390WB
390EB
395WB
395EB
398D
400D
400WB
400EB
405D
405WB
405EB
410D
410WB
410EB
415WB
415EB

CTH W WB ON-RAMP

USH 12 (WB)

USH 12 (EB)

CTH W EB OFF-RAMP

CENTURYTEL. (TYP.)

ALLIANT ENERGY (ELEC.) (TYP.)

LANDMARK REFERENCE MONUMENT

T 12 N
4 3
R 6 E

REMOVING FENCE REQ'D
STA. 401+89EB

BEGIN CONSTRUCTION
STA. 398+12.99D

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
614	705+77HR 33' RT	RR SPIKE IN PPOL	959.22
615	701+67HR 25' RT	RR SPIKE IN 27-INCH PINE	975.48

VCL = 550.00
K = 236.04

VCL = 175.00
K = 245.93

STA = 398+12.99D
ELEV = 979.54

EXISTING TERRAIN PROFILE

VPC STA 403+00.00D
VPC EL 983.28

PVI STA 405+75.00D
PVI EL 985.39

VPT STA 408+50.00D
VPT EL 981.09

VPC STA 411+12.50D
VPC EL 976.99

PVI STA 412+00.00D
PVI EL 975.62

VPT STA 412+87.50D
VPT EL 974.88

STA = 414+62.71D
ELEV = 972.48

0.77%
-1.56%
-0.85%

404+81.30D
983.97

DESIGN PROFILE

STA. 413+70D
30x19-INCH x 61' CPRC WITH
2 APRON ENDWALLS REQ'D

990.74	989.57	989.45	989.38	986.91	987.07	986.47	986.04	985.69	986.09	986.57	987.59	988.38	988.42	987.93	988.93	990.68
980.20	**980.97**	**981.74**	**982.51**	**983.28**	**983.83**	**983.96**	**983.67**	**982.96**	**981.82**	**980.31**	**978.75**	**977.19**	**975.78**	**974.77**	**973.92**	

385+00 386+00 387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00 401+00 402+00 403+00 404+00 405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00

1020 1010 1000 990 980 970 960 950

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W WB RAMP	SHEET 363	E

DEYCO I LLC

TEEL PLASTICS

DWANE L. & CAROL
JEAN HEGNA
REVOCABLE TRUST

CTH W

TLE

SLOPE INTERCEPTS (TYP.)

R/W

EXISTING POND (TEEL)

N

420D

CTH W WB OFF-RAMP

425D

430D

431D

435WB

USH 12 (WB)

440WB

445WB

AMERICAN TRANSMISSION COMPANY (POLES) (TYP.)

430WB

425WB

420WB

415WB

435EB

USH 12 (EB)

440EB

445EB

430EB

425EB

420EB

CTH W EB ON-RAMP

ALLIANT ENERGY (ELEC.) (TYP.)

CENTURYTEL. (TYP.)

REMOVING FENCE REQ'D
STA. 415+69EB - 424+68EB

5

5

VCL = 775.00

K = 244.13

VCL = 150.00

K = 77.04

STA = 416+09.22D

ELEV = 973.64

VPC STA 416+95.93D

VPC EL 974.10

PVI STA 417+70.93D

PVI EL 974.50

VPT STA 418+45.93D

VPT EL 976.35

VPC STA 421+15.43D

VPC EL 983.03

PVI STA 425+02.93D

PVI EL 992.62

VPT STA 428+90.43D

VPT EL 989.91

STA = 431+01.74D

ELEV = 988.43

END CONSTRUCTION
STA. 431+01.74D

EXISTING TERRAIN PROFILE

-0.70%

427+19.82D
990.51

2.48%

0.53%

DESIGN PROFILE

STA. 417+47D
30X19-INCH x 52' CPRC WITH
2 APRON ENDWALLS REQ'D

1030 1020 1010 1000 990 980 970 960

990.68 | 989.58 | 989.84 **974.12** | 989.83 **975.34** | 990.21 **977.67** | 990.54 **980.14** | 990.58 **982.62** | 990.38 **984.95** | 990.23 **986.88** | 989.84 **988.40** | 989.75 **989.51** | 989.23 **990.21** | 989.06 **990.50** | 988.70 **990.38** | 988.21 **989.85** | 988.09 **989.15** | 987.79 **988.45**

416+00 417+00 418+00 419+00 420+00 421+00 422+00 423+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+00 440+00 441+00 442+00 443+00 444+00 444+99

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W WB RAMP	SHEET 364	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
623	210+91WE 51' LT	TOP NUT HYD	950.66
626	193+79WE 34' LT	RR SPIKE IN PPOL	987.23

N

SLOPE INTERCEPTS (TYP.)

CTH W EB OFF-RAMP

CTH W WB ON-RAMP

410C

410EB

410WB

410D

FREDERICK R. BISCH & MARILYN Y. BISCH

AMERICAN TRANSMISSION COMPANY (POLES) (TYP.)

ALLIANT ENERGY (ELEC.)

R/W

CTH W

185WE

190WW

190WE

MM881

BM626

195WW

195WE

B-56-209

B-56-210

REMOVING FENCE REQ'D STA. 188+00WE - 188+35WE

REMOVING FENCE REQ'D STA. 191+21WE - 191+44WE

TLE

DONALD C. SCHEULLENBERGER

STA. 188+65 RT RECONSTRUCT C.E.

STA. 192+75 RT RECONSTRUCT P.E.

STA. 188+00.00WE BEGIN CONSTRUCTION MATCH EXISTING SAWCUT REQ'D

WISCONSIN POWER & LIGHT COMPANY

SPIRIT LAKE, LLC

LANDMARK REFERENCE MONUMENT

T 12 N

4 3

R 6 E

ALLIANT ENERGY (ELEC.) (TYP.)

REMOVING FENCE REQ'D STA. 415+69EB - 424+68EB

420C

420EB

420WB

425C

425EB

425WB

USH 12 (EB)

USH 12 (WB)

CTH W EB ON-RAMP

CTH W WB OFF-RAMP

420D

425D

STA. 206+00 LT EXISTING 18" x 20' CP TO BE REMOVED REMOVE P.E.

REMOVE BUILDING AND SITE CLEARANCE REQ'D PARCEL 23

FREDERICK R. BISCH & MARILYN Y. BISCH

TLE

ALLIANT ENERGY (GAS)

CITY OF BARABOO

R-56-35

COMMERCE COURT

COMMERCE DRIVEWAY

REMOVING CURB AND GUTTER REQ'D STA. 208+32WE LT - 211+34WE LT

R-56-36

BM623

205WW

205WE

210WW

210WE

215WW

215WE

COMMERCE AVENUE

CITY OF BARABOO (WATER)

BARABOO SANITARY DISTRICT #1

CITY OF BARABOO STORM SEWER

EXISTING POND (WAL-MART)

EXISTING POND (TEEL)

ALLIANT ENERGY (ELEC.)

ALLIANT ENERGY (GAS)

REMOVING CURB AND GUTTER REQ'D STA. 209+55WE RT - 211+14WE RT

SLOPE INTERCEPTS (TYP.)

DEYCO I LLC

STA. 206+20 RT EXISTING 18" x 20' CP TO BE REMOVED REMOVE F.E.

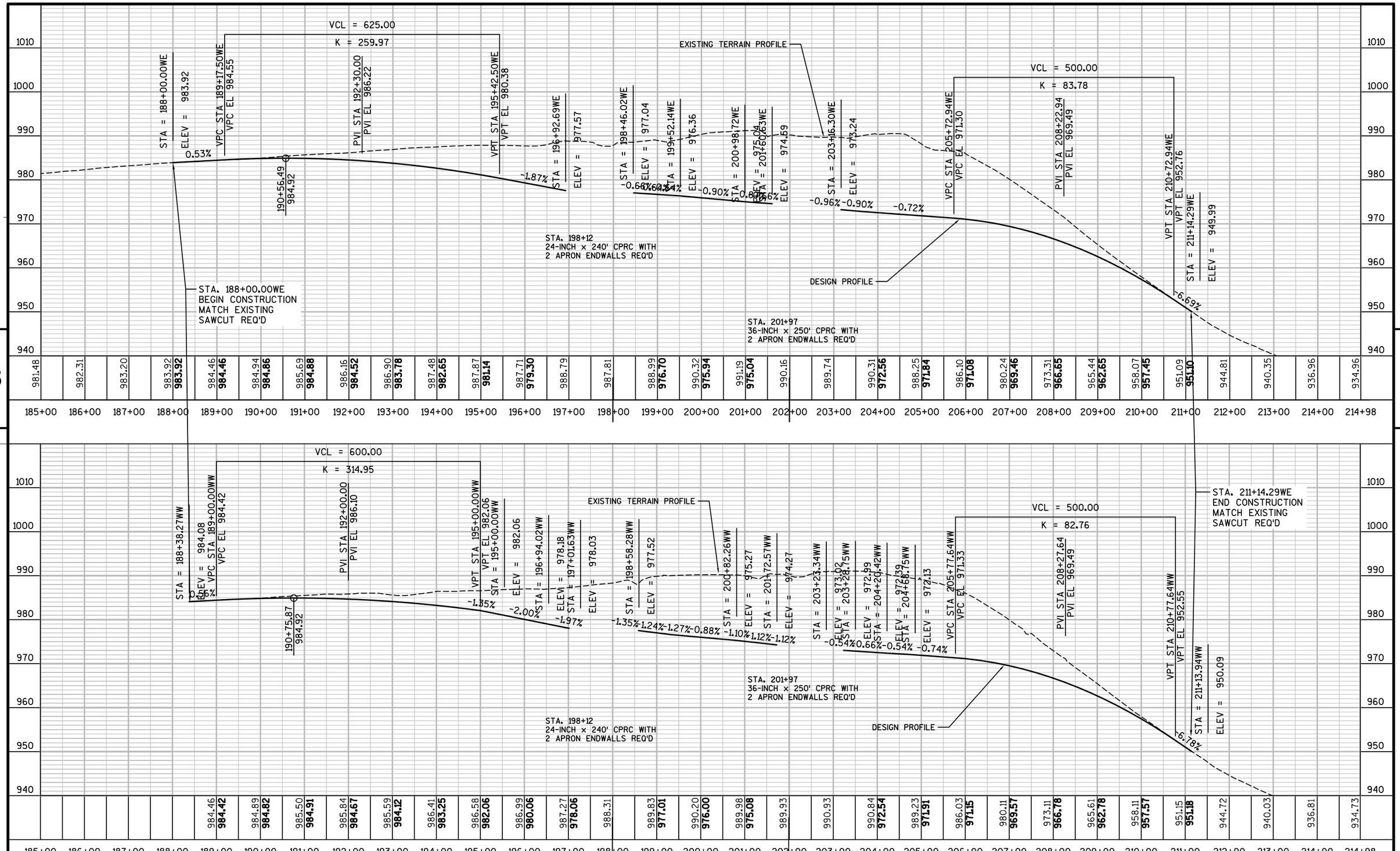
STA. 202+00 RT REMOVE F.E.

STA. 211+14.29WE END CONSTRUCTION MATCH EXISTING SAWCUT REQ'D

5

5

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W	SHEET 365	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W	SHEET 366	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050107_PP (CTH W).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
623	210+91WE 51' LT	TOP NUT HYD	950.66

N

CTH W EB OFF-RAMP
410C
410EB
410WB
CTH W WB ON-RAMP
410D
USH 12 (EB)
USH 12 (WB)
U.S.H. 12
C.T.H. W
LARSON ENTERPRISES
BARABOO SANITARY DISTRICT #1
CITY OF BARABOO (WATER)
VILLAGE OF WEST BARABOO (STORM SEWER)
SUMMIT CREDIT UNION
R-56-35
R-56-36
BM623
SLOPE INTERCEPT (TYP.)
P.I.
9CC
10CC
22CD
13CC
20CD
COMMERCE COURT
COMMERCE DRIVEWAY
REMOVE BUILDING AND SITE CLEARANCE REQ'D PARCEL 23
FREDERICK R. BISHCH & MARILYN Y. BISCH
TLE ALLIANT ENERGY (GAS)
ALLIANT ENERGY (ELECTRIC)
CHARTER COMMUNICATIONS (TYP.)
CITY OF BARABOO
CITY OF BARABOO
R/W
5WW
5WE
205WW
205WE
210WW
210WE
215WW
215WE
216WW
216WE
CTH W
CENTURYTEL (TYP.)
AMERICAN TRANSMISSION COMPANY (TYP.)
REMOVING CURB AND GUTTER REQ'D
STA. 209+55WE RT - 211+14WE RT
END CONSTRUCTION
STA. 12+55.16CC
MATCH EXISTING
SAWCUT REQ'D
BEGIN CONSTRUCTION
STA. 20+78.48CD
MATCH EXISTING
EXISTING TERRAIN PROFILE
STA = 20+78.47CD
ELEV = 969.47
-10.00%
STA = 22+19.15CD
ELEV = 955.41
DESIGN PROFILE
STA = 10+00.00CC
ELEV = 955.50
VPC STA 10+10.00CC
VPC EL 955.18
PVI STA 10+85.00
PVI EL 952.80
VPT STA 11+60.00CC
VPT EL 946.05
3.48%
3.00%
3.67%
VCL = 150.00
K = 25.76
VCL = 75.00
K = 14.08
VPC STA 11+67.50CC
VPC EL 945.38
PVI STA 12+05.00
PVI EL 942.00
VPT STA 12+42.50CC
VPT EL 940.62
STA = 12+55.16CC
ELEV = 940.16

990	980	970	960	950	940	930	920

976.49 967.63 **967.32** 958.25 **957.32**

964.53 951.59 **955.50** 949.41 **950.75** 944.03 **942.83** 937.39

16+00CD 17+00CD 18+00CD 19+00CD 20+00CD 21+00CD 22+00CD 23+00CD 24+00CD 25+00CD 26+00CD 27+00CD

3+00CC 4+00CC 5+00CC 6+00CC 7+00CC 8+00CC 9+00CC 10+00CC 11+00CC 12+00CC 13+00CC 14+00CC 15+00CC 16+00CC 17+00CC 18+00CC 19+00CC 20+00CC 20+50CC

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: COMMERCE COURT	SHEET 367	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\80 PROJECT\050110_PP (COMMERCE COURT).DWG PLOT DATE : 6/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
617	309+53GR 30' LT	RR SPIKE IN PPOL	1000.28
618	305+10GR 23' RT	RR SPIKE IN PPOL	984.28
619	297+86GR 33' RT	RR SPIKE IN PPOL	963.60
620	293+47GR 25' LT	RR SPIKE IN PPOL	979.69
621	25+11CR 82' RT	RR SPIKE IN PPOL	979.06

N

MALEK REVOCABLE TRUST

REMOVING FENCE REQ'D STA. 459+59EB - 467+83EB

STA. 297+83 - STA. 298+58 LT
STA. 297+14 - STA. 298+64 RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D.
(SEE S.D.D.)

CENTURYTEL. (TYP.)

SLOPE INTERCEPT (TYP.)

STA. 292+75 LT
RECONSTRUCT P.E.

STA. 294+75 LT
RECONSTRUCT P.E.

REMOVING FENCE REQ'D STA. 295+69GR - 297+97GR

ALLIANT ENERGY (ELEC.) (TYP.)

LANDMARK REFERENCE MONUMENT

T 12 N
9 10
R 6 E

USH 12 (EB)

USH 12 (WB)

465EB

465WB

STA. 305+00 LT
RECONSTRUCT F.E.
18-INCH x 30' CP WITH
2 APRON ENDWALLS REQ'D

DUANE L. & CAROL JEAN HEGNA

STA. 301+17 - STA. 302+42 LT
STA. 301+25 - STA. 302+13 RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D.
(SEE S.D.D.)

REMOVING FENCE REQ'D STA. 298+57GR - 304+38GR

ALLIANT ENERGY (ELEC.) (TYP.)

R/W

TLE

REMOVING FENCE REQ'D STA. 305+10GR - 307+00GR

BM617

285GR 290GR 295GR 300GR 305GR 310GR 315GR

BM620

BM618

BM619

R/W

TLE

GASSER ROAD

GASSER ROAD SNOWMOBILE TRAIL
STA. 294+75 RT
REMOVE F.E.

NORTHERN NATURAL GAS

COWLES ROAD

COWLES RD.

470EB

470WB

REMOVING FENCE REQ'D STA. 298+46GR - 302+70GR

REMOVING FENCE REQ'D STA. 468+42EB - 477+76EB

STA. 298+68
EXISTING 30" X 54' CMCP TO BE REMOVED

STA. 305+00GR RT
REMOVE P.E.

SLOPE INTERCEPT (TYP.)

KANDIE BECKWITH

STA. 309+55GR RT
RECONSTRUCT P.E.

MALEK REVOCABLE TRUST

STA. 291+00.00GR
BEGIN CONSTRUCTION
MATCH EXISTING
SAWCUT REQ'D

BM621

STA. 307+00.00GR
END CONSTRUCTION
MATCH EXISTING
SAWCUT REQ'D

SKILLET DR.

5

5

VCL = 150.00
K = 3463.17

VPC STA 292+50.00GR
VPC EL 978.82

PVI STA 293+25.00
PVI EL 979.23

VPT STA 294+00.00GR
VPT EL 979.60

STA = 291+00.00GR
ELEV = 978.01

0.54%

STA. 298+85.65 - STA. 301+03.49
GASSER ROAD STRUCTURE OVER USH 12 REQ'D.
B-56-213 (SEE STRUCTURE PLANS)

0.50%

DESIGN PROFILE

EXISTING TERRAIN PROFILE

VCL = 365.00
K = 97.80

VPC STA 303+32.50GR
VPC EL 984.27

PVI STA 305+15.00
PVI EL 985.18

VPT STA 306+97.50GR
VPT EL 992.90

STA = 307+00.00GR
ELEV = 993.01

STA. 298+97
36-INCH x 123' CPRC WITH
2 APRON ENDWALLS REQ'D
SKEW 1° RHF

STA. 300+86GR
60-INCH x 136' CPRC WITH
2 APRON ENDWALLS REQ'D

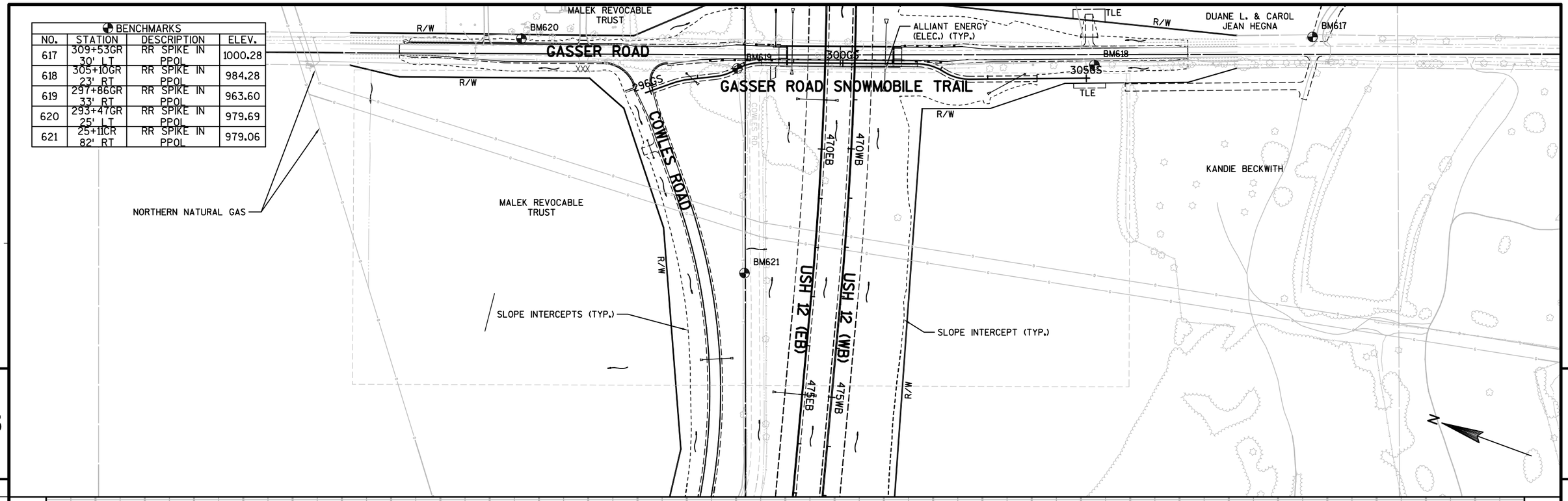
1020 1010 1000 990 980 970 960 950

974.40	974.88	975.45	976.34	977.14	977.32	978.01	978.68	979.74	980.05	979.17	976.05	971.06	966.01	964.51	964.76	965.58	967.72	971.22	976.40	982.35	988.10	993.01	997.28	1000.41	1000.40	997.26	992.81	988.52	984.23	980.71
						978.01	**978.55**	**979.09**	**979.60**	**980.10**	**980.60**	**981.10**	**981.60**	**982.10**	**982.60**	**983.10**	**983.60**	**984.10**	**984.84**	**986.54**	**989.26**	**993.01**								

285+00 286+00 287+00 288+00 289+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+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00

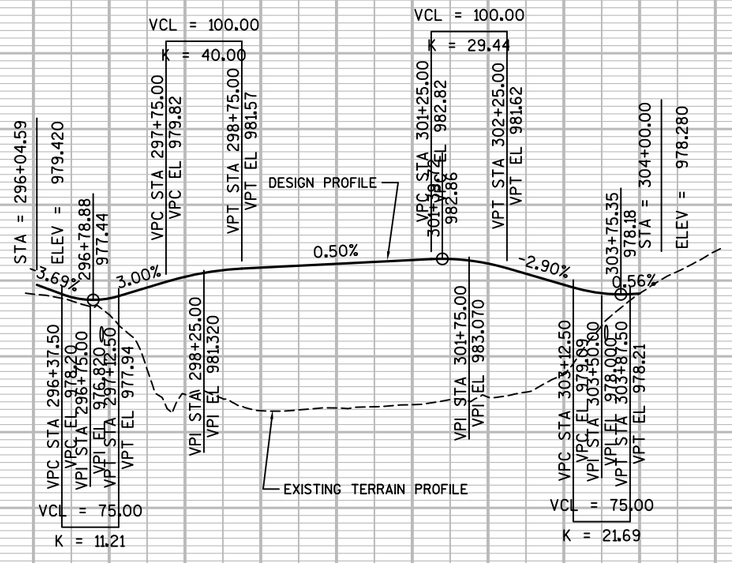
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: GASSER ROAD	SHEET 368	E

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
617	309+53GR 30' LT	RR SPIKE IN PPOL	1000.28
618	305+10GR 23' RT	RR SPIKE IN PPOL	984.28
619	297+86GR 33' RT	RR SPIKE IN PPOL	963.60
620	293+47GR 25' LT	RR SPIKE IN PPOL	979.69
621	25+11CR 82' RT	RR SPIKE IN PPOL	979.06



STA. 296+90GS
24-INCH x 26' CPRC WITH
1 APRON ENDWALL REQ'D AND
3-FT DIA INLET WITH TYPE C COVER
REQUIRED

STA. 303+56GS
24-INCH x 79' CPRC WITH
1 APRON ENDWALL REQ'D AND
3-FT DIA INLET WITH TYPE C COVER
REQUIRED



| | | |

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
619	297+86GR 33' RT	RR SPIKE IN PPOL	963.60
620	293+47GR 25' LT	RR SPIKE IN PPOL	979.69
621	25+11CR 82' RT	RR SPIKE IN PPOL	979.06
622	19+89CR 86' RT	RR SPIKE IN PPOL	979.58

LAVON J. PUTTKAMER

MALEK REVOCABLE TRUST

NORTHERN NATURAL GAS

STA. 28+00 LT
CONSTRUCT F.E.
18-INCH x 35' CP WITH
2 APRON ENDWALLS REQ'D

BM620

MALEK REVOCABLE TRUST

REMOVING FENCE REQ'D
STA. 462+80 EB

CENTURYTEL. (TYP.)

BM619

T 12 N
9 10
R 6 E
LANDMARK REFERENCE MONUMENT

13CR
15CR
20CR
25CR
30CR
COWLES ROAD
GASSER ROAD
R/W

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY (ELEC.) (TYP.)

STA. 20+20 RT
EXISTING 18" X 30' CP TO BE REMOVED
REMOVE F.E.

BM621

BM622

REMOVING FENCE REQ'D
STA. 468+42EB - 477+76EB

USH 12 (EB)

USH 12 (WB)

490EB 485EB 480EB 475EB 470EB 465EB 460EB

490WB 485WB 480WB 475WB 470WB 465WB 460WB

5 5

STA. 14+50.00
BEGIN CONSTRUCTION
MATCH EXISTING
SAWCUT REQ'D

STA. 16+00
EXISTING 15" X 29' CMCP TO BE REMOVED

VCL = 500.00
K = 518.18

STA = 14+50.00CR
ELEV = 981.18

VPC STA 21+05.00CR
VPC EL 978.12

PVI STA 23+55.00
PVI EL 976.96

VPT STA 26+05.00CR
VPT EL 978.20

STA = 29+76.59CR
ELEV = 980.05

STA = 30+00.00CR
ELEV = 980.45

-0.47%

0.50%

1.71%

DESIGN PROFILE

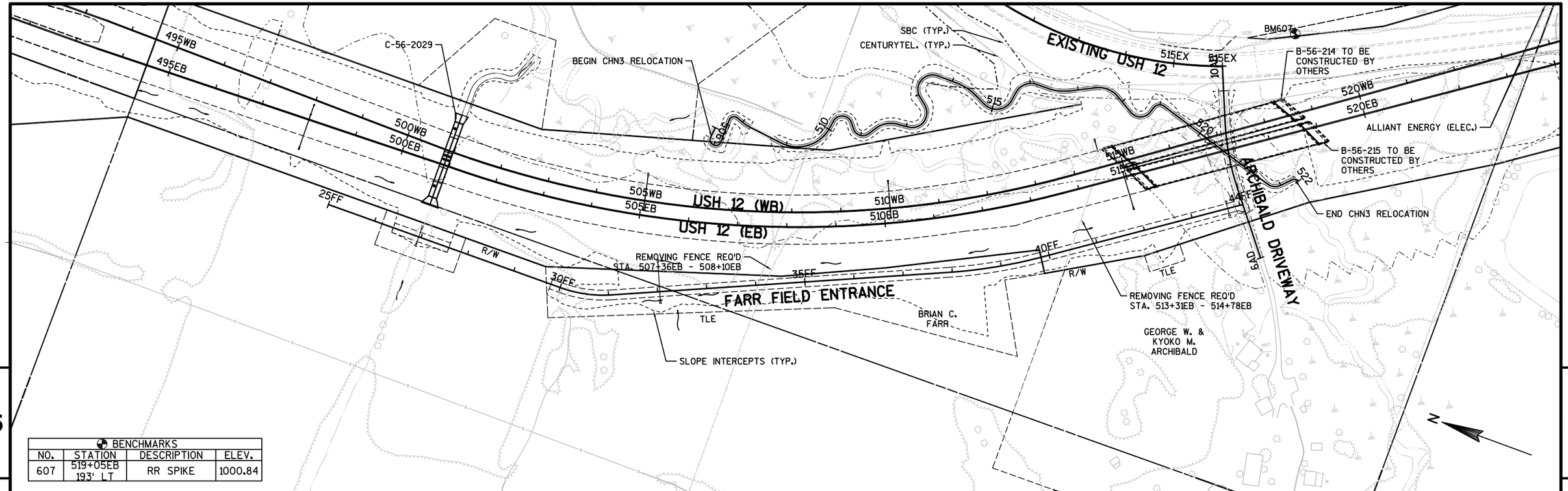
EXISTING TERRAIN PROFILE

23+46.99
977.56

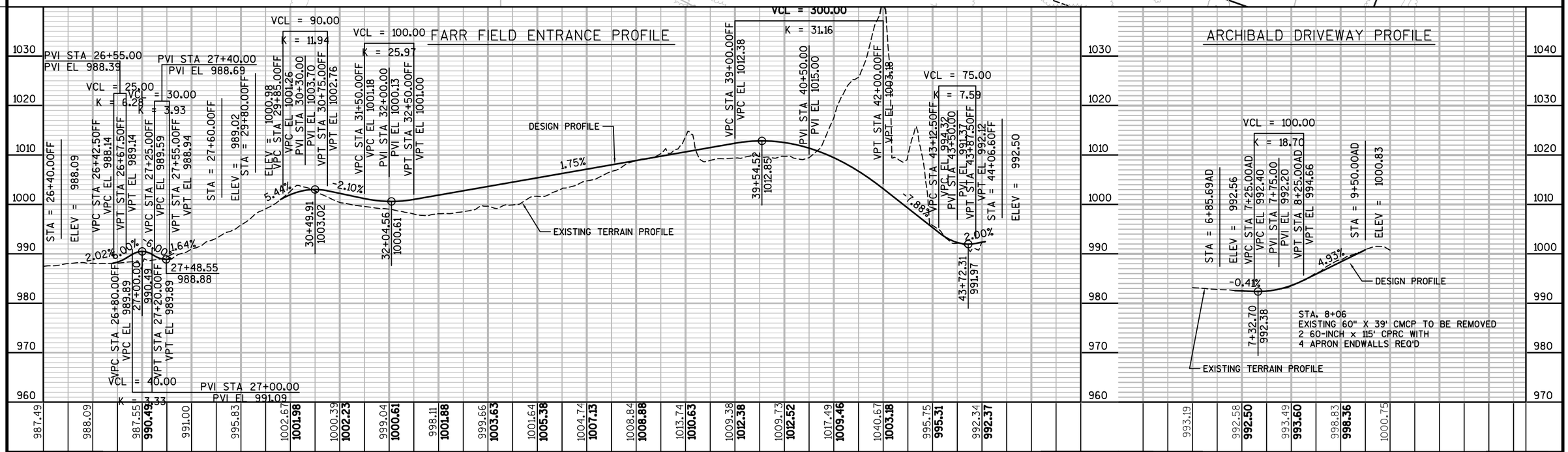
STA. 23+50
30x19-INCH x 54' CPRCHE WITH
2 APRON ENDWALLS REQ'D

1030 1020 1010 1000 990 980 970 960

| | | |

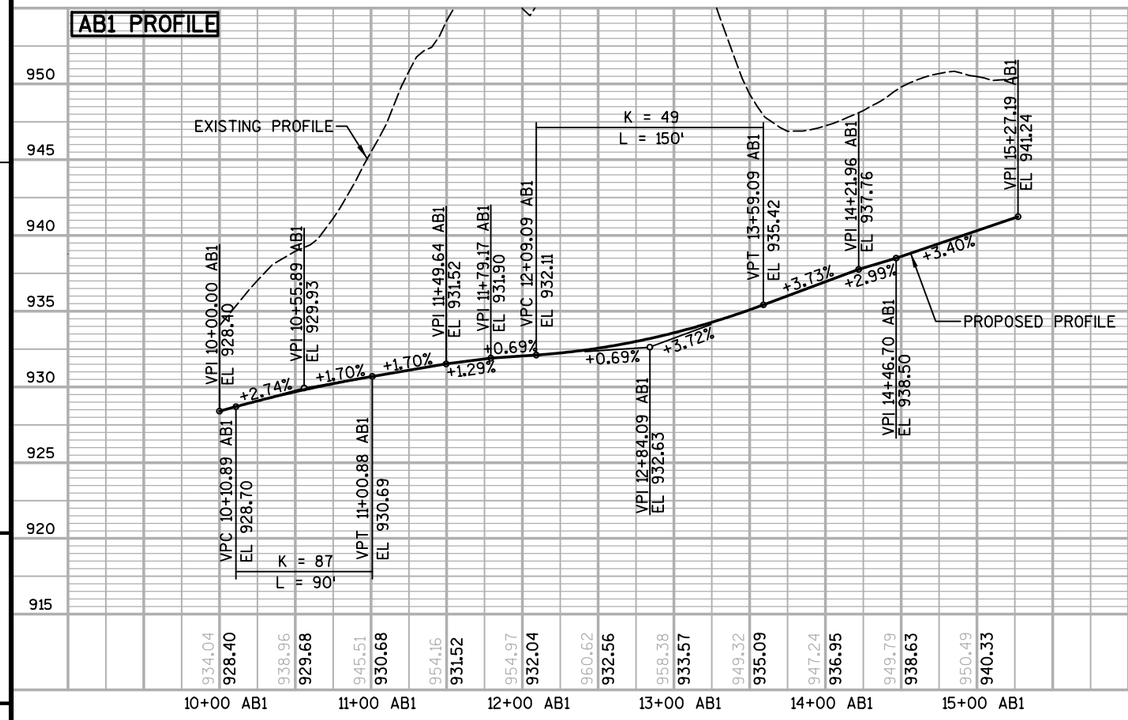


BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
607	519+05EB 193' LT	RR SPIKE	1000.84

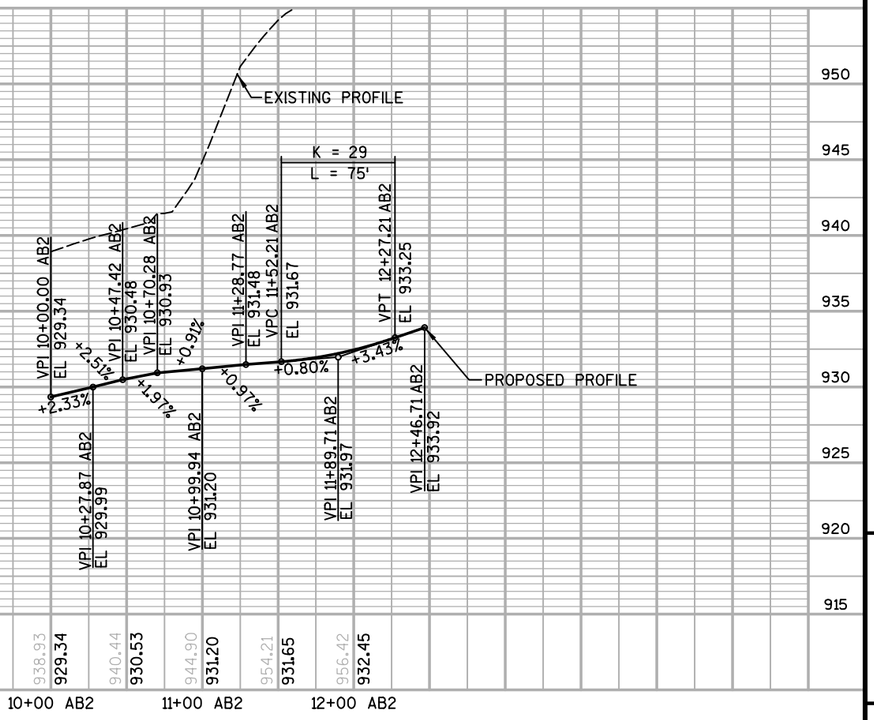


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: FARR FIELD ENTRANCE/ARCHIBALD DRIVEWAY	SHEET 371	E

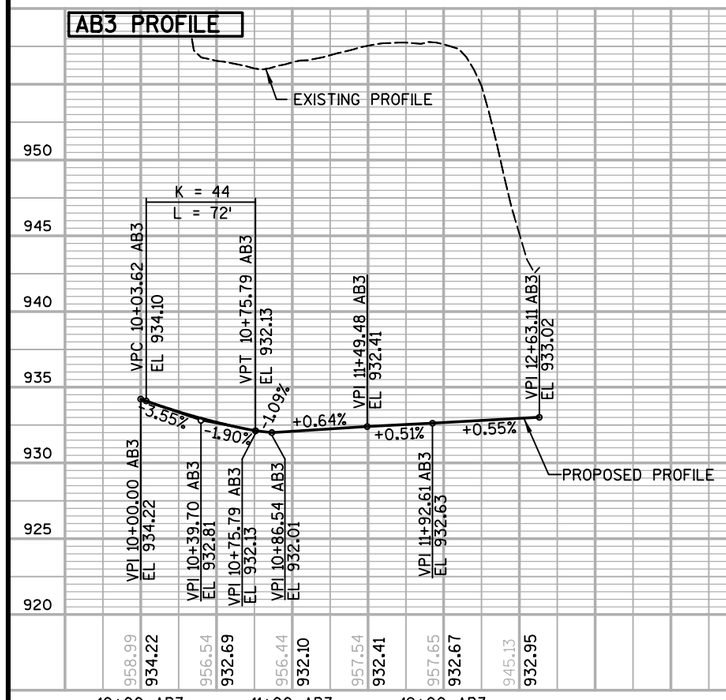
AB1 PROFILE



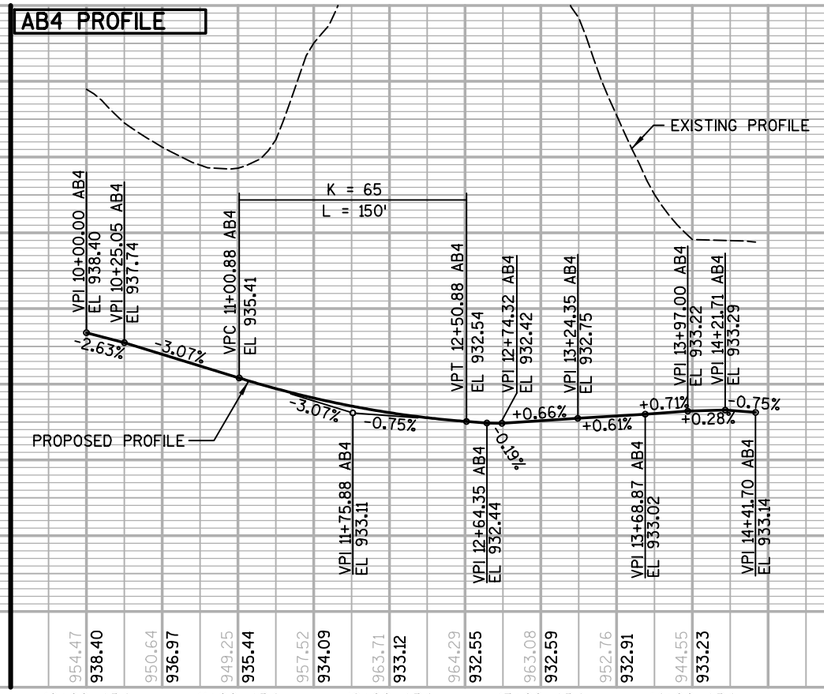
AB2 PROFILE



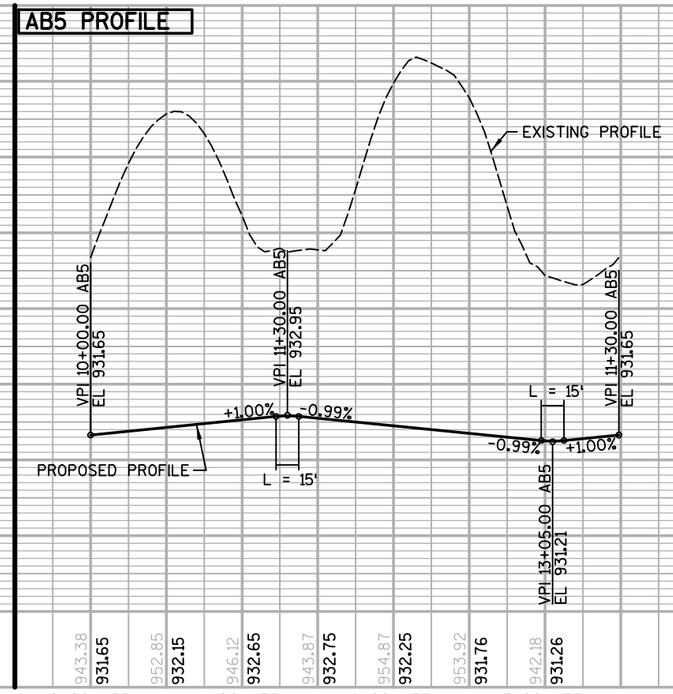
AB3 PROFILE



AB4 PROFILE



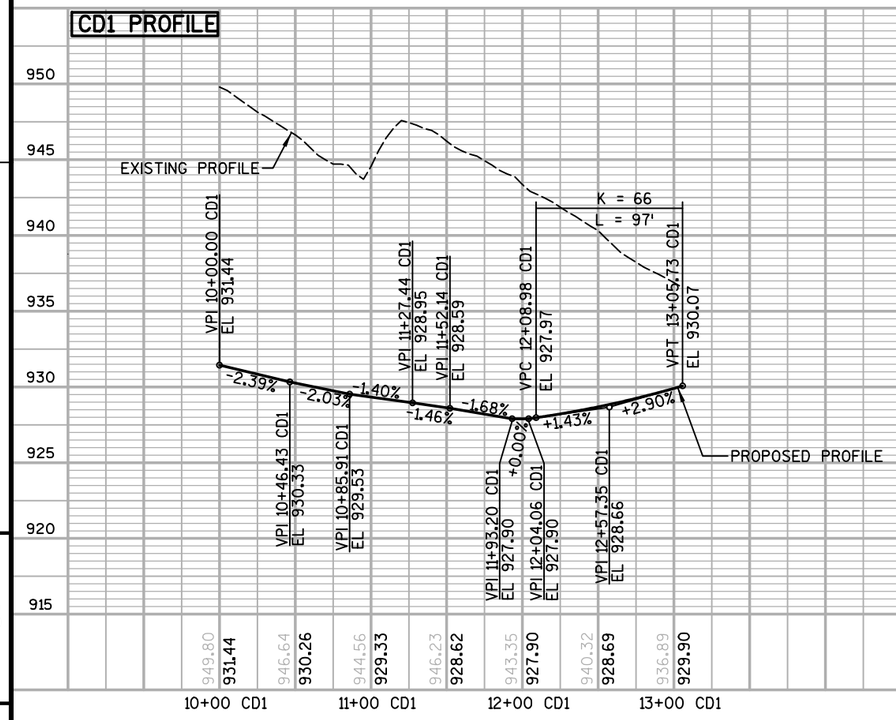
AB5 PROFILE



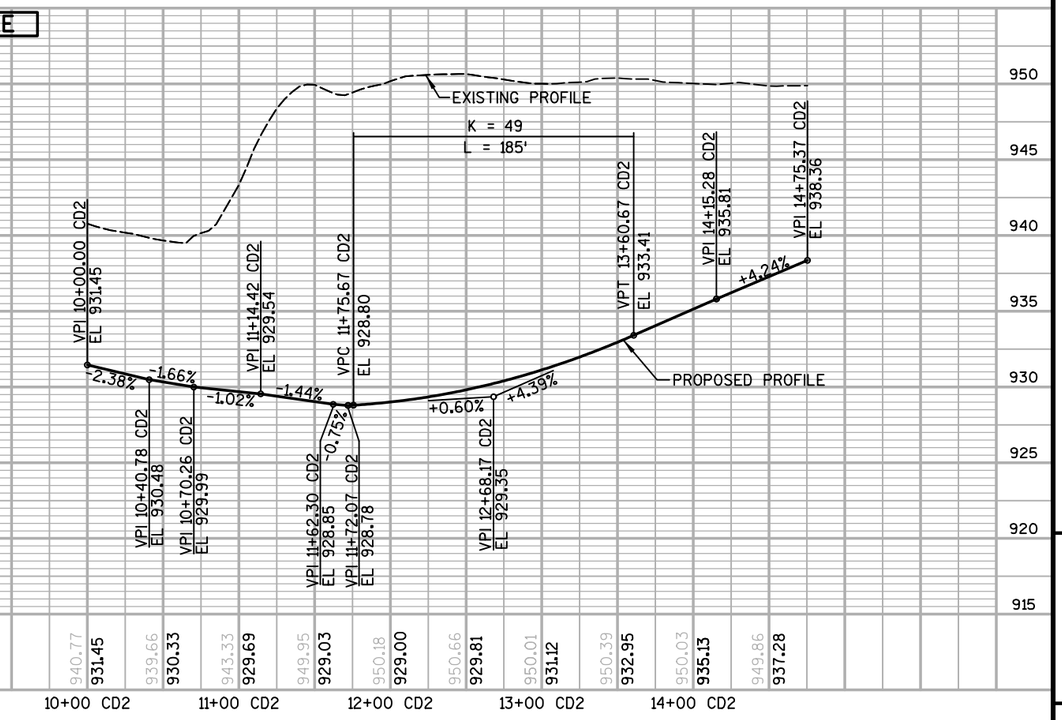
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PROFILE - STH 136 (AB RAB)	SHEET E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\050101_pp.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

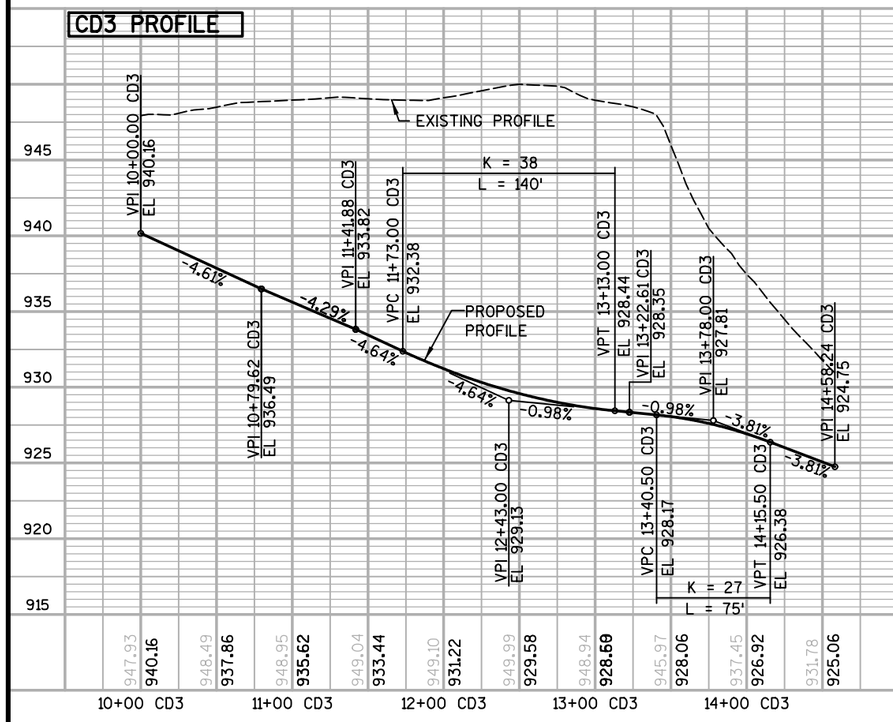
CD1 PROFILE



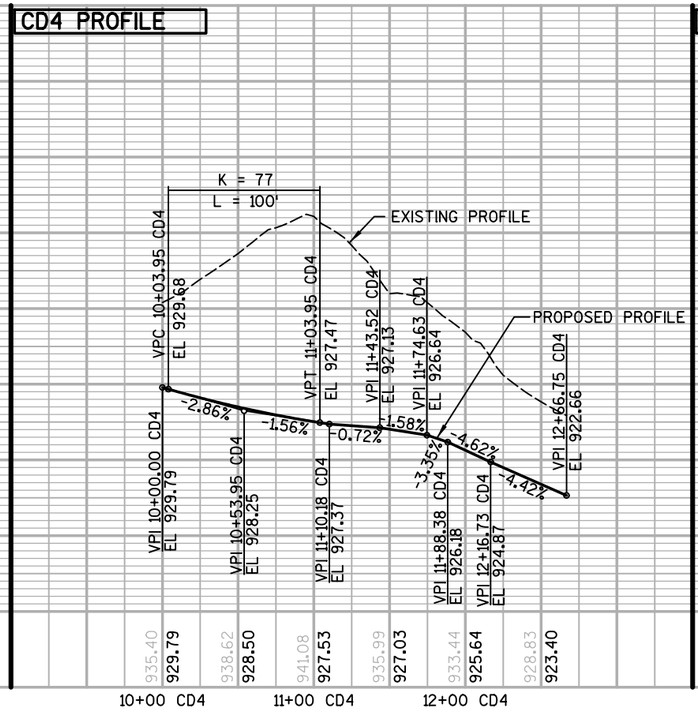
CD2 PROFILE



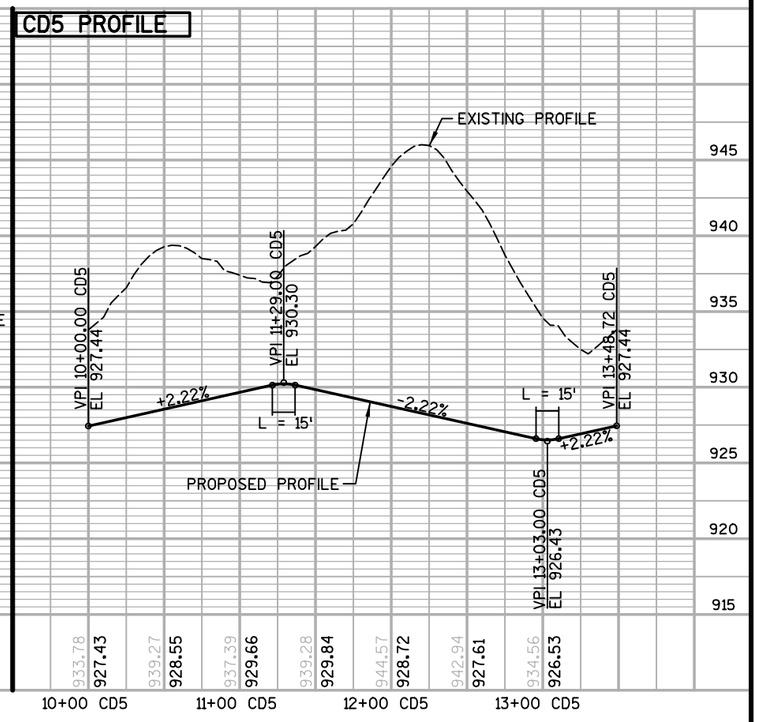
CD3 PROFILE



CD4 PROFILE



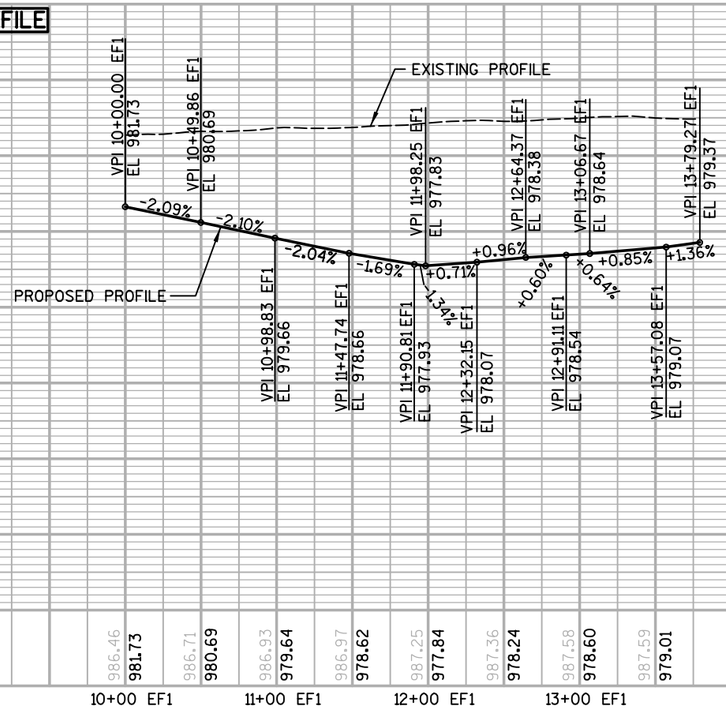
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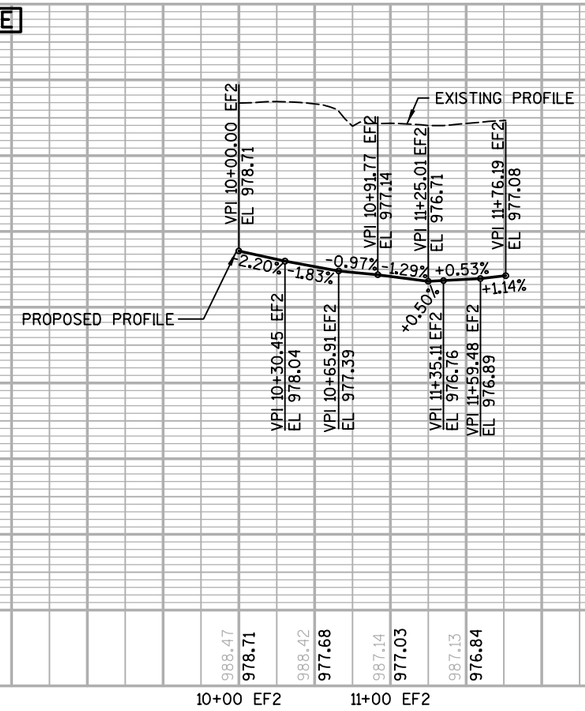
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PROFILE - STH 136 (CD RAB)	SHEET E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\050102_pp.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

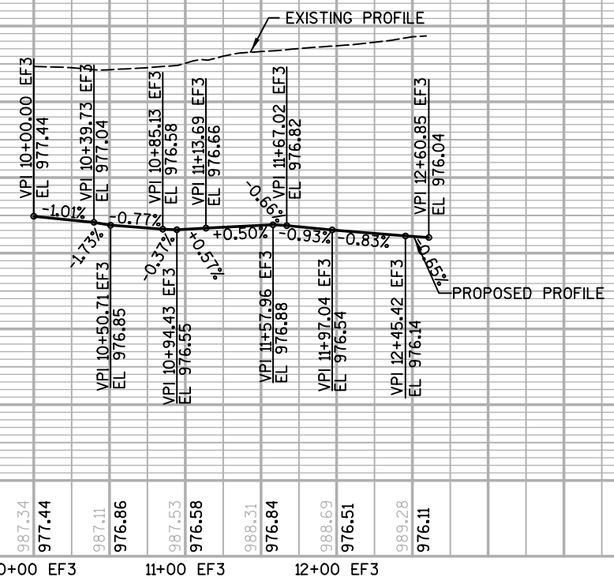
EF1 PROFILE



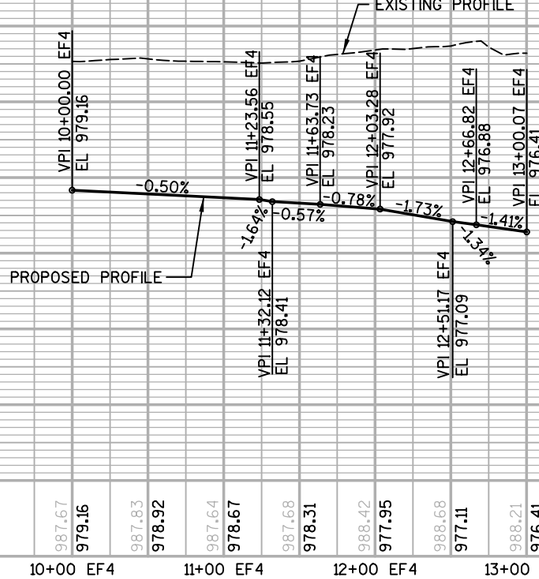
EF2 PROFILE



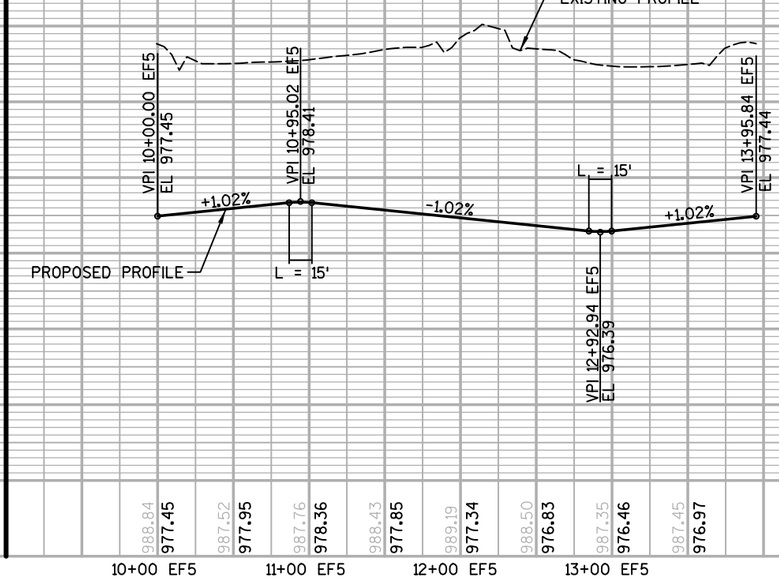
EF3 PROFILE



EF4 PROFILE



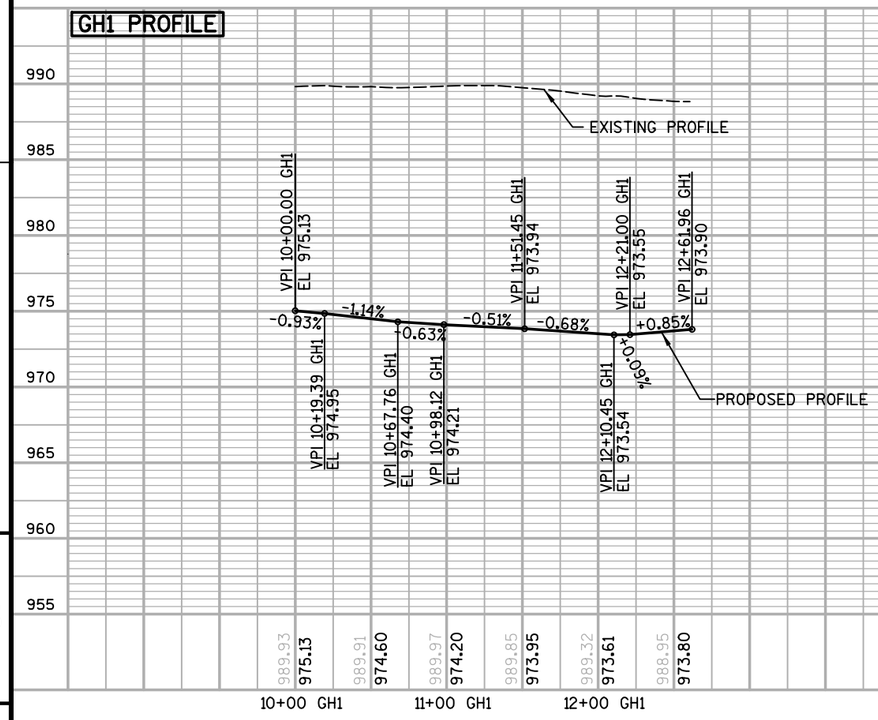
EF5 PROFILE



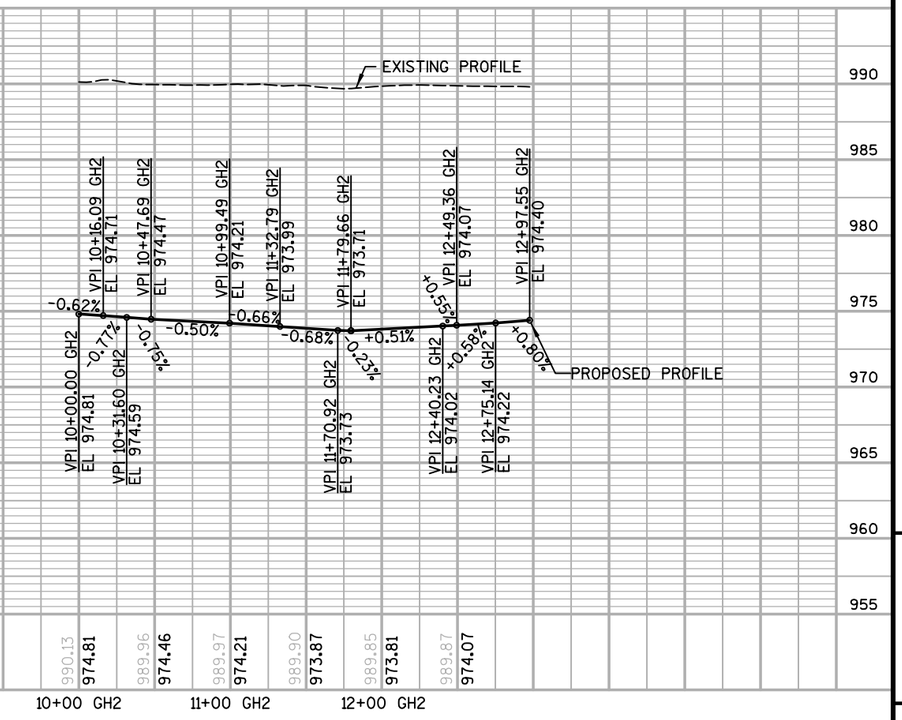
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PROFILE - CTH W (EF RAB)	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\050103_pp.dgn PLOT DATE : 5/9/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

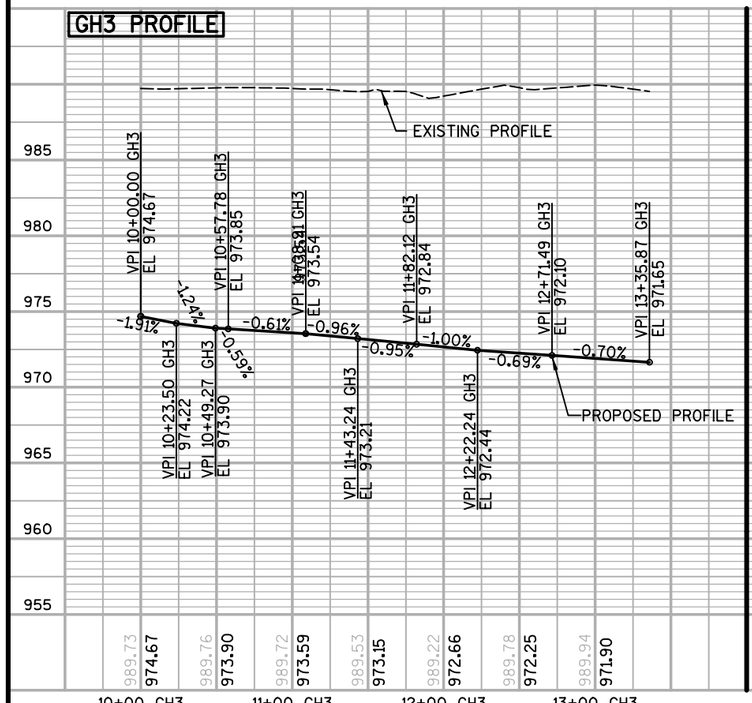
GH1 PROFILE



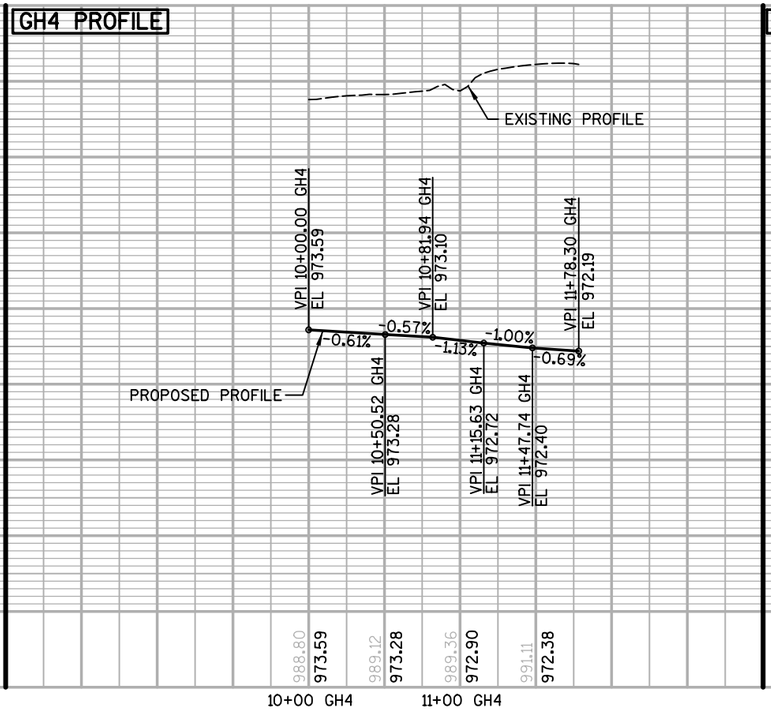
GH2 PROFILE



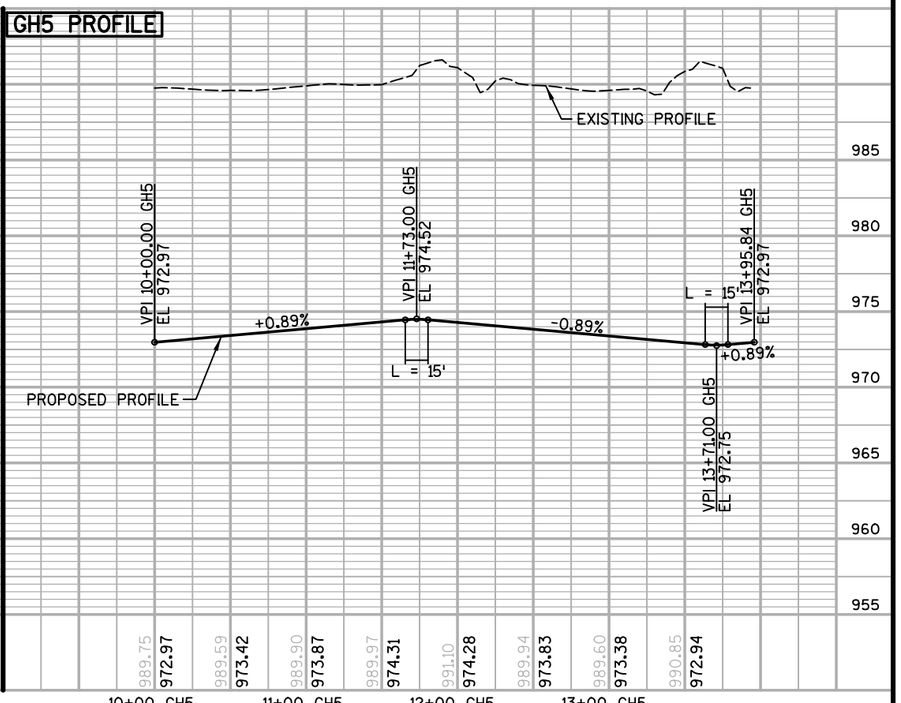
GH3 PROFILE



GH4 PROFILE



GH5 PROFILE



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	PROFILE - CTH W (GH RAB)	SHEET 375	E

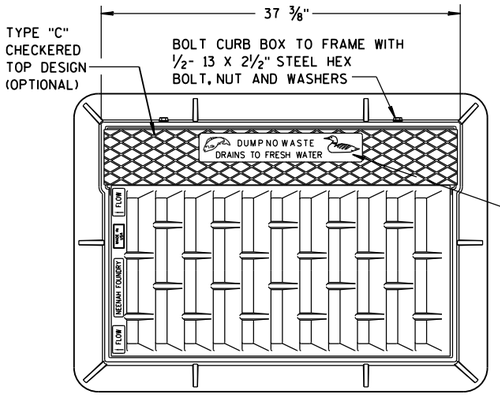
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
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
08D03-06	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
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
08E14-01	TRACKING PAD
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
09B02-07	CONDUIT
09B04-10	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C14-01	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-01	LIGHTING CONTROL CABINET
09E01-12D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
10A02-02	IDENTIFICATION PLAQUES LIGHT POLES
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-02E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14A02-01	TREE PLANTING DETAIL
14B28-03	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B33-01G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B33-01H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

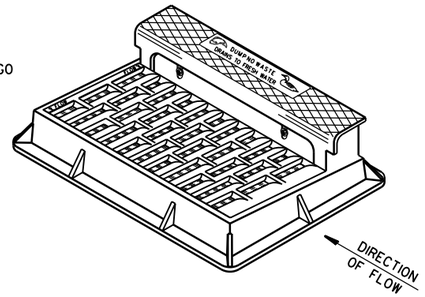
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Standard Detail Drawing List

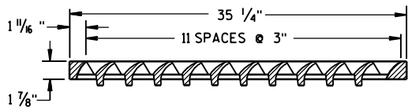
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-13A	FENCE CHAIN LINK
15B03-13B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C07-12D	ROUNDABOUT ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C15-03	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

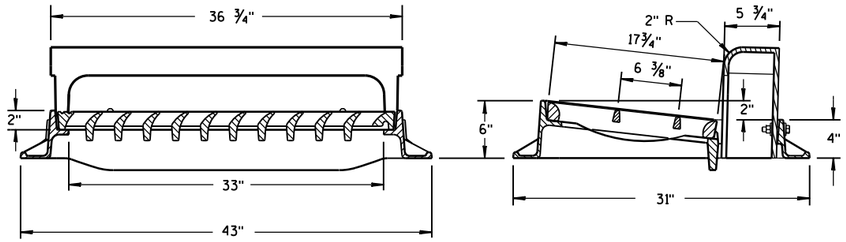


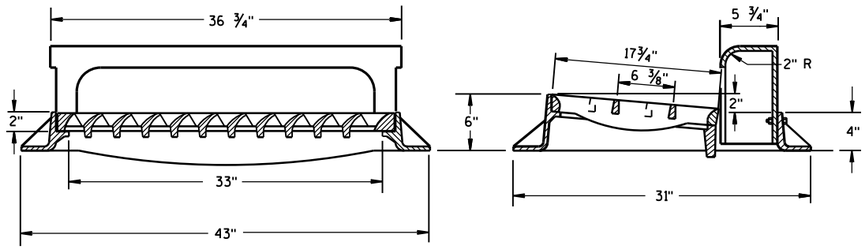
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

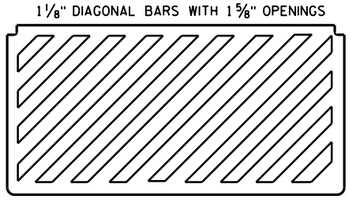






TYPE "H"

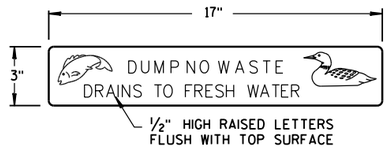
NOTE: EITHER CASTING IS ACCEPTABLE



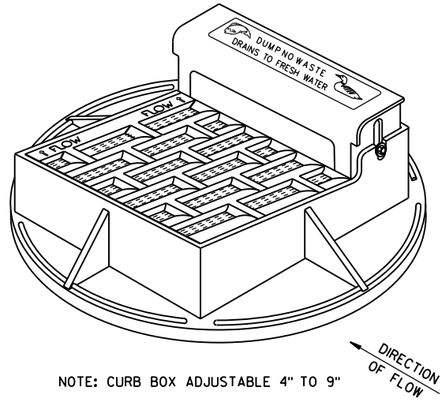
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

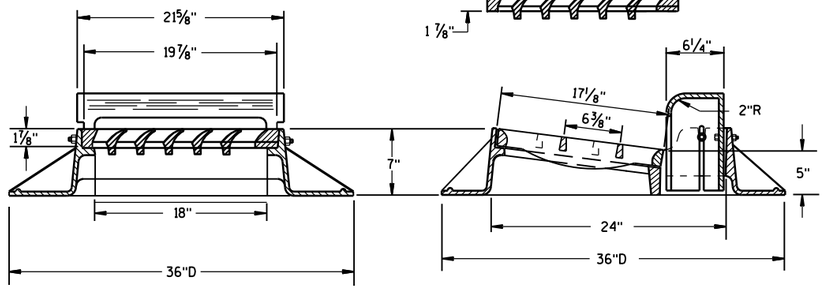


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



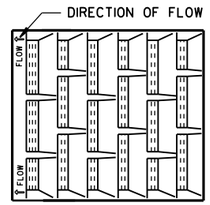
TYPE "A"

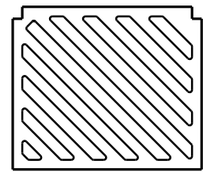
GENERAL NOTES

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.

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.

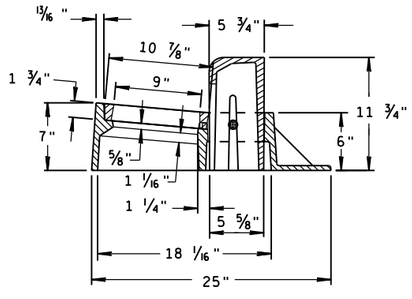


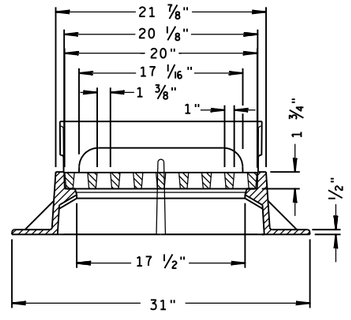


SPECIAL GRATE FOR TYPE "A" COVER

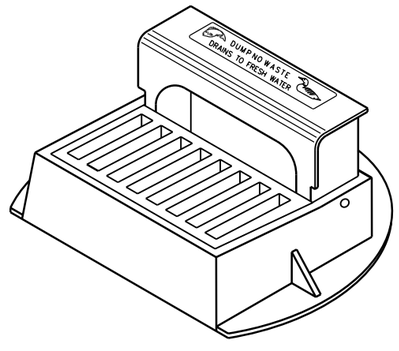
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



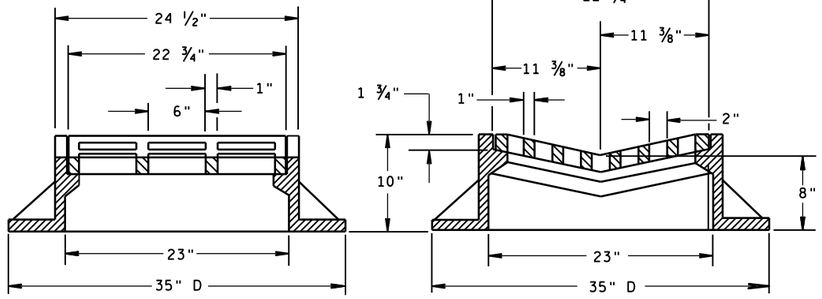
INLET COVERS TYPE A, H, A-S, H-S & Z

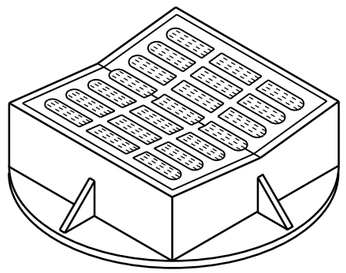
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

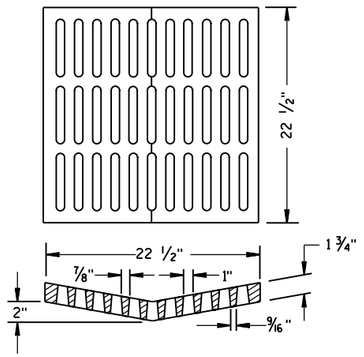
6

S.D.D. 8 A 5-19a



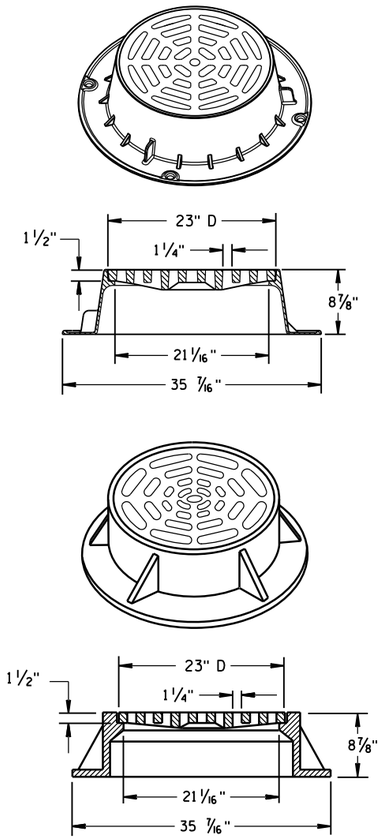


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

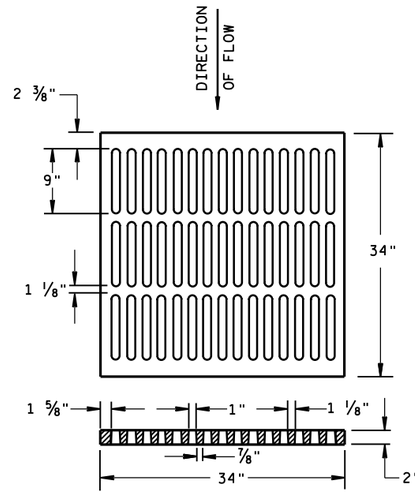
NOTE: EITHER CASTING IS ACCEPTABLE

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.

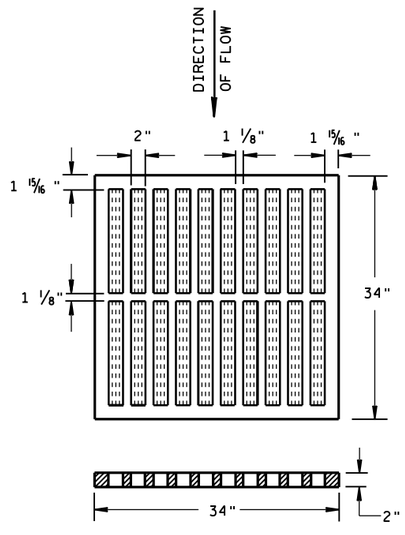
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



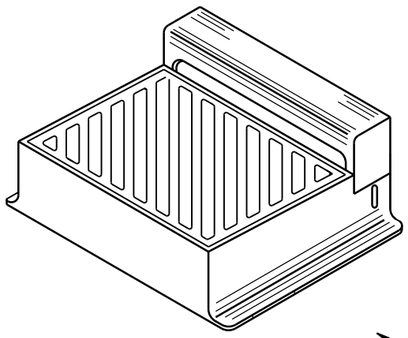
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

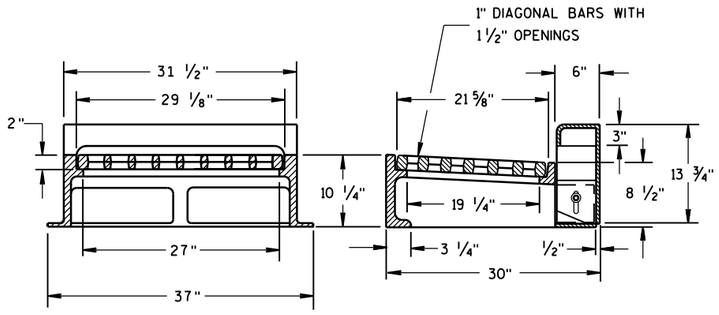


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



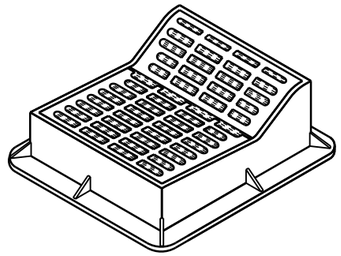
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

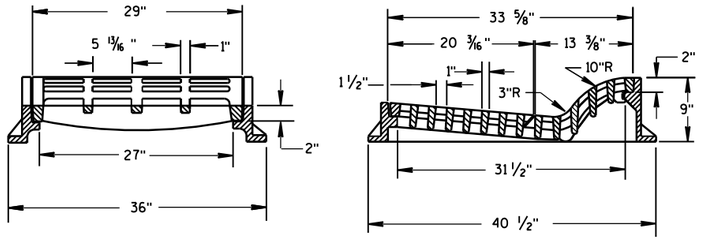
TYPE "WM"

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
11/27/2013 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

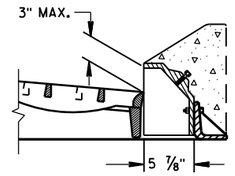
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

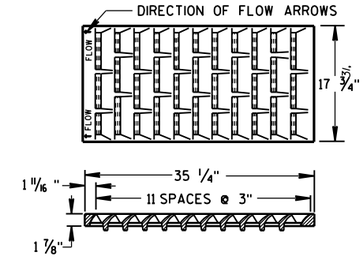
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

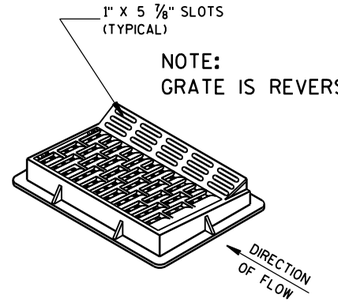
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

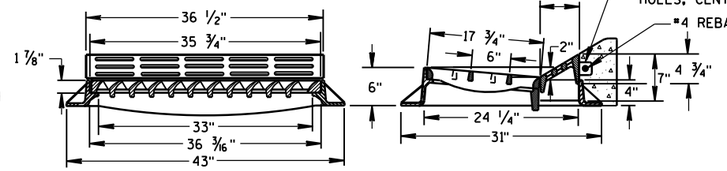
GENERAL NOTES

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.



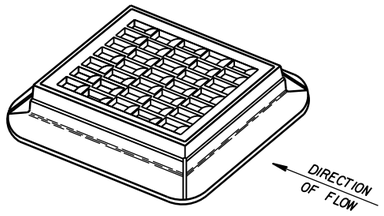


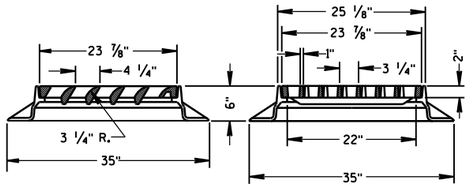


TYPE "HM"

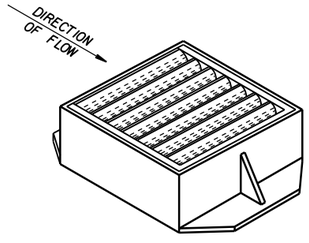
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

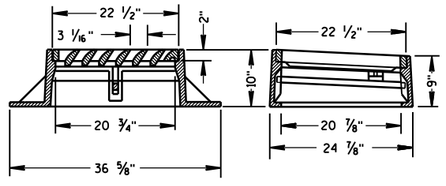
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



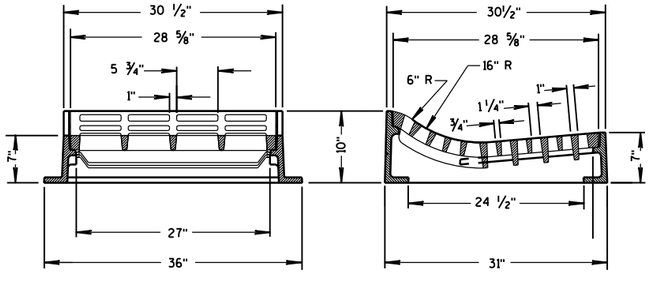


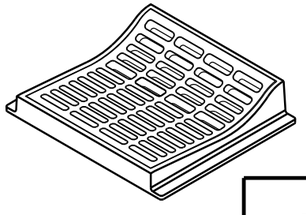
TYPE "S"





TYPE "V"





TYPE "T"

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
11/27/2013
DATE

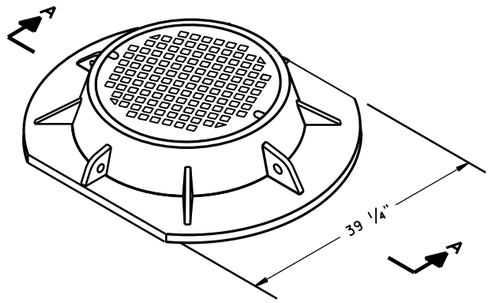
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

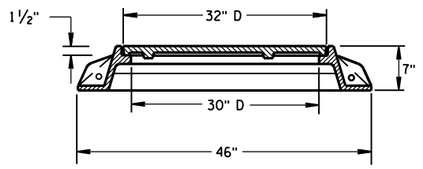
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FHWA

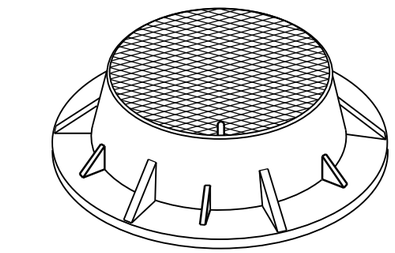
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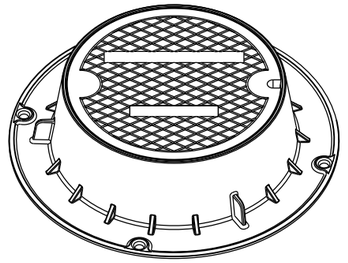
S.D.D. 8 A 5-19c

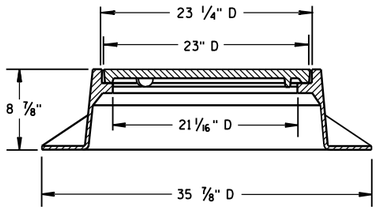


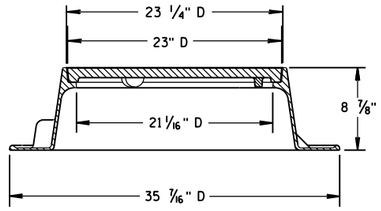


SECTION A-A
TYPE "K"









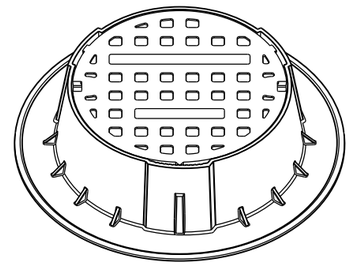
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

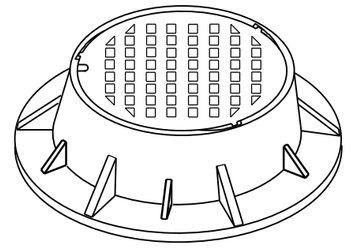
GENERAL NOTES

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.

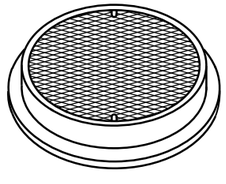
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

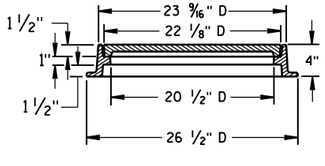
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



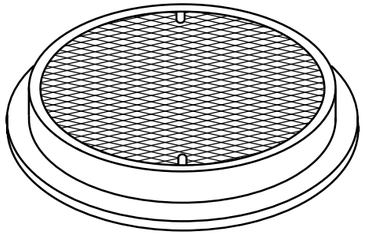


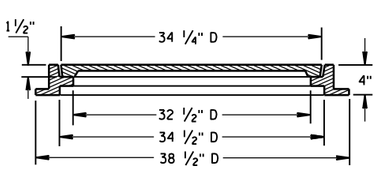
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



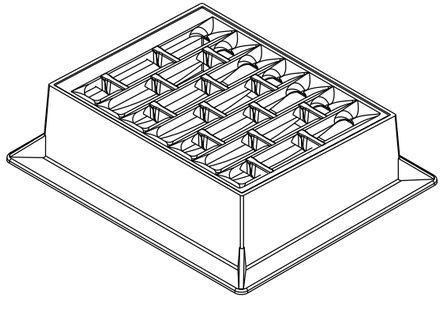


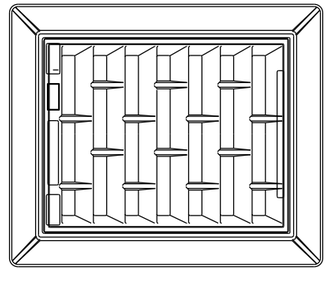
TYPE "L"

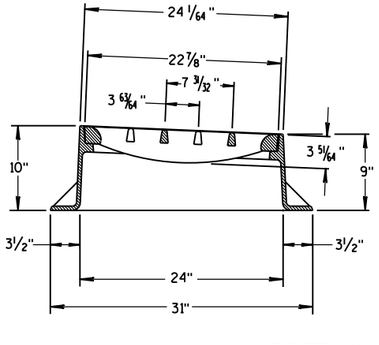


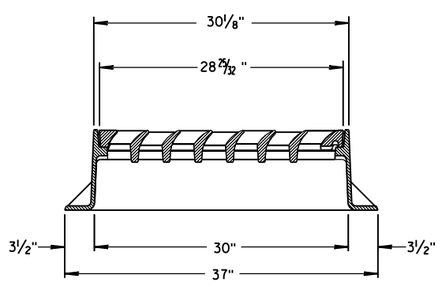


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

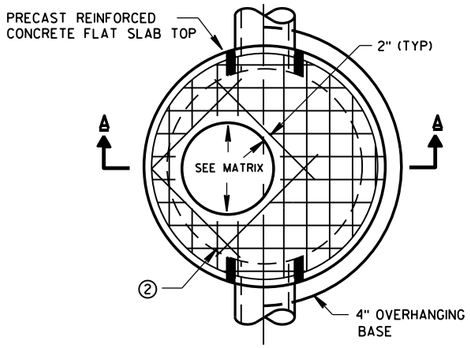
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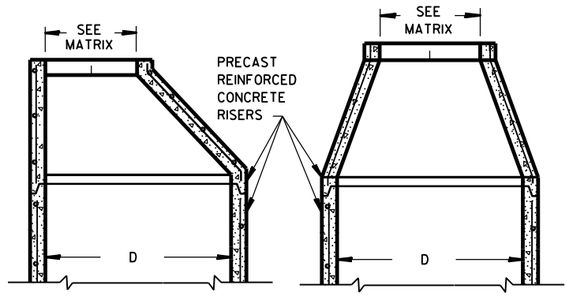
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

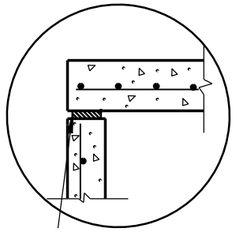


PLAN VIEW CIRCULAR OPENING

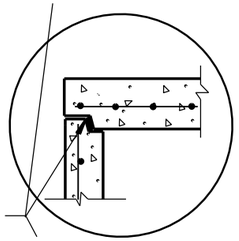


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

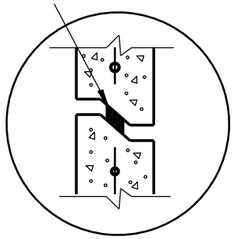


TOP WITH PLAIN END JOINT



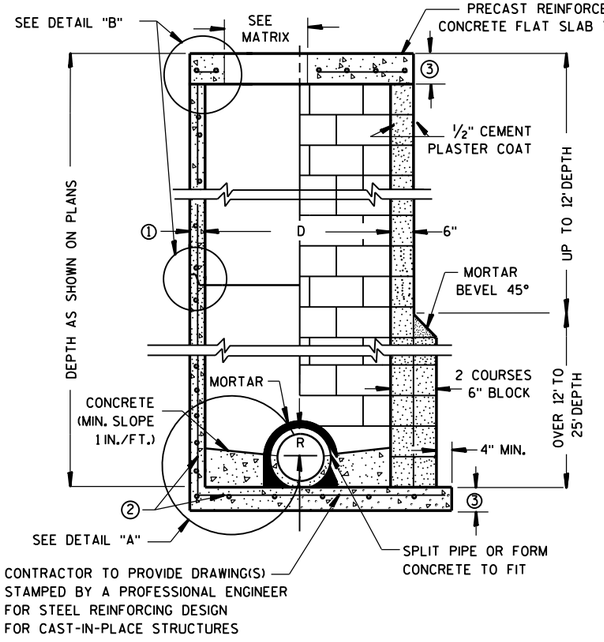
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



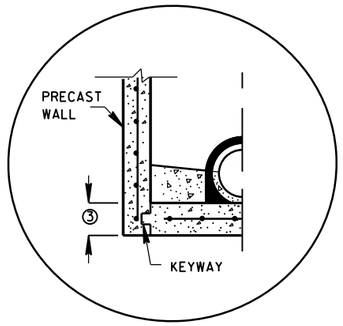
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

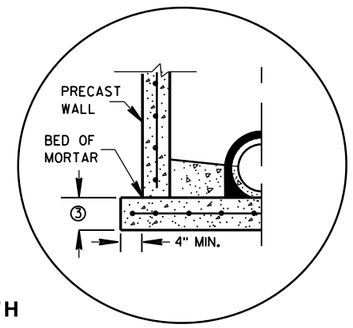


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

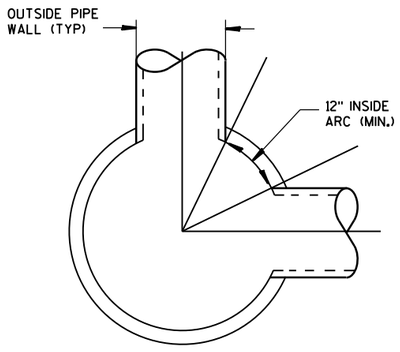


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE 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 SEPARATE 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

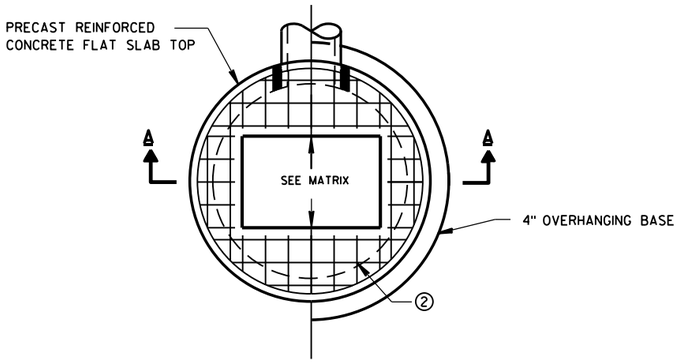
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

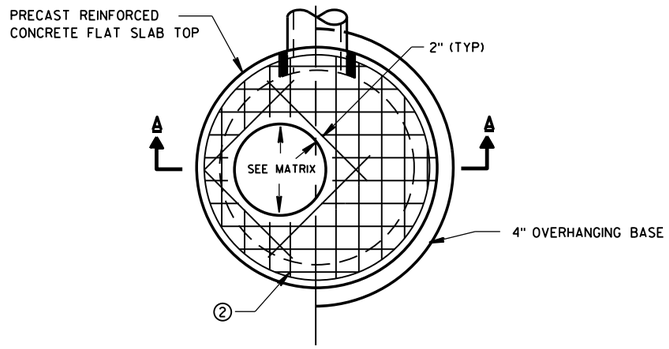
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

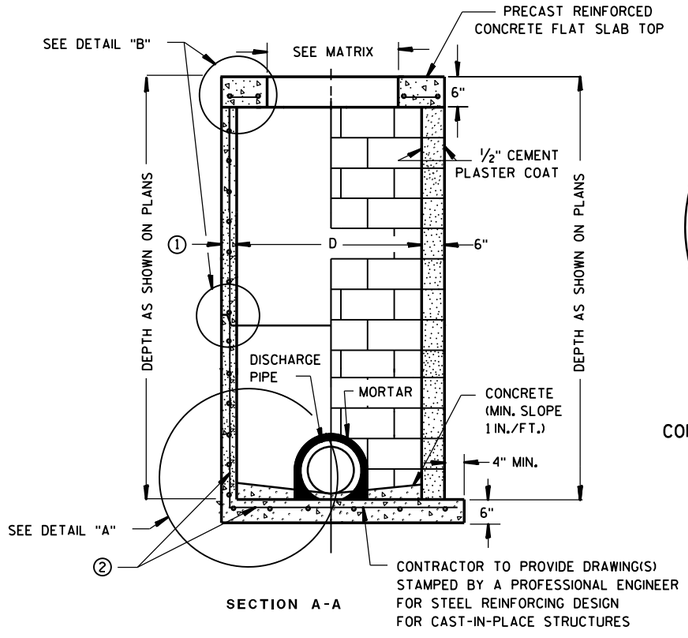
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S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

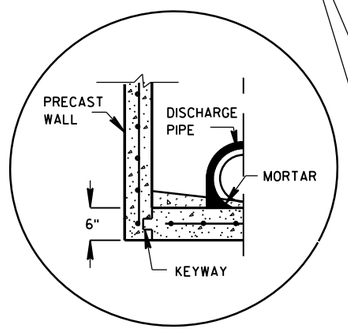


SECTION A-A

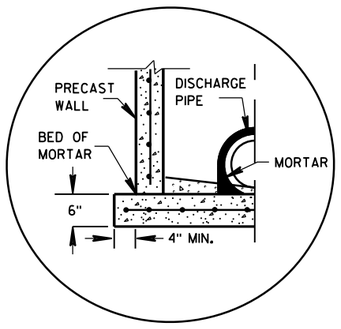
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

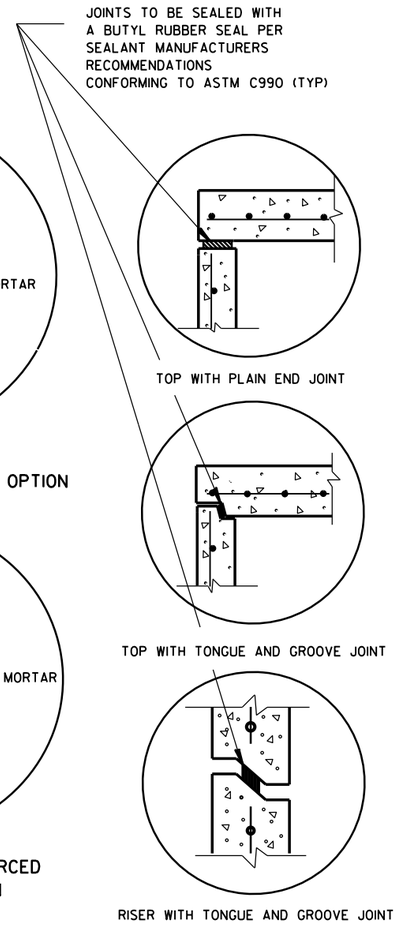


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

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.

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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.

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.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

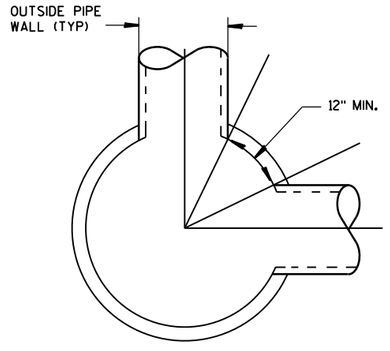
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-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

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6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

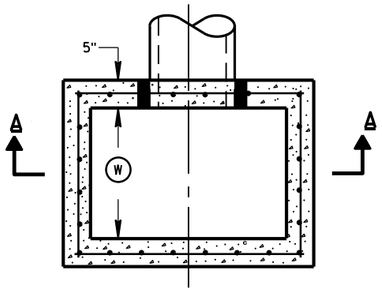
INLETS 3-FT AND 4-FT DIAMETER

6

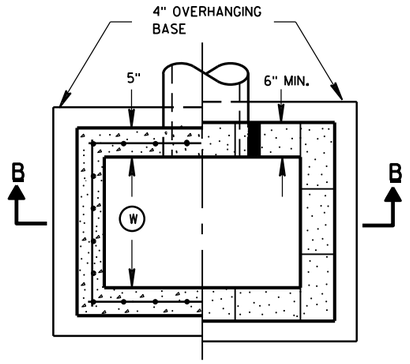
S.D.D. 8 C 6-1

6

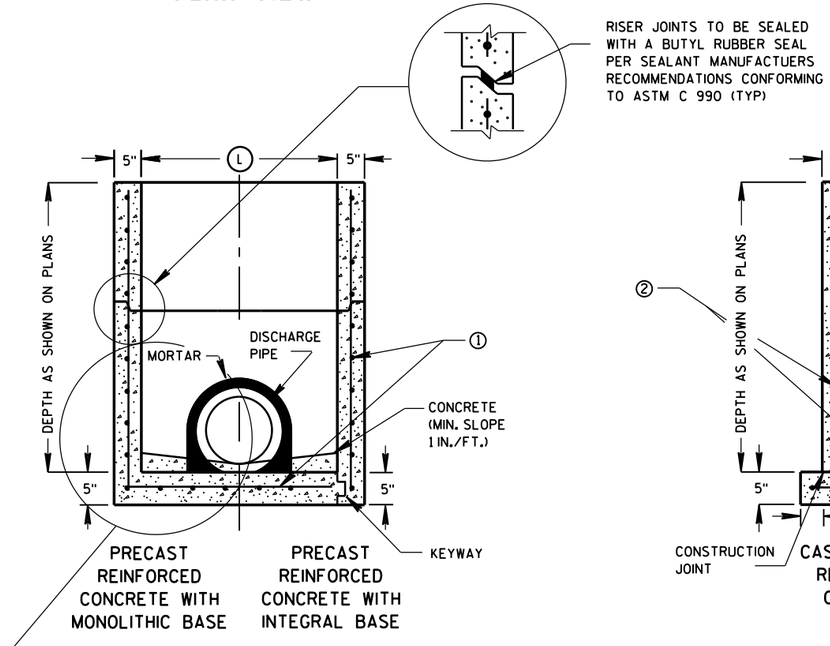
S.D.D. 8 C 6-1



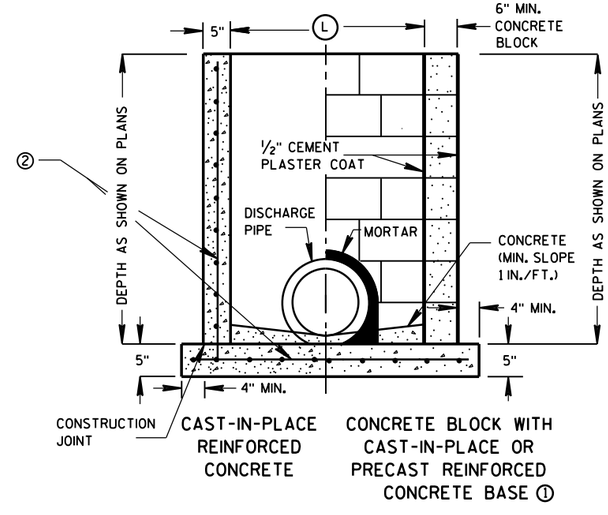
PLAN VIEW



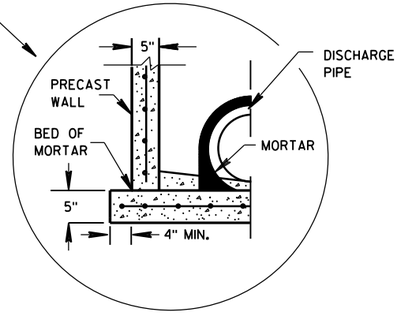
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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 INLET 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 PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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.

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.

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 SEPARATE 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.

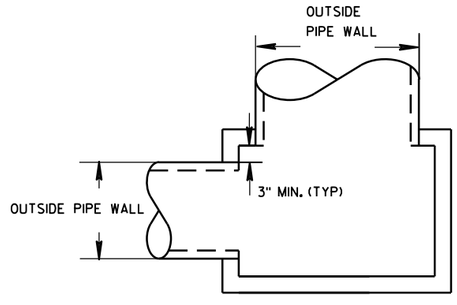
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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"

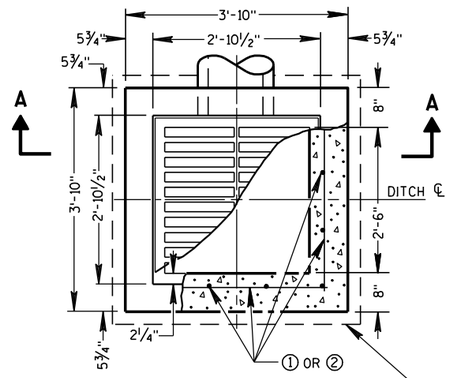
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

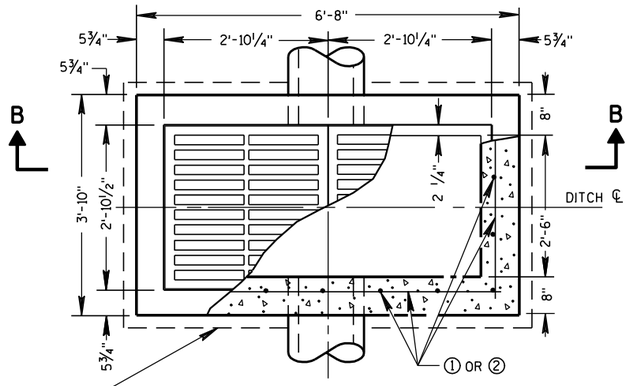
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

6

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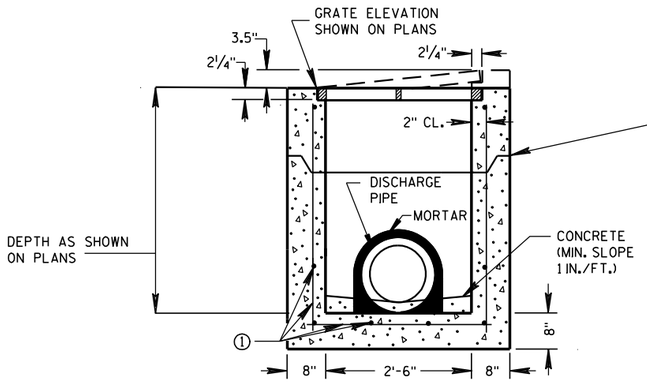


PLAN VIEW

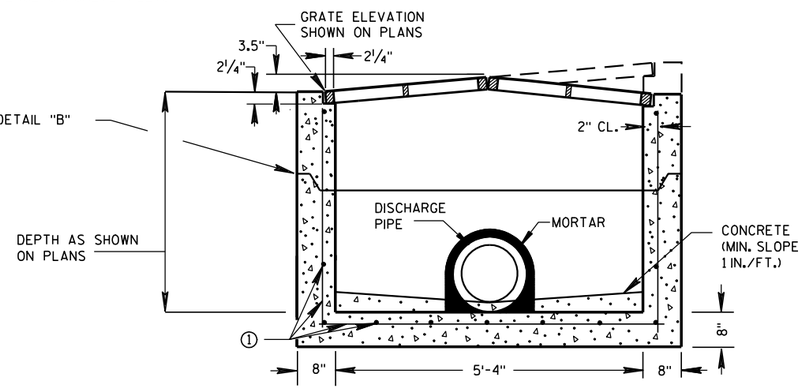


PLAN VIEW

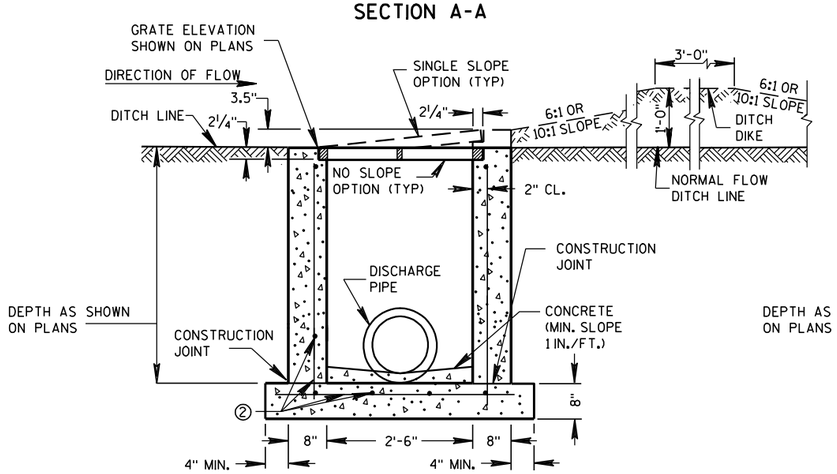
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



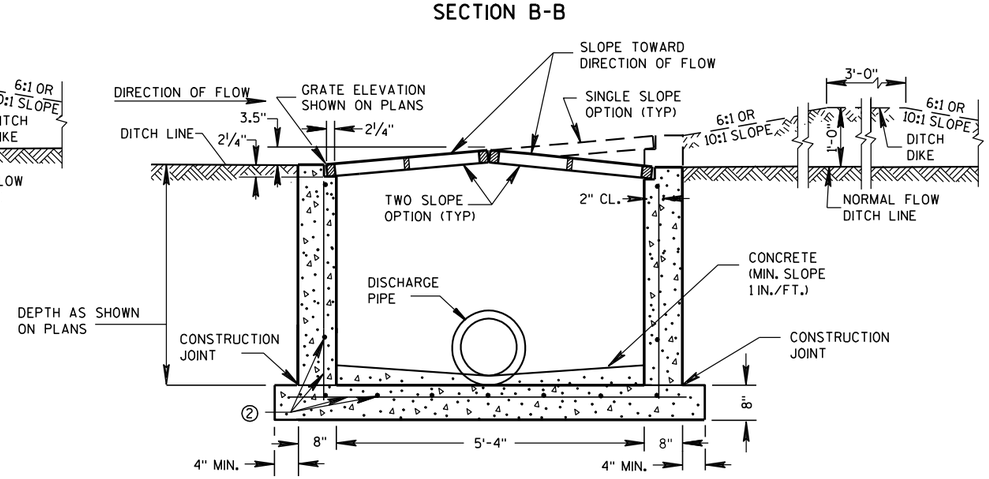
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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.

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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

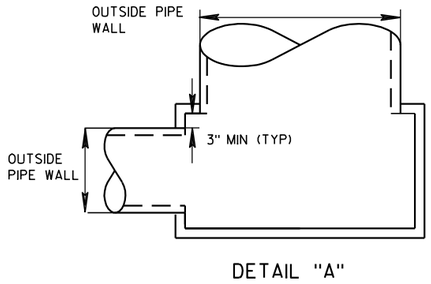
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

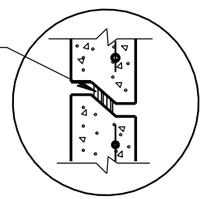
PIPE MATRIX

	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 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

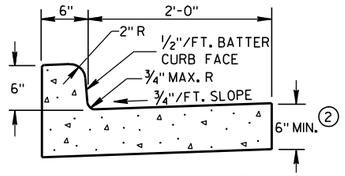
APPROVED

6/5/2012
DATE

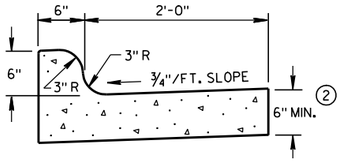
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

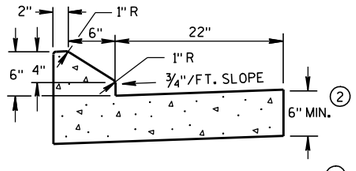
6
S.D.D. 8 C 8-1



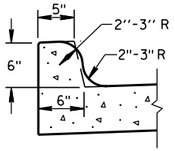
TYPES A & D (1)



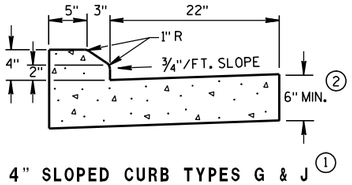
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

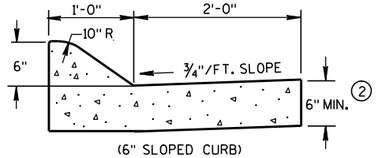


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

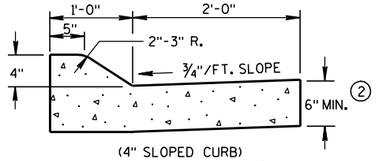


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

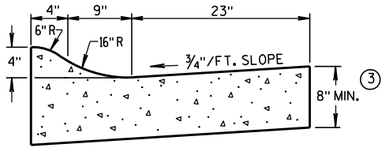


(6" SLOPED CURB)



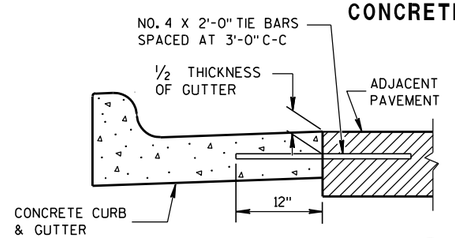
(4" SLOPED CURB)

TYPES A & D (1)

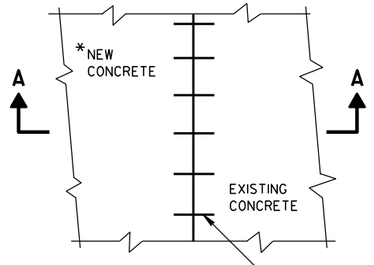


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

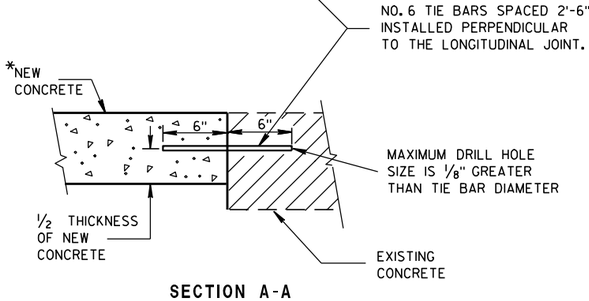


TYPICAL TIE BAR LOCATION (1)



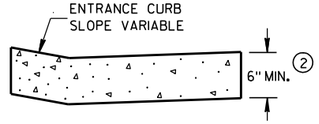
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



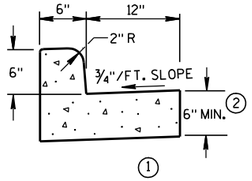
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB

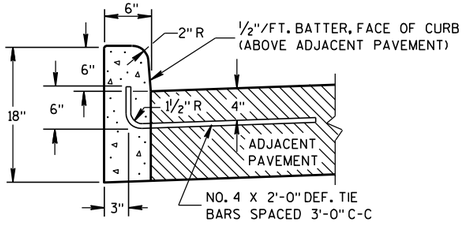
(WHEN DIRECTED BY THE ENGINEER)



(1)

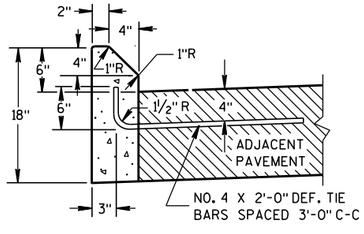
TYPES A & D

CONCRETE CURB & GUTTER 18"



(1)

TYPES A & D



(1)

TYPES G & J

CONCRETE CURB

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.

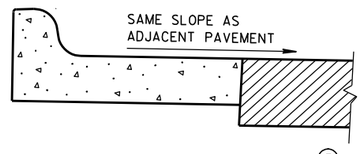
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

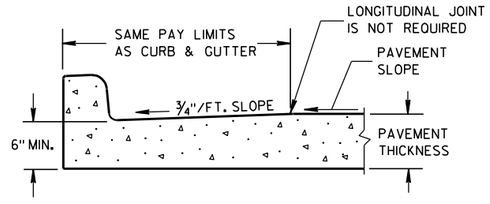
(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

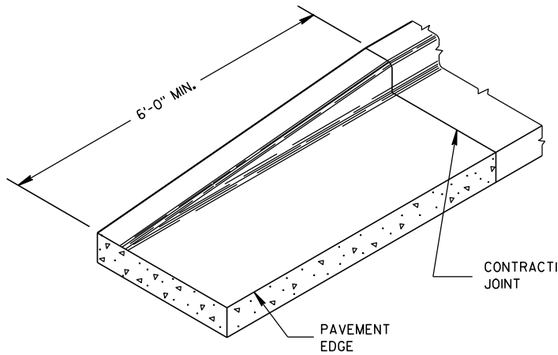


REVERSE SLOPE GUTTER (5)

(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

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

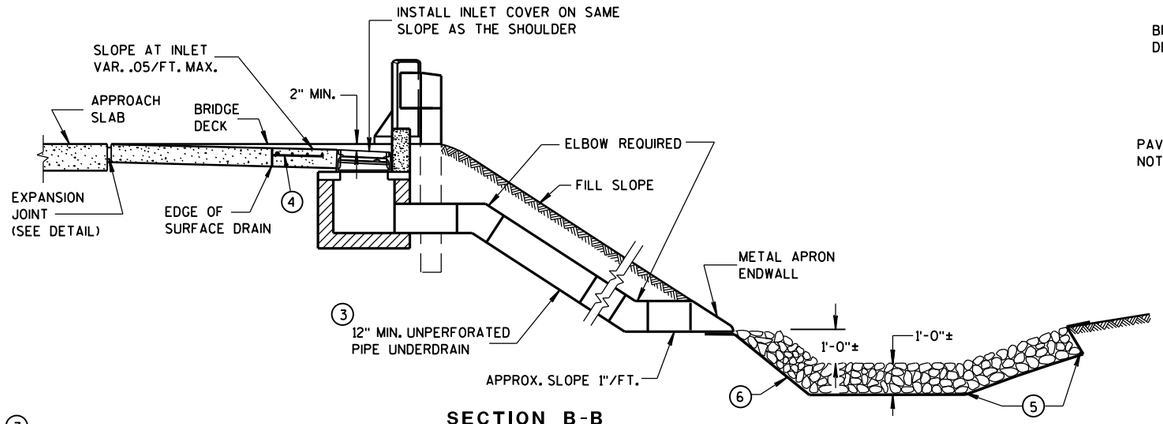
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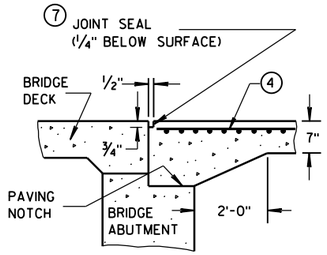
S.D.D. 8 D 1-17

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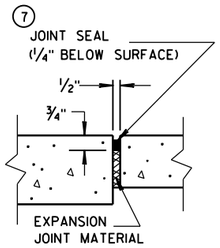
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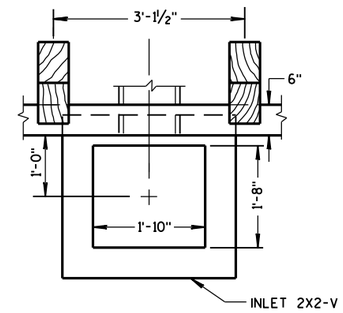
SECTION B-B



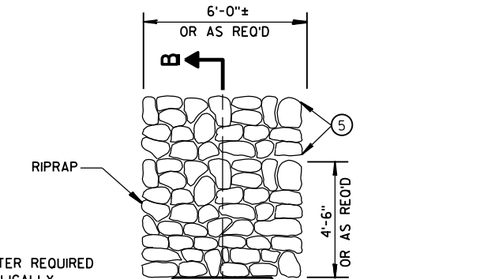
SECTION D-D

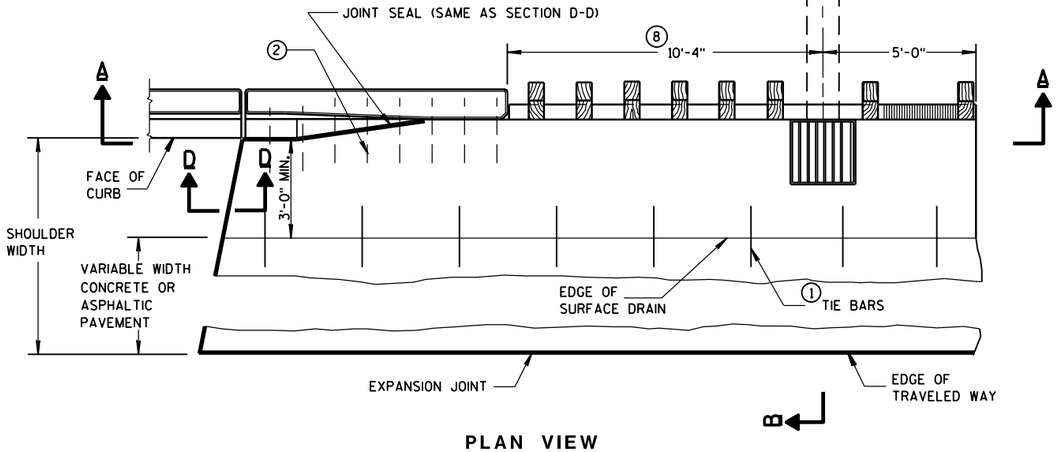


EXPANSION JOINT DETAIL

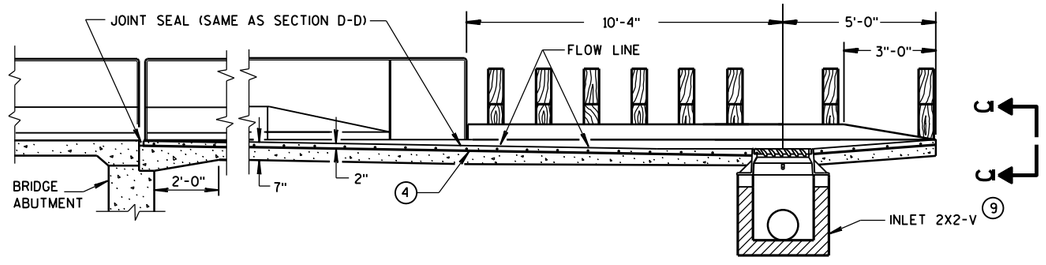


PLAN VIEW

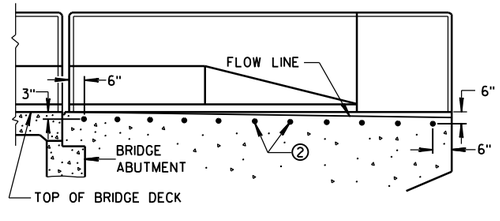




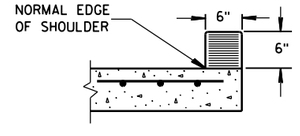
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R'

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".

(9) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C7 FOR DETAILS.

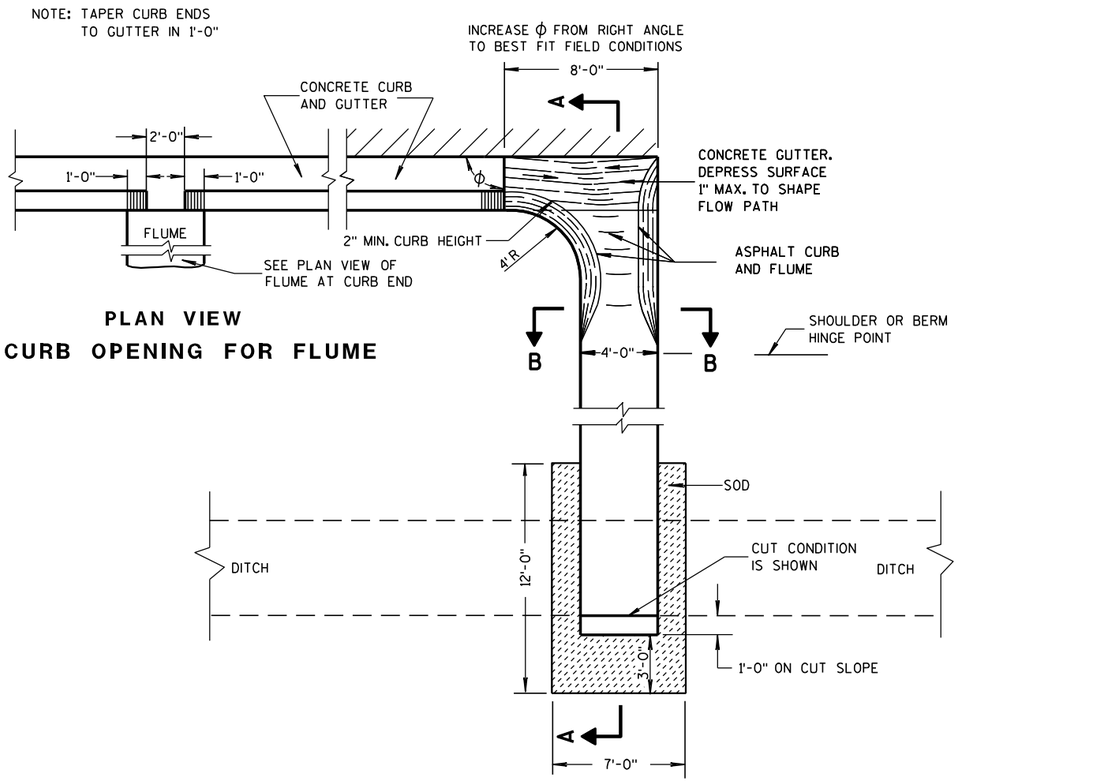
CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

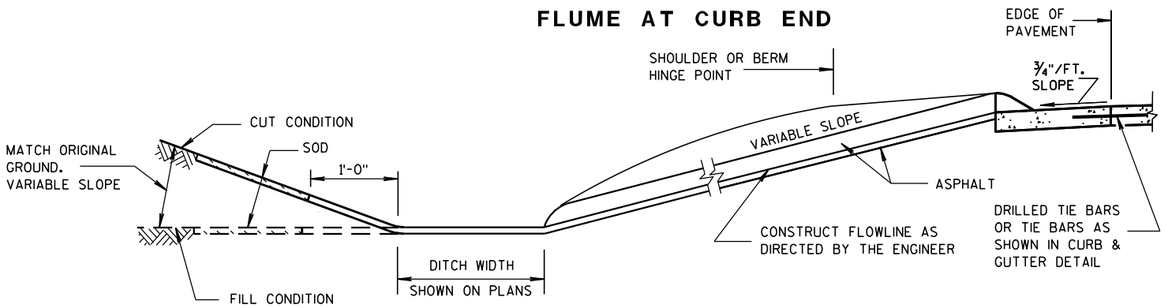
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S.D.D. 8 D 3-6

ASPHALTIC FLUME

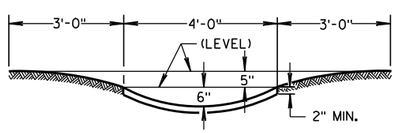


PLAN VIEW
CURB OPENING FOR FLUME

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.

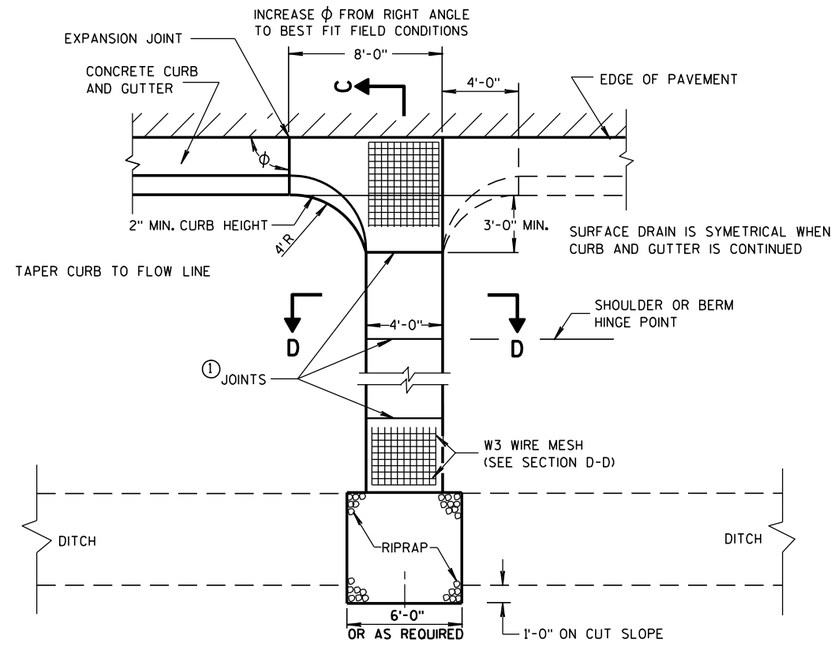
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

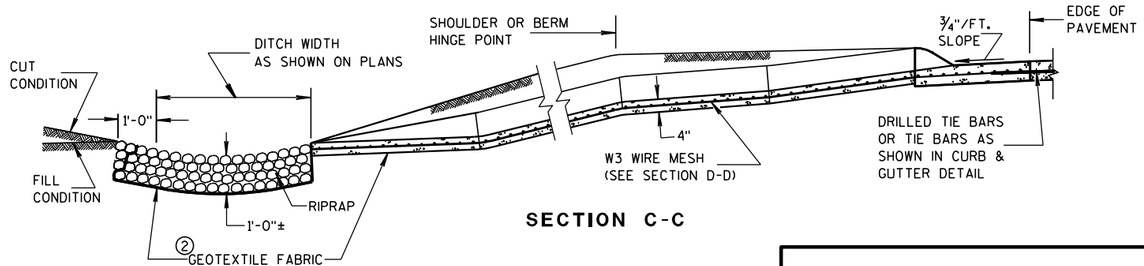
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

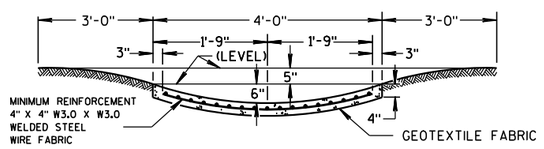
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

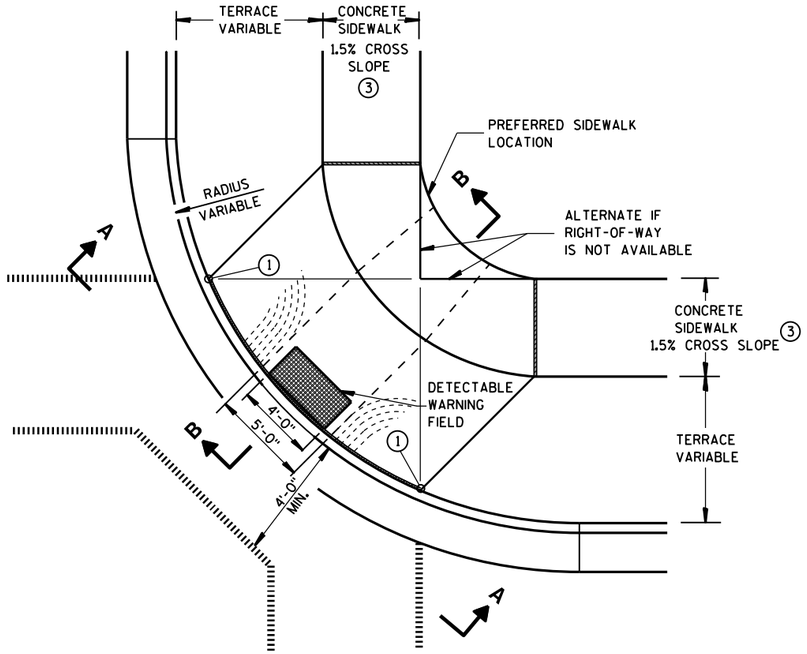
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
388
MENT
FHWA

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S.D.D. 8 D 4-5

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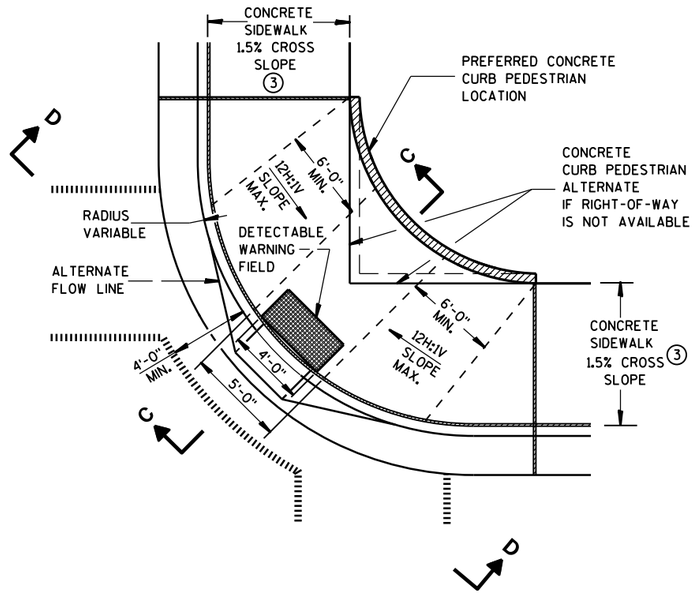
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

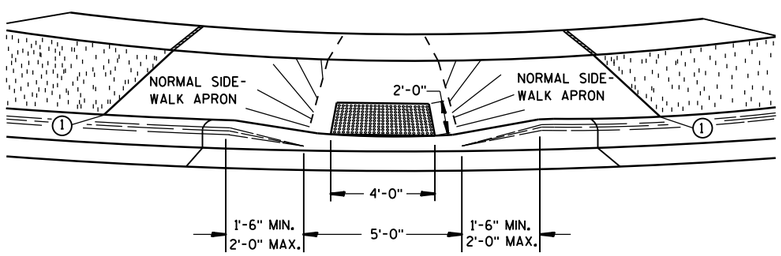
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

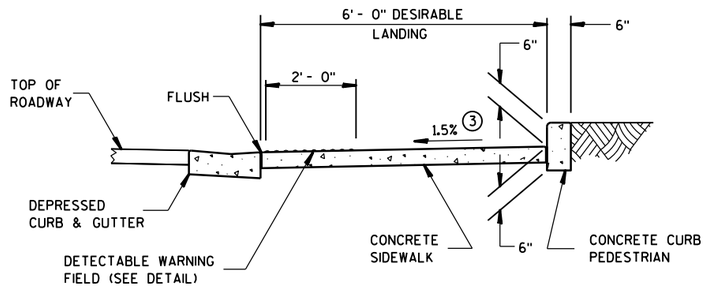
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

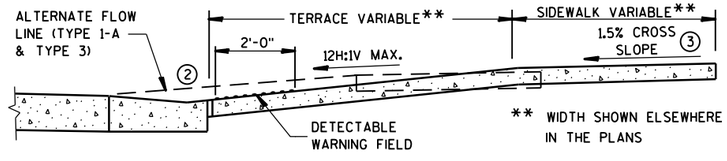
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



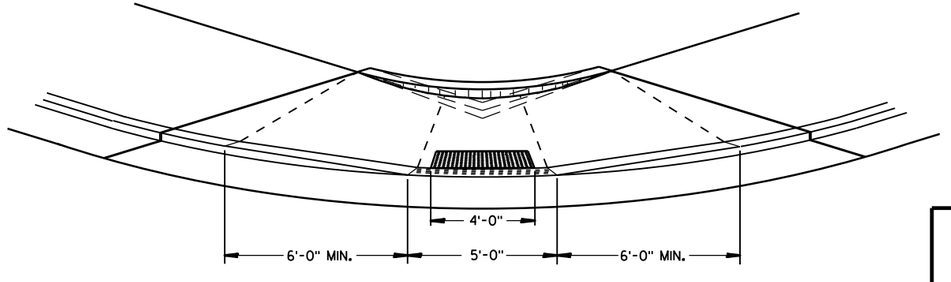
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

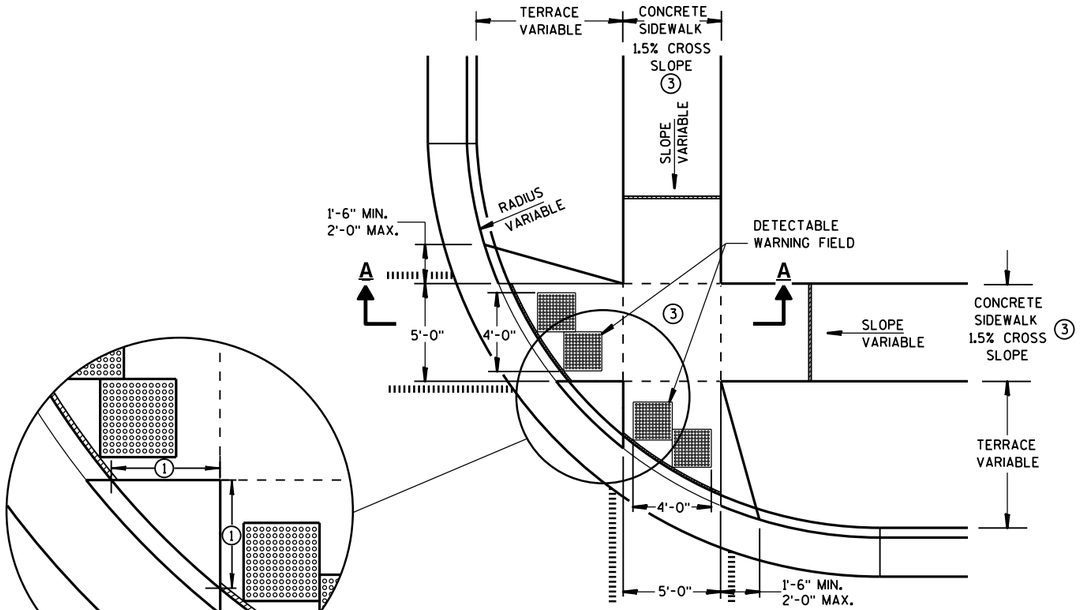
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

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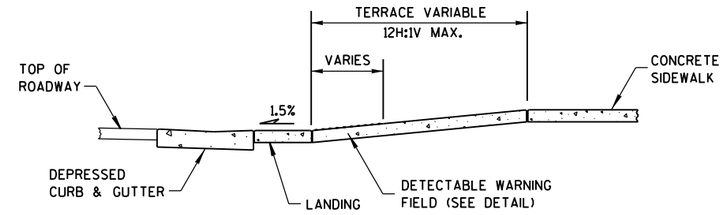
S.D.D. 8 D 5-15a



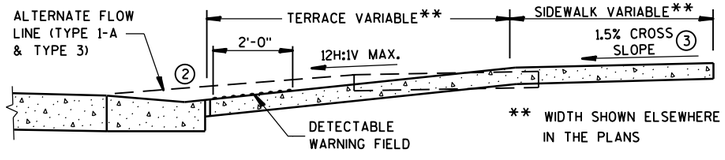
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

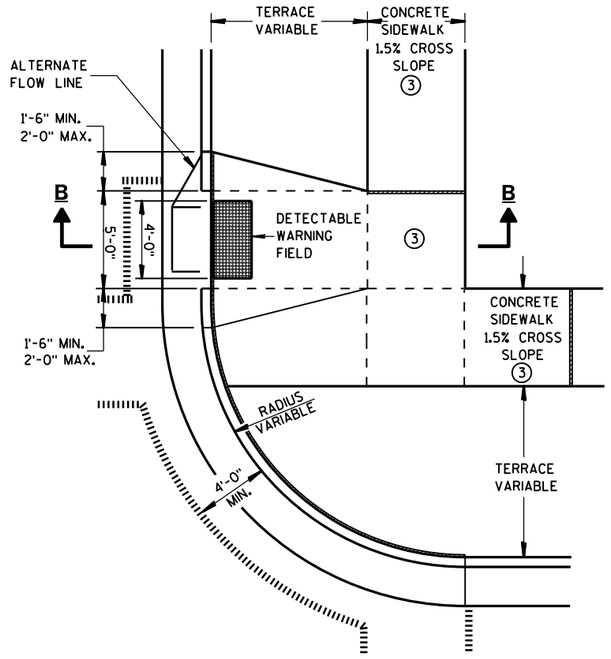
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

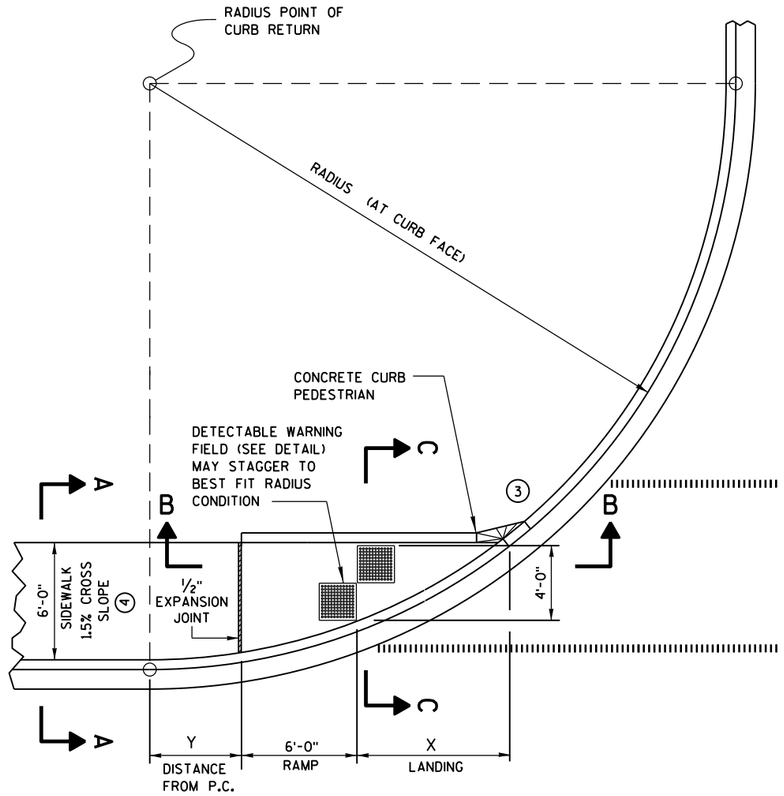
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

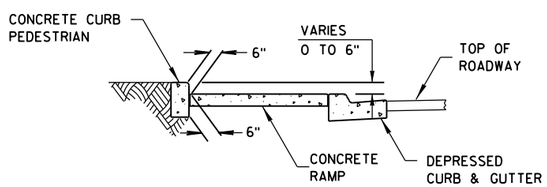
S.D.D. 8 D 5-15b

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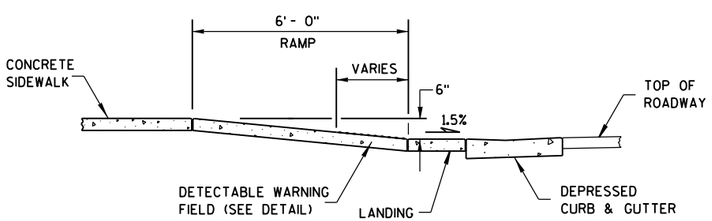
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



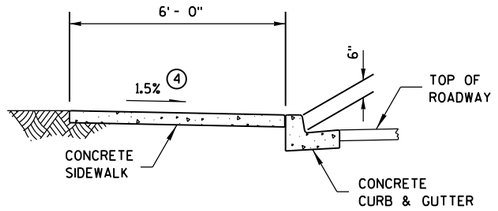
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

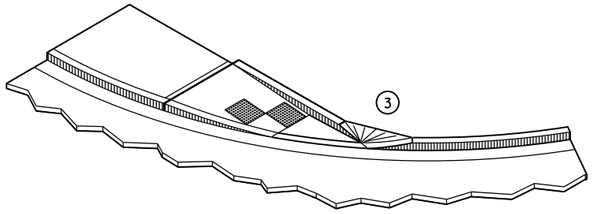
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

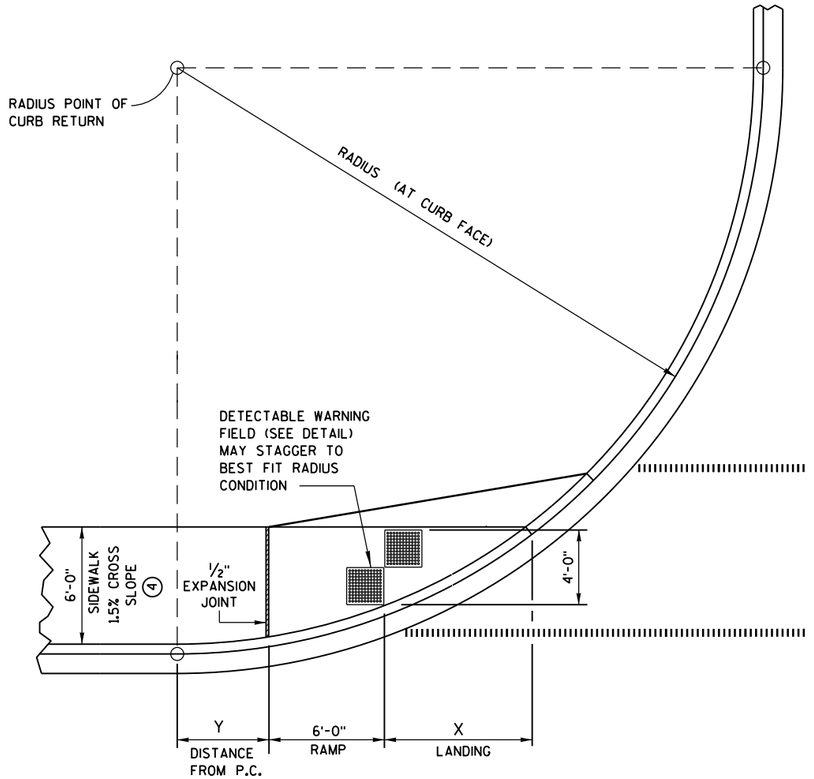
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

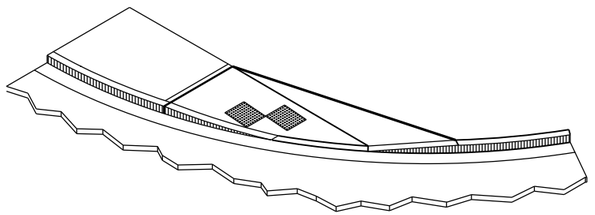
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

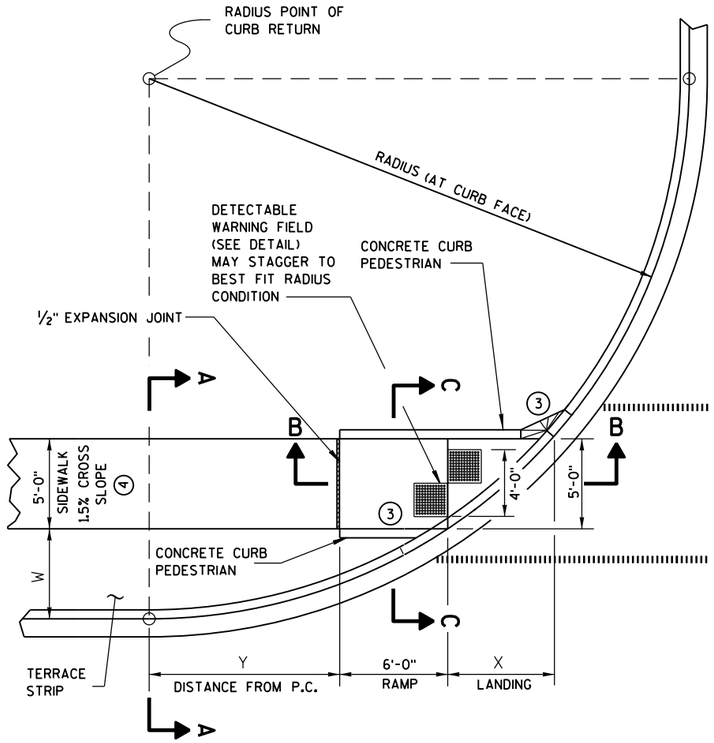
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

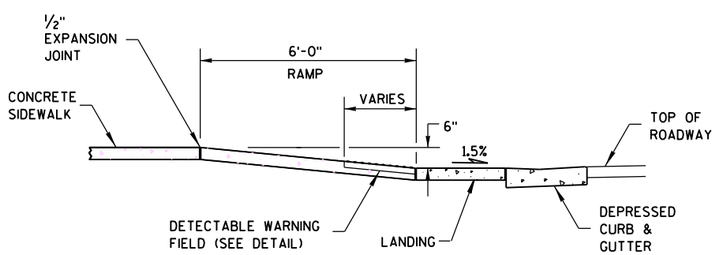
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S.D.D. 8 D 5-15c

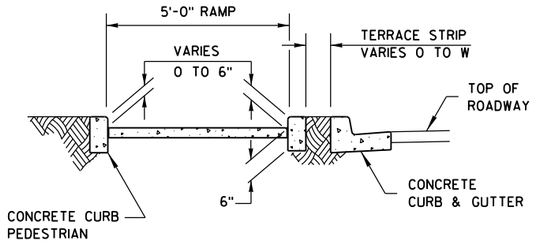


CURB RAMP TYPE 4B
PLAN VIEW

SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

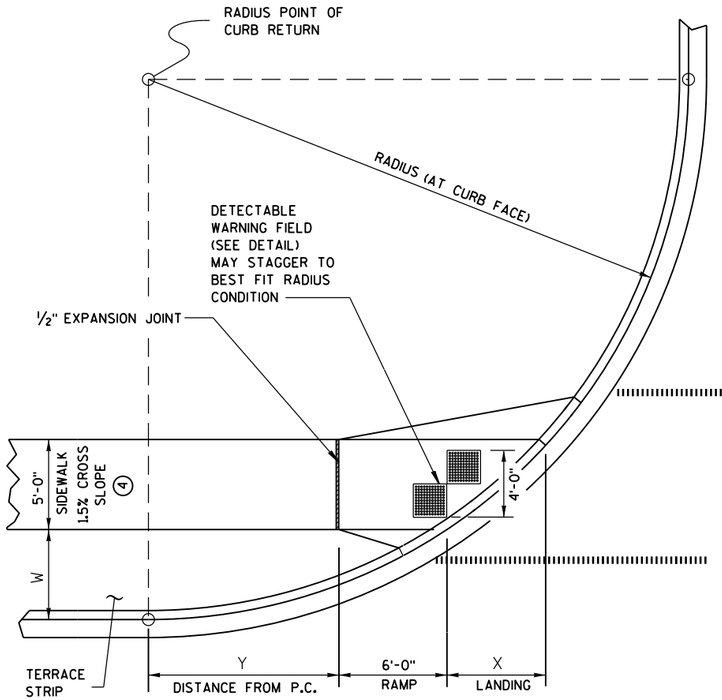
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

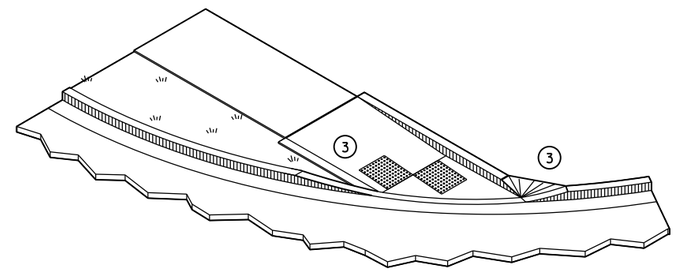
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

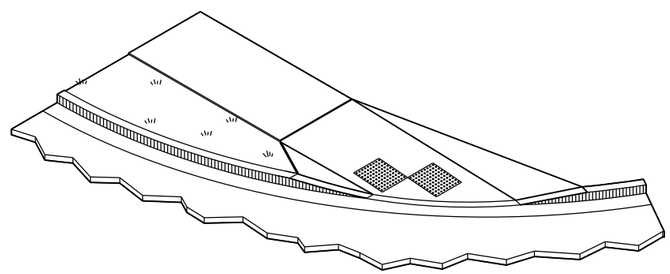
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



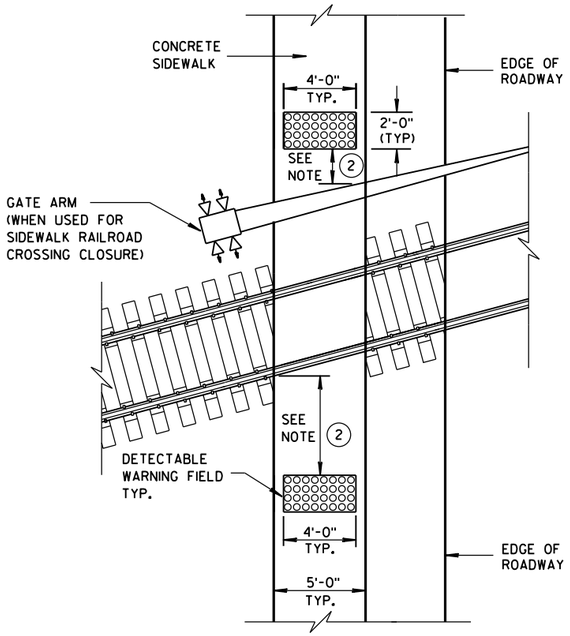
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

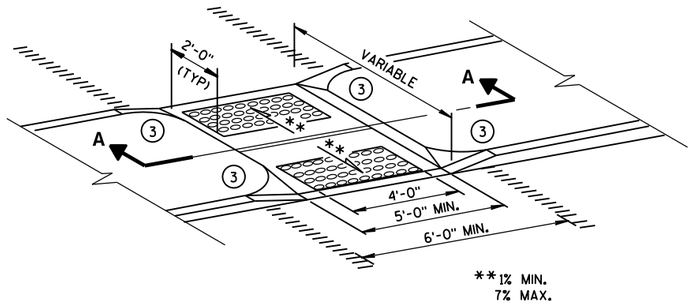
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

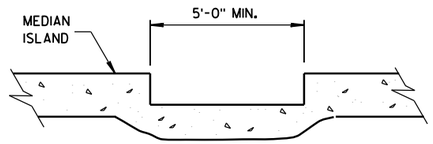
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

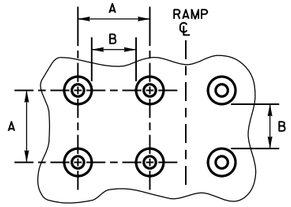
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



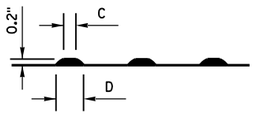
SECTION A-A



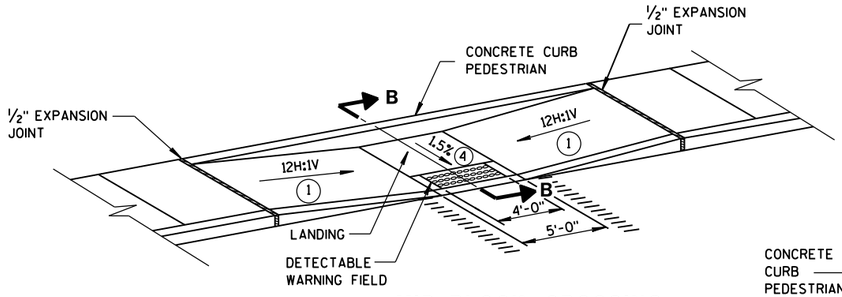
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

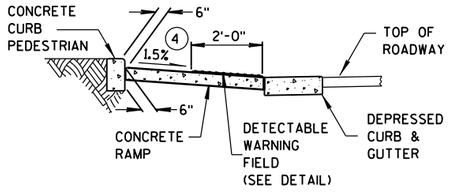
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

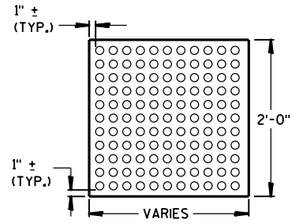


MID-BLOCK CROSSING
TYPE 7A



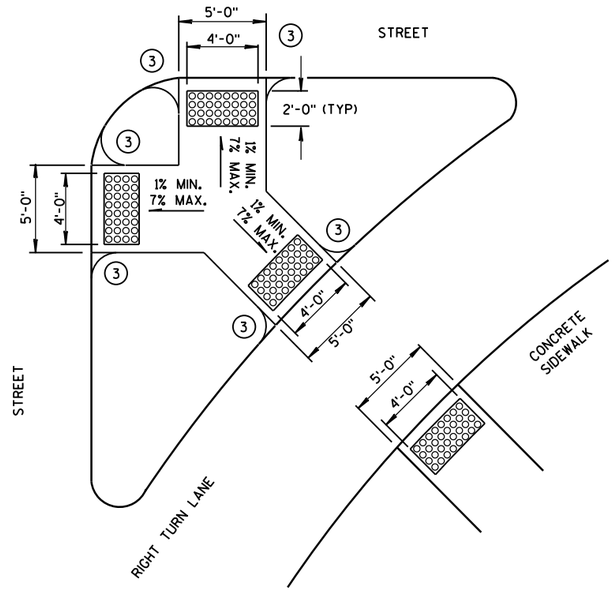
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

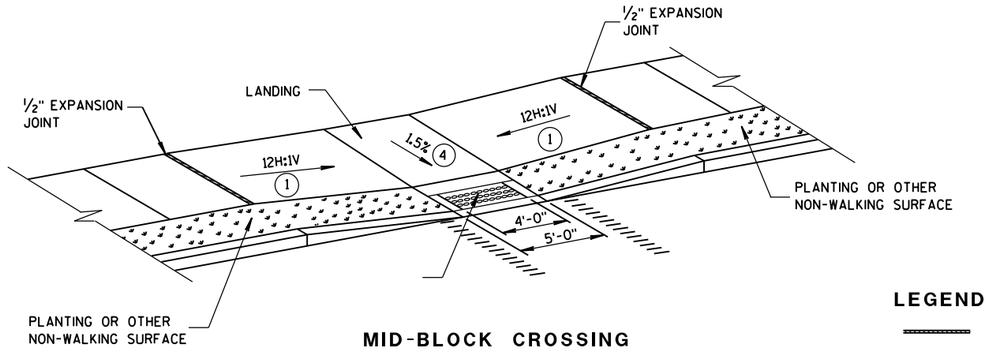


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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:

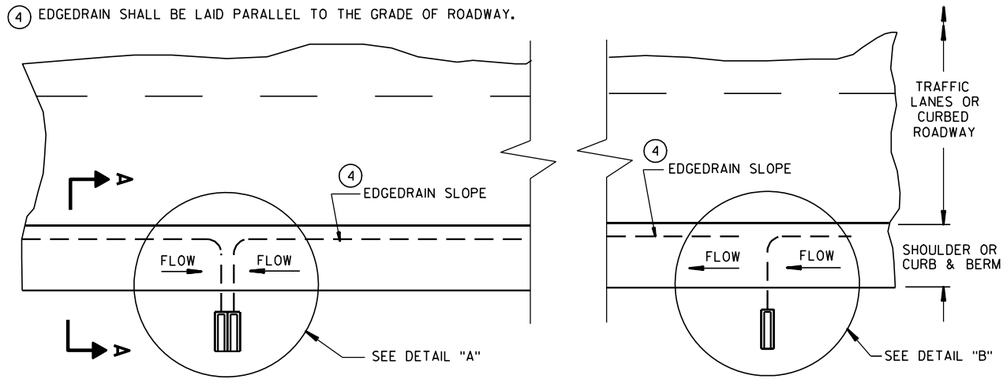
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

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.

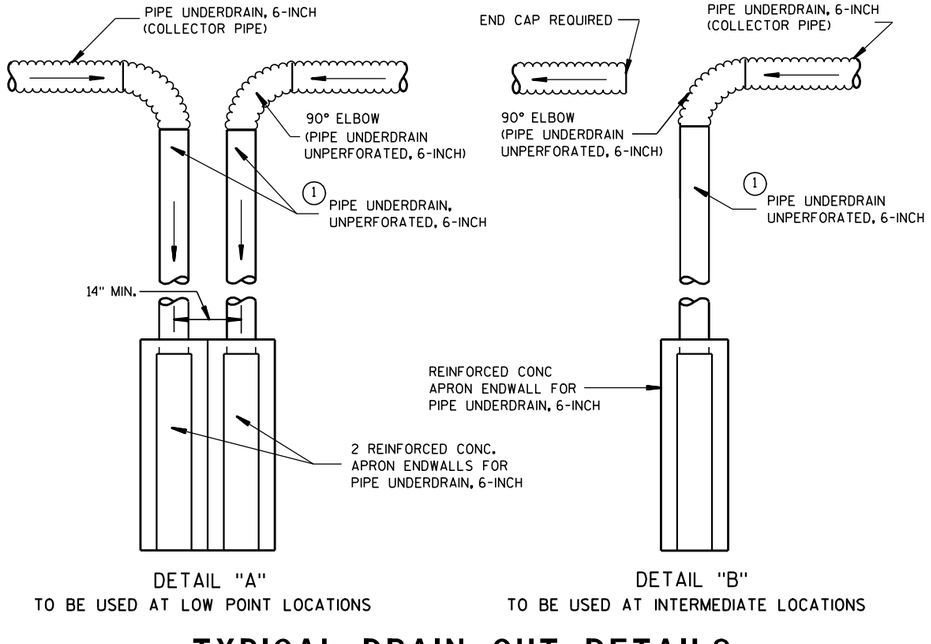
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

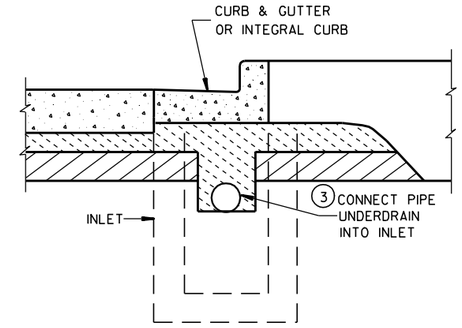
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

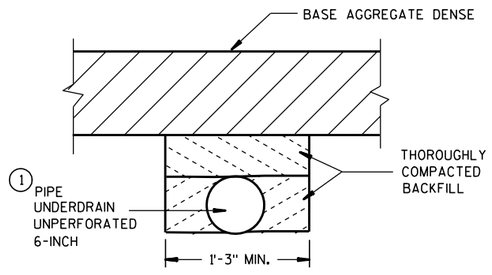
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



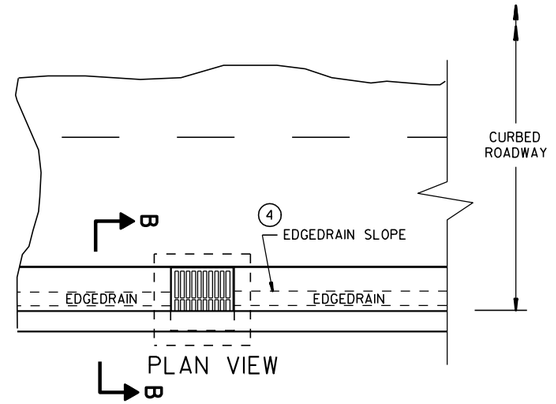
SECTION B-B

URBAN CROSS SECTION



SECTION C-C

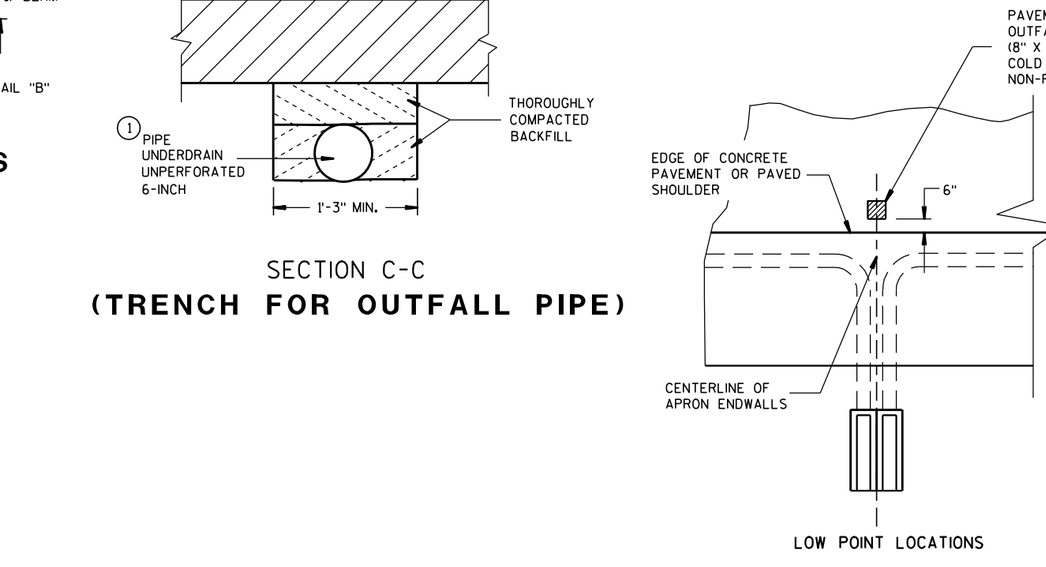
(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

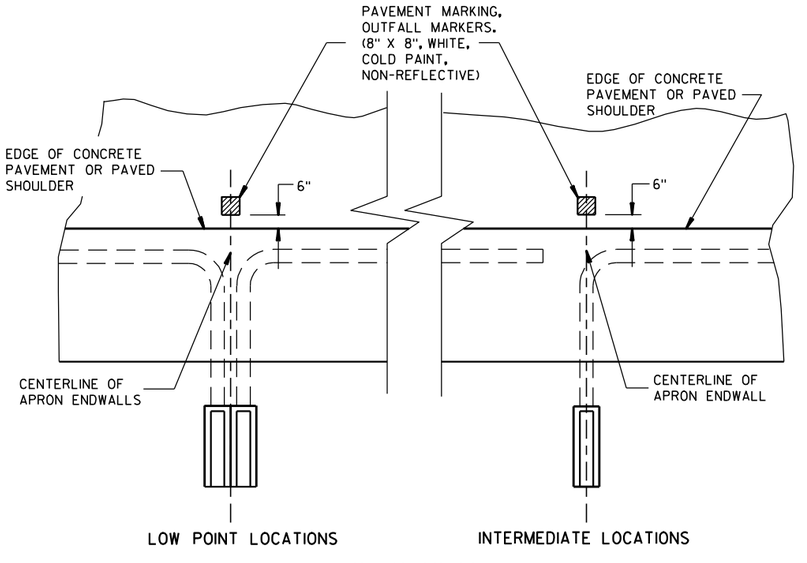
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



SECTION A-A

RURAL CROSS SECTION



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

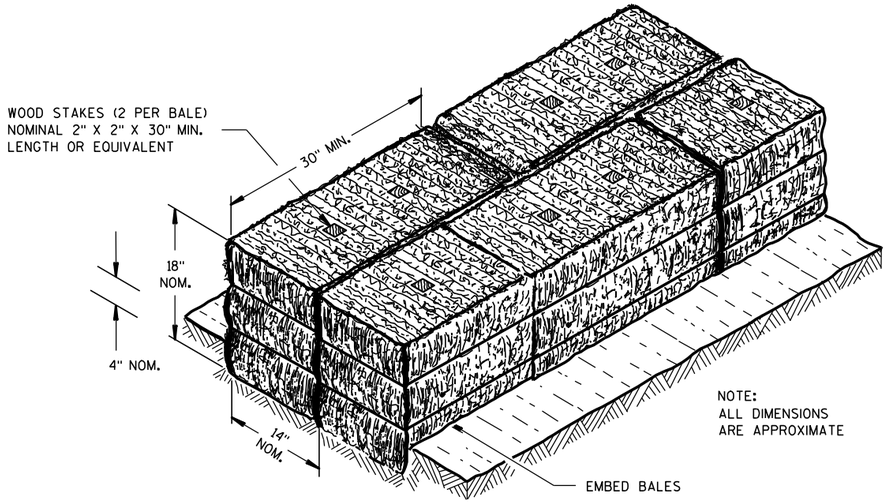
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

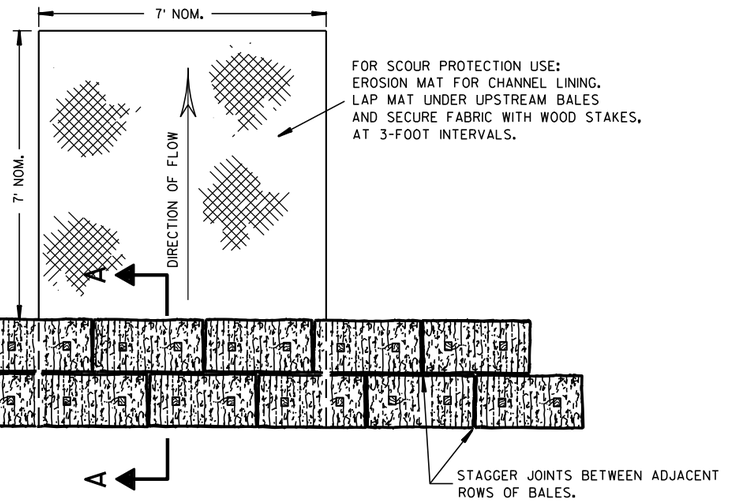
S.D.D. 8 D 15-4a

6

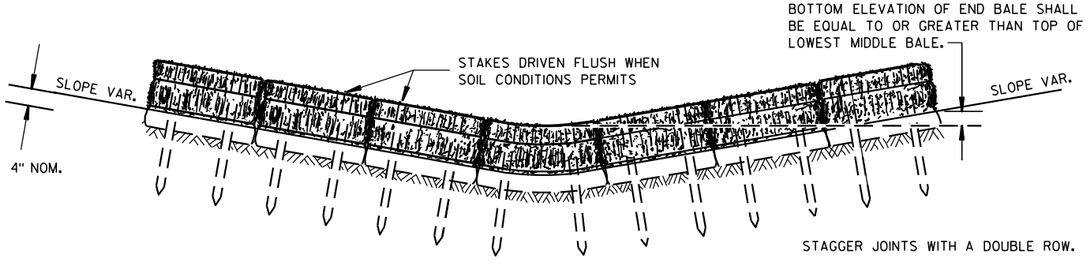
S.D.D. 8 D 15-4a



SECTION A-A



PLAN VIEW



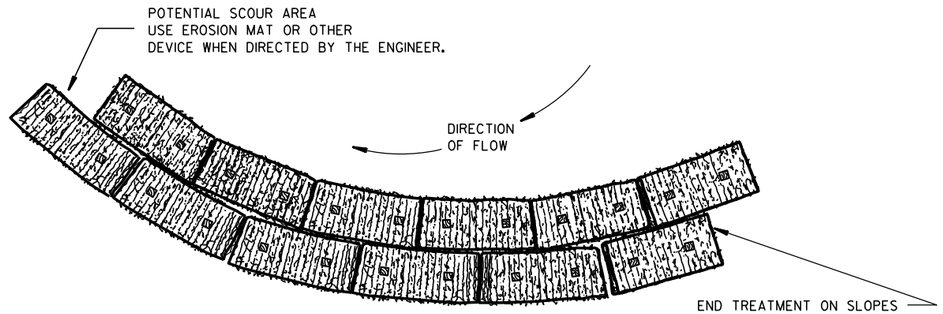
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

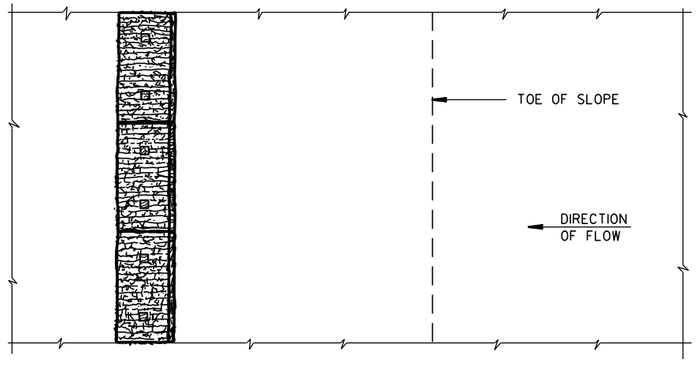
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

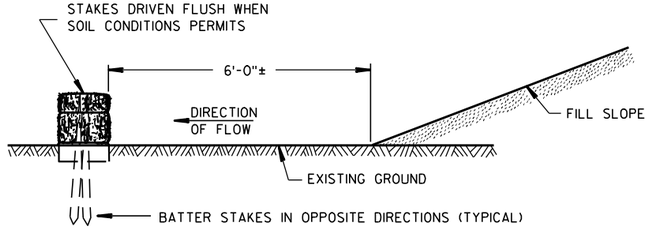


PLAN VIEW

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

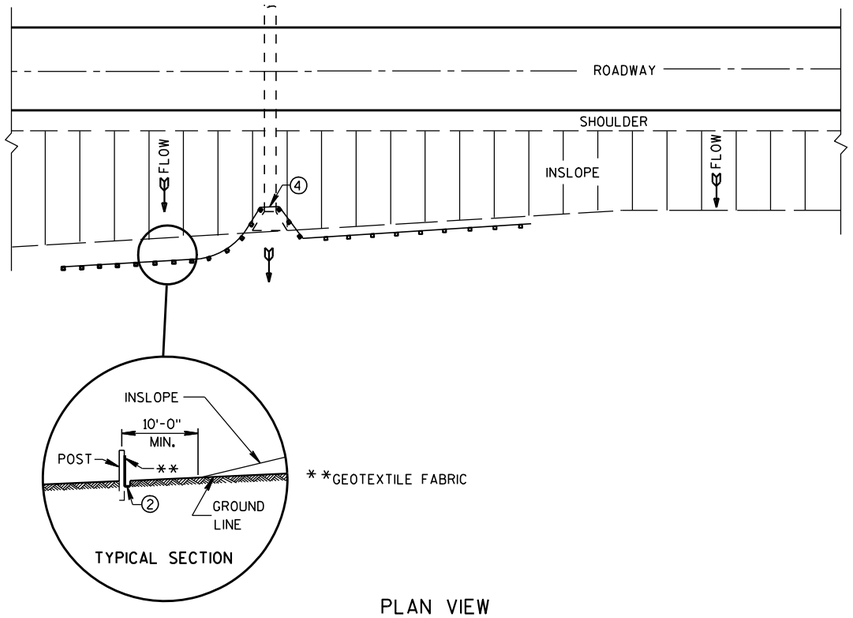
395

6

S.D.D. 8 E 8-3

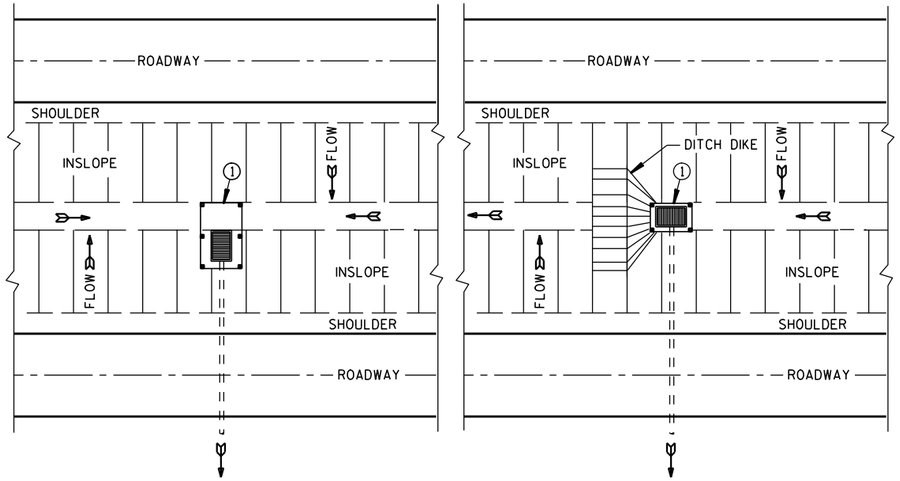
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S.D.D. 8 E 8-3



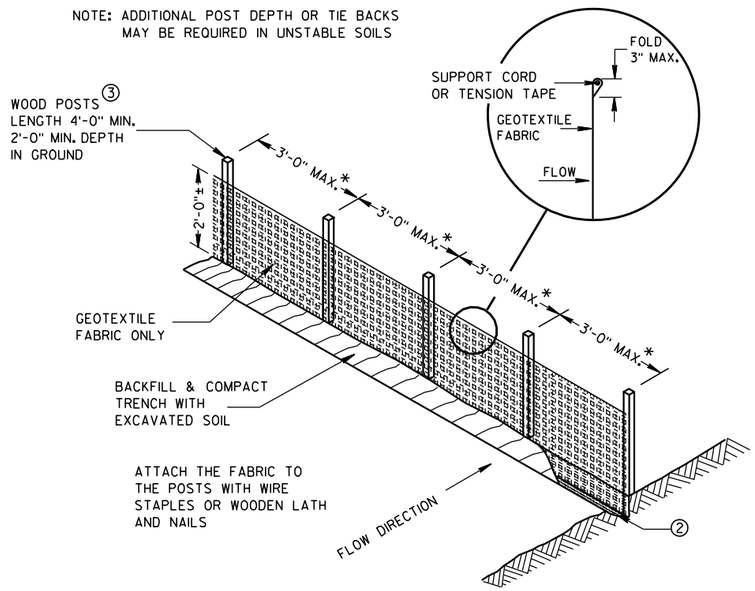
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



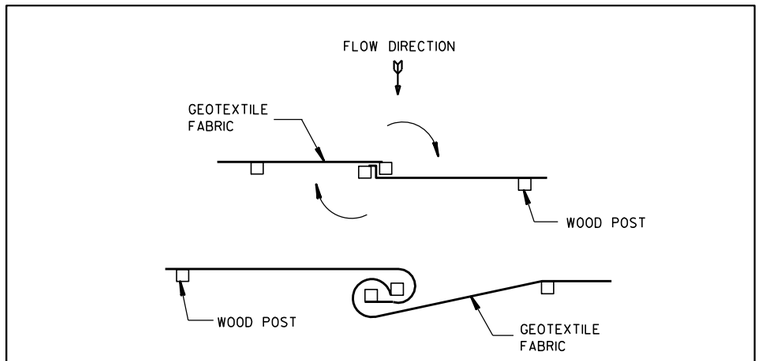
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

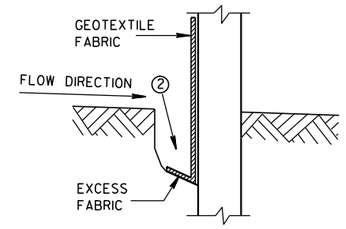


JOINING TWO LENGTHS OF SILT FENCE 5

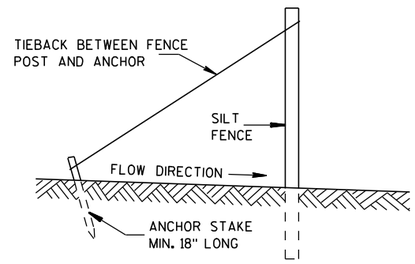
GENERAL NOTES

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 TIE BACK

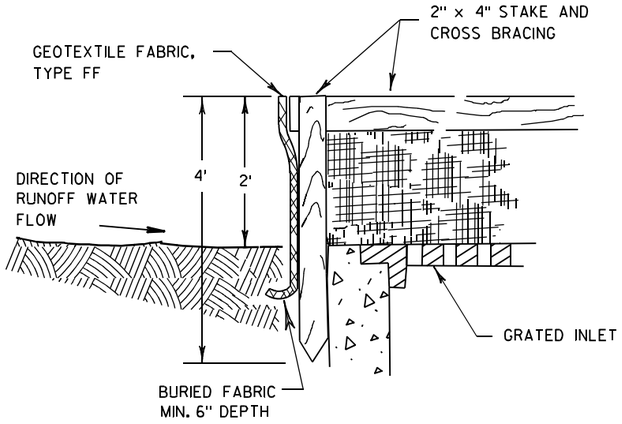
(WHEN REQUIRED BY THE ENGINEER)

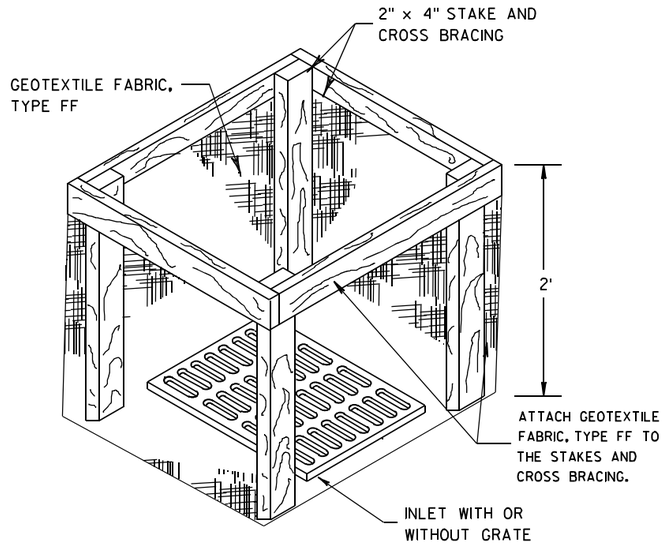
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

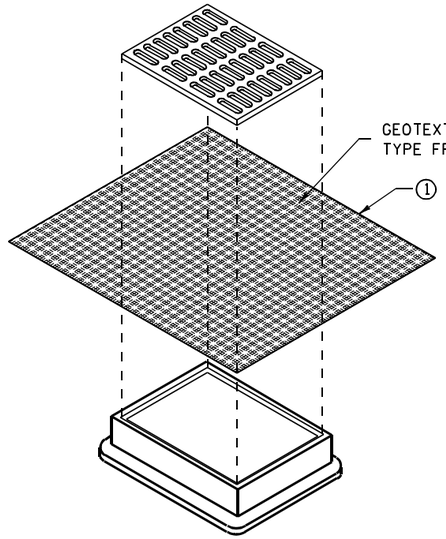
APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 9-6



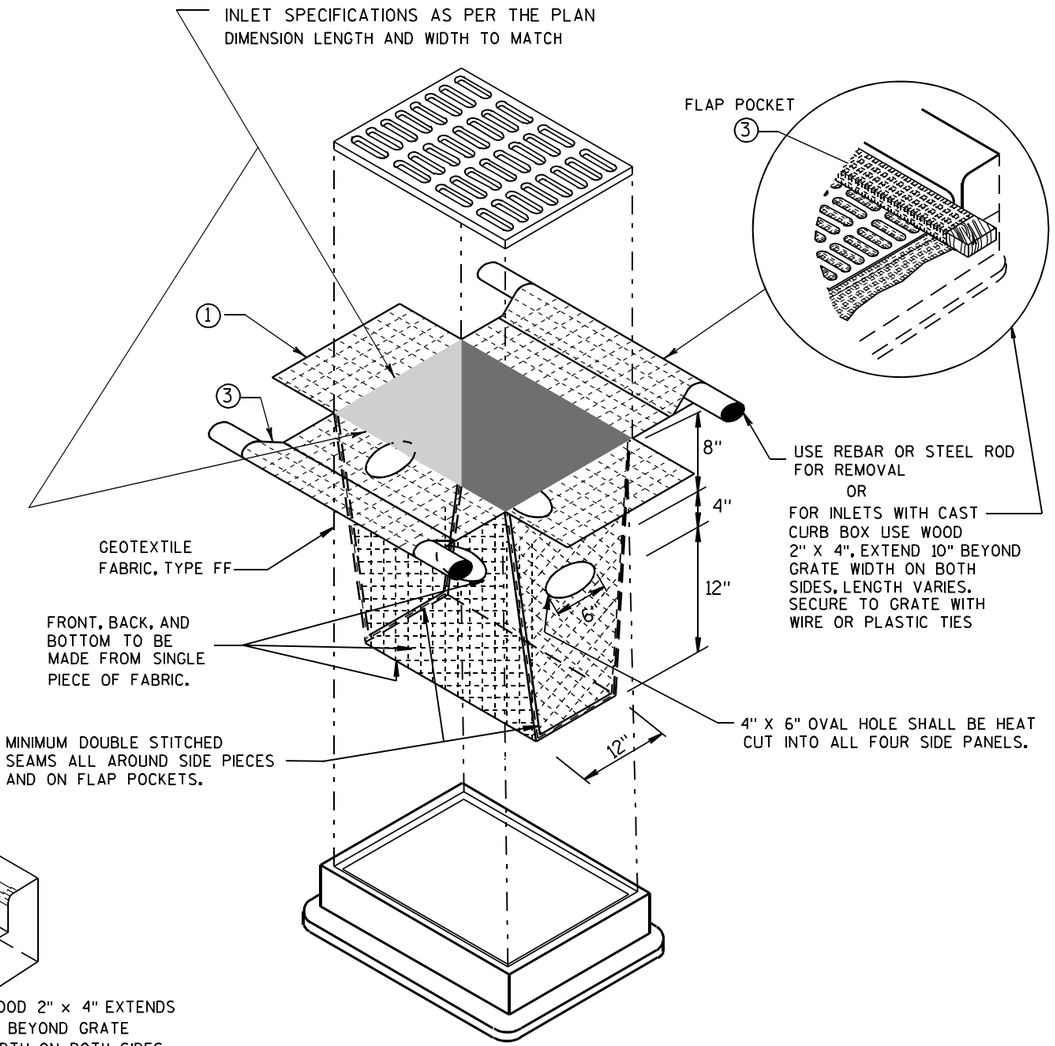


INLET PROTECTION, TYPE A



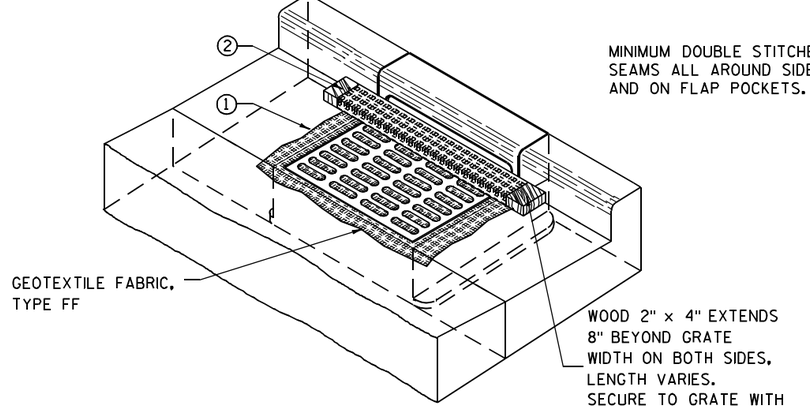
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

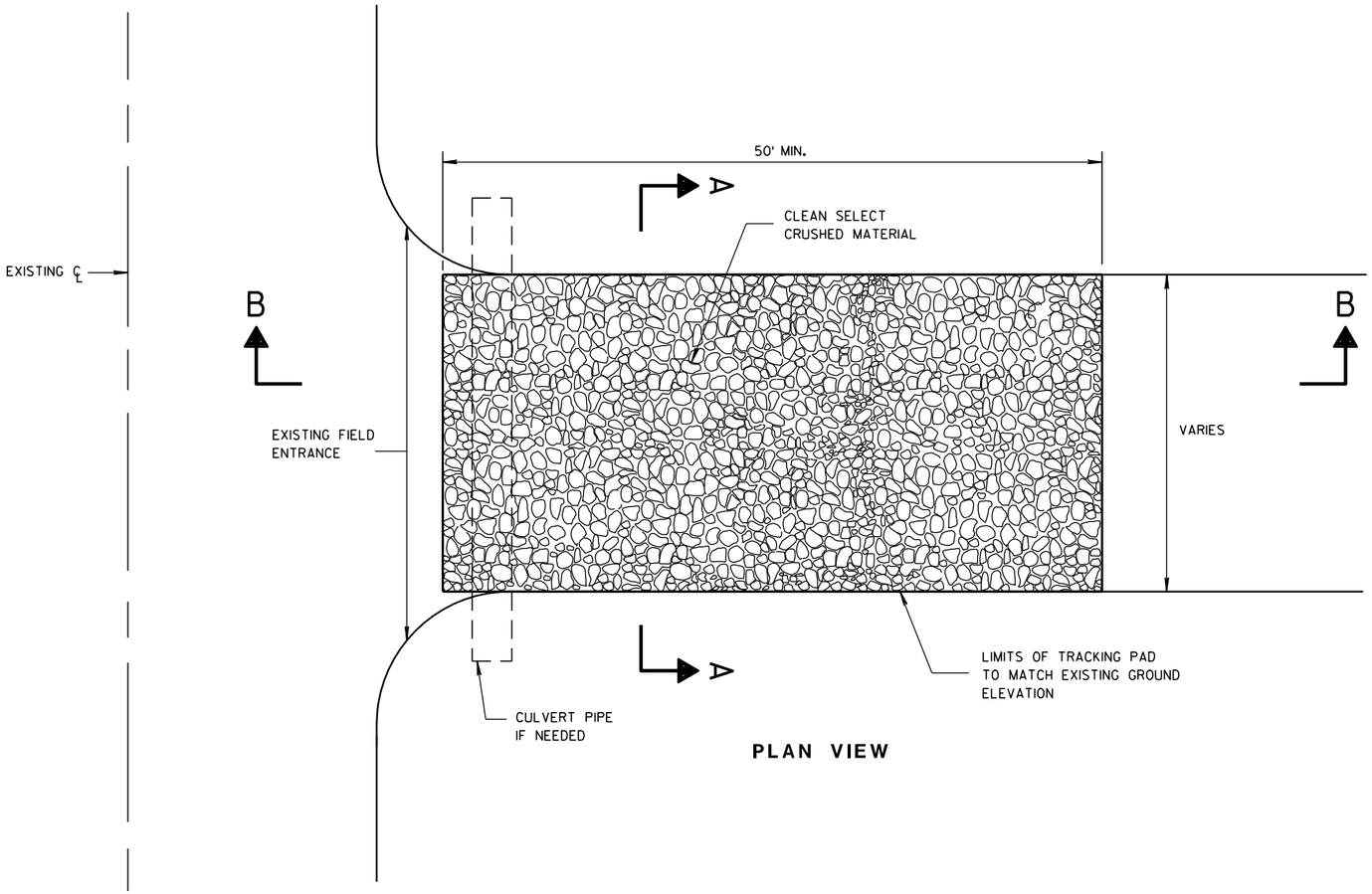
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

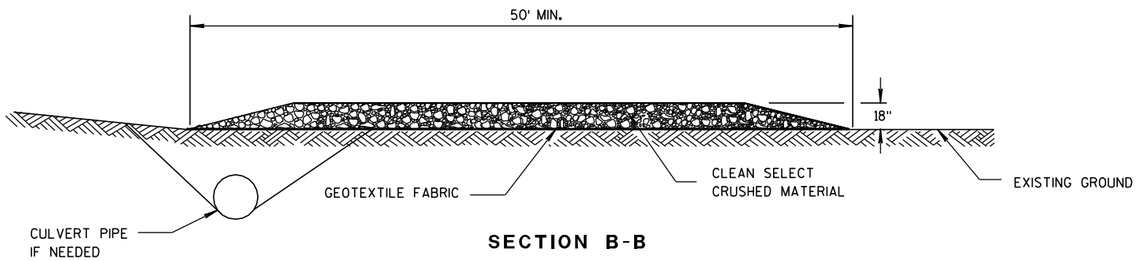
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

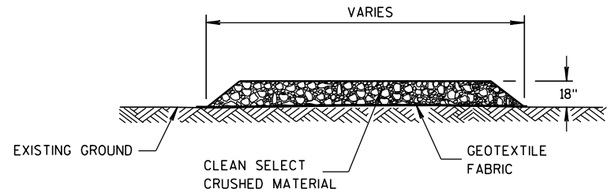
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

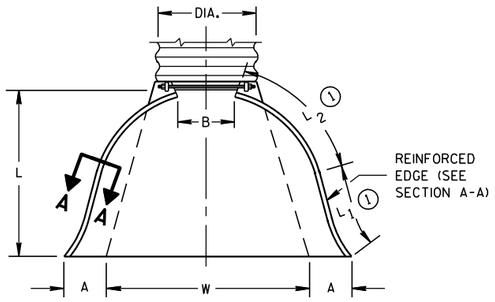
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

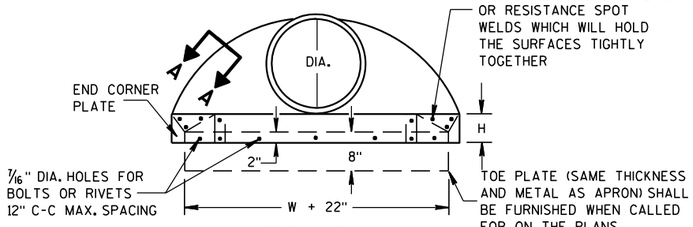
REINFORCED CONCRETE APRON ENDWALLS

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

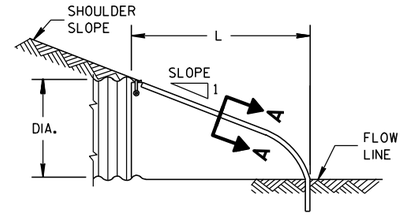
*MINIMUM
**MAXIMUM



PLAN VIEW

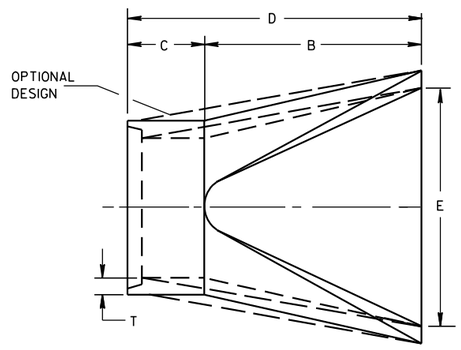


END VIEW

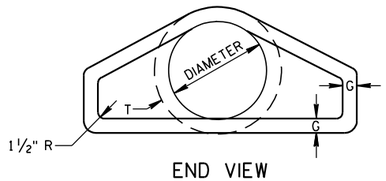


SIDE ELEVATION

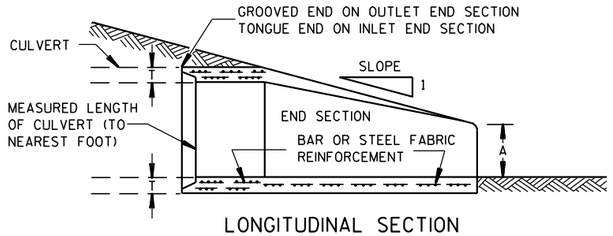
METAL ENDWALLS



PLAN

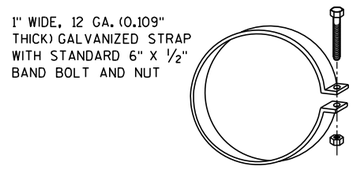


END VIEW



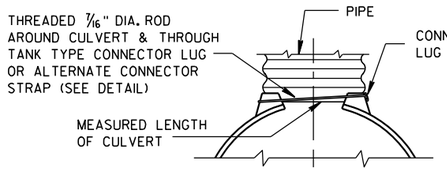
LONGITUDINAL SECTION

CONCRETE ENDWALLS

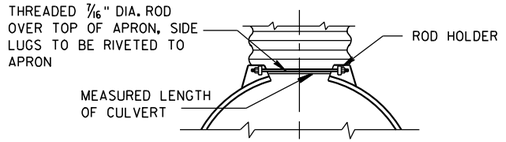


ALTERNATE FOR TYPE 1 CONNECTION

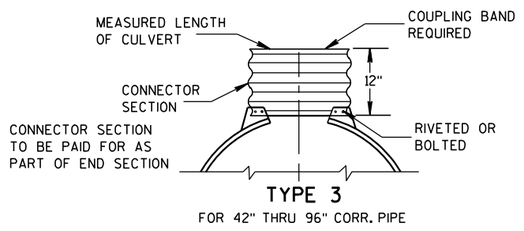
END SECTION CONNECTOR STRAP



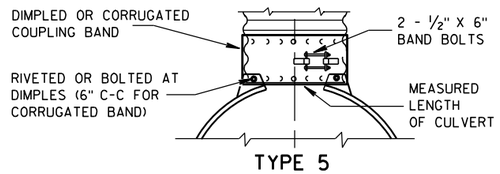
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

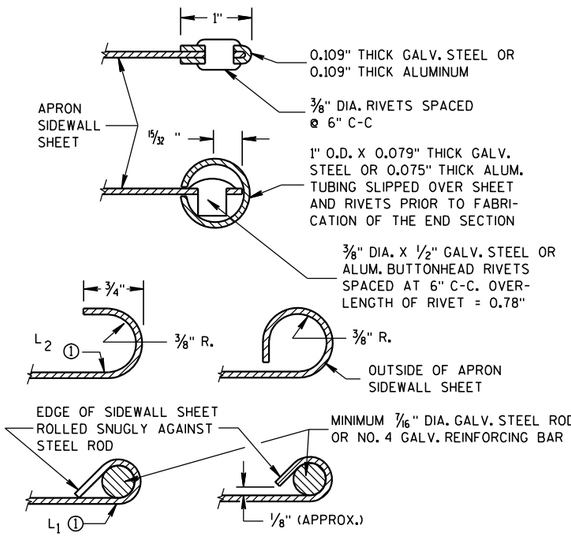
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

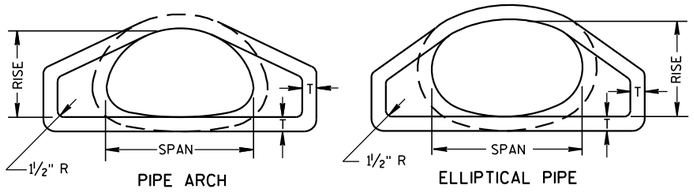
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

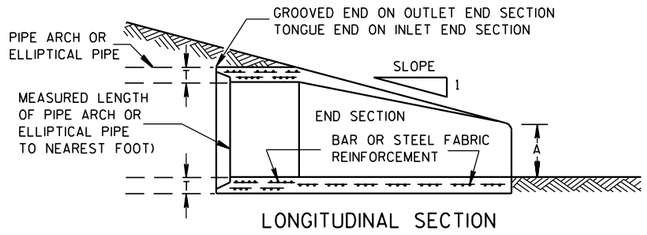
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

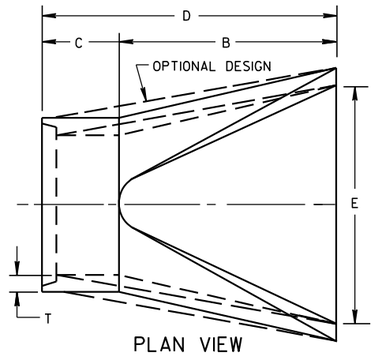
6
S.D.D. 8 F 1-11



END VIEW

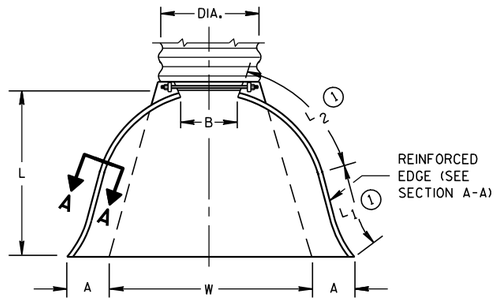


LONGITUDINAL SECTION

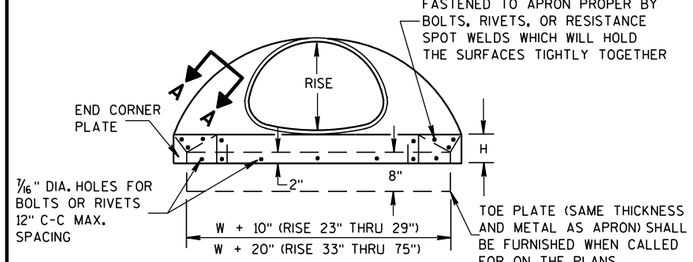


PLAN VIEW

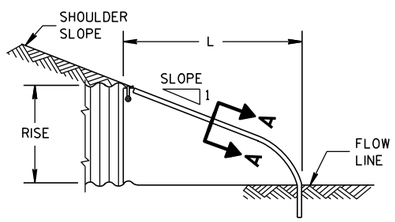
CONCRETE ENDWALLS



PLAN VIEW

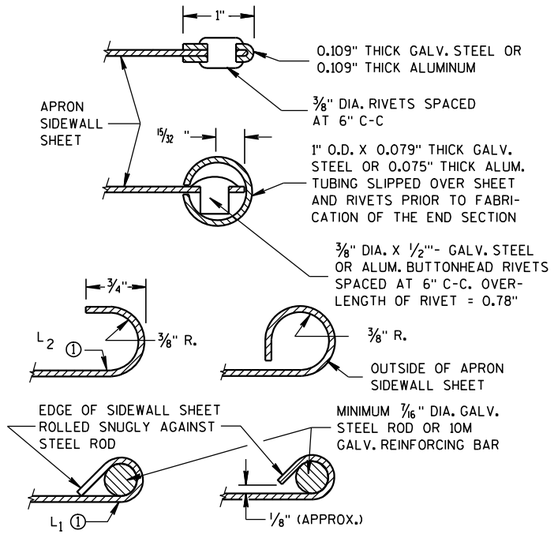


END VIEW



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

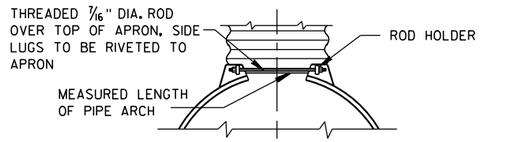
REINFORCED CONCRETE PIPE ARCH

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

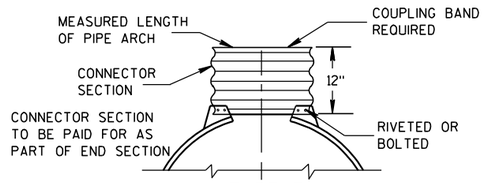
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



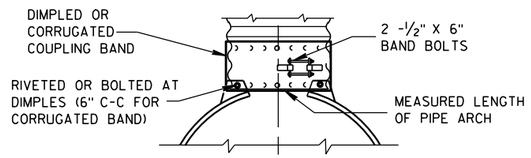
TYPE 2

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

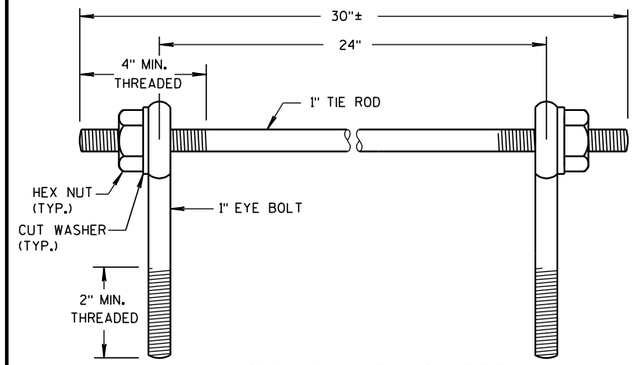
APPROVED

11/30/94 — DATE

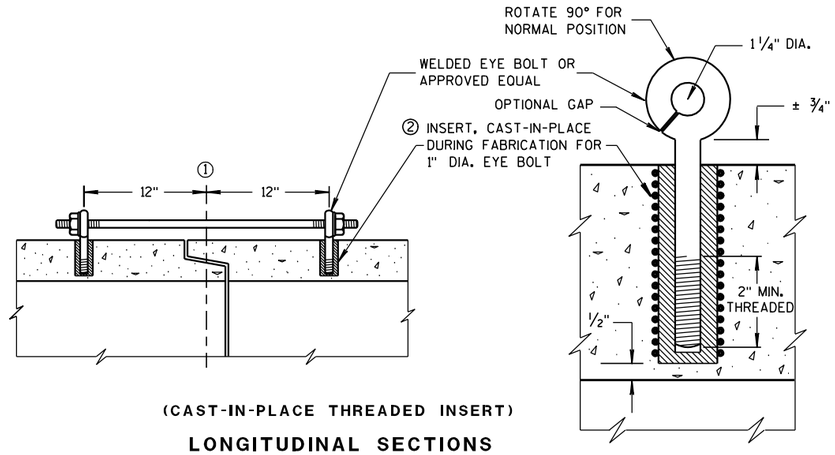
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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.

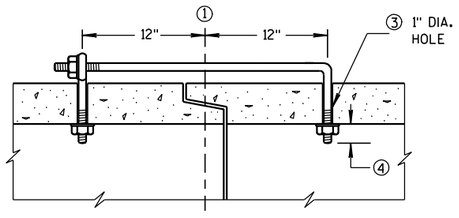
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

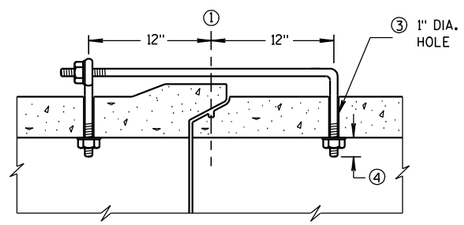
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

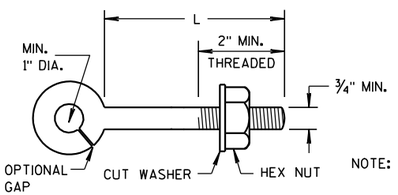


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

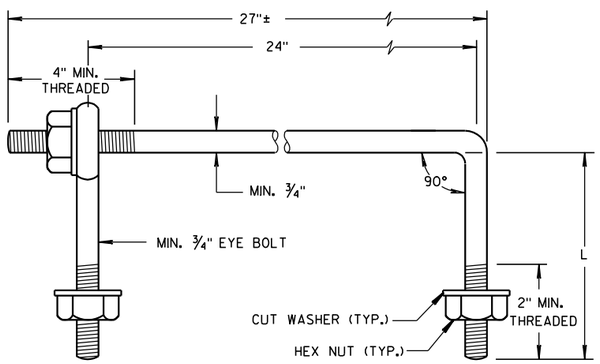
EYE BOLT DIMENSION TABLE

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"	



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

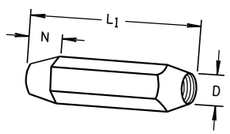
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

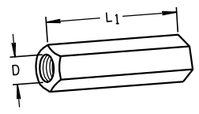
ADJUSTABLE TIE ROD TABLE

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



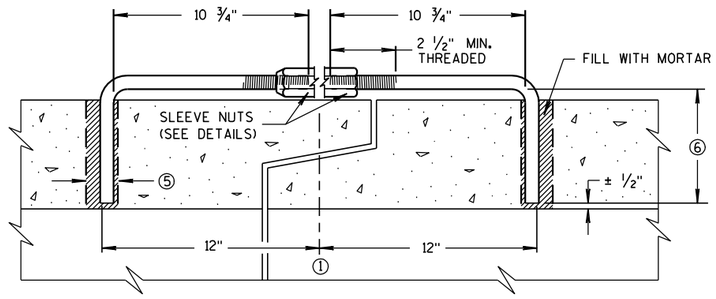
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PLAIN

RIGHT AND LEFT THREADS

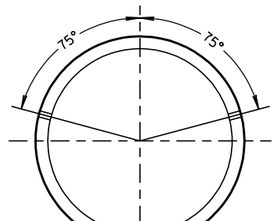
SLEEVE NUTS



LONGITUDINAL SECTION

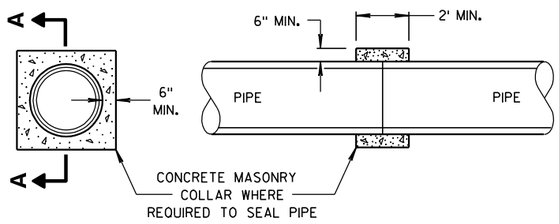
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

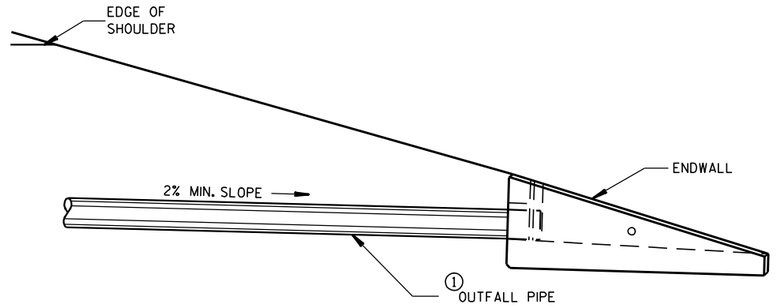
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
401
FHWA

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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.

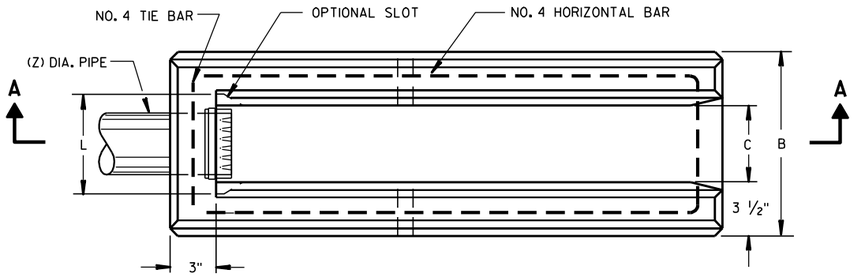
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

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.

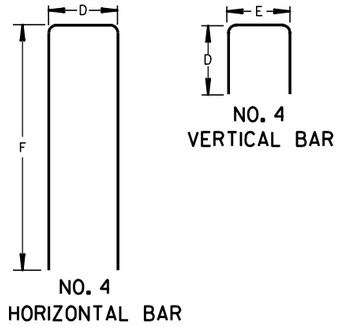
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE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

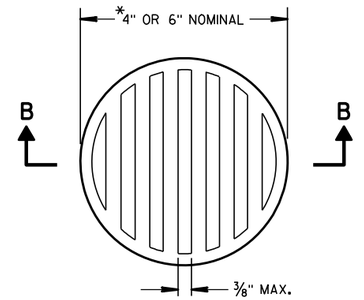
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

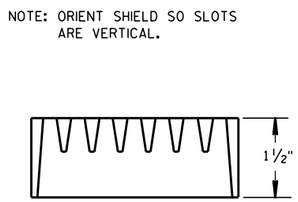


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

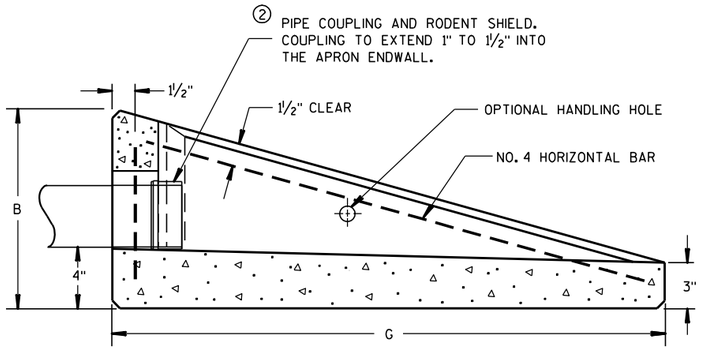




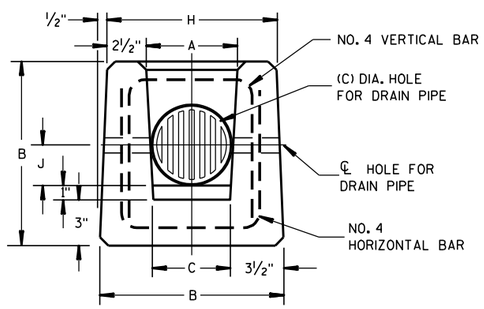
SECTION B-B

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

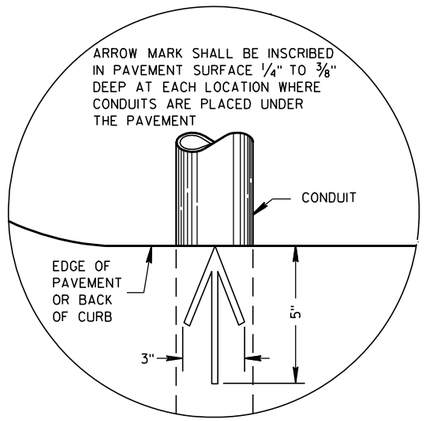
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

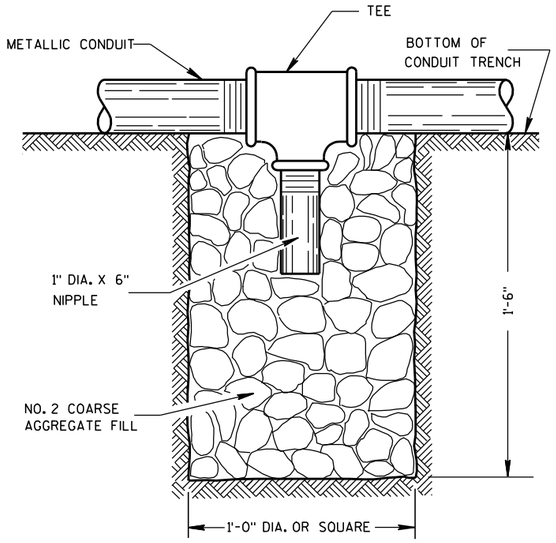
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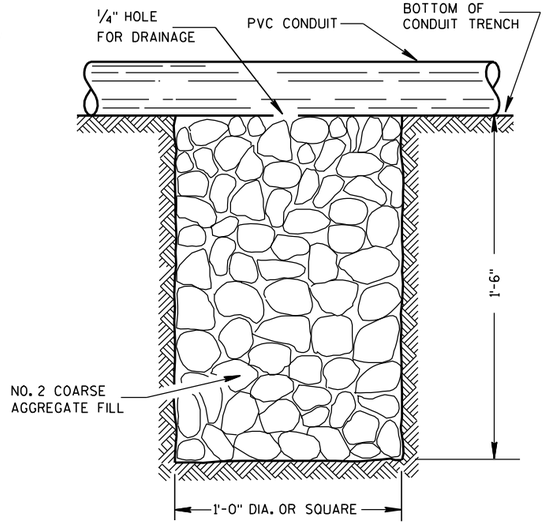
PLAN VIEW

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.

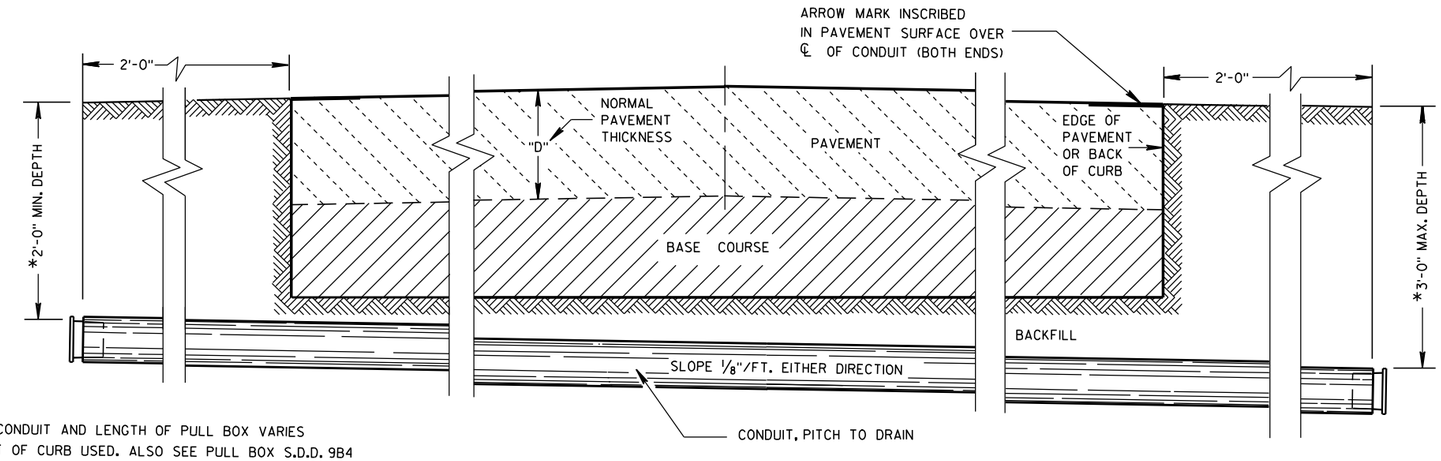
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

403

HWYS

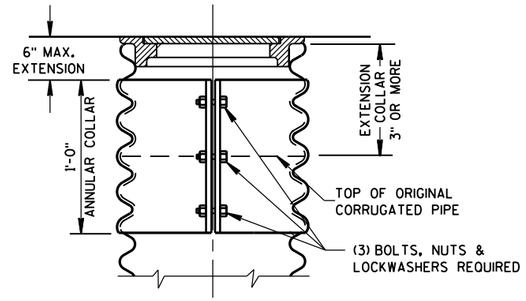
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

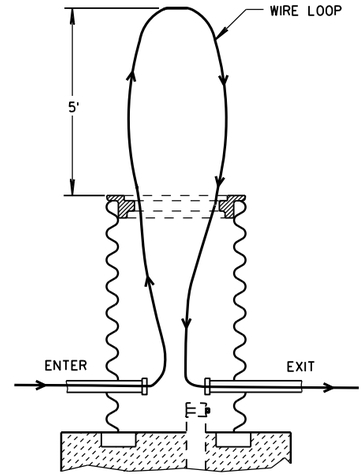
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

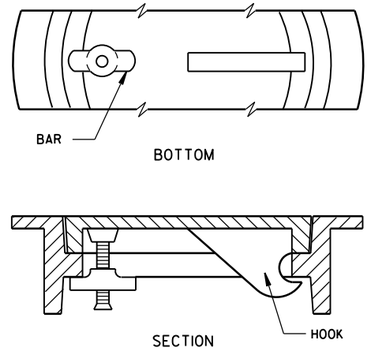
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

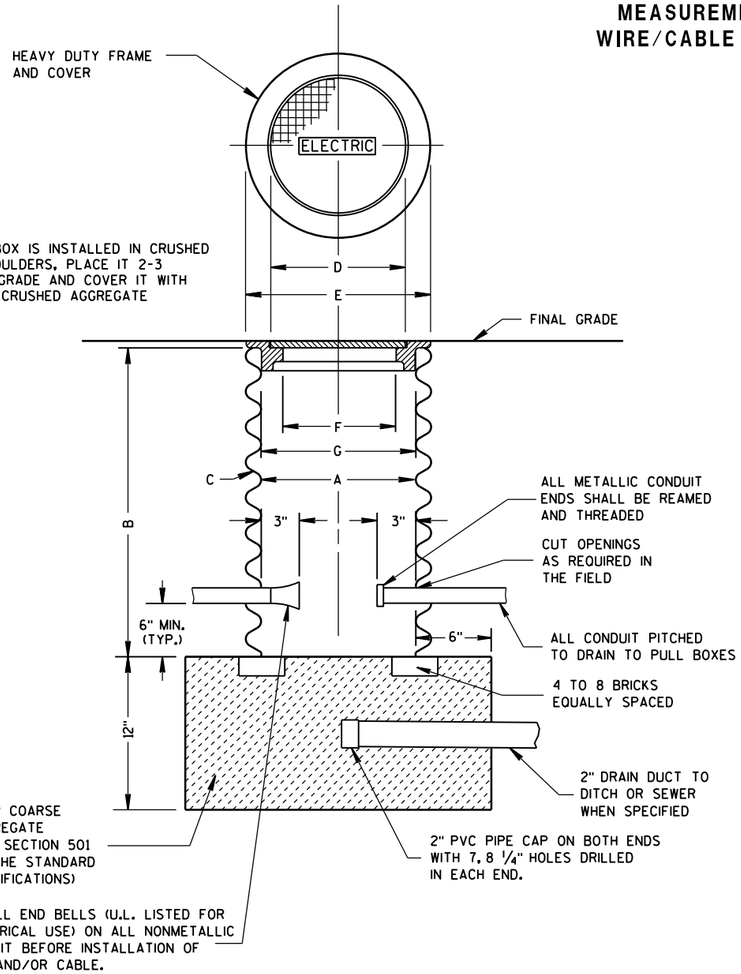


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



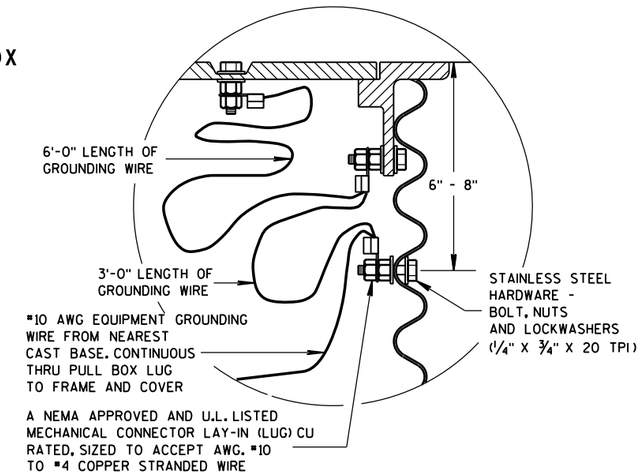
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

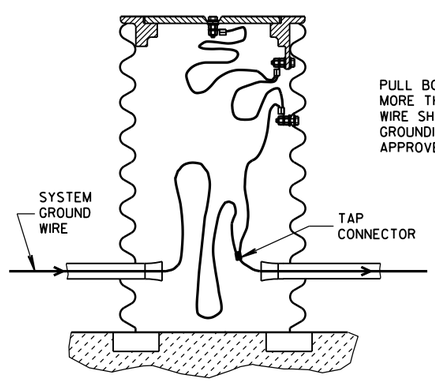


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

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

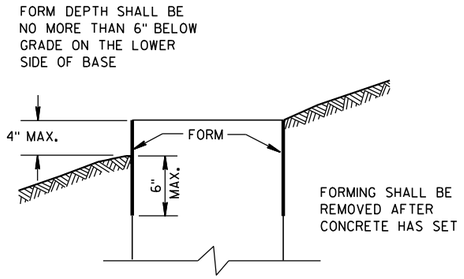
2-7-2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

6

S.D.D. 9 B 4-10



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

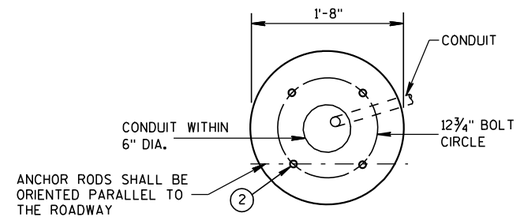
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

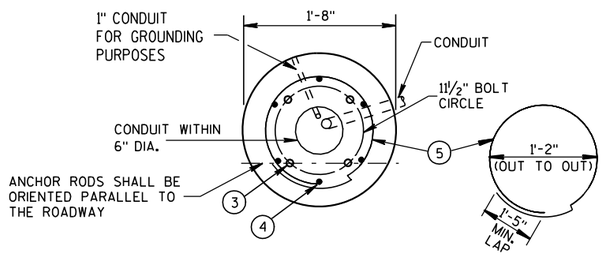
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

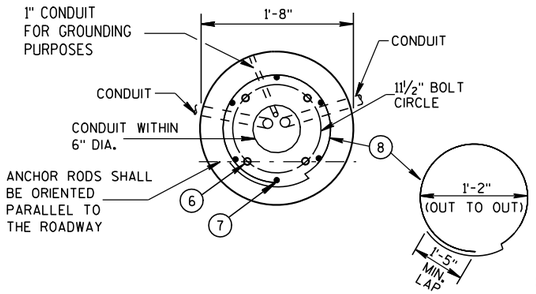
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

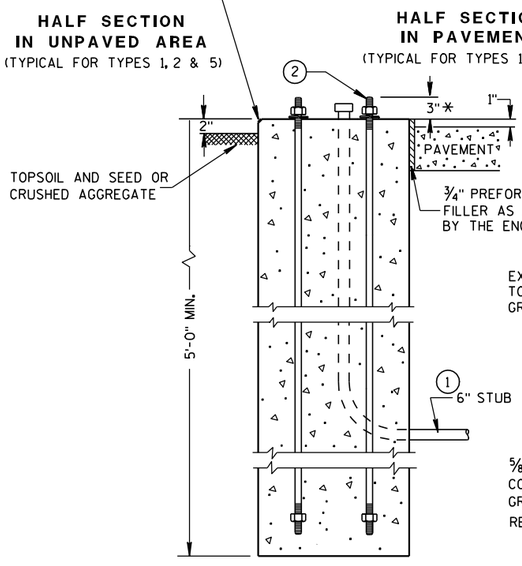






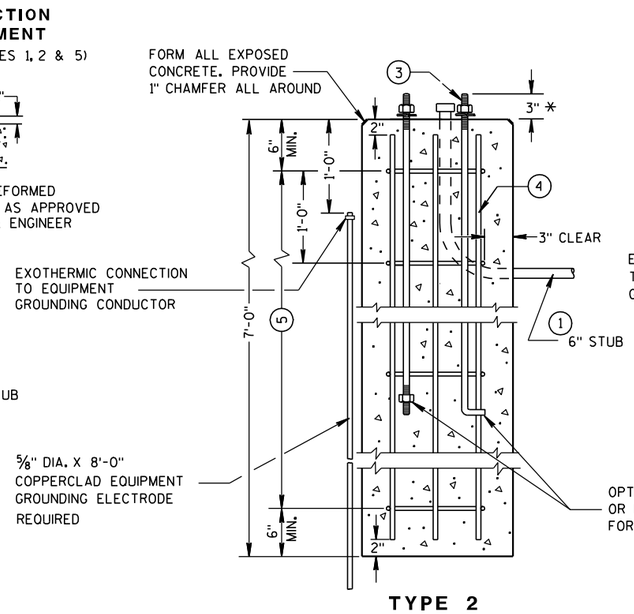
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)

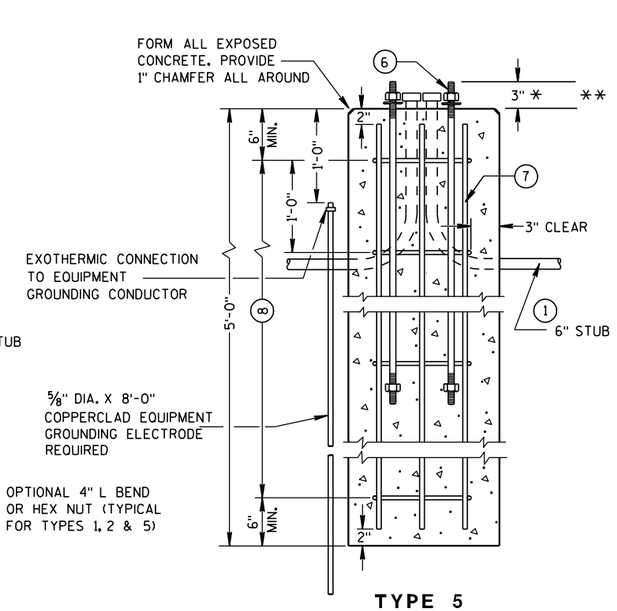


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI 405 — HWYS
FHWA

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S.D.D. 9 C 2-6

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.

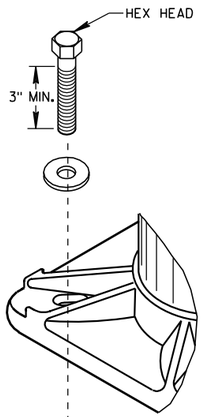
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

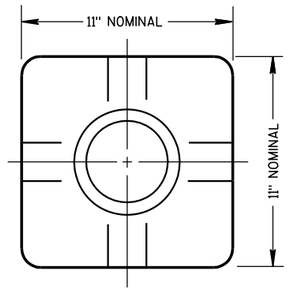
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

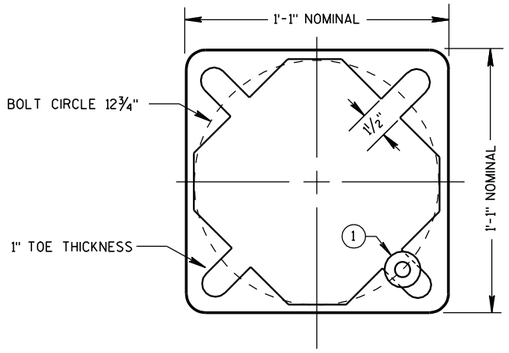
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

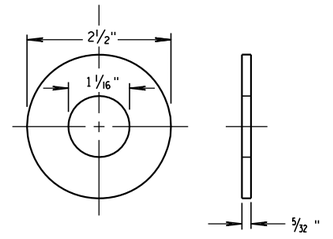




TOP VIEW
(PEDESTAL BASE)

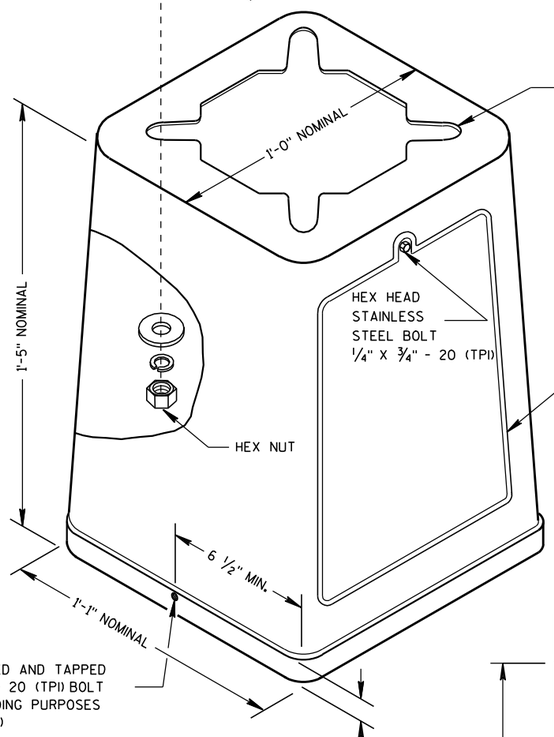


BOTTOM VIEW
(PEDESTAL BASE)

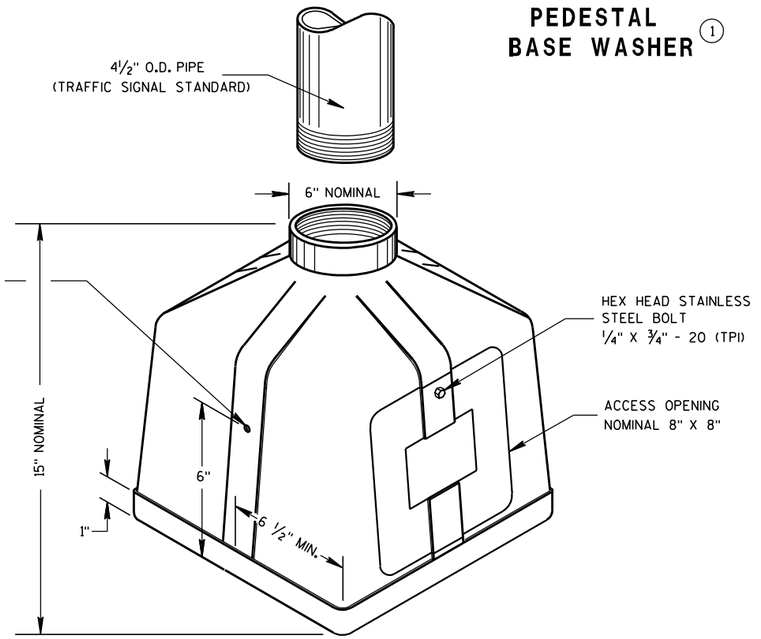


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

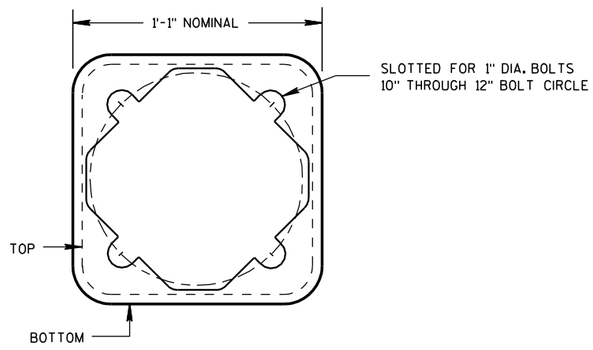


ISOMETRIC VIEW

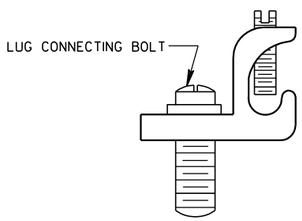


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

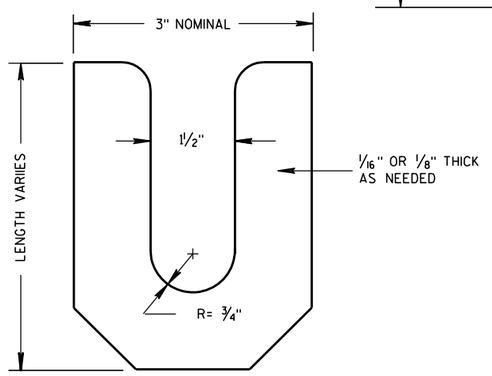


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

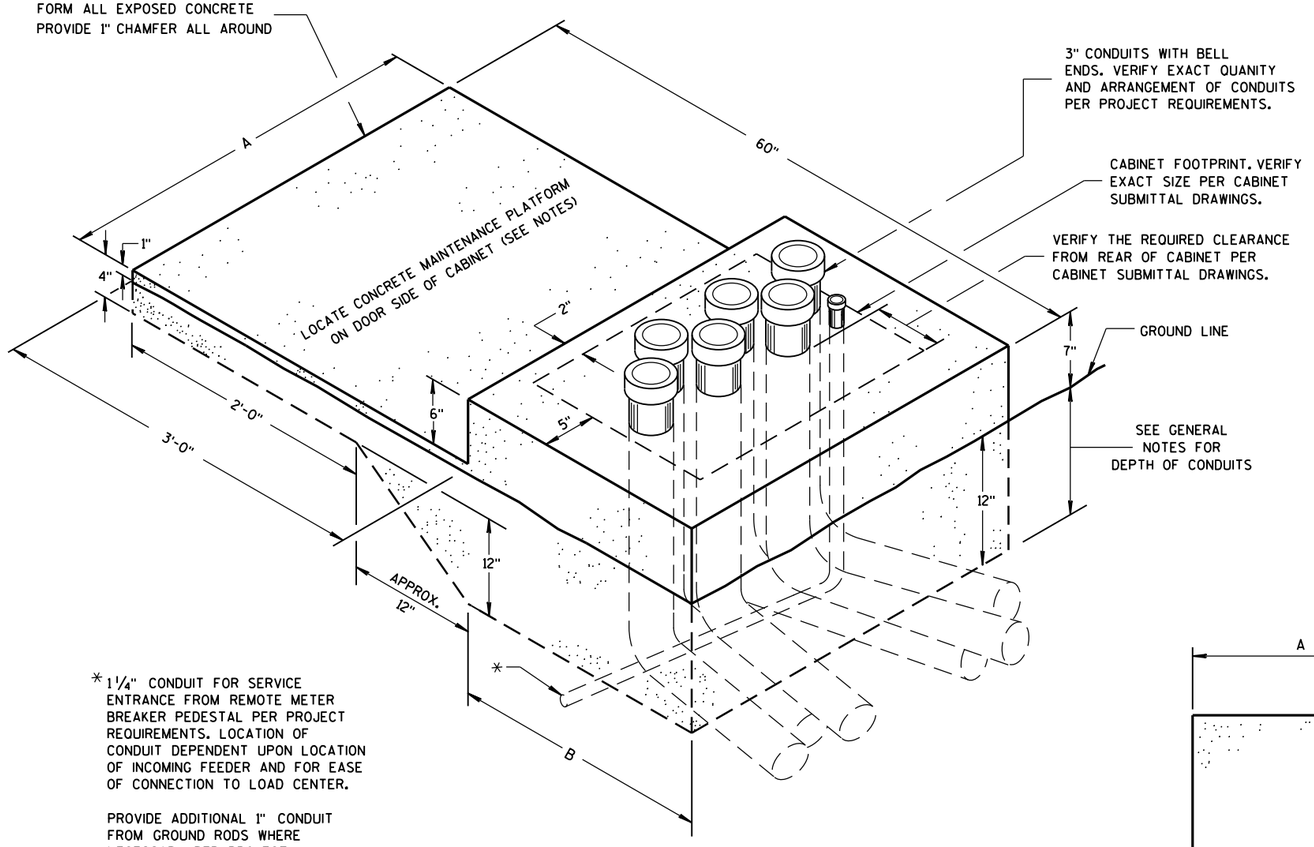
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI
406
HWYS
FHWA

S.D.D. 9 C 3-3

S.D.D. 9 C 3-3



* 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

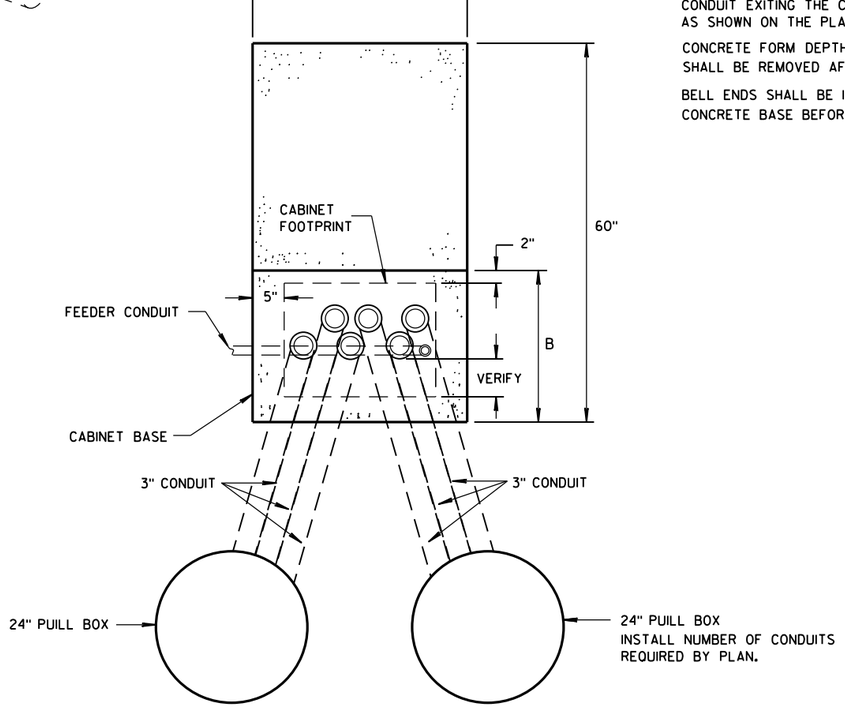
PROVIDE ADDITIONAL 1" CONDUIT FROM GROUND RODS WHERE NECESSARY PER PROJECT REQUIREMENTS.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS	
		A	B
L24	24"	34"	24"
L30	30"	40"	24"



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

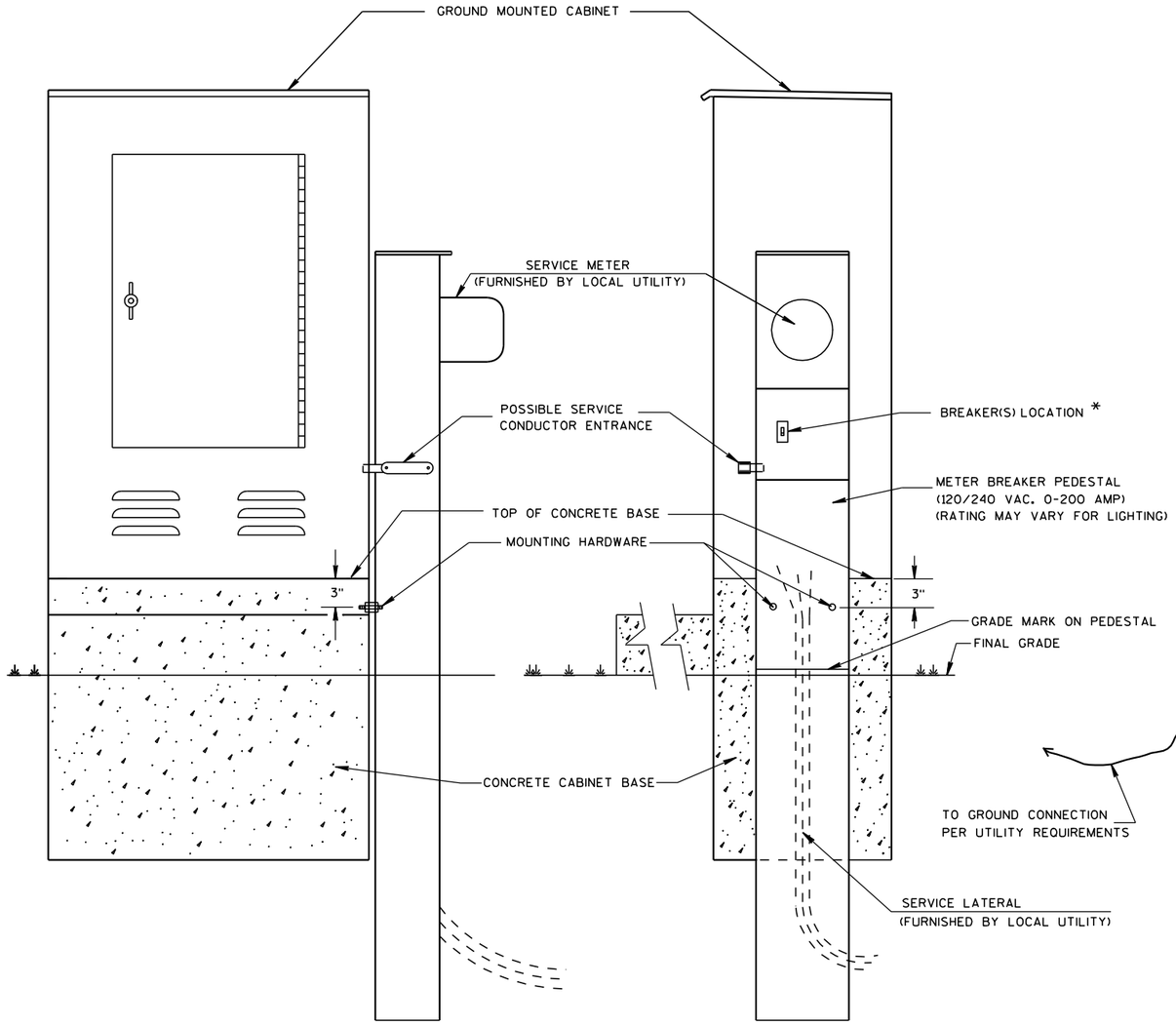
APPROVED
June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
407
WYS
FHWA

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S.D.D. 9 C 14-1

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S.D.D. 9 C 14-1



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.

6

S.D.D. 9 D 1-4

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/27/09 DATE

/S/ Joanna L. Bush
STATE ELECTRICAL ENGI 408 HWYS

FHWA

6

S.D.D. 9 D 1-4

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

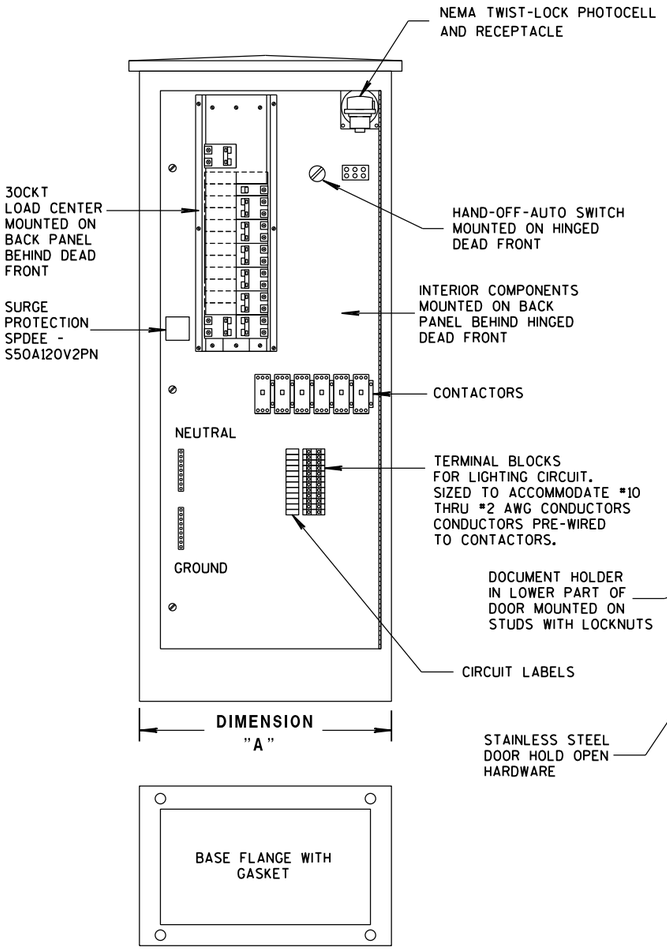
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

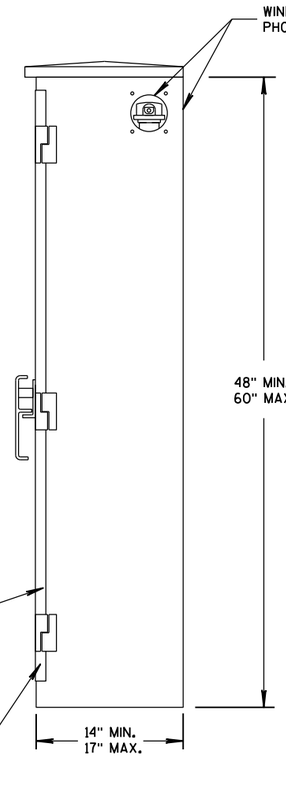
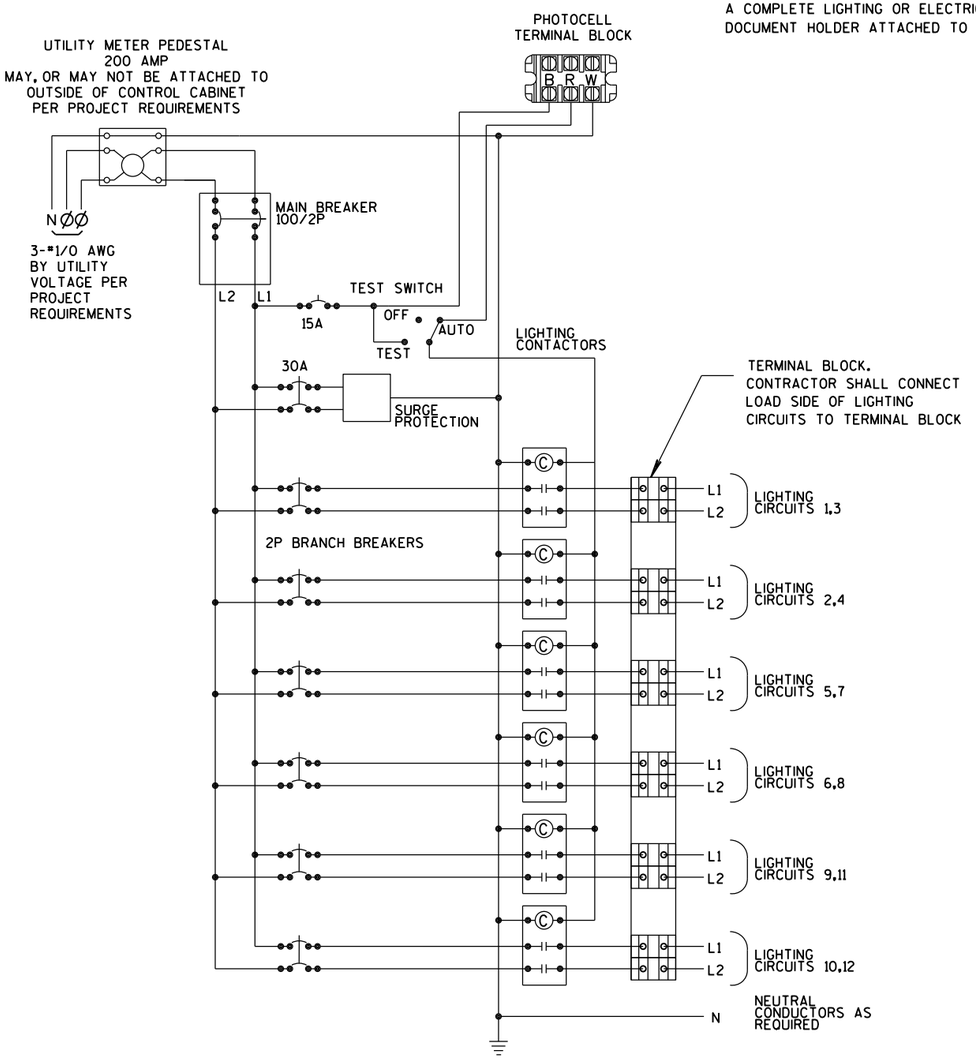


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET

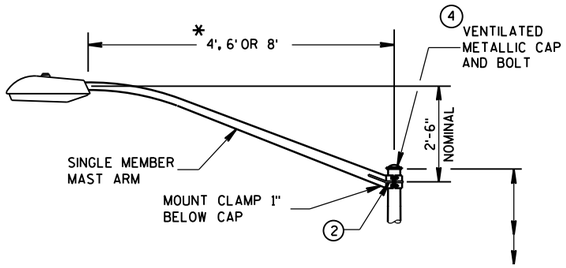
LIGHTING CONTROL CABINET

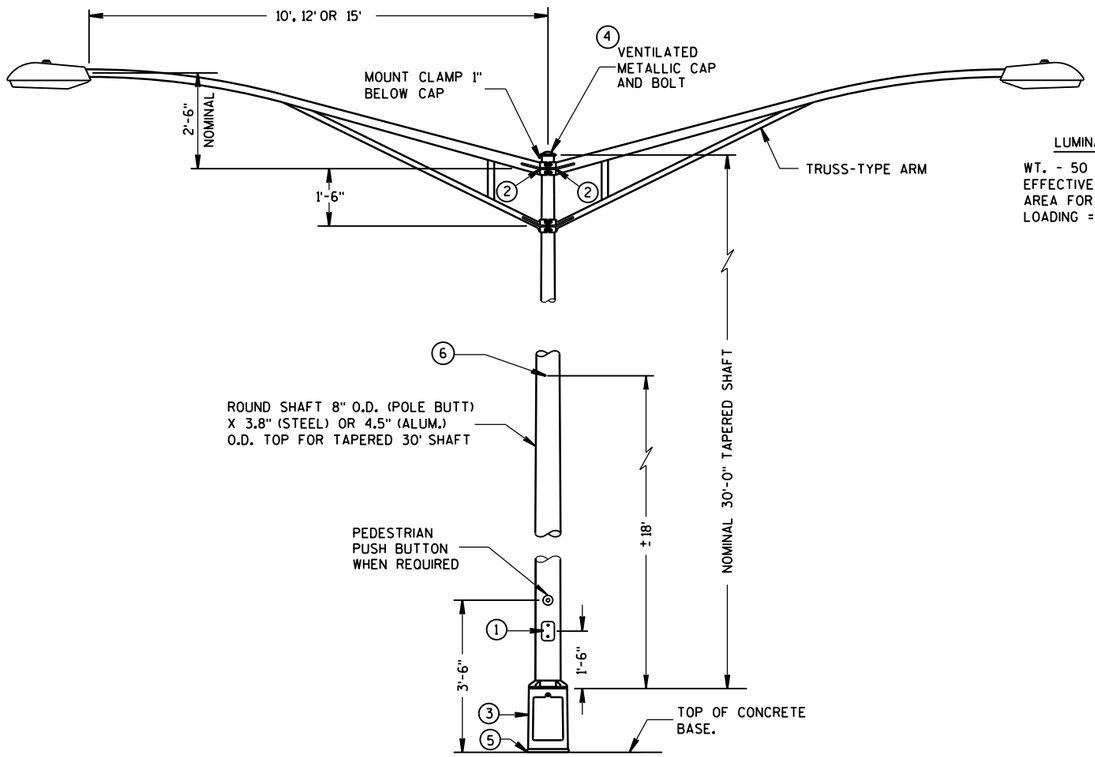
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
WYS.
FHWA

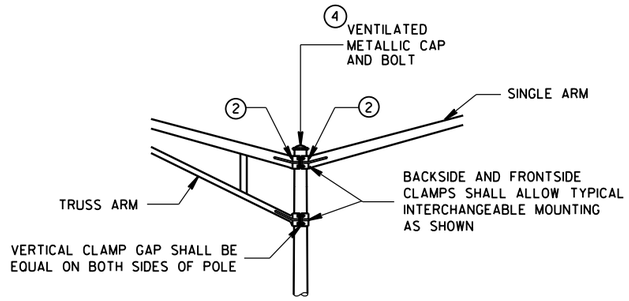
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S.D.D. 9 D 4-1

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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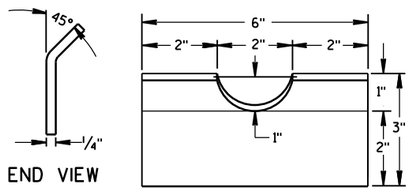
S.D.D. 9 E 1-12d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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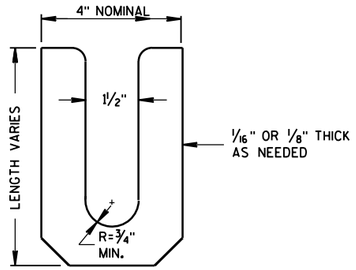
S.D.D. 9 E 1-12d



FRONT VIEW

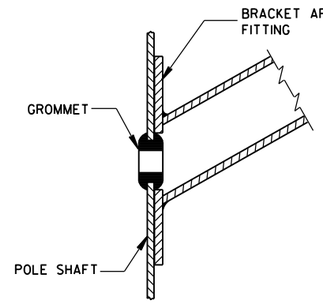
RECTANGULAR CLAMP SHIM

(4 TO A SET)

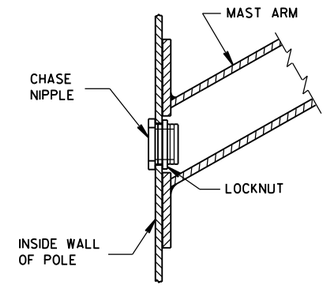


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

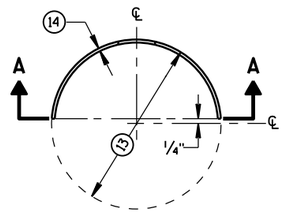
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

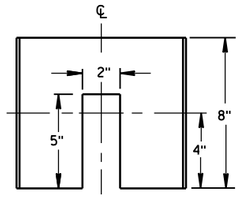
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



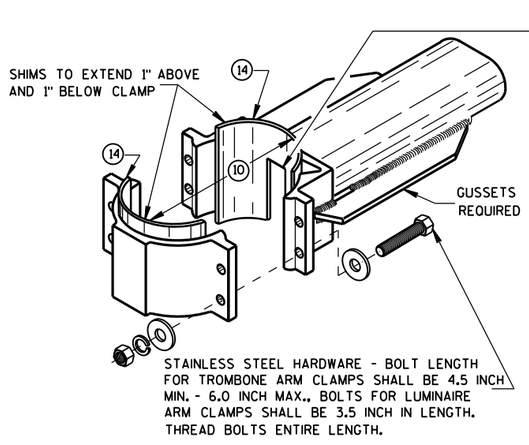
PLAN VIEW



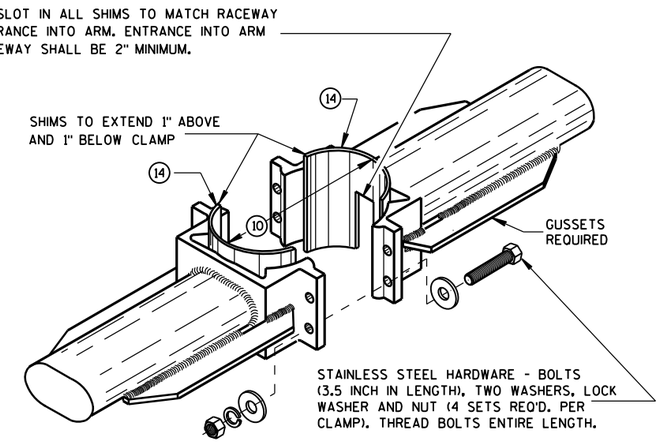
SECTION A-A

CIRCULAR CLAMP SHIM

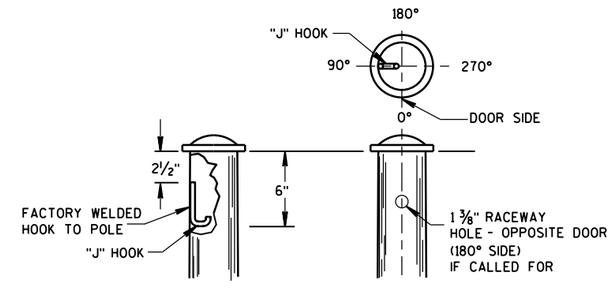
(2 TO A SET)



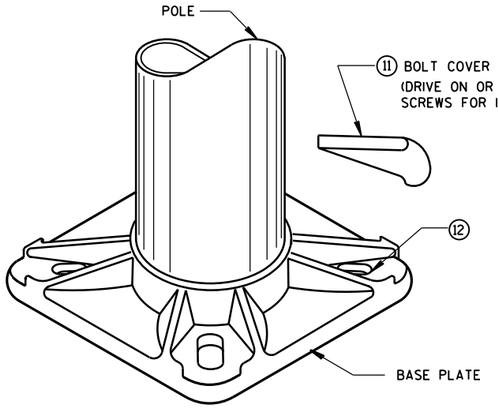
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



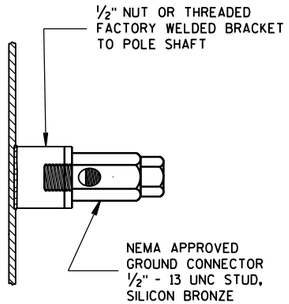
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

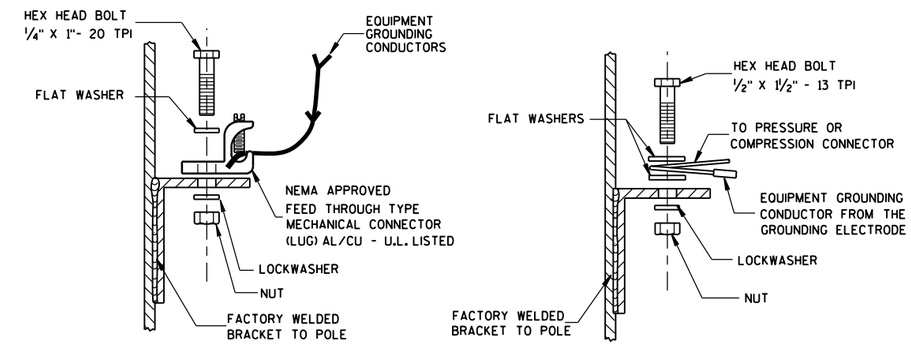


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

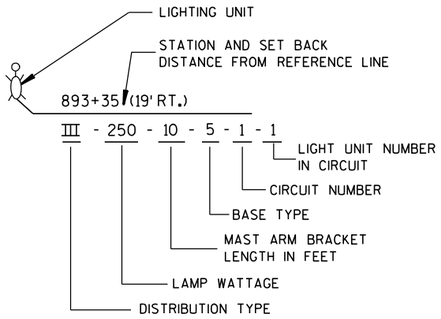
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

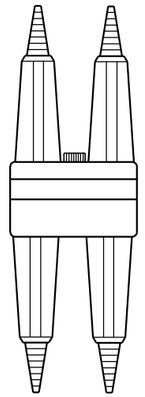
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

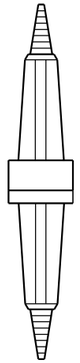
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S.D.D. 9 E 1-12g



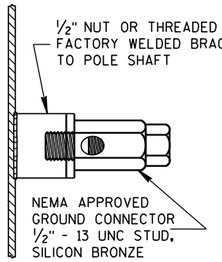
LIGHTING UNIT CODE
(TYPICAL)

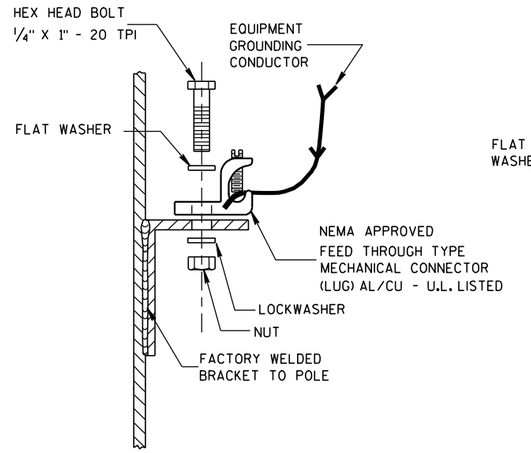


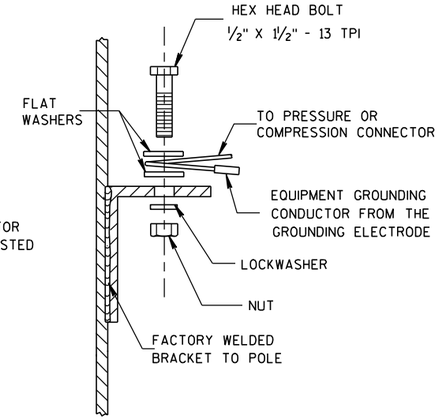
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



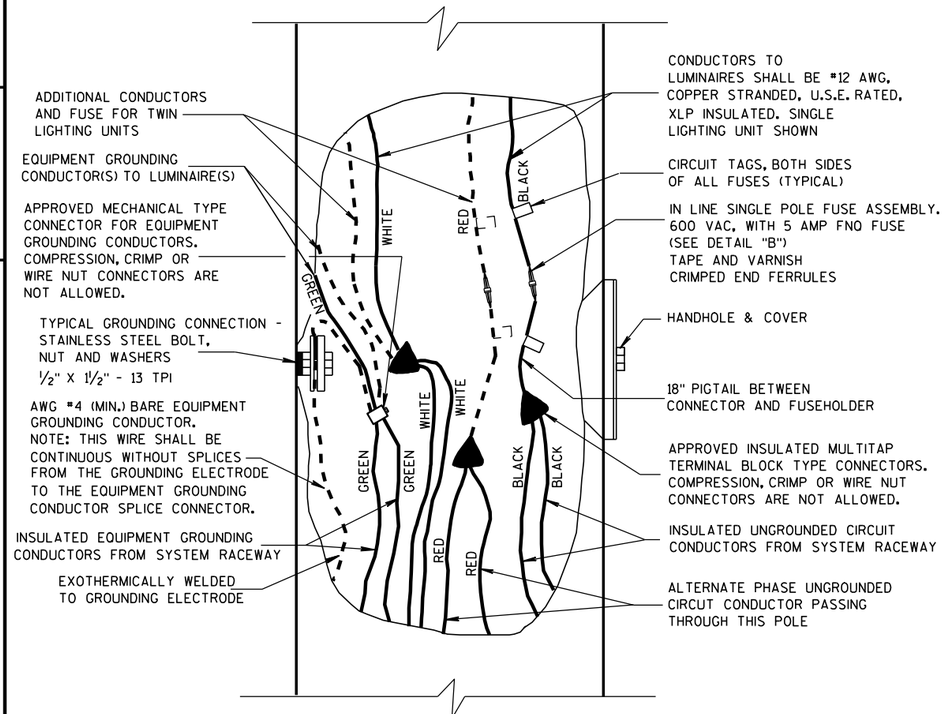
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



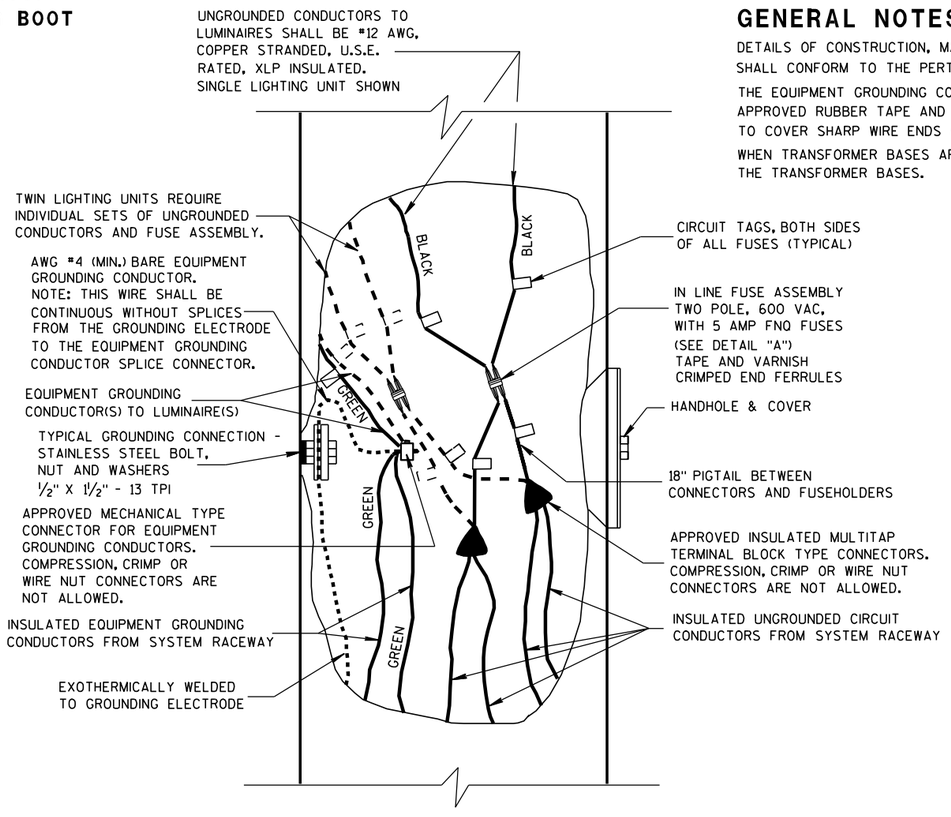




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011 — DATE

/S/ Thomas J. Gosnell — STATE ELECTRICAL ENGI

FHWA

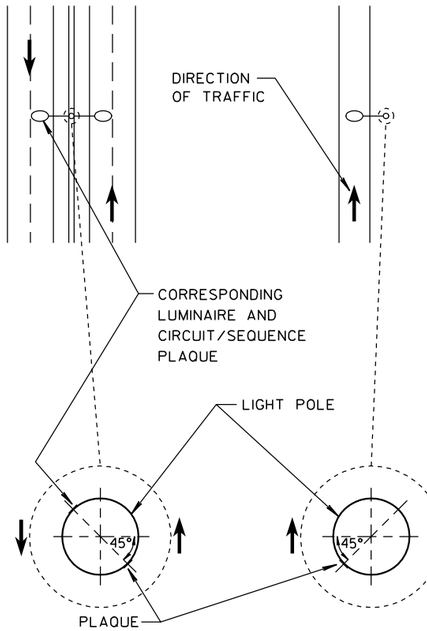
HWYS

6

S.D.D. 9 E 3-4

6

S.D.D. 9 E 3-4



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

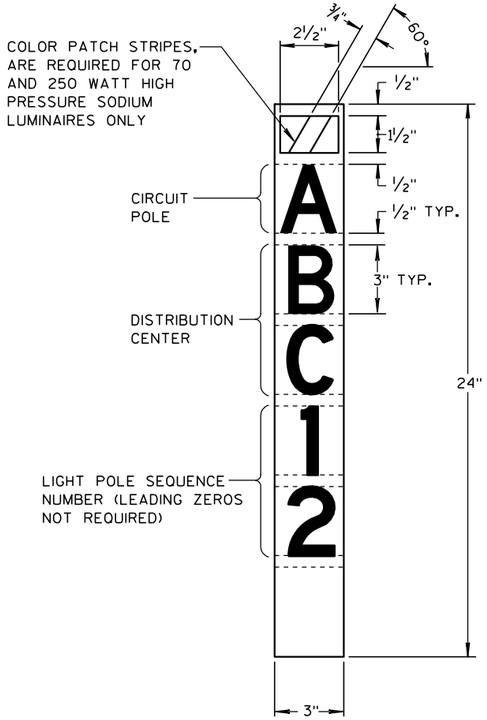
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS LUMINAIRES

1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE WITH WHITE STRIPE
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN
70 WATT - BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

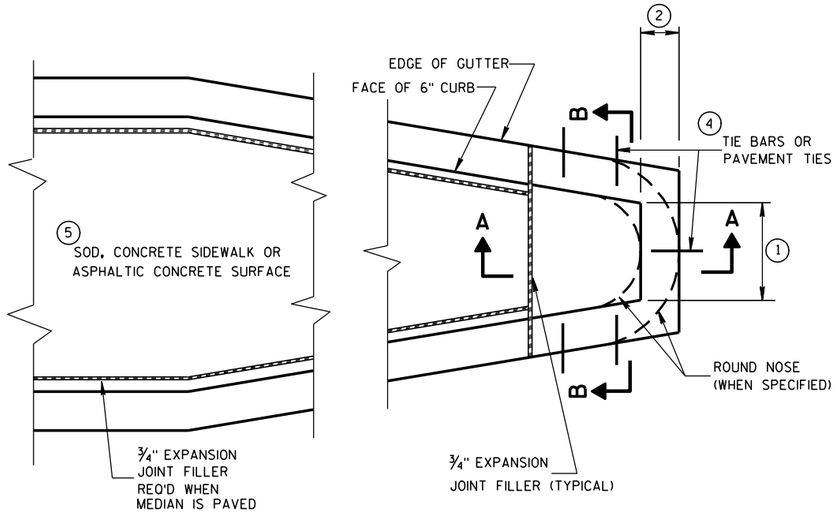
APPROVED
10/25/2010 — DATE
/S/ John Corbin — STATE ELECTRICAL ENGI
413 HWYS
FHWA

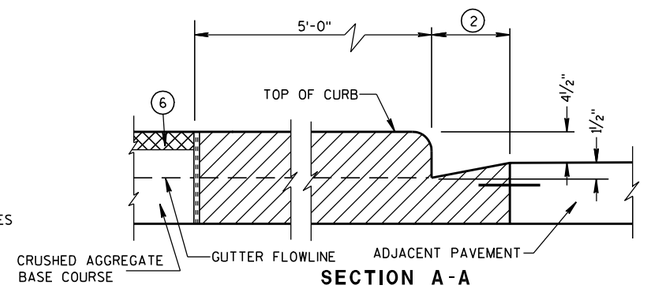
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S.D.D. 10 A 2-2

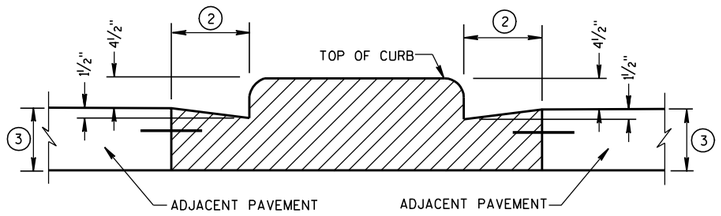
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S.D.D. 10 A 2-2





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE 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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

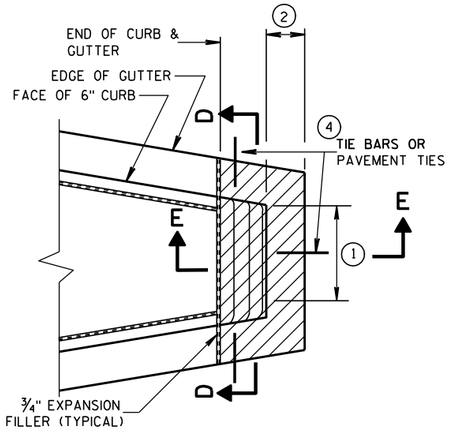
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

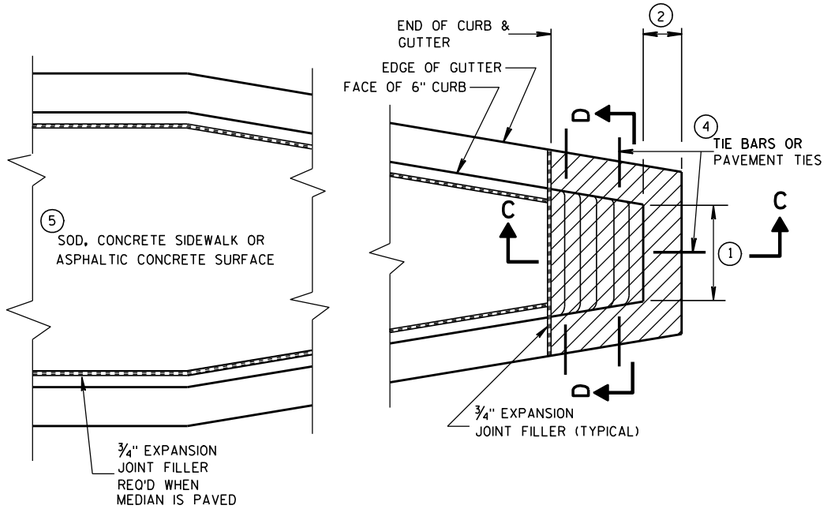
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

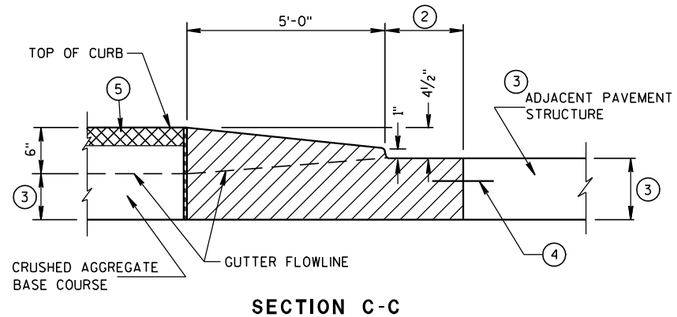
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

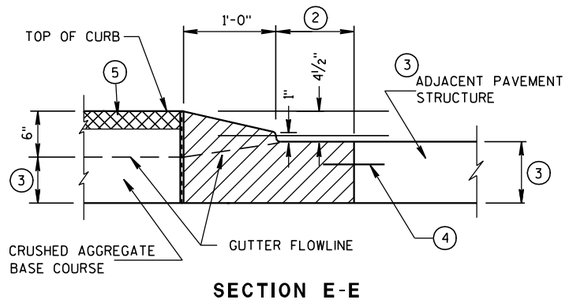
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







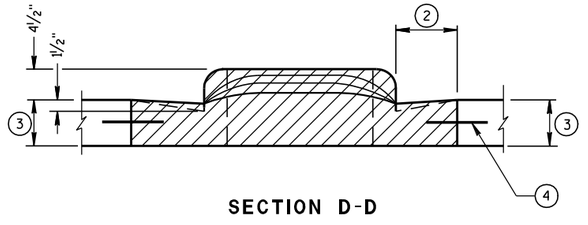
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

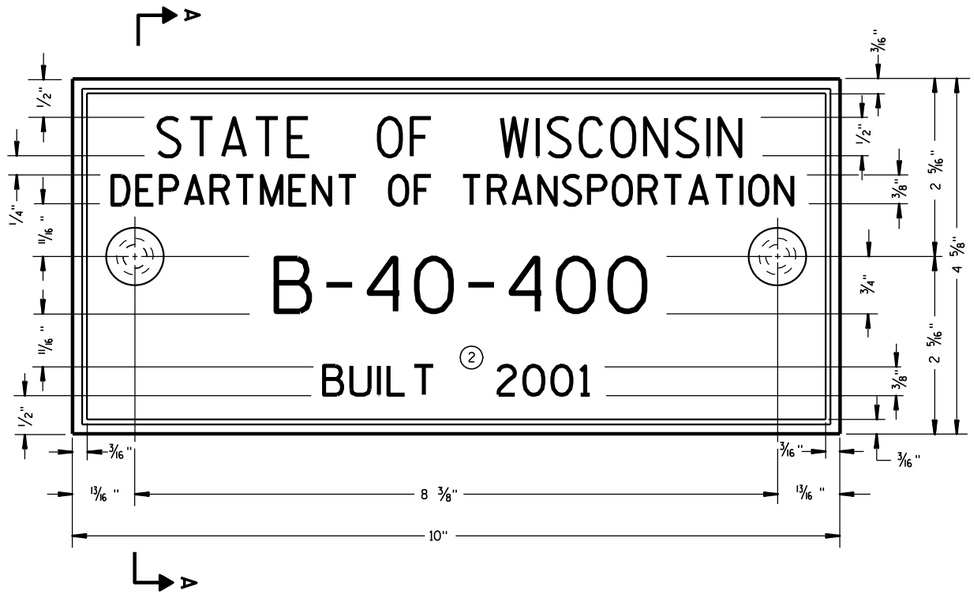
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/8/2006 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	1414 NT

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S.D.D. 11 B 2-2

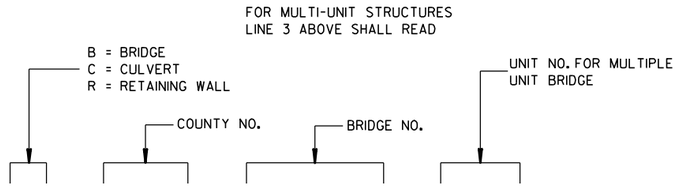
6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

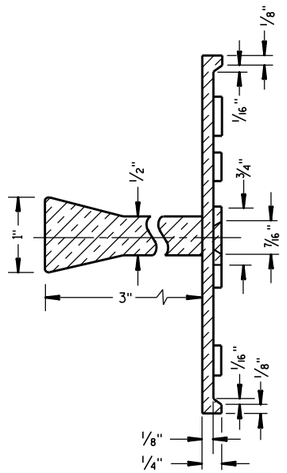
GENERAL NOTES

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.

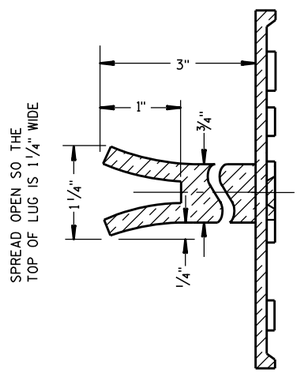
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

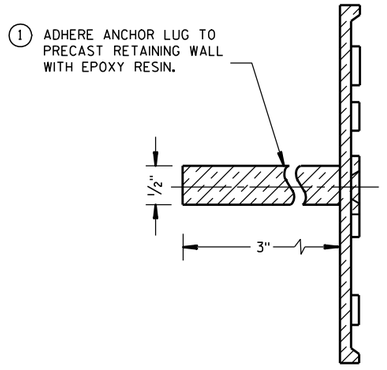
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

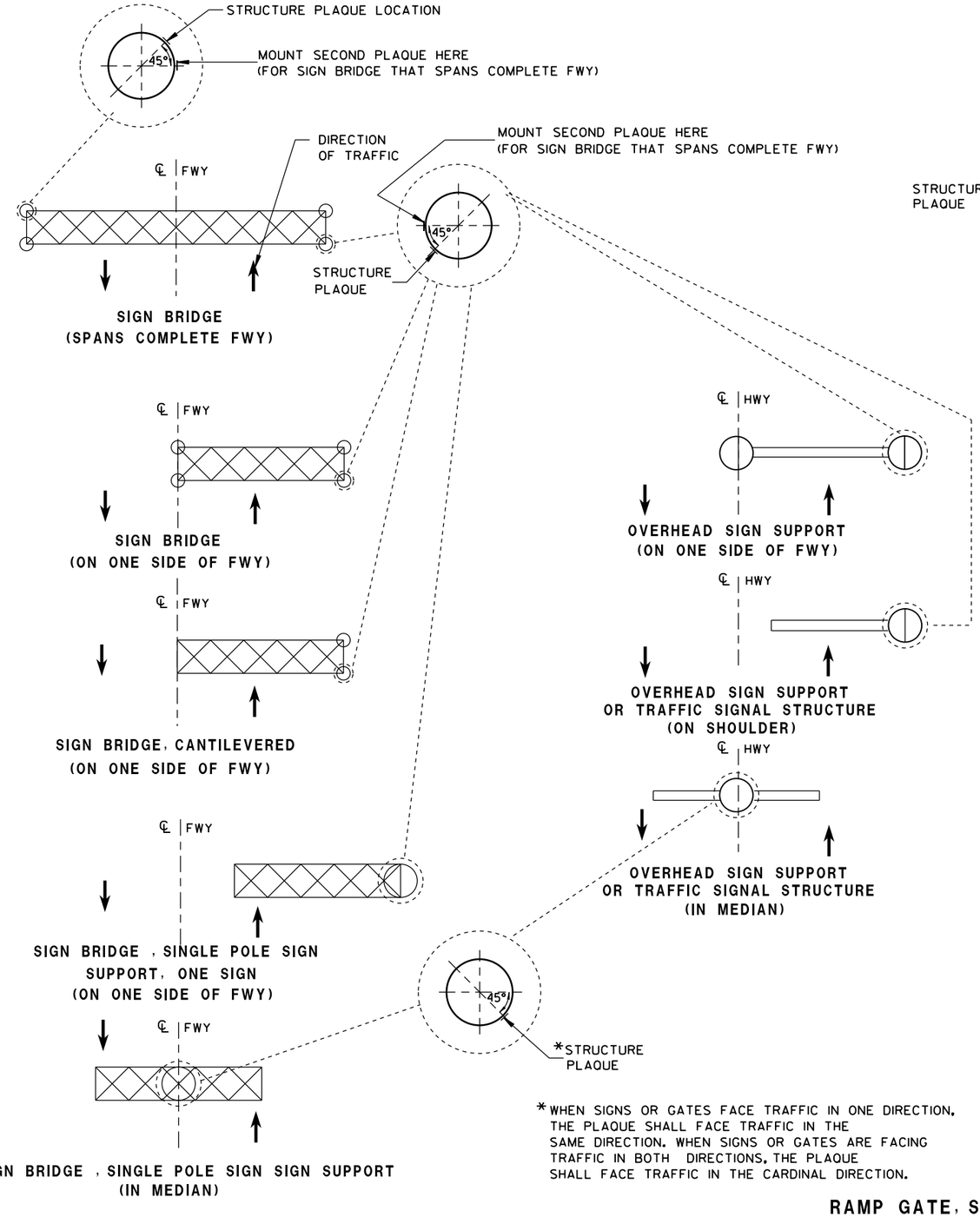
3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

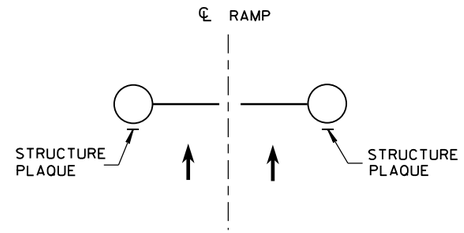
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S.D.D. 12 A 3-10

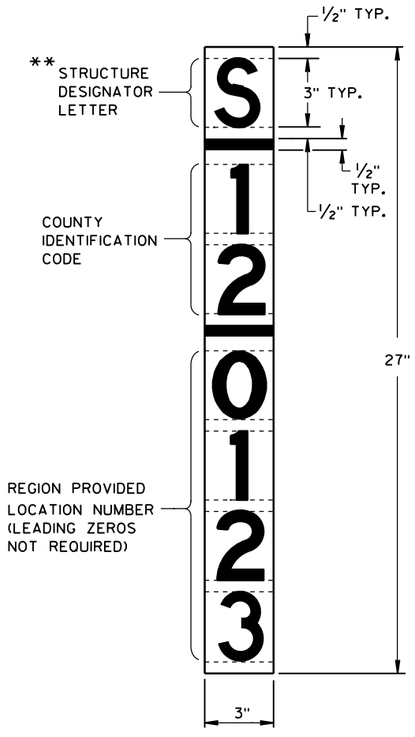


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

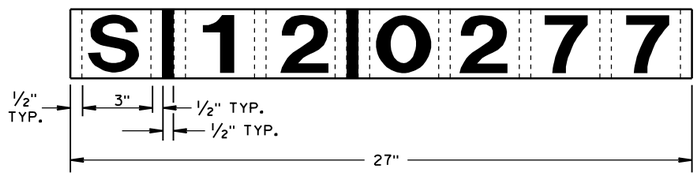
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

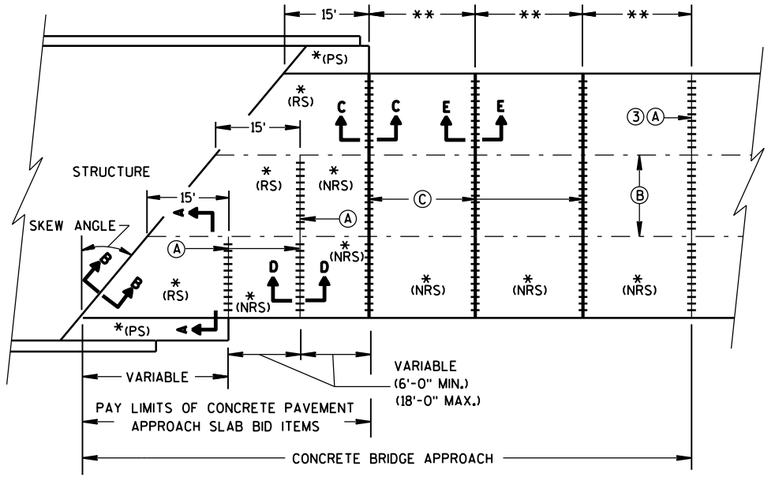
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

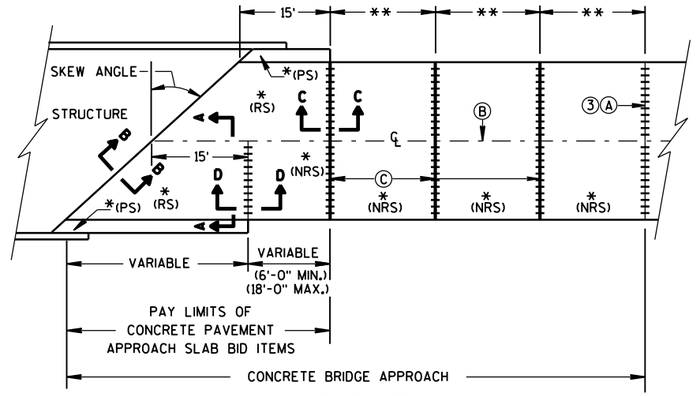
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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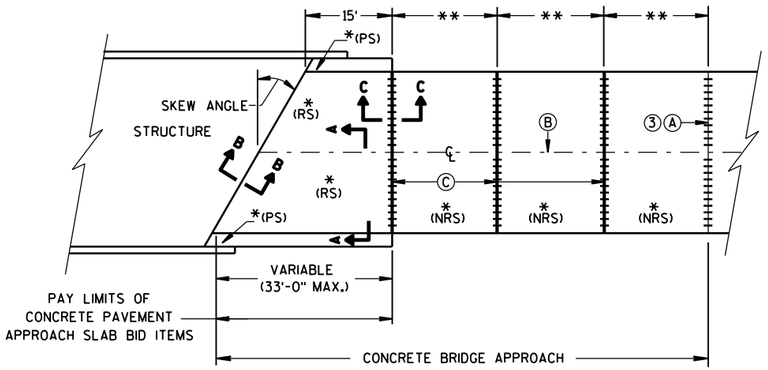
S.D.D. 12 A 4-3



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



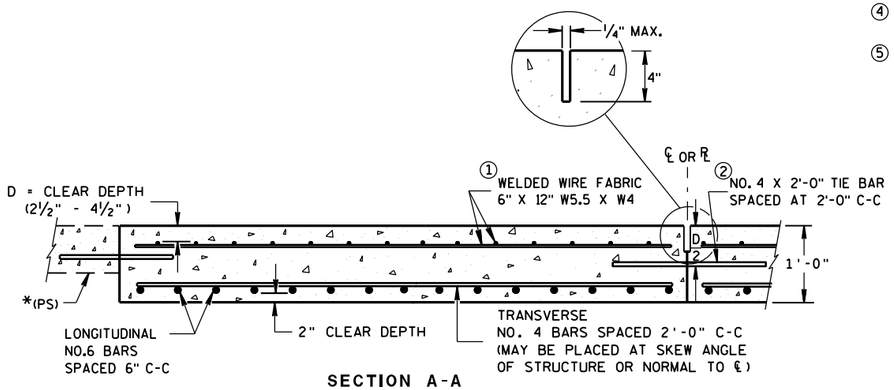
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

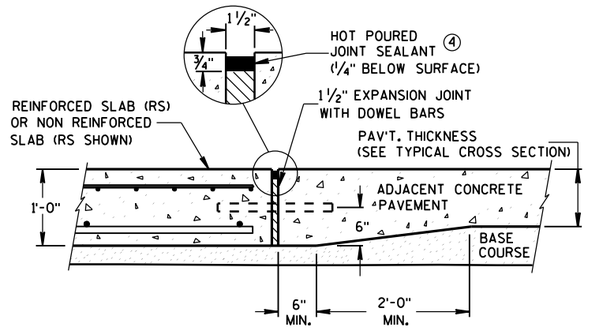
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)
***STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11, & SDD 13C13)

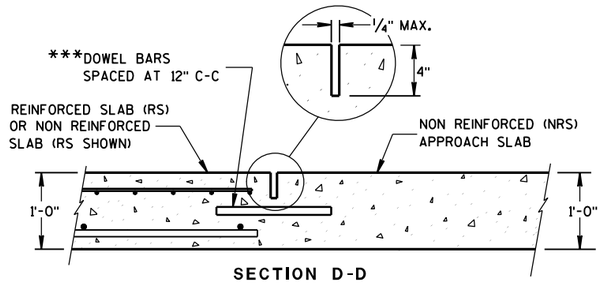
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

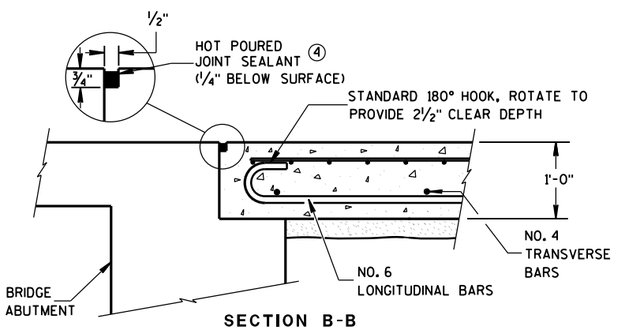
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

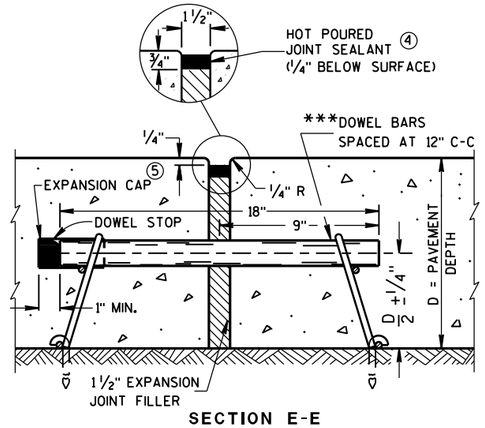
③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

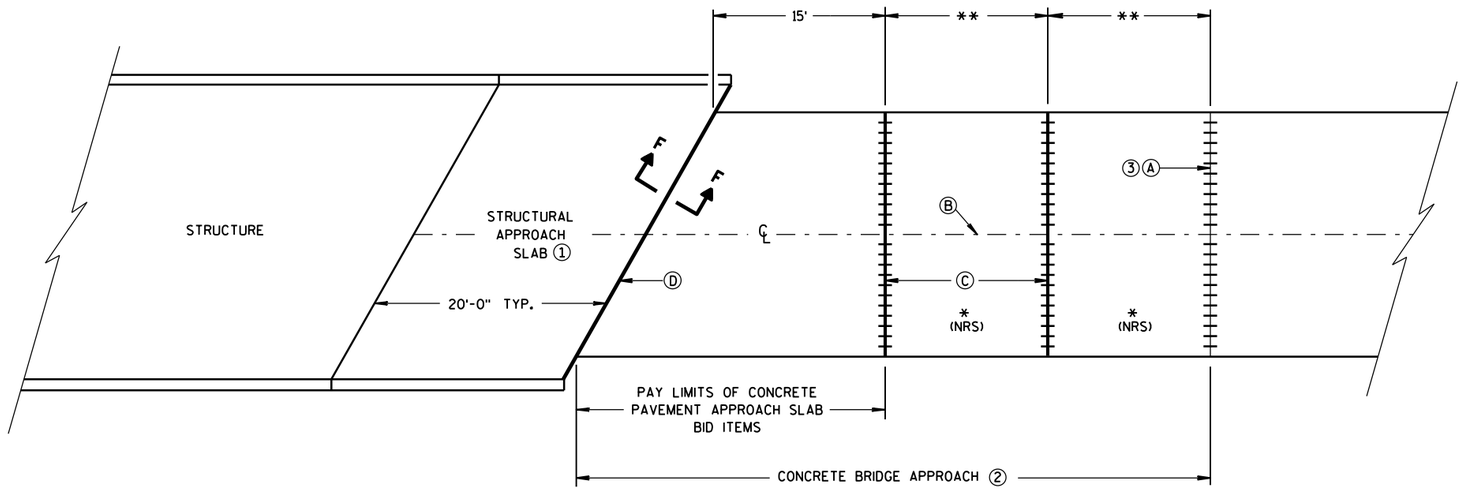
CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
EER
FHWA

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S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE BRIDGE APPROACH.

① CONFORM TO APPLICABLE BRIDGE MANUAL STANDARD DRAWINGS FOR *STRUCTURAL APPROACH SLABS* (SEE CHAPTER 12 - ABUTMENTS).

② CONFORM TO SHEET (a) OF THIS SET FOR *CONCRETE BRIDGE APPROACH* DETAILS, WITH ONE EXCEPTION — WHEN CONSTRUCTING A *CONCRETE BRIDGE APPROACH* NEXT TO A *STRUCTURAL APPROACH SLAB*, AS SHOWN IN THE DETAIL DRAWING, THE *CONCRETE BRIDGE APPROACH* WILL ONLY HAVE TWO EXPANSION JOINTS; THE THIRD EXPANSION JOINT IS AT THE END OF THE *STRUCTURAL APPROACH SLAB*.

③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

*(NRS) = NON-REINFORCED CONCRETE SLAB

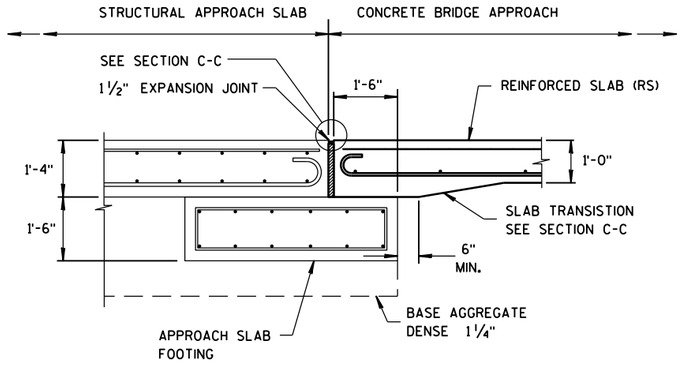
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

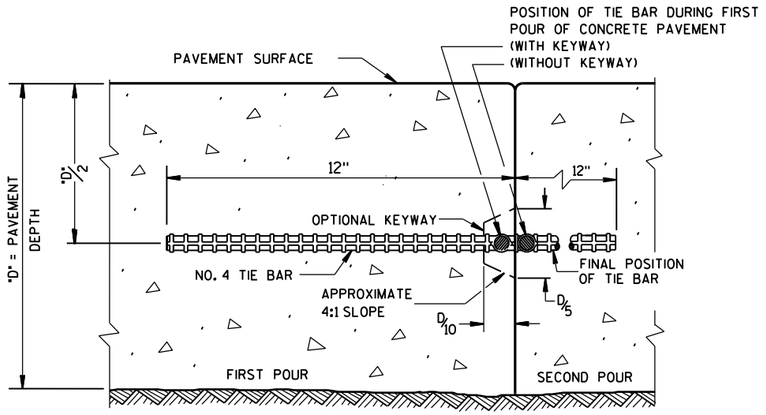
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

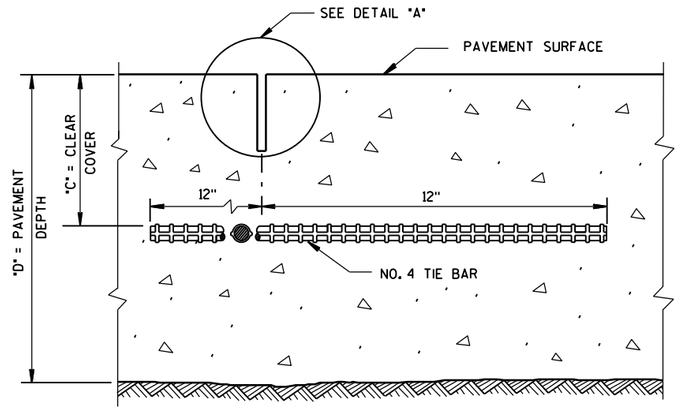
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
EER

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S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

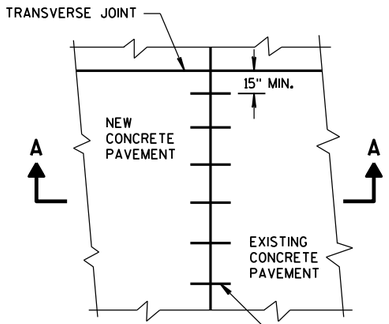
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

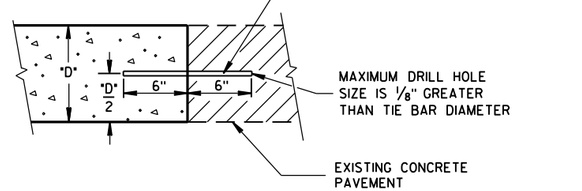
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

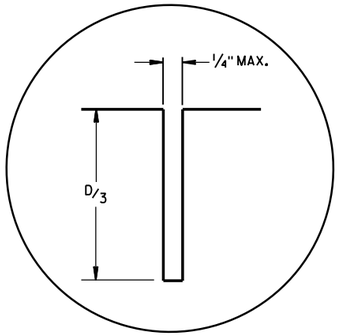


PLAN VIEW



SECTION A-A

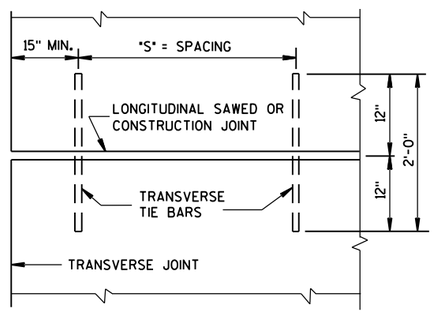
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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

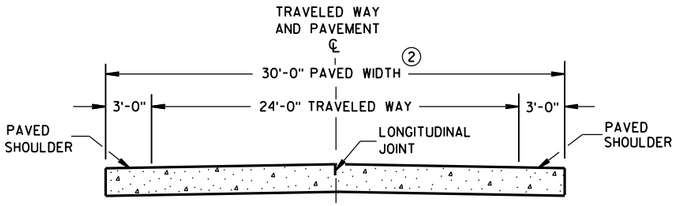
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ...NEER

FHWA

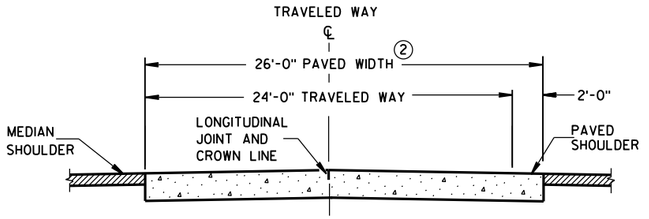
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S.D.D. 13 C 1-16

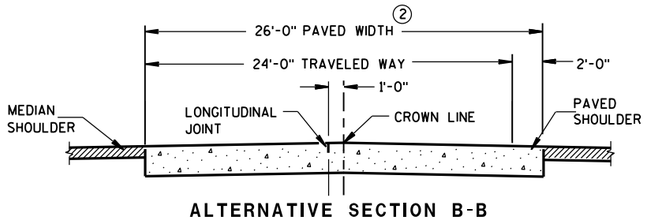


SECTION A-A ①

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

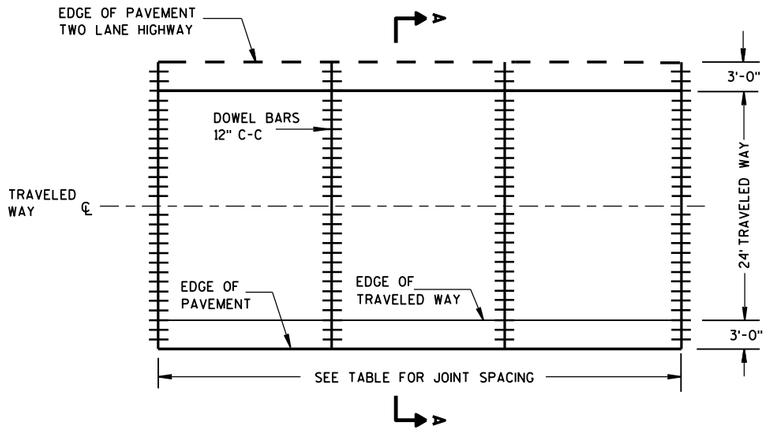
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

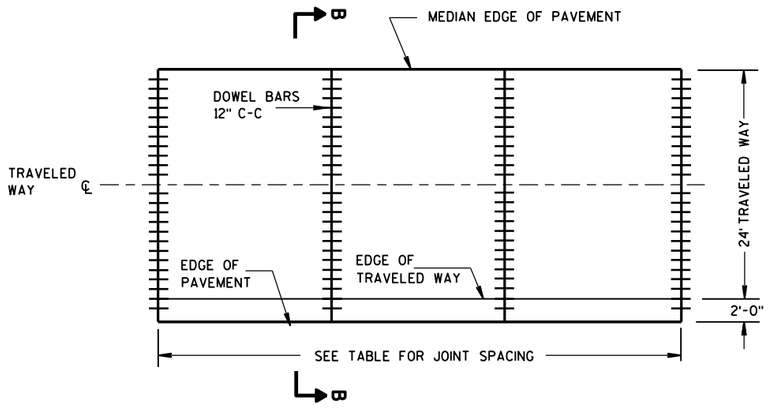
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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



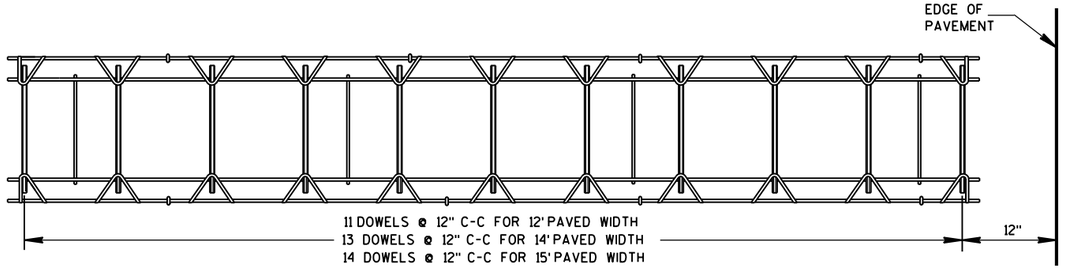
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

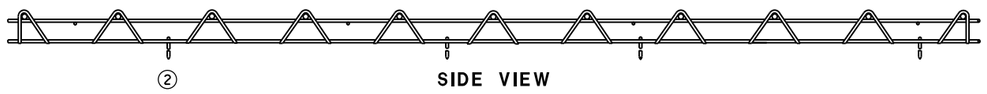
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 11-11a



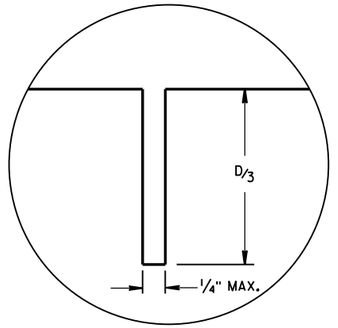
PLAN VIEW



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.

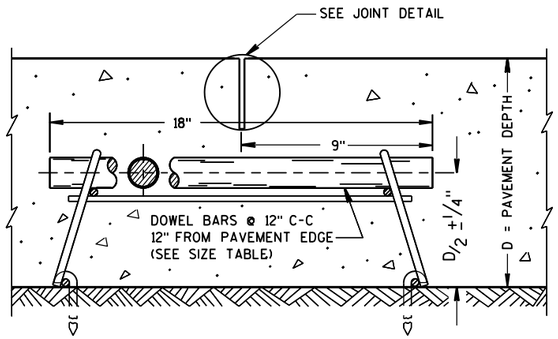
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

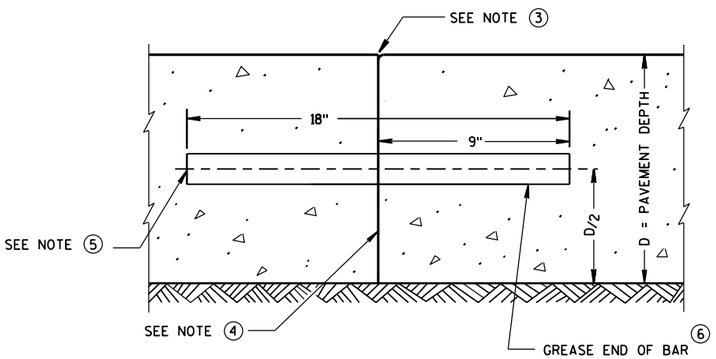
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

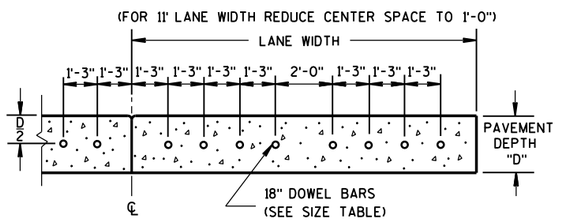
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

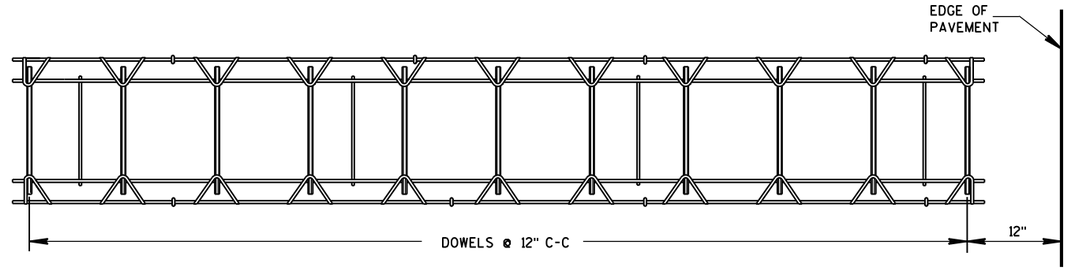
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ...NEER
FHWA

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S.D.D. 13 C 11-11b

6

S.D.D. 13 C 11-11b

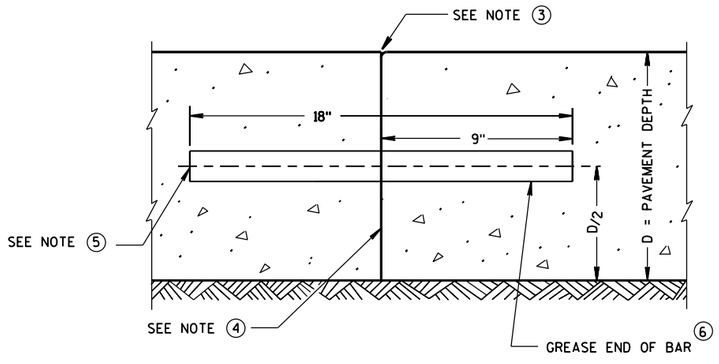


PLAN VIEW

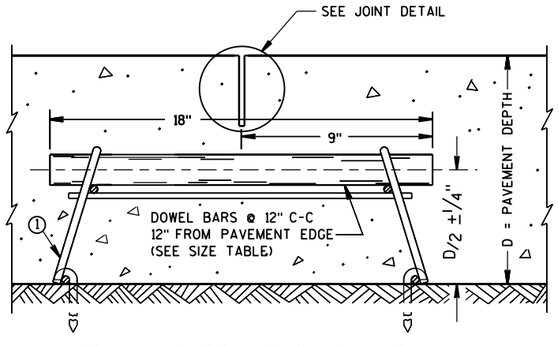


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



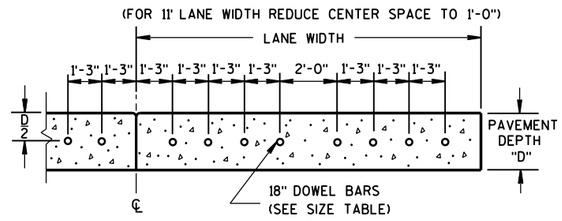
TRANSVERSE CONSTRUCTION JOINT



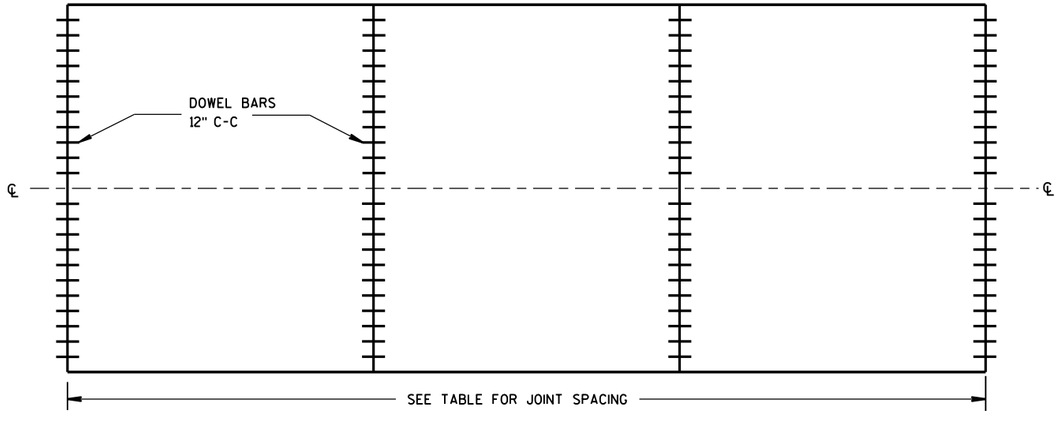
DOWELED CONTRACTION JOINT

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'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

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 LONGITUDINAL JOINT AND 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 **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.

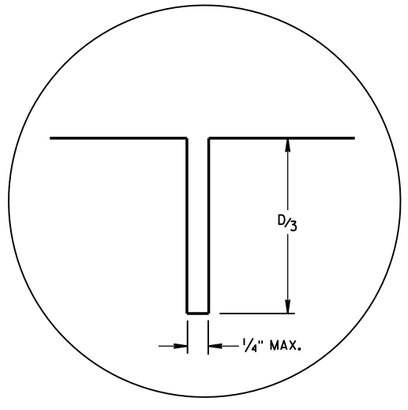
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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 ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

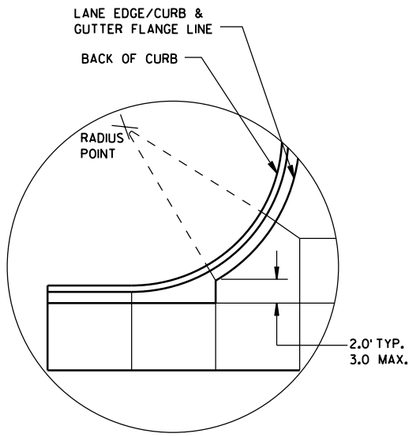
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DESIGNER
FHWA

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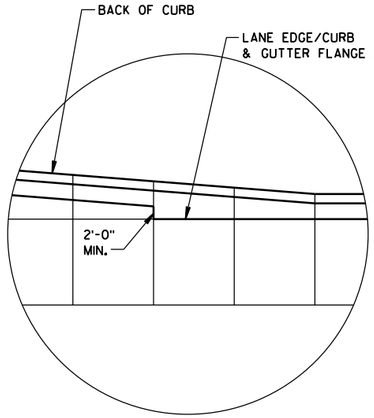
S.D.D. 13 C 13-8

6

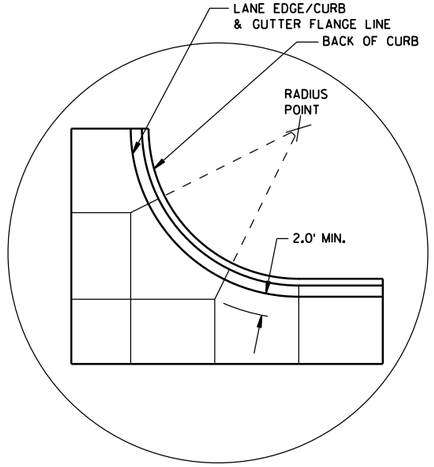
S.D.D. 13 C 13-8



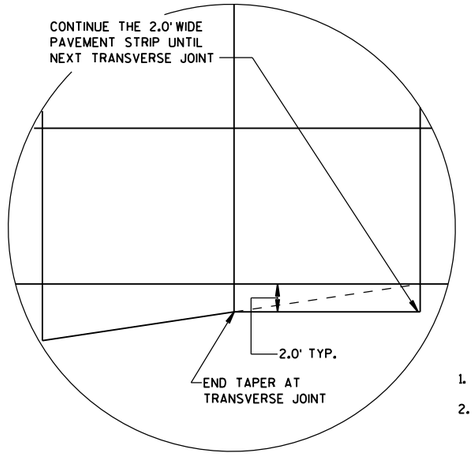
DETAIL "A"



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.

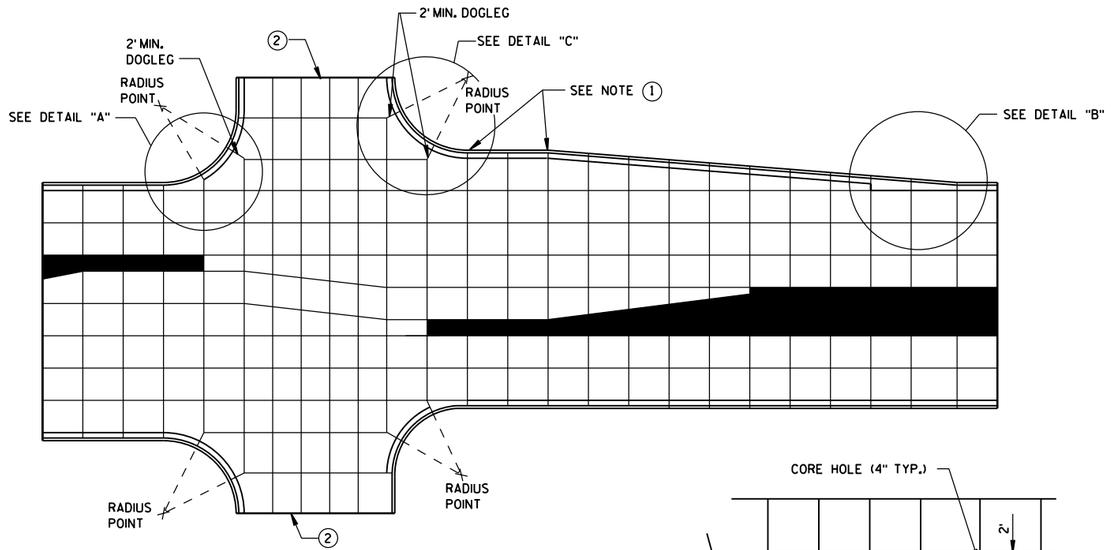
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

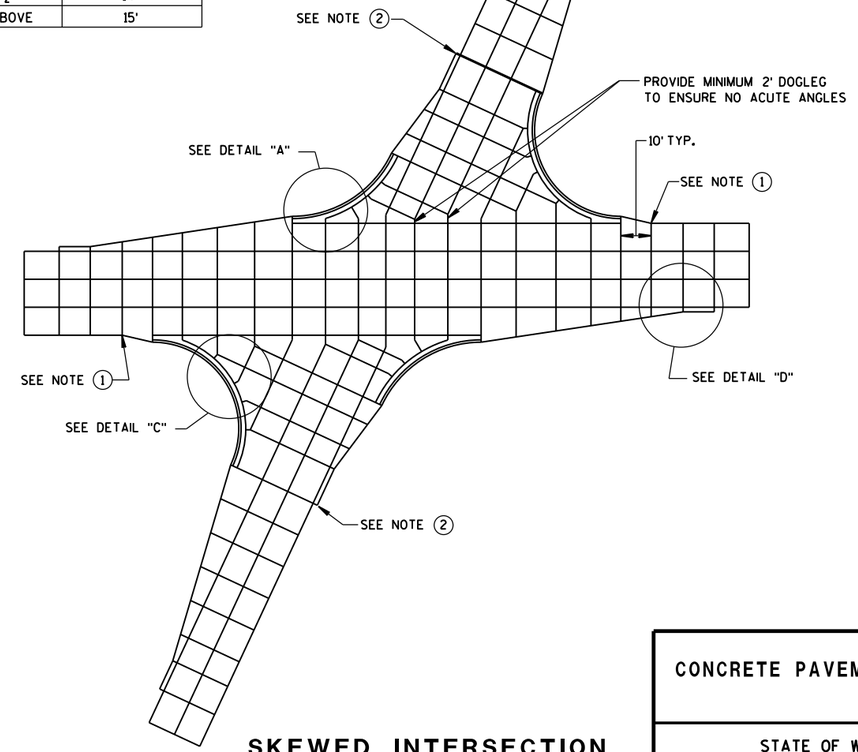
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



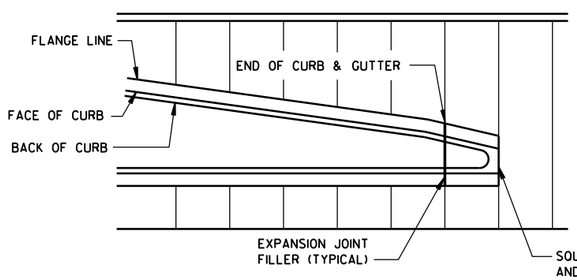
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

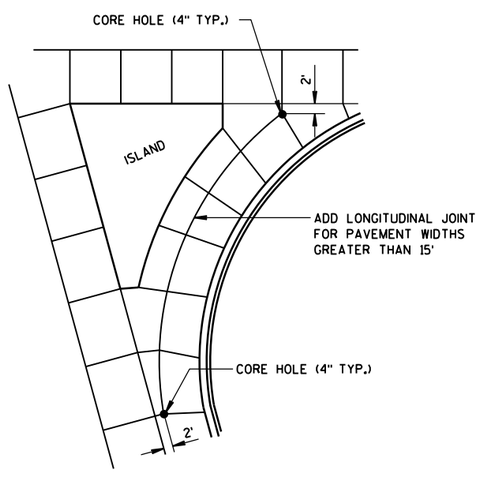
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

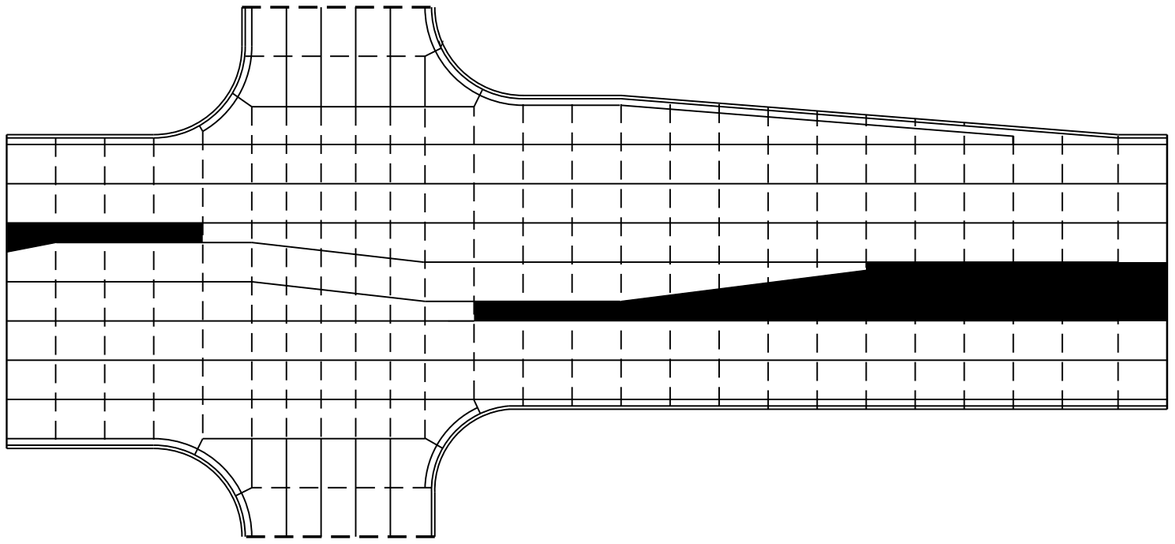
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S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

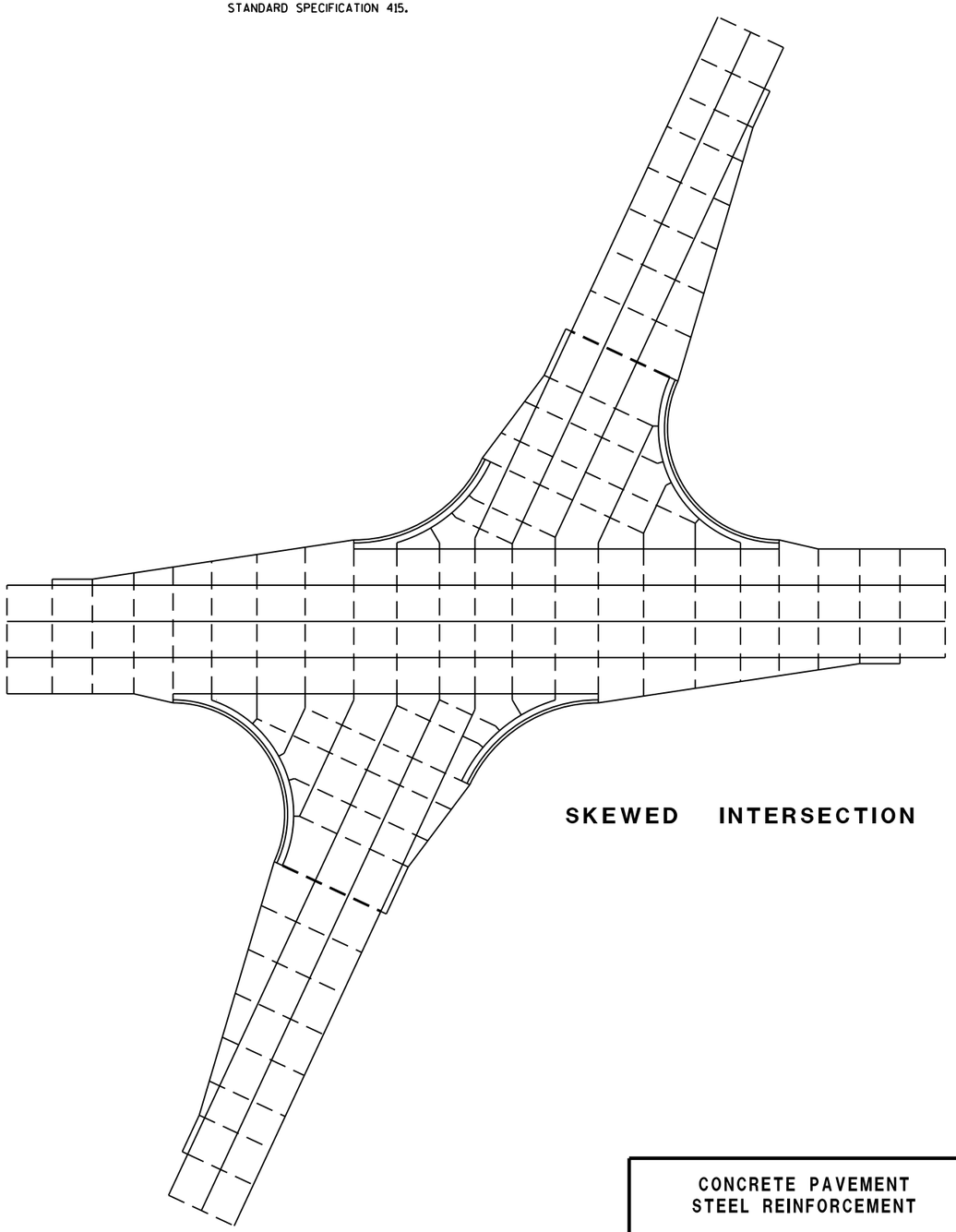
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

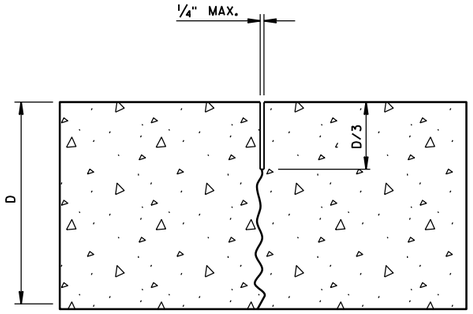
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

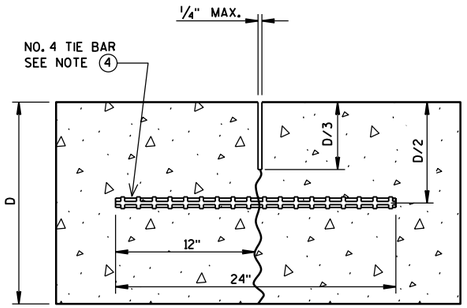
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



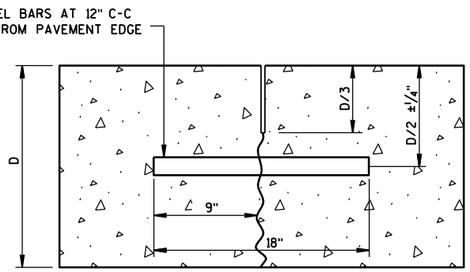
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

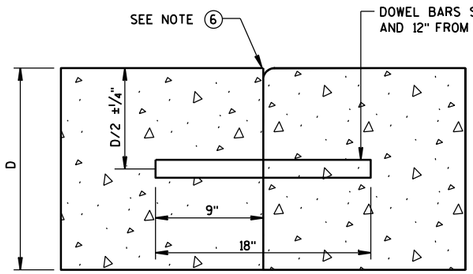
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



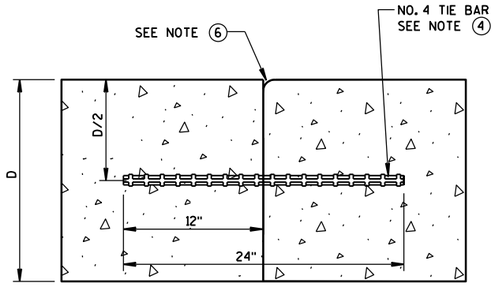
DOWELED-TRANSVERSE

CONTRACTION JOINTS

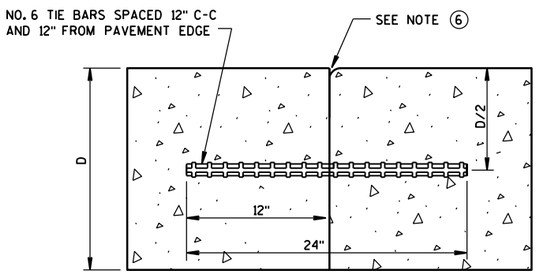
SEE NOTE (2)



DOWELED TRANSVERSE

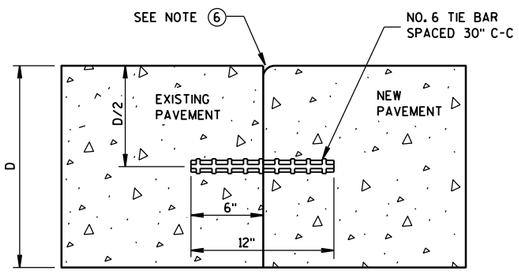


TIED LONGITUDINAL



TIED TRANSVERSE

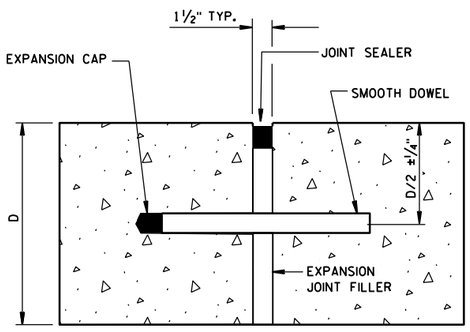
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

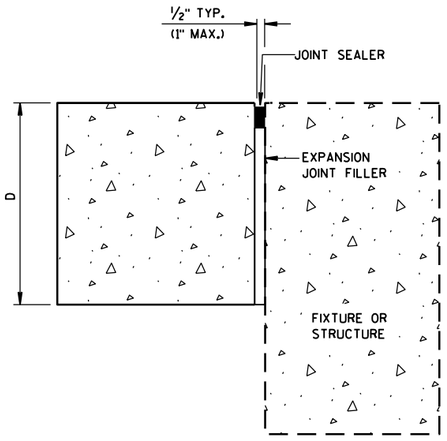
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

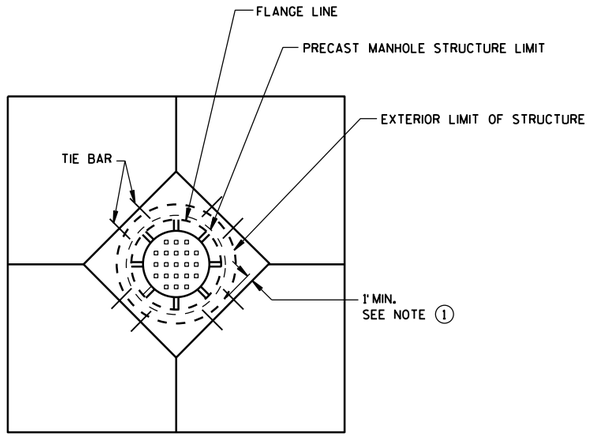
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

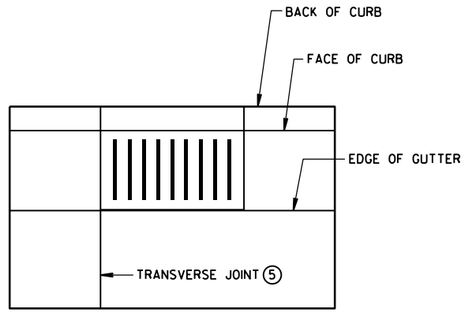
S.D.D. 13 C 18-2c

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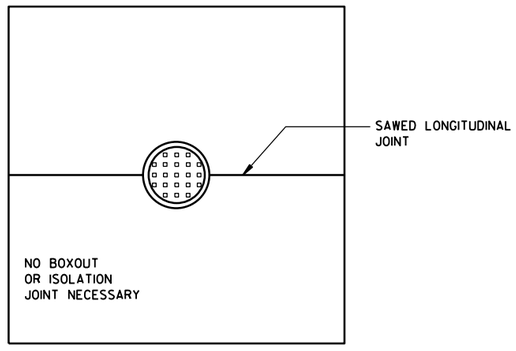
S.D.D. 13 C 18-2c



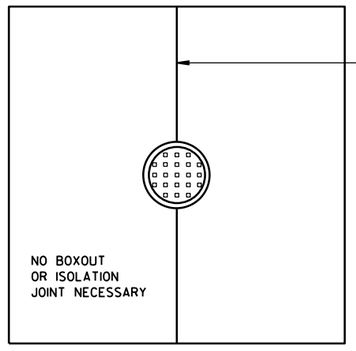
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



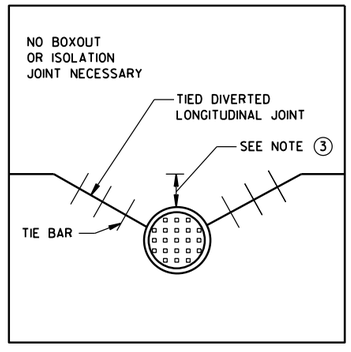
INLET WITH TRANSVERSE JOINT



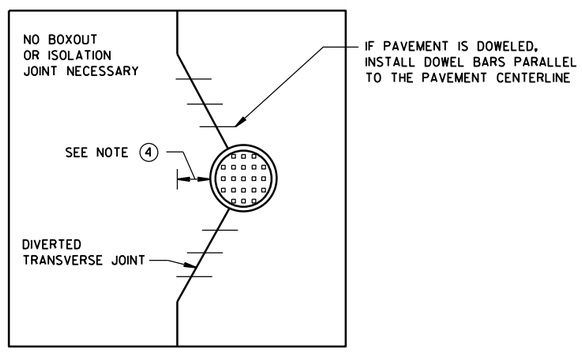
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

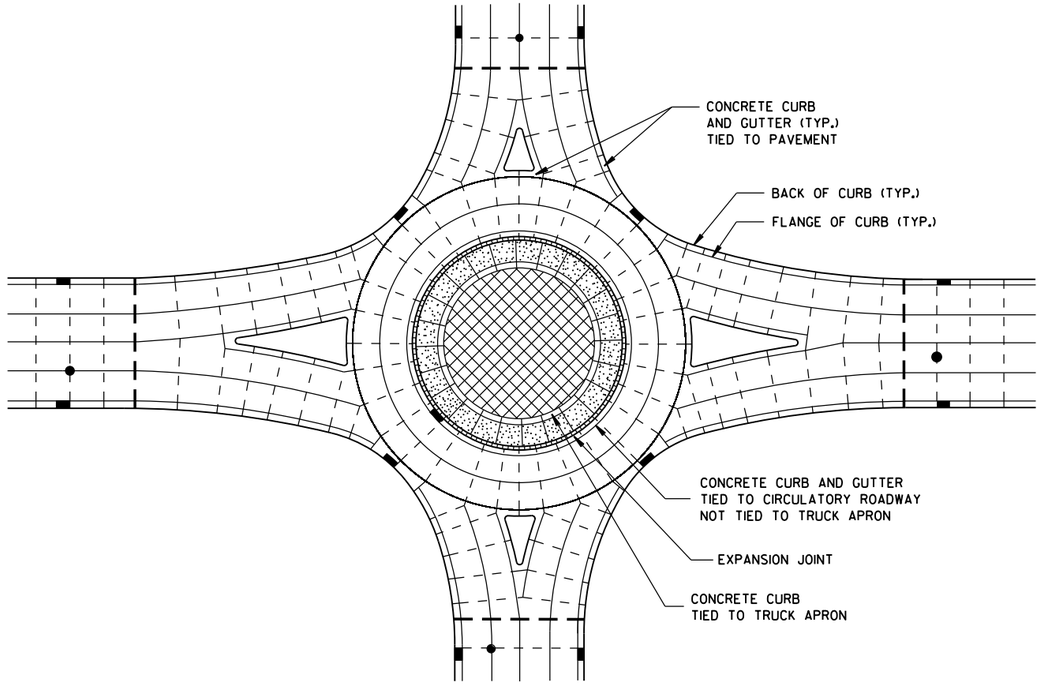
FHWA

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S.D.D. 13 C 18-2d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



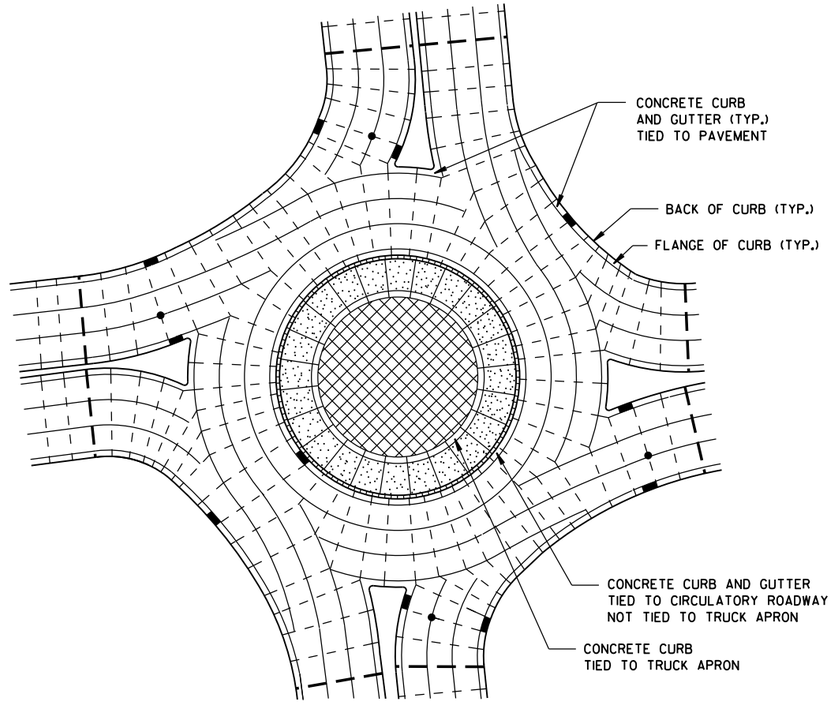
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

6

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S.D.D. 13 C 18-2e

S.D.D. 13 C 18-2e

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

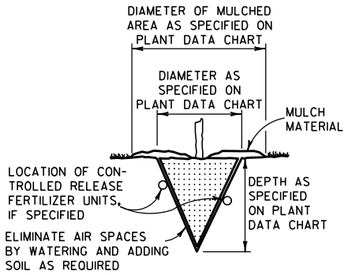
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

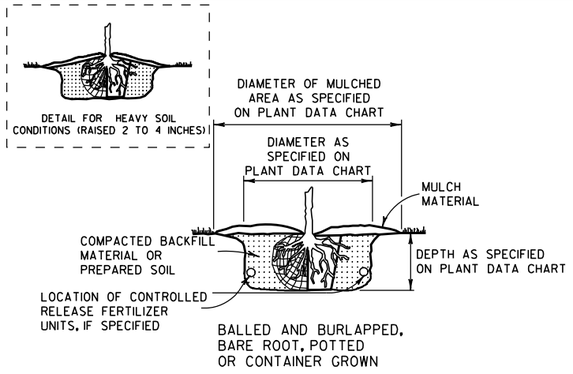
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

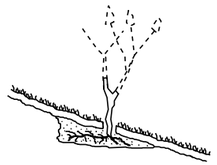
FHWA



MACHINE MOVED

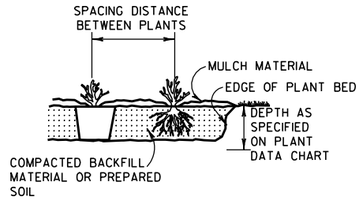


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



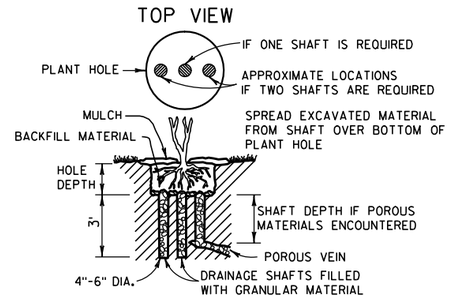
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

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



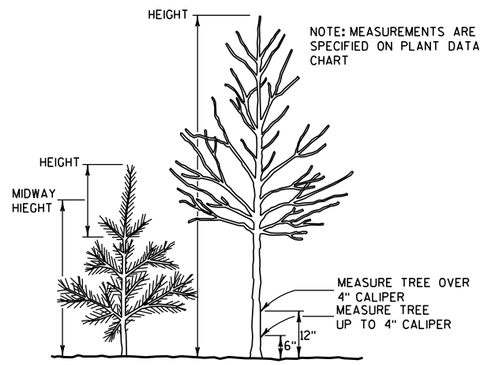
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

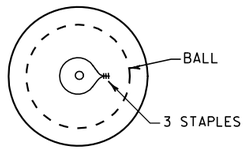


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

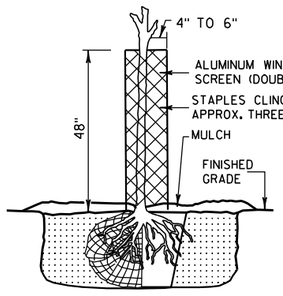
DRAINING



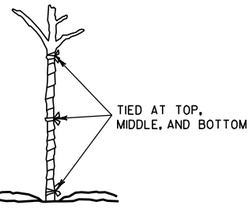
MEASURING



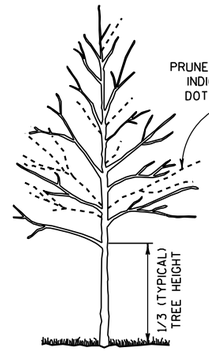
TOP VIEW



RODENT PROTECTION



WRAPPING

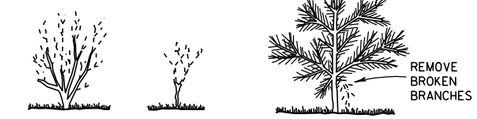


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

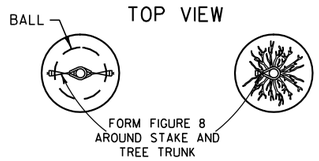


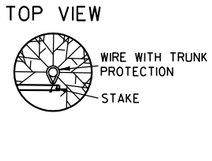
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

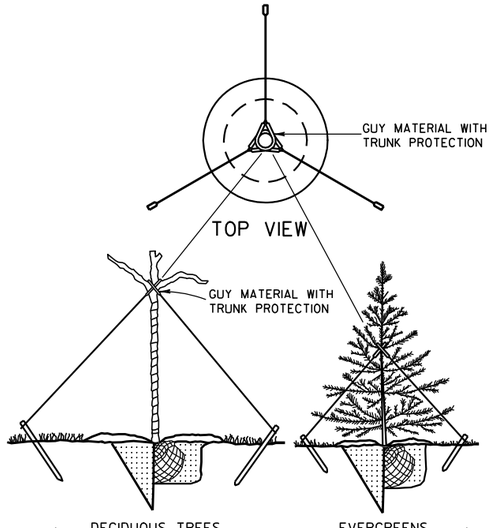
PRUNING



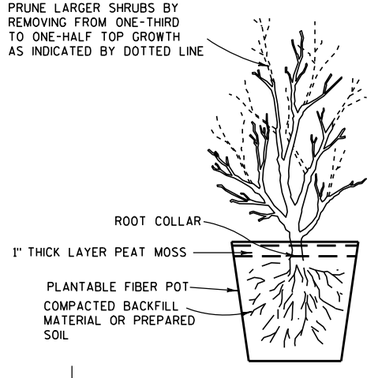


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

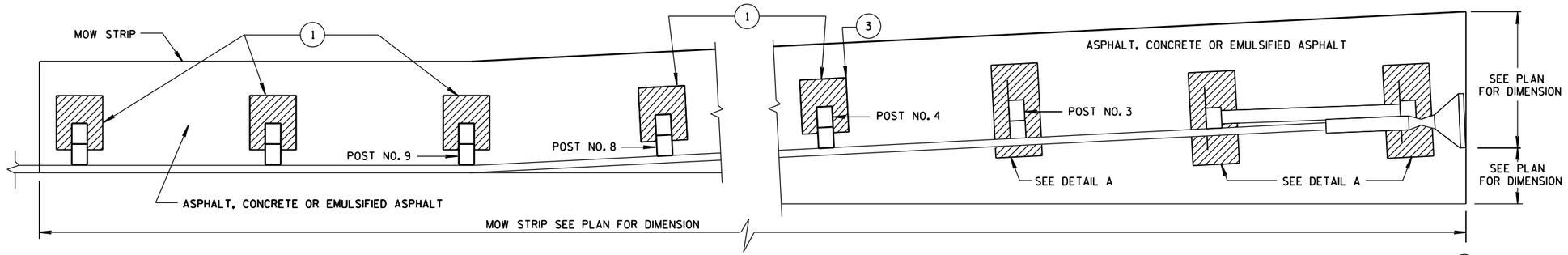
BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

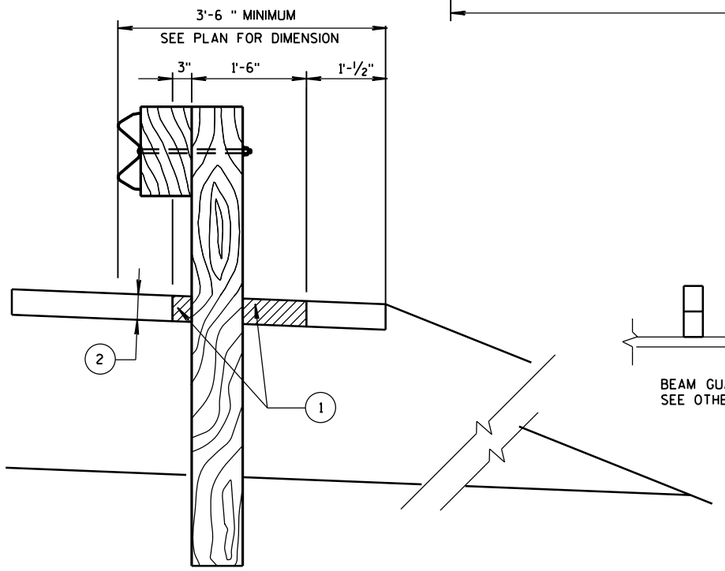
APPROVED
4/11/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 A 2-1

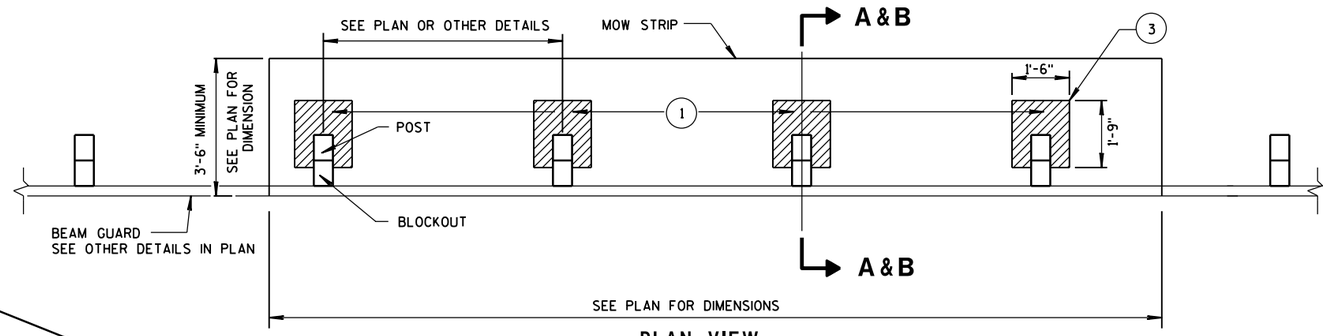


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

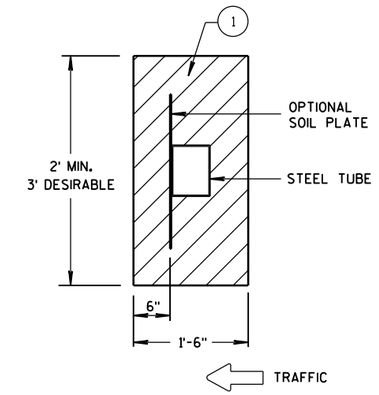


SECTION A-A

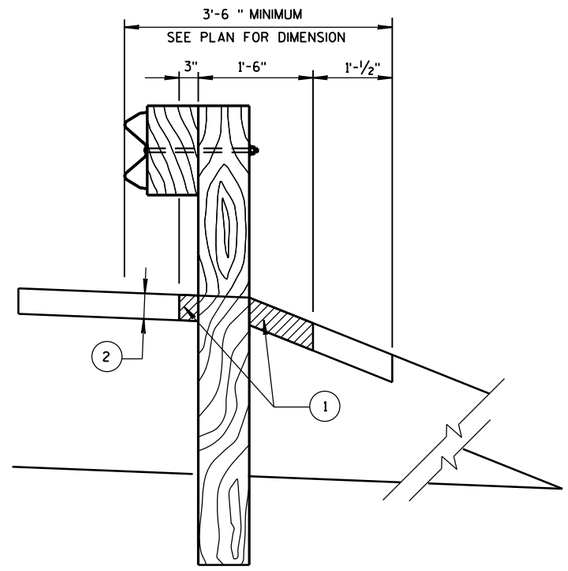


PLAN VIEW

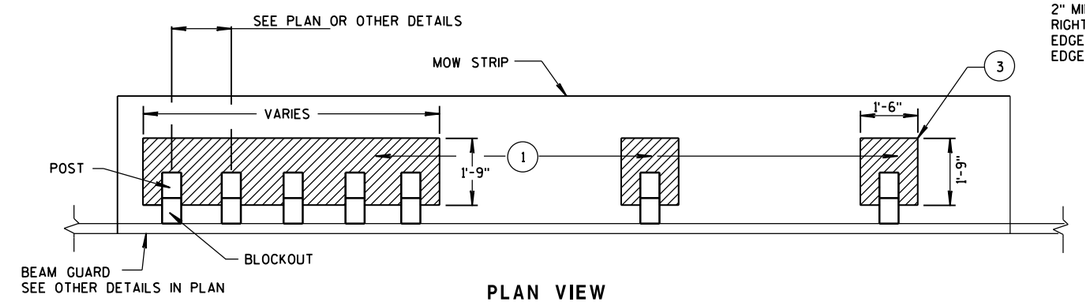
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

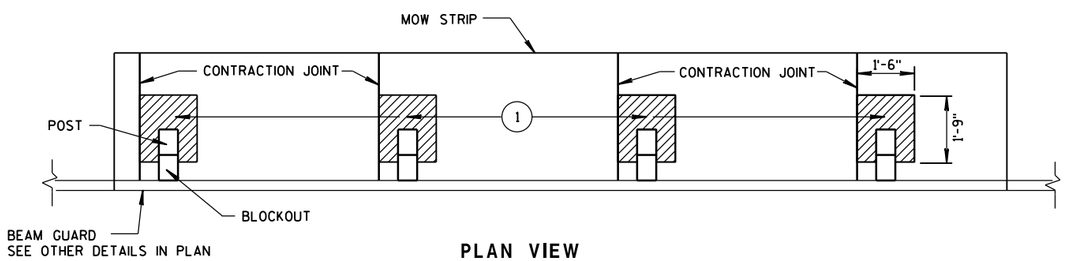


SECTION B-B



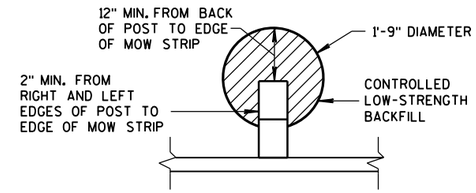
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

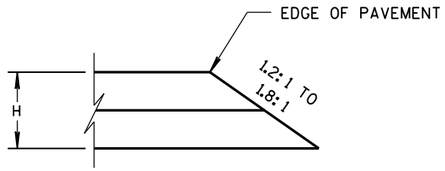
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S.D.D. 14 B 28-3

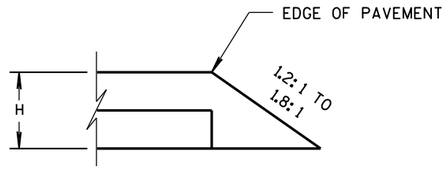
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S.D.D. 14 B 28-3



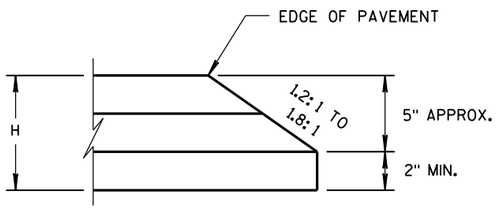
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



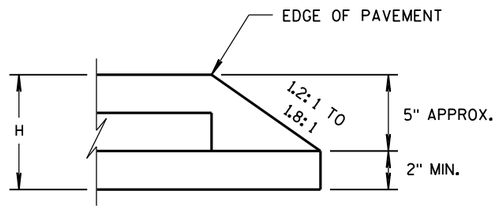
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

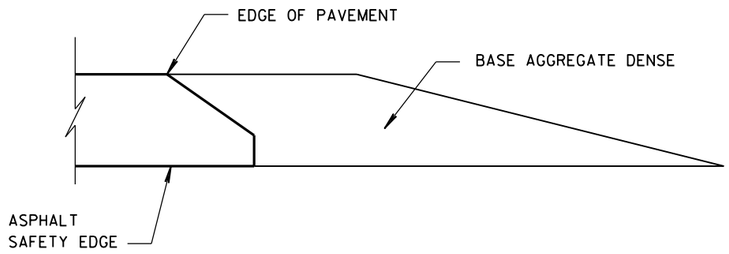
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

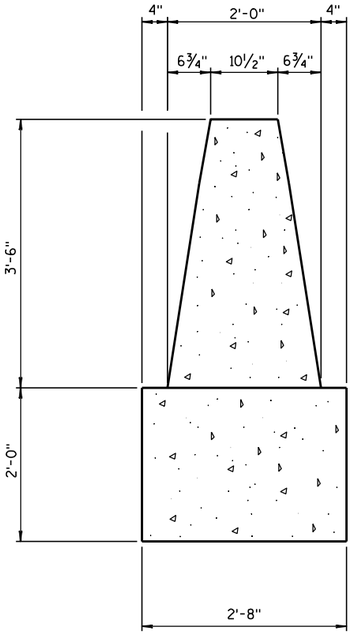
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

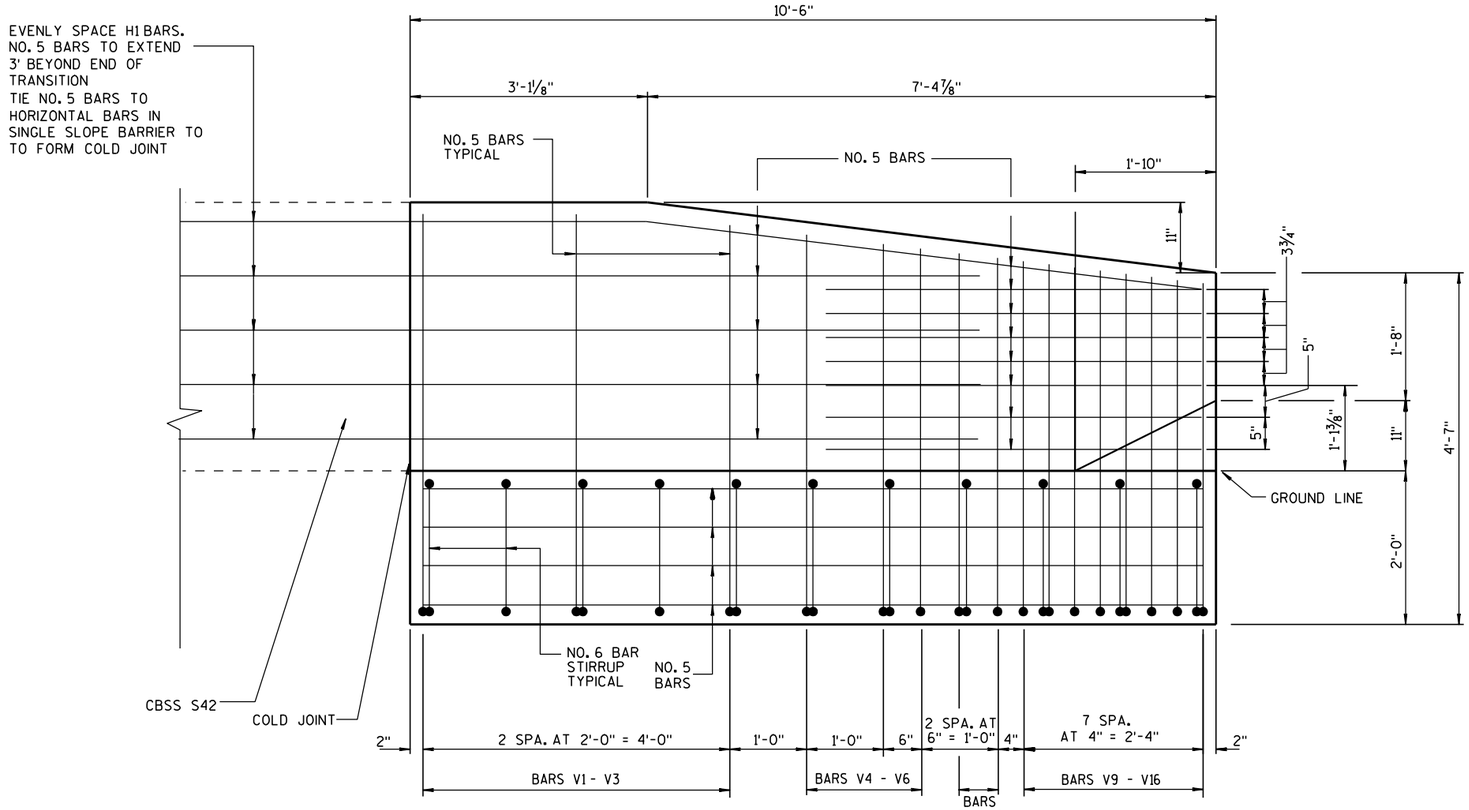
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

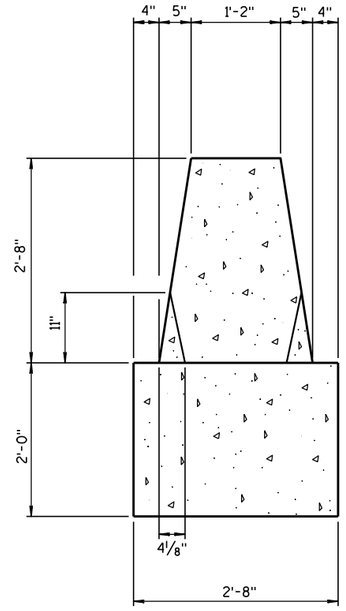


SECTION A-A

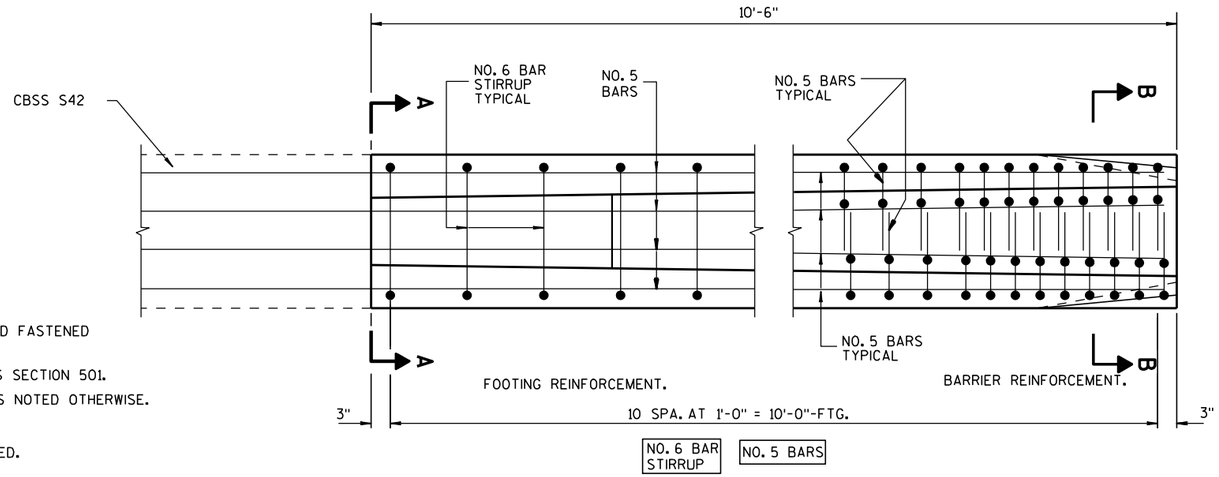


SEE SECTIONS ① THRU ⑯

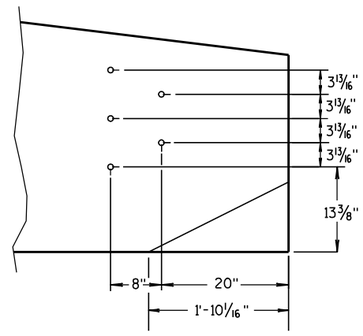
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

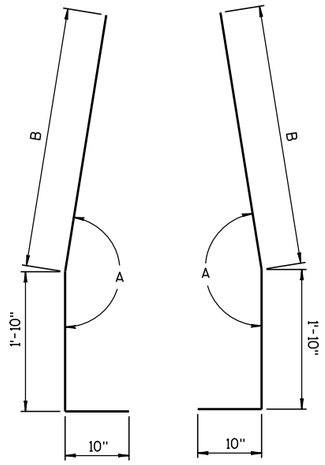
CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 33-1g

BAR CHART
SECTIONS V1 - V11

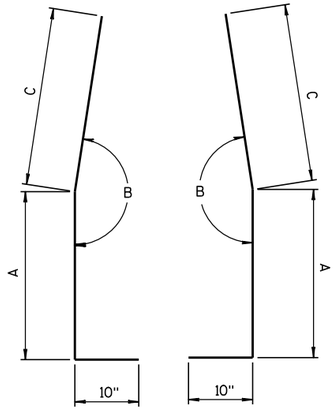
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

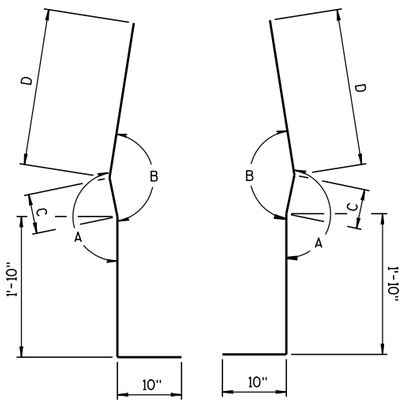
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



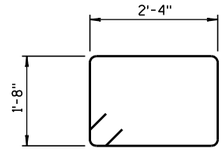
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

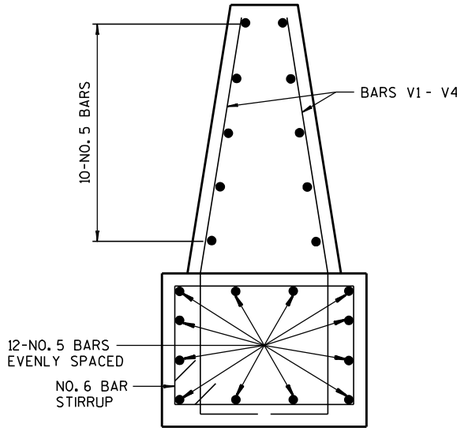
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



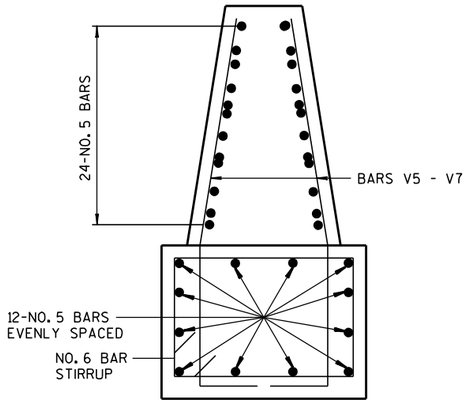
BAR BENDING DETAIL
FOR BARS V14 - V16



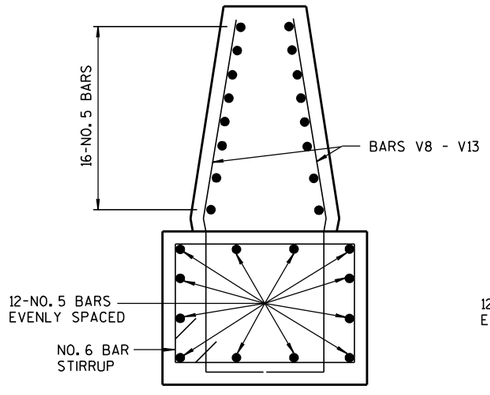
STIRRUP BAR
BENDING DETAIL



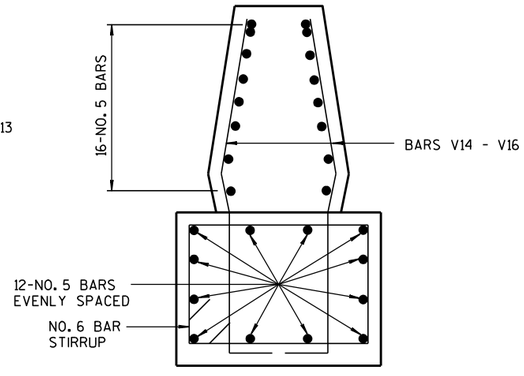
BAR DETAIL
SECTIONS V1 - V4



BAR DETAIL
SECTIONS V5 - V7



BAR DETAIL
SECTIONS V8 - V13



BAR DETAIL
SECTIONS V14 - V16

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. Z--- ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 33-1h

GENERAL NOTES

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

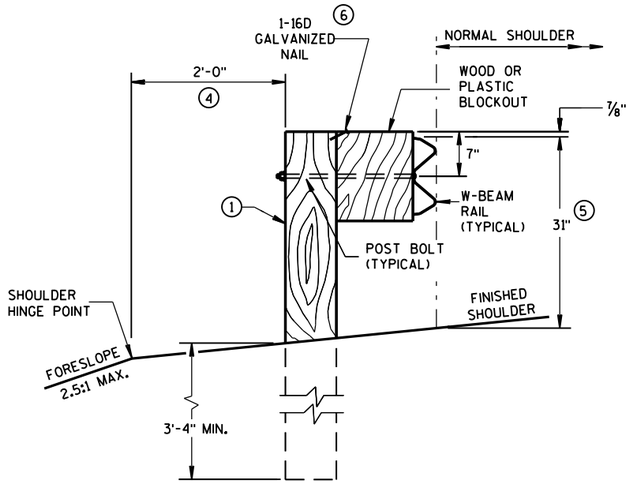
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

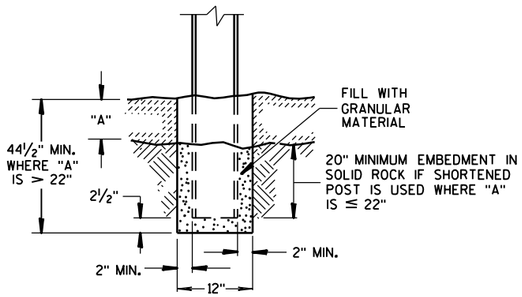
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



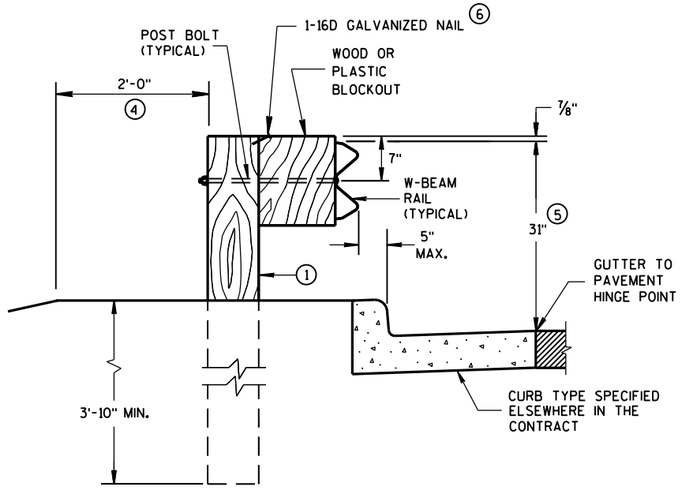
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



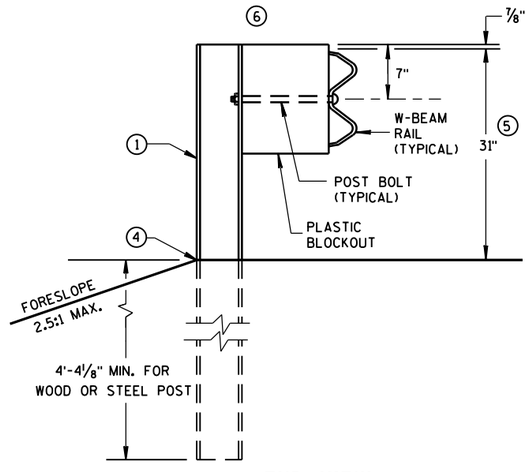
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



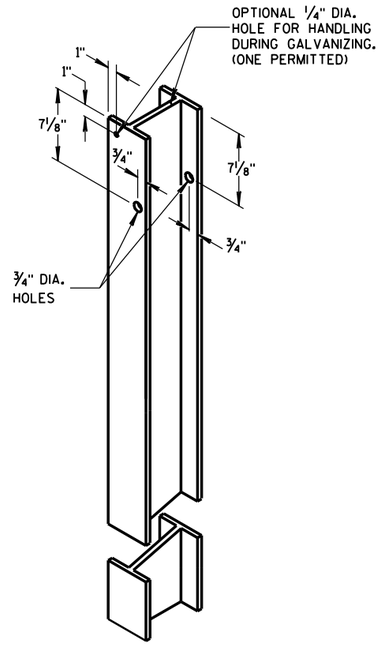
END VIEW

LOCATED ALONG A CURBED ROADWAY

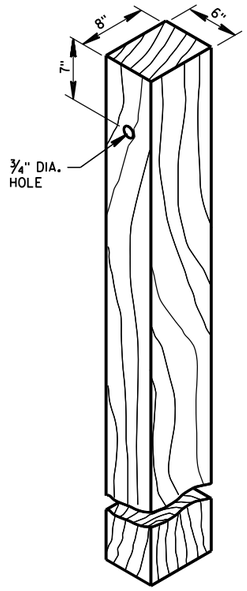


END VIEW

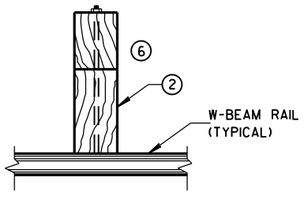
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



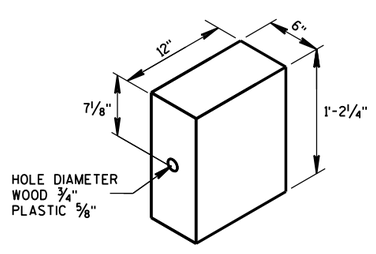
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



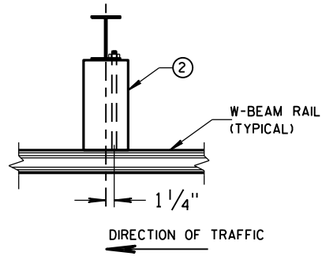
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

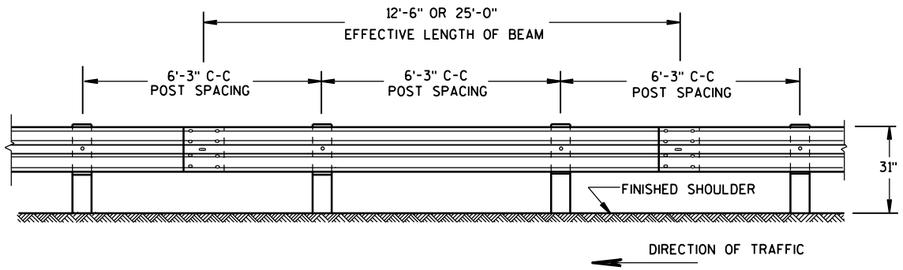


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

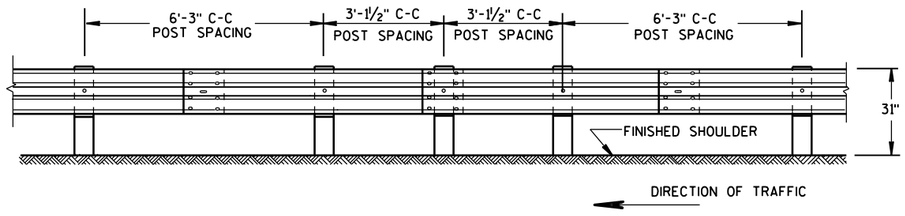
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 42-3a



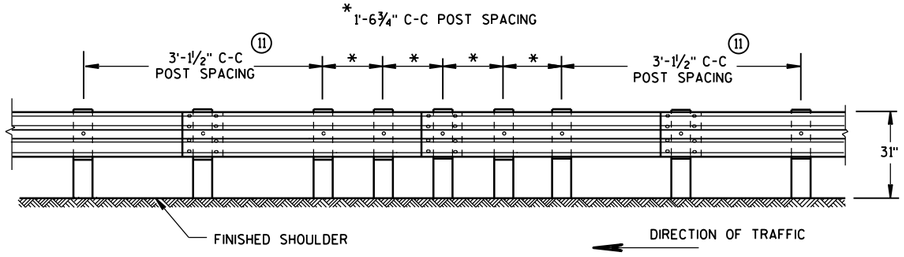
FRONT VIEW

POST SPACING STANDARD INSTALLATION



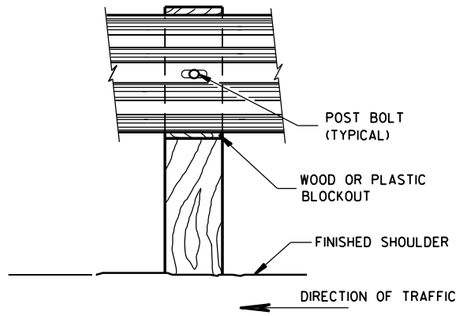
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

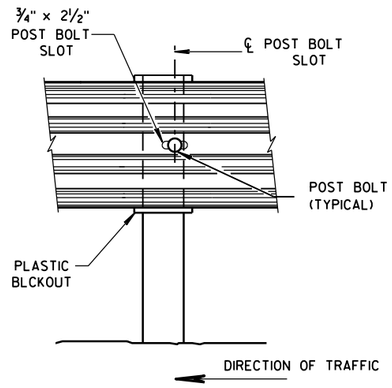


FRONT VIEW

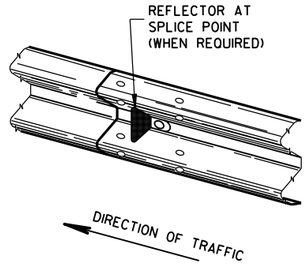
QUARTER POST SPACING (QS)

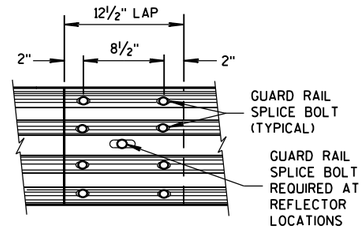


FRONT VIEW AT WOOD POST



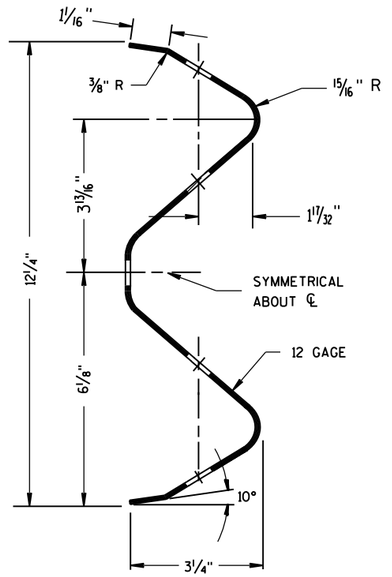
FRONT VIEW AT STEEL POST



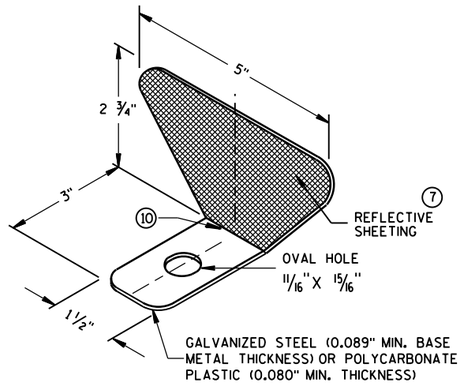


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

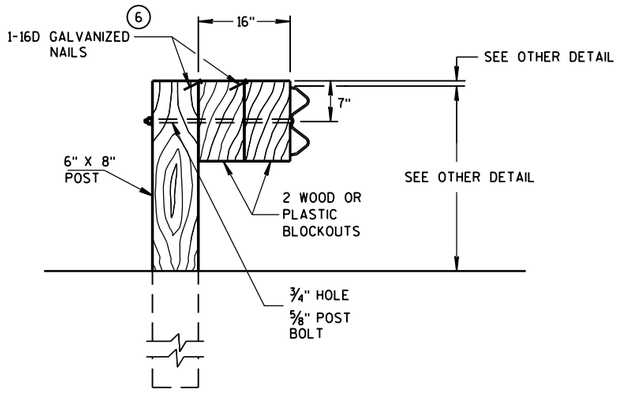
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ⑨ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ⑩	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

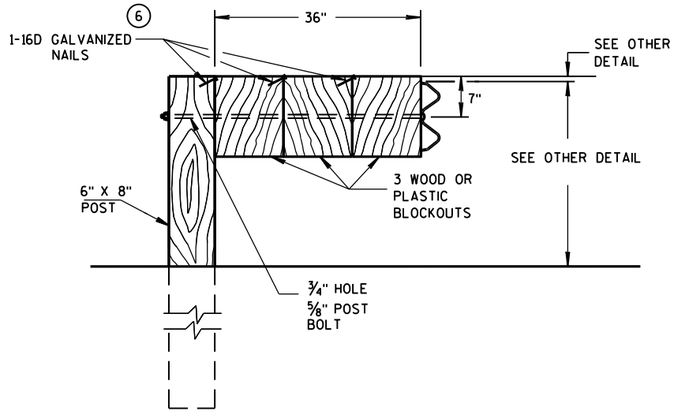
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S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

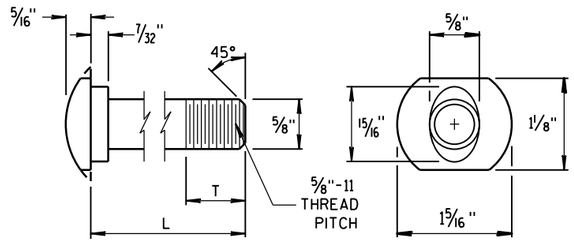


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

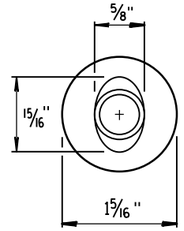
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

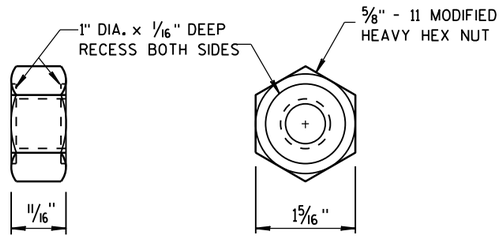


POST BOLT TABLE

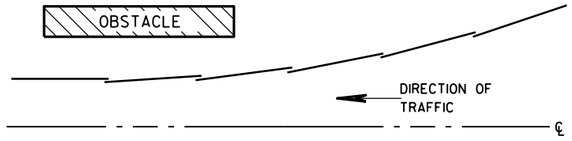
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

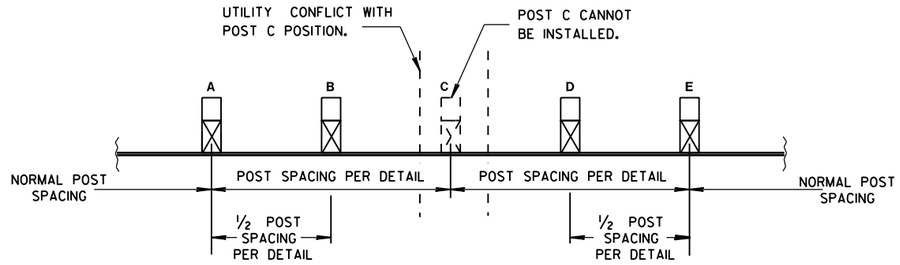


POST BOLT AND RECESS NUT

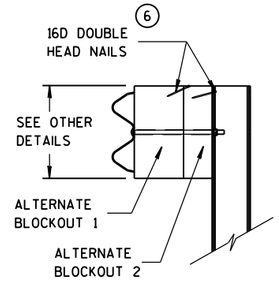


PLAN VIEW

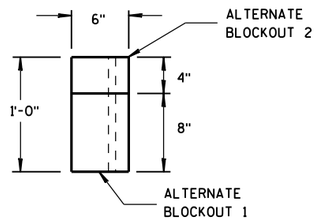
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS [435
ENGINEER

6

S.D.D. 14 B 42-3c

6

S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

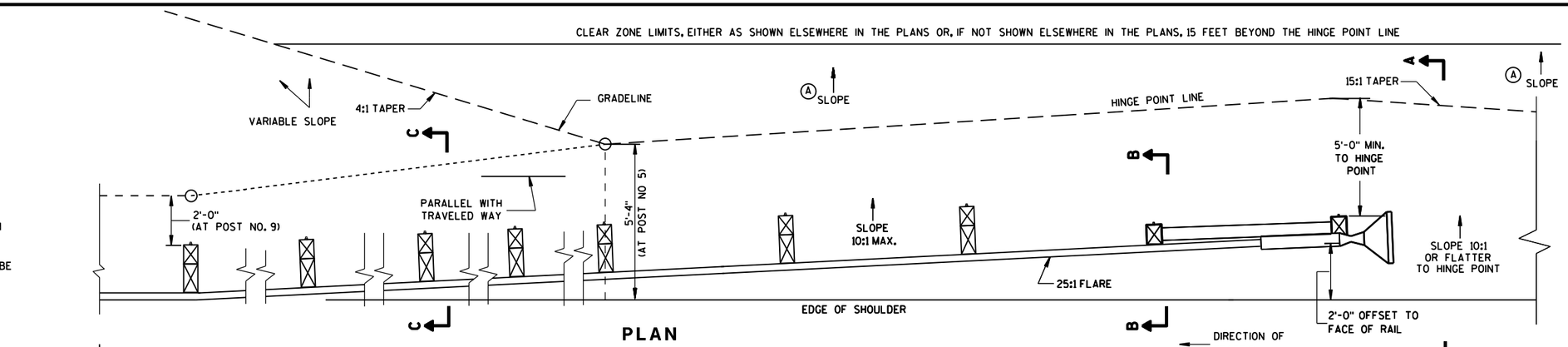
SEE SDD 14B42 FOR MORE INFORMATION.

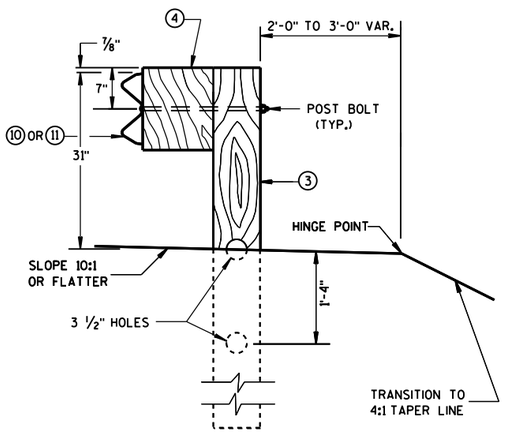
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

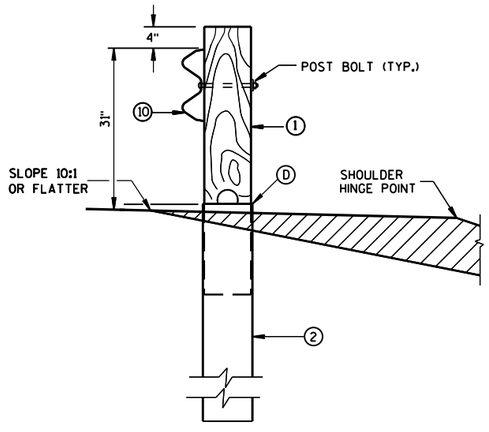
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

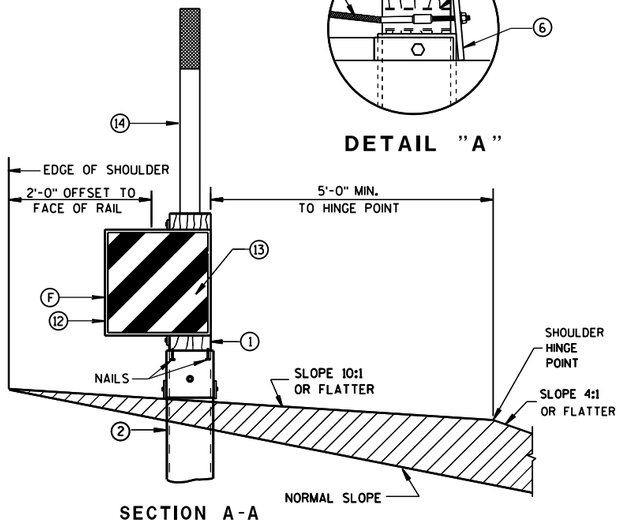




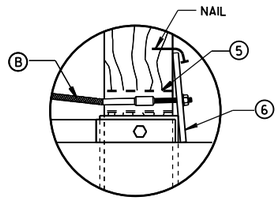
SECTION C-C
TYPICAL AT POST NOS. 3-9



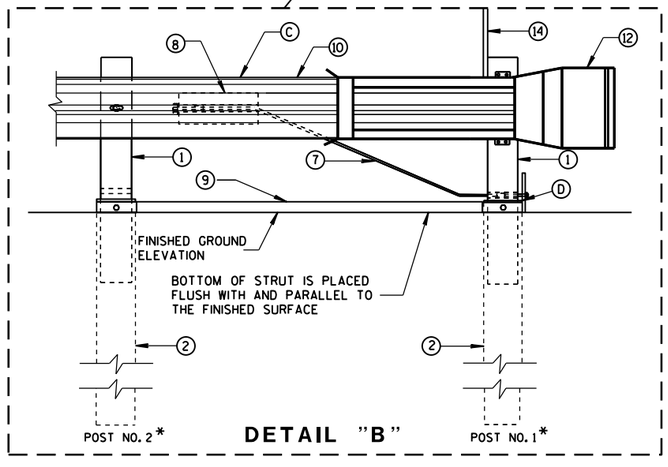
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

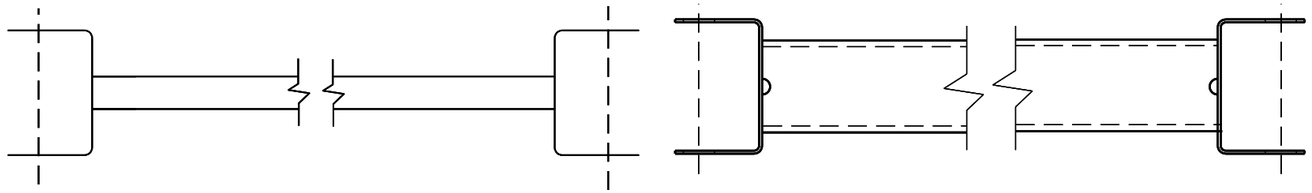


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

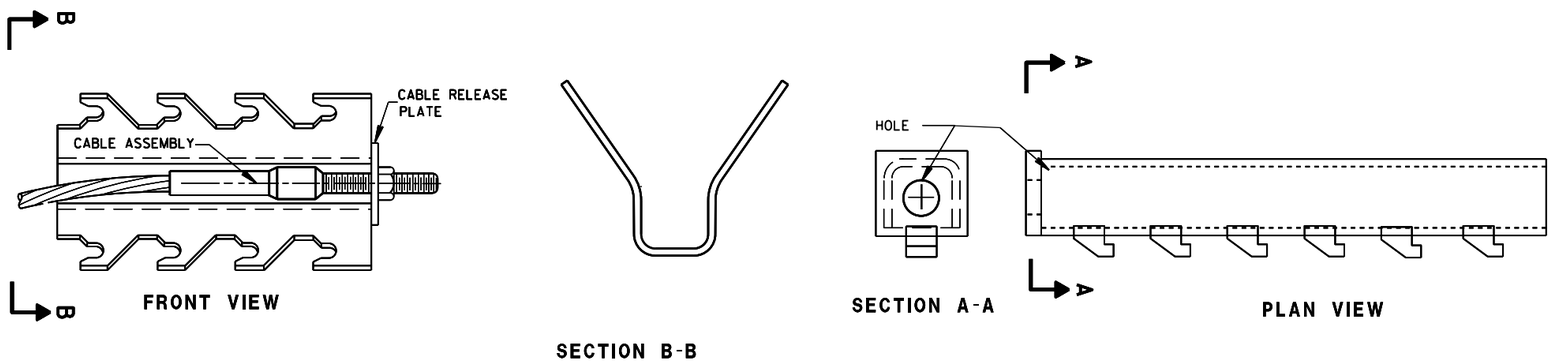
S.D.D. 14 B 44-2a



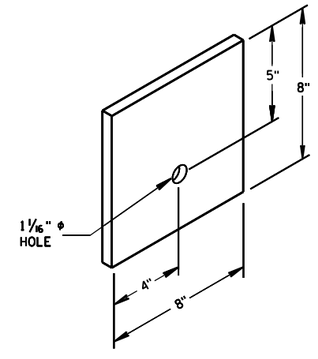
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



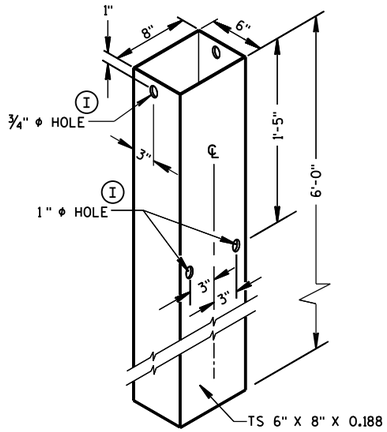
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

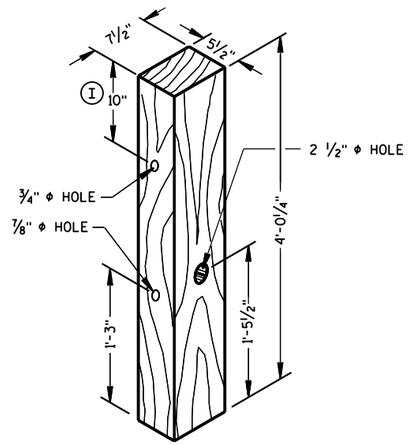
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 44-2b

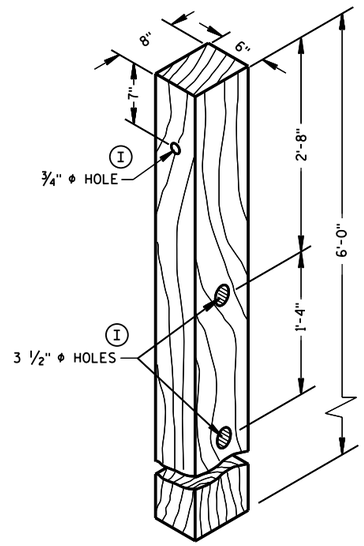


FOUNDATION TUBE (2)



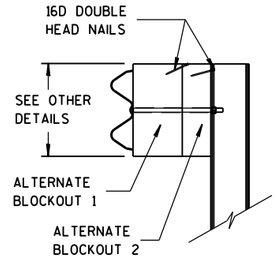
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

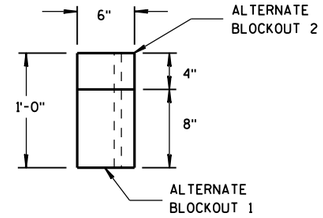


POSTS NUMBER 3-9

WOOD CRT POST (3)

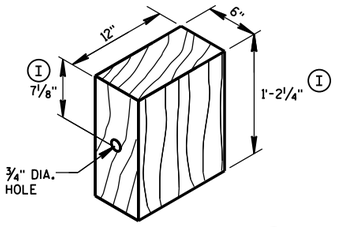


SIDE VIEW



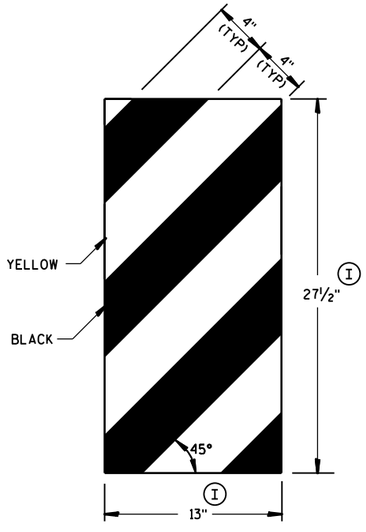
TOP VIEW

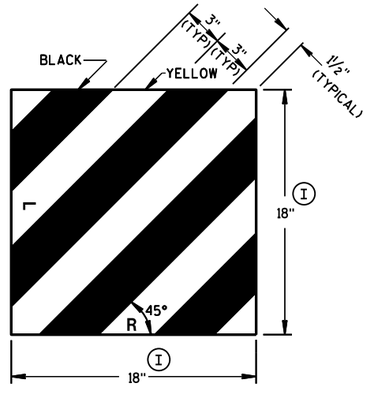
ALTERNATE WOOD BLOCKOUT DETAIL



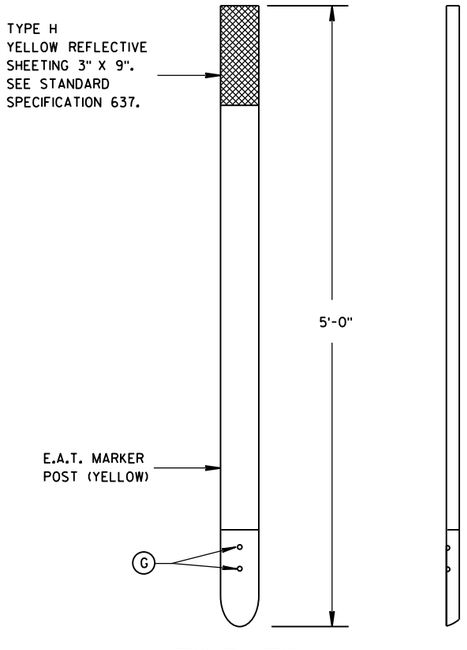
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





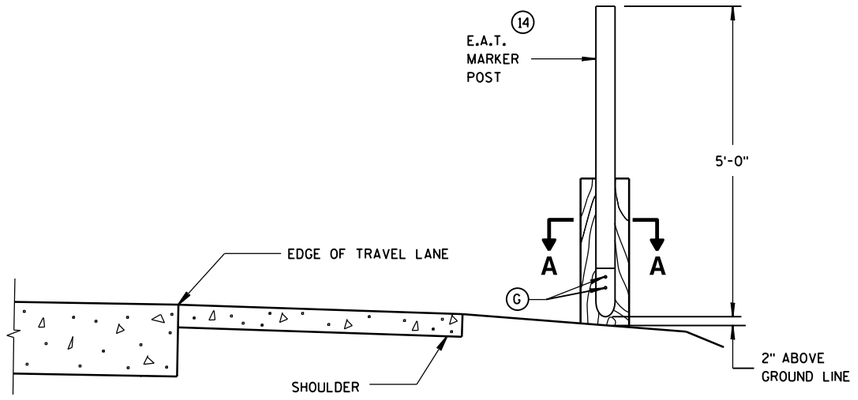
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

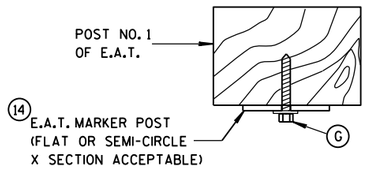
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

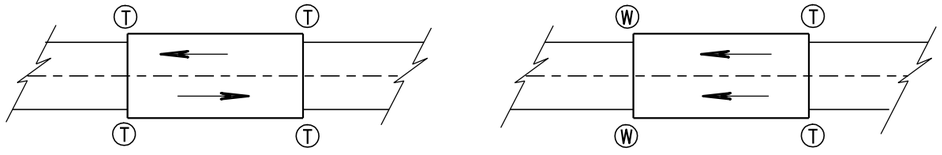
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

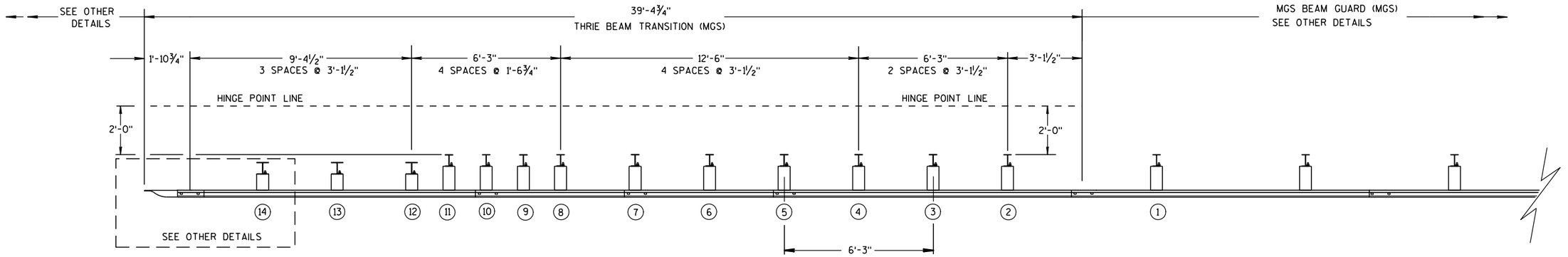
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

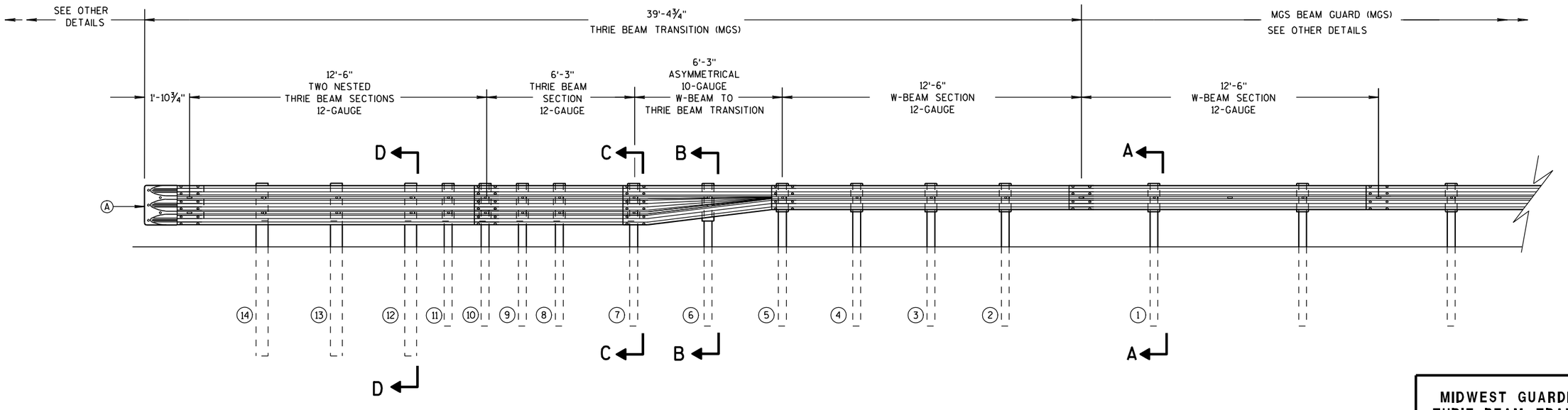
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

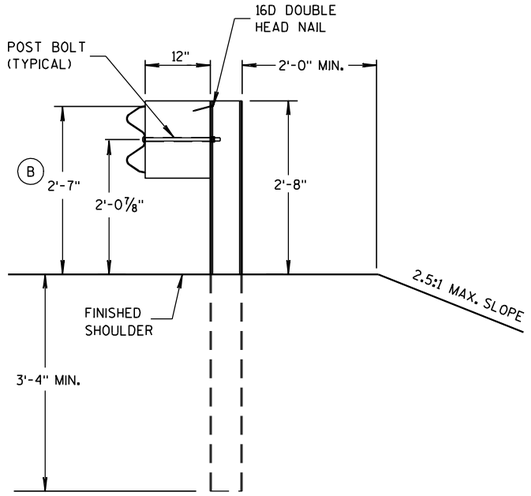
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

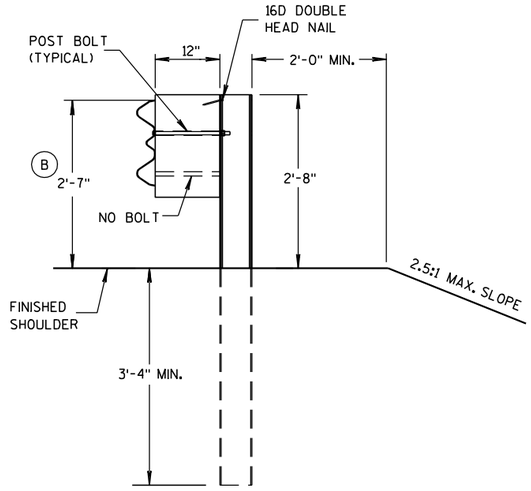
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



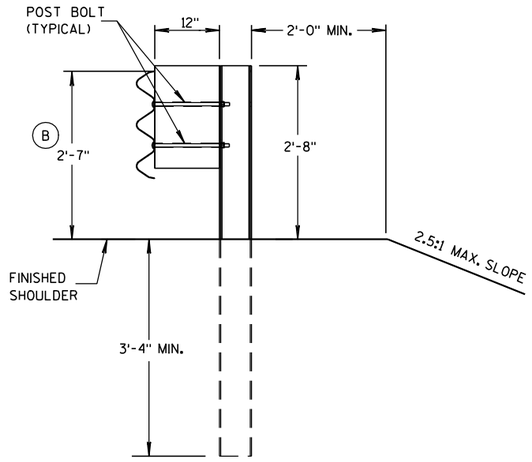
SECTION A-A

POSTS 1-5



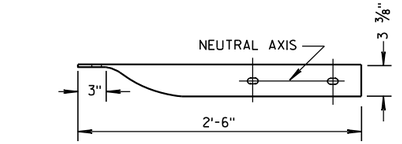
SECTION B-B

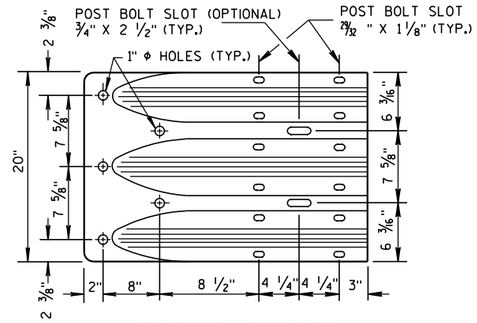
POST 6



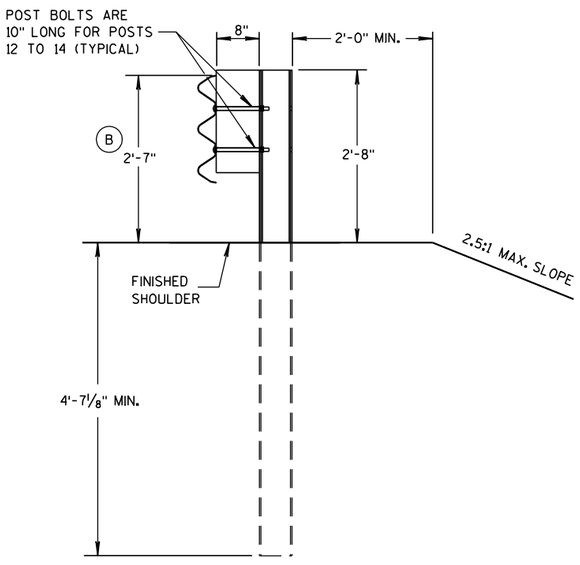
SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

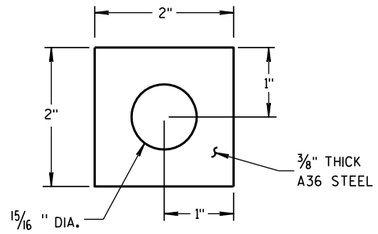
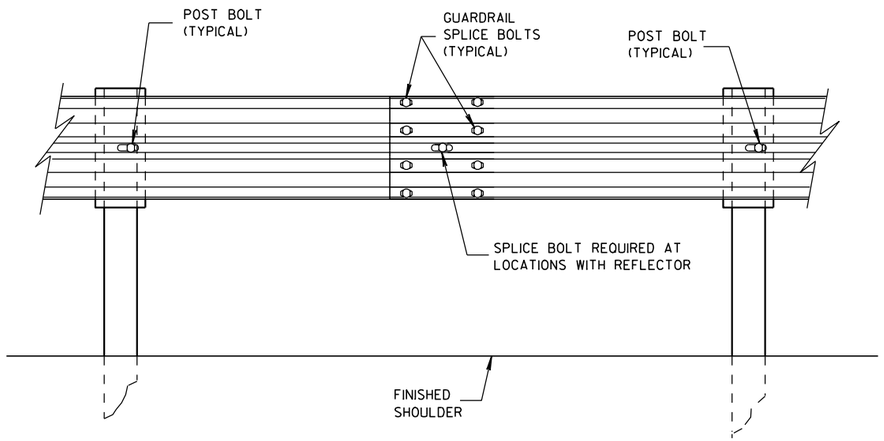
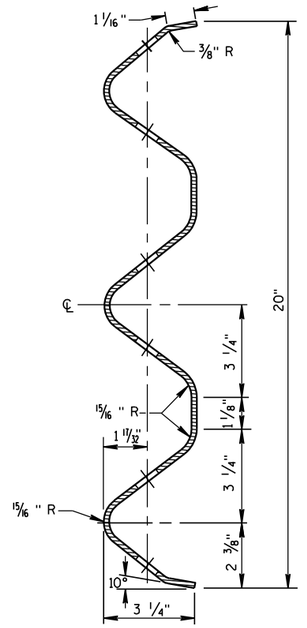


PLATE WASHER DETAIL



SPLICE DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

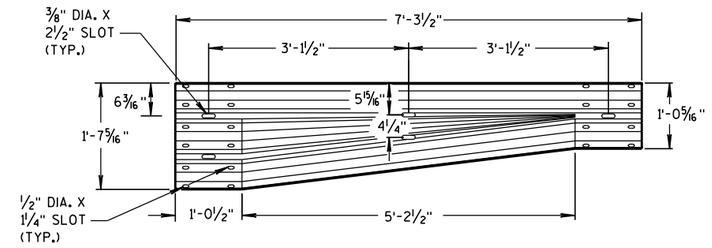
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

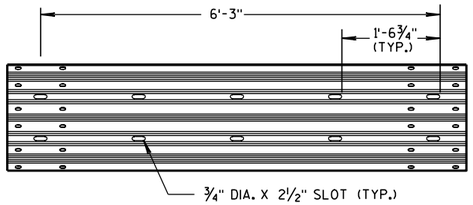
S.D.D. 14 B 45-3b

6

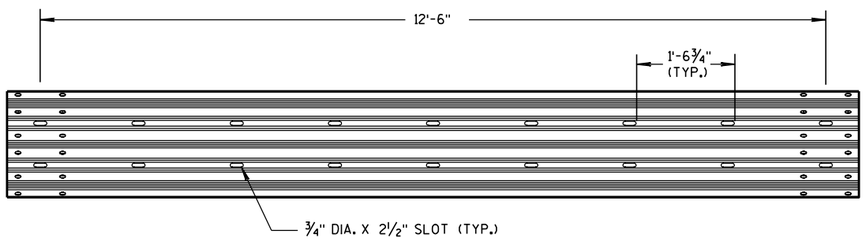
S.D.D. 14 B 45-3b



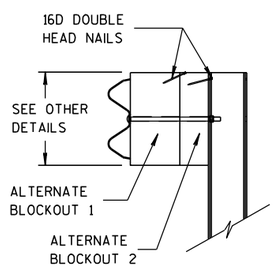
W-BEAM TO THRIE BEAM TRANSITION SECTION



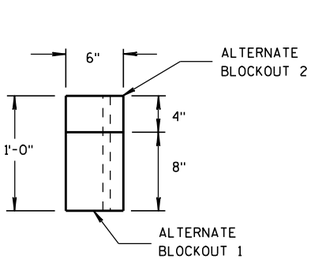
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

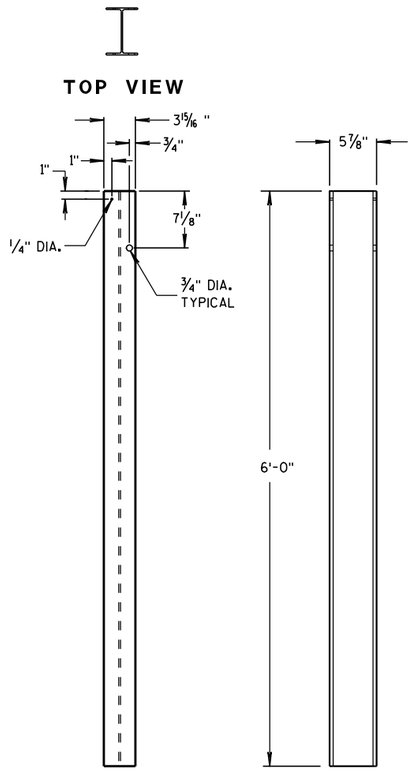


SIDE VIEW



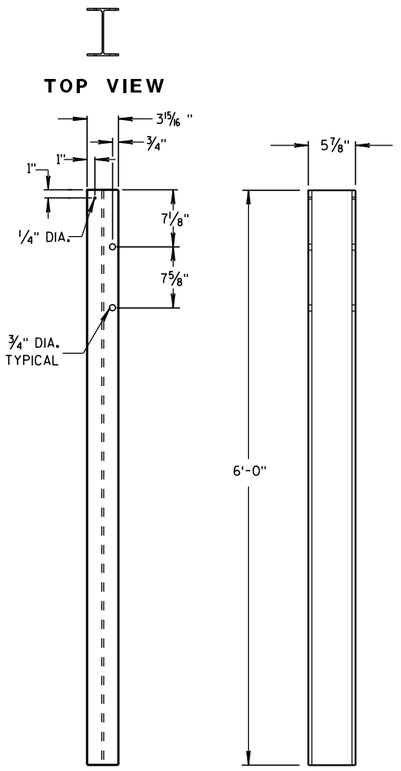
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



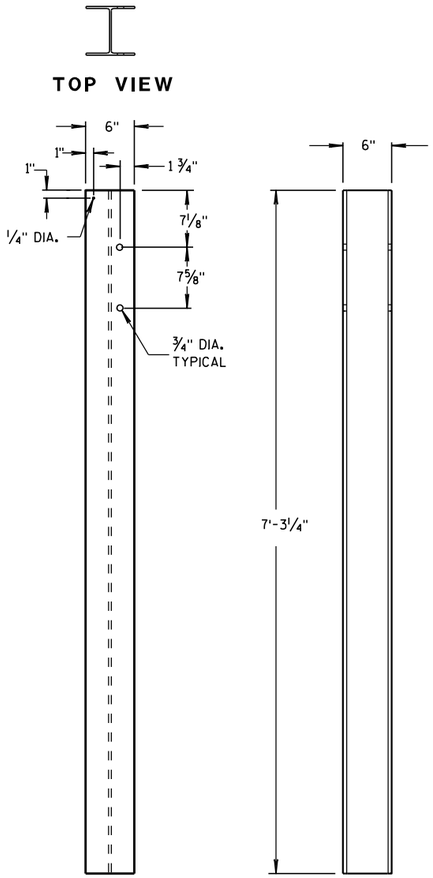
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5



FRONT VIEW SIDE VIEW

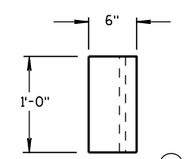
STEEL POSTS 6-11



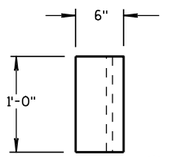
FRONT VIEW SIDE VIEW

STEEL POSTS 12-14

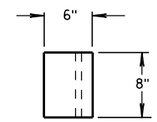
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



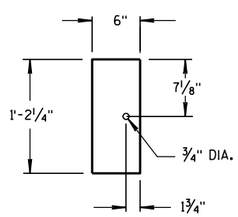
TOP VIEW (1)



TOP VIEW (1)

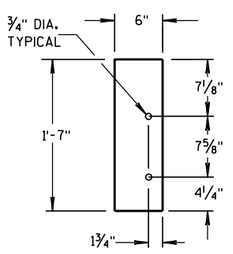


TOP VIEW



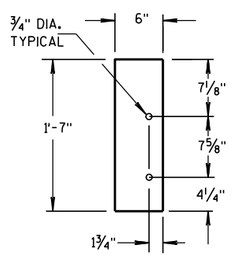
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

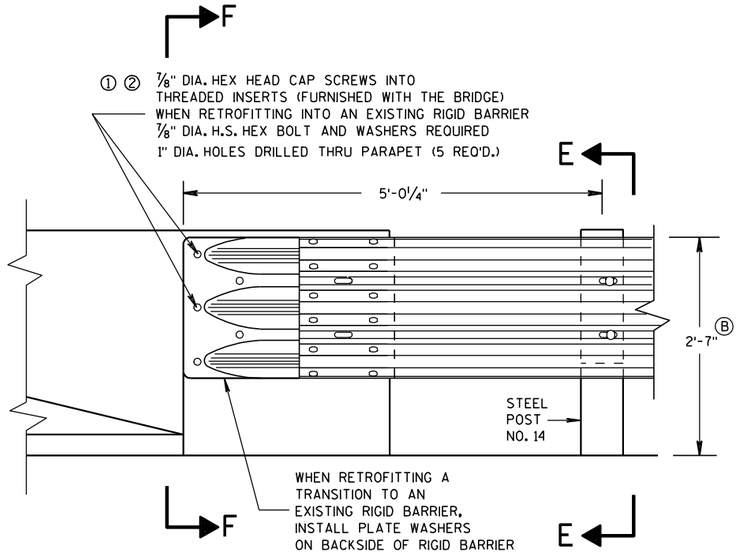
BLOCKOUT POSTS 12-14

STEEL POST SIZES

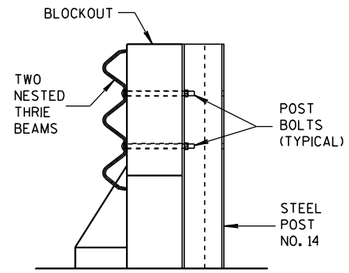
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FRONT VIEW



SECTION E-E

GENERAL NOTES

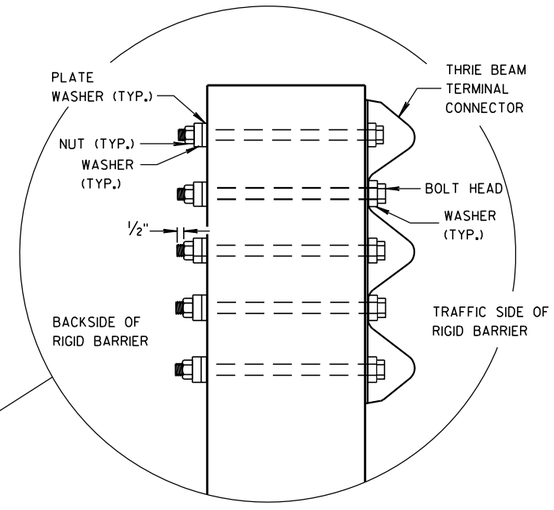
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

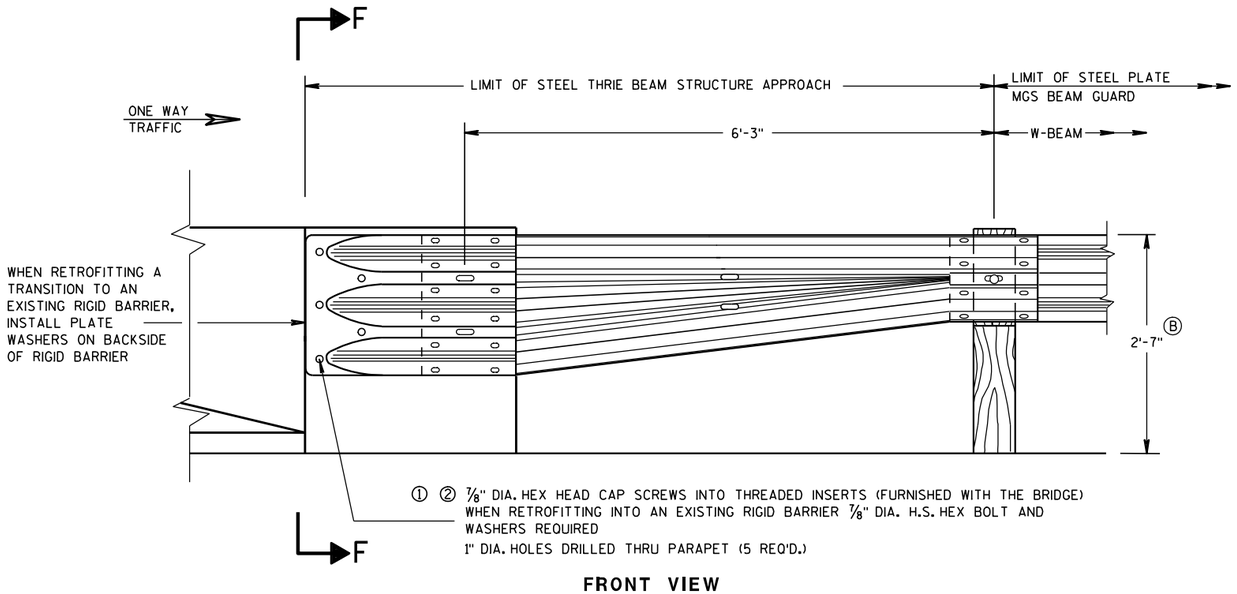
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

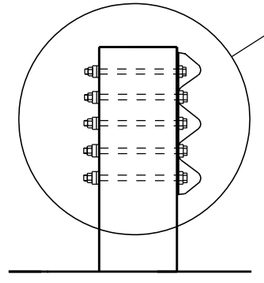
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER

FHWA

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

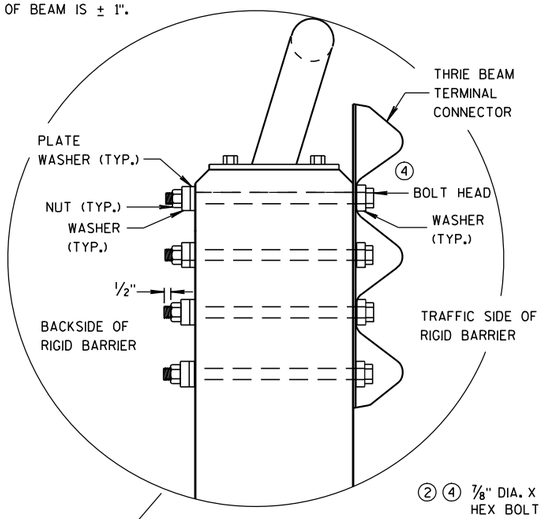
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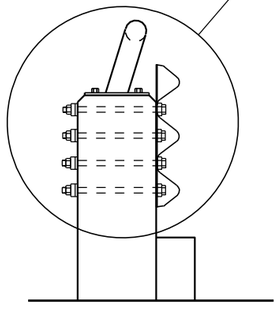
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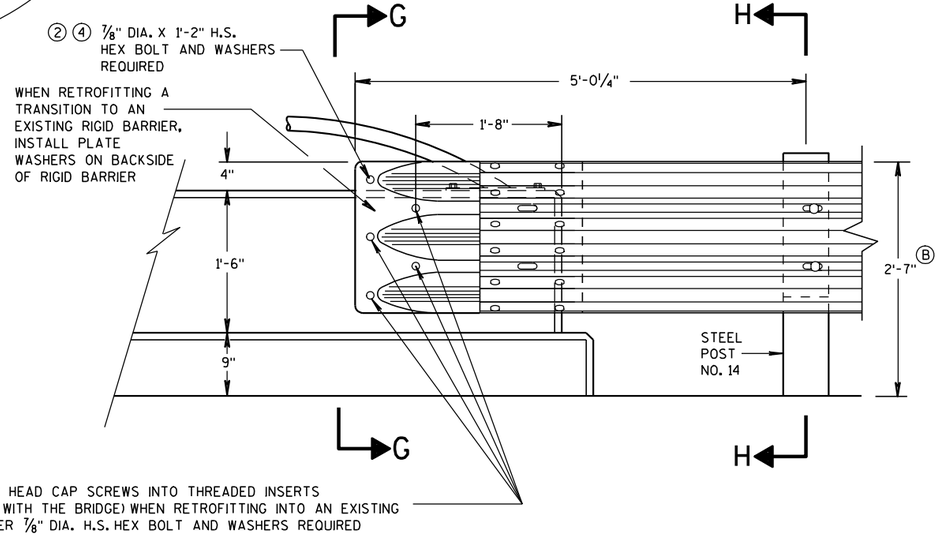
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

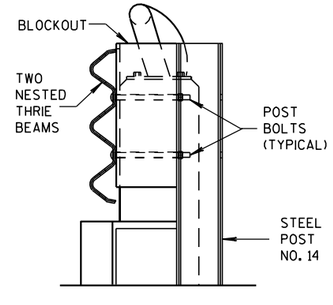




SECTION G-G

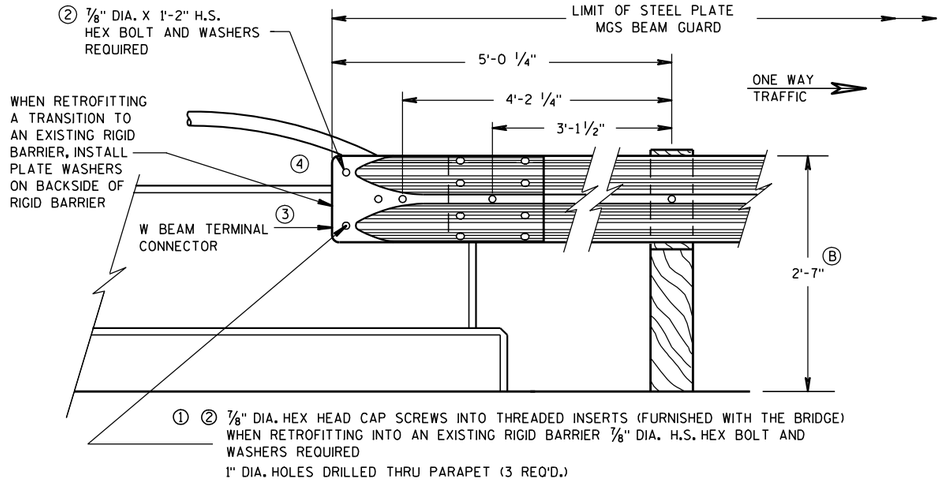


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

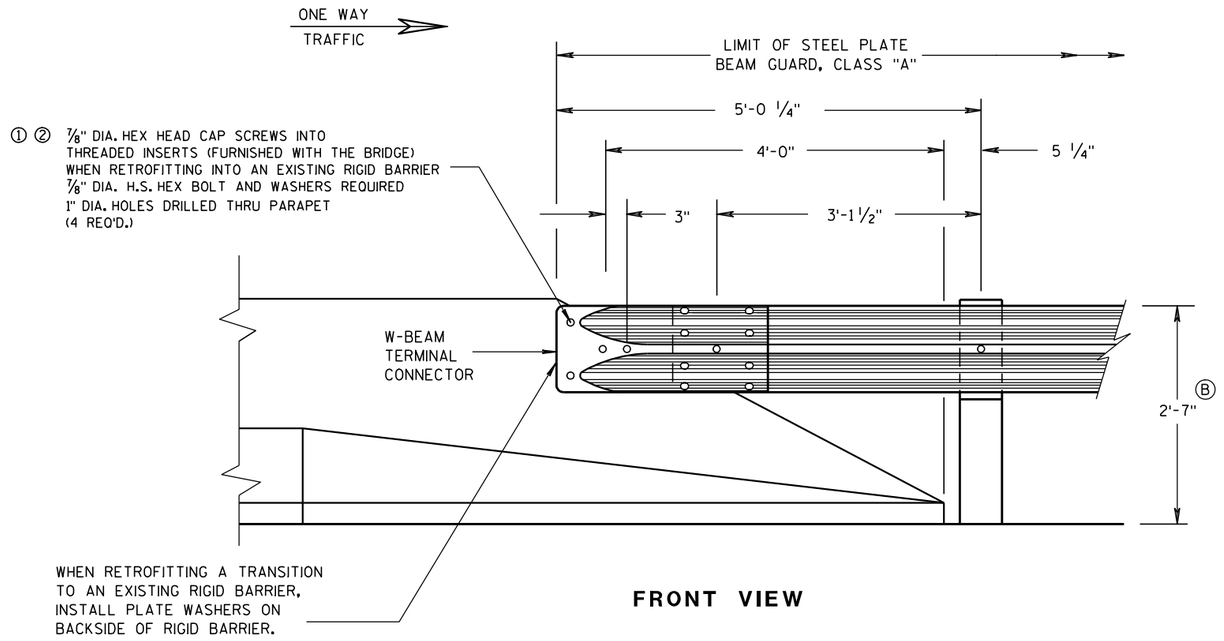
FHWA

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S.D.D. 14 B 45-3e

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S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

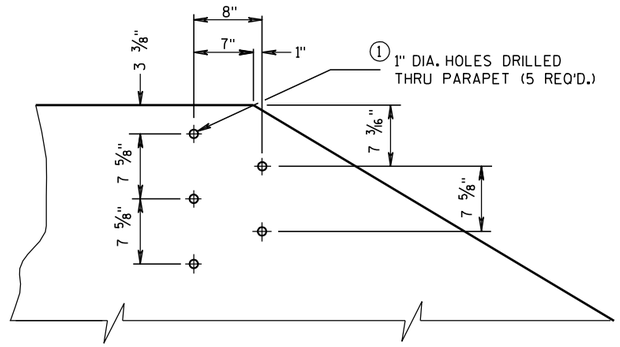
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

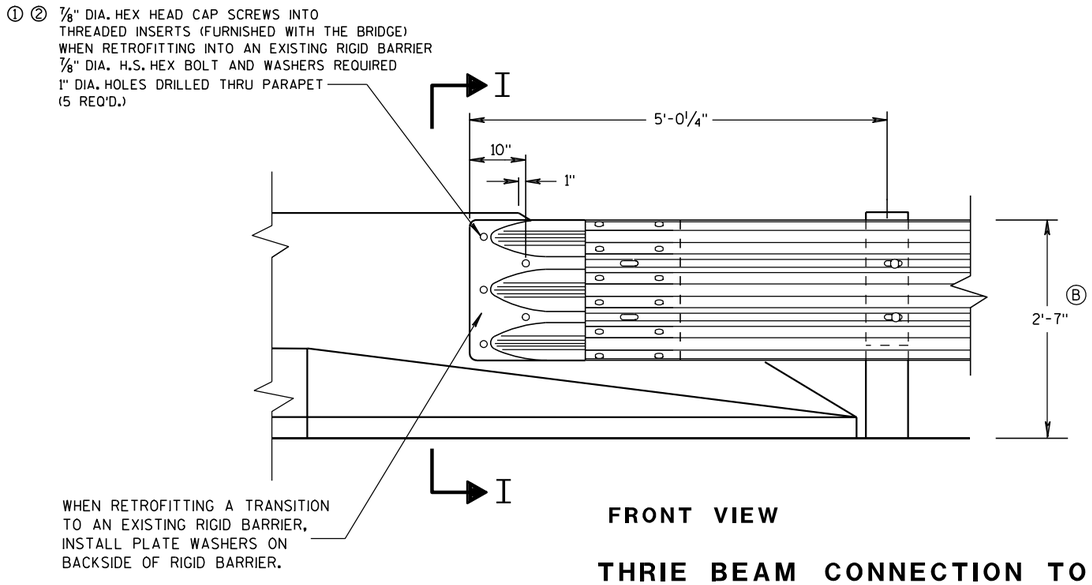
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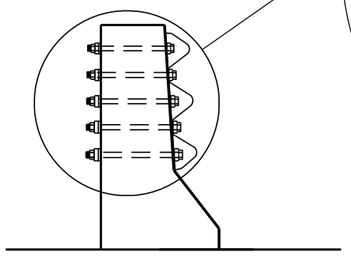
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



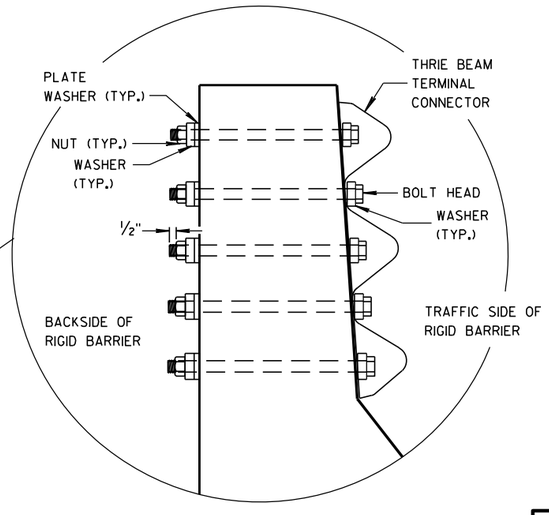
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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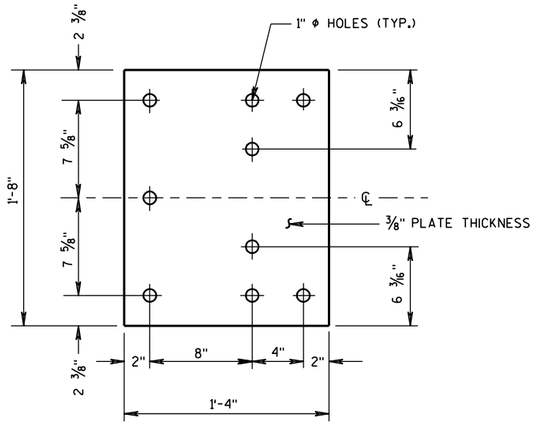
FHWA

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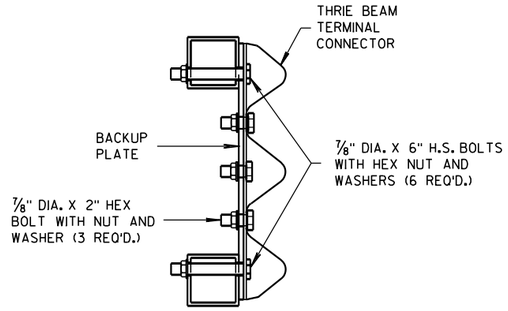
S.D.D. 14 B 45-3f

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S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

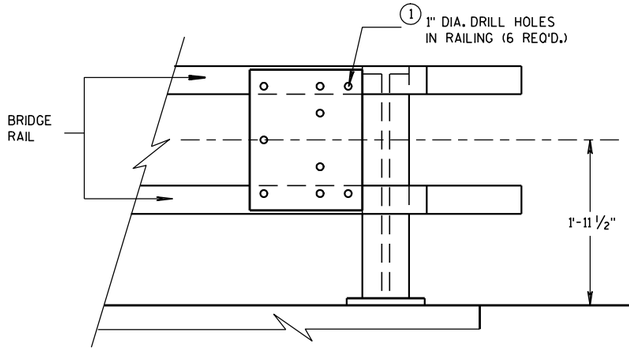


SECTION J-J

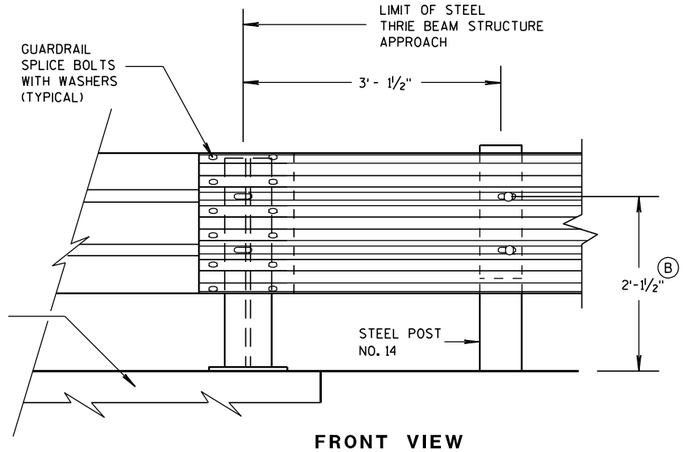
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

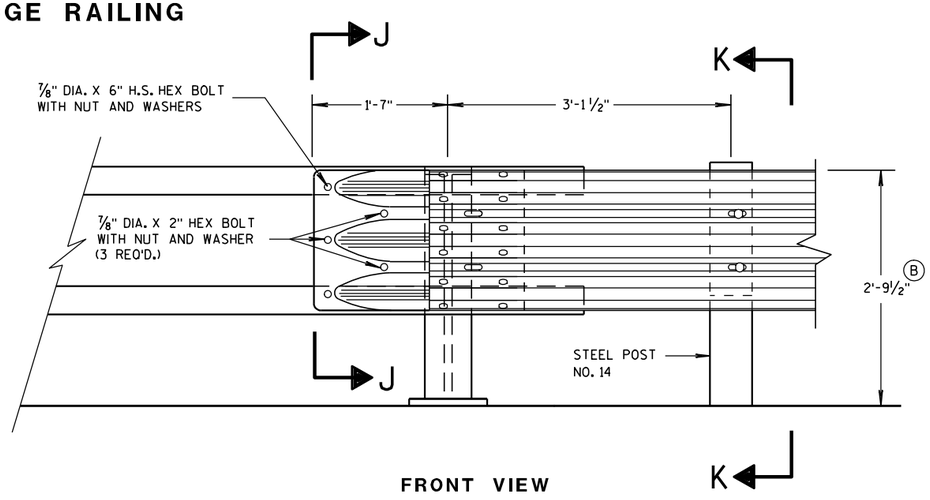


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

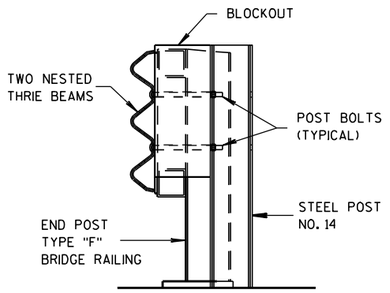


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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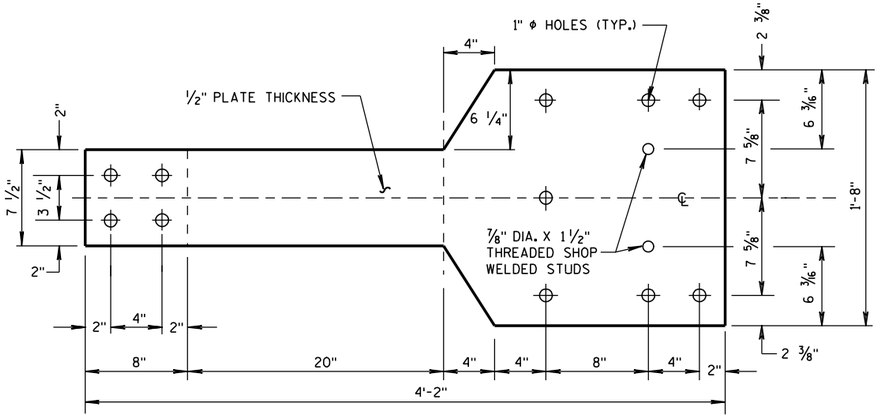
S.D.D. 14 B 45-3g

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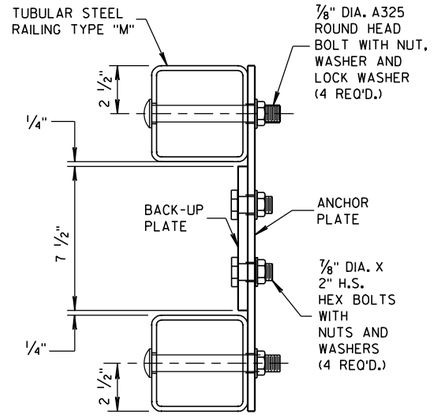
S.D.D. 14 B 45-3g

GENERAL NOTES

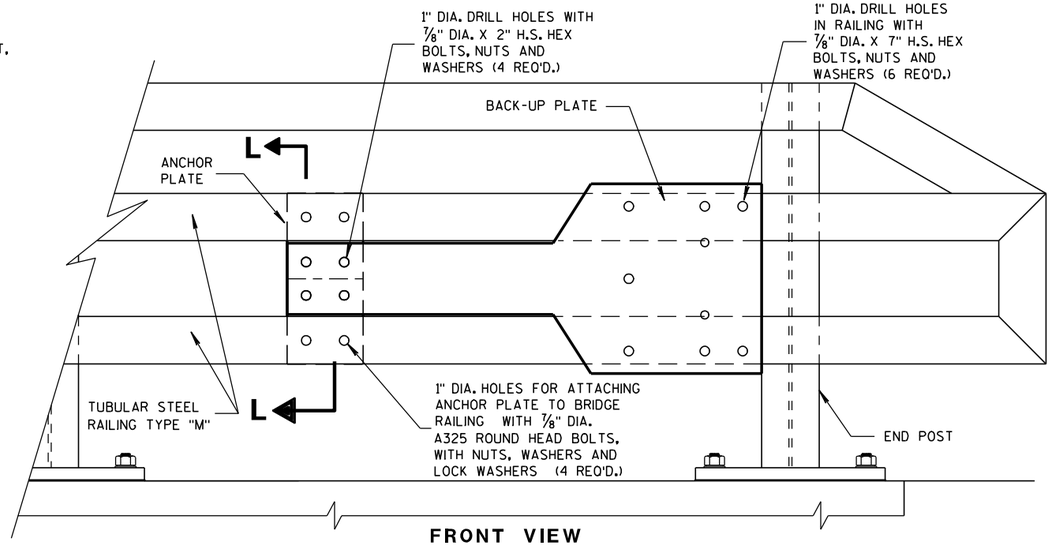
(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

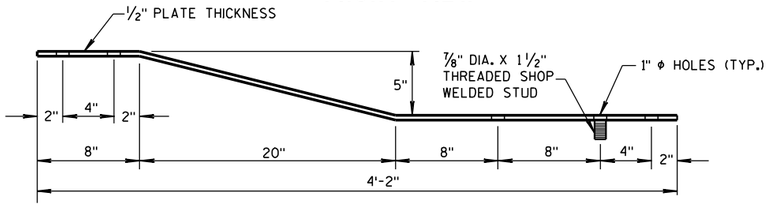


SECTION L-L



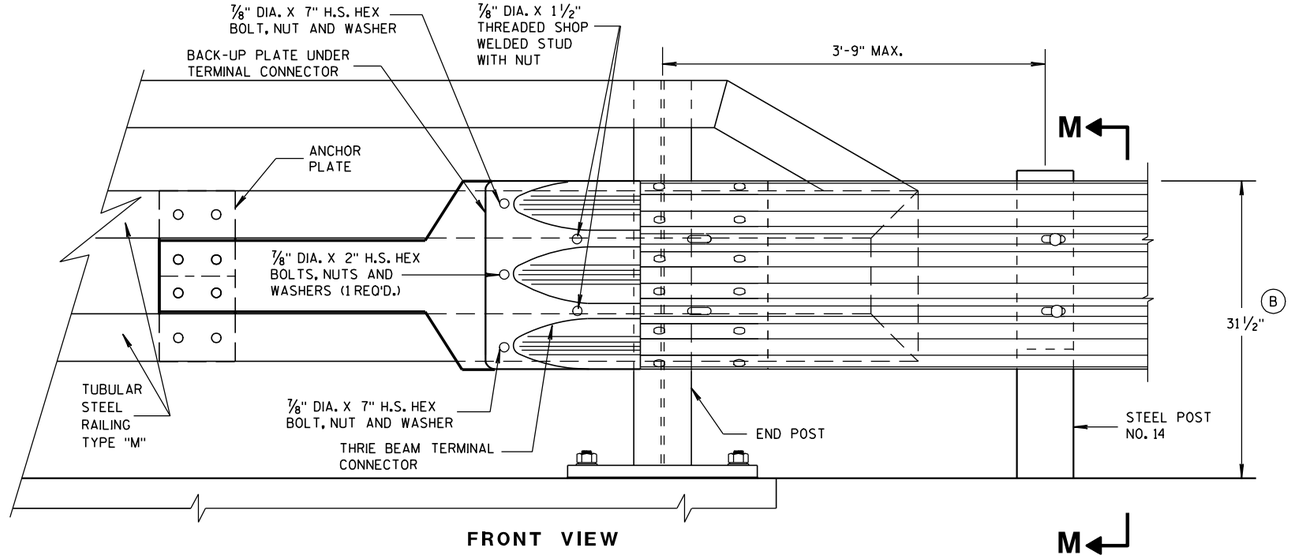
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

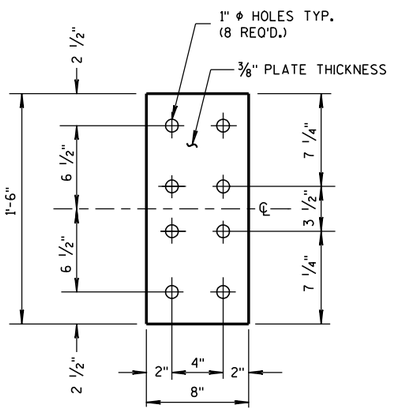


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

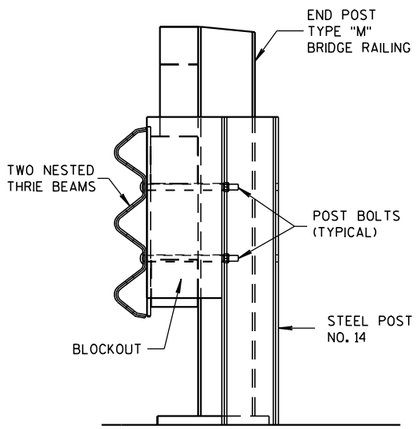


FRONT VIEW

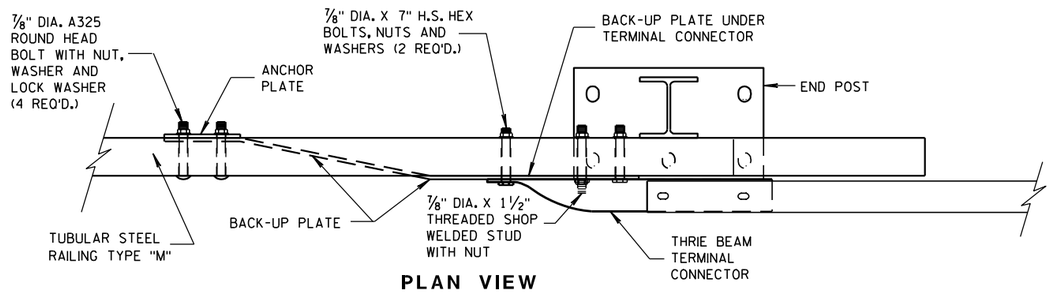


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D. 14 B 45-3h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

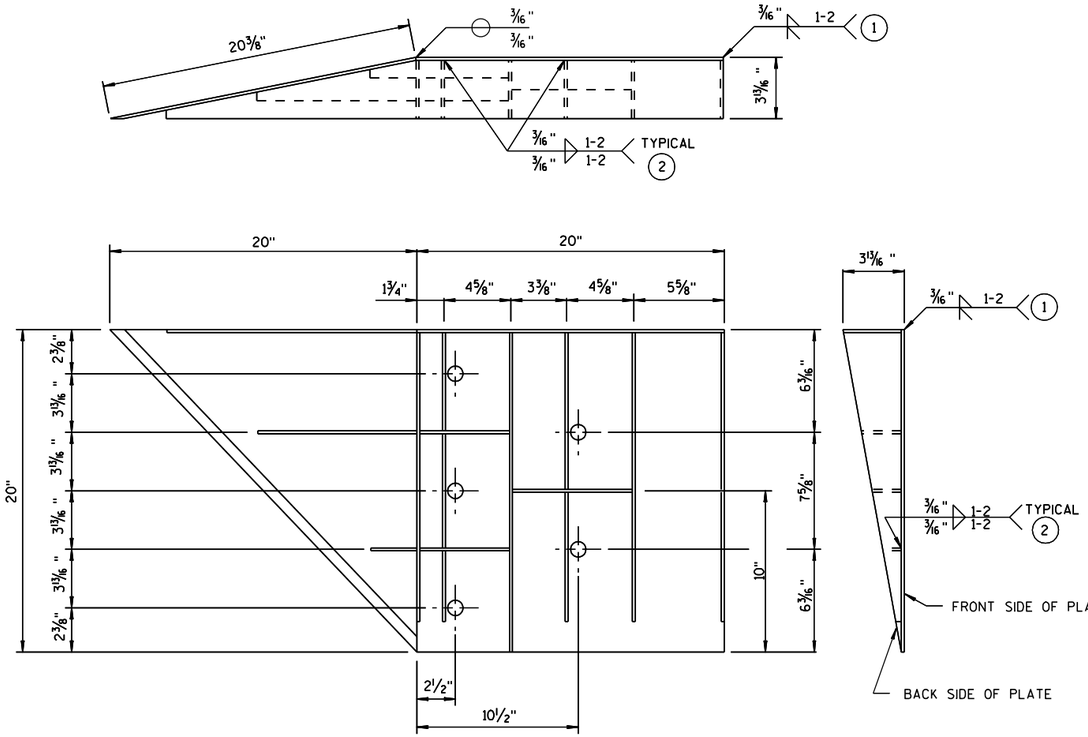
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

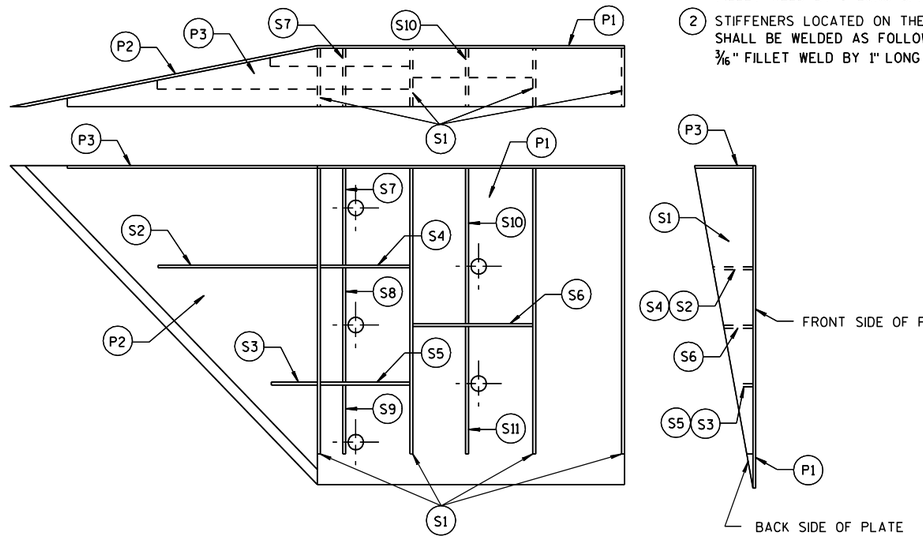


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

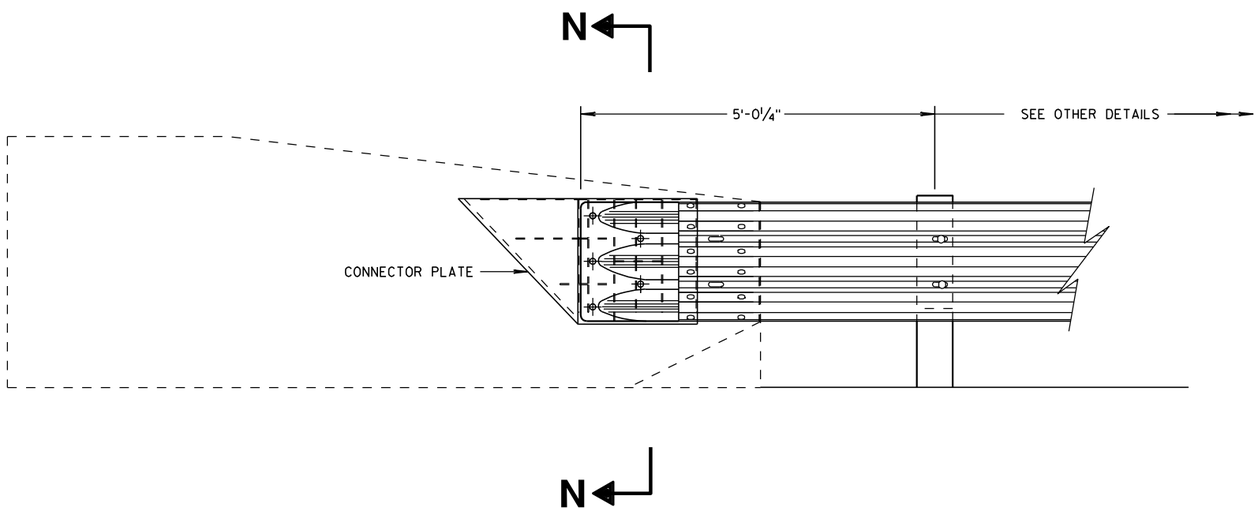
APPROVED
8/31/2012
DATE
/S/ Jerry H ----
ROADWAY STANDARDS 447
ENGINEER
MENT
FHWA

6

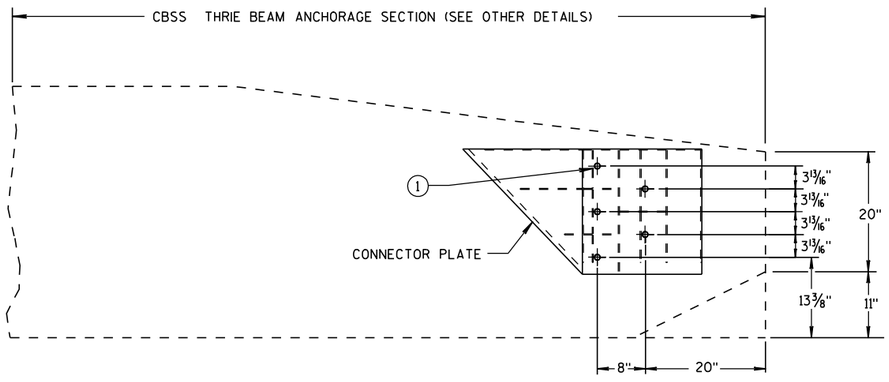
S.D.D. 14 B 45-3i

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S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

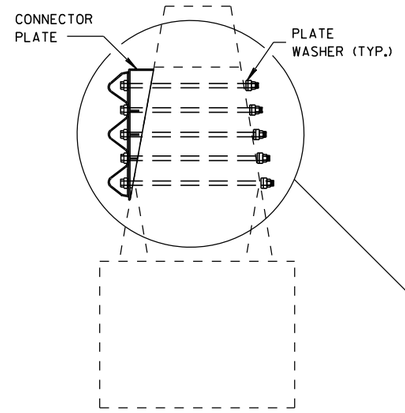


SINGLE SLOPE CONNECTION PLATE PLACEMENT

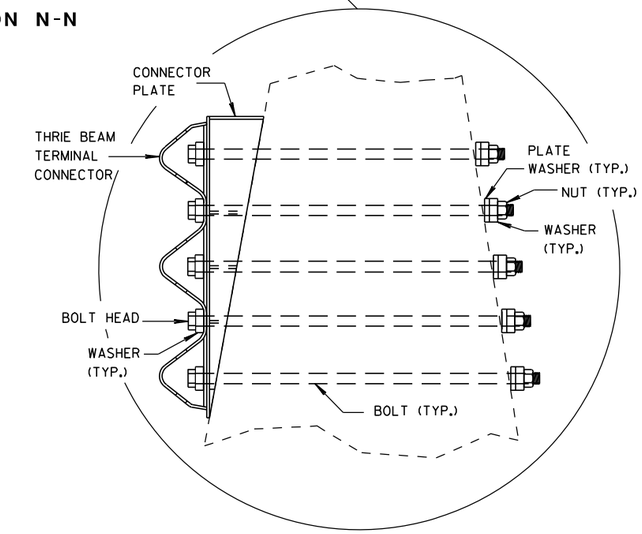
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

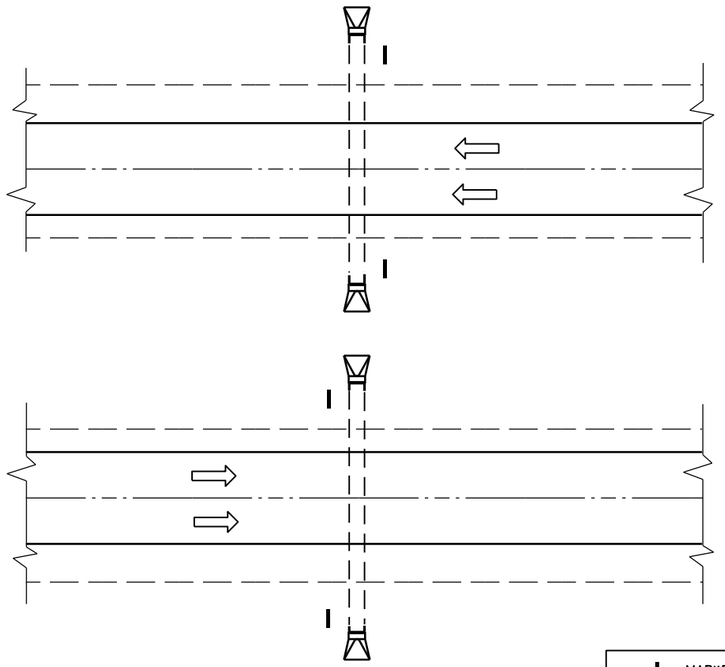
FHWA

6

S.D.D. 14 B 45-3j

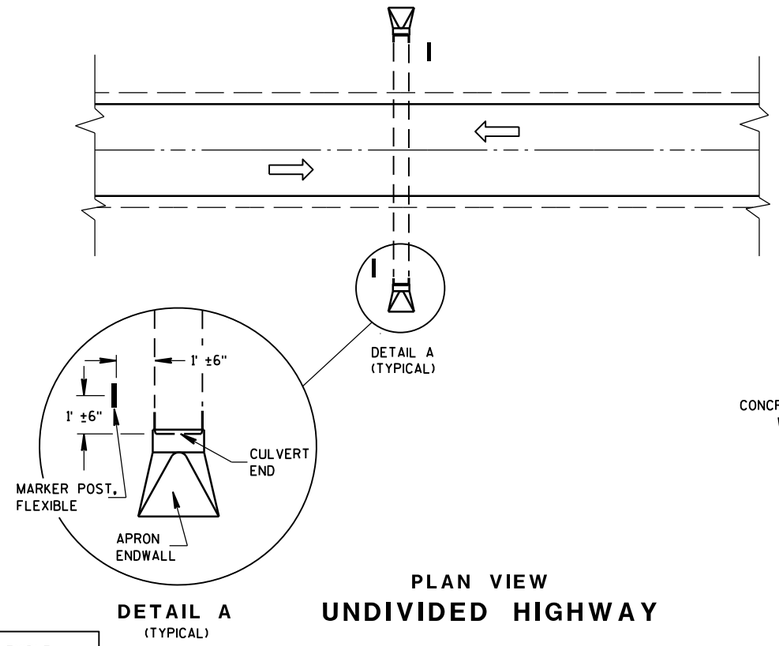
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S.D.D. 14 B 45-3j



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

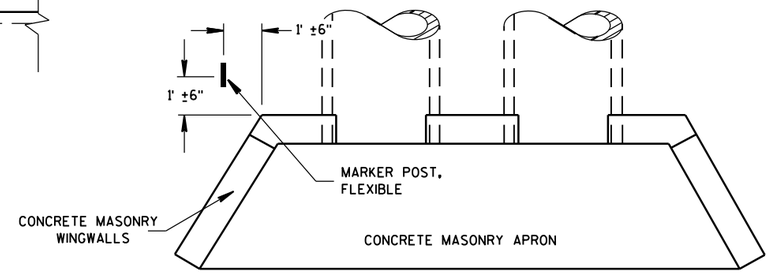
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

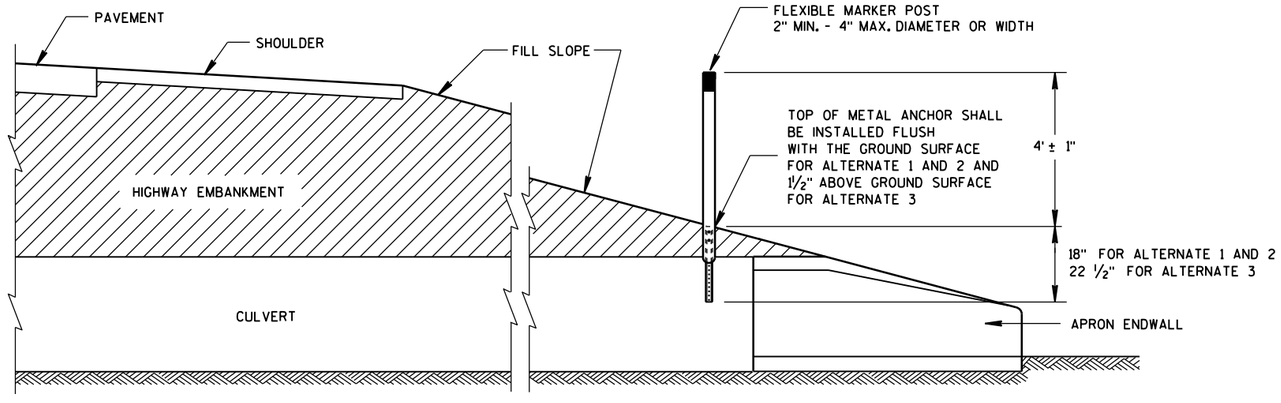
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

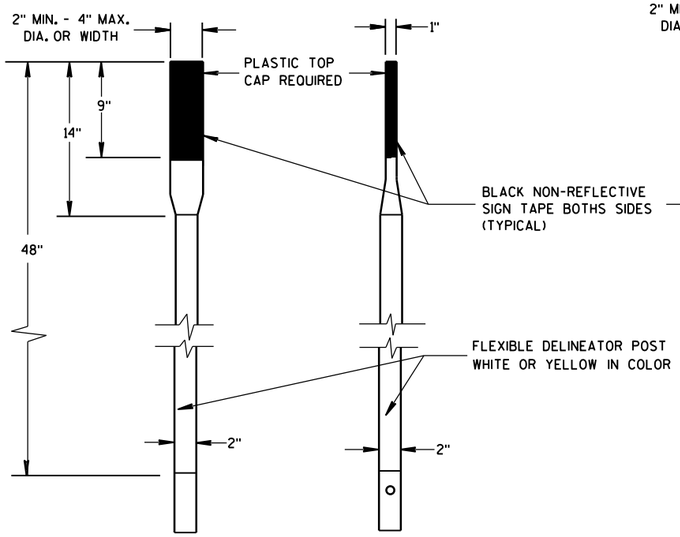
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

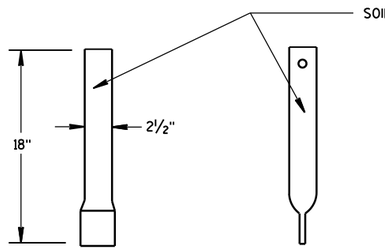
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S.D.D. 15 A 3-2a

6

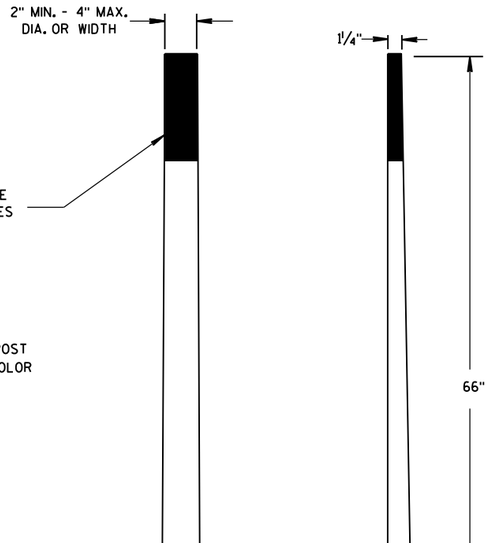
S.D.D. 15 A 3-2a





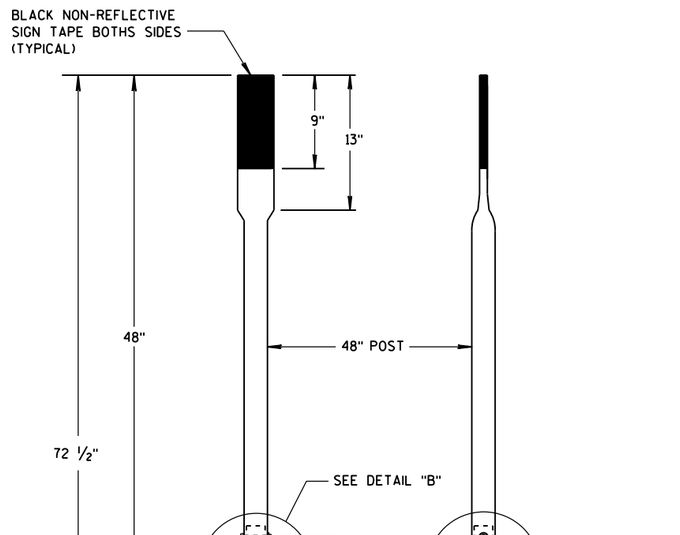
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

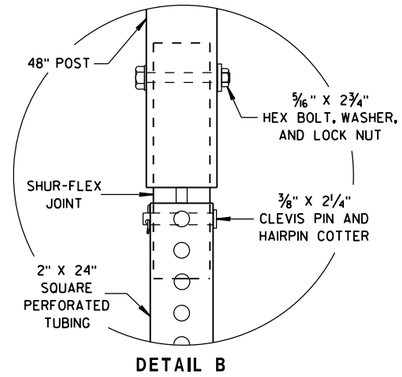
ALTERNATE 2



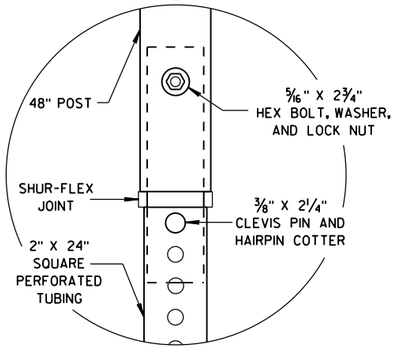
FRONT VIEW SIDE VIEW

ALTERNATE 3

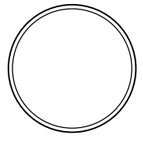
FLEXIBLE MARKER POSTS



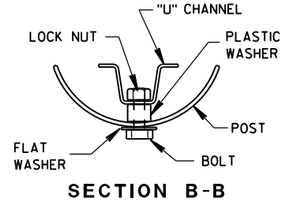
DETAIL B



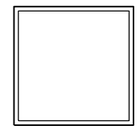
DETAIL C



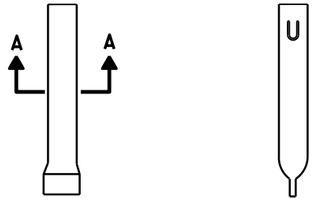
SECTION A-A



SECTION B-B

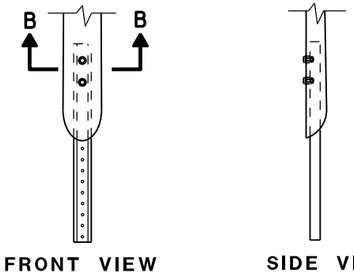


SECTION C-C



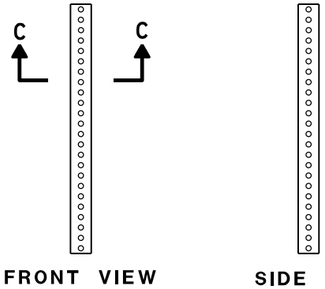
FRONT VIEW SIDE VIEW

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

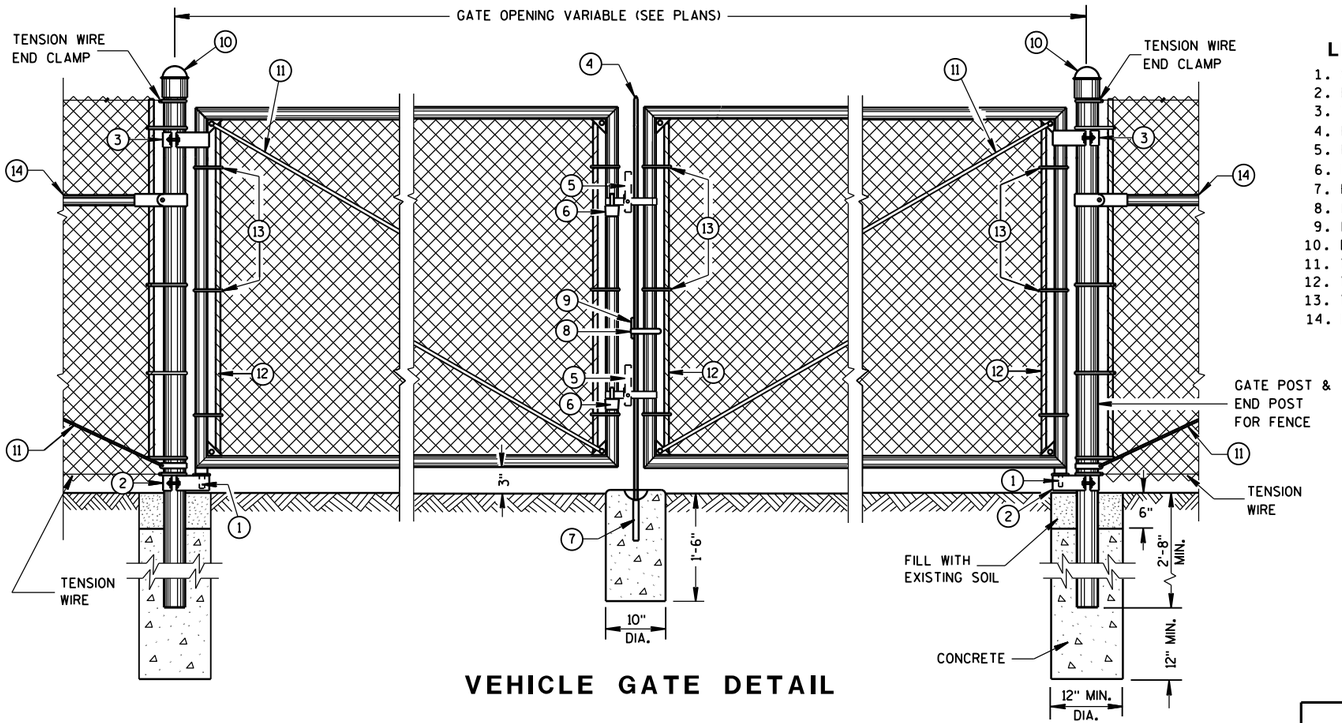
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
450
IGN
FHWA

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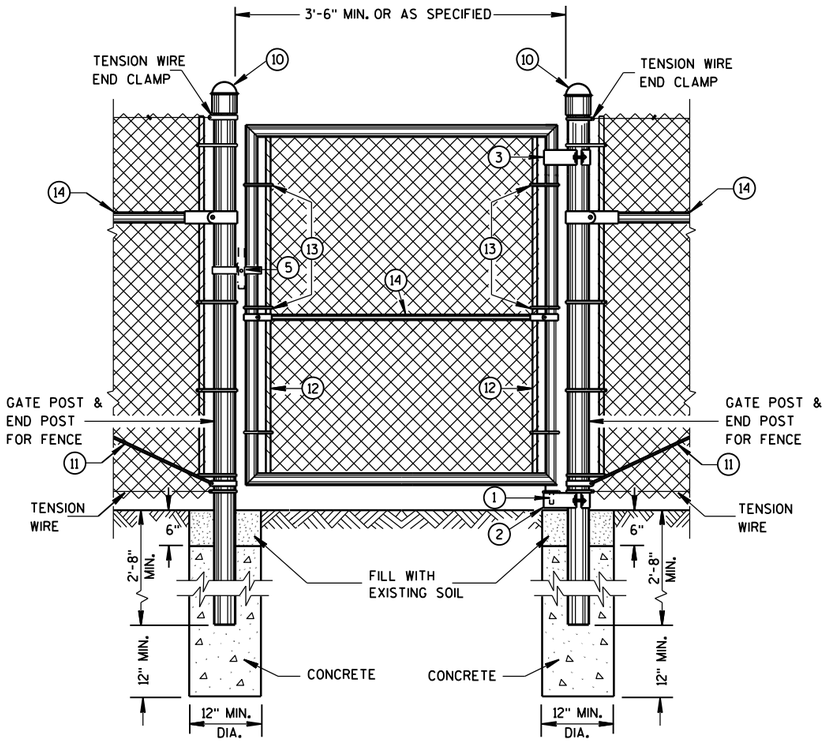
S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

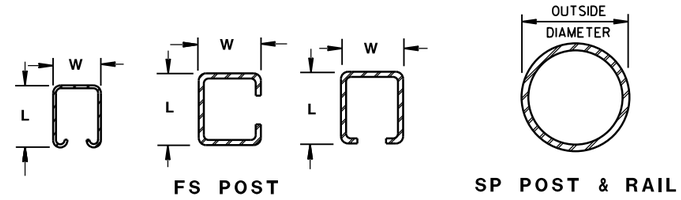
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

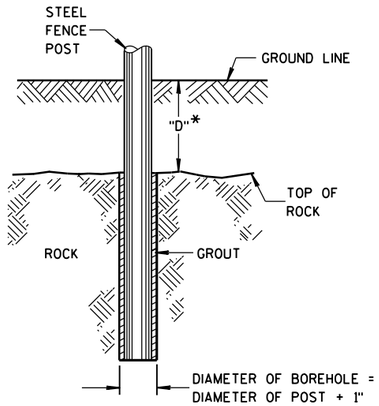
USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

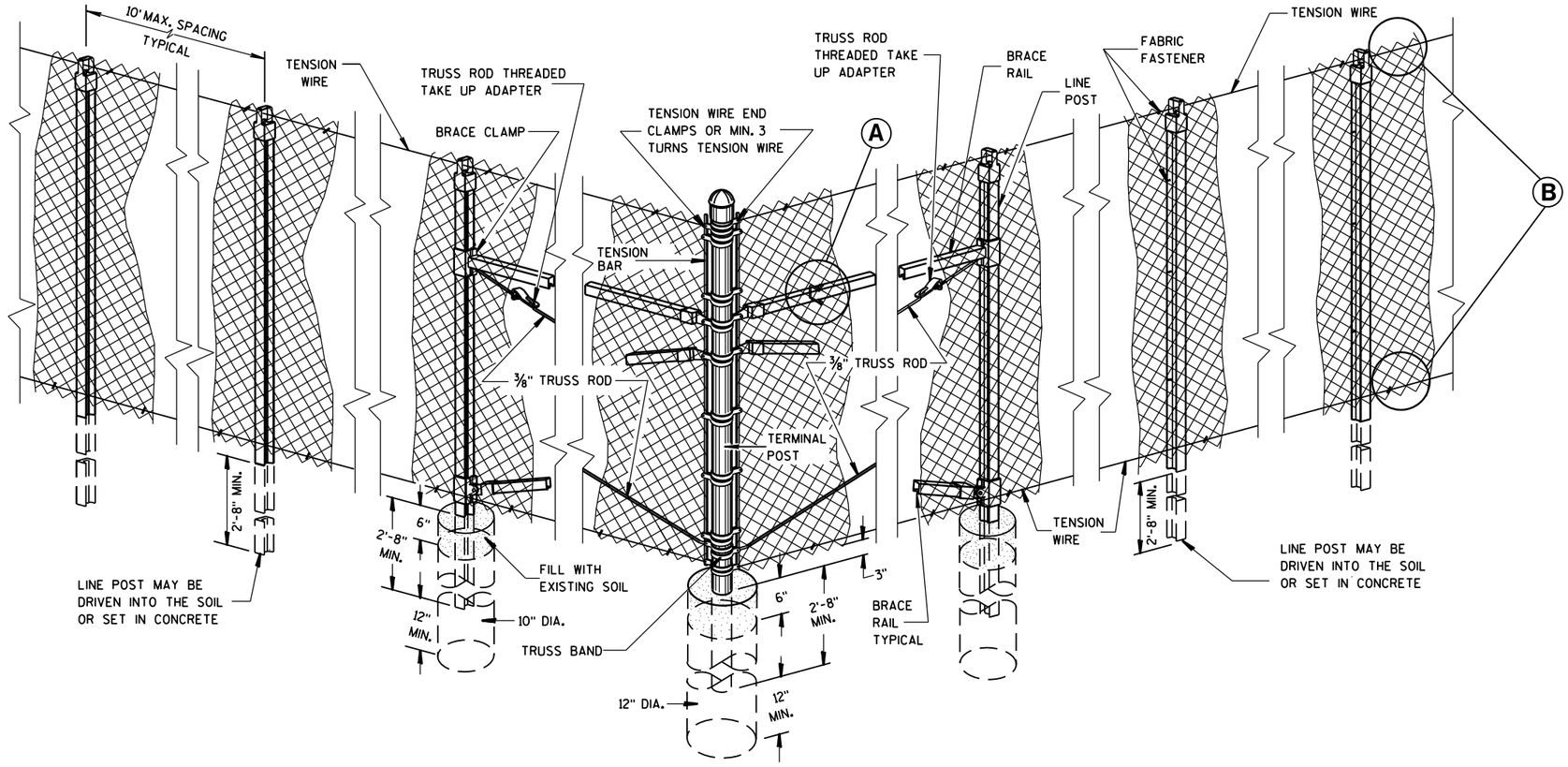
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

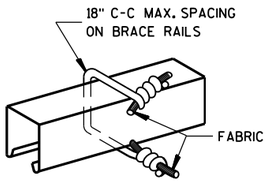


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



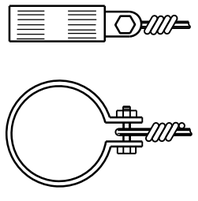
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



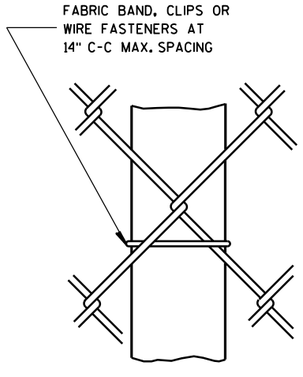
BRACE RAIL

FABRIC FASTENER

Ⓐ



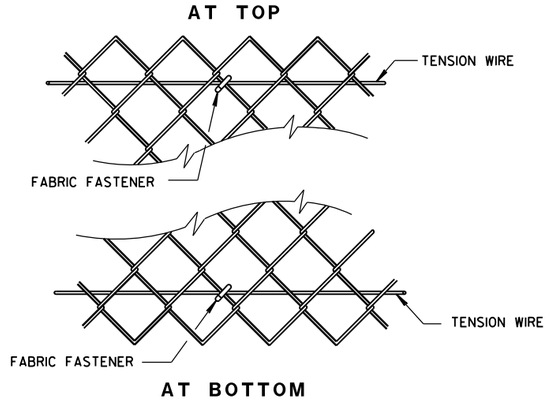
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

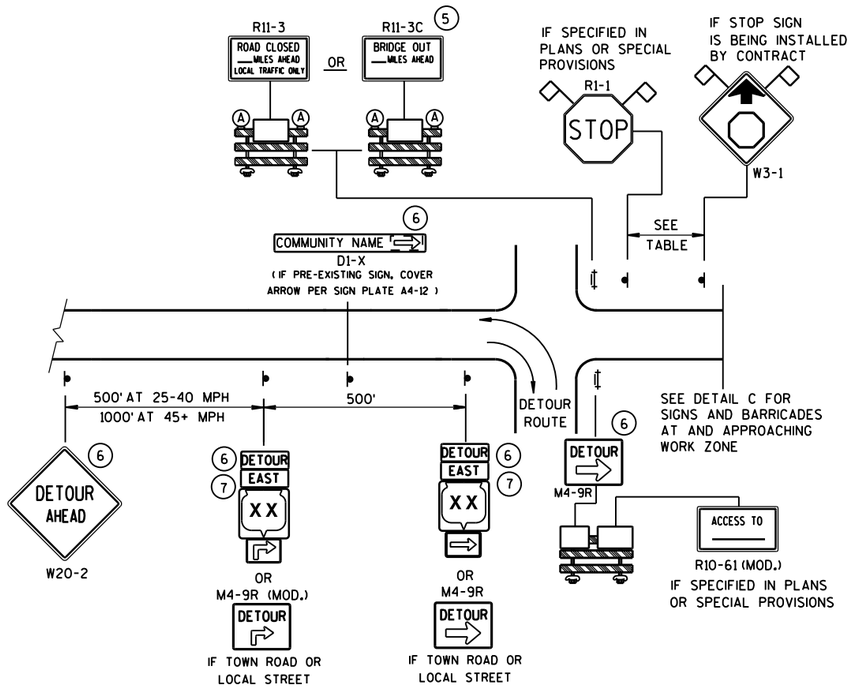
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/16/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

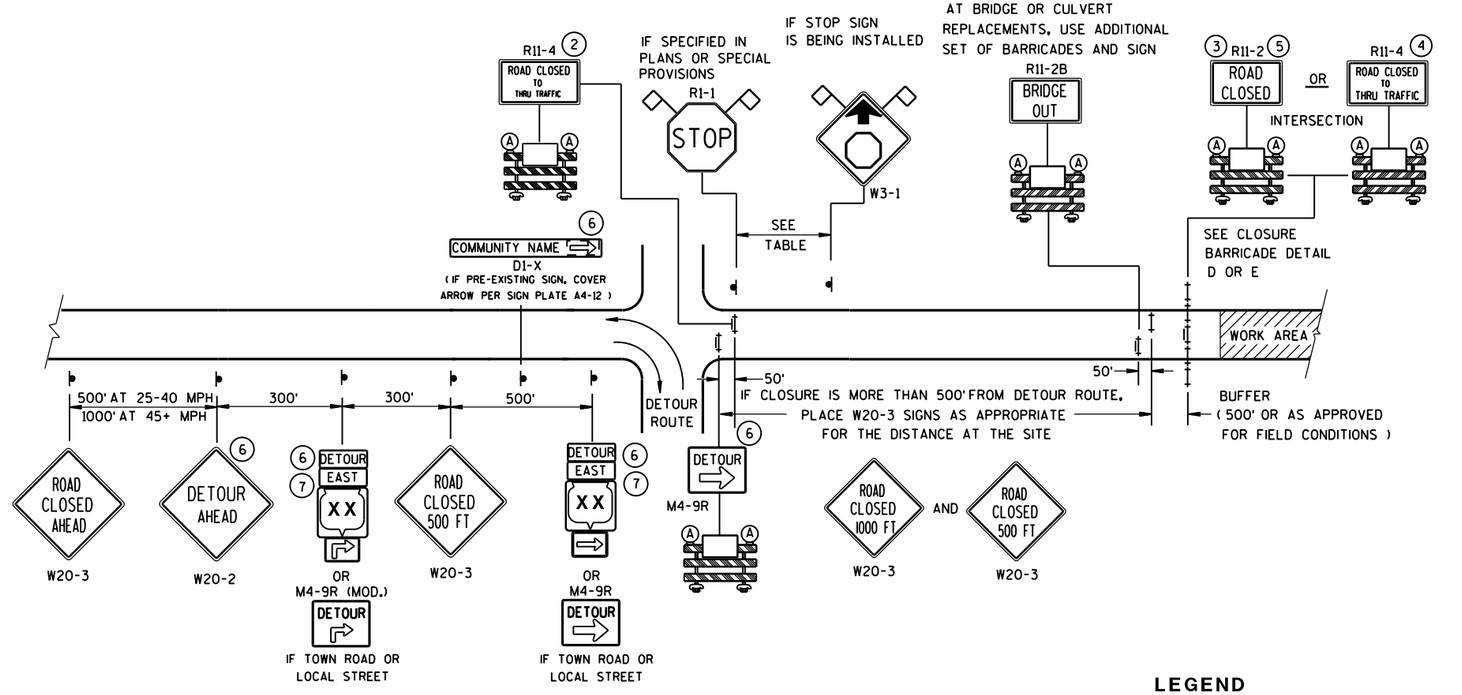
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S.D.D. 15 B 3-13b



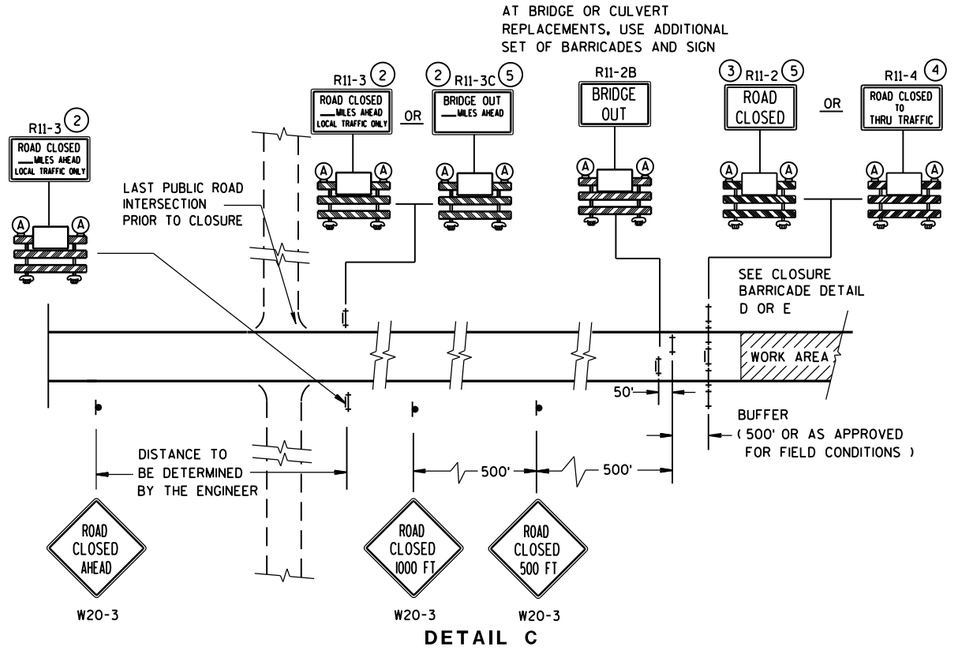
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

453

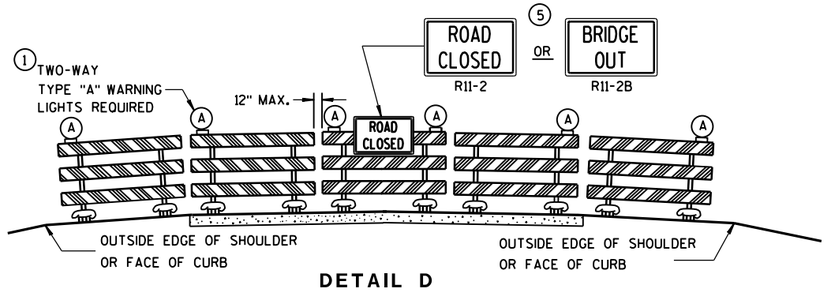
FHWA

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S.D.D. 15 C 2-5a

6

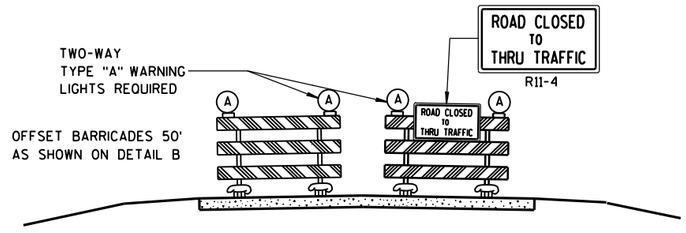
S.D.D. 15 C 2-5a



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.

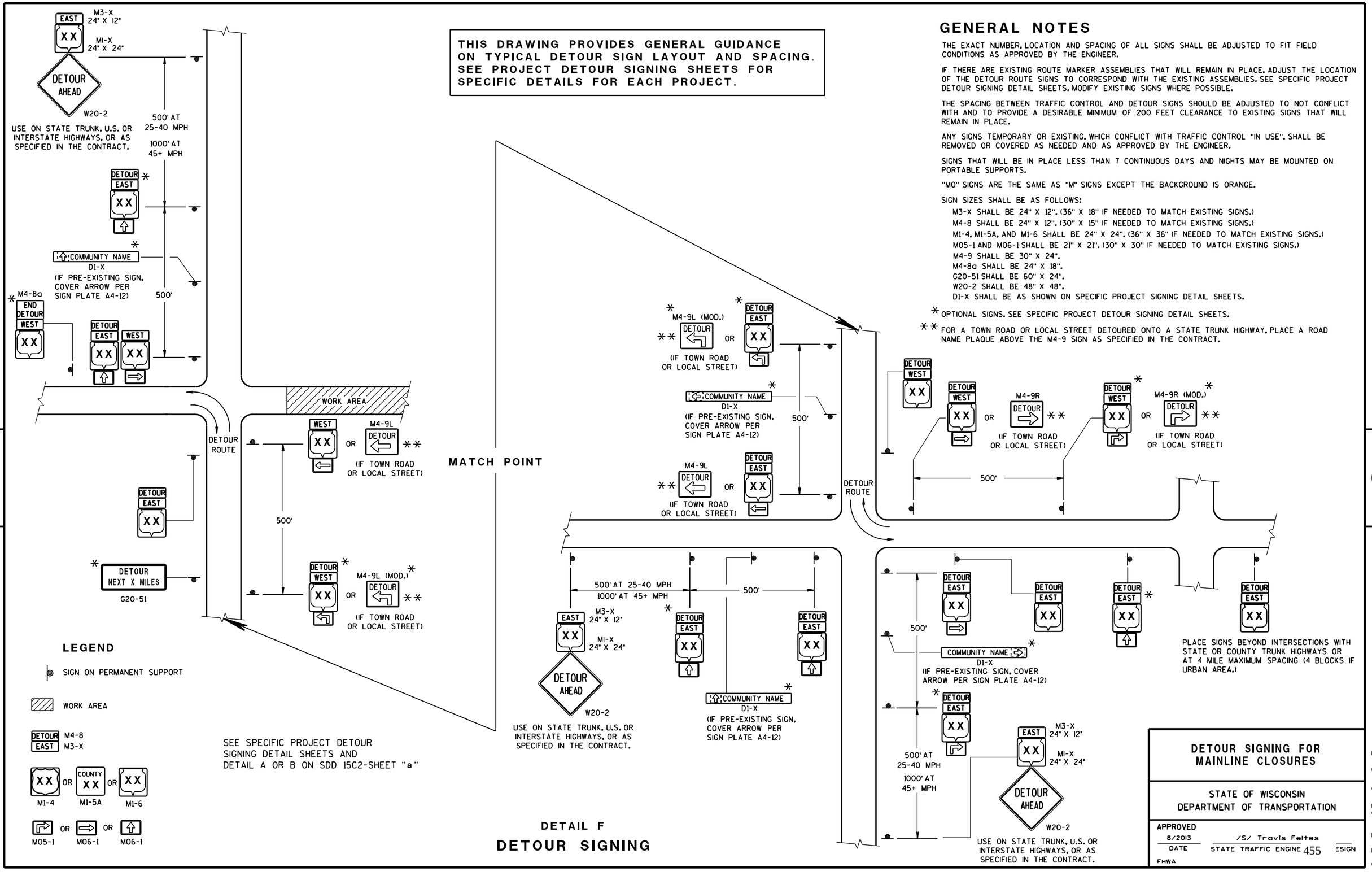
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- M05-1 AND M06-1 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.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- M1-4 OR M1-5A OR M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

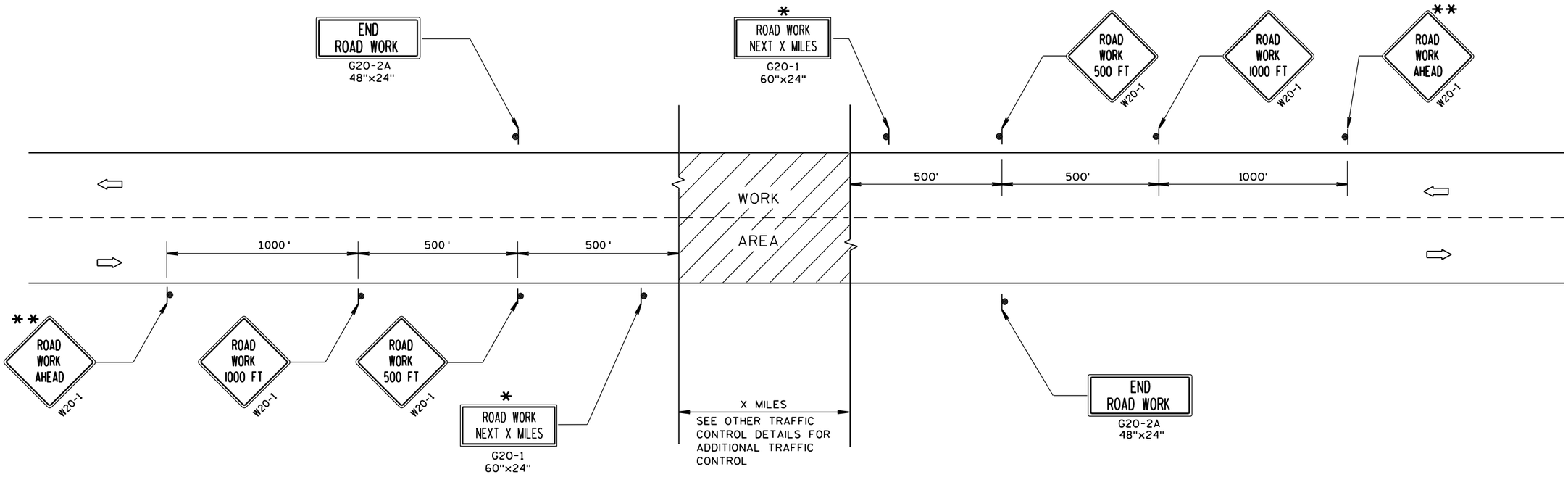
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 2-5c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

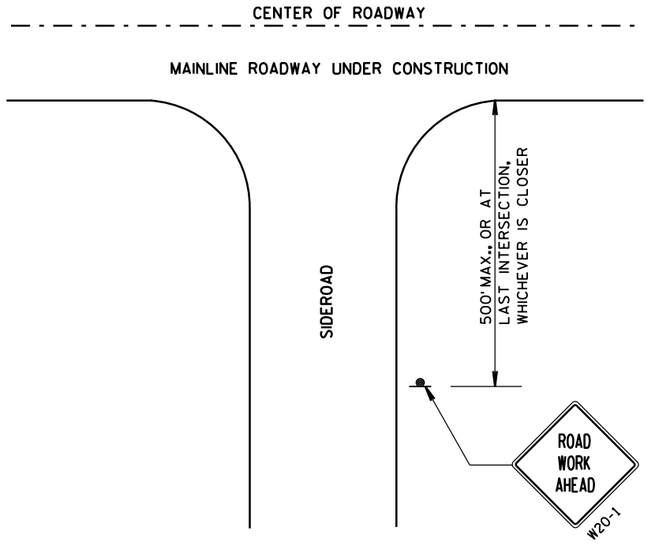
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

SIGN

FHWA

6

S.D.D. 15 C 4-2

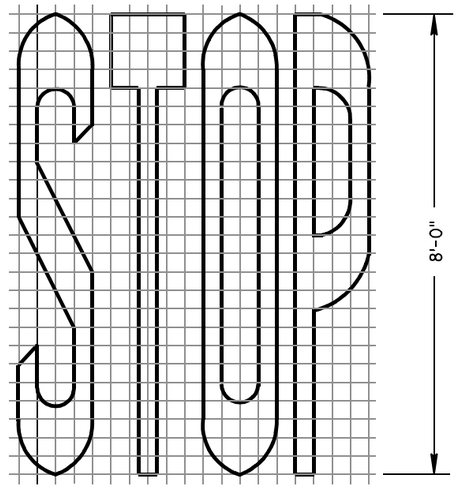
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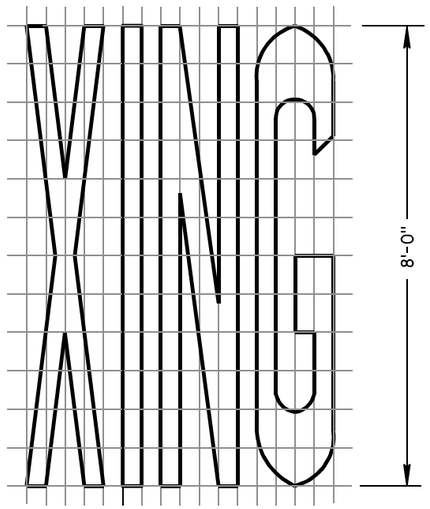
S.D.D. 15 C 4-2

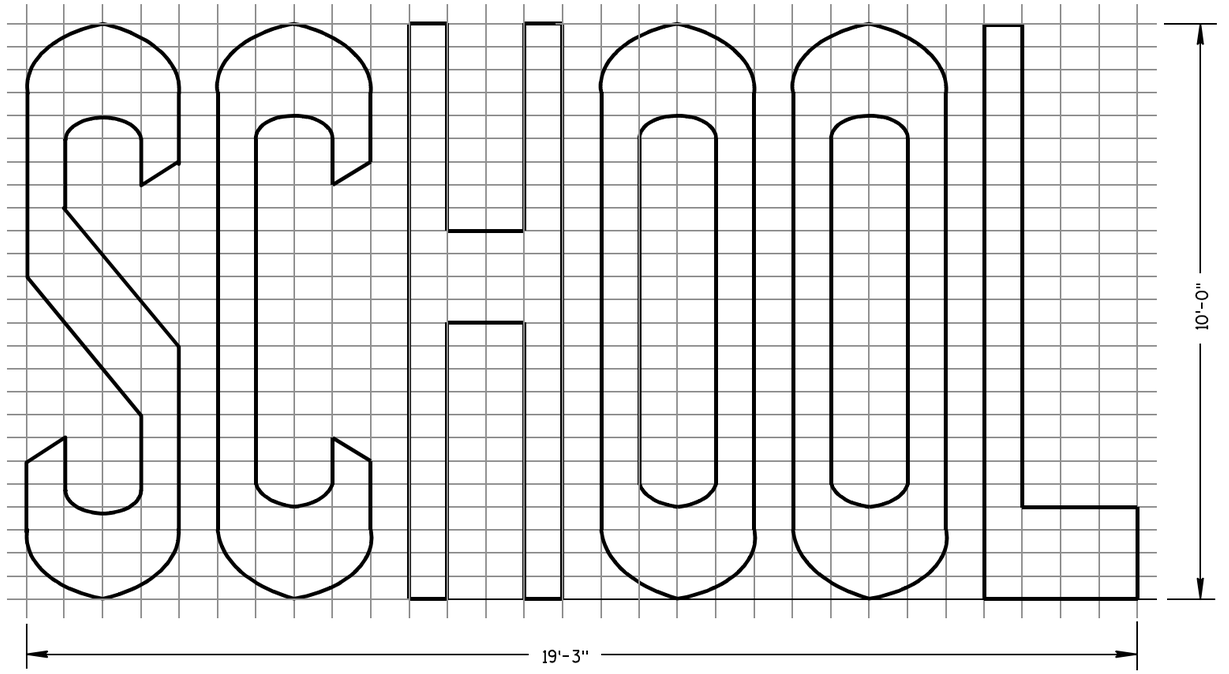
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

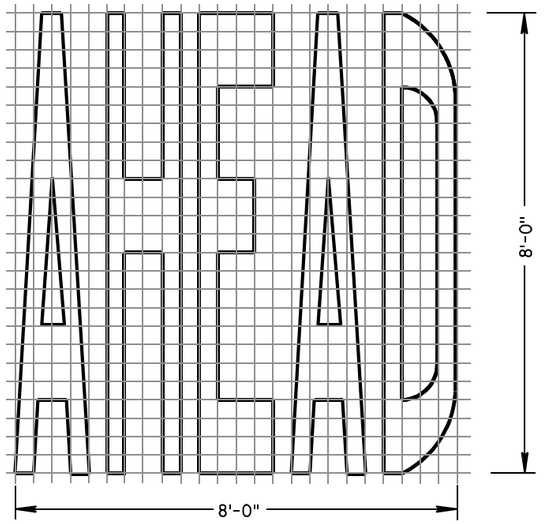
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

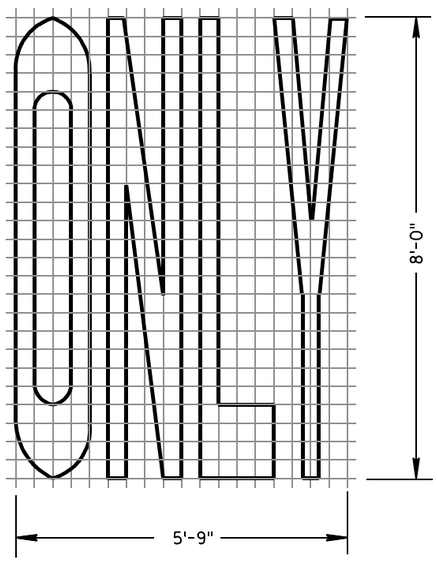


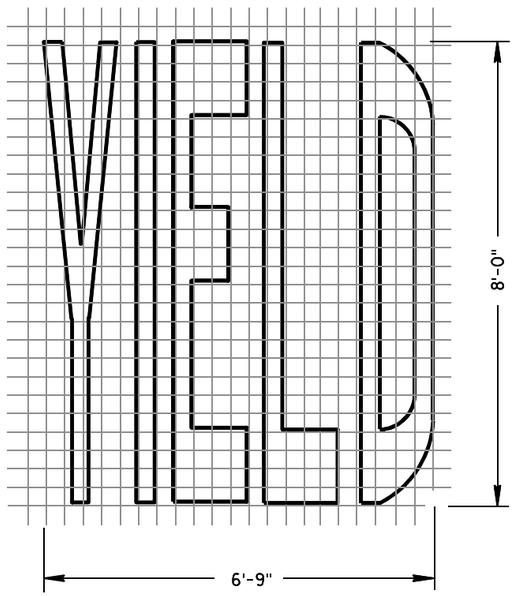


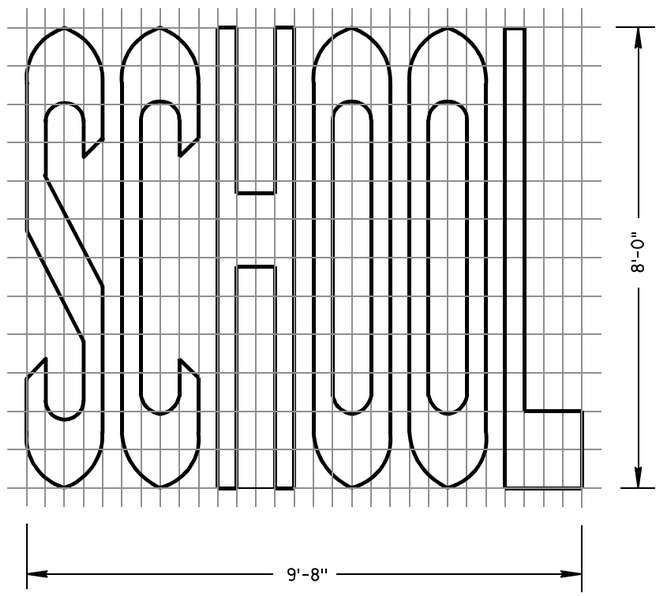


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nottbohm
STATE TRAFFIC ENGINEER

457 IGN

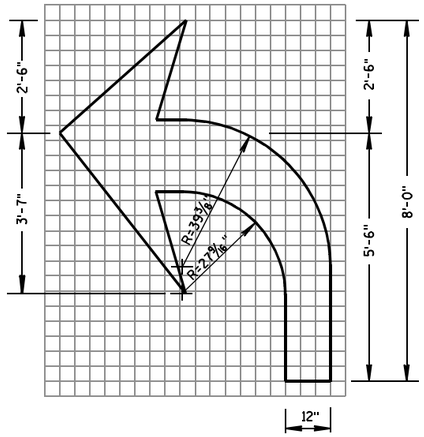
FHWA

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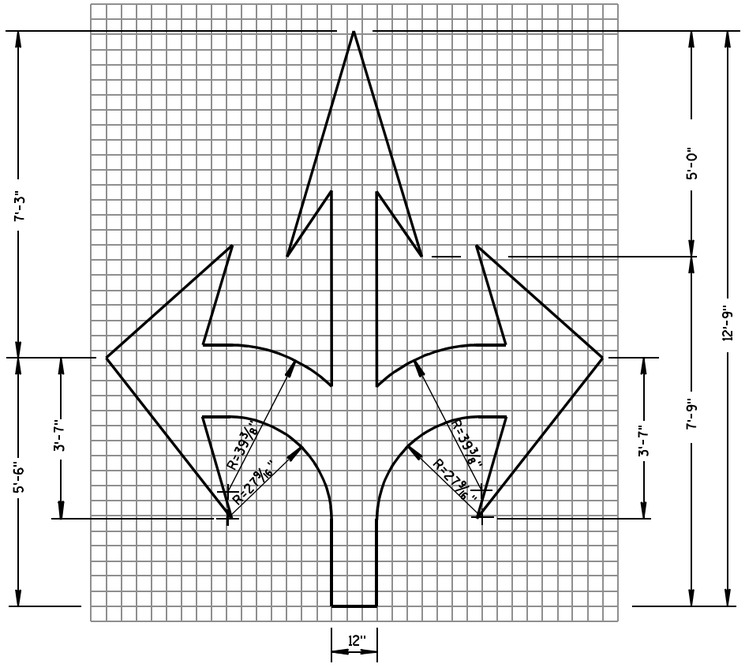
S.D.D. 15 C 7-12b

6

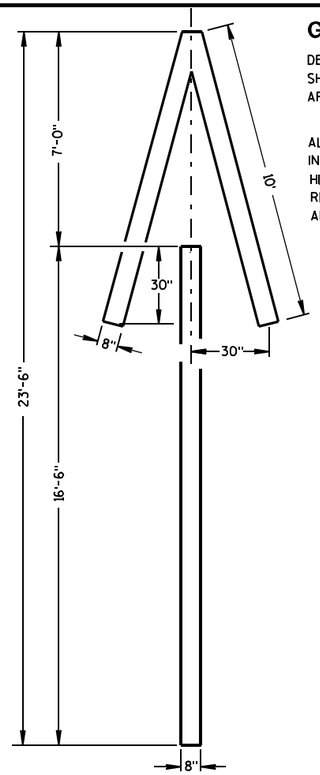
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

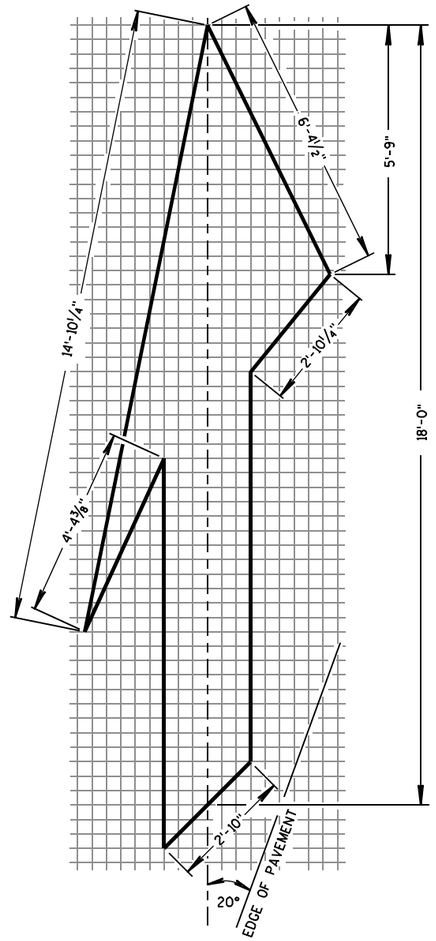


TYPE 4

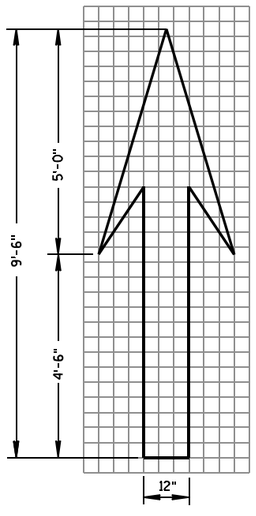
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

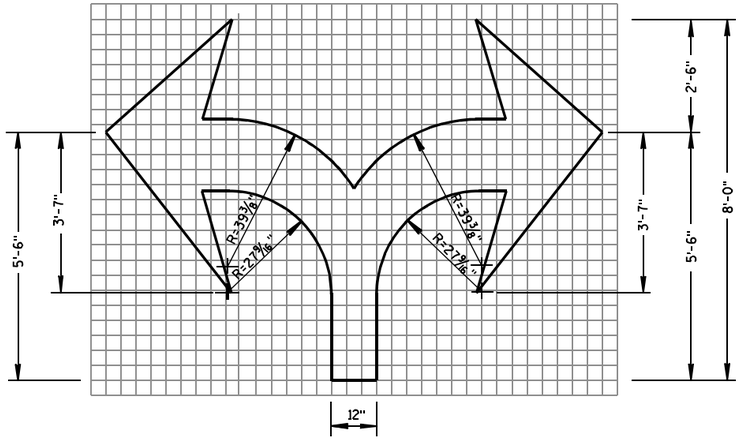
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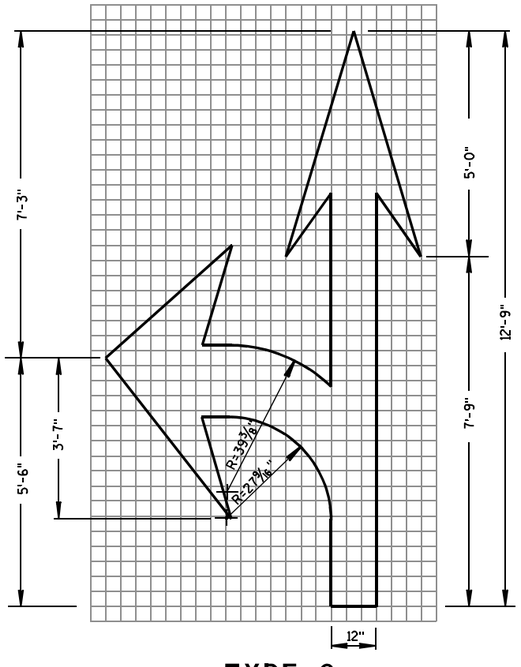
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

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S.D.D. 15 C 7-12c

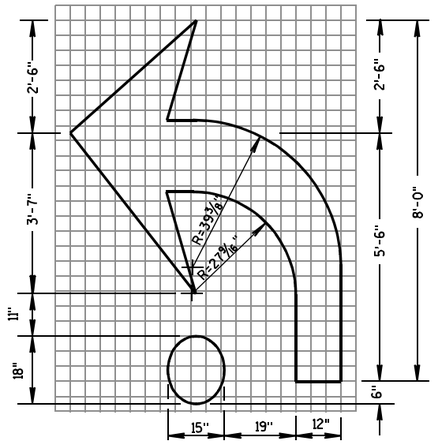
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S.D.D. 15 C 7-12c

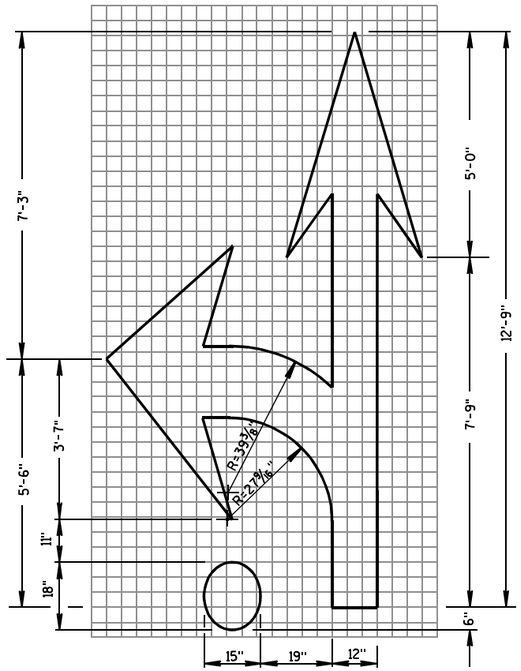
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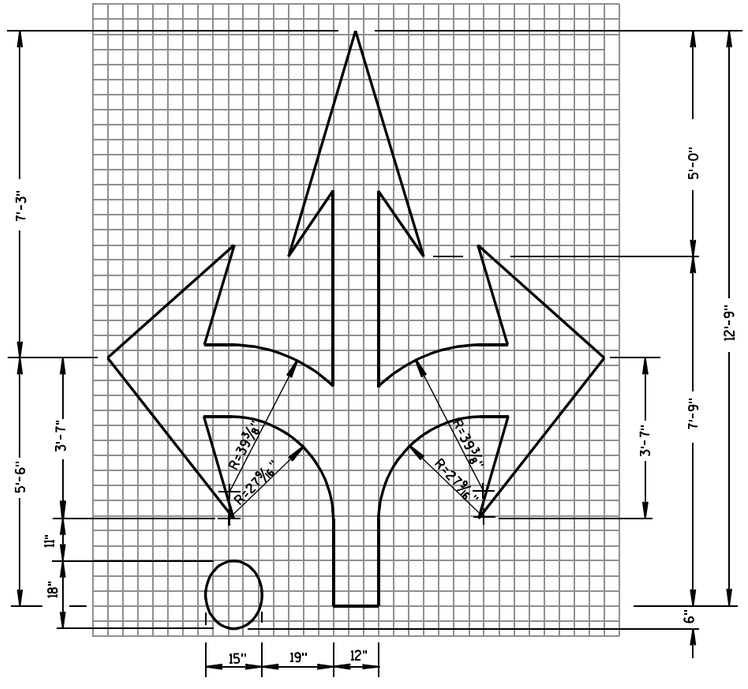
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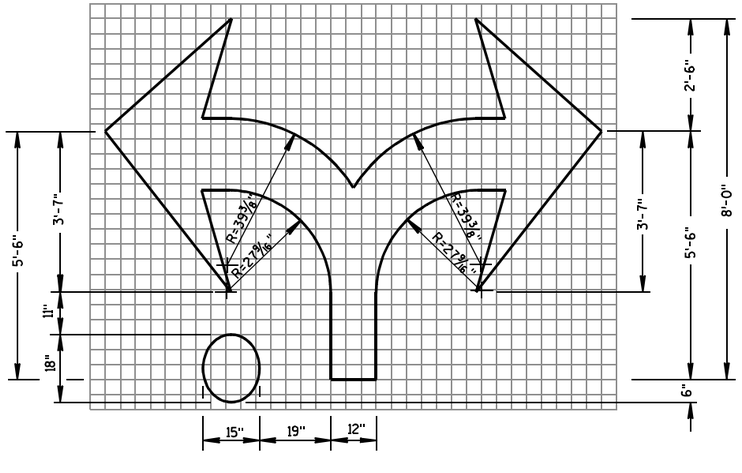
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

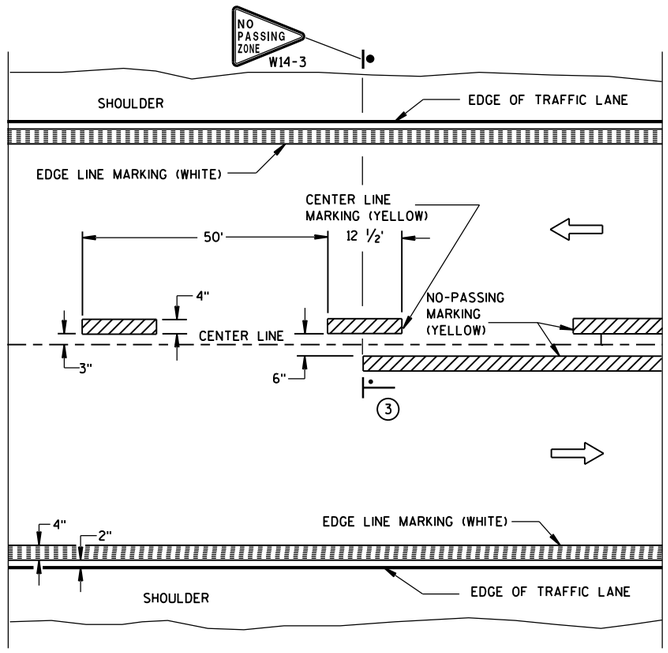
7/1/11 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER — SIGN

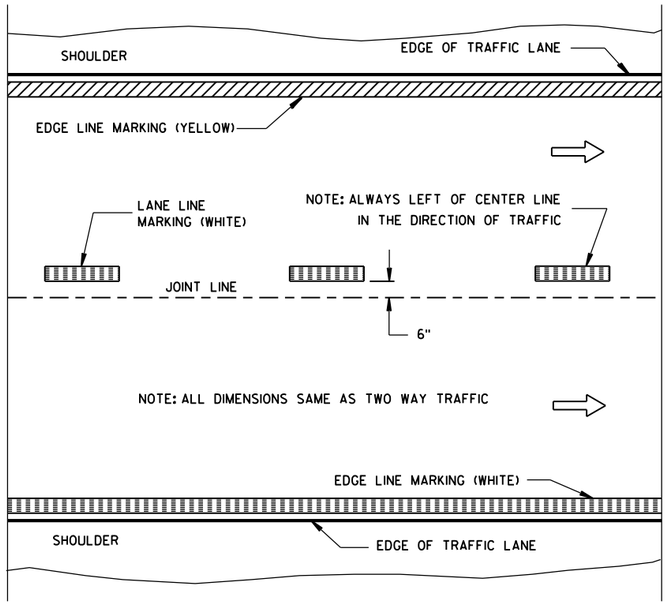
FHWA

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S.D.D. 15 C 7-12d

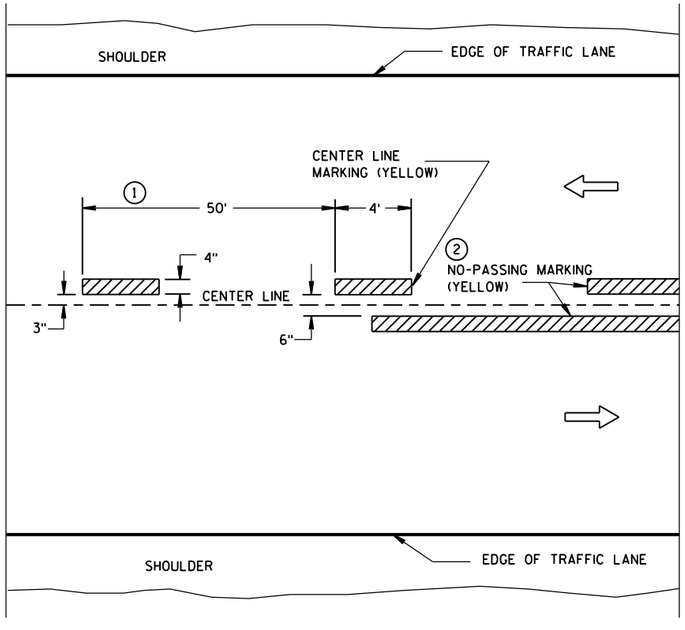


TWO WAY TRAFFIC

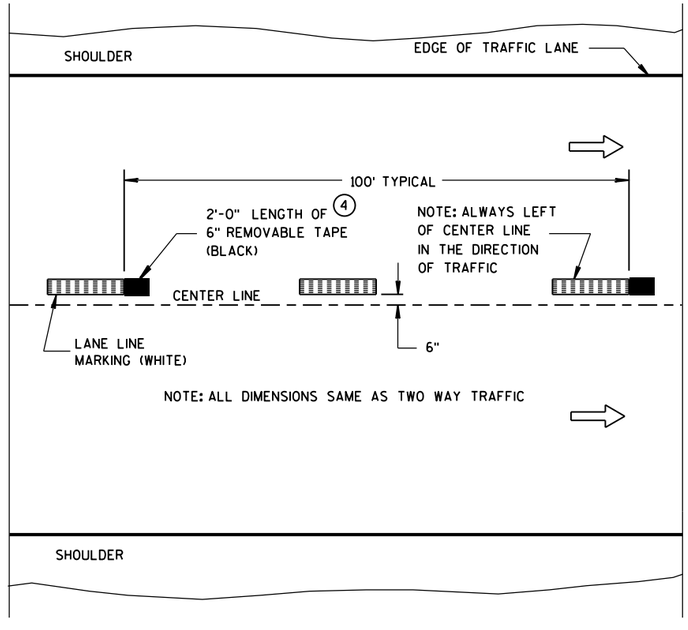


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

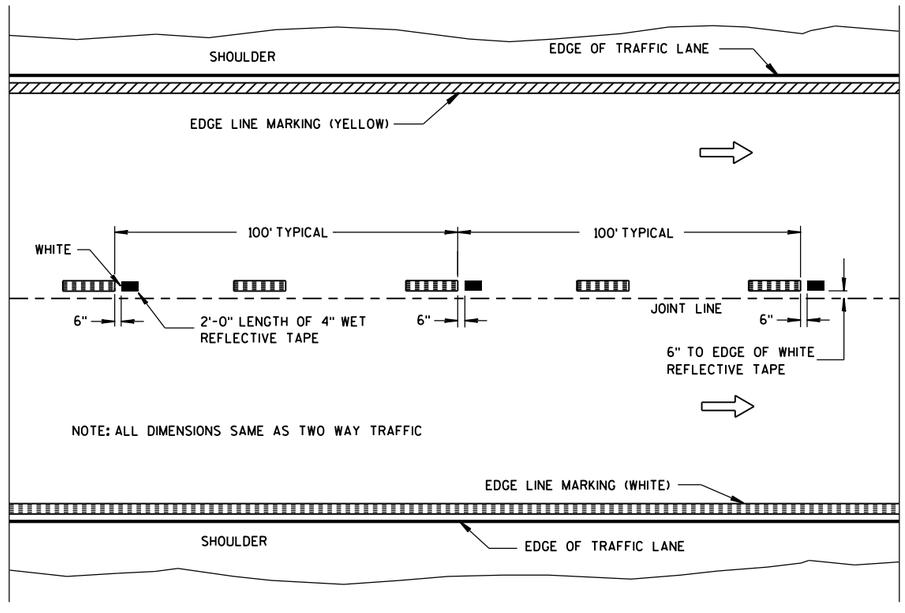
GENERAL NOTES

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

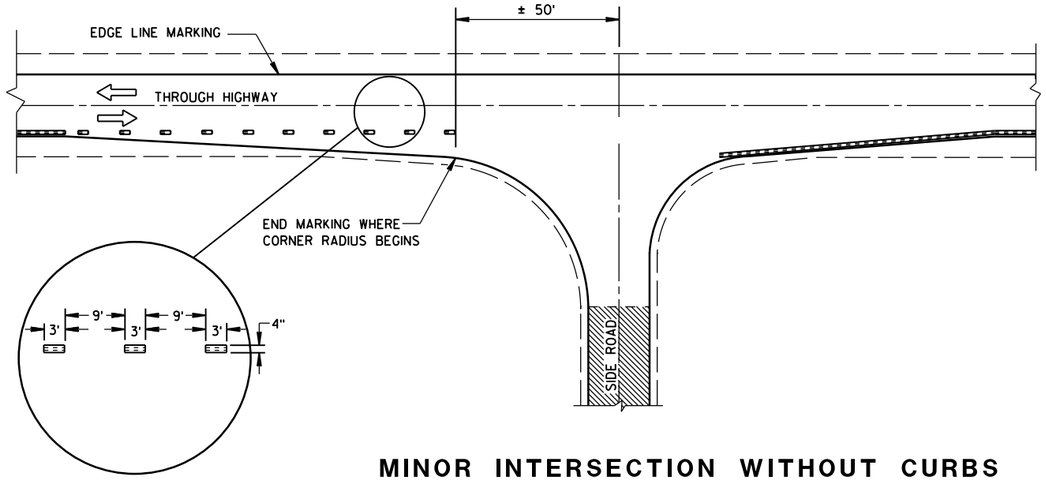
FHWA

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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.

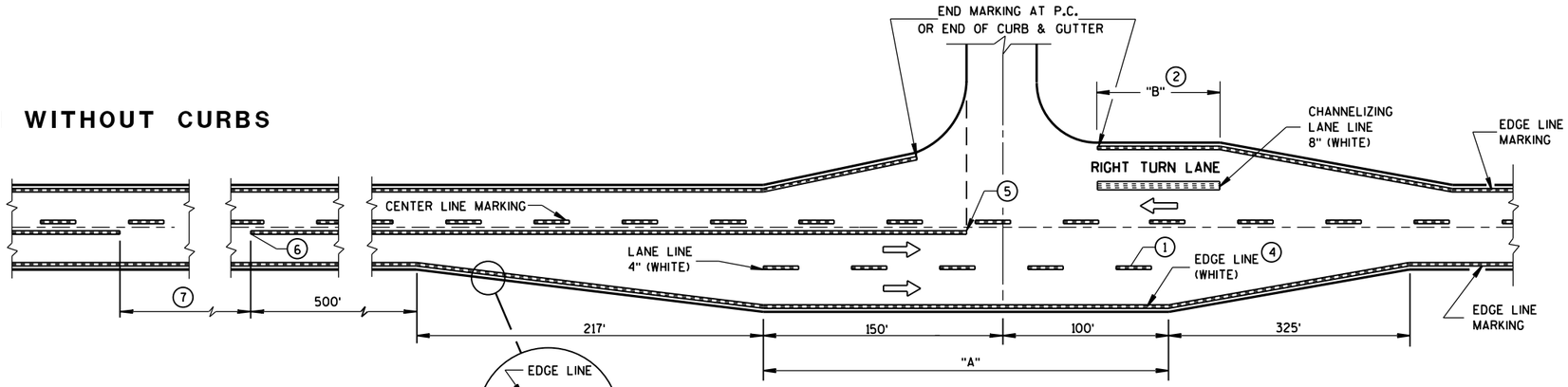
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

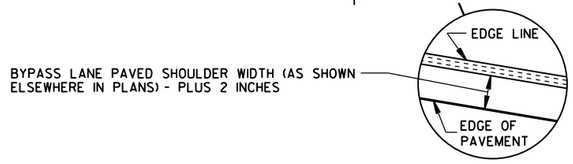
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

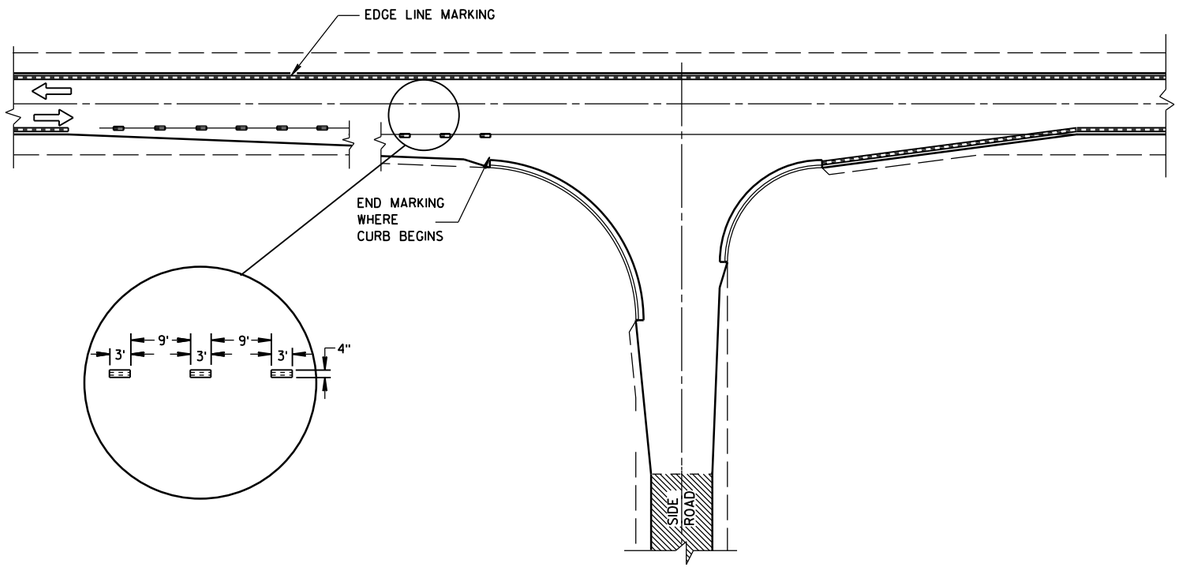
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





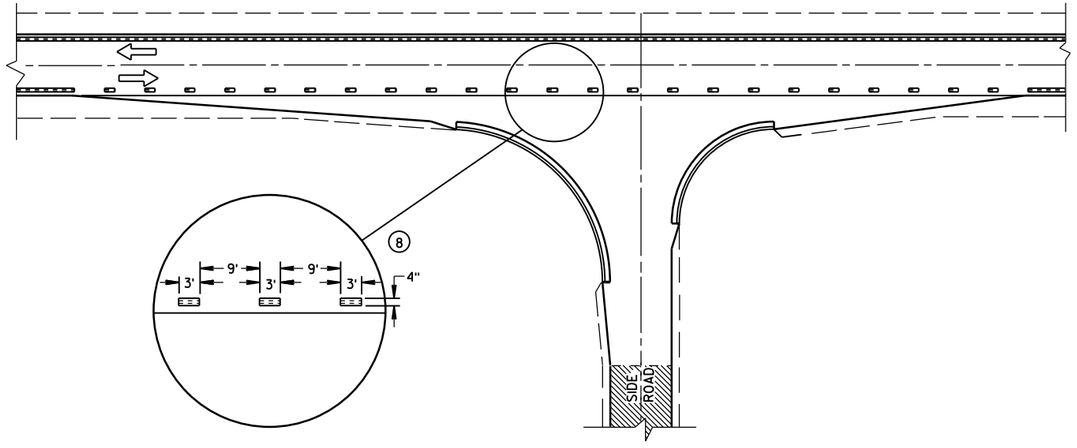
MAJOR INTERSECTIONS

(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)

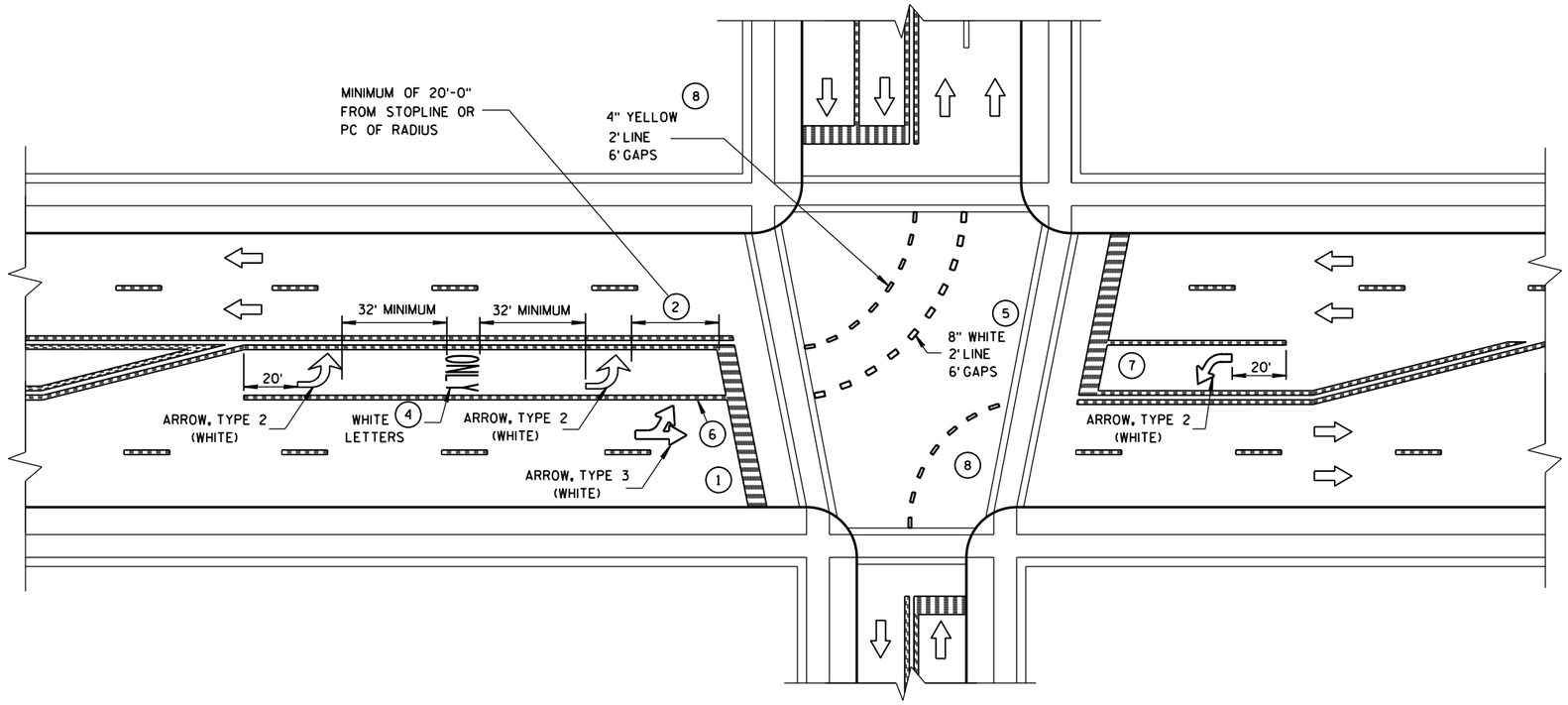
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-16b

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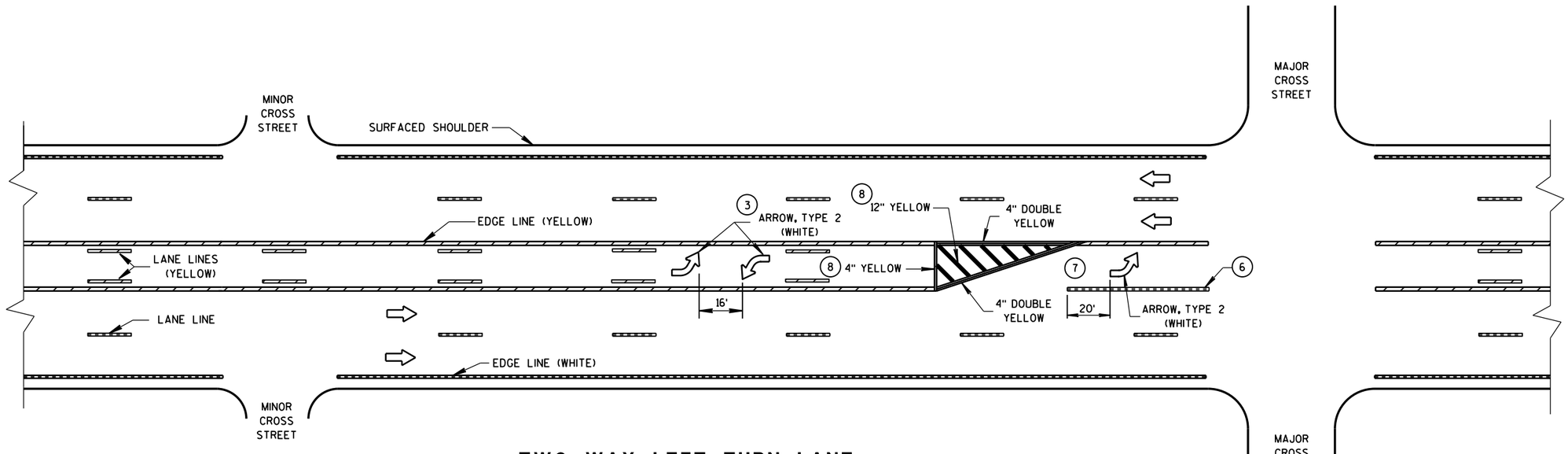
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

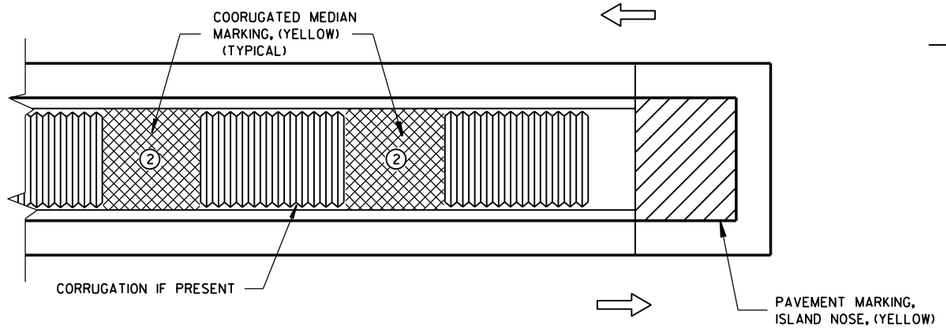
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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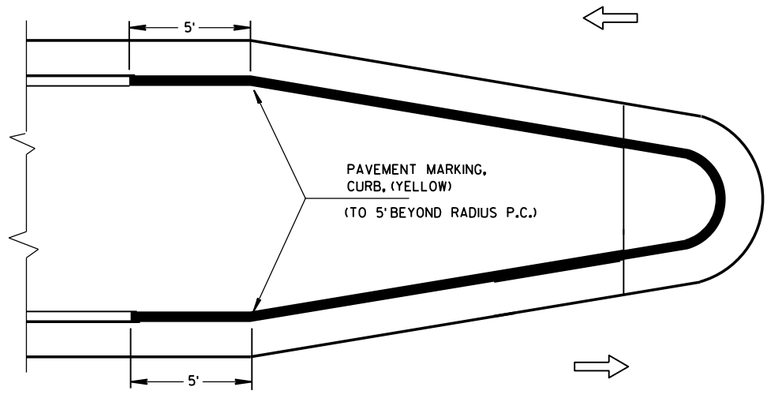
S.D.D. 15 C 8-16e

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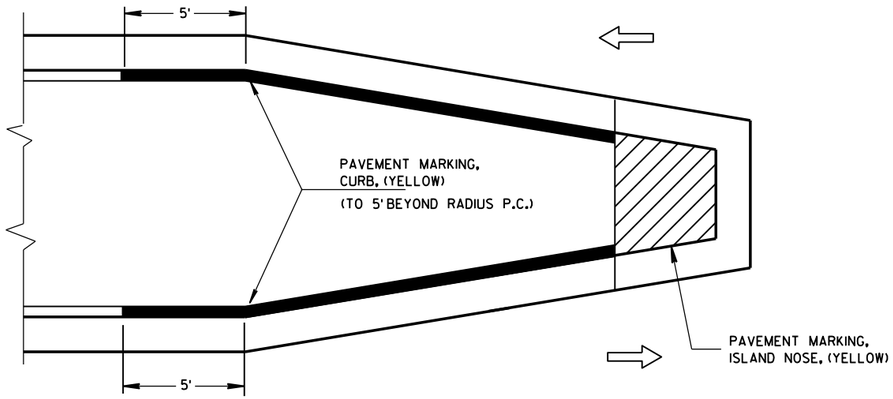
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

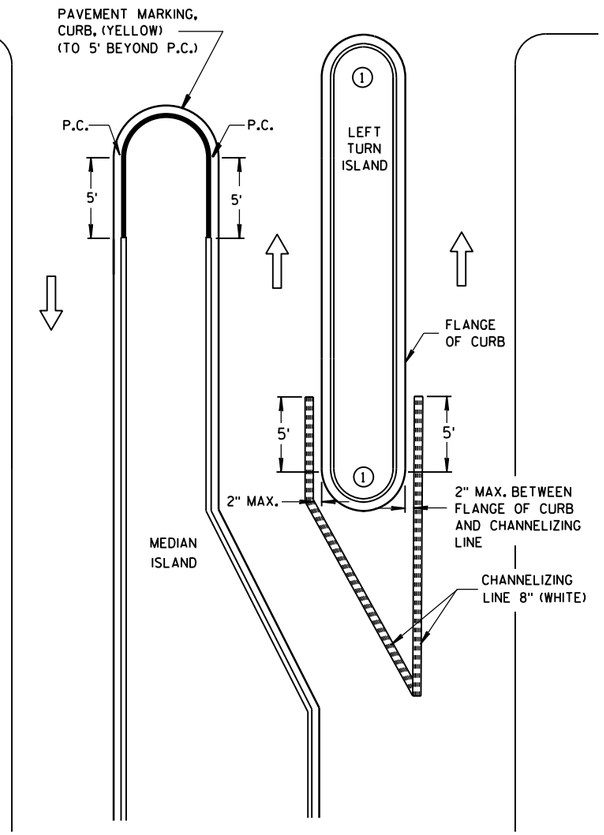


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

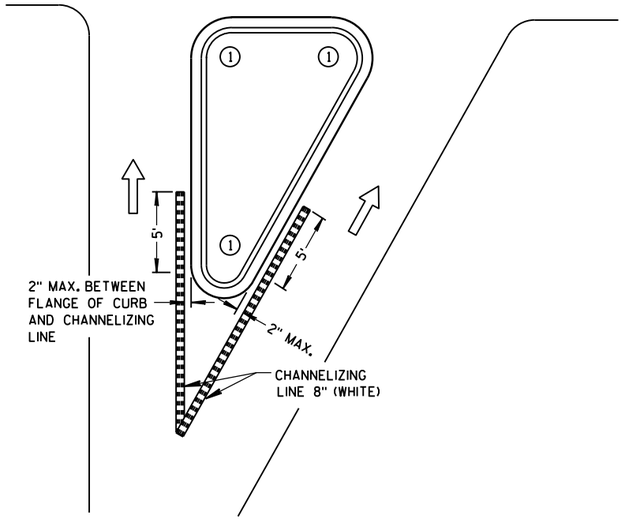


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

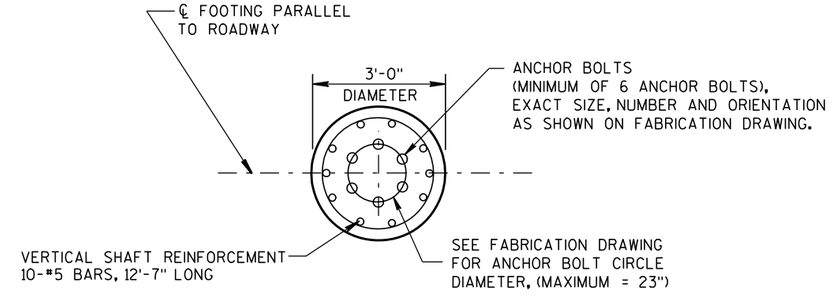
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

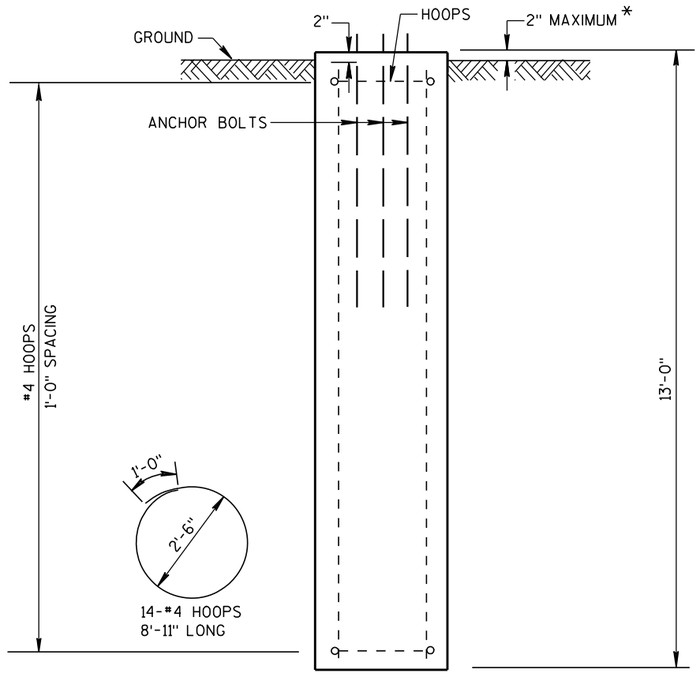
ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

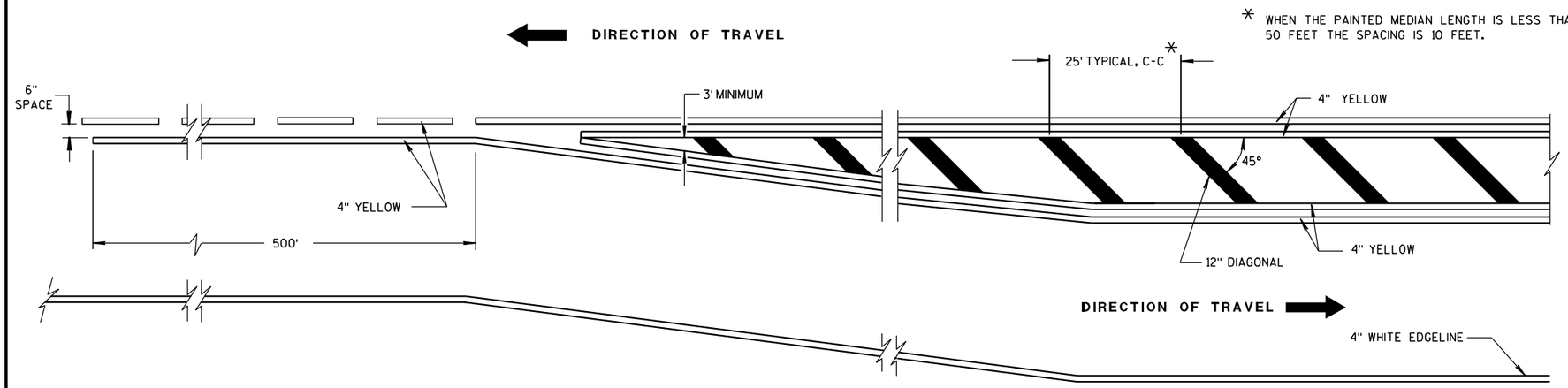
4/17/09 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER

FHWA

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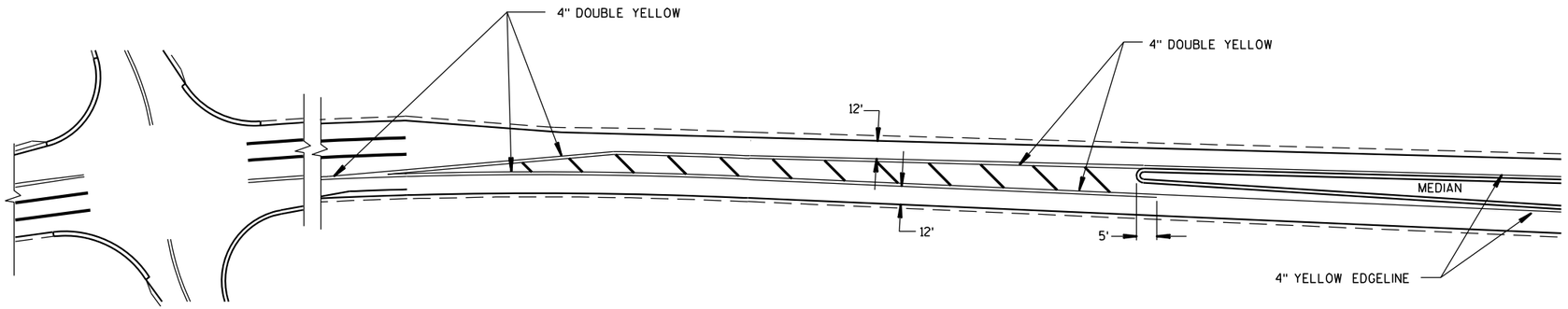
S.D.D. 15 C 15-3



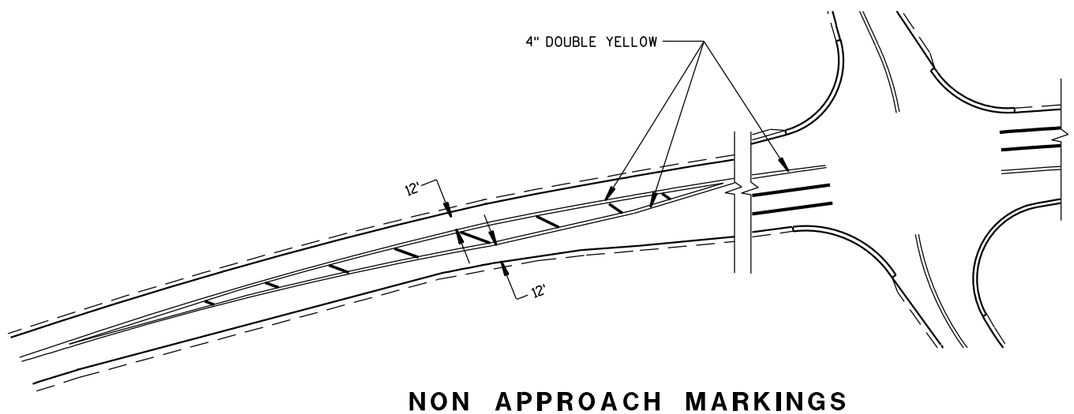
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

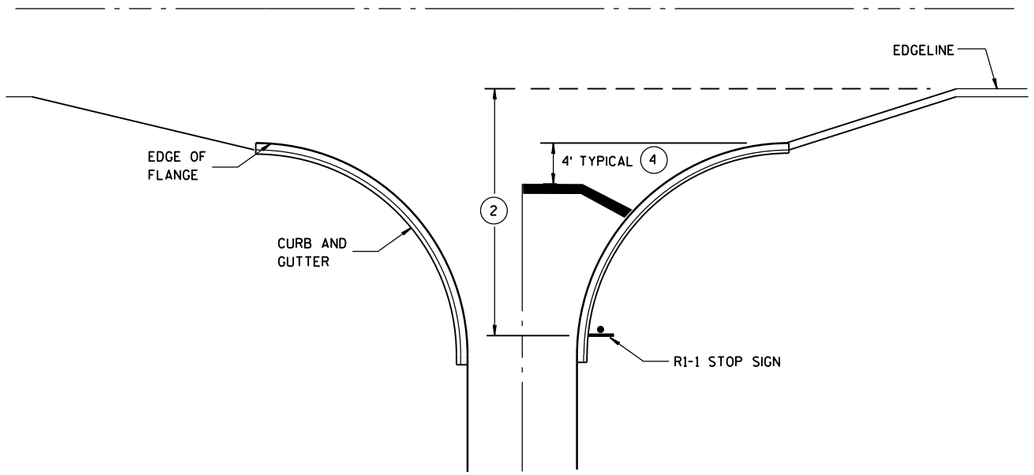
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	465 IGN

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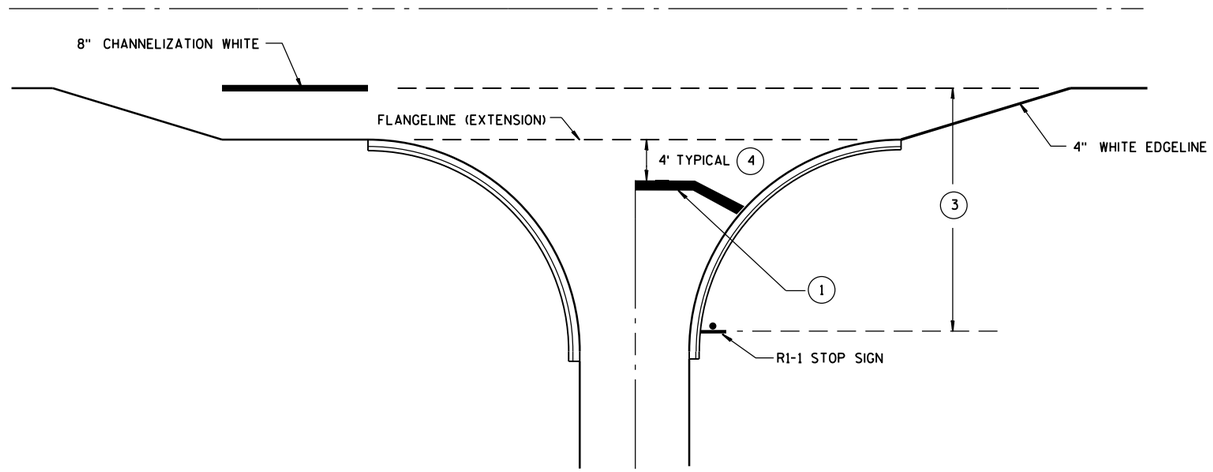
S.D.D. 15 C 18-3

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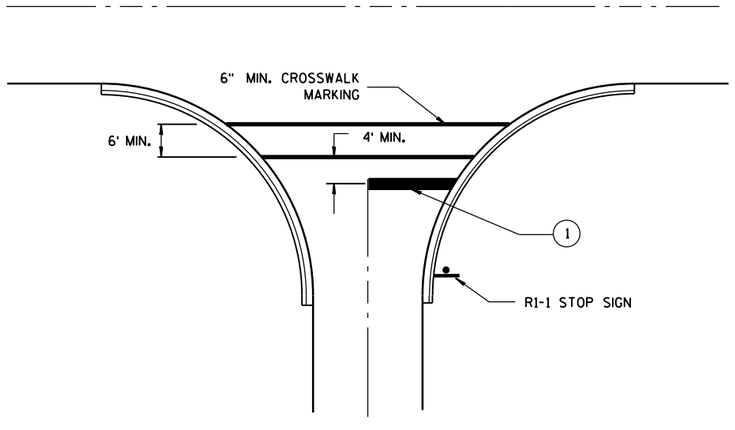
S.D.D. 15 C 18-3



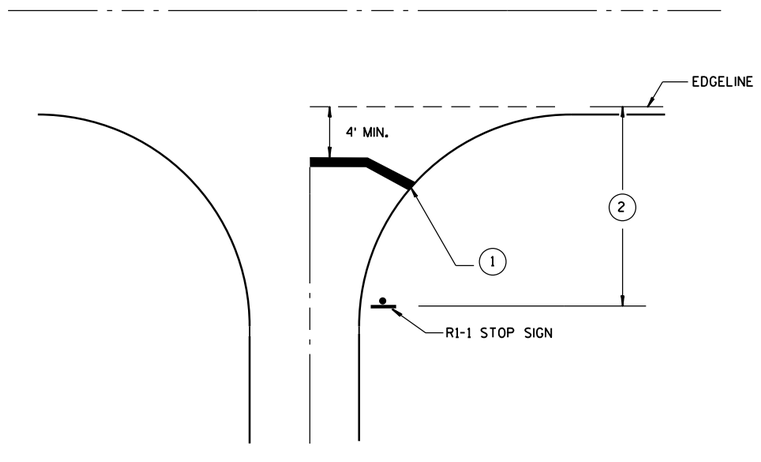
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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S.D.D. 15 C 33-1

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

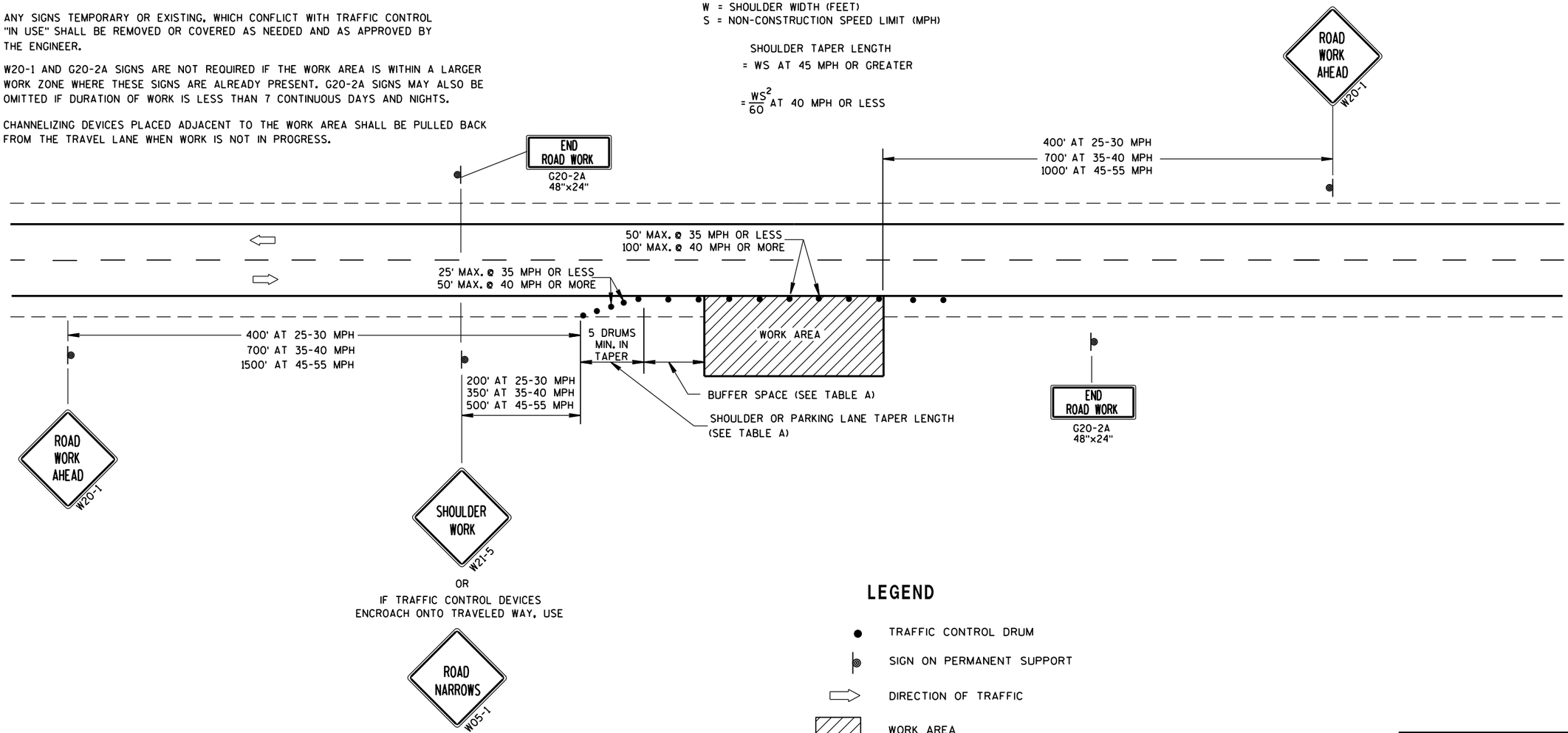
TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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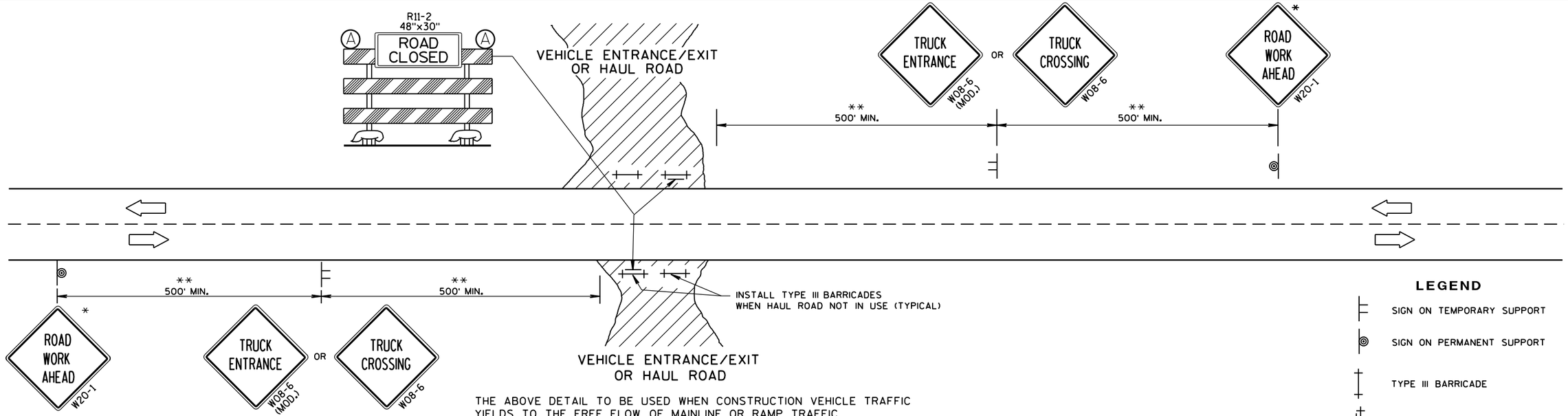
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

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S.D.D. 15 D 28-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

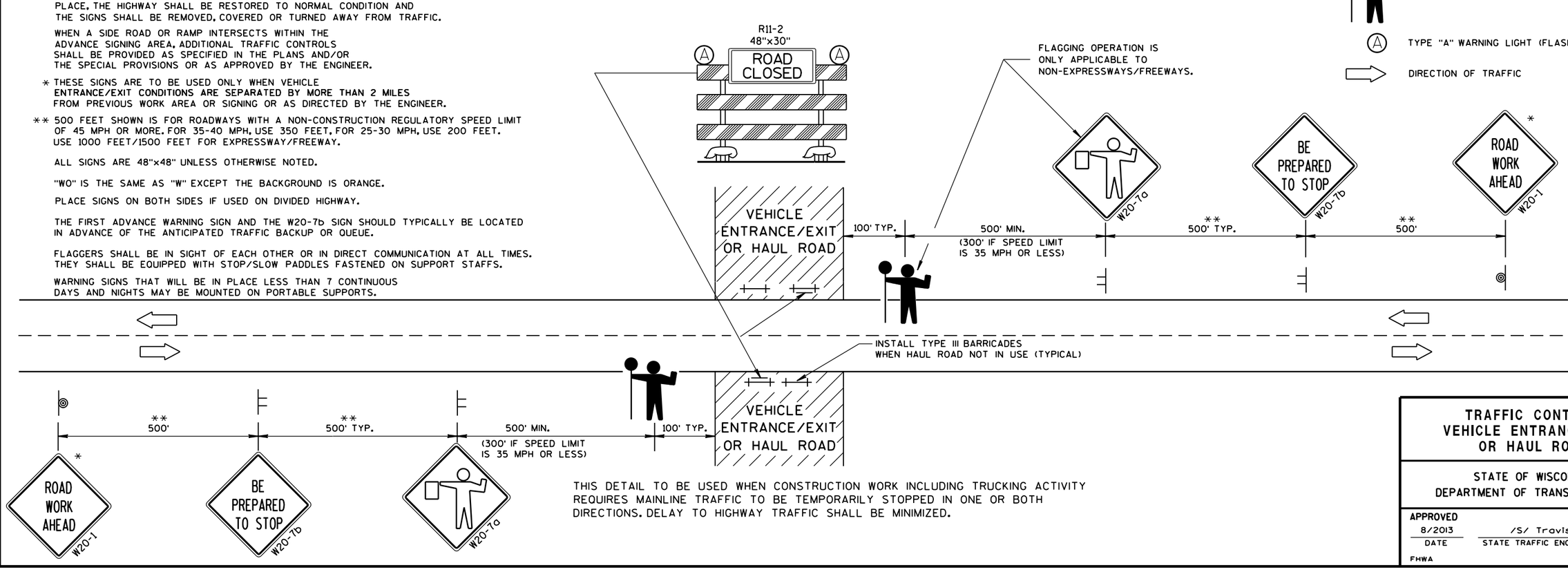
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

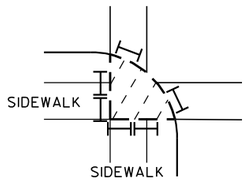
TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

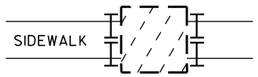
STATE OF WISCONSIN
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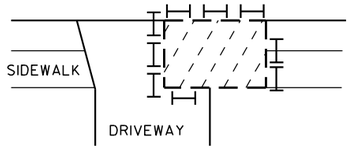
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
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FHWA

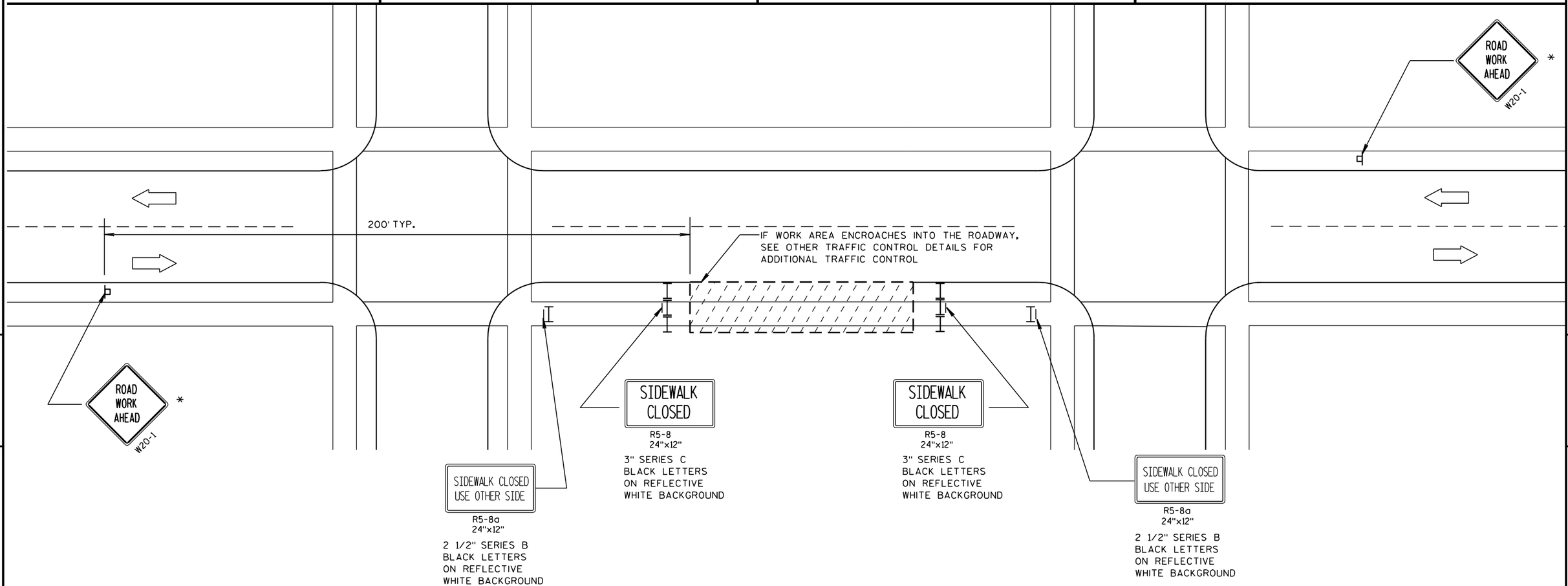
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WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

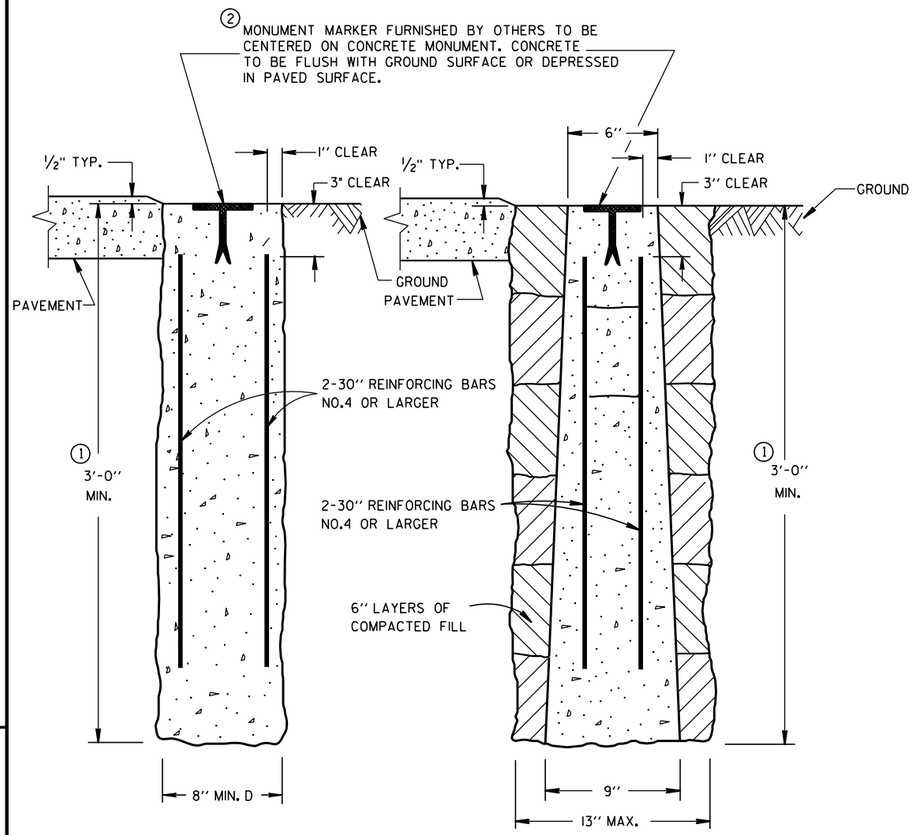
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA

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S.D.D. 15 D 30-1

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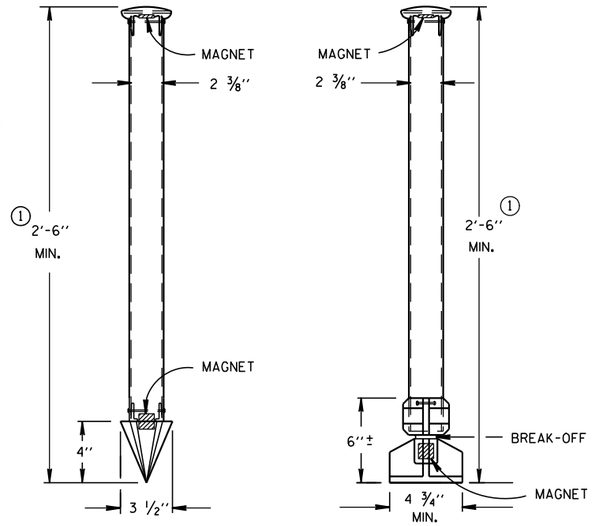
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CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

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.

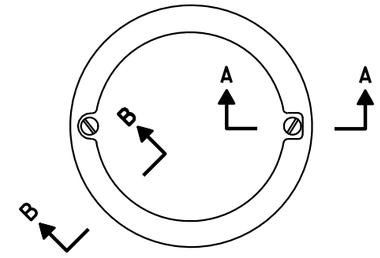
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

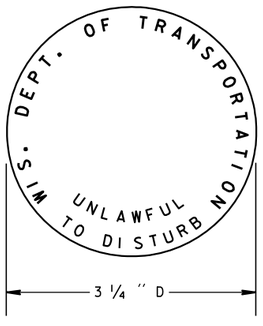
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

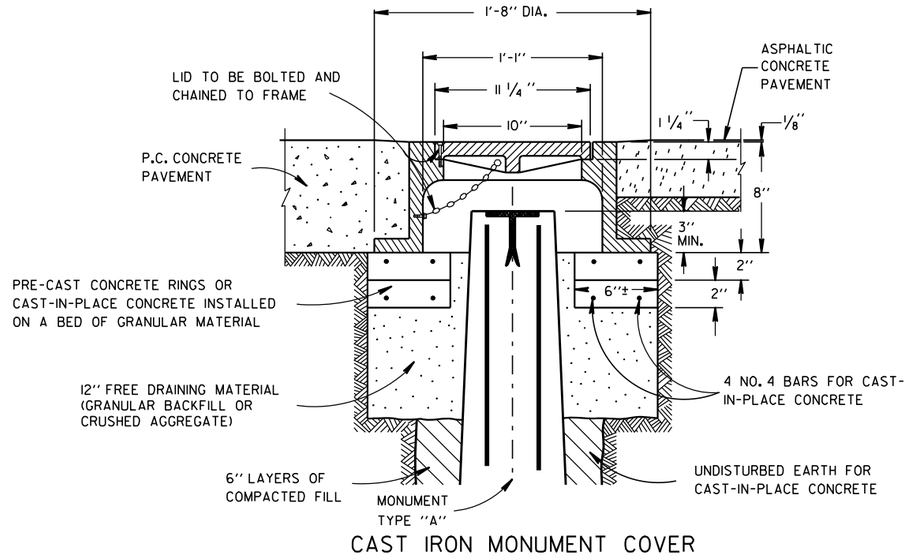
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

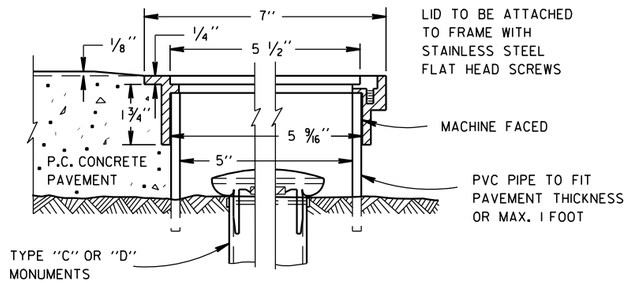


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



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

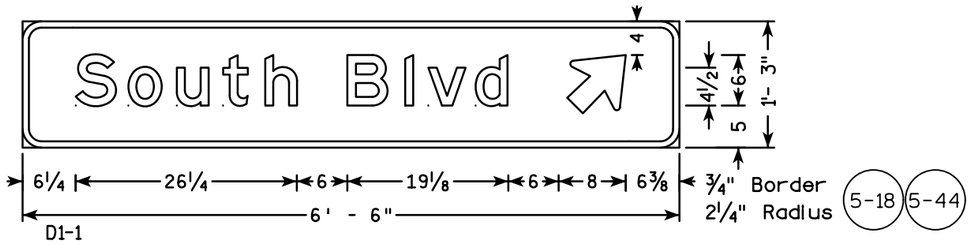
FHWA

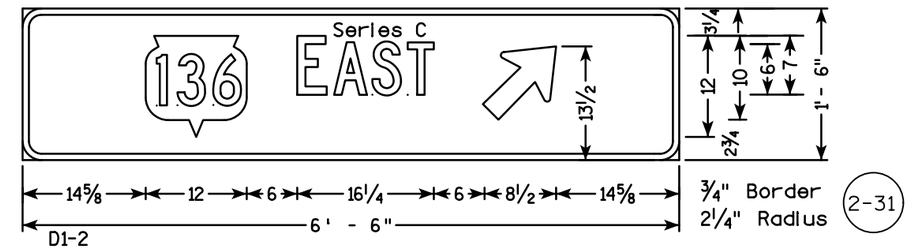
6

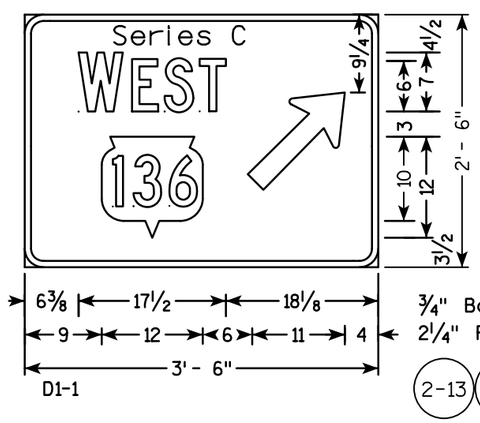
S.D.D. 16 A 1-6

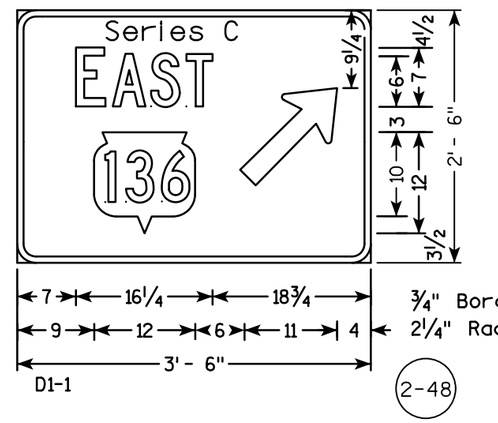
NOTES

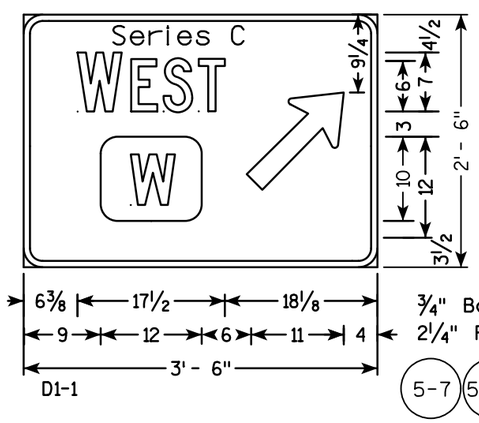
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as SHOWN





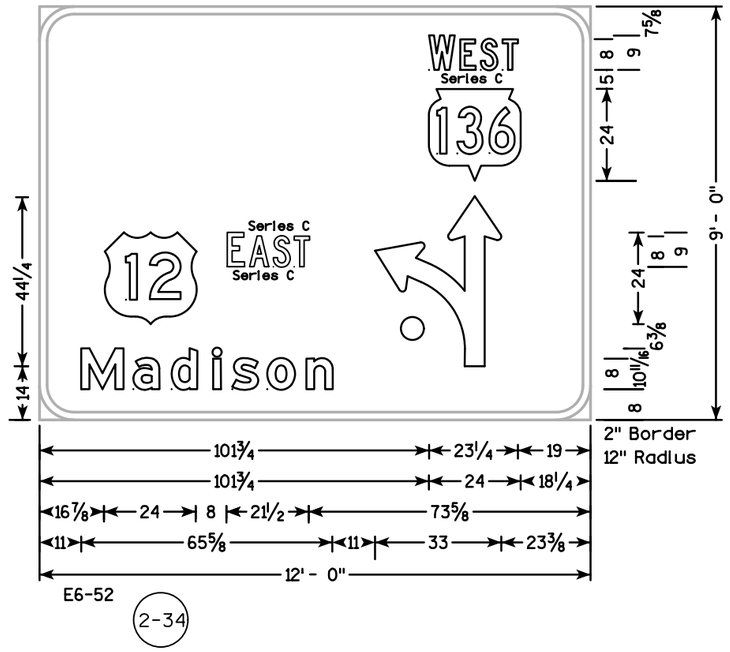






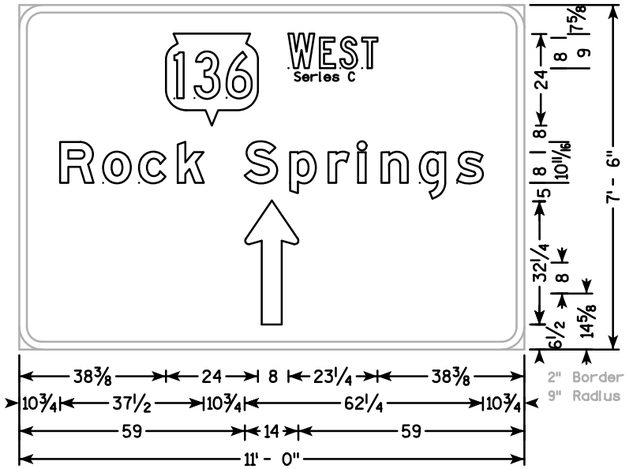
NOTES

1. All Signs are Type I- Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted



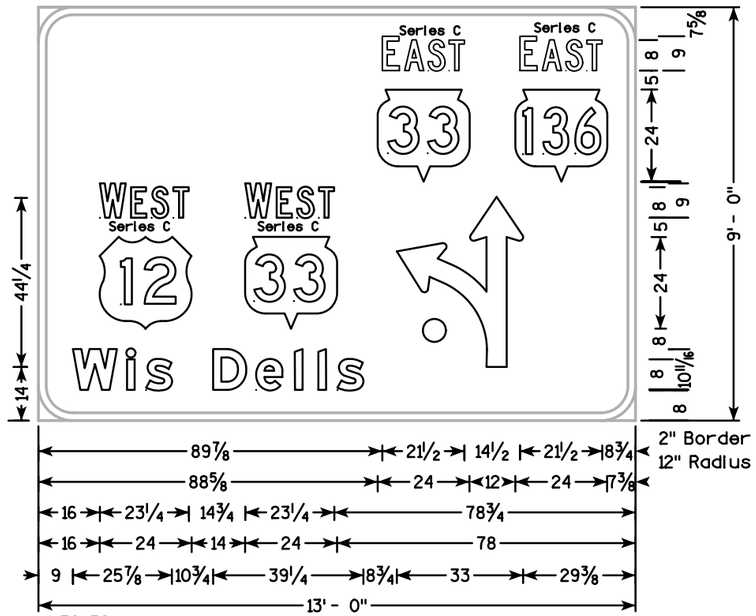
E6-52

2-34



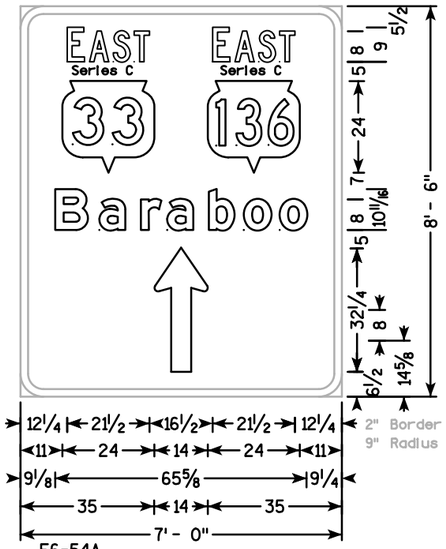
E6-54A

2-35



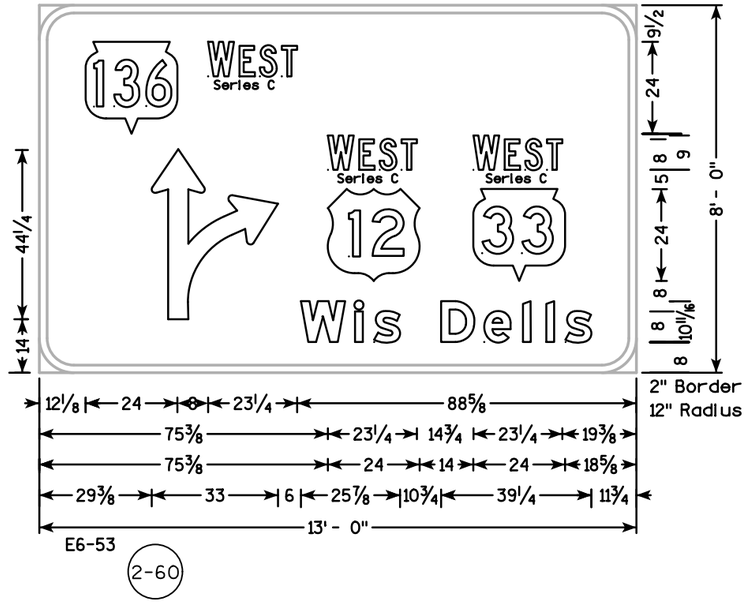
E6-52

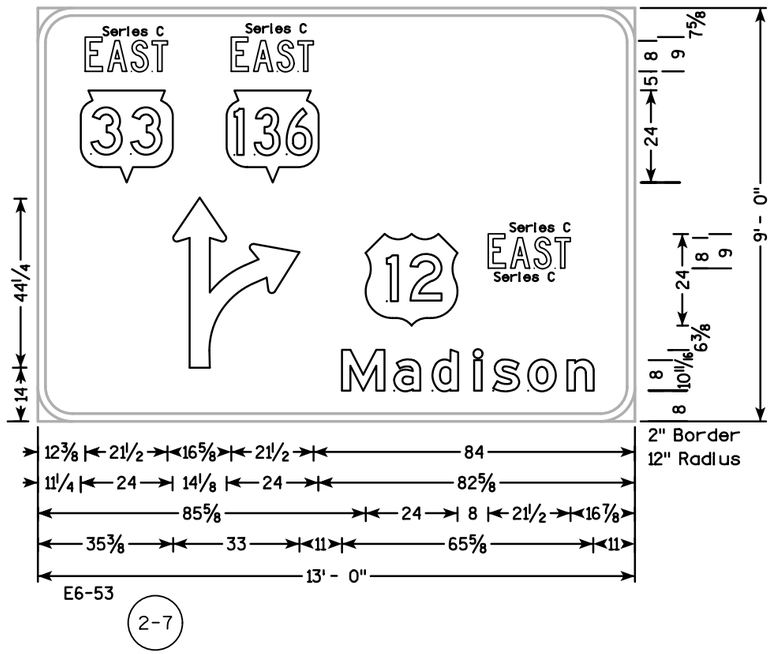
2-32



E6-54A

2-33





NOTES

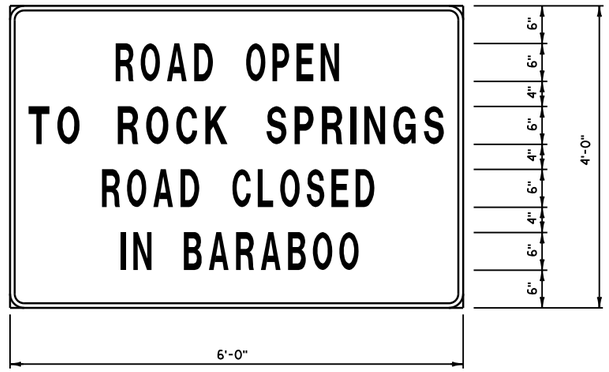
1. All Signs are Type I- Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted

7

7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	SPECIAL SIGN DETAILS	SHEET 473	E

A= 24 SQ. FT.
BORDER= ¾"
RADIUS= 2¼"



FM-01

2 - 4" X 6" WOOD POSTS OR
3 - 2" X 2" STEEL POSTS

GENERAL NOTES:

ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION.

AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.

ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"X6"). THE NUMBER OF POSTS RROUIRED FOR EACH LAYOUT IS SHOWN.

THE SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "FIXED MESSAGE SIGNS".

SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.

ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS:
12" CAPS SHALL BE SERIES "D"
6" CAPS SHALL BE SERIES "C"

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

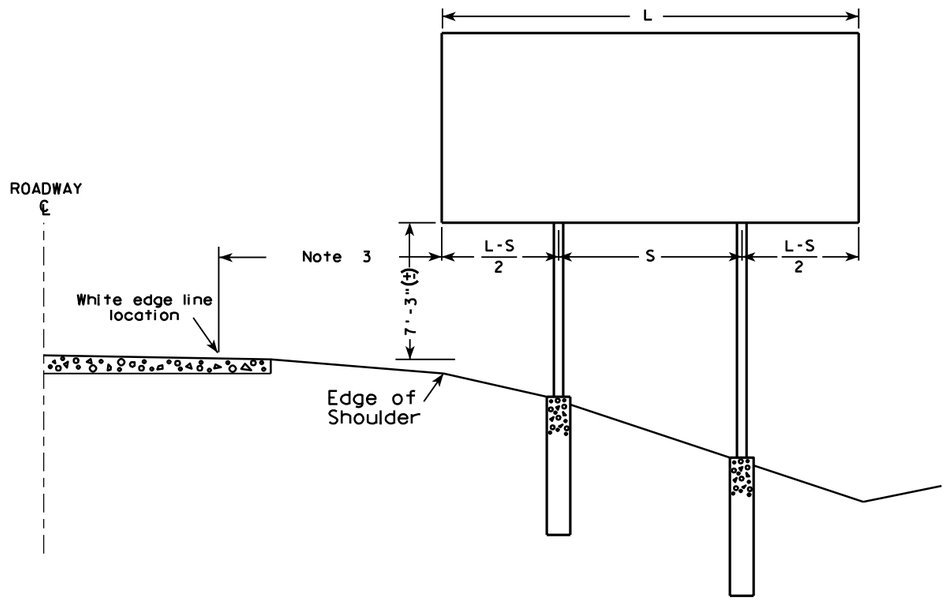
SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.

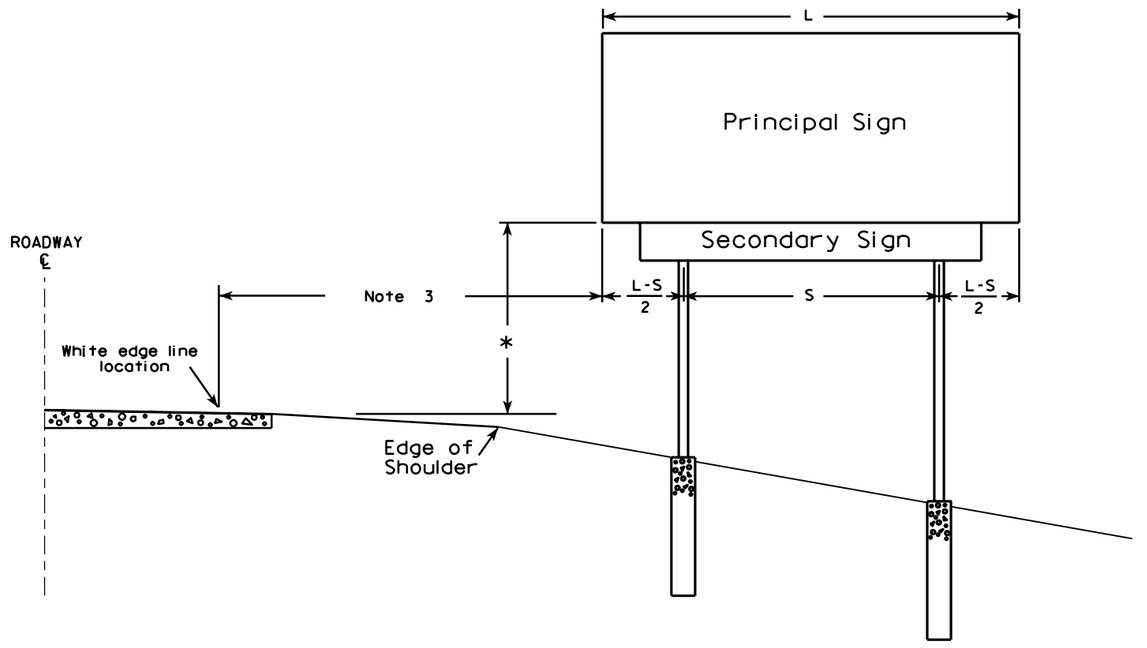
SIGNS TO BE PLACED 10 DAYS PRIOR TO CONSTRUCTION.

7

7

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	FIXED MESSAGE SIGN DETAILS	SHEET 474	E





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

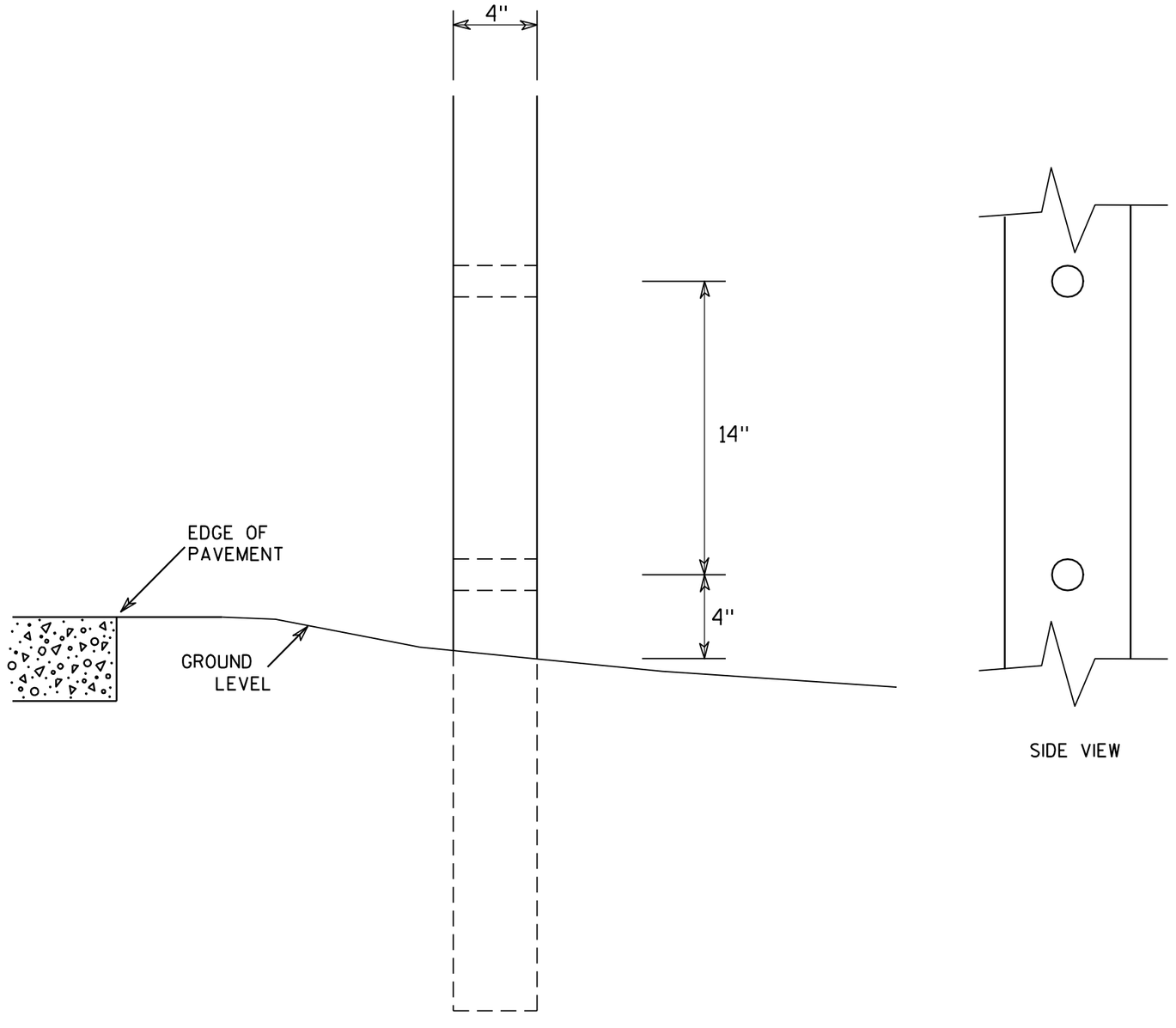
TYPICAL INSTALLATION OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 475	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

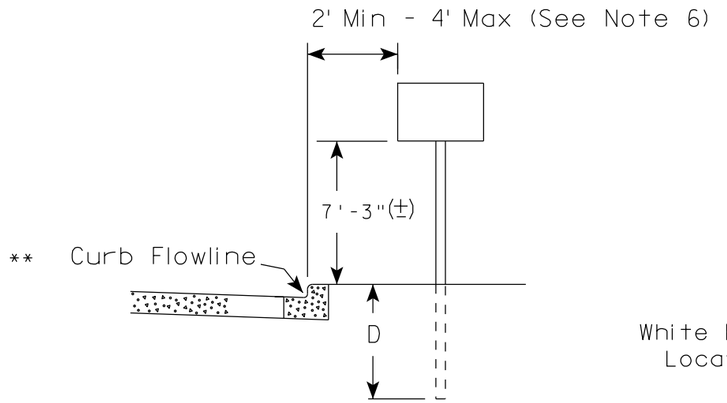
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

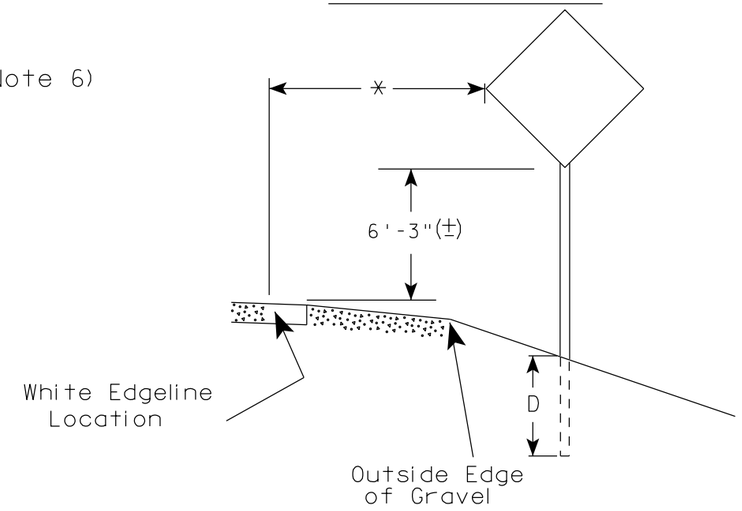
DATE 3/27/97 PLATE NO. A4-11.2

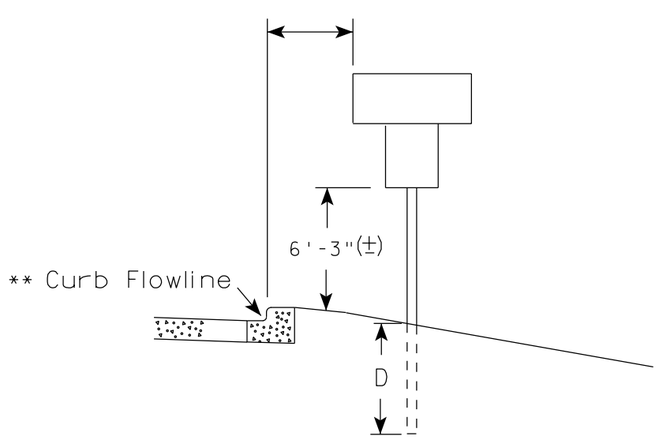
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 476	E

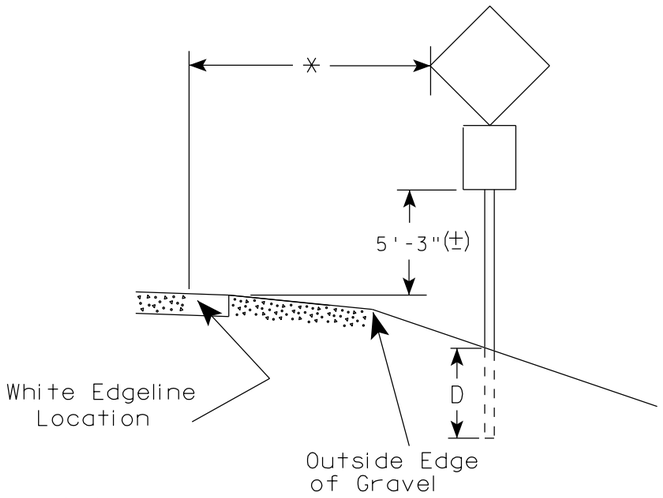
URBAN AREA



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

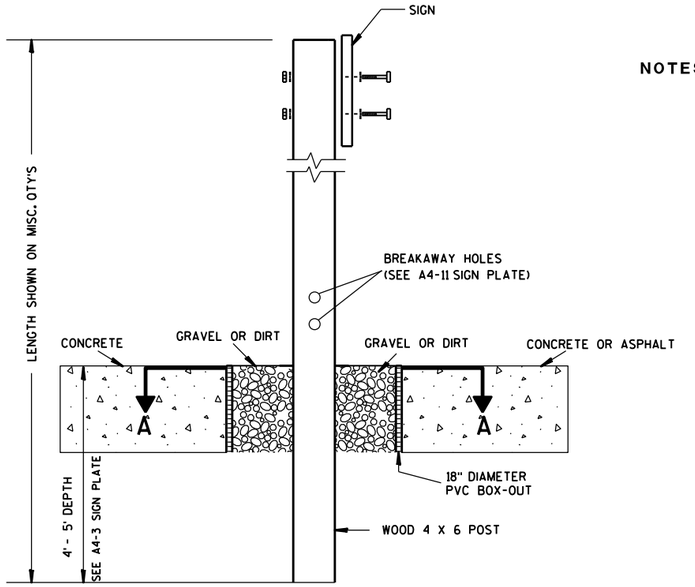
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

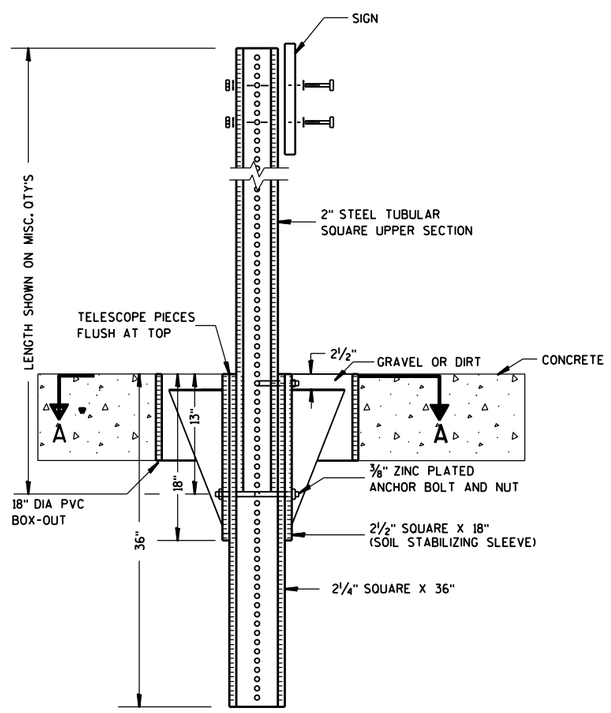
7



ELEVATION VIEW

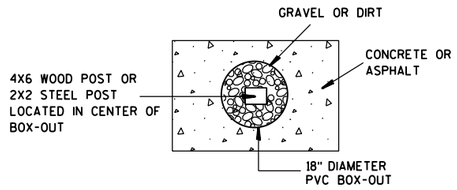
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

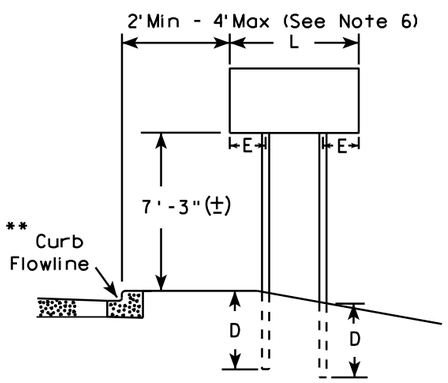
APPROVED Matthew R Rauch
for State Traffic Engineer

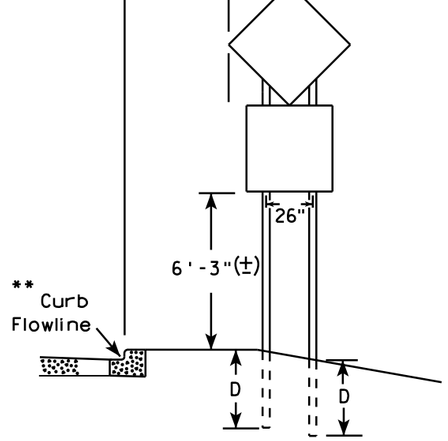
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

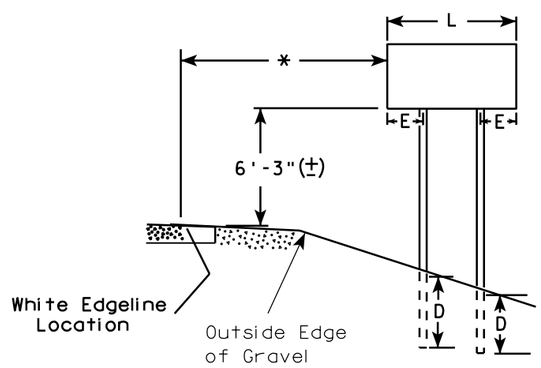
URBAN AREA

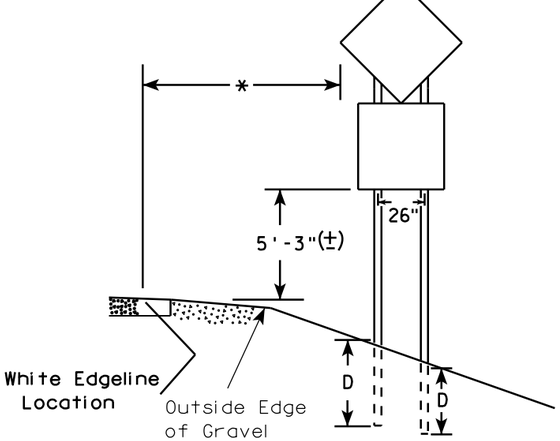




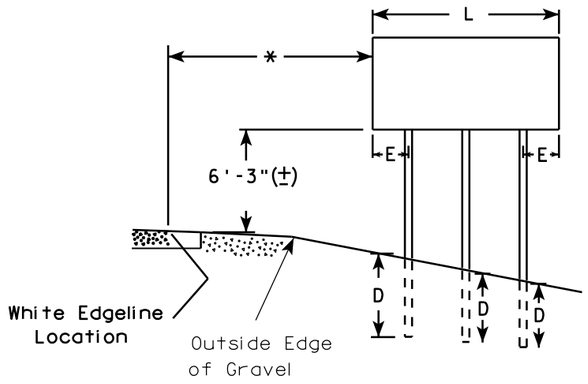
48" DIAMOND WARNING SIGN

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 less than 20 S.F. 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

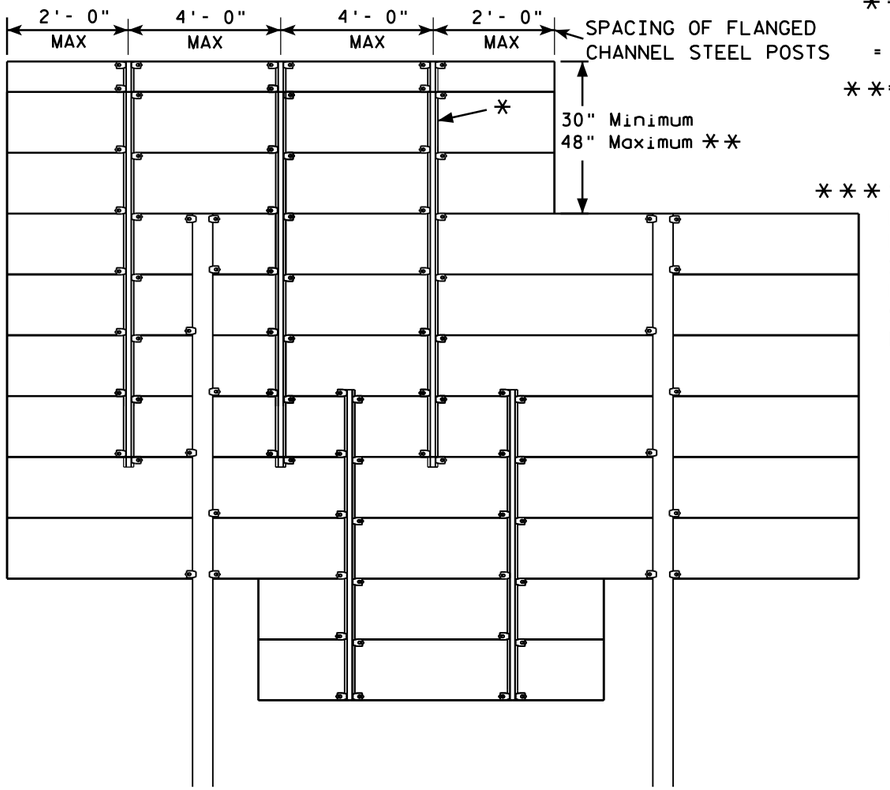
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. A4-4 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

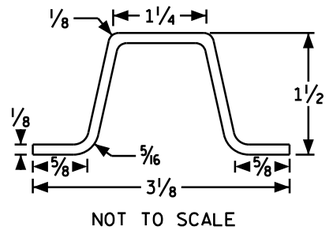


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

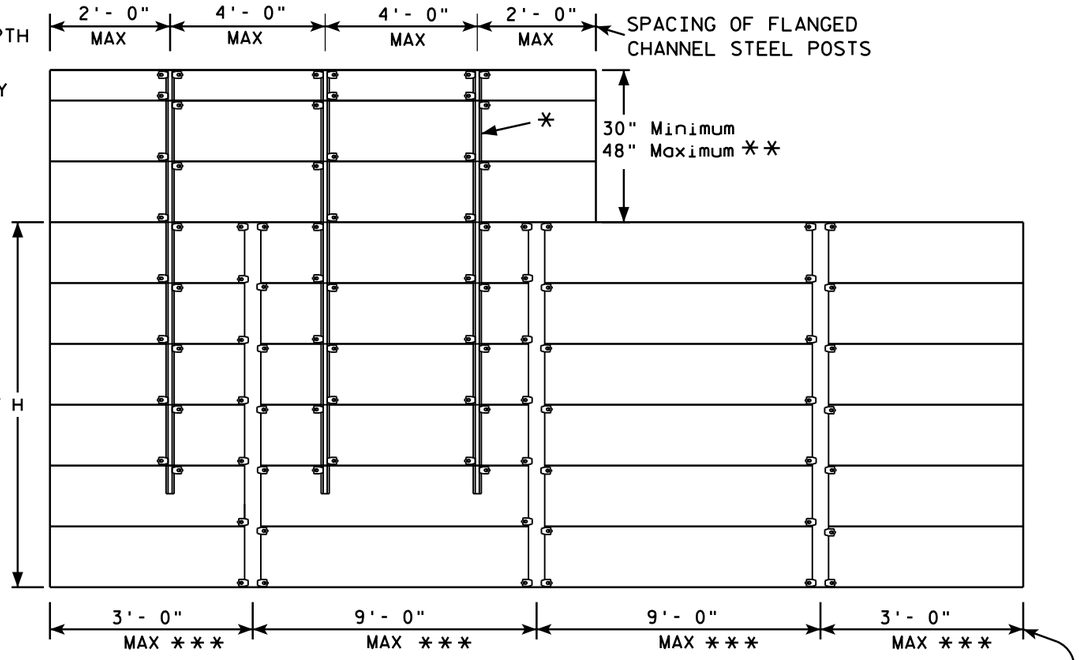
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

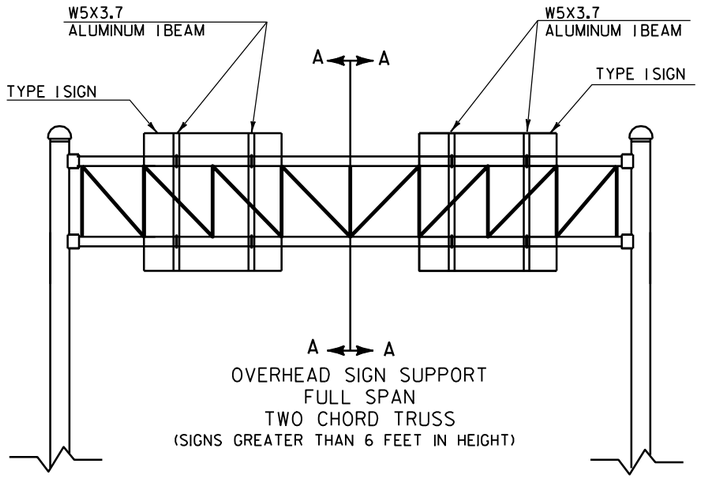
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

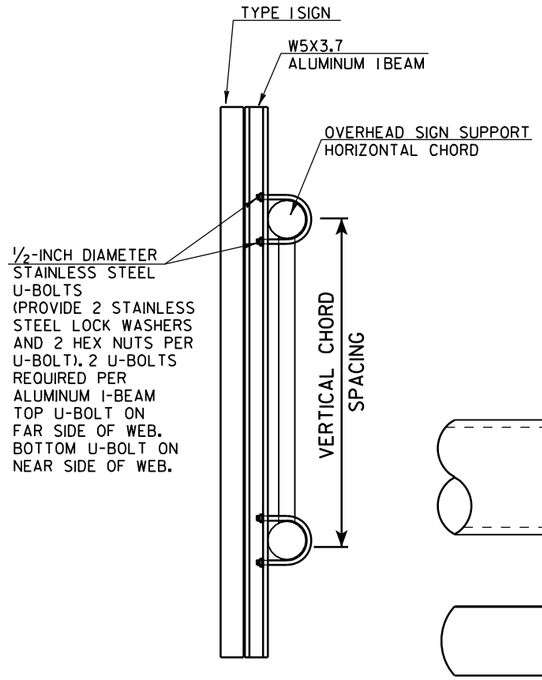
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 480 A4-6.12

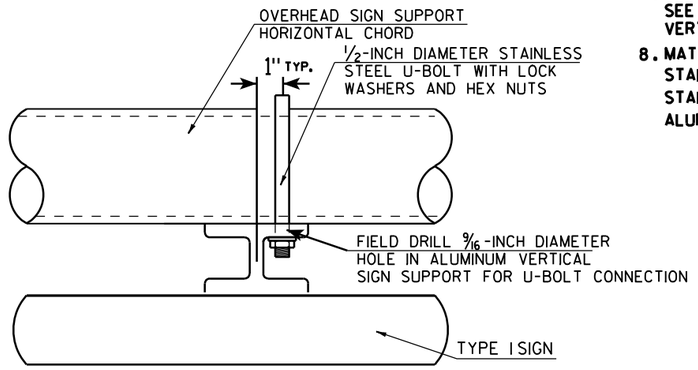
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



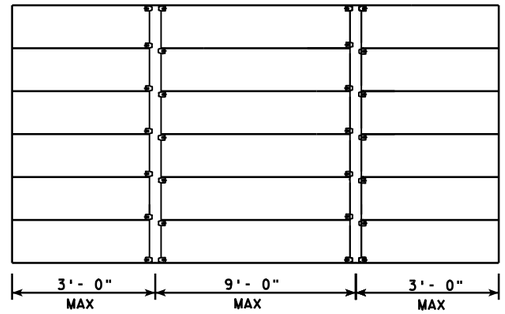
CUT SECTION A-A



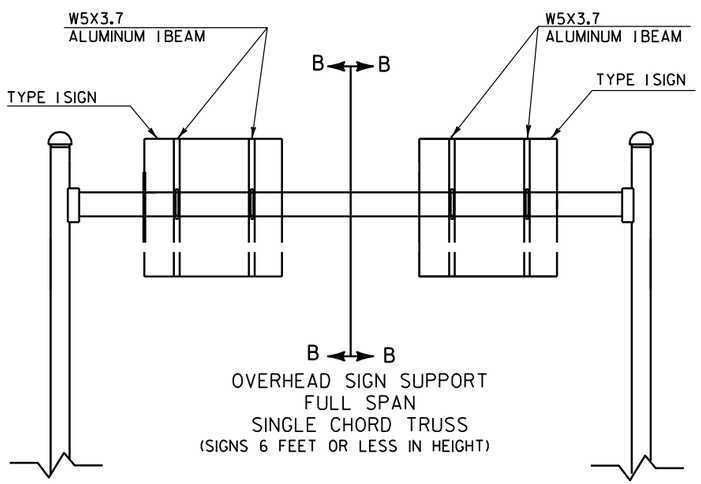
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

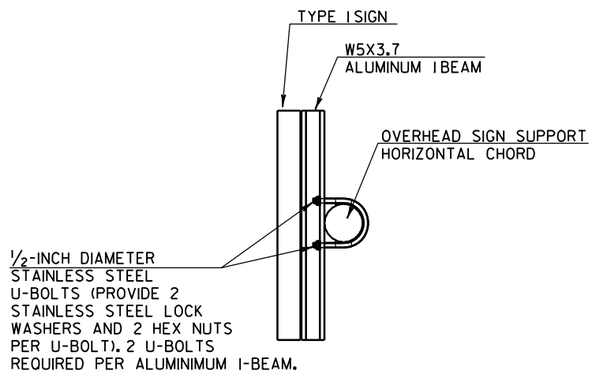
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



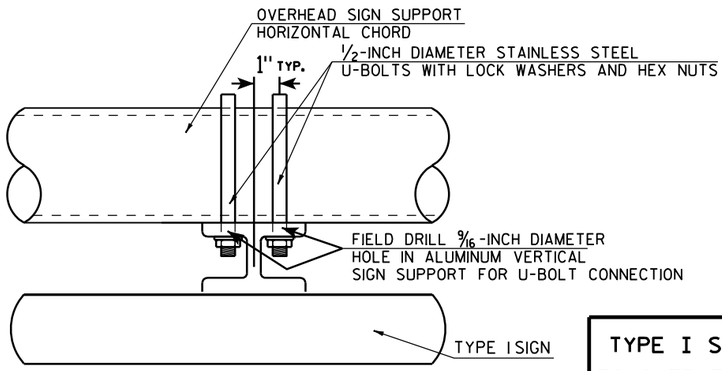
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

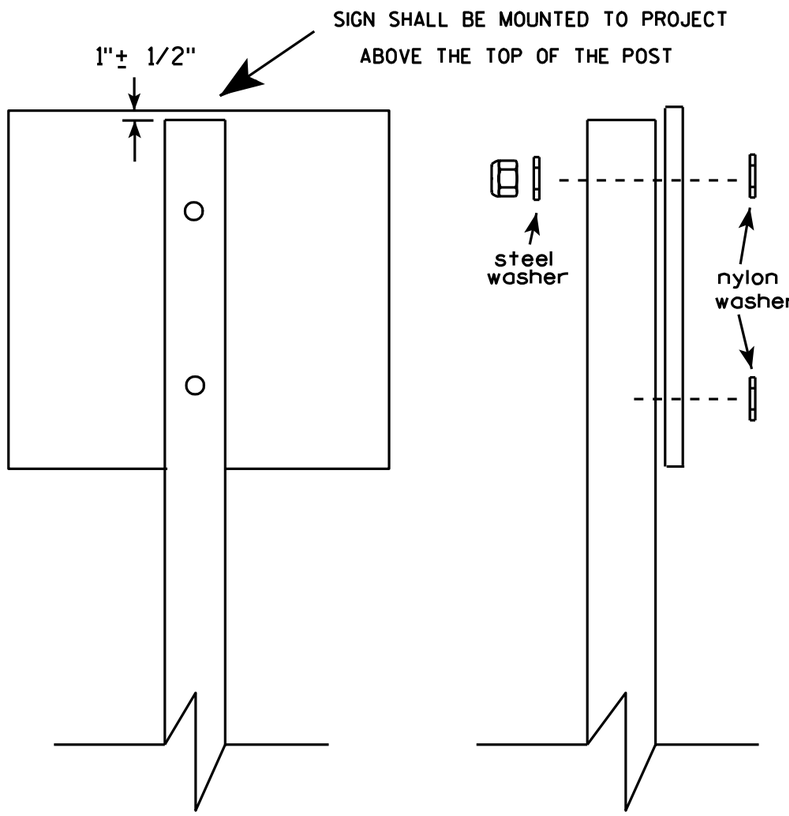
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

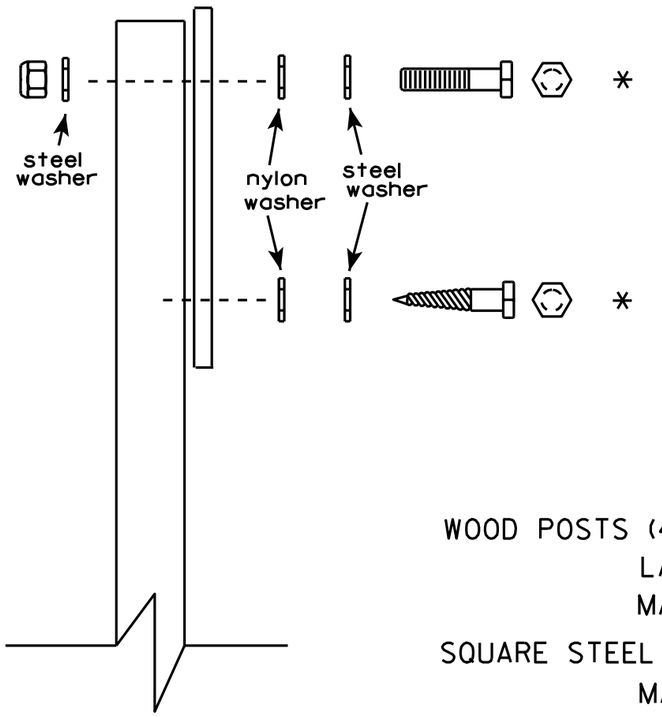
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/12 PLATE NO. A4-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 481	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

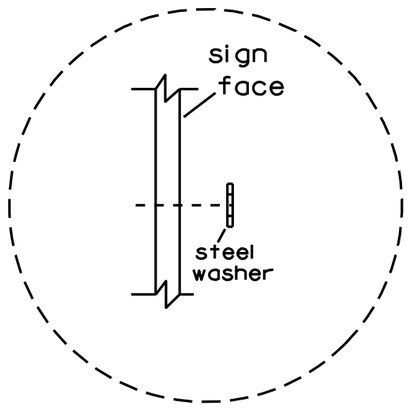
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

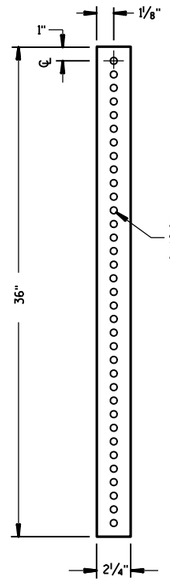
7

PROJECT NO:

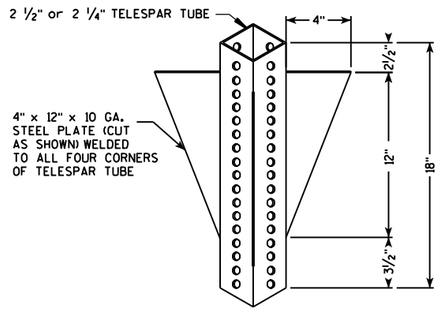
SHEET NO: 482 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

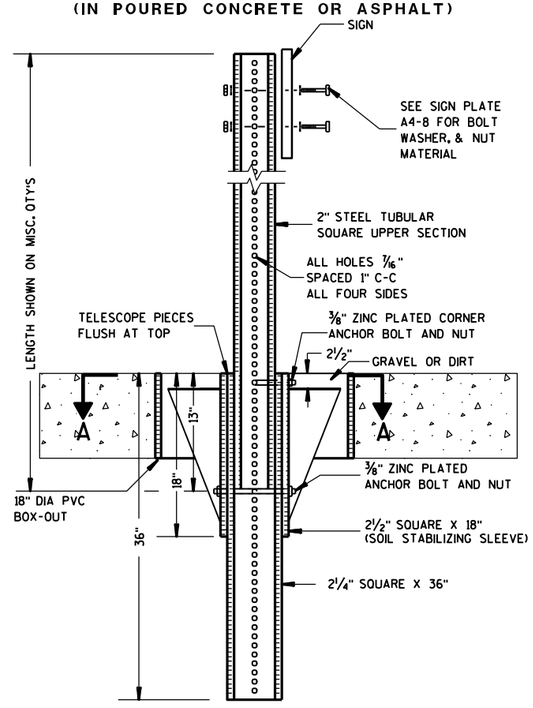
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



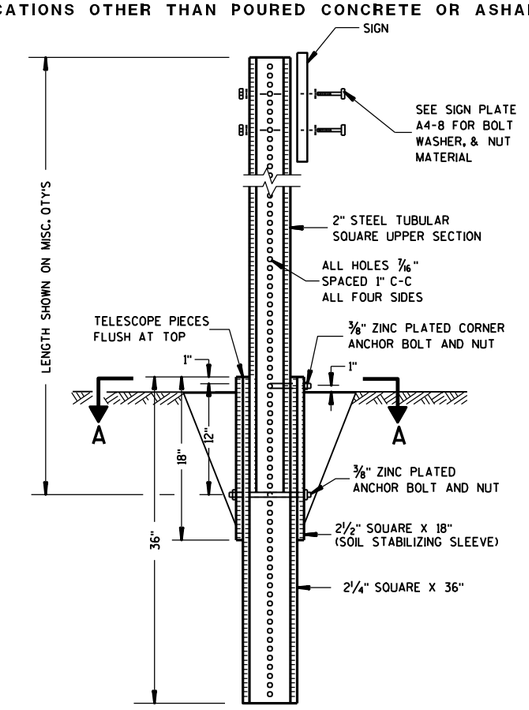
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

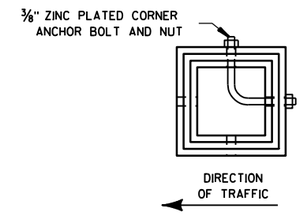


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

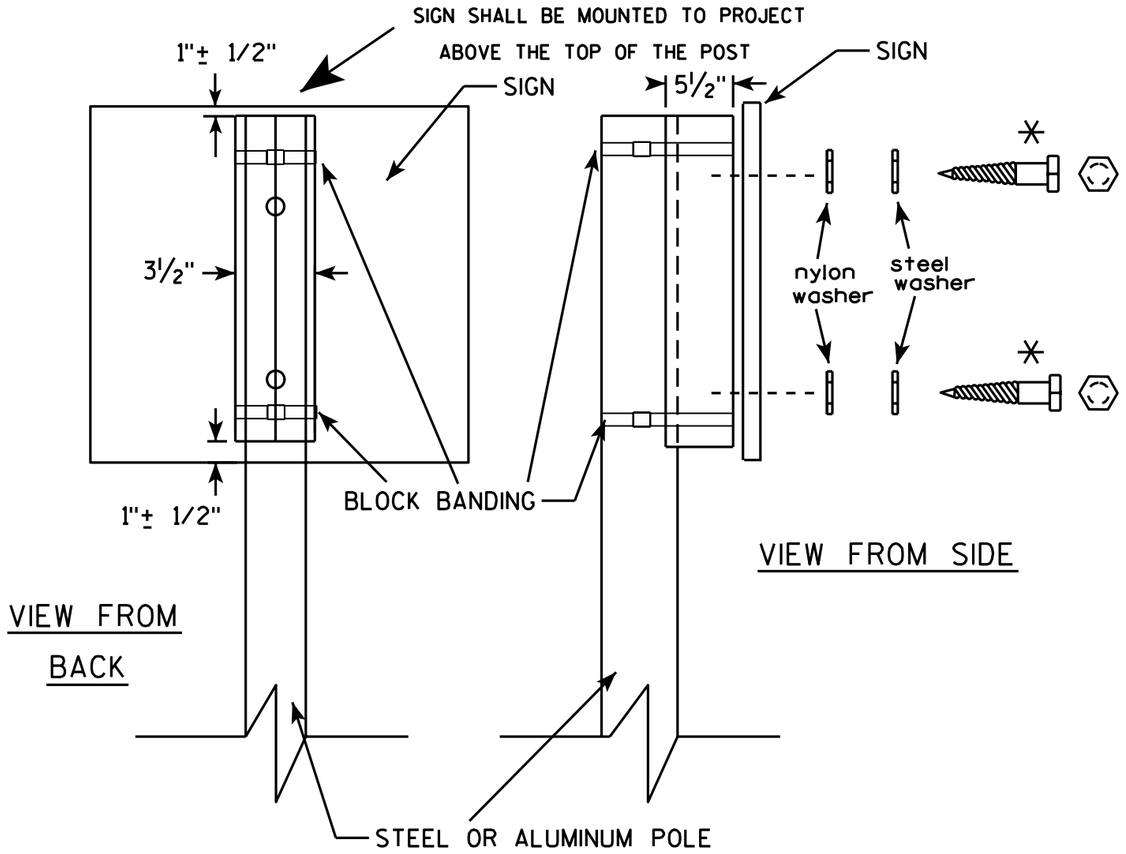
TUBULAR STEEL SIGN POST A4-9

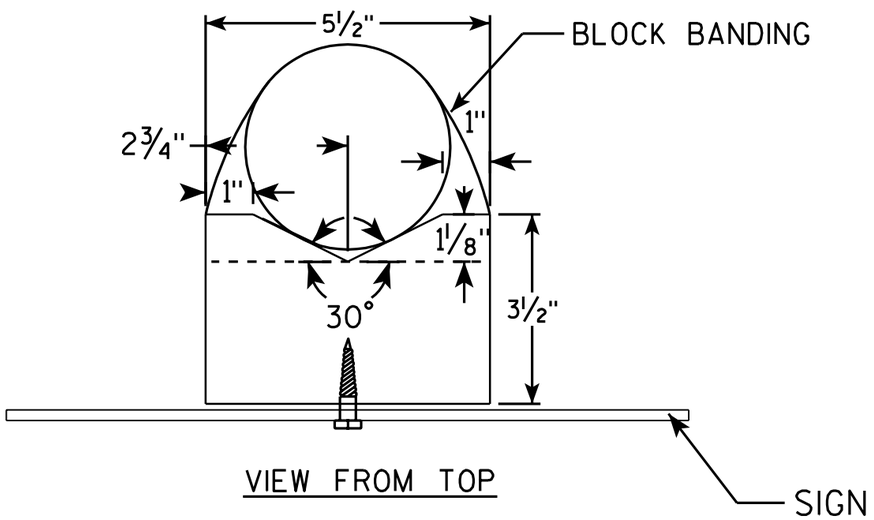
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 483	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

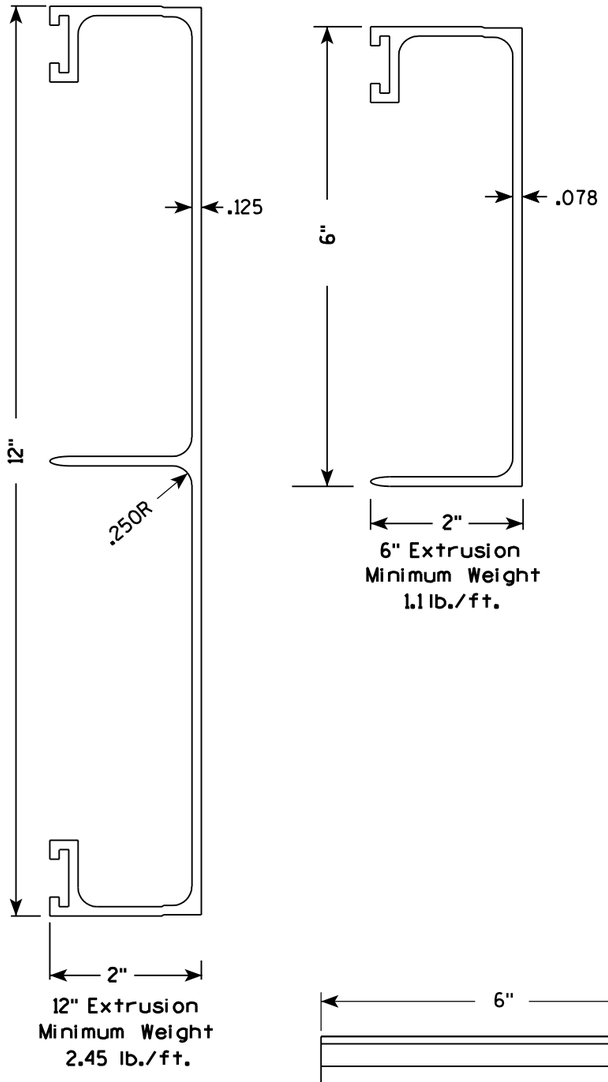
APPROVED Matthew R Rauch
for State Traffic Engineer

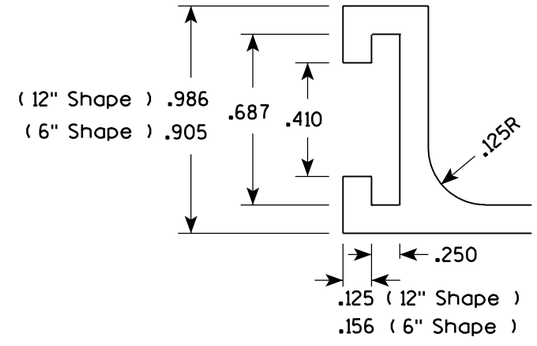
DATE 7/12/07 PLATE NO. A5-10.1

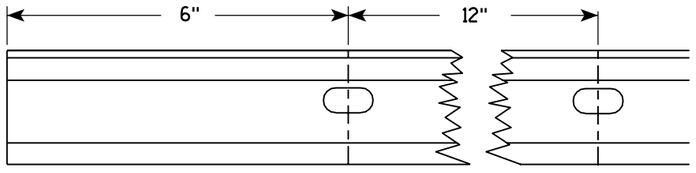
PROJECT NO:

SHEET NO: 484 E

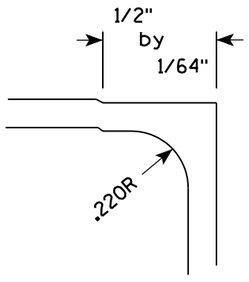
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

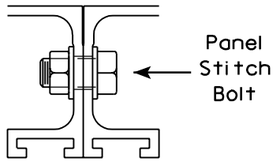


Hardware

STITCH BOLT, WASHER & NUT

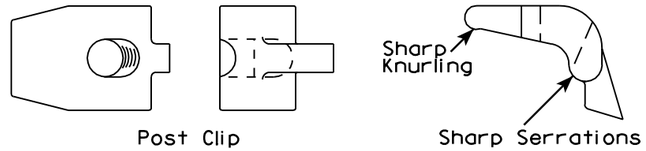
The hardware includes:

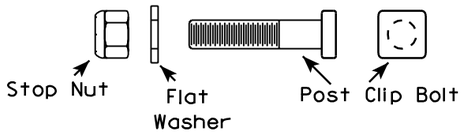
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

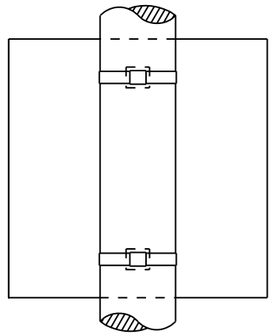
DATE 11/18/99 PLATE NO. A5-2.9

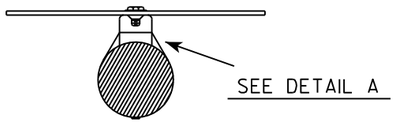
PROJECT NO:

SHEET NO: 485 E

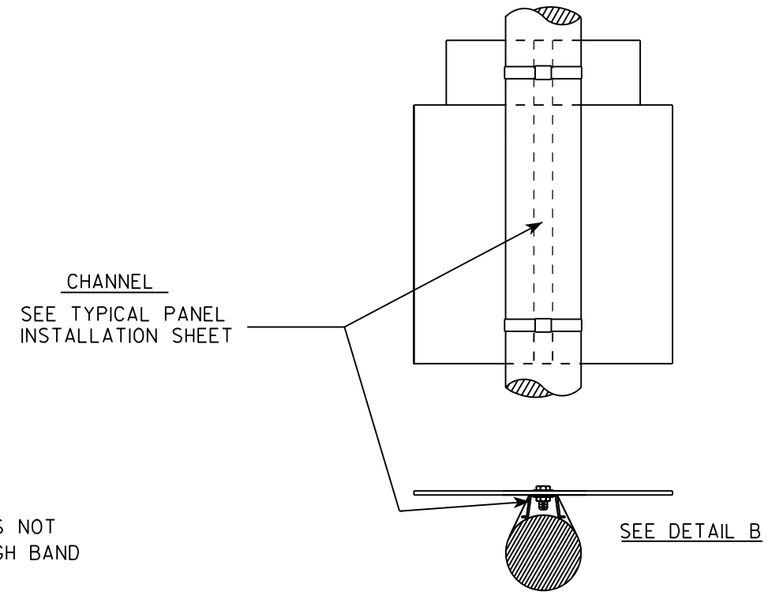
BANDING

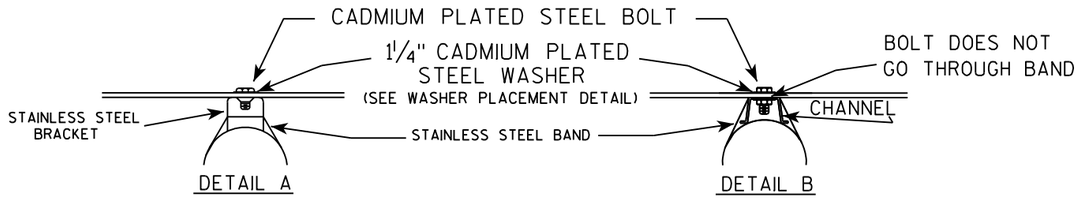
SINGLE SIGN



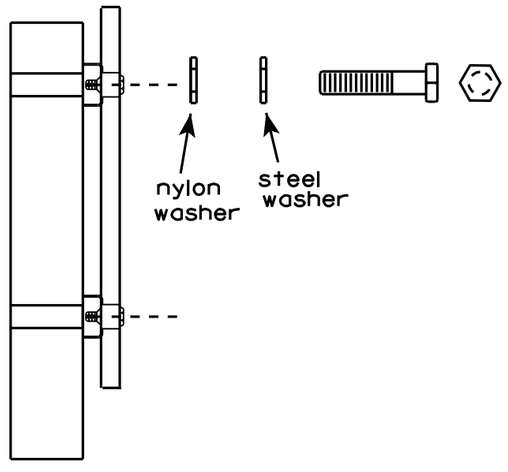


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

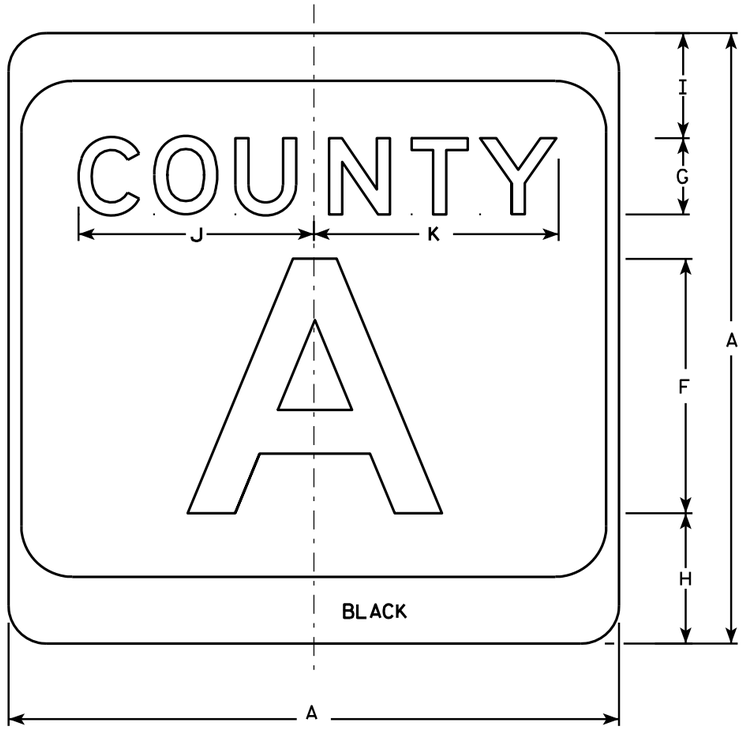
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

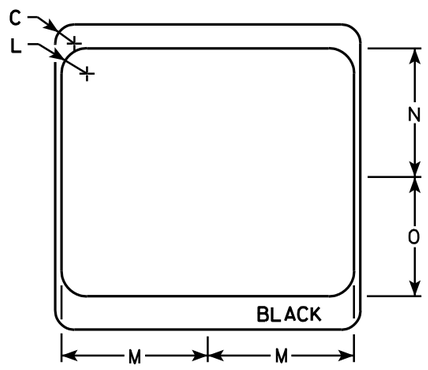
APPROVED Matthew R Rauch
for State Traffic Engineer

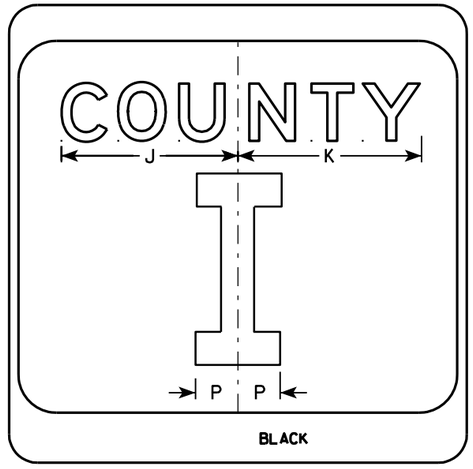
DATE 8/16/13 PLATE NO. A5-9.3

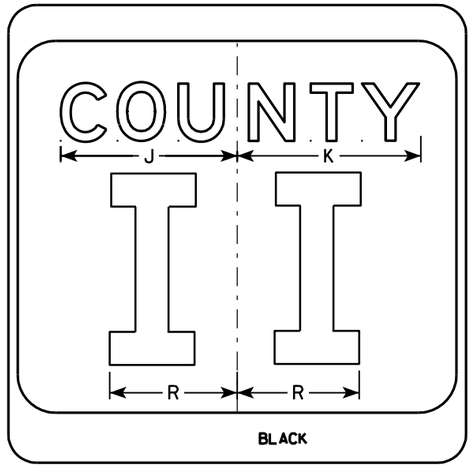
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 486	E



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

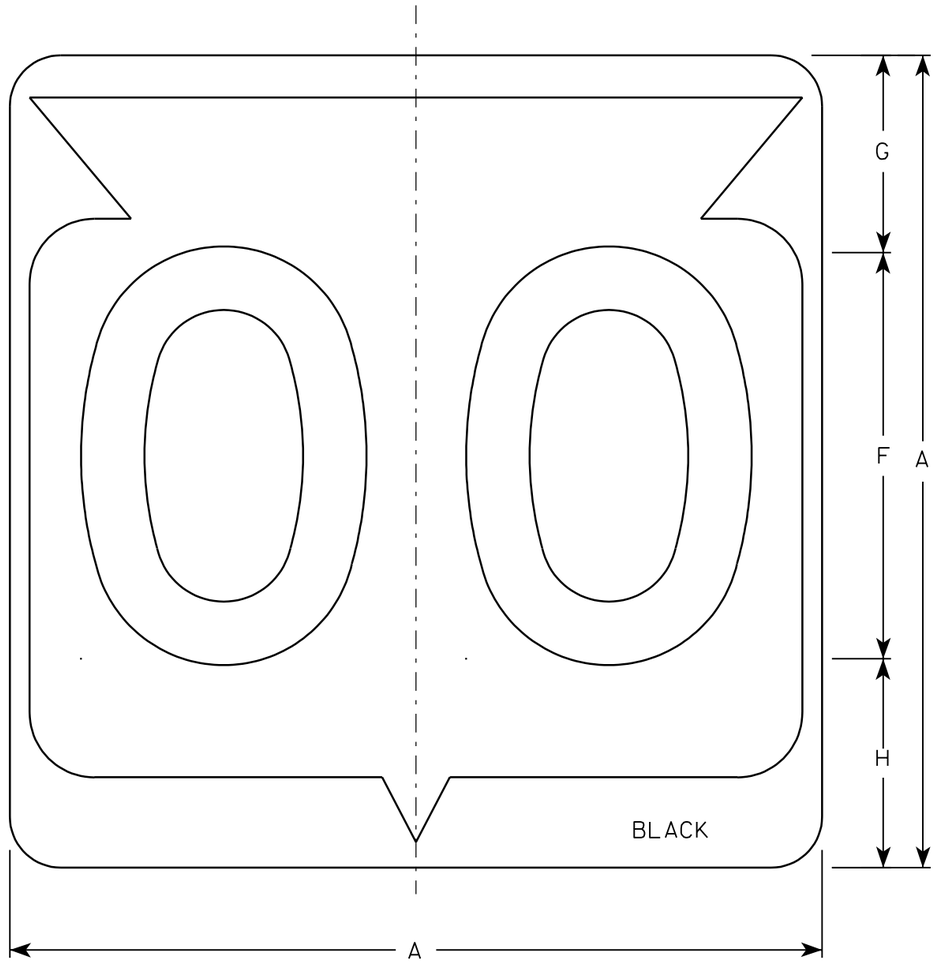
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

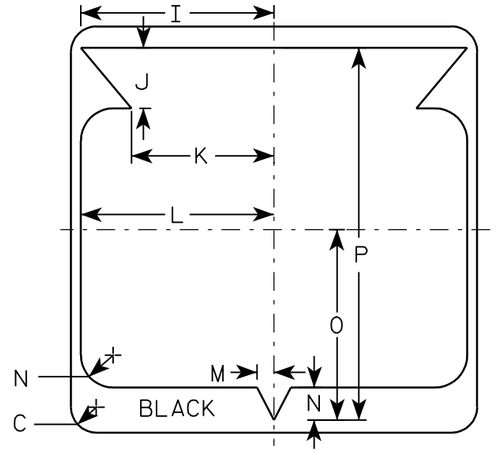
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 487	E



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

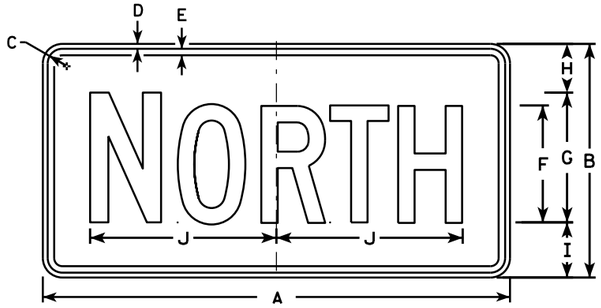
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

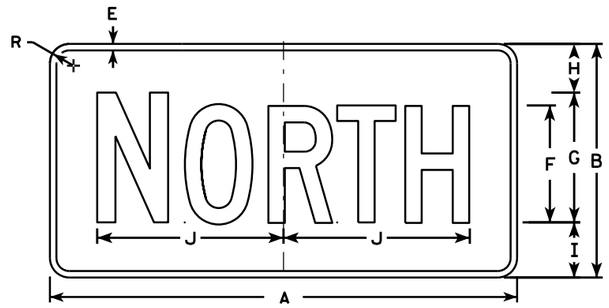
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 488	E



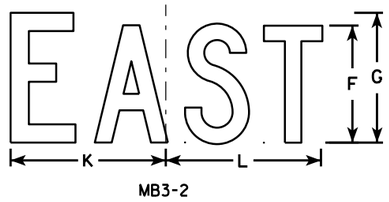
M3-1
MK3-1
MM3-1
MN3-1



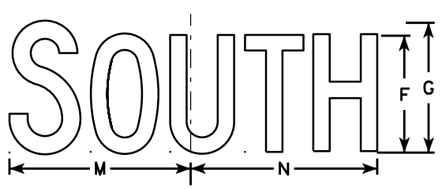
MB3-1



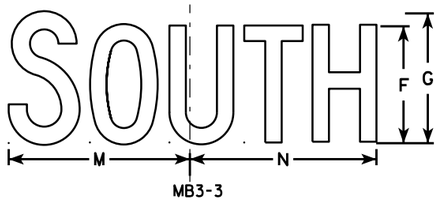
M3-2
MK3-2
MM3-2
MN3-2



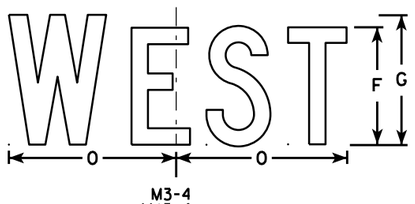
MB3-2



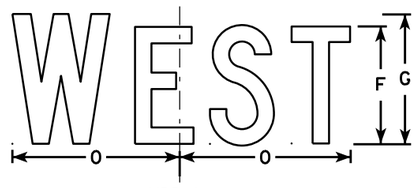
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
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
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
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

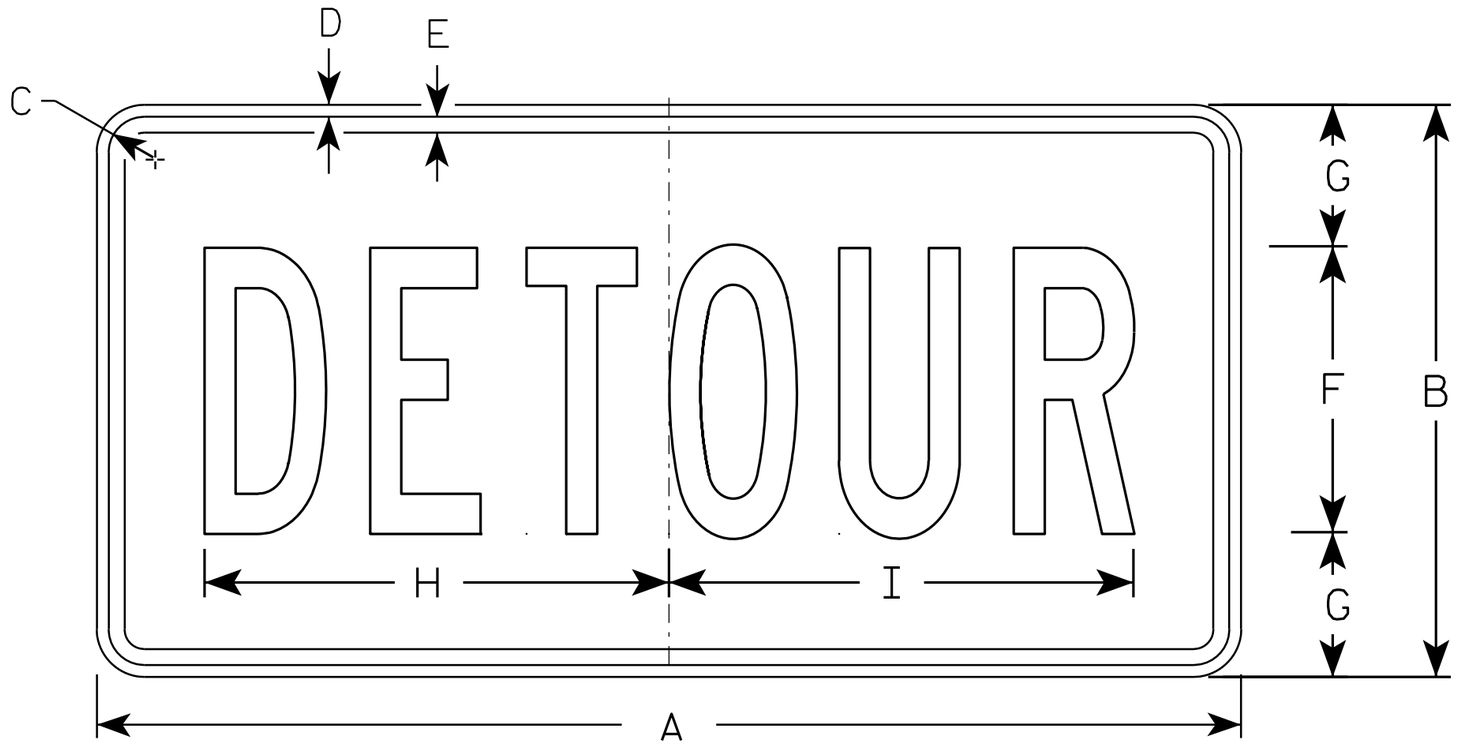
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

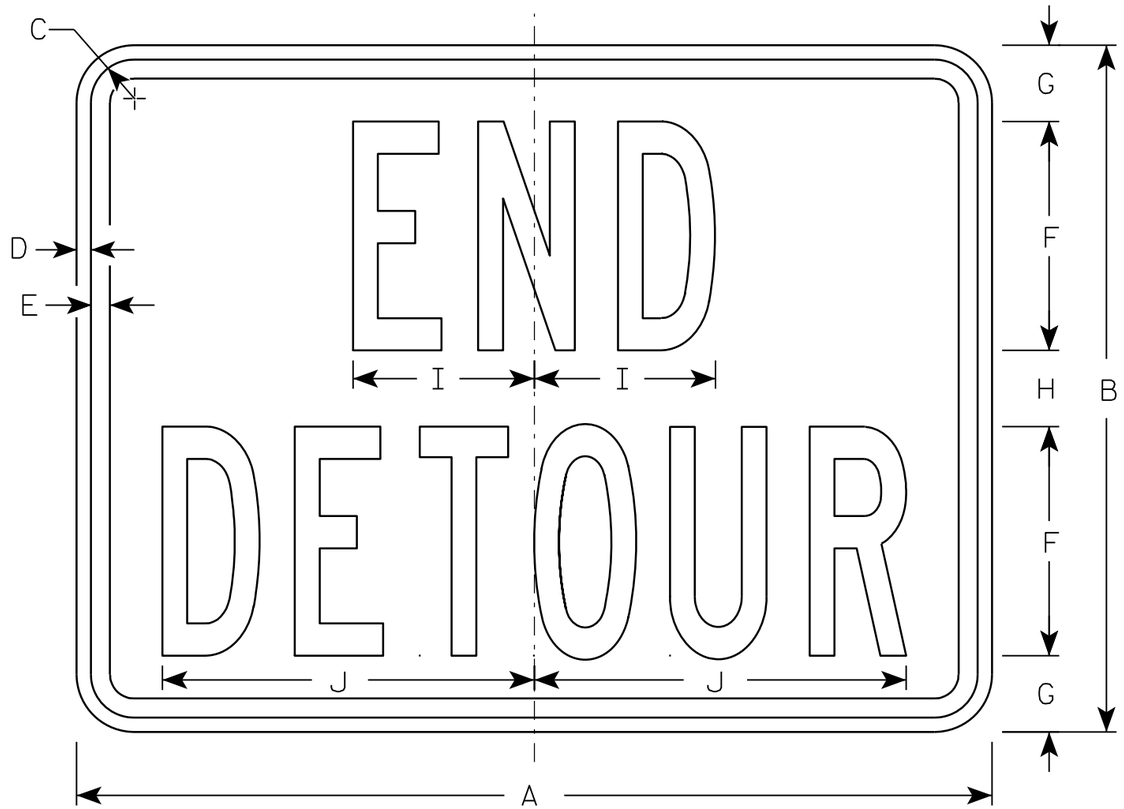
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 490	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

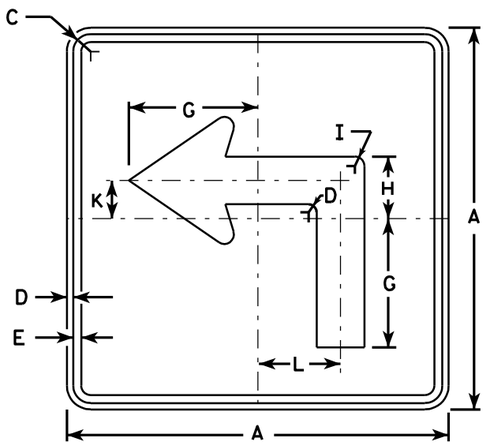
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

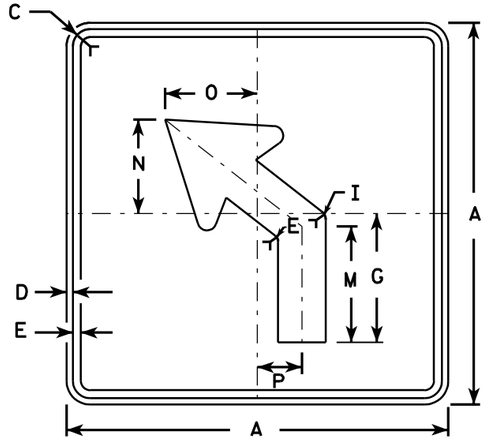
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

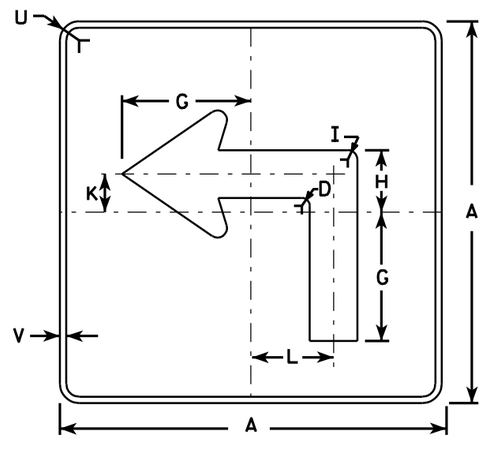
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 491	E



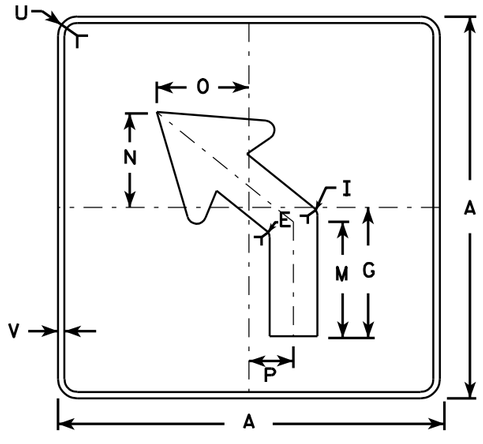
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



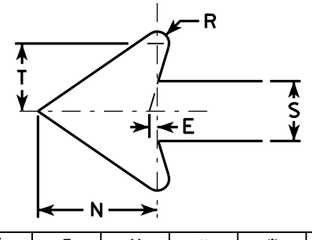
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

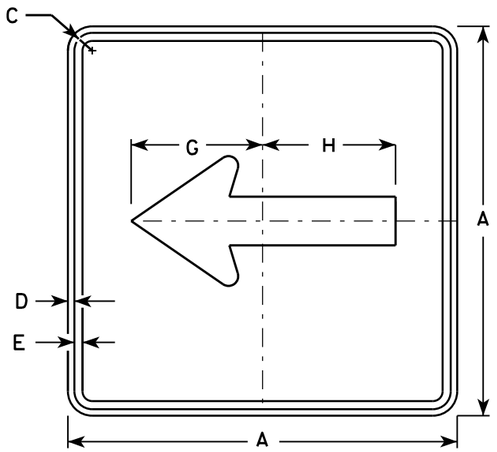
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

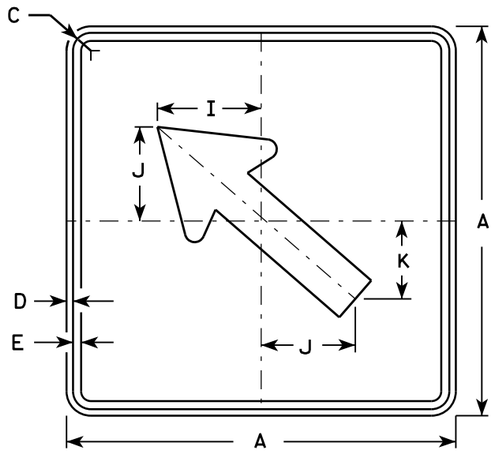
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 492 | E



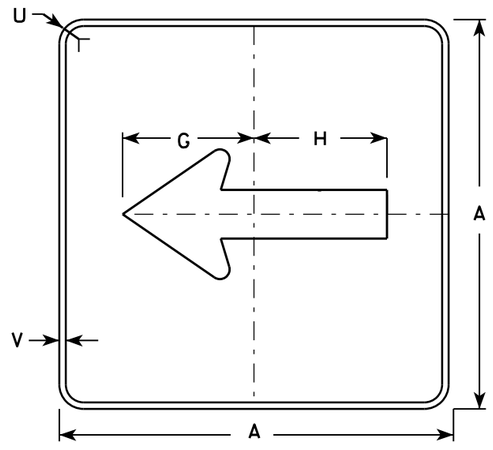
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



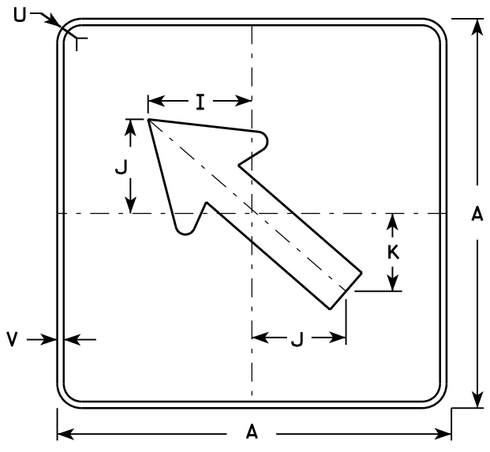
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

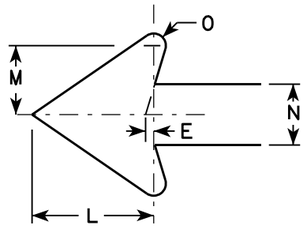
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



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

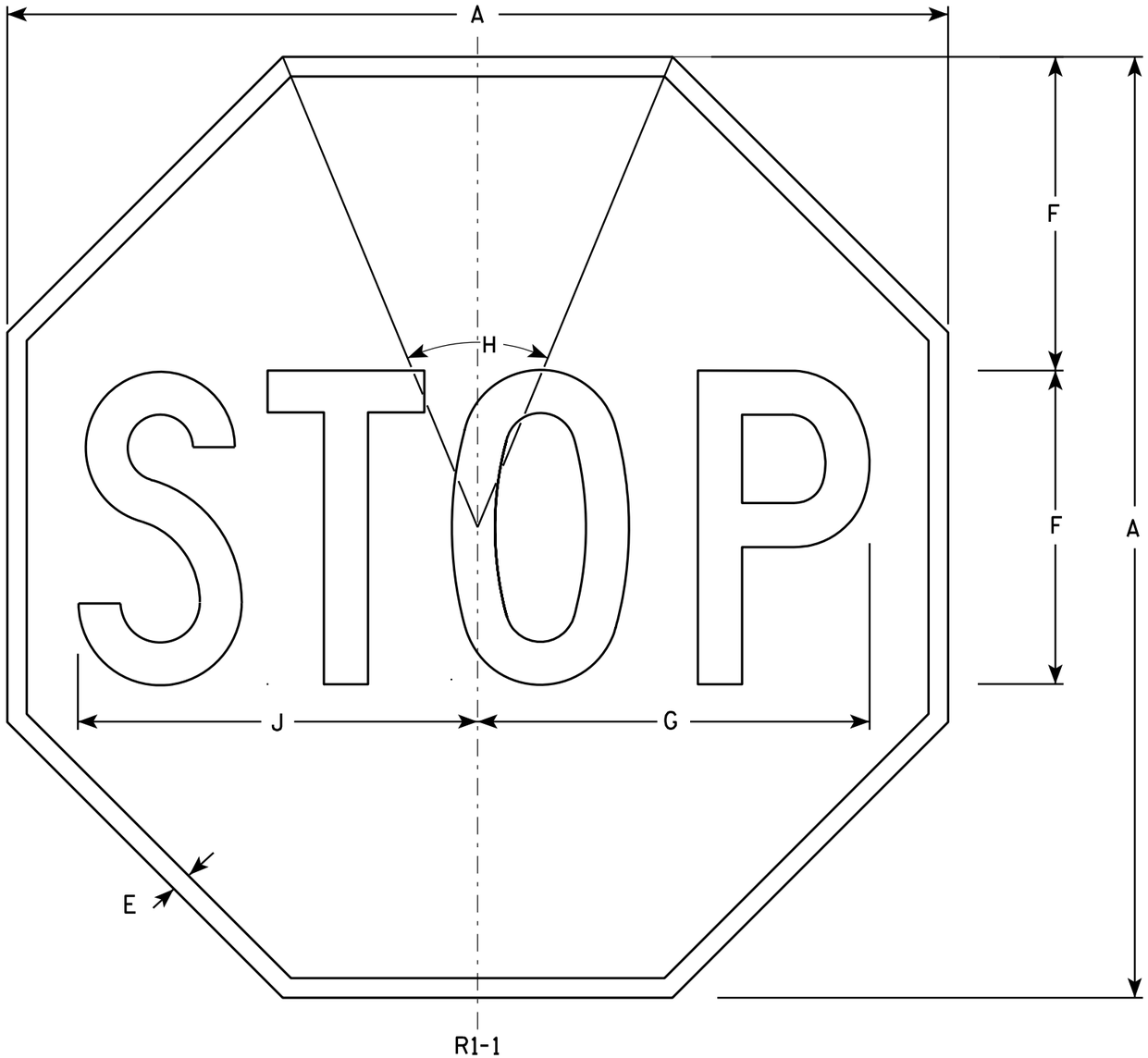
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 493 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

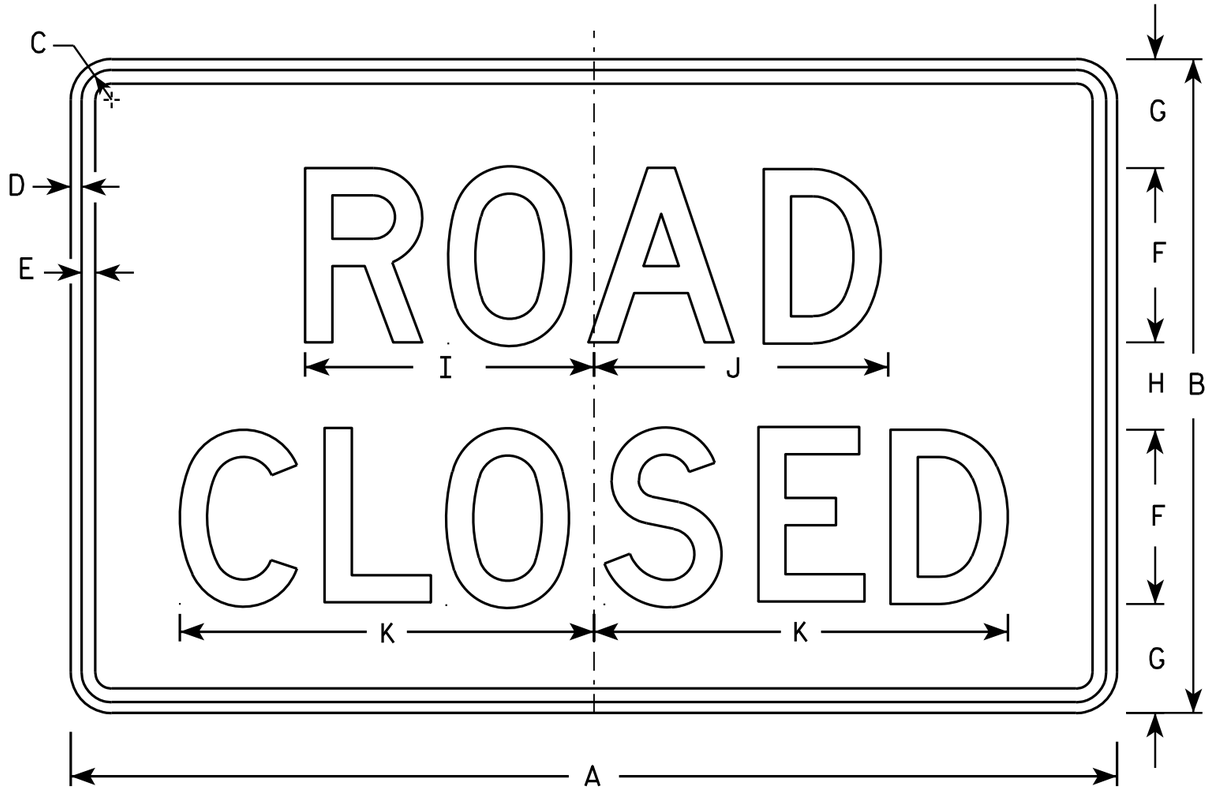
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

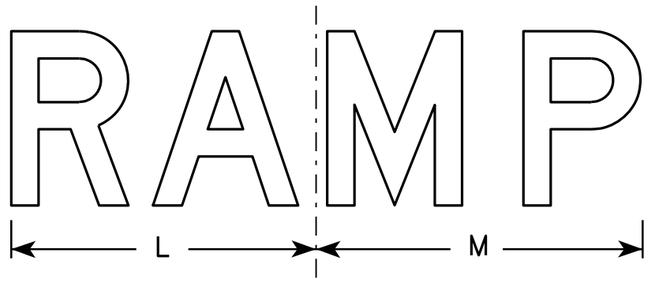
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 494	E



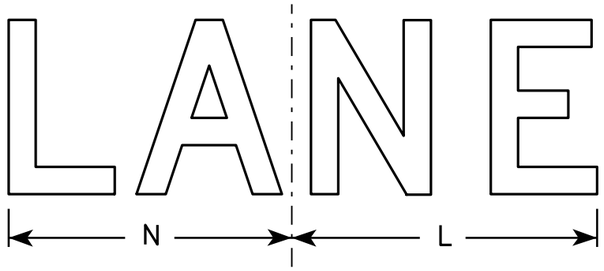
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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.
5. Modify the message as required.



R11-2R



R11-2L

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																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

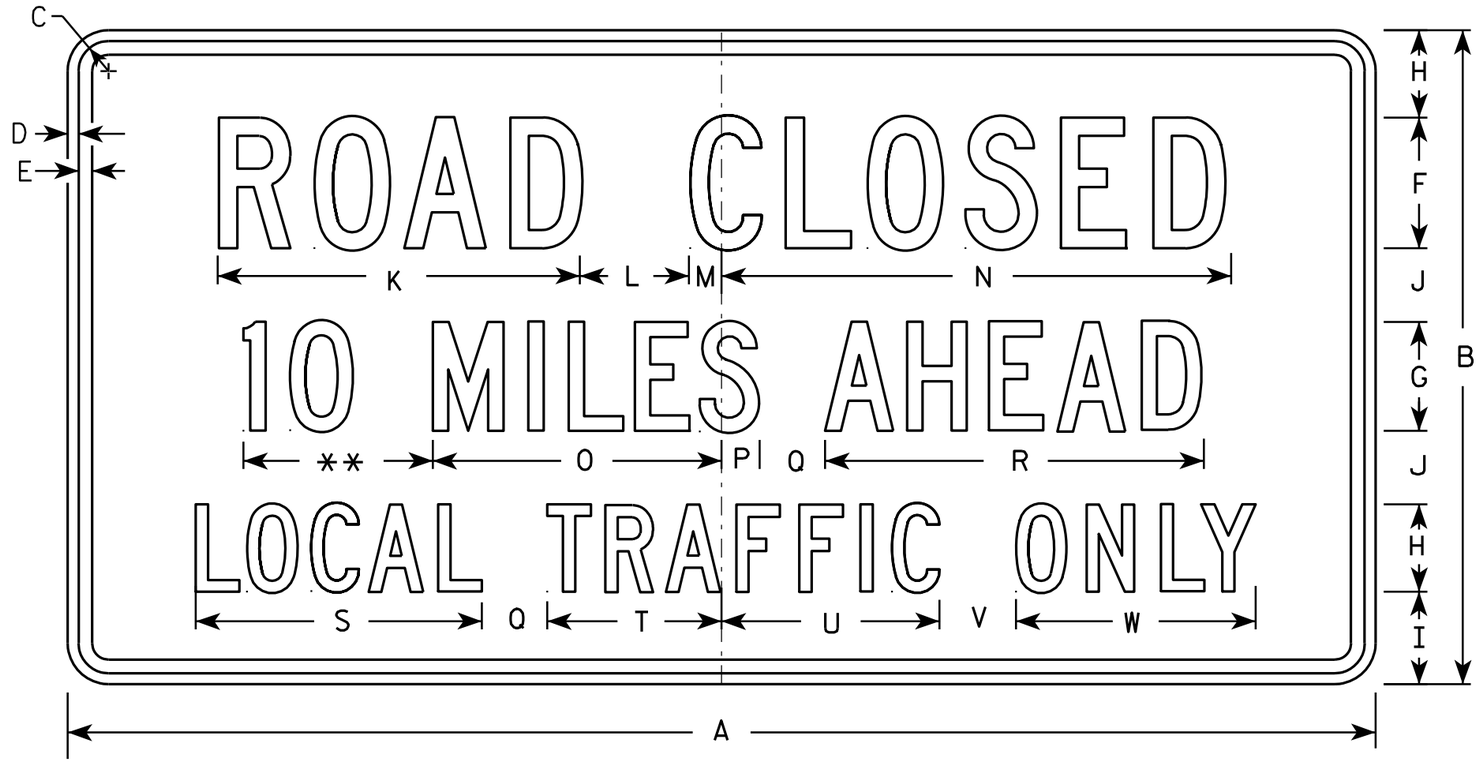
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 495	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.DGN PLOT DATE : 01-APR-2011 14:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000

WISDOT/CADDS SHEET 42



R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

** See Note 5

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 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

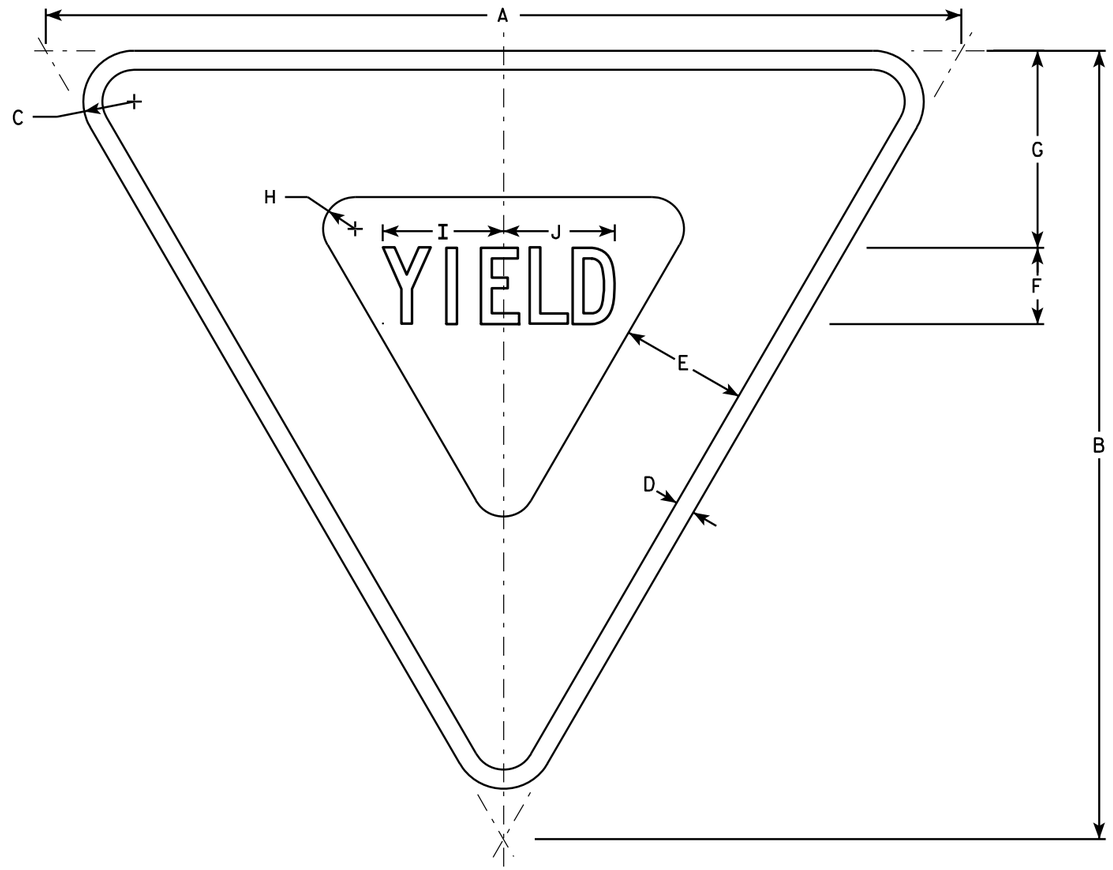
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 496	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

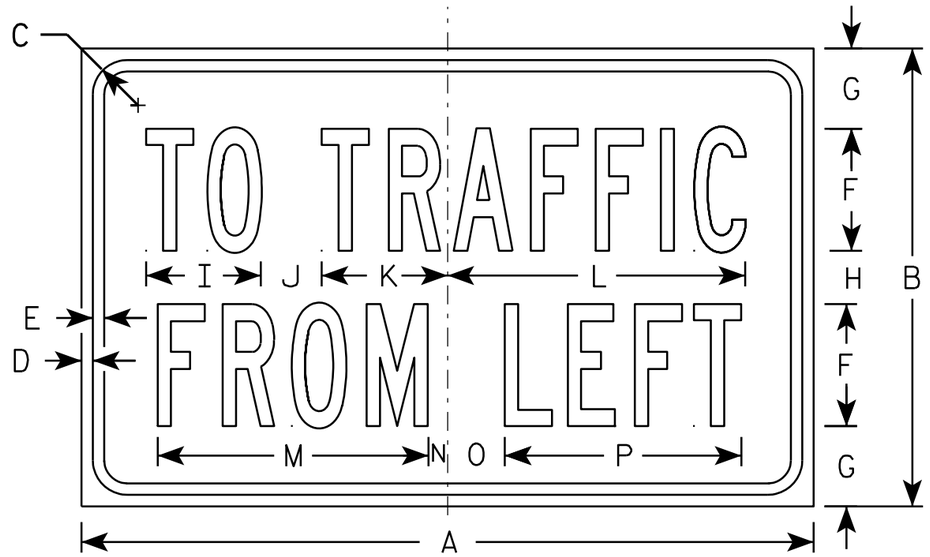
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 497 | E



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

R1-54

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																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

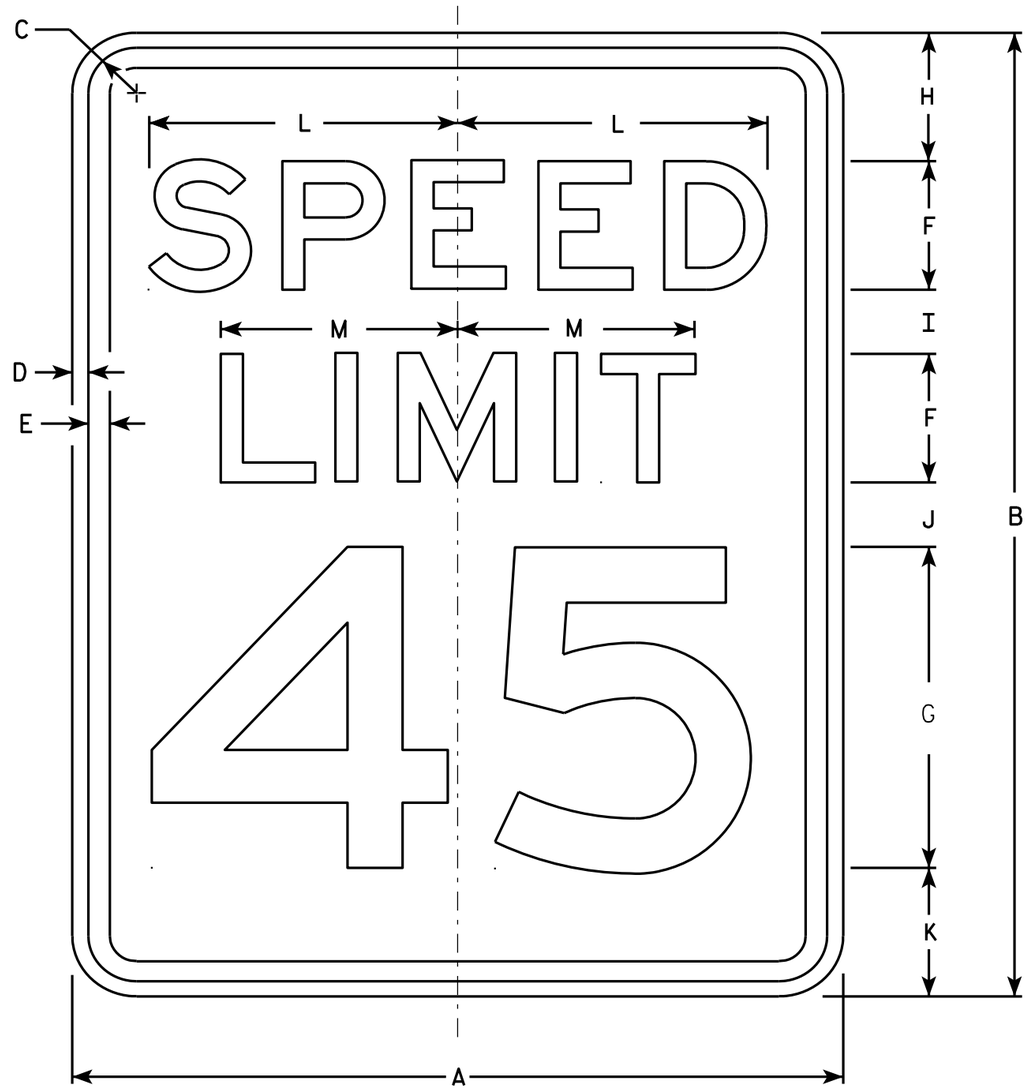
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 498	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

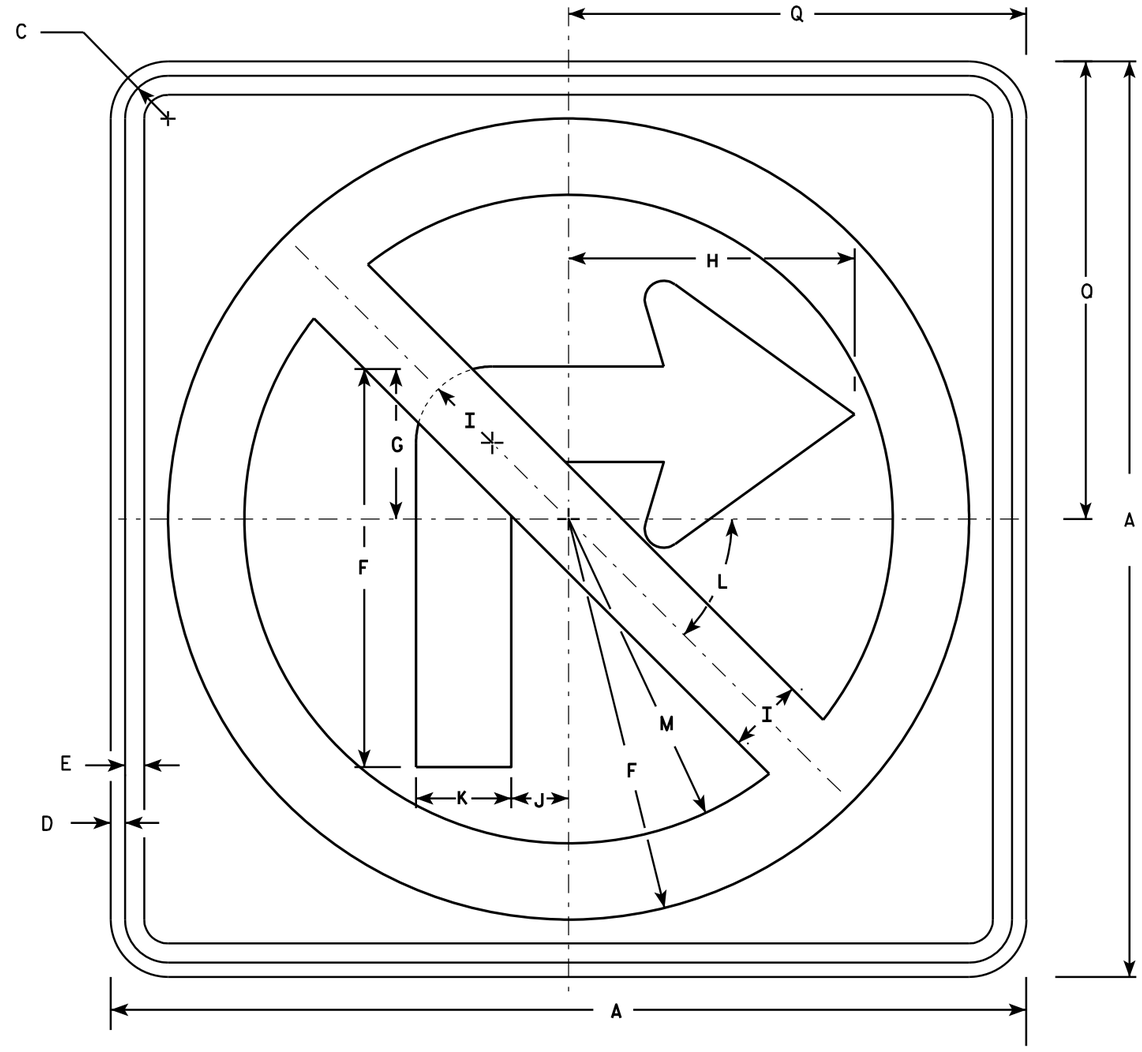
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 499 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

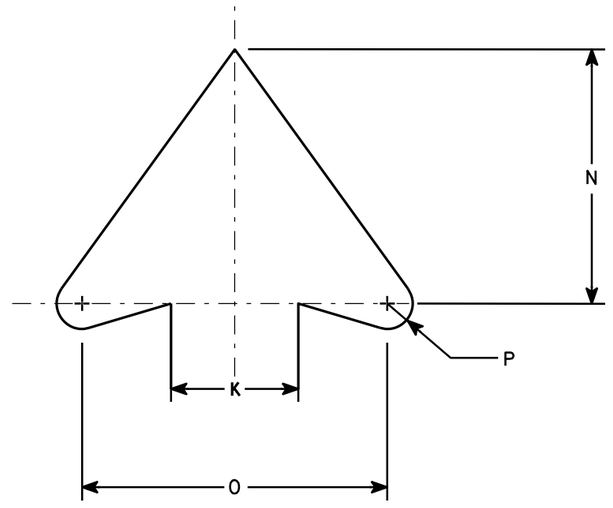
WISDOT/CADDS SHEET 42



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

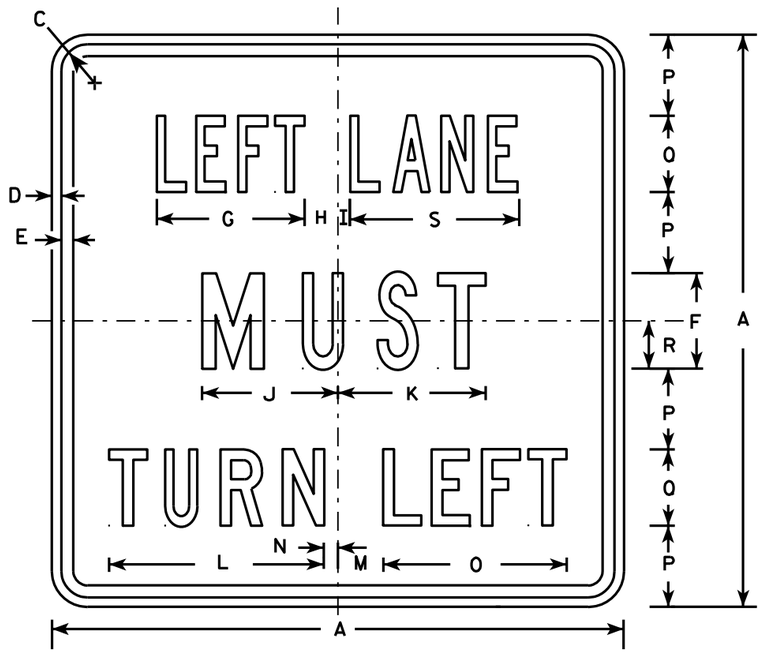
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

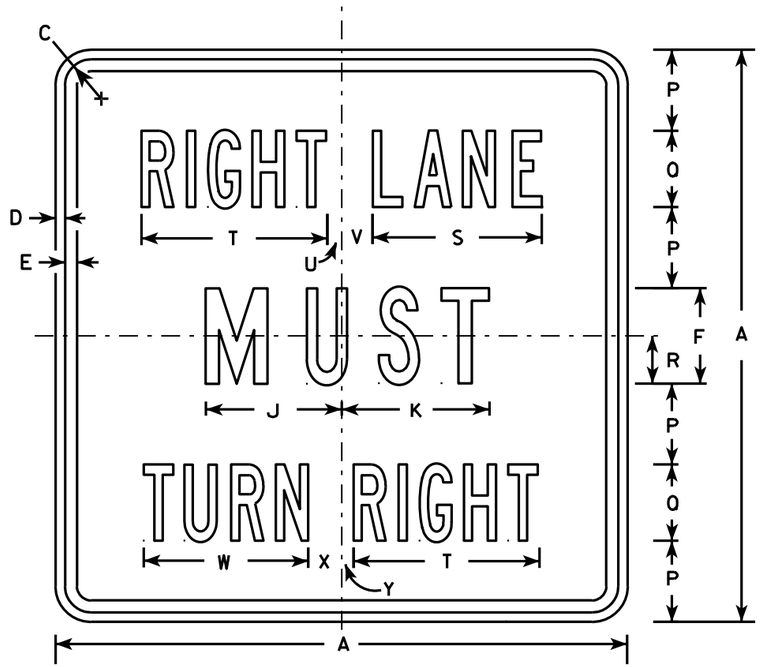
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 500	E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

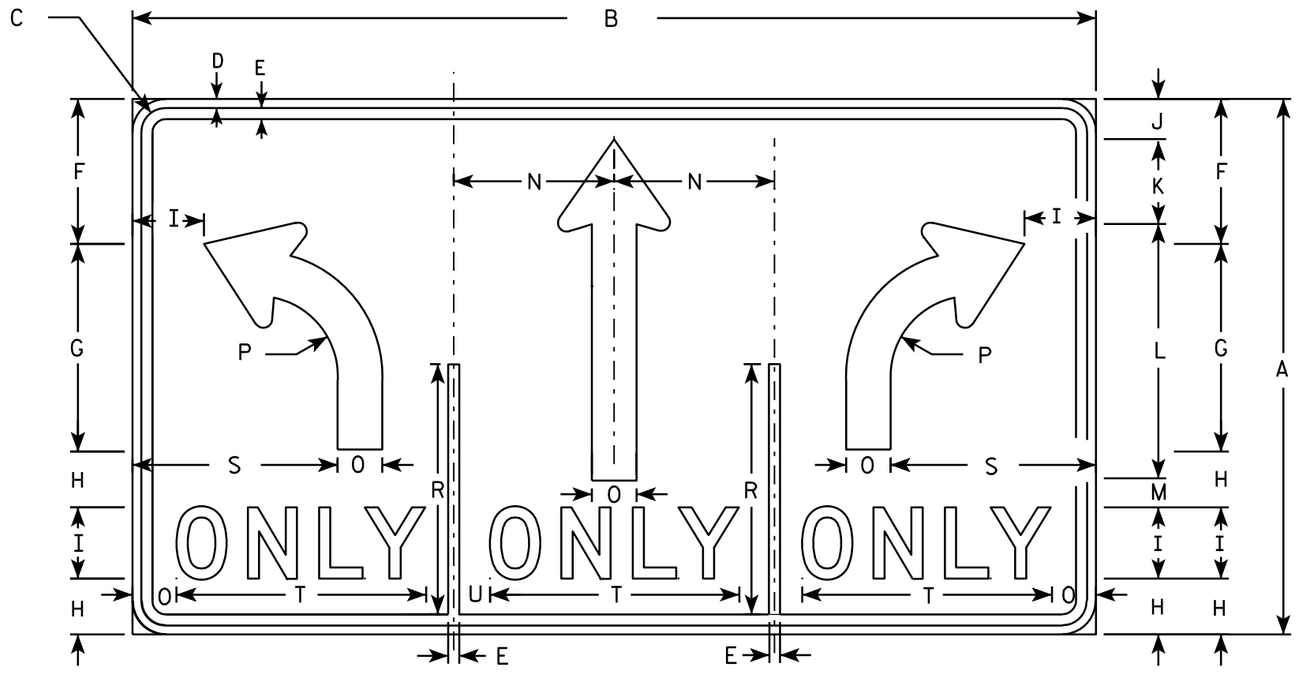
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 501 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R37.DGN PLOT DATE : 18-MAR-2011 09:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

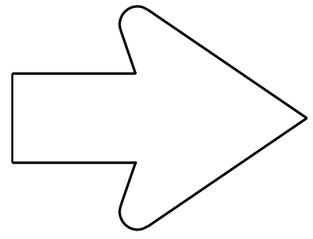
7



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   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.



SEE R3-8 FOR ARROW DETAIL

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	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

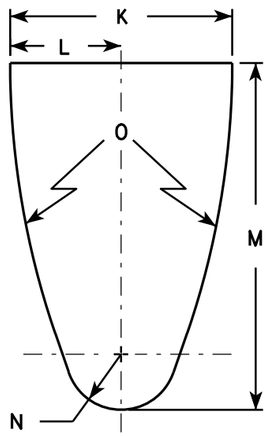
PROJECT NO:

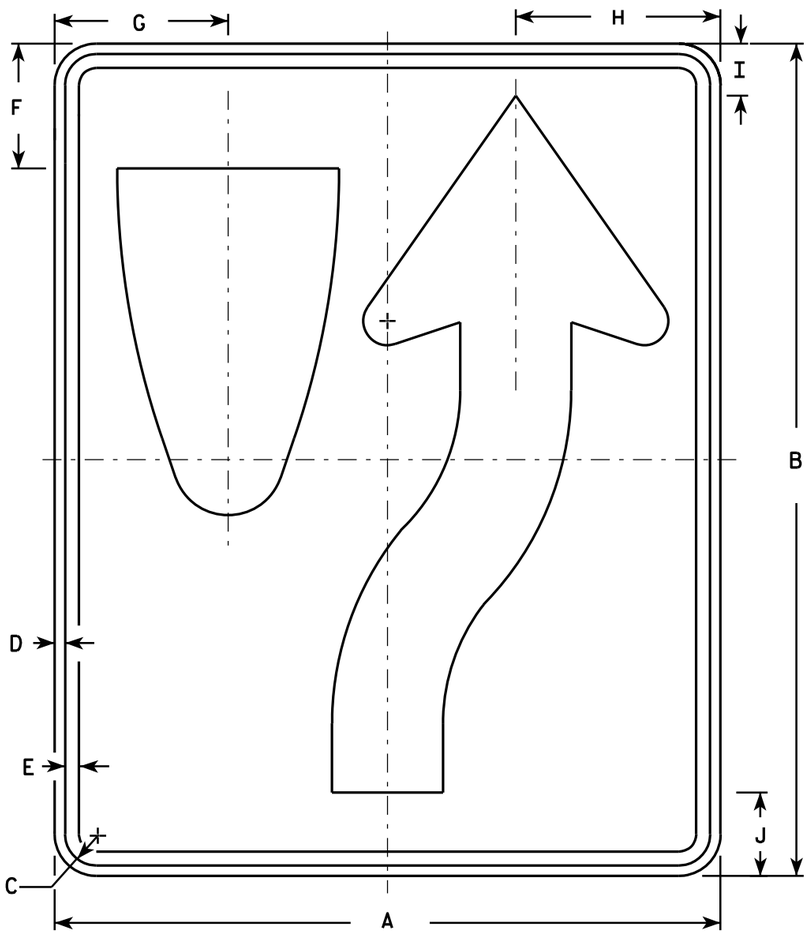
SHEET NO: 502 E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38W.DGN PLOT DATE : 24-MAR-2011 10:19 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

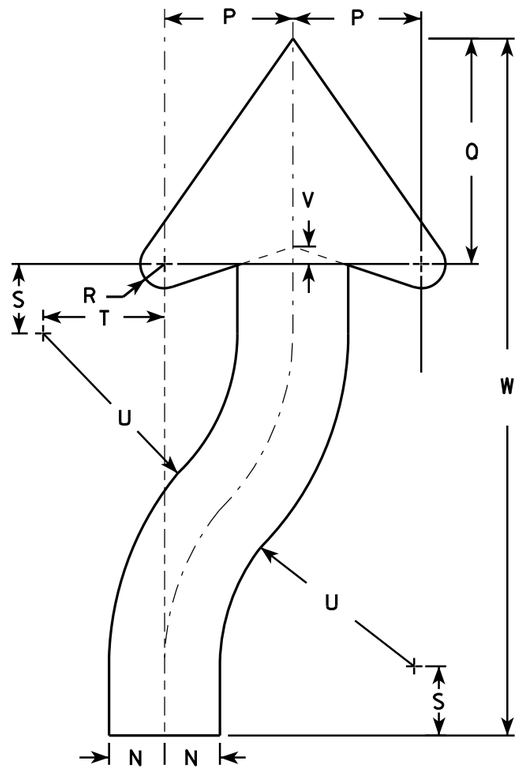




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

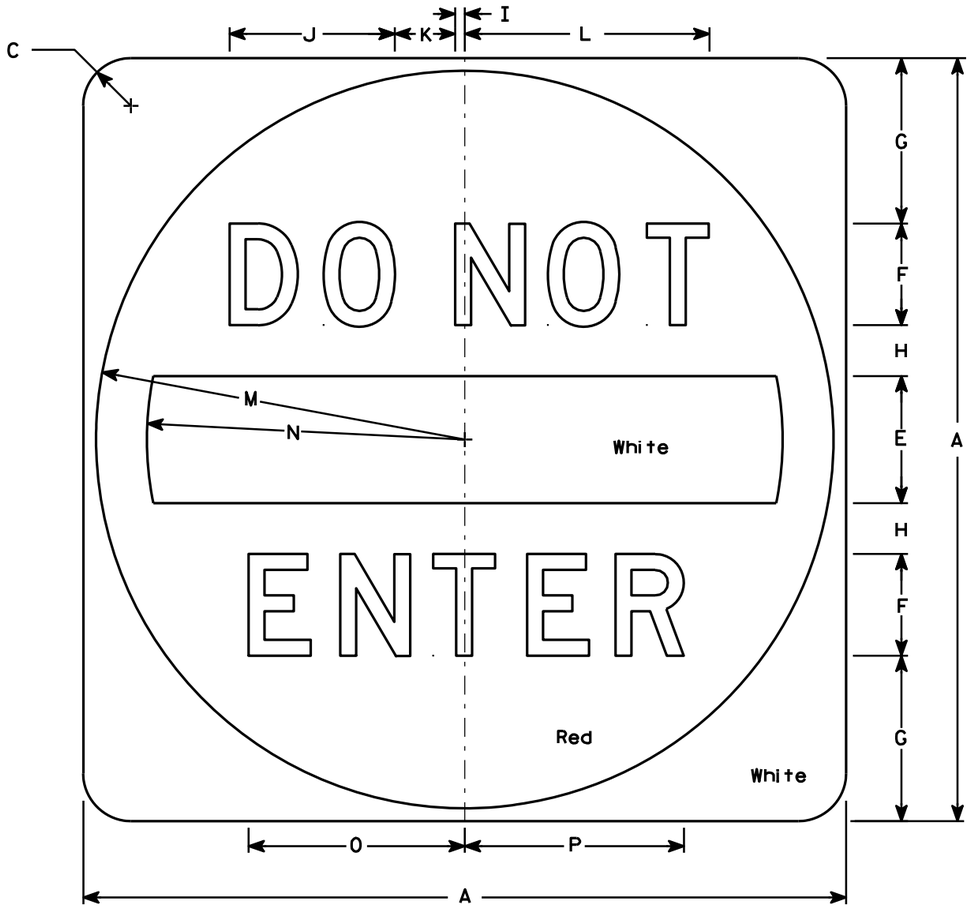
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 503	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors 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																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

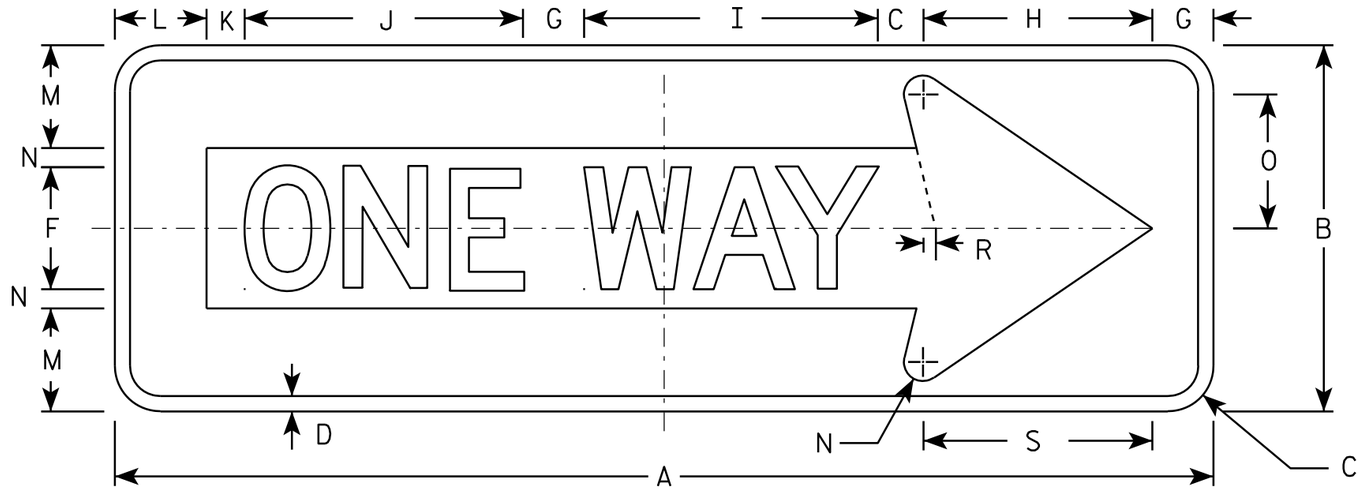
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

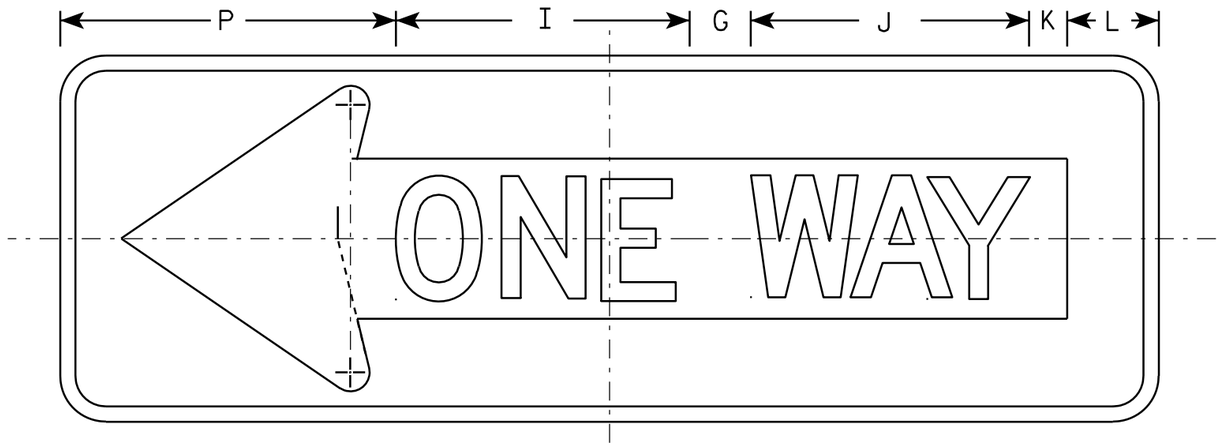
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 504 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
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.



R6-1L

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																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

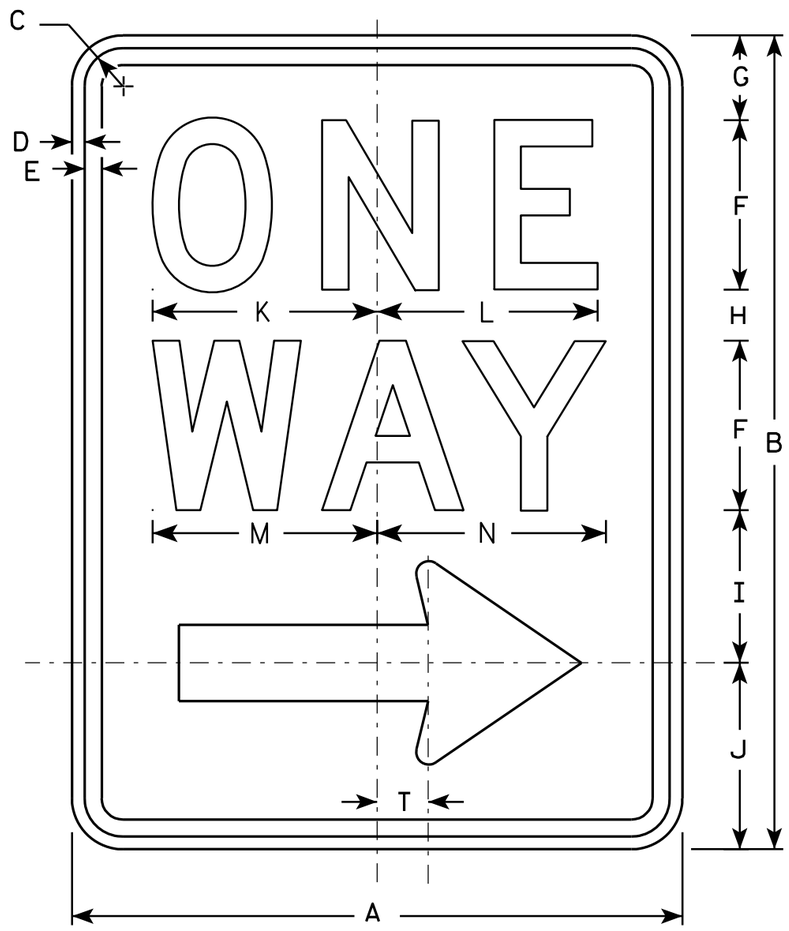
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

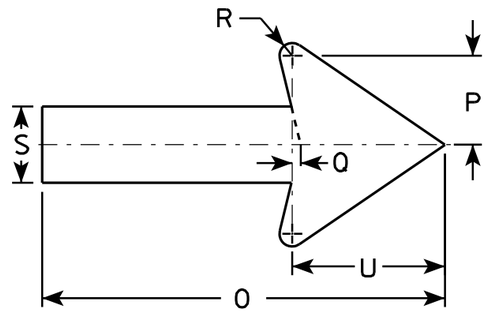
SHEET NO: 505 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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.
5. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

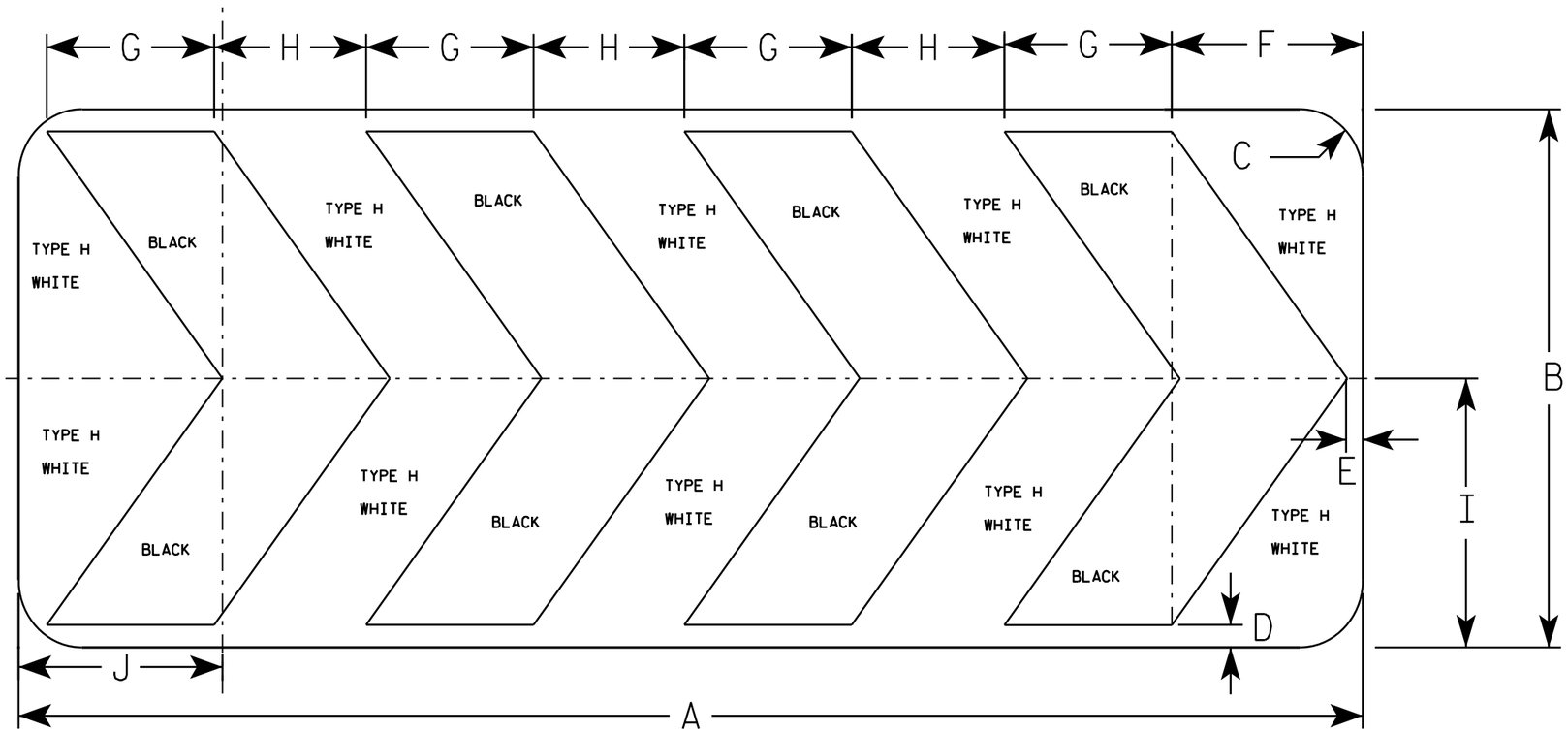
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 506	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 - WHITE
   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.



R6-4B

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																											
2S	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

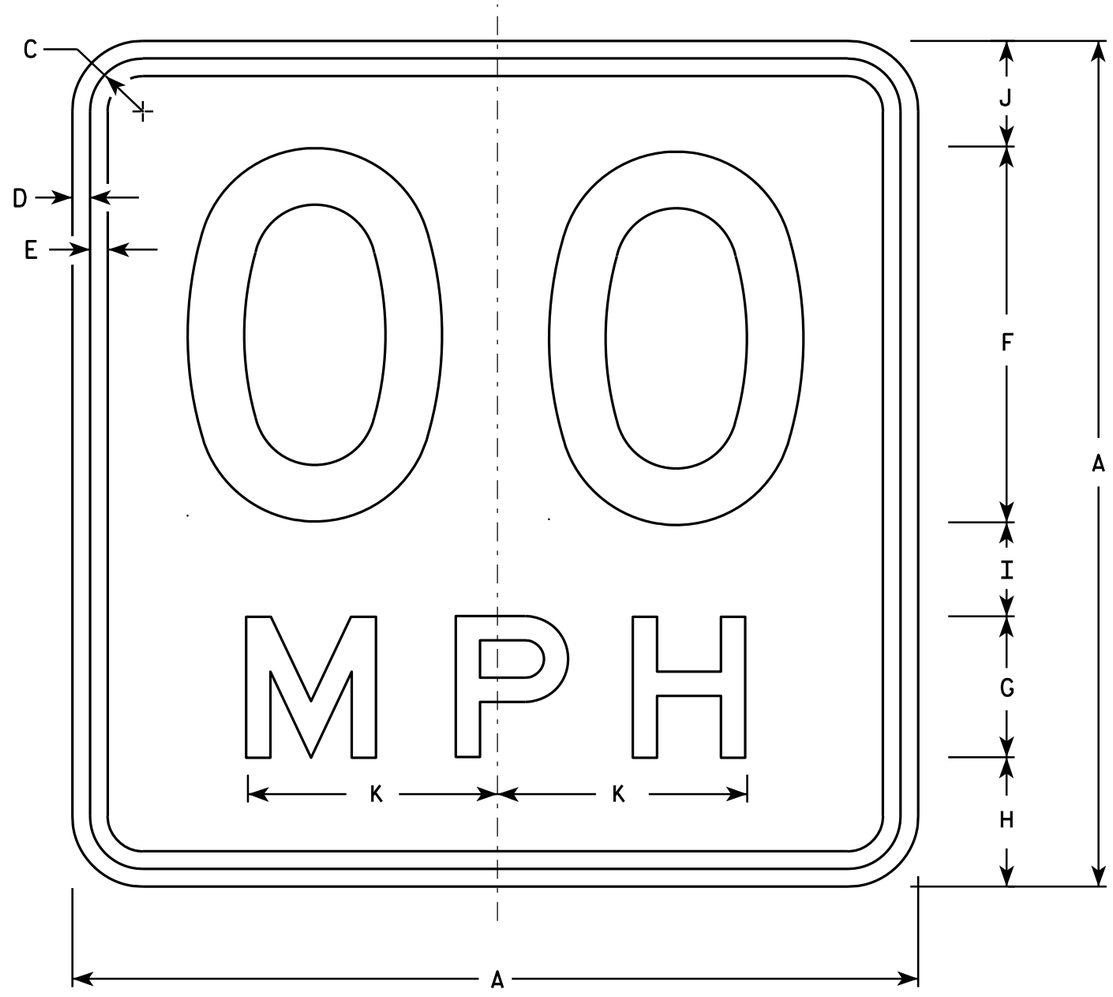
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/03/11 PLATE NO. R6-4B.2

PROJECT NO:

SHEET NO: 507 E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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 6
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 numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

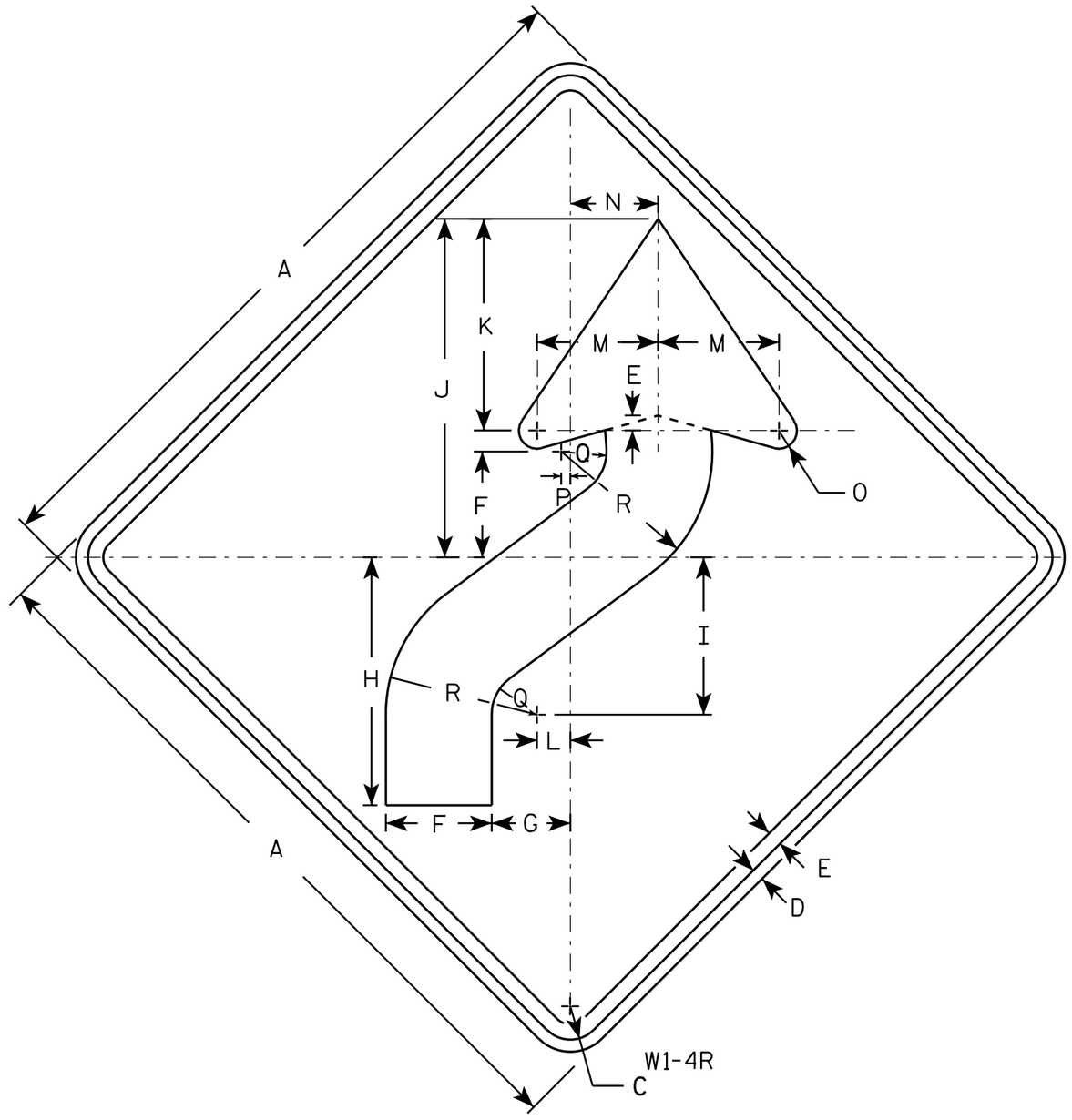
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 508 | E



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.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

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	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

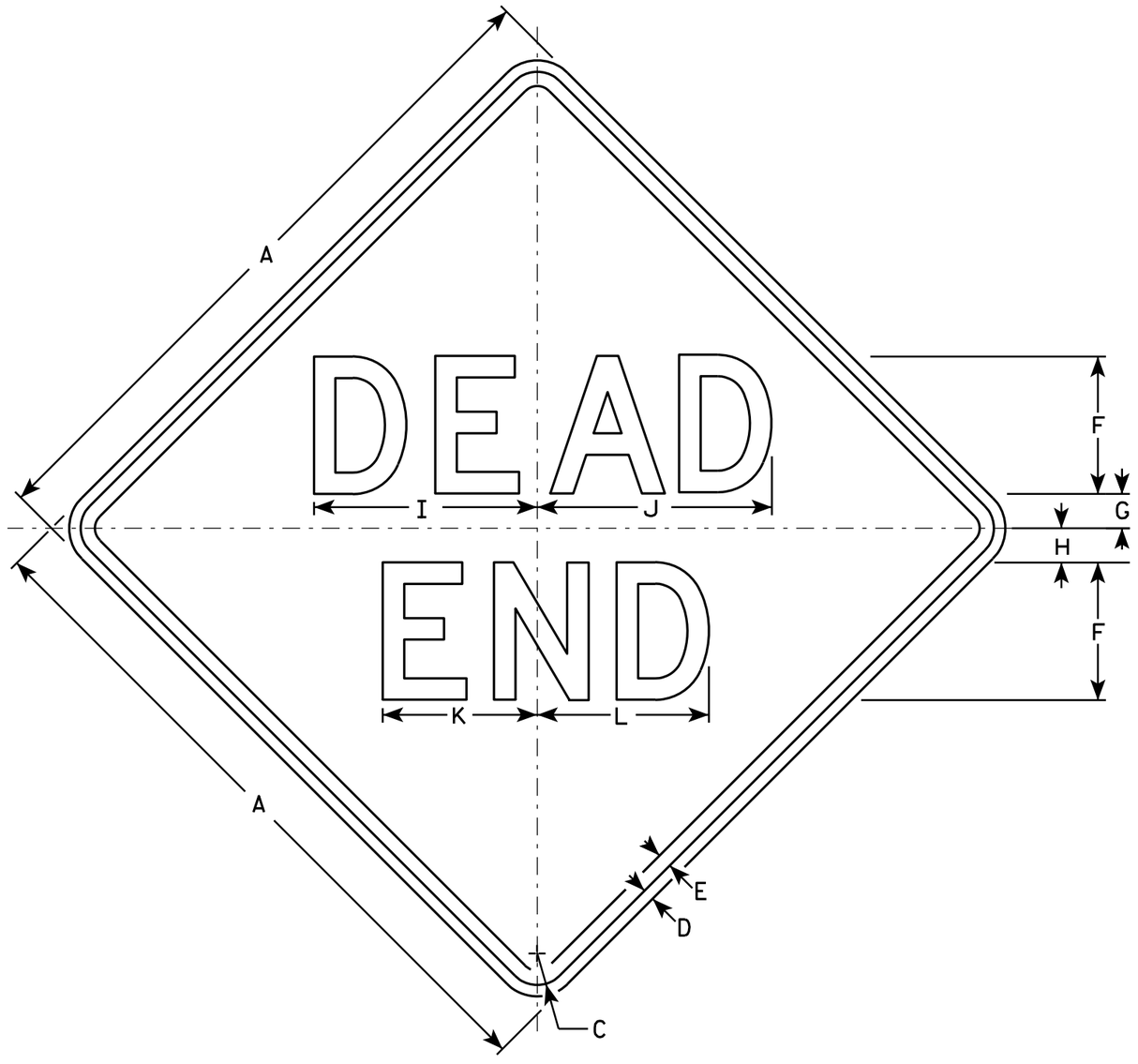
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 509 | 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																											

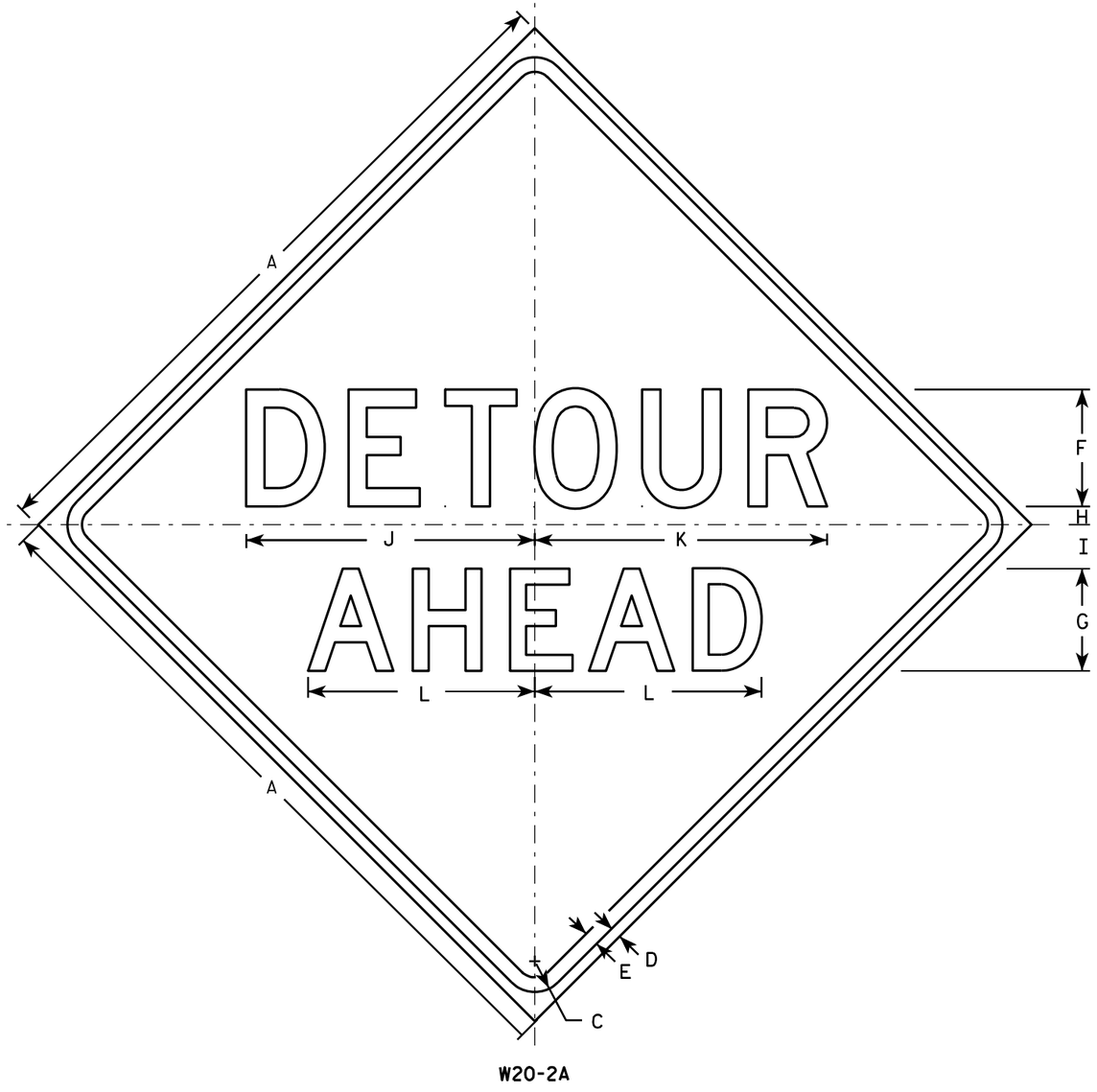
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

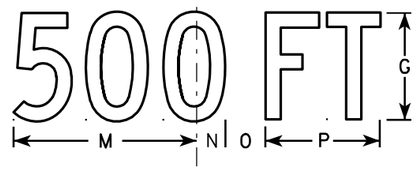
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

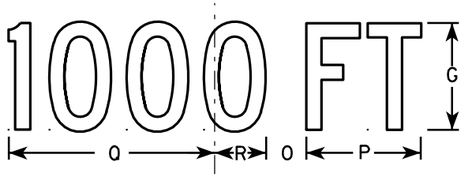
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 510	E



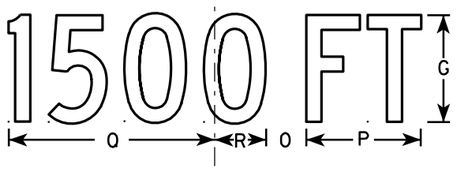
W20-2A



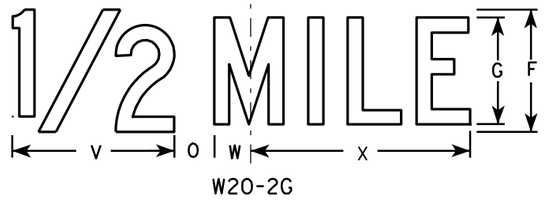
W20-2D



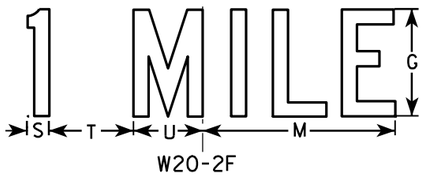
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

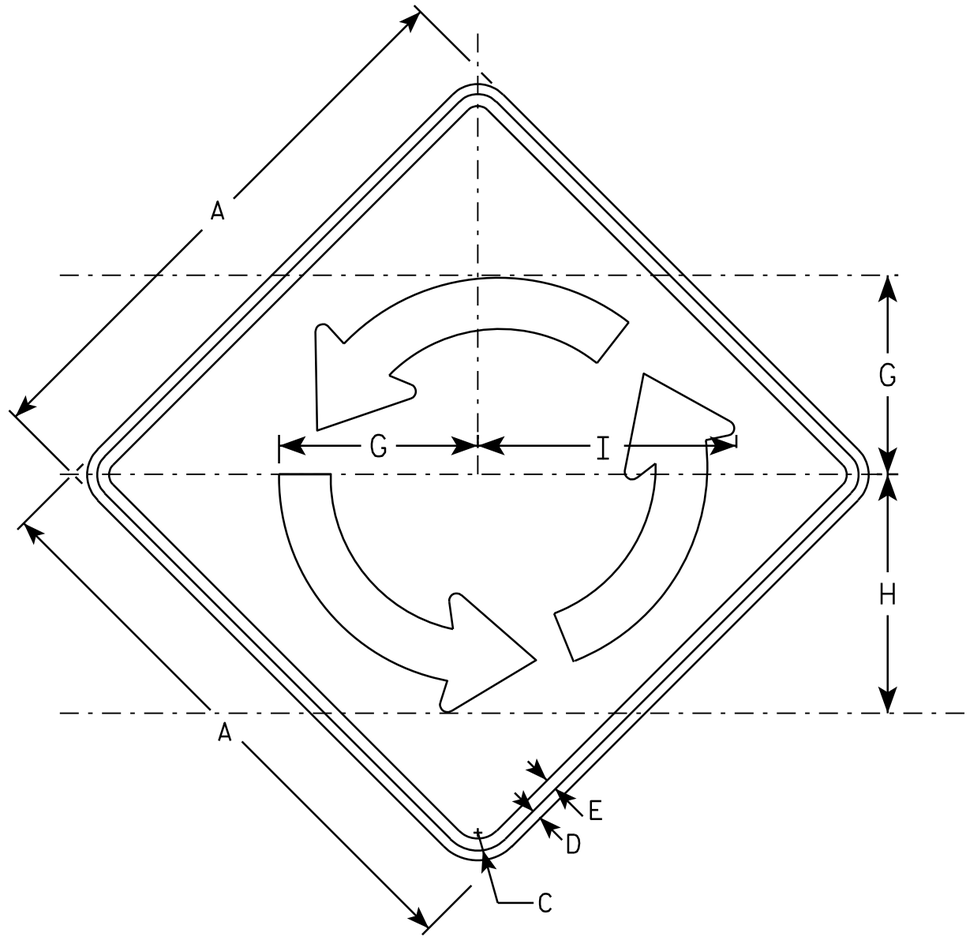
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 511 | E

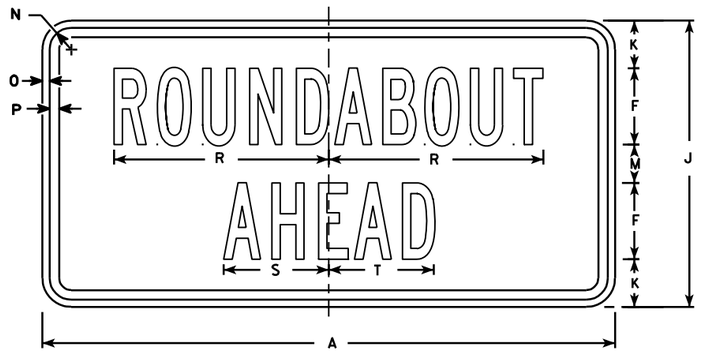
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W2-6

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 - B
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.



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

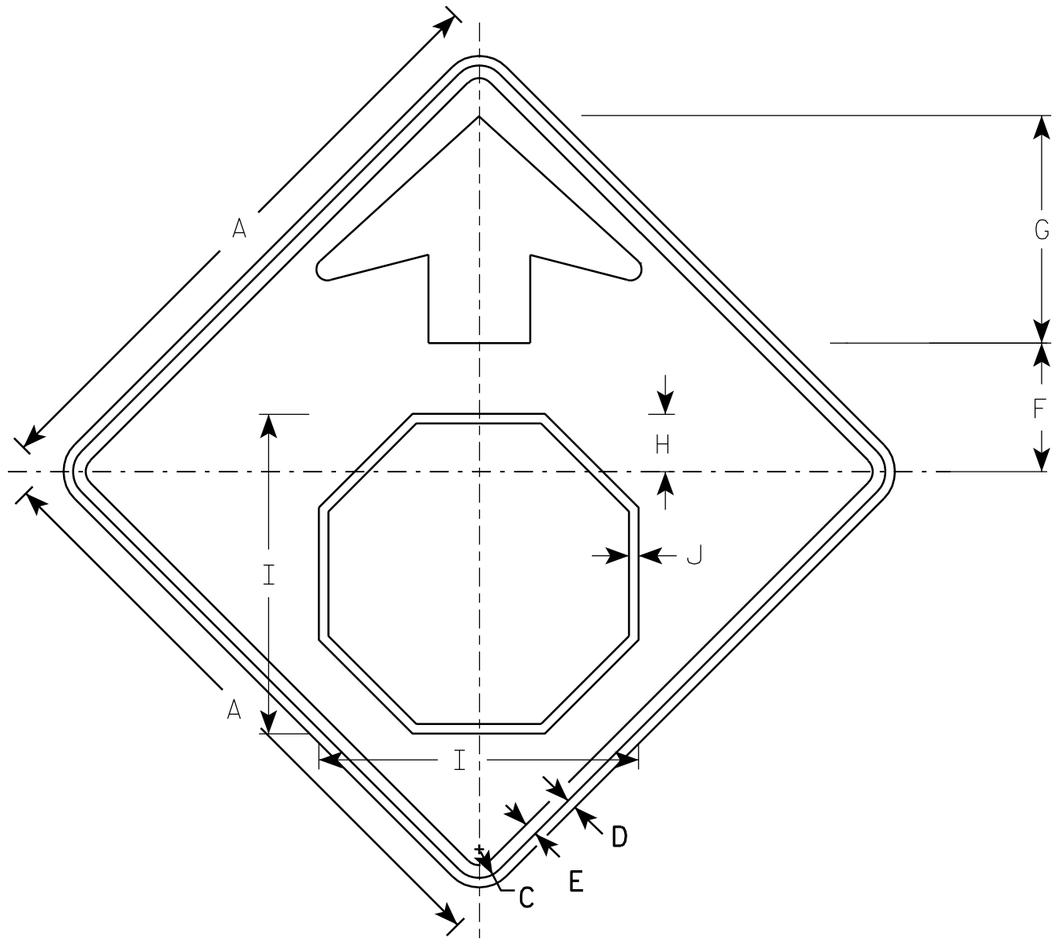
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

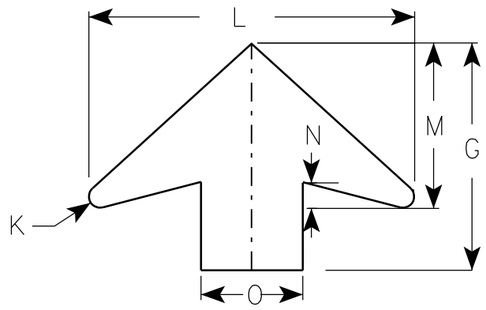
SHEET NO: 512 E



W3-1

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
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



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	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

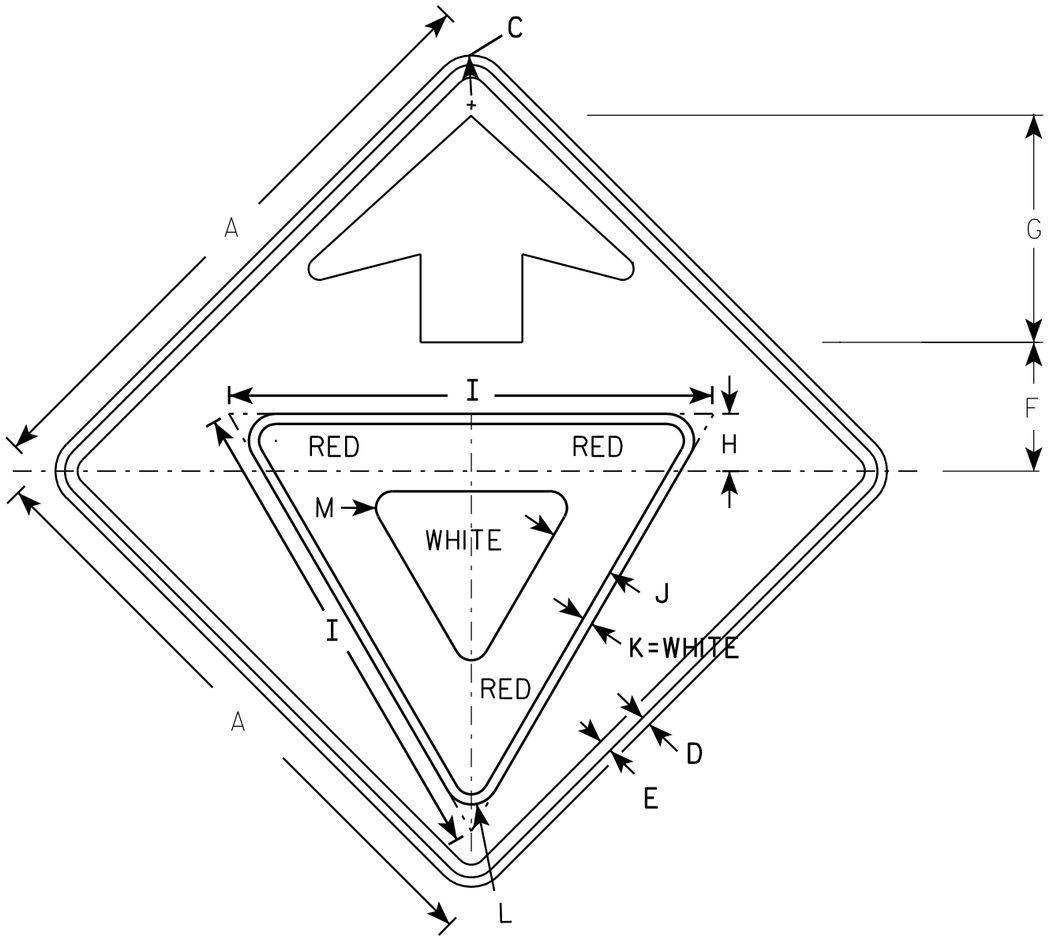
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

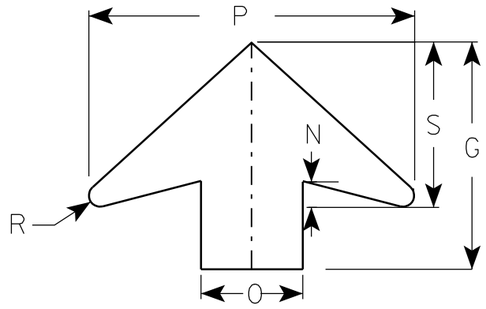
SHEET NO: 513 E



W3-2

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
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



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	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

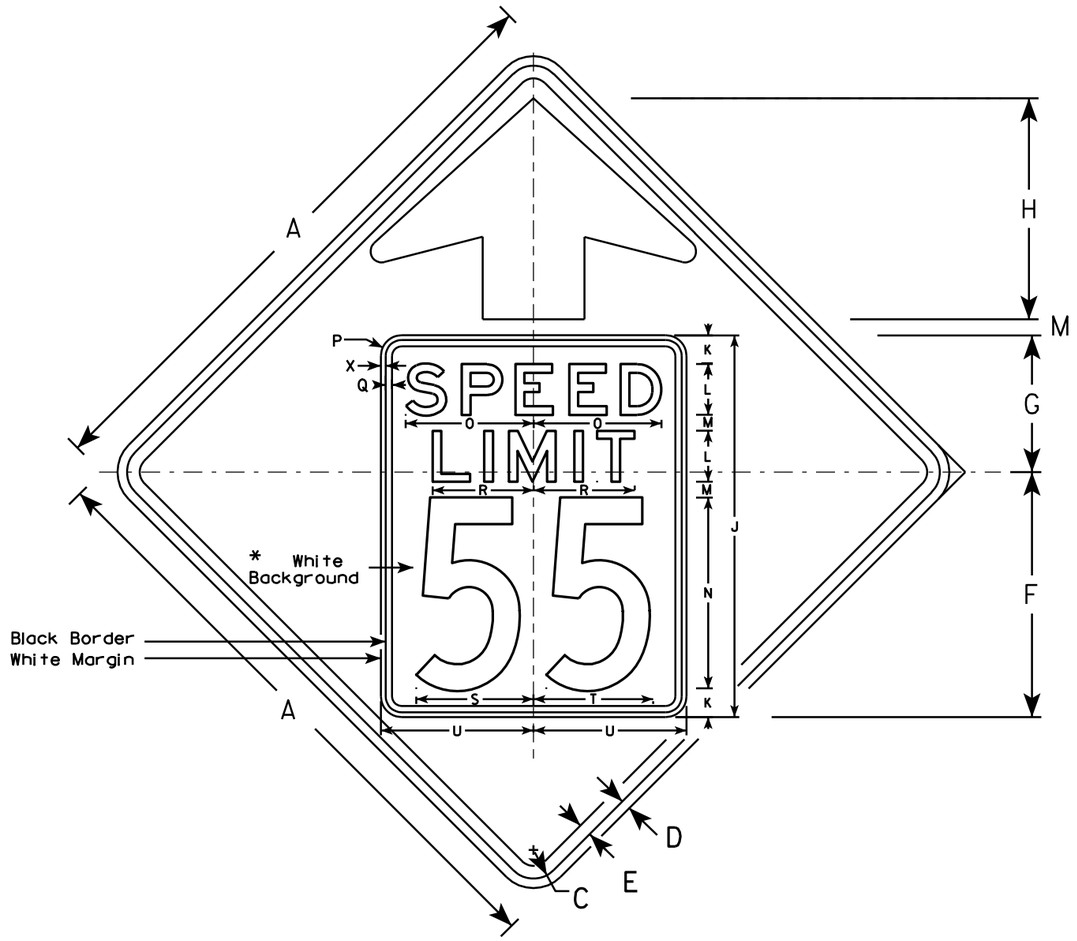
SHEET NO: 514 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7

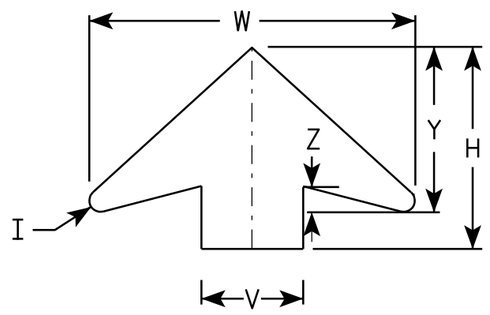


W3-5

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 - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



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																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

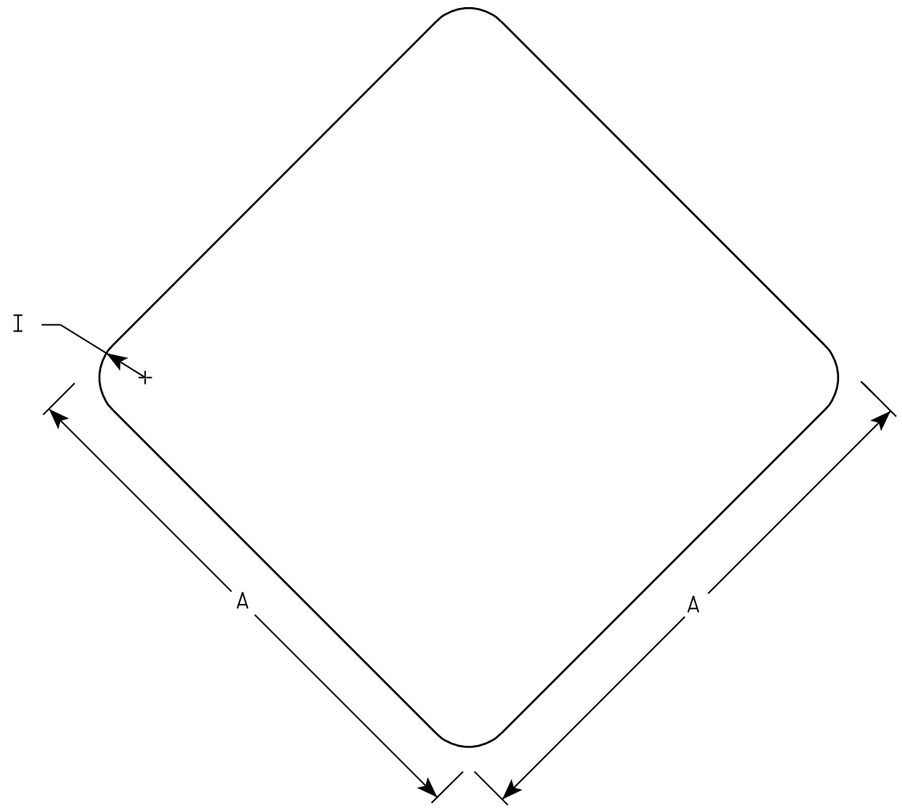
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 515 E



W5-54

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
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

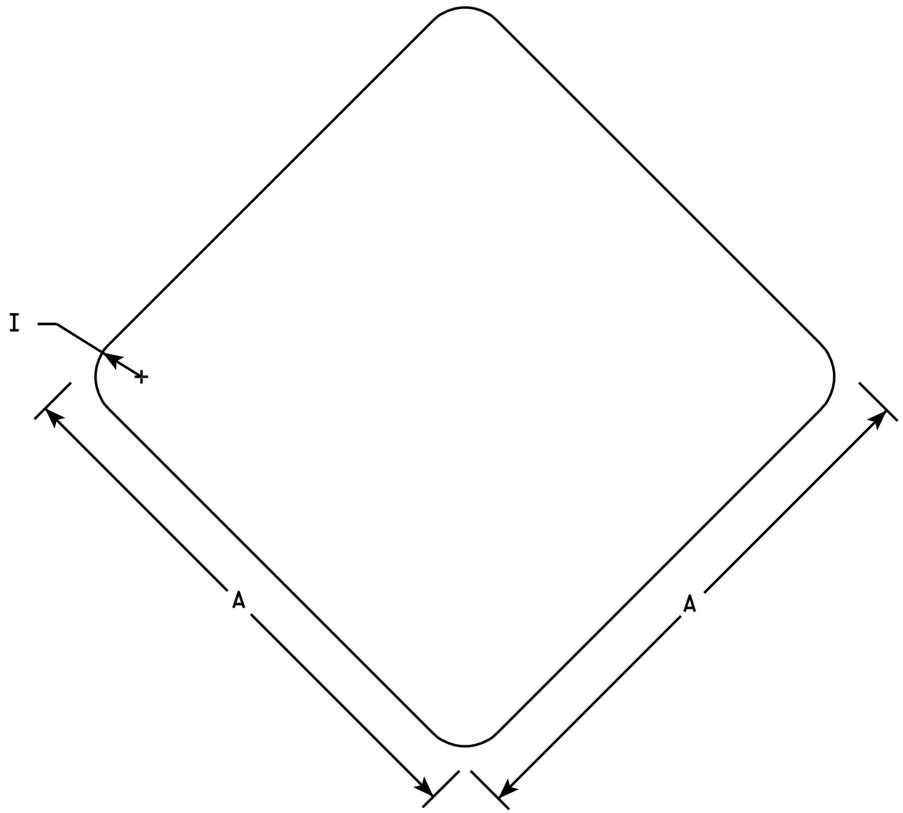
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 516 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

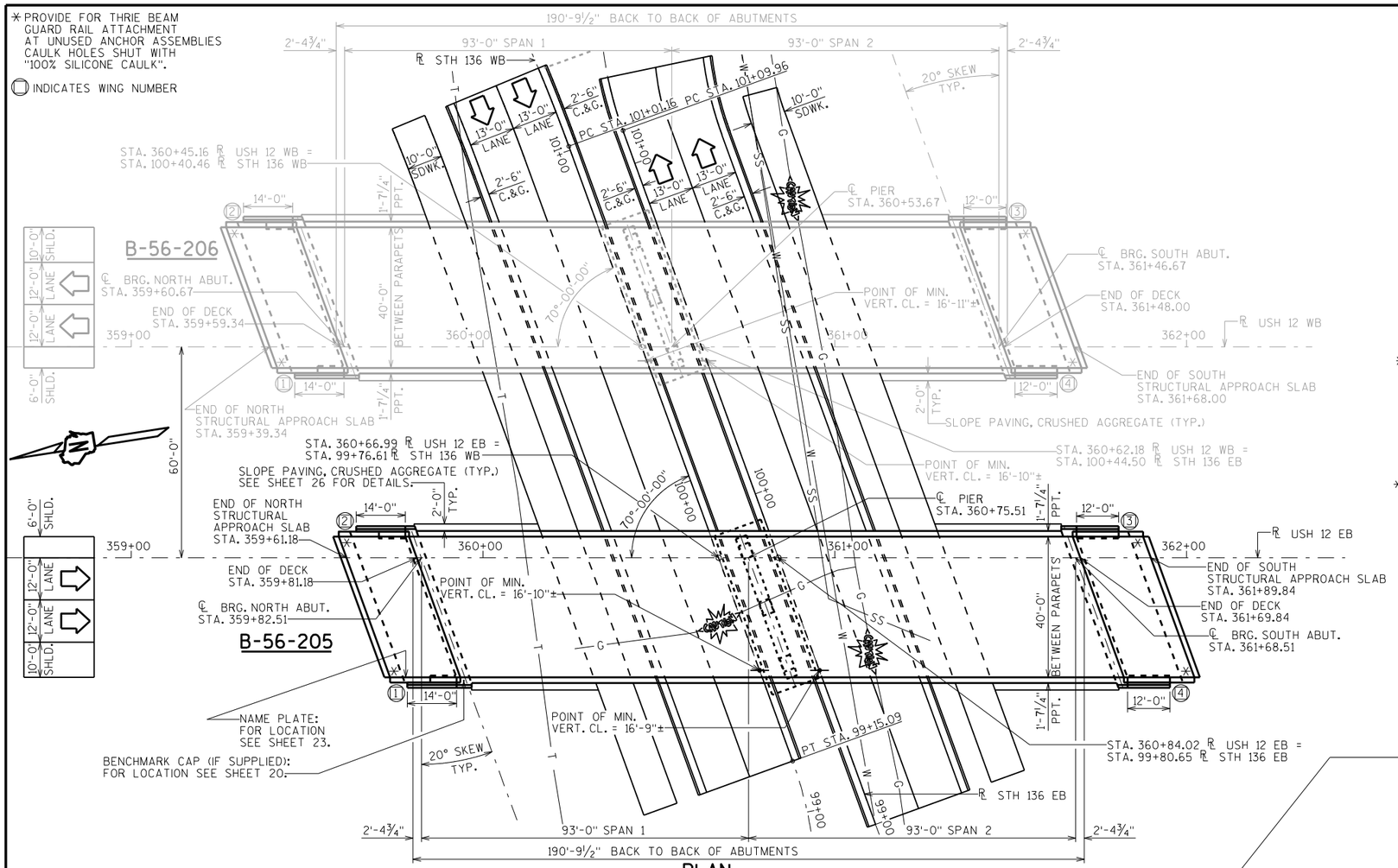
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 517	E

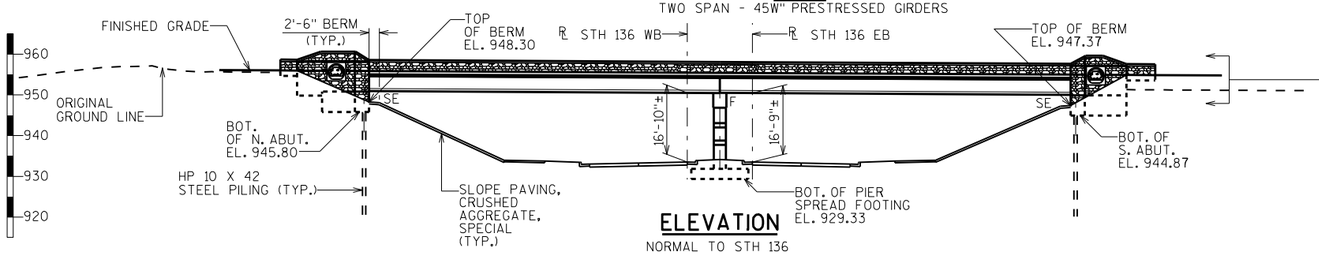
* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER



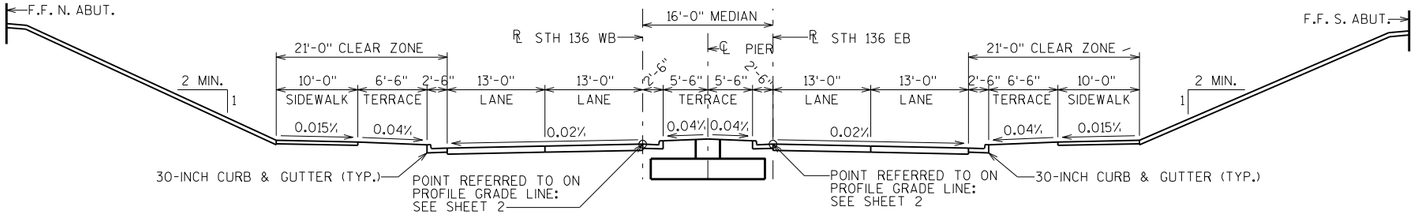
PLAN

TWO SPAN - 45W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO STH 136



TYPICAL SECTION THRU STH 136 LOOKING EAST (UPSTATION) UNDER HWY. 12

NORMAL TO STH 136

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.10
OPERATING RATING FACTOR: RF=1.43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 40'-0" LONG AT BOTH ABUTMENTS.

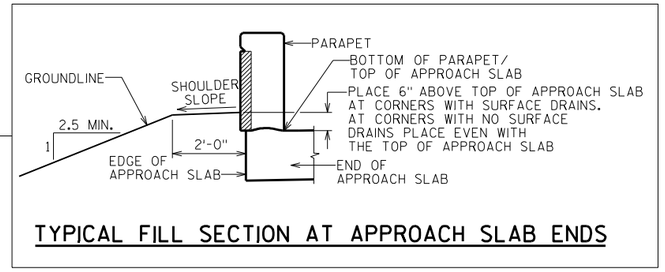
** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

PIER WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING NATIVE SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC VOLUME

USH 12	STH 136
A.D.T. = 15,000-23,500 (2035)	A.D.T. = 15,300 (2035)
R.D.S. = 70 M.P.H.	R.D.S. = 40 M.P.H.



TYPICAL FILL SECTION AT APPROACH SLAB ENDS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. WING 1 DETAILS
6. WING 2 DETAILS
7. NORTH ABUTMENT BAR DETAILS
8. SOUTH ABUTMENT
9. WING 3 DETAILS
10. WING 4 DETAILS
11. SOUTH ABUTMENT BAR DETAILS
12. PIER
13. PIER & STAINING DETAILS
14. 45W" PRESTRESSED GIRDER DETAILS 1
15. 45W" PRESTRESSED GIRDER DETAILS 2
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE
18. SUPERSTRUCTURE DETAILS 1
19. SUPERSTRUCTURE DETAILS 2
20. MODIFIED DECK SINGLE SLOPE PARAPET 32SS
21. SUPERSTRUCTURE BAR DETAILS
22. STRUCTURAL APPROACH SLAB
23. MODIFIED SLAB SINGLE SLOPE PARAPET 32SS
24. STRUCTURAL APPROACH SLAB & BAR DETAILS
25. AESTHETIC DETAILS
26. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

STATE PROJECT NUMBER

1674-00-80

STRUCTURES DESIGN CONTACTS:
EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C Dreher 7/22/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-56-205

USH 12 EASTBOUND LANES OVER STH 136

COUNTY	TOWN
SAUK	BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EMK	MWL	JPH	MSC

GENERAL PLAN

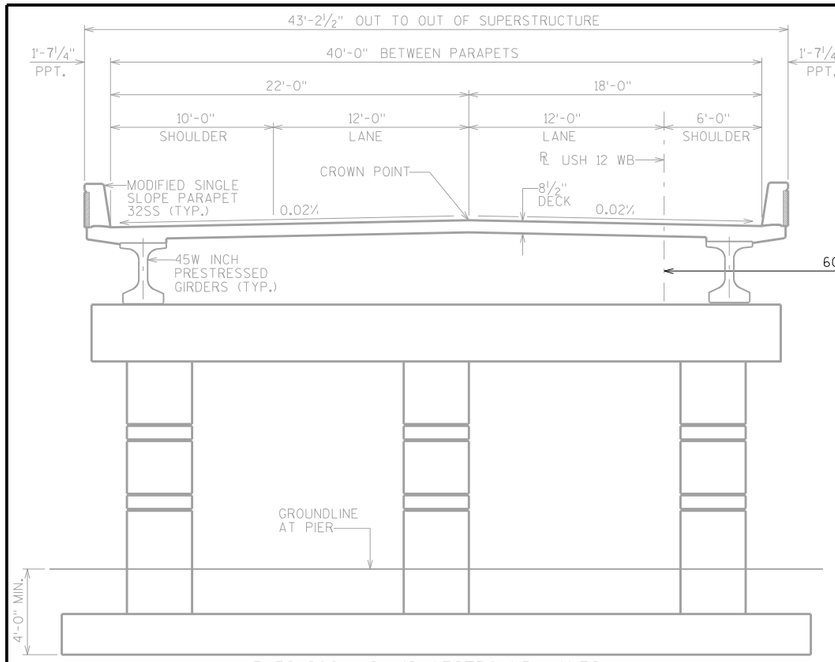
SHEET 1 OF 26

518

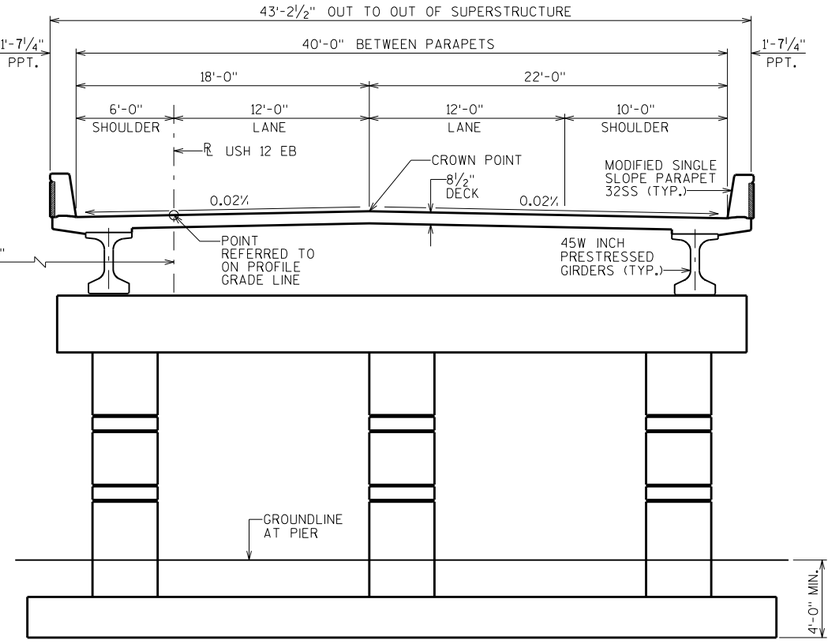
I.D. 1674-00-02H

DATE: MAY 2014

SCALE = 18

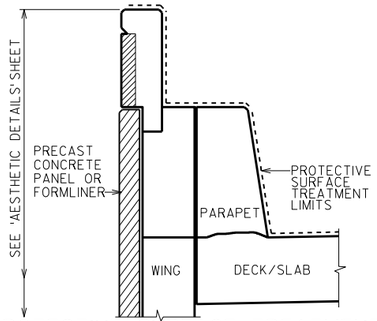


B-56-206 (USH 12 WESTBOUND LANES)



B-56-205 (USH 12 EASTBOUND LANES)

CROSS SECTION THRU ROADWAY LOOKING SOUTH (UPSTATION)



PROTECTIVE SURFACE TREATMENT DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH SLAB	NORTH ABUT.	PIER	SOUTH ABUT.	SOUTH APPROACH SLAB	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-56-205	LS	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	120	———	120	———	240
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	———	136	———	———	———	136	272
502.0100	CONCRETE MASONRY BRIDGES	CY	354	60	57	102	60	60	693
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1005	107	10	———	8	107	1237
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	934	———	———	———	———	———	934
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	———	2840	4390	2655	———	9885
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	70,055	10,120	2120	9480	2110	10,120	104,005
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	5	10	5	———	20
506.4000	STEEL DIAPHRAGMS B-56-205	EACH	16	———	———	———	———	———	16
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	13	———	13	———	26
517.1010.S	CONCRETE STAINING B-56-205	SF	3925	5	39	1075	37	7	5088
517.1015.S	CONCRETE STAINING MULTI-COLOR B-56-205	SF	945	22	225	———	190	30	1412
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-56-205	SF	945	22	225	———	190	30	1412
550.1100	PILING STEEL HP 10-INCH X 42	LF	———	———	400	———	400	———	800
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	95	———	105	———	200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	———	2	4
SPV.0060	PRECAST CONCRETE PANEL	EACH	———	———	1	———	1	———	2
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	1460	———	———	———	———	———	1460
SPV.0165	ANTI-GRAFFITI COATING	SF	4870	27	264	1075	227	37	6500
SPV.0180	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	———	———	205	———	205	———	410
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	½",¾"&1½"

NOTE: ALL ITEMS CATEGORY 0100

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.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE OR "BASE AGGREGATE DENSE 1¼-INCH" SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND TOP OF APPROACH SLAB SURFACES AS WELL AS THE INSIDE AND TOP OF PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE 'GENERAL PLAN' SHEET, THE 'SLOPE PAVING, CRUSHED AGGREGATE (SPECIAL)' SHEET AND ON THE ABUTMENT DETAILS SHEETS.

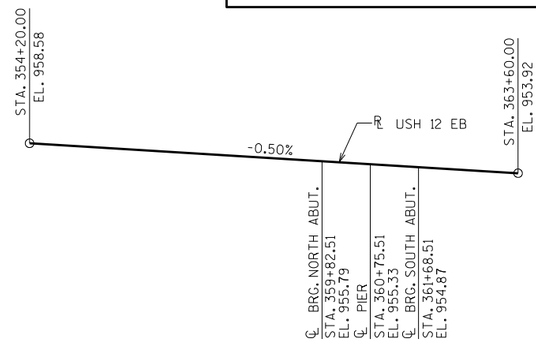
FOR AESTHETIC DETAILS (INCLUDING STAINING LOCATIONS/LIMITS, ARCHITECTURAL SURFACE TREATMENT LOCATIONS/LIMITS AND CONCRETE PANEL DETAILS). SEE 'AESTHETIC DETAILS' SHEET.

ANTI-GRAFFITI COATING SHALL BE APPLIED TO ALL CONCRETE STAINING AREAS.

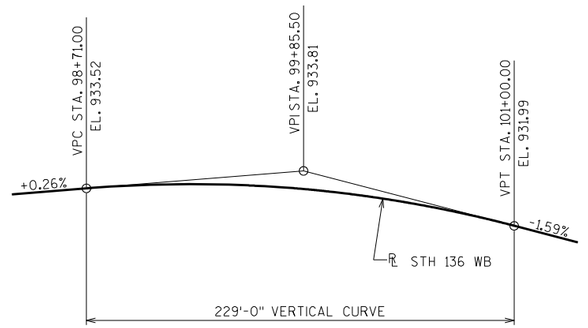
BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE SHOWN OR NOTED.

STATE PROJECT NUMBER

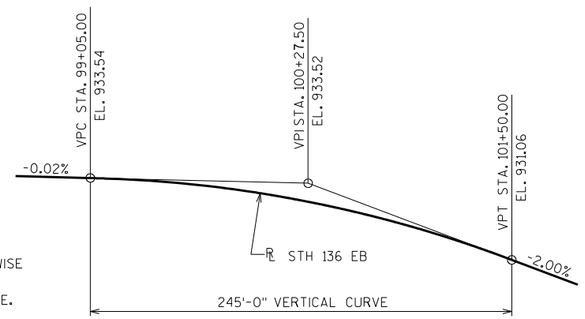
1674-00-80



PROFILE GRADE LINE FOR EASTBOUND USH 12



PROFILE GRADE LINE FOR WESTBOUND STH 136



PROFILE GRADE LINE FOR EASTBOUND STH 136

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

CROSS SECTION & QUANTITIES

SHEET 2

519

SCALE = 4.5

8

8

LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

INDICATES WING NUMBER

℄ STH 136 WB

℄ STH 136 EB

20° SKEW TYP.

100+00

100+00

70°-00'-00"

STA. 360+66.99 ℄ USH 12 EB =
STA. 99+76.61 ℄ STH 136 WB

℄ USH 12 EB

360+00

361+00

362+00

℄ BRG. NORTH ABUT.
STA. 359+82.51

END OF N. APPROACH SLAB
STA. 359+61.18

℄ PIER
STA. 360+75.51

℄ BRG. SOUTH ABUT.
STA. 361+68.51

END OF S. APPROACH SLAB
STA. 361+89.84

B-56-205

BOR-3

BOR-1

BOR-6

STA. 360+84.02 ℄ USH 12 EB =
STA. 99+80.65 ℄ STH 136 EB

PLAN

BOR 3
STA. 359+95.
36' RT. OF ℄ USH 12 EB
EL. 953.4

BOR 1
STA. 360+88.
36' RT. OF ℄ USH 12 EB
EL. 943.8

BOR 6
STA. 361+81.
36' RT. OF ℄ USH 12 EB
EL. 946.3

960
950
940
930
920
910
900
890

BOT. OF
N. ABUT.
EL.945.80

6
28
54
102
71
31
93
104
69
34
53
78
F-M
F-M
F
*

BOT. OF
PIER SPREAD
FOOTING
EL.929.33

6" BITUMINOUS
F-M
26
41
49
110
107
90
60
79
SOME COBBLES
F-M
SOME COBBLES

BOT. OF
S. ABUT.
EL.944.87

HP 10 X 42
STEEL PILING
(TYP. AT ABUTMENTS)

6" BITUMINOUS
40
45
56
80
60
60
103
60/5"
F-M
FEW BOULDERS
& COBBLES
F-M
FEW BOULDERS
& COBBLES
F-M
FEW BOULDERS
& COBBLES

* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1674-00-80

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

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
ELEV.
STA.
UNCONFINED STRENGTH → 7.7 7
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" 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 B-56-205

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SUBSURFACE EXPLORATION

SHEET 3

520

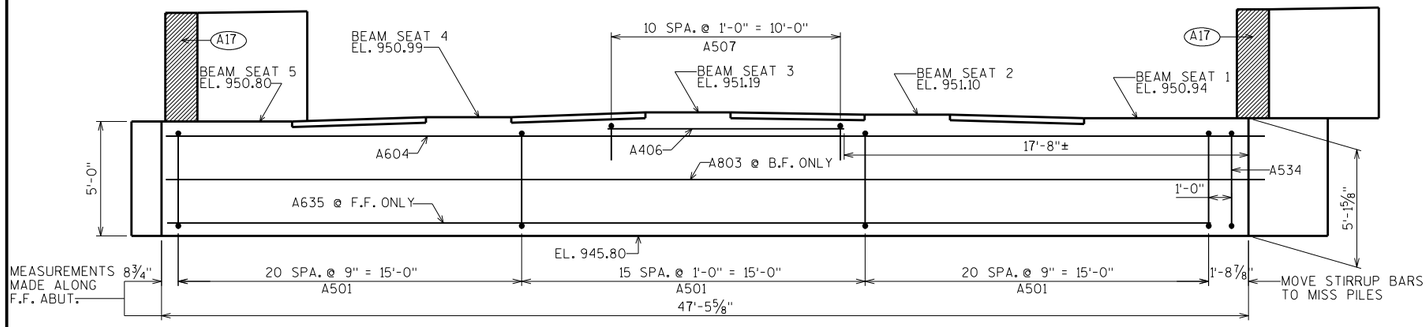
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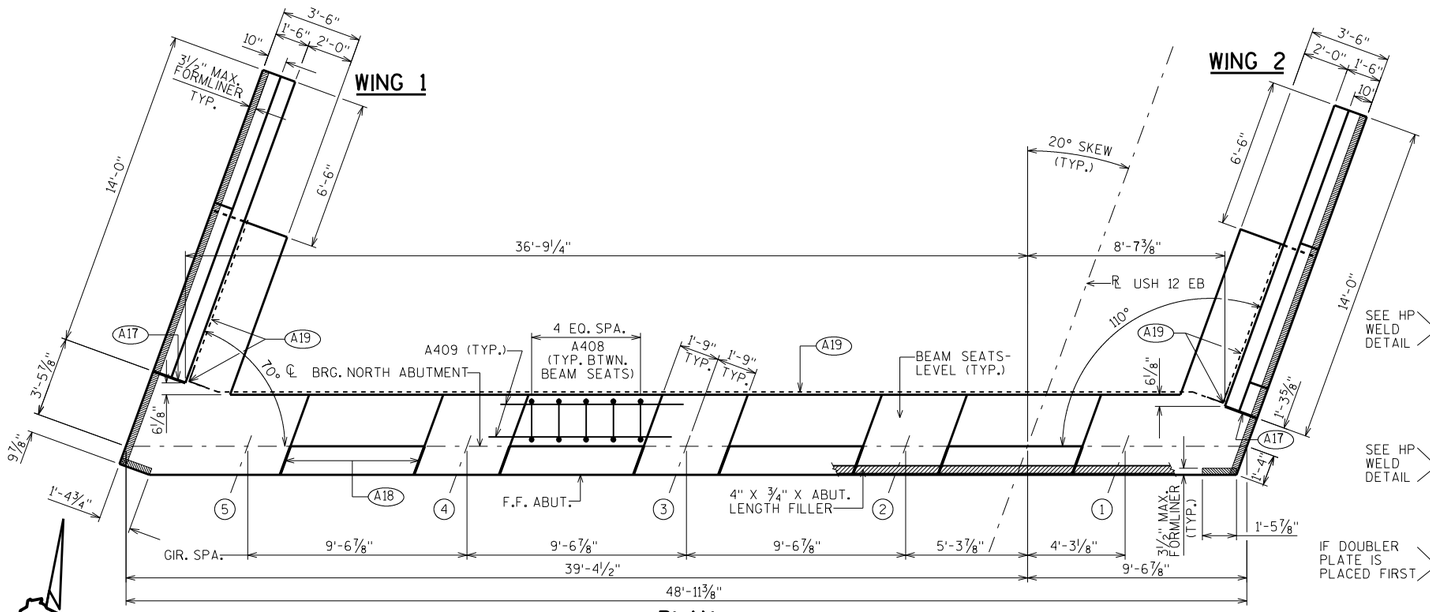
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STATE PROJECT NUMBER

1674-00-80

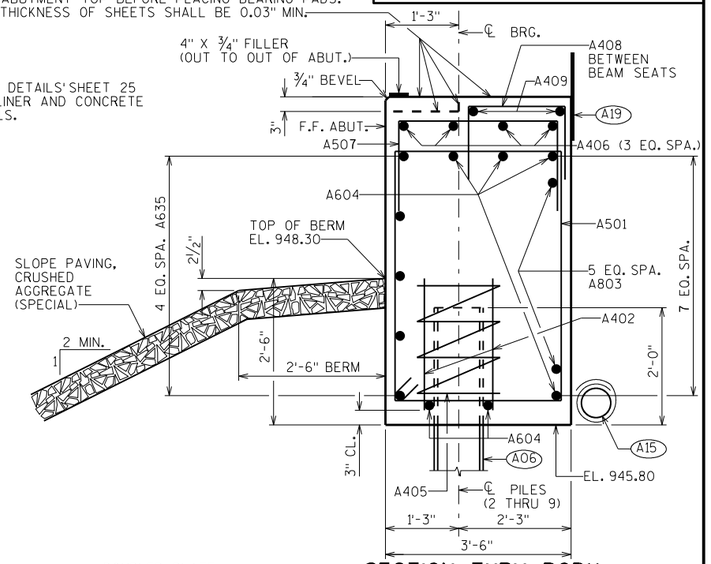


ELEVATION LOOKING NORTH @ F.F.

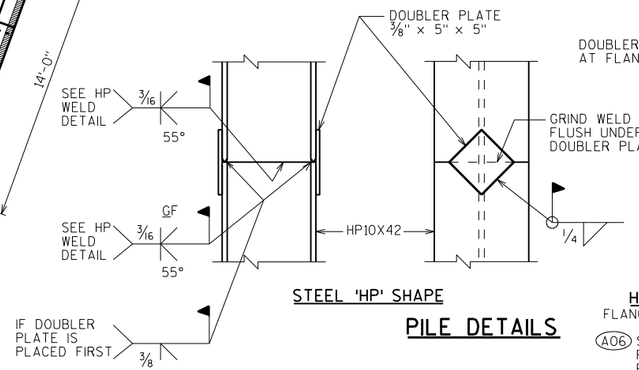


STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

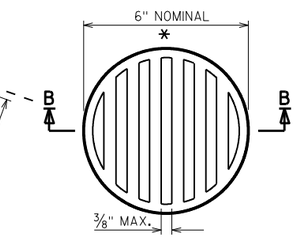
NOTE:
SEE 'AESTHETIC DETAILS' SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.



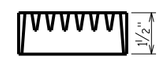
SECTION THRU BODY



PILE DETAILS



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

NORTH ABUTMENT

SHEET 4

521

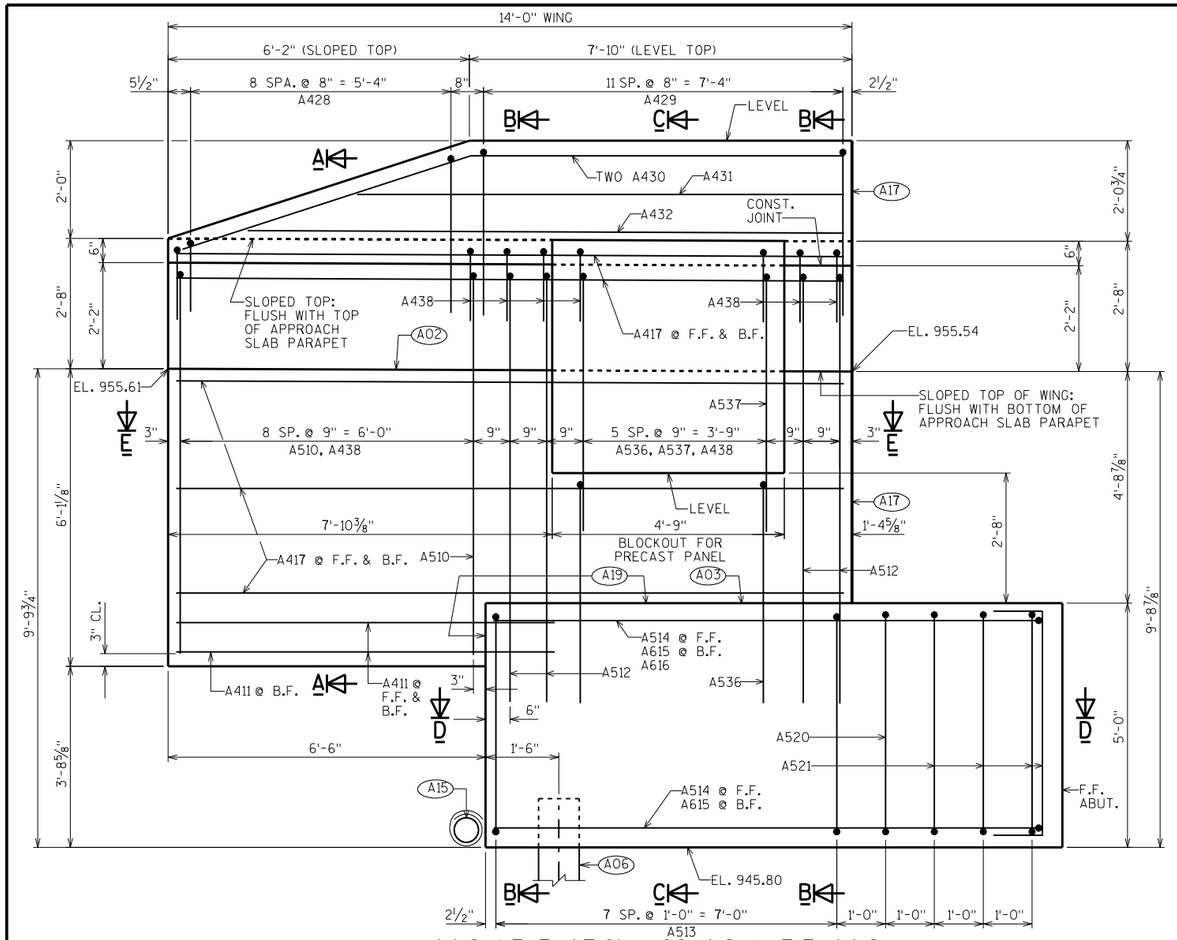
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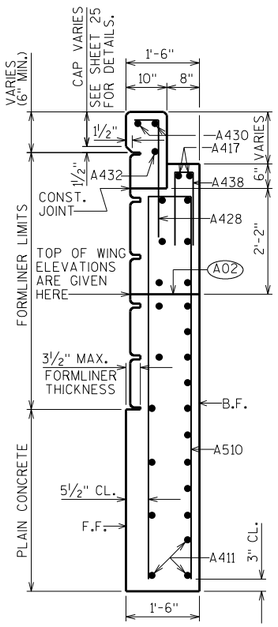
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STATE PROJECT NUMBER

1674-00-80

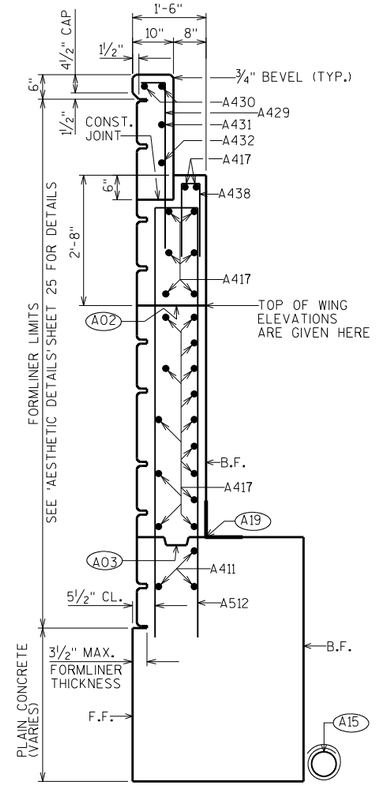


WING 1 ELEVATION LOOKING @ F.F. WING



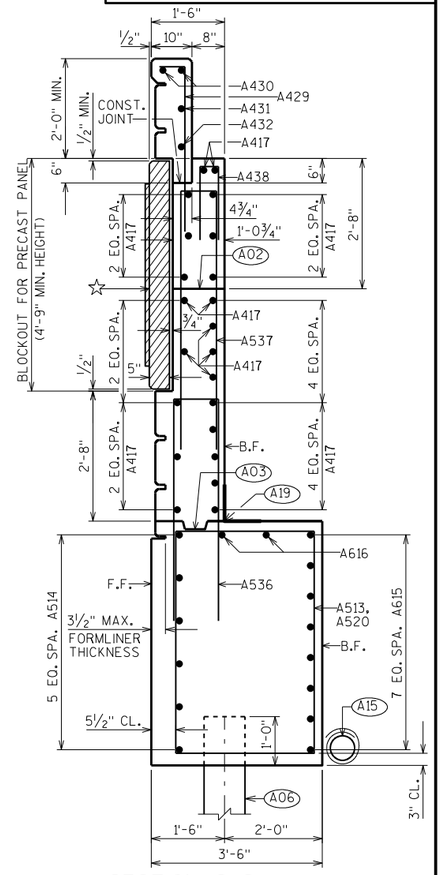
SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



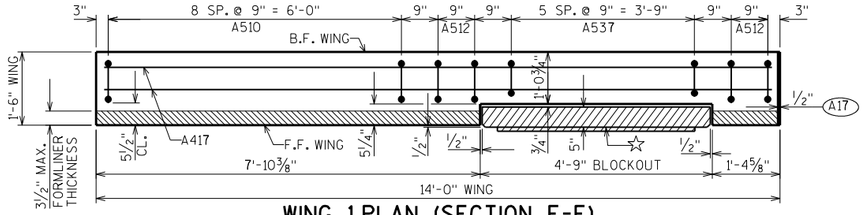
SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.

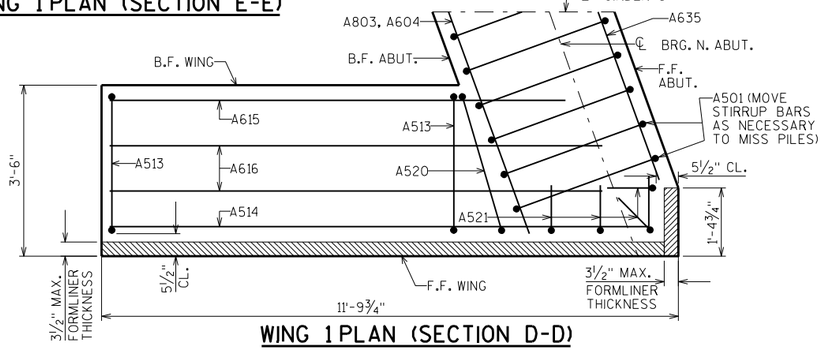


SECTION C-C @ PRECAST CONCRETE PANEL

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE 'AESTHETIC DETAILS' SHEET 25 FOR DETAILS.



WING 1 PLAN (SECTION E-E)



WING 1 PLAN (SECTION D-D)

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE 'AESTHETIC DETAILS' SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

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WING 1 DETAILS

SHEET 5

522

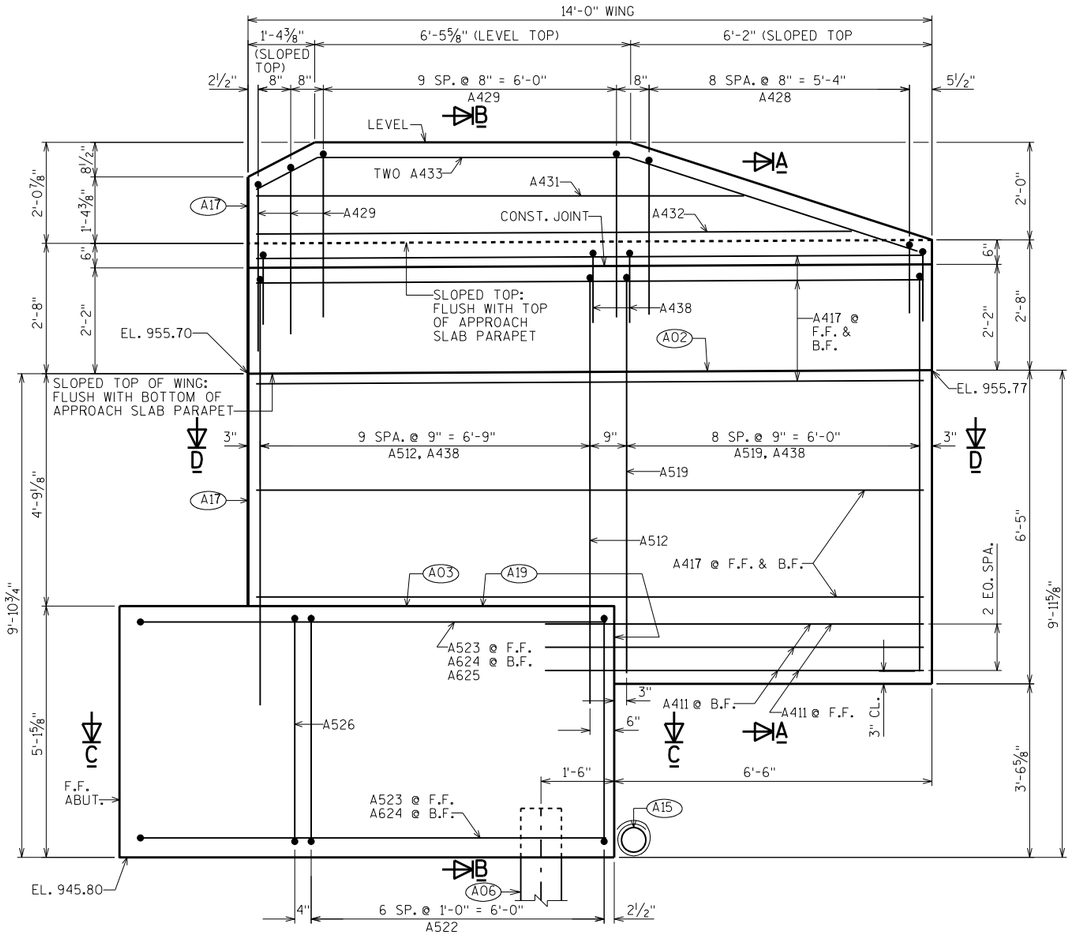
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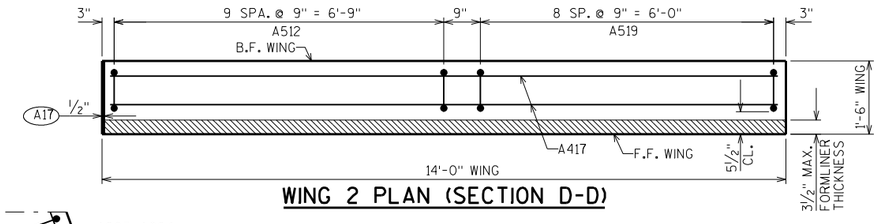
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STATE PROJECT NUMBER

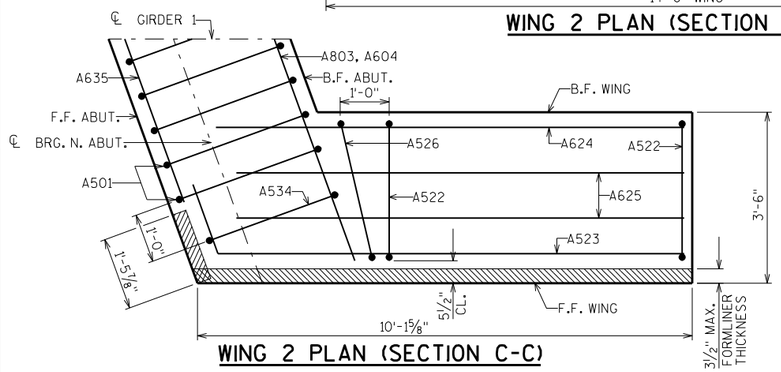
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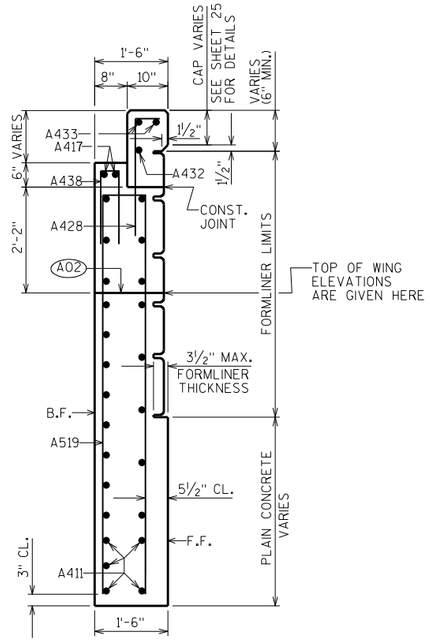
WING 2 ELEVATION LOOKING @ F.F. WING



WING 2 PLAN (SECTION D-D)

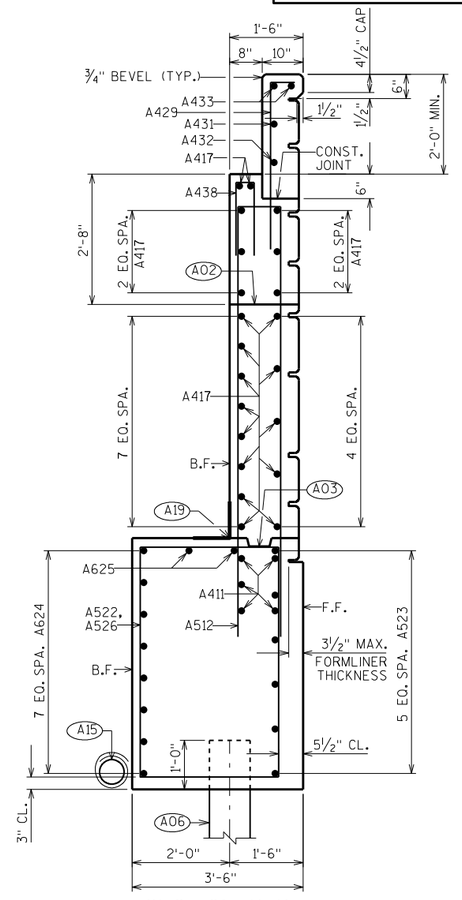


WING 2 PLAN (SECTION C-C)



SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



SECTION B-B

A02 HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

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WING 2 DETAILS

SHEET 6

523

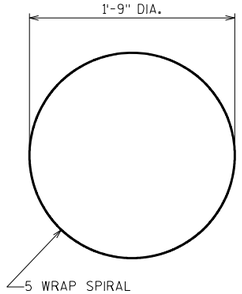
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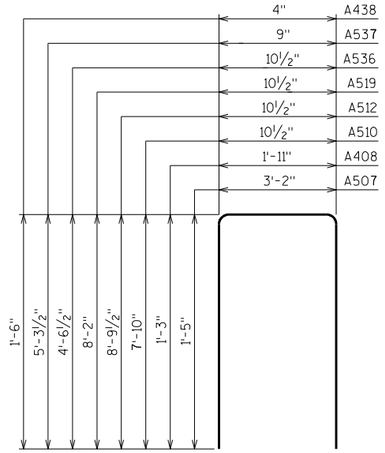
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STATE PROJECT NUMBER

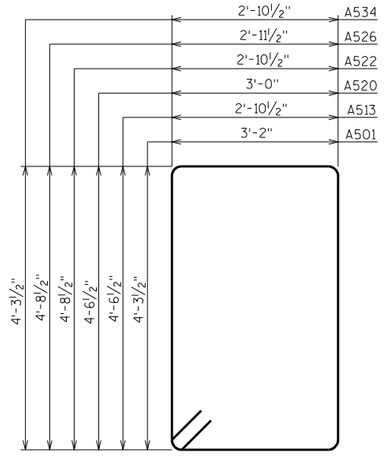
1674-00-80



A405



A507 A408 A510 A512
A519 A536 A537 A438



A501 A513 A520
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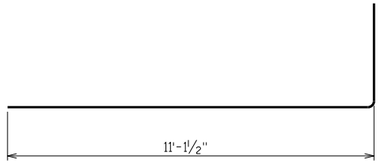
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

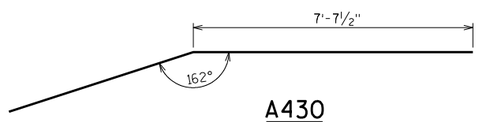
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		56	15'-7"	X		BODY-STIRRUPS-VERT.
A402		16	2'-3"			BODY-2 PER BODY PILE-VERT.
A803		6	48'-0"			BODY-HORIZONTAL-B.F.
A604		6	48'-0"			BODY-HORIZONTAL-TOP & BOTTOM
A405		8	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
A406		4	10'-4"			BODY-TOP-HORIZ.-UNDER BEAM SEAT 3
A507		11	5'-9"	X		BODY-TOP-VERT.-UNDER BEAM SEAT 3
A408		20	4'-3"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
A409		8	8'-0"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
A510	X	9	16'-4"	X		WING 1-VERTICAL-AT ENDS
A411	X	8	7'-9"			WINGS 1&2-HORIZ.-BOT.-F.F. & B.F.-AT ENDS
A512	X	14	18'-3"	X		WINGS 1&2-VERTICAL
A513	X	8	15'-6"	X		WING 1-BOT.-STIRRUP-VERT.
A514	X	6	12'-1"	X		WING 1-BOT.-F.F.-HORIZ.
A615	X	8	9'-4"			WING 1-BOT.-B.F.-HORIZ.
A616	X	2	10'-1"			WING 1-TOP-HORIZ.
A417	X	43	13'-8"			WINGS 1&2-F.F. & B.F.-HORIZ.
A618		--	--			NOT USED
A519	X	9	17'-0"	X		WING 2-VERTICAL-AT ENDS
A520	X	1	15'-9"	X		WING 1-BOT.-STIRRUP-VERT.
A521	X	4	6'-4"	X		WING 1/BODY-F.F.-VERT.
A522	X	7	15'-10"	X		WING 2-BOT.-STIRRUP-VERT.
A523	X	6	11'-0"	X		WING 2-BOT.-F.F.-HORIZ.
A624	X	8	9'-7"			WING 2-BOT.-B.F.-HORIZ.
A625	X	2	9'-2"			WING 2-TOP-HORIZ.
A526	X	1	16'-0"	X		WING 2-BOT.-STIRRUP-VERT.
A527		--	--			NOT USED
⚠ A428	X	18	2'-10"	X	X	WINGS 1&2-TOP PORTION-VERT.-B.F.
A429	X	24	3'-10"	X		WINGS 1&2-TOP PORTION-VERT.-B.F.
A430	X	2	13'-11"	X		WING 1-TOP PORTION-VERT.-F.F. & B.F.
A431	X	2	10'-0"			WINGS 1&2-TOP PORTION-HORIZ.-B.F.
A432	X	2	12'-4"			WINGS 1&2-TOP PORTION-HORIZ.-B.F.
A433	X	2	14'-0"	X		WING 2-TOP PORTION-VERT.-F.F. & B.F.
A534		1	15'-0"	X		BODY-STIRRUP-VERT.-AT WING 2 END ONLY
A635		5	45'-7"			BODY-HORIZONTAL-F.F.
A536	X	6	9'-9"	X		WING 1-VERTICAL-BELOW PRECAST PANEL
A537	X	6	11'-1"	X		WING 1-VERTICAL-BEHIND PRECAST PANEL
A438	X	38	3'-2"	X		WINGS 1&2-TOP-VERTICAL-B.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

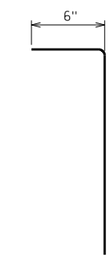
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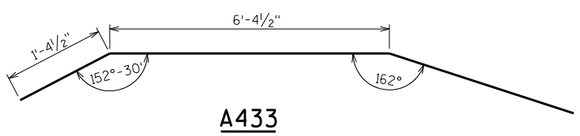
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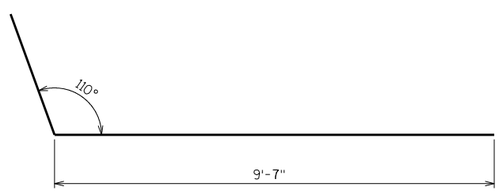
A430



A428 A429



A433



A523

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
A428	2 SERIES OF 9 BARS	1'-11" TO 3'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

NORTH ABUTMENT BAR DETAILS

SHEET 7

524

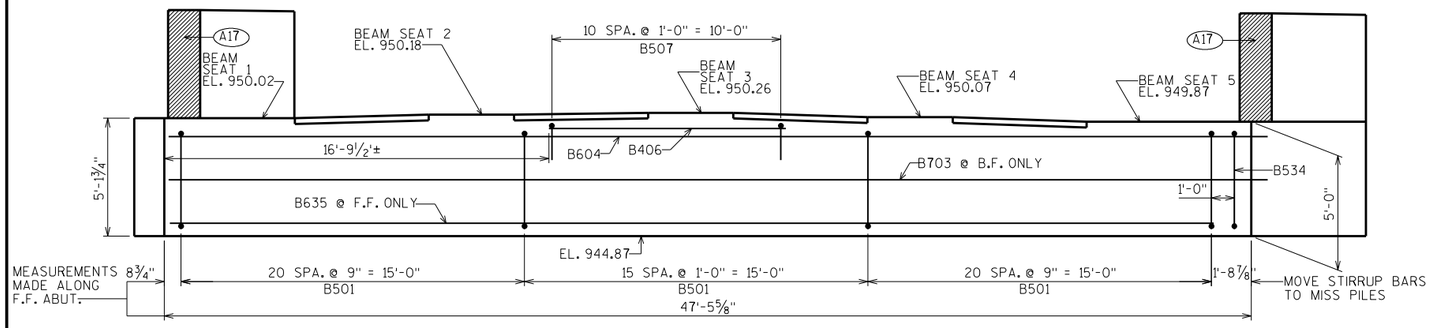
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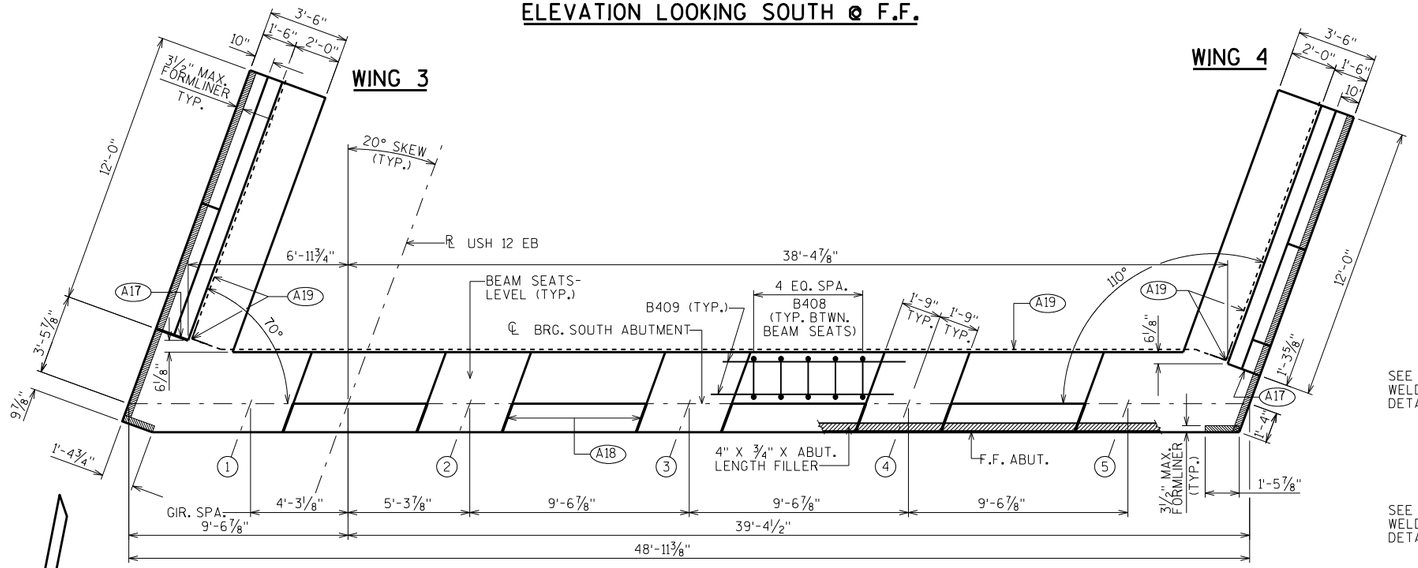
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STATE PROJECT NUMBER

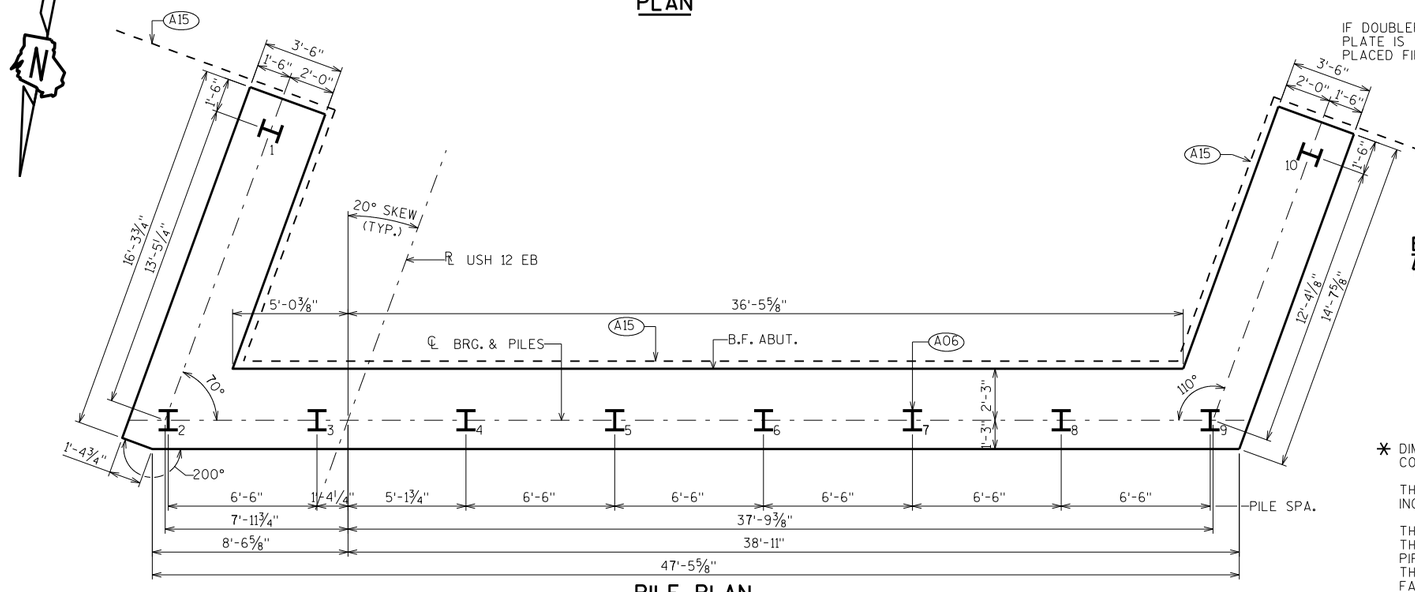
1674-00-80



ELEVATION LOOKING SOUTH @ F.F.



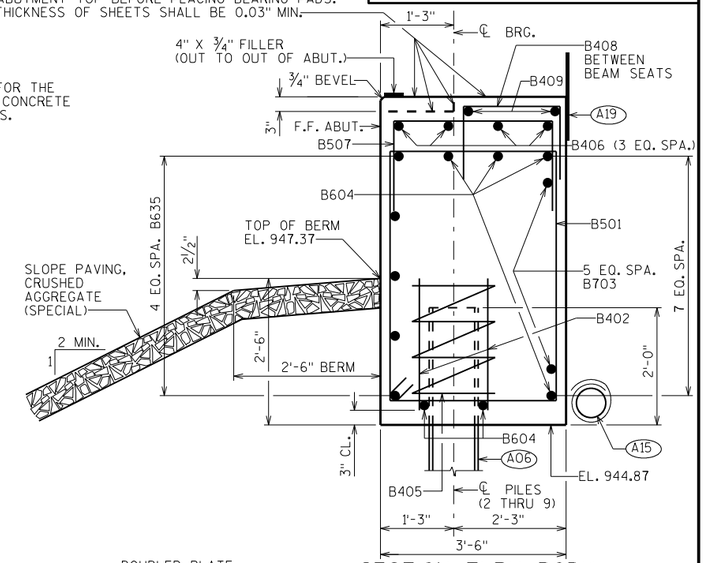
PLAN



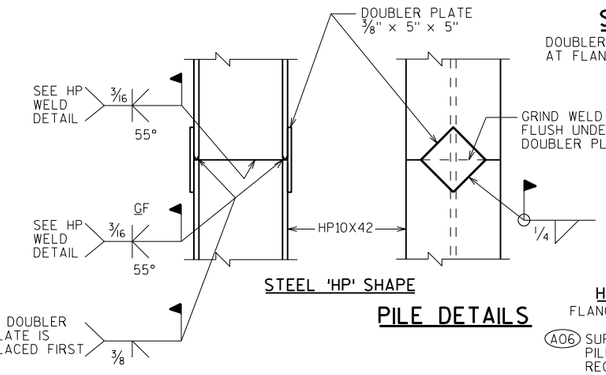
PILE PLAN

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

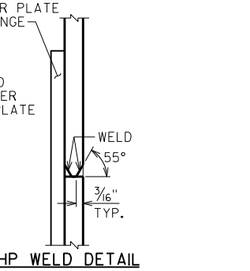
STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.



SECTION THRU BODY



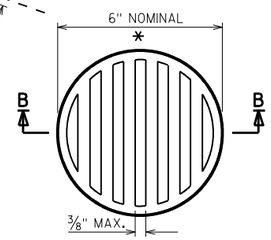
STEEL 'HP' SHAPE



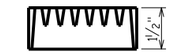
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SOUTH ABUTMENT

SHEET 8

525

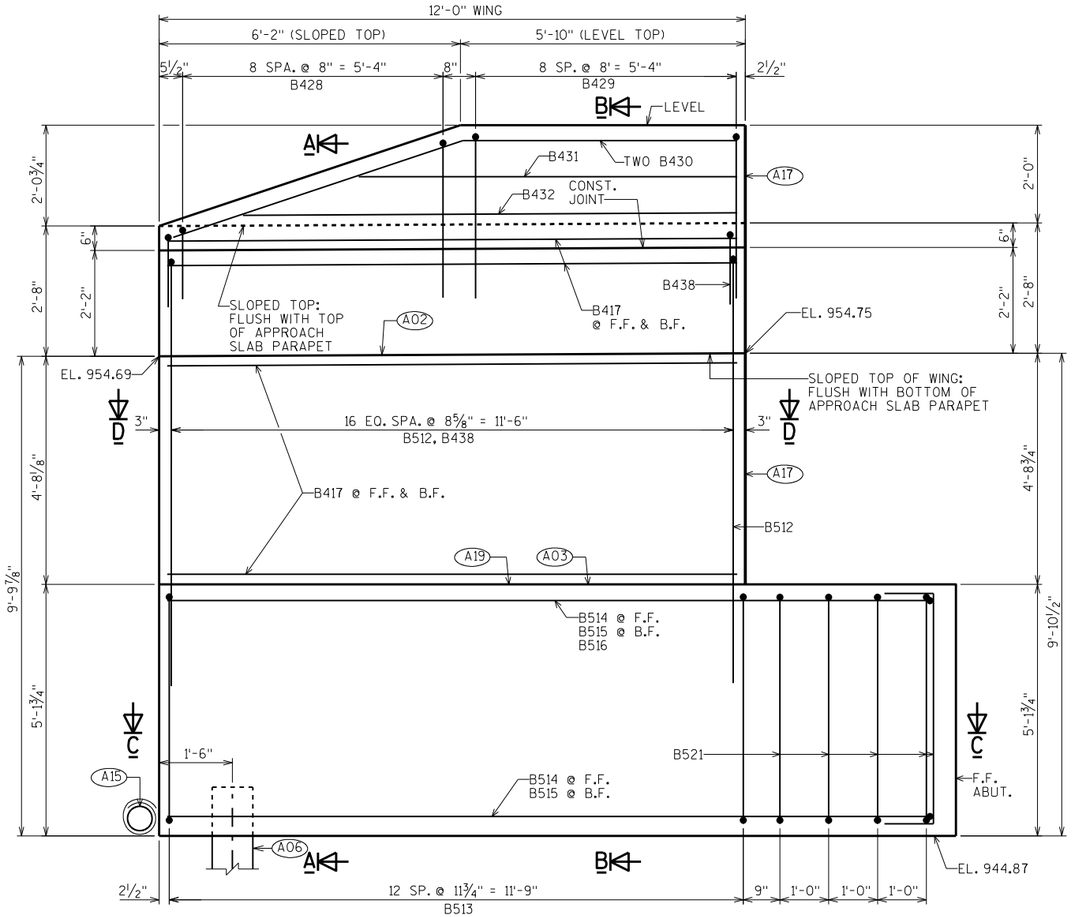
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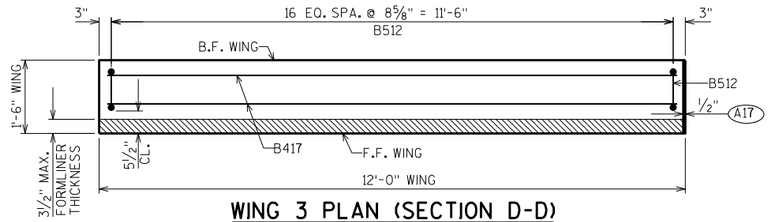
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STATE PROJECT NUMBER

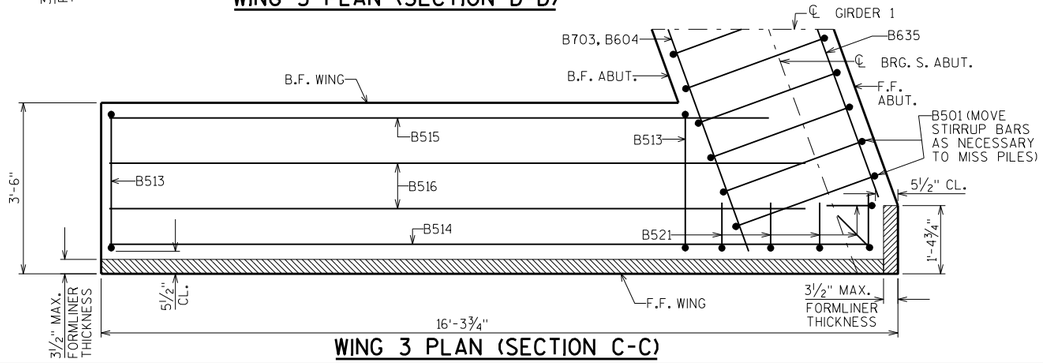
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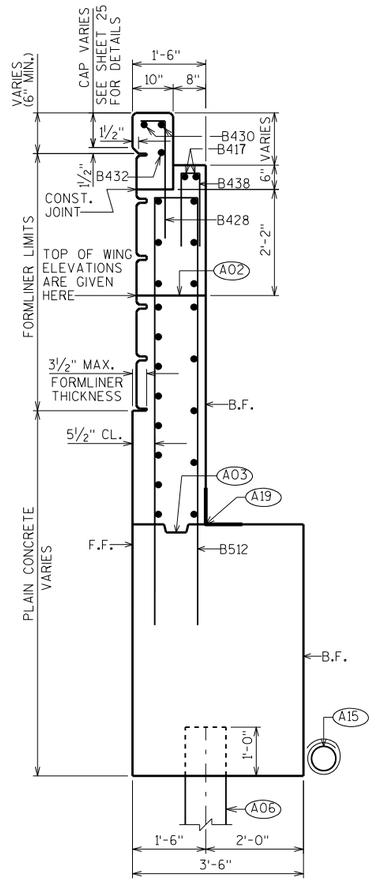
WING 3 ELEVATION LOOKING @ F.F. WING



WING 3 PLAN (SECTION D-D)



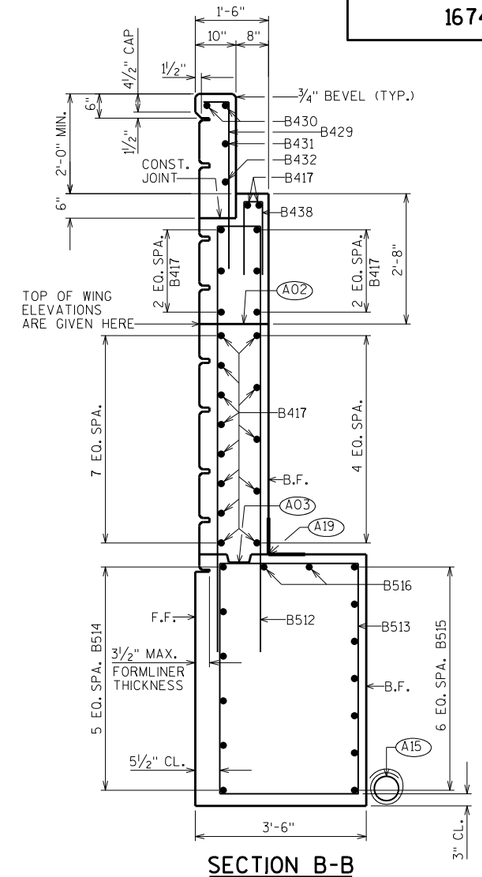
WING 3 PLAN (SECTION C-C)



SECTION A-A

NOTES:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.

WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

WING 3 DETAILS

SHEET 9

526

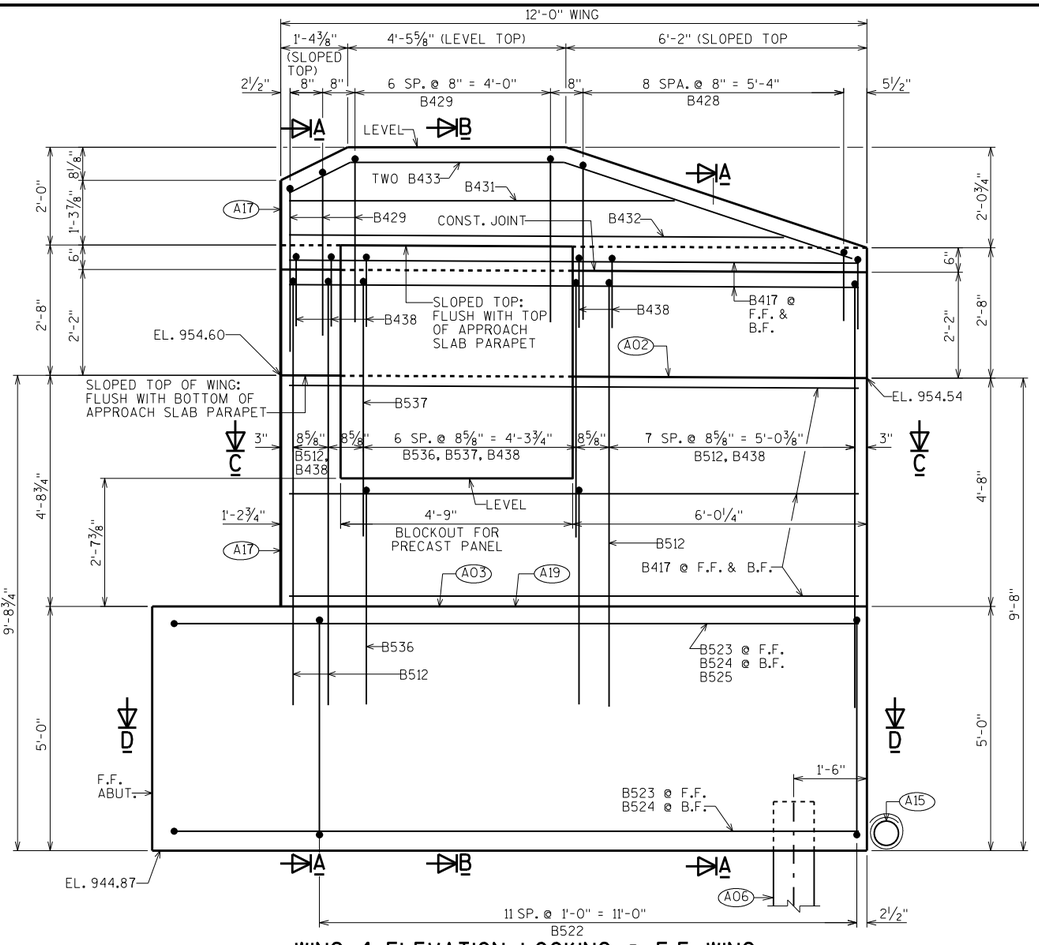
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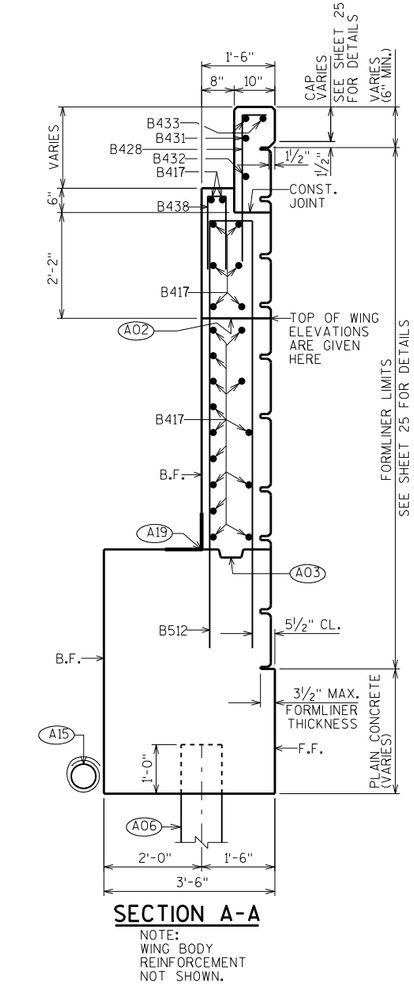
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STATE PROJECT NUMBER

1674-00-80

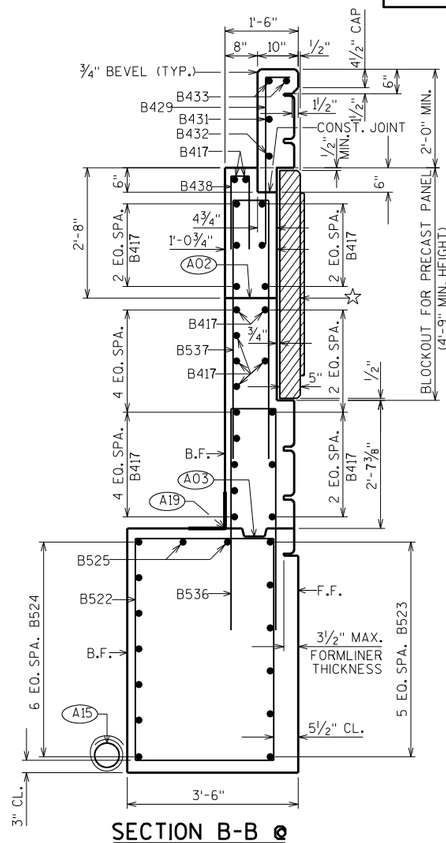


WING 4 ELEVATION LOOKING @ F.F. WING

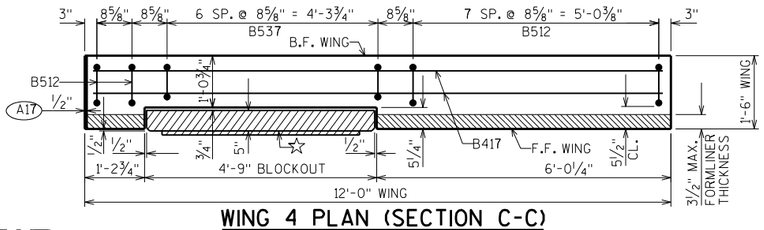


SECTION A-A

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.

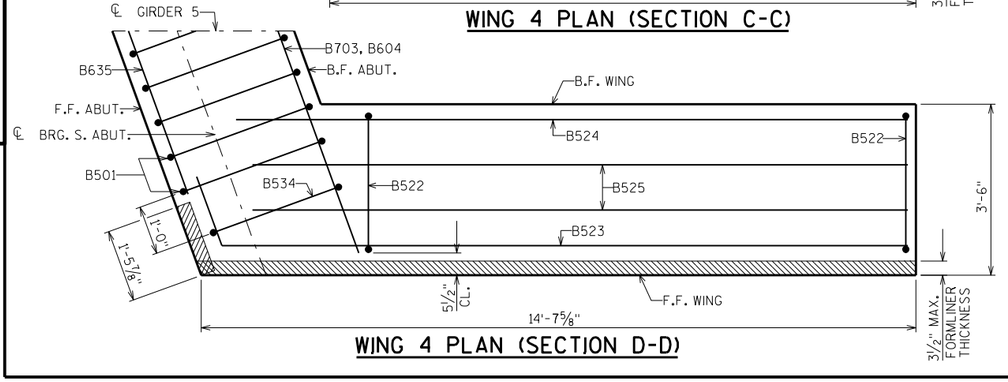


SECTION B-B @ PRECAST CONCRETE PANEL



WING 4 PLAN (SECTION C-C)

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE SHEET 25 FOR DETAILS



WING 4 PLAN (SECTION D-D)

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

WING 4 DETAILS

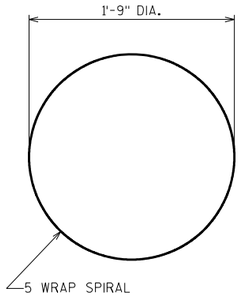
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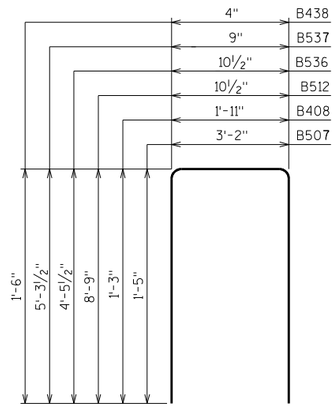
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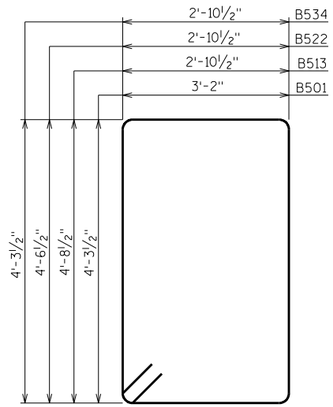
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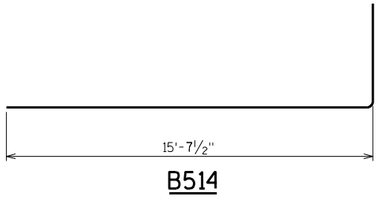


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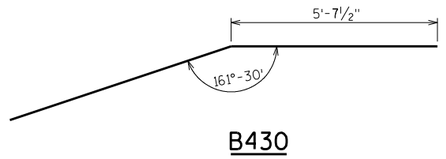


B501 B513
B522 B534

B521



B514



B430

B428 B429

B433

B523

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		56	15'-7"	X		BODY-STIRRUPS-VERT.
B402		16	2'-3"			BODY-2 PER BODY PILE-VERT.
B703		6	48'-0"			BODY-HORIZONTAL-B.F.
B604		6	48'-0"			BODY-HORIZONTAL-TOP & BOTTOM
B405		8	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
B406		4	10'-4"			BODY-TOP-HORIZ.-UNDER BEAM SEAT 3
B507		11	5'-9"	X		BODY-TOP-VERT.-UNDER BEAM SEAT 3
B408		20	4'-3"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
B409		8	8'-0"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
B510		--	--			NOT USED
B411		--	--			NOT USED
B512	X	27	18'-2"	X		WINGS 3&4-VERTICAL
B513	X	13	15'-10"	X		WING 3-BOT.-STIRRUP-VERT.
B514	X	6	16'-6"	X		WING 3-BOT.-F.F.-HORIZ.
B515	X	7	13'-6"			WING 3-BOT.-B.F.-HORIZ.
B516	X	2	14'-3"			WING 3-TOP-HORIZ.
B417	X	43	11'-8"			WINGS 3&4-F.F. & B.F.-HORIZ.
B618		--	--			NOT USED
B519		--	--			NOT USED
B520		--	--			NOT USED
B521	X	5	6'-6"	X		WING 3/BODY-F.F.-VERT.
B522	X	12	15'-6"	X		WING 4-BOT.-STIRRUP-VERT.
B523	X	6	15'-7"	X		WING 4-BOT.-F.F.-HORIZ.
B524	X	7	13'-9"			WING 4-BOT.-B.F.-HORIZ.
B525	X	2	13'-5"			WING 4-TOP-HORIZ.
B526		--	--			NOT USED
B527		--	--			NOT USED
⚠ B428	X	18	2'-10"	X	X	WINGS 3&4-TOP PORTION-VERT.-B.F.
B429	X	18	3'-10"	X		WINGS 3&4-TOP PORTION-VERT.-B.F.
B430	X	2	11'-11"	X		WING 3-TOP PORTION-VERT.-F.F. & B.F.
B431	X	2	7'-10"			WINGS 3&4-TOP PORTION-HORIZ.-B.F.
B432	X	2	10'-4"			WINGS 3&4-TOP PORTION-HORIZ.-B.F.
B433	X	2	12'-1"	X		WING 4-TOP PORTION-VERT.-F.F. & B.F.
B534		1	15'-0"	X		BODY-STIRRUP-VERT.-AT WING 4 END ONLY
B635		5	45'-7"			BODY-HORIZONTAL-F.F.
B536	X	7	9'-7"	X		WING 4-VERTICAL-BELOW PRECAST PANEL
B537	X	7	11'-1"	X		WING 4-VERTICAL-BEHIND PRECAST PANEL
B438	X	34	3'-2"	X		WINGS 3&4-TOP-VERTICAL-B.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B428	2 SERIES OF 9 BARS	1'-11" TO 3'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SOUTH ABUTMENT BAR DETAILS

SHEET 11

528

STATE PROJECT NUMBER

1674-00-80

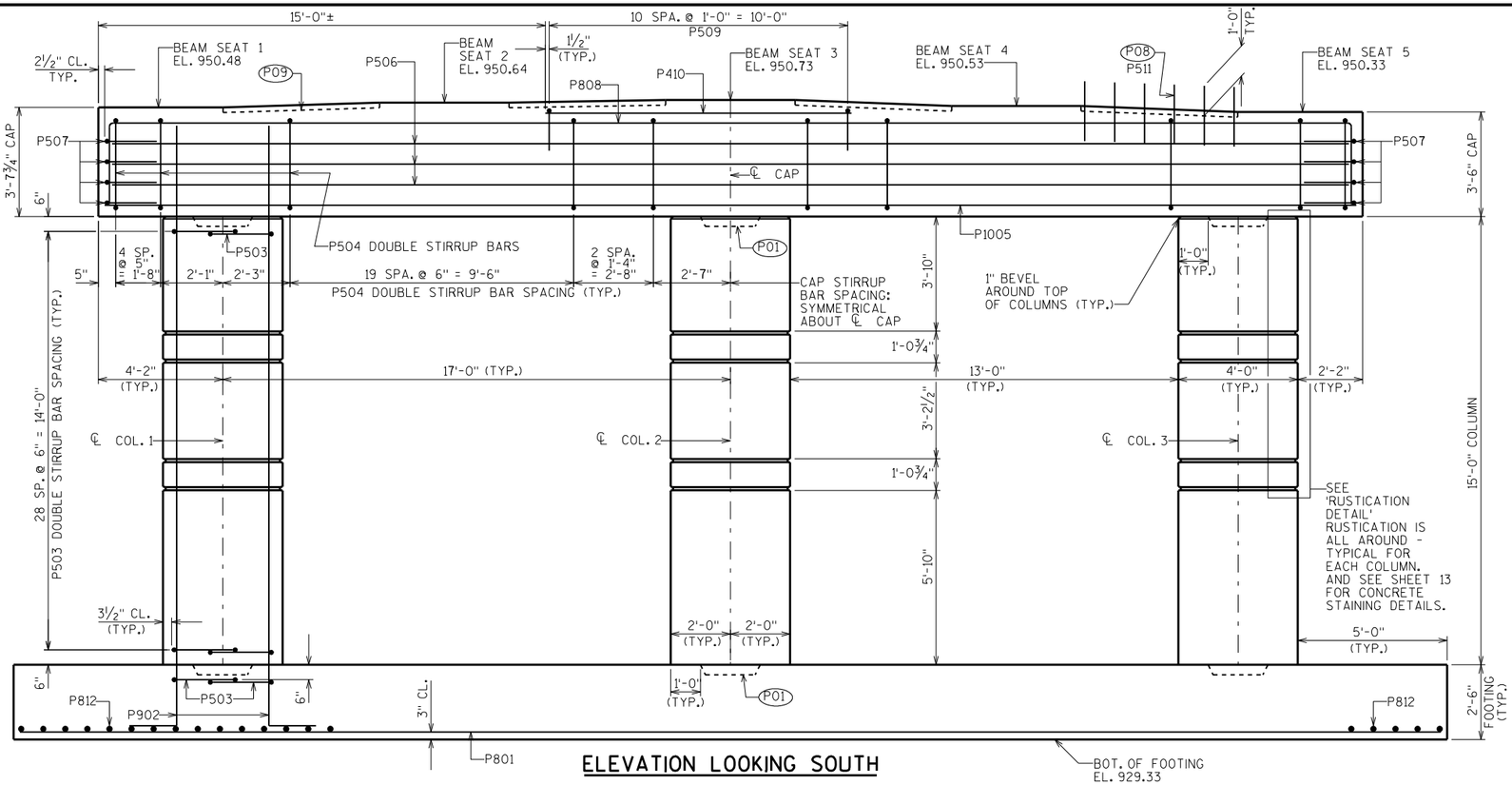
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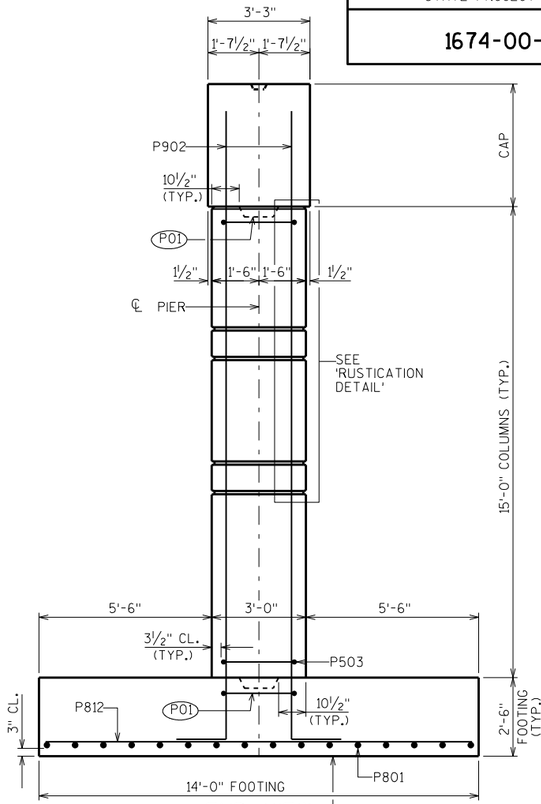
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STATE PROJECT NUMBER

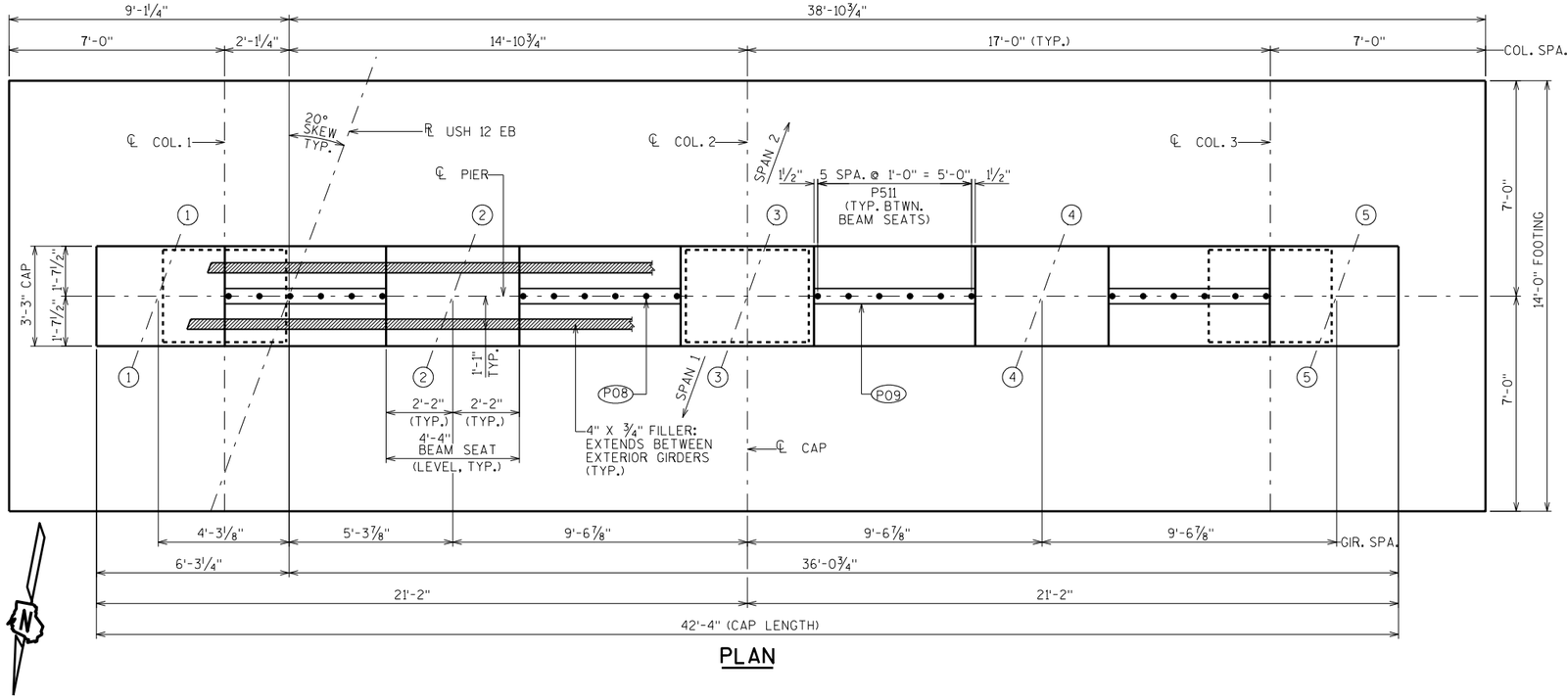
1674-00-80



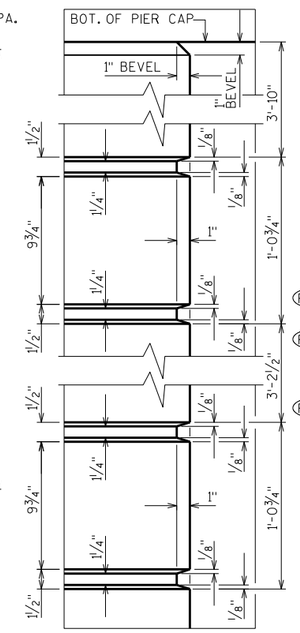
ELEVATION LOOKING SOUTH



END VIEW



PLAN



RUSTICATION DETAIL

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING NATIVE SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P08) P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

PIER

SHEET 12

529

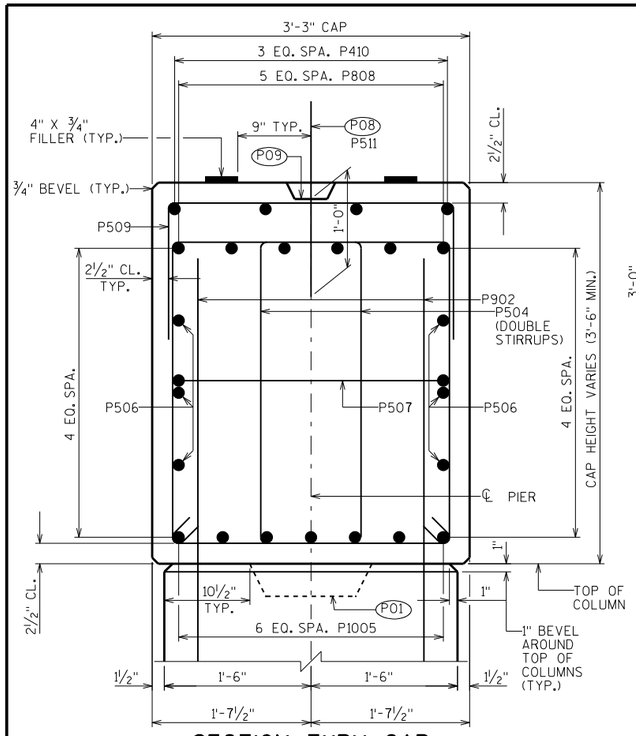
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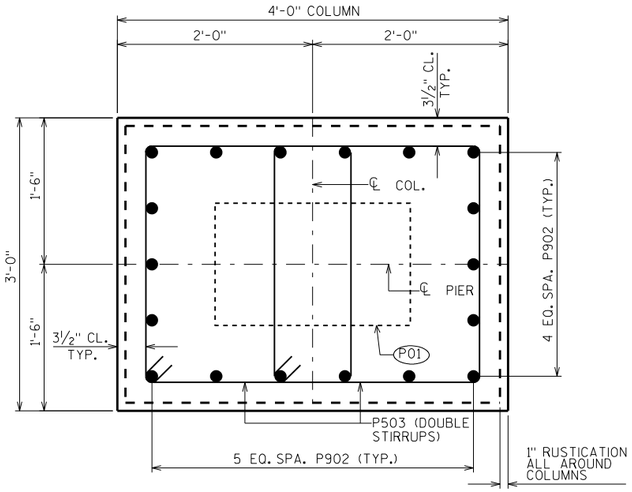
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STATE PROJECT NUMBER

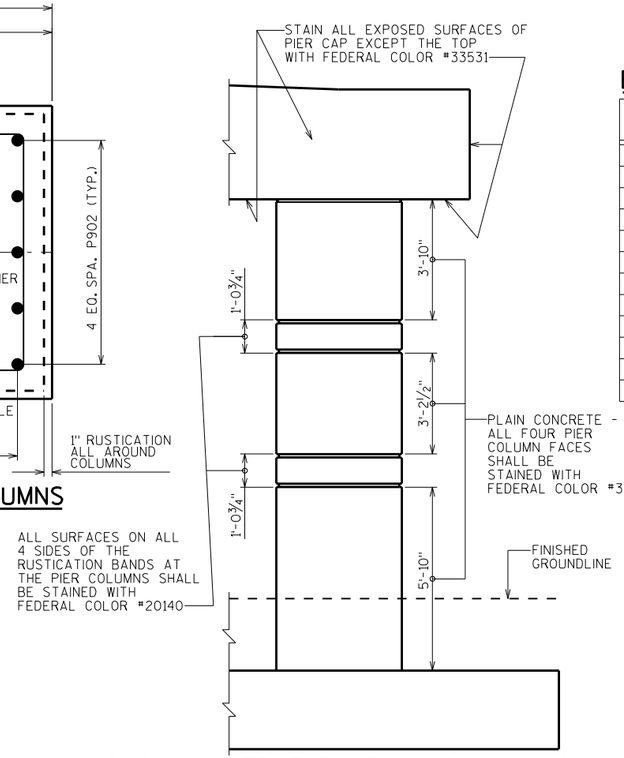
1674-00-80



SECTION THRU CAP



TYPICAL SECTION THRU COLUMNS



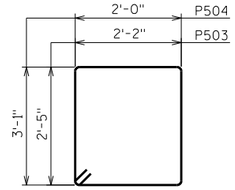
PARTIAL PIER ELEVATION (SHOWING STAINING) - TYP. AT ALL THREE COLUMNS

SHOWING CONCRETE STAINING DETAILS:
WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-205"

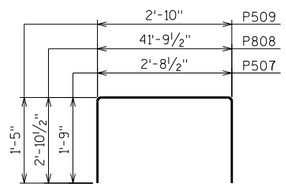
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		16	47'-7"			FOOTING-BOTTOM-HORIZ.-LONGIT.
P902	X	54	21'-6"	X		FOOTING/COLUMNS/CAP-VERTICAL
P503	X	180	9'-10"	X		FOOTING & COLUMNS-HORIZ.-STIRRUPS
P504	X	108	10'-10"	X		CAP-BOT.-VERT.-STIRRUPS
P1005	X	7	41'-11"			CAP-BOT.-HORIZ.-LONGIT.
P506	X	6	41'-7"			CAP-HORIZ.-LONGIT.-AT BOTH FACES
P507	X	8	6'-0"	X		CAP-HORIZ.-BOTH ENDS
P808	X	6	47'-1"	X		CAP-TOP-HORIZ. & VERT.-LONGIT.
P509	X	11	5'-5"	X		CAP-TOP-VERT.-UNDER BEAM SEAT 3
P410	X	4	10'-3"			CAP-TOP-HORIZ.-UNDER BEAM SEAT 3
P511	X	24	2'-0"			CAP-TOP-CENTER-VERT.-BTWN. BEAM SEATS
P812		65	13'-7"			FOOTING-BOTTOM-HORIZ.-TRANSVERSE



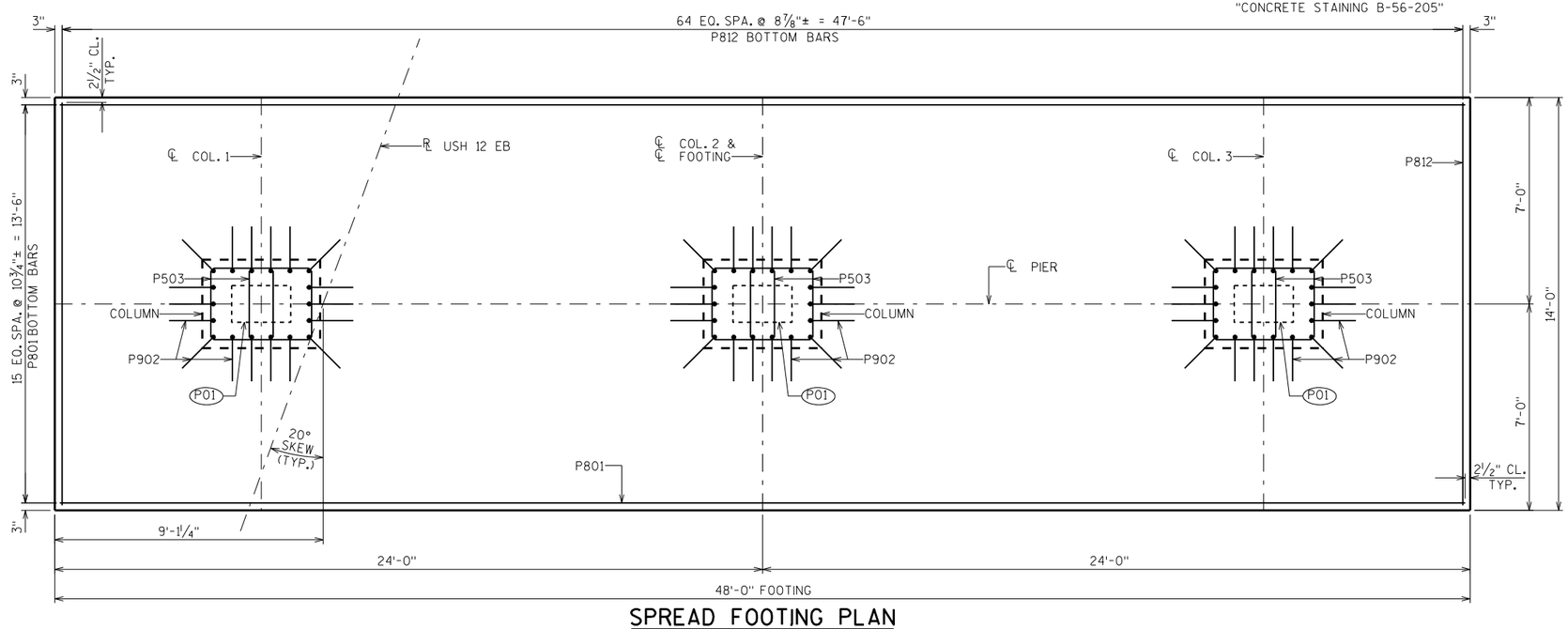
P503 P504



P507 P808 P509



P902



SPREAD FOOTING PLAN

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P08) P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

PIER & STAINING DETAILS

SHEET 13

530

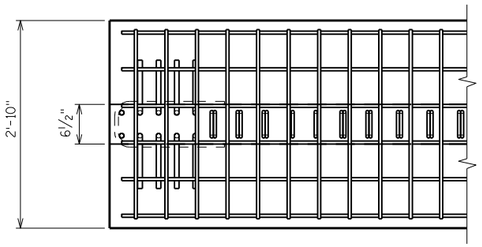
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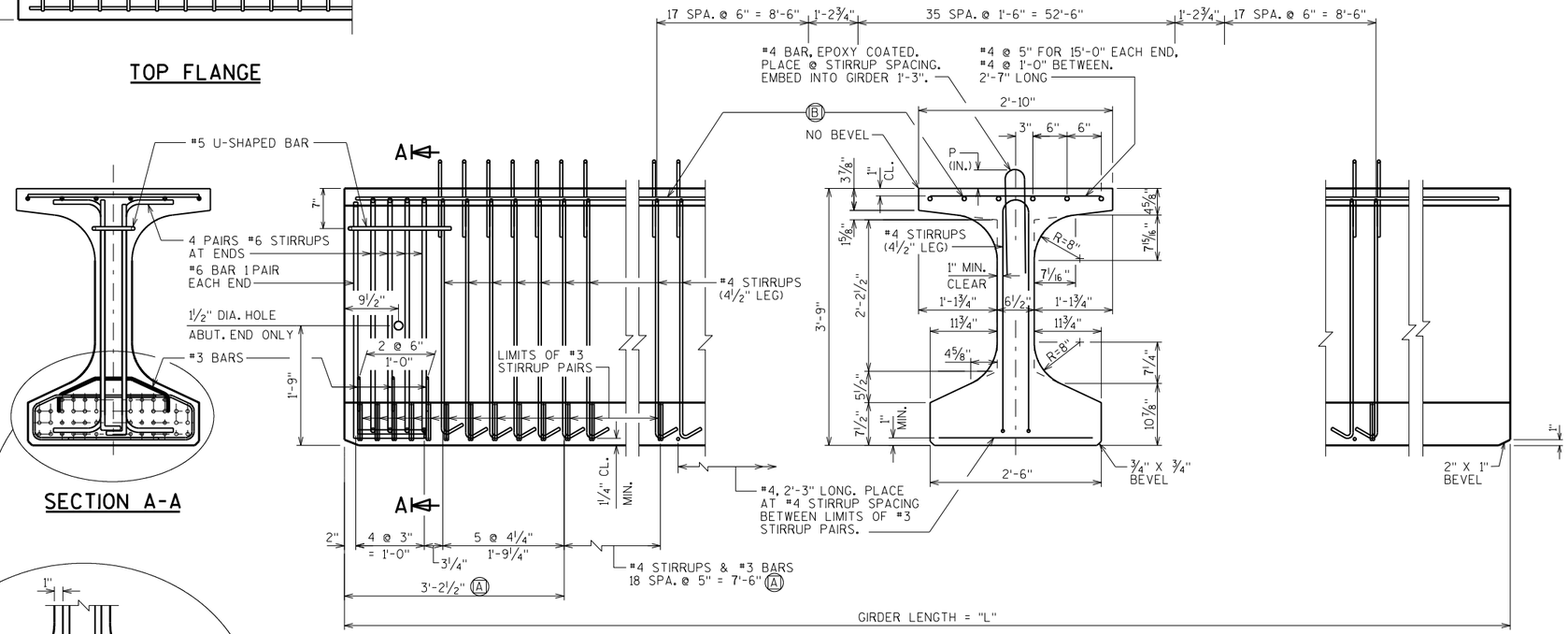
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STATE PROJECT NUMBER

1674-00-80



TOP FLANGE

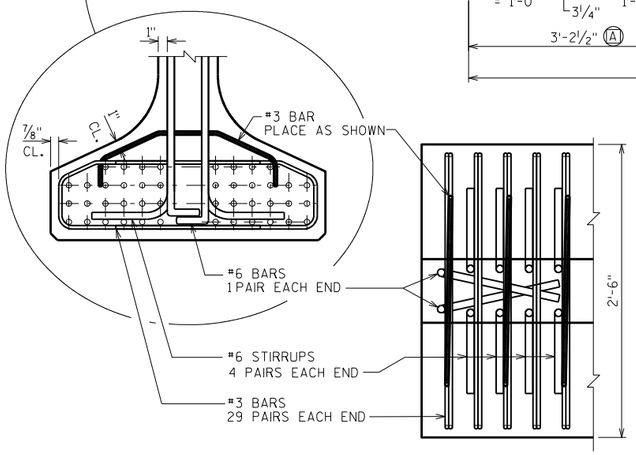


SECTION A-A

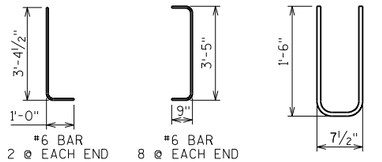
SIDE VIEW & TYPICAL SECTION IN SPAN

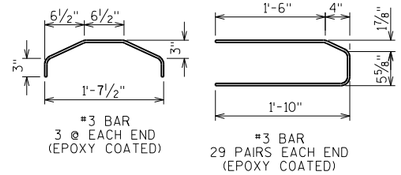
Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAPS = 1'-11"



BOTTOM FLANGE





NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-5	93.375'	0.5	1.0	1.3	1.5	1.6	1.5	1.3	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	41	13.25	16.25	4.00	———	———
2	1-5	93.375'	0.5	1.0	1.3	1.5	1.6	1.5	1.3	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	41	13.25	16.25	4.00	———	———

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

45W" PRESTRESSED GIRDER DETAILS 1

SHEET 14

531

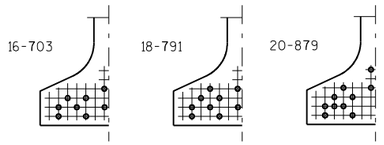
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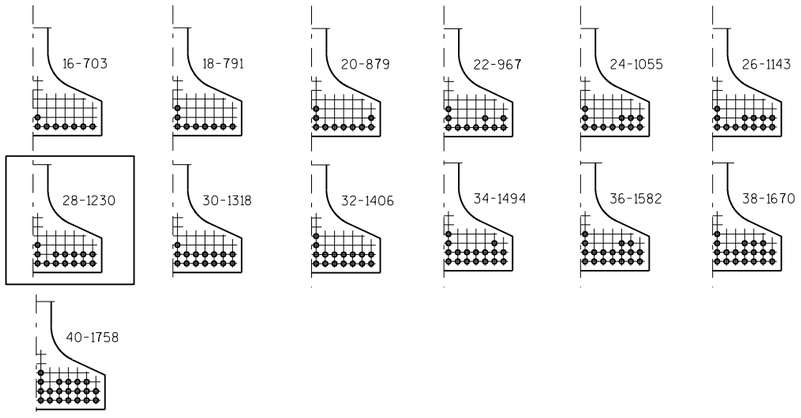
STATE PROJECT NUMBER

1674-00-80



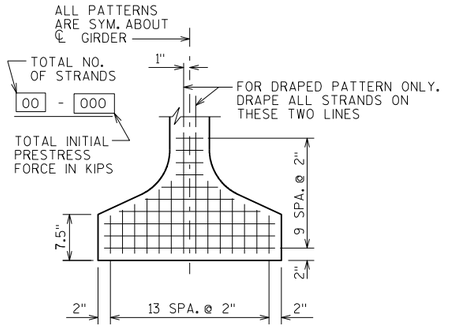
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

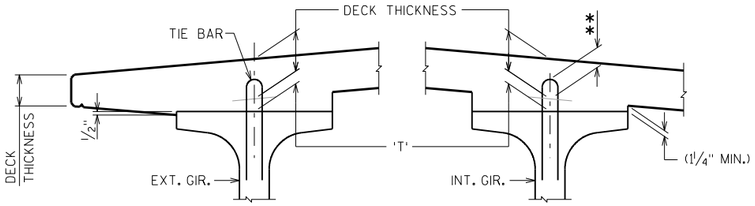


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

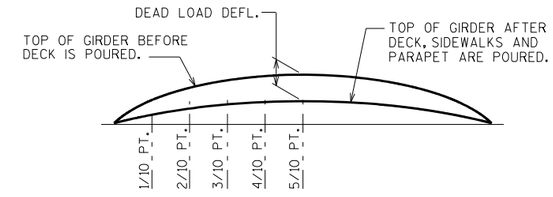
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

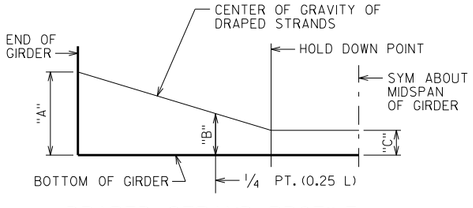
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3⅛" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	2.69
2	2.69

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T'. USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

45W" PRESTRESSED GIRDER DETAILS 2

SHEET 15

532

SCALE = 1

STATE PROJECT NUMBER
1674-00-80

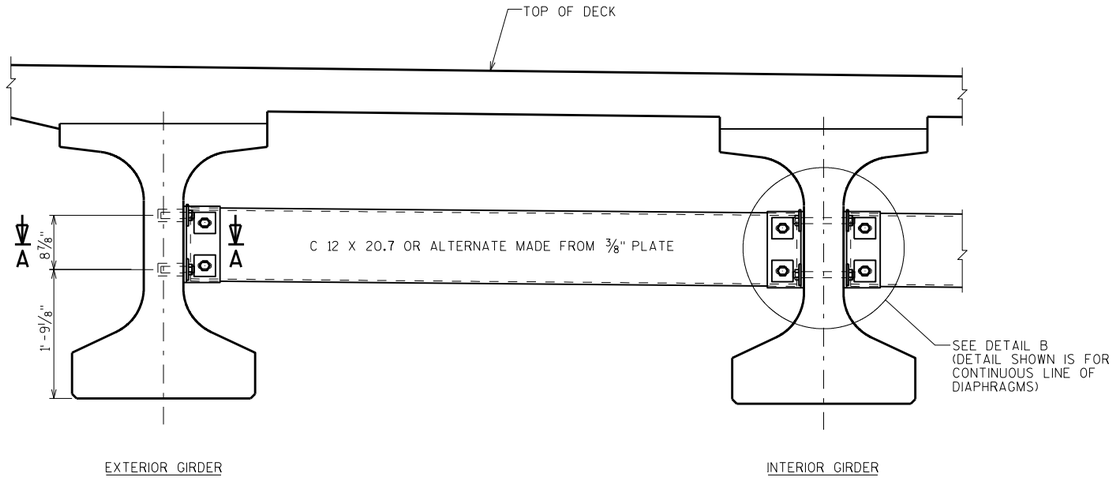
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-56-205", EACH.

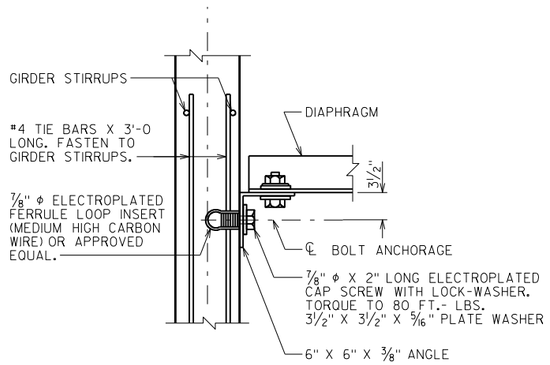
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

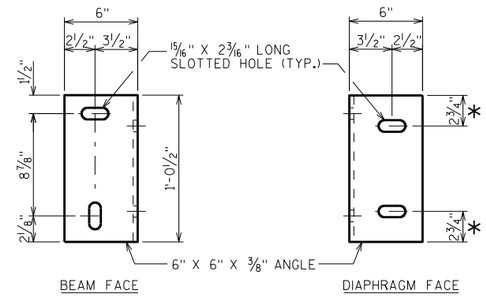


PART TRANSVERSE SECTION AT DIAPHRAGM



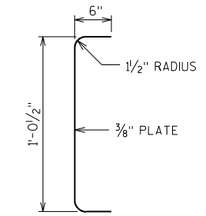
SECTION A-A

(FOR EXTERIOR ATTACHMENT)

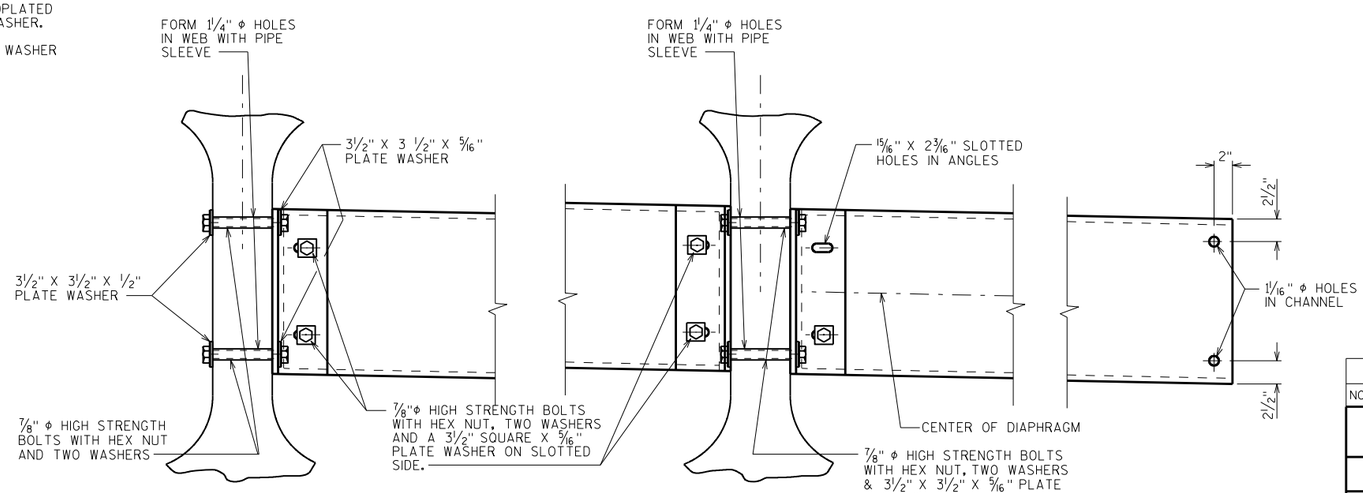


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



(FOR STAGGERED DIAPHRAGM)

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

STEEL DIAPHRAGM

SHEET 16

533

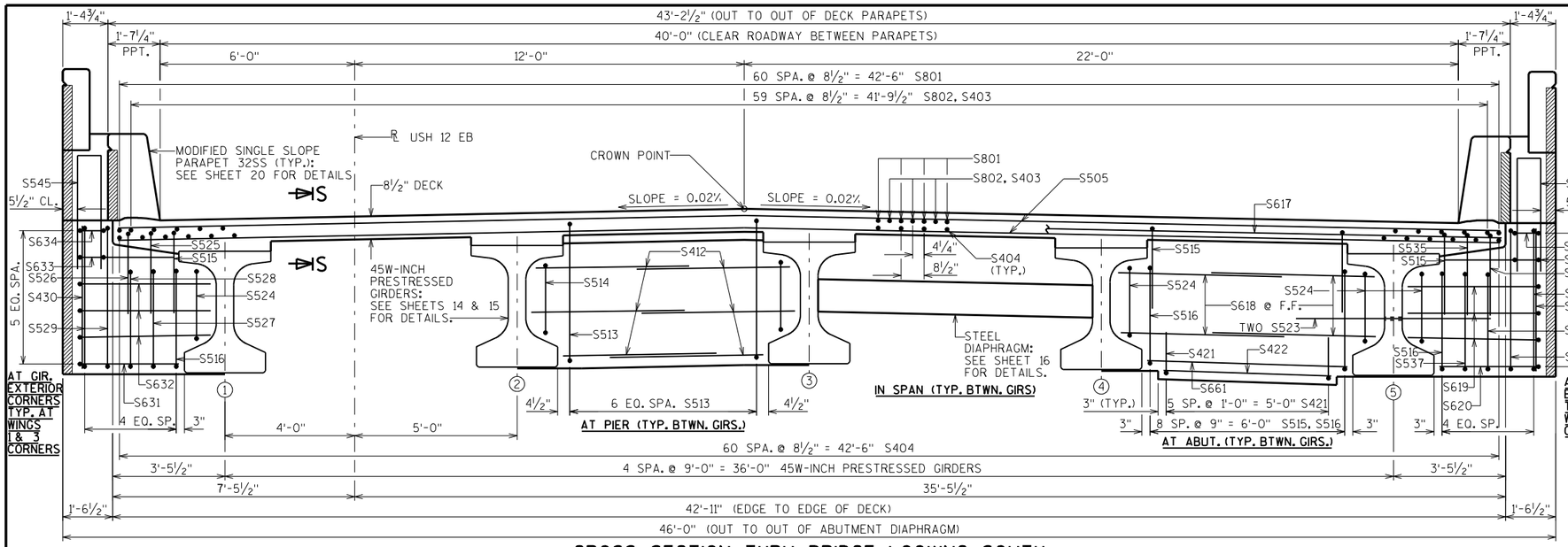
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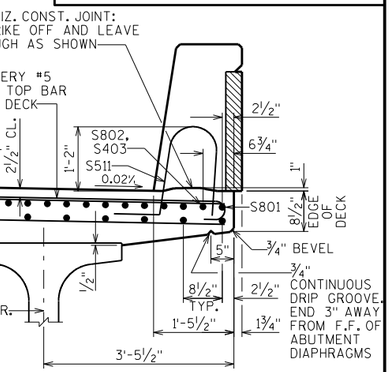
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STATE PROJECT NUMBER

1674-00-80

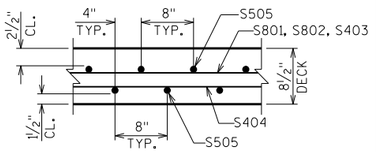


CROSS SECTION THRU BRIDGE LOOKING SOUTH



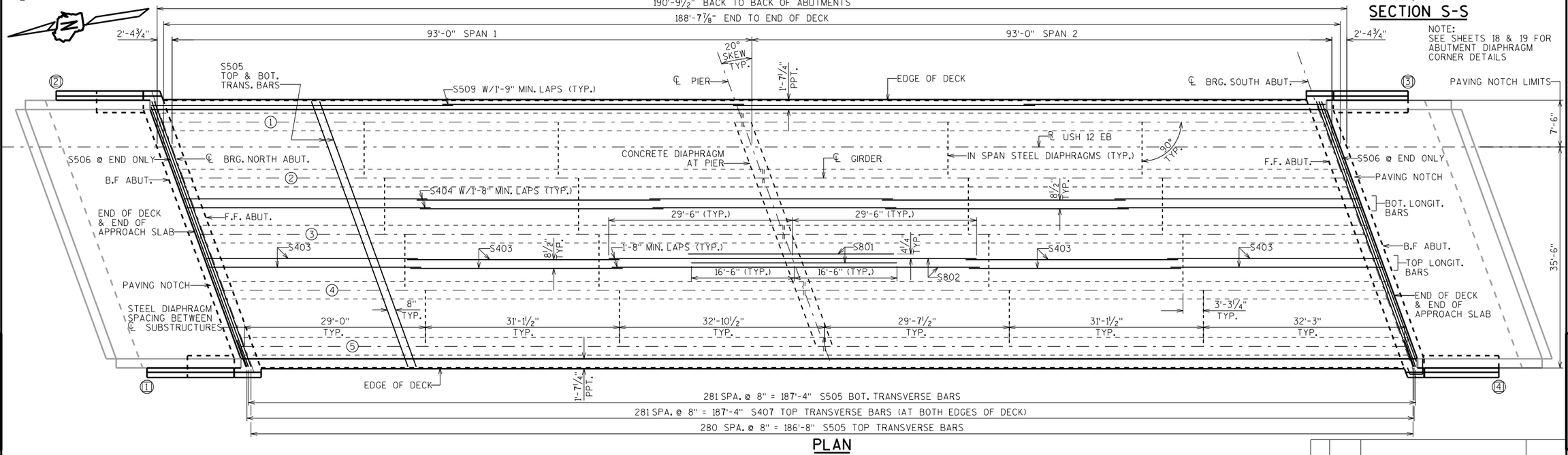
EDGE OF DECK DETAIL

(TYP. AT BOTH SIDES)



SECTION S-S

NOTE: SEE SHEETS 18 & 19 FOR ABUTMENT DIAPHRAGM CORNER DETAILS



PLAN

TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

	℄ BRG. N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. S ABUT.	
EAST EOD	955.68	955.64	955.59	955.55	955.50	955.45	955.41	955.36	955.31	955.27	955.22	955.18	955.13	955.08	955.04	954.99	954.95	954.90	954.85	954.81	954.76	EAST EOD
℄ GIRDER 1	955.72	955.67	955.63	955.58	955.54	955.49	955.44	955.40	955.35	955.30	955.26	955.21	955.17	955.12	955.07	955.03	954.98	954.94	954.89	954.84	954.80	℄ GIRDER 1
℄ GIRDER 2	955.88	955.84	955.79	955.75	955.70	955.65	955.61	955.56	955.51	955.47	955.42	955.38	955.33	955.28	955.24	955.19	955.15	955.10	955.05	955.01	954.96	℄ GIRDER 2
℄ GIRDER 3	955.97	955.92	955.88	955.83	955.78	955.74	955.69	955.64	955.60	955.55	955.51	955.46	955.41	955.37	955.32	955.28	955.23	955.18	955.14	955.09	955.04	℄ GIRDER 3
℄ GIRDER 4	955.77	955.73	955.68	955.63	955.59	955.54	955.49	955.45	955.40	955.36	955.31	955.26	955.22	955.17	955.13	955.08	955.03	954.99	954.94	954.89	954.85	℄ GIRDER 4
℄ GIRDER 5	955.58	955.53	955.48	955.44	955.39	955.34	955.30	955.25	955.21	955.16	955.11	955.07	955.02	954.97	954.93	954.88	954.84	954.79	954.74	954.70	954.65	℄ GIRDER 5
WEST EOD	955.53	955.48	955.44	955.39	955.35	955.30	955.25	955.21	955.16	955.12	955.07	955.02	954.98	954.93	954.89	954.84	954.79	954.75	954.70	954.65	954.61	WEST EOD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SUPERSTRUCTURE

SHEET 17

534

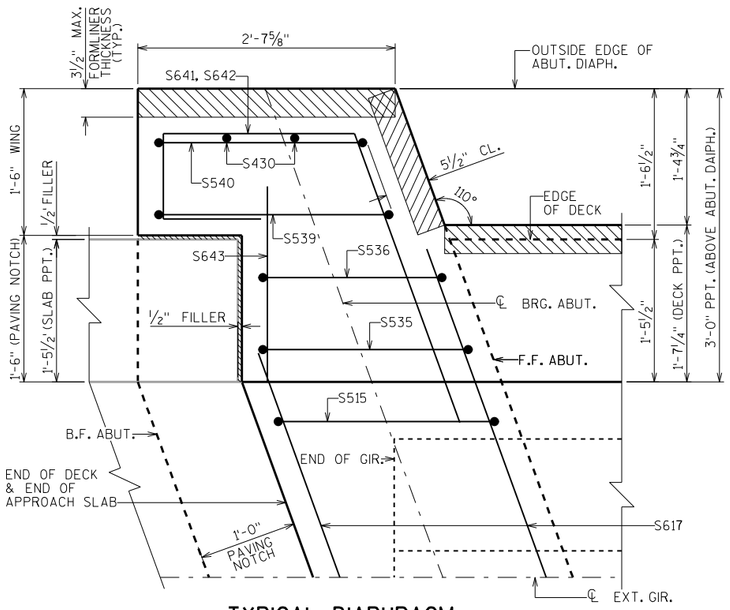
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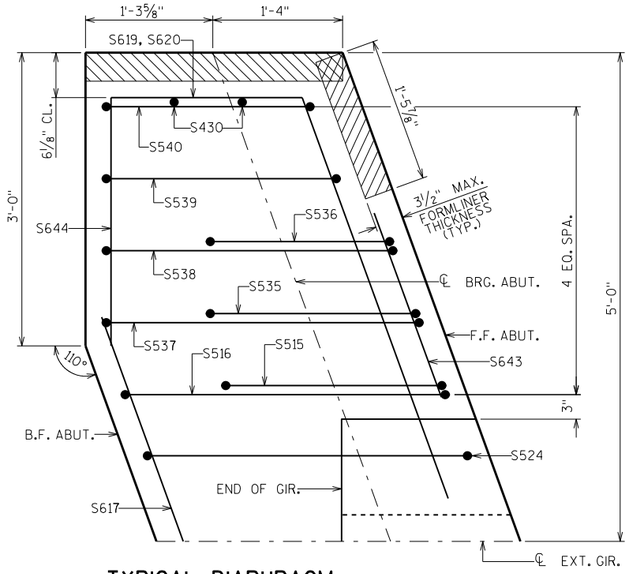
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STATE PROJECT NUMBER

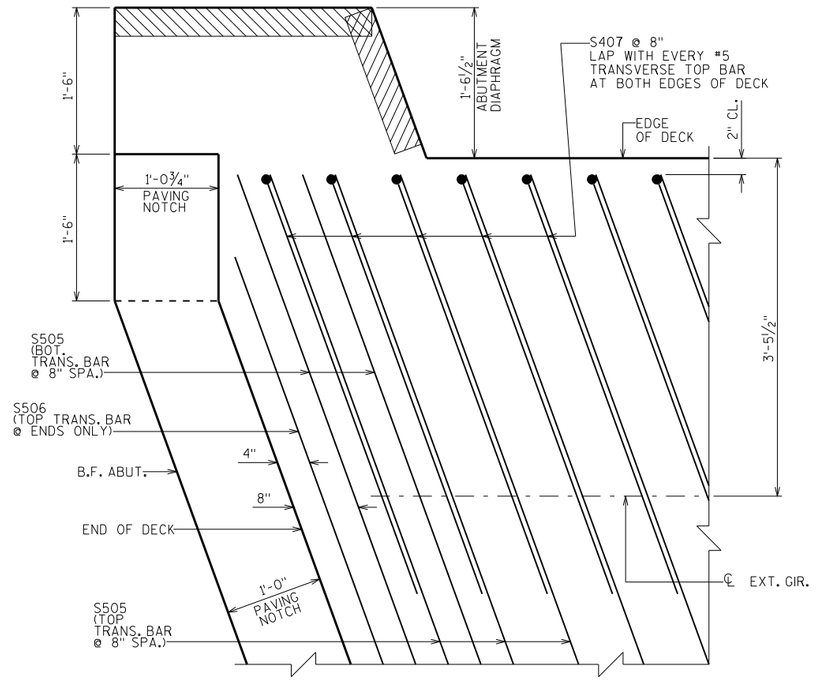
1674-00-80



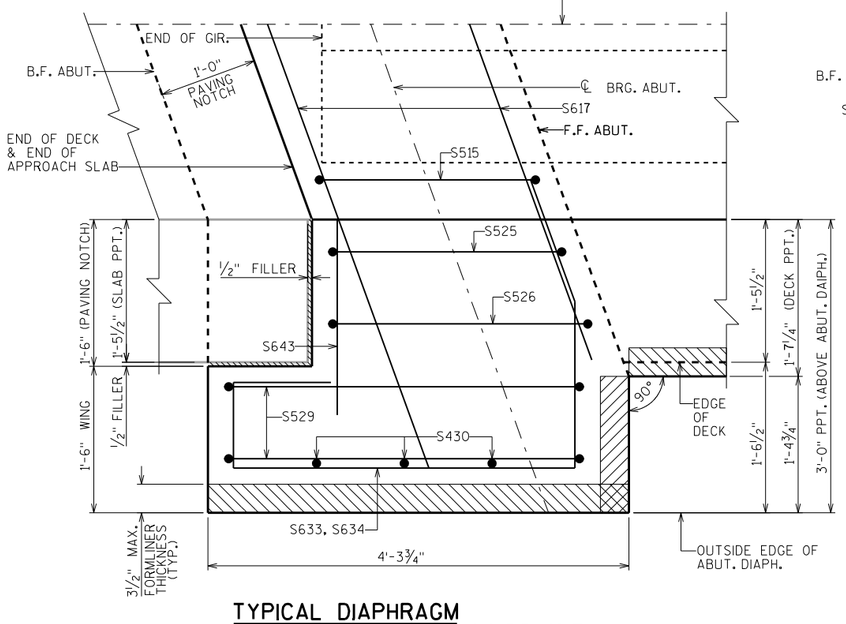
TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 2&4
(PLAN VIEW)



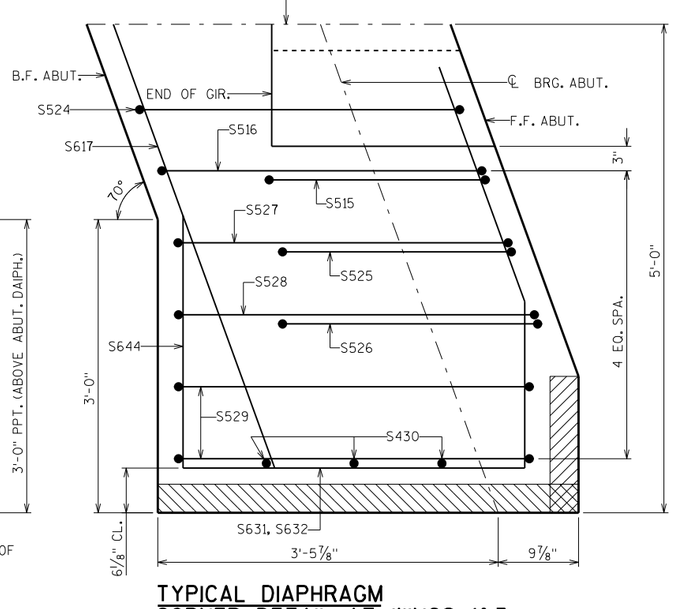
TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 2&4
(SECTION BELOW PAVING NOTCH)



EDGE OF DECK PLAN
SHOWING TRANSVERSE DECK REINFORCEMENT
(TYPICAL AT WING 2 & 4 CORNERS)



TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 1&3
(PLAN VIEW)



TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 1&3
(SECTION BELOW PAVING NOTCH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SUPERSTRUCTURE DETAILS 1

SHEET 18

535

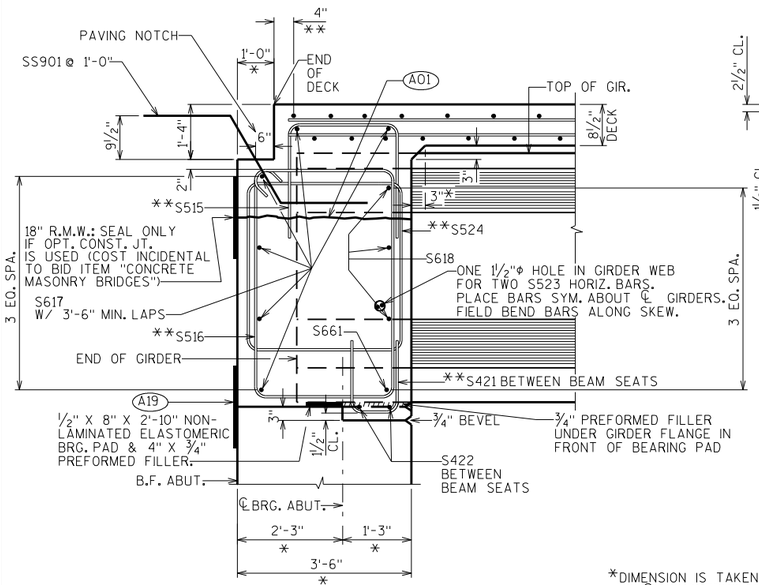
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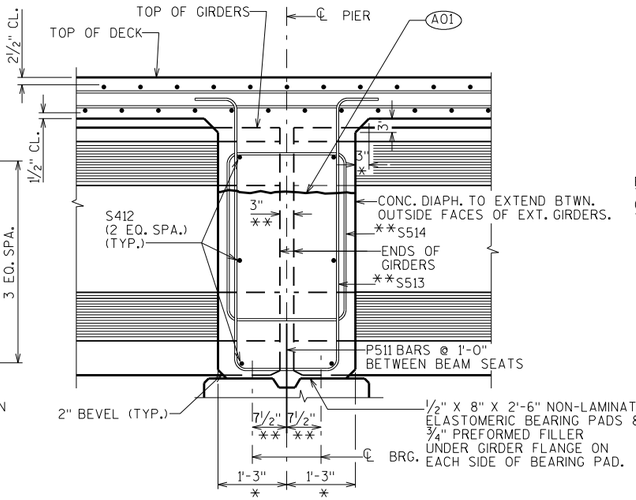
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STATE PROJECT NUMBER

1674-00-80



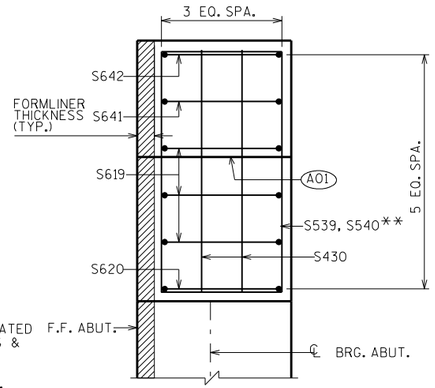
CROSS SECTION THRU ABUTMENT DIAPHRAGMS BETWEEN INSIDE FACES OF PARAPETS



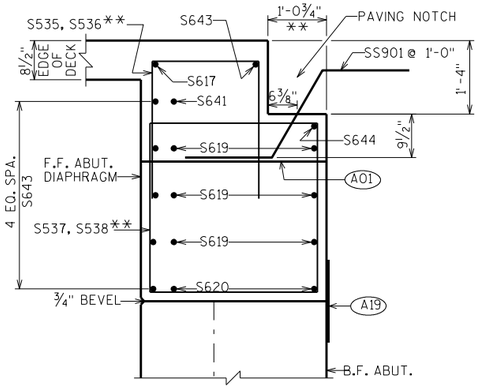
CROSS SECTION THRU PIER DIAPHRAGM

*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

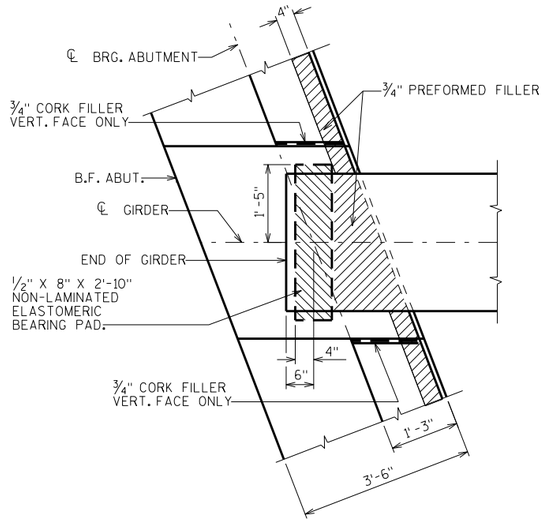
**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER. BARS PLACED PARALLEL TO ℄ GIRDERS. BARS SPACING PERPENDICULAR TO ℄ GIRDERS

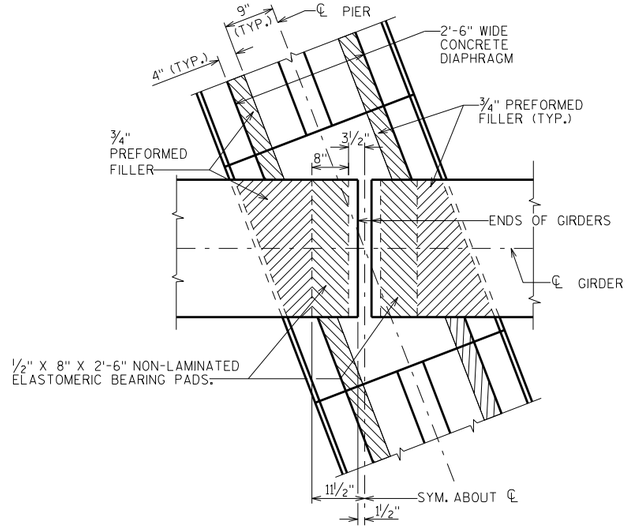


SECTION THRU ABUT. DIAPHRAGM AT WINGS 2&4 CORNERS (OUTSIDE 'EDGE OF DECK')

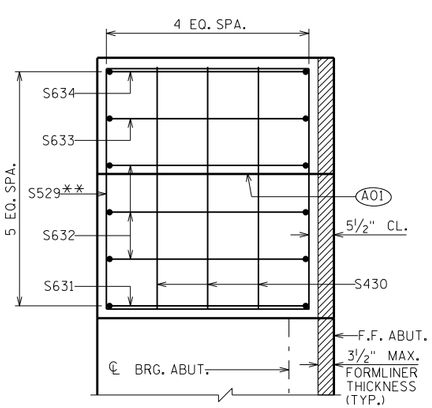


SECTION THRU ABUT. DIAPHRAGM AT WINGS 2&4 CORNERS (UNDERNEATH 'SLAB PARAPET')

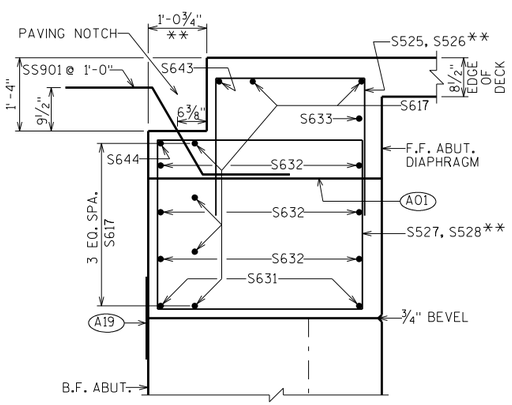




BEARING PAD DETAIL



SECTION THRU ABUT. DIAPHRAGM AT WINGS 1&3 CORNERS (OUTSIDE 'EDGE OF DECK')



SECTION THRU ABUT. DIAPHRAGM AT WINGS 1&3 CORNERS (UNDERNEATH 'SLAB PARAPET')

NOTE:
SEE SHEET 21 FOR 'BILL OF BARS' AND BAR DETAILS.

(A01) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SUPERSTRUCTURE DETAILS 2

SHEET 19

536

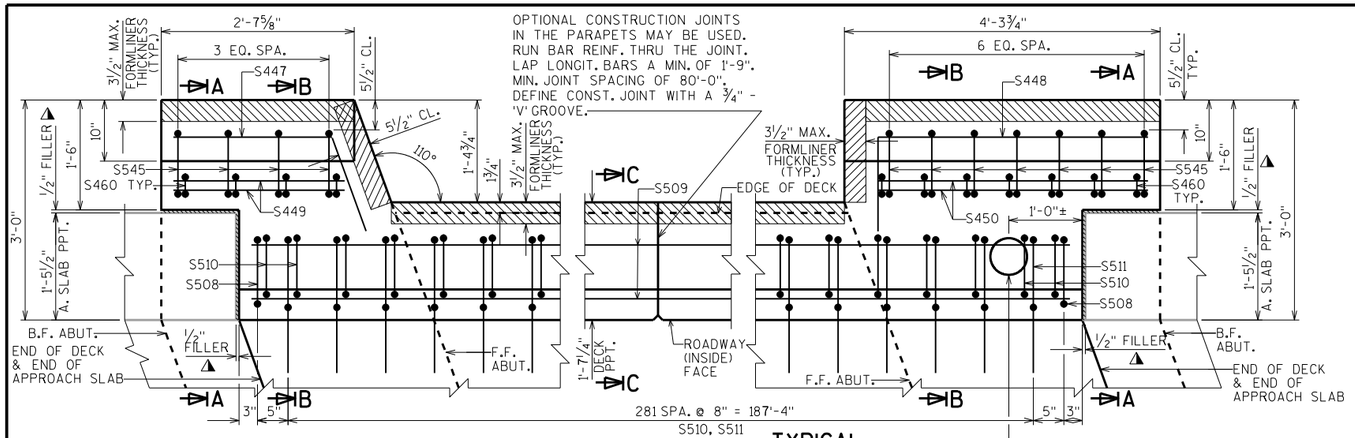
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STATE PROJECT NUMBER

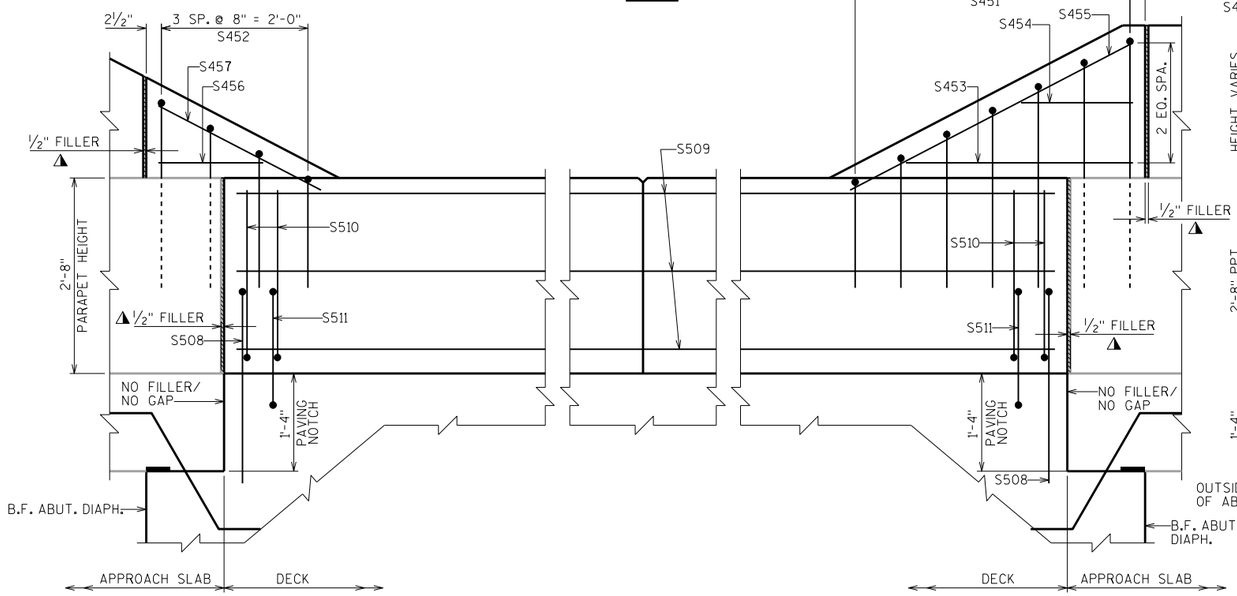
1674-00-80



TYPICAL PARAPET CORNER DETAIL AT WINGS 2&4

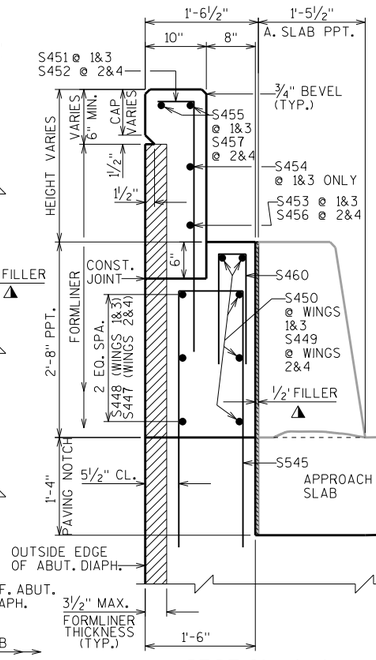
TYPICAL PARAPET CORNER DETAIL AT WINGS 1&3

PLAN

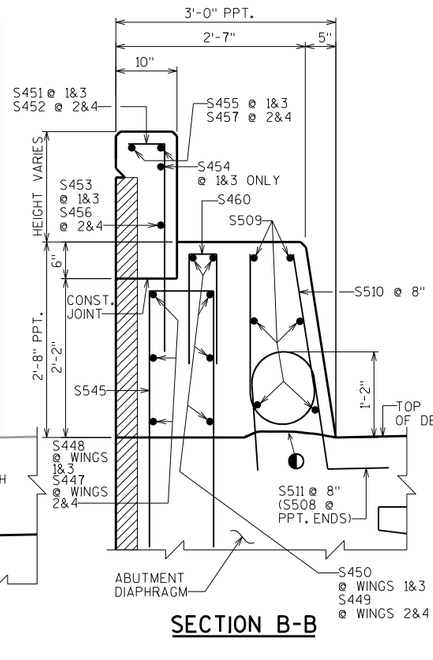


INSIDE ELEVATION

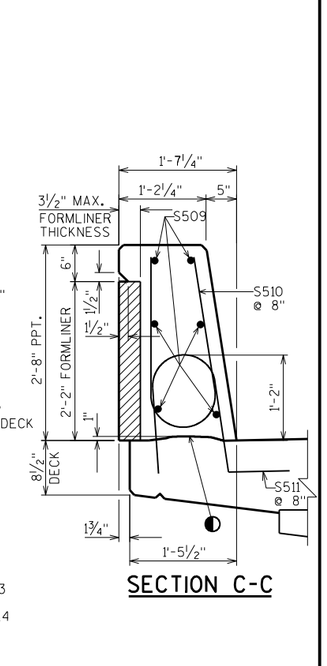
SEE 'AESTHETIC DETAILS' SHEET 25 FOR 'OUTSIDE ELEVATION' (F.F. WINGS)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

SEE SHEET 21 FOR THE BILL OF BARS AND BAR DETAILS.

SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

⚠ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

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MODIFIED DECK SINGLE SLOPE PARAPET 32SS

SHEET 20

537

SCALE = 1

8

8

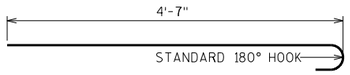
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF
THE BAR MARK SIGNIFIES THE BAR SIZE.

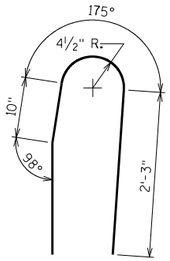
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	61	33'-0"			DECK-TOP-HORIZ.-LONGIT.-OVER PIER ONLY
S802	X	60	59'-0"			DECK-TOP-HORIZ.-LONGIT.-OVER PIER ONLY
S403	X	240	34'-1"			DECK-TOP-HORIZ.-LONGIT.
S404	X	305	39'-1"			DECK-BOT.-HORIZ.-LONGIT.
S505	X	563	45'-4"			DECK-TOP & BOT.-HORIZ.-TRANS.
S506	X	2	44'-5"			DECK-TOP-HORIZ.-TRANS.-AT ENDS ONLY
S407	X	564	5'-1"	X		DECK-TOP-VERT.-TRANS.-AT EDGES ONLY
S508	X	4	5'-10"	X		PARAPET/DECK-VERT.-TRANS.-AT ENDS ONLY
S509	X	48	48'-5"			PARAPET-HORIZ.-LONGIT.
S510	X	568	5'-0"	X		PARAPET-VERT.-TRANS.
S511	X	564	4'-5"	X		PARAPET/DECK-VERT.-TRANS.
S412	X	48	5'-1"			PIER DIAPHRAGM-HORIZ.-BOTH FACES-BTWN. GIRS. ONLY
S513	X	28	11'-11"	X		PIER DIAPH./DECK-VERT.-BTWN. GIRS. ONLY
S514	X	8	9'-8"	X		PIER DIAPH.-VERT.-UNDER FLANGES-BTWN. GIRS. ONLY
S515	X	76	7'-1"	X		ABUT. DIAPH./DECK-VERT-BTWN. PPTS.
S516	X	76	13'-7"	X		ABUT. DIAPH.-VERT.-BTWN. PPTS.
S617	X	24	24'-7"			ABUT. DIAPH B.F. & DECK-HORIZ.
S618	X	48	5'-5"			ABUT. DIAPH.-F.F.-HORIZ.-BTWN. GIRS. ONLY
S619	X	6	8'-5"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S620	X	2	7'-5"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S421	X	48	3'-6"	X		ABUT. DIAPH.-F.F.-BOT.-VERT.-BTWN. BEAM SEATS
S422	X	16	5'-6"			ABUT. DIAPH.-BOT.-HORIZ.-BTWN. BEAM SEATS
S523	X	20	6'-0"			ABUT. DIAPH.-HORIZ.-THRU GIRDERS
S524	X	20	11'-10"	X		ABUT. DIAPH.-VERT.-UNDER GIR. FLANGES
S525	X	2	7'-2"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S526	X	2	7'-5"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S527	X	2	13'-8"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S528	X	2	14'-2"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S529	X	4	16'-9"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S430	X	10	4'-5"			ABUT. DIAPH./PPT.-VERT.-AT ALL FOUR EXT. GIR. CORNERS
S631	X	2	8'-10"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S632	X	6	9'-10"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S633	X	2	7'-11"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S634	X	2	5'-11"	X		ABUT. DIAPH.-TOP-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S535	X	2	7'-0"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S536	X	2	6'-9"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S537	X	2	13'-4"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S538	X	2	12'-10"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S539	X	2	14'-4"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S540	X	2	13'-10"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S641	X	2	6'-5"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S642	X	2	4'-5"	X		ABUT. DIAPH.-TOP-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S643	X	14	2'-0"			ABUT. DIAPH/DECK-HORIZ.-AT ALL FOUR GIR. EXT CORNERS
S644	X	4	2'-6"			ABUT. DIAPH-TOP-HORIZ.-B.F.-AT ALL FOUR GIR. EXT CORNERS
S545	X	22	7'-7"	X		WIDE PARAPET-VERT.-TRANS.-AT ALL FOUR CORNERS
S546		--	--			NOT USED
S447	X	6	3'-6"	X		WIDE PARAPET-HORIZ.-AT WING 2&4 CORNERS
S448	X	6	4'-11"	X		WIDE PARAPET-HORIZ.-AT WING 1&3 CORNERS
S449	X	10	2'-4"			WIDE PARAPET-TOP-HORIZ.-LONGIT.-AT WING 2&4 CORNERS
S450	X	10	3'-8"			WIDE PARAPET-TOP-HORIZ.-LONGIT.-AT WING 1&3 CORNERS
⚠ S451	X	14	2'-11"	X	X	TOP PORTION/WIDE PPT.-VERT.-TRANS.-INSIDE FACE-AT WING 1&3 CORNERS
⚠ S452	X	8	2'-6"	X	X	TOP PORTION/WIDE PPT.-VERT.-TRANS.-INSIDE FACE-AT WING 2&4 CORNERS
S453	X	2	3'-2"			TOP PORTION-BOT.-HORIZ.-LONGIT.-INSIDE FACE-AT WING 1&3 CORNERS
S454	X	2	1'-7"			TOP PORTION-HORIZ.-LONGIT.-INSIDE FACE-AT WING 1&3 CORNERS
S455	X	4	4'-5"			TOP PORTION-TOP-VERT.-BOTH FACES-AT WING 1&3 CORNERS
S456	X	2	1'-6"			TOP PORTION-BOT.-HORIZ.-LONGIT.-INSIDE FACE-AT WING 2&4 CORNERS
S457	X	4	2'-7"			TOP PORTION-TOP-VERT.-BOTH FACES-AT WING 2&4 CORNERS
S558		--	--			NOT USED
S559		--	--			NOT USED
S460	X	22	3'-2"	X		WIDE PARAPET-TOP-VERT.-TRANS.-AT ALL FOUR CORNERS
S661	X	8	6'-6"			ABUT. DIAPH.-F.F.-BOT.-HORIZ.-BTWN. GIRS. ONLY
SS901		86	5'-0"	X		APPROACH SLAB/ABUT. DIAPH.-VERT.-AT PAVING NOTCHES

STAINLESS STEEL REINFORCEMENT

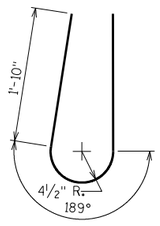
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



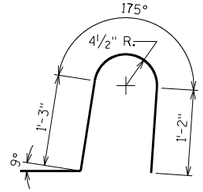
S407



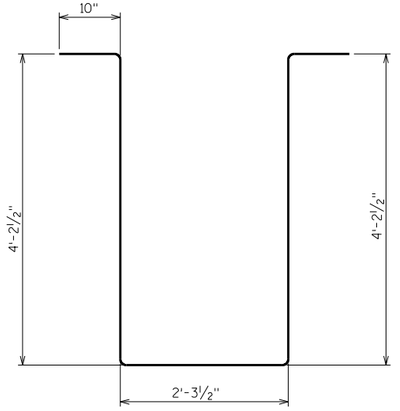
S508



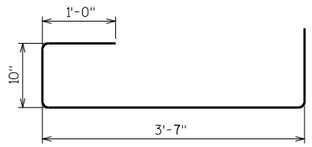
S510



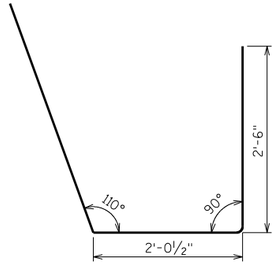
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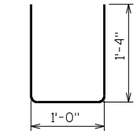
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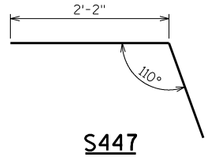
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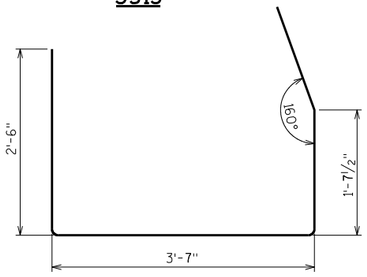
S619 S620



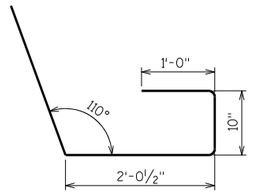
S421



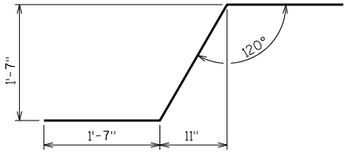
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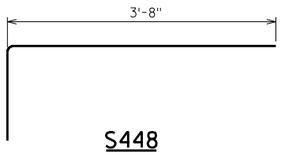
S631 S632



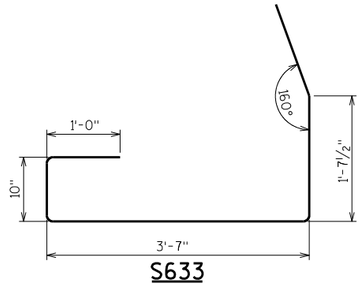
S641 S642



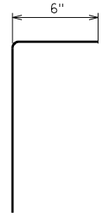
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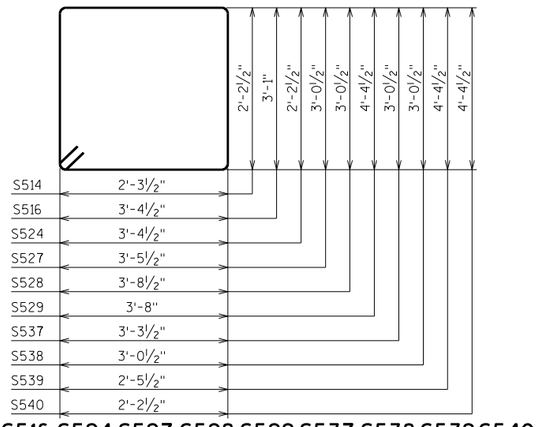
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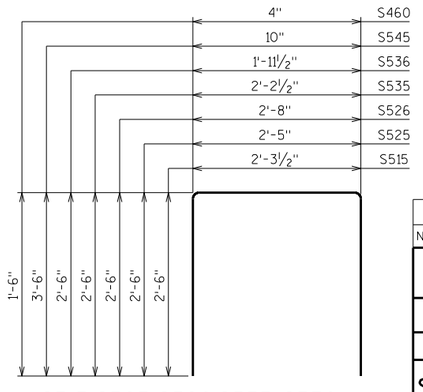
S633



S451 S452



S514 S516 S524 S527 S528 S529 S537 S538 S539 S540
(STIRRUP BARS)



S515 S525 S526 S535 S536
S545 S460

BAR SERIES TABLE

BAR MARK	NUMBER REQUIRED	TOTAL LENGTH
S451	2 SERIES OF 7 BARS	1'-11" TO 3'-10"
S452	2 SERIES OF 4 BARS	2'-0" TO 3'-0"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SUPERSTRUCTURE BAR DETAILS

SHEET 21

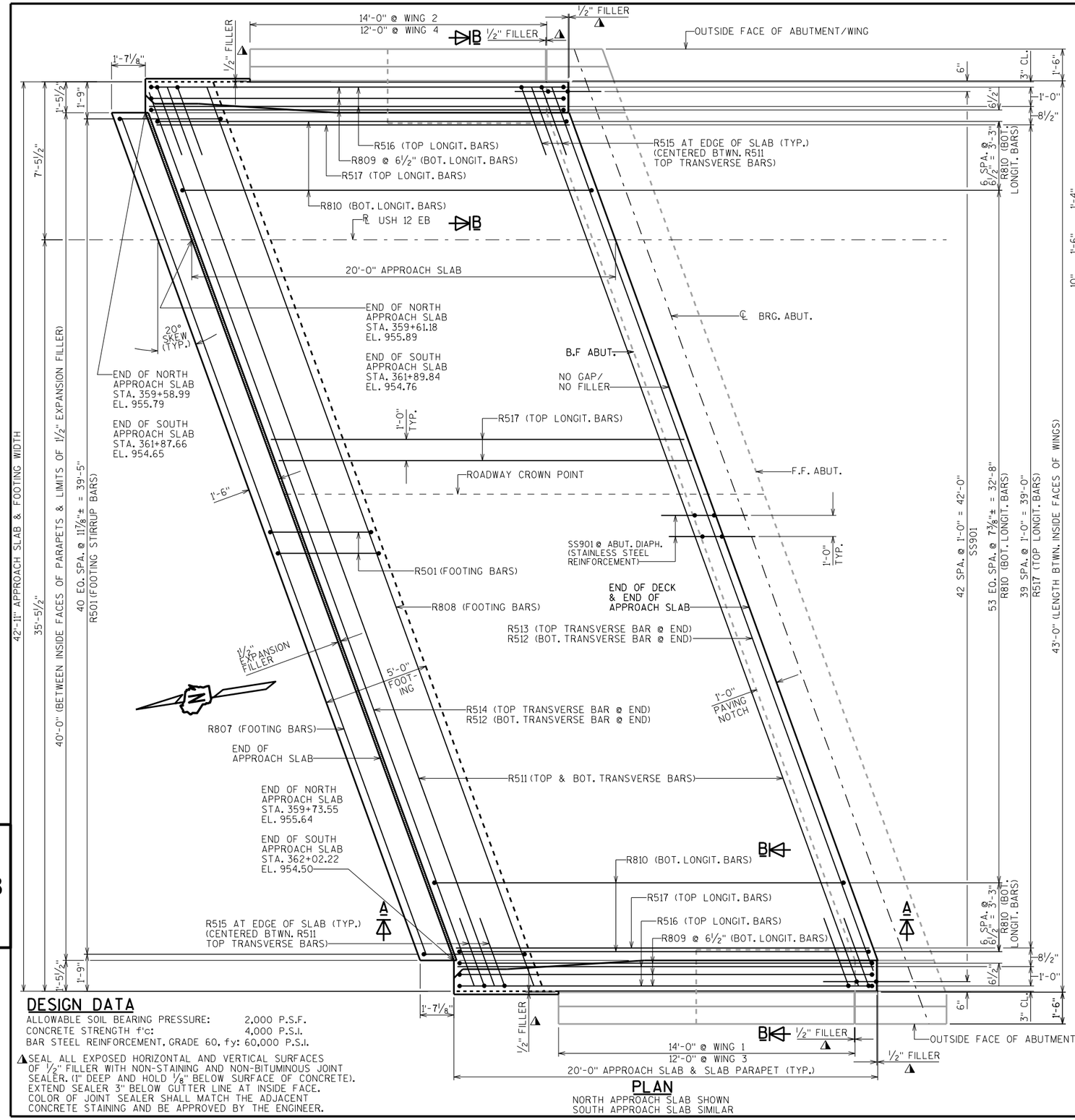
538

STATE PROJECT NUMBER

1674-00-80

SCALE = 1

STATE PROJECT NUMBER
1674-00-80



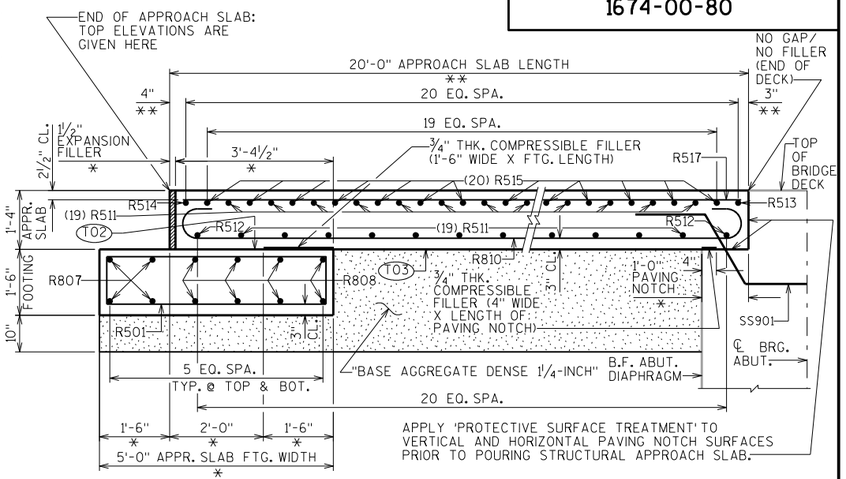
DESIGN DATA

ALLOWABLE SOIL BEARING PRESSURE:	2,000 P.S.F.
CONCRETE STRENGTH f'c:	4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60, fy:	60,000 P.S.I.

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

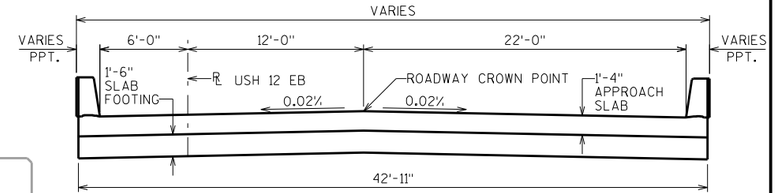
PLAN

NORTH APPROACH SLAB SHOWN
SOUTH APPROACH SLAB SIMILAR



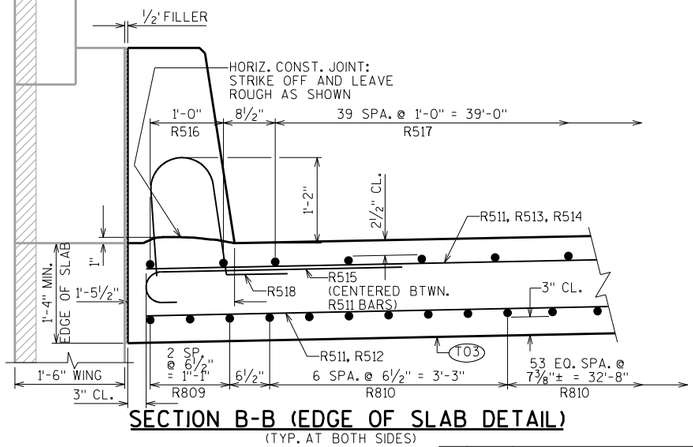
SECTION A-A THRU APPROACH SLAB

NORTH APPROACH SLAB SHOWN
SOUTH APPROACH SLAB SIMILAR



CROSS SECTION THRU APPROACH SLABS - LOOKING SOUTH

(PERPENDICULAR TO REFERENCE LINE)



SECTION B-B (EDGE OF SLAB DETAIL)

(TYP. AT BOTH SIDES)

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

*DIMENSION IS TAKEN NORMAL TO ℄ BRG. ABUTS.

**DIMENSION IS TAKEN PARALLEL TO ℄ USH 12 EB. BARS PLACED PARALLEL TO ℄ USH 12 EB. BARS SPACING PERPENDICULAR TO ℄ USH 12 EB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

STRUCTURAL APPROACH SLAB

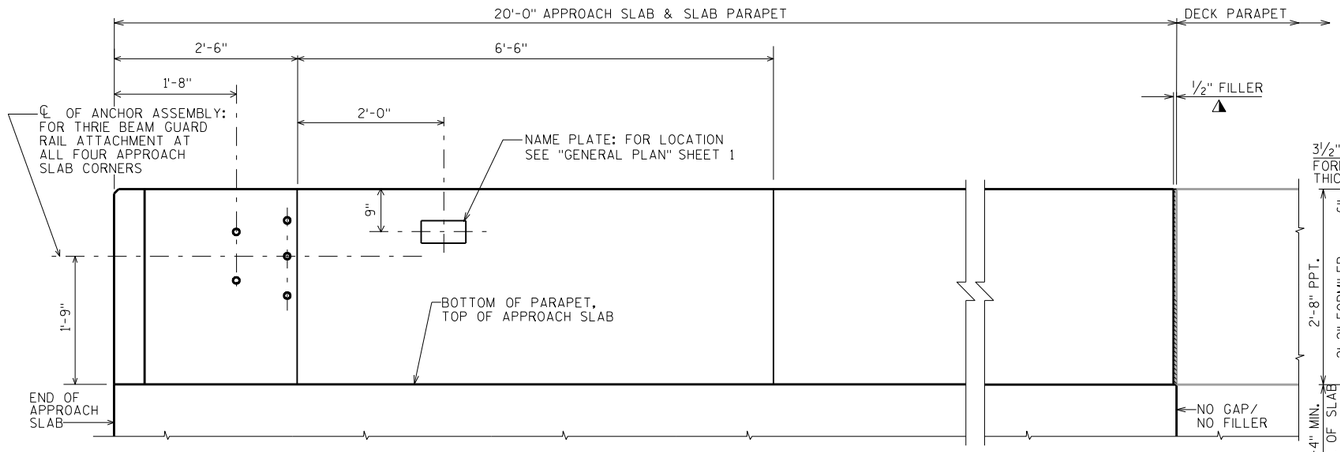
SHEET 22

539

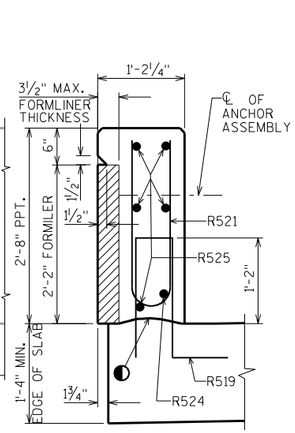
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STATE PROJECT NUMBER

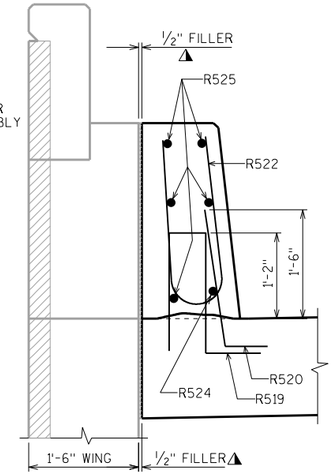
1674-00-80



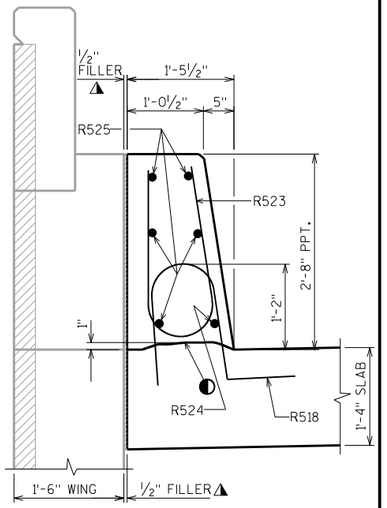
INSIDE ELEVATION



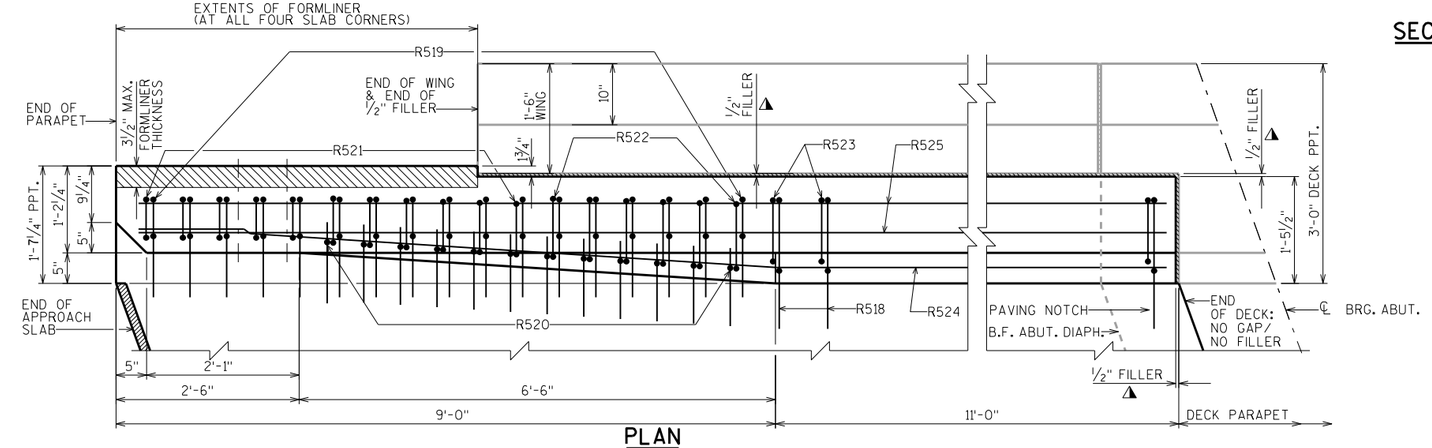
SECTION A-A



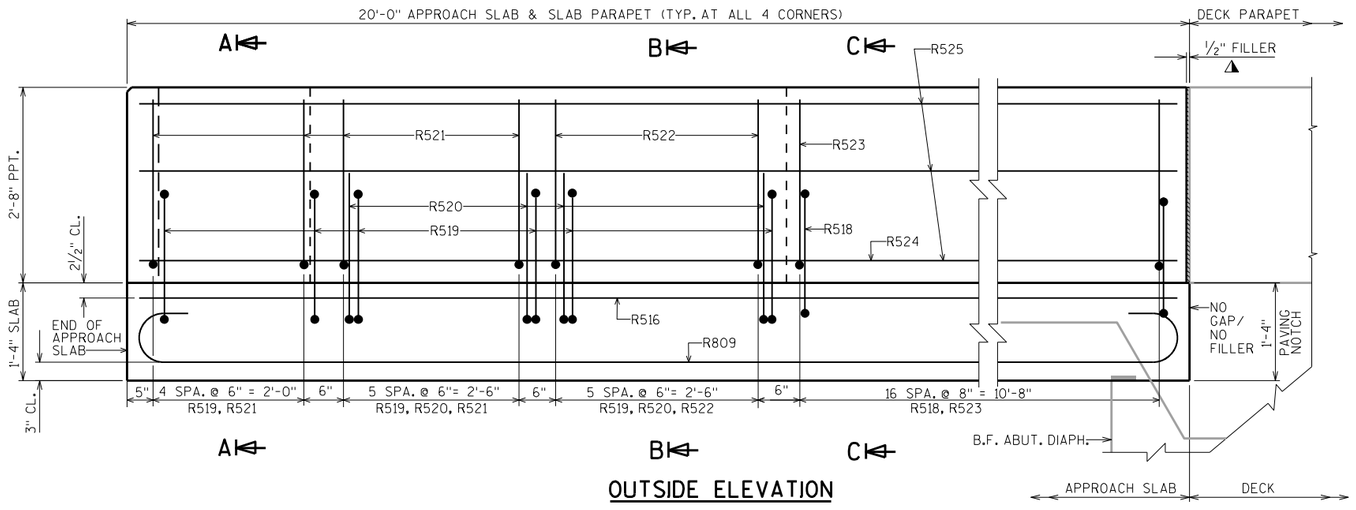
SECTION B-B



SECTION C-C



PLAN

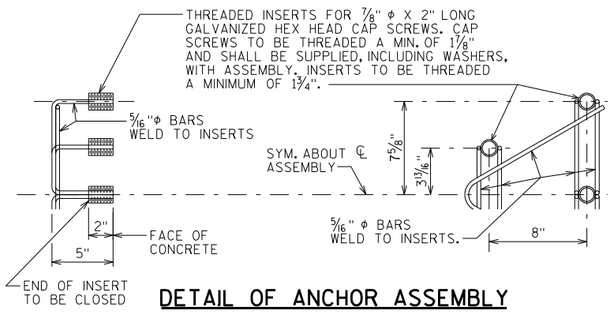


OUTSIDE ELEVATION

NOTES:

R518, R519 & R520 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE THE APPROACH SLAB CONCRETE IS POURED.

SEE SHEET 24 FOR THE BILL OF BARS AND BAR DETAILS.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

MODIFIED SLAB SINGLE SLOPE PARAPET 32SS

SHEET 23

540

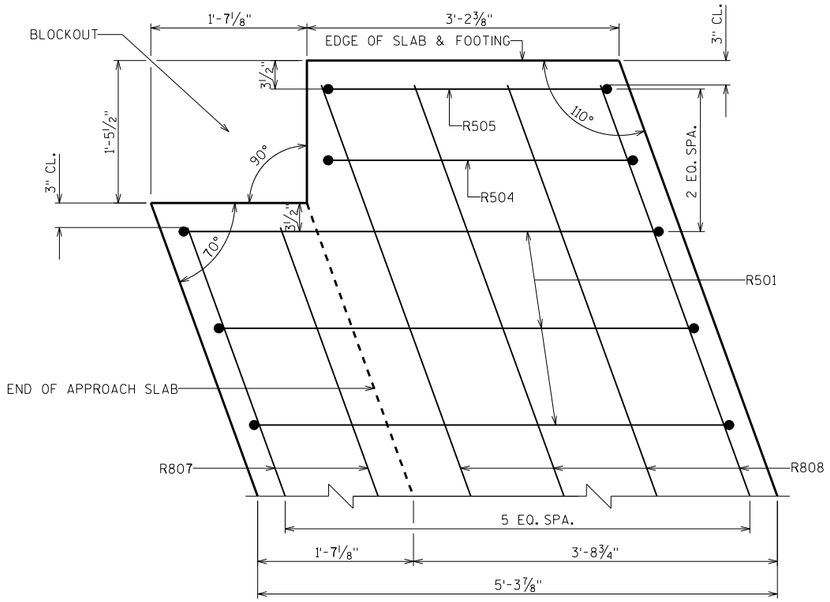
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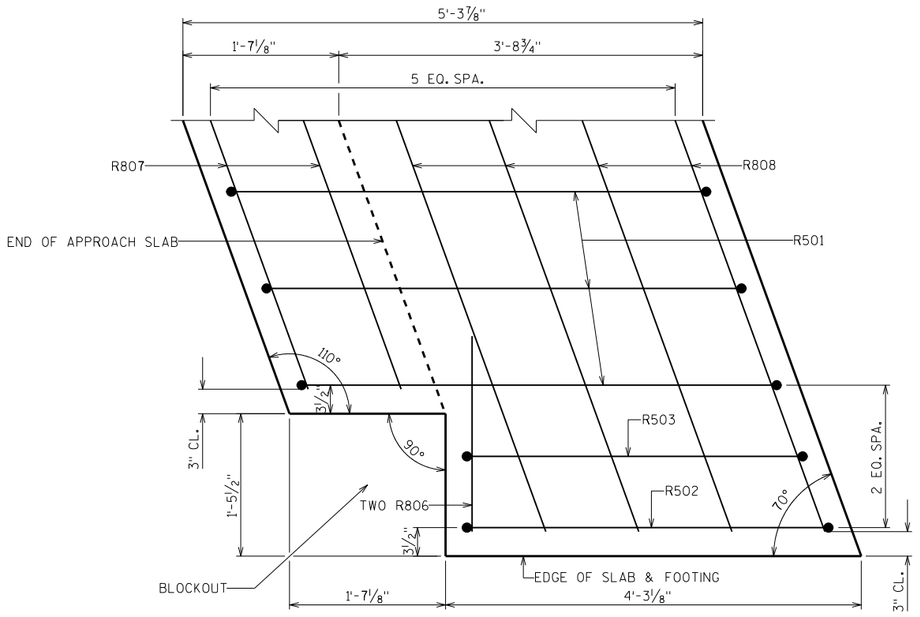
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STATE PROJECT NUMBER

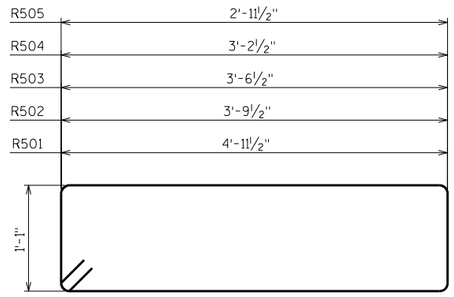
1674-00-80



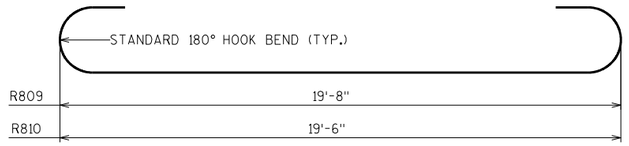
SLAB FOOTING PLAN DETAIL @ NE & SW CORNERS



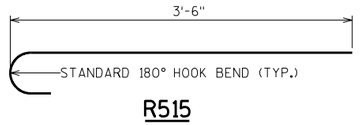
SLAB FOOTING PLAN DETAIL @ NW & SE CORNERS



R501 R502 R503 R504 R505



R809 R810

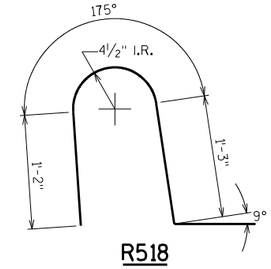


R515

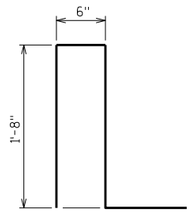
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

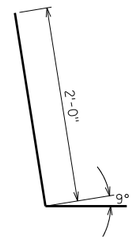
BAR MARK	COAT	NO. REQUIRED NORTH SLAB	NO. REQUIRED SOUTH SLAB	LENGTH	BENT	LOCATION
R501	X	41	41	12'-9"	X	FOOTING-VERT.-LONGIT.-STIRRUP
R502	X	1	1	10'-5"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 1&3 CORNERS
R503	X	1	1	9'-11"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 1&3 CORNERS
R504	X	1	1	9'-3"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 2&4 CORNERS
R505	X	1	1	8'-9"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 2&4 CORNERS
R806	X	2	2	2'-0"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT WINGS 1&3 CORNERS
R807	X	4	4	42'-0"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT OUTSIDE FACE
R808	X	8	8	45'-1"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT INSIDE FACE
R809	X	6	6	21'-6"	X	SLAB-VERT.-LONGIT.-BOT.-UNDER PPTS. ONLY
R810	X	66	66	21'-4"	X	SLAB-VERT.-LONGIT.-BOT.
R511	X	38	38	45'-2"		SLAB-HORIZ.-TRANS.-TOP & BOT.
R512	X	2	2	44'-6"		SLAB-HORIZ.-TRANS.-BOT.-AT ENDS OF SLAB ONLY
R513	X	1	1	44'-1"		SLAB-HORIZ.-TRANS.-TOP-AT INSIDE END OF SLAB ONLY
R514	X	1	1	44'-4"		SLAB-HORIZ.-TRANS.-TOP-AT OUTSIDE END OF SLAB ONLY
R515	X	40	40	4'-1"	X	SLAB-VERT.-TRANS.-VERT.-AT EDGES OF SLAB
R516	X	4	4	19'-8"		SLAB-HORIZ.-LONGIT.-TOP-UNDER PPTS. ONLY
R517	X	40	40	19'-6"		SLAB-HORIZ.-LONGIT.-TOP
R518	X	34	34	4'-5"	X	SLAB & PARAPET-VERT.-TRANS.
R519	X	34	34	4'-4"	X	SLAB & PARAPET-VERT.-TRANS.
R520	X	24	24	2'-9"	X	SLAB & PARAPET-VERT.-TRANS.-INSIDE FACE
R521	X	22	22	4'-9"	X	PARAPET-VERT.-TRANS.
R522	X	12	12	4'-10"	X	PARAPET-VERT.-TRANS.
R523	X	34	34	5'-0"	X	PARAPET-VERT.-TRANS.
R524	X	2	2	19'-5"	X	PARAPET-HORIZ.-LONGIT.-BOT.-INSIDE FACE
R525	X	10	10	19'-5"		PARAPET-HORIZ.-LONGIT.-BOTH FACES



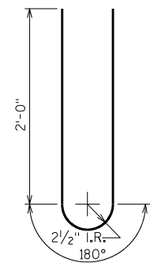
R518



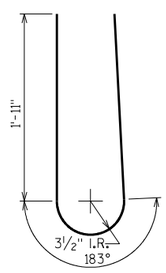
R519



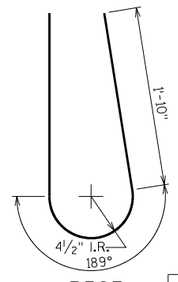
R520



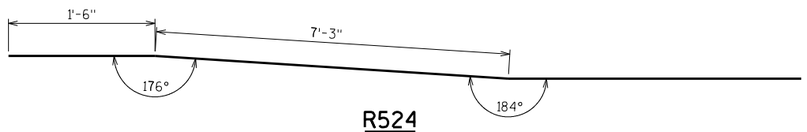
R521



R522



R523



R524

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

STRUCTURAL APPROACH SLAB & BAR DETAILS

SHEET 24

541

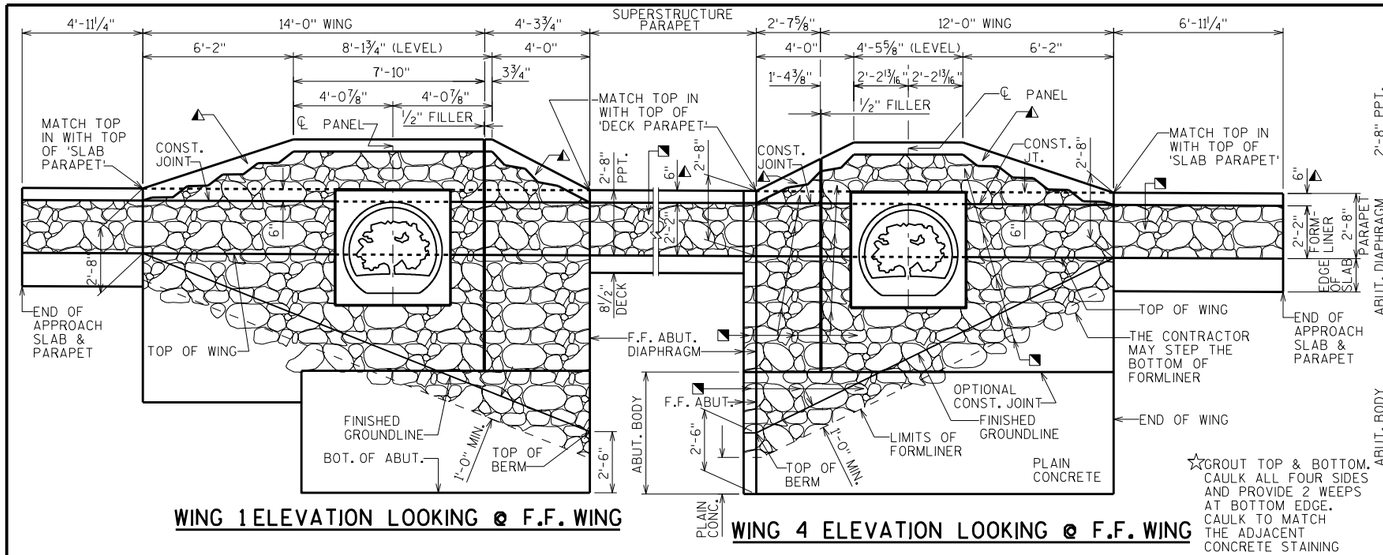
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STATE PROJECT NUMBER

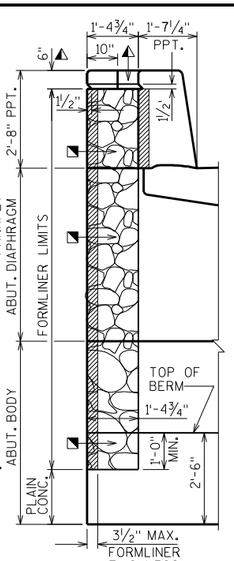
1674-00-80



WING 1 ELEVATION LOOKING @ F.F. WING

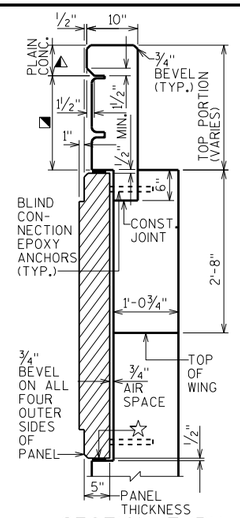
WING 4 ELEVATION LOOKING @ F.F. WING

☆GROUT TOP & BOTTOM. CAULK ALL FOUR SIDES AND PROVIDE 2 WEEPS AT BOTTOM EDGE. CAULK TO MATCH THE ADJACENT CONCRETE STAINING COLOR AND TO BE APPROVED BY THE ENGINEER.

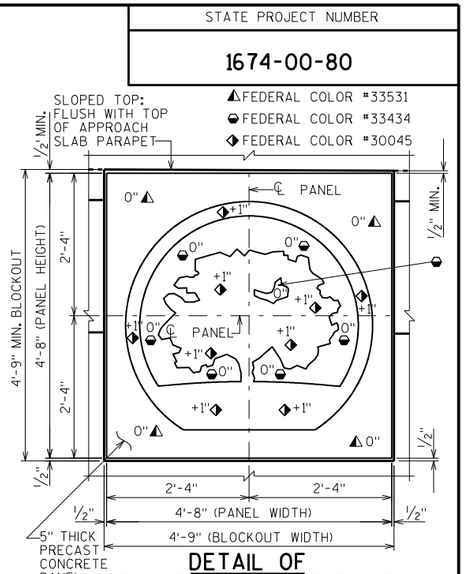


ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT ALL FOUR CORNERS)



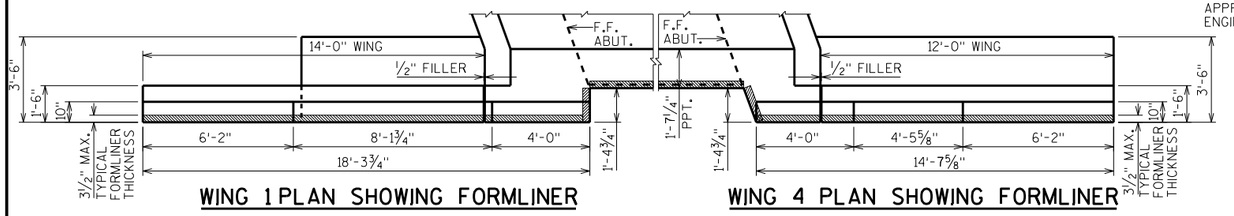
SECTION THRU WINGS 1&4 @ PRECAST CONCRETE PANEL



DETAIL OF PRECAST CONCRETE PANEL

SEE SPECIAL PROVISION "PRECAST CONCRETE PANEL" FOR FURTHER INFORMATION.

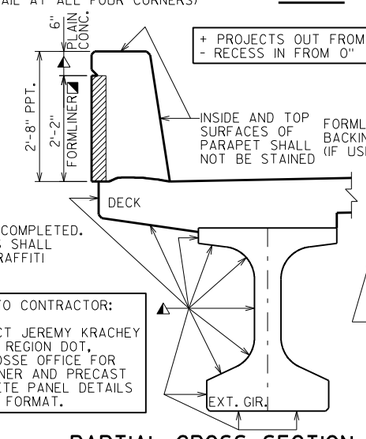
COLOR STAINING WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-205"



WING 1 PLAN SHOWING FORMLINER

WING 4 PLAN SHOWING FORMLINER

▲PLAIN CONCRETE: SHALL BE STAINED WITH FEDERAL COLOR #33531. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-205"

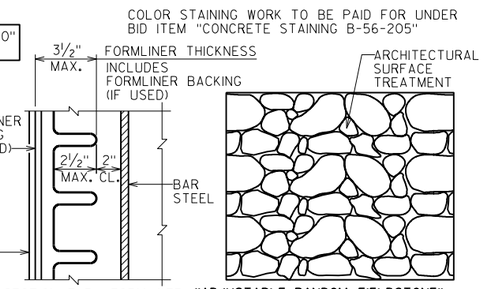


NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NOTE TO CONTRACTOR:

CONTACT JEREMY KRACHEY AT SW REGION DOT, LA CROSSE OFFICE FOR FORMLINER AND PRECAST CONCRETE PANEL DETAILS IN CAD FORMAT.

PARTIAL CROSS SECTION AT EDGES OF DECK



SECTION THRU FORMLINER

"ADJUSTABLE RANDOM FIELDSTONE" CUSTOM ROCK FORMLINER PATTERN #1202

RELIEF = 2½" MAX.

FORMLINER DETAILS

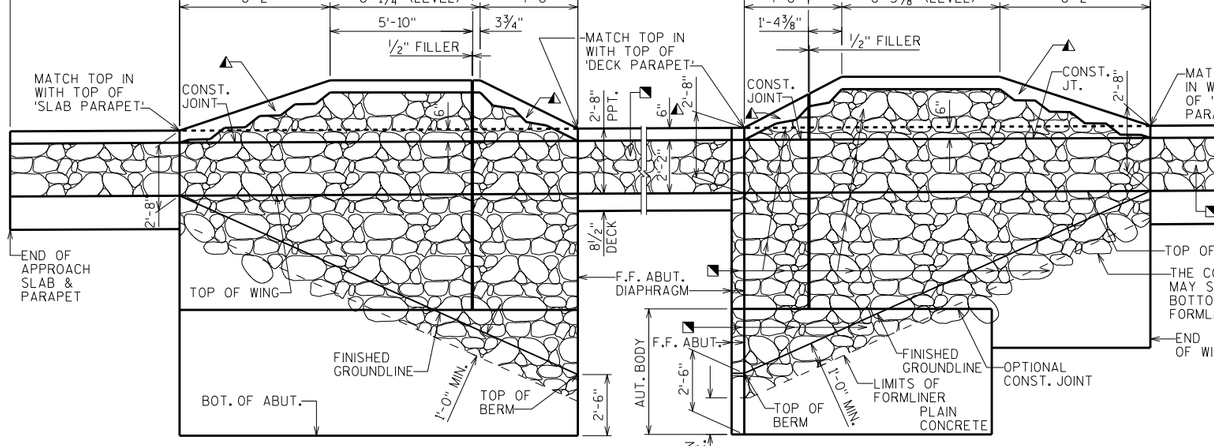
▲ARCHITECTURAL SURFACE TREATMENT FORMLINER REQUIRED AT FRONT FACES OF WING & BODY, ABUT. DIAPHRAGM & OUTSIDE FACES OF PARAPETS SHALL BE "ADJUSTABLE RANDOM FIELDSTONE" CUSTOM ROCK FORMLINER PATTERN #1202.
WORK TO BE PAID FOR UNDER BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-56-205"

NOTES:
FORMLINER COURSING ON ABUTMENTS, WINGS & PARAPETS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT AND THE ABUTMENT DIAPHRAGM.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

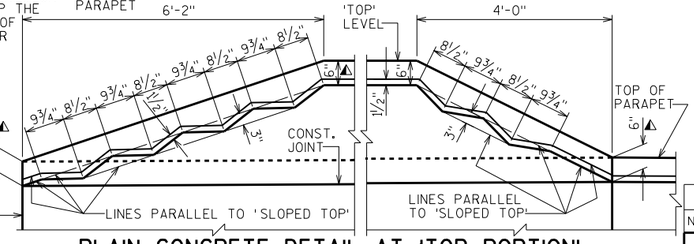
WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.



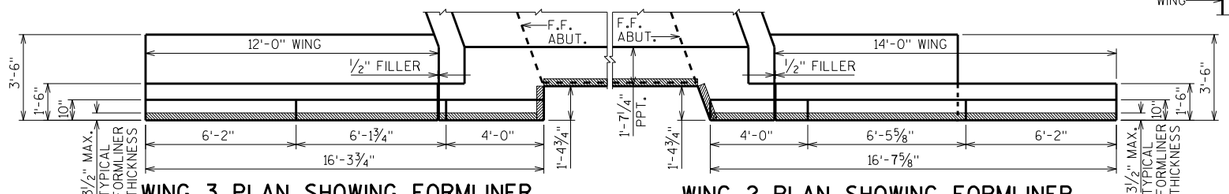
WING 3 ELEVATION LOOKING @ F.F. WING

WING 2 ELEVATION LOOKING @ F.F. WING

NOTE:
ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE ENGINEER BY APPLYING A MULTI-COLOR STAIN USING FEDERAL COLOR NO. 20140 AS THE BASE COLOR, FEDERAL COLOR NOS. 30257, 30206 & 30045 AS THE ACCENT COLORS, & FEDERAL COLOR NO. 36424 AS THE JOINT COLOR.
WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-56-205".
THE INTENT IS TO MATCH THE LOOK OF THE MULTI-COLOR STAIN ON THE BROADWAY STREET BRIDGE (B-56-166) OVER THE BARABOO RIVER IN THE CITY OF BARABOO.
IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.



PLAIN CONCRETE DETAIL AT 'TOP PORTION'



WING 3 PLAN SHOWING FORMLINER

WING 2 PLAN SHOWING FORMLINER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

AESTHETIC DETAILS

SHEET 25

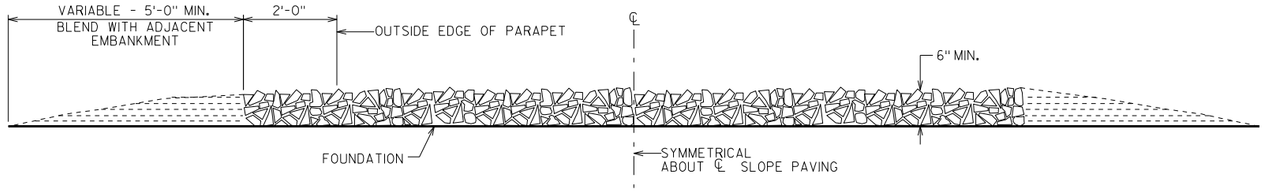
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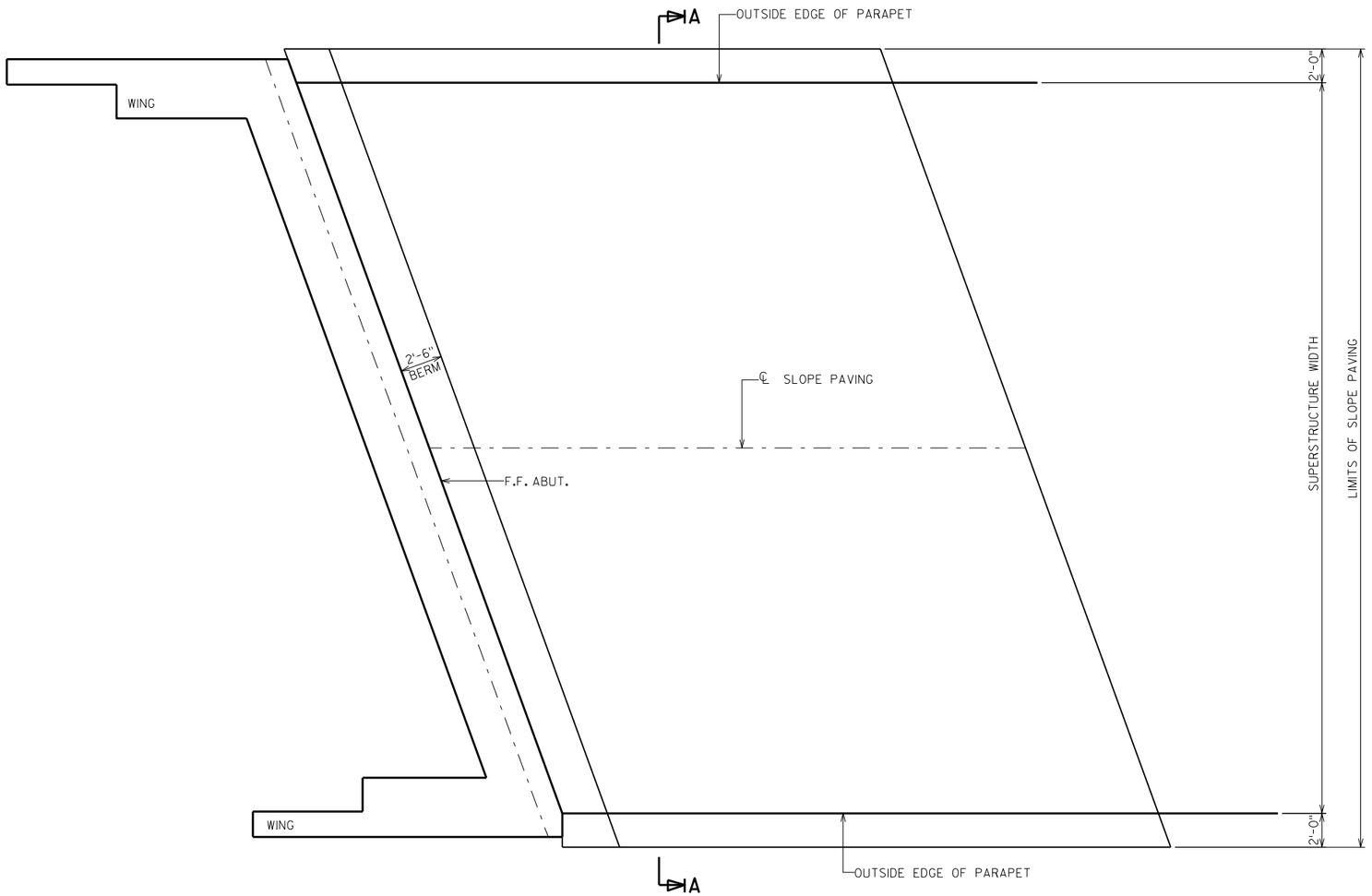
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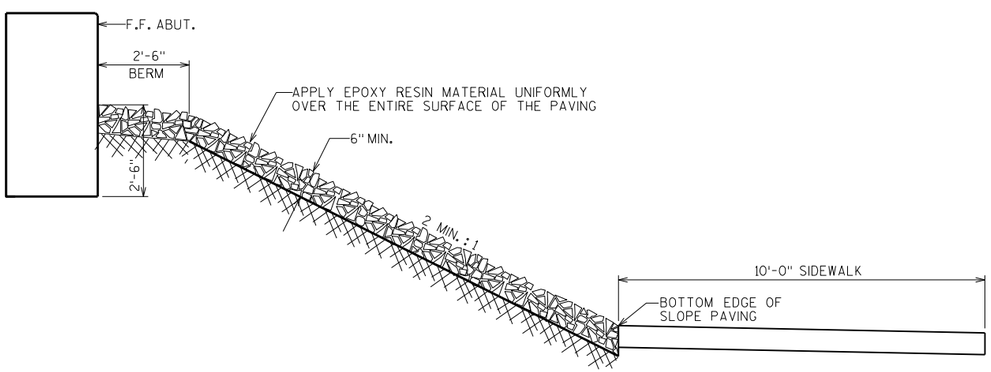
STATE PROJECT NUMBER
1674-00-80



SECTION A-A



PLAN



STANDARD CROSS SECTION THRU CRUSHED AGGREGATE AT ABUTMENTS

ROUND STONE WILL NOT BE ACCEPTED

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SEE SPECIAL PROVISION "SLOPE PAVING CRUSHED AGGREGATE SPECIAL" FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-205

DRAWN BY JPH | PLANS CK'D. MSC

SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

SHEET 26

543

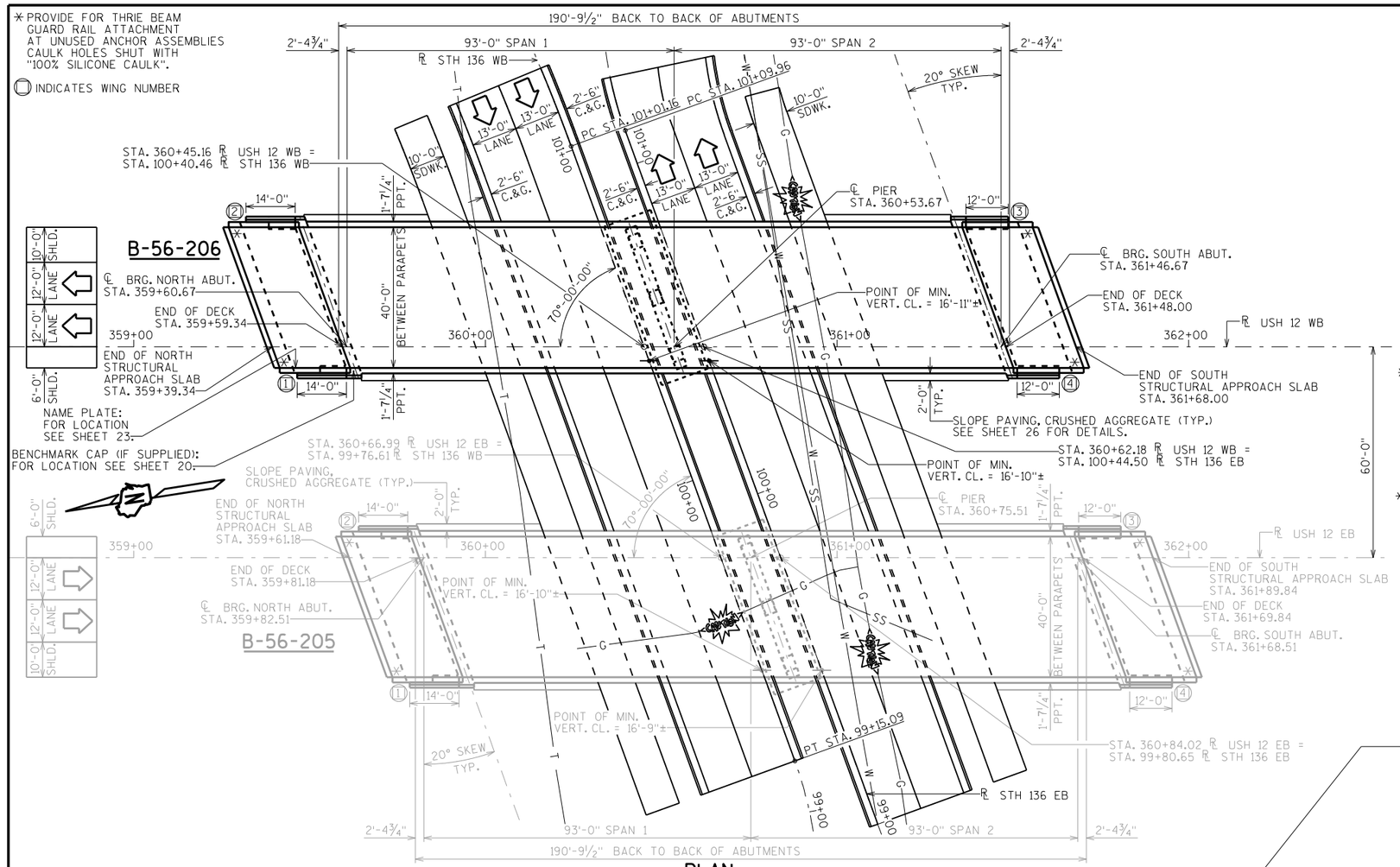
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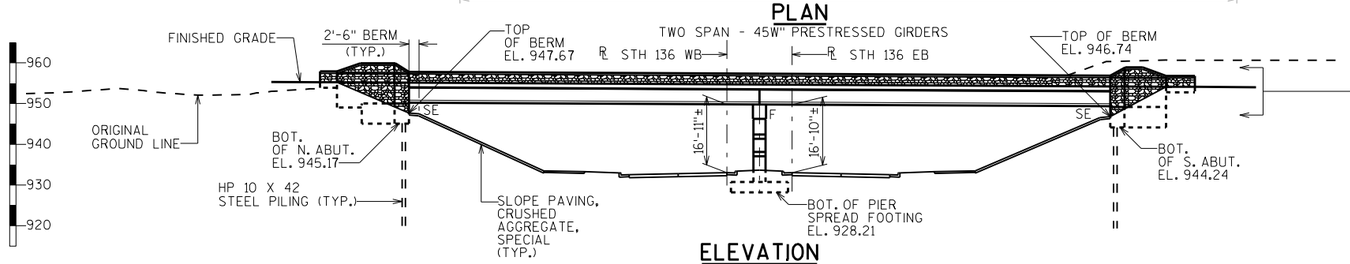
SCALE = 1

* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER

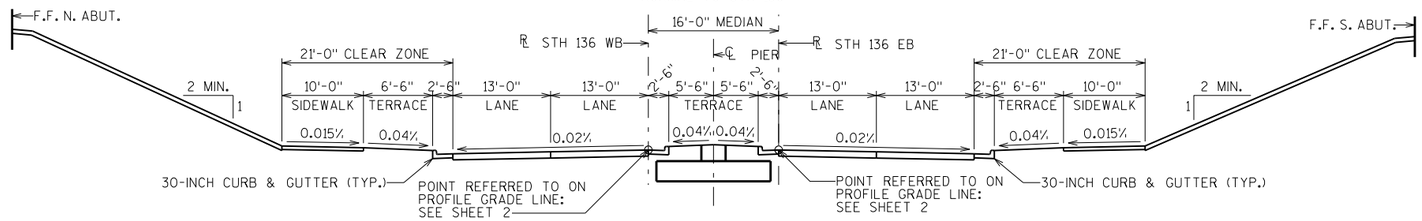


PLAN



ELEVATION

NORMAL TO STH 136



TYPICAL SECTION THRU STH 136 LOOKING EAST (UPSTATION) UNDER HWY. 12

NORMAL TO STH 136

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.10
OPERATING RATING FACTOR: RF=1.43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 40'-0" LONG AT NORTH ABUTMENT.
ESTIMATED 25'-0" LONG AT SOUTH ABUTMENT.

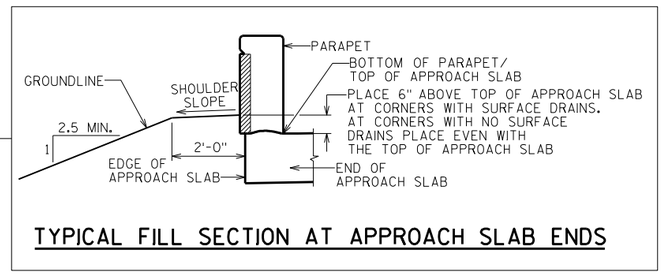
** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

PIER WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING NATIVE SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC VOLUME

USH 12	STH 136
A.D.T. = 15,000-23,500 (2035)	A.D.T. = 15,300 (2035)
R.D.S. = 70 M.P.H.	R.D.S. = 40 M.P.H.



TYPICAL FILL SECTION AT APPROACH SLAB ENDS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. WING 1 DETAILS
6. WING 2 DETAILS
7. NORTH ABUTMENT BAR DETAILS
8. SOUTH ABUTMENT
9. WING 3 DETAILS
10. WING 4 DETAILS
11. SOUTH ABUTMENT BAR DETAILS
12. PIER
13. PIER & STAINING DETAILS
14. 45W" PRESTRESSED GIRDER DETAILS 1
15. 45W" PRESTRESSED GIRDER DETAILS 2
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE
18. SUPERSTRUCTURE DETAILS 1
19. SUPERSTRUCTURE DETAILS 2
20. MODIFIED DECK SINGLE SLOPE PARAPET 32SS
21. SUPERSTRUCTURE BAR DETAILS
22. STRUCTURAL APPROACH SLAB
23. MODIFIED SLAB SINGLE SLOPE PARAPET 32SS
24. STRUCTURAL APPROACH SLAB & BAR DETAILS
25. AESTHETIC DETAILS
26. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

STATE PROJECT NUMBER

1674-00-80

STRUCTURES DESIGN CONTACTS:
EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 7/22/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-56-206

USH 12 WESTBOUND LANES OVER STH 136

COUNTY	TOWN
SAUK	BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	EMK	DESIGN CK'D.	MWL	DRAWN BY	JPH	PLANS CK'D.	EMK

GENERAL PLAN

SHEET 1 OF 26

544

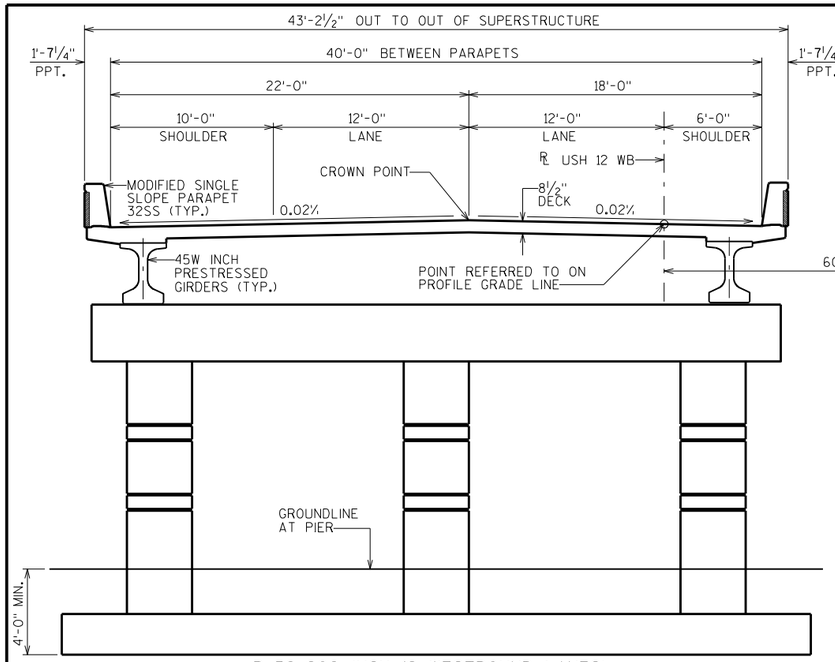
I.D. 1674-00-02H

DATE: MAY 2014

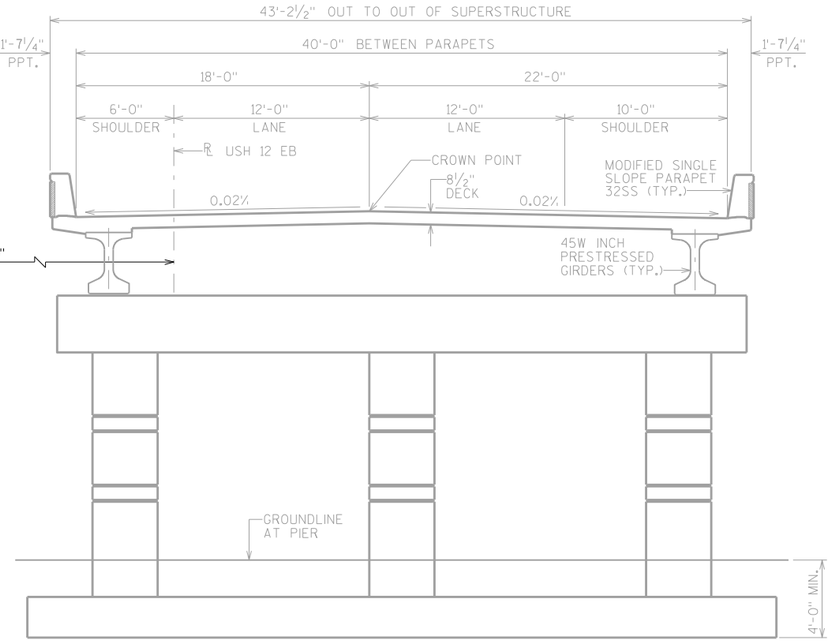
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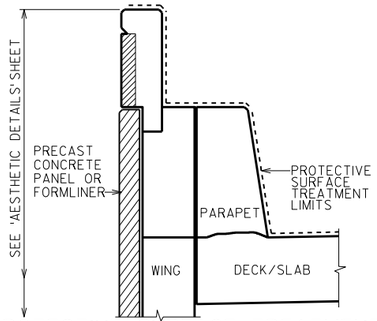


B-56-206 (USH 12 WESTBOUND LANES)

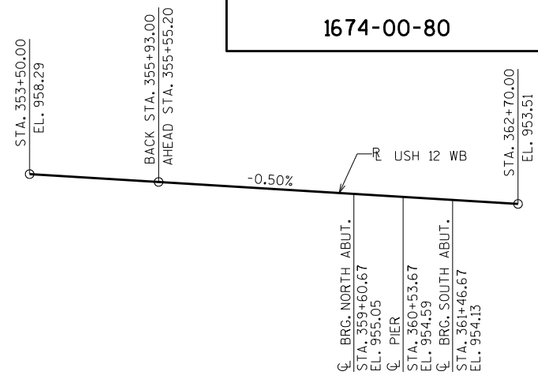


B-56-205 (USH 12 EASTBOUND LANES)

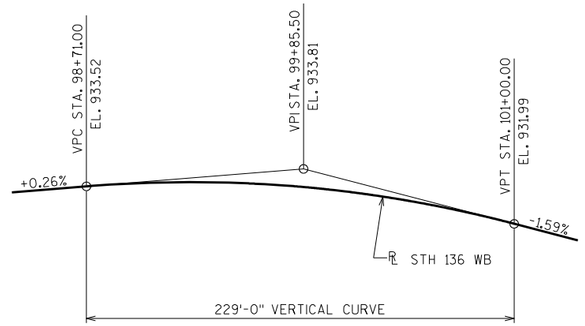
CROSS SECTION THRU ROADWAY LOOKING SOUTH (UPSTATION)



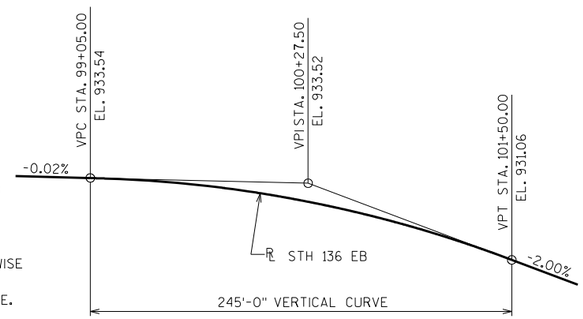
PROTECTIVE SURFACE TREATMENT DETAIL



PROFILE GRADE LINE FOR WESTBOUND U.S.H. 12



PROFILE GRADE LINE FOR WESTBOUND STH 136



PROFILE GRADE LINE FOR EASTBOUND STH 136

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH SLAB	NORTH ABUT.	PIER	SOUTH ABUT.	SOUTH APPROACH SLAB	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-56-206	LS	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	120	———	120	———	240
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	———	136	———	———	———	136	272
502.0100	CONCRETE MASONRY BRIDGES	CY	354	60	56	102	59	60	691
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1005	107	10	———	8	107	1237
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	934	———	———	———	———	———	934
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	———	2745	4390	2565	———	9700
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	70,055	10,120	2120	9545	2105	10,120	104,065
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	5	10	5	———	20
506.4000	STEEL DIAPHRAGMS B-56-206	EACH	16	———	———	———	———	———	16
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	13	———	13	———	26
517.1010.S	CONCRETE STAINING B-56-206	SF	3925	5	39	1090	37	7	5103
517.1015.S	CONCRETE STAINING MULTI-COLOR B-56-206	SF	945	22	225	———	190	30	1412
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-56-206	SF	945	22	225	———	190	30	1412
550.1100	PILING STEEL HP 10-INCH X 42	LF	———	———	400	———	250	———	650
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	95	———	105	———	200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	———	2	4
SPV.0060	PRECAST CONCRETE PANEL	EACH	———	———	1	———	1	———	2
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	1460	———	———	———	———	———	1460
SPV.0165	ANTI-GRAFFITI COATING	SF	4870	27	264	1090	227	37	6515
SPV.0180	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	———	———	205	———	205	———	410
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	½",¾"&1½"

NOTE: ALL ITEMS CATEGORY 0110

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.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE OR "BASE AGGREGATE DENSE 1¼-INCH" SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND TOP OF APPROACH SLAB SURFACES AS WELL AS THE INSIDE AND TOP OF PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE 'GENERAL PLAN' SHEET, THE 'SLOPE PAVING, CRUSHED AGGREGATE (SPECIAL)' SHEET AND ON THE ABUTMENT DETAILS SHEETS.

FOR AESTHETIC DETAILS (INCLUDING STAINING LOCATIONS/LIMITS, ARCHITECTURAL SURFACE TREATMENT LOCATIONS/LIMITS AND CONCRETE PANEL DETAILS). SEE 'AESTHETIC DETAILS' SHEET.

ANTI-GRAFFITI COATING SHALL BE APPLIED TO ALL CONCRETE STAINING AREAS.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE SHOWN OR NOTED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

CROSS SECTION & QUANTITIES

SHEET 2

545

SCALE = 4.5

8

8

LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

INDICATES WING NUMBER

STA. 360+45.16 ℄ USH 12 WB =
STA. 100+40.46 ℄ STH 136 WB

BOR-4 BOR-2 BOR-5

20° SKEW TYP.

END OF N. APPROACH SLAB
STA. 359+39.34

℄ BRG. NORTH ABUT.
STA. 359+60.67

B-56-206

70°-00'-00"

℄ PIER
STA. 360+53.67

END OF S. APPROACH SLAB
STA. 361+68.00

℄ BRG. SOUTH ABUT.
STA. 361+46.67

℄ USH 12 WB

360+00 361+00

STA. 360+62.18 ℄ USH 12 WB =
STA. 100+44.50 ℄ STH 136 EB

℄ STH 136 WB

℄ STH 136 EB

101+00 101+00

100+00 100+00

PLAN

BOR 4
STA. 359+48.
36' LT. OF ℄ USH 12 WB
EL. 951.6

BOR 2
STA. 360+41.
36' LT. OF ℄ USH 12 WB
EL. 942.2

BOR 5
STA. 361+54.
36' LT. OF ℄ USH 12 WB
EL. 961.2

970 960 950 940 930 920 910 900 890

4" BITUMINOUS
46 100 45 53 72 98 86 46 57 100 60/3"
F-M F-M F-M

BOT. OF
N. ABUT.
EL.945.17

F-M
46 SOME COBBLES 64 F-M 60 105 60 60 79 60

BOT. OF
PIER SPREAD
FOOTING
EL.928.21

F-M
18 SOME BOULDERS & COBBLES 32 40 81 64 97 114 109
F-M F-M

BOT. OF
S. ABUT.
EL.944.24

HP 10 X 42
STEEL PILING
(TYP. AT ABUTMENTS)

* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1674-00-80

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

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
ELEV. STA.
UNCONFINED STRENGTH → 7.7 7
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION

SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" 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 B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

SUBSURFACE EXPLORATION

SHEET 3

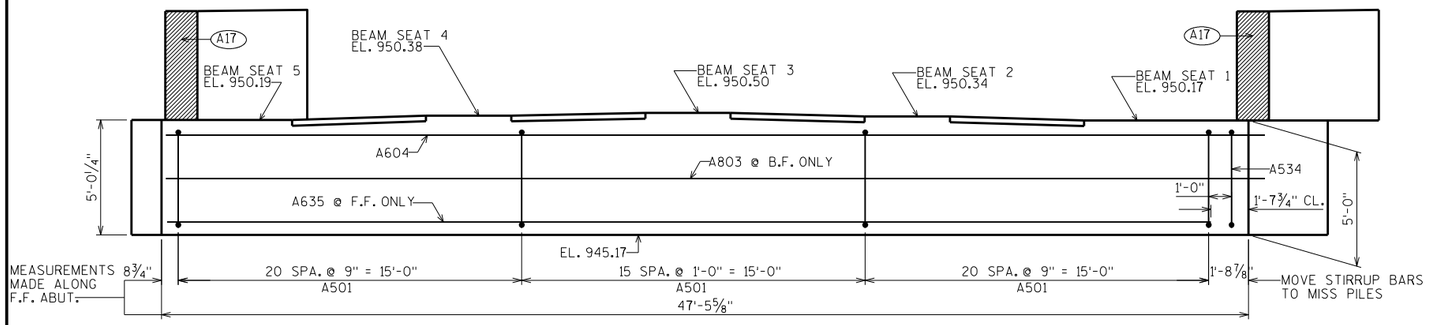
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STATE PROJECT NUMBER

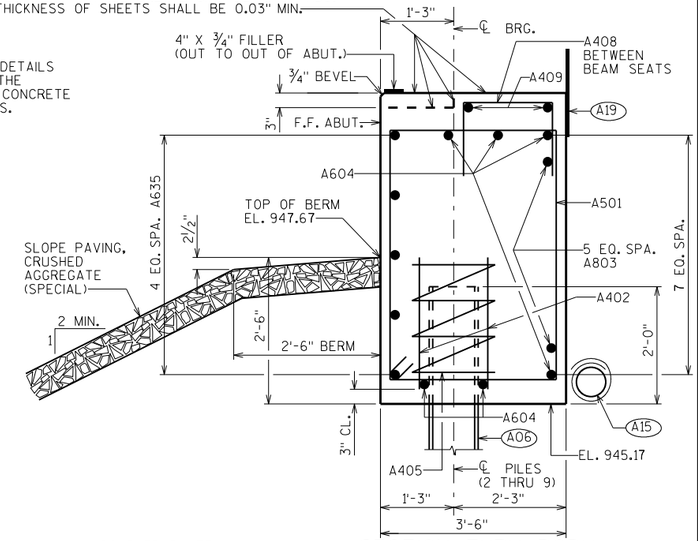
1674-00-80



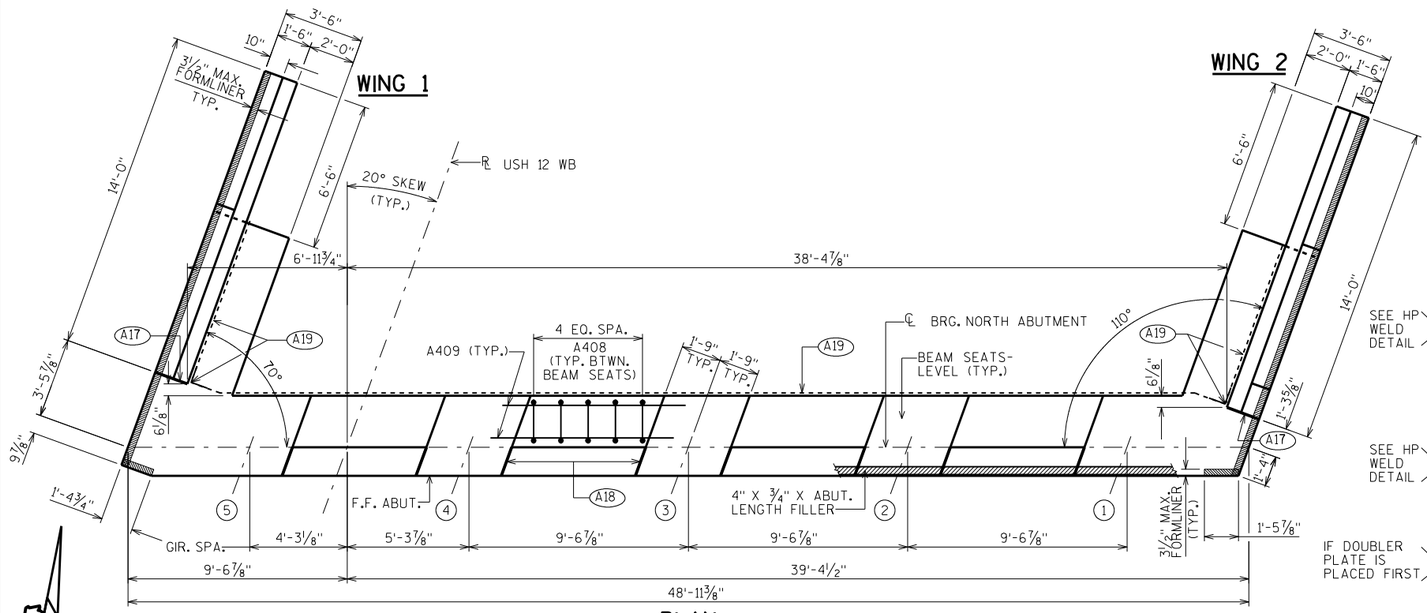
ELEVATION LOOKING NORTH @ F.F.

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

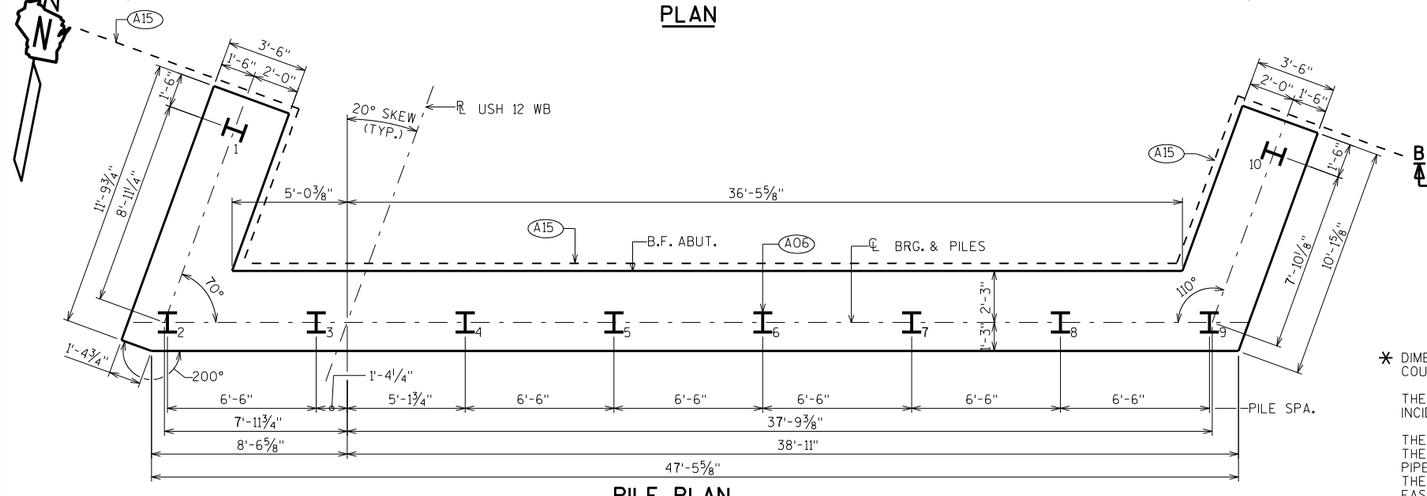
NOTE:
SEE AESTHETIC DETAILS SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.



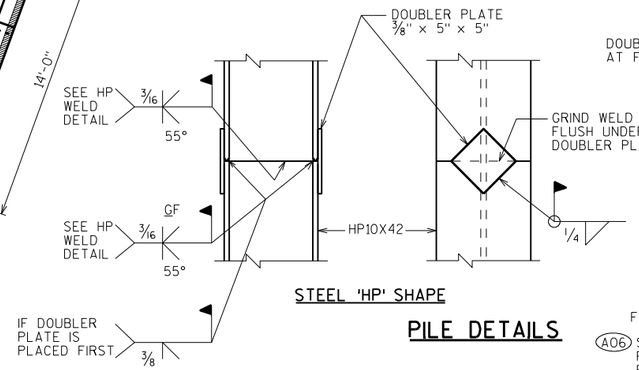
SECTION THRU BODY



PLAN

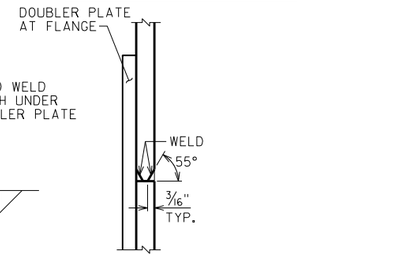


PILE PLAN



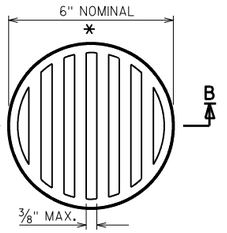
STEEL 'HP' SHAPE

PILE DETAILS

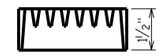


HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

NORTH ABUTMENT

SHEET 4

547

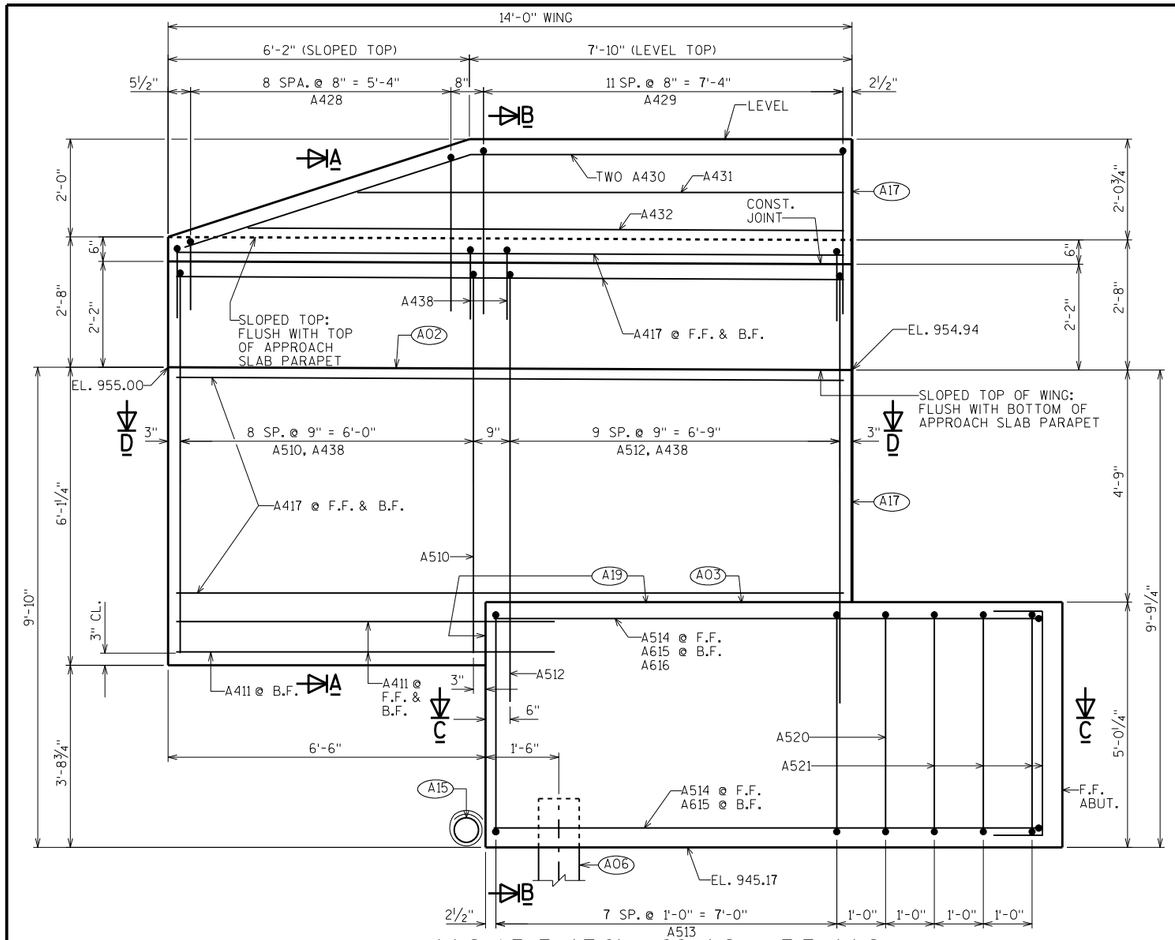
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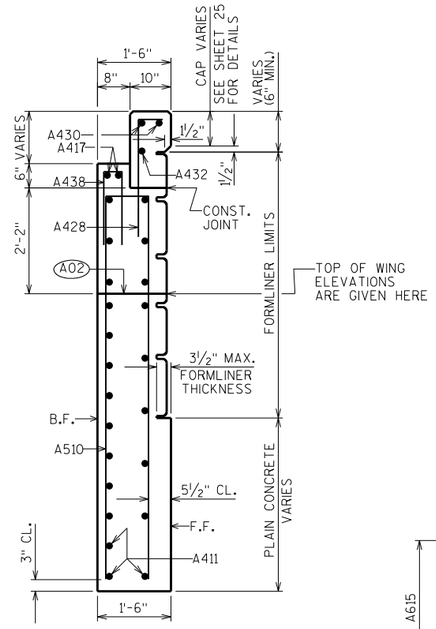
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STATE PROJECT NUMBER

1674-00-80

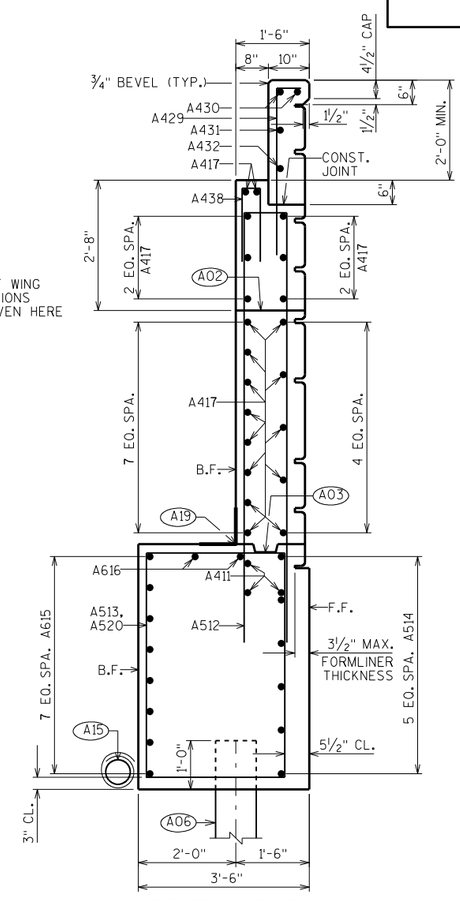


WING 1 ELEVATION LOOKING @ F.F. WING

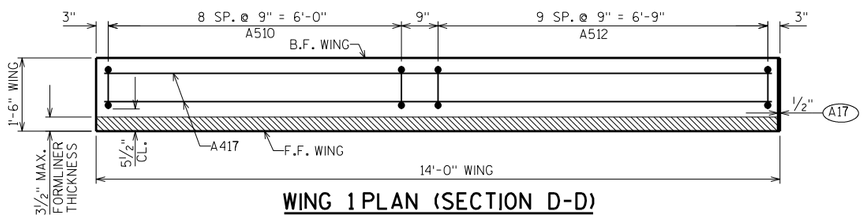


SECTION A-A

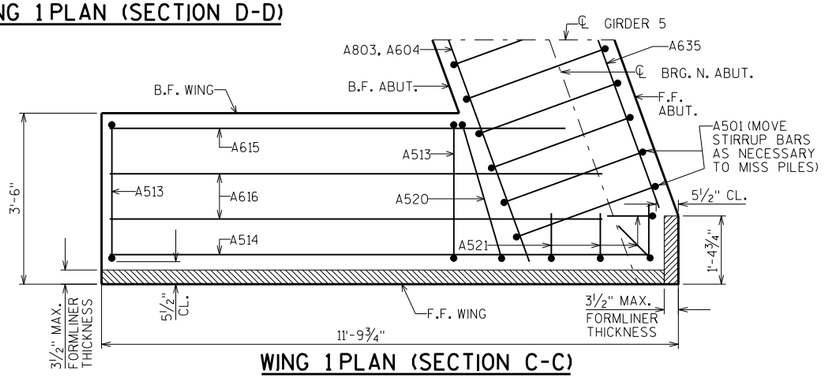
NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



SECTION B-B



WING 1 PLAN (SECTION D-D)



WING 1 PLAN (SECTION C-C)

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE AESTHETIC DETAILS SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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WING 1 DETAILS

SHEET 5

548

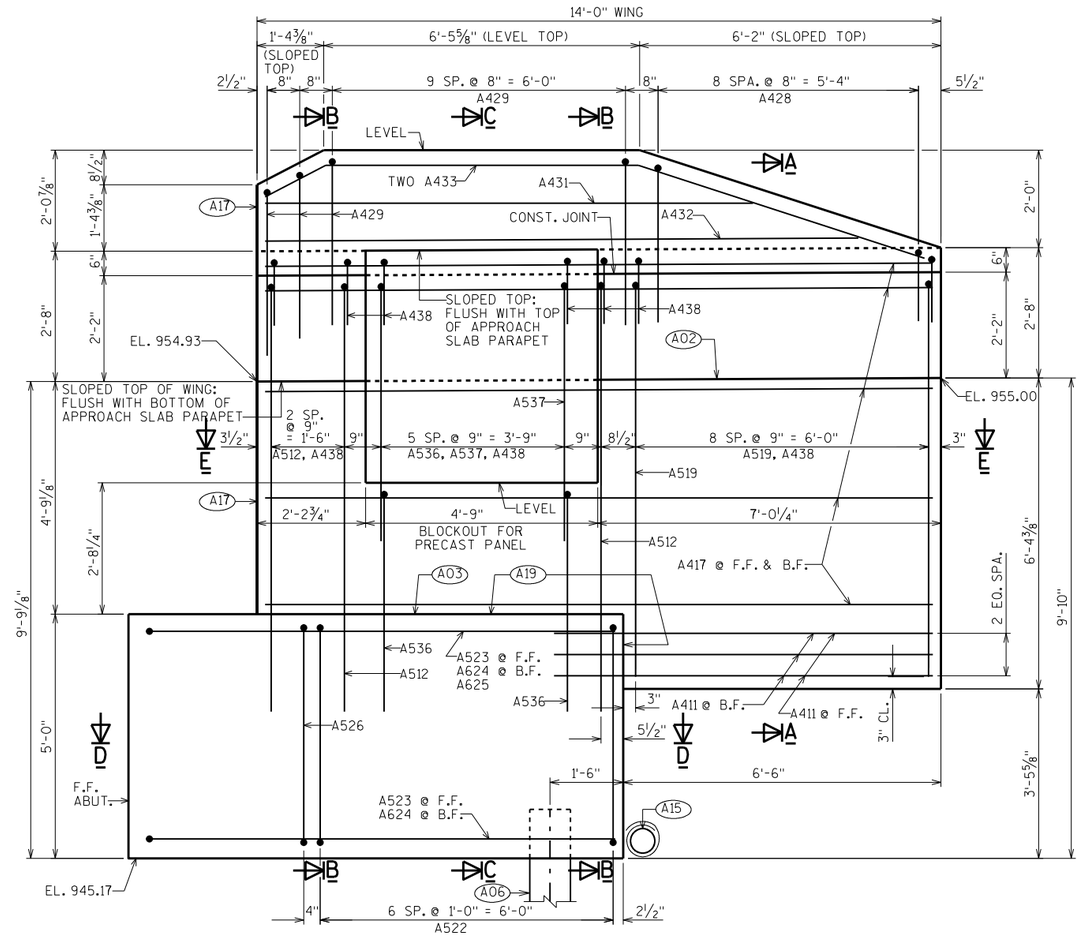
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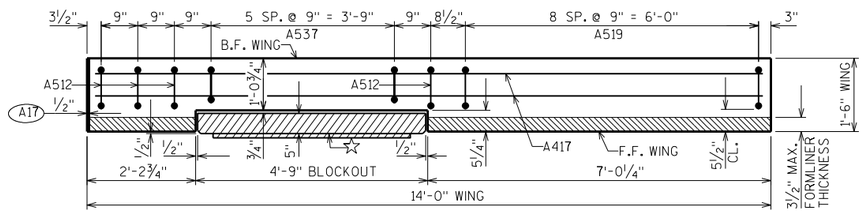
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STATE PROJECT NUMBER

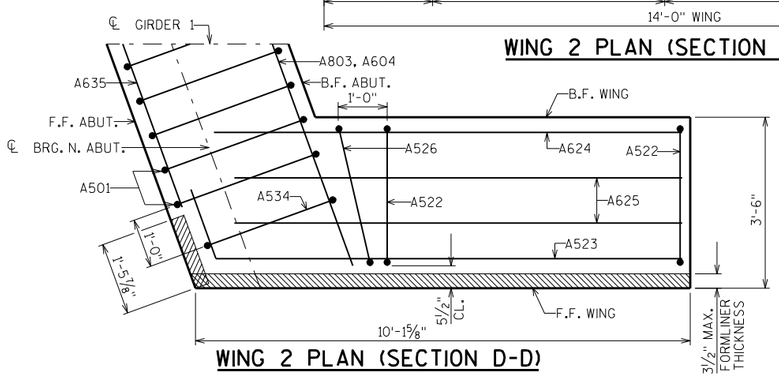
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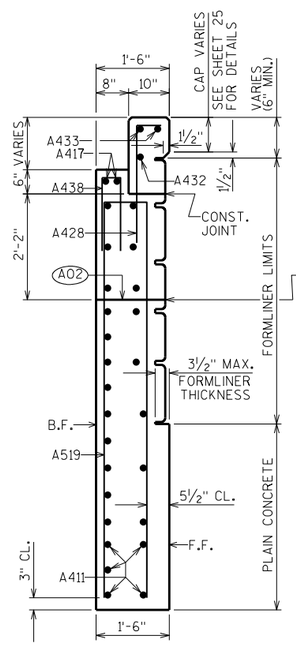
WING 2 ELEVATION LOOKING @ F.F. WING



WING 2 PLAN (SECTION E-E)

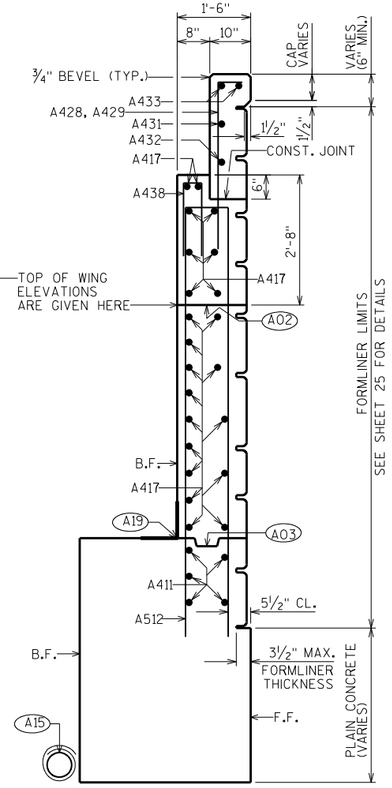


WING 2 PLAN (SECTION D-D)



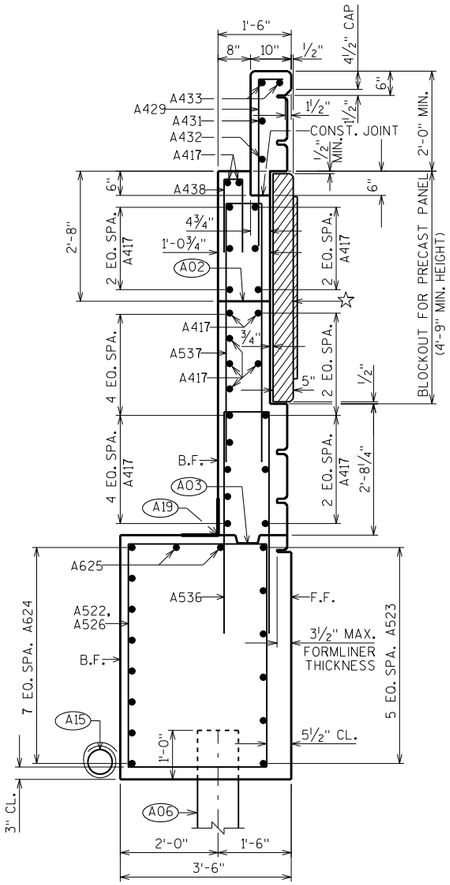
SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION C-C @ PRECAST CONCRETE PANEL

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE SHEET 25 FOR DETAILS

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

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(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

WING 2 DETAILS

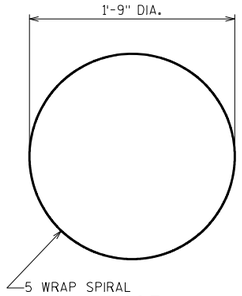
SHEET 6

549

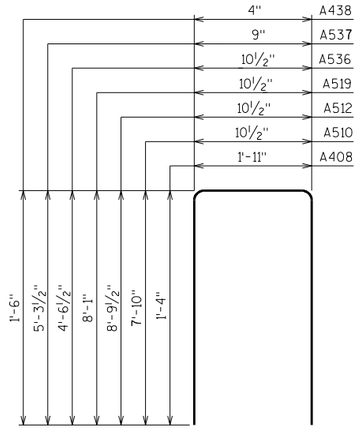
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STATE PROJECT NUMBER

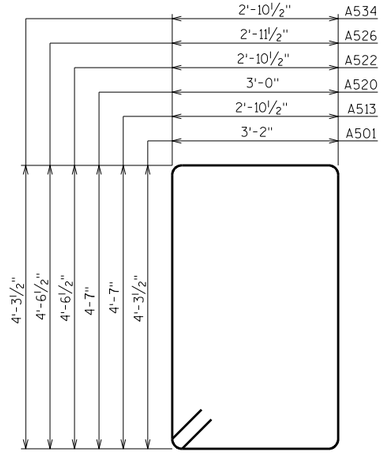
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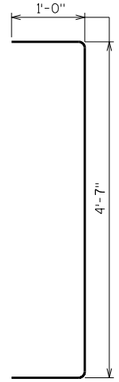
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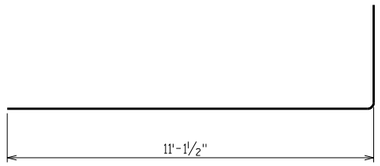
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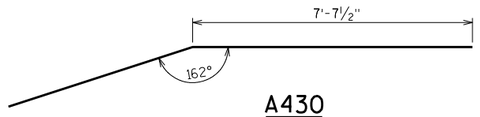
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A521



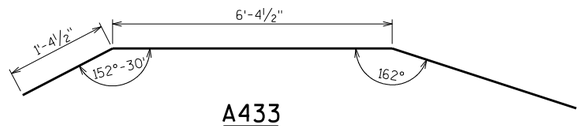
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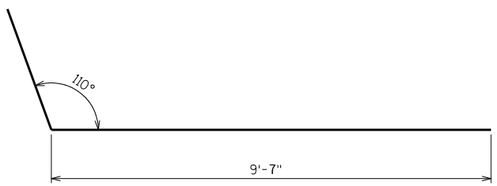
A430



A428 A429



A433



A523

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		56	15'-7"	X		BODY-STIRRUPS-VERT.
A402		16	2'-3"			BODY-2 PER BODY PILE-VERT.
A803		6	48'-0"			BODY-HORIZONTAL-B.F.
A604		6	48'-0"			BODY-HORIZONTAL-TOP & BOTTOM
A405		8	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
A406		--	--			NOT USED
A507		--	--			NOT USED
A408		20	4'-5"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
A409		8	8'-0"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
A510	X	9	16'-4"	X		WING 1-VERTICAL-AT ENDS
A411	X	8	7'-9'			WINGS 1&2-HORIZ.-BOT.-F.F. & B.F.-AT ENDS
A512	X	14	18'-3"	X		WINGS 1&2-VERTICAL
A513	X	8	15'-7"	X		WING 1-BOT.-STIRRUP-VERT.
A514	X	6	12'-5"	X		WING 1-BOT.-F.F.-HORIZ.
A615	X	8	9'-4"			WING 1-BOT.-B.F.-HORIZ.
A616	X	2	10'-1"			WING 1-TOP-HORIZ.
A417	X	43	13'-8"			WINGS 1&2-F.F. & B.F.-HORIZ.
A618		--	--			NOT USED
A519	X	9	16'-10"	X		WING 2-VERTICAL-AT ENDS
A520	X	1	15'-10"	X		WING 1-BOT.-STIRRUP-VERT.
A521	X	4	6'-4"	X		WING 1/BODY-F.F.-VERT.
A522	X	7	15'-6"	X		WING 2-BOT.-STIRRUP-VERT.
A523	X	6	11'-3"	X		WING 2-BOT.-F.F.-HORIZ.
A624	X	8	9'-7"			WING 2-BOT.-B.F.-HORIZ.
A625	X	2	9'-2"			WING 2-TOP-HORIZ.
A526	X	1	15'-8"	X		WING 2-BOT.-STIRRUP-VERT.
A527		--	--			NOT USED
⚠ A428	X	18	2'-10"	X	X	WINGS 1&2-TOP PORTION-VERT.-B.F.
A429	X	24	3'-10"	X		WINGS 1&2-TOP PORTION-VERT.-B.F.
A430	X	2	13'-11"	X		WING 1-TOP PORTION-VERT.-F.F. & B.F.
A431	X	2	10'-0"			WINGS 1&2-TOP PORTION-HORIZ.-B.F.
A432	X	2	12'-4"			WINGS 1&2-TOP PORTION-HORIZ.-B.F.
A433	X	2	14'-0"	X		WING 2-TOP PORTION-VERT.-F.F. & B.F.
A534		1	15'-0"	X		BODY-STIRRUP-VERT.-AT WING 2 END ONLY
A635		5	45'-7"			BODY-HORIZONTAL-F.F.
A536	X	6	9'-9"	X		WING 2-VERTICAL-BELOW PRECAST PANEL
A537	X	6	11'-1"	X		WING 2-VERTICAL-BEHIND PRECAST PANEL
A438	X	38	3'-2"	X		WINGS 1&2-TOP-VERTICAL-B.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
A428	2 SERIES OF 9 BARS	1'-11' TO 3'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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NORTH ABUTMENT BAR DETAILS

SHEET 7

550

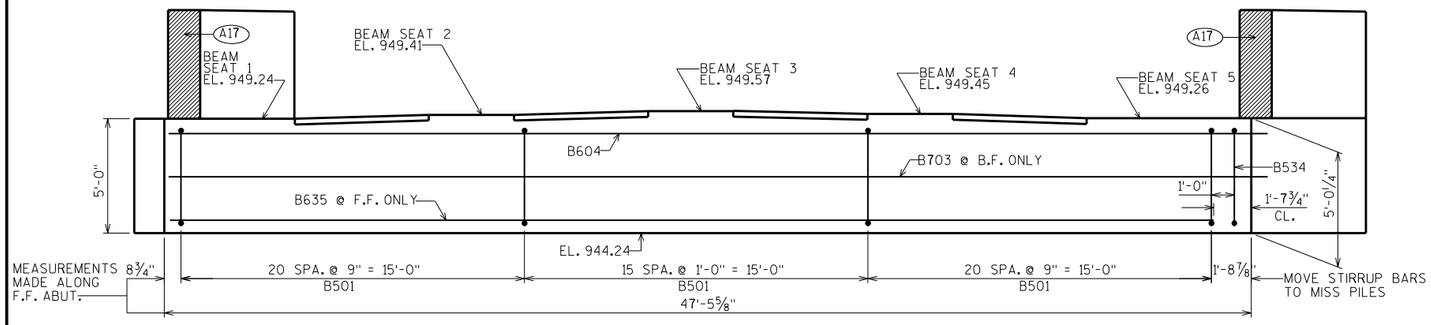
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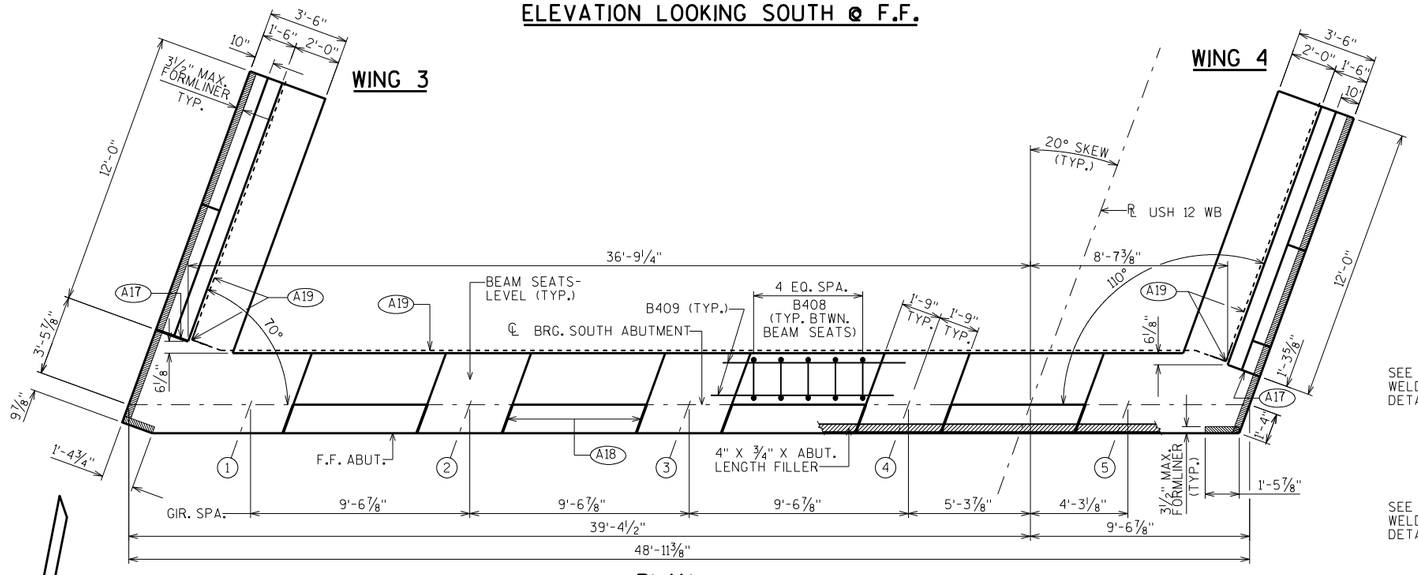
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STATE PROJECT NUMBER

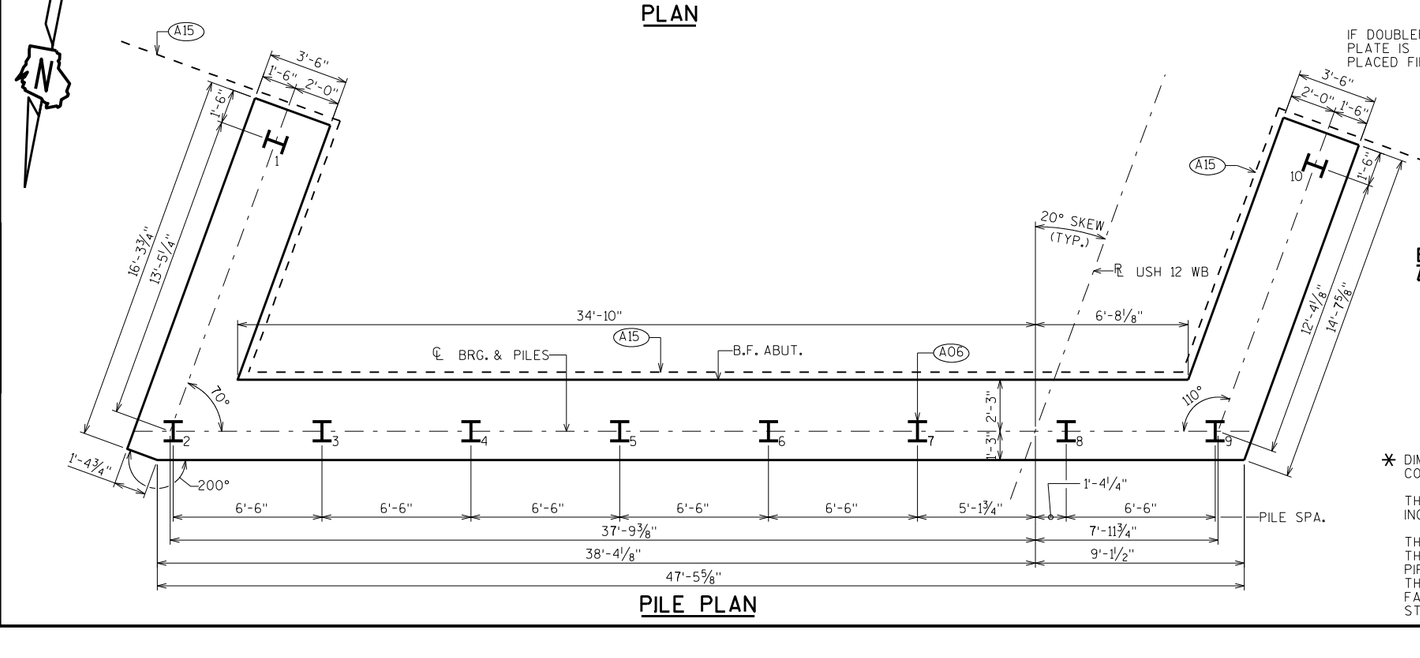
1674-00-80



ELEVATION LOOKING SOUTH @ F.F.



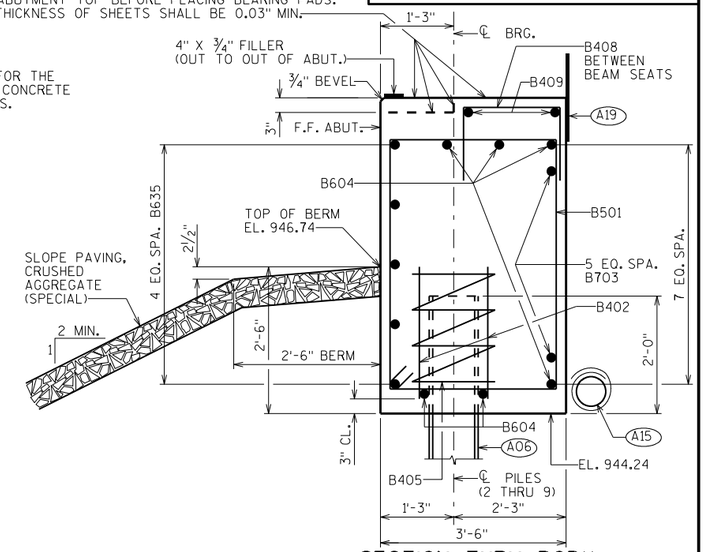
PLAN



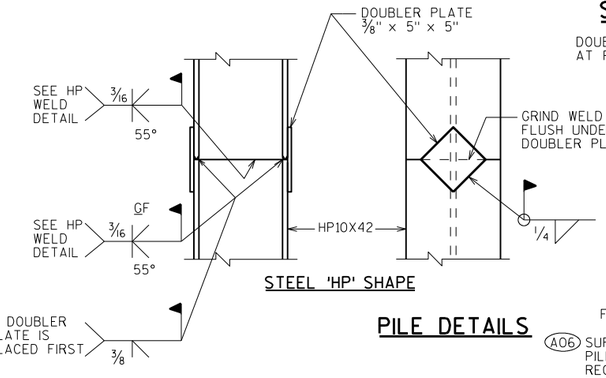
PILE PLAN

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

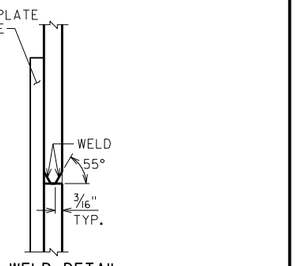
STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.



SECTION THRU BODY



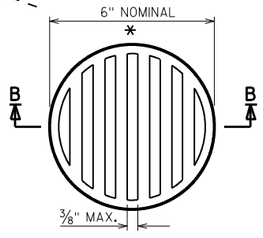
STEEL 'HP' SHAPE



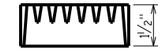
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



RODENT SHIELD DETAIL



SECTION B-B

✳ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 25 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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SOUTH ABUTMENT

SHEET 8

551

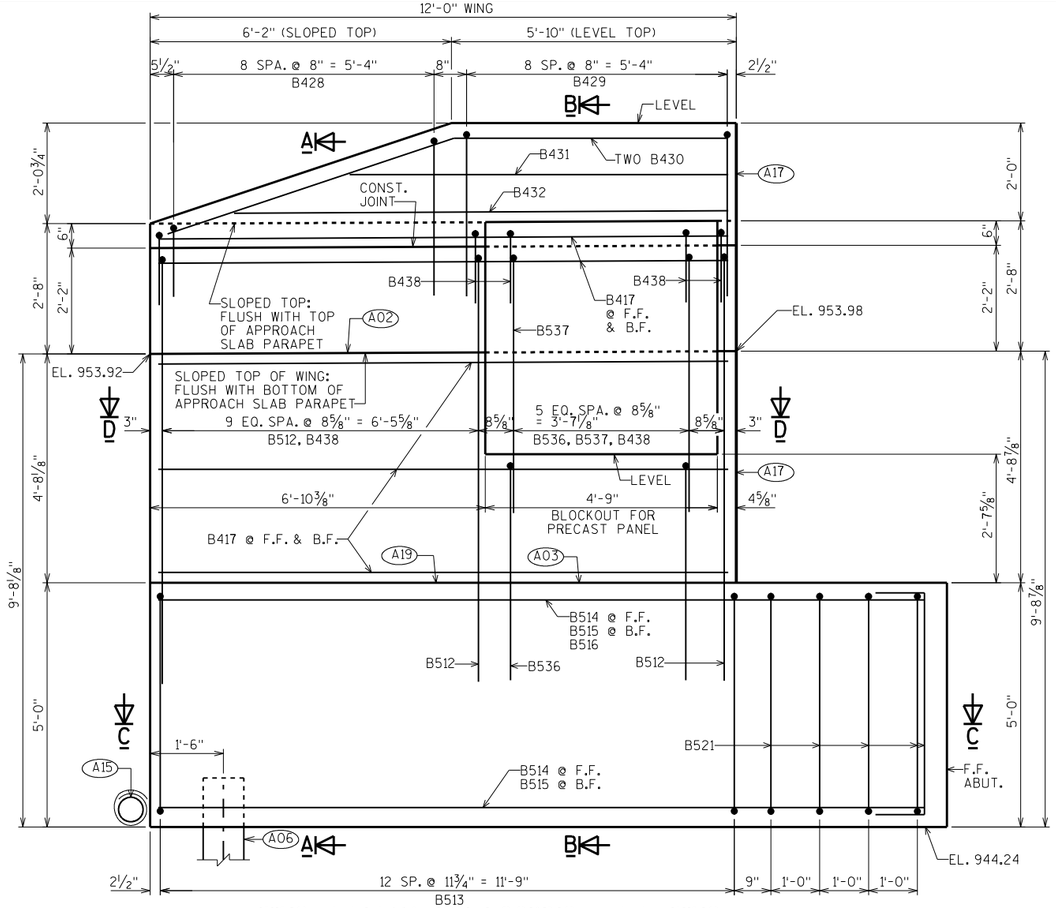
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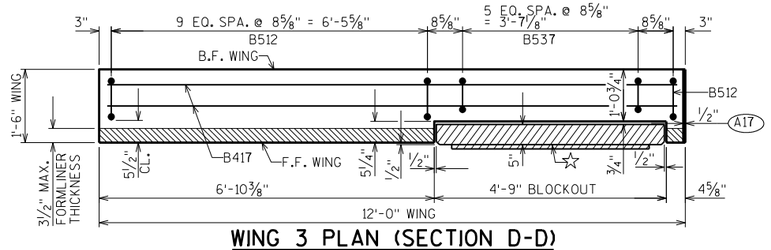
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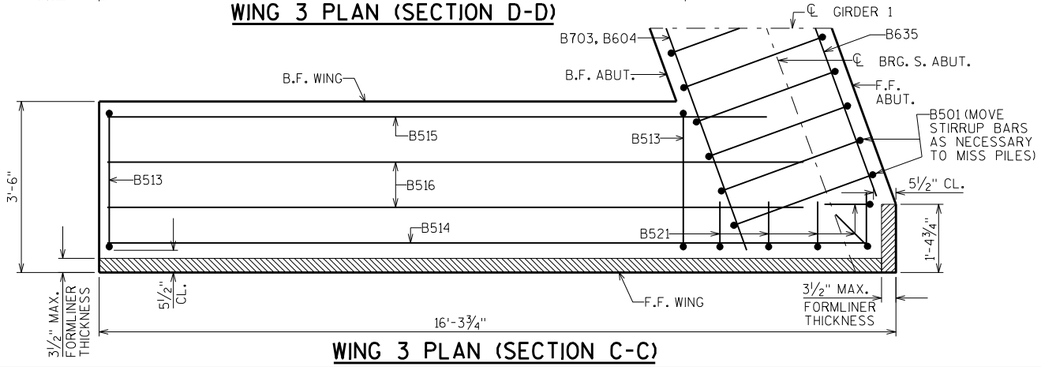
1674-00-80



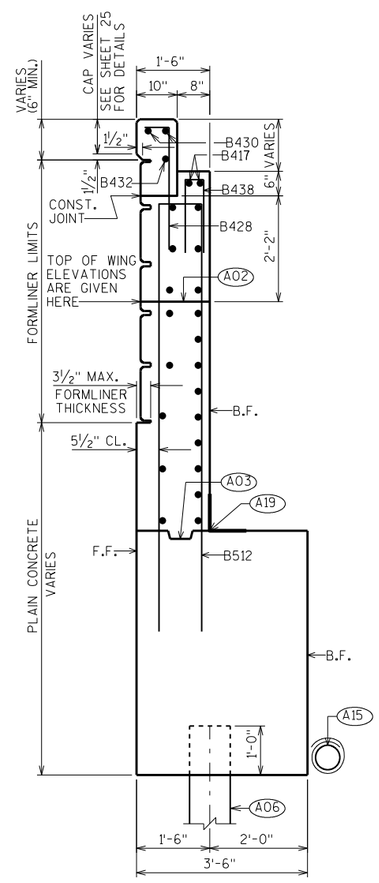
WING 3 ELEVATION LOOKING @ F.F. WING



WING 3 PLAN (SECTION D-D)



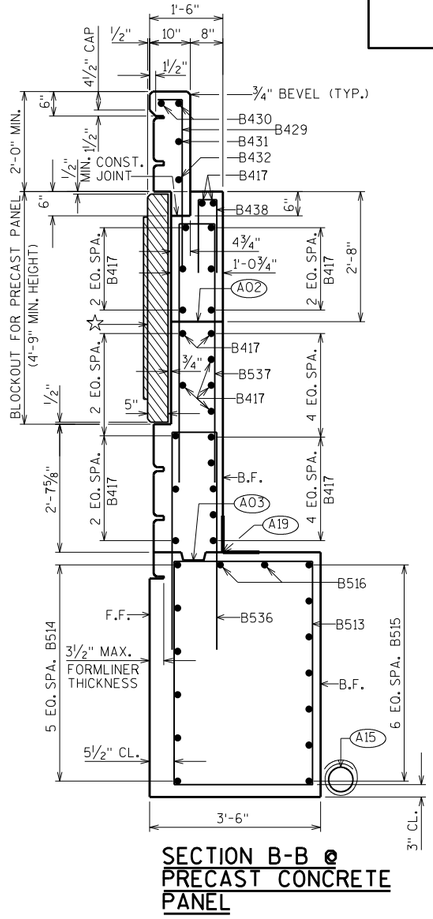
WING 3 PLAN (SECTION C-C)



SECTION A-A

NOTES:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.

WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B @ PRECAST CONCRETE PANEL

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE SHEET 25 FOR DETAILS

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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WING 3 DETAILS

SHEET 9

552

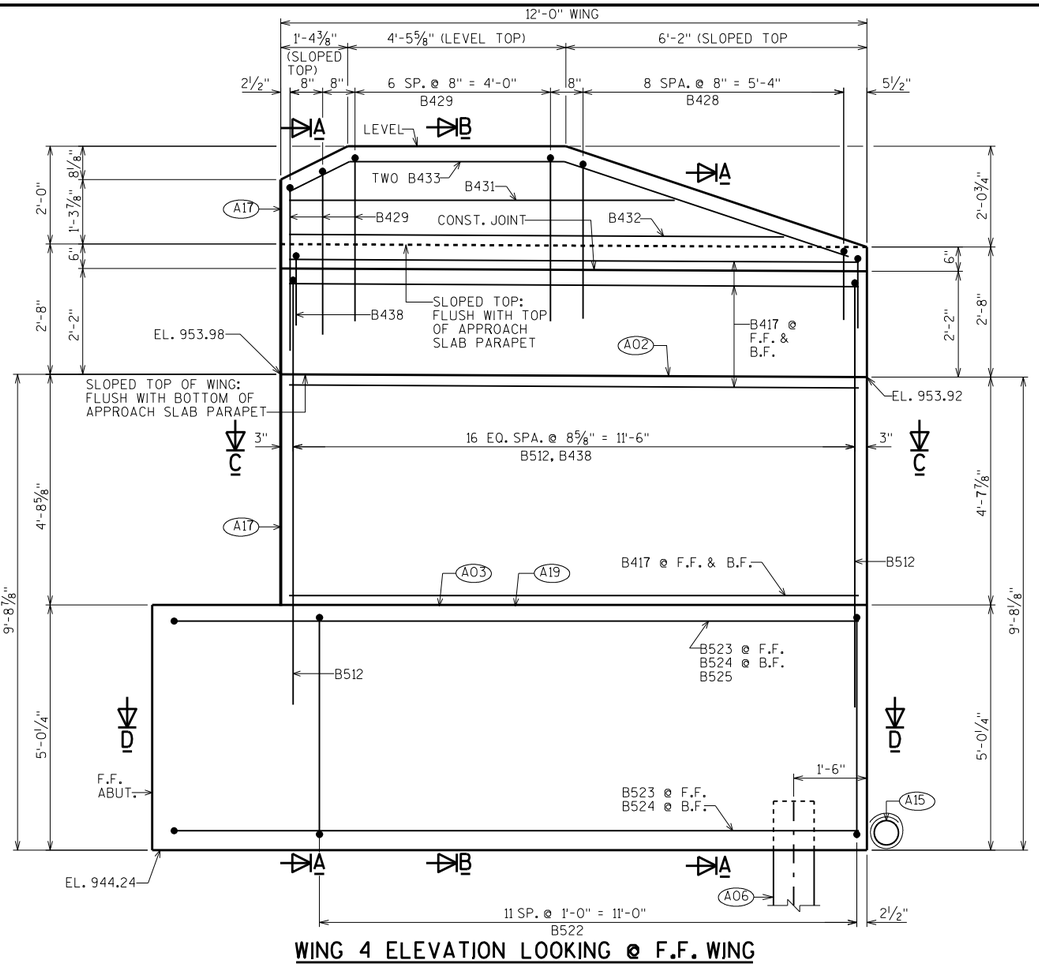
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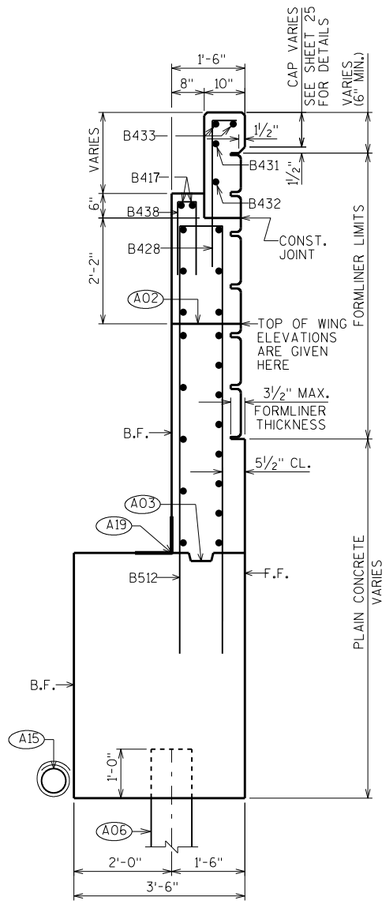
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STATE PROJECT NUMBER

1674-00-80



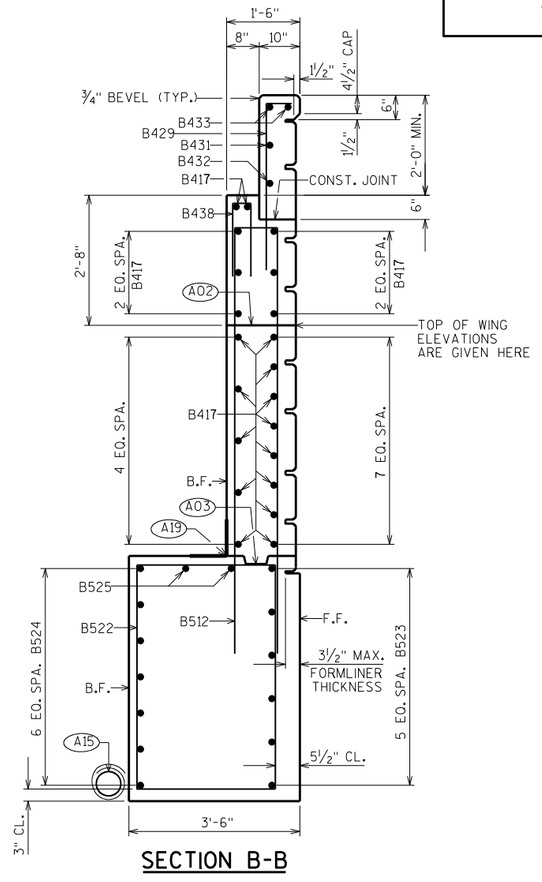
WING 4 ELEVATION LOOKING @ F.F. WING



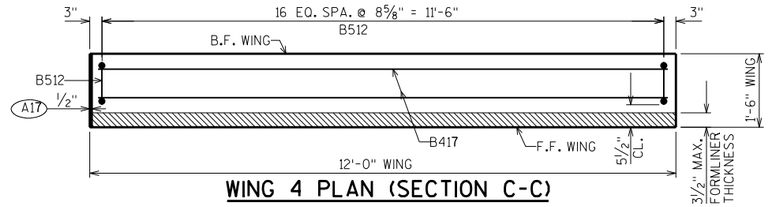
SECTION A-A

NOTES:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.

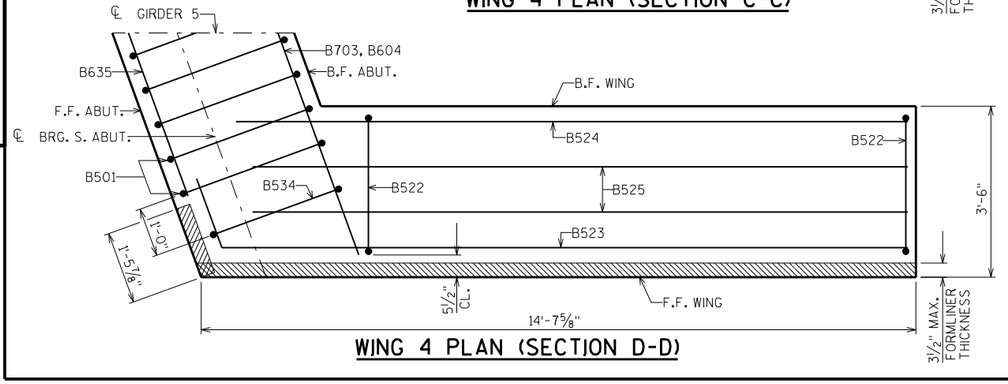
WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B



WING 4 PLAN (SECTION C-C)



WING 4 PLAN (SECTION D-D)

A02 HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE:
SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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WING 4 DETAILS

SHEET 10

553

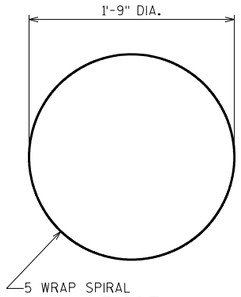
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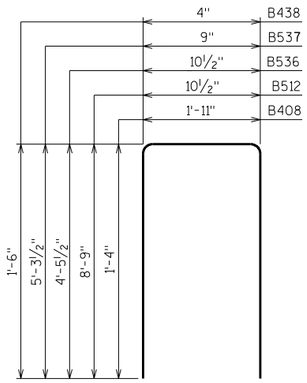
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STATE PROJECT NUMBER

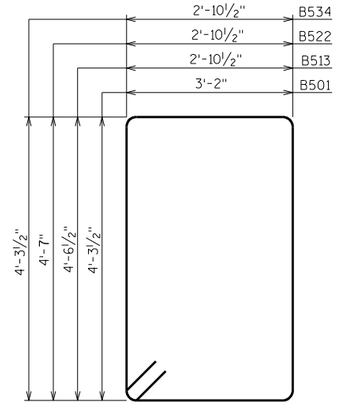
1674-00-80



B405



B408 B512
B536 B537 B438



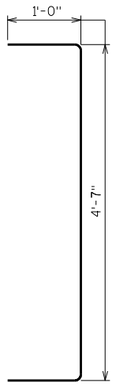
B501 B513
B522 B534

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

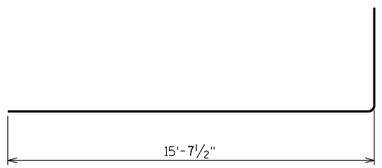
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		56	15'-7"	X		BODY-STIRRUPS-VERT.
B402		16	2'-3"			BODY-2 PER BODY PILE-VERT.
B703		6	48'-0"			BODY-HORIZONTAL-B.F.
B604		6	48'-0"			BODY-HORIZONTAL-TOP & BOTTOM
B405		8	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
B406		--	--			NOT USED
B507		--	--			NOT USED
B408		20	4'-5"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
B409		8	8'-0"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
B510		--	--			NOT USED
B411		--	--			NOT USED
B512	X	28	18'-2"	X		WINGS 3&4-VERTICAL
B513	X	13	15'-6"	X		WING 3-BOT.-STIRRUP-VERT.
B514	X	6	16'-11"	X		WING 3-BOT.-F.F.-HORIZ.
B515	X	7	13'-6"			WING 3-BOT.-B.F.-HORIZ.
B516	X	2	14'-3"			WING 3-TOP-HORIZ.
B417	X	43	11'-8"			WINGS 3&4-F.F. & B.F.-HORIZ.
B618		--	--			NOT USED
B519		--	--			NOT USED
B520		--	--			NOT USED
B521	X	5	6'-4"	X		WING 3/BODY-F.F.-VERT.
B522	X	12	15'-7"	X		WING 4-BOT.-STIRRUP-VERT.
B523	X	6	15'-9"	X		WING 4-BOT.-F.F.-HORIZ.
B524	X	7	13'-9"			WING 4-BOT.-B.F.-HORIZ.
B525	X	2	13'-5"			WING 4-TOP-HORIZ.
B526		--	--			NOT USED
B527	X	--	--			NOT USED
⚠ B428	X	18	2'-10"	X	X	WINGS 3&4-TOP PORTION-VERT.-B.F.
B429	X	18	3'-10"	X		WINGS 3&4-TOP PORTION-VERT.-B.F.
B430	X	2	11'-11"	X		WING 3-TOP PORTION-VERT.-F.F. & B.F.
B431	X	2	7'-10"			WINGS 3&4-TOP PORTION-HORIZ.-B.F.
B432	X	2	10'-4"			WINGS 3&4-TOP PORTION-HORIZ.-B.F.
B433	X	2	12'-1"	X		WING 4-TOP PORTION-VERT.-F.F. & B.F.
B534		1	15'-0"	X		BODY-STIRRUP-VERT.-AT WING 4 END ONLY
B635		5	45'-7"			BODY-HORIZONTAL-F.F.
B536	X	6	9'-7"	X		WING 3-VERTICAL-BELOW PRECAST PANEL
B537	X	6	11'-1"	X		WING 3-VERTICAL-BEHIND PRECAST PANEL
B438	X	34	3'-2"	X		WINGS 3&4-TOP-VERTICAL-B.F.

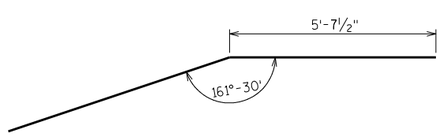
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



B521



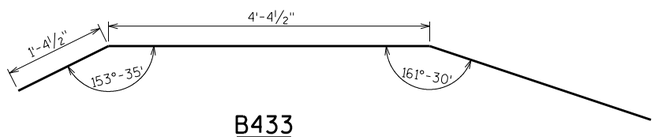
B514



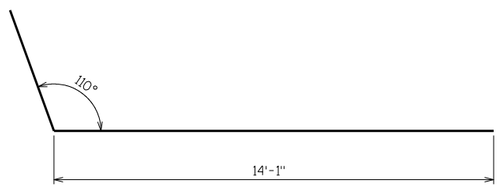
B430



B428 B429



B433



B523

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B428	2 SERIES OF 9 BARS	1'-11' TO 3'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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SOUTH ABUTMENT BAR DETAILS

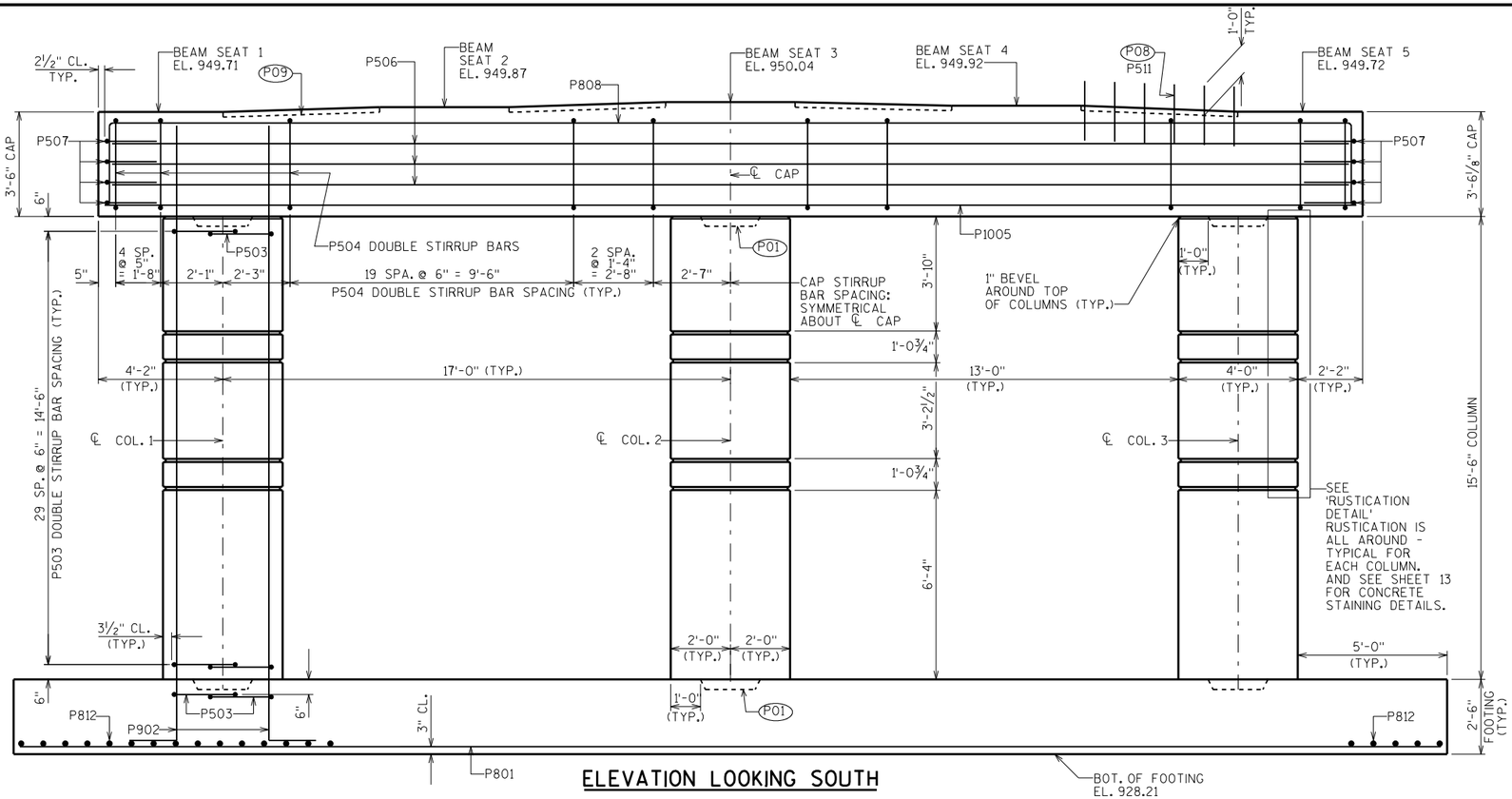
SHEET 11

554

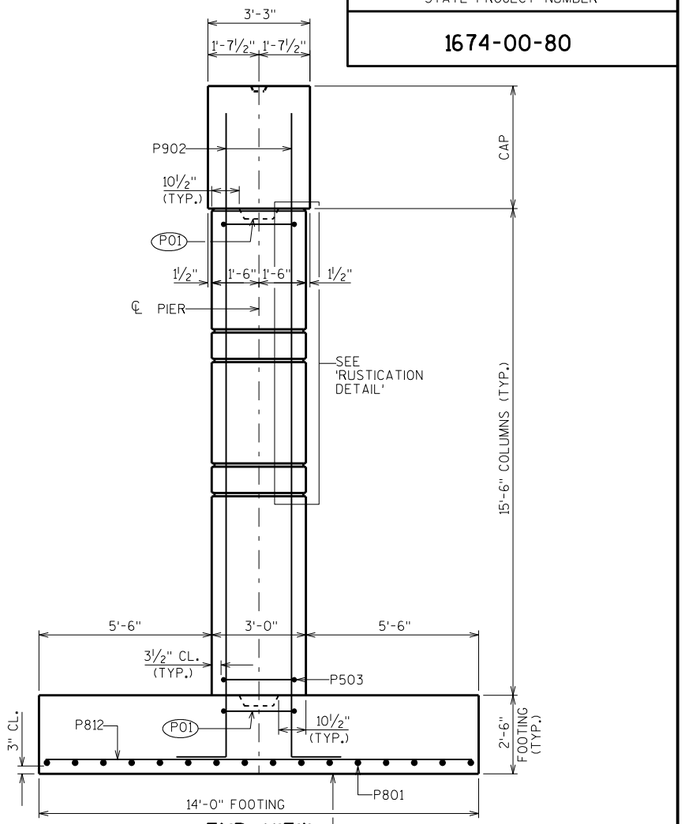
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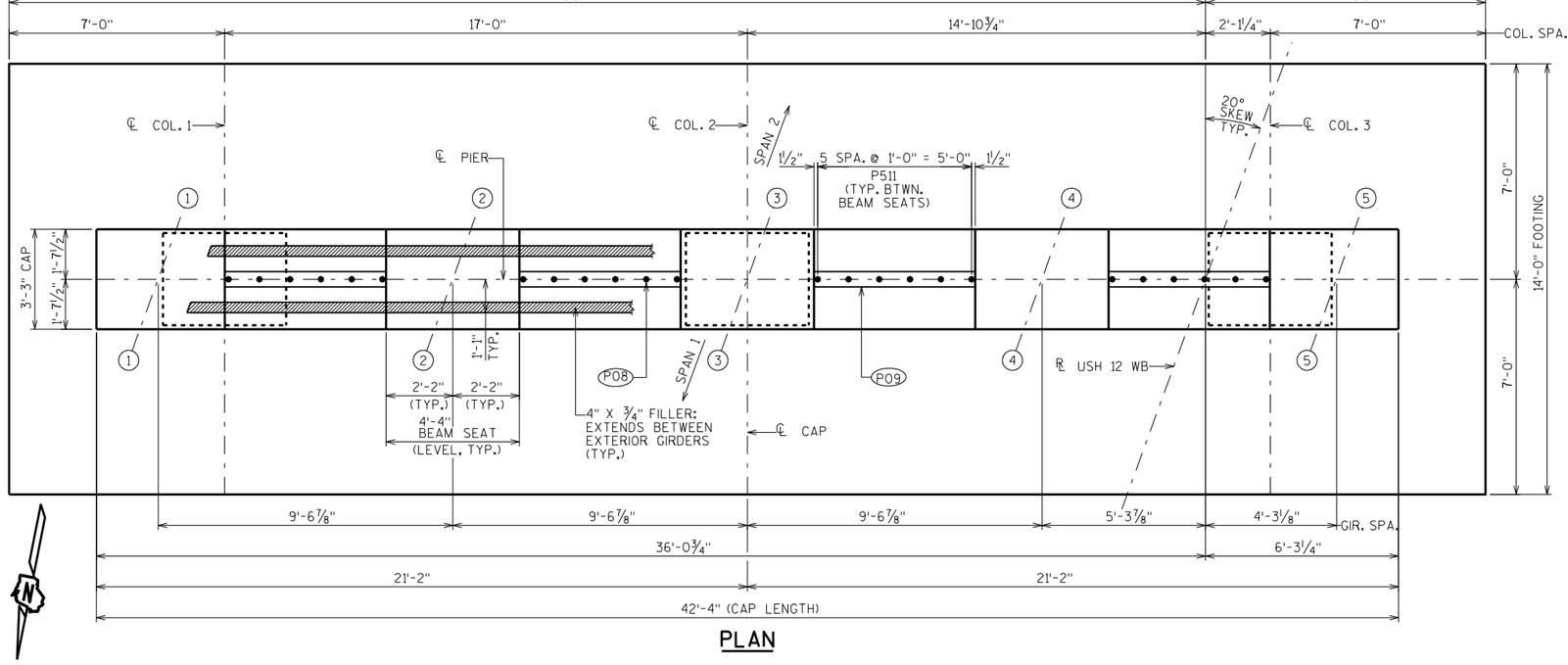
1674-00-80



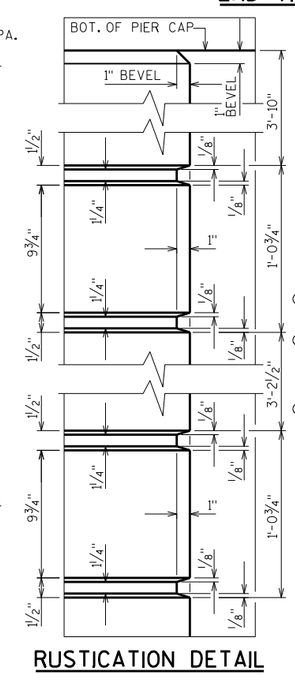
ELEVATION LOOKING SOUTH



END VIEW



PLAN



RUSTICATION DETAIL

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING NATIVE SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P08) P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

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STRUCTURE B-56-206

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PIER

SHEET 12

555

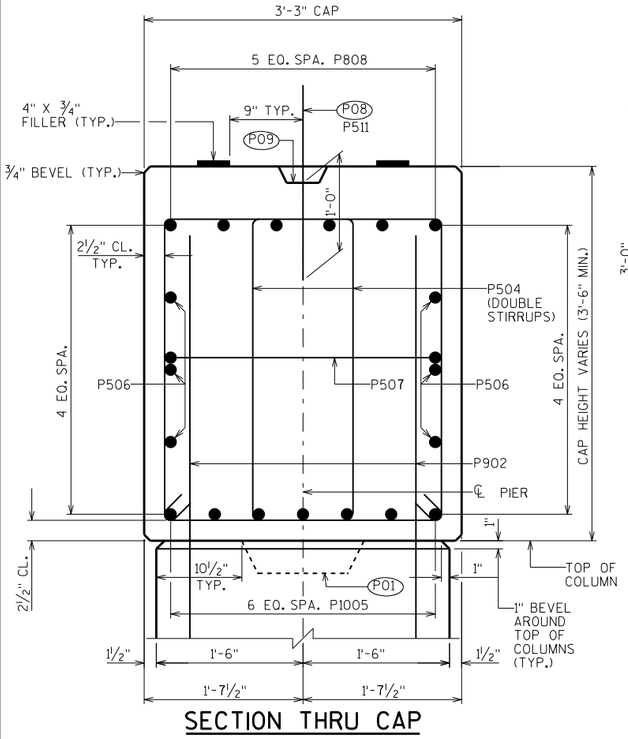
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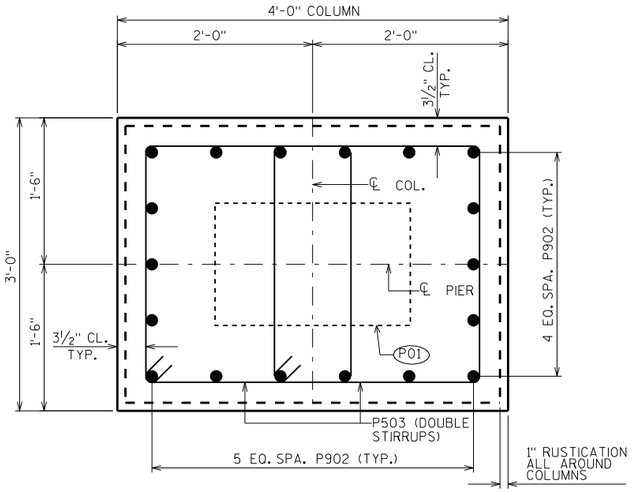
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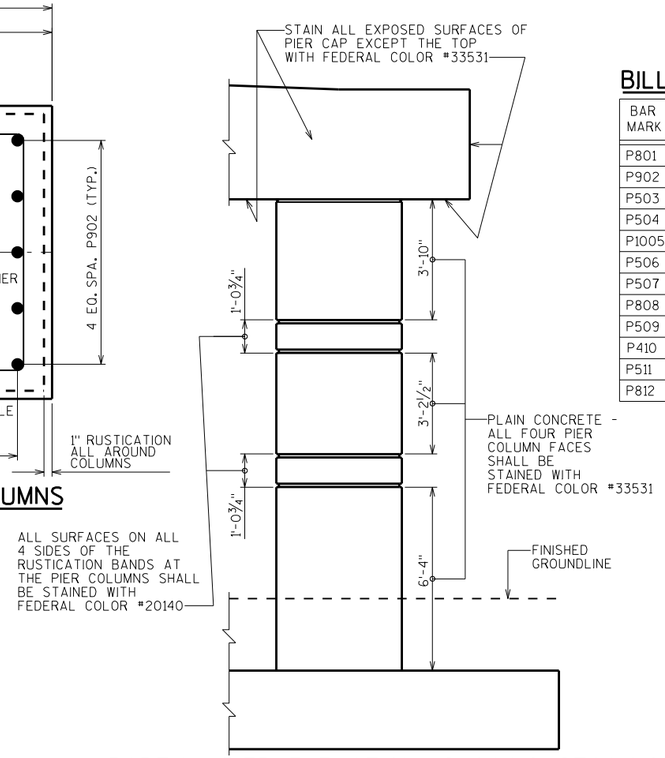
1674-00-80



SECTION THRU CAP



TYPICAL SECTION THRU COLUMNS



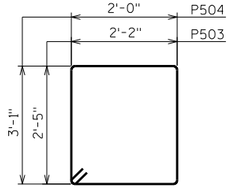
PARTIAL PIER ELEVATION (SHOWING STAINING) - TYP. AT ALL THREE COLUMNS

SHOWING CONCRETE STAINING DETAILS:
WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-206"

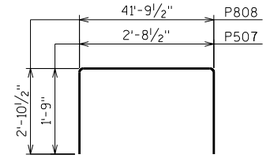
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

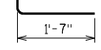
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		16	47'-7"			FOOTING-BOTTOM-HORIZ.-LONGIT.
P902	X	54	22'-0"	X		FOOTING/COLUMNS/CAP-VERTICAL
P503	X	186	9'-10"	X		FOOTING & COLUMNS-HORIZ.-STIRRUPS
P504	X	108	10'-10"	X		CAP-BOT.-VERT.-STIRRUPS
P1005	X	7	41'-11"			CAP-BOT.-HORIZ.-LONGIT.
P506	X	6	41'-7"			CAP-HORIZ.-LONGIT.-AT BOTH FACES
P507	X	8	6'-0"	X		CAP-HORIZ.-BOTH ENDS
P808	X	6	47'-1"	X		CAP-TOP-HORIZ. & VERT.-LONGIT.
P509		--	--			NOT USED
P410		--	--			NOT USED
P511	X	24	2'-0"			CAP-TOP-CENTER-VERT.-BTWN. BEAM SEATS
P812		65	13'-7"			FOOTING-BOTTOM-HORIZ.-TRANSVERSE



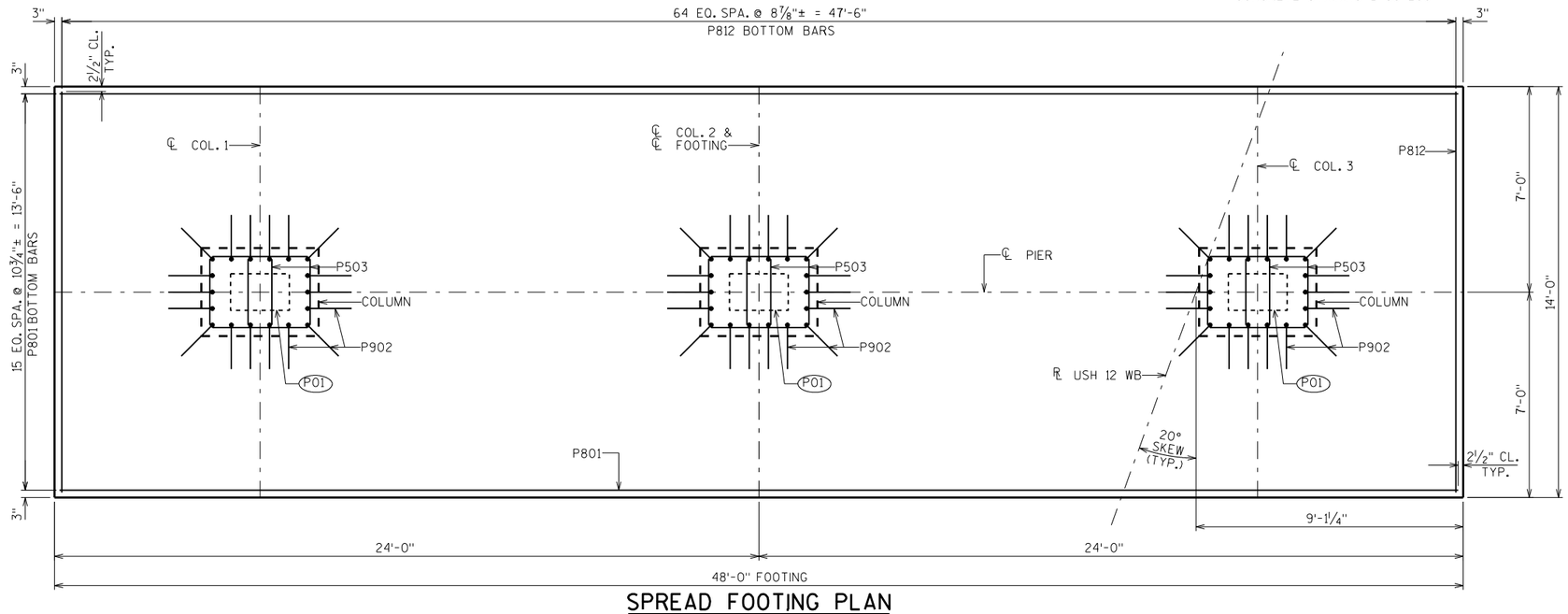
P503 P504



P507 P808



P902



SPREAD FOOTING PLAN

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P08) P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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PIER & STAINING DETAILS

SHEET 13

556

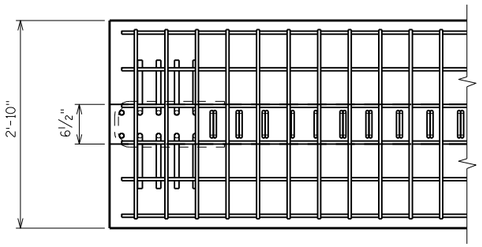
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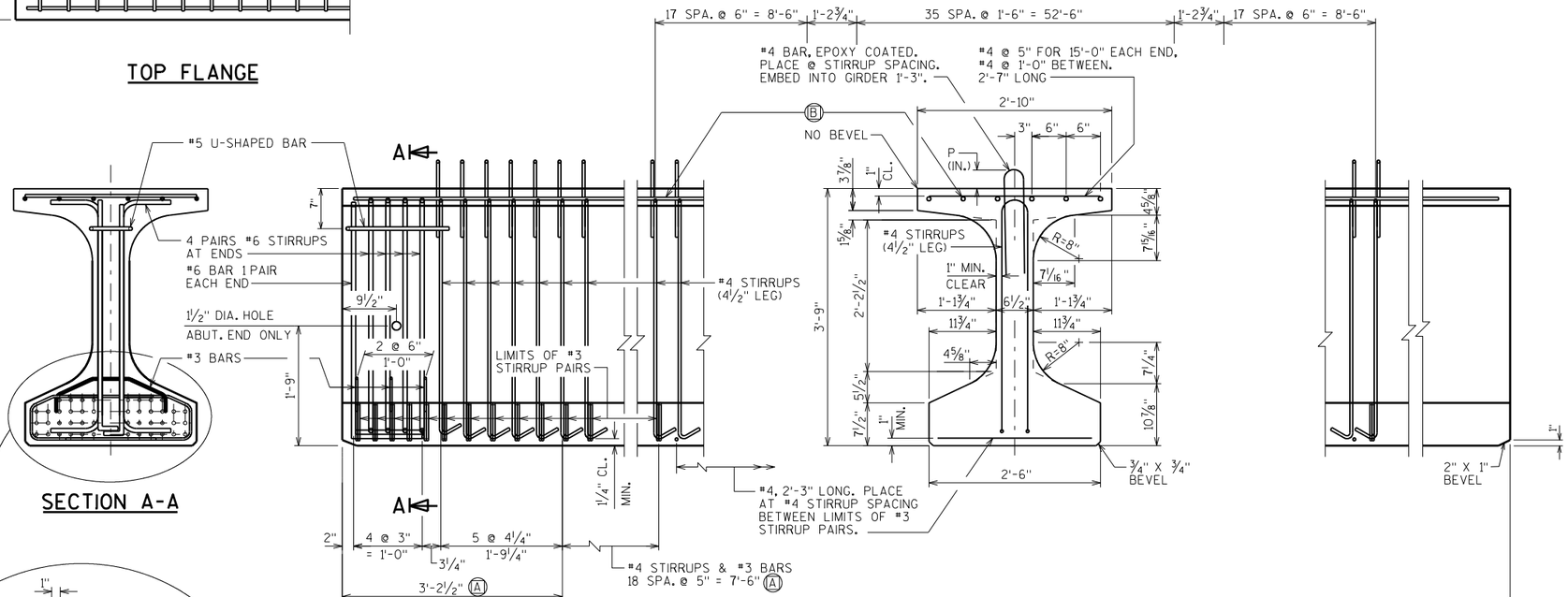
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STATE PROJECT NUMBER

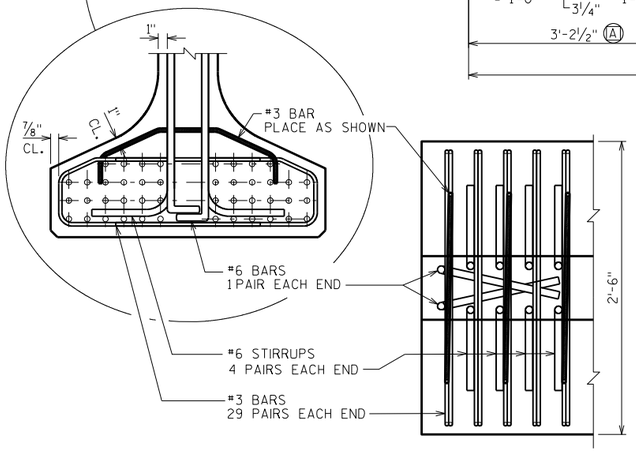
1674-00-80



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAPS = 1'-11"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

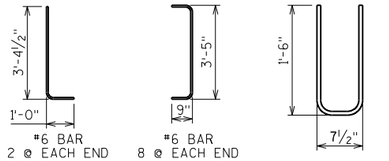
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

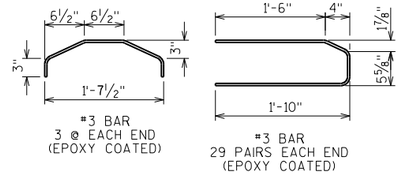
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-5	93.375'	0.5	1.0	1.3	1.5	1.6	1.5	1.3	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	41	13.25	16.25	4.00	———	———
2	1-5	93.375'	0.5	1.0	1.3	1.5	1.6	1.5	1.3	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	41	13.25	16.25	4.00	———	———

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STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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45W" PRESTRESSED GIRDER DETAILS 1

SHEET 14

557

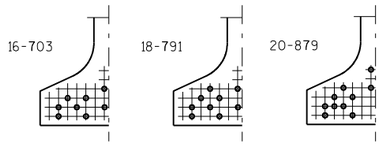
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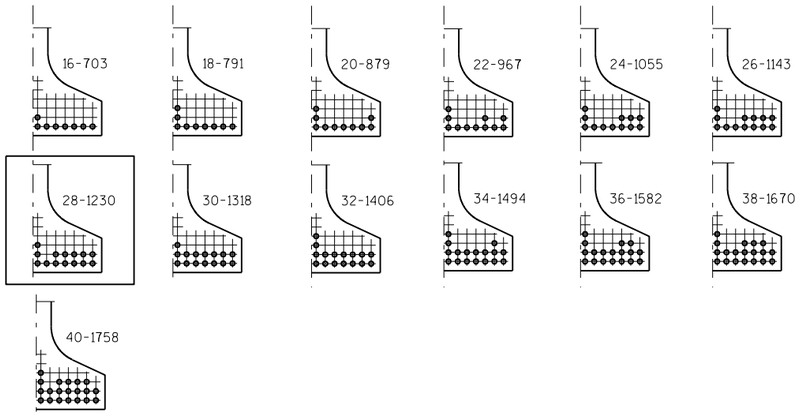
STATE PROJECT NUMBER

1674-00-80



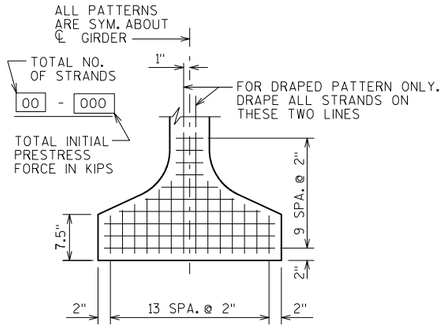
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

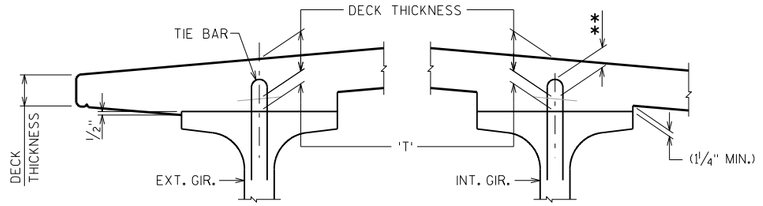


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

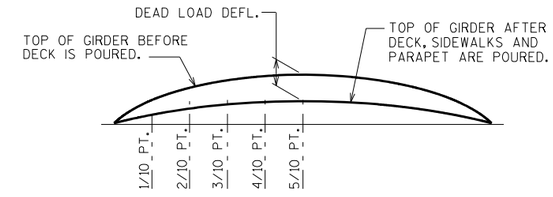
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

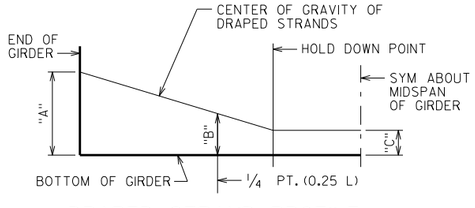
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3⅛" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	2.69
2	2.69

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T'. USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

45W" PRESTRESSED GIRDER DETAILS 2

SHEET 15

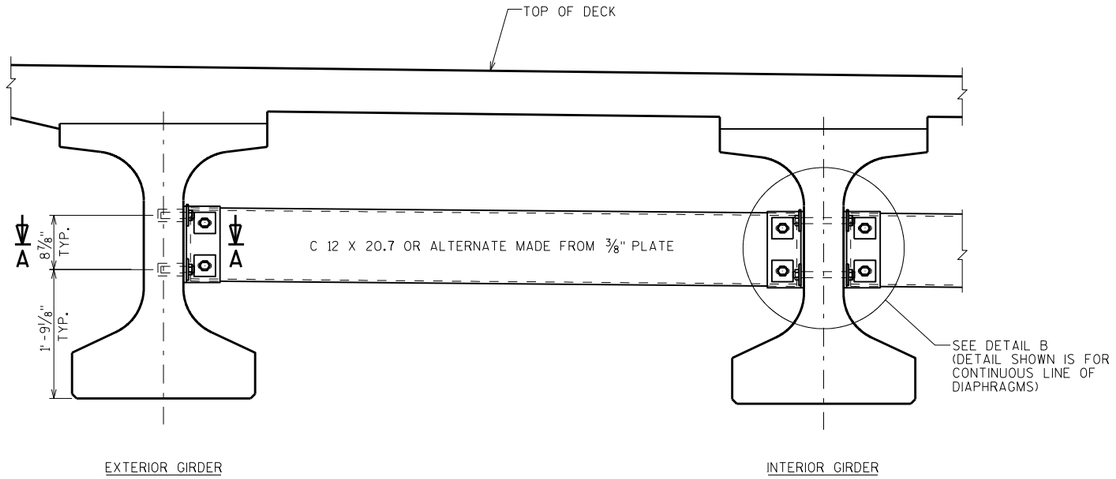
558

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SCALE = 1

STATE PROJECT NUMBER
1674-00-80



PART TRANSVERSE SECTION AT DIAPHRAGM

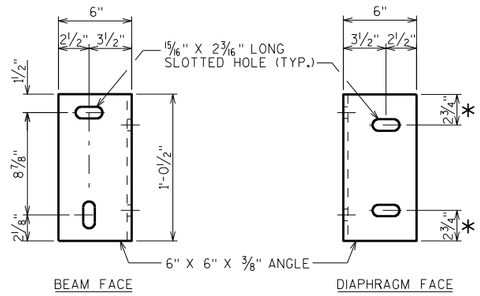
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-56-206", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

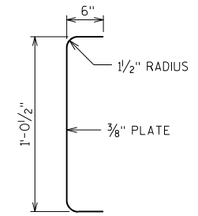
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

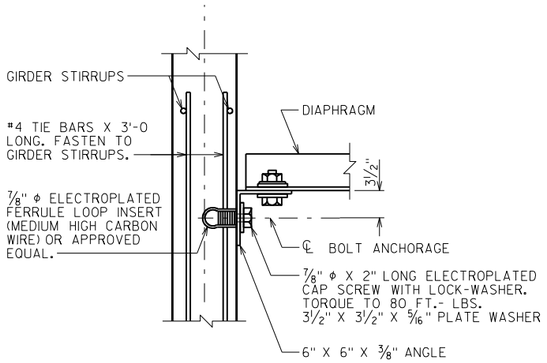


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

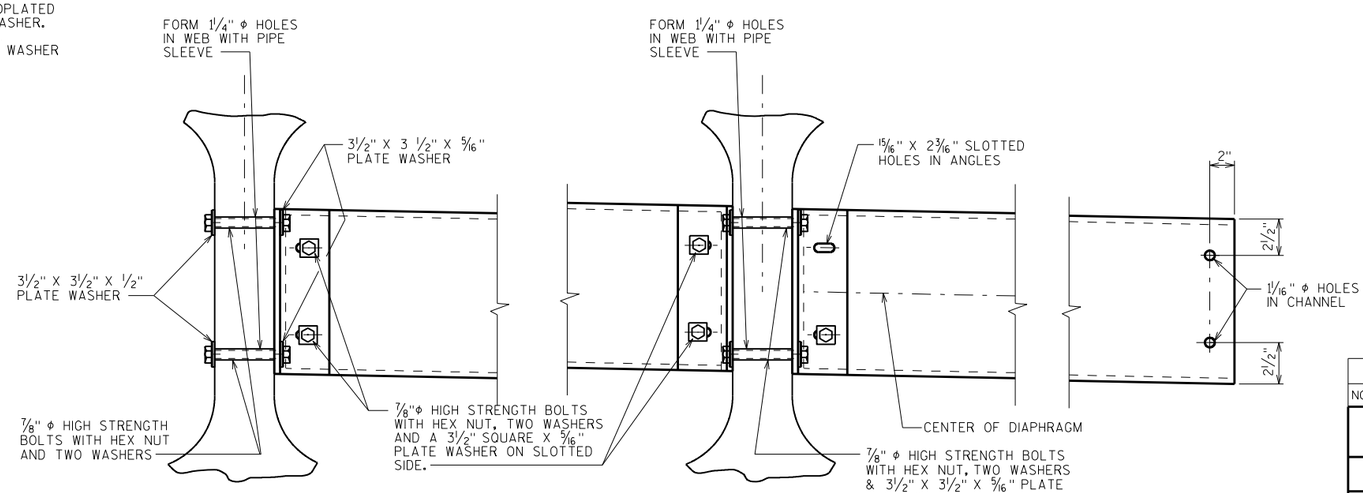


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



(FOR STAGGERED DIAPHRAGM)

DETAIL B

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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STEEL DIAPHRAGM

SHEET 16

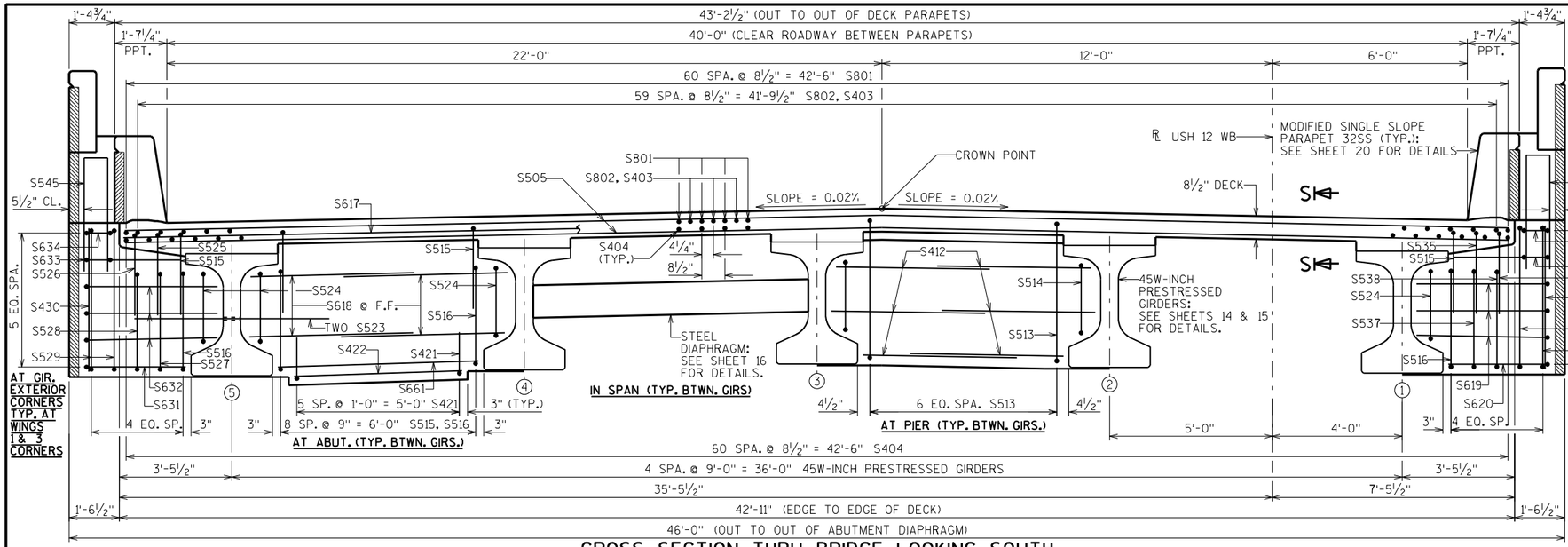
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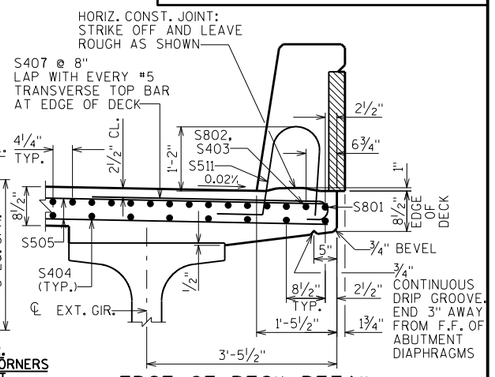
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STATE PROJECT NUMBER
1674-00-80

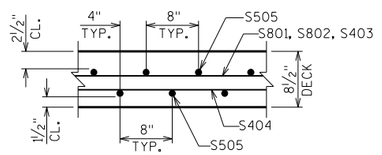


CROSS SECTION THRU BRIDGE LOOKING SOUTH



EDGE OF DECK DETAIL

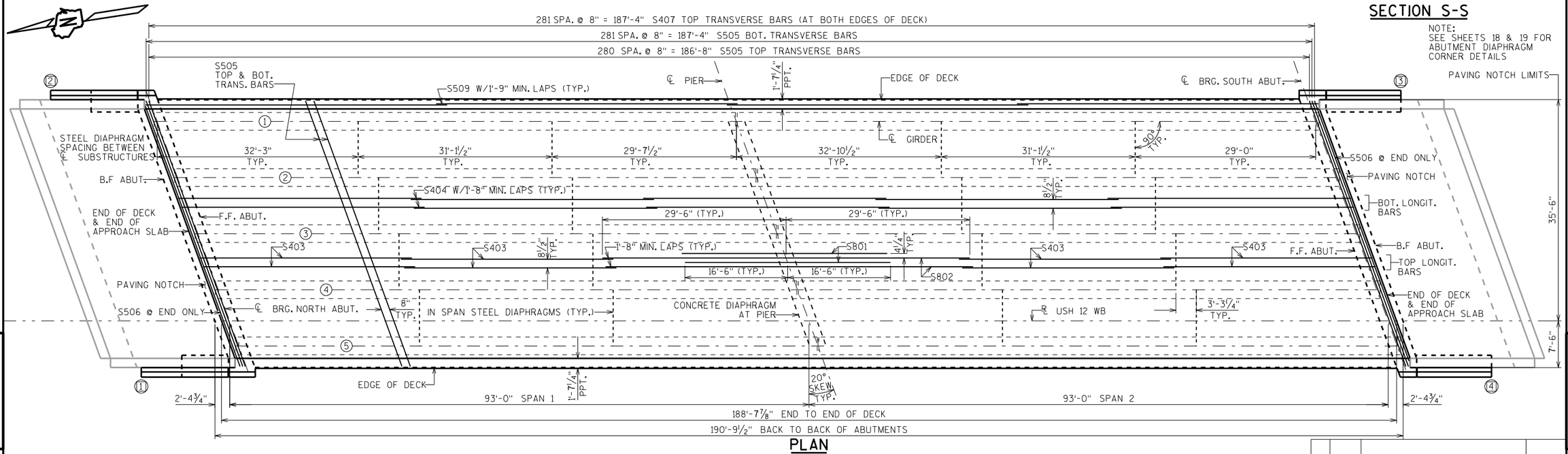
(TYP. AT BOTH SIDES)



SECTION S-S

NOTE:
SEE SHEETS 18 & 19 FOR ABUTMENT DIAPHRAGM CORNER DETAILS

◯ INDICATES WING NUMBER



PLAN

TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

	℄ BRG. N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. S ABUT.	
EAST EOD	954.92	954.87	954.83	954.78	954.73	954.69	954.64	954.59	954.55	954.50	954.45	954.41	954.36	954.31	954.27	954.22	954.18	954.13	954.08	954.04	953.99	EAST EOD
℄ GIRDER 1	954.95	954.91	954.86	954.81	954.77	954.72	954.67	954.63	954.58	954.53	954.49	954.44	954.39	954.35	954.30	954.26	954.21	954.16	954.12	954.07	954.02	℄ GIRDER 1
℄ GIRDER 2	955.12	955.07	955.02	954.98	954.93	954.88	954.84	954.79	954.74	954.70	954.65	954.60	954.56	954.51	954.47	954.42	954.37	954.33	954.28	954.23	954.19	℄ GIRDER 2
℄ GIRDER 3	955.28	955.23	955.19	955.14	955.09	955.05	955.00	954.95	954.91	954.86	954.81	954.77	954.72	954.68	954.63	954.58	954.54	954.49	954.44	954.40	954.35	℄ GIRDER 3
℄ GIRDER 4	955.16	955.12	955.07	955.02	954.98	954.93	954.88	954.84	954.79	954.74	954.70	954.65	954.61	954.56	954.51	954.47	954.42	954.37	954.33	954.28	954.23	℄ GIRDER 4
℄ GIRDER 5	954.97	954.92	954.87	954.83	954.78	954.73	954.69	954.64	954.60	954.55	954.50	954.46	954.41	954.36	954.32	954.27	954.22	954.18	954.13	954.08	954.04	℄ GIRDER 5
WEST EOD	954.92	954.87	954.83	954.78	954.73	954.69	954.64	954.60	954.55	954.50	954.46	954.41	954.36	954.32	954.27	954.22	954.18	954.13	954.08	954.04	953.99	WEST EOD

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

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SUPERSTRUCTURE

SHEET 17

560

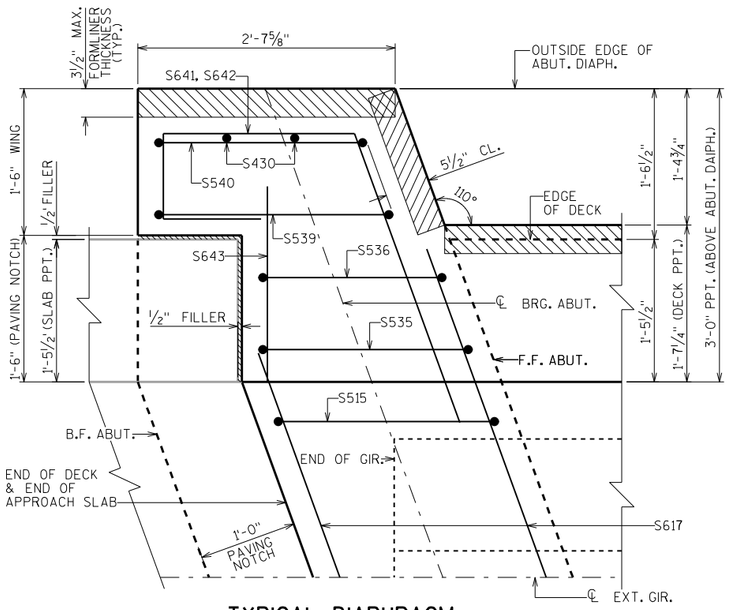
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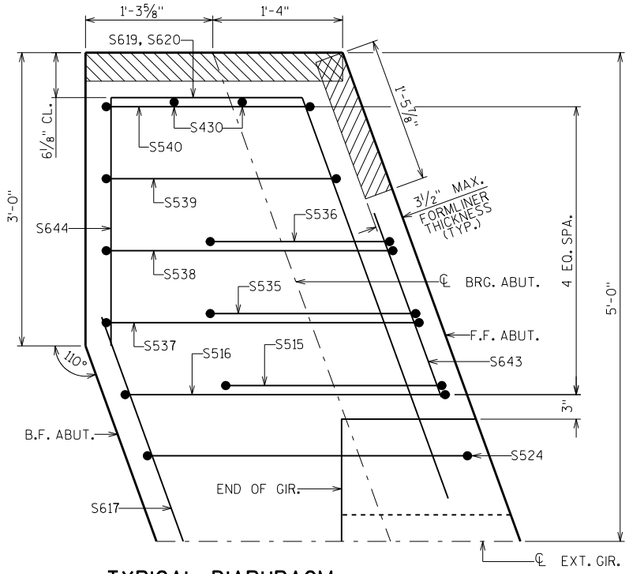
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STATE PROJECT NUMBER

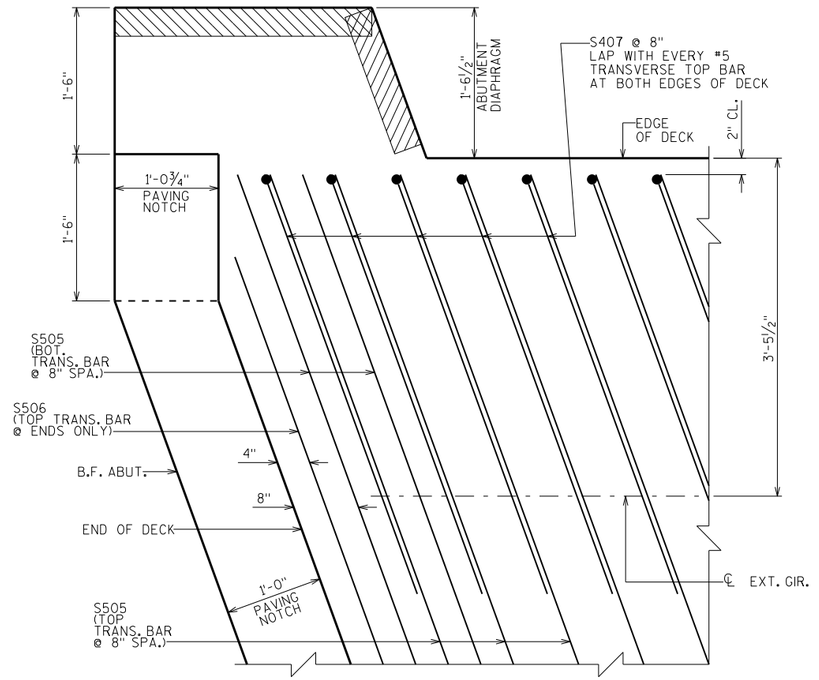
1674-00-80



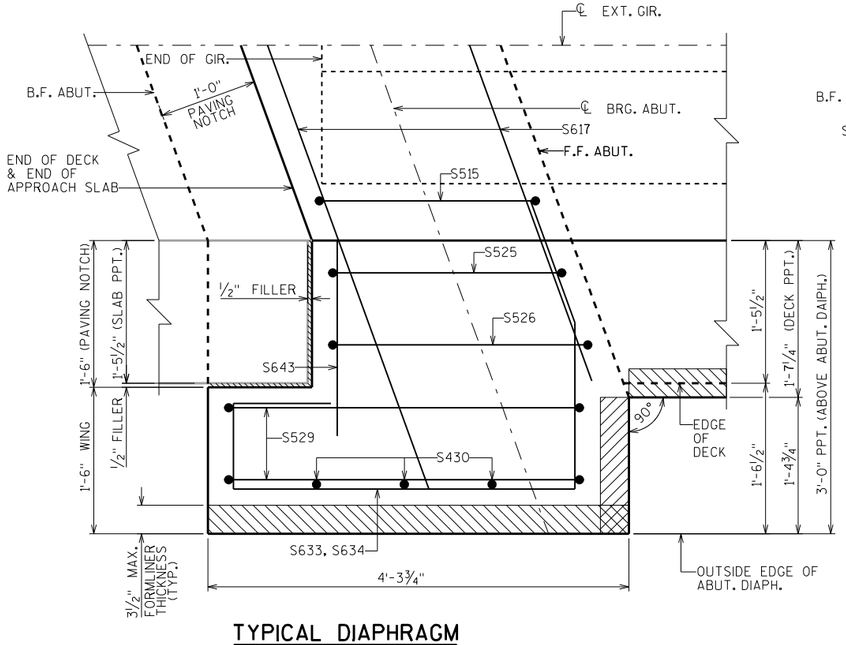
TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 2&4
(PLAN VIEW)



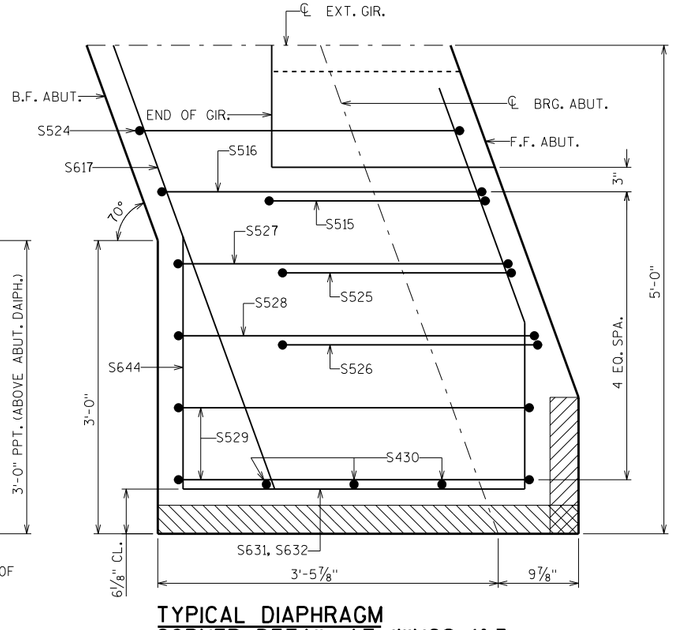
TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 2&4
(SECTION BELOW PAVING NOTCH)



EDGE OF DECK PLAN
SHOWING TRANSVERSE DECK REINFORCEMENT
(TYPICAL AT WING 2 & 4 CORNERS)



TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 1&3
(PLAN VIEW)



TYPICAL DIAPHRAGM
CORNER DETAIL AT WINGS 1&3
(SECTION BELOW PAVING NOTCH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

SUPERSTRUCTURE DETAILS 1

SHEET 18

561

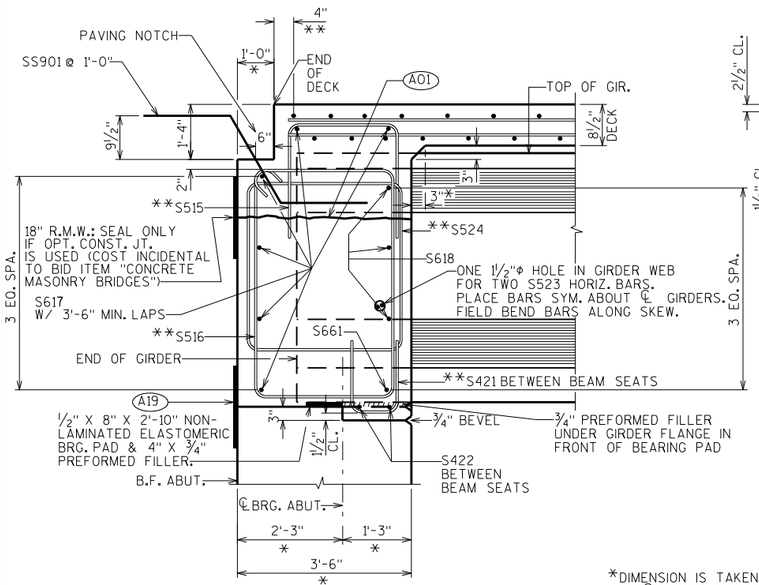
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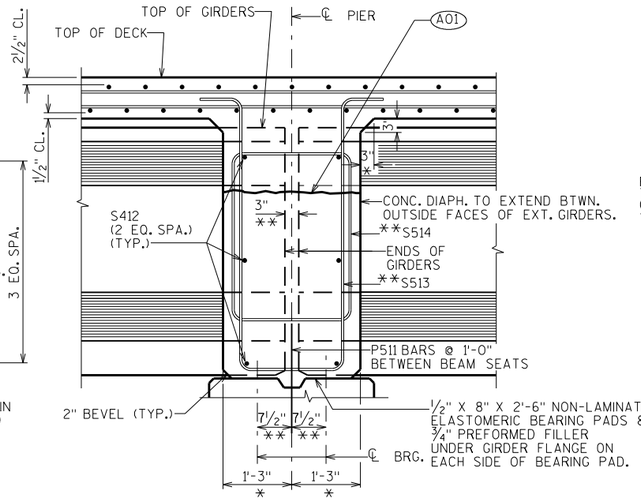
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STATE PROJECT NUMBER

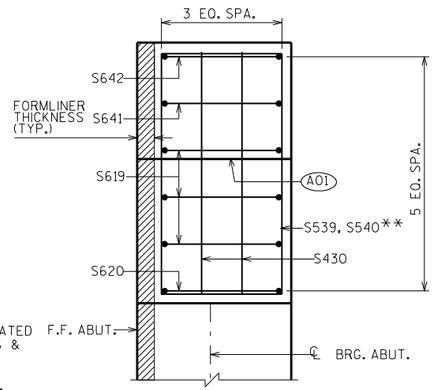
1674-00-80



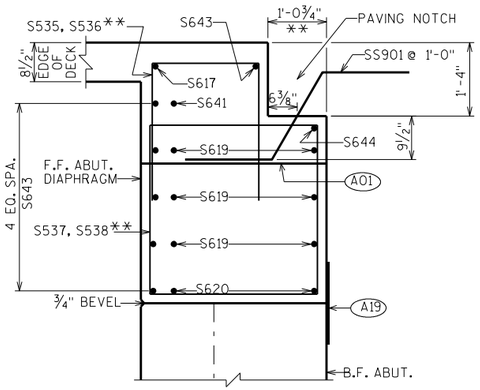
CROSS SECTION THRU ABUTMENT DIAPHRAGMS BETWEEN INSIDE FACES OF PARAPETS



CROSS SECTION THRU PIER DIAPHRAGM



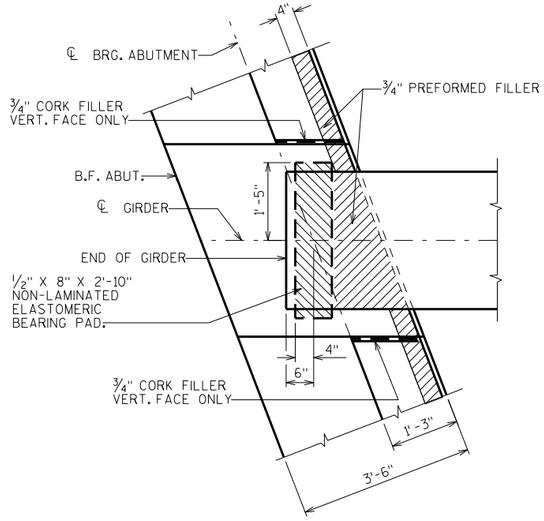
SECTION THRU ABUT. DIAPHRAGM AT WINGS 2&4 CORNERS (OUTSIDE 'EDGE OF DECK')

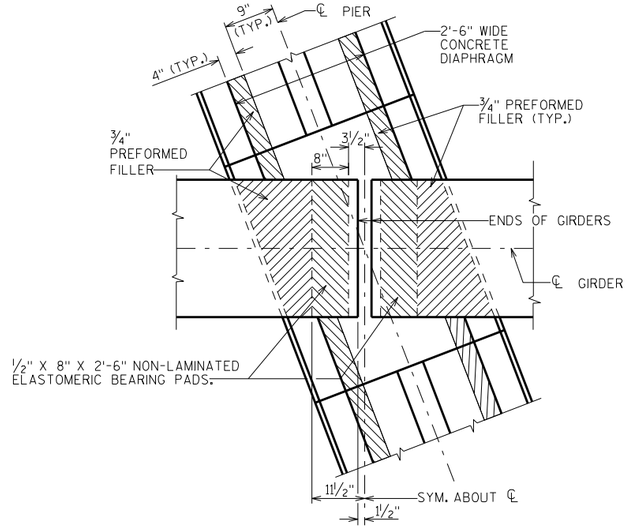


SECTION THRU ABUT. DIAPHRAGM AT WINGS 2&4 CORNERS (UNDERNEATH 'SLAB PARAPET')

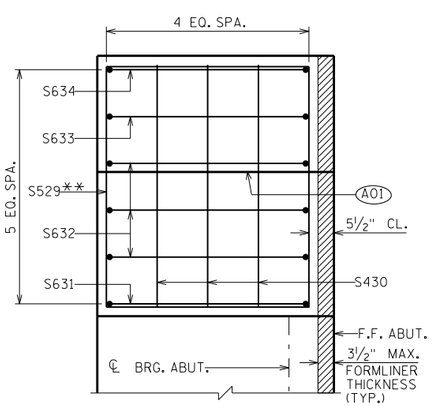
*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER. BARS PLACED PARALLEL TO ℄ GIRDERS. BARS SPACING PERPENDICULAR TO ℄ GIRDERS

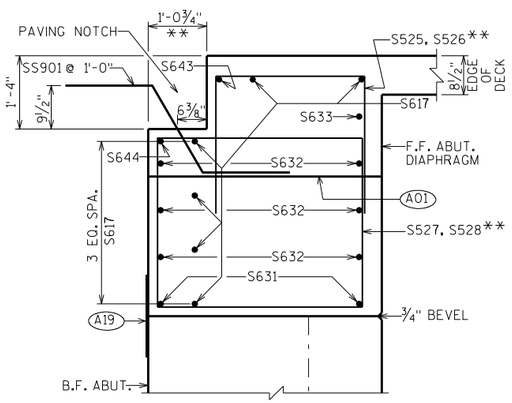




BEARING PAD DETAIL



SECTION THRU ABUT. DIAPHRAGM AT WINGS 1&3 CORNERS (OUTSIDE 'EDGE OF DECK')



SECTION THRU ABUT. DIAPHRAGM AT WINGS 1&3 CORNERS (UNDERNEATH 'SLAB PARAPET')

NOTE:
SEE SHEET 21 FOR 'BILL OF BARS' AND BAR DETAILS.

(A01) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

SUPERSTRUCTURE DETAILS 2

SHEET 19

562

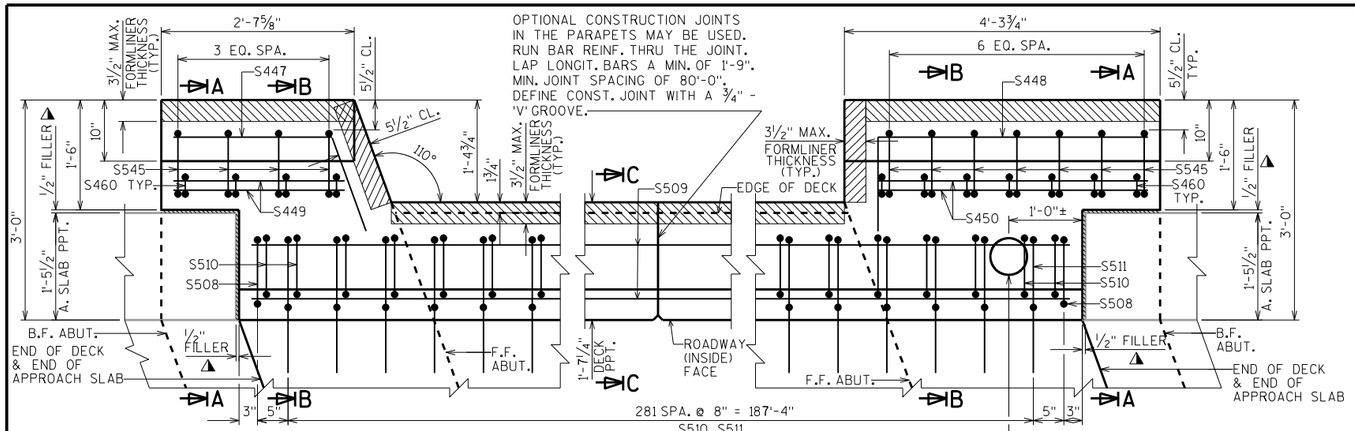
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STATE PROJECT NUMBER

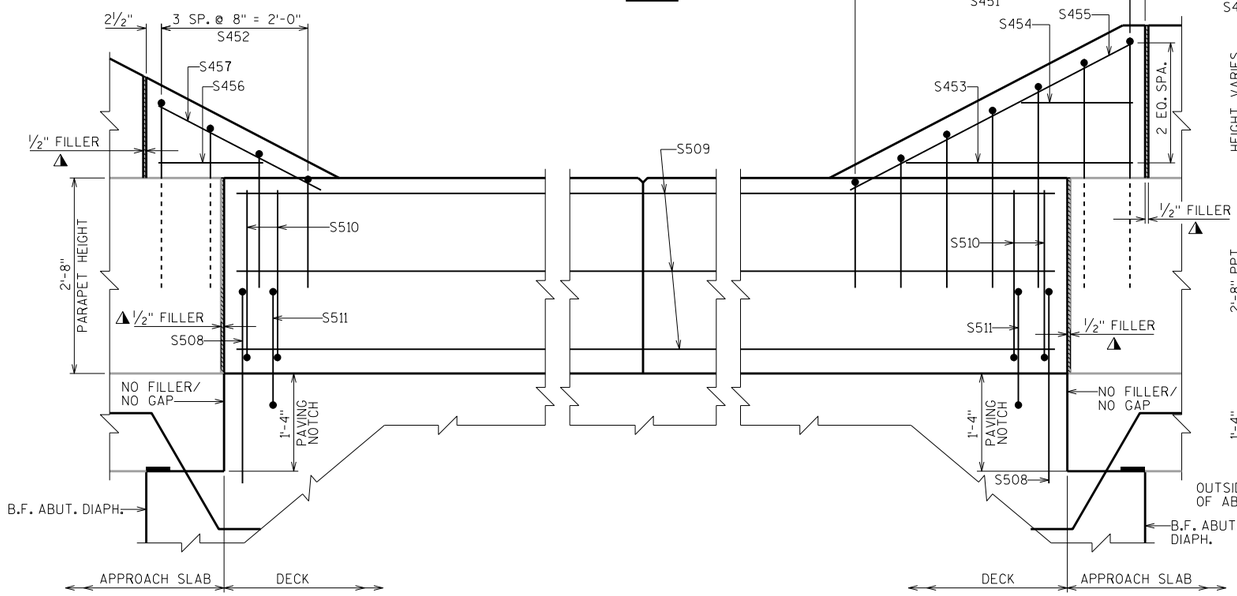
1674-00-80



TYPICAL PARAPET CORNER DETAIL AT WINGS 2&4

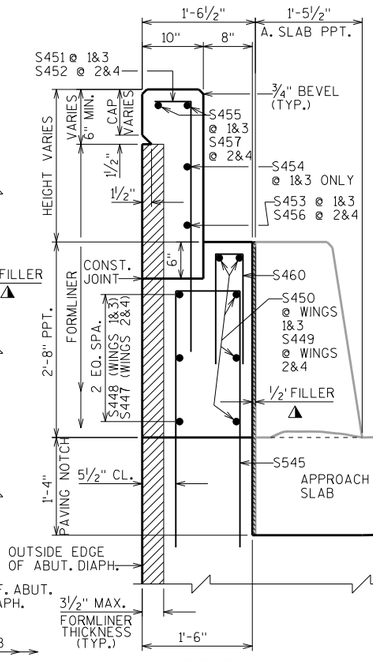
TYPICAL PARAPET CORNER DETAIL AT WINGS 1&3

PLAN

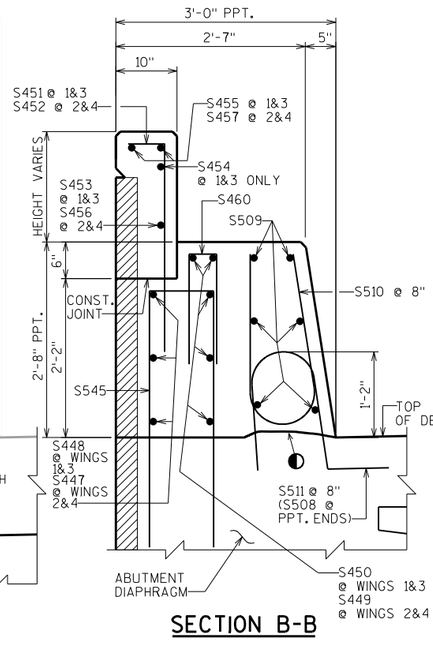


INSIDE ELEVATION

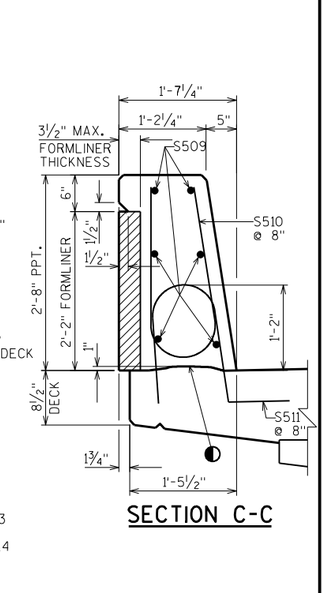
SEE 'AESTHETIC DETAILS' SHEET 25 FOR 'OUTSIDE ELEVATION' (F.F. WINGS)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

SEE SHEET 21 FOR THE BILL OF BARS AND BAR DETAILS.

SEE SHEET 25 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

⚠ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

MODIFIED DECK SINGLE SLOPE PARAPET 32SS

SHEET 20

563

SCALE = 1

8

8

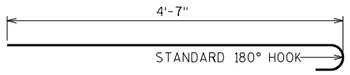
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF
THE BAR MARK SIGNIFIES THE BAR SIZE.

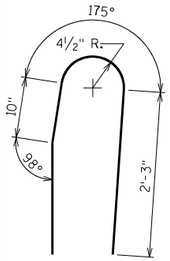
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	61	33'-0"			DECK-TOP-HORIZ.-LONGIT.-OVER PIER ONLY
S802	X	60	59'-0"			DECK-TOP-HORIZ.-LONGIT.-OVER PIER ONLY
S403	X	240	34'-1"			DECK-TOP-HORIZ.-LONGIT.
S404	X	305	39'-1"			DECK-BOT.-HORIZ.-LONGIT.
S505	X	563	45'-4"			DECK-TOP & BOT.-HORIZ.-TRANS.
S506	X	2	44'-5"			DECK-TOP-HORIZ.-TRANS.-AT ENDS ONLY
S407	X	564	5'-1"	X		DECK-TOP-VERT.-TRANS.-AT EDGES ONLY
S508	X	4	5'-10"	X		PARAPET/DECK-VERT.-TRANS.-AT ENDS ONLY
S509	X	48	48'-5"			PARAPET-HORIZ.-LONGIT.
S510	X	568	5'-0"	X		PARAPET-VERT.-TRANS.
S511	X	564	4'-5"	X		PARAPET/DECK-VERT.-TRANS.
S412	X	48	5'-1"			PIER DIAPHRAGM-HORIZ.-BOTH FACES-BTWN. GIRS. ONLY
S513	X	28	11'-11"	X		PIER DIAPH./DECK-VERT.-BTWN. GIRS. ONLY
S514	X	8	9'-8"	X		PIER DIAPH.-VERT.-UNDER FLANGES-BTWN. GIRS. ONLY
S515	X	76	7'-1"	X		ABUT. DIAPH./DECK-VERT-BTWN. PPTS.
S516	X	76	13'-7"	X		ABUT. DIAPH.-VERT.-BTWN. PPTS.
S617	X	24	24'-7"			ABUT. DIAPH B.F. & DECK-HORIZ.
S618	X	48	5'-5"			ABUT. DIAPH.-F.F.-HORIZ.-BTWN. GIRS. ONLY
S619	X	6	8'-5"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S620	X	2	7'-5"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S421	X	48	3'-6"	X		ABUT. DIAPH.-F.F.-BOT.-VERT.-BTWN. BEAM SEATS
S422	X	16	5'-6"			ABUT. DIAPH.-BOT.-HORIZ.-BTWN. BEAM SEATS
S523	X	20	6'-0"			ABUT. DIAPH.-HORIZ.-THRU GIRDERS
S524	X	20	11'-10"	X		ABUT. DIAPH.-VERT.-UNDER GIR. FLANGES
S525	X	2	7'-2"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S526	X	2	7'-5"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S527	X	2	13'-8"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S528	X	2	14'-2"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S529	X	4	16'-9"	X		ABUT. DIAPH.-VERT.-AT WINGS 1&3 EXT. GIR. CORNERS
S430	X	10	4'-5"			ABUT. DIAPH./PPT.-VERT.-AT ALL FOUR EXT. GIR. CORNERS
S631	X	2	8'-10"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S632	X	6	9'-10"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S633	X	2	7'-11"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S634	X	2	5'-11"	X		ABUT. DIAPH.-TOP-HORIZ.-AT WINGS 1&3 EXT. GIR. CORNERS
S535	X	2	7'-0"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S536	X	2	6'-9"	X		ABUT. DIAPH./DECK-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S537	X	2	13'-4"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S538	X	2	12'-10"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S539	X	2	14'-4"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S540	X	2	13'-10"	X		ABUT. DIAPH.-VERT.-AT WINGS 2&4 EXT. GIR. CORNERS
S641	X	2	6'-5"	X		ABUT. DIAPH.-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S642	X	2	4'-5"	X		ABUT. DIAPH.-TOP-HORIZ.-AT WINGS 2&4 EXT. GIR. CORNERS
S643	X	14	2'-0"			ABUT. DIAPH/DECK-HORIZ.-AT ALL FOUR GIR. EXT CORNERS
S644	X	4	2'-6"			ABUT. DIAPH-TOP-HORIZ.-B.F.-AT ALL FOUR GIR. EXT CORNERS
S545	X	22	7'-7"	X		WIDE PARAPET-VERT.-TRANS.-AT ALL FOUR CORNERS
S546		--	--			NOT USED
S447	X	6	3'-6"	X		WIDE PARAPET-HORIZ.-AT WING 2&4 CORNERS
S448	X	6	4'-11"	X		WIDE PARAPET-HORIZ.-AT WING 1&3 CORNERS
S449	X	10	2'-4"			WIDE PARAPET-TOP-HORIZ.-LONGIT.-AT WING 2&4 CORNERS
S450	X	10	3'-8"			WIDE PARAPET-TOP-HORIZ.-LONGIT.-AT WING 1&3 CORNERS
⚠ S451	X	14	2'-11"	X	X	TOP PORTION/WIDE PPT.-VERT.-TRANS.-INSIDE FACE-AT WING 1&3 CORNERS
⚠ S452	X	8	2'-6"	X	X	TOP PORTION/WIDE PPT.-VERT.-TRANS.-INSIDE FACE-AT WING 2&4 CORNERS
S453	X	2	3'-2"			TOP PORTION-BOT.-HORIZ.-LONGIT.-INSIDE FACE-AT WING 1&3 CORNERS
S454	X	2	1'-7"			TOP PORTION-HORIZ.-LONGIT.-INSIDE FACE-AT WING 1&3 CORNERS
S455	X	4	4'-5"			TOP PORTION-TOP-VERT.-BOTH FACES-AT WING 1&3 CORNERS
S456	X	2	1'-6"			TOP PORTION-BOT.-HORIZ.-LONGIT.-INSIDE FACE-AT WING 2&4 CORNERS
S457	X	4	2'-7"			TOP PORTION-TOP-VERT.-BOTH FACES-AT WING 2&4 CORNERS
S558		--	--			NOT USED
S559		--	--			NOT USED
S460	X	22	3'-2"	X		WIDE PARAPET-TOP-VERT.-TRANS.-AT ALL FOUR CORNERS
S661	X	8	6'-6"			ABUT. DIAPH.-F.F.-BOT.-HORIZ.-BTWN. GIRS. ONLY
SS901		86	5'-0"	X		APPROACH SLAB/ABUT. DIAPH.-VERT.-AT PAVING NOTCHES

STAINLESS STEEL REINFORCEMENT

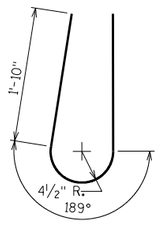
⚠LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



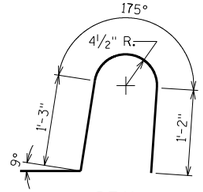
S407



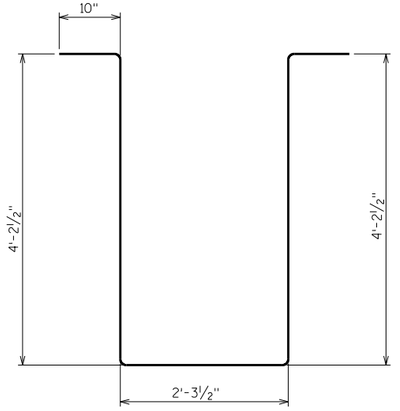
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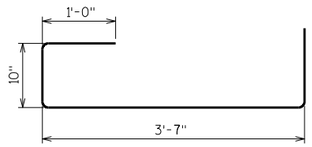
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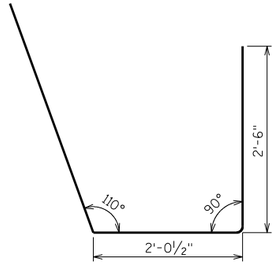
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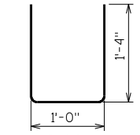
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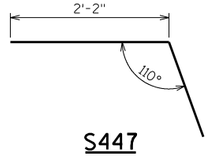
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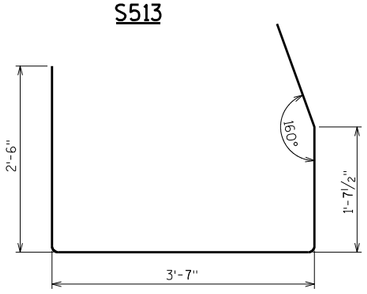
S619 S620



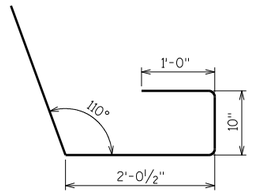
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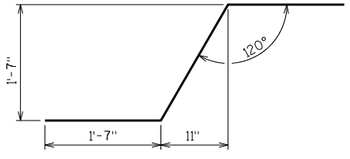
S447



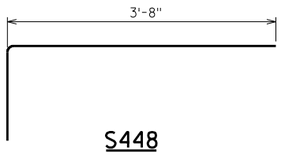
S631 S632



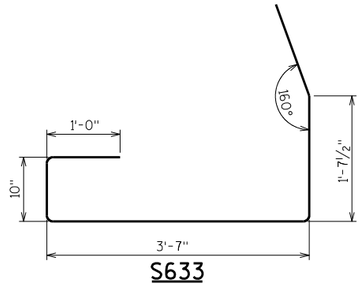
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SS901



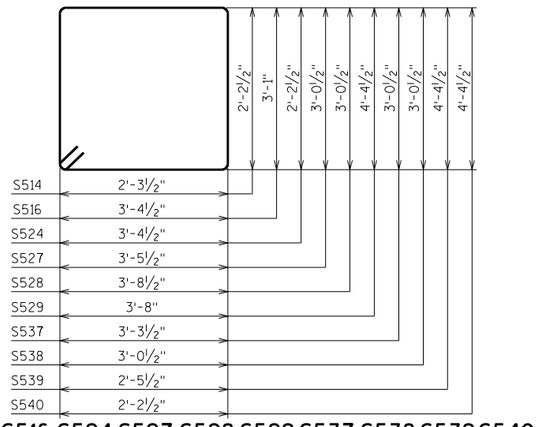
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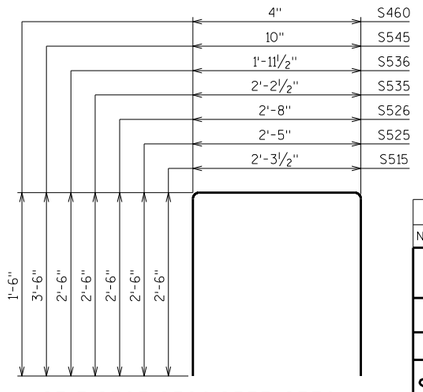
S633



S451 S452



S514 S516 S524 S527 S528 S529 S537 S538 S539 S540
(STIRRUP BARS)



S515 S525 S526 S535 S536
S545 S460

BAR SERIES TABLE

BAR MARK	NUMBER REQUIRED	TOTAL LENGTH
S451	2 SERIES OF 7 BARS	1'-11" TO 3'-10"
S452	2 SERIES OF 4 BARS	2'-0" TO 3'-0"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

SUPERSTRUCTURE BAR DETAILS

SHEET 21

564

STATE PROJECT NUMBER

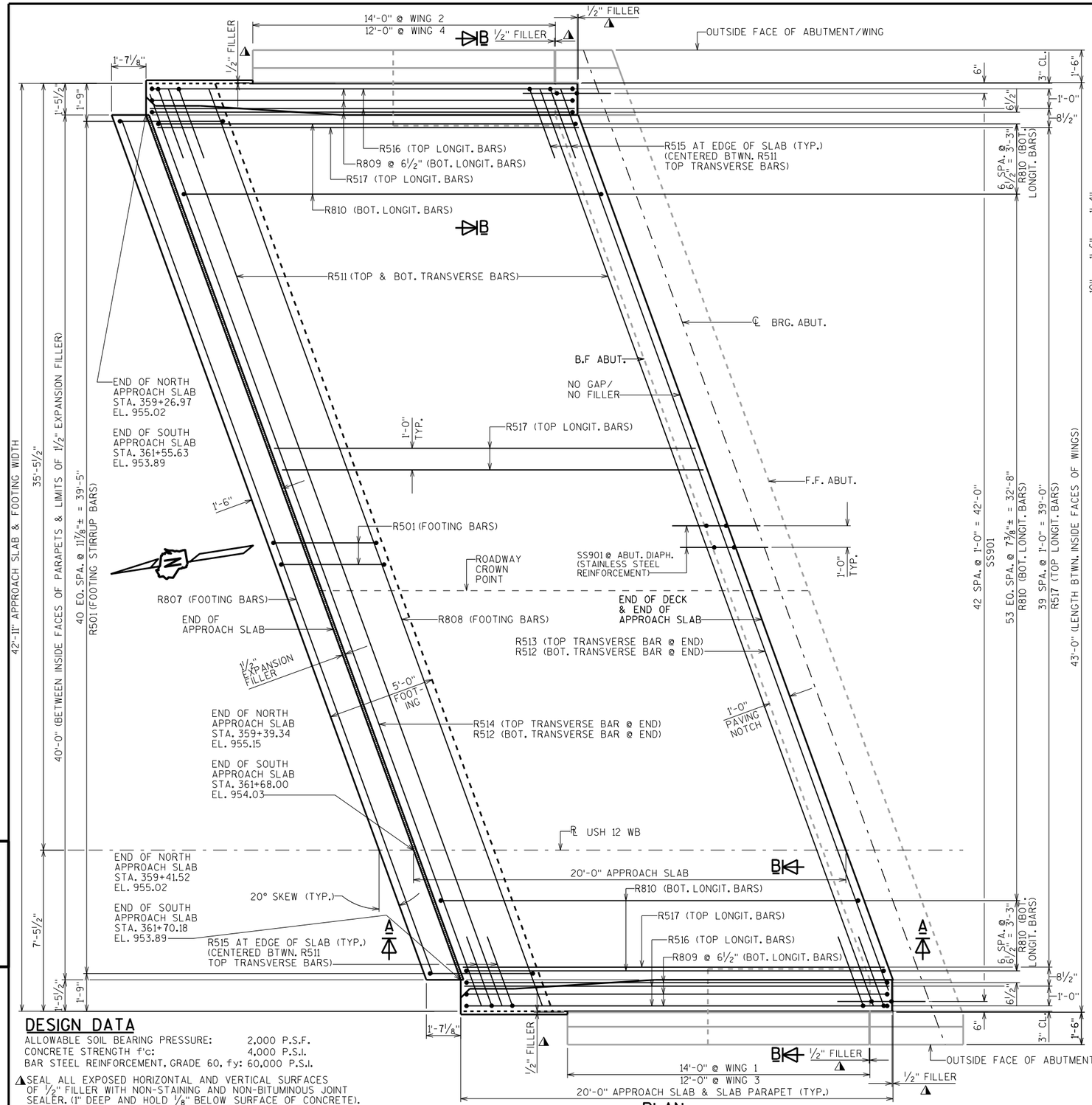
1674-00-80

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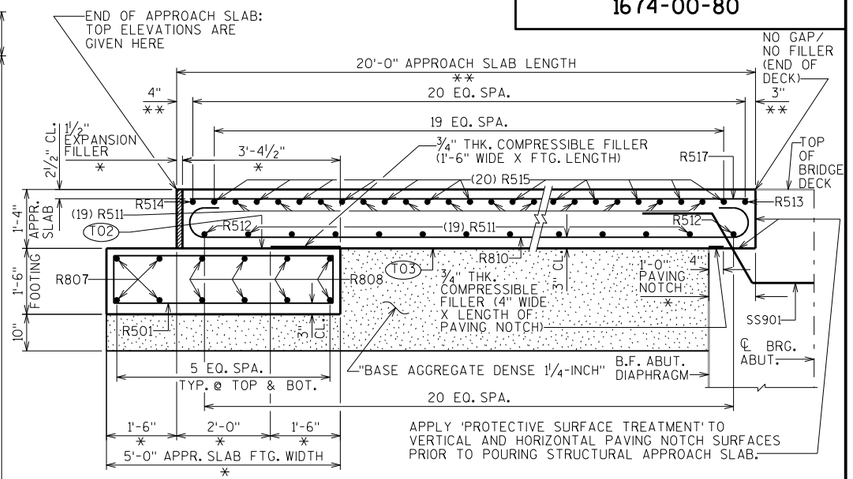
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STATE PROJECT NUMBER
1674-00-80



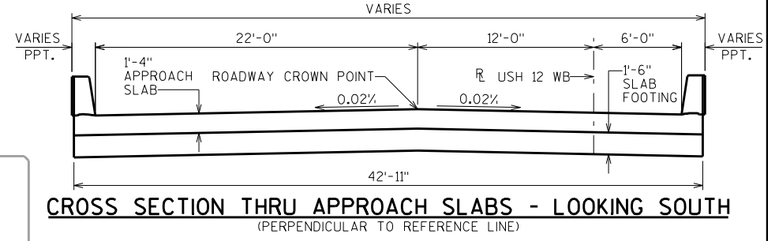
PLAN

NORTH APPROACH SLAB SHOWN
SOUTH APPROACH SLAB SIMILAR



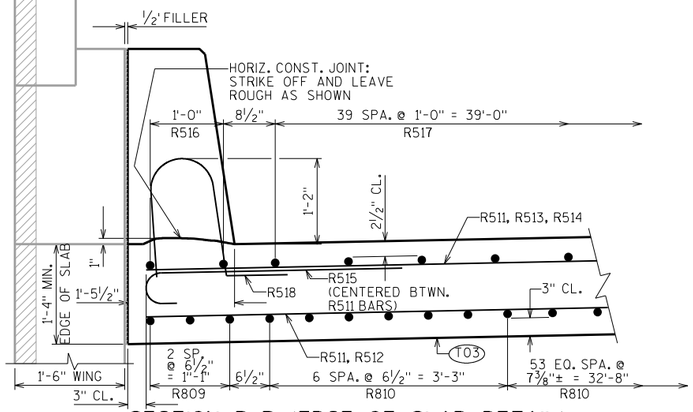
SECTION A-A THRU APPROACH SLAB

NORTH APPROACH SLAB SHOWN
SOUTH APPROACH SLAB SIMILAR



CROSS SECTION THRU APPROACH SLABS - LOOKING SOUTH

(PERPENDICULAR TO REFERENCE LINE)



SECTION B-B (EDGE OF SLAB DETAIL)

(TYP. AT BOTH SIDES)

DESIGN DATA

ALLOWABLE SOIL BEARING PRESSURE: 2,000 P.S.F.
CONCRETE STRENGTH f'c: 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60, fy: 60,000 P.S.I.

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

*DIMENSION IS TAKEN NORMAL TO ℄ BRG. ABUTS.

**DIMENSION IS TAKEN PARALLEL TO ℄ USH 12 WB. BARS PLACED PARALLEL TO ℄ USH 12 WB. BARS SPACING PERPENDICULAR TO ℄ USH 12 WB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

STRUCTURAL APPROACH SLAB

SHEET 22

565

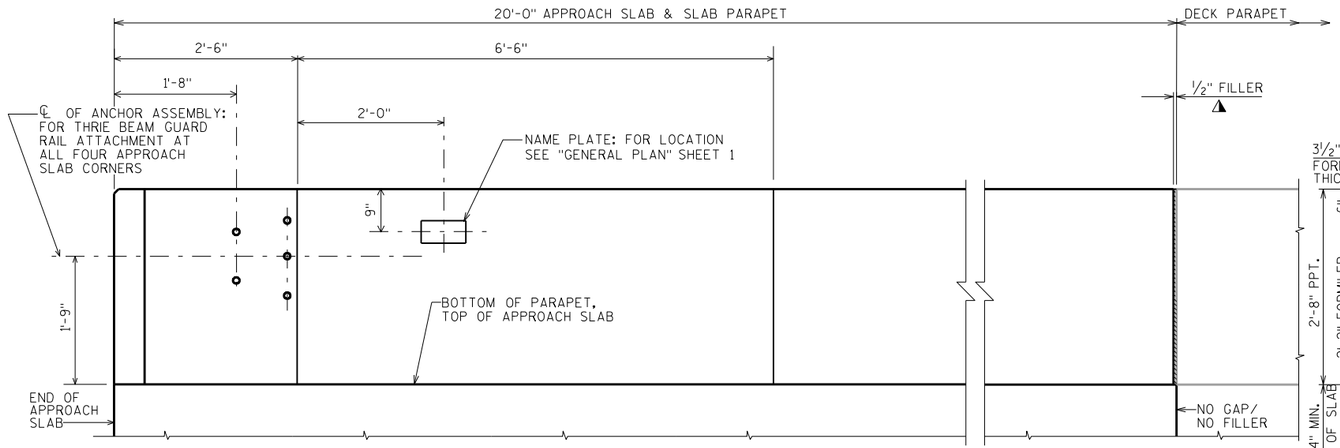
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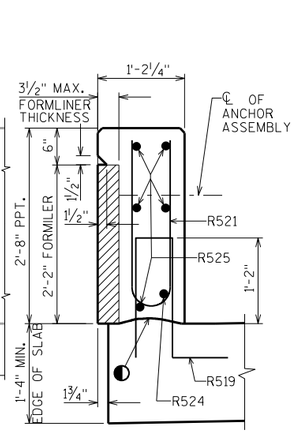
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STATE PROJECT NUMBER

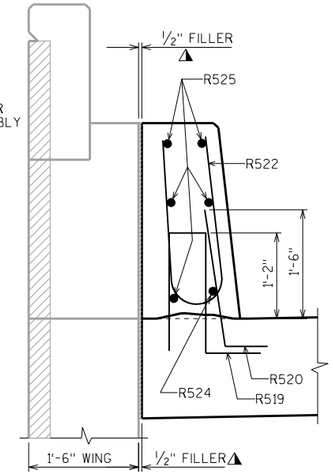
1674-00-80



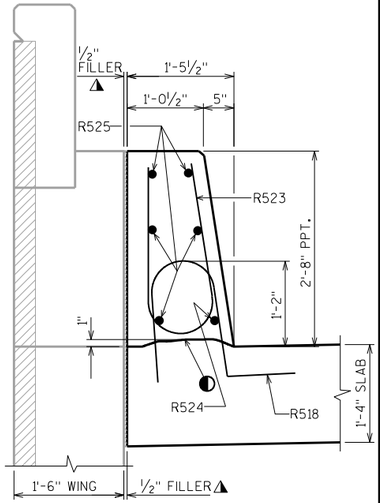
INSIDE ELEVATION



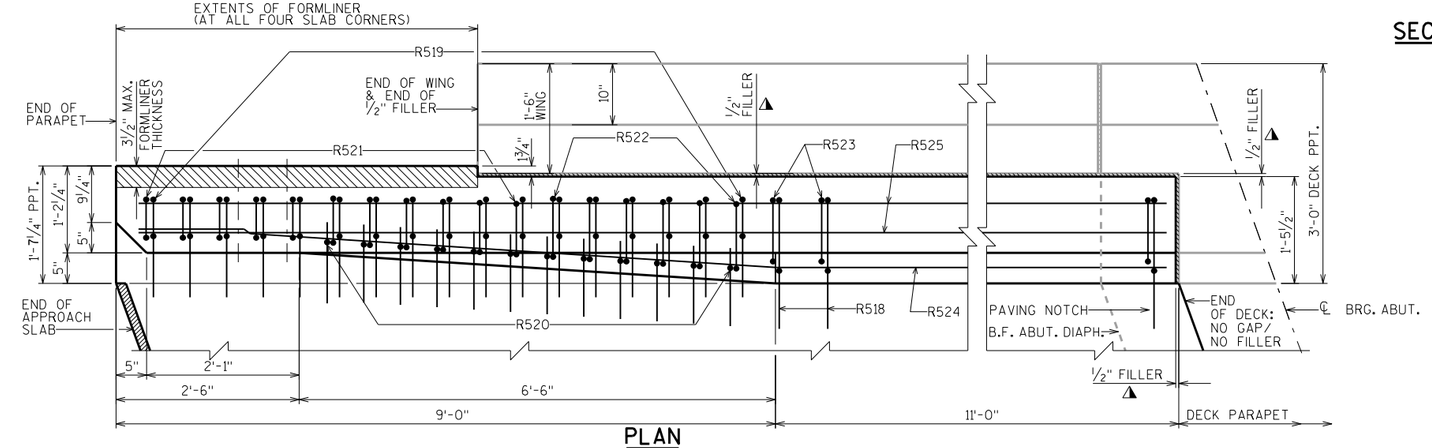
SECTION A-A



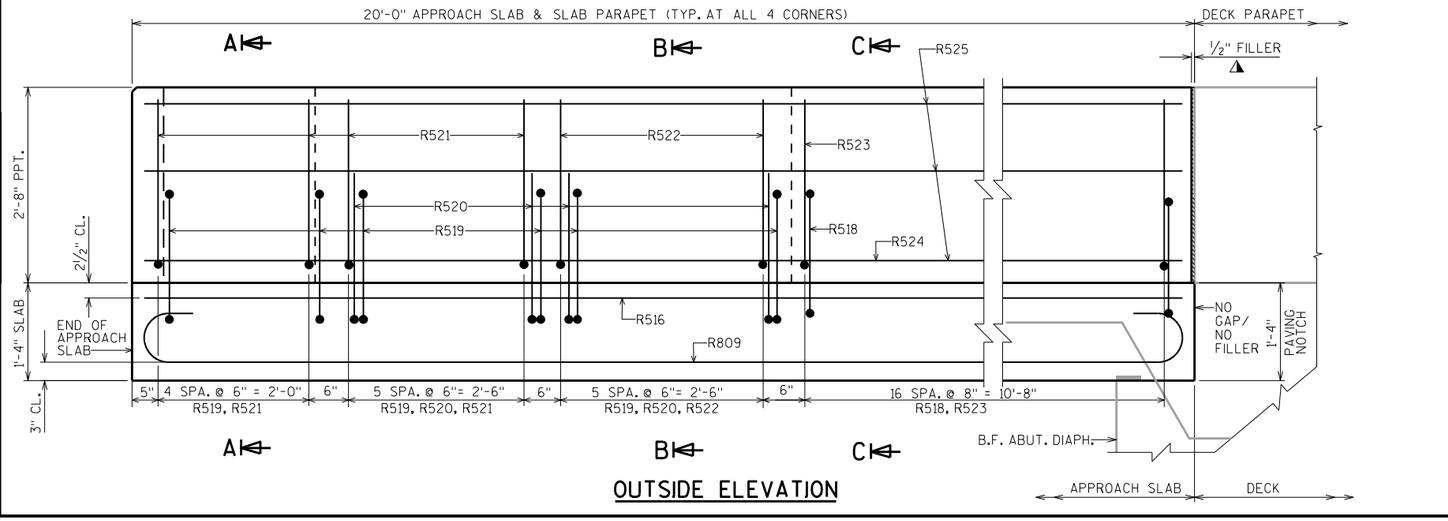
SECTION B-B



SECTION C-C



PLAN

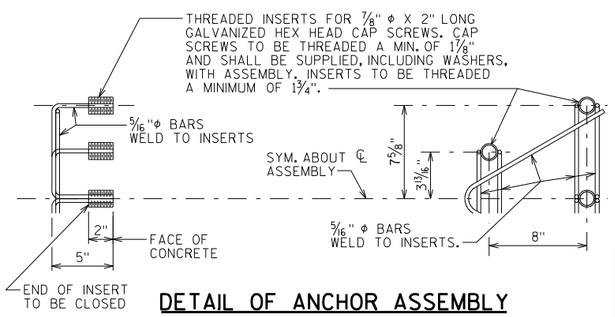


OUTSIDE ELEVATION

NOTES:

R518, R519 & R520 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE THE APPROACH SLAB CONCRETE IS POURED.

SEE SHEET 24 FOR THE BILL OF BARS AND BAR DETAILS.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

MODIFIED SLAB SINGLE SLOPE PARAPET 32SS

SHEET 23

566

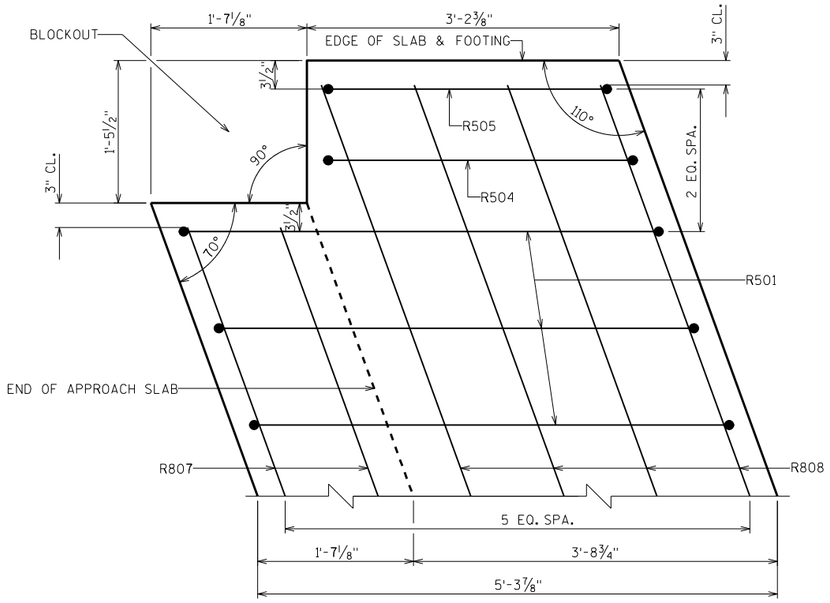
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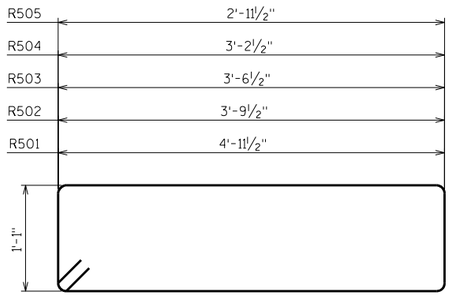
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STATE PROJECT NUMBER

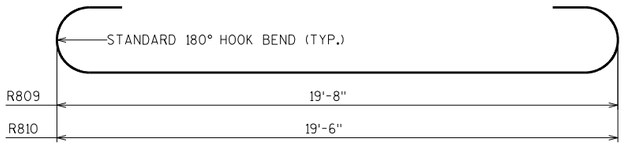
1674-00-80



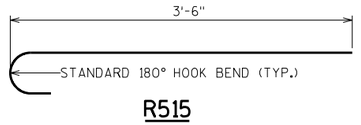
SLAB FOOTING PLAN DETAIL @ NE & SW CORNERS



R501 R502 R503 R504 R505



R809 R810

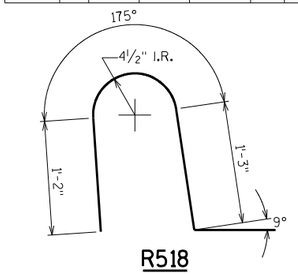


R515

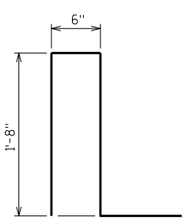
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

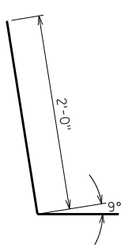
BAR MARK	COAT	NO. REQUIRED NORTH SLAB	NO. REQUIRED SOUTH SLAB	LENGTH	BENT	LOCATION
R501	X	41	41	12'-9"	X	FOOTING-VERT.-LONGIT.-STIRRUP
R502	X	1	1	10'-5"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 1&3 CORNERS
R503	X	1	1	9'-11"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 1&3 CORNERS
R504	X	1	1	9'-3"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 2&4 CORNERS
R505	X	1	1	8'-9"	X	FOOTING-VERT.-LONGIT.-STIRRUP-AT WINGS 2&4 CORNERS
R806	X	2	2	2'-0"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT WINGS 1&3 CORNERS
R807	X	4	4	42'-0"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT OUTSIDE FACE
R808	X	8	8	45'-1"		FOOTING-HORIZ.-TRANS.-TOP & BOT.-AT INSIDE FACE
R809	X	6	6	21'-6"	X	SLAB-VERT.-LONGIT.-BOT.-UNDER PPTS. ONLY
R810	X	66	66	21'-4"	X	SLAB-VERT.-LONGIT.-BOT.
R511	X	38	38	45'-2"		SLAB-HORIZ.-TRANS.-TOP & BOT.
R512	X	2	2	44'-6"		SLAB-HORIZ.-TRANS.-BOT.-AT ENDS OF SLAB ONLY
R513	X	1	1	44'-1"		SLAB-HORIZ.-TRANS.-TOP-AT INSIDE END OF SLAB ONLY
R514	X	1	1	44'-4"		SLAB-HORIZ.-TRANS.-TOP-AT OUTSIDE END OF SLAB ONLY
R515	X	40	40	4'-1"	X	SLAB-VERT.-TRANS.-VERT.-AT EDGES OF SLAB
R516	X	4	4	19'-8"		SLAB-HORIZ.-LONGIT.-TOP-UNDER PPTS. ONLY
R517	X	40	40	19'-6"		SLAB-HORIZ.-LONGIT.-TOP
R518	X	34	34	4'-5"	X	SLAB & PARAPET-VERT.-TRANS.
R519	X	34	34	4'-4"	X	SLAB & PARAPET-VERT.-TRANS.
R520	X	24	24	2'-9"	X	SLAB & PARAPET-VERT.-TRANS.-INSIDE FACE
R521	X	22	22	4'-9"	X	PARAPET-VERT.-TRANS.
R522	X	12	12	4'-10"	X	PARAPET-VERT.-TRANS.
R523	X	34	34	5'-0"	X	PARAPET-VERT.-TRANS.
R524	X	2	2	19'-5"	X	PARAPET-HORIZ.-LONGIT.-BOT.-INSIDE FACE
R525	X	10	10	19'-5"		PARAPET-HORIZ.-LONGIT.-BOTH FACES



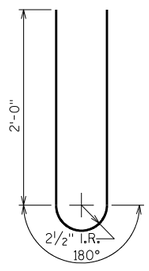
R518



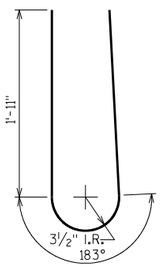
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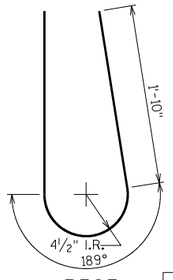
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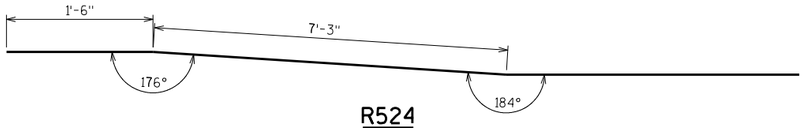
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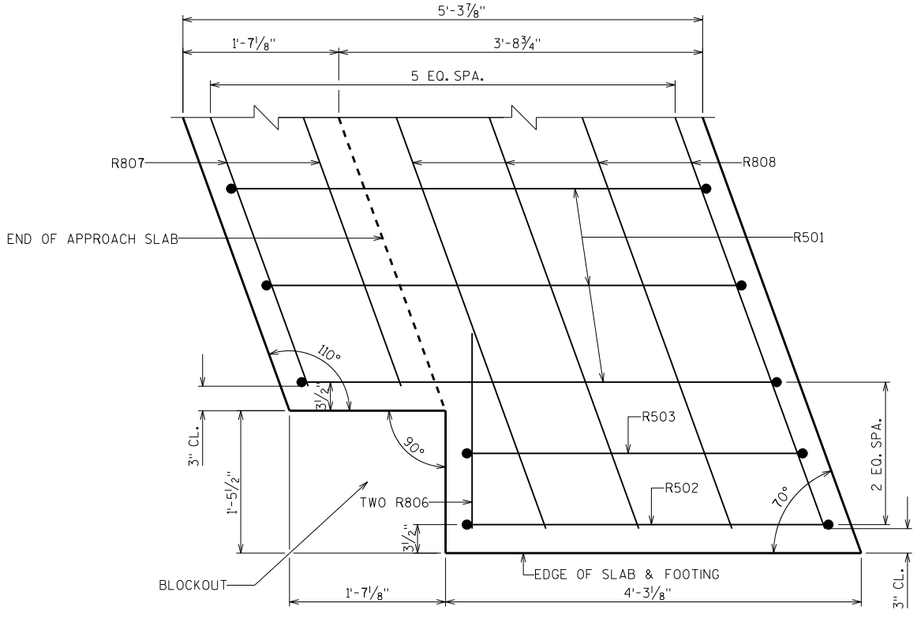
R522



R523



R524



SLAB FOOTING PLAN DETAIL @ NW & SE CORNERS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

STRUCTURAL APPROACH SLAB & BAR DETAILS

SHEET 24

567

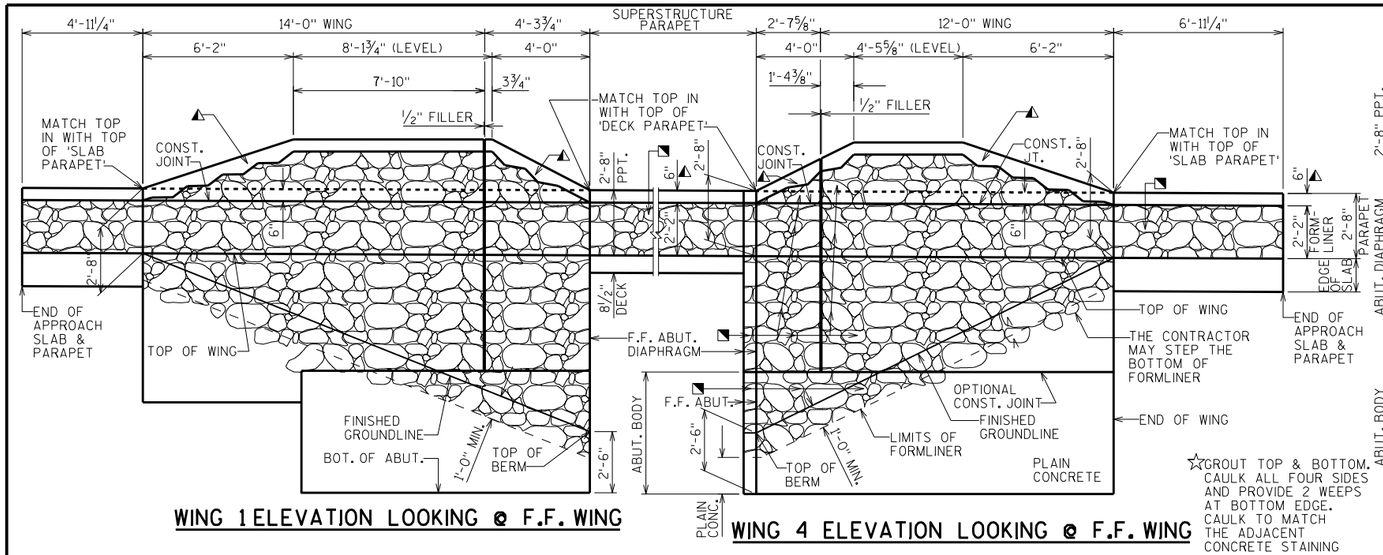
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STATE PROJECT NUMBER

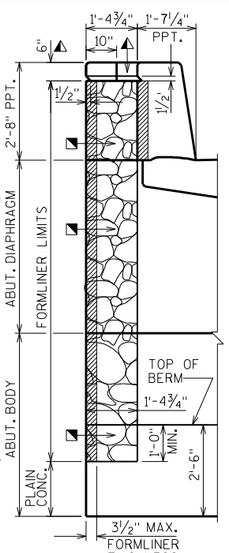
1674-00-80



WING 1 ELEVATION LOOKING @ F.F. WING

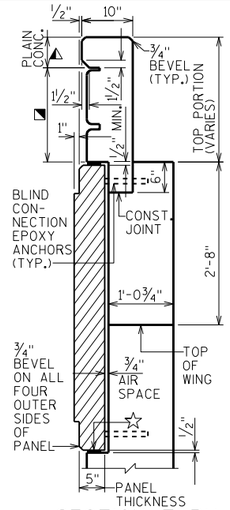
WING 4 ELEVATION LOOKING @ F.F. WING

☆GROUT TOP & BOTTOM. CAULK ALL FOUR SIDES AND PROVIDE 2 WEEPS AT BOTTOM EDGE. CAULK TO MATCH THE ADJACENT CONCRETE STAINING COLOR AND TO BE APPROVED BY THE ENGINEER.

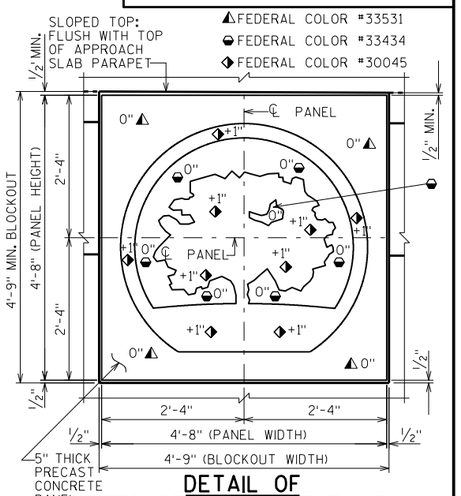


ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT ALL FOUR CORNERS)



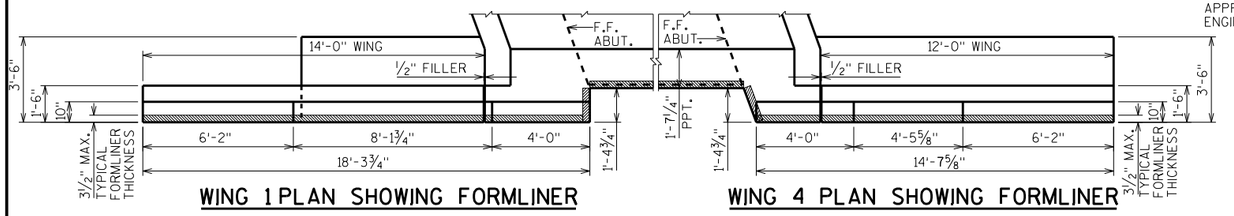
SECTION THRU WINGS 2&3 @ PRECAST CONCRETE PANEL



DETAIL OF PRECAST CONCRETE PANEL

SEE SPECIAL PROVISION "PRECAST CONCRETE PANEL" FOR FURTHER INFORMATION.

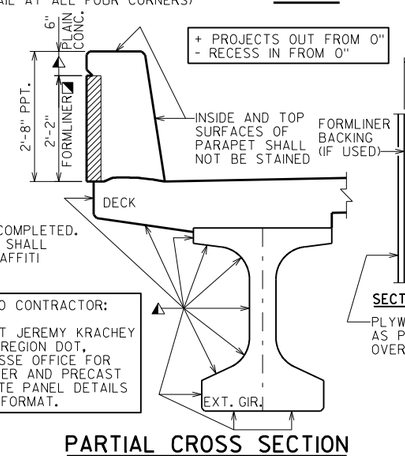
COLOR STAINING WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-206"



WING 1 PLAN SHOWING FORMLINER

WING 4 PLAN SHOWING FORMLINER

▲PLAIN CONCRETE: SHALL BE STAINED WITH FEDERAL COLOR #33531. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-206"

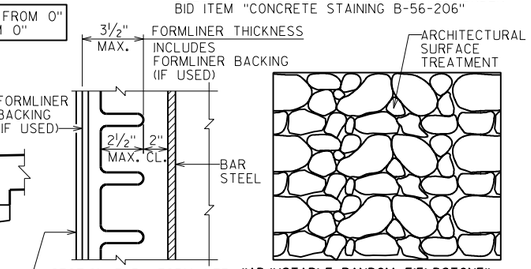


NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NOTE TO CONTRACTOR:

CONTACT JEREMY KRACHEY AT SW REGION DOT, LA CROSSE OFFICE FOR FORMLINER AND PRECAST CONCRETE PANEL DETAILS IN CAD FORMAT.

PARTIAL CROSS SECTION AT EDGES OF DECK



SECTION THRU FORMLINER

"ADJUSTABLE RANDOM FIELDSTONE" CUSTOM ROCK FORMLINER PATTERN #1202

RELIEF = 2½" MAX.

FORMLINER DETAILS

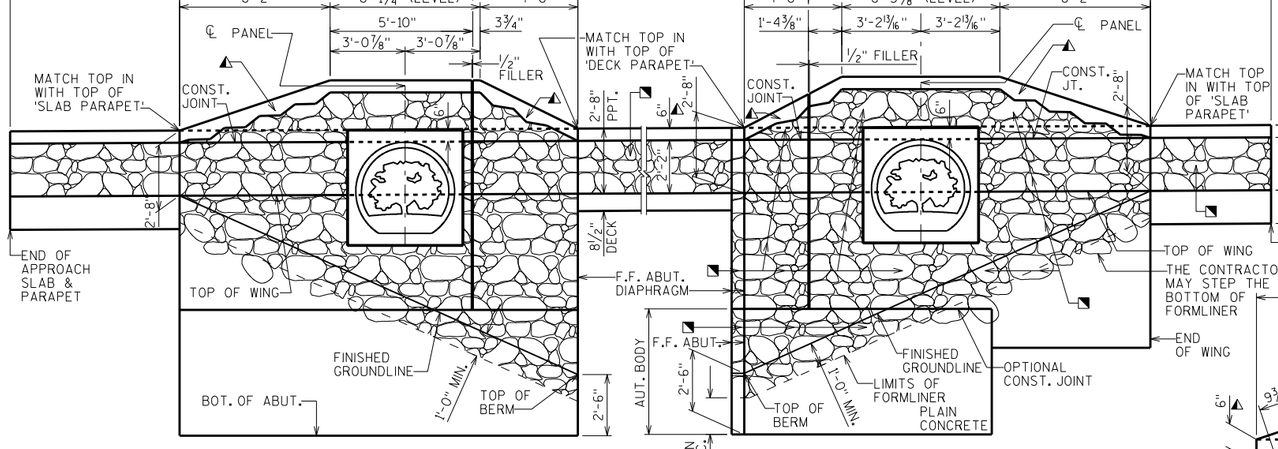
▲ARCHITECTURAL SURFACE TREATMENT FORMLINER REQUIRED AT FRONT FACES OF WING & BODY, ABUT. DIAPHRAGM & OUTSIDE FACES OF PARAPETS SHALL BE "ADJUSTABLE RANDOM FIELDSTONE" CUSTOM ROCK FORMLINER PATTERN #1202.
WORK TO BE PAID FOR UNDER BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-56-206"

NOTES:
FORMLINER COURSING ON ABUTMENTS, WINGS & PARAPETS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT AND THE ABUTMENT DIAPHRAGM.

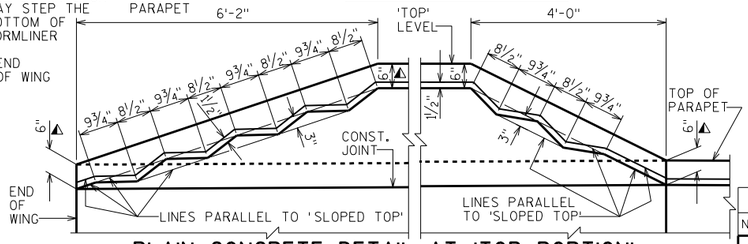
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.



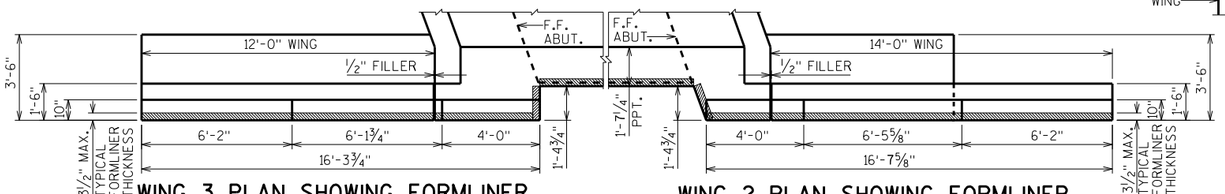
WING 3 ELEVATION LOOKING @ F.F. WING

WING 2 ELEVATION LOOKING @ F.F. WING



PLAIN CONCRETE DETAIL AT 'TOP PORTION'

▲ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE ENGINEER BY APPLYING A MULTI-COLOR STAIN USING FEDERAL COLOR NO. 20140 AS THE BASE COLOR, FEDERAL COLOR NOS. 30257, 30206 & 30045 AS THE ACCENT COLORS, & FEDERAL COLOR NO. 36424 AS THE JOINT COLOR.
WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-56-206". THE INTENT IS TO MATCH THE LOOK OF THE MULTI-COLOR STAIN ON THE BROADWAY STREET BRIDGE (B-56-166) OVER THE BARABOO RIVER IN THE CITY OF BARABOO. IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.



WING 3 PLAN SHOWING FORMLINER

WING 2 PLAN SHOWING FORMLINER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

AESTHETIC DETAILS

SHEET 25

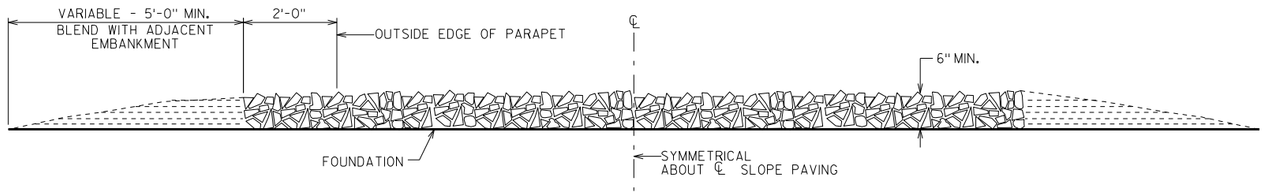
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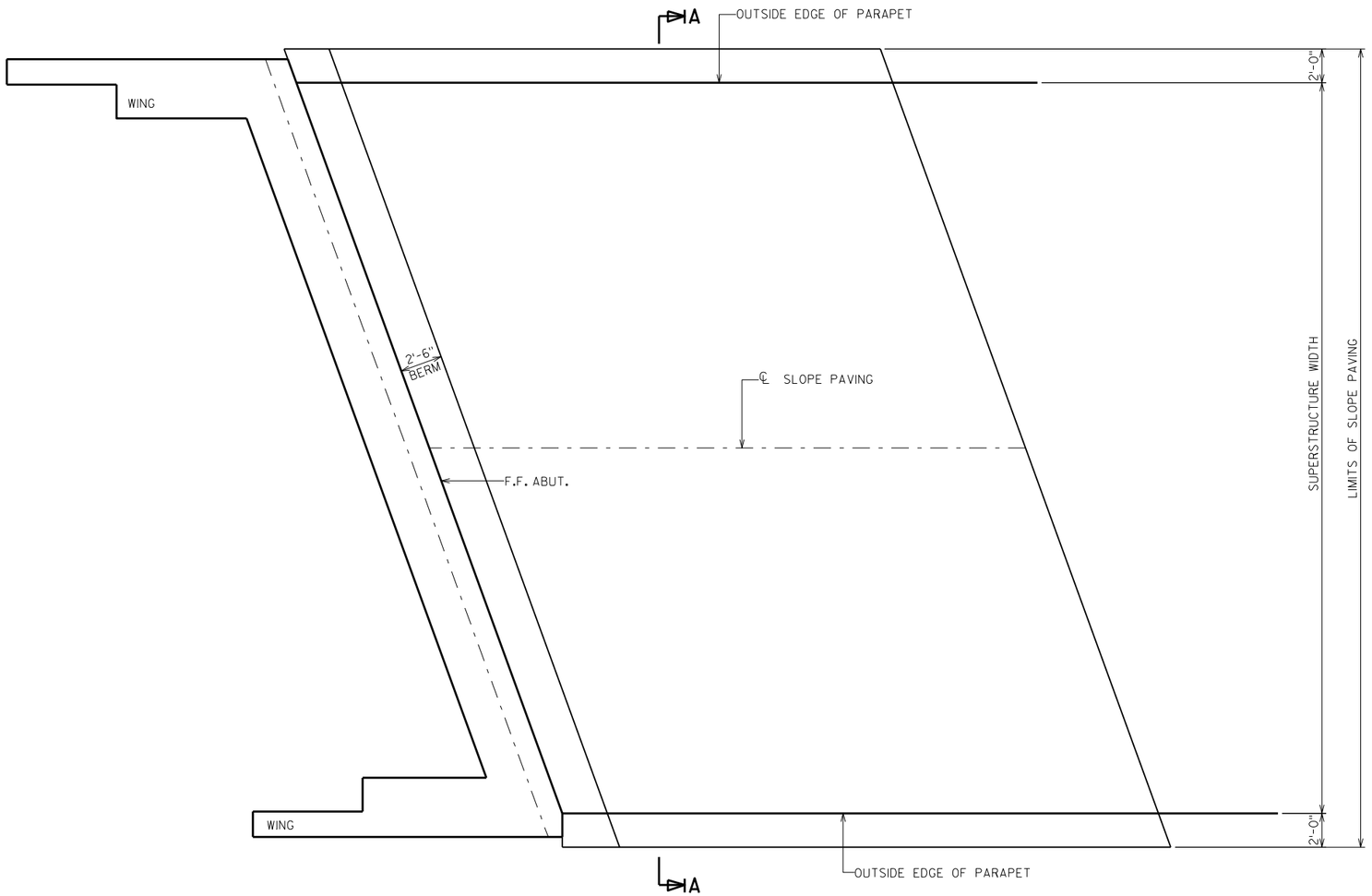
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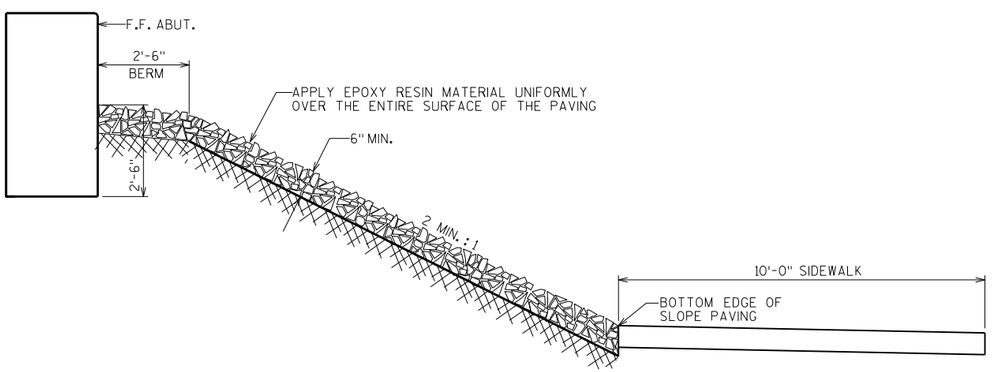
STATE PROJECT NUMBER
1674-00-80



SECTION A-A



PLAN



STANDARD CROSS SECTION THRU CRUSHED AGGREGATE AT ABUTMENTS

ROUND STONE WILL NOT BE ACCEPTED

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SEE SPECIAL PROVISION "SLOPE PAVING CRUSHED AGGREGATE SPECIAL" FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-206

DRAWN BY JPH | PLANS CK'D. EMK

SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

SHEET 26

569

8

8

SCALE = 1

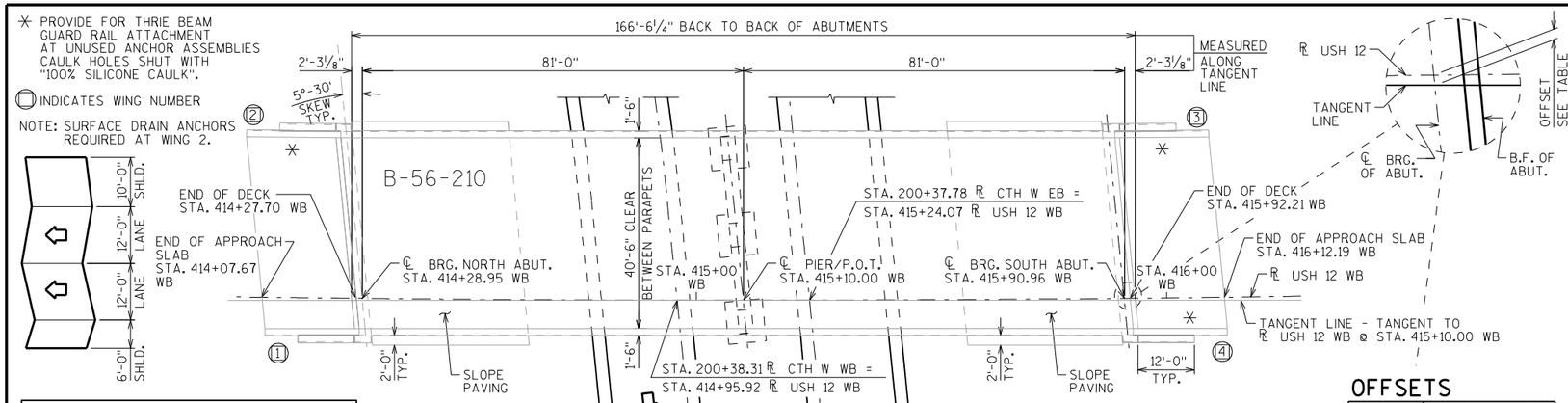
STATE PROJECT NUMBER

1674-00-80

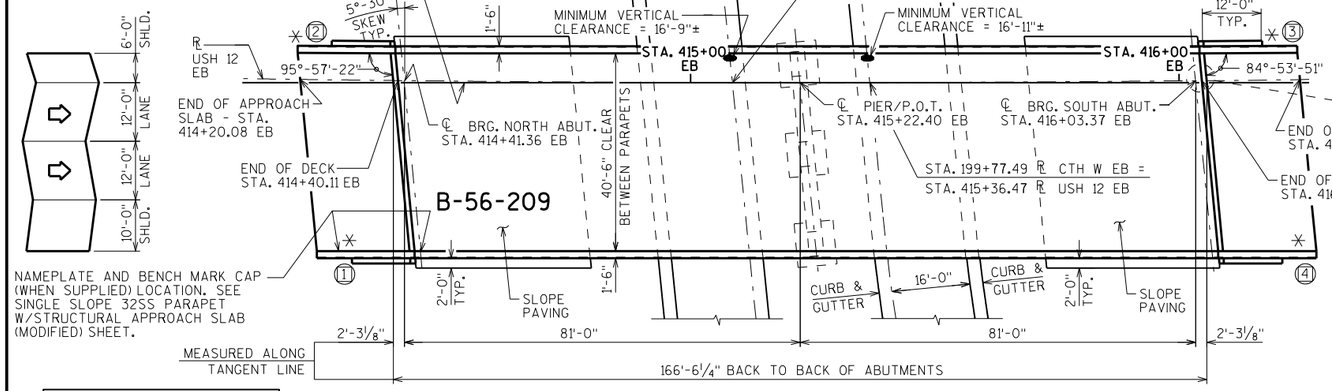
* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER

NOTE: SURFACE DRAIN ANCHORS REQUIRED AT WING 2.



NOTE:
BRIDGE TANGENT LINES ARE NOT PARALLEL TO EACH OTHER AND SUBSTRUCTURE UNITS OF ADJACENT BRIDGES ARE NOT IN EXACT ALIGNMENT.

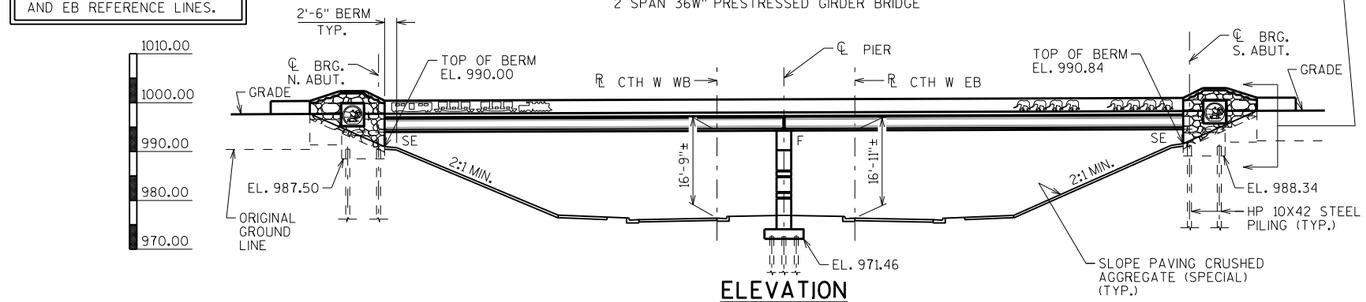


NAMEPLATE AND BENCH MARK CAP (WHEN SUPPLIED) LOCATION. SEE SINGLE SLOPE 32SS PARAPET W/STRUCTURAL APPROACH SLAB (MODIFIED) SHEET.

PLAN

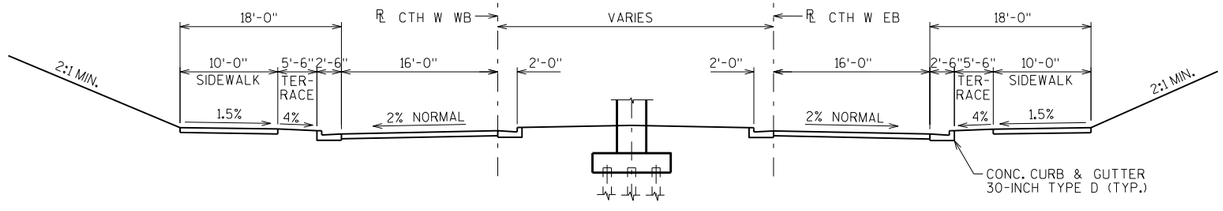
2 SPAN 36W" PRESTRESSED GIRDER BRIDGE

BRIDGE STATIONS ARE GIVEN ALONG THE AUXILIARY WB AND EB REFERENCE LINES.



ELEVATION

NORMAL TO CTH W



TYPICAL SECTION THRU CTH W

OFFSETS

BRIDGE	SUBSTRUCTURES	
	N. ABUT.	S. ABUT.
B-56-209	4⅞"	4⅞"
B-56-210	5"	5"

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.36
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70'-0" LONG.

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70'-0" LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

USH 12 EB	CTH W
A.D.T.=15,000-23,500 (2030)	A.D.T.=12,500 (2030)
R.D.S.=70 M.P.H.	R.D.S.=40 M.P.H.

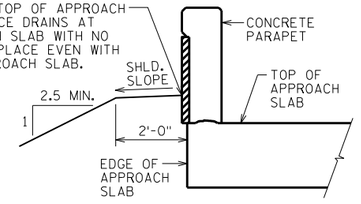
CURVE DATA

	B-56-209 ℞ USH 12 - EB	B-56-210 ℞ USH 12 - WB
P.I.	413+21.63	413+16.71
Δ	-9°-22'-26.1"	-9°-22'-26.0"
D	0°-42'-48.7"	0°-43'-08.0"
T	658.35	653.43
L	1313.75	1303.93
R	8030.00	7970.00
S.E.	2.50%	2.50%
P.C.	406+63.29	406+63.29
P.T.	419+77.04	419+67.22

CURVE DATA

	℞ CTH W - EB	℞ CTH W - WB
P.I.	199+04.35	201+10.23
Δ	10°-50'-29.8"	-11-21'-21.3"
T	46.783	49.016
L	93.286	97.712
R	493.00	493.00
P.C.	198+57.57	200+61.21
P.T.	199+50.85	201+58.92

PLACE 6" ABOVE TOP OF APPROACH SLAB WITH SURFACE DRAINS AT END OF APPROACH SLAB WITH NO SURFACE DRAINS PLACE EVEN WITH THE TOP OF APPROACH SLAB.



TYPICAL FILL SECTION AT APPROACH SLABS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. WING 1 DETAILS
6. WING 2 DETAILS
7. NORTH ABUTMENT DETAILS
8. SOUTH ABUTMENT
9. WING 3 DETAILS
10. WING 4 DETAILS
11. SOUTH ABUTMENT DETAILS
12. PIER
13. PIER DETAILS
14. 36W" PRESTRESSED GIRDER
15. 36W" PRESTRESSED GIRDER DETAILS
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE CROSS SECTION
18. SUPERSTRUCTURE
19. SUPERSTRUCTURE DETAILS
20. SINGLE SLOPE 32SS PPT. W/STRUCTURAL APPROACH SLAB (MODIFIED)
21. SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS
22. NORTH APPROACH SLAB DETAILS
23. SOUTH APPROACH SLAB DETAILS
24. AESTHETIC DETAILS 1
25. AESTHETIC DETAILS 2
26. AESTHETIC DETAILS 3
27. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

STRUCTURES DESIGN CONTACTS:

MATT COUPAR	(608) 266-5083
AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Duchac 7/22/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-209

USH 12 EAST BOUND OVER CTH W

COUNTY	TOWN/~~CITY/VILLAGE~~
SAUK	BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JJR/MSC	MSC	DDS	MSC

GENERAL PLAN

SHEET 1 OF 27

570

I.D. 1674-00-02K

DATE: MAY 2014

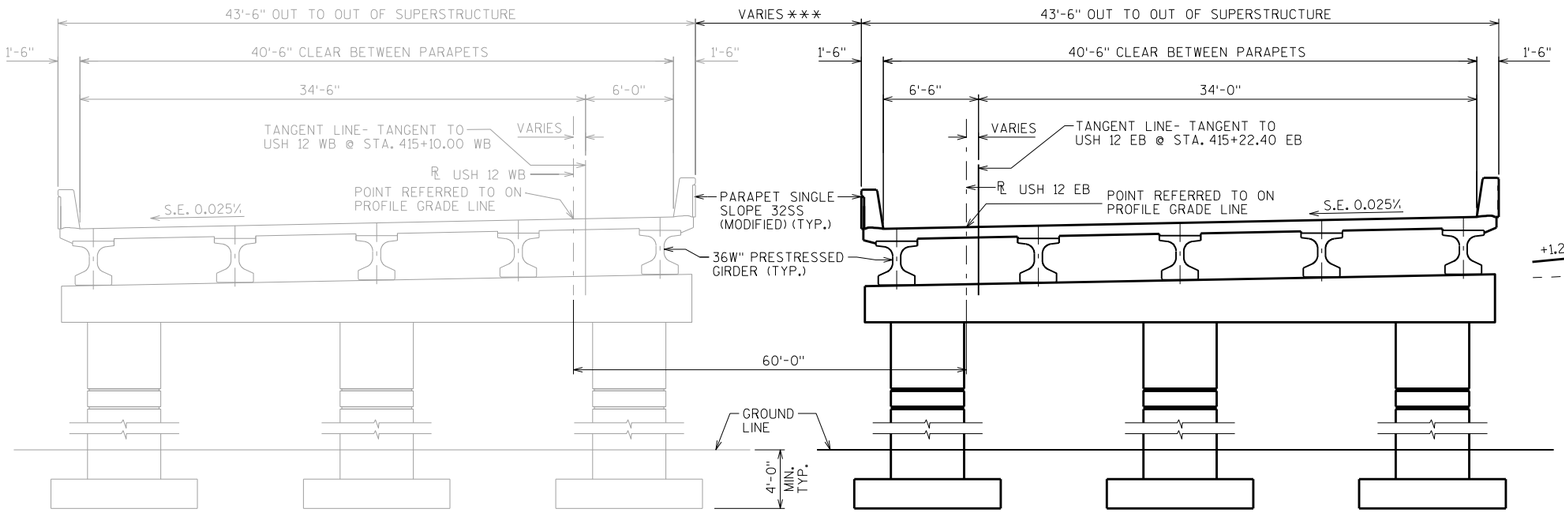
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STATE PROJECT NUMBER

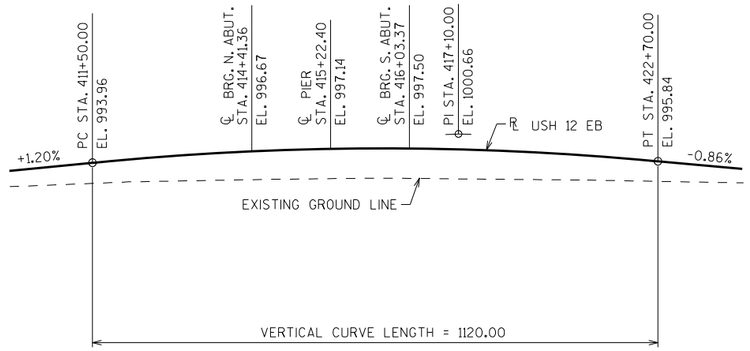
1674-00-80



B-56-210 (WEST BOUND)

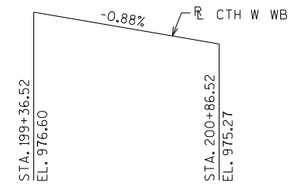
B-56-209 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH

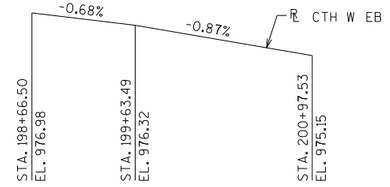


PROFILE GRADE LINE B-56-209 EB

*** NOTE:
BRIDGE TANGENT LINES ARE NOT PARALLEL TO EACH OTHER AND SUBSTRUCTURE UNITS OF ADJACENT BRIDGES ARE NOT IN EXACT ALIGNMENT.



PROFILE GRADE LINE CTH W WB

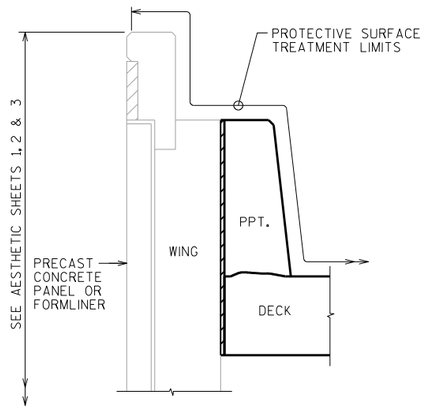


PROFILE GRADE LINE CTH W EB

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH SLAB	NORTH ABUT.	PIER	SOUTH ABUT.	SOUTH APPROACH SLAB	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-56-209	LS	——	——	——	——	——	——	1
210.0100	BACKFILL STRUCTURE	CY			115		115		230
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON			140		140		280
502.0100	CONCRETE MASONRY BRIDGES	CY	303	59	61	74	62	59	618
502.3200	PROTECTIVE SURFACE TREATMENT	SY	880	120	——	——	——	120	1,120
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	814	——	——	——	——	——	814
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	——	——	2,810	1,840	2,810	——	7,460
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	61,245	10,015	2,090	10,950	2,155	10,015	96,470
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	——	——	5	10	5	——	20
506.4000	STEEL DIAPHRAGMS B-56-209	EACH	16	——	——	——	——	——	16
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	——	——	13	——	13	——	26
517.1010.S	CONCRETE STAINING B-56-209	SF	3,410	25	40	1,025	40	25	4,565
517.1015.S	CONCRETE STAINING MULTI-COLOR B-56-209	SF	350	20	265	——	265	20	920
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-56-209	SF	510	20	265	——	265	20	1,080
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	——	——	700	1,470	700	——	2,870
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	——	——	95	——	95	——	190
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	——	2	——	——	——	2	4
SPV.0060	PRECAST CONCRETE PANELS	EACH	——	——	1	——	1	——	2
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	1,395	——	——	——	——	——	1,395
SPV.0165	ANTI-GRAFFITI COATING	SF	3,760	45	305	1,025	305	45	5,485
SPV.0180	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	——	——	170	——	180	——	350
	NON-BID ITEMS								
	FILLER	SIZE							1½",½"&¾"

NOTE: ALL ITEMS CATEGORY 0120



PROTECTIVE SURFACE TREATMENT DETAIL

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.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE AND BASE AGGREGATE DENSE 1¼" SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND TOP OF APPROACH SLAB SURFACES AS WELL AS THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET, SLOPE PAVING CRUSHED AGGREGATE (SPECIAL) SHEET AND IN THE ABUTMENT DETAILS.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

FOR AESTHETIC DETAILS (INCLUDING STAINING LOCATIONS/LIMITS, ARCHITECTURAL SURFACE TREATMENT LIMITS AND CONCRETE PANEL DETAILS), SEE AESTHETIC DETAILS 1, 2 & 3 SHEETS.

ANTI-GRAFITTI COATING SHALL BE APPLIED TO ALL CONCRETE STAINING AREAS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JJR/DDS | PLANS CK'D. MSC

CROSS SECTION & QUANTITIES

SHEET 2

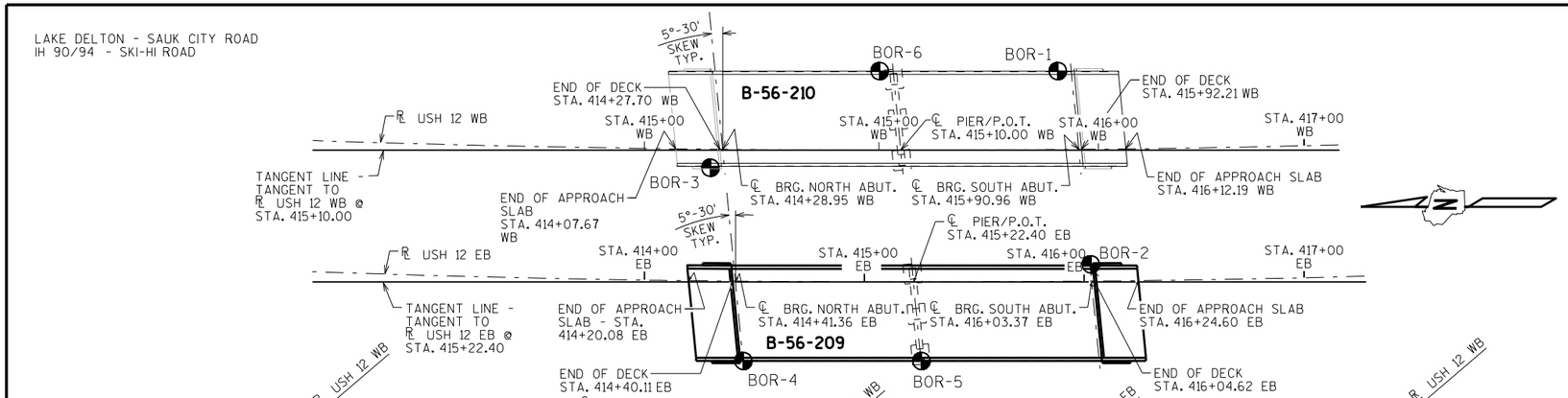
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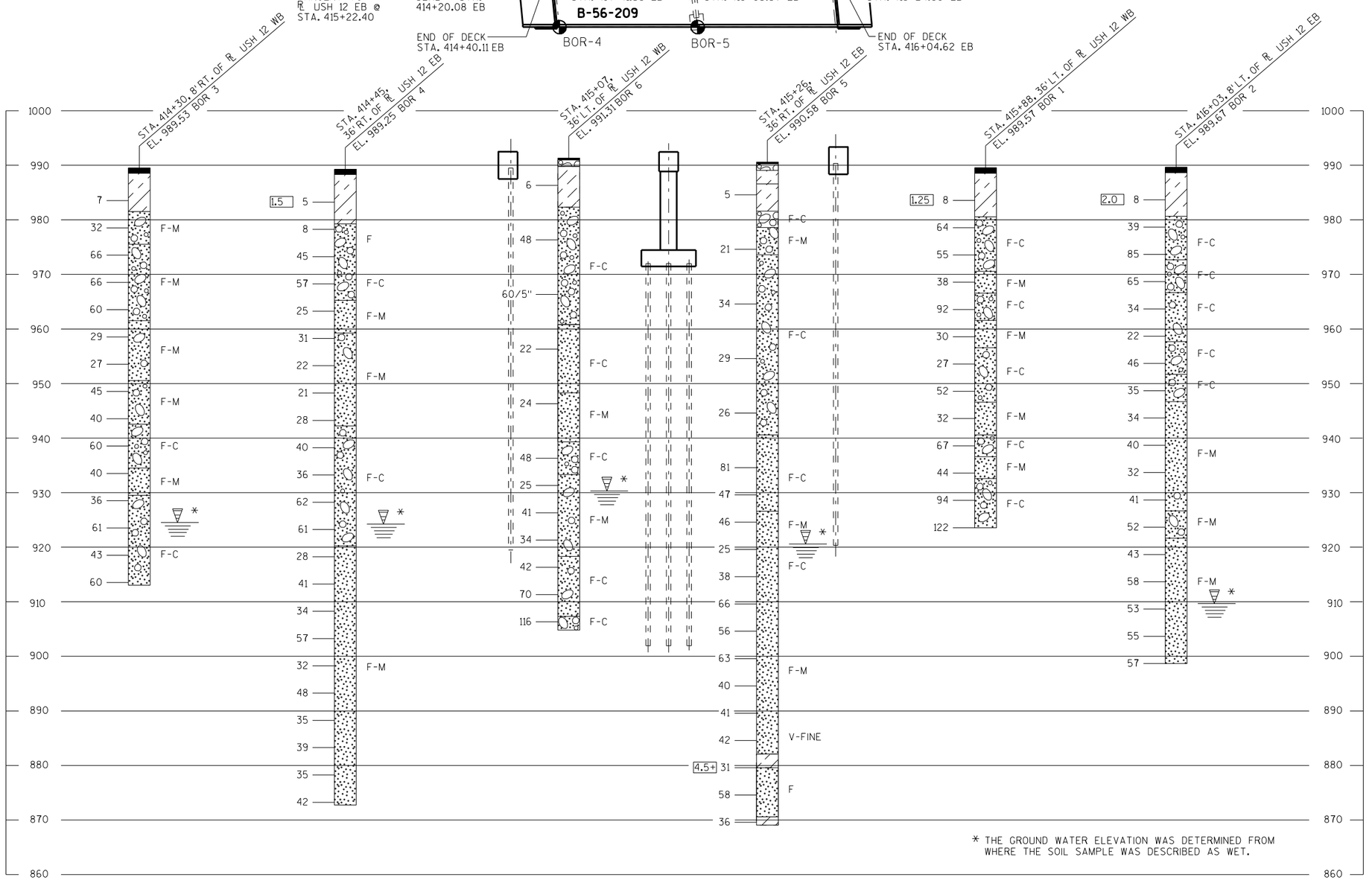
SCALE = 5

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LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1674-00-80

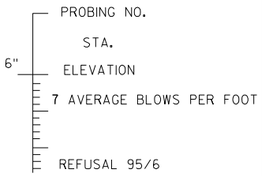
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

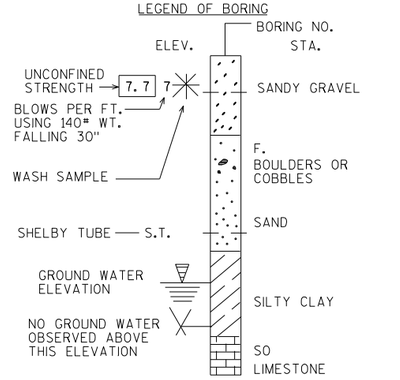
MATERIAL SYMBOLS

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 2" O.D. X 1.4" 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 B-56-209

DRAWN BY PR/DDS PLANS CK'D. MSC

SUBSURFACE EXPLORATION

SHEET 3

572

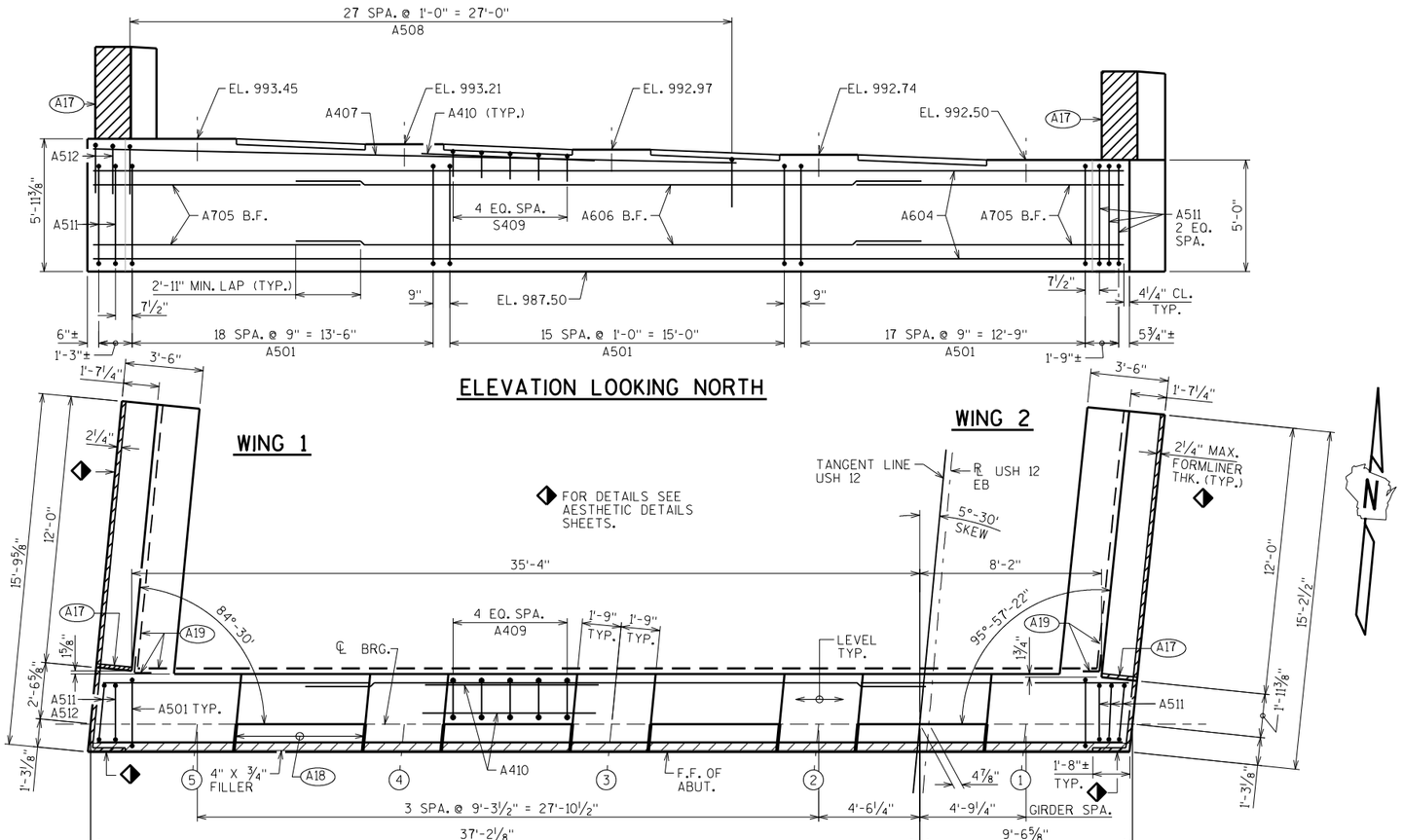
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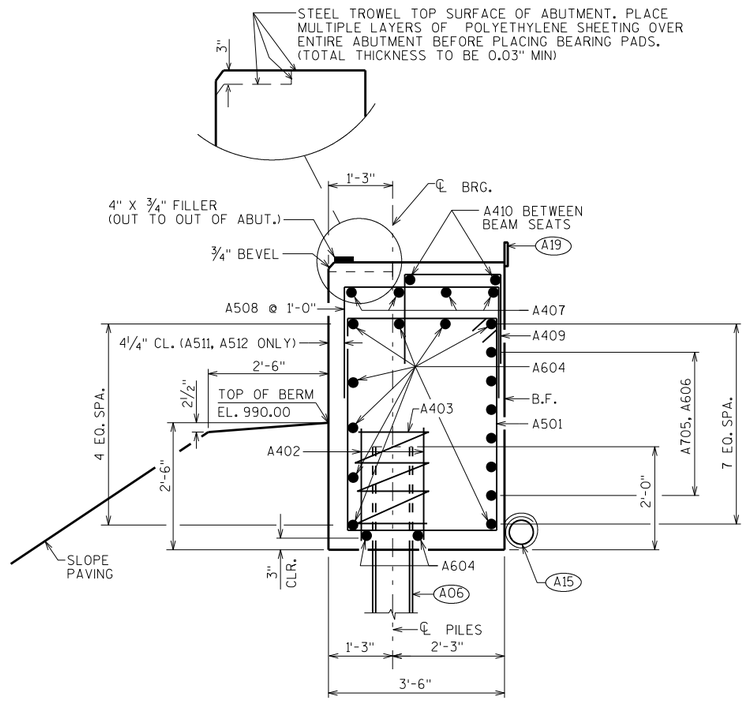
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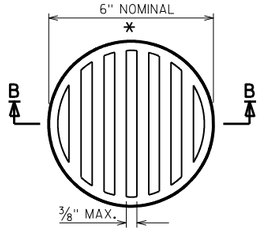
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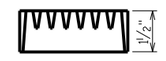




SECTION THRU BODY



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 70'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JJR/DDS | PLANS CK'D. MSC

NORTH ABUTMENT

SHEET 4

573

SCALE = 3.20

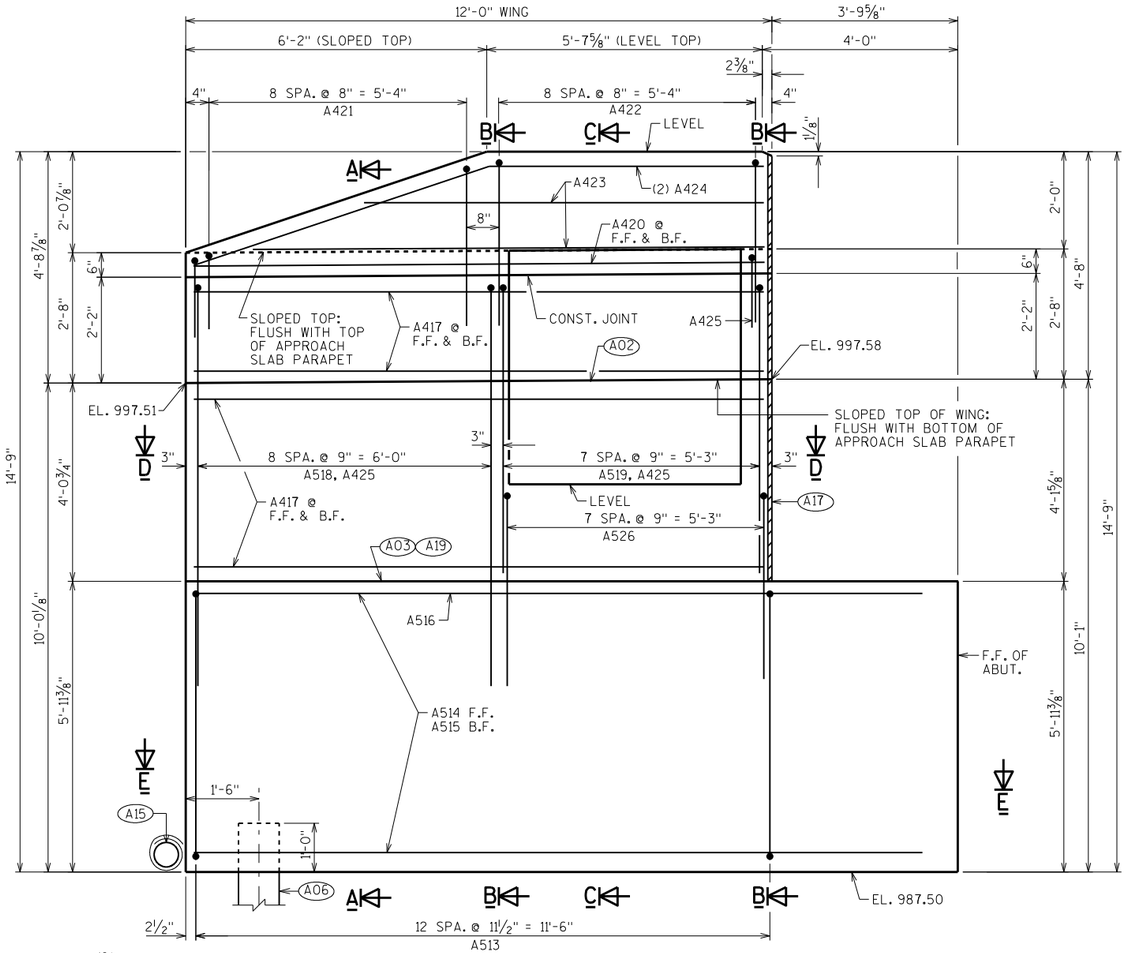
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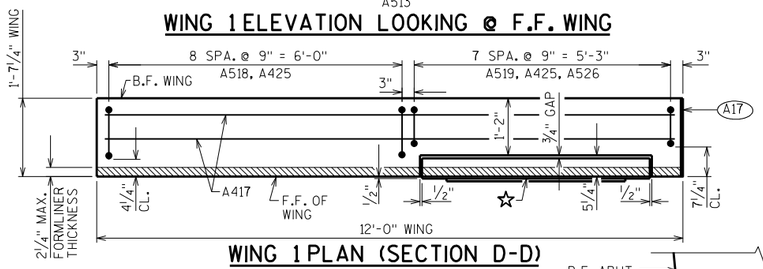
STATE PROJECT NUMBER

1674-00-80

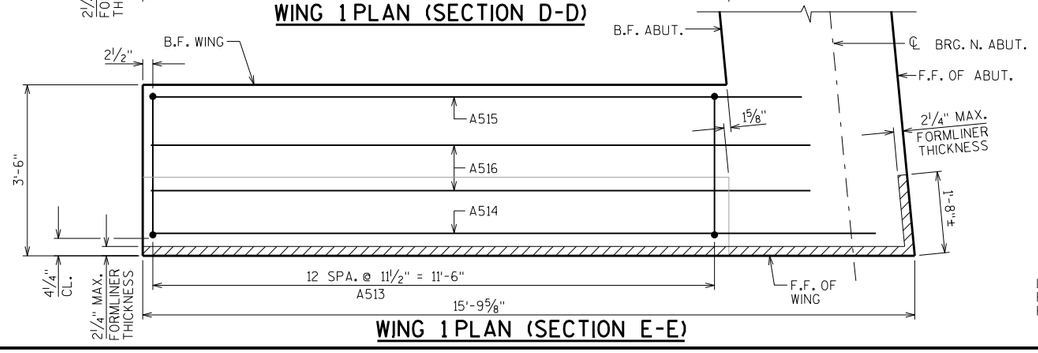
☆ = 4'-8" X 4'-8" MIN. X 5" DEEP PRECAST CONCRETE PANEL. FOR DETAILS SEE "AESTHETIC DETAILS 1&3" SHEETS.



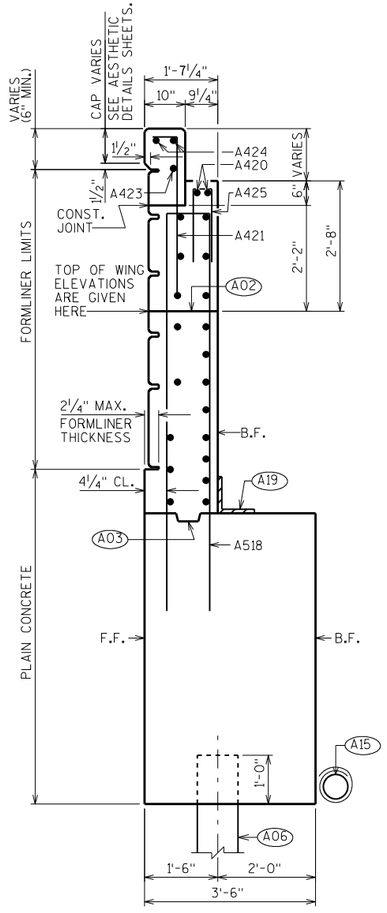
WING 1 ELEVATION LOOKING @ F.F. WING



WING 1 PLAN (SECTION D-D)

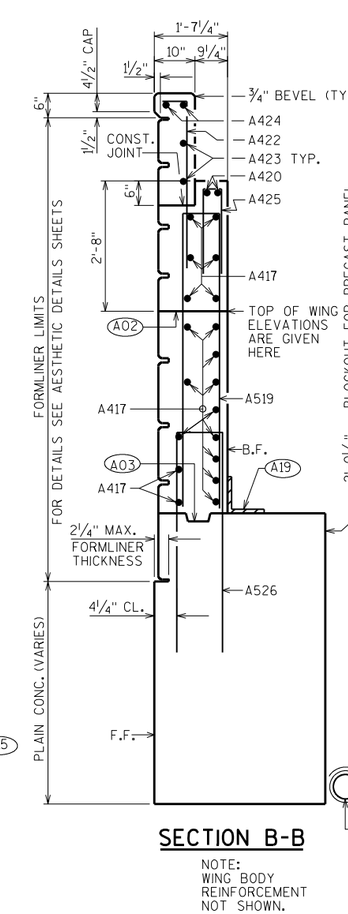


WING 1 PLAN (SECTION E-E)



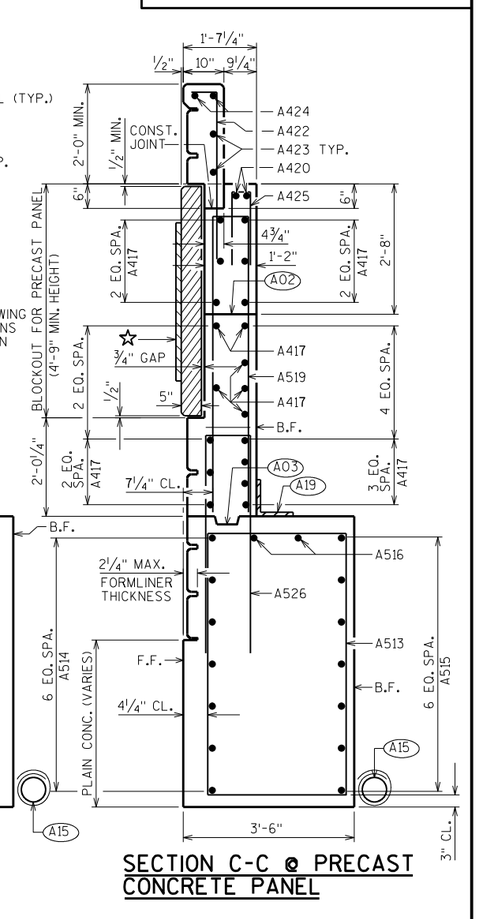
SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION C-C @ PRECAST CONCRETE PANEL

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

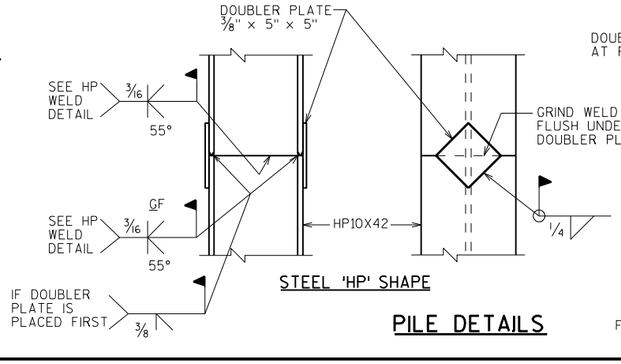
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 70 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE NORTH ABUTMENT SHEET.

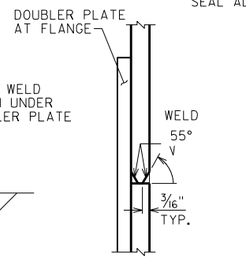
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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WING 1 DETAILS

SHEET 5

574

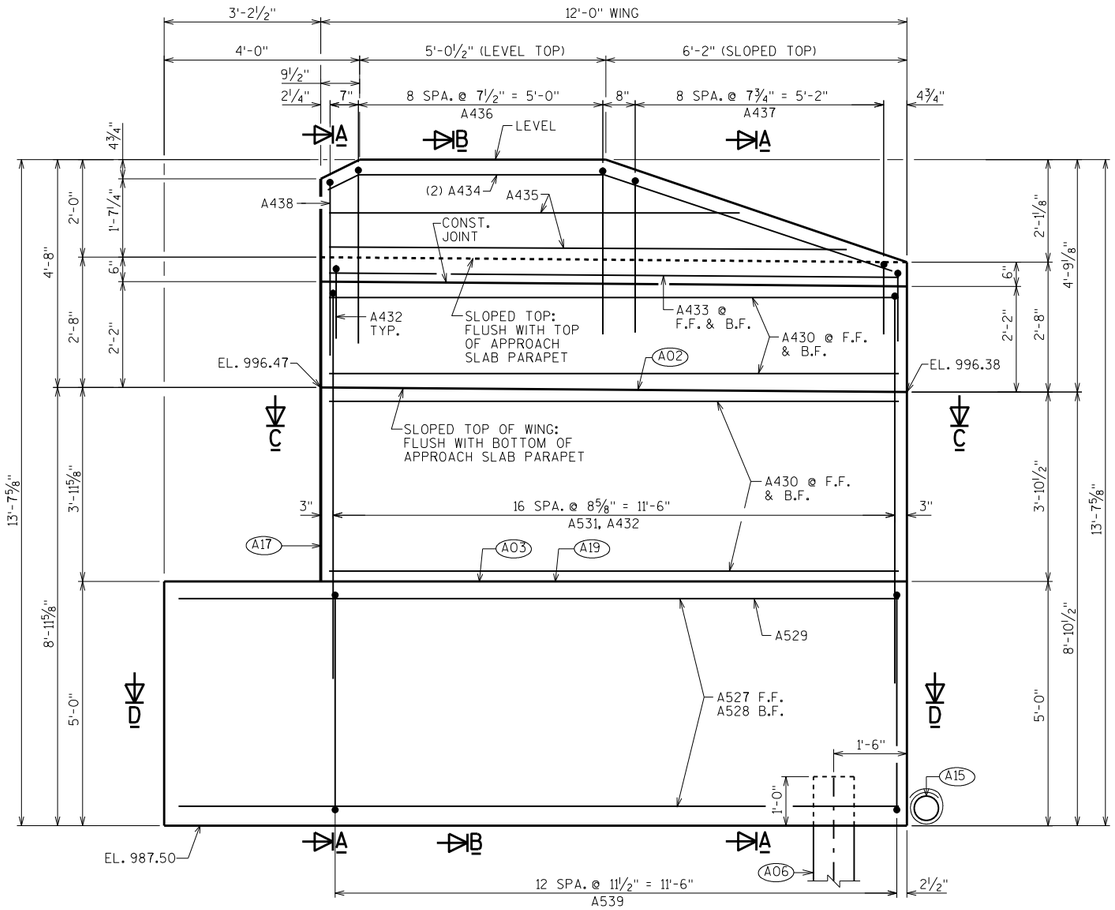
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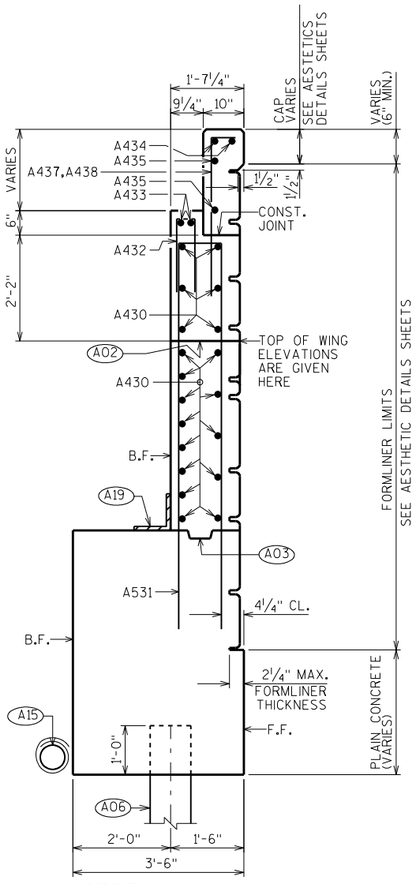
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STATE PROJECT NUMBER

1674-00-80

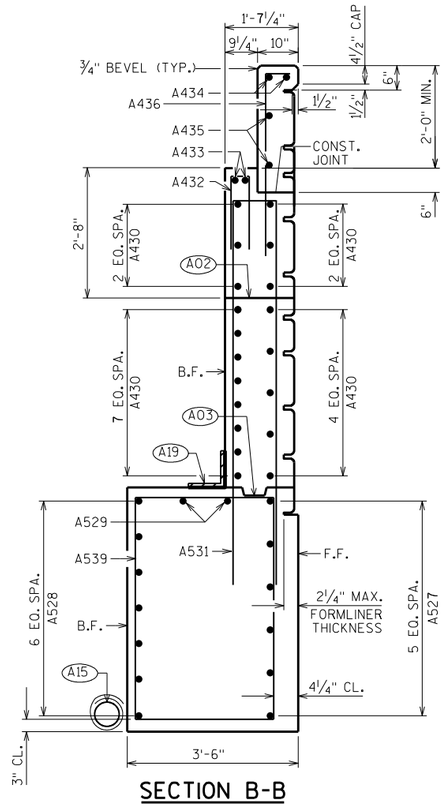


WING 2 ELEVATION LOOKING @ F.F. WING

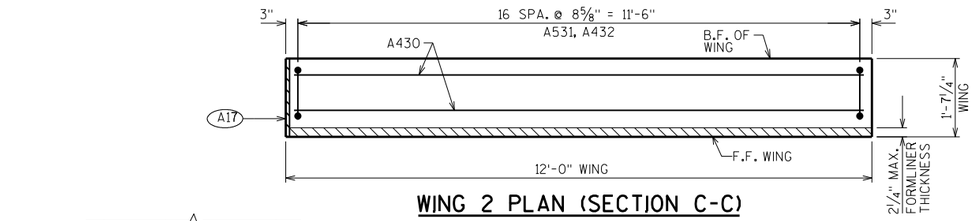


SECTION A-A

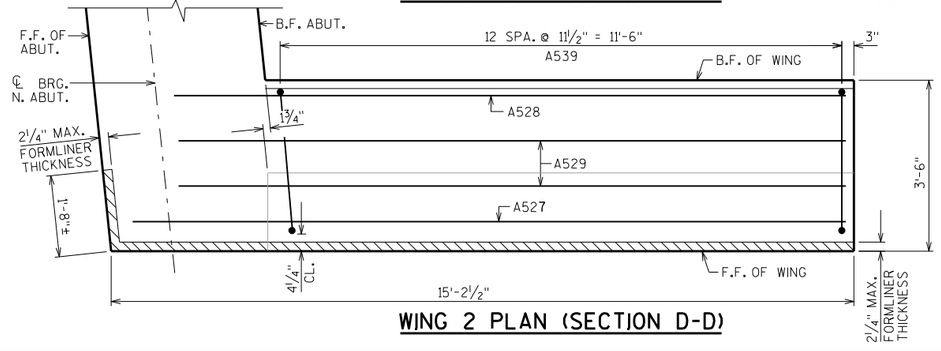
NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B



WING 2 PLAN (SECTION C-C)



WING 2 PLAN (SECTION D-D)

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

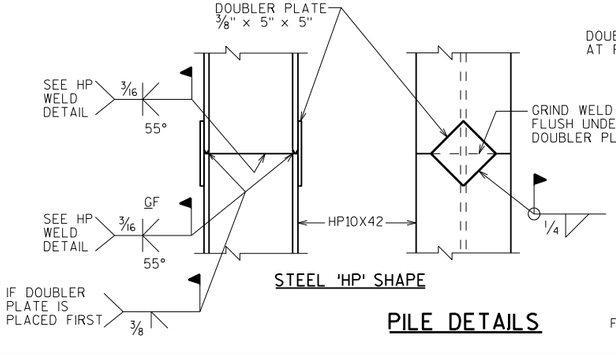
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 70 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE NORTH ABUTMENT SHEET.

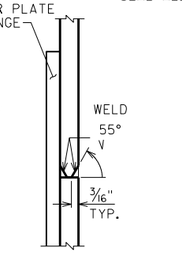
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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WING 2 DETAILS

SHEET 6

575

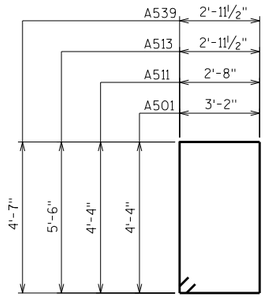
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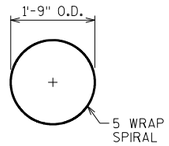
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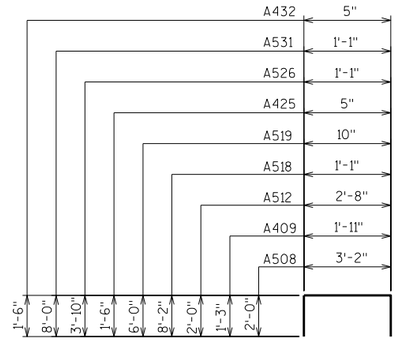
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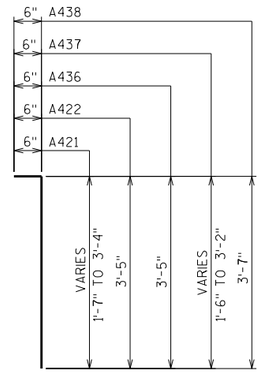
A501, A511, A513, A539



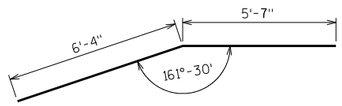
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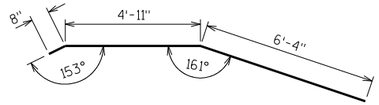
A508,A409,A512,A518,A519,A425,A526,A531,A432



A421,A422,A436,A437,A438



A424



A434

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		53	15'-8"	X		BODY - STIRRUP
A402		16	2'-3"			PILE - VERT. - TWO PER BODY PILE
A403		8	28'-0"	X		PILE - VERT. - ONE PER BODY PILE
A604		11	46'-0"			BODY - HORIZ.
A705		12	12'-0"			BODY - HORIZ. - B.F.
A606		6	27'-10"			BODY - HORIZ. - B.F.
A407		4	28'-4"			BODY - HORIZ. - TOP
A508		28	6'-11"	X		BODY - VERT. - TOP
A409		20	4'-2"	X		BODY - VERT. - BETWEEN GIRDER
A410		8	7'-10"			BODY - HORIZ. - BETWEEN GIRDER
A511		5	14'-8"	X		BODY - STIRRUP - BOTH ENDS OF BODY
A512		2	6'-5"	X		BODY - VERT. - END OF BODY - NW CORNER
A513	X	13	17'-7"	X		WING 1 - STIRRUP
A514	X	7	15'-2"			WING 1 - HORIZ. - F.F.
A515	X	7	13'-7"			WING 1 - HORIZ. - B.F.
A516	X	2	13'-10"			WING 1 - HORIZ.
A417	X	19	11'-8"			WING 1 - HORIZ. - F.F. & B.F.
A518	X	9	17'-2"	X		WING 1 - VERT.
A519	X	8	12'-7"	X		WING 1 - VERT.
A420	X	2	11'-8"			WING 1 - HORIZ.
A421	X	9	2'-11"	X	◭	WING 1 - VERT.
A422	X	9	3'-10"	X		WING 1 - VERT.
A423	X	2	9'-9"		◭	WING 1 - HORIZ.
A424	X	2	12'-0"	X		WING 1 - VERT. - TOP
A425	X	17	3'-3"	X		WING 1 - VERT.
A526	X	8	8'-6"	X		WING 1 - VERT.
A527	X	6	14'-6"			WING 2 - HORIZ. - F.F.
A528	X	7	13'-9"			WING 2 - HORIZ. - B.F.
A529	X	2	13'-8"			WING 2 - HORIZ.
A430	X	19	11'-8"			WING 2 - HORIZ.
A531	X	17	16'-10"	X		WING 2 - VERT.
A432	X	17	3'-3"	X		WING 2 - VERT.
A433	X	2	11'-8"			WING 2 - HORIZ.
A434	X	2	11'-11"	X		WING 2 - HORIZ.
A435	X	2	10'-0"		◭	WING 2 - HORIZ.
A436	X	9	3'-10"	X		WING 2 - VERT.
A437	X	9	2'-9"	X	◭	WING 2 - VERT.
A438	X	1	4'-0"	X		WING 2 - VERT.
A539	X	13	15'-9"	X		WING 2 - STIRRUP

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
A421	1 SERIES OF 9	2'-0" TO 3'-9"
A423	1 SERIES OF 2	8'-4" TO 11'-1"
A435	1 SERIES OF 2	8'-4" TO 11'-8"
A437	1 SERIES OF 9	1'-11" TO 3'-7"

BUNDLE AND TAG EACH SERIES SEPARATELY.

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NORTH ABUTMENT DETAILS

SHEET 7

576

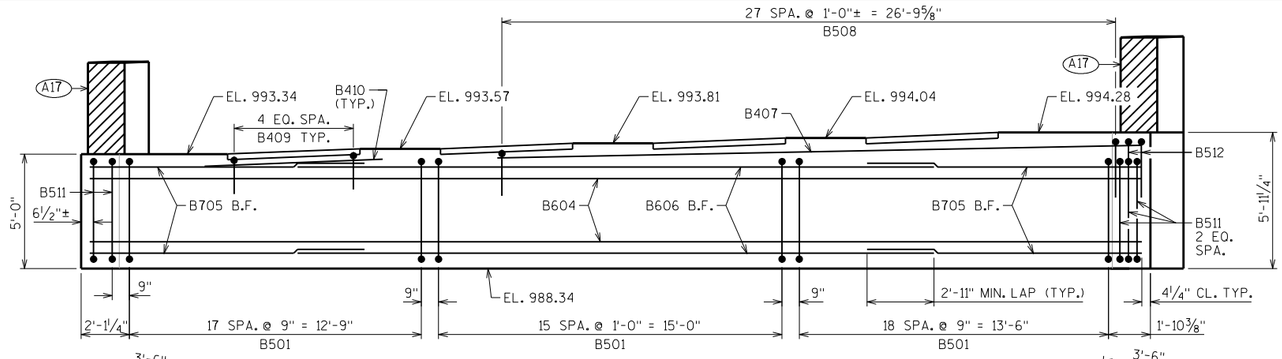
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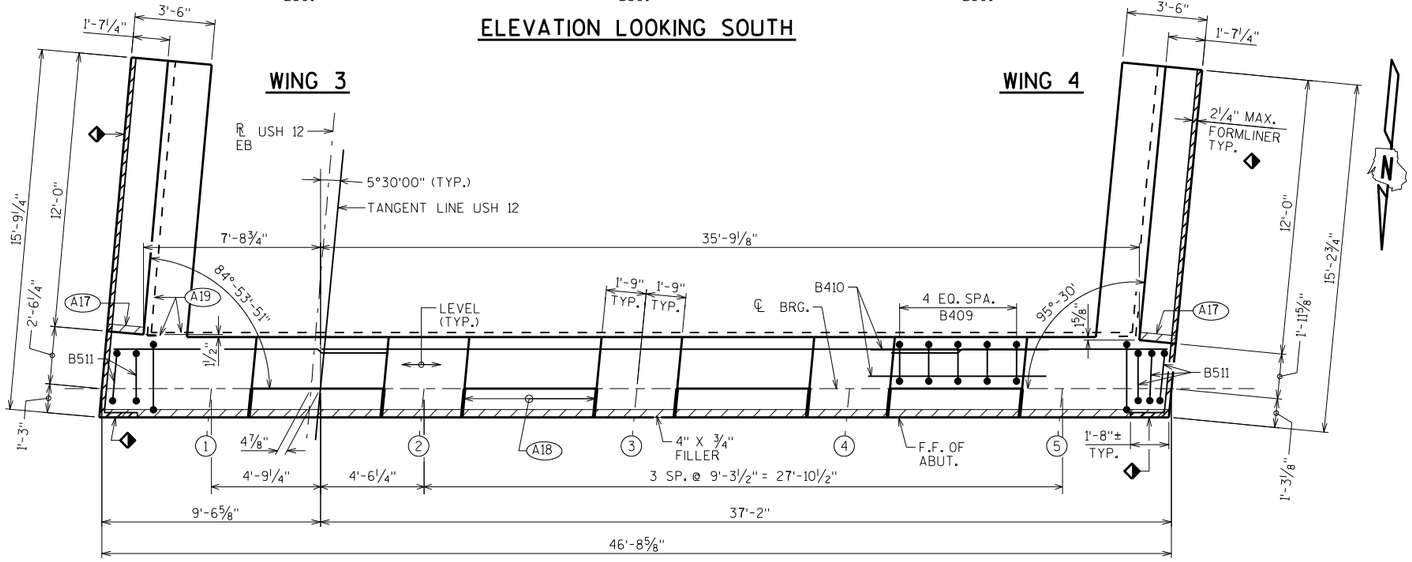
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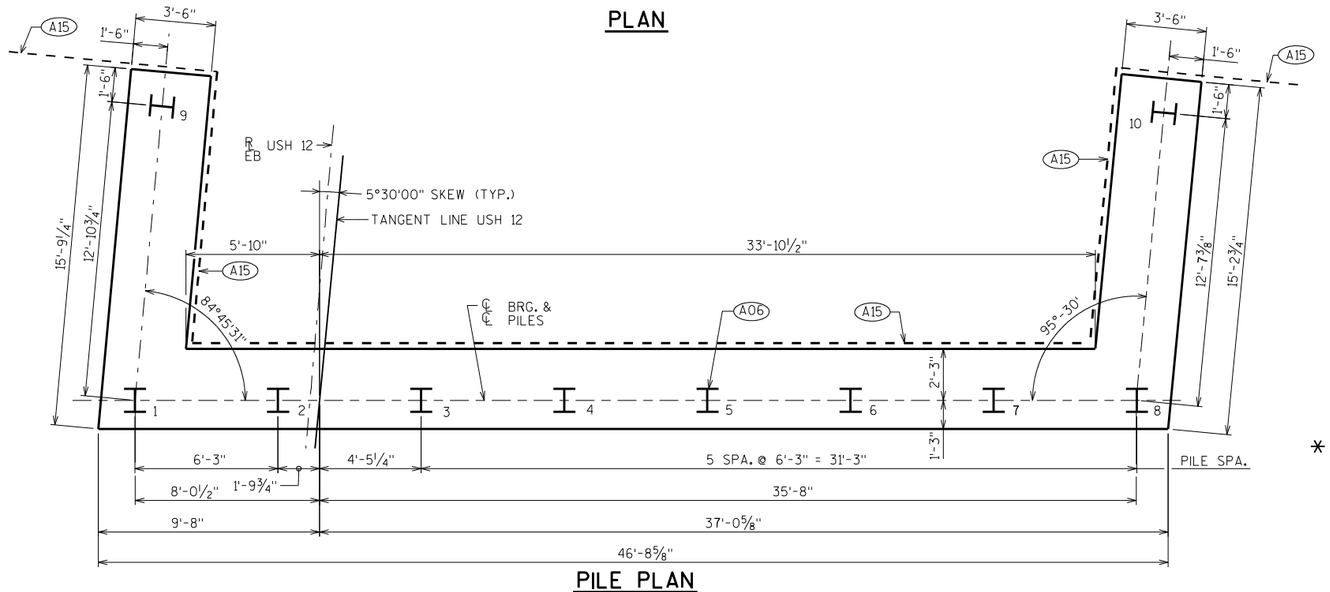
1674-00-80



ELEVATION LOOKING SOUTH

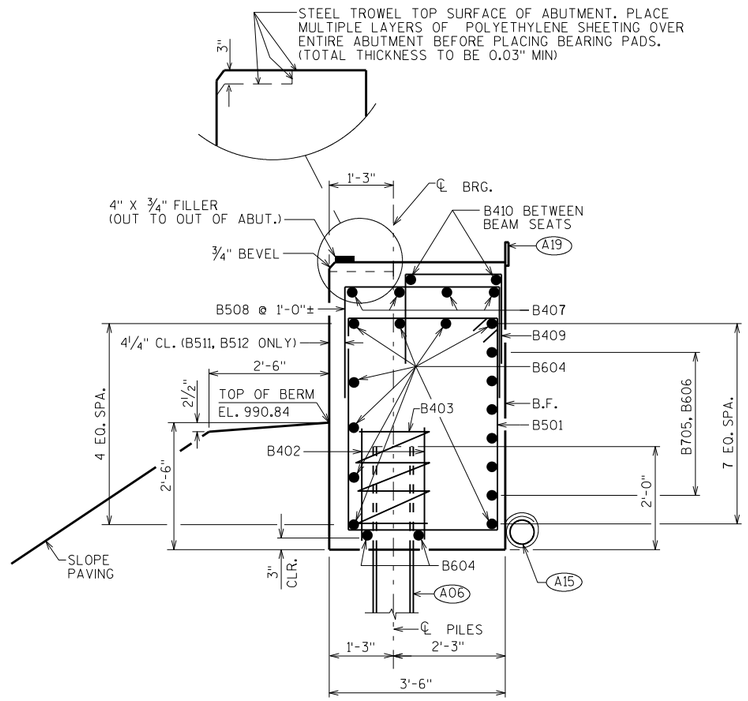


PLAN



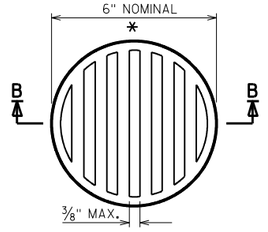
PILE PLAN

DIMENSIONS INCLUDE FORMLINER. HOWEVER FORMLINER IS NOT SHOWN IN THIS VIEW FOR CLARITY.

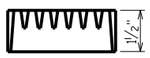


SECTION THRU BODY

◆ FOR DETAILS SEE AESTHETIC DETAILS SHEETS.



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 70'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

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SOUTH ABUTMENT

SHEET 8

577

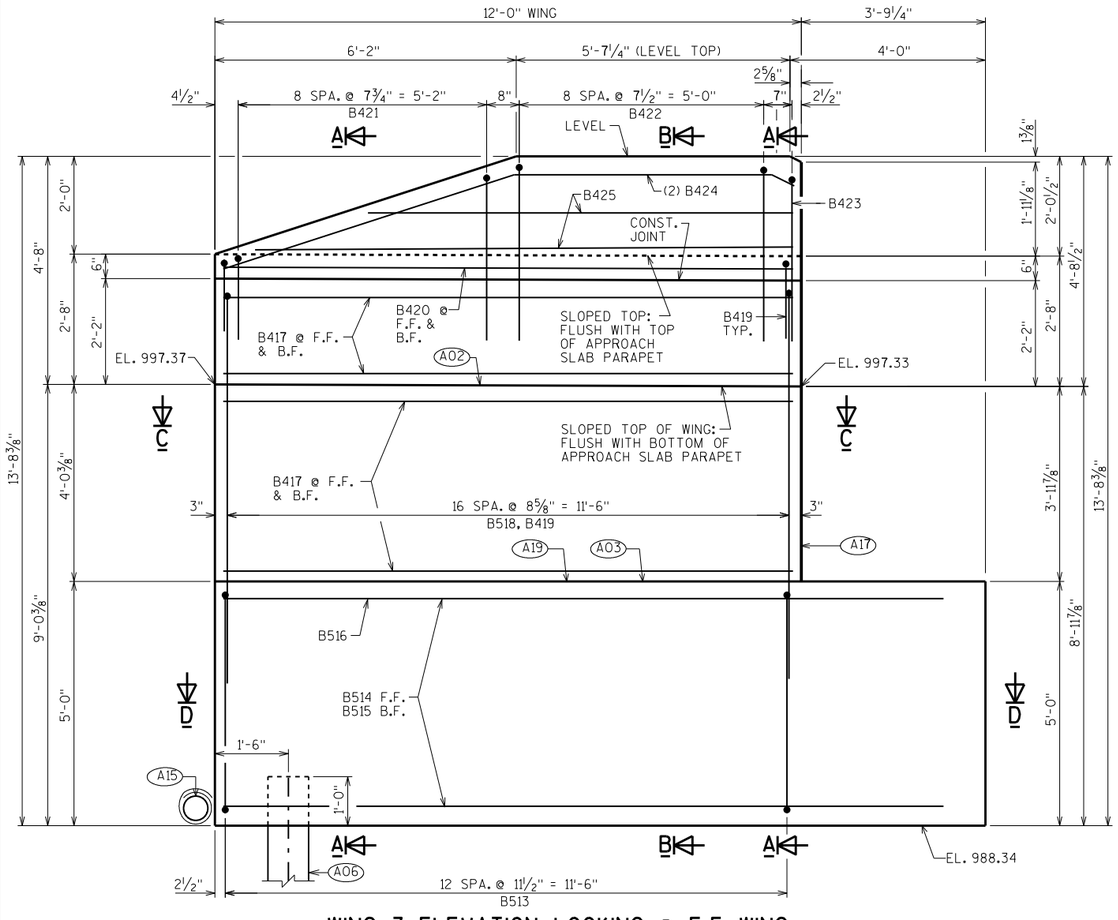
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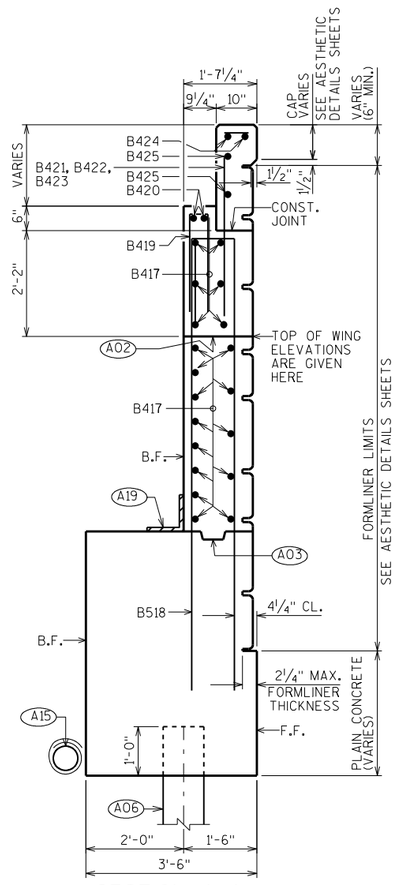
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STATE PROJECT NUMBER

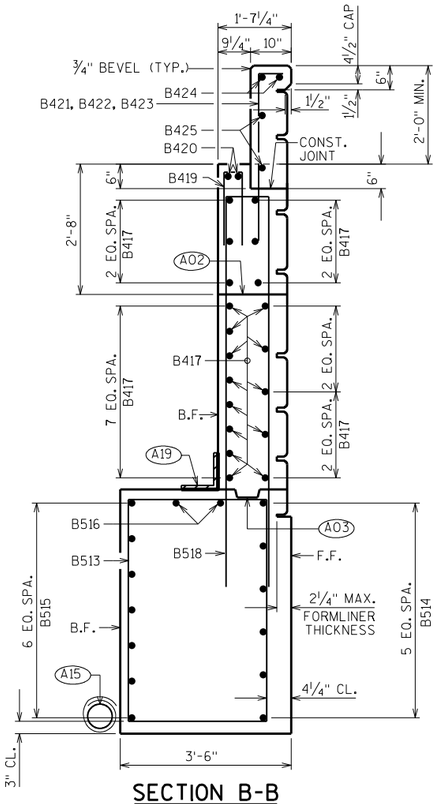
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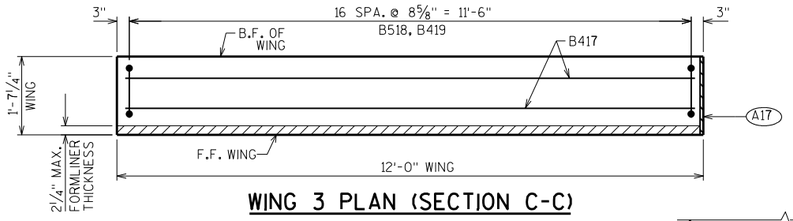


SECTION A-A

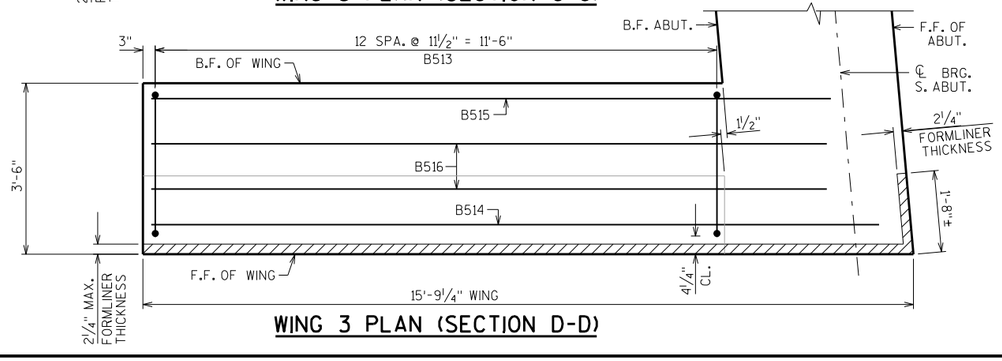
NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B



WING 3 PLAN (SECTION C-C)



WING 3 PLAN (SECTION D-D)

A02 HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

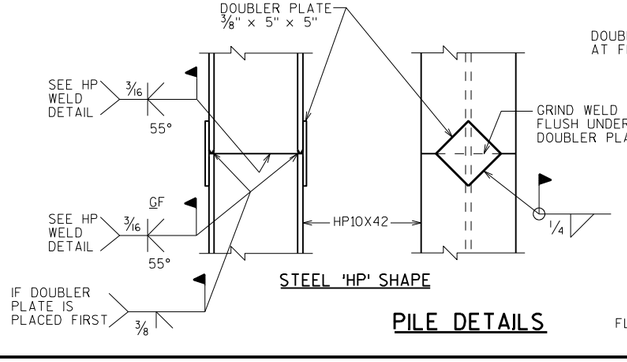
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A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE SOUTH ABUTMENT SHEET.

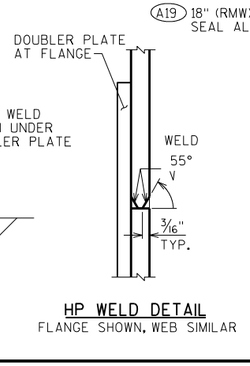
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A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

WING 3 DETAILS

SHEET 9

578

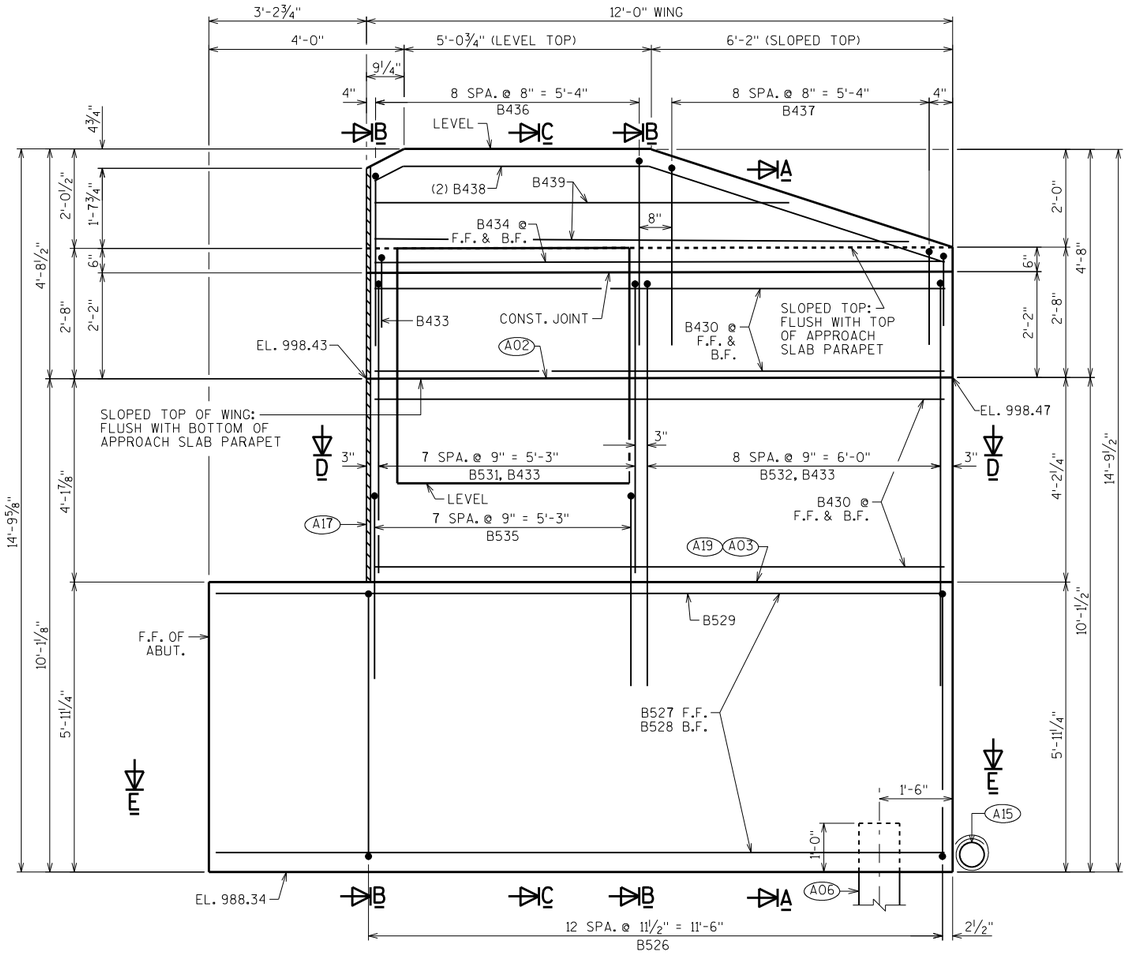
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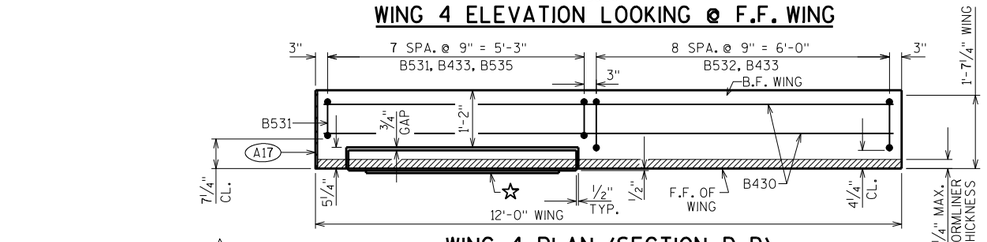
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STATE PROJECT NUMBER

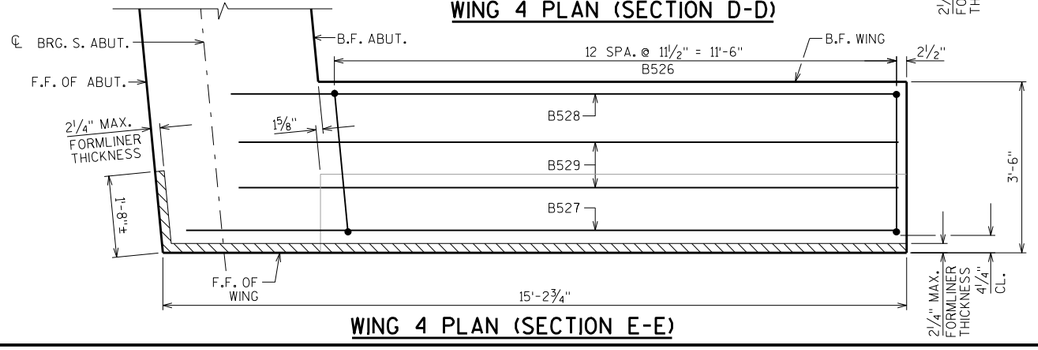
1674-00-80



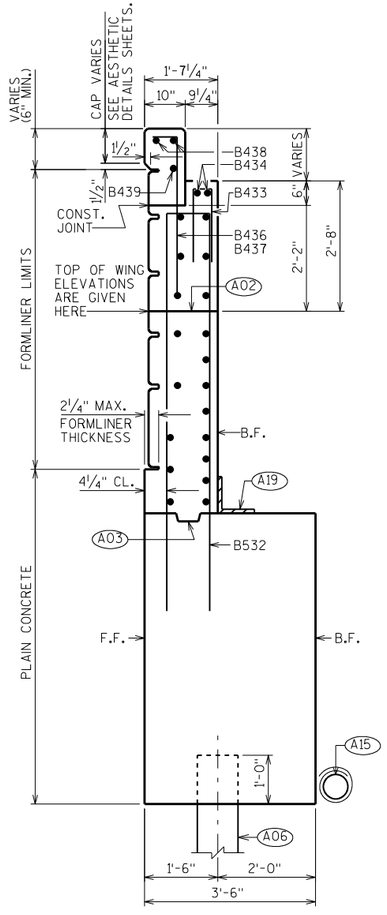
WING 4 ELEVATION LOOKING @ F.F. WING



WING 4 PLAN (SECTION D-D)



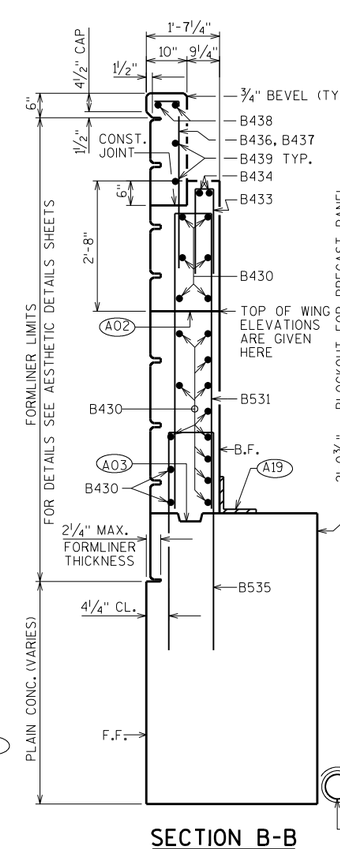
WING 4 PLAN (SECTION E-E)



SECTION A-A

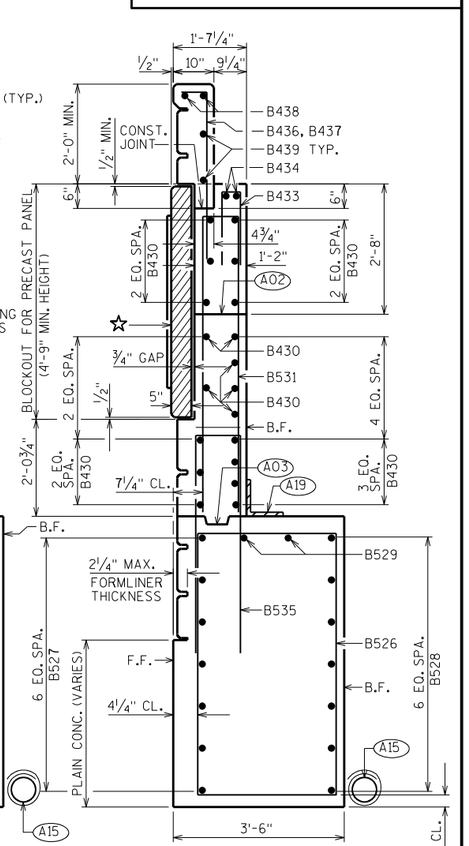
NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B430 BARS.

☆= 4'-8" X 4'-8" MIN. X 5" DEEP PRECAST CONCRETE PANEL. FOR DETAILS SEE "AESTHETIC DETAILS 1&3" SHEETS.



SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION C-C @ PRECAST CONCRETE PANEL

A02 HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

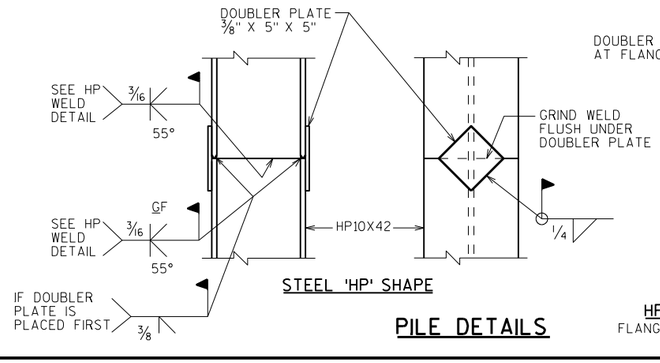
A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 70 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE SOUTH ABUTMENT SHEET.

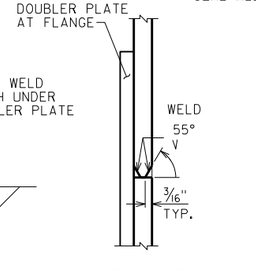
A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

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WING 4 DETAILS

SHEET 10

579

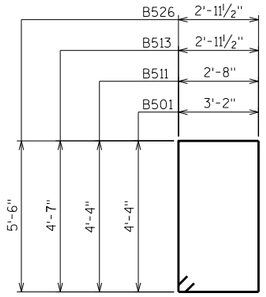
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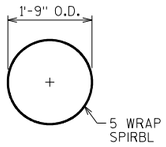
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STATE PROJECT NUMBER

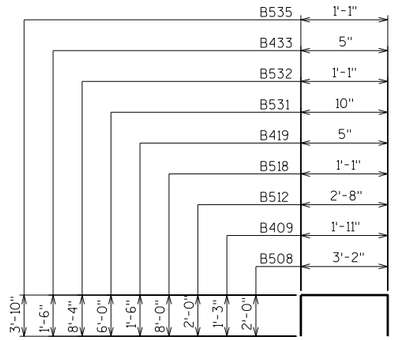
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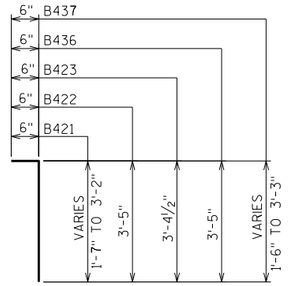
B501, B511, B513, B526



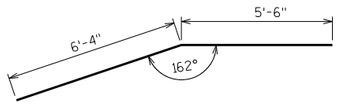
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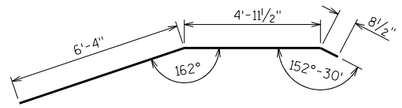
B508,B409,B512,B518,B419,B531,B532,B433,B535



B421,B422,B423,B436,B437



B424



B438

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		53	15'-8"	X		BODY - STIRRUP
B402		16	2'-3"			PILE - VERT. - TWO PER BODY PILE
B403		8	28'-0"	X		PILE - VERT. - ONE PER BODY PILE
B604		11	46'-0"			BODY - HORIZ.
B705		12	12'-0"			BODY - HORIZ. - B.F.
B606		6	27'-10"			BODY - HORIZ. - B.F.
B407		4	28'-4"			BODY - HORIZ. - TOP
B508		28	6'-11"	X		BODY - VERT. - TOP
B409		20	4'-3'	X		BODY - VERT. - BETWEEN GIRDERS
B410		8	7'-10"			BODY - HORIZ. - BETWEEN GIRDERS
B511		5	14'-8"	X		BODY - STIRRUP - END OF BODY
B512		2	6-5"	X		BODY - VERT. - END OF BODY
B513	X	13	15'-9"	X		WING 3 - STIRRUP
B514	X	6	14'-11"			WING 3 - HORIZ. - F.F.
B515	X	7	13'-11"			WING 3 - HORIZ. - B.F.
B516	X	2	13'-10"			WING 3 - HORIZ.
B417	X	19	11'-8"			WING 3 - HORIZ.
B518	X	17	16'-10"	X		WING 3 - VERT.
B419	X	17	3'-3"	X		WING 3 - VERT.
B420	X	2	11'-8"			WING 3 - VERT.
B421	X	9	2'-11"	X	◭	WING 3 - VERT.
B422	X	9	3'-10"	X		WING 3 - VERT.
B423	X	1	3'-10"	X		WING 3 - VERT.
B424	X	2	11'-10"	X		WING 3 - HORIZ.
B425	X	2	9'-6"		◭	WING 3 - HORIZ. - F.F. & B.F.
B526	X	13	17'-7"	X		WING 4 - STIRRUP
B527	X	7	14'-6"			WING 4 - HORIZ. - F.F.
B528	X	7	13'-8"			WING 4 - HORIZ. - B.F.
B529	X	2	13'-6"			WING 4 - HORIZ.
B430	X	19	11'-8"			WING 4 - HORIZ.
B531	X	8	12'-7"	X		WING 4 - VERT.
B532	X	9	17'-5"	X		WING 4 - VERT.
B433	X	17	3'-3"	X		WING 4 - VERT.
B434	X	2	11'-8"			WING 4 - HORIZ.
B535	X	8	8'-6"	X		WING 4 - VERT.
B436	X	9	3'-10"	X		WING 4 - VERT.
B437	X	9	2'-10"	X	◭	WING 4 - VERT.
B438	X	2	12'-0"	X		WING 4 - HORIZ.
B439	X	2	9'-11"		◭	WING 4 - HORIZ.

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B421	1 SERIES OF 9	2'-0" TO 3'-10"
B425	1 SERIES OF 2	8'-0" TO 11'-0"
B437	1 SERIES OF 9	1'-11" TO 3'-8"
B439	1 SERIES OF 2	8'-6" TO 11-3"

BUNDLE AND TAG EACH SERIES SEPARATELY.

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

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SOUTH ABUTMENT DETAILS

SHEET 11

580

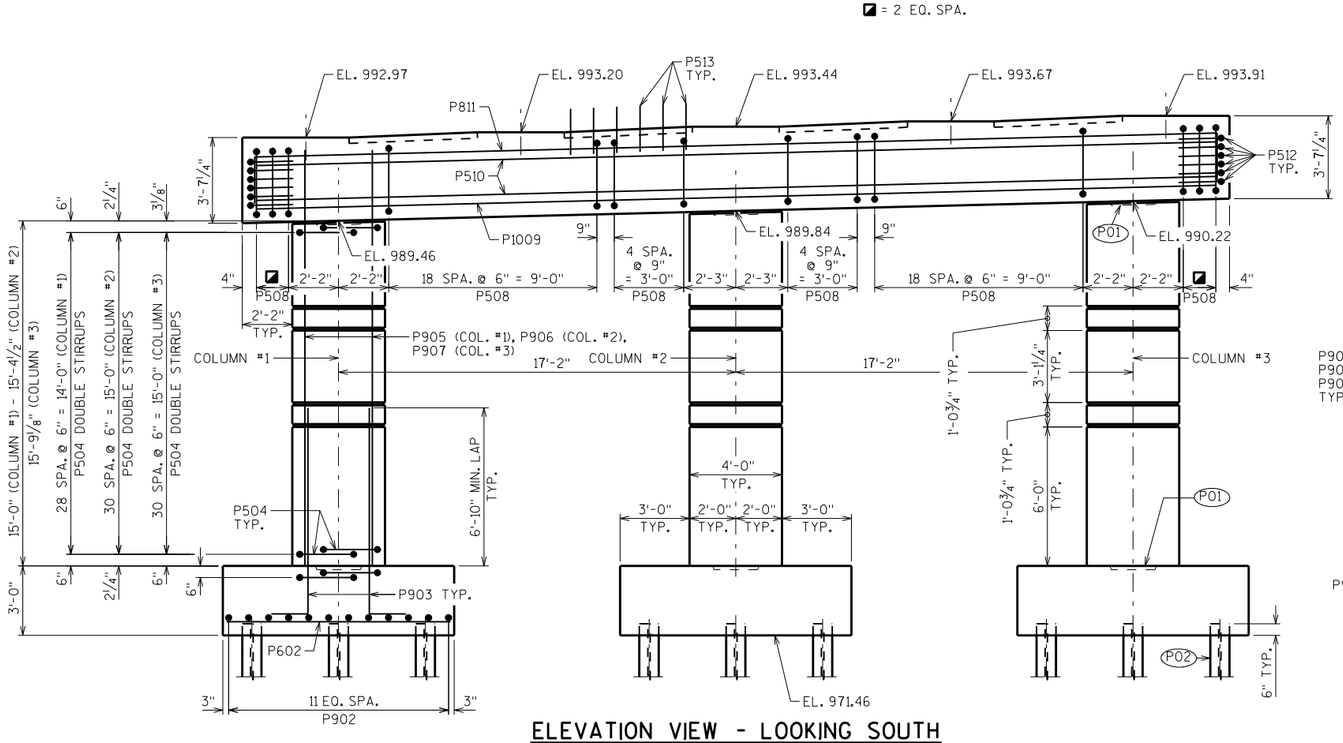
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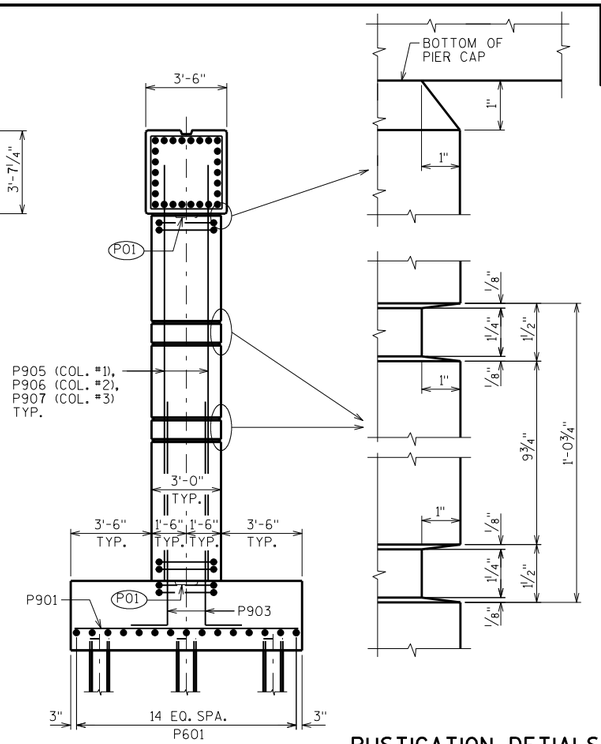
STATE PROJECT NUMBER

1674-00-80



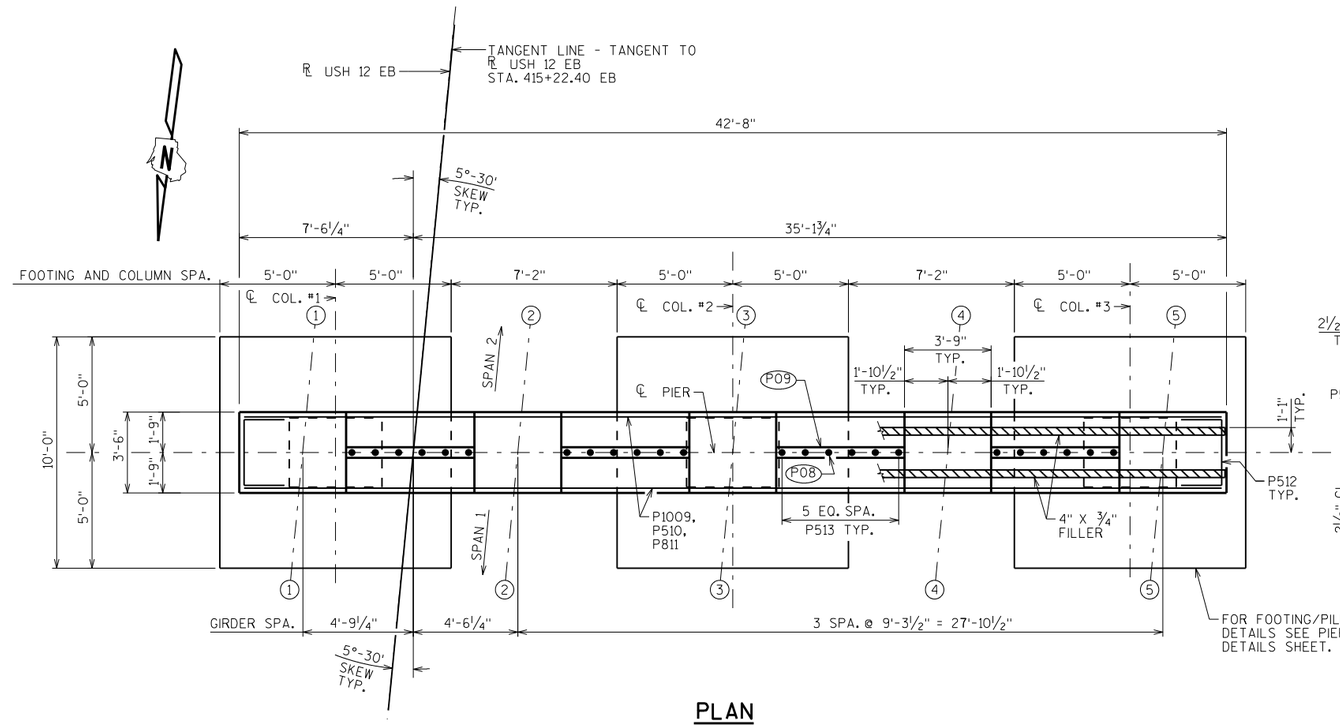
ELEVATION VIEW - LOOKING SOUTH

SEE AESTHETIC DETAILS 2 SHEET FOR STAINING LOCATIONS AND COLORS.

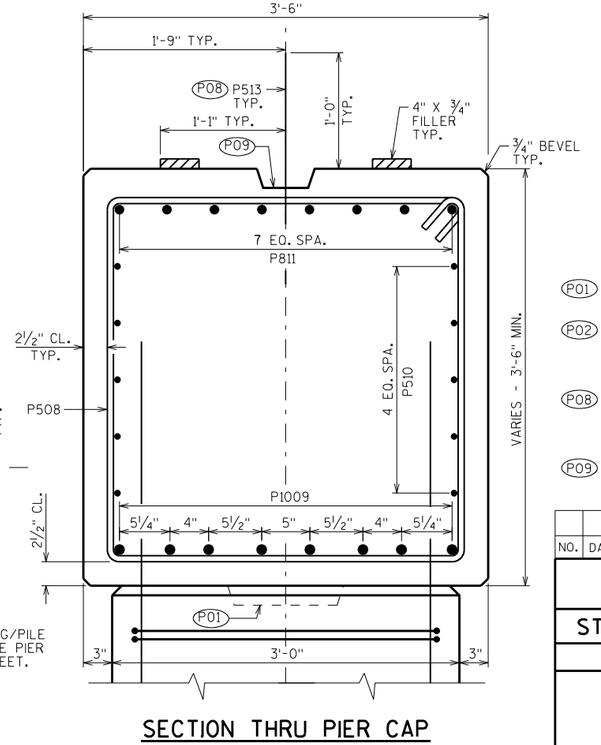


END VIEW

RUSTICATION DETIALS



PLAN



SECTION THRU PIER CAP

P01 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P02 SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 70'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

P08 P513 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

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STRUCTURE B-56-209

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PIER

SHEET 12

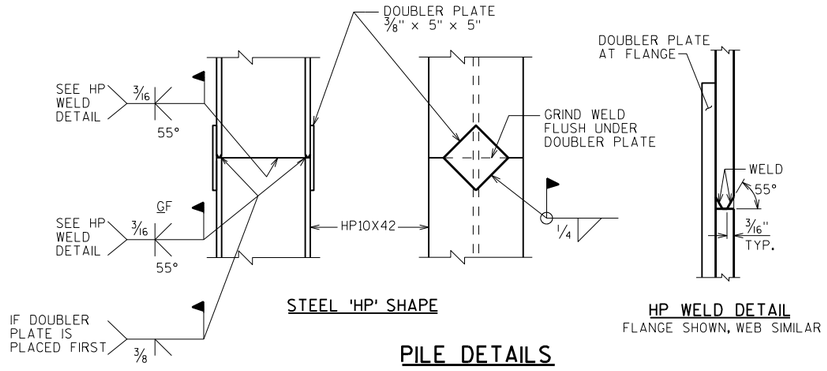
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STATE PROJECT NUMBER
1674-00-80



STEEL 'HP' SHAPE

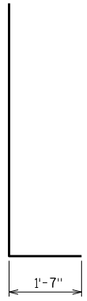
HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

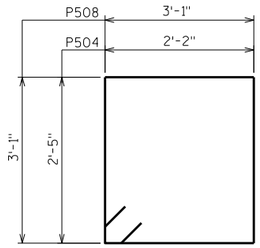
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

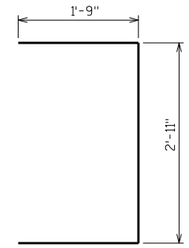
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P601		45	9'-8"			FOOTING - HORIZ.
P902		36	9'-8"			FOOTING - HORIZ.
P903	X	54	10'-7"	X		FOOTING/COLUMN - VERT.
P504	X	188	9'-10"	X		COLUMN STIRRIRUPS - HORIZ.
P905	X	18	18'-0"			COLUMN 1 - VERT.
P906	X	18	18'-5"			COLUMN 2 - VERT.
P907	X	18	18'-10"			COLUMN 3 - VERT.
P508	X	54	13'-0"	X		CAP - STIRRUP - VERT.
P1009	X	8	42'-2"			CAP - HORIZ. - BOTTOM
P510	X	10	42'-0"			CAP - HORIZ. - SIDES
P811	X	8	47'-4"	X		CAP - HORIZ. - TOP
P512	X	12	6'-2"	X		CAP - HORIZ. - ENDS
P513	X	24	2'-0"			DOWEL BARS



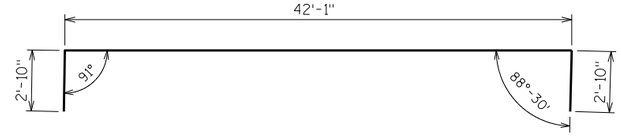
P903



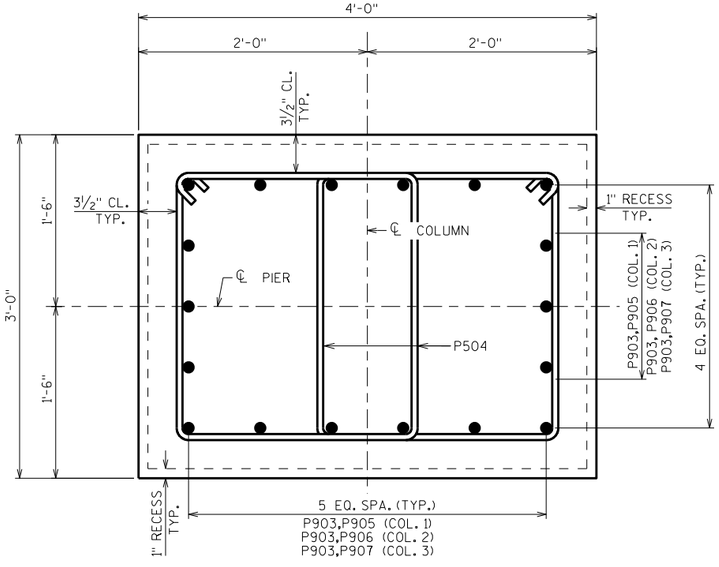
P504, P508



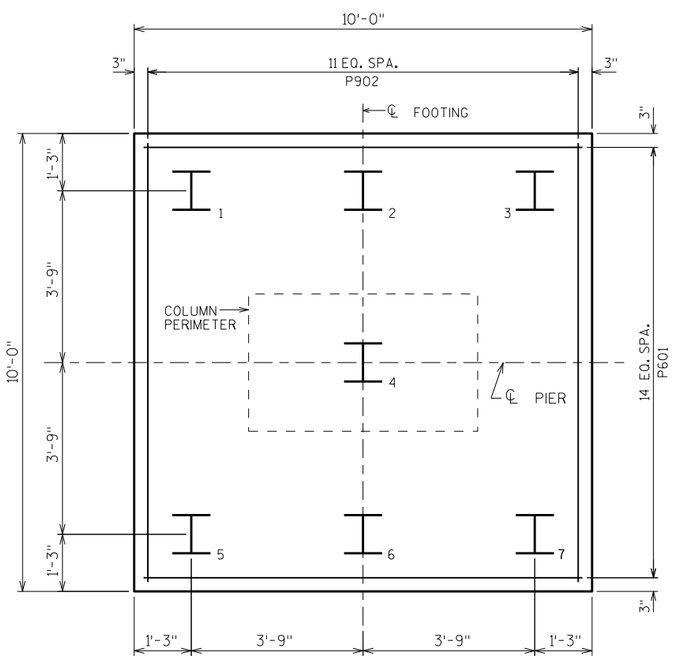
P512



P811



SECTION THRU COLUMNS



FOOTING/PILE PLAN
TYP.

8

8

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

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PIER DETAILS

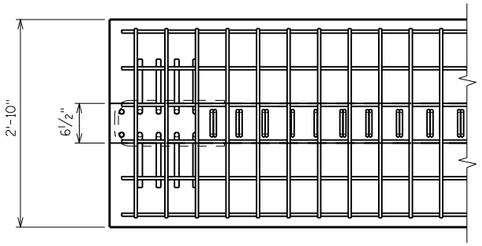
SHEET 13

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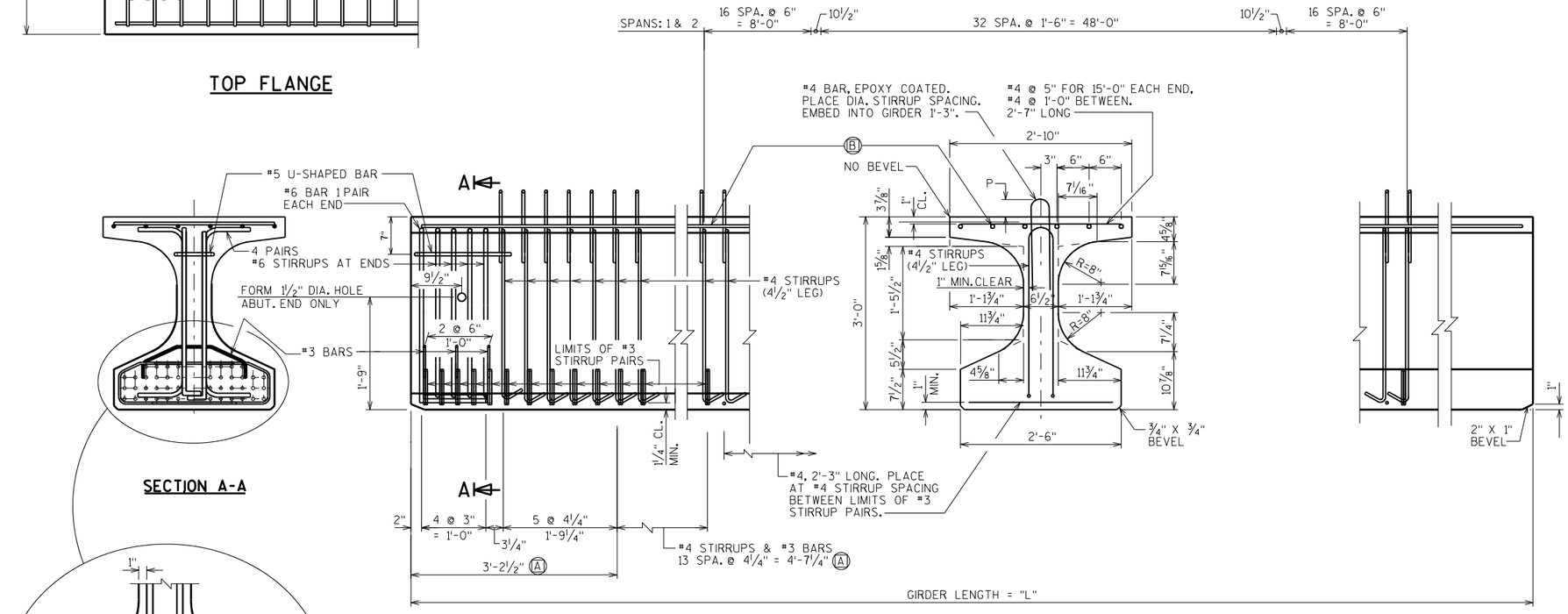
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STATE PROJECT NUMBER

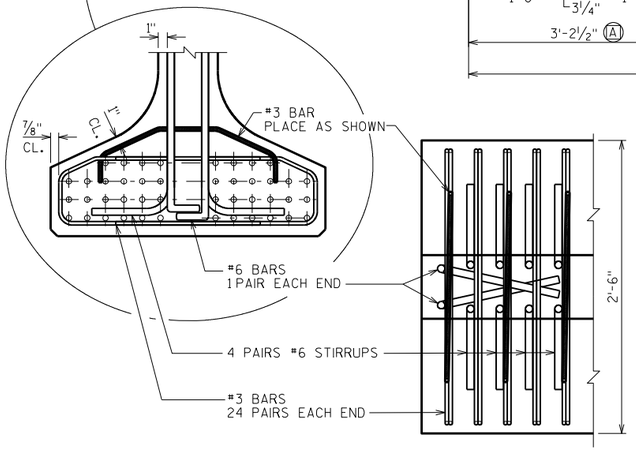
1674-00-80



TOP FLANGE



SECTION A-A

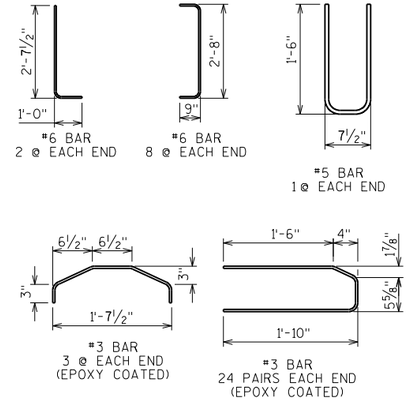


BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ SPANS: 1 & 2
6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-5	81.375	0.5	1.0	1.4	1.6	1.7	1.6	1.4	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	32.0	11.0	14.0	4.0	———	———
2	1-5	81.375	0.5	1.0	1.4	1.6	1.7	1.6	1.4	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	32.0	11.0	14.0	4.0	———	———

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JJR/DDS | PLANS CK'D. MSC

36W" PRESTRESSED GIRDER

SHEET 14

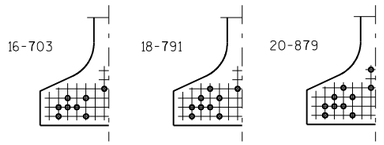
583

SCALE = 1

8

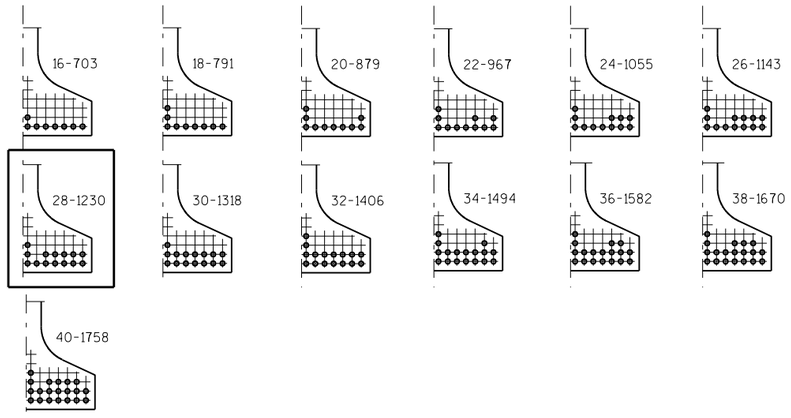
STATE PROJECT NUMBER

1674-00-80



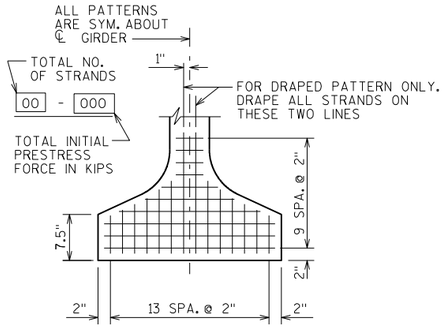
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

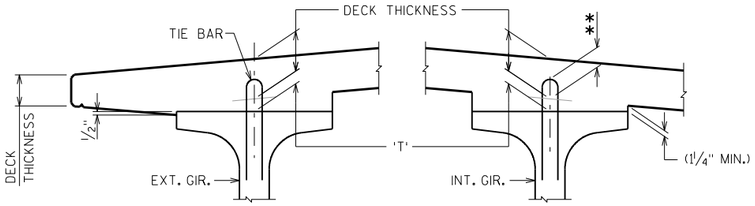


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

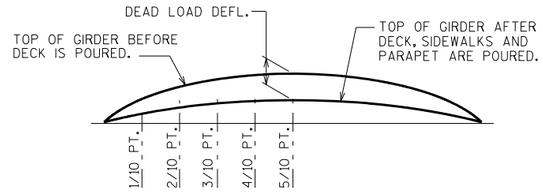
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

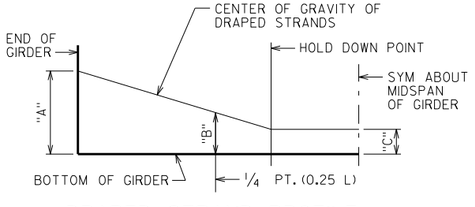
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)
1	2.97
2	2.97

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JJR/DDS | PLANS CK'D. MSC

36W" PRESTRESSED GIRDER DETAILS

SHEET 15

584

SCALE = 1

STATE PROJECT NUMBER

1674-00-80

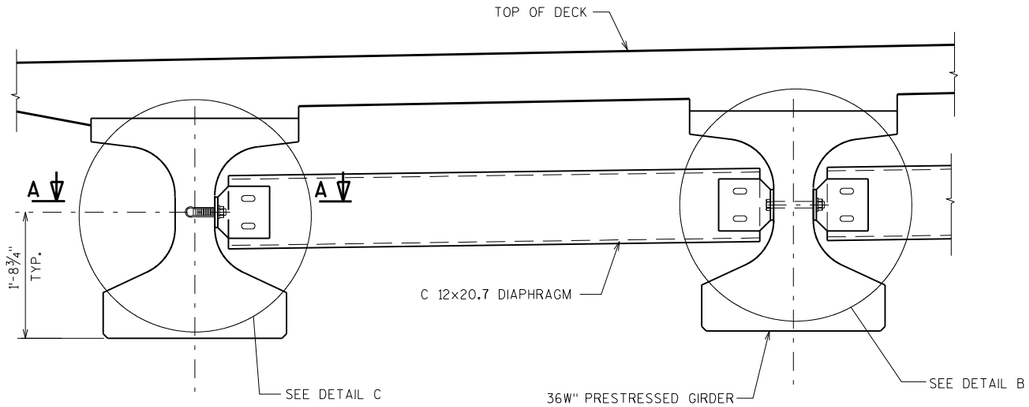
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-56-209", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

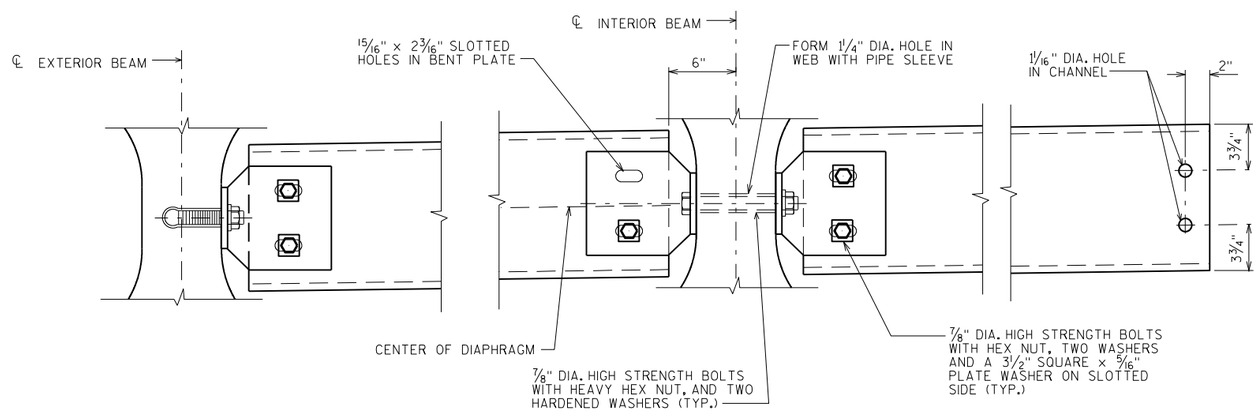
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



EXTERIOR GIRDER

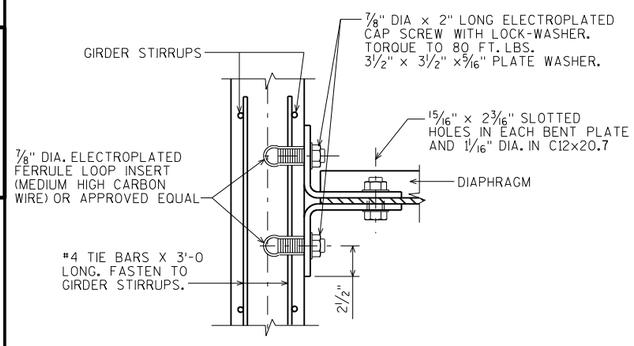
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



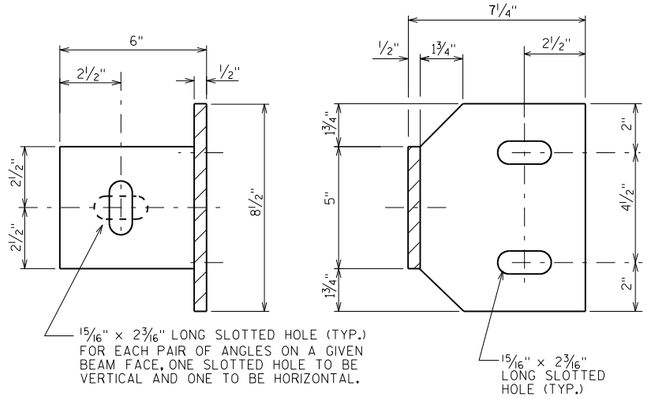
DETAIL C

DETAIL B



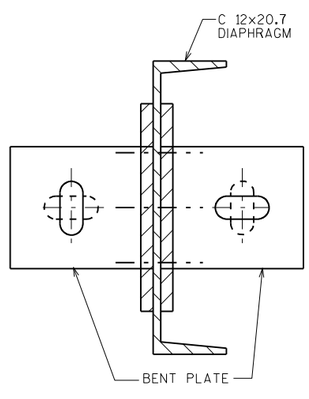
SECTION A-A

(FOR EXTERIOR ATTACHMENT)



BEAM FACE

DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

STEEL DIAPHRAGM

SHEET 16

585

SCALE = 1

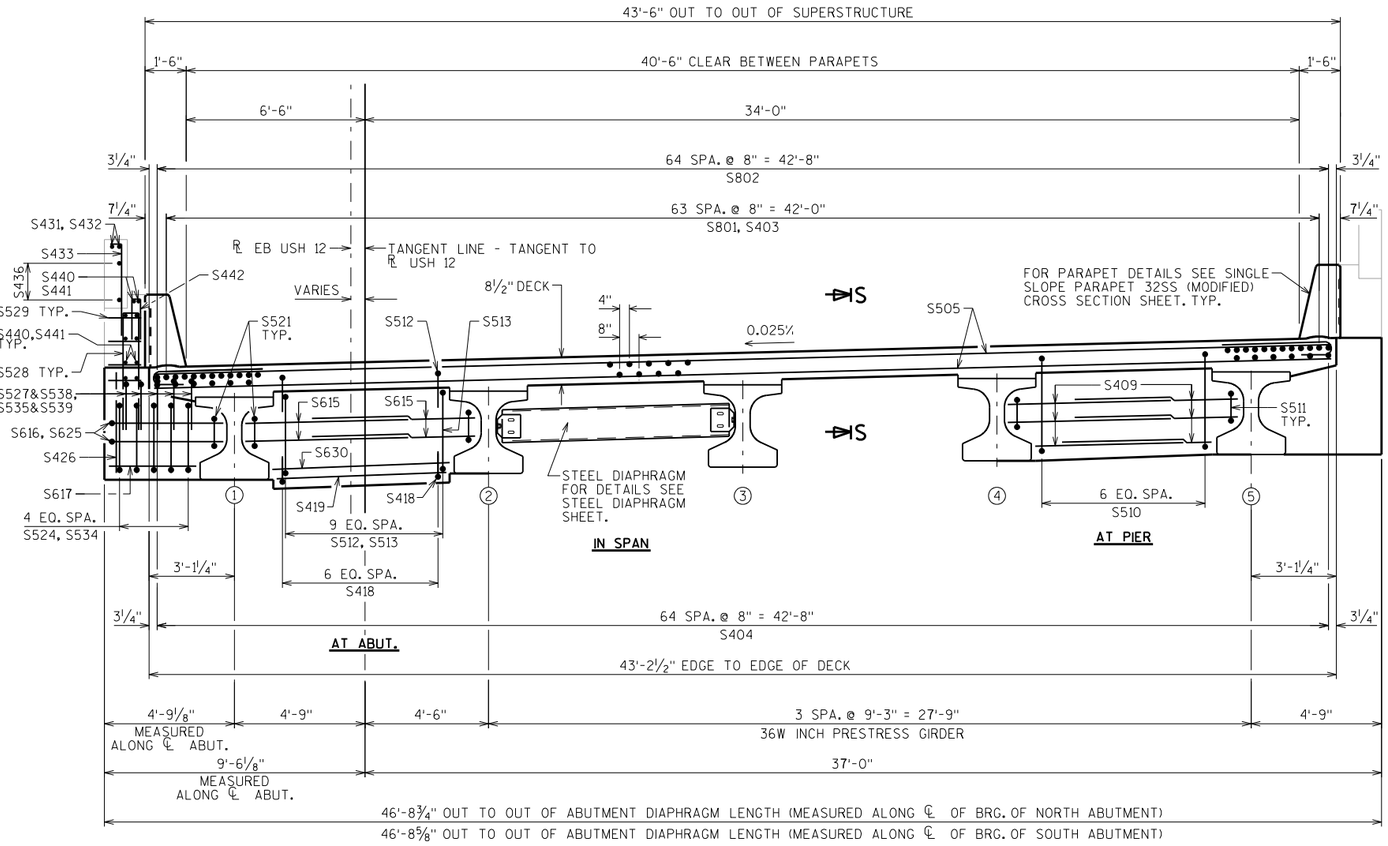
GSTDIA36W
1-13

8

8

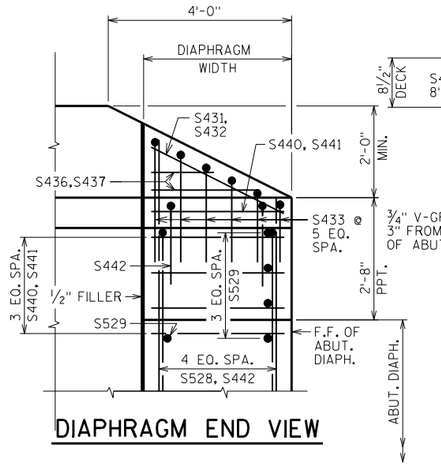
STATE PROJECT NUMBER

1674-00-80

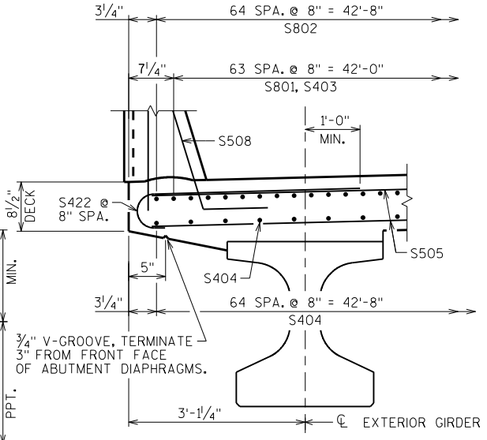


CROSS SECTION THRU ROADWAY

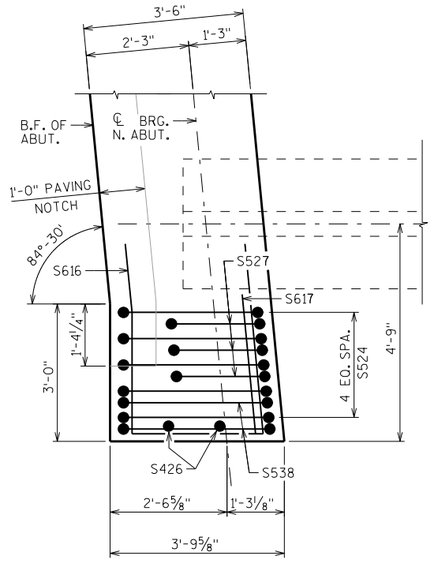
(LOOKING SOUTH)



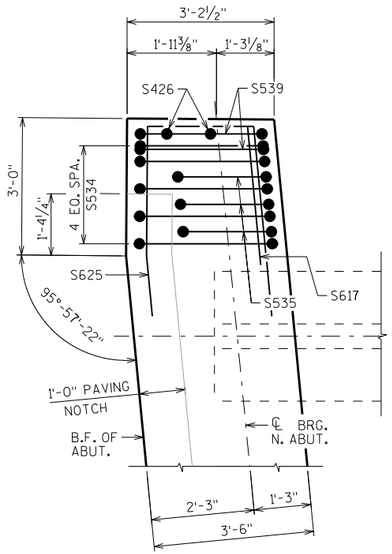
DIAPHRAGM END VIEW



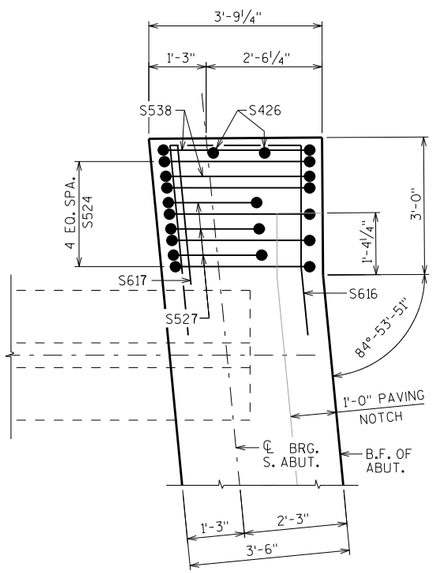
EDGE OF DECK DETAIL



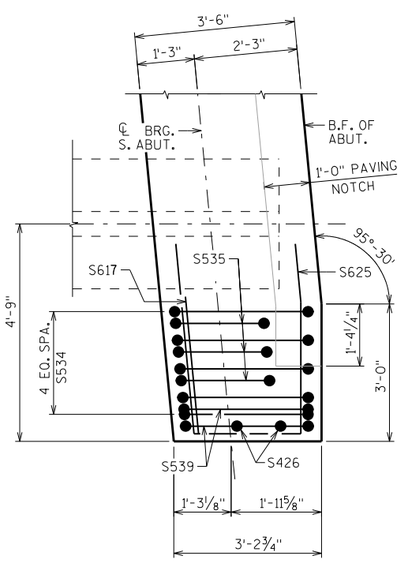
PLAN - WING 1 DIAPHRAGM END



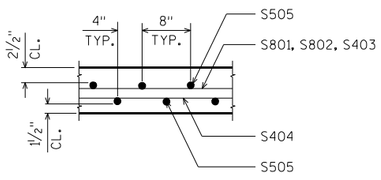
PLAN - WING 2 DIAPHRAGM END



PLAN - WING 3 DIAPHRAGM END



PLAN - WING 4 DIAPHRAGM END



SECTION S-S

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

SUPERSTRUCTURE CROSS SECTION

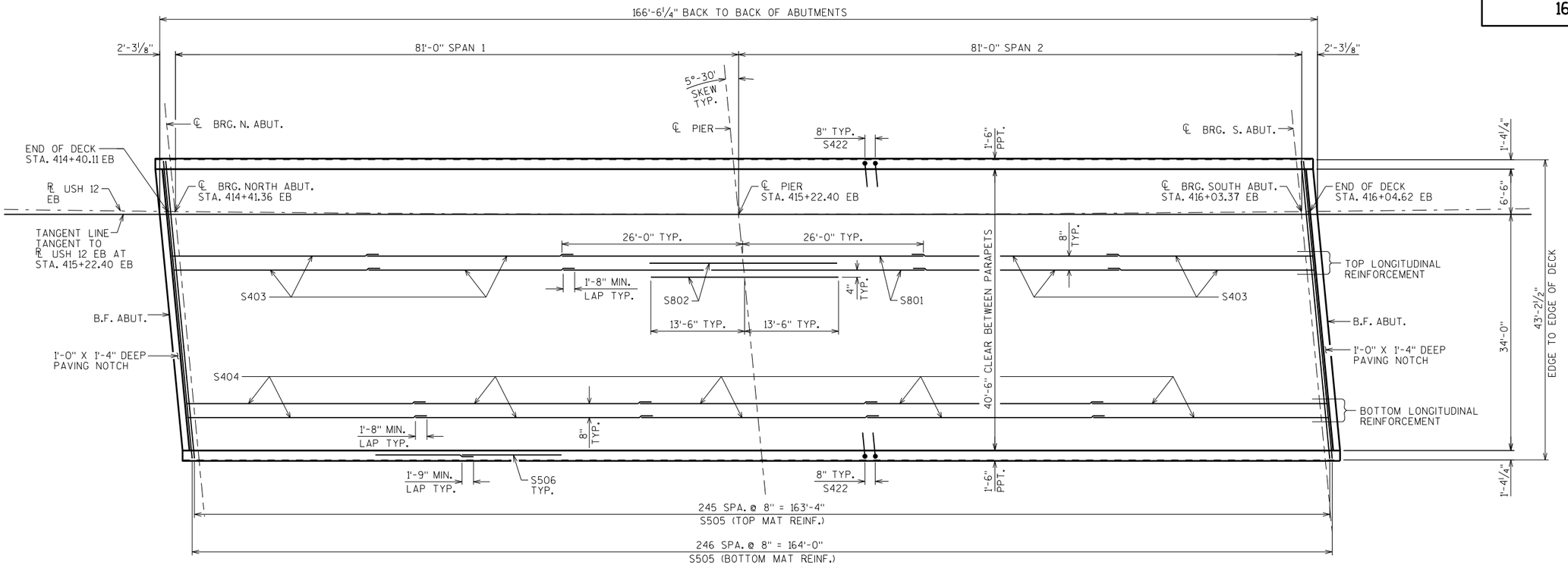
SHEET 17

586

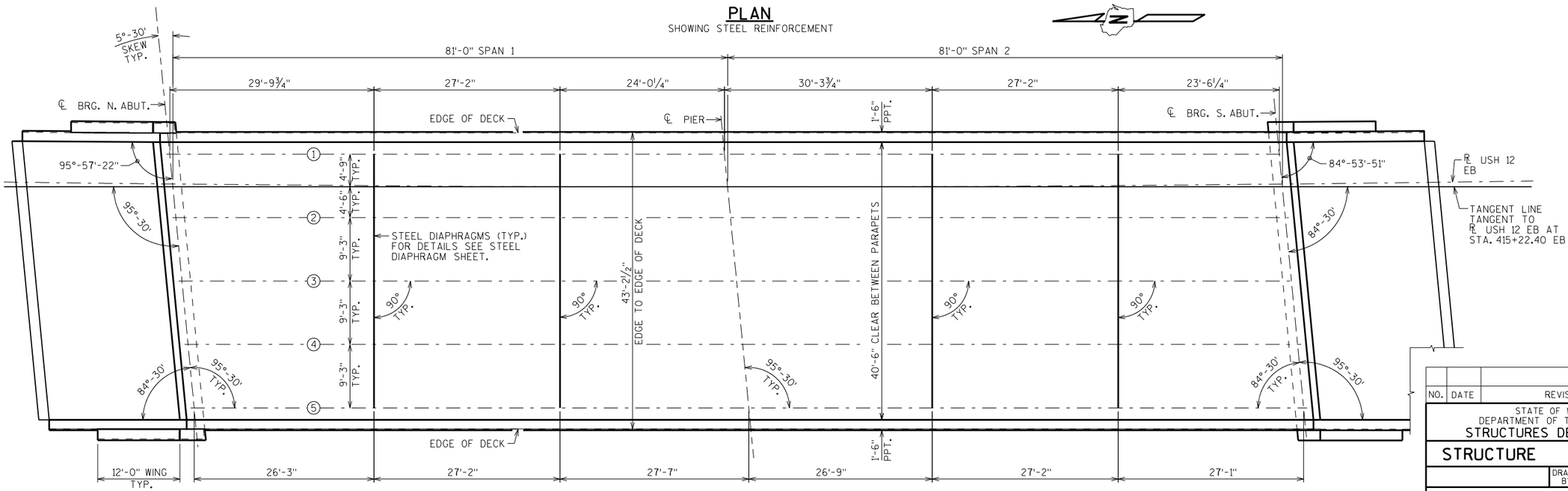
SCALE = 8.0

STATE PROJECT NUMBER

1674-00-80



PLAN
SHOWING STEEL REINFORCEMENT



FRAMING PLAN
SHOWING DIAPHRAGM SPA.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

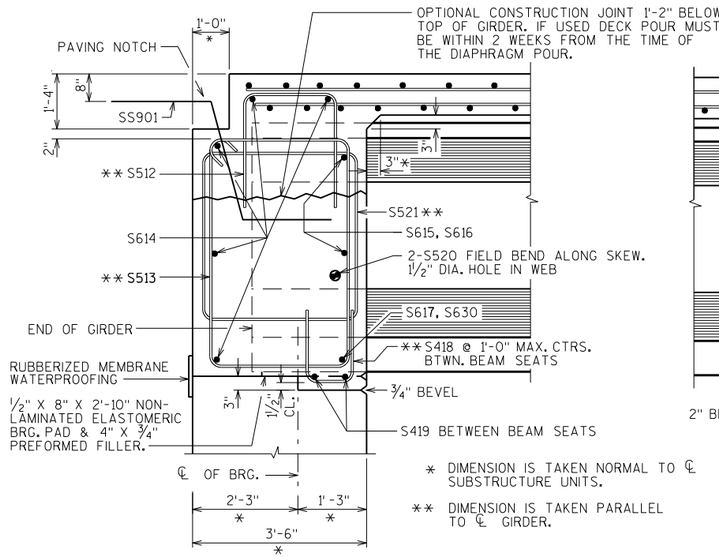
DRAWN BY JRR/DDS | PLANS CK'D. MSC

SUPERSTRUCTURE

SHEET 18

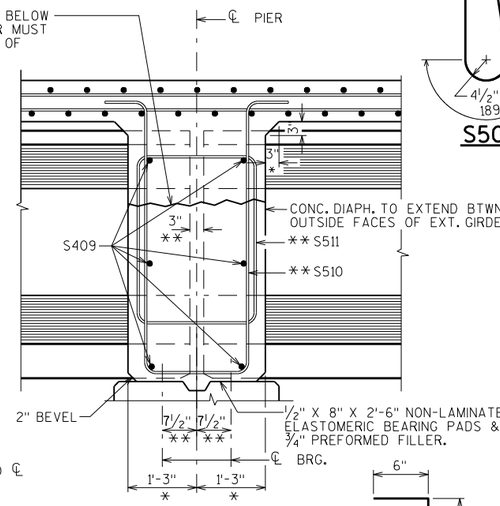
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SCALE = 8

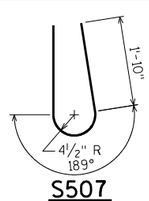


AT ABUTMENTS

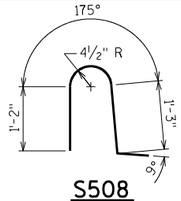
PART LONGIT. SECTION



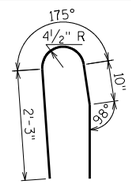
AT PIER DIAPHRAGM



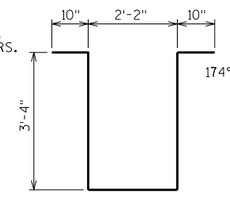
S507



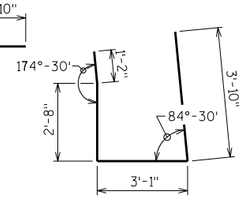
S508



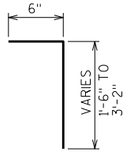
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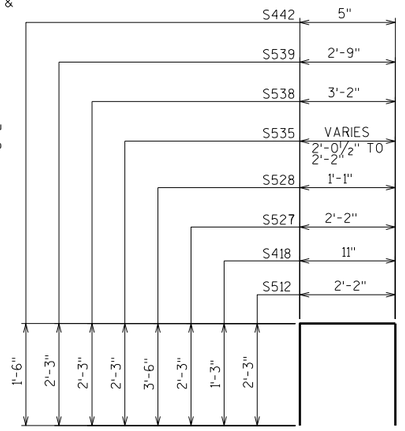
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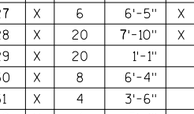
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S433



S512,S418,S527,S528,S535,S538,S539,S442



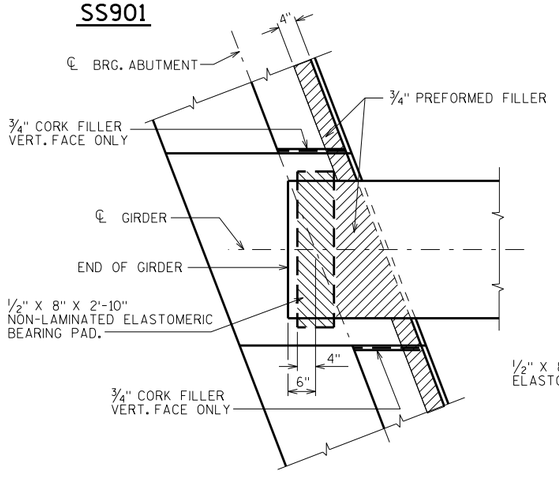
SS901

STAINLESS STEEL

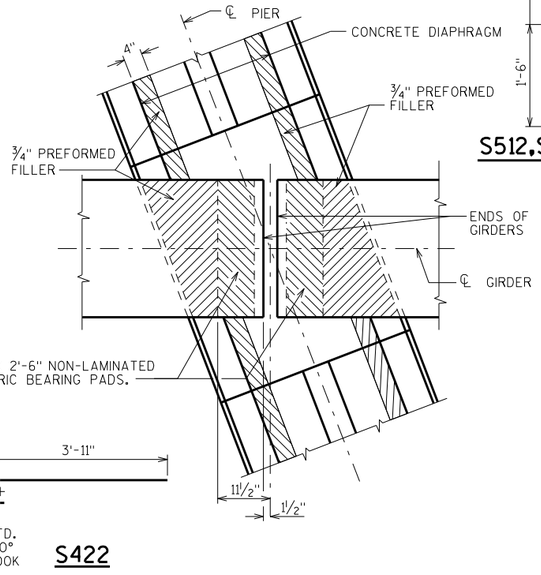
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

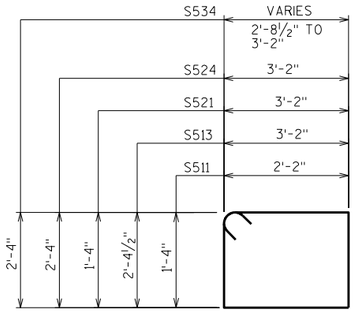
BAR MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
SS901	82	5'-0"	X		ABUT. DIAPH./APPROACH SLAB TIE



BEARING PAD DETAIL



S422



S511, S513, S521, S524, S534

TOP OF DECK ELEVATIONS

	N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	996.49	996.54	996.59	996.64	996.69	996.74	996.79	996.84	996.88	996.93	996.97	997.01	997.05	997.09	997.13	997.16	997.20	997.23	997.26	997.30	997.33
GIR. 1	996.54	996.60	996.65	996.70	996.74	996.79	996.84	996.88	996.93	996.97	997.01	997.05	997.09	997.13	997.17	997.21	997.25	997.28	997.32	997.35	997.38
GIR. 2	996.78	996.83	996.88	996.93	996.98	997.03	997.07	997.12	997.16	997.21	997.25	997.29	997.33	997.37	997.41	997.44	997.48	997.52	997.55	997.58	997.62
GIR. 3	997.02	997.07	997.12	997.17	997.22	997.26	997.31	997.36	997.40	997.44	997.48	997.53	997.57	997.60	997.64	997.68	997.72	997.75	997.78	997.82	997.85
GIR. 4	997.26	997.31	997.36	997.41	997.45	997.50	997.55	997.59	997.64	997.68	997.72	997.76	997.80	997.84	997.88	997.91	997.95	997.99	998.02	998.05	998.08
GIR. 5	997.49	997.55	997.59	997.64	997.69	997.74	997.78	997.83	997.87	997.91	997.96	998.00	998.04	998.08	998.12	998.16	998.19	998.23	998.26	998.29	998.32
RT. EOD	997.53	997.58	997.63	997.68	997.73	997.78	997.83	997.87	997.92	997.96	998.00	998.04	998.08	998.12	998.16	998.19	998.23	998.26	998.29	998.32	998.35

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

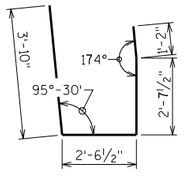
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	64	52'-0"			LONGITUDINAL CONTINUITY TOP
S802	X	65	27'-0"			LONGITUDINAL CONTINUITY TOP
S403	X	256	29'-9"			LONGITUDINAL TOP
S404	X	325	34'-2"			LONGITUDINAL BOTTOM
S505	X	493	43'-1"			TRANSVERSE TOP AND BOTTOM
S506	X	48	42'-11"			PARAPET 32SS - HORIZ.
S507	X	500	5'-0"	X		PARAPET 32SS - VERT.
S508	X	496	4'-5"	X		PARAPET 32SS - VERT.
S409	X	48	5'-1"			PIER DIAPHRAGM - HORIZ.
S510	X	28	10'-0"	X		PIER DIAPHRAGM - VERT.
S511	X	8	7'-8"	X		PIER DIAPHRAGM - STIRRUP - AT GIRDERS
S512	X	80	6'-5"	X		ABUT. DIAPHRAGM - VERT. - BTWN. GIRDERS
S513	X	80	11'-9"	X		ABUT. DIAPHRAGM - STIRRUP - BTWN. GIRDERS
S614	X	20	23'-7"			ABUT. DIAPHRAGM - HORIZ.
S615	X	32	5'-3"			ABUT. DIAPHRAGM - HORIZ.
S616	X	4	10'-5"	X		ABUT. DIAPHRAGM - HORIZ. - ENDS - WINGS 1&3
S617	X	4	3'-0"			ABUT. DIAPHRAGM - HORIZ. - ENDS
S418	X	56	3'-3"	X		ABUT. DIAPHRAGM - VERT.
S419	X	16	5'-5"			ABUT. DIAPHRAGM - HORIZ.
S520	X	20	6'-0"			ABUT. DIAPHRAGM - HORIZ. - THRU GIRDERS
S521	X	20	9'-8"	X		ABUT. DIAPHRAGM - STIRRUP - AT GIRDERS
S422	X	492	4'-5"	X		TRANSVERSE - OVERHANG
S523	X	4	5'-10"	X		PARAPET 32SS - VERT. (AT PAVING NOTCHES)
S524	X	10	11'-8"	X		ABUT. DIAPHRAGM - STIRRUP - WINGS 1&3
S625	X	4	9'-10"	X		ABUT. DIAPHRAGM - HORIZ. - ENDS - WINGS 2&4
S426	X	8	3'-6"			ABUT. DIAPHRAGM - VERT. - ENDS
S527	X	6	6'-5"	X		ABUT. DIAPHRAGM - VERT. - WINGS 1&3
S528	X	20	7'-10"	X		ABUT. DIAPHRAGM - VERT. - ALL 4 CORNERS
S529	X	20	1'-1"			ABUT. DIAPHRAGM - HORIZ. - ALL 4 CORNERS
S630	X	8	6'-4"			ABUT. DIAPHRAGM - HORIZ. - BTWN. GIRDERS
S431	X	4	3'-6"			ABUT. DIAPHRAGM - VERT. - WINGS 1&3
S432	X	4	3'-1"			ABUT. DIAPHRAGM - VERT. - WINGS 2&4
S433	X	24	2'-9"	X	▲	ABUT. DIAPHRAGM - VERT.
S534	X	10	11'-3"	X	▲	ABUT. DIAPHRAGM - STIRRUP - WINGS 2&4
S535	X	6	6'-5"	X	▲	ABUT. DIAPHRAGM - VERT. - WINGS 2&4
S436	X	4	1'-11"		▲	ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S437	X	4	1'-7"		▲	ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S538	X	4	7'-5"	X		ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S539	X	4	7'-0"	X		ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S440	X	20	3'-2"			ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S441	X	20	2'-9"			ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S442	X	20	3'-3"	X		ABUT. DIAPHRAGM - VERT. - ALL 4 CORNERS

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
S433	4 SERIES OF 6	1'-11" TO 3'-7"
S534	2 SERIES OF 5	10'-9" TO 11'-8"
S535	2 SERIES OF 3	6'-4" TO 6'-5"

MARK	NO. REQD.	LENGTH
S436	2 SERIES OF 2	1'-2" TO 2'-8"
S437	2 SERIES OF 2	1'-0" TO 2'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.



S625

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JJR/DDS | PLANS CK'D. MSC

SUPERSTRUCTURE DETAILS

SHEET 19

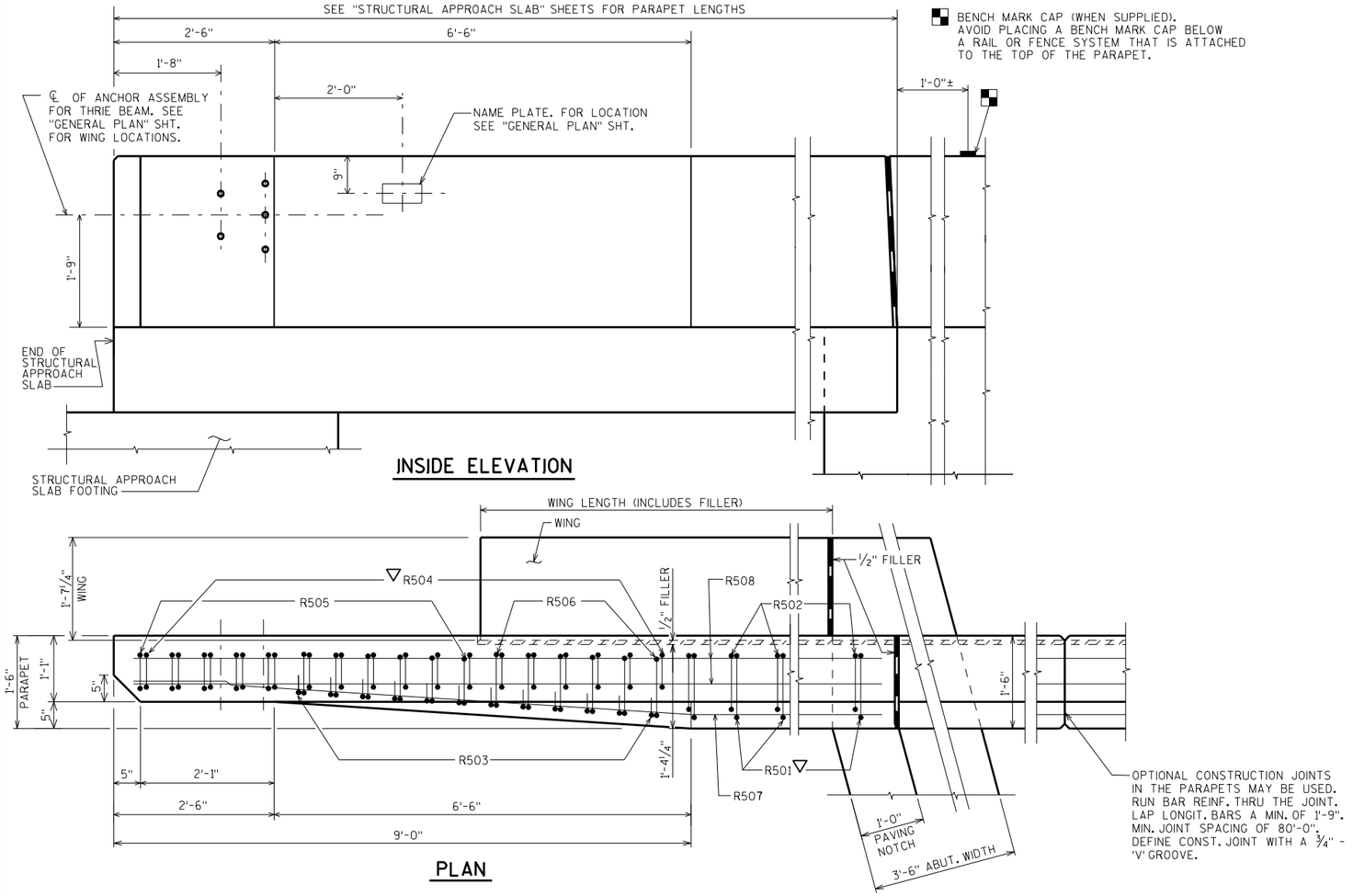
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SCALE = 1.333

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8

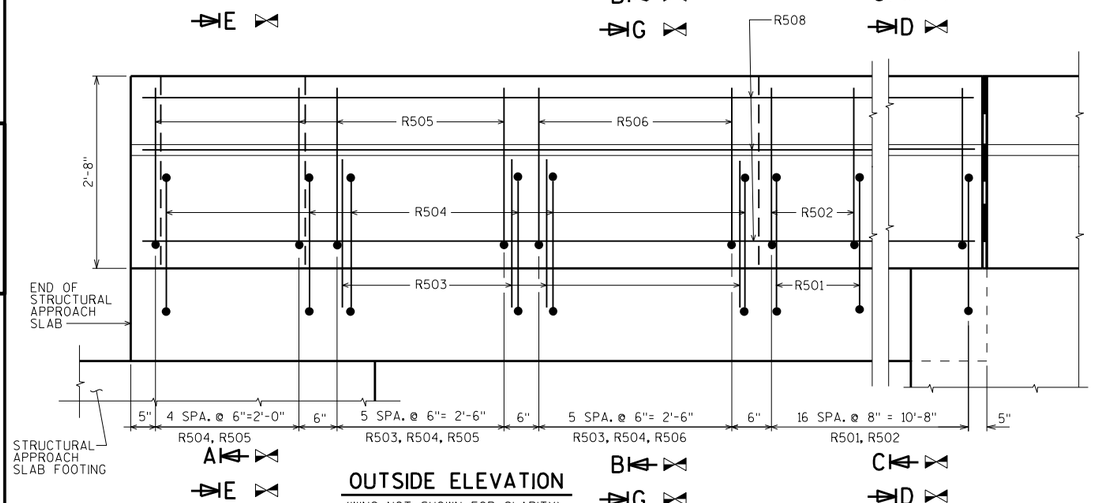
STATE PROJECT NUMBER
1674-00-80



INSIDE ELEVATION

PLAN

A E B G C D

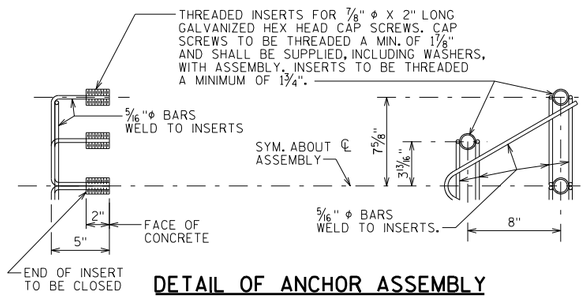


A E B G C D

OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)

⋈ FOR PARAPET CROSS SECTIONS SEE SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS SHEET.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

SINGLE SLOPE 32SS PPT. W/STRUCTURAL APPROACH SLAB (MODIFIED)

SHEET 20

589

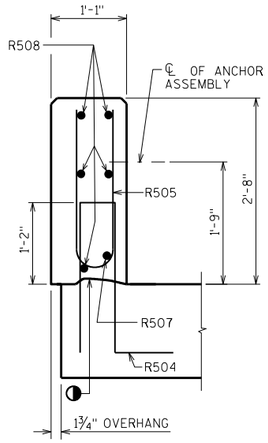
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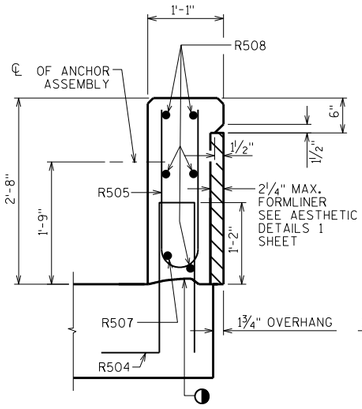
STATE PROJECT NUMBER

1674-00-80



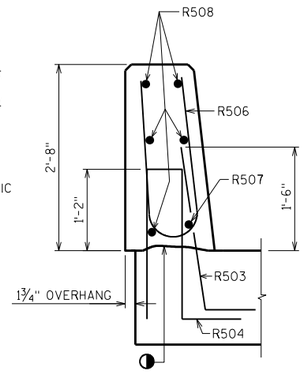
SECTION A

WEST PARAPET
LOOKING NORTH



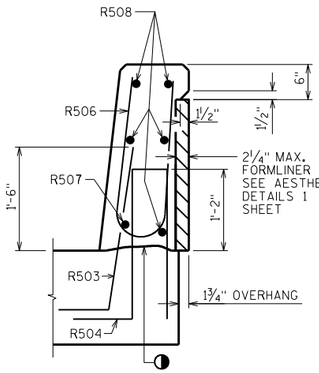
SECTION E

EAST PARAPET
LOOKING NORTH



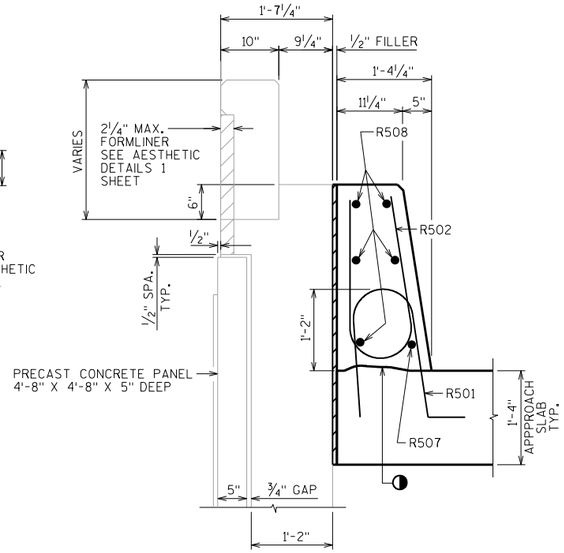
SECTION B

WEST PARAPET
LOOKING NORTH



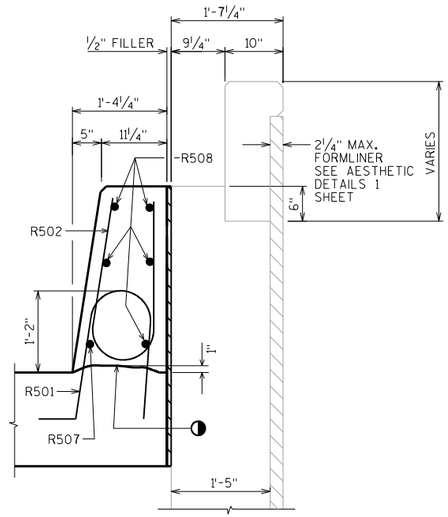
SECTION G

EAST PARAPET
LOOKING NORTH



SECTION C

WINGS 1&4
LOOKING NORTH



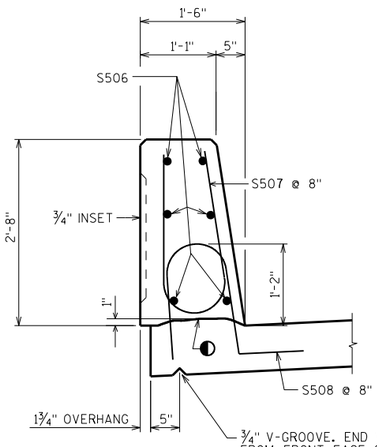
SECTION D

WINGS 2&3
LOOKING NORTH

BILL OF BARS

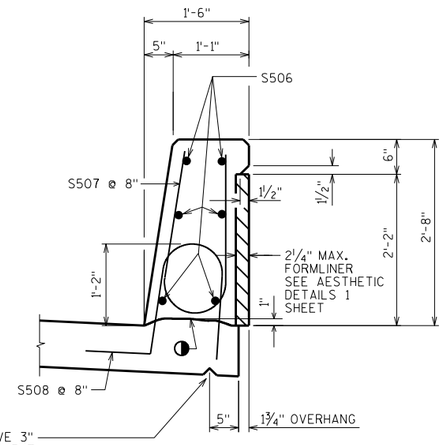
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	N. ABUT.	S. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4-5	X		PARAPET VERT.
R502	X	34	34	5-0	X		PARAPET VERT.
R503	X	24	24	2-9	X		PARAPET VERT.
R504	X	34	34	4-4	X		PARAPET VERT.
R505	X	22	22	4-9	X		PARAPET VERT.
R506	X	12	12	4-10	X		PARAPET VERT.
R507	X	2	2	19-5	X		PARAPET HORIZ.
R508	X	10	10	19-5			PARAPET HORIZ.



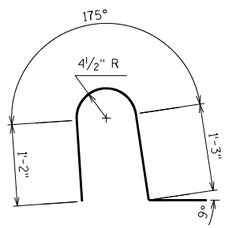
SECTION THRU PARAPET ON BRIDGE

WEST PARAPET LOOKING NORTH

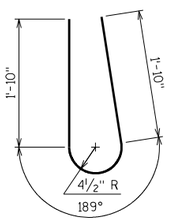


SECTION THRU PARAPET ON BRIDGE

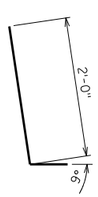
EAST PARAPET LOOKING NORTH



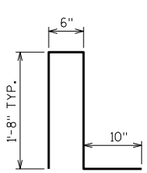
R501



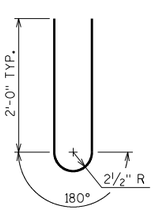
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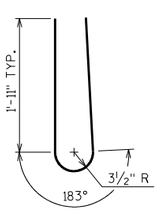
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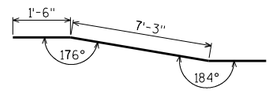
R504



R505



R506



R507

◐ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS

SHEET 21

590

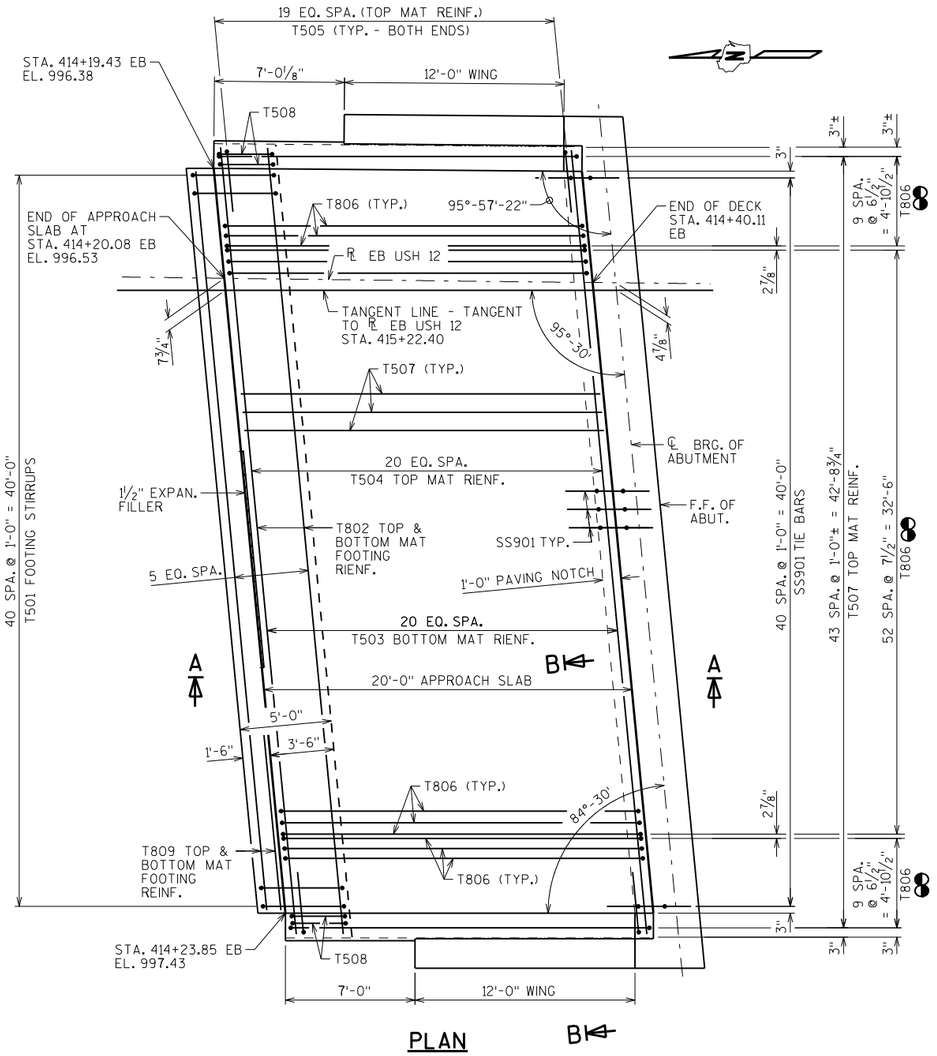
SCALE = 1

8

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STATE PROJECT NUMBER

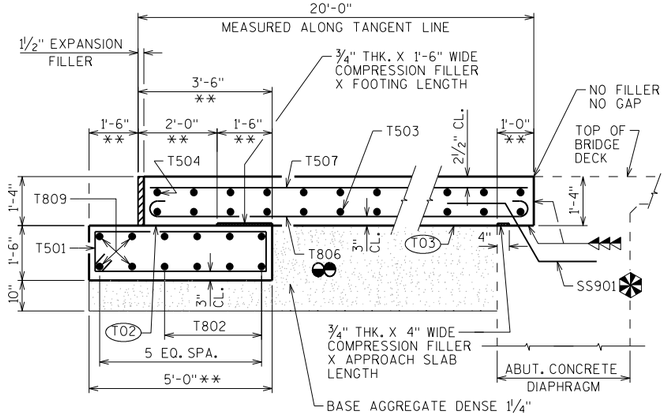
1674-00-80



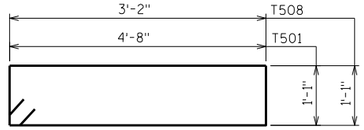
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

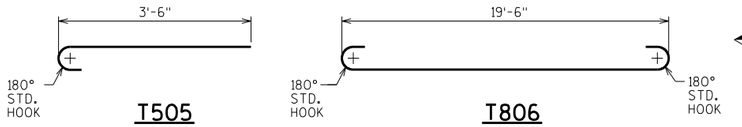
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	41	12'-2"	X		FOOTING - STIRRUP
T802	X	8	43'-2"			FOOTING - HORIZ.
T503	X	21	43'-2"			APPROACH SLAB - TRANSVERSE - BOTTOM
T504	X	21	43'-2"			APPROACH SLAB - TRANSVERSE - TOP
T505	X	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - ENDS
T806	X	73	21'-4"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
T507	X	44	19'-10"			APPROACH SLAB - LONGITUDINAL - TOP
T508	X	4	9'-2"	X		FOOTING - STIRRUP
T809	X	4	40'-6"			FOOTING - HORIZ.



SECTION A-A THRU APPROACH SLAB



T501, T508

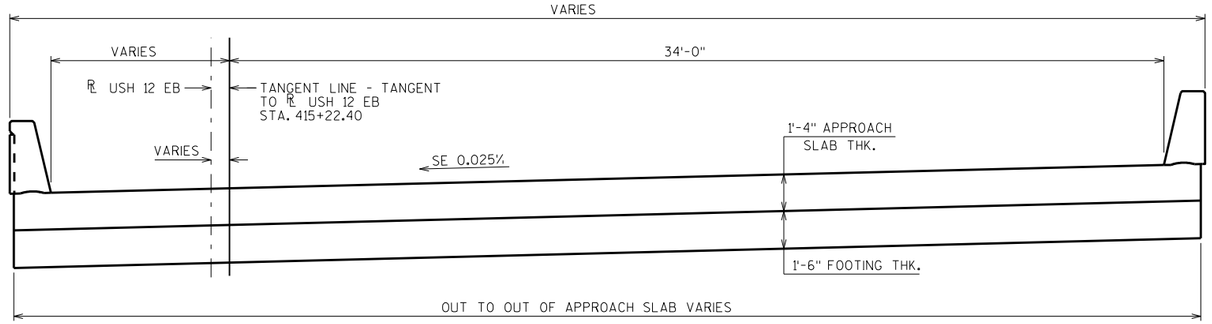


◀◀◀ = APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

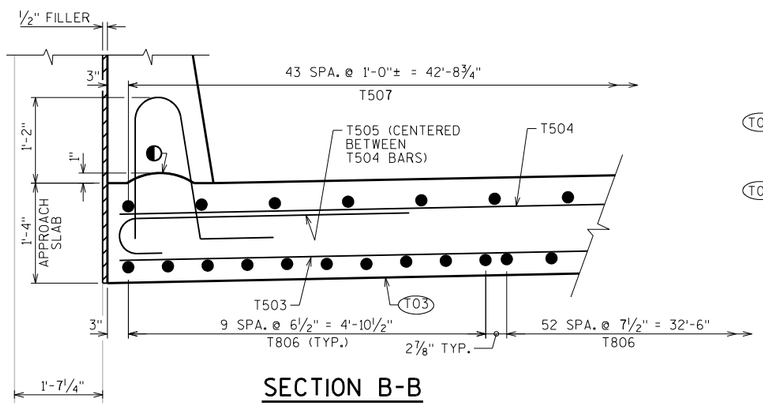
✱ = STAINLESS STEEL SPACE PERPENDICULAR TO TANGENT LINE. SEE SHEET "SUPERSTRUCTURE DETAILS".

** = MEASURED NORMAL TO ABUTMENT.

●● = BOTTOM MAT REINF.



CROSS SECTION THRU ROADWAY - LOOKING SOUTH



SECTION B-B

◐ CONST. JOINT - STRIKE OFF AS SHOWN

DESIGN DATA

CONCRETE STRENGTH ——— f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.

ALLOWABLE SOIL BEARING PRESSURE ——— 2,000 P.S.F.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

NORTH APPROACH SLAB DETAILS

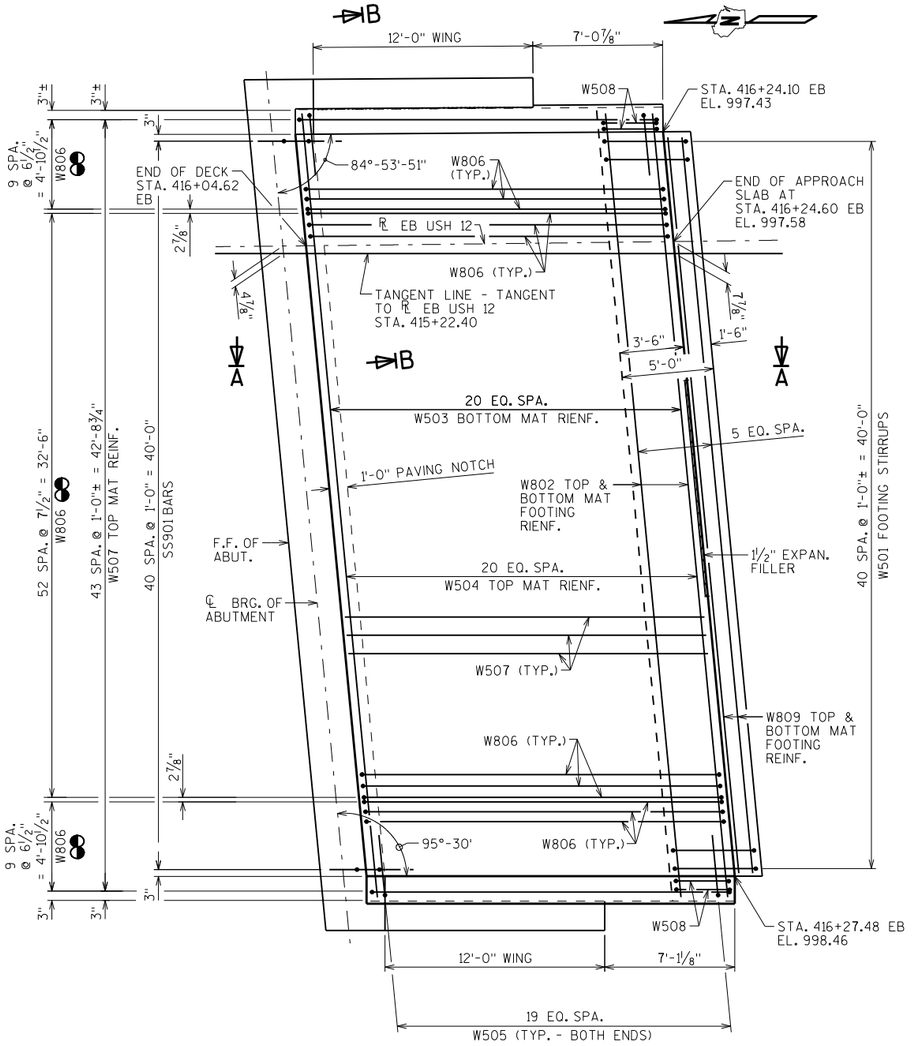
SHEET 22

591

SCALE = 4.0

STATE PROJECT NUMBER

1674-00-80

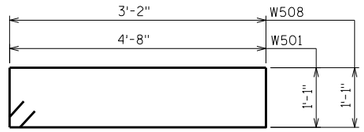


PLAN

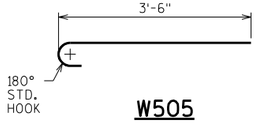
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

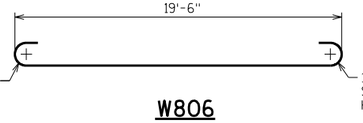
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
W501	X	41	12'-2"	X		FOOTING - STIRRUP
W802	X	8	43'-2"			FOOTING - HORIZ.
W503	X	21	43'-2"			APPROACH SLAB - TRANSVERSE - BOTTOM
W504	X	21	43'-2"			APPROACH SLAB - TRANSVERSE - TOP
W505	X	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - ENDS
W806	X	73	21'-4"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
W507	X	44	19'-10"			APPROACH SLAB - LONGITUDINAL - TOP
W508	X	4	9'-2"	X		FOOTING - STIRRUP
W809	X	4	40'-6"			FOOTING - HORIZ.



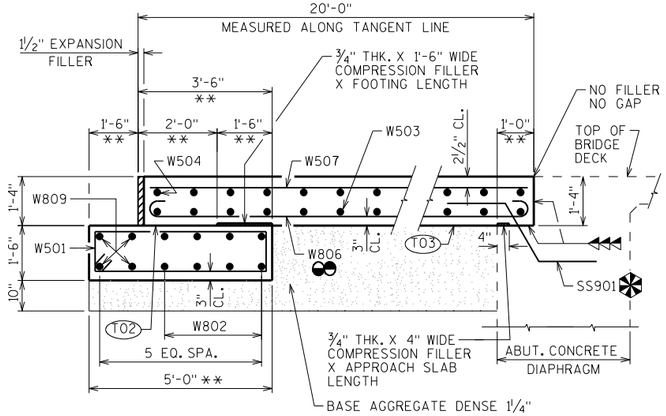
W501, W508



W505



W806



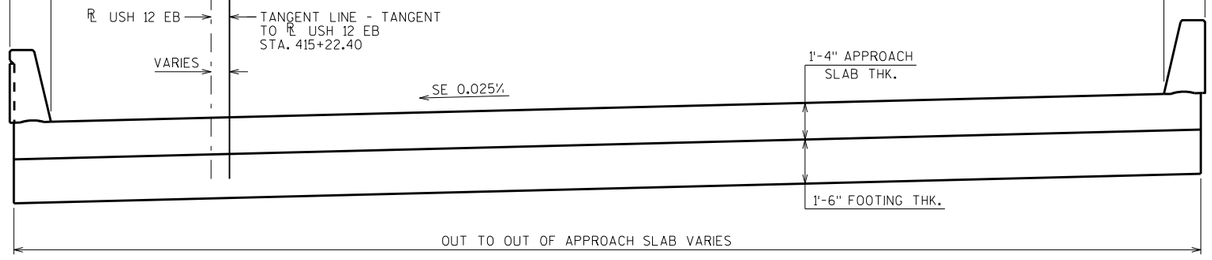
SECTION A-A THRU APPROACH SLAB

= APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

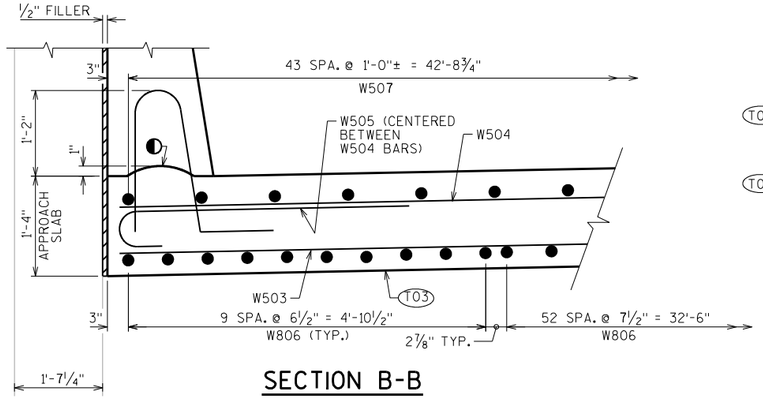
= STAINLESS STEEL SPACE PERPENDICULAR TO TANGENT LINE. SEE "SUPERSTRUCTURE DETAILS" SHEET.

** = MEASURED NORMAL TO ABUTMENT.

= BOTTOM MAT REINF.



CROSS SECTION THRU ROADWAY - LOOKING SOUTH



SECTION B-B

◐ CONST. JOINT - STRIKE OFF AS SHOWN

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

DESIGN DATA

CONCRETE STRENGTH ——— f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.

ALLOWABLE SOIL BEARING PRESSURE ——— 2,000 P.S.F.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

SOUTH APPROACH SLAB DETAILS

SHEET 23

592

SCALE = 4.0

8

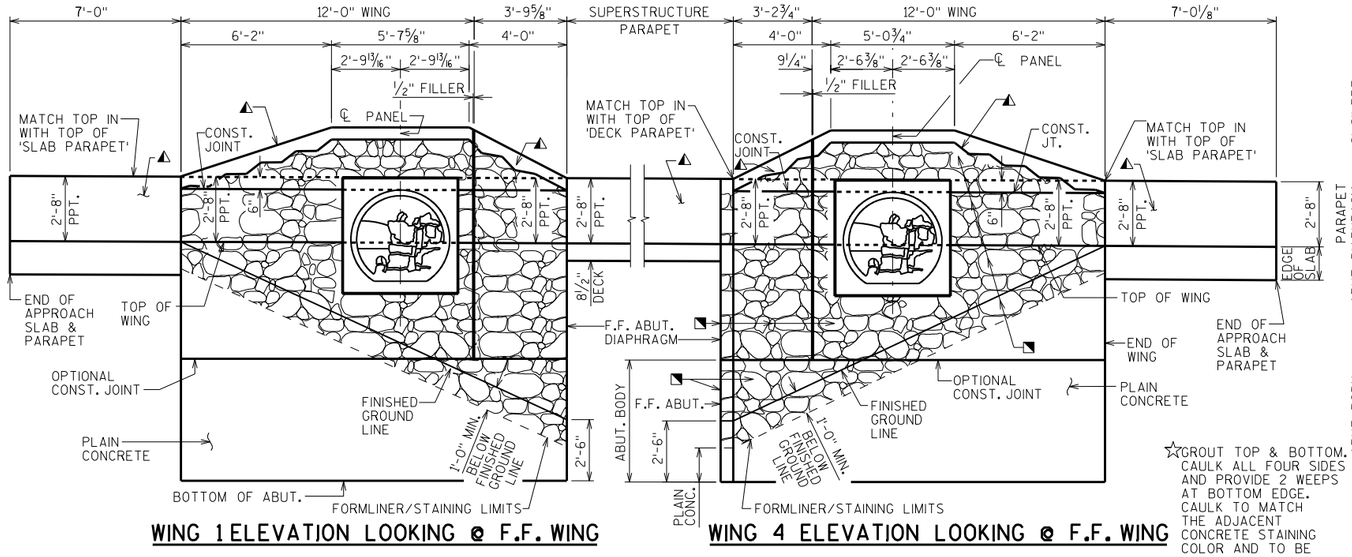
8

STATE PROJECT NUMBER

1674-00-80

FOR PRECAST CONCRETE PANEL DETAILS SEE SHEET AESTHETIC DETAILS 3.

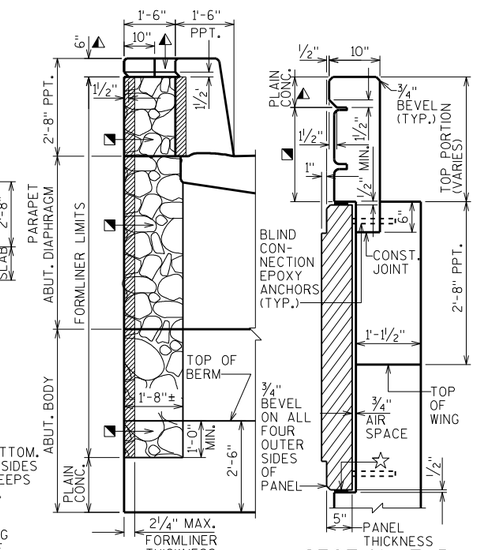
NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.



WING 1 ELEVATION LOOKING @ F.F. WING

WING 4 ELEVATION LOOKING @ F.F. WING

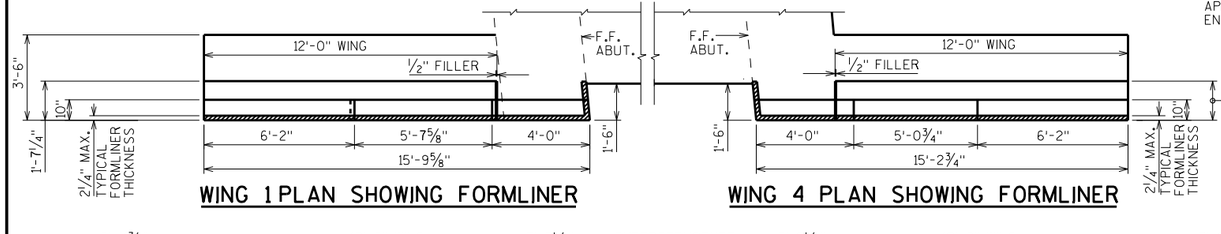
☆GROUT TOP & BOTTOM. CAULK ALL FOUR SIDES AND PROVIDE 2 WEEPS AT BOTTOM EDGE. CAULK TO MATCH THE ADJACENT CONCRETE STAINING COLOR AND TO BE APPROVED BY THE ENGINEER.



ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT ALL FOUR CORNERS)

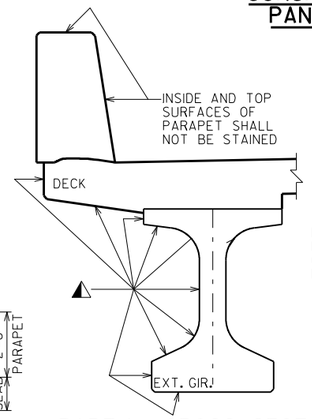
SECTION THRU WINGS 1&4 @ PRECAST CONCRETE PANEL



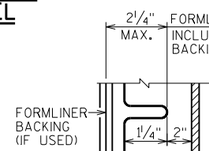
WING 1 PLAN SHOWING FORMLINER

WING 4 PLAN SHOWING FORMLINER

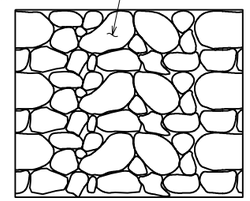
⚠PLAIN CONCRETE: SHALL BE STAINED WITH FEDERAL COLOR #33531. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-209"



PARTIAL CROSS SECTION AT EDGES OF DECK



SECTION THRU FORMLINER



"ADJUSTABLE BARABOO FIELDSTONE" MILESTONES INC., PATTERN MS-4002
RELIEF = 1¼" MAX.

FORMLINER DETAILS

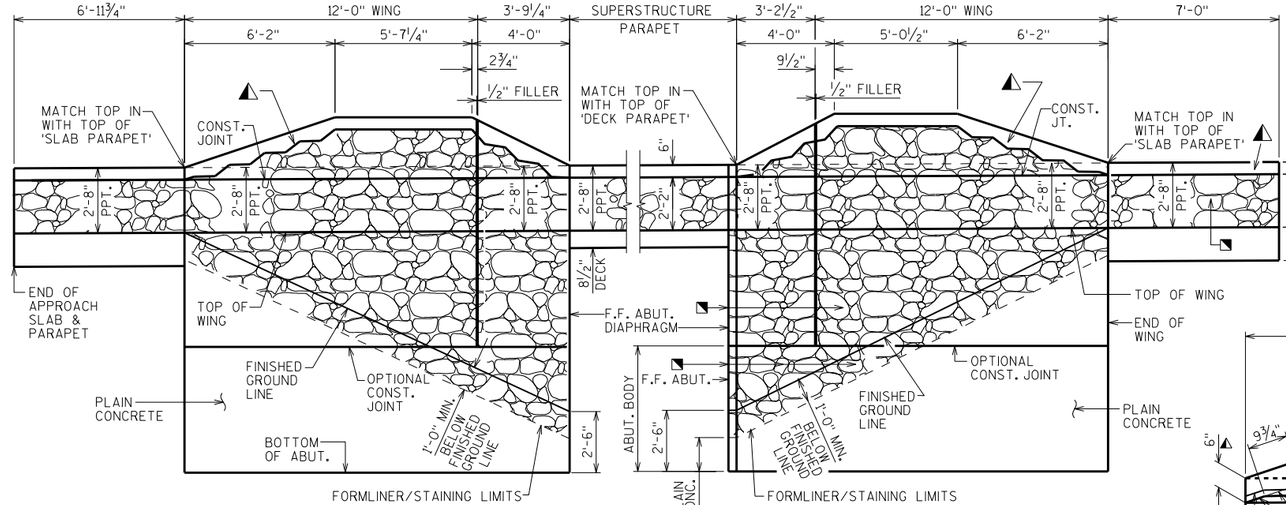
ARCHITECTURAL SURFACE TREATMENT FORMLINER REQUIRED AT FRONT FACES OF WING & BODY, ABUT. DIAPHRAGM & OUTSIDE FACES OF PARAPETS WHERE APPLICABLE SHALL BE "ADJUSTABLE BARABOO FIELDSTONE" MILESTONES INC., PATTERN MS-4002. WORK TO BE PAID FOR UNDER BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-56-209"

NOTES:
FORMLINER COURSING ON ABUTMENTS, WINGS & PARAPETS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT AND THE ABUTMENT DIAPHRAGM.

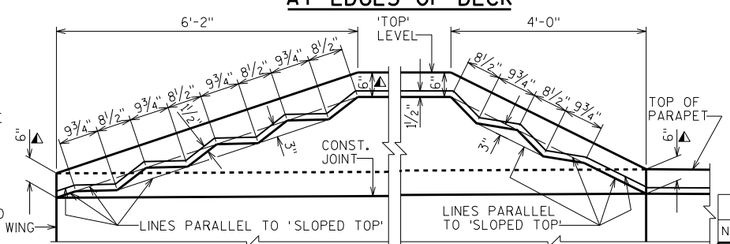
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.

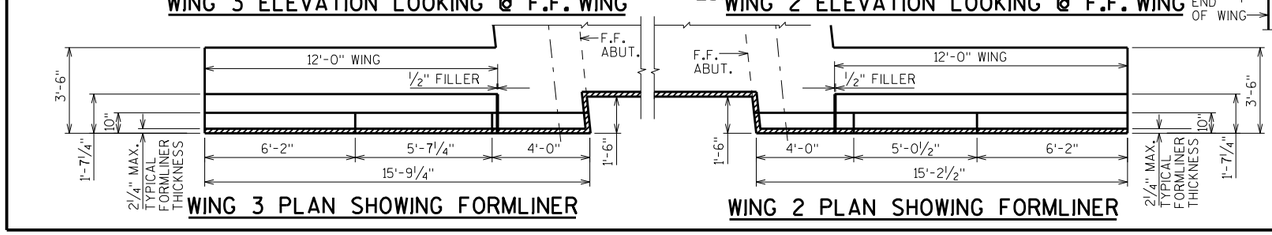


WING 3 ELEVATION LOOKING @ F.F. WING

WING 2 ELEVATION LOOKING @ F.F. WING



PLAIN CONCRETE DETAIL AT 'TOP PORTION'



WING 3 PLAN SHOWING FORMLINER

WING 2 PLAN SHOWING FORMLINER

ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE ENGINEER BY APPLYING A MULTI-COLOR STAIN USING FEDERAL COLOR NO. 20140 AS THE BASE COLOR, FEDERAL COLOR NOS. 30257, 30206 & 30045 AS THE ACCENT COLORS, & FEDERAL COLOR NO. 36424 AS THE JOINT COLOR. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-56-209". THE INTENT IS TO MATCH THE LOOK OF THE MULTI-COLOR STAIN ON THE BROADWAY STREET BRIDGE (B-56-166) OVER THE BARABOO RIVER IN THE CITY OF BARABOO. IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY JPH/DDS | PLANS CK'D. MSC

AESTHETIC DETAILS 1

SHEET 24

593

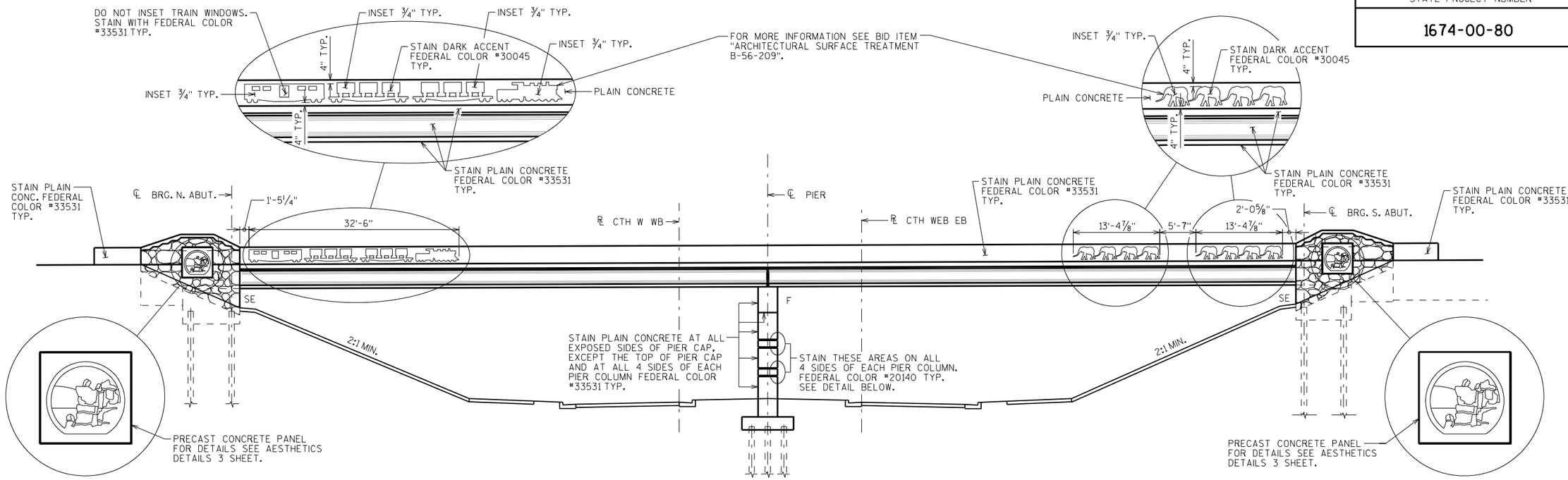
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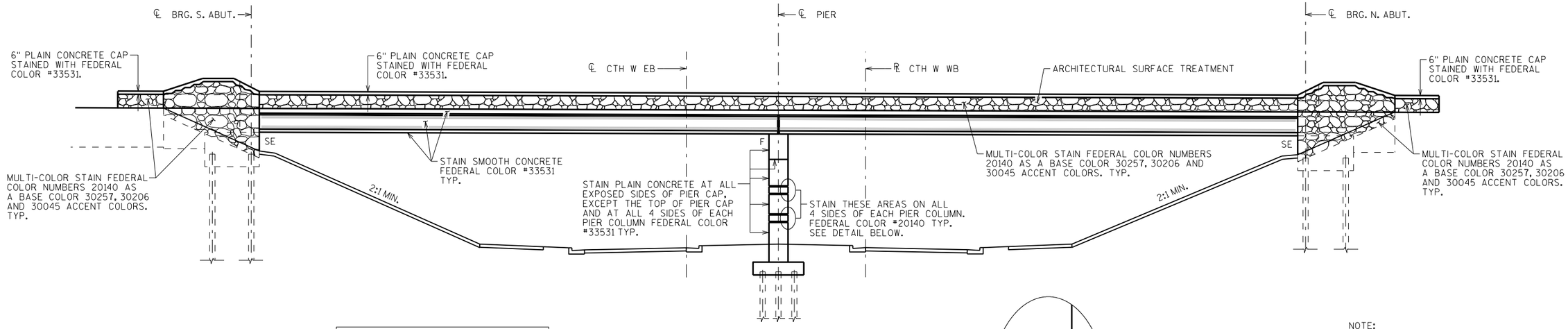
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STATE PROJECT NUMBER

1674-00-80

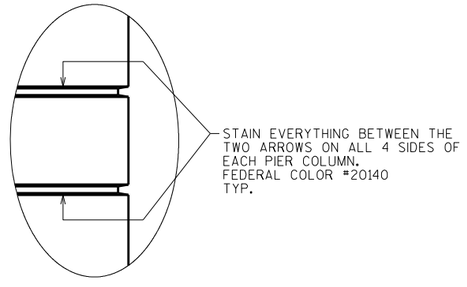


ELEVATION - WEST SIDE OF BRIDGE



ELEVATION - EAST SIDE OF BRIDGE

NOTE TO CONTRACTOR:
CONTACT JEREMY KRACHEY SW REGION LA CROSSE OFFICE FOR FORMLINER AND PRECAST PANEL DETAILS IN CAD FORMAT.



STAINING DETAIL

NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

AESTHETIC DETAILS 2

SHEET 25

594

SCALE = 8

8

8

STATE PROJECT NUMBER

1674-00-80



△ = FEDERAL COLOR #33531
⋈ = FEDERAL COLOR #30045
◁◁◁ = FEDERAL COLOR #35550
◪ = FEDERAL COLOR #34138
⬬ = FEDERAL COLOR #35177
●● = FEDERAL COLOR #30059

▨ = +½" ●●

+ PROJECT OUT FROM 0"
- RECESS IN FROM 0"

NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

AESTHETIC DETAILS 3

SHEET 26

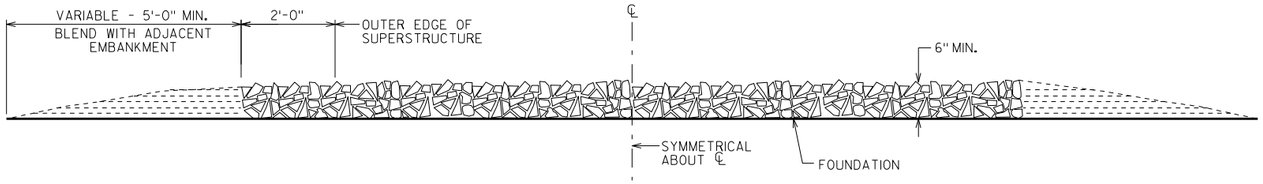
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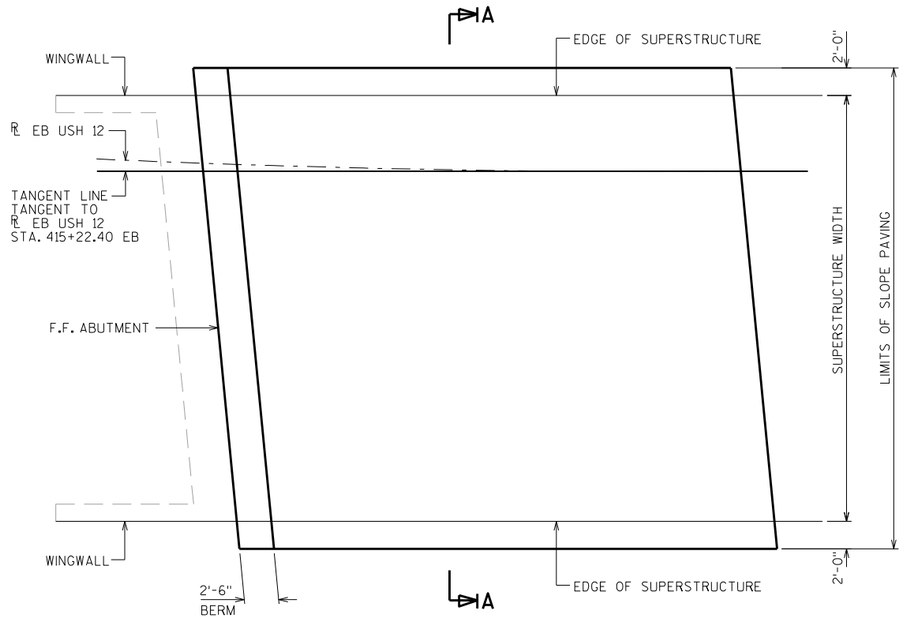
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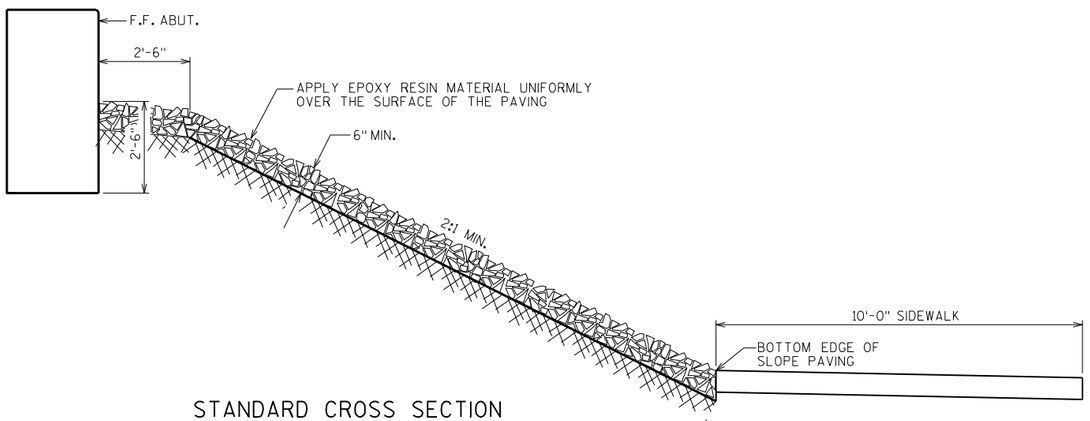
STATE PROJECT NUMBER
1674-00-80



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SEE SPECIAL PROVISION "SLOPE PAVING CRUSED AGGREGATE (SPECIAL)" FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-209

DRAWN BY DDS | PLANS CK'D. MSC

SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

SHEET 27

596

8

8

SCALE = 1

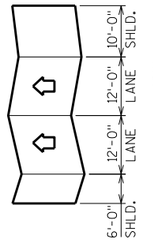
STATE PROJECT NUMBER

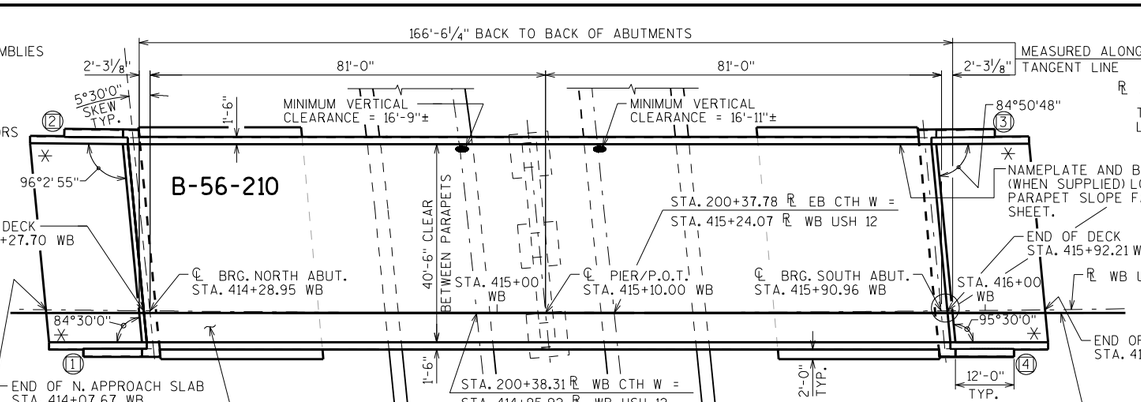
1674-00-80

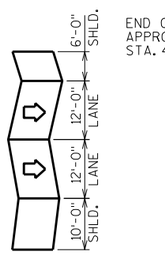
✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

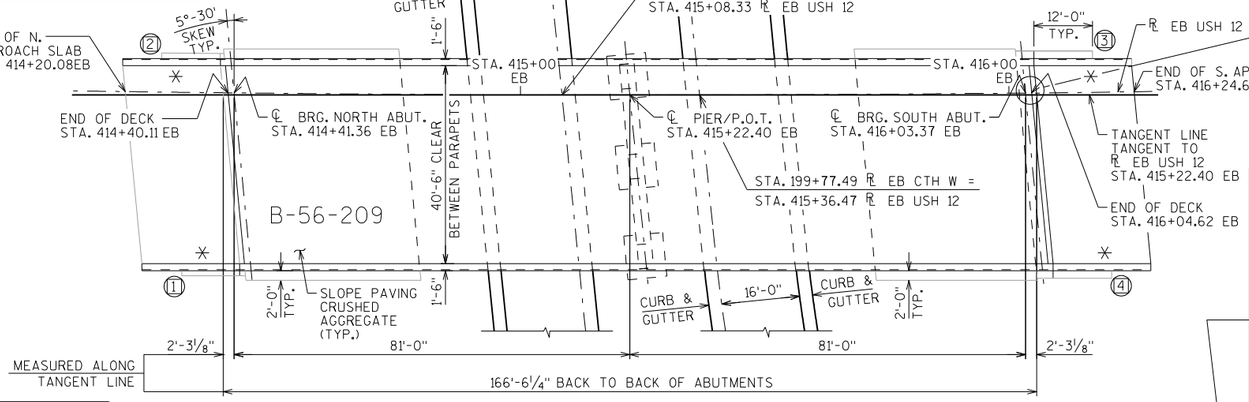
⬡ INDICATES WING NUMBER

NOTE: SURFACE DRAIN ANCHORS REQUIRED AT WING 2.





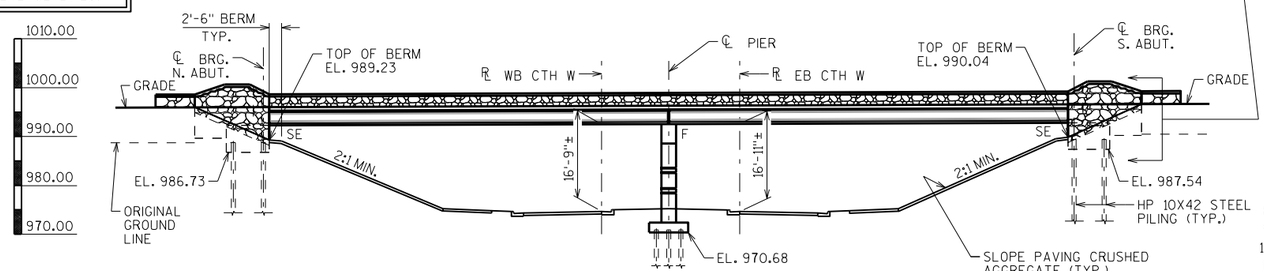




BRIDGE STATIONS ARE GIVEN ALONG THE AUXILARY WB AND EB REFERENCE LINES.

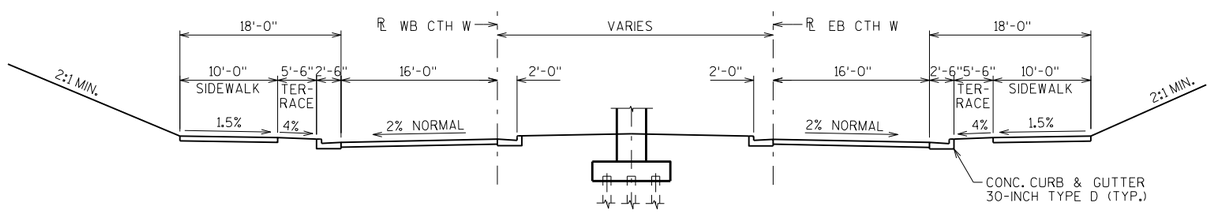
PLAN

2 SPAN 36W" PRESTRESSED GIRDER BRIDGE

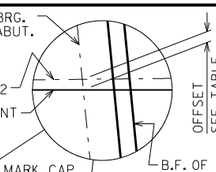


ELEVATION

NORMAL TO CTH W



TYPICAL SECTION THRU CTH W



OFFSETS

BRIDGE	SUBSTRUCTURES	
	N. ABUT.	S. ABUT.
B-56-209	4⅞"	4⅞"
B-56-210	5"	5"

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.06
OPERATING RATING FACTOR: RF=1.38
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

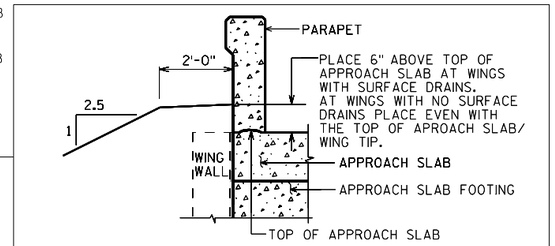
ABUTMENTS TO BE SUPPORTED ON HP 10X42 PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS ✱✱ PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 65'-0" LONG (N. ABUT.)
ESTIMATED 60'-0" LONG (S. ABUT.)

PIER TO BE SUPPORTED ON HP 10X42 PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✱✱ PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 60'-0" LONG.

✱✱ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

USH 12 WB	CTH W
A.D.T.=15,000-23,500 (2030)	A.D.T.=12,500 (2030)
R.D.S.=70 M.P.H.	R.D.S.=40 M.P.H.



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

CURVE DATA

B-56-209 ℄ CTH W - EB	B-56-210 ℄ CTH W - WB
P.I. = 199+04.35	P.I. = 201+10.23
Δ = 10°-50'-29.8"	Δ = -11-21'-21.3"
T = 46.783	T = 49.016
L = 93.286	L = 97.712
R = 493.00	R = 493.00
P.C. = 198+57.57	P.C. = 200+61.21
P.T. = 199+50.85	P.T. = 201+58.92

CURVE DATA

B-56-209 ℄ USH 12 - EB	B-56-210 ℄ USH 12 - WB
P.I. = 413+21.63	P.I. = 413+16.71
Δ = -9°-22'-26.1"	Δ = -9°-22'-26.0"
D = 0°-42'-48.7"	D = 0°-43'-08.0"
T = 658.35	T = 653.43
L = 1313.75	L = 1303.93
R = 8030.00	R = 7970.00
S.E. = 2.50%	S.E. = 2.50%
P.C. = 406+63.29	P.C. = 406+63.29
P.T. = 419+77.04	P.T. = 419+67.22

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. WING 1 DETAILS
6. WING 2 DETAILS
7. NORTH ABUTMENT DETAILS
8. SOUTH ABUTMENT
9. WING 3 DETAILS
10. WING 4 DETAILS
11. SOUTH ABUTMENT DETAILS
12. PIER
13. PIER DETAILS
14. 36W" PRESTRESSED GIRDER DETAILS
15. 36W" PRESTRESSED GIRDER DETAILS 1
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE CROSS SECTION
18. SUPERSTRUCTURE
19. SUPERSTRUCTURE DETAILS
20. SINGLE SLOPE 32SS PPT. W/STRUCTURAL APPROACH SLAB (MODIFIED)
21. SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS
22. NORTH APPROACH SLAB DETAILS
23. SOUTH APPROACH SLAB DETAILS
24. AESTHETIC DETAILS 1
25. AESTHETIC DETAILS 2
26. AESTHETIC DETAILS 3
27. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

STRUCTURES DESIGN CONTACTS:
MATT COUPAR 608-266-5083
AARON BONK 608-261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 7/22/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-210

USH 12 WEST BOUND OVER CTH W

COUNTY: SAUK	TOWN/~~CITY/VILLAGE~~: BARABOO
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS	LOAD: HL-93
DESIGNED BY: JJR	DESIGN CK'D.: MSC
DRAWN BY: DDS/EMK	PLANS CK'D.: ADS

GENERAL PLAN

SHEET 1 OF 27

597

SCALE = 15.0

I.D. 1674-00-02K

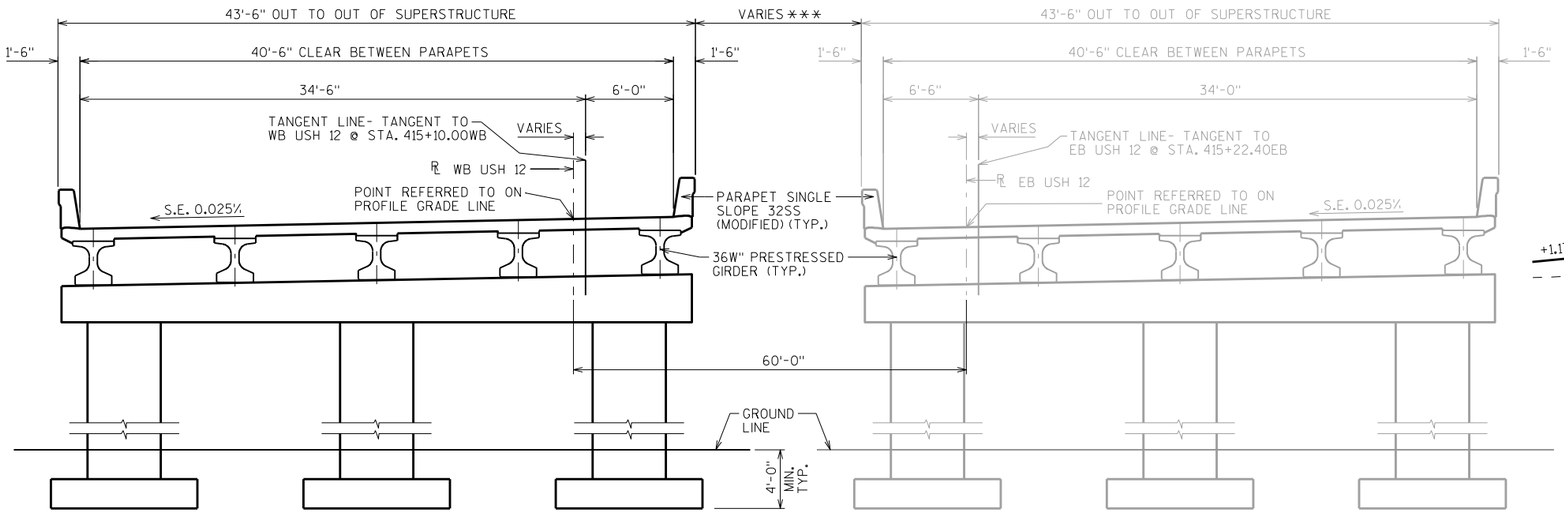
DATE: MAY 2014

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STATE PROJECT NUMBER

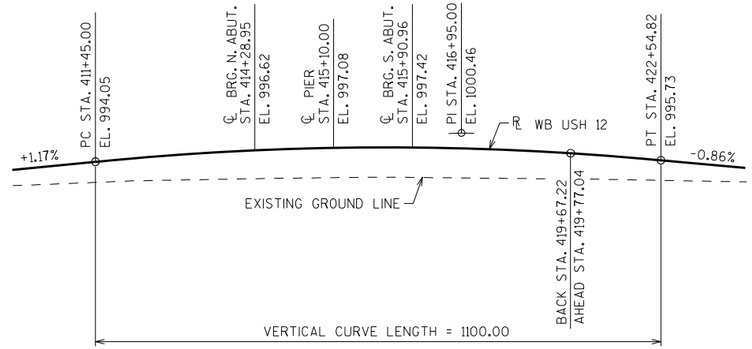
1674-00-80



B-56-210 (WEST BOUND)

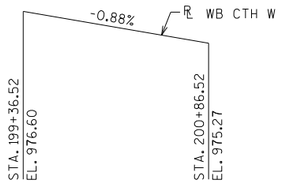
B-56-209 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH

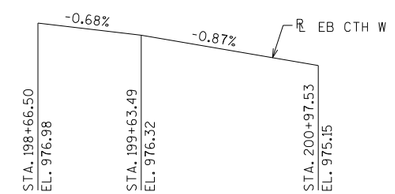


PROFILE GRADE LINE B-56-210 WB

*** NOTE:
BRIDGE TANGENT LINES ARE NOT PARALLEL TO EACH OTHER AND SUPERSTRUCTURE UNITS OF ADJACENT BRIDGES ARE NOT IN EXACT ALIGNMENT.



PROFILE GRADE LINE CTH W WB



PROFILE GRADE LINE CTH W EB

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH SLAB	NORTH ABUT.	PIER	SOUTH ABUT.	SOUTH APPROACH SLAB	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-56-210	LS	——	——	——	——	——	——	1
210.0100	BACKFILL STRUCTURE	CY	——	——	115	——	115	——	230
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	——	——	140	——	140	——	280
502.0100	CONCRETE MASONRY BRIDGES	CY	288	60	60	74	60	60	602
502.3200	PROTECTIVE SURFACE TREATMENT	SY	890	120	——	——	——	120	1,130
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	814	——	——	——	——	——	814
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	——	——	2,815	1,840	2,815	——	7,470
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	61,180	10,015	2,095	11,110	2,105	10,010	96,515
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	——	——	5	10	5	——	20
506.4000	STEEL DIAPHRAGMS B-56-210	EACH	16	——	——	——	——	——	16
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	——	——	13	——	13	——	26
517.1010.S	CONCRETE STAINING B-56-210	SF	3,100	10	40	1,055	40	10	4,255
517.1015.S	CONCRETE STAINING MULTI-COLOR B-56-210	SF	725	35	265	——	265	35	1,325
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-56-210	SF	725	35	265	——	265	35	1,325
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	——	——	650	1,260	600	——	2,510
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	——	——	95	——	95	——	190
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	——	2	——	——	——	2	4
SPV.0060	PRECAST CONCRETE PANELS	EACH	——	——	1	——	1	——	2
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	1,395	——	——	——	——	——	1,395
SPV.0165	ANTI-GRAFFITI COATING	SF	3,825	45	305	1,055	305	45	5,580
SPV.0180	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	——	——	195	——	185	——	380
	NON-BID ITEMS								
	FILLER	SIZE							1½",½"&¾"

NOTE: ALL ITEMS CATEGORY 0130

PROTECTIVE SURFACE TREATMENT DETAIL

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.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE AND BASE AGGREGATE DENSE 1¼" SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND TOP OF APPROACH SLAB SURFACES AS WELL AS THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL) SHEET, AND IN THE ABUTMENT DETAILS.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

FOR AESTHETIC DETAILS (INCLUDING STAINING LOCATIONS/LIMITS, ARCHITECTURAL SURFACE TREATMENT LIMITS AND CONCRETE PANEL DETAILS), SEE AESTHETIC DETAILS 1, 2 & 3 SHEETS.

AT ABUTMENTS, HP 12X53 STEEL PILING MAY BE USED IN LIEU OF HP 10X42 STEEL PILING. PAYMENT SHALL BE BASED ON BID PRICE FOR HP 10X42 STEEL PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

CROSS SECTION & QUANTITIES

SHEET 2

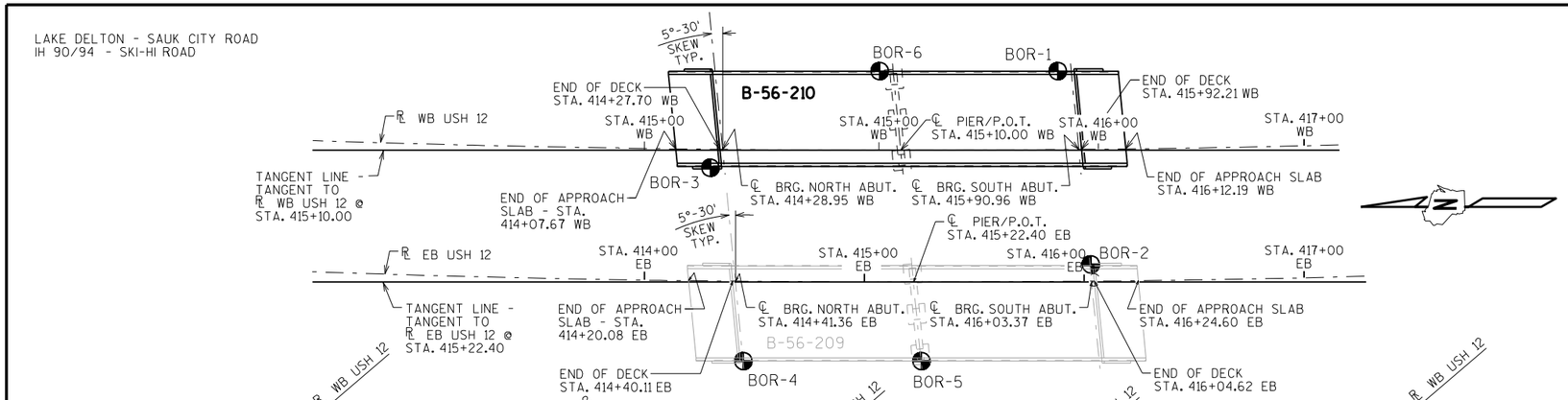
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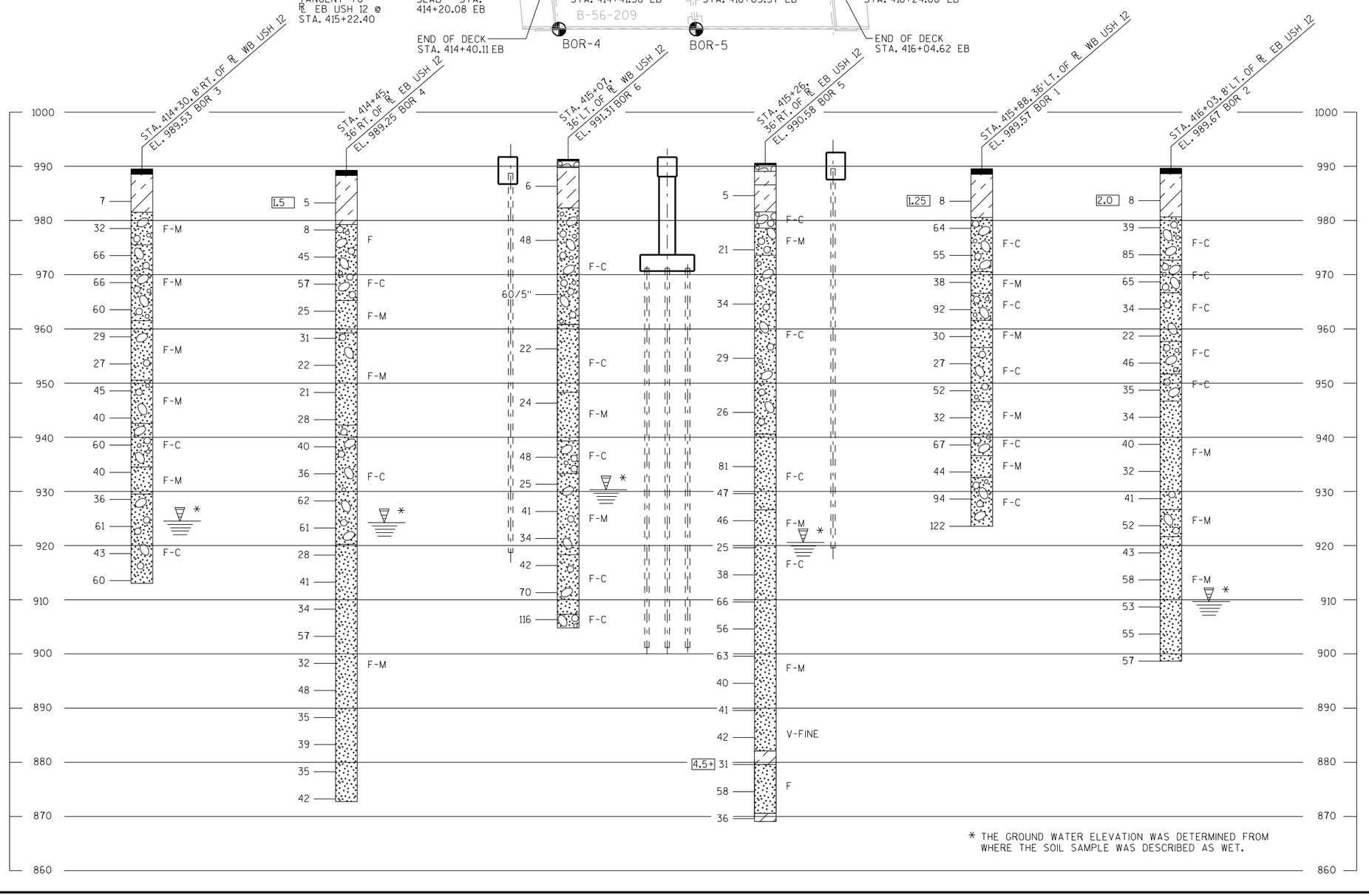
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8

LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1674-00-80

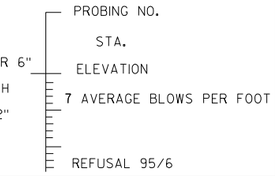
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

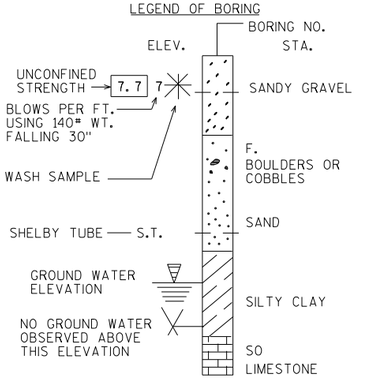
MATERIAL SYMBOLS

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 2" O.D. X 1.4" 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 B-56-210

DRAWN BY PR/EMK PLANS CK'D. ADS

SUBSURFACE EXPLORATION

SHEET 3

599

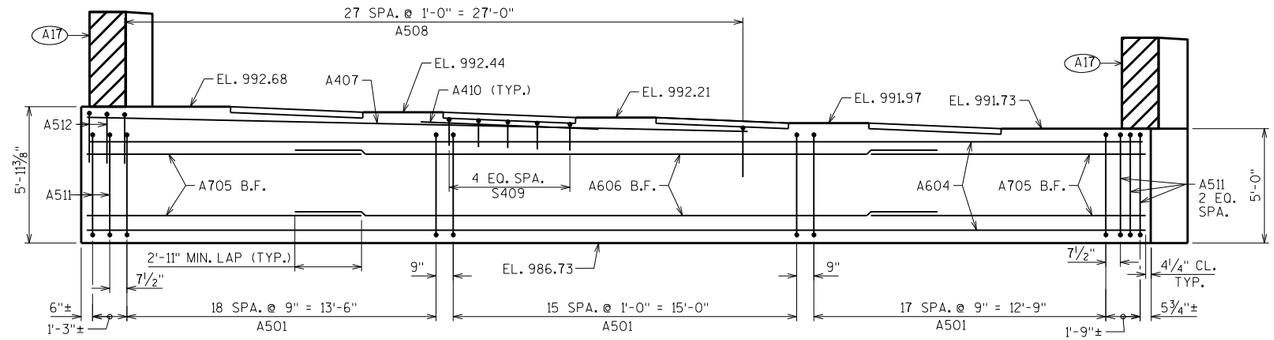
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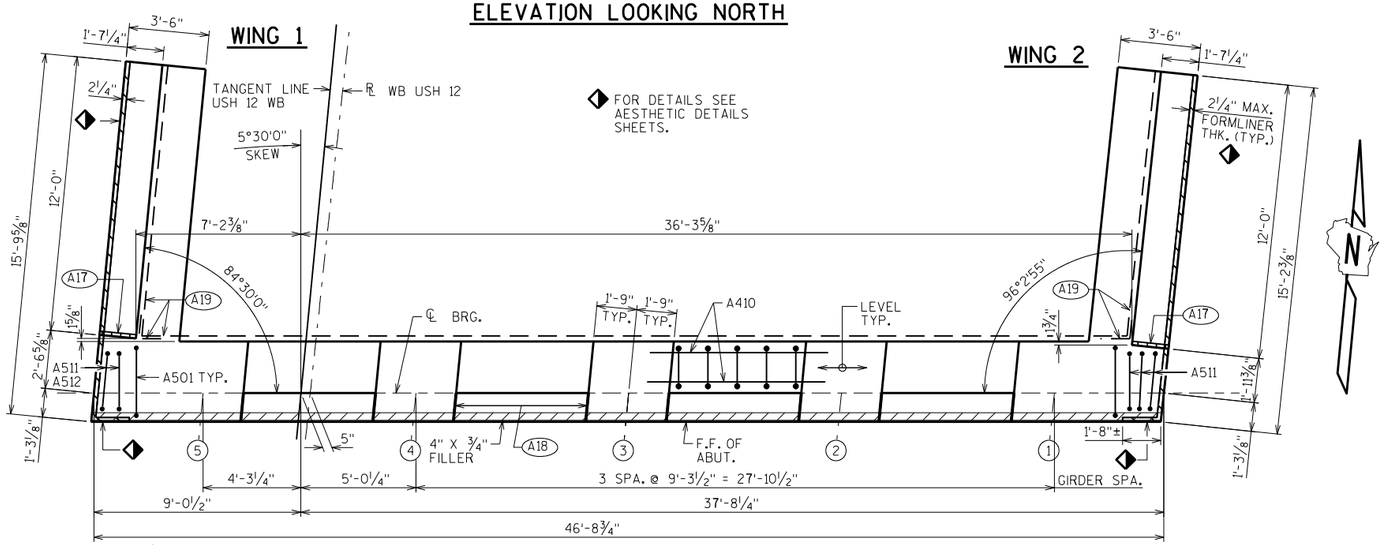
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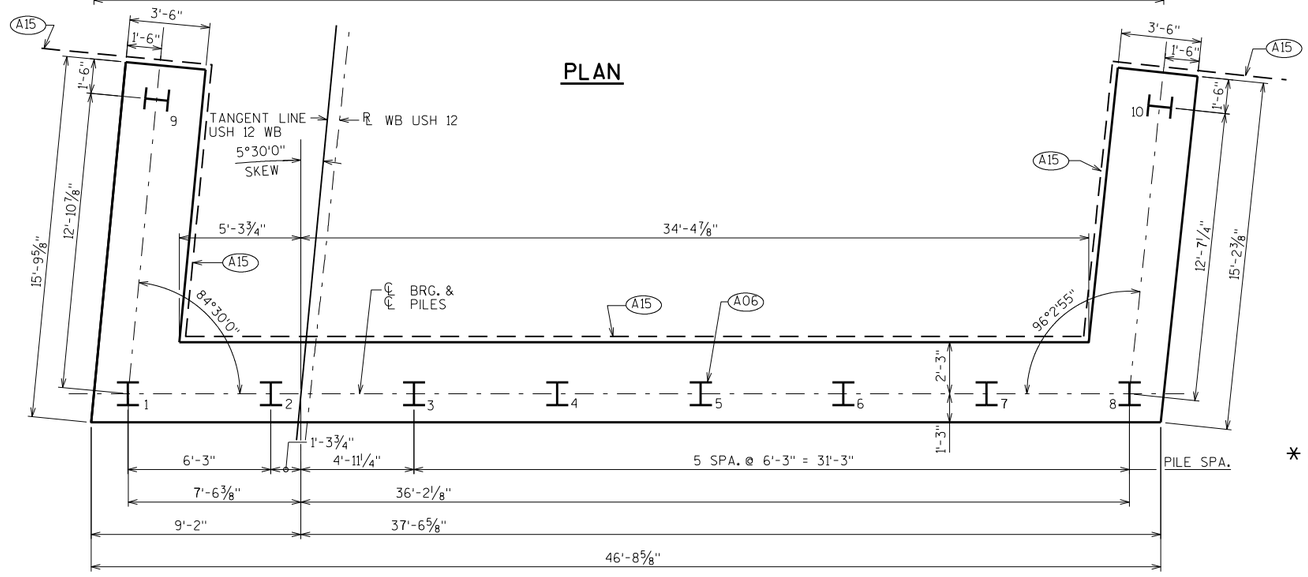
STATE PROJECT NUMBER

1674-00-80



ELEVATION LOOKING NORTH

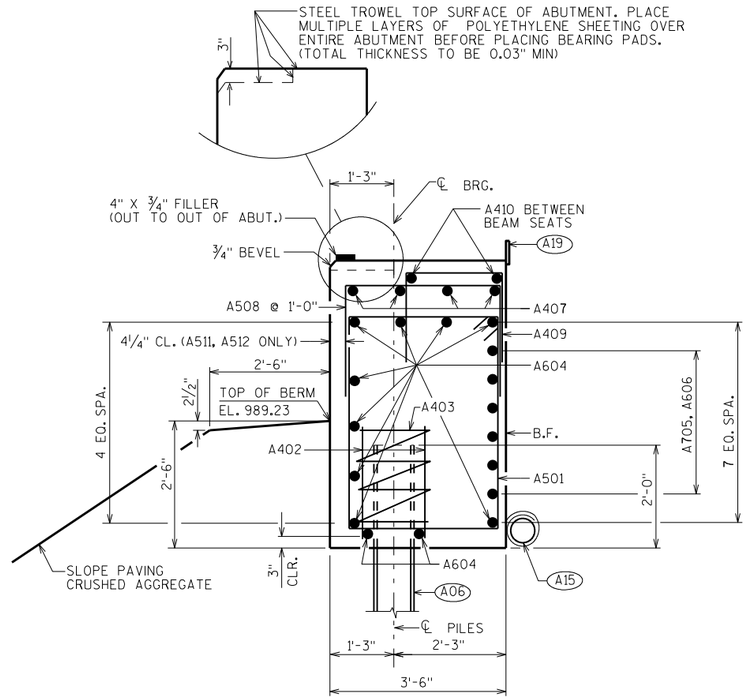




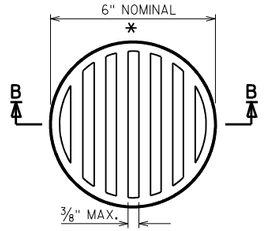
PLAN

PILE PLAN

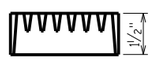
DIMENSIONS INCLUDE FORMLINER. HOWEVER FORMLINER IS NOT SHOWN IN THIS VIEW FOR CLARITY.



SECTION THRU BODY



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN 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 SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 65'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

NORTH ABUTMENT

SHEET 4

600

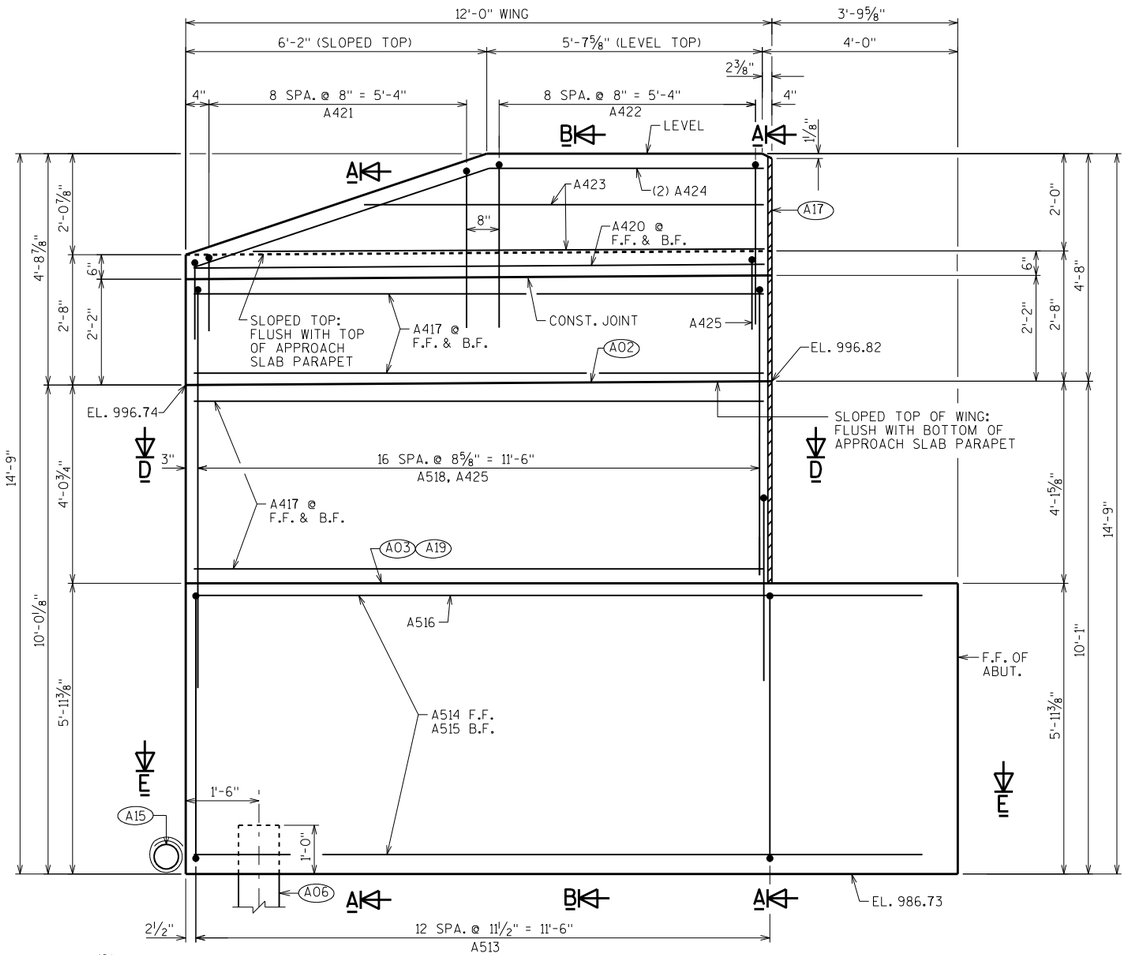
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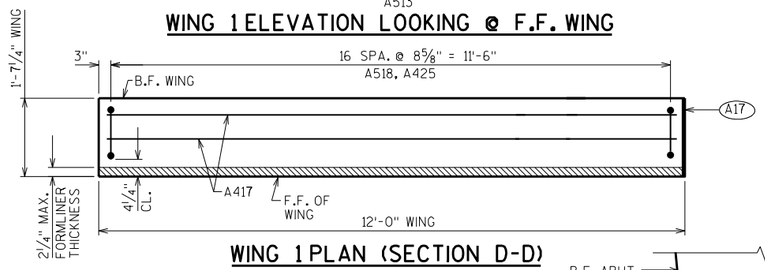
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STATE PROJECT NUMBER

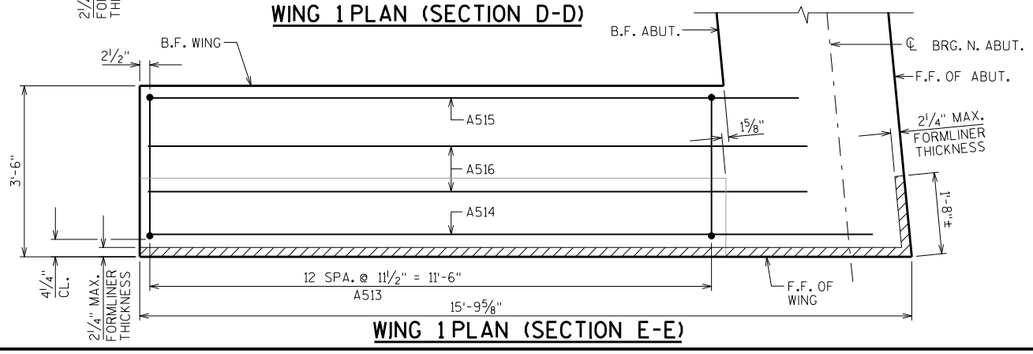
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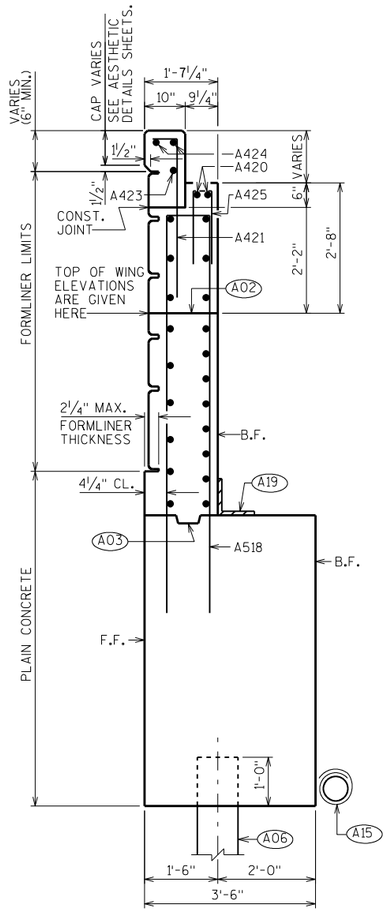
WING 1 ELEVATION LOOKING @ F.F. WING



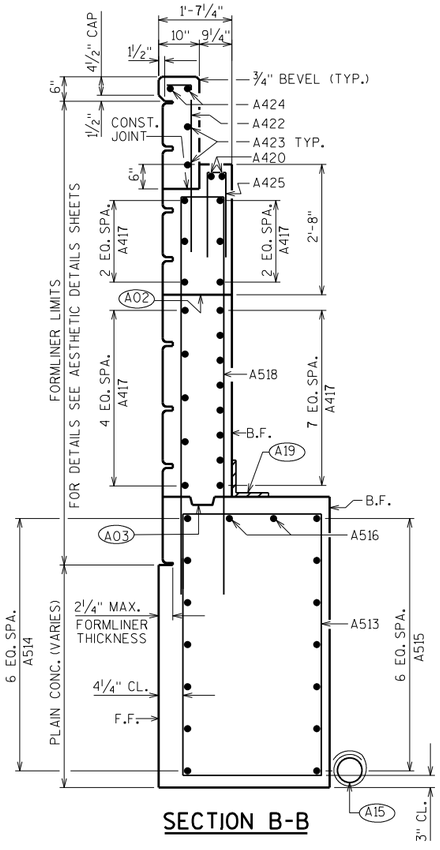
WING 1 PLAN (SECTION D-D)



WING 1 PLAN (SECTION E-E)



SECTION A-A



SECTION B-B

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

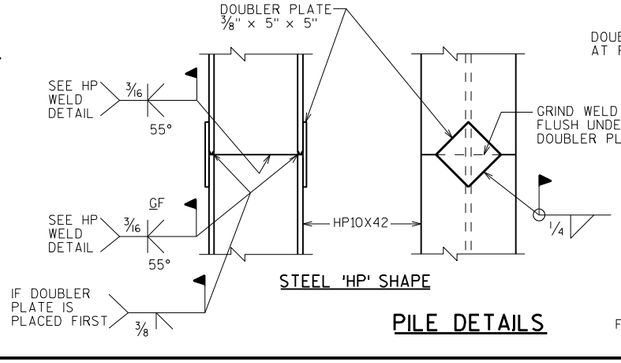
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 65 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE NORTH ABUTMENT SHEET.

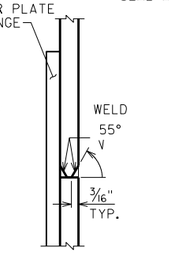
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

WING 1 DETAILS

SHEET 5

601

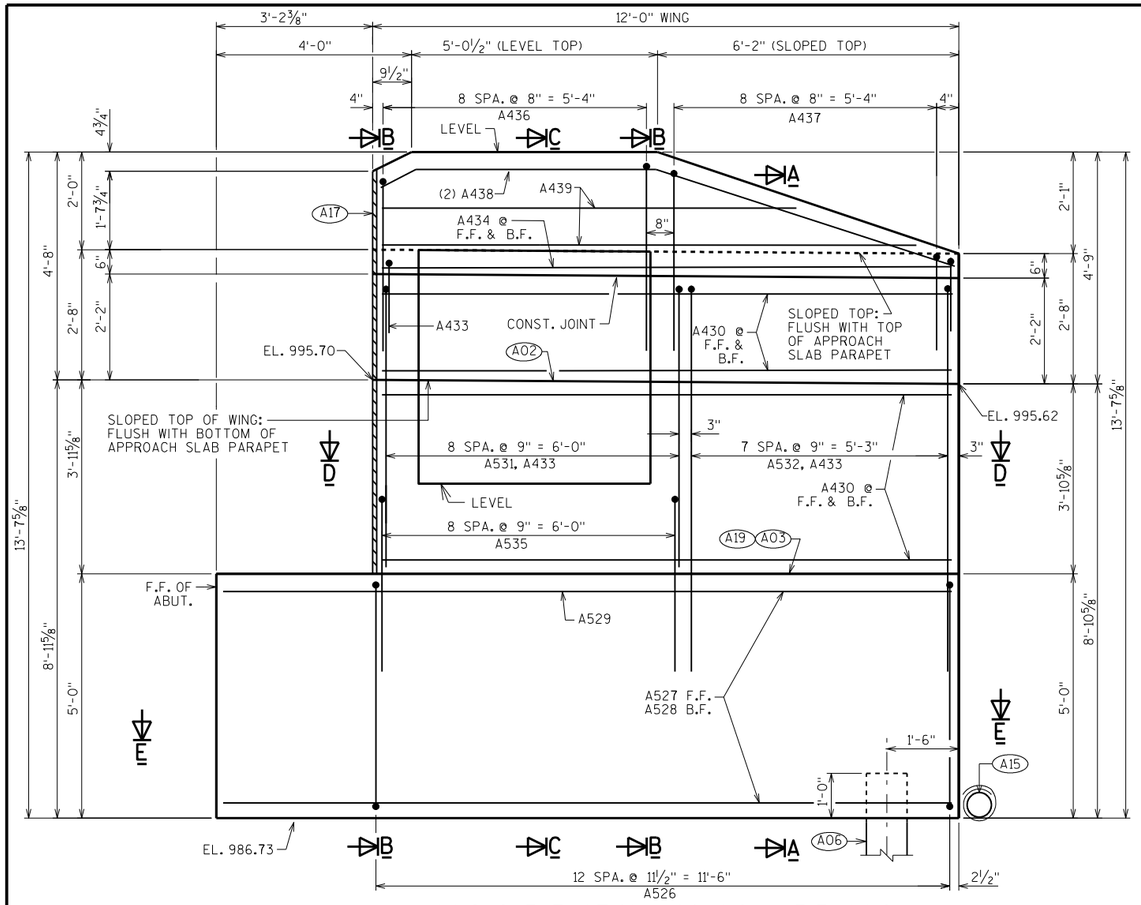
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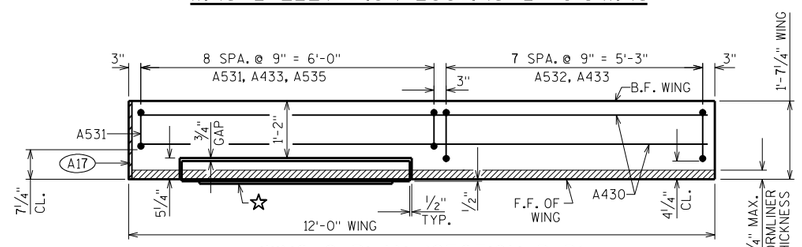
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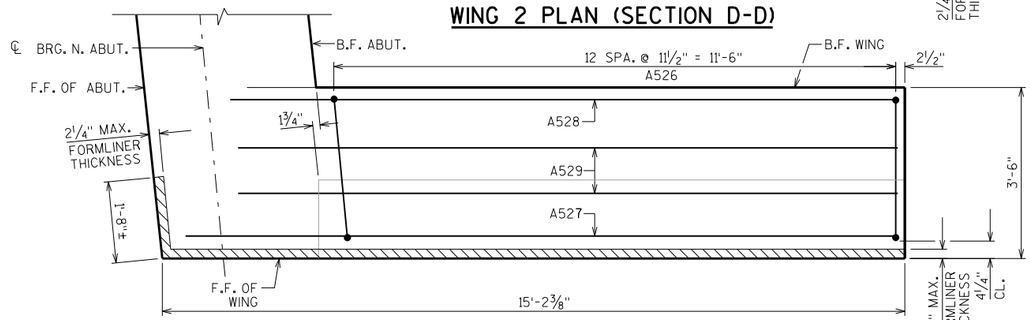
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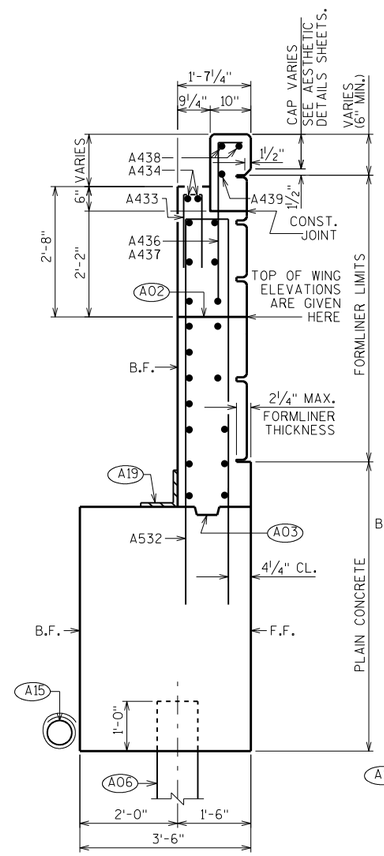
WING 2 ELEVATION LOOKING @ F.F. WING



WING 2 PLAN (SECTION D-D)

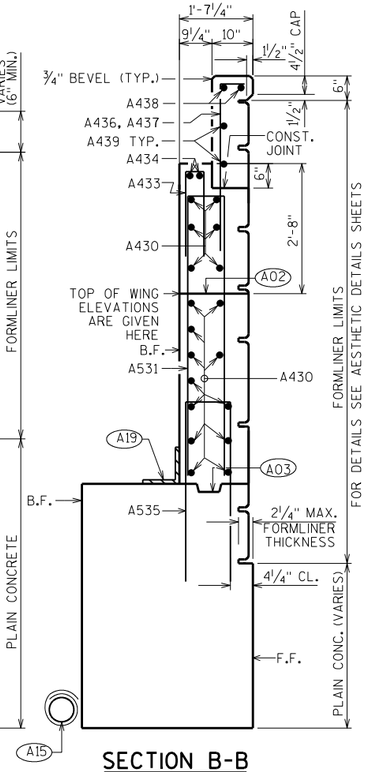


WING 2 PLAN (SECTION E-E)



SECTION A-A

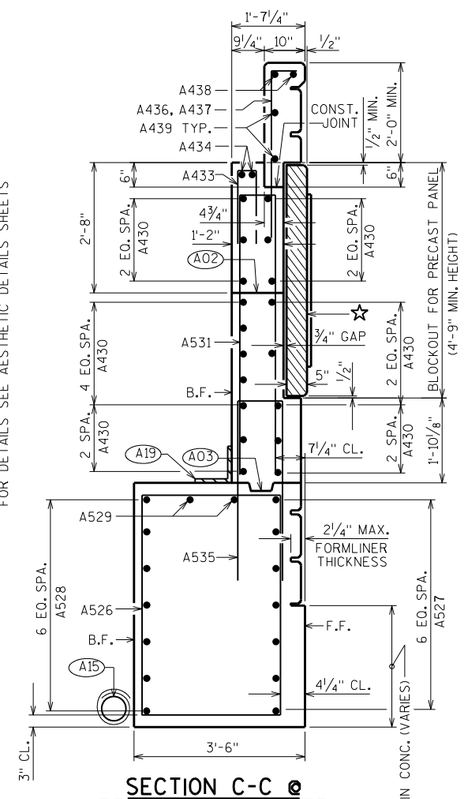
NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A430 BARS.



SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.

ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A430 BARS.



SECTION C-C @ PRECAST CONCRETE PANEL

☆ = 4'-8" X 4'-8" MIN. X 5" DEEP PRECAST CONCRETE PANEL. FOR DETAILS SEE "AESTHETIC DETAILS 1&3" SHEETS.

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

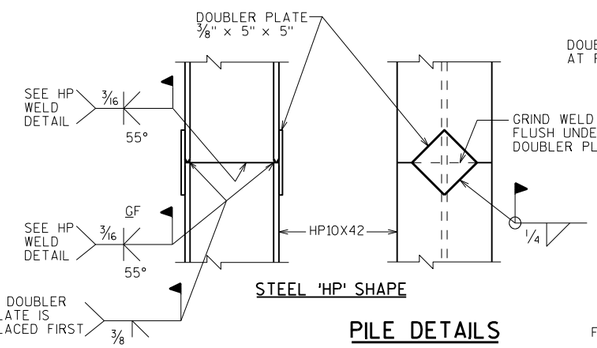
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 65 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE NORTH ABUTMENT SHEET.

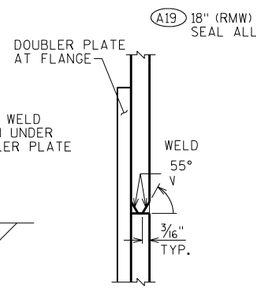
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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STRUCTURE B-56-210

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WING 2 DETAILS

SHEET 6

602

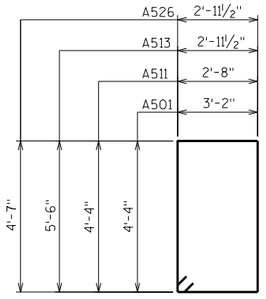
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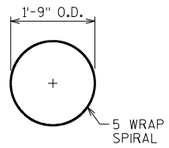
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STATE PROJECT NUMBER

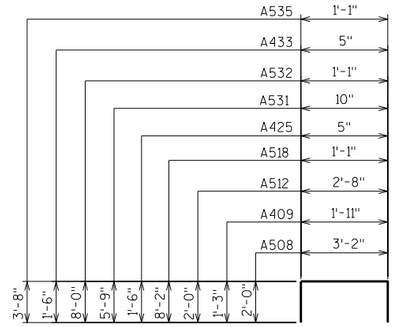
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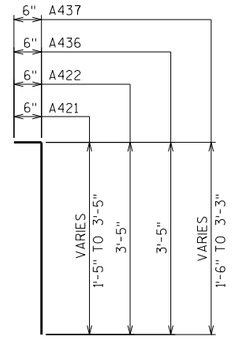
A501, A511, A513, A526



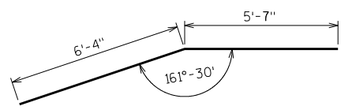
A403



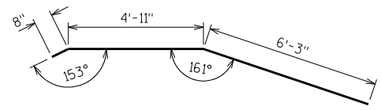
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A421,A422,A436,A437



A424



A438

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		53	15'-8"	X		BODY - STIRRUP
A402		16	2'-3"			PILE - VERT. - TWO PER BODY PILE
A403		8	28'-0"	X		PILE - VERT. - ONE PER BODY PILE
A604		11	46'-0"			BODY - HORIZ.
A705		12	12'-0"			BODY - HORIZ. - B.F.
A606		6	27'-11"			BODY - HORIZ. - B.F.
A407		4	28'-4"			BODY - HORIZ. - TOP
A508		28	6'-11"	X		BODY - VERT. - TOP
A409		20	4'-2"	X		BODY - VERT. - BETWEEN GIRDER
A410		8	7'-10"			BODY - HORIZ. - BETWEEN GIRDER
A511		5	14'-8"	X		BODY - STIRRUP - BOTH ENDS OF BODY
A512		2	6'-5"	X		BODY - VERT. - END OF BODY - NW CORNER
A513	X	13	17'-7"	X		WING 1 - STIRRUP
A514	X	7	15'-2"			WING 1 - HORIZ. - F.F.
A515	X	7	13'-7"			WING 1 - HORIZ. - B.F.
A516	X	2	13'-10"			WING 1 - HORIZ.
A417	X	19	11'-8"			WING 1 - HORIZ. - F.F. & B.F.
A518	X	17	17'-2"	X		WING 1 - VERT.
A519	X	—	—			NOT USED
A420	X	2	11'-8"			WING 1 - HORIZ.
A421	X	9	2'-10"	X	⚠	WING 1 - VERT.
A422	X	9	3'-10"	X		WING 1 - VERT.
A423	X	2	9'-9"		⚠	WING 1 - HORIZ.
A424	X	2	12'-0"	X		WING 1 - VERT. - TOP
A425	X	17	3'-3"	X		WING 1 - VERT.
A526	X	13	15'-9"	X		WING 2 - STIRRUP
A527	X	7	14'-6"			WING 2 - HORIZ. - F.F.
A528	X	7	13'-8"			WING 2 - HORIZ. - B.F.
A529	X	2	13'-6"			WING 2 - HORIZ.
A430	X	18	11'-8"			WING 2 - HORIZ.
A531	X	9	12'-0"	X		WING 2 - VERT.
A532	X	8	16'-10"	X		WING 2 - VERT.
A433	X	17	3'-3"	X		WING 2 - VERT.
A434	X	2	11'-8"			WING 2 - HORIZ.
A535	X	9	8'-2"	X		WING 2 - VERT.
A436	X	9	3'-10"	X		WING 2 - VERT.
A437	X	9	2'-10"	X	⚠	WING 2 - VERT.
A438	X	2	12'-0"	X		WING 2 - VERT. - TOP
A439	X	2	9'-7"		⚠	WING 2 - HORIZ.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
A421	1 SERIES OF 9	1'-10" TO 3'-10"
A423	1 SERIES OF 2	8'-4" TO 11'-1"
A437	1 SERIES OF 9	1'-10" TO 3'-10"
A439	1 SERIES OF 2	8'-7" TO 10'-7"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

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NORTH ABUTMENT DETAILS

SHEET 7

603

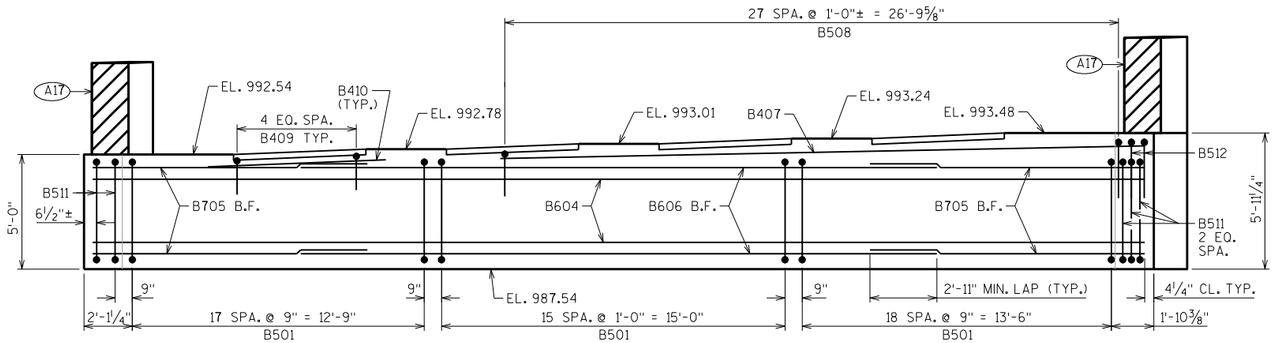
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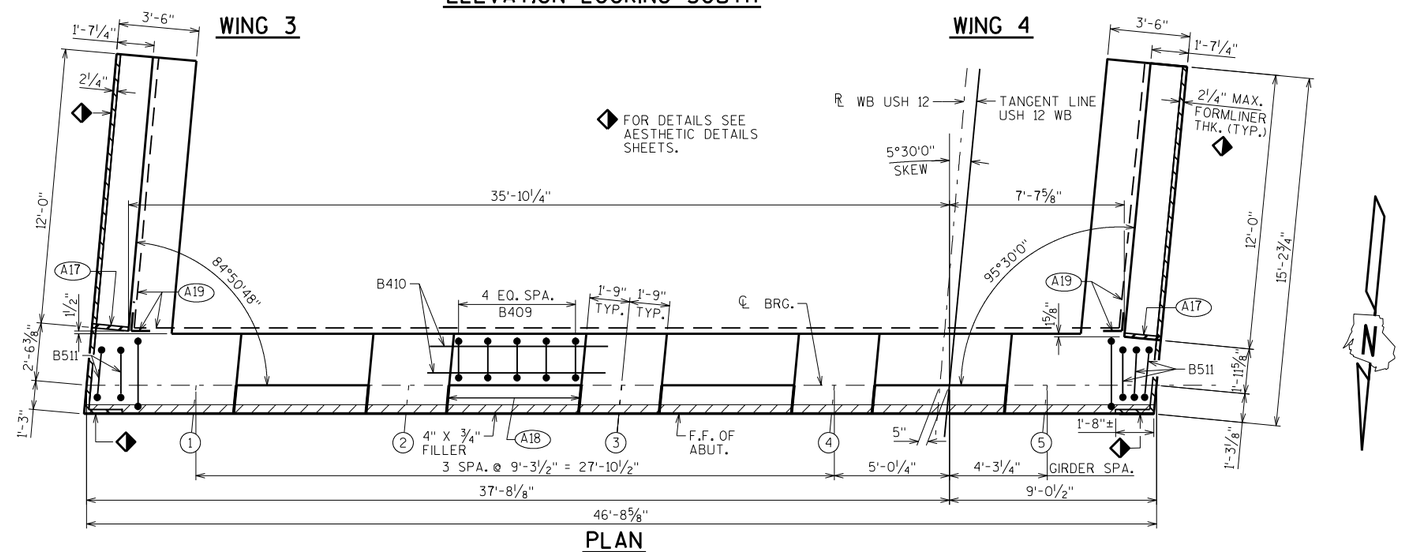
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STATE PROJECT NUMBER

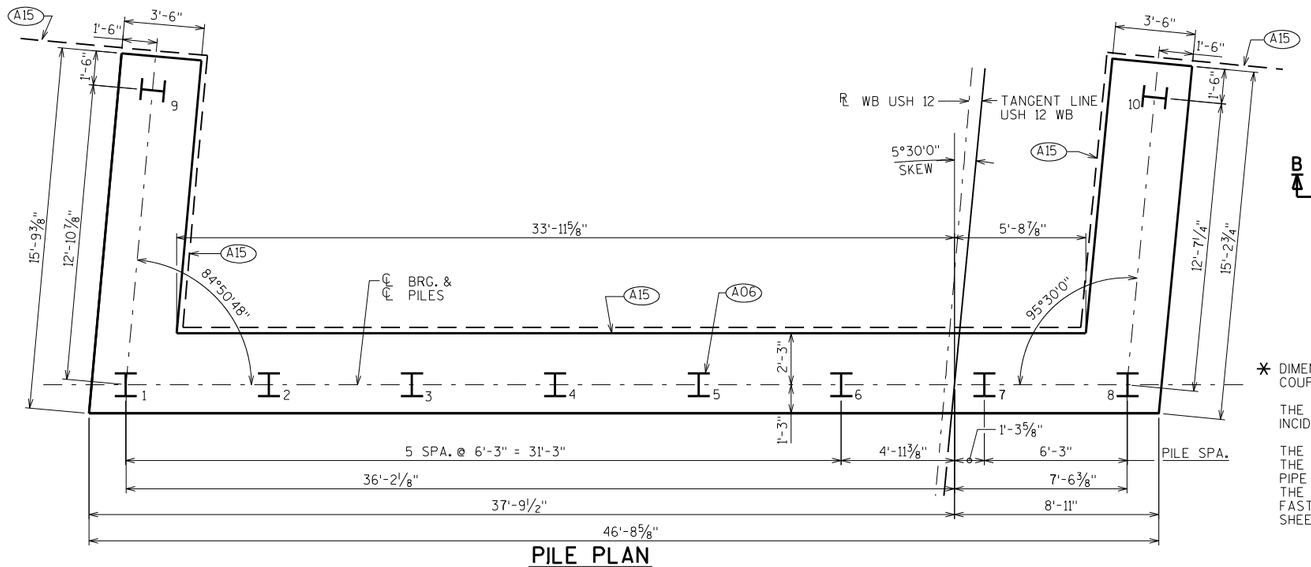
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ELEVATION LOOKING SOUTH

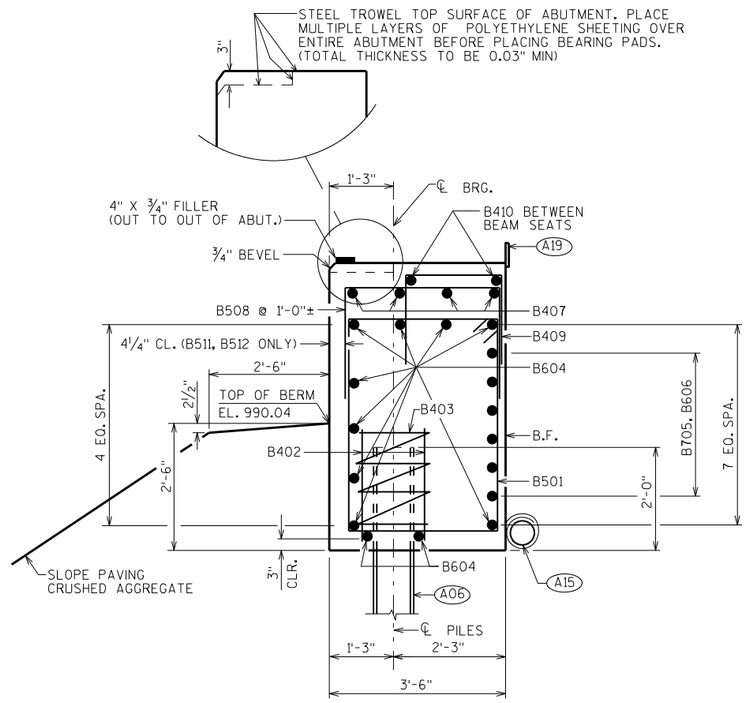


PLAN

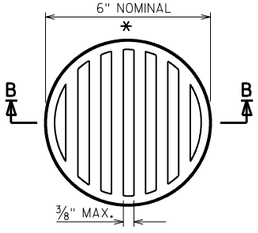


PILE PLAN

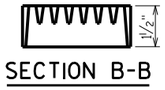
DIMENSIONS INCLUDE FORMLINER. HOWEVER FORMLINER IS NOT SHOWN IN THIS VIEW FOR CLARITY.



SECTION THRU BODY



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN 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 SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 60'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-56-210

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SOUTH ABUTMENT

SHEET 8

604

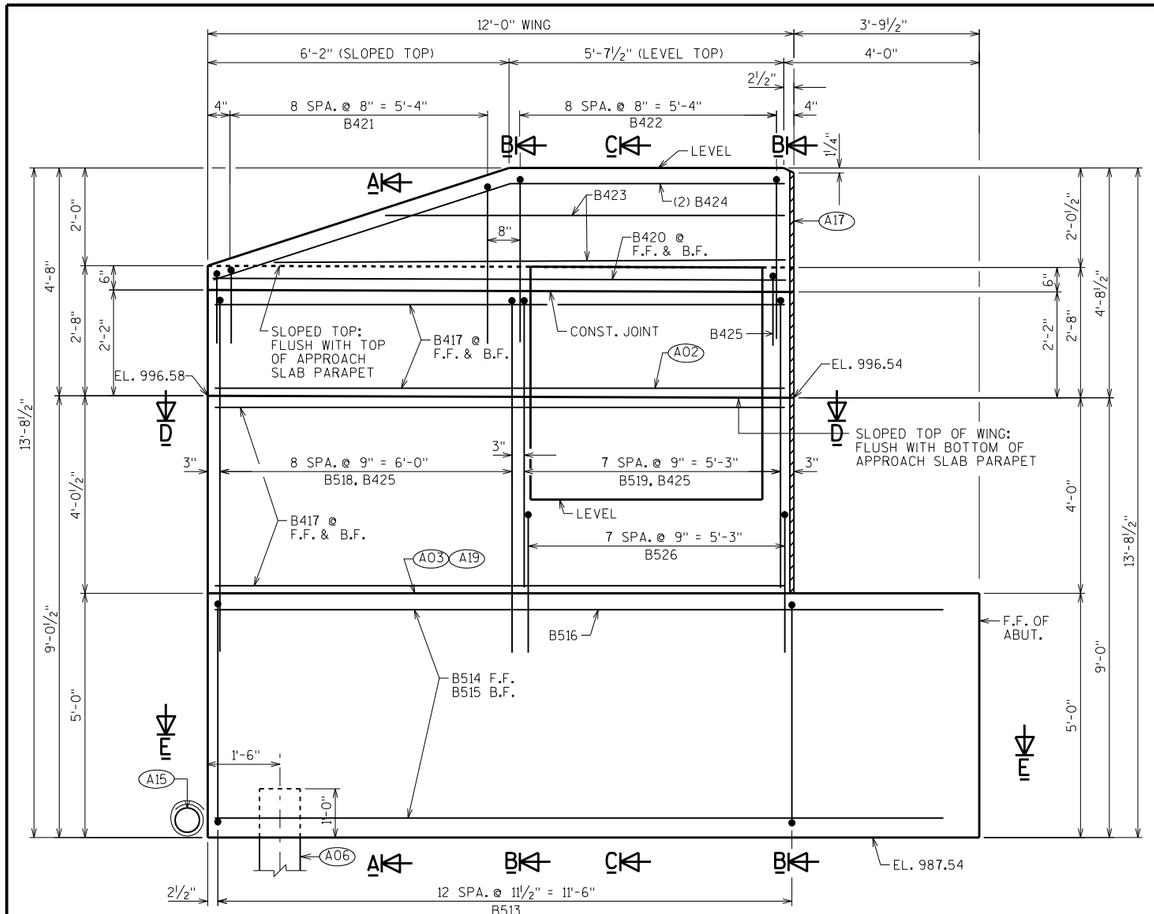
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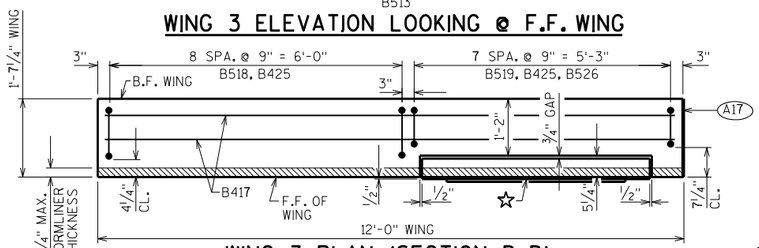
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STATE PROJECT NUMBER

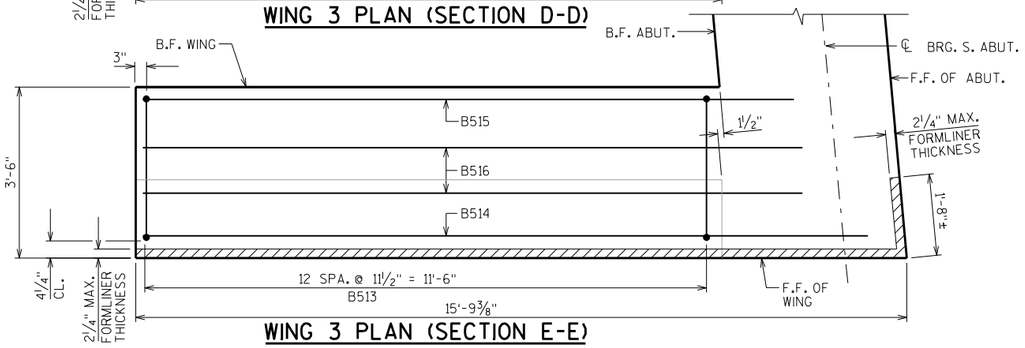
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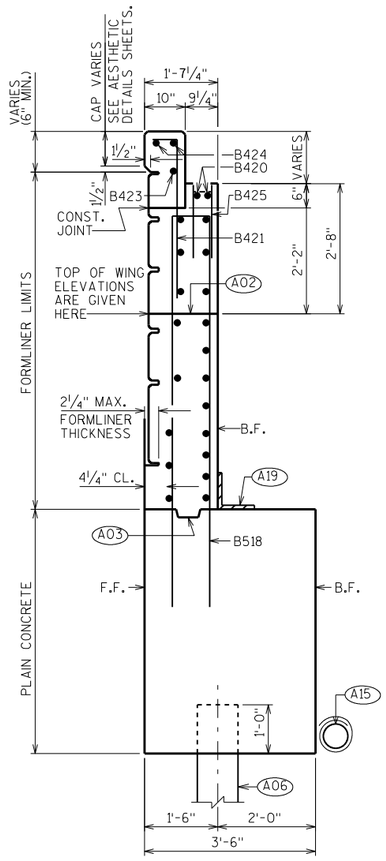
WING 3 ELEVATION LOOKING @ F.F. WING



WING 3 PLAN (SECTION D-D)



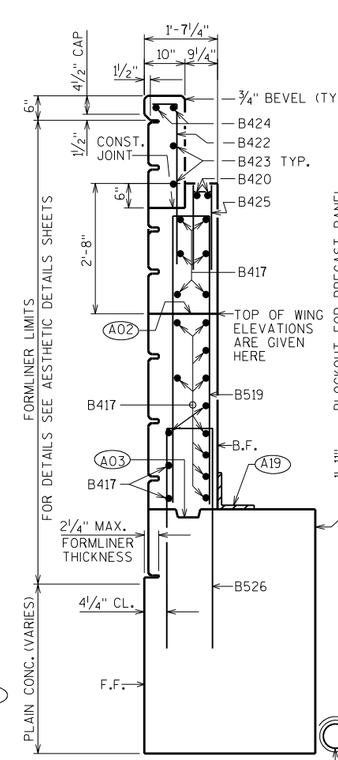
WING 3 PLAN (SECTION E-E)



SECTION A-A

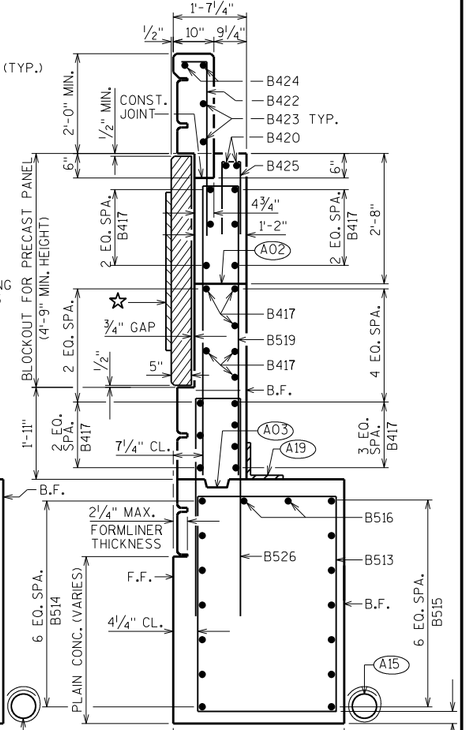
NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.

☆ = 4'-8" X 4'-8" MIN. X 5" DEEP PRECAST CONCRETE PANEL. FOR DETAILS SEE "AESTHETIC DETAILS 1&3" SHEETS.



SECTION B-B

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.



SECTION C-C @ PRECAST CONCRETE PANEL

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

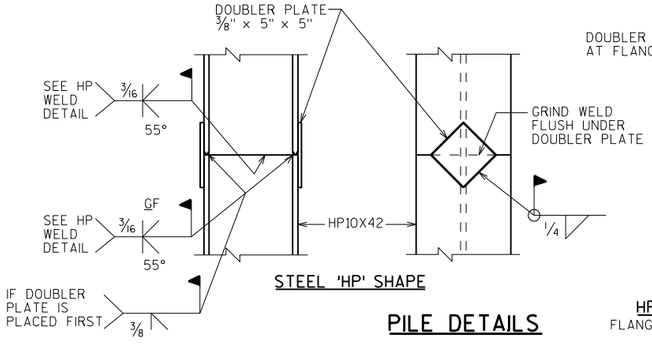
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 60 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE NORTH ABUTMENT SHEET.

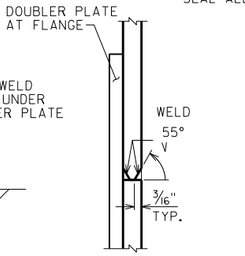
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE

PILE DETAILS



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

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WING 3 DETAILS

SHEET 9

605

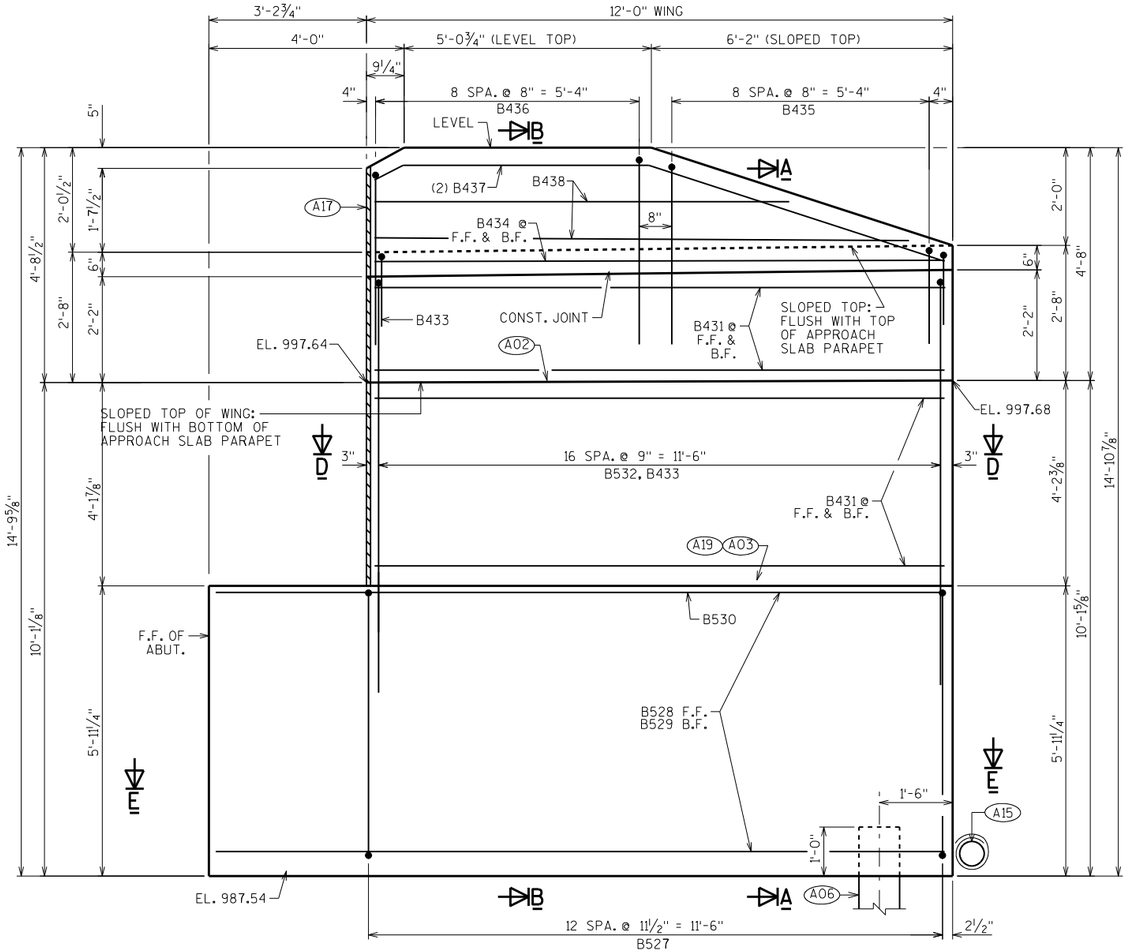
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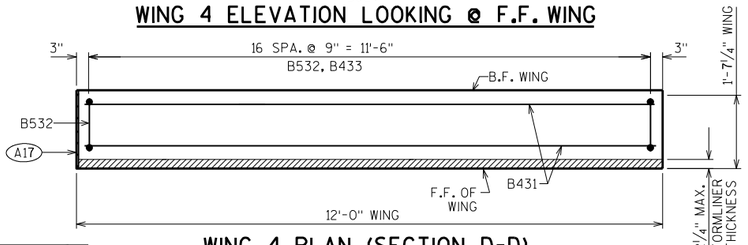
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STATE PROJECT NUMBER

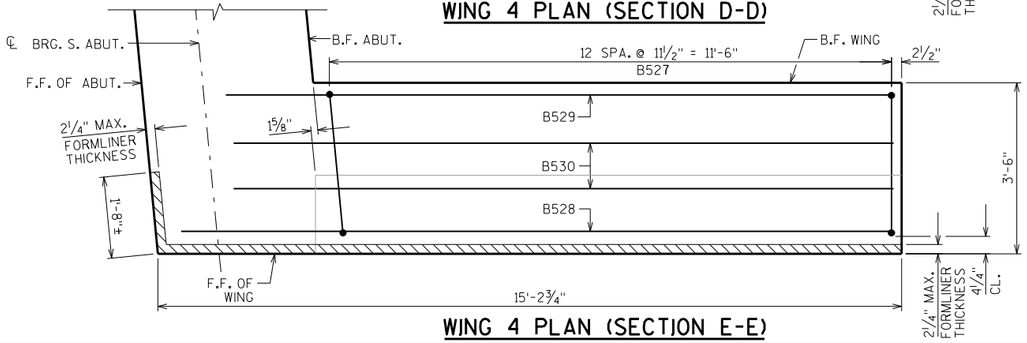
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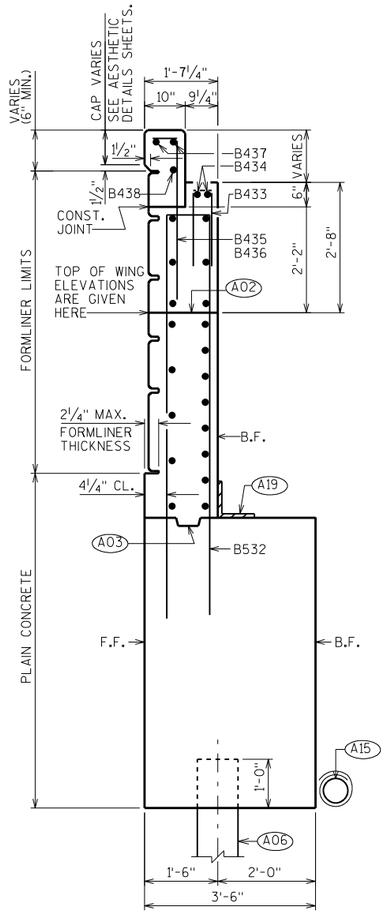
WING 4 ELEVATION LOOKING @ F.F. WING



WING 4 PLAN (SECTION D-D)

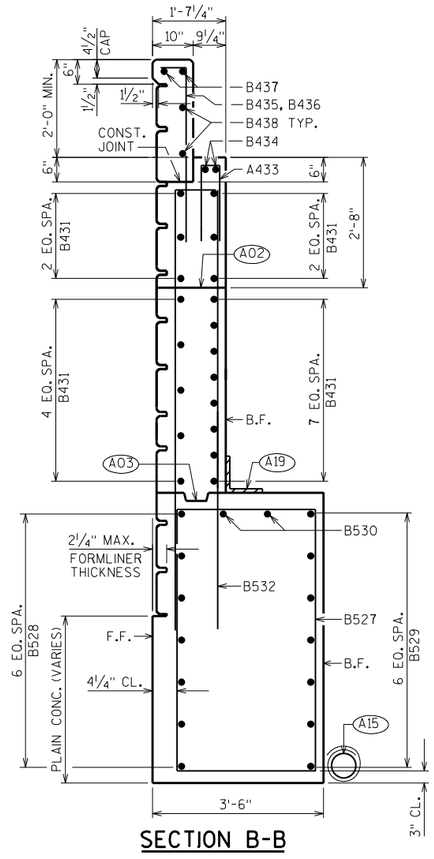


WING 4 PLAN (SECTION E-E)



SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B431 BARS.



SECTION B-B

A02 HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

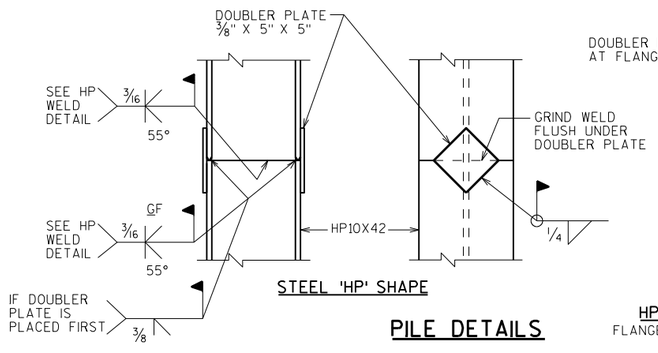
A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" X 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 60 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

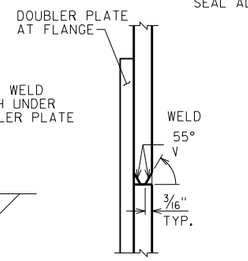
A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. FOR DETAILS SEE SOUTH ABUTMENT SHEET.

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



STEEL 'HP' SHAPE



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NOTE:
SEE AESTHETIC DETAILS SHEETS 1, 2 &3 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

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WING 4 DETAILS

SHEET 10

606

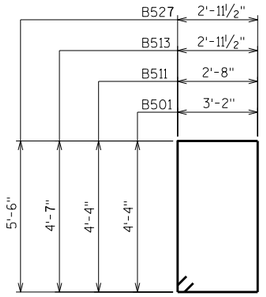
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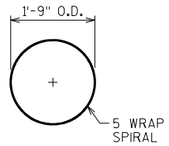
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STATE PROJECT NUMBER

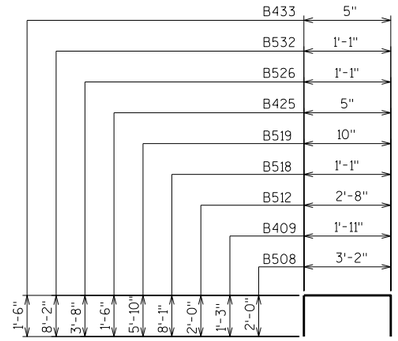
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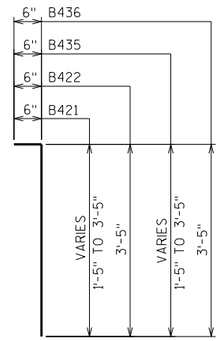
B501, B511, B513, B527



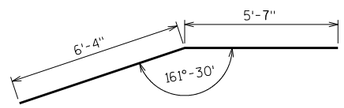
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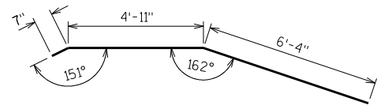
B508,B409,B512,B518,B519,B425,B526,B532,B433



B421,B422,B435,B436



B424



B437

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		53	15'-8"	X		BODY - STIRRUP
B402		16	2'-3"			PILE - VERT. - TWO PER BODY PILE
B403		8	28'-0"	X		PILE - VERT. - ONE PER BODY PILE
B604		11	46'-0"			BODY - HORIZ.
B705		12	12'-0"			BODY - HORIZ. - B.F.
B606		6	27'-10"			BODY - HORIZ. - B.F.
B407		4	28'-4"			BODY - HORIZ. - TOP
B508		28	6'-11"	X		BODY - VERT. - TOP
B409		20	4'-2"	X		BODY - VERT. - BETWEEN GIRDER
B410		8	7'-10"			BODY - HORIZ. - BETWEEN GIRDER
B511		5	14'-8"	X		BODY - STIRRUP - BOTH ENDS OF BODY
B512		2	6'-5"	X		BODY - VERT. - END OF BODY - NW CORNER
B513	X	13	15'-9"	X		WING 3 - STIRRUP
B514	X	7	15'-2"			WING 3 - HORIZ. - F.F.
B515	X	7	13'-7"			WING 3 - HORIZ. - B.F.
B516	X	2	13'-10"			WING 3 - HORIZ.
B417	X	19	11'-8"			WING 3 - HORIZ. - F.F. & B.F.
B518	X	9	17'-0"	X		WING 3 - VERT.
B519	X	8	12'-3"	X		WING 3 - VERT.
B420	X	2	11'-8"			WING 3 - HORIZ.
B421	X	9	2'-10"	X	◭	WING 3 - VERT.
B422	X	9	3'-10"	X		WING 3 - VERT.
B423	X	2	9'-7"		◭	WING 3 - HORIZ.
B424	X	2	12'-0"	X		WING 3 - VERT. - TOP
B425	X	17	3'-3"	X		WING 3 - VERT.
B526	X	8	8'-2"	X		WING 3 - VERT.
B527	X	13	17'-7"	X		WING 4 - STIRRUP
B528	X	7	14'-8"			WING 4 - HORIZ. - F.F.
B529	X	7	13'-11"			WING 4 - HORIZ. - B.F.
B530	X	2	13'-10"			WING 4 - HORIZ.
B431	X	19	11'-8"			WING 4 - HORIZ.
B532	X	17	17'-2"	X		WING 4 - VERT.
B433	X	17	3'-3"	X		WING 4 - VERT.
B434	X	2	11'-8"			WING 4 - VERT.
B435	X	9	2'-10"	X	◭	WING 4 - VERT.
B436	X	9	3'-10"	X		WING 4 - VERT.
B437	X	2	11'-10"	X		WING 4 - HORIZ.
B438	X	2	10'-0"		◭	WING 4 - HORIZ. - F.F. & B.F.

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B421	1 SERIES OF 9	1'-10" TO 3'-10"
B423	1 SERIES OF 2	8'-1" TO 11'-1"
B435	1 SERIES OF 9	1'-10" TO 3'-10"
B438	1 SERIES OF 2	8'-4" TO 10'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

SOUTH ABUTMENT DETAILS

SHEET 11

607

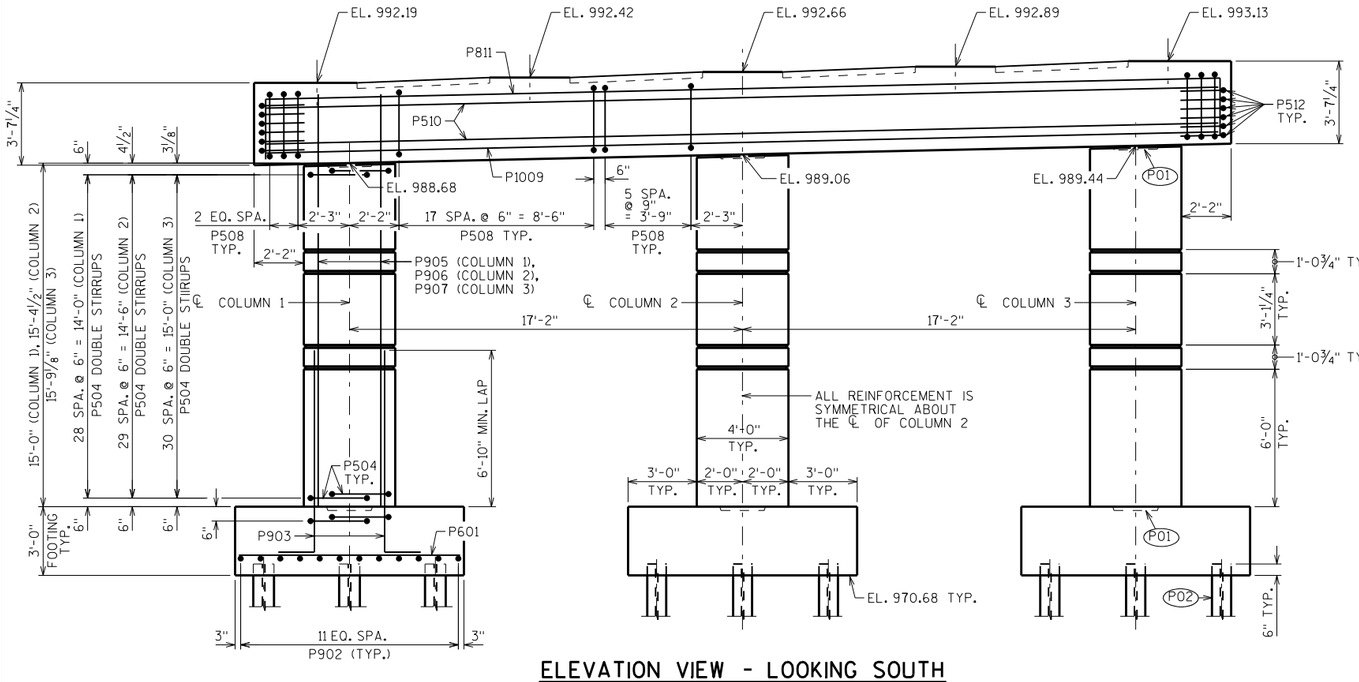
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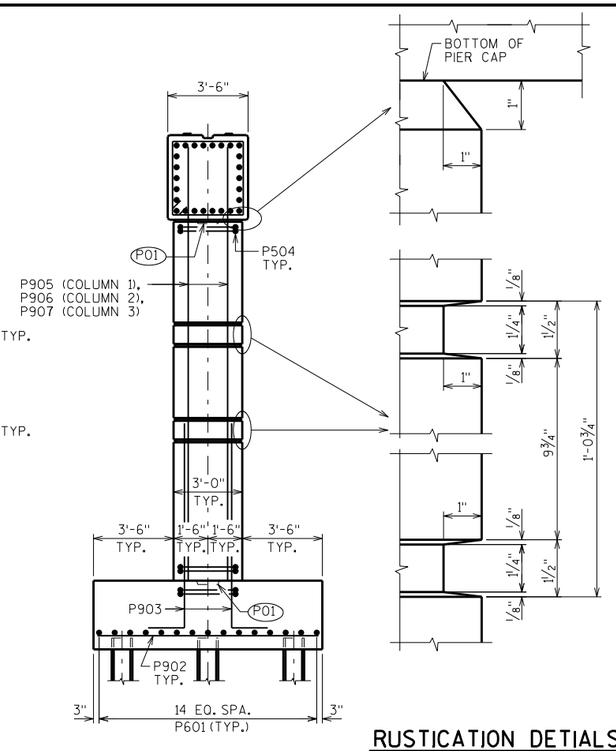
STATE PROJECT NUMBER

1674-00-80

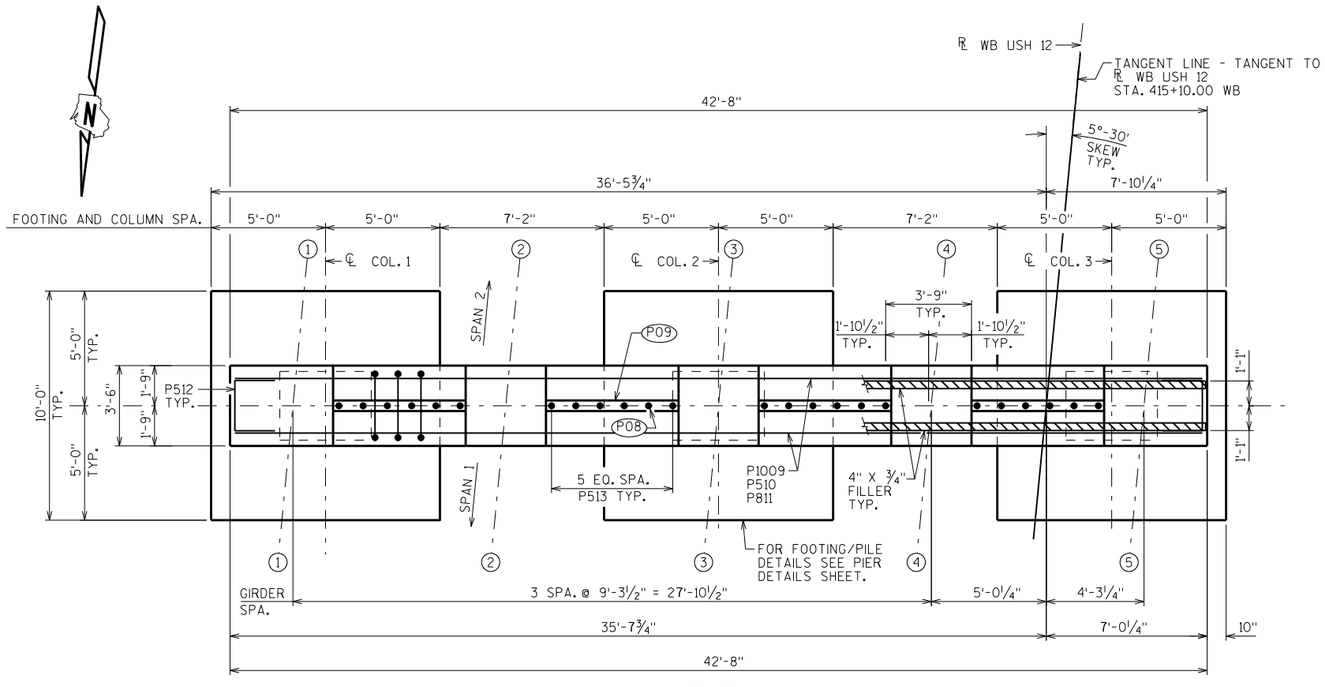


ELEVATION VIEW - LOOKING SOUTH

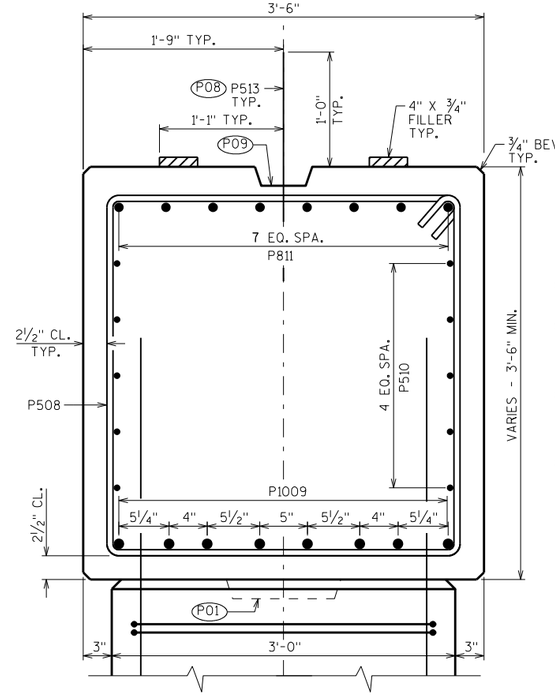
SEE AESTHETIC DETAILS 2 SHEET FOR STAINING LOCATIONS AND COLORS.



RUSTICATION DETIALS



PLAN



SECTION THRU PIER CAP

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 60'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) P513 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

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PIER

SHEET 12

608

8

8

SCALE = 3.1667

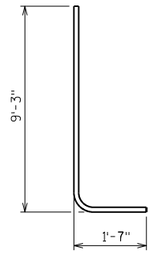
STATE PROJECT NUMBER

1674-00-80

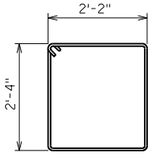
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

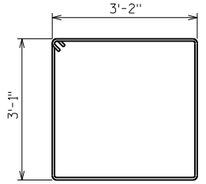
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P601		45	9'-8"			FOOTING - HORIZ.
P902		36	9'-8"			FOOTING - HORIZ.
P903	X	54	10'-7"	X		FOOTING/COLUMN - VERT.
P504	X	180	9'-8"	X		COLUMN - HORIZ. - STIRRUPS
P905	X	18	18'-1"			COLUMN 1 - VERT.
P906	X	18	18'-6"			COLUMN 2 - VERT.
P907	X	18	18'-11"			COLUMN 3 - VERT.
P508	X	54	13'-2"	X		CAP - STIRRUP
P1009	X	9	41'-11"			CAP - HORIZ. - BOTTOM
P510	X	10	41'-11"			CAP - HORIZ. - SIDES
P811	X	8	47'-8"	X		CAP - HORIZ. - TOP
P512	X	12	6'-8"	X		CAP - HORIZ. - ENDS
P513	X	24	2'-0"			CAP - DOWEL BARS



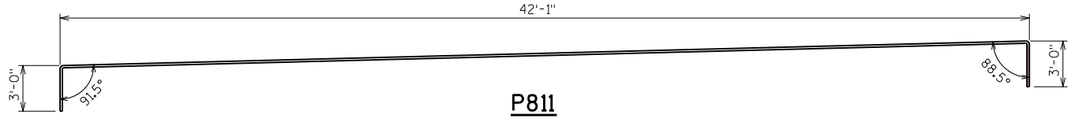
P903



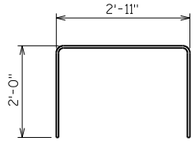
P504



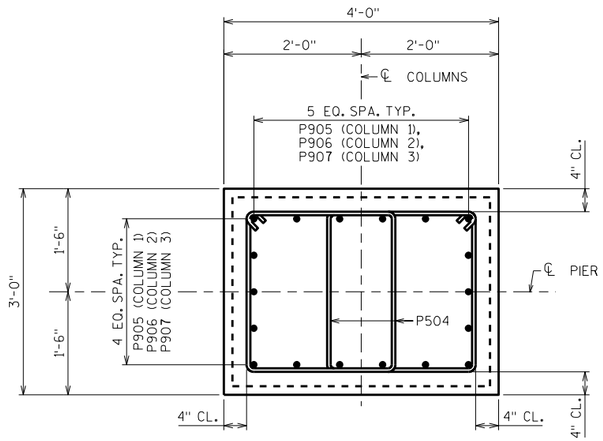
P508



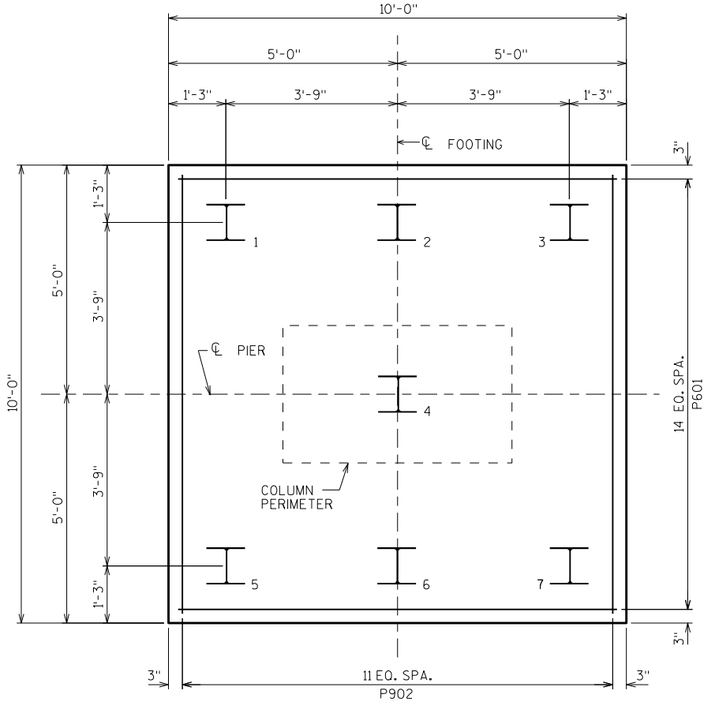
P811



P512



SECTION B-B
COLUMNS



FOOTING PLAN (TYP.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY JJR/DDS | PLANS CK'D. ADS

PIER DETAILS

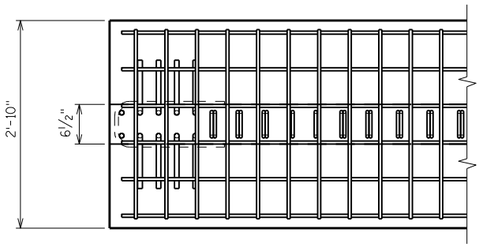
SHEET 13

609

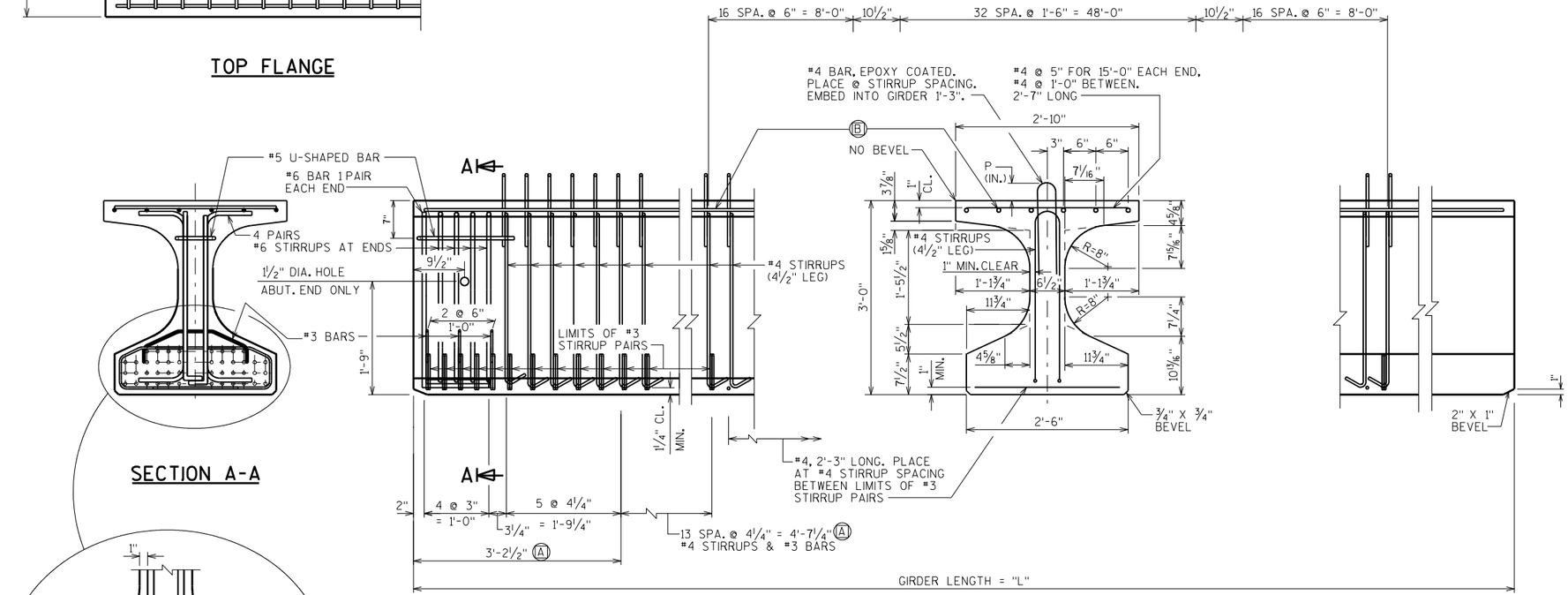
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STATE PROJECT NUMBER

1674-00-80



TOP FLANGE

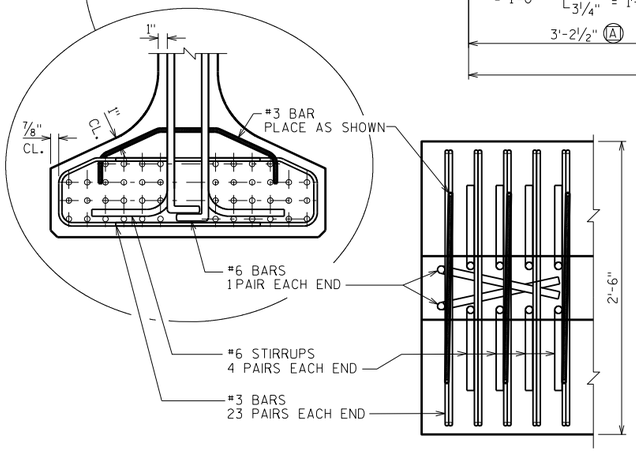


SECTION A-A

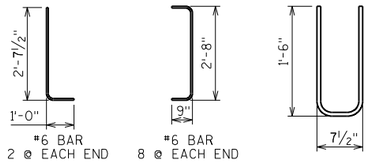
SIDE VIEW & TYPICAL SECTION IN SPAN

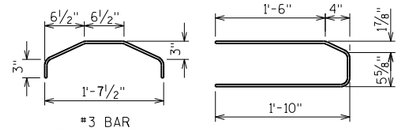
(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE





NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-5	81.375	0.5	1.0	1.4	1.6	1.7	1.6	1.4	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	32.0	11.0	14.0	4.0	———	———
2	1-5	81.375	0.5	1.0	1.4	1.6	1.7	1.6	1.4	1.0	0.5	8000	8"	7"	8"	0.60	28	6400	32.0	11.0	14.0	4.0	———	———

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY JJR/DDS | PLANS CK'D. ADS

36W" PRESTRESSED GIRDER DETAILS

SHEET 14

610

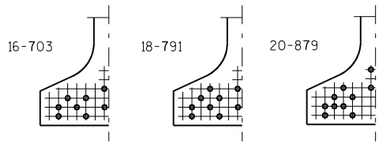
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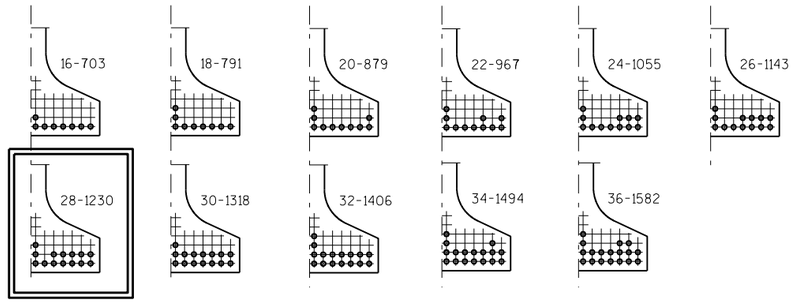
STATE PROJECT NUMBER

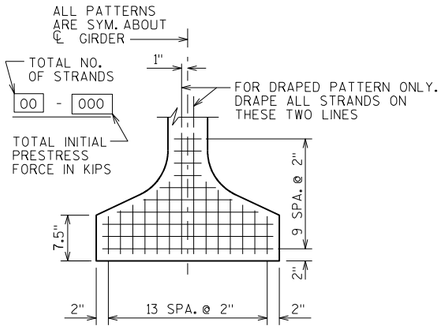
1674-00-80



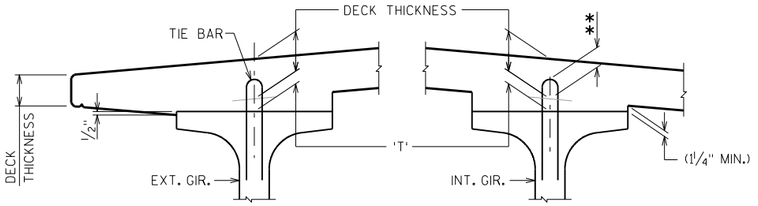
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS





TYP. STRAND PATTERN



DECK HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

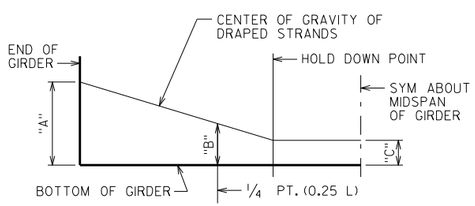
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



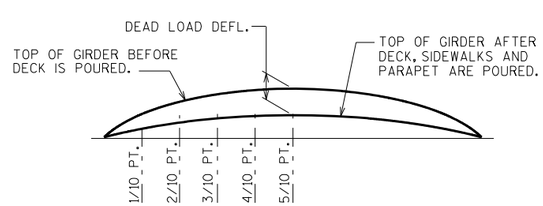
DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	2.97
2	2.97

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY JJR/DDS | PLANS CK'D. ADS

36W" PRESTRESSED GIRDER DETAILS 1

SHEET 15

611

SCALE = 1

8

8

STATE PROJECT NUMBER

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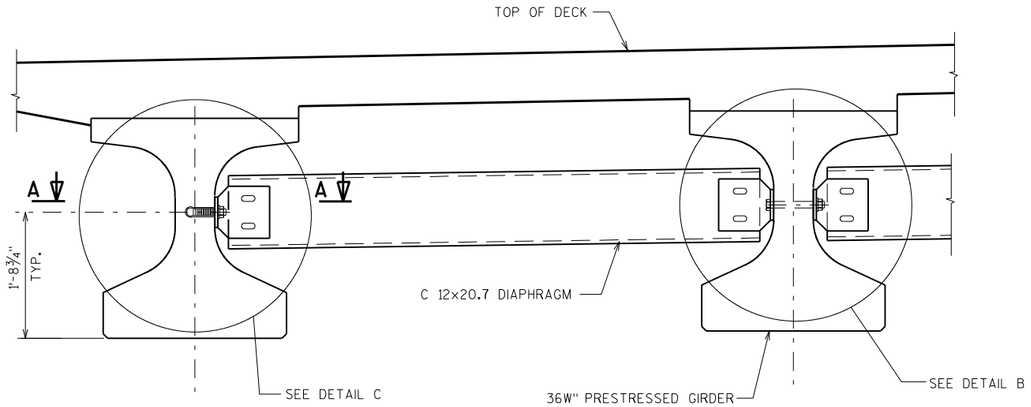
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-56-210", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

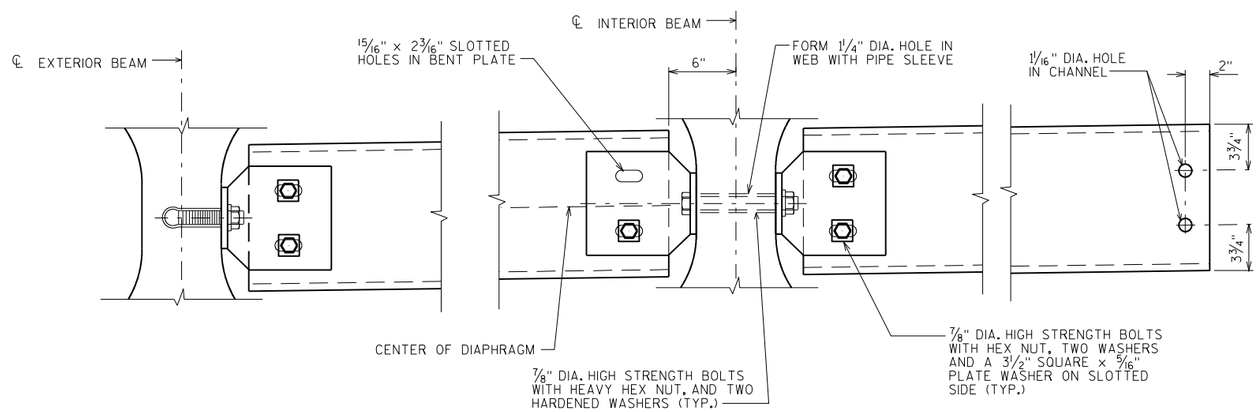
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



EXTERIOR GIRDER

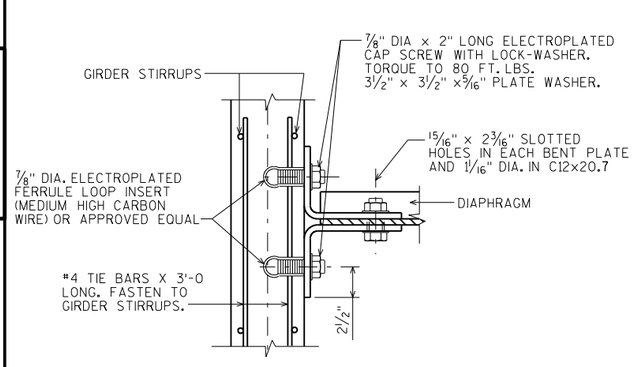
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



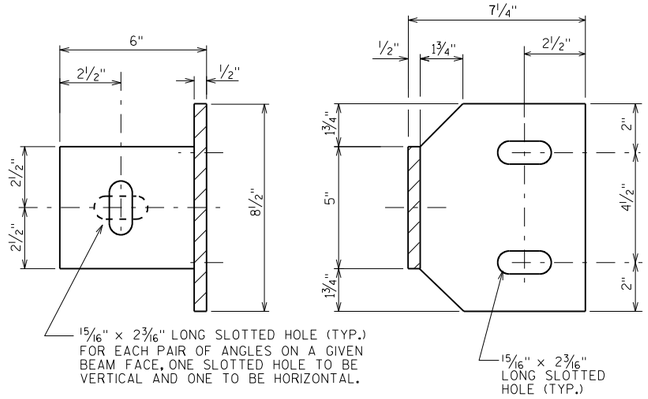
DETAIL C

DETAIL B



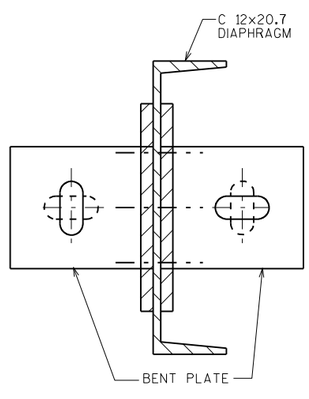
SECTION A-A

(FOR EXTERIOR ATTACHMENT)



BEAM FACE

DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

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STEEL DIAPHRAGMS

SHEET 16

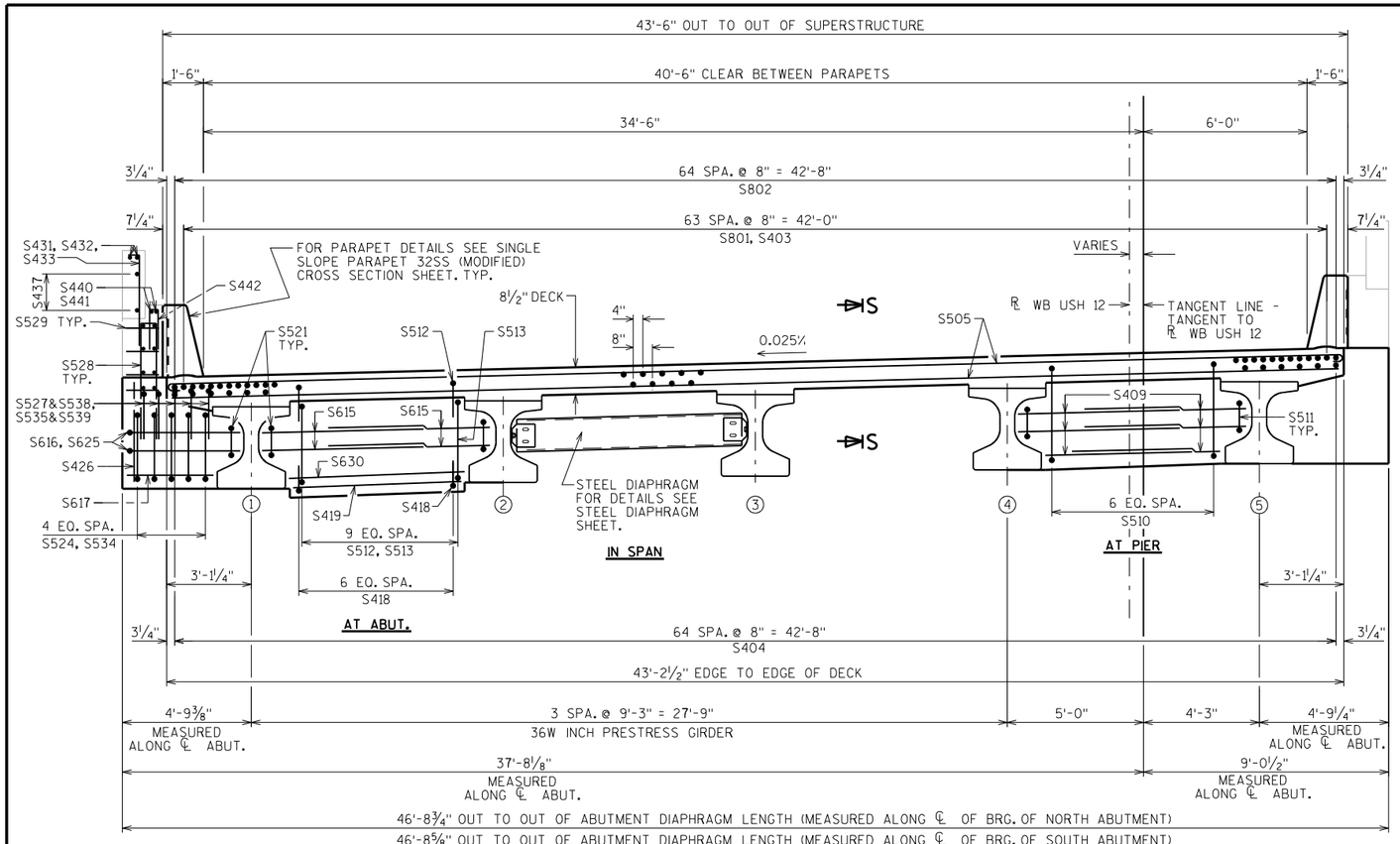
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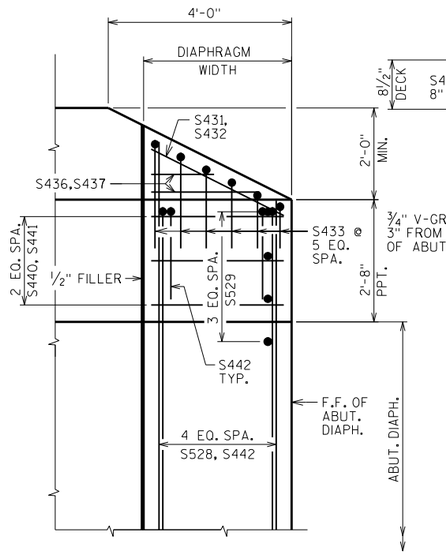
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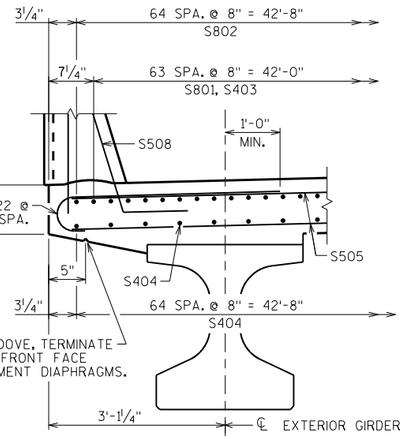
STATE PROJECT NUMBER
1674-00-80



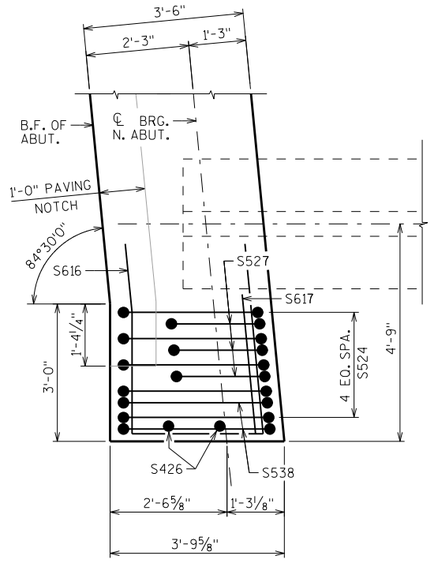
CROSS SECTION THRU ROADWAY
(LOOKING SOUTH)



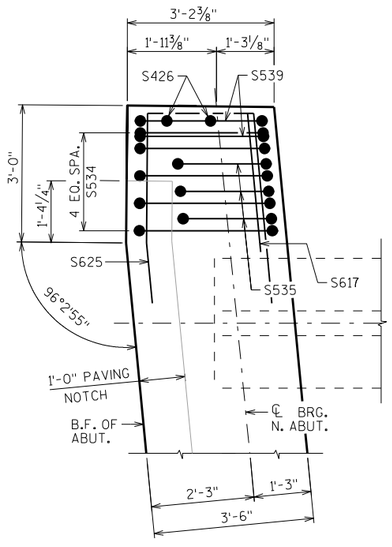
DIAPHRAGM END VIEW



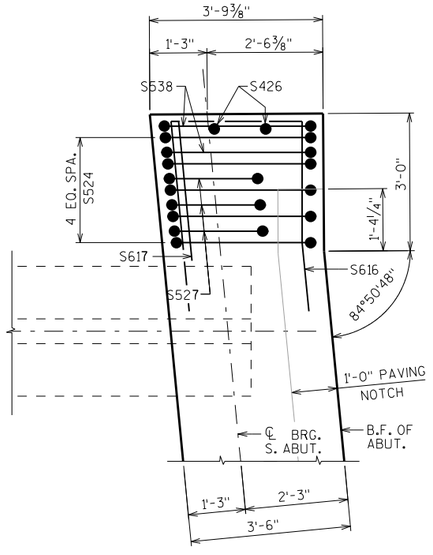
EDGE OF DECK DETAIL



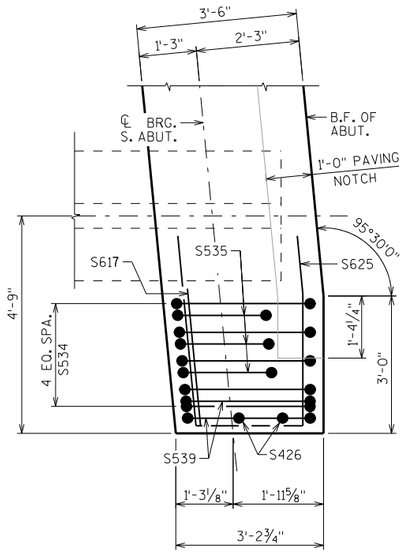
PLAN - WING 1 DIAPHRAGM END



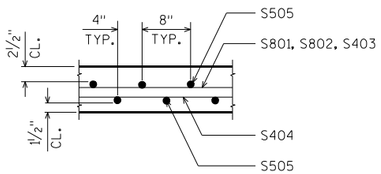
PLAN - WING 2 DIAPHRAGM END



PLAN - WING 3 DIAPHRAGM END



PLAN - WING 4 DIAPHRAGM END



SECTION S-S

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

SUPERSTRUCTURE CROSS SECTION

SHEET 17

613

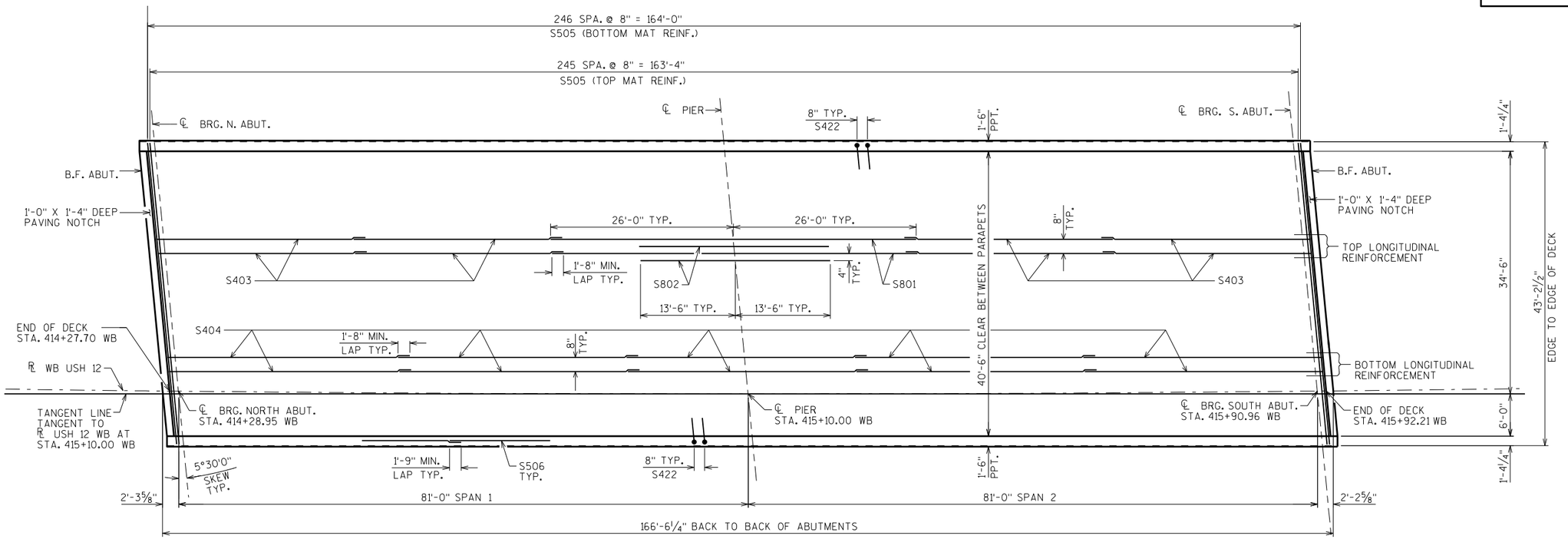
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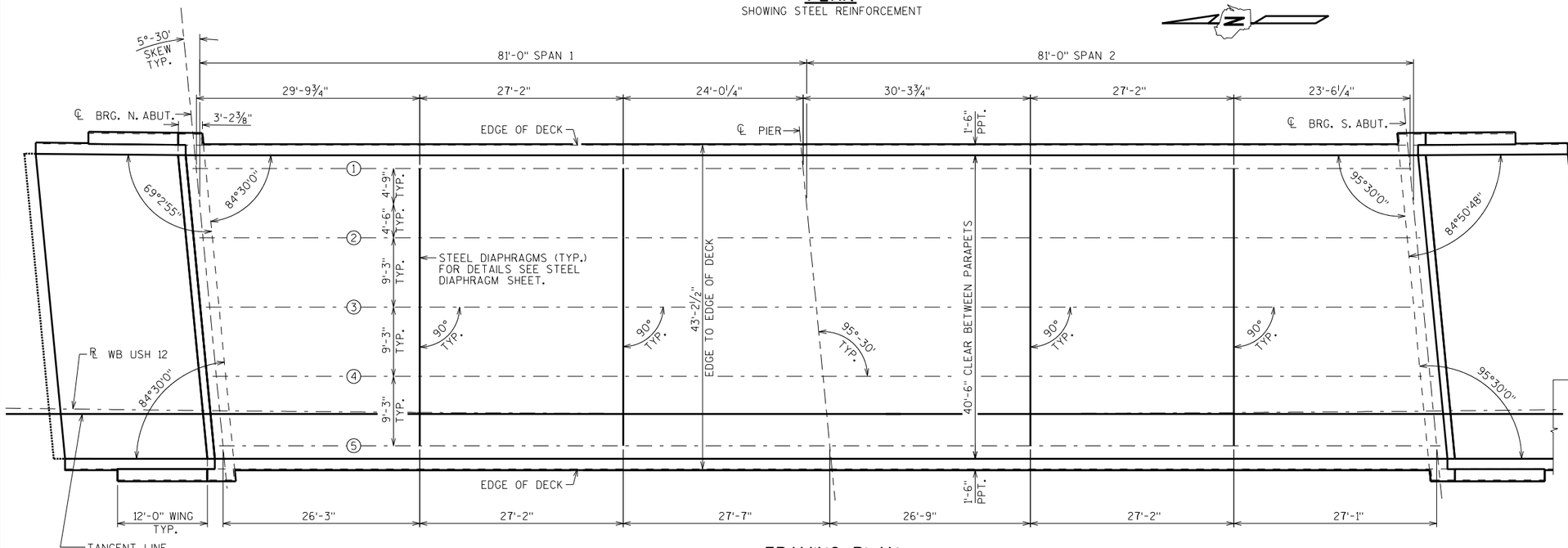
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STATE PROJECT NUMBER

1674-00-80



PLAN
SHOWING STEEL REINFORCEMENT



FRAMING PLAN
SHOWING DIAPHRAGM SPA.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

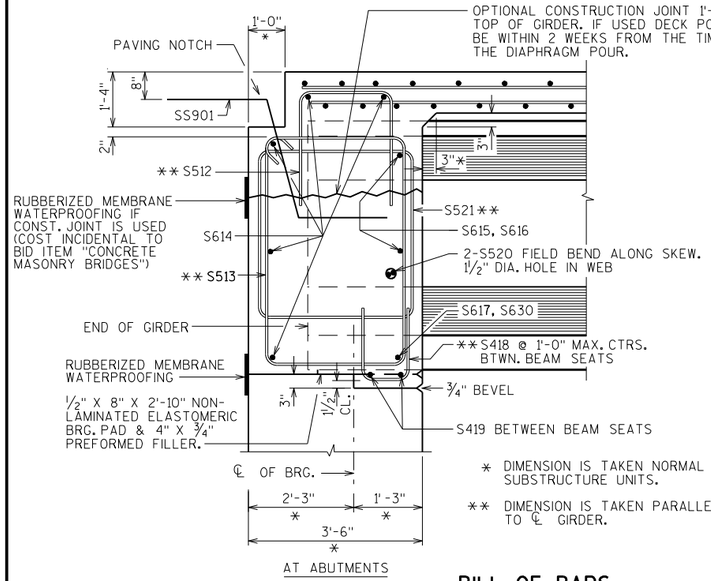
DRAWN BY DDS/EMK | PLANS CK'D. ADS

SUPERSTRUCTURE

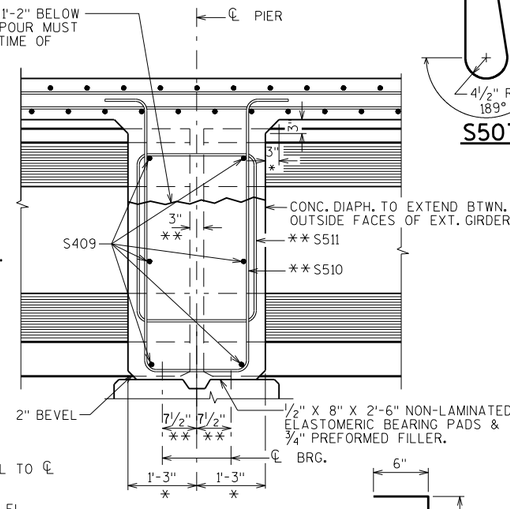
SHEET 18

614

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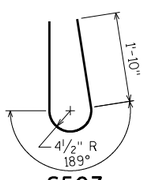
PART LONGIT. SECTION



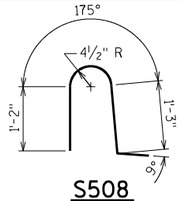
AT PIER DIAPHRAGM

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

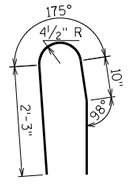
** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.



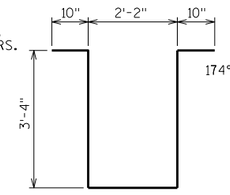
S507



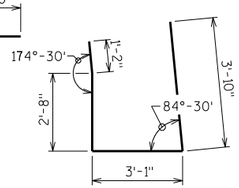
S508



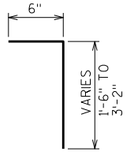
S523



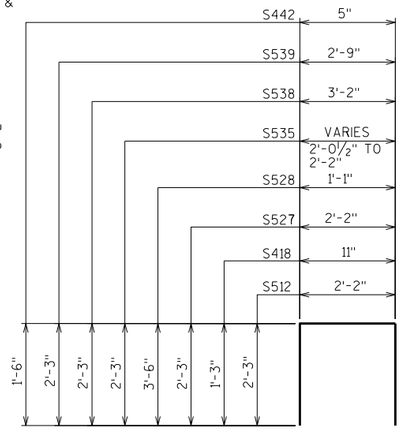
S510



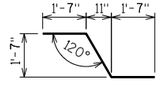
S616



S433



S512,S418,S527,S528,S535,S538,S539,S442

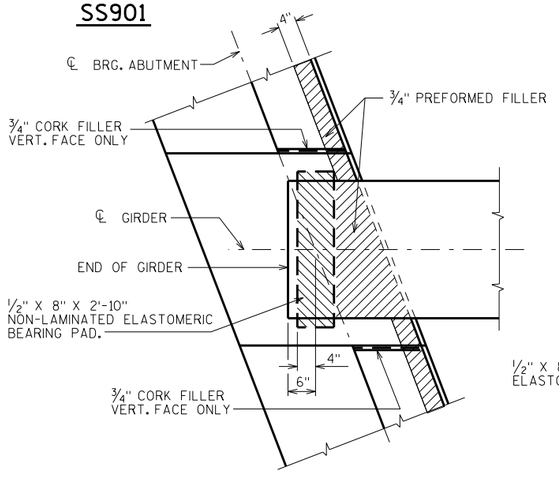


SS901

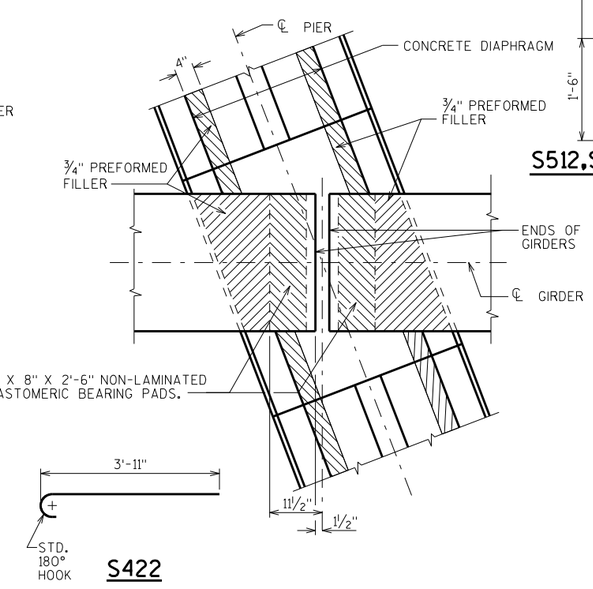
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

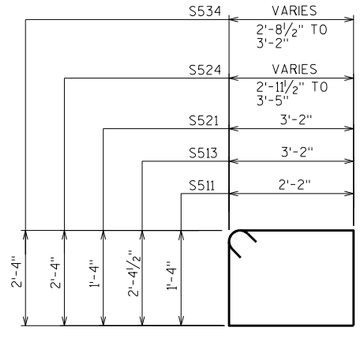
BAR MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
STAINLESS STEEL → SS901	82	5'-0"	X		ABUT. DIAPH./APPROACH SLAB TIE



BEARING PAD DETAIL



S422



S511, S513, S521, S524, S534

TOP OF DECK ELEVATIONS

	N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	995.72	995.77	995.82	995.87	995.92	995.97	996.01	996.06	996.10	996.15	996.19	996.23	996.27	996.30	996.34	996.38	996.41	996.44	996.48	996.51	996.53
GIR. 1	995.77	995.82	995.87	995.92	995.97	996.02	996.06	996.11	996.15	996.19	996.23	996.27	996.31	996.35	996.39	996.42	996.46	996.49	996.53	996.56	996.59
GIR. 2	996.01	996.06	996.11	996.16	996.21	996.25	996.30	996.34	996.38	996.43	996.47	996.51	996.55	996.59	996.62	996.66	996.69	996.73	996.76	996.79	996.82
GIR. 3	996.25	996.30	996.35	996.40	996.44	996.49	996.53	996.58	996.62	996.66	996.70	996.74	996.78	996.82	996.86	996.89	996.93	996.96	996.99	997.03	997.06
GIR. 4	996.49	996.54	996.58	996.63	996.68	996.73	996.77	996.81	996.86	996.90	996.94	996.98	997.02	997.06	997.09	997.13	997.16	997.20	997.23	997.26	997.29
GIR. 5	996.72	996.77	996.82	996.87	996.92	996.96	997.01	997.05	997.09	997.13	997.17	997.21	997.25	997.29	997.33	997.36	997.40	997.43	997.46	997.50	997.53
RT. EOD	996.76	996.81	996.86	996.91	996.96	997.00	997.05	997.09	997.14	997.18	997.22	997.26	997.30	997.33	997.37	997.41	997.44	997.47	997.50	997.53	997.56

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

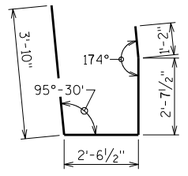
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	64	52'-0"			LONGITUDINAL CONTINUITY TOP
S802	X	65	27'-0"			LONGITUDINAL CONTINUITY TOP
S403	X	256	29'-9"			LONGITUDINAL TOP
S404	X	325	34'-2"			LONGITUDINAL BOTTOM
S505	X	493	43'-0"			TRANSVERSE TOP AND BOTTOM
S506	X	48	42'-11"			PARAPET 32SS - HORIZ.
S507	X	500	5'-0"	X		PARAPET 32SS - VERT.
S508	X	496	4'-5"	X		PARAPET 32SS - VERT.
S409	X	48	5'-1"			PIER DIAPHRAGM - HORIZ.
S510	X	28	10'-0"	X		PIER DIAPHRAGM - VERT.
S511	X	8	7'-8"	X		PIER DIAPHRAGM - STIRRUP - AT GIRDERS
S512	X	80	6'-5"	X		ABUT. DIAPHRAGM - VERT. - BTWN. GIRDERS
S513	X	80	11'-9"	X		ABUT. DIAPHRAGM - STIRRUP - BTWN. GIRDERS
S614	X	20	23'-7"			ABUT. DIAPHRAGM - HORIZ.
S615	X	32	5'-3"			ABUT. DIAPHRAGM - HORIZ.
S616	X	4	10'-5"	X		ABUT. DIAPHRAGM - HORIZ. - ENDS - WINGS 1&3
S617	X	4	3'-0"			ABUT. DIAPHRAGM - HORIZ. - ENDS
S418	X	56	3'-3"	X		ABUT. DIAPHRAGM - VERT.
S419	X	16	5'-5"			ABUT. DIAPHRAGM - HORIZ.
S520	X	20	6'-0"			ABUT. DIAPHRAGM - HORIZ. - THRU GIRDERS
S521	X	20	9'-8"	X		ABUT. DIAPHRAGM - STIRRUP - AT GIRDERS
S422	X	492	4'-5"	X		TRANSVERSE - OVERHANG
S523	X	4	5'-10"	X		PARAPET 32SS - VERT. (AT PAVING NOTCHES)
S524	X	10	11'-8"	X	⚠	ABUT. DIAPHRAGM - STIRRUP - WINGS 1&3
S625	X	4	9'-10"	X		ABUT. DIAPHRAGM - HORIZ. - ENDS - WINGS 2&4
S426	X	8	3'-6"			ABUT. DIAPHRAGM - VERT. - ENDS
S527	X	6	6'-5"	X		ABUT. DIAPHRAGM - VERT. - WINGS 1&3
S528	X	20	7'-10"	X		ABUT. DIAPHRAGM - VERT. - ALL 4 CORNERS
S529	X	16	1'-1"			ABUT. DIAPHRAGM - HORIZ. - ALL 4 CORNERS
S630	X	8	6'-4"			ABUT. DIAPHRAGM - HORIZ. - BTWN. GIRDERS
S431	X	4	3'-6"			ABUT. DIAPHRAGM - VERT. - WINGS 1&3
S432	X	4	3'-1"			ABUT. DIAPHRAGM - VERT. - WINGS 2&4
S433	X	24	2'-9"	X	⚠	ABUT. DIAPHRAGM - VERT.
S534	X	10	11'-3"	X	⚠	ABUT. DIAPHRAGM - STIRRUP - WINGS 2&4
S535	X	6	6'-4"	X	⚠	ABUT. DIAPHRAGM - VERT. - WINGS 2&4
S436	X	4	1'-11"		⚠	ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S437	X	4	1'-7"		⚠	ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S538	X	4	7'-5"	X		ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S539	X	4	7'-0"	X		ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S440	X	16	3'-2"			ABUT. DIAPHRAGM - HORIZ. - WINGS 1&3
S441	X	16	2'-9"			ABUT. DIAPHRAGM - HORIZ. - WINGS 2&4
S442	X	20	3'-3"	X		ABUT. DIAPHRAGM - VERT. - ALL 4 CORNERS

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
S524	2 SERIES OF 5	11'-3" TO 12'-2"
S433	4 SERIES OF 6	1'-11" TO 3'-7"
S534	2 SERIES OF 5	10'-9" TO 11'-8"

MARK	NO. REQD.	LENGTH
S535	2 SERIES OF 3	6'-3" TO 6'-5"
S436	2 SERIES OF 2	1'-2" TO 2'-8"
S437	2 SERIES OF 2	1'-0" TO 2'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.



S625

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY JJR/DDS | PLANS CK'D. ADS

SUPERSTRUCTURE DETAILS

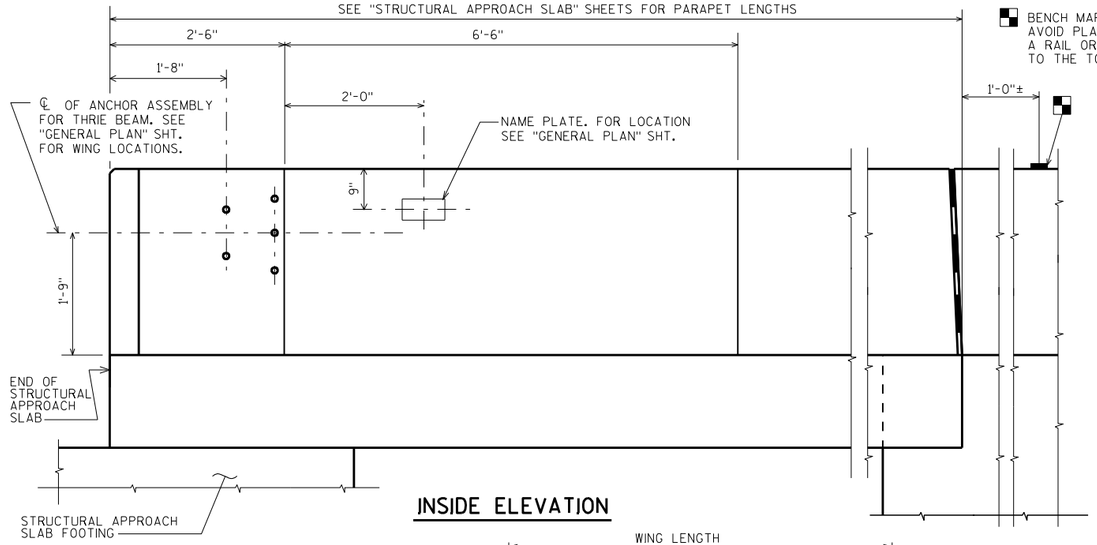
SHEET 19

615

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STATE PROJECT NUMBER

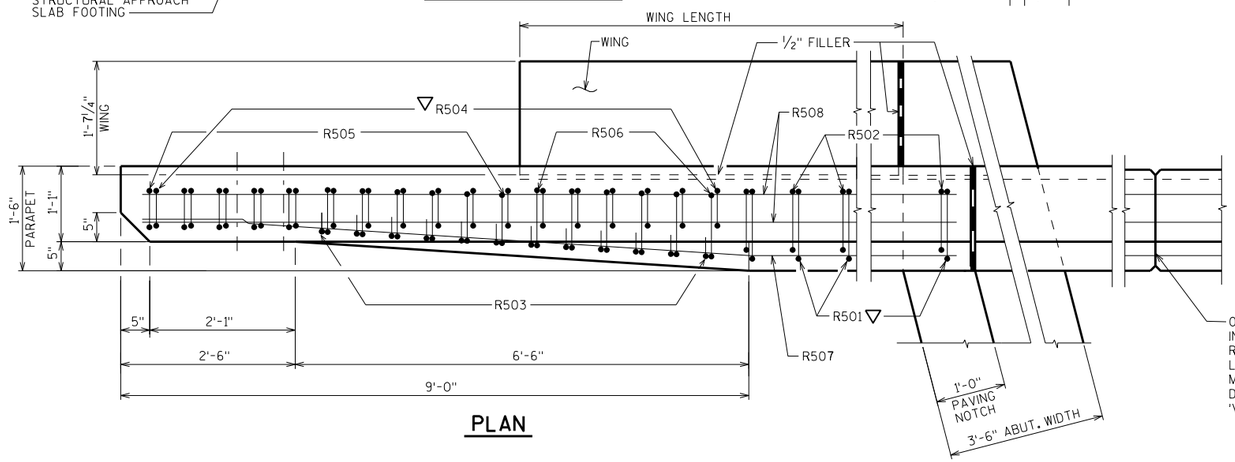
1674-00-80



BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.

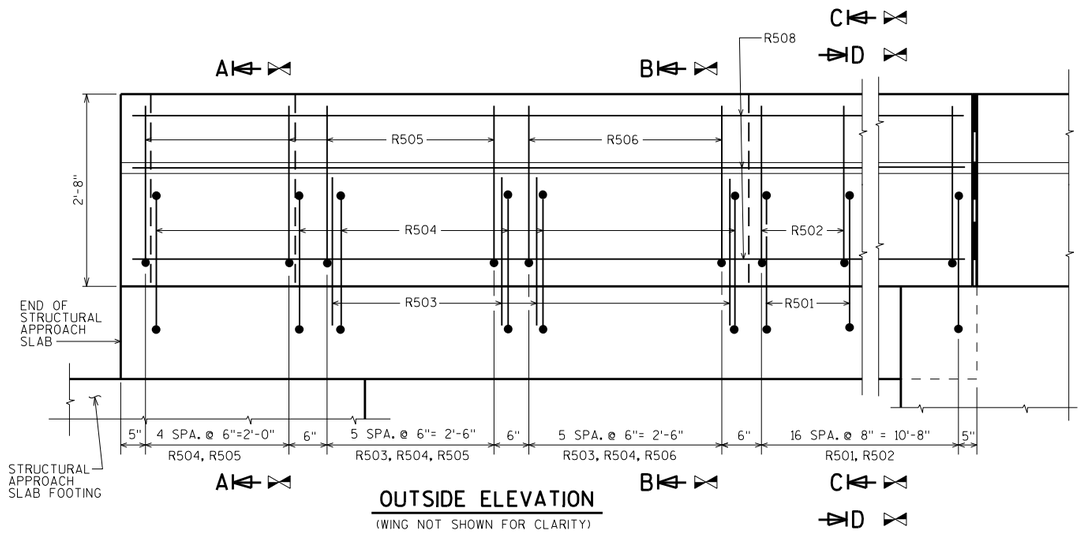
1'-0"±

INSIDE ELEVATION



PLAN

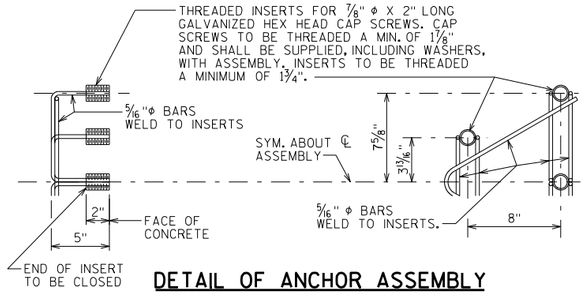
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - "V" GROOVE.



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)

⋈ FOR PARAPET CROSS SECTIONS SEE SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS SHEET.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY JJR/DDS | PLANS CK'D. ADS

SINGLE SLOPE PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 20

616

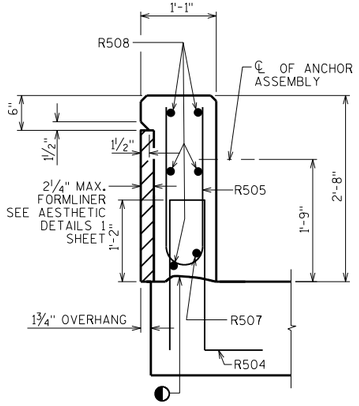
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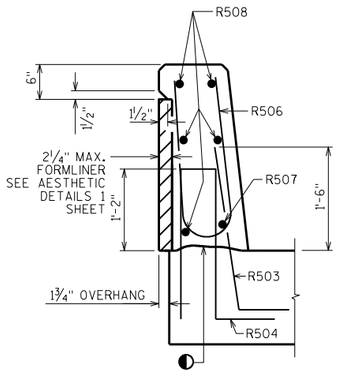
STATE PROJECT NUMBER

1674-00-80



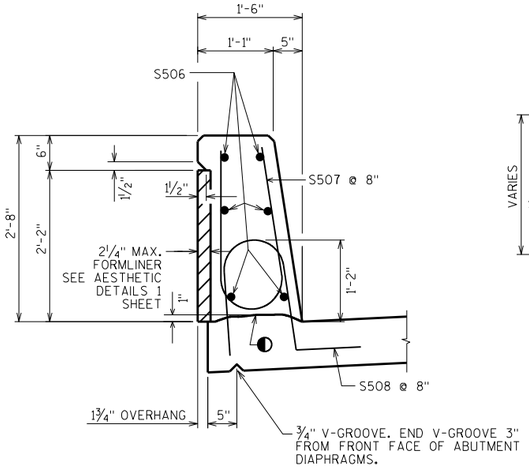
SECTION A

WEST PARAPET
LOOKING NORTH

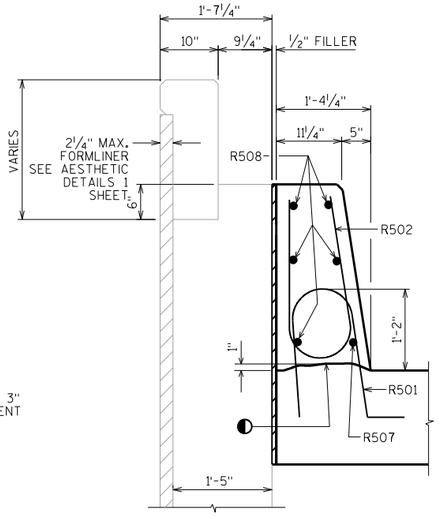


SECTION B

WEST PARAPET
LOOKING NORTH

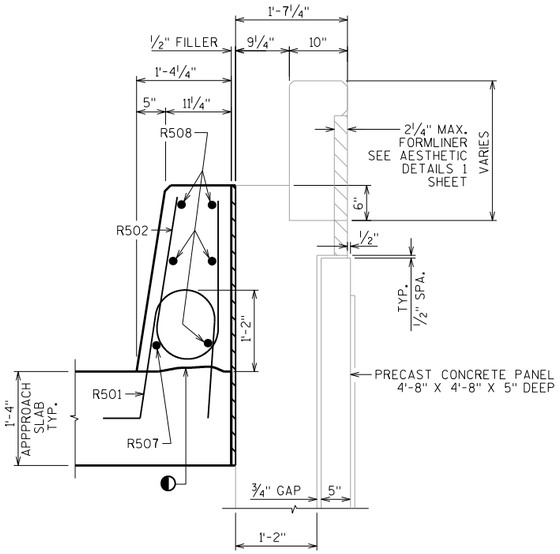


SECTION THRU PARAPET ON BRIDGE



SECTION C

WINGS 1&4
LOOKING NORTH



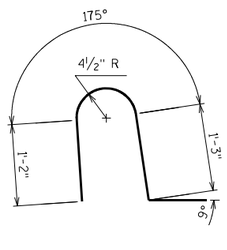
SECTION D

WINGS 2&3
LOOKING NORTH

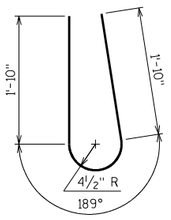
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

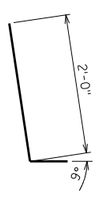
BAR MARK	COAT	N. ABUT.	S. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4-5	X		PARAPET VERT.
R502	X	34	34	5-0	X		PARAPET VERT.
R503	X	24	24	2-9	X		PARAPET VERT.
R504	X	34	34	4-4	X		PARAPET VERT.
R505	X	22	22	4-9	X		PARAPET VERT.
R506	X	12	12	4-10	X		PARAPET VERT.
R507	X	2	2	19-5	X		PARAPET HORIZ.
R508	X	10	10	19-5			PARAPET HORIZ.



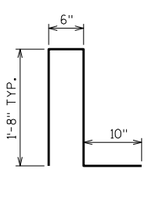
R501



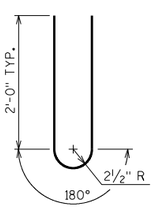
R502



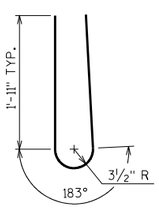
R503



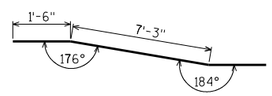
R504



R505



R506



R507

◐ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

SINGLE SLOPE PARAPET 32SS (MODIFIED) CROSS SECTIONS

SHEET 21

617

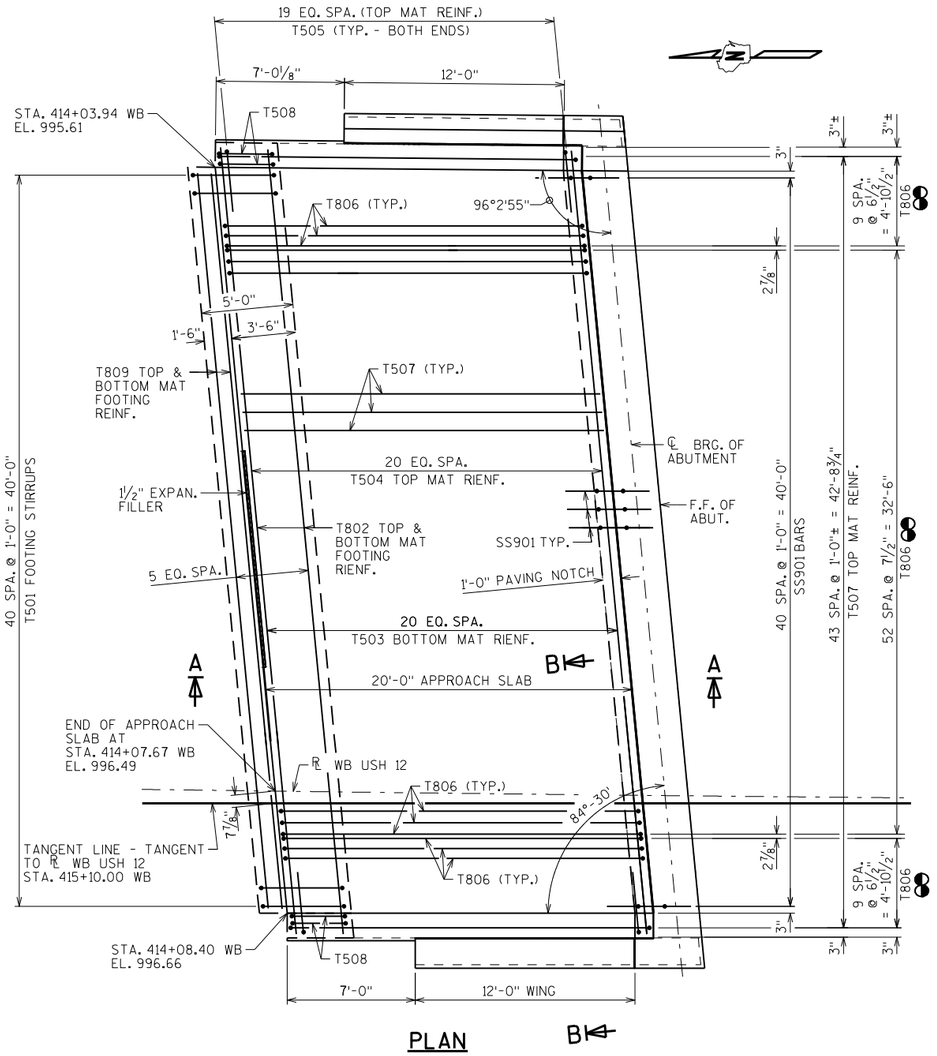
SCALE = 1

8

8

STATE PROJECT NUMBER

1674-00-80

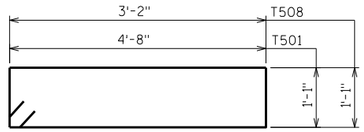


PLAN

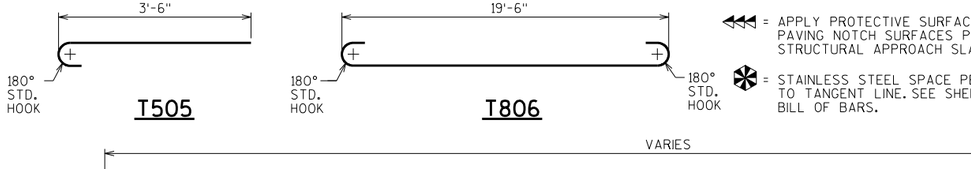
BILL OF BARS

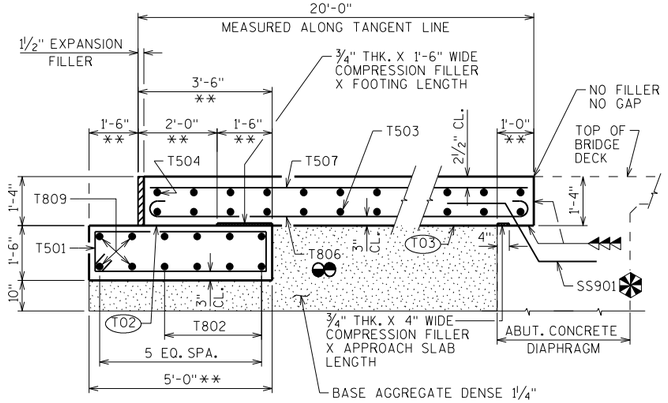
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	41	12'-2"	X		FOOTING - STIRRUP
T802	X	8	43'-6"			FOOTING - HORIZ.
T503	X	21	43'-1"			APPROACH SLAB - TRANSVERSE - BOTTOM
T504	X	21	43'-1"			APPROACH SLAB - TRANSVERSE - TOP
T505	X	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - ENDS
T806	X	73	21'-4"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
T507	X	44	19'-10"			APPROACH SLAB - LONGITUDINAL - TOP
T508	X	4	9'-2"	X		FOOTING - STIRRUP
T809	X	4	40'-6"			FOOTING - HORIZ.



T501, T508





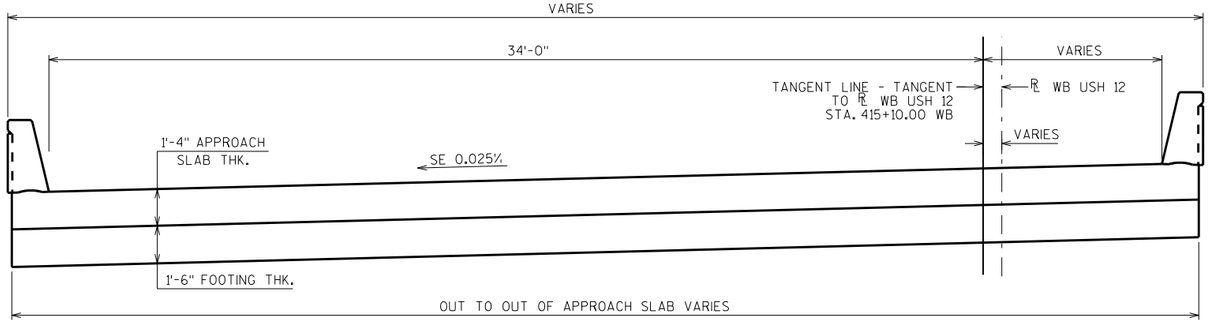
SECTION A-A THRU APPROACH SLAB

◀◀◀ = APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

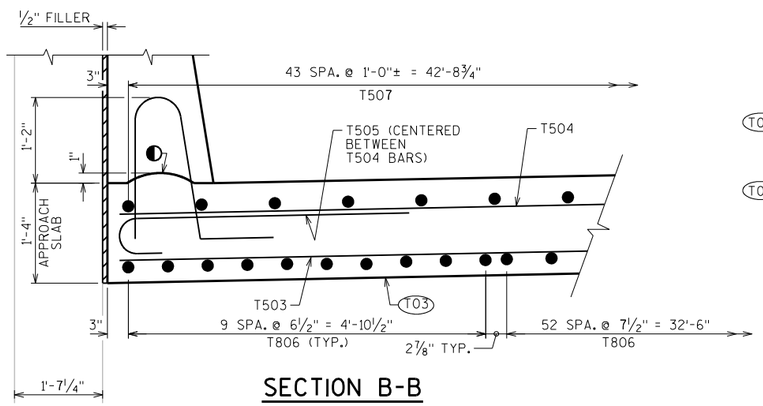
✱ = STAINLESS STEEL SPACE PERPENDICULAR TO TANGENT LINE. SEE SHEET 19 FOR BILL OF BARS.

** = MEASURED NORMAL TO ABUTMENT.

●● = BOTTOM MAT REINF.



CROSS SECTION THRU ROADWAY - LOOKING SOUTH



SECTION B-B

◐ CONST. JOINT - STRIKE OFF AS SHOWN

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

NORTH APPROACH SLAB DETAILS

SHEET 22

618

SCALE = 4.0

8

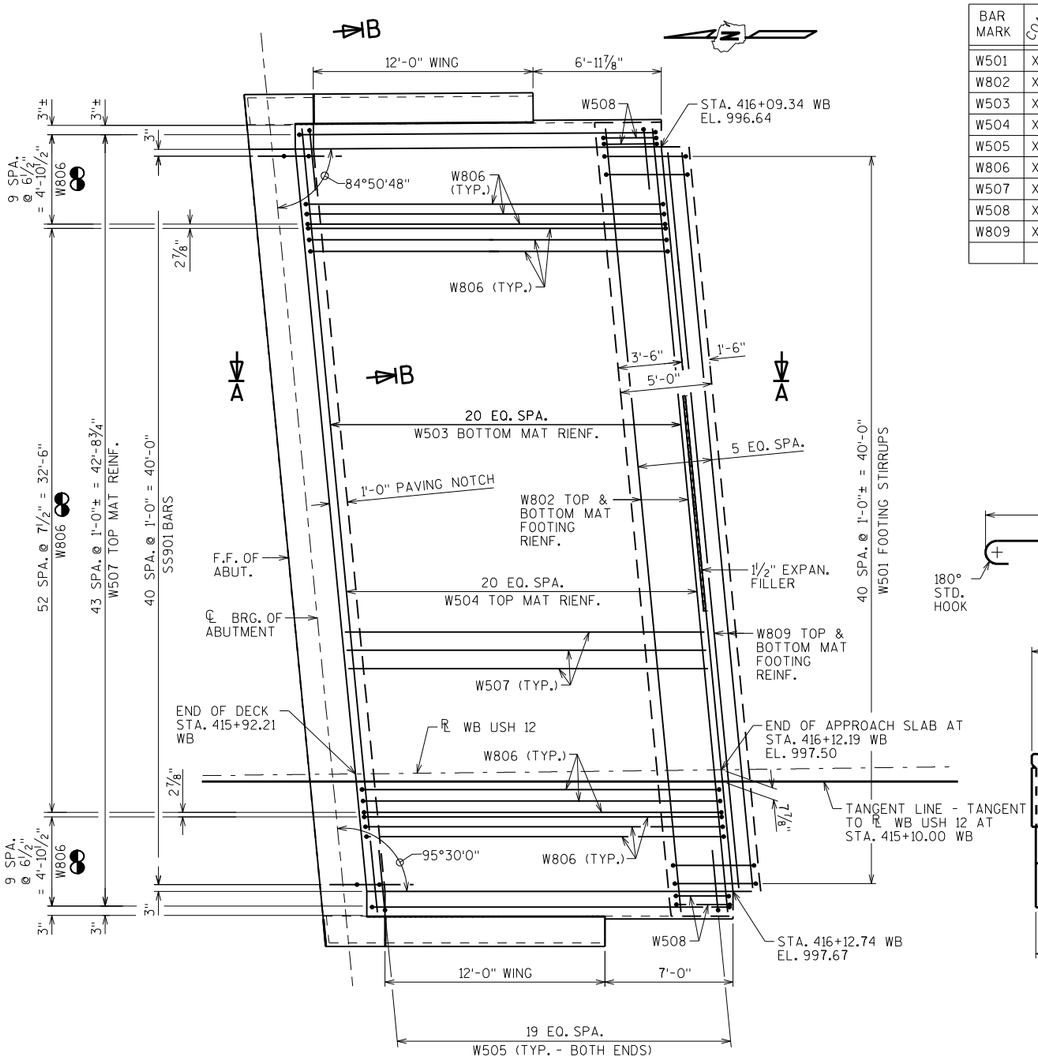
STATE PROJECT NUMBER

1674-00-80

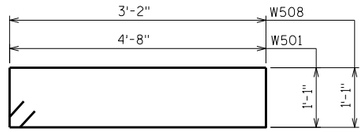
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

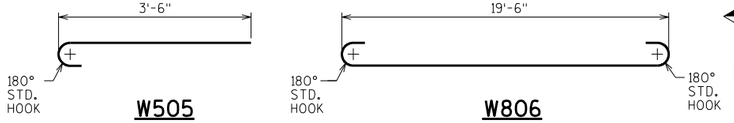
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
W501	X	41	12'-2"	X		FOOTING - STIRRUP
W802	X	8	43'-2"			FOOTING - HORIZ.
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W806	X	73	21'-4"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
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W508	X	4	9'-2"	X		FOOTING - STIRRUP
W809	X	4	40'-6"			FOOTING - HORIZ.



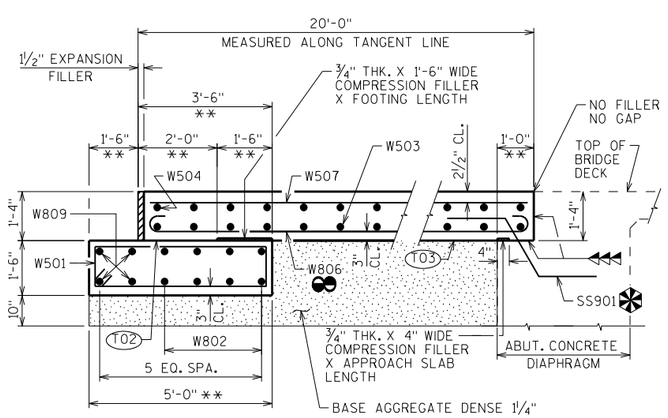
PLAN



W501, W508



W505 W806



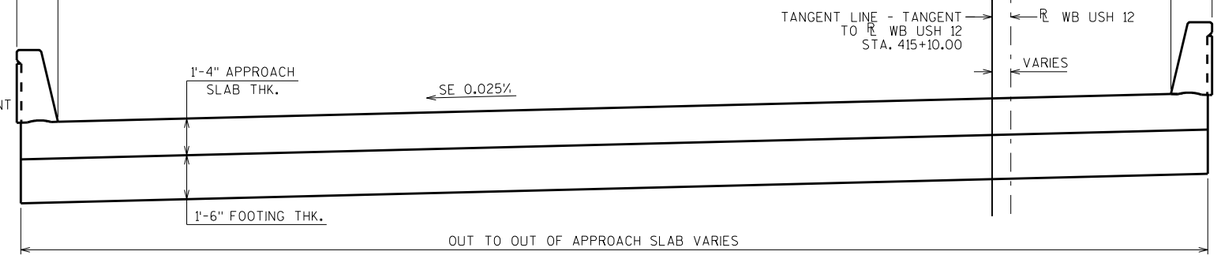
SECTION A-A THRU APPROACH SLAB

◀◀◀ = APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

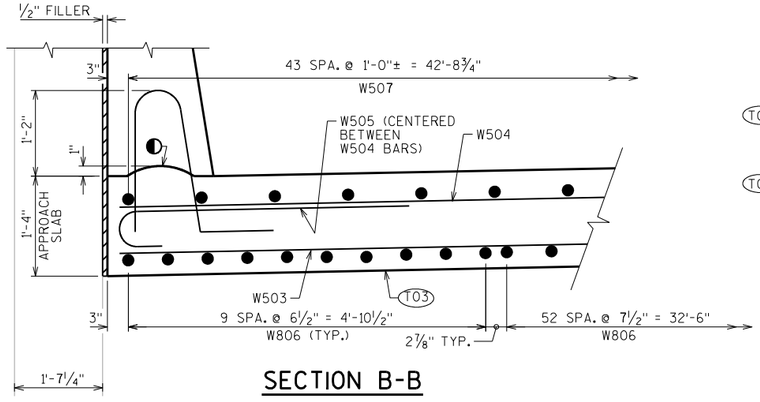
✻ = STAINLESS STEEL SPACE PERPENDICULAR TO TANGENT LINE. SEE SHEET 19 FOR BILL OF BARS.

** = MEASURED NORMAL TO ABUTMENT.

●● = BOTTOM MAT REINF.



CROSS SECTION THRU ROADWAY - LOOKING SOUTH



SECTION B-B

◐ CONST. JOINT - STRIKE OFF AS SHOWN

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

SOUTH APPROACH SLAB DETAILS

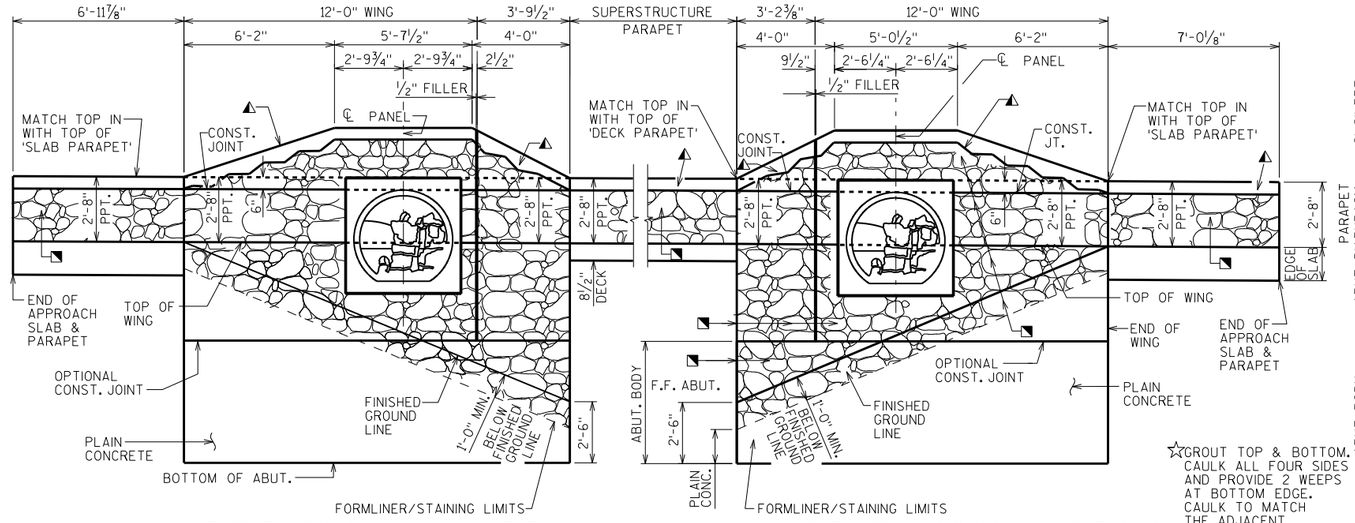
SHEET 23

619

SCALE = 4.0

8

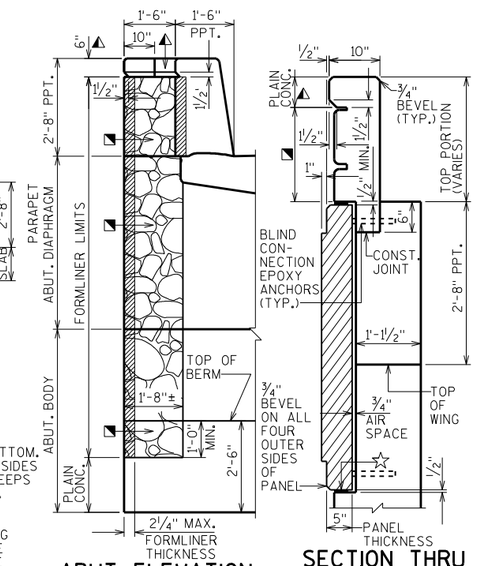
8



WING 3 ELEVATION LOOKING @ F.F. WING

WING 2 ELEVATION LOOKING @ F.F. WING

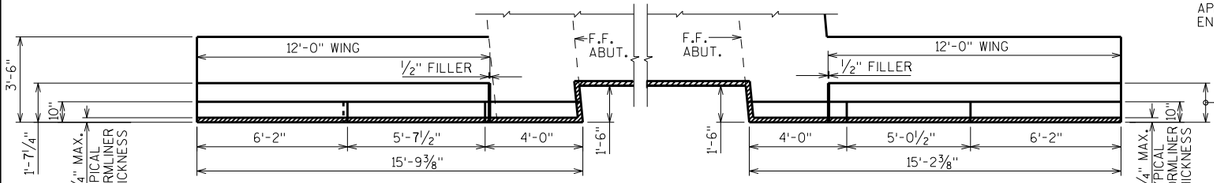
☆GROUT TOP & BOTTOM. CAULK ALL FOUR SIDES AND PROVIDE 2 WEEPS AT BOTTOM EDGE. CAULK TO MATCH THE ADJACENT CONCRETE STAINING COLOR AND TO BE APPROVED BY THE ENGINEER.



ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT ALL FOUR CORNERS)

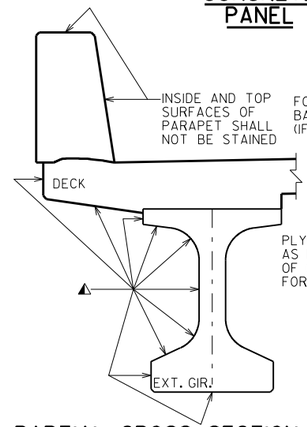
SECTION THRU WINGS 2&3 @ PRE-CAST CONCRETE PANEL



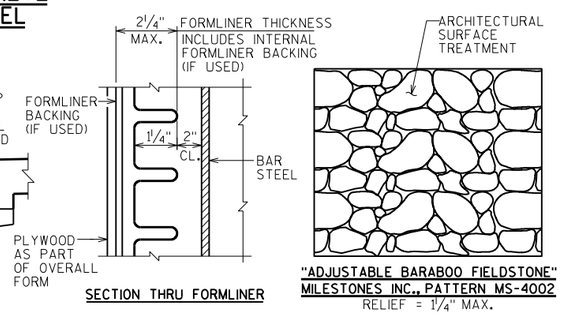
WING 3 PLAN SHOWING FORMLINER

WING 2 PLAN SHOWING FORMLINER

⚠PLAIN CONCRETE: SHALL BE STAINED WITH FEDERAL COLOR #33531. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-210"



PARTIAL CROSS SECTION AT EDGES OF DECK



SECTION THRU FORMLINER

"ADJUSTABLE BARABOO FIELDSTONE" MILESTONES INC., PATTERN MS-4002
RELIEF = 1¼" MAX.

FORMLINER DETAILS

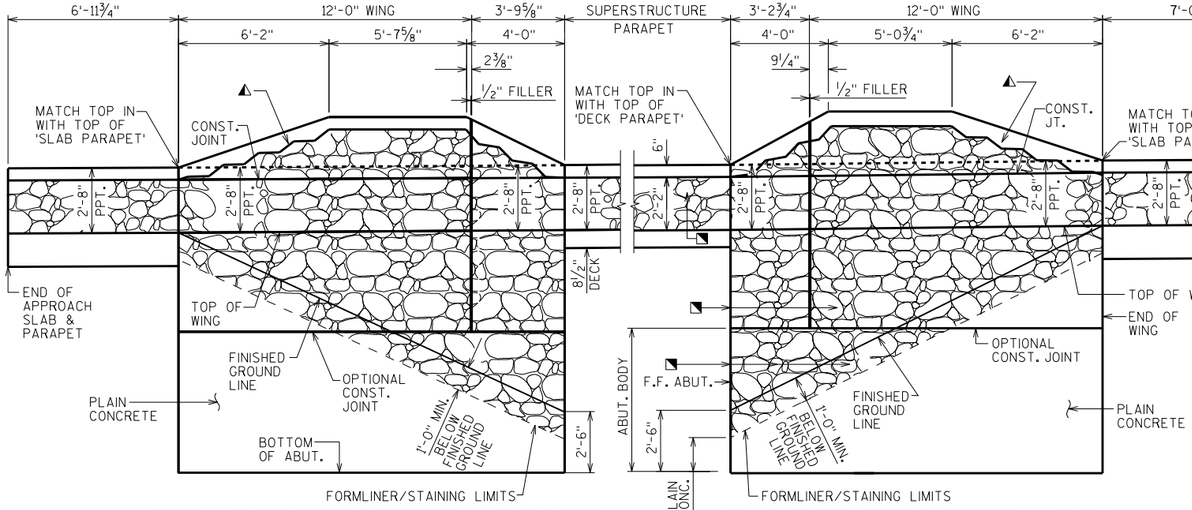
ARCHITECTURAL SURFACE TREATMENT FORMLINER REQUIRED AT FRONT FACES OF WING & BODY, ABUT. DIAPHRAGM & OUTSIDE FACES OF PARAPETS WHERE APPLICABLE SHALL BE "ADJUSTABLE BARABOO FIELDSTONE" MILESTONES INC., PATTERN MS-4002. WORK TO BE PAID FOR UNDER BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-56-210"

NOTES:
FORMLINER COURSING ON ABUTMENTS, WINGS & PARAPETS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT AND THE ABUTMENT DIAPHRAGM.

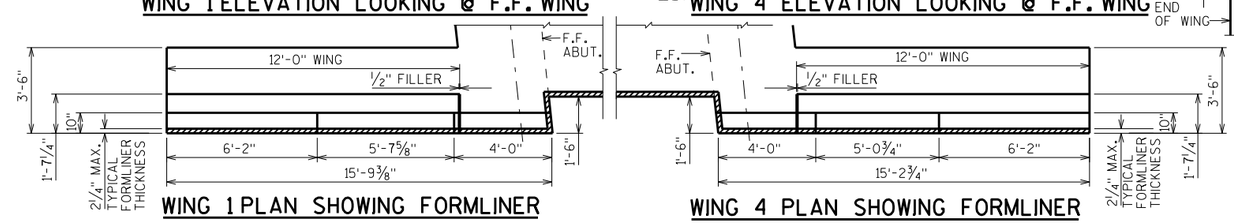
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.



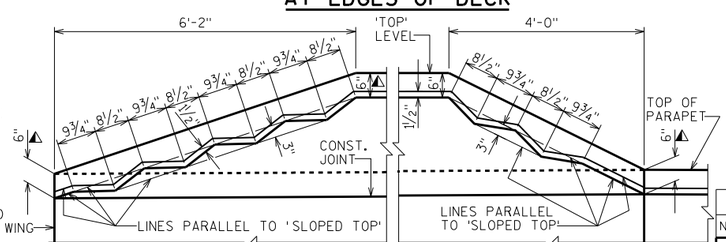
WING 1 ELEVATION LOOKING @ F.F. WING

WING 4 ELEVATION LOOKING @ F.F. WING



WING 1 PLAN SHOWING FORMLINER

WING 4 PLAN SHOWING FORMLINER



PLAIN CONCRETE DETAIL AT 'TOP PORTION'

ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE ENGINEER BY APPLYING A MULTI-COLOR STAIN USING FEDERAL COLOR NO. 20140 AS THE BASE COLOR, FEDERAL COLOR NOS. 30257, 30206 & 30045 AS THE ACCENT COLORS, & FEDERAL COLOR NO. 36424 AS THE JOINT COLOR. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-56-210". THE INTENT IS TO MATCH THE LOOK OF THE MULTI-COLOR STAIN ON THE BROADWAY STREET BRIDGE (B-56-166) OVER THE BARABOO RIVER IN THE CITY OF BARABOO. IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.

STATE PROJECT NUMBER

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FOR PRECAST CONCRETE PANEL DETAILS SEE SHEET AESTHETIC DETAILS 3.

NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

AESTHETIC DETAILS 1

SHEET 24

620

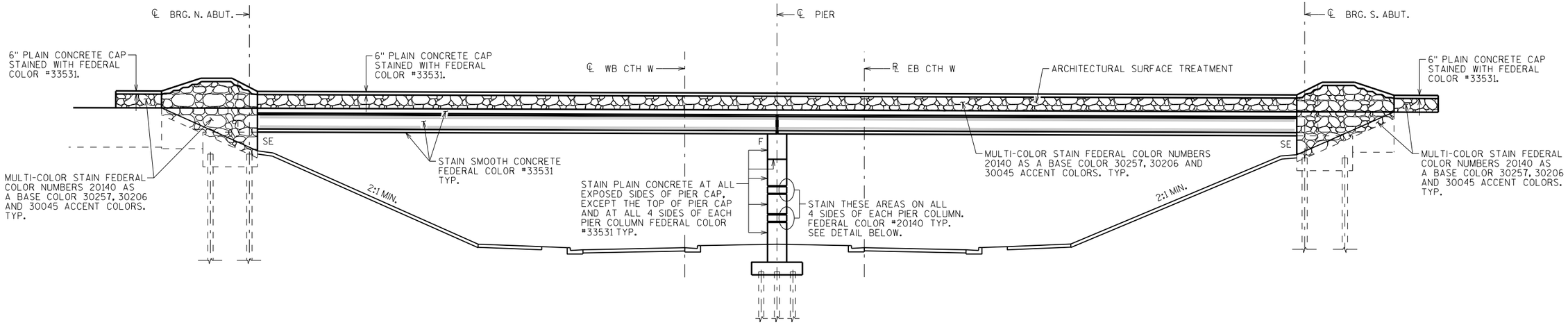
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8

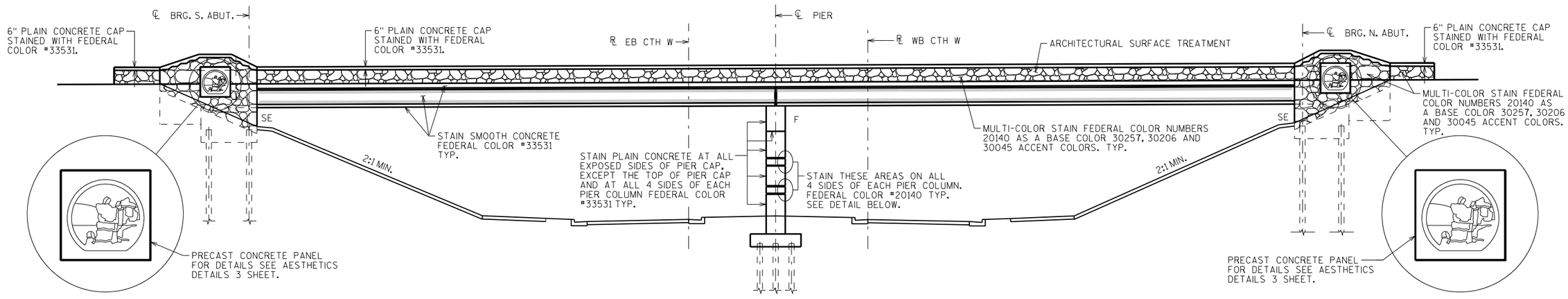
SCALE = 3

STATE PROJECT NUMBER

1674-00-80



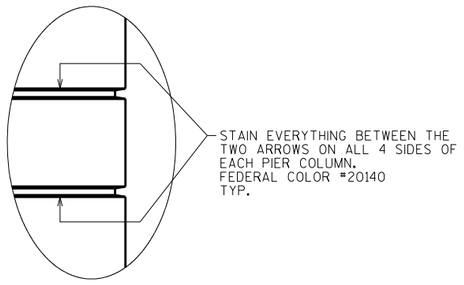
ELEVATION - WEST SIDE OF BRIDGE



ELEVATION - EAST SIDE OF BRIDGE

NOTE TO CONTRACTOR:

CONTACT JEREMY KRACHEY SW REGION LACROSSE OFFICE FOR FORMLINER AND PRECASE PANEL DETAILS IN CAD FORMAT.



STAINING DETAIL

NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

AESTHETIC DETAILS 2

SHEET 25

621

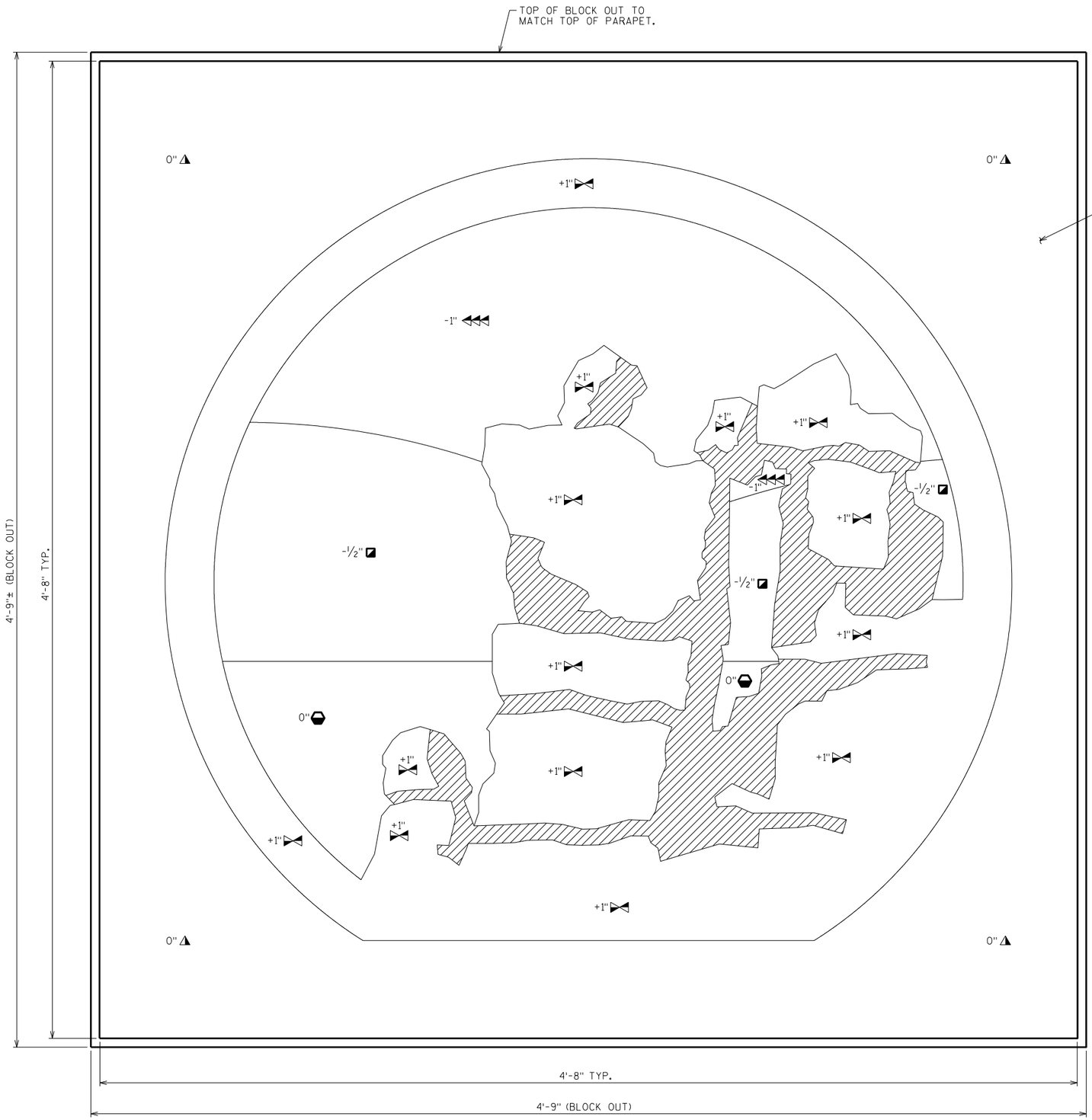
8

8

SCALE = 8

STATE PROJECT NUMBER

1674-00-80



△ = FEDERAL COLOR #33531
⋈ = FEDERAL COLOR #30045
◁◁◁ = FEDERAL COLOR #35550
◪ = FEDERAL COLOR #34138
⬮ = FEDERAL COLOR #35177
●● = FEDERAL COLOR #30059

▨ = +½" ●●

+ PROJECT OUT FROM 0"
- RECESS IN FROM 0"

NOTE:
AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

AESTHETIC DETAILS 3

SHEET 26

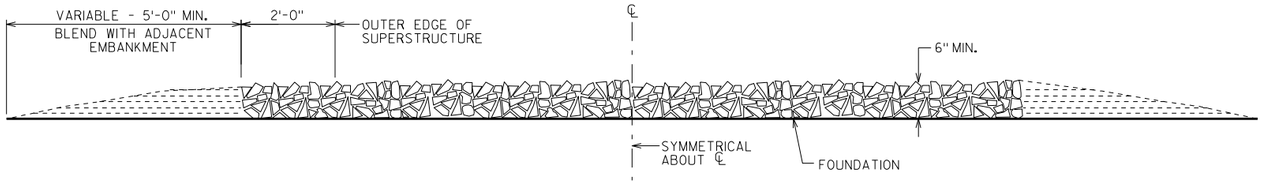
622

SCALE = 8

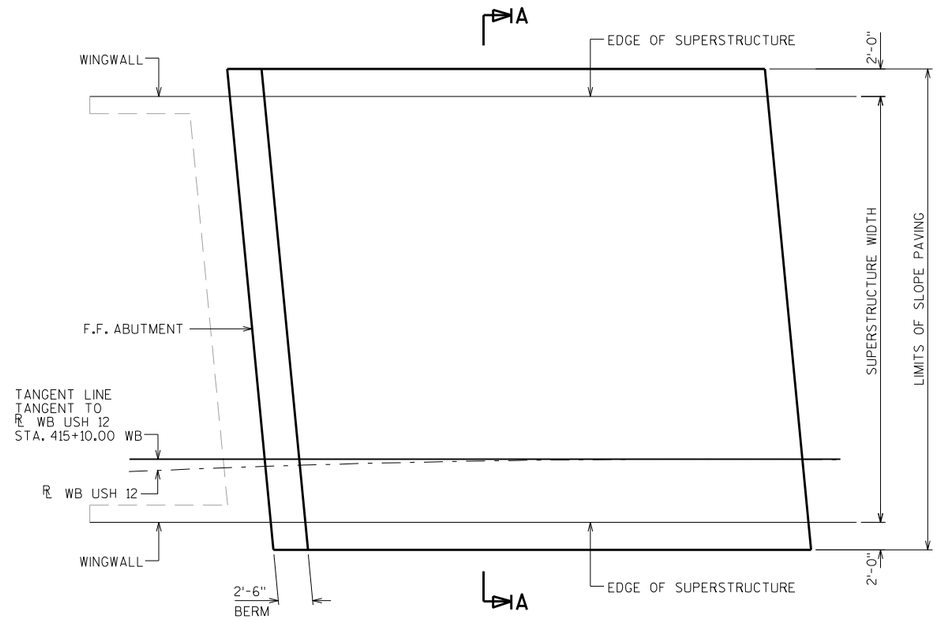
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8

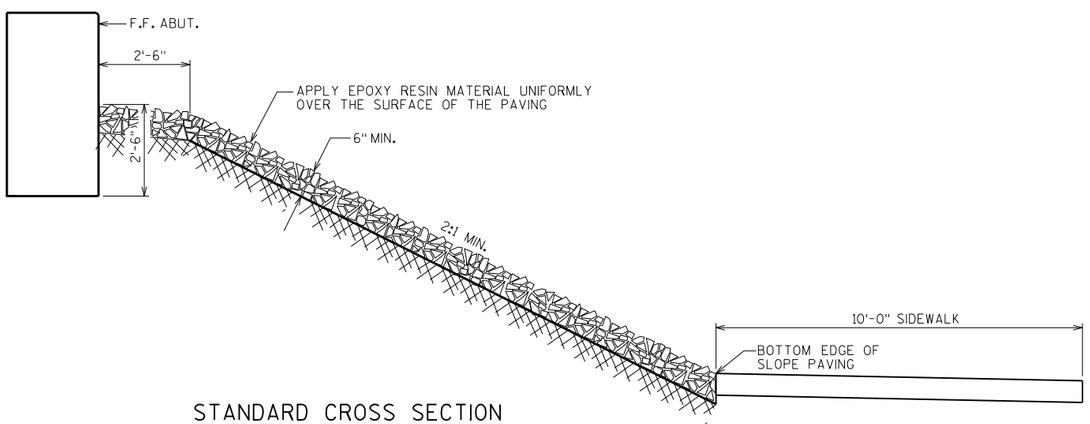
STATE PROJECT NUMBER
1674-00-80



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SEE SPECIAL PROVISION "SLOPE PAVING CRUSED AGGREGATE (SPECIAL)" FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-210

DRAWN BY DDS/EMK | PLANS CK'D. ADS

SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

SHEET 27

623

8

8

SCALE = 1

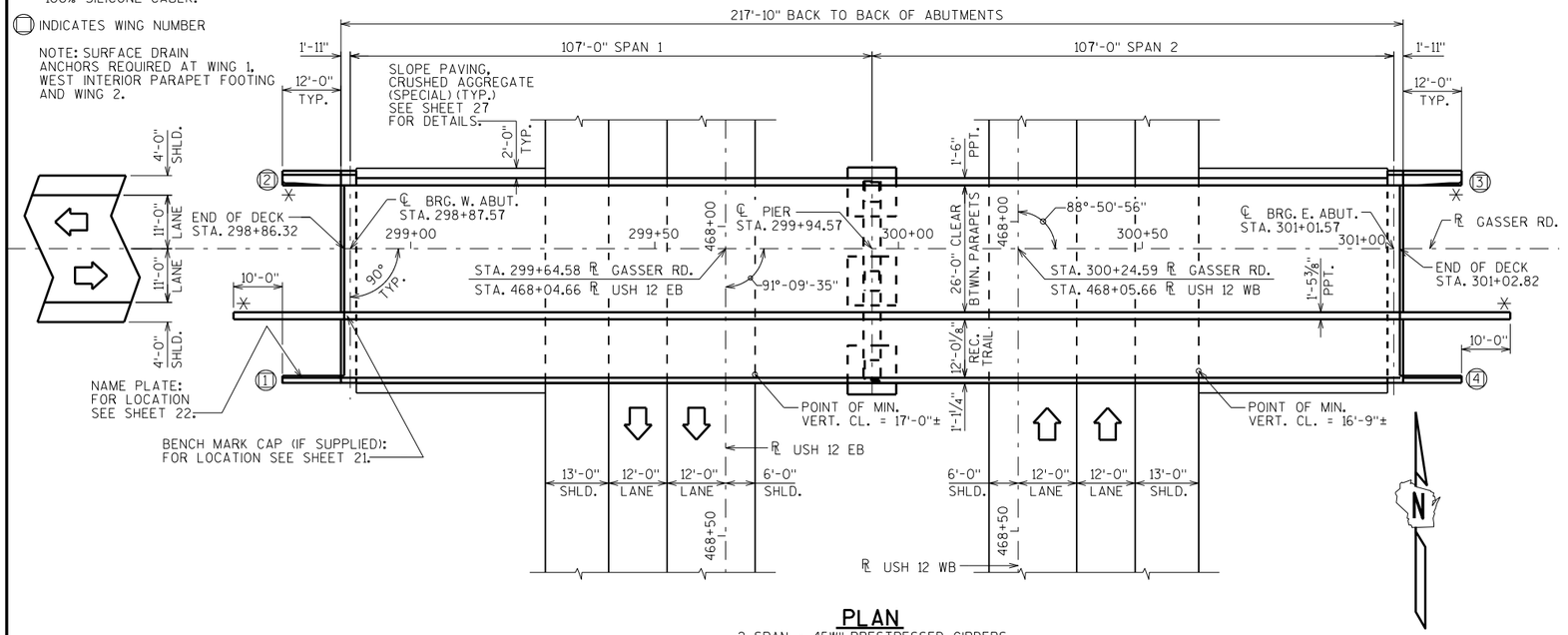
STATE PROJECT NUMBER

1674-00-80

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES. CAULK HOLES SHUT WITH "100% SILICONE CAULK."

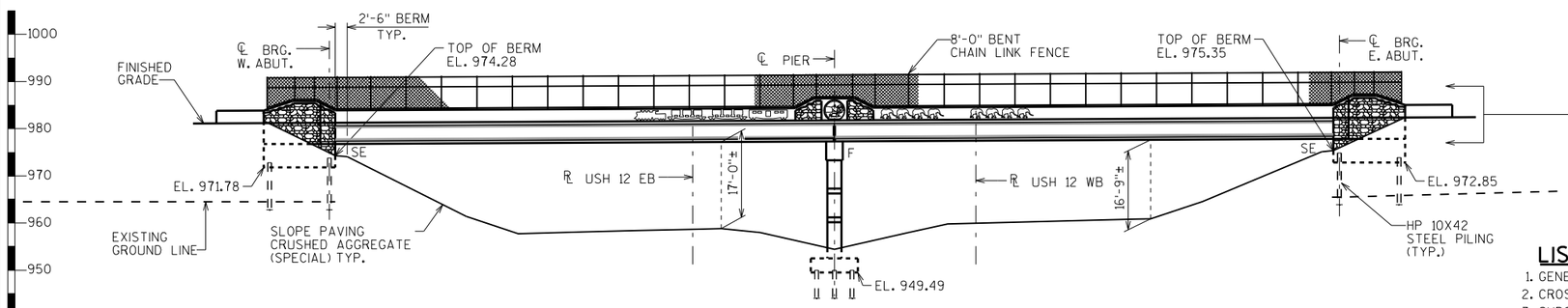
(1) INDICATES WING NUMBER

NOTE: SURFACE DRAIN ANCHORS REQUIRED AT WING 1, WEST INTERIOR PARAPET FOOTING AND WING 2.



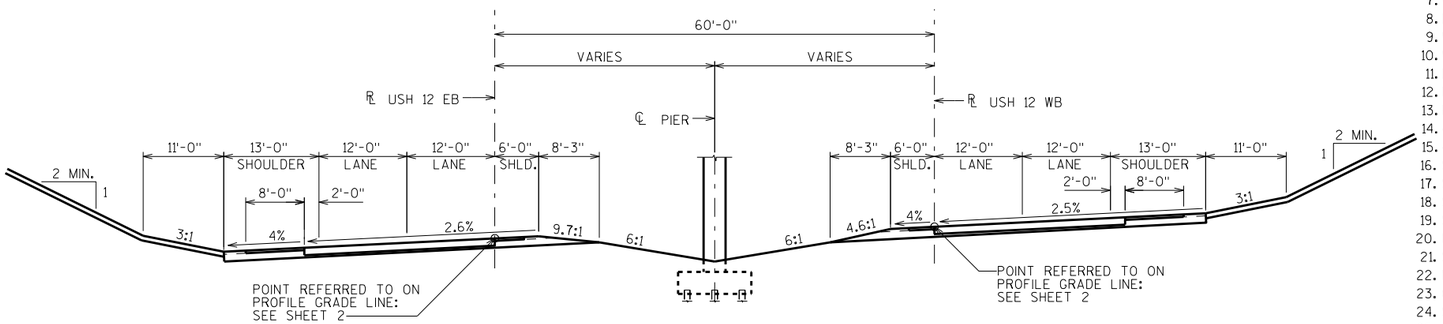
PLAN

2 SPAN - 45W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO USH 12 - LOOKING NORTH



TYPICAL SECTION THRU USH 12

LOOKING NORTH (DOWNSTATION)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.19
OPERATING RATING FACTOR: RF=1.54
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✳✳PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 35'-0" LONG AT BOTH ABUTMENT LOCATIONS.

PIER TO BE SUPPORTED ON HP 10 X 42 PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✳✳PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 10'-0" LONG.

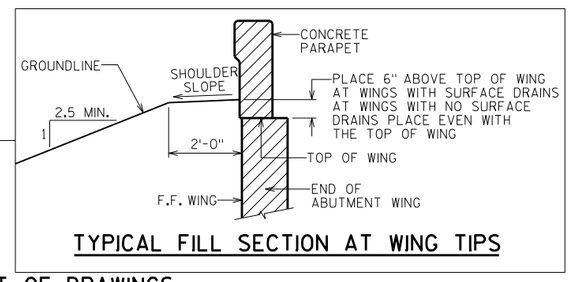
✳✳ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

CURVE DATA

℄ USH 12 WB	℄ USH 12 EB
P.I. = STA. 469+14.02	P.I. = STA. 469+11.01
Δ = 5°-44'-59.96"	Δ = 5°-45'-00.0"
T = 403.27'	T = 400.28'
L = 805.87'	L = 799.88'
R = 8030.11'	R = 7970.38'
S.E. = 0.025⅛	S.E. = 0.025⅛
P.C. = STA. 465+10.76	P.C. = STA. 465+10.73
P.T. = STA. 473+16.63	P.T. = STA. 473+10.61

TRAFFIC VOLUME

GASSER RD.	USH 12
A.D.T.=600 (2030)	A.D.T.=15,000-23,500 (2030)
R.D.S.=50 M.P.H.	R.D.S.=70 M.P.H.



TYPICAL FILL SECTION AT WING TIPS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WING 1 DETAILS
6. WING 2 DETAILS
7. WEST ABUTMENT BAR DETAILS
8. EAST ABUTMENT
9. WING 3 DETAILS
10. WING 4 DETAILS
11. EAST ABUTMENT BAR DETAILS
12. PIER
13. PIER DETAILS
14. 45W" PRESTRESSED GIRDER DETAILS 1
15. 45W" PRESTRESSED GIRDER DETAILS 2
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE CROSS SECTIONS
18. SUPERSTRUCTURE DETAILS
19. SUPERSTRUCTURE PLAN
20. MODIFIED SINGLE SLOPE PARAPET 32SS
21. SINGLE SLOPE PARAPET 42SS
22. MODIFIED VERTICAL FACE PARAPET 'A'
23. CHAIN LINK FENCE DETAILS
24. SUPERSTRUCTURE BAR DETAILS
25. AESTHETIC DETAILS 1
26. AESTHETIC DETAILS 2
27. SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

STRUCTURES DESIGN CONTACTS:
MATT COUPAR (608) 266-5083
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Duchac 7/22/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-213

GASSER ROAD OVER USH 12

COUNTY: SAUK — TOWN: BARABOO

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AMB/MSC	MSC	JPH	MSC

GENERAL PLAN

SHEET 1 OF 27

624

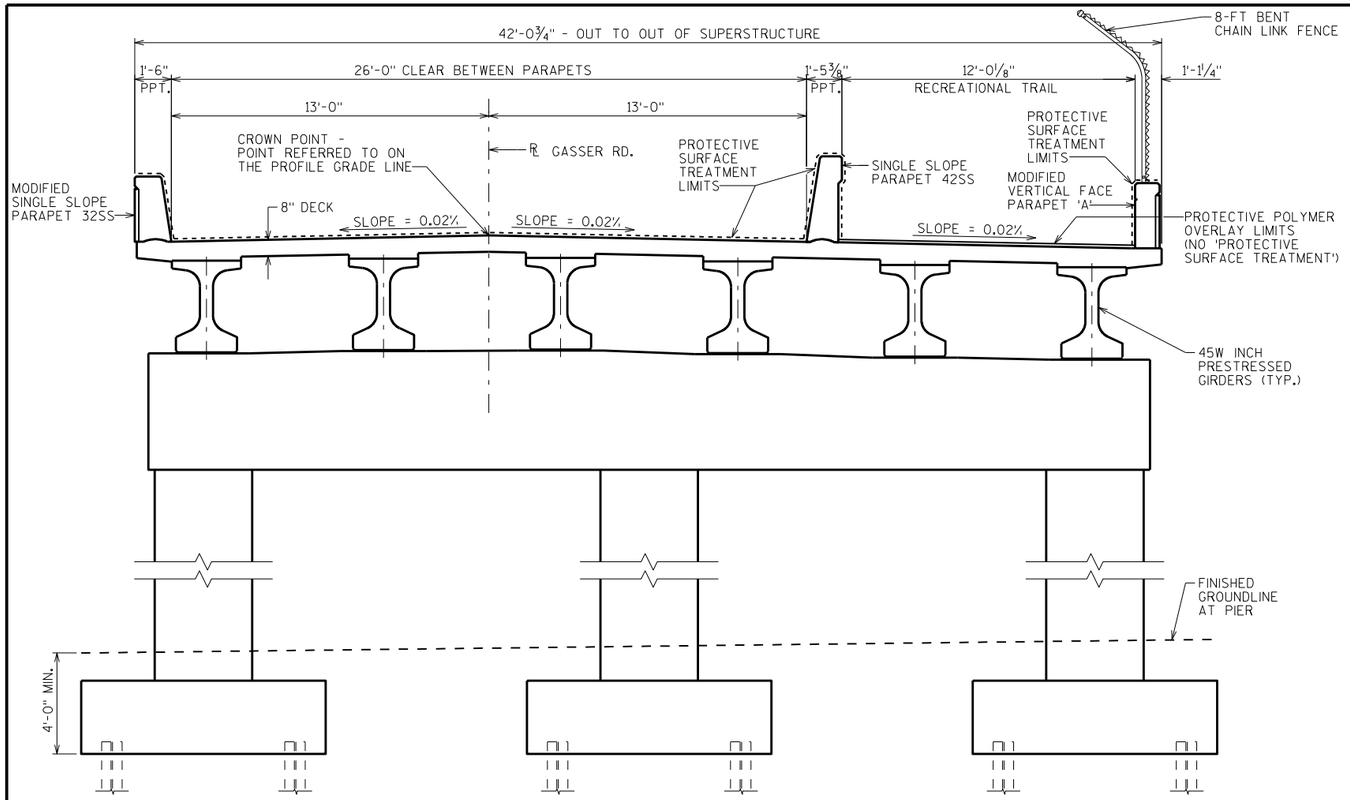
I.D. 1674-00-02L

DATE: MAY 2014

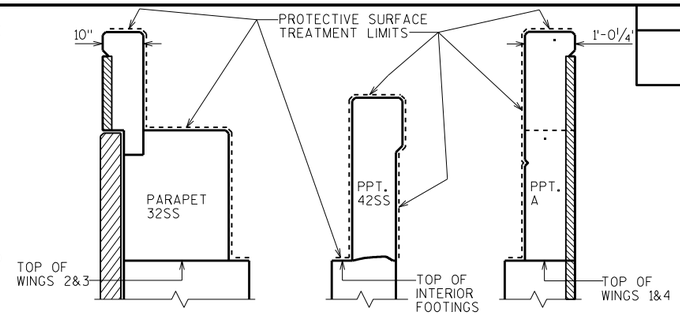
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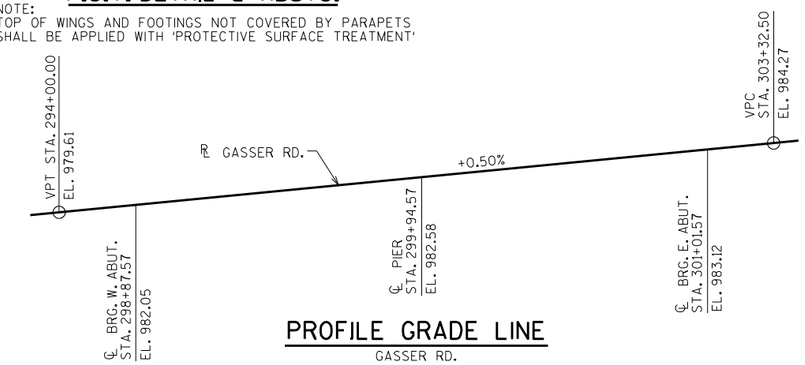


CROSS SECTION THRU ROADWAY LOOKING EAST (UPSTATION)



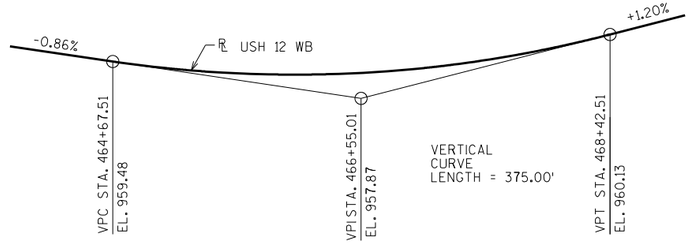
P.S.T. DETAIL @ ABUTS.

NOTE:
TOP OF WINGS AND FOOTINGS NOT COVERED BY PARAPETS SHALL BE APPLIED WITH 'PROTECTIVE SURFACE TREATMENT'



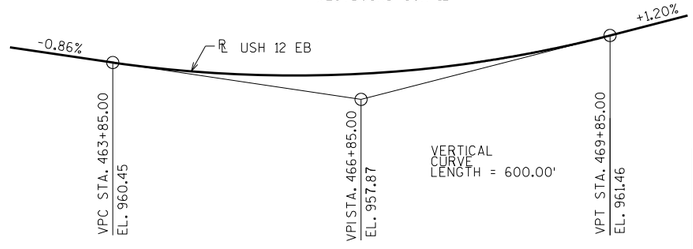
PROFILE GRADE LINE

GASSER RD.



PROFILE GRADE LINE

WESTBOUND USH 12



PROFILE GRADE LINE

EASTBOUND USH 12

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST ABUT.	EAST ABUT.	PIER	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-56-213	LS	——	——	——	——	1
210.0100	BACKFILL STRUCTURE	CY	——	170	170	——	340
502.0100	CONCRETE MASONRY BRIDGES	CY	405	58	58	86	607
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1046	17	17	——	1080
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	1289	——	——	——	1289
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	——	2470	2470	2185	7125
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	83,820	2630	2590	13,400	102,440
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	——	6	6	12	24
506.4000	STEEL DIAPHRAGMS B-56-213	EACH	20	——	——	——	20
509.5100.S	POLYMER OVERLAY	SY	293	——	——	——	293
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	——	13	13	——	26
517.1010.S	CONCRETE STAINING B-56-213	SF	4710	40	40	1390	6180
517.1015.S	CONCRETE STAINING MULTI-COLOR B-56-213	SF	630	185	185	——	1000
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-56-213	SF	805	185	185	——	1175
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	——	385	385	290	1060
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	——	100	100	——	200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	1	1	——	4
SPV.0060	PRECAST CONCRETE PANELS	EACH	——	1	1	——	2
SPV.0090	FENCE CHAIN LINK POLYMER COATED 8-FT	LF	241	——	——	——	241
SPV.0165	ANTI-GRAFFITI COATING	SF	5340	225	225	1390	7180
SPV.0180	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	——	215	215	——	430
	NON-BID ITEMS						
	FILLER	SIZE	——	——	——	——	½" & ¾"

NOTE: ALL ITEMS CATEGORY 0140

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.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEETS 1 & 27 AND ON THE ABUTMENT SHEETS.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE SHOWN OR NOTED.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF ROADWAY DECK SURFACE AND TO THE FRONT FACES AND TOPS OF THE OUTSIDE PARAPETS, INCLUDING PARAPETS ON ABUTMENT WINGS AND TO THE FRONT FACE, TOP AND BACK FACE OF THE INTERIOR PARAPET, INCLUDING PARAPETS ON THE INTERIOR FOOTINGS.

PROTECTIVE POLYMER OVERLAY TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE OF THE RECREATIONAL TRAIL. SEE BID ITEM "POLYMER OVERLAY" FOR MORE INFORMATION.

THE COLOR OF POLYMER-COATING FOR THE CHAIN LINK FENCE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934. ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

CONCRETE STAINING AND ARCHITECTURAL SURFACE TREATMENT REQUIRED ON BRIDGE, SEE AESTHETIC DETAILS SHEETS 25 & 26 FOR ITS LOCATIONS AND LIMITS AND FOR THE PRECAST CONCRETE PANEL DETAILS.

ANTI-GRAFFITI COATING SHALL BE APPLIED TO ALL CONCRETE STAINING AREAS.

STATE PROJECT NUMBER

1674-00-80

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

CROSS SECTION & QUANTITIES

SHEET 2

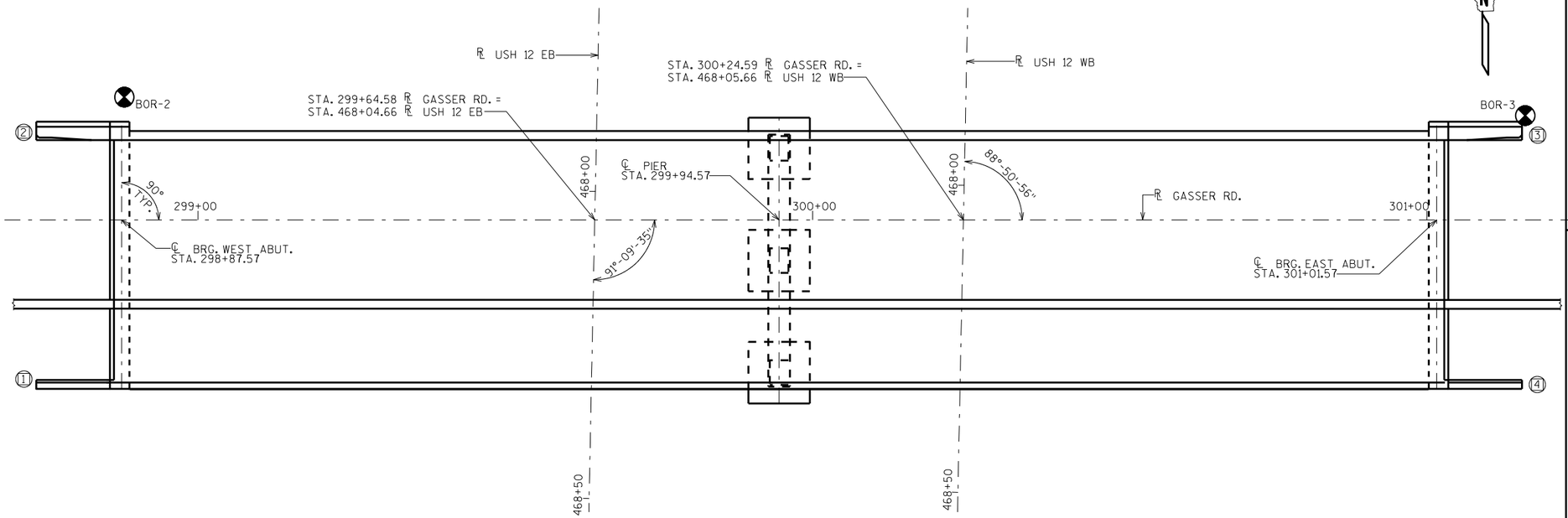
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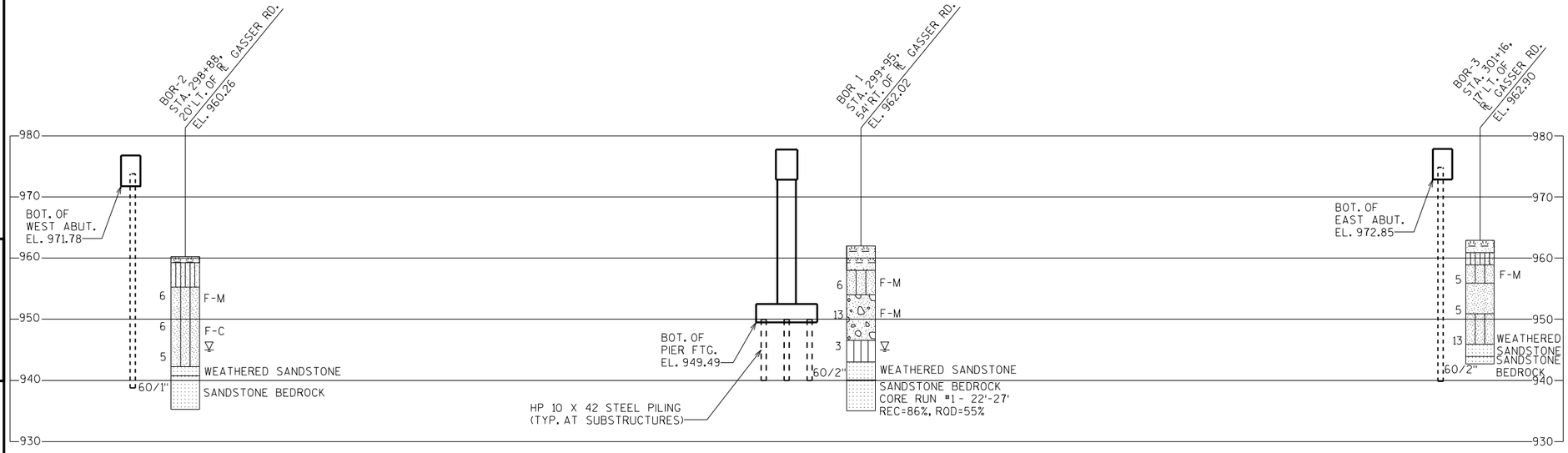
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SCALE = 3

WING NUMBERS



PLAN



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

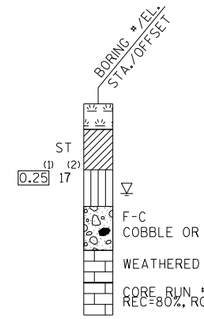
STATE PROJECT NUMBER

1674-00-80

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

SUBSURFACE EXPLORATION

SHEET 3

626

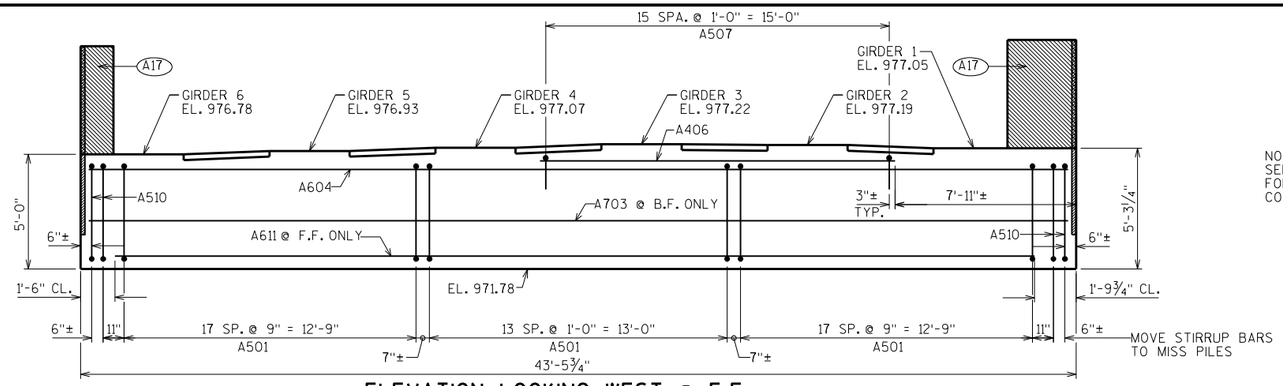
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8

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STATE PROJECT NUMBER

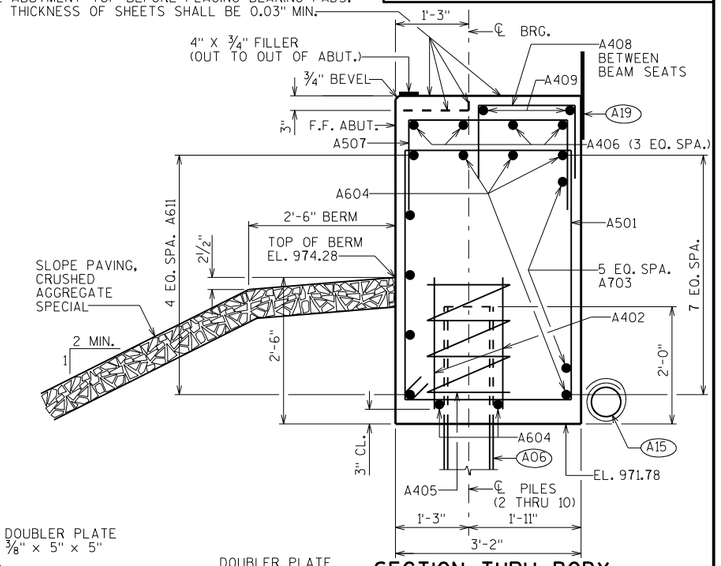
1674-00-80



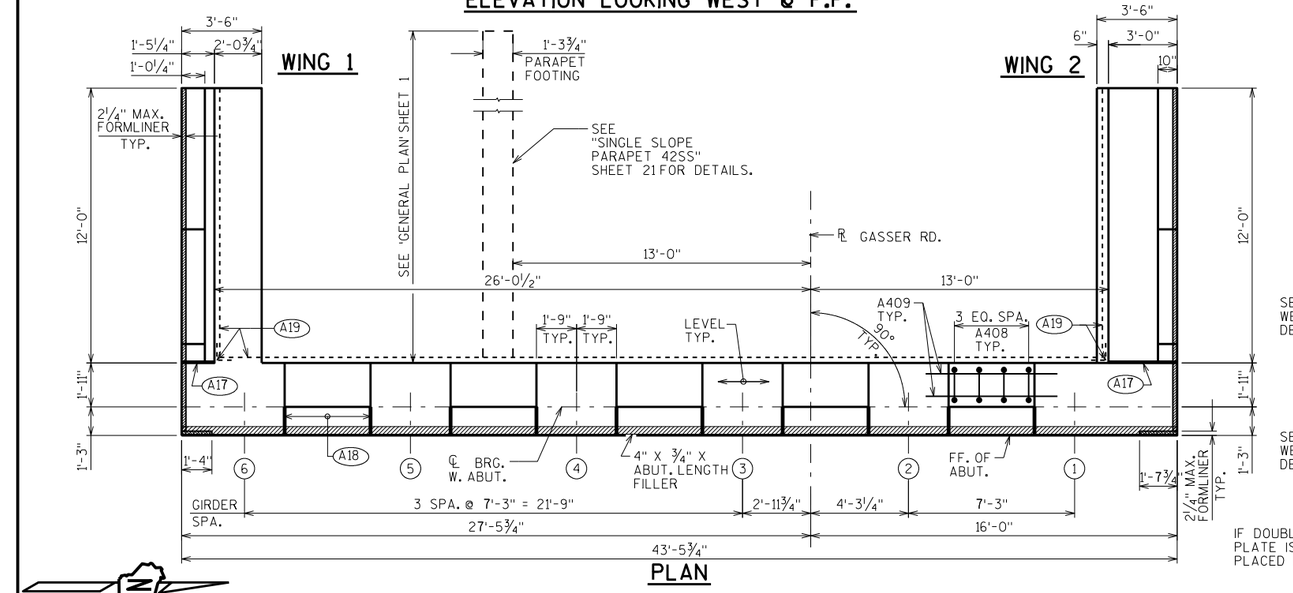
ELEVATION LOOKING WEST @ F.F.

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

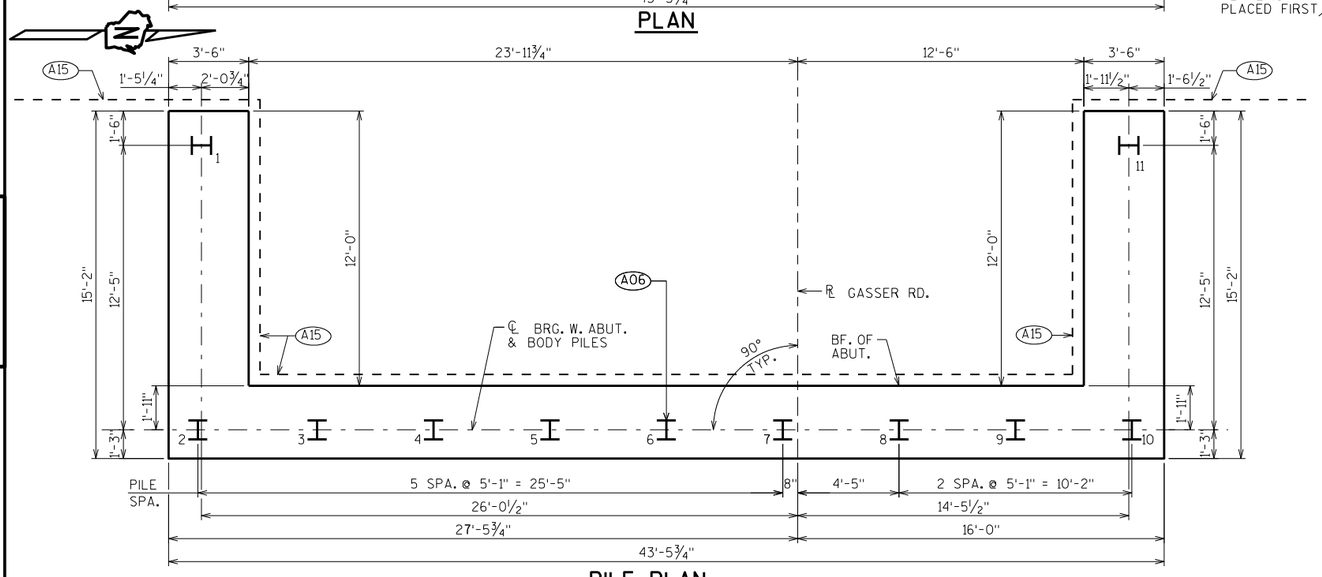
NOTE:
SEE SHEETS 25 & 26
FOR THE FORMLINER AND
CONCRETE STAINING DETAILS.



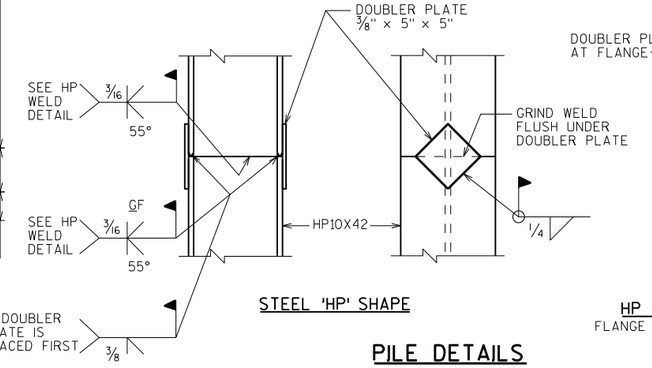
SECTION THRU BODY



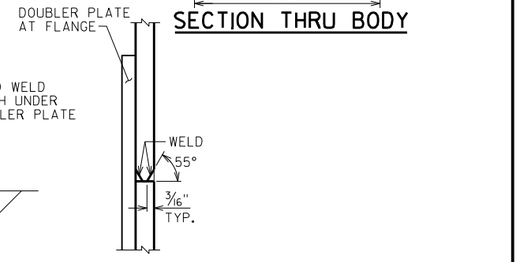
PLAN



PILE PLAN



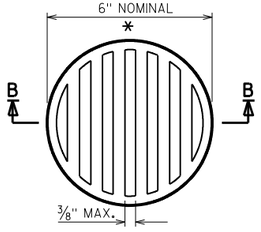
STEEL 'HP' SHAPE



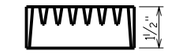
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH/DDS | PLANS CK'D. MSC

WEST ABUTMENT

SHEET 4

627

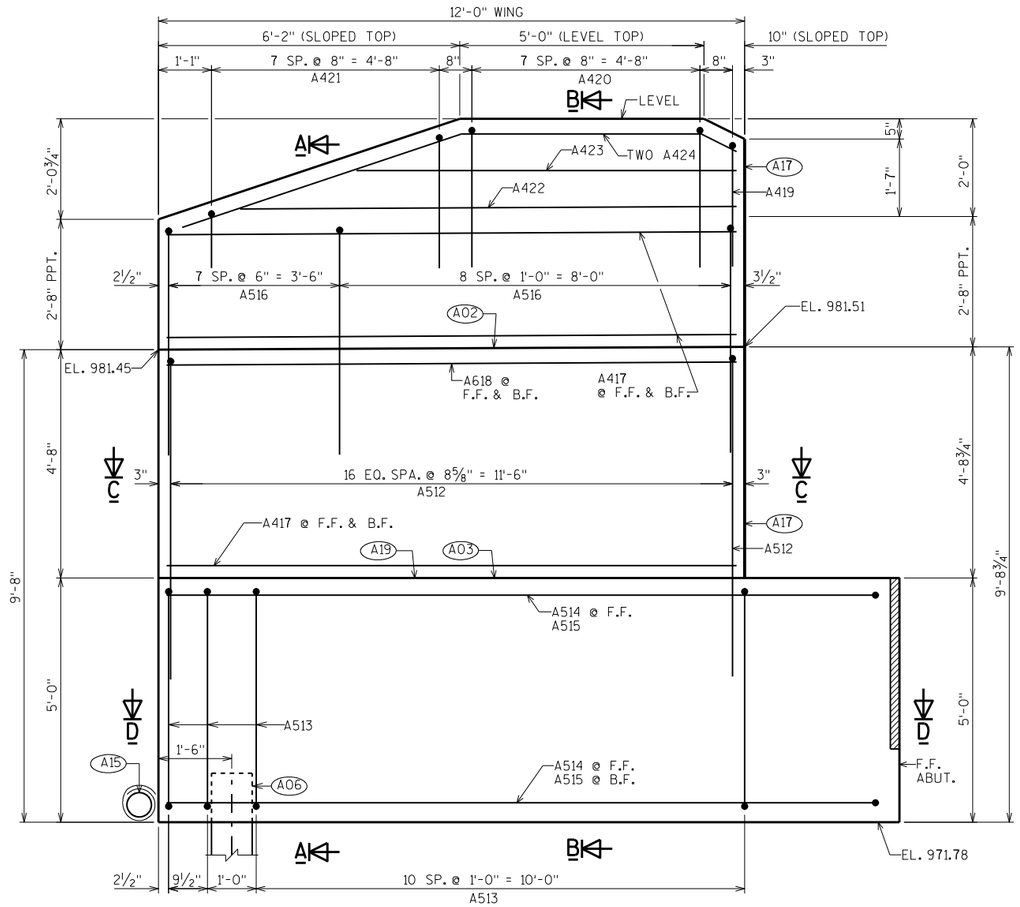
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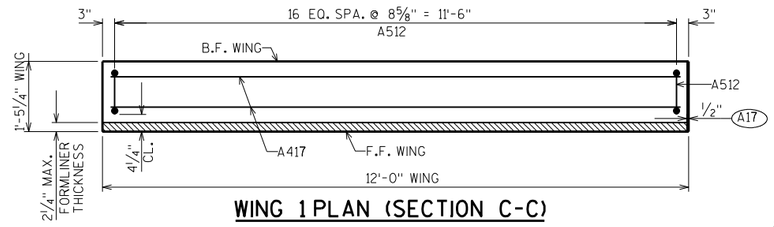
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STATE PROJECT NUMBER

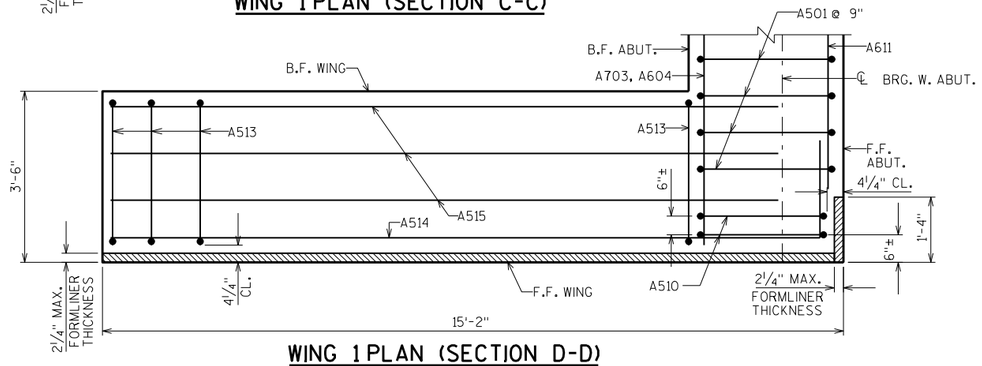
1674-00-80



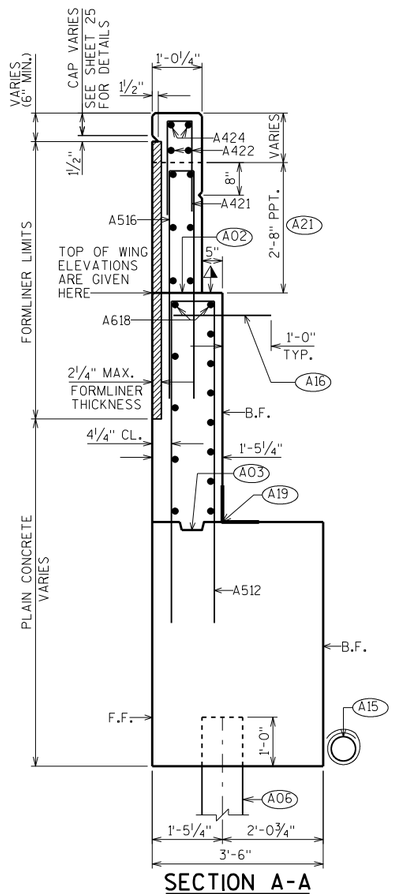
WING 1 ELEVATION LOOKING @ F.F. WING



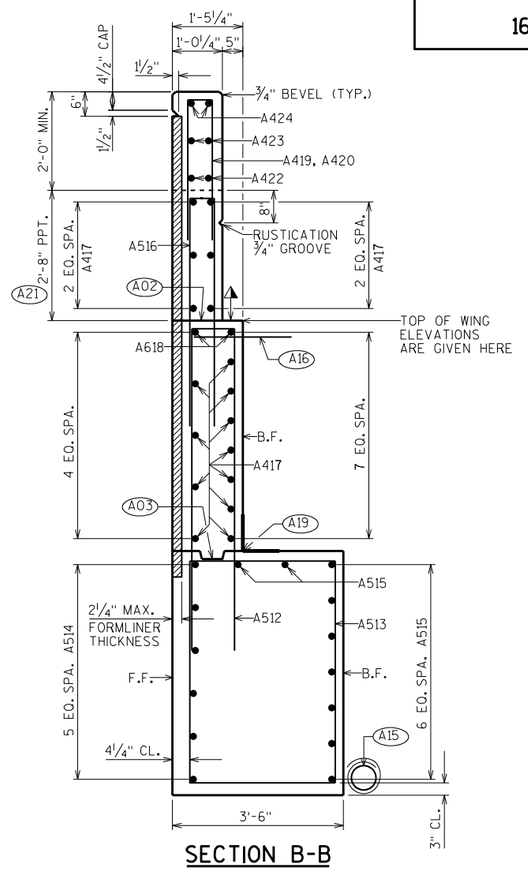
WING 1 PLAN (SECTION C-C)



WING 1 PLAN (SECTION D-D)



SECTION A-A



SECTION B-B

NOTES:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.

WING BODY REINFORCEMENT NOT SHOWN.

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A16) A443 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PARAPET DETAILS & DIMENSIONS SEE PARAPET SHEET 22. SEE SHEET 7 FOR 'BILL OF BARS' AND BAR DETAILS.

⚠FINISH SMOOTH TOP OF WING HORIZONTAL SURFACES NOT COVERED BY PARAPET.

NOTE:
SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

WING 1 DETAILS

SHEET 5

628

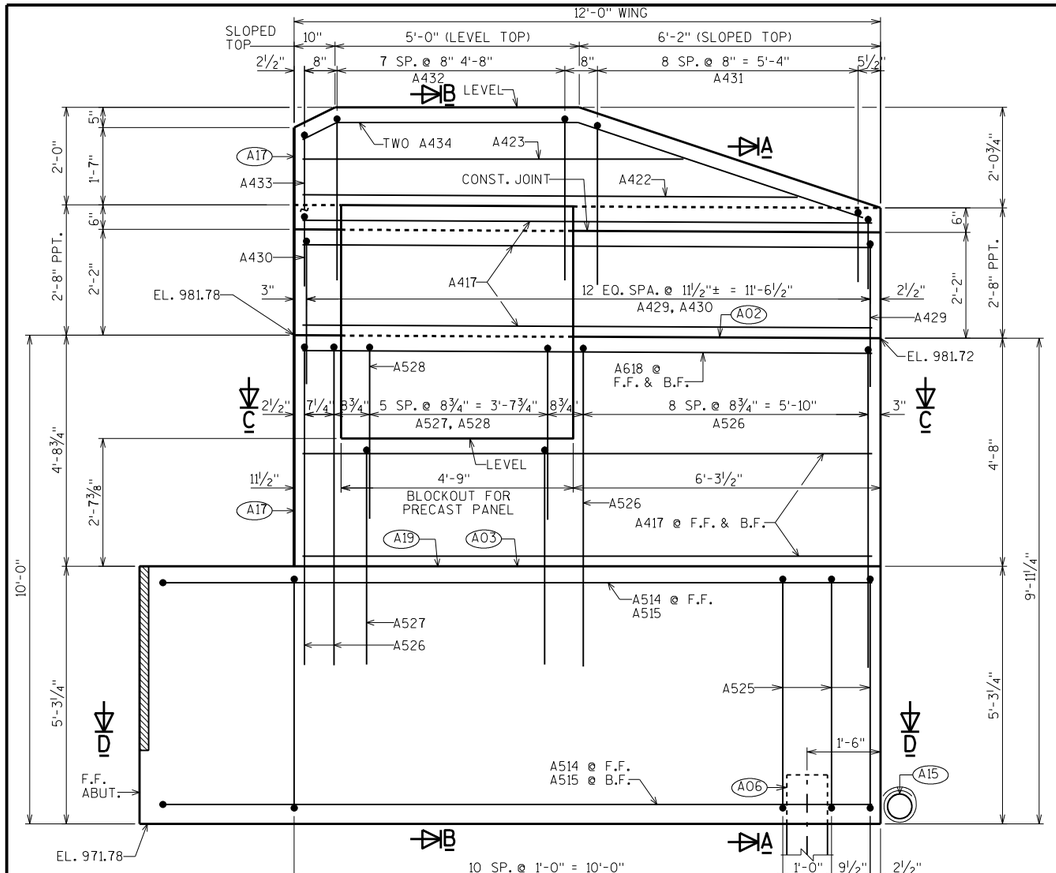
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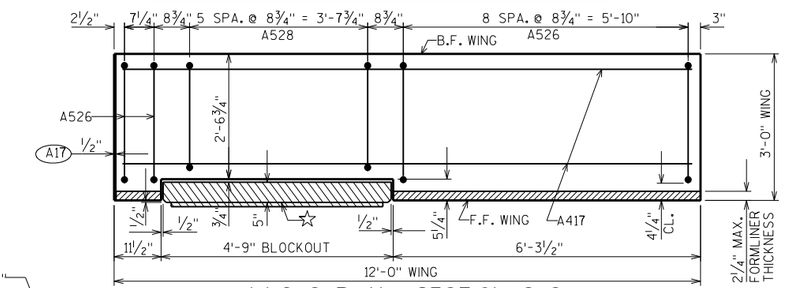
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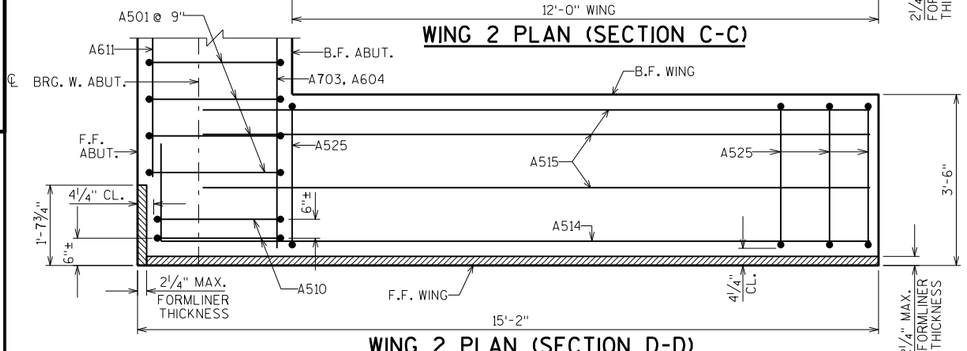
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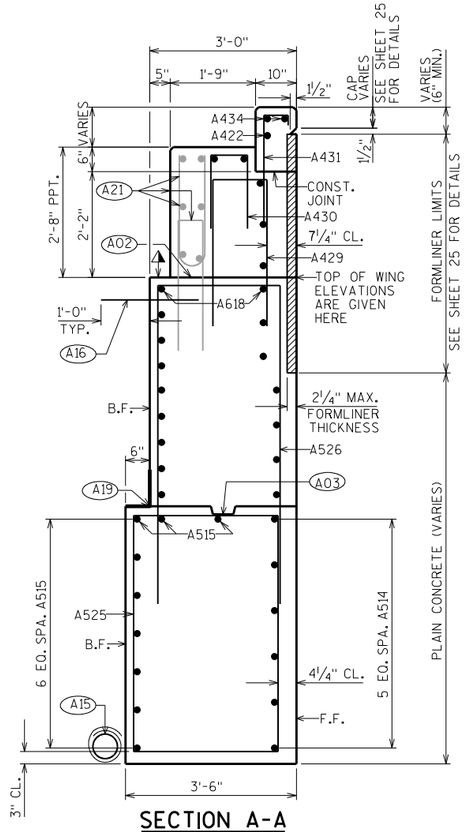
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WING 2 PLAN (SECTION C-C)

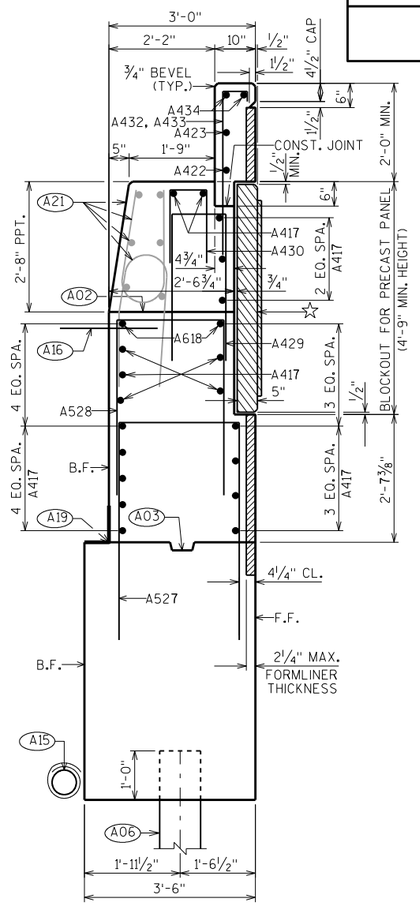


WING 2 PLAN (SECTION D-D)



SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE A417 BARS.



SECTION B-B @ PRECAST CONCRETE PANEL

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.

(A02) HORIZ. CONST. JOINT:
STRIKE OFF AND LEAVE ROUGH.

(A03) OPTIONAL CONST. JOINT:
KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A16) A443 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING: SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PARAPET BARS, DETAILS & DIMENSIONS SEE PARAPET SHEET 20. SEE SHEET 7 FOR 'BILL OF BARS' AND BAR DETAILS.

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE SHEETS 25 & 26 FOR DETAILS

⚠FINISH SMOOTH TOP OF WING HORIZONTAL SURFACES NOT COVERED BY PARAPET.

NOTE:
SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

WING 2 DETAILS

SHEET 6

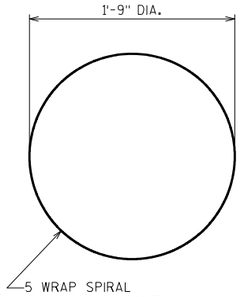
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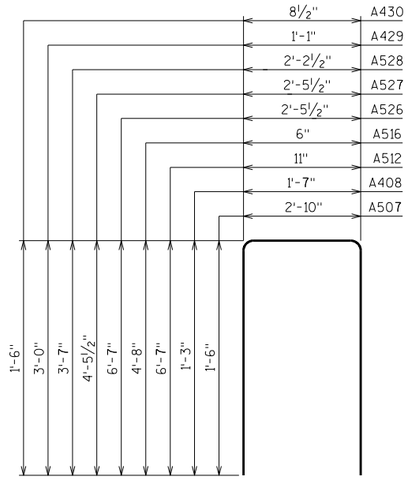
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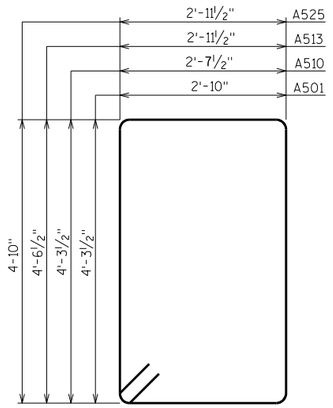
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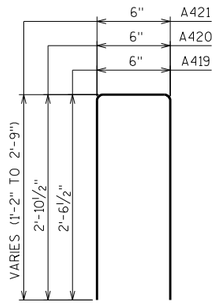
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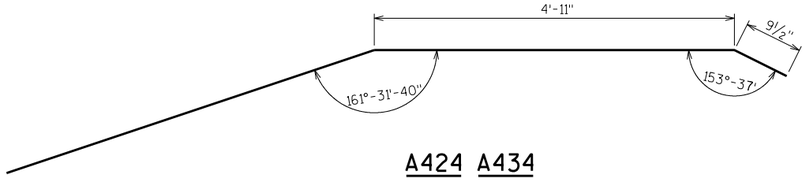
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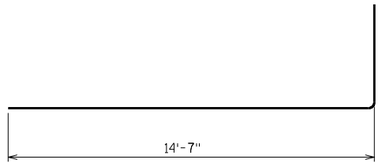
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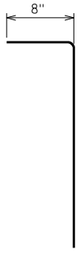
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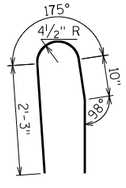
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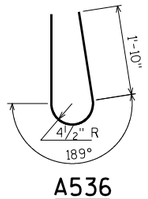
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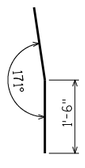
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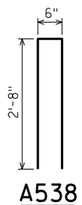
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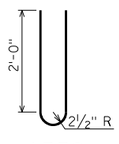
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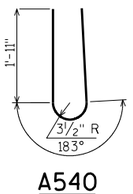
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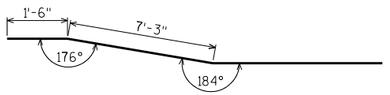
A538



A539



A540



A541

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		50	14'-11"	X		BODY-STIRRUPS-VERT.
A402		18	2'-3"			BODY-2 PER BODY PILE-VERT.
A703		6	42'-9"			BODY-HORIZONTAL-B.F.
A604		6	42'-9"			BODY-HORIZONTAL-TOP & BOTTOM
A405		9	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
A406		4	15'-6"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 2-3
A507		16	5'-7"	X		BODY-TOP-VERT.-UNDER BEAM SEATS 2-3
A408		20	3'-11"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
A409		10	5'-9"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
A510		4	14'-6"	X		BODY-STIRRUP-VERT.-AT BOTH ENDS
A611		5	40'-2"			BODY-HORIZONTAL-F.F.
A512	X	17	13'-10"	X		WING 1-VERTICAL
A513	X	13	15'-8"	X		WING 1-BOT.-STIRRUP-VERT.
A514	X	12	17'-8"	X		WINGS 1&2-BOT.-F.F.-HORIZ.
A515	X	18	13'-8"			WINGS 1&2-BOT.-B.F.-HORIZ.
A516	X	16	9'-7"	X		WING 1/PARAPET-TOP-VERT.
A417	X	36	11'-8"			WINGS 1&2 & PARAPETS-F.F. & B.F.-HORIZ.
A618	X	4	11'-8"			WINGS 1&2-TOP-F.F. & B.F.-HORIZ.
A419	X	1	5'-5"	X		WING 1-TOP PORTION-VERT.-B.F.-AT END ONLY
A420	X	8	6'-1"	X		WING 1-TOP PORTION-VERT.-B.F.-UNDER LEVEL TOP
⚠ A421	X	8	4'-3"	X	X	WING 1-TOP PORTION-VERT.-B.F.-UNDER SLOPED TOP
A422	X	3	10'-4"			WINGS 1&2-TOP PORTION-BOT.-HORIZ.-B.F.
A423	X	3	7'-10"			WINGS 1&2-TOP PORTION-HORIZ.-B.F.
A424	X	2	12'-0"	X		WING 1-TOP PORTION-TOP-VERT.-F.F. & B.F.
A525	X	13	16'-3"	X		WING 2-BOT.-STIRRUP-VERT.
A526	X	11	15'-5"	X		WING 2-VERTICAL
A527	X	6	11'-2"	X		WING 2-VERTICAL-BELOW PRECAST PANEL
A528	X	6	9'-2"	X		WING 2-VERTICAL-BEHIND PRECAST PANEL
A429	X	13	6'-11"	X		WING 2/PARAPET-VERT.
A430	X	13	3'-7"	X		WING 2 PARAPET-TOP-VERT.
⚠ A431	X	9	3'-0"	X	X	WING 2-TOP PORTION-VERT.-B.F.-UNDER SLOPED TOP
A432	X	8	4'-0"	X		WING 2-TOP PORTION-VERT.-B.F.-UNDER LEVEL TOP
A433	X	1	3'-8"	X		WING 2-TOP PORTION-VERT.-B.F.-AT END ONLY
A434	X	2	12'-0"	X		WING 2-TOP PORTION-TOP-VERT.-F.F. & B.F.
A535	X	5	5'-10"	X		WING 2/PARAPET-VERT.-TRANS.
A536	X	5	5'-0"	X		WING 2 PARAPET-VERT.-TRANS.
A537	X	12	3'-0"	X		WING 2/PARAPET-VERT.-TRANS.
A538	X	17	5'-7"	X		WING 2/PARAPET-VERT.-TRANS.
A539	X	11	4'-9"	X		WING 2 PARAPET-VERT.-TRANS.
A540	X	6	4'-10"	X		WING 2 PARAPET-VERT.-TRANS.
A541	X	1	11'-7"	X		WING 2 PARAPET-BOT.-HORIZ.-LONGIT.
A542	X	5	11'-7"			WING 2 PARAPET-HORIZ.-LONGIT.
A543	X	24	2'-0"			WINGS 1&2-TOP-B.F.-HORIZ-SURFACE DRAINS

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	NUMBER REQUIRED	TOTAL BAR LENGTH
A421	1 SERIES OF 8 BARS	2'-8" TO 5'-10"
A431	1 SERIES OF 9 BARS	2'-1" TO 3'-11"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

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WEST ABUTMENT BAR DETAILS

SHEET 7

630

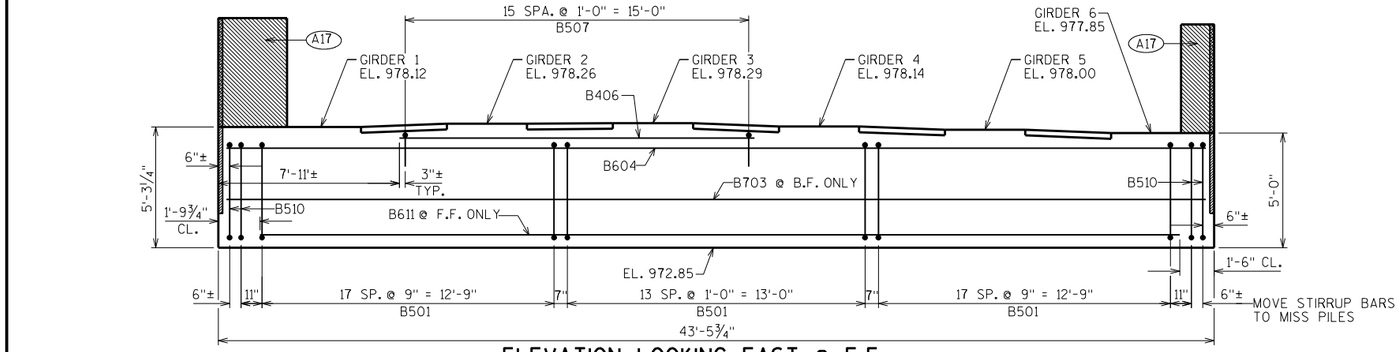
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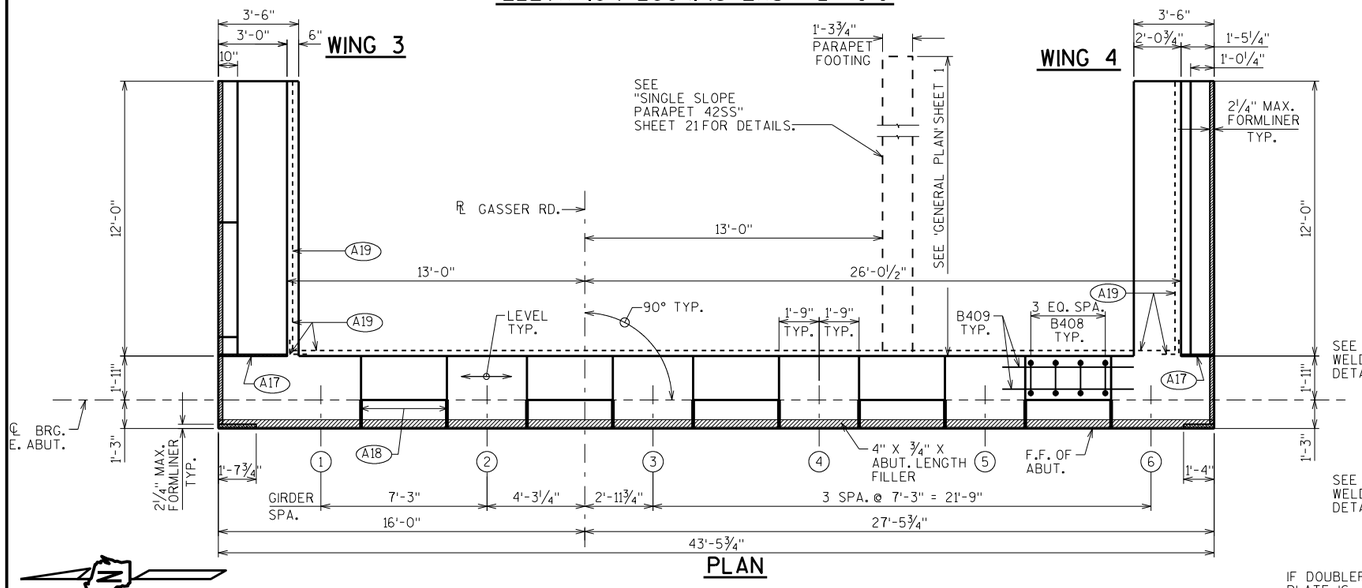
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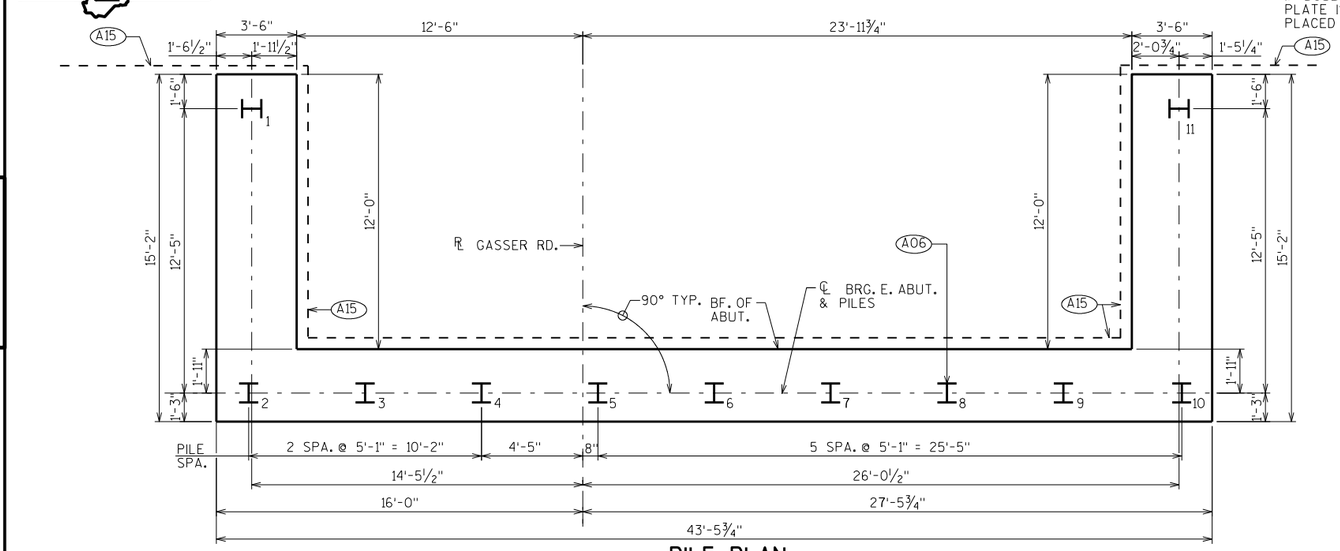
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ELEVATION LOOKING EAST @ F.F.



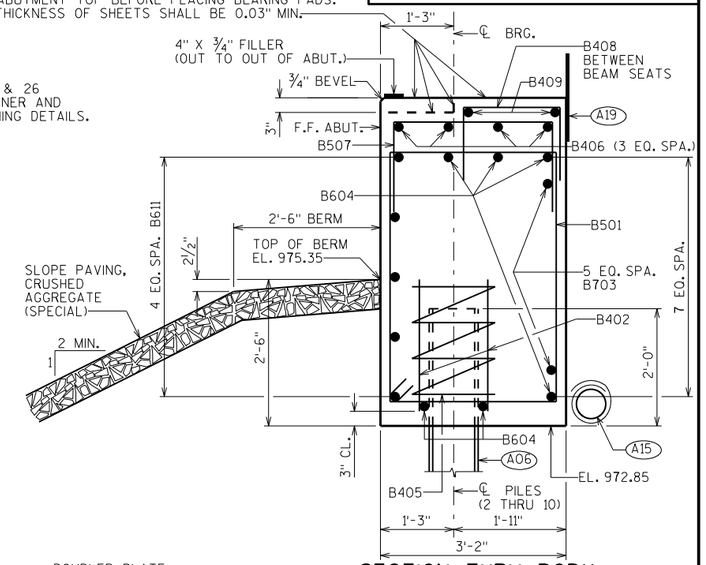
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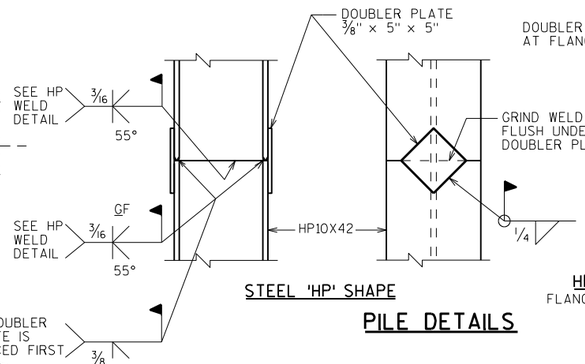
PILE PLAN

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

NOTE:
SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

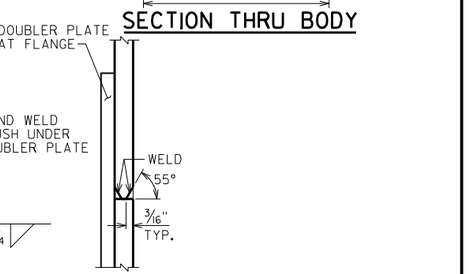


SECTION THRU BODY



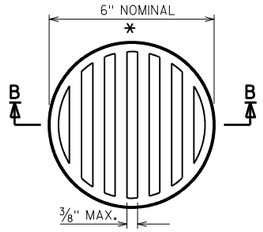
STEEL 'HP' SHAPE

PILE DETAILS

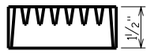


HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

A18 ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH/DDS | PLANS CK'D. MSC

EAST ABUTMENT

SHEET 8

631

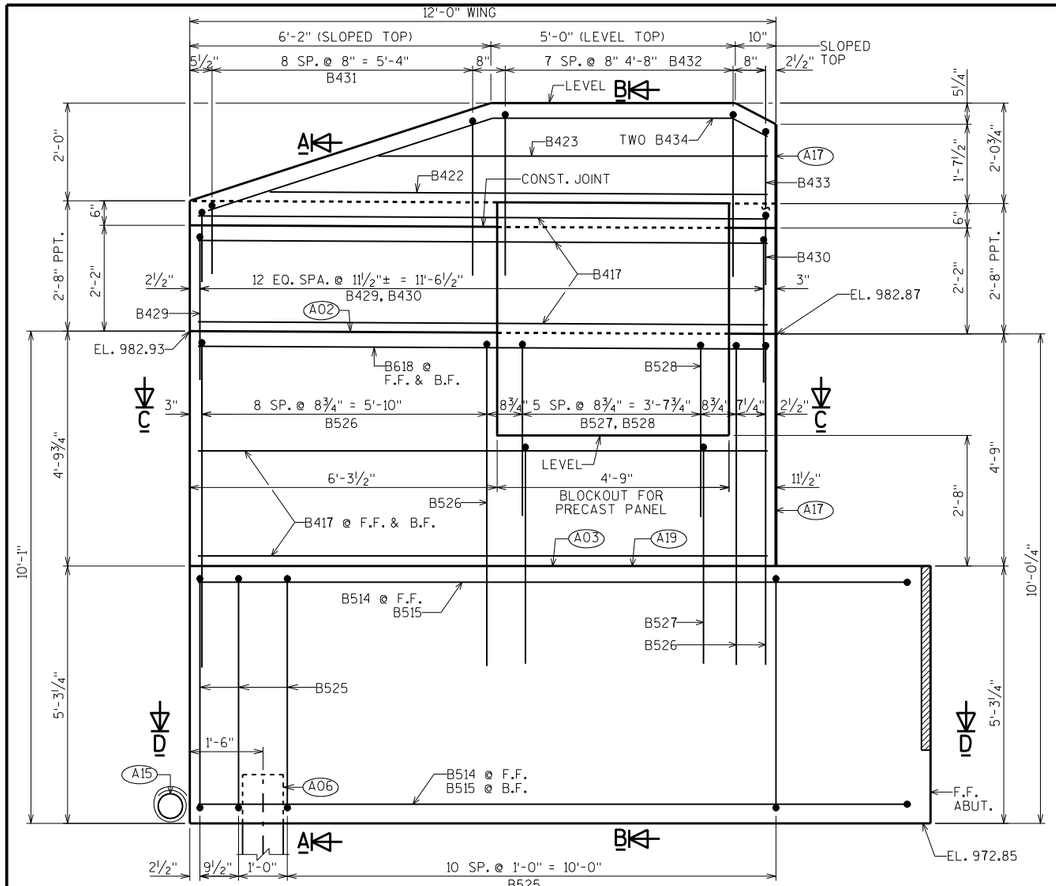
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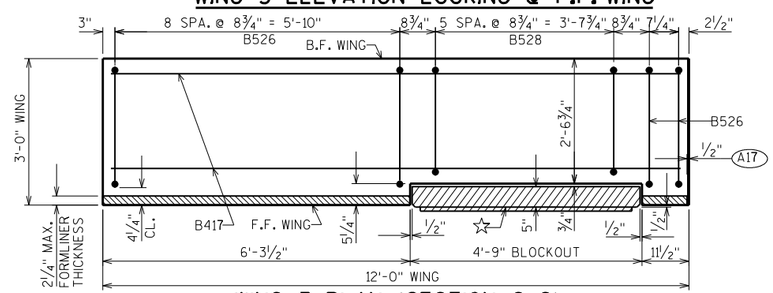
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STATE PROJECT NUMBER

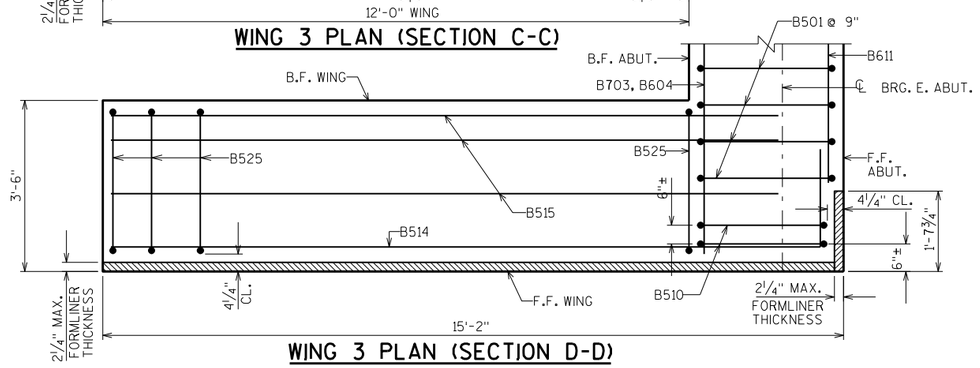
1674-00-80



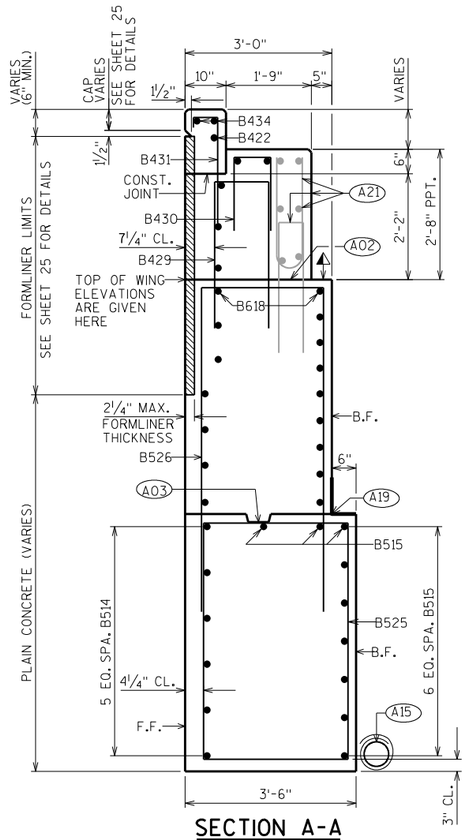
WING 3 ELEVATION LOOKING @ F.F. WING



WING 3 PLAN (SECTION C-C)

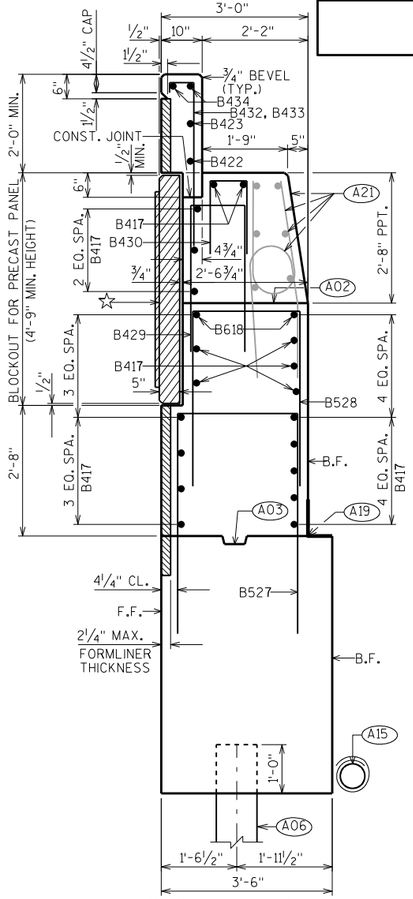


WING 3 PLAN (SECTION D-D)



SECTION A-A

NOTE:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.



SECTION B-B @ PRECAST CONCRETE PANEL

NOTE:
WING BODY REINFORCEMENT NOT SHOWN.

☆4'-8" X 4'-8" X 5" DEEP PRECAST CONCRETE PANEL SEE SHEETS 25 & 26 FOR DETAILS.

▲FINISH SMOOTH TOP OF WING HORIZONTAL SURFACES NOT COVERED BY PARAPET.

NOTE:
SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

(A02) HORIZ. CONST. JOINT:
STRIKE OFF AND LEAVE ROUGH.

(A03) OPTIONAL CONST. JOINT:
KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING: SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PARAPET BARS, DETAILS & DIMENSIONS SEE PARAPET SHEET 20. SEE SHEET 11 FOR 'BILL OF BARS' AND BAR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

WING 3 DETAILS

SHEET 9

632

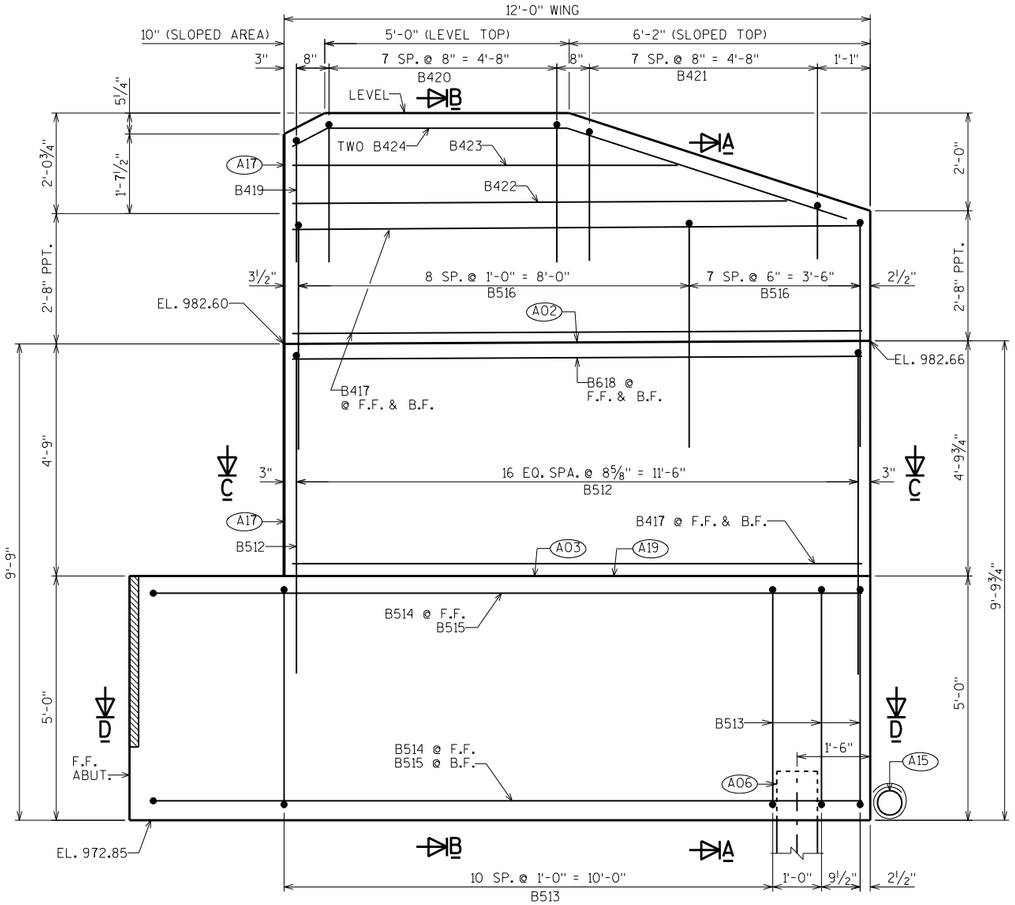
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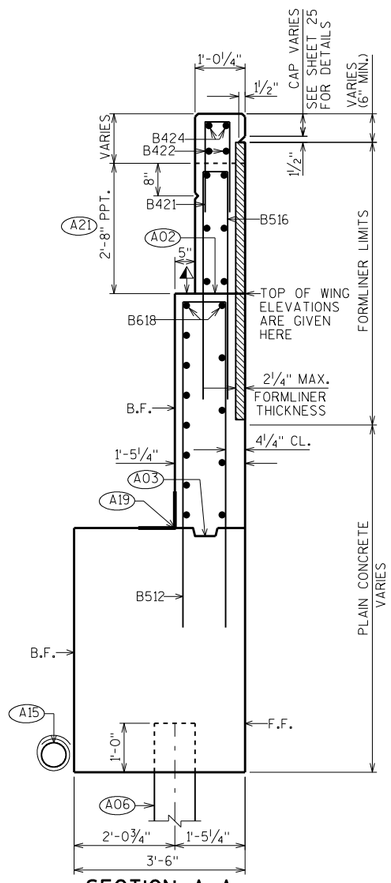
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STATE PROJECT NUMBER

1674-00-80



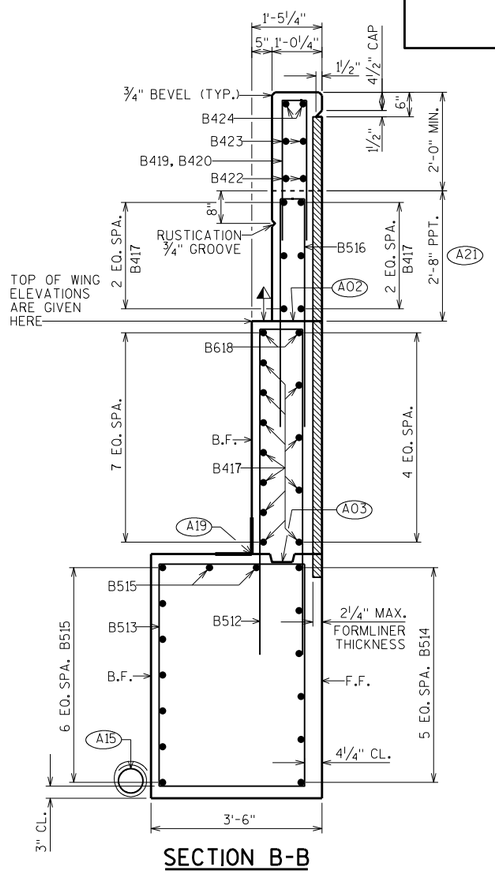
WING 4 ELEVATION LOOKING @ F.F. WING



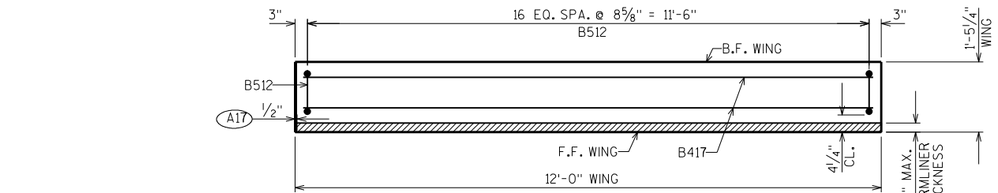
SECTION A-A

NOTES:
ALL LONGITUDINAL BARS NOT LABELED IN THIS SECTION ARE B417 BARS.

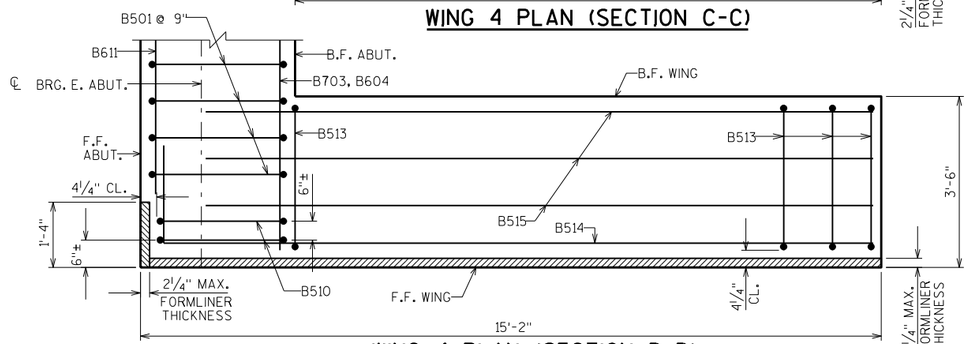
WING BODY REINFORCEMENT NOT SHOWN.



SECTION B-B



WING 4 PLAN (SECTION C-C)



WING 4 PLAN (SECTION D-D)

(A02) HORIZ. CONST. JOINT:
STRIKE OFF AND LEAVE ROUGH

(A03) OPTIONAL CONST. JOINT:
KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

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(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PARAPET DETAILS & DIMENSIONS SEE PARAPET SHEET 22. SEE SHEET 11 FOR 'BILL OF BARS' AND BAR DETAILS.

⚠ FINISH SMOOTH TOP OF WING HORIZONTAL SURFACES NOT COVERED BY PARAPET.

NOTE:
SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

WING 4 DETAILS

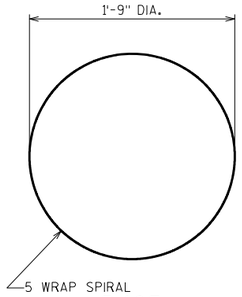
SHEET 10

633

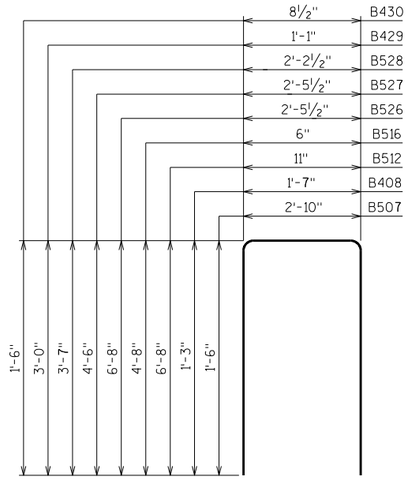
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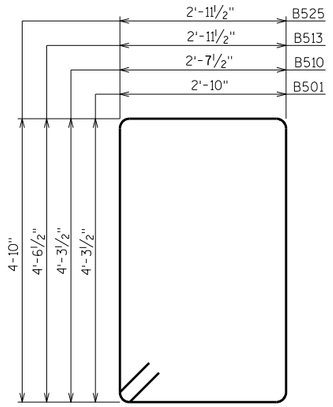
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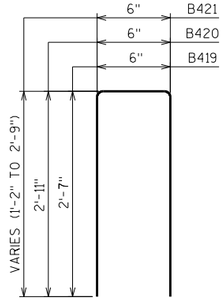
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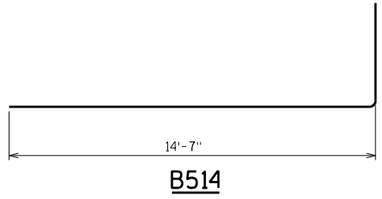
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B527 B528 B429 B430



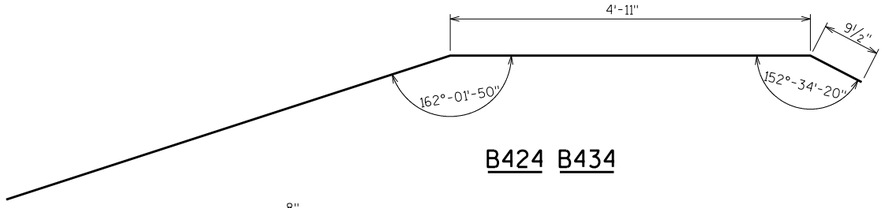
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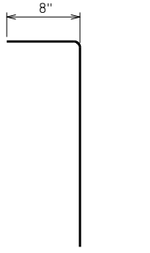
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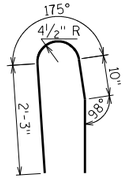
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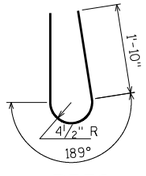
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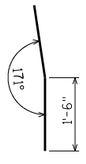
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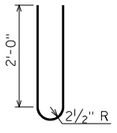
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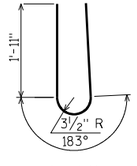
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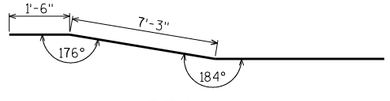
B538



B539



B540



B541

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		50	14'-11"	X		BODY-STIRRUPS-VERT.
B402		18	2'-3"			BODY-2 PER BODY PILE-VERT.
B703		6	42'-9"			BODY-HORIZONTAL-B.F.
B604		6	42'-9"			BODY-HORIZONTAL-TOP & BOTTOM
B405		9	28'-0"	X		BODY-SPIRAL-1 PER BODY PILE-VERT.
B406		4	15'-6"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 2-3
B507		16	5'-7"	X		BODY-TOP-VERT.-UNDER BEAM SEATS 2-3
B408		20	3'-11"	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
B409		10	5'-9"			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
B510		4	14'-6"	X		BODY-STIRRUP-VERT.-AT BOTH ENDS
B611		5	40'-2"			BODY-HORIZONTAL-F.F.
B512	X	17	14'-0"	X		WING 4-VERTICAL
B513	X	13	15'-8"	X		WING 4-BOT.-STIRRUP-VERT.
B514	X	12	17'-8"	X		WINGS 3&4-BOT.-F.F.-HORIZ.
B515	X	18	13'-8"			WINGS 3&4-BOT.-B.F.-HORIZ.
B516	X	16	9'-7"	X		WING 4/PARAPET-TOP-VERT.
B417	X	36	11'-8"			WINGS 3&4 & PARAPETS-F.F. & B.F.-HORIZ.
B618	X	4	11'-8"			WINGS 3&4-TOP-F.F. & B.F.-HORIZ.
B419	X	1	5'-6"	X		WING 4-TOP PORTION-VERT.-B.F.-AT END ONLY
B420	X	8	6'-2"	X		WING 4-TOP PORTION-VERT.-B.F.-UNDER LEVEL TOP
⚠ B421	X	8	4'-3"	X	X	WING 4-TOP PORTION-VERT.-B.F.-UNDER SLOPED TOP
B422	X	3	10'-4"			WINGS 3&4-TOP PORTION-BOT.-HORIZ.-B.F.
B423	X	3	8'-0"			WINGS 3&4-TOP PORTION-HORIZ.-B.F.
B424	X	2	12'-0"	X		WING 4-TOP PORTION-TOP-VERT.-F.F. & B.F.
B525	X	13	16'-3"	X		WING 3-BOT.-STIRRUP-VERT.
B526	X	11	15'-7"	X		WING 3-VERTICAL
B527	X	6	11'-3"	X		WING 3-VERTICAL-BELOW PRECAST PANEL
B528	X	6	9'-2"	X		WING 3-VERTICAL-BEHIND PRECAST PANEL
B429	X	13	6'-11"	X		WING 3/PARAPET-VERT.
B430	X	13	3'-7"	X		WING 3 PARAPET-TOP-VERT.
⚠ B431	X	9	3'-0"	X	X	WING 3-TOP PORTION-VERT.-B.F.-UNDER SLOPED TOP
B432	X	8	4'-0"	X		WING 3-TOP PORTION-VERT.-B.F.-UNDER LEVEL TOP
B433	X	1	3'-8"	X		WING 3-TOP PORTION-VERT.-B.F.-AT END ONLY
B434	X	2	12'-1"	X		WING 3-TOP PORTION-TOP-VERT.-F.F. & B.F.
B535	X	5	5'-10"	X		WING 3/PARAPET-VERT.-TRANS.
B536	X	5	5'-0"	X		WING 3 PARAPET-VERT.-TRANS.
B537	X	12	3'-0"	X		WING 3/PARAPET-VERT.-TRANS.
B538	X	17	5'-7"	X		WING 3/PARAPET-VERT.-TRANS.
B539	X	11	4'-9"	X		WING 3 PARAPET-VERT.-TRANS.
B540	X	6	4'-10"	X		WING 3 PARAPET-VERT.-TRANS.
B541	X	1	11'-7"	X		WING 3 PARAPET-BOT.-HORIZ.-LONGIT.
B542	X	5	11'-7"			WING 3 PARAPET-HORIZ.-LONGIT.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	NUMBER REQUIRED	TOTAL BAR LENGTH
B421	1 SERIES OF 8 BARS	2'-8" TO 5'-10"
B431	1 SERIES OF 9 BARS	2'-1" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

EAST ABUTMENT
BAR DETAILS

SHEET 11

634

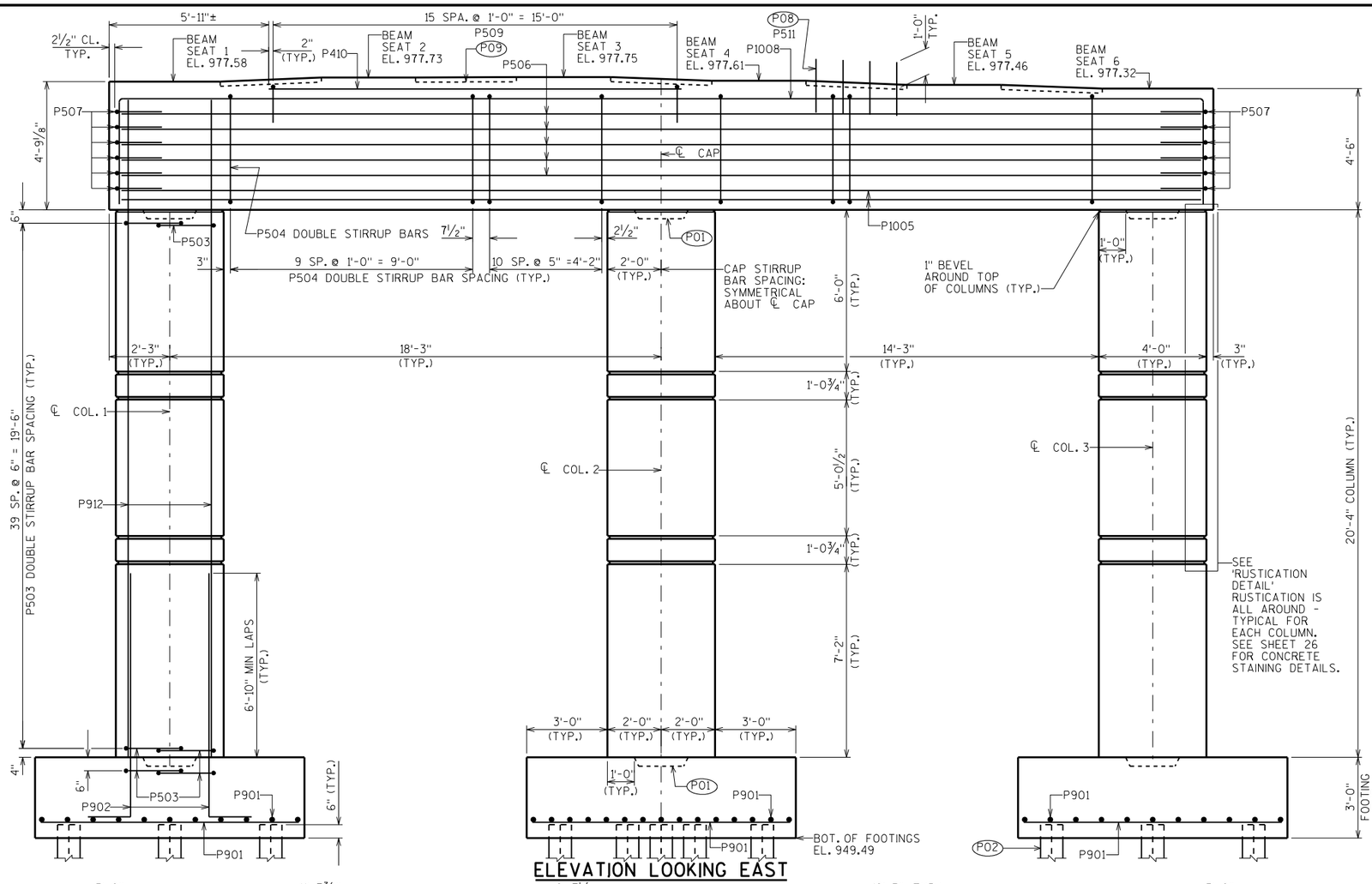
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STATE PROJECT NUMBER

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P01 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P02 SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 10'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

P08 P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

PIER

SHEET 12

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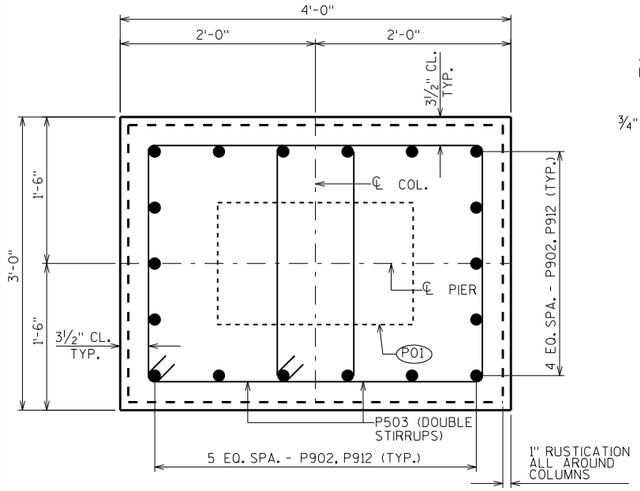
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STATE PROJECT NUMBER
1674-00-80

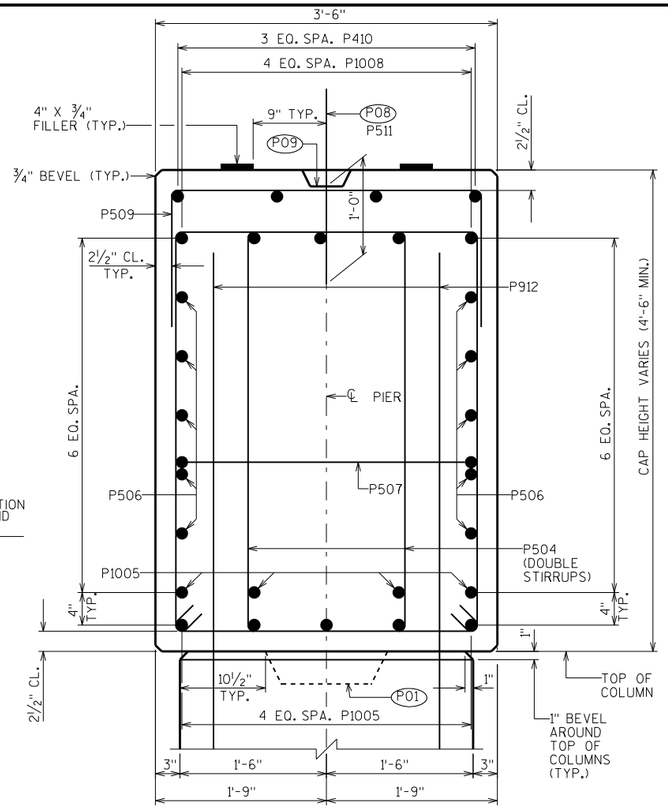
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

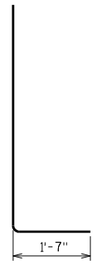
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P901		67	9'-7"			FOOTINGS-BOTTOM-HORIZ.
P902	X	54	10'-7"	X		FOOTINGS/COLUMNS-VERTICAL
P503	X	246	9'-10"	X		FOOTINGS & COLUMNS-HORIZ.-STIRRUPS
P504	X	84	13'-7"	X		CAP-BOT.-VERT.-STIRRUPS
P1005	X	9	40'-2"			CAP-BOT.-HORIZ.-LONGIT.
P506	X	10	40'-2"			CAP-HORIZ.-LONGIT.-AT BOTH FACES
P507	X	12	6'-3"	X		CAP-HORIZ.-BOTH ENDS
P1008	X	5	47'-11"	X		CAP-TOP-HORIZ. & VERT.-LONGIT.
P509	X	16	5'-9"	X		CAP-TOP-VERT.-UNDER BEAM SEATS 2-3
P410	X	4	15'-4"			CAP-TOP-HORIZ.-UNDER BEAM SEATS 2-3
P511	X	20	2'-0"			CAP-TOP-CENTER-VERT.-BTWN. BEAM SEATS
P912	X	54	24'-5"			COLUMNS/CAP-VERTICAL



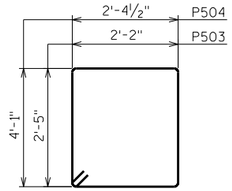
TYPICAL SECTION THRU COLUMNS



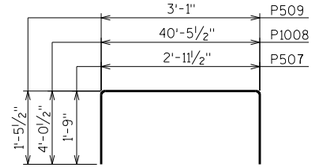
SECTION THRU CAP



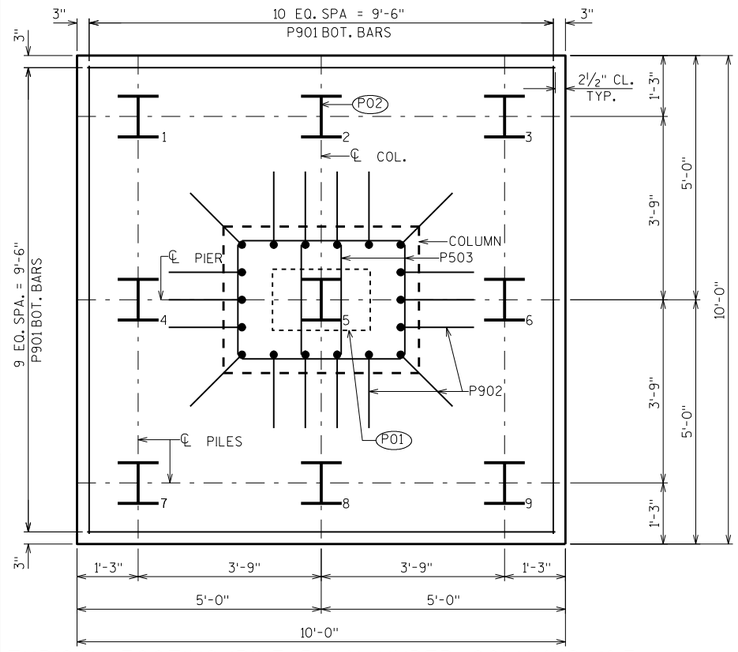
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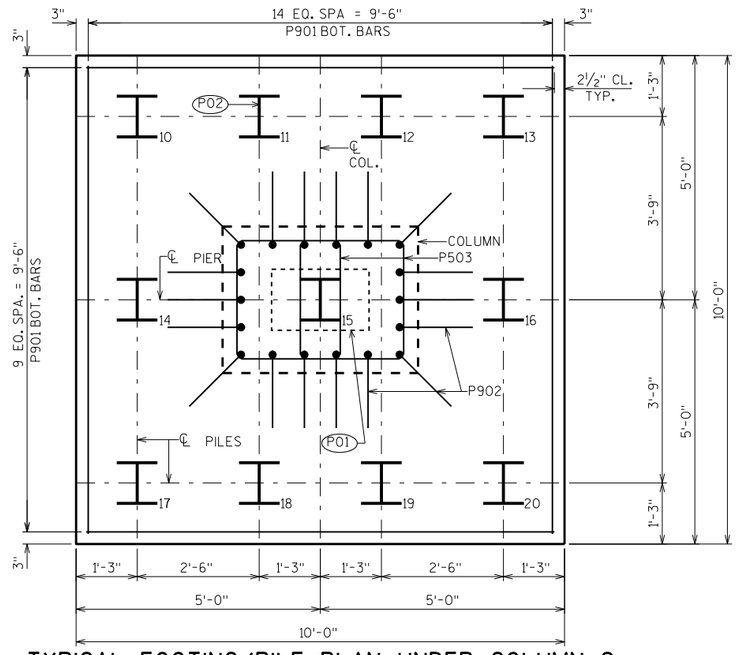
P503 P504



P507 P1008 P509



TYPICAL FOOTING/PILE PLAN UNDER COLUMNS 1&3



TYPICAL FOOTING/PILE PLAN UNDER COLUMN 2

(P01) 1'-3" X 2'-0" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 10'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) P511 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

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STRUCTURE B-56-213

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PIER DETAILS

SHEET 13

636

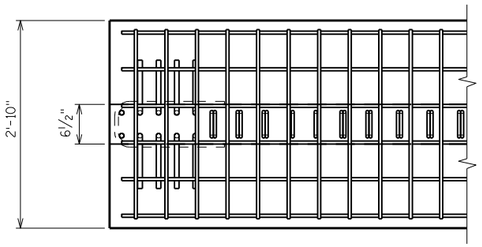
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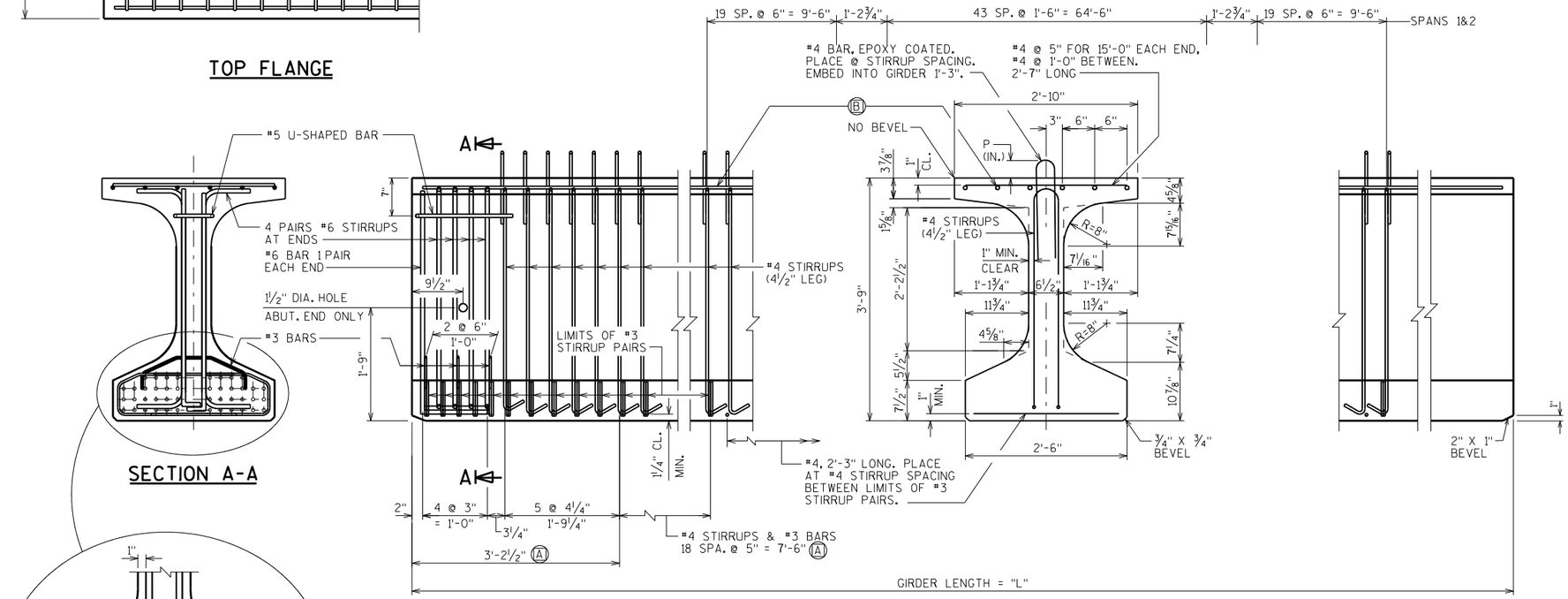
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STATE PROJECT NUMBER

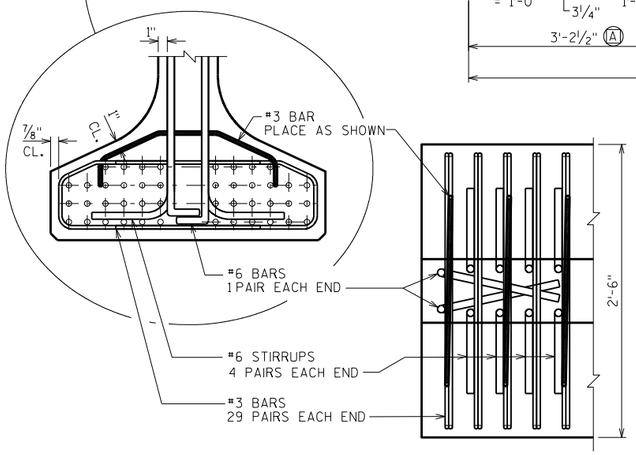
1674-00-80



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

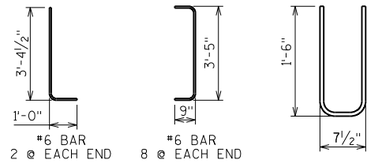
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

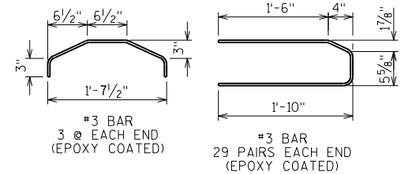
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET 16.





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.)	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.)
1	ALL	107.38'	0.7	1.4	1.9	2.2	2.3	2.2	1.9	1.4	0.7	8000	8"	7"	8"	0.60	34	6400	40.0	13.8	16.8	5.0		
2	ALL	107.38'	0.7	1.4	1.9	2.2	2.3	2.2	1.9	1.4	0.7	8000	8"	7"	8"	0.60	34	6400	40.0	13.8	16.8	5.0		

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STRUCTURE B-56-213

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45W" PRESTRESSED GIRDER DETAILS 1

SHEET 14

637

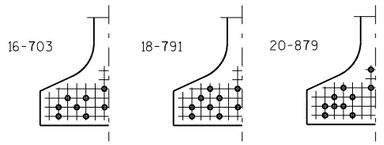
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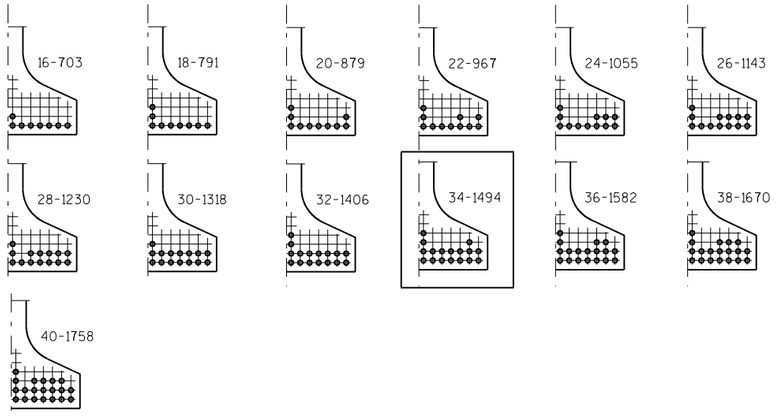
STATE PROJECT NUMBER

1674-00-80



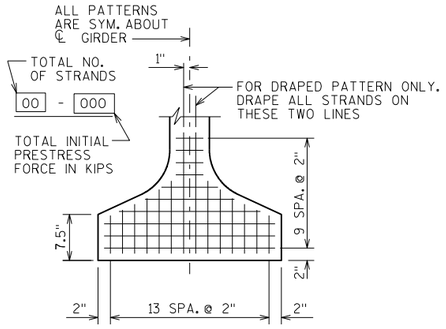
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

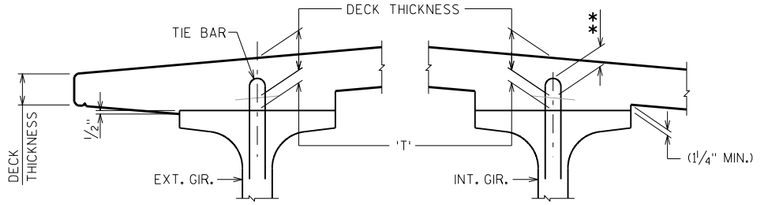


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

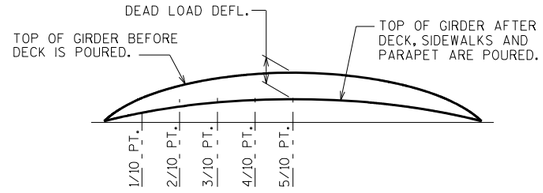
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

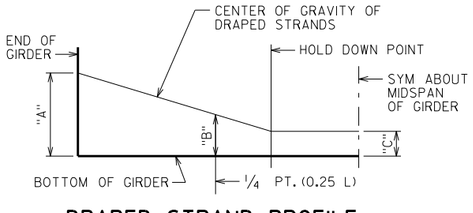
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3⅛" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3.65
2	3.65

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

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STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

45W" PRESTRESSED GIRDER DETAILS 2

SHEET 15

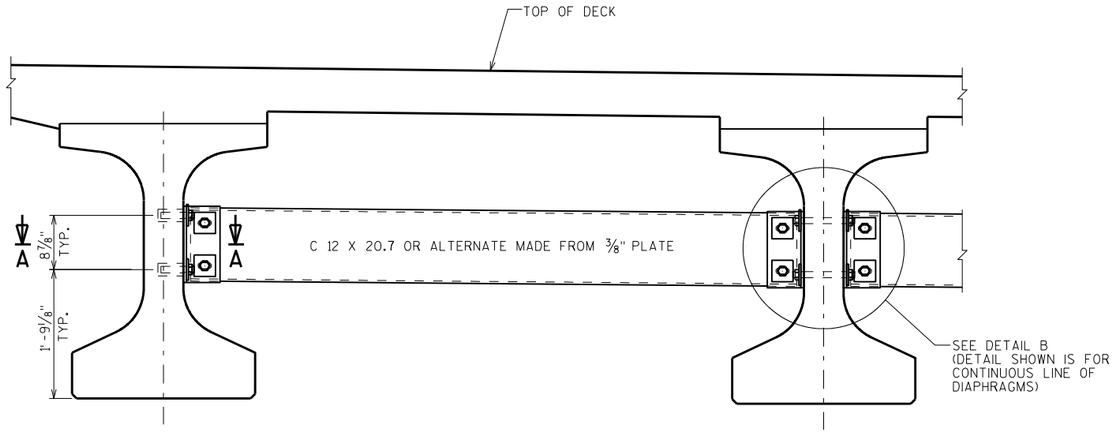
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SCALE = 1

STATE PROJECT NUMBER
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PART TRANSVERSE SECTION AT DIAPHRAGM

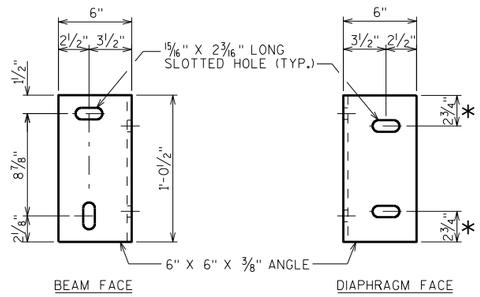
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-56-213", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

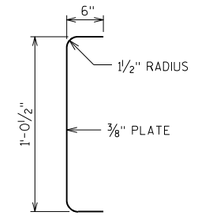
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

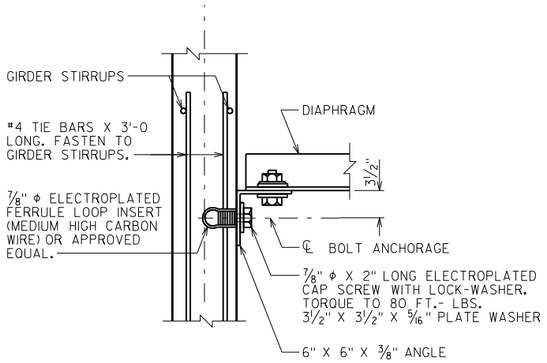


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

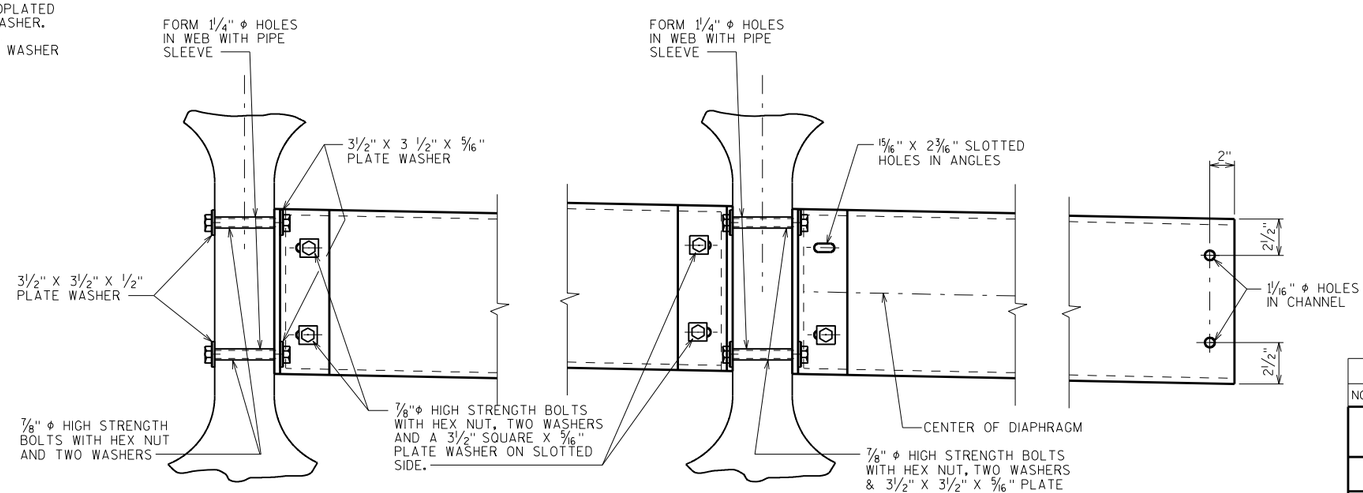


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



(FOR STAGGERED DIAPHRAGM)

DETAIL B

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

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STRUCTURE B-56-213

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STEEL DIAPHRAGM

SHEET 16

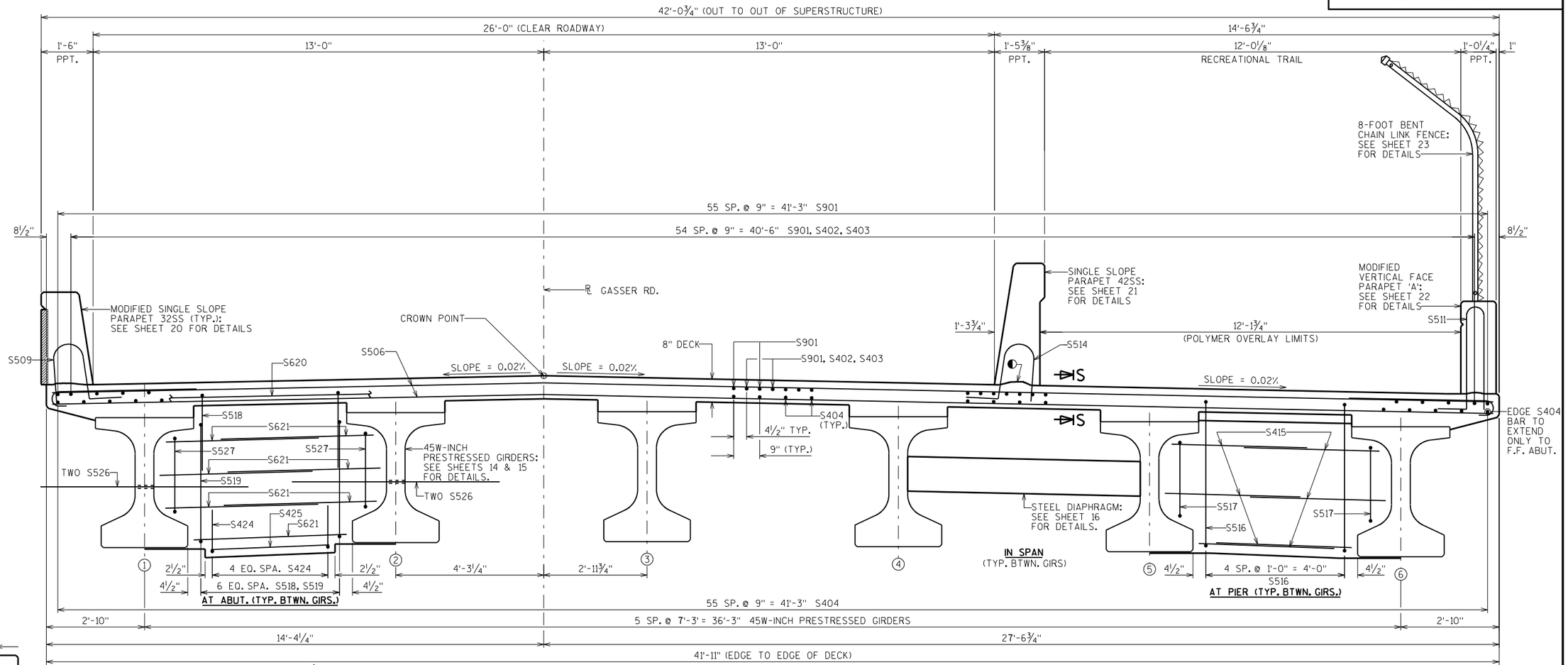
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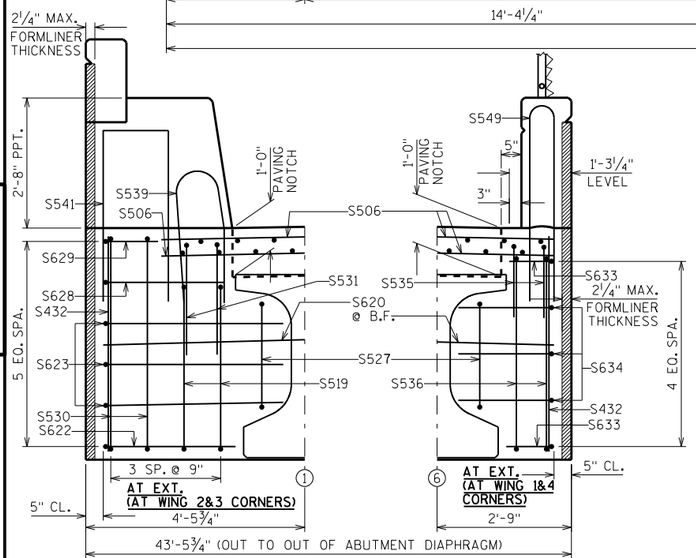
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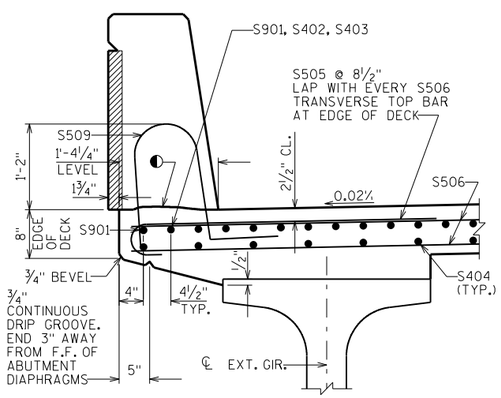
STATE PROJECT NUMBER
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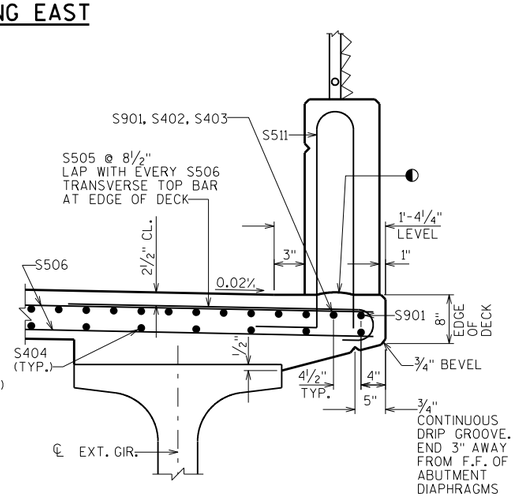
CROSS SECTION THRU BRIDGE LOOKING EAST



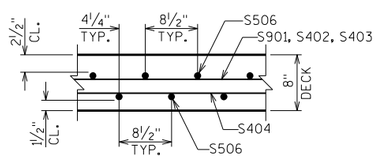
PARTIAL CROSS SECTION



NORTH EDGE OF DECK DETAIL



SOUTH EDGE OF DECK DETAIL



SECTION S-S

◐ HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH AS SHOWN

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STRUCTURE B-56-213

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SUPERSTRUCTURE CROSS SECTIONS

SHEET 17

640

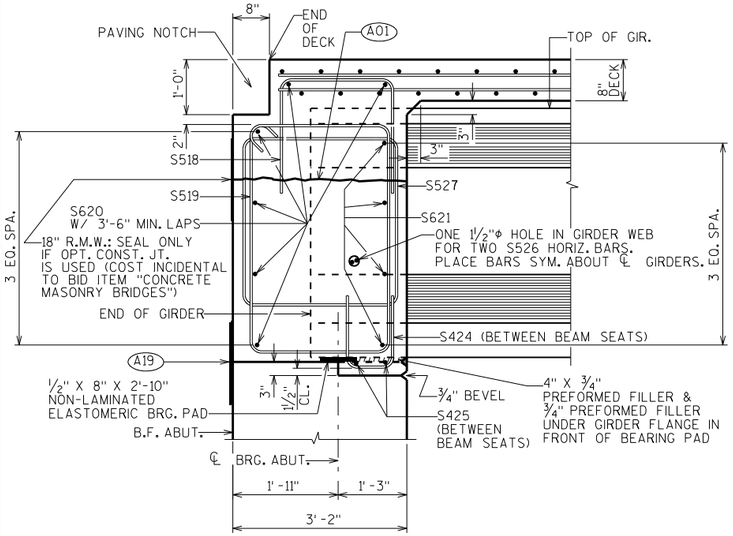
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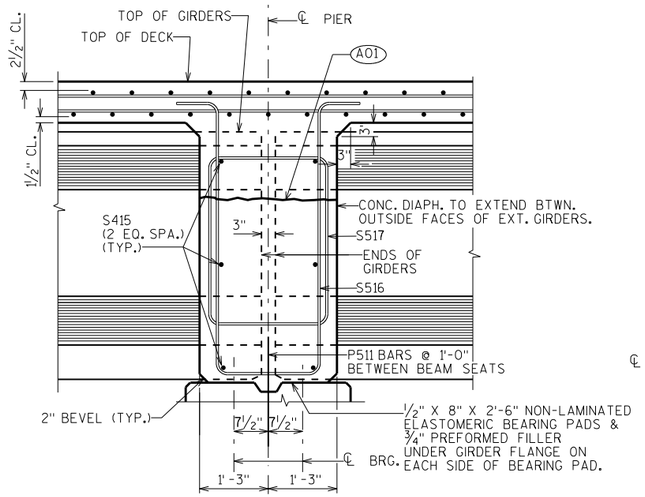
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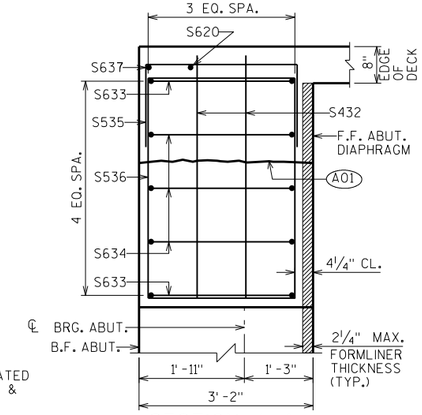
1674-00-80



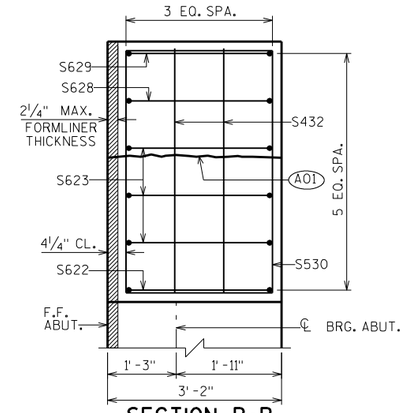
CROSS SECTION THRU ABUTMENT DIAPHRAGMS BETWEEN EXTERIOR GIRDERS



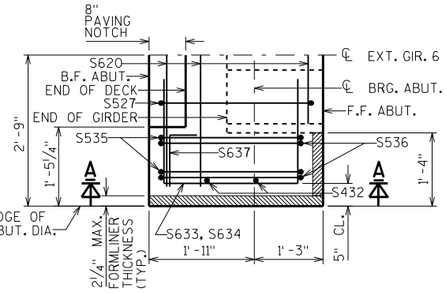
CROSS SECTION THRU PIER DIAPHRAGM



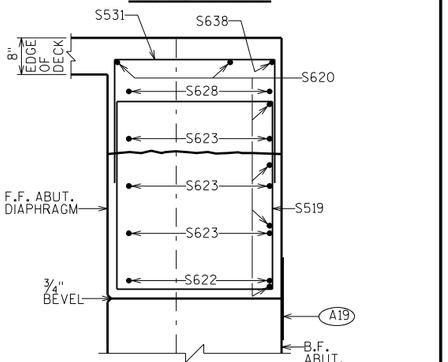
SECTION A-A



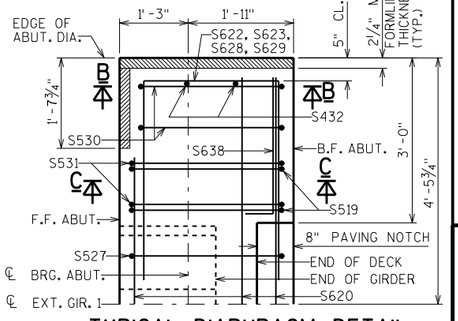
SECTION B-B



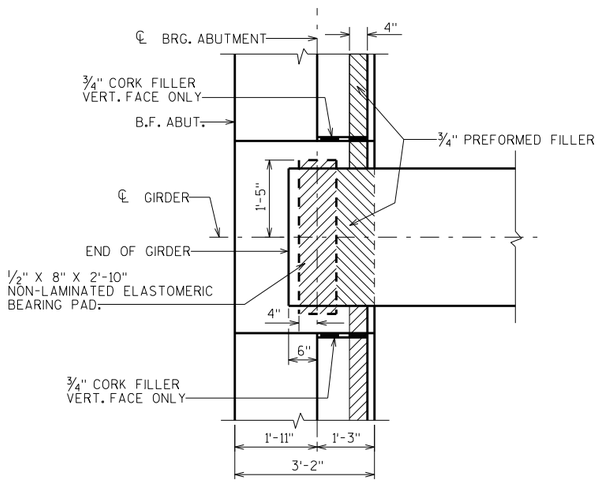
TYPICAL DIAPHRAGM DETAIL @ WING 1 & WING 4 CORNERS



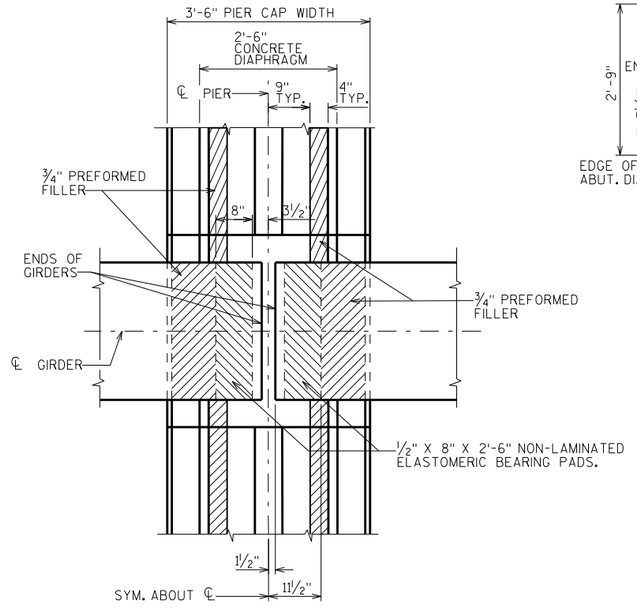
SECTION C-C



TYPICAL DIAPHRAGM DETAIL @ WING 2 & WING 3 CORNERS



PLAN VIEW AT ABUTMENTS



PLAN VIEW AT PIER

BEARING PAD DETAIL

NOTE:
SEE SHEET 24 FOR 'BILL OF BARS' AND BAR DETAILS.

A01 OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

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STRUCTURE B-56-213

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SUPERSTRUCTURE DETAILS

SHEET 18

641

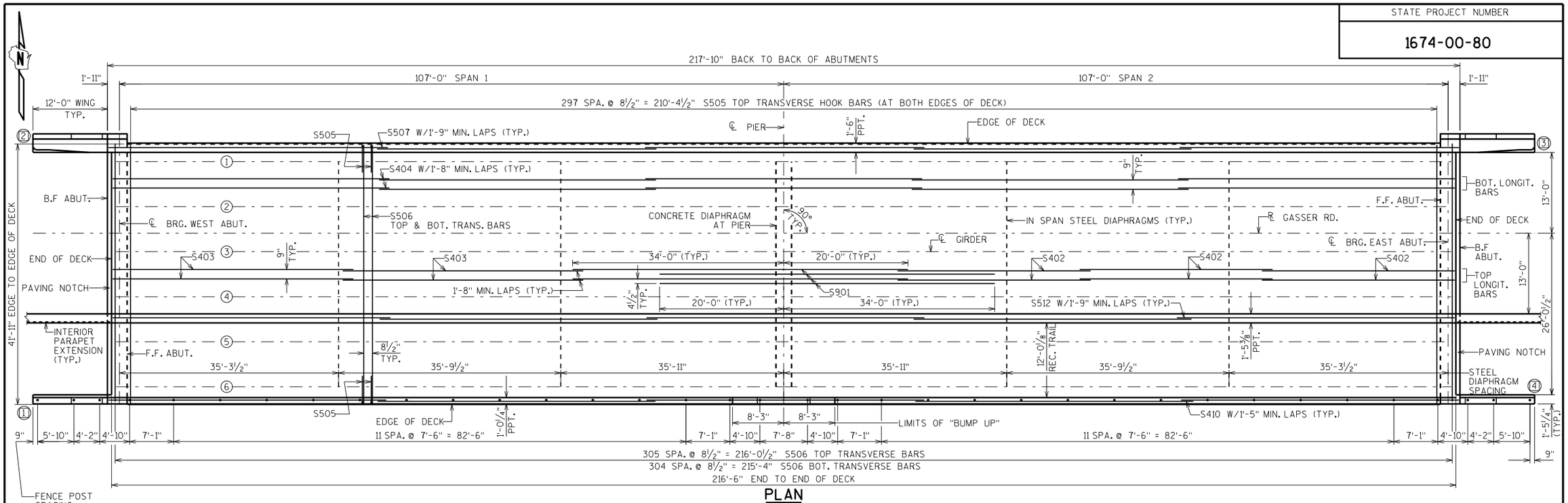
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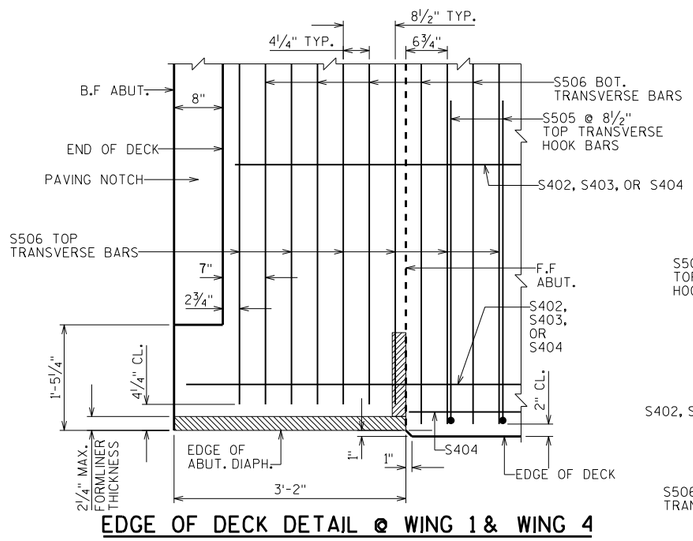
STATE PROJECT NUMBER

1674-00-80

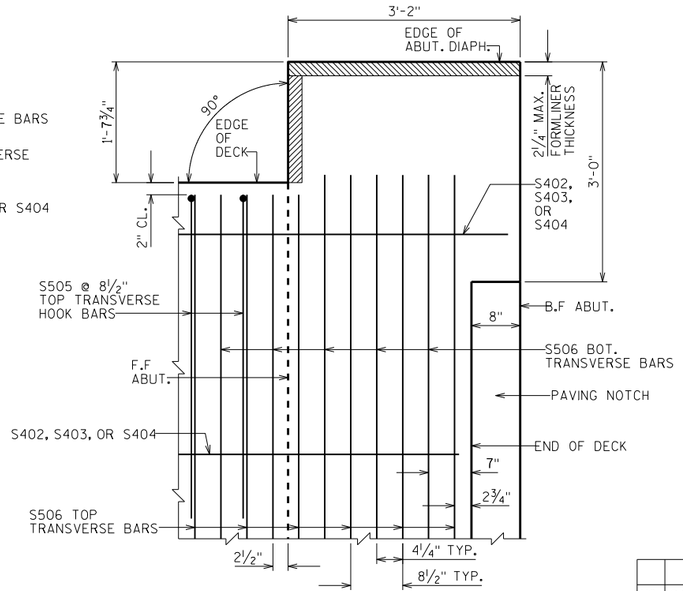


PLAN

INDICATES WING NUMBER



EDGE OF DECK DETAIL @ WING 1 & WING 4



EDGE OF DECK DETAIL @ WING 2 & WING 3

TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

	℄ BRG. W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. E. ABUT.	
N. EOD	981.79	981.84	981.90	981.95	982.00	982.06	982.11	982.16	982.22	982.27	982.32	982.38	982.43	982.48	982.54	982.59	982.64	982.70	982.75	982.80	982.86	N. EOD
℄ GIR. 1	981.82	981.87	981.92	981.98	982.03	982.09	982.14	982.19	982.25	982.30	982.35	982.41	982.46	982.51	982.57	982.62	982.67	982.73	982.78	982.83	982.89	℄ GIR. 1
℄ GIR. 2	981.96	982.02	982.07	982.12	982.18	982.23	982.28	982.34	982.39	982.44	982.50	982.55	982.60	982.66	982.71	982.77	982.82	982.87	982.93	982.98	983.03	℄ GIR. 2
℄ GIR. 3	981.99	982.04	982.10	982.15	982.20	982.26	982.31	982.36	982.42	982.47	982.52	982.58	982.63	982.68	982.74	982.79	982.84	982.90	982.95	983.01	983.06	℄ GIR. 3
℄ GIR. 4	981.84	981.90	981.95	982.00	982.06	982.11	982.16	982.22	982.27	982.33	982.38	982.43	982.49	982.54	982.59	982.65	982.70	982.75	982.81	982.86	982.91	℄ GIR. 4
℄ GIR. 5	981.70	981.75	981.81	981.86	981.91	981.97	982.02	982.07	982.13	982.18	982.23	982.29	982.34	982.39	982.45	982.50	982.55	982.61	982.66	982.72	982.77	℄ GIR. 5
℄ GIR. 6	981.55	981.61	981.66	981.71	981.77	981.82	981.87	981.93	981.98	982.04	982.09	982.14	982.20	982.25	982.30	982.36	982.41	982.46	982.52	982.57	982.62	℄ GIR. 6
S. EOD	981.52	981.58	981.63	981.68	981.74	981.79	981.85	981.90	981.95	982.01	982.06	982.11	982.17	982.22	982.27	982.33	982.38	982.43	982.49	982.54	982.59	S. EOD

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

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SUPERSTRUCTURE PLAN

SHEET 19

642

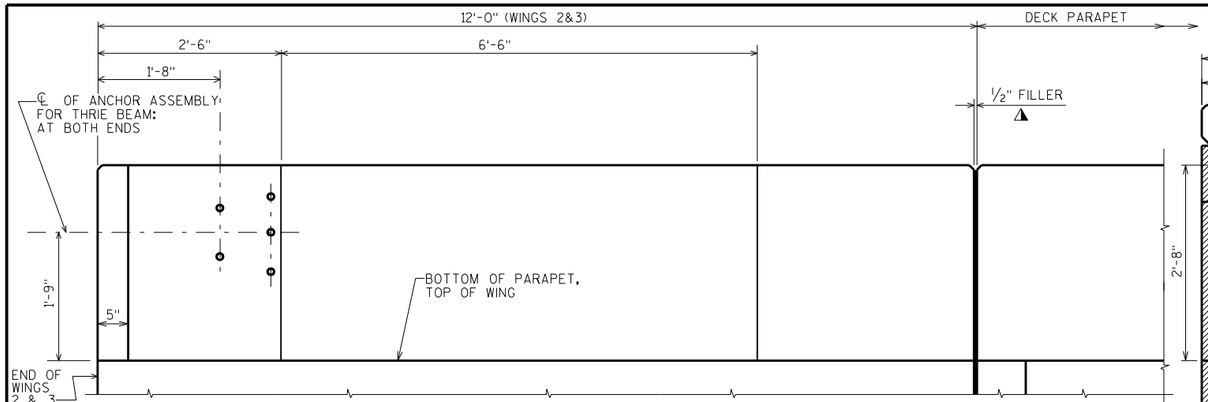
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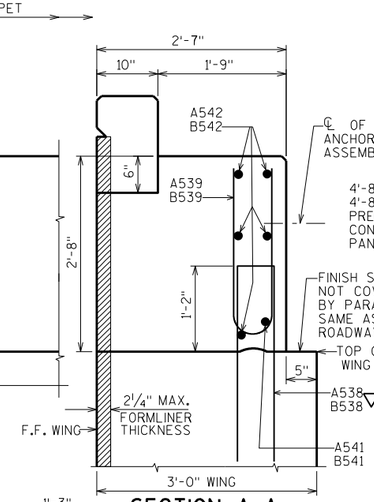
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STATE PROJECT NUMBER

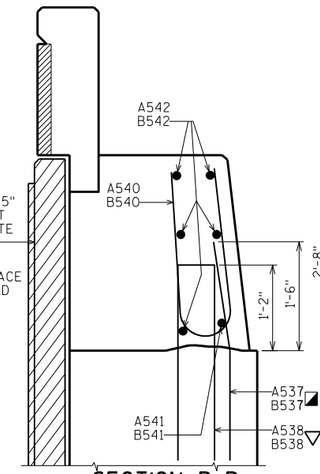
1674-00-80



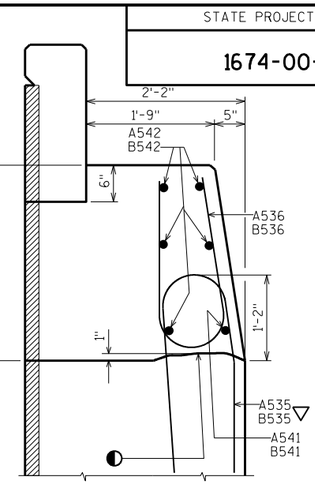
INSIDE ELEVATION



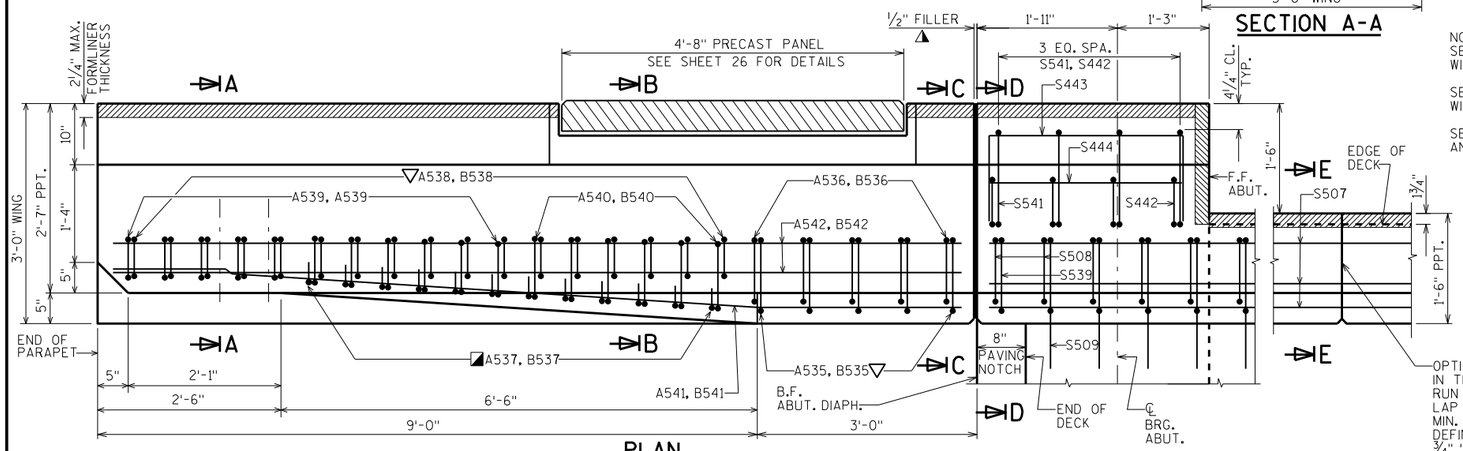
SECTION A-A



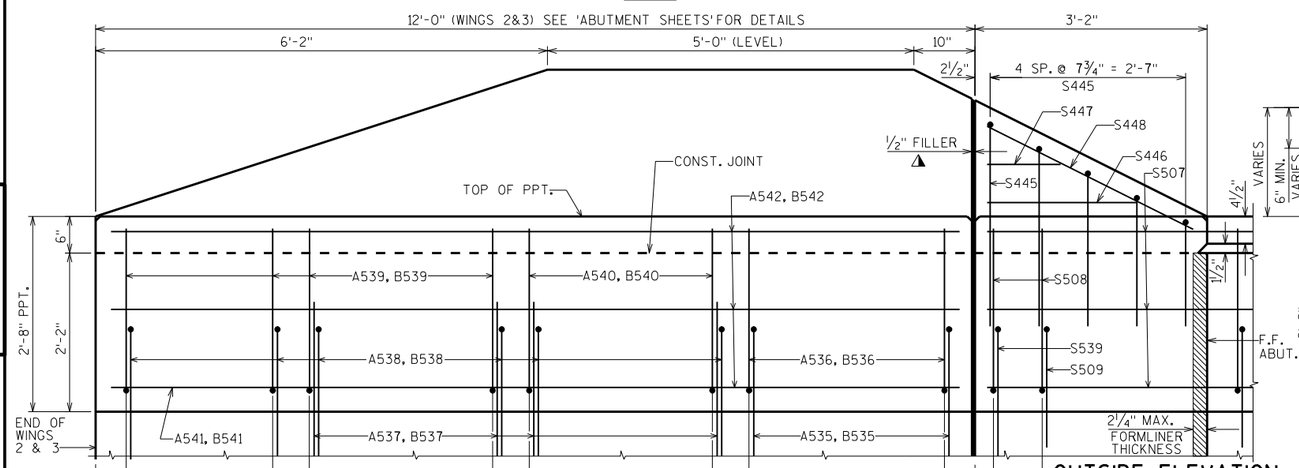
SECTION B-B



SECTION C-C



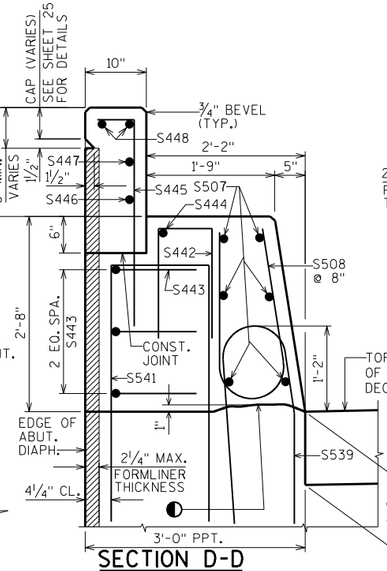
PLAN



OUTSIDE ELEVATION

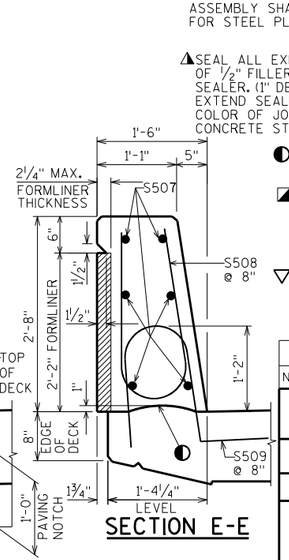
ELEVATION SHOWING REINFORCEMENT

SEE SHEET 25 FOR 'OUTSIDE ELEVATION' (F.F. WINGS)



SECTION D-D

SEE SHEET 24 FOR THE BILL OF BARS AND BAR DETAILS.

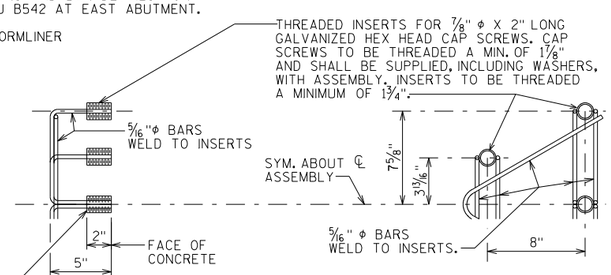


SECTION E-E

NOTES:
SEE SHEET 7 FOR THE BILL OF BARS AND BAR DETAILS FOR WING 2 PARAPET BARS A535 THRU A542 AT WEST ABUTMENT.

SEE SHEET 11 FOR THE BILL OF BARS AND BAR DETAILS FOR WING 3 PARAPET BARS B535 THRU B542 AT EAST ABUTMENT.

SEE SHEETS 25 & 26 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

△ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

◪ A537 & B537 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ A535, A538 AND B535, B538 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

MODIFIED SINGLE SLOPE PARAPET 32SS

SHEET 20

643

SCALE = 1

8

8

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

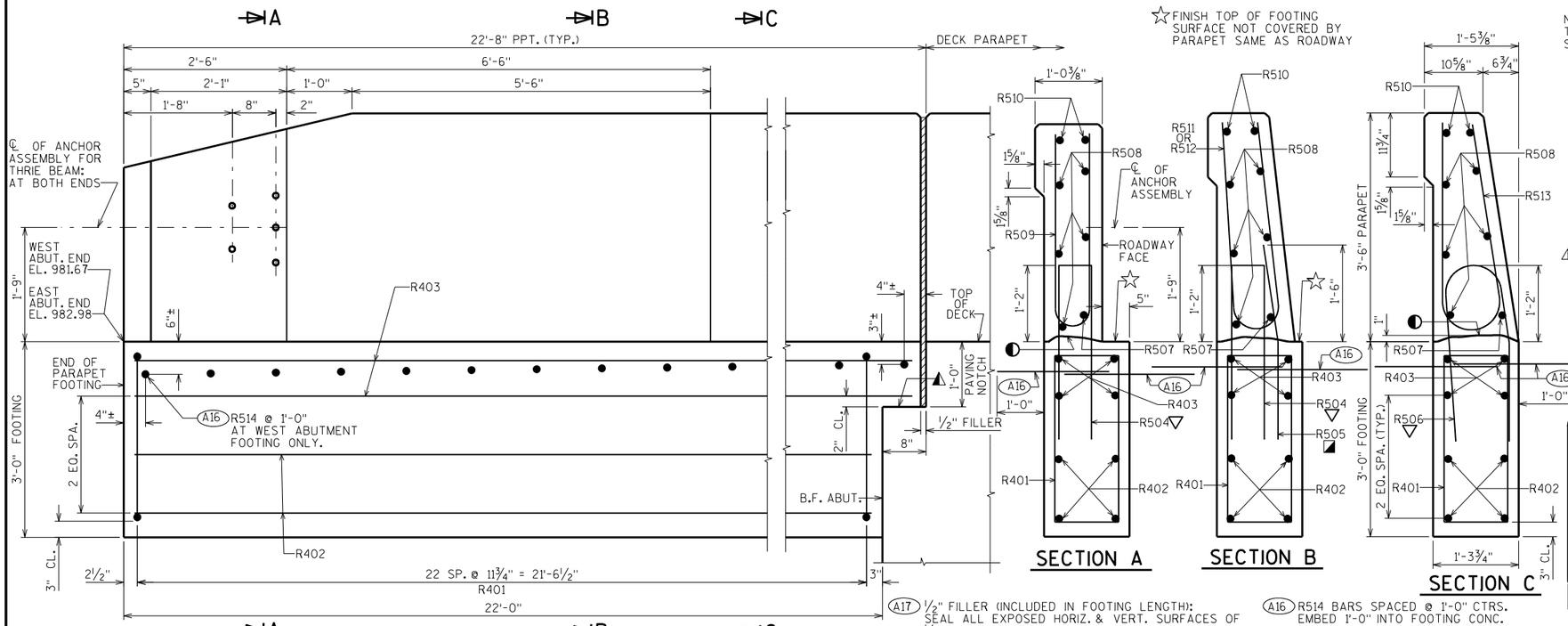
BAR MARK	COAT	NO. REQ'D. WEST ABUT.	NO. REQ'D. EAST ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R401	X	23	23	7'-7"	X		FOOTING-VERT.-TRANS.-STIRRUP
R402	X	4	4	21'-8"			FOOTING-BOT.-HORIZ.-LONGIT.
R403	X	4	4	22'-4"			FOOTING-HORIZ.-TOP-LONGIT.
R504	X	17	17	5'-7"	X		FOOTING/PARAPET-VERT.-TRANS.
R505	X	11	11	3'-0"	X		FOOTING/PARAPET-VERT.-TRANS.
R506	X	21	21	5'-10"	X		FOOTING/PARAPET-VERT.-TRANS.
R507	X	1	1	22'-3"	X		PARAPET-BOT.-HORIZ.-LONGIT.
R508	X	5	5	22'-3"			PARAPET-HORIZ.-LONGIT.
⚠ R509	X	6	6	5'-5"	X	X	PARAPET-VERT.-TRANS.-AT ENDS
R510	X	2	2	22'-3"	X		PARAPET-TOP-HORIZ.-LONGIT.
R511	X	5	5	6'-5"	X		PARAPET-VERT.-TRANS.
R512	X	6	6	6'-6"	X		PARAPET-VERT.-TRANS.
R513	X	22	22	6'-8"	X		PARAPET-VERT.-TRANS.
R514	X	46	--	2'-0"			FOOTING-HORIZ.-TOP-BOTH FACES

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
R509	2 SERIES OF 6 BARS	4'-9" TO 6'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY.



A17 ½" FILLER (INCLUDED IN FOOTING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A16 R514 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO FOOTING CONC. LOCATE 3" DOWN FROM TOP OF FOOTING @ B.F. ABUT. TO 6" DOWN @ END OF FTG. AT BOTH SIDES OF WEST ABUT. FOOTING ONLY. (DRILLED IN EPOXY ANCHORED #4 BARS, 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" 'V' GROOVE.

NOTE: ALL BID ITEMS ON THIS SHEET SHALL BE INCLUDED WITH THE SUPERSTRUCTURE QUANTITIES.

◪ R505 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R505 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R504 AND R506 BARS TO BE TIED TO FOOTING STEEL BEFORE FOOTING IS POURED.

⚠ STEEL TROWEL HORIZ. SURFACE OF ABUTMENT PAVING NOTCH. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS BETWEEN PARAPET FOOTING AND HORIZ. SURFACE OF PAVING NOTCH. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

SEE SHEET 24 FOR THE BILL OF BARS AND BAR DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

SINGLE SLOPE PARAPET 42SS

SHEET 21

644

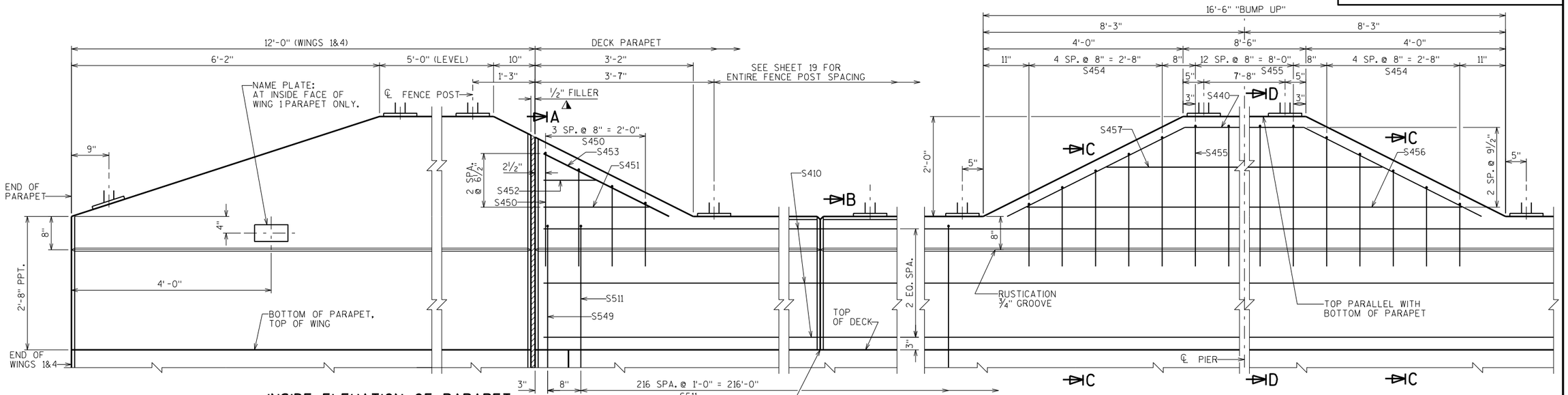
SCALE = 1

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STATE PROJECT NUMBER

1674-00-80



△SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

◑HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

MODIFIED VERTICAL FACE PARAPET 'A'

SHEET 22

645

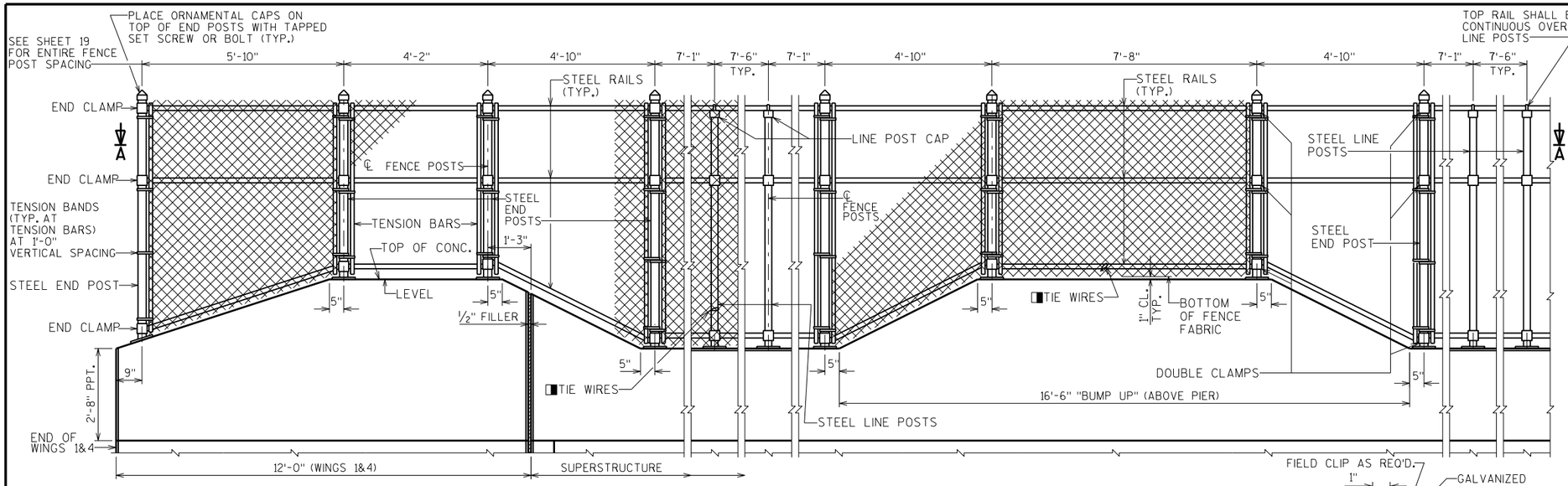
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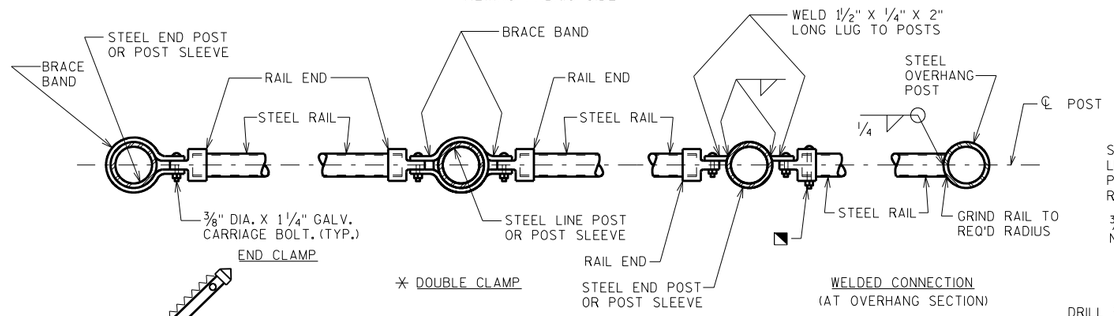
STATE PROJECT NUMBER

1674-00-80



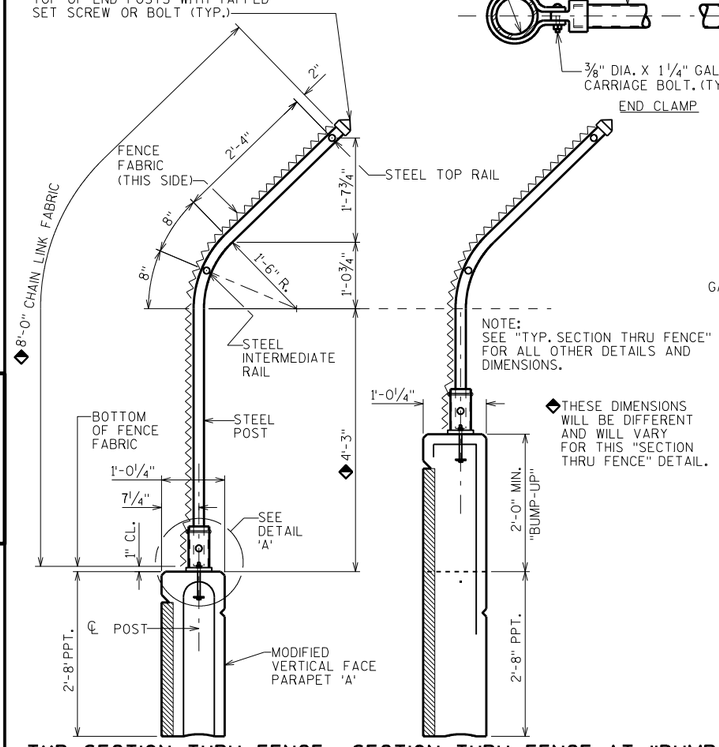
PARTIAL ELEVATION OF SOUTH PARAPET & FENCE

VIEWING FABRIC SIDE

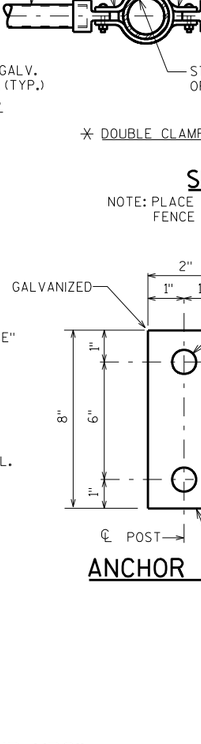


SECTION A-A

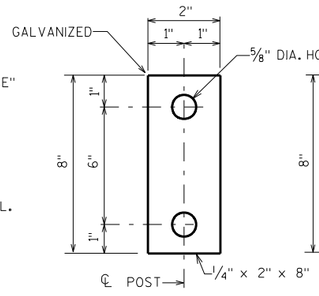
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



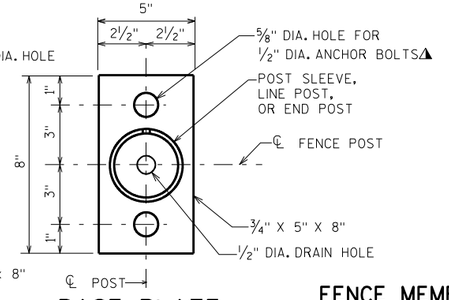
TYP. SECTION THRU FENCE



SECTION THRU FENCE AT "BUMP-UPS"



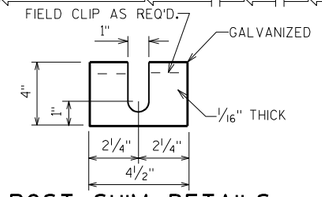
ANCHOR PLATE



BASE PLATE

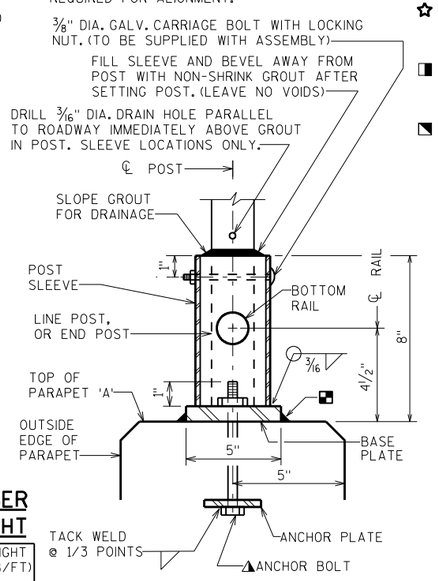
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER COATED 8-FT", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◆ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

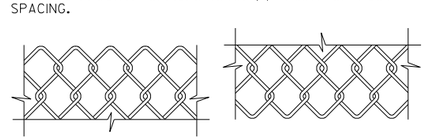
▲ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ MASONRY ANCHOR TYPE S ½-INCH. EMBED 6" IN CONCRETE. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◥ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

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CHAIN LINK FENCE DETAILS

SHEET 23

646

SCALE = 5.3333

STATE PROJECT NUMBER

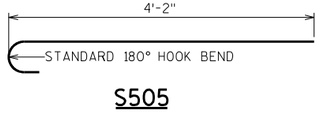
1674-00-80

BILL OF BARS

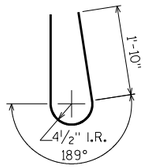
NOTE:
THE FIRST OR FIRST TWO DIGITS OF
THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S901	X	111	54'-0"			DECK-TOP-HORIZ.-LONGIT.-OVER PIER
S402	X	165	31'-1"			DECK-TOP-HORIZ.-LONGIT.-AT SPAN 2
S403	X	110	38'-9"			DECK-TOP-HORIZ.-LONGIT.-AT SPAN 1
S404	X	280	44'-7"			DECK-BOT.-HORIZ.-LONGIT.
S505	X	596	4'-9"	X		DECK-TOP-VERT.-TRANS.-AT EDGES OF DECK
S506	X	611	41'-7"			DECK-TOP & BOT.-HORIZ.-TRANS.
S507	X	30	45'-0"			PARAPET 32SS-HORIZ.-LONGIT.
S508	X	327	5'-0"	X		PARAPET 32SS-VERT.-TRANS.
S509	X	325	4'-5"	X		PARAPET 32SS/DECK-VERT.-TRANS.
S410	X	30	44'-9"			PARAPET A-HORIZ.-LONGIT.
S511	X	217	6'-11"	X		PARAPET A/DECK-VERT.-TRANS.
S512	X	40	44'-9"			PARAPET 42SS-HORIZ.-LONGIT.
S513	X	325	6'-8"	X		PARAPET 42SS-VERT.-TRANS.
S514	X	325	4'-5"	X		PARAPET 42SS/DECK-VERT.-TRANS.
S415	X	60	3'-11"			PIER DIAPHRAGM-HORIZ.-BOTH FACES-BTWN. GIRS.
S516	X	25	11'-9"	X		PIER DIAPHRAGM/DECK-VERT.-BTWN. GIRS.
S517	X	10	9'-5"	X		PIER DIAPHRAGM-VERT.-STIRRUPS-BTWN. GIRS.
S518	X	70	6'-5"	X		ABUT. DIAPH./DECK-VERT.-BTWN, GIRS. ONLY
S519	X	74	13'-2"	X		ABUT. DIAPH.-VERT.-STIRRUPS
S620	X	24	23'-3"			ABUT. DIAPHRAGM B.F. & DECK-HORIZ.
S621	X	70	4'-5"			ABUT. DIAPHRAGM-HORIZ.-F.F.-BTWN. GIRS.
S622	X	2	7'-6"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT WING 2&3 EXTERIORS
S623	X	6	9'-5"	X		ABUT. DIAPH.-HORIZ.-AT WING 2&3 EXTERIORS
S424	X	50	3'-5"	X		ABUT. DIAPHRAGM-VERT.-BOT.-F.F.-BTWN. BEAM SEATS
S425	X	20	3'-5"			ABUT. DIAPHRAGM-HORIZ.-BOT.-BTWN. BEAM SEATS
S526	X	24	6'-0"			ABUT. DIAPHRAGM-HORIZ.-THRU GIRDERS
S527	X	24	10'-9"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-UNDER GIR. FLANGES
S628	X	2	7'-1"	X		ABUT. DIAPH.-HORIZ.-AT WING 2&3 EXTERIORS
S629	X	2	4'-3"	X		ABUT. DIAPH.-TOP-HORIZ.-AT WING 2&3 EXTERIORS
S530	X	4	14'-9"	X		ABUT. DIAPH.-VERT.-STIRRUPS-AT WING 2&3 EXTERIORS
S531	X	4	7'-1"	X		ABUT. DIAPHRAGM/DECK-VERT.-AT WING 2&3 EXTERIORS
S432	X	8	4'-5"			ABUT. DIAPHRAGM/DECK-VERT.-AT ALL 4 EXTERIORS
S633	X	4	4'-1"	X		ABUT. DIAPH.-TOP & BOT.-HORIZ.-AT WING 1&4 EXTERIORS
S634	X	6	6'-0"	X		ABUT. DIAPH.-HORIZ.-AT WING 1&4 EXTERIORS
S535	X	4	5'-5"	X		ABUT. DIAPHRAGM/DECK-VERT.-AT WING 1&4 EXTERIORS
S536	X	4	13'-11"	X		ABUT. DIAPH.-VERT.-STIRRUPS-AT WING 1&4 EXTERIORS
S637	X	2	1'-4"	X		ABUT. DIAPH. B.F./DECK-TOP-HORIZ.-AT WING 1&4 EXTERIORS
S638	X	2	2'-10"	X		ABUT. DIAPH. B.F./DECK-TOP-HORIZ.-AT WING 2&3 EXTERIORS
S539	X	2	5'-10"	X		PARAPET 32SS/ABUT DIAPH.-VERT.-TRANS.-AT ENDS ONLY
S440	X	2	16'-4"	X		"BUMP UP"-TOP-VERT.-BOTH FACES-ABOVE PIER
S541	X	8	8'-1"	X		WIDE PARAPET 32SS/ABUT DIAPH.-VERT.-TRANS.-AT BOTH ENDS
S442	X	8	3'-6"	X		WIDE PARAPET 32SS-TOP-VERT.-TRANS.-AT BOTH ENDS
S443	X	6	4'-10"	X		WIDE PARAPET 32SS-HORIZ.-AT BOTH ENDS
S444	X	2	2'-7"			WIDE PARAPET 32SS-TOP-HORIZ.-AT BOTH ENDS
⚠ S445	X	10	2'-7"	X	X	WIDE PARAPET 32SS/"BUMP UP"-INSIDE FACE-VERT.-TRANS.-AT BOTH ENDS
S446	X	2	2'-0"			"BUMP UP"-BOT.-INSIDE FACE-HORIZ.-LONGIT.-AT WING 2&3 CORNERS
S447	X	2	1'-0"			"BUMP UP"-INSIDE FACE-HORIZ.-LONGIT.-AT WING 2&3 CORNERS
S448	X	4	3'-2"			"BUMP UP"-TOP-BOTH FACES-VERT.-AT WING 2&3 CORNERS
S549	X	2	8'-4"	X		PARAPET A/ABUT. DIAPH.-VERT.-TRANS.-AT ENDS ONLY
⚠ S450	X	8	4'-0"	X	X	PARAPET A/"BUMP UP"-INSIDE FACE-VERT.-TRANS.-AT BOTH ENDS
S451	X	4	2'-0"			"BUMP UP"-BOT.-INSIDE FACE-HORIZ.-LONGIT.-AT WING 1&4 CORNERS
S452	X	4	1'-0"			"BUMP UP"-INSIDE FACE-HORIZ.-LONGIT.-AT WING 1&4 CORNERS
S453	X	4	2'-10"			"BUMP UP"-TOP-BOTH FACES-VERT.-AT WING 1&4 CORNERS
⚠ S454	X	10	4'-4"	X	X	PARAPET A/"BUMP UP"-INSIDE FACE-VERT.-TRANS.-ABOVE PIER
S455	X	13	6'-0"	X		PARAPET A/"BUMP UP"-INSIDE FACE-VERT.-TRANS.-ABOVE PIER
S456	X	2	14'-6"			"BUMP UP"-BOT.-INSIDE FACE-HORIZ.-LONGIT.-ABOVE PIER
S457	X	2	11'-5"			"BUMP UP"-INSIDE FACE-HORIZ.-LONGIT.-ABOVE PIER

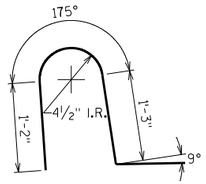
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



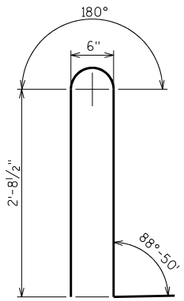
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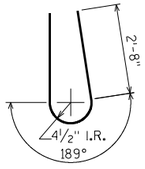
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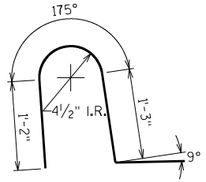
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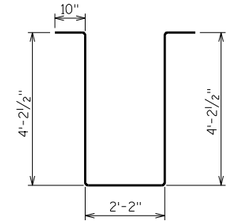
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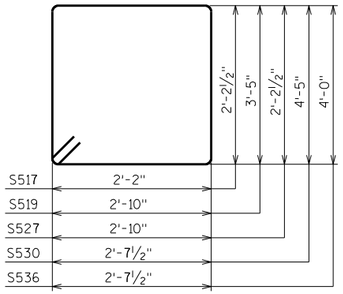
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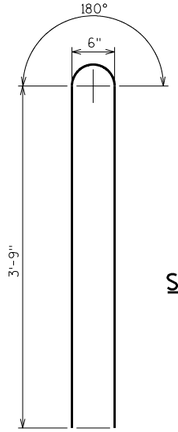
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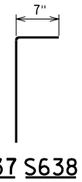
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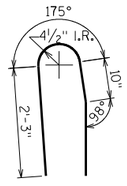
S517 S519 S527 S530 S536



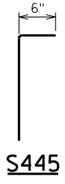
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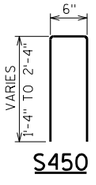
S637 S638



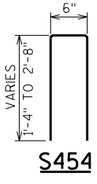
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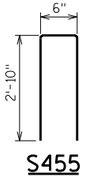
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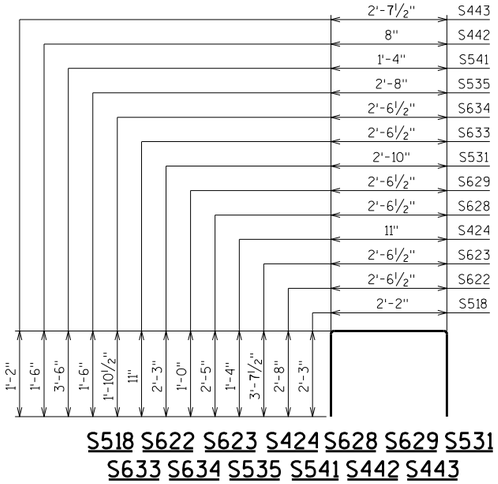
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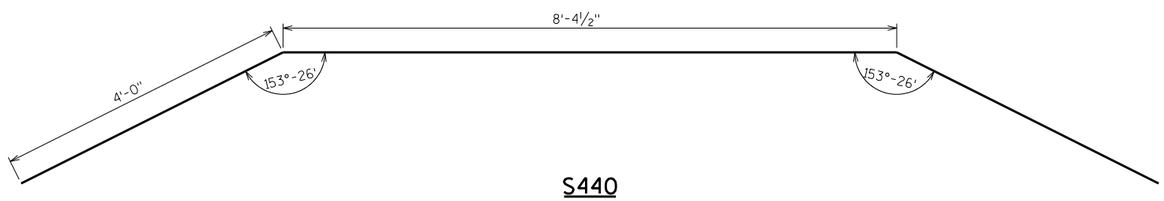
S454



S455



S518 S622 S623 S424 S628 S629 S531 S633 S634 S535 S541 S442 S443



S440

BAR SERIES TABLE

MARK	NO. REQD.	TOTAL LENGTH
S445	2 SERIES OF 5 BARS	1'-11" TO 3'-3"
S450	2 SERIES OF 4 BARS	3'-0" TO 5'-0"
S454	2 SERIES OF 5 BARS	3'-0" TO 5'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

SUPERSTRUCTURE BAR DETAILS

SHEET 24

647

SCALE = 1

8

8

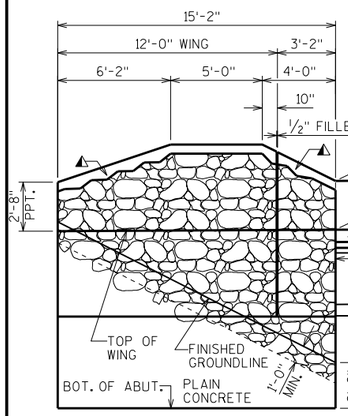
STATE PROJECT NUMBER

1674-00-80

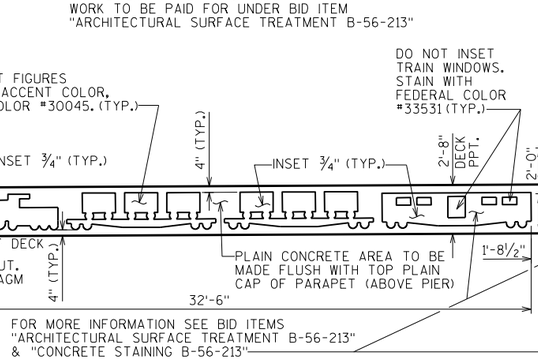
ARCHITECTURAL SURFACE TREATMENT FORMLINER REQUIRED AT FRONT FACES OF WING & BODY, ABUT. DIAPHRAGM & OUTSIDE FACES OF PARAPETS SHALL BE "ADJUSTABLE BARABOO FIELDSTONE" MILESTONES INC., FORMLINER PATTERN MS-4002. WORK TO BE PAID FOR UNDER BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-56-213"

NOTE: AFTER STAINING IS COMPLETED, ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE ENGINEER BY APPLYING A MULTI-COLOR STAIN USING FEDERAL COLOR NO. 20140 AS THE BASE COLOR, FEDERAL COLOR NOS. 30257, 30206 & 30045 AS THE ACCENT COLORS, & FEDERAL COLOR NO. 36424 AS THE JOINT COLOR. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-56-213". THE INTENT IS TO MATCH THE LOOK OF THE MULTI-COLOR STAIN ON THE BROADWAY STREET BRIDGE (B-56-166) OVER THE BARABOO RIVER IN THE CITY OF BARABOO. IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.

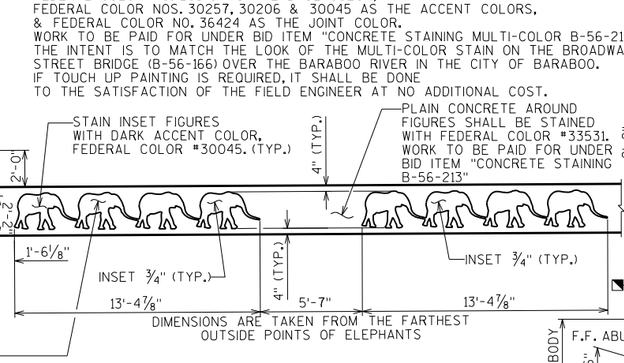


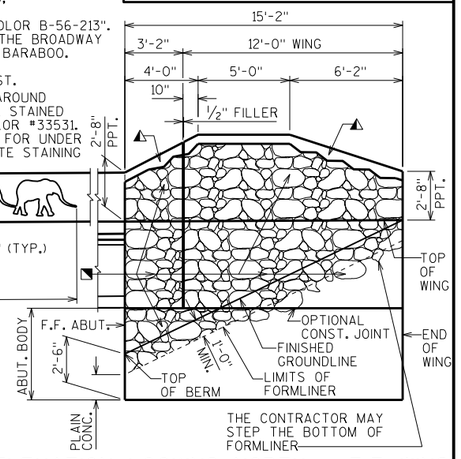
WING 1 ELEVATION LOOKING NORTH @ F.F. WING



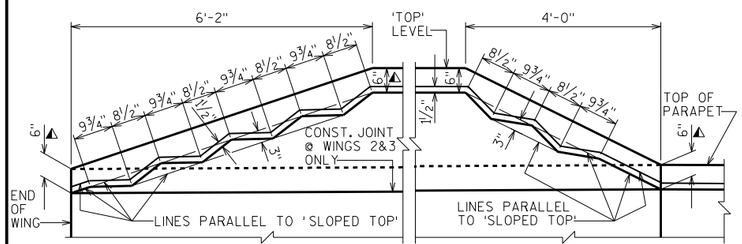
"BUMP UP" (ABOVE PIER) ELEVATION LOOKING NORTH

SEE SHEET 26 FOR MORE DETAILS.

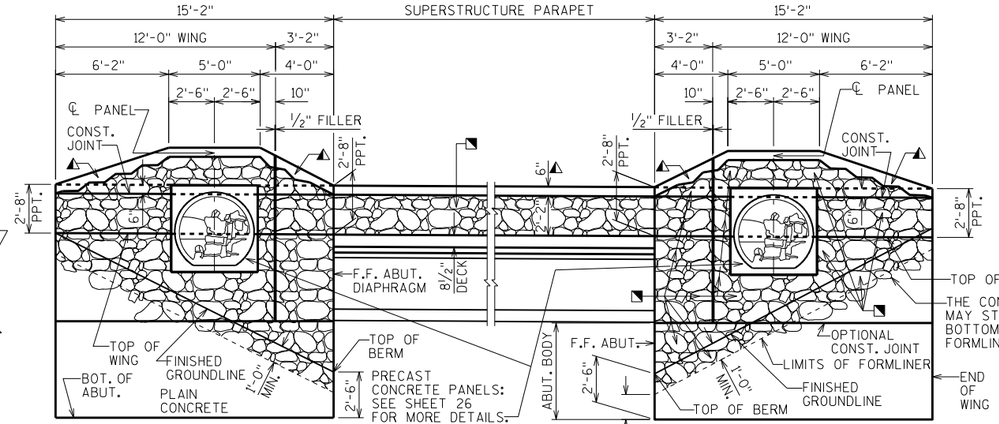




WING 4 ELEVATION LOOKING NORTH @ F.F. WING

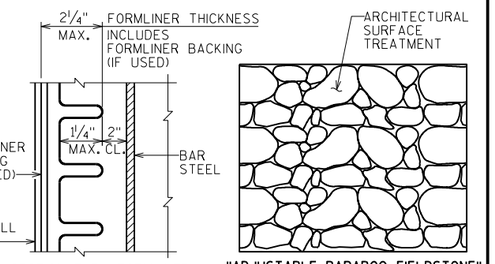


PLAIN CONCRETE DETAIL AT ALL FOUR WINGS



WING 3 ELEVATION LOOKING SOUTH @ F.F. WING

WING 2 ELEVATION LOOKING SOUTH @ F.F. WING



SECTION THRU FORMLINER

FORMLINER DETAILS

PLAIN CONCRETE: SHALL BE STAINED WITH FEDERAL COLOR #33531. WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-213"

NOTES:
FORMLINER COURSING ON ABUTMENTS, WINGS & PARAPETS SHALL BE LEVEL.

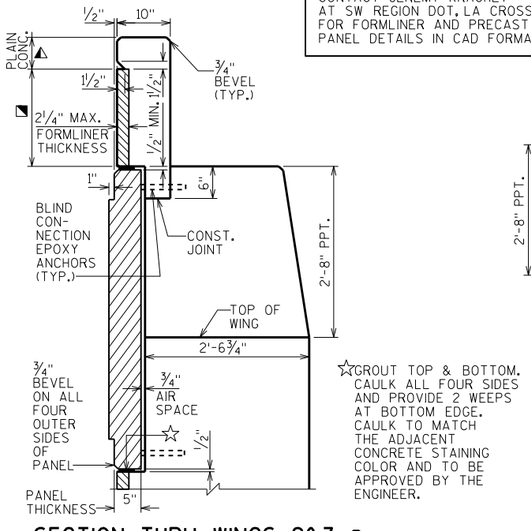
THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT AND THE ABUTMENT DIAPHRAGM.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

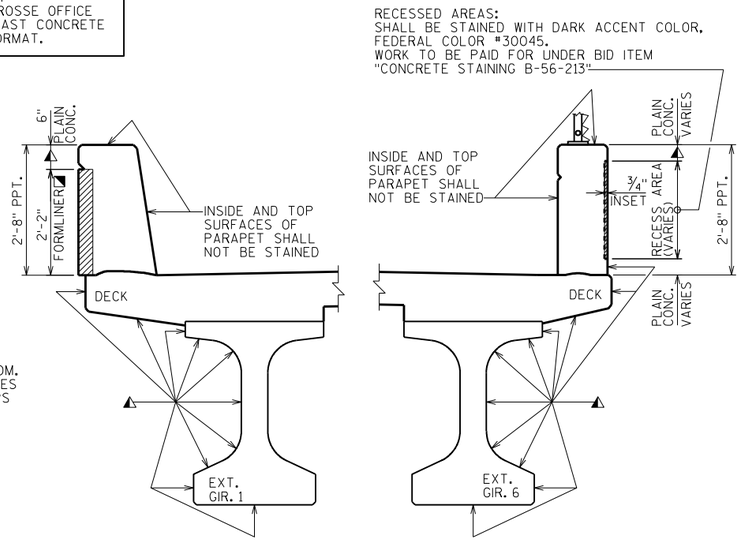
WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.

NOTE TO CONTRACTOR:

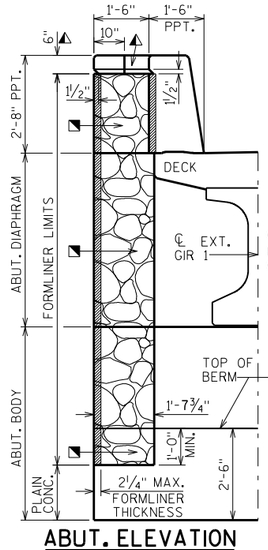
CONTACT JEREMY KRACHEY AT SW REGION DOT, LA CROSSE OFFICE FOR FORMLINER AND PRECAST CONCRETE PANEL DETAILS IN CAD FORMAT.



SECTION THRU WINGS 2&3 @ PRECAST CONCRETE PANEL

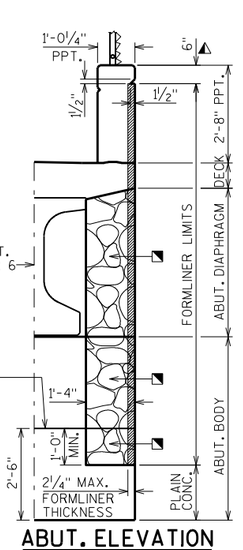


PARTIAL CROSS SECTION AT EDGES OF DECK



ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT WING 2 & WING 3 CORNERS)



ABUT. ELEVATION LOOKING @ F.F.

(TYPICAL DETAIL AT WING 1 & WING 4 CORNERS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

AESTHETIC DETAILS 1

SHEET 25

648

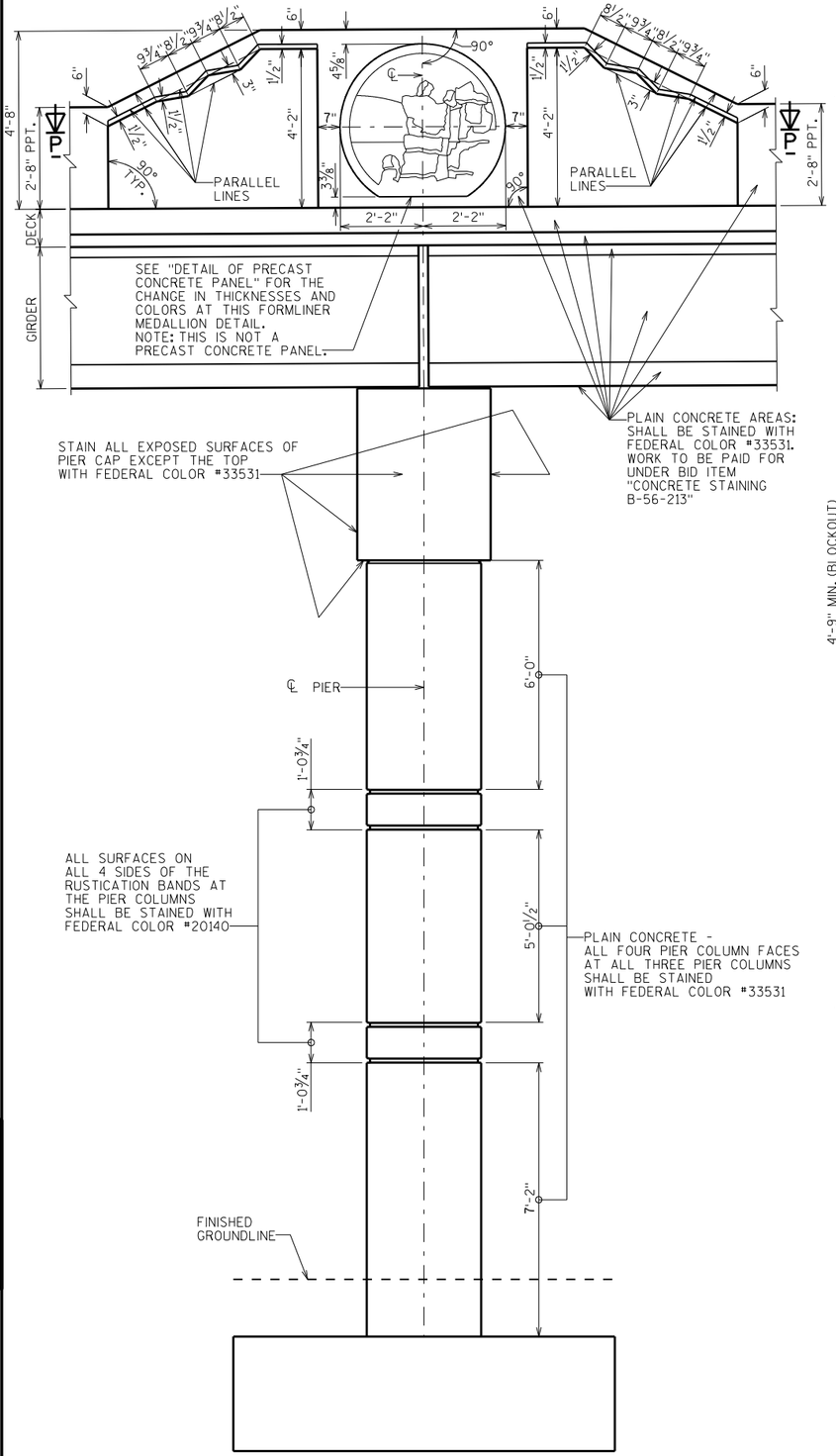
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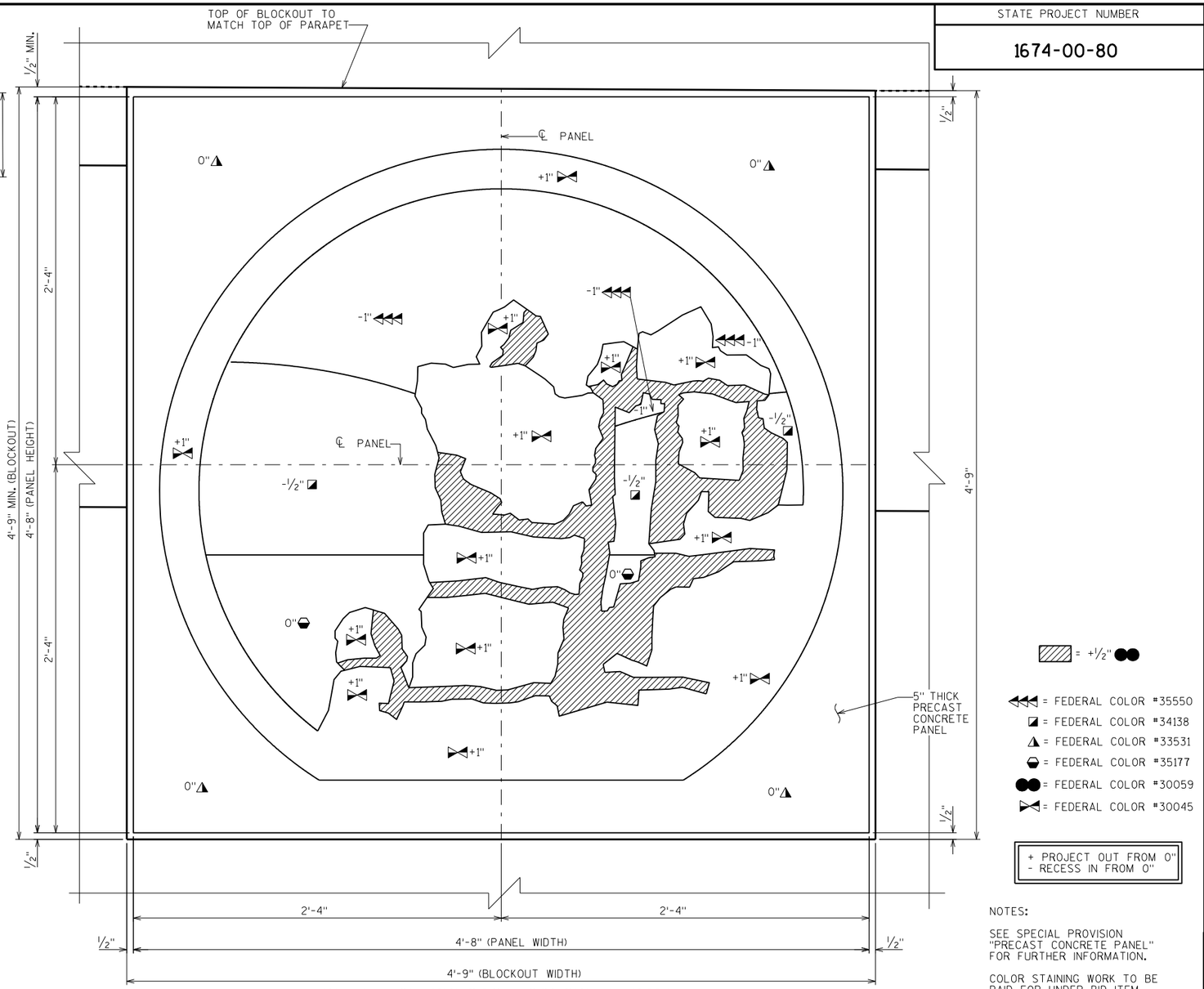
STATE PROJECT NUMBER

1674-00-80

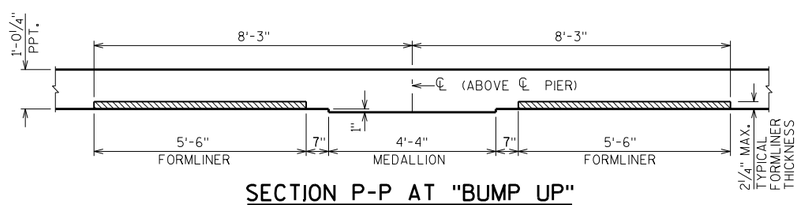


PIER ELEVATION SHOWING "BUMP UP" - LOOKING NORTH

SHOWING CONCRETE STAINING DETAILS:
WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-213"



DETAIL OF PRECAST CONCRETE PANEL



SECTION P-P AT "BUMP UP"

= +½"

= FEDERAL COLOR #35550
= FEDERAL COLOR #34138
= FEDERAL COLOR #33531
= FEDERAL COLOR #35177
= FEDERAL COLOR #30059
= FEDERAL COLOR #30045

+ PROJECT OUT FROM 0"
- RECESS IN FROM 0"

NOTES:

SEE SPECIAL PROVISION "PRECAST CONCRETE PANEL" FOR FURTHER INFORMATION.

COLOR STAINING WORK TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING B-56-213"

AFTER STAINING IS COMPLETED. ALL STAINED AREAS SHALL RECEIVE AN ANTI-GRAFFITI COATING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

AESTHETIC DETAILS 2

SHEET 26

649

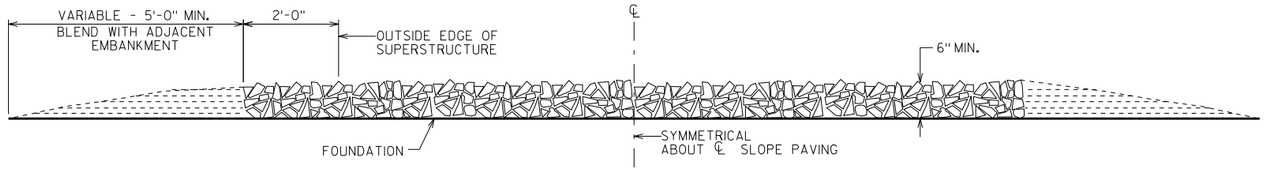
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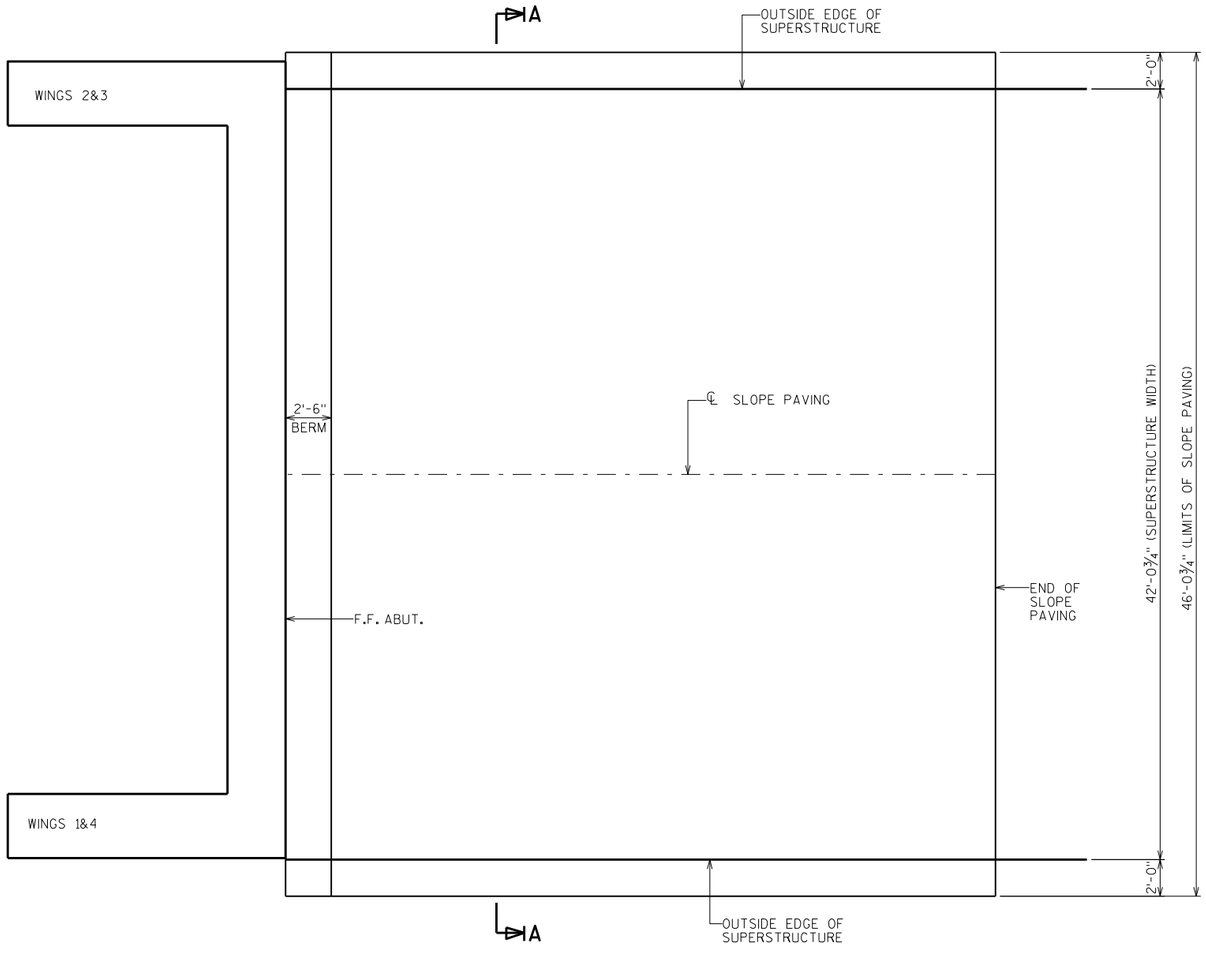
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STATE PROJECT NUMBER

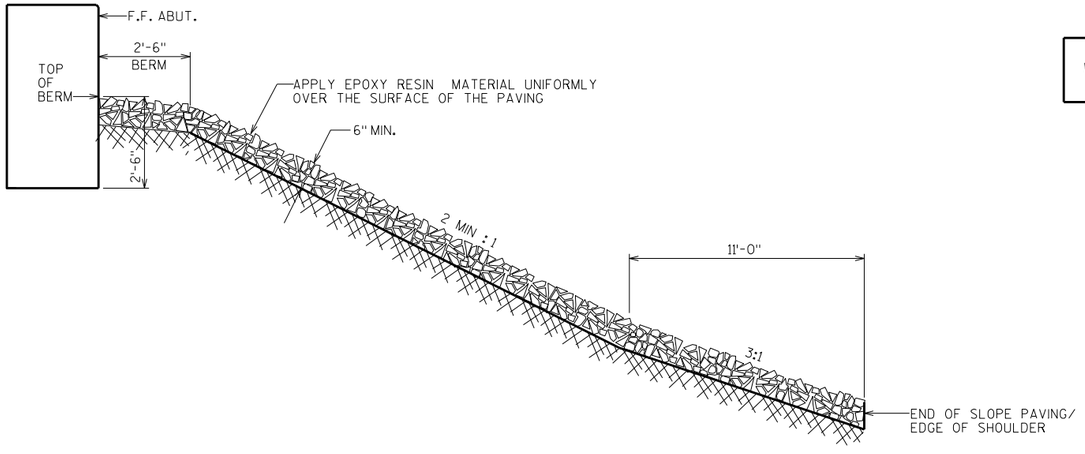
1674-00-80



SECTION A-A



PLAN AT BOTH ABUTMENTS



STANDARD CROSS SECTION THRU CRUSHED AGGREGATE AT ABUTMENTS

ROUND STONE WILL NOT BE ACCEPTED

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SEE SPECIAL PROVISION "SLOPE PAVING CRUSHED AGGREGATE SPECIAL" FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-213

DRAWN BY JPH | PLANS CK'D. MSC

SLOPE PAVING CRUSHED AGGREGATE (SPECIAL)

SHEET 27

650

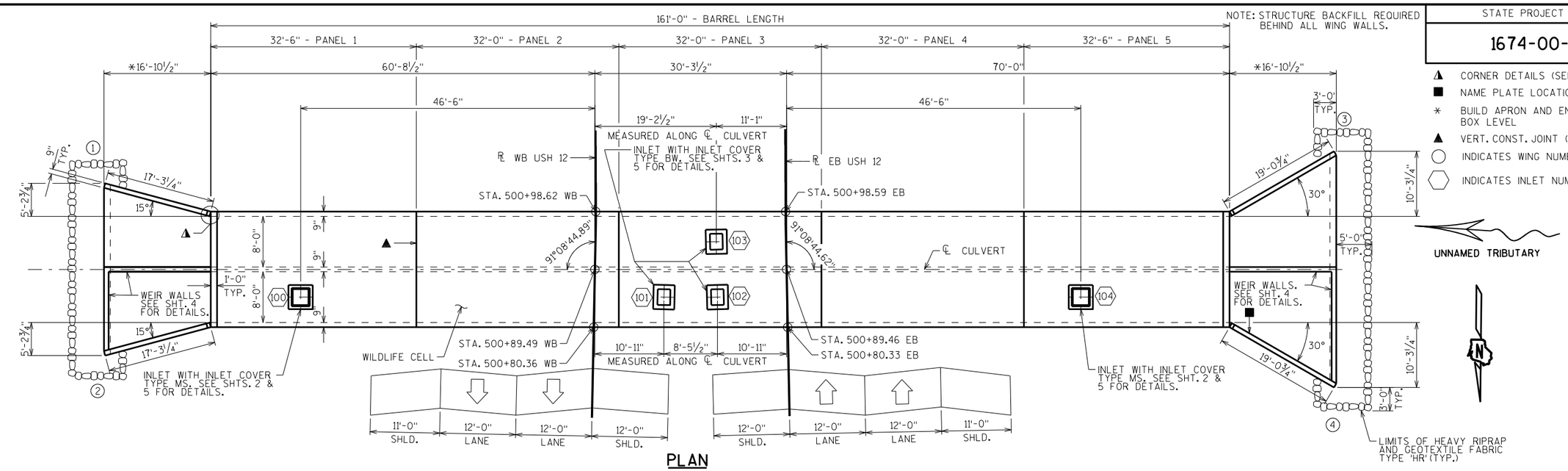
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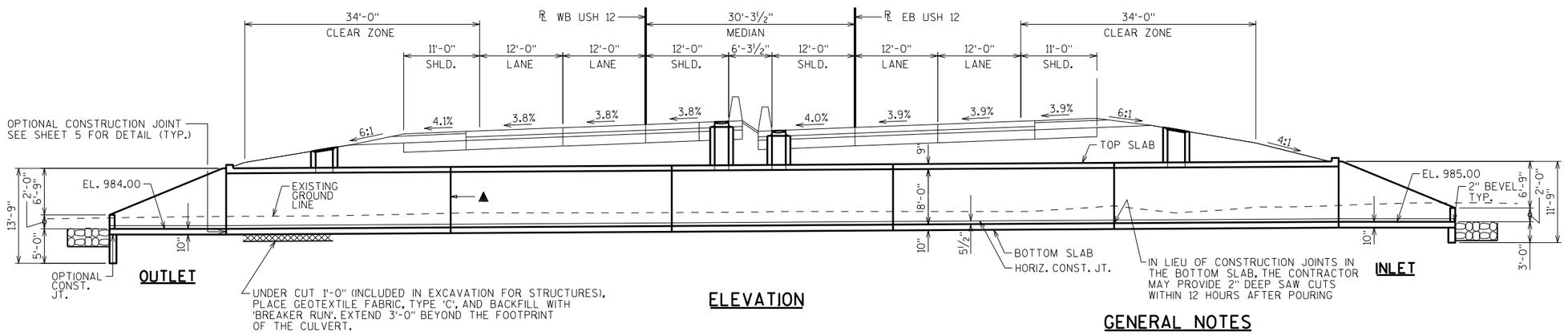
SCALE = 1

STATE PROJECT NUMBER
1674-00-80

- ◭ CORNER DETAILS (SEE SHT 5)
- ■ NAME PLATE LOCATION (SEE SHT 5)
- ✳ BUILD APRON AND END OF BOX LEVEL
- ▲ VERT. CONST. JOINT (TYP.)
- ○ INDICATES WING NUMBER
- ⬡ INDICATES INLET NUMBER



PLAN



ELEVATION

LIST OF DRAWINGS

1. LAYOUT
2. PANELS 1 & 5 BOX DETAILS
3. PANELS 2, 3, & 4 BOX DETAILS
4. APRON DETAILS
5. DETAILS
6. SUBSURFACE EXPLORATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD: DESIGNED FOR 4.0 FT. - 7.0 FT. OF FILL.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY, GRADE A-FA — f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

TRAFFIC VOLUME

USH 12
A.D.T. = 15,000-23,500 (2035)
R.D.S. = 70 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY	2 YEAR FREQUENCY
Q_{100} = 190 C.F.S.	Q_2 = 30 C.F.S.
VEL. = 8.0 F.P.S.	HW. = EL. 988.51
HW. = EL. 989.41	
DRAINAGE AREA = 0.3 SQ. MI.	
OVERTOPPING RDWY. = N/A	

TOTAL ESTIMATED QUANTITIES

BID ITEMS

206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-56-2029	1	LS
210.0100	BACKFILL STRUCTURE	1580	CY
305.0110	BASE AGGREGATE DENSE 3/4-INCH	32	TON
311.0115	BREAKER RUN	295	CY
504.0100	CONCRETE MASONRY CULVERTS	334	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	38030	LB
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	2225	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	45	SY
606.0300	RIPRAP HEAVY	35	CY
611.0610	INLET COVERS TYPE BW	3	EACH
611.0642	INLET COVERS TYPE MS	2	EACH
645.0105	GEOTEXTILE FABRIC TYPE C	605	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	95	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

ALL ITEMS ARE CATEGORY 0220

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

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 ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE. SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

THE MAXIMUM ANTICIPATED SETTLEMENT OF THE BOX CULVERT AND EMBANKMENT WILL VARY FROM APPROXIMATELY 9½" AT THE OUTLET TO 2" AT THE INLET.

STRUCTURE DESIGN CONTACTS:

NICK RICE (608) 266-5092
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 7/31/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-56-2029

USH 12 OVER UNNAMED TRIBUTARY TO SKILLET CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
SAUK	BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	NAR	DESIGN CK'D.	JJS	DRAWN BY	NAR	PLANS CK'D.	JJS

LAYOUT

SHEET 1 OF 6

651

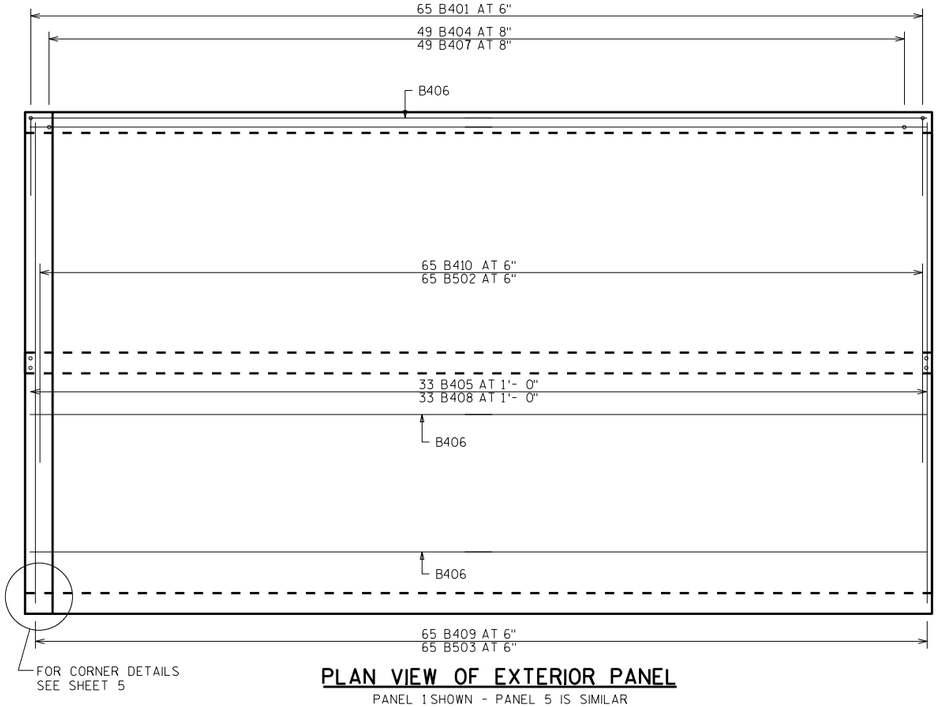
I.D. 1674-00-02Q

DATE: JULY 2014

SCALE = 9

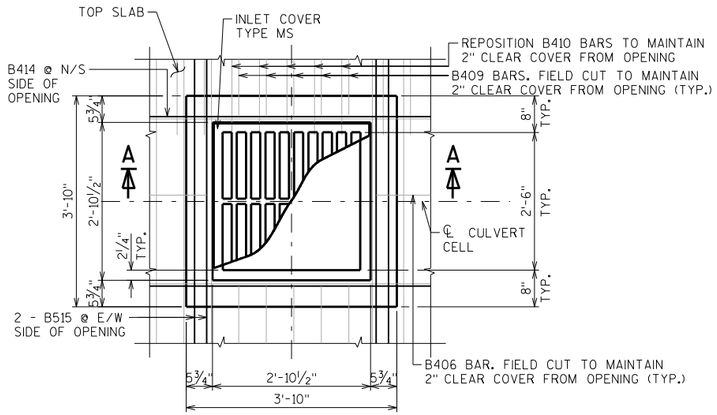
STATE PROJECT NUMBER

1674-00-80



PLAN VIEW OF EXTERIOR PANEL

PANEL 1 SHOWN - PANEL 5 IS SIMILAR



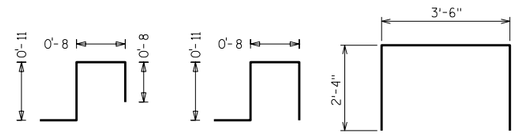
INLET 100/INLET 104 PLAN

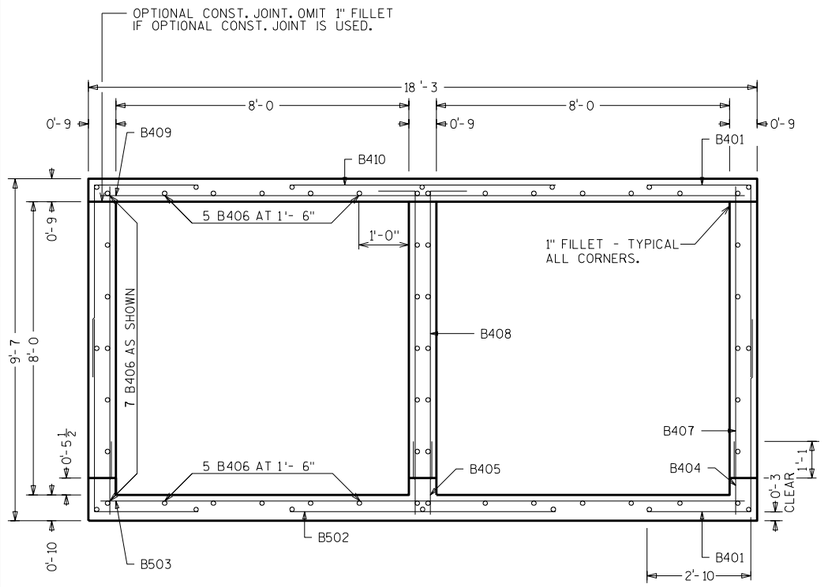
(SEE SHT. 1 FOR LOCATIONS)

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

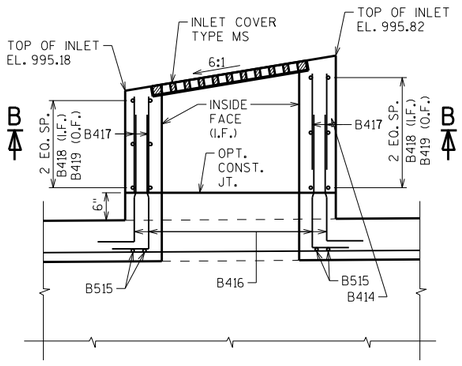
MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401	520	8-2	2-10	NO	CORNERS
B502	130	6-8	NO	NO	BOTTOM SLAB TRANS.
B503	130	17-11	NO	NO	BOTTOM SLAB TRANS.
B404	196	2-2	NO	NO	WALLS-DOWELS VERT.
B405	132	2-2	NO	NO	WALLS-DOWELS VERT.
B406	128	32-2	NO	NO	TOP&BOTTOM SLAB & WALL
B407	196	8-1	NO	NO	WALLS VERT.
B408	132	9-0	1-0	NO	WALLS VERT.
B409	130	17-11	NO	NO	TOP SLAB TRANS.
B410	130	6-8	NO	NO	TOP SLAB TRANS.
B411	4	17-11	NO	NO	HEADERS HORIZ.
B312	50	2-8	YES	NO	HEADER STIRRUPS VERT.
B513	120	4-0	NO	NO	VERT.CONST.JOINT
B414	4	4-6	NO	NO	INLET - TOP SLAB - HORIZ.
B515	8	5-6	NO	NO	INLET - TOP SLAB - HORIZ.
B416	48	3-7	0-8	NO	INLET - VERT.
B417	24	1-9	NO	NO	INLET - VERT.
B418	28	3-4	NO	NO	INLET - HORIZ. - I.F.
B419	14	8-0	YES	NO	INLET - HORIZ. - O.F.
B420	24	3-10	NO	NO	INLET - VERT.

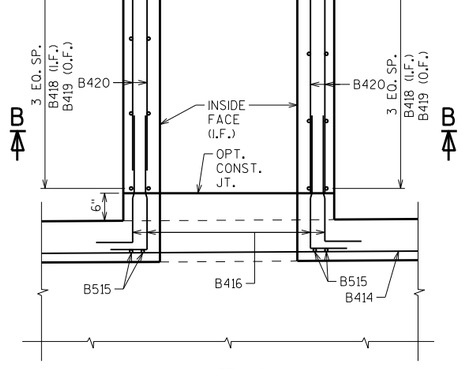




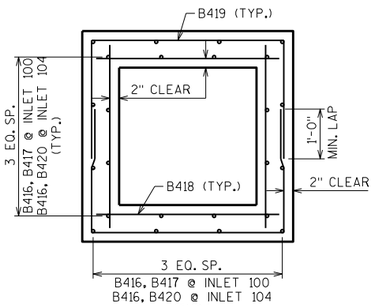
TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B406 AS SHOWN.

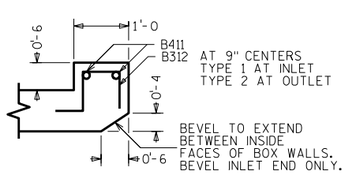




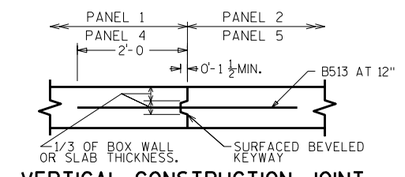
SECTION A-A



SECTION B-B



SECTION THRU TOP HEADER



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

INLET NOTES

ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK. MAXIMUM ADJUSTMENT SHALL BE 8".

SEE SHT. 5 FOR INLET COVER TYPE MS DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2029

DRAWN BY NAR | PLANS CK'D. JJS

PANELS 1 & 5 BOX DETAILS

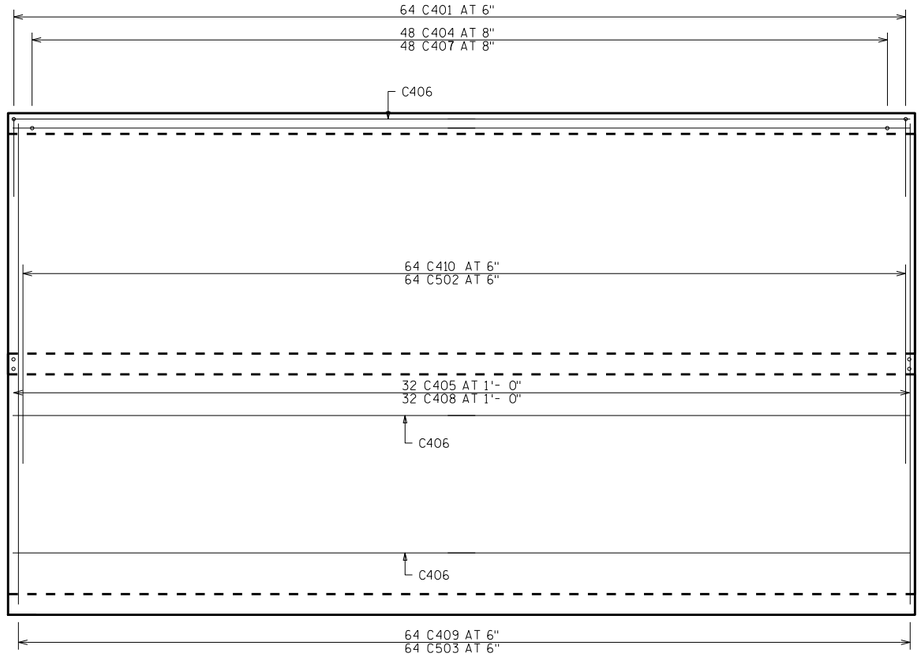
SHEET 2

652

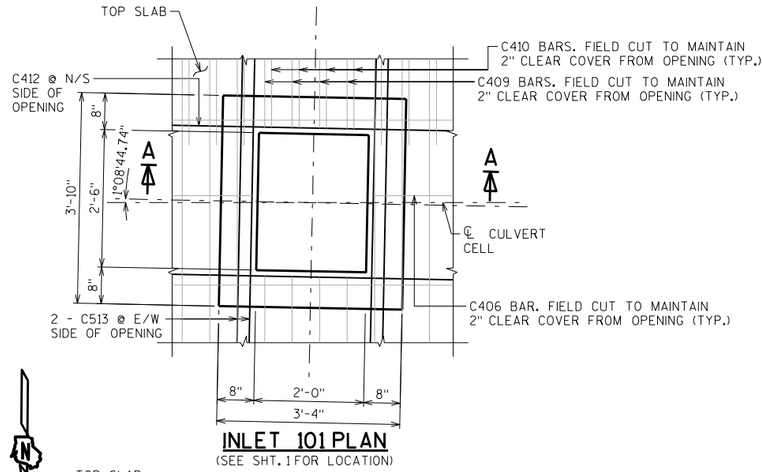
SCALE = 3.833

8

8

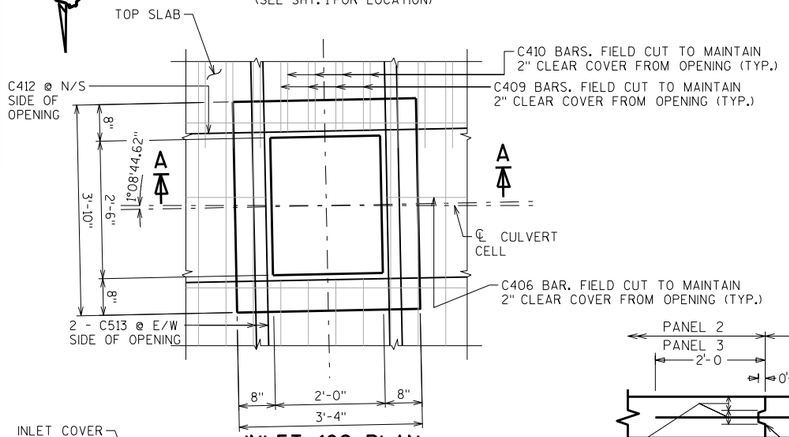


PLAN VIEW OF INTERIOR PANEL



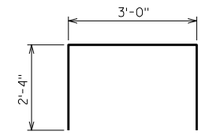
INLET 101 PLAN

(SEE SHT. 1 FOR LOCATION)

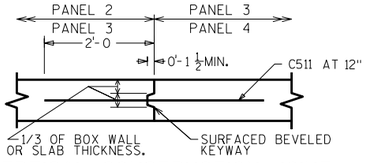


INLET 102 PLAN

(SEE SHT. 1 FOR LOCATION, INLET 103 IS SIMILAR)

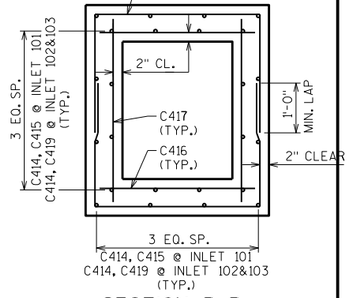


C418

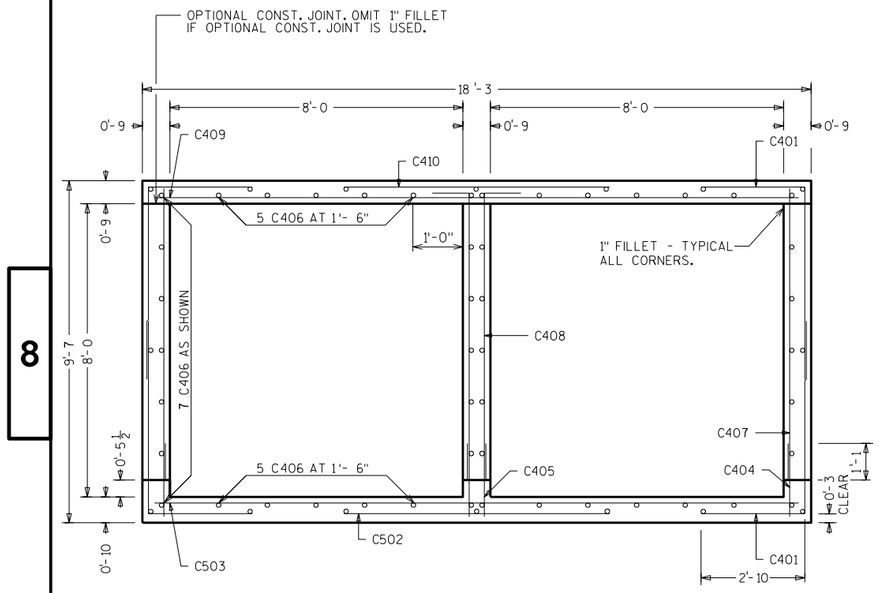


VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

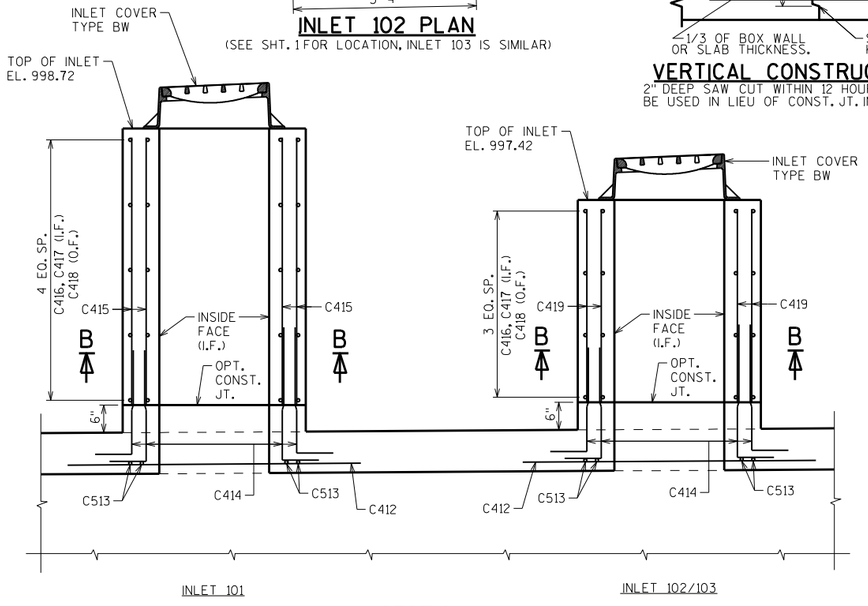


SECTION B-B



TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE C406 AS SHOWN.



SECTION A-A

INLET NOTES

ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK. MAXIMUM ADJUSTMENT SHALL BE 8".

SEE SHT. 5 FOR INLET COVER TYPE BW DETAILS.

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C401	768	8-2	2-10	NO	CORNERS
C502	192	6-8	NO	NO	BOTTOM SLAB TRANS.
C503	192	17-11	NO	NO	BOTTOM SLAB TRANS.
C404	288	2-2	NO	NO	WALLS-DOWELS VERT.
C405	192	2-2	NO	NO	WALLS-DOWELS VERT.
C406	192	31-10	NO	NO	TOP&BOTTOM SLAB & WALL
C407	288	8-1	NO	NO	WALLS VERT.
C408	192	9-0	1-0	NO	WALLS VERT.
C409	192	17-11	NO	NO	TOP SLAB TRANS.
C410	192	6-8	NO	NO	TOP SLAB TRANS.
C511	120	4-0	NO	NO	VERT.CONST.JOINT
C412	6	4-0	NO	NO	INLET - TOP SLAB - HORIZ.
C513	12	5-6	NO	NO	INLET - TOP SLAB - HORIZ.
C414	72	3-7	0-8	NO	INLET - VERT.
C415	24	4-10	NO	NO	INLET - VERT.
C416	26	2-10	NO	NO	INLET - HORIZ. - I.F.
C417	26	3-4	NO	NO	INLET - HORIZ. - I.F.
C418	26	7-6	YES	NO	INLET - HORIZ. - O.F.
C419	48	3-6	NO	NO	INLET - VERT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2029

DRAWN BY NAR | PLANS CK'D. JJS

PANELS 2, 3, & 4 BOX DETAILS

SHEET 3

653

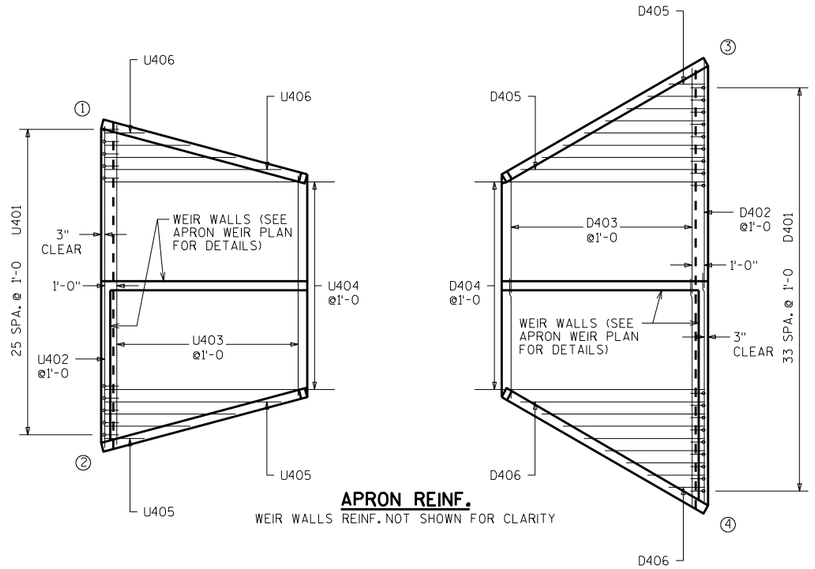
SCALE = 3.833

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8

STATE PROJECT NUMBER

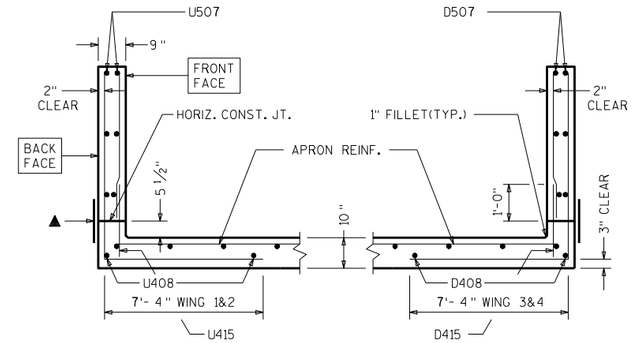
1674-00-80



APRON REINF.

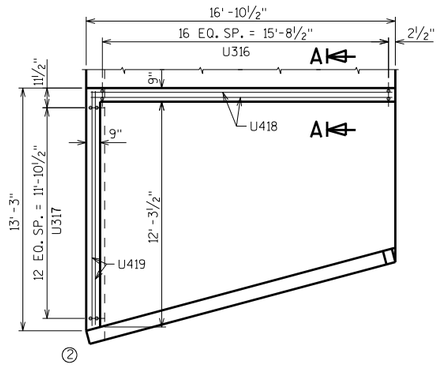
WEIR WALLS REINF. NOT SHOWN FOR CLARITY

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

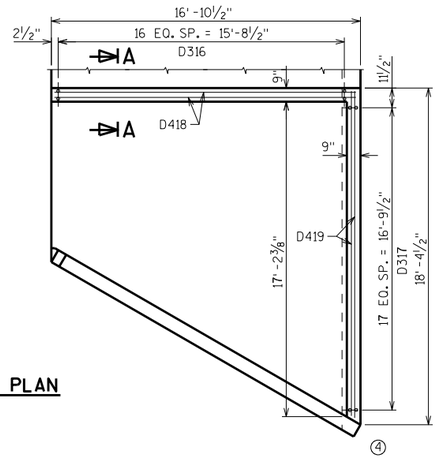


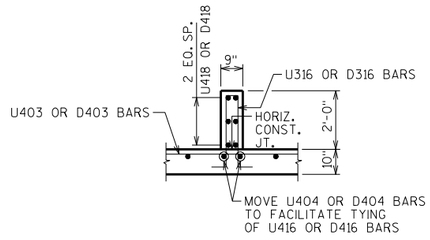
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS

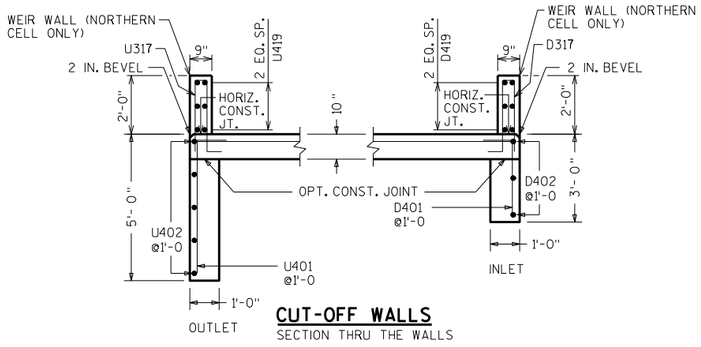


APRON WEIR PLAN



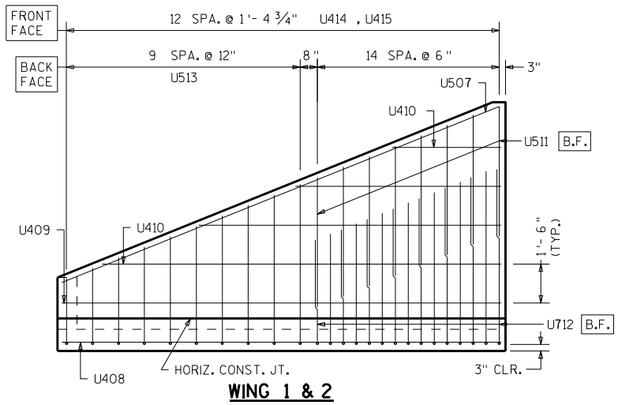


SECTION A-A

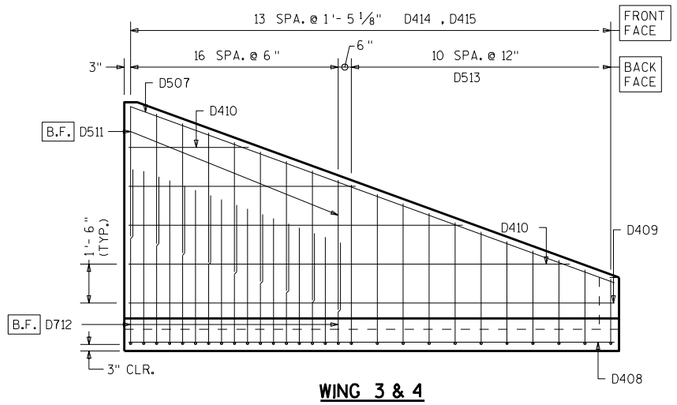


CUT-OFF WALLS

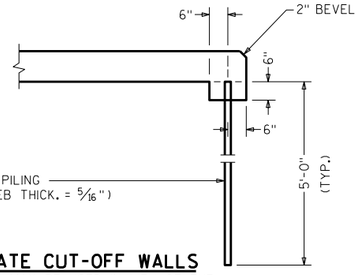
SECTION THRU THE WALLS



WING 1 & 2



WING 3 & 4



ALTERNATE CUT-OFF WALLS

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-56-2029

DRAWN BY NAR | PLANS CK'D. JJS

APRON DETAILS

SHEET 4

654

SCALE = 3.833

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

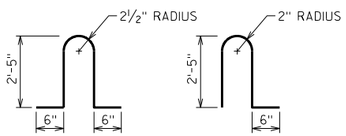
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		26	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
U402		5	26 - 4			OUTLET APRON AND CUTOFF WALL
U403		16	22 - 2		*	" APRON
U404		18	18 - 11			" APRON
U405		4	9 - 0		*	" APRON
U406		4	9 - 0		*	" APRON
U507		4	18 - 2			WINGS 1 AND 2 -HORIZONTAL -BOTH FACES
U408		4	16 - 11			WING "-HORIZONTAL -APRON BOTT. SLAB
U409		4	16 - 11			WING "-HORIZONTAL - BOTH FACES
U410		16	9 - 9		*	WING "-HORIZONTAL - BOTH FACES
U511		8	5 - 0			WING "-VERTICAL - BACK FACE
U712	X	30	12 - 7	7 - 4	*	WING "-VERTICAL - BACK FACE
U513	X	20	11 - 7	7 - 4	*	WING "-VERTICAL - BACK FACE
U414		26	4 - 9		*	WING "-VERTICAL - FRONT FACE
U415	X	26	2 - 2			WINGS 1 AND 2 - DOWELS - FRONT FACE
U316		17	5 - 11	YES		OUTLET APRON AND WEIR WALL - VERTICAL
U317		13	5 - 4	YES		OUTLET APRON AND WEIR WALL - VERTICAL
U418		6	16 - 5			OUTLET WEIR WALL - HORIZ. - BOTH FACES
U419		6	12 - 9			OUTLET WEIR WALL - HORIZ. - BOTH FACES
D401		34	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
D402		6	18 - 9			INLET APRON AND CUTOFF WALL
D403		32	14 - 2		*	" APRON
D404		18	18 - 11			" APRON
D405		8	9 - 7		*	" APRON
D406		8	9 - 7		*	" APRON
D507		4	19 - 10			WINGS 3 AND 4 -HORIZONTAL -BOTH FACES
D408		4	18 - 8			WING "-HORIZONTAL -APRON BOTT. SLAB
D409		4	18 - 8			WING "-HORIZONTAL - BOTH FACES
D410		16	10 - 10		*	WING "-HORIZONTAL - BOTH FACES
D511		9	5 - 0			WING "-VERTICAL - BACK FACE
D712	X	34	12 - 6	7 - 4	*	WING "-VERTICAL - BACK FACE
D513	X	22	11 - 6	7 - 4	*	WING "-VERTICAL - BACK FACE
D414		28	4 - 9		*	WING "-VERTICAL - FRONT FACE
D415	X	28	2 - 2			WINGS 3 AND 4 - DOWELS - FRONT FACE
D316		17	5 - 11	YES		INLET APRON AND WEIR WALL - VERTICAL
D317		18	5 - 4	YES		INLET APRON AND WEIR WALL - VERTICAL
D418		6	16 - 5			INLET WEIR WALL - HORIZ. - BOTH FACES
D419		6	17 - 8			INLET WEIR WALL - HORIZ. - BOTH FACES

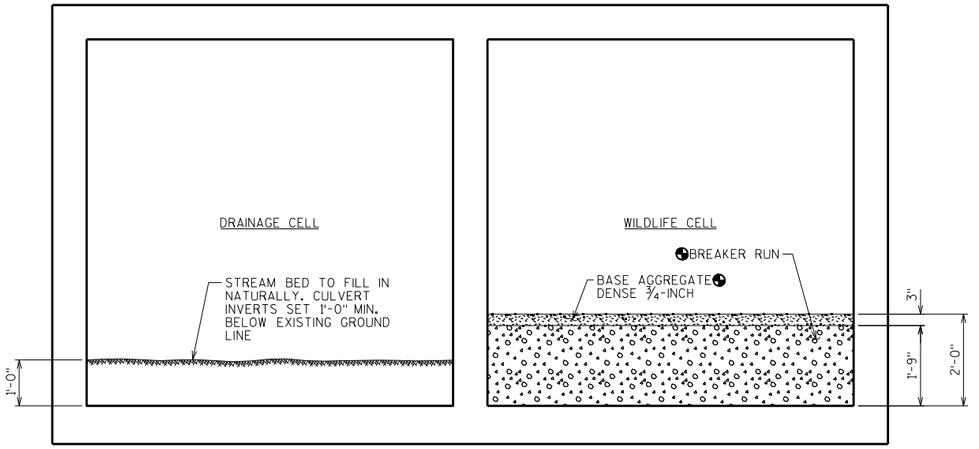
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 16	18 - 2 TO 26 - 2
U405	1 SERIES OF 4	3 - 4 TO 14 - 7
U406	1 SERIES OF 4	3 - 4 TO 14 - 7
U410	4 SERIES OF 4	4 - 2 TO 15 - 4
U712	2 SERIES OF 15	11 - 3 TO 13 - 11
U513	2 SERIES OF 10	9 - 9 TO 13 - 4
U414	2 SERIES OF 13	1 - 5 TO 8 - 1
D403	2 SERIES OF 16	9 - 9 TO 18 - 6
D405	1 SERIES OF 8	3 - 6 TO 15 - 7
D406	1 SERIES OF 8	3 - 6 TO 15 - 7
D410	4 SERIES OF 4	4 - 7 TO 17 - 0
D712	2 SERIES OF 17	11 - 1 TO 13 - 11
D513	2 SERIES OF 11	9 - 8 TO 13 - 4
D414	2 SERIES OF 14	1 - 5 TO 8 - 1



U316, D316 U317, D317



SECTION THRU CULVERT SHOWING CULVERT FILL MATERIAL

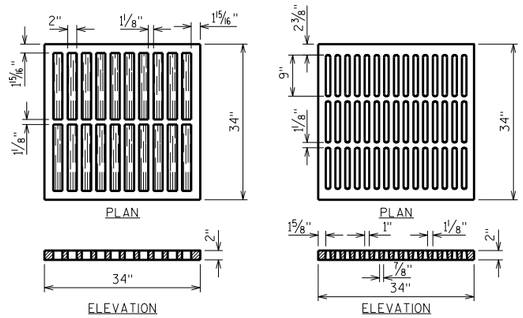
LOOKING UPSTREAM

WILDLIFE CELL FILL MATERIAL TO FILL THE ENTIRE WILDLIFE CELL INCLUDING THE PORTIONS OF THE APRONS CONTAINED WITHIN THE APRON WEIR WALLS AS SHOWN ON SHEETS 1 & 4.

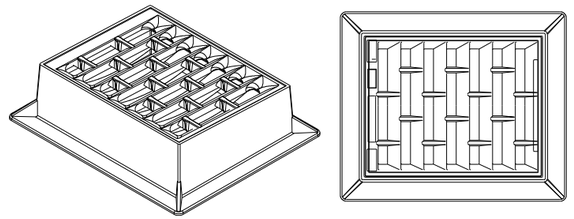
INLET COVER NOTES

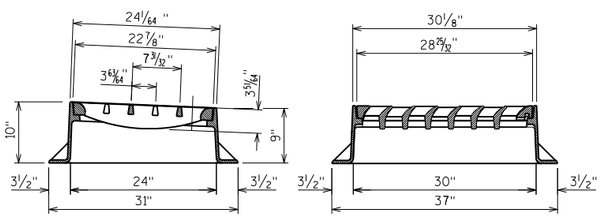
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

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.

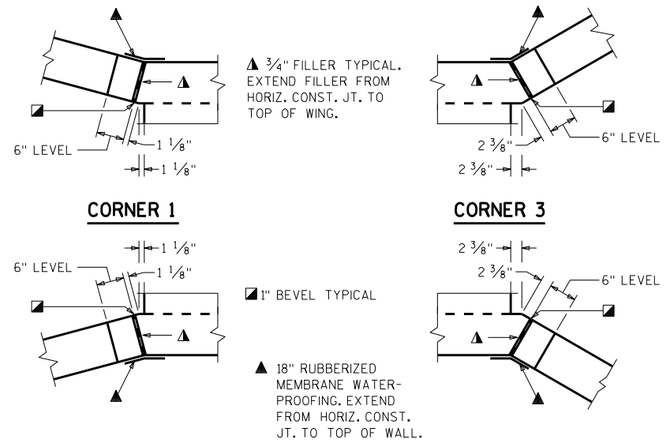


INLET COVER TYPE MS

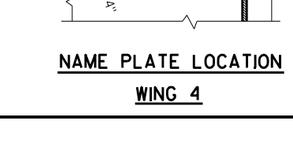




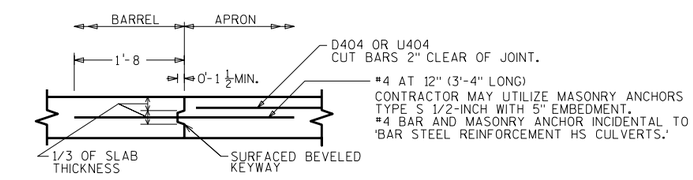
INLET COVER TYPE "BW"



CORNER DETAILS



NAME PLATE LOCATION WING 4



OPTIONAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2029

DRAWN BY NAR PLANS CK'D. JJS

DETAILS

SHEET 5

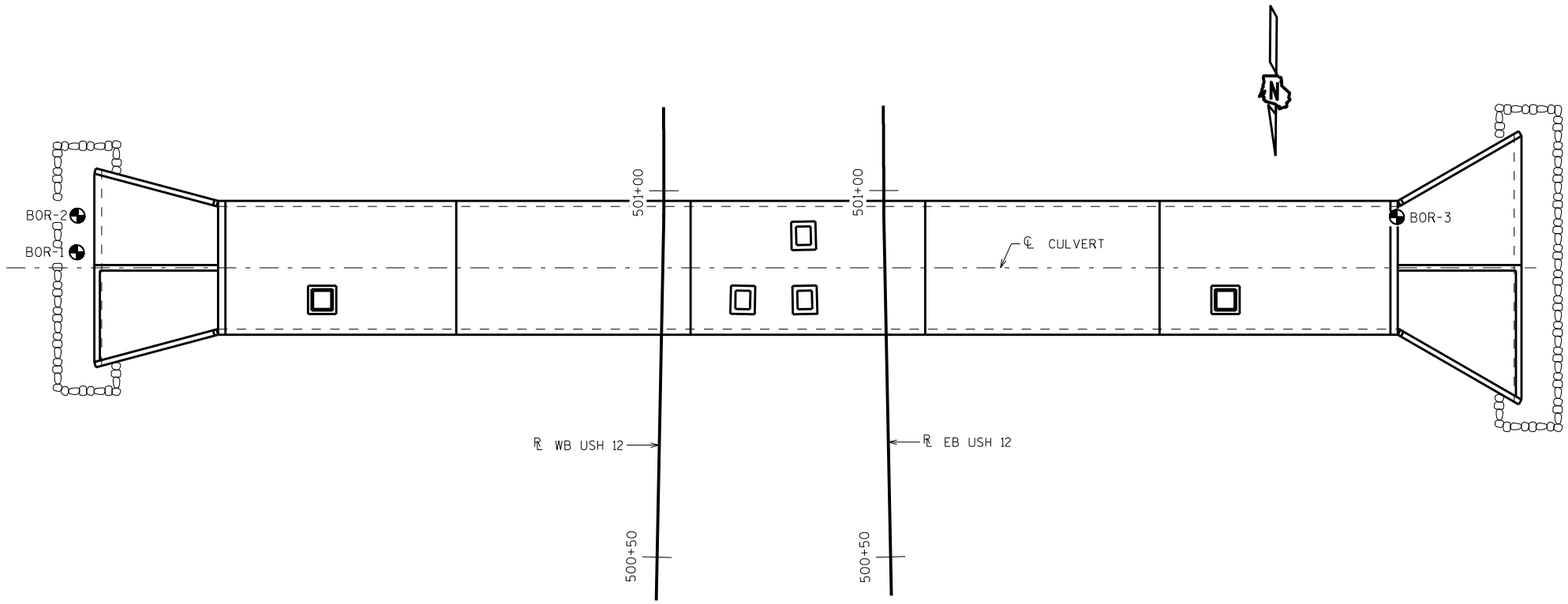
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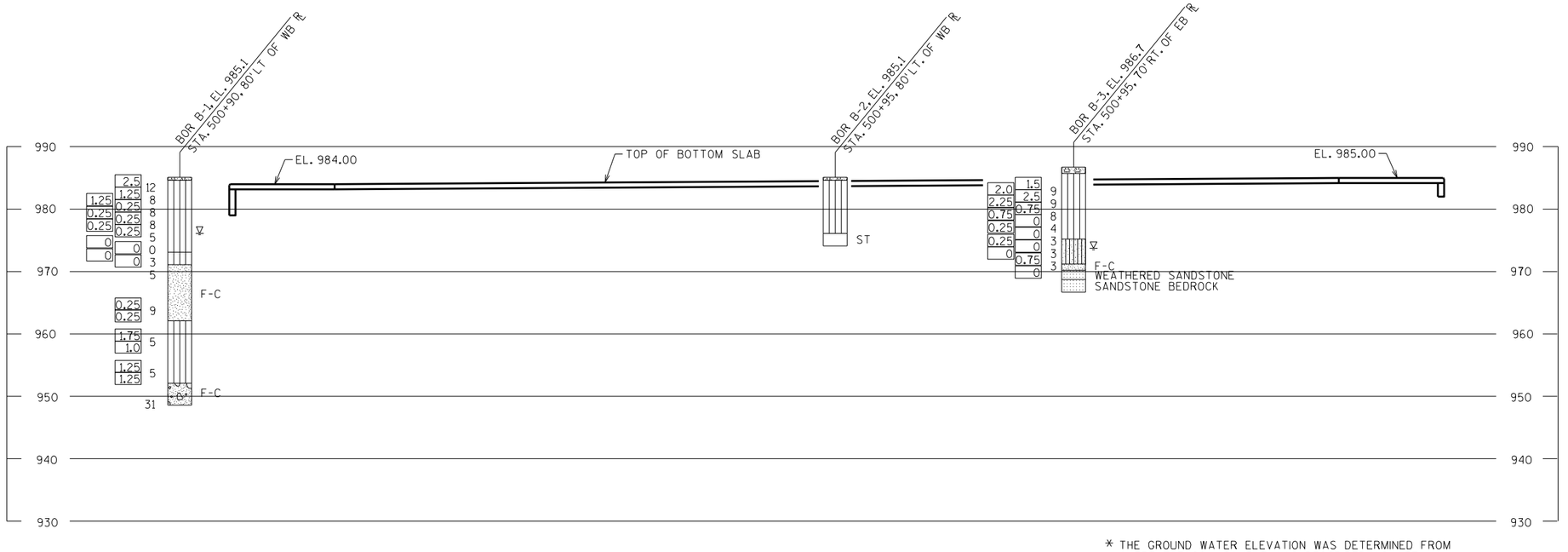
SCALE = 3.833

8

8

LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

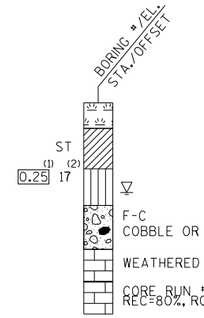
STATE PROJECT NUMBER

1674-00-80

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2029

DRAWN BY PR/NAR | PLANS CK'D. JJS

SUBSURFACE EXPLORATION

SHEET 6

656

8

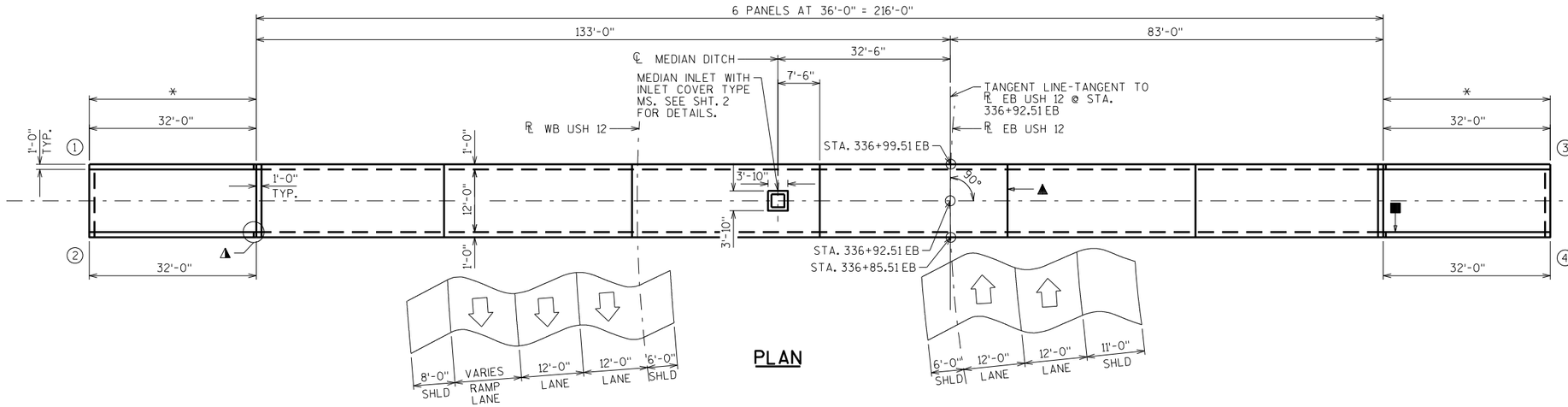
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SCALE = 10

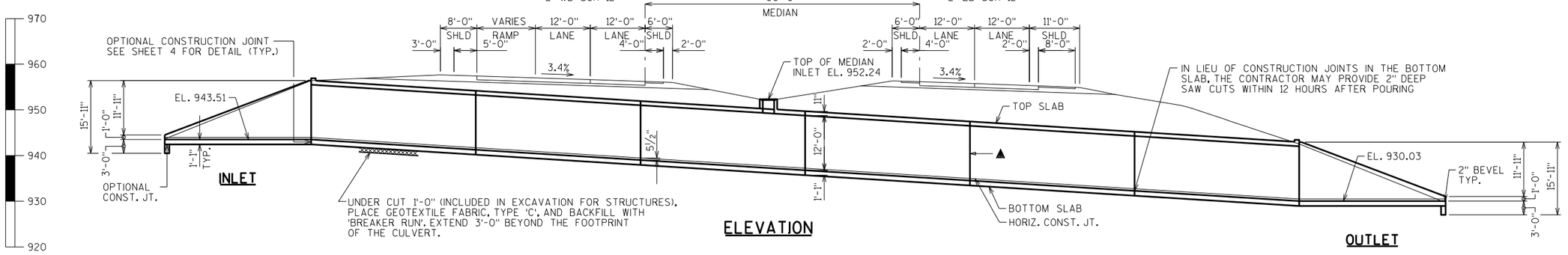
NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

STATE PROJECT NUMBER
1674-00-80

◭ CORNER DETAILS (SEE SHT 4)
■ NAME PLATE LOCATION (SEE SHT 4)
* BUILD APRON AND END OF BOX LEVEL
▲ VERT. CONST. JOINT (TYP.)
◯ INDICATES WING NUMBER



PLAN



INLET

ELEVATION

OUTLET

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD: DESIGNED FOR 3.0 FT. - 9.0 FT. OF FILL.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY, GRADE A-FA — f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

TRAFFIC VOLUME

USH 12

A.D.T. = 15,000-23,500 (2035)
R.D.S. = 70 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEMS

206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-56-2032	1	LS
210.0100	BACKFILL STRUCTURE	4195	CY
311.0115	BREAKER RUN	215	CY
504.0100	CONCRETE MASONRY CULVERTS	488	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	60825	LB
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	6140	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	65	SY
611.0642	INLET COVERS TYPE MS	1	EACH
645.0105	GEOTEXTILE FABRIC TYPE C	705	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

ALL ITEMS ARE CATEGORY 0020

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

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 ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACTS:

NICK RICE (608) 266-5092
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 4/29/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-56-2032

USH 12 OVER SNOW MOBILE CROSSING

COUNTY: SAUK
~~TOWN/CITY~~/VILLAGE: WEST BARABOO
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NAR	EMK	NAR	EMK

LAYOUT

SHEET 1 OF 5

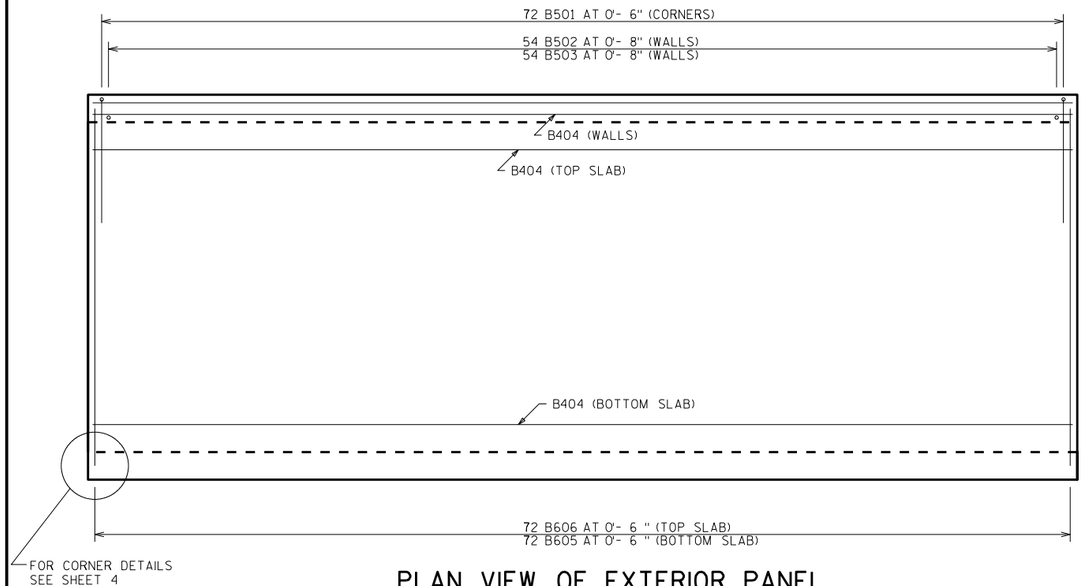
657

I.D. 1674-00-02T

DATE: JAN. 2014

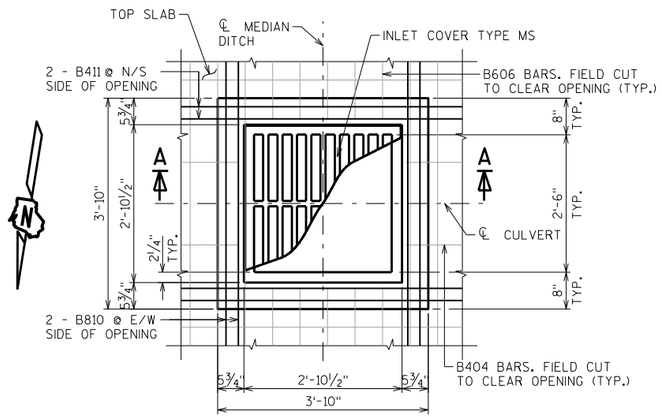
SCALE = 12

STATE PROJECT NUMBER
1674-00-80



PLAN VIEW OF EXTERIOR PANEL

USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.



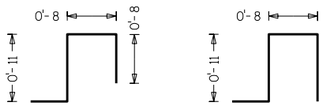
MEDIAN INLET PLAN

(SEE SHT. 1 FOR LOCATION)

BILL OF BARS

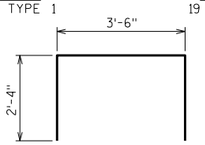
THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501	1728	11 -10	4-3	NO	CORNERS
B502	648	2-8	NO	NO	WALLS-DOWELS VERT.
B503	648	12 -3	NO	NO	WALLS VERT.
B404	276	35-6	NO	NO	TOP&BOTTOM SLAB & WALL
B605	432	13 -8	NO	NO	BOTTOM SLAB TRANS.
B606	432	13 -8	NO	NO	TOP SLAB TRANS.
B407	4	13 -8	NO	NO	HEADERS HORIZ.
B308	38	2-10	YES	NO	HEADER STIRRUPS VERT.
B509	260	4-0	NO	NO	VERT.CONST.JOINT
B810	4	6-10	NO	NO	TOP SLAB TRANS @ INLET
B411	4	4-6	NO	NO	TOP SLAB LONGIT. @ INLET
B412	24	3-2	0-8	NO	MEDIAN INLET - VERT.
B413	24	1-4	NO	NO	MEDIAN INLET - VERT.
B414	8	3-4	NO	NO	MEDIAN INLET - HORIZ.
B415	4	8-0	YES	NO	MEDIAN INLET - HORIZ.

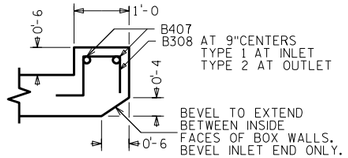


B308
19 TYPE 1

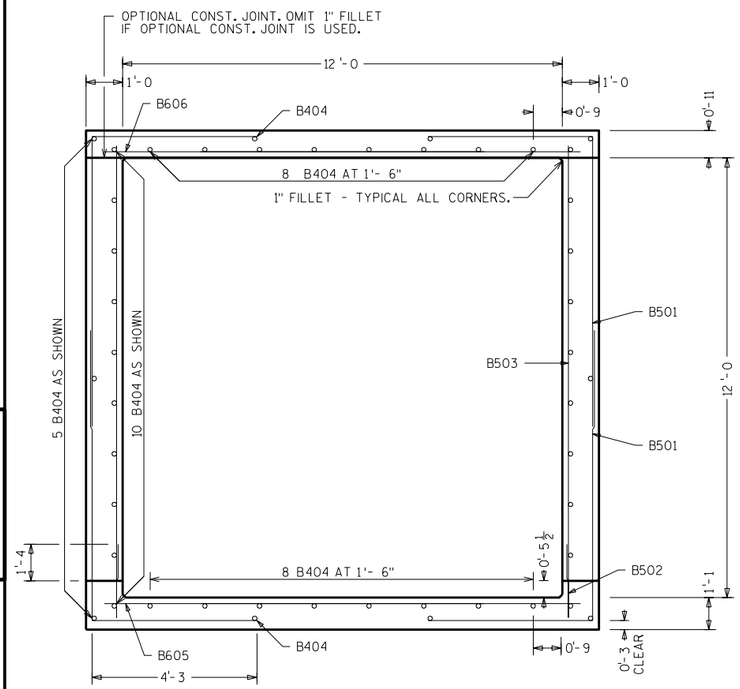
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19 TYPE 2



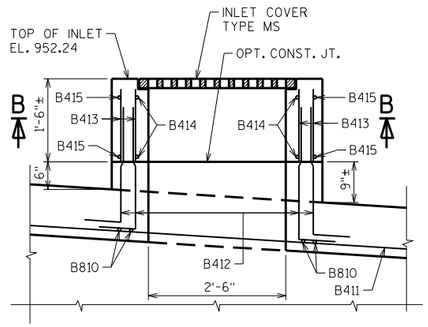
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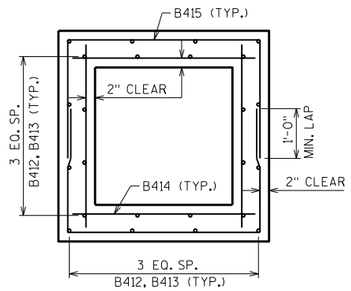
SECTION THRU TOP HEADER



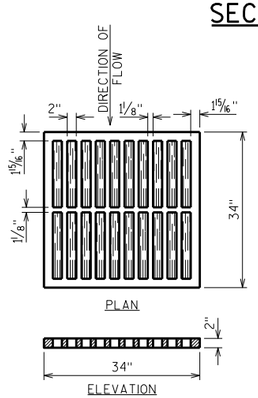
TYPICAL SECTION THRU BOX



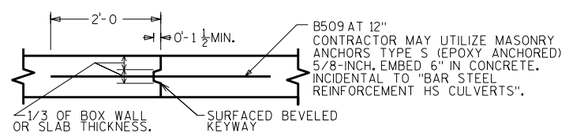
SECTION A-A



SECTION B-B



INLET COVER TYPE MS



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

MEDIAN INLET NOTES

FIELD CUT BAR STEEL REINFORCEMENT IN TOP SLAB TO CLEAR THE OPENING PROVIDED FOR MEDIAN INLET.

ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK. MAXIMUM ADJUSTMENT SHALL BE 8".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2032

DRAWN BY NAR | PLANS CK'D. EMK

BOX DETAILS

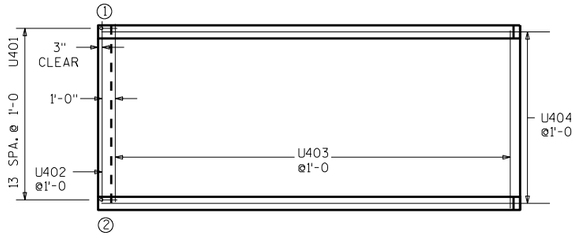
SHEET 2

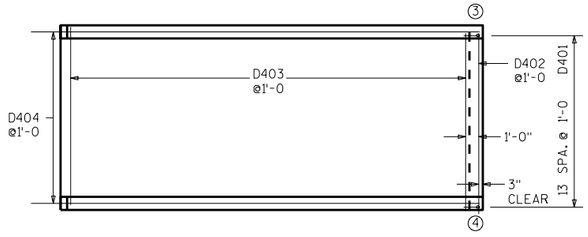
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SCALE = 4

8

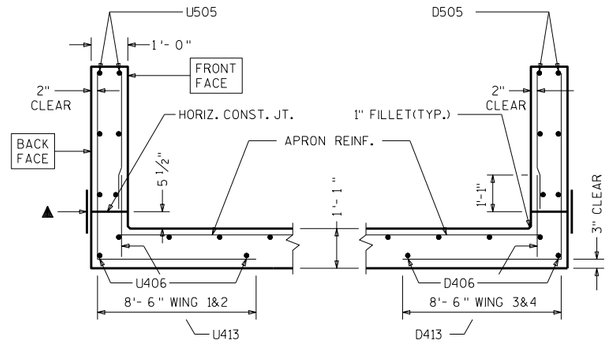
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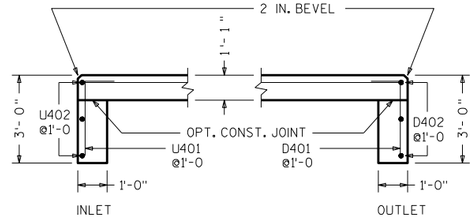
APRON REINF.

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



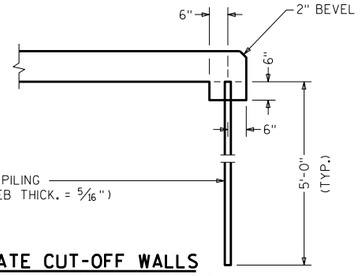
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS



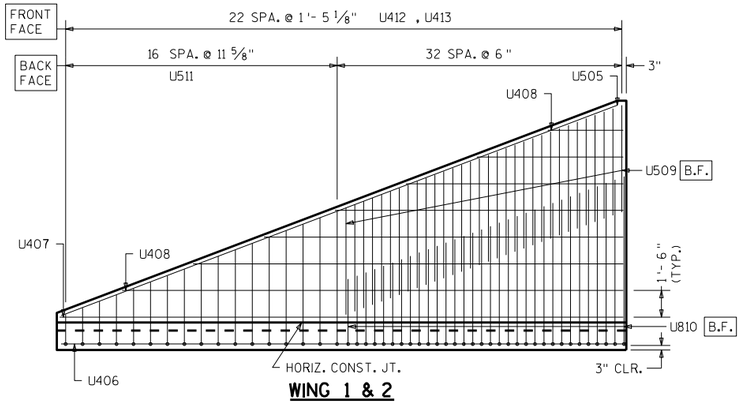
CUT-OFF WALLS

SECTION THRU THE WALLS

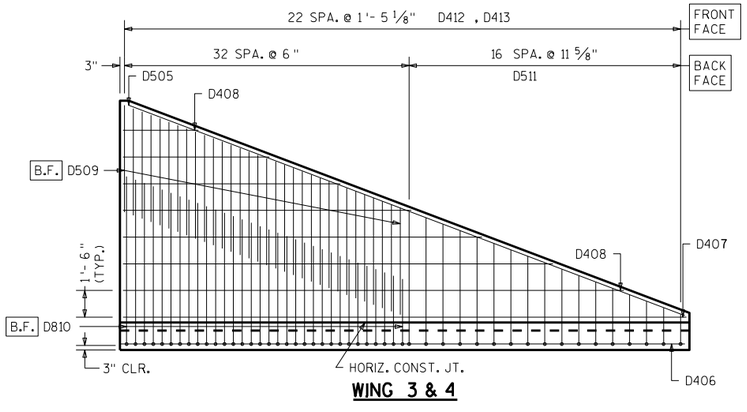


ALTERNATE CUT-OFF WALLS

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.



WING 1 & 2



WING 3 & 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2032

DRAWN BY NAR | PLANS CK'D. EMK

APRON DETAILS

SHEET 3

659

SCALE = 4

8

8

STATE PROJECT NUMBER

1674-00-80

BILL OF BARS

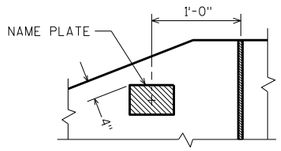
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		14	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402		3	13 - 6			INLET APRON AND CUTOFF WALL
U403		31	13 - 6			" APRON
U404		14	34 - 0			" APRON
U505		4	33 - 8			WINGS 1 AND 2 -HORIZONTAL -BOTH FACES
U406		4	31 - 8			WING " -HORIZONTAL -APRON BOTT. SLAB
U407		4	31 - 8			WING " -HORIZONTAL - BOTH FACES
U408		28	16 - 5		*	WING " -HORIZONTAL - BOTH FACES
U509		64	6 - 0			WING " -VERTICAL - BACK FACE
U810	X	64	14 - 10	8 - 6	*	WING " -VERTICAL - BACK FACE
U511	X	34	13 - 0	8 - 6	*	WING " -VERTICAL - BACK FACE
U412		46	6 - 5		*	WING " -VERTICAL - FRONT FACE
U413	X	46	2 - 5			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401		14	3 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
D402		3	13 - 6			OUTLET APRON AND CUTOFF WALL
D403		31	13 - 6			" APRON
D404		14	34 - 0			" APRON
D505		4	33 - 8			WINGS 3 AND 4 -HORIZONTAL -BOTH FACES
D406		4	31 - 8			WING " -HORIZONTAL -APRON BOTT. SLAB
D407		4	31 - 8			WING " -HORIZONTAL - BOTH FACES
D408		28	16 - 5		*	WING " -HORIZONTAL - BOTH FACES
D509		64	6 - 0			WING " -VERTICAL - BACK FACE
D810	X	64	14 - 10	8 - 6	*	WING " -VERTICAL - BACK FACE
D511	X	34	13 - 0	8 - 6	*	WING " -VERTICAL - BACK FACE
D412		46	6 - 5		*	WING " -VERTICAL - FRONT FACE
D413	X	46	2 - 5			WINGS 3 AND 4 - DOWELS - FRONT FACE

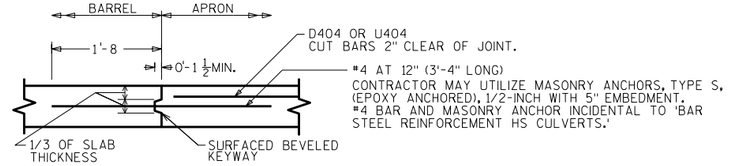
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U408	4 SERIES OF 7	4 - 6 TO 28 - 3
U810	2 SERIES OF 32	12 - 0 TO 17 - 8
U511	2 SERIES OF 17	10 - 0 TO 16 - 0
U412	2 SERIES OF 23	0 - 6 TO 12 - 3
D408	4 SERIES OF 7	4 - 6 TO 28 - 3
D810	2 SERIES OF 32	12 - 0 TO 17 - 8
D511	2 SERIES OF 17	10 - 0 TO 16 - 0
D412	2 SERIES OF 23	0 - 6 TO 12 - 3



NAME PLATE LOCATION
WING 4

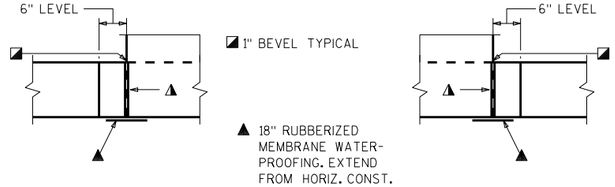


OPTIONAL CONSTRUCTION JOINT
2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



CORNER 1 CORNER 3

△ 3/4" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.



◪ 1" BEVEL TYPICAL

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

CORNER 2 CORNER 4

CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2032

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DETAILS

SHEET 4

660

8

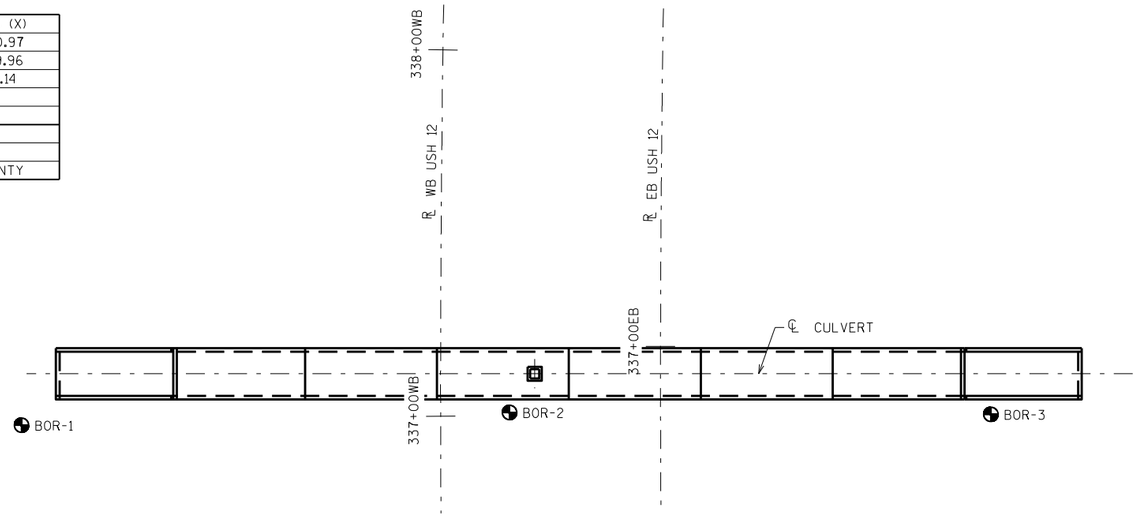
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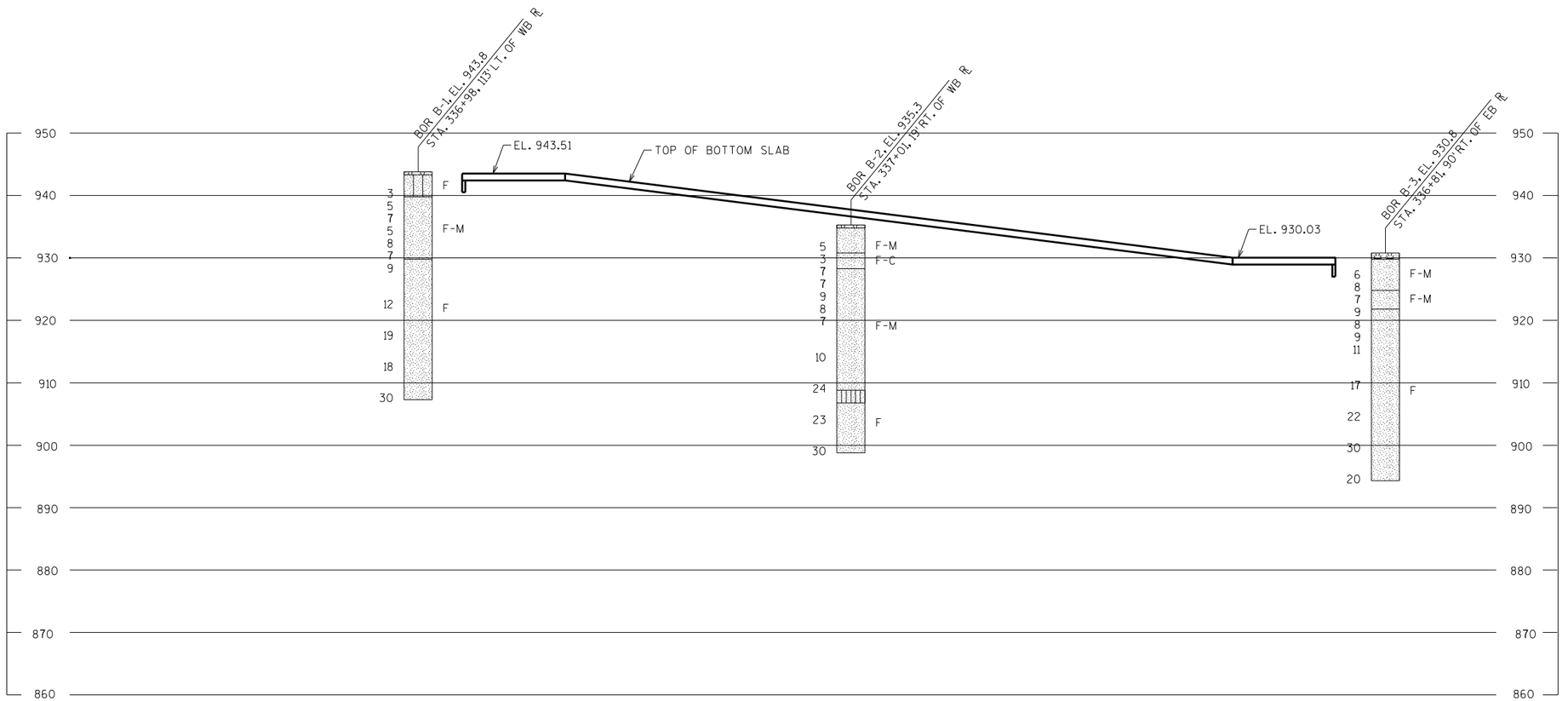
LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2/21/2013	241300.55	642390.97
2	2/21/2013	241276.26	642259.96
3	2/25/2013	241256.17	642130.14

BORINGS COMPLETED BY: WISDOT
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY







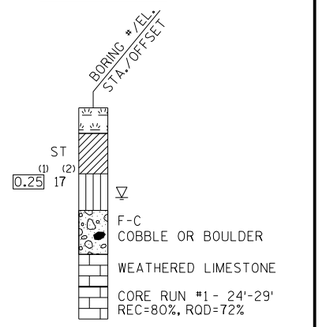
STATE PROJECT NUMBER

1674-00-80

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2032

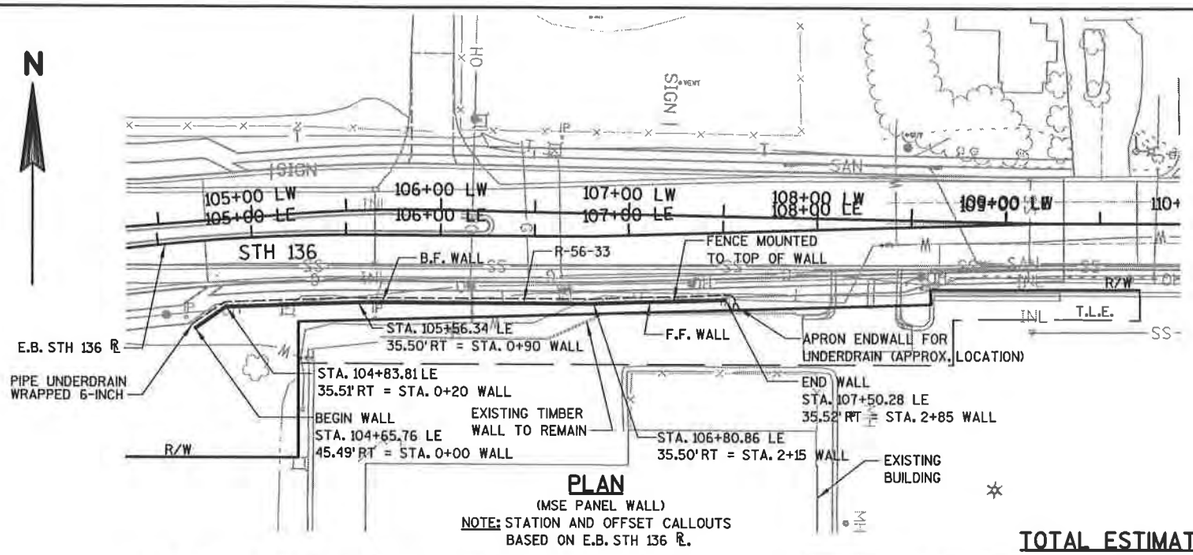
DRAWN BY PR/NAR | PLANS CK'D. EMK

SUBSURFACE EXPLORATION

SHEET 5

661

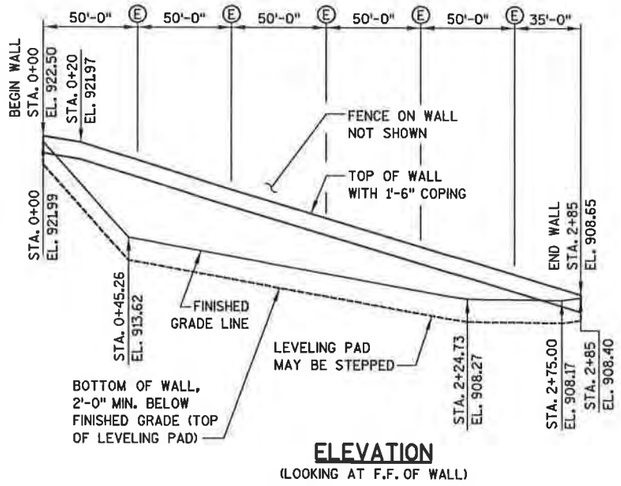
SCALE = 10



PLAN

(MSE PANEL WALL)

NOTE: STATION AND OFFSET CALLOUTS BASED ON E.B. STH 136 ℄.



ELEVATION

(LOOKING AT F.F. OF WALL)

GEOMETRY TABLE

WALL STATION	ROADWAY STATION	OFFSET (F.F. WALL)	NORTHING (F.F. WALL)	EASTING (F.F. WALL)	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM WALL ELEV.	EXPOSED WALL HEIGHT	LOCATION
0+00	10465.76 LE	45.49'	238,837.51	642,621.25	922.50	921.99	919.99	0.51'	BEGIN WALL
0+20	10483.81 LE	35.51'	238,848.85	642,637.72	921.97	918.28	916.28	3.69'	PI
0+40	10504.53 LE	36.01'	---	---	920.94	914.57	912.57	6.36'	---
0+60	10525.26 LE	36.11'	---	---	919.91	913.18	911.18	6.73'	---
0+80	10545.99 LE	35.80'	---	---	918.86	912.57	910.57	6.30'	---
0+90	10556.34 LE	35.50'	238,851.38	642,707.67	918.34	912.27	910.27	6.08'	PI
1+00	10566.41 LE	35.50'	---	---	917.84	911.97	909.97	5.87'	---
1+20	10586.41 LE	35.50'	---	---	916.84	911.36	909.36	5.48'	---
1+40	10606.41 LE	35.50'	---	---	915.84	910.76	908.76	5.08'	---
1+60	10626.41 LE	35.50'	---	---	914.84	910.16	908.16	4.68'	---
1+80	10646.41 LE	35.50'	---	---	913.84	909.55	907.55	4.29'	---
2+00	10666.41 LE	35.50'	---	---	912.84	908.95	906.95	3.89'	---
2+15	10680.86 LE	35.50'	238,851.19	642,832.67	912.09	908.50	906.50	3.59'	PI
2+40	10705.28 LE	35.51'	---	---	910.90	908.24	906.24	2.66'	---
2+60	10725.28 LE	35.51'	---	---	909.90	908.20	906.20	1.70'	---
2+80	10745.28 LE	35.52'	---	---	908.90	908.29	906.29	0.61'	---
2+85	10750.28 LE	35.52'	238,853.30	642,902.64	908.65	908.40	906.40	0.25'	END WALL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
517.1010.S.006	CONCRETE STAINING R-56-33	1,945	S.F.
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	300	L.F.
612.0806	APRON ENDWALL FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	1	EA.
SPV.0090.650	FENCE CHAIN LINK POLYMER-COATED 4-FT	285	L.F.
SPV.0165.413	ANTI-GRAFFITI COATING	1,945	S.F.
SPV.0165.650	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33	1,800	S.F.

ANTI-GRAFFITI COATING IS CATEGORY 0040.
ALL OTHER ITEMS ARE CATEGORY 0300.

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS			
WALL HEIGHT (FEET)[1]	8.7	7.5	6.7	3.7
EXPOSED WALL HEIGHT (FEET)	6.7	5.5	4.7	1.7
* MINIMUM LENGTH OF REINFORCEMENT (FEET)[3]	9	8	8	8
WALL STATION	0+60	1+20	1+60	2+60
BORING	B-1	B-1	B-2	B-3
CAPACITY TO DEMAND RATIO (CDR)[2,4]				
SLIDING (CDR>1.0)	1.6	1.7	1.8	2.4
ECCENTRICITY (CDR>1.0)	23	21	21	21
OVERALL STABILITY (CDR>1.0)	1.02	1.3	1.4	N/A[5]
BEARING RESISTANCE (CDR>1.0)	1.4	1.8	2.2	3.2
FACTORED BEARING RESISTANCE (PSF)	2,900	3,500	3,400	3,000

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 2.0 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 psf.
3. THE LENGTH OF REINFORCEMENT RANGES BETWEEN 8 AND 9 FEET WHICH IS THE MINIMUM REQUIRED LENGTH. WHERE WALL EXPOSED HEIGHT IS 6.0 FEET OR HIGHER, THE MINIMUM REQUIRED REINFORCEMENT IS 9.0 FEET.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
5. GLOBAL SLOPE STABILITY WAS ONLY EVALUATED AT THE CRITICAL WALL LOCATION.

* FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCH AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM: THEREFORE, DIFFERENTIAL SETTLEMENT IS NOT EXPECTED TO BE AN ISSUE.

2. THE SOUTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON, WI
PROFESSIONAL ENGINEER
1/31/14

STATE PROJECT NUMBER
1674-00-80

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 2'-0" FT BELOW FINISHED GRADE.

EXCAVATION FOR WALL IS INCLUDED WITH ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33".

ALL BAR STEEL REINFORCEMENT FOR CAST-IN-PLACE COPING SHALL BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS ARE ALONG THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. CENTER NAME PLATE ON COPING.

GAS, TELEPHONE, OVERHEAD ELECTRIC, AND WATER UTILITIES WITHIN THE REINFORCED SOIL ZONE ARE TO BE RELOCATED OR ABANDONED PRIOR TO THIS PROJECT BY OTHERS. VERIFY THAT THE UTILITY RELOCATIONS HAVE BEEN COMPLETED AND LOCATE ALL ACTIVE UTILITIES PRIOR TO BEGINNING WALL CONSTRUCTION.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

CONCRETE MASONRY, COPING _____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ fy = 60,000 PSI

PRECAST CONCRETE WALL PANELS _____ f'c = 4,000 PSI

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD

LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

Ⓔ = COPING EXPANSION JOINT

T.L.E. = TEMPORARY LIMITED EASEMENT

R/W = RIGHT-OF-WAY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. FENCE DETAILS
4. SUBSURFACE EXPLORATION

WISDOT PROJECT MANAGER:
JEREMY KRACHEY (608) 789-5702

BRIDGE OFFICE CONTACT:
BILL DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher 6/19/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-56-33

RETAINING WALL AT SOUTH SIDE OF STH 136

COUNTY: SAUK
~~TOWN/CITY/VILLAGE~~ WEST BARABOO

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	BMO	DESIGN CK'D.	KRB	DRAWN BY	DTH	PLANS CK'D.	KRB

GENERAL PLAN

SHEET 1 OF 4
662

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\080101_ab.dan

8

STATE PROJECT NUMBER

1674-00-80

LEGEND

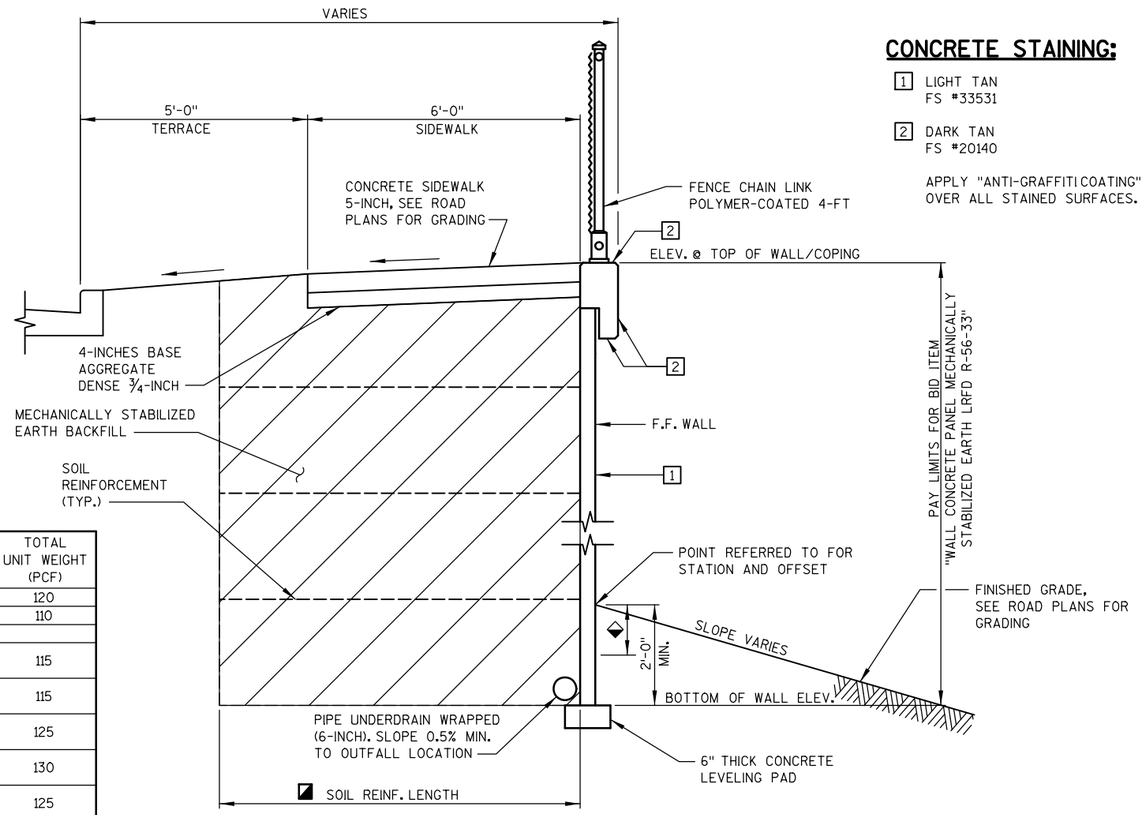
- ▲ RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.
- ● SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE)
- ◪ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS IS PROVIDED IN THE WALL EXTERNAL AND OVERALL STABILITY TABLE. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS. ACTUAL CALCULATED LENGTHS OF REINFORCING STRIPS WILL NEED TO EXCEED THESE MINIMUMS IN ORDER TO SATISFY MINIMUM FACTORS OF SAFETY FOR VARIOUS MSE PARAMETERS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.
- ◆ STAIN CONCRETE WALL PANELS TO 1'-0" BELOW FINISHED GRADE ELEV.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	FRICTION ANGLE (DEGREES)	COHESION (PSF)	TOTAL UNIT WEIGHT (PCF)
GRANULAR BACKFILL, (WITHIN THE WALL REINFORCING ZONE)	30	0	120
FILL (BEHIND THE REINFORCEMENT ZONE)	31	0	110
B-1			
FILL EL. 911.7 - EL. 901.2	31	0	115
FIRM F-M SILTY SAND, SOME GRAVEL EL. 901.2 - EL. 899.2	31	0	115
FIRM-DENSE FINE SAND, LITTLE SILT EL. 899.2 - EL. 891.2	32	0	125
DENSE FINE SAND, TRACE-SOME SILT EL. 891.2 - EL. 979.2	34	0	130
DENSE F-C SAND, SOME GRAVEL EL. 979.2 - EL. 876.7	33	0	125
B-2			
FILL EL. 908.7 - EL. 899.8	31	0	115
DENSE-VERY DENSE F-M SAND & F-C GRAVEL EL. 899.8 - EL. 896.3	34	0	130
DENSE-VERY DENSE F-M SILTY SAND, LITTLE GRAVEL EL. 896.3 - EL. 887.3	35	0	130
FIRM F-M SAND EL. 887.3 - EL. 882.3	31	0	110
DENSE F-M SILTY SAND, SOME GRAVEL EL. 882.3 - EL. 877.3	34	0	130
FIRM F-M SAND, LITTLE SILT, TRACE OF GRAVEL EL. 877.3 - EL. 874.8	32	0	120
B-3			
FILL EL. 906.7 - EL. 901.2	31	0	115
FIRM F-M SILTY SAND EL. 901.2 - EL. 898.0	31	0	110
STIFF SILT, TRACE OF FINE SAND EL. 898.0 - EL. 897.0	0	1,250	110
DENSE F-M SAND, LITTLE SILT & F-C GRAVEL EL. 897.0 - EL. 894.5	33	0	125
FIRM-VERY DENSE F-M SILTY SAND, LITTLE-SOME F-C GRAVEL EL. 894.5 - EL. 876.0	34	0	130

NOTES:
THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 1.7 FEET TO 6.7 FEET. THE FOLLOWING ASSUMPTIONS WERE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALL IS HORIZONTAL.
2. THE SLOPE IN FRONT OF THE WALL IS VARIABLE FROM 2.2H:1V TO 5H:1V.
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM WALL EMBEDMENT DEPTH IS 2.0 FEET.
6. 2.0 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE PANEL IS 5.5 INCHES.
8. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. GLOBAL STABILITY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN WAS COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.



TYPICAL SECTION THRU MSE RETAINING WALL

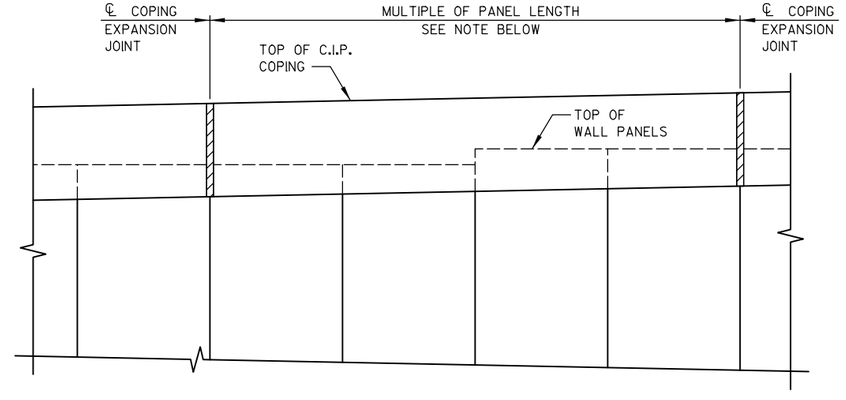
REMOVE TOPSOIL OR ANY OTHER SOFT MATERIAL BELOW THE WALL AND REPLACE IT WITH GRANULAR BACKFILL.

CONCRETE STAINING:

1 LIGHT TAN FS #33531

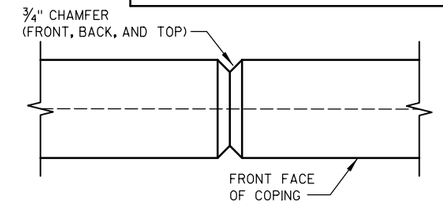
2 DARK TAN FS #20140

APPLY "ANTI-GRAFFITI COATING" OVER ALL STAINED SURFACES.



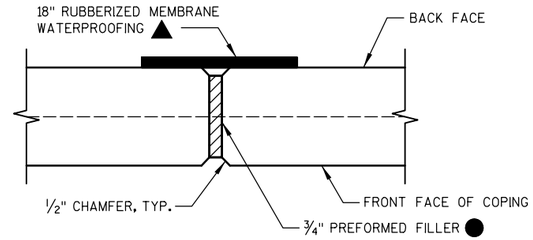
C.I.P. COPING PARTIAL ELEVATION

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATON AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE.



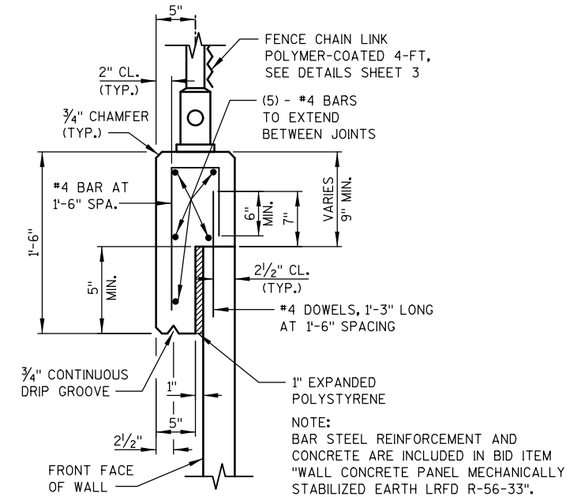
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINTS.
MAX. SPACING OF JOINT = 12'-0".
PLACE JOINTS VERTICAL.
JOINT SHALL LINE UP WITH PANEL JOINT BELOW.



COPING EXPANSION JOINT

-DO NOT RUN BAR STEEL THRU JOINTS.
-MAX. SPACING OF JOINT = 50'-0". PLACE JOINTS VERTICAL.
-JOINT SHALL LINE UP WITH PANEL JOINT BELOW.
-PREFORMED FILLER AND RUBBERIZED MEMBRANE WATERPROOFING ARE INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."



NOTE:
BAR STEEL REINFORCEMENT AND CONCRETE ARE INCLUDED IN BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-33".

CAST-IN-PLACE CONCRETE COPING DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-33

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WALL DETAILS

SHEET 2 OF 4
663

8

8

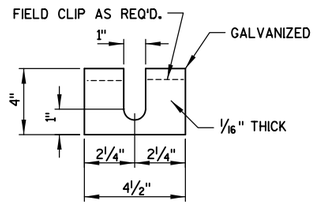
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STATE PROJECT NUMBER

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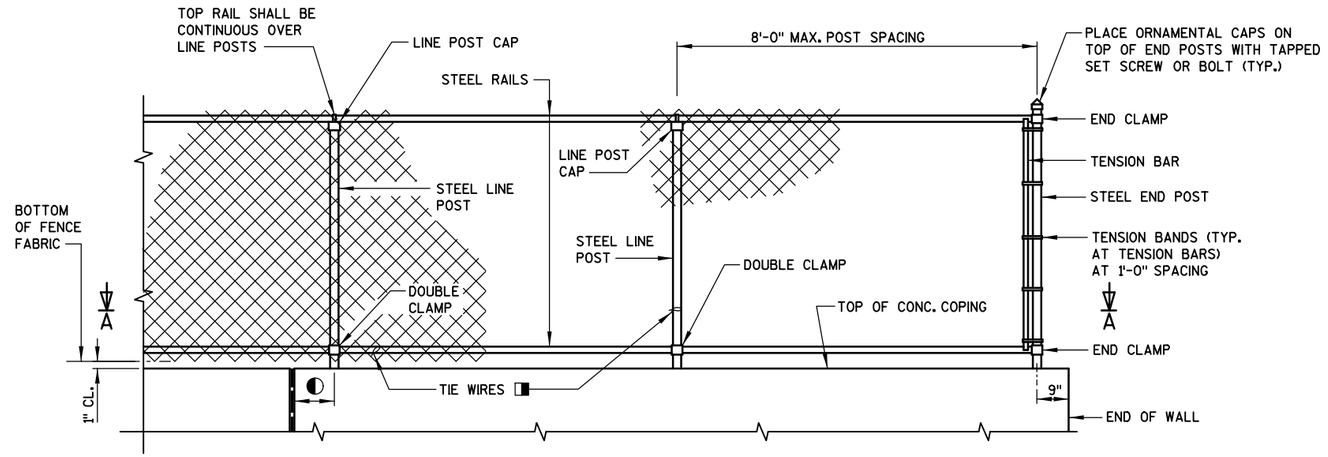
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



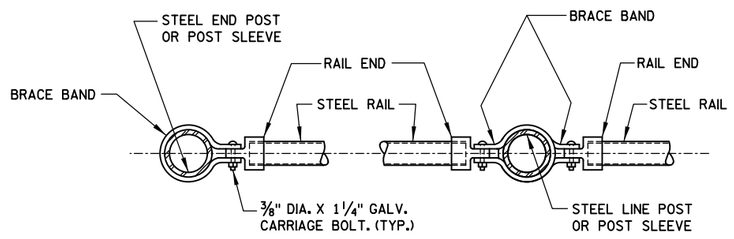
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

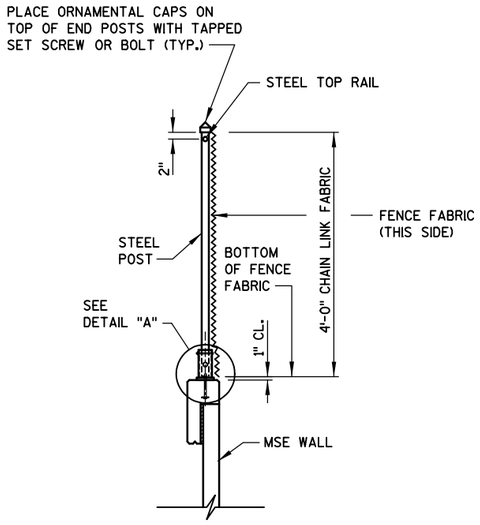
VIEWING FABRIC SIDE



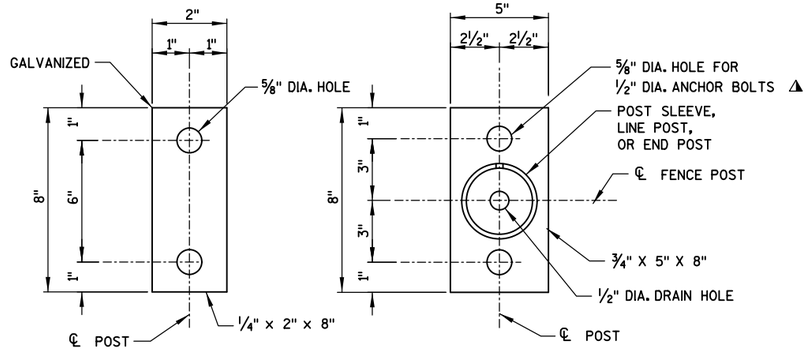
END CLAMP ✳ DOUBLE CLAMP

SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

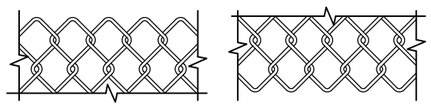


SECTION THRU FENCE



ANCHOR PLATE

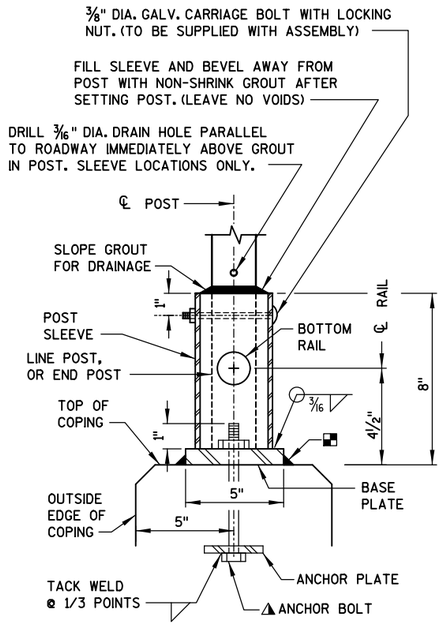
BASE PLATE



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION
NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

⚠ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" CONCRETE MASONRY ANCHOR, TYPE "S" (EPOXY ANCHOR). EMBED 6" MINIMUM IN CONCRETE. MIN. PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◐ 1'-0" MIN. DISTANCE BETWEEN CENTERLINE OF COPING JOINTS AND CENTERLINE OF FENCE POSTS.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-33

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FENCE DETAILS

SHEET 3 OF 4
664

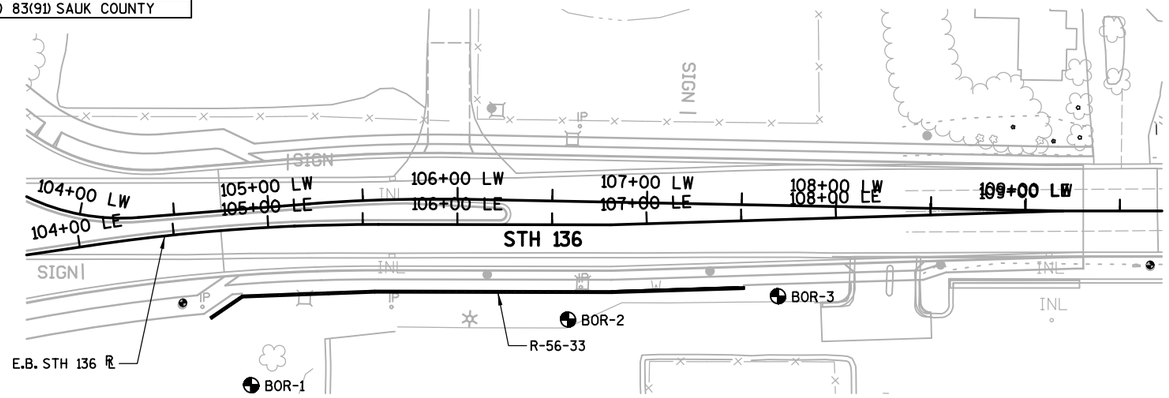
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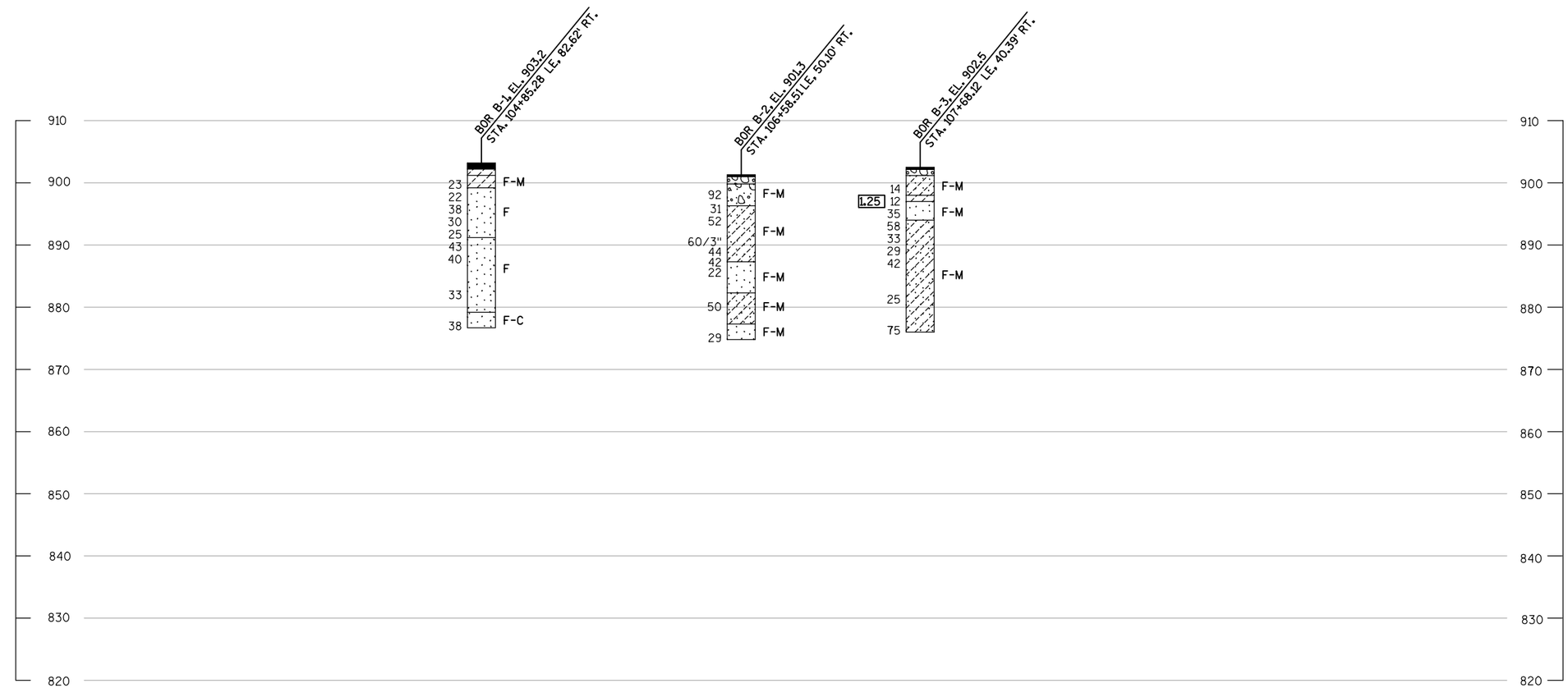
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LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2/15/2013	238801.961	642642.428
2	2/18/2013	238836.623	642809.747
3	2/19/2013	238848.971	642920.622
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			







STATE PROJECT NUMBER

1674-00-80

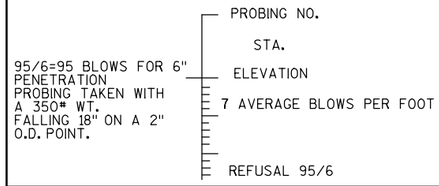
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

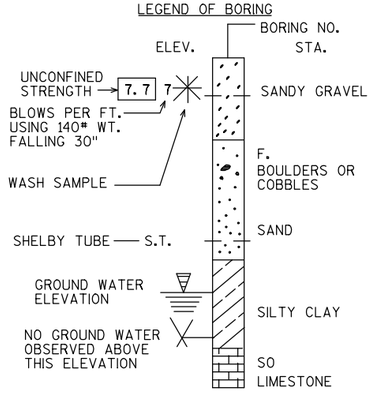
MATERIAL SYMBOLS

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 2" O.D. X 1.4" 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 R-56-33

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SUBSURFACE EXPLORATION

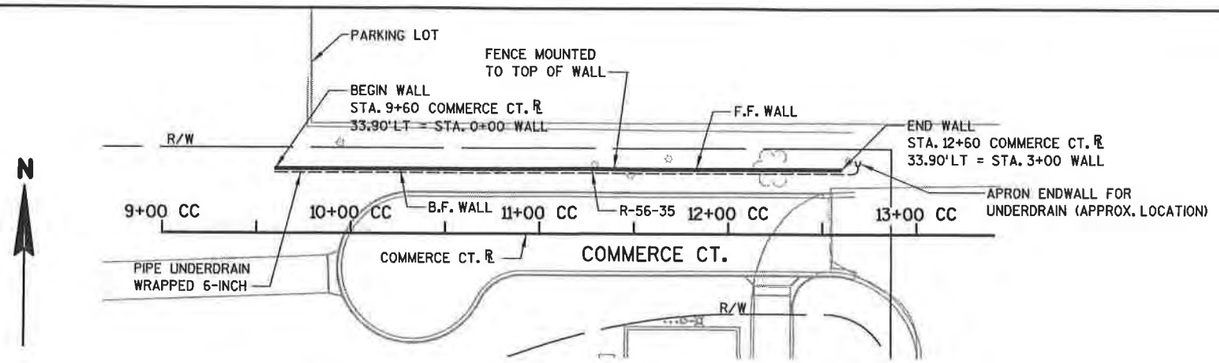
SHEET 4 OF 4
665

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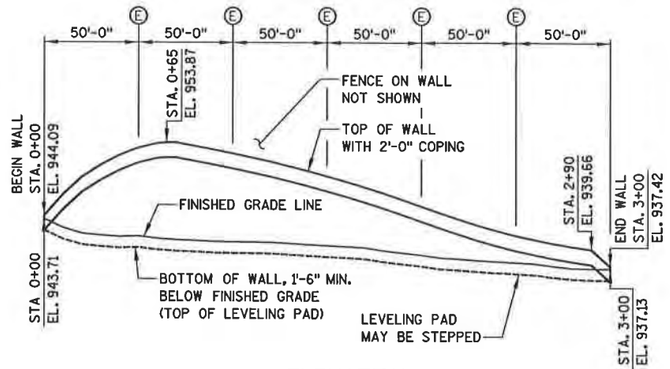
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PLAN
(MSE PANEL WALL)



ELEVATION
(LOOKING AT B.F. OF WALL)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
517.1010.S.007	CONCRETE STAINING R-56-35	3,060	S.F.
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	315	L.F.
612.0806	APRON ENDWALL FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	1	EA.
SPV.0090.650	FENCE CHAIN LINK POLYMER-COATED 4-FT	300	L.F.
SPV.0165.413	ANTI-GRAFFITI COATING	3,060	S.F.
SPV.0165.651	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-35	2,760	S.F.

ANTI-GRAFFITI COATING IS CATEGORY 0040.
ALL OTHER ITEMS ARE CATEGORY 0310.

GEOMETRY TABLE

WALL STATION	COMMERCE CT STATION	OFFSET (F.F. WALL)	NORTHING (F.F. WALL)	EASTING (F.F. WALL)	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM WALL ELEV.	EXPOSED WALL HEIGHT	LOCATION
0+00	9+60 CC	-33.90'	233,896.07	642,225.93	944.09	943.71	942.21	0.38'	BEGIN WALL
0+20	9+80 CC	-33.90'	---	---	949.27	941.77	940.27	7.50'	---
0+40	10+00 CC	-33.90'	---	---	952.18	941.37	939.87	10.81'	---
0+60	10+20 CC	-33.90'	---	---	953.77	941.11	939.61	12.66'	---
0+65	10+25 CC	-33.90'	---	---	953.87	941.03	939.53	12.85'	---
0+80	10+40 CC	-33.90'	---	---	953.38	940.82	939.32	12.56'	---
1+00	10+60 CC	-33.90'	---	---	952.42	940.65	939.15	11.77'	---
1+20	10+80 CC	-33.90'	---	---	951.32	940.61	939.11	10.71'	---
1+40	11+00 CC	-33.90'	---	---	950.07	940.30	938.80	9.77'	---
1+60	11+20 CC	-33.90'	---	---	948.65	940.02	938.52	8.63'	---
1+80	11+40 CC	-33.90'	---	---	947.09	939.51	938.01	7.58'	---
2+00	11+60 CC	-33.90'	---	---	945.37	938.90	937.40	6.47'	---
2+20	11+80 CC	-33.90'	---	---	943.62	938.40	936.90	5.22'	---
2+40	12+00 CC	-33.90'	---	---	942.14	938.07	936.57	4.07'	---
2+60	12+20 CC	-33.90'	---	---	940.94	937.77	936.27	3.17'	---
2+80	12+40 CC	-33.90'	---	---	940.03	937.21	935.71	2.82'	---
2+90	12+50 CC	-33.90'	---	---	939.66	937.10	935.60	2.56'	---
3+00	12+60 CC	-33.90'	233,898.31	642,525.92	937.42	937.13	935.63	0.29'	END WALL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

	DIMENSIONS	EVALUATED LOCATIONS			
	WALL HEIGHT (FEET)[1]	14.3	12.2	9.1	6.7
	EXPOSED WALL HEIGHT (FEET)	12.8	10.7	7.6	5.2
*	MINIMUM LENGTH OF REINFORCEMENT (FEET)[3]	10.0	8.5	8.0	8.0
	WALL STATION	0+65	1+20	1+80	2+20
	BORING	B-2	B-2	B-1	B-1
	CAPACITY TO DEMAND RATIO (CDR)[2,4]				
	SLIDING (CDR>1.0)	1.3	1.2	1.4	1.7
	ECCENTRICITY (CDR>1.0)	26	22	21	21
	OVERALL STABILITY (CDR>1.0)	1.4	N/A[5]	N/A[5]	N/A[5]
	BEARING RESISTANCE (CDR>1.0)	1.6	1.8	1.5	2.0
	FACTORED BEARING RESISTANCE (PSF)	6,000	6,000	3,300	3,300

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 psf.
3. THE LENGTH OF REINFORCEMENT RANGES BETWEEN 8 AND 10 FEET WHICH IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
5. GLOBAL SLOPE STABILITY WAS ONLY EVALUATED AT THE CRITICAL WALL LOCATION.

* FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCH AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM: THEREFORE, DIFFERENTIAL SETTLEMENT IS NOT EXPECTED TO BE AN ISSUE.

2 THE SOUTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS AT THE BASE OF THE WALL PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALL WITH MODULAR BLOCK FACING.



STATE PROJECT NUMBER
1674-00-80

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD, R-56-35" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

EXCAVATION FOR WALL IS INCLUDED WITH ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD, R-56-35."

ALL BAR STEEL REINFORCEMENT FOR CAST-IN-PLACE COPING IS TO BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS ARE ALONG THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. CENTER NAME PLATE ON COPING.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD, R-56-35".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

CONCRETE MASONRY, COPING _____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ fy = 60,000 PSI

PRECAST CONCRETE WALL PANELS _____ f'c = 4,000 PSI

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. FENCE DETAILS
4. SUBSURFACE EXPLORATION

LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

Ⓔ = COPING EXPANSION JOINT

T.L.E. = TEMPORARY LIMITED EASEMENT

R/W = RIGHT-OF-WAY

WISDOT PROJECT MANAGER:
JEREMY KRACHEY (608) 789-5702

BRIDGE OFFICE CONTACT:
BILL DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 6/19/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-56-35

RETAINING WALL AT COMMERCE COURT

COUNTY	TOWN/~~CITY/VILLAGE~~
SAUK	BARABOO

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BMO	KRB	DTH	KRB

GENERAL PLAN

SHEET 1 OF 4
666

8

8

STATE PROJECT NUMBER

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LEGEND

▲ RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.

● SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE)

◪ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS IS PROVIDED IN THE WALL EXTERNAL AND OVERALL STABILITY TABLE. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS. ACTUAL CALCULATED LENGTHS OF REINFORCING STRIPS WILL NEED TO EXCEED THESE MINIMUMS IN ORDER TO SATISFY MINIMUM FACTORS OF SAFETY FOR VARIOUS MSE PARAMETERS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.

◆ STAIN CONCRETE WALL PANELS TO 1'-0" BELOW FINISHED GRADE ELEV.

WALL TYPICAL SECTION NOTES

Ⓐ APPROXIMATELY 4'-0" OF UNDERCUT IS REQUIRED TO REMOVE THE EXISTING LAYER OF SILTY SOIL. THE ACTUAL DEPTH OF UNDERCUT MAY VARY ALONG THE LENGTH OF THE WALL DEPENDING ON DEPTH OF THE EXISTING SILTY SOIL LAYER.

Ⓑ WALL SUBGRADE SHALL BE APPROVED BY THE SOUTHWEST REGION SOILS ENGINEER PRIOR TO CONSTRUCTION OF THE WALL.

Ⓒ EXCAVATION LIMITS WILL BE DETERMINED BY THE DEPTH OF UNDERCUT REQUIRED AND THE EXCAVATION SLOPE DETERMINED BY THE CONTRACTOR. ALL EXCAVATION IS INCLUDED WITH THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-35."

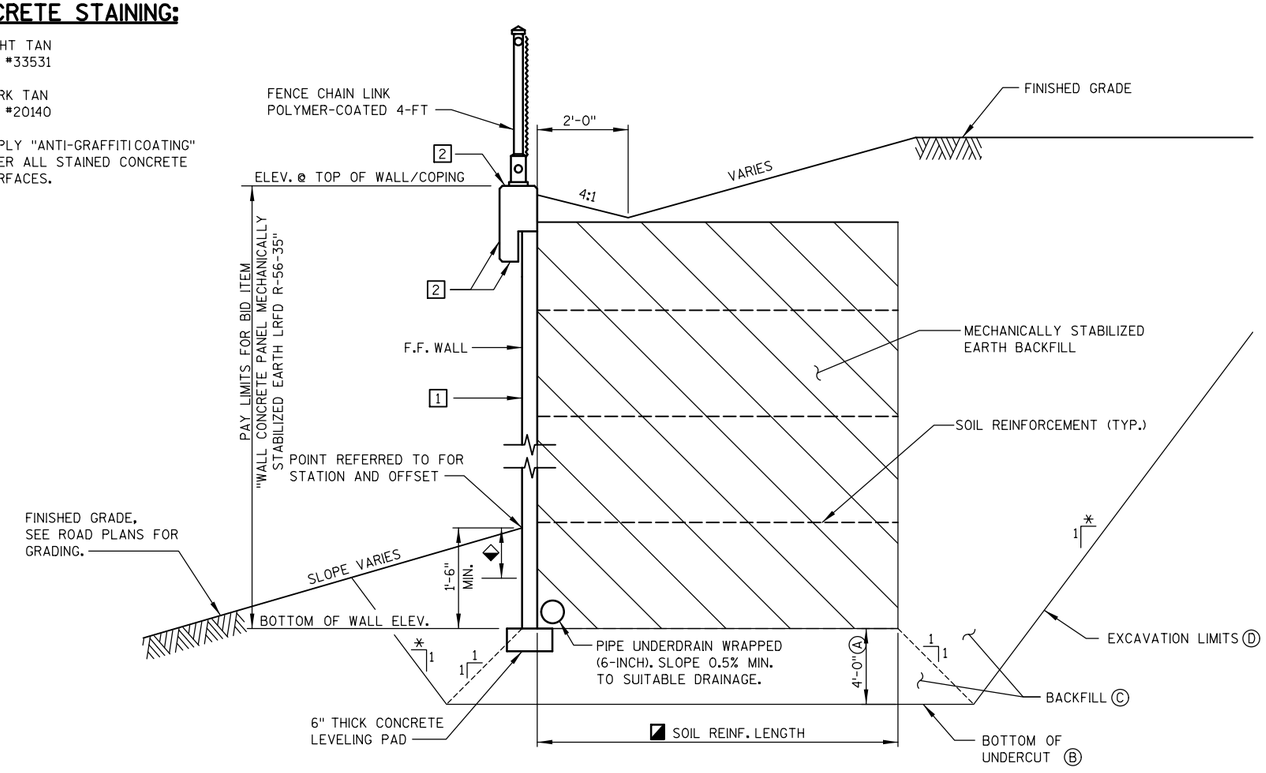
Ⓓ BACKFILL BENEATH THE WALL AND BEHIND THE REINFORCED SOIL ZONE SHALL BE EITHER GRANULAR BACKFILL OR THE M.S.E. WALL BACKFILL. ALL BACKFILL WITHIN THE EXCAVATION LIMITS REQUIRED TO CONSTRUCT THE WALL IS INCLUDED WITH THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-35."

CONCRETE STAINING:

[1] LIGHT TAN
FS #33531

[2] DARK TAN
FS #20140

APPLY "ANTI-GRAFFITI COATING" OVER ALL STAINED CONCRETE SURFACES.



TYPICAL SECTION THRU MSE RETAINING WALL

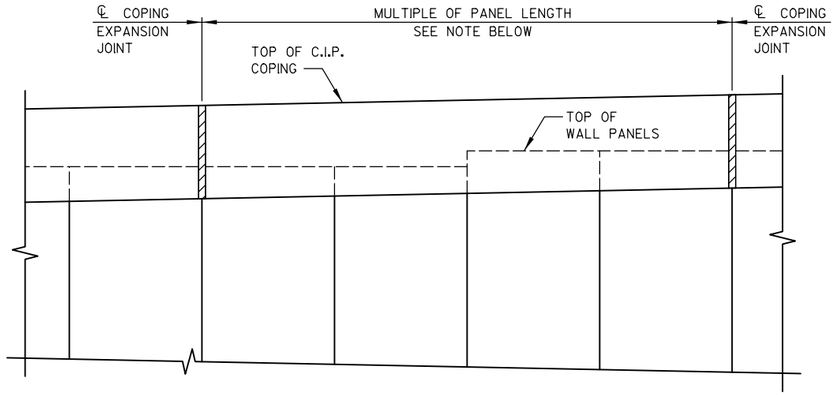
* EXCAVATION SLOPE DEETERMINED BY CONTRACTOR.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	FRICTION ANGLE (DEGREES)	COHESION (PSF)	TOTAL UNIT WEIGHT (PCF)
GRANULAR BACKFILL, (WITHIN THE WALL IN THE REINFORCING ZONE)	30	0	120
FILL (BEHIND THE REINFORCEMENT ZONE)	31	0	110
B-1			
MEDIUM-STIFF SILT EL. 938.0 - EL. 932.7	0	1,350	110
DENSE F-M SAND & F-C GRAVEL, TRACE OF SILT EL. 932.7 - EL. 930.7	32	0	125
DENSE FINE SILTY SAND, SOME F-C GRAVEL EL. 930.7 - EL. 913.2	34	0	125
B-2			
VERY STIFF SILT EL. 939.5 - EL. 938.2	0	2,500	125
VERY DENSE F-C SAND & GRAVEL EL. 938.2 - EL. 936.2	34	0	135
VERY DENSE F-C SAND & GRAVEL EL. 936.2 - EL. 929.2	35	0	135
DENSE-VERY DENSE F-M SILTY SAND, SOME GRAVEL, A FEW COBBLES EL. 929.2 - EL. 919.7	35	0	135

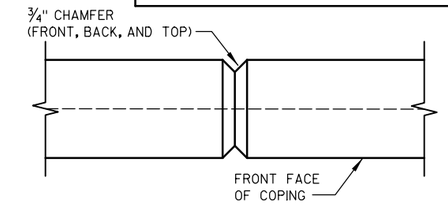
NOTES:
THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 5.2 FEET TO 12.8 FEET. THE FOLLOWING ASSUMPTIONS WERE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALL VARIES. RANGES FROM 20H:1V TO 30H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS VARIABLE FROM 3.1H:1V TO 4.9H:1V.
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM WALL EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE PANEL IS 5.5 INCHES.
8. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. GLOBAL STABILITY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN WAS COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.



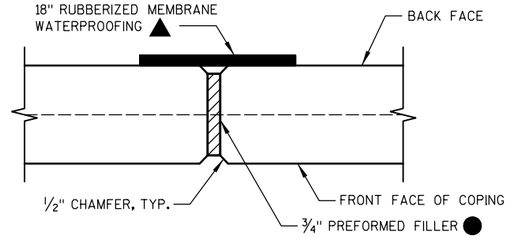
C.I.P. COPING PARTIAL ELEVATION

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATON AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE.



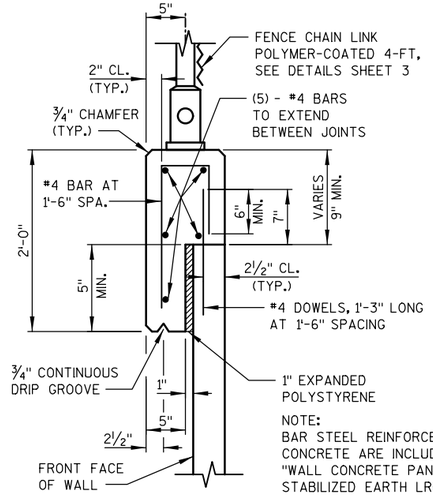
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINTS.
MAX. SPACING OF JOINT = 12'-0".
PLACE JOINTS VERTICAL.
JOINT SHALL LINE UP WITH PANEL JOINT BELOW.



COPING EXPANSION JOINT

-DO NOT RUN BAR STEEL THRU JOINTS.
-MAX. SPACING OF JOINT = 50'-0". PLACE JOINTS VERTICAL.
-JOINT SHALL LINE UP WITH PANEL JOINT BELOW.
-PREFORMED FILLER AND RUBBERIZED MEMBRANE WATERPROOFING ARE INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-35."



CAST-IN-PLACE CONCRETE COPING DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-35

DRAWN BY DTH | PLANS CK'D. KRB

WALL DETAILS

SHEET 2 OF 4
667

8

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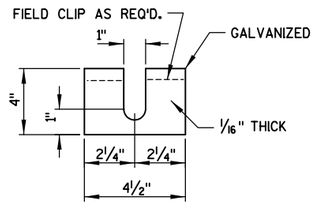
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STATE PROJECT NUMBER

1674-00-80

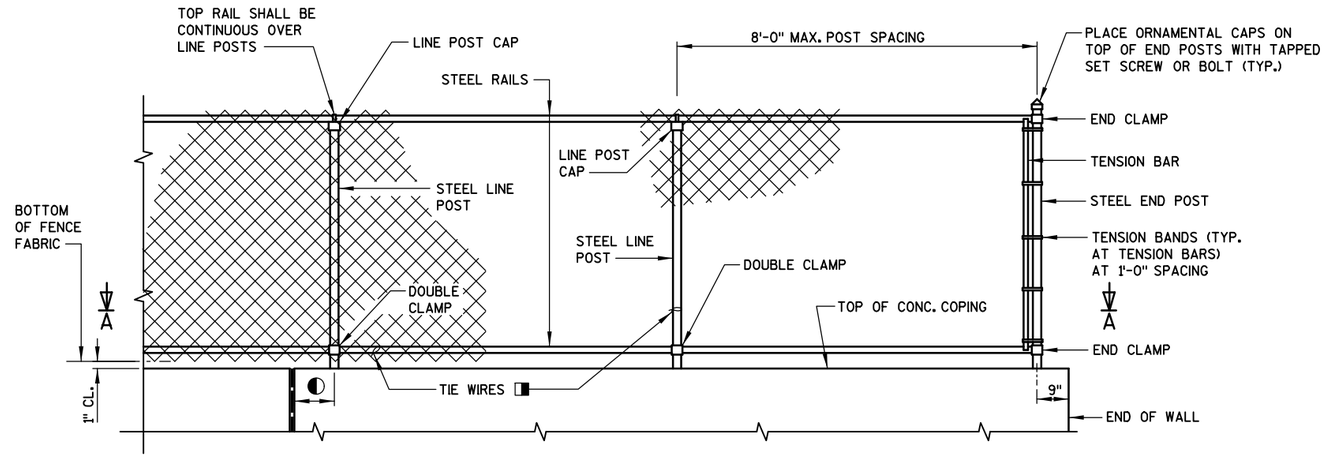
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



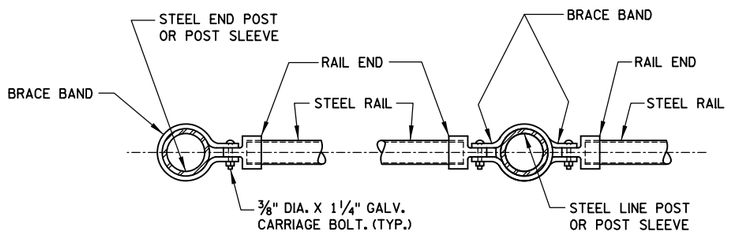
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

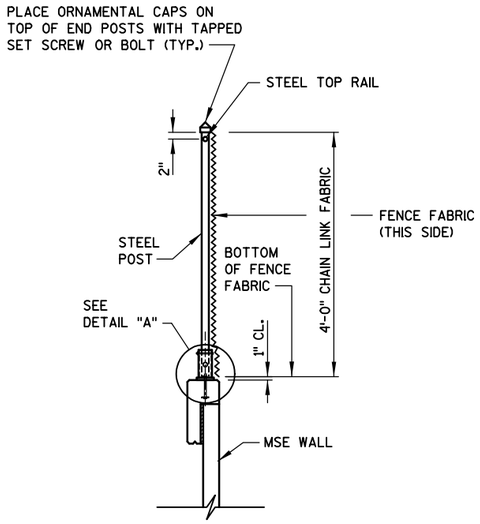
VIEWING FABRIC SIDE



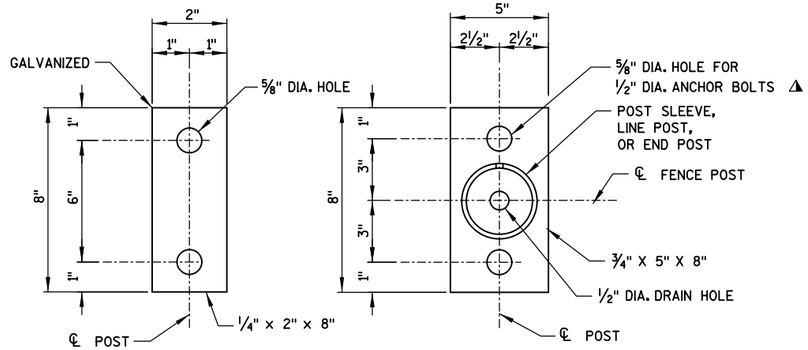
END CLAMP ✳ DOUBLE CLAMP

SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

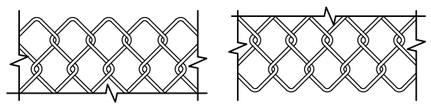


SECTION THRU FENCE



ANCHOR PLATE

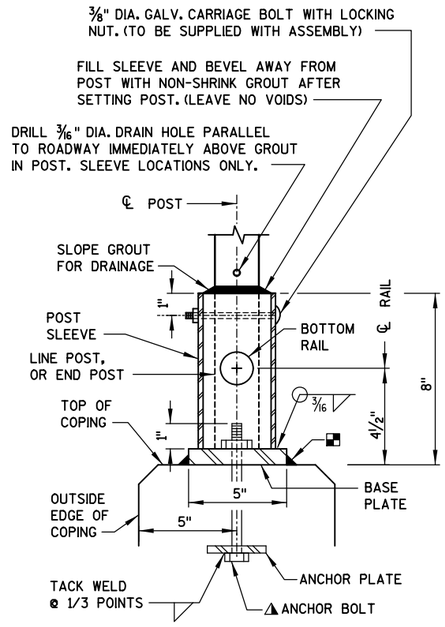
BASE PLATE



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION
NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

⚠ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" CONCRETE MASONRY ANCHOR, TYPE "S" (EPOXY ANCHOR). EMBED 6" MINIMUM IN CONCRETE. MIN. PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◐ 1'-0" MIN. DISTANCE BETWEEN CENTERLINE OF COPING JOINTS AND CENTERLINE OF FENCE POSTS.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-35

DRAWN BY DTH | PLANS CK'D. KRB

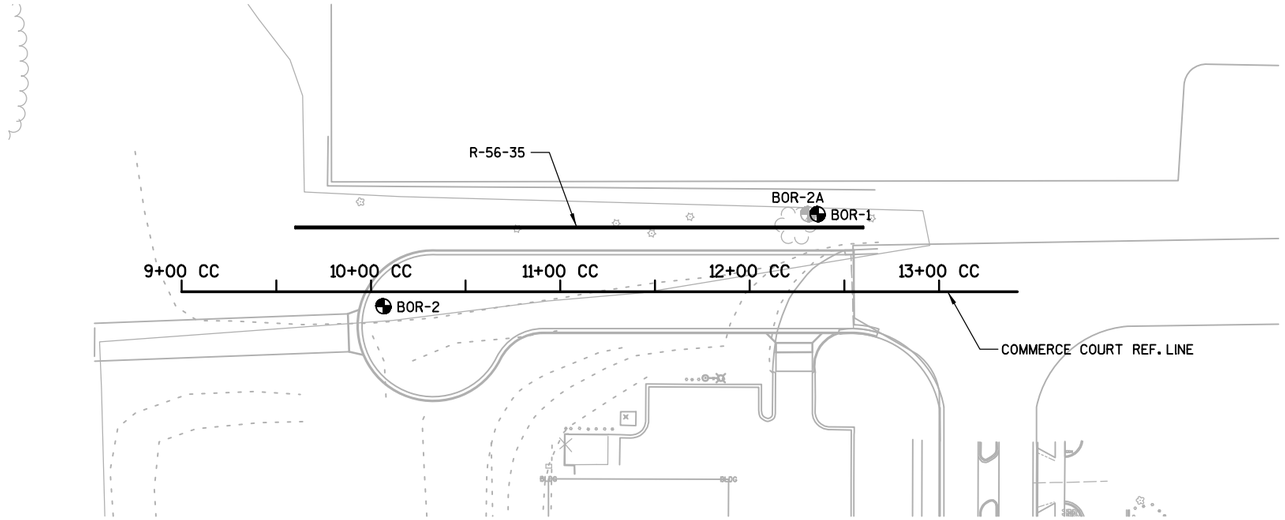
FENCE DETAILS

SHEET 3 OF 4
668

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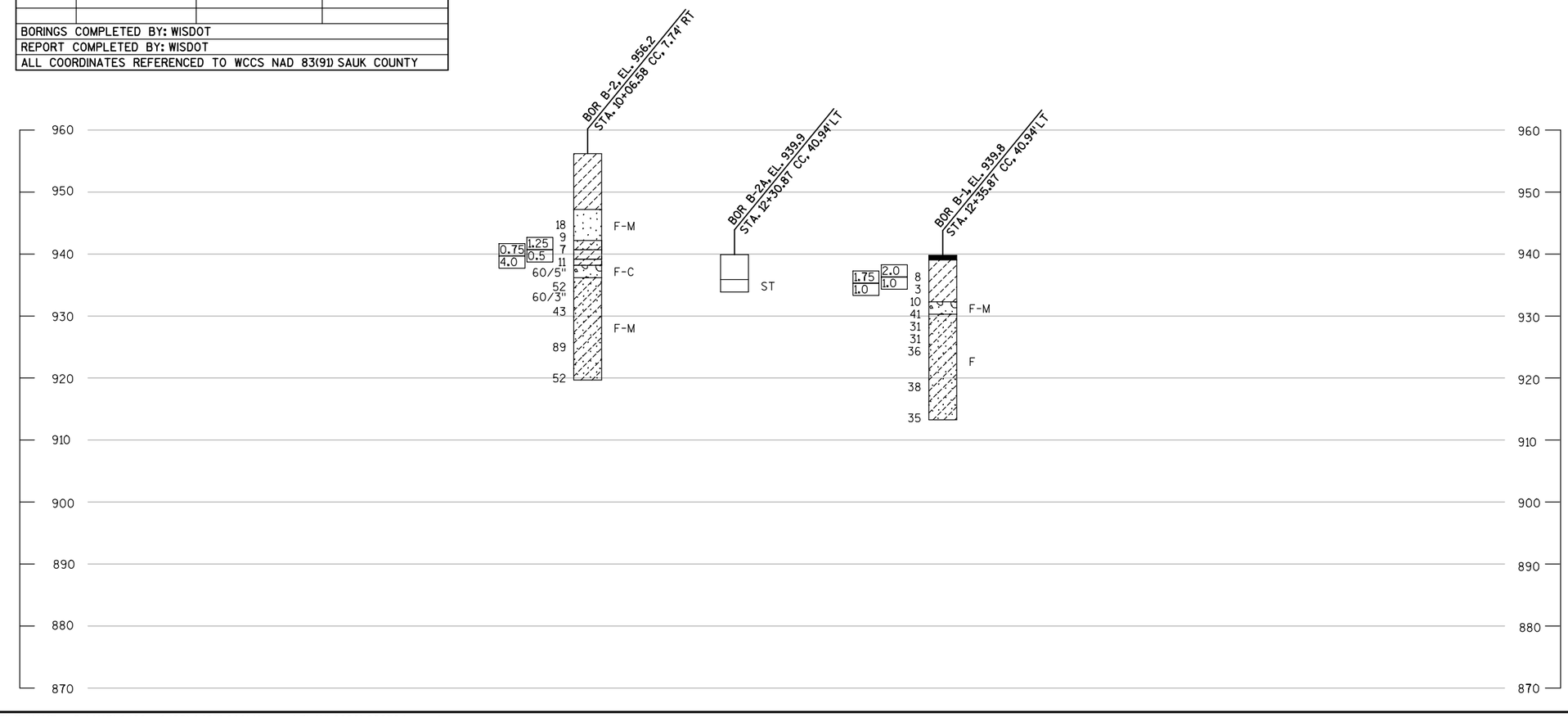
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LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2/8/2013	233905.172	642501.741
2	2/14/2013	233854.781	642272.827
2A	2/8/2013		
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			



STATE PROJECT NUMBER

1674-00-80

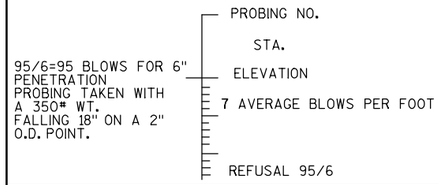
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

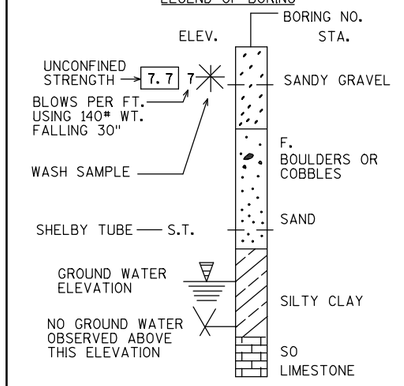
MATERIAL SYMBOLS

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 2" O.D. X 1.4" 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 R-56-35

DRAWN BY DTH | PLANS CK'D. KRB

SUBSURFACE EXPLORATION

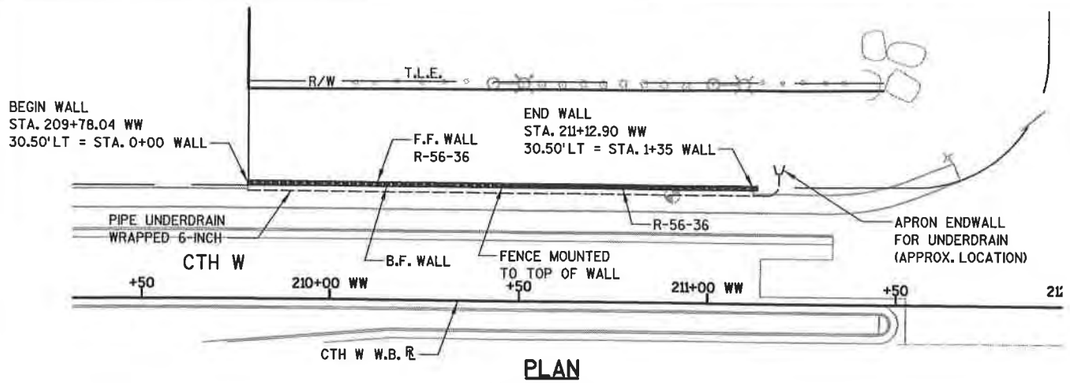
SHEET 4 OF 4
669

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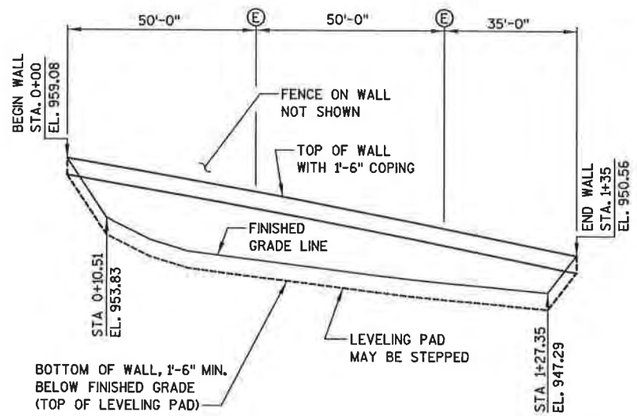
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FILE =
SCALE =



PLAN
(MSE PANEL WALL)



ELEVATION
(LOOKING AT B.F. OF WALL)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
517.1010.S.008	CONCRETE STAINING R-56-36	1,005	S.F.
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	150	L.F.
612.0806	APRON ENDWALL FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	1	EA.
SPV.0090.650	FENCE CHAIN LINK POLYMER-COATED 4-FT	135	L.F.
SPV.0165.413	ANTI-GRAFFITI COATING	1,005	S.F.
SPV.0165.652	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36	870	S.F.

ANTI-GRAFFITI COATING IS CATEGORY 0040.
ALL OTHER ITEMS ARE CATEGORY 0320.

GEOMETRY TABLE

WALL STATION	ROADWAY STATION	OFFSET (F.F. WALL)	NORTHING (F.F. WALL)	EASTING (F.F. WALL)	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM WALL ELEV.	EXPOSED WALL HEIGHT	LOCATION
0+00.00	209+78.04 WW	-30.5'	233,558.71	642,341.93	959.08	959.08	957.58	0.00'	BEGIN WALL
0+01.98	209+80.00 WW	-30.5'	---	---	958.97	958.08	956.58	0.89'	---
0+22.10	210+00.00 WW	-30.5'	---	---	957.82	951.90	950.40	5.92'	---
0+42.10	210+20.00 WW	-30.5'	---	---	956.63	950.46	948.96	6.17'	---
0+62.10	210+40.00 WW	-30.5'	---	---	955.39	949.62	948.12	5.77'	---
0+82.10	210+60.00 WW	-30.5'	---	---	954.10	948.78	947.28	5.32'	---
1+02.10	210+80.00 WW	-30.5'	---	---	952.76	948.08	946.58	4.68'	---
1+22.10	211+00.00 WW	-30.5'	---	---	951.40	947.45	945.95	3.95'	---
1+32.10	211+10.00 WW	-30.5'	---	---	950.72	949.66	948.16	1.06'	---
1+35.00	211+12.90 WW	-30.5'	233,558.76	642,476.93	950.56	950.56	949.06	0.00'	END WALL

BRETT M. OFTEDAHL E-41123 MADISON WI
WISCONSIN PROFESSIONAL ENGINEER
1/31/14

WALL EXTERNAL & OVERALL STABILITY EVALUATION

	DIMENSIONS	EVALUATED LOCATIONS		
	WALL HEIGHT (FEET)[1]	7.7	6.8	5.5
	EXPOSED WALL HEIGHT (FEET)	6.2	5.3	4.0
*	MINIMUM LENGTH OF REINFORCEMENT (FEET)[3]	8.0	8.0	8.0
	WALL STATION	0+42	0+82	1+22
	BORING	B-2	B-1	B-1
	CAPACITY TO DEMAND RATIO (CDR)[2,4]			
	SLIDING (CDR>1.0)	1.6	1.8	2.0
	ECCENTRICITY (CDR>1.0)	22	22	22
	OVERALL STABILITY (CDR>1.0)	1.4	N/A[5]	N/A[5]
	BEARING RESISTANCE (CDR>1.0)	2.2	2.5	5.2
	FACTORED BEARING RESISTANCE (PSF)	4,000	4,000	7,000

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 psf.
3. THE LENGTH OF REINFORCEMENT IS 8 FEET, WHICH IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
5. GLOBAL SLOPE STABILITY WAS ONLY EVALUATED AT THE CRITICAL WALL LOCATION.

* FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCH AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM: THEREFORE, DIFFERENTIAL SETTLEMENT IS NOT EXPECTED TO BE AN ISSUE.

2 THE SOUTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.

WISDOT PROJECT MANAGER:
JEREMY KRACHEY (608) 789-5702

BRIDGE OFFICE CONTACT:
BILL DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

STATE PROJECT NUMBER
1674-00-80

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

EXCAVATION FOR WALL IS INCLUDED WITH ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36".

ALL BAR STEEL REINFORCEMENT FOR CAST-IN-PLACE COPING IS TO BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS ARE ALONG THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. CENTER NAME PLATE ON COPING.

GAS, TELEPHONE, AND WATER UTILITIES BEHIND THE WALL WILL BE RELOCATED PRIOR TO THIS PROJECT. CONTRACTOR SHALL VERIFY THAT THE UTILITY RELOCATIONS HAVE BEEN COMPLETED AND SHALL LOCATE ALL ACTIVE UTILITIES PRIOR TO BEGINNING WALL CONSTRUCTION.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

CONCRETE MASONRY, COPING _____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ fy = 60,000 PSI

PRECAST CONCRETE WALL PANELS _____ f'c = 4,000 PSI

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD

LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

Ⓔ = COPING EXPANSION JOINT

T.L.E. = TEMPORARY LIMITED EASEMENT

R/W = RIGHT-OF-WAY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. FENCE DETAILS
4. SUBSURFACE EXPLORATION

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED _____ 6/19/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-56-36

RETAINING WALL AT NORTH SIDE OF CTH W

COUNTY	TOWN/~~CITY/VILLAGE~~
SAUK	BARABOO

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	BMO	DESIGN CK'D.	KRB	DRAWN BY	DTH	PLANS CK'D.	KRB

GENERAL PLAN

SHEET 1 OF 4
670

8

STATE PROJECT NUMBER
1674-00-80

LEGEND

▲ RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.

● SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE)

◪ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS IS PROVIDED IN THE WALL EXTERNAL AND OVERALL STABILITY TABLE. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS. ACTUAL CALCULATED LENGTHS OF REINFORCING STRIPS WILL NEED TO EXCEED THESE MINIMUMS IN ORDER TO SATISFY MINIMUM FACTORS OF SAFETY FOR VARIOUS MSE PARAMETERS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.

◆ STAIN CONCRETE WALL PANELS TO 1'-0" BELOW FINISHED GRADE ELEV.

CONCRETE STAINING:

[1] LIGHT TAN
FS #33531

[2] DARK TAN
FS #20140

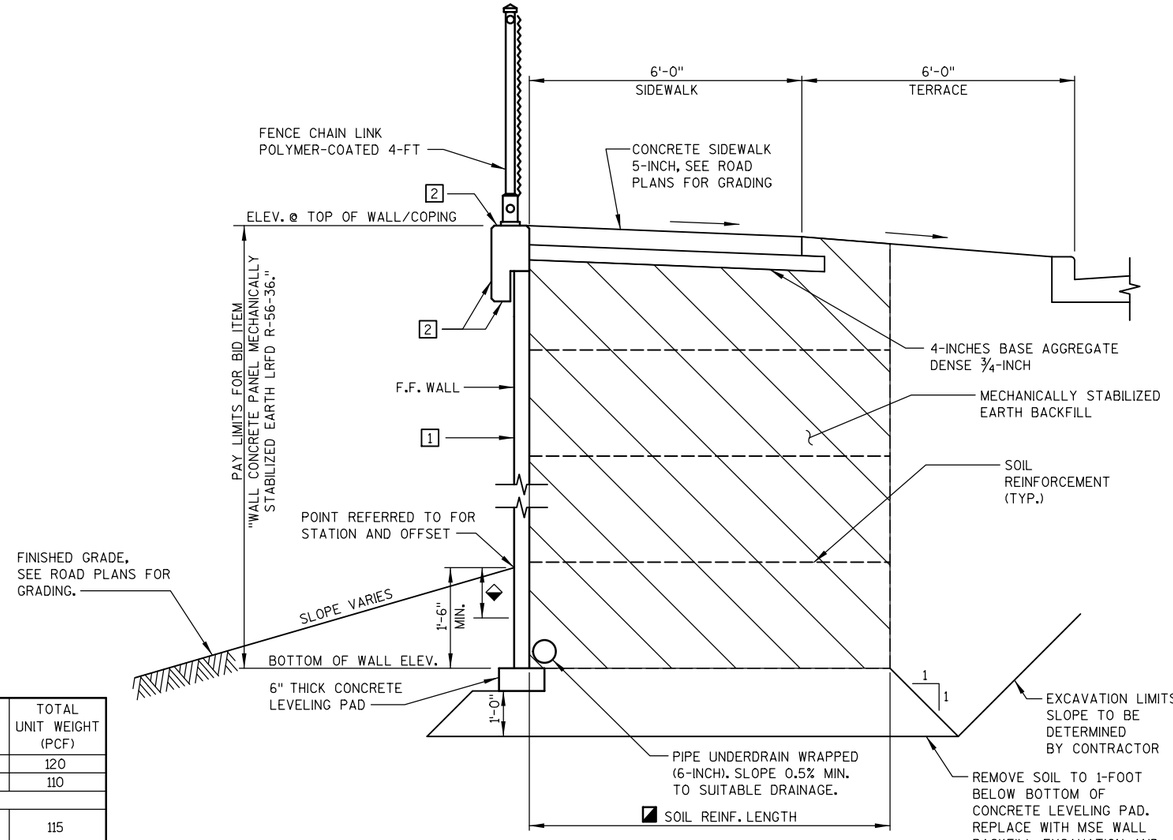
APPLY "ANTI-GRAFFITI COATING" OVER ALL STAINED CONCRETE SURFACES.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	FRICTION ANGLE (DEGREES)	COHESION (PSF)	TOTAL UNIT WEIGHT (PCF)
GRANULAR BACKFILL, (WITHIN THE WALL IN THE REINFORCING ZONE)	30	0	120
FILL (BEHIND THE REINFORCEMENT ZONE)	31	0	110
B-1			
FILL EL. 947.3 - EL. 946.3	30	0	115
VERY STIFF TO HARD SILT, TRACE OF FINE SAND EL. 946.3 - EL. 942.3	0	3,800	125
LOOSE F-SILTY SAND, TRACE OF GRAVEL, LITTLE SILT EL. 942.3 - EL. 938.3	30	0	110
FIRM F-C SAND & GRAVEL EL. 938.3 - EL. 937.3	31	0	110
FIRM F-M SILTY SAND, SOME GRAVEL EL. 937.3 - EL. 933.3	32	0	115
FIRM F-C SILTY SAND & GRAVEL EL. 933.3 - EL. 931.3	33	0	115
FIRM FINE SAND EL. 931.3 - EL. 928.3	33	0	120
FIRM F-SILTY SAND, SOME GRAVEL EL. 928.3 - EL. 923.3	33	0	120
FIRM SILT, LITTLE SAND EL. 923.3 - EL. 919.8	32	0	120
B-2			
FILL EL. 949.0 - EL. 944.9	31	0	115
FIRM FINE SILTY SAND, SOME GRAVEL EL. 944.9 - EL. 934.9	32	0	115
DENSE-VERY DENSE F-M SILTY SAND, SOME GRAVEL EL. 934.9 - EL. 919.4	36	0	130

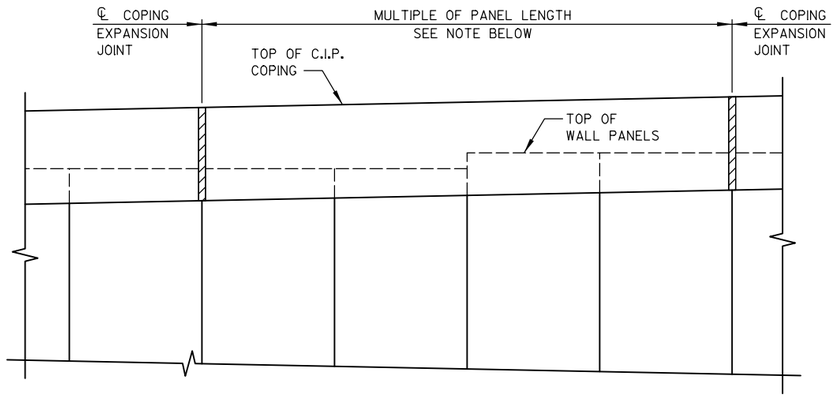
NOTES:
THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 4 FEET TO 6.2 FEET. THE FOLLOWING ASSUMPTIONS WERE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALL IS HORIZONTAL.
2. THE SLOPE IN FRONT OF THE WALL IS VARIABLE FROM 4H:1V TO 6H:1V.
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM WALL EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE PANEL IS 5.5 INCHES.
8. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. GLOBAL STABILITY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN WAS COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.



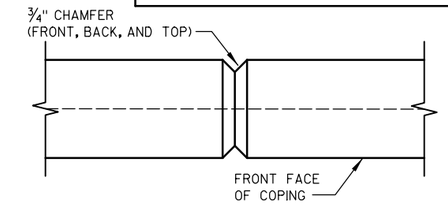
TYPICAL SECTION THRU MSE RETAINING WALL

REMOVE TOPSOIL OR ANY OTHER SOFT MATERIAL BELOW THE WALL AND REPLACE IT WITH GRANULAR BACKFILL.



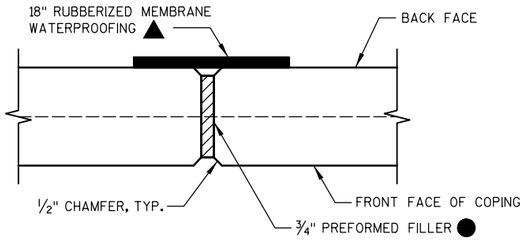
C.I.P. COPING PARTIAL ELEVATION

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATON AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE.



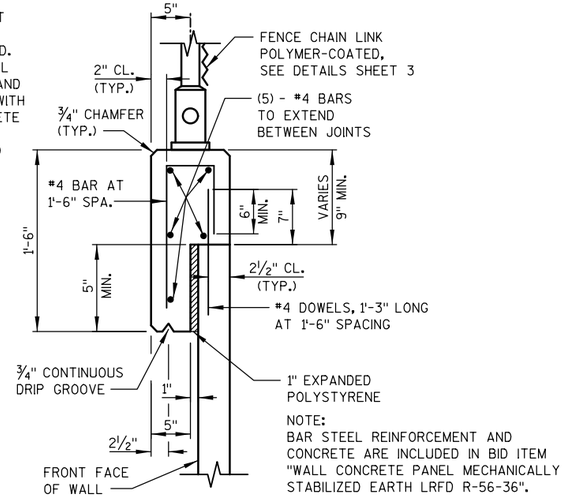
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINTS.
MAX. SPACING OF JOINT = 12'-0".
PLACE JOINTS VERTICAL.
JOINT SHALL LINE UP WITH PANEL JOINT BELOW.



COPING EXPANSION JOINT

-DO NOT RUN BAR STEEL THRU JOINTS.
-MAX. SPACING OF JOINT = 50'-0". PLACE JOINTS VERTICAL.
-JOINT SHALL LINE UP WITH PANEL JOINT BELOW.
-PREFORMED FILLER AND RUBBERIZED MEMBRANE WATERPROOFING ARE INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."



NOTE:
BAR STEEL REINFORCEMENT AND CONCRETE ARE INCLUDED IN BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-56-36".

CAST-IN-PLACE CONCRETE COPING DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-36

DRAWN BY DTH | PLANS CK'D. KRB

WALL DETAILS

SHEET 2 OF 4
671

8

8

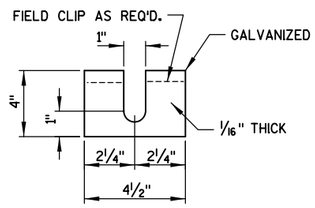
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STATE PROJECT NUMBER

1674-00-80

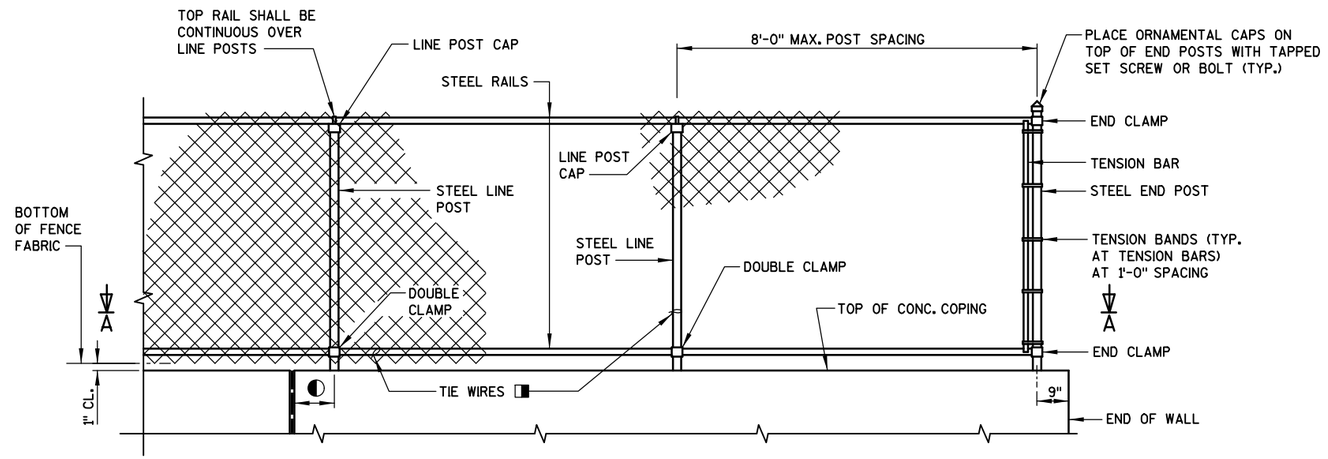
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



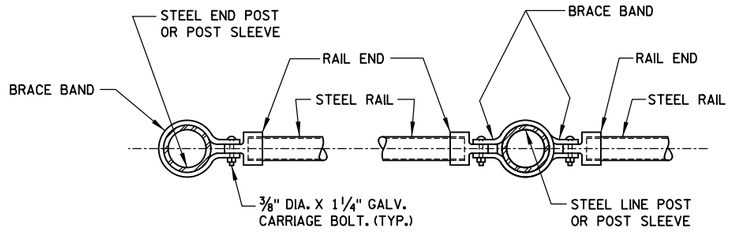
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

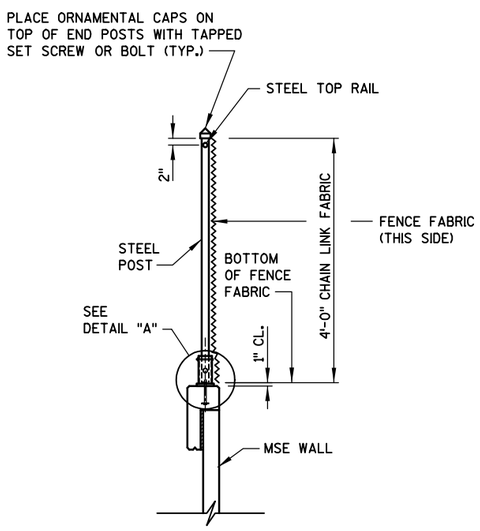
VIEWING FABRIC SIDE



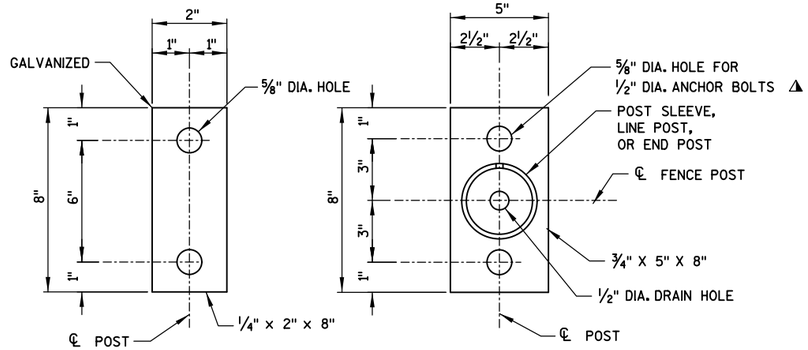
END CLAMP ✳ DOUBLE CLAMP

SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

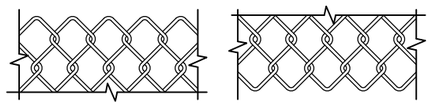


SECTION THRU FENCE



ANCHOR PLATE

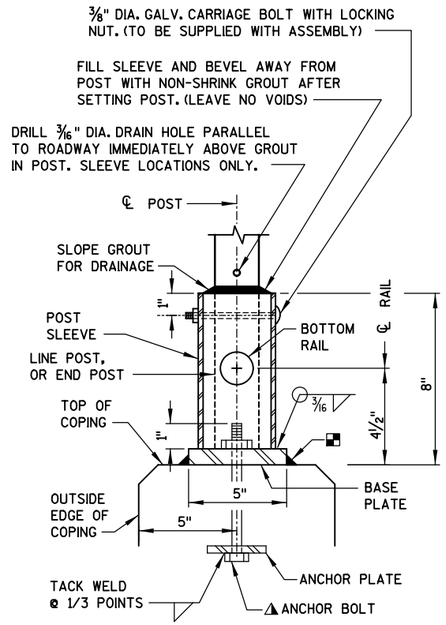
BASE PLATE



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION
NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

⚠ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" CONCRETE MASONRY ANCHOR, TYPE "S" (EPOXY ANCHOR). EMBED 6" MINIMUM IN CONCRETE. MIN. PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◐ 1'-0" MIN. DISTANCE BETWEEN CENTERLINE OF COPING JOINTS AND CENTERLINE OF FENCE POSTS.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-36

DRAWN BY DTH | PLANS CK'D. KRB

FENCE DETAILS

SHEET 3 OF 4
672

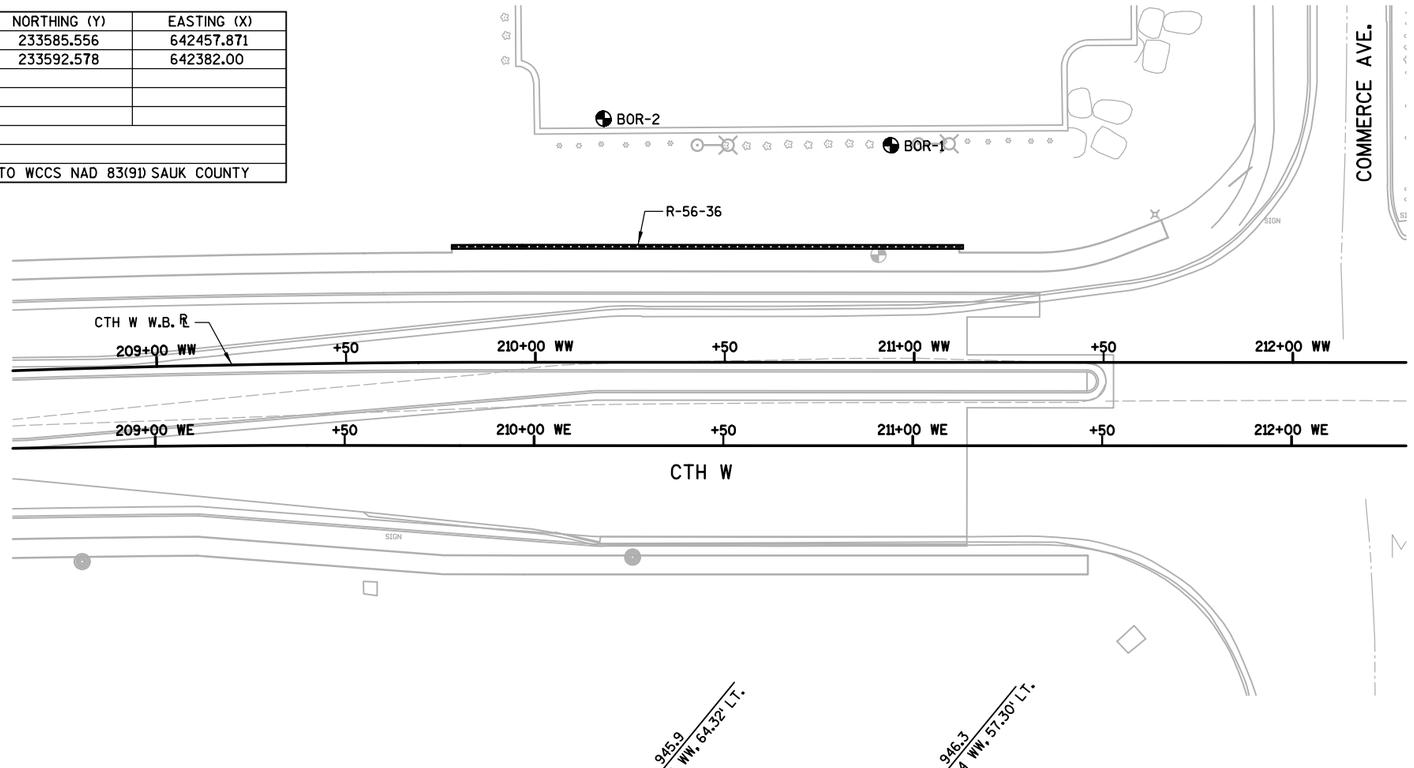
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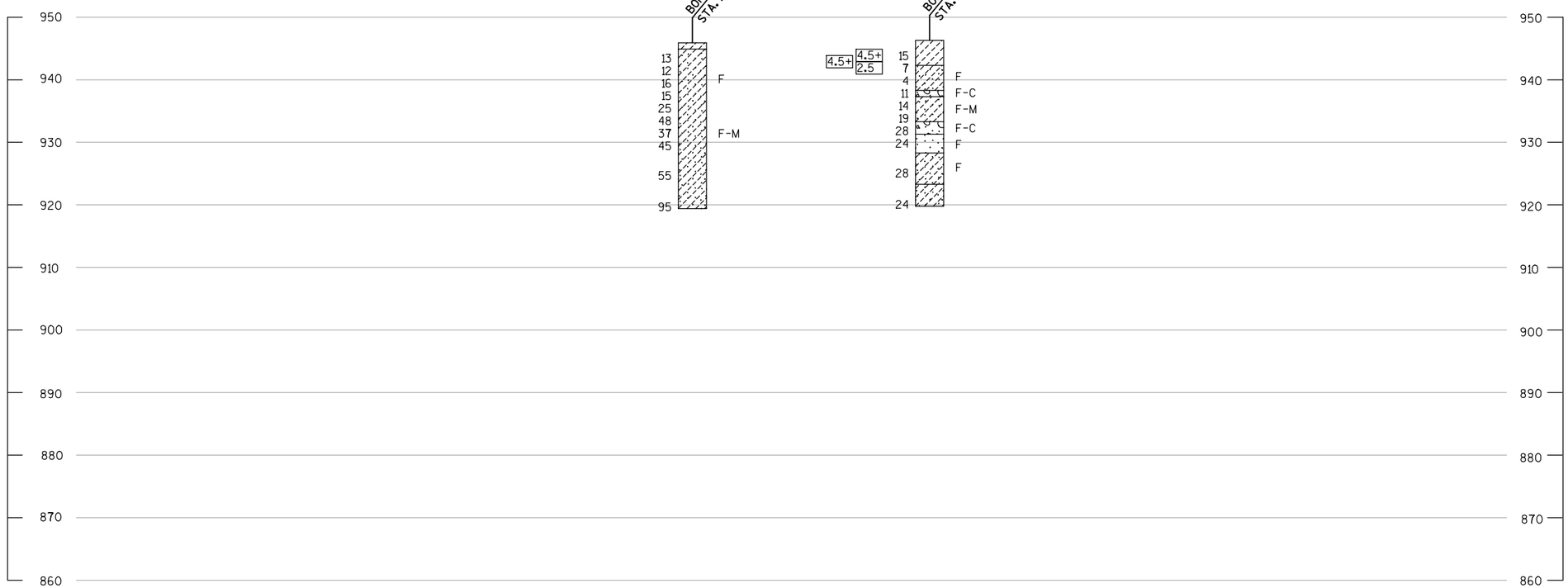
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LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2/14/13	233585.556	642457.871
2	2/15/13	233592.578	642382.00
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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STATE PROJECT NUMBER

1674-00-80

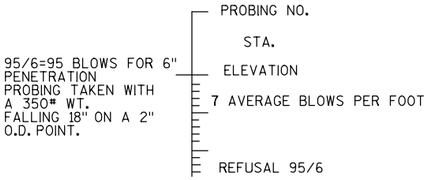
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

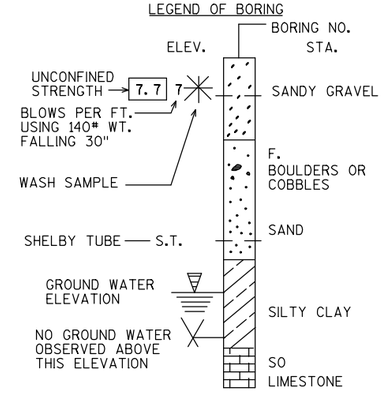
MATERIAL SYMBOLS

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 2" O.D. X 1.4" 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 R-56-36

DRAWN BY DTH | PLANS CK'D. KRB

SUBSURFACE EXPLORATION

SHEET 4 OF 4
673

8

8

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0080\080404_sx.dgn

FILE =
SCALE =

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Cut or Borrow
5 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
6 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
7 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]

DIVISION 1 (STA 321+83EB - STA 359+58EB): USH 12 EB

		Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
STATION	Distance	Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
321+83		50	0	4	0	0	0													
322+00	17	31	0	1	0	0	0	25	0	2	0	0	1	25	1	0	0	0	1	24
323+00	100	100	0	4	0	0	0	242	0	10	0	0	12	267	1	0	0	0	11	265
324+00	100	20	0	426	0	0	0	221	0	797	0	0	11	488	986	0	0	0	20	-498
325+00	100	0	0	1,688	0	0	0	37	0	3,914	0	0	2	525	5,877	0	0	0	21	-5,352
326+00	100	3	0	3,222	0	0	0	7	0	9,093	0	0	0	532	17,243	0	0	0	21	-16,711
327+00	100	0	0	4,726	0	0	0	6	0	14,719	0	0	0	538	35,642	0	0	0	22	-35,104
328+00	100	0	0	5,823	0	0	0	0	0	19,534	0	0	0	538	60,059	0	0	0	22	-59,521
329+00	100	0	0	4,029	0	0	0	0	0	18,244	0	0	0	538	82,865	0	0	0	22	-82,326
330+00	100	0	0	2,747	0	0	0	0	0	12,550	0	0	0	538	98,552	0	0	0	22	-98,013
331+00	100	0	0	1,149	0	0	0	0	0	7,216	0	0	0	538	107,571	0	0	0	22	-107,033
332+00	100	0	0	305	0	0	0	0	0	2,693	0	0	0	538	110,937	0	0	0	22	-110,399
333+00	100	181	0	0	0	0	0	334	0	565	0	0	17	873	111,626	0	0	0	35	-110,754
334+00	100	20	0	324	0	0	0	372	0	601	0	0	19	1,244	112,359	0	0	0	50	-111,114
335+00	100	0	0	1,038	0	0	0	37	0	2,523	0	0	2	1,282	115,511	0	0	0	51	-114,229
336+00	100	0	0	1,778	0	0	0	0	0	5,216	0	0	0	1,282	122,031	0	0	0	51	-120,749
337+00	100	0	0	2,458	0	0	0	0	0	7,845	0	0	0	1,282	131,837	0	0	0	51	-130,555
338+00	100	0	0	1,746	0	0	0	0	0	7,786	0	0	0	1,282	141,569	0	0	0	51	-140,287
339+00	100	0	0	2,318	0	0	0	0	0	7,527	0	0	0	1,282	150,978	0	0	0	51	-149,697
340+00	100	0	0	2,232	0	0	0	0	0	8,426	0	0	0	1,282	161,511	0	0	0	51	-160,230
341+00	100	0	0	1,134	0	0	0	0	0	6,233	0	0	0	1,282	169,302	0	0	0	51	-168,020
342+00	100	0	0	1,273	0	0	0	0	0	4,458	0	0	0	1,282	174,874	0	0	0	51	-173,592
343+00	100	3	0	761	0	0	0	6	0	3,768	0	0	0	1,288	179,584	0	0	0	52	-178,296
344+00	100	0	0	1,498	0	0	0	6	0	4,185	0	0	0	1,294	184,815	0	0	0	52	-183,520
345+00	100	0	0	2,210	0	0	0	0	0	6,868	0	0	0	1,294	193,400	0	0	0	52	-192,106
346+00	100	0	0	390	0	0	0	0	0	4,815	0	0	0	1,294	199,418	0	0	0	52	-198,124
347+00	100	396	0	0	0	0	0	733	0	722	0	0	37	2,027	200,284	0	0	0	81	-198,257
348+00	100	299	0	0	0	0	0	1,286	0	0	0	0	64	3,313	200,219	0	0	0	133	-196,906
349+00	100	203	0	0	0	0	0	929	0	0	0	0	46	4,242	200,173	0	0	0	170	-195,931
350+00	100	928	0	0	0	0	0	2,094	0	0	0	0	105	6,336	200,068	0	0	0	253	-193,732
351+00	100	373	0	63	0	0	0	2,408	0	117	0	0	120	8,745	200,094	0	0	0	350	-191,350
352+00	100	205	0	164	0	0	0	1,069	0	421	0	0	53	9,814	200,567	0	0	0	393	-190,753
353+00	100	312	0	764	0	0	0	957	0	1,718	0	0	48	10,770	202,667	0	0	0	431	-191,896
354+00	100	679	0	922	0	0	0	1,835	0	3,122	0	0	92	12,605	206,477	0	0	0	504	-193,872
355+00	100	1,585	0	344	0	0	0	4,193	0	2,345	0	0	210	16,798	209,198	0	0	0	672	-192,400
356+00	100	2,755	0	166	0	0	0	8,037	0	945	0	0	402	24,835	209,977	0	0	0	993	-185,143
357+00	100	2,899	0	51	0	0	0	10,469	0	401	0	0	523	35,304	209,955	0	0	0	1,412	-174,651
358+00	100	3,526	0	15	0	0	0	11,898	0	121	0	0	595	47,201	209,511	0	0	0	1,888	-162,310
359+00	100	4,212	0	27	0	0	0	14,330	0	78	0	0	716	61,531	208,892	0	0	0	2,461	-147,361
359+59	59	4,152	0	0	0	0	0	9,137	0	30	0	0	457	70,668	208,472	0	0	0	2,827	-137,805
								70,668	0	169,605	0	0	3,533							

DIVISION 1 (STA 362+02EB - STA 372+90EB): USH 12 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
362+02		1,576	0	314	0	0	0													
363+00	98	2,428	0	0	0	0	0	7,251	0	569	0	0	363	7,251	348	0	0	0	290	6,903
364+00	100	2,909	0	0	0	0	0	9,883	0	0	0	0	494	17,134	-146	0	0	0	685	17,280
365+00	100	2,854	0	0	0	0	0	10,672	0	0	0	0	534	27,806	-680	0	0	0	1,112	28,486
366+00	100	2,102	0	0	0	0	0	9,178	0	0	0	0	459	36,984	-1,138	0	0	0	1,479	38,122
367+00	100	1,296	0	0	0	0	0	6,291	0	0	0	0	315	43,275	-1,453	0	0	0	1,731	44,728
368+00	100	906	0	0	0	0	0	4,077	0	0	0	0	204	47,352	-1,657	0	0	0	1,894	49,009
369+00	100	757	0	0	0	0	0	3,079	0	0	0	0	154	50,431	-1,811	0	0	0	2,017	52,242
370+00	100	561	0	0	0	0	0	2,441	0	0	0	0	122	52,872	-1,933	0	0	0	2,115	54,805
371+00	100	298	0	0	0	0	0	1,591	0	0	0	0	80	54,463	-2,012	0	0	0	2,179	56,475
372+00	100	64	0	0	0	0	0	669	0	0	0	0	33	55,132	-2,046	0	0	0	2,205	57,177
372+90	90	0	0	812	0	0	0	105	0	1,348	0	0	5	55,237	-366	0	0	0	2,209	55,603
								55,237	0	1,916	0	0	2,762							

DIVISION 1 (STA 322+54WB - STA 359+27WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
322+54		3	0	305	0	0	0													
323+00	46	1	0	54	0	0	0	3	0	304	0	0	0	3	380	0	0	0	0	-377
324+00	100	0	0	817	0	0	0	2	0	1,613	0	0	0	6	2,397	0	0	0	0	-2,391
325+00	100	0	0	2,105	0	0	0	0	0	5,410	0	0	0	6	9,159	0	0	0	0	-9,153
326+00	100	0	0	3,238	0	0	0	0	0	9,895	0	0	0	6	21,527	0	0	0	0	-21,522
327+00	100	0	0	4,599	0	0	0	0	0	14,514	0	0	0	6	39,670	0	0	0	0	-39,664
328+00	100	0	0	5,289	0	0	0	0	0	18,311	0	0	0	6	62,559	0	0	0	0	-62,553
329+00	100	0	0	3,592	0	0	0	0	0	16,447	0	0	0	6	83,117	0	0	0	0	-83,111
330+00	100	0	0	2,592	0	0	0	0	0	11,452	0	0	0	6	97,432	0	0	0	0	-97,427
331+00	100	0	0	1,568	0	0	0	0	0	7,703	0	0	0	6	107,061	0	0	0	0	-107,055
332+00	100	8	0	126	0	0	0	15	0	3,136	0	0	1	20	110,979	0	0	0	1	-110,959
333+00	100	765	0	0	0	0	0	1,431	0	233	0	0	72	1,451	111,199	0	0	0	58	-109,748
334+00	100	599	0	0	0	0	0	2,526	0	0	0	0	126	3,977	111,072	0	0	0	159	-107,095
335+00	100	98	0	209	0	0	0	1,292	0	387	0	0	65	5,269	111,491	0	0	0	211	-106,222
336+00	100	2	0	1,011	0	0	0	186	0	2,258	0	0	9	5,455	114,305	0	0	0	218	-108,850
337+00	100	0	0	1,767	0	0	0	4	0	5,145	0	0	0	5,458	120,735	0	0	0	218	-115,277
338+00	100	1	0	938	0	0	0	1	0	5,011	0	0	0	5,460	126,999	0	0	0	218	-121,539
339+00	100	511	0	378	0	0	0	947	0	2,438	0	0	47	6,407	129,999	0	0	0	256	-123,592
340+00	100	0	0	1,883	0	0	0	946	0	4,188	0	0	47	7,353	135,186	0	0	0	294	-127,833
341+00	100	0	0	473	0	0	0	0	0	4,364	0	0	0	7,353	140,641	0	0	0	294	-133,288
342+00	100	13	0	75	0	0	0	23	0	1,015	0	0	1	7,376	141,909	0	0	0	295	-134,533
343+00	100	180	0	0	0	0	0	357	0	139	0	0	18	7,733	142,064	0	0	0	309	-134,331
344+00	100	0	0	254	0	0	0	334	0	471	0	0	17	8,067	142,636	0	0	0	323	-134,569
345+00	100	0	0	730	0	0	0	0	0	1,822	0	0	0	8,067	144,914	0	0	0	323	-136,846
346+00	100	0	0	438	0	0	0	0	0	2,161	0	0	0	8,067	147,616	0	0	0	323	-139,548
347+00	100	154	0	127	0	0	0	286	0	1,046	0	0	14	8,353	148,908	0	0	0	334	-140,556
348+00	100	77	0	33	0	0	0	427	0	297	0	0	21	8,780	149,258	0	0	0	351	-140,478
349+00	100	179	0	0	0	0	0	472	0	62	0	0	24	9,253	149,312	0	0	0	370	-140,059
350+00	100	153	0	123	0	0	0	613	0	227	0	0	31	9,866	149,565	0	0	0	395	-139,699
351+00	100	129	0	154	0	0	0	521	0	512	0	0	26	10,387	150,179	0	0	0	415	-139,792
352+00	100	27	0	188	0	0	0	288	0	633	0	0	14	10,676	150,956	0	0	0	427	-140,280
353+00	100	0	0	1,198	0	0	0	49	0	2,566	0	0	2	10,725	154,162	0	0	0	429	-143,437
354+00	100	0	0	1,497	0	0	0	0	0	4,990	0	0	0	10,725	160,399	0	0	0	429	-149,674
355+00	100	0	0	1,313	0	0	0	0	0	5,203	0	0	0	10,725	166,903	0	0	0	429	-156,178
356+00	100	0	0	1,371	0	0	0	0	0	4,970	0	0	0	10,725	173,115	0	0	0	429	-162,390
357+00	100	74	0	942	0	0	0	137	0	4,283	0	0	7	10,863	178,463	0	0	0	435	-167,600
358+00	100	369	0	423	0	0	0	820	0	2,527	0	0	41	11,683	181,581	0	0	0	467	-169,898
359+00	100	820	0	137	0	0	0	2,201	0	1,037	0	0	110	13,884	182,767	0	0	0	555	-168,882
359+27	27	766	0	153	0	0	0	792	0	145	0	0	40	14,676	182,908	0	0	0	587	-168,232
								14,676	0	146,913	0	0	734							

DIVISION 1 (STA 361+70WB - STA 372+81WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
361+70		3,617	0	0	0	0	0													
362+00	30	3,643	0	0	0	0	0	4,010	0	0	0	0	200	4,010	-200	0	0	0	160	4,210
363+00	100	3,719	0	0	0	0	0	13,634	0	0	0	0	682	17,643	-882	0	0	0	706	18,525
364+00	100	3,832	0	0	0	0	0	13,982	0	0	0	0	699	31,625	-1,581	0	0	0	1,265	33,207
365+00	100	3,382	0	0	0	0	0	13,358	0	0	0	0	668	44,983	-2,249	0	0	0	1,799	47,232
366+00	100	2,245	0	0	0	0	0	10,419	0	0	0	0	521	55,402	-2,770	0	0	0	2,216	58,172
367+00	100	1,336	0	0	0	0	0	6,630	0	0	0	0	332	62,032	-3,102	0	0	0	2,481	65,134
368+00	100	847	0	0	0	0	0	4,042	0	0	0	0	202	66,075	-3,304	0	0	0	2,643	69,379
369+00	100	602	0	0	0	0	0	2,684	0	0	0	0	134	68,759	-3,438	0	0	0	2,750	72,197
370+00	100	417	0	0	0	0	0	1,888	0	0	0	0	94	70,647	-3,532	0	0	0	2,826	74,179
371+00	100	109	0	0	0	0	0	974	0	0	0	0	49	71,621	-3,581	0	0	0	2,865	75,202
372+00	100	12	0	297	0	0	0	224	0	551	0	0	11	71,844	-2,904	0	0	0	2,874	74,748
372+81	81	0	0	759	0	0	0	18	0	1,587	0	0	1	71,862	-921	0	0	0	2,874	72,783
								71,862	0	2,138	0	0	3,593							

DIVISION 1 (STA 345+45A - STA 360+38A): STH 136 EB RAMP

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
345+45		0	0	1,019	0	0	0													
345+50	5	0	0	982	0	0	0	0	0	177	0	0	0	0	221	0	0	0	0	-221
346+00	50	0	0	590	0	0	0	0	0	1,456	0	0	0	0	2,041	0	0	0	0	-2,041
346+50	50	0	0	128	0	0	0	0	0	665	0	0	0	0	2,872	0	0	0	0	-2,872
347+00	50	165	0	0	0	0	0	153	0	119	0	0	8	153	3,013	0	0	0	6	-2,860
347+50	50	547	0	0	0	0	0	660	0	0	0	0	33	812	2,980	0	0	0	32	-2,167
348+00	50	778	0	0	0	0	0	1,227	0	0	0	0	61	2,040	2,918	0	0	0	82	-879
348+50	50	859	0	0	0	0	0	1,516	0	0	0	0	76	3,555	2,843	0	0	0	142	713
349+00	50	976	0	0	0	0	0	1,698	0	0	0	0	85	5,254	2,758	0	0	0	210	2,496
349+50	50	1,295	0	0	0	0	0	2,102	0	0	0	0	105	7,356	2,653	0	0	0	294	4,704
350+00	50	1,783	0	0	0	0	0	2,850	0	0	0	0	143	10,207	2,510	0	0	0	408	7,696
350+50	50	2,091	0	0	0	0	0	3,588	0	0	0	0	179	13,794	2,331	0	0	0	552	11,463
351+00	50	2,153	0	0	0	0	0	3,930	0	0	0	0	196	17,724	2,134	0	0	0	709	15,590
351+50	50	1,820	0	0	0	0	0	3,679	0	0	0	0	184	21,403	1,950	0	0	0	856	19,452
352+00	50	1,453	0	0	0	0	0	3,031	0	0	0	0	152	24,433	1,799	0	0	0	977	22,634
352+50	50	1,372	0	0	0	0	0	2,616	0	0	0	0	131	27,049	1,668	0	0	0	1,082	25,381
353+00	50	1,282	0	0	0	0	0	2,458	0	0	0	0	123	29,507	1,545	0	0	0	1,180	27,962
353+50	50	1,075	0	0	0	0	0	2,183	0	0	0	0	109	31,690	1,436	0	0	0	1,268	30,254
354+00	50	1,573	0	0	0	0	0	2,452	0	0	0	0	123	34,142	1,313	0	0	0	1,366	32,828
354+50	50	2,005	0	0	0	0	0	3,313	0	0	0	0	166	37,454	1,148	0	0	0	1,498	36,306
355+00	50	2,500	0	0	0	0	0	4,171	0	0	0	0	209	41,625	939	0	0	0	1,665	40,686
355+50	50	2,781	0	0	0	0	0	4,889	0	0	0	0	244	46,514	695	0	0	0	1,861	45,819
356+00	50	2,297	0	0	0	0	0	4,702	0	0	0	0	235	51,216	460	0	0	0	2,049	50,756
356+50	50	1,927	0	0	0	0	0	3,912	0	0	0	0	196	55,128	264	0	0	0	2,205	54,863
357+00	50	1,906	0	0	0	0	0	3,549	0	0	0	0	177	58,677	87	0	0	0	2,347	58,590
357+50	50	2,190	0	0	0	0	0	3,792	0	0	0	0	190	62,469	-103	0	0	0	2,499	62,571
358+00	50	1,667	0	0	0	0	0	3,571	0	0	0	0	179	66,040	-281	0	0	0	2,642	66,321
358+50	50	1,229	0	0	0	0	0	2,682	0	0	0	0	134	68,722	-416	0	0	0	2,749	69,137
359+00	50	1,511	0	0	0	0	0	2,537	0	0	0	0	127	71,259	-542	0	0	0	2,850	71,801
359+50	50	2,418	0	0	0	0	0	3,638	0	0	0	0	182	74,897	-724	0	0	0	2,996	75,622
360+00	50	1,615	0	0	0	0	0	3,734	0	0	0	0	187	78,631	-911	0	0	0	3,145	79,542
360+38	38	1,803	0	0	0	0	0	2,434	0	0	0	0	122	81,065	-1,033	0	0	0	3,243	82,098
								81,065	0	2,416	0	0	4,053							

DIVISION 1 (STA 362+24A - STA 373+42A): STH 136 EB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
362+24		1,779	0	0	0	0	0													
362+50	26	1,793	0	0	0	0	0	1,747	0	0	0	0	87	1,747	-87	0	0	0	70	1,834
363+00	50	3,528	0	0	0	0	0	4,927	0	0	0	0	246	6,674	-334	0	0	0	267	7,007
363+50	50	3,273	0	0	0	0	0	6,298	0	0	0	0	315	12,971	-649	0	0	0	519	13,620
364+00	50	2,909	0	0	0	0	0	5,725	0	0	0	0	286	18,696	-935	0	0	0	748	19,631
364+50	50	2,810	0	0	0	0	0	5,296	0	0	0	0	265	23,992	-1,200	0	0	0	960	25,192
365+00	50	2,522	0	0	0	0	0	4,938	0	0	0	0	247	28,930	-1,447	0	0	0	1,157	30,377
365+50	50	2,100	0	0	0	0	0	4,280	0	0	0	0	214	33,210	-1,660	0	0	0	1,328	34,870
366+00	50	1,527	0	0	0	0	0	3,358	0	0	0	0	168	36,567	-1,828	0	0	0	1,463	38,396
366+50	50	1,127	0	0	0	0	0	2,457	0	0	0	0	123	39,024	-1,951	0	0	0	1,561	40,975
367+00	50	995	0	0	0	0	0	1,965	0	0	0	0	98	40,989	-2,049	0	0	0	1,640	43,039
367+50	50	874	0	0	0	0	0	1,730	0	0	0	0	87	42,719	-2,136	0	0	0	1,709	44,855
368+00	50	844	0	0	0	0	0	1,590	0	0	0	0	80	44,310	-2,215	0	0	0	1,772	46,525
368+50	50	847	0	0	0	0	0	1,566	0	0	0	0	78	45,876	-2,294	0	0	0	1,835	48,170
369+00	50	761	0	0	0	0	0	1,489	0	0	0	0	74	47,365	-2,368	0	0	0	1,895	49,733
369+50	50	754	0	0	0	0	0	1,403	0	0	0	0	70	48,768	-2,438	0	0	0	1,951	51,206
370+00	50	751	0	0	0	0	0	1,394	0	0	0	0	70	50,161	-2,508	0	0	0	2,006	52,669
370+50	50	597	0	0	0	0	0	1,248	0	0	0	0	62	51,410	-2,570	0	0	0	2,056	53,980
371+00	50	415	0	0	0	0	0	938	0	0	0	0	47	52,347	-2,617	0	0	0	2,094	54,965
371+50	50	328	0	0	0	0	0	689	0	0	0	0	34	53,036	-2,652	0	0	0	2,121	55,688
372+00	50	250	0	0	0	0	0	536	0	0	0	0	27	53,572	-2,679	0	0	0	2,143	56,250
372+50	50	112	0	0	0	0	0	335	0	0	0	0	17	53,907	-2,695	0	0	0	2,156	56,602
373+00	50	0	0	385	0	0	0	103	0	356	0	0	5	54,010	-2,255	0	0	0	2,160	56,265
373+42	42	0	0	1,407	0	0	0	0	0	1,402	0	0	0	54,010	-503	0	0	0	2,160	54,513
								54,010	0	1,758	0	0	2,700							

.

DIVISION 1 (STA 361+90B - STA 373+81B): STH 136 WB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
361+90		1,377	0	0	0	0	0													
362+00	10	1,392	0	0	0	0	0	516	0	0	0	0	26	516	-26	0	0	0	21	542
362+50	50	2,126	0	0	0	0	0	3,257	0	0	0	0	163	3,774	-189	0	0	0	151	3,962
363+00	50	2,058	0	0	0	0	0	3,874	0	0	0	0	194	7,648	-382	0	0	0	306	8,030
363+50	50	2,065	0	0	0	0	0	3,818	0	0	0	0	191	11,466	-573	0	0	0	459	12,039
364+00	50	2,121	0	0	0	0	0	3,876	0	0	0	0	194	15,342	-767	0	0	0	614	16,109
364+50	50	2,030	0	0	0	0	0	3,844	0	0	0	0	192	19,185	-959	0	0	0	767	20,145
365+00	50	2,887	0	0	0	0	0	4,554	0	0	0	0	228	23,739	-1,187	0	0	0	950	24,926
365+50	50	2,494	0	0	0	0	0	4,982	0	0	0	0	249	28,721	-1,436	0	0	0	1,149	30,157
366+00	50	2,235	0	0	0	0	0	4,378	0	0	0	0	219	33,099	-1,655	0	0	0	1,324	34,754
366+50	50	2,481	0	0	0	0	0	4,366	0	0	0	0	218	37,466	-1,873	0	0	0	1,499	39,339
367+00	50	2,618	0	0	0	0	0	4,721	0	0	0	0	236	42,187	-2,109	0	0	0	1,687	44,296
367+50	50	2,614	0	0	0	0	0	4,844	0	0	0	0	242	47,031	-2,352	0	0	0	1,881	49,382
368+00	50	2,710	0	0	0	0	0	4,930	0	0	0	0	246	51,961	-2,598	0	0	0	2,078	54,559
368+50	50	3,714	0	0	0	0	0	5,948	0	0	0	0	297	57,909	-2,895	0	0	0	2,316	60,804
369+00	50	4,464	0	0	0	0	0	7,572	0	0	0	0	379	65,480	-3,274	0	0	0	2,619	68,754
369+50	50	4,780	0	0	0	0	0	8,559	0	0	0	0	428	74,040	-3,702	0	0	0	2,962	77,742
370+00	50	4,875	0	0	0	0	0	8,940	0	0	0	0	447	82,979	-4,149	0	0	0	3,319	87,128
370+50	50	4,913	0	0	0	0	0	9,063	0	0	0	0	453	92,042	-4,602	0	0	0	3,682	96,644
371+00	50	5,114	0	0	0	0	0	9,284	0	0	0	0	464	101,326	-5,066	0	0	0	4,053	106,392
371+50	50	5,262	0	0	0	0	0	9,607	0	0	0	0	480	110,933	-5,547	0	0	0	4,437	116,479
372+00	50	5,148	0	1	0	0	0	9,638	0	1	0	0	482	120,571	-6,028	0	0	0	4,823	126,599
372+50	50	4,955	0	41	0	0	0	9,355	0	38	0	0	468	129,925	-6,448	0	0	0	5,197	136,373
373+00	50	4,097	0	225	0	0	0	8,382	0	246	0	0	419	138,307	-6,559	0	0	0	5,532	144,867
373+50	50	1,765	0	1,330	0	0	0	5,428	0	1,440	0	0	271	143,735	-5,030	0	0	0	5,749	148,766
373+81	31	745	0	2,731	0	0	0	1,447	0	2,341	0	0	72	145,182	-2,177	0	0	0	5,807	147,359
								145,182	0	4,066	0	0	7,259							

.

DIVISION 1 (STA 340+60B - STA 360+05B): STH 136 WB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
340+60		9	0	556	0	0	0													
341+00	40	121	0	424	0	0	0	97	0	731	0	0	5	97	909	0	0	0	4	-812
341+50	50	107	0	306	0	0	0	212	0	676	0	0	11	309	1,744	0	0	0	12	-1,435
342+00	50	80	0	0	0	0	0	173	0	284	0	0	9	483	2,090	0	0	0	19	-1,608
342+50	50	521	0	0	0	0	0	556	0	0	0	0	28	1,039	2,063	0	0	0	42	-1,024
343+00	50	724	0	0	0	0	0	1,152	0	0	0	0	58	2,191	2,005	0	0	0	88	186
343+50	50	622	0	0	0	0	0	1,246	0	0	0	0	62	3,437	1,943	0	0	0	137	1,495
344+00	50	354	0	32	0	0	0	904	0	30	0	0	45	4,342	1,935	0	0	0	174	2,407
344+50	50	254	0	47	0	0	0	564	0	74	0	0	28	4,905	1,999	0	0	0	196	2,907
345+00	50	0	0	400	0	0	0	235	0	414	0	0	12	5,141	2,504	0	0	0	206	2,636
345+50	50	0	0	654	0	0	0	0	0	976	0	0	0	5,141	3,724	0	0	0	206	1,417
346+00	50	96	0	137	0	0	0	88	0	732	0	0	4	5,229	4,634	0	0	0	209	595
346+50	50	40	0	129	0	0	0	125	0	246	0	0	6	5,354	4,935	0	0	0	214	419
347+00	50	10	0	213	0	0	0	46	0	316	0	0	2	5,400	5,328	0	0	0	216	72
347+50	50	10	0	191	0	0	0	19	0	374	0	0	1	5,420	5,794	0	0	0	217	-375
348+00	50	10	0	138	0	0	0	19	0	305	0	0	1	5,438	6,175	0	0	0	218	-736
348+50	50	9	0	139	0	0	0	17	0	257	0	0	1	5,455	6,495	0	0	0	218	-1,040
349+00	50	8	0	154	0	0	0	15	0	271	0	0	1	5,471	6,833	0	0	0	219	-1,363
349+50	50	25	0	150	0	0	0	31	0	281	0	0	2	5,501	7,183	0	0	0	220	-1,682
350+00	50	18	0	241	0	0	0	40	0	361	0	0	2	5,541	7,633	0	0	0	222	-2,092
350+50	50	50	0	92	0	0	0	63	0	308	0	0	3	5,604	8,014	0	0	0	224	-2,411
351+00	50	36	0	166	0	0	0	80	0	239	0	0	4	5,684	8,309	0	0	0	227	-2,625
351+50	50	21	0	235	0	0	0	53	0	372	0	0	3	5,737	8,772	0	0	0	229	-3,034
352+00	50	2	0	322	0	0	0	22	0	516	0	0	1	5,759	9,415	0	0	0	230	-3,656
352+50	50	0	0	349	0	0	0	2	0	621	0	0	0	5,761	10,191	0	0	0	230	-4,430
353+00	50	0	0	345	0	0	0	0	0	643	0	0	0	5,761	10,994	0	0	0	230	-5,233
353+50	50	0	0	518	0	0	0	0	0	800	0	0	0	5,761	11,994	0	0	0	230	-6,233
354+00	50	0	0	637	0	0	0	0	0	1,070	0	0	0	5,761	13,331	0	0	0	230	-7,570
354+50	50	0	0	911	0	0	0	0	0	1,434	0	0	0	5,761	15,124	0	0	0	230	-9,362
355+00	50	0	0	954	0	0	0	0	0	1,727	0	0	0	5,761	17,282	0	0	0	230	-11,521
355+50	50	0	0	913	0	0	0	0	0	1,729	0	0	0	5,761	19,444	0	0	0	230	-13,682
356+00	50	0	0	751	0	0	0	0	0	1,540	0	0	0	5,761	21,369	0	0	0	230	-15,607
356+50	50	0	0	554	0	0	0	0	0	1,208	0	0	0	5,761	22,878	0	0	0	230	-17,117
357+00	50	0	0	312	0	0	0	0	0	802	0	0	0	5,761	23,881	0	0	0	230	-18,119
357+50	50	19	0	121	0	0	0	18	0	400	0	0	1	5,779	24,380	0	0	0	231	-18,601
358+00	50	86	0	1	0	0	0	97	0	113	0	0	5	5,876	24,516	0	0	0	235	-18,640
358+50	50	386	0	0	0	0	0	437	0	1	0	0	22	6,314	24,496	0	0	0	253	-18,182
359+00	50	699	0	0	0	0	0	1,005	0	0	0	0	50	7,319	24,445	0	0	0	293	-17,127
359+50	50	470	0	0	0	0	0	1,083	0	0	0	0	54	8,401	24,391	0	0	0	336	-15,990
360+00	50	689	0	0	0	0	0	1,073	0	0	0	0	54	9,474	24,338	0	0	0	379	-14,863
360+05	5	699	0	0	0	0	0	126	0	0	0	0	6	9,600	24,331	0	0	0	384	-14,731
								9,600	0	19,849	0	0	480							

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DIVISION 1 (STA 85+25LE - STA 96+80LE): STH 136 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
85+25		98	0	0	0	0	0													
85+50	25	79	0	4	0	0	0	82	0	2	0	0	4	82	-2	0	0	0	3	84
86+00	50	72	0	2	0	0	0	140	0	5	0	0	7	222	-2	0	0	0	9	224
86+50	50	76	0	2	0	0	0	138	0	3	0	0	7	360	-5	0	0	0	14	365
87+00	50	36	0	21	0	0	0	104	0	21	0	0	5	464	16	0	0	0	19	447
87+50	50	84	0	14	0	0	0	110	0	32	0	0	6	574	51	0	0	0	23	523
88+00	50	175	0	17	0	0	0	240	0	29	0	0	12	814	75	0	0	0	33	739
88+50	50	188	0	10	0	0	0	336	0	26	0	0	17	1,150	91	0	0	0	46	1,060
89+00	50	228	0	2	0	0	0	385	0	12	0	0	19	1,536	86	0	0	0	61	1,450
89+50	50	250	2	20	0	0	0	443	2	21	0	0	22	1,979	90	0	0	0	79	1,887
90+00	50	205	2	10	0	0	0	422	4	28	0	0	21	2,400	104	0	0	0	96	2,291
90+50	50	223	2	7	0	0	0	396	4	16	0	0	20	2,796	104	0	0	0	112	2,683
91+00	50	248	2	0	0	0	0	436	4	7	0	0	22	3,232	90	0	0	0	129	3,129
91+50	50	449	2	0	0	0	0	645	4	0	0	0	32	3,878	58	0	0	0	155	3,803
92+00	50	417	2	0	0	0	0	802	4	0	0	0	40	4,679	18	0	0	0	187	4,641
92+50	50	437	2	0	0	0	0	791	4	0	0	0	40	5,470	-22	0	0	0	219	5,468
93+00	50	254	2	0	0	0	0	639	4	0	0	0	32	6,109	-54	0	0	0	244	6,135
93+50	50	268	2	0	0	0	0	483	4	0	0	0	24	6,592	-78	0	0	0	264	6,638
94+00	50	324	2	0	0	0	0	548	4	0	0	0	27	7,140	-105	0	0	0	286	7,210
94+50	50	464	2	0	0	0	0	730	4	0	0	0	36	7,869	-142	0	0	0	315	7,972
95+00	50	480	2	0	0	0	0	874	4	0	0	0	44	8,744	-186	0	0	0	350	8,887
95+50	50	610	2	0	0	0	0	1,009	4	0	0	0	50	9,753	-236	0	0	0	390	9,942
96+00	50	753	2	0	0	0	0	1,261	4	0	0	0	63	11,014	-299	0	0	0	441	11,263
96+50	50	1,007	2	0	0	0	0	1,629	4	0	0	0	81	12,643	-380	0	0	0	506	12,970
96+80	30	1,166	2	0	0	0	0	1,225	2	0	0	0	61	13,868	-442	0	0	0	555	14,254
								13,868	56	201	0	0	693							

DIVISION 1 (STA 98+43LE - STA 101+82LE): STH 136 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
98+43		1,795	2	0	0	0	0													
98+50	7	1,846	2	0	0	0	0	471	1	0	0	0	24	471	-24	0	0	0	19	494
99+00	50	760	2	59	0	0	0	2,413	4	55	0	0	121	2,884	-76	0	0	0	115	2,955
99+50	50	837	2	0	0	0	0	1,478	4	55	0	0	74	4,362	-81	0	0	0	174	4,436
100+00	50	1,451	2	0	0	0	0	2,118	4	0	0	0	106	6,480	-187	0	0	0	259	6,656
100+50	50	1,087	2	0	0	0	0	2,349	4	0	0	0	117	8,830	-305	0	0	0	353	9,119
101+00	50	2,173	2	0	0	0	0	3,018	4	0	0	0	151	11,848	-455	0	0	0	474	12,284
101+50	50	2,222	2	0	0	0	0	4,069	4	0	0	0	203	15,916	-659	0	0	0	637	16,553
101+82	32	1,795	2	0	0	0	0	2,370	2	0	0	0	119	18,287	-777	0	0	0	731	19,039
								18,287	25	110	0	0	914							

DIVISION 1 (STA 103+38LE - STA 109+31LE): STH 136 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
103+38		595	2	0	0	0	0													
103+50	12	464	2	0	0	0	0	231	1	0	0	0	12	231	-12	0	0	0	9	241
104+00	50	251	2	46	0	0	0	661	4	42	0	0	33	892	8	0	0	0	36	879
104+50	50	188	2	223	0	0	0	407	4	249	0	0	20	1,299	299	0	0	0	52	991
105+00	50	156	2	9	0	0	0	319	4	215	0	0	16	1,618	552	0	0	0	65	1,054
105+50	50	130	2	11	0	0	0	265	4	19	0	0	13	1,882	563	0	0	0	75	1,304
106+00	50	119	2	10	0	0	0	230	4	20	0	0	12	2,113	576	0	0	0	85	1,518
106+50	50	205	4	59	0	0	0	300	6	64	0	0	15	2,413	641	0	0	0	97	1,748
107+00	50	161	4	63	0	0	0	339	7	113	0	0	17	2,752	765	0	0	0	110	1,955
107+50	50	127	4	54	0	0	0	267	7	108	0	0	13	3,019	886	0	0	0	121	2,093
108+00	50	104	4	58	0	0	0	214	7	103	0	0	11	3,233	1,004	0	0	0	129	2,181
108+50	50	81	4	23	0	0	0	171	7	75	0	0	9	3,404	1,089	0	0	0	136	2,260
109+00	50	103	4	5	0	0	0	171	7	26	0	0	9	3,574	1,114	0	0	0	143	2,399
109+31	31	105	4	3	0	0	0	118	5	5	0	0	6	3,693	1,114	0	0	0	148	2,513
								3,693	67	1,039	0	0	185							

DIVISION 1 (STA 92+94LW - STA 96+83LW): STH 136 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
92+94		236	0	0	0	0	0													
93+00	6	238	0	0	0	0	0	54	0	0	0	0	3	54	-3	0	0	0	2	57
93+50	50	247	0	0	0	0	0	448	0	0	0	0	22	503	-25	0	0	0	20	528
94+00	50	257	0	0	0	0	0	467	0	0	0	0	23	969	-48	0	0	0	39	1,018
94+50	50	322	0	0	0	0	0	536	0	0	0	0	27	1,506	-75	0	0	0	60	1,581
95+00	50	363	2	0	0	0	0	634	2	0	0	0	32	2,139	-107	0	0	0	86	2,245
95+50	50	399	2	0	0	0	0	706	4	0	0	0	35	2,845	-142	0	0	0	114	2,982
96+00	50	674	2	0	0	0	0	993	4	0	0	0	50	3,838	-192	0	0	0	154	4,021
96+50	50	1,211	2	0	0	0	0	1,745	4	0	0	0	87	5,583	-279	0	0	0	223	5,849
96+83	33	1,514	2	0	0	0	0	1,647	2	0	0	0	82	7,229	-361	0	0	0	289	7,576
								7,229	15	0	0	0	361							

DIVISION 1 (STA 98+40LW - STA 101+79LW): STH 136 LW

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
98+40		2,175	2	0	0	0	0													
98+50	10	2,140	2	0	0	0	0	811	1	0	0	0	41	811	-41	0	0	0	32	851
99+00	50	2,234	2	0	0	0	0	4,050	4	0	0	0	203	4,861	-243	0	0	0	194	5,100
99+50	50	1,543	2	0	0	0	0	3,497	4	0	0	0	175	8,358	-418	0	0	0	334	8,768
100+00	50	1,264	2	0	0	0	0	2,599	4	0	0	0	130	10,957	-548	0	0	0	438	11,493
100+50	50	1,400	2	0	0	0	0	2,467	4	0	0	0	123	13,423	-671	0	0	0	537	14,079
101+00	50	1,245	2	0	0	0	0	2,449	4	0	0	0	122	15,873	-794	0	0	0	635	16,647
101+50	50	1,315	2	0	0	0	0	2,370	4	0	0	0	119	18,243	-912	0	0	0	730	19,132
101+79	29	767	2	0	0	0	0	1,130	2	0	0	0	56	19,373	-969	0	0	0	775	20,316
								19,373	25	0	0	0	969							

DIVISION 1 (STA 103+44LW - STA 106+23LW): STH 136 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
103+44		494	2	0	0	0	0													
103+50	6	531	2	0	0	0	0	118	0	0	0	0	6	118	-6	0	0	0	5	124
104+00	50	419	2	0	0	0	0	880	4	0	0	0	44	998	-50	0	0	0	40	1,044
104+50	50	342	2	0	0	0	0	705	4	0	0	0	35	1,703	-85	0	0	0	68	1,780
105+00	50	275	2	0	0	0	0	571	4	0	0	0	29	2,274	-114	0	0	0	91	2,376
105+50	50	221	2	0	0	0	0	459	4	0	0	0	23	2,733	-137	0	0	0	109	2,854
106+00	50	267	2	0	0	0	0	452	4	0	0	0	23	3,185	-159	0	0	0	127	3,325
106+23	23	156	2	0	0	0	0	178	2	0	0	0	9	3,362	-168	0	0	0	134	3,510
								3,362	21	0	0	0	168							

DIVISION 1 (STA 10+24BC - STA 14+25BC): CONCRETE PLANT DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+25		618	0	0	0	0	0													
10+50	26	1,421	0	0	0	0	0	963	0	0	0	0	48	963	-48	0	0	0	39	1,011
11+00	50	1,409	0	0	0	0	0	2,620	0	0	0	0	131	3,583	-179	0	0	0	143	3,762
11+50	50	1,082	0	0	0	0	0	2,307	0	0	0	0	115	5,890	-294	0	0	0	236	6,184
12+00	50	837	0	0	0	0	0	1,776	0	0	0	0	89	7,666	-383	0	0	0	307	8,049
12+50	50	634	0	0	0	0	0	1,362	0	0	0	0	68	9,028	-451	0	0	0	361	9,479
13+00	50	430	0	0	0	0	0	985	0	0	0	0	49	10,013	-501	0	0	0	401	10,514
13+50	50	303	0	0	0	0	0	679	0	0	0	0	34	10,692	-535	0	0	0	428	11,227
14+00	50	126	0	0	0	0	0	398	0	0	0	0	20	11,090	-555	0	0	0	444	11,645
14+25	25	71	0	0	0	0	0	90	0	0	0	0	5	11,180	-559	0	0	0	447	11,739
								11,180	0	0	0	0	559							

DIVISION 1 (STA 10+00AB5 - STA 13+49AB5): STH 136 WEST RAB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+00		949	1	0	0	0	0													
10+50	50	1,618	1	0	0	0	0	2,377	2	0	0	0	119	2,377	-119	0	0	0	95	2,494
11+00	50	2,677	1	0	0	0	0	3,977	2	0	0	0	199	6,353	-318	0	0	0	254	6,667
11+50	50	836	1	0	0	0	0	3,253	2	0	0	0	163	9,606	-480	0	0	0	384	10,081
12+00	50	2,135	1	0	0	0	0	2,751	2	0	0	0	138	12,358	-618	0	0	0	494	12,968
12+50	50	1,218	1	0	0	0	0	3,105	2	0	0	0	155	15,462	-773	0	0	0	618	16,226
13+00	50	1,023	1	0	0	0	0	2,075	2	0	0	0	104	17,538	-877	0	0	0	702	18,403
13+49	49	949	1	0	0	0	0	1,711	2	0	0	0	86	19,249	-962	0	0	0	770	20,265
								19,249	13	0	0	0	962							

DIVISION 1 (STA 10+00CD5 - STA 13+25CD5): STH 136 EAST RAB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+00		600	1	0	0	0	0													
10+50	50	771	1	0	0	0	0	1,270	2	0	0	0	63	1,270	-63	0	0	0	51	1,331
11+00	50	1,480	1	0	0	0	0	2,084	2	0	0	0	104	3,354	-168	0	0	0	134	3,518
11+50	50	695	1	0	0	0	0	2,014	2	0	0	0	101	5,367	-268	0	0	0	215	5,630
12+00	50	1,510	1	0	0	0	0	2,041	2	0	0	0	102	7,409	-370	0	0	0	296	7,772
12+50	50	1,176	1	0	0	0	0	2,487	2	0	0	0	124	9,896	-495	0	0	0	396	10,382
13+00	50	775	1	0	0	0	0	1,807	2	0	0	0	90	11,703	-585	0	0	0	468	12,277
13+49	49	600	1	0	0	0	0	1,240	2	0	0	0	62	12,943	-647	0	0	0	518	13,578
								12,943	13	0	0	0	647							

DIVISION 2 (STA 381+10EB - STA 414+19EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
381+10		0	0	3,368	0	0	0													
382+00	90	97	0	68	0	0	0	161	0	5,697	0	0	8	161	7,113	0	0	0	6	-6,952
383+00	100	618	0	0	0	0	0	1,324	0	126	0	0	66	1,485	7,204	0	0	0	59	-5,719
384+00	100	1,003	0	0	0	0	0	3,001	0	0	0	0	150	4,486	7,054	0	0	0	179	-2,568
385+00	100	987	0	0	0	0	0	3,684	0	0	0	0	184	8,171	6,870	0	0	0	327	1,301
386+00	100	526	0	0	0	0	0	2,801	0	0	0	0	140	10,972	6,730	0	0	0	439	4,242
387+00	100	1,087	0	1,035	0	0	0	2,986	0	1,917	0	0	149	13,958	8,976	0	0	0	558	4,982
388+00	100	262	0	308	0	0	0	2,498	0	2,487	0	0	125	16,456	11,960	0	0	0	658	4,497
389+00	100	424	0	68	0	0	0	1,271	0	697	0	0	64	17,727	12,767	0	0	0	709	4,960
390+00	100	62	0	604	0	0	0	900	0	1,245	0	0	45	18,627	14,279	0	0	0	745	4,348
391+00	100	297	0	289	0	0	0	665	0	1,654	0	0	33	19,292	16,313	0	0	0	772	2,979
392+00	100	896	0	0	0	0	0	2,210	0	535	0	0	110	21,502	16,871	0	0	0	860	4,631
393+00	100	34	0	1,294	0	0	0	1,722	0	2,396	0	0	86	23,224	19,780	0	0	0	929	3,444
394+00	100	0	0	2,336	0	0	0	62	0	6,721	0	0	3	23,286	28,178	0	0	0	931	-4,892
395+00	100	0	0	1,472	0	0	0	0	0	7,052	0	0	0	23,286	36,993	0	0	0	931	-13,707
396+00	100	551	0	83	0	0	0	1,020	0	2,880	0	0	51	24,306	40,542	0	0	0	972	-16,236
397+00	100	1,216	0	0	0	0	0	3,272	0	153	0	0	164	27,579	40,570	0	0	0	1,103	-12,991
398+00	100	1,909	0	0	0	0	0	5,787	0	0	0	0	289	33,366	40,281	0	0	0	1,335	-6,915
399+00	100	1,999	0	0	0	0	0	7,237	0	0	0	0	362	40,603	39,919	0	0	0	1,624	684
400+00	100	344	0	0	0	0	0	4,340	0	0	0	0	217	44,943	39,702	0	0	0	1,798	5,241
401+00	100	339	0	0	0	0	0	1,264	0	0	0	0	63	46,207	39,639	0	0	0	1,848	6,568
402+00	100	338	0	0	0	0	0	1,253	0	0	0	0	63	47,460	39,576	0	0	0	1,898	7,884
403+00	100	158	0	0	0	0	0	919	0	0	0	0	46	48,379	39,530	0	0	0	1,935	8,849
404+00	100	148	0	0	0	0	0	567	0	0	0	0	28	48,946	39,502	0	0	0	1,958	9,444
405+00	100	158	0	0	0	0	0	566	0	0	0	0	28	49,512	39,474	0	0	0	1,980	10,038
406+00	100	183	0	5	0	0	0	630	0	9	0	0	32	50,143	39,454	0	0	0	2,006	10,689
407+00	100	260	0	19	0	0	0	821	0	45	0	0	41	50,963	39,468	0	0	0	2,039	11,495
408+00	100	352	0	74	0	0	0	1,133	0	173	0	0	57	52,097	39,628	0	0	0	2,084	12,469
409+00	100	502	0	207	0	0	0	1,582	0	521	0	0	79	53,678	40,200	0	0	0	2,147	13,479
410+00	100	830	0	266	0	0	0	2,467	0	876	0	0	123	56,145	41,171	0	0	0	2,246	14,974
411+00	100	1,044	0	390	0	0	0	3,469	0	1,215	0	0	173	59,615	42,516	0	0	0	2,385	17,099
412+00	100	1,128	0	460	0	0	0	4,022	0	1,573	0	0	201	63,637	44,281	0	0	0	2,545	19,355
413+00	100	943	0	495	0	0	0	3,836	0	1,768	0	0	192	67,473	46,300	0	0	0	2,699	21,173
414+00	100	245	0	576	0	0	0	2,200	0	1,984	0	0	110	69,673	48,670	0	0	0	2,787	21,003
414+19	19	242	0	596	0	0	0	175	0	421	0	0	9	69,848	49,188	0	0	0	2,794	20,660
								69,848	0	42,144	0	0	3,492							

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DIVISION 2 (STA 416+28EB - STA 454+56EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
416+27		477	0	766	0	0	0													
417+00	73	989	0	654	0	0	0	1,969	0	1,908	0	0	98	1,969	2,286	0	0	0	79	-317
418+00	100	716	0	660	0	0	0	3,158	0	2,434	0	0	158	5,127	5,171	0	0	0	205	-45
419+00	100	480	0	638	0	0	0	2,213	0	2,404	0	0	111	7,340	8,065	0	0	0	294	-725
420+00	100	297	0	580	0	0	0	1,439	0	2,256	0	0	72	8,779	10,813	0	0	0	351	-2,034
421+00	100	169	0	504	0	0	0	865	0	2,008	0	0	43	9,644	13,279	0	0	0	386	-3,635
422+00	100	55	0	477	0	0	0	416	0	1,816	0	0	21	10,059	15,529	0	0	0	402	-5,469
423+00	100	2	0	351	0	0	0	106	0	1,533	0	0	5	10,166	17,440	0	0	0	407	-7,275
424+00	100	0	0	291	0	0	0	5	0	1,189	0	0	0	10,170	18,926	0	0	0	407	-8,756
425+00	100	0	0	227	0	0	0	0	0	959	0	0	0	10,170	20,124	0	0	0	407	-9,954
426+00	100	1	0	143	0	0	0	1	0	685	0	0	0	10,171	20,980	0	0	0	407	-10,809
427+00	100	4	0	60	0	0	0	8	0	376	0	0	0	10,179	21,450	0	0	0	407	-11,271
428+00	100	22	0	10	0	0	0	47	0	130	0	0	2	10,226	21,610	0	0	0	409	-11,385
429+00	100	46	0	4	0	0	0	126	0	25	0	0	6	10,352	21,635	0	0	0	414	-11,284
430+00	100	71	0	0	0	0	0	217	0	7	0	0	11	10,569	21,634	0	0	0	423	-11,064
431+00	100	94	0	0	0	0	0	307	0	0	0	0	15	10,876	21,619	0	0	0	435	-10,743
432+00	100	110	0	0	0	0	0	379	0	0	0	0	19	11,255	21,600	0	0	0	450	-10,345
433+00	100	269	0	0	0	0	0	703	0	0	0	0	35	11,957	21,564	0	0	0	478	-9,607
434+00	100	325	0	0	0	0	0	1,100	0	0	0	0	55	13,058	21,509	0	0	0	522	-8,452
435+00	100	375	0	0	0	0	0	1,296	0	0	0	0	65	14,354	21,445	0	0	0	574	-7,091
436+00	100	394	0	0	0	0	0	1,423	0	0	0	0	71	15,776	21,374	0	0	0	631	-5,597
437+00	100	444	0	0	0	0	0	1,550	0	0	0	0	78	17,327	21,296	0	0	0	693	-3,969
438+00	100	503	0	0	0	0	0	1,753	0	0	0	0	88	19,080	21,208	0	0	0	763	-2,129
439+00	100	473	0	0	0	0	0	1,806	0	0	0	0	90	20,886	21,118	0	0	0	835	-232
440+00	100	473	0	0	0	0	0	1,751	0	0	0	0	88	22,637	21,030	0	0	0	905	1,607
441+00	100	247	0	0	0	0	0	1,333	0	0	0	0	67	23,970	20,964	0	0	0	959	3,006
442+00	100	761	0	0	0	0	0	1,866	0	0	0	0	93	25,836	20,871	0	0	0	1,033	4,966
443+00	100	682	0	0	0	0	0	2,672	0	0	0	0	134	28,508	20,737	0	0	0	1,140	7,771
444+00	100	602	0	0	0	0	0	2,378	0	0	0	0	119	30,886	20,618	0	0	0	1,235	10,268
445+00	100	256	0	0	0	0	0	1,589	0	0	0	0	79	32,475	20,539	0	0	0	1,299	11,936
446+00	100	0	0	223	0	0	0	474	0	412	0	0	24	32,948	21,030	0	0	0	1,318	11,918
447+00	100	0	0	513	0	0	0	0	0	1,361	0	0	0	32,948	22,732	0	0	0	1,318	10,217
448+00	100	190	0	98	0	0	0	351	0	1,131	0	0	18	33,300	24,128	0	0	0	1,332	9,172
449+00	100	8	0	320	0	0	0	366	0	774	0	0	18	33,666	25,078	0	0	0	1,347	8,588
450+00	100	435	0	21	0	0	0	820	0	631	0	0	41	34,485	25,825	0	0	0	1,379	8,660
451+00	100	921	0	0	0	0	0	2,511	0	39	0	0	126	36,997	25,748	0	0	0	1,480	11,249
452+00	100	1,233	0	0	0	0	0	3,990	0	0	0	0	199	40,986	25,549	0	0	0	1,639	15,438
453+00	100	1,206	0	0	0	0	0	4,516	0	0	0	0	226	45,502	25,323	0	0	0	1,820	20,180
454+00	100	470	0	1,157	0	0	0	3,546	0	1,072	0	0	177	40,543	26,910	0	0	0	1,622	22,120
454+56	56	0	0	2,620	0	0	0	486	0	3,903	0	0	24	41,028	31,765	0	0	0	1,641	17,751
								49,534	0	27,053	0	0	2,477							

DIVISION 2 (STA 380+93WB - STA 414+04WB): USH 12 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
380+93		0	0	2,261	0	0	0													
381+00	7	0	0	2,134	0	0	0	0	0	555	0	0	0	0	694	0	0	0	0	-694
382+00	100	9	0	116	0	0	0	17	0	4,168	0	0	1	17	5,903	0	0	0	1	-5,886
383+00	100	742	0	0	0	0	0	1,390	0	215	0	0	70	1,407	6,102	0	0	0	56	-4,695
384+00	100	1,094	0	0	0	0	0	3,400	0	0	0	0	170	4,807	5,932	0	0	0	192	-1,125
385+00	100	938	0	0	0	0	0	3,764	0	0	0	0	188	8,571	5,743	0	0	0	343	2,827
386+00	100	767	0	0	0	0	0	3,158	0	0	0	0	158	11,729	5,585	0	0	0	469	6,143
387+00	100	4	0	155	0	0	0	1,429	0	287	0	0	71	13,157	5,872	0	0	0	526	7,285
388+00	100	85	0	26	0	0	0	164	0	336	0	0	8	13,322	6,284	0	0	0	533	7,038
389+00	100	210	0	0	0	0	0	546	0	49	0	0	27	13,867	6,317	0	0	0	555	7,550
390+00	100	314	0	45	0	0	0	971	0	83	0	0	49	14,838	6,373	0	0	0	594	8,465
391+00	100	372	0	81	0	0	0	1,270	0	233	0	0	64	16,108	6,601	0	0	0	644	9,507
392+00	100	594	0	0	0	0	0	1,789	0	150	0	0	89	17,897	6,699	0	0	0	716	11,199
393+00	100	1,767	0	0	0	0	0	4,374	0	0	0	0	219	22,271	6,480	0	0	0	891	15,791
394+00	100	1,747	0	94	0	0	0	6,509	0	174	0	0	325	28,780	6,372	0	0	0	1,151	22,408
395+00	100	886	0	221	0	0	0	4,876	0	584	0	0	244	33,656	6,858	0	0	0	1,346	26,798
396+00	100	854	0	0	0	0	0	3,222	0	410	0	0	161	36,878	7,210	0	0	0	1,475	29,668
397+00	100	1,927	0	0	0	0	0	5,151	0	0	0	0	258	42,029	6,952	0	0	0	1,681	35,077
398+00	100	769	0	0	0	0	0	4,993	0	0	0	0	250	47,022	6,703	0	0	0	1,881	40,319
399+00	100	669	0	0	0	0	0	2,662	0	0	0	0	133	49,684	6,570	0	0	0	1,987	43,114
400+00	100	577	0	0	0	0	0	2,307	0	0	0	0	115	51,991	6,454	0	0	0	2,080	45,536
401+00	100	559	0	0	0	0	0	2,103	0	0	0	0	105	54,094	6,349	0	0	0	2,164	47,745
402+00	100	450	0	0	0	0	0	1,868	0	0	0	0	93	55,962	6,256	0	0	0	2,238	49,706
403+00	100	282	0	0	0	0	0	1,355	0	0	0	0	68	57,316	6,188	0	0	0	2,293	51,128
404+00	100	230	0	0	0	0	0	948	0	0	0	0	47	58,264	6,141	0	0	0	2,331	52,124
405+00	100	173	0	0	0	0	0	747	0	0	0	0	37	59,011	6,103	0	0	0	2,360	52,908
406+00	100	189	0	8	0	0	0	671	0	15	0	0	34	59,682	6,088	0	0	0	2,387	53,594
407+00	100	237	0	25	0	0	0	790	0	62	0	0	40	60,472	6,126	0	0	0	2,419	54,346
408+00	100	370	0	53	0	0	0	1,125	0	145	0	0	56	61,597	6,251	0	0	0	2,464	55,346
409+00	100	529	0	151	0	0	0	1,665	0	378	0	0	83	63,261	6,640	0	0	0	2,530	56,621
410+00	100	756	0	196	0	0	0	2,380	0	644	0	0	119	65,641	7,326	0	0	0	2,626	58,315
411+00	100	948	0	278	0	0	0	3,155	0	879	0	0	158	68,796	8,267	0	0	0	2,752	60,529
412+00	100	1,083	0	357	0	0	0	3,761	0	1,177	0	0	188	72,556	9,550	0	0	0	2,902	63,006
413+00	100	1,322	0	391	0	0	0	4,454	0	1,385	0	0	223	77,010	11,059	0	0	0	3,080	65,950
414+00	100	1,052	0	417	0	0	0	4,395	0	1,496	0	0	220	81,405	12,710	0	0	0	3,256	68,695
414+04	4	1,059	0	418	0	0	0	151	0	60	0	0	8	81,556	12,778	0	0	0	3,262	68,779
								81,556	0	13,484	0	0	4,078							

DIVISION 2 (STA 416+09WB - STA 454+40WB): USH 12 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
416+09		615	0	525	0	0	0													
417+00	91	1,474	0	531	0	0	0	3,507	0	1,773	0	0	175	3,507	2,041	0	0	0	140	1,466
418+00	100	1,583	0	533	0	0	0	5,661	0	1,971	0	0	283	9,168	4,221	0	0	0	367	4,947
419+00	100	1,351	0	540	0	0	0	5,433	0	1,988	0	0	272	14,601	6,434	0	0	0	584	8,168
420+00	100	1,086	0	467	0	0	0	4,514	0	1,865	0	0	226	19,115	8,540	0	0	0	765	10,576
421+00	100	707	0	422	0	0	0	3,320	0	1,645	0	0	166	22,436	10,430	0	0	0	897	12,005
422+00	100	425	0	364	0	0	0	2,096	0	1,454	0	0	105	24,532	12,143	0	0	0	981	12,388
423+00	100	237	0	274	0	0	0	1,226	0	1,181	0	0	61	25,757	13,559	0	0	0	1,030	12,199
424+00	100	120	0	205	0	0	0	661	0	887	0	0	33	26,418	14,634	0	0	0	1,057	11,784
425+00	100	43	0	154	0	0	0	302	0	663	0	0	15	26,720	15,448	0	0	0	1,069	11,272
426+00	100	7	0	94	0	0	0	92	0	459	0	0	5	26,812	16,017	0	0	0	1,072	10,795
427+00	100	4	0	39	0	0	0	21	0	247	0	0	1	26,833	16,325	0	0	0	1,073	10,509
428+00	100	18	0	15	0	0	0	41	0	99	0	0	2	26,874	16,447	0	0	0	1,075	10,427
429+00	100	45	0	4	0	0	0	116	0	34	0	0	6	26,990	16,483	0	0	0	1,080	10,507
430+00	100	87	0	0	0	0	0	244	0	7	0	0	12	27,234	16,479	0	0	0	1,089	10,755
431+00	100	199	0	0	0	0	0	528	0	0	0	0	26	27,762	16,452	0	0	0	1,110	11,310
432+00	100	231	0	0	0	0	0	795	0	0	0	0	40	28,558	16,413	0	0	0	1,142	12,145
433+00	100	247	0	0	0	0	0	885	0	0	0	0	44	29,442	16,368	0	0	0	1,178	13,074
434+00	100	292	0	0	0	0	0	998	0	0	0	0	50	30,440	16,319	0	0	0	1,218	14,122
435+00	100	272	0	0	0	0	0	1,045	0	0	0	0	52	31,485	16,266	0	0	0	1,259	15,219
436+00	100	310	0	0	0	0	0	1,078	0	0	0	0	54	32,563	16,212	0	0	0	1,303	16,351
437+00	100	351	0	0	0	0	0	1,225	0	0	0	0	61	33,788	16,151	0	0	0	1,352	17,637
438+00	100	421	0	0	0	0	0	1,431	0	0	0	0	72	35,219	16,080	0	0	0	1,409	19,140
439+00	100	453	0	0	0	0	0	1,619	0	0	0	0	81	36,838	15,999	0	0	0	1,474	20,839
440+00	100	475	0	0	0	0	0	1,717	0	0	0	0	86	38,555	15,913	0	0	0	1,542	22,643
441+00	100	337	0	0	0	0	0	1,503	0	0	0	0	75	40,058	15,838	0	0	0	1,602	24,221
442+00	100	714	0	0	0	0	0	1,946	0	0	0	0	97	42,005	15,740	0	0	0	1,680	26,264
443+00	100	686	0	0	0	0	0	2,593	0	0	0	0	130	44,598	15,611	0	0	0	1,784	28,987
444+00	100	660	0	0	0	0	0	2,492	0	0	0	0	125	47,090	15,486	0	0	0	1,884	31,604
445+00	100	573	0	0	0	0	0	2,283	0	0	0	0	114	49,373	15,372	0	0	0	1,975	34,001
446+00	100	194	0	54	0	0	0	1,420	0	99	0	0	71	50,793	15,425	0	0	0	2,032	35,368
447+00	100	267	0	123	0	0	0	854	0	327	0	0	43	51,647	15,791	0	0	0	2,066	35,856
448+00	100	1,426	0	0	0	0	0	3,136	0	228	0	0	157	54,783	15,919	0	0	0	2,191	38,864
449+00	100	936	0	0	0	0	0	4,374	0	0	0	0	219	59,156	15,700	0	0	0	2,366	43,456
450+00	100	66	0	57	0	0	0	1,855	0	106	0	0	93	61,012	15,740	0	0	0	2,440	45,272
451+00	100	1,251	0	0	0	0	0	2,438	0	106	0	0	122	63,450	15,751	0	0	0	2,538	47,699
452+00	100	1,230	0	0	0	0	0	4,593	0	0	0	0	230	68,043	15,522	0	0	0	2,722	52,522
453+00	100	4	0	2,373	0	0	0	2,285	0	4,394	0	0	114	70,328	20,900	0	0	0	2,813	49,428
454+00	100	0	0	4,162	0	0	0	8	0	12,101	0	0	0	70,335	36,026	0	0	0	2,813	34,310
454+40	40	0	0	4,259	0	0	0	741	0	3,221	0	0	37	64,192	19,741	0	0	0	2,568	30,320
								71,077	0	34,855	0	0	3,554							

DIVISION 2 (STA 693+75HR - STA 697+28HR): HATCHERY ROAD

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
693+75		31	0	7	0	0	0													
694+00	25	35	0	0	0	0	0	30	0	3	0	0	2	30	3	0	0	0	1	28
694+50	50	107	0	1	0	0	0	131	0	1	0	0	7	161	-2	0	0	0	6	163
695+00	50	88	0	12	0	0	0	180	0	12	0	0	9	342	4	0	0	0	14	337
695+50	50	57	0	227	0	0	0	134	0	221	0	0	7	476	274	0	0	0	19	202
696+00	50	83	0	262	0	0	0	130	0	453	0	0	7	606	833	0	0	0	24	-227
696+50	50	256	0	0	0	0	0	314	0	243	0	0	16	920	1,121	0	0	0	37	-201
697+00	50	194	0	0	0	0	0	417	0	0	0	0	21	1,337	1,100	0	0	0	53	237
697+28	28	42	0	0	0	0	0	123	0	0	0	0	6	1,460	1,094	0	0	0	58	366
								1,460	0	934	0	0	73							

DIVISION 2 (STA 701+05HR - STA 703+50HR): HATCHERY ROAD

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
701+05		330	0	17	0	0	0													
701+50	45	164	0	27	0	0	0	411	0	36	0	0	21	411	25	0	0	0	16	386
702+00	50	172	0	0	0	0	0	310	0	25	0	0	16	721	41	0	0	0	29	680
702+50	50	174	0	0	0	0	0	320	0	0	0	0	16	1,041	25	0	0	0	42	1,016
703+00	50	92	0	0	0	0	0	246	0	0	0	0	12	1,287	13	0	0	0	51	1,274
703+50	50	29	0	0	0	0	0	112	0	0	0	0	6	1,399	7	0	0	0	56	1,391
								1,399	0	62	0	0	70							

DIVISION 2 (STA 400+00C - STA 414+81C): CTH W EB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
400+00		1,277	0	0	0	0	0													
400+50	50	1,420	0	0	0	0	0	2,497	0	0	0	0	125	2,497	-125	0	0	0	100	2,622
401+00	50	1,208	0	0	0	0	0	2,434	0	0	0	0	122	4,931	-247	0	0	0	197	5,177
401+50	50	1,204	0	136	0	0	0	2,234	0	126	0	0	112	7,165	-201	0	0	0	287	7,366
402+00	50	1,050	0	277	0	0	0	2,087	0	383	0	0	104	9,252	173	0	0	0	370	9,079
402+50	50	1,614	0	2	0	0	0	2,467	0	258	0	0	123	11,719	372	0	0	0	469	11,347
403+00	50	1,561	0	0	0	0	0	2,940	0	1	0	0	147	14,659	227	0	0	0	586	14,431
403+50	50	1,766	0	0	0	0	0	3,080	0	0	0	0	154	17,739	73	0	0	0	710	17,666
404+00	50	1,989	0	0	0	0	0	3,477	0	0	0	0	174	21,216	-101	0	0	0	849	21,316
404+50	50	2,060	0	0	0	0	0	3,749	0	0	0	0	187	24,965	-288	0	0	0	999	25,253
405+00	50	1,990	0	0	0	0	0	3,750	0	0	0	0	188	28,715	-476	0	0	0	1,149	29,190
405+50	50	1,944	0	0	0	0	0	3,642	0	0	0	0	182	32,357	-658	0	0	0	1,294	33,015
406+00	50	1,944	0	0	0	0	0	3,600	0	0	0	0	180	35,957	-838	0	0	0	1,438	36,795
406+50	50	2,068	0	0	0	0	0	3,715	0	0	0	0	186	39,672	-1,024	0	0	0	1,587	40,696
407+00	50	2,165	0	0	0	0	0	3,920	0	0	0	0	196	43,592	-1,220	0	0	0	1,744	44,812
407+50	50	2,208	0	0	0	0	0	4,049	0	0	0	0	202	47,641	-1,422	0	0	0	1,906	49,063
408+00	50	2,205	0	0	0	0	0	4,086	0	0	0	0	204	51,727	-1,626	0	0	0	2,069	53,354
408+50	50	2,252	0	0	0	0	0	4,127	0	0	0	0	206	55,854	-1,833	0	0	0	2,234	57,687
409+00	50	2,226	0	0	0	0	0	4,146	0	0	0	0	207	60,000	-2,040	0	0	0	2,400	62,040
409+50	50	2,234	0	0	0	0	0	4,130	0	0	0	0	206	64,130	-2,246	0	0	0	2,565	66,376
410+00	50	2,232	0	0	0	0	0	4,136	0	0	0	0	207	68,265	-2,453	0	0	0	2,731	70,718
410+50	50	2,236	0	0	0	0	0	4,137	0	0	0	0	207	72,402	-2,660	0	0	0	2,896	75,062
411+00	50	2,297	0	0	0	0	0	4,197	0	0	0	0	210	76,599	-2,870	0	0	0	3,064	79,469
411+50	50	2,347	0	0	0	0	0	4,300	0	0	0	0	215	80,899	-3,085	0	0	0	3,236	83,984
412+00	50	2,437	0	0	0	0	0	4,430	0	0	0	0	221	85,329	-3,306	0	0	0	3,413	88,635
412+50	50	2,512	0	0	0	0	0	4,582	0	0	0	0	229	89,911	-3,535	0	0	0	3,596	93,446
413+00	50	2,619	0	0	0	0	0	4,751	0	0	0	0	238	94,662	-3,773	0	0	0	3,786	98,435
413+50	50	2,730	0	0	0	0	0	4,954	0	0	0	0	248	99,616	-4,021	0	0	0	3,985	103,636
414+00	50	2,772	0	0	0	0	0	5,095	0	0	0	0	255	104,711	-4,275	0	0	0	4,188	108,986
414+50	50	2,471	0	0	0	0	0	4,854	0	0	0	0	243	109,565	-4,518	0	0	0	4,383	114,083
414+81	31	793	0	0	0	0	0	1,899	0	0	0	0	95	111,464	-4,613	0	0	0	4,459	116,077
								111,464	0	768	0	0	5,573							

DIVISION 2 (STA 416+56C - STA 433+54C): CTH W EB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
416+56		658	0	0	0	0	0													
417+00	44	855	0	0	0	0	0	1,228	0	0	0	0	61	1,228	-61	0	0	0	49	1,290
417+50	50	1,432	0	0	0	0	0	2,117	0	0	0	0	106	3,346	-167	0	0	0	134	3,513
418+00	50	1,158	0	0	0	0	0	2,398	0	0	0	0	120	5,744	-287	0	0	0	230	6,031
418+50	50	914	0	0	0	0	0	1,918	0	0	0	0	96	7,662	-383	0	0	0	306	8,045
419+00	50	749	0	0	0	0	0	1,539	0	0	0	0	77	9,202	-460	0	0	0	368	9,662
419+50	50	644	0	0	0	0	0	1,290	0	0	0	0	65	10,492	-525	0	0	0	420	11,017
420+00	50	536	0	0	0	0	0	1,093	0	0	0	0	55	11,585	-579	0	0	0	463	12,164
420+50	50	468	0	0	0	0	0	930	0	0	0	0	47	12,515	-626	0	0	0	501	13,141
421+00	50	407	0	0	0	0	0	811	0	0	0	0	41	13,326	-666	0	0	0	533	13,992
421+50	50	333	0	0	0	0	0	686	0	0	0	0	34	14,011	-701	0	0	0	560	14,712
422+00	50	229	0	0	0	0	0	521	0	0	0	0	26	14,532	-727	0	0	0	581	15,259
422+50	50	150	0	0	0	0	0	352	0	0	0	0	18	14,884	-744	0	0	0	595	15,628
423+00	50	80	0	0	0	0	0	213	0	0	0	0	11	15,097	-755	0	0	0	604	15,852
423+50	50	33	0	8	0	0	0	105	0	8	0	0	5	15,202	-751	0	0	0	608	15,953
424+00	50	11	0	34	0	0	0	41	0	39	0	0	2	15,243	-704	0	0	0	610	15,947
424+50	50	4	0	64	0	0	0	14	0	91	0	0	1	15,257	-591	0	0	0	610	15,848
425+00	50	0	0	84	0	0	0	4	0	137	0	0	0	15,261	-419	0	0	0	610	15,680
425+50	50	0	0	105	0	0	0	0	0	174	0	0	0	15,261	-201	0	0	0	610	15,462
426+00	50	0	0	120	0	0	0	0	0	208	0	0	0	15,261	58	0	0	0	610	15,203
426+50	50	0	0	125	0	0	0	0	0	227	0	0	0	15,261	342	0	0	0	610	14,919
427+00	50	0	0	111	0	0	0	0	0	219	0	0	0	15,261	616	0	0	0	610	14,646
427+50	50	1	0	80	0	0	0	1	0	177	0	0	0	15,262	837	0	0	0	610	14,425
428+00	50	3	0	54	0	0	0	4	0	124	0	0	0	15,265	992	0	0	0	611	14,274
428+50	50	8	0	31	0	0	0	11	0	80	0	0	1	15,276	1,090	0	0	0	611	14,186
429+00	50	10	0	8	0	0	0	17	0	37	0	0	1	15,293	1,135	0	0	0	612	14,158
429+50	50	40	0	0	0	0	0	46	0	7	0	0	2	15,340	1,142	0	0	0	614	14,197
430+00	50	55	0	0	0	0	0	88	0	0	0	0	4	15,428	1,138	0	0	0	617	14,290
430+50	50	63	0	0	0	0	0	109	0	0	0	0	5	15,536	1,132	0	0	0	621	14,404
431+00	50	62	0	0	0	0	0	115	0	0	0	0	6	15,652	1,127	0	0	0	626	14,525
431+50	50	81	0	0	0	0	0	132	0	0	0	0	7	15,784	1,120	0	0	0	631	14,664
432+00	50	103	0	0	0	0	0	170	0	0	0	0	9	15,954	1,111	0	0	0	638	14,843
432+50	50	118	0	0	0	0	0	204	0	0	0	0	10	16,158	1,101	0	0	0	646	15,057
433+00	50	141	0	0	0	0	0	239	0	0	0	0	12	16,397	1,089	0	0	0	656	15,308
433+50	50	157	0	0	0	0	0	276	0	0	0	0	14	16,673	1,076	0	0	0	667	15,597
433+54	4	157	0	0	0	0	0	21	0	0	0	0	1	16,694	1,074	0	0	0	668	15,620
								16,694	0	1,527	0	0	835							

DIVISION 2 (STA 398+15D - STA 414+43D): CTH W WB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
398+15		1,529	0	0	0	0	0													
398+50	35	1,361	0	0	0	0	0	1,858	0	0	0	0	93	1,858	-93	0	0	0	74	1,951
399+00	50	1,143	0	0	0	0	0	2,319	0	0	0	0	116	4,177	-209	0	0	0	167	4,385
399+50	50	1,011	0	0	0	0	0	1,995	0	0	0	0	100	6,171	-309	0	0	0	247	6,480
400+00	50	1,006	0	0	0	0	0	1,868	0	0	0	0	93	8,039	-402	0	0	0	322	8,441
400+50	50	961	0	0	0	0	0	1,822	0	0	0	0	91	9,860	-493	0	0	0	394	10,353
401+00	50	871	0	0	0	0	0	1,696	0	0	0	0	85	11,557	-578	0	0	0	462	12,135
401+50	50	752	0	0	0	0	0	1,502	0	0	0	0	75	13,059	-653	0	0	0	522	13,712
402+00	50	707	0	0	0	0	0	1,351	0	0	0	0	68	14,409	-720	0	0	0	576	15,130
402+50	50	590	0	0	0	0	0	1,201	0	0	0	0	60	15,611	-781	0	0	0	624	16,391
403+00	50	478	0	0	0	0	0	989	0	0	0	0	49	16,600	-830	0	0	0	664	17,430
403+50	50	463	0	0	0	0	0	872	0	0	0	0	44	17,471	-874	0	0	0	699	18,345
404+00	50	410	0	0	0	0	0	808	0	0	0	0	40	18,279	-914	0	0	0	731	19,193
404+50	50	360	0	0	0	0	0	713	0	0	0	0	36	18,992	-950	0	0	0	760	19,942
405+00	50	318	0	0	0	0	0	628	0	0	0	0	31	19,620	-981	0	0	0	785	20,601
405+50	50	281	0	0	0	0	0	555	0	0	0	0	28	20,175	-1,009	0	0	0	807	21,184
406+00	50	296	0	0	0	0	0	534	0	0	0	0	27	20,709	-1,035	0	0	0	828	21,745
406+50	50	287	0	0	0	0	0	539	0	0	0	0	27	21,248	-1,062	0	0	0	850	22,311
407+00	50	316	0	0	0	0	0	558	0	0	0	0	28	21,806	-1,090	0	0	0	872	22,897
407+50	50	372	0	0	0	0	0	637	0	0	0	0	32	22,444	-1,122	0	0	0	898	23,566
408+00	50	455	0	0	0	0	0	766	0	0	0	0	38	23,210	-1,160	0	0	0	928	24,370
408+50	50	549	0	0	0	0	0	930	0	0	0	0	46	24,140	-1,207	0	0	0	966	25,347
409+00	50	644	0	0	0	0	0	1,104	0	0	0	0	55	25,244	-1,262	0	0	0	1,010	26,506
409+50	50	755	0	0	0	0	0	1,295	0	0	0	0	65	26,539	-1,327	0	0	0	1,062	27,866
410+00	50	907	0	0	0	0	0	1,539	0	0	0	0	77	28,077	-1,404	0	0	0	1,123	29,481
410+50	50	1,038	0	0	0	0	0	1,800	0	0	0	0	90	29,878	-1,494	0	0	0	1,195	31,372
411+00	50	1,171	0	0	0	0	0	2,045	0	0	0	0	102	31,922	-1,596	0	0	0	1,277	33,519
411+50	50	1,289	0	0	0	0	0	2,278	0	0	0	0	114	34,200	-1,710	0	0	0	1,368	35,910
412+00	50	1,421	0	0	0	0	0	2,510	0	0	0	0	126	36,711	-1,836	0	0	0	1,468	38,546
412+50	50	1,502	0	0	0	0	0	2,706	0	0	0	0	135	39,417	-1,971	0	0	0	1,577	41,388
413+00	50	1,574	0	0	0	0	0	2,847	0	0	0	0	142	42,264	-2,113	0	0	0	1,691	44,377
413+50	50	1,727	0	0	0	0	0	3,056	0	0	0	0	153	45,320	-2,266	0	0	0	1,813	47,586
414+00	50	1,167	0	0	0	0	0	2,680	0	0	0	0	134	48,000	-2,400	0	0	0	1,920	50,400
414+43	43	1,115	0	0	0	0	0	1,828	0	0	0	0	91	49,828	-2,491	0	0	0	1,993	52,319
								49,828	0	0	0	0	2,491							

DIVISION 2 (STA 416+50D - STA 430+99D): CTH W WB RAMP

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
416+18		1,180	0	0	0	0	0													
416+50	32	1,079	0	0	0	0	0	1,355	0	0	0	0	68	1,355	-68	0	0	0	54	1,422
417+00	50	1,480	0	0	0	0	0	2,370	0	0	0	0	118	3,724	-186	0	0	0	149	3,911
417+50	50	1,794	0	0	0	0	0	3,032	0	0	0	0	152	6,756	-338	0	0	0	270	7,094
418+00	50	1,623	0	0	0	0	0	3,164	0	0	0	0	158	9,921	-496	0	0	0	397	10,417
418+50	50	1,430	0	0	0	0	0	2,827	0	0	0	0	141	12,748	-637	0	0	0	510	13,385
419+00	50	1,188	0	0	0	0	0	2,425	0	0	0	0	121	15,173	-759	0	0	0	607	15,931
419+50	50	1,066	0	0	0	0	0	2,088	0	0	0	0	104	17,260	-863	0	0	0	690	18,123
420+00	50	989	0	0	0	0	0	1,903	0	0	0	0	95	19,163	-958	0	0	0	767	20,121
420+50	50	909	0	0	0	0	0	1,757	0	0	0	0	88	20,920	-1,046	0	0	0	837	21,966
421+00	50	806	0	0	0	0	0	1,588	0	0	0	0	79	22,508	-1,125	0	0	0	900	23,633
421+50	50	665	0	0	0	0	0	1,362	0	0	0	0	68	23,870	-1,193	0	0	0	955	25,063
422+00	50	556	0	0	0	0	0	1,130	0	0	0	0	57	25,000	-1,250	0	0	0	1,000	26,250
422+50	50	467	0	0	0	0	0	947	0	0	0	0	47	25,947	-1,297	0	0	0	1,038	27,245
423+00	50	374	0	0	0	0	0	779	0	0	0	0	39	26,726	-1,336	0	0	0	1,069	28,062
423+50	50	275	0	0	0	0	0	601	0	0	0	0	30	27,328	-1,366	0	0	0	1,093	28,694
424+00	50	232	0	0	0	0	0	469	0	0	0	0	23	27,797	-1,390	0	0	0	1,112	29,187
424+50	50	185	0	0	0	0	0	386	0	0	0	0	19	28,182	-1,409	0	0	0	1,127	29,592
425+00	50	146	0	0	0	0	0	306	0	0	0	0	15	28,489	-1,424	0	0	0	1,140	29,913
425+50	50	109	0	0	0	0	0	237	0	0	0	0	12	28,726	-1,436	0	0	0	1,149	30,162
426+00	50	74	0	0	0	0	0	170	0	0	0	0	8	28,895	-1,445	0	0	0	1,156	30,340
426+50	50	66	0	1	0	0	0	129	0	1	0	0	6	29,024	-1,450	0	0	0	1,161	30,474
427+00	50	46	0	6	0	0	0	103	0	7	0	0	5	29,128	-1,446	0	0	0	1,165	30,574
427+50	50	30	0	11	0	0	0	71	0	16	0	0	4	29,199	-1,429	0	0	0	1,168	30,628
428+00	50	18	0	8	0	0	0	44	0	18	0	0	2	29,243	-1,409	0	0	0	1,170	30,652
428+50	50	17	0	11	0	0	0	32	0	18	0	0	2	29,275	-1,388	0	0	0	1,171	30,663
429+00	50	21	0	6	0	0	0	35	0	15	0	0	2	29,310	-1,370	0	0	0	1,172	30,681
429+50	50	62	0	0	0	0	0	77	0	5	0	0	4	29,387	-1,368	0	0	0	1,175	30,755
430+00	50	77	0	0	0	0	0	129	0	0	0	0	6	29,516	-1,374	0	0	0	1,181	30,890
430+50	50	94	0	0	0	0	0	159	0	0	0	0	8	29,674	-1,382	0	0	0	1,187	31,056
430+99	49	106	0	0	0	0	0	182	0	0	0	0	9	29,856	-1,391	0	0	0	1,194	31,247
								29,856	0	81	0	0	1,493							

DIVISION 2 (STA 188+00WE - STA 196+85WE): CTH W EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
188+00		60	0	0	0	0	0													
188+50	50	69	0	0	0	0	0	119	0	0	0	0	6	119	-6	0	0	0	5	125
189+00	50	74	0	0	0	0	0	132	0	0	0	0	7	252	-13	0	0	0	10	264
189+50	50	79	0	0	0	0	0	141	0	0	0	0	7	393	-20	0	0	0	16	412
190+00	50	103	0	0	0	0	0	168	0	0	0	0	8	561	-28	0	0	0	22	589
190+50	50	138	0	0	0	0	0	223	0	0	0	0	11	784	-39	0	0	0	31	824
191+00	50	179	0	0	0	0	0	294	0	0	0	0	15	1,078	-54	0	0	0	43	1,132
191+50	50	133	0	2	0	0	0	289	0	2	0	0	14	1,367	-66	0	0	0	55	1,433
192+00	50	70	0	0	0	0	0	188	0	2	0	0	9	1,555	-72	0	0	0	62	1,627
192+50	50	99	0	0	0	0	0	157	0	0	0	0	8	1,712	-80	0	0	0	68	1,793
193+00	50	123	0	0	0	0	0	206	0	0	0	0	10	1,918	-90	0	0	0	77	2,009
193+50	50	152	0	0	0	0	0	254	0	0	0	0	13	2,173	-103	0	0	0	87	2,276
194+00	50	181	0	0	0	0	0	308	0	0	0	0	15	2,481	-119	0	0	0	99	2,600
194+50	50	222	0	0	0	0	0	373	0	0	0	0	19	2,855	-137	0	0	0	114	2,992
195+00	50	280	0	0	0	0	0	464	0	0	0	0	23	3,319	-160	0	0	0	133	3,479
195+50	50	329	0	0	0	0	0	563	0	0	0	0	28	3,882	-189	0	0	0	155	4,070
196+00	50	449	0	0	0	0	0	720	0	0	0	0	36	4,602	-225	0	0	0	184	4,826
196+50	50	545	0	0	0	0	0	920	0	0	0	0	46	5,522	-271	0	0	0	221	5,792
196+85	35	590	0	0	0	0	0	728	0	0	0	0	36	6,249	-307	0	0	0	250	6,556
								6,249	0	4	0	0	312							

DIVISION 2 (STA 198+57WE - STA 201+52WE): CTH W EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
198+57		670	0	7	0	0	0													
199+00	43	886	0	47	0	0	0	1,239	0	44	0	0	62	1,239	-8	0	0	0	50	1,247
199+50	50	870	0	3	0	0	0	1,626	0	47	0	0	81	2,865	-30	0	0	0	115	2,895
200+00	50	928	0	47	0	0	0	1,665	0	46	0	0	83	4,530	-56	0	0	0	181	4,586
200+50	50	985	0	0	0	0	0	1,771	0	43	0	0	89	6,301	-90	0	0	0	252	6,391
201+00	50	1,155	0	5	0	0	0	1,981	0	5	0	0	99	8,283	-183	0	0	0	331	8,466
201+50	50	1,085	0	0	0	0	0	2,074	0	5	0	0	104	10,357	-281	0	0	0	414	10,637
201+52	2	1,070	0	0	0	0	0	73	0	0	0	0	4	10,430	-284	0	0	0	417	10,714
								10,430	0	190	0	0	522							

DIVISION 2 (STA 203+27WE - STA 211+14WE): CTH W EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
203+27		1,268	0	0	0	0	0													
203+50	23	1,317	0	0	0	0	0	1,122	0	0	0	0	56	1,122	-56	0	0	0	45	1,178
204+00	50	1,123	0	0	0	0	0	2,260	0	0	0	0	113	3,381	-169	0	0	0	135	3,550
204+50	50	1,059	0	0	0	0	0	2,021	0	0	0	0	101	5,402	-270	0	0	0	216	5,672
205+00	50	993	0	0	0	0	0	1,901	0	0	0	0	95	7,303	-365	0	0	0	292	7,668
205+50	50	894	0	0	0	0	0	1,747	0	0	0	0	87	9,050	-452	0	0	0	362	9,502
206+00	50	891	0	0	0	0	0	1,652	0	0	0	0	83	10,702	-535	0	0	0	428	11,237
206+50	50	730	0	0	0	0	0	1,501	0	0	0	0	75	12,203	-610	0	0	0	488	12,813
207+00	50	662	0	0	0	0	0	1,289	0	0	0	0	64	13,493	-675	0	0	0	540	14,167
207+50	50	455	0	0	0	0	0	1,034	0	0	0	0	52	14,527	-726	0	0	0	581	15,253
208+00	50	320	0	0	0	0	0	718	0	0	0	0	36	15,244	-762	0	0	0	610	16,006
208+50	50	223	0	0	0	0	0	503	0	0	0	0	25	15,747	-787	0	0	0	630	16,535
209+00	50	138	0	0	0	0	0	334	0	0	0	0	17	16,082	-804	0	0	0	643	16,886
209+50	50	106	2	0	0	0	0	225	2	0	0	0	11	16,307	-815	0	0	0	652	17,121
210+00	50	102	2	0	0	0	0	192	4	0	0	0	10	16,499	-825	0	0	0	660	17,319
210+50	50	76	2	0	0	0	0	165	4	0	0	0	8	16,665	-833	0	0	0	667	17,489
211+00	50	68	2	0	0	0	0	134	4	0	0	0	7	16,799	-840	0	0	0	672	17,625
211+14	14	68	2	0	0	0	0	36	1	0	0	0	2	16,835	-841	0	0	0	673	17,662
								16,835	14	0	0	0	842							

DIVISION 2 (STA 191+67WW - STA 196+91WW): CTH W WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
191+67		56	0	0	0	0	0													
192+00	33	64	0	0	0	0	0	73	0	0	0	0	4	73	-4	0	0	0	3	77
192+50	50	88	0	0	0	0	0	141	0	0	0	0	7	214	-11	0	0	0	9	225
193+00	50	126	0	0	0	0	0	199	0	0	0	0	10	412	-21	0	0	0	16	433
193+50	50	160	0	0	0	0	0	265	0	0	0	0	13	677	-34	0	0	0	27	711
194+00	50	196	0	0	0	0	0	330	0	0	0	0	16	1,007	-50	0	0	0	40	1,057
194+50	50	240	0	0	0	0	0	404	0	0	0	0	20	1,411	-71	0	0	0	56	1,482
195+00	50	298	0	0	0	0	0	498	0	0	0	0	25	1,909	-95	0	0	0	76	2,005
195+50	50	387	0	0	0	0	0	634	0	0	0	0	32	2,543	-127	0	0	0	102	2,670
196+00	50	536	0	0	0	0	0	855	0	0	0	0	43	3,398	-170	0	0	0	136	3,568
196+50	50	701	0	0	0	0	0	1,146	0	0	0	0	57	4,544	-227	0	0	0	182	4,771
196+91	41	473	0	0	0	0	0	884	0	0	0	0	44	5,428	-271	0	0	0	217	5,699
								5,428	0	0	0	0	271							

DIVISION 2 (STA 198+65WW - STA 201+60WW): CTH W WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)							
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
198+65		137	0	13	0	0	0													
199+00	35	880	0	24	0	0	0	663	0	24	0	0	33	663	-3	0	0	0	27	666
199+50	50	821	0	104	0	0	0	1,575	0	119	0	0	79	2,238	66	0	0	0	90	2,171
200+00	50	864	0	75	0	0	0	1,560	0	166	0	0	78	3,798	196	0	0	0	152	3,602
200+50	50	924	0	0	0	0	0	1,656	0	70	0	0	83	5,453	200	0	0	0	218	5,253
201+00	50	1,000	0	32	0	0	0	1,782	0	30	0	0	89	7,235	148	0	0	0	289	7,087
201+50	50	1,056	0	0	0	0	0	1,904	0	30	0	0	95	9,139	90	0	0	0	366	9,049
201+59	9	905	0	0	0	0	0	344	0	0	0	0	17	9,483	72	0	0	0	379	9,411
								9,483	0	437	0	0	474							

DIVISION 2 (STA 203+31WW - STA 211+33WW): CTH W WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)							
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
203+31		1,311	0	0	0	0	0													
203+50	19	1,576	0	0	0	0	0	1,005	0	0	0	0	50	1,005	-50	0	0	0	40	1,055
204+00	50	1,419	0	0	0	0	0	2,773	0	0	0	0	139	3,778	-189	0	0	0	151	3,967
204+50	50	1,302	0	0	0	0	0	2,519	0	0	0	0	126	6,297	-315	0	0	0	252	6,612
205+00	50	1,297	0	0	0	0	0	2,406	0	0	0	0	120	8,704	-435	0	0	0	348	9,139
205+50	50	1,396	0	0	0	0	0	2,493	0	0	0	0	125	11,197	-560	0	0	0	448	11,757
206+00	50	1,304	0	0	0	0	0	2,499	0	0	0	0	125	13,696	-685	0	0	0	548	14,381
206+50	50	1,112	0	0	0	0	0	2,237	0	0	0	0	112	15,933	-797	0	0	0	637	16,730
207+00	50	809	0	0	0	0	0	1,779	0	0	0	0	89	17,712	-886	0	0	0	708	18,597
207+50	50	557	0	0	0	0	0	1,264	0	0	0	0	63	18,976	-949	0	0	0	759	19,925
208+00	50	405	0	0	0	0	0	891	0	0	0	0	45	19,867	-993	0	0	0	795	20,860
208+50	50	327	2	0	0	0	0	678	2	0	0	0	34	20,545	-1,027	0	0	0	822	21,570
209+00	50	200	2	7	0	0	0	487	4	7	0	0	24	21,032	-1,043	0	0	0	841	22,070
209+50	50	79	2	16	0	0	0	258	4	22	0	0	13	21,290	-1,028	0	0	0	852	22,309
210+00	50	44	2	36	0	0	0	113	4	49	0	0	6	21,403	-973	0	0	0	856	22,363
210+50	50	35	2	36	0	0	0	73	4	67	0	0	4	21,476	-893	0	0	0	859	22,353
211+00	50	34	2	23	0	0	0	64	4	54	0	0	3	21,540	-829	0	0	0	862	22,349
211+33	33	12	2	38	0	0	0	28	2	37	0	0	1	21,569	-783	0	0	0	863	22,329
								21,569	23	236	0	0	1,078							

DIVISION 2 (STA 10+00EF5 - STA 13+96EF5): CTH W WEST RAB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)							
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+00		964	0	0	0	0	0													
10+50	50	1,132	0	0	0	0	0	1,941	0	0	0	0	97	1,941	-97	0	0	0	78	2,038
11+00	50	756	0	0	0	0	0	1,748	0	0	0	0	87	3,688	-184	0	0	0	148	3,873
11+50	50	1,180	0	0	0	0	0	1,793	0	0	0	0	90	5,481	-274	0	0	0	219	5,755
12+00	50	976	0	0	0	0	0	1,997	0	0	0	0	100	7,478	-374	0	0	0	299	7,852
12+50	50	1,361	0	0	0	0	0	2,164	0	0	0	0	108	9,642	-482	0	0	0	386	10,124
13+00	50	1,199	0	0	0	0	0	2,370	0	0	0	0	118	12,012	-601	0	0	0	480	12,612
13+50	50	1,384	0	0	0	0	0	2,392	0	0	0	0	120	14,403	-720	0	0	0	576	15,124
13+96	46	963	0	0	0	0	0	1,986	0	0	0	0	99	16,390	-819	0	0	0	656	17,209
								16,390	0	0	0	0	819							

DIVISION 2 (STA 10+00GH5 - STA 13+96GH5): CTH W EAST RAB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+00		1,435	0	0	0	0	0													
10+50	50	1,922	0	0	0	0	0	3,108	0	0	0	0	155	3,108	-155	0	0	0	124	3,263
11+00	50	1,599	0	0	0	0	0	3,260	0	0	0	0	163	6,368	-318	0	0	0	255	6,686
11+50	50	1,781	0	0	0	0	0	3,129	0	0	0	0	156	9,497	-475	0	0	0	380	9,972
12+00	50	1,443	0	0	0	0	0	2,985	0	0	0	0	149	12,482	-624	0	0	0	499	13,107
12+50	50	1,834	0	0	0	0	0	3,034	0	0	0	0	152	15,517	-776	0	0	0	621	16,293
13+00	50	1,376	0	0	0	0	0	2,972	0	0	0	0	149	18,489	-924	0	0	0	740	19,413
13+50	50	1,891	0	0	0	0	0	3,025	0	0	0	0	151	21,514	-1,076	0	0	0	861	22,589
13+96	46	1,435	0	0	0	0	0	2,815	0	0	0	0	141	24,329	-1,216	0	0	0	973	25,545
								24,329	0	0	0	0	1,216							

DIVISION 2 (STA 10+00CC - STA 12+54CC): COMMERCE COURT

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+00		65	0	240	0	0	0													
10+50	50	63	0	247	0	0	0	119	0	452	0	0	6	119	559	0	0	0	5	-440
11+00	50	17	0	163	0	0	0	74	0	380	0	0	4	193	1,030	0	0	0	8	-837
11+50	50	68	0	77	0	0	0	79	0	222	0	0	4	272	1,303	0	0	0	11	-1,031
12+00	50	104	0	31	0	0	0	159	0	99	0	0	8	431	1,420	0	0	0	17	-989
12+50	50	81	0	16	0	0	0	171	0	43	0	0	9	602	1,464	0	0	0	24	-863
12+54	4	79	0	14	0	0	0	12	0	2	0	0	1	614	1,467	0	0	0	25	-852
								614	0	1,198	0	0	31							

DIVISION 2 (STA 20+78CD - STA 22+13CD): COMMERCE DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
20+78		22	0	0	0	0	0													
21+00	22	30	0	0	0	0	0	21	0	0	0	0	1	21	-1	0	0	0	1	22
21+50	50	27	0	1	0	0	0	52	0	1	0	0	3	73	-2	0	0	0	3	75
22+00	50	42	0	1	0	0	0	64	0	2	0	0	3	137	-3	0	0	0	5	141
22+13	13	45	0	0	0	0	0	20	0	0	0	0	1	157	-4	0	0	0	6	162
								157	0	3	0	0	8							

DIVISION 2 (STA 400+00 - STA 415+33): CHN4

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
400+00		0	0	26	0	0	0													
400+50	50	22	0	21	0	0	0	20	0	44	0	0	1	20	54	0	0	0	1	-33
401+00	50	118	0	0	0	0	0	130	0	20	0	0	6	150	72	0	0	0	6	78
401+50	50	87	0	0	0	0	0	190	0	0	0	0	10	341	62	0	0	0	14	278
402+00	50	59	0	7	0	0	0	135	0	7	0	0	7	476	64	0	0	0	19	412
402+50	50	89	0	57	0	0	0	137	0	60	0	0	7	613	132	0	0	0	25	481
403+00	50	177	0	37	0	0	0	246	0	87	0	0	12	858	229	0	0	0	34	630
403+50	50	64	0	34	0	0	0	223	0	66	0	0	11	1,081	299	0	0	0	43	782
404+00	50	22	0	22	0	0	0	80	0	52	0	0	4	1,161	360	0	0	0	46	801
404+50	50	135	0	78	0	0	0	145	0	93	0	0	7	1,306	468	0	0	0	52	838
405+00	50	221	0	42	0	0	0	330	0	111	0	0	16	1,636	591	0	0	0	65	1,045
405+50	50	130	0	52	0	0	0	325	0	88	0	0	16	1,962	685	0	0	0	78	1,277
406+00	50	12	0	8	0	0	0	131	0	56	0	0	7	2,093	749	0	0	0	84	1,345
406+50	50	0	0	13	0	0	0	11	0	20	0	0	1	2,104	773	0	0	0	84	1,331
407+00	50	2	0	11	0	0	0	2	0	23	0	0	0	2,106	802	0	0	0	84	1,305
407+50	50	300	0	26	0	0	0	280	0	35	0	0	14	2,386	831	0	0	0	95	1,555
408+00	50	149	0	0	0	0	0	416	0	24	0	0	21	2,802	840	0	0	0	112	1,962
408+50	50	129	0	0	0	0	0	258	0	0	0	0	13	3,059	827	0	0	0	122	2,232
409+00	50	205	0	0	0	0	0	309	0	0	0	0	15	3,369	812	0	0	0	135	2,557
409+50	50	359	0	0	0	0	0	522	0	0	0	0	26	3,890	786	0	0	0	156	3,105
410+00	50	206	0	40	0	0	0	523	0	37	0	0	26	4,413	806	0	0	0	177	3,607
410+50	50	90	0	79	0	0	0	275	0	111	0	0	14	4,688	931	0	0	0	188	3,757
411+00	50	100	0	17	0	0	0	176	0	90	0	0	9	4,864	1,034	0	0	0	195	3,830
411+50	50	31	0	23	0	0	0	121	0	37	0	0	6	4,985	1,074	0	0	0	199	3,910
412+00	50	6	0	13	0	0	0	34	0	33	0	0	2	5,019	1,114	0	0	0	201	3,905
412+50	50	22	0	14	0	0	0	26	0	25	0	0	1	5,045	1,144	0	0	0	202	3,901
413+00	50	5	0	28	0	0	0	25	0	39	0	0	1	5,070	1,191	0	0	0	203	3,878
413+50	50	4	0	16	0	0	0	9	0	41	0	0	0	5,078	1,242	0	0	0	203	3,836
414+00	50	103	0	47	0	0	0	99	0	58	0	0	5	5,177	1,309	0	0	0	207	3,868
414+50	50	174	0	53	0	0	0	256	0	93	0	0	13	5,434	1,412	0	0	0	217	4,022
415+00	50	180	0	65	0	0	0	328	0	110	0	0	16	5,761	1,533	0	0	0	230	4,229
415+33	33	12	0	51	0	0	0	116	0	70	0	0	6	5,878	1,615	0	0	0	235	4,263
								5,878	0	1,527	0	0	294							

DIVISION 3 (STA 458+37EB - STA 515+13EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
458+37		0	0	3,648	0	0	0													
459+00	63	0	0	4,130	0	0	0	0	0	9,142	0	0	0	0	11,427	0	0	0	0	-11,427
460+00	100	374	0	2,500	0	0	0	693	0	12,277	0	0	35	693	26,739	0	0	0	28	-26,046
461+00	100	711	0	767	0	0	0	2,009	0	6,050	0	0	100	2,701	34,201	0	0	0	108	-31,500
462+00	100	1,119	0	248	0	0	0	3,388	0	1,880	0	0	169	6,090	36,382	0	0	0	244	-30,292
463+00	100	1,925	0	0	0	0	0	5,637	0	459	0	0	282	11,727	36,673	0	0	0	469	-24,946
464+00	100	1,744	0	0	0	0	0	6,795	0	0	0	0	340	18,522	36,333	0	0	0	741	-17,811
465+00	100	1,483	0	0	0	0	0	5,977	0	0	0	0	299	24,499	36,035	0	0	0	980	-11,536
466+00	100	1,509	0	0	0	0	0	5,541	0	0	0	0	277	30,040	35,758	0	0	0	1,202	-5,718
467+00	100	1,319	0	0	0	0	0	5,237	0	0	0	0	262	35,276	35,496	0	0	0	1,411	-219
468+00	100	559	0	137	0	0	0	3,478	0	254	0	0	174	38,755	35,639	0	0	0	1,550	3,116
469+00	100	4,167	0	0	0	0	0	8,752	0	254	0	0	438	47,507	35,519	0	0	0	1,900	11,988
470+00	100	4,435	0	0	0	0	0	15,930	0	0	0	0	797	63,437	34,722	0	0	0	2,537	28,715
471+00	100	4,964	0	0	0	0	0	17,405	0	0	0	0	870	80,843	33,852	0	0	0	3,234	46,991
472+00	100	4,546	0	0	0	0	0	17,611	0	0	0	0	881	98,454	32,971	0	0	0	3,938	65,482
473+00	100	3,689	0	0	0	0	0	15,249	0	0	0	0	762	113,703	32,209	0	0	0	4,548	81,494
474+00	100	3,007	0	0	0	0	0	12,399	0	0	0	0	620	126,101	31,589	0	0	0	5,044	94,512
475+00	100	2,456	0	0	0	0	0	10,115	0	0	0	0	506	136,217	31,083	0	0	0	5,449	105,133
476+00	100	2,175	0	0	0	0	0	8,575	0	0	0	0	429	144,791	30,654	0	0	0	5,792	114,137
477+00	100	2,034	0	0	0	0	0	7,794	0	0	0	0	390	152,585	30,265	0	0	0	6,103	122,320
478+00	100	2,028	0	0	0	0	0	7,521	0	0	0	0	376	160,106	29,889	0	0	0	6,404	130,217
479+00	100	2,164	0	0	0	0	0	7,762	0	0	0	0	388	167,868	29,500	0	0	0	6,715	138,368
480+00	100	1,022	0	0	0	0	0	5,901	0	0	0	0	295	173,769	29,205	0	0	0	6,951	144,564
481+00	100	1,088	0	0	0	0	0	3,909	0	0	0	0	195	177,678	29,010	0	0	0	7,107	148,668
482+00	100	1,208	0	0	0	0	0	4,252	0	0	0	0	213	181,930	28,797	0	0	0	7,277	153,133
483+00	100	1,542	0	0	0	0	0	5,093	0	0	0	0	255	187,023	28,543	0	0	0	7,481	158,481
484+00	100	2,166	0	0	0	0	0	6,866	0	0	0	0	343	193,890	28,199	0	0	0	7,756	165,690
485+00	100	2,165	0	0	0	1,179	0	8,019	0	0	0	2,184	401	201,909	27,798	0	0	2,402	8,076	177,113
486+00	100	2,996	0	0	0	2,783	0	9,558	0	0	0	7,338	478	211,466	27,321	0	0	10,474	8,459	197,238
487+00	100	997	0	0	0	7,397	0	7,395	0	0	0	18,852	370	218,861	26,951	0	0	31,211	8,754	230,925
488+00	100	838	0	0	0	7,909	0	3,398	0	0	0	28,344	170	222,259	26,781	0	0	62,390	8,890	273,466
489+00	100	910	0	0	0	7,053	0	3,237	0	0	0	27,708	162	225,496	26,619	0	0	92,868	9,020	314,962
490+00	100	847	0	0	0	6,727	0	3,254	0	0	0	25,518	163	228,750	26,456	0	0	120,938	9,150	353,466
491+00	100	365	0	0	0	6,640	0	2,244	0	0	0	24,752	112	230,993	26,344	0	0	148,166	9,240	389,856
492+00	100	739	0	0	0	5,624	0	2,043	0	0	0	22,710	102	233,036	26,242	0	0	173,146	9,321	423,227
493+00	100	529	0	0	0	3,277	0	2,347	0	0	0	16,484	117	235,383	26,125	0	0	191,278	9,415	448,356
494+00	100	1,738	0	0	0	0	0	4,198	0	0	0	6,069	210	239,581	25,915	0	0	197,955	9,583	461,109
495+00	100	400	0	0	0	0	0	3,959	0	0	0	0	198	243,540	25,717	0	0	197,955	9,742	465,267
496+00	100	1	0	287	0	0	0	742	0	531	0	0	37	244,282	26,343	0	0	197,955	9,771	465,382
497+00	100	0	0	539	0	0	0	2	0	1,530	0	0	0	244,284	28,255	0	0	197,955	9,771	463,472
498+00	100	0	0	659	0	0	0	0	0	2,219	0	0	0	244,284	31,029	0	0	197,955	9,771	460,699
499+00	100	12	0	682	0	0	0	22	0	2,483	0	0	1	244,306	34,131	0	0	197,955	9,772	457,618
500+00	100	32	0	768	0	0	0	80	0	2,685	0	0	4	244,386	37,483	0	0	197,955	9,775	454,346
501+00	100	7	0	928	0	0	0	71	0	3,140	0	0	4	244,457	41,404	0	0	197,955	9,778	450,496
502+00	100	0	0	997	0	0	0	12	0	3,563	0	0	1	244,469	45,858	0	0	197,955	9,779	446,055
503+00	100	57	0	941	0	0	0	105	0	3,589	0	0	5	244,574	50,339	0	0	197,955	9,783	441,679
504+00	100	17	0	1,079	0	0	0	136	0	3,741	0	0	7	244,711	55,008	0	0	197,955	9,788	437,146
505+00	100	0	0	1,162	0	0	0	31	0	4,150	0	0	2	244,742	60,193	0	0	197,955	9,790	431,992
506+00	100	0	0	1,223	0	0	0	0	0	4,417	0	0	0	244,742	65,715	0	0	197,955	9,790	426,471
507+00	100	0	0	1,302	0	0	0	0	0	4,675	0	0	0	244,742	71,558	0	0	197,955	9,790	420,627
508+00	100	0	0	1,529	0	0	0	0	0	5,241	0	0	0	244,742	78,109	0	0	197,955	9,790	414,076
509+00	100	0	0	1,318	0	0	0	0	0	5,272	0	0	0	244,742	84,699	0	0	197,955	9,790	407,486
510+00	100	0	0	1,259	0	0	0	9	0	4,693	0	0	0	244,720	60,874	0	0	197,955	9,789	401,620
511+00	100	0	0	1,341	0	0	0	0	0	4,833	0	0	0	244,742	66,234	0	0	197,955	9,790	395,579
512+00	100	0	0	1,475	0	0	0	0	0	4,998	0	0	0	244,742	71,962	0	0	197,955	9,790	389,332
513+00	100	0	0	1,641	0	0	0	0	0	5,219	0	0	0	244,742	78,082	0	0	197,955	9,790	382,808
514+00	100	18	0	1,500	2,386	0	0	10	0	5,324	1,263	0	0	244,752	83,817	1,894	758	197,955	9,790	377,134
515+00	100	284	0	1,693	2,142	126	0	160	0	5,411	2,396	67	8	244,902	89,658	3,594	1,438	198,028	9,796	372,826
515+13	13	101	0	1,343	2,656	61	0	27	0	680	477	12	1	244,746	61,365	715	286	198,041	9,790	372,441
								244,947	0	108,708	4,135	180,038	12,247							

DIVISION 3 (STA 458+20WB - STA 514+68WB): USH 12 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
458+20		0	0	3,545	0	0	0													
459+00	80	0	0	3,052	0	0	0	0	0	9,788	0	0	0	0	12,235	0	0	0	0	-12,235
460+00	100	0	0	2,722	0	0	0	0	0	10,694	0	0	0	0	25,603	0	0	0	0	-25,603
461+00	100	216	0	1,098	0	0	0	400	0	7,075	0	0	20	400	34,427	0	0	0	16	-34,026
462+00	100	287	0	217	0	0	0	932	0	2,436	0	0	47	1,332	37,425	0	0	0	53	-36,092
463+00	100	1,964	0	0	0	0	0	4,169	0	403	0	0	208	5,501	37,720	0	0	0	220	-32,219
464+00	100	1,800	0	0	0	0	0	6,970	0	0	0	0	349	12,471	37,371	0	0	0	499	-24,900
465+00	100	1,460	0	0	0	0	0	6,038	0	0	0	0	302	18,509	37,069	0	0	0	740	-18,560
466+00	100	1,062	0	0	0	0	0	4,671	0	0	0	0	234	23,180	36,836	0	0	0	927	-13,655
467+00	100	690	0	0	0	0	0	3,245	0	0	0	0	162	26,426	36,673	0	0	0	1,057	-10,248
468+00	100	514	0	124	0	0	0	2,230	0	230	0	0	111	28,655	36,850	0	0	0	1,146	-8,194
469+00	100	462	0	0	0	0	0	1,807	0	230	0	0	90	30,463	37,047	0	0	0	1,219	-6,584
470+00	100	597	0	0	0	0	0	1,962	0	0	0	0	98	32,424	36,949	0	0	0	1,297	-4,524
471+00	100	1,039	0	0	0	0	0	3,029	0	0	0	0	151	35,454	36,797	0	0	0	1,418	-1,343
472+00	100	2,174	0	0	0	0	0	5,950	0	0	0	0	297	41,403	36,500	0	0	0	1,656	4,904
473+00	100	2,078	0	0	0	0	0	7,874	0	0	0	0	394	49,277	36,106	0	0	0	1,971	13,171
474+00	100	1,930	0	0	0	0	0	7,421	0	0	0	0	371	56,698	35,735	0	0	0	2,268	20,963
475+00	100	1,745	0	0	0	0	0	6,804	0	0	0	0	340	63,502	35,395	0	0	0	2,540	28,108
476+00	100	1,749	0	0	0	0	0	6,470	0	0	0	0	324	69,973	35,071	0	0	0	2,799	34,901
477+00	100	1,778	0	0	0	0	0	6,531	0	0	0	0	327	76,504	34,745	0	0	0	3,060	41,759
478+00	100	1,882	0	0	0	0	0	6,776	0	0	0	0	339	83,280	34,406	0	0	0	3,331	48,874
479+00	100	1,819	0	0	0	0	0	6,854	0	0	0	0	343	90,134	34,063	0	0	0	3,605	56,070
480+00	100	1,851	0	0	0	0	0	6,797	0	0	0	0	340	96,931	33,723	0	0	0	3,877	63,208
481+00	100	2,136	0	0	0	0	0	7,384	0	0	0	0	369	104,315	33,354	0	0	0	4,173	70,961
482+00	100	2,662	0	0	0	0	0	8,885	0	0	0	0	444	113,201	32,910	0	0	0	4,528	80,291
483+00	100	3,323	0	0	0	0	0	11,082	0	0	0	0	554	124,283	32,356	0	0	0	4,971	91,927
484+00	100	7,306	0	0	0	0	0	19,682	0	0	0	0	984	143,965	31,372	0	0	0	5,759	112,593
485+00	100	3,608	0	0	0	3,179	0	20,211	0	0	0	5,888	1,011	164,177	30,361	0	0	6,477	6,567	141,911
486+00	100	2,732	0	0	0	5,835	0	11,740	0	0	0	16,693	587	175,917	29,774	0	0	24,839	7,037	177,191
487+00	100	2,121	0	0	0	7,736	0	8,986	0	0	0	25,131	449	184,903	29,325	0	0	52,483	7,396	221,182
488+00	100	2,007	0	0	0	7,391	0	7,644	0	0	0	28,013	382	192,548	28,943	0	0	83,297	7,702	267,726
489+00	100	1,533	0	0	0	7,439	0	6,556	0	0	0	27,464	328	199,104	28,615	0	0	113,507	7,964	312,373
490+00	100	1,247	0	0	0	7,202	0	5,149	0	0	0	27,113	257	204,252	28,357	0	0	143,331	8,170	355,059
491+00	100	719	0	0	0	6,776	0	3,641	0	0	0	25,884	182	207,893	28,175	0	0	171,803	8,316	394,472
492+00	100	638	0	0	0	4,405	0	2,513	0	0	0	20,705	126	210,406	28,050	0	0	194,579	8,416	425,580
493+00	100	1,407	0	0	0	1,539	0	3,788	0	0	0	11,008	189	214,195	27,860	0	0	206,688	8,568	444,695
494+00	100	1,406	0	0	0	0	0	5,211	0	0	0	2,851	261	219,406	27,600	0	0	209,824	8,776	454,086
495+00	100	212	0	0	0	0	0	2,998	0	0	0	0	150	222,403	27,450	0	0	209,824	8,896	457,233
496+00	100	0	0	405	0	0	0	393	0	750	0	0	20	222,796	28,368	0	0	209,824	8,912	456,708
497+00	100	0	0	652	0	0	0	0	0	1,958	0	0	0	222,796	30,816	0	0	209,824	8,912	454,260
498+00	100	0	0	798	0	0	0	0	0	2,686	0	0	0	222,796	34,173	0	0	209,824	8,912	450,904
499+00	100	0	0	814	0	0	0	0	0	2,985	0	0	0	222,796	37,904	0	0	209,824	8,912	447,172
500+00	100	0	0	782	0	0	0	0	0	2,957	0	0	0	222,796	41,600	0	0	209,824	8,912	443,476
501+00	100	114	0	791	0	0	0	211	0	2,912	0	0	11	223,007	45,230	0	0	209,824	8,920	440,057
502+00	100	17	0	866	0	0	0	242	0	3,067	0	0	12	223,250	49,052	0	0	209,824	8,930	436,478
503+00	100	0	0	978	0	0	0	32	0	3,414	0	0	2	223,281	53,317	0	0	209,824	8,931	432,244
504+00	100	0	0	1,080	0	0	0	0	0	3,810	0	0	0	223,281	58,079	0	0	209,824	8,931	427,482
505+00	100	0	0	1,168	0	0	0	0	0	4,162	0	0	0	223,281	63,281	0	0	209,824	8,931	422,280
506+00	100	0	0	1,264	0	0	0	0	0	4,503	0	0	0	223,281	68,910	0	0	209,824	8,931	416,651
507+00	100	0	0	1,387	0	0	0	0	0	4,909	0	0	0	223,281	75,046	0	0	209,824	8,931	410,515
508+00	100	0	0	1,539	0	0	0	0	0	5,418	0	0	0	223,281	81,819	0	0	209,824	8,931	403,742
509+00	100	0	0	1,638	0	0	0	0	0	5,883	0	0	0	223,281	89,172	0	0	209,824	8,931	396,389
510+00	100	0	0	1,786	0	0	0	0	0	6,341	0	0	0	223,281	97,099	0	0	209,824	8,931	388,462
511+00	100	0	0	1,904	0	0	0	0	0	6,834	0	0	0	223,281	105,641	0	0	209,824	8,931	379,920
512+00	100	0	0	2,028	0	0	0	0	0	7,282	0	0	0	223,281	114,743	0	0	209,824	8,931	370,818
513+00	100	0	0	2,139	0	0	0	0	0	7,717	0	0	0	223,281	124,390	0	0	209,824	8,931	361,171
514+00	100	0	0	2,298	1,011	0	0	0	0	8,218	1,873	0	0	223,281	133,258	2,809	1,124	209,824	8,931	352,303
514+68	68	0	0	2,482	3,514	0	0	0	0	5,989	5,670	0	0	223,281	136,492	11,314	4,526	209,824	8,931	349,069
								223,281	0	122,650	7,543	190,749	11,164							

DIVISION 3 (STA 291+00GR - STA 298+74GR): GASSER ROAD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
291+00		36	0	0	0	0	0													
291+50	50	54	0	5	0	0	0	83	0	4	0	0	4	83	1	0	0	0	3	82
292+00	50	60	0	5	0	0	0	106	0	9	0	0	5	189	7	0	0	0	8	182
292+50	50	75	0	3	0	0	0	125	0	7	0	0	6	314	10	0	0	0	13	304
293+00	50	87	0	3	0	0	0	150	0	5	0	0	7	463	9	0	0	0	19	454
293+50	50	90	0	1	0	0	0	164	0	4	0	0	8	627	6	0	0	0	25	622
294+00	50	87	0	1	0	0	0	164	0	2	0	0	8	791	0	0	0	0	32	791
294+50	50	74	0	2	0	0	0	148	0	3	0	0	7	939	-4	0	0	0	38	944
295+00	50	32	0	4	0	0	0	98	0	6	0	0	5	1,037	-2	0	0	0	41	1,039
295+50	50	0	0	60	0	0	0	30	0	59	0	0	1	1,067	70	0	0	0	43	996
296+00	50	0	0	153	0	0	0	0	0	197	0	0	0	1,067	317	0	0	0	43	750
296+50	50	0	0	324	0	0	0	0	0	442	0	0	0	1,067	869	0	0	0	43	197
297+00	50	0	0	635	0	0	0	0	0	888	0	0	0	1,067	1,979	0	0	0	43	-912
297+50	50	0	0	1,212	0	0	0	0	0	1,710	0	0	0	1,067	4,116	0	0	0	43	-3,049
298+00	50	0	0	1,294	0	0	0	0	0	2,320	0	0	0	1,067	7,016	0	0	0	43	-5,949
298+50	50	0	0	1,224	0	0	0	0	0	2,332	0	0	0	1,067	9,931	0	0	0	43	-8,864
298+74	24	0	0	1,205	0	0	0	0	0	1,064	0	0	0	1,067	11,261	0	0	0	43	-10,194
								1,067	0	9,051	0	0	53							

DIVISION 3 (STA 301+18GR - STA 307+00GR): GASSER ROAD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
301+17		0	0	1,113	0	0	0													
301+50	33	0	0	1,081	0	0	0	0	0	1,321	0	0	0	0	1,652	0	0	0	0	-1,652
302+00	50	0	0	1,256	0	0	0	0	0	2,164	0	0	0	0	4,356	0	0	0	0	-4,356
302+50	50	0	0	1,381	0	0	0	0	0	2,442	0	0	0	0	7,408	0	0	0	0	-7,408
303+00	50	0	0	1,091	0	0	0	0	0	2,290	0	0	0	0	10,270	0	0	0	0	-10,270
303+50	50	0	0	788	0	0	0	0	0	1,740	0	0	0	0	12,445	0	0	0	0	-12,445
304+00	50	0	0	496	0	0	0	0	0	1,189	0	0	0	0	13,931	0	0	0	0	-13,931
304+50	50	1	0	290	0	0	0	2	0	728	0	0	0	2	14,841	0	0	0	0	-14,839
305+00	50	29	0	164	0	0	0	28	0	420	0	0	1	30	15,365	0	0	0	1	-15,335
305+50	50	24	0	57	0	0	0	49	0	204	0	0	2	78	15,618	0	0	0	3	-15,539
306+00	50	27	0	10	0	0	0	46	0	62	0	0	2	125	15,693	0	0	0	5	-15,568
306+50	50	48	0	3	0	0	0	69	0	13	0	0	3	194	15,705	0	0	0	8	-15,511
307+00	50	54	0	1	0	0	0	95	0	4	0	0	5	289	15,706	0	0	0	12	-15,417
								289	0	12,576	0	0	14							

DIVISION 3 (STA 296+10GS - STA 298+74GS): GASSER ROAD SNOWMOBILE TRAIL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
296+10		0	0	9	0	0	0													
296+50	40	4	0	12	0	0	0	3	0	16	0	0	0	3	19	0	0	0	0	-17
297+00	50	0	0	98	0	0	0	3	0	102	0	0	0	6	146	0	0	0	0	-140
297+50	50	0	0	339	0	0	0	0	0	404	0	0	0	6	651	0	0	0	0	-645
298+00	50	0	0	299	0	0	0	0	0	590	0	0	0	6	1,389	0	0	0	0	-1,383
298+50	50	0	0	282	0	0	0	0	0	537	0	0	0	6	2,060	0	0	0	0	-2,054
298+74	24	0	0	299	0	0	0	0	0	254	0	0	0	6	2,378	0	0	0	0	-2,372
								6	0	1,903	0	0	0							

DIVISION 3 (STA 301+16GS - STA 304+00GS): GASSER ROAD SNOWMOBILE TRAIL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
301+16		0	0	838	0	0	0													
301+50	34	0	0	825	0	0	0	0	0	1,047	0	0	0	0	1,308	0	0	0	0	-1,308
302+00	50	0	0	794	0	0	0	0	0	1,499	0	0	0	0	3,182	0	0	0	0	-3,182
302+50	50	0	0	633	0	0	0	0	0	1,322	0	0	0	0	4,834	0	0	0	0	-4,834
303+00	50	0	0	394	0	0	0	0	0	951	0	0	0	0	6,023	0	0	0	0	-6,023
303+50	50	0	0	90	0	0	0	0	0	448	0	0	0	0	6,583	0	0	0	0	-6,583
304+00	50	11	0	0	0	0	0	10	0	84	0	0	1	10	6,687	0	0	0	0	-6,677
								10	0	5,350	0	0	1							

DIVISION 3 (STA 14+50CR - STA 29+54CR): COWLES ROAD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
14+50		35	0	17	0	0	0													
15+00	50	49	0	21	0	0	0	78	0	35	0	0	4	78	40	0	0	0	3	38
15+50	50	41	0	23	0	0	0	83	0	40	0	0	4	161	86	0	0	0	6	74
16+00	50	17	0	35	0	0	0	53	0	54	0	0	3	214	151	0	0	0	9	63
16+50	50	48	0	12	0	0	0	61	0	43	0	0	3	275	202	0	0	0	11	73
17+00	50	47	0	7	0	0	0	88	0	18	0	0	4	363	220	0	0	0	15	144
17+50	50	57	0	5	0	0	0	97	0	11	0	0	5	460	228	0	0	0	18	231
18+00	50	63	0	3	0	0	0	111	0	7	0	0	6	571	232	0	0	0	23	339
18+50	50	73	0	6	0	0	0	126	0	9	0	0	6	697	236	0	0	0	28	460
19+00	50	41	0	9	0	0	0	106	0	14	0	0	5	802	249	0	0	0	32	554
19+50	50	48	0	6	0	0	0	83	0	14	0	0	4	885	263	0	0	0	35	622
20+00	50	59	0	5	0	0	0	99	0	10	0	0	5	984	271	0	0	0	39	714
20+50	50	71	0	1	0	0	0	120	0	5	0	0	6	1,105	271	0	0	0	44	834
21+00	50	89	0	0	0	0	0	148	0	0	0	0	7	1,253	264	0	0	0	50	988
21+50	50	116	0	0	0	0	0	189	0	0	0	0	9	1,442	255	0	0	0	58	1,187
22+00	50	150	0	0	0	0	0	246	0	0	0	0	12	1,687	242	0	0	0	67	1,445
22+50	50	202	0	0	0	0	0	326	0	0	0	0	16	2,013	226	0	0	0	81	1,786
23+00	50	235	0	0	0	0	0	404	0	0	0	0	20	2,417	206	0	0	0	97	2,211
23+50	50	239	0	0	0	0	0	439	0	0	0	0	22	2,855	184	0	0	0	114	2,672
24+00	50	212	0	0	0	0	0	418	0	0	0	0	21	3,273	163	0	0	0	131	3,110
24+50	50	183	0	0	0	0	0	366	0	0	0	0	18	3,639	145	0	0	0	146	3,494
25+00	50	177	0	0	0	0	0	334	0	0	0	0	17	3,973	128	0	0	0	159	3,845
25+50	50	163	0	0	0	0	0	315	0	0	0	0	16	4,287	112	0	0	0	171	4,175
26+00	50	152	0	0	0	0	0	291	0	0	0	0	15	4,579	98	0	0	0	183	4,481
26+50	50	136	0	0	0	0	0	267	0	0	0	0	13	4,846	84	0	0	0	194	4,761
27+00	50	103	0	0	0	0	0	222	0	0	0	0	11	5,067	73	0	0	0	203	4,994
27+50	50	82	0	0	0	0	0	172	0	0	0	0	9	5,239	65	0	0	0	210	5,174
28+00	50	52	0	0	0	0	0	124	0	0	0	0	6	5,363	59	0	0	0	215	5,304
28+50	50	54	0	0	0	0	0	98	0	0	0	0	5	5,461	54	0	0	0	218	5,407
29+00	50	28	0	2	0	0	0	76	0	2	0	0	4	5,537	52	0	0	0	221	5,485
29+50	50	15	0	25	0	0	0	40	0	25	0	0	2	5,576	81	0	0	0	223	5,495
29+54	4	15	0	97	0	0	0	2	0	9	0	0	0	5,579	92	0	0	0	223	5,486
								5,579	0	297	0	0	279							

DIVISION 3 (STA 10+42HD - STA 12+20HD): HEUER DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+42		6	0	6	0	0	0													
10+50	8	0	0	9	0	0	0	1	0	2	0	0	0	1	3	0	0	0	0	-2
11+00	50	198	0	0	0	0	0	183	0	8	0	0	9	184	4	0	0	0	7	181
11+50	50	173	0	3	0	0	0	344	0	3	0	0	17	528	-10	0	0	0	21	537
12+00	50	0	0	8	0	0	0	160	0	11	0	0	8	688	-4	0	0	0	28	692
12+20	20	0	0	5	0	0	0	0	0	5	0	0	0	688	2	0	0	0	28	686
								688	0	29	0	0	34							

DIVISION 3 (STA 26+40FF - STA 27+60FF): FARR FIELD ENTRANCE

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
26+40		28	0	0	0	0	0													
26+50	10	27	0	0	0	0	0	10	0	0	0	0	1	10	0	0	0	0	0	11
27+00	50	2	0	83	0	0	0	26	0	77	0	0	1	36	95	0	0	0	1	-58
27+50	50	51	0	0	0	0	0	49	0	77	0	0	2	85	188	0	0	0	3	-103
27+60	10	37	0	0	0	0	0	16	0	0	0	0	1	102	188	0	0	0	4	-86
								102	0	154	0	0	5							

DIVISION 3 (STA 29+80FF - STA 43+86FF): FARR FIELD ENTRANCE

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
29+80		24	0	0	0	0	0													
30+00	20	45	0	0	0	0	0	26	0	0	0	0	1	26	-1	0	0	0	1	27
30+50	50	34	0	8	0	0	0	73	0	7	0	0	4	99	4	0	0	0	4	95
31+00	50	3	0	42	0	0	0	34	0	46	0	0	2	134	60	0	0	0	5	73
31+50	50	2	0	252	0	0	0	5	0	273	0	0	0	138	401	0	0	0	6	-263
32+00	50	40	0	257	0	0	0	38	0	472	0	0	2	177	989	0	0	0	7	-812
32+50	50	2	0	302	0	0	0	39	0	518	0	0	2	215	1,635	0	0	0	9	-1,420
33+00	50	0	0	307	0	0	0	2	0	565	0	0	0	217	2,340	0	0	0	9	-2,124
33+50	50	0	0	283	0	0	0	0	0	546	0	0	0	217	3,023	0	0	0	9	-2,806
34+00	50	0	0	239	0	0	0	0	0	483	0	0	0	217	3,626	0	0	0	9	-3,410
34+50	50	0	0	226	0	0	0	0	0	430	0	0	0	217	4,164	0	0	0	9	-3,947
35+00	50	1	0	158	0	0	0	1	0	356	0	0	0	218	4,608	0	0	0	9	-4,390
35+50	50	4	0	122	0	0	0	5	0	260	0	0	0	223	4,932	0	0	0	9	-4,710
36+00	50	21	0	94	0	0	0	23	0	200	0	0	1	246	5,182	0	0	0	10	-4,936
36+50	50	78	0	61	0	0	0	92	0	144	0	0	5	338	5,357	0	0	0	14	-5,019
37+00	50	128	0	30	0	0	0	190	0	84	0	0	10	528	5,453	0	0	0	21	-4,925
37+50	50	354	0	42	0	0	0	446	0	66	0	0	22	974	5,514	0	0	0	39	-4,539
38+00	50	809	0	45	0	0	0	1,077	0	80	0	0	54	2,051	5,560	0	0	0	82	-3,509
38+50	50	420	0	157	0	0	0	1,138	0	187	0	0	57	3,189	5,737	0	0	0	128	-2,547
39+00	50	14	0	133	0	6	0	402	0	269	0	5	20	3,591	6,052	0	0	6	144	-2,454
39+50	50	0	0	101	0	24	0	13	0	217	0	28	1	3,604	6,323	0	0	37	144	-2,673
40+00	50	0	0	85	0	26	0	0	0	172	0	47	0	3,604	6,539	0	0	88	144	-2,824
40+50	50	0	0	59	0	19	0	0	0	133	0	42	0	3,604	6,705	0	0	135	144	-2,932
41+00	50	0	0	0	0	384	0	0	0	54	0	373	0	3,604	6,772	0	0	545	144	-2,487
41+50	50	0	0	0	0	932	0	0	0	0	0	1,218	0	3,604	6,772	0	0	1,885	144	-811
42+00	50	0	0	0	0	1,506	0	0	0	0	0	2,257	0	3,604	6,772	0	0	4,368	144	2,292
42+50	50	0	0	0	0	863	0	0	0	0	0	2,193	0	3,604	6,772	0	0	6,781	144	5,308
43+00	50	0	0	0	0	42	0	0	0	0	0	838	0	3,604	6,772	0	0	7,702	144	6,460
43+50	50	22	0	0	0	0	0	20	0	0	0	39	1	3,624	6,771	0	0	7,746	145	6,535
43+86	36	5	0	16	0	0	0	18	0	11	0	0	1	3,642	6,784	0	0	7,746	146	6,540
								3,642	0	5,573	0	7,041	182							

DIVISION 3 (STA 6+95AD - STA 9+50AD): ARCHIBALD DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
6+95		4	0	0	0	0	0													
7+00	5	4	0	12	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	-1
7+50	50	10	0	3	0	0	0	13	0	14	0	0	1	14	18	0	0	0	1	-4
8+00	50	12	0	39	0	0	0	21	0	39	0	0	1	34	66	0	0	0	1	-32
8+50	50	14	0	23	0	0	0	24	0	58	0	0	1	58	137	0	0	0	2	-79
9+00	50	23	0	0	0	0	0	34	0	21	0	0	2	92	162	0	0	0	4	-71
9+50	50	22	0	0	0	0	0	42	0	0	0	0	2	133	160	0	0	0	5	-27
								133	0	134	0	0	7							

DIVISION 3 (STA 506+82 - STA 508+19): CHN3

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
506+82		6	0	1	0	0	0													
507+00	18	4	0	3	0	0	0	3	0	1	0	0	0	3	2	0	0	0	0	2
507+50	50	30	0	0	0	0	0	32	0	3	0	0	2	35	4	0	0	0	1	32
508+00	50	30	0	0	0	0	0	56	0	0	0	0	3	91	1	0	0	0	4	90
508+19	19	2	0	3	0	0	0	11	0	1	0	0	1	102	2	0	0	0	4	100
								102	0	6	0	0	5							

DIVISION 3 (STA 508+77 - STA 520+05): CHN3

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
508+77		0	0	15	0	0	0													
509+00	23	27	0	0	0	0	0	12	0	6	0	0	1	12	7	0	0	0	0	4
509+50	50	28	0	1	0	0	0	51	0	1	0	0	3	63	6	0	0	0	3	57
510+00	50	7	0	0	0	0	0	33	0	1	0	0	2	95	5	0	0	0	4	91
510+50	50	12	0	0	0	0	0	18	0	0	0	0	1	113	4	0	0	0	5	110
511+00	50	15	0	1	0	0	0	25	0	0	0	0	1	139	3	0	0	0	6	136
511+50	50	19	0	0	0	0	0	32	0	0	0	0	2	171	2	0	0	0	7	169
512+00	50	22	0	0	0	0	0	39	0	0	0	0	2	209	0	0	0	0	8	209
512+50	50	26	0	0	0	0	0	45	0	0	0	0	2	255	-2	0	0	0	10	257
513+00	50	59	0	0	0	0	0	79	0	0	0	0	4	334	-6	0	0	0	13	340
513+50	50	71	0	0	0	0	0	120	0	0	0	0	6	454	-12	0	0	0	18	466
514+00	50	69	0	0	0	0	0	130	0	0	0	0	6	584	-19	0	0	0	23	603
514+50	50	25	0	0	0	0	0	88	0	0	0	0	4	671	-23	0	0	0	27	695
515+00	50	21	0	0	0	0	0	43	0	0	0	0	2	714	-25	0	0	0	29	740
515+50	50	29	0	0	0	0	0	47	0	0	0	0	2	761	-28	0	0	0	30	789
516+00	50	132	0	0	0	0	0	149	0	0	0	0	7	911	-35	0	0	0	36	946
516+50	50	126	0	0	0	0	0	239	0	0	0	0	12	1,150	-47	0	0	0	46	1,197
517+00	50	131	0	0	0	0	0	238	0	0	0	0	12	1,388	-59	0	0	0	56	1,447
517+50	50	187	0	0	0	0	0	294	0	0	0	0	15	1,682	-74	0	0	0	67	1,756
518+00	50	58	0	0	0	0	0	226	0	0	0	0	11	1,908	-85	0	0	0	76	1,993
518+50	50	26	0	0	0	0	0	77	0	0	0	0	4	1,986	-89	0	0	0	79	2,074
519+00	50	39	0	0	0	0	0	60	0	0	0	0	3	2,046	-92	0	0	0	82	2,137
519+50	50	12	0	0	0	0	0	47	0	0	0	0	2	2,093	-94	0	0	0	84	2,187
520+00	50	23	0	0	0	0	0	32	0	0	0	0	2	2,125	-96	0	0	0	85	2,220
520+05	5	23	0	0	0	0	0	4	0	0	0	0	0	2,129	-96	0	0	0	85	2,225
								2,129	0	8	0	0	106							

DIVISION 3 (STA 521+67 - STA 522+26): CHN3

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
521+67		21	0	0	0	0	0													
522+00	33	23	0	0	0	0	0	27	0	0	0	0	1	27	-1	0	0	0	1	28
522+26	26	16	0	0	0	0	0	19	0	0	0	0	1	46	-2	0	0	0	2	48
								46	0	0	0	0	2							

DIVISION 4 (STA 518+72EB - STA 524+00EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
518+72		0	0	4,467	2,687	0	0													
519+00	28	0	0	4,504	3,575	0	0	0	0	4,614	3,220	0	0	0	3,352	4,830	1,932	0	0	-3,352
520+00	100	0	0	4,485	4,355	0	0	0	0	16,647	14,685	0	0	0	13,148	26,857	10,743	0	0	-13,148
521+00	100	0	0	3,895	4,221	0	0	0	0	15,519	15,882	0	0	0	20,634	50,680	20,272	0	0	-20,634
522+00	100	0	0	3,299	3,453	0	0	0	0	13,323	14,212	0	0	0	26,628	71,999	28,800	0	0	-26,628
523+00	100	0	0	2,806	1,799	0	0	0	0	11,307	9,726	0	0	0	33,467	86,588	34,635	0	0	-33,467
524+00	100	0	0	589	0	0	0	0	0	6,287	3,331	0	0	0	38,827	91,586	36,634	0	0	-38,827
								0	0	67,696	61,057	0	0							

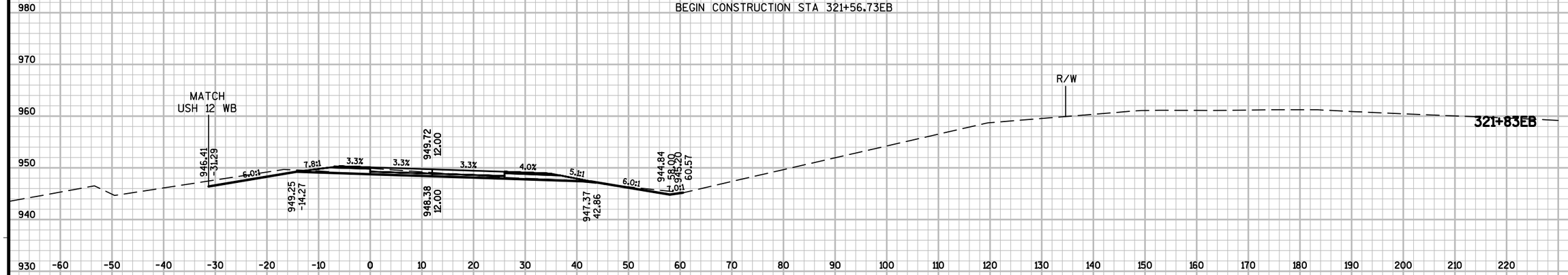
DIVISION 5 (STA 576+09 - STA 584+93): CHN2

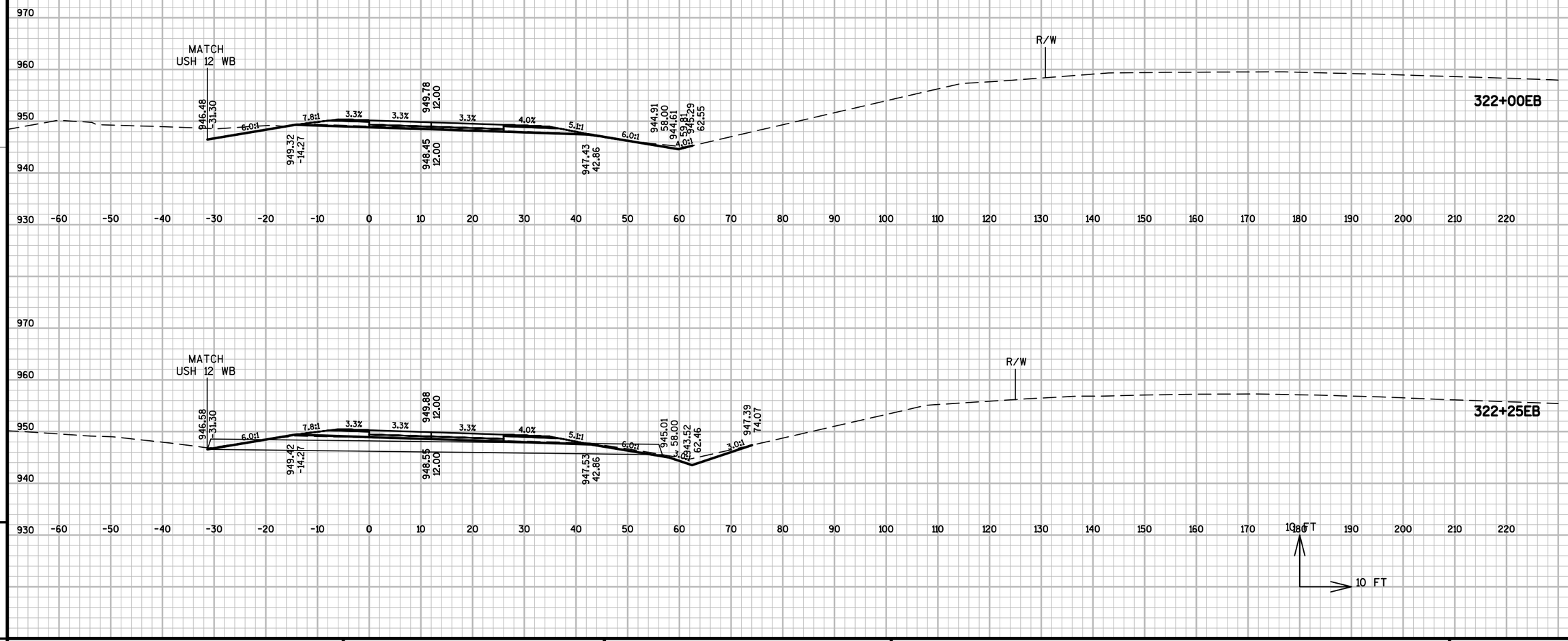
STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
576+09		9	0	1	0	0	0													
576+50	41	20	0	1	0	0	0	22	0	2	0	0	1	22	1	0	0	0	1	20
577+00	50	26	0	0	0	0	0	42	0	1	0	0	2	64	1	0	0	0	3	63
577+50	50	35	0	0	0	0	0	56	0	0	0	0	3	120	-2	0	0	0	5	121
578+00	50	36	0	0	0	0	0	66	0	0	0	0	3	185	-5	0	0	0	7	190
578+50	50	56	0	0	0	0	0	86	0	0	0	0	4	271	-9	0	0	0	11	280
579+00	50	31	0	0	0	0	0	80	0	0	0	0	4	351	-14	0	0	0	14	364
579+50	50	24	0	0	0	0	0	50	0	0	0	0	3	401	-16	0	0	0	16	417
580+00	50	23	0	0	0	0	0	44	0	0	0	0	2	445	-18	0	0	0	18	463
580+50	50	24	0	0	0	0	0	44	0	0	0	0	2	488	-20	0	0	0	20	509
581+00	50	27	0	0	0	0	0	47	0	0	0	0	2	536	-23	0	0	0	21	558
581+50	50	25	0	0	0	0	0	48	0	0	0	0	2	584	-25	0	0	0	23	609
582+00	50	29	0	0	0	0	0	50	0	0	0	0	2	633	-28	0	0	0	25	661
582+50	50	41	0	0	0	0	0	65	0	0	0	0	3	698	-31	0	0	0	28	729
583+00	50	48	0	0	0	0	0	83	0	0	0	0	4	781	-35	0	0	0	31	816
583+50	50	34	0	0	0	0	0	76	0	0	0	0	4	857	-39	0	0	0	34	896
584+00	50	15	0	4	0	0	0	45	0	4	0	0	2	902	-36	0	0	0	36	938
584+50	50	29	0	0	0	0	0	41	0	4	0	0	2	943	-33	0	0	0	38	976
584+93	43	6	0	0	0	0	0	28	0	0	0	0	1	971	-34	0	0	0	39	1,006
								971	0	11	0	0	49							

DIVISION 5 (STA 589+02 - STA 600+59): CHN1

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
589+02		7	0	0	0	0	0													
589+50	48	14	0	0	0	0	0	18	0	0	0	0	1	18	0	0	0	0	1	19
590+00	50	43	0	0	0	0	0	53	0	0	0	0	3	71	-3	0	0	0	3	74
590+50	50	44	0	0	0	0	0	81	0	0	0	0	4	152	-7	0	0	0	6	159
591+00	50	50	0	0	0	0	0	88	0	0	0	0	4	239	-11	0	0	0	10	251
591+50	50	30	0	1	0	0	0	74	0	1	0	0	4	313	-14	0	0	0	13	328
592+00	50	41	0	0	0	0	0	65	0	1	0	0	3	378	-17	0	0	0	15	395
592+50	50	49	0	0	0	0	0	83	0	0	0	0	4	461	-21	0	0	0	18	482
593+00	50	43	0	0	0	0	0	85	0	0	0	0	4	547	-25	0	0	0	22	571
593+50	50	48	0	0	0	0	0	84	0	0	0	0	4	631	-29	0	0	0	25	660
594+00	50	60	0	0	0	0	0	100	0	0	0	0	5	731	-34	0	0	0	29	764
594+50	50	41	0	0	0	0	0	94	0	0	0	0	5	824	-39	0	0	0	33	863
595+00	50	53	0	0	0	0	0	87	0	0	0	0	4	912	-43	0	0	0	36	955
595+50	50	75	0	0	0	0	0	118	0	0	0	0	6	1,030	-49	0	0	0	41	1,079
596+00	50	79	0	0	0	0	0	142	0	0	0	0	7	1,173	-56	0	0	0	47	1,229
596+50	50	156	0	0	0	0	0	217	0	0	0	0	11	1,390	-67	0	0	0	56	1,457
597+00	50	64	0	0	0	0	0	203	0	0	0	0	10	1,593	-77	0	0	0	64	1,670
597+50	50	59	0	0	0	0	0	114	0	0	0	0	6	1,707	-83	0	0	0	68	1,790
598+00	50	92	0	0	0	0	0	140	0	0	0	0	7	1,847	-90	0	0	0	74	1,937
598+50	50	51	0	0	0	0	0	132	0	0	0	0	7	1,979	-96	0	0	0	79	2,076
599+00	50	33	0	0	0	0	0	77	0	0	0	0	4	2,056	-100	0	0	0	82	2,157
599+50	50	41	0	0	0	0	0	68	0	0	0	0	3	2,124	-104	0	0	0	85	2,228
600+00	50	49	0	0	0	0	0	83	0	0	0	0	4	2,208	-108	0	0	0	88	2,315
600+50	50	7	0	0	0	0	0	52	0	0	0	0	3	2,260	-110	0	0	0	90	2,370
600+59	9	11	0	0	0	0	0	3	0	0	0	0	0	2,263	-110	0	0	0	91	2,373
								2,263	0	2	0	0	113							

BEGIN CONSTRUCTION STA 321+56.73EB

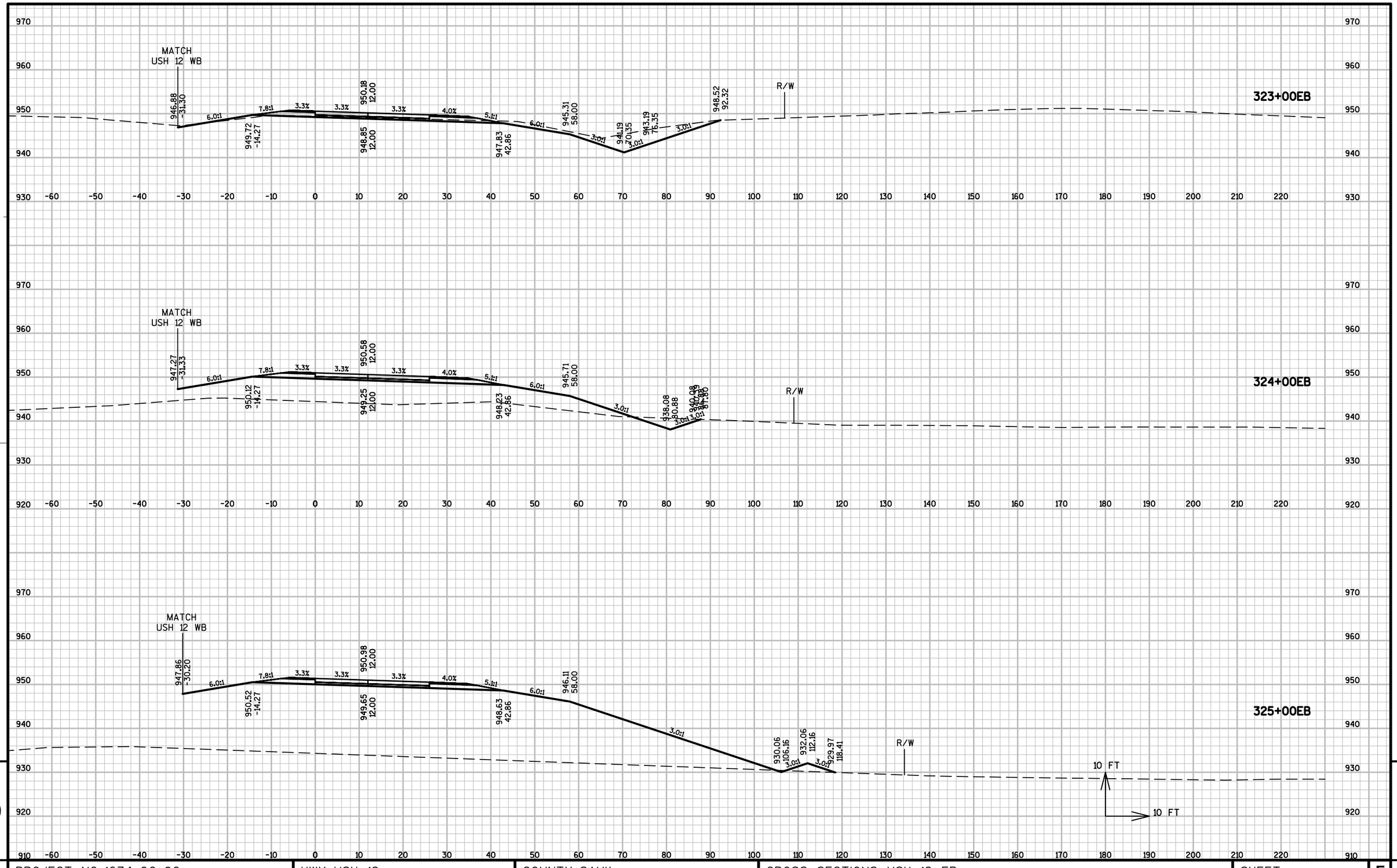




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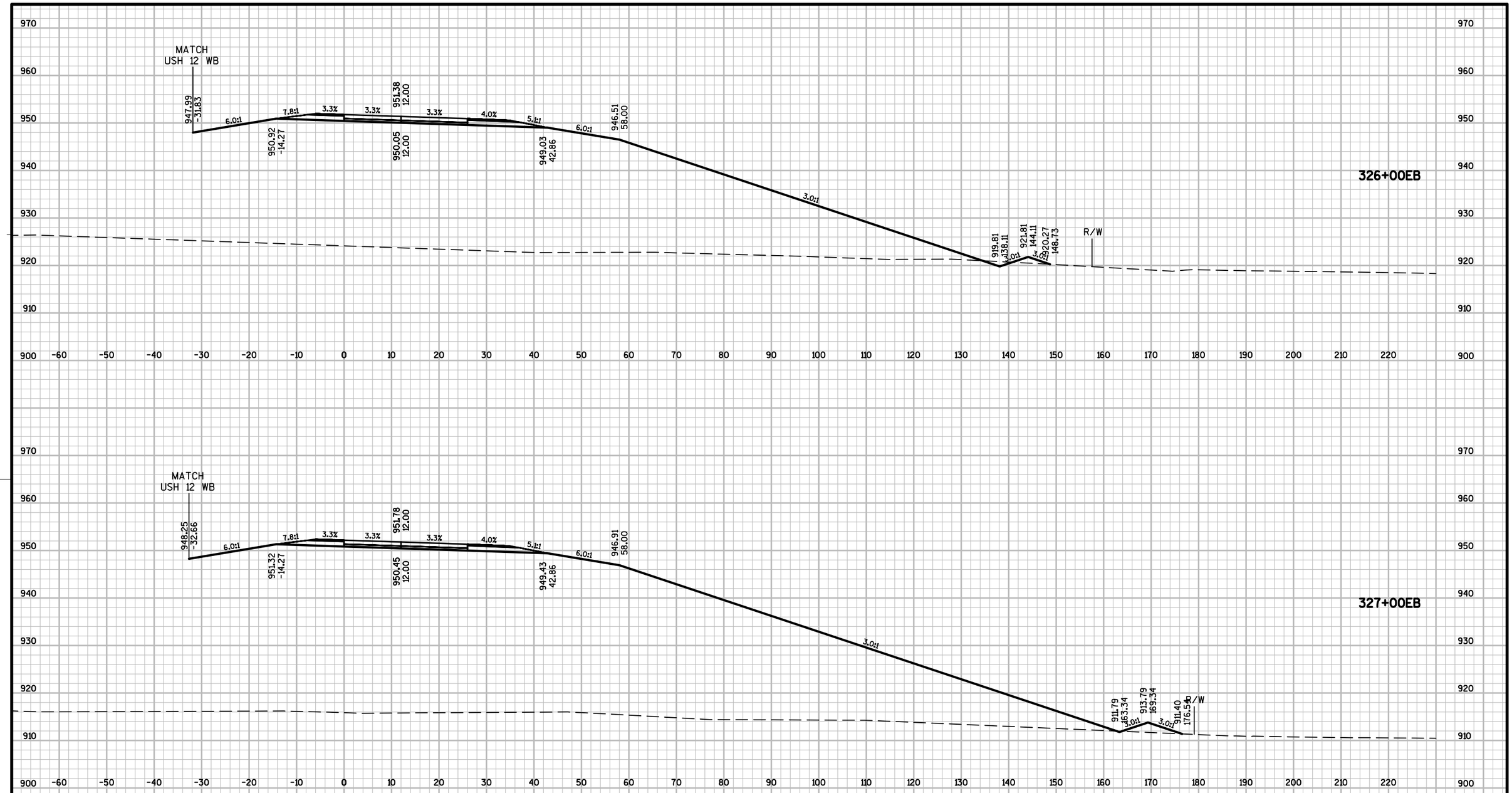
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 702	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 703	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

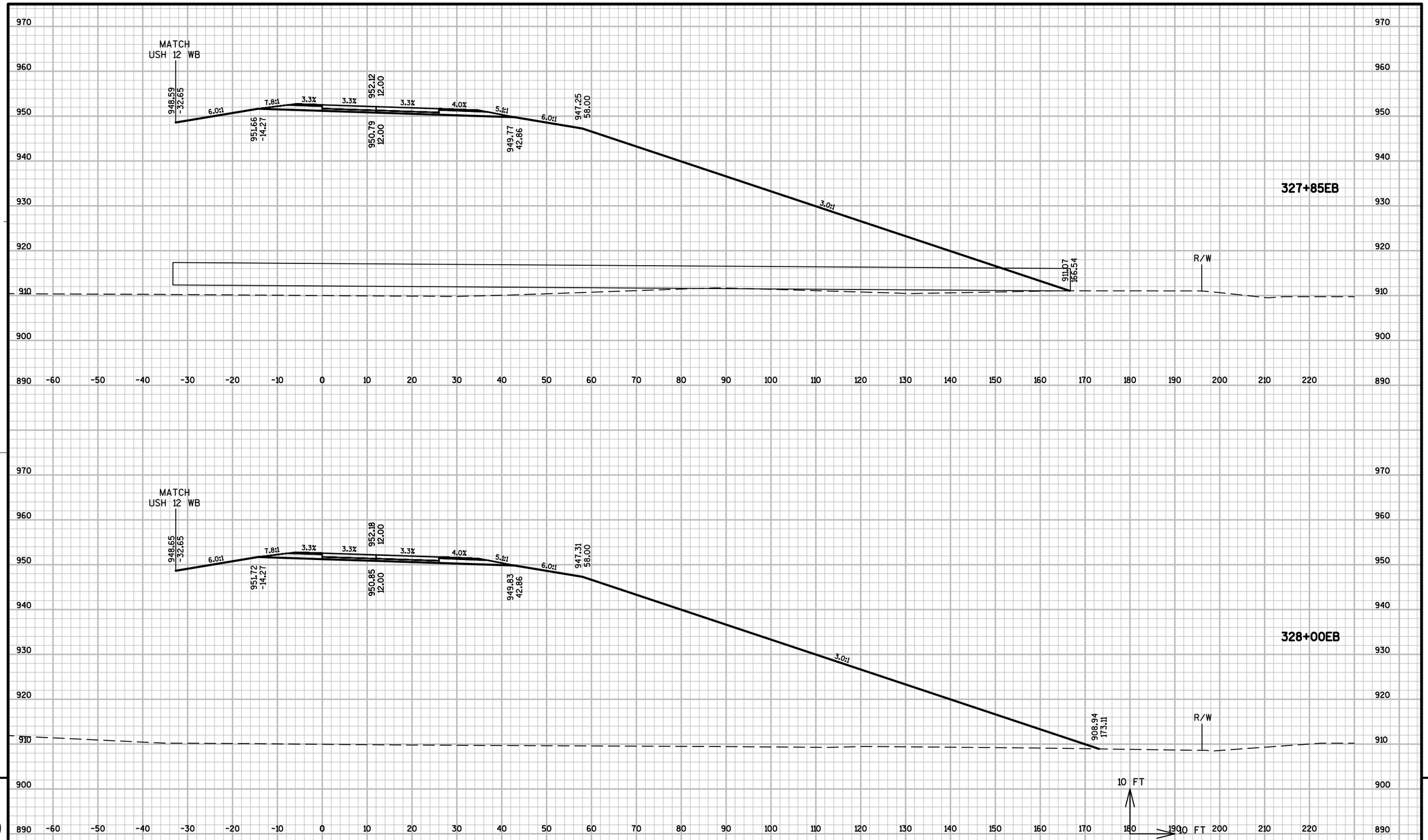


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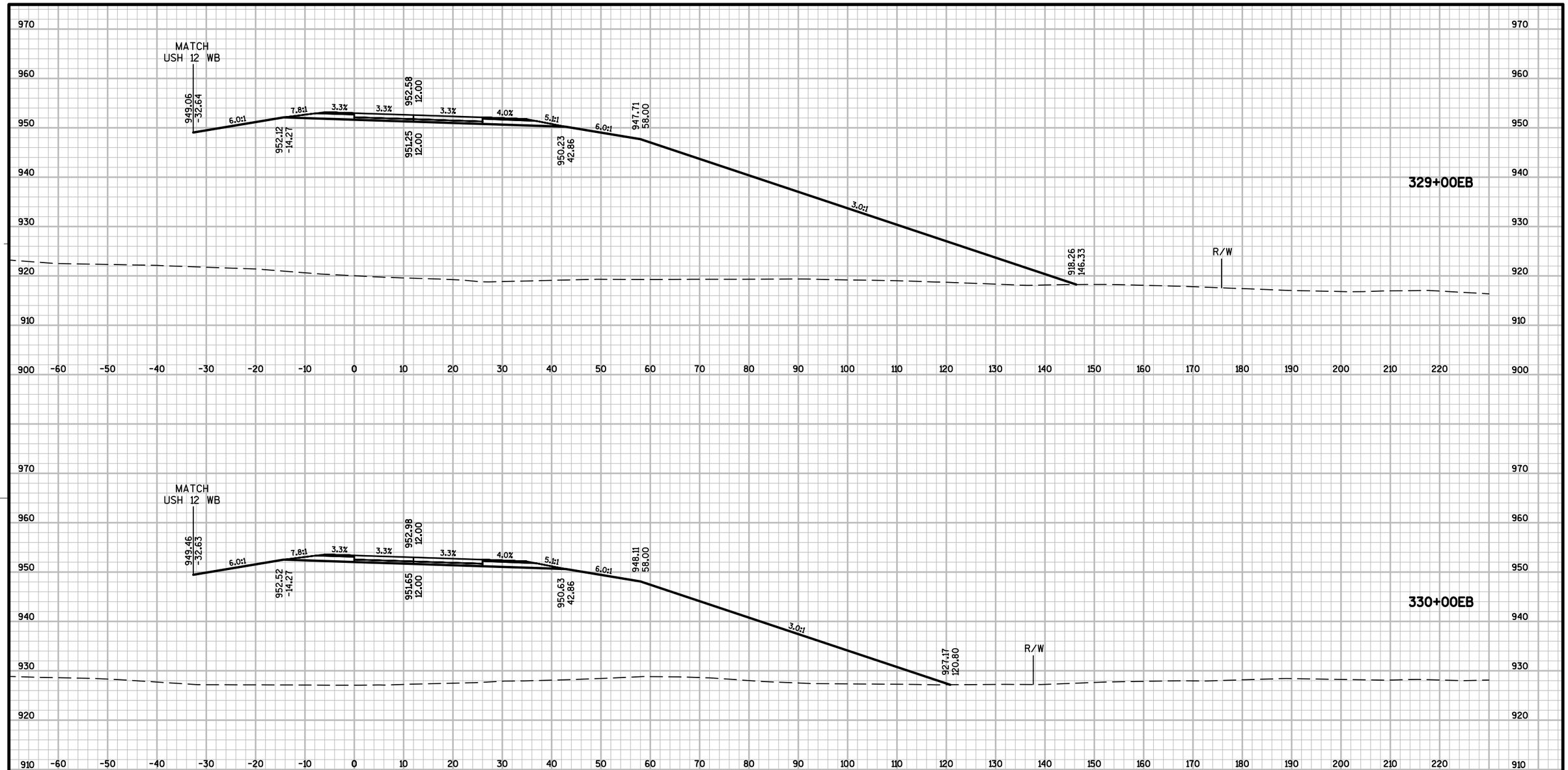
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 704	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 705 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

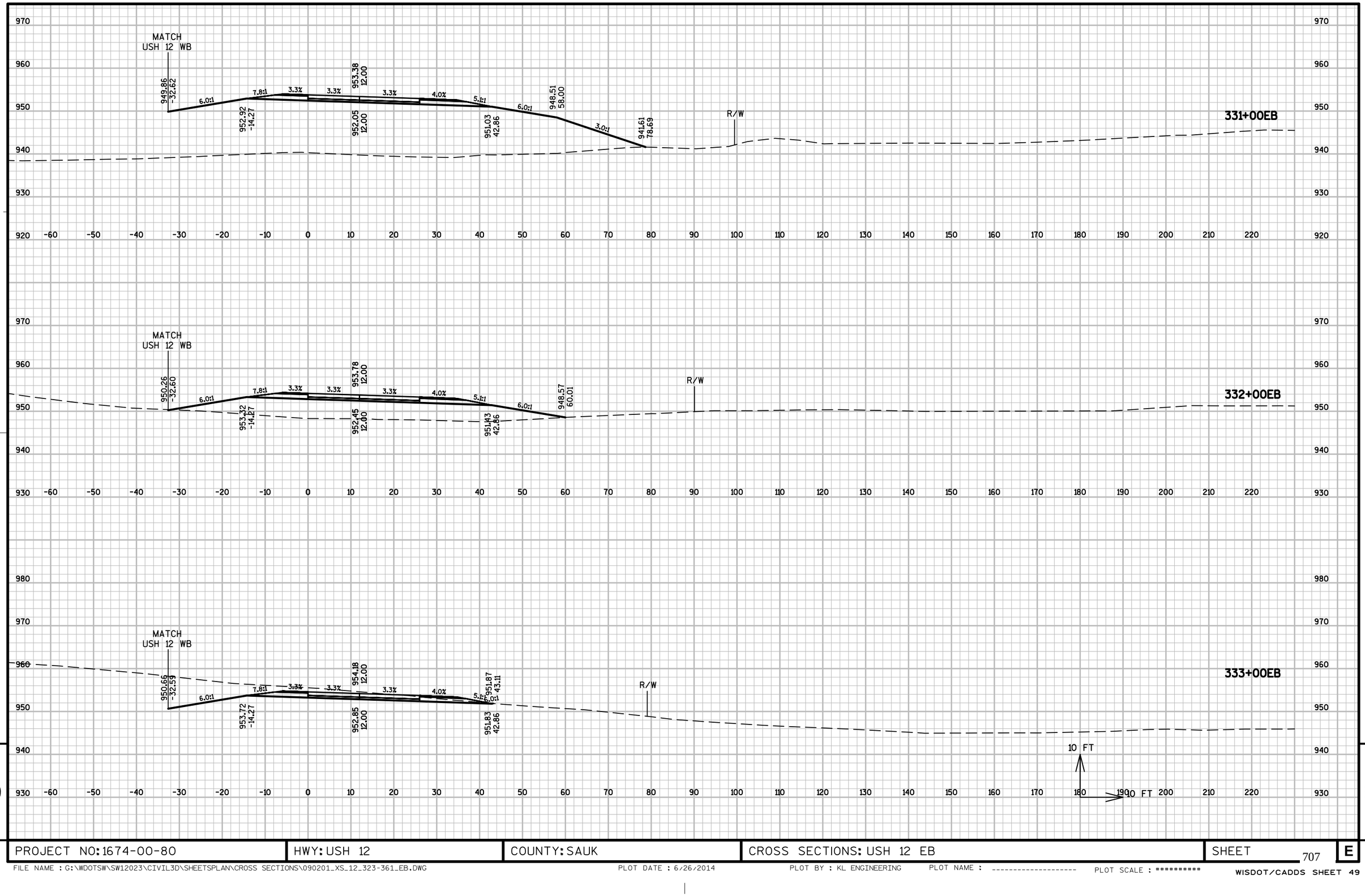


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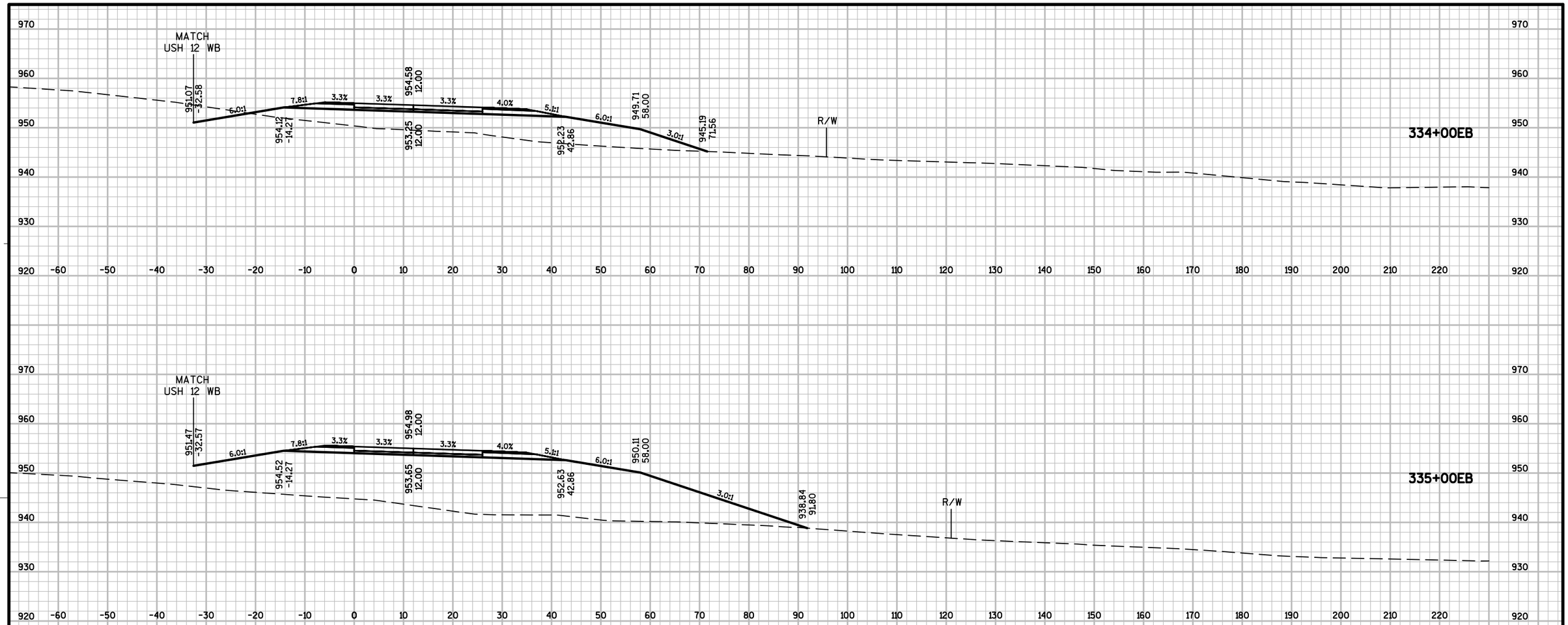
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 706	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 707	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

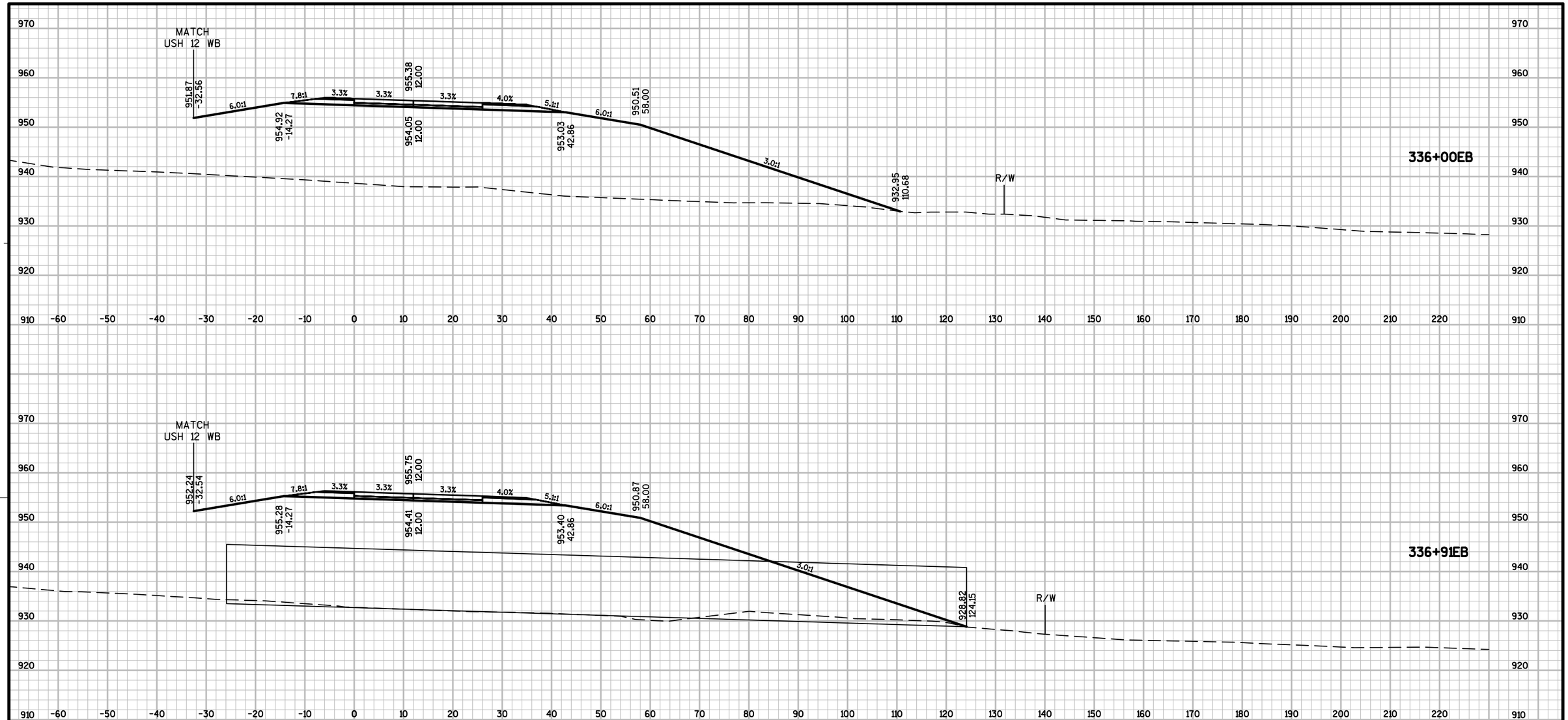


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 708	E

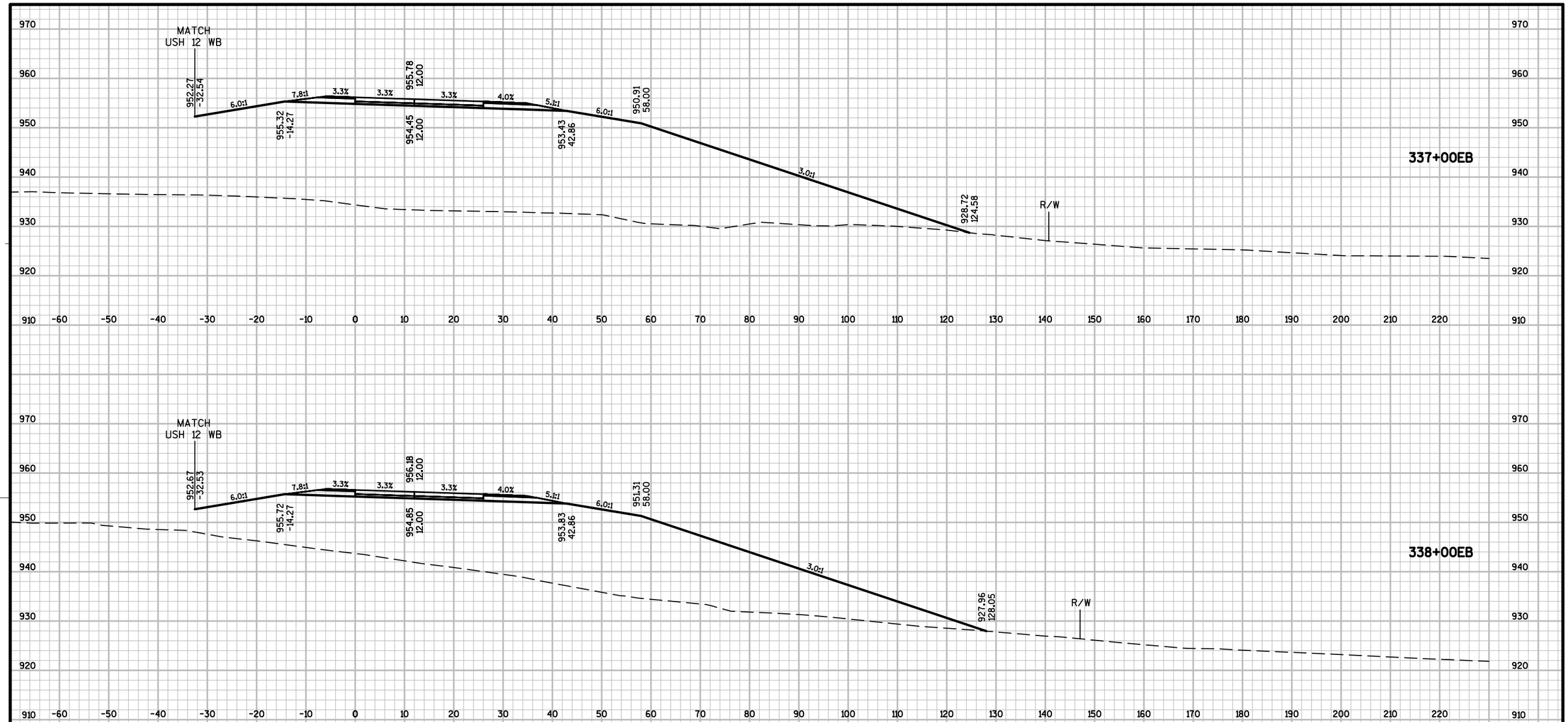
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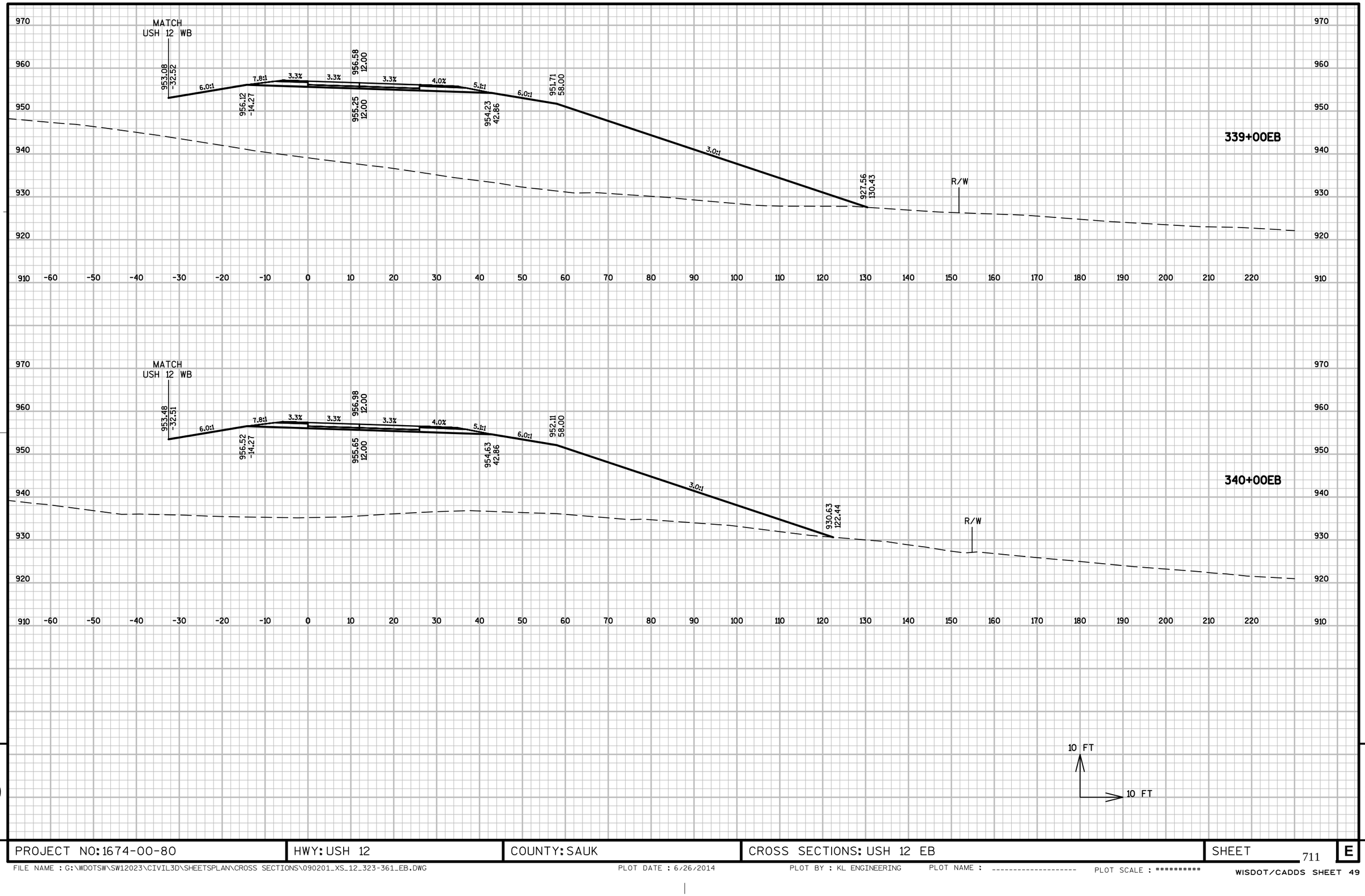
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 709	E



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 710	E

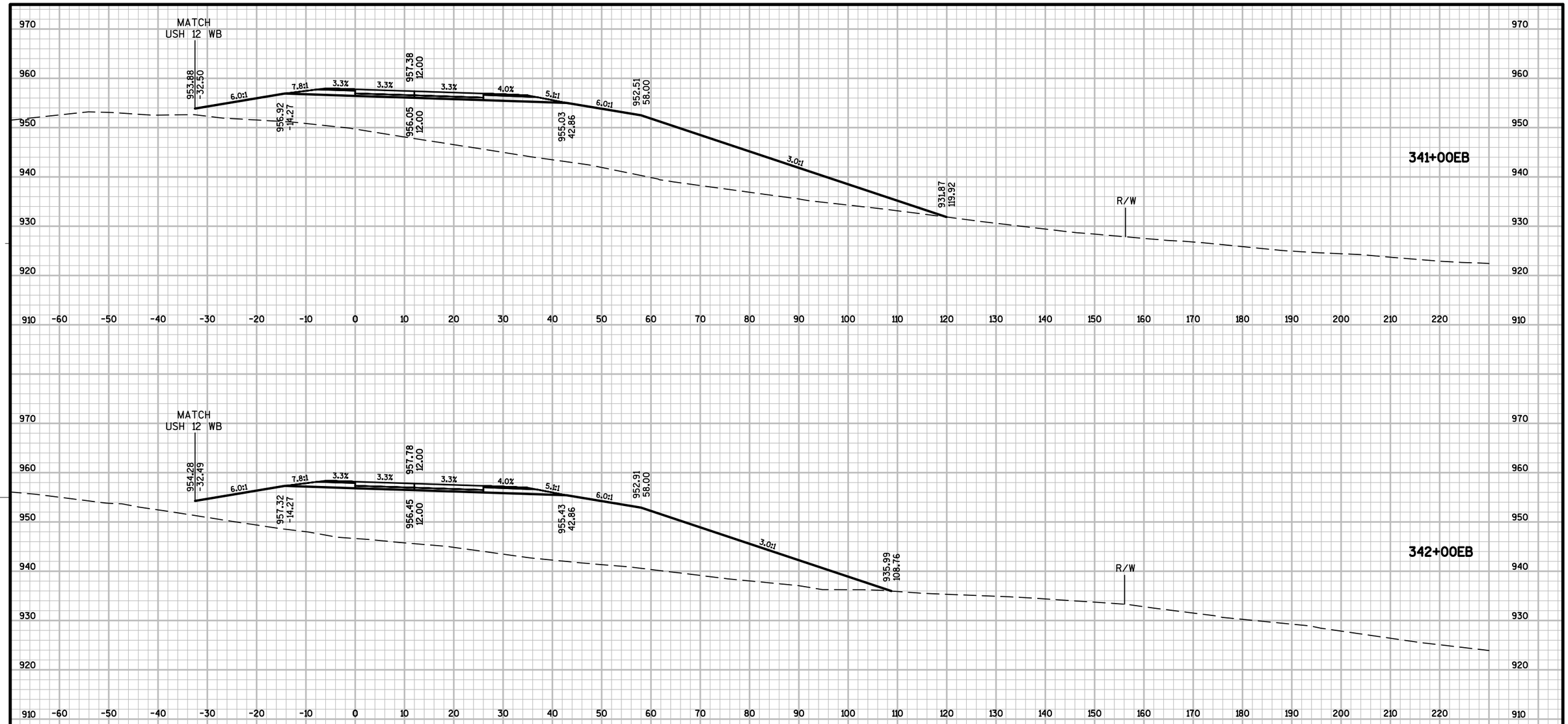


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET	E

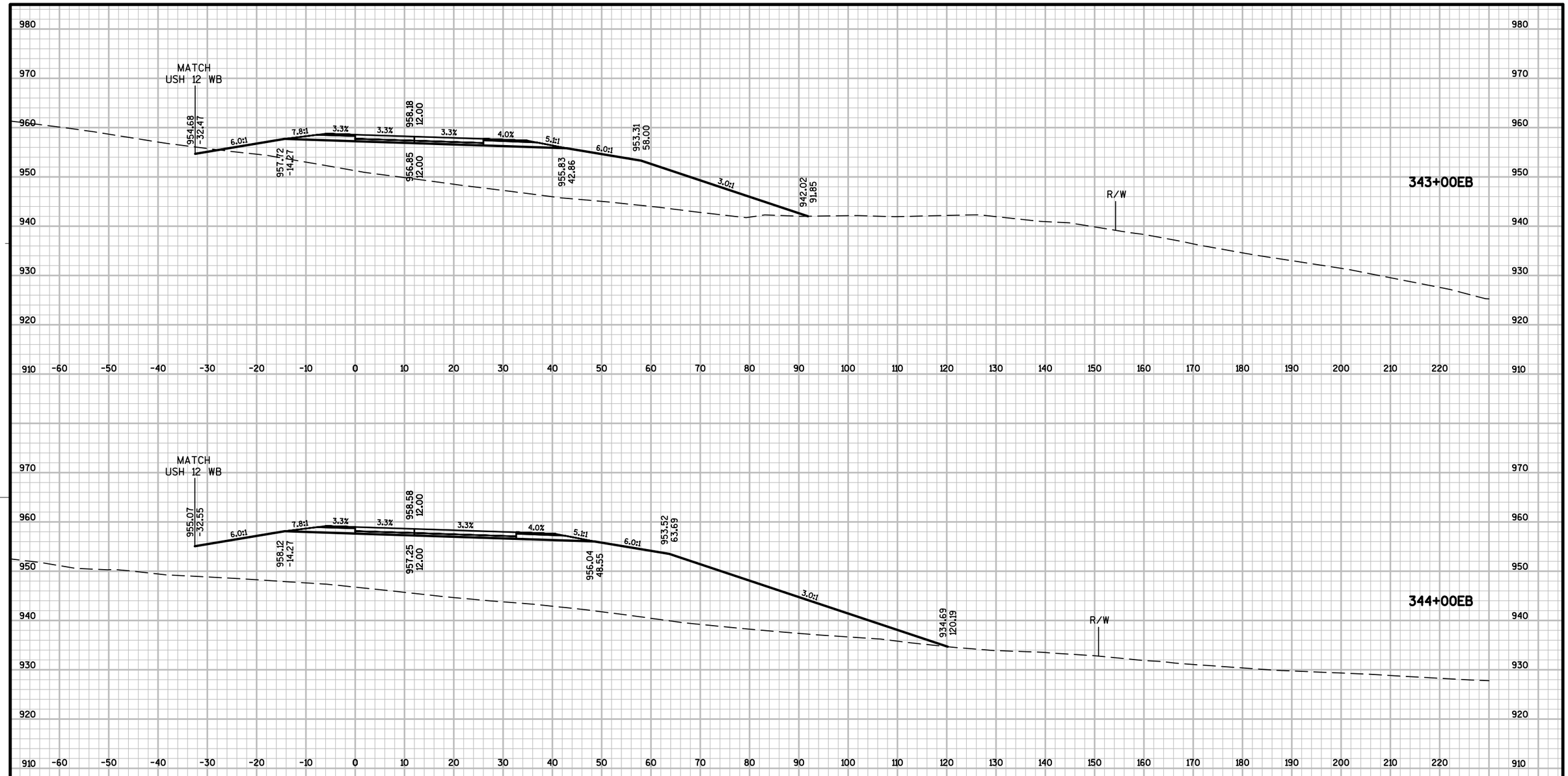
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 712	E

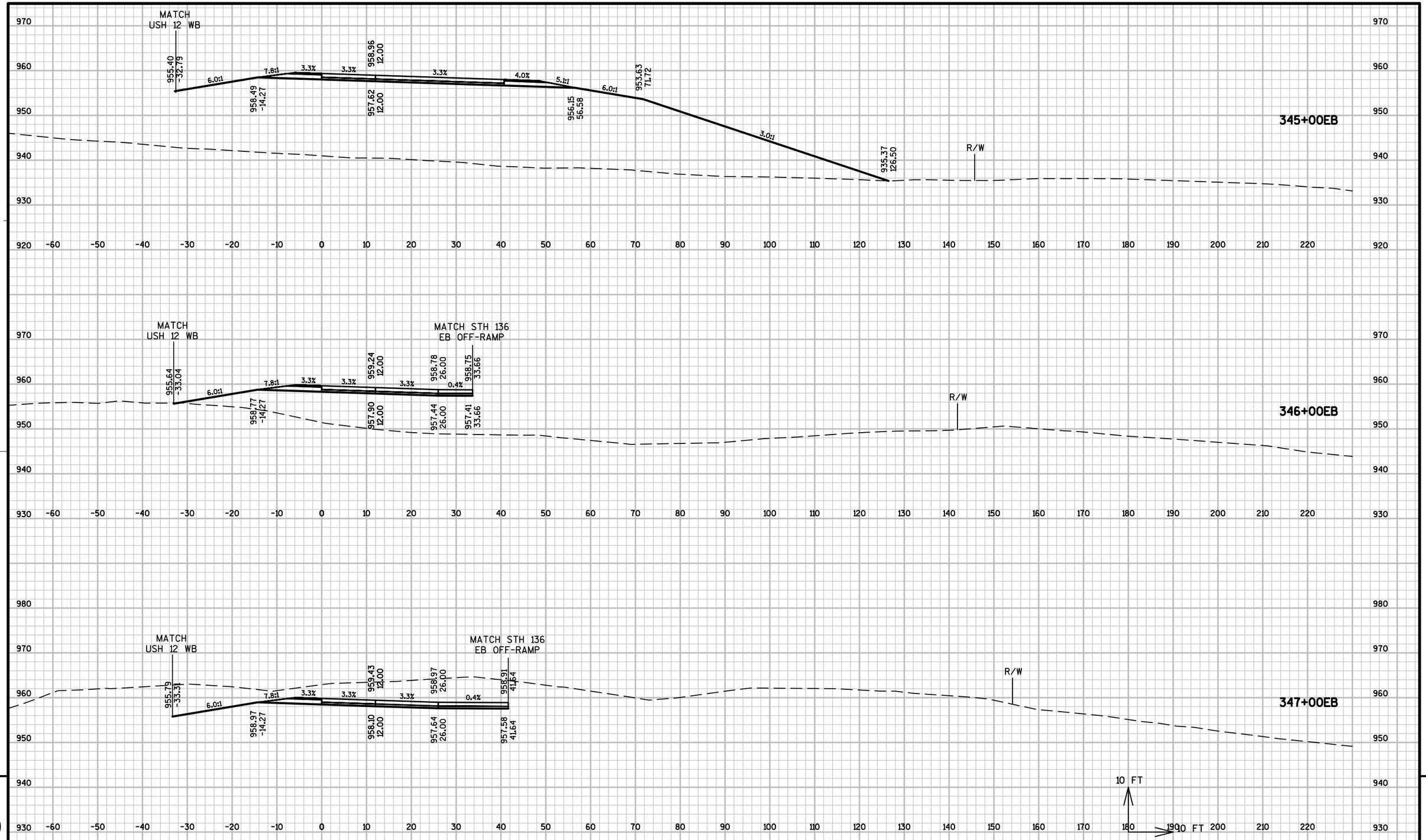


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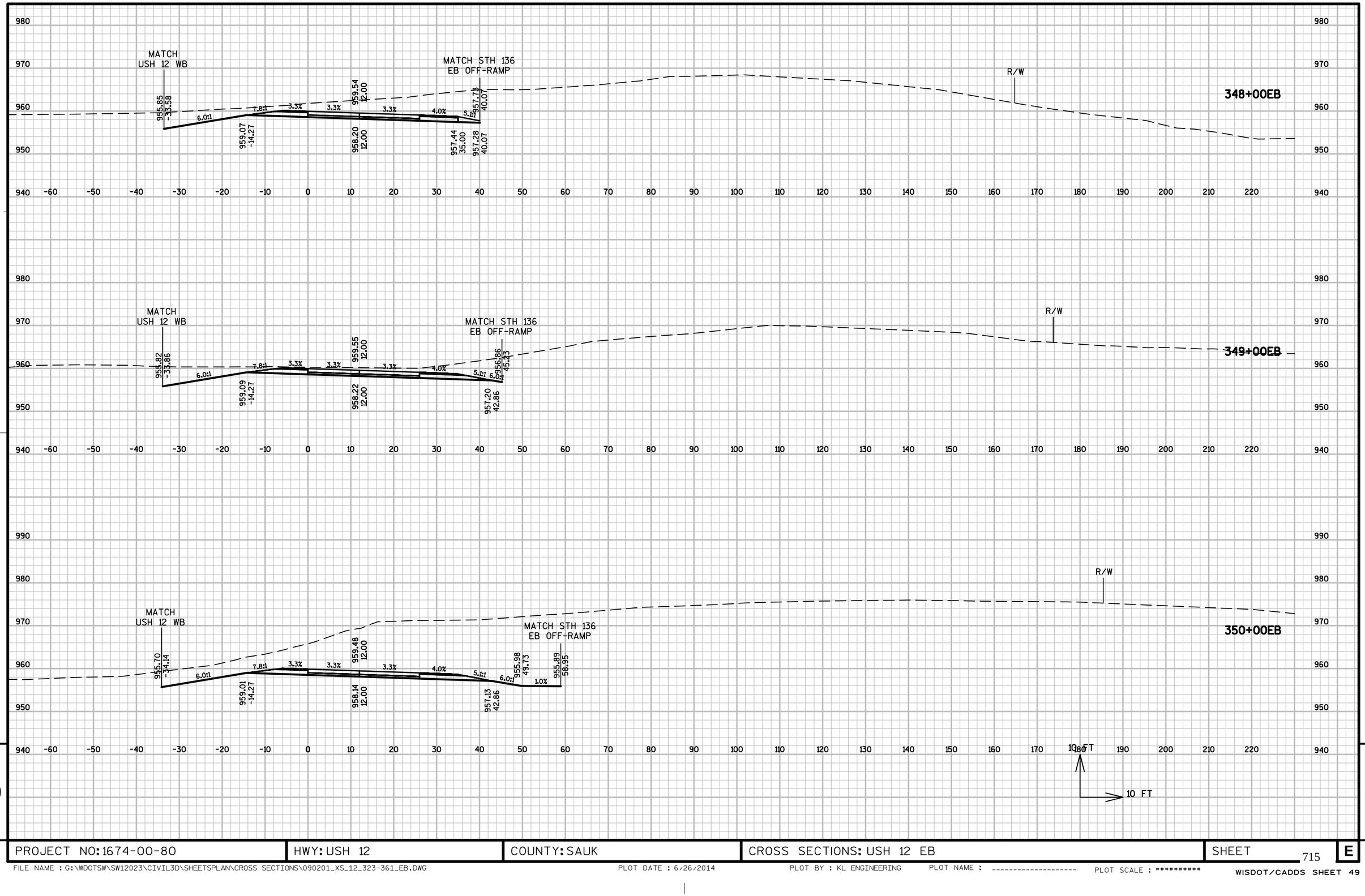
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 713	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



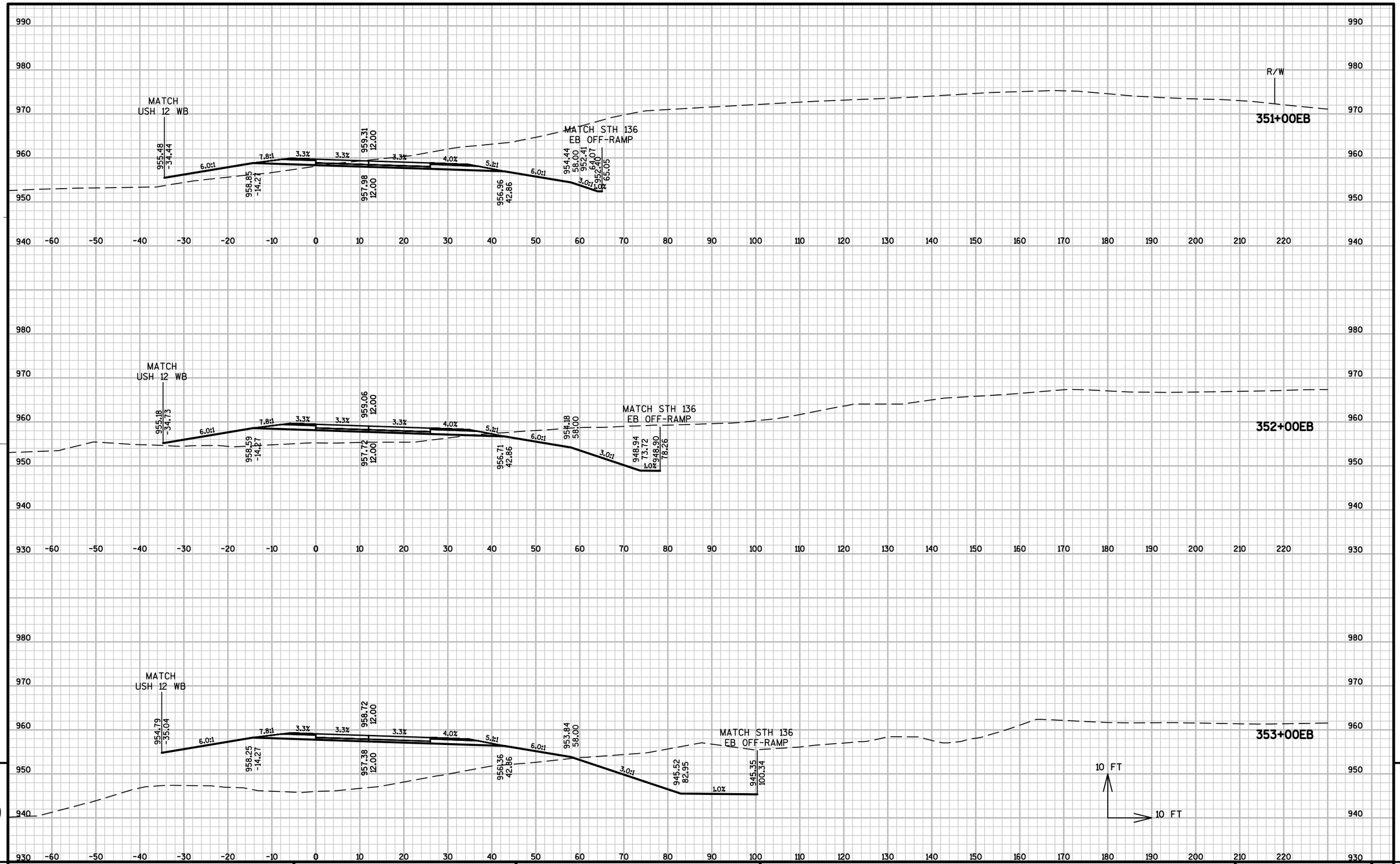
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 714	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



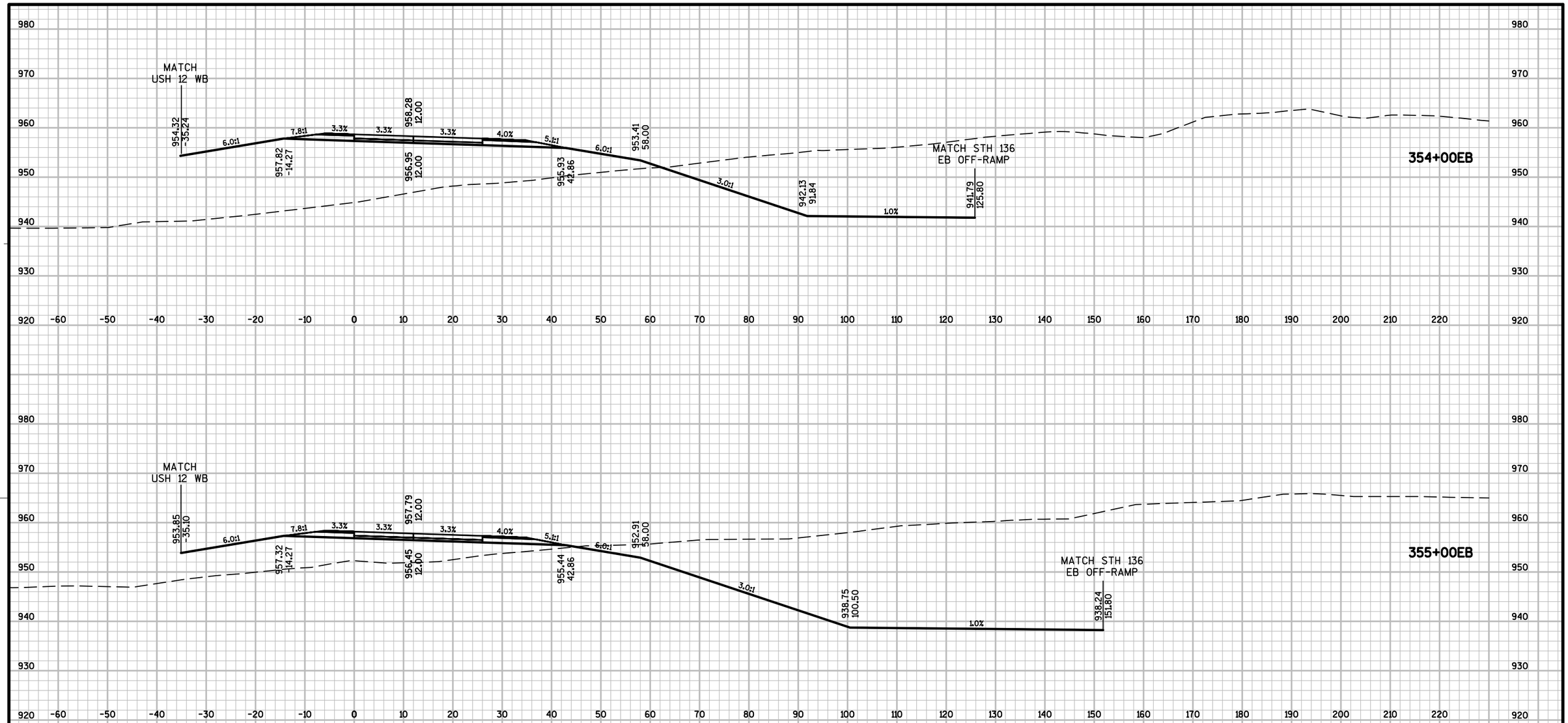
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 715	E

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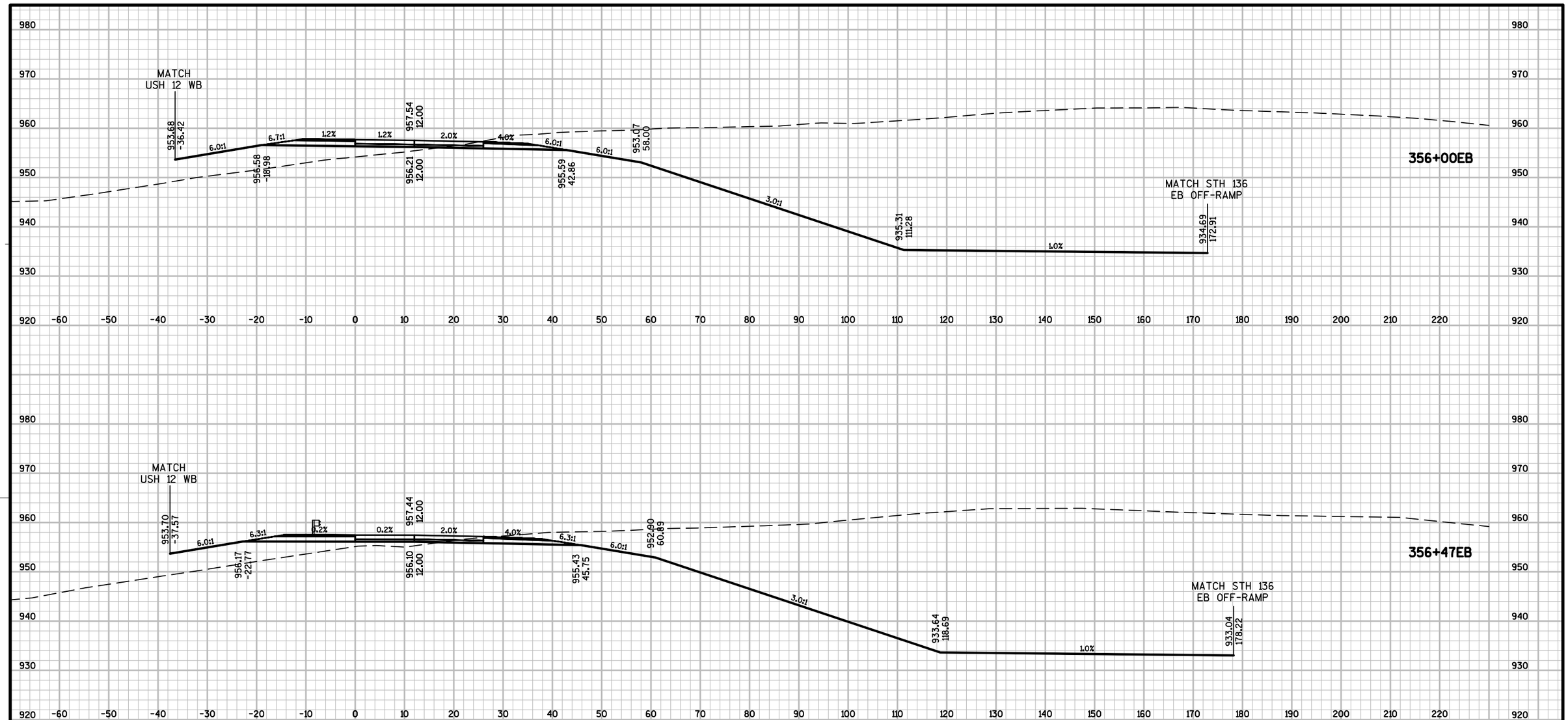


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 716	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 717	E

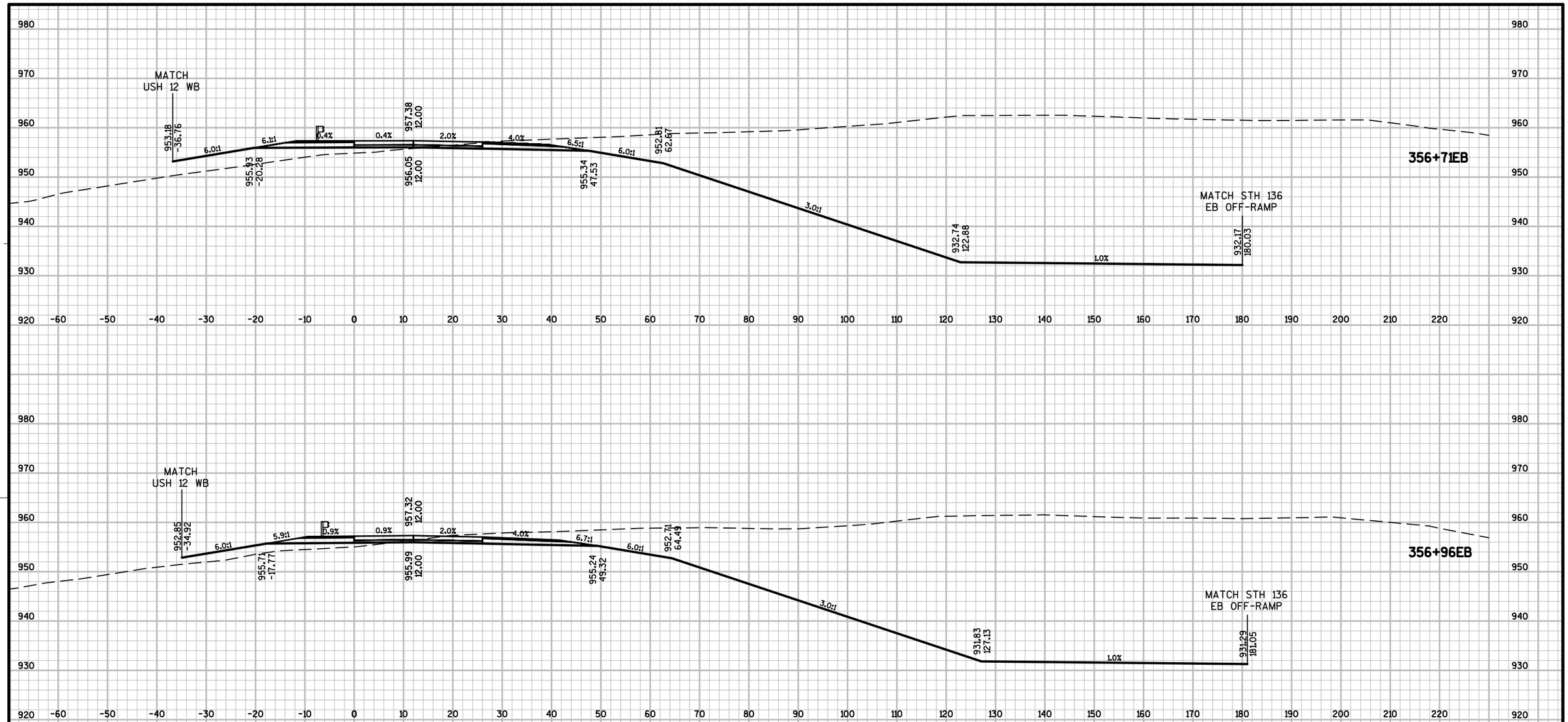


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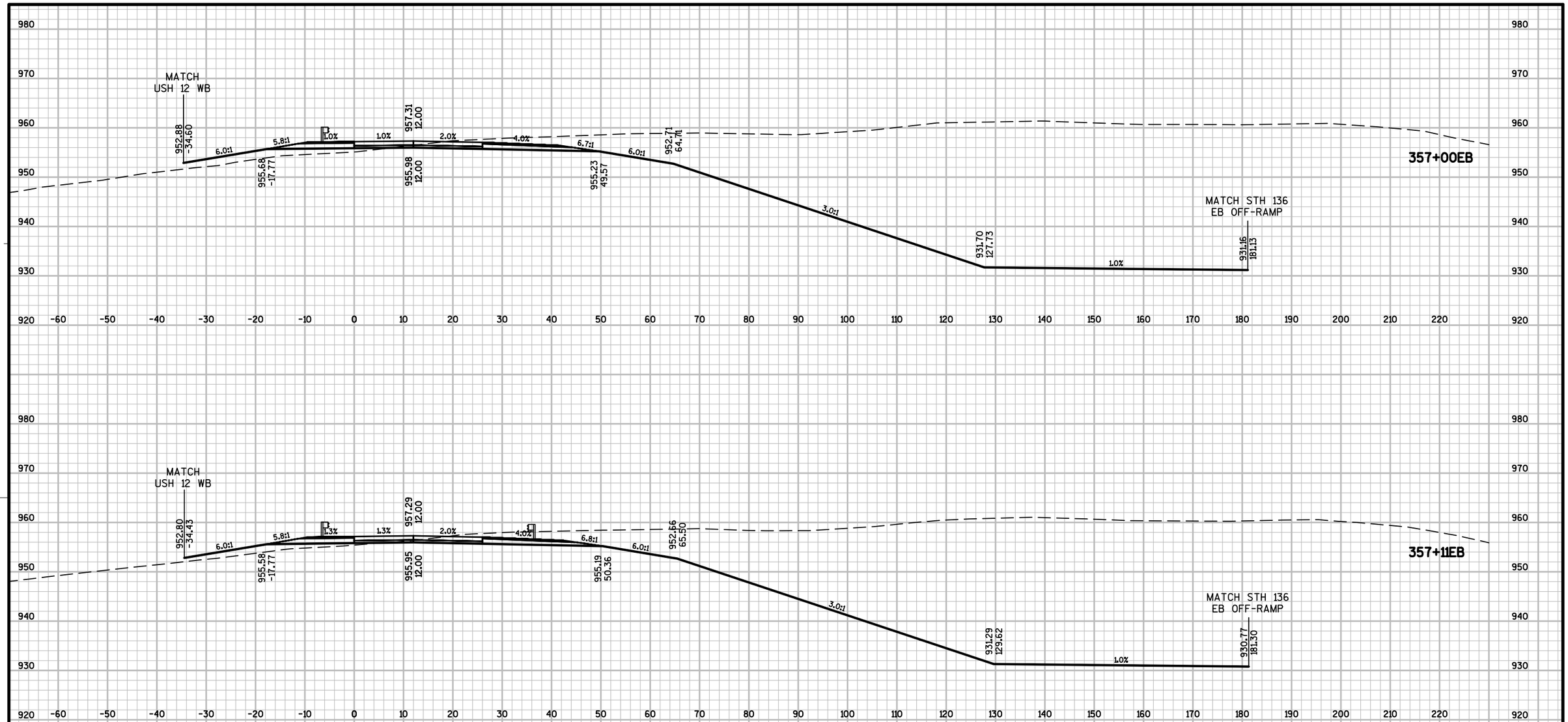
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 718	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 719	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

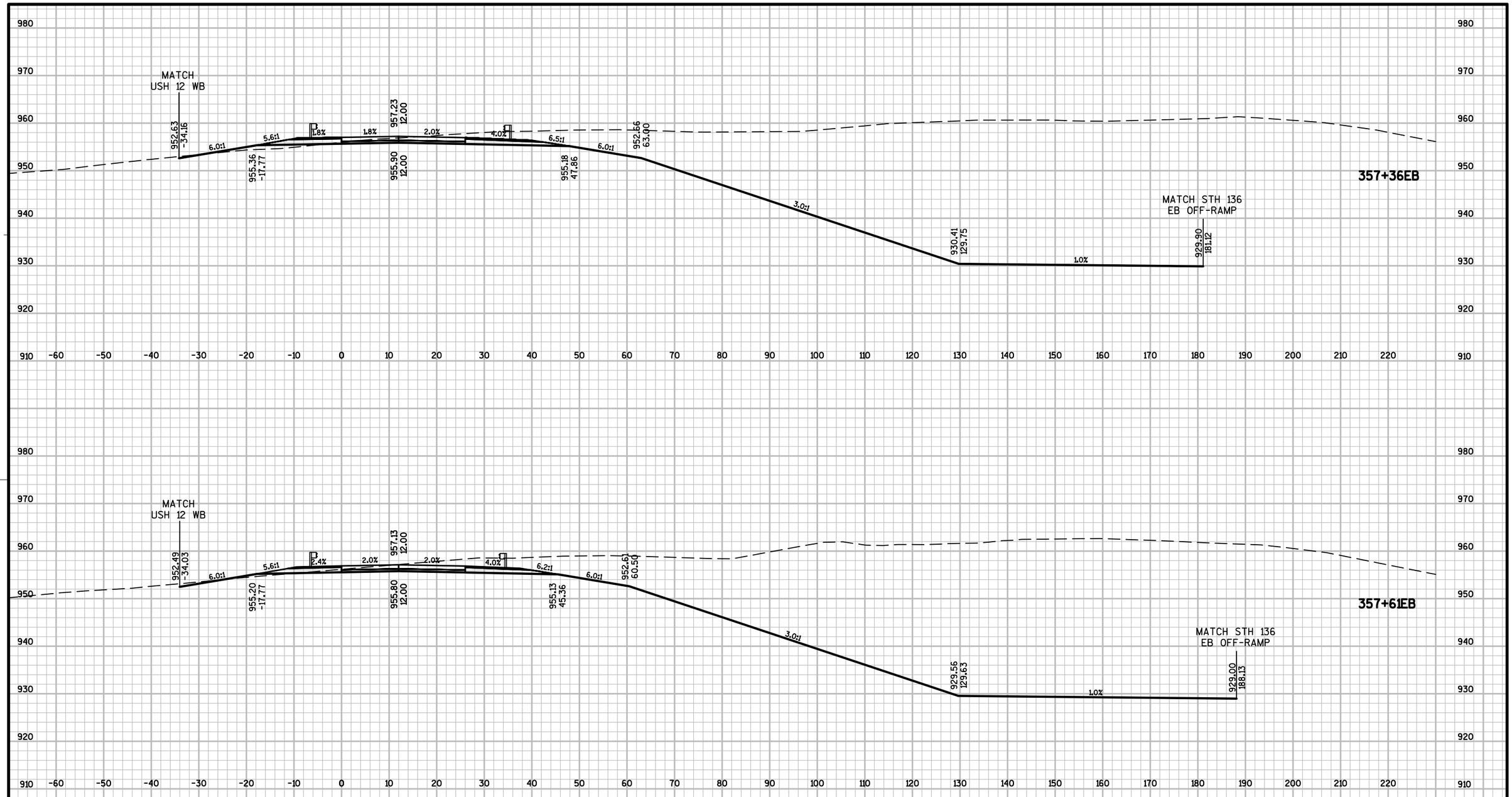


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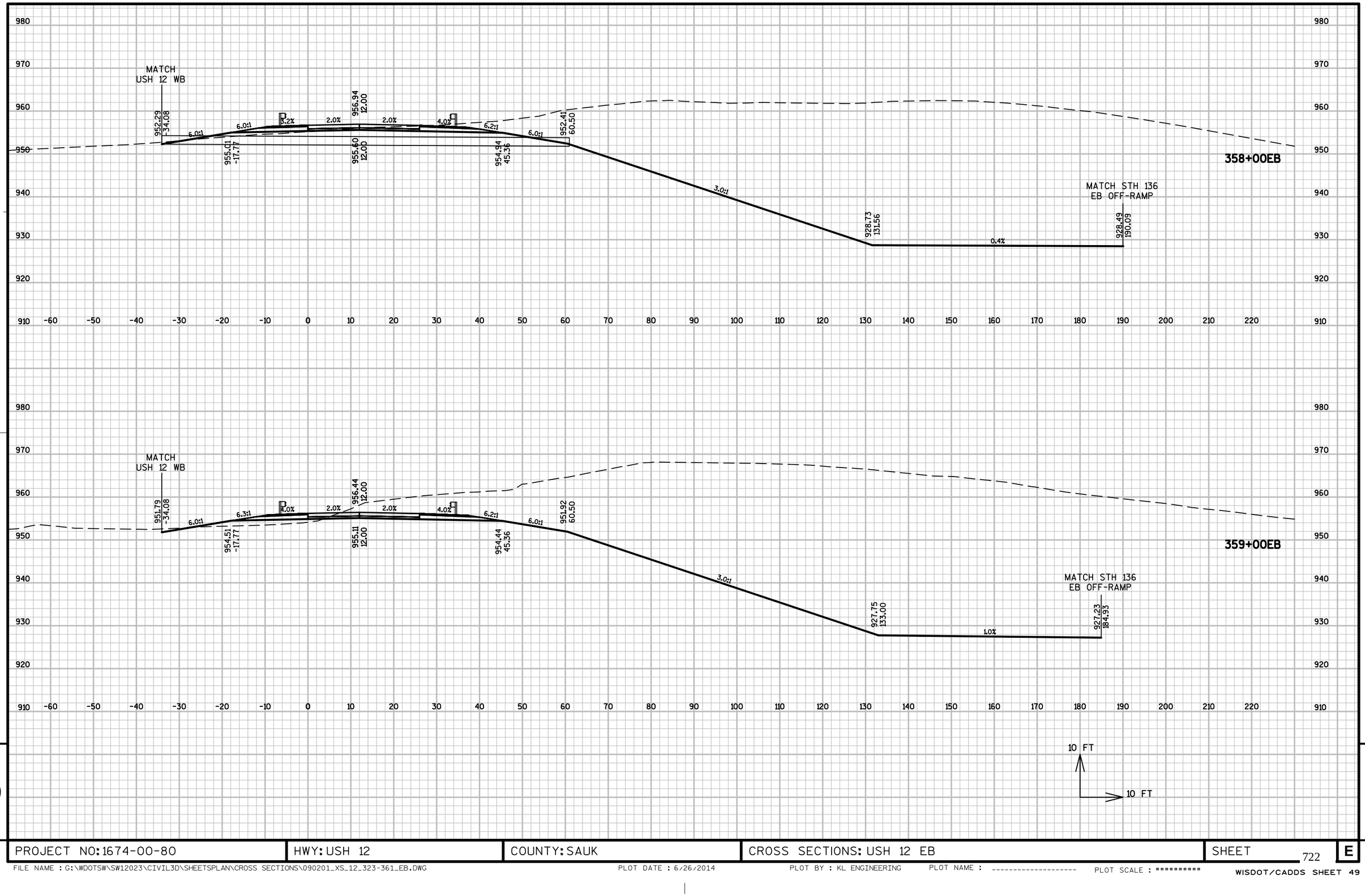
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 720	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 721	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

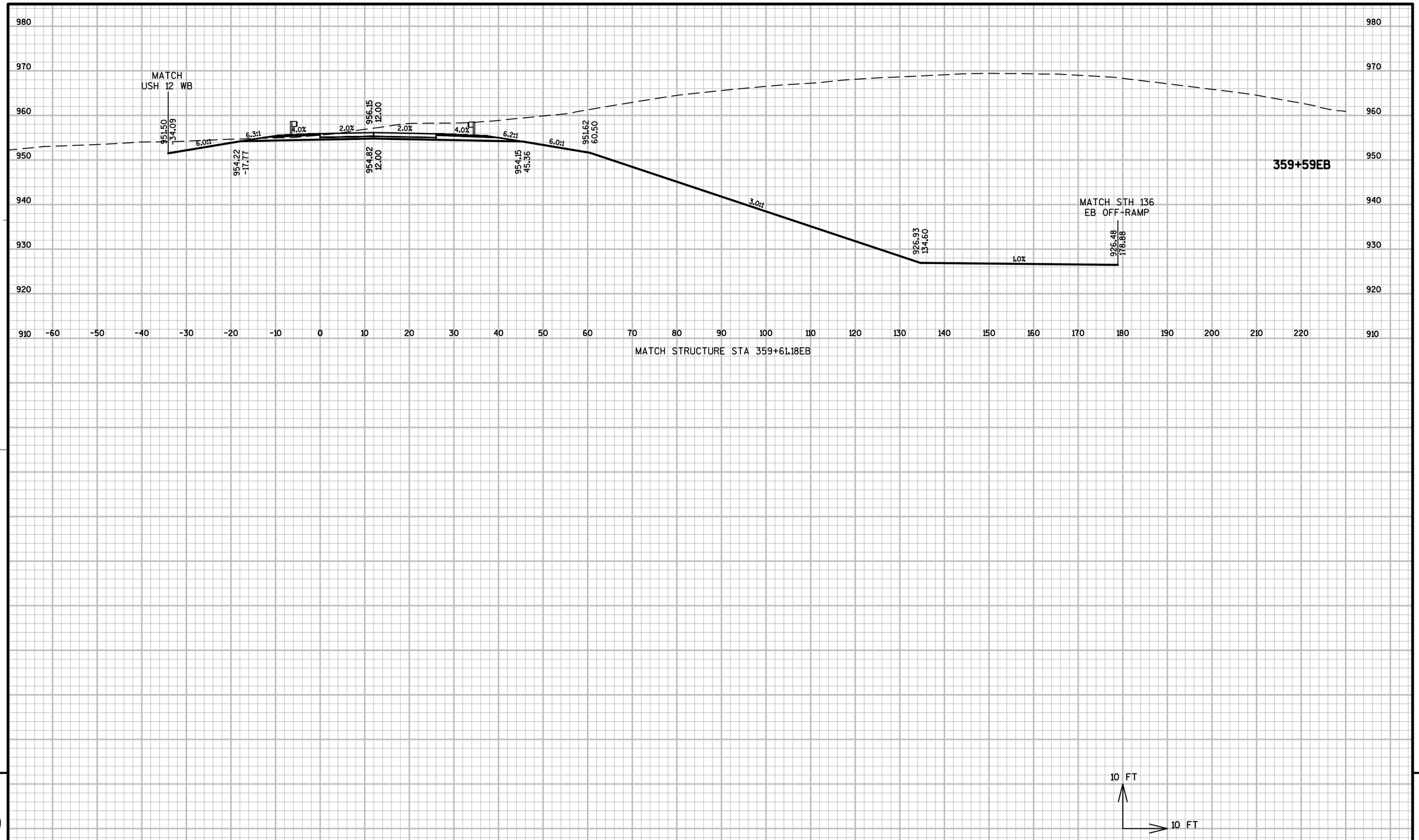


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 722	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 723	E

MATCH STRUCTURE STA 361+89.84EB

MATCH STH 136
EB ON-RAMP

MATCH
USH 12 WB

950.30
-31.03

6.0:1

953.10
-14.27

6.0:1

954.71
0.00

953.39
0.00

4.0%

2.0%

954.95
12.00

953.62
12.00

2.0%

954.51
34.00

953.18
34.00

2.0%

362+00EB

980 970 960 950 940 930

-80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

MATCH
USH 12 WB

950.29
-31.03

6.0:1

953.08
-14.27

6.0:1

954.70
0.00

953.37
0.00

4.0%

2.0%

954.94
12.00

953.61
12.00

2.0%

4.0%

6.0:1

952.99
42.86

6.0:1

950.47
58.00

5.5:1

MATCH STH 136
EB ON-RAMP

933.27
152.18

362+02EB

980 970 960 950 940 930 920

-80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

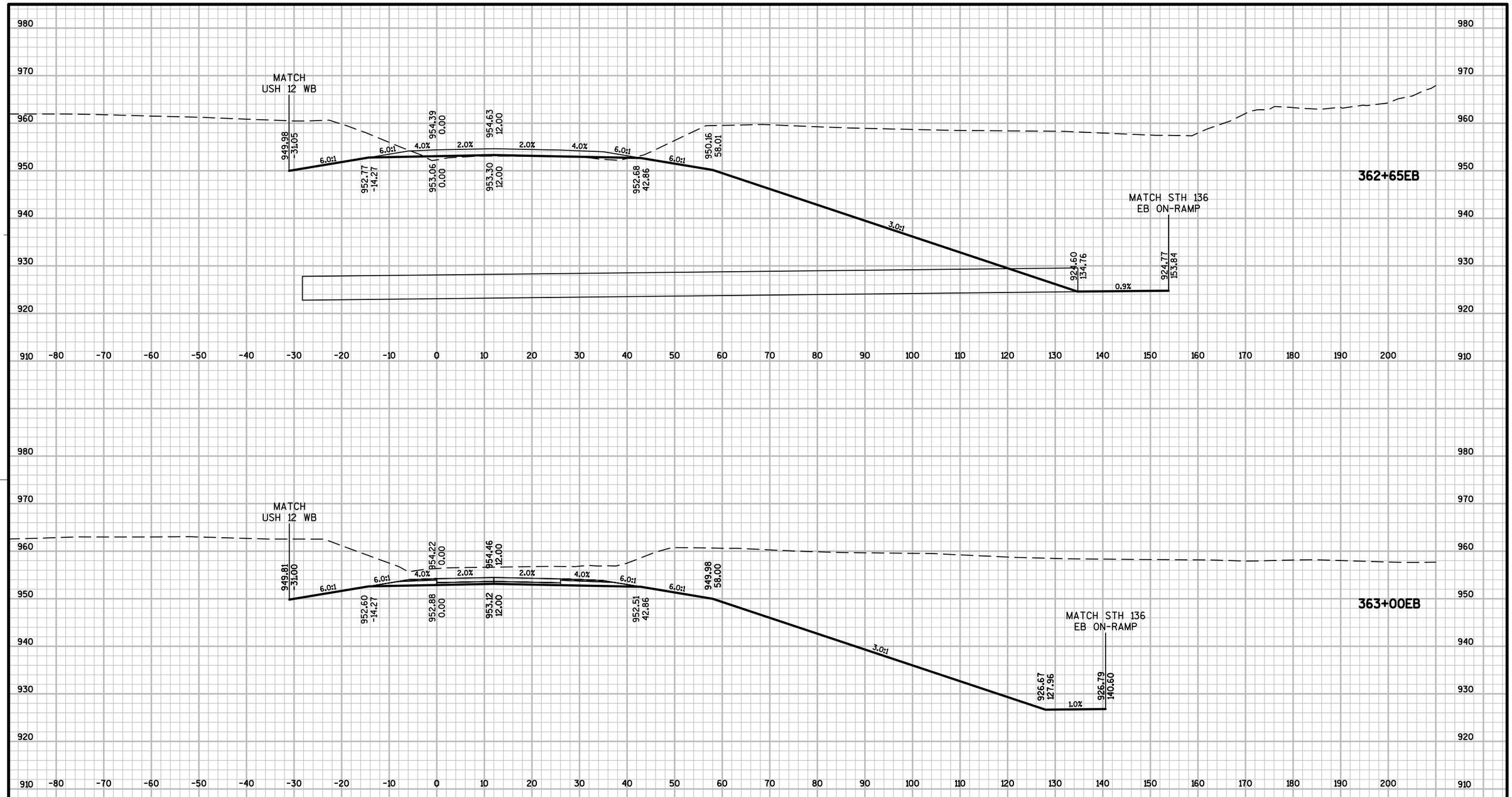
10 FT

10 FT

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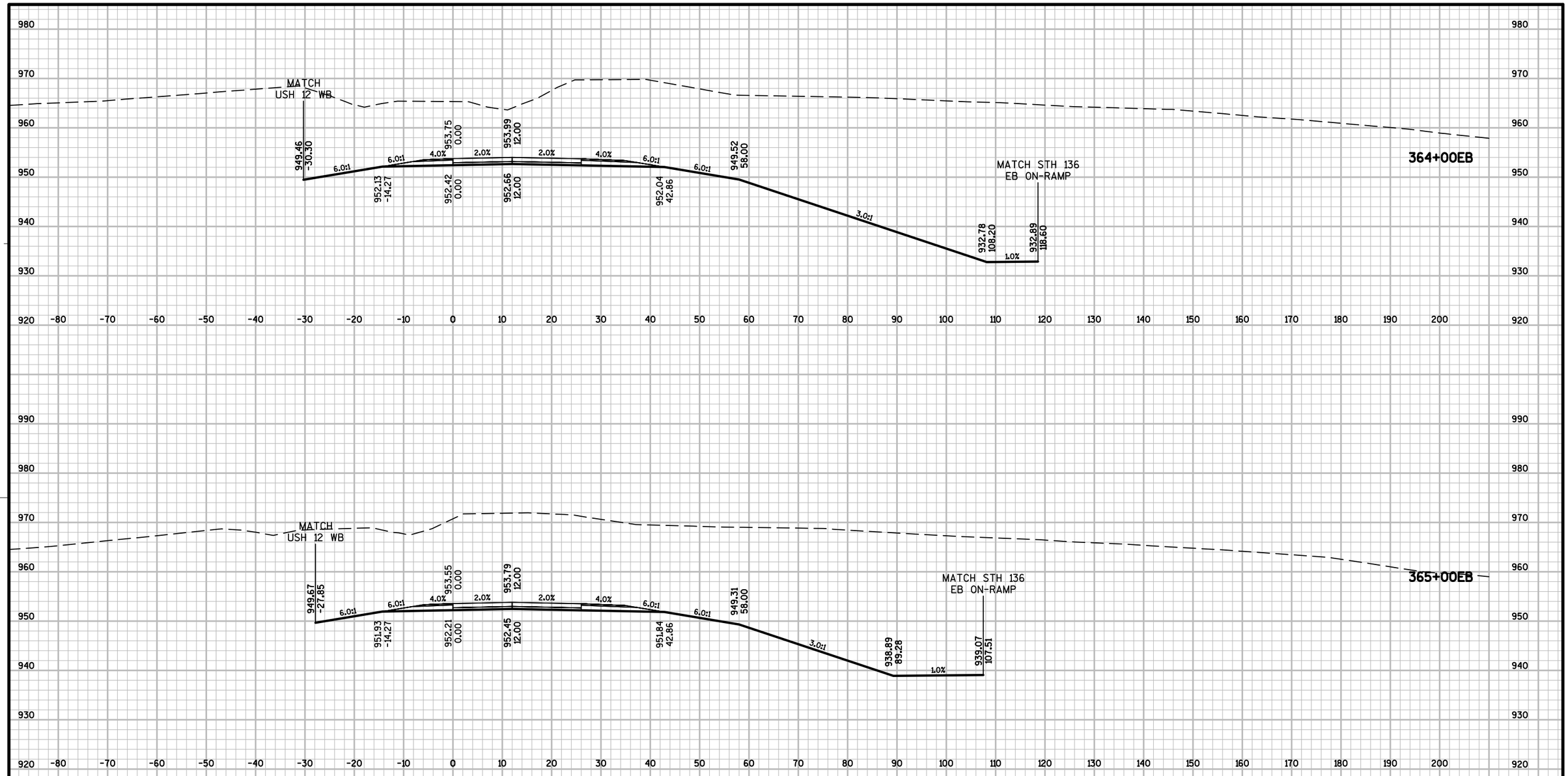
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 724	E



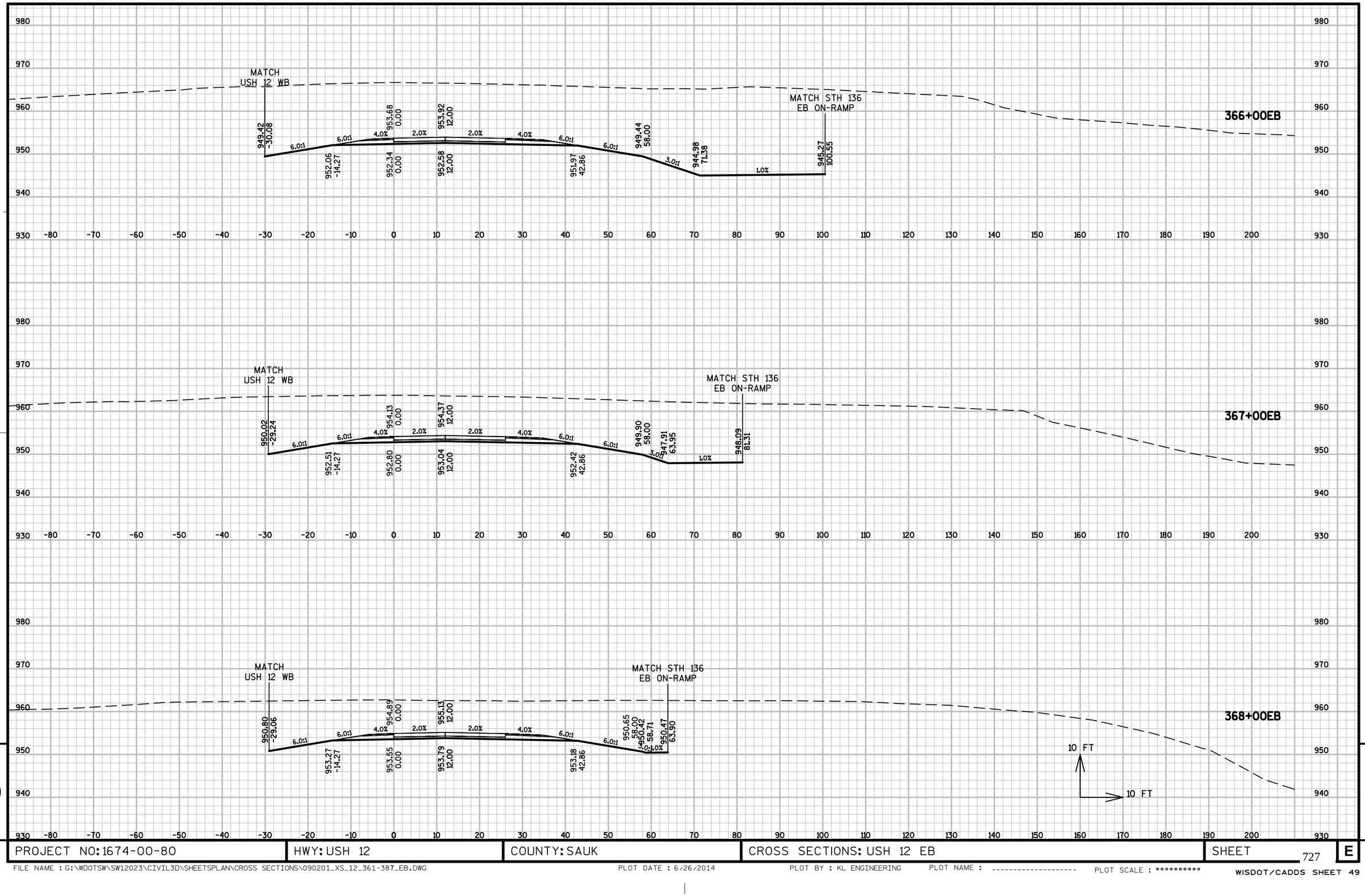
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 726	E

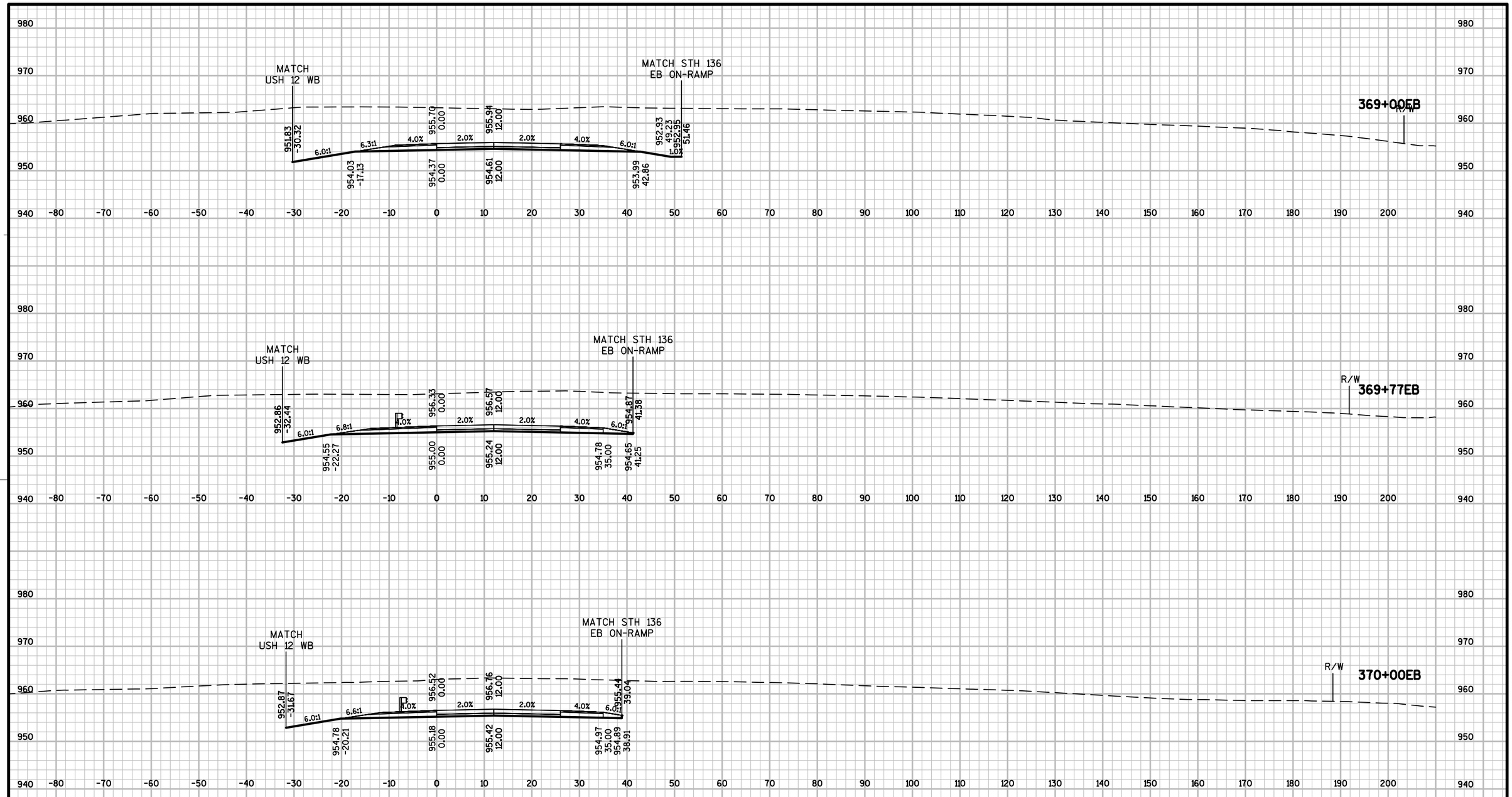
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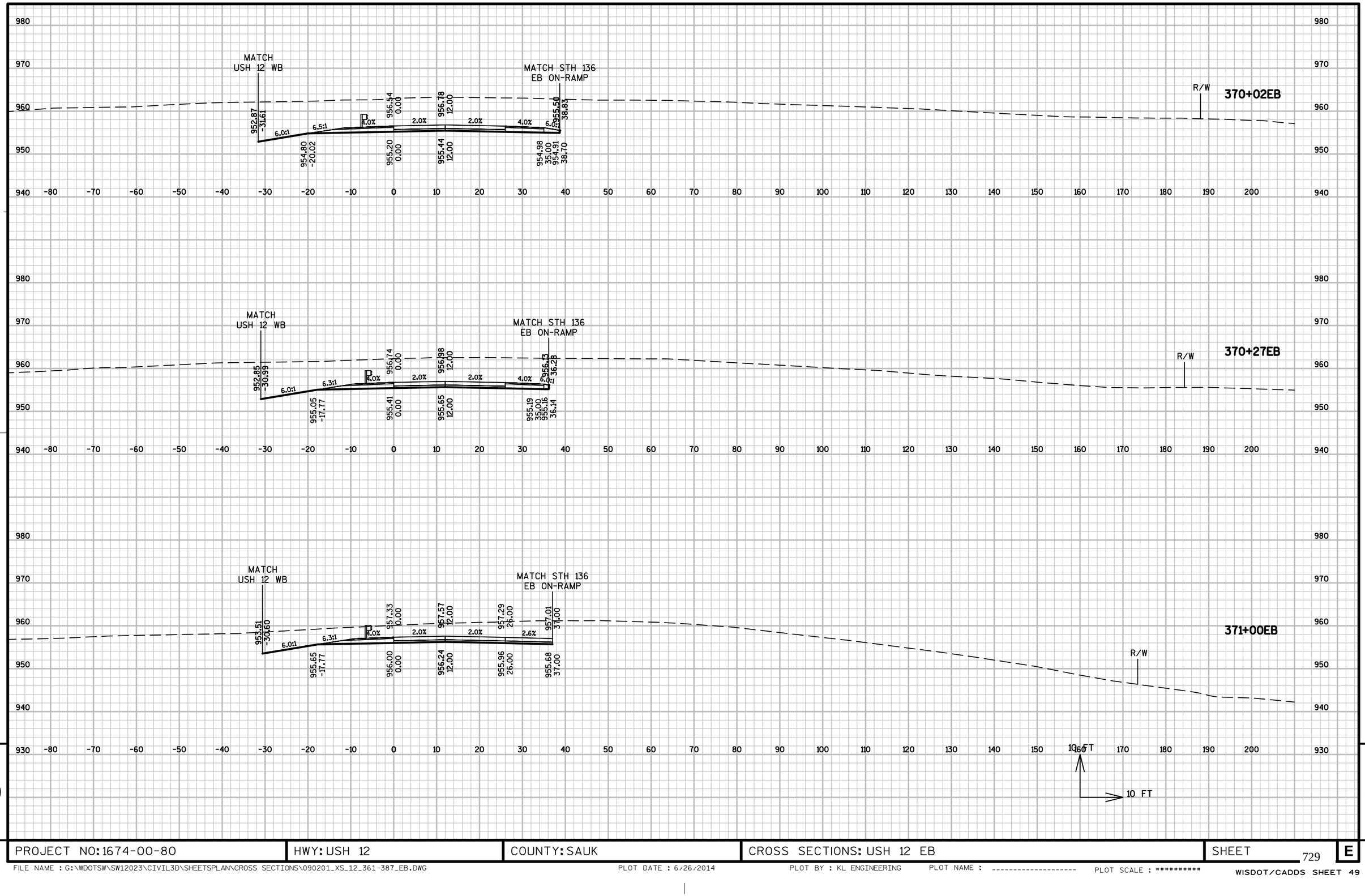
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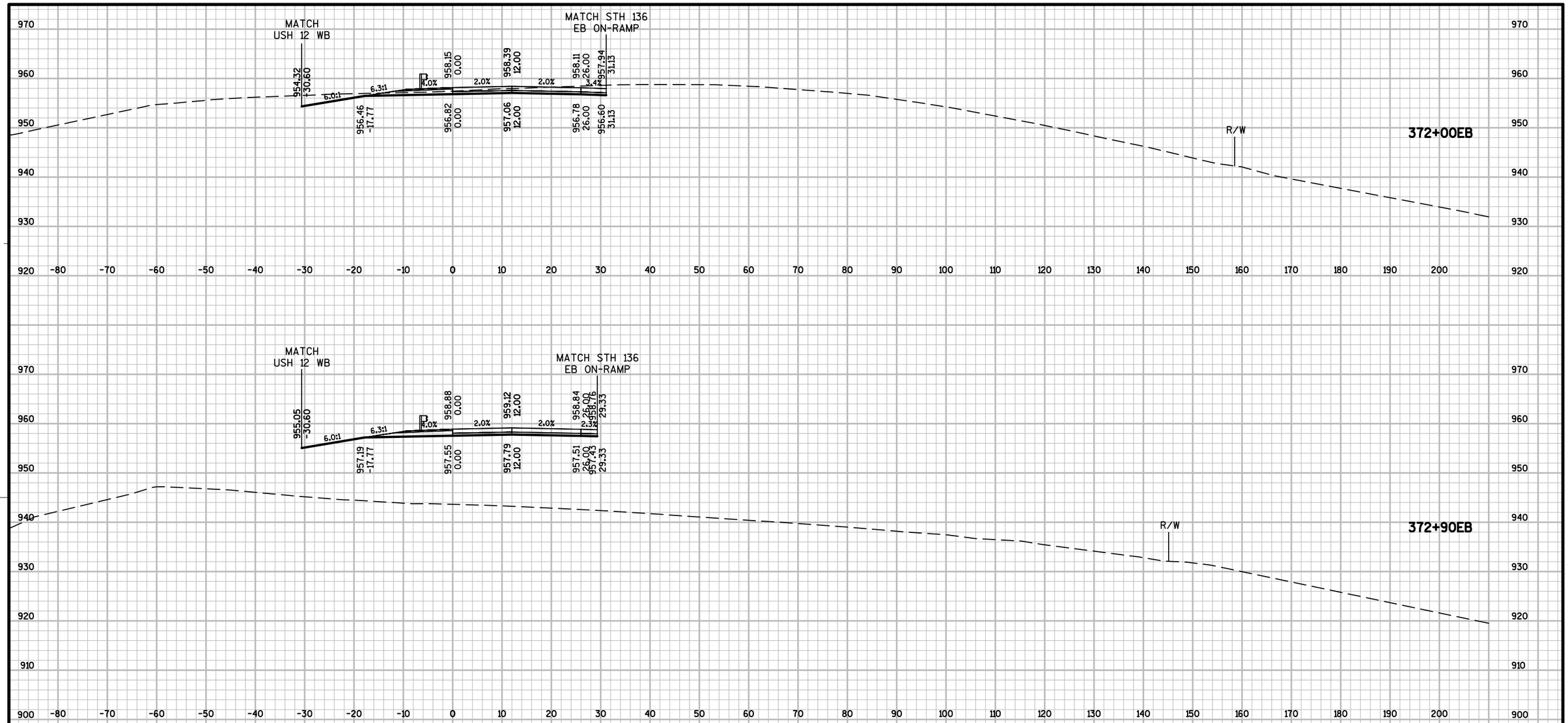
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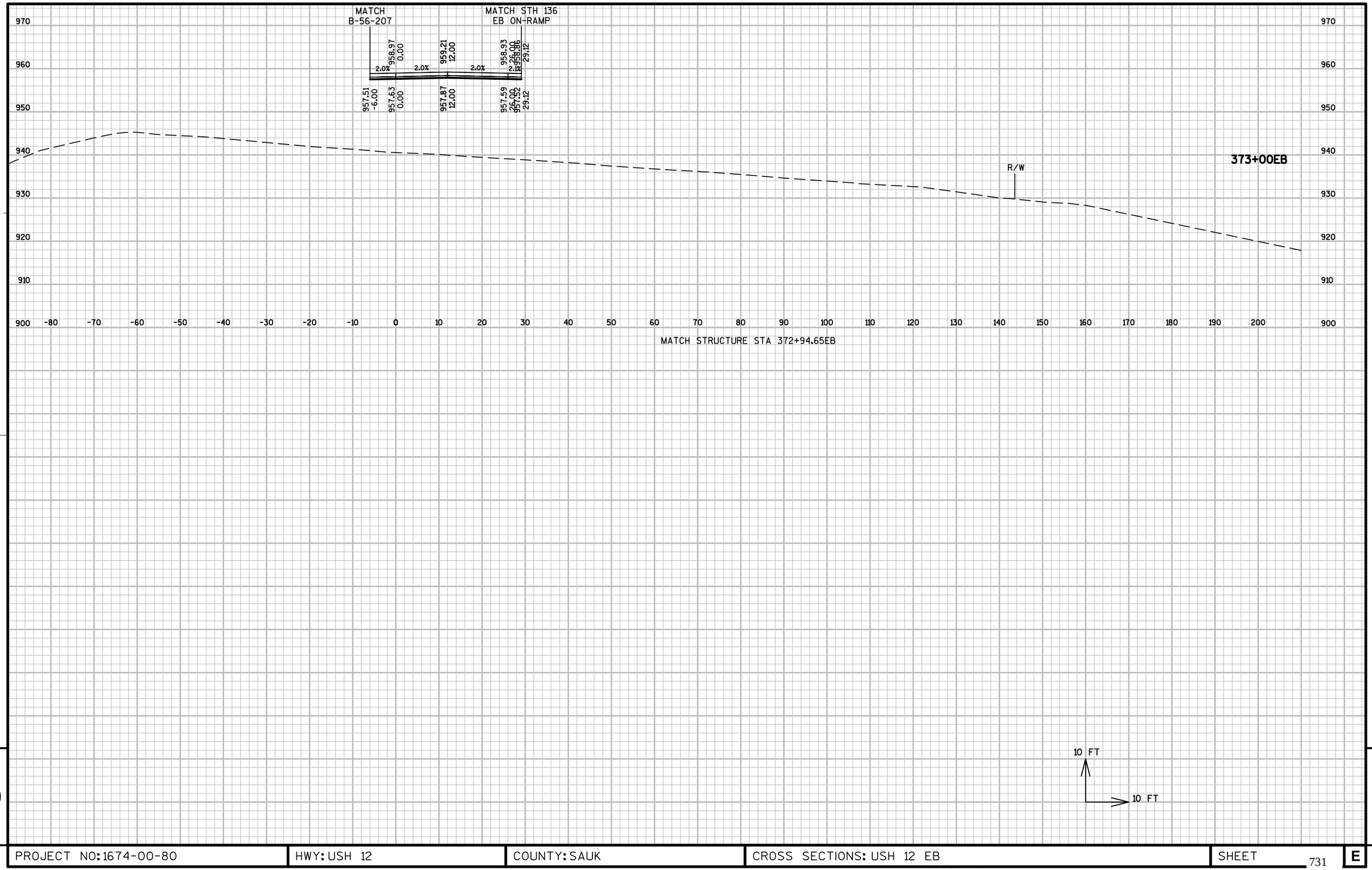
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 728	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 729	E



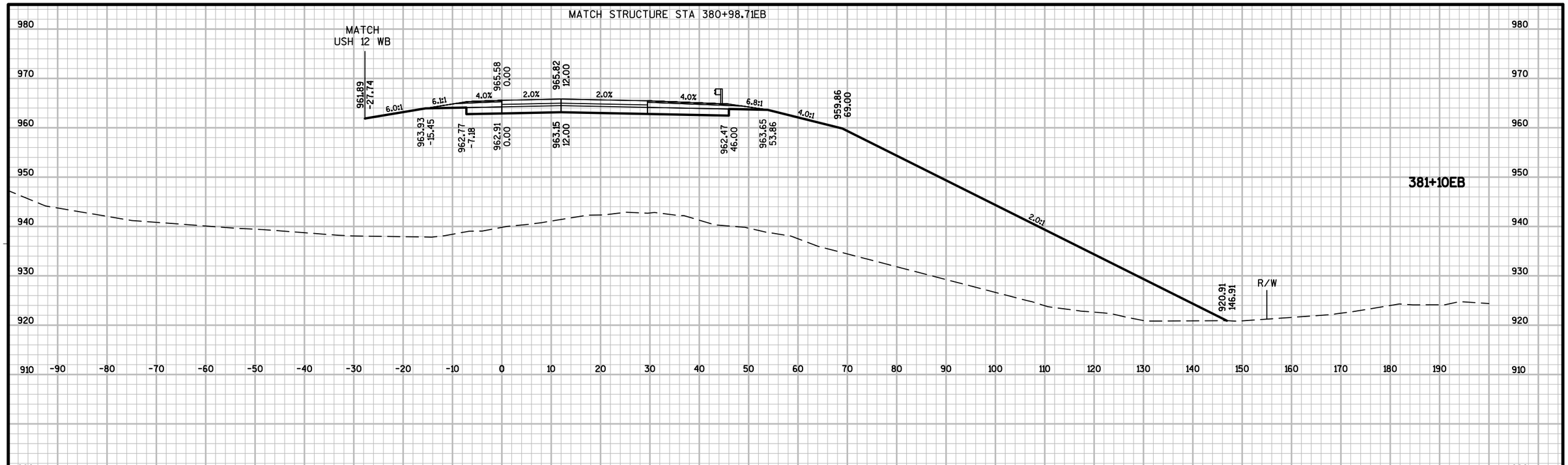
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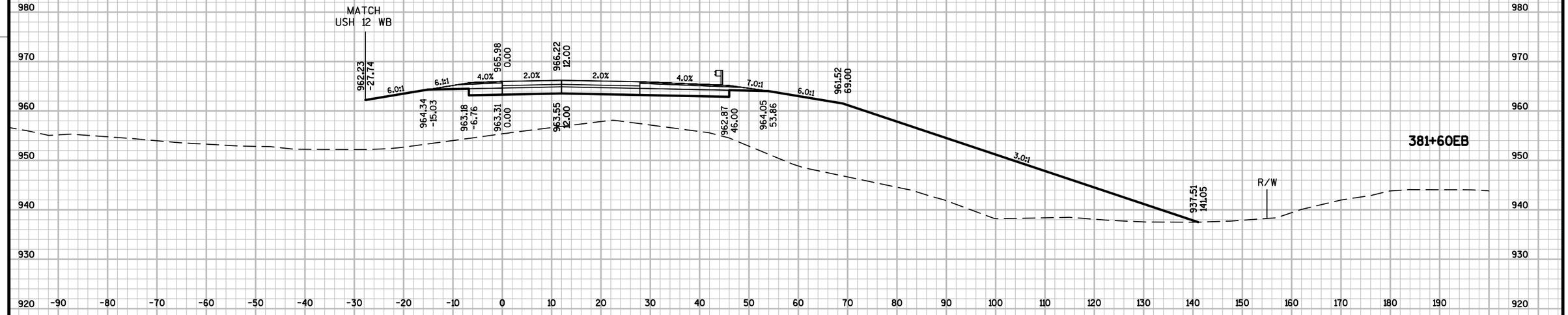


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 731	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

MATCH STRUCTURE STA 380+98.71EB





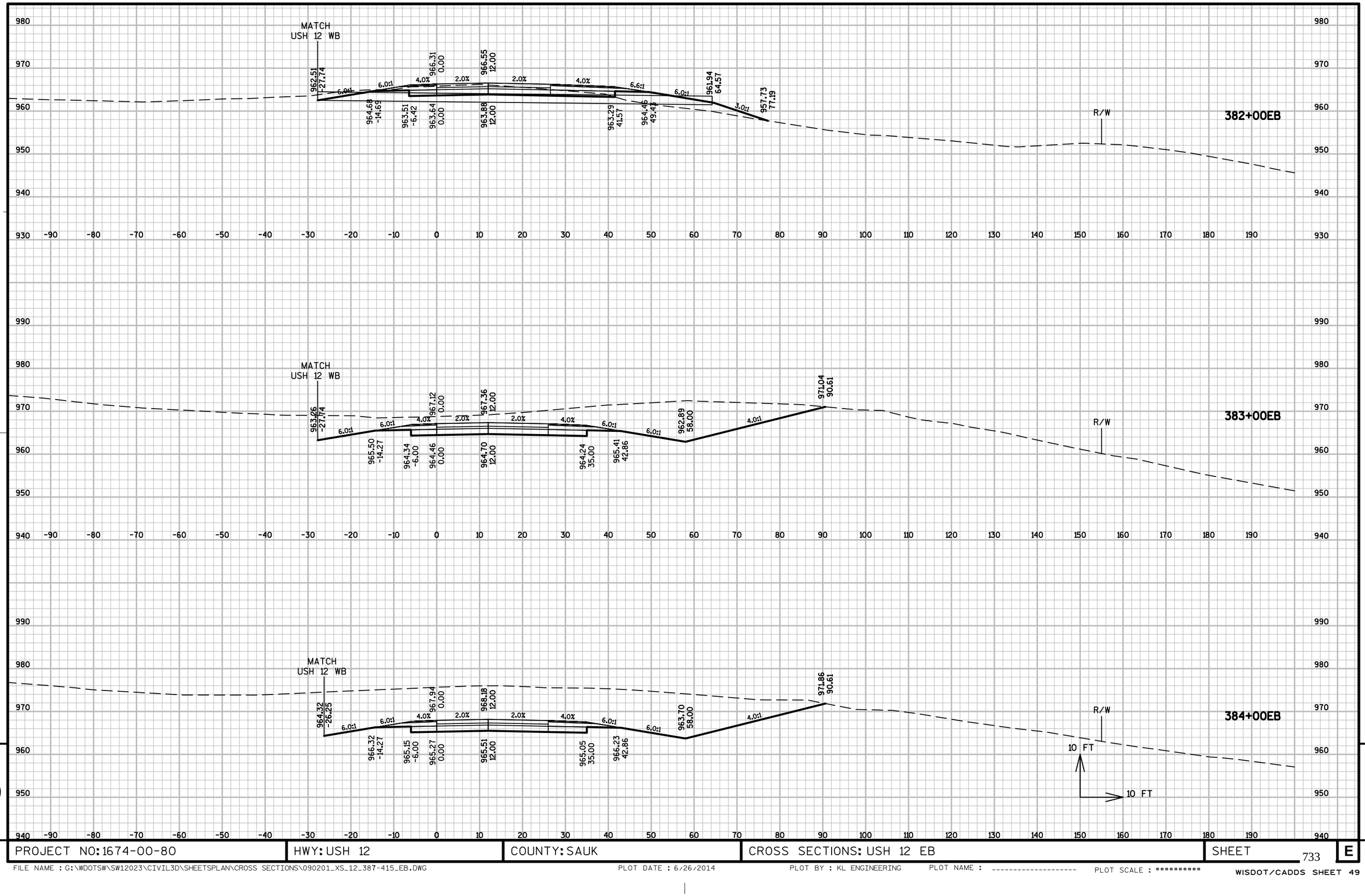
10 FT
10 FT

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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 732	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

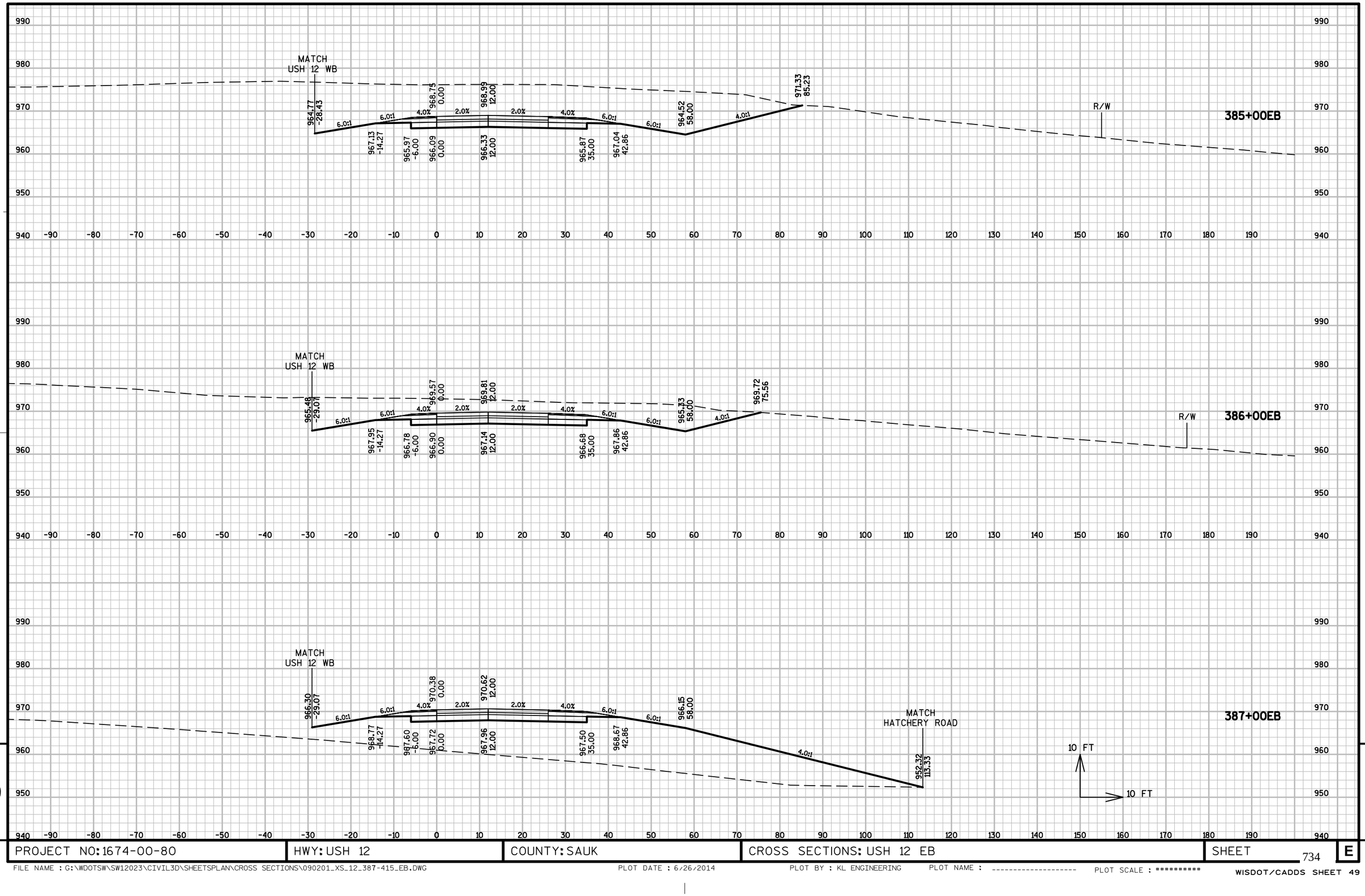


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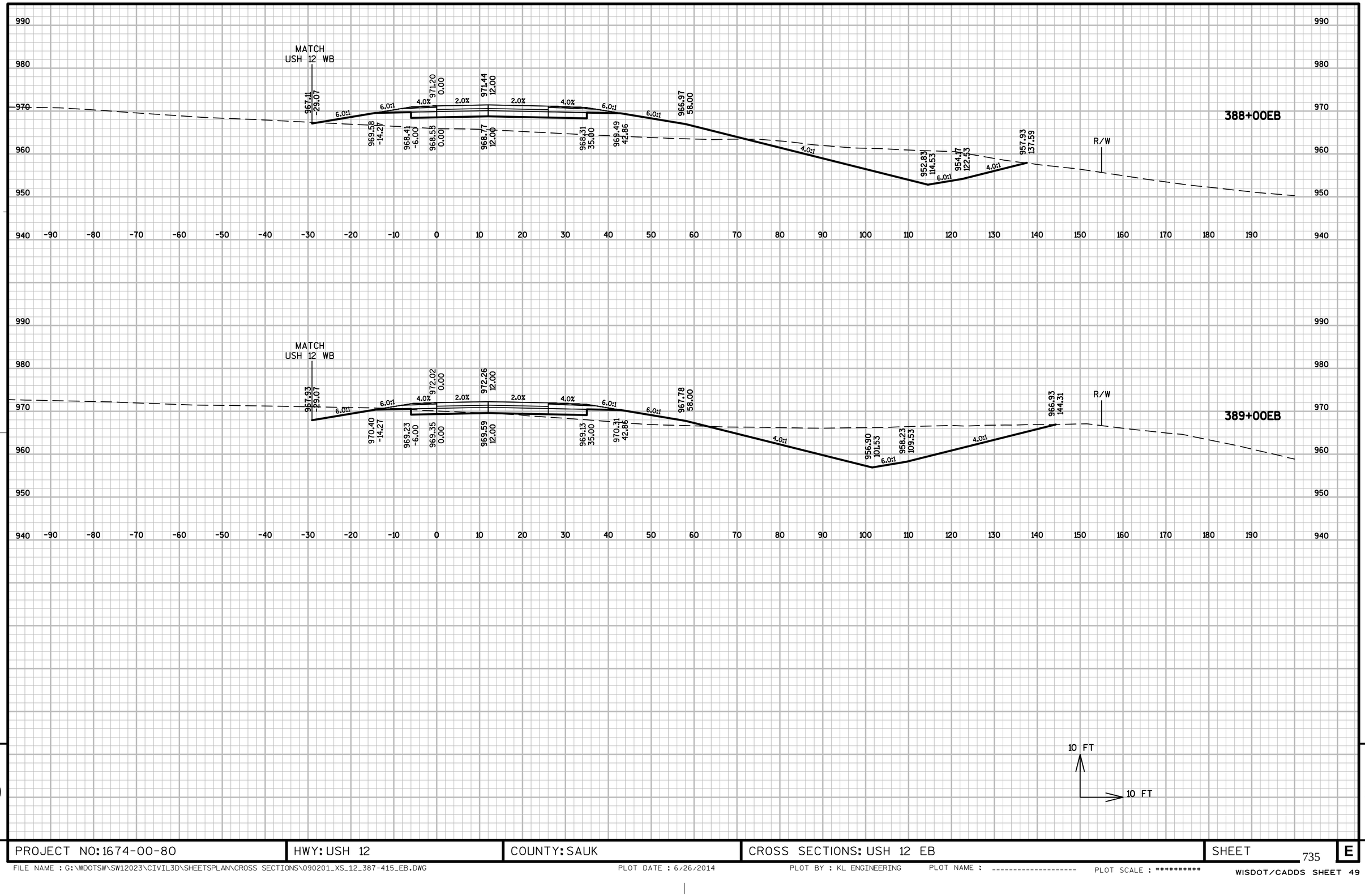
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 734 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

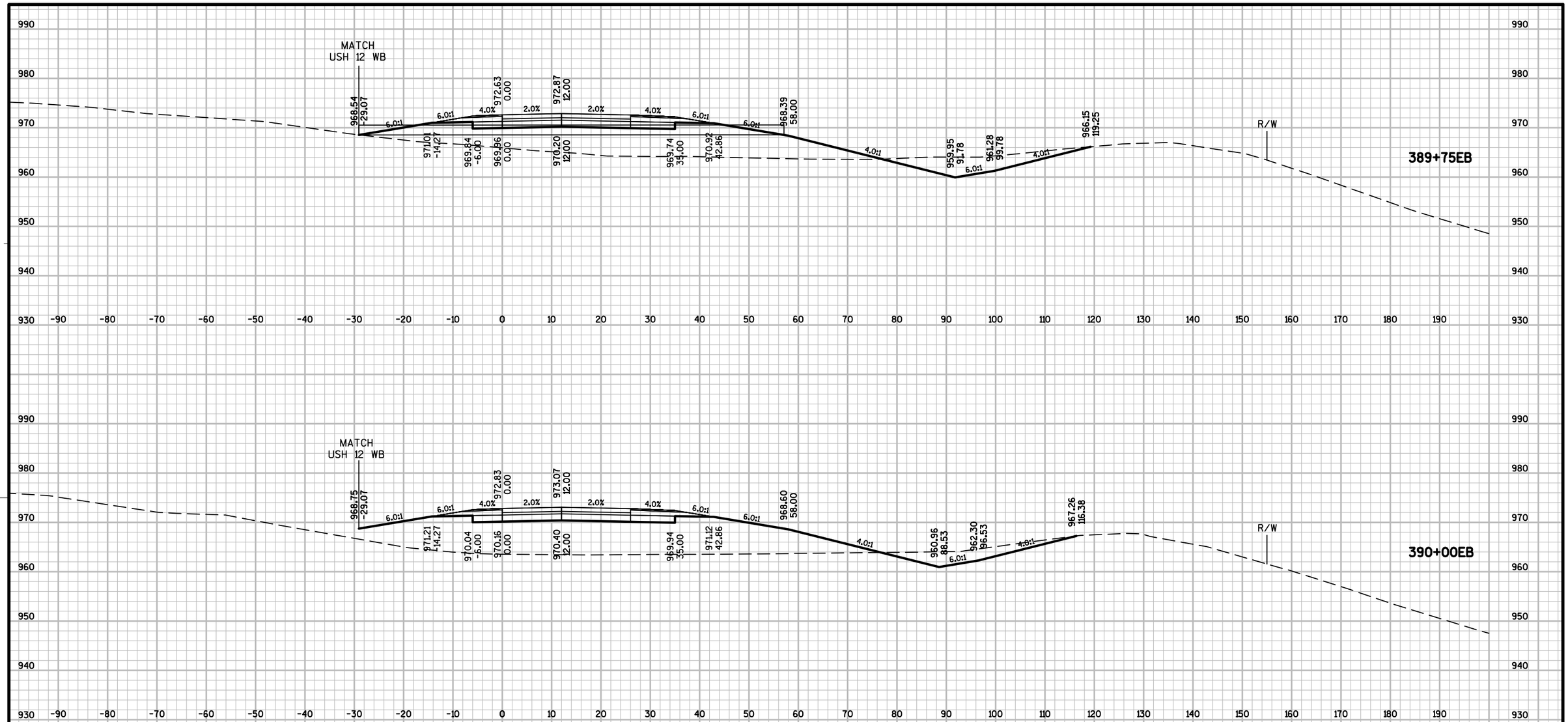


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 735	E

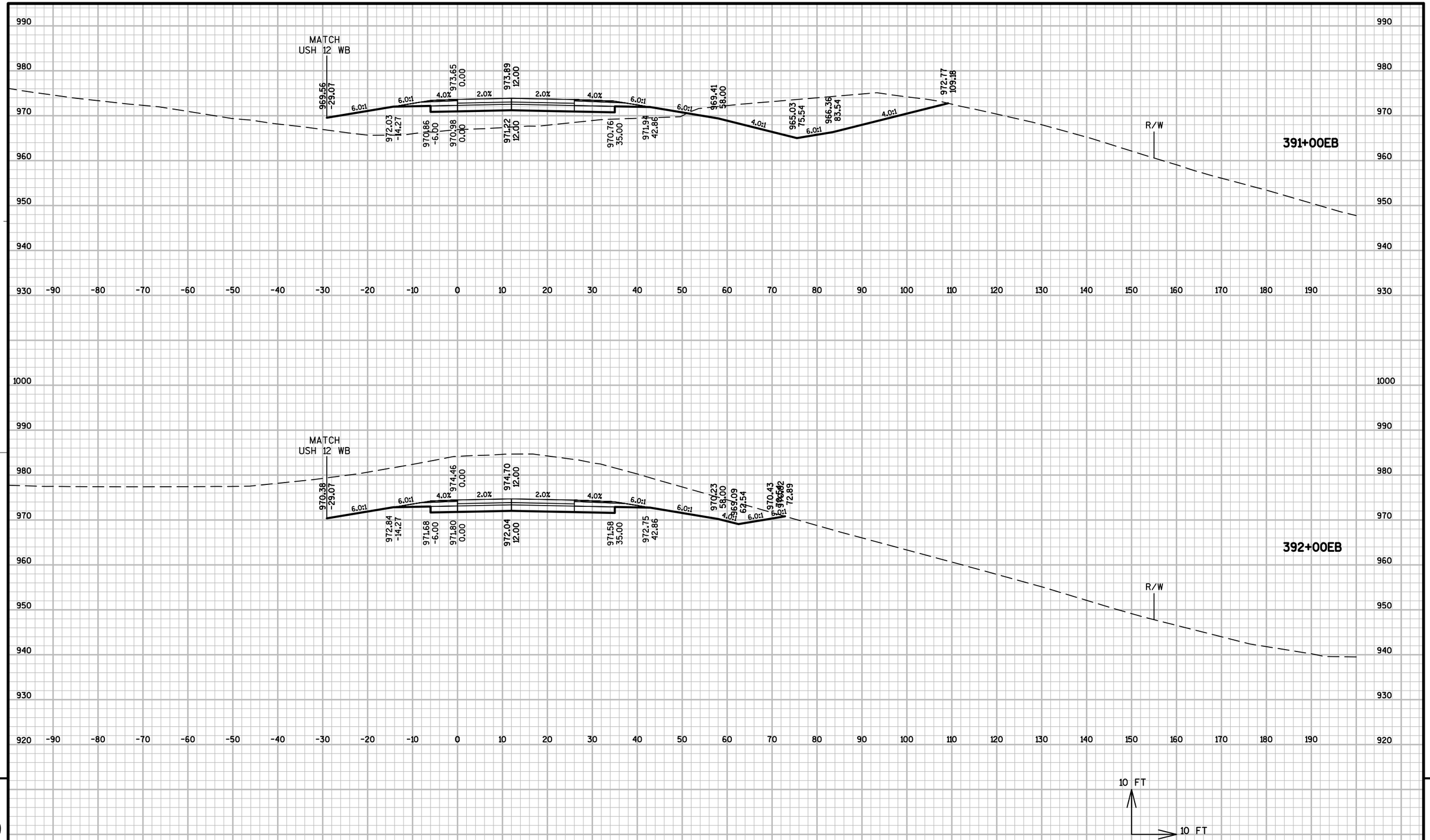
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



9

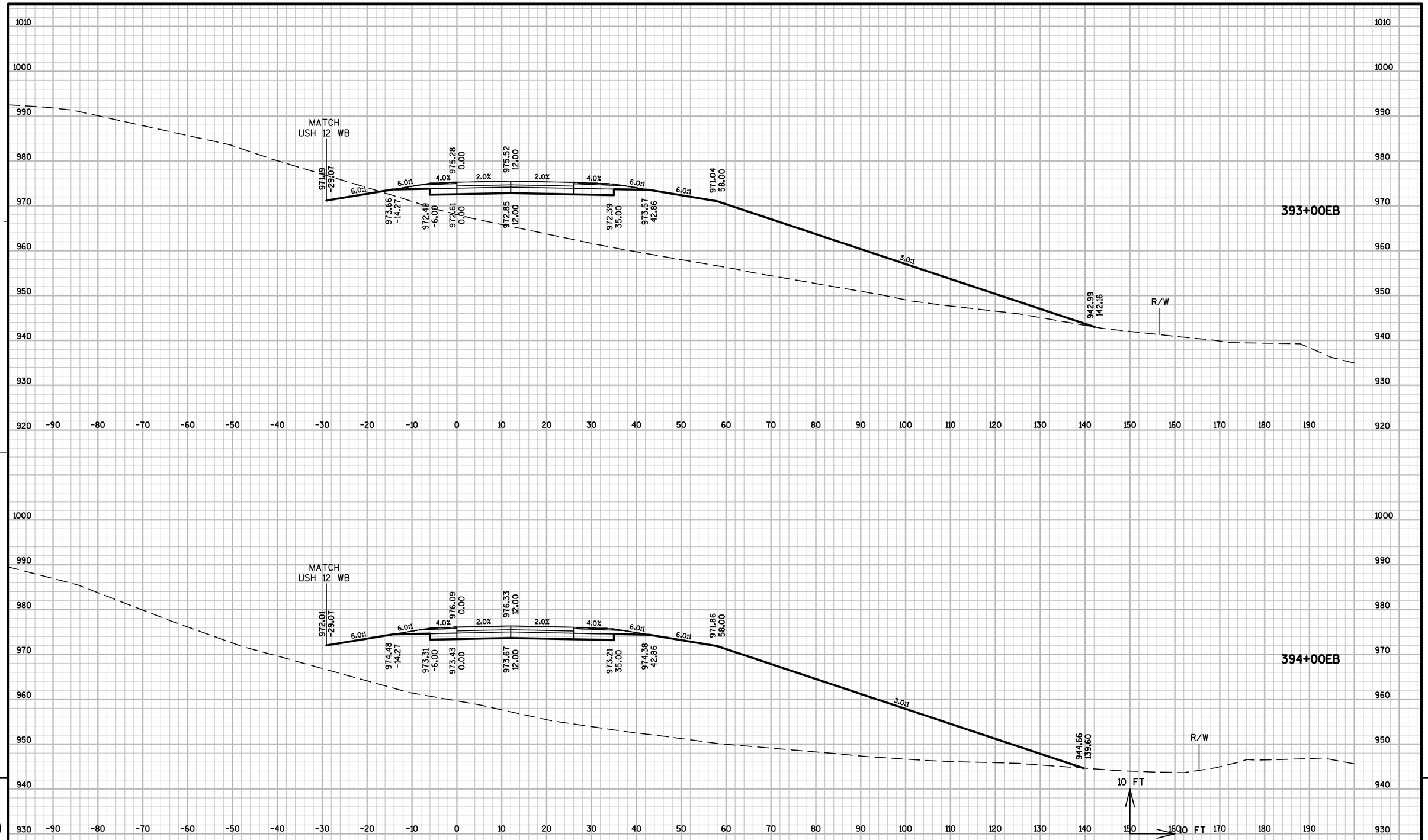
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 736	E



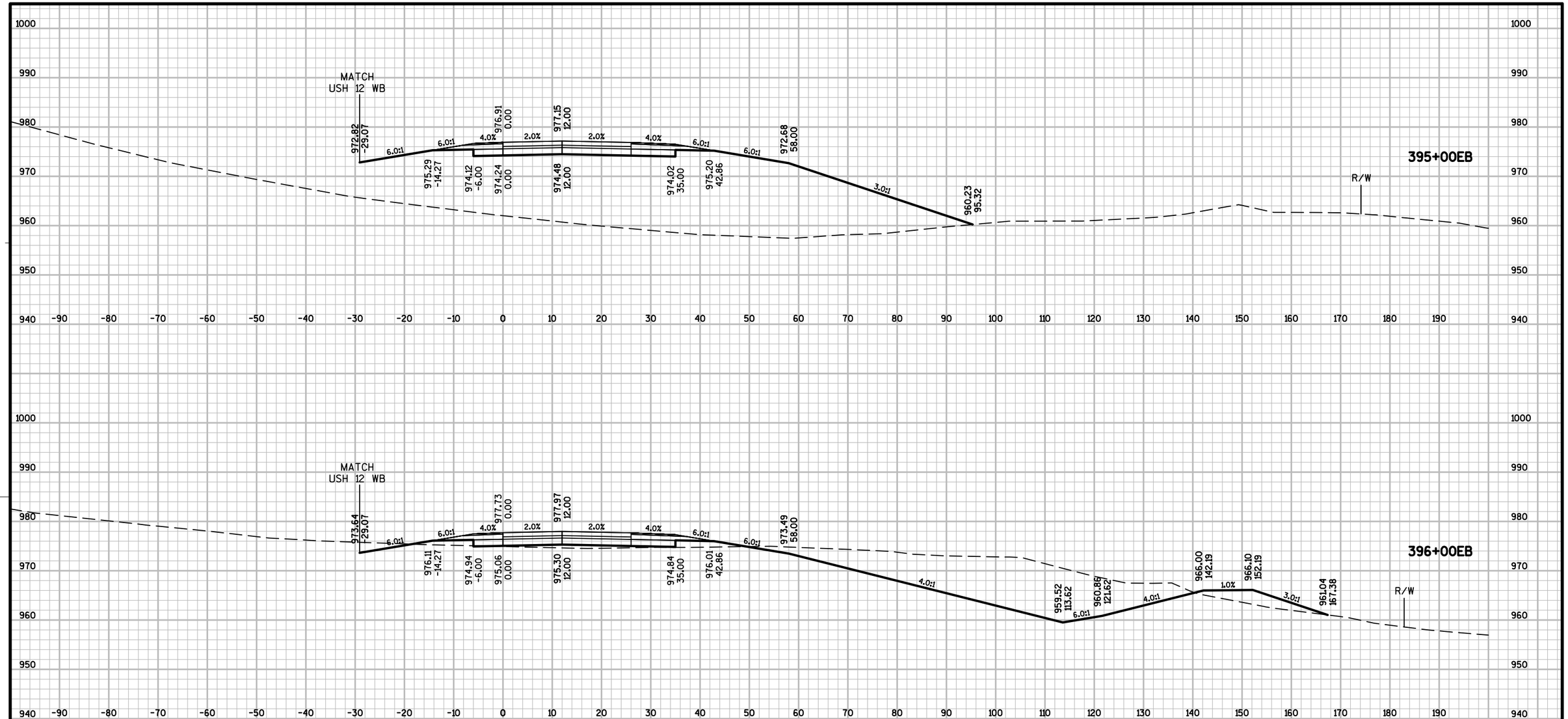
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 737	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



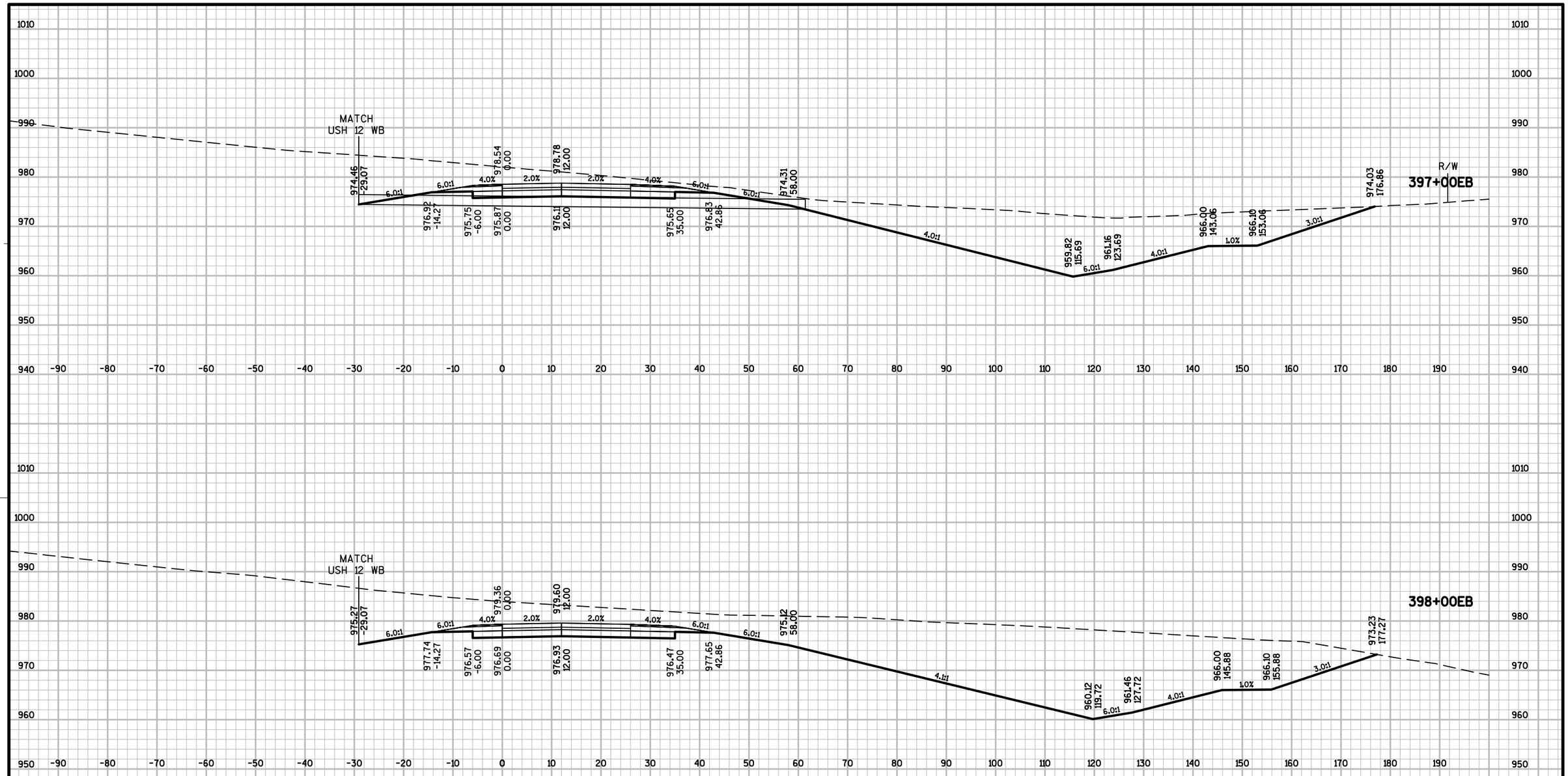
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 738	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



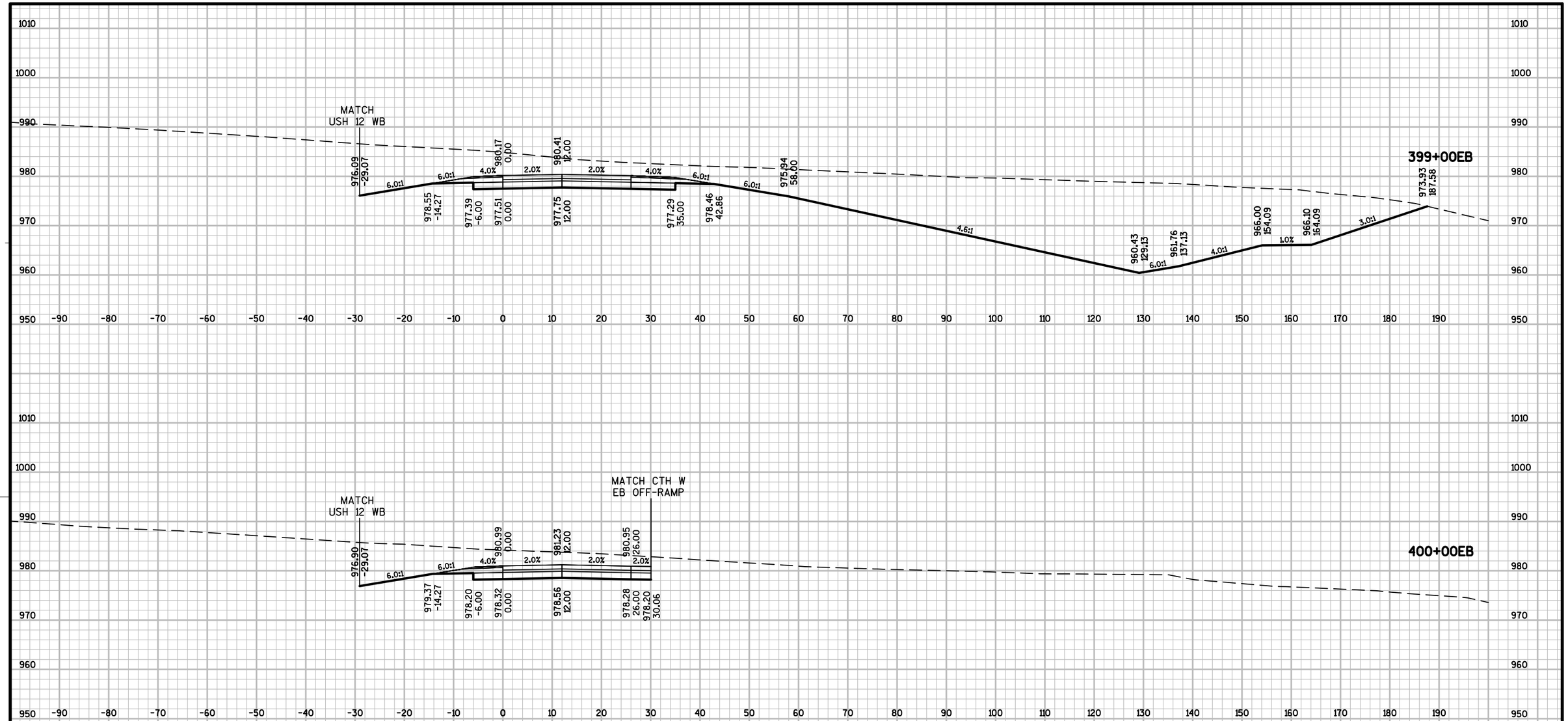
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 739	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



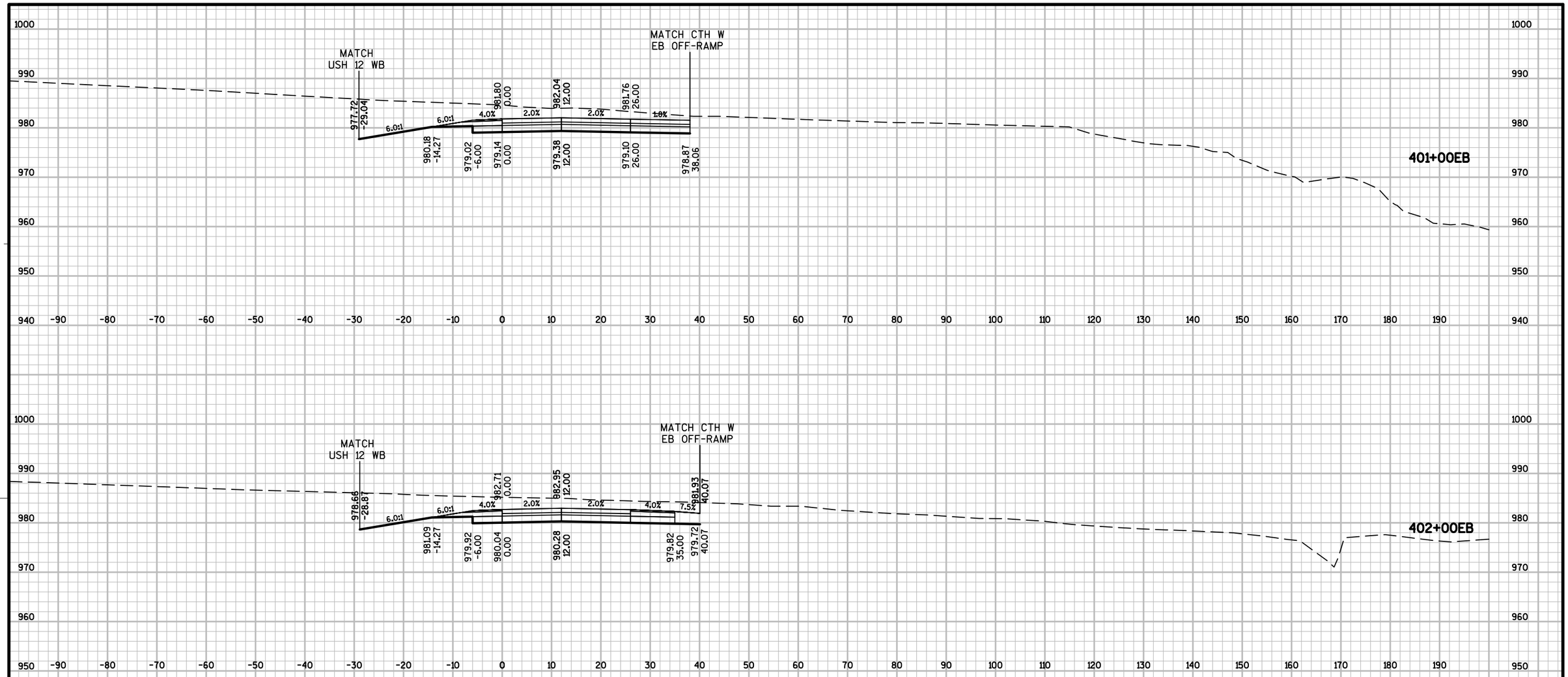
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 740	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 741	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

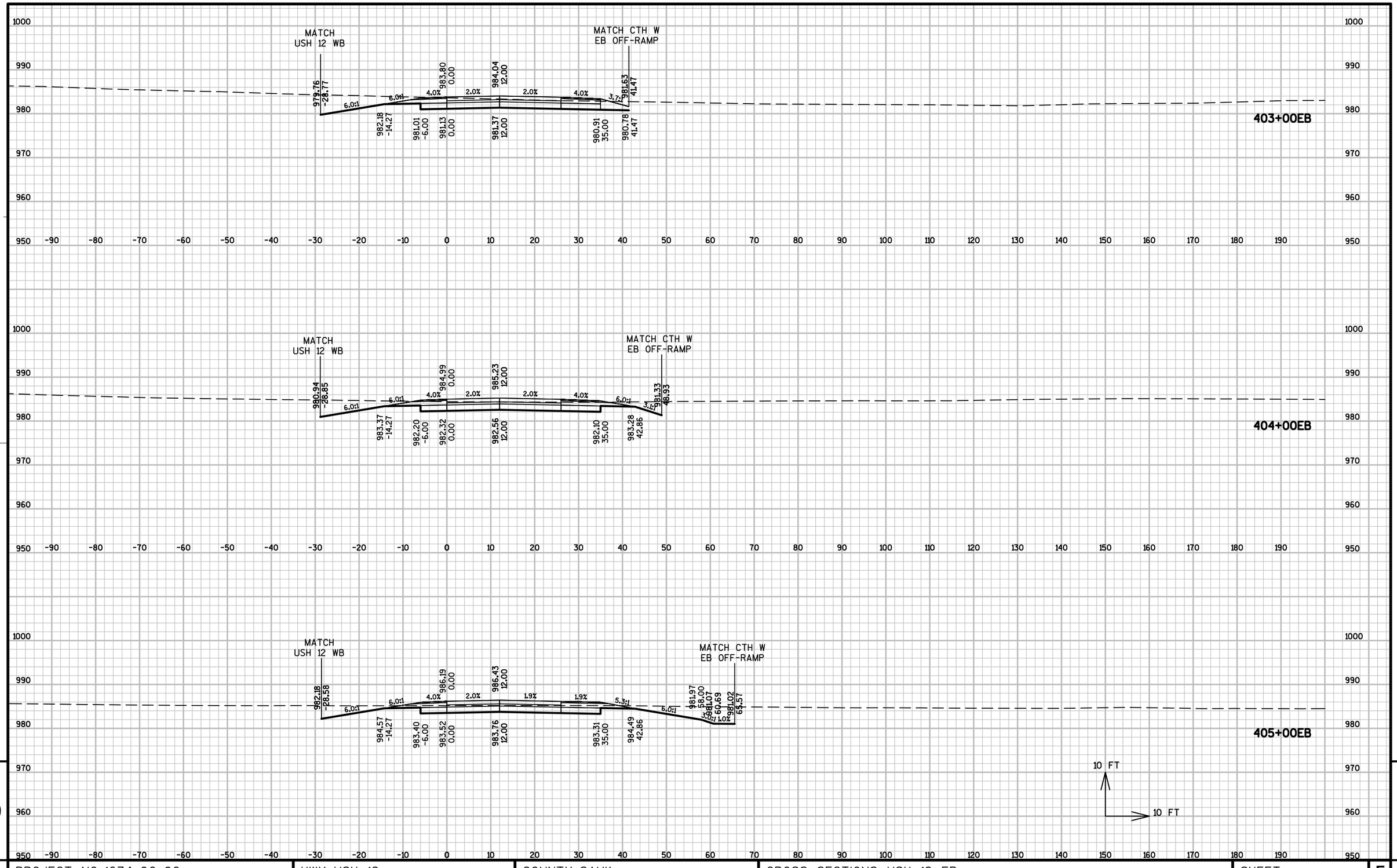


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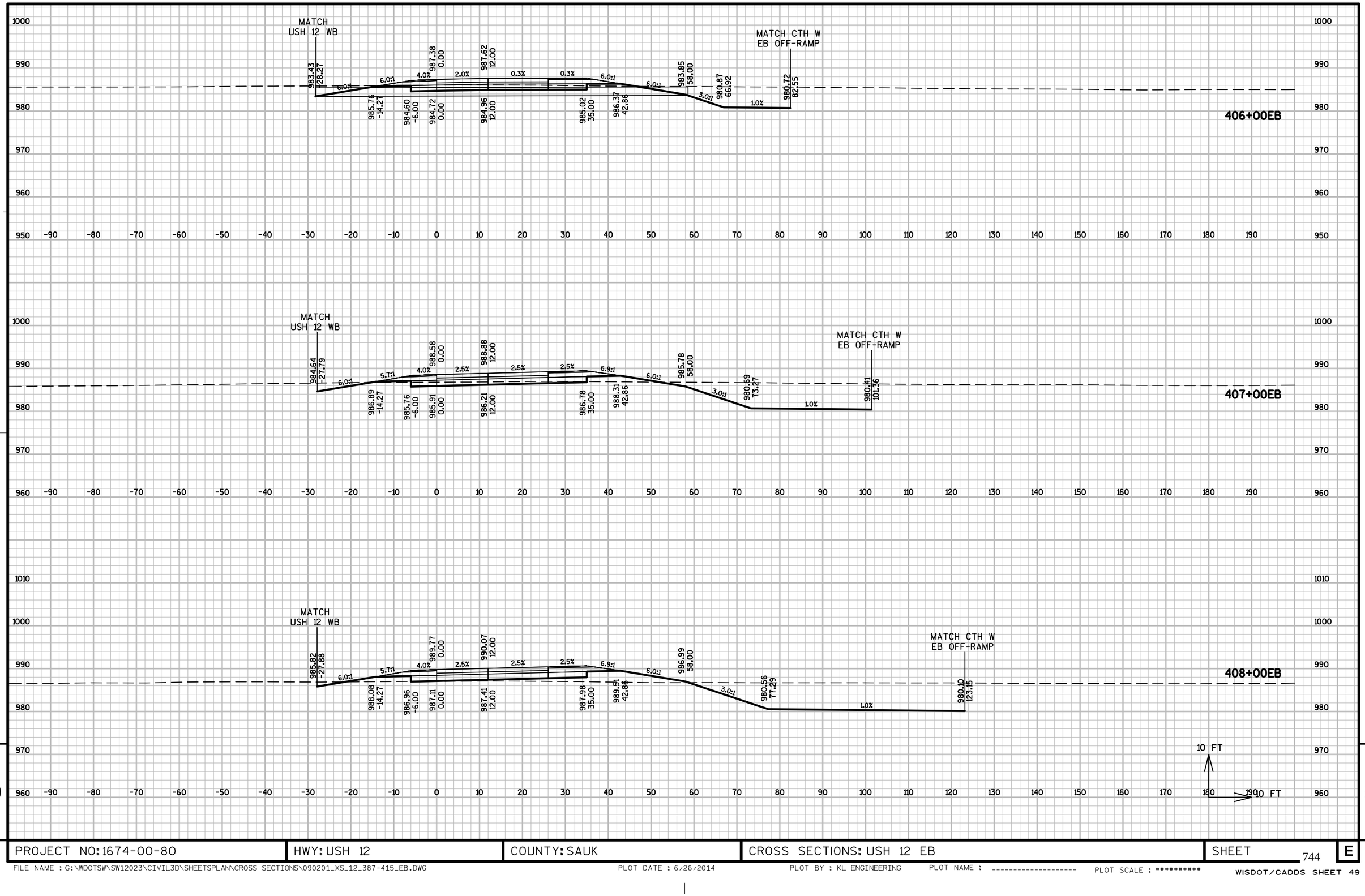
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 742	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



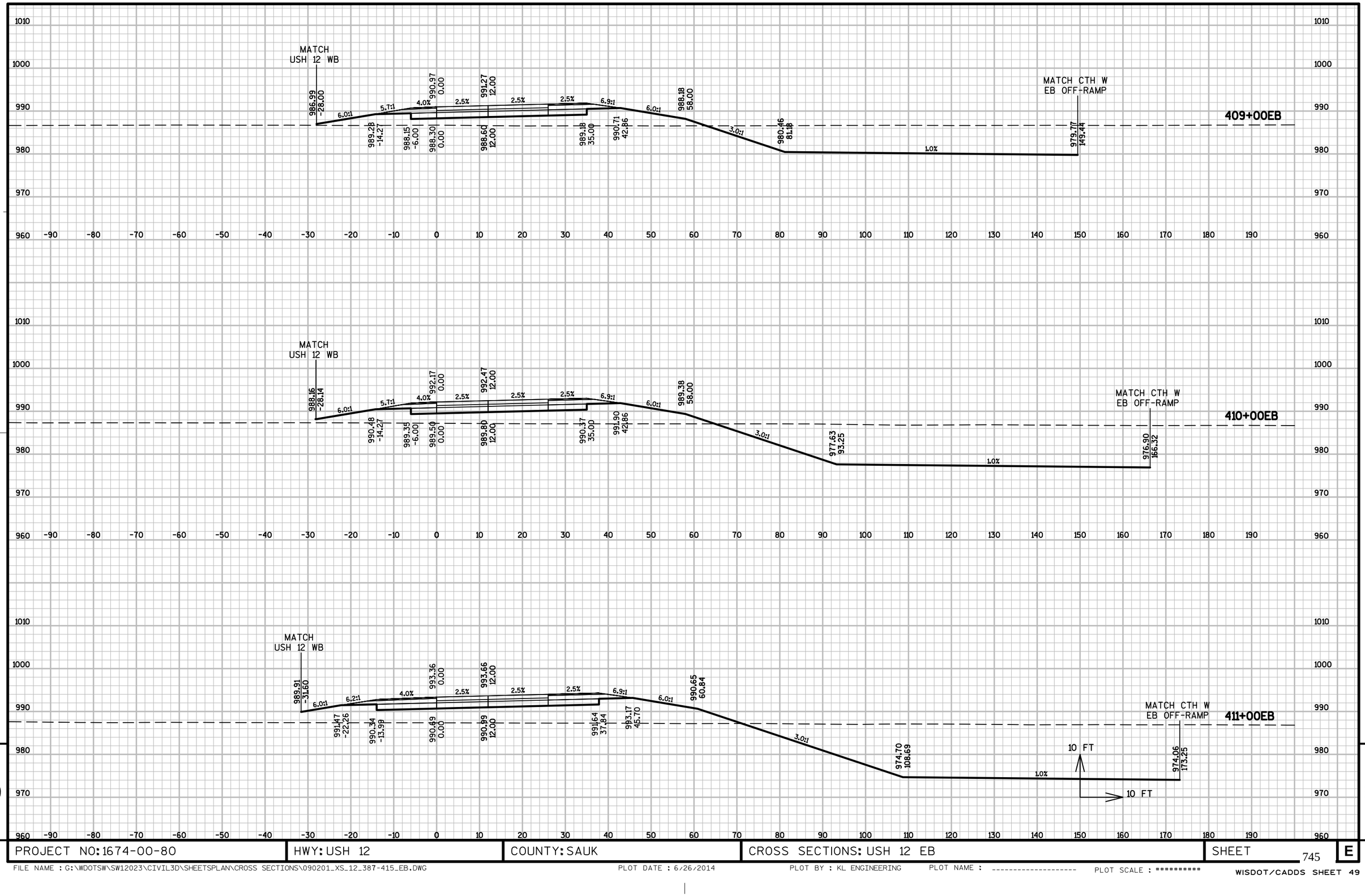
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 743	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



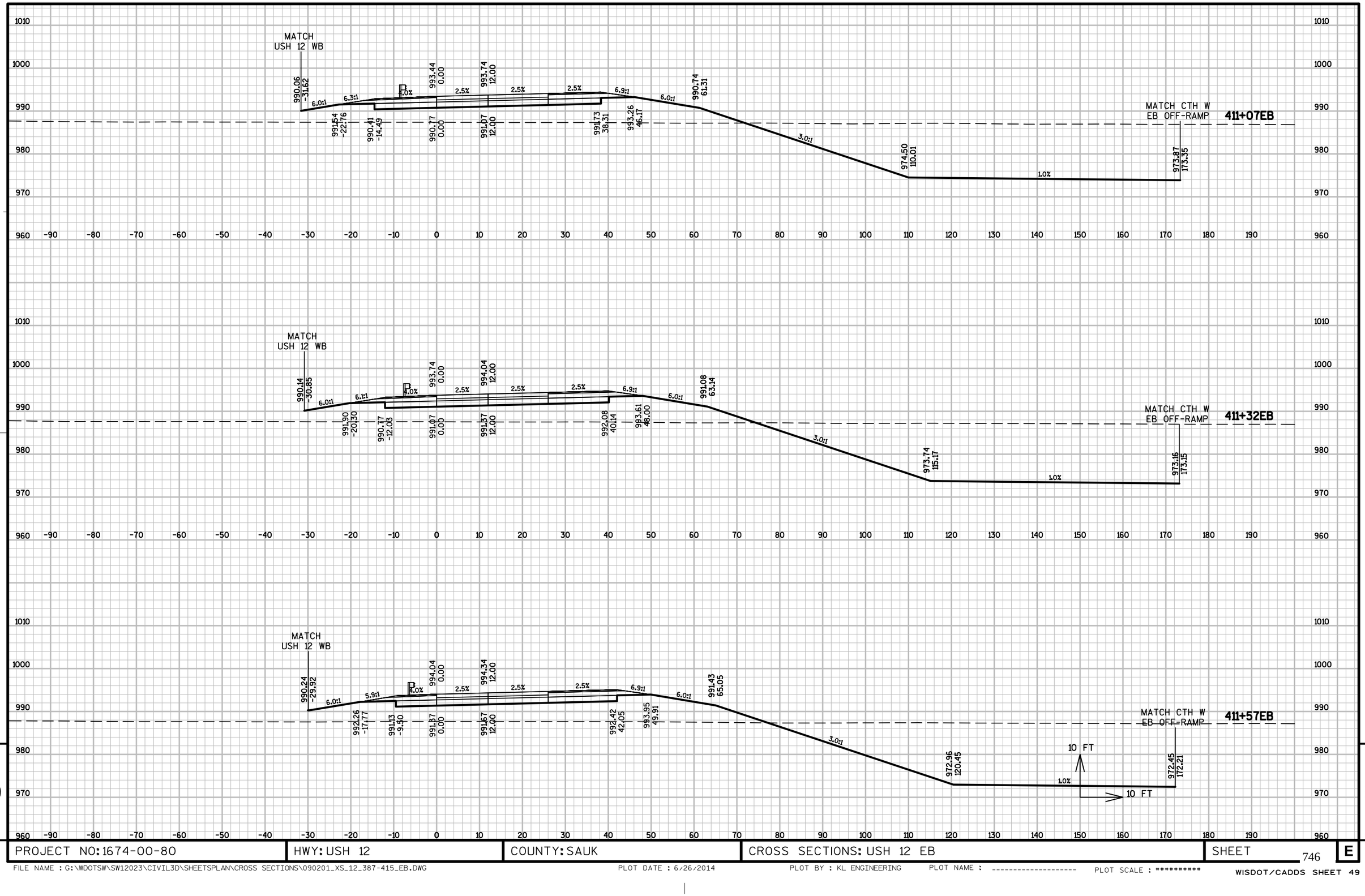
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 744	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



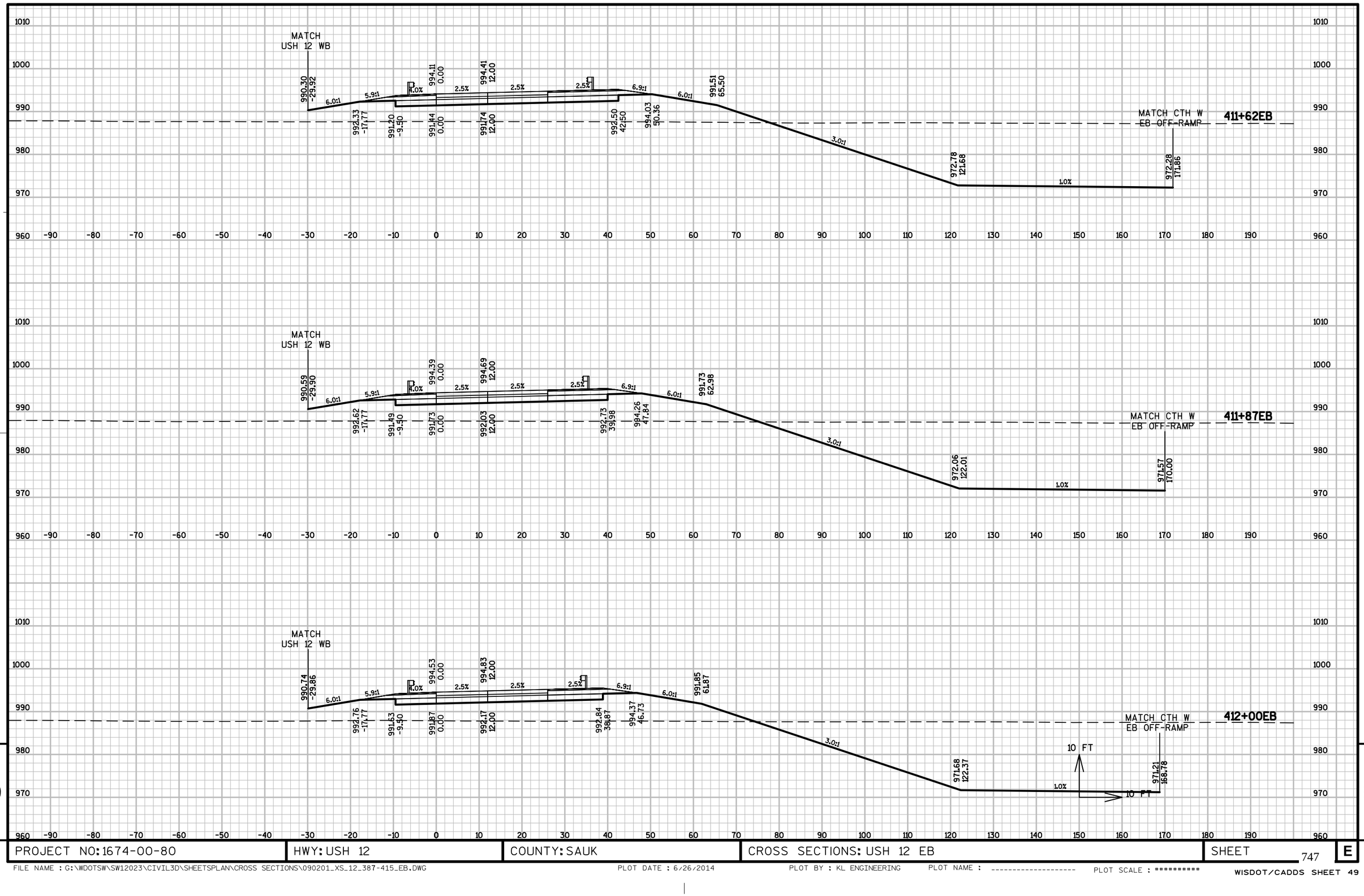
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 745	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



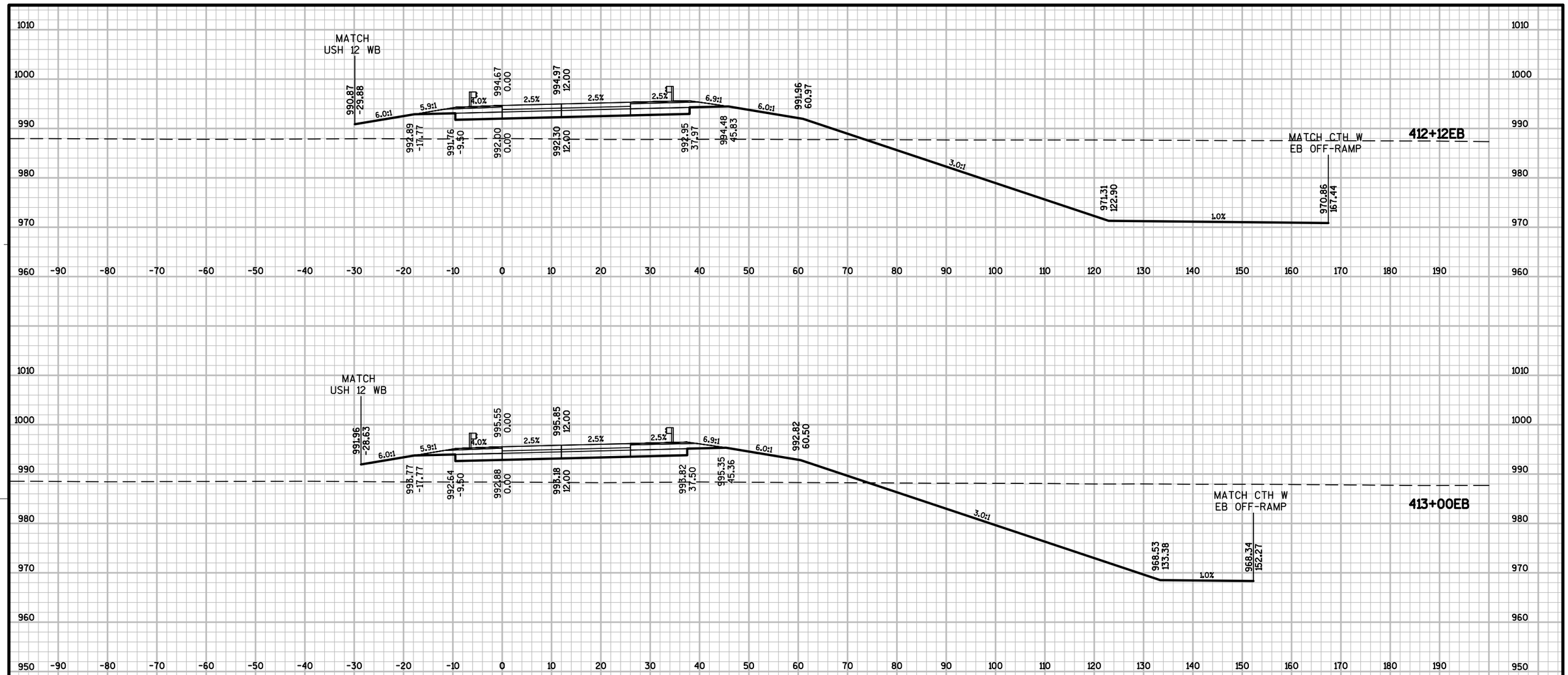
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 746	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 747	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

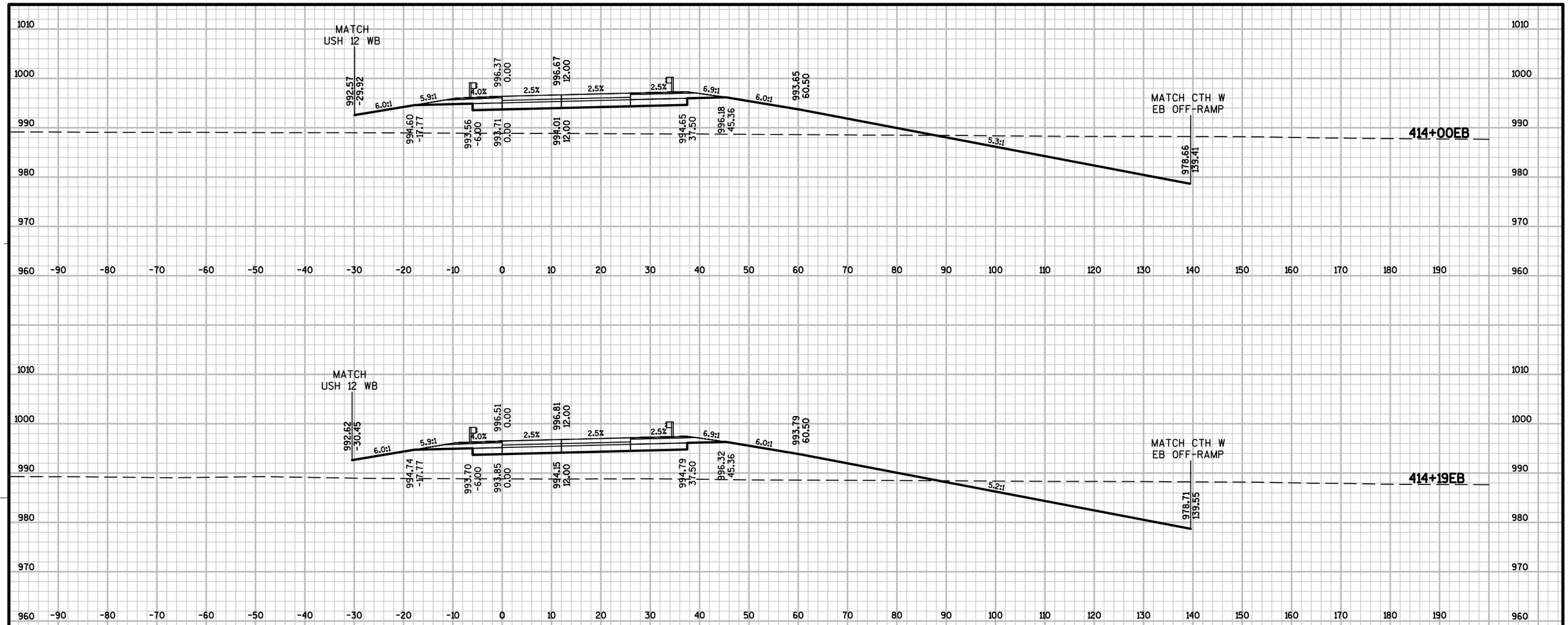


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 748	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



MATCH STRUCTURE STA 414+20.08EB

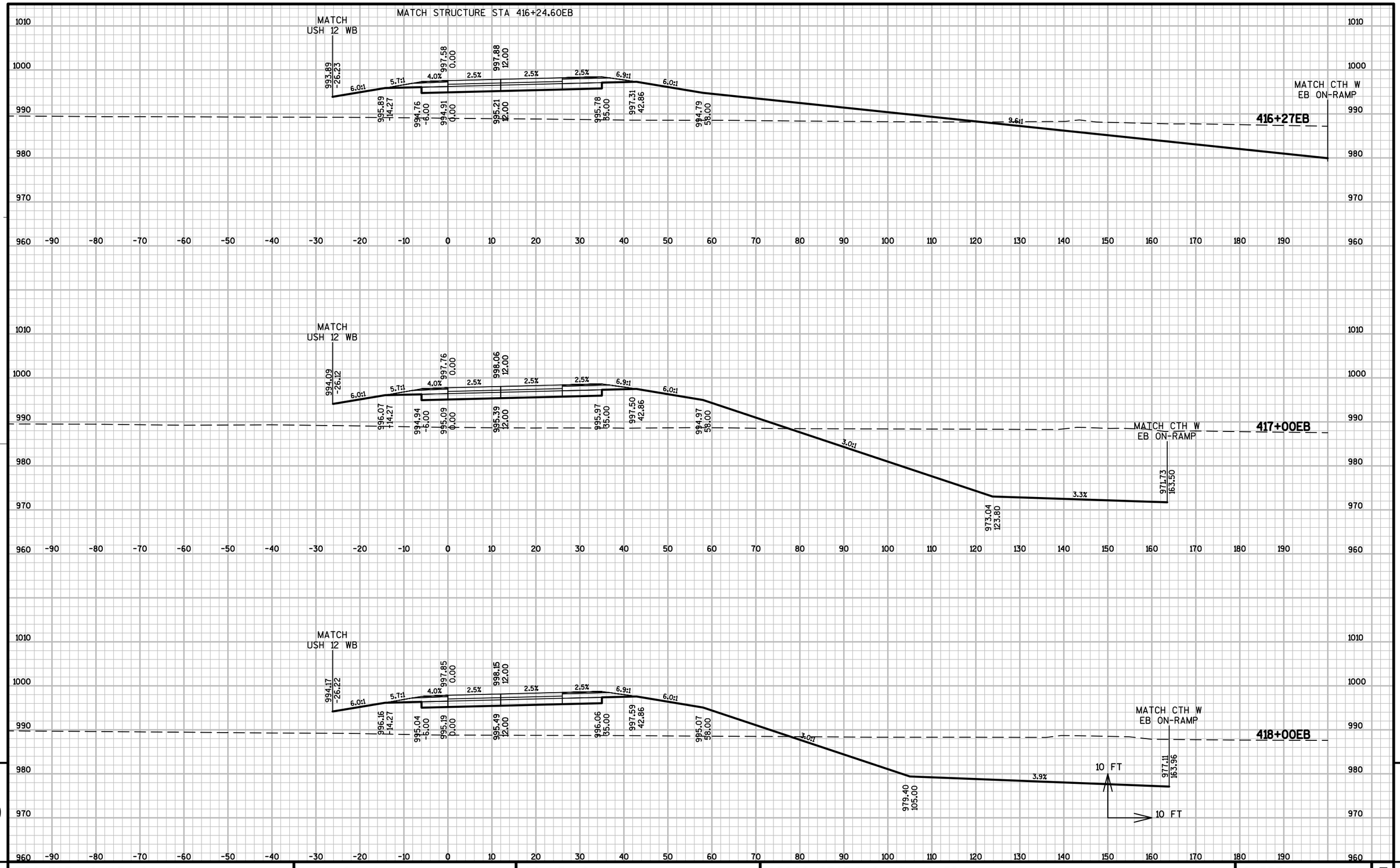
10 FT
10 FT

9

9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 749	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

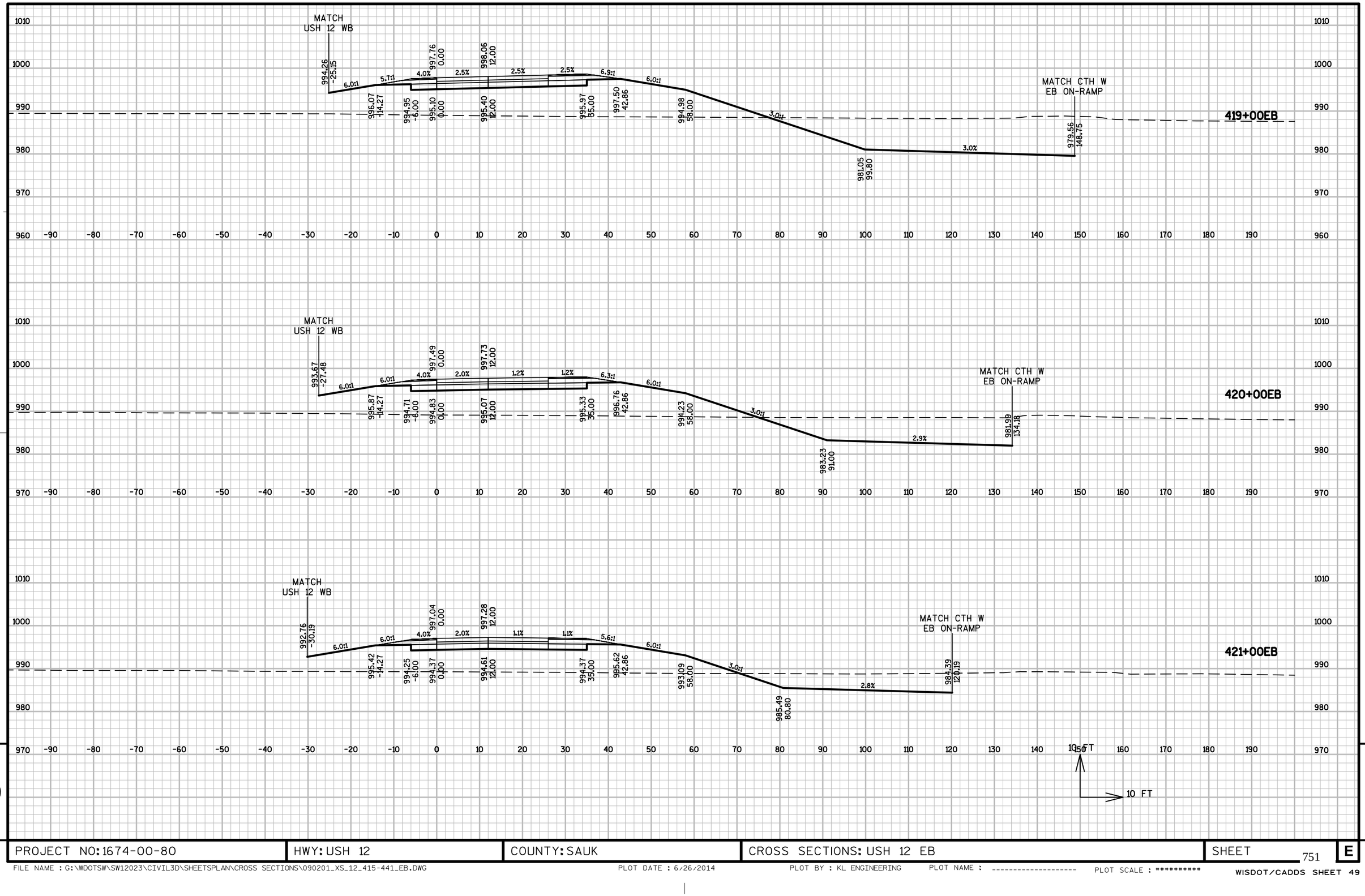


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 750	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

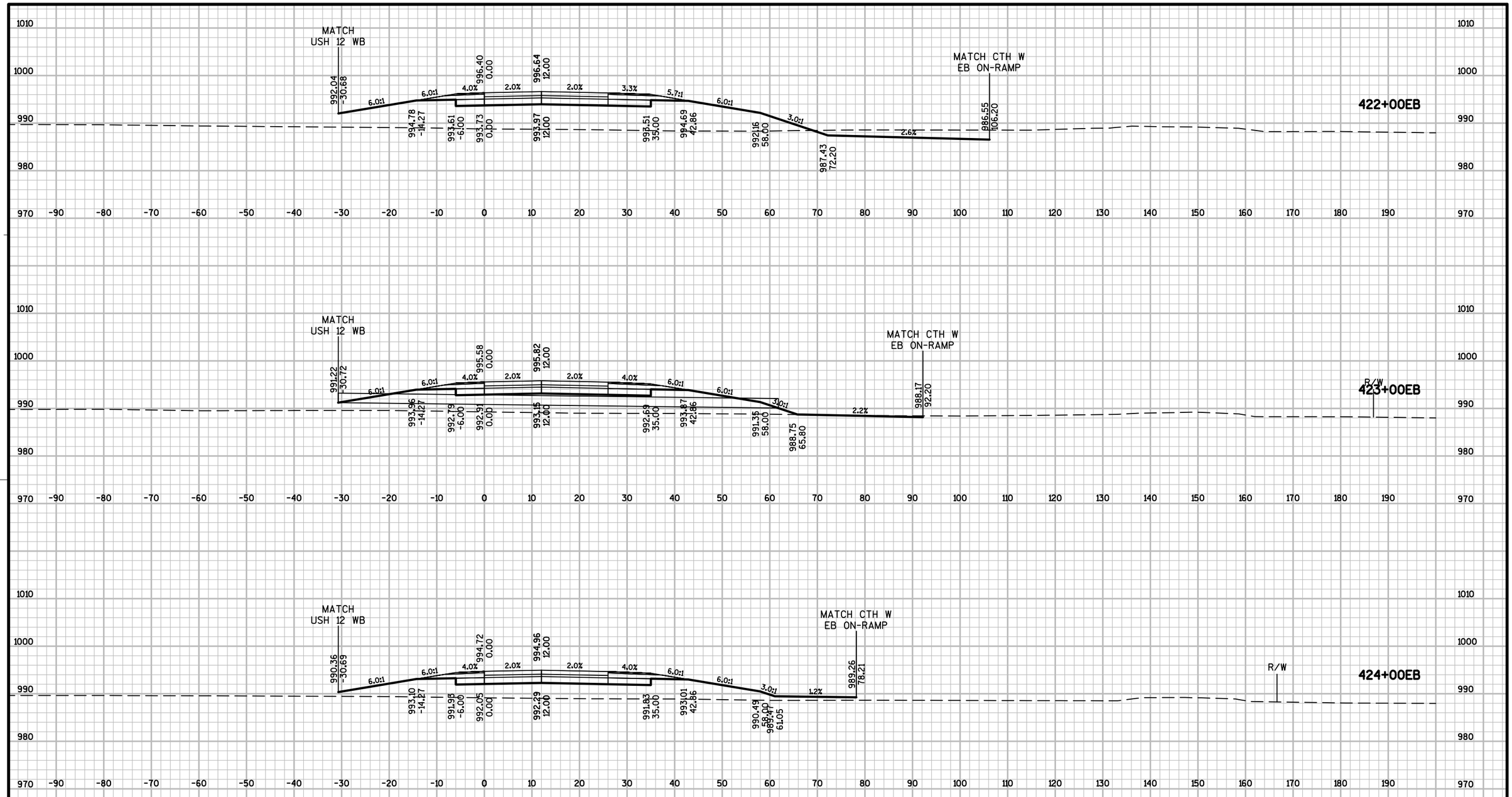


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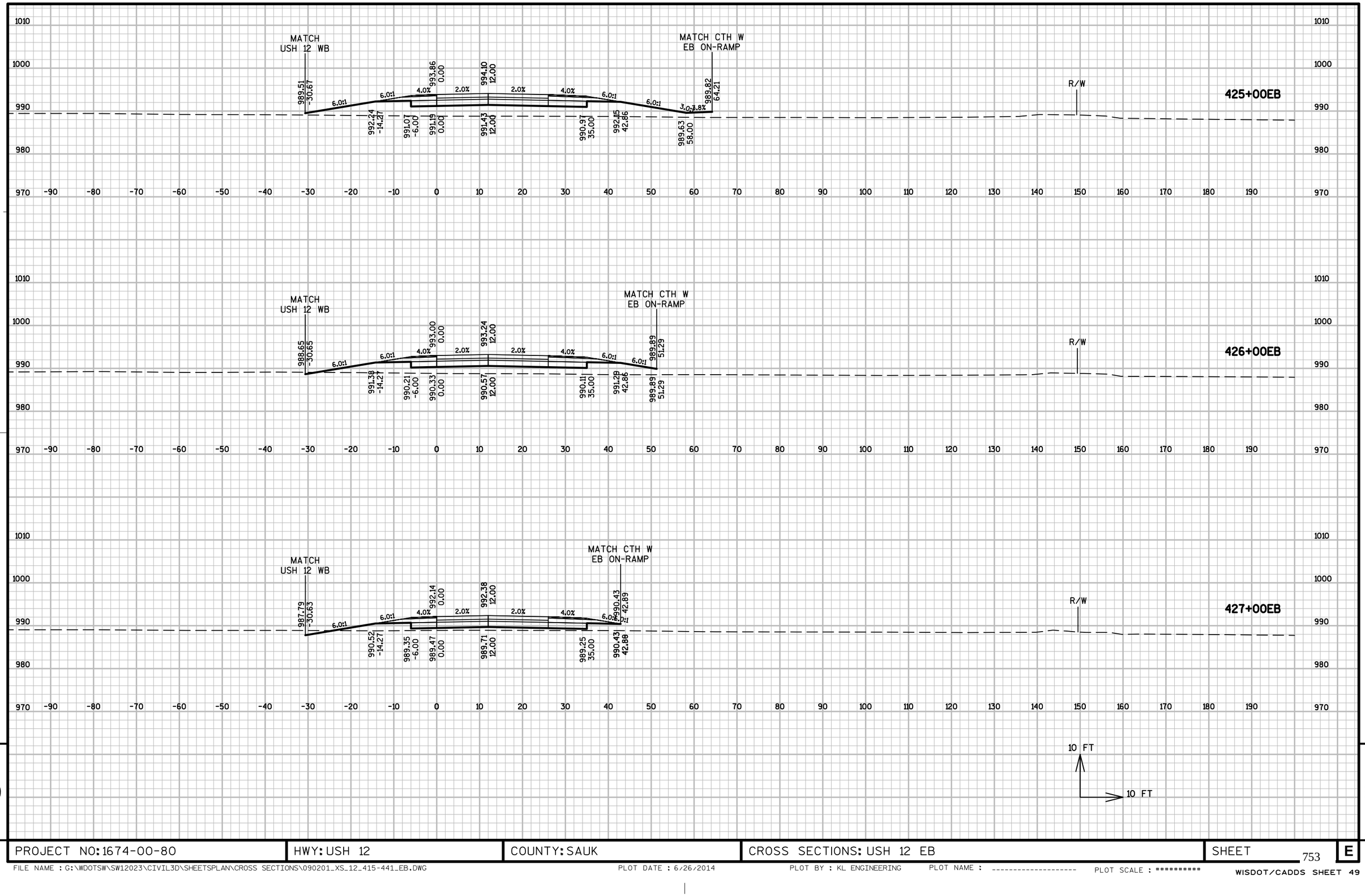
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 751	E

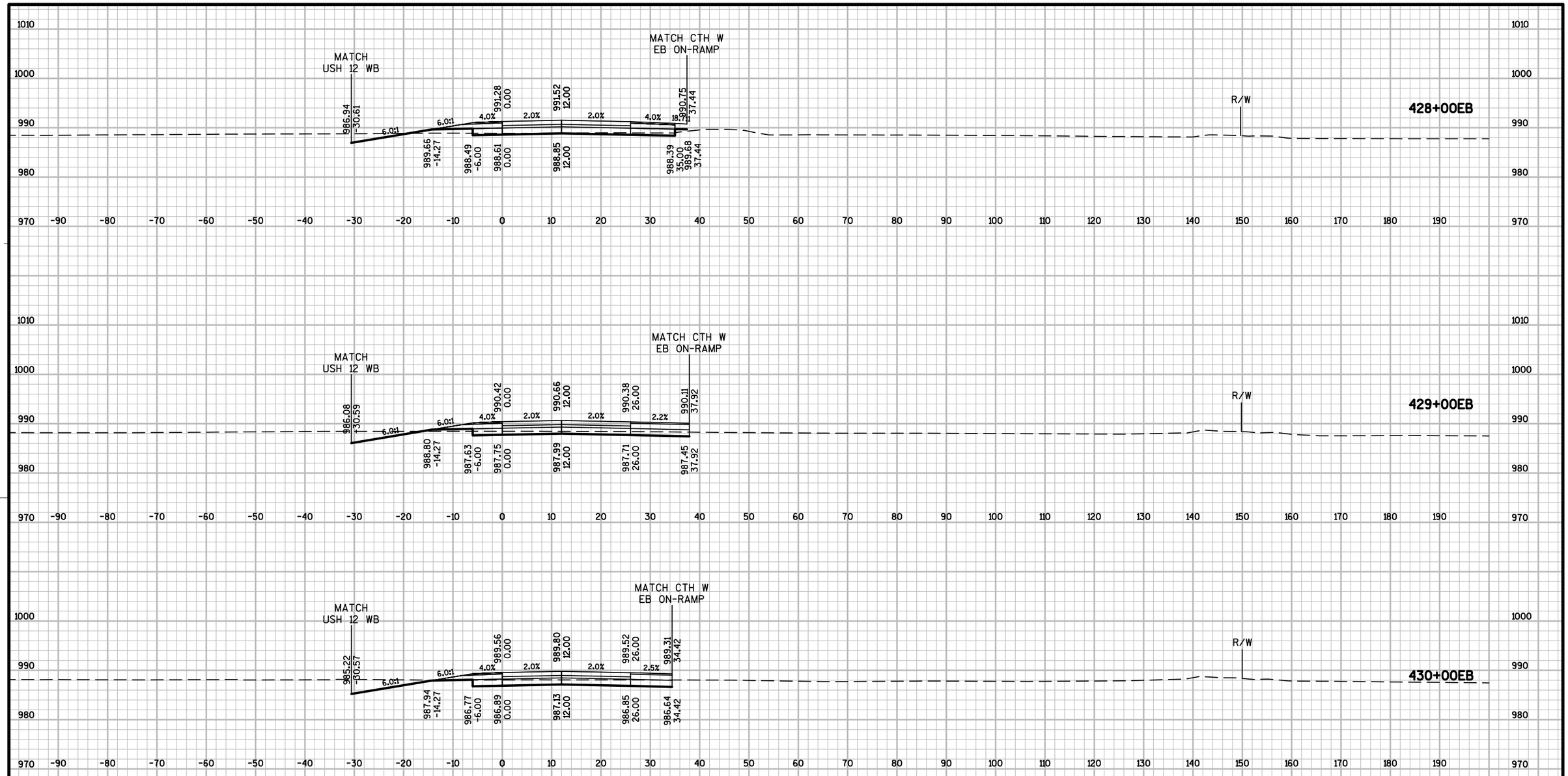
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 752	E

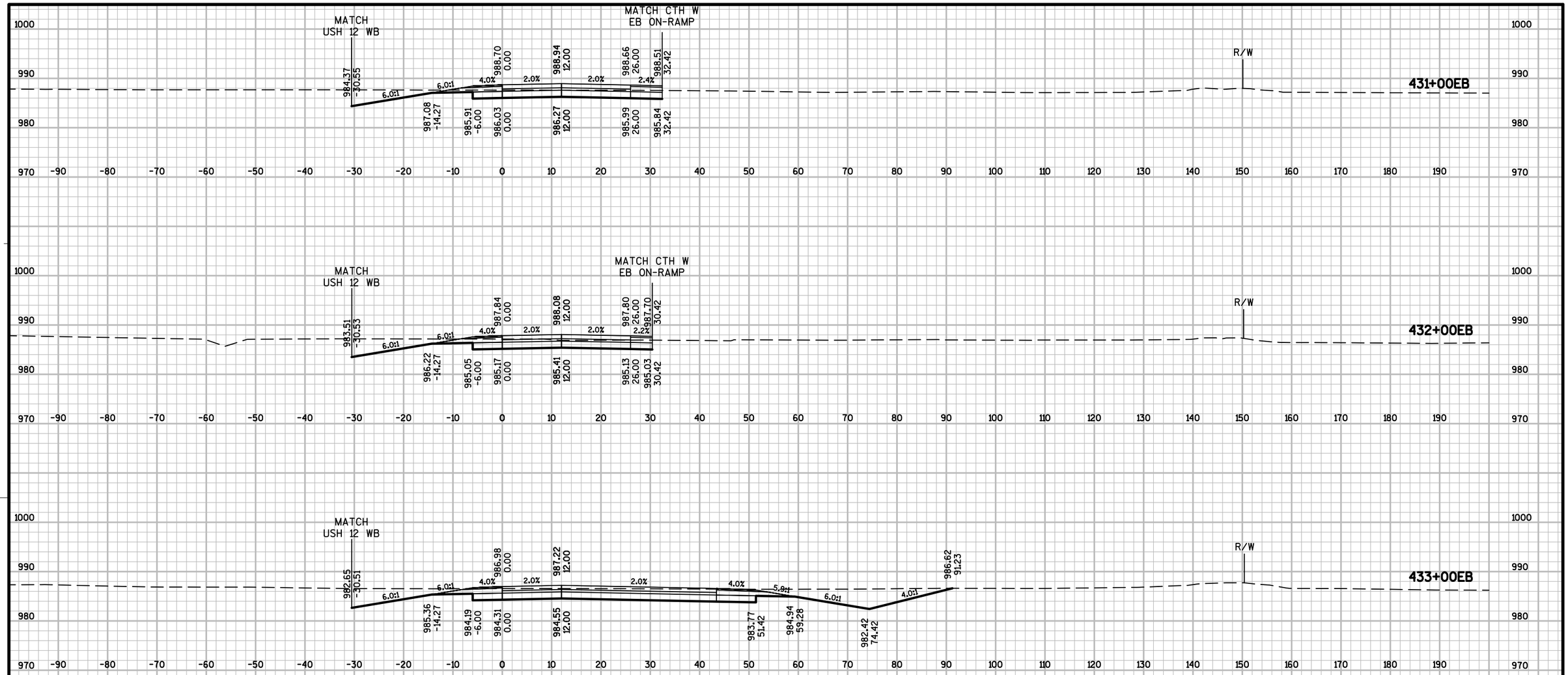


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 753	E

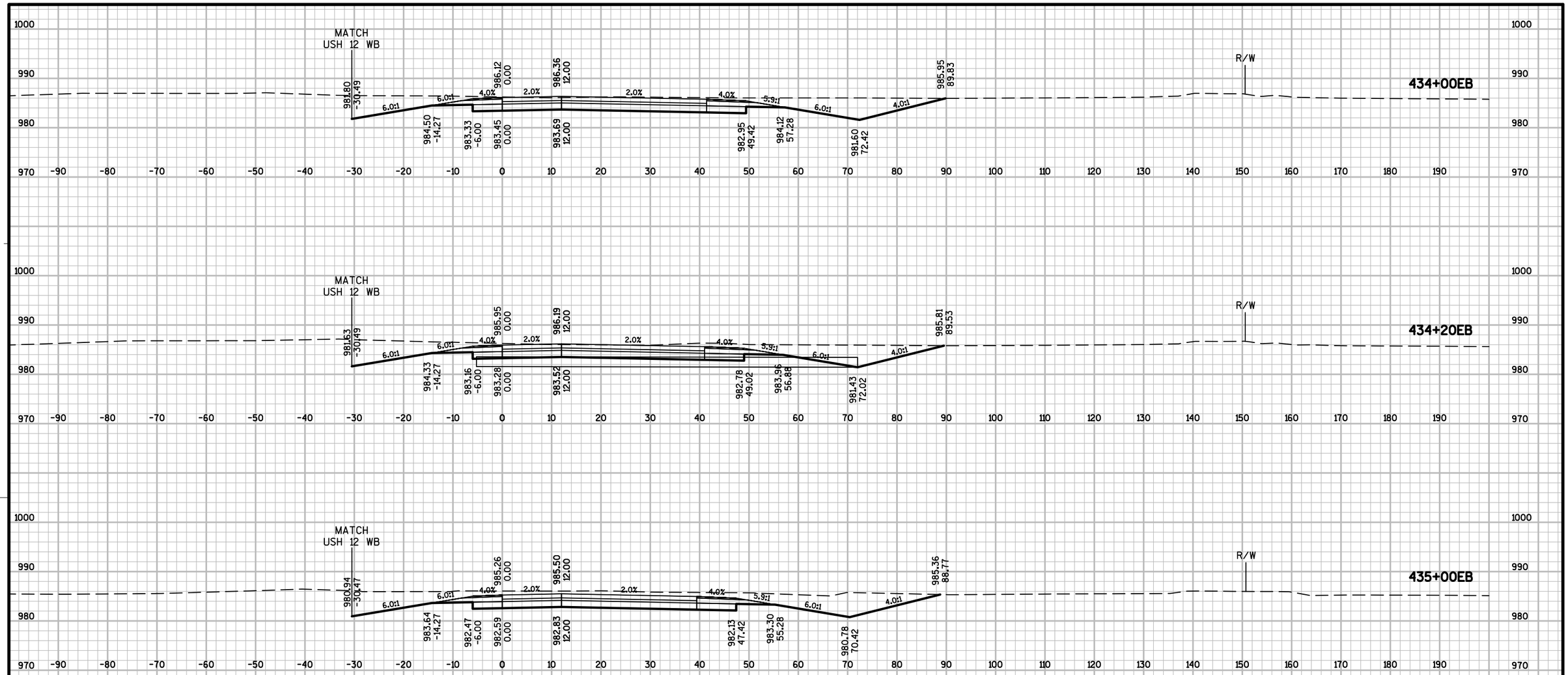


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 754	E

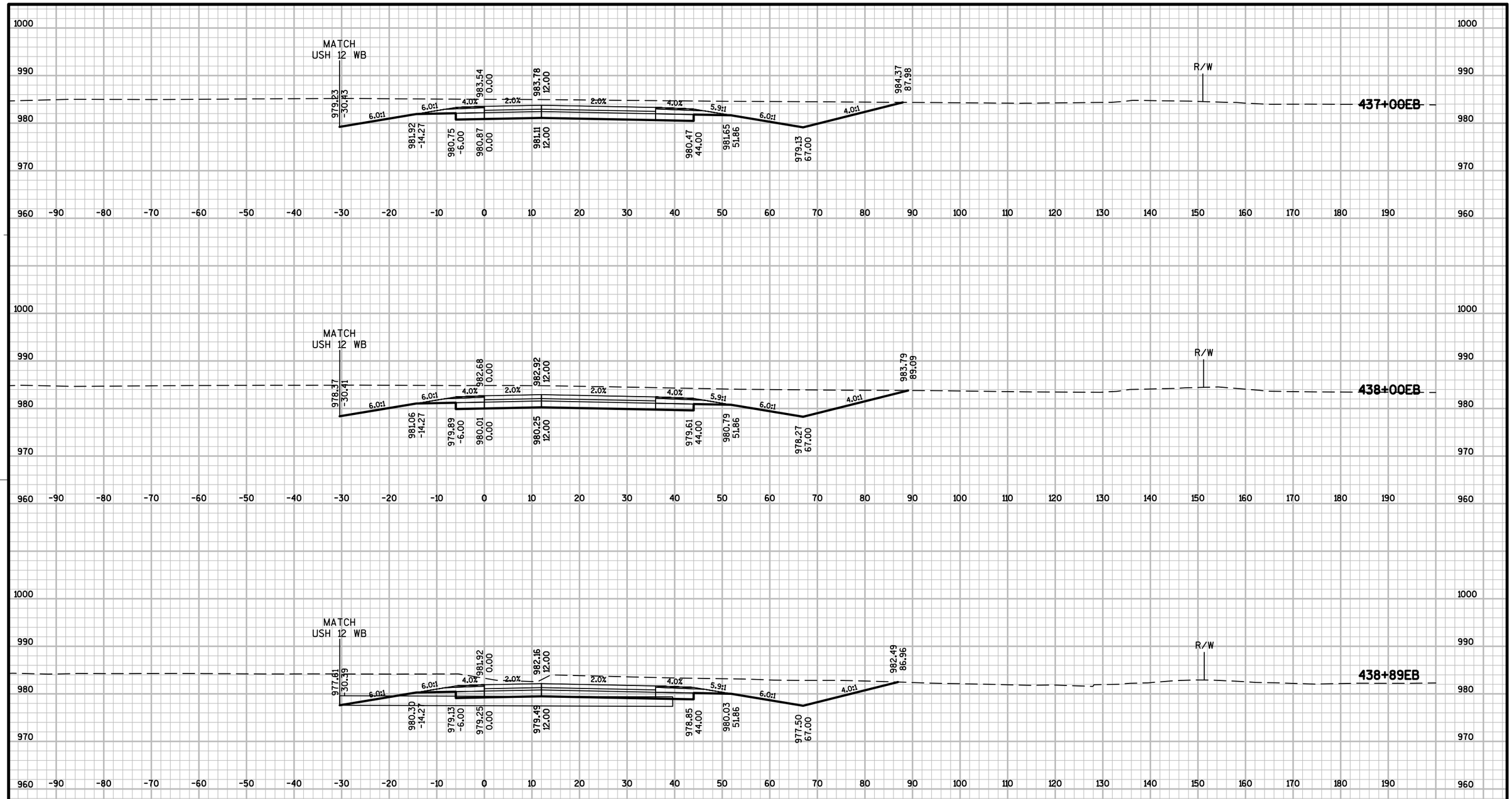
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



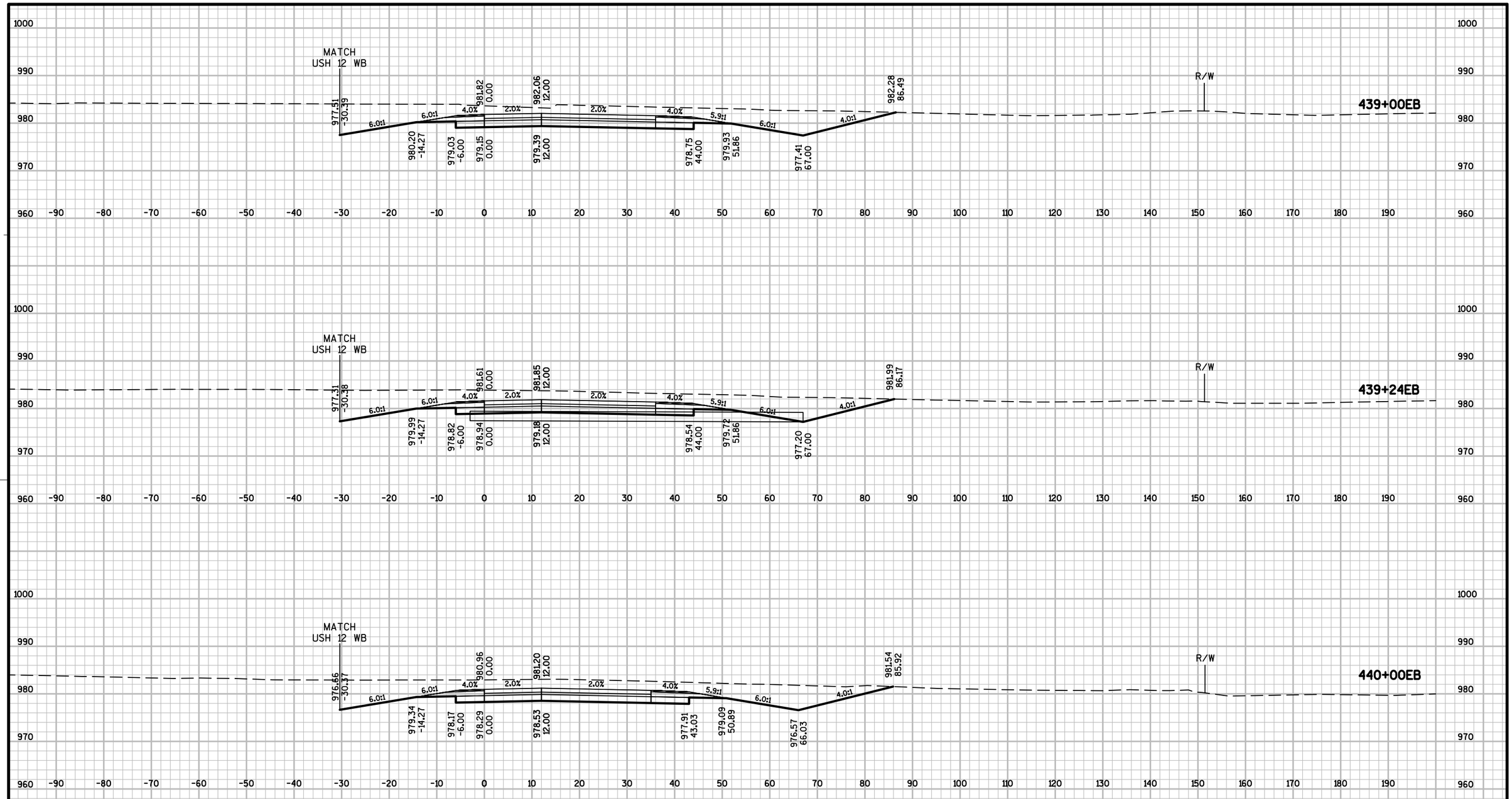
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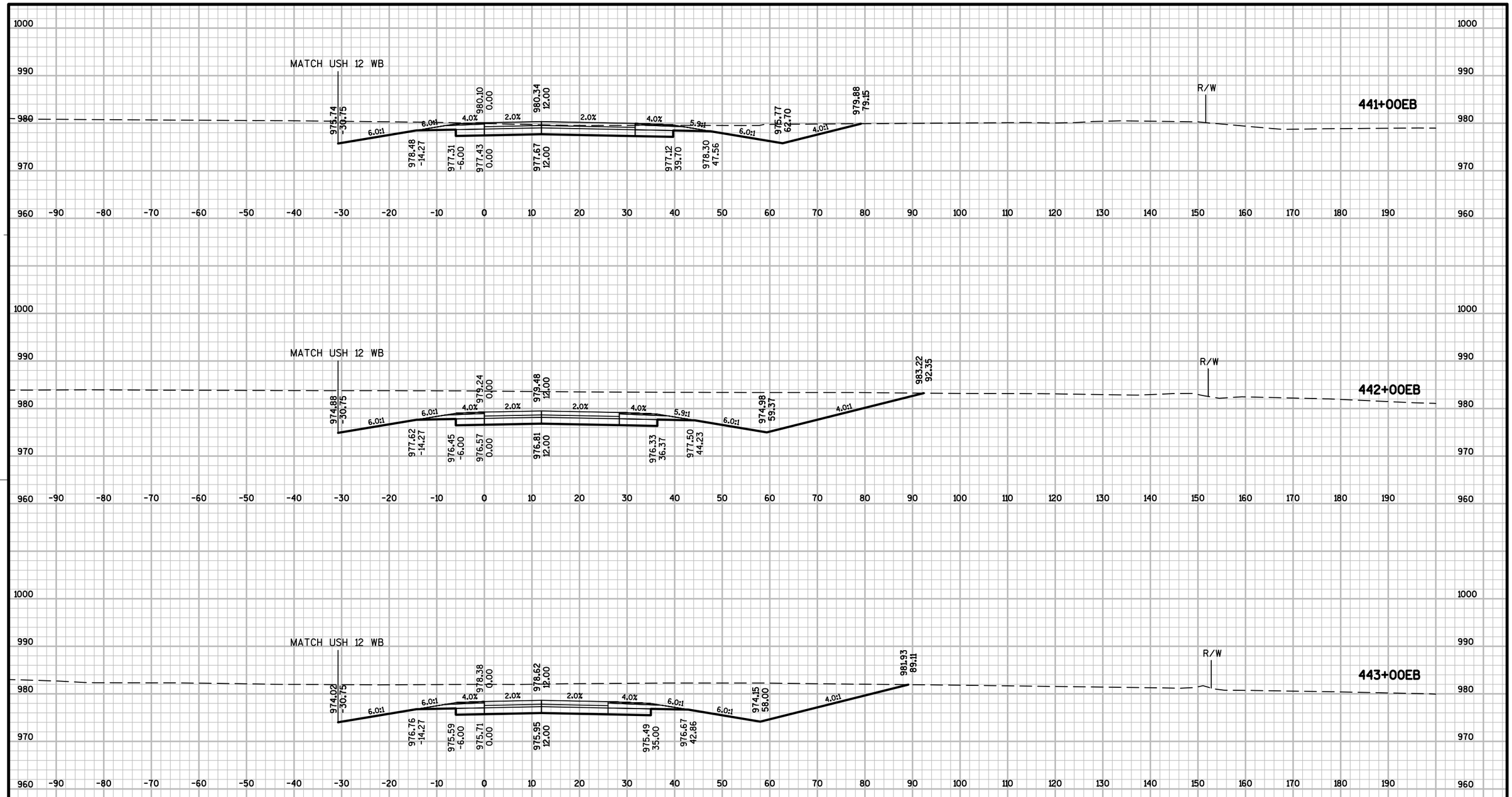
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 756	E



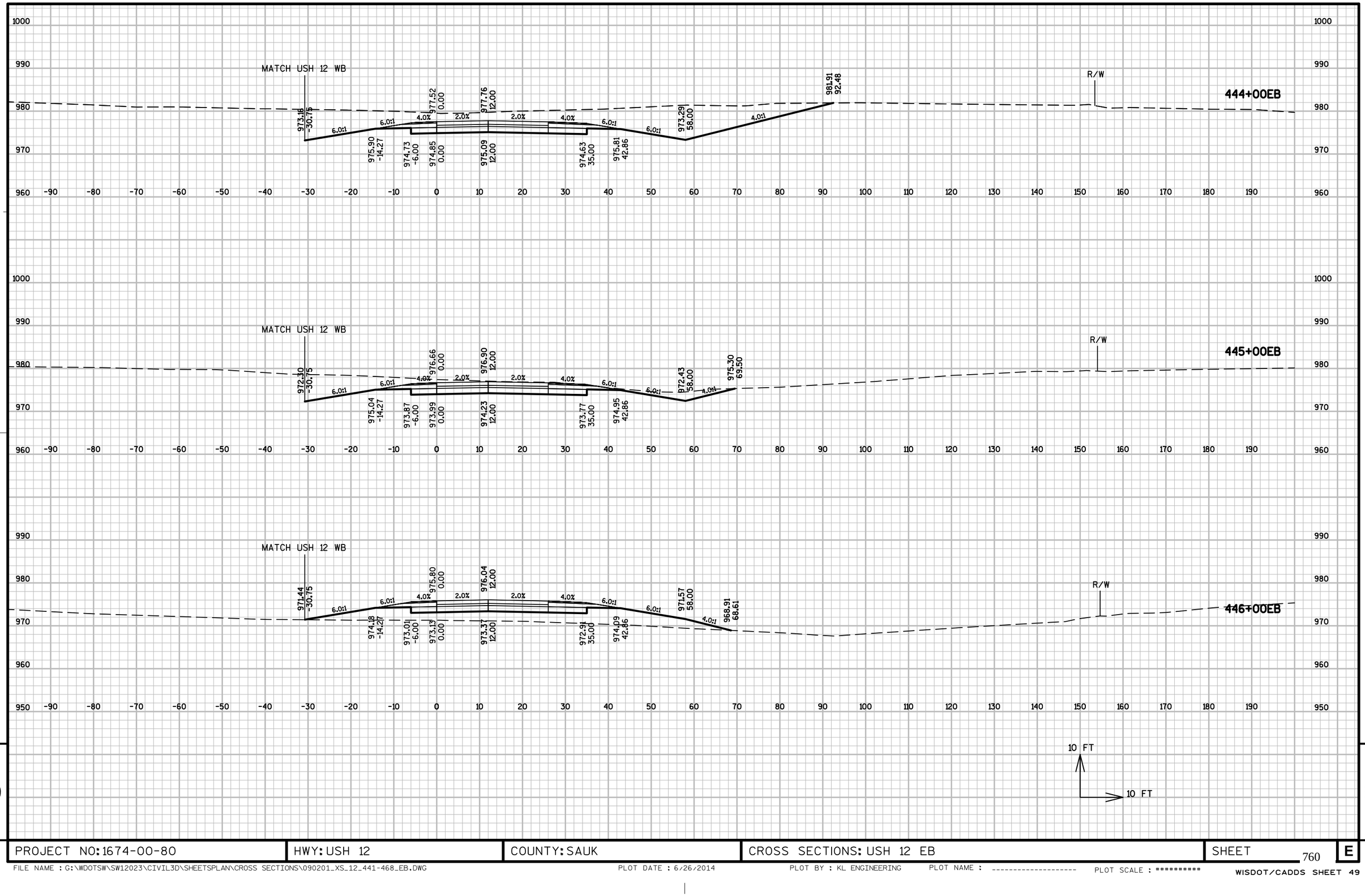
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 757	E



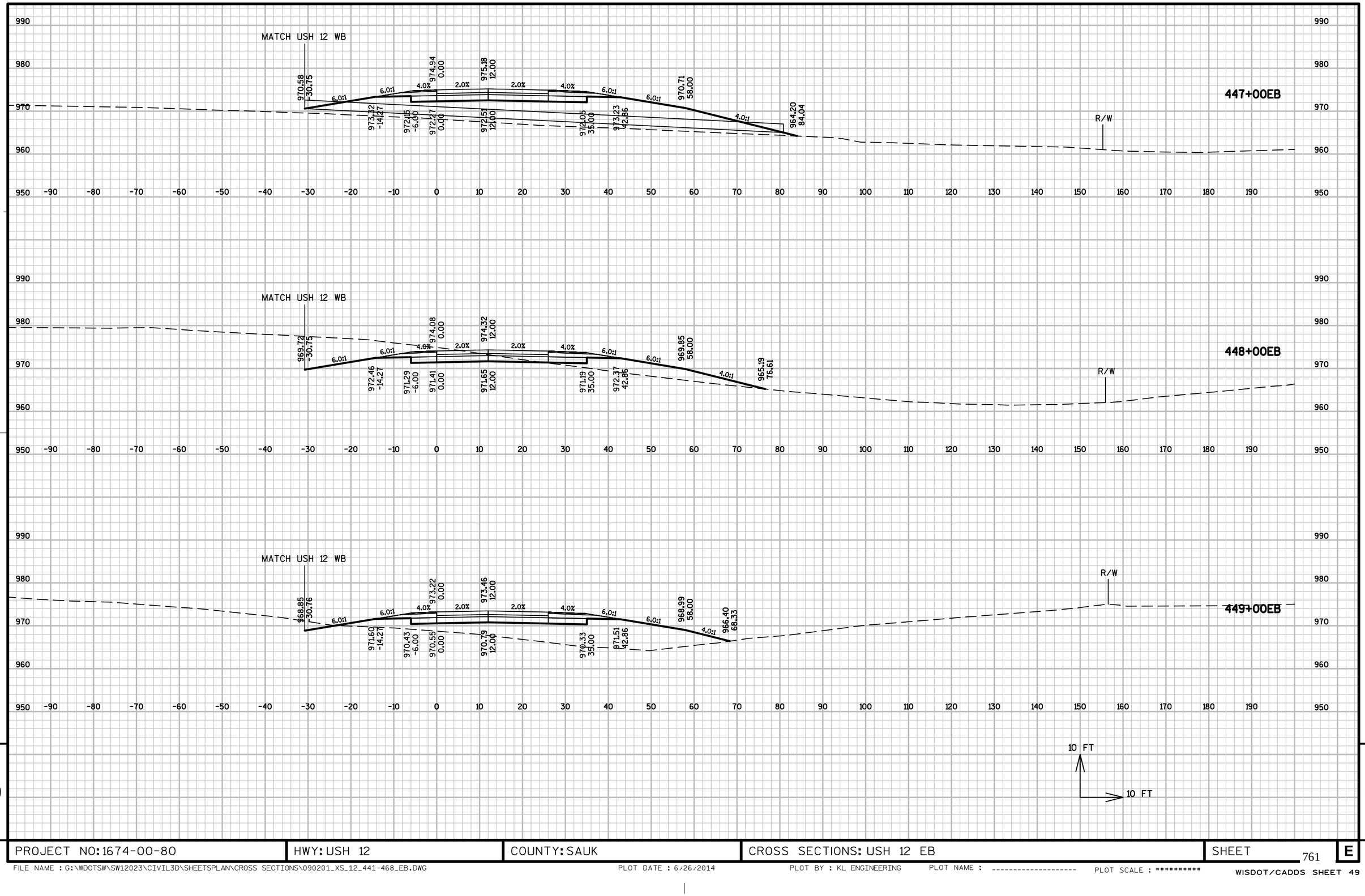
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 758	E



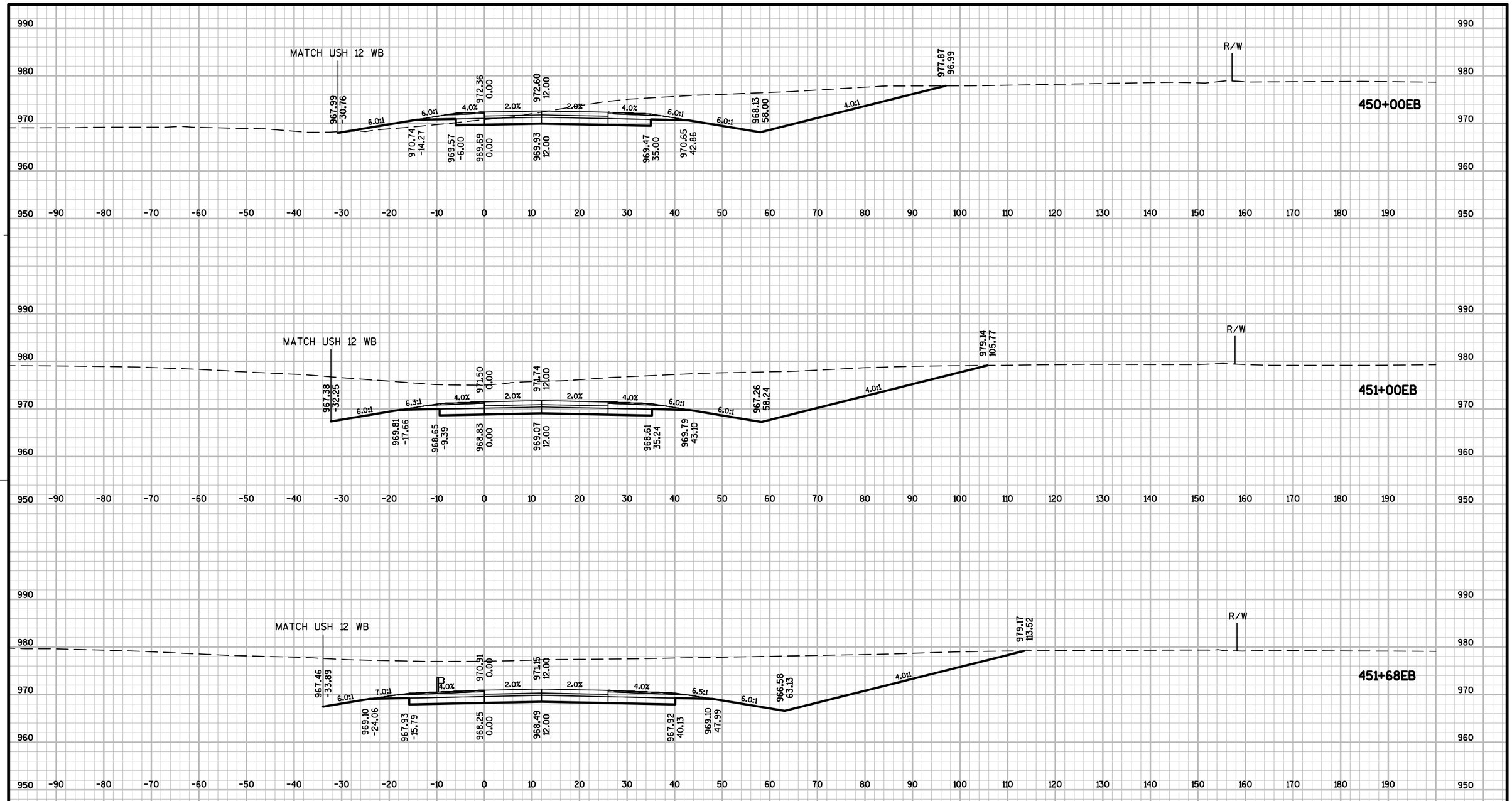
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 759	E



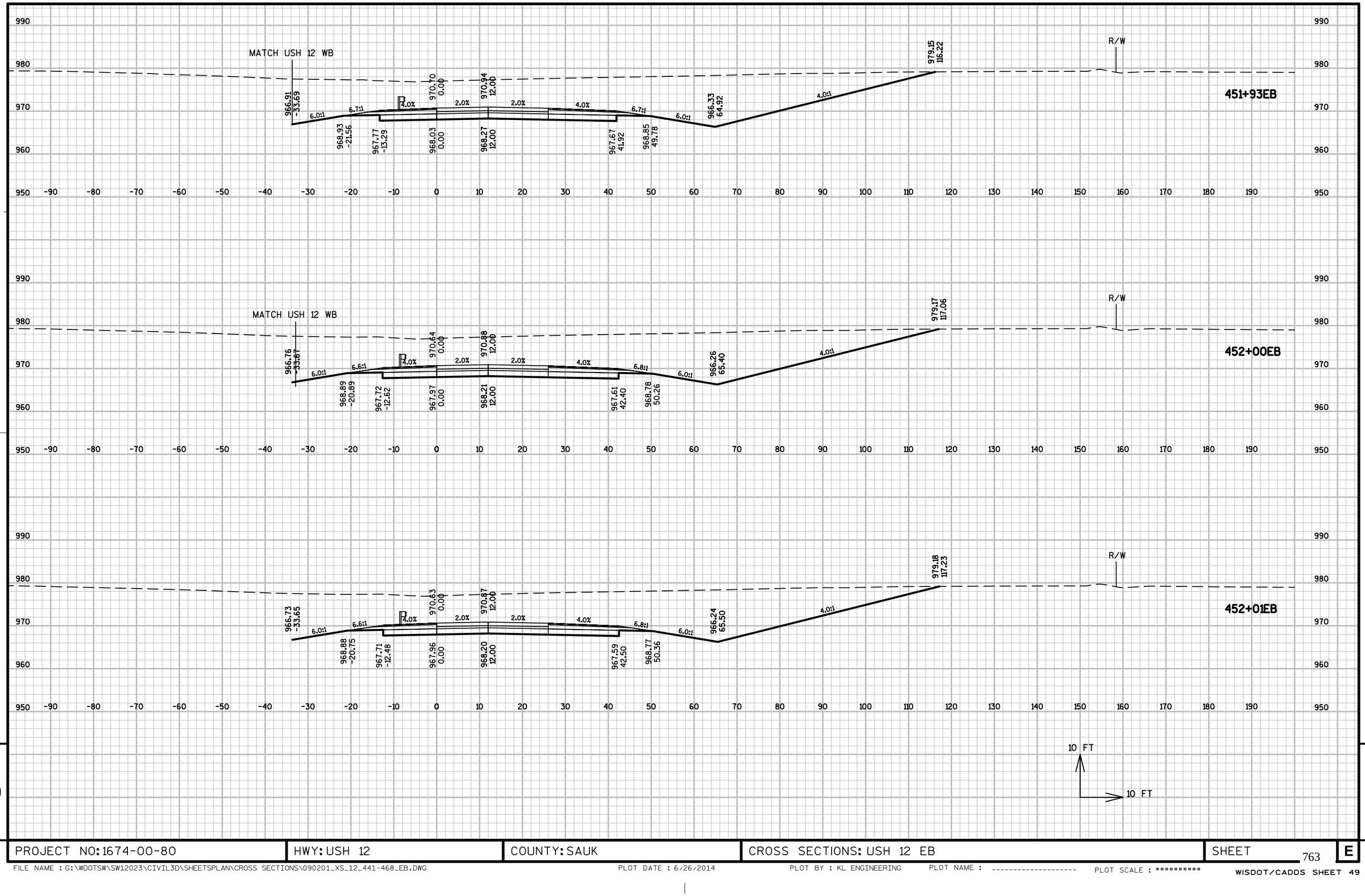
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 760	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 761	E



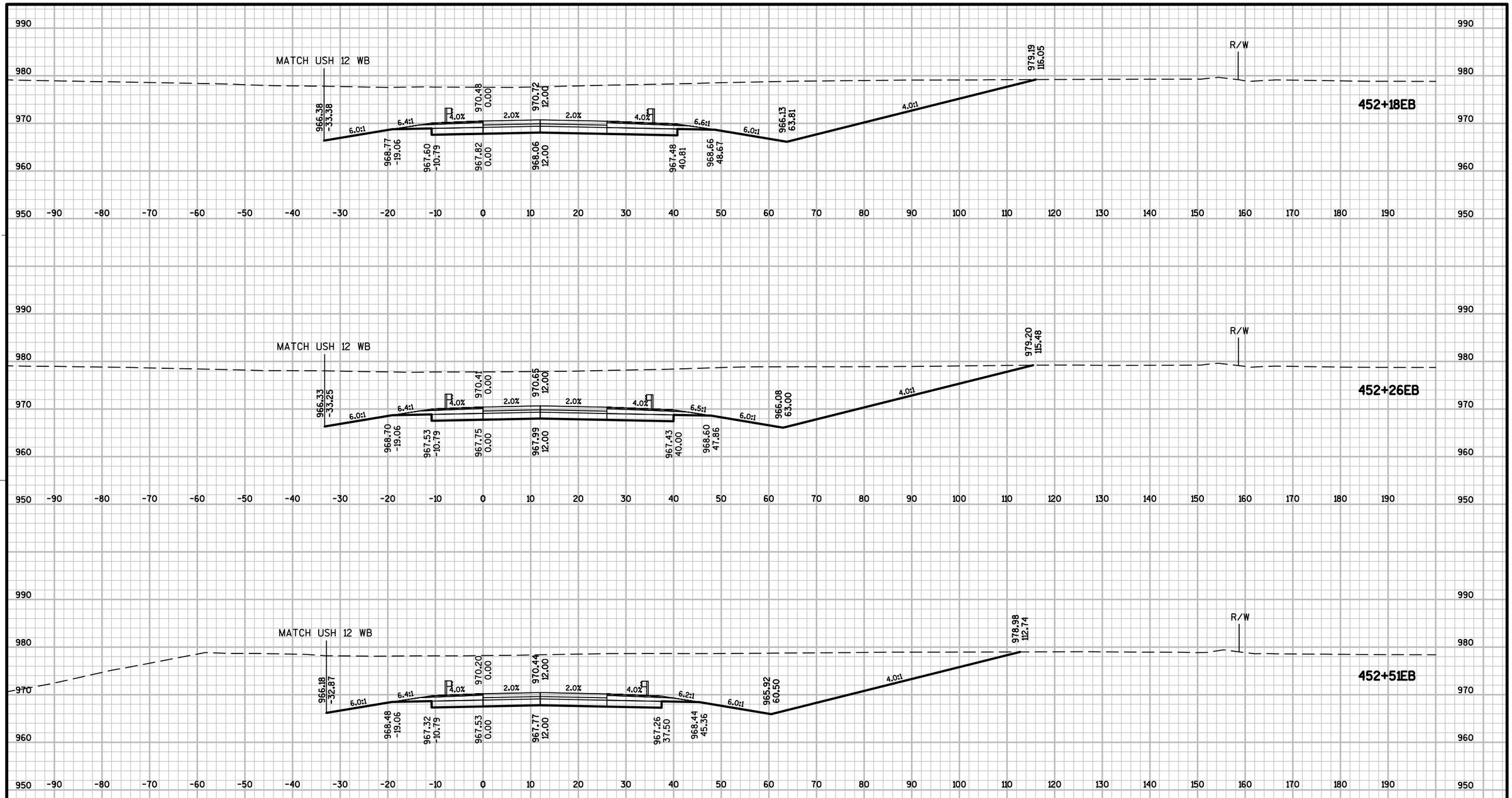
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 762	E



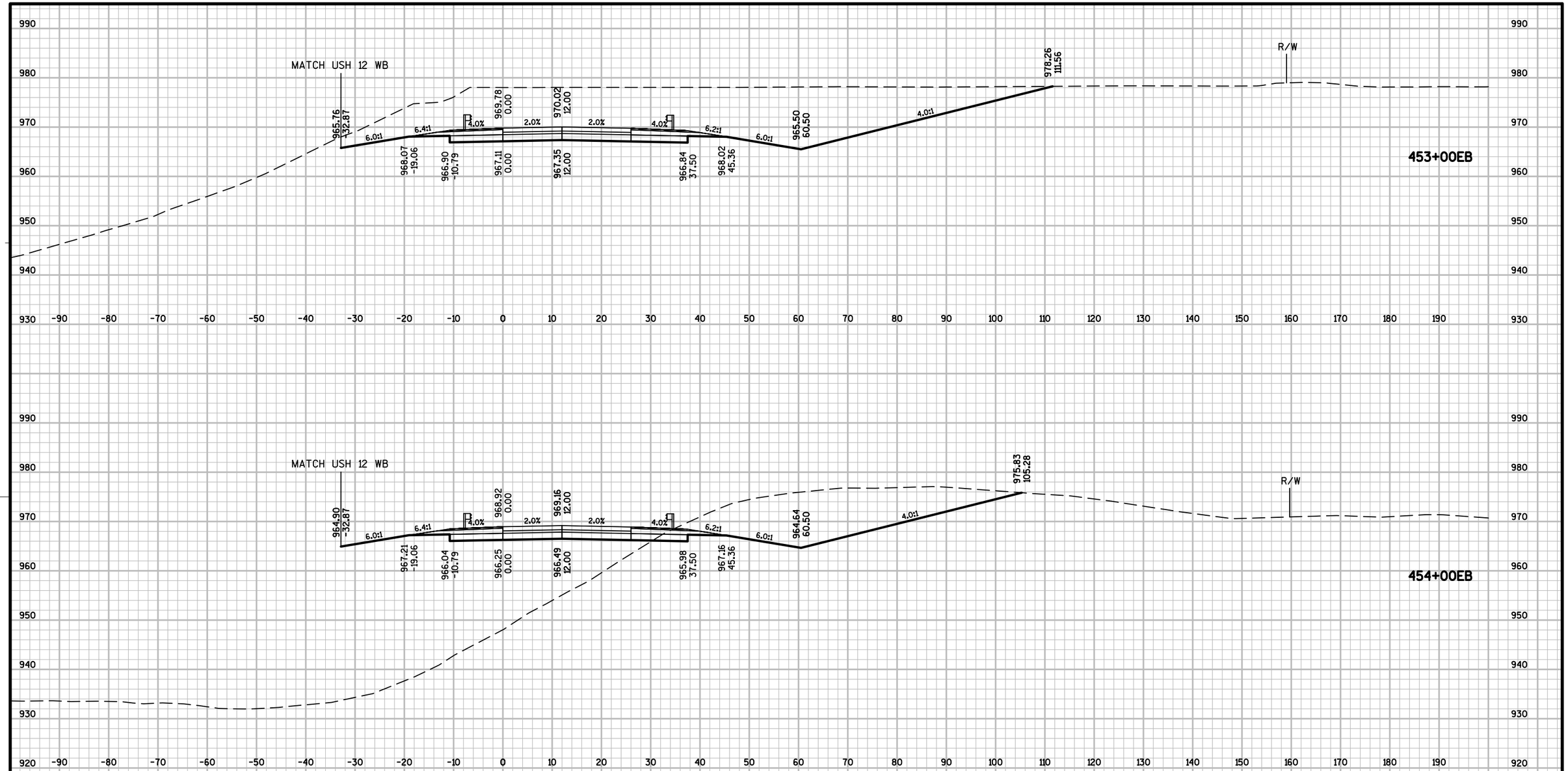
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 763	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 764	E

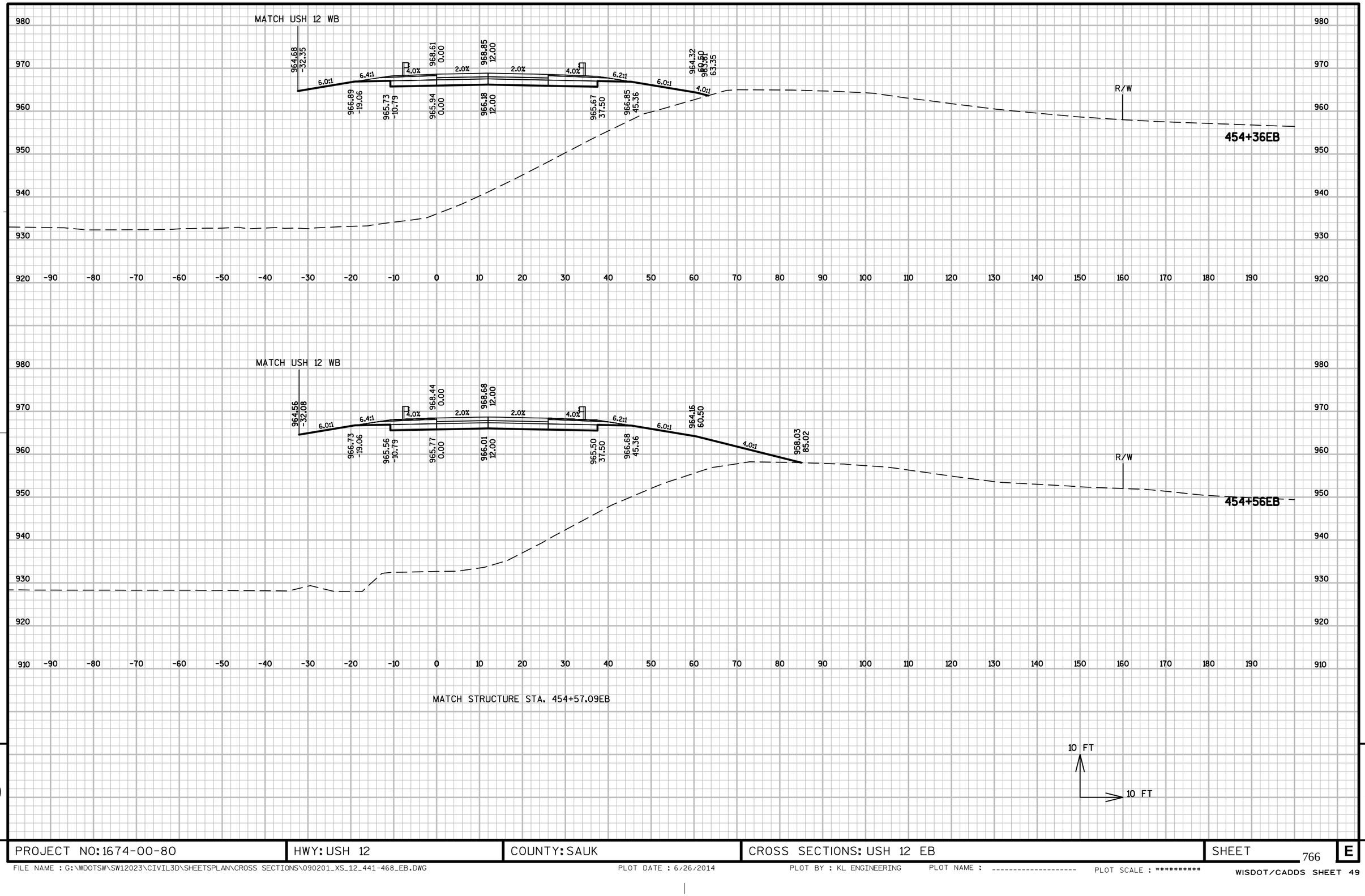


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 765	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 766	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

MATCH STRUCTURE STA. 458+29.63EB

MATCH USH 12 WB

961.15
-29.65

6.0:1

6.0:1

963.55
-14.27

4.0%

965.17
0.00

962.38
-6.00

962.50
0.00

2.0%

965.41
12.00

962.74
12.00

2.0%

962.28
35.00

4.0%

6.0:1

963.46
42.86

6.0:1

960.93
58.00

2.5:1

931.97
130.41

R/W

458+37EB

980 970 960 950 940 930 920

-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

MATCH USH 12 WB

960.51
-29.22

6.0:1

6.0:1

963.00
-14.27

4.0%

964.62
0.00

961.83
-6.00

961.95
0.00

2.0%

964.86
12.00

962.19
12.00

2.0%

961.73
35.00

4.0%

6.0:1

962.91
42.86

6.0:1

960.39
58.00

4.0:1

936.73
152.64

R/W

459+00EB

980 970 960 950 940 930 920

-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

10 FT

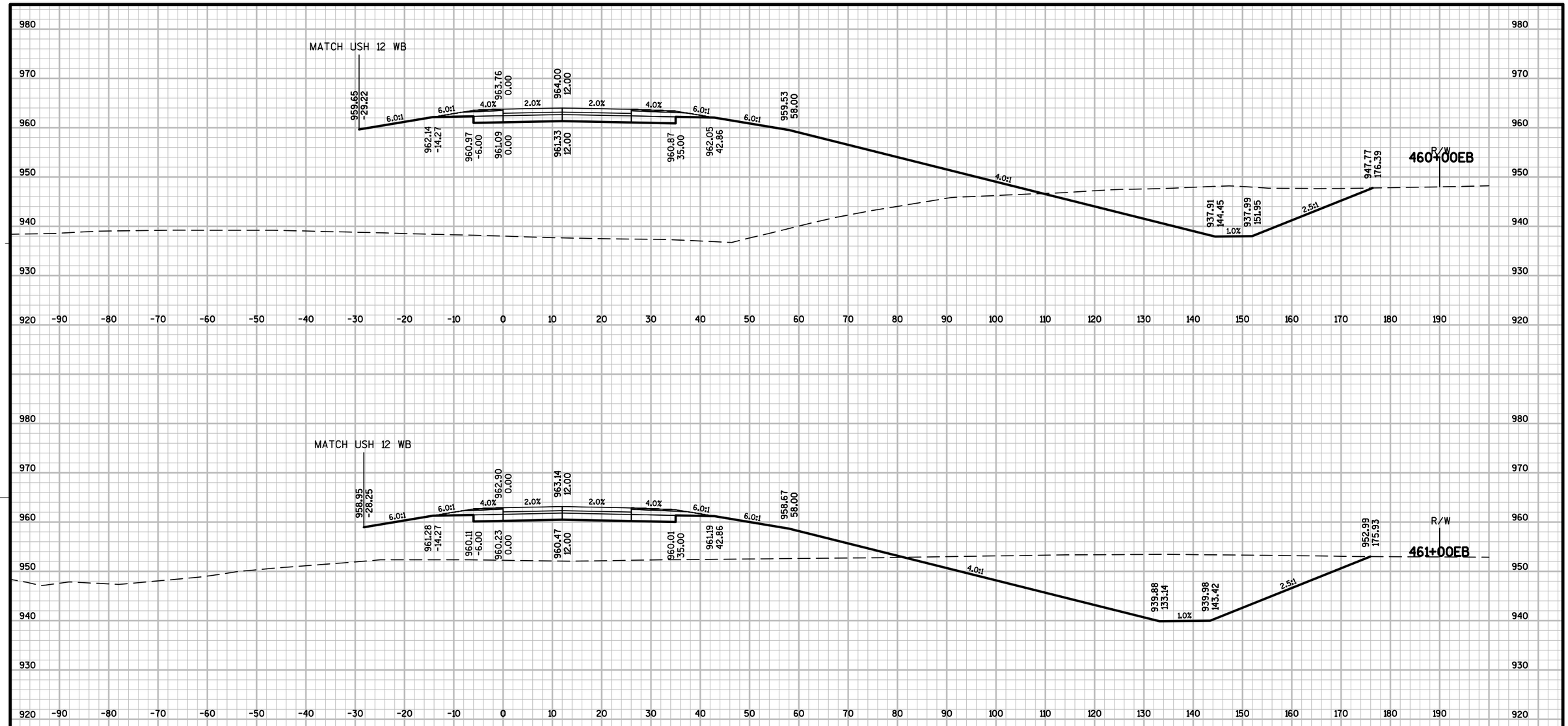
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 767	E

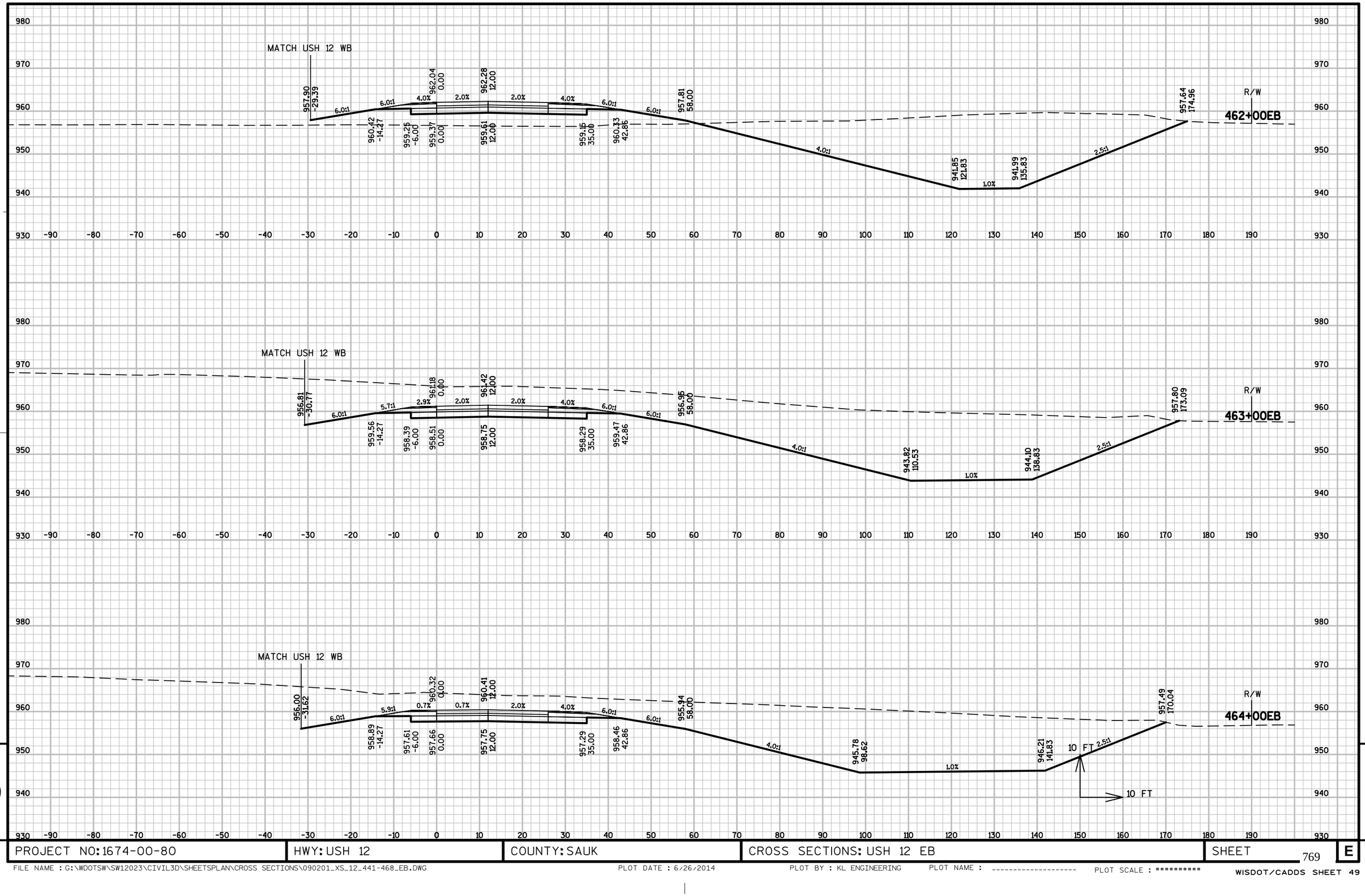
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 768	E

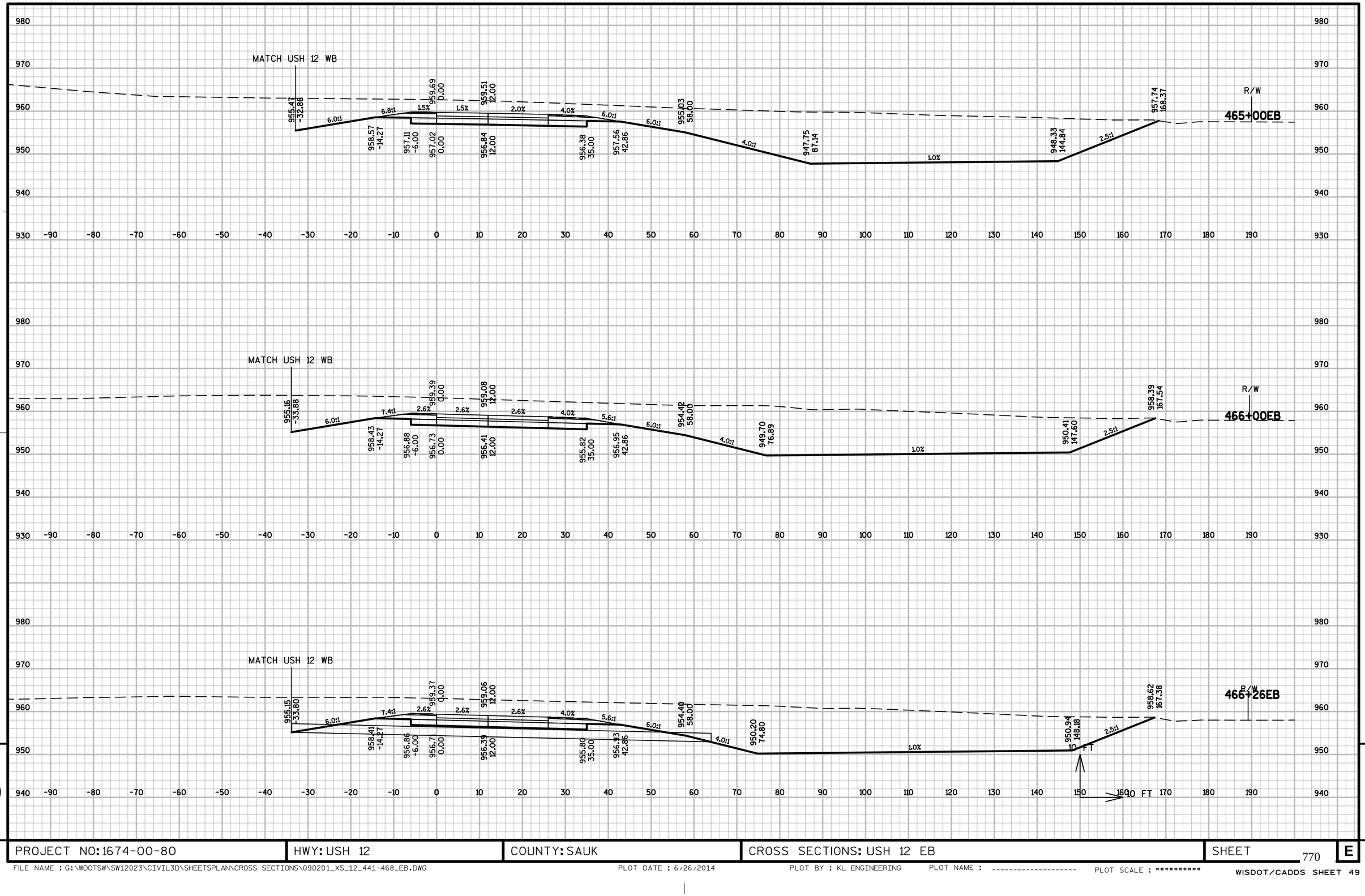


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET	E

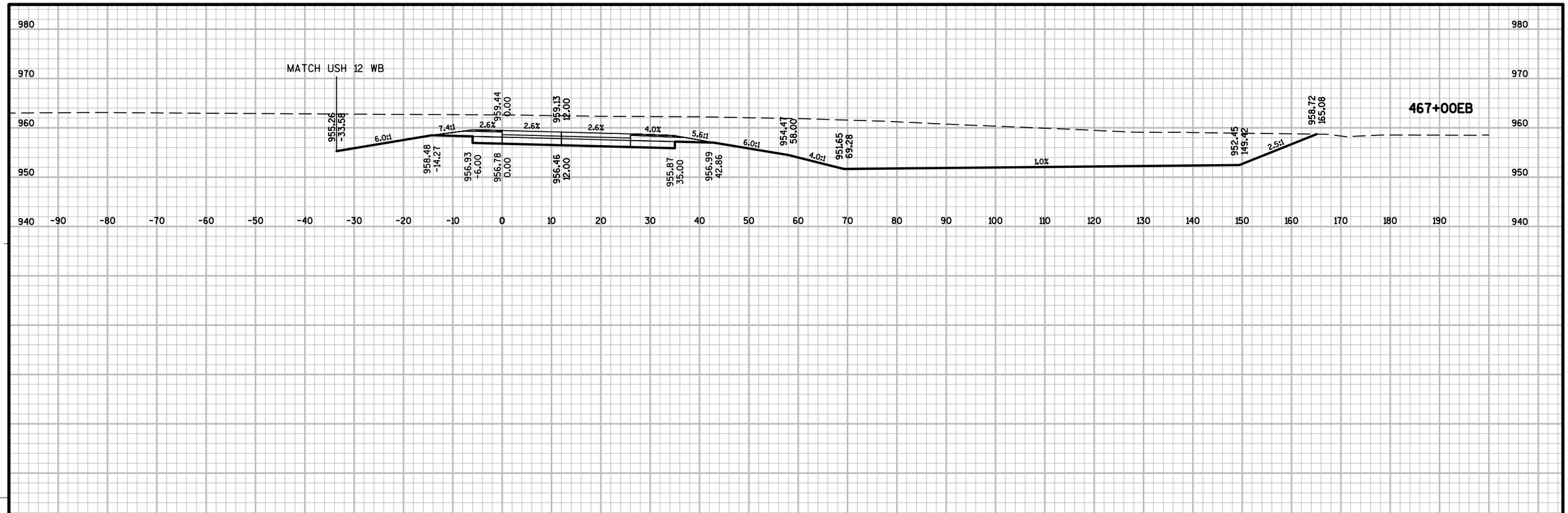
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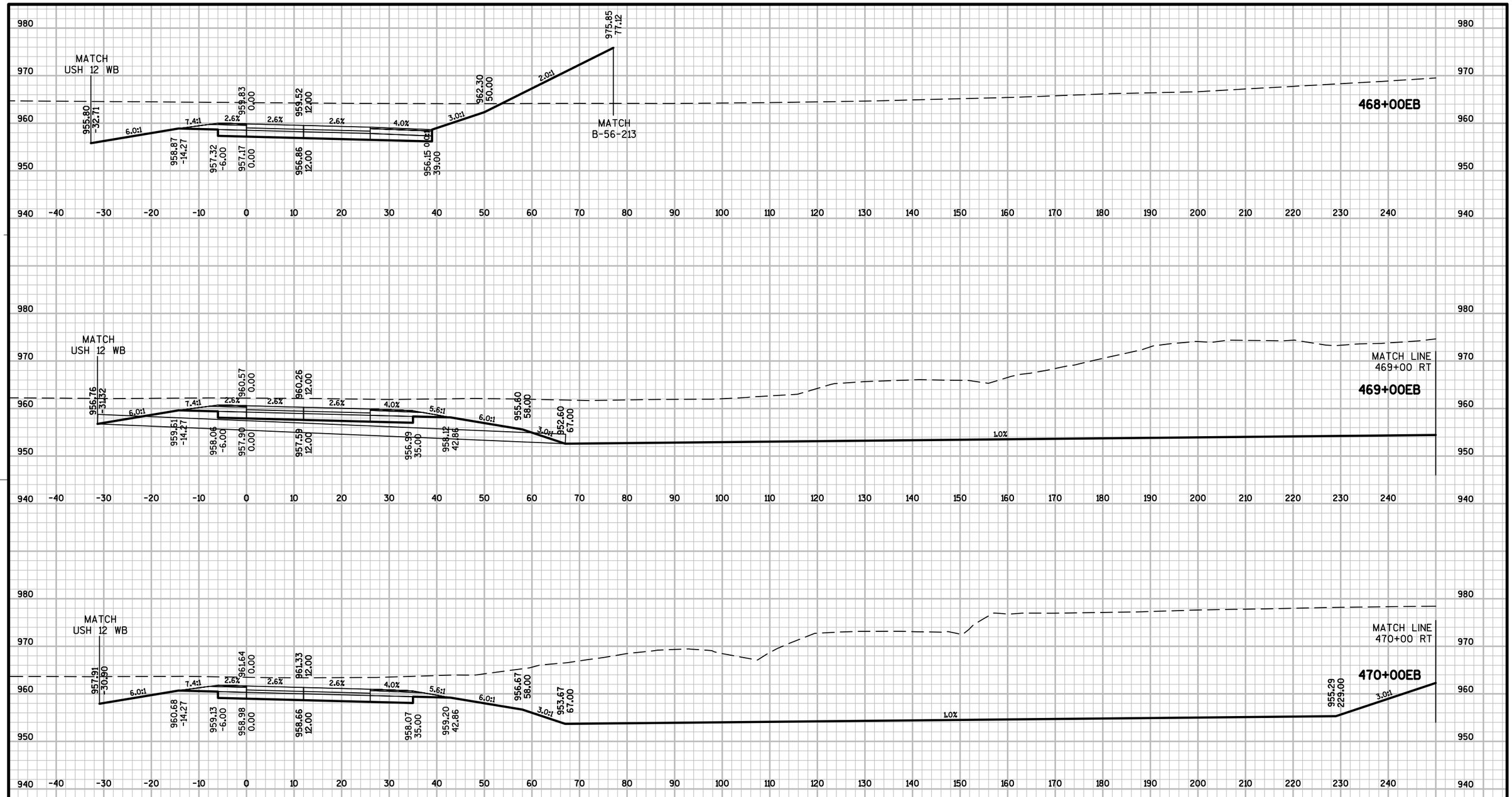
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 770	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

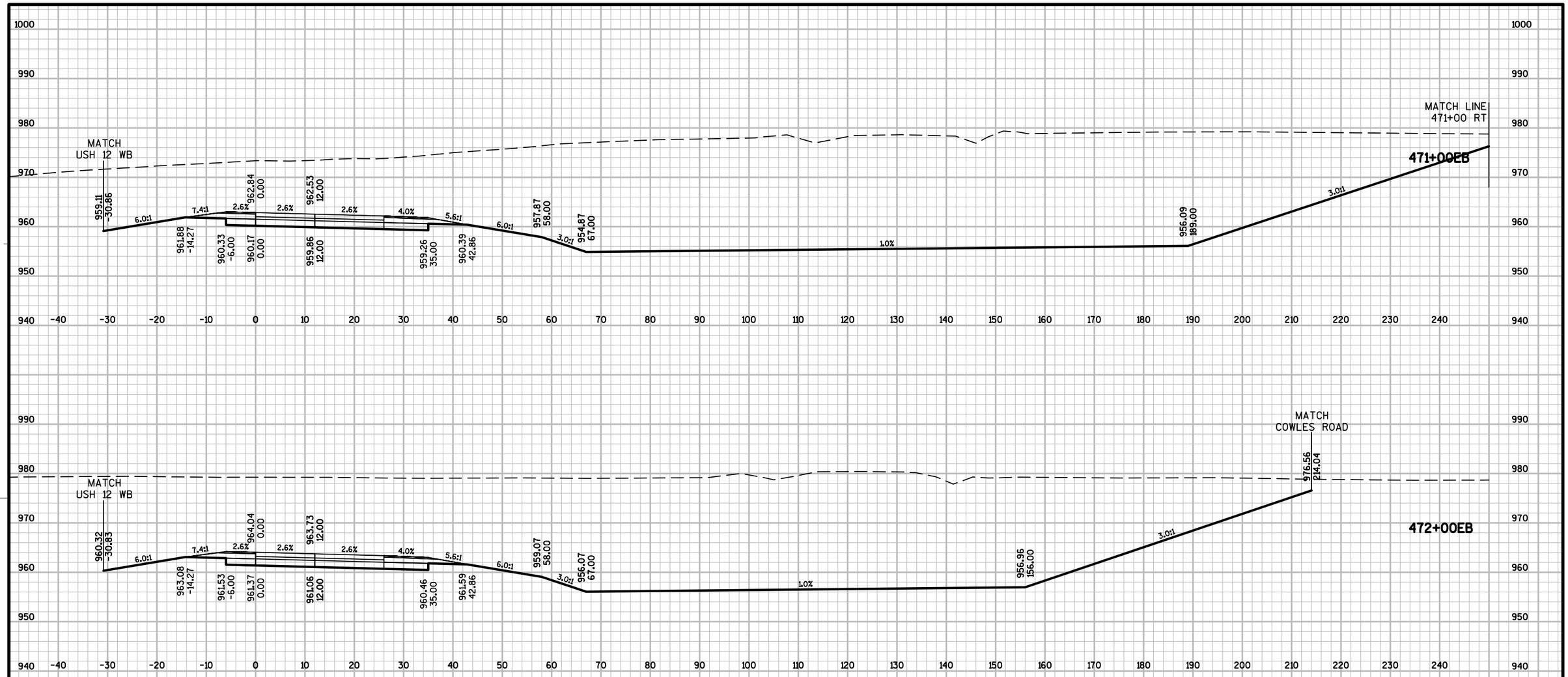


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 771	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 772	E

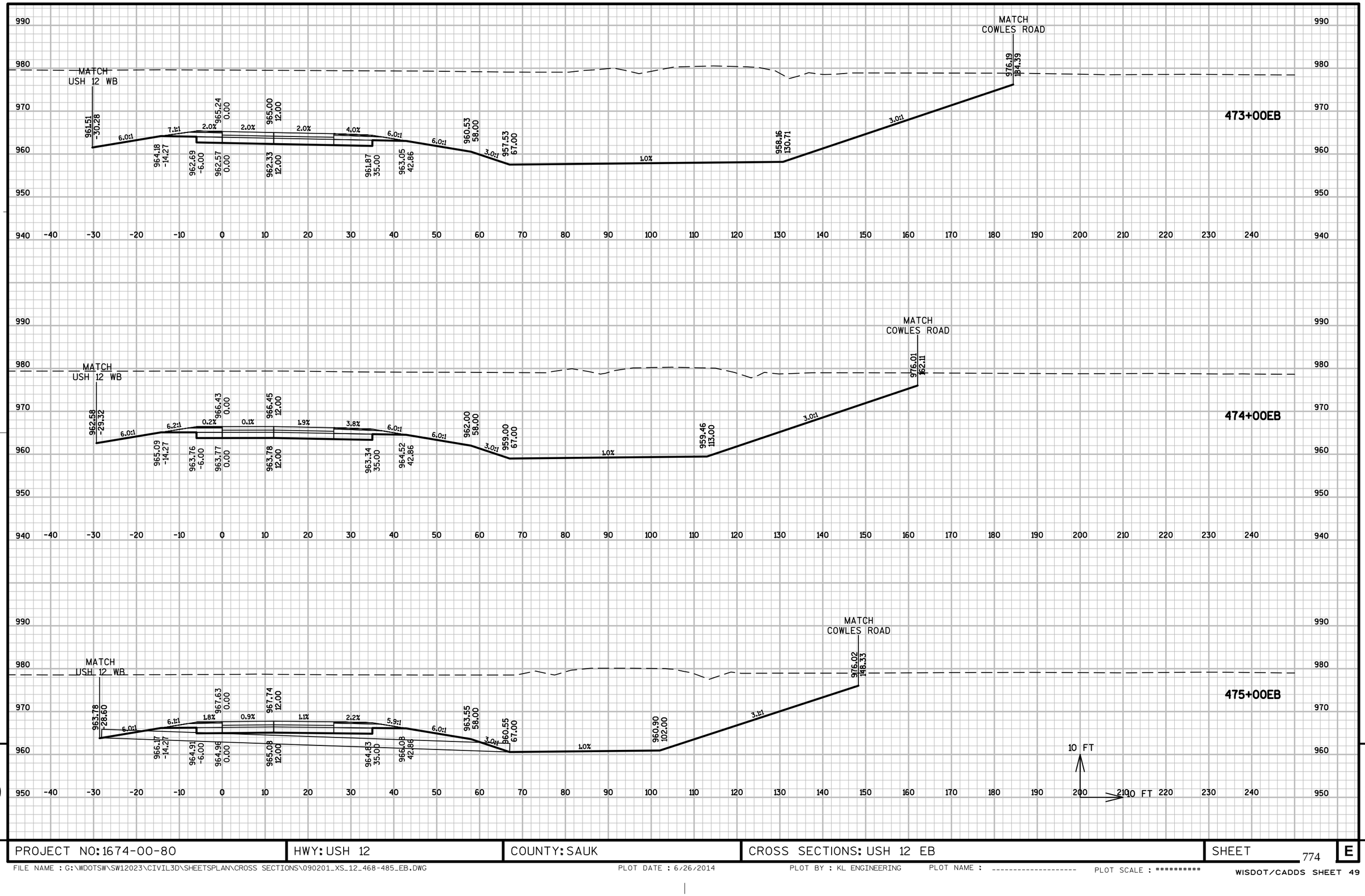


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 773	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

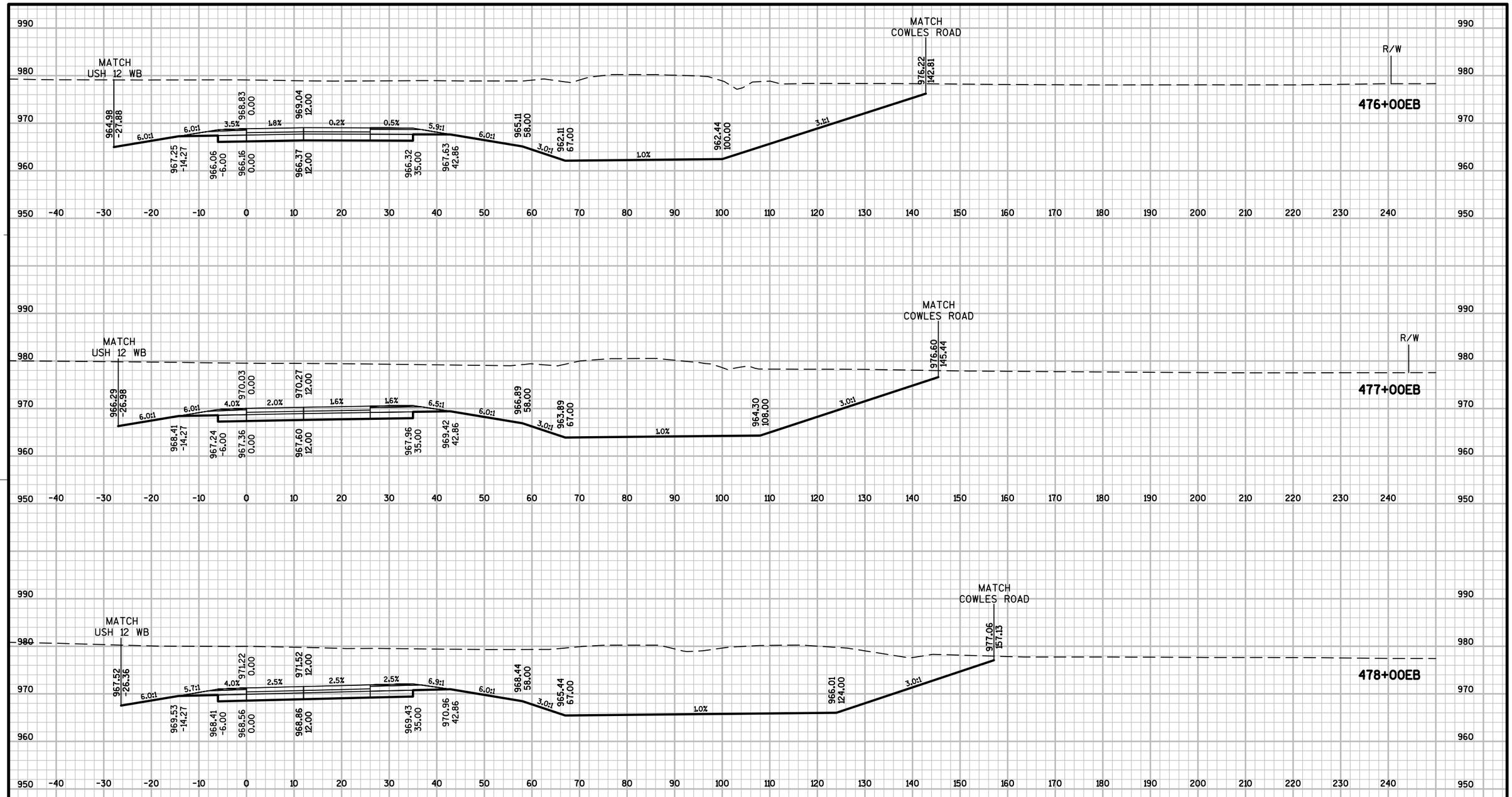


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 774	E

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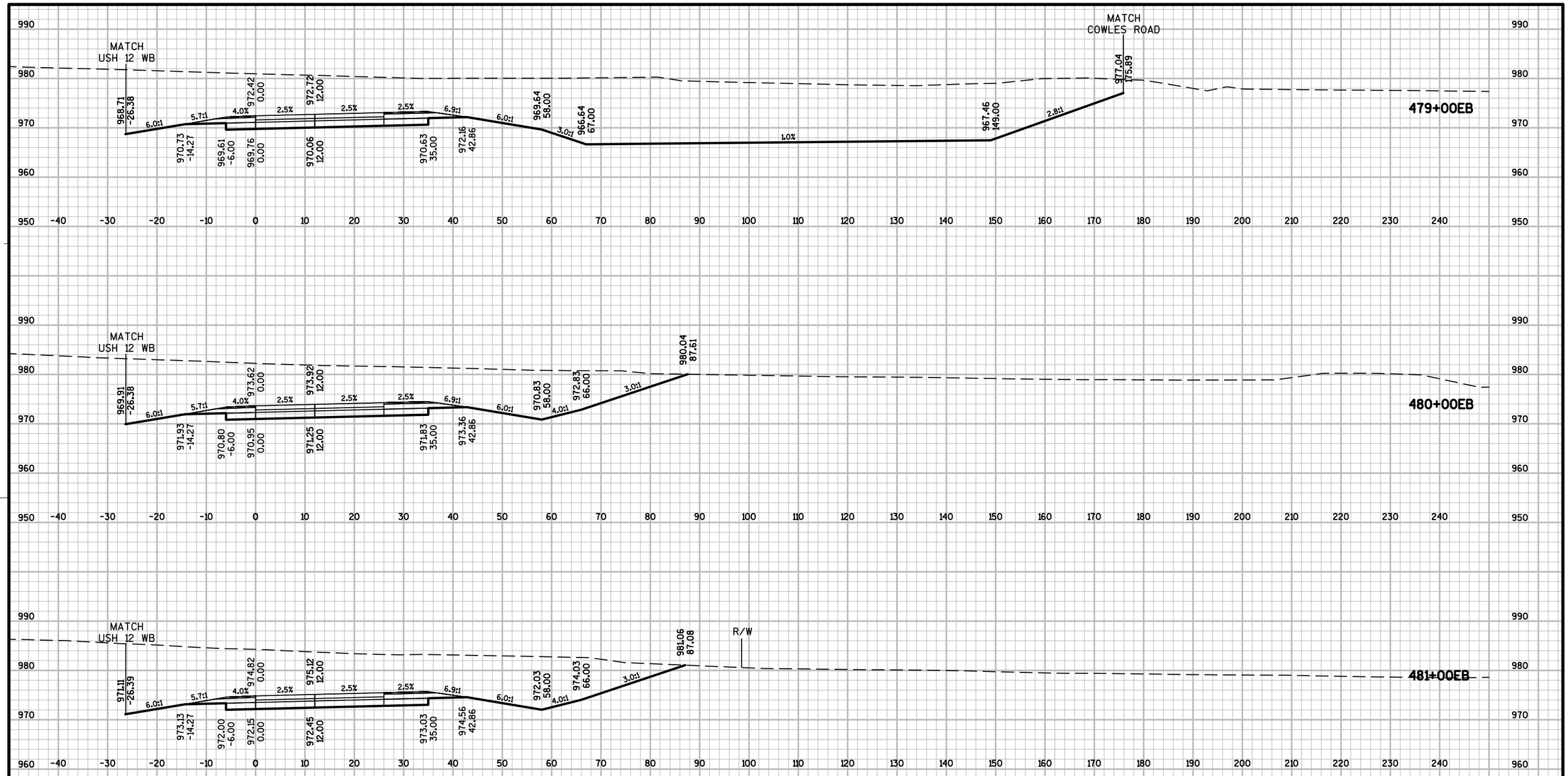
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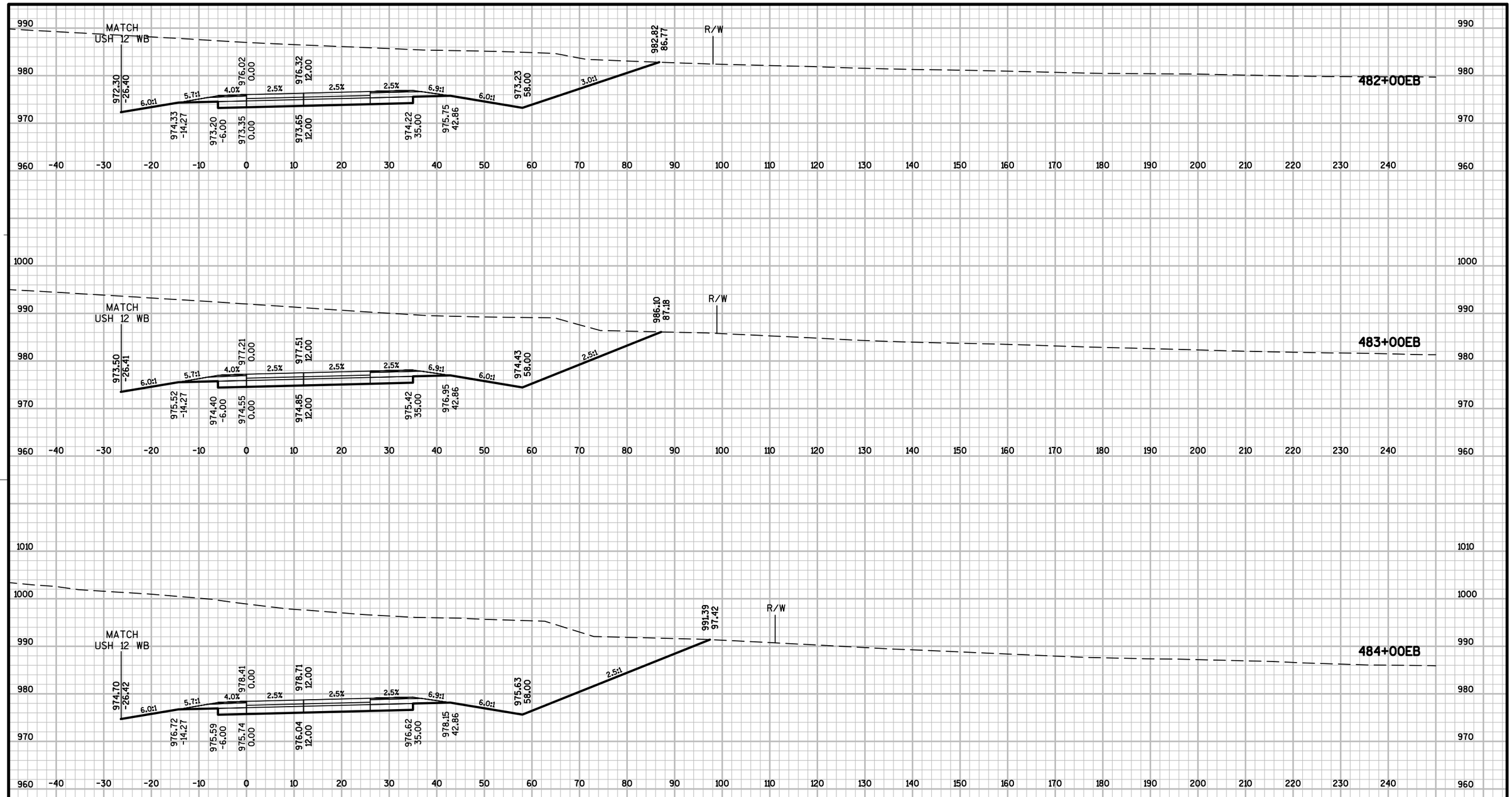
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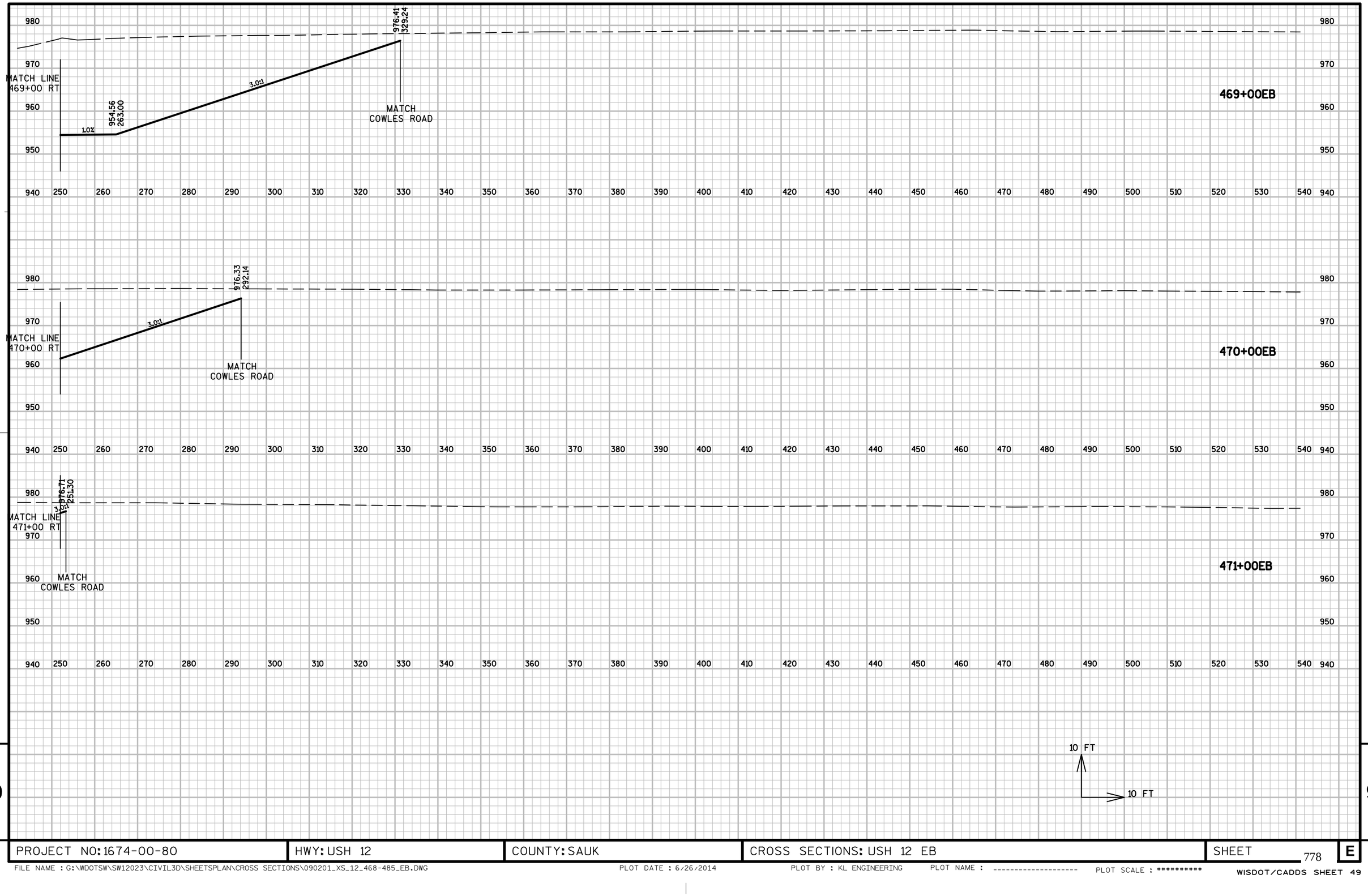
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 776	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 777	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

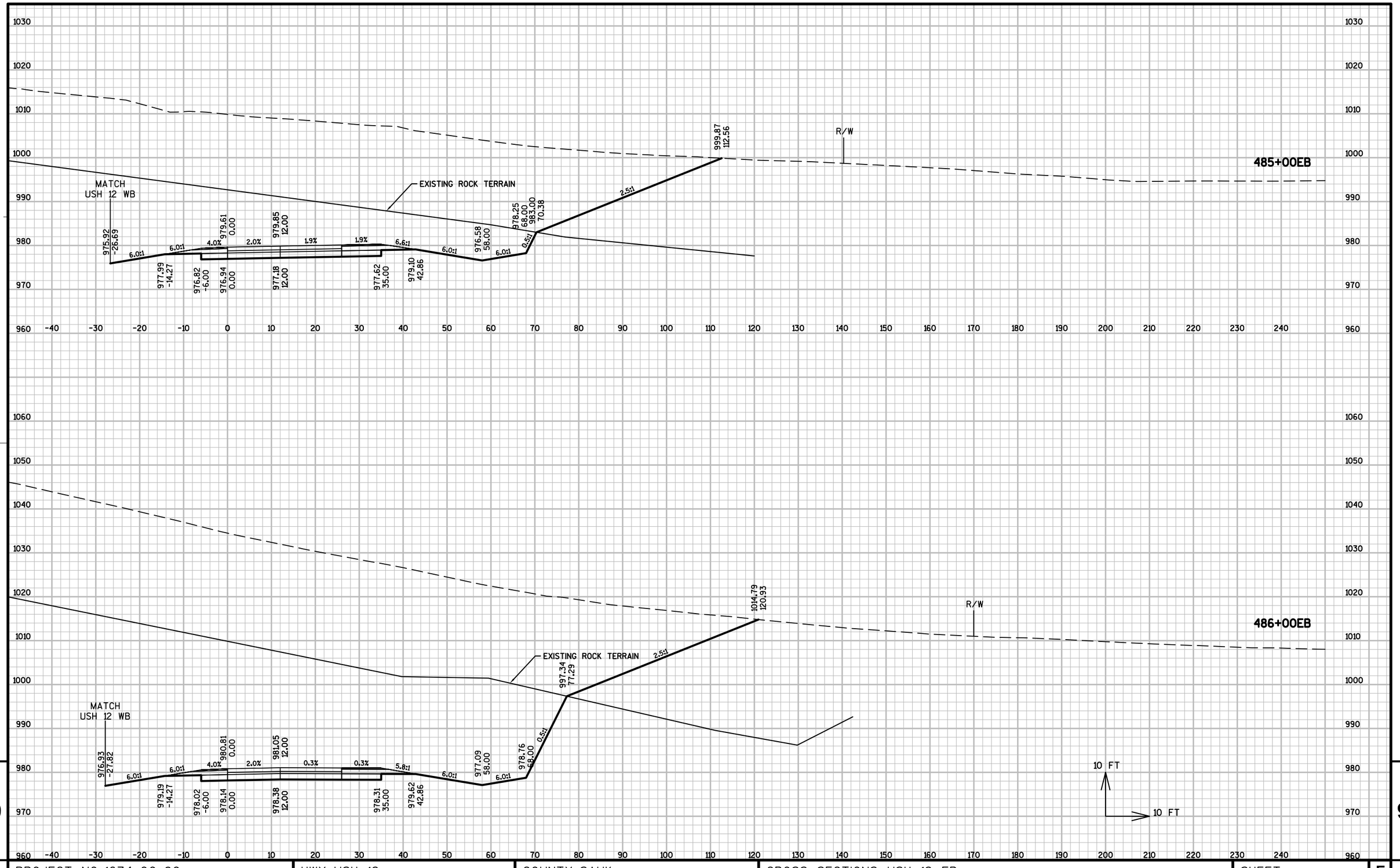


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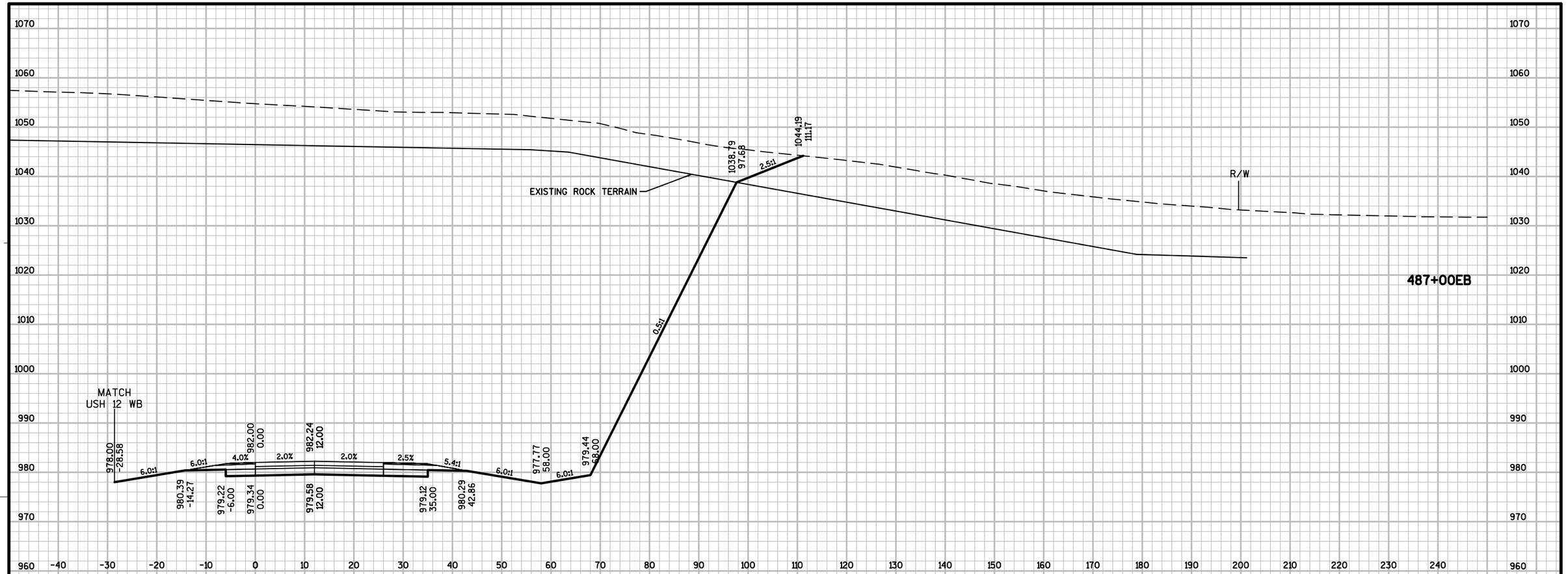
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 778	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 779	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 780	E

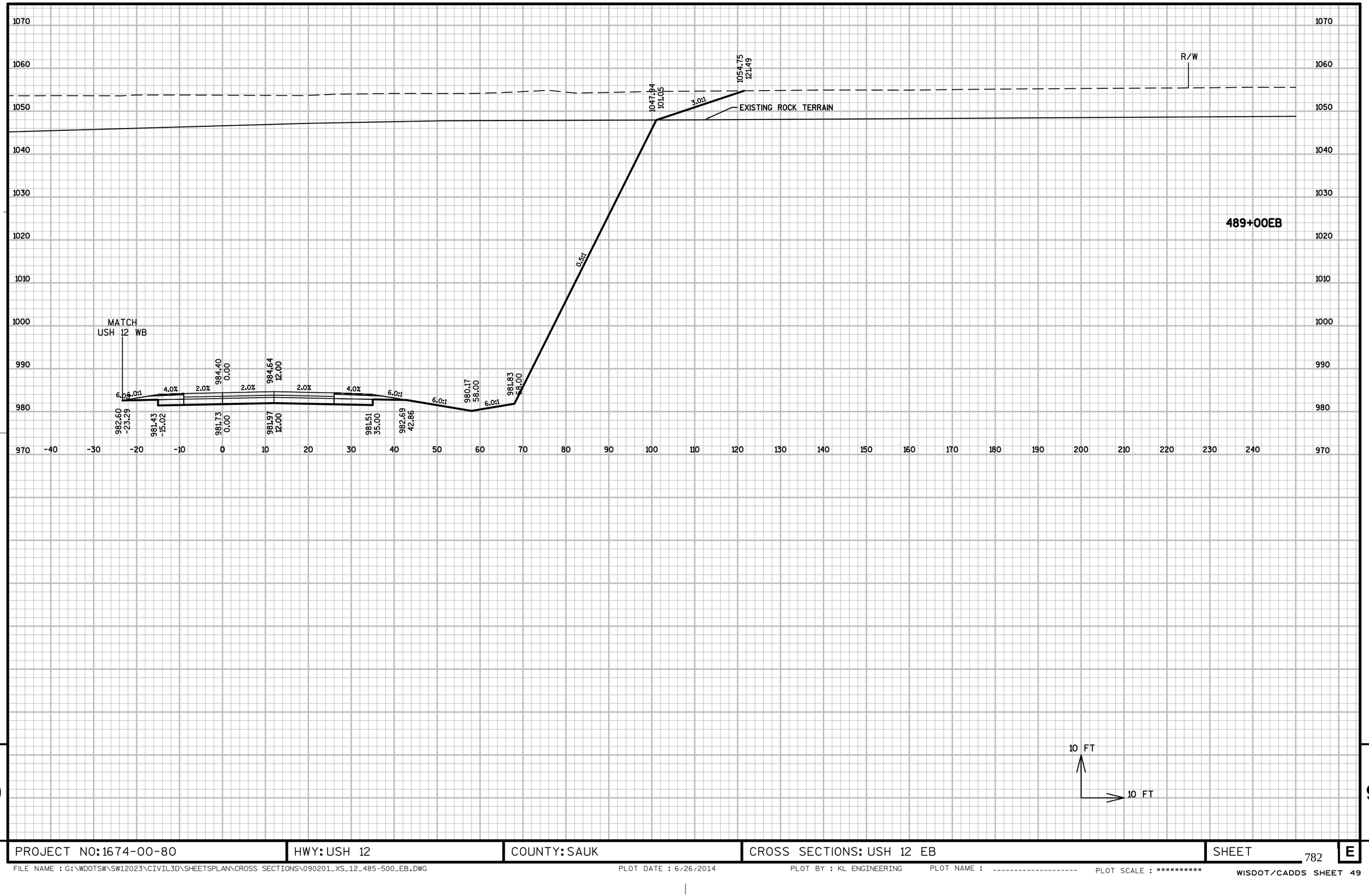
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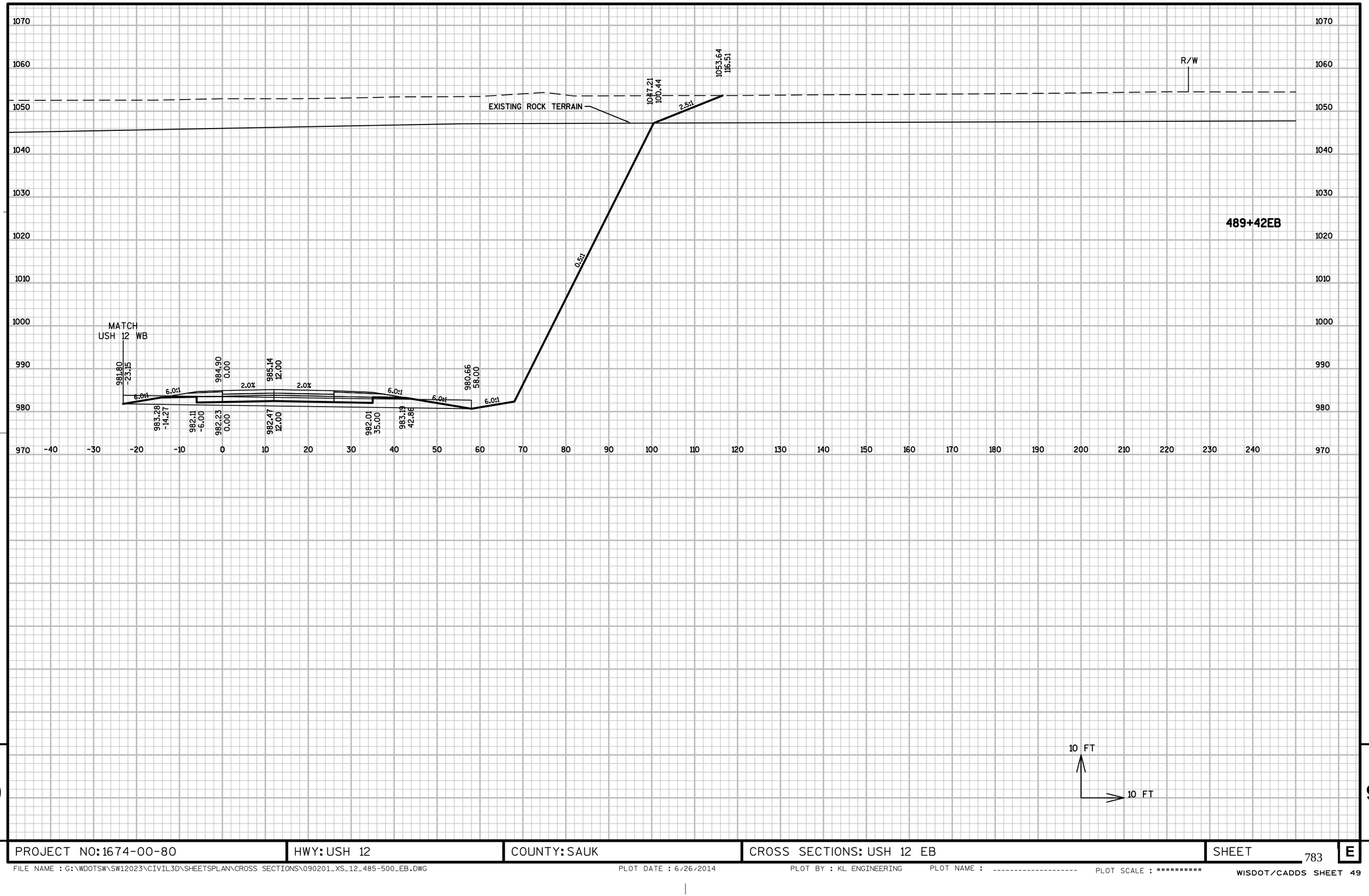
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 781	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 782	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

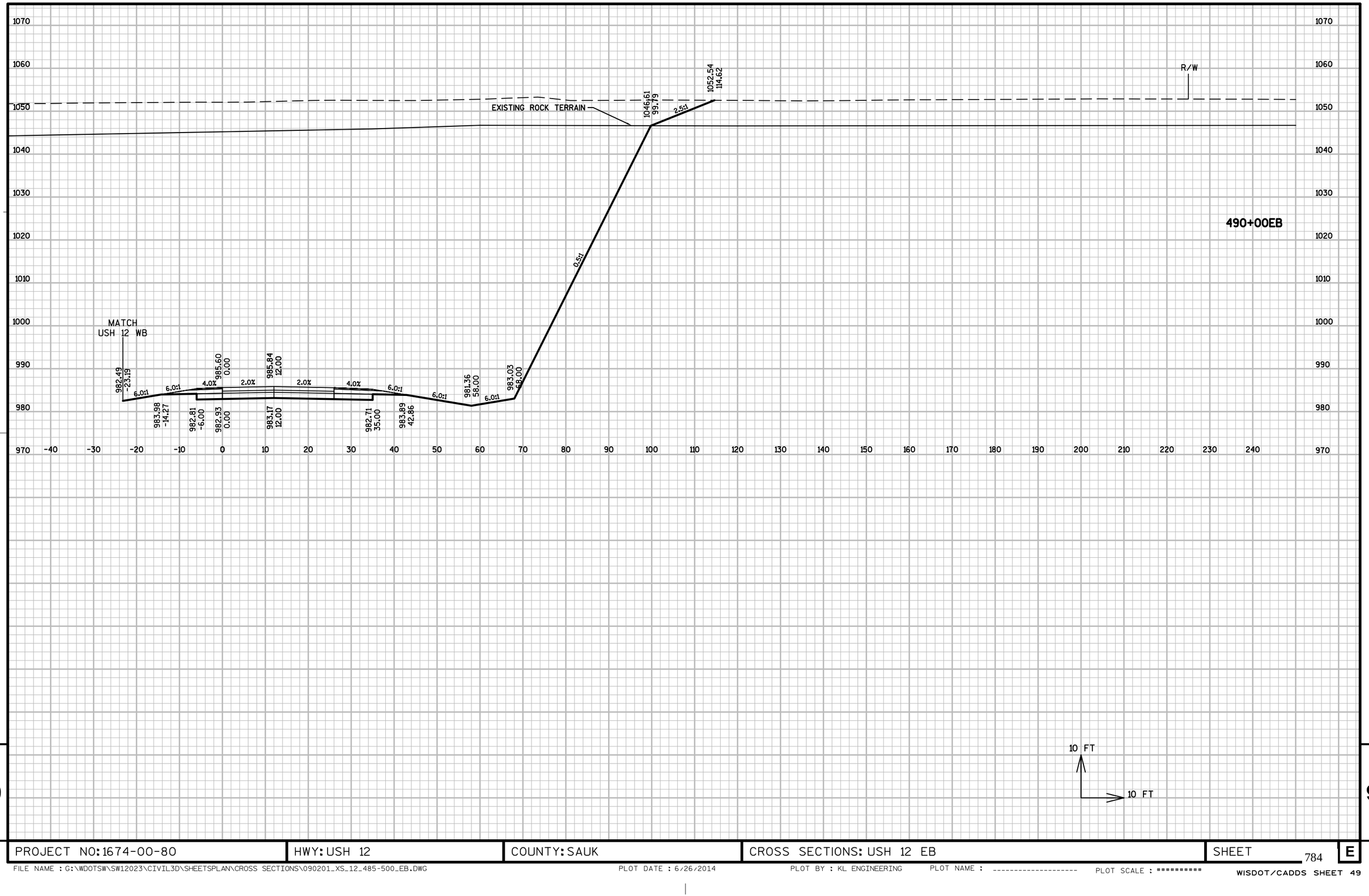


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 783	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

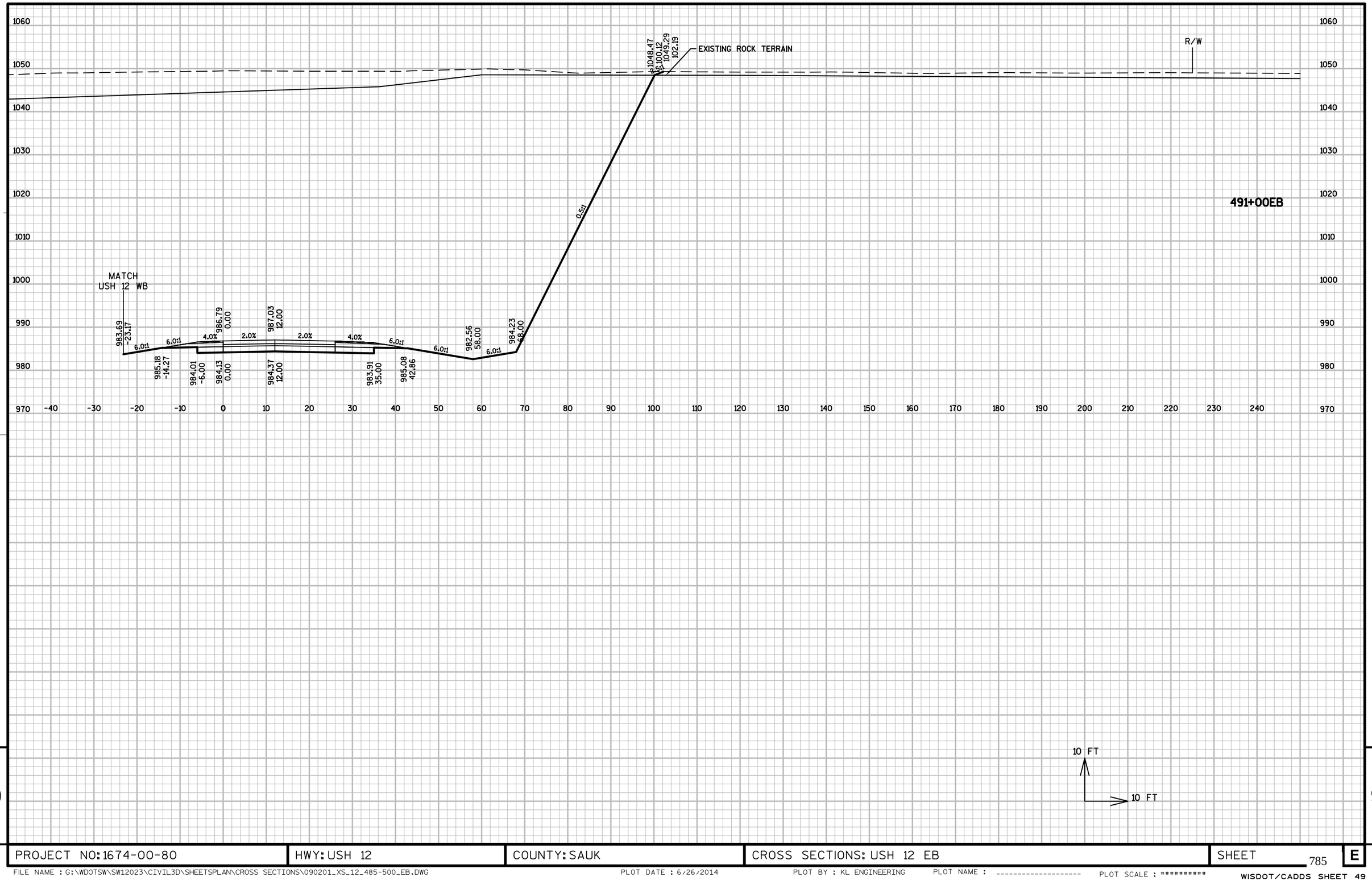


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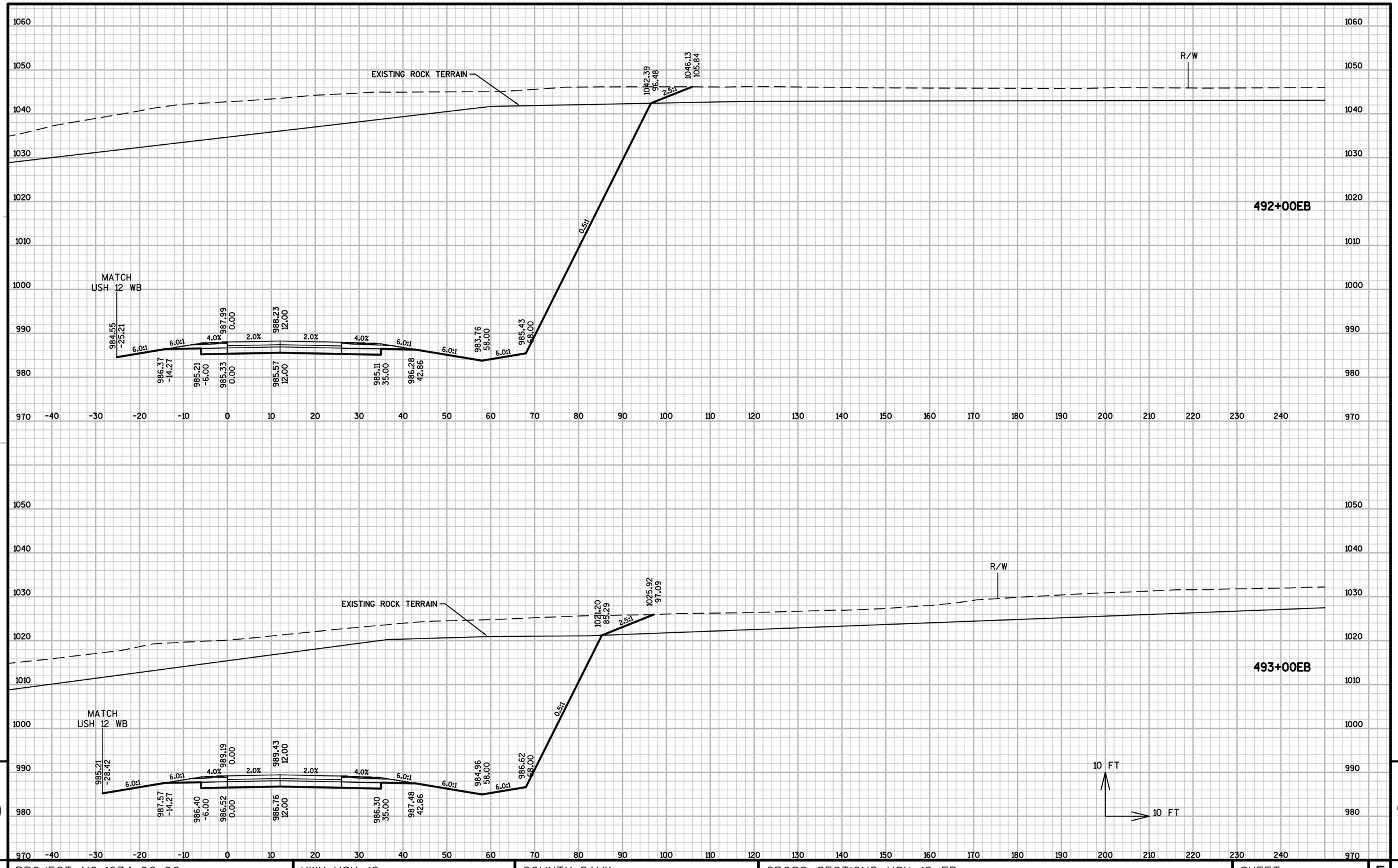
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 784	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



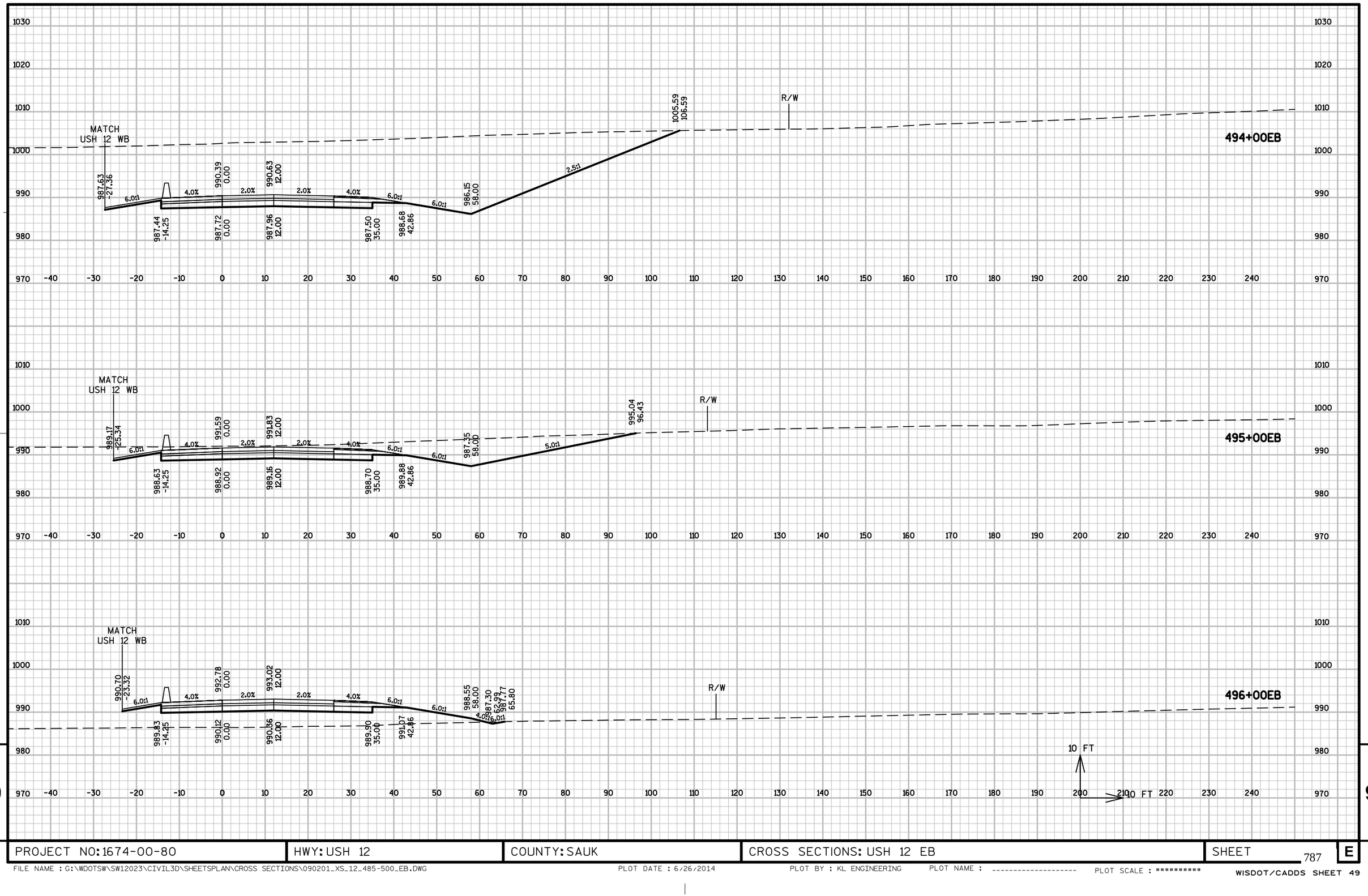
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 785	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



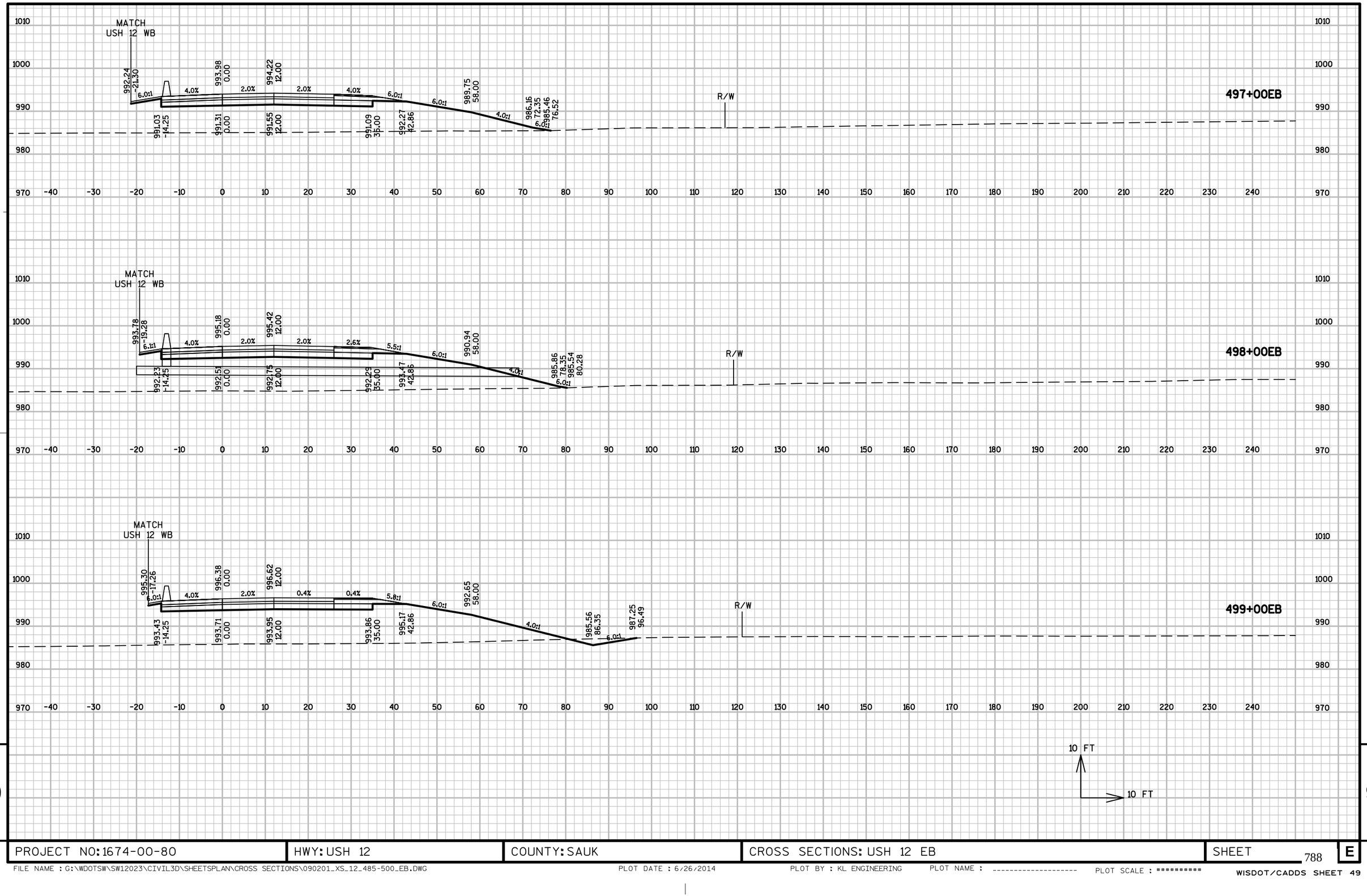
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 786 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 787	E

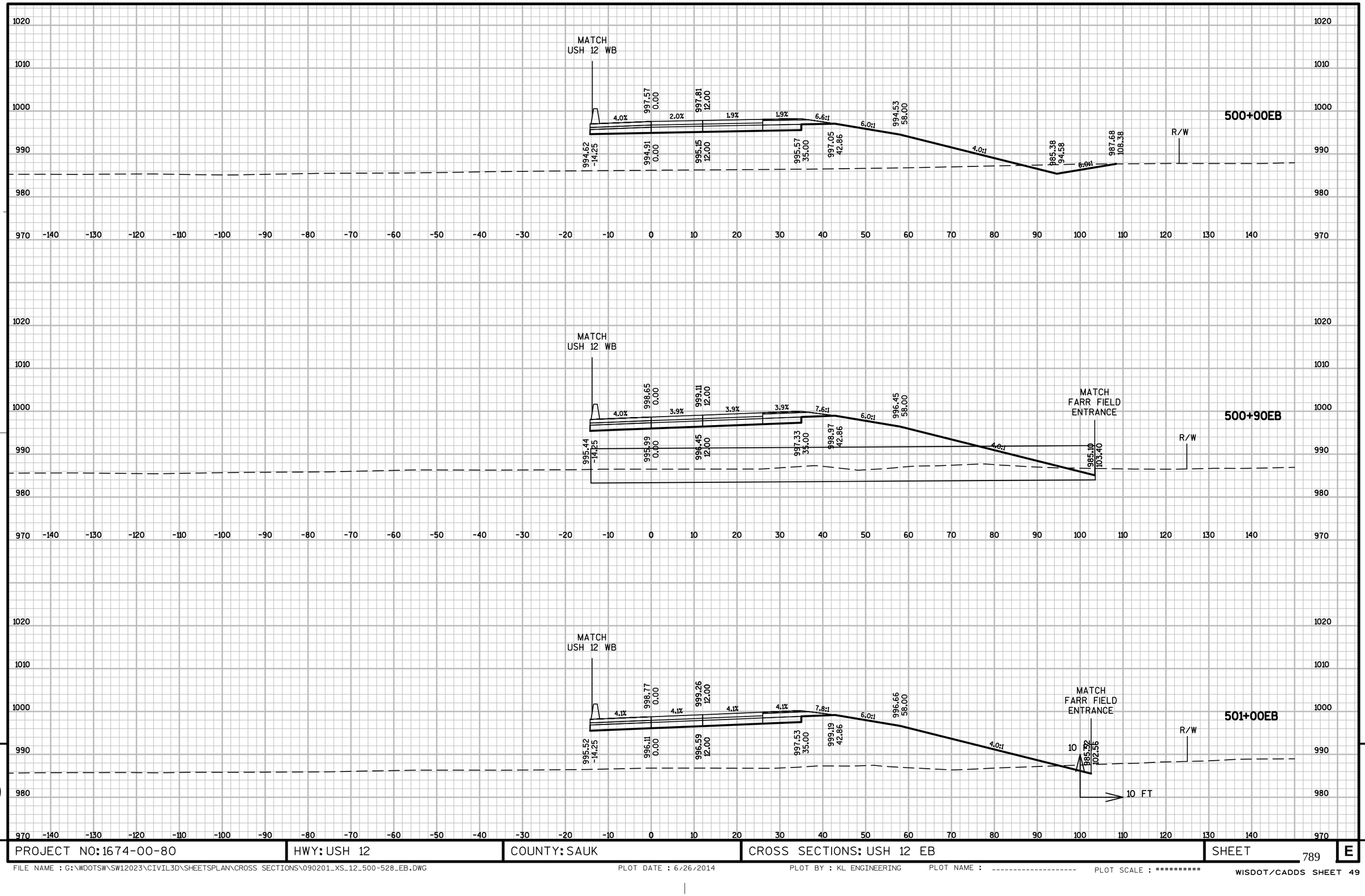
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 788	E

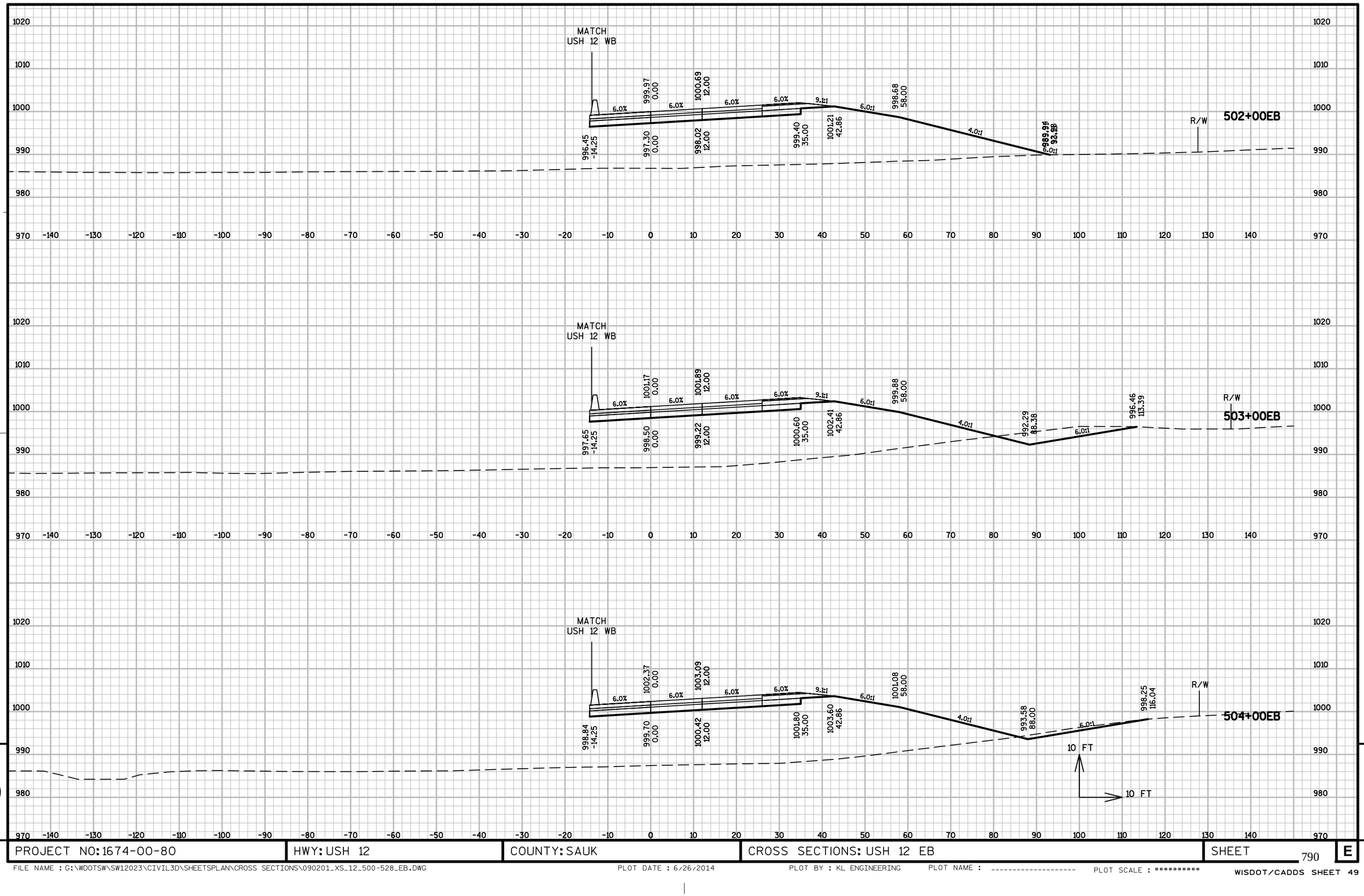


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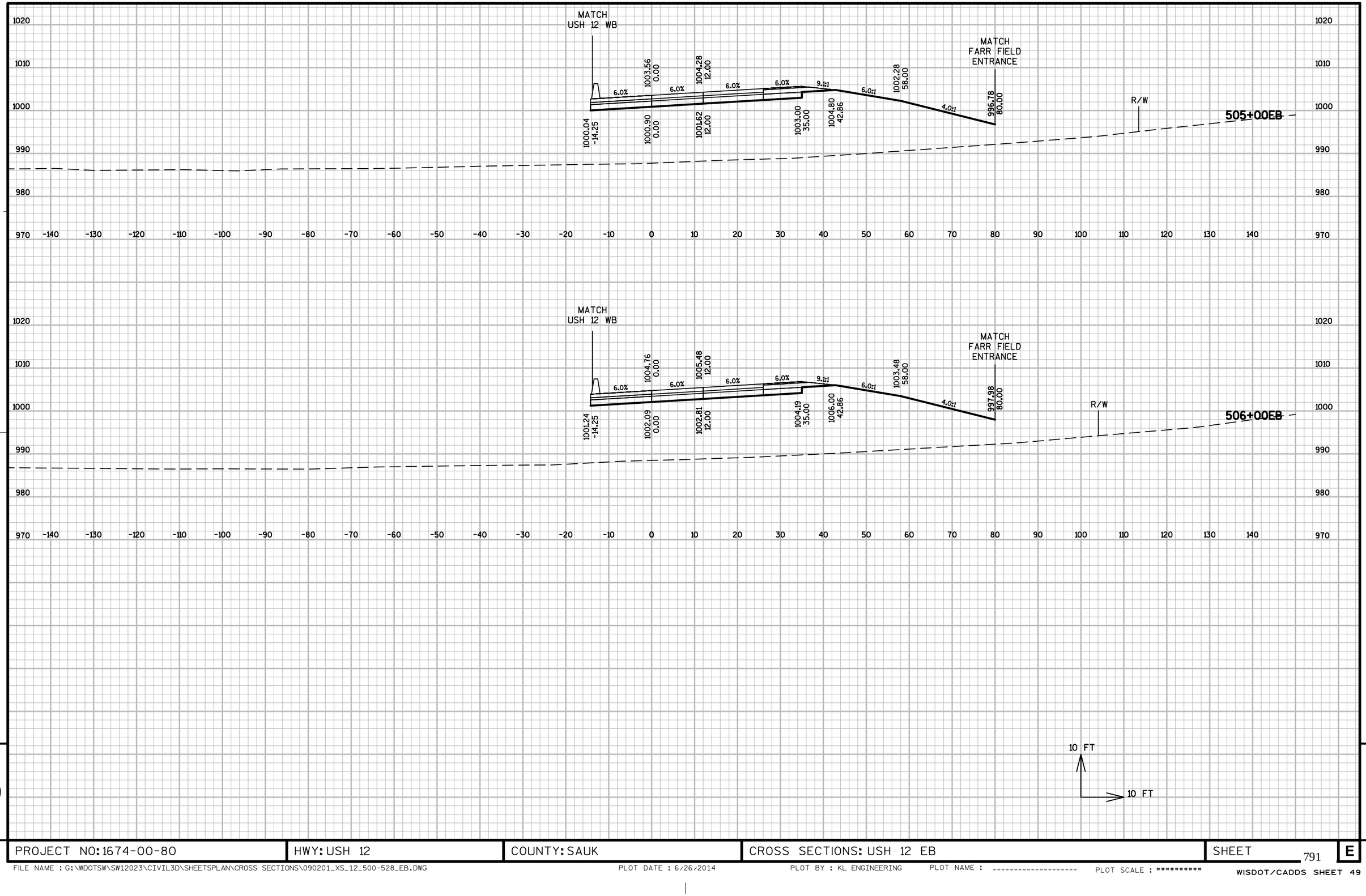
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 789	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 790 E

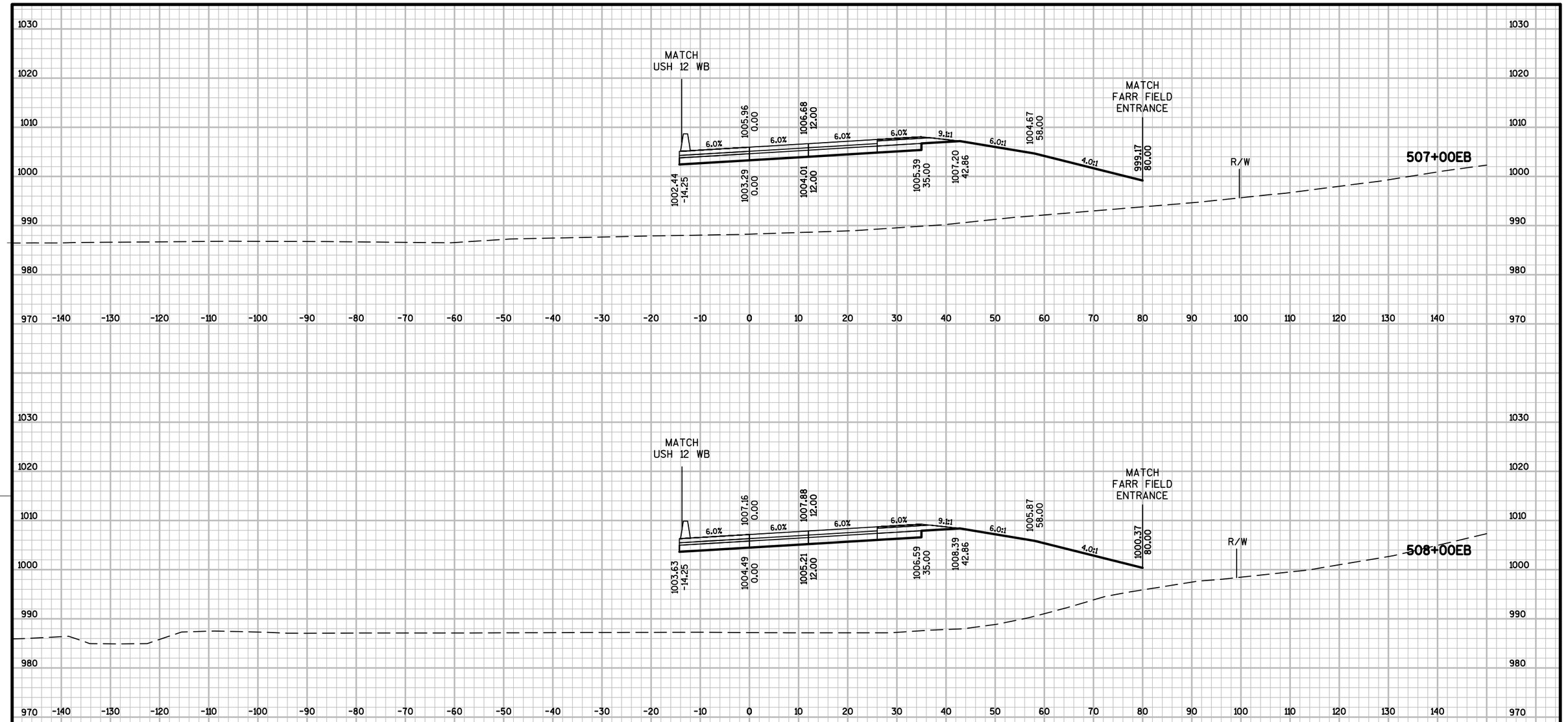
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 791	E



10 FT

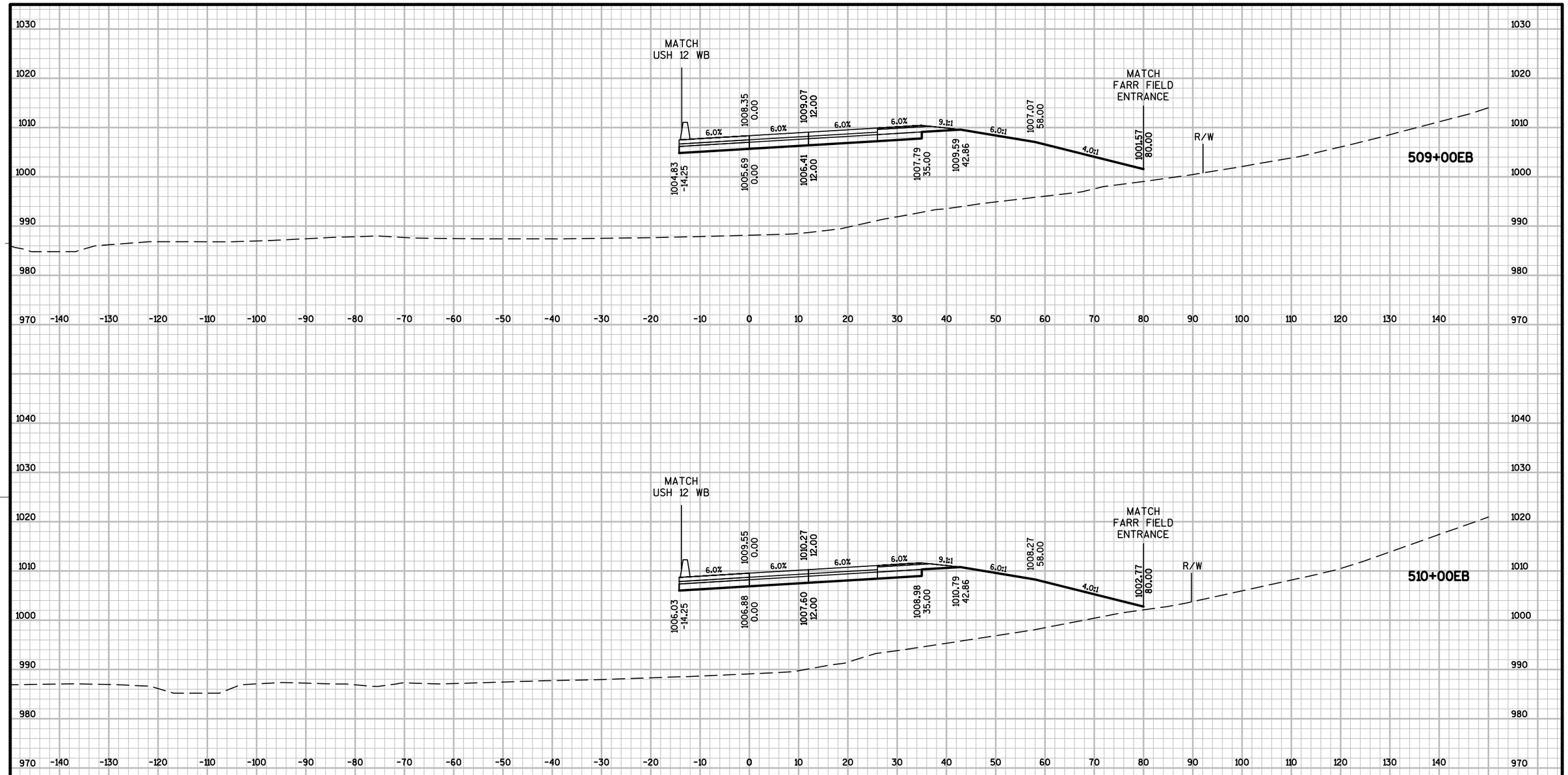
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 792	E

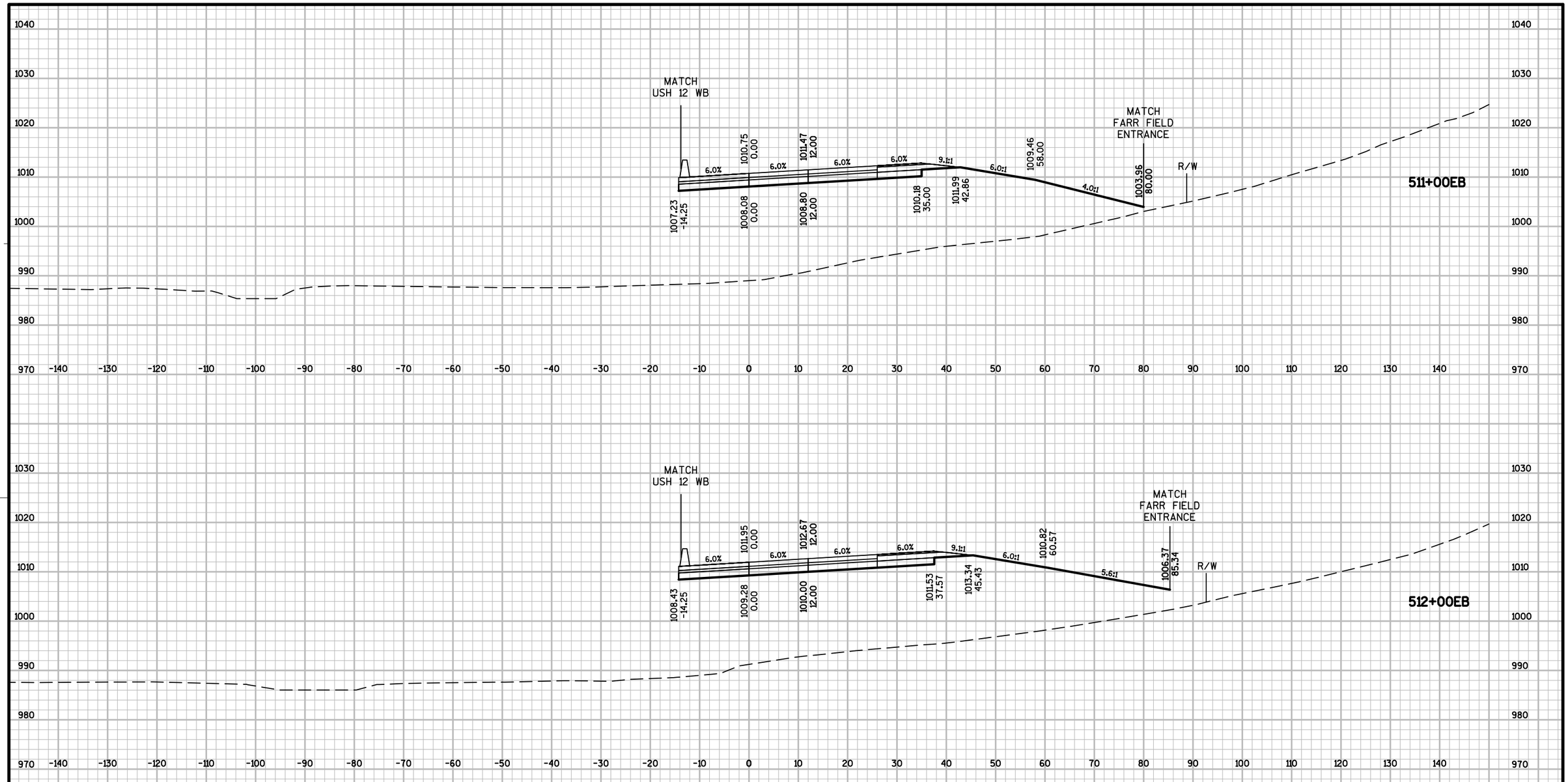
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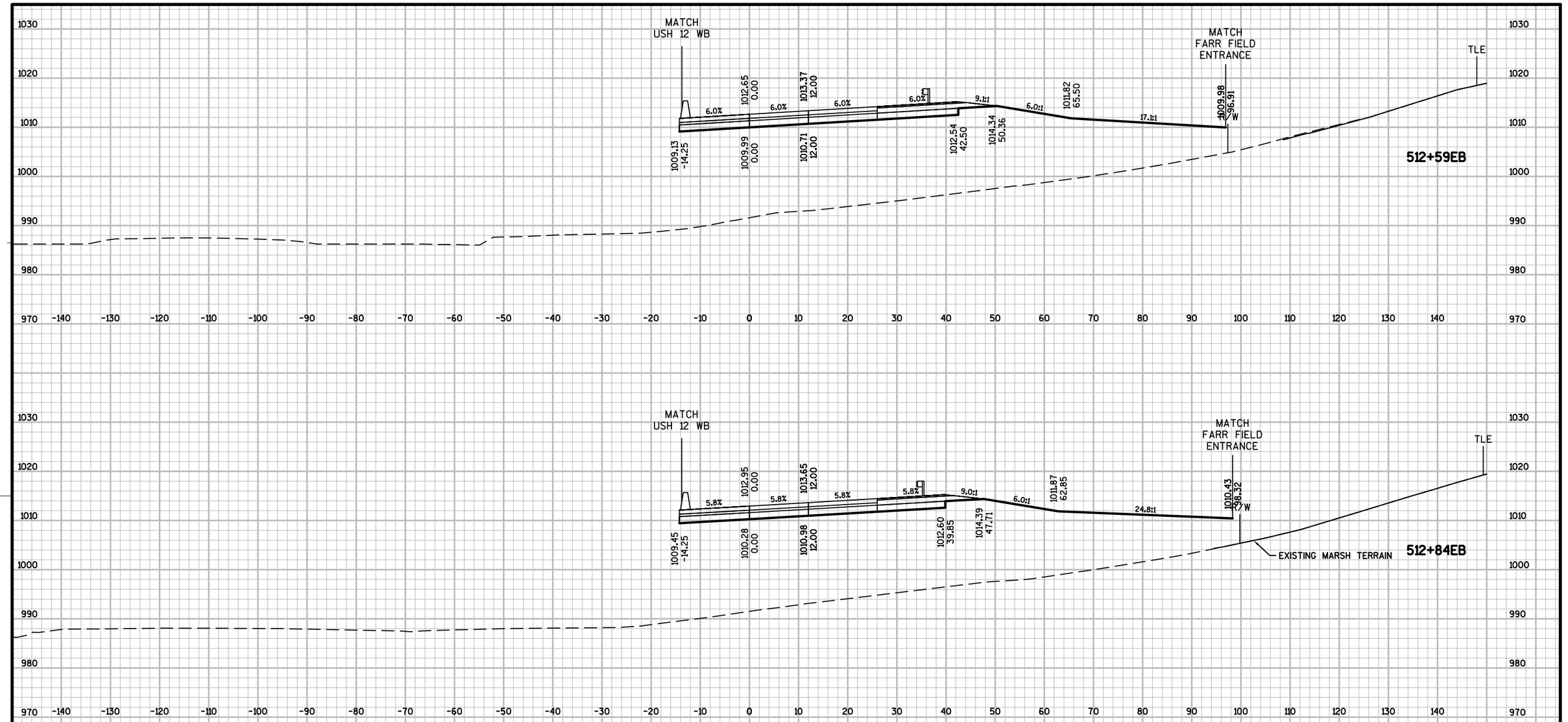
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 793	E



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 794	E

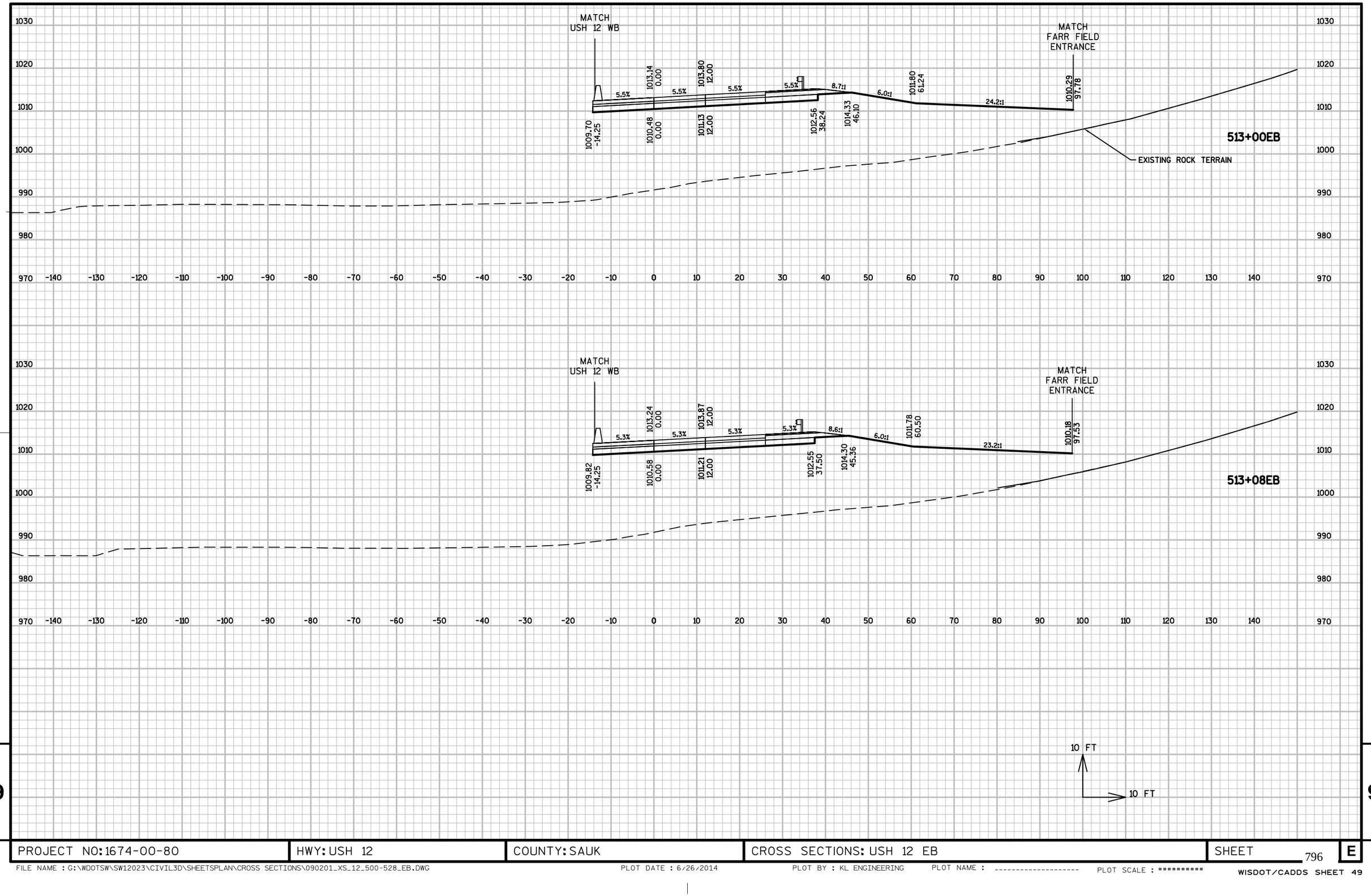


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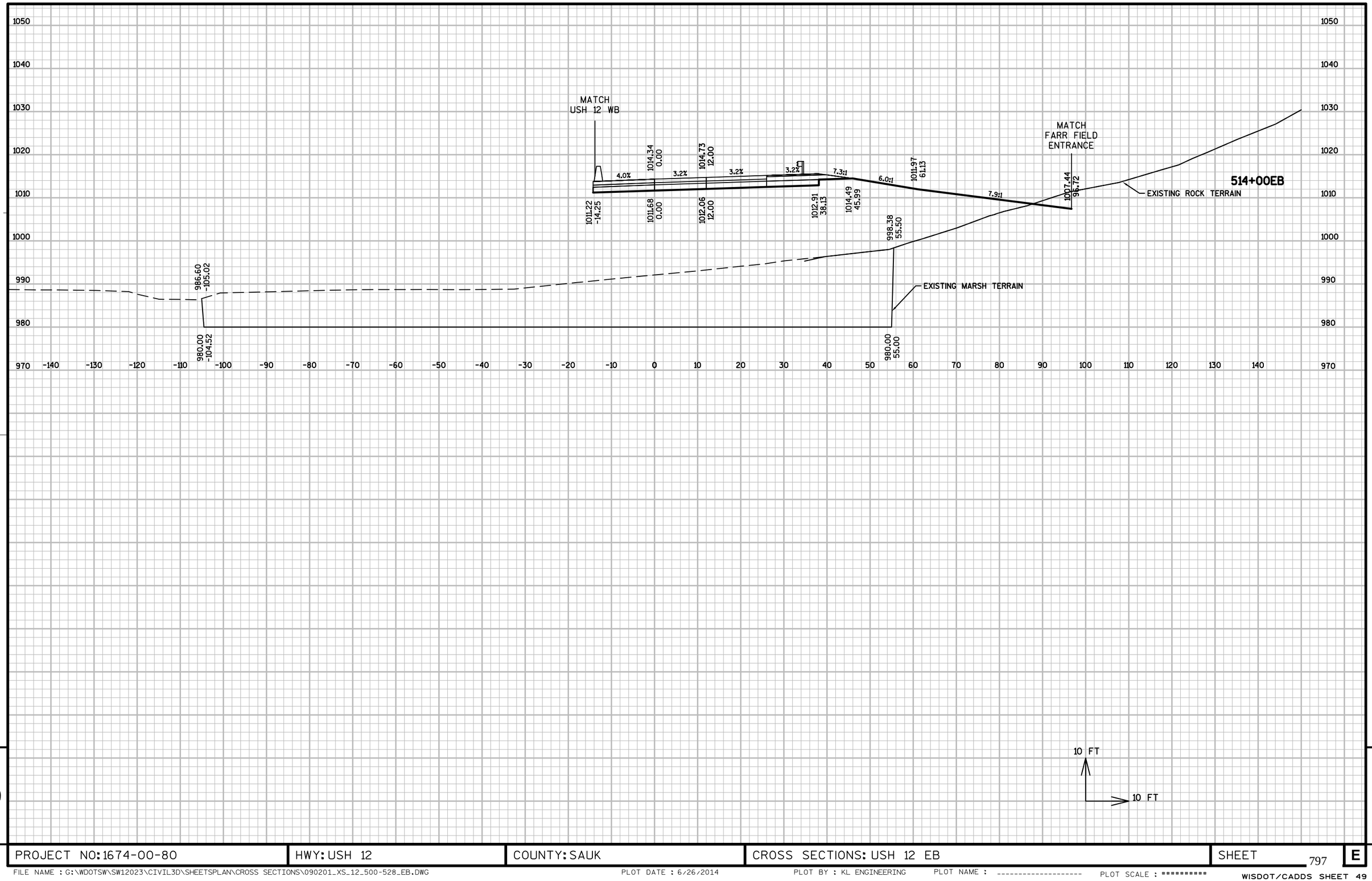
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 795	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 796	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

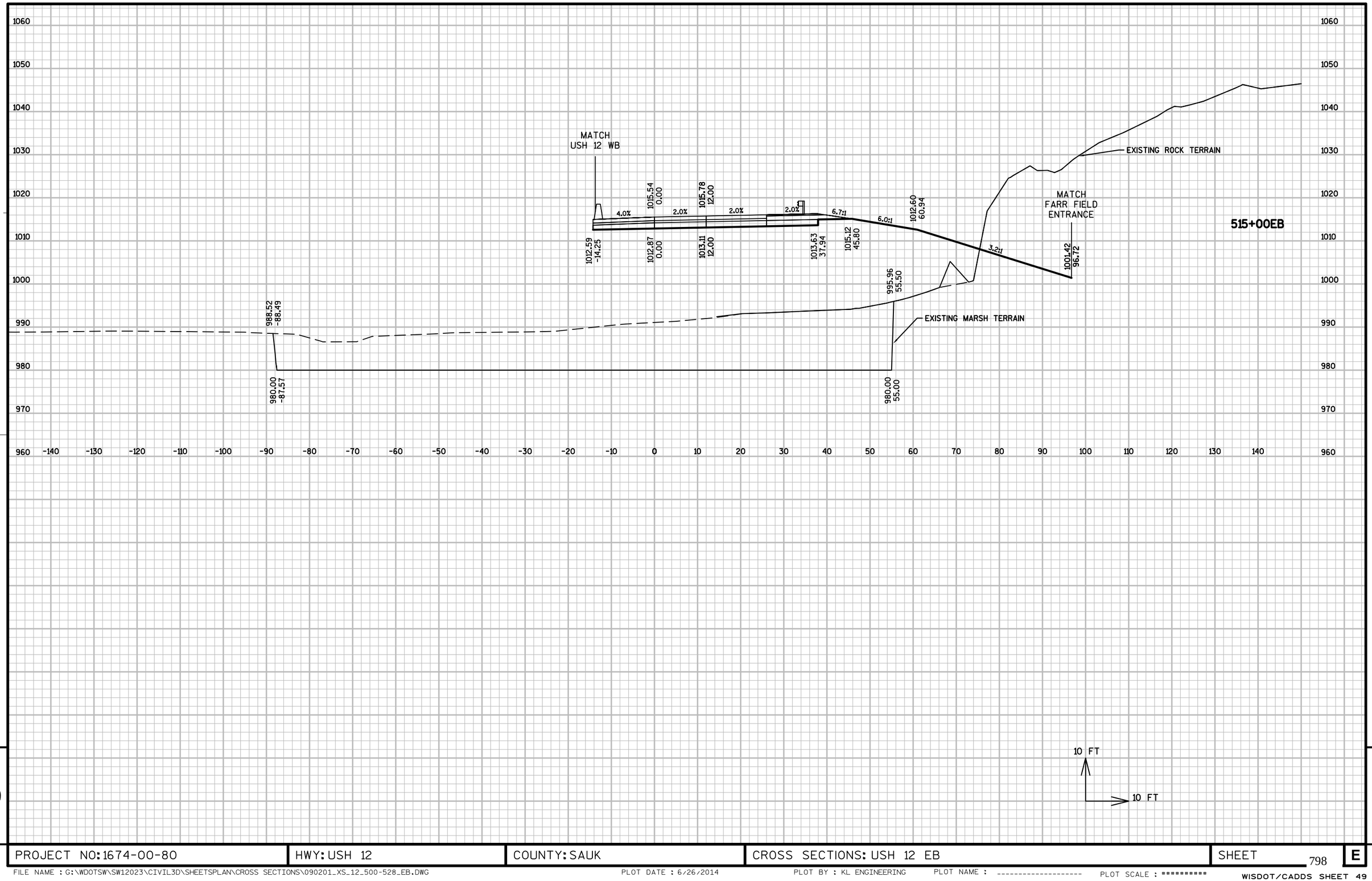


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 797	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

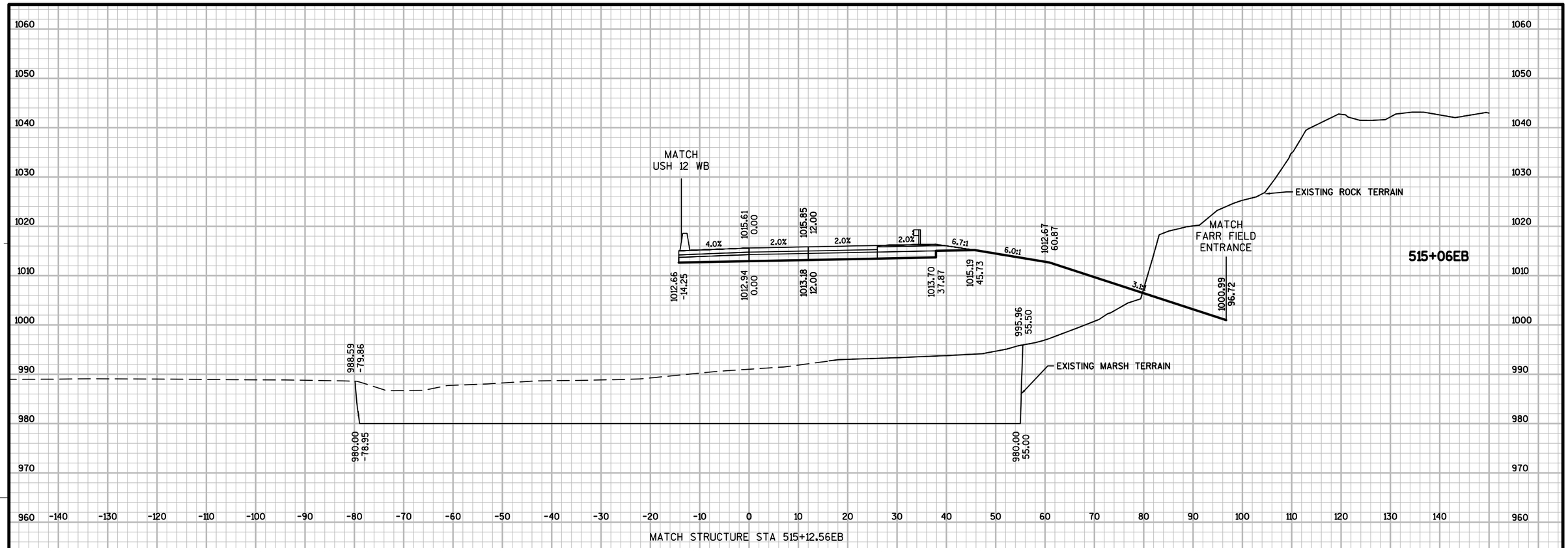


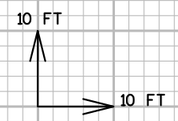
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 798	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

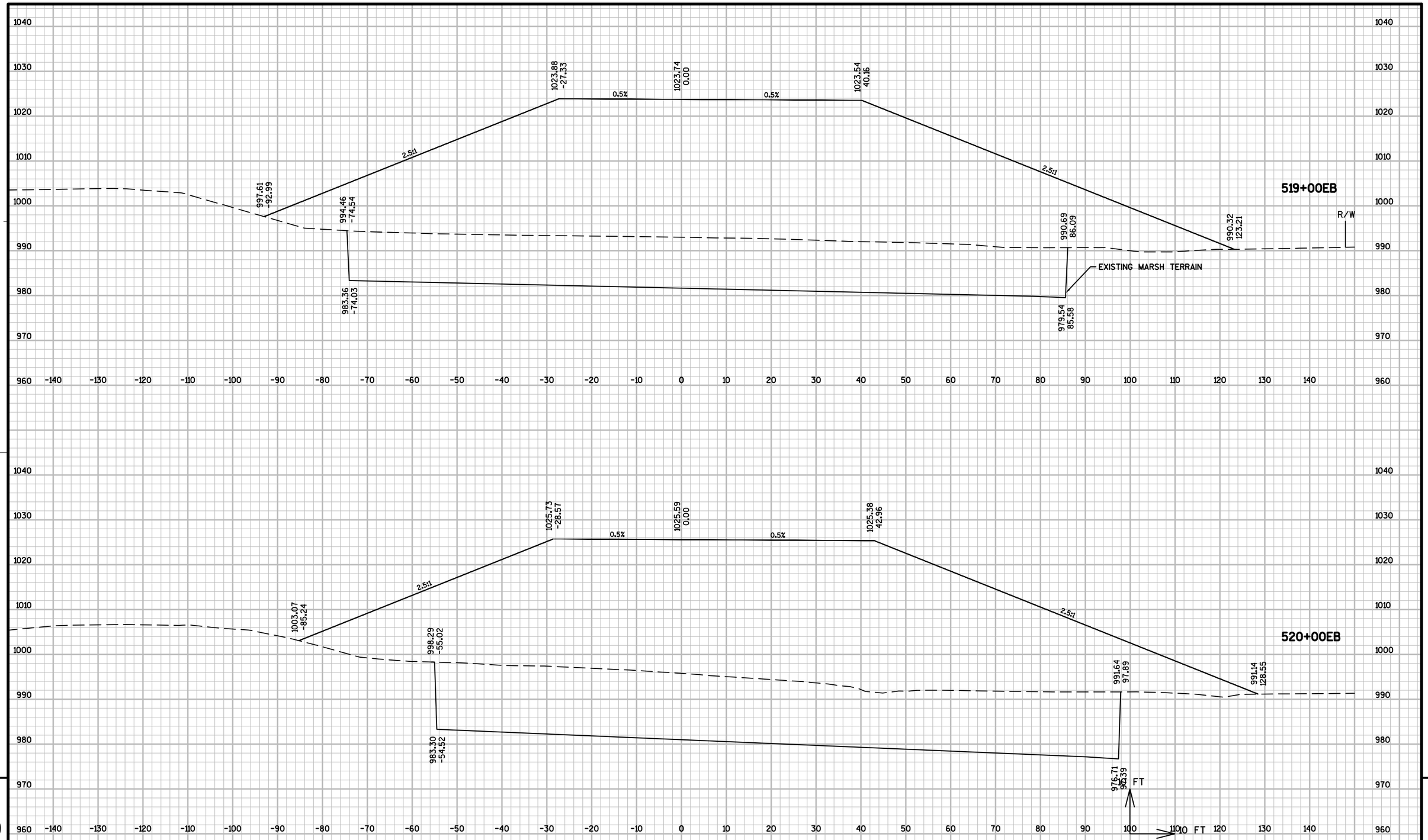




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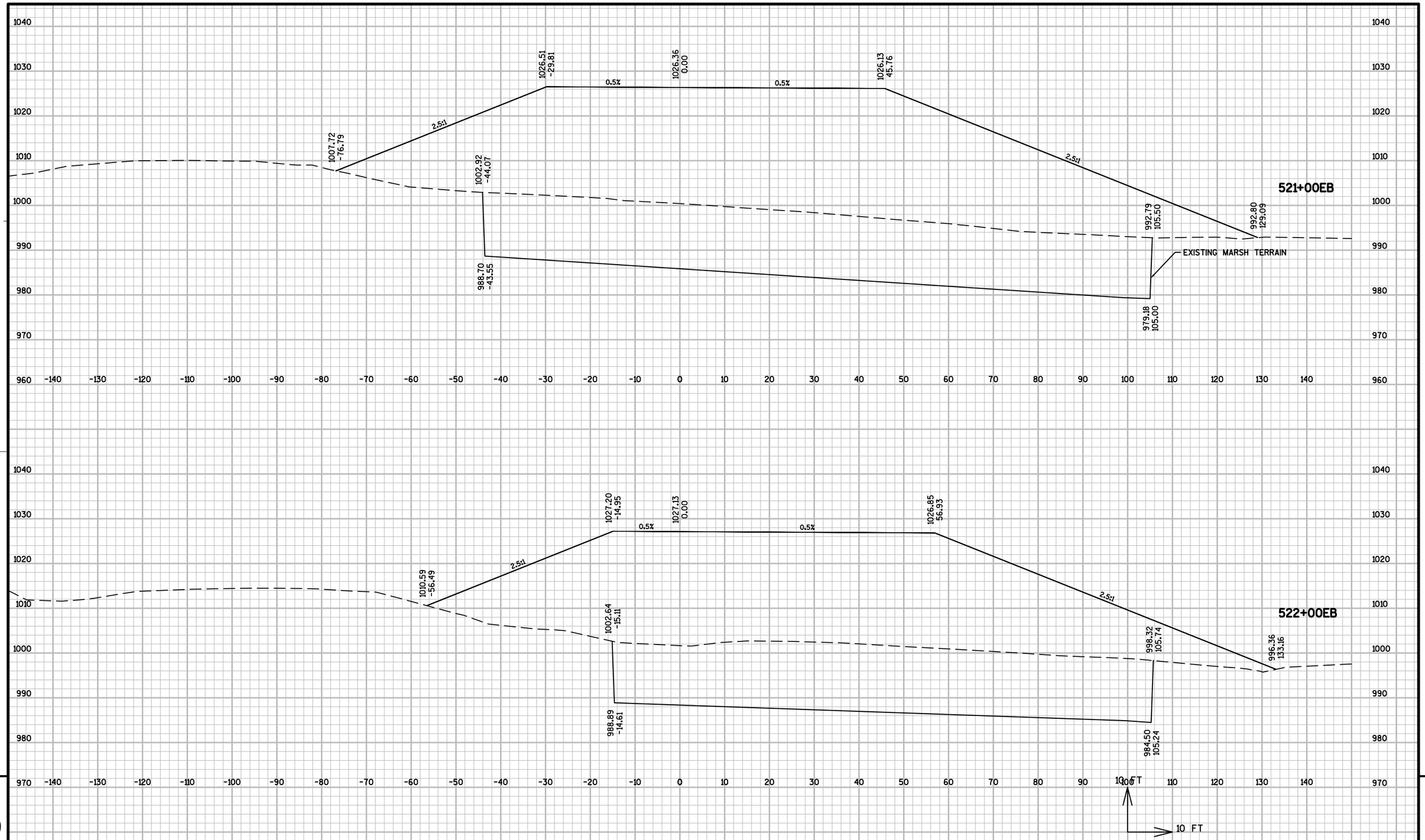
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 799	E



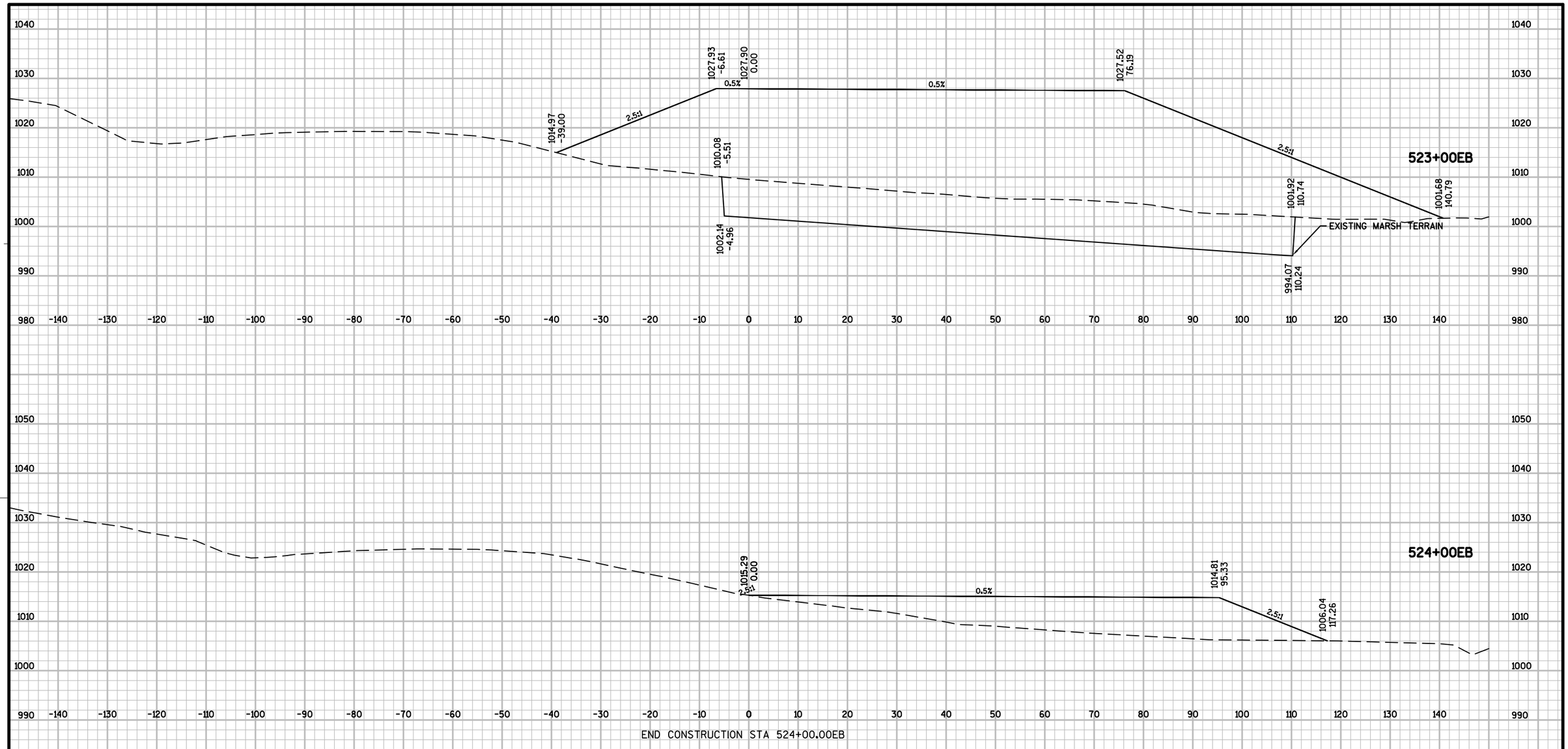
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



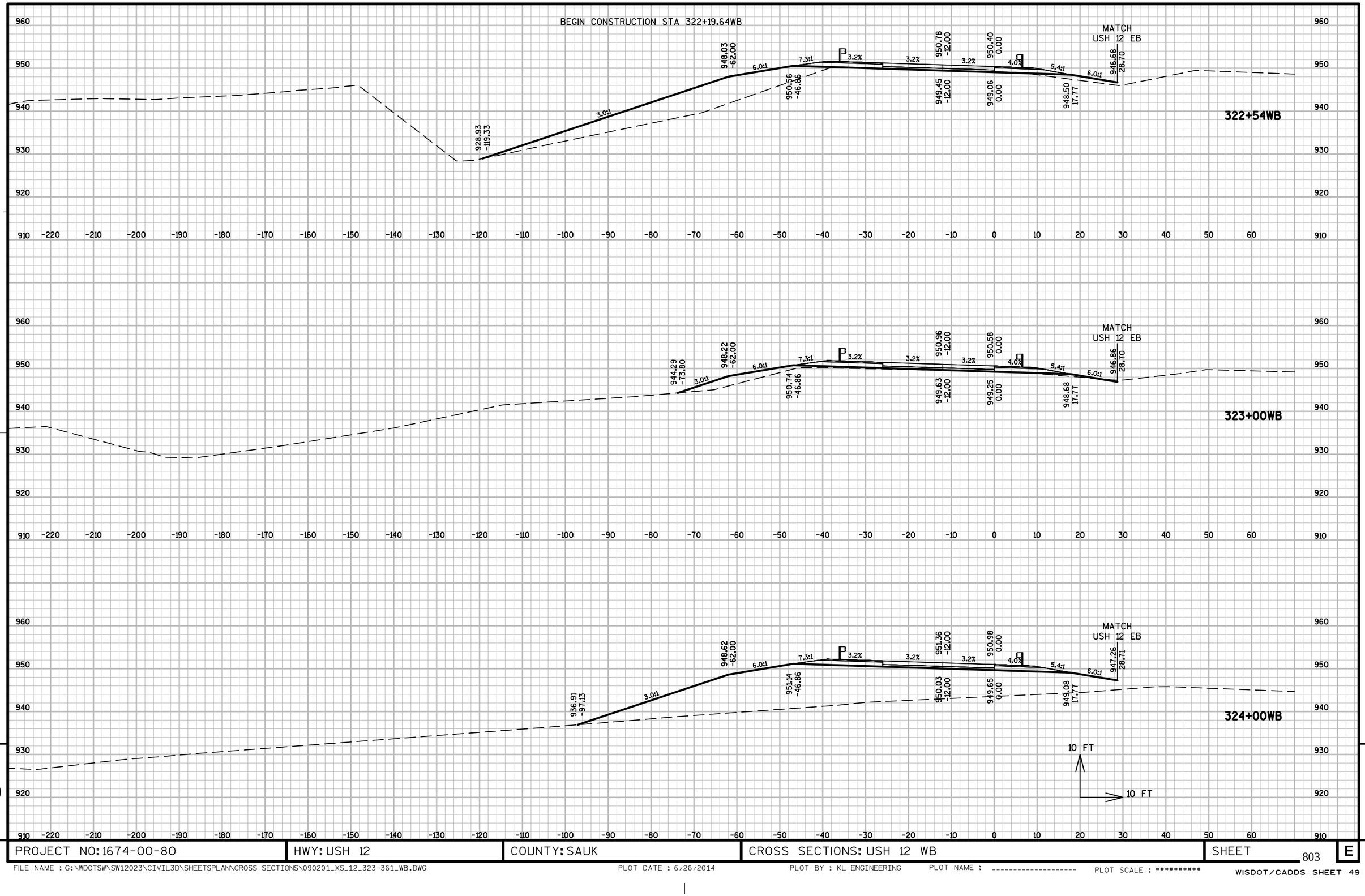
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 801	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



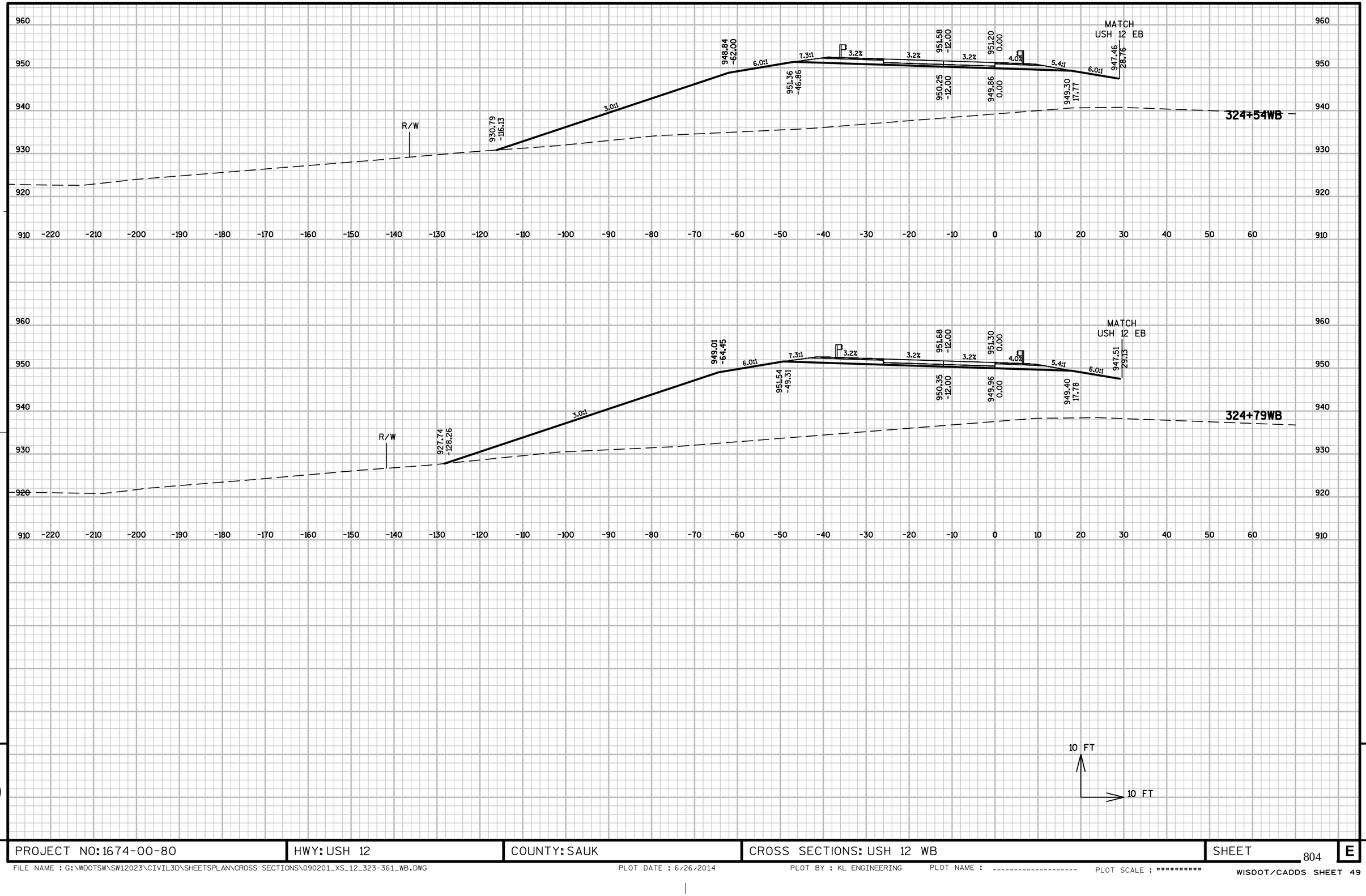
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 802	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 803 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

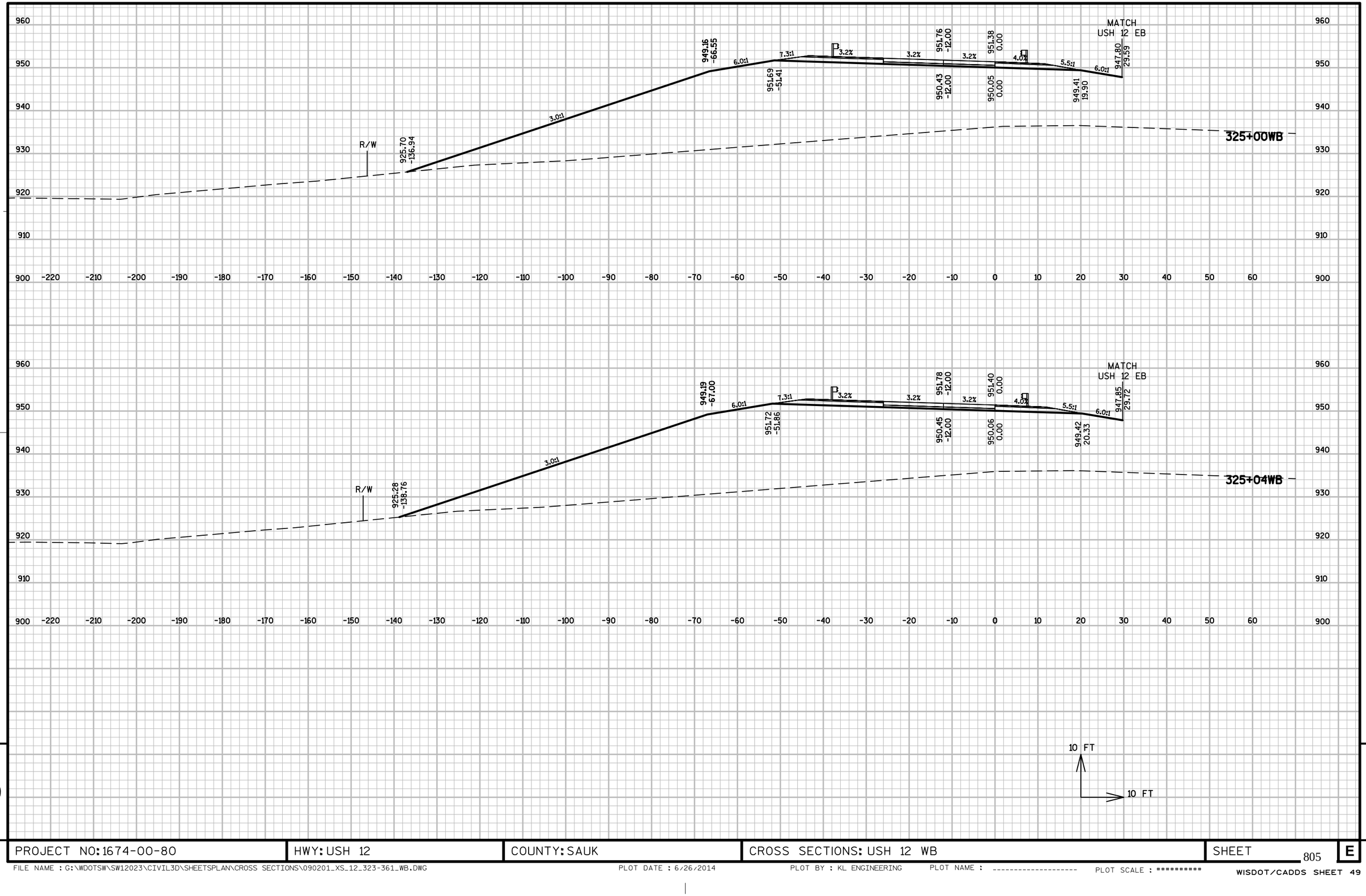


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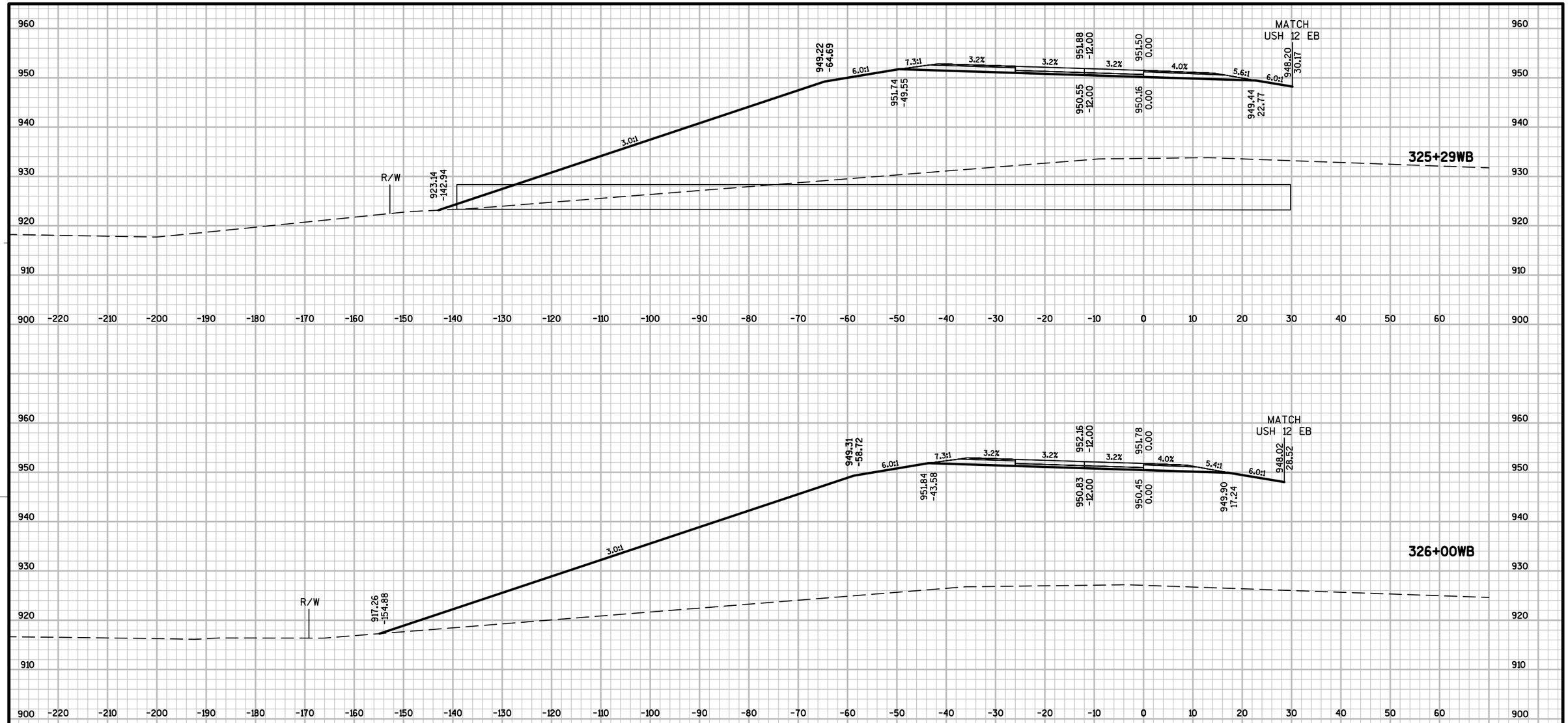
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 804	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 805 E



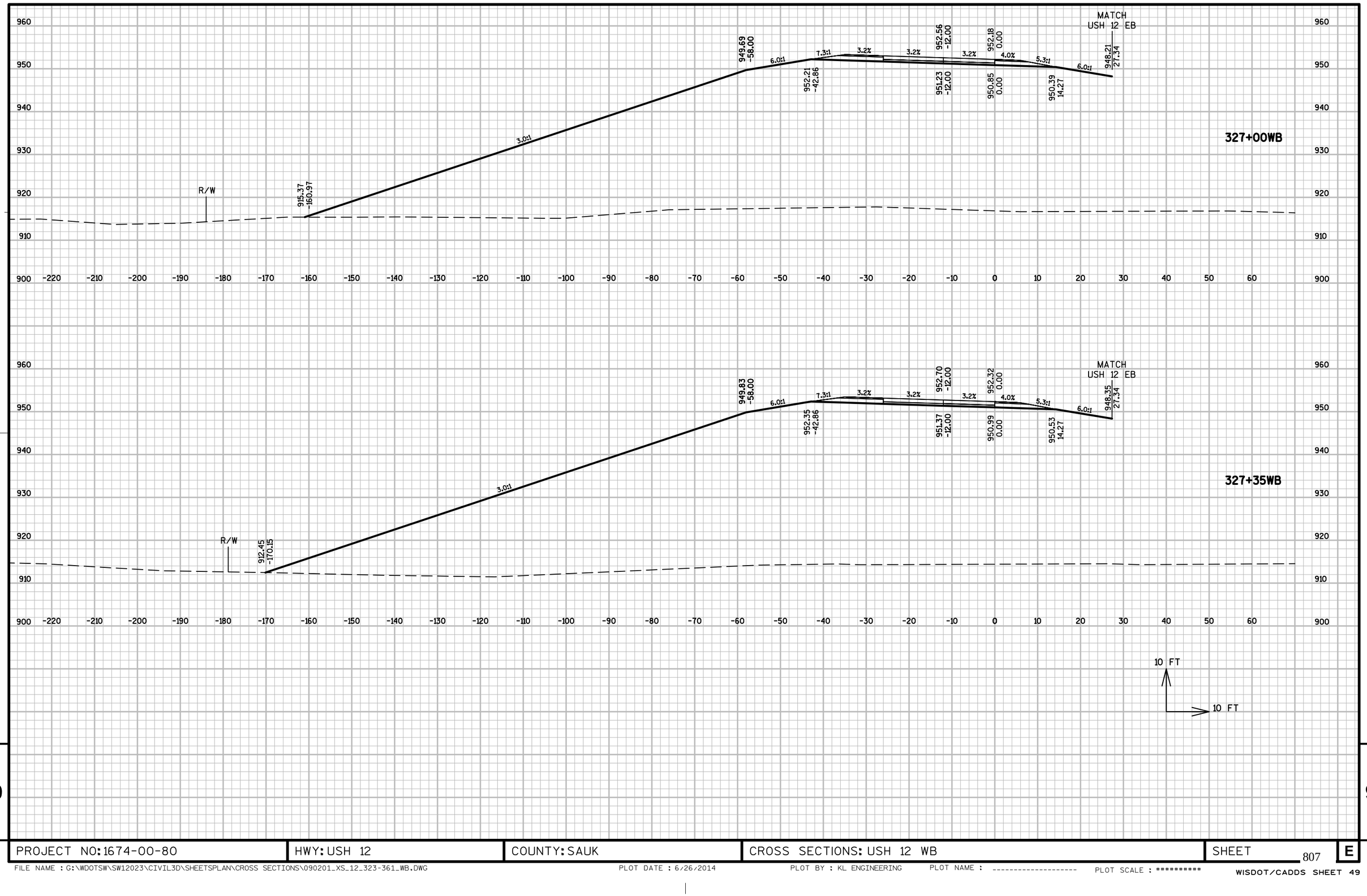
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 806	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

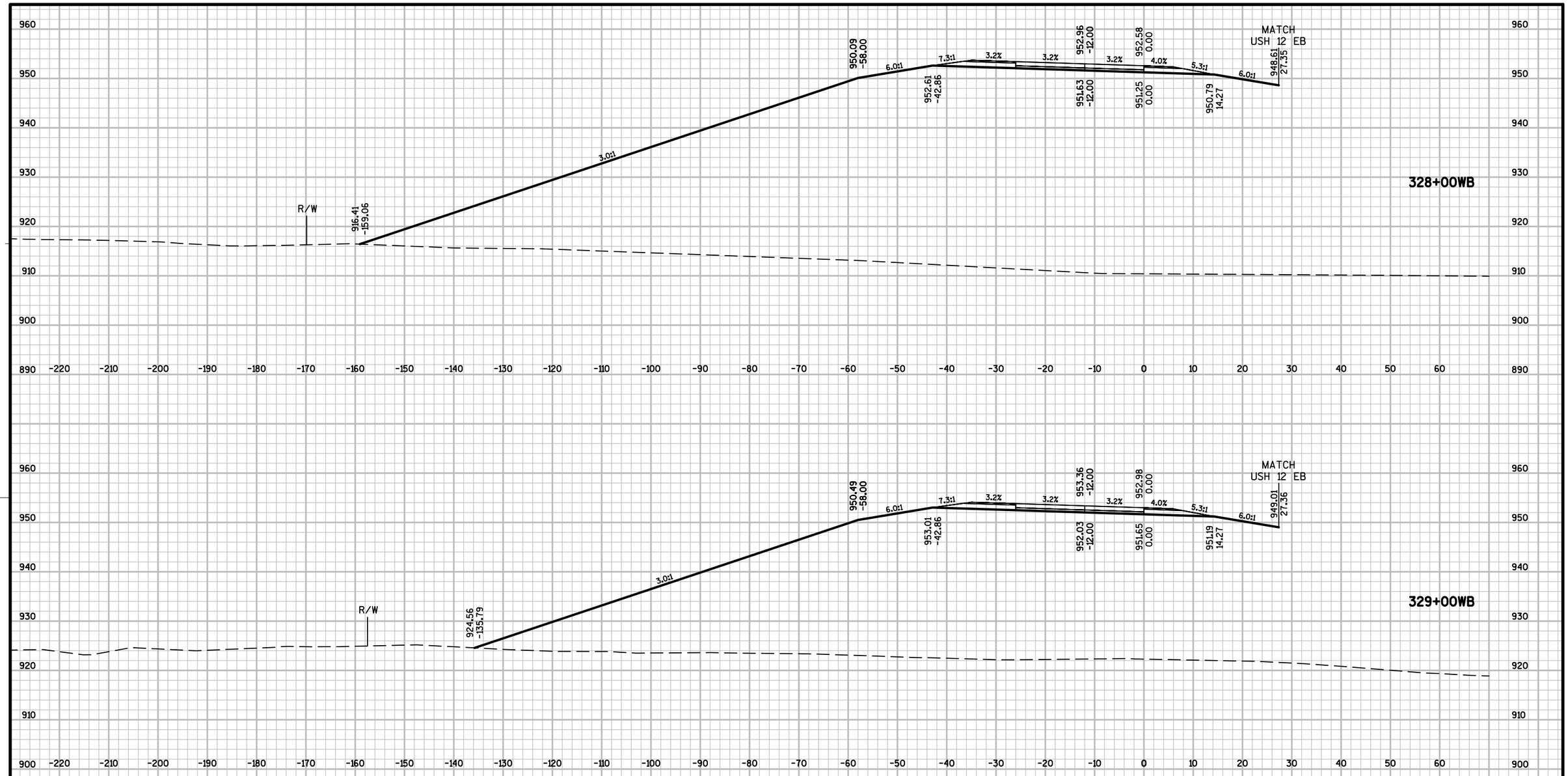


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 807	E

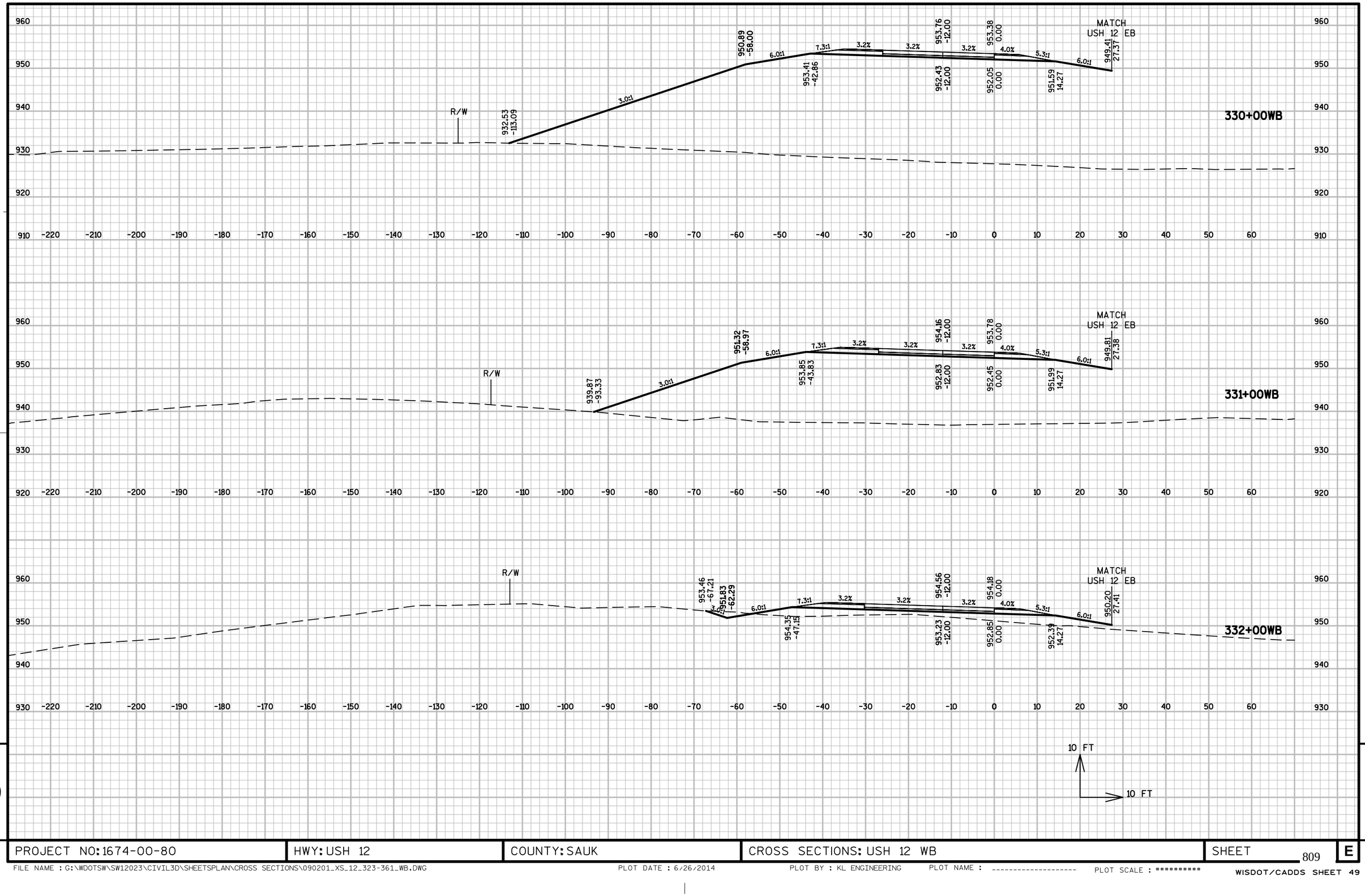
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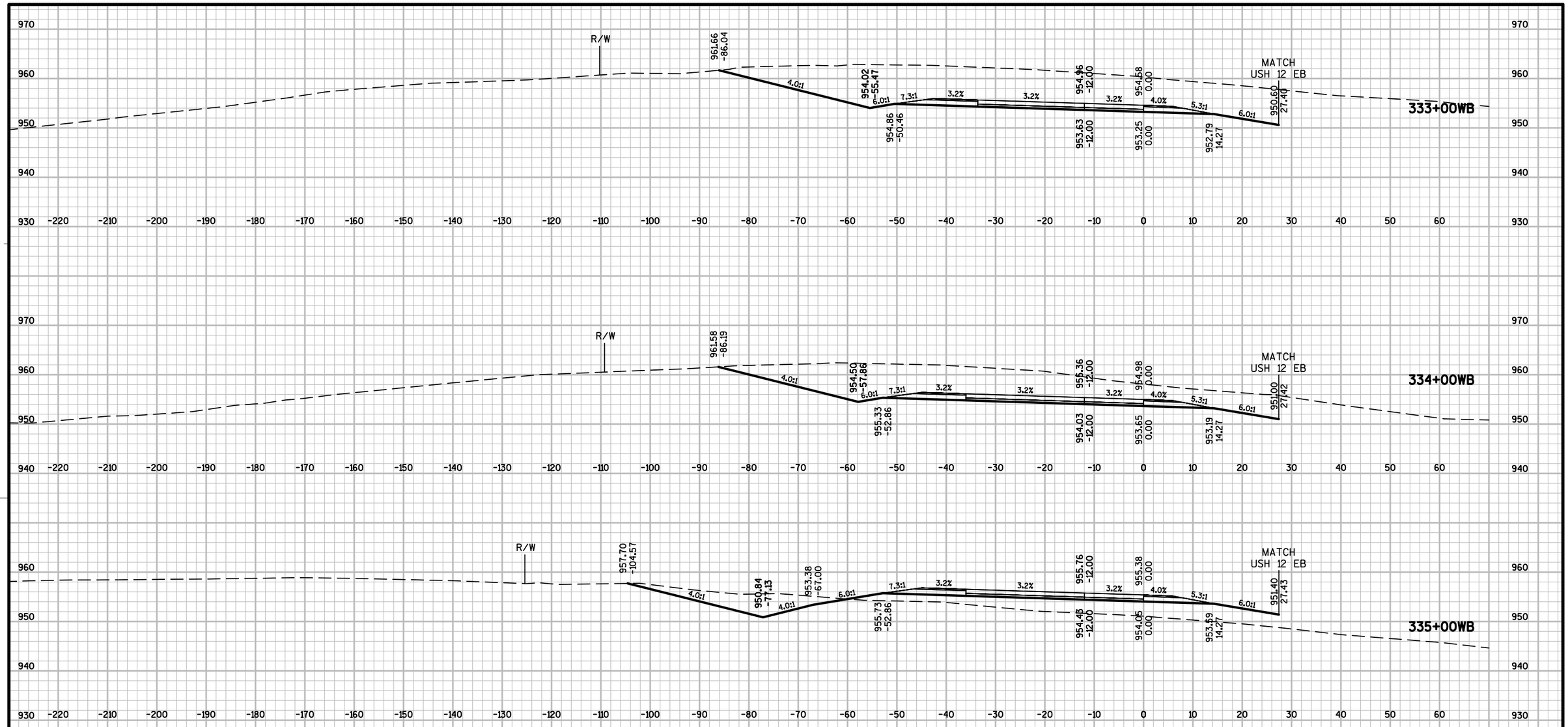
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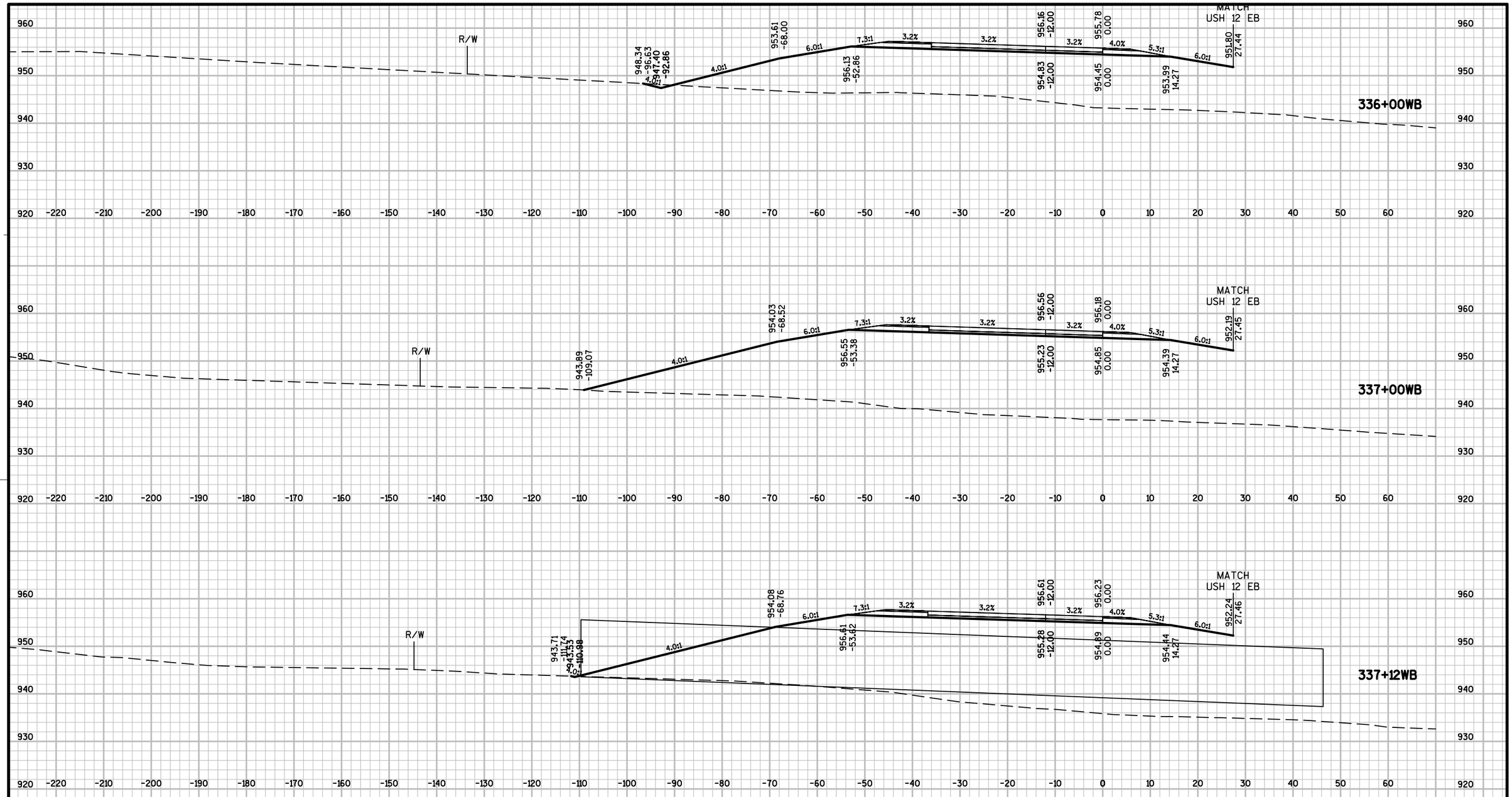
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 809	E



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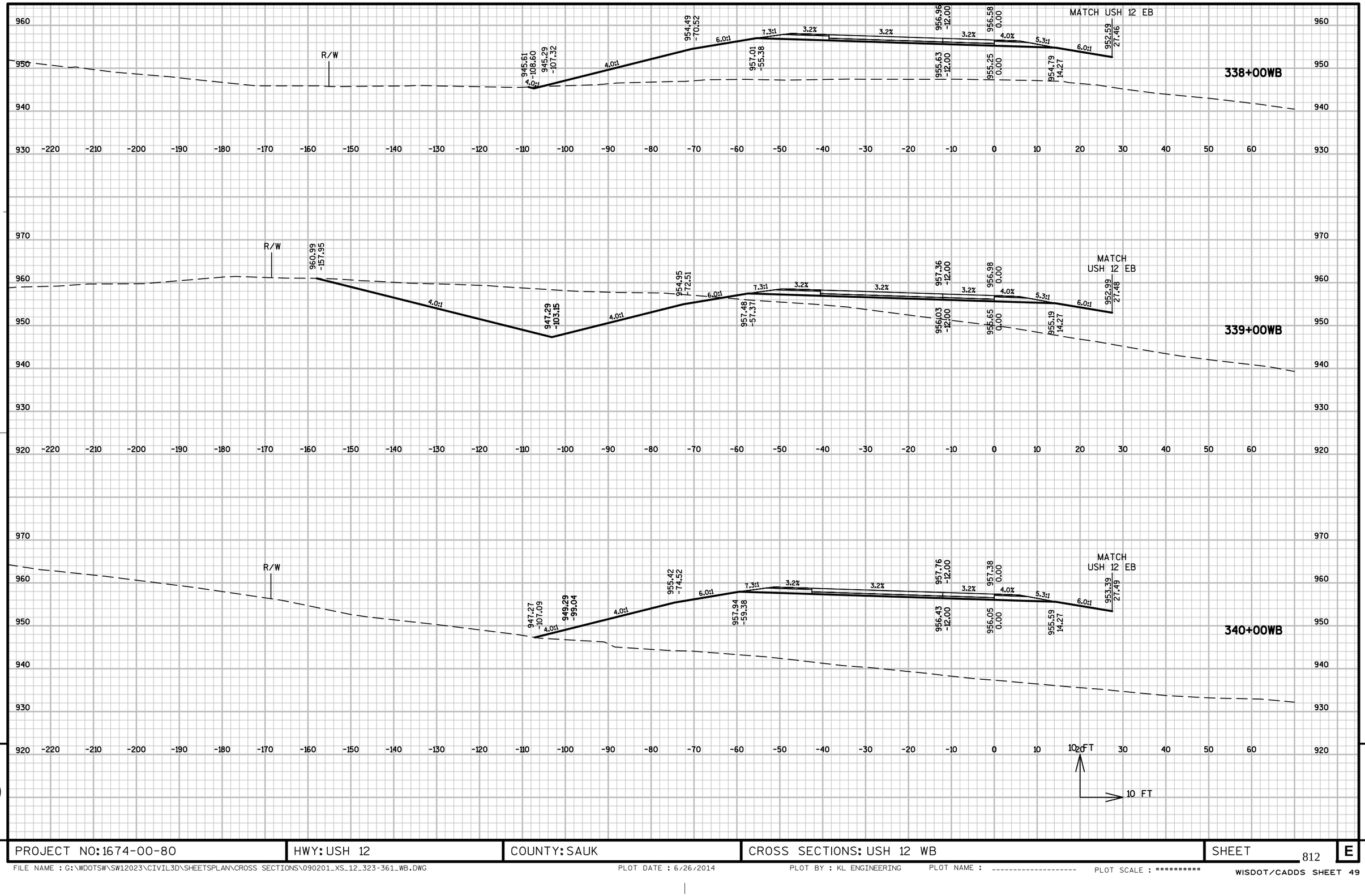
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 810	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 811	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

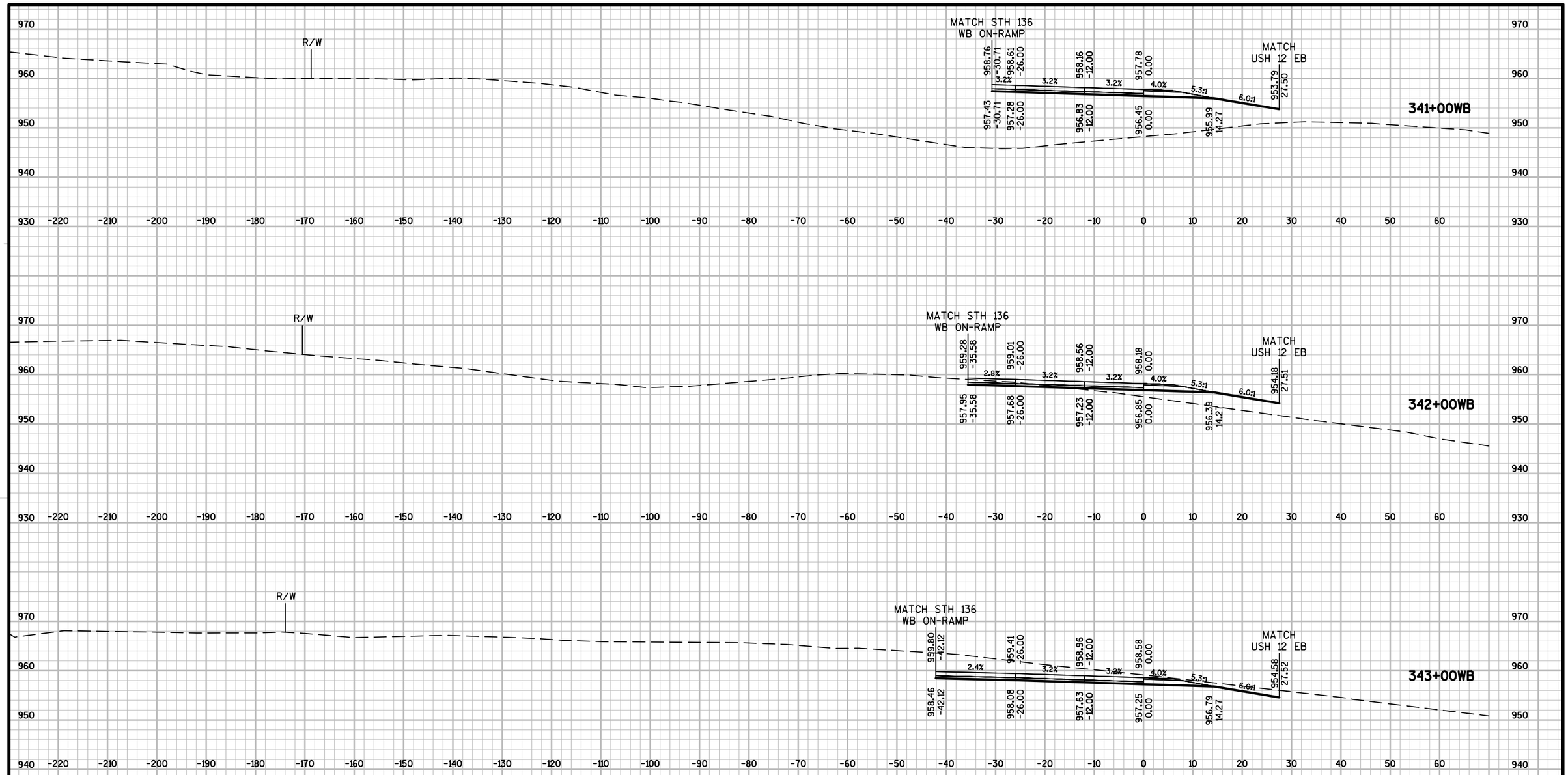


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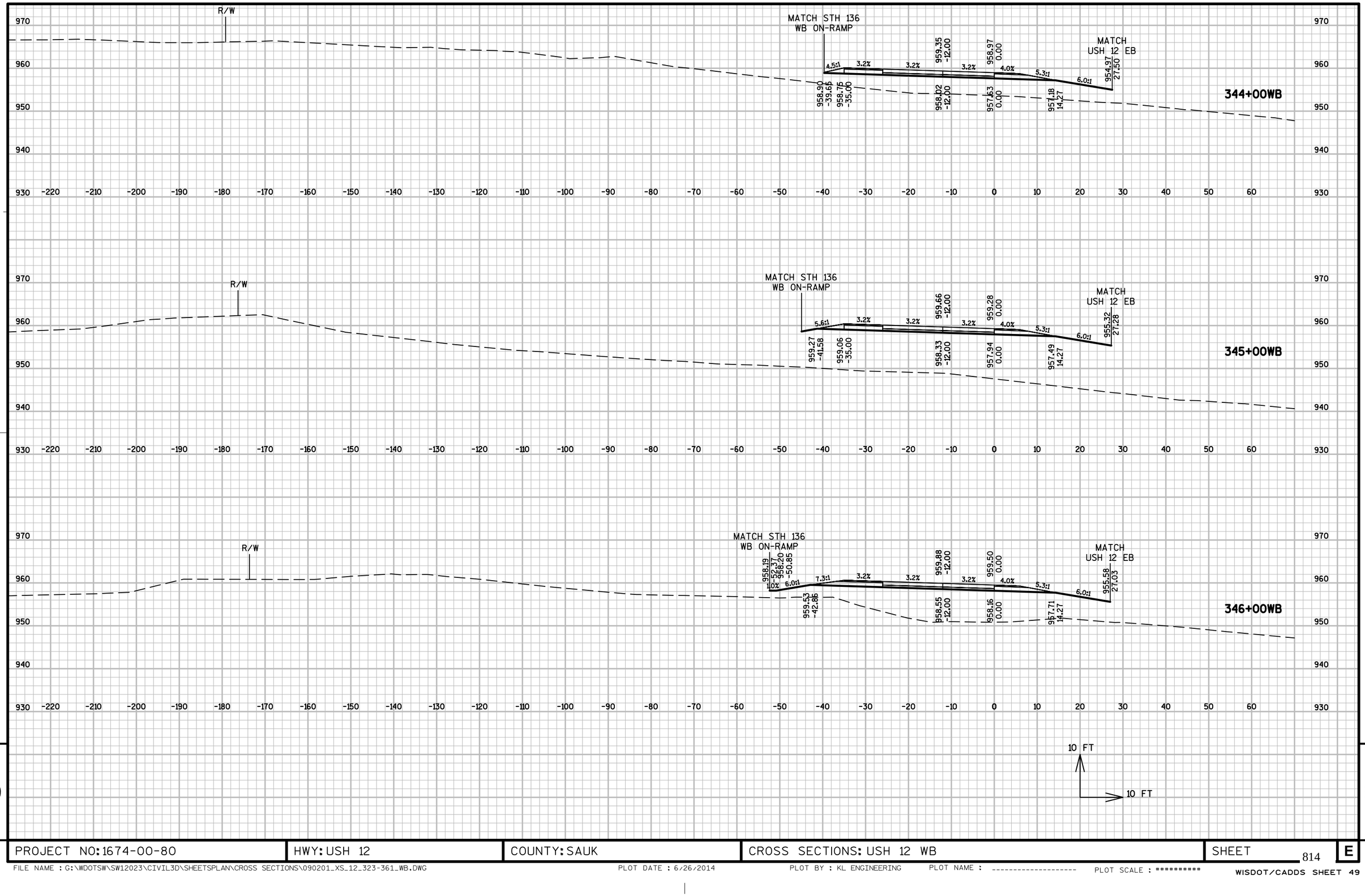
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 812	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



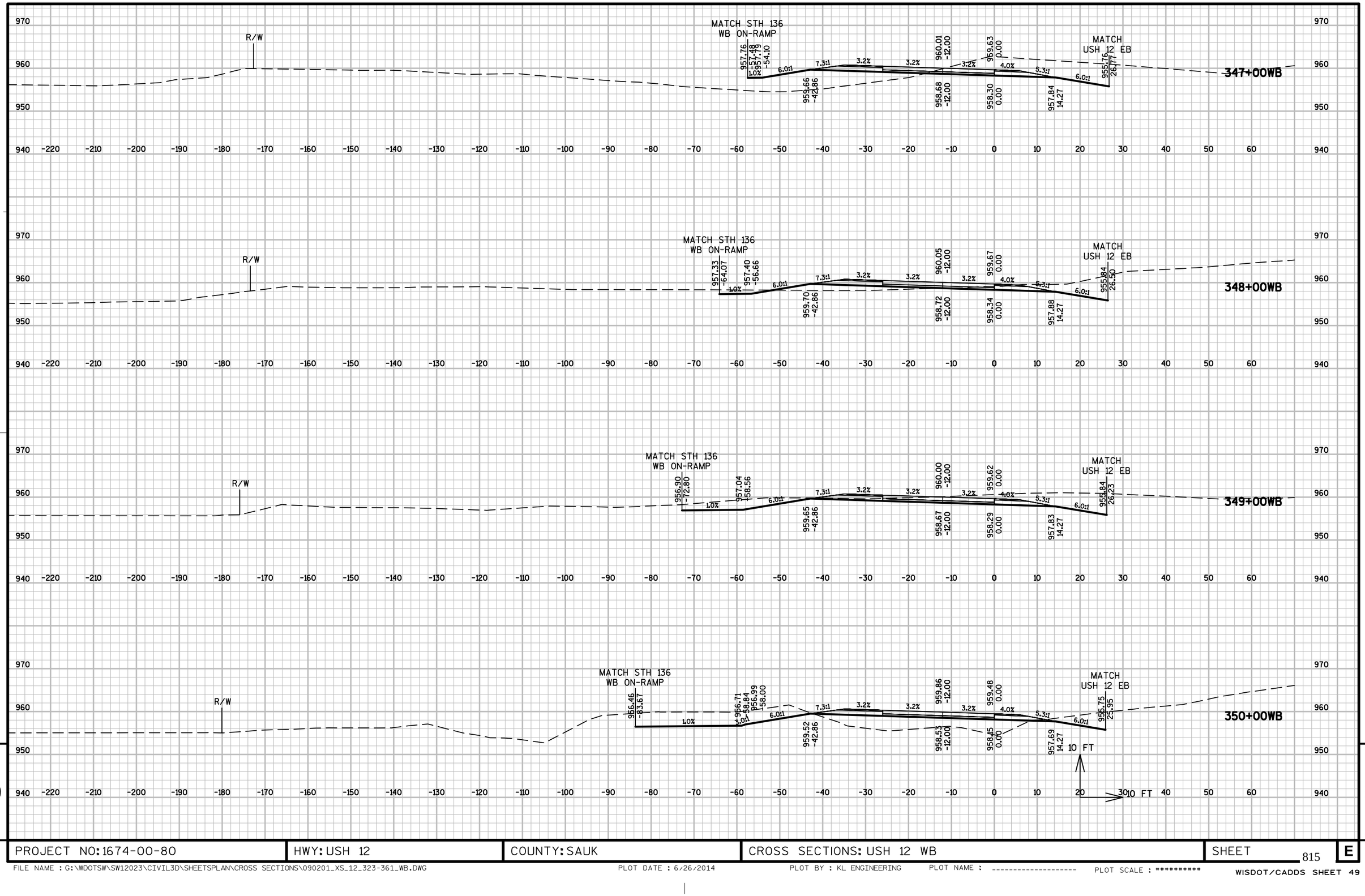
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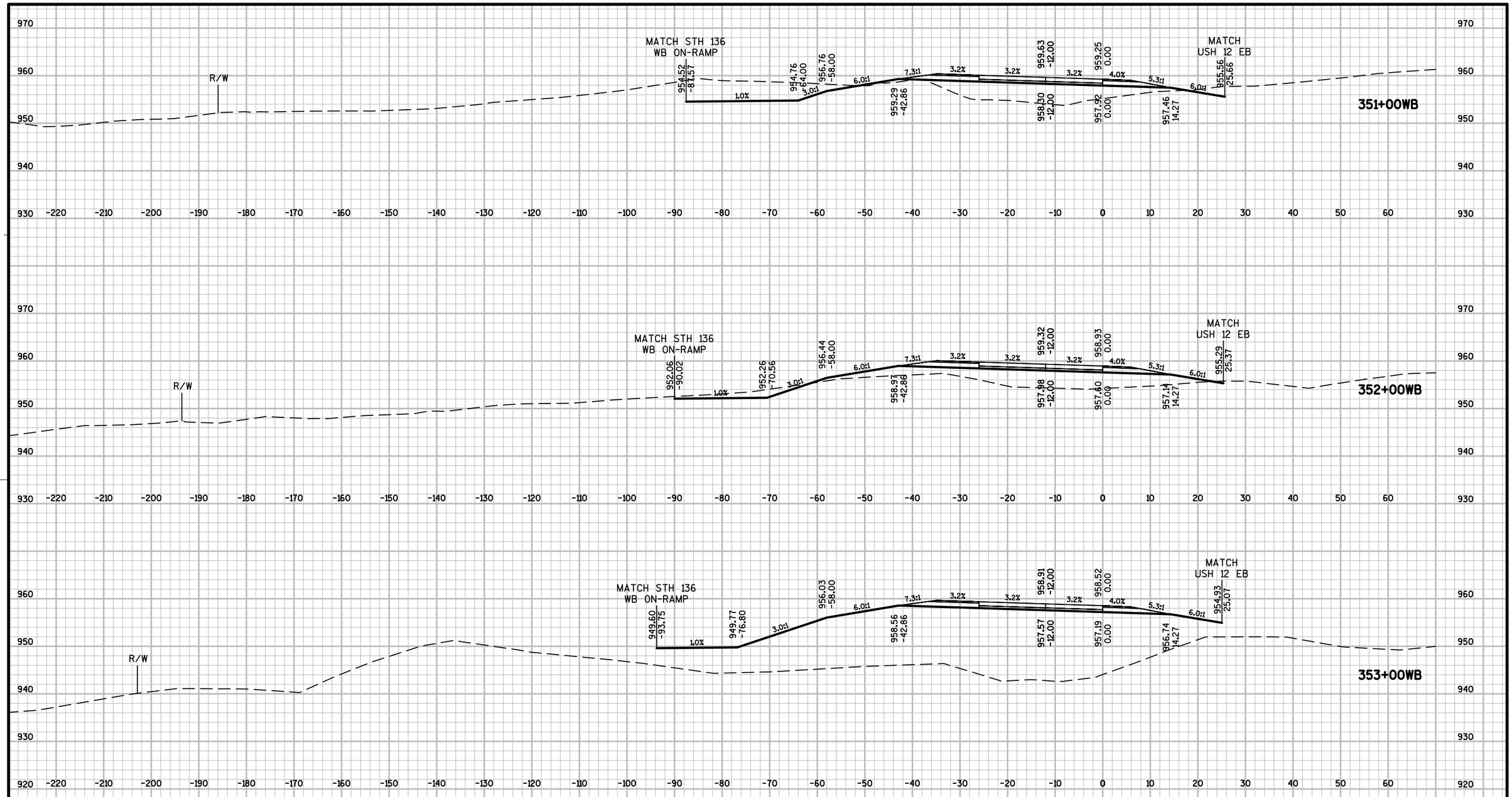
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 814	E

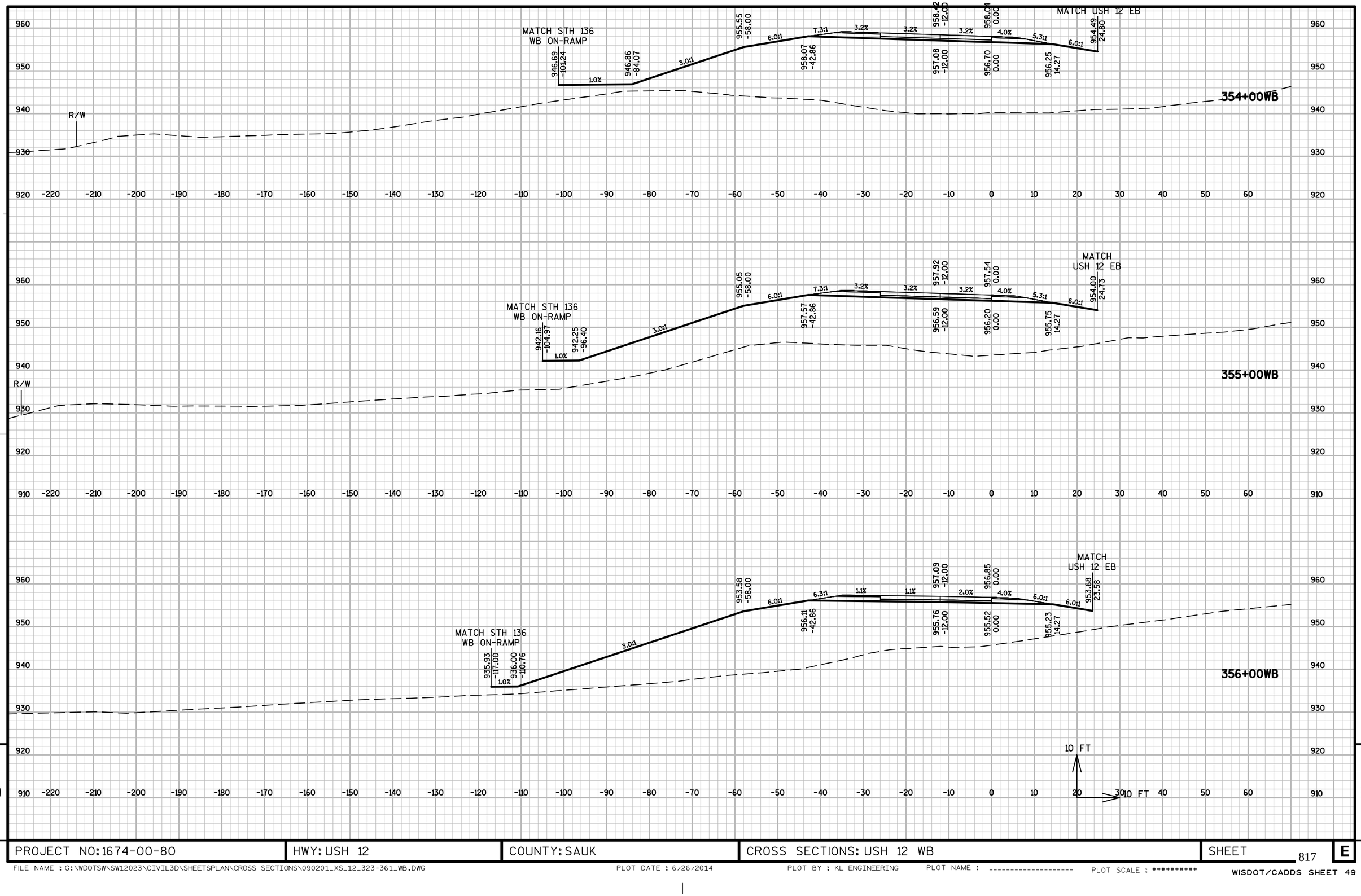


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 815	E



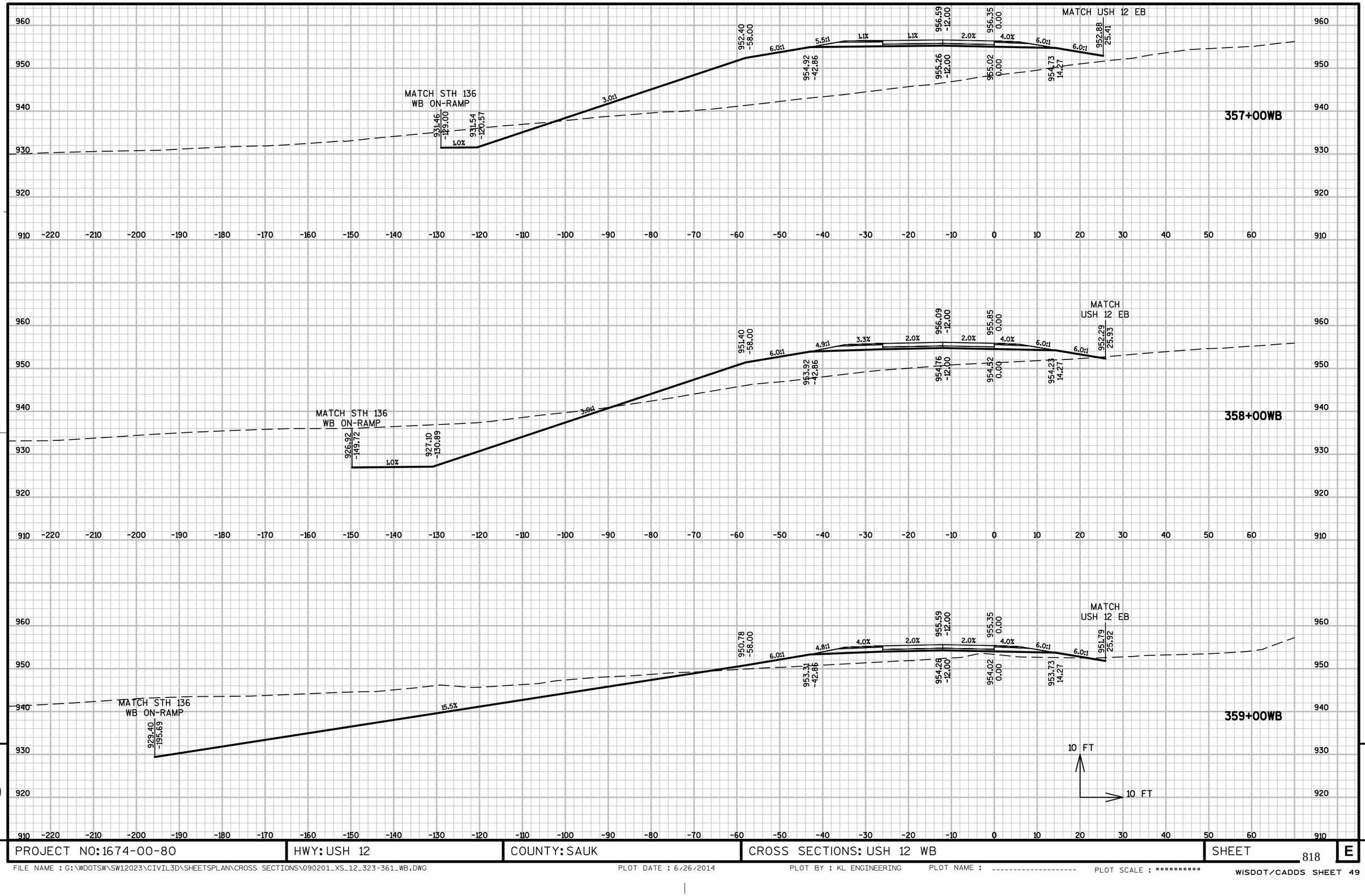
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 816	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 817	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

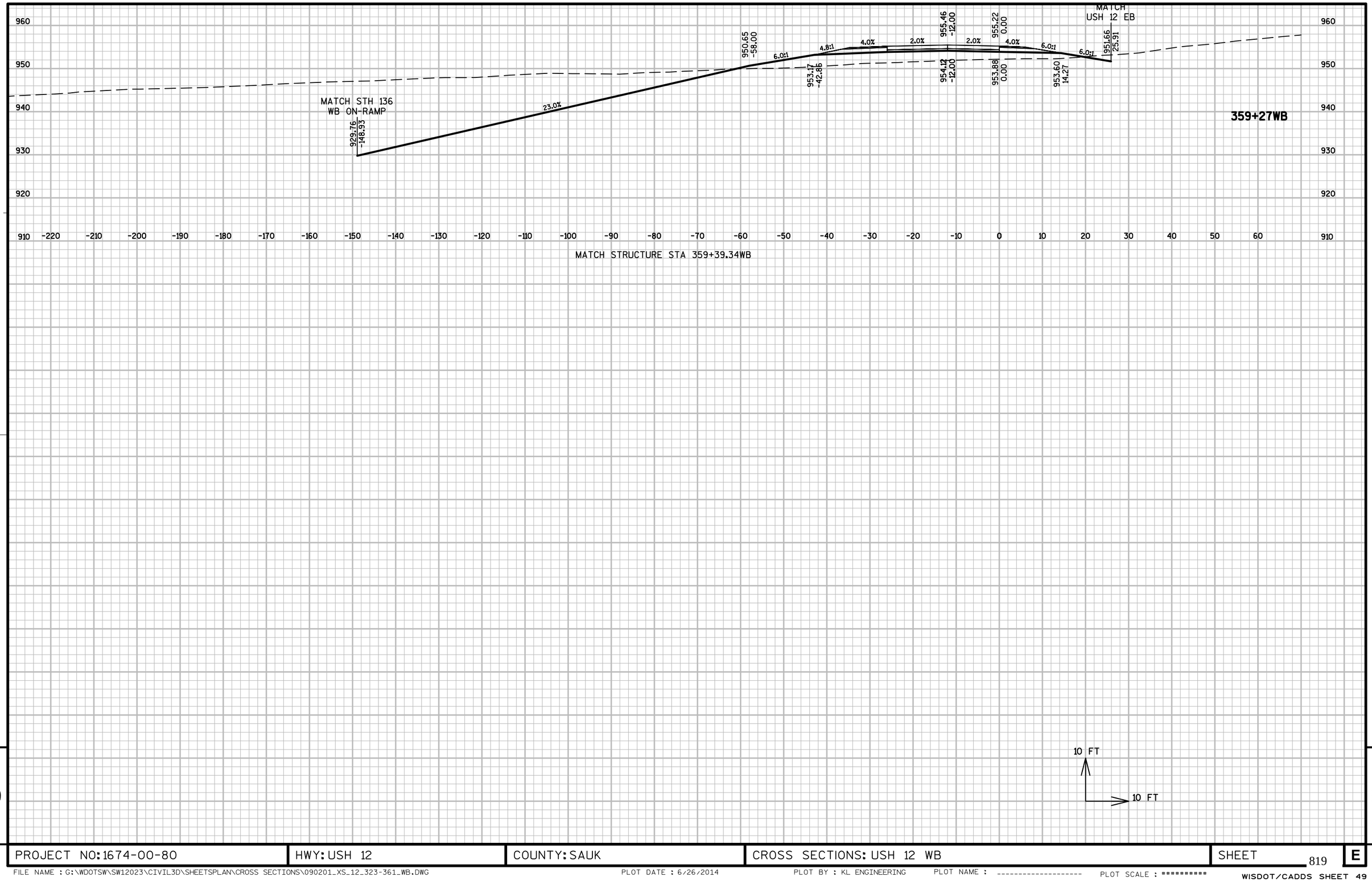


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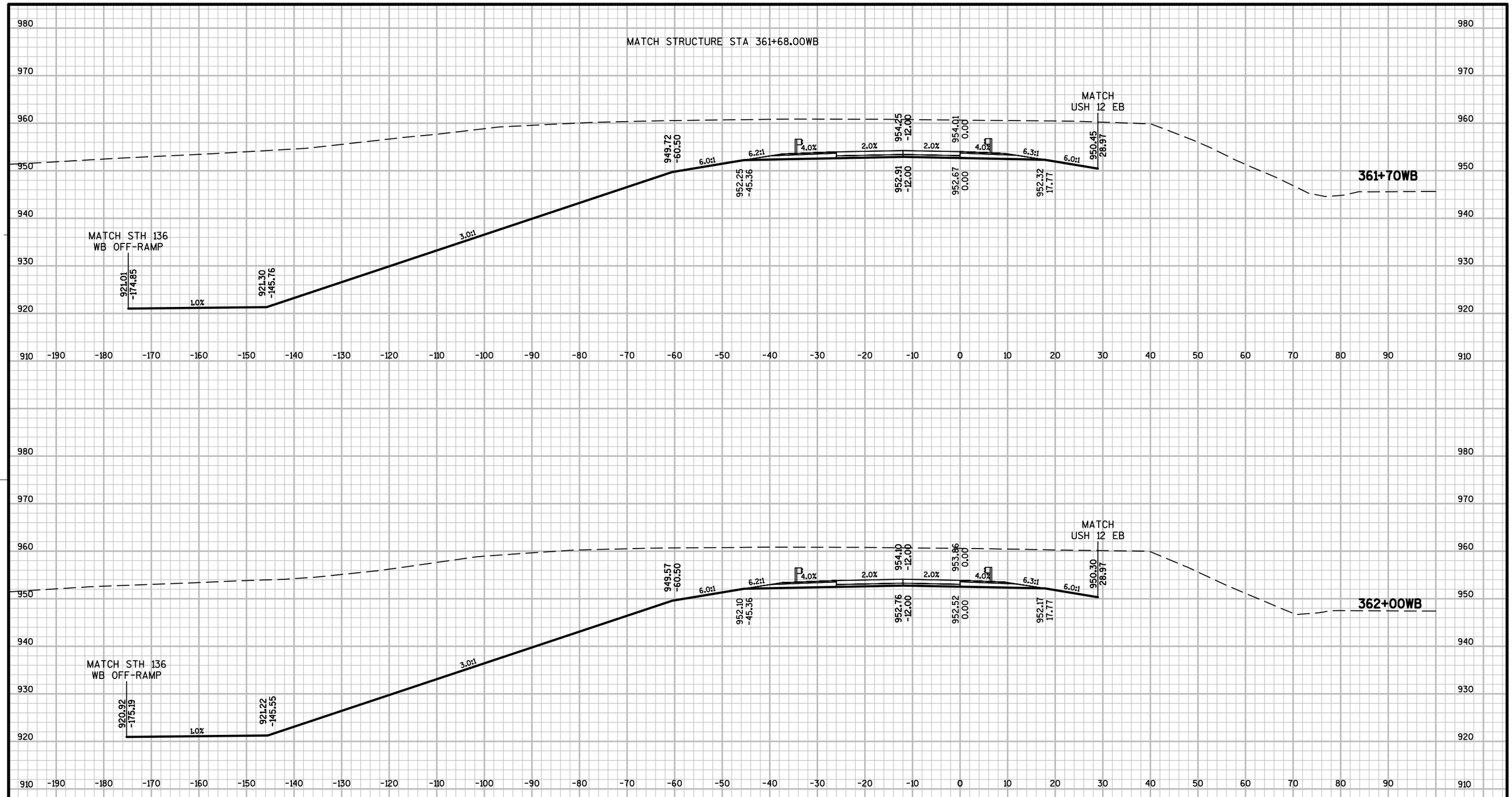
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 818	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



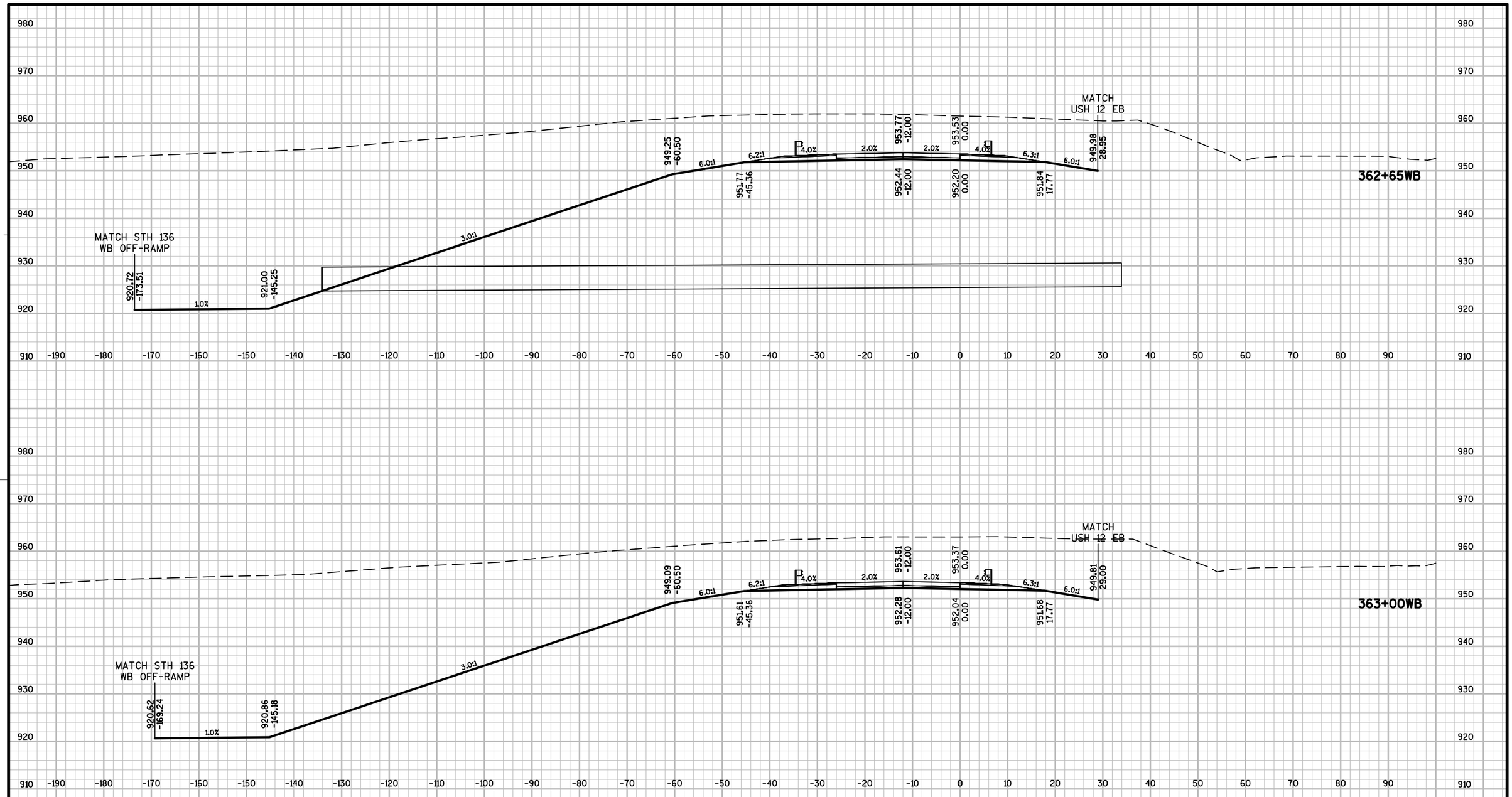
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 820	E

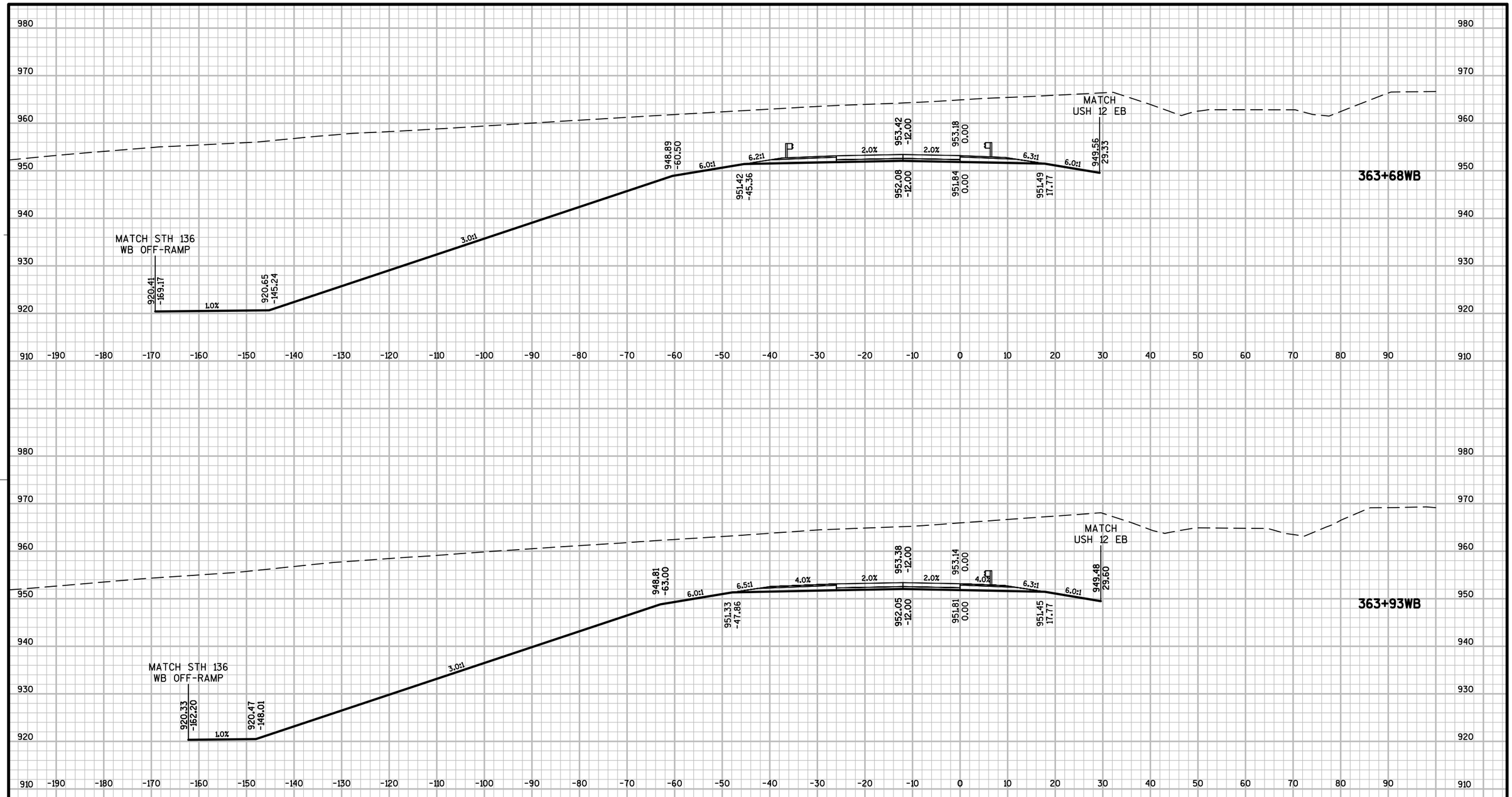
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 821	E

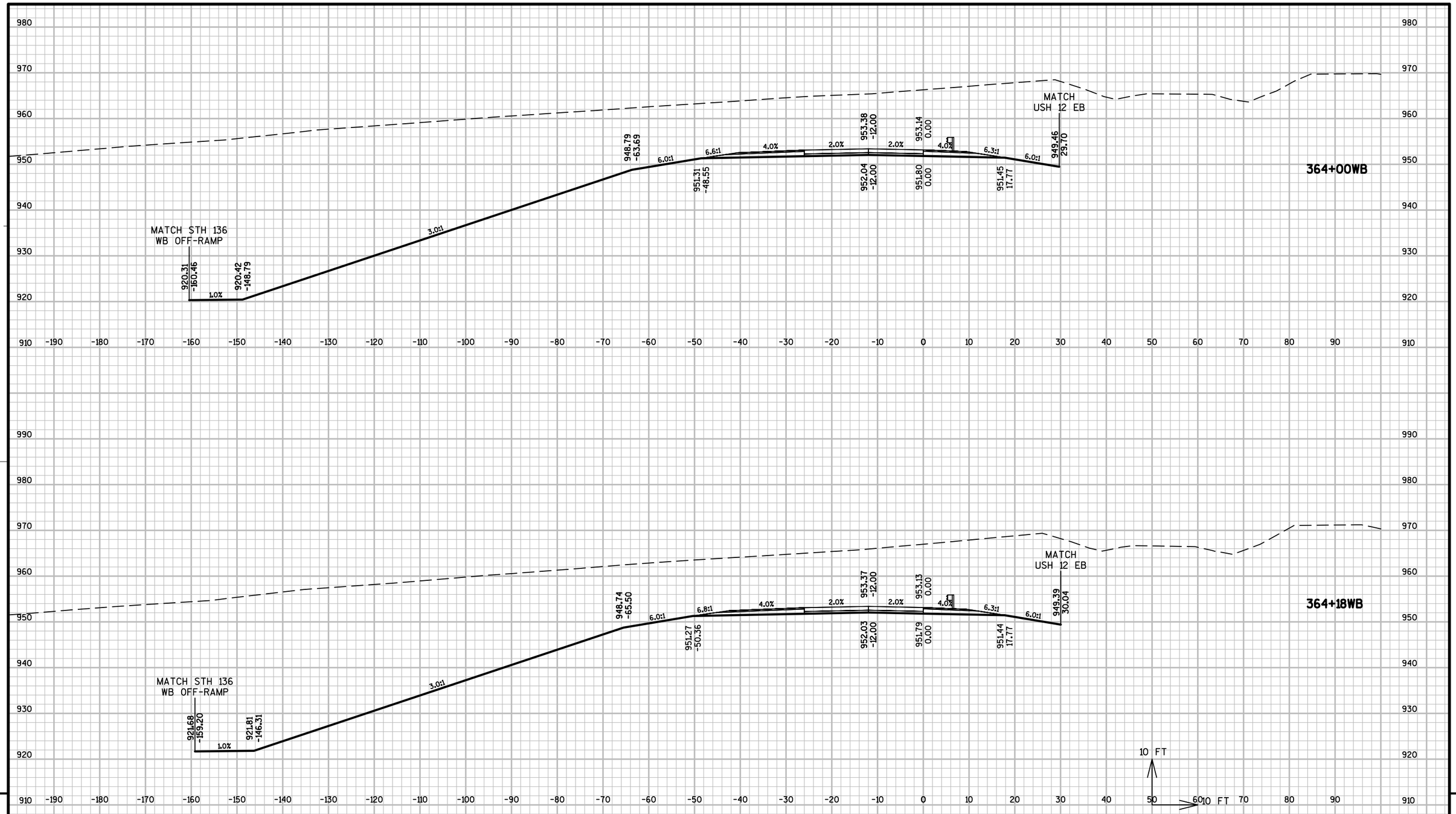


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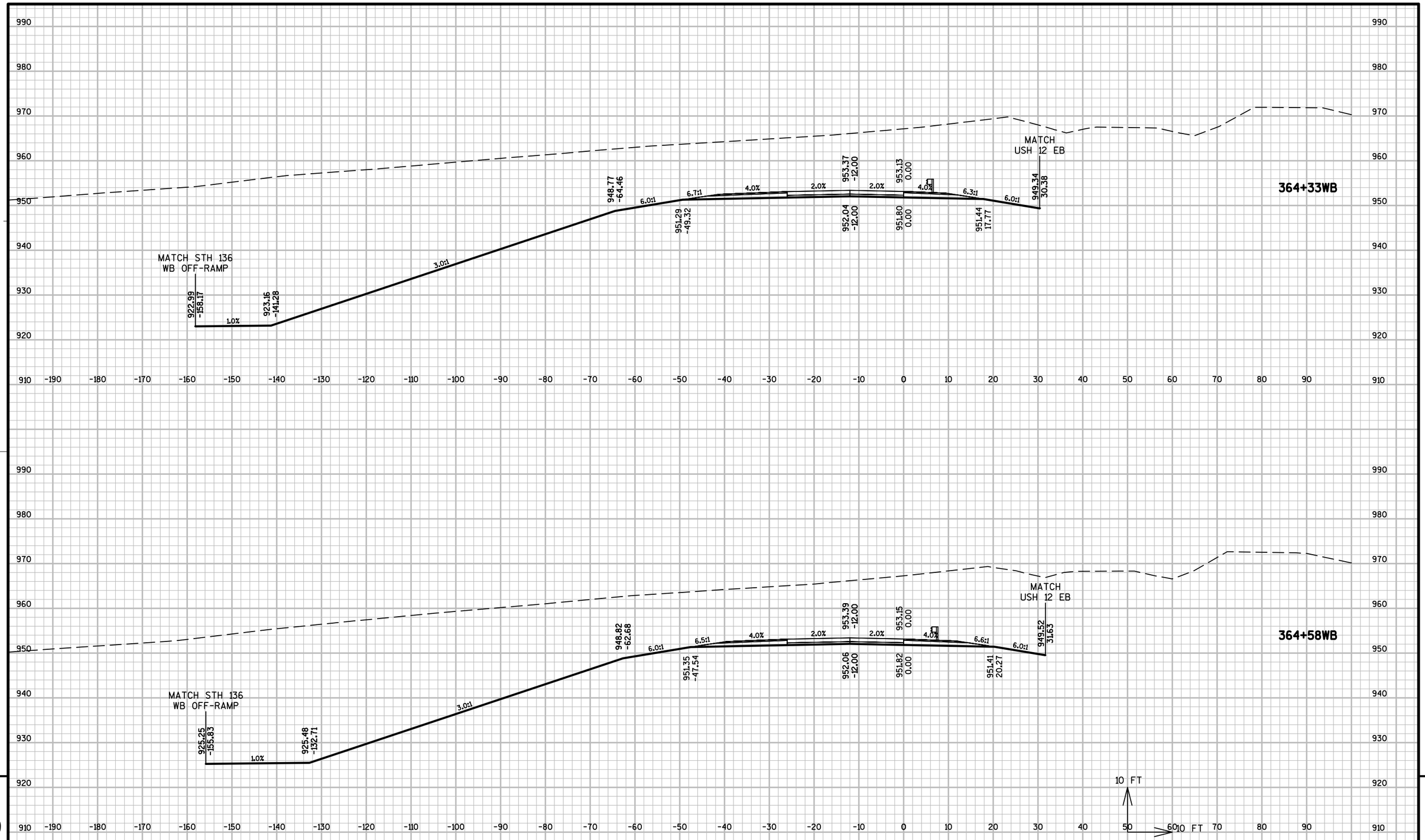
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 822	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



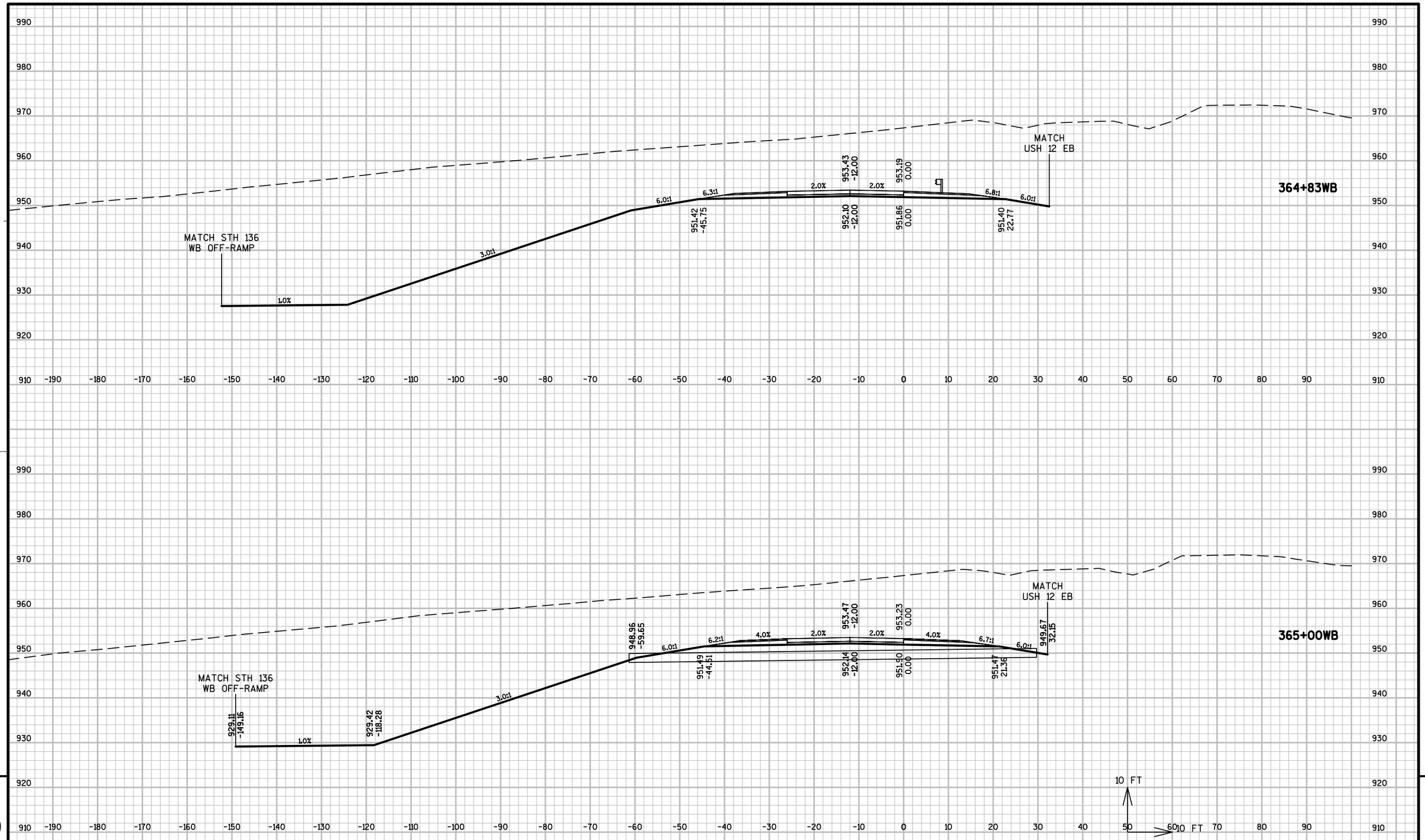
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 823	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 824	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

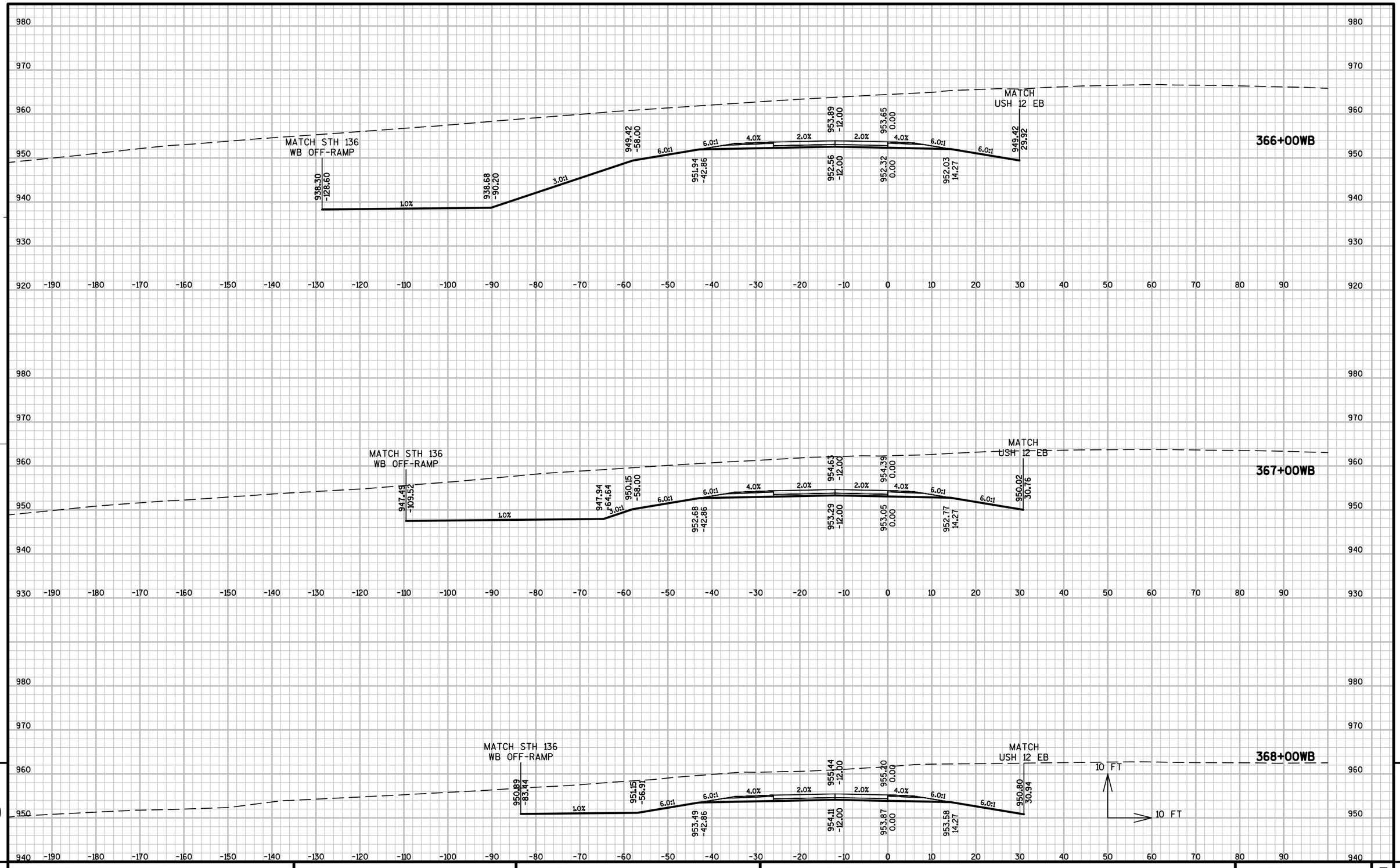


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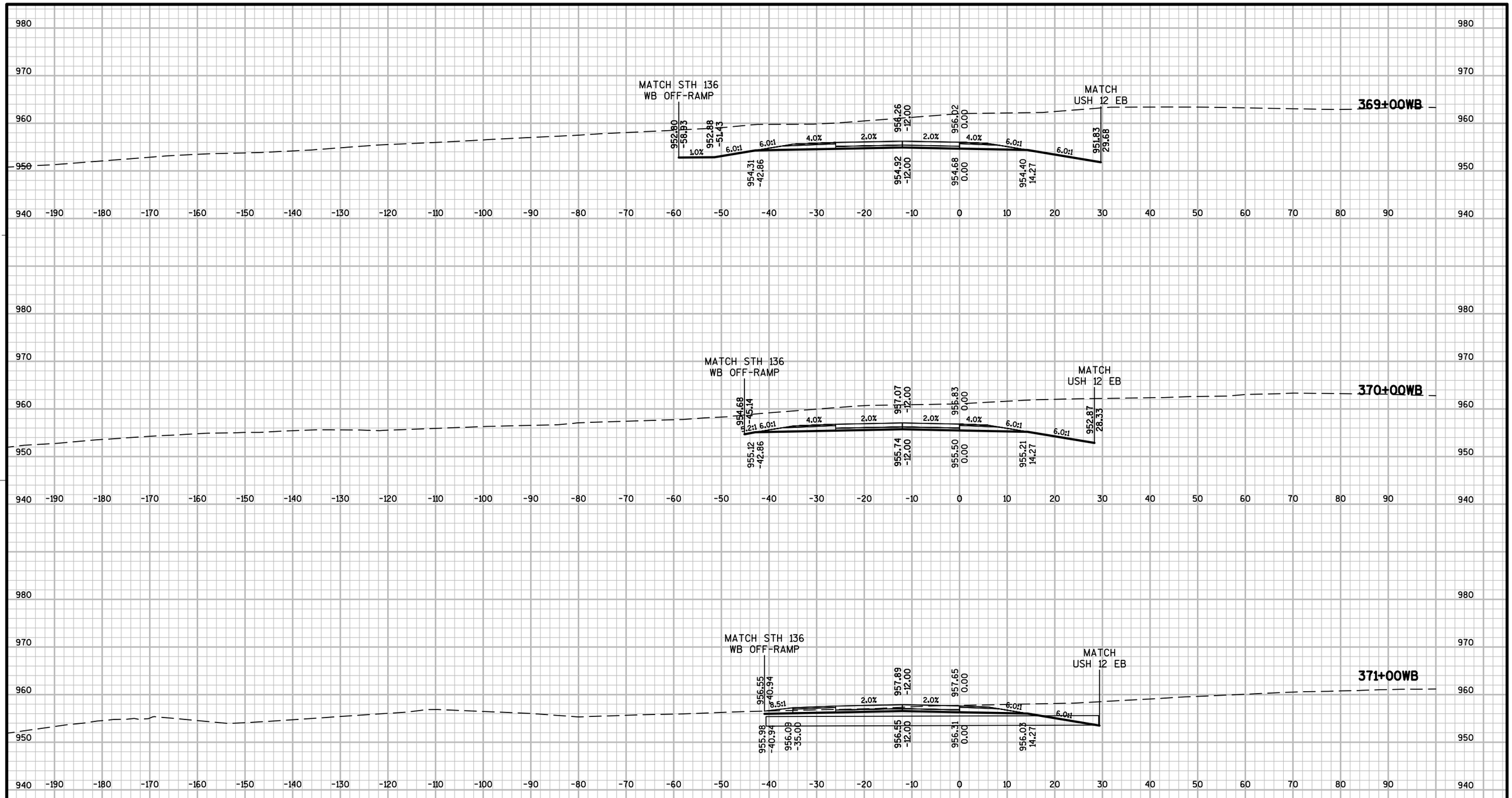
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 825	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 826	E

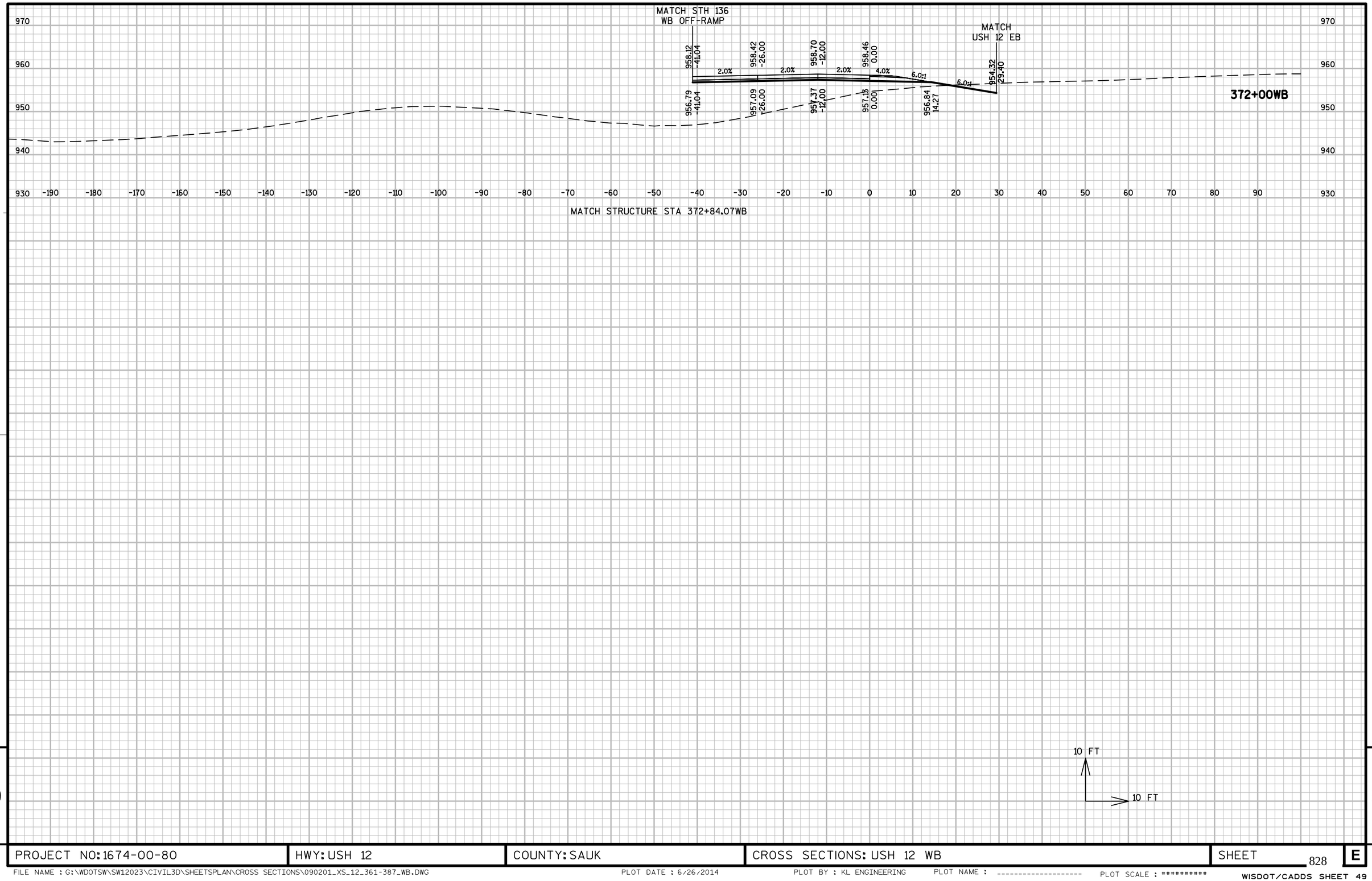
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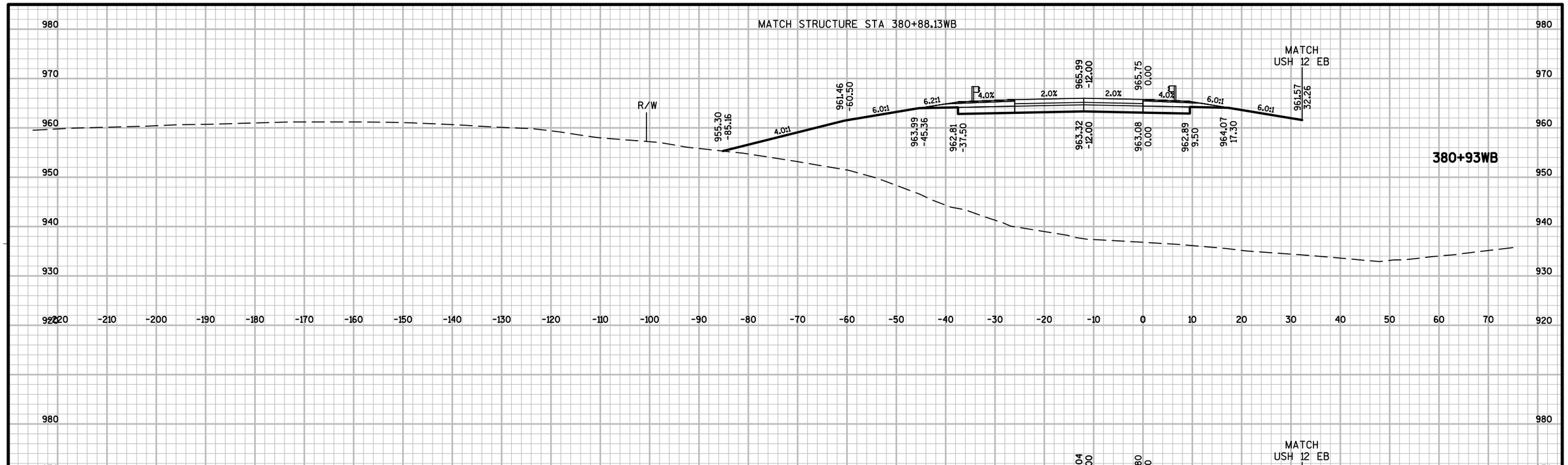
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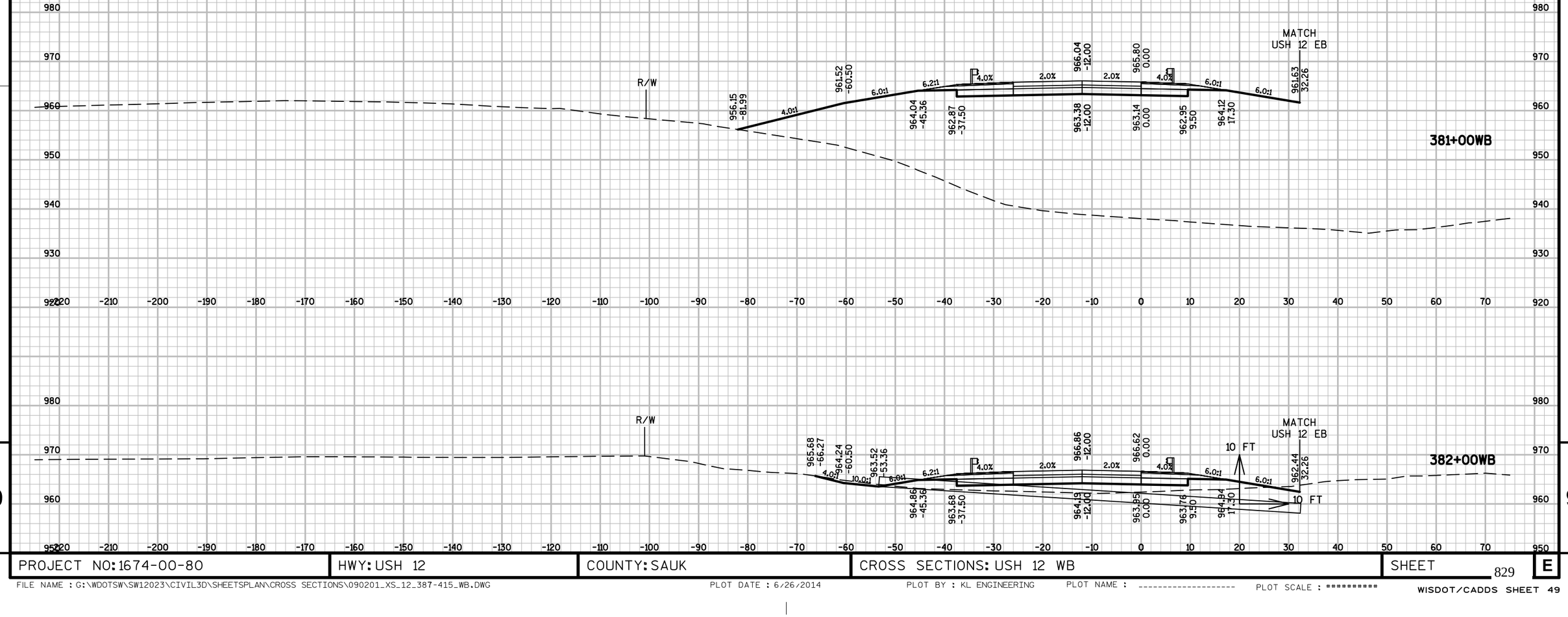
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 827	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 828	E

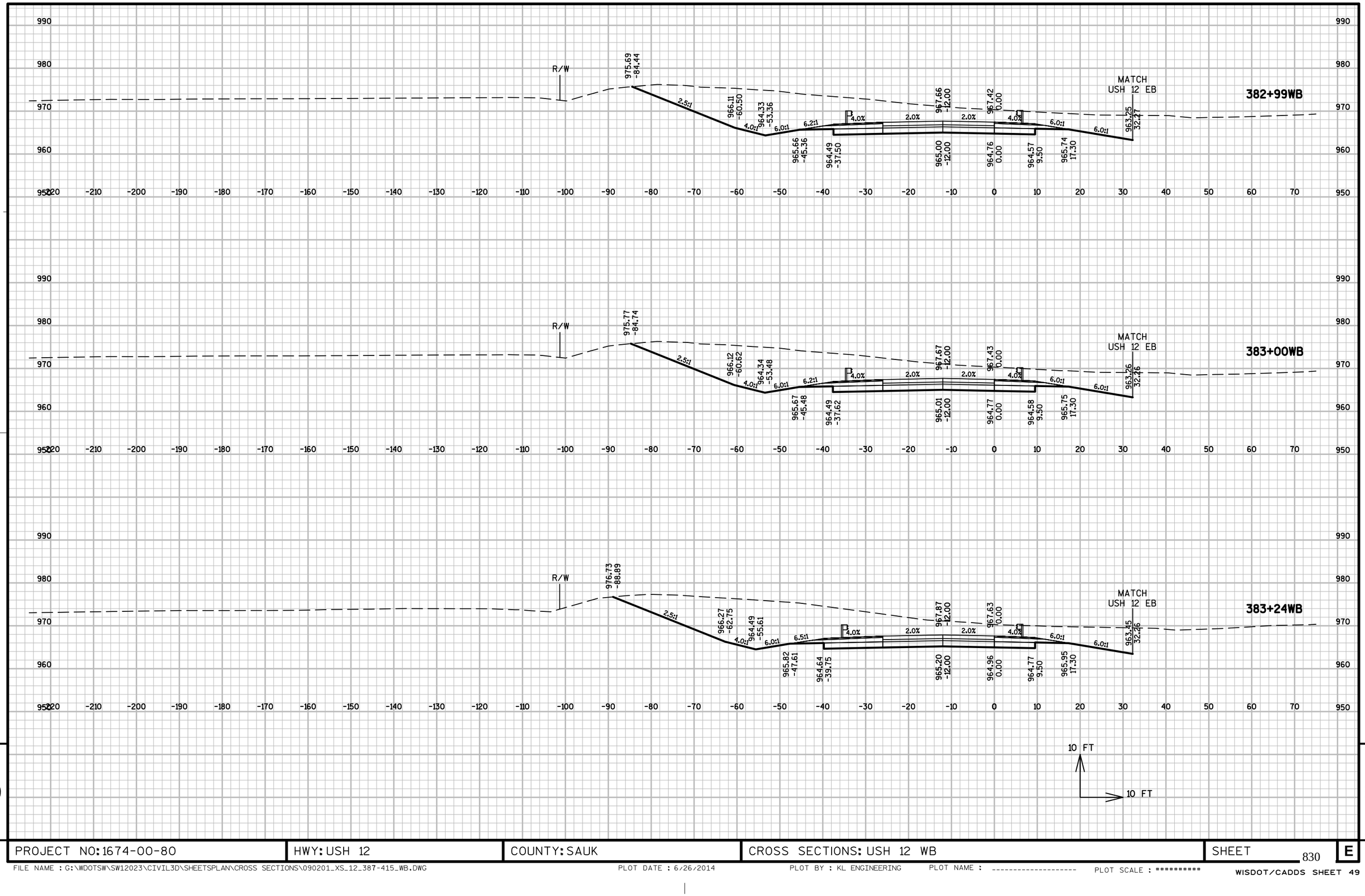




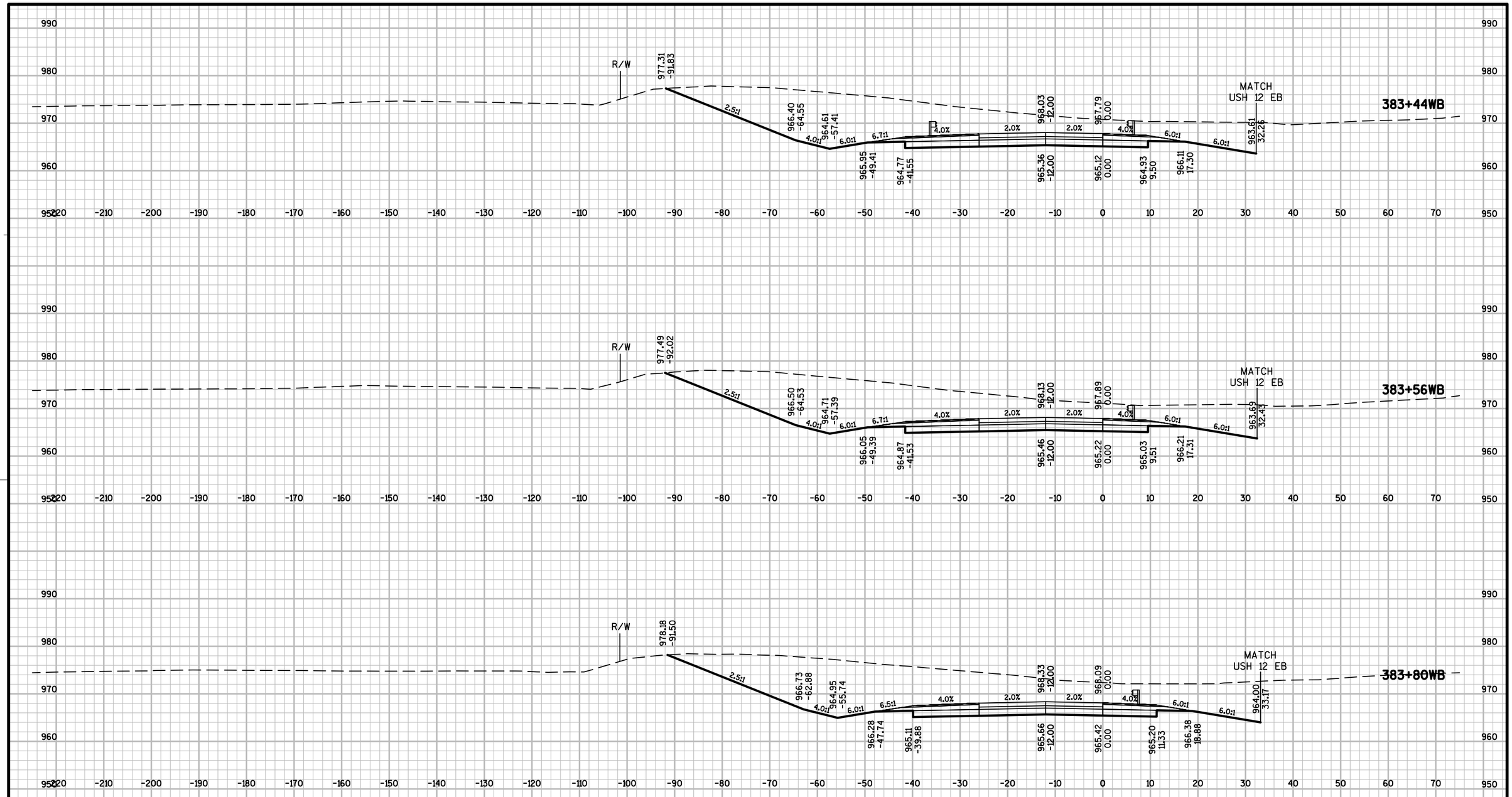
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 829	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 830	E

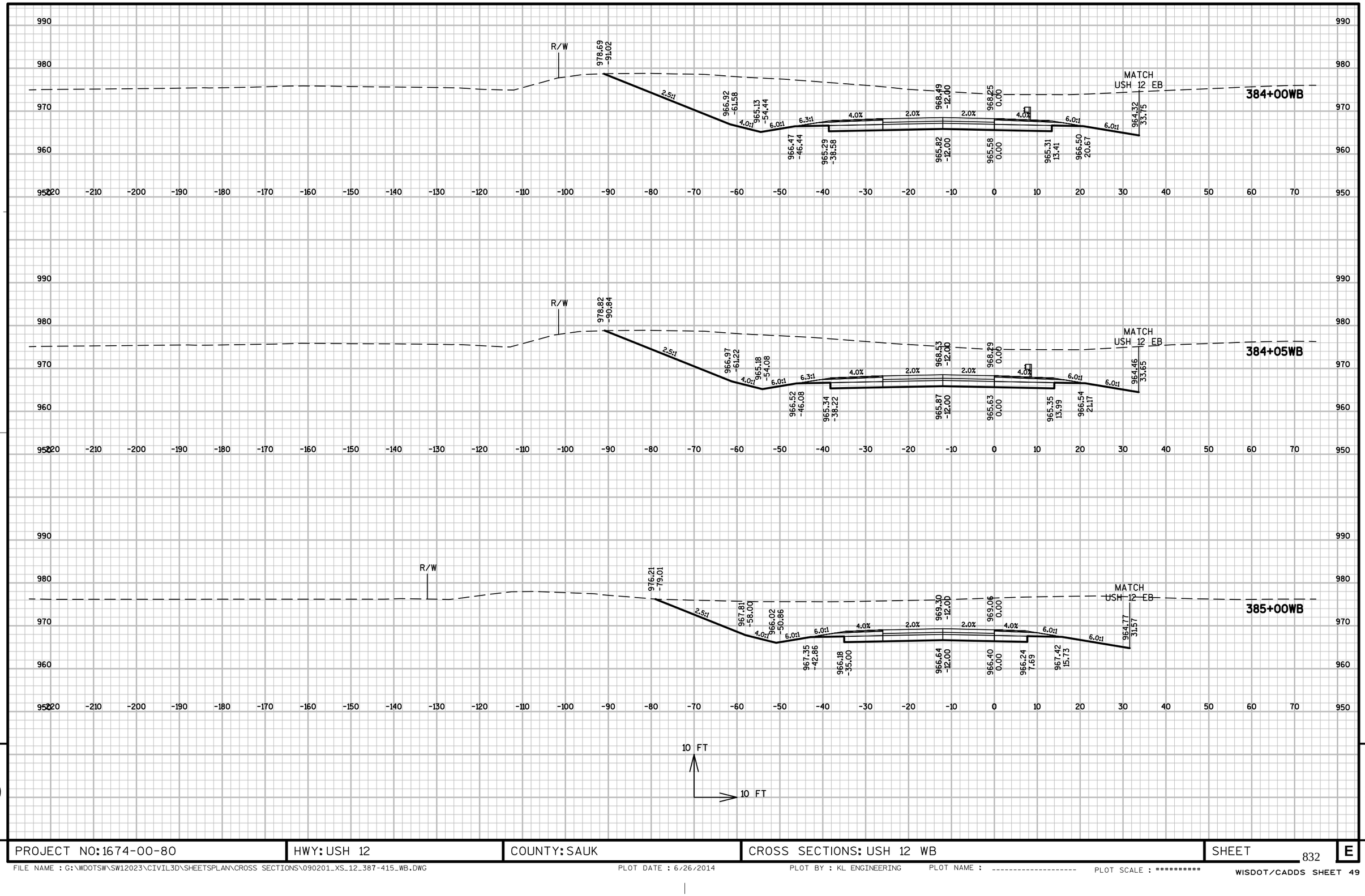


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 831	E

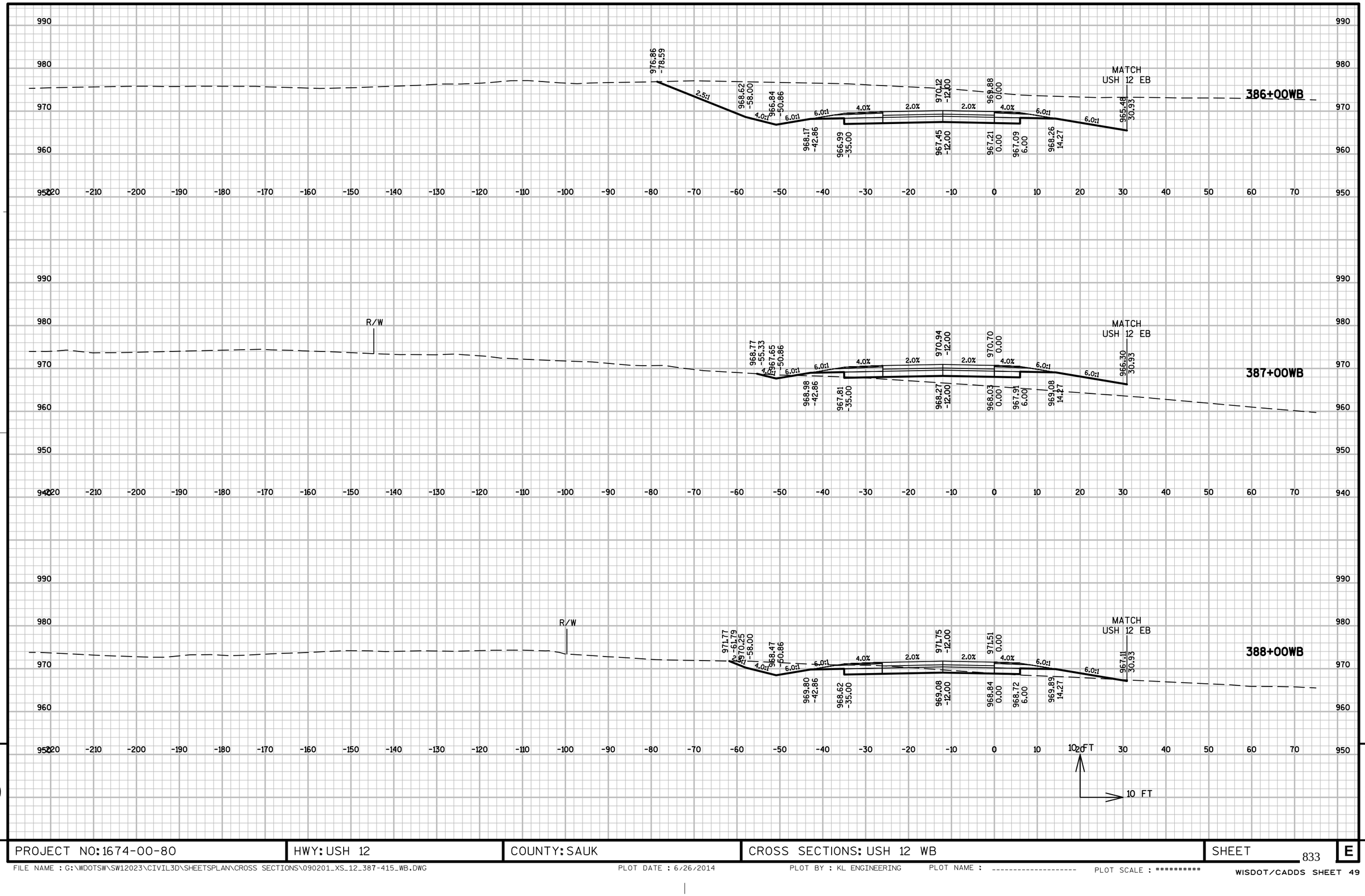
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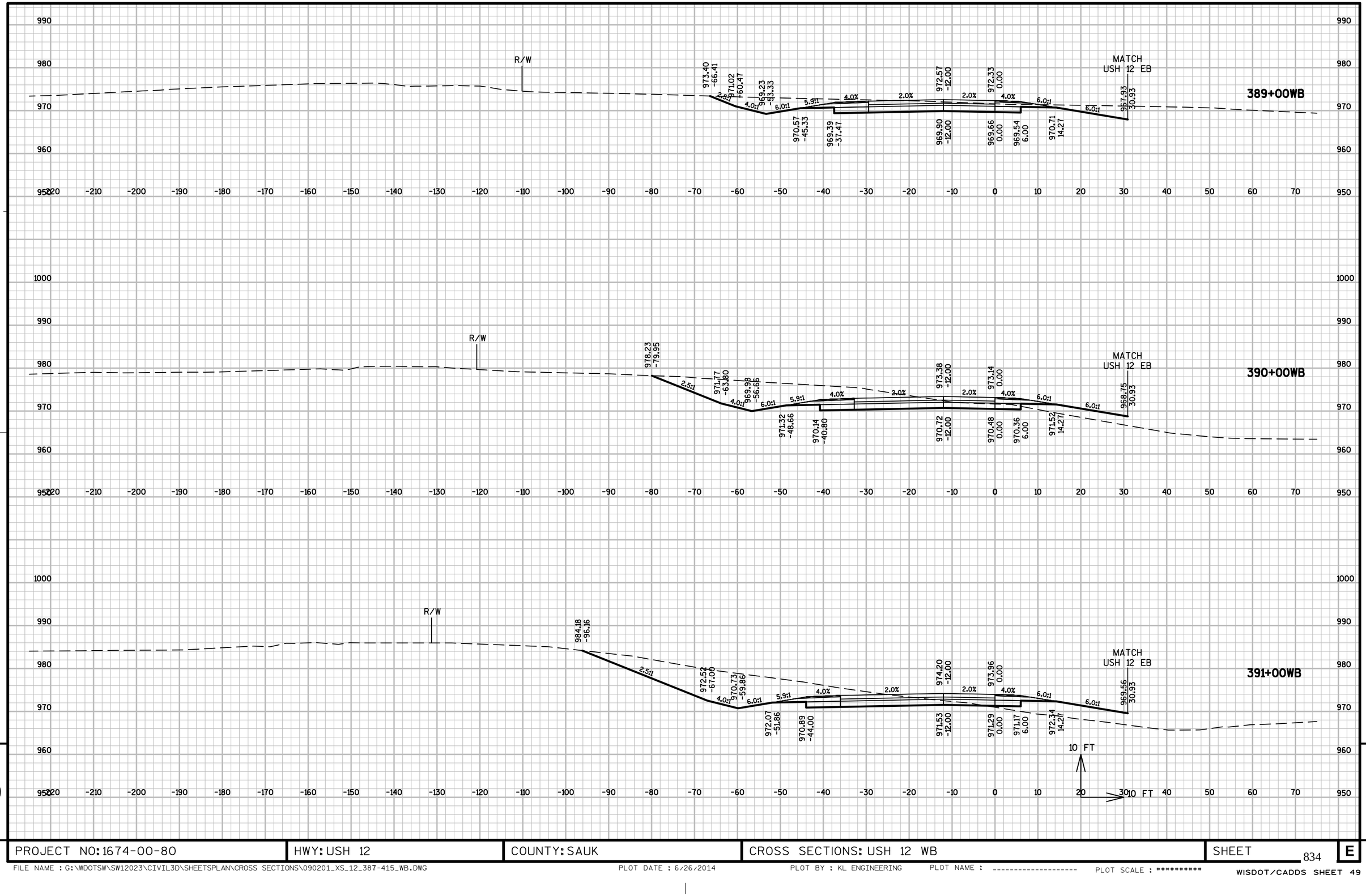
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 832	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 833 E

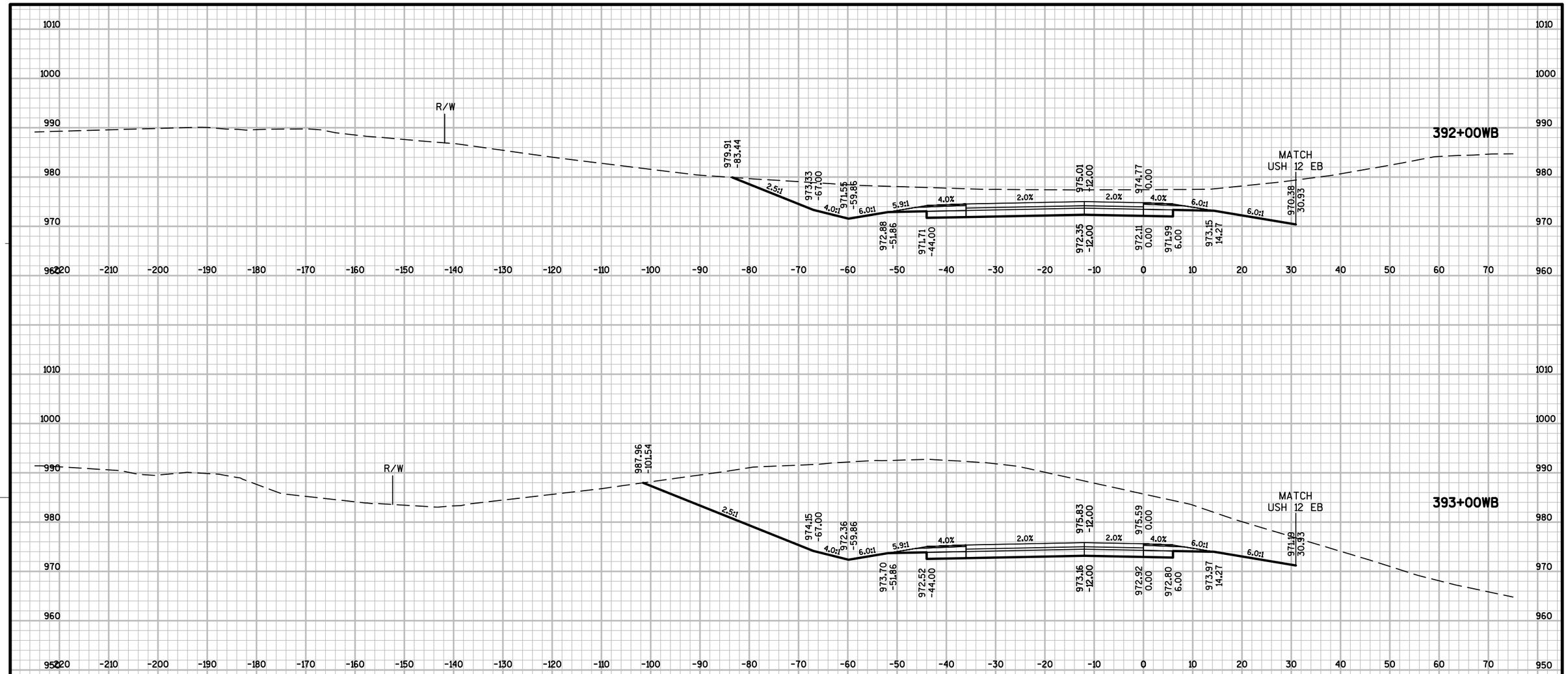
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

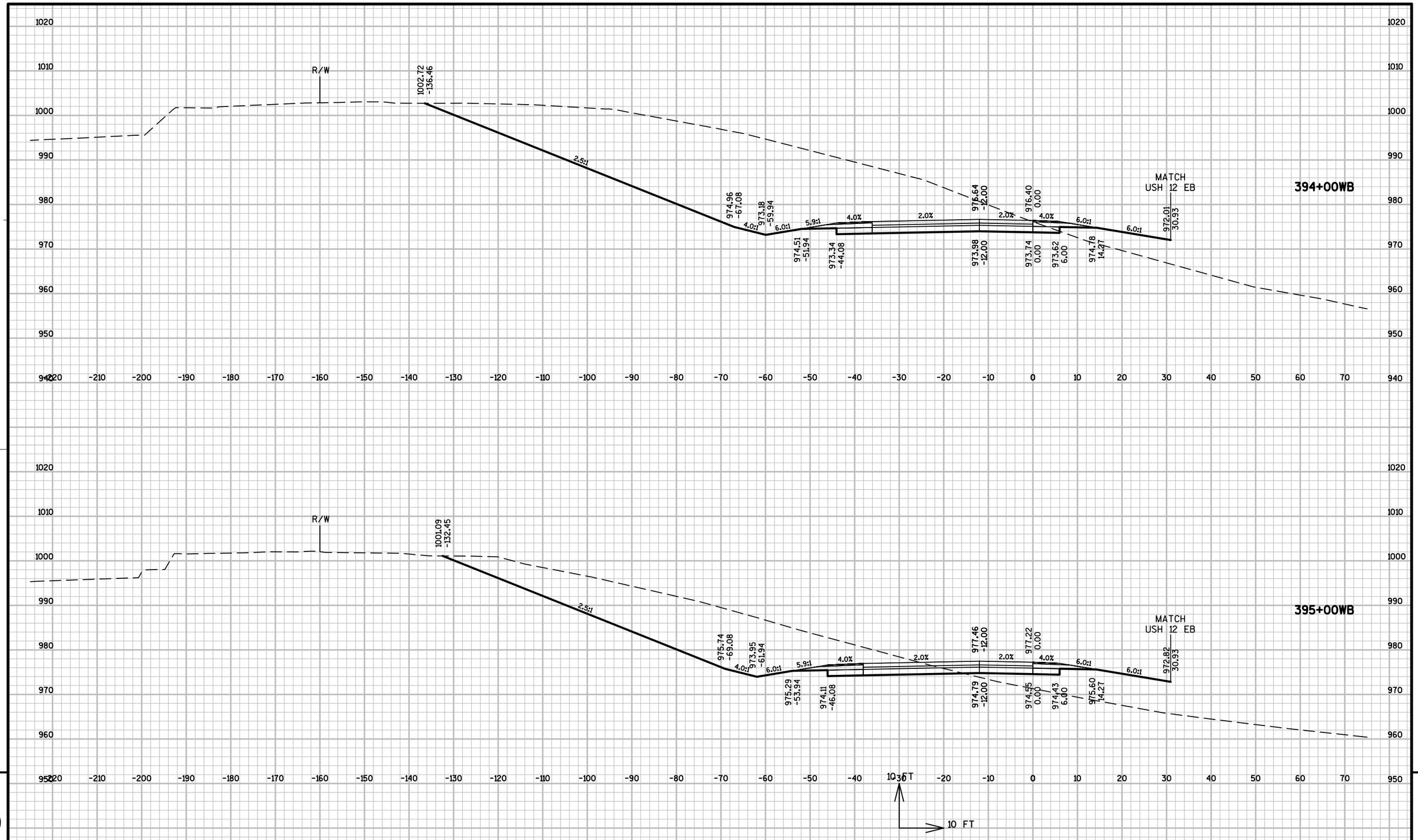


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 834	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

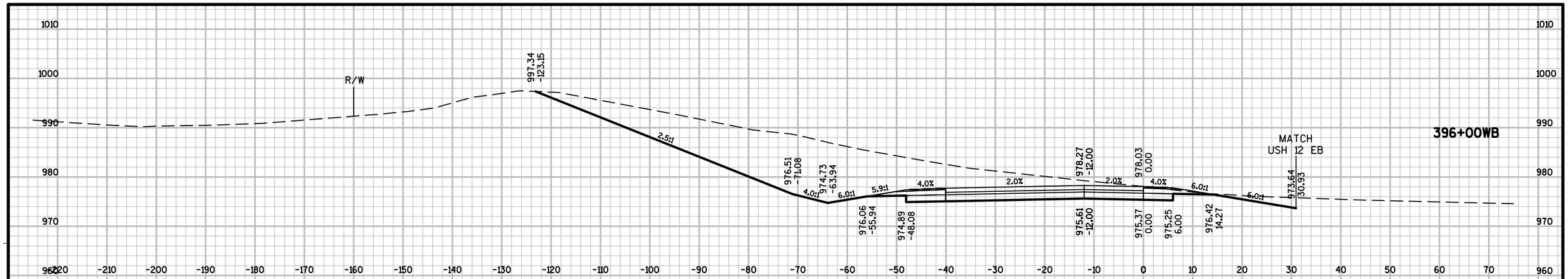


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 835	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 836	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





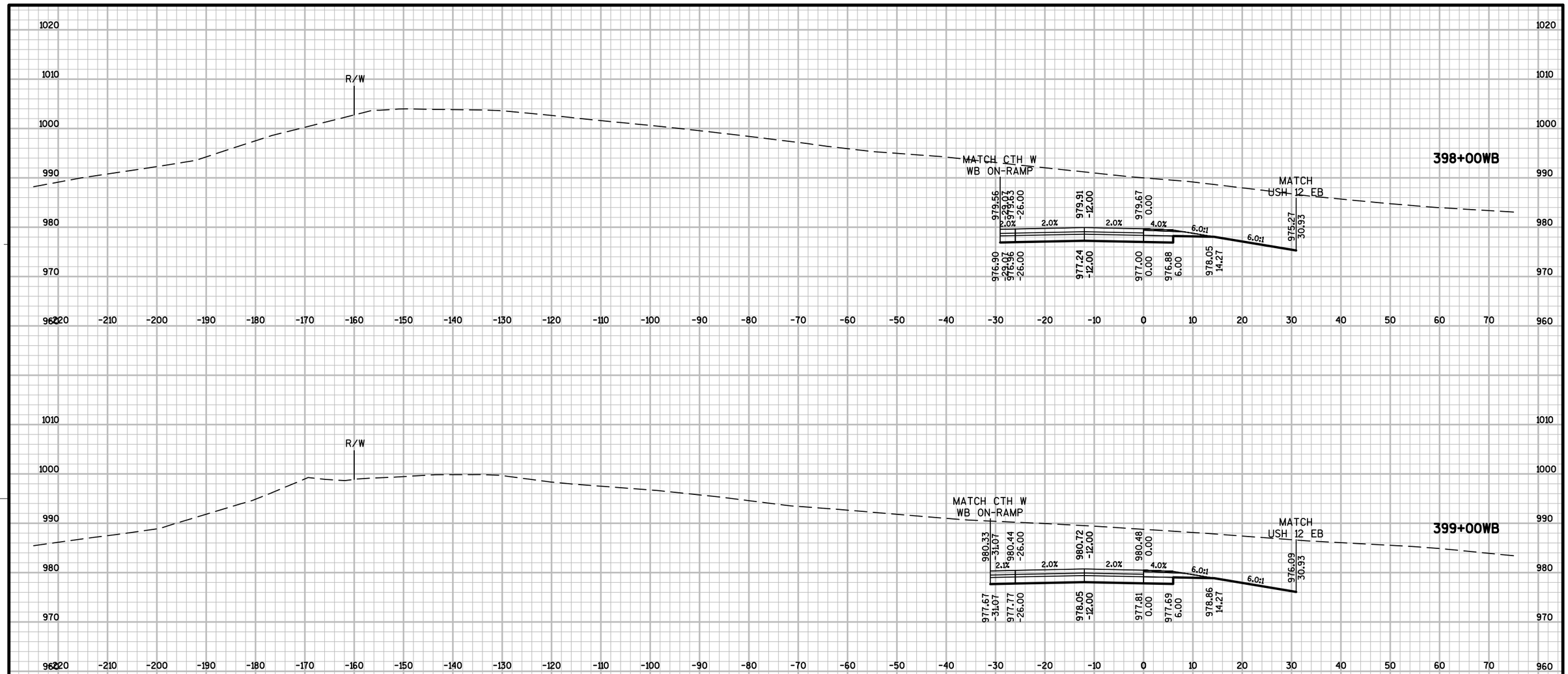
10 FT
10 FT

9

9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 837	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

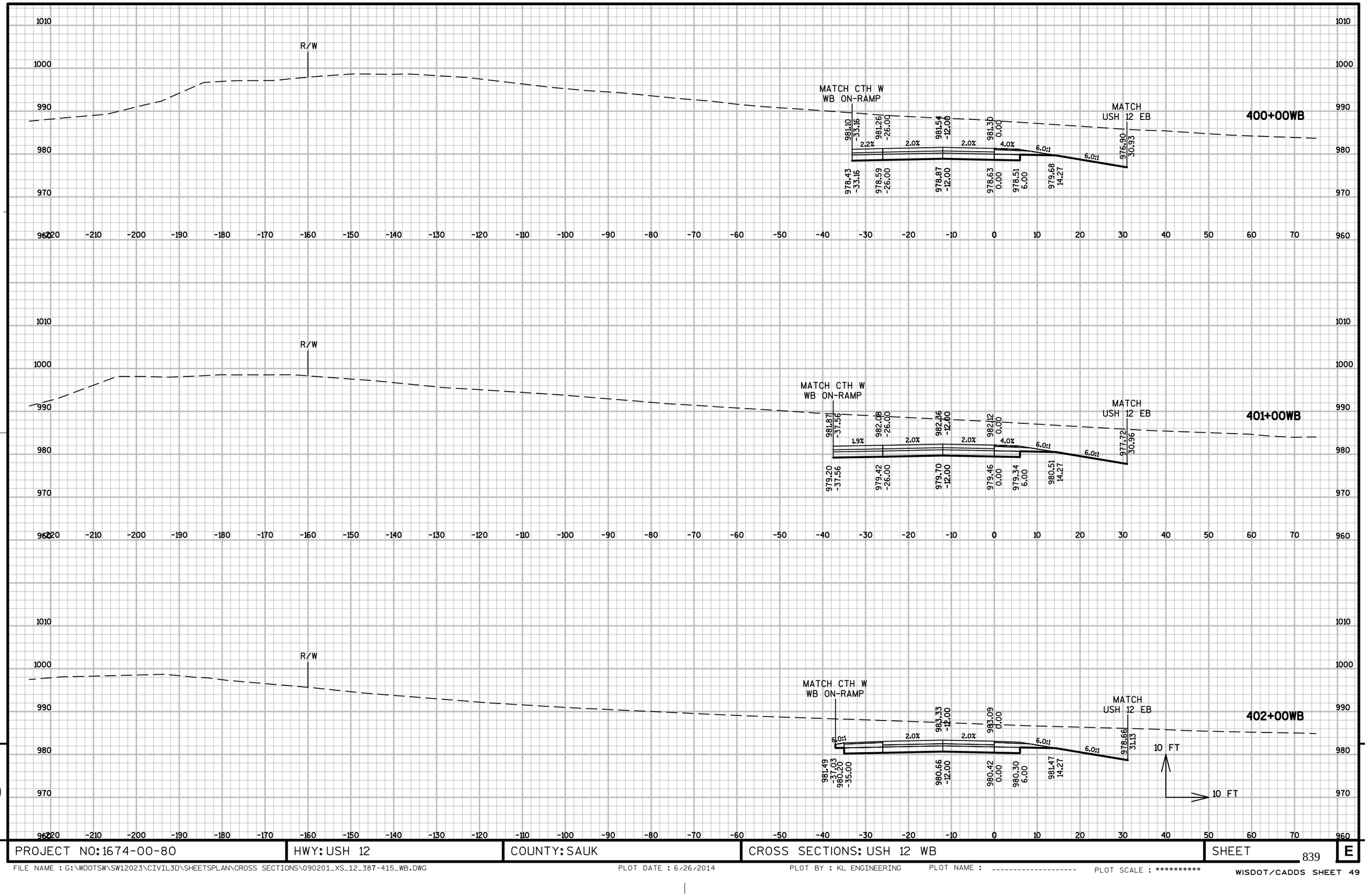


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 838	E

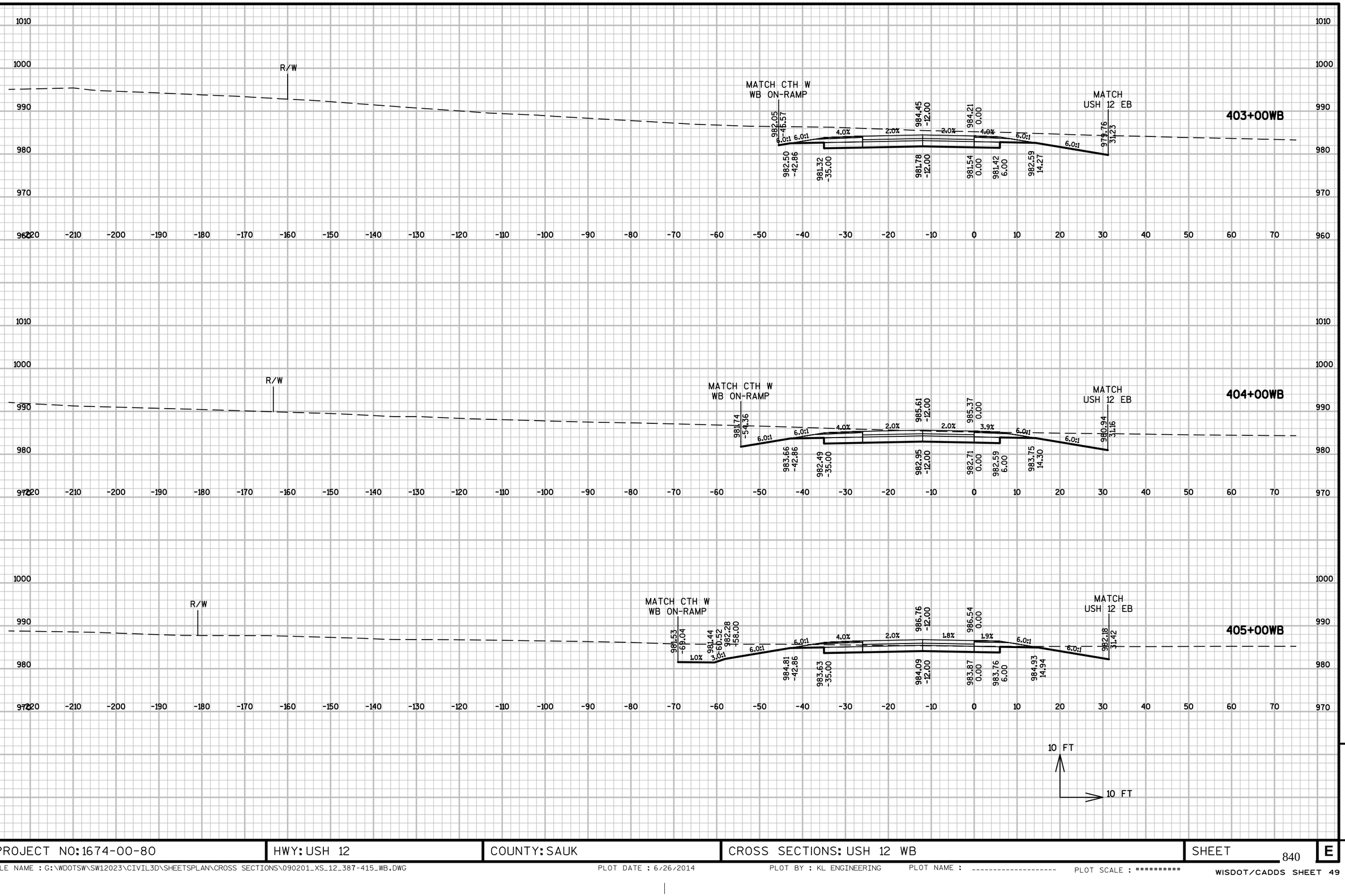
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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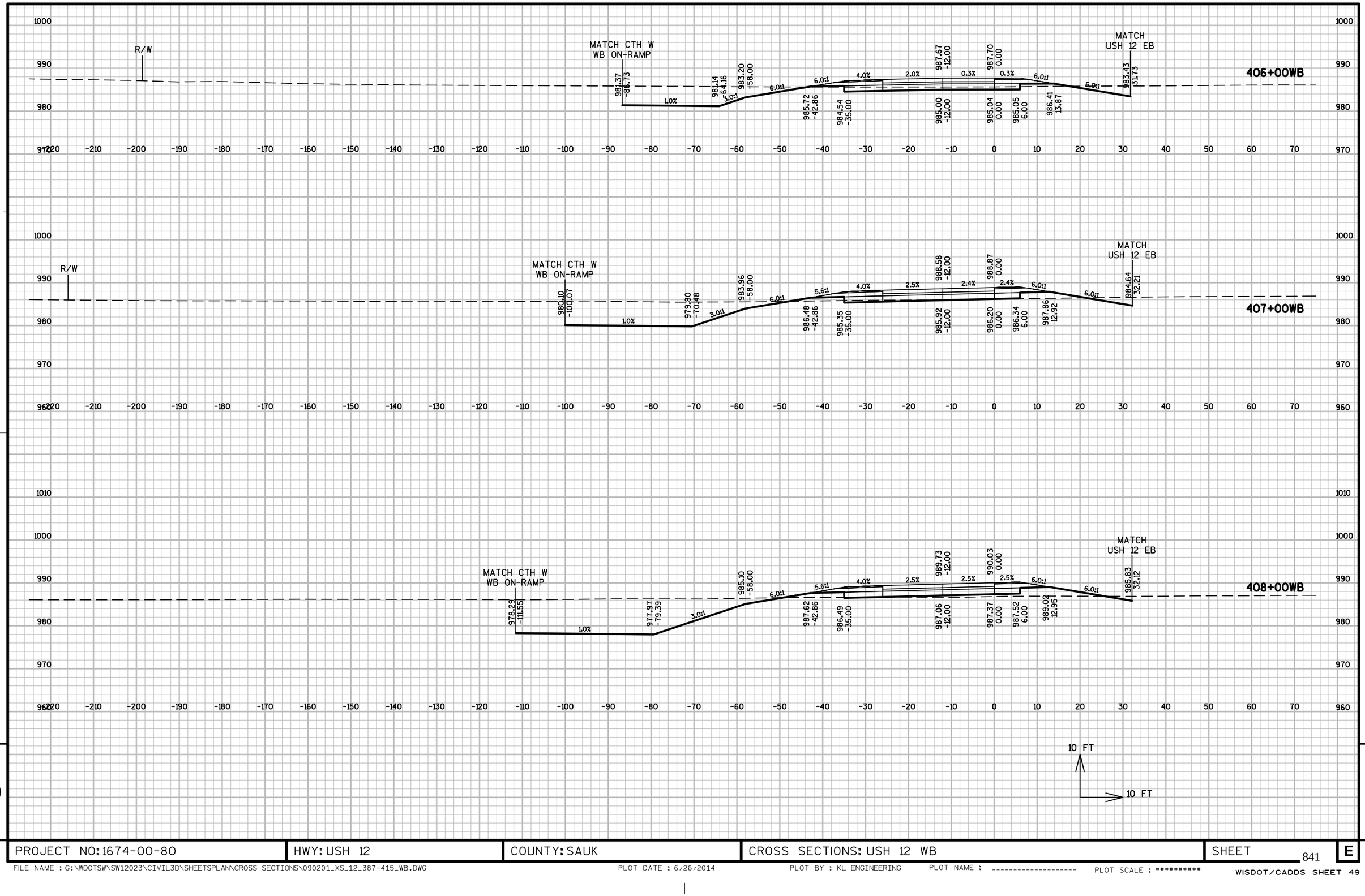
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 839	E



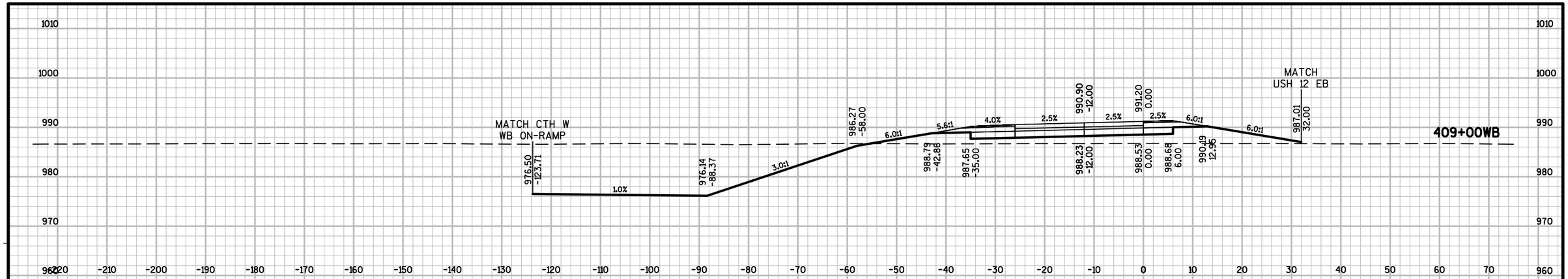
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 840	E

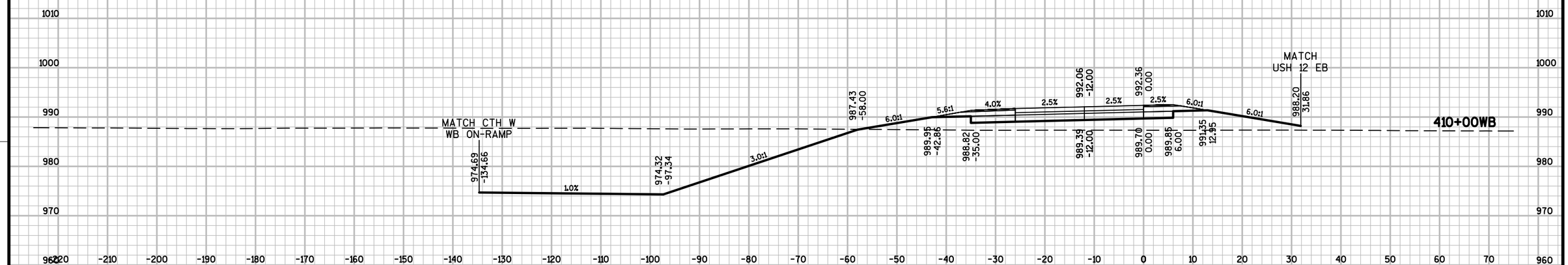
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

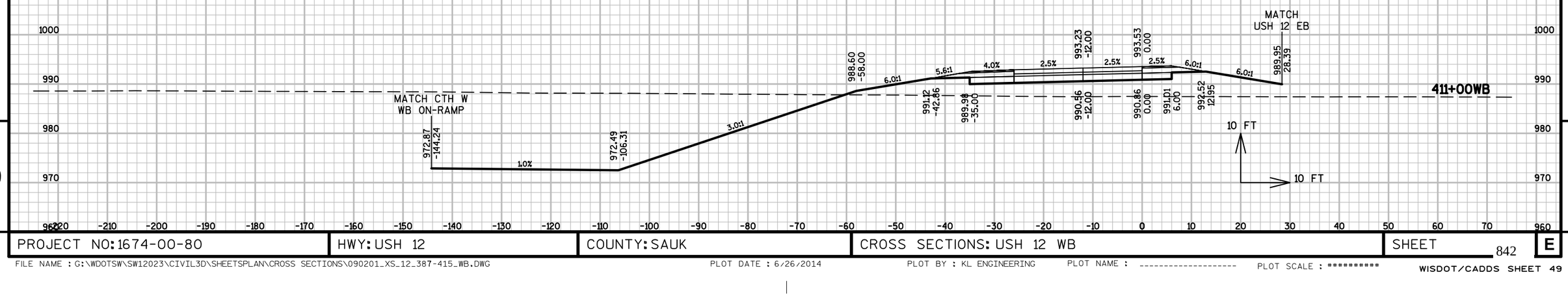


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 841	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

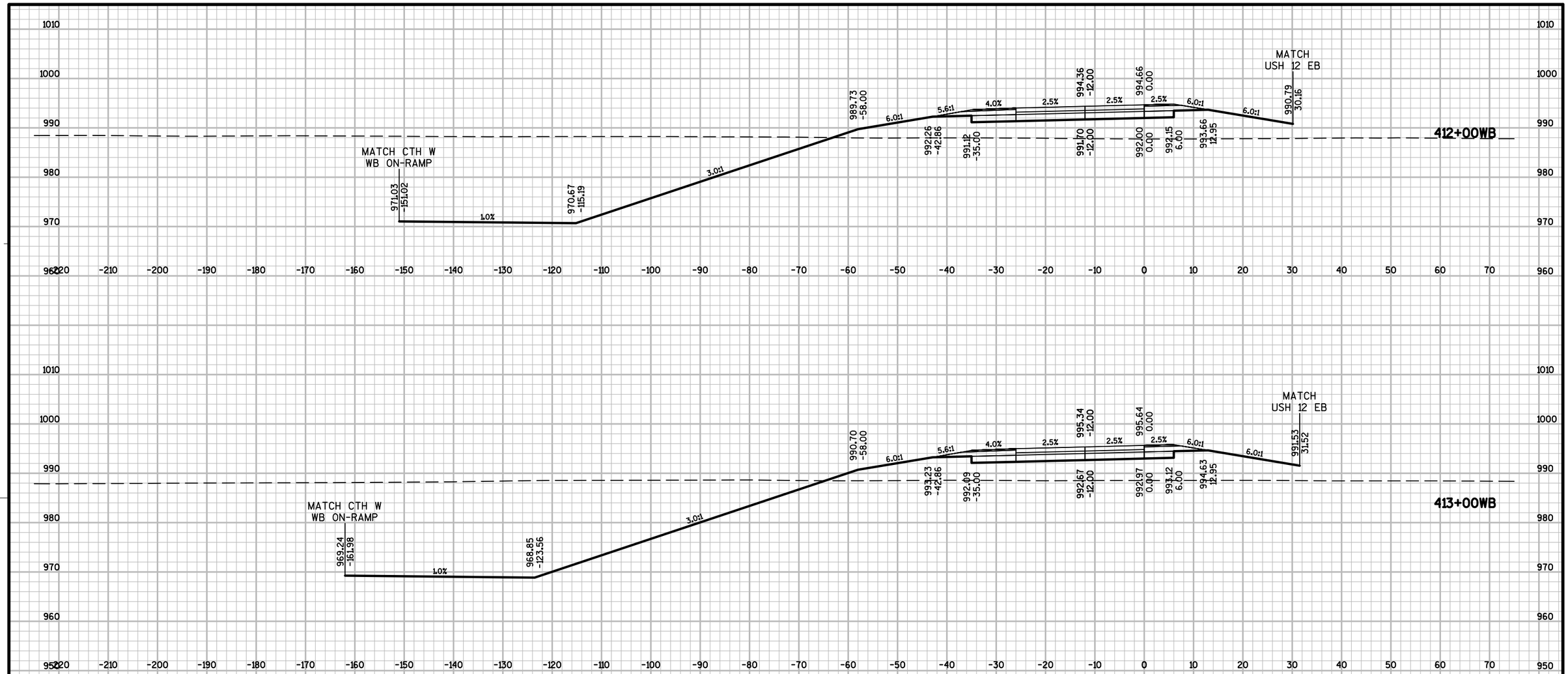






PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 842	E

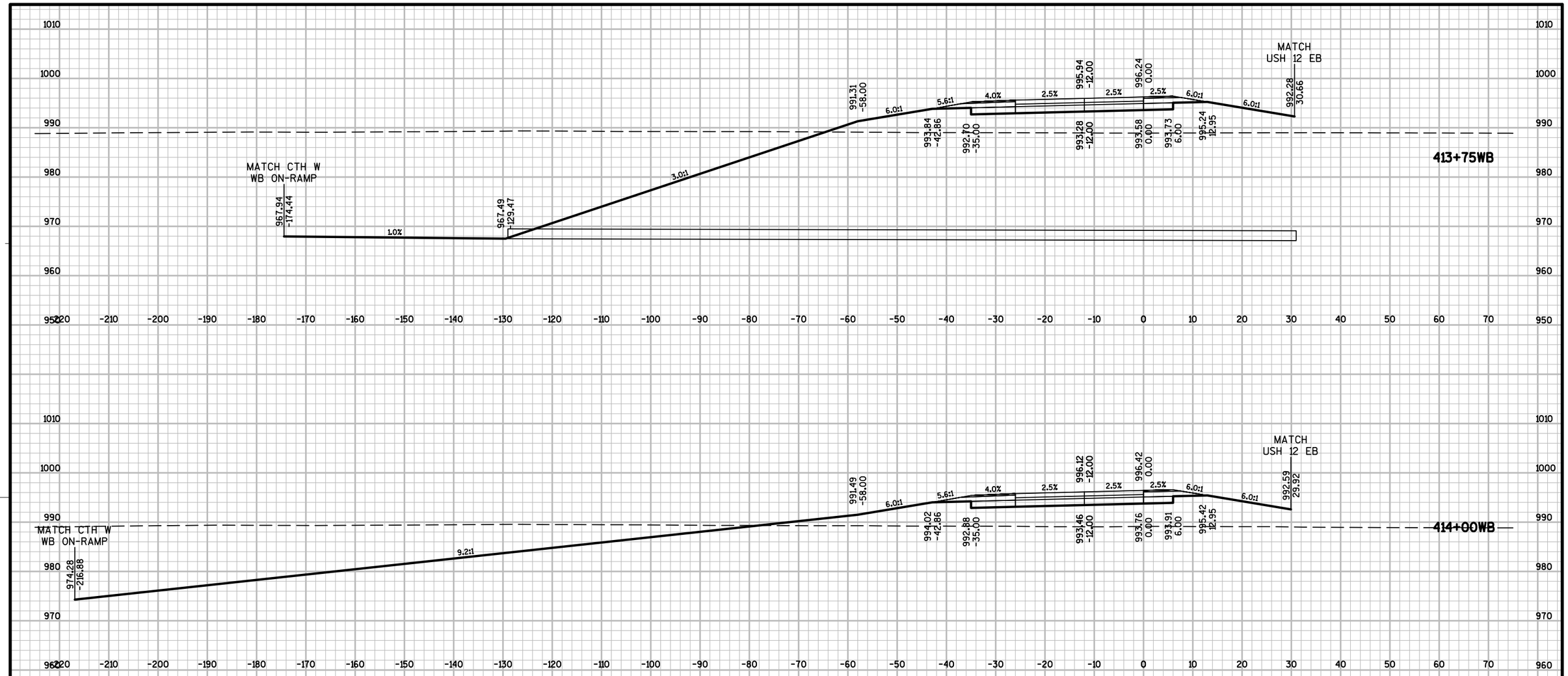
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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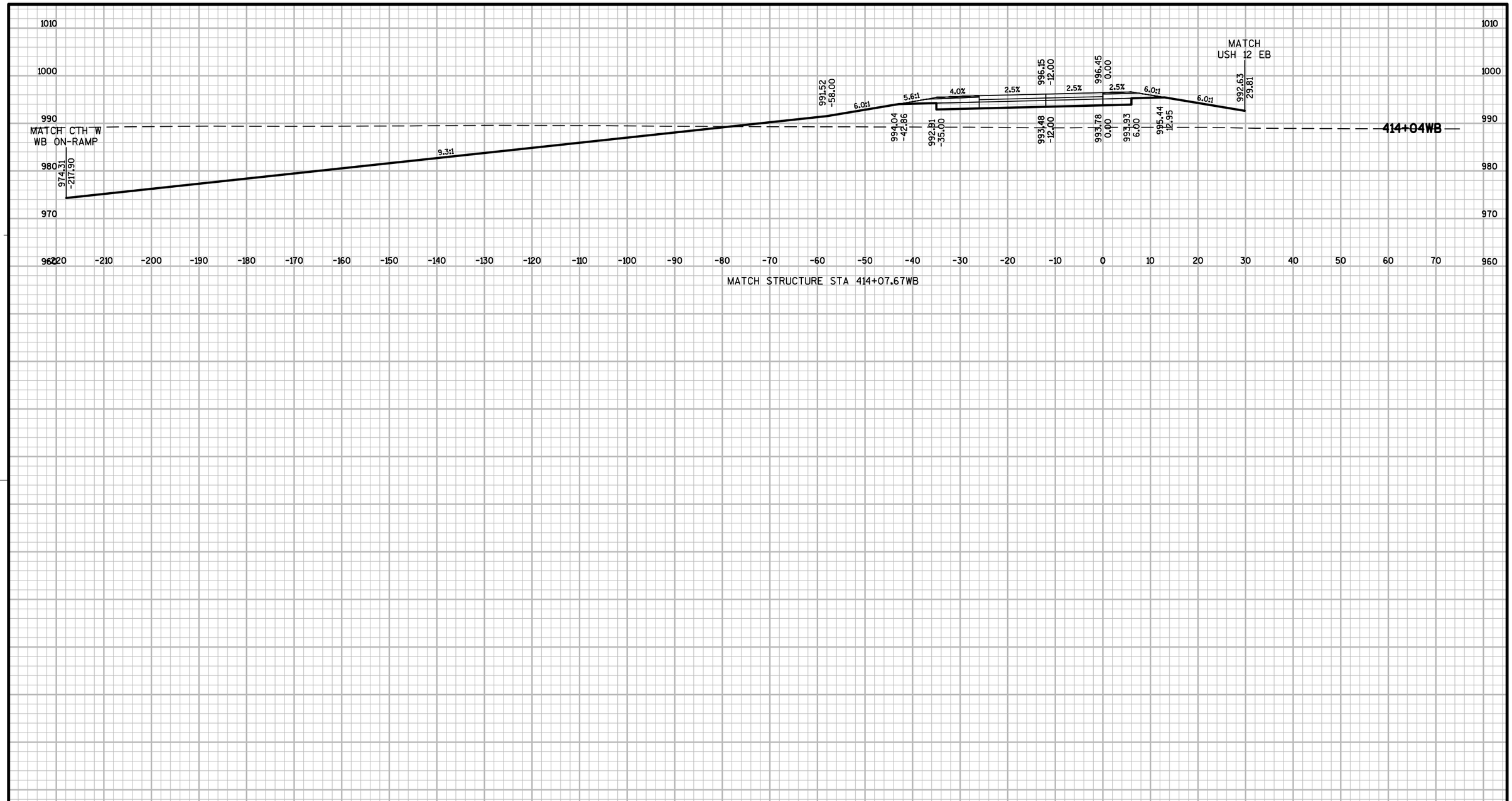
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 843	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 844	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 845	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

MATCH STRUCTURE STA 416+12.19WB

MATCH CTH W
WB OFF-RAMP

MATCH
USH 12 EB

996.79
-26.00

997.14
-12.00

997.45
0.00

2.5%

2.5%

2.5%

2.5%

993.93
-34.96

994.13
-26.00

994.48
-12.00

994.78
0.00

994.94
6.51

416+00WB

MATCH
USH 12 EB

992.48
-60.50

6.0:1

5.8:1

997.18
-12.00

997.48
0.00

4.0%

2.5%

2.5%

2.5%

7.3:1

6.0:1

993.92
33.78

995.01
-45.36

993.87
-37.50

994.51
-12.00

994.81
0.00

995.05
9.50

996.59
17.77

MATCH CTH W
WB OFF-RAMP

5.5:1

974.81
-158.49

416+09WB

MATCH
USH 12 EB

997.38
-12.00

997.68
0.00

2.5%

4.0%

2.5%

2.5%

7.3:1

6.0:1

994.11
33.88

992.69
-60.50

5.8:1

6.0:1

995.21
-45.36

994.08
-37.50

994.71
-12.00

995.01
0.00

995.25
9.50

996.79
17.77

MATCH CTH W
WB OFF-RAMP

968.94
-173.61

3.0:1

4.0%

970.85
-126.00

417+00WB

10 FT

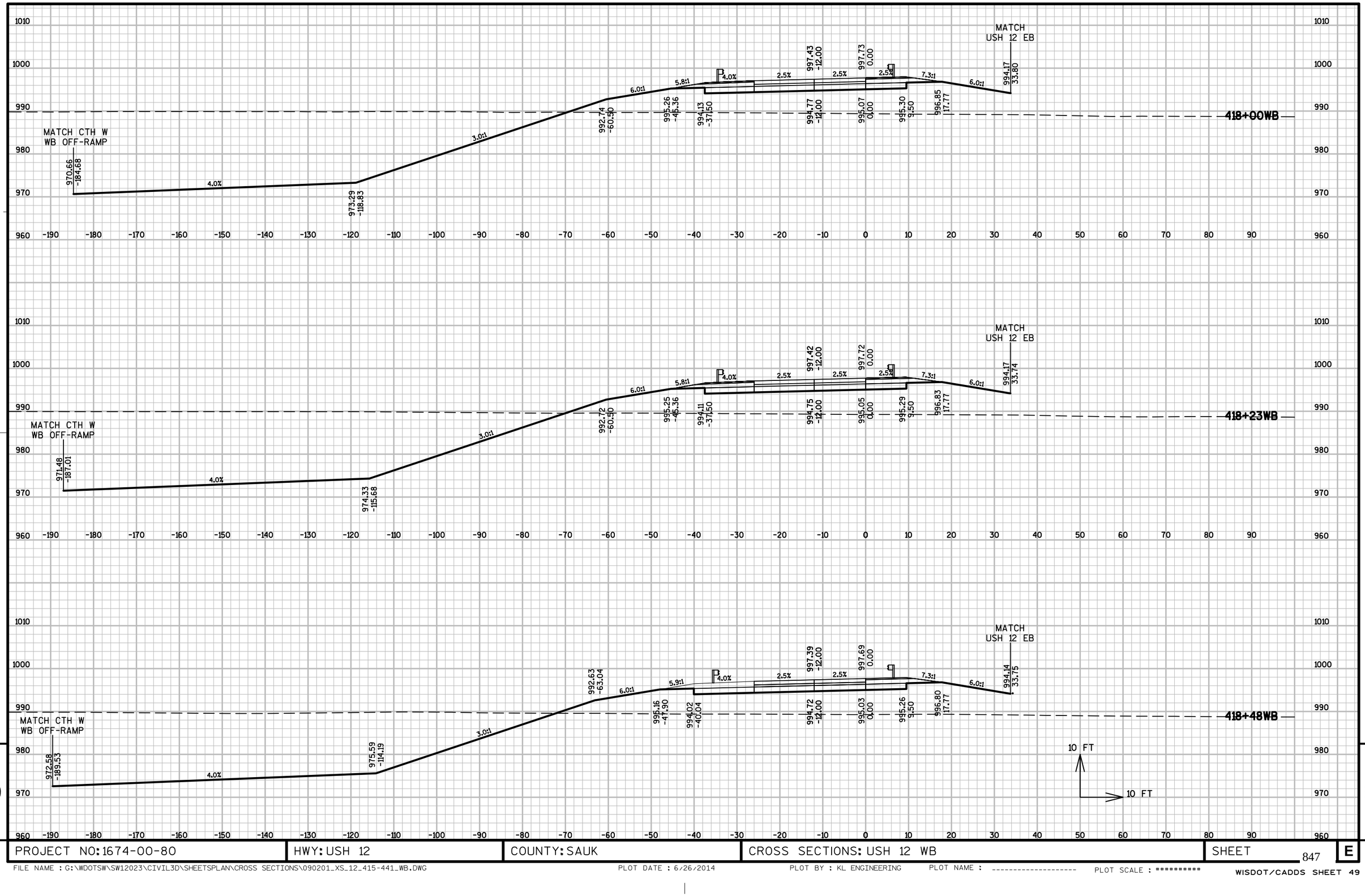
10 FT

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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 846	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

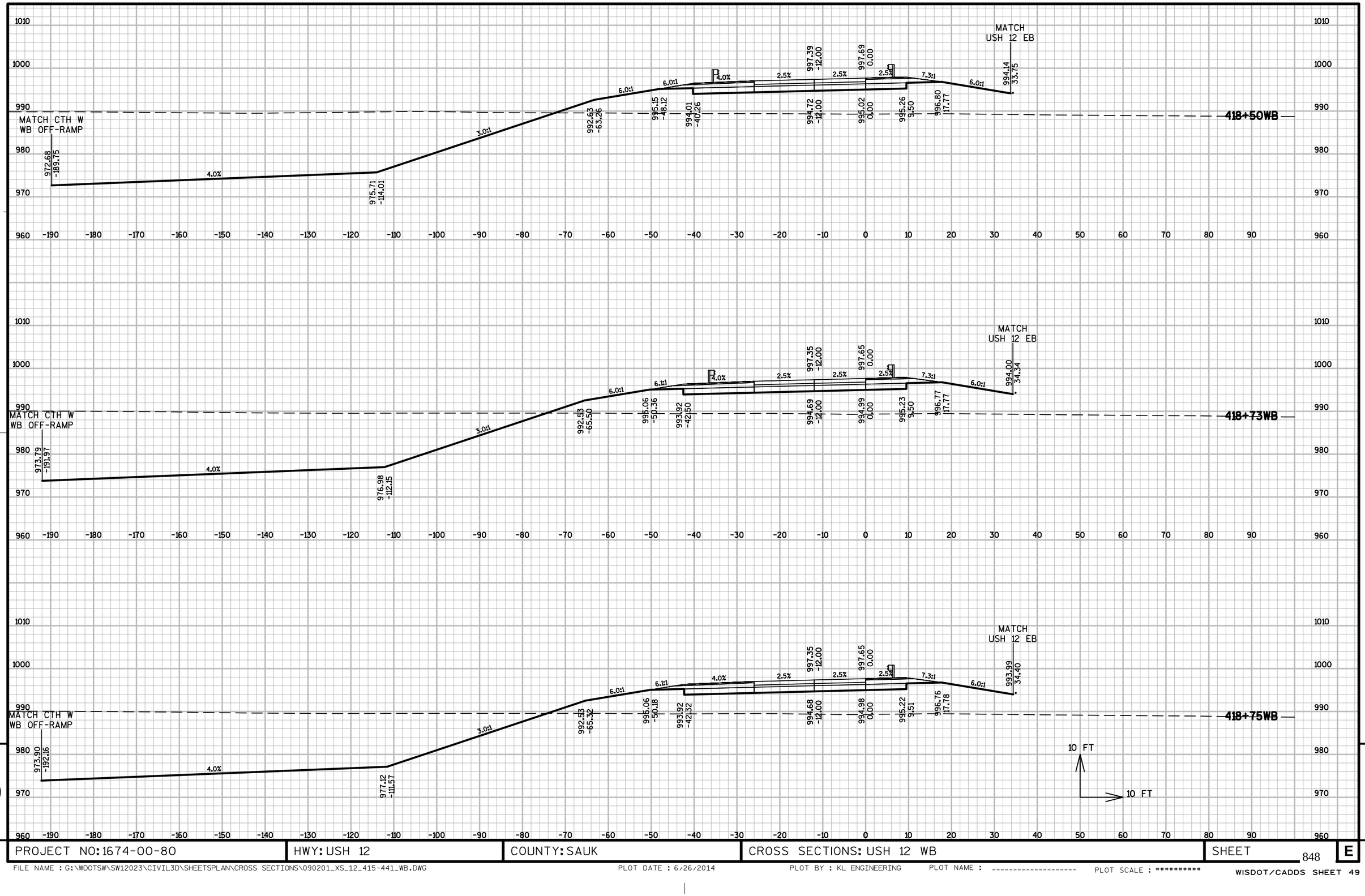


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 847	E

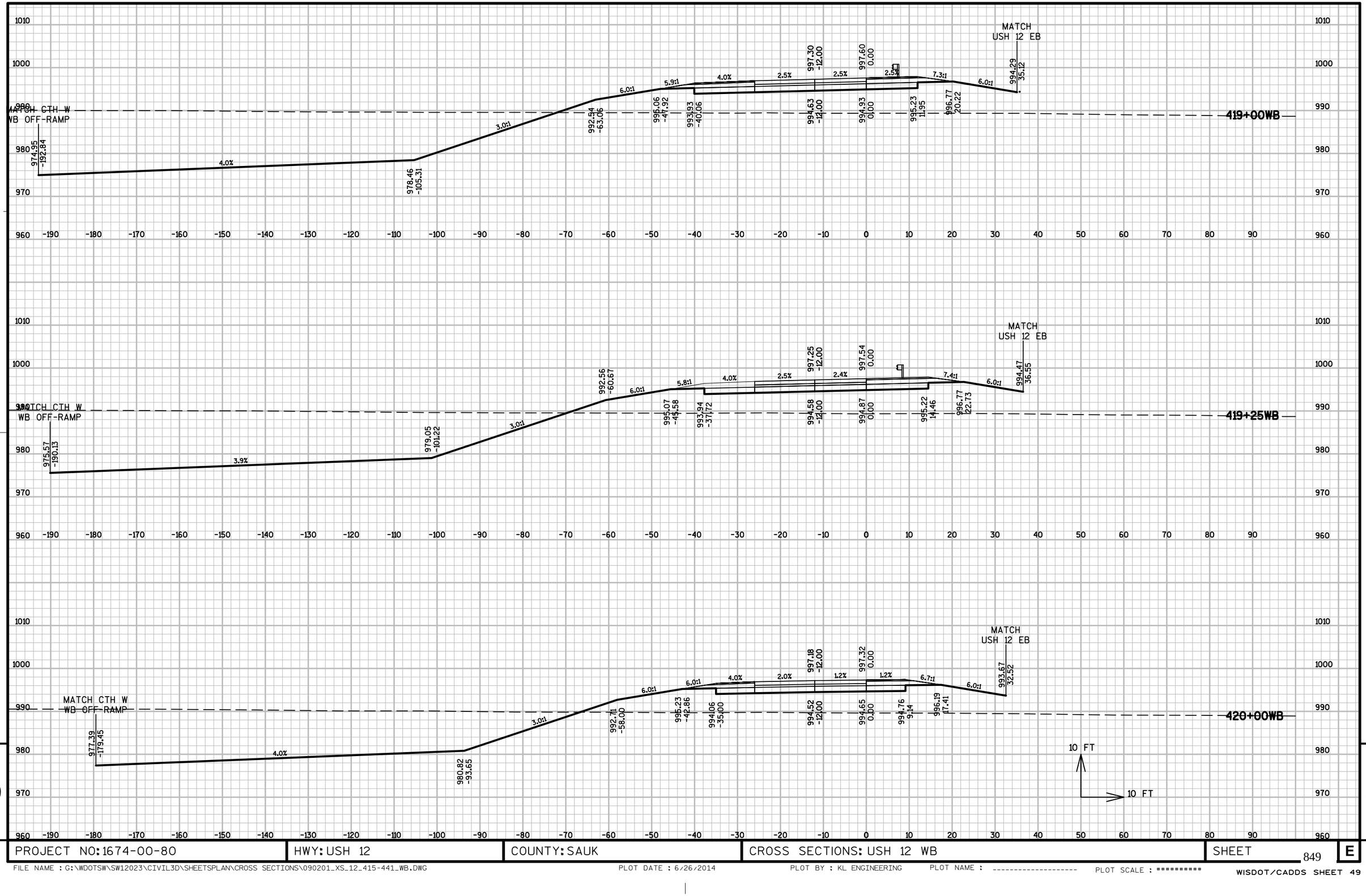
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 848	E

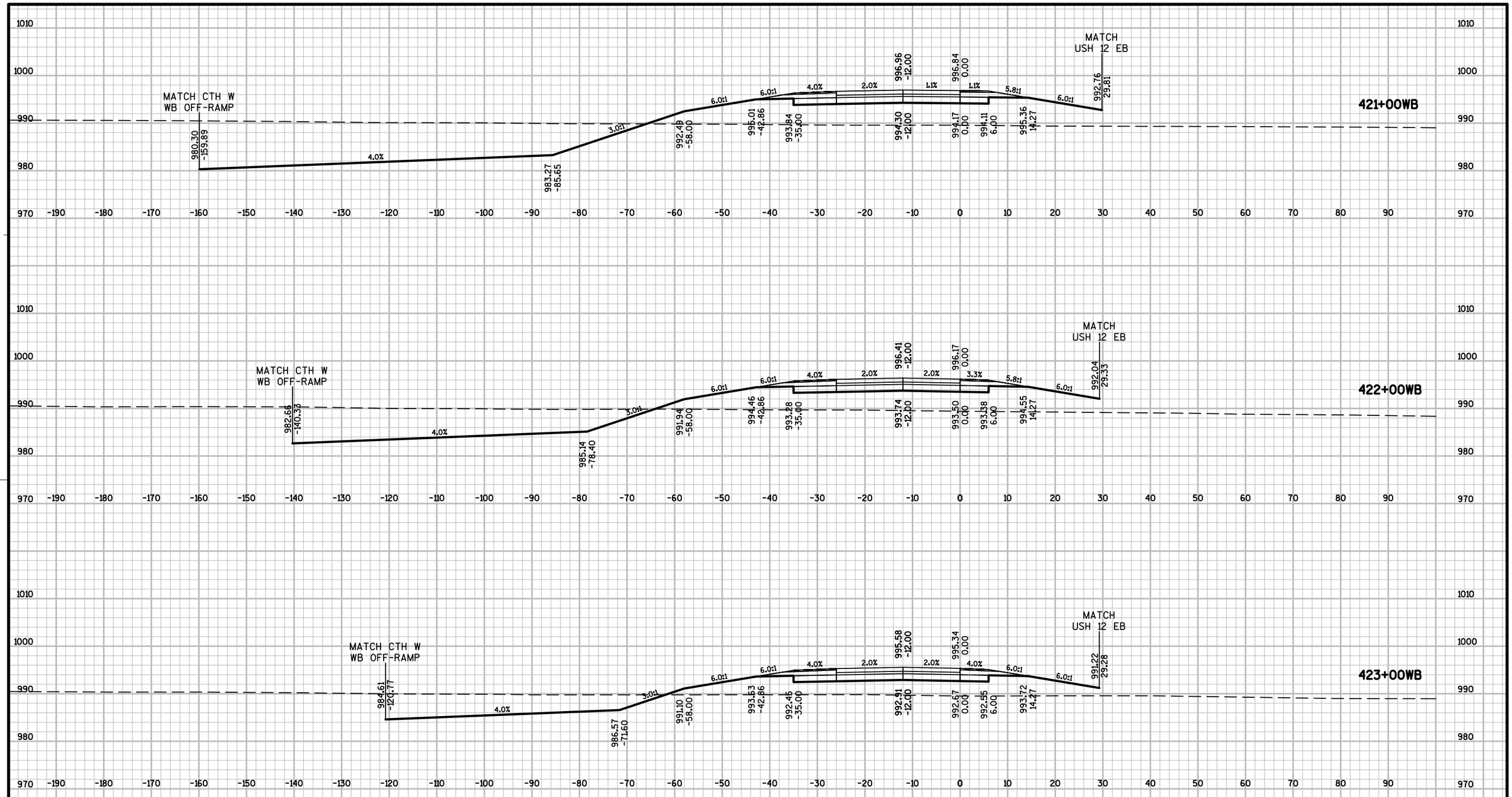


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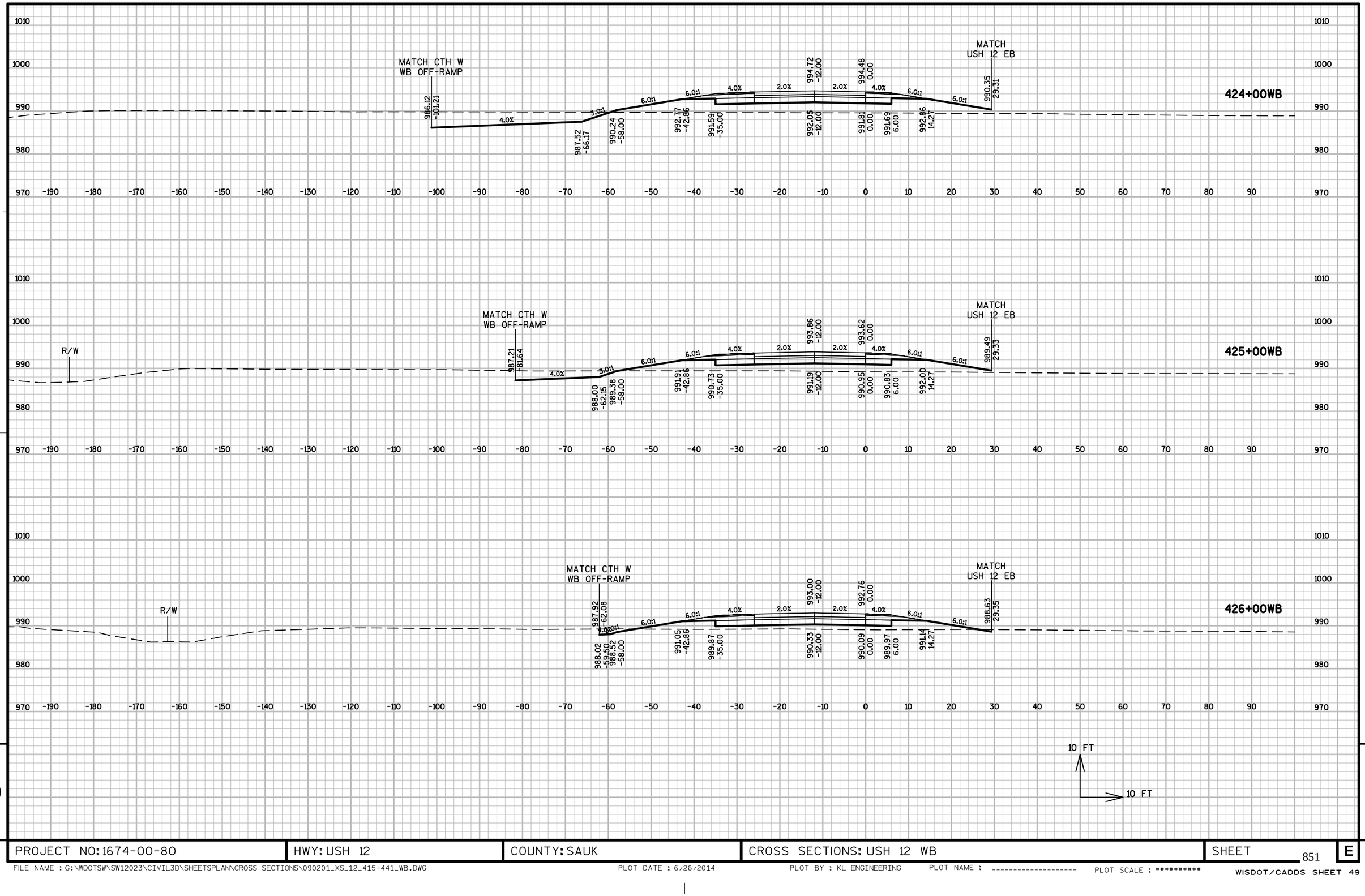
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 849	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

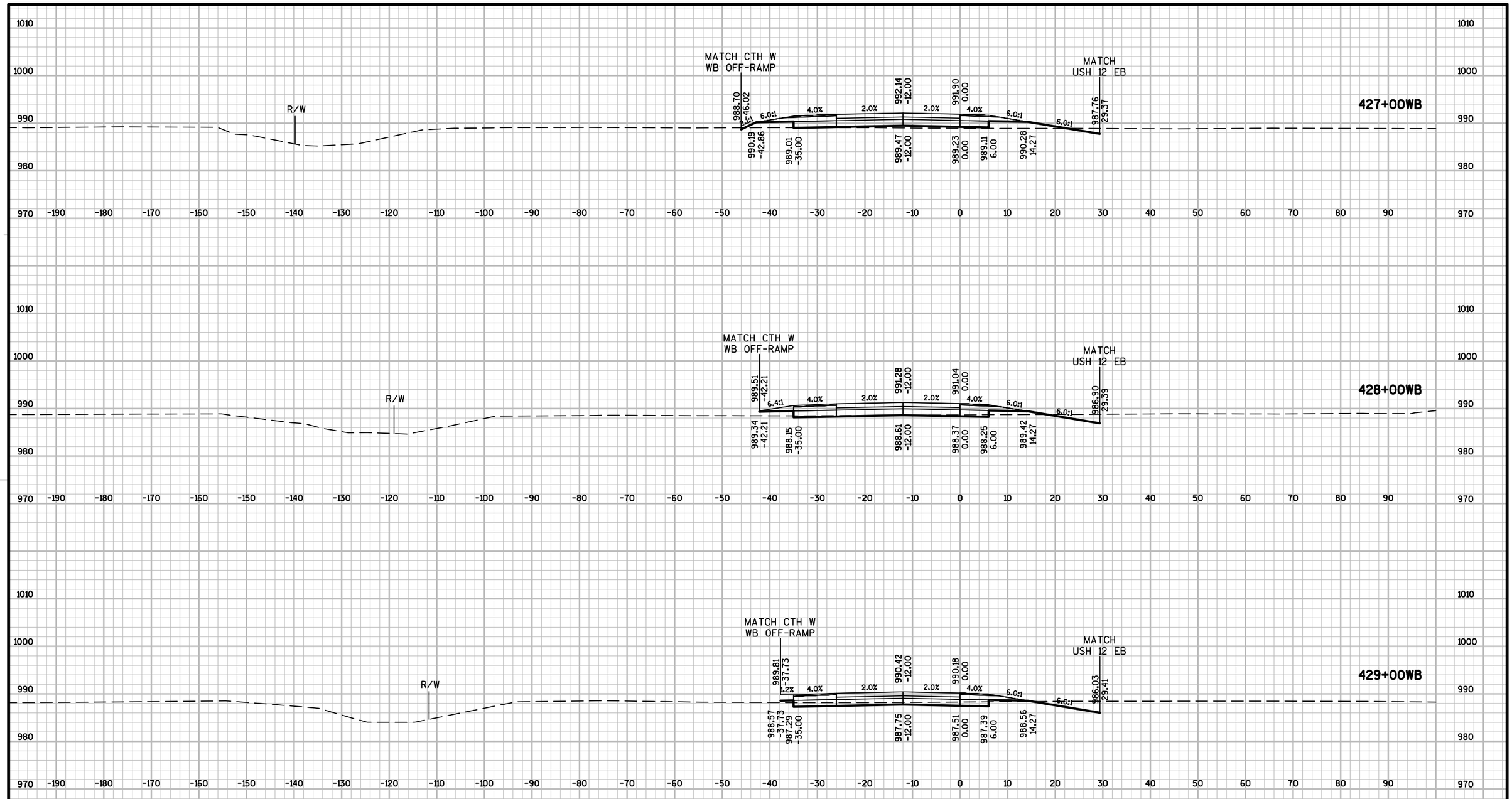


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 850	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 851	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

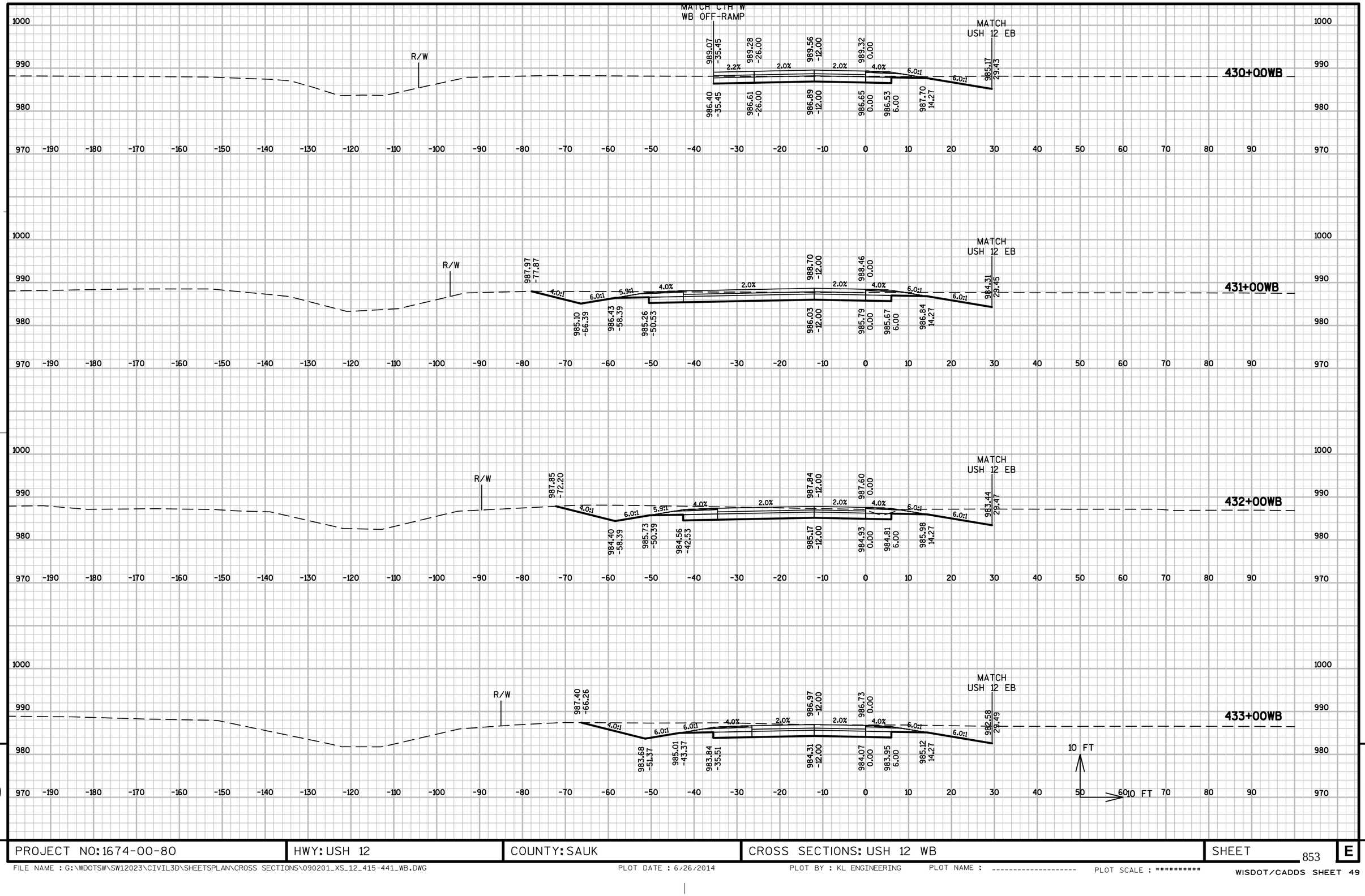


9

9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 852	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

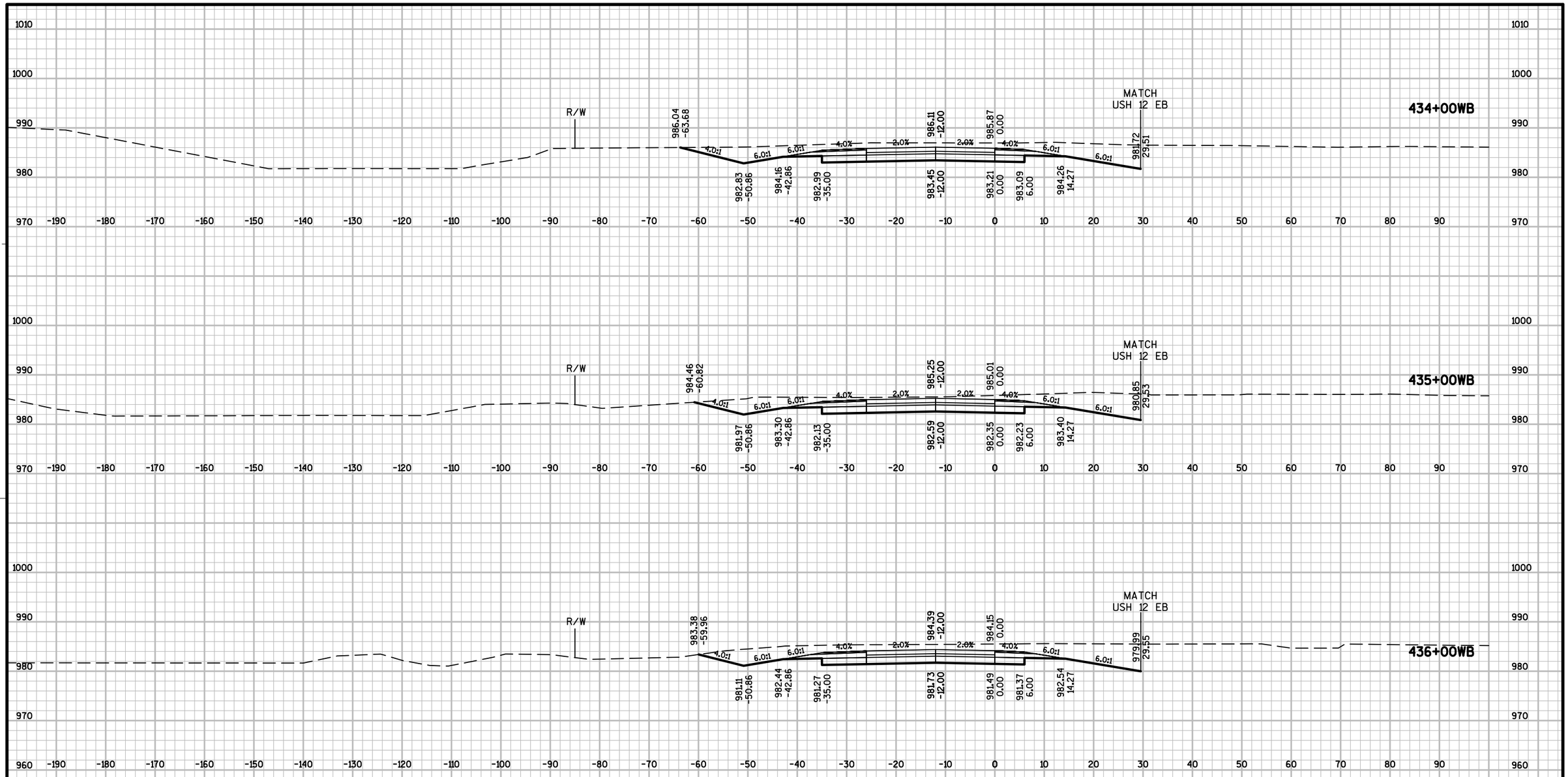


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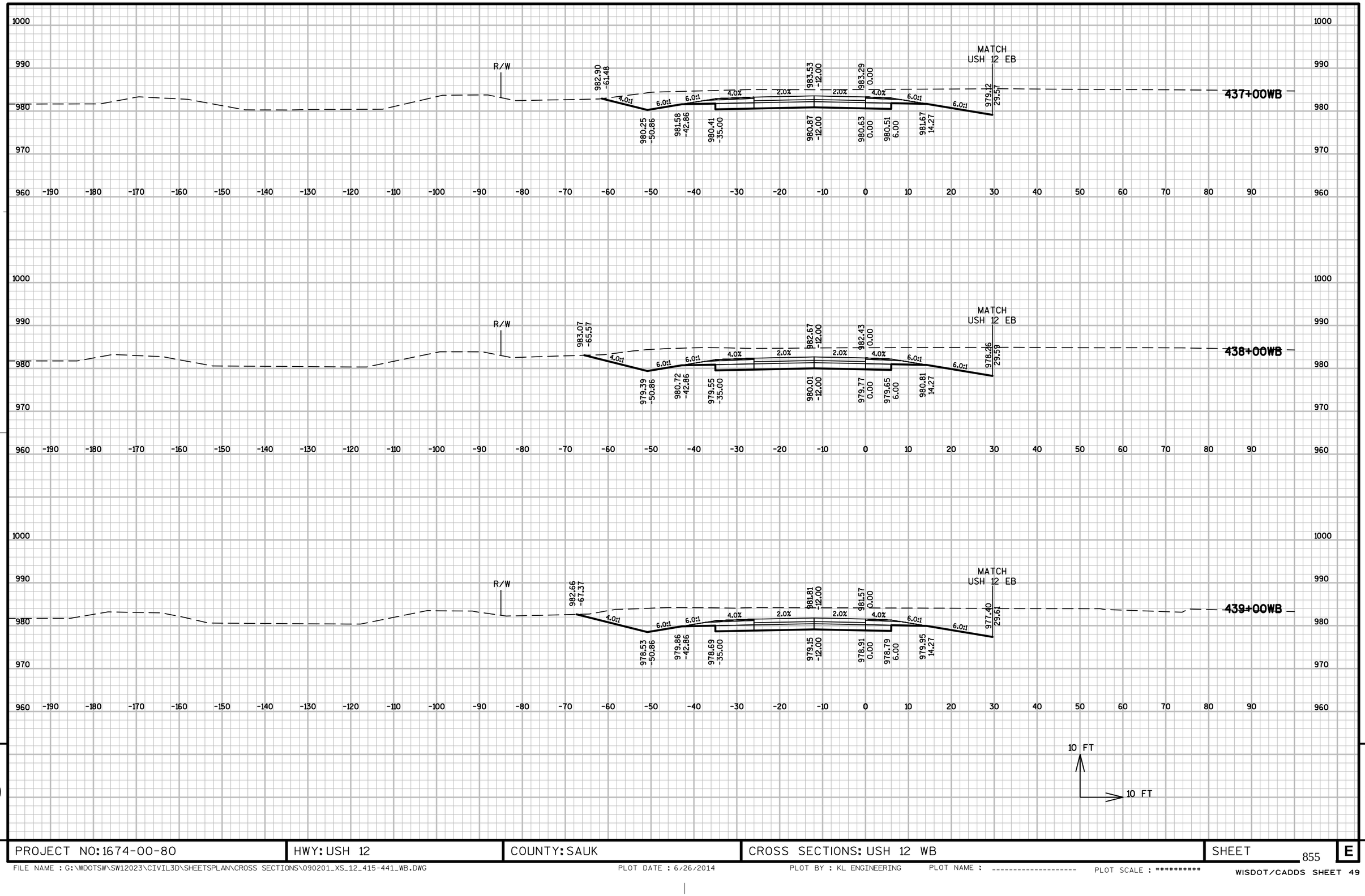
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 853	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 854	E

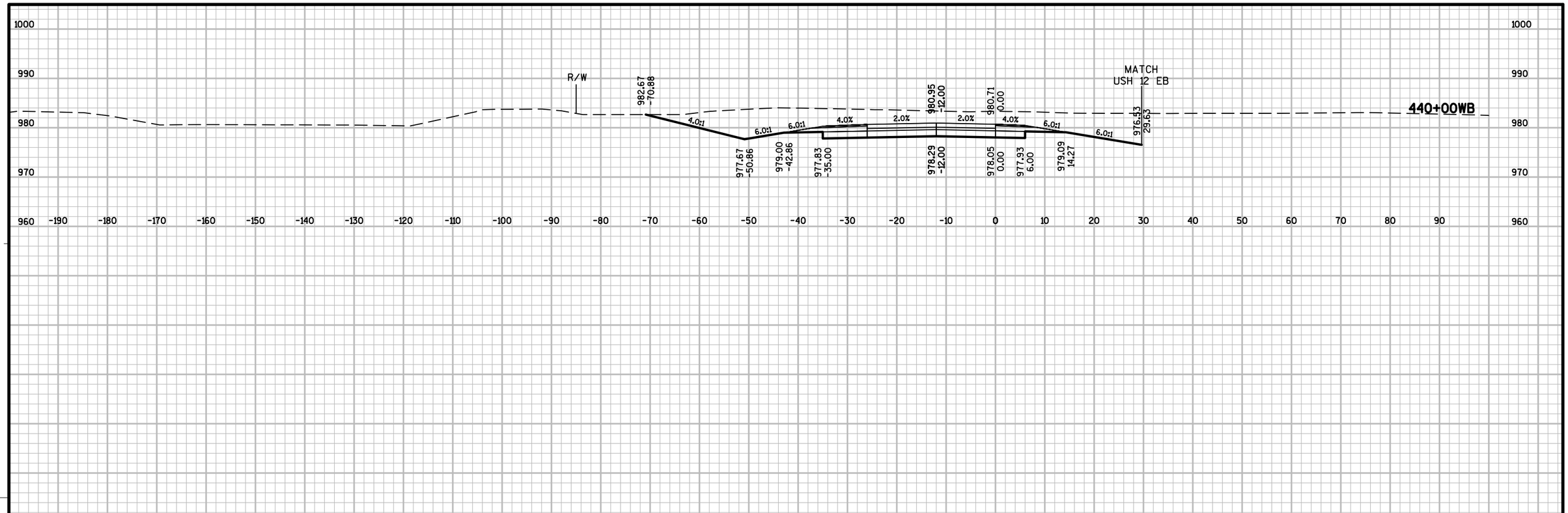
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



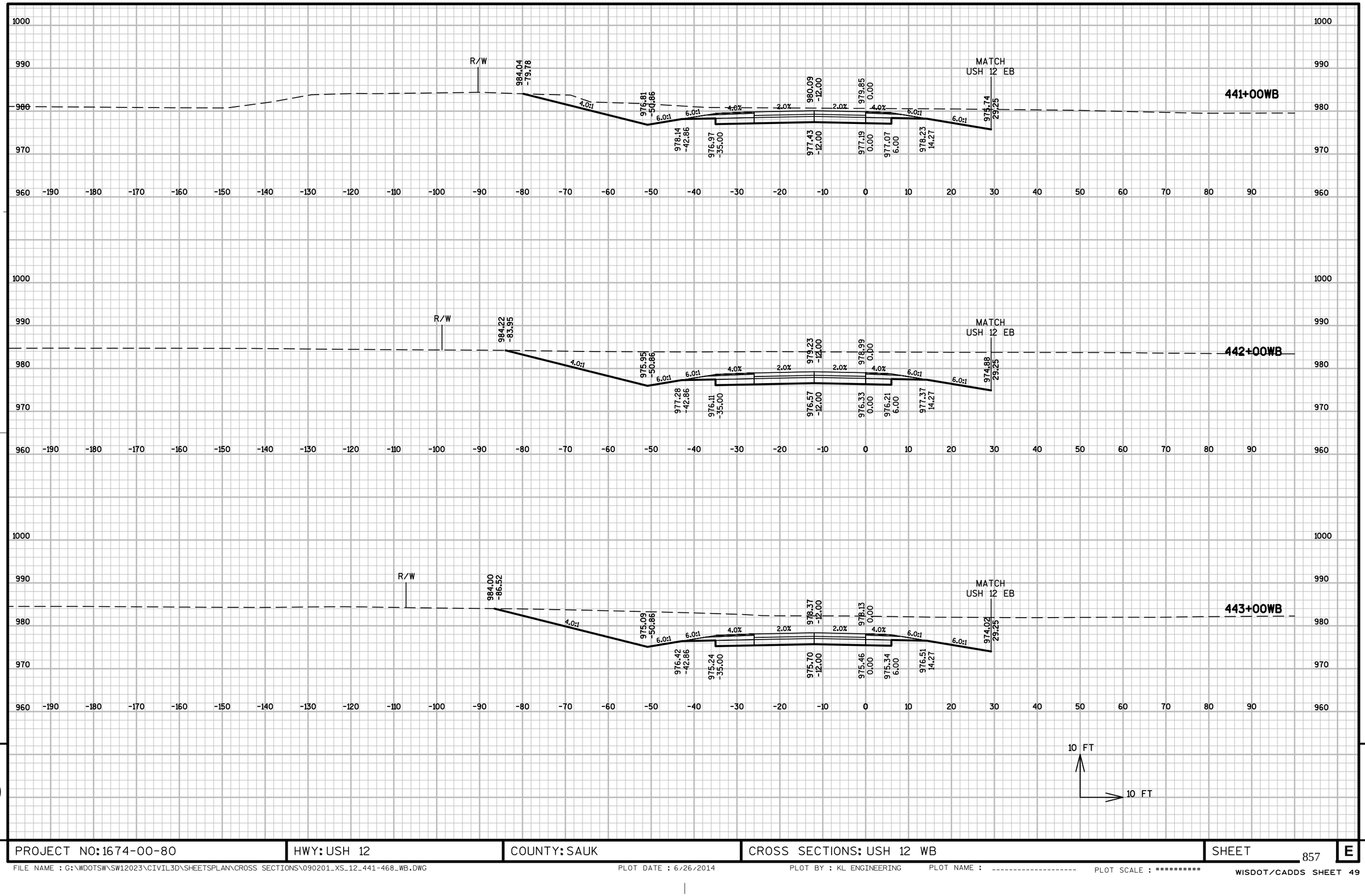
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 855	E

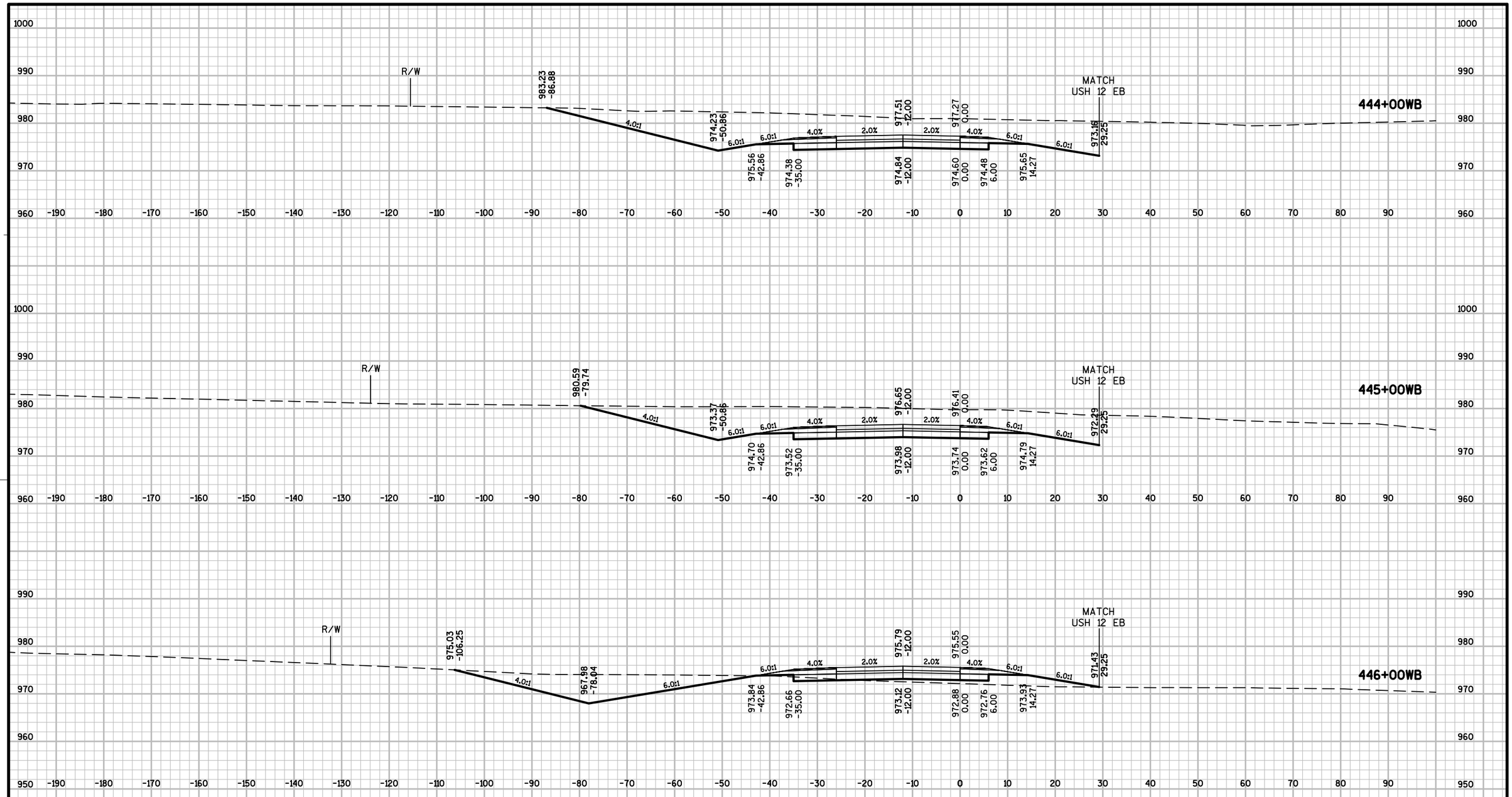


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 856	E

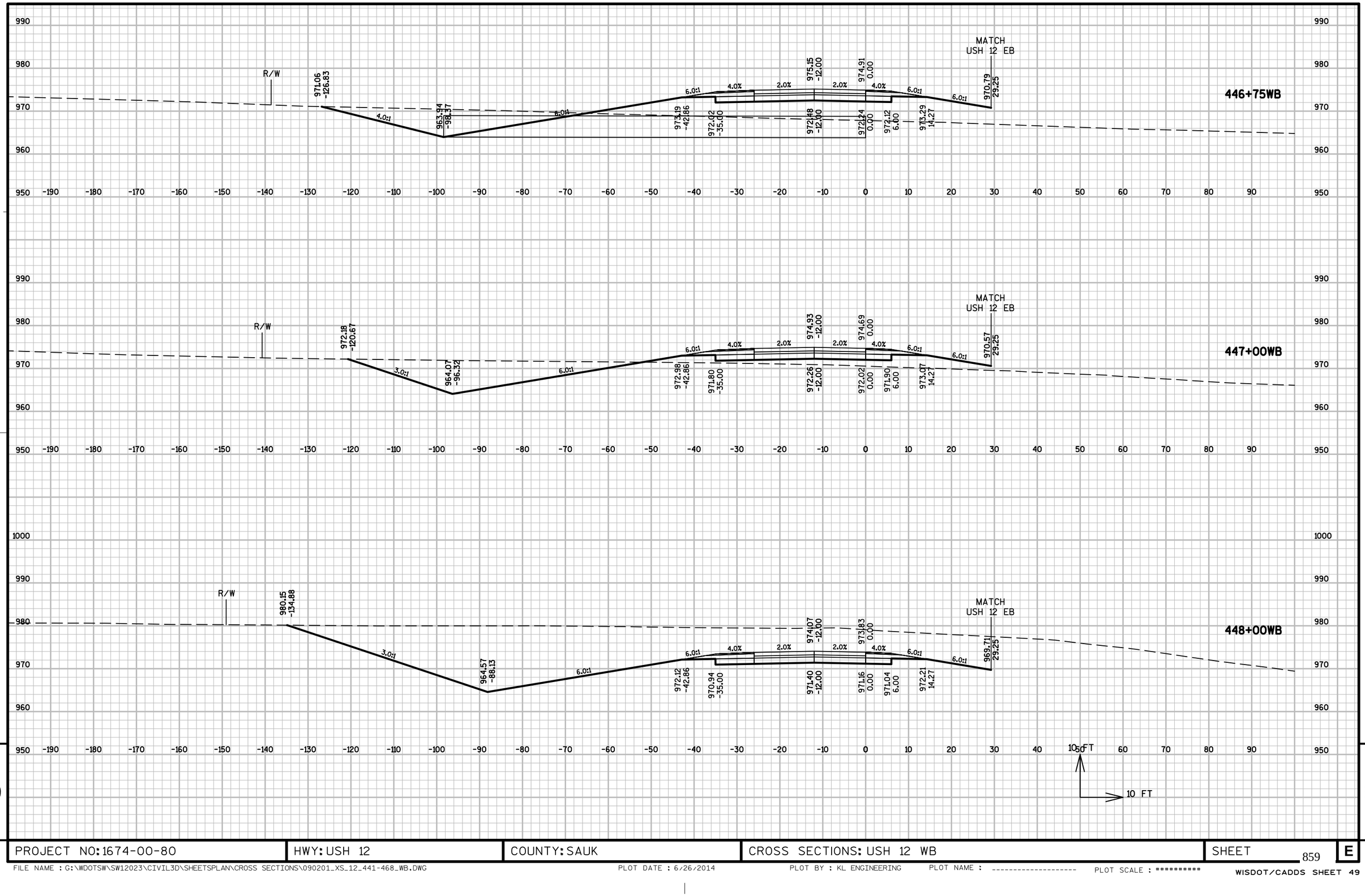


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 857	E

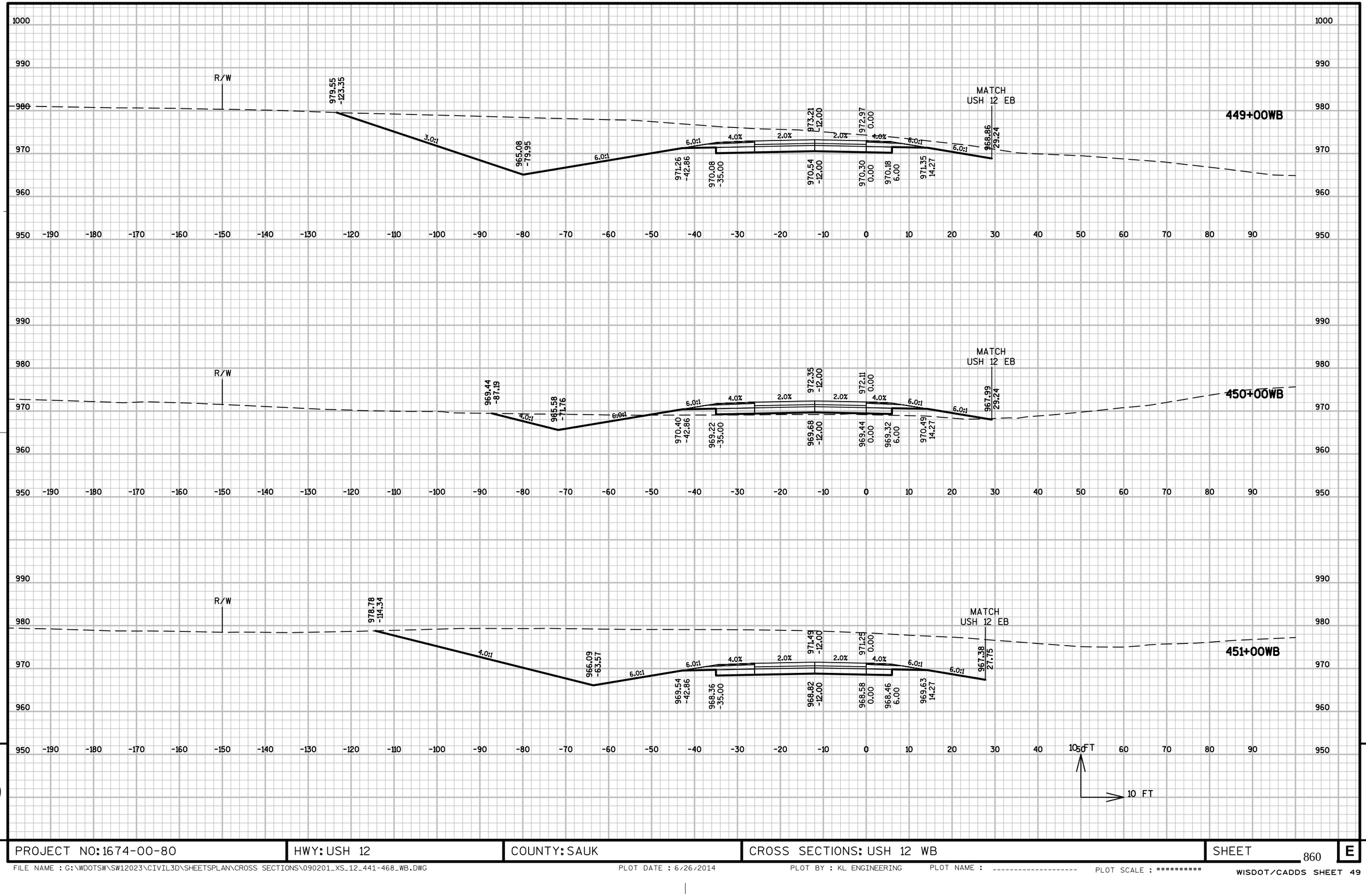
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 858	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 859	E

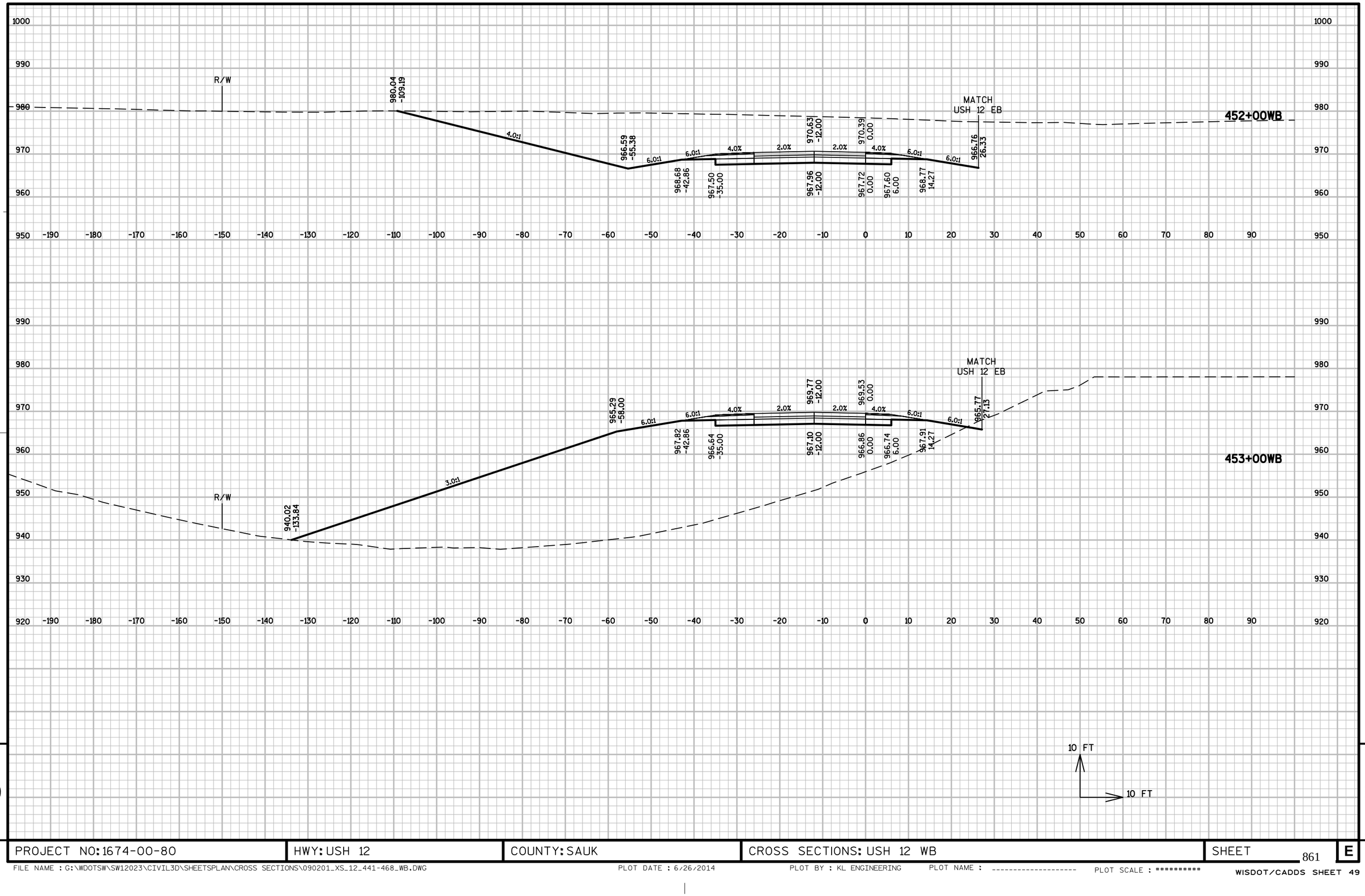


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 860	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

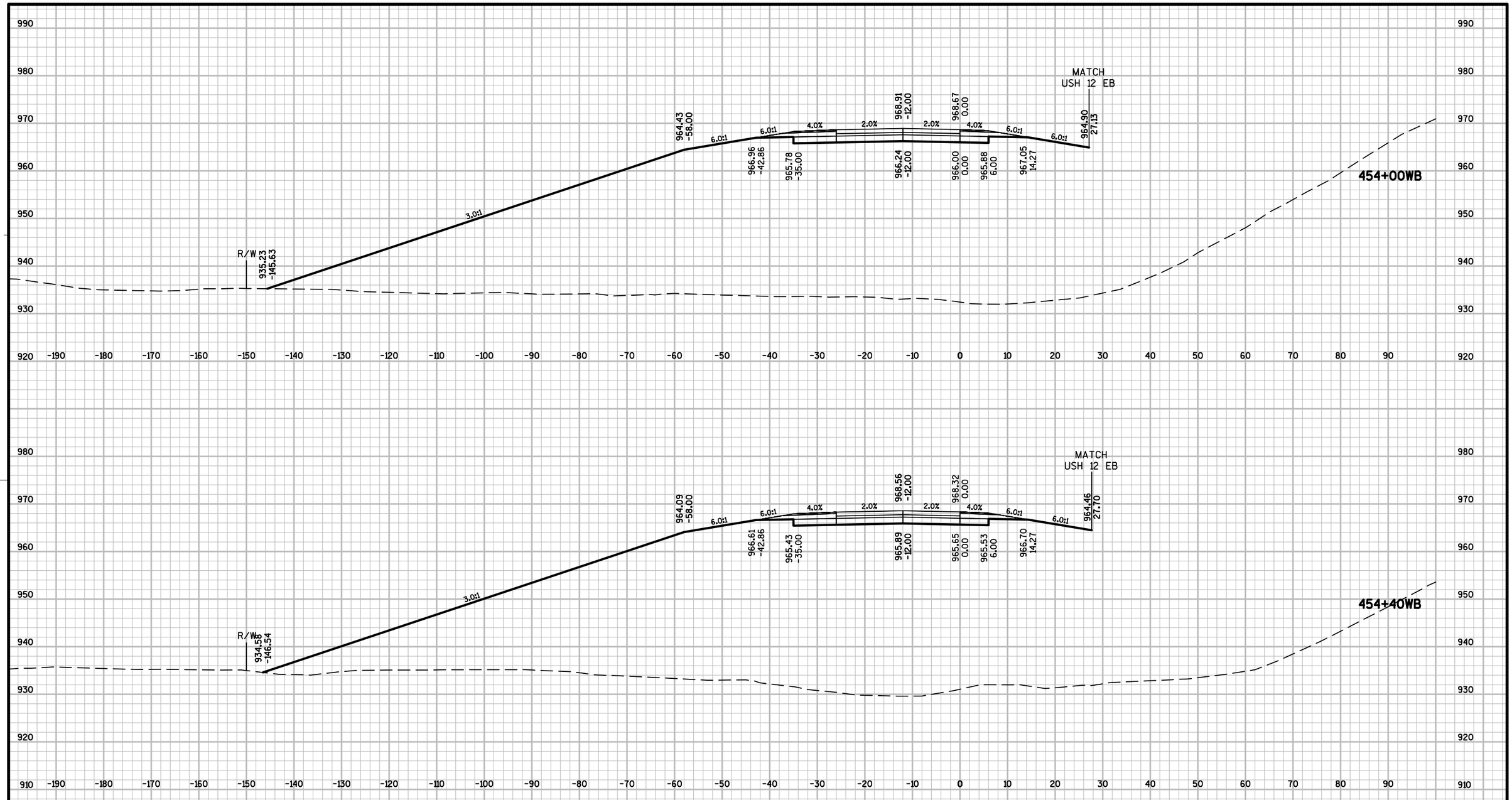


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET	E

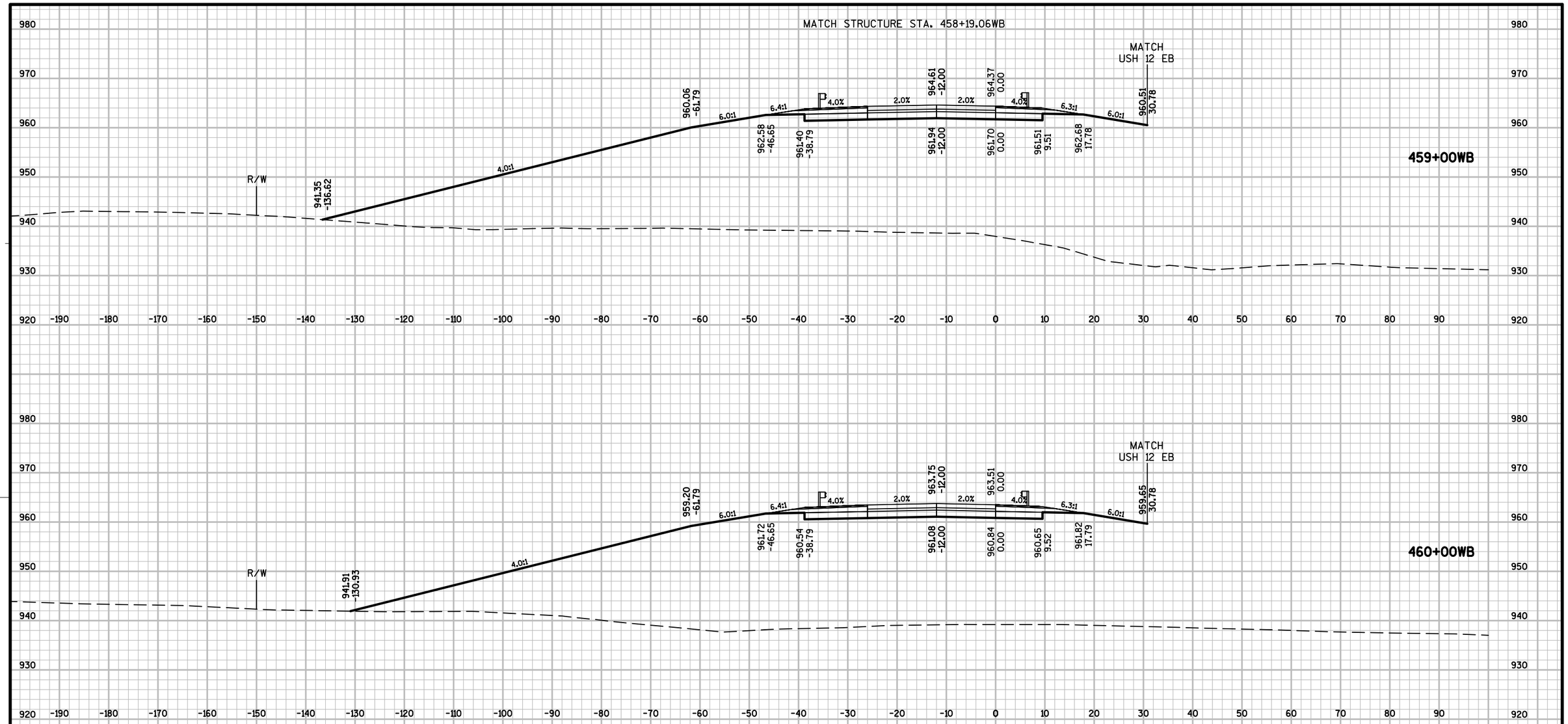
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 862	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

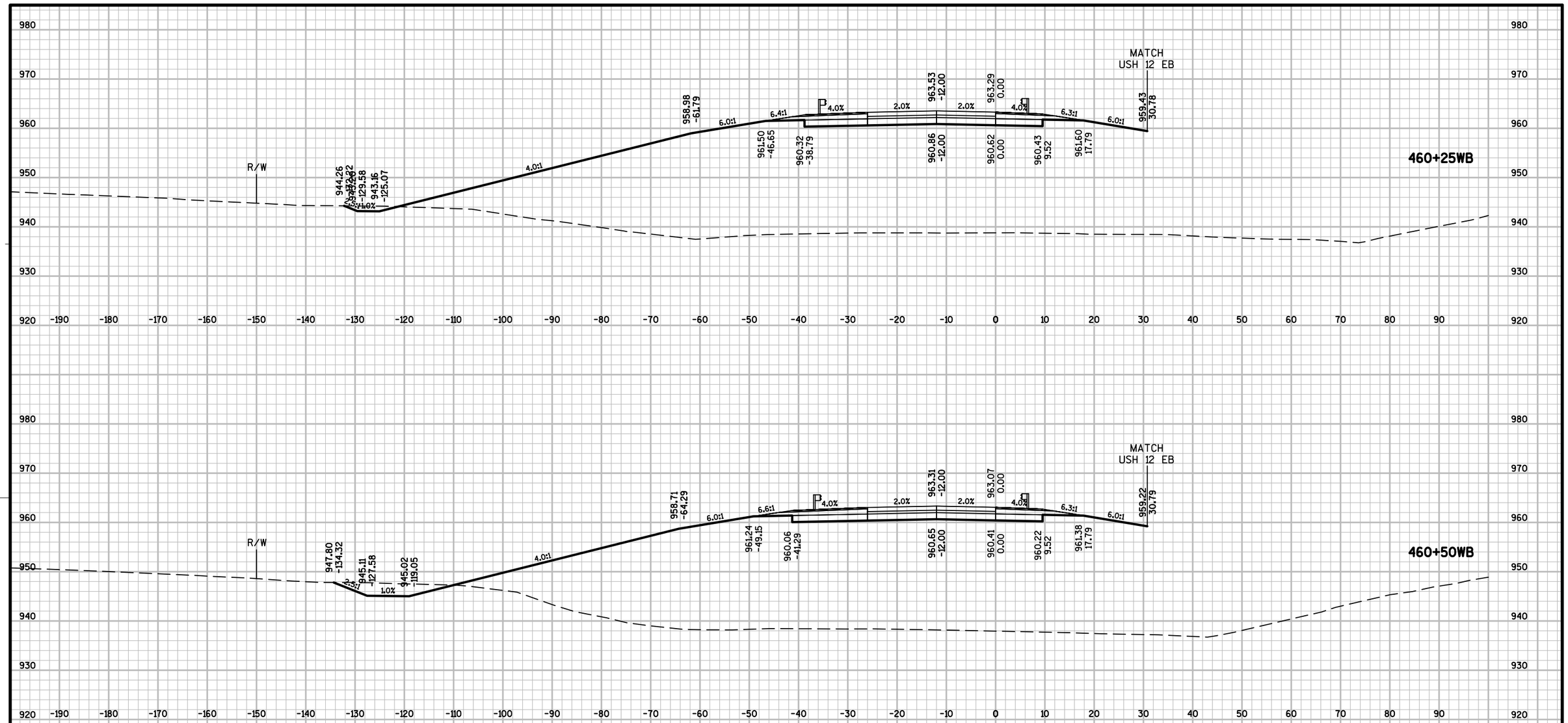
WISDOT/CADDS SHEET 49



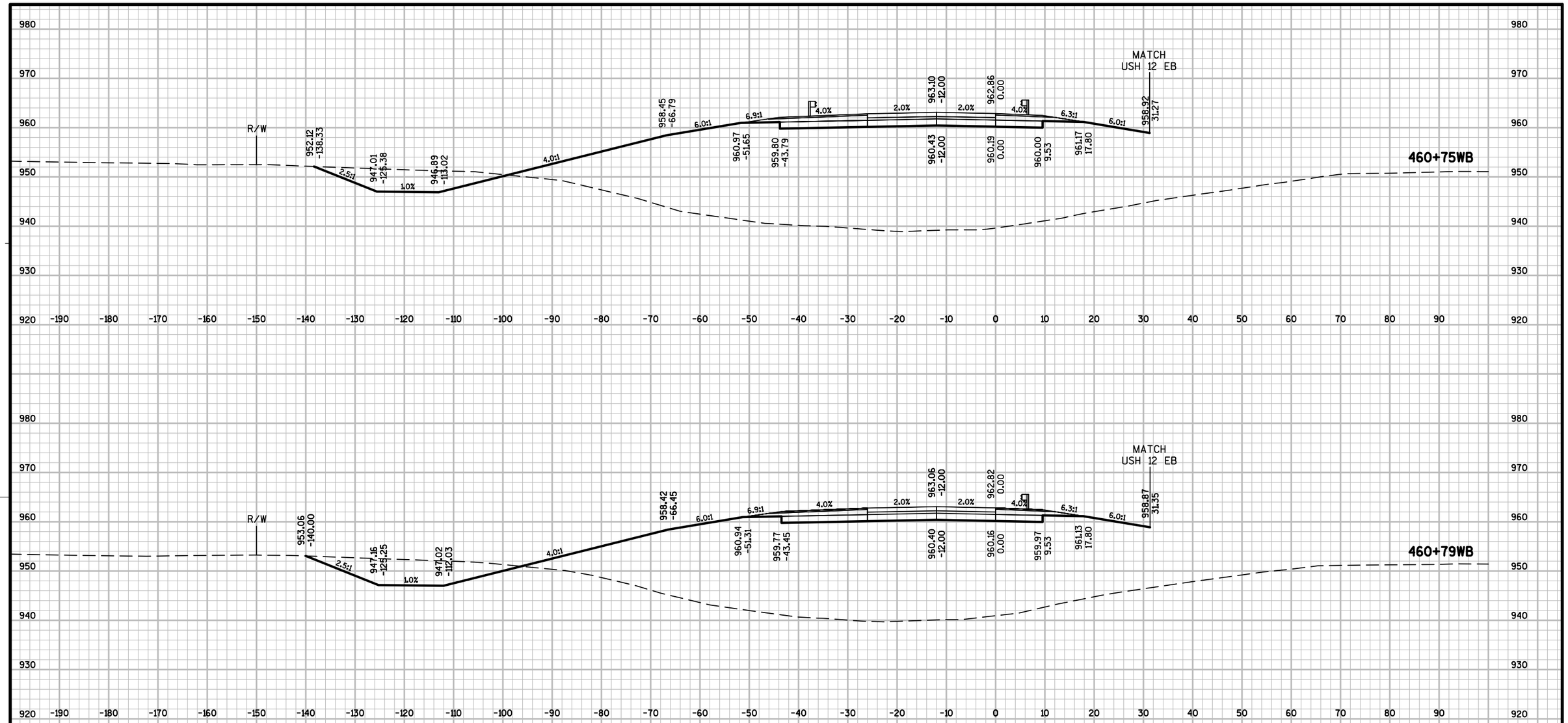
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 863	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 864	E

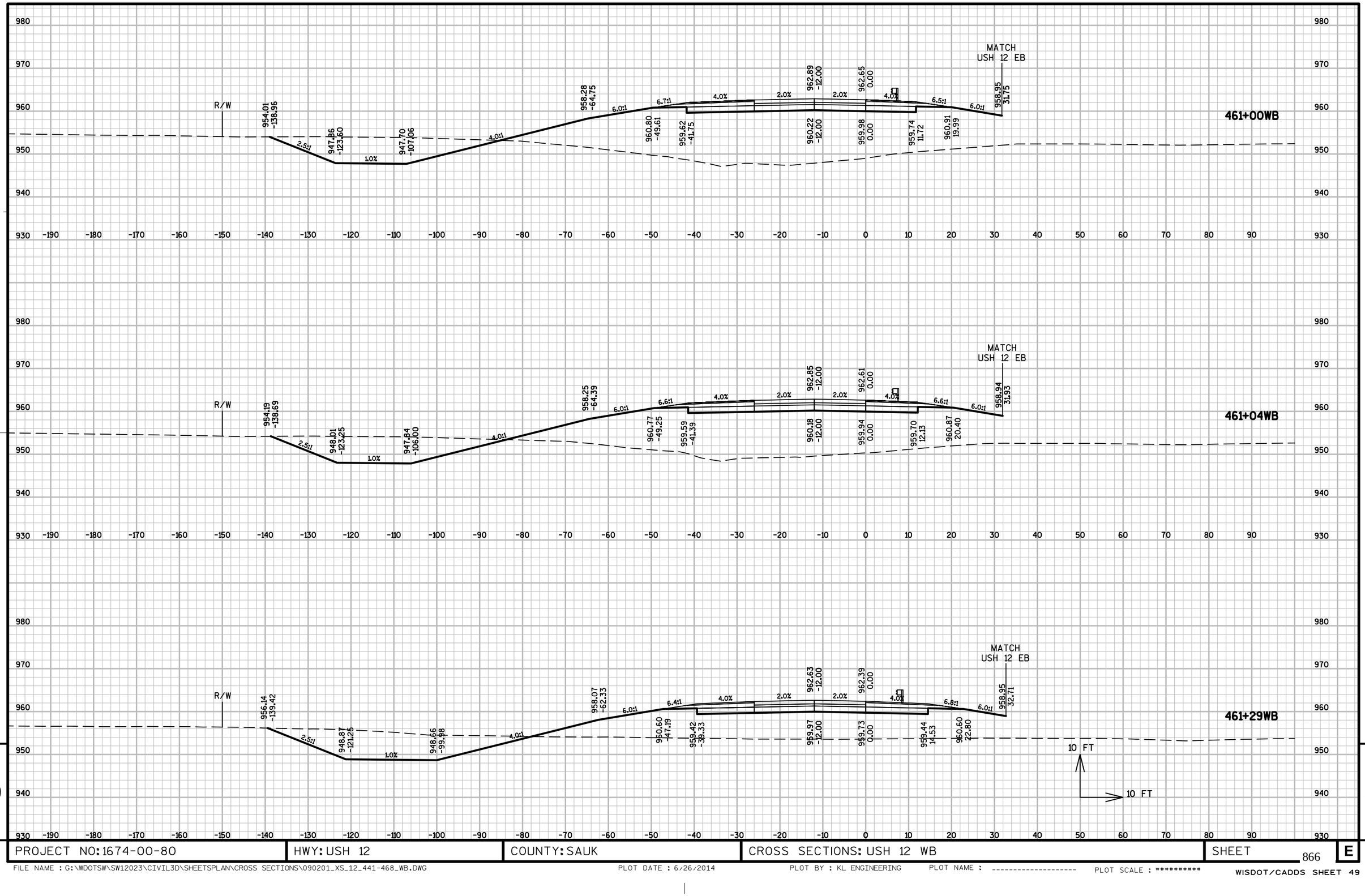


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 865	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

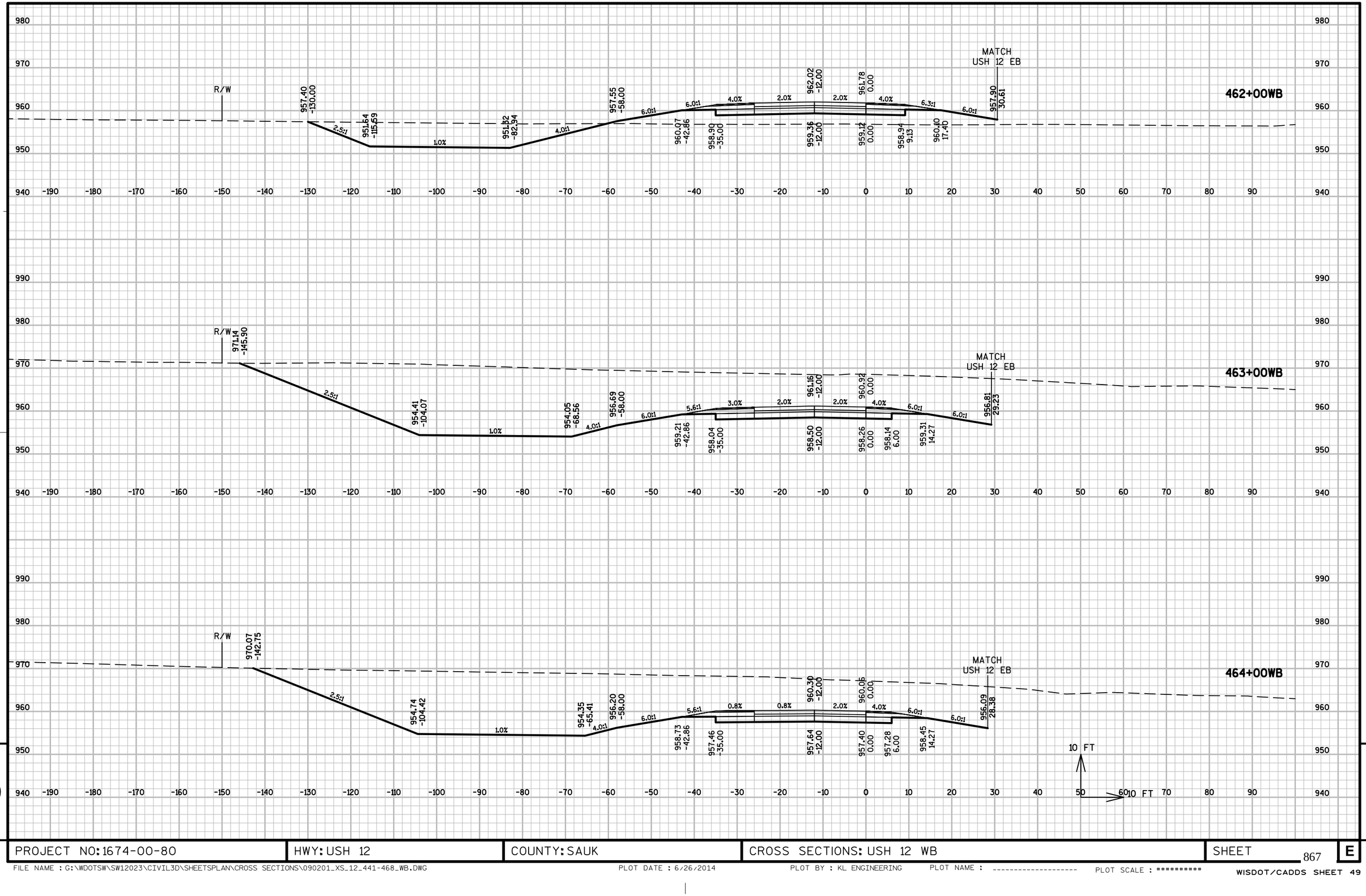


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

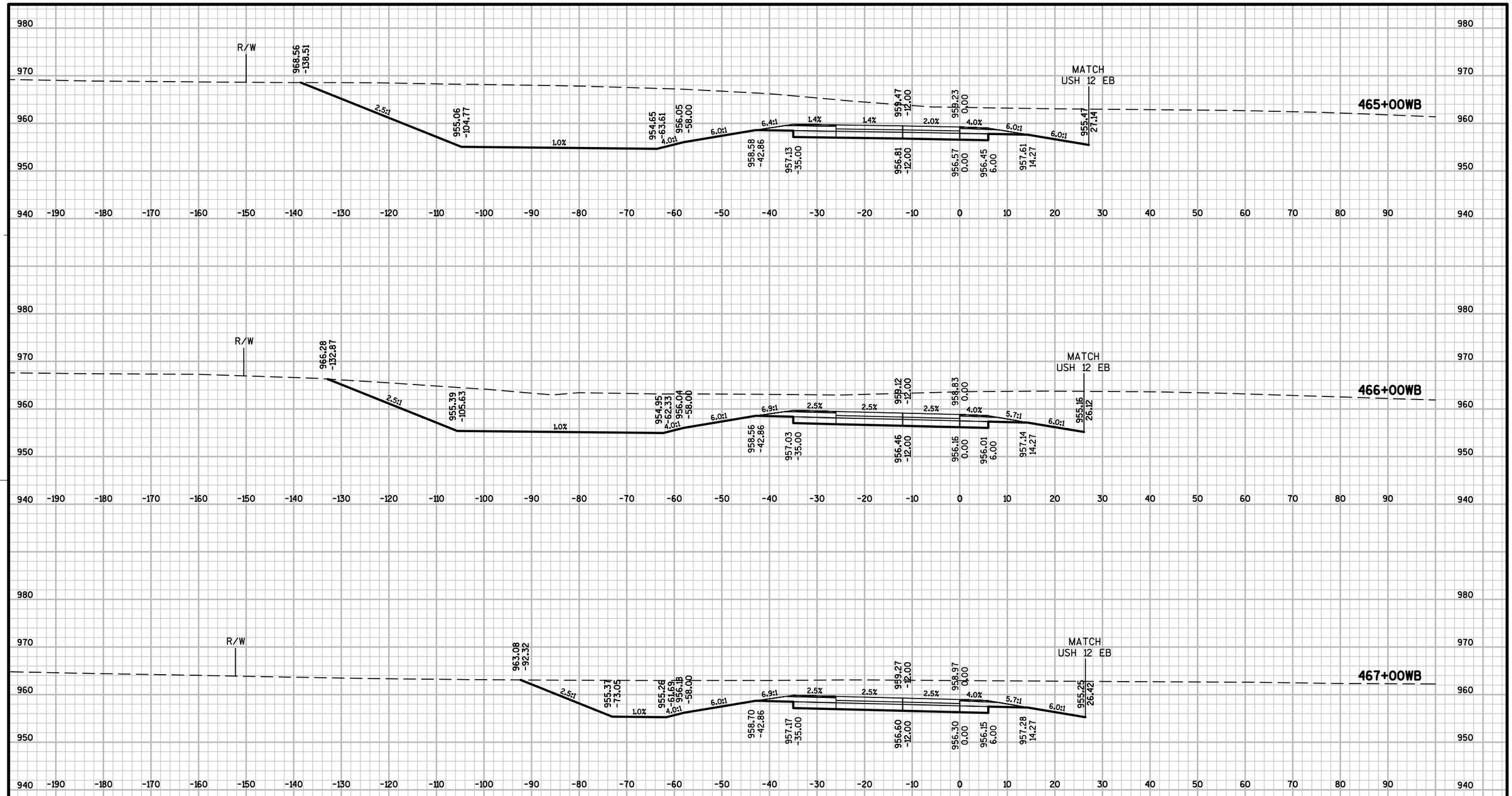


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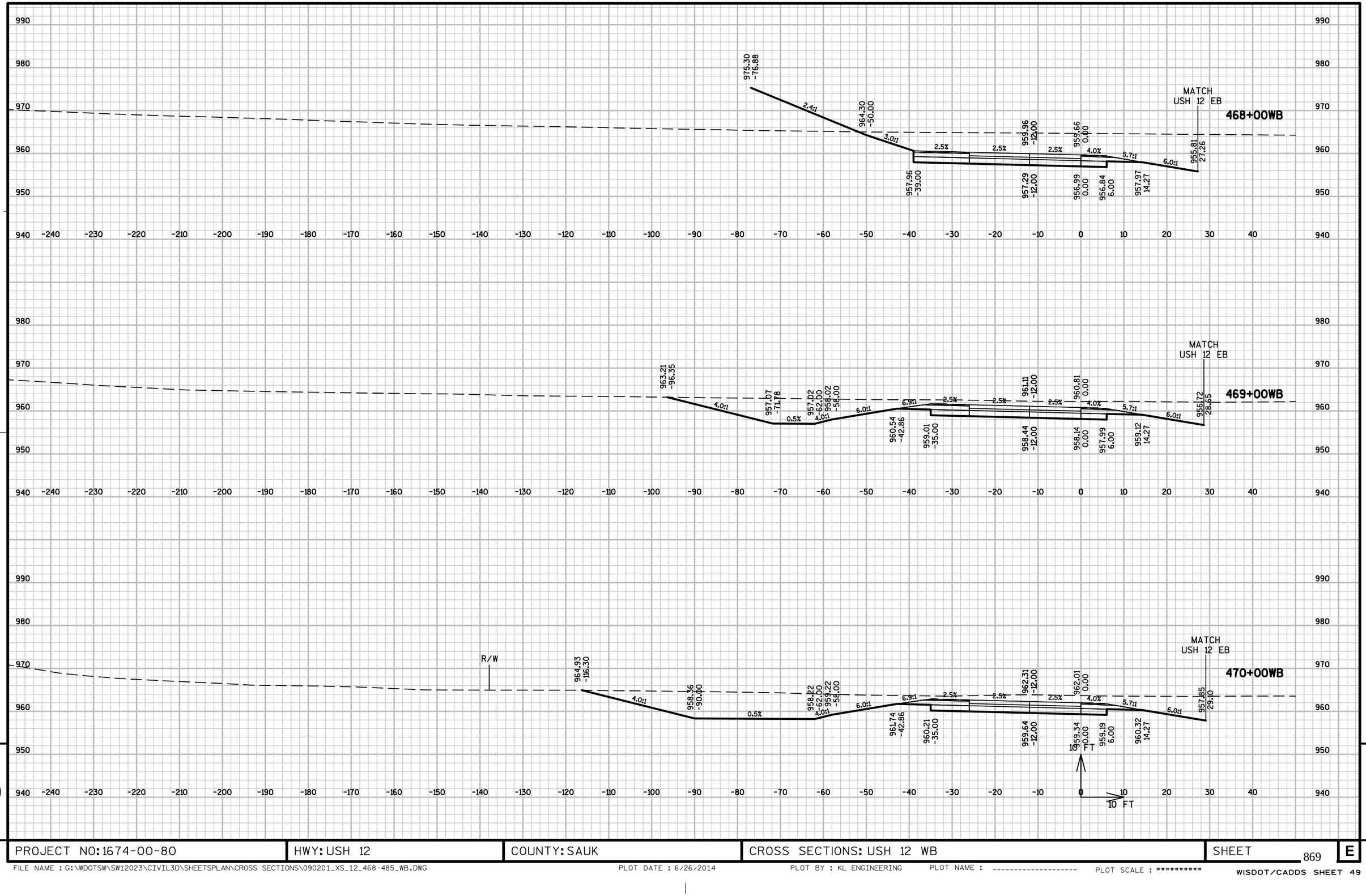
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 867	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 868	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_441-468_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

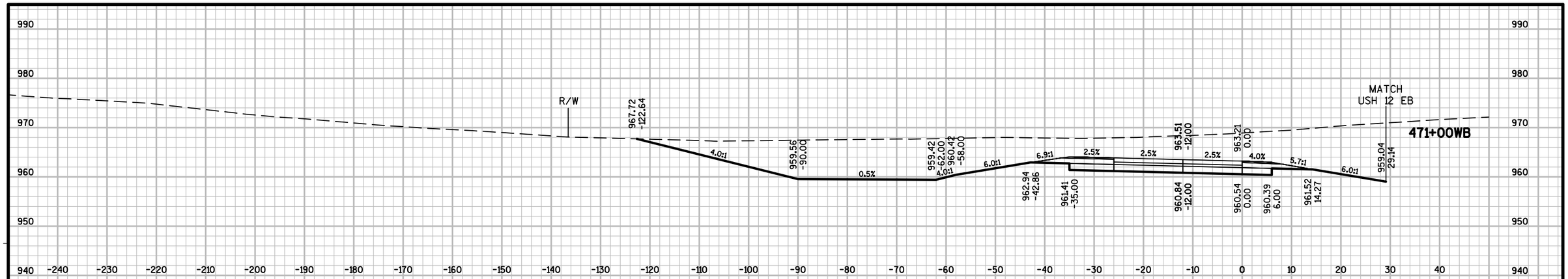


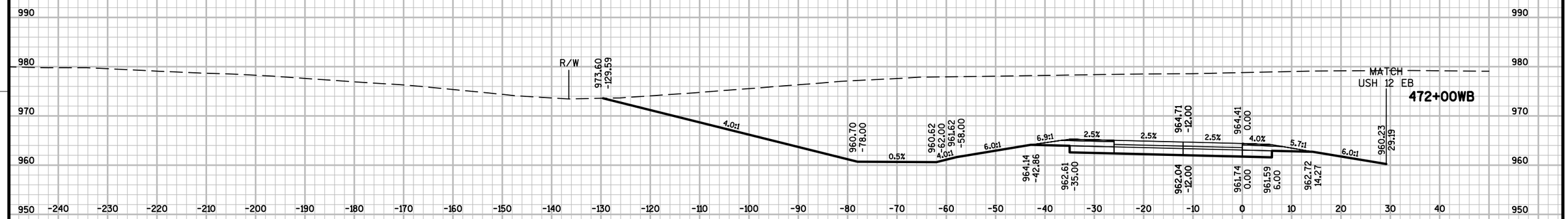
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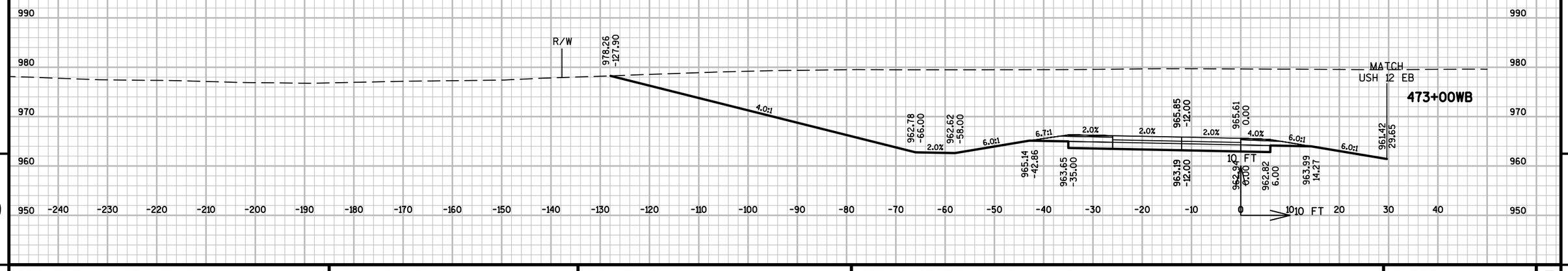
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 869	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





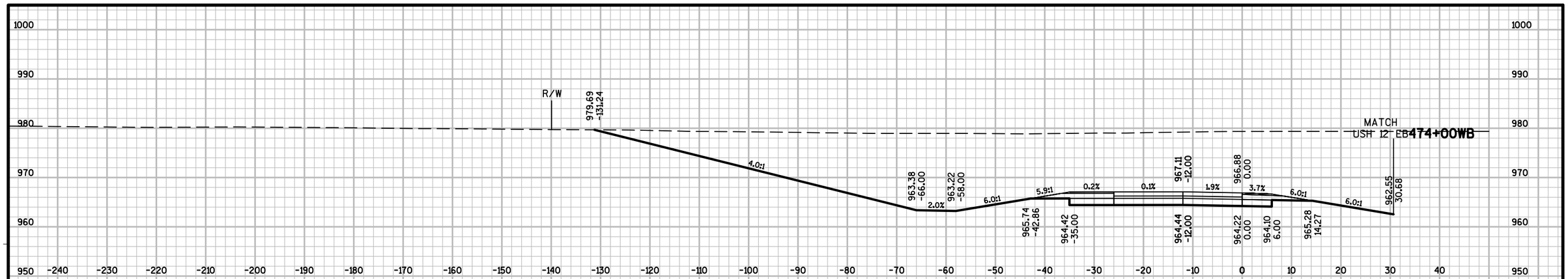


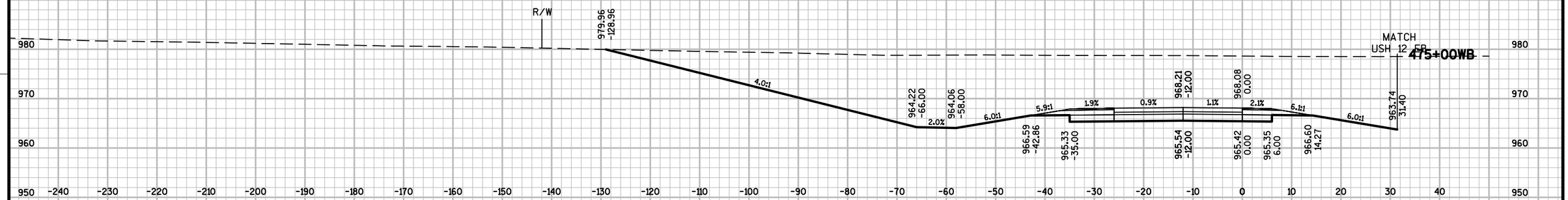
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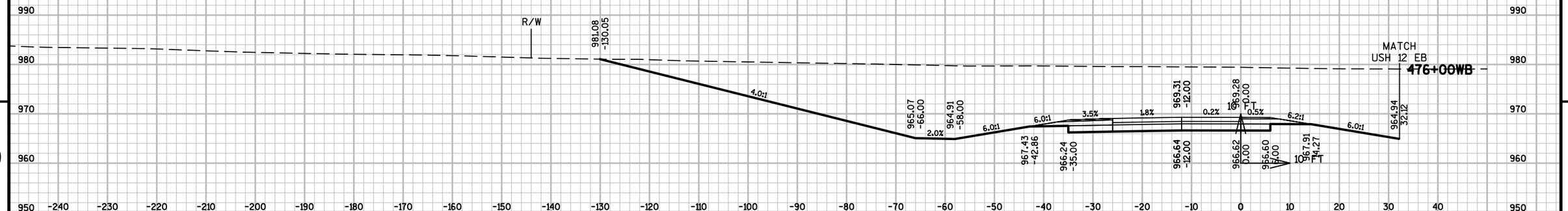
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 870	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********





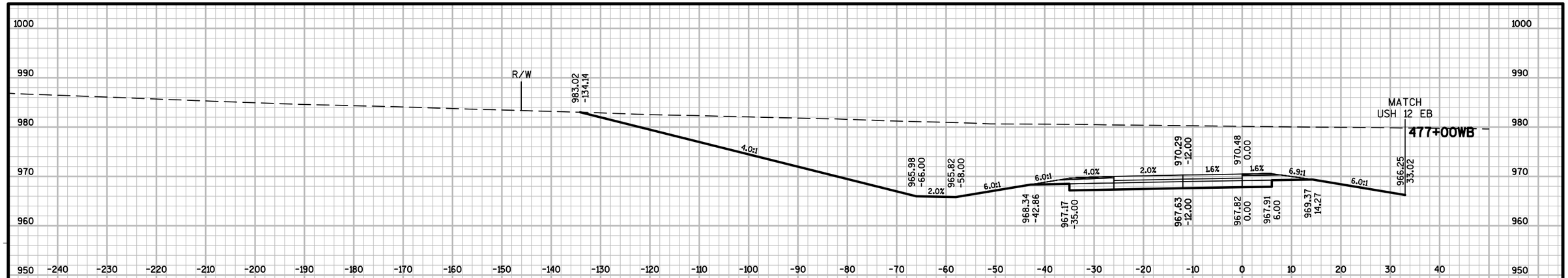


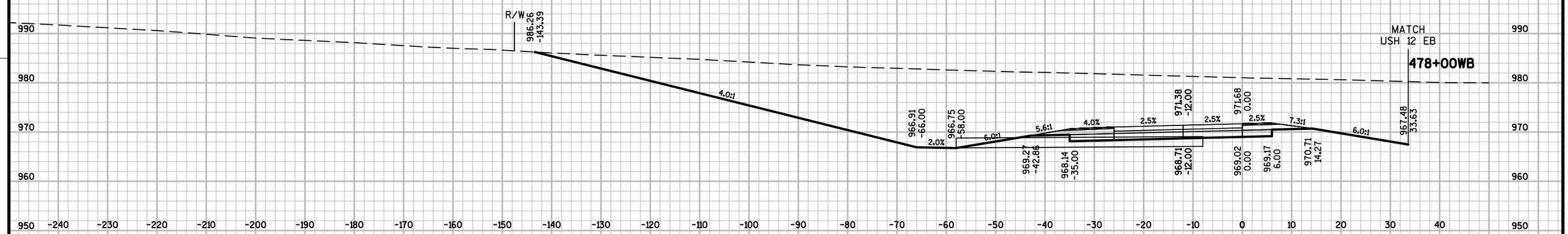
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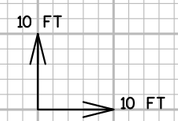
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 871	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********





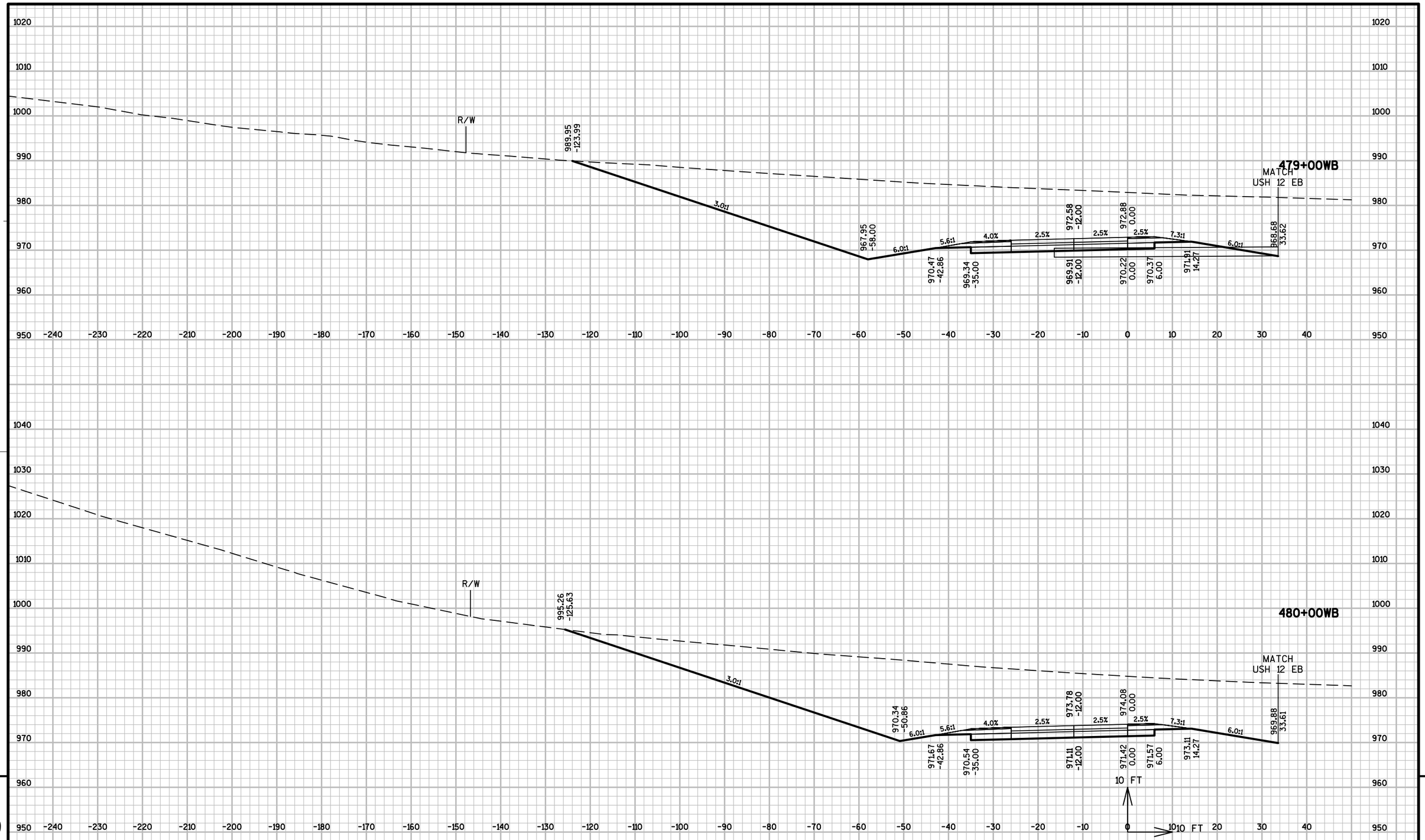


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 872	E

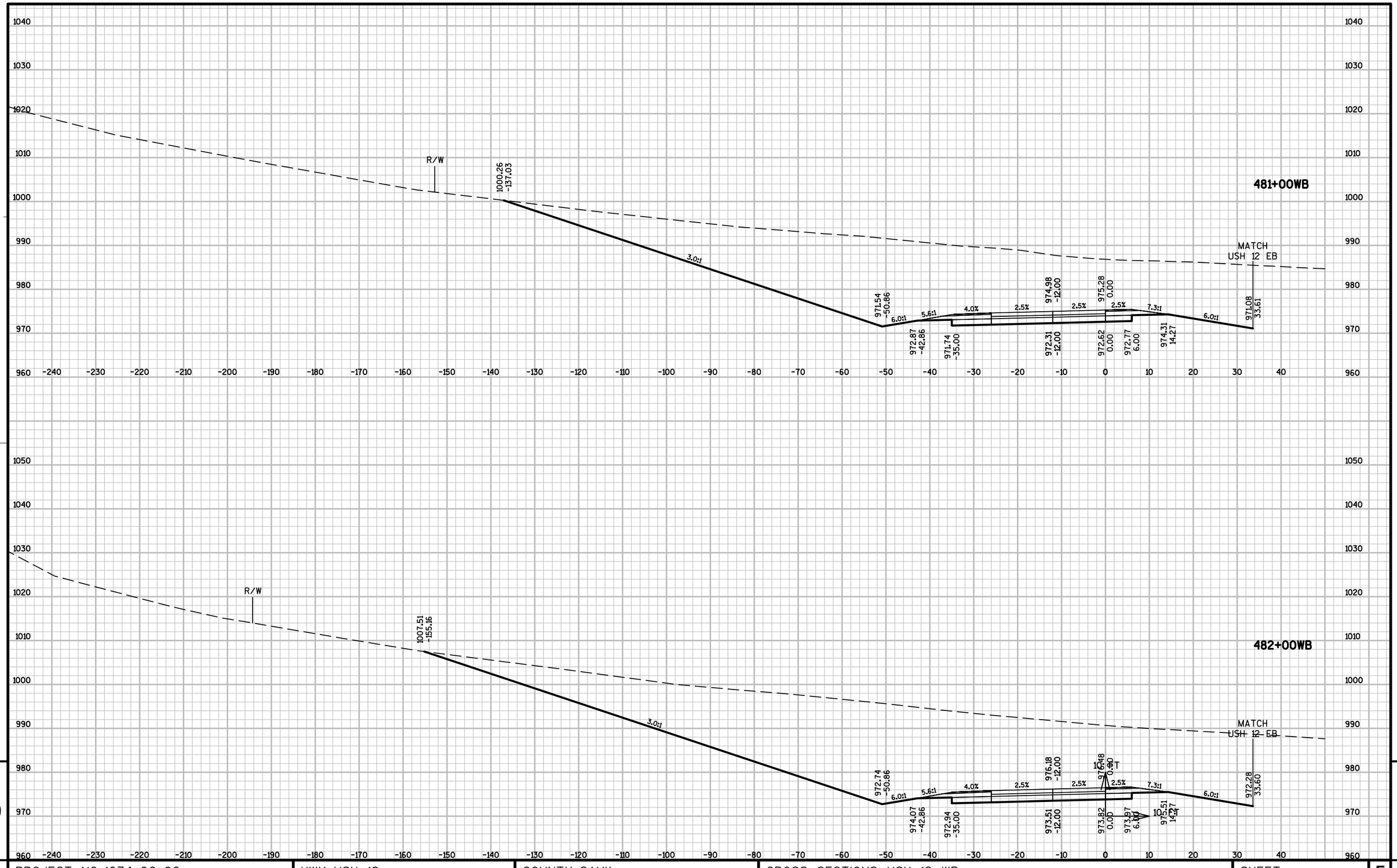
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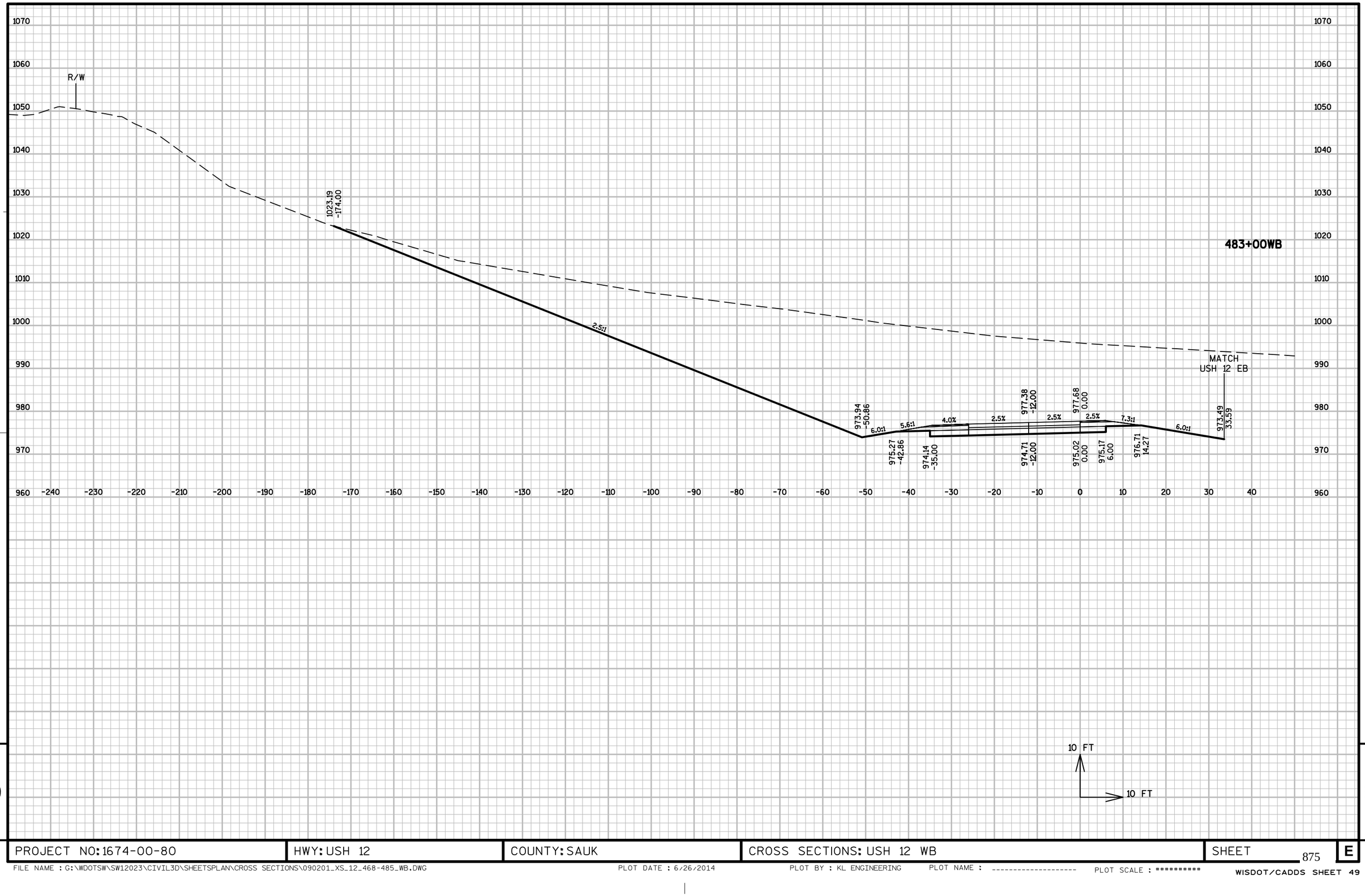
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 873	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 874 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 875	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_468-485_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

1070
1060
1050
1040
1030
1020
1010
1000
990
980
970
960

-240 -230 -220 -210 -200 -190 -180 -170 -160 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40

1051.55
-247.83

2.5:1

484+00WB

974.44
-55.05

6.0:1 5.6:1 4.0% 2.5% 2.5% 2.5% 7.3:1 6.0:1

976.47
-42.86

975.34
-35.00

978.58
-12.00

975.91
-12.00

978.88
0.00

976.22
0.00

976.37
6.00

977.91
14.27

974.69
33.58

MATCH
USH 12 EB

10 FT

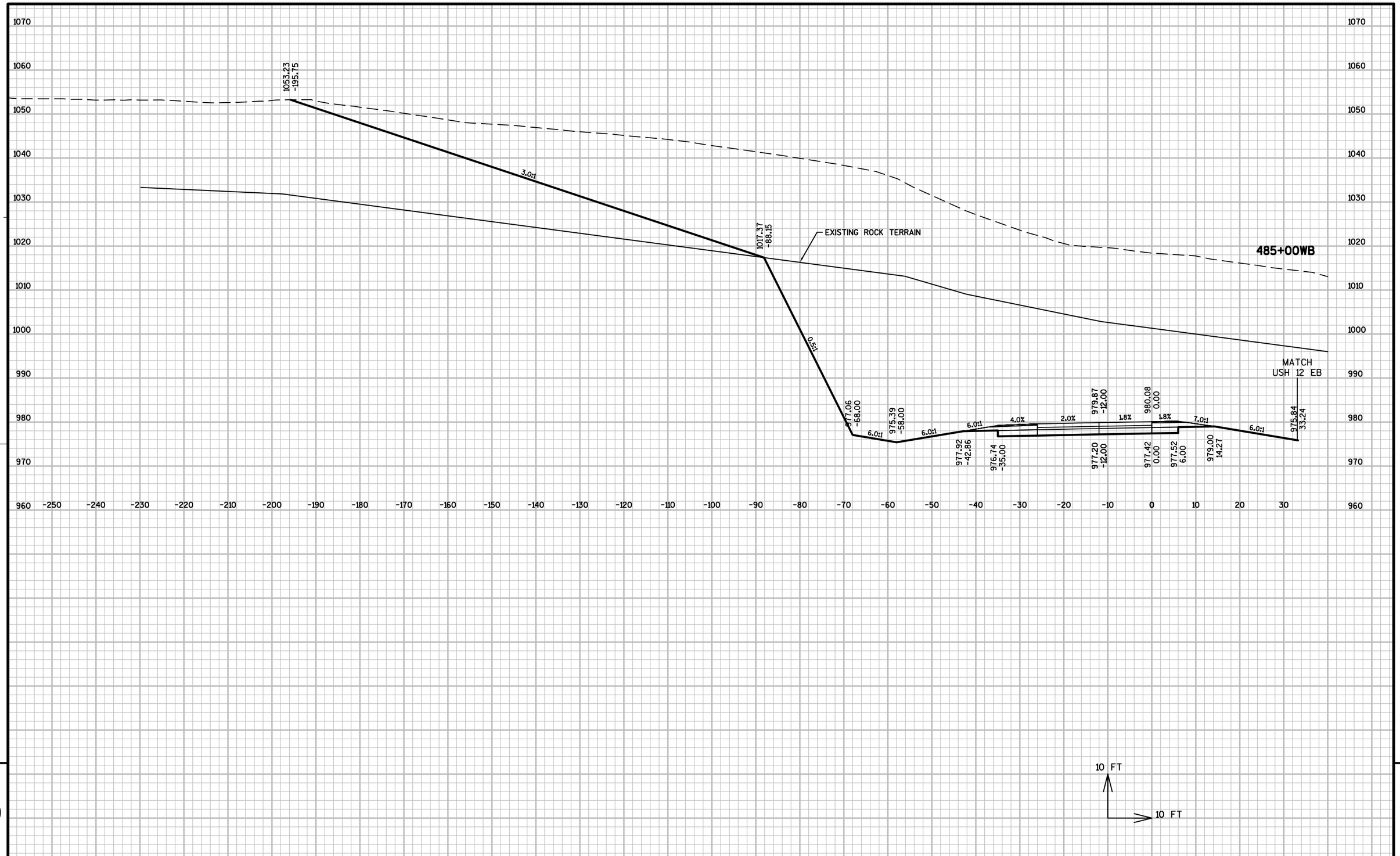
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 876	E

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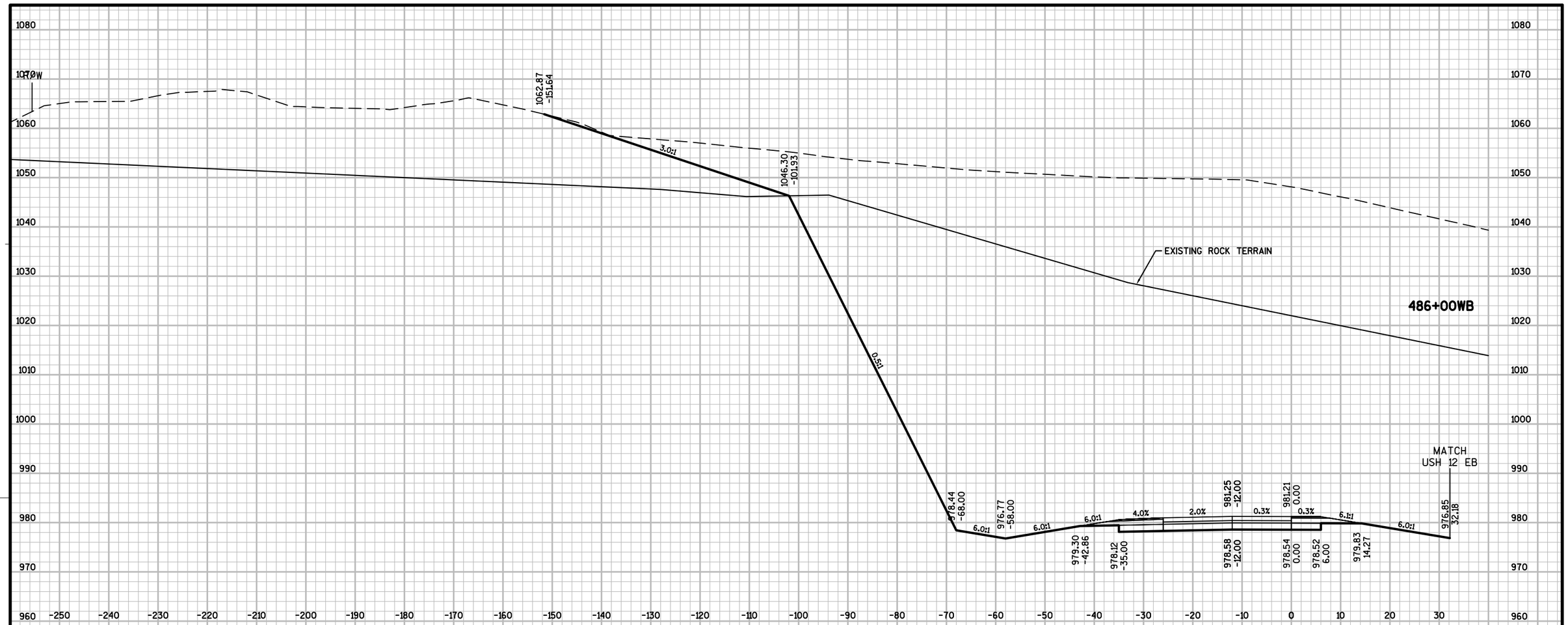


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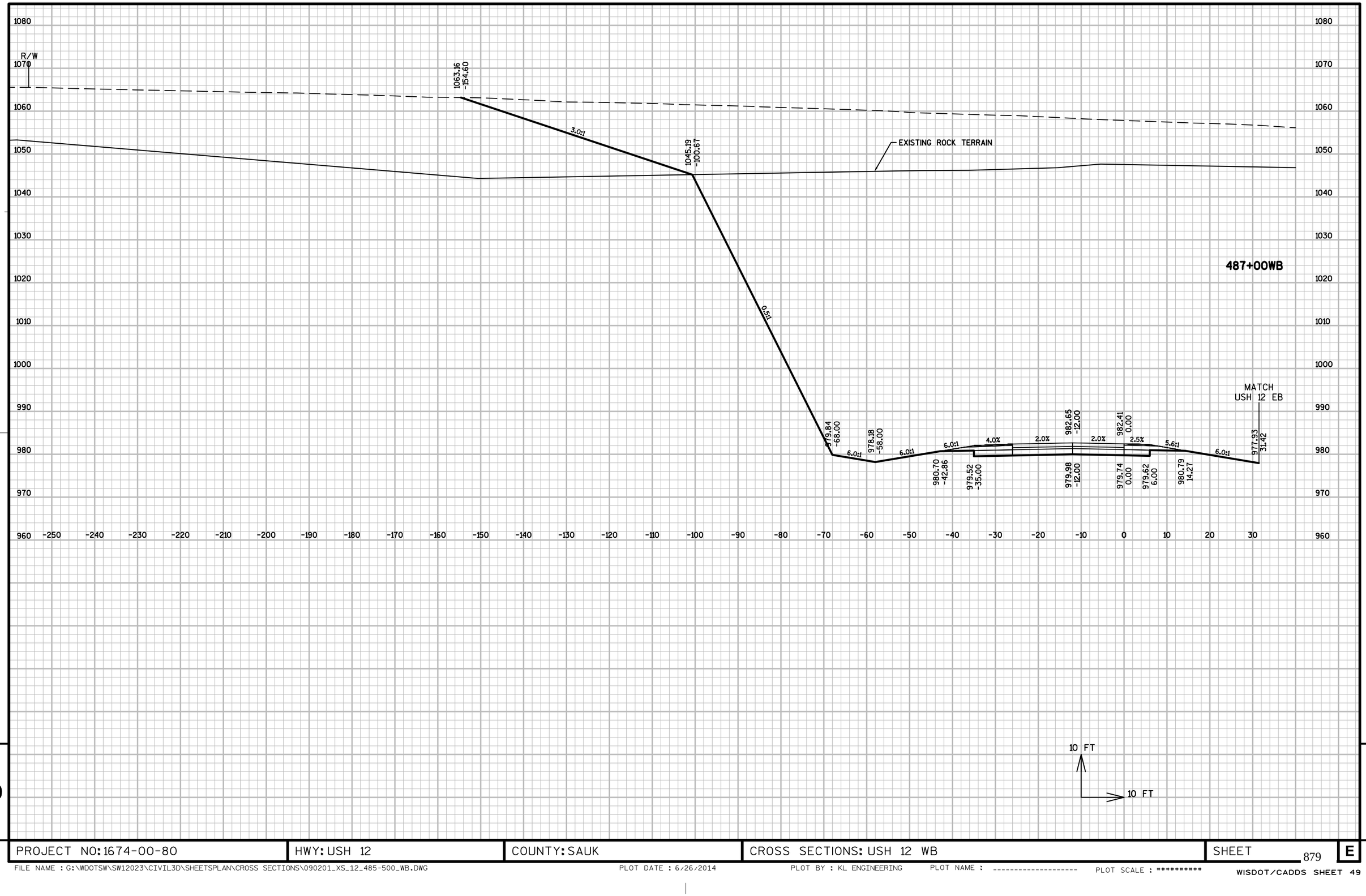
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 877	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 878	E

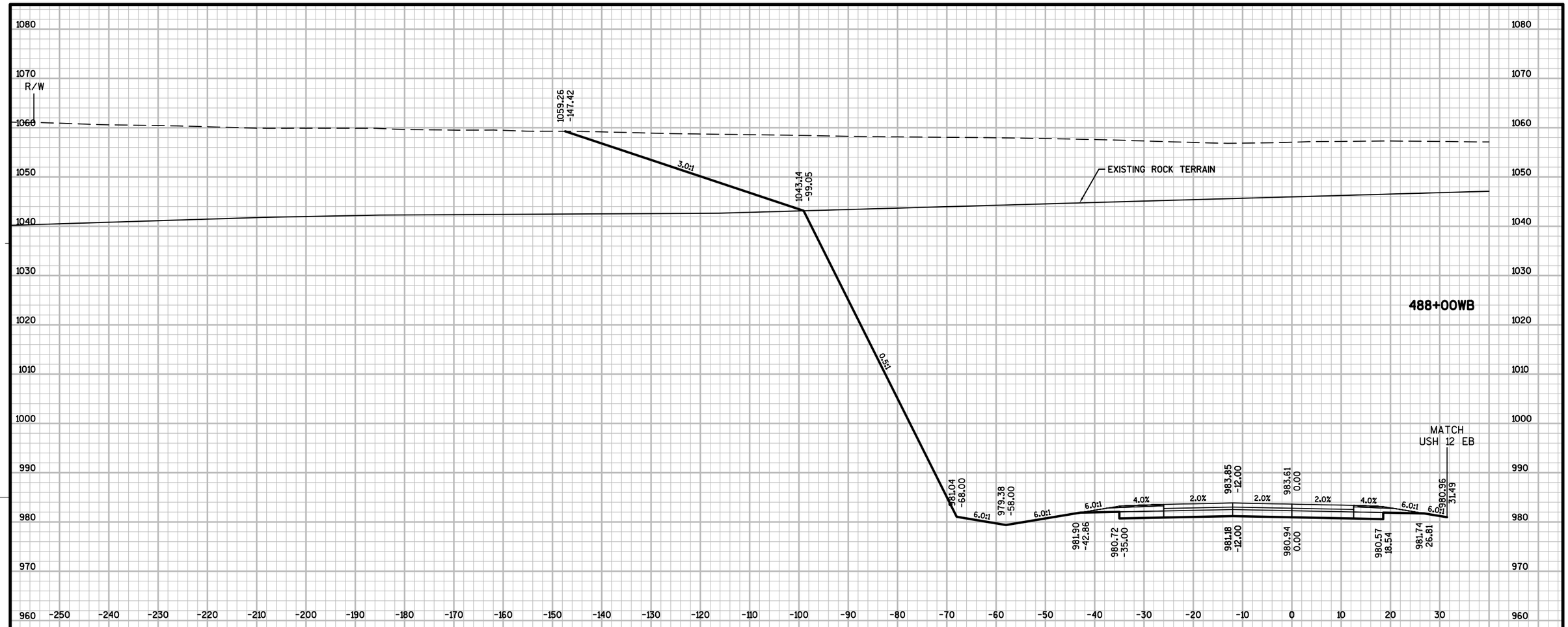
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 879	E



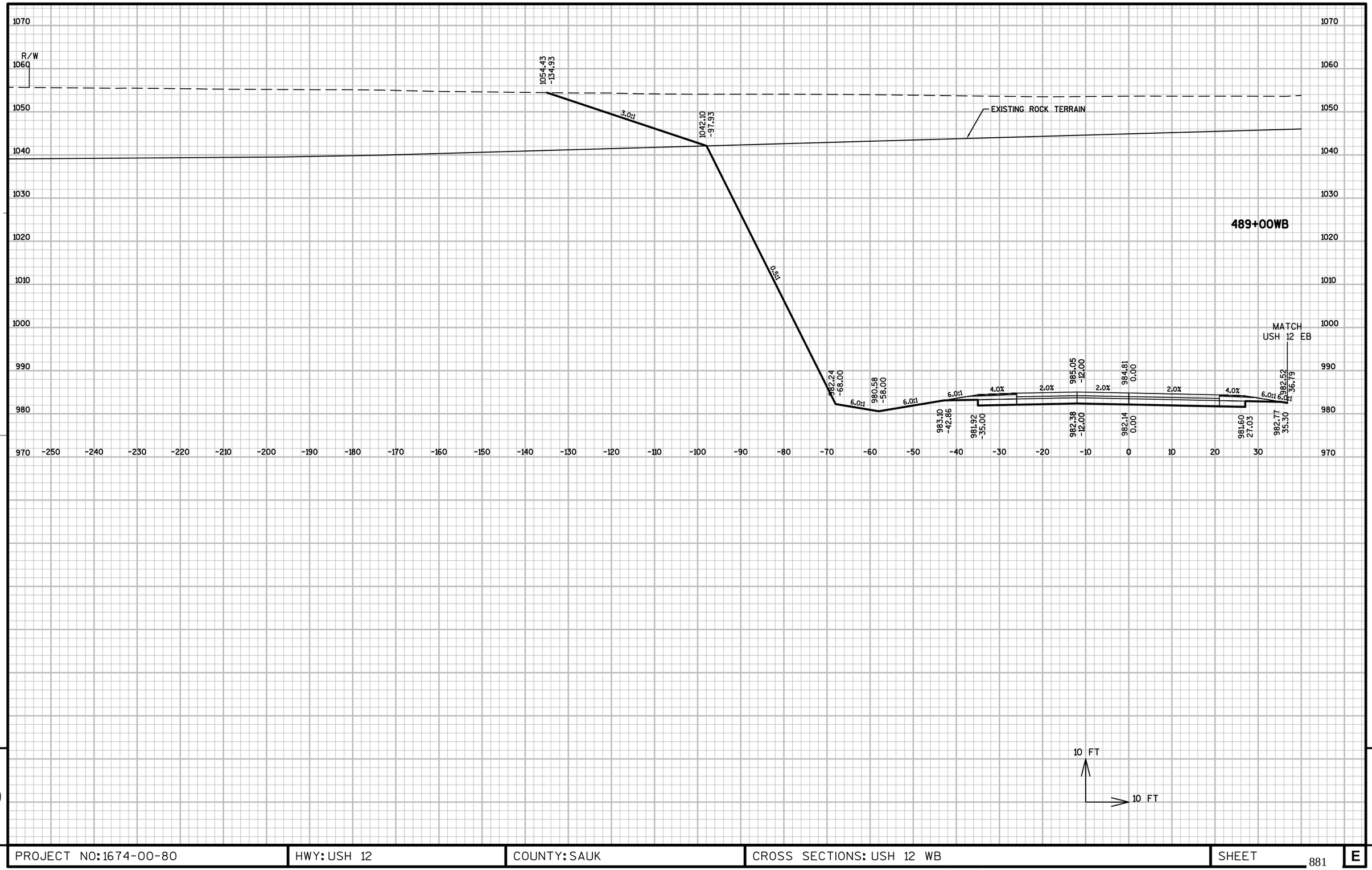
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10 FT

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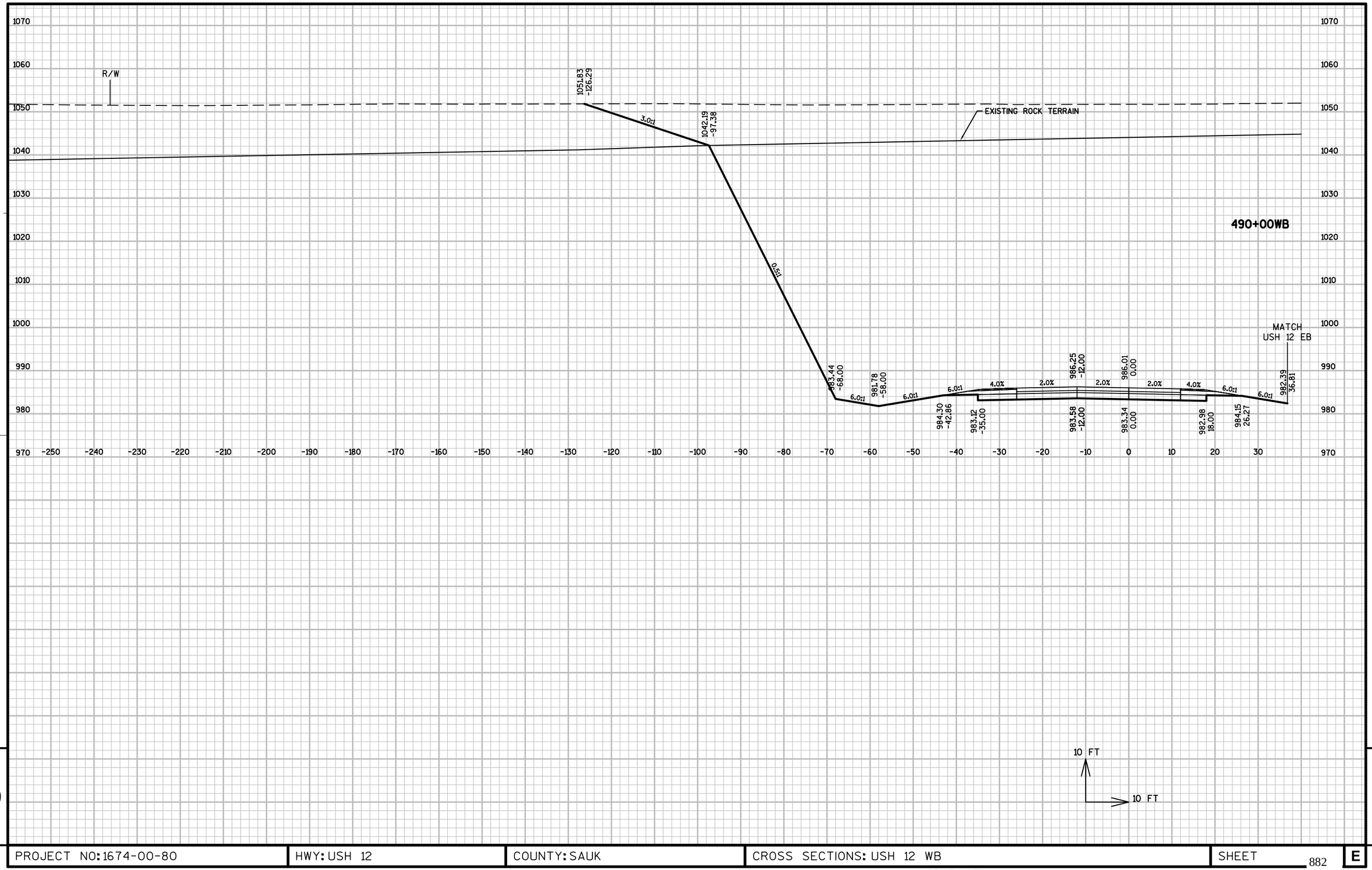
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 880	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 881	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

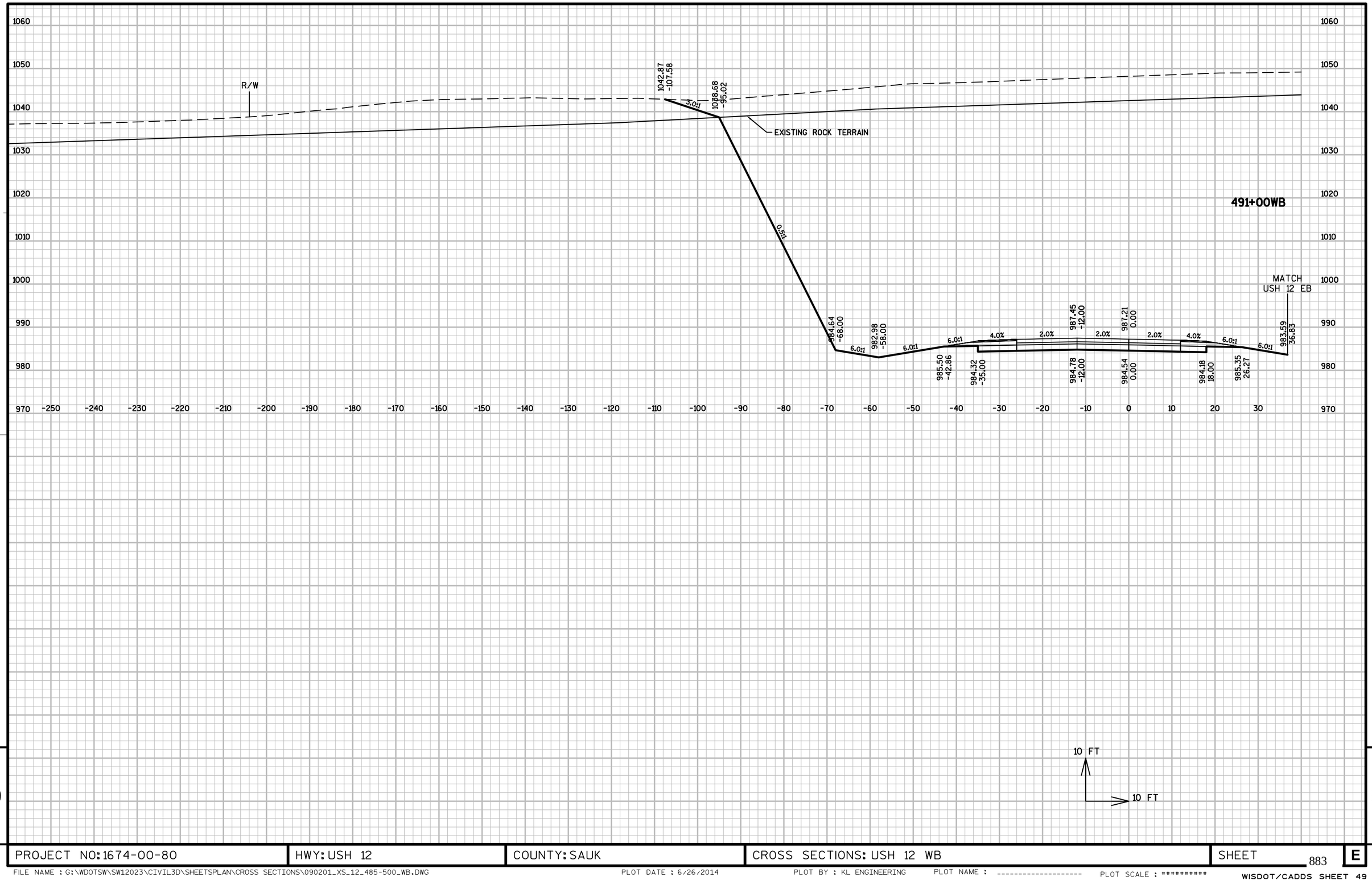


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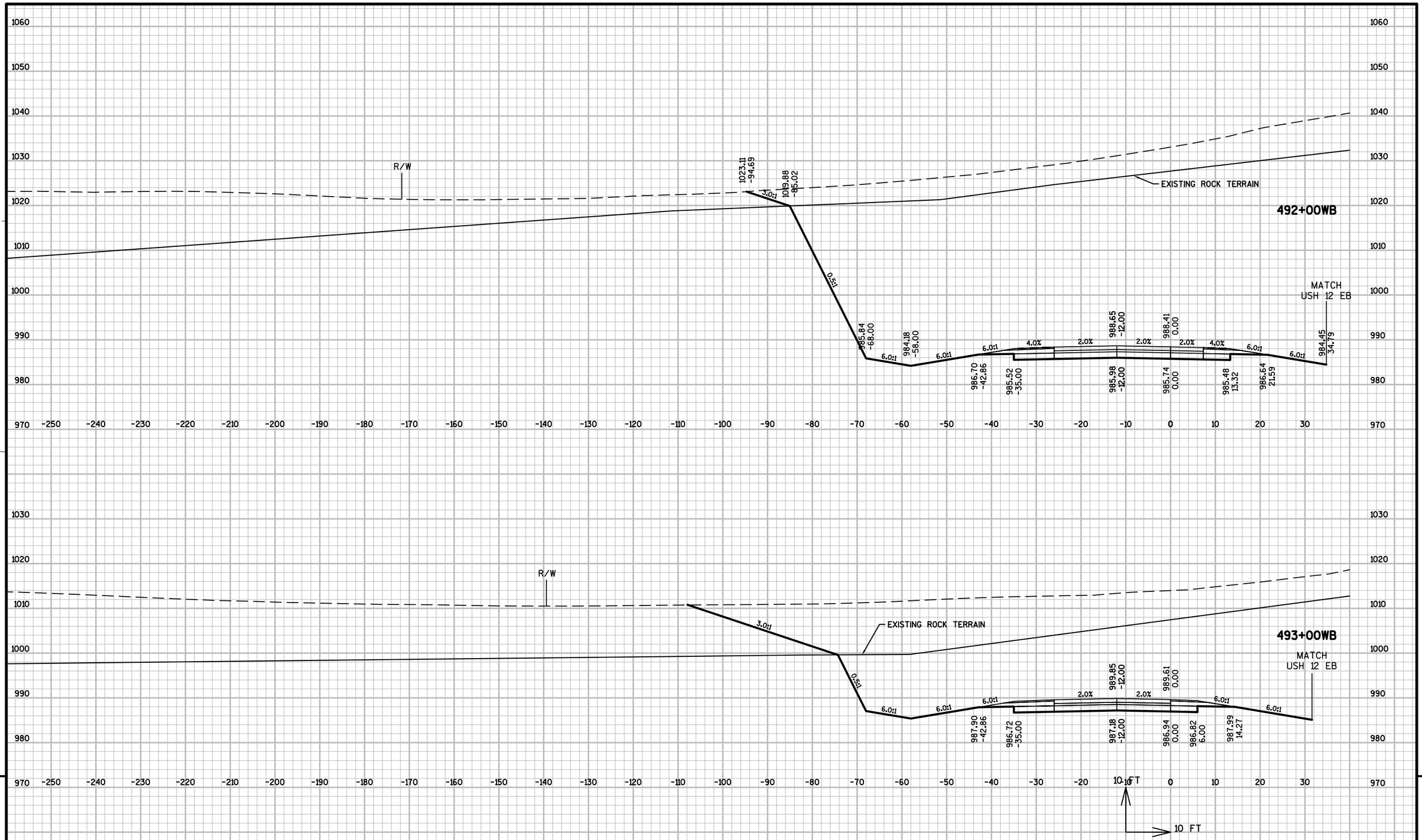
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 883	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_485-500_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

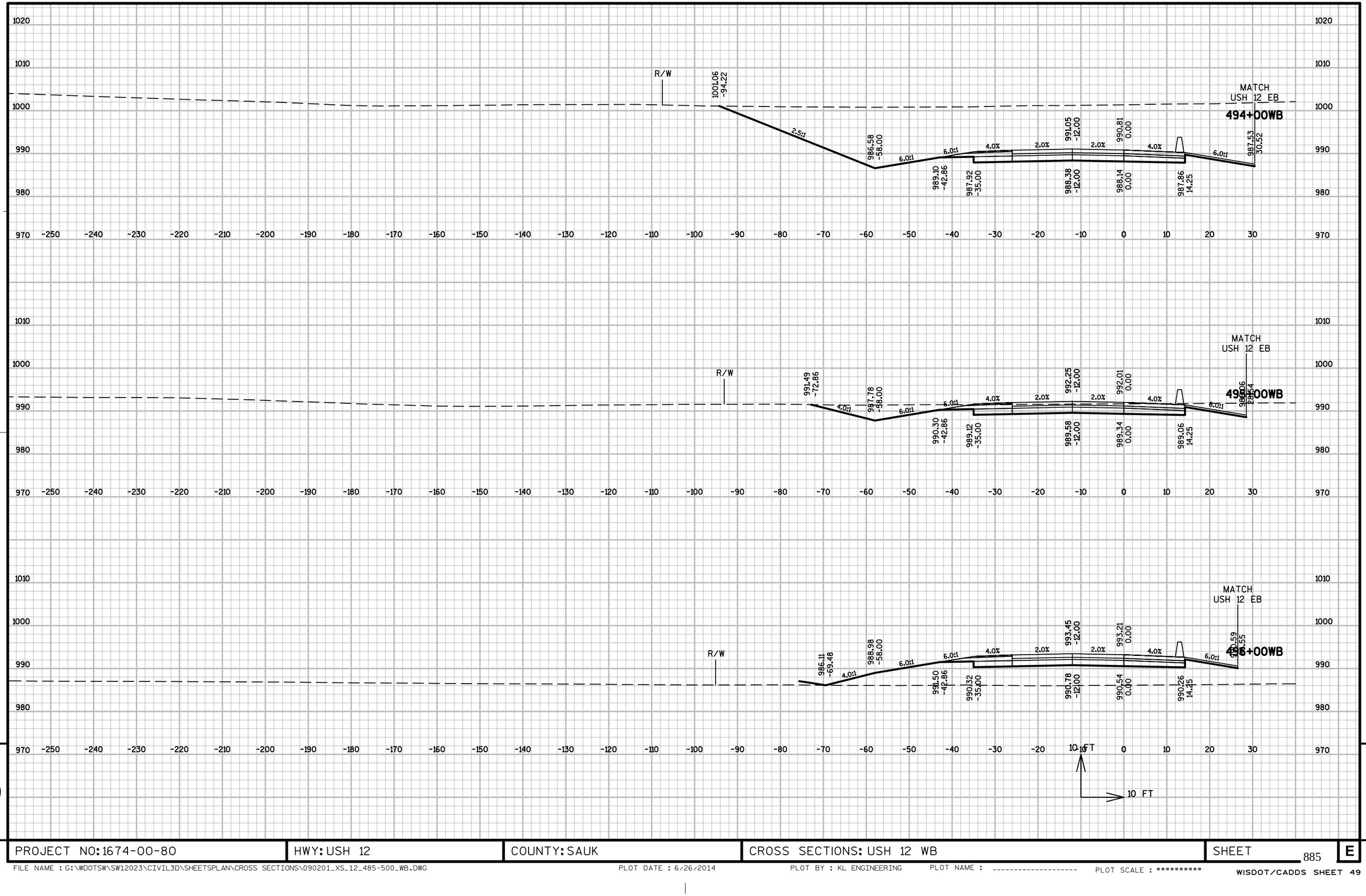


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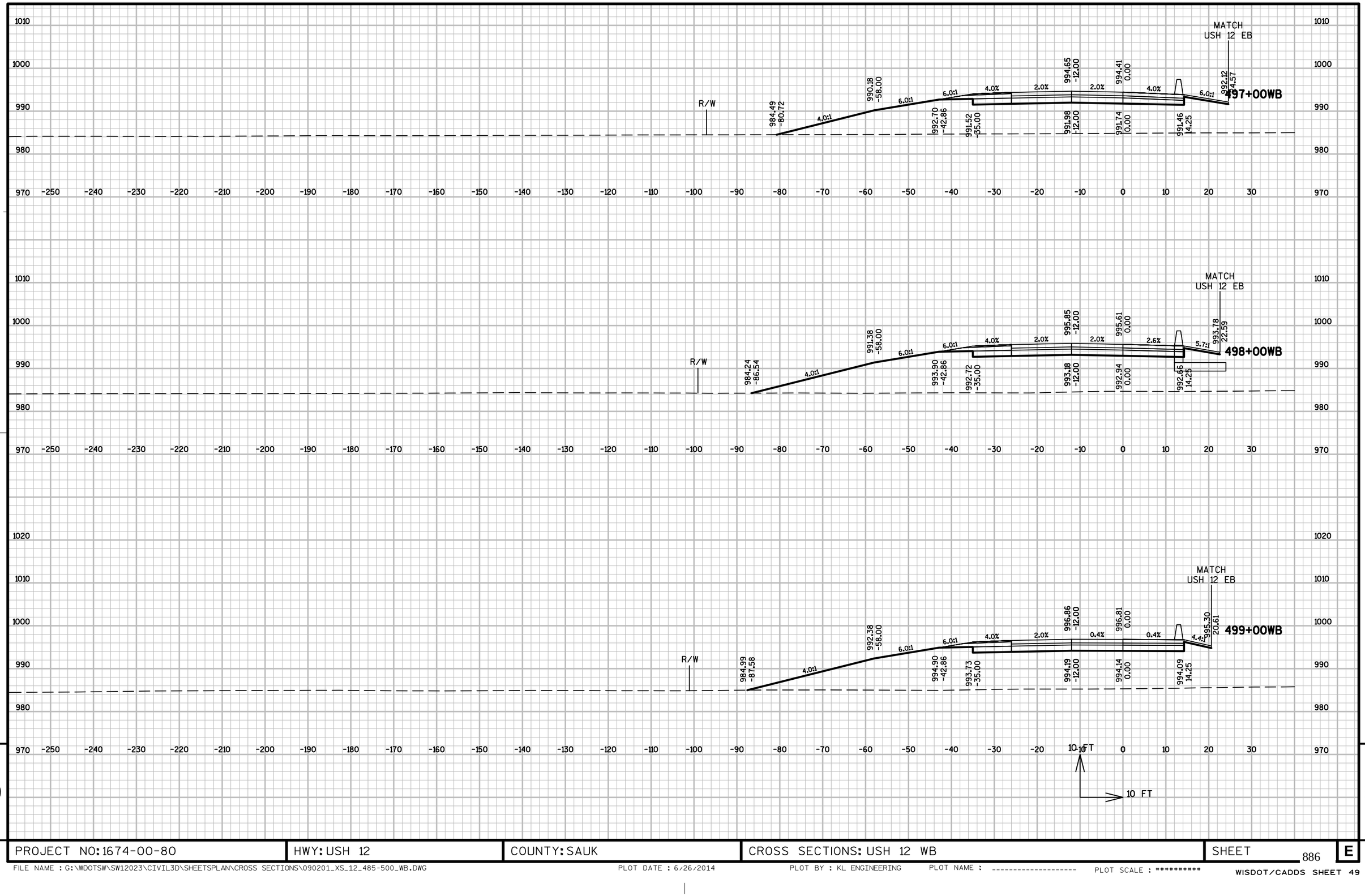
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 885	E

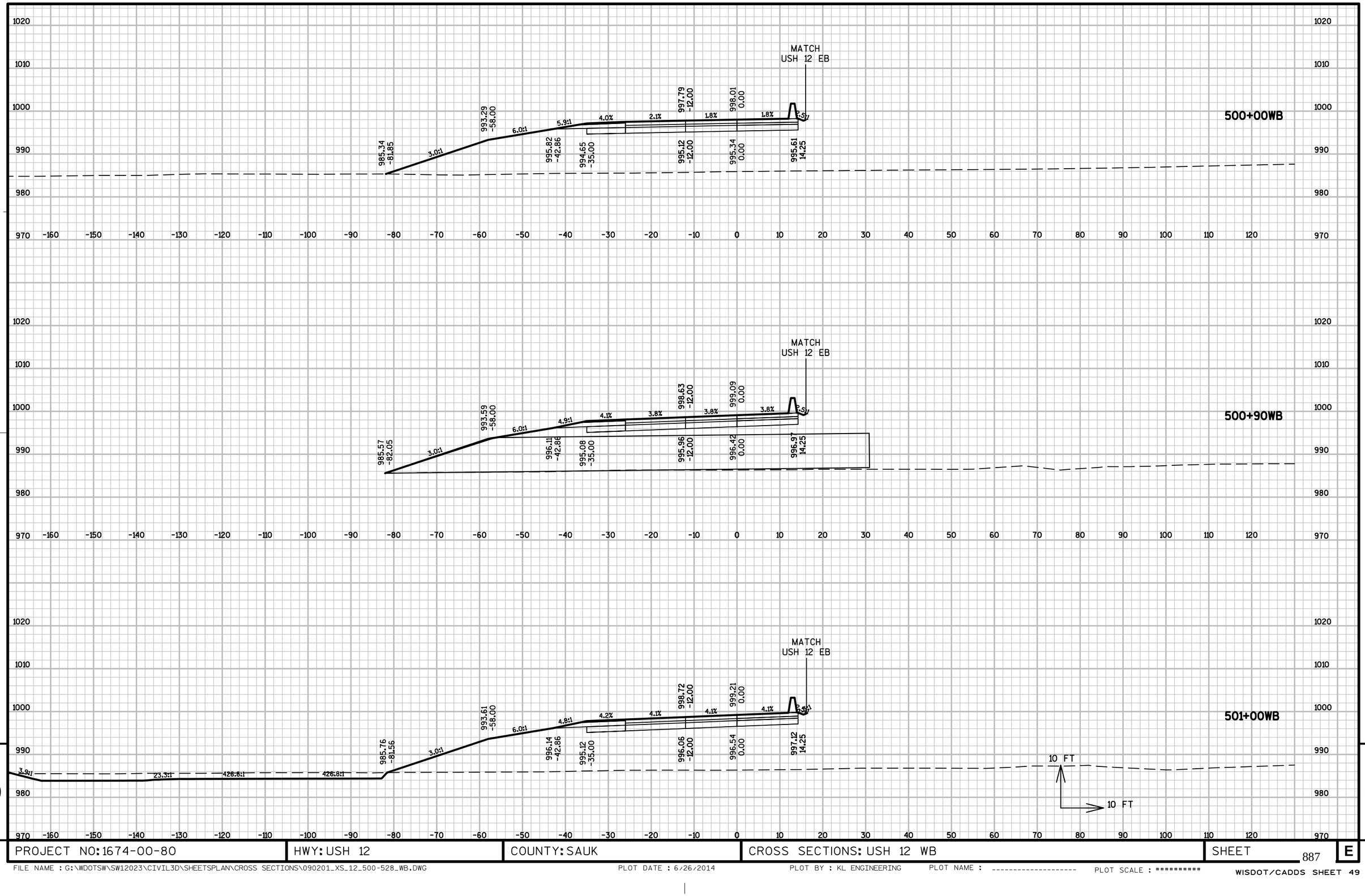
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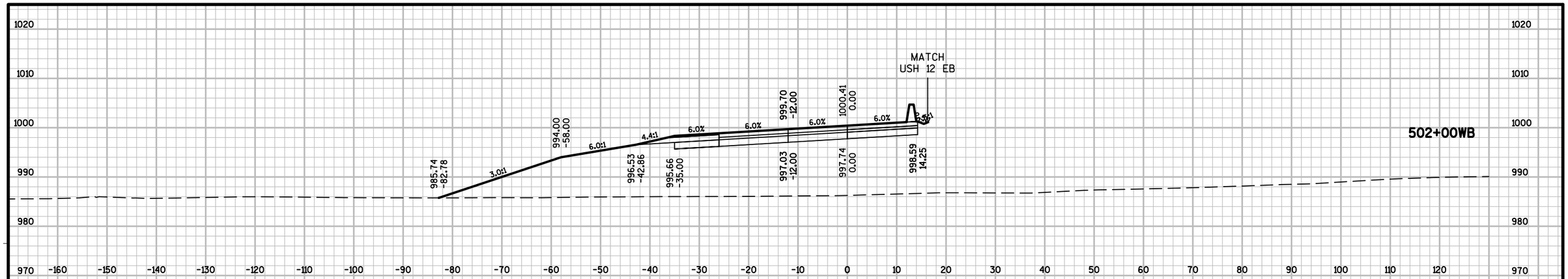
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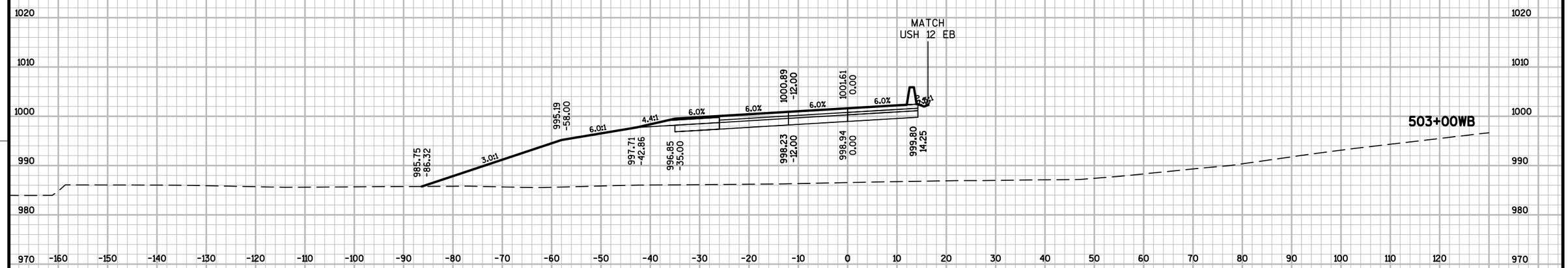
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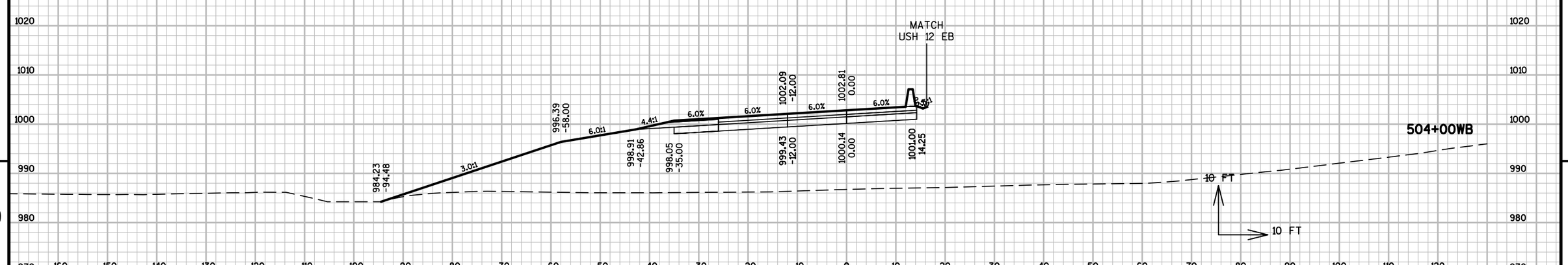


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 887	E

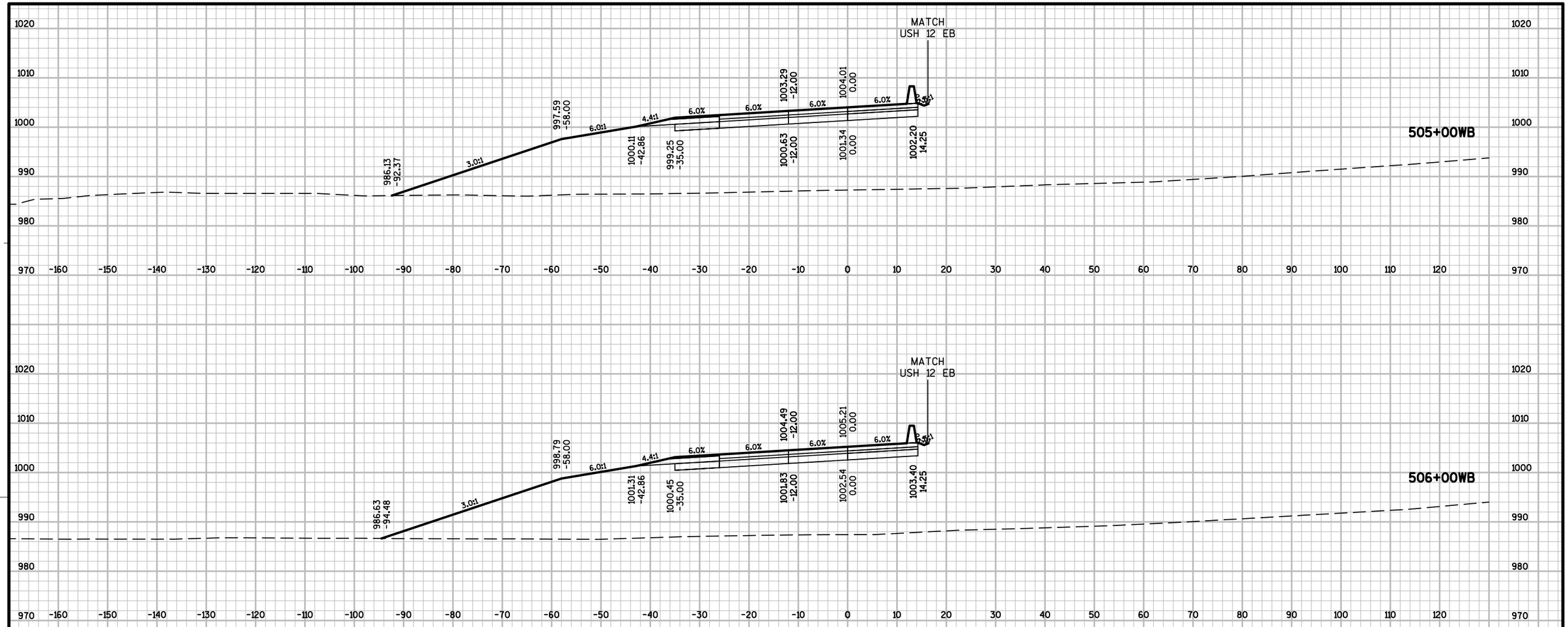
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49







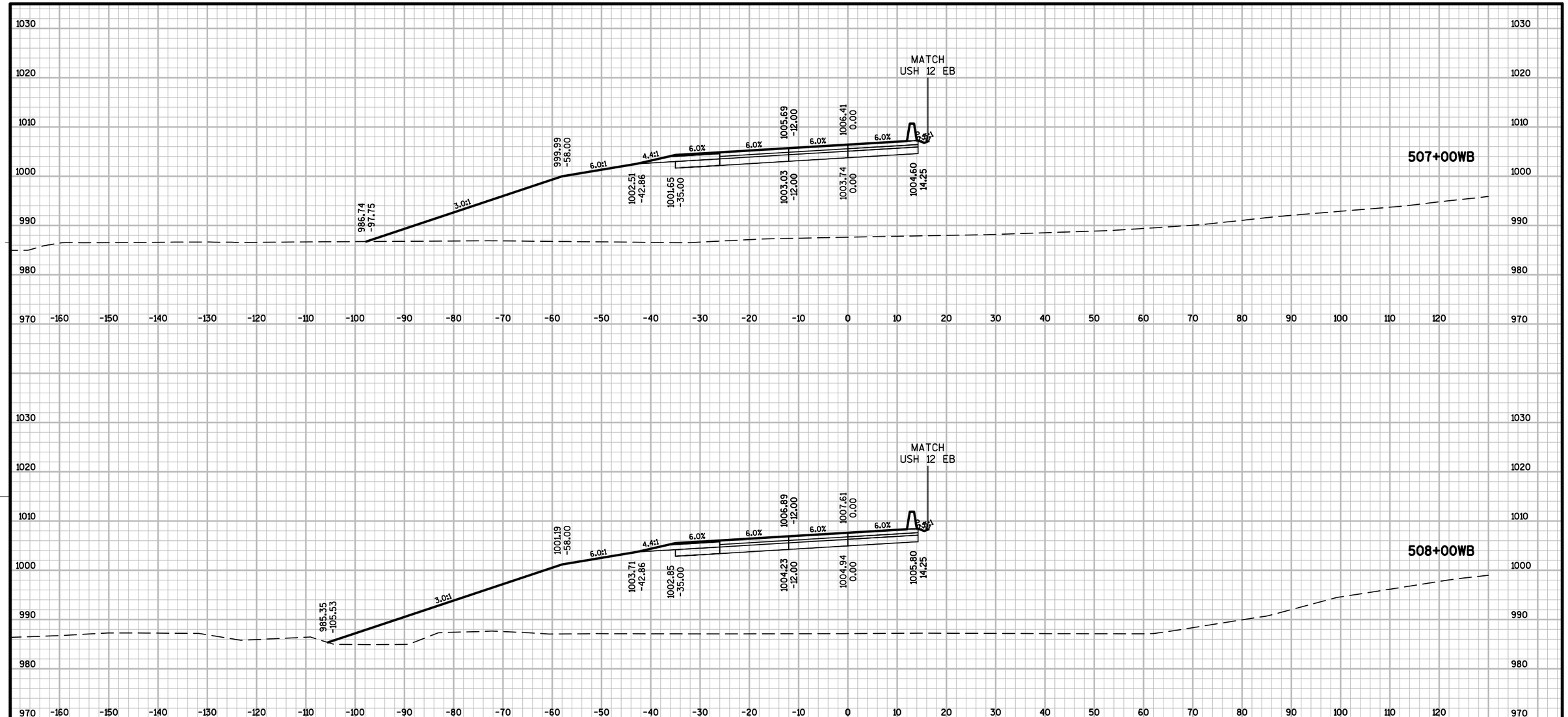
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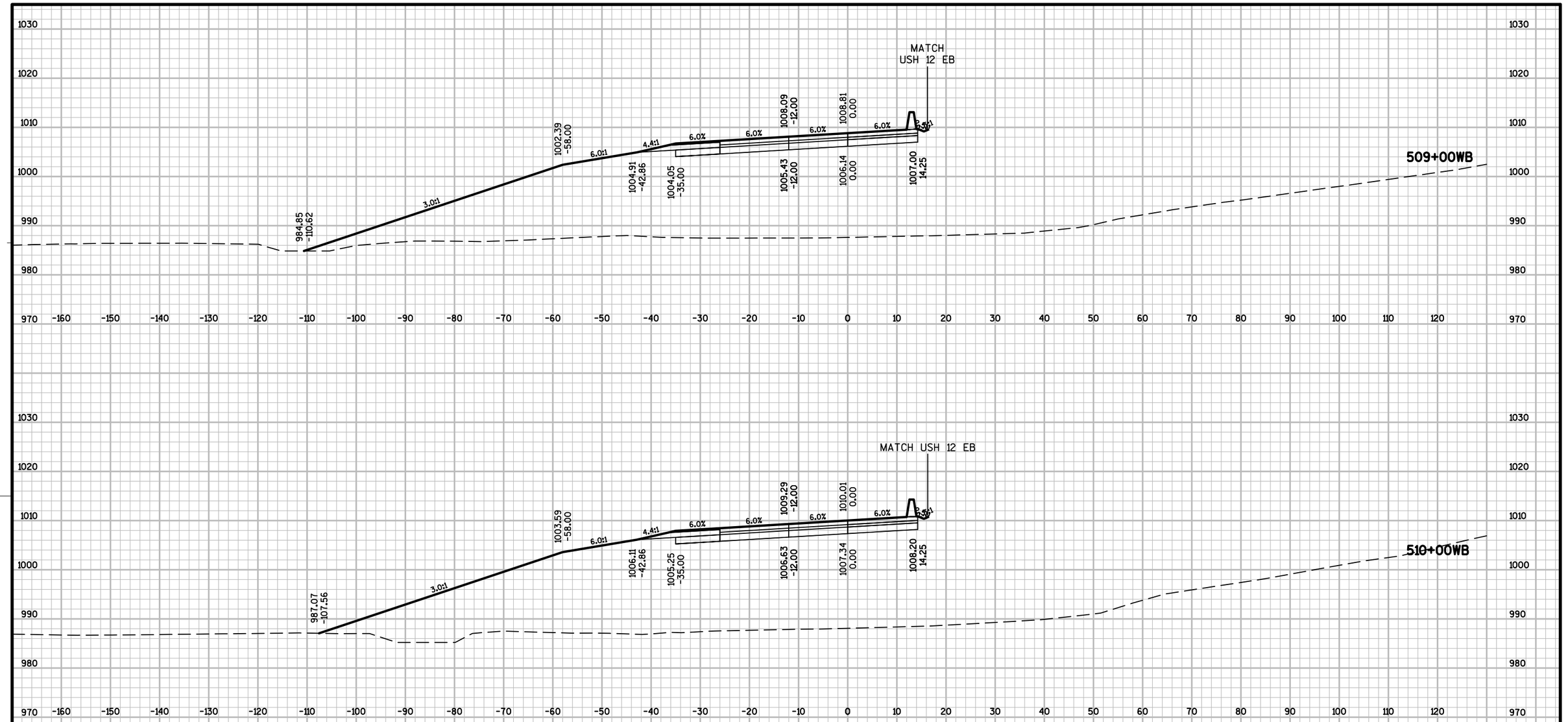
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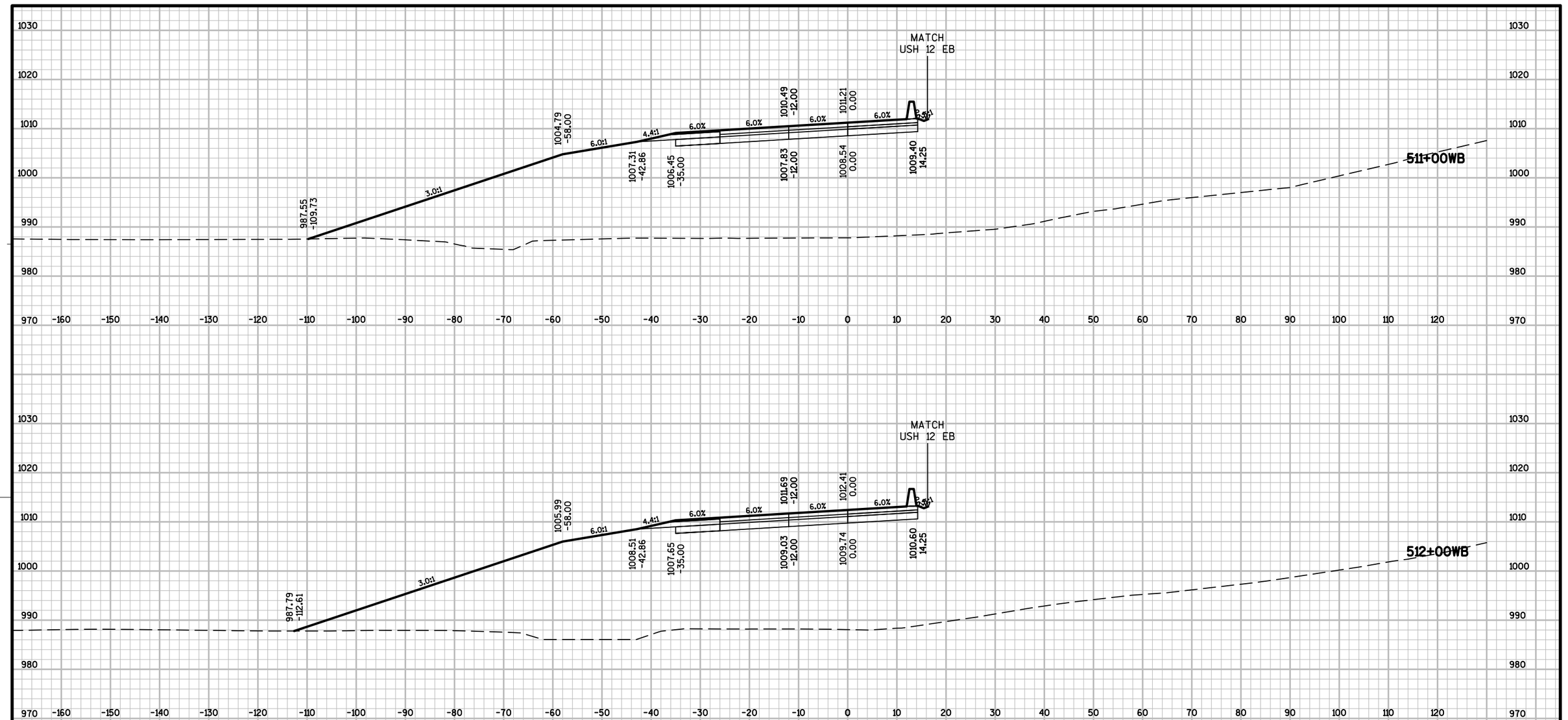
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 890	E



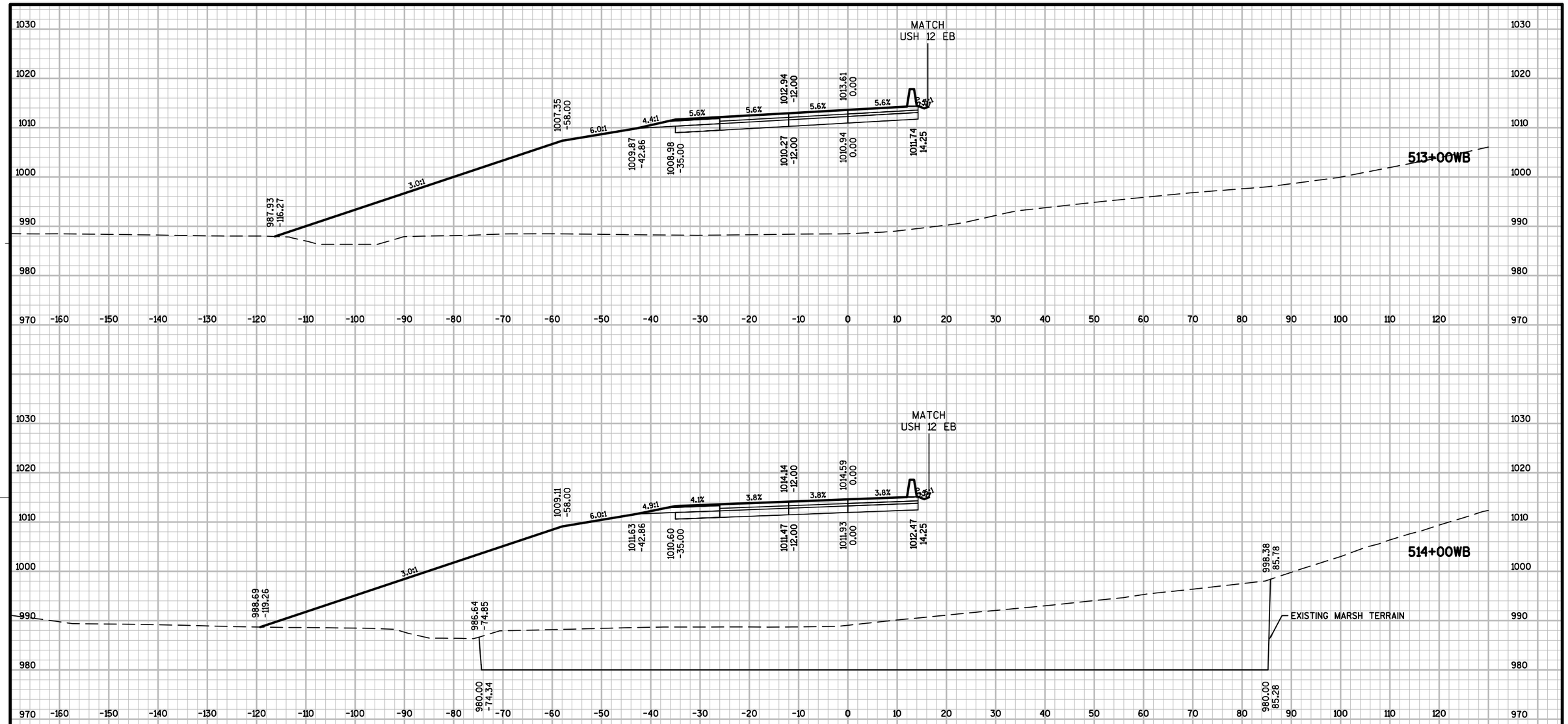
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 891	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



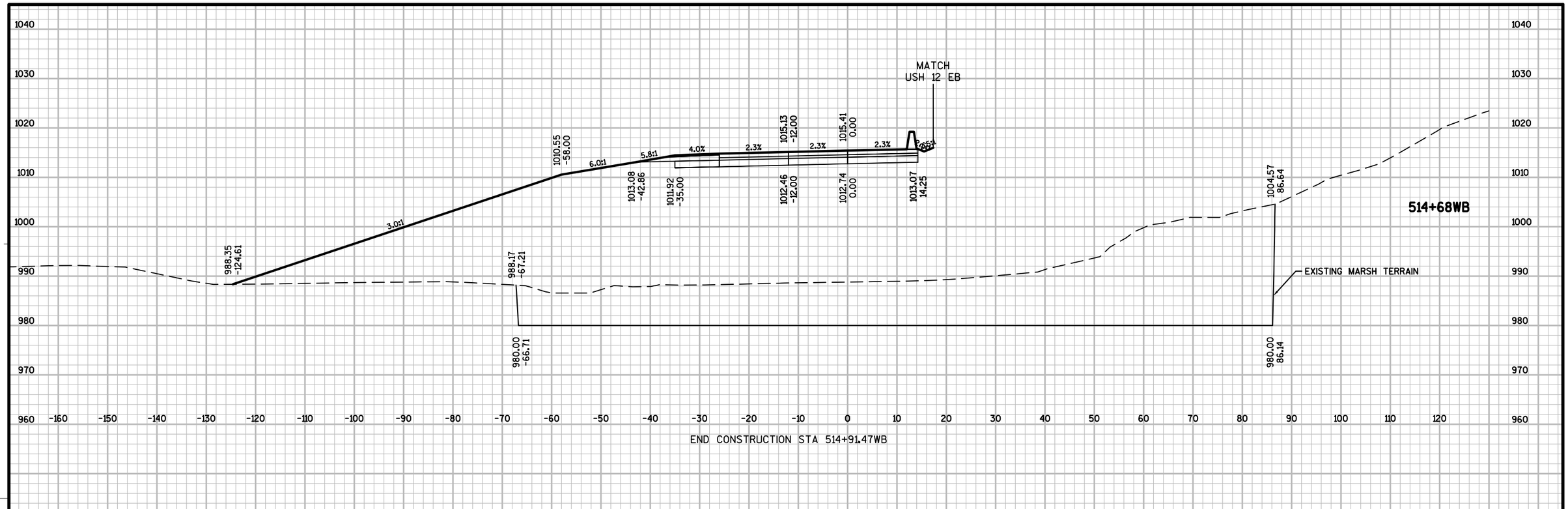
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 892	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 893	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_500-528_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

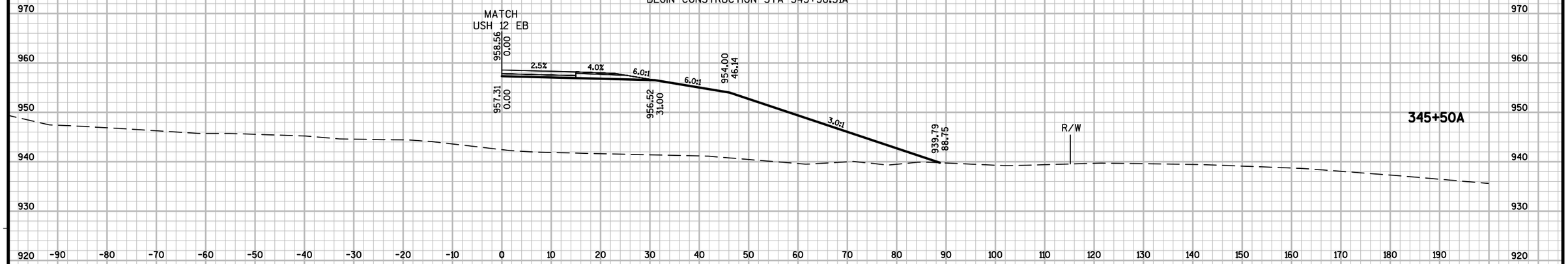


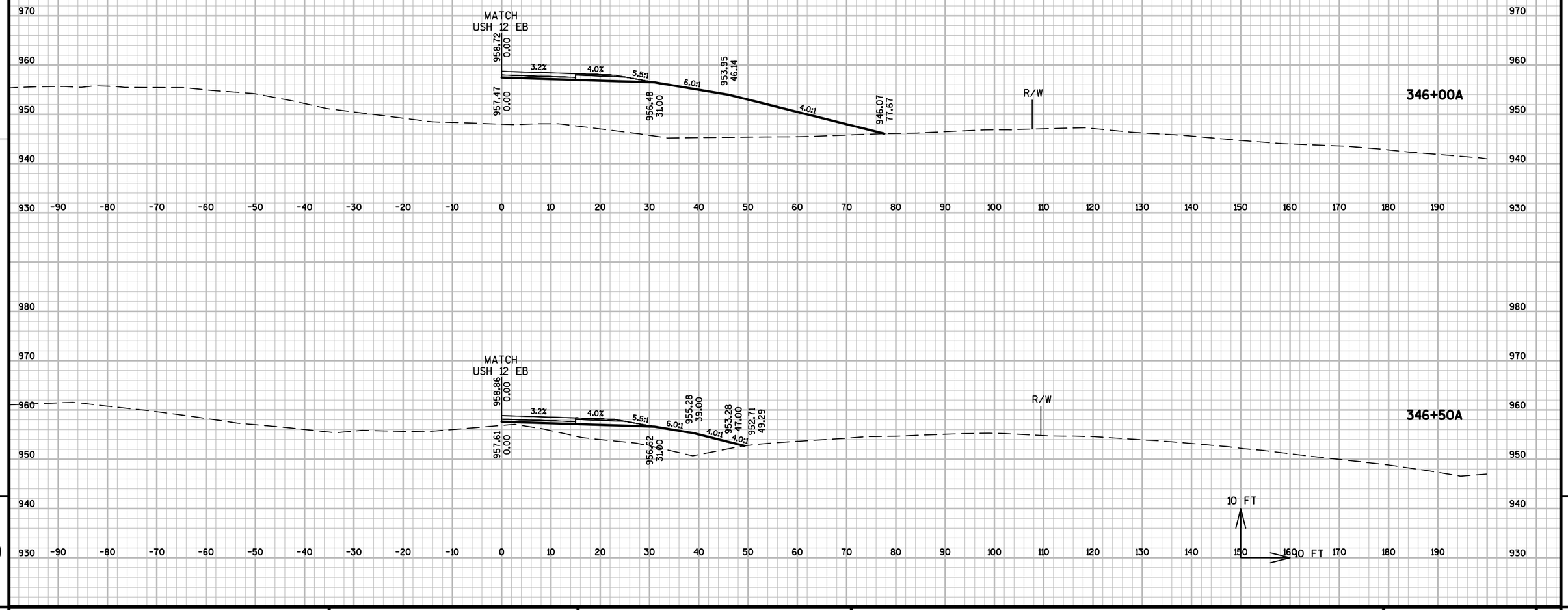
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 894	E

BEGIN CONSTRUCTION STA 345+38.31A



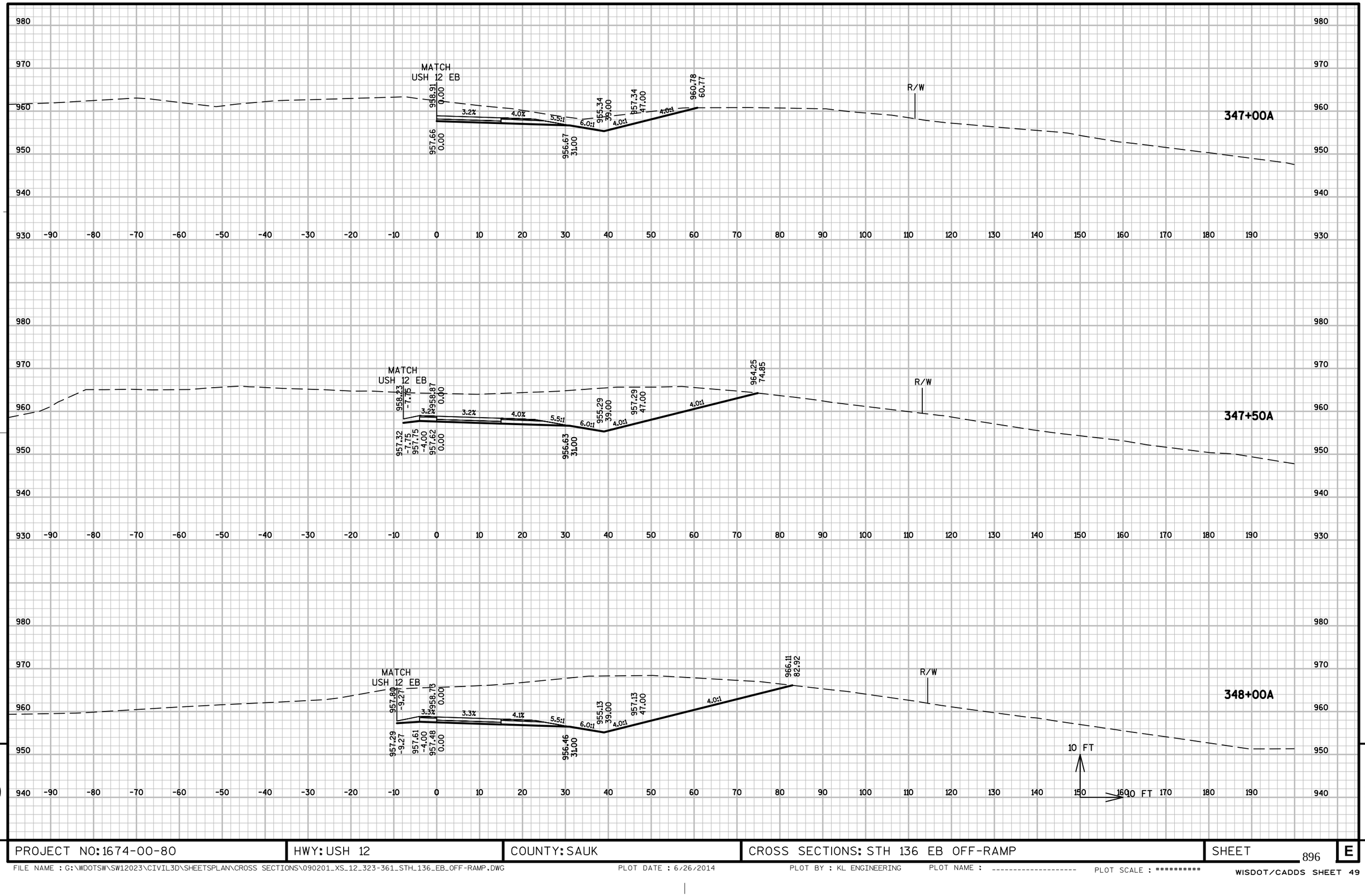


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 895	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

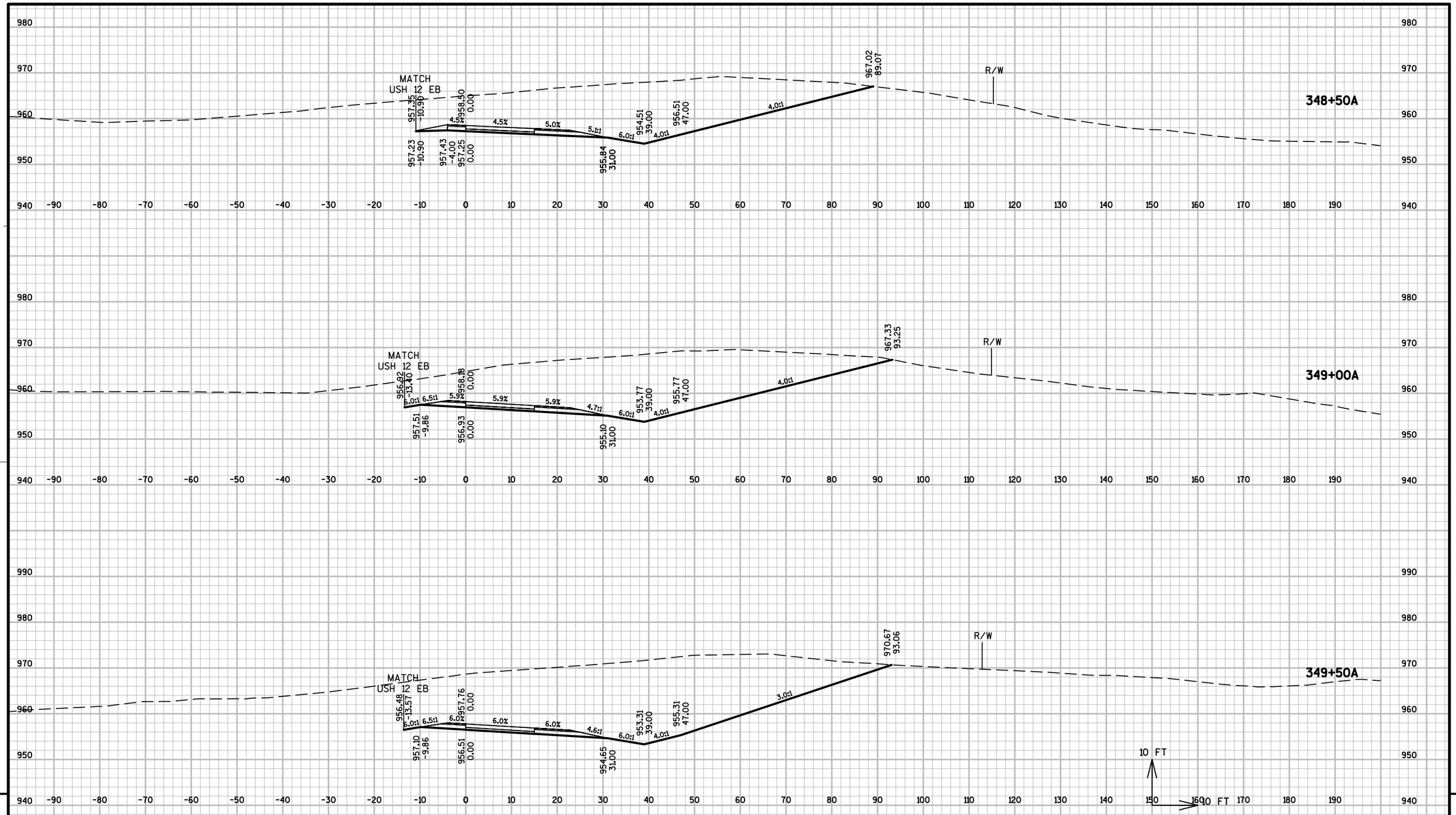


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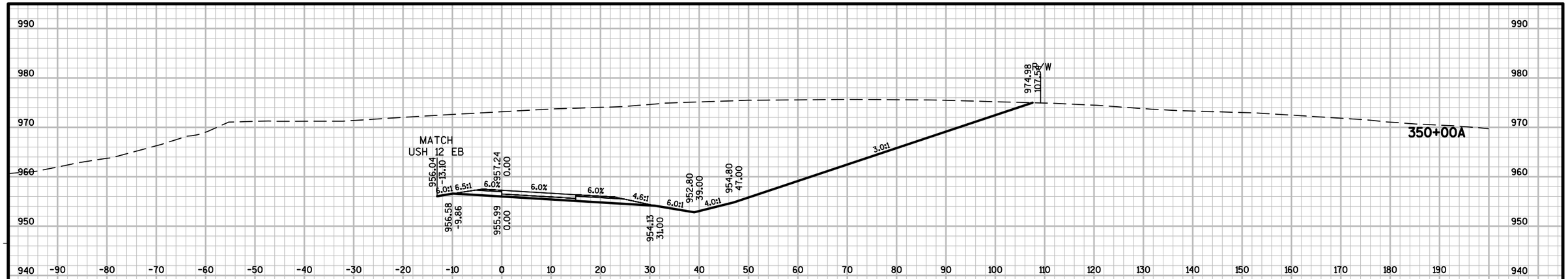
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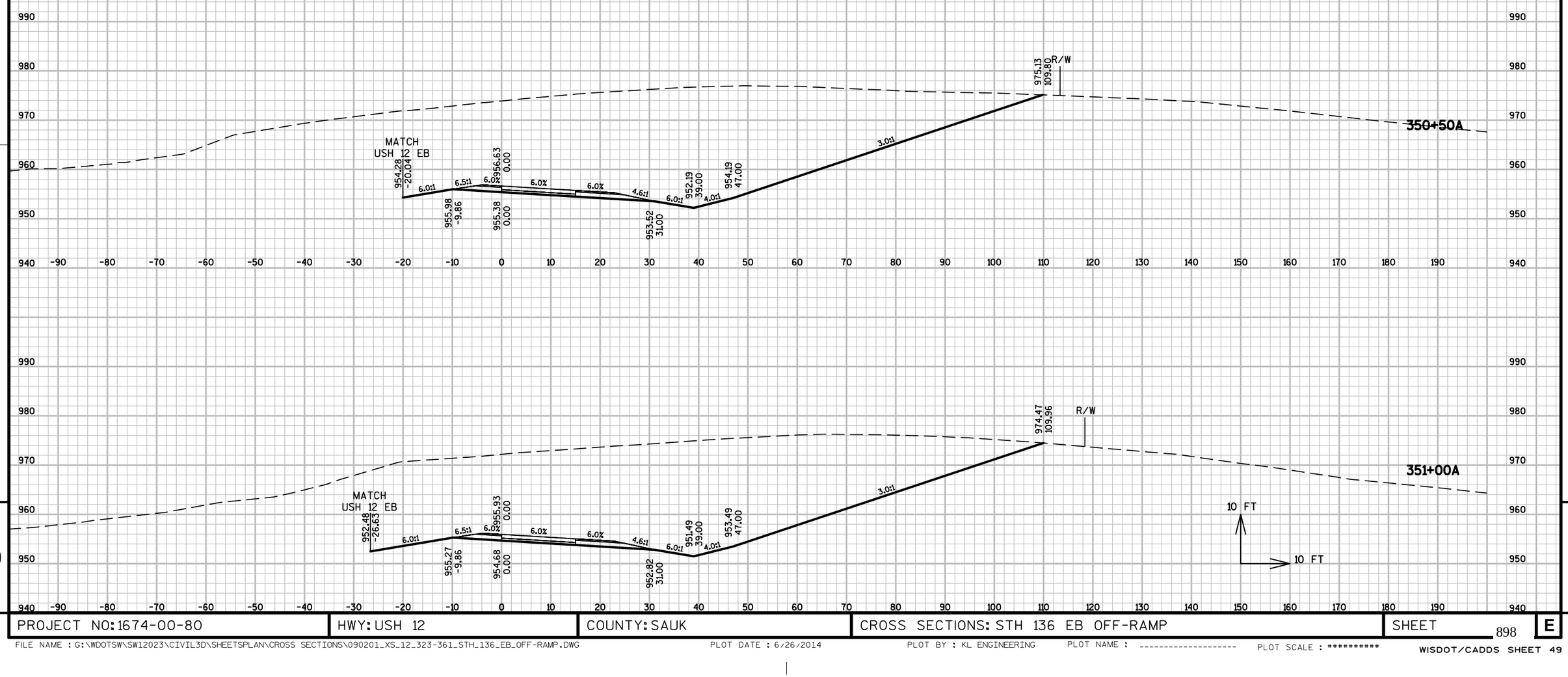
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 897	E

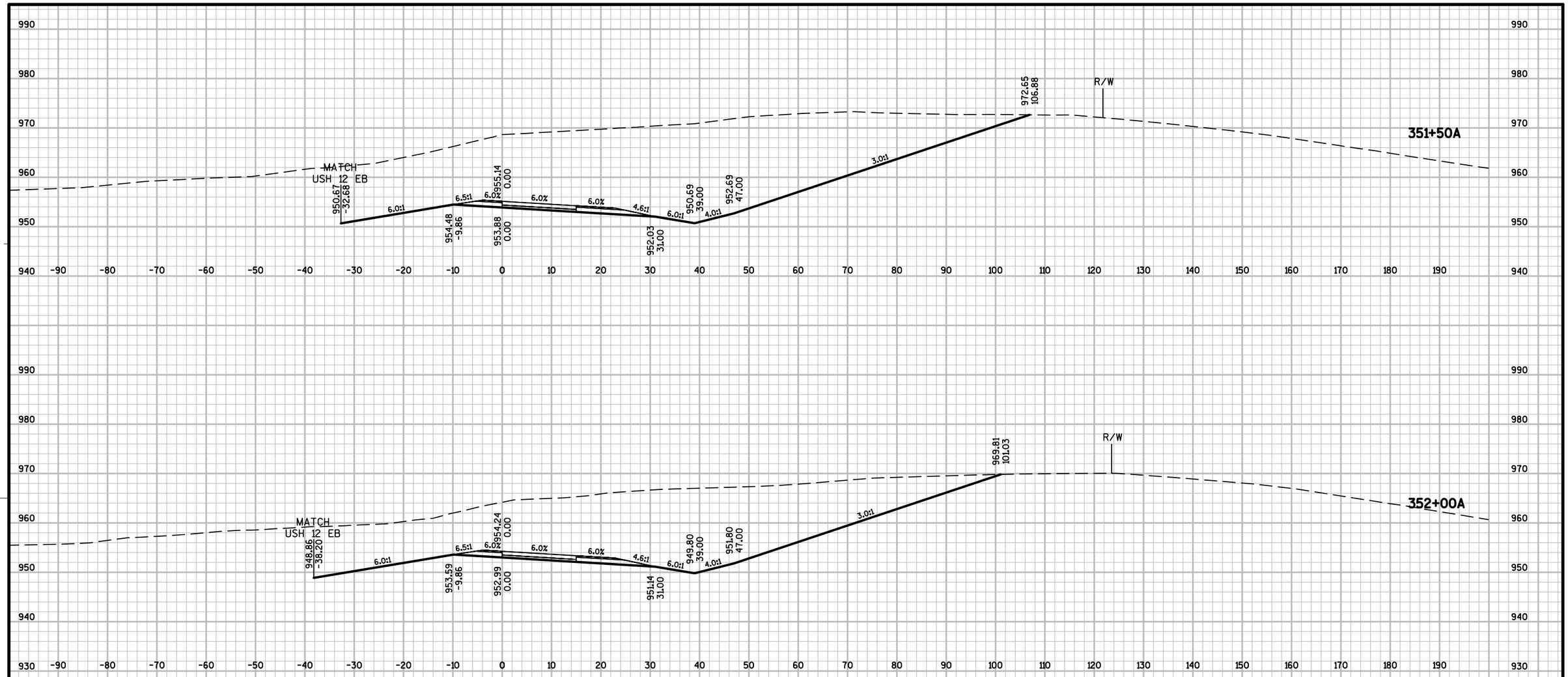
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 898	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

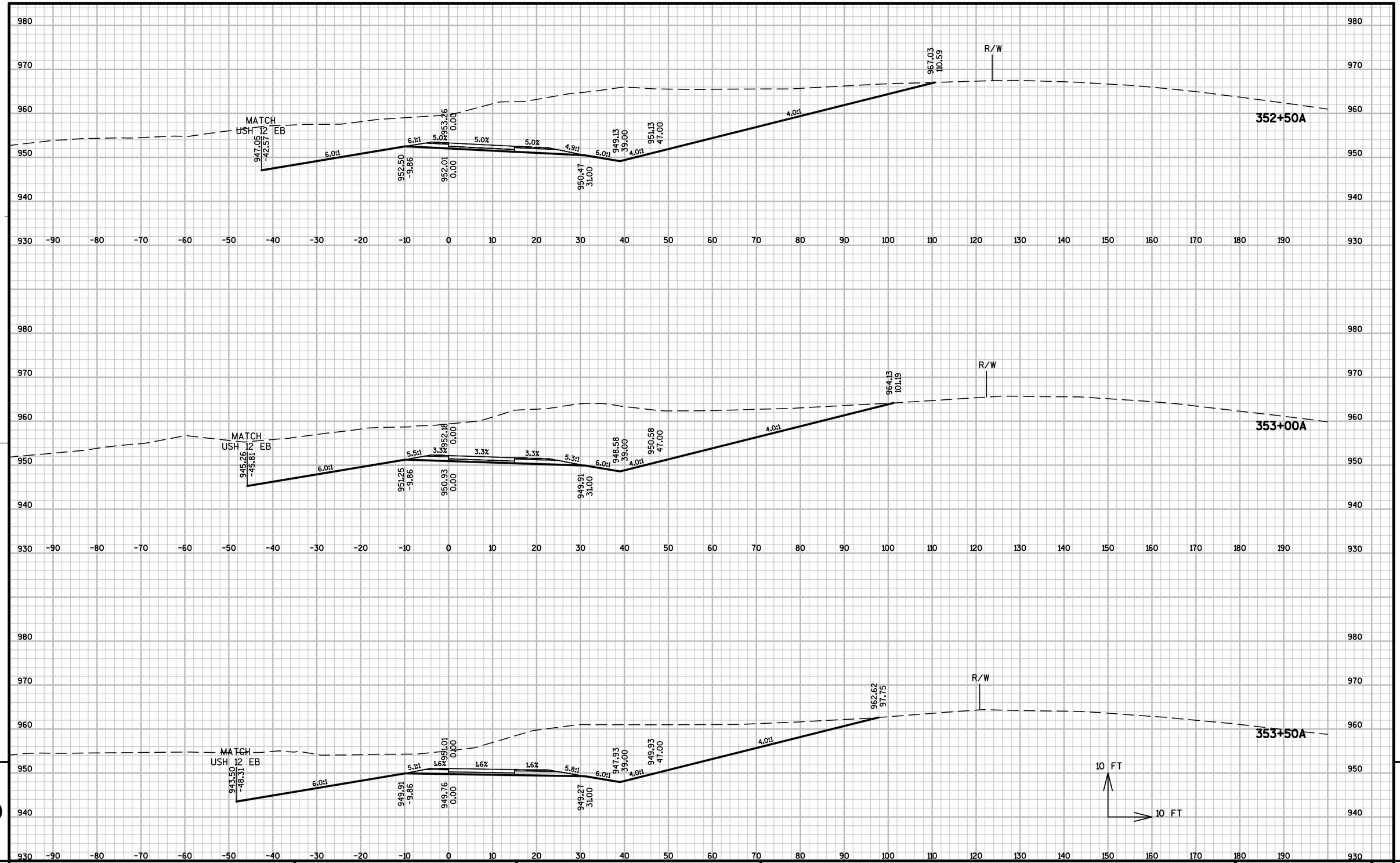


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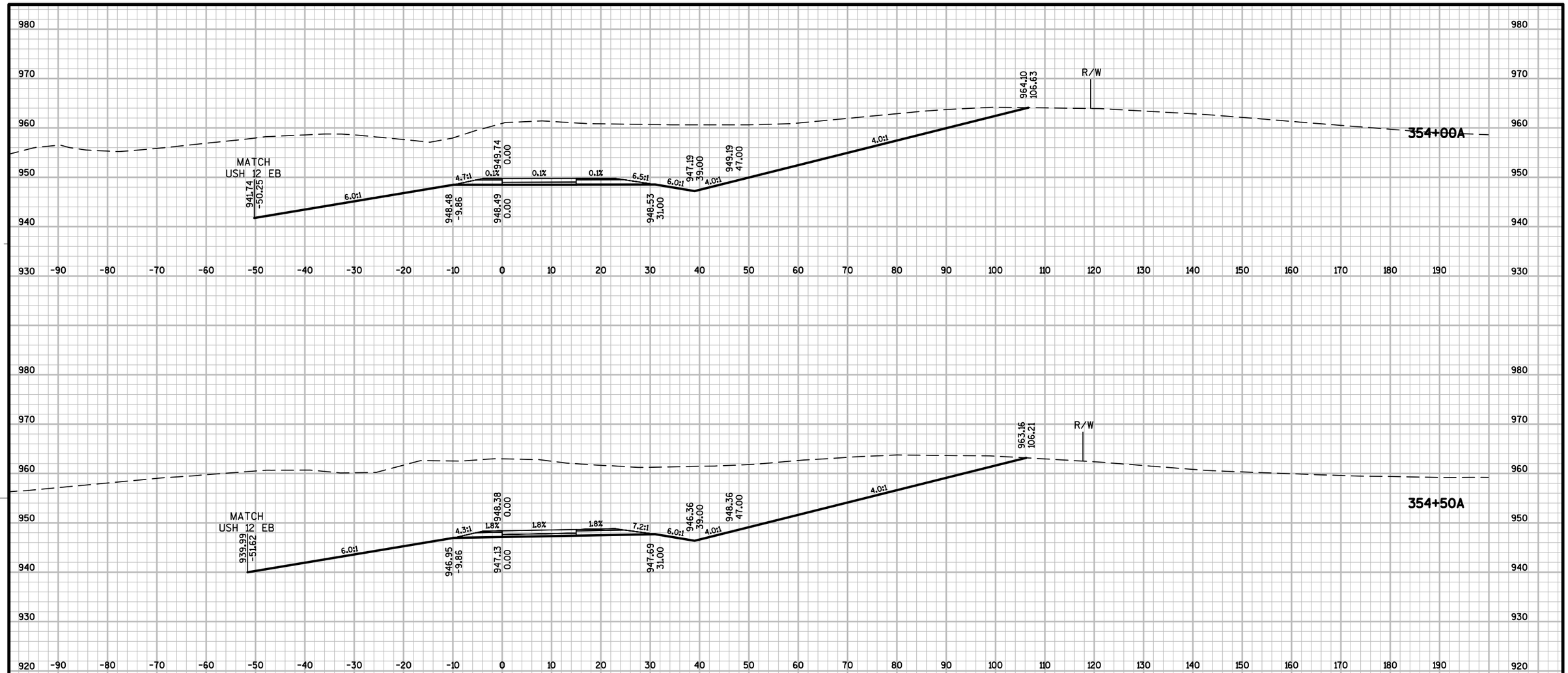
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

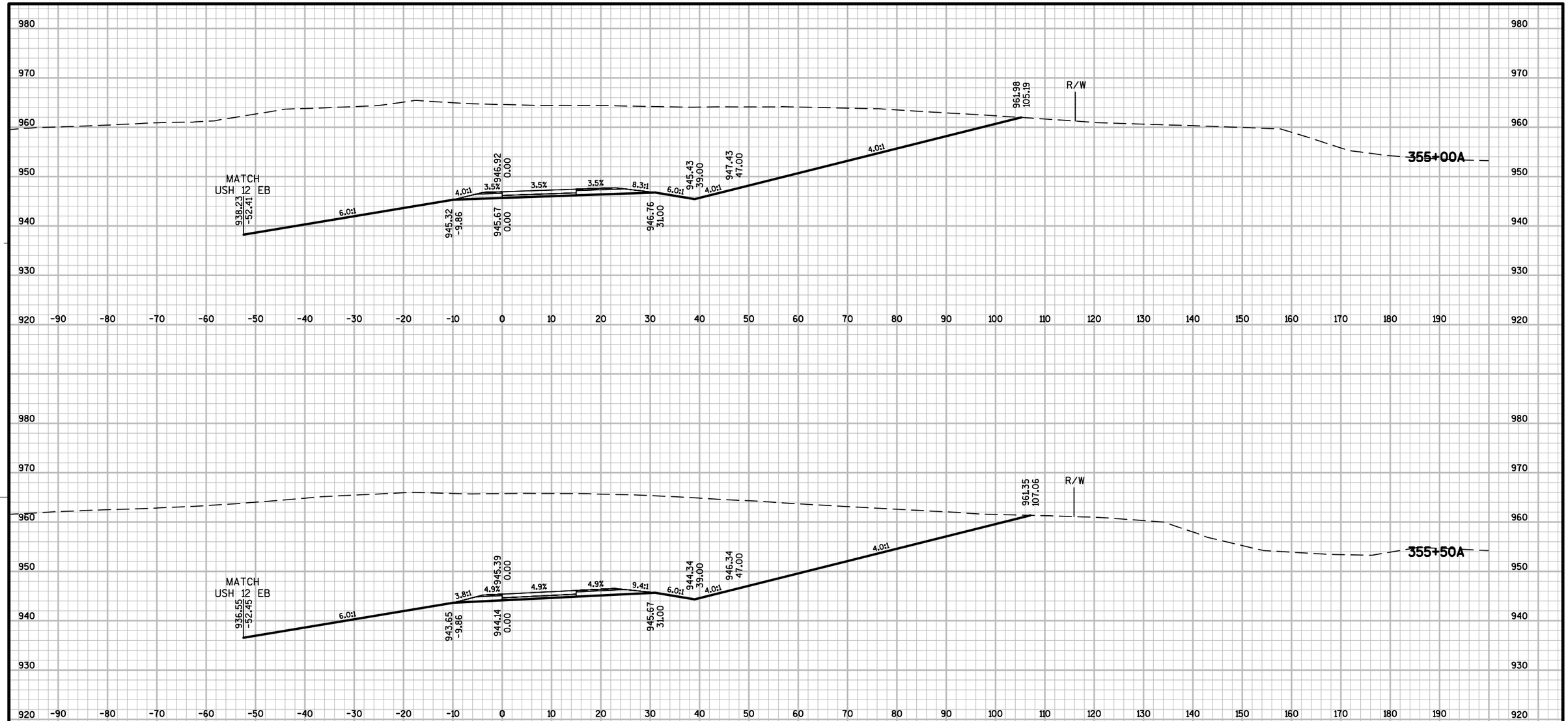


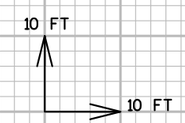
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 901	E



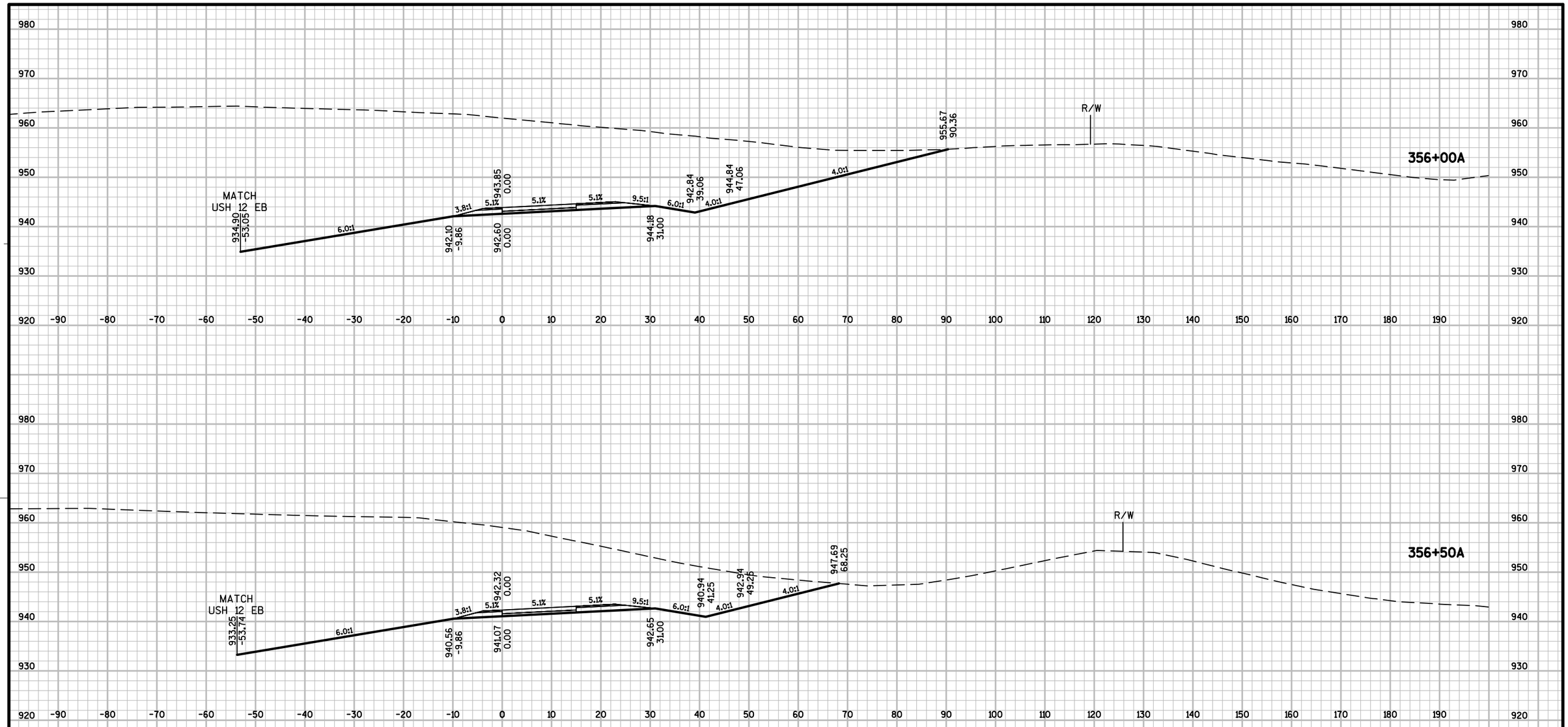


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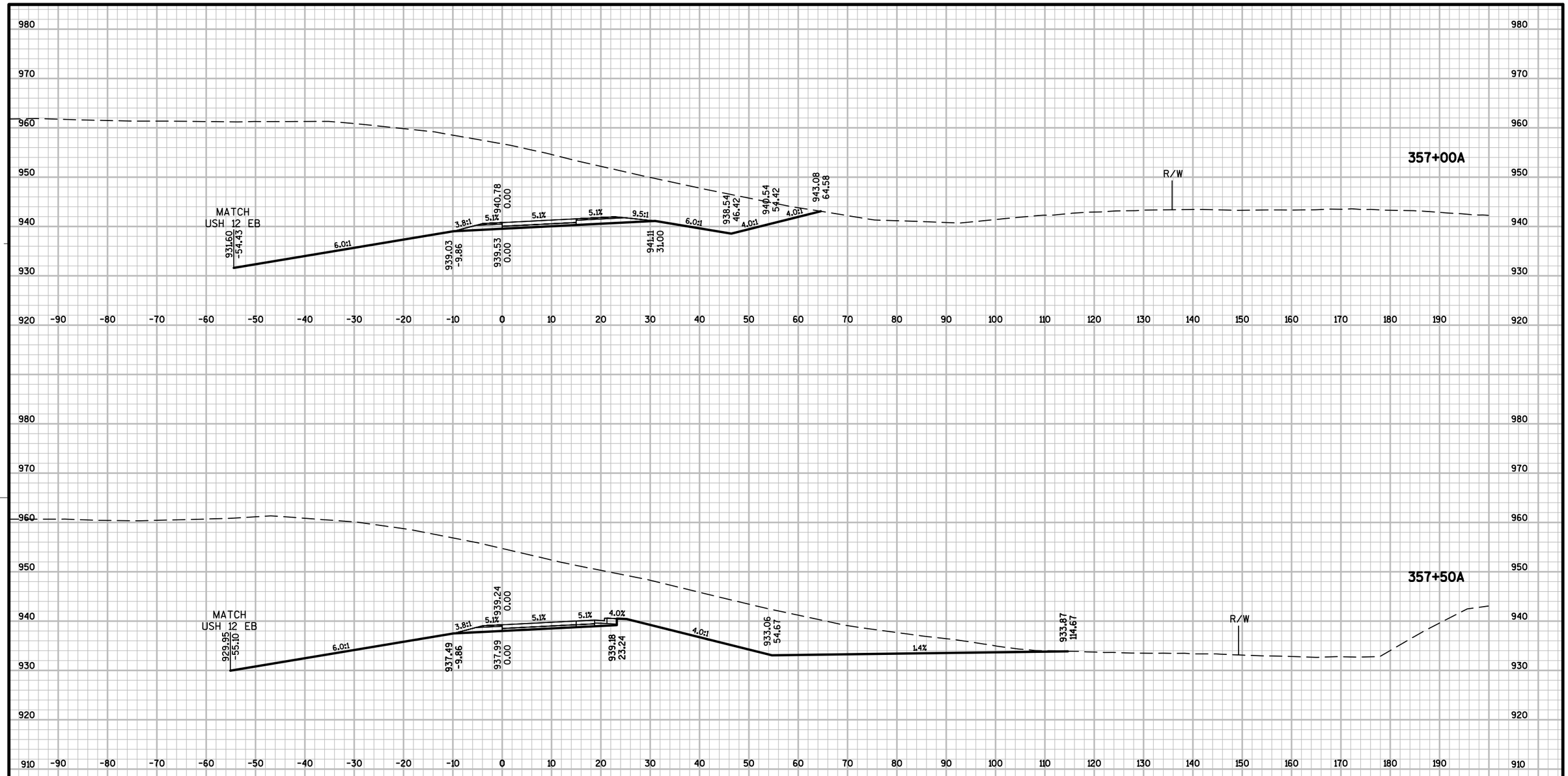
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

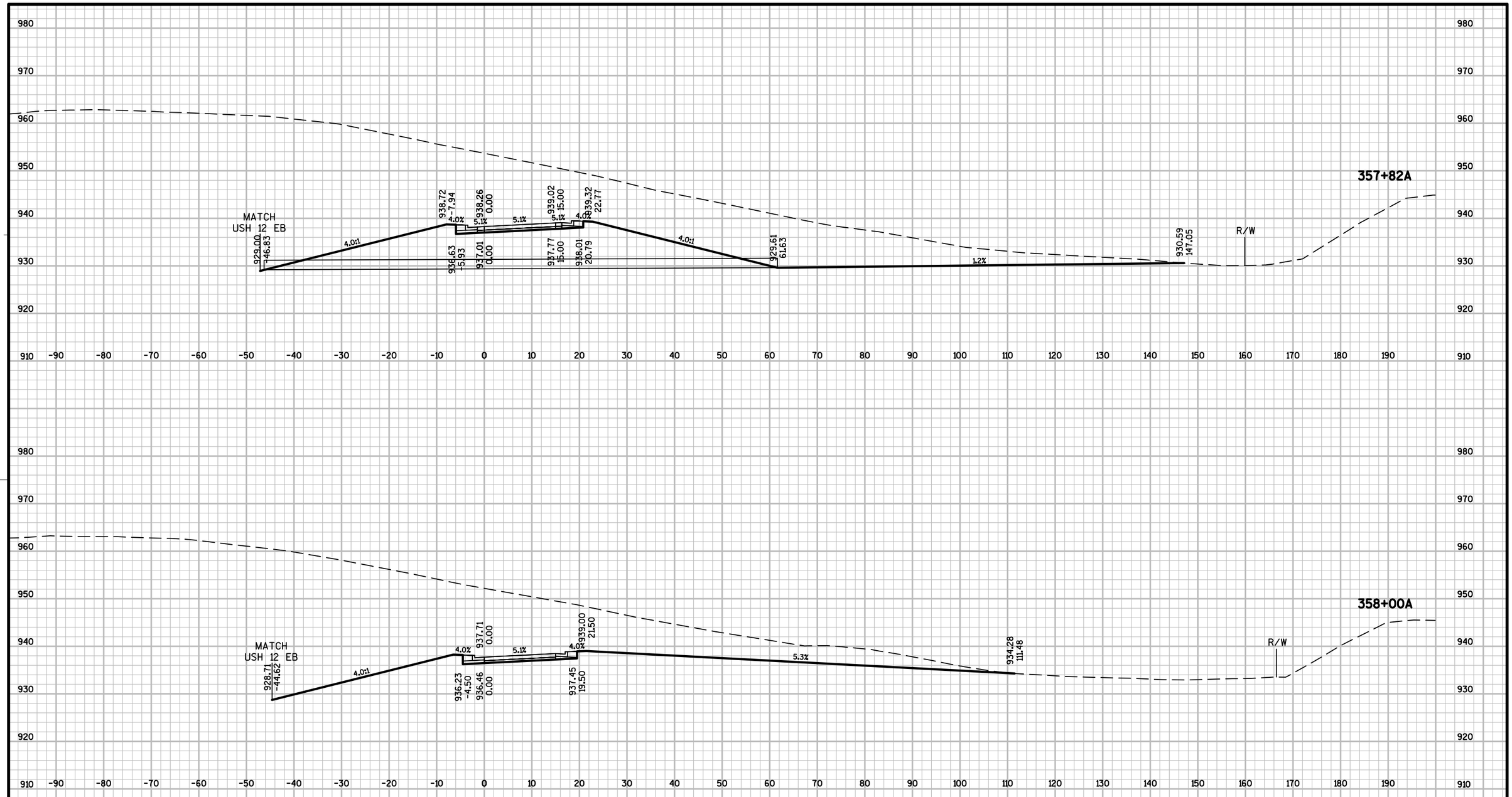


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 903	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

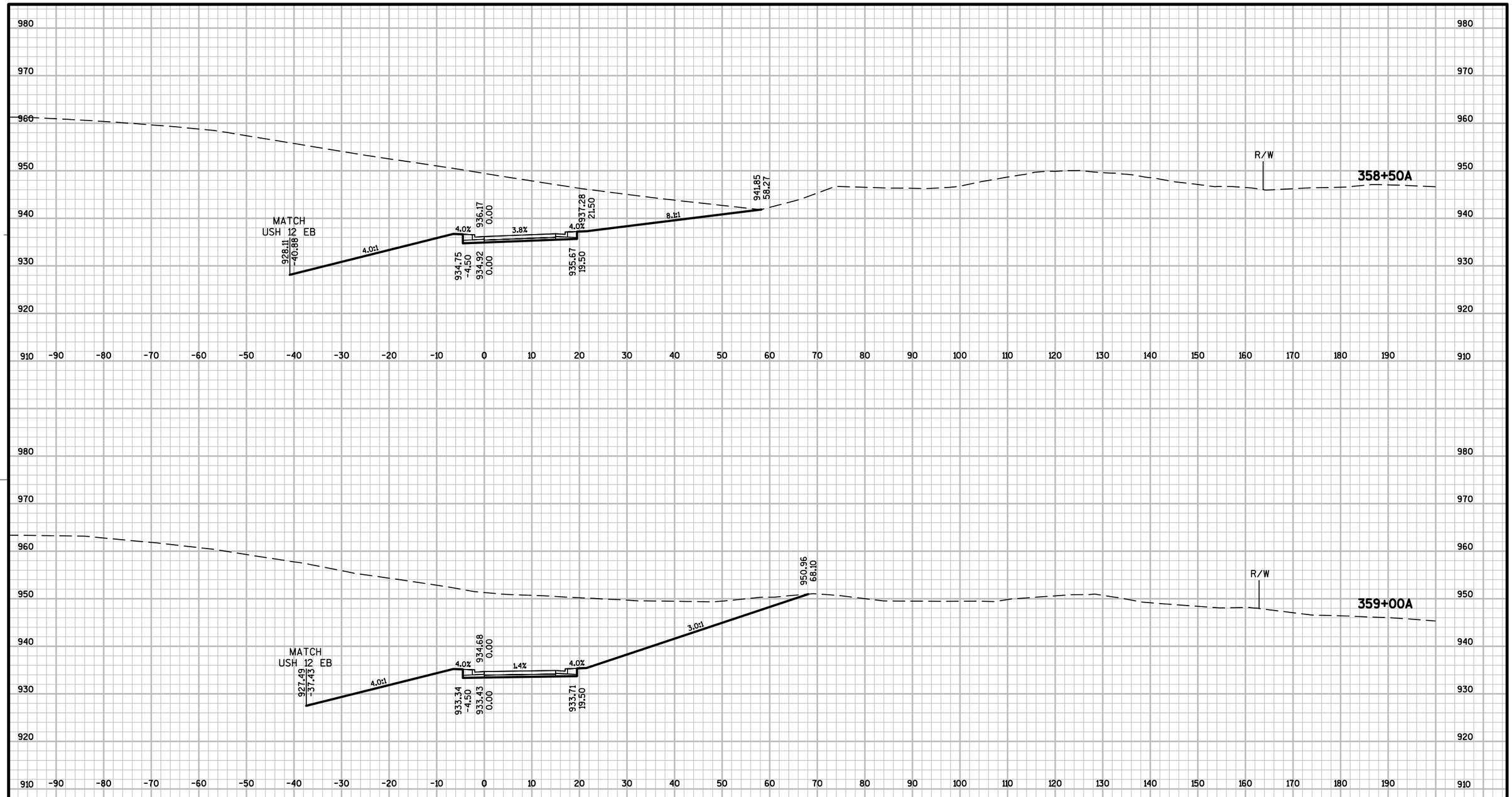


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 904	E

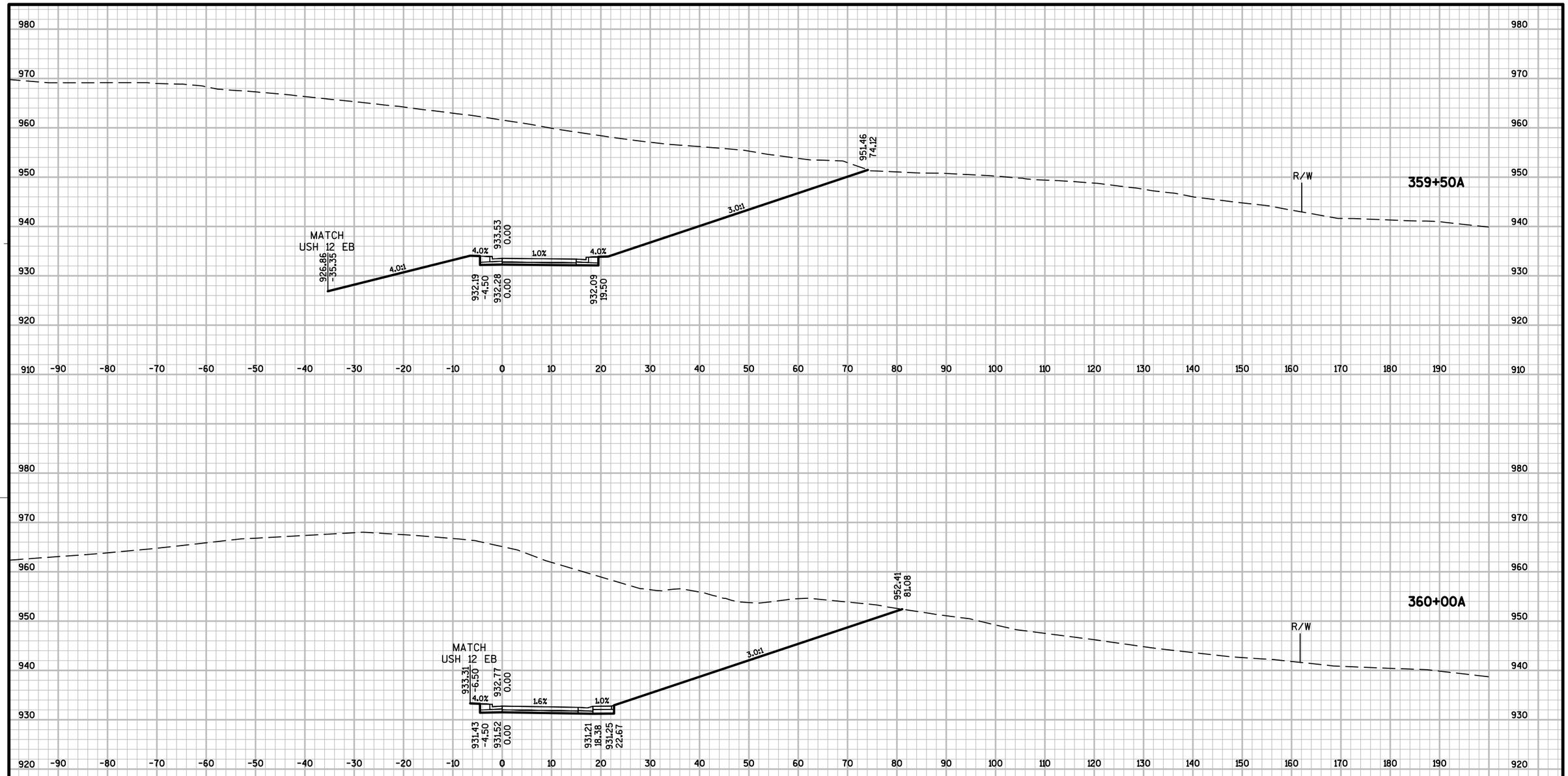


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 905	E

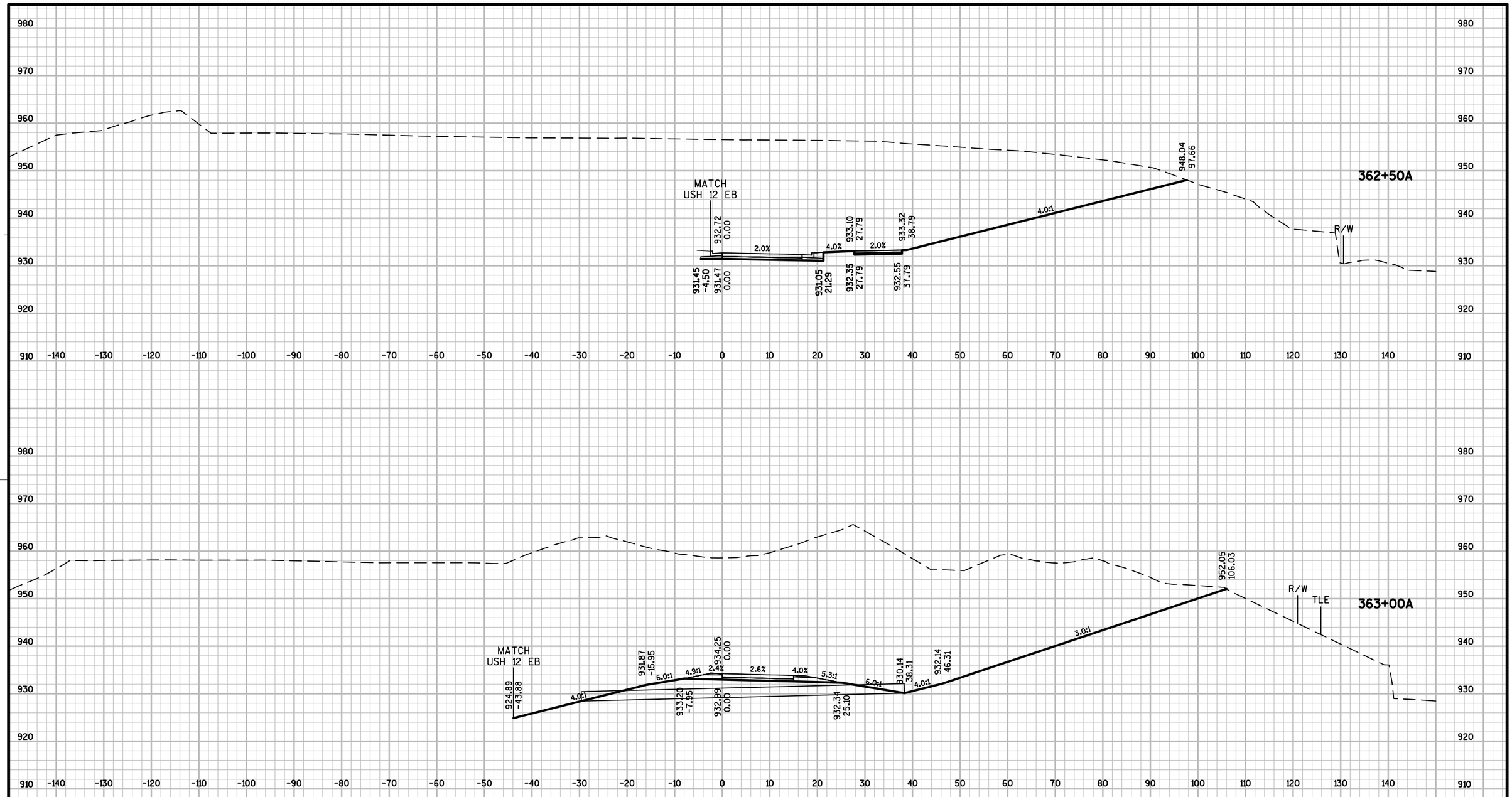
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 906	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB OFF-RAMP	SHEET 907	E

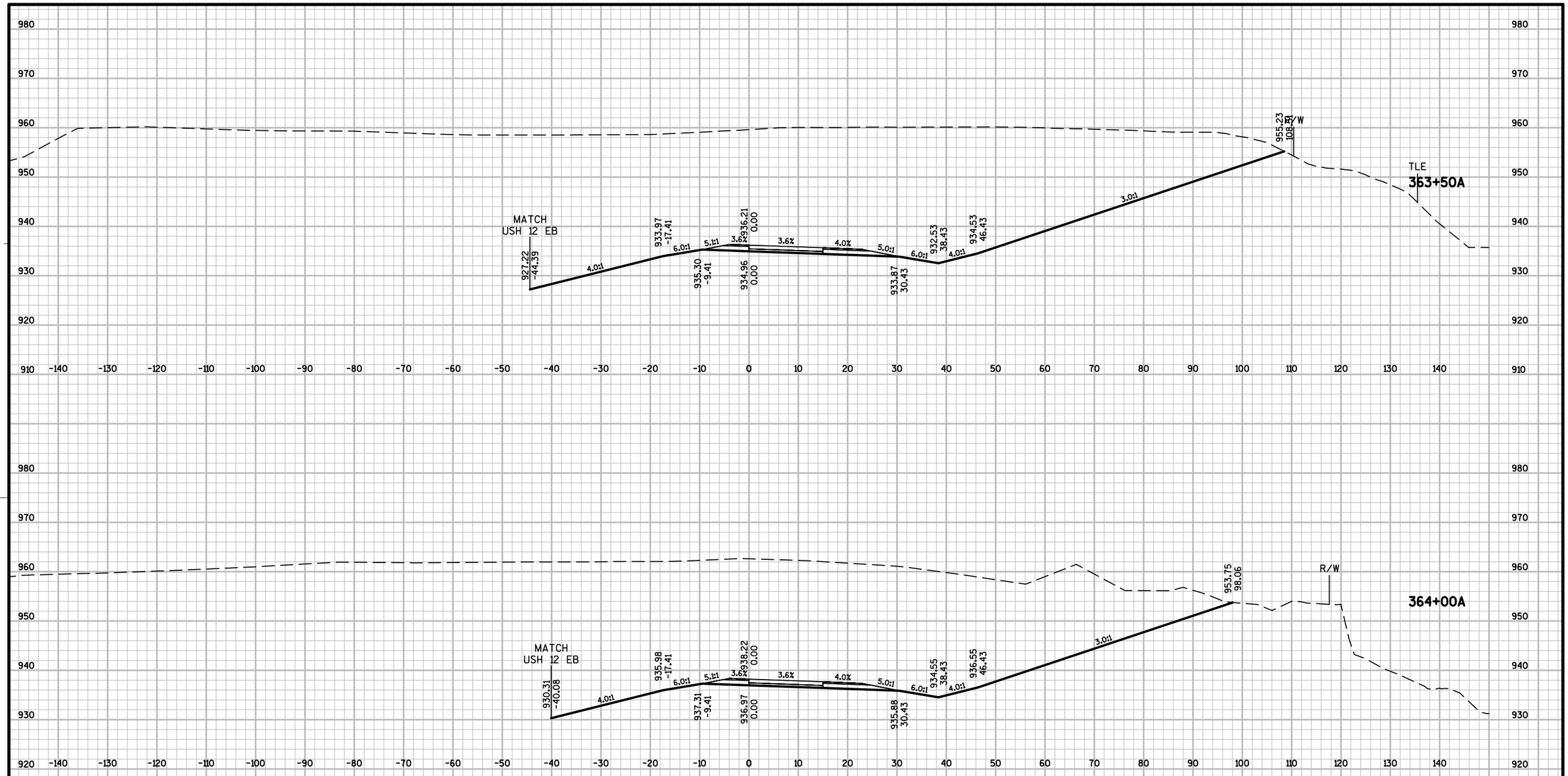


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 908	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

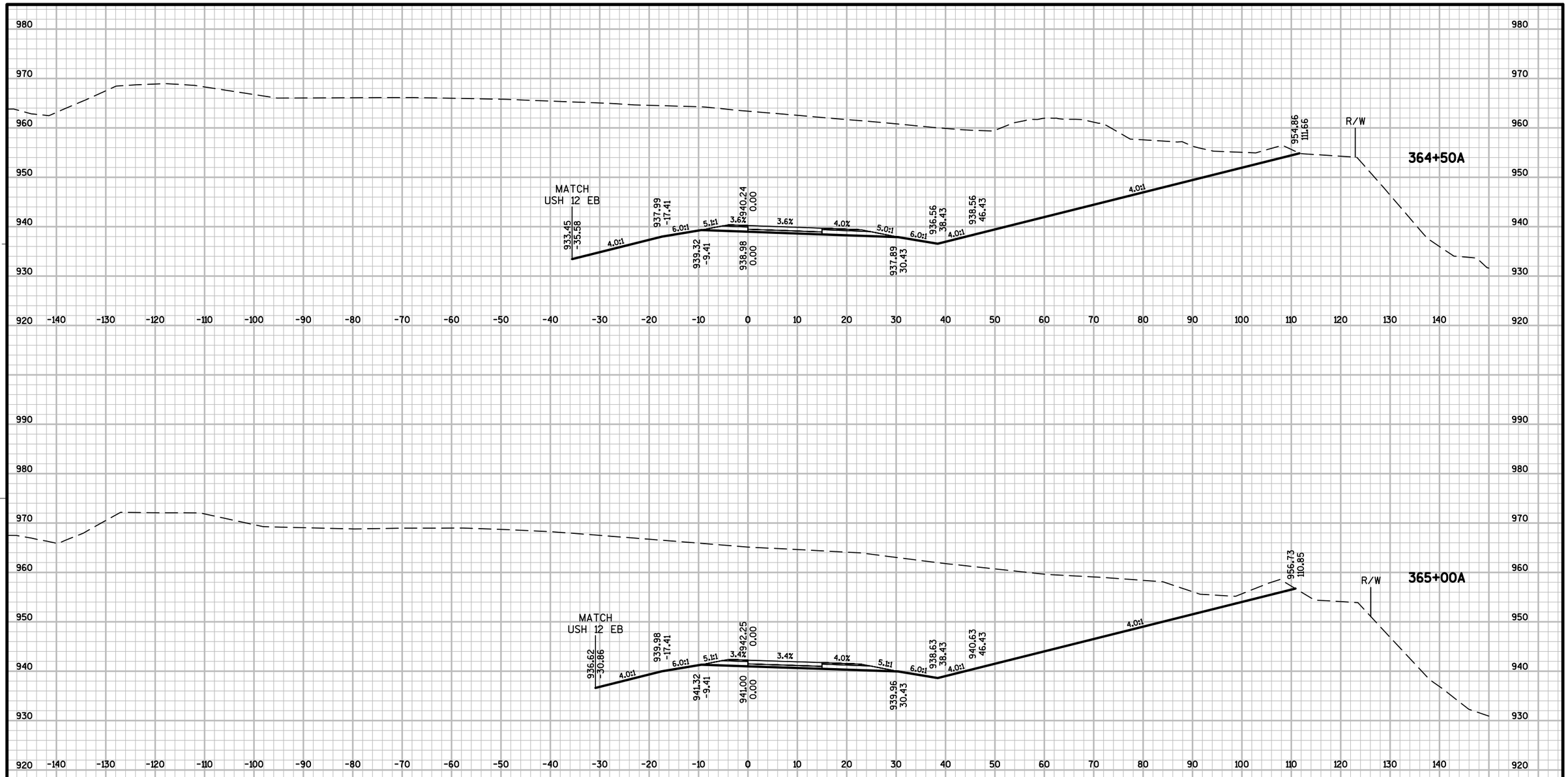


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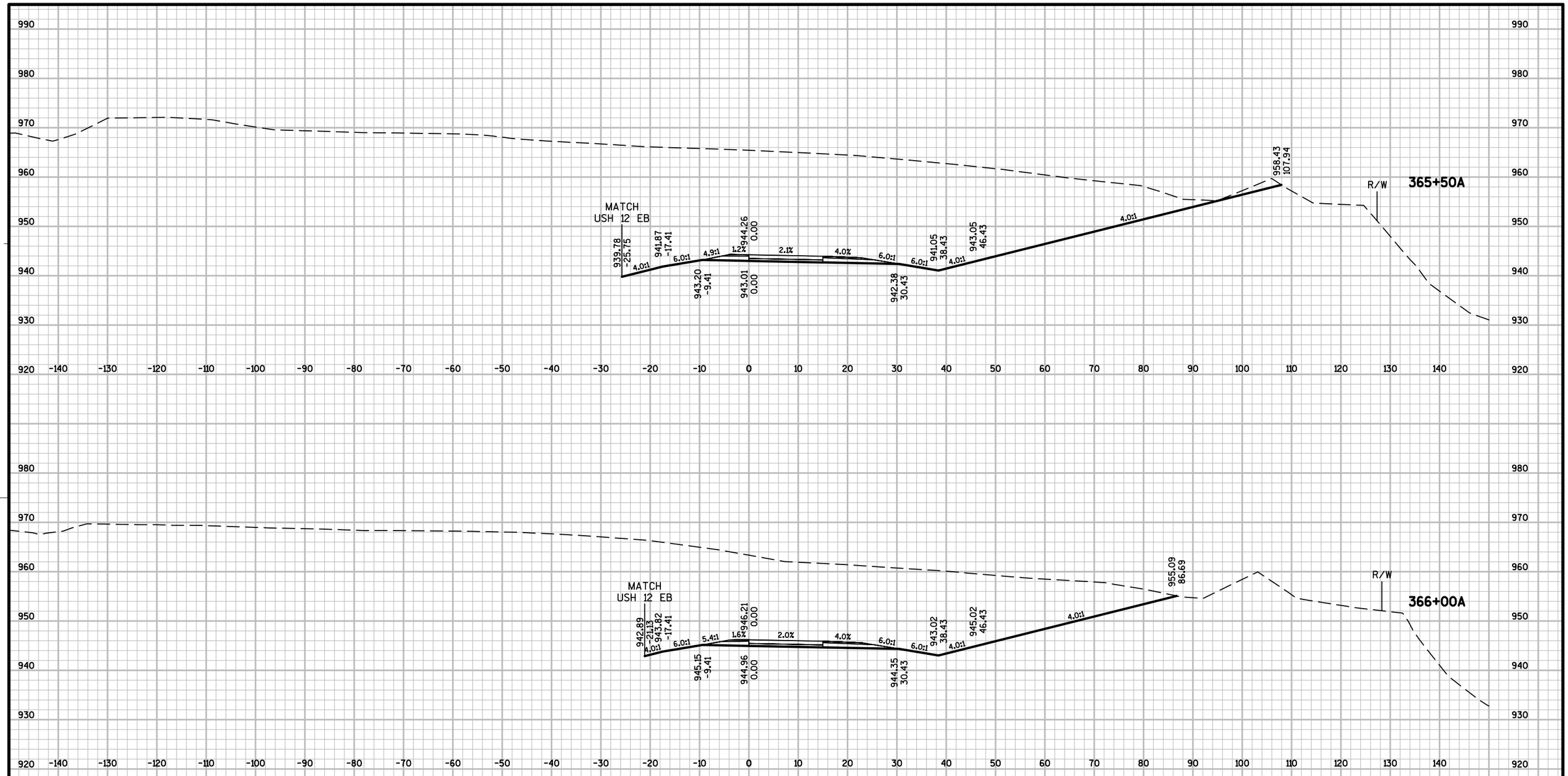
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 909	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 910	E

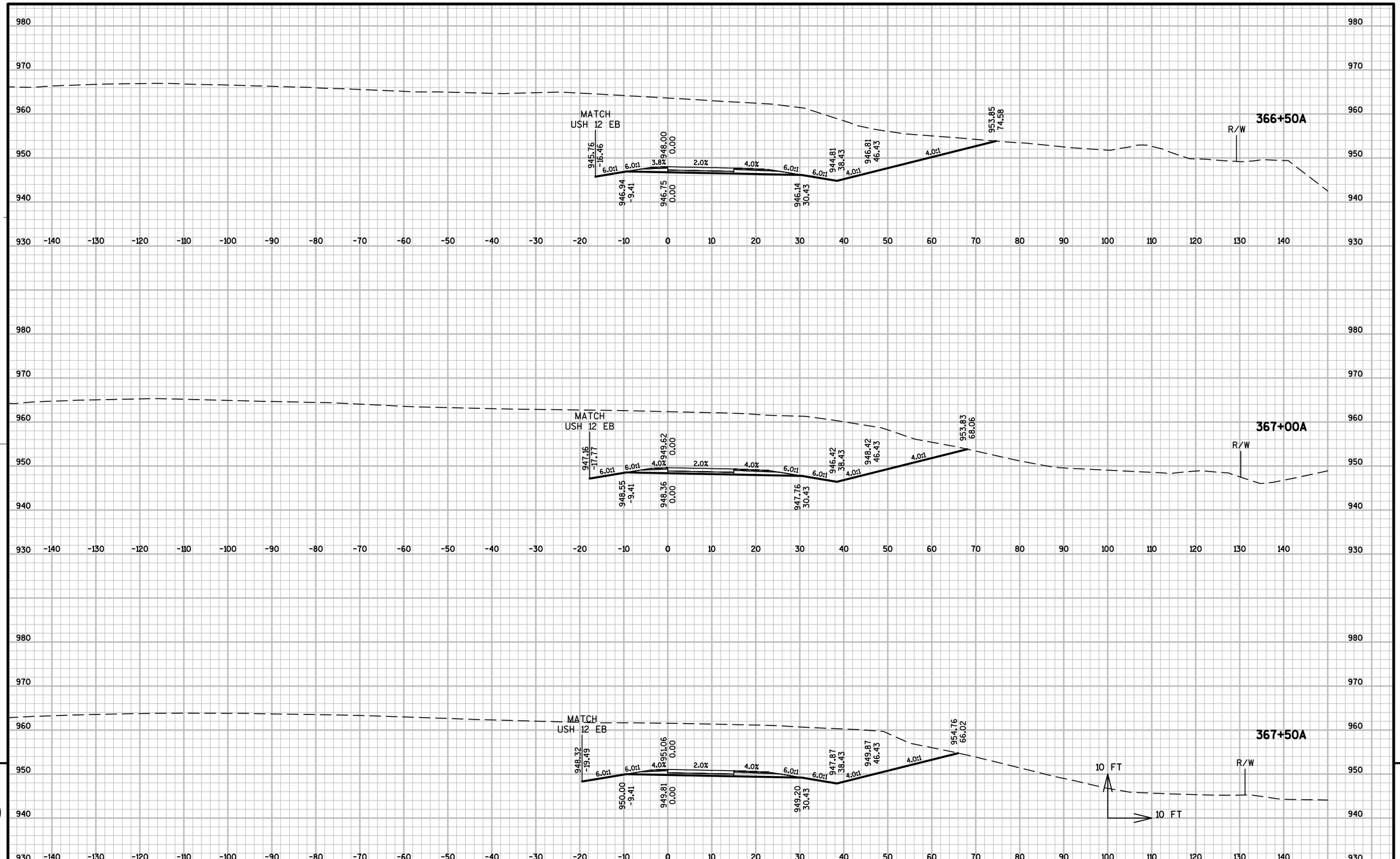


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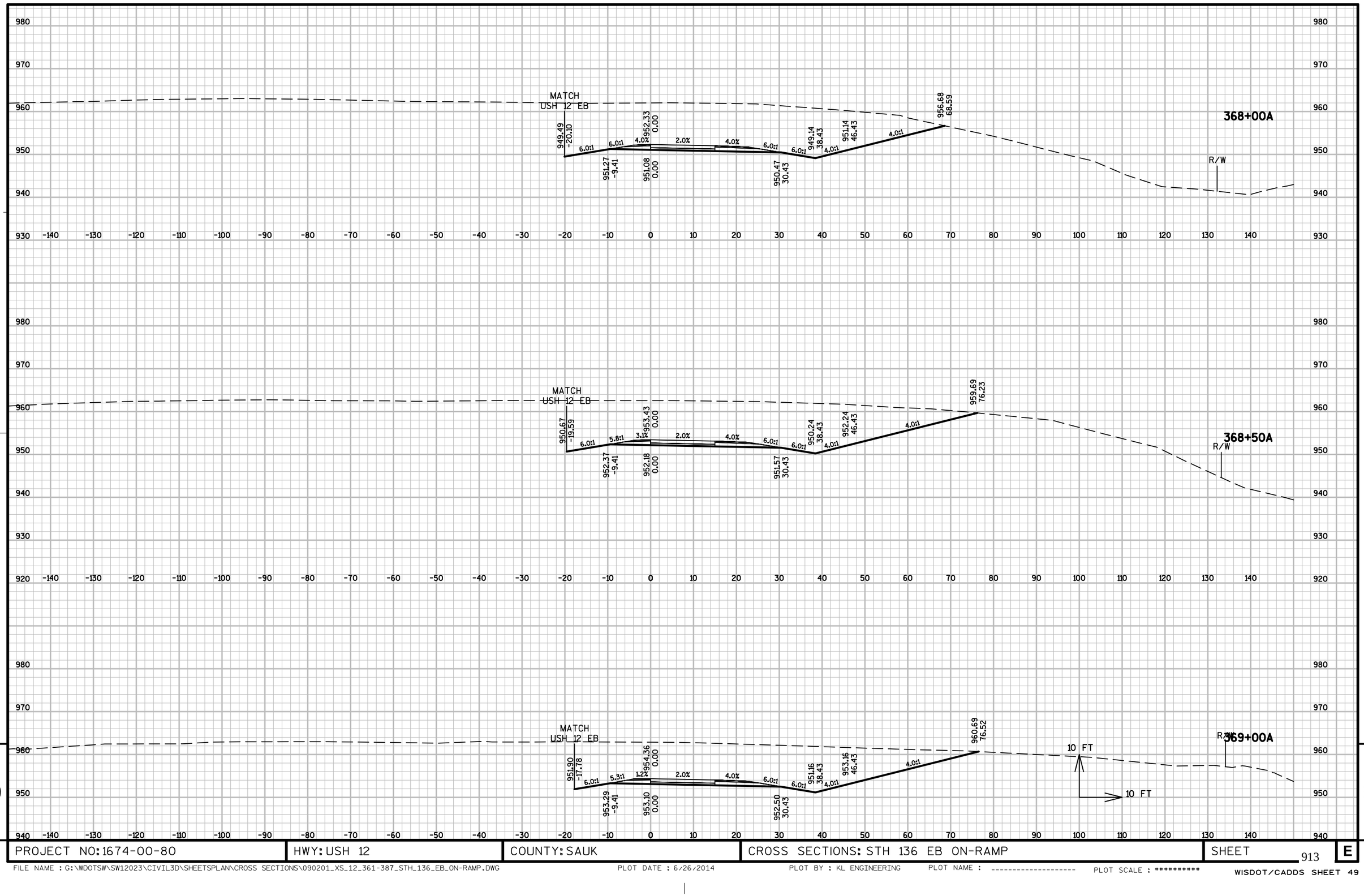
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

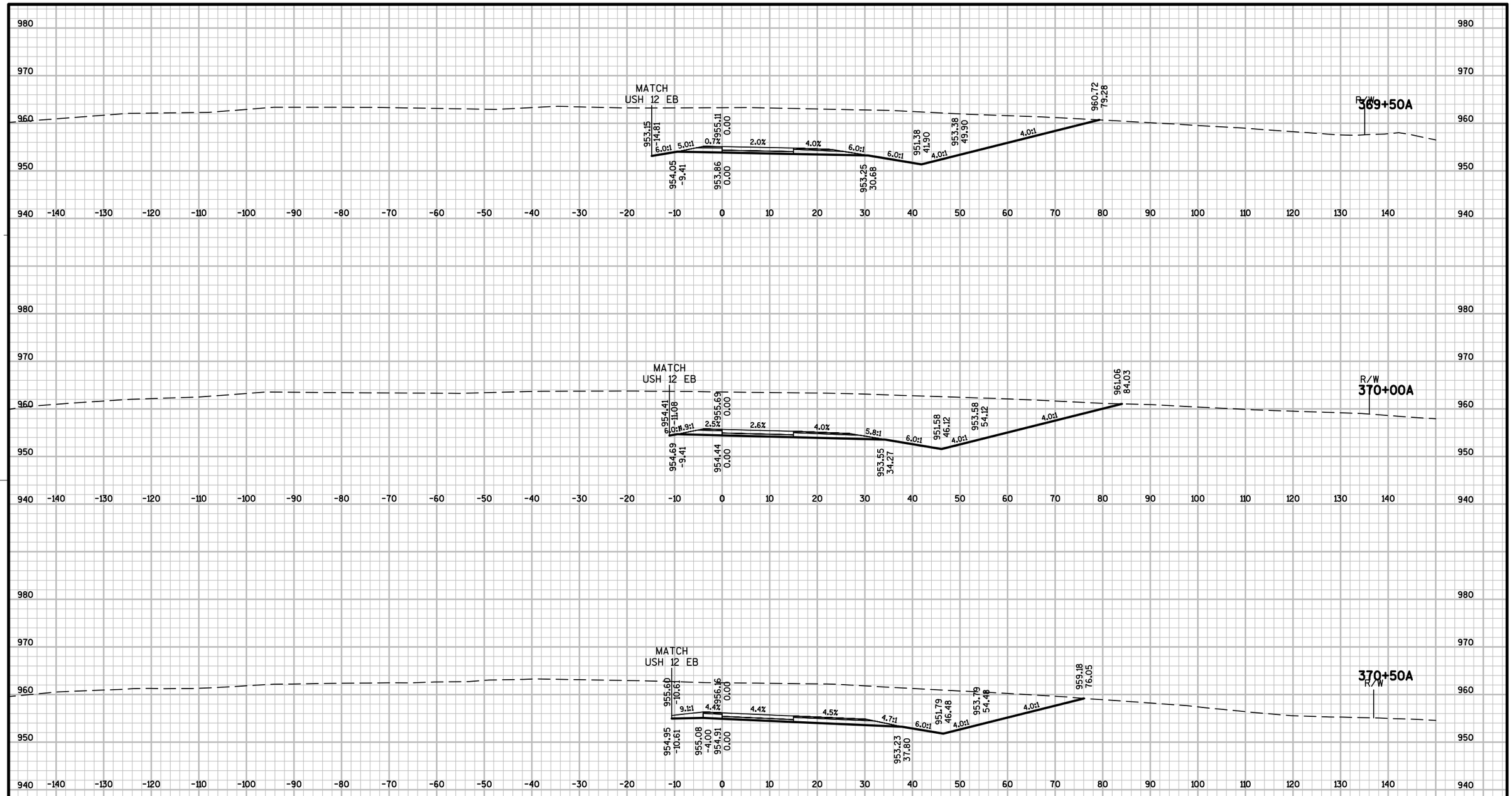


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 912 E

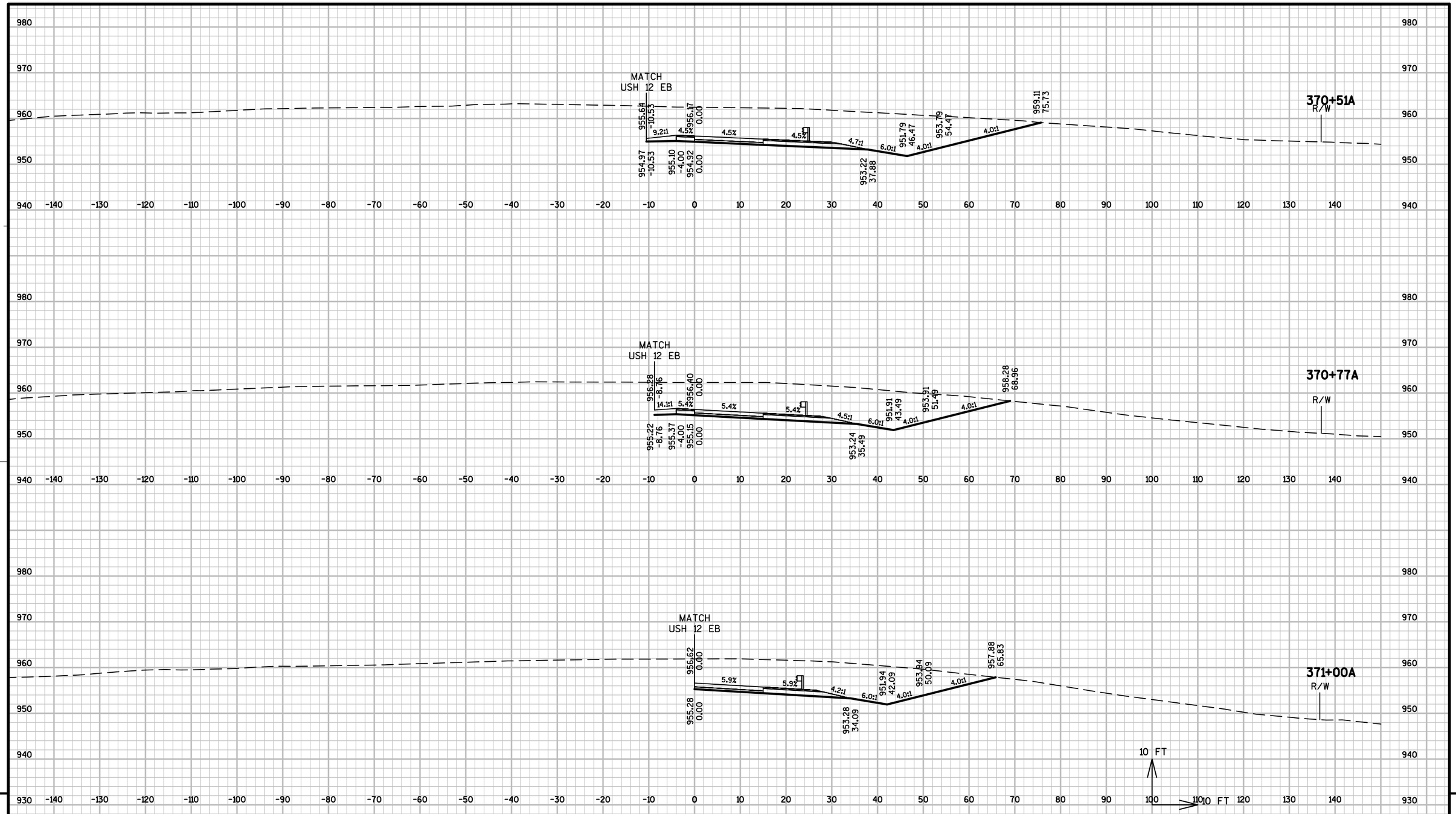
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 913	E

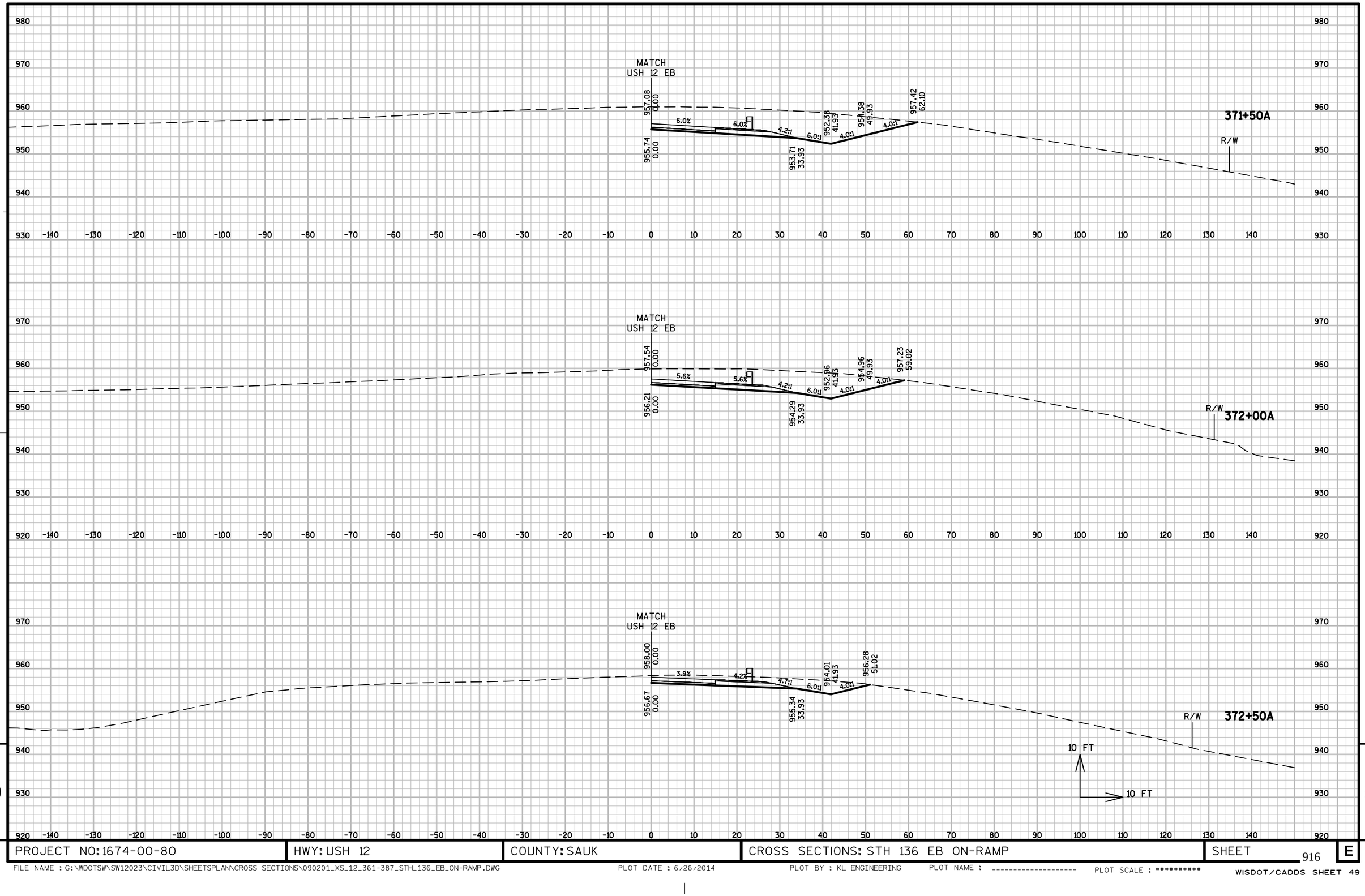


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 914	E

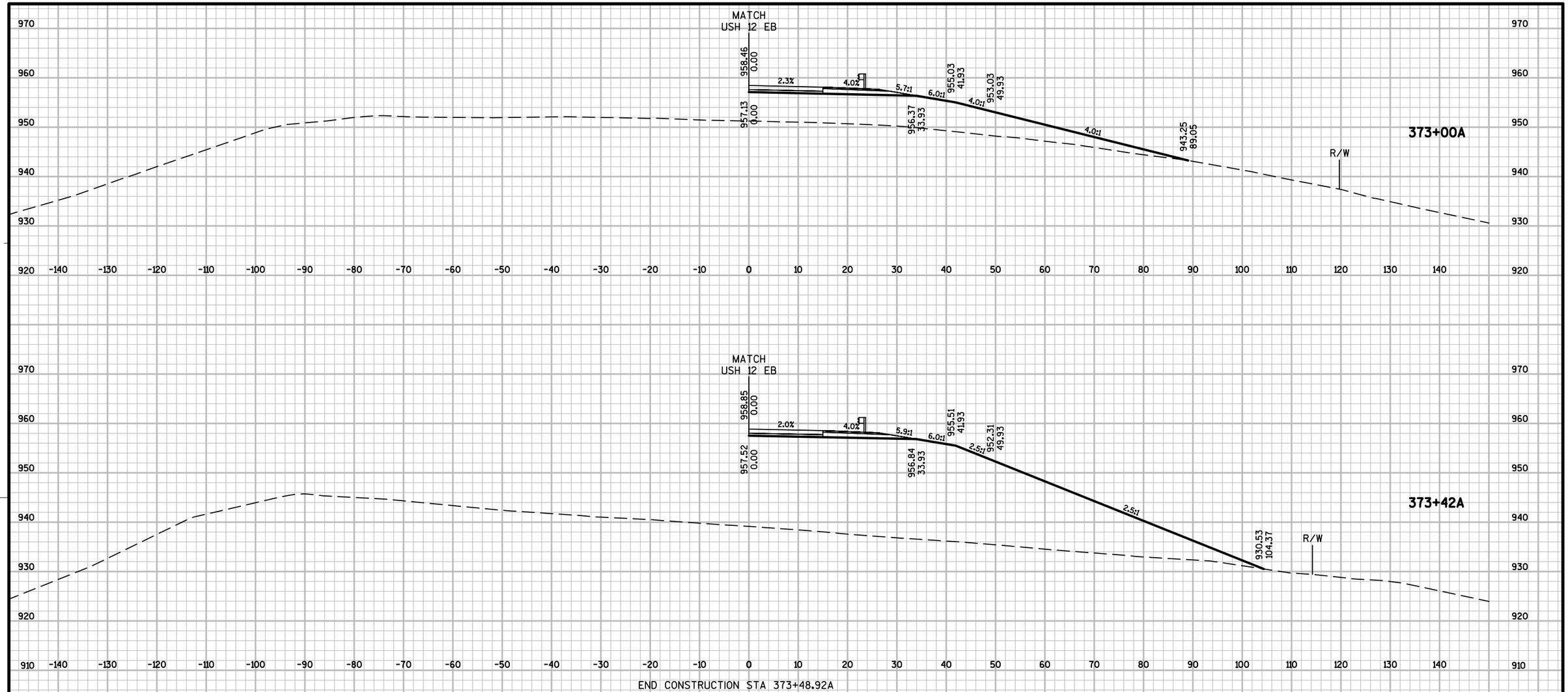


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 915	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 916	E



END CONSTRUCTION STA 373+48.92A

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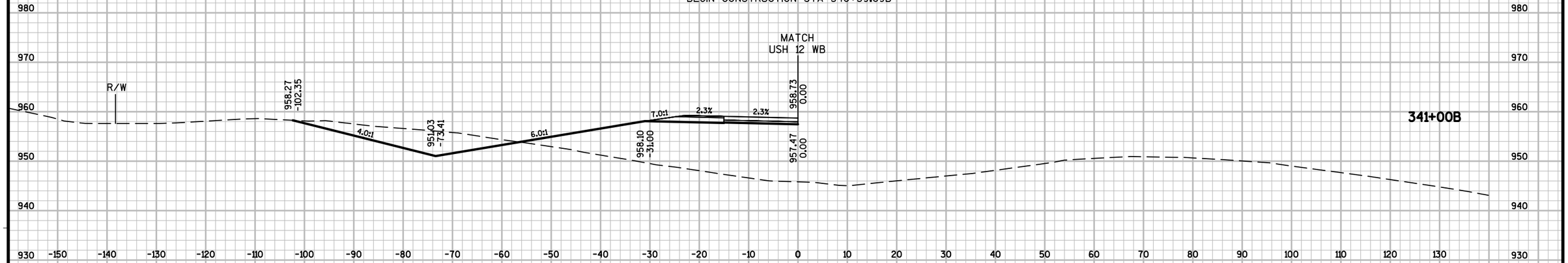
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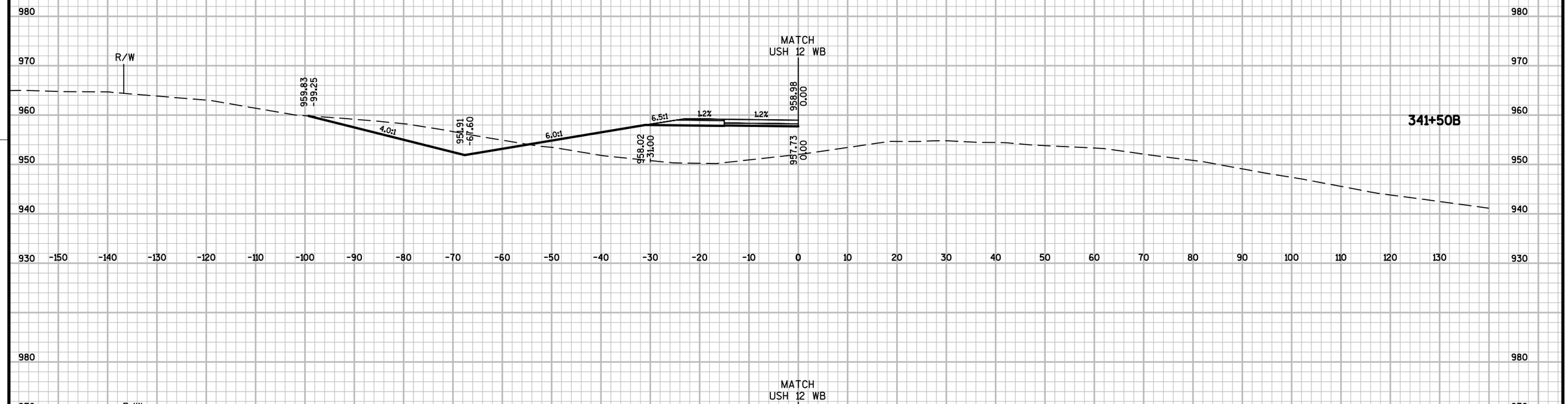
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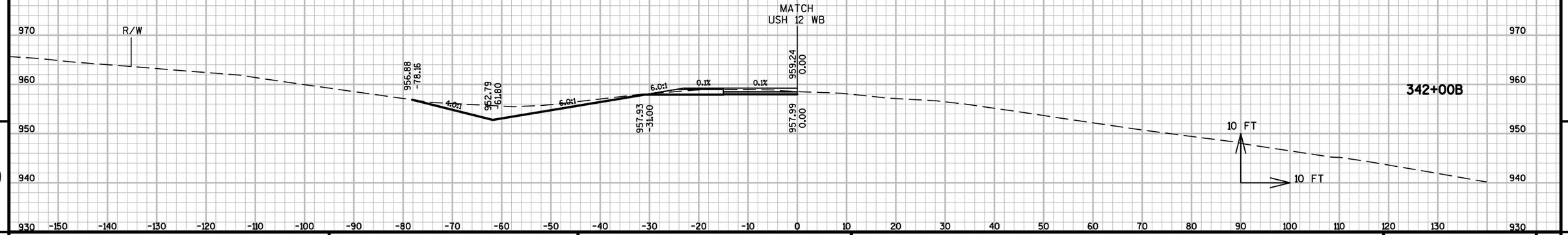
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB ON-RAMP	SHEET 917	E

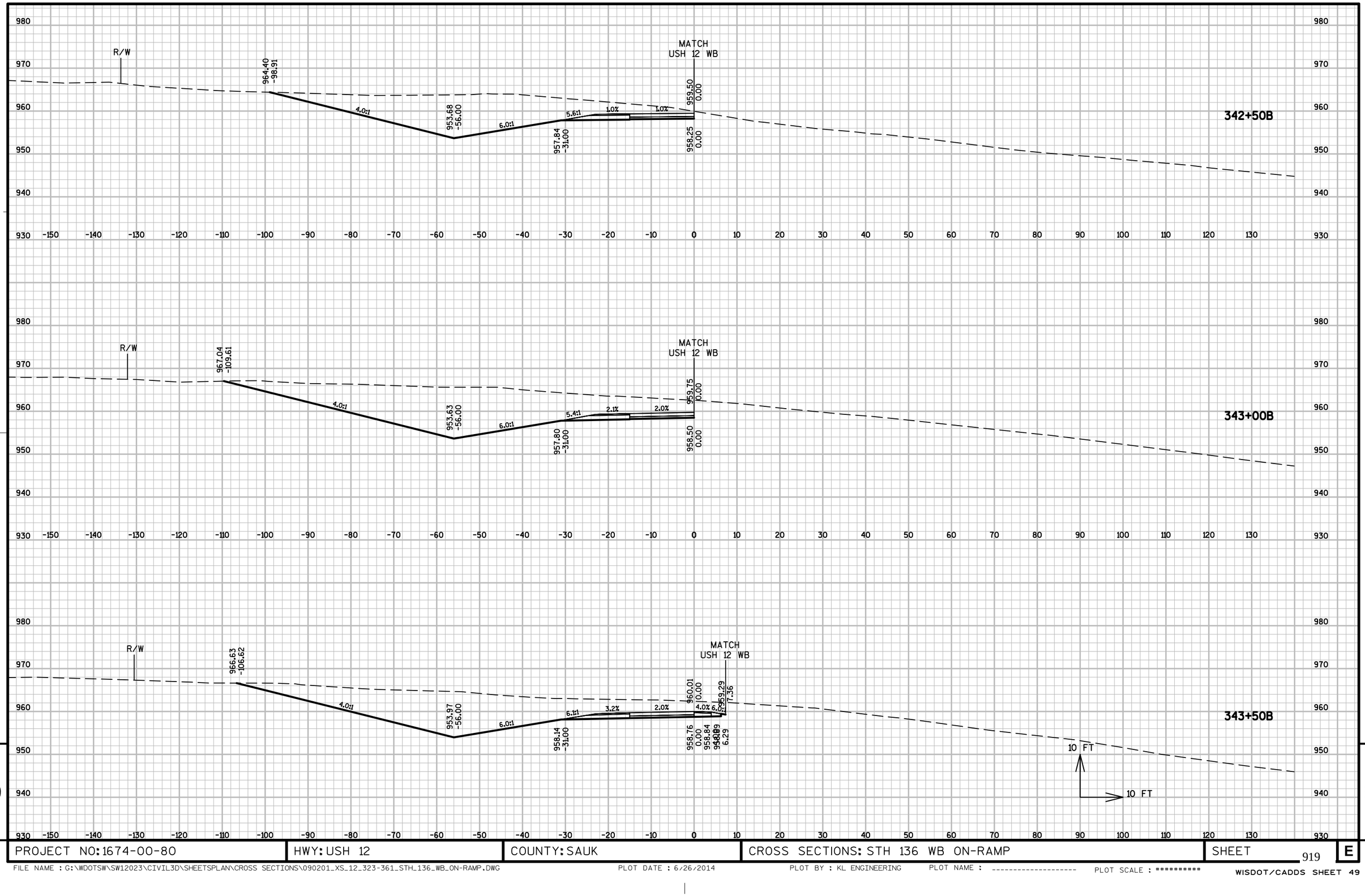
BEGIN CONSTRUCTION STA 340+59.69B





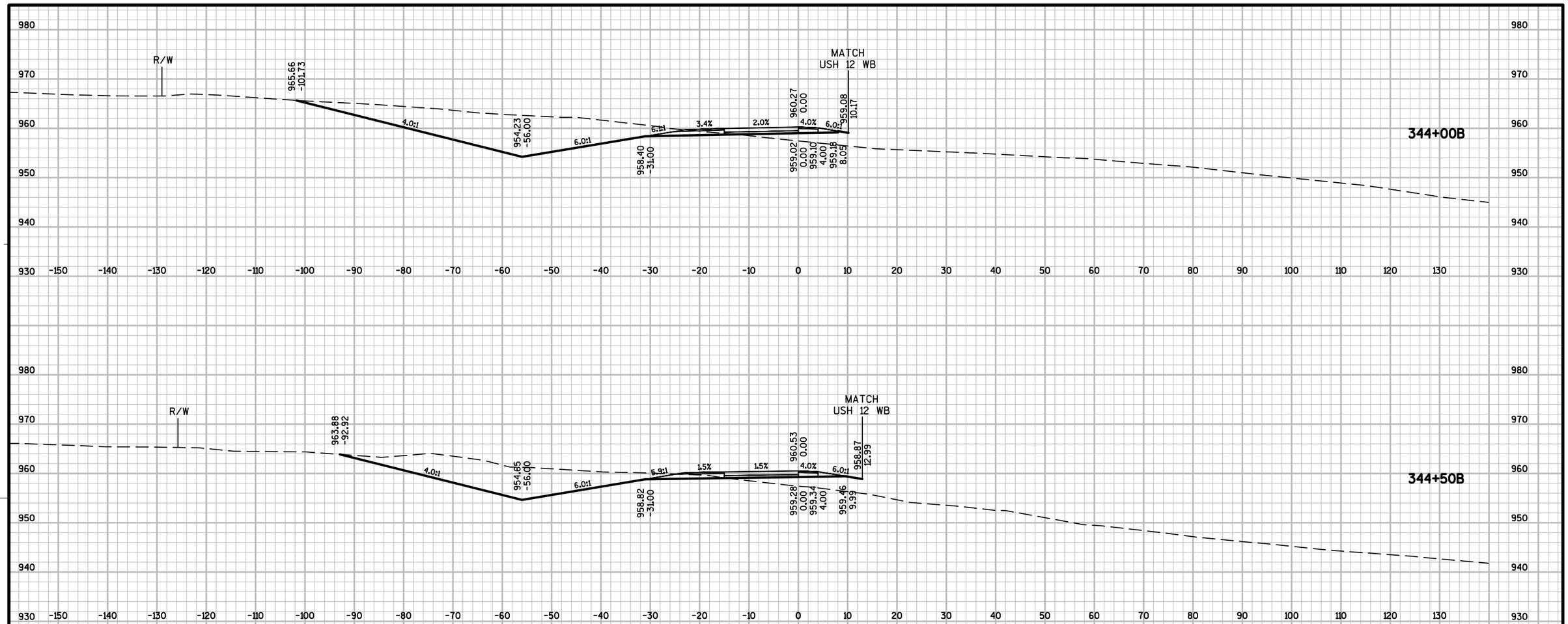


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 919	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

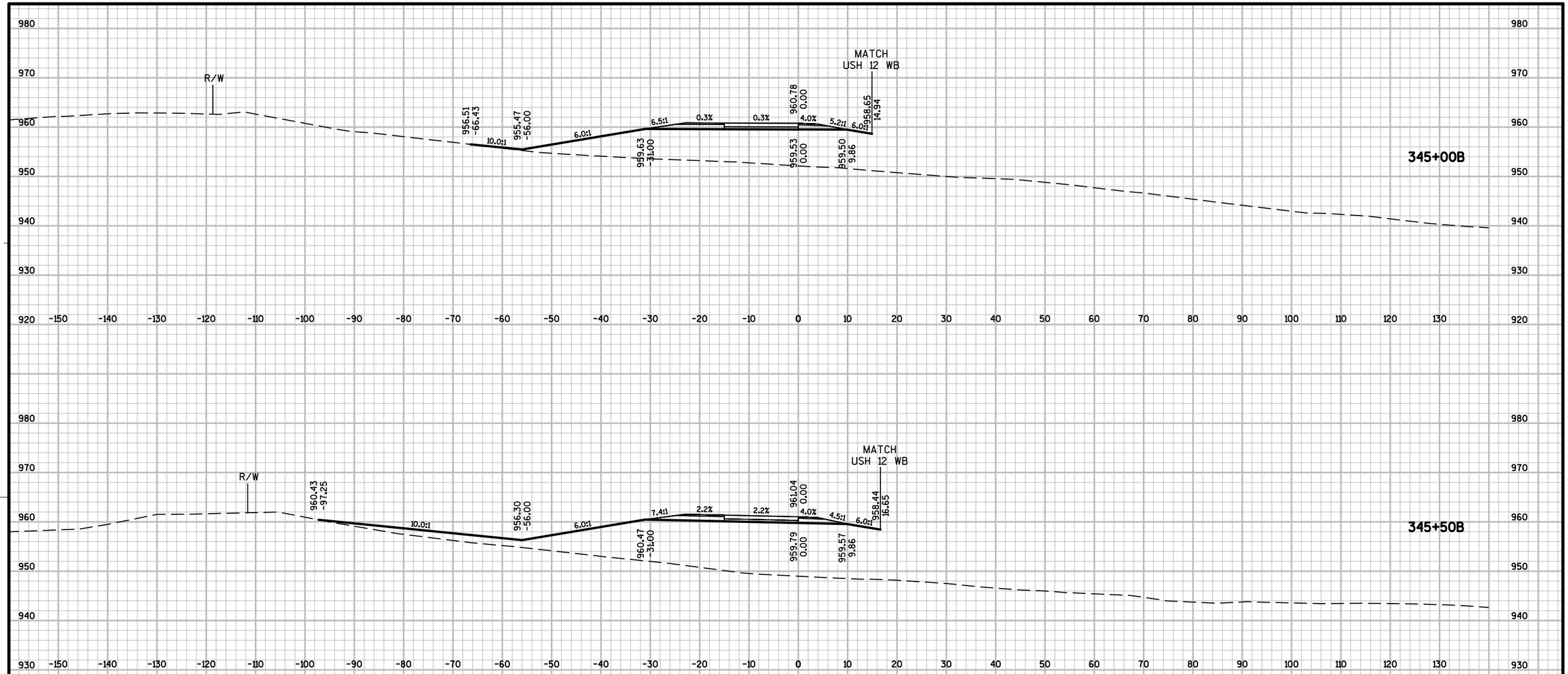


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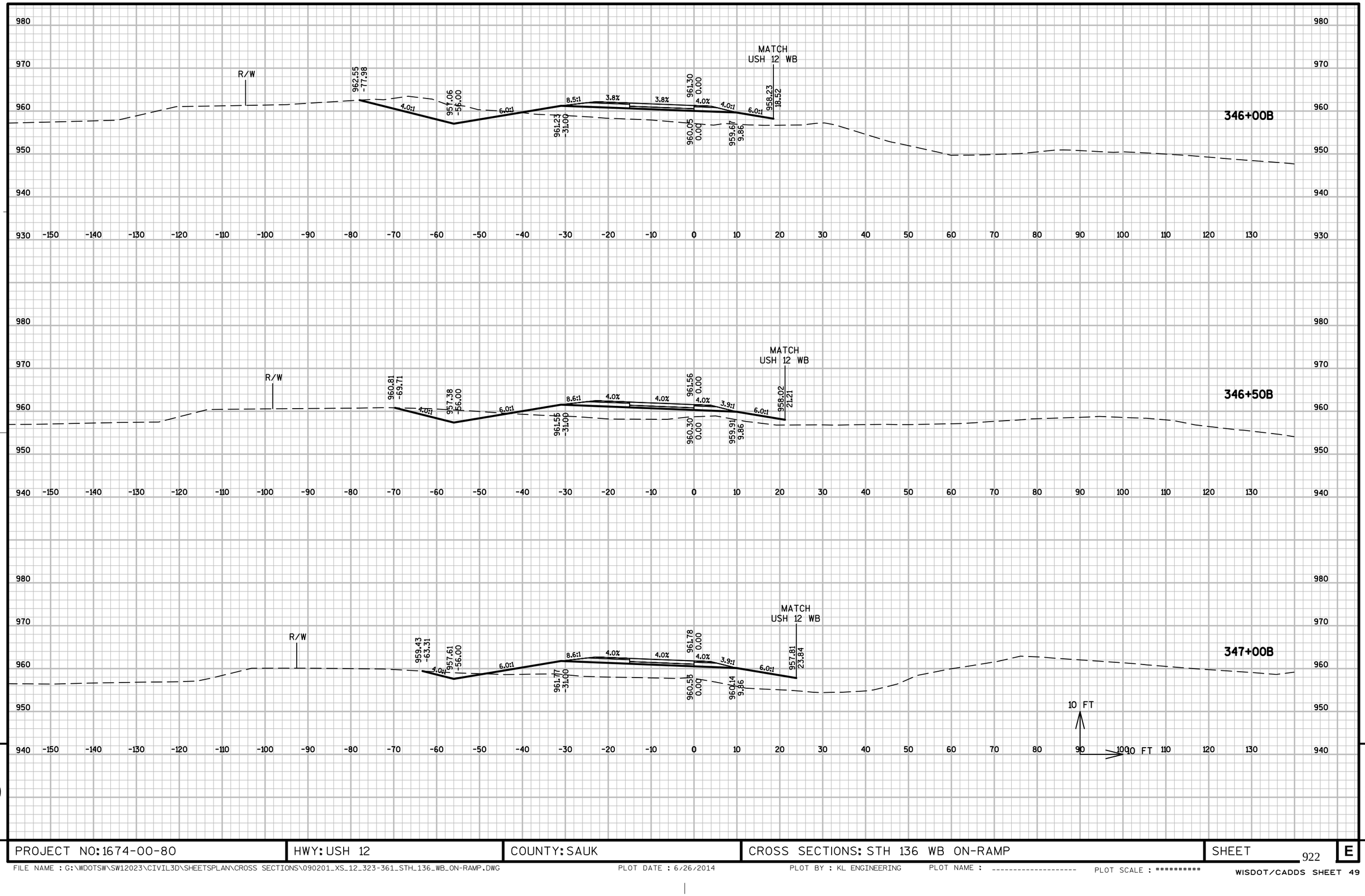
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 920	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



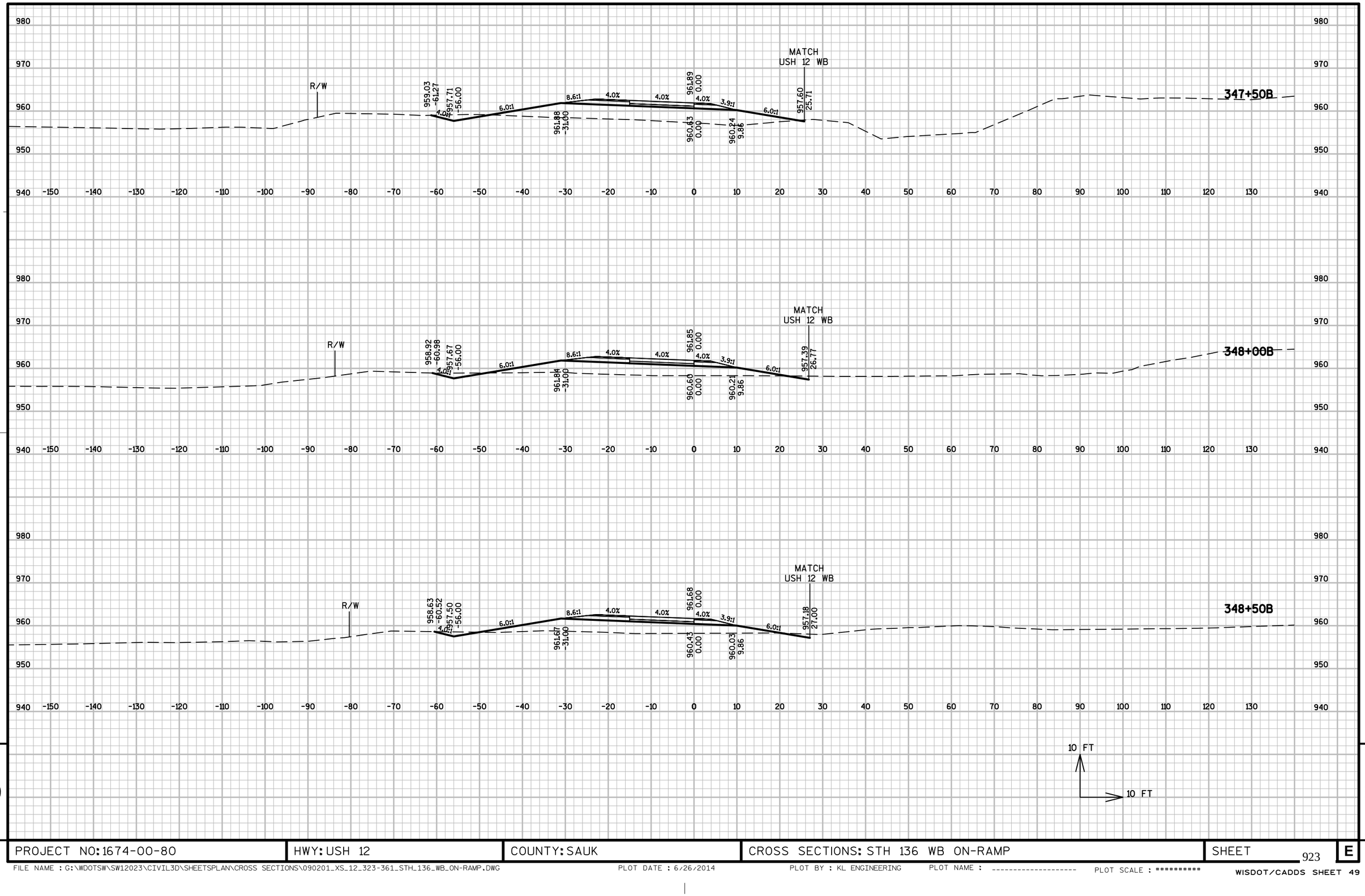
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 922	E

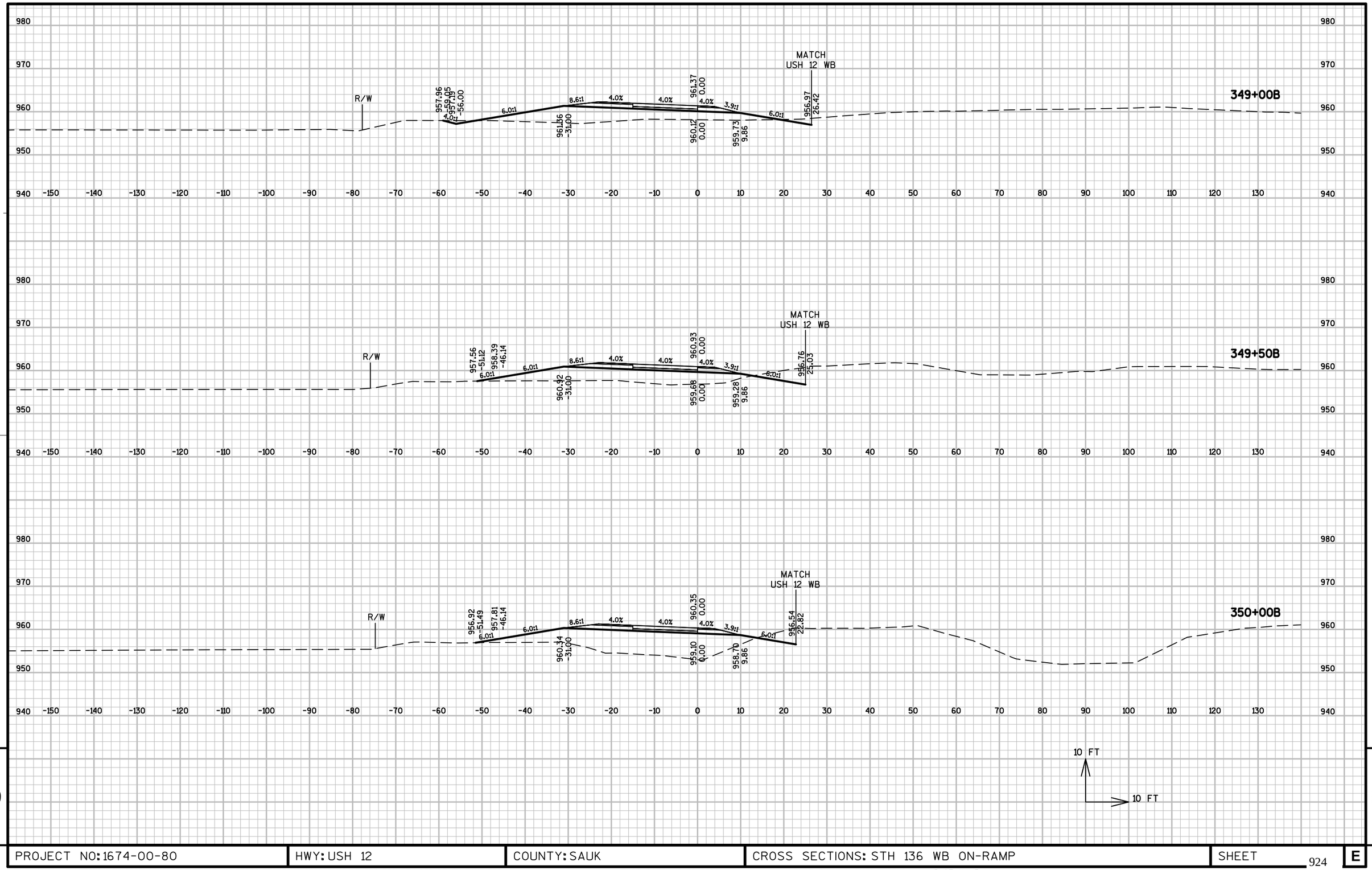
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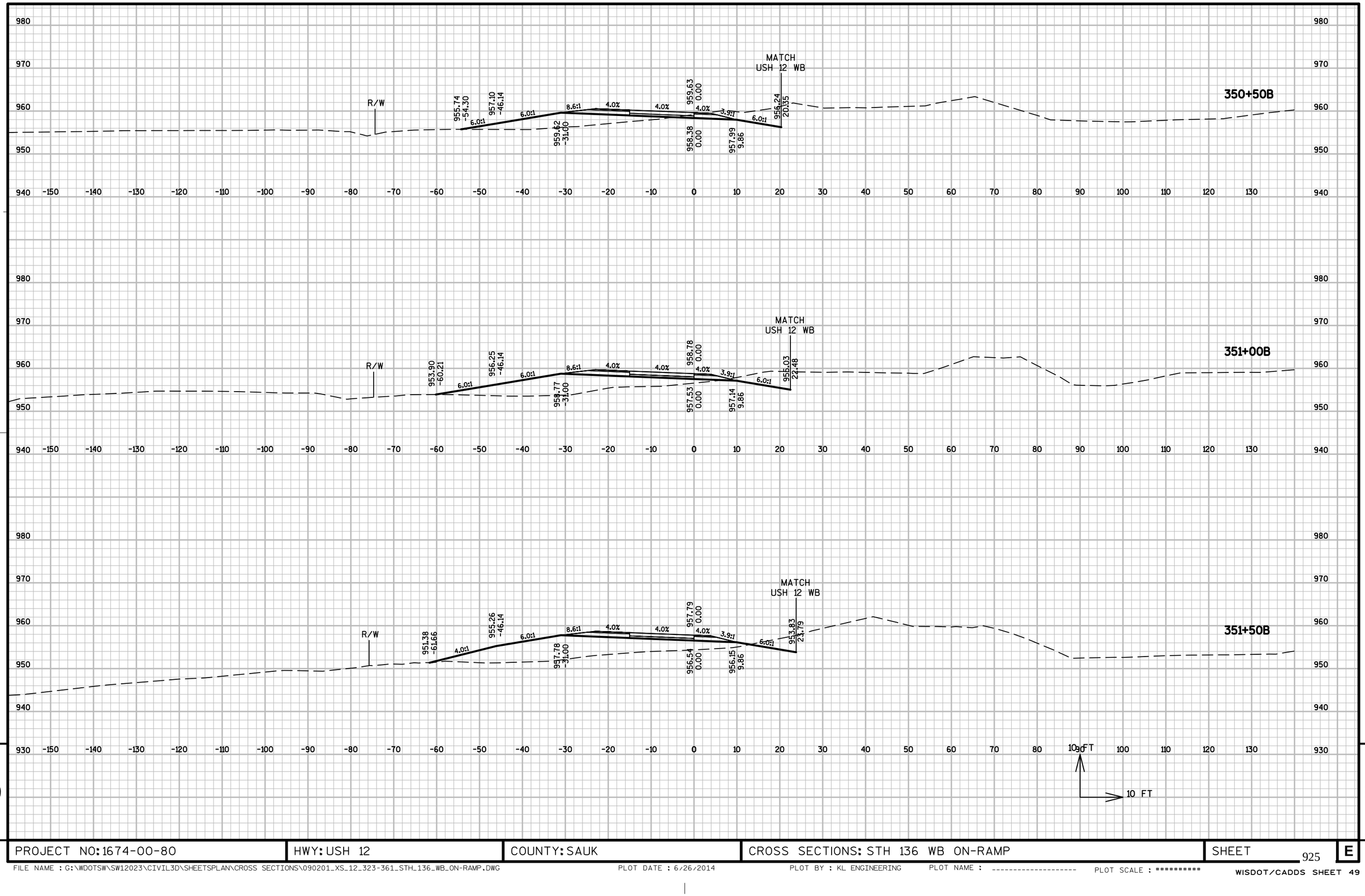
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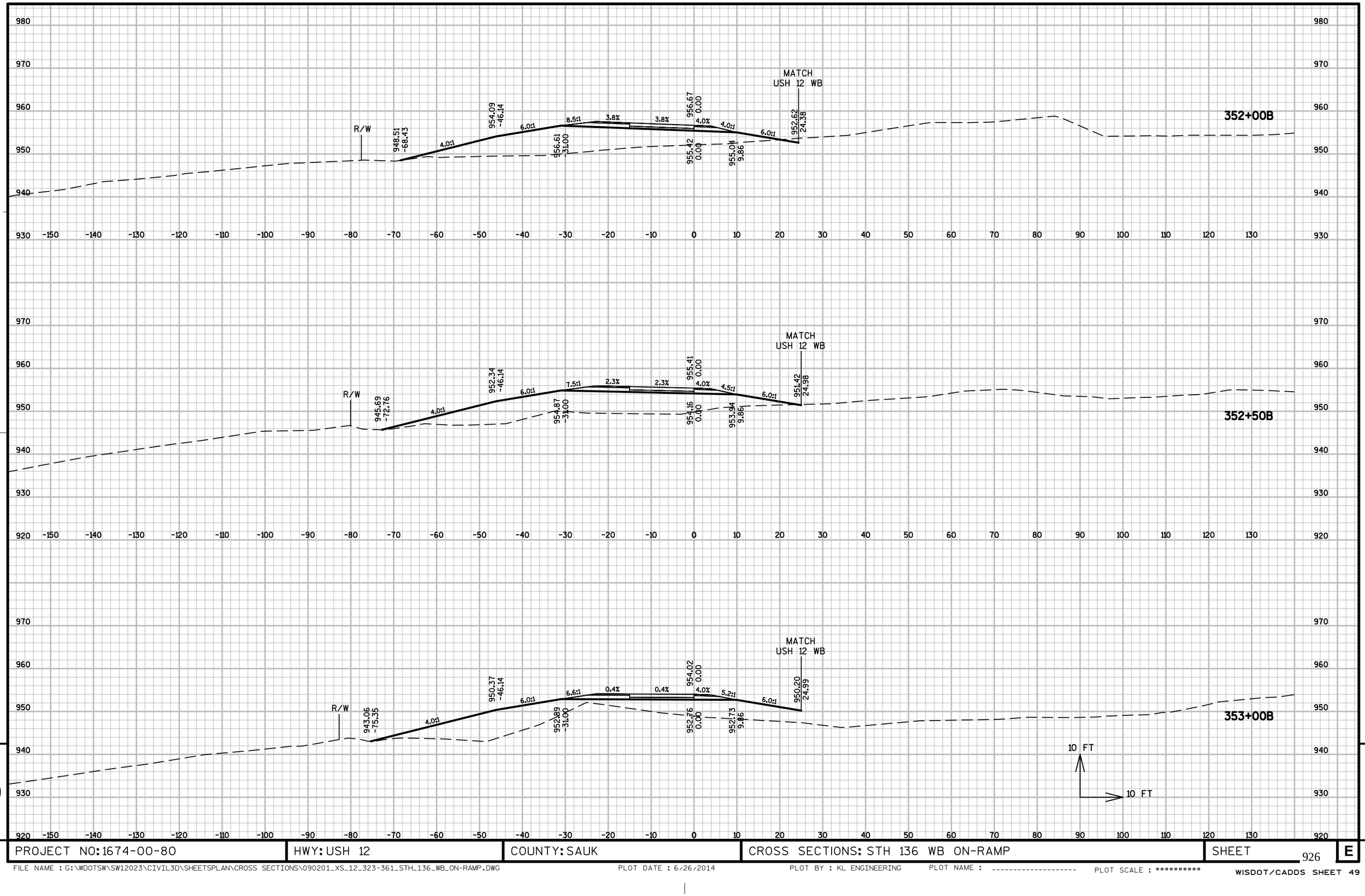
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 923	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 924	E

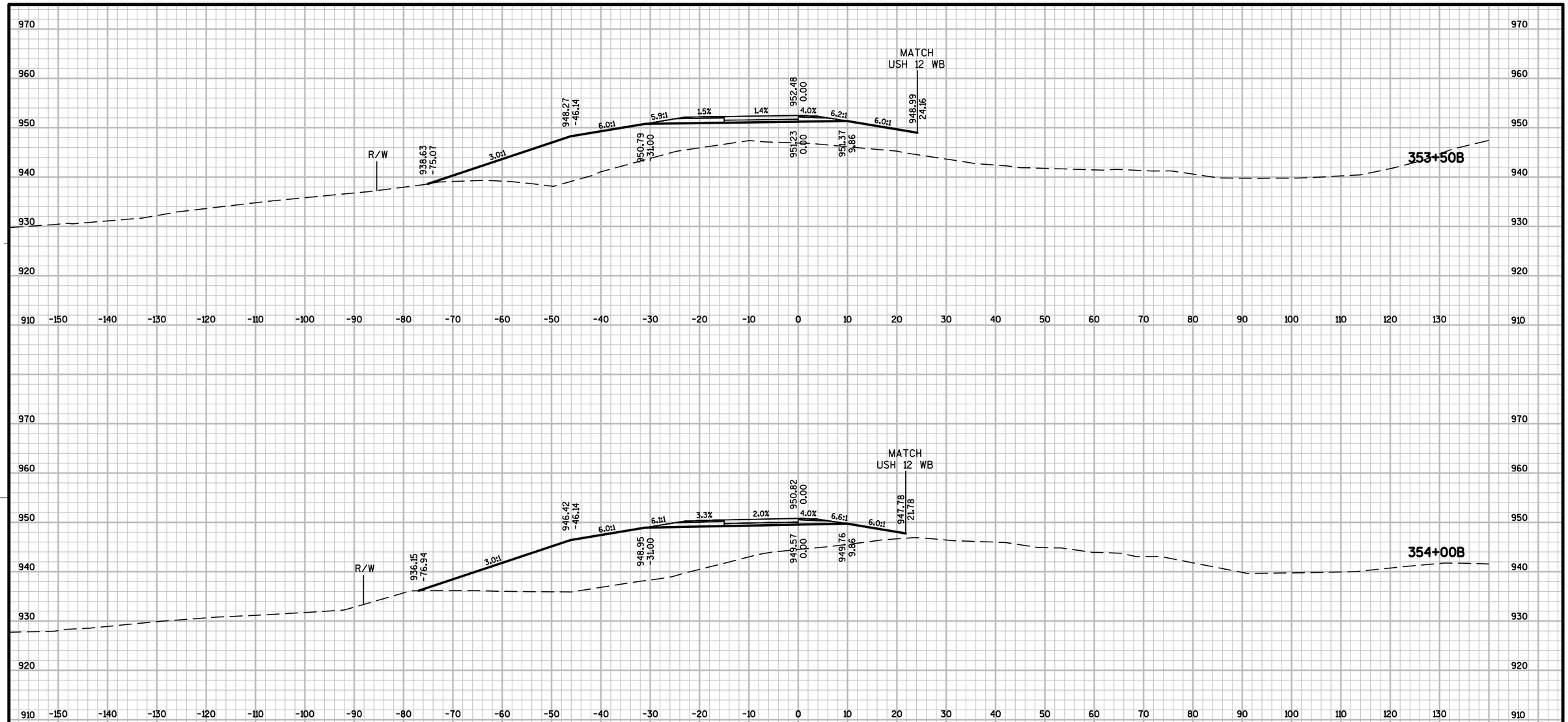


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 925	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 926	E

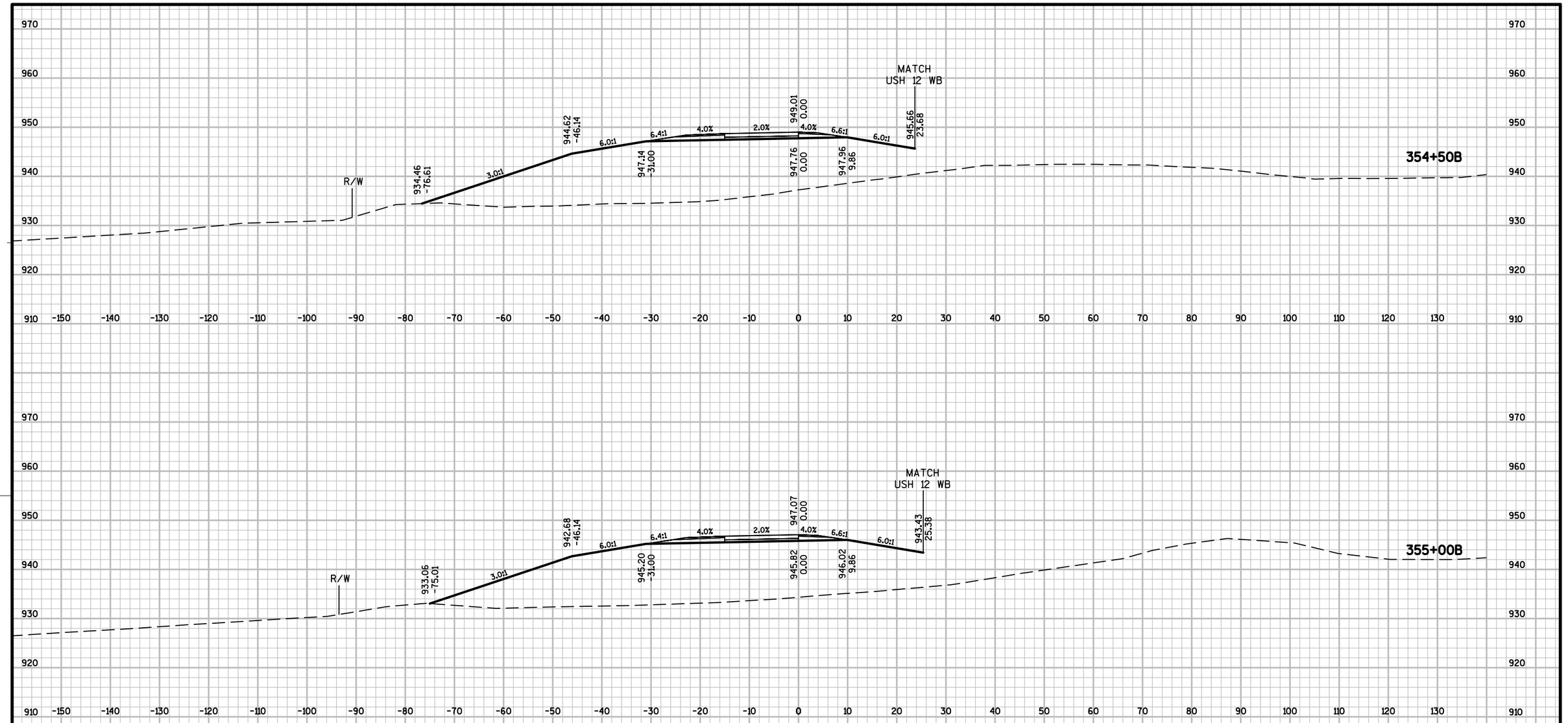
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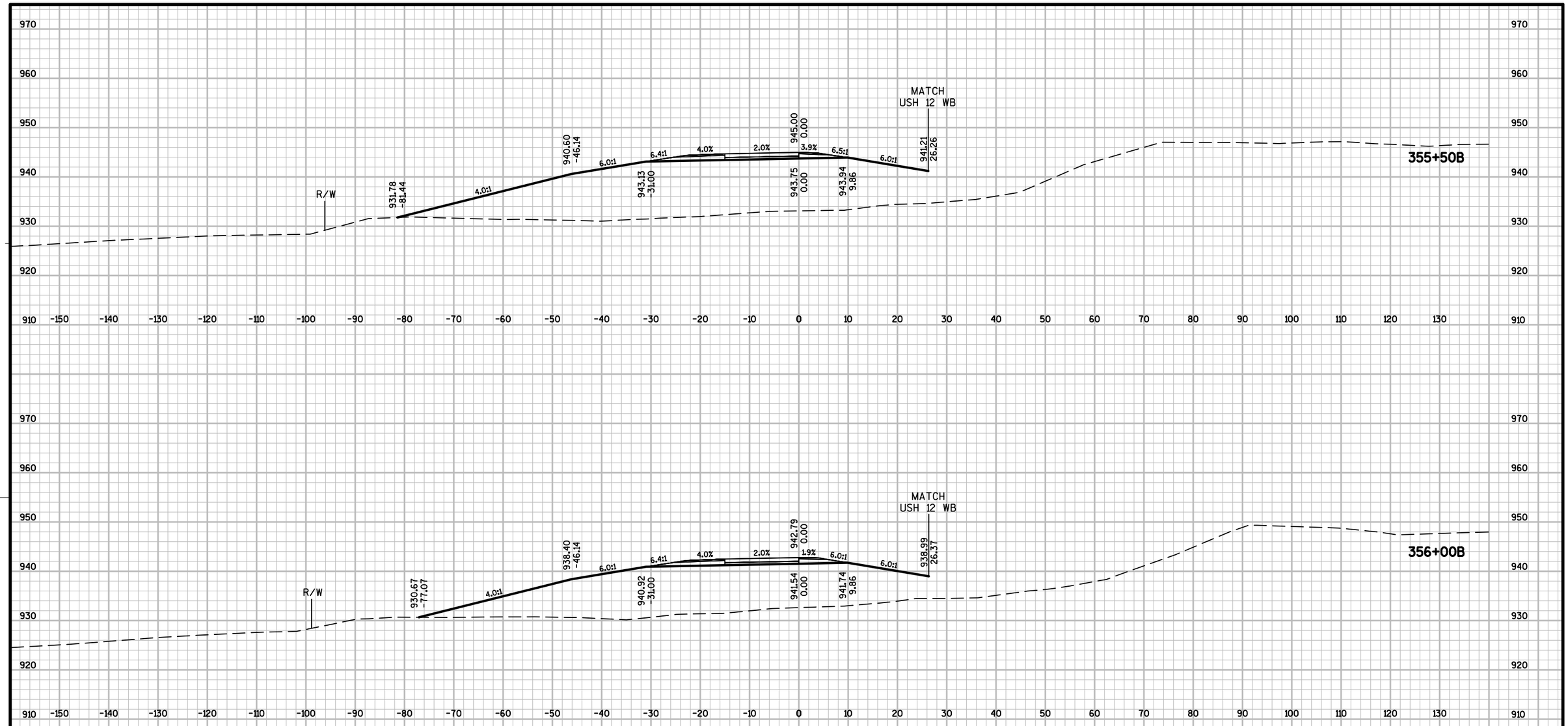
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 927	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 928	E

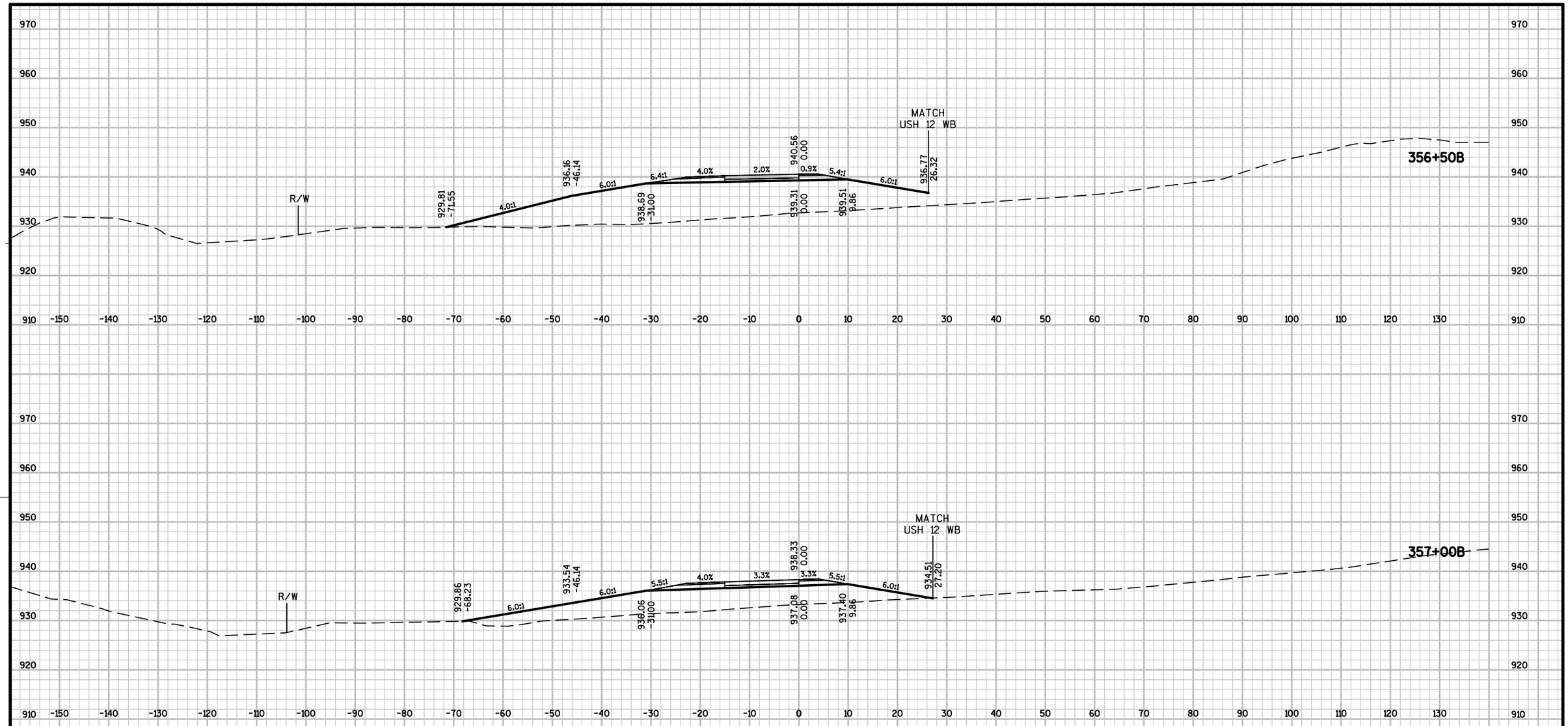
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 929	E

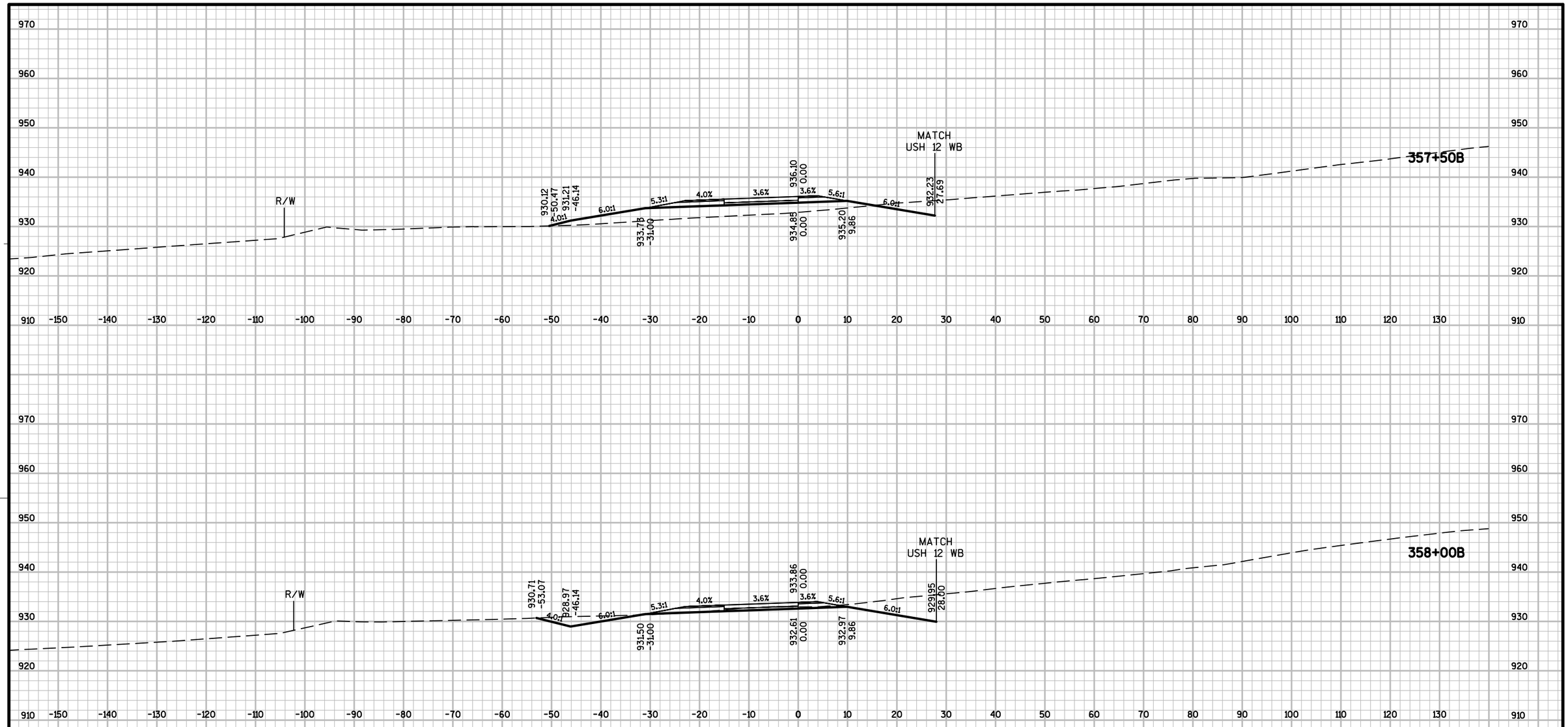


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 930	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

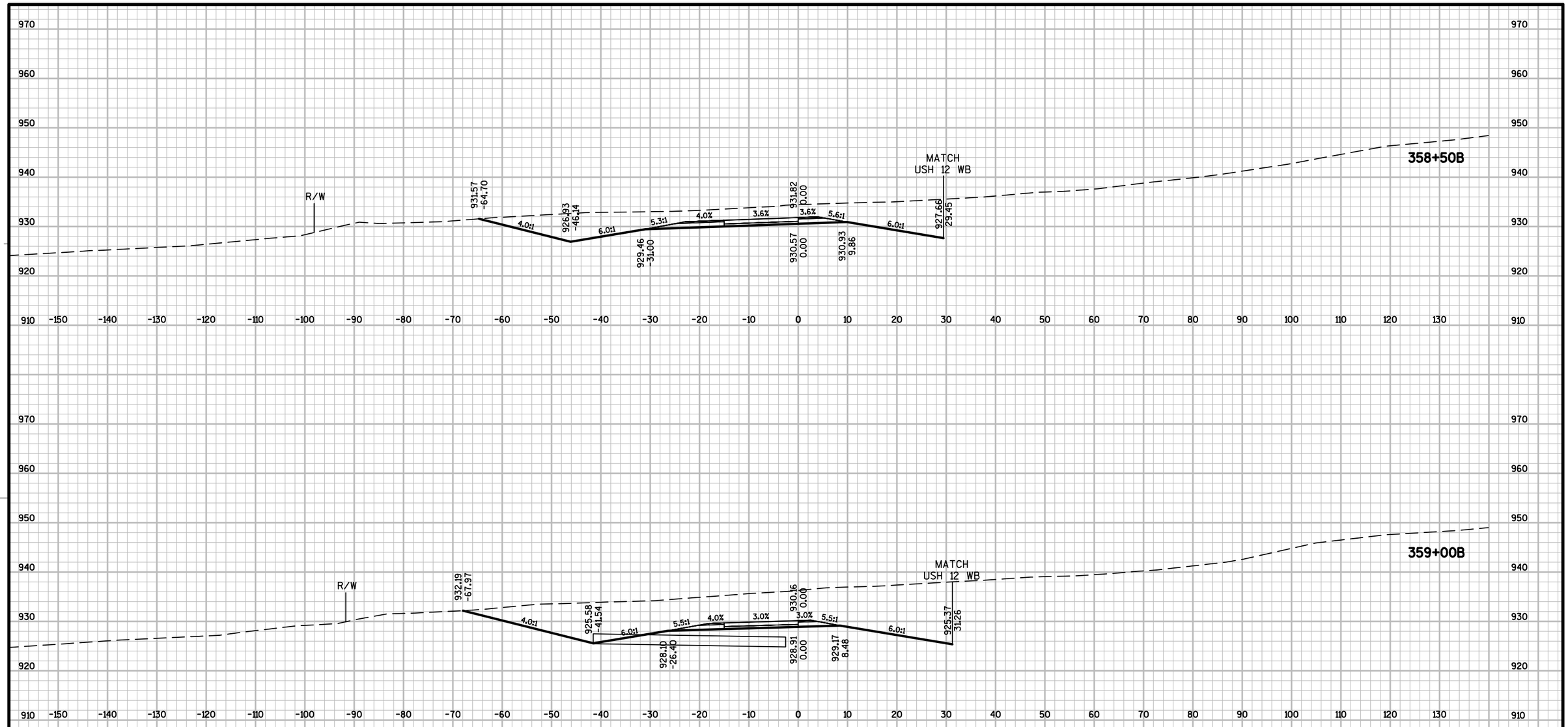


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 931	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_323-361_STH_136_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

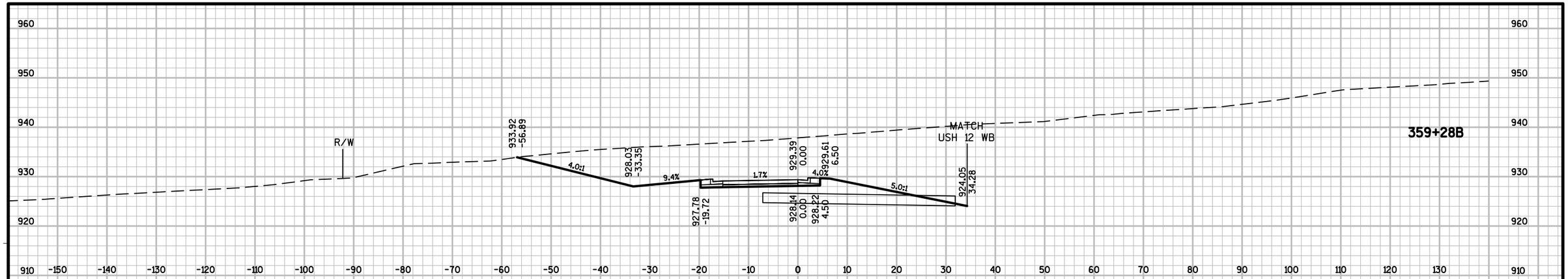


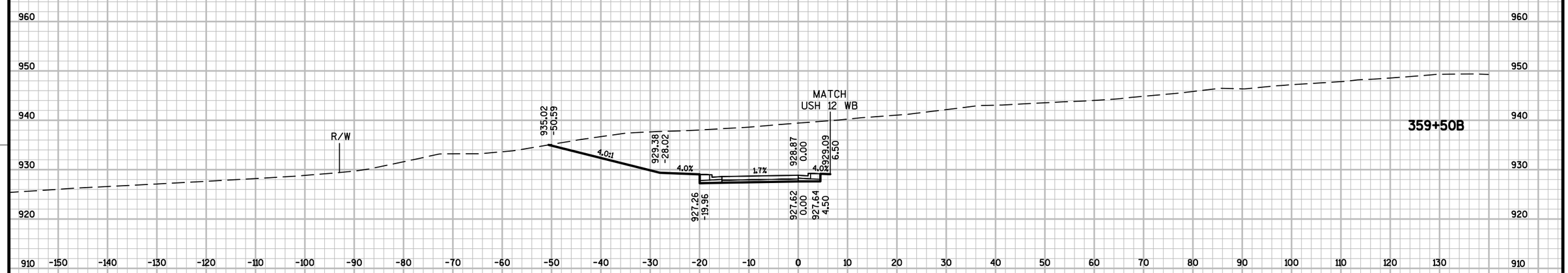
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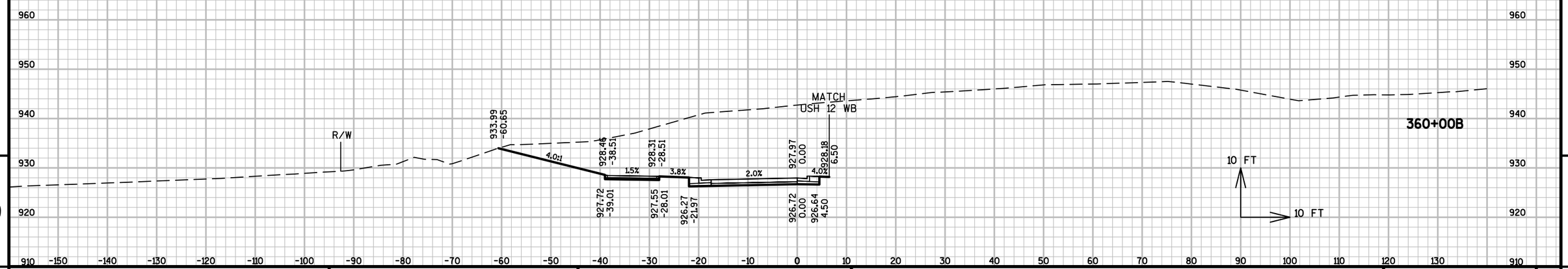
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 932	E

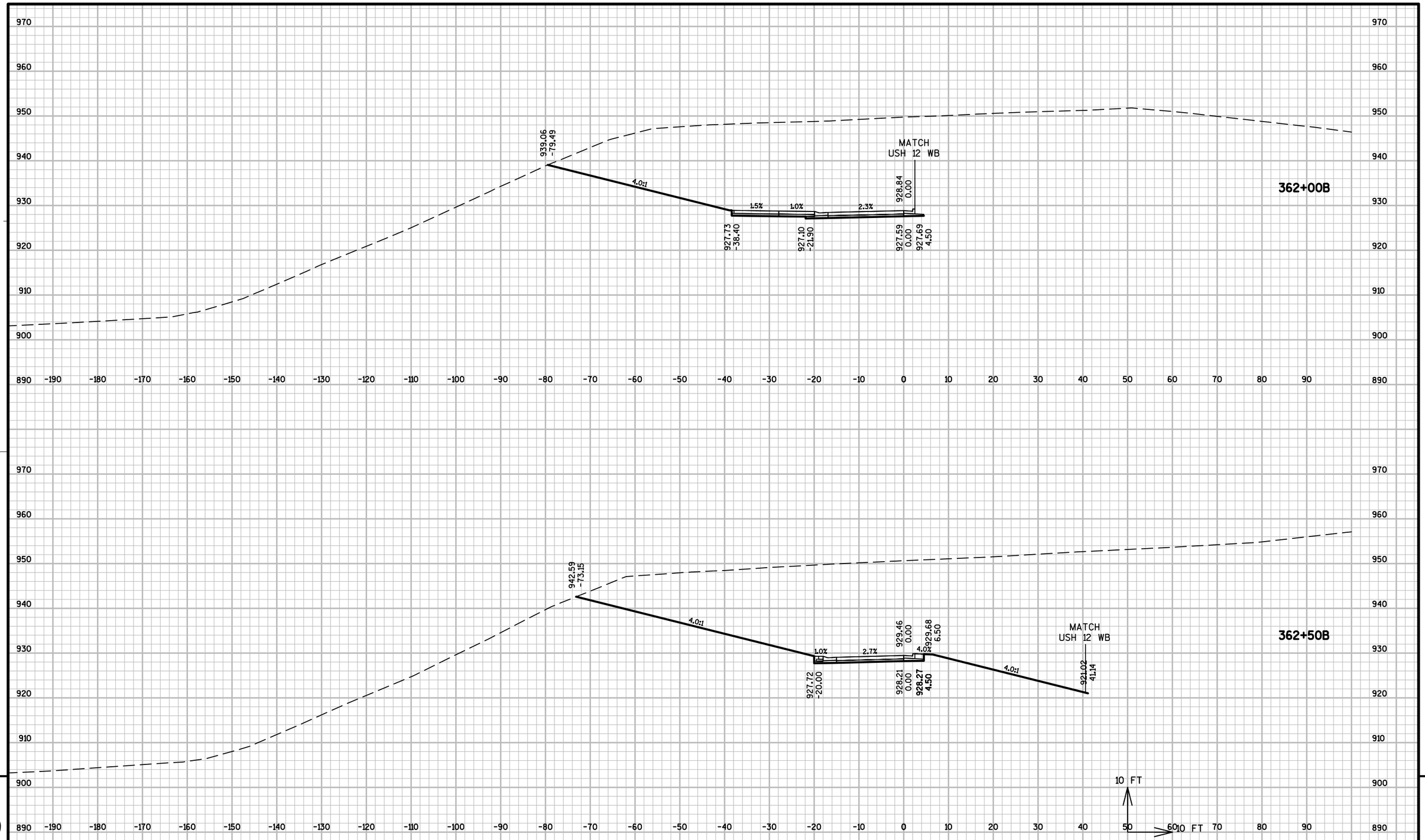
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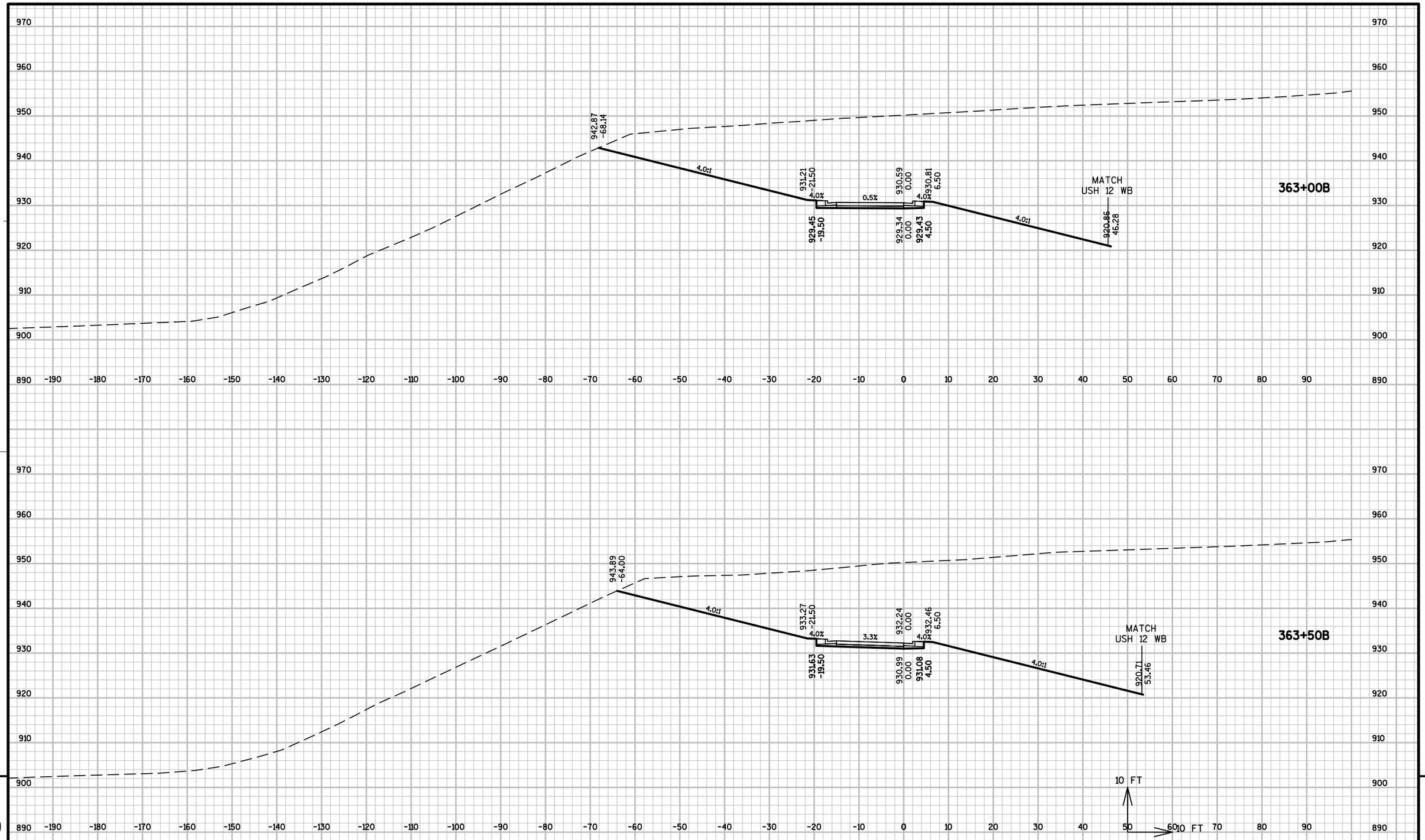


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB ON-RAMP	SHEET 933	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 934	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

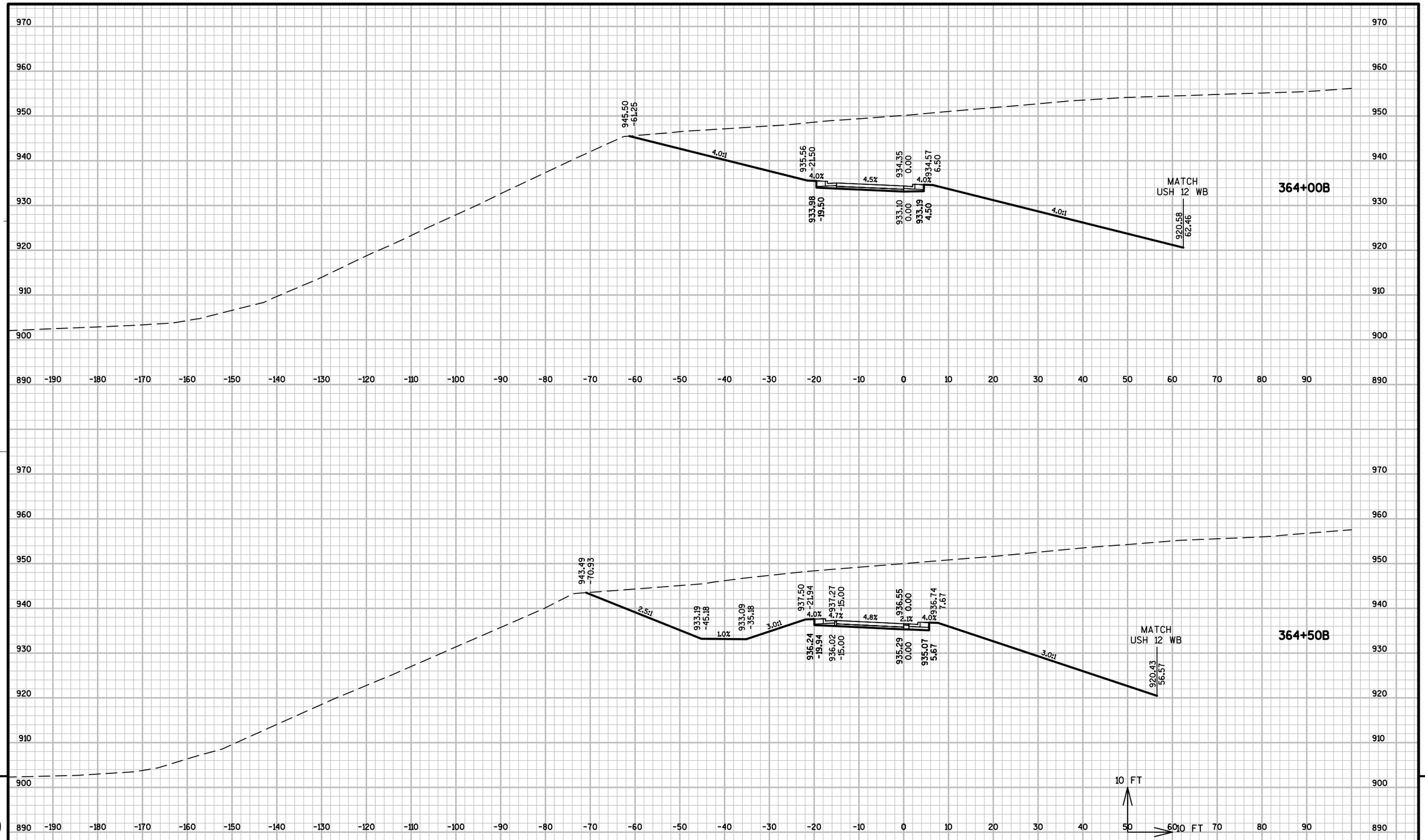


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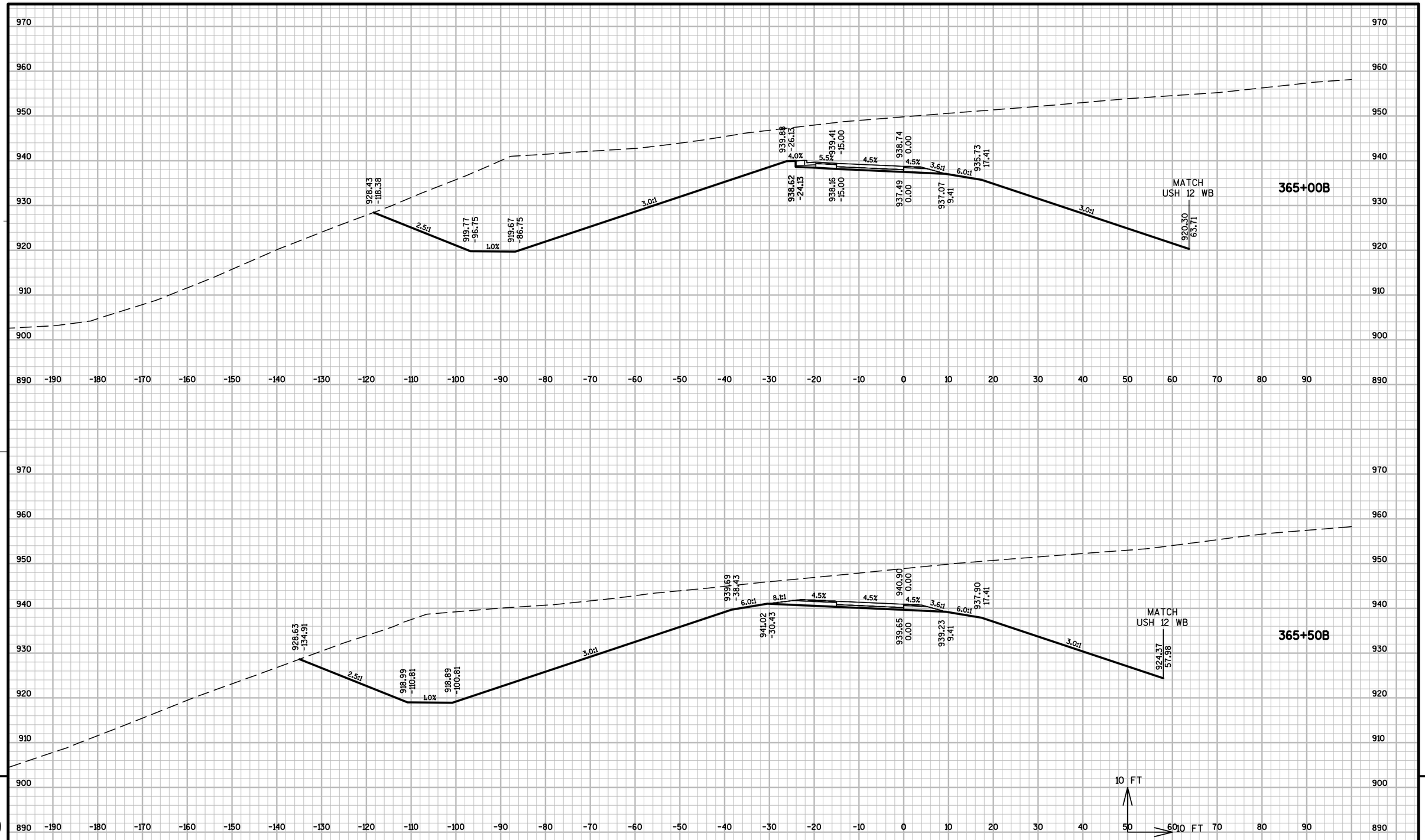
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 935	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

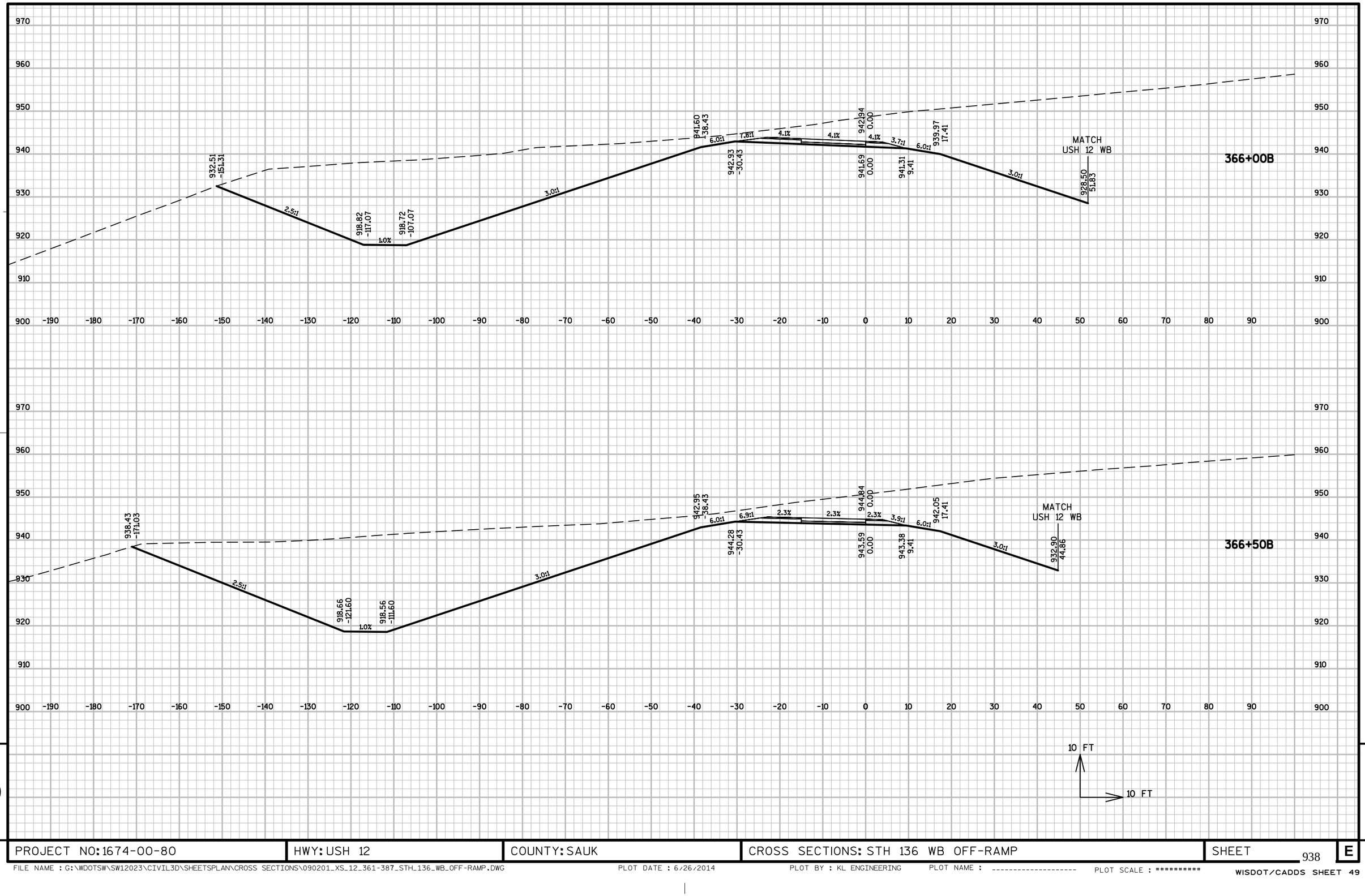


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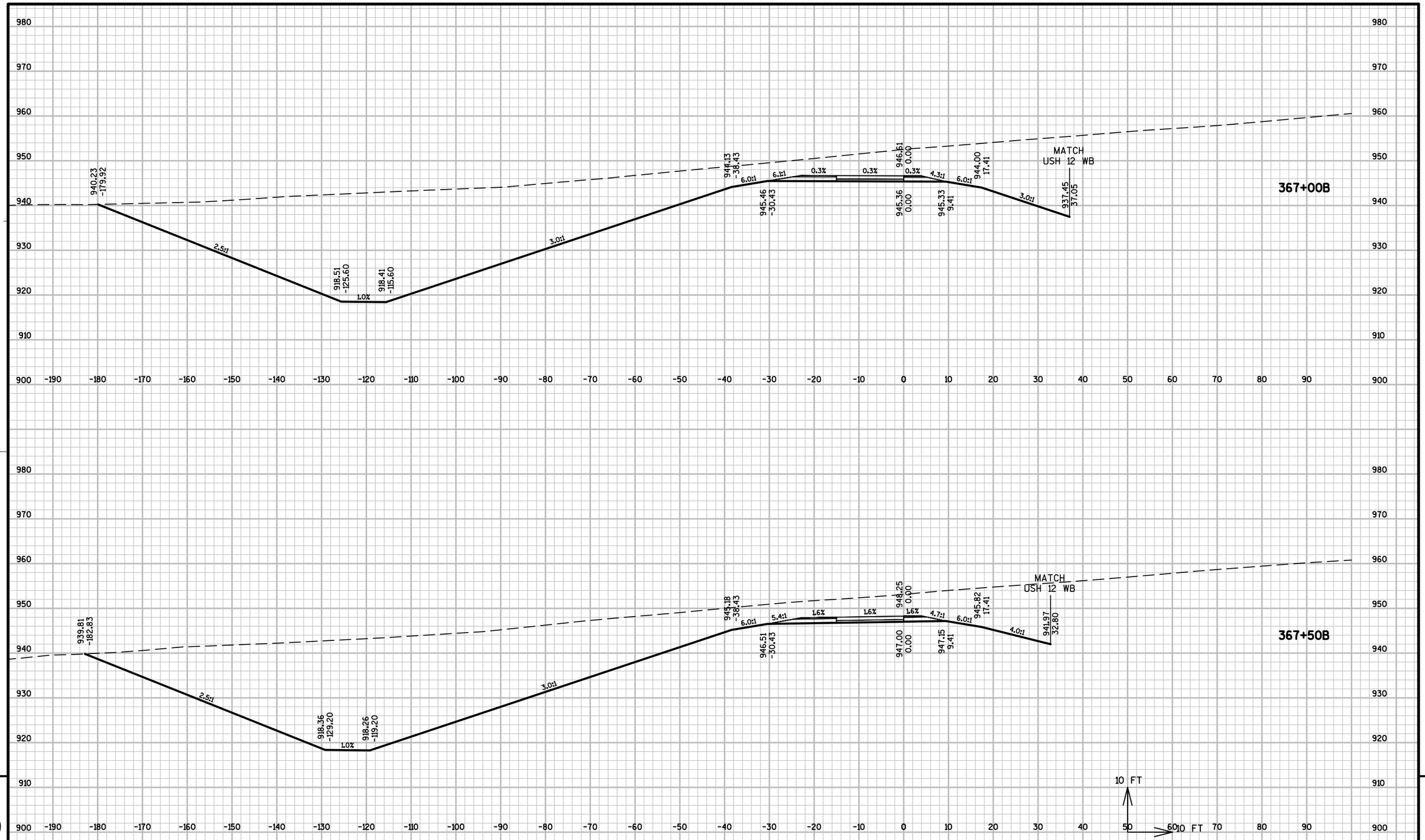


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 937	E

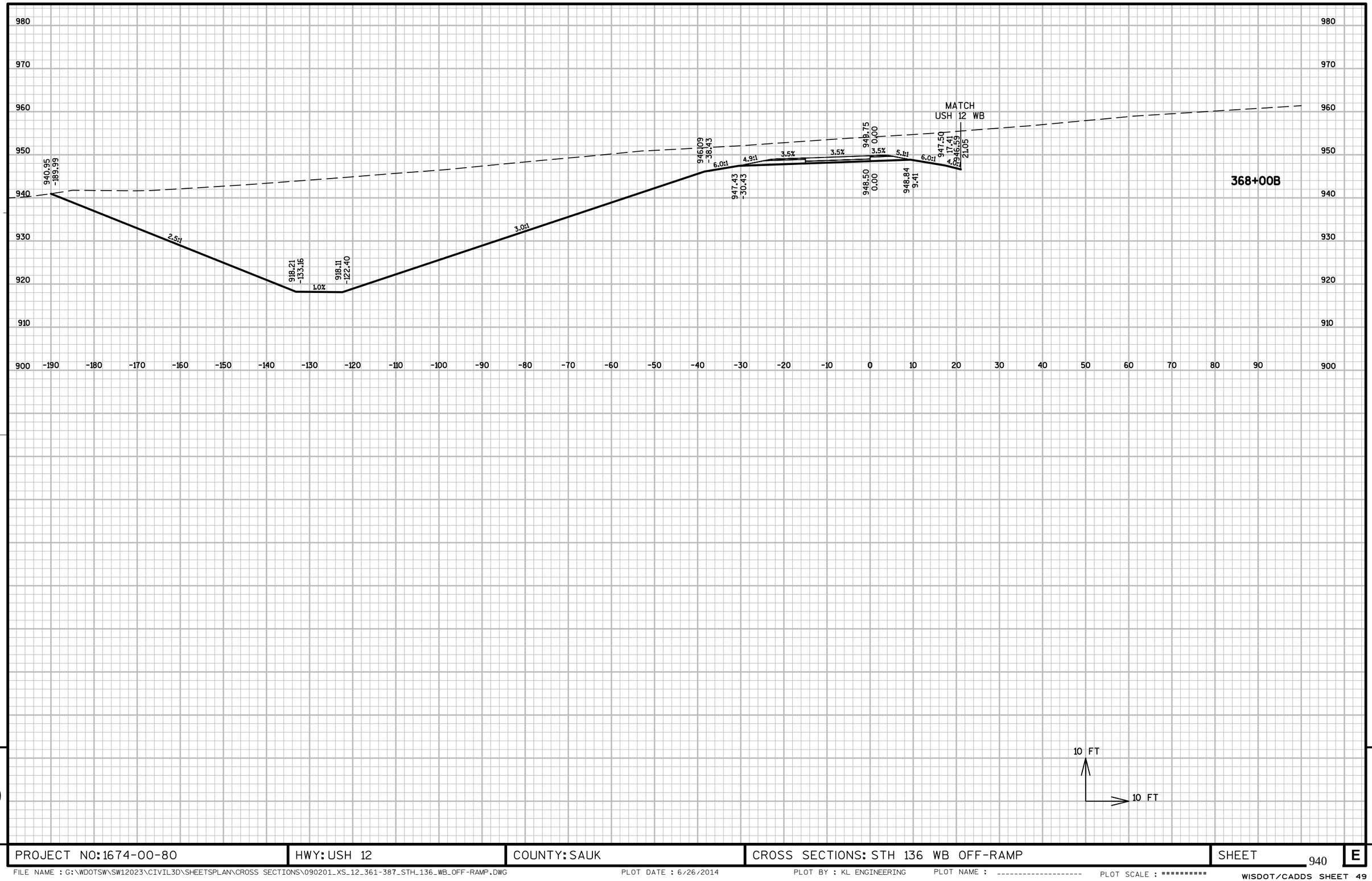
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 938	E

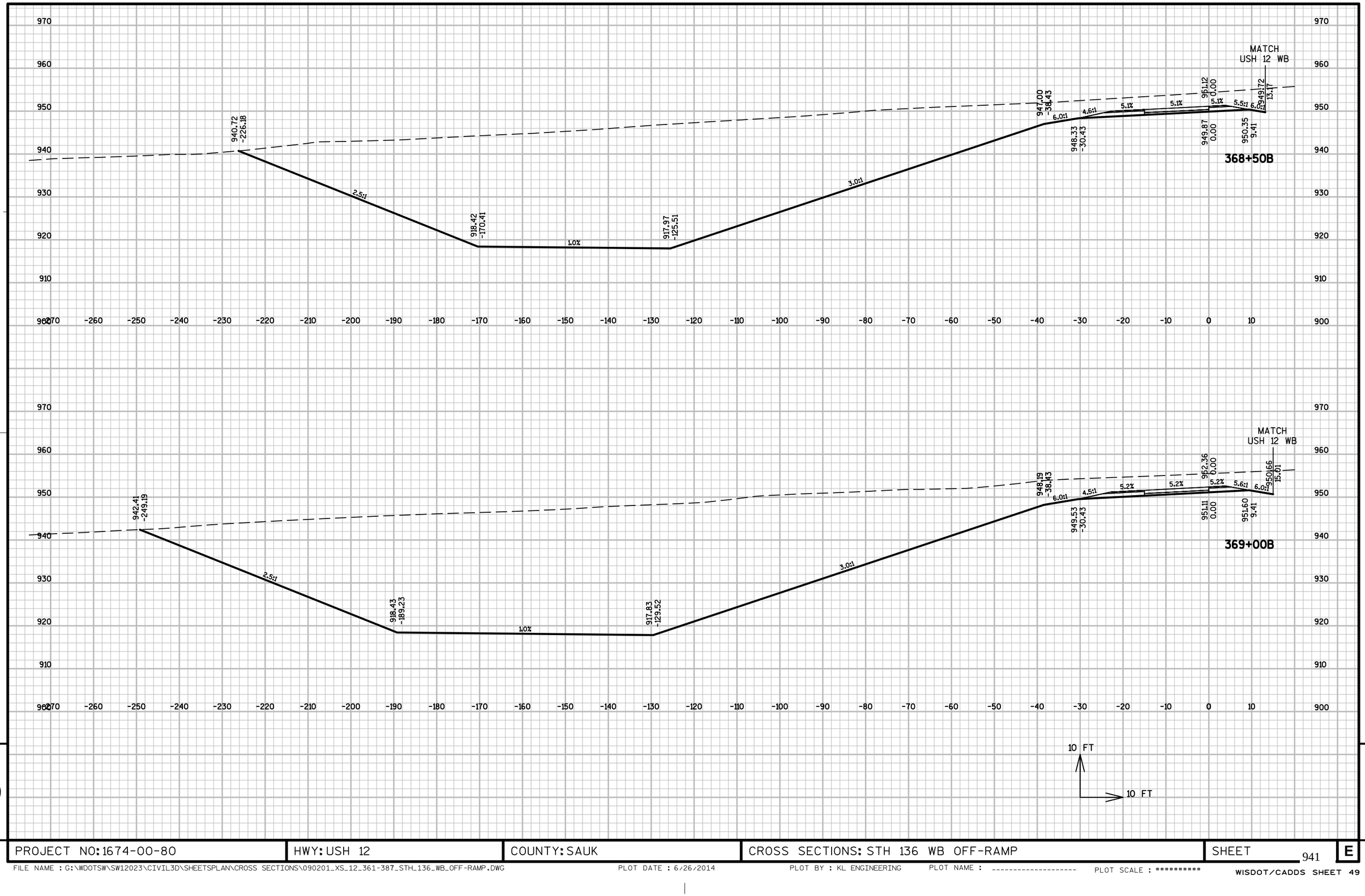


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 939	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 940	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

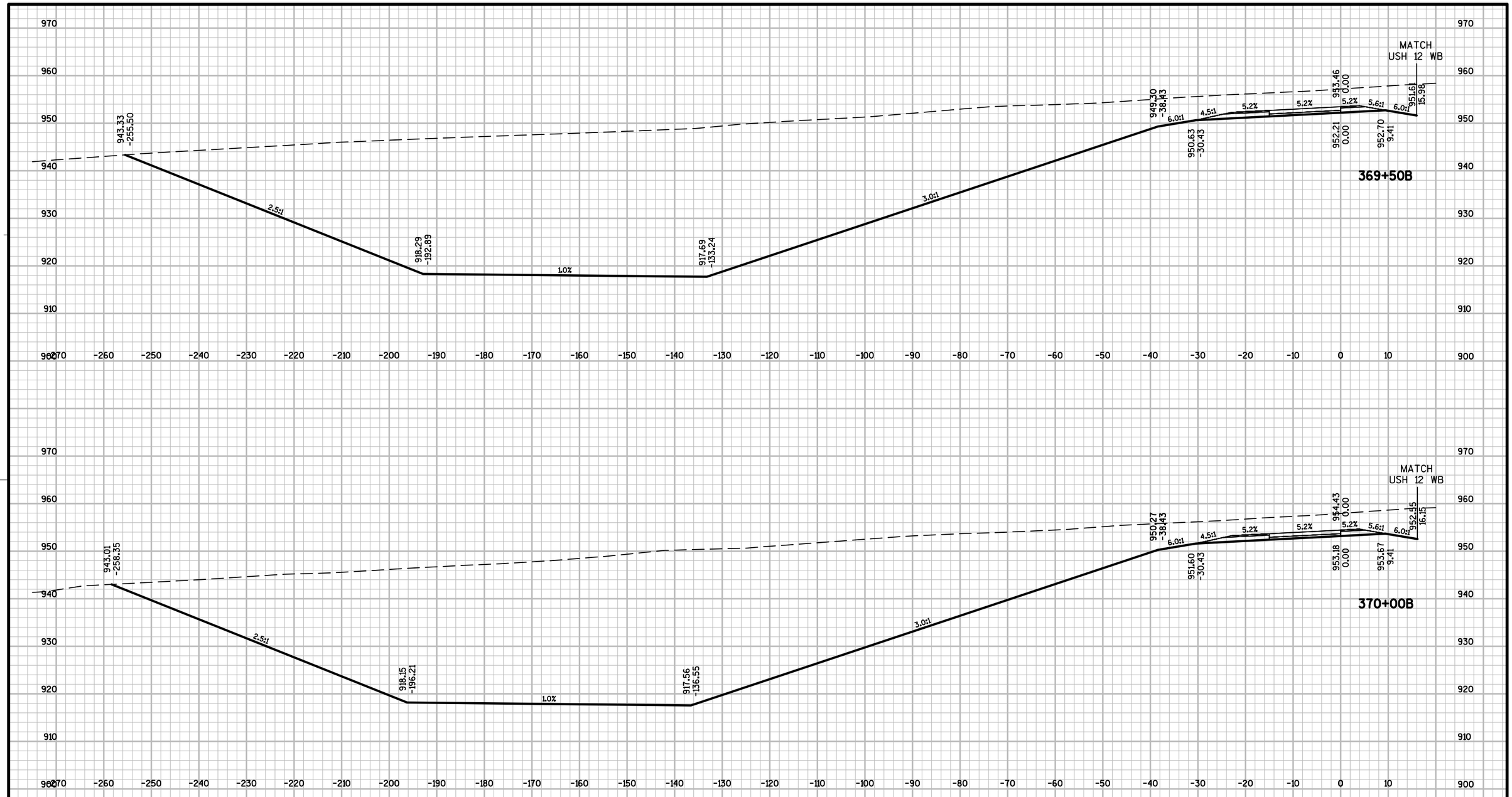


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 941	E

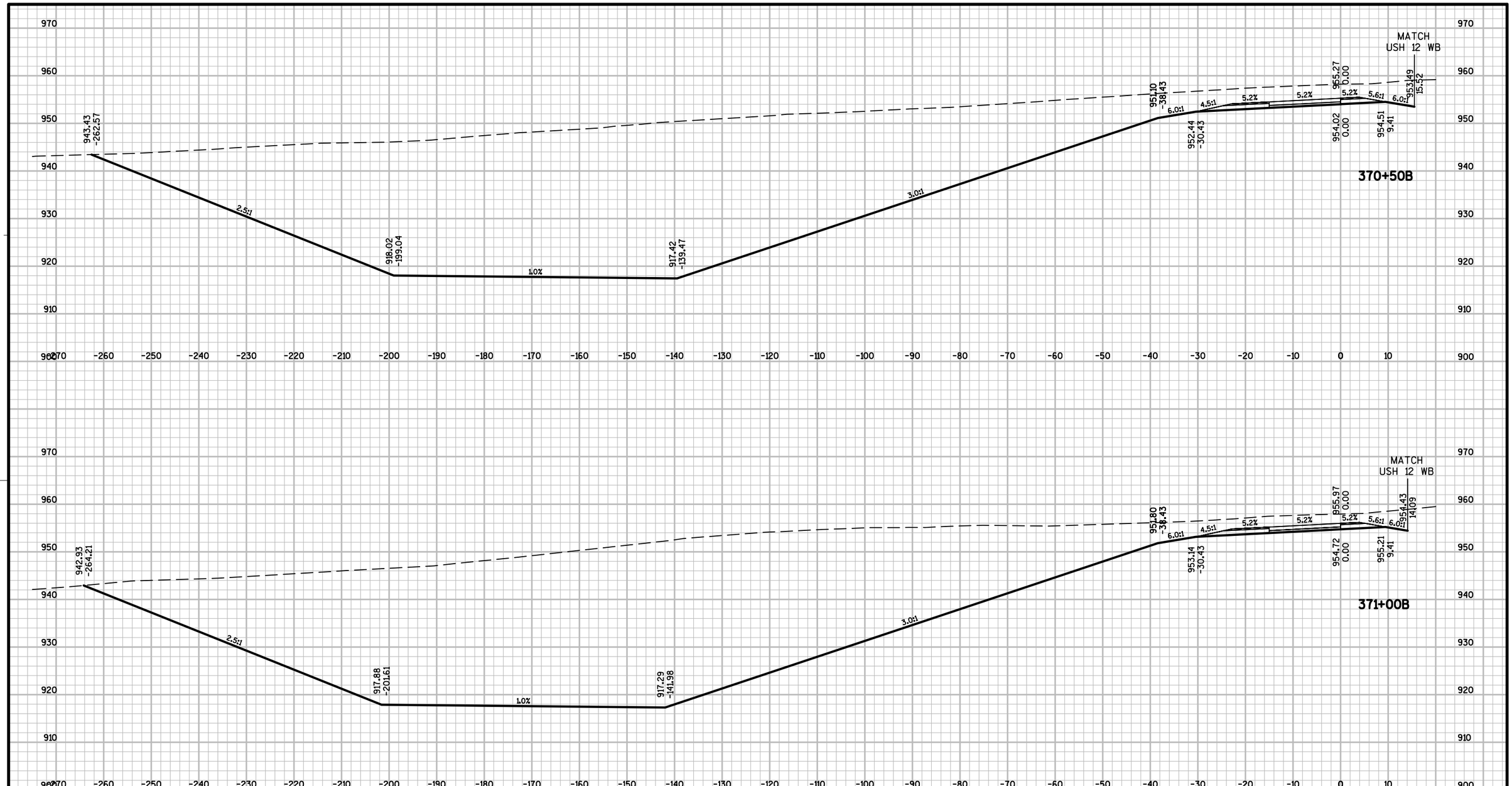
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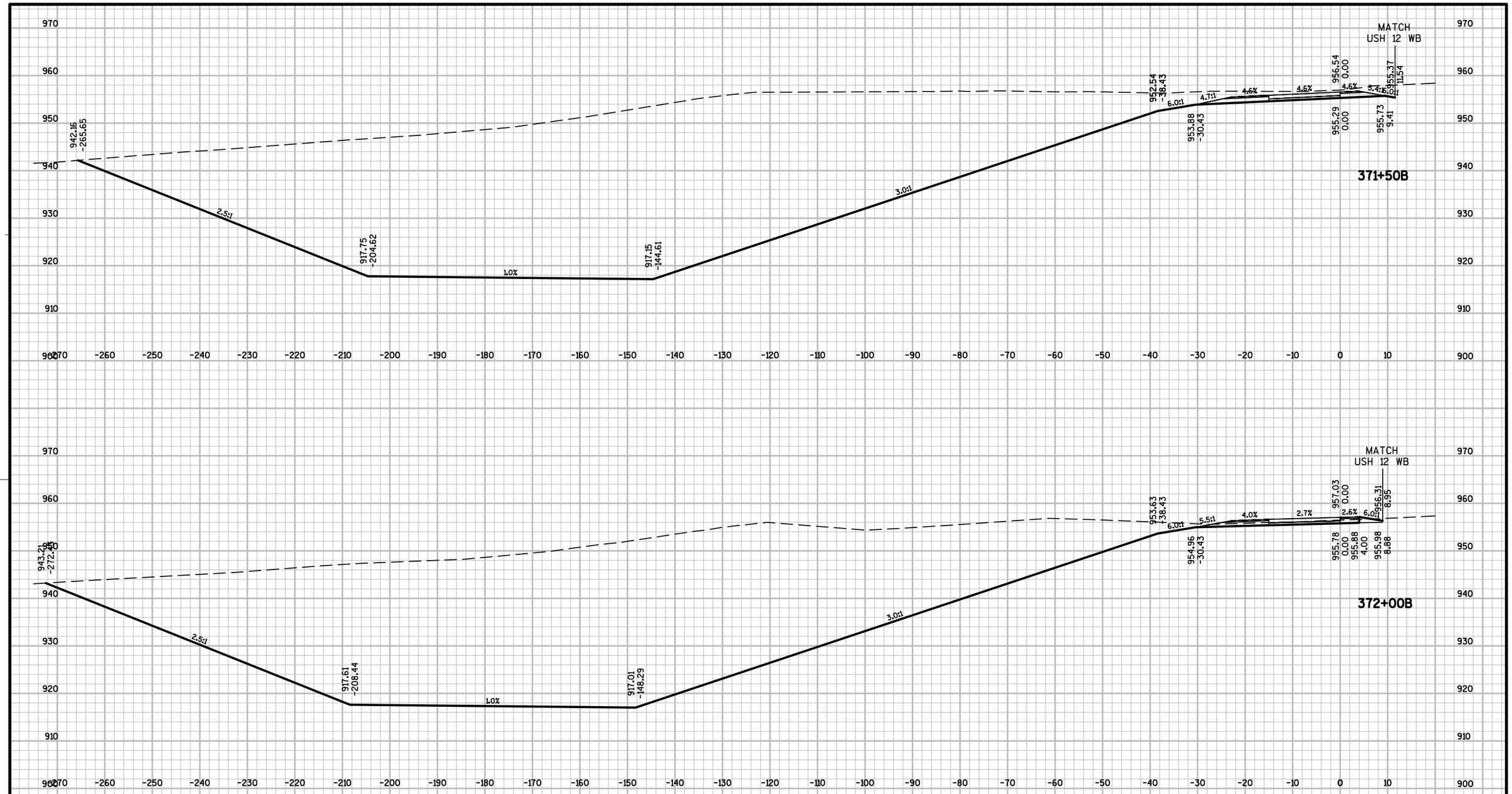
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 942	E



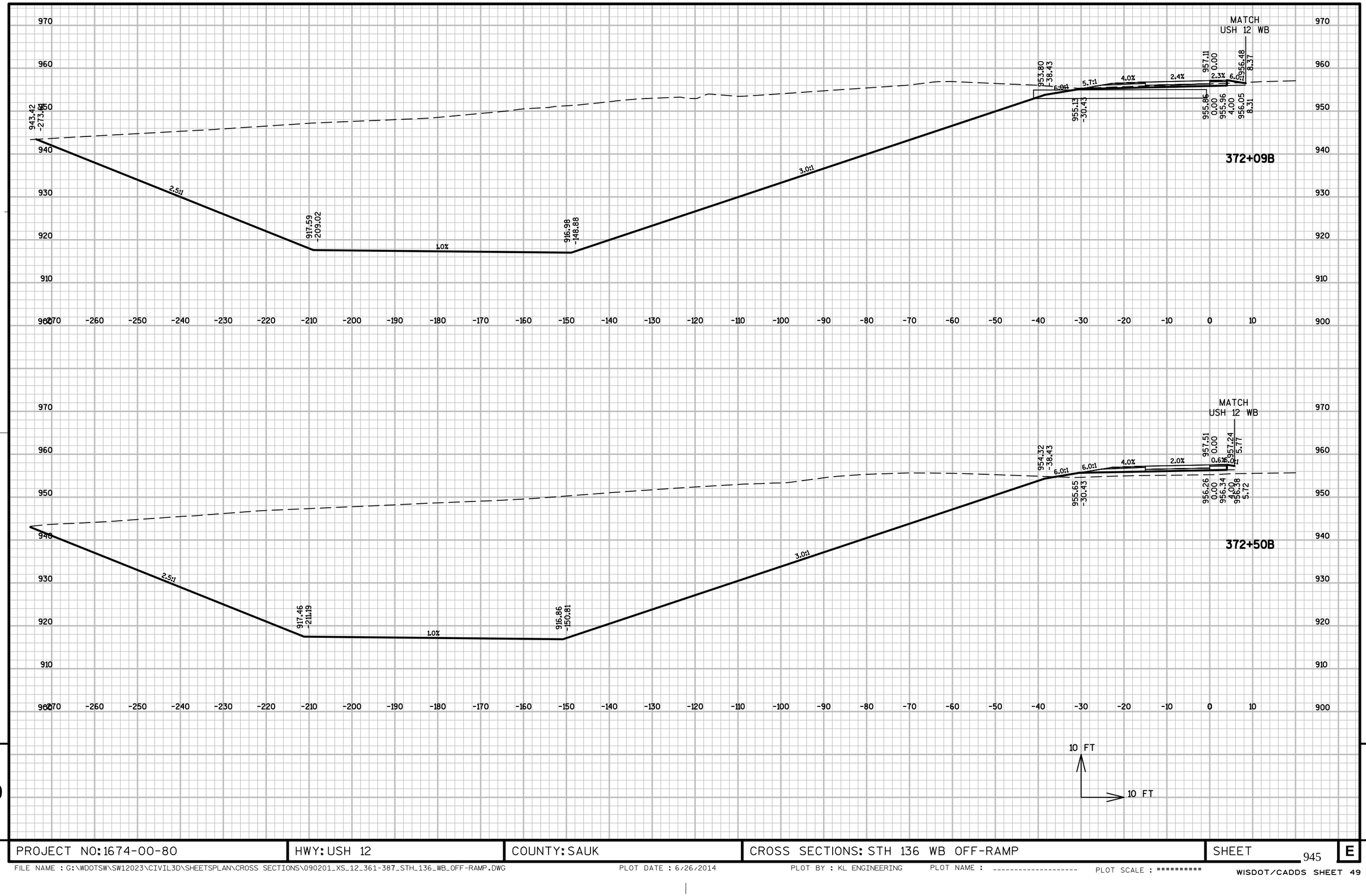
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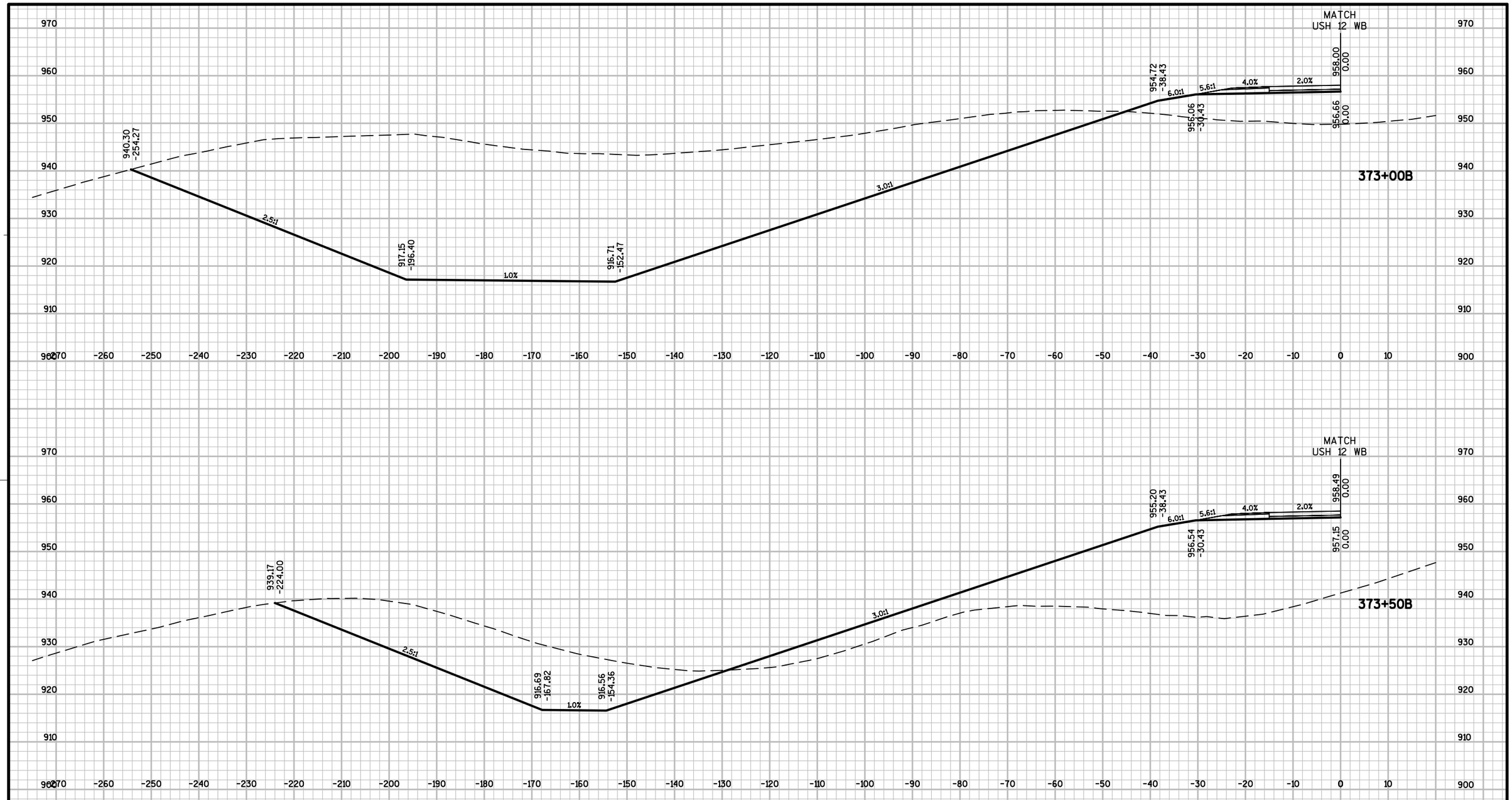
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 944	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 945	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



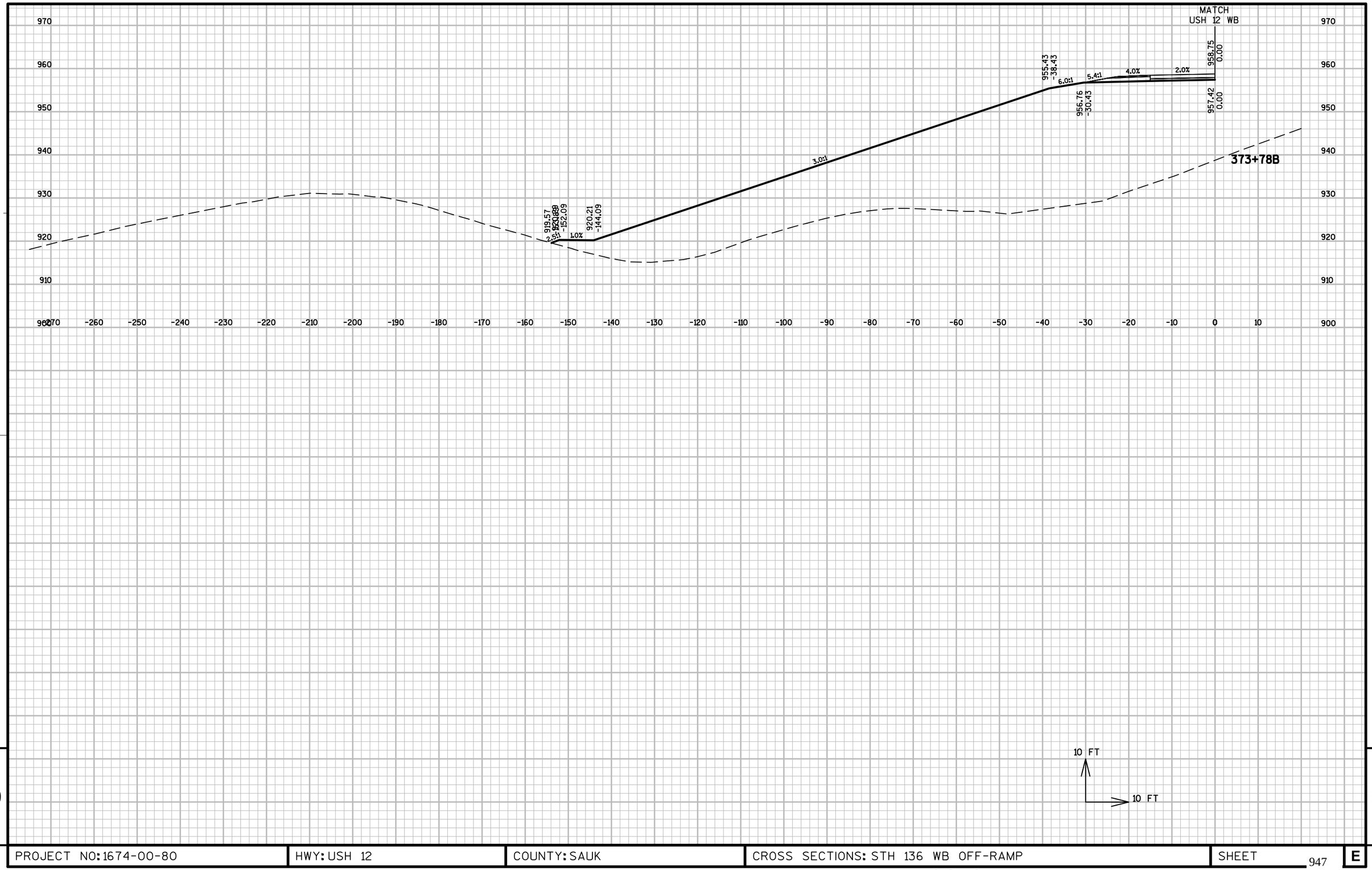
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 946	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



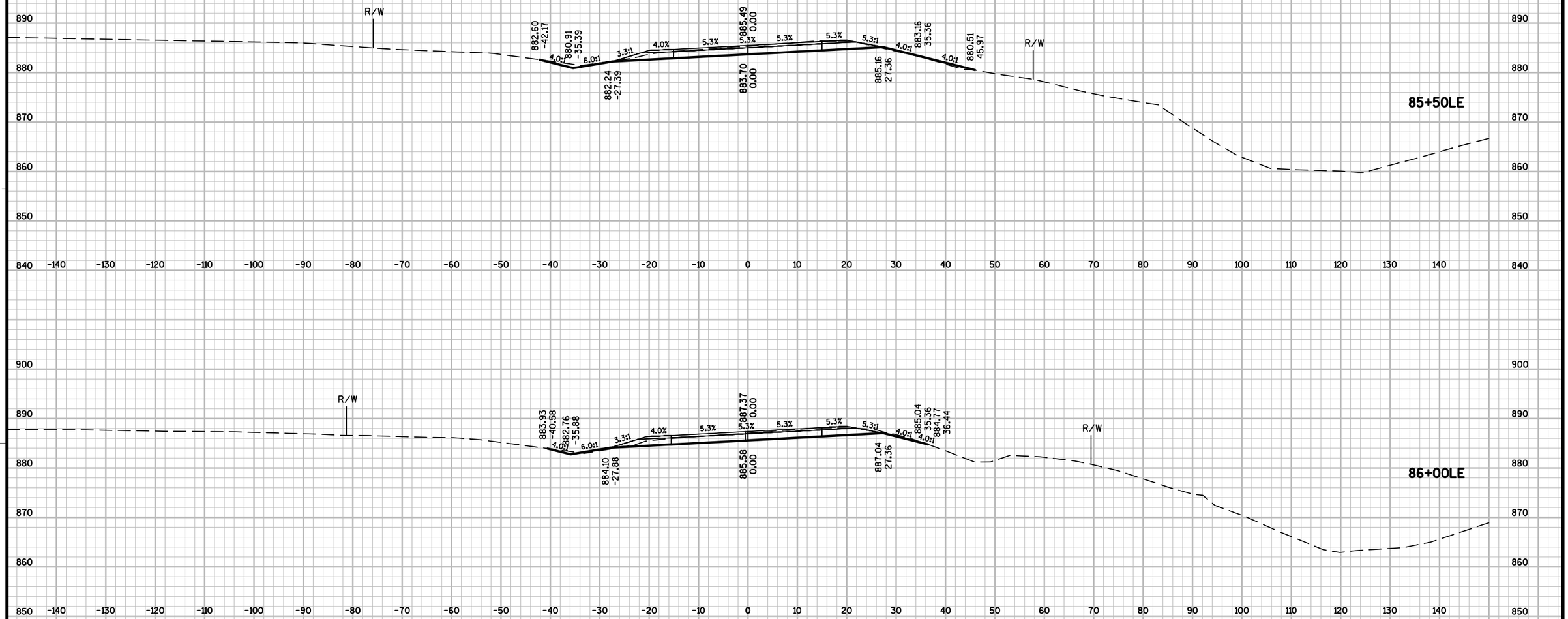
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB OFF-RAMP	SHEET 947	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_361-387_STH_136_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

BEGIN CONSTRUCTION STA 85+25.00LE

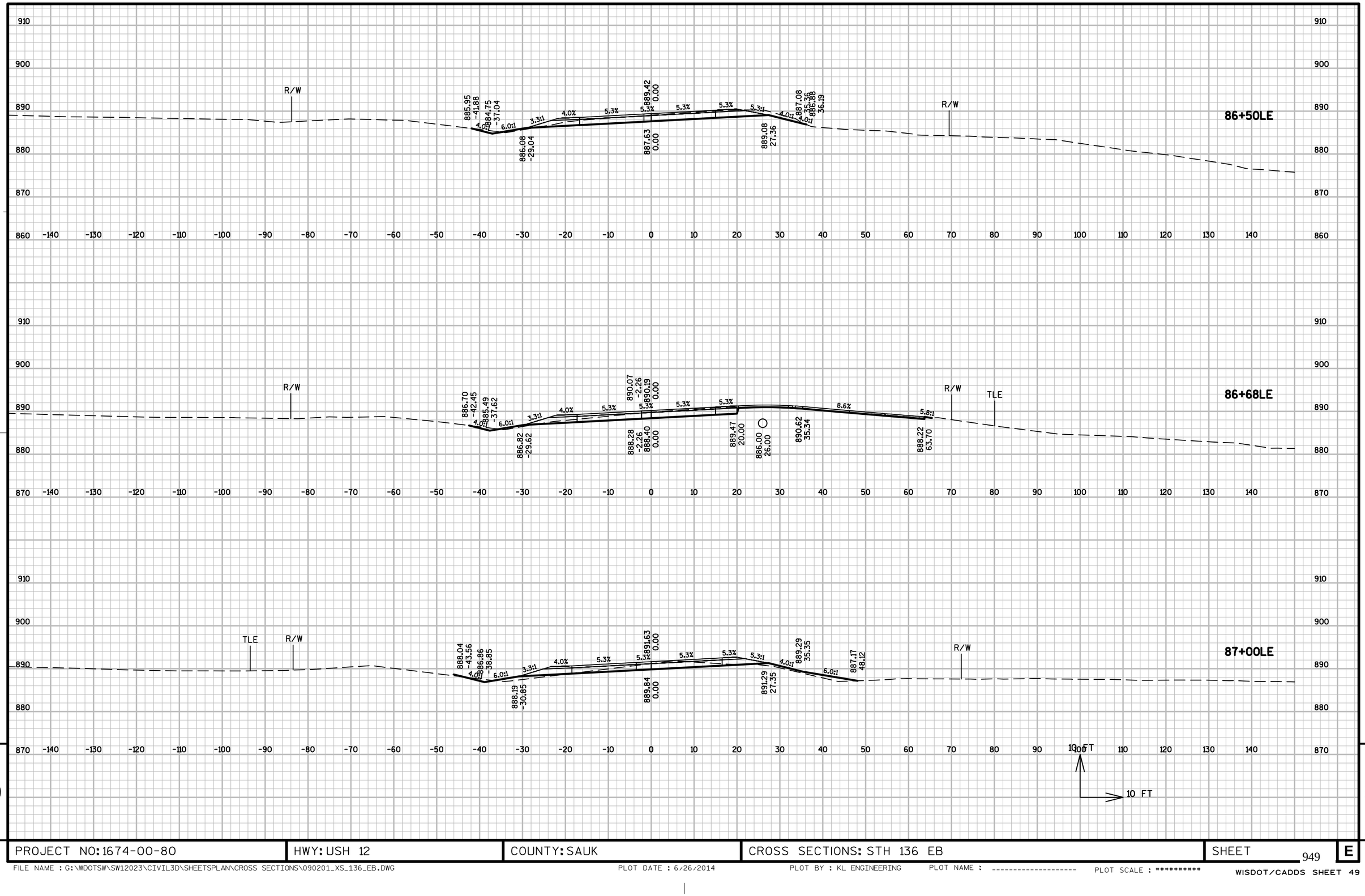


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 948	E

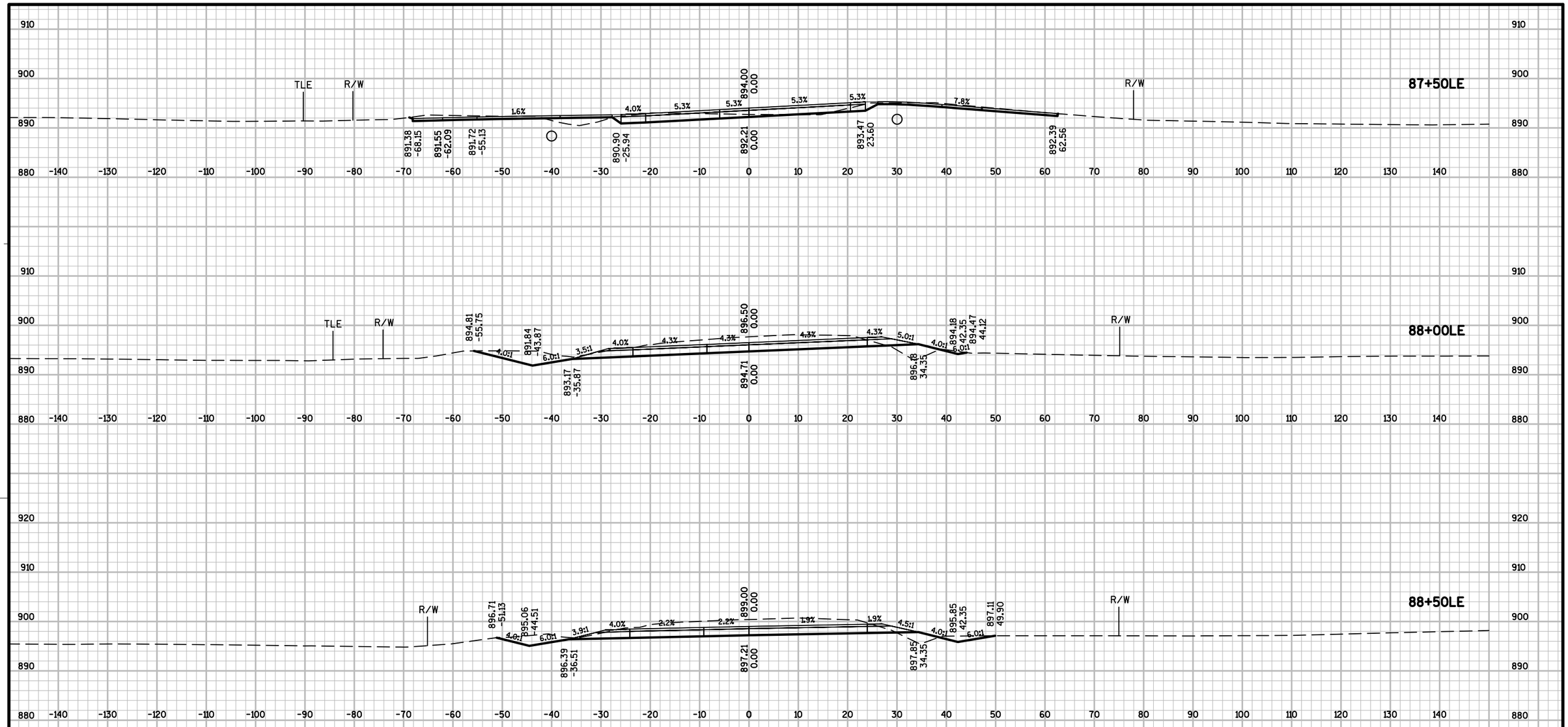
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 949	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

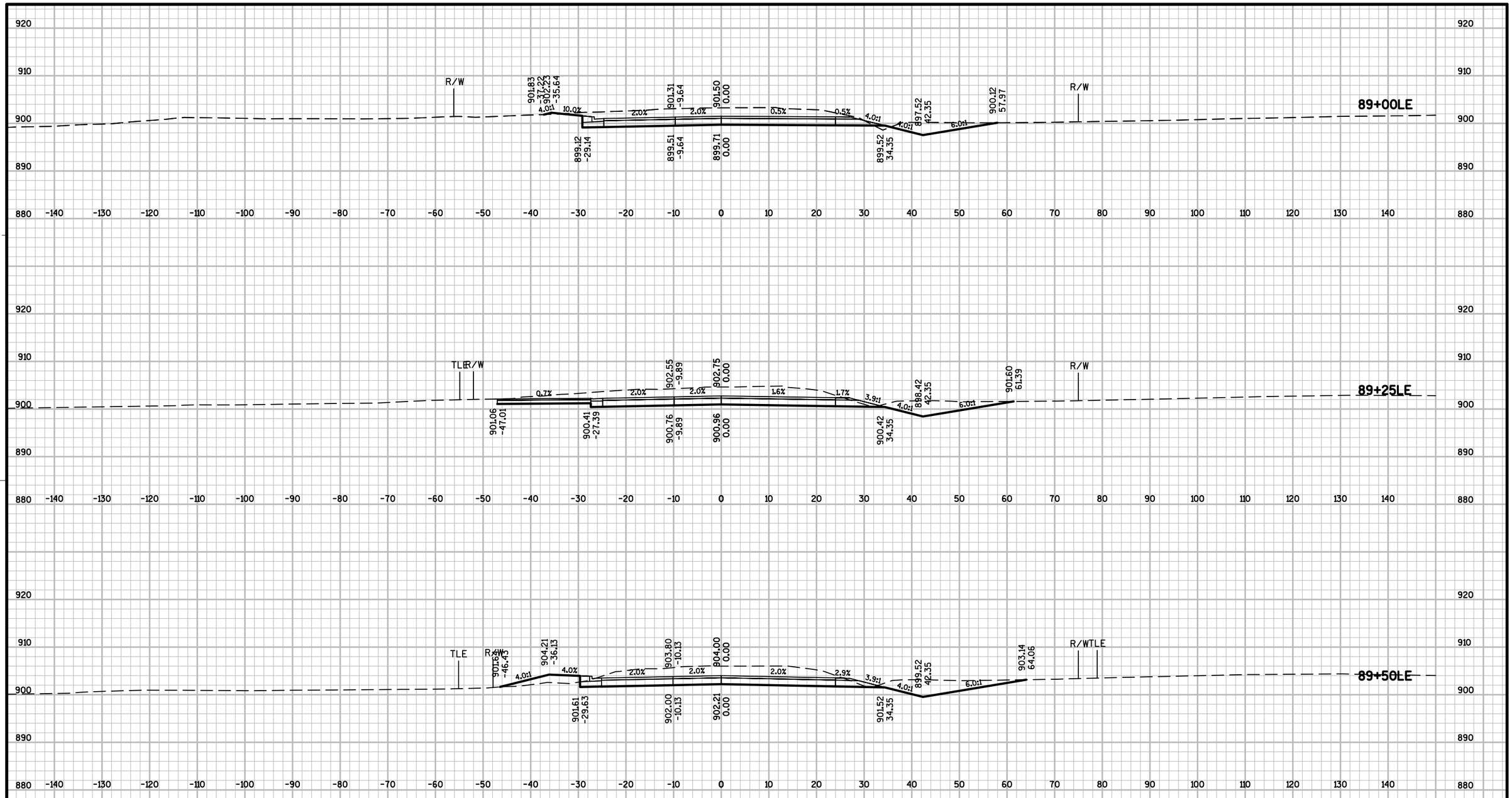
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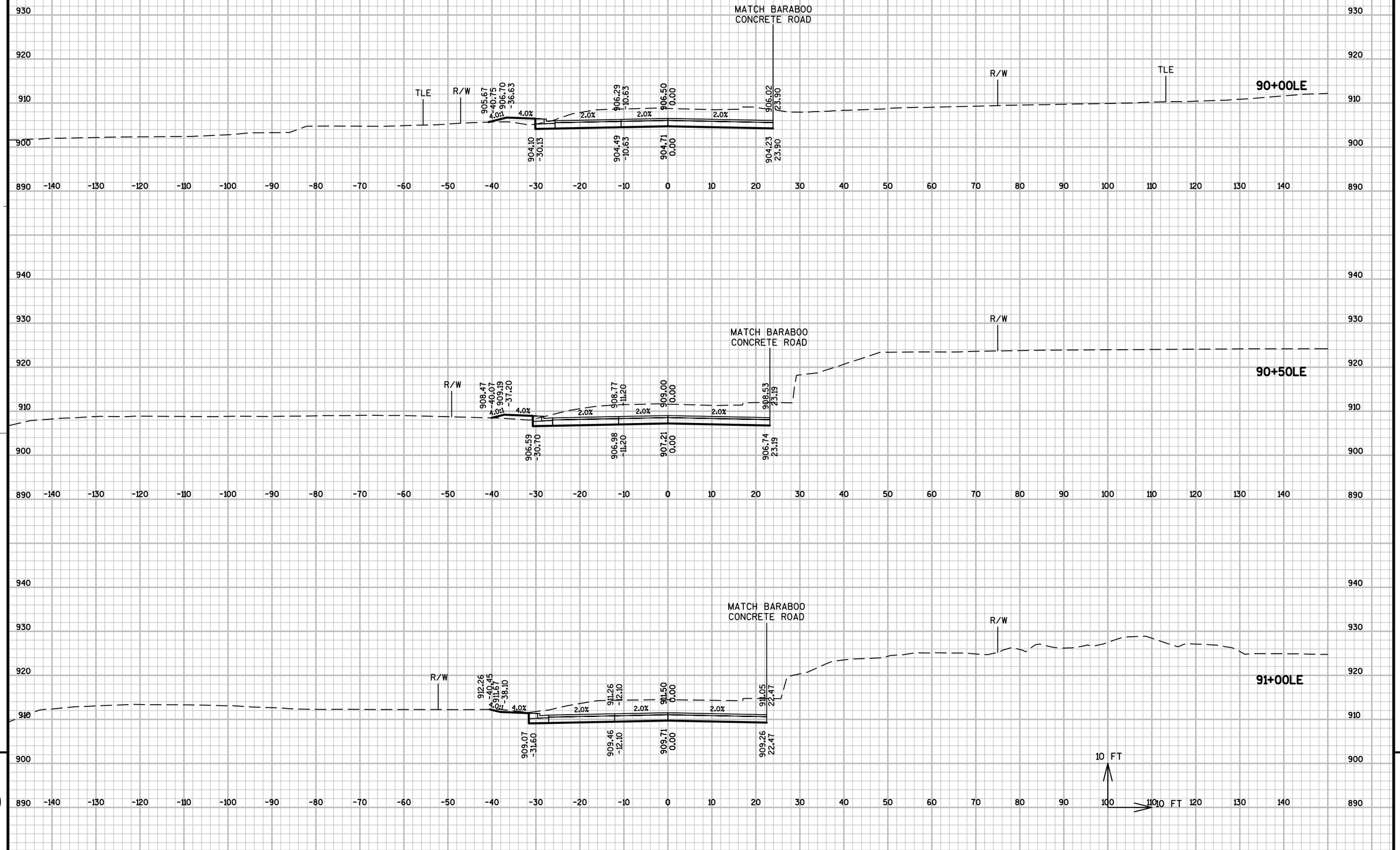
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 950	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 951	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

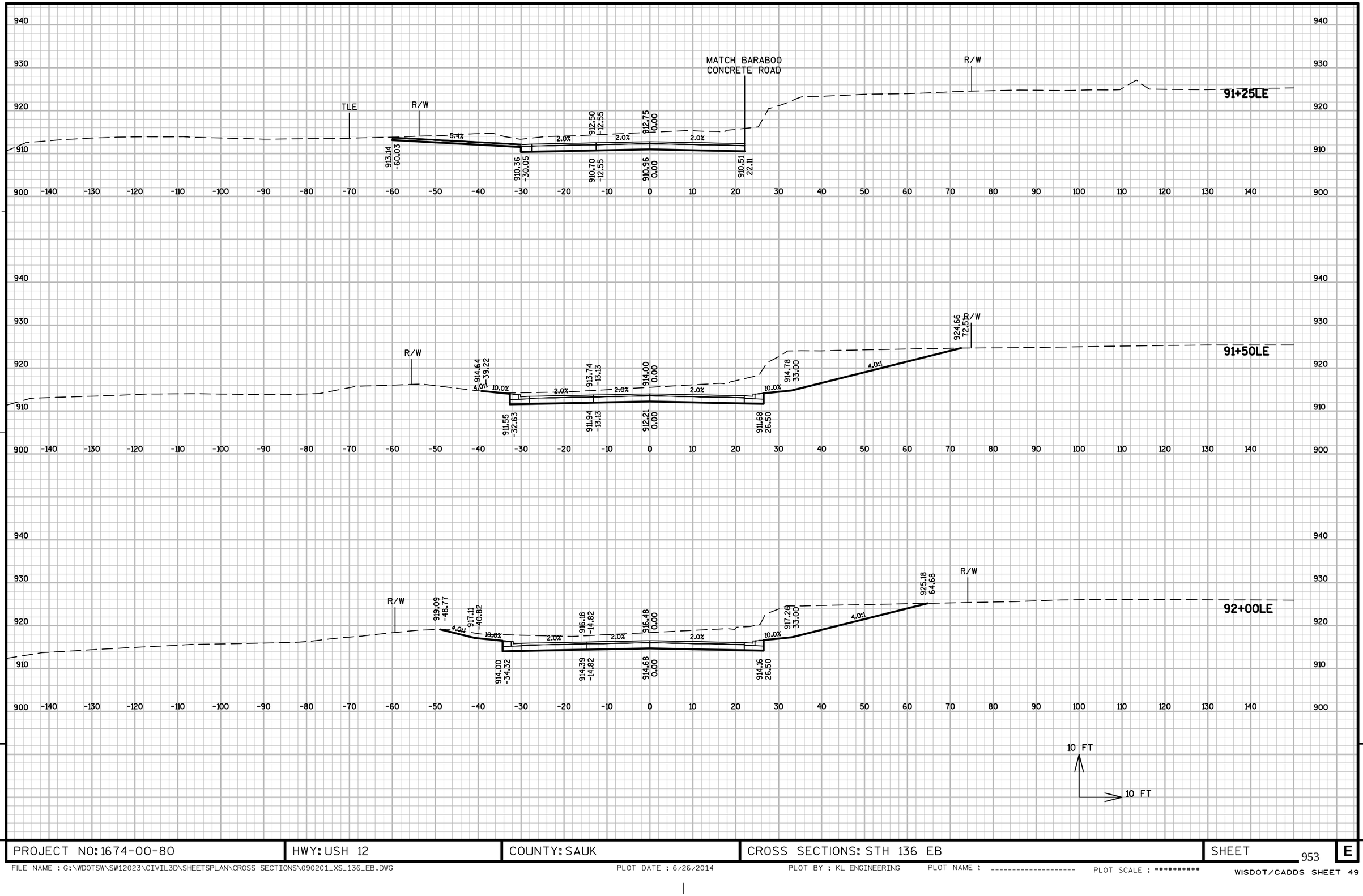


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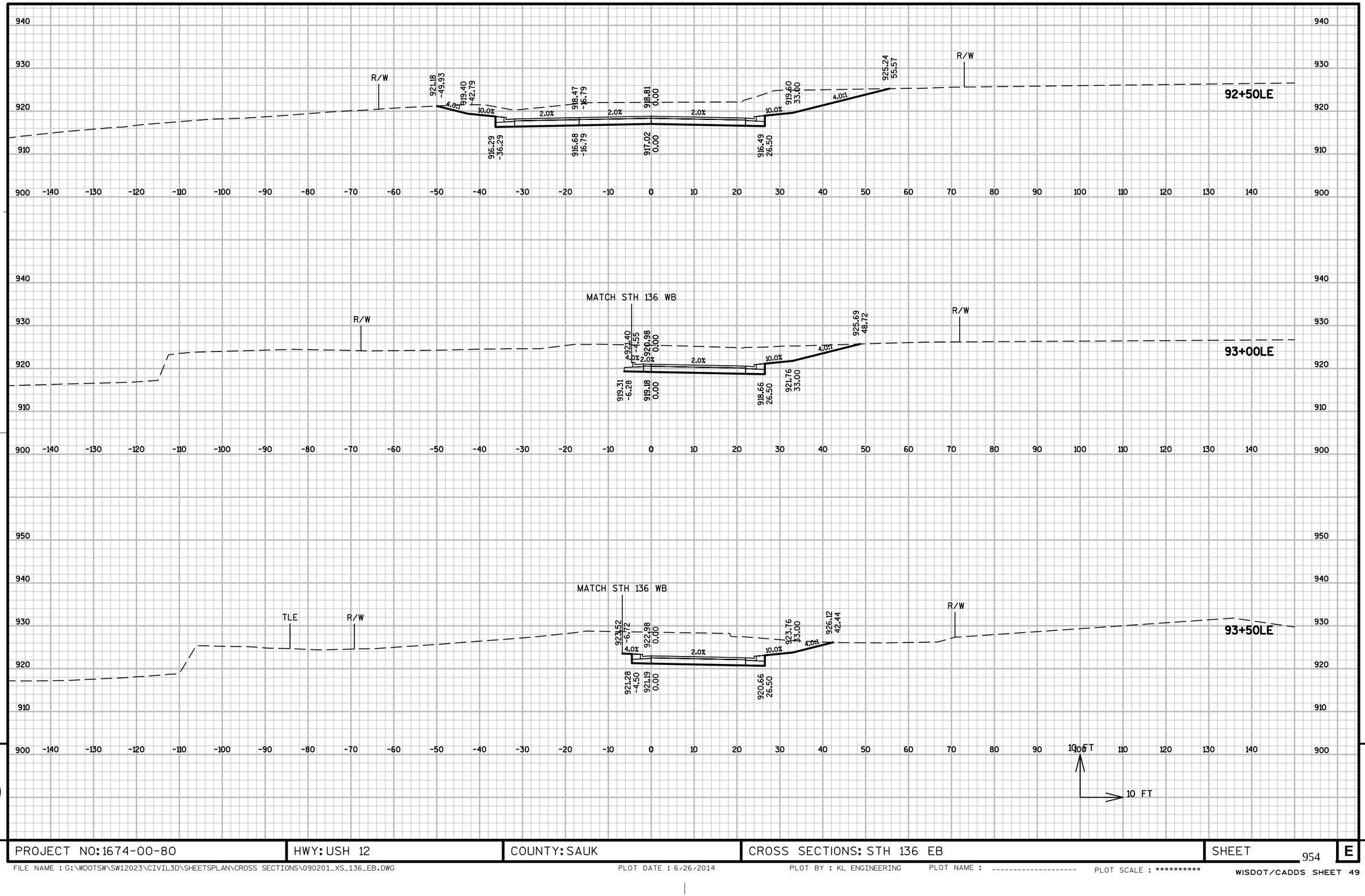
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 952	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



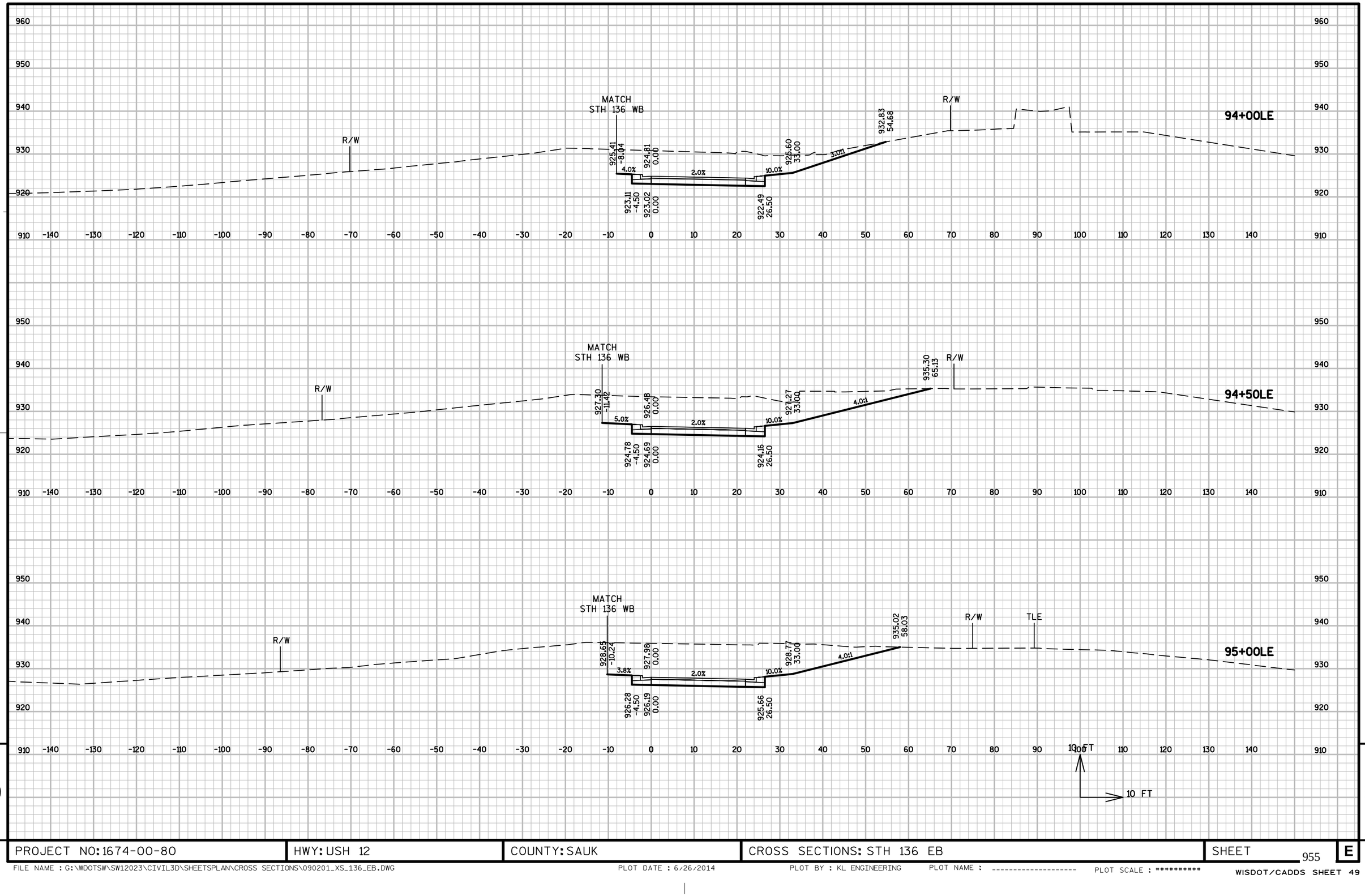
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 953	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



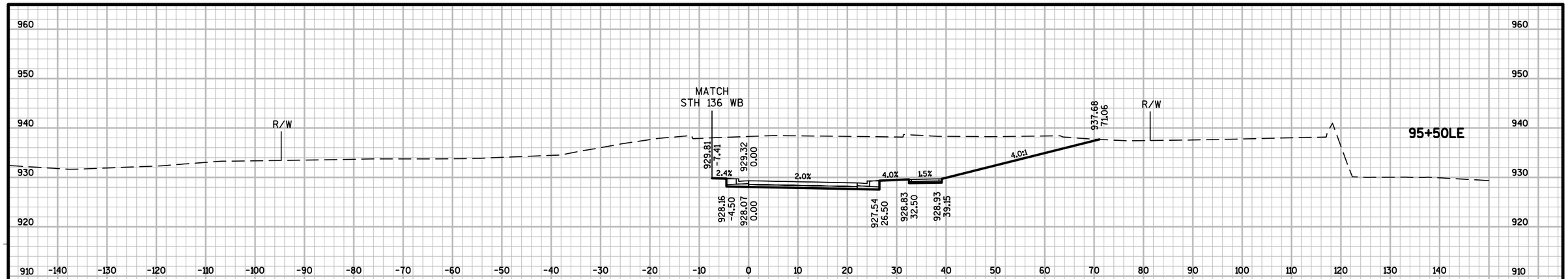
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 954 E

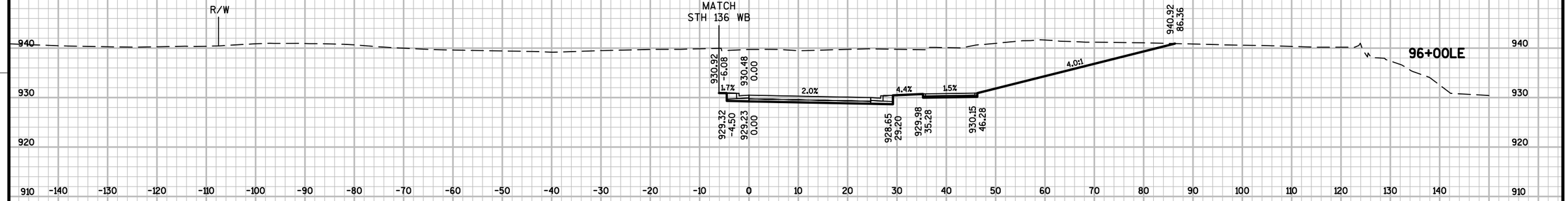
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

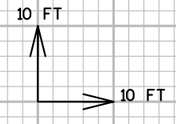


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 955	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





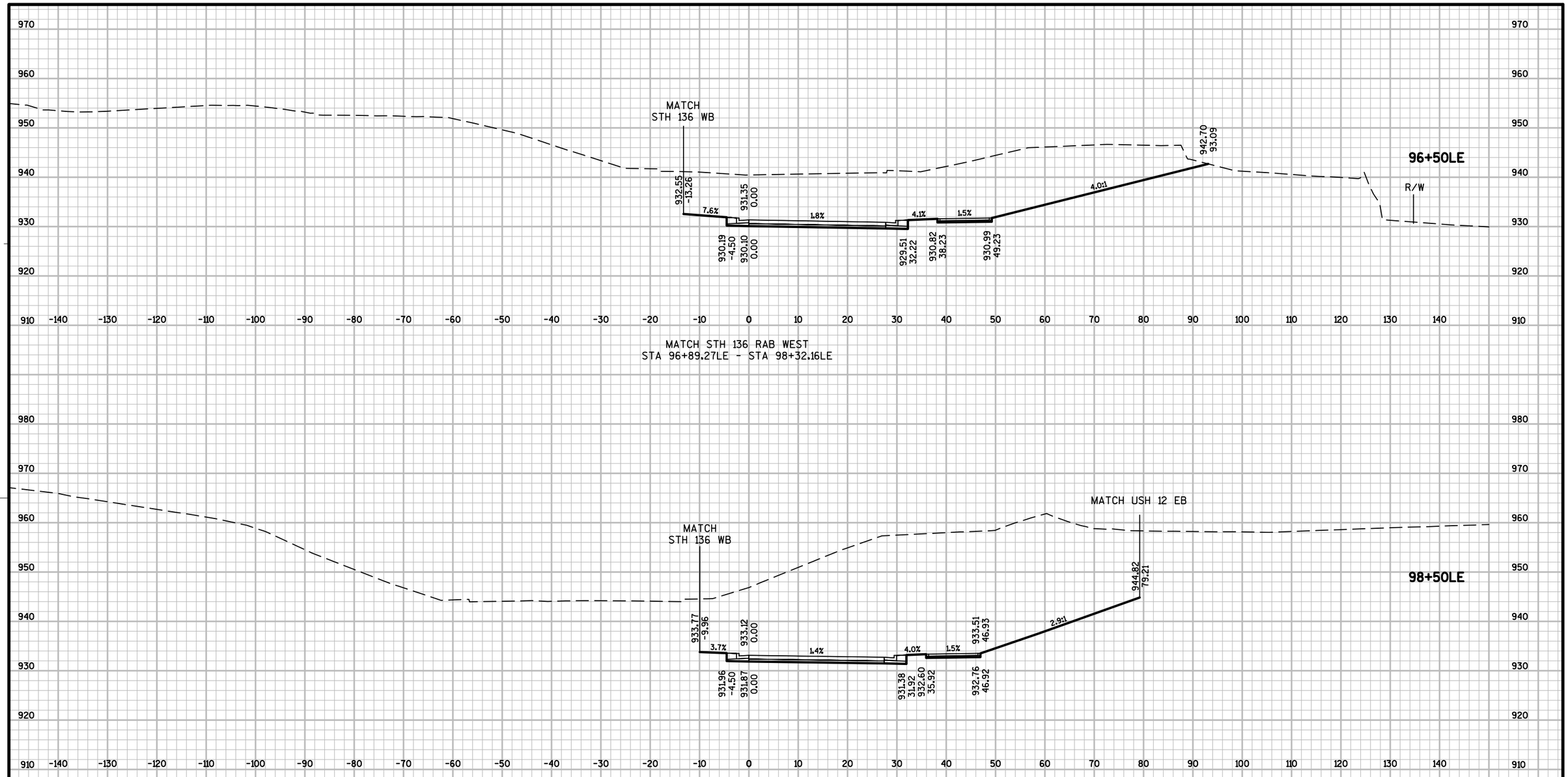


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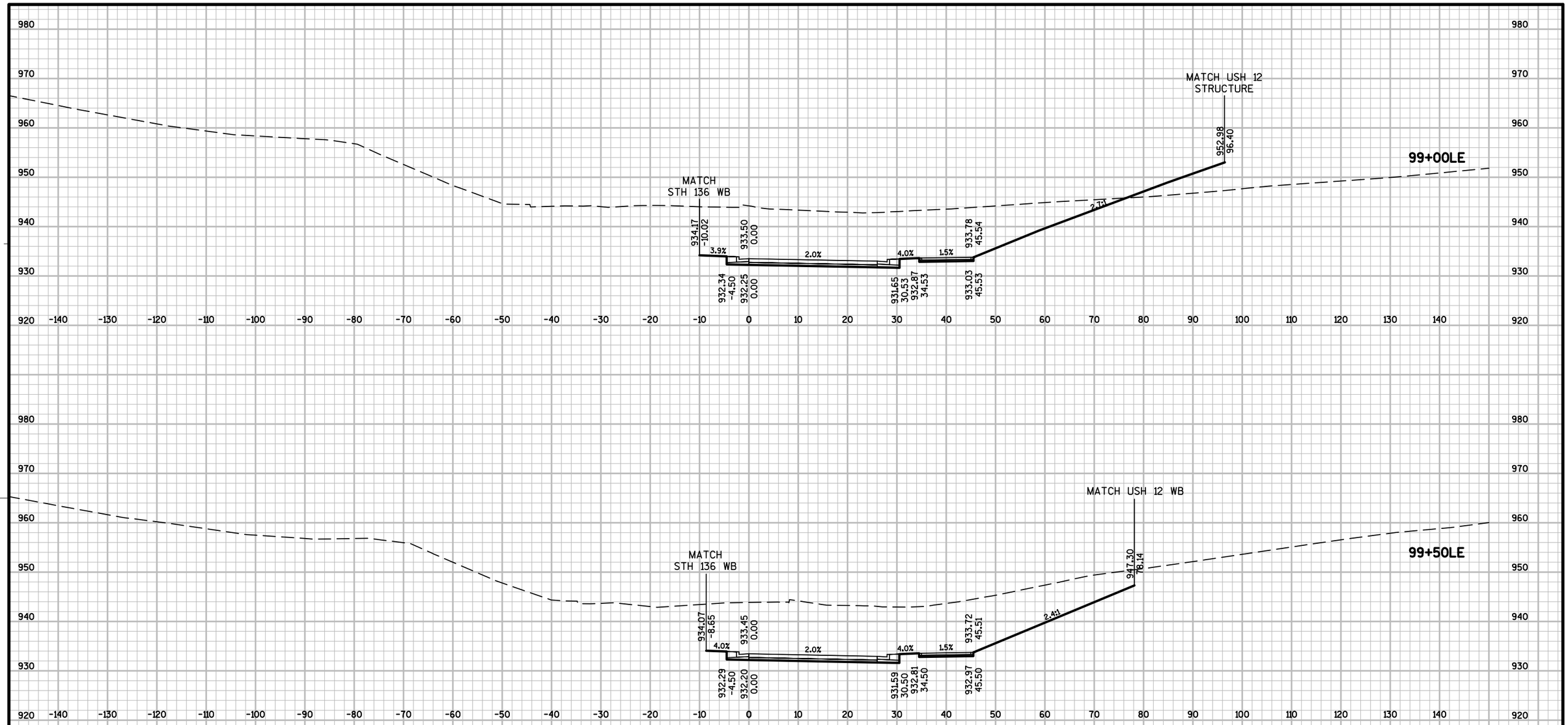
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



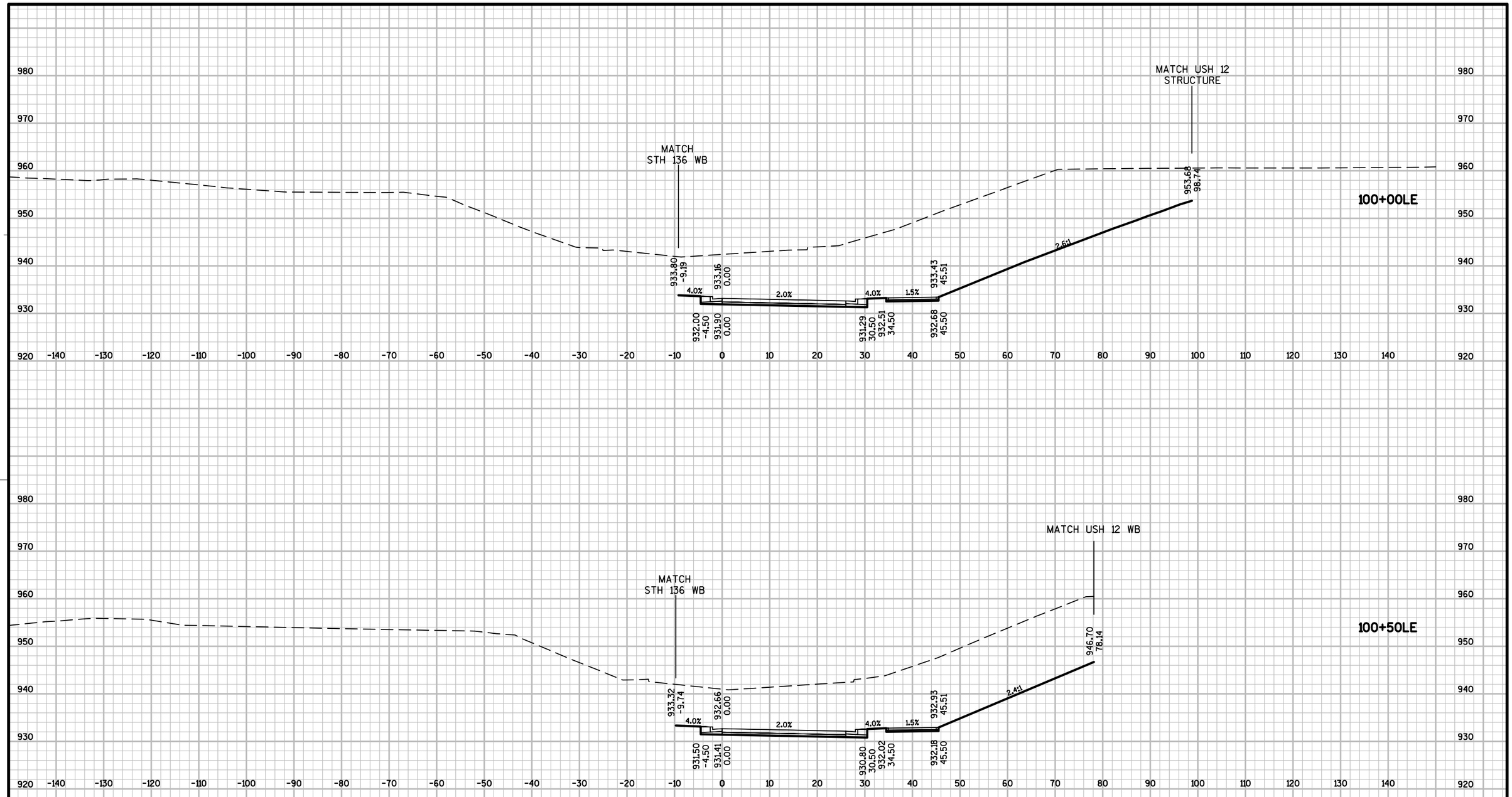
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9

9

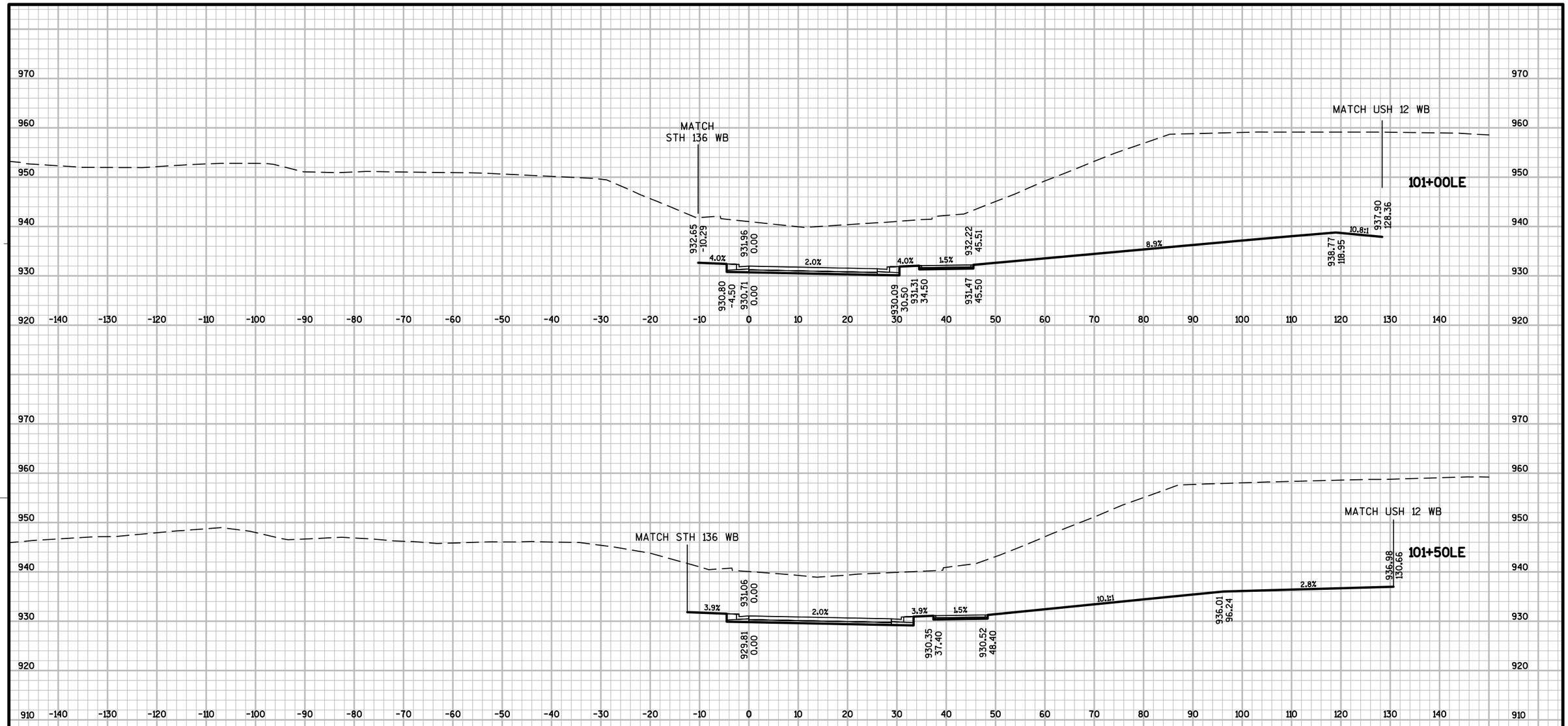
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 958	E



9

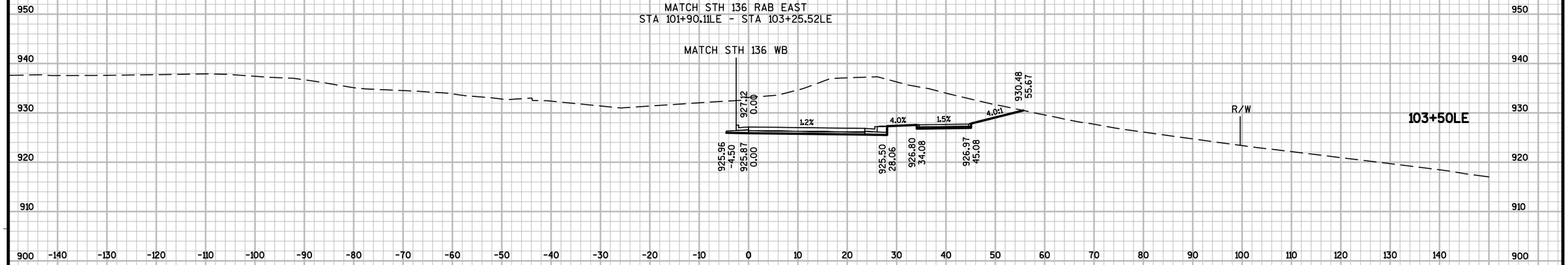
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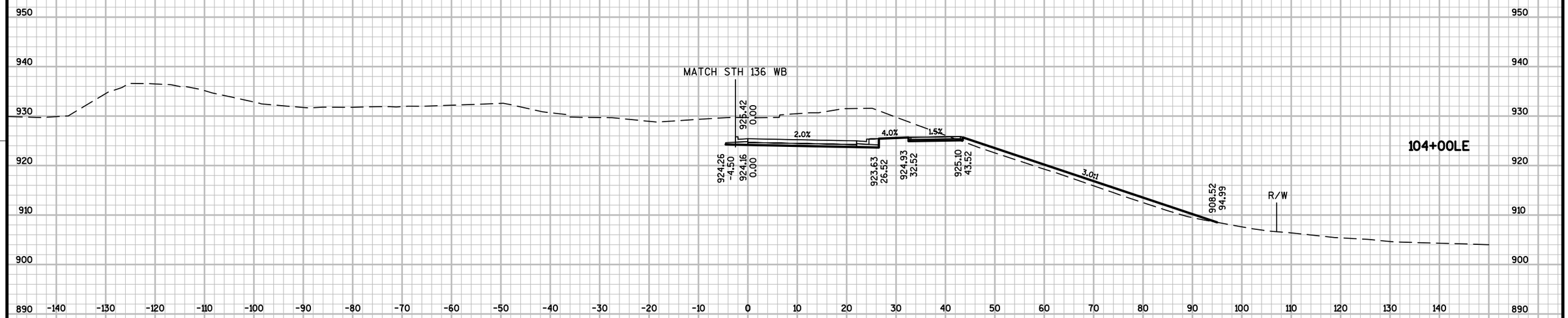
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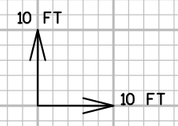


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 960	E

MATCH STH 136 RAB EAST
STA 101+90.11LE - STA 103+25.52LE

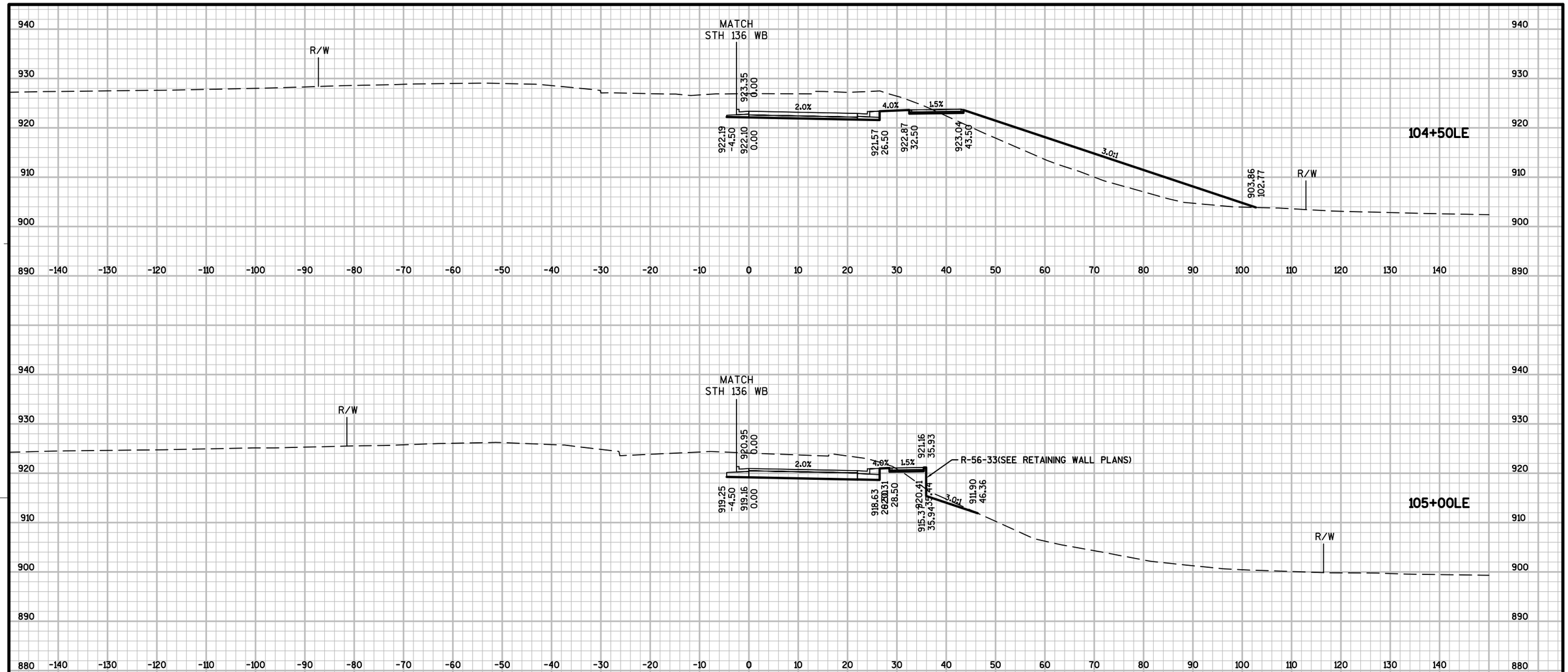






9 9

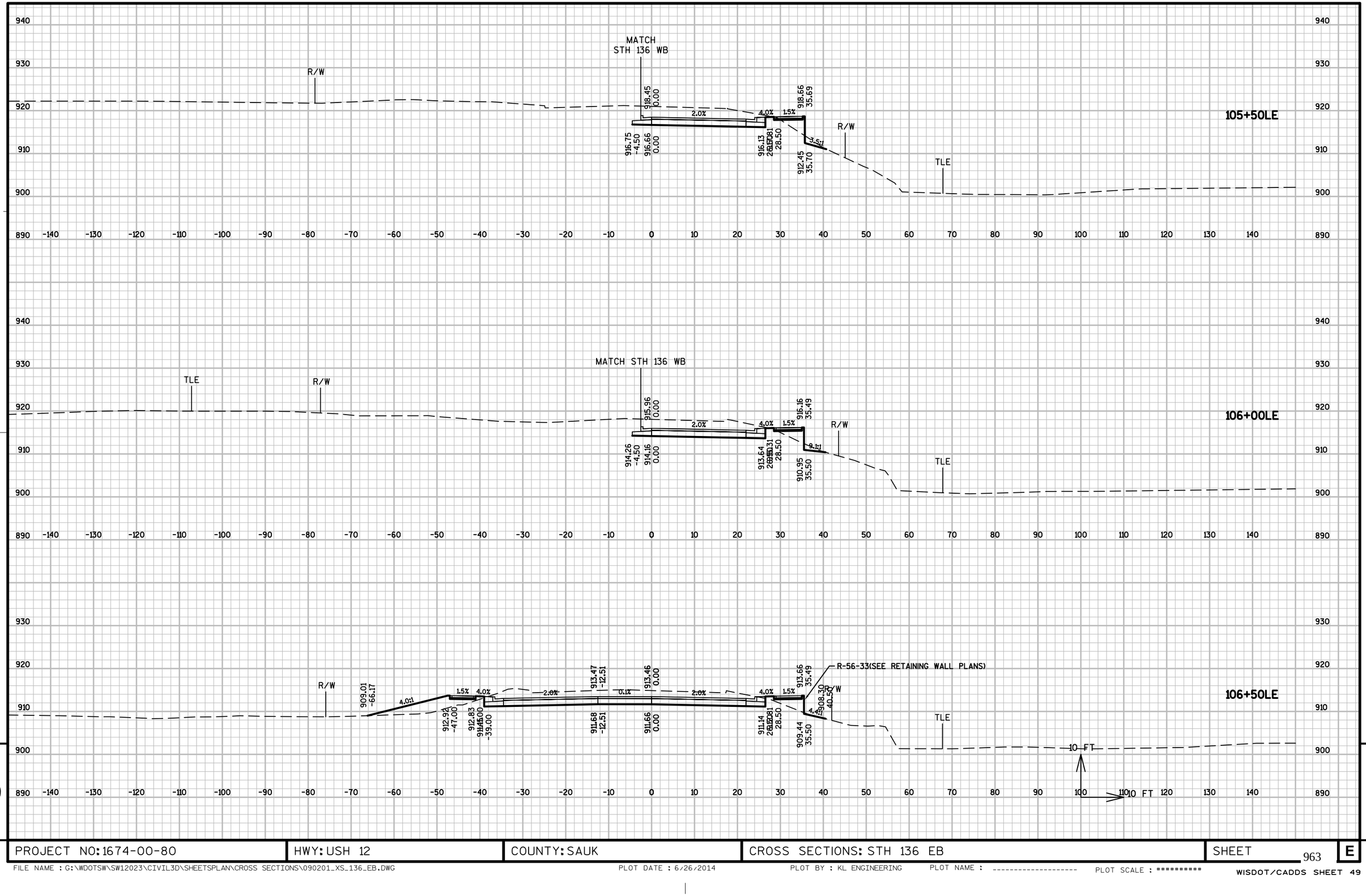
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 961	E



9

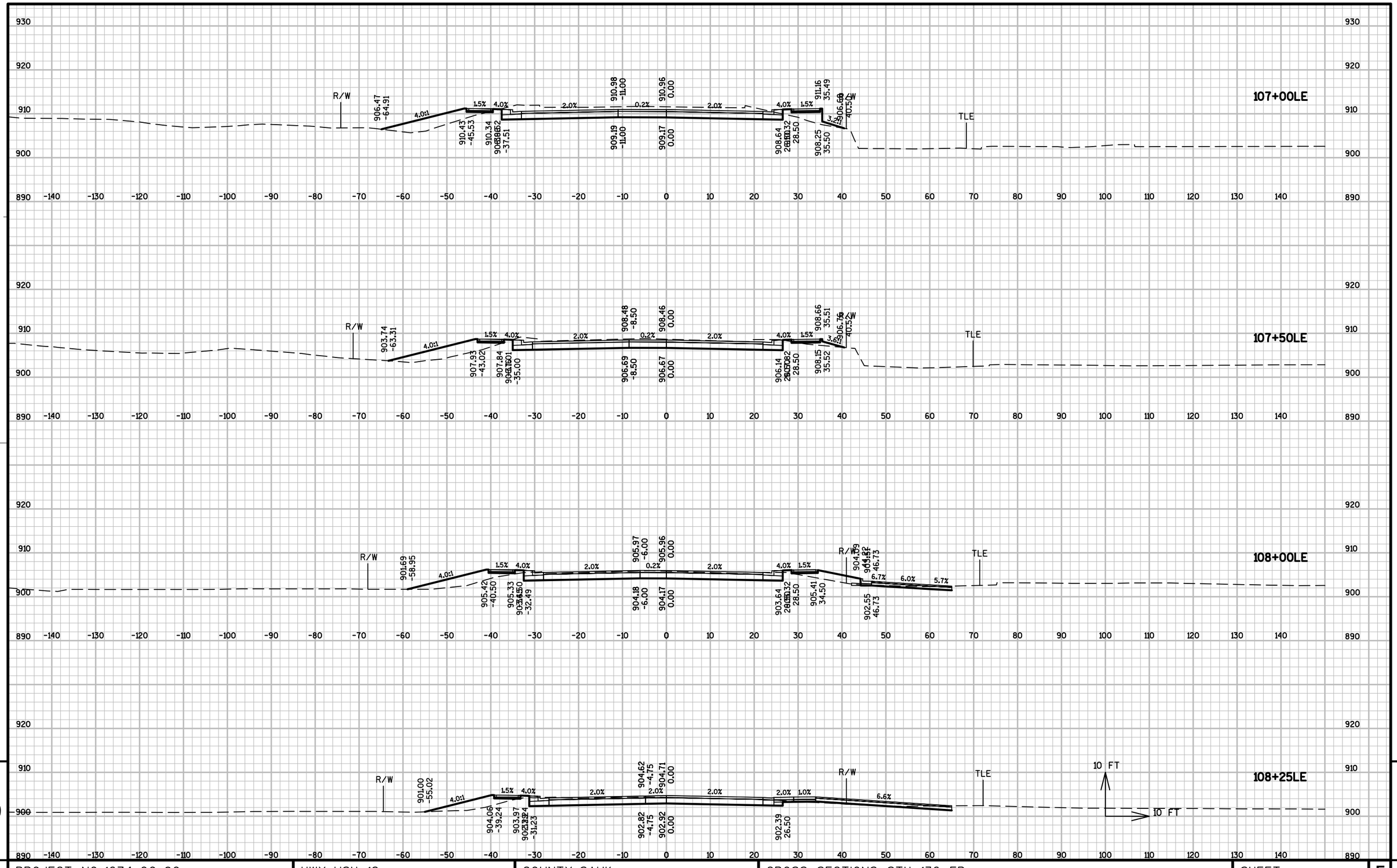
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 962	E



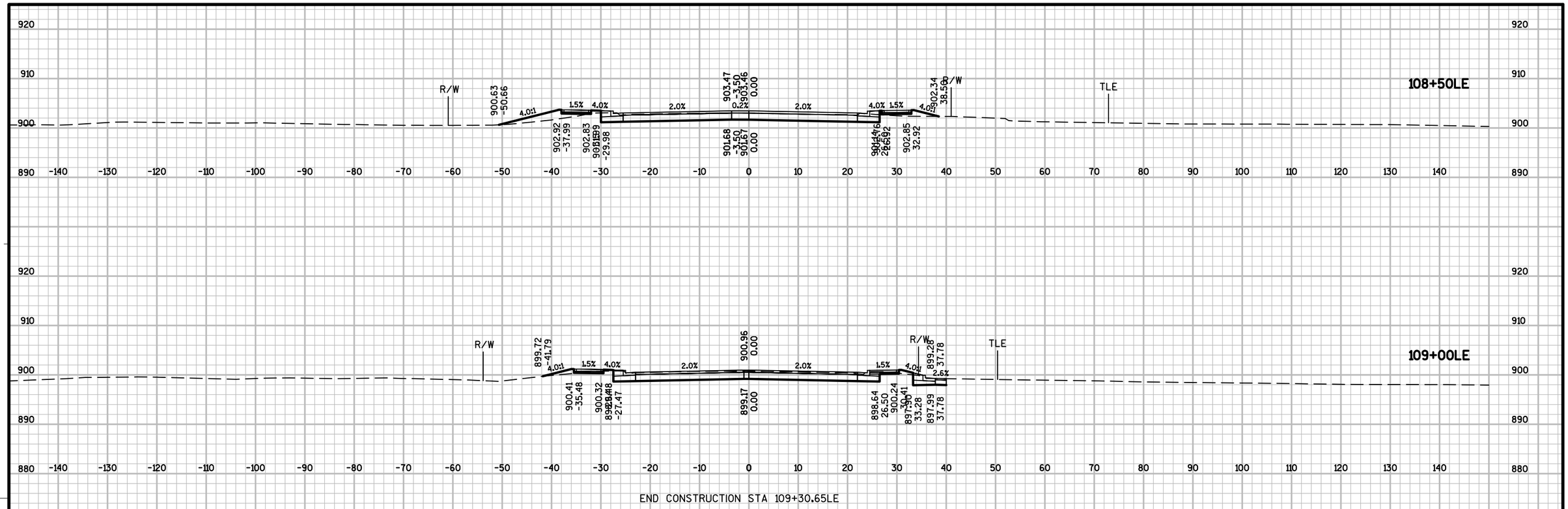
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 963	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 964	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

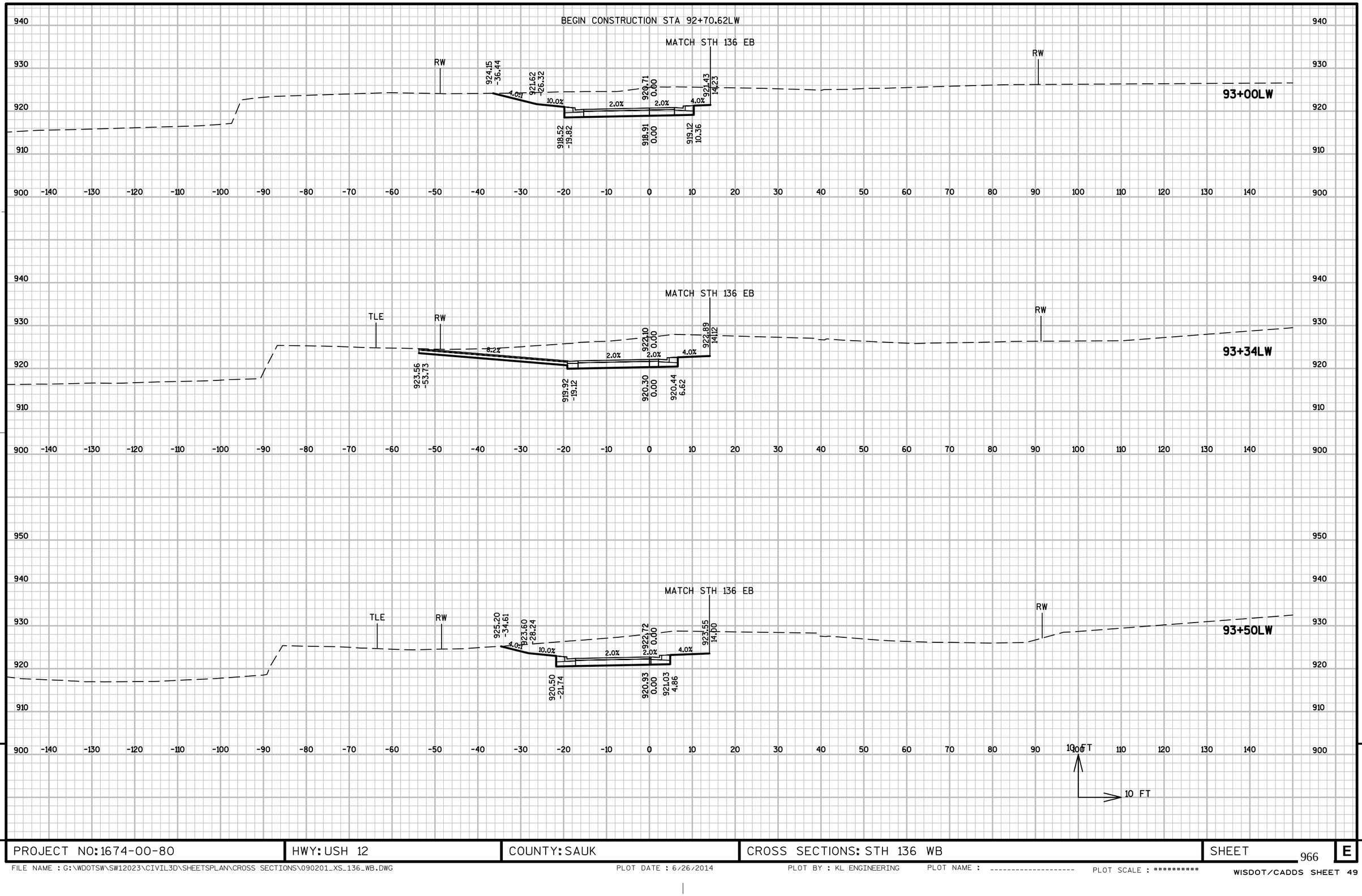


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9

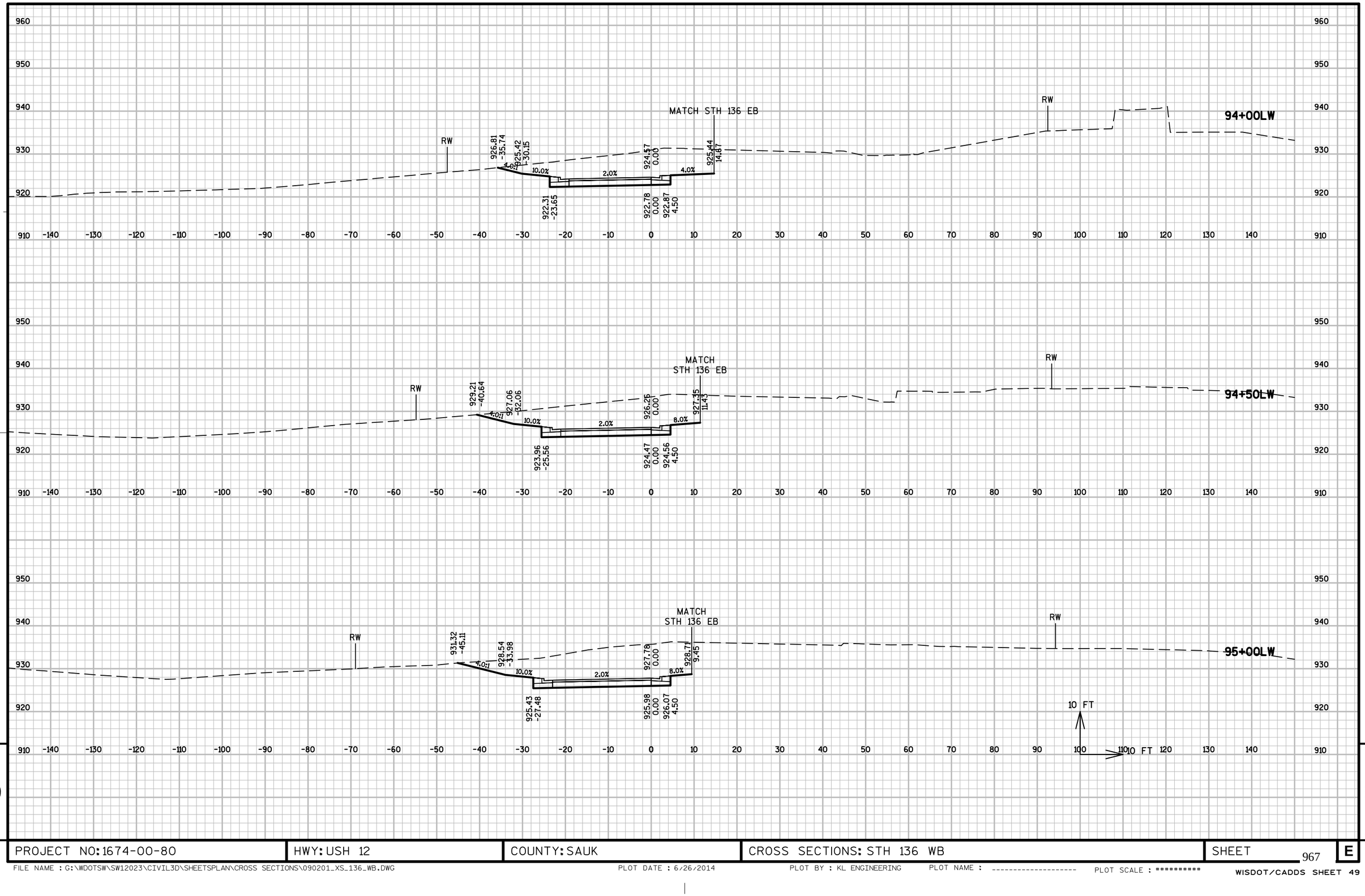
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 EB	SHEET 965	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



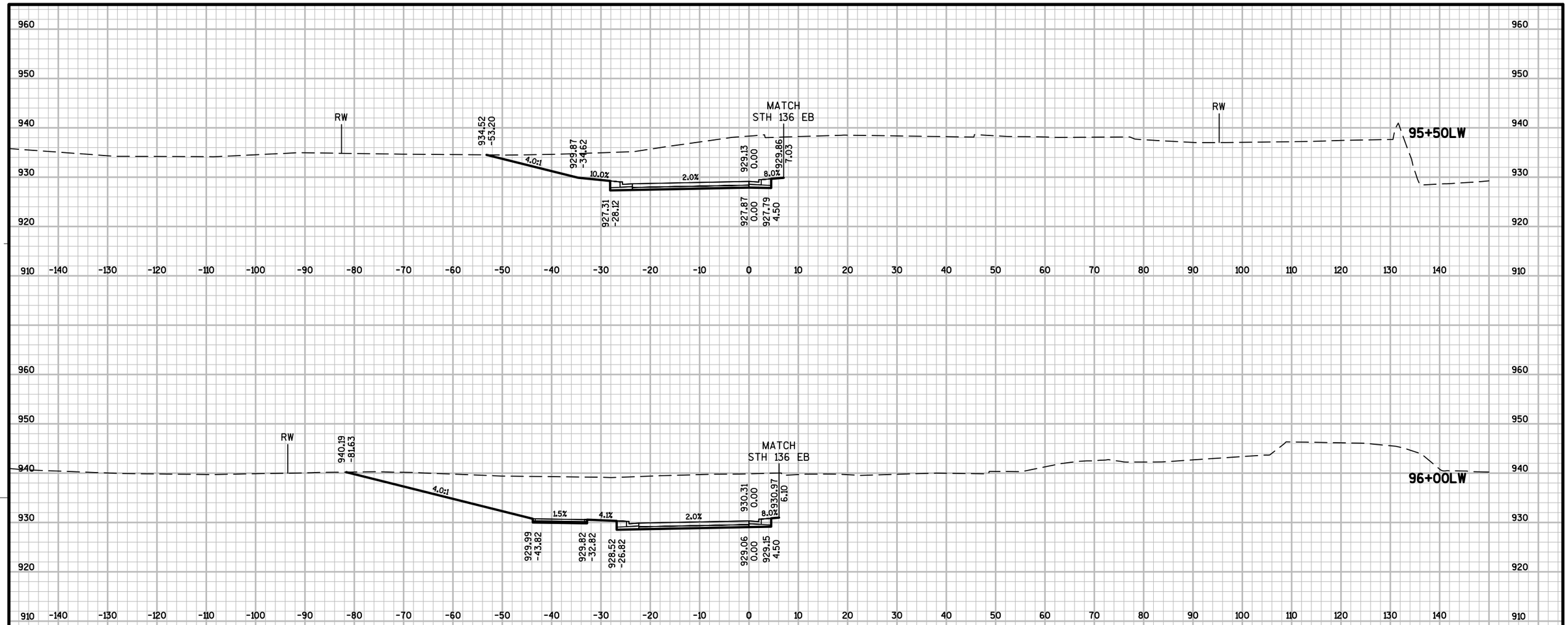
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 966	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 967	E

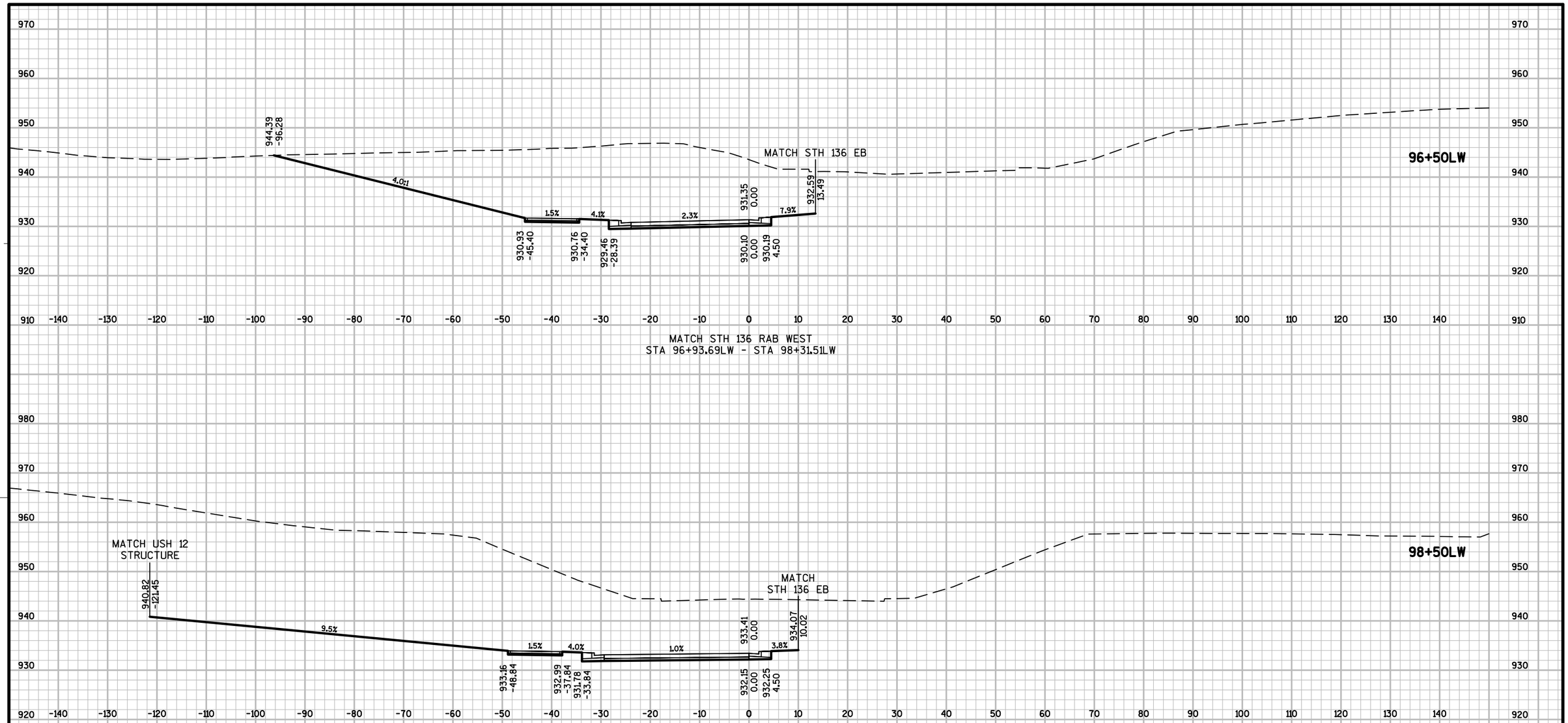
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



9

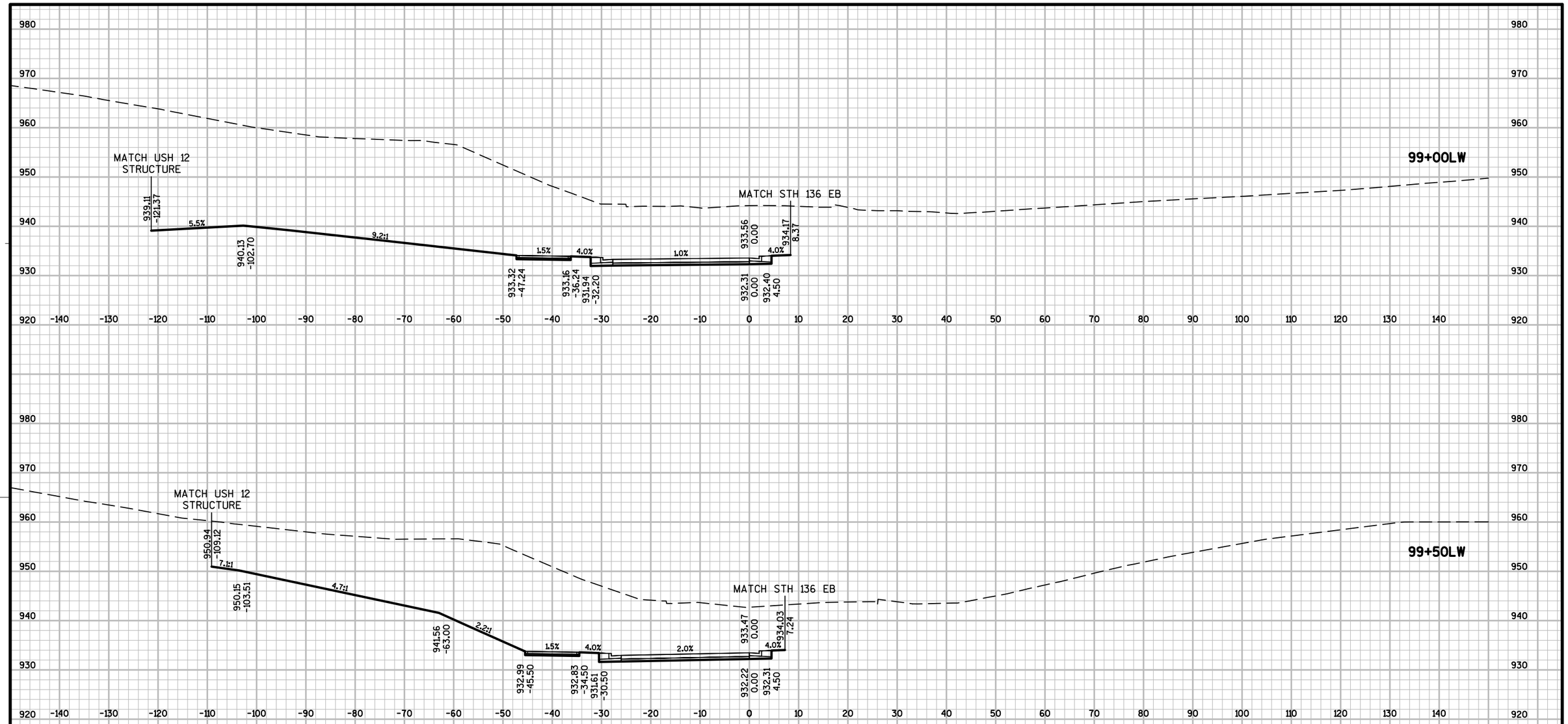
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 968	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 969	E

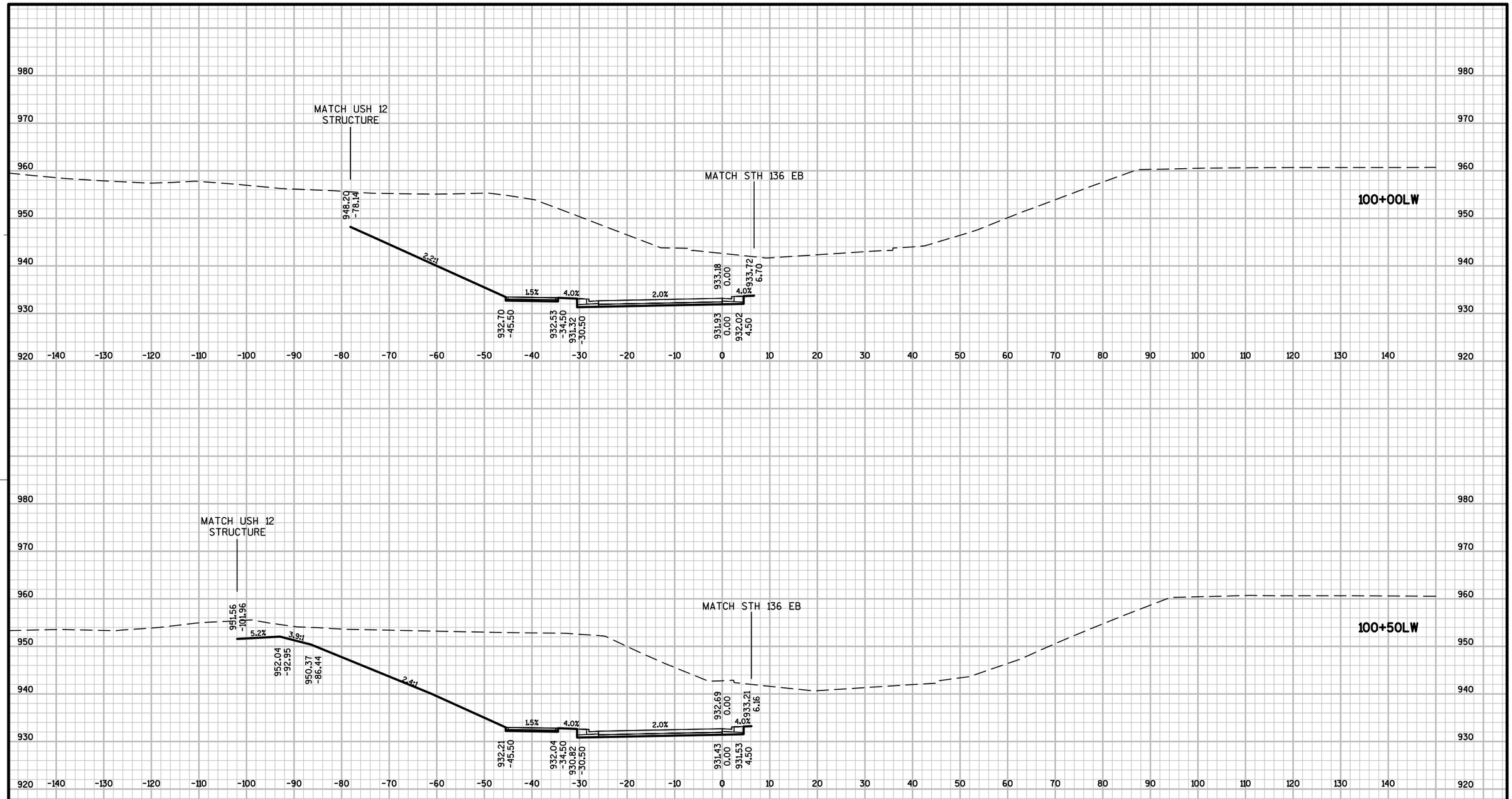
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9

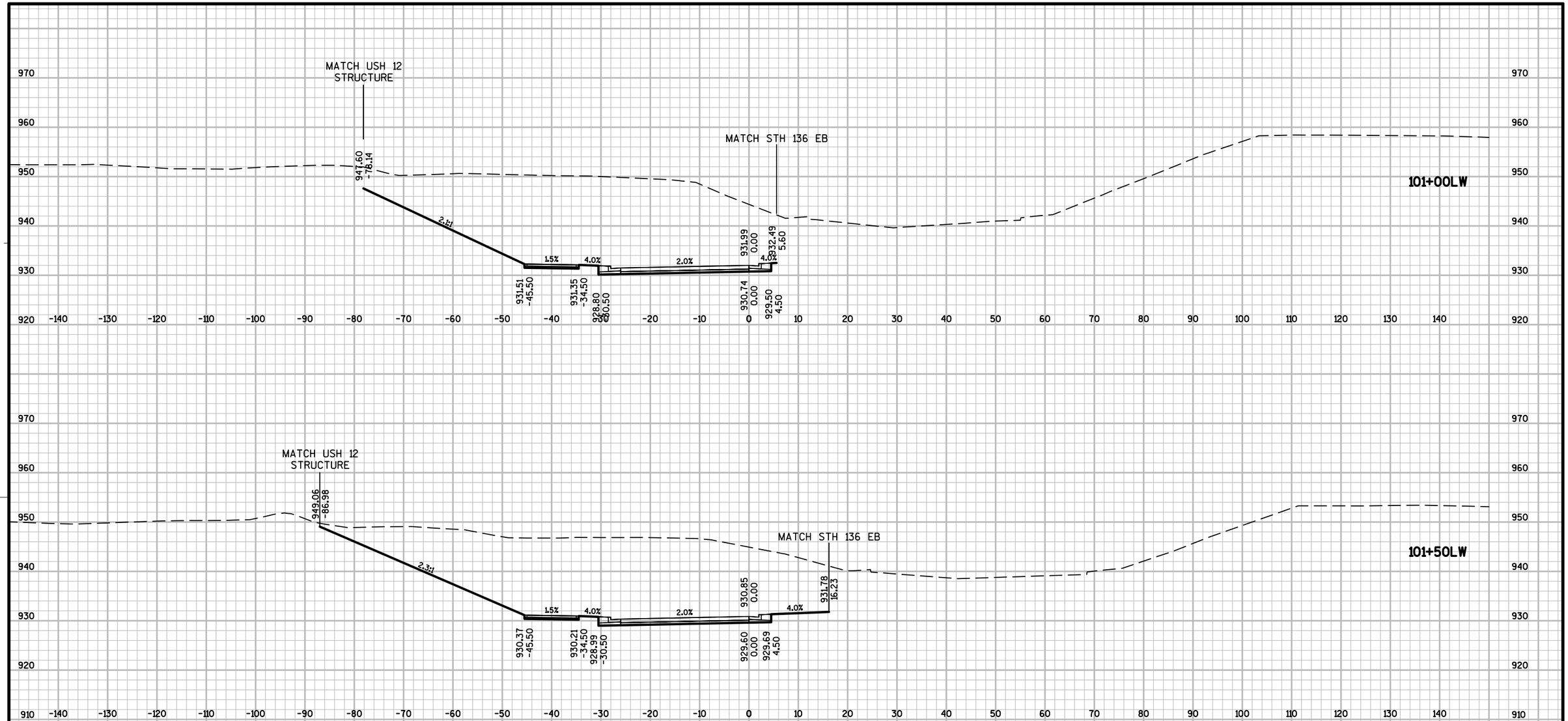
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 970	E

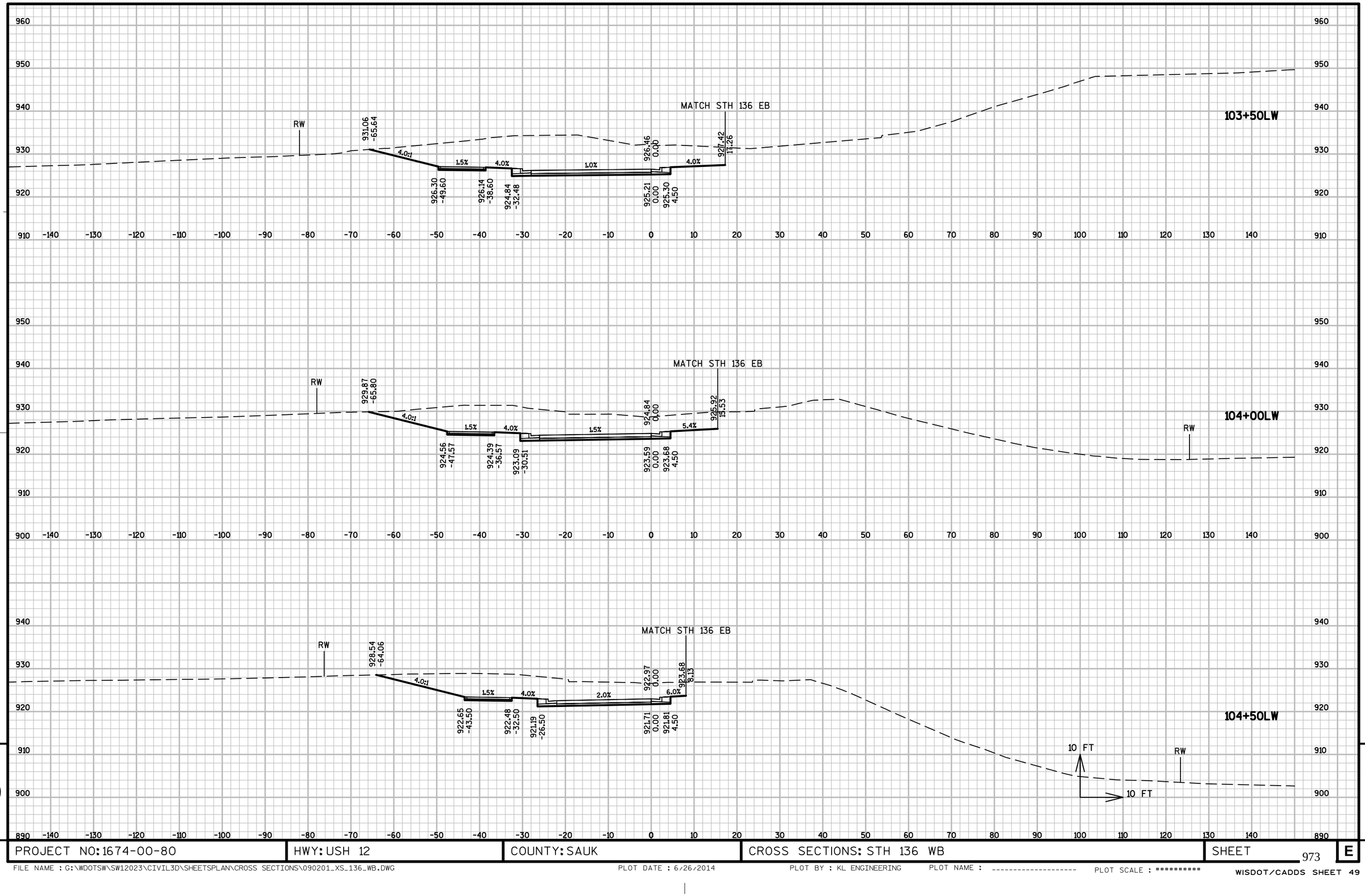


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 971	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 972	E

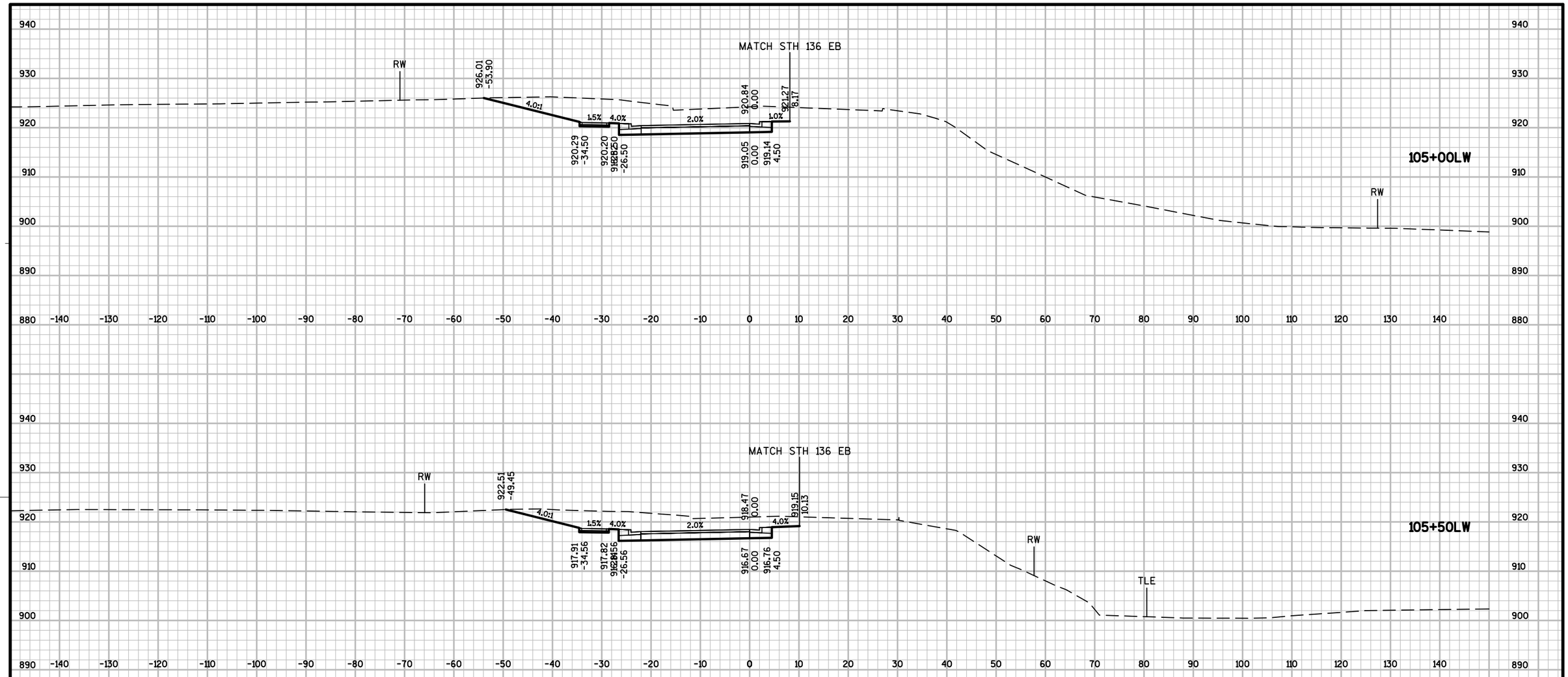


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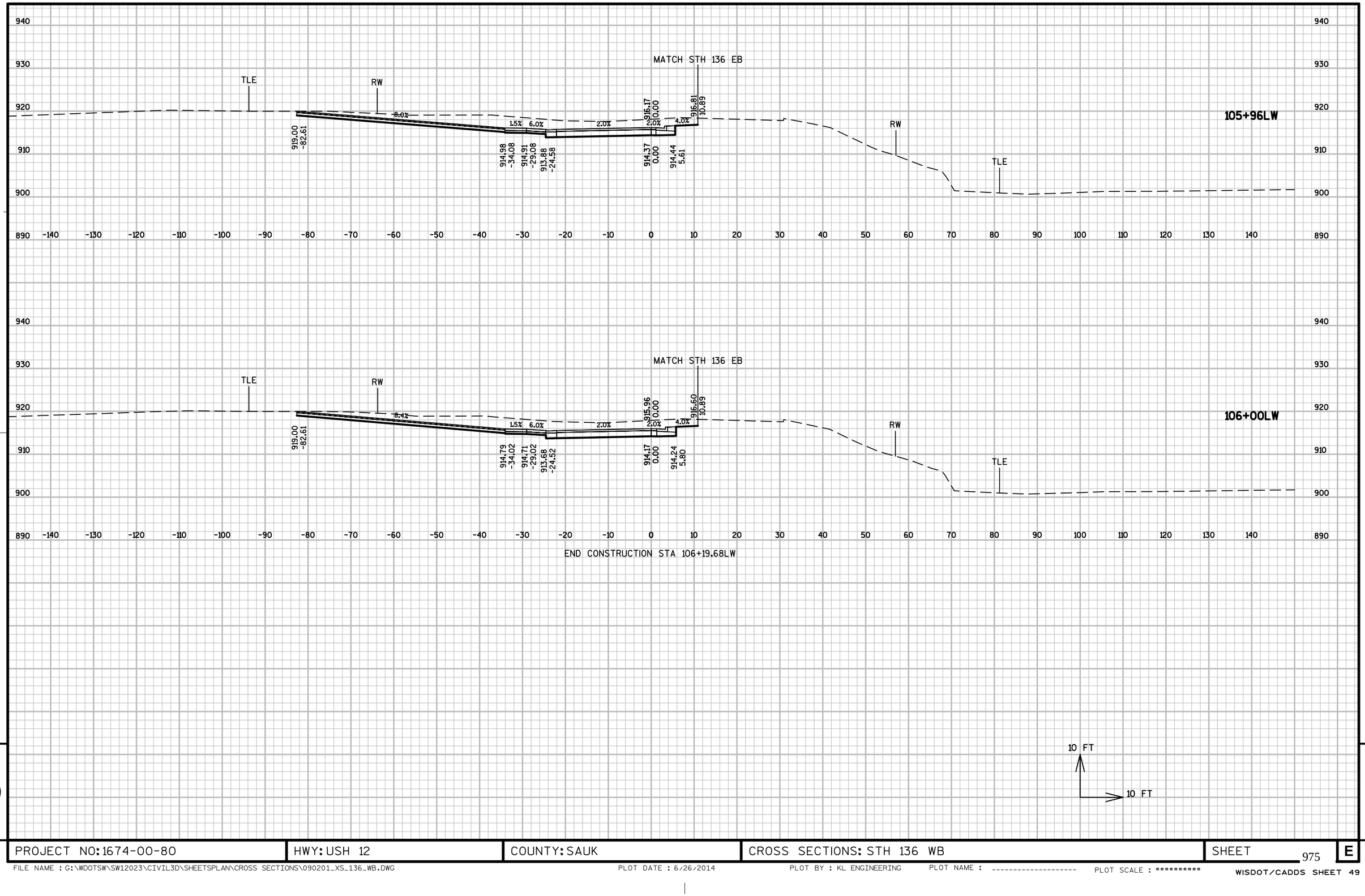
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 973	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 974	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



9

9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 WB	SHEET 975	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 10+00.00AB5

MATCH STH 136 WB

10+00AB5

931.93
-24.71
2.8%
932.05
-20.00
931.65
0.00
2.0%
1.0%
2.0%
15.4%
936.37
55.49
929.34
-24.71
930.80
-20.00
930.40
0.00
929.51
27.15

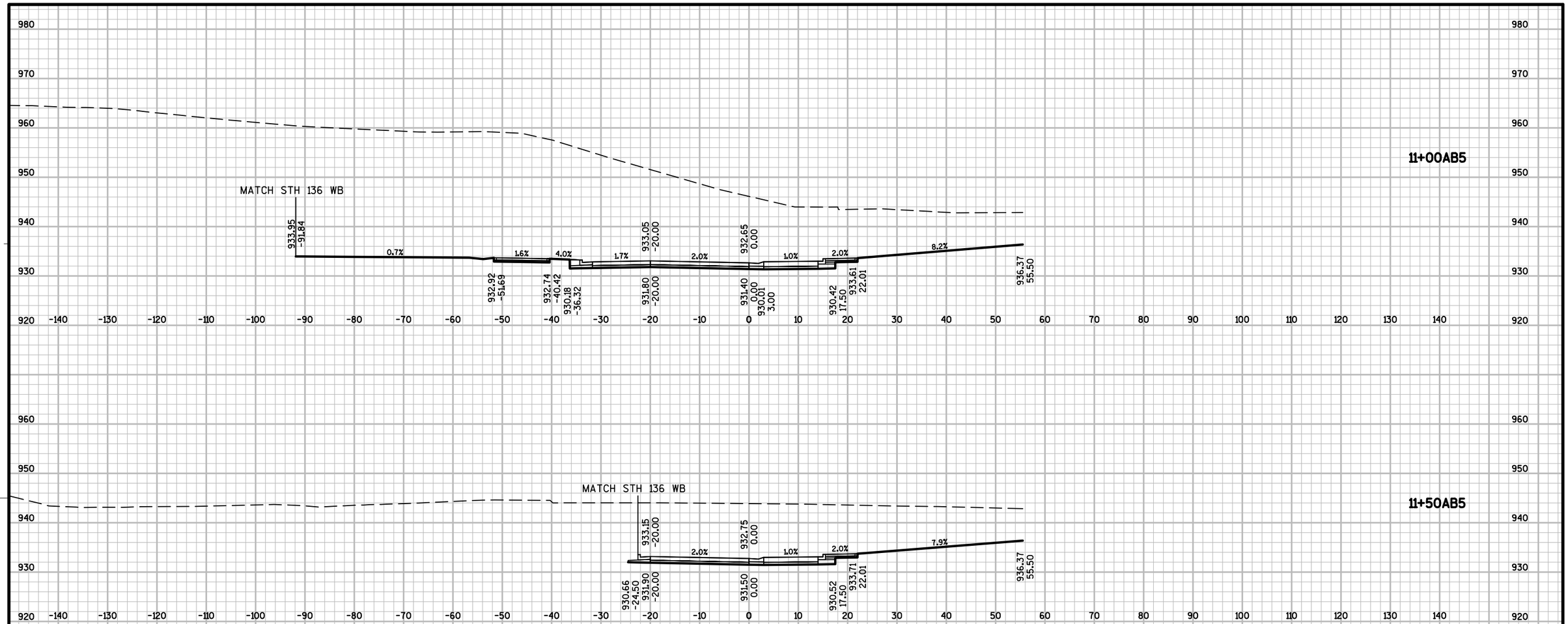
MATCH STH 136
WB OFF-RAMP

10+50AB5

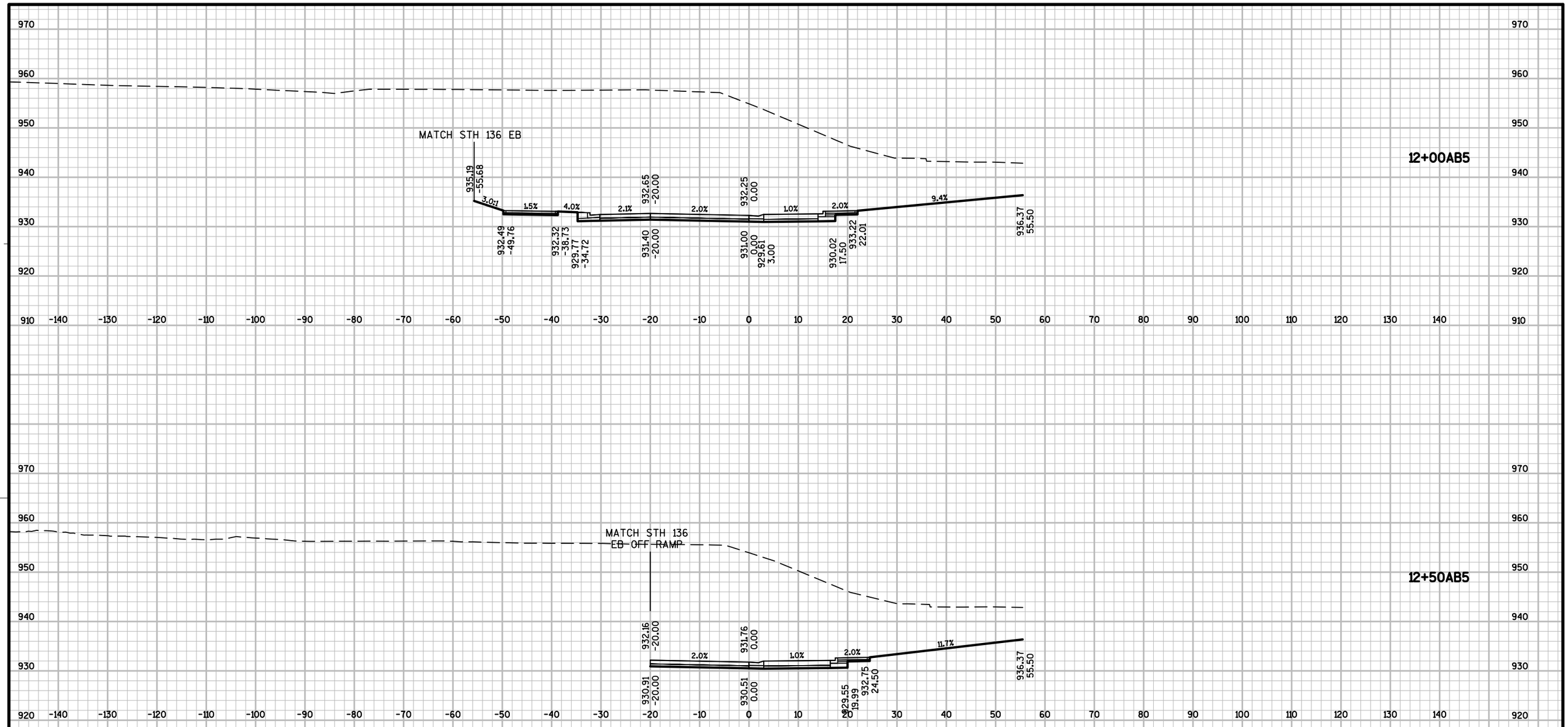
932.30
-35.87
0.3%
1.8%
932.53
-20.00
1.9%
932.15
0.00
1.0%
2.0%
9.7%
936.37
55.50
929.72
-35.87
931.28
-20.00
930.90
0.00
929.92
17.50
933.11
22.01

10 FT
10 FT

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (AB5)	SHEET 976	E

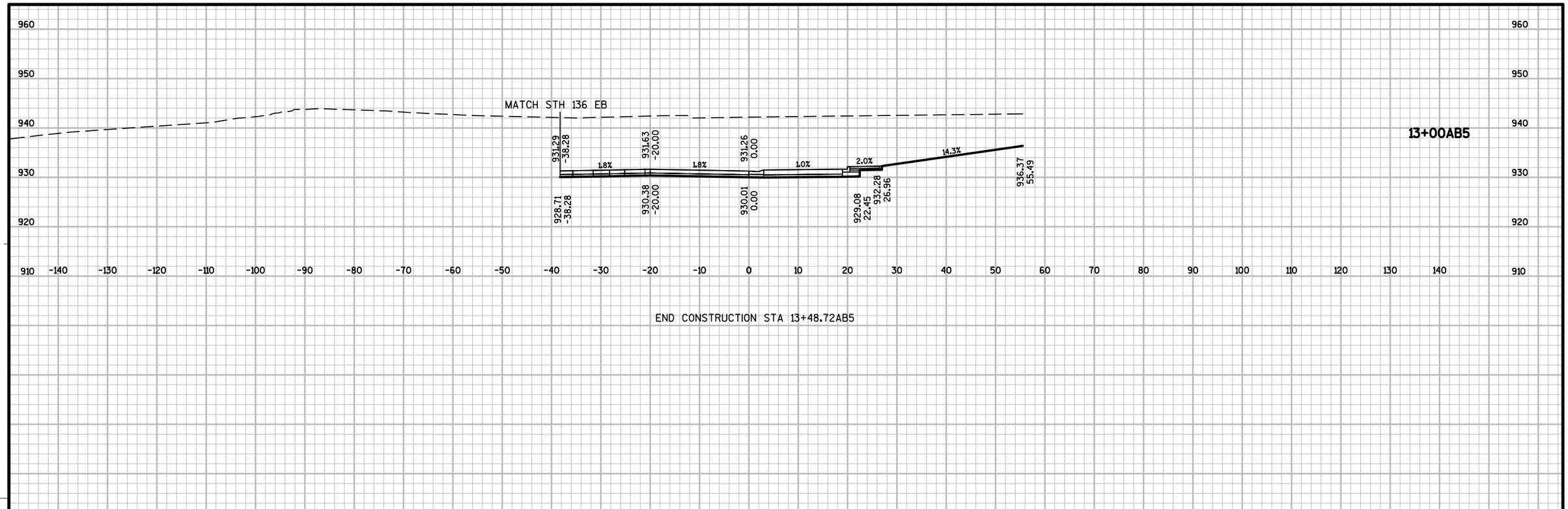


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (AB5)	SHEET 977	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (AB5)	SHEET 978	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



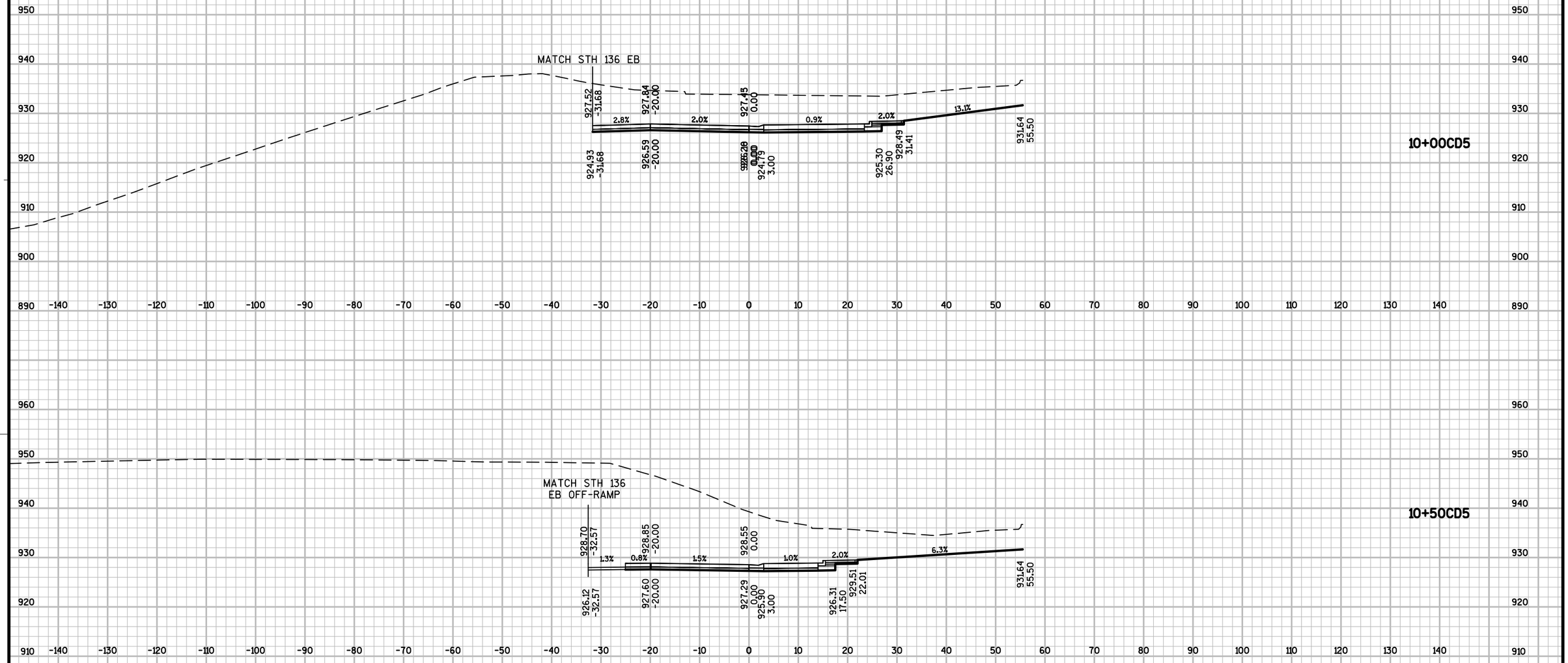
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9

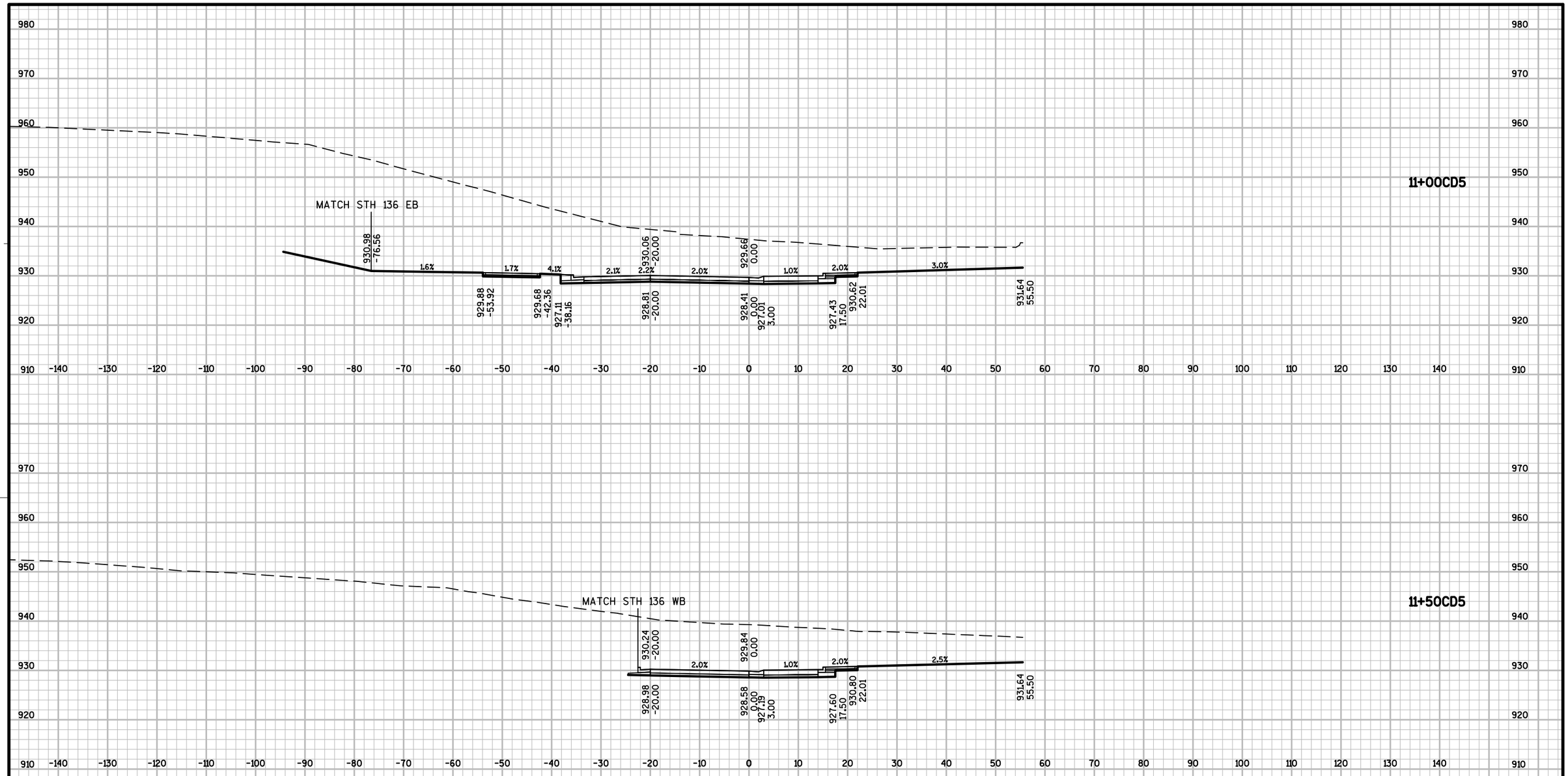
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (AB5)	SHEET 979	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

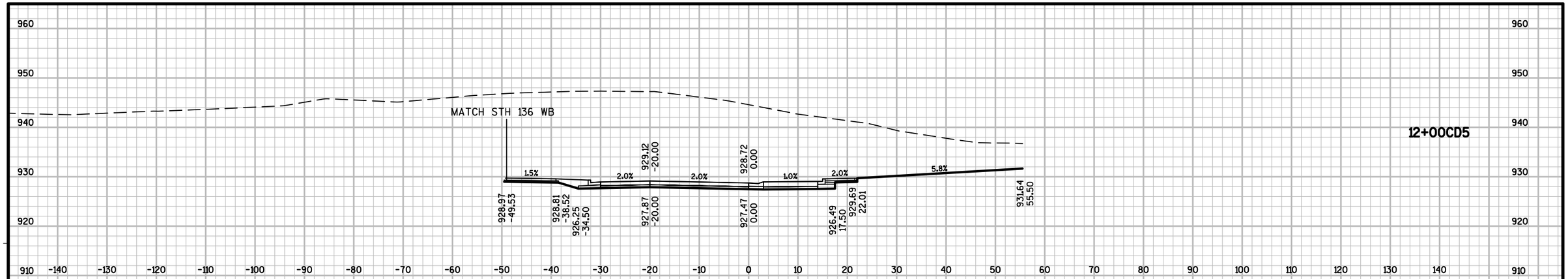
BEGIN CONSTRUCTION STA 10+00.00CD5

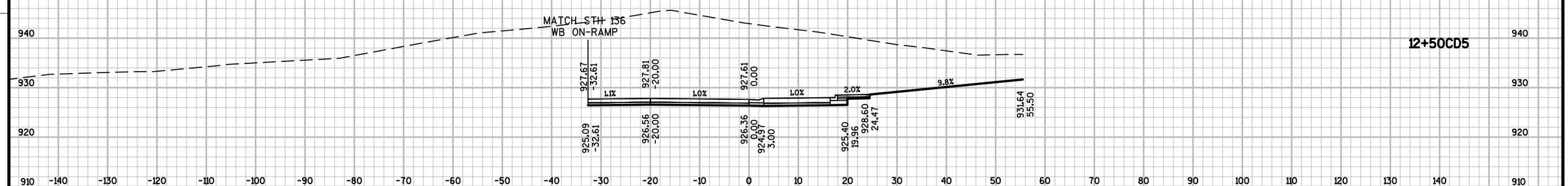


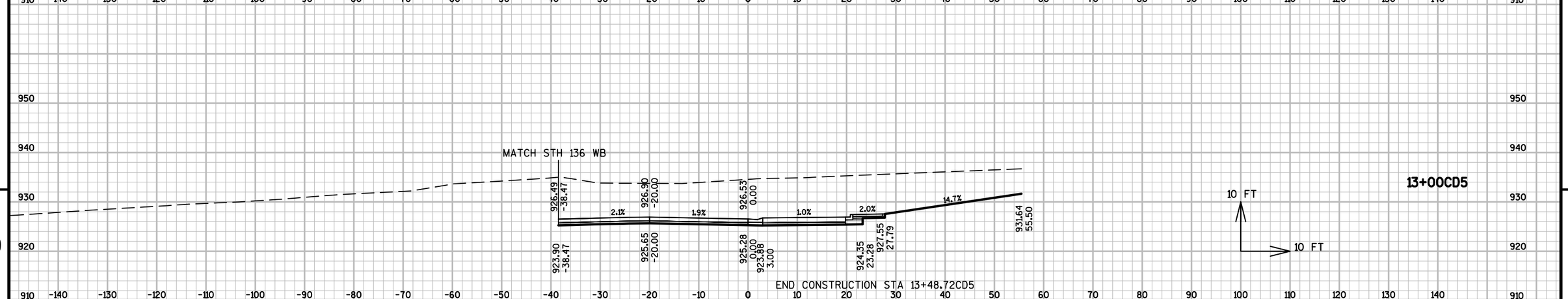
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (CD5)	SHEET 980	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (CD5)	SHEET 981	E



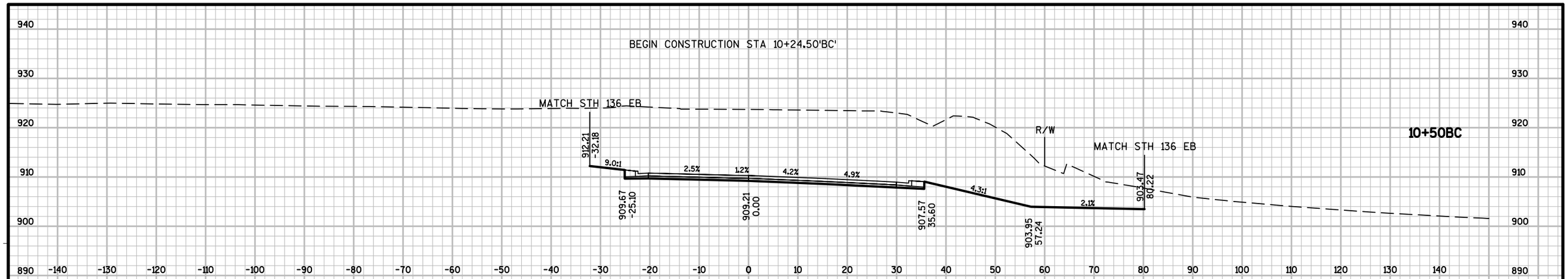


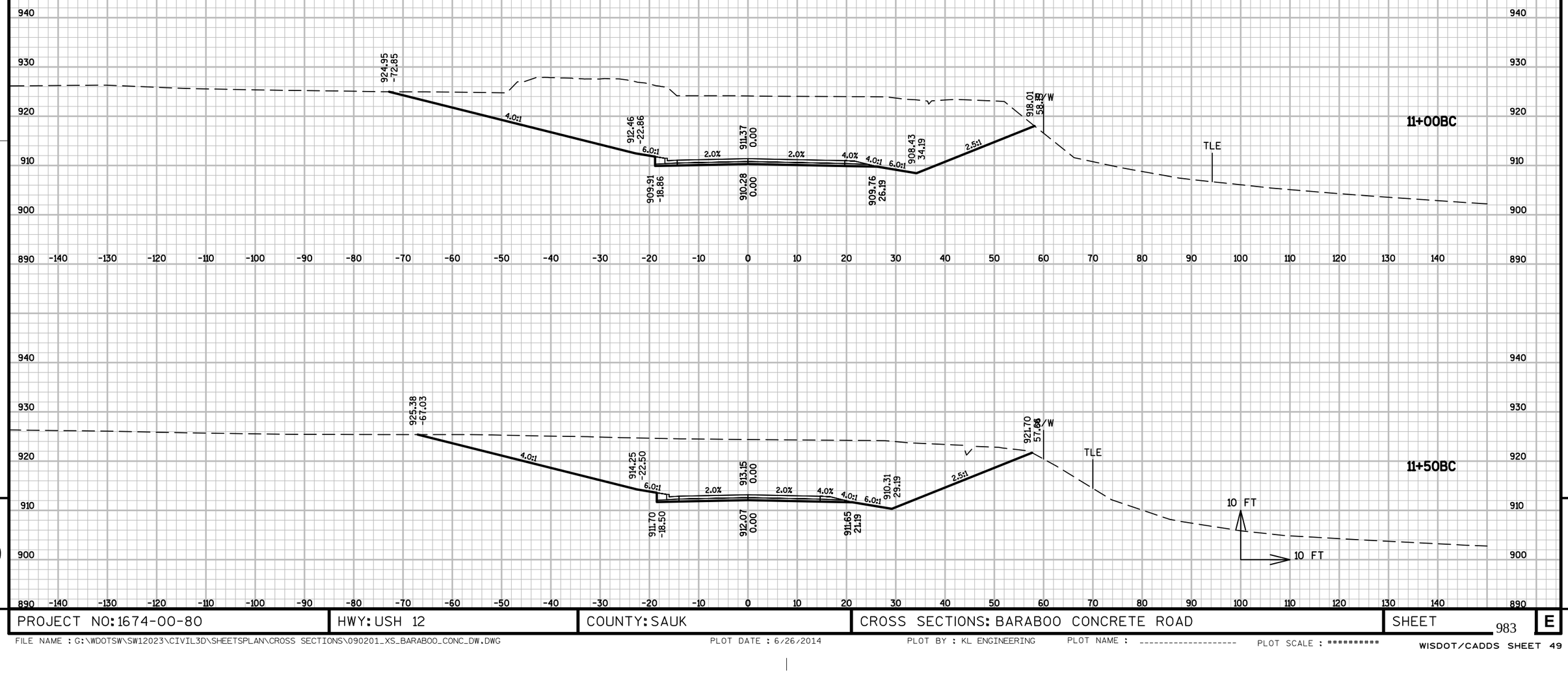


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136 ROUNDABOUT (CD5)	SHEET 982 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_136_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 10+24.50'BC'



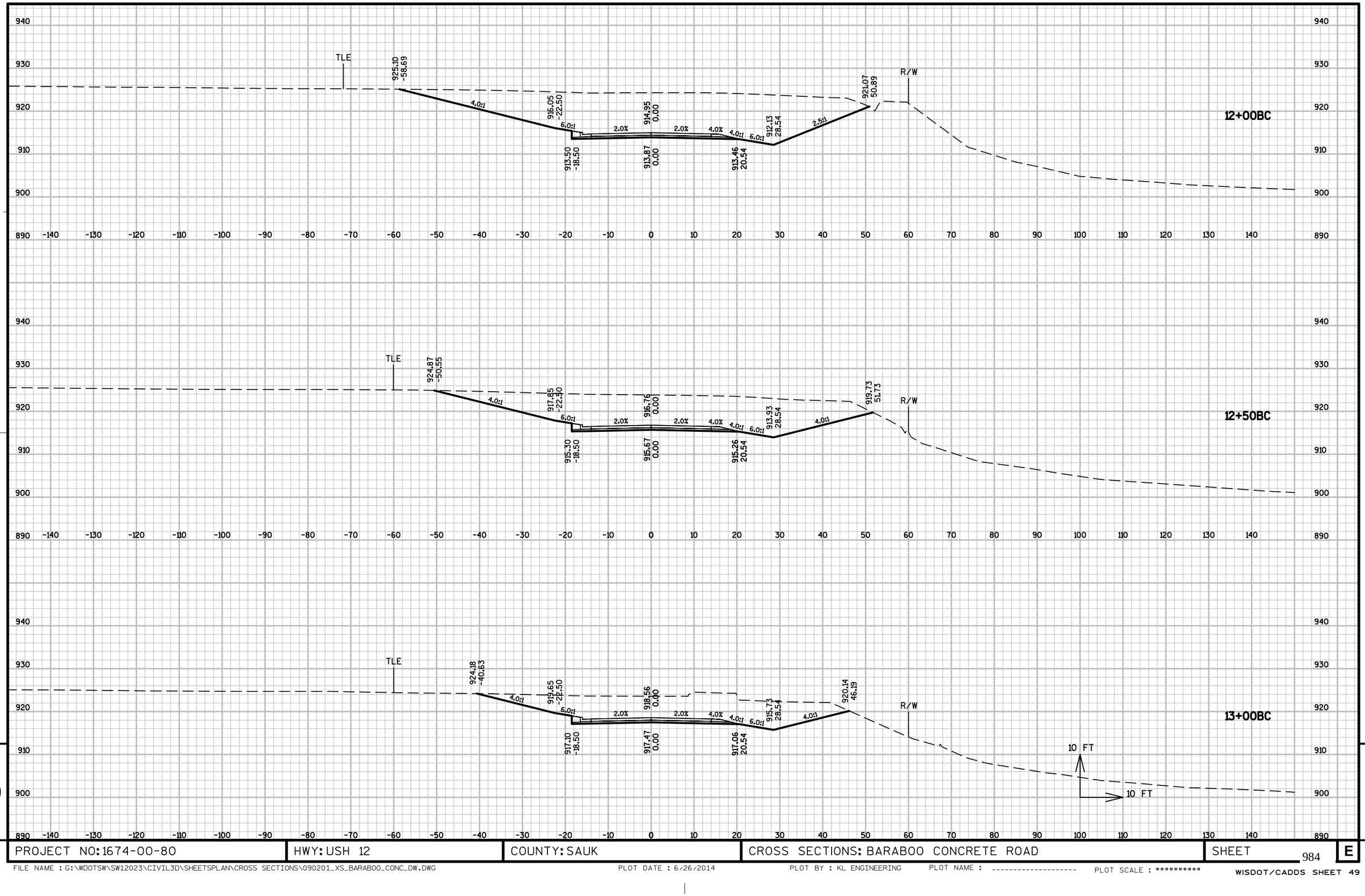


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: BARABOO CONCRETE ROAD	SHEET 983	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_BARABOO_CONC_DW.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

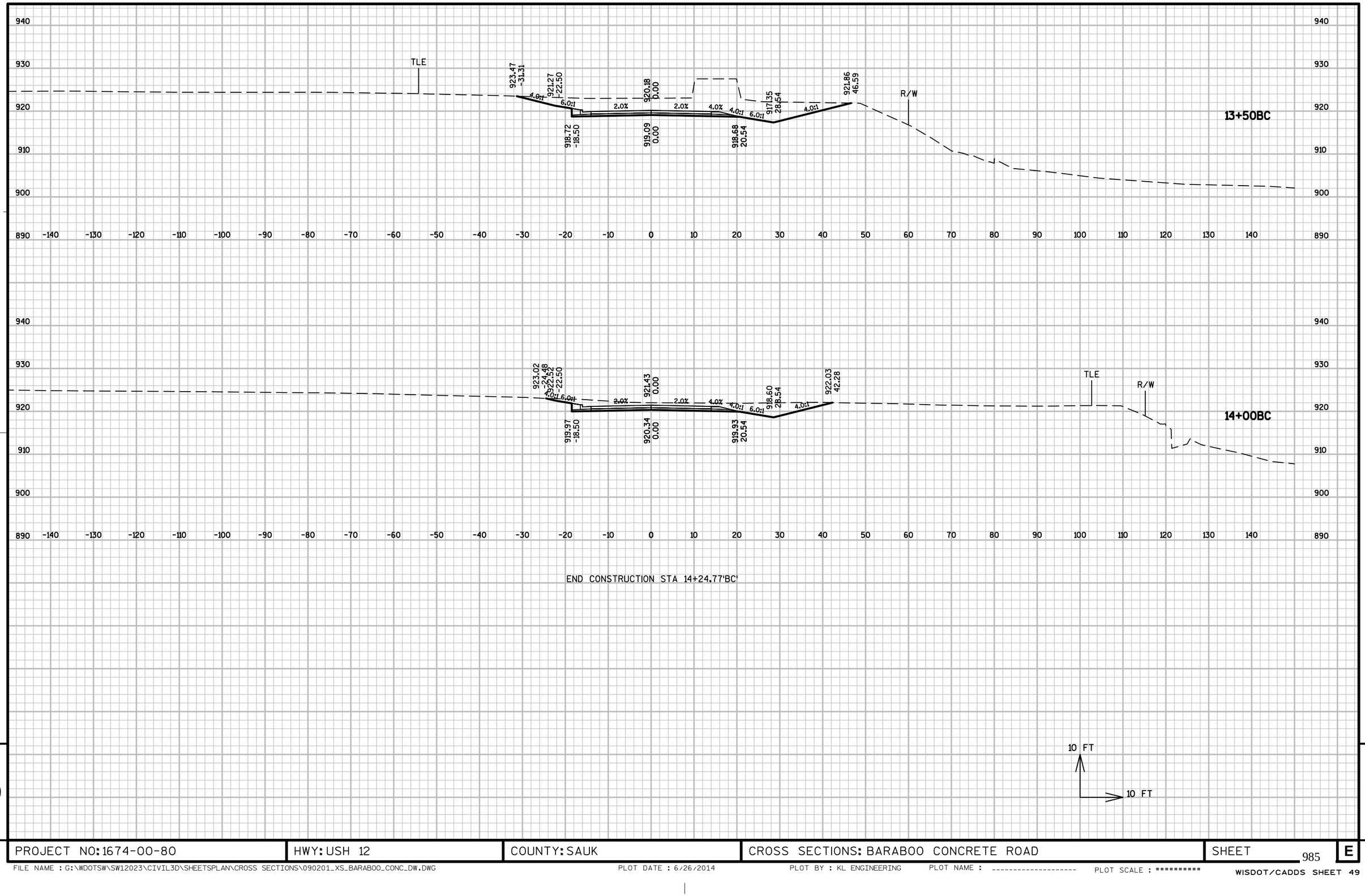


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: BARABOO CONCRETE ROAD	SHEET 984	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_BARABOO_CONC_DW.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



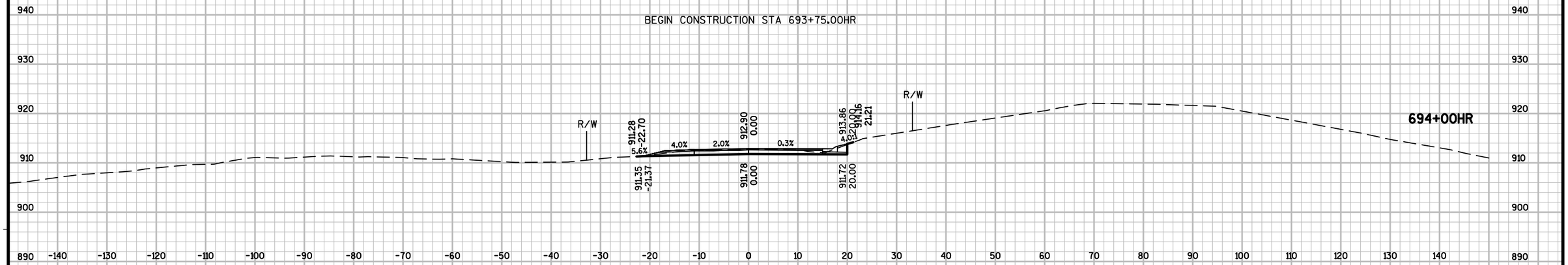
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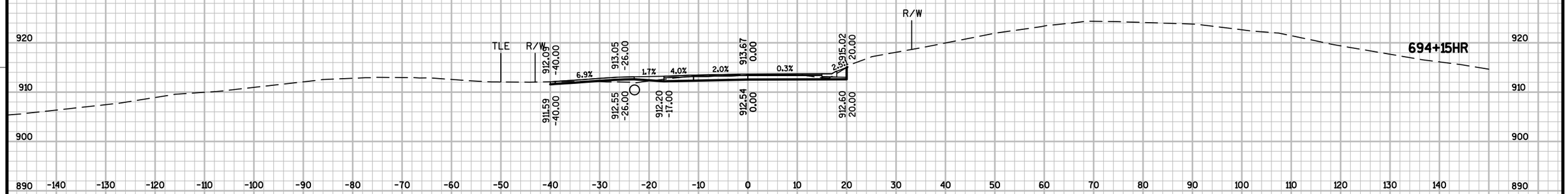
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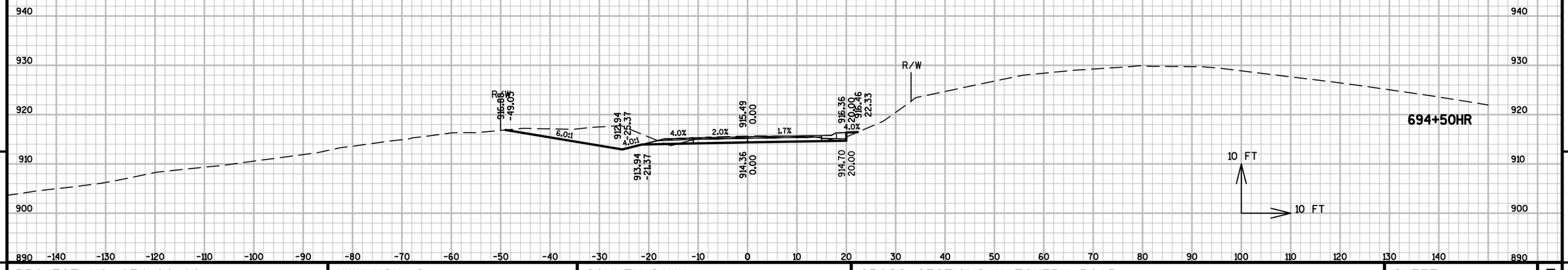
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BEGIN CONSTRUCTION STA 693+75.00HR





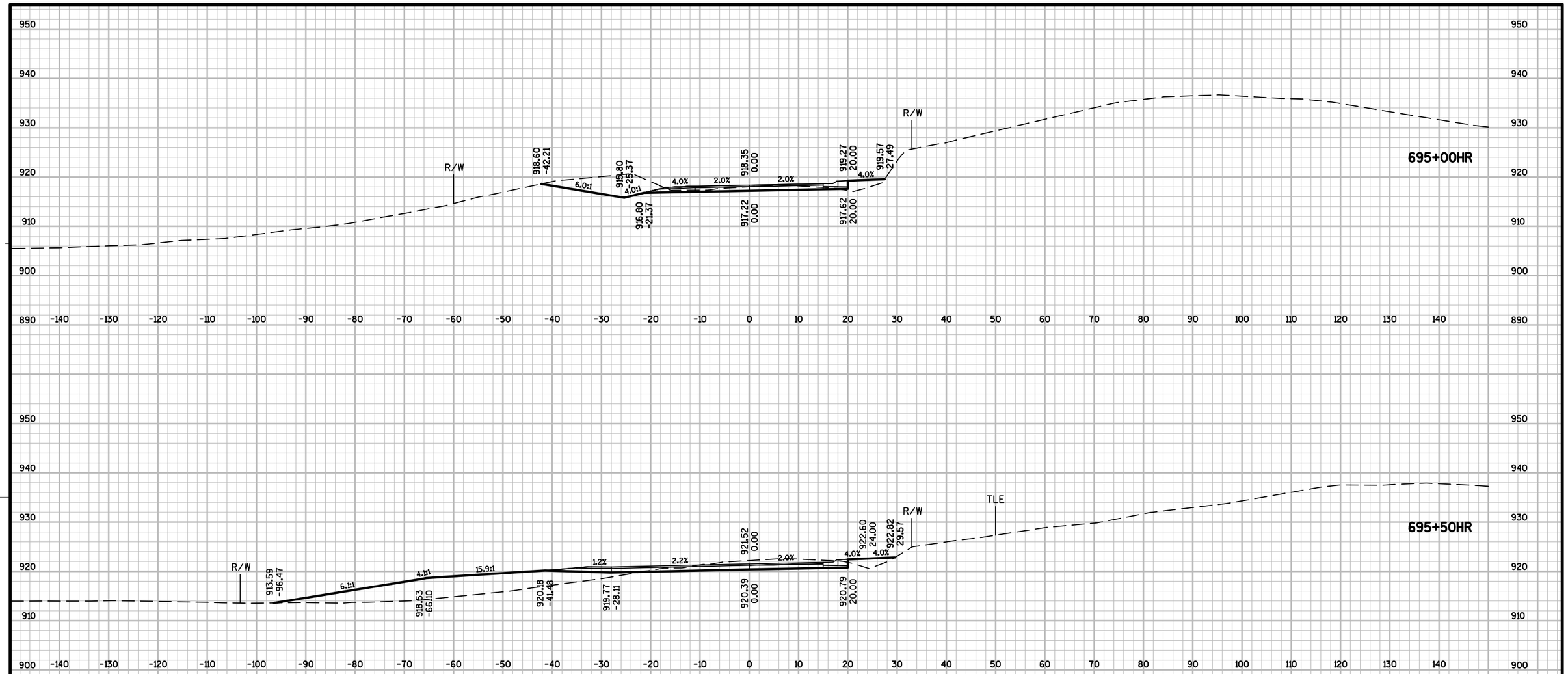


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HATCHERY ROAD	SHEET 986	E

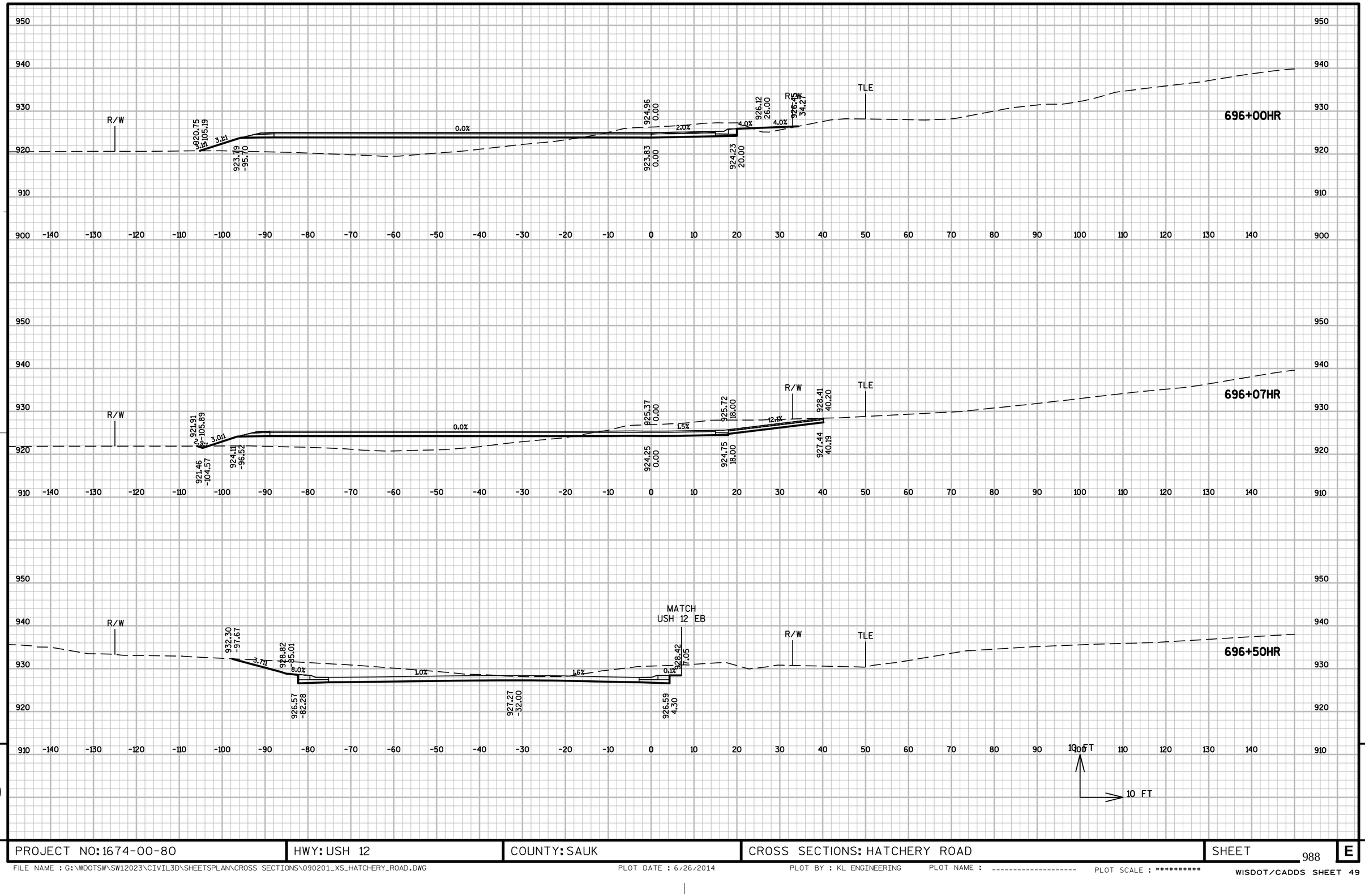
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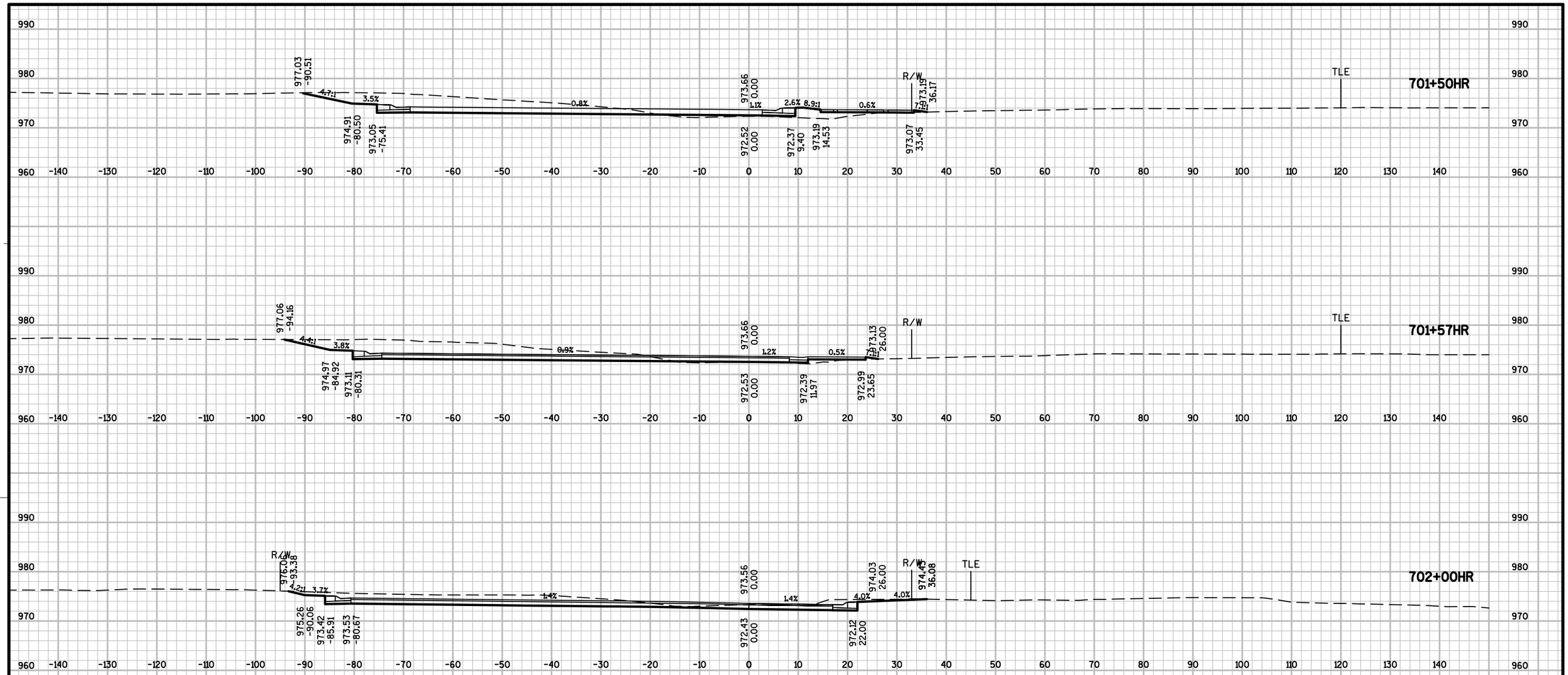
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HATCHERY ROAD	SHEET 987	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HATCHERY ROAD	SHEET 988 E

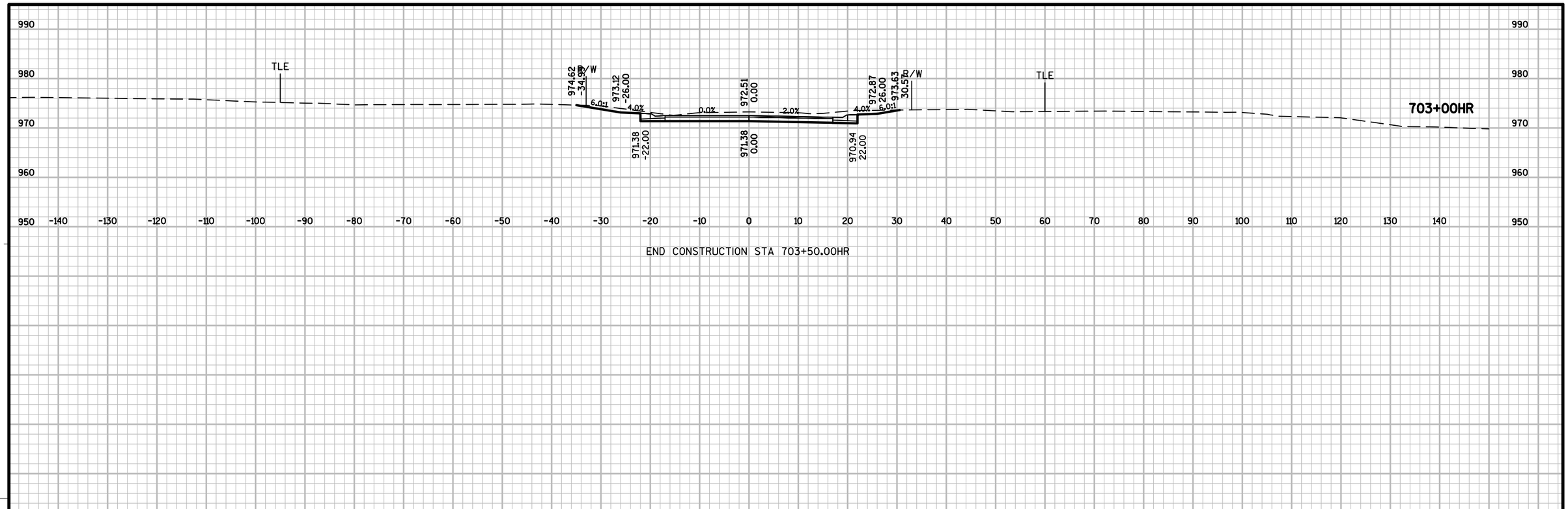
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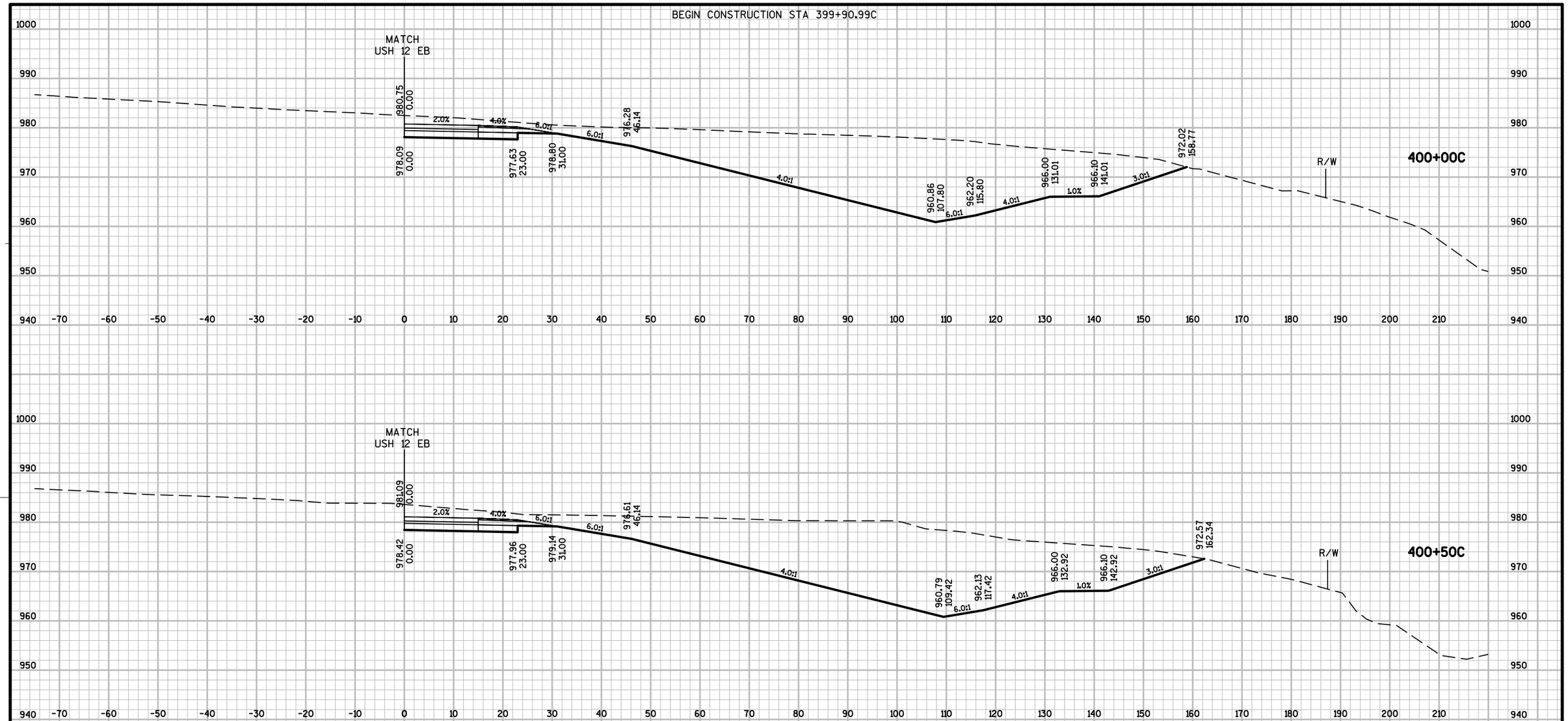
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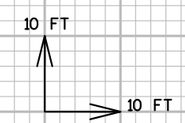


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HATCHERY ROAD	SHEET 990	E

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BEGIN CONSTRUCTION STA 399+90.99C



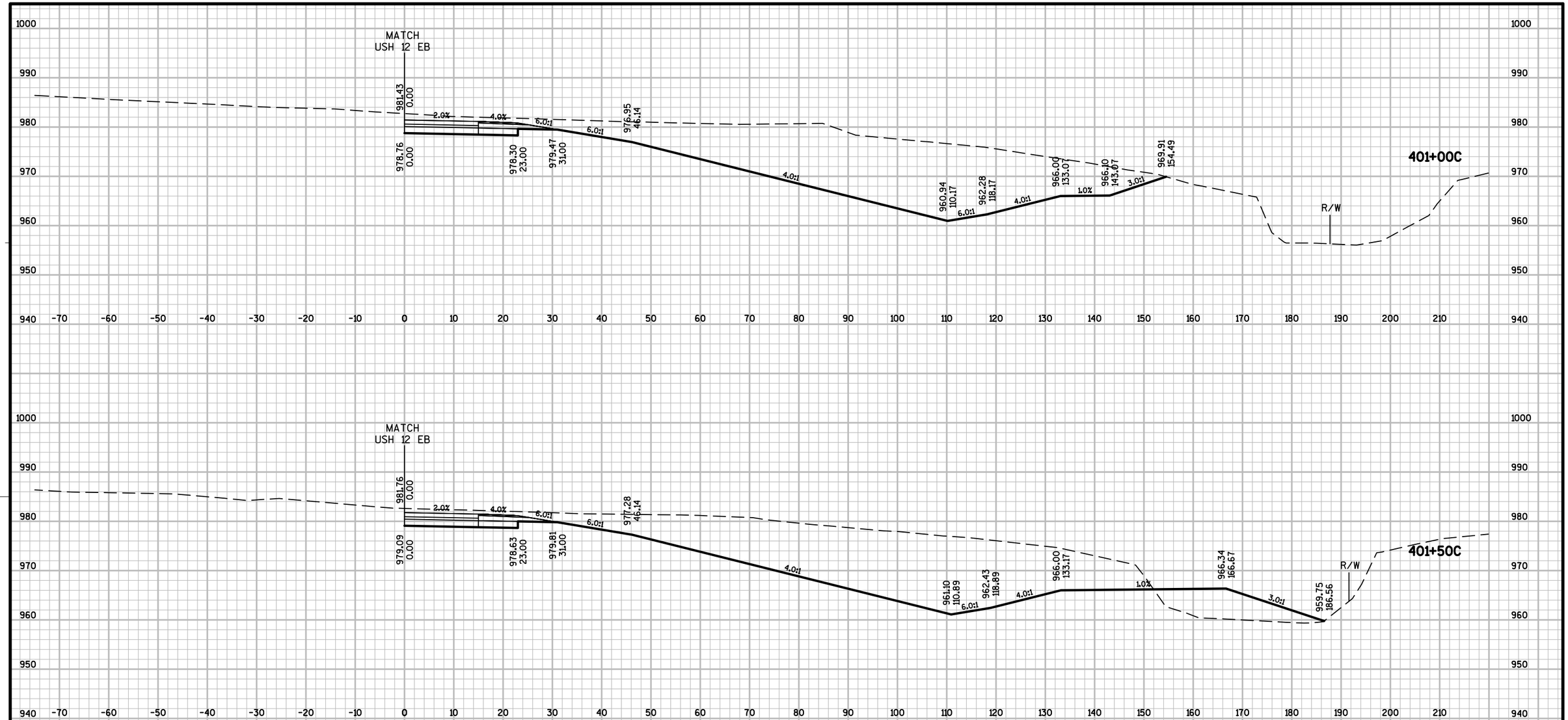


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

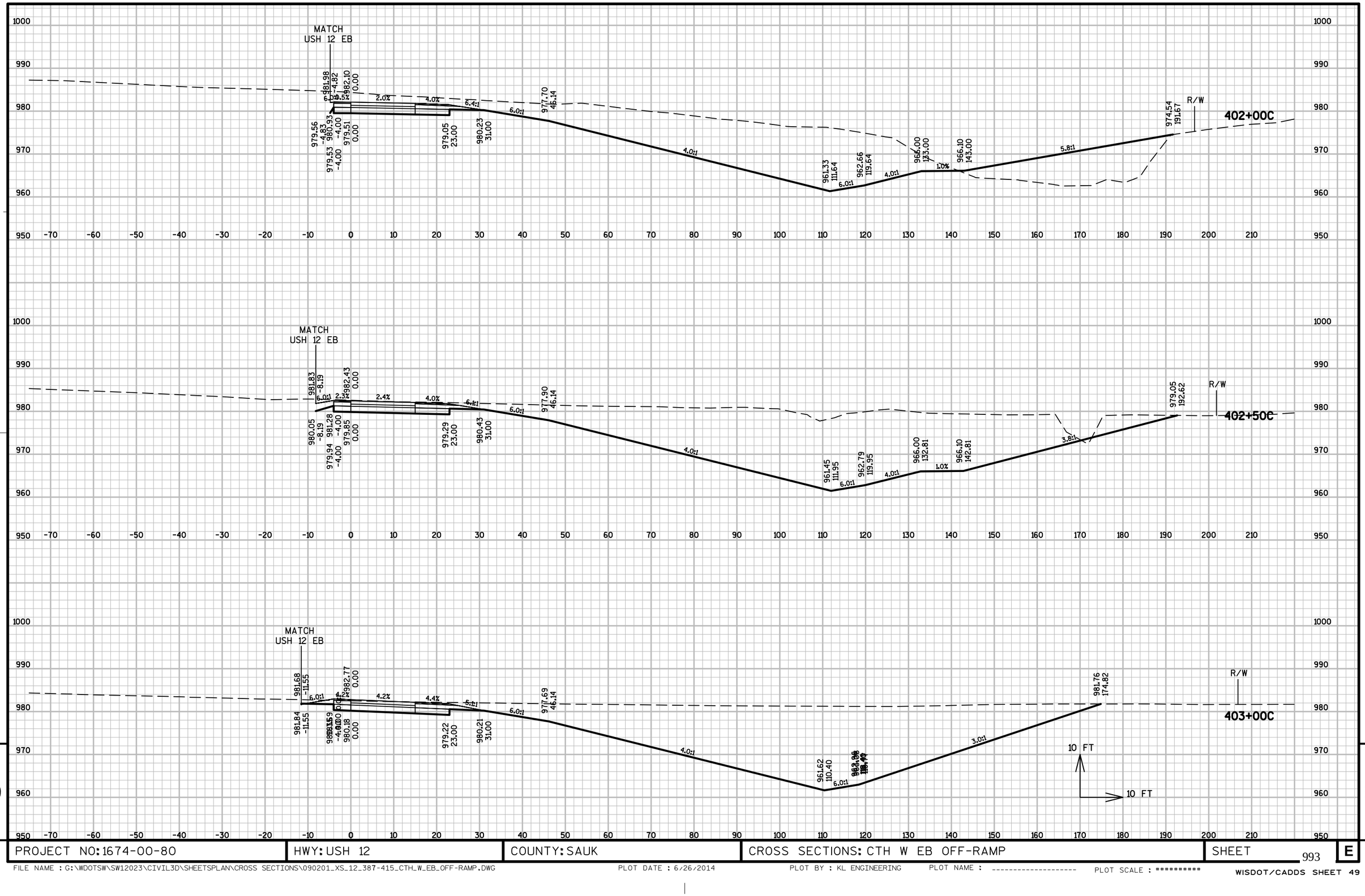


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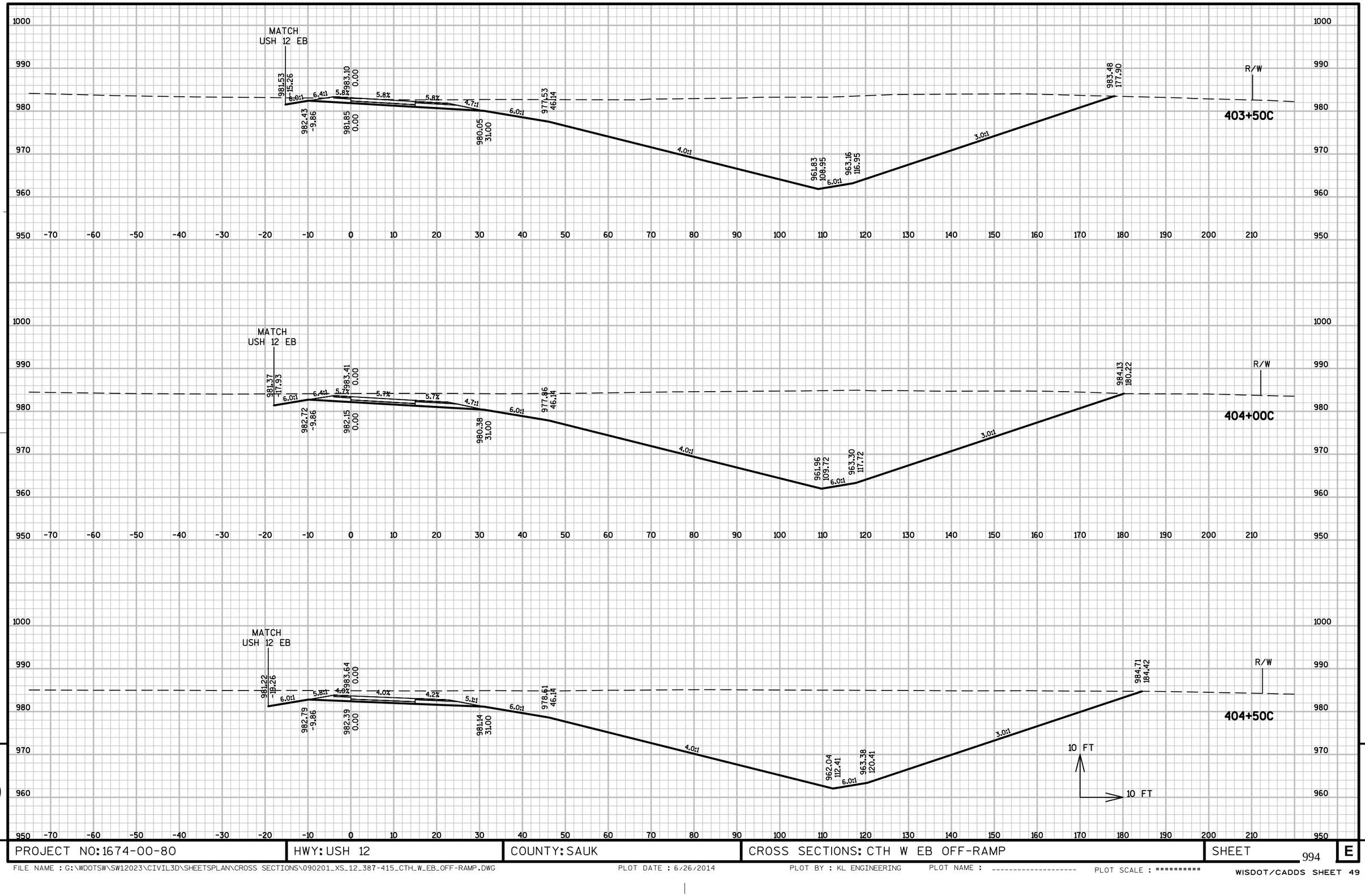
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



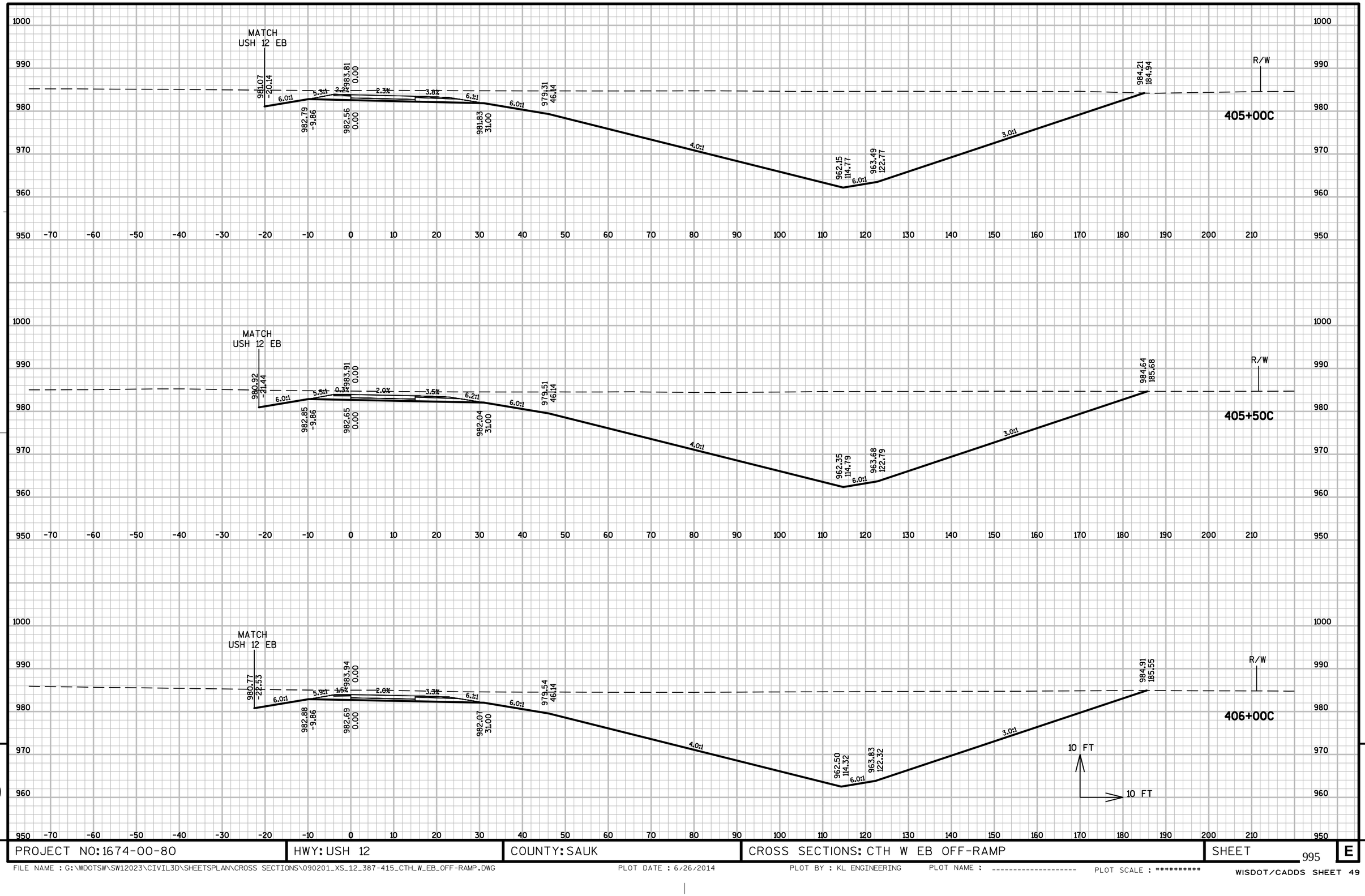
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET 994	E

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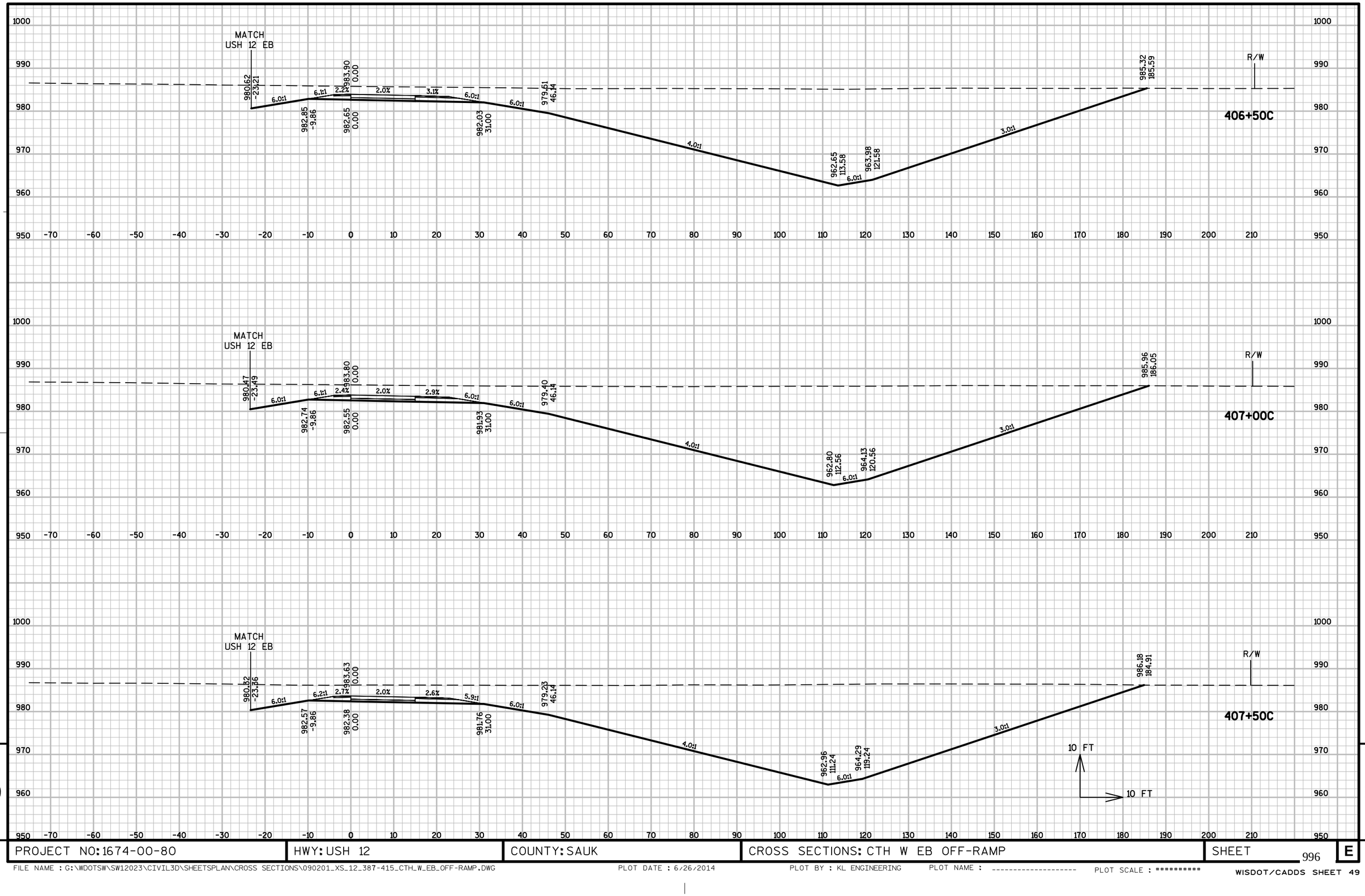


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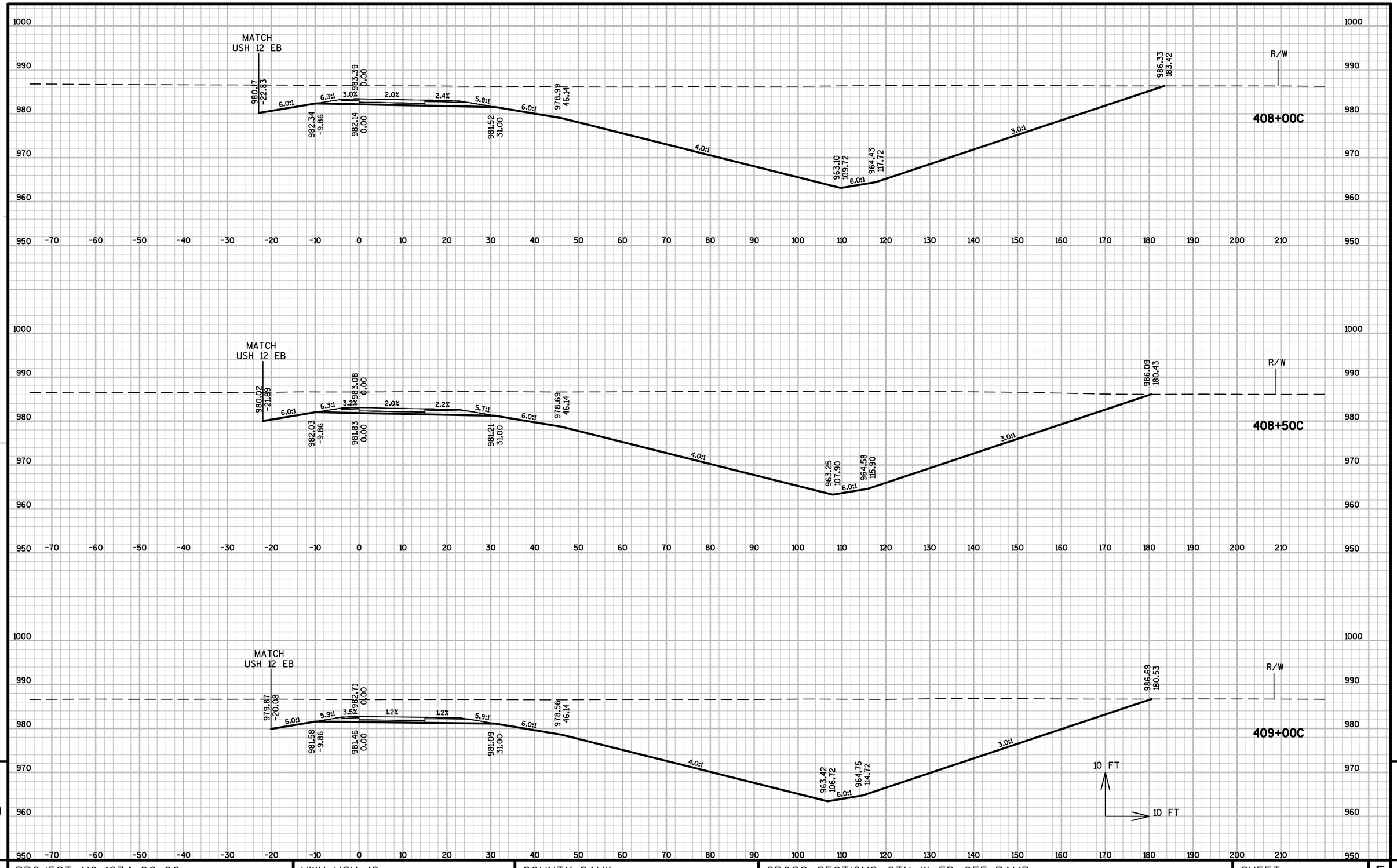
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET 996	E

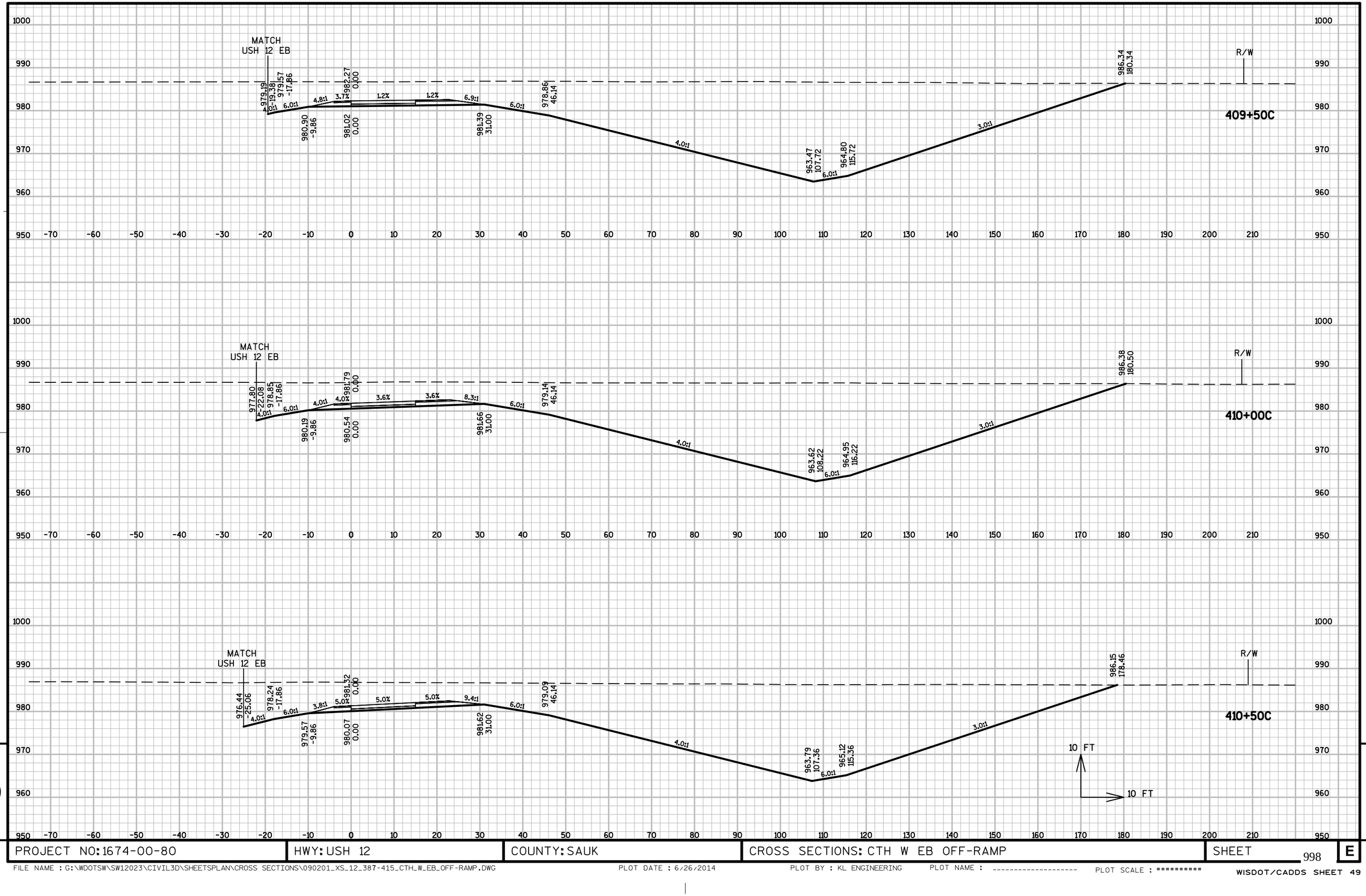
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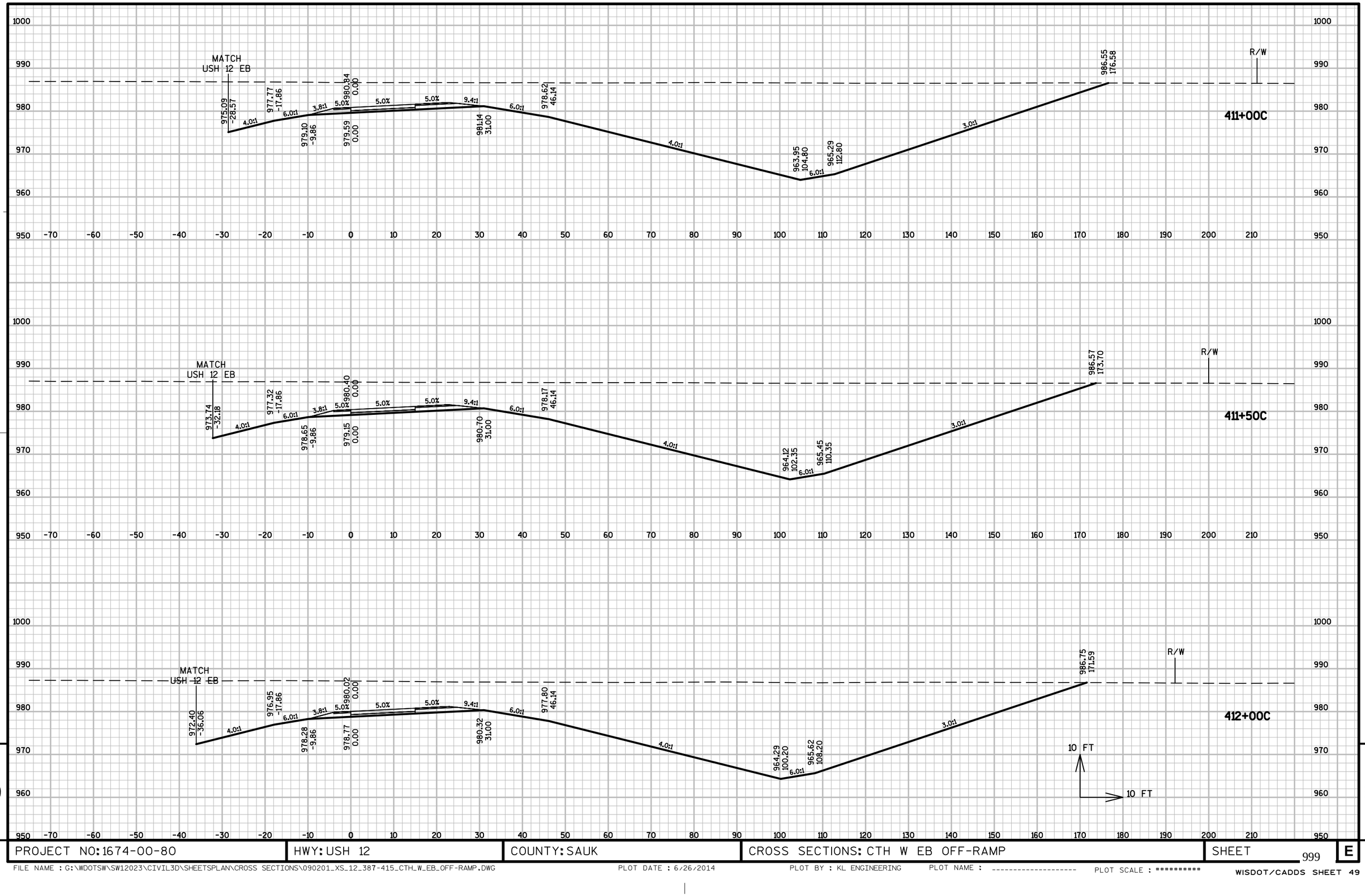
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET 997	E



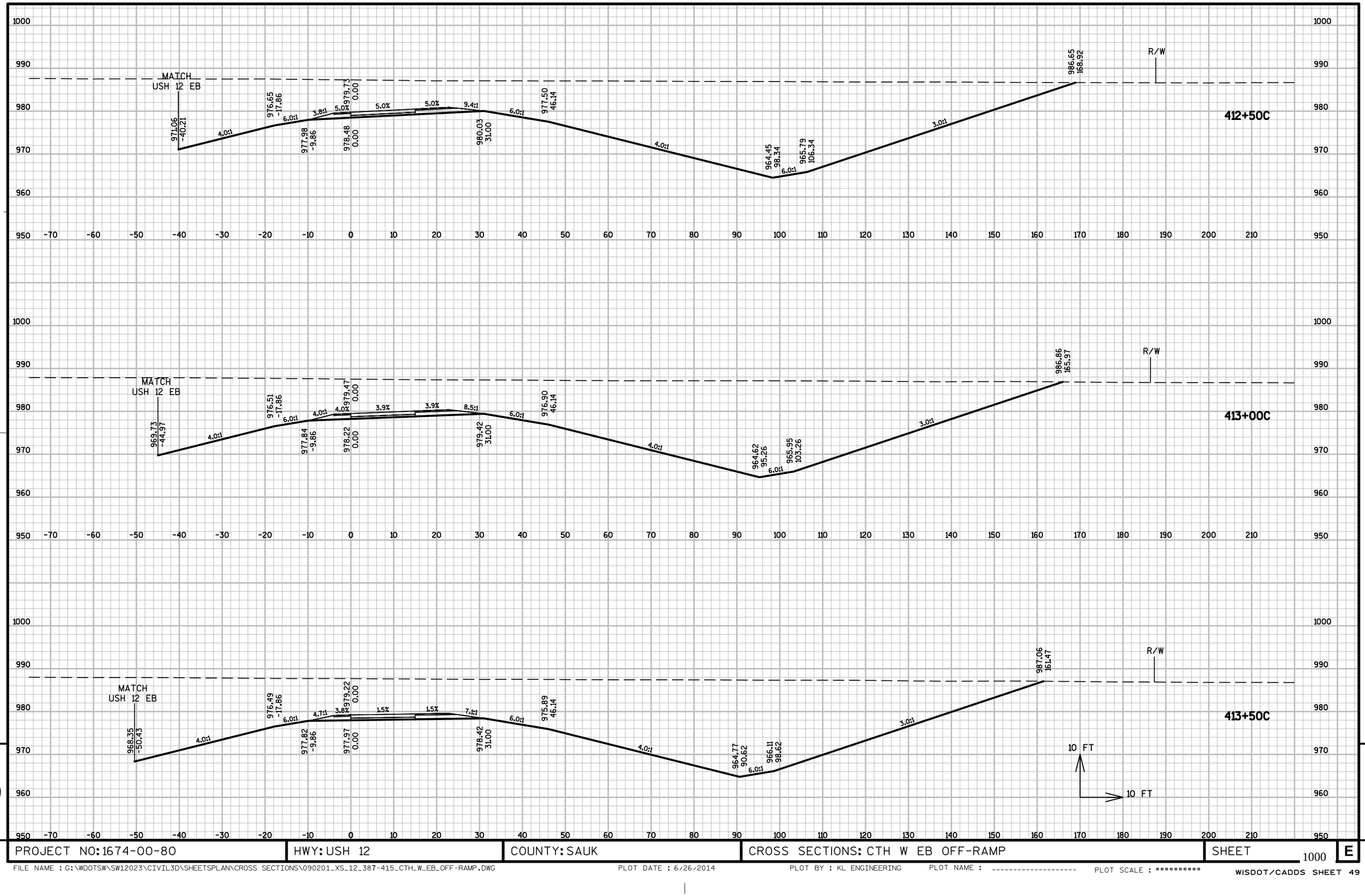
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET 999	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_EB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

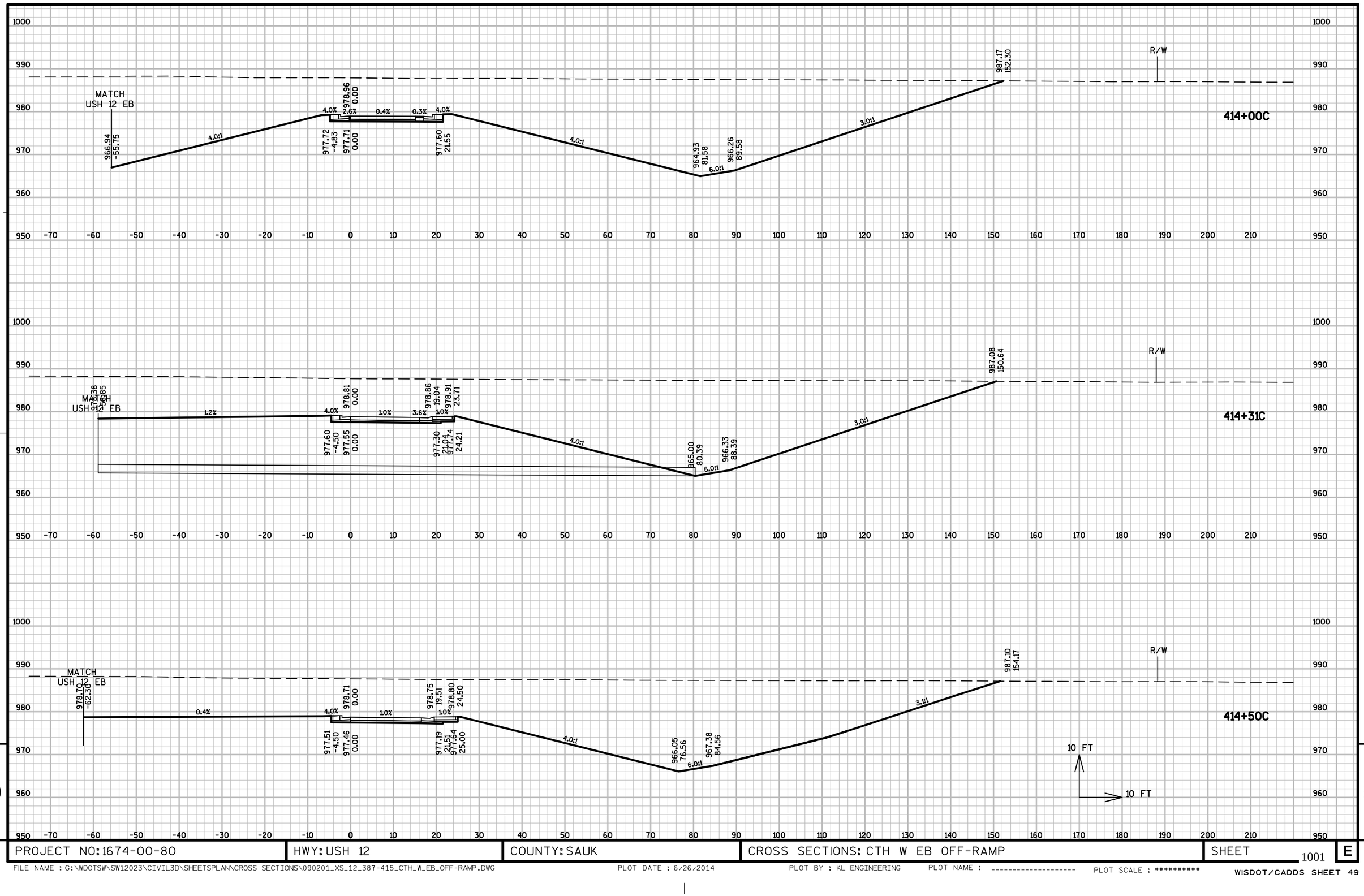


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB OFF-RAMP	SHEET 1000	E

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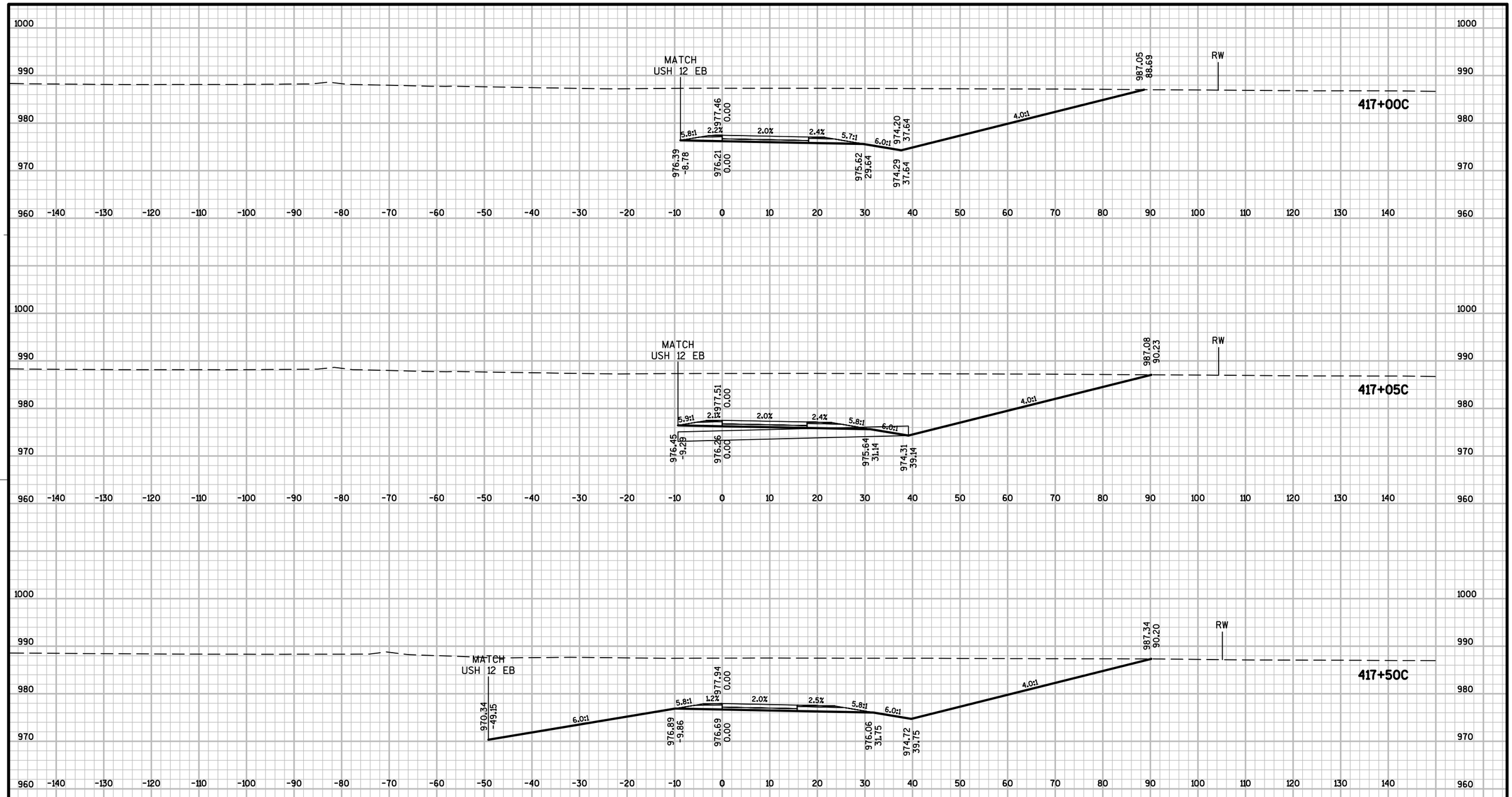


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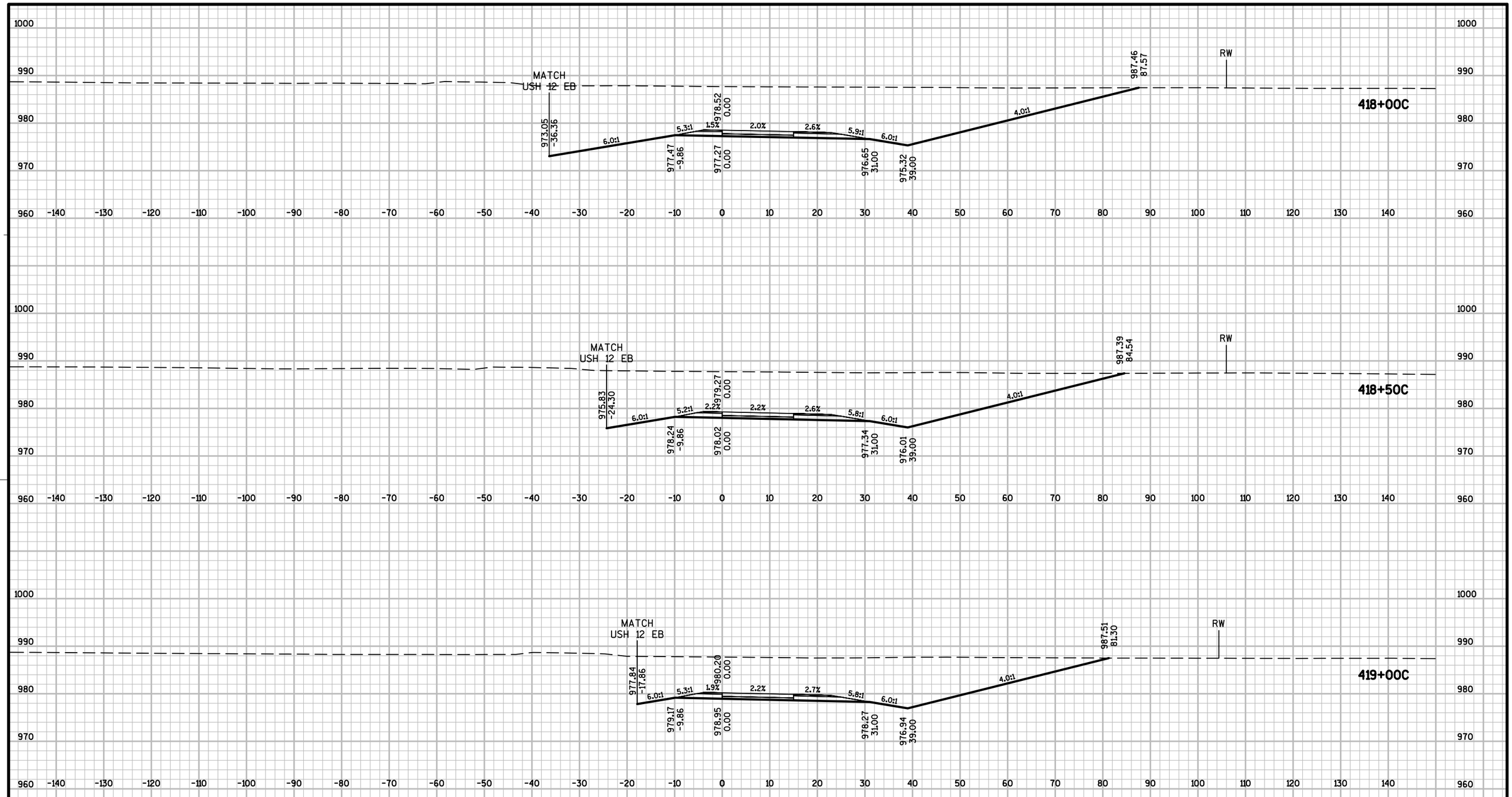
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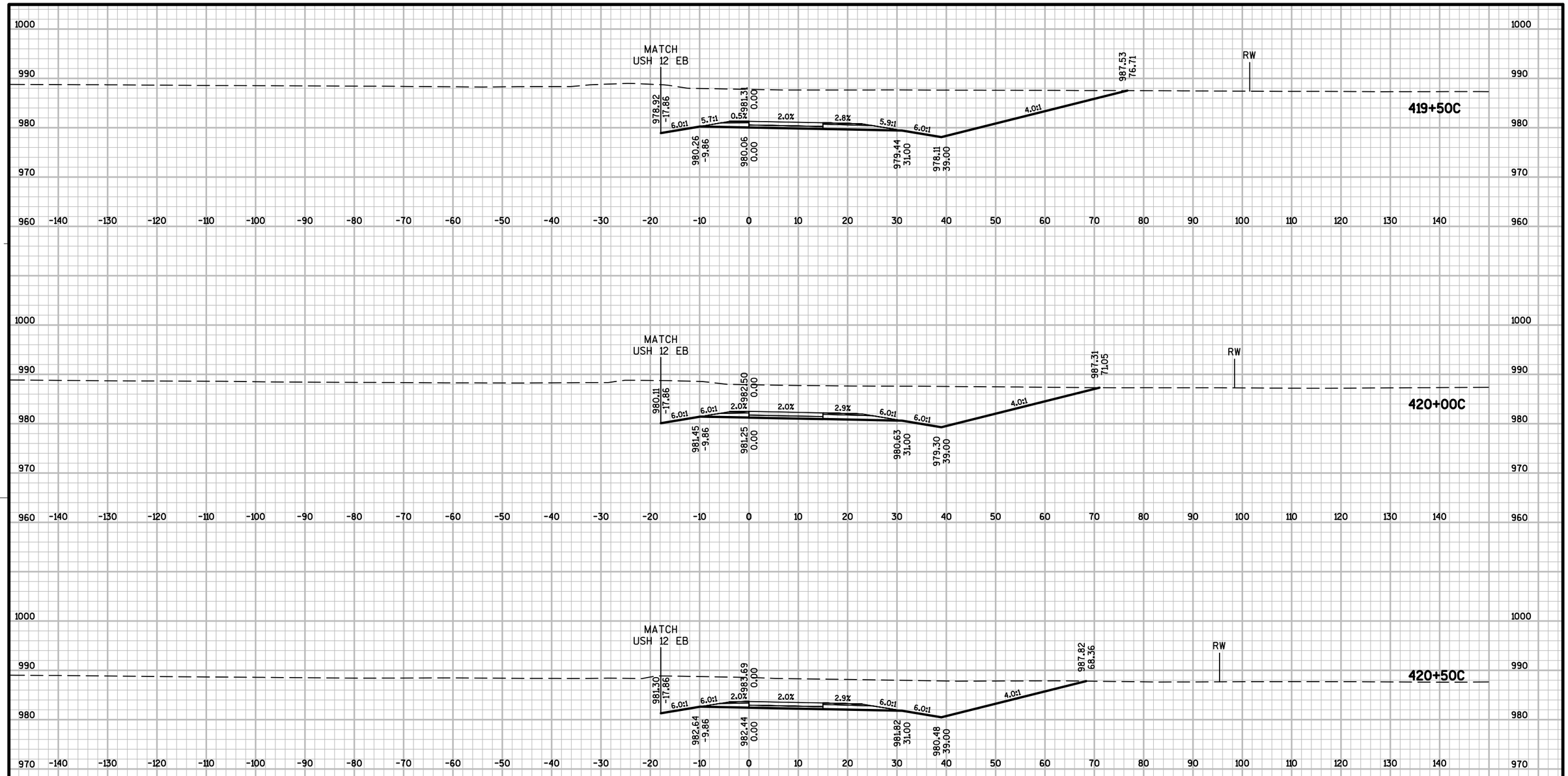


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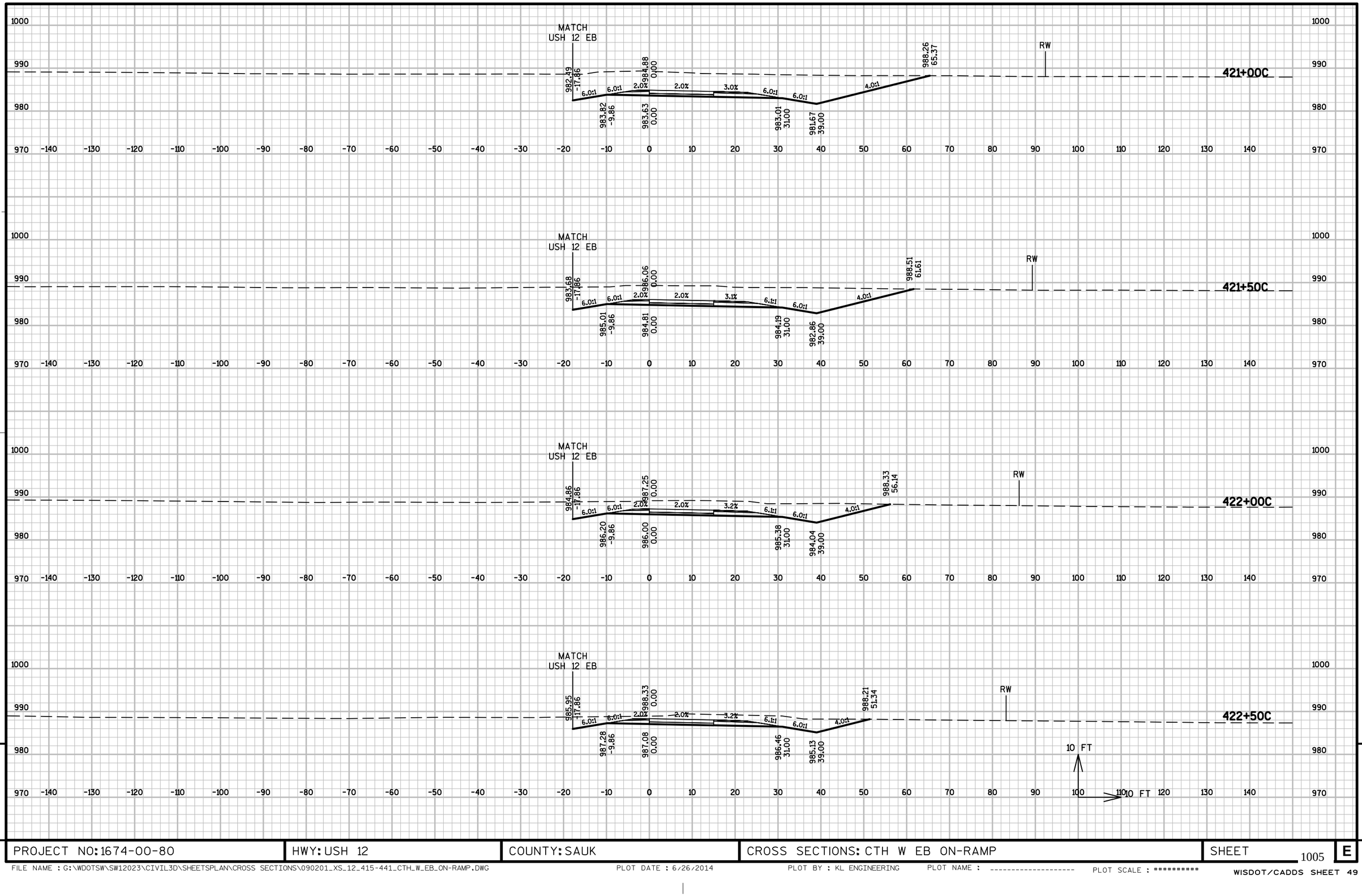
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1003	E

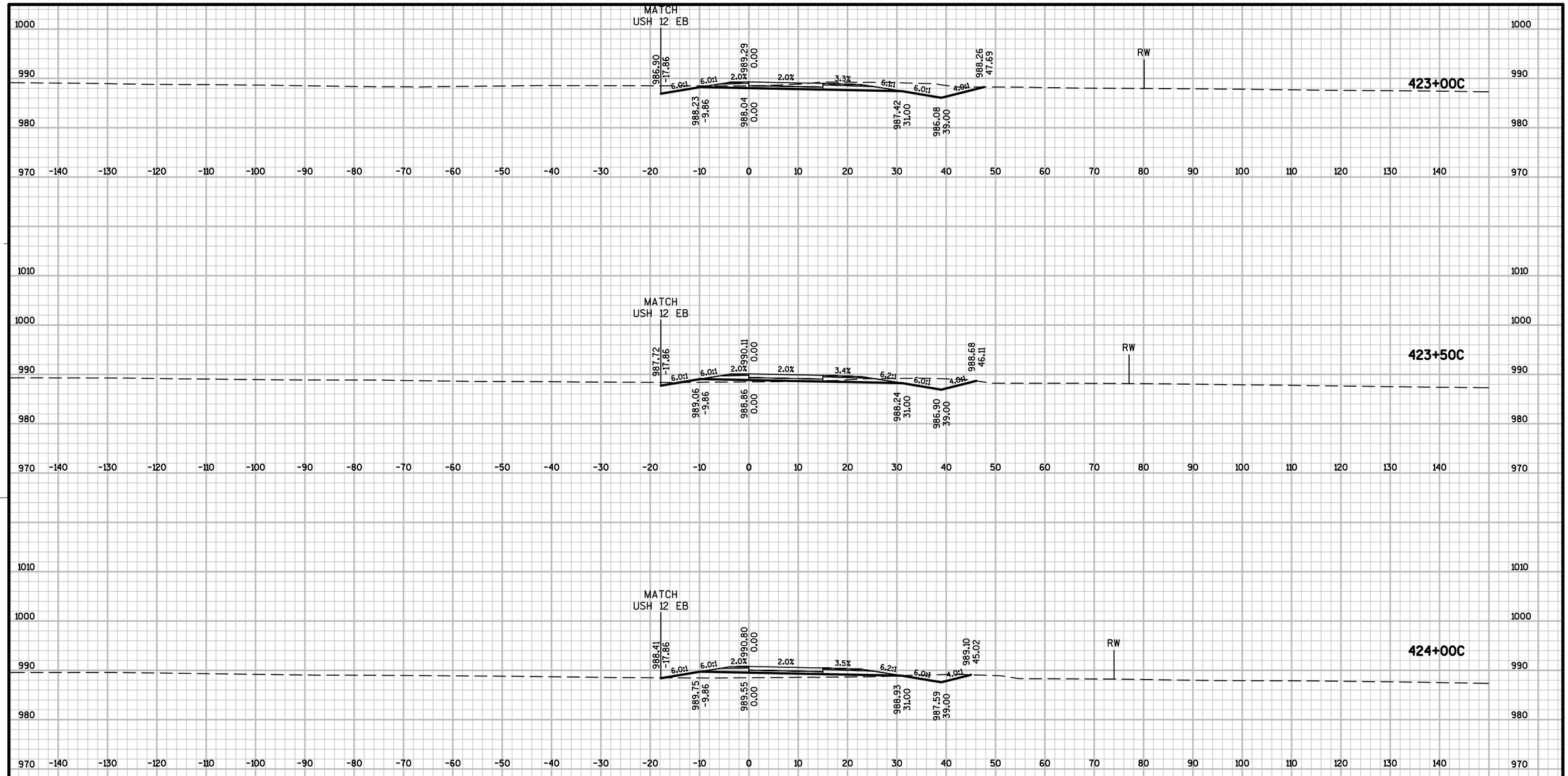


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1004	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1005	E

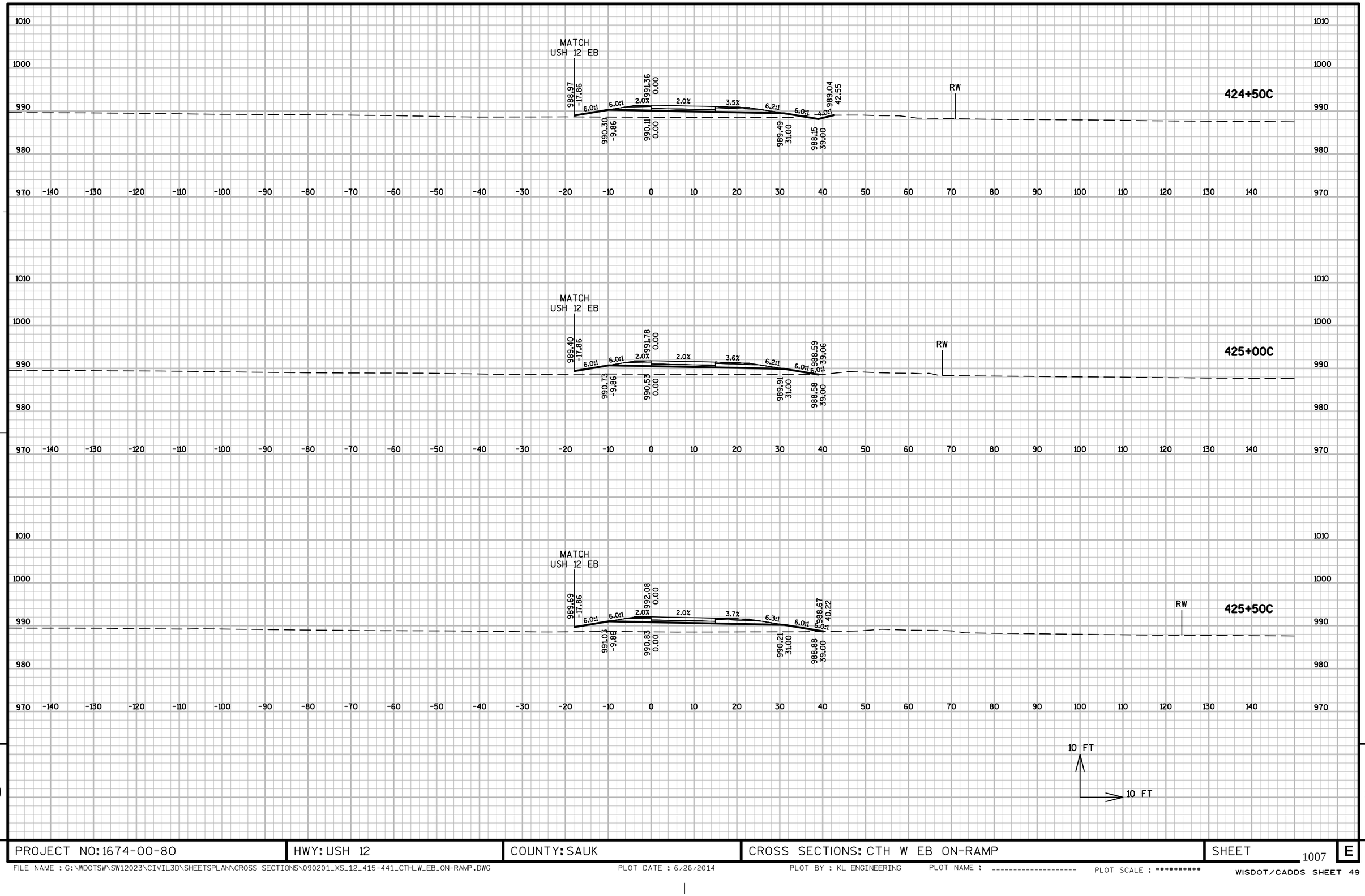
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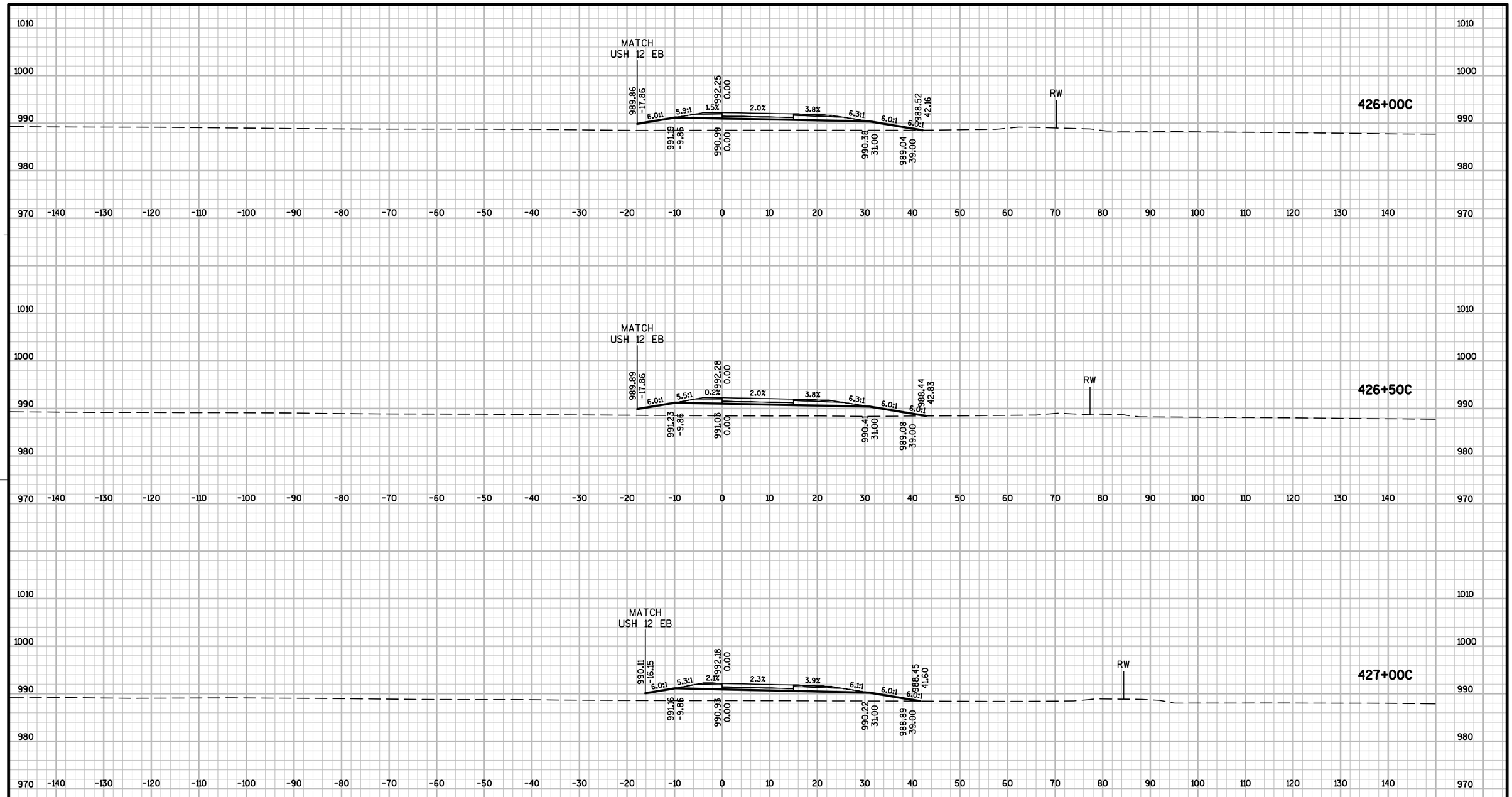
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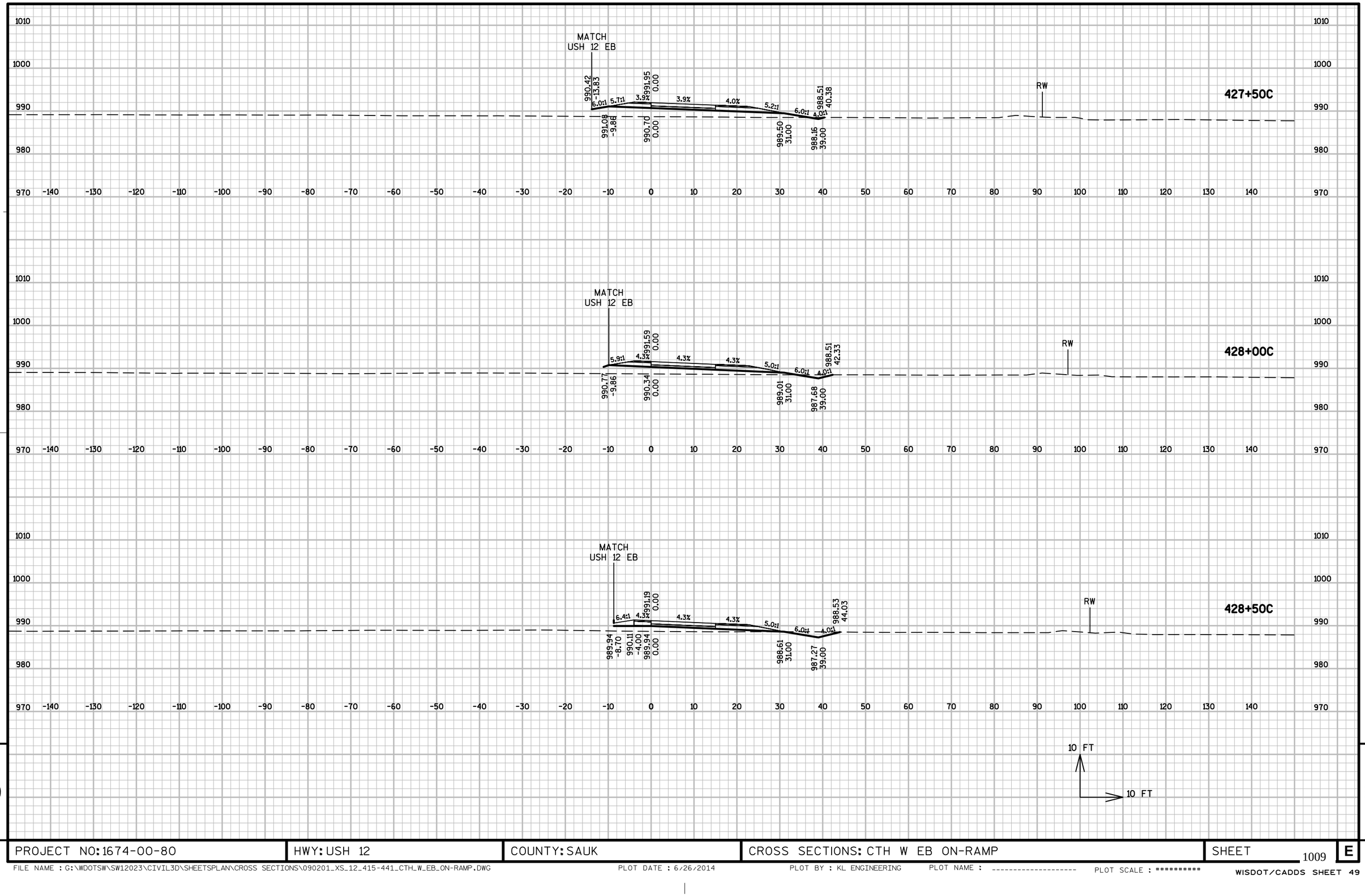
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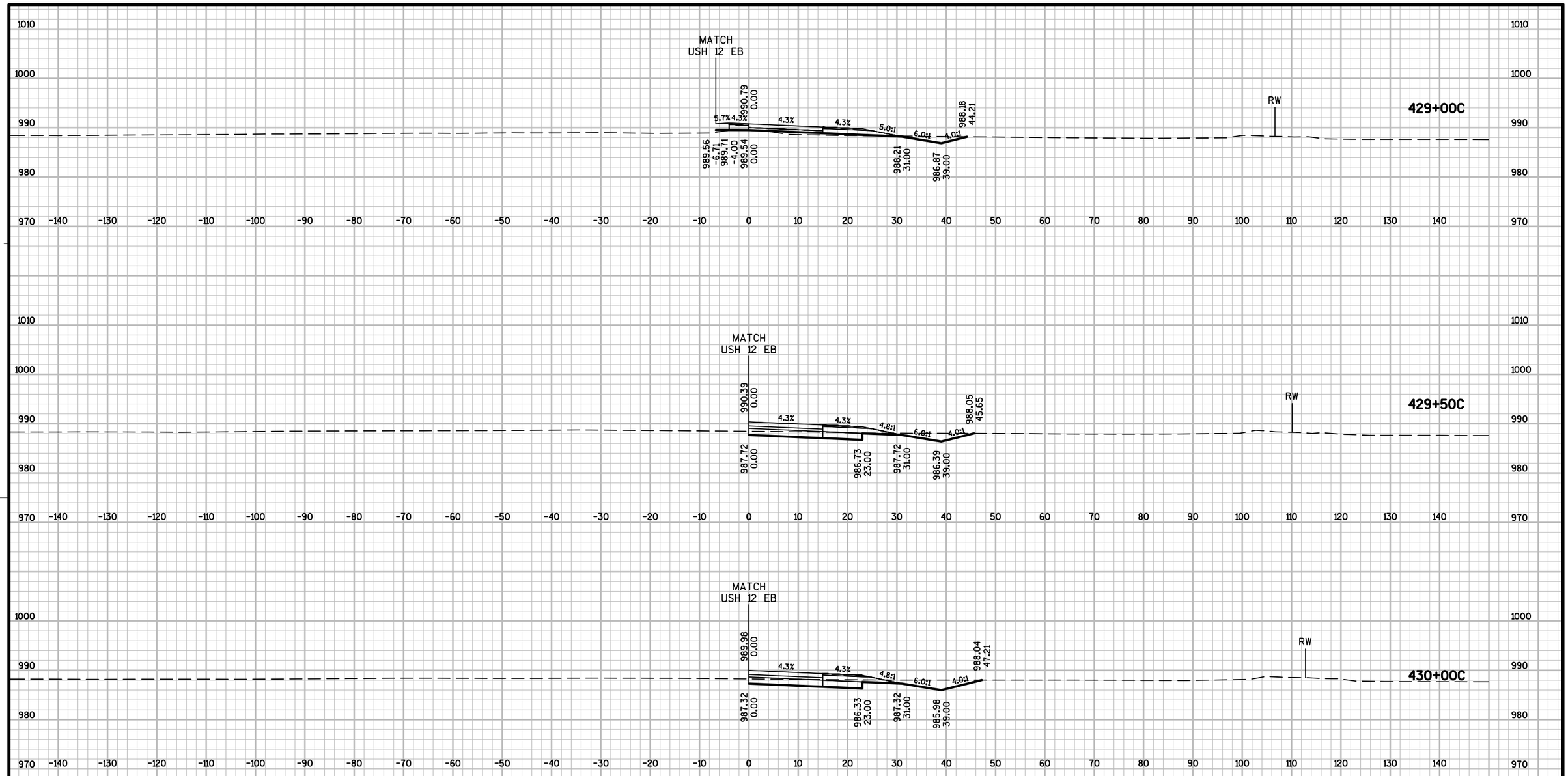
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1008	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1009	E

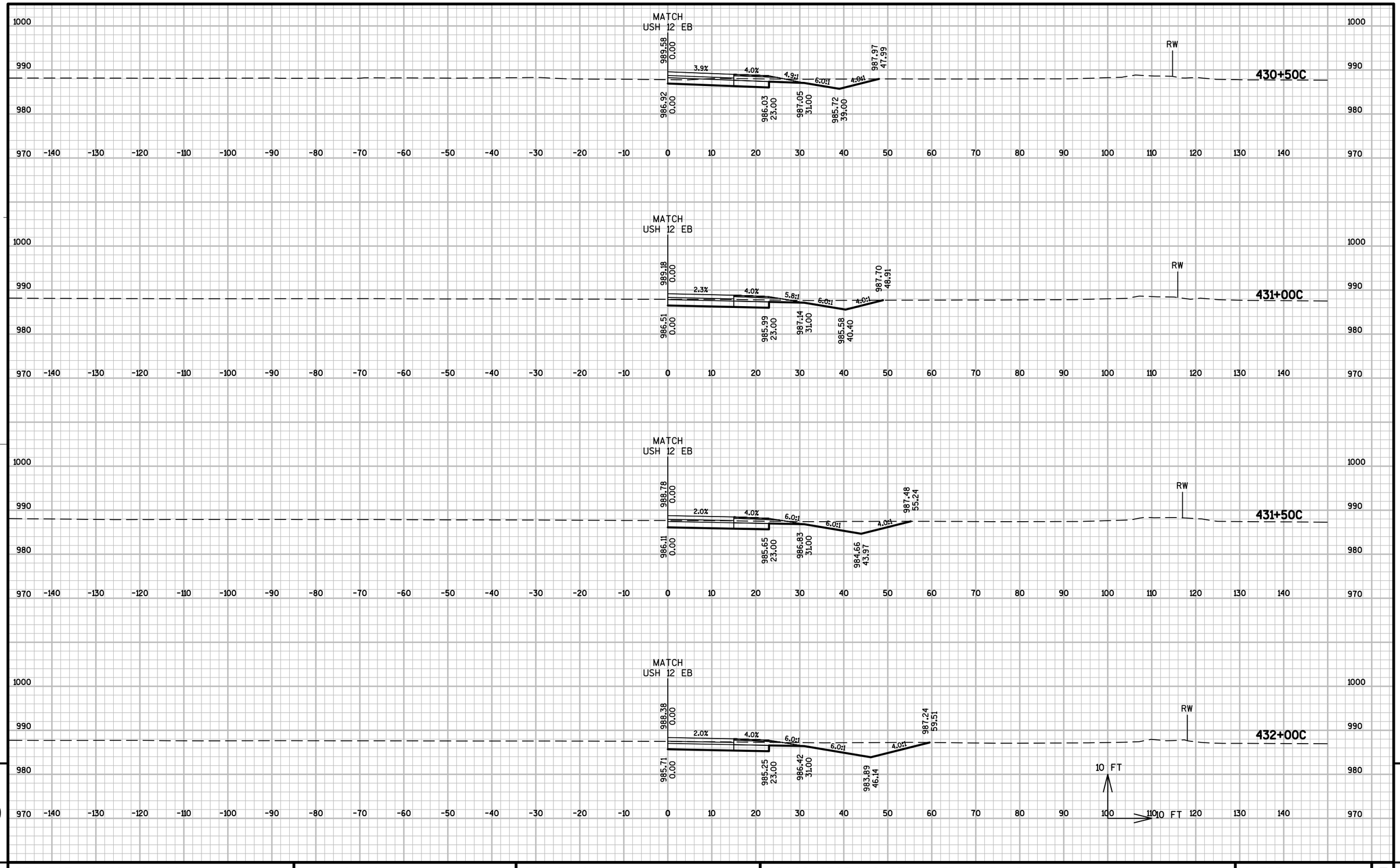


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1010	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

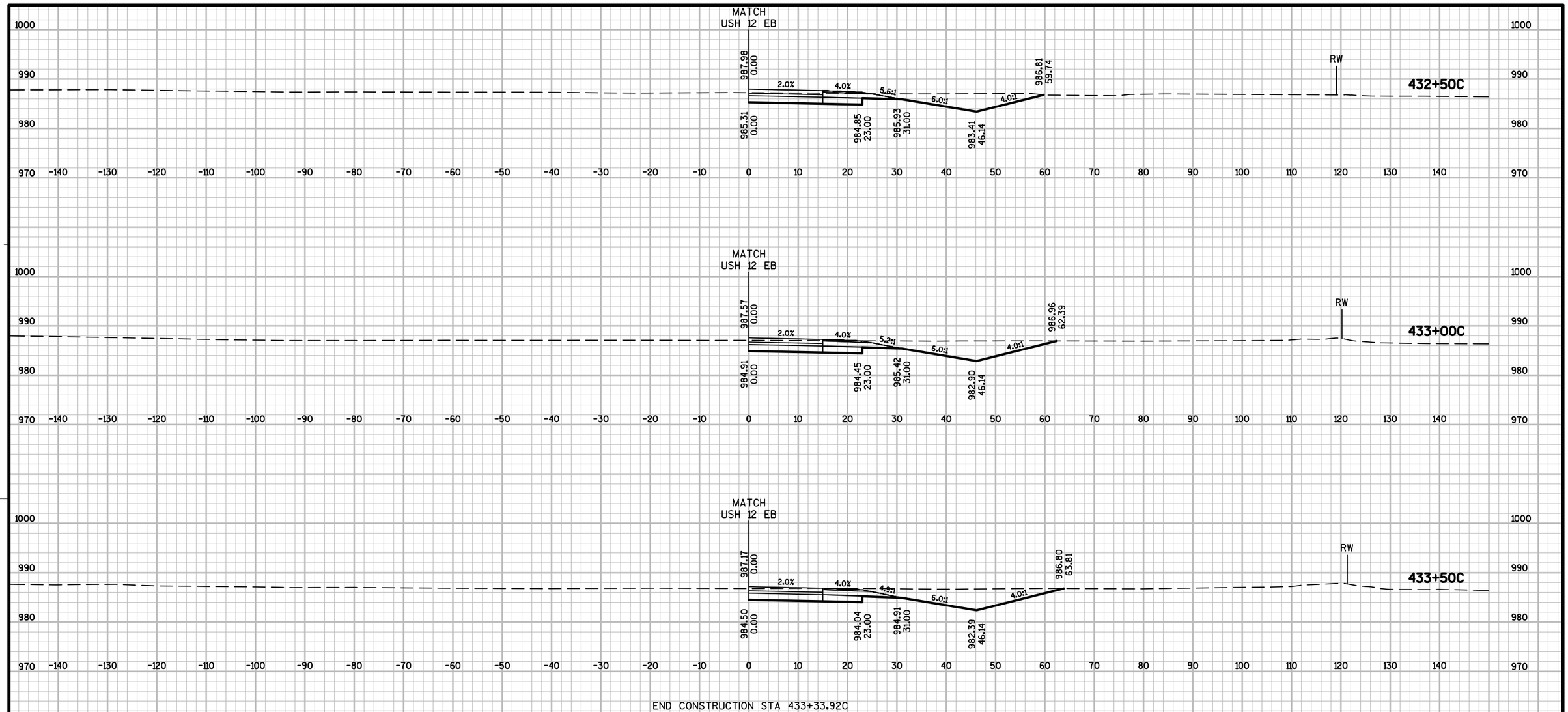


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1011	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



END CONSTRUCTION STA 433+33.92C

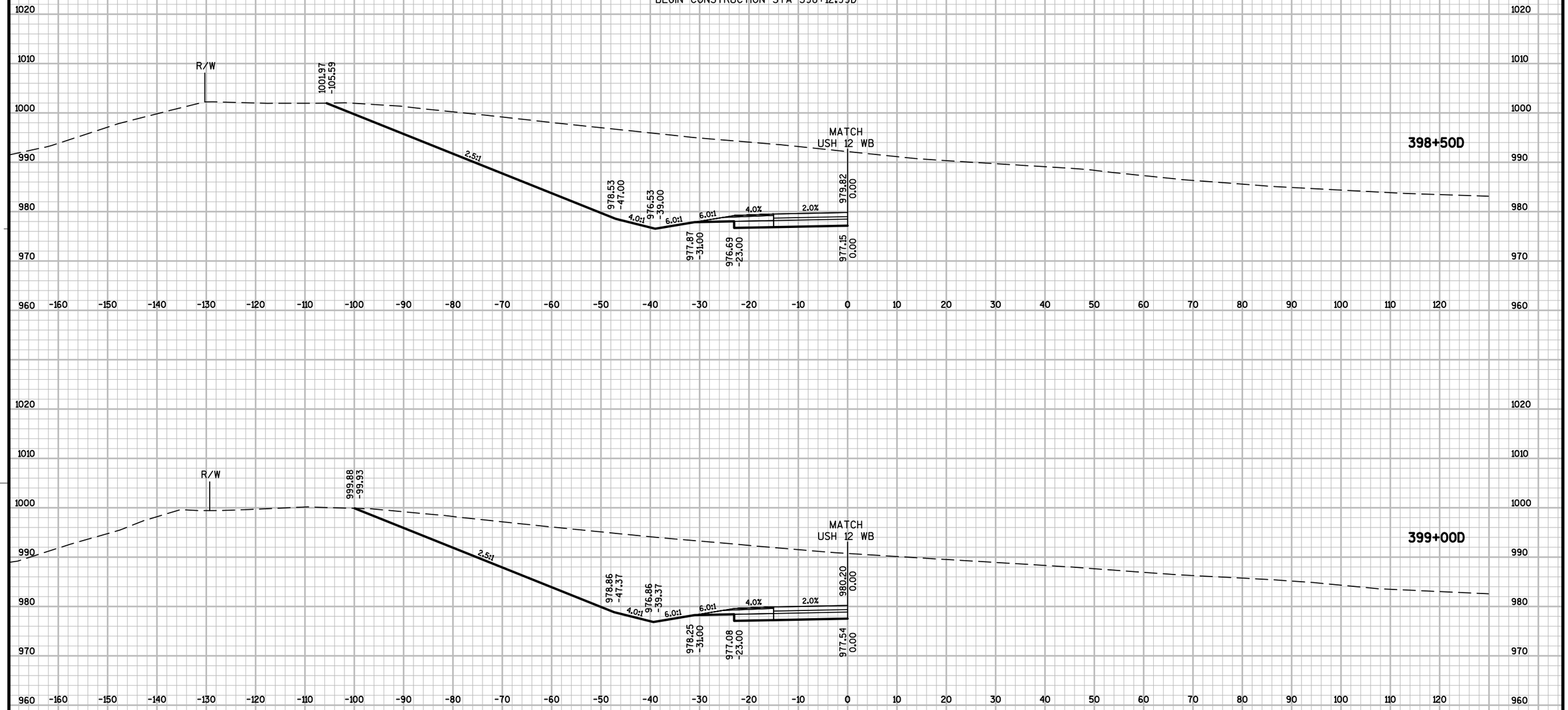
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB ON-RAMP	SHEET 1012	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_EB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

BEGIN CONSTRUCTION STA 398+12.99D

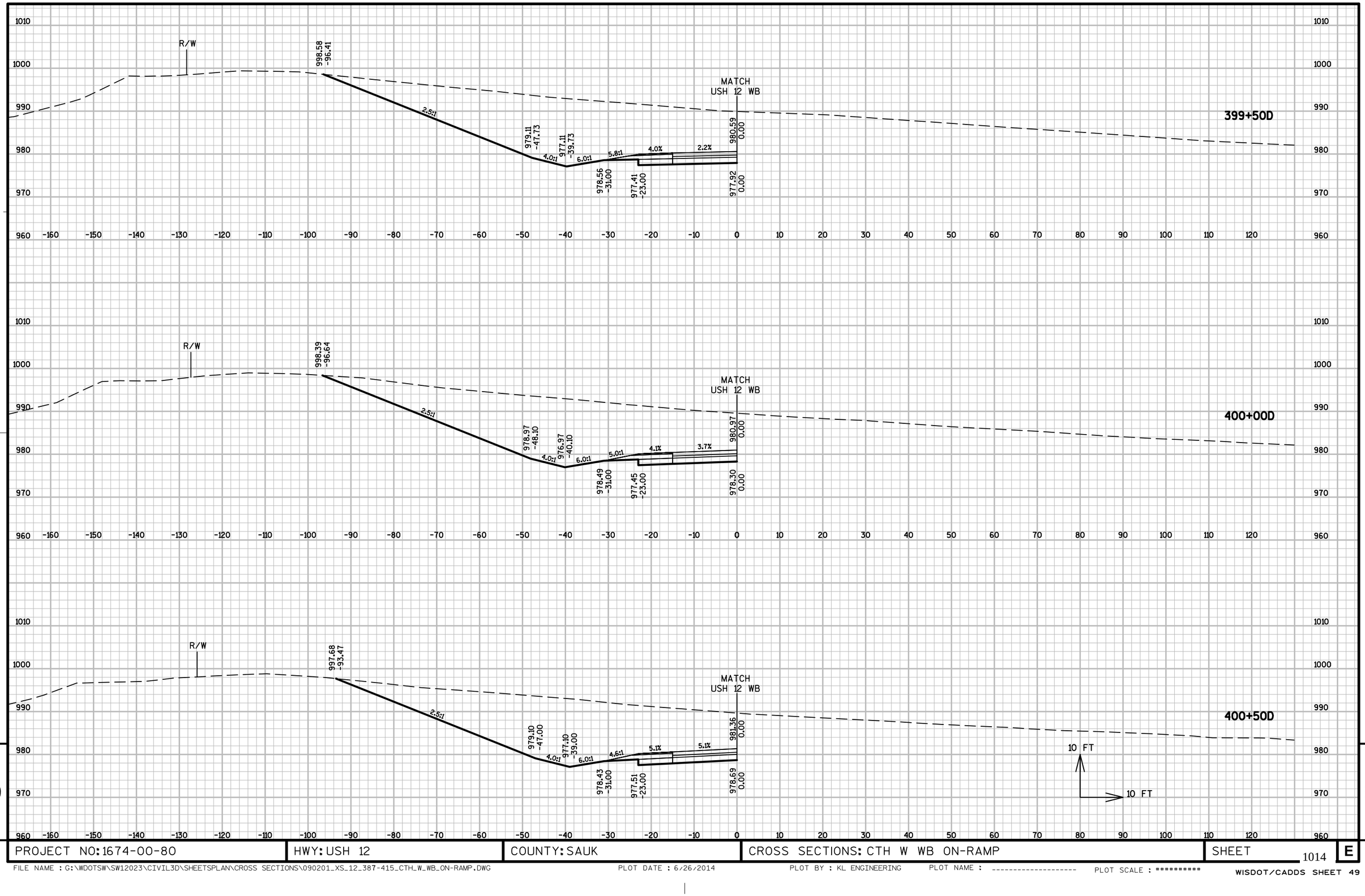


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1013	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

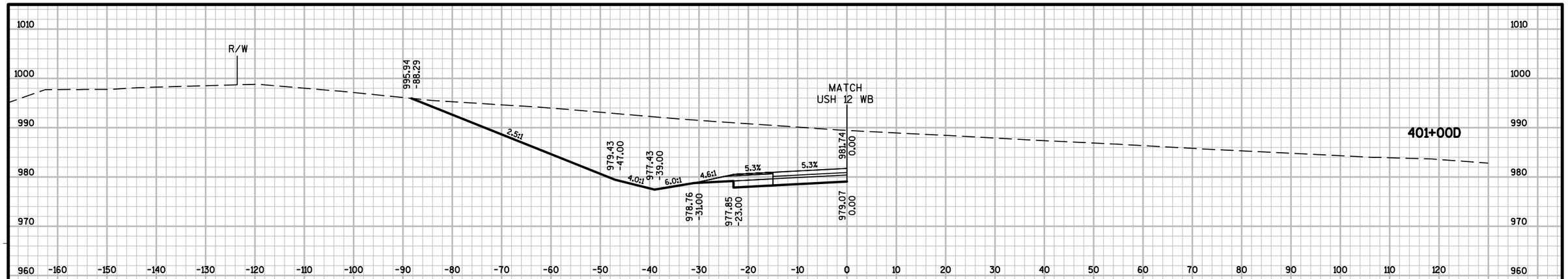


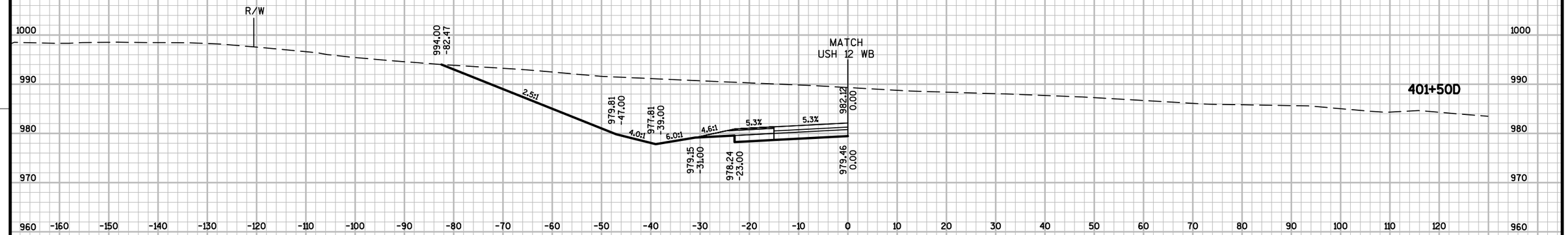
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1014	E

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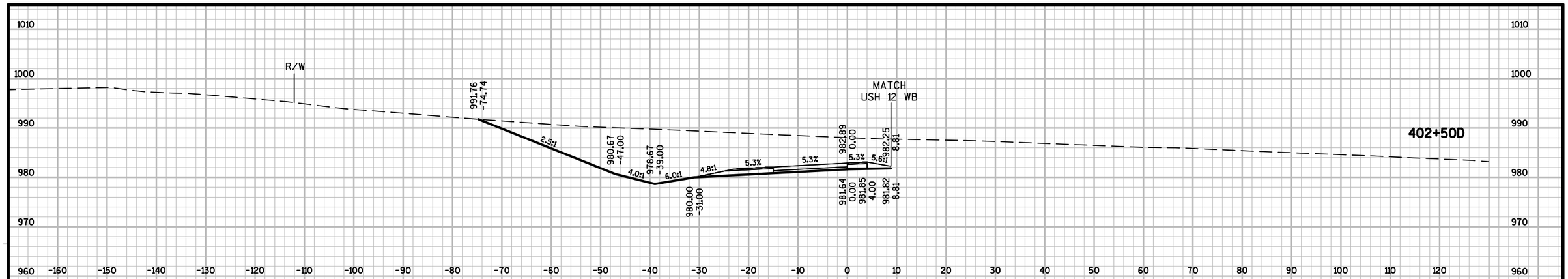


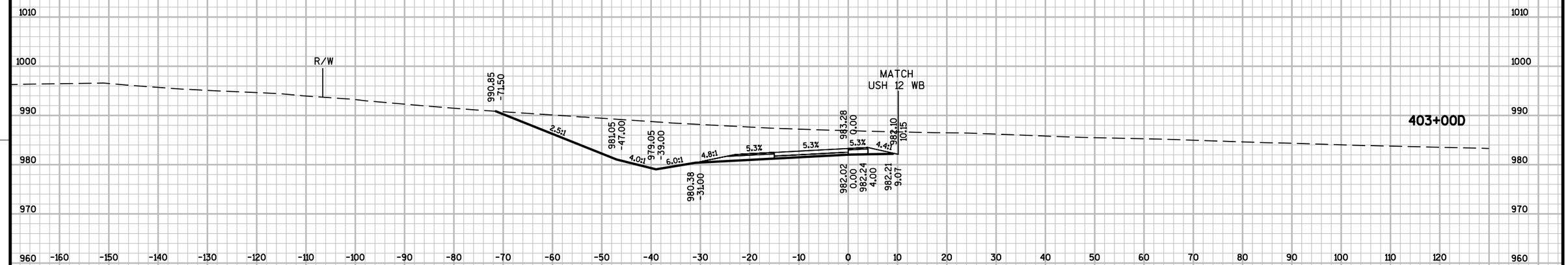


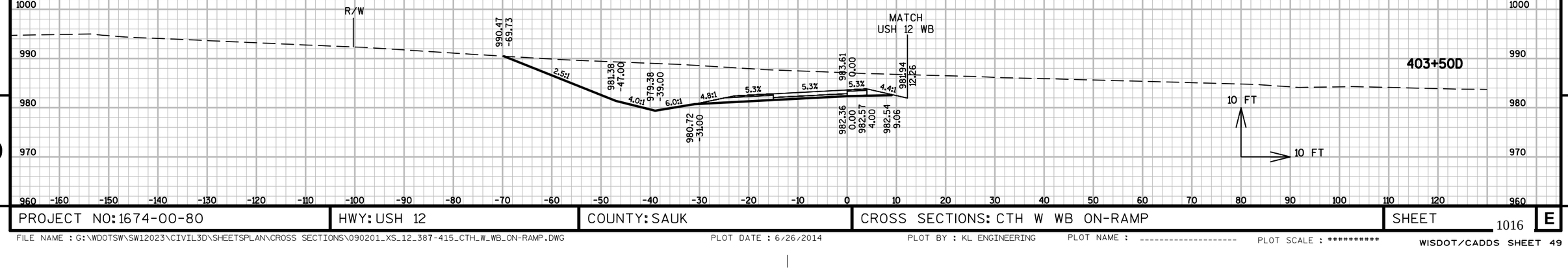
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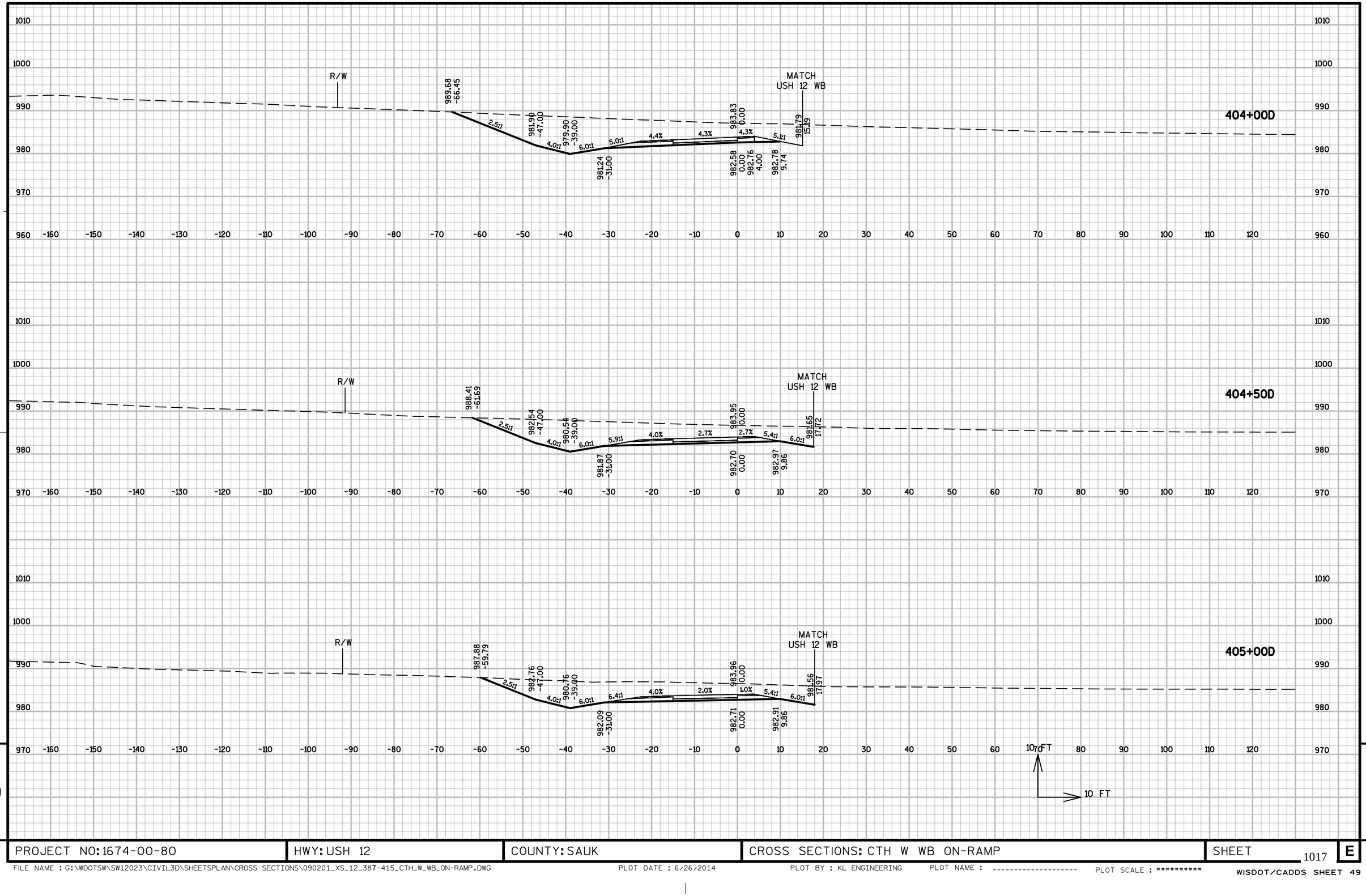
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1015	E







PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1016	E

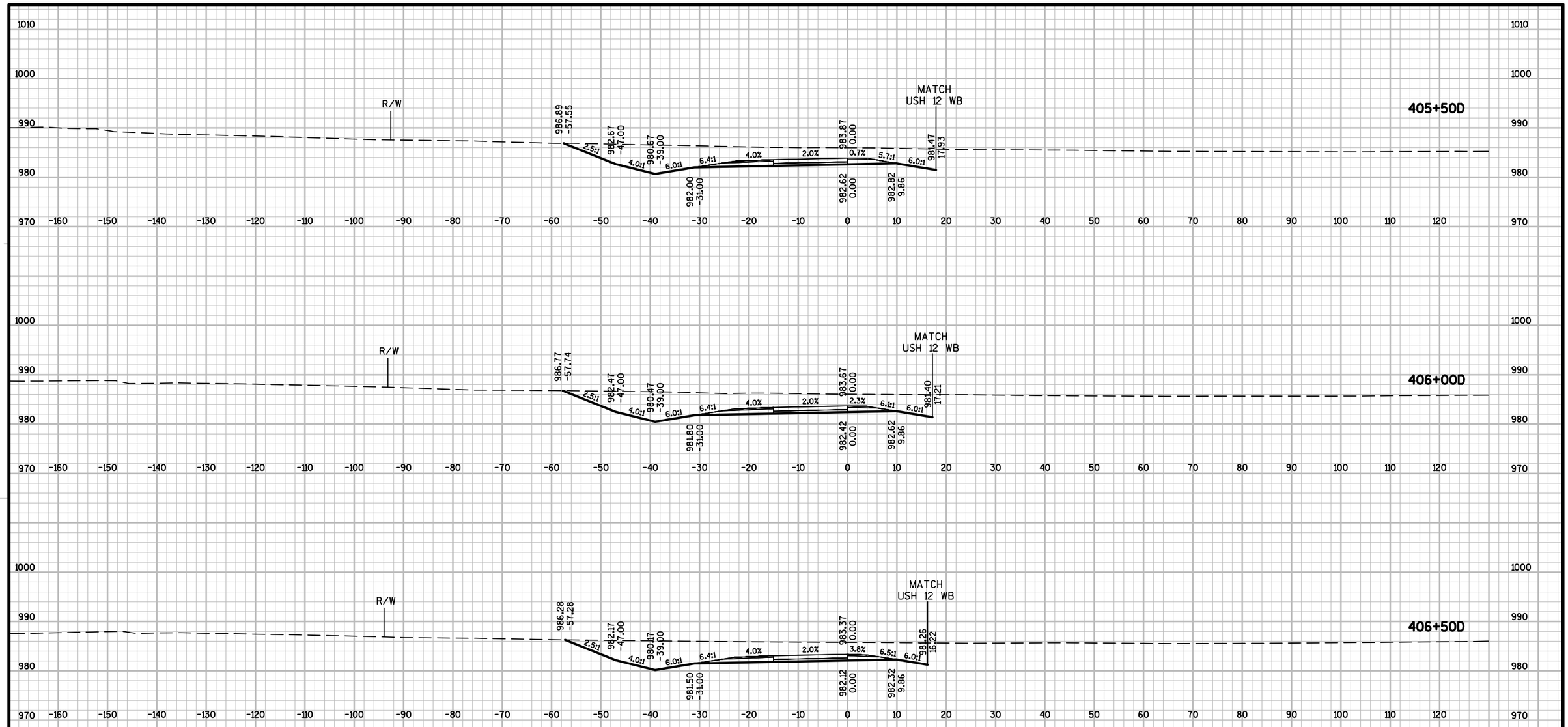


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1017	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

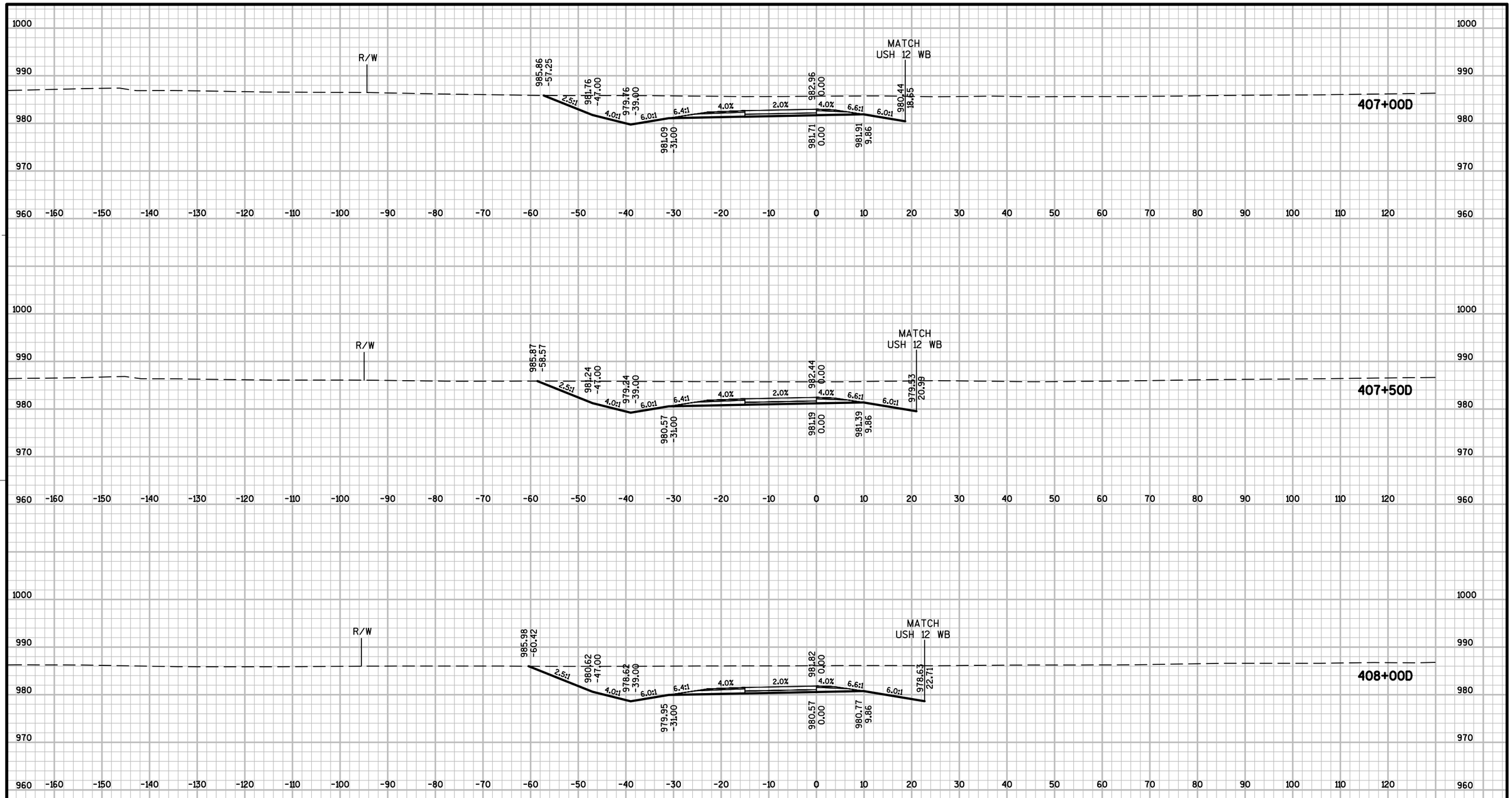


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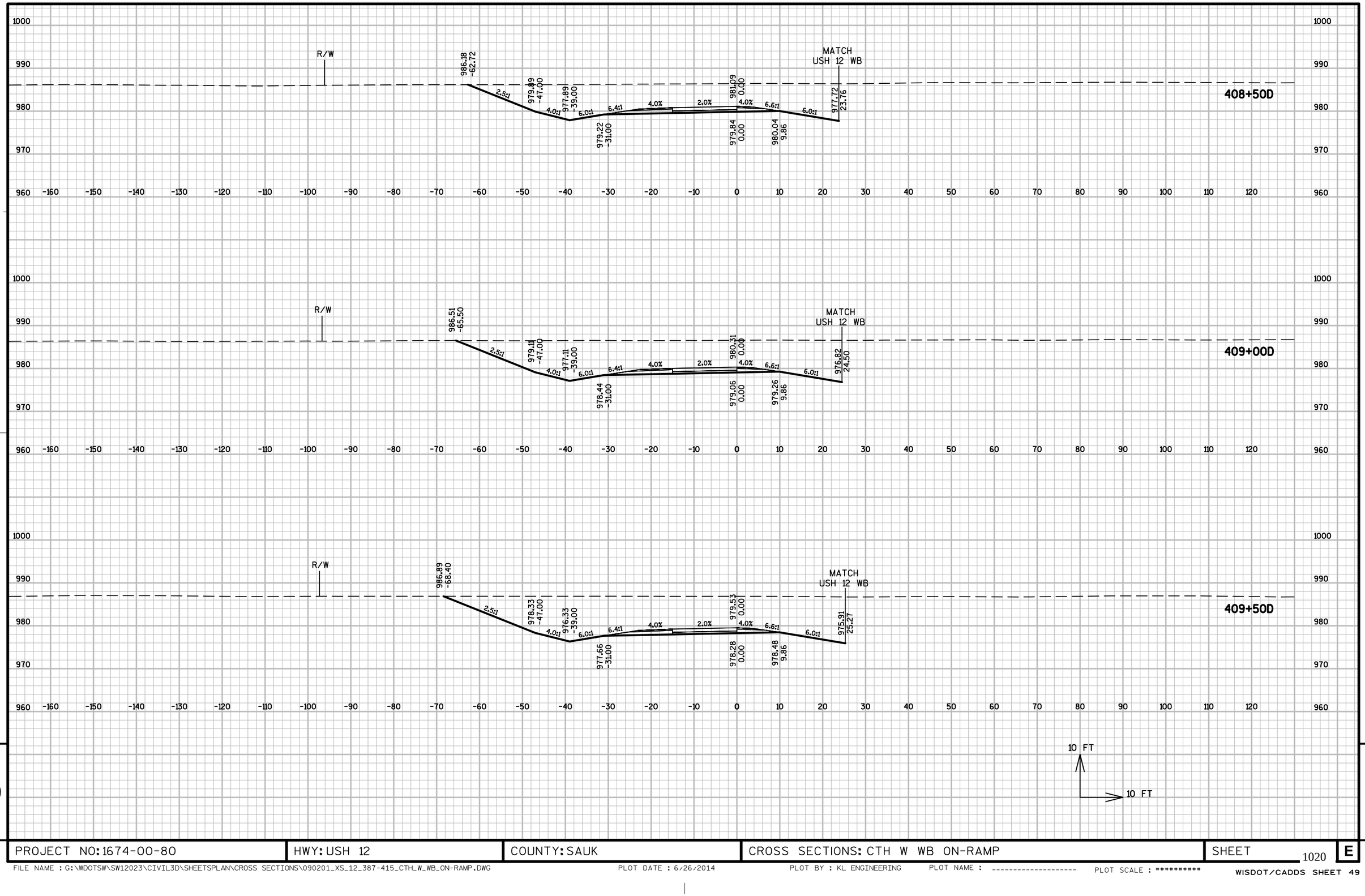
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1018	E

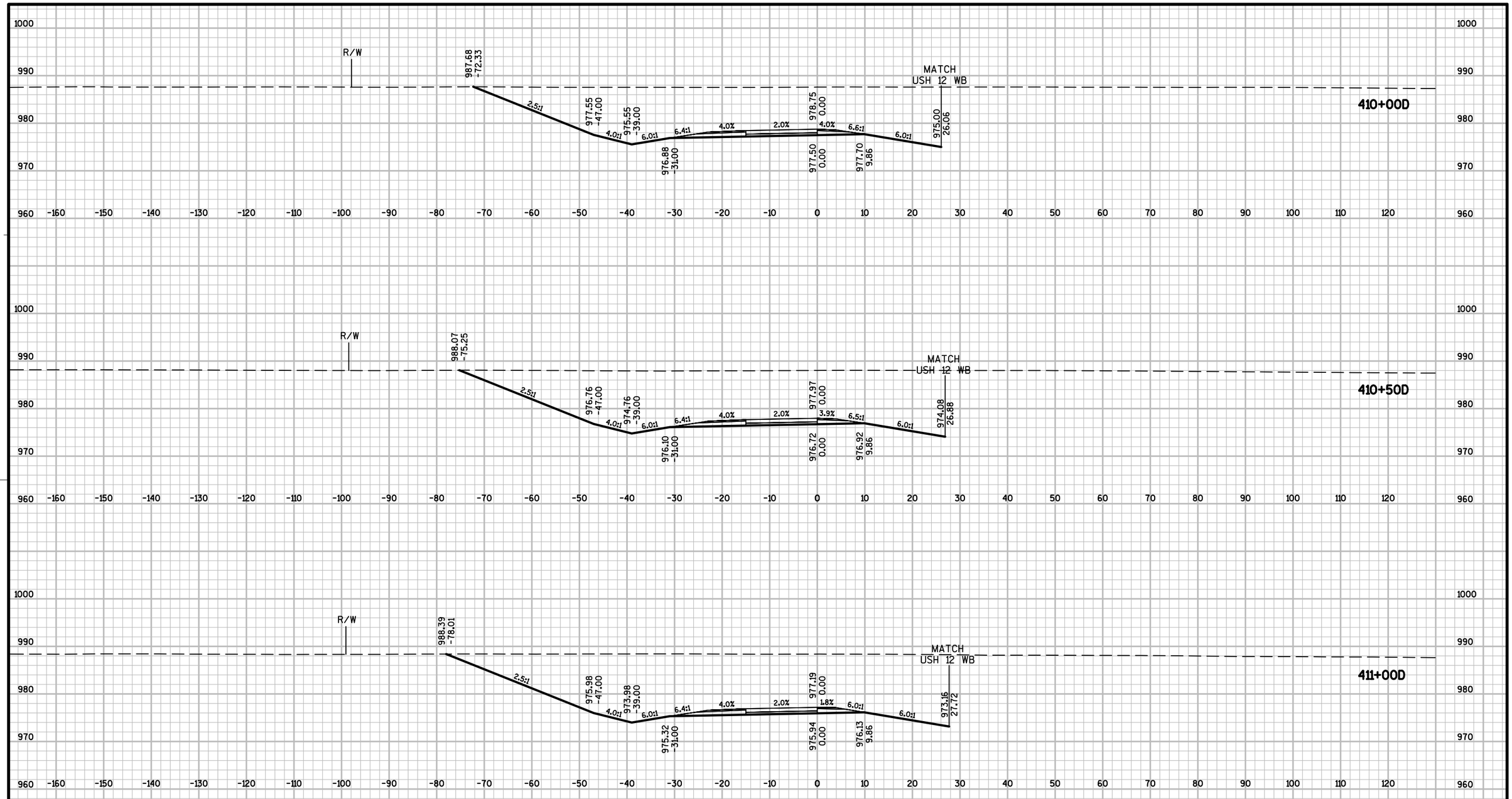
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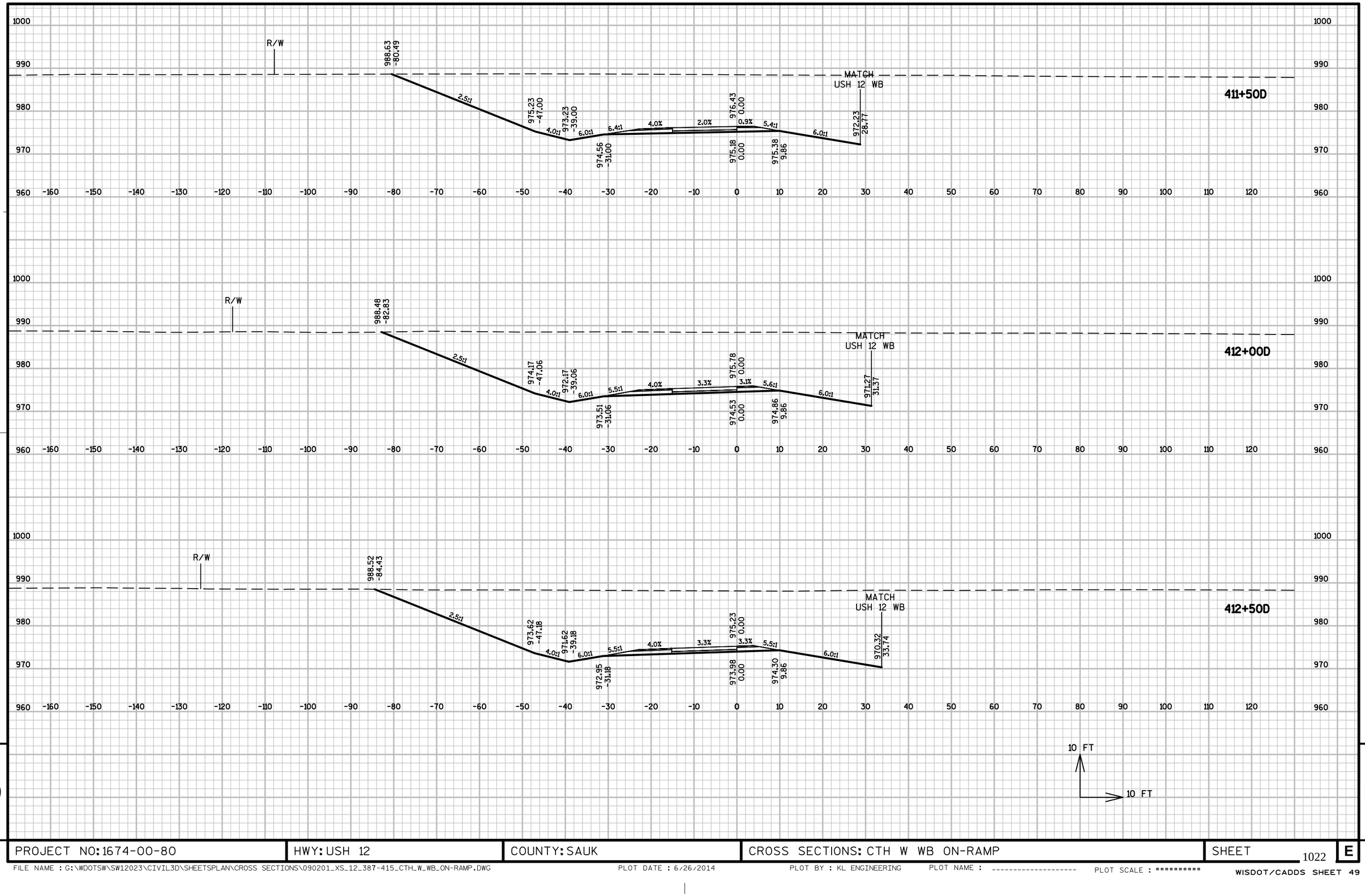
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1020	E



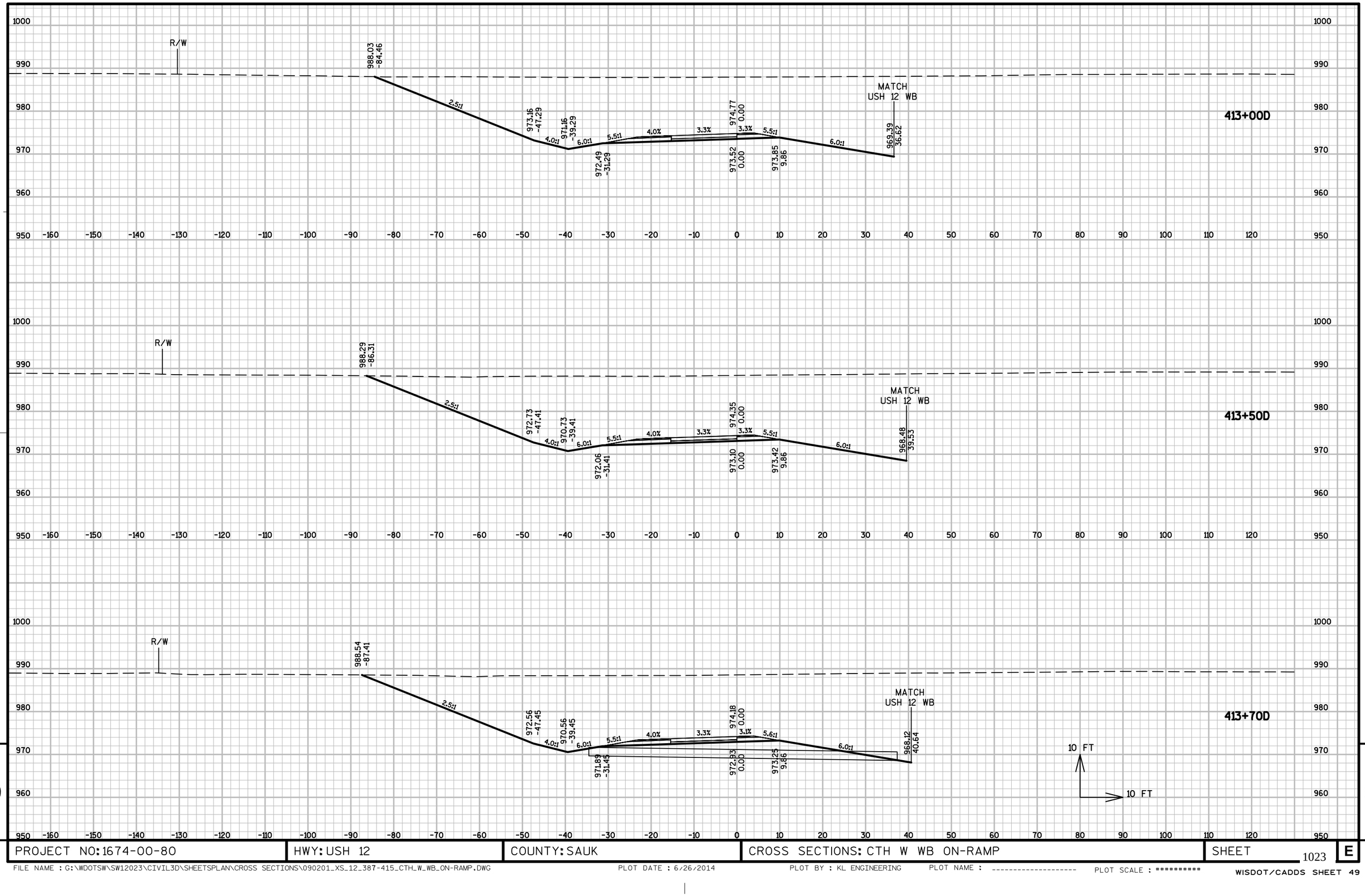
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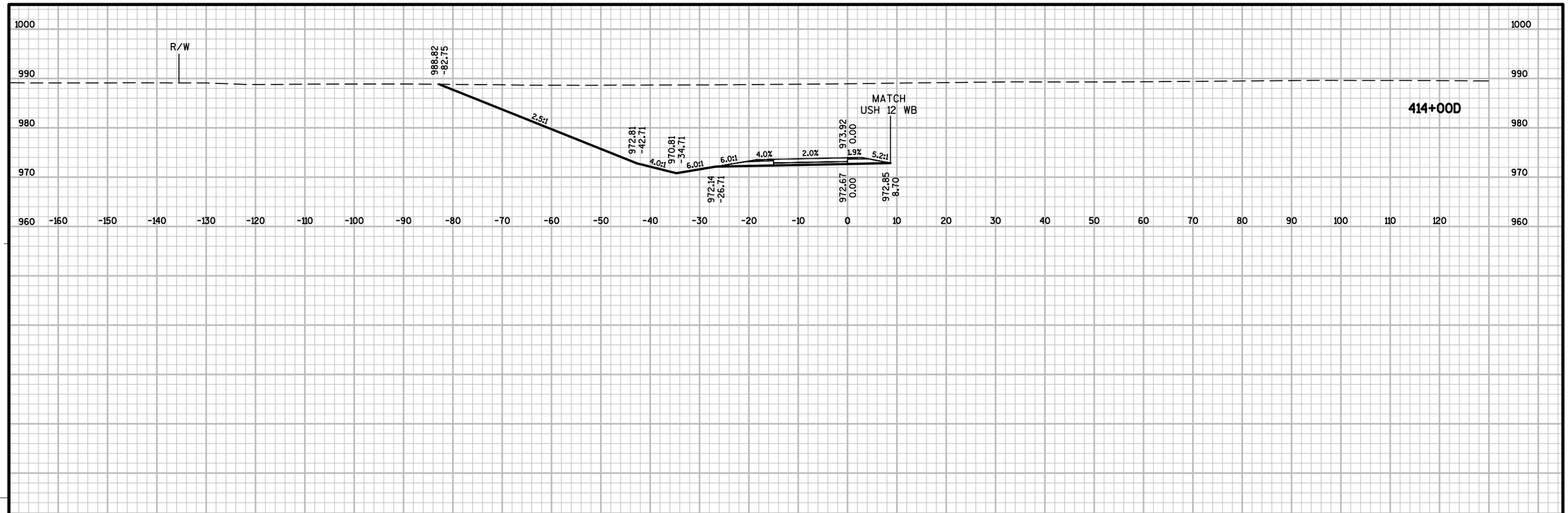
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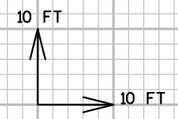


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB ON-RAMP	SHEET 1023	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



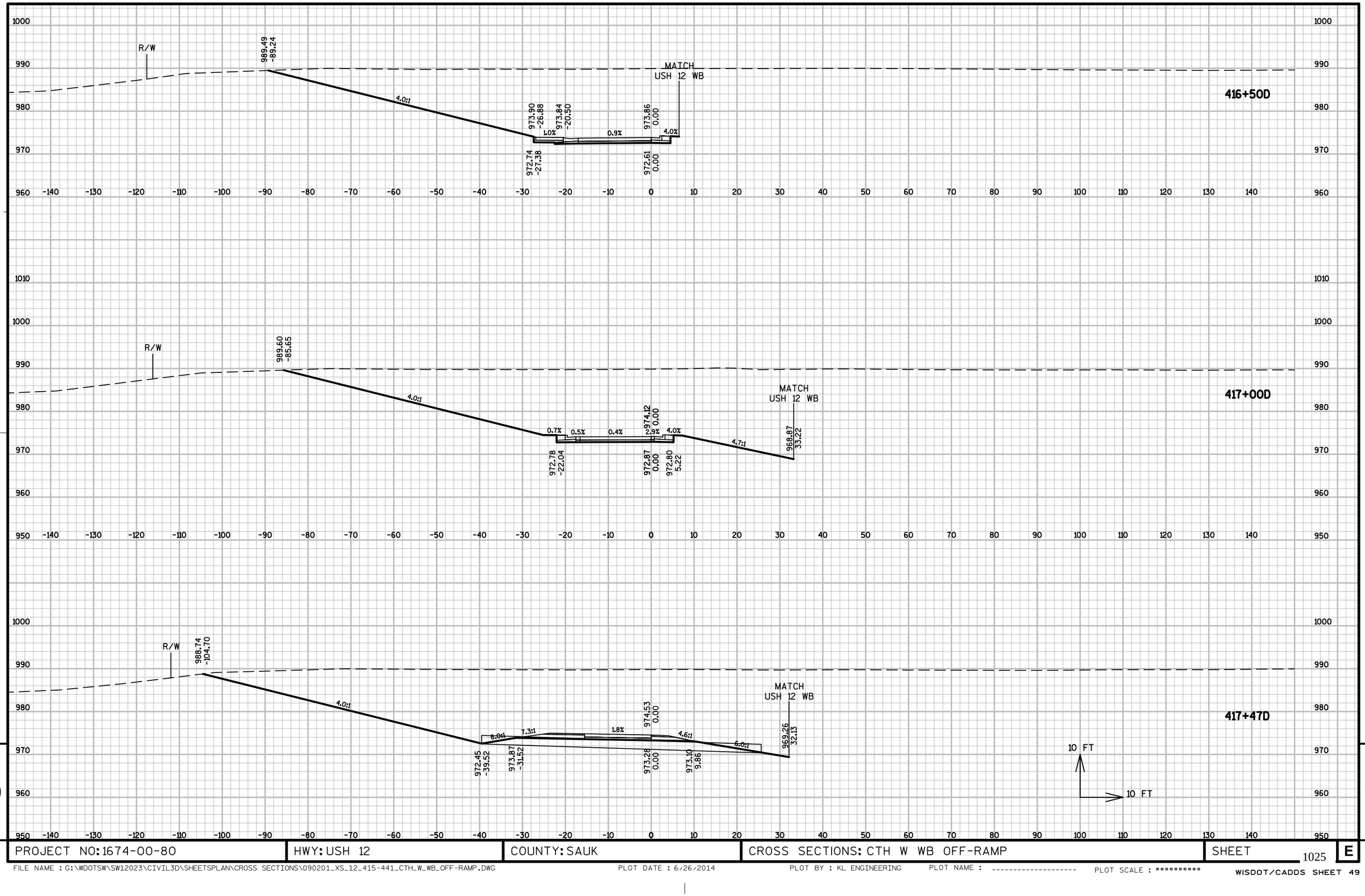


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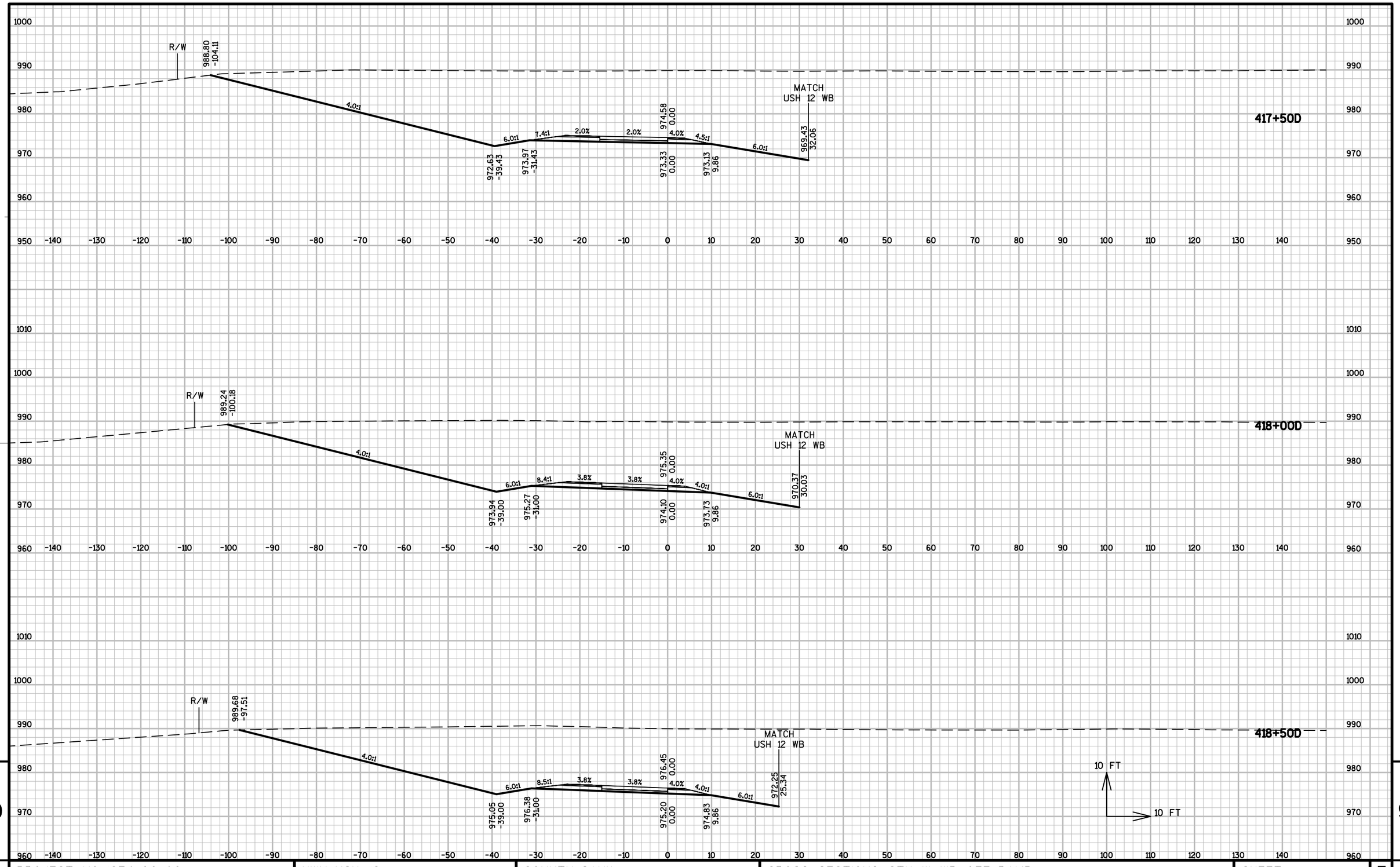
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_387-415_CTH_W_WB_ON-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



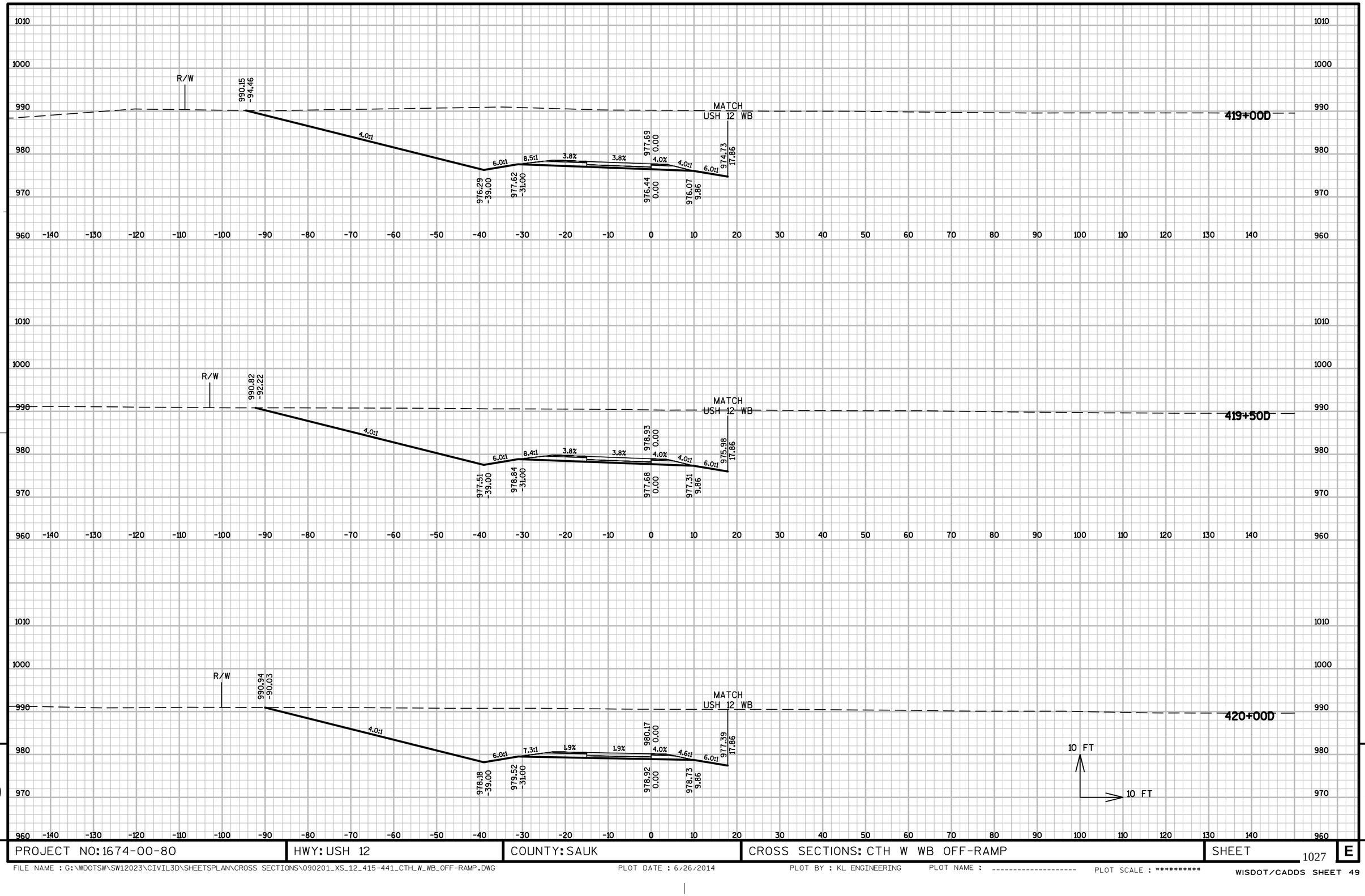
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1025	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



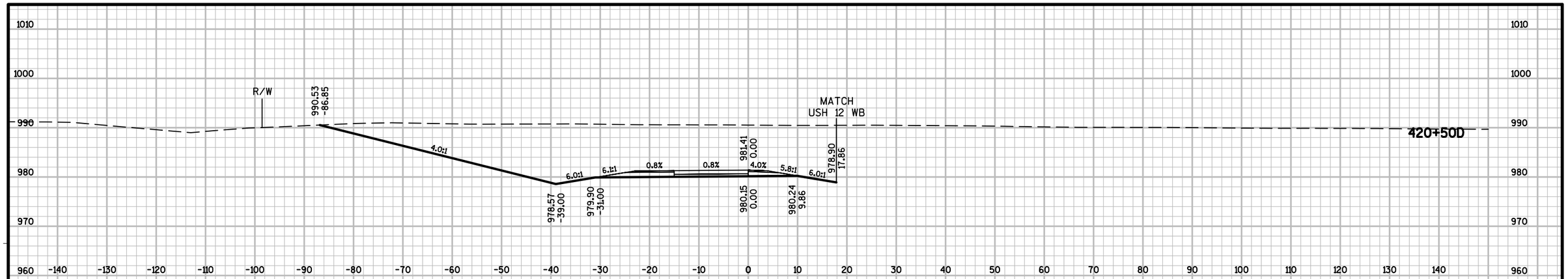
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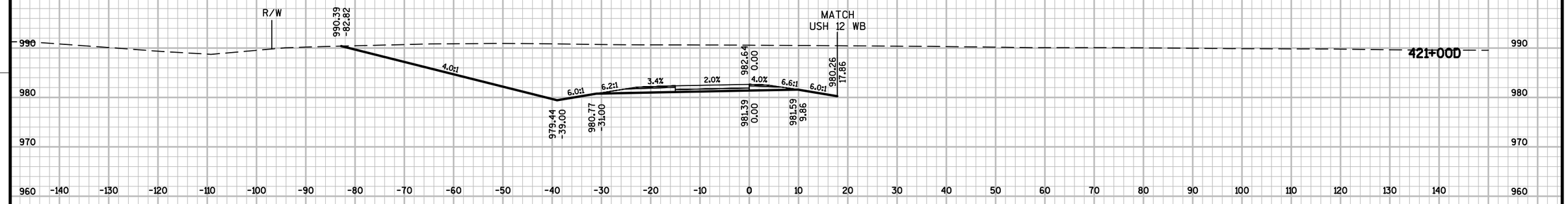
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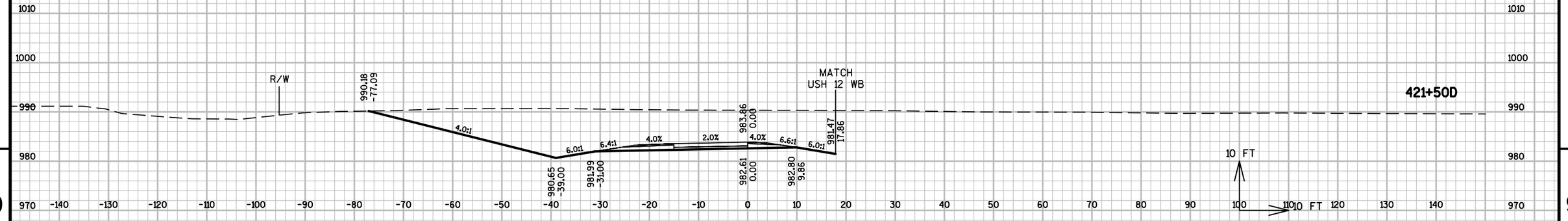


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1027	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********





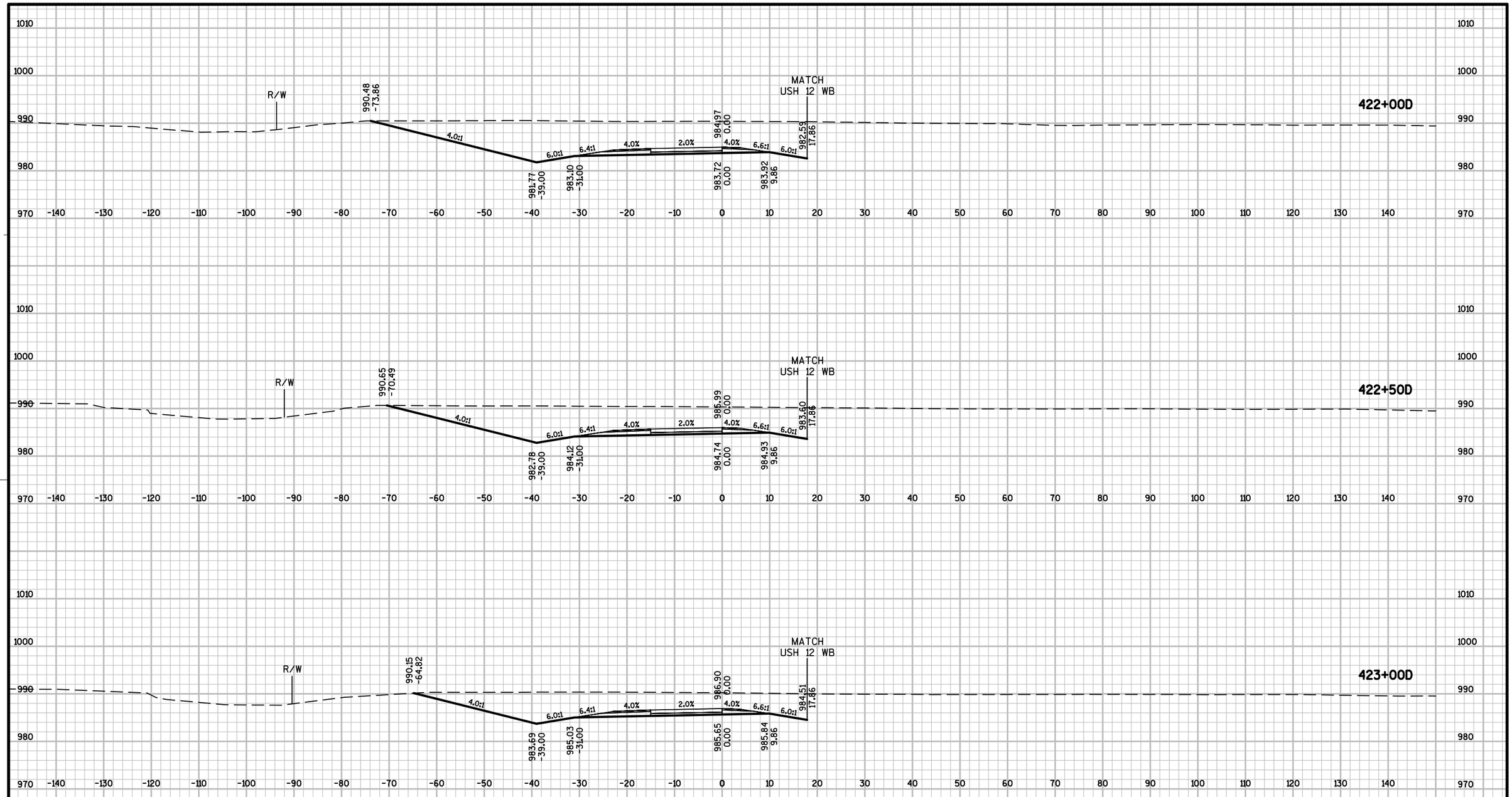


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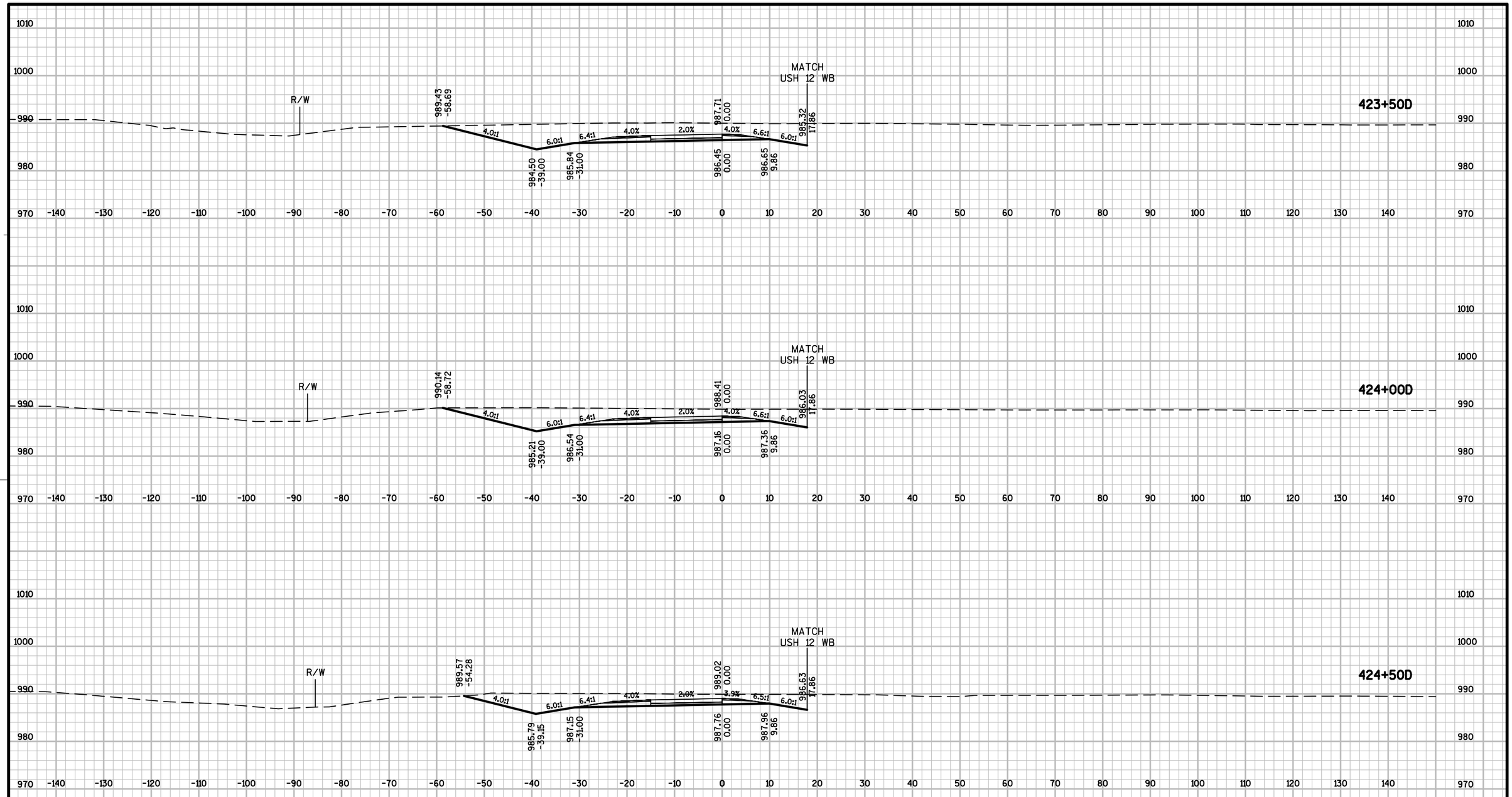
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1028	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



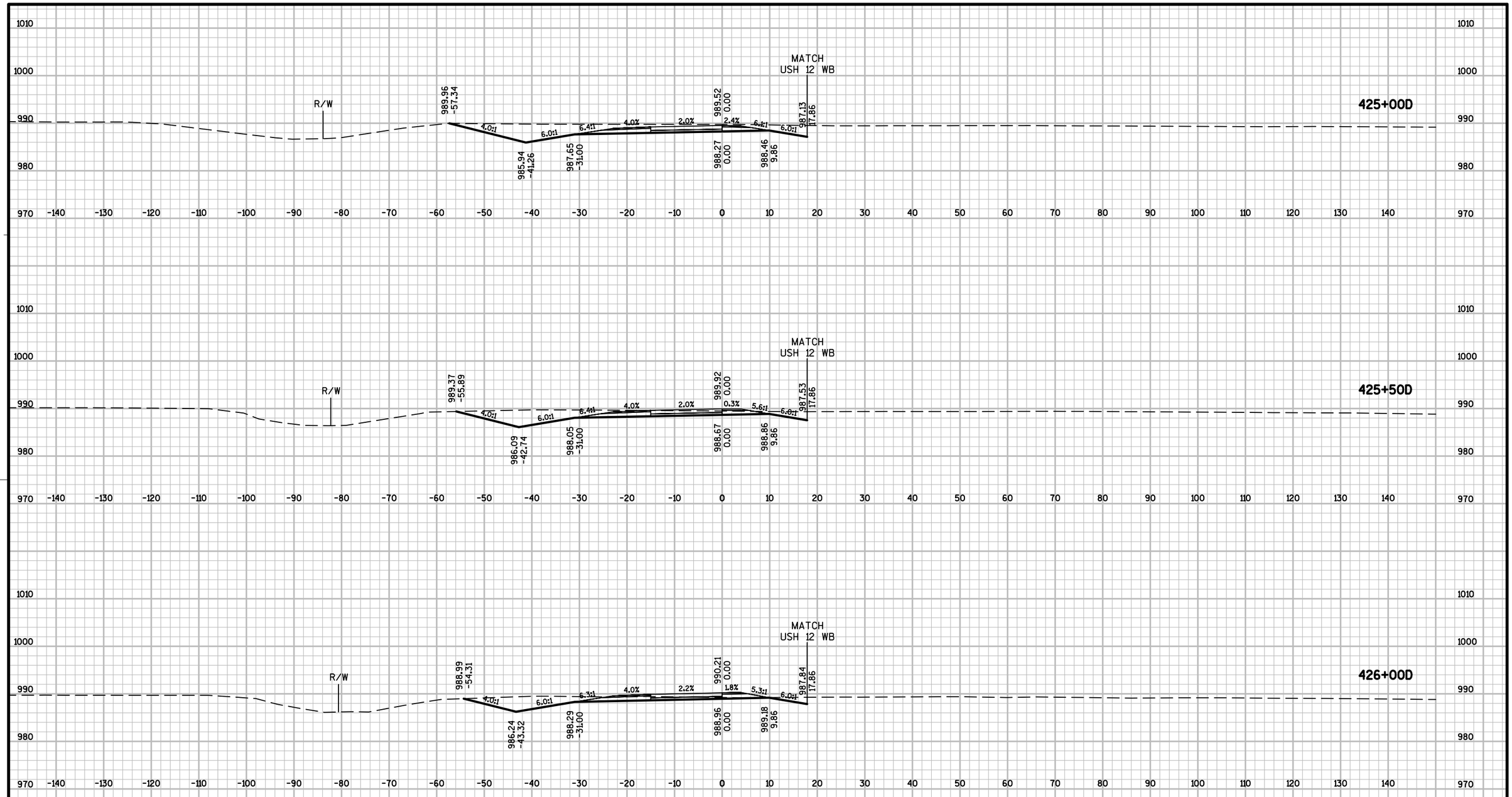
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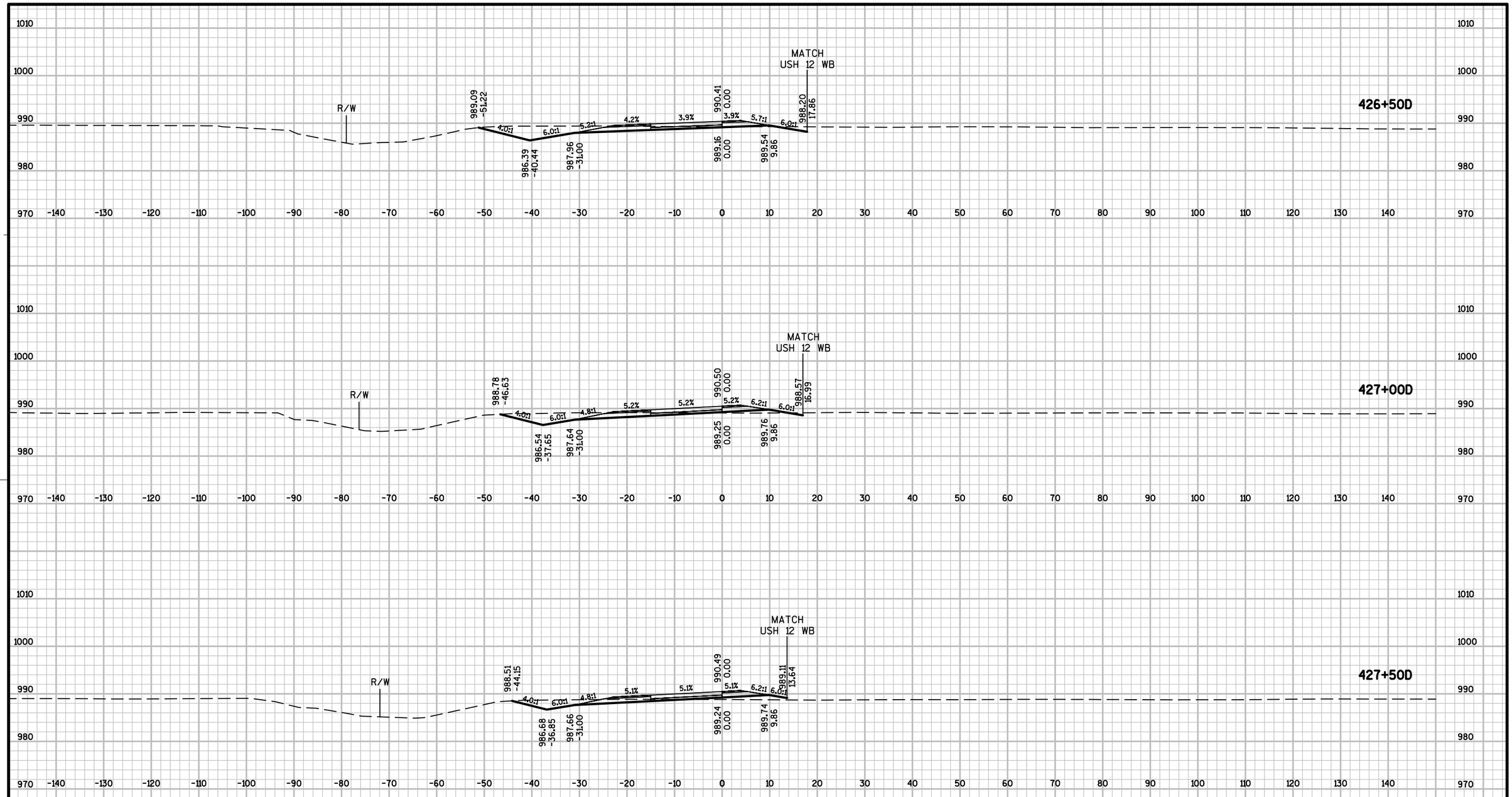
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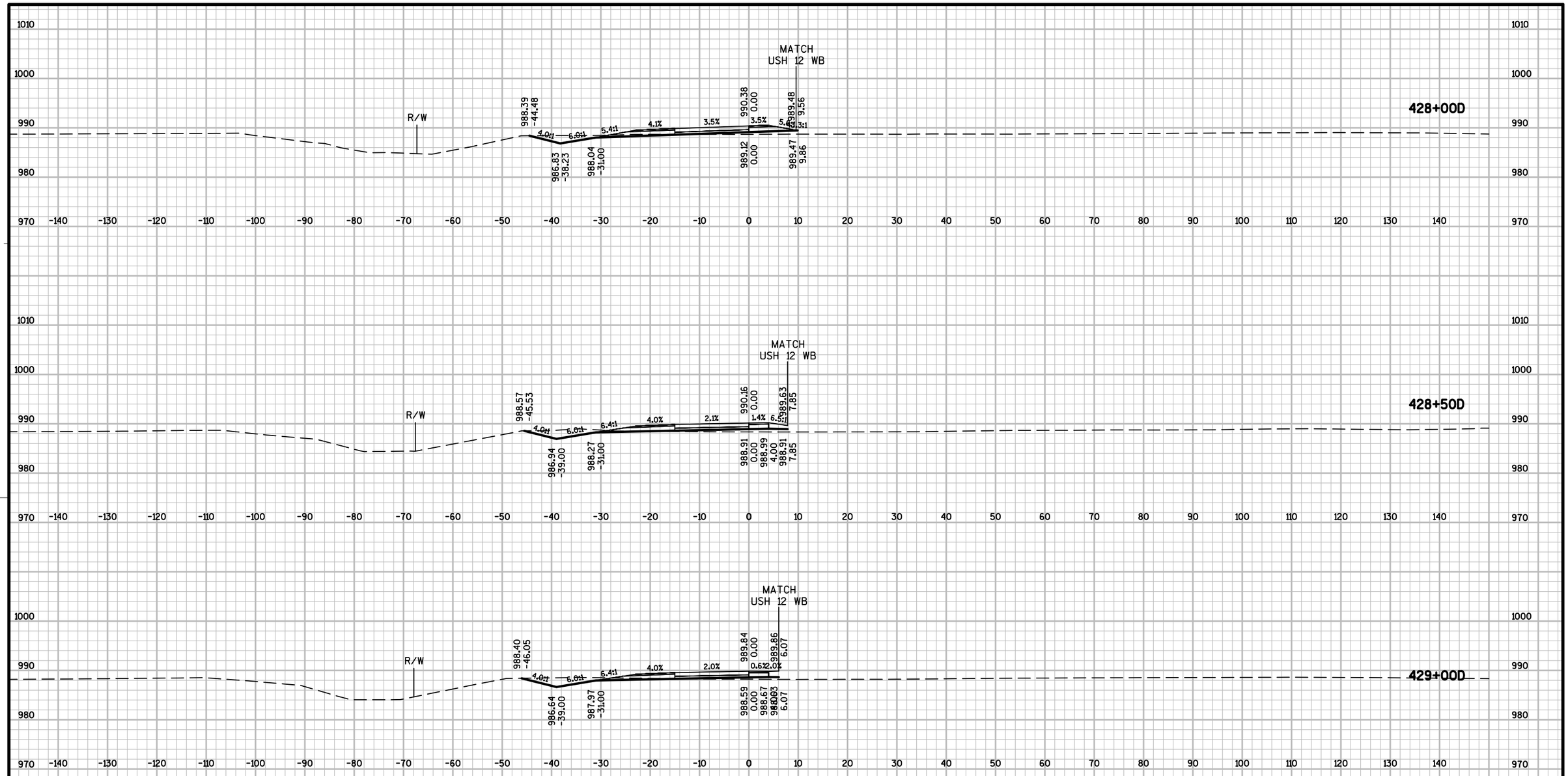
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1031	E

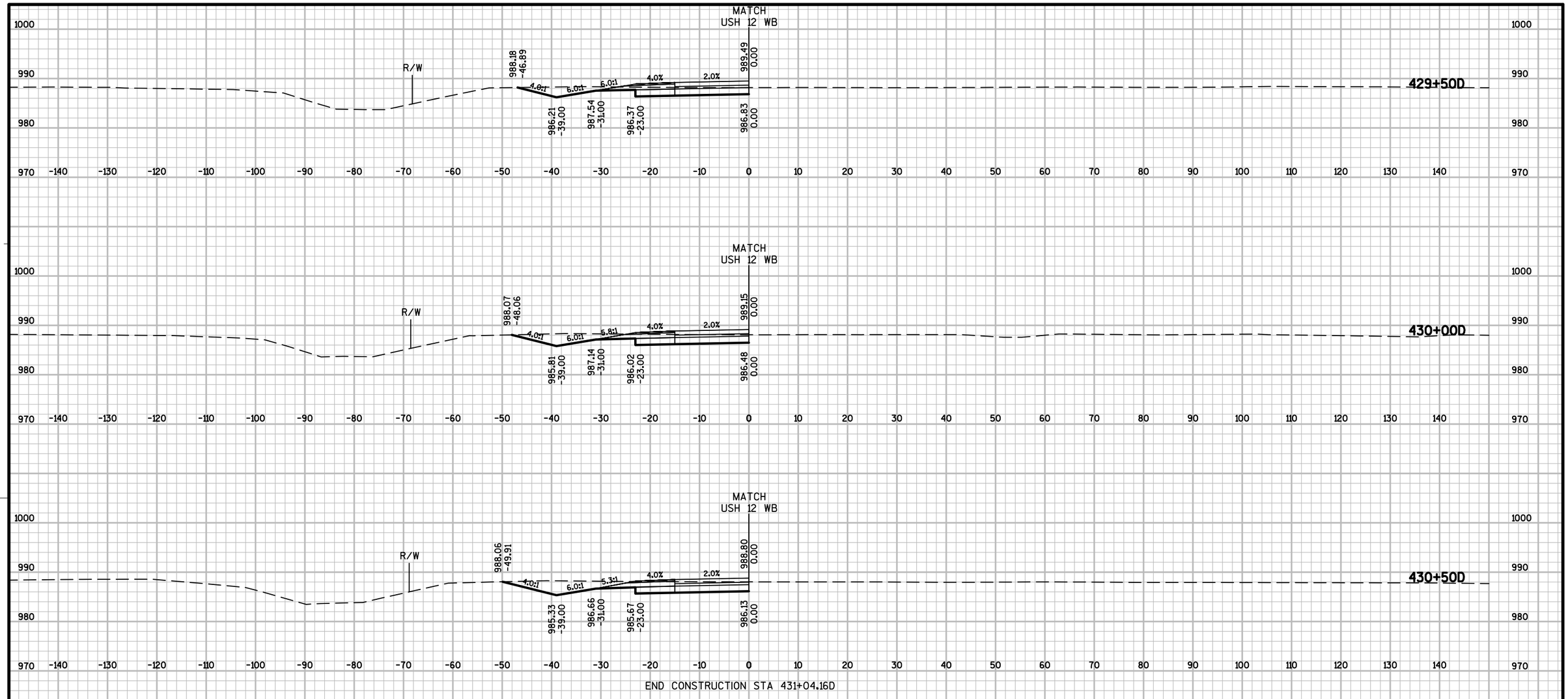


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1032	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1033	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_415-441_CTH_W_WB_OFF-RAMP.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

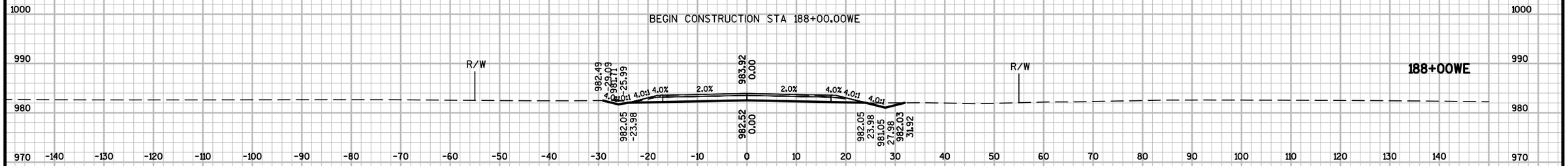


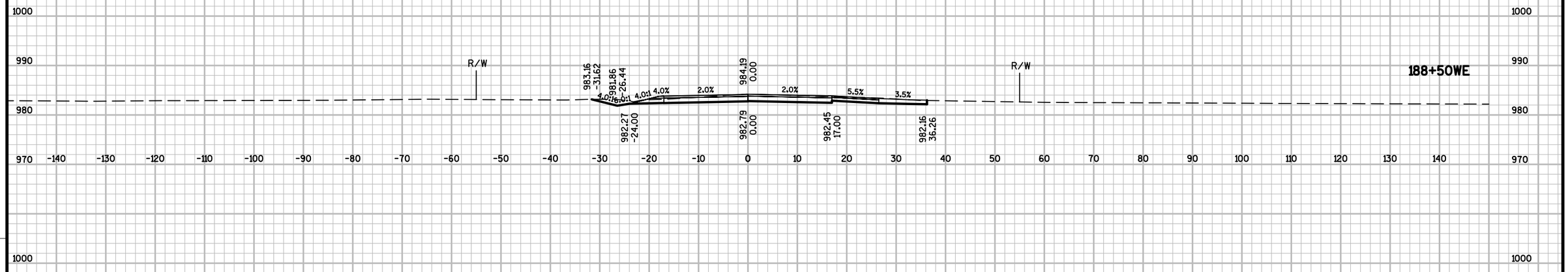
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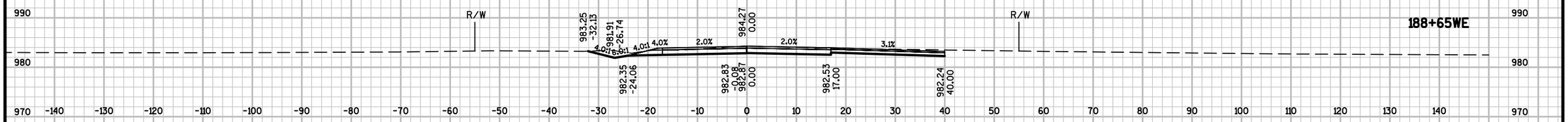
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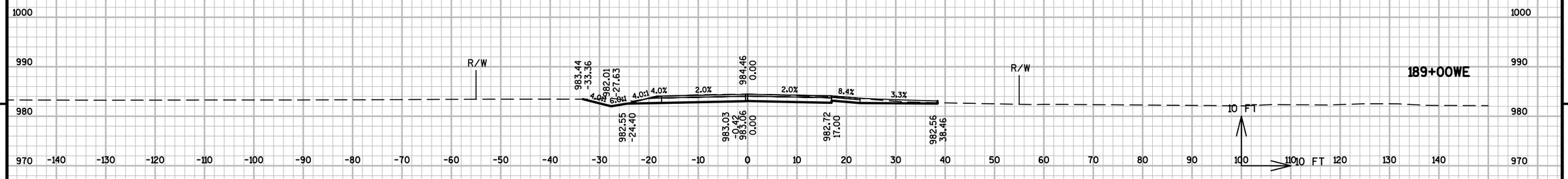
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB OFF-RAMP	SHEET 1034	E

BEGIN CONSTRUCTION STA 188+00.00WE



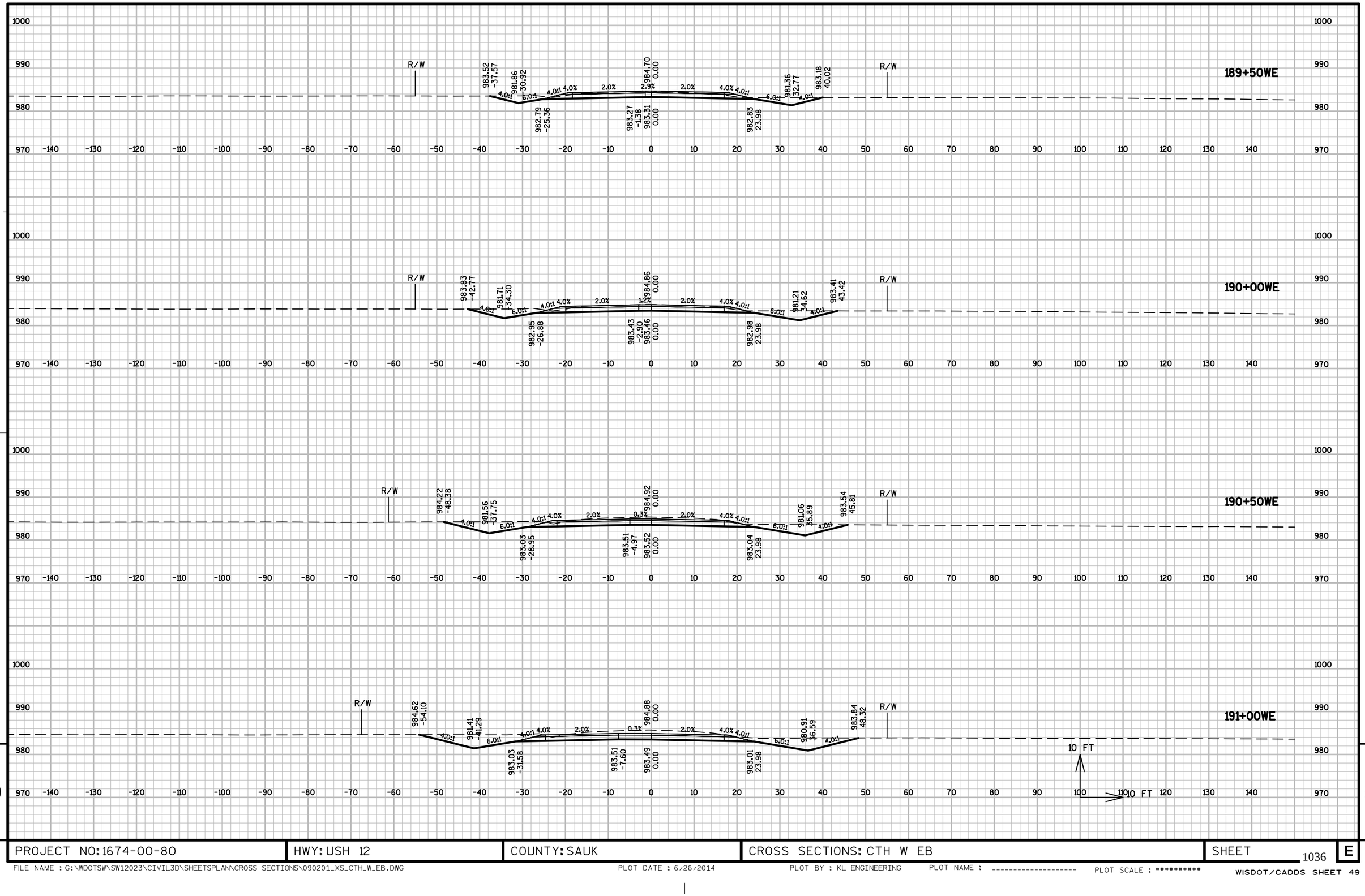




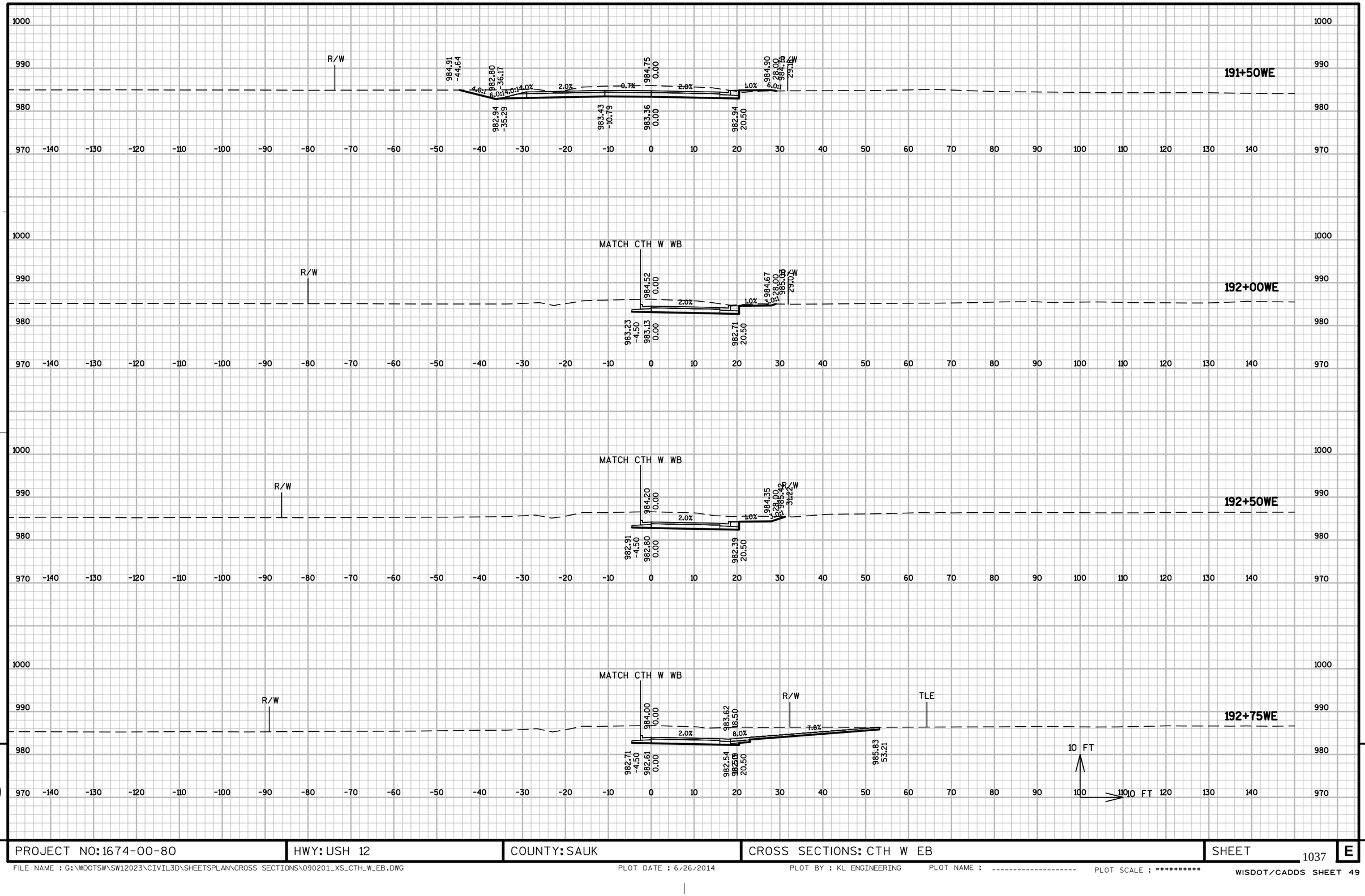


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1035	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1036	E

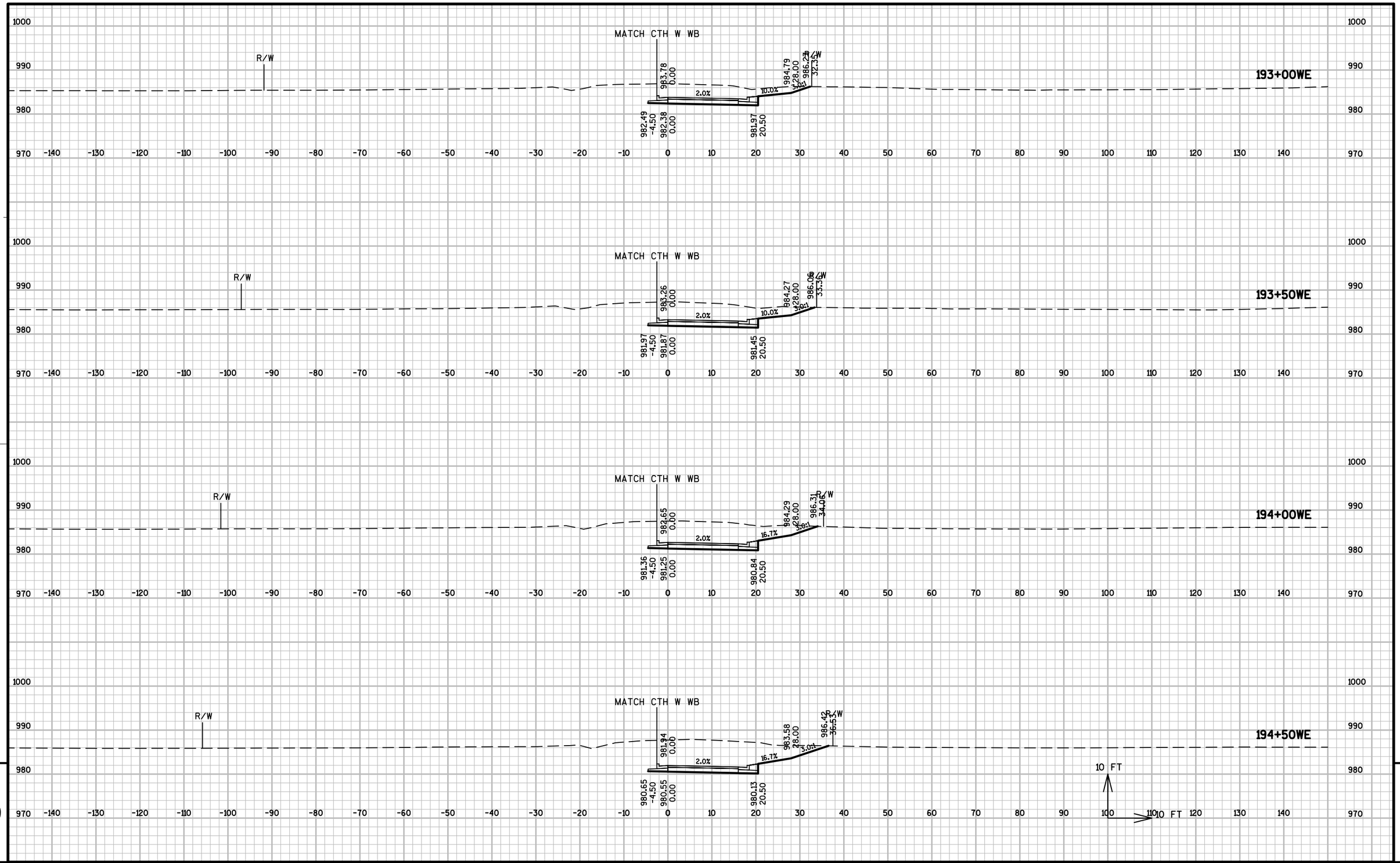


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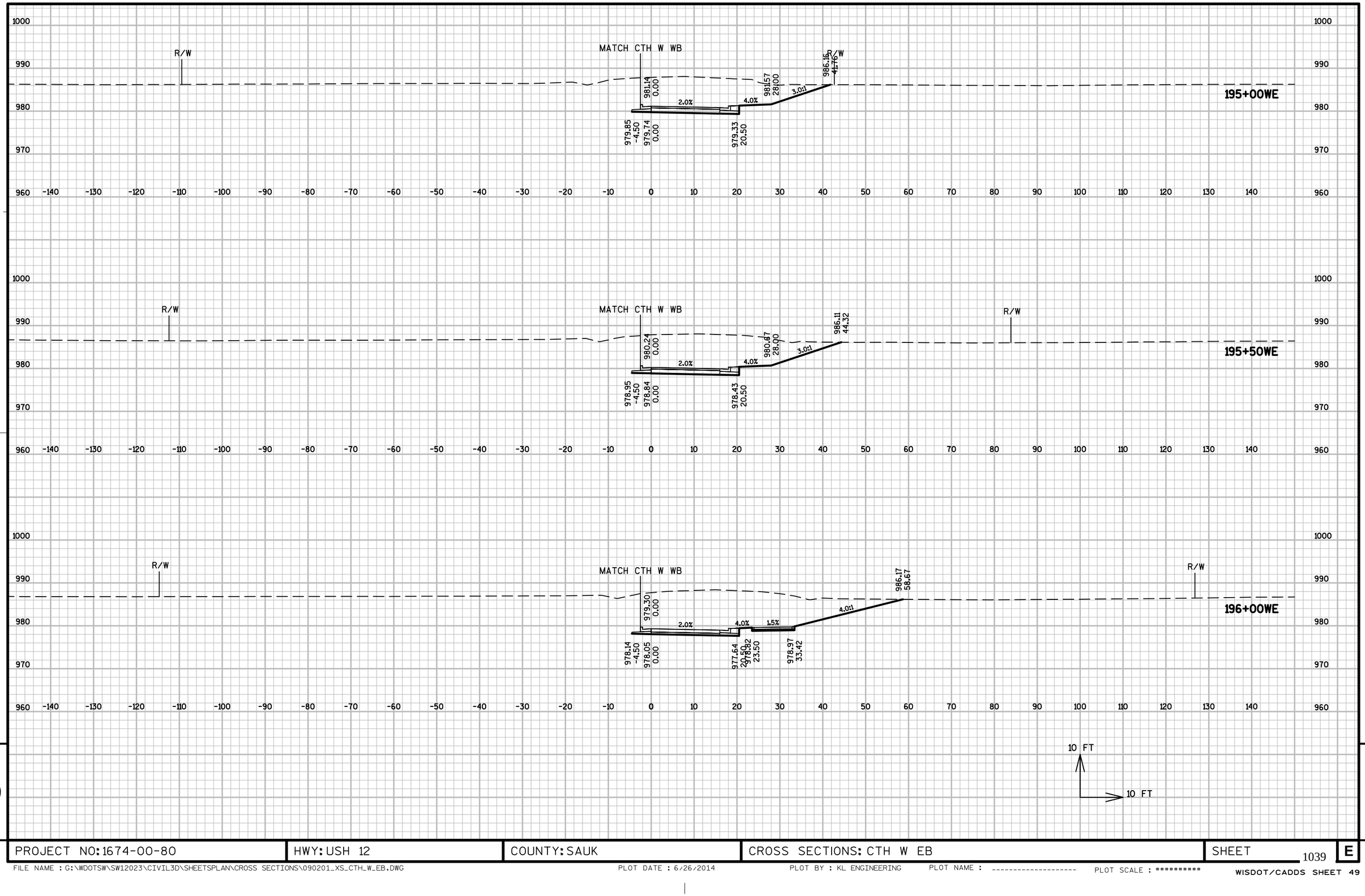
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

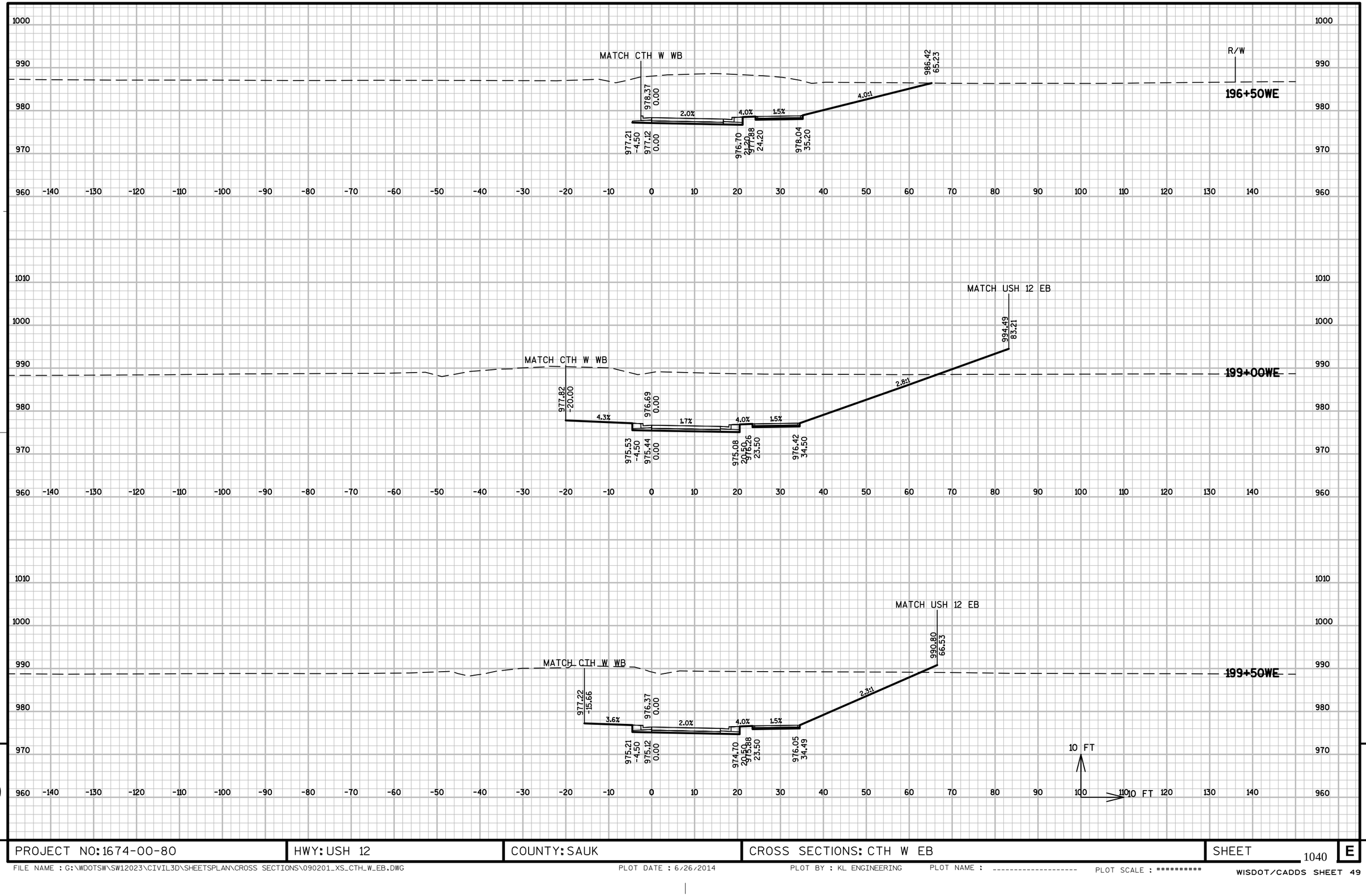


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1038	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

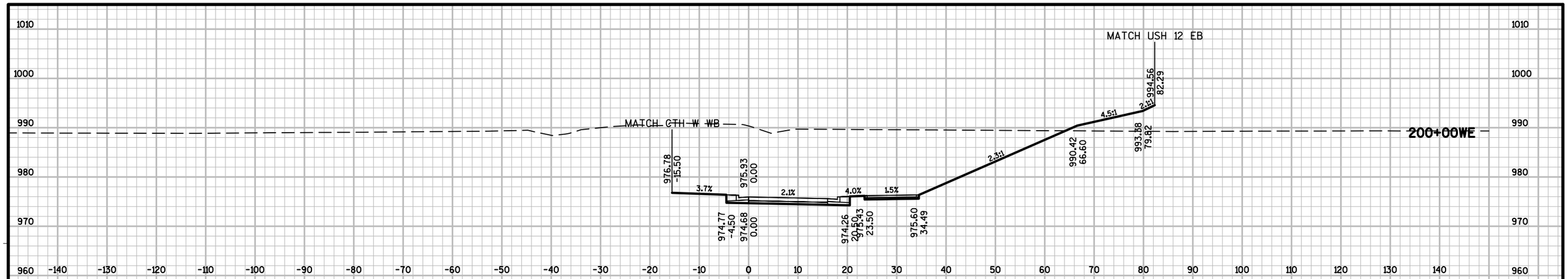


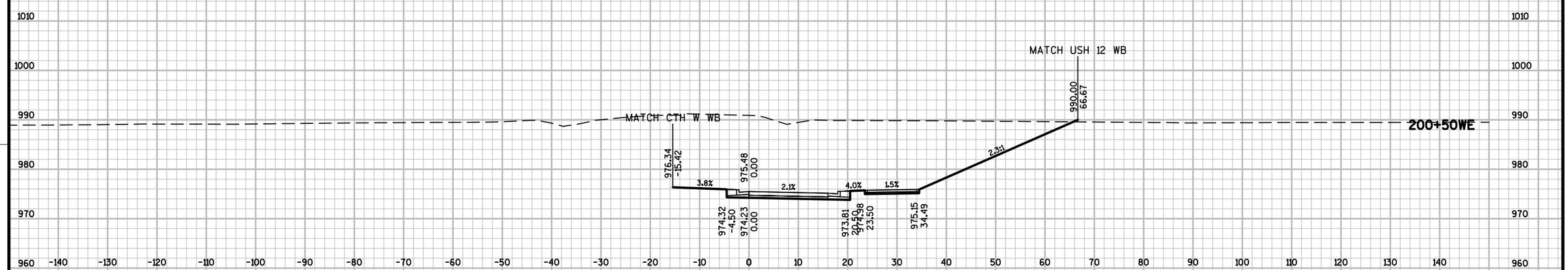
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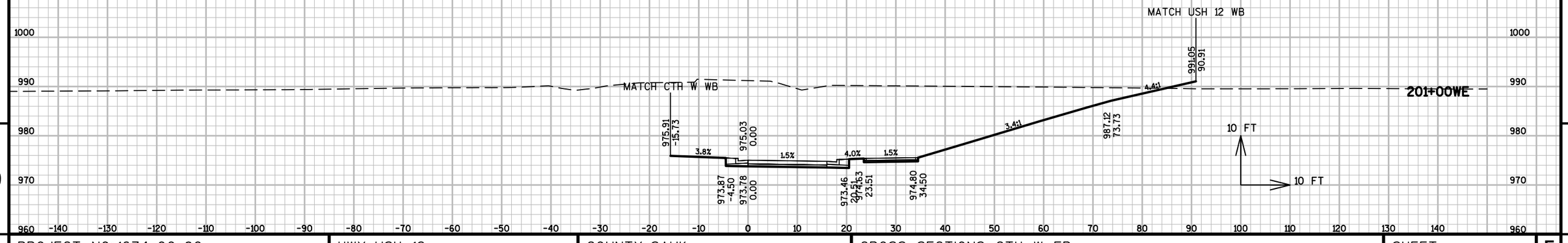


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1040 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





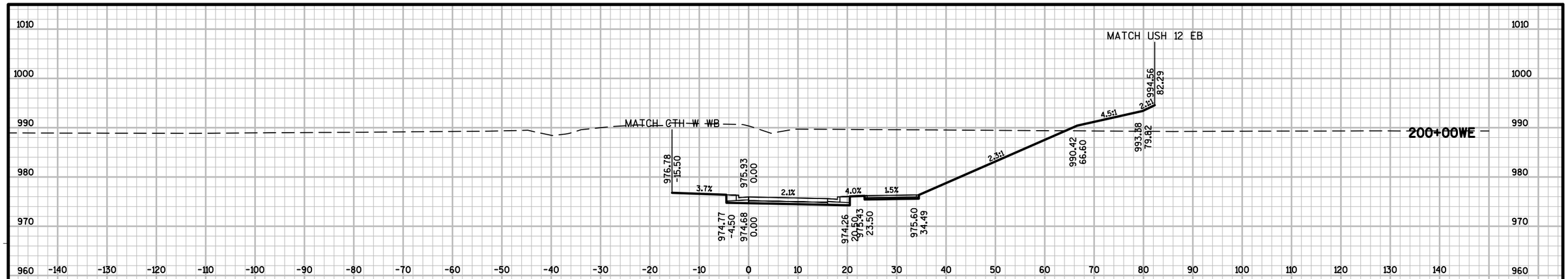


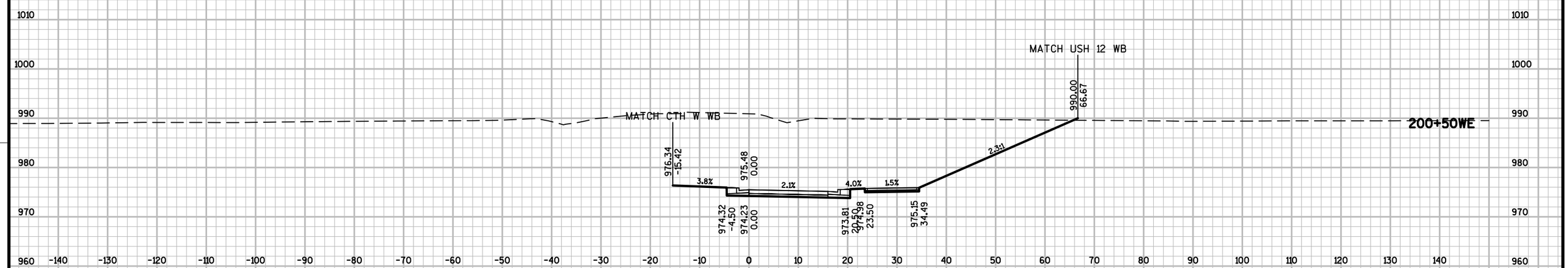
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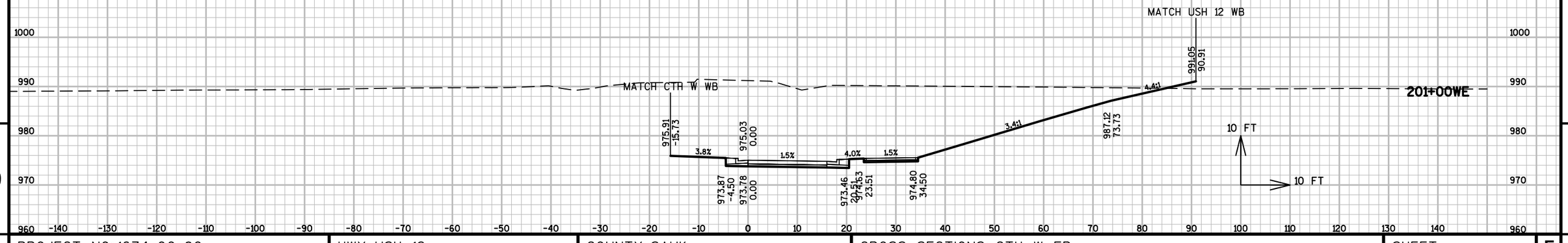
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1041	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



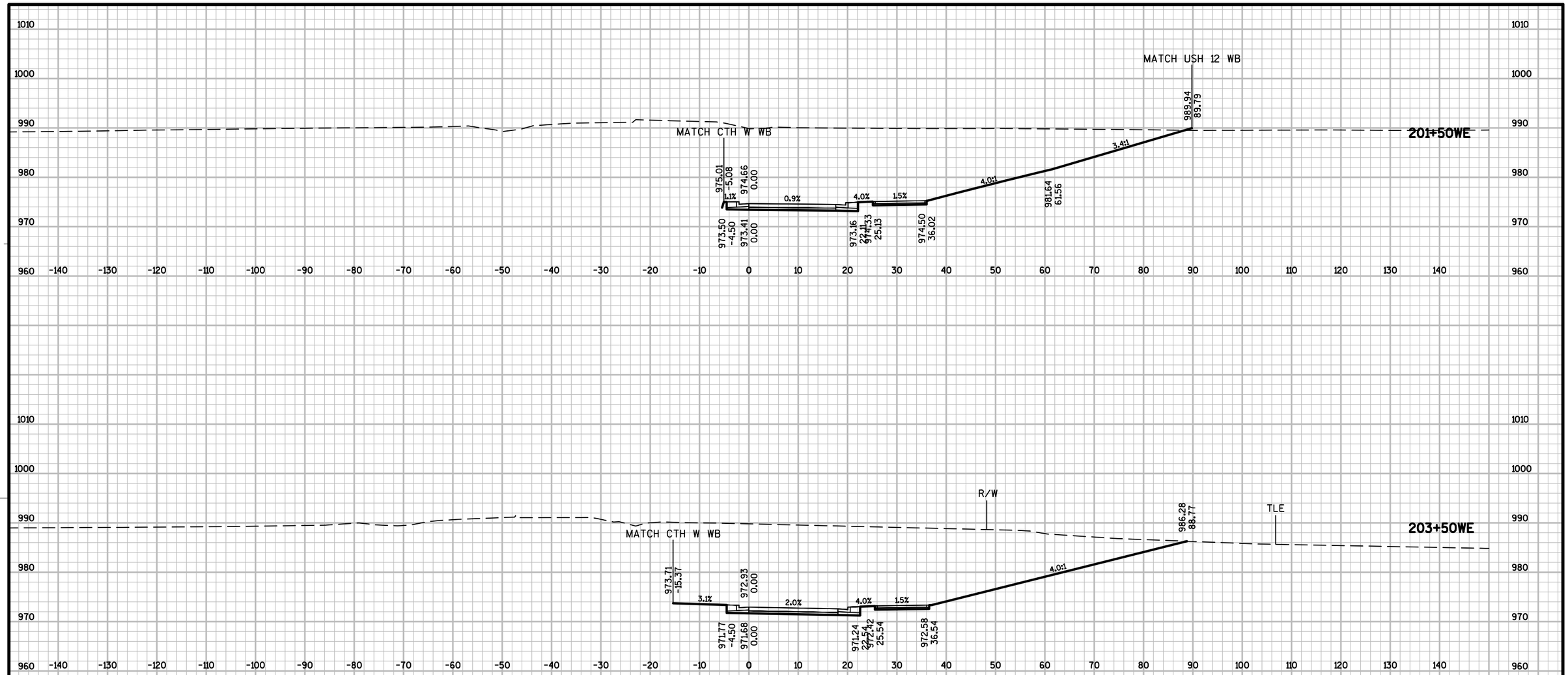




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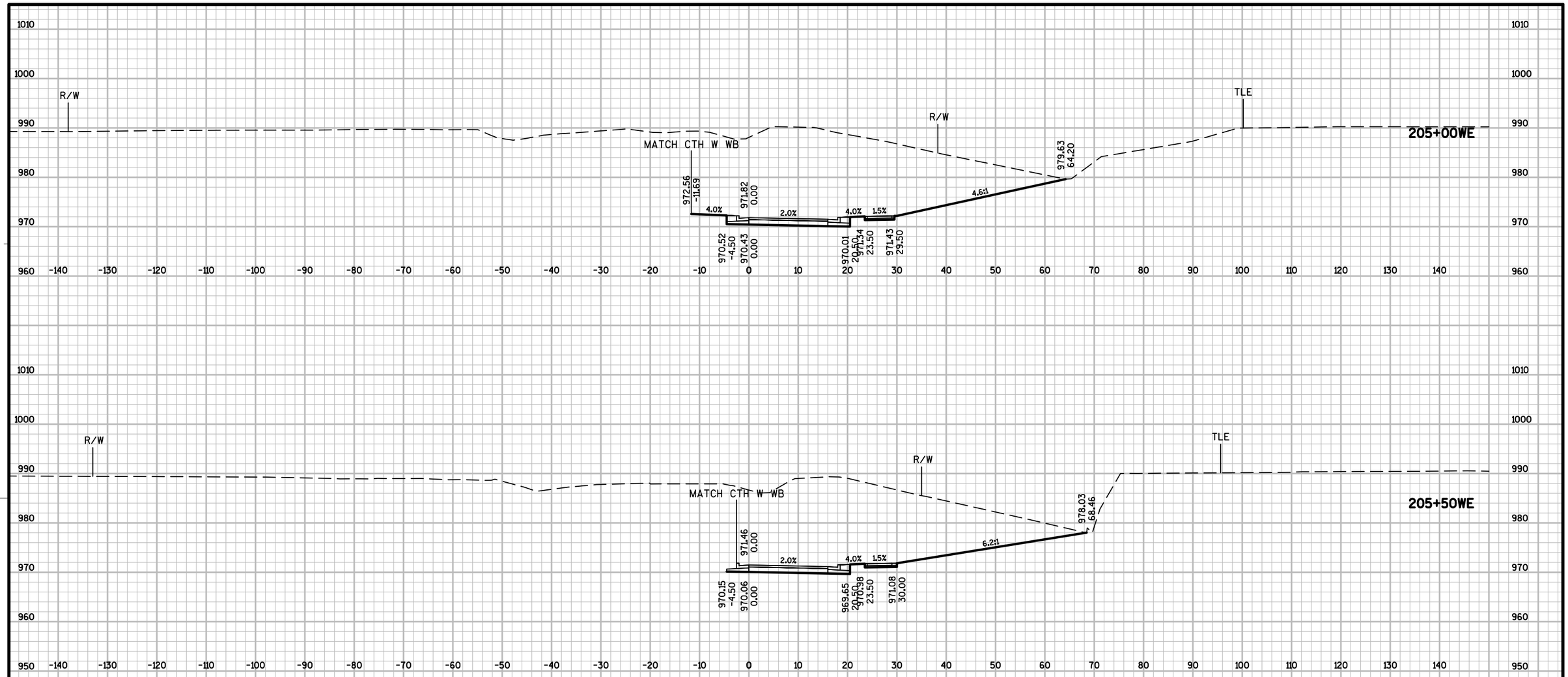
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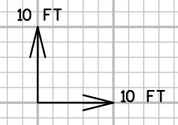
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1042	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1043	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



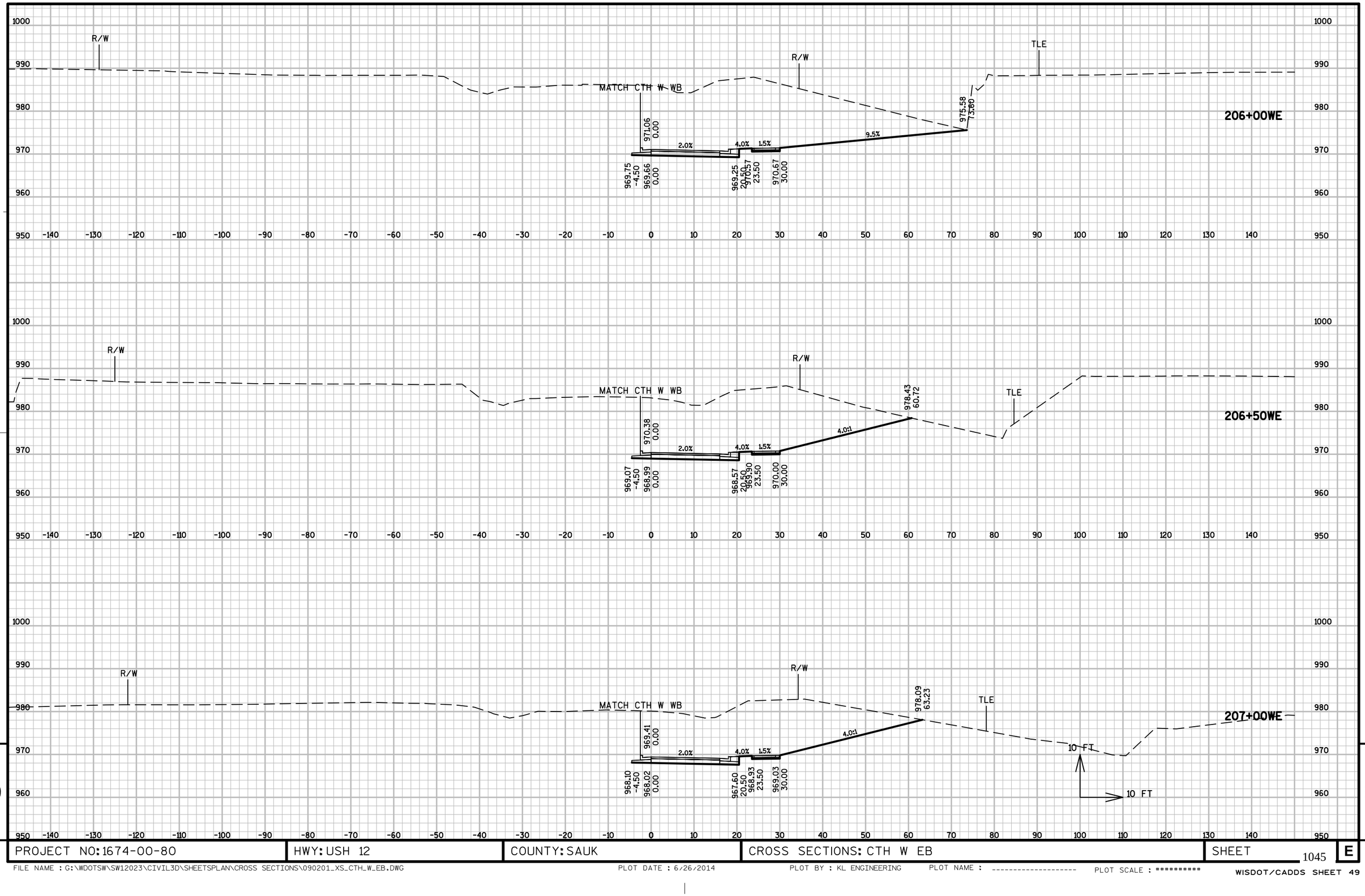


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1044	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

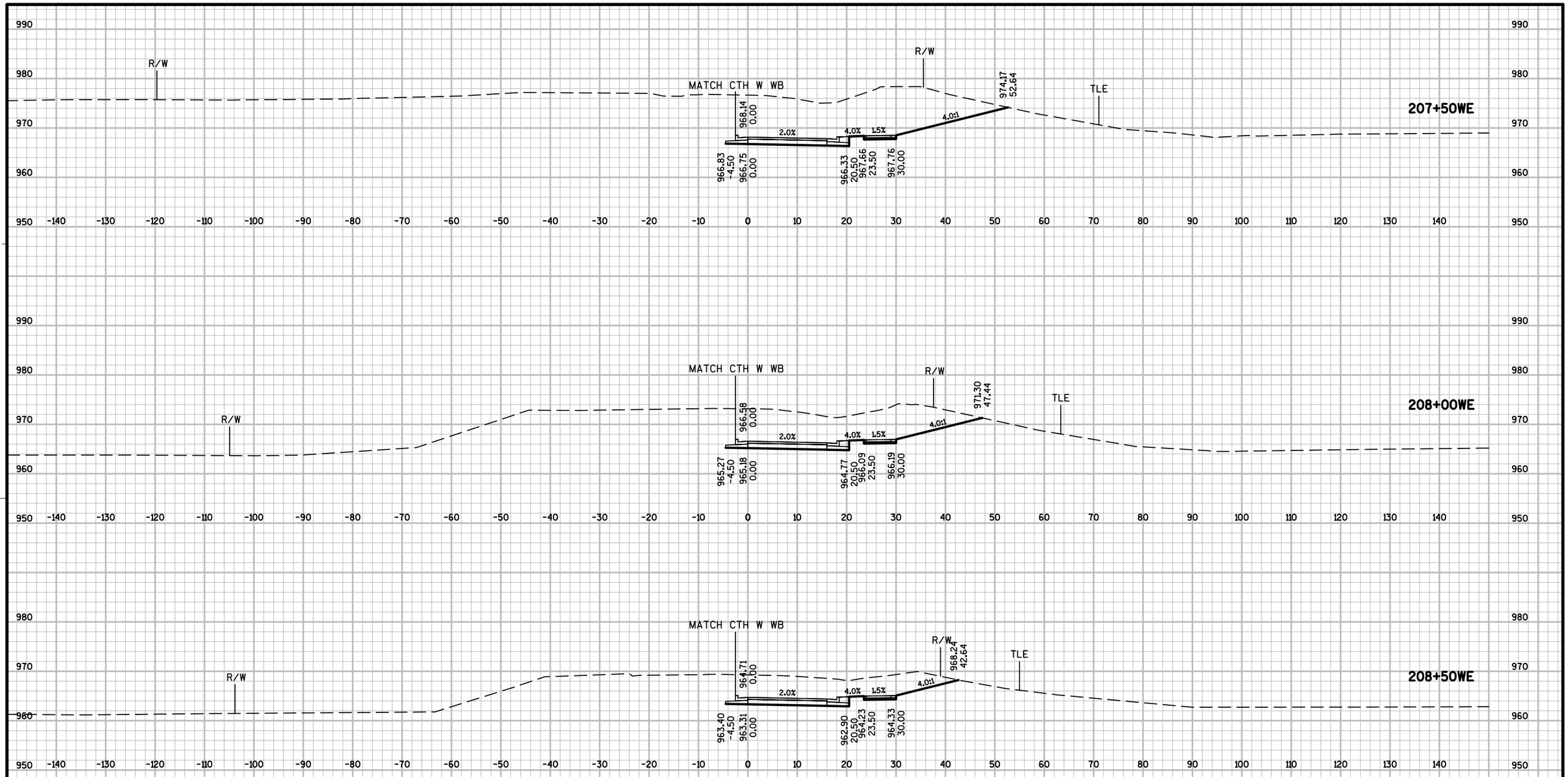


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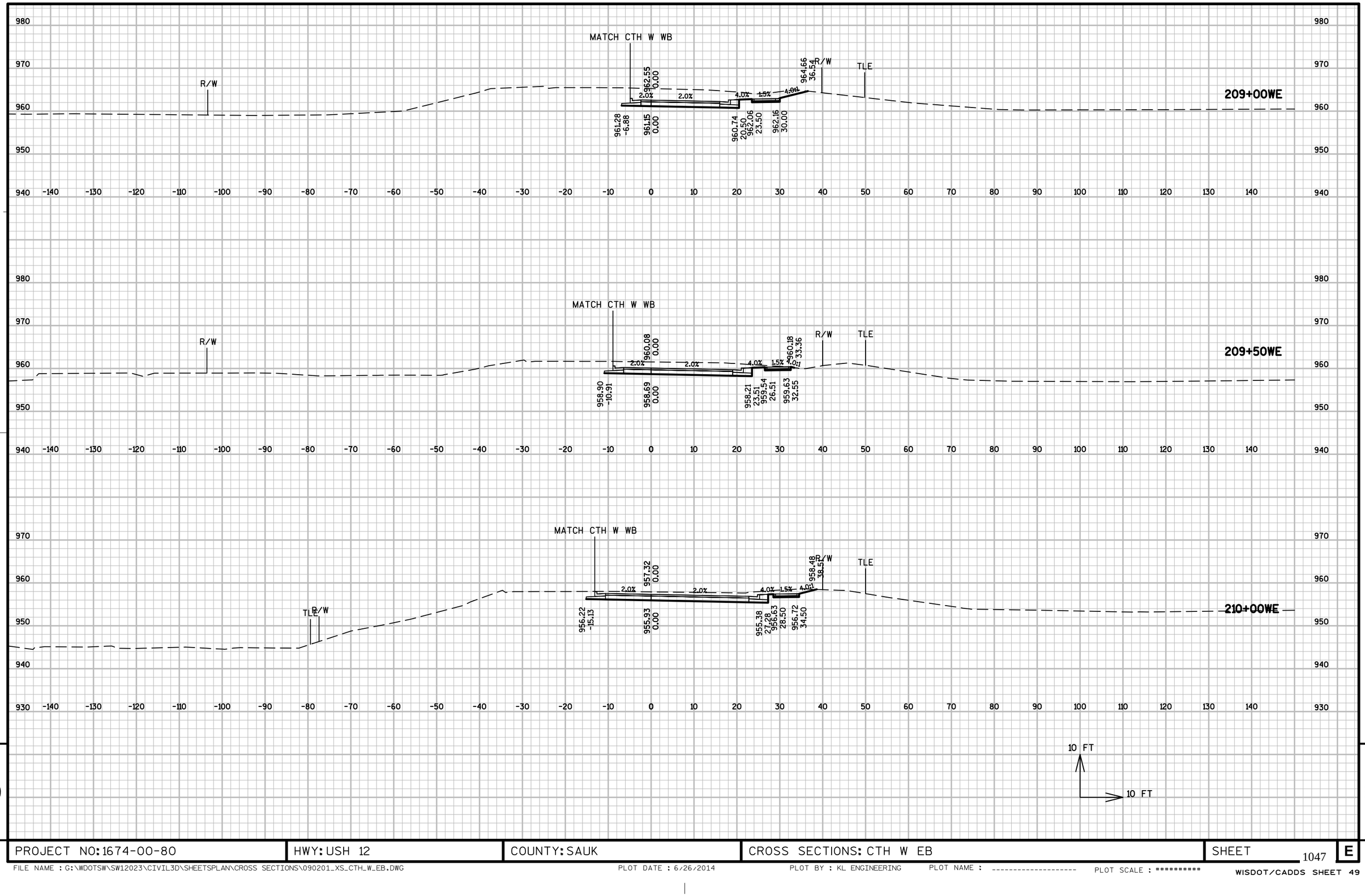
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1045	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



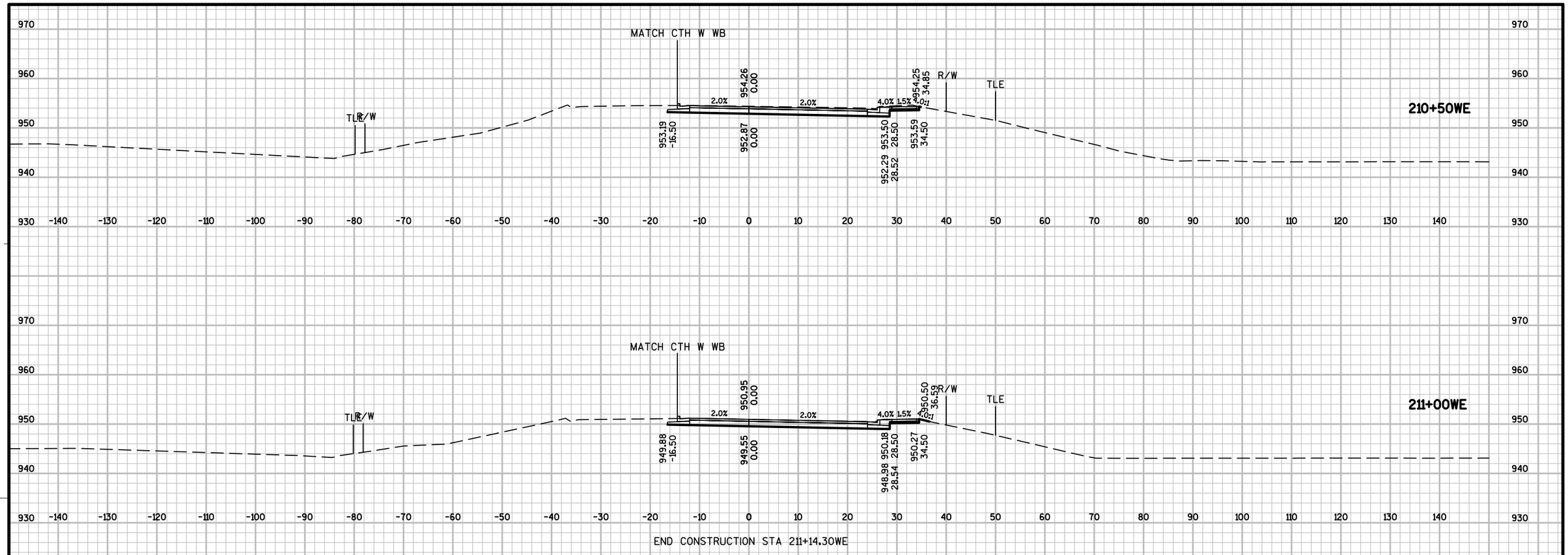
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1046	E



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1047	E

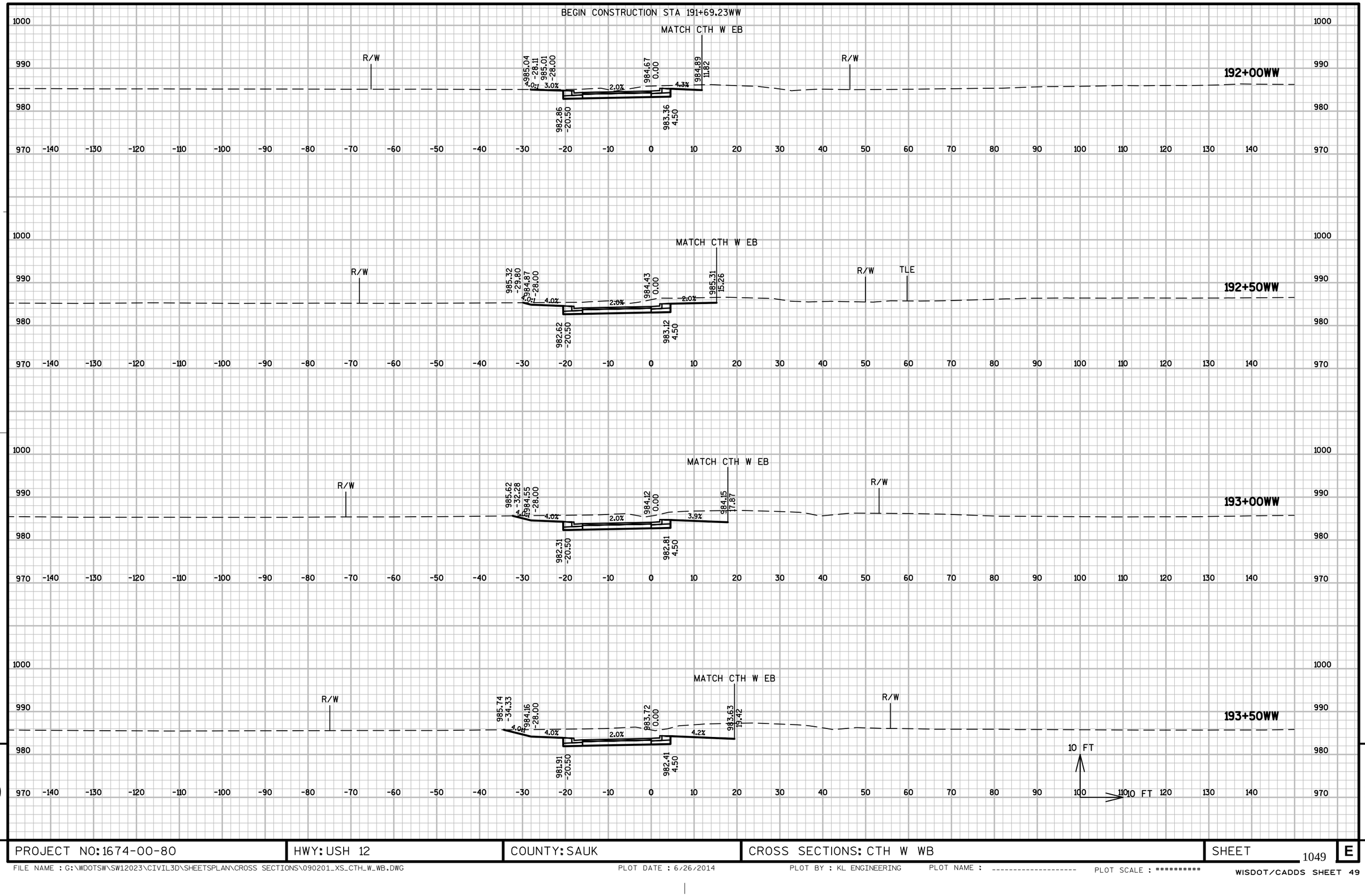


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W EB	SHEET 1048	E

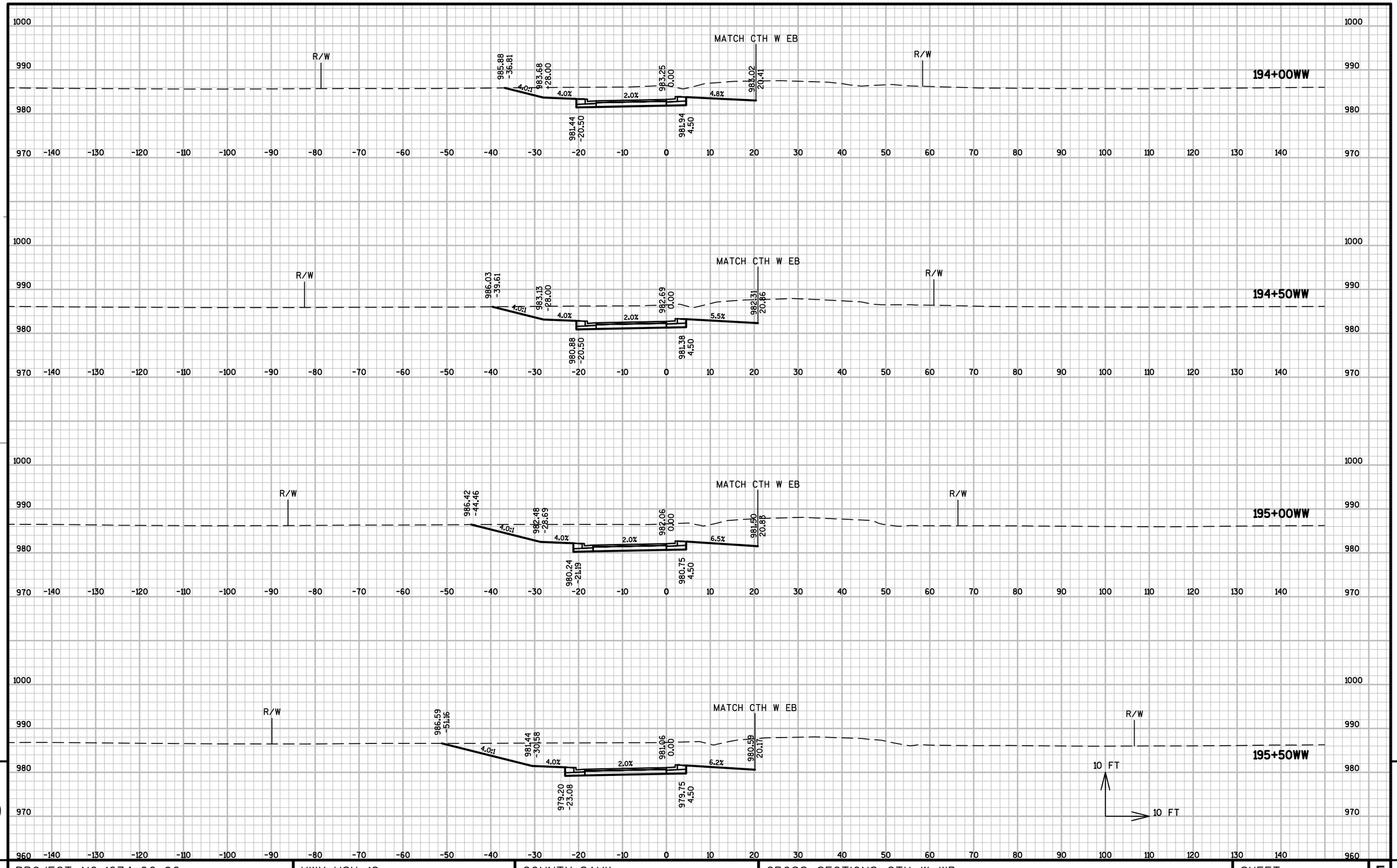
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_EB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1049	E

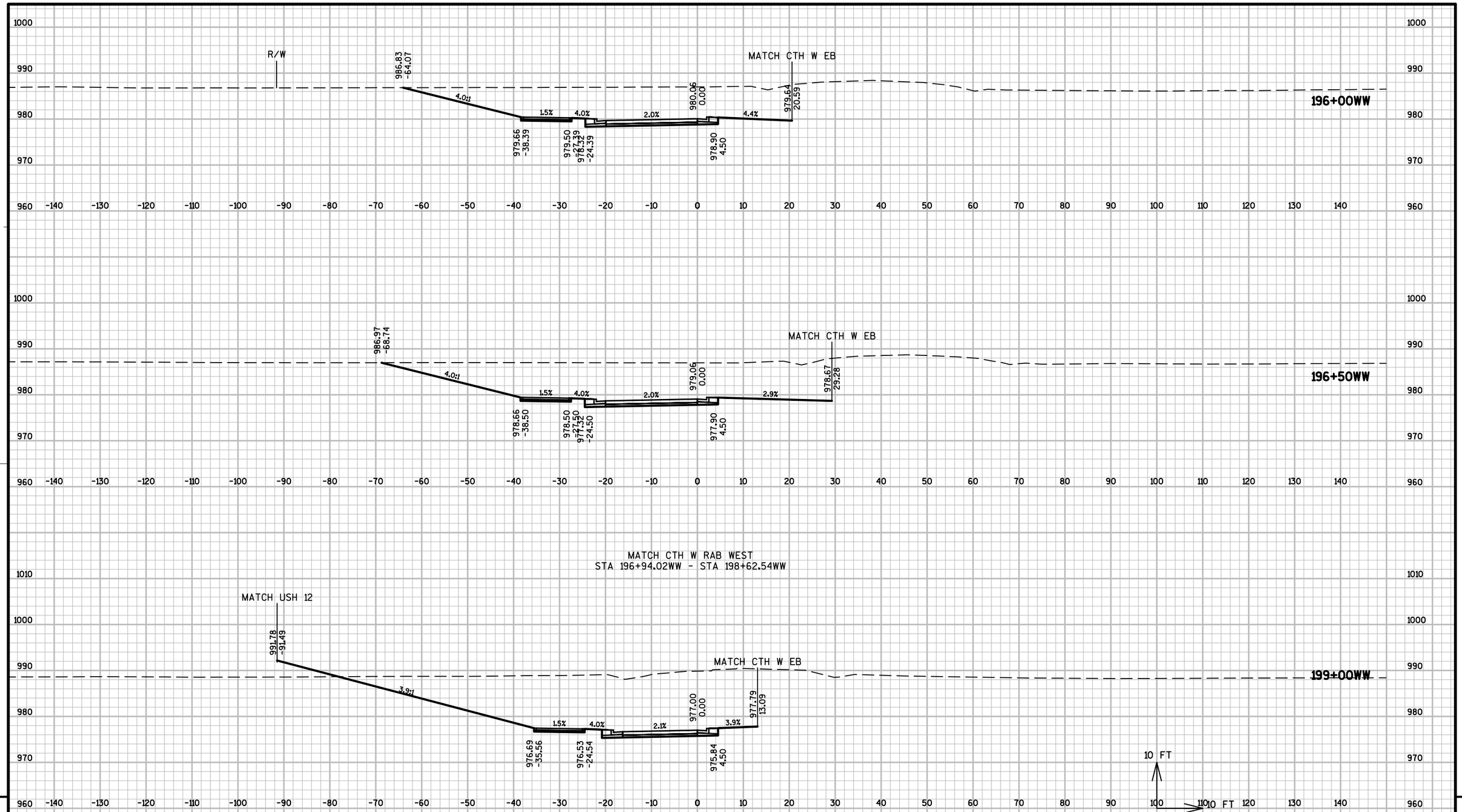


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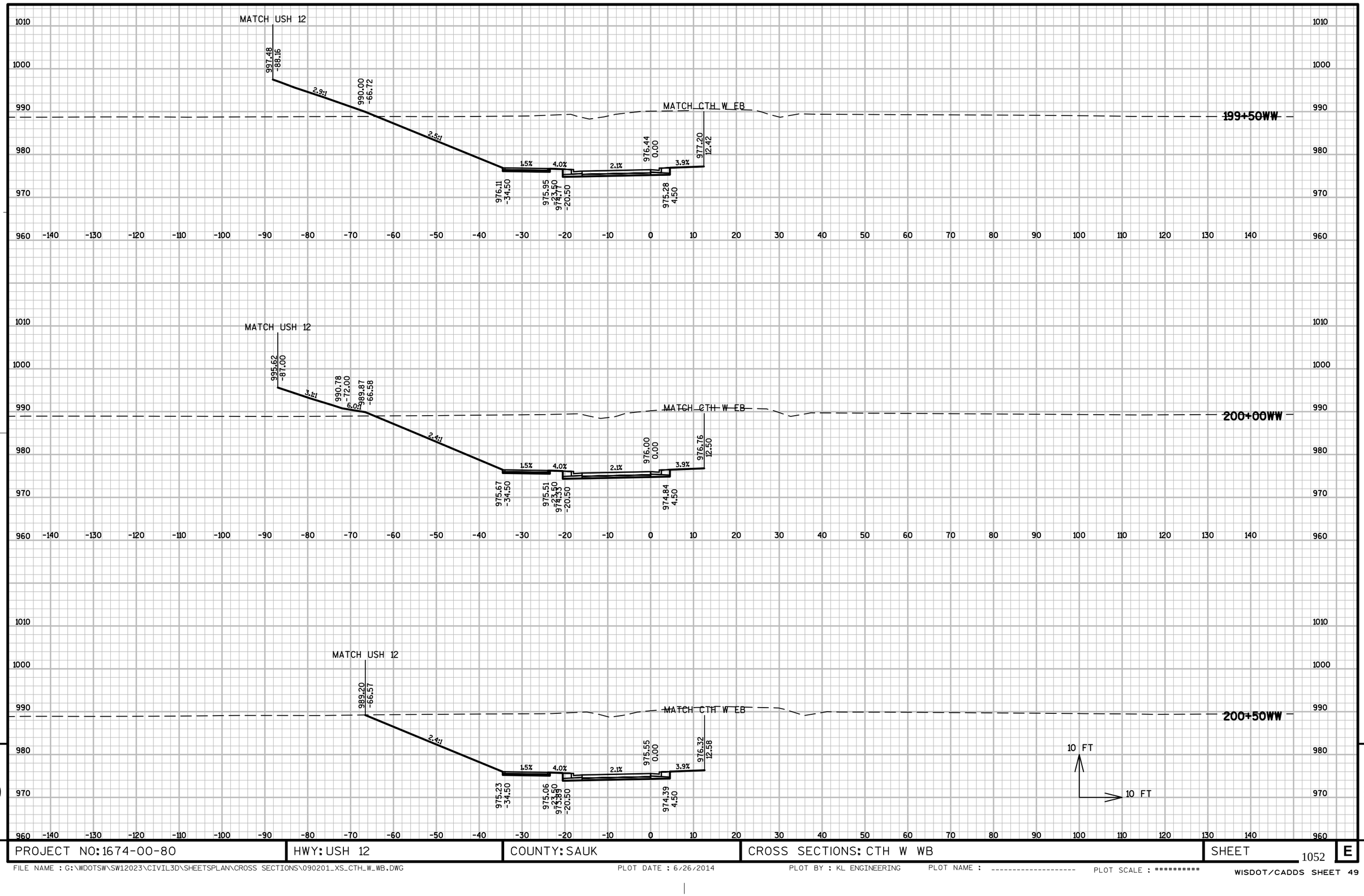
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1050	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1051	E

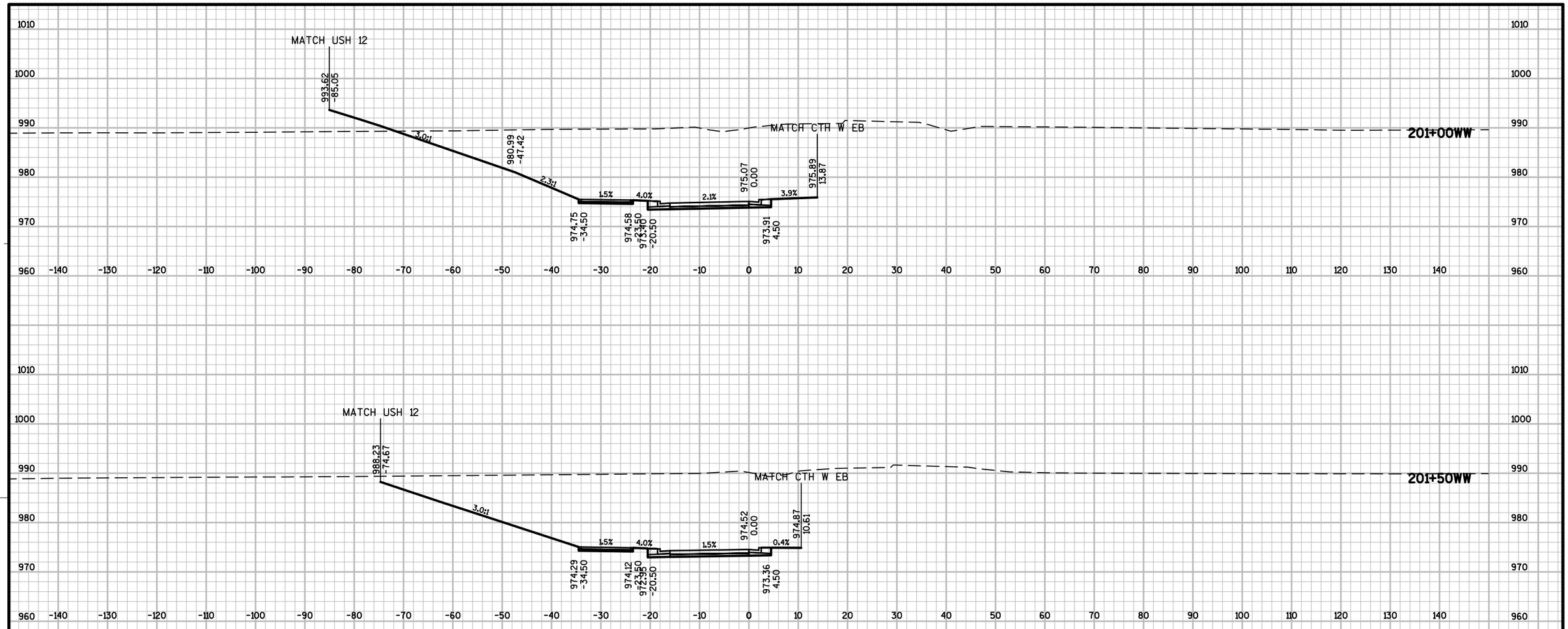


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1052	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



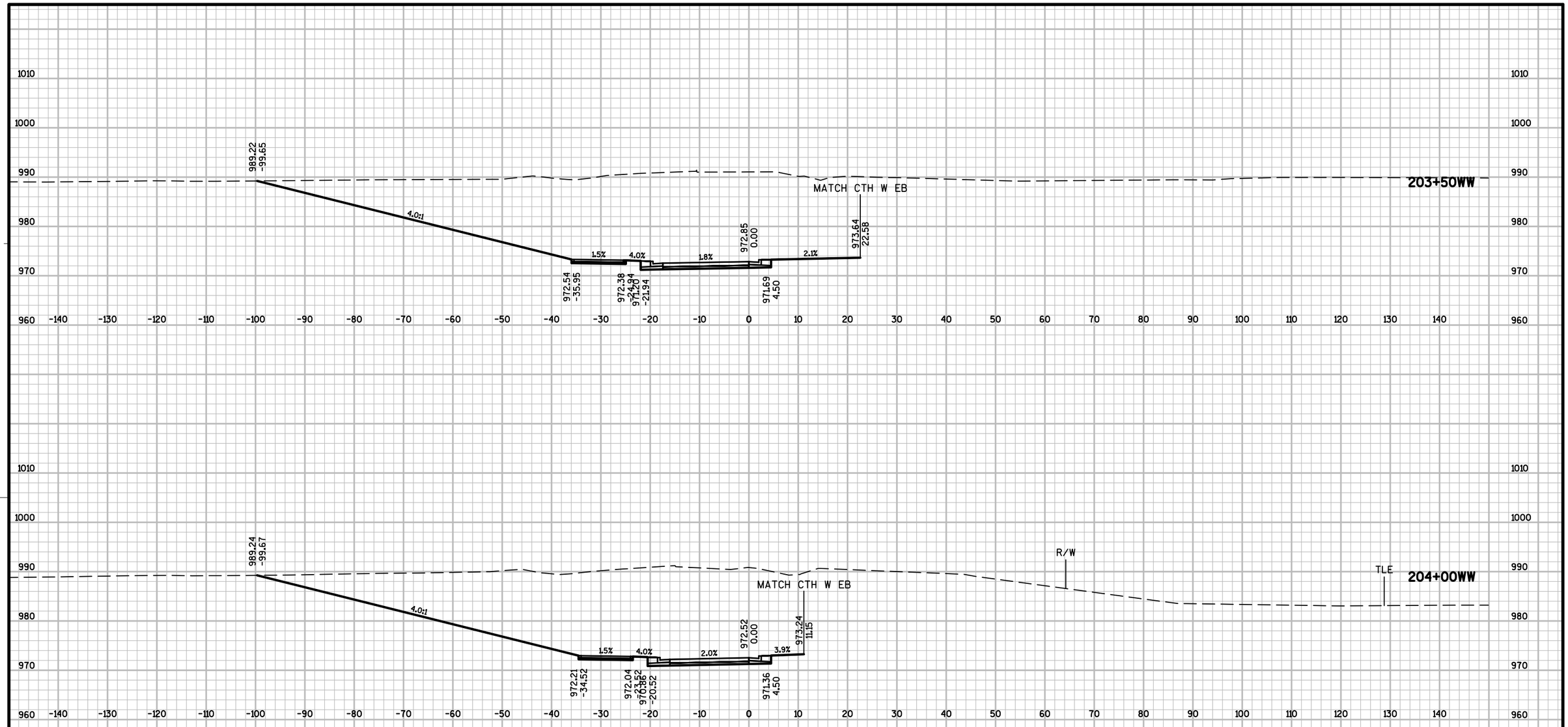
MATCH CTH W RAB EAST
STA 201+62.70WW - STA 203+28.90WW

10 FT
10 FT

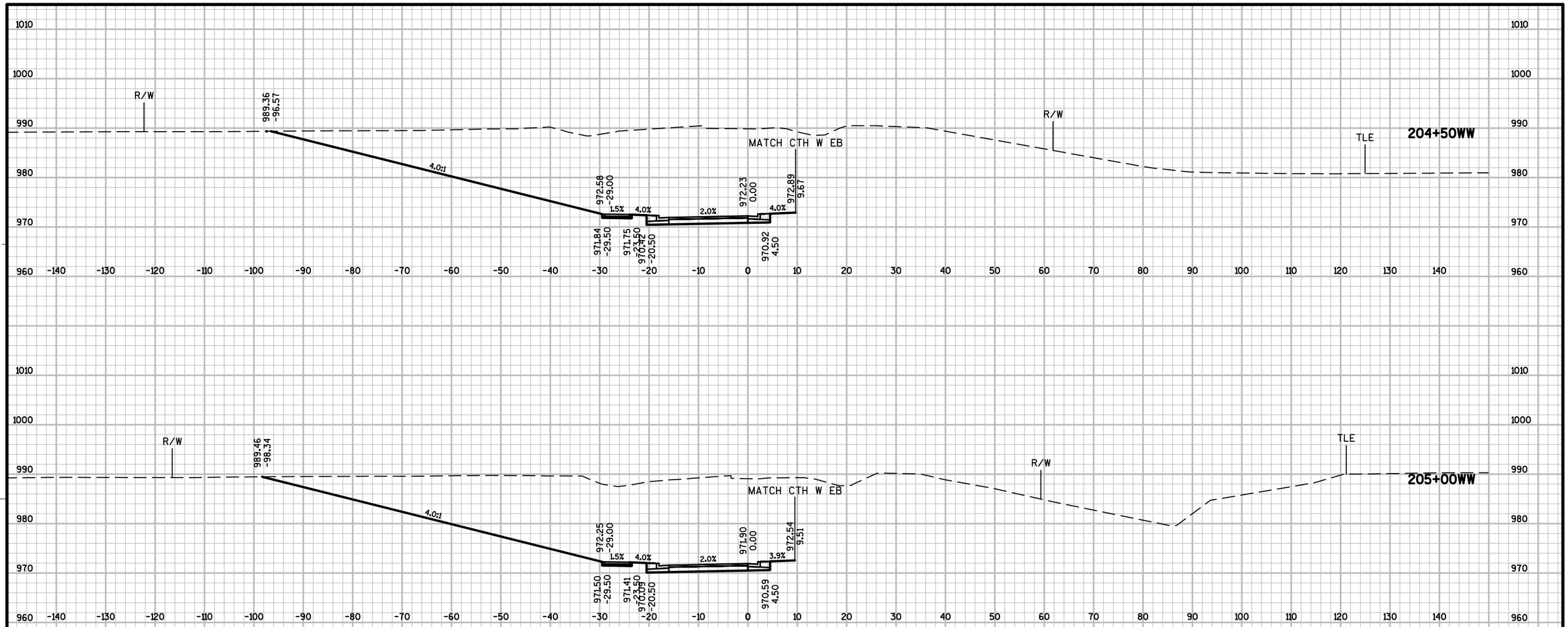
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1053	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1054	E

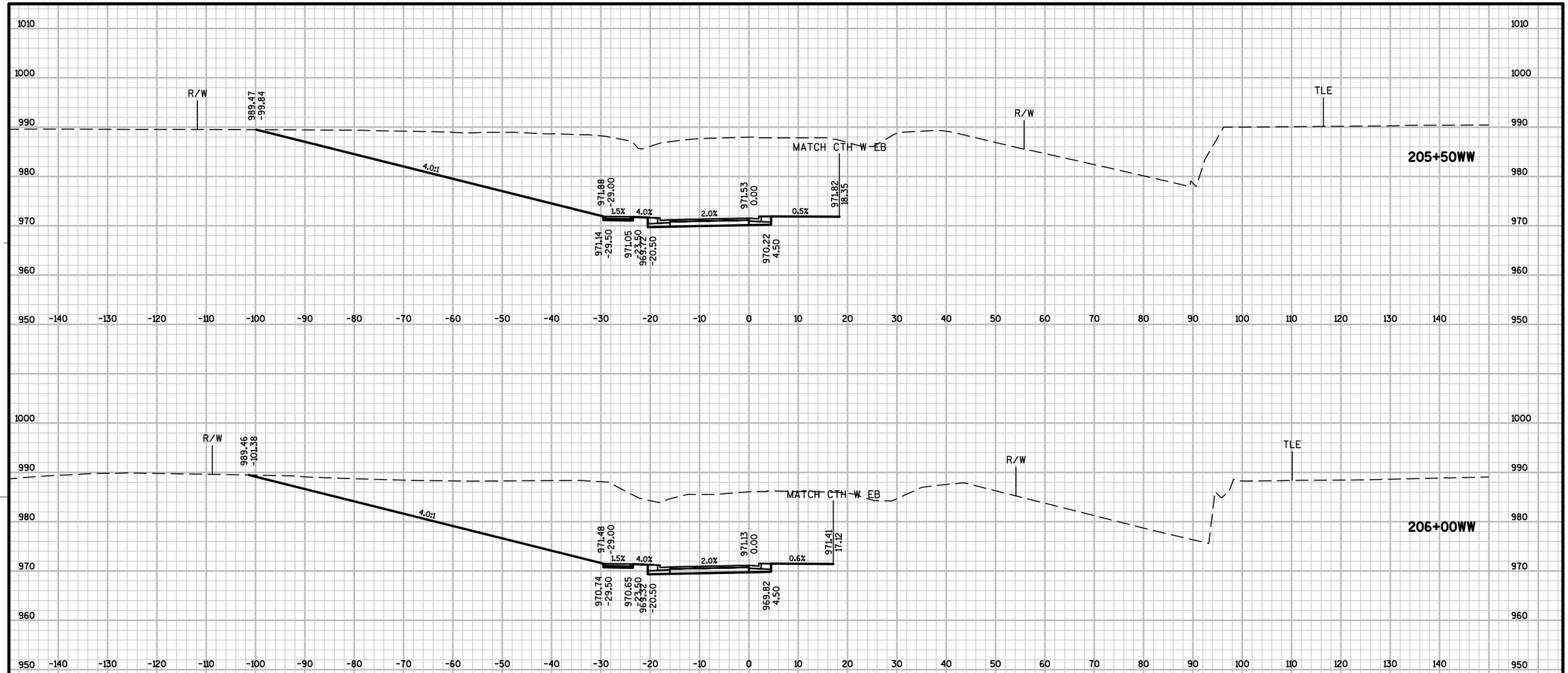


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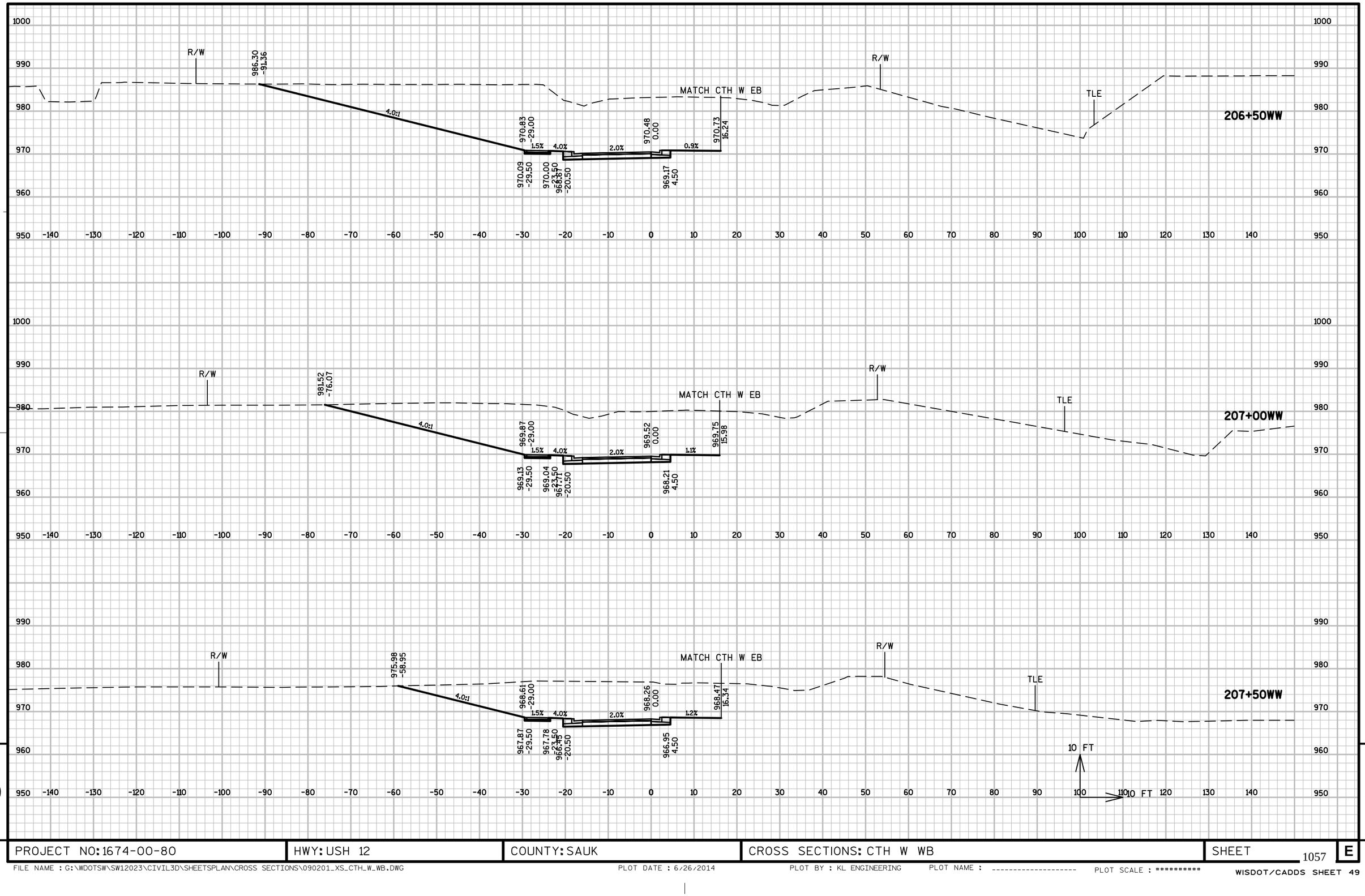
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1055	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1056	E

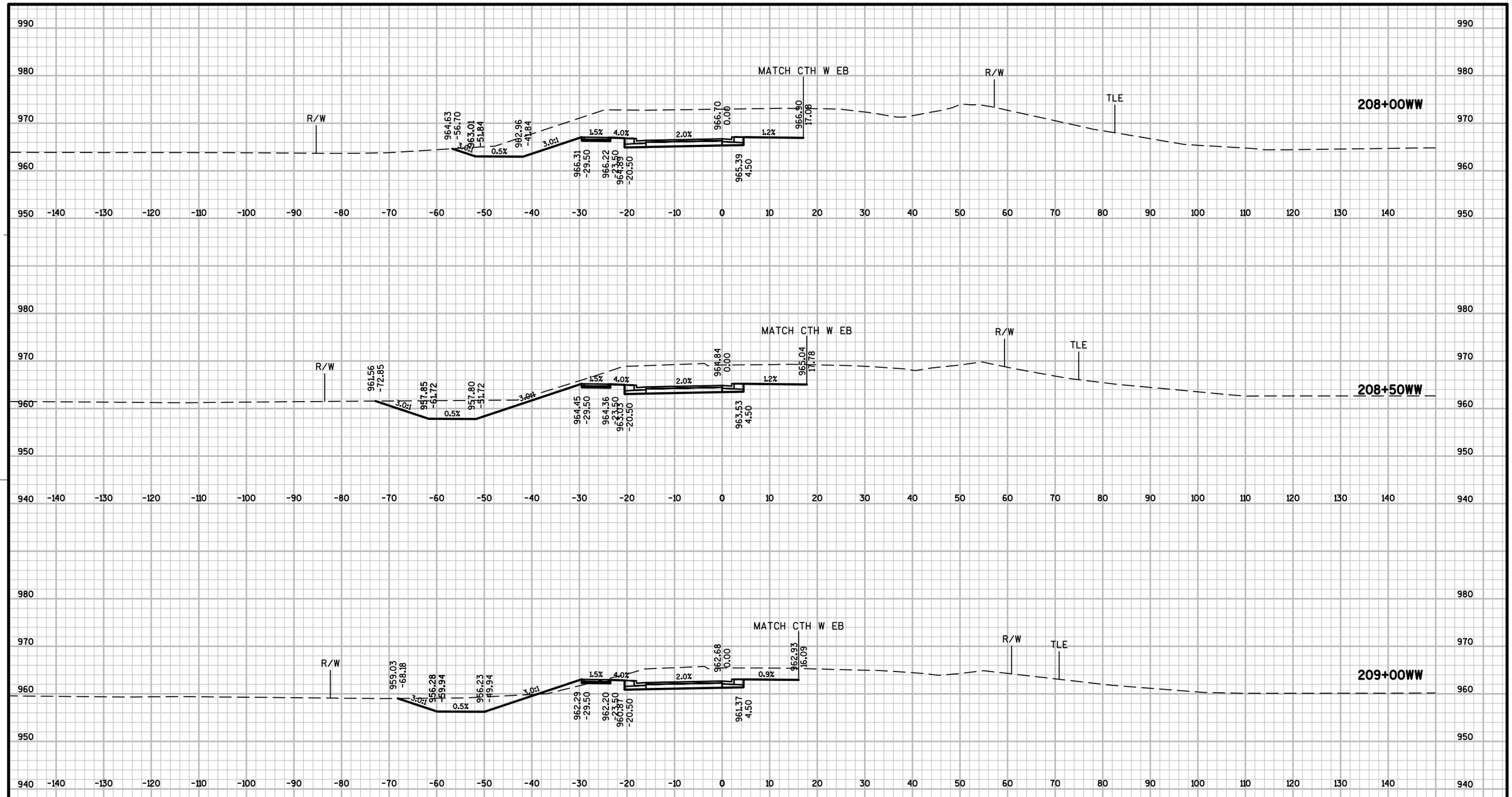
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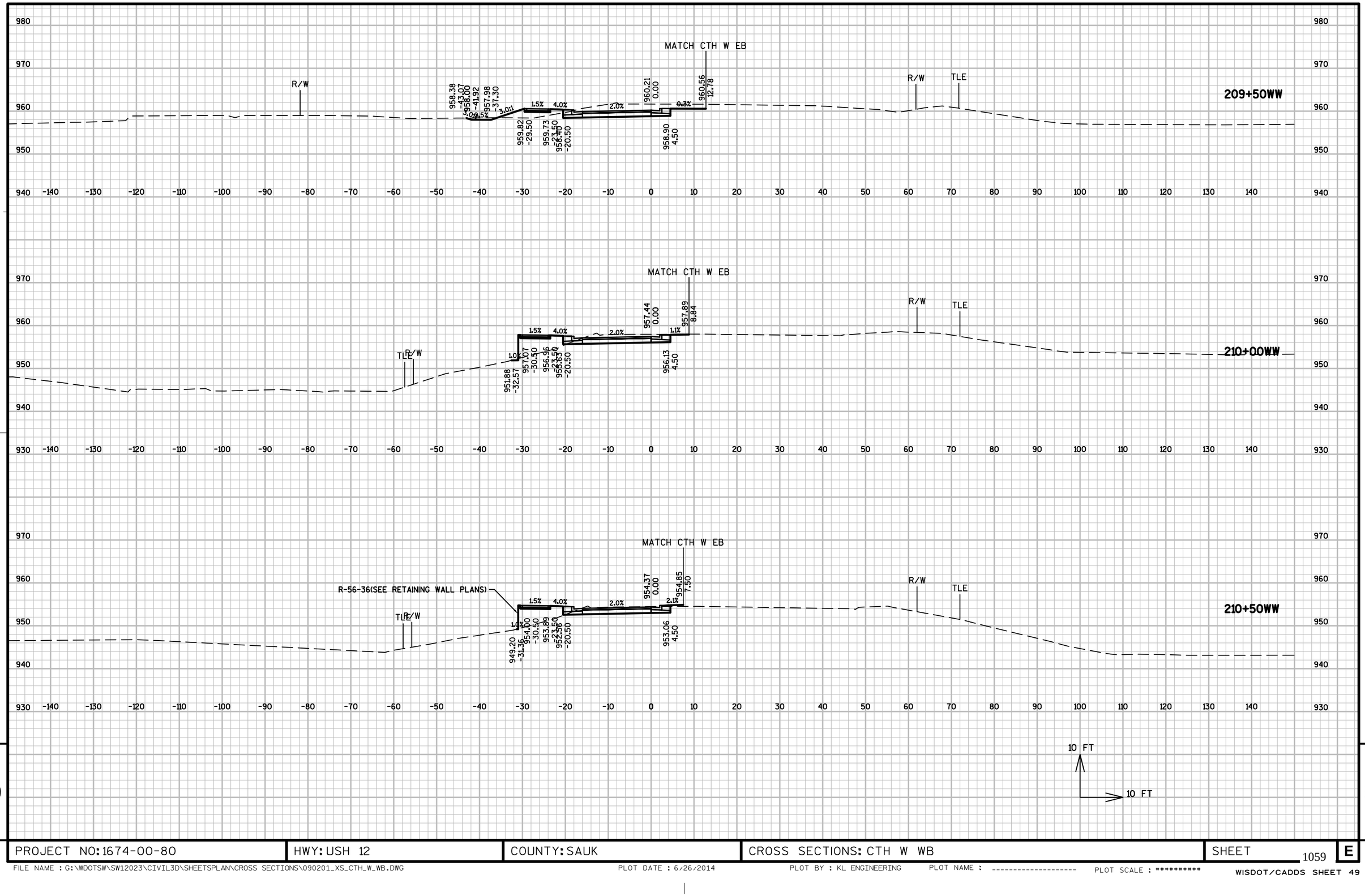
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1057	E



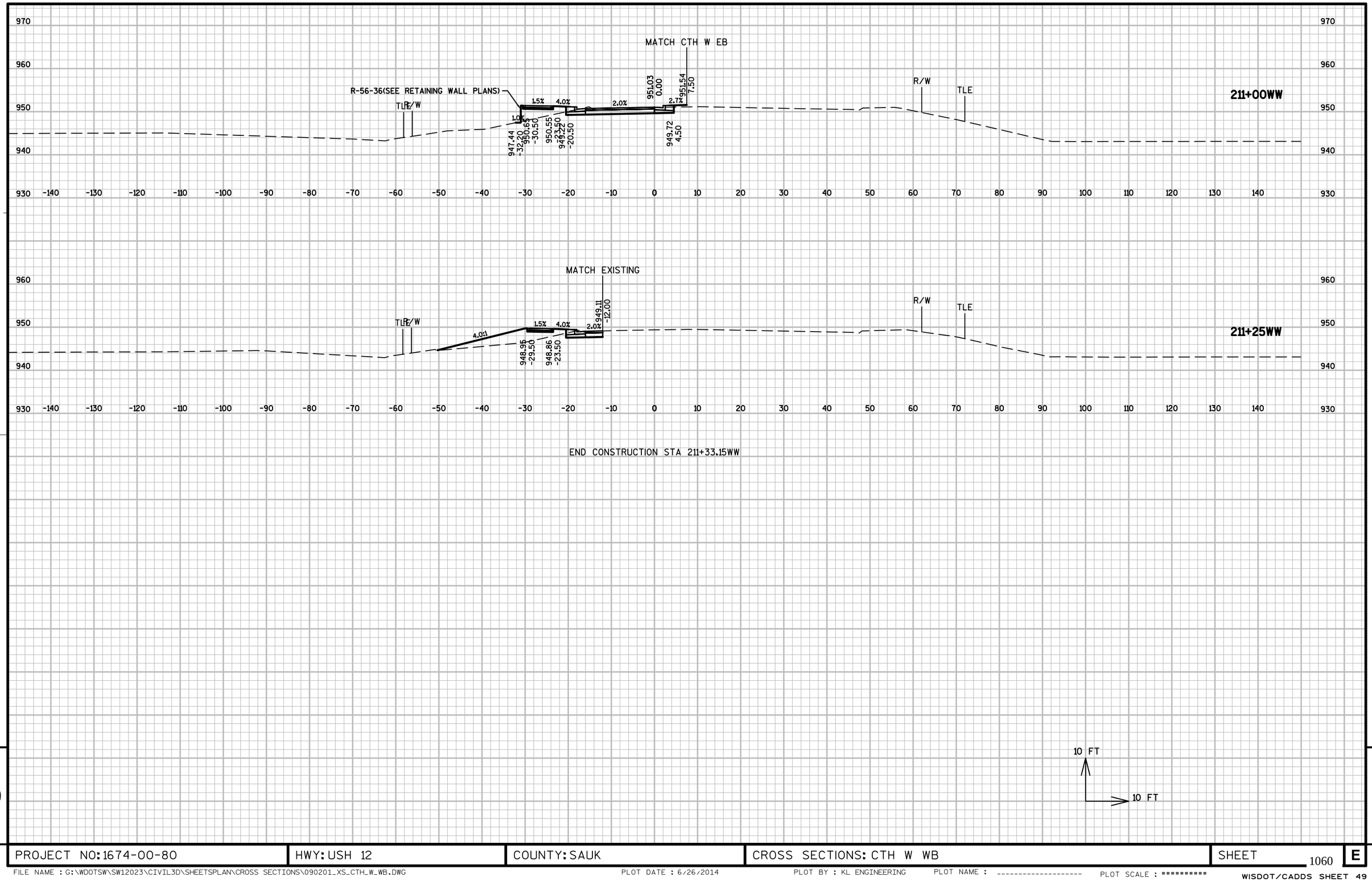
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1058	E



9

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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1059	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W WB	SHEET 1060	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_WB.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

BEGIN CONSTRUCTION STA 10+00.70EF5

MATCH CTH W EB

977.71 -13.00
977.45 0.00
978.34 21.65
978.46 27.65
981.55 63.00
1.0% 2.0% 1.0% 2.0% 11.3:1
976.30 -24.50
976.46 -13.00
976.20 0.00
976.38 23.65
977.72 28.15

10+01EF5

MATCH CTH W WB

977.86 -33.06
978.17 -13.00
977.95 0.00
978.82 18.24
978.94 24.24
981.55 63.00
2.1% 3.8% 1.5% 1.7% 1.6% 1.0% 2.0% 14.7:1
977.97 -55.44
977.68 -41.98
976.61 -33.06
976.80 -20.00
976.92 -13.00
976.70 0.00
976.85 20.24
978.20 24.74

10+50EF5

MATCH CTH W EB OFF-RAMP

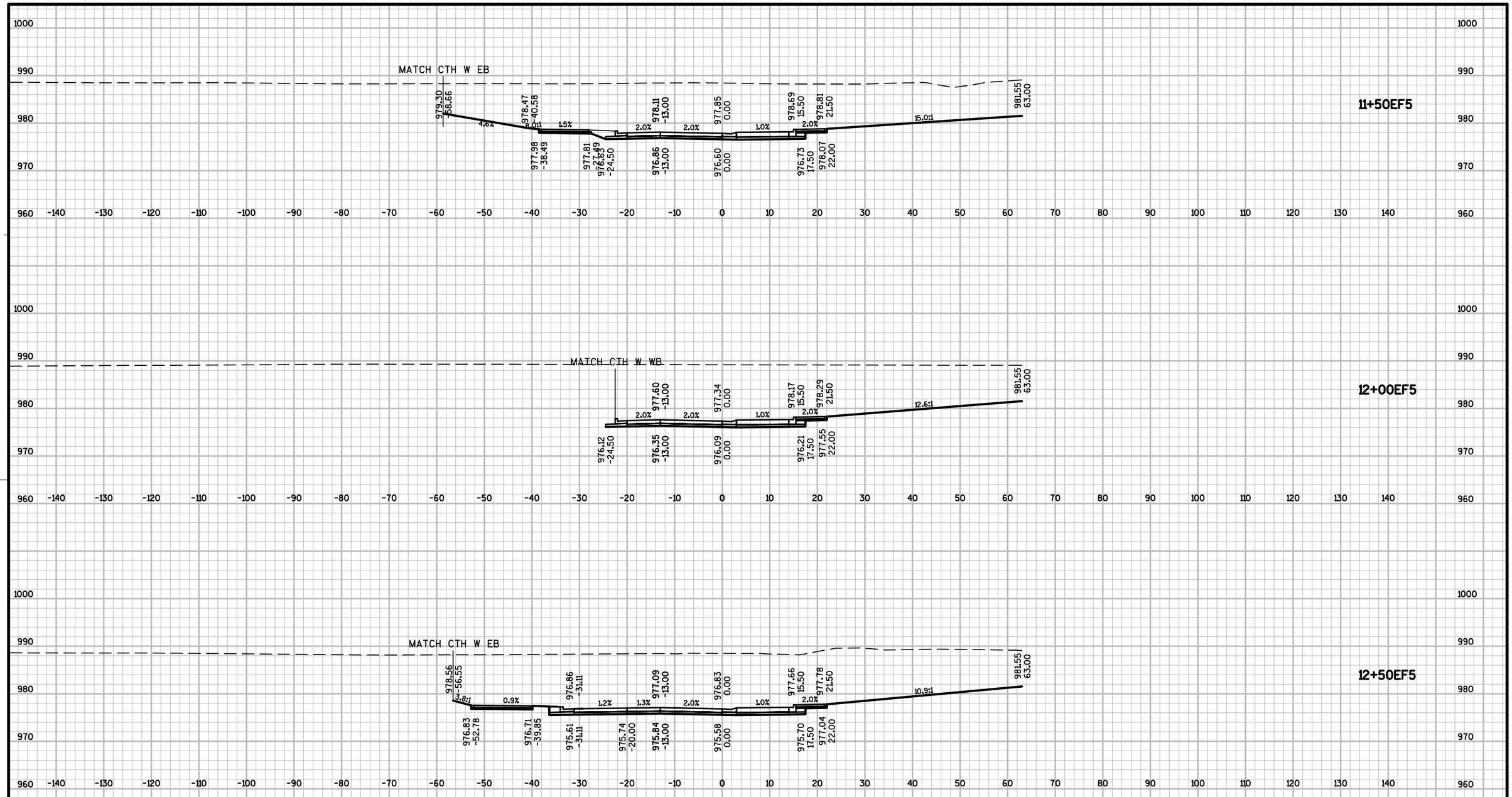
978.55 -13.00
978.36 0.00
979.19 15.50
979.31 21.50
981.55 63.00
1.8% 1.5% 1.0% 2.0% 18.4:1
977.18 -20.00
977.30 -13.00
977.11 0.00
977.23 17.50
978.57 22.00

11+00EF5

10 FT
10 FT

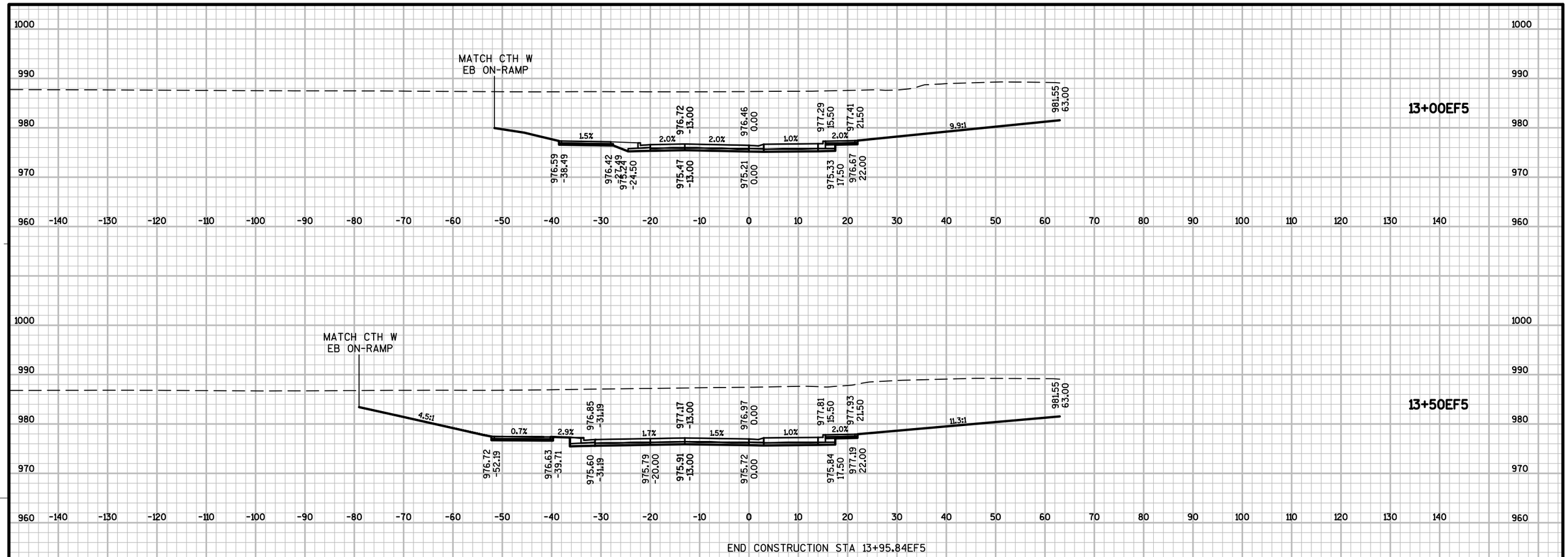
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT WEST	SHEET 1061	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

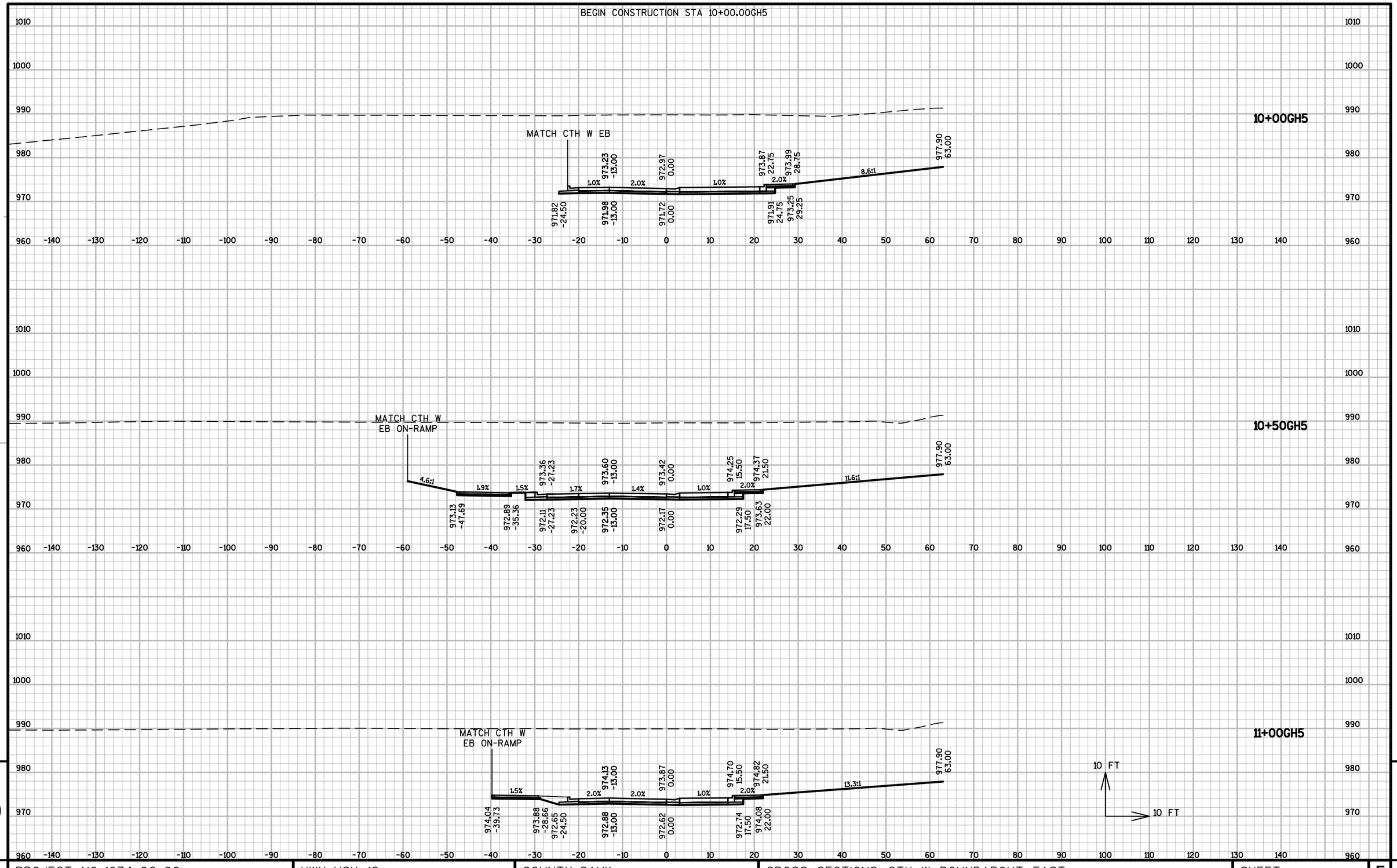


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT WEST	SHEET 1062	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT WEST	SHEET 1063	E

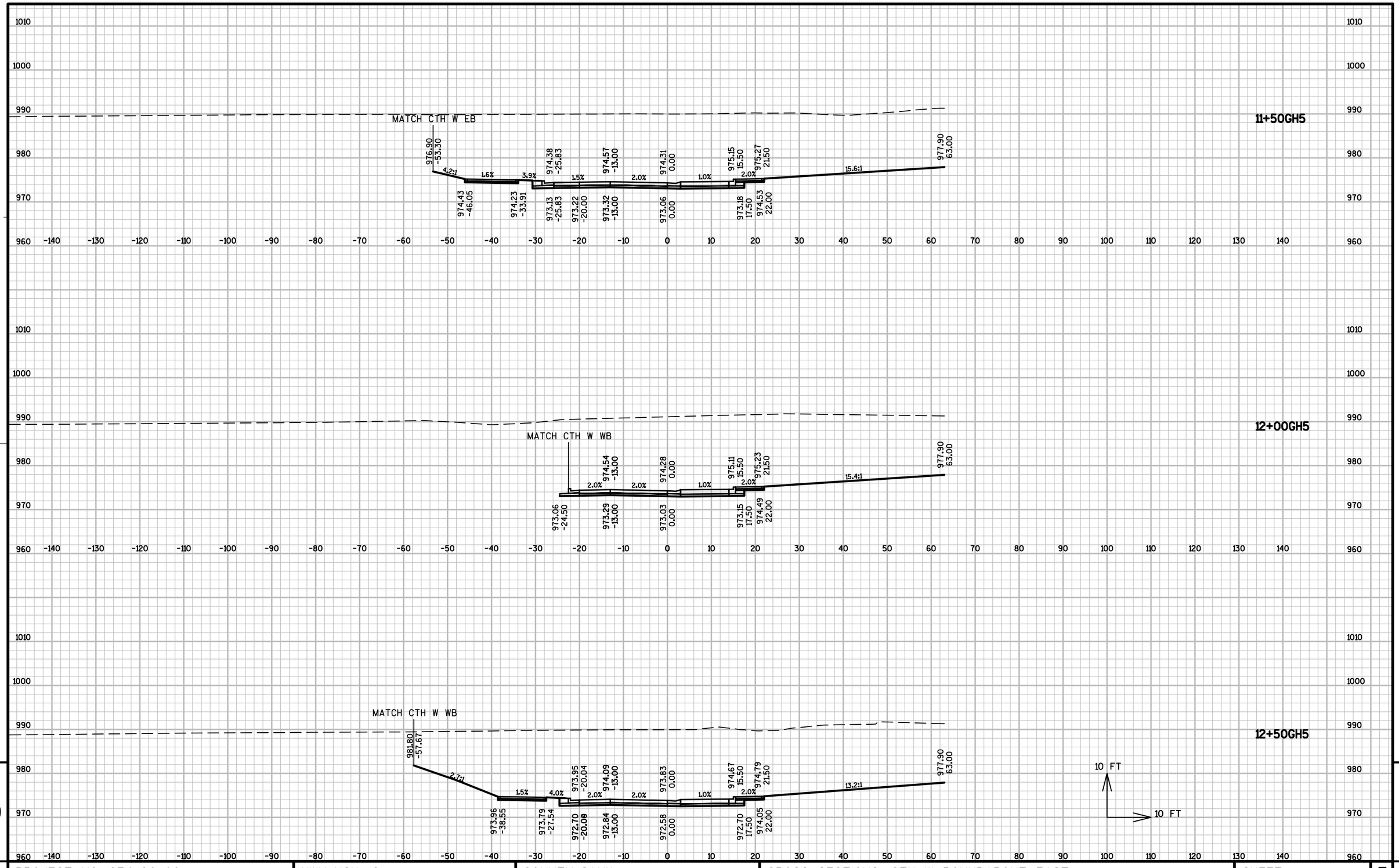


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT EAST	SHEET 1064	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



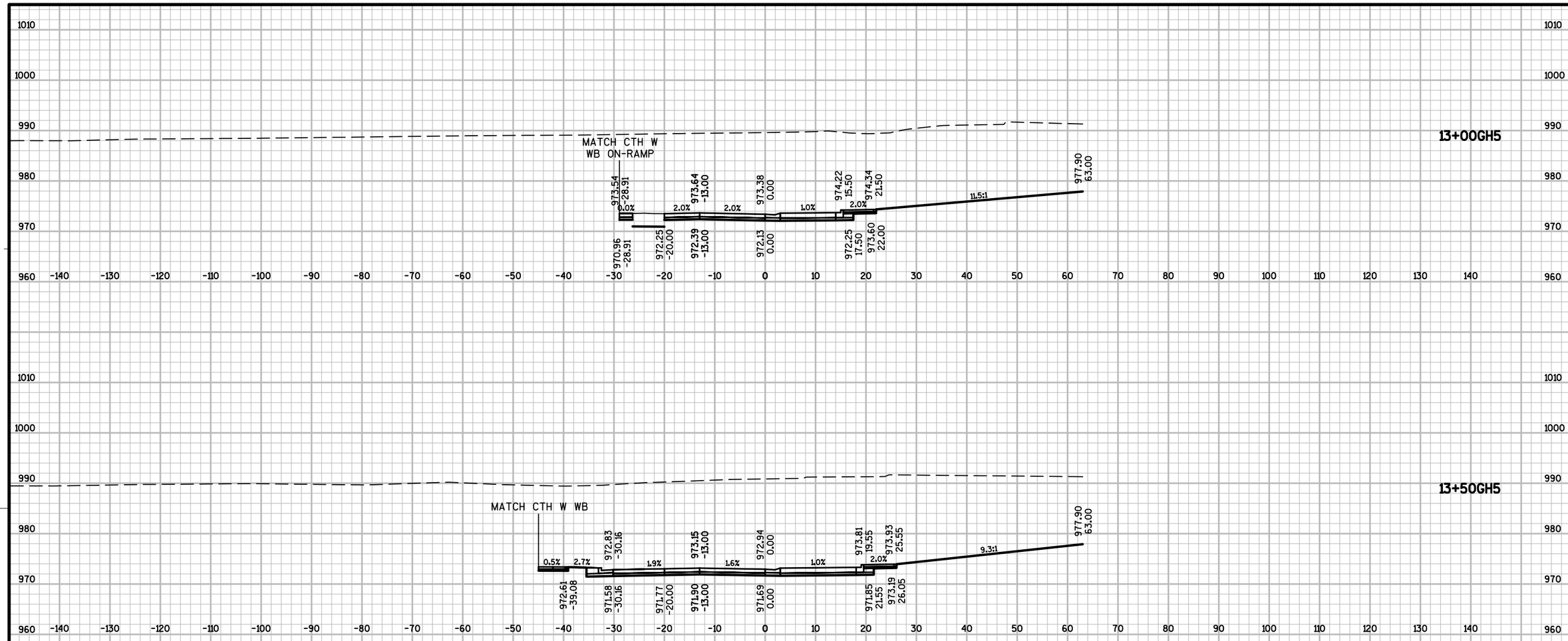
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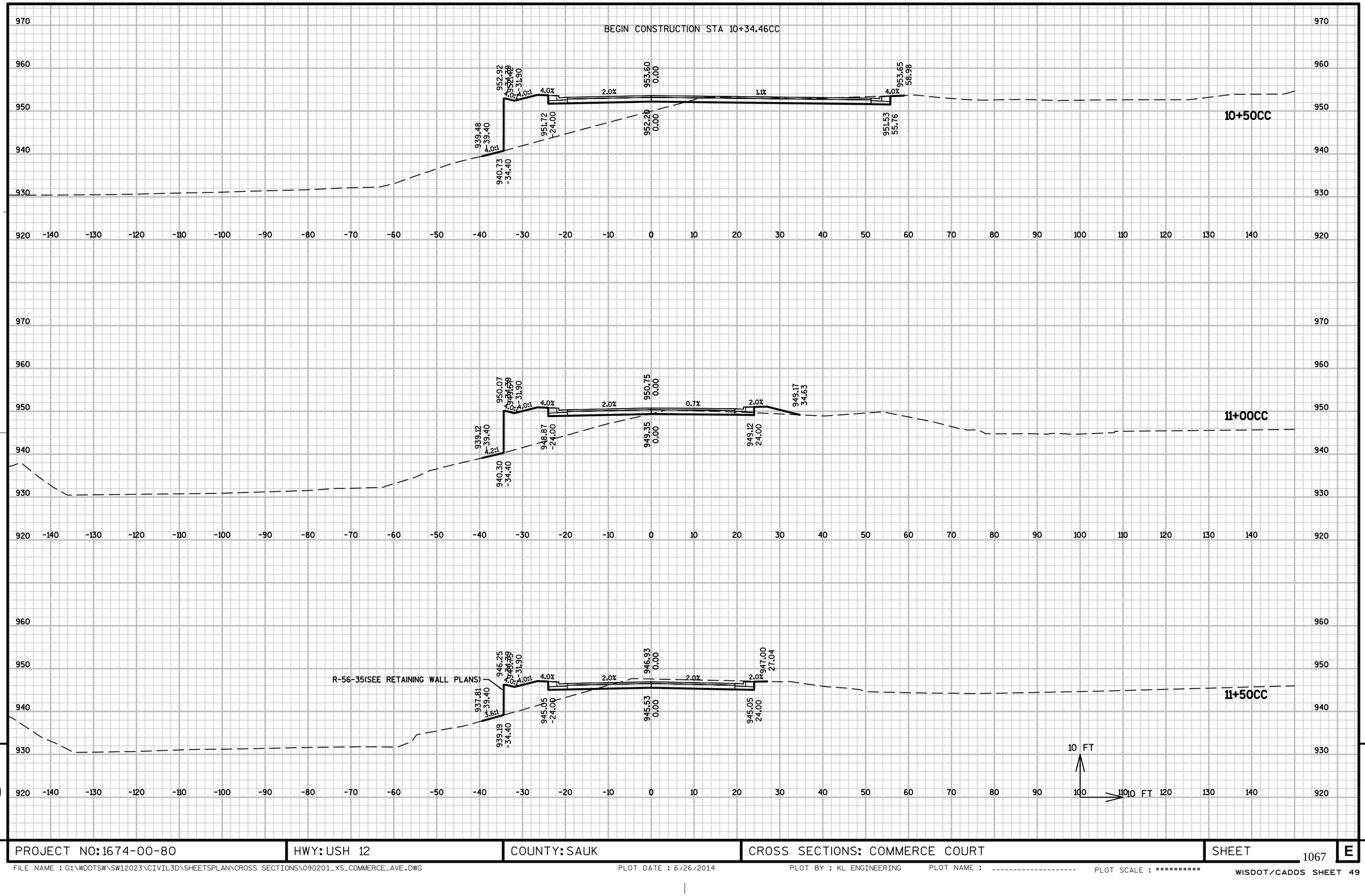
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT EAST	SHEET 1065	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH_W_RABS.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH W ROUNDABOUT EAST	SHEET 1066	E

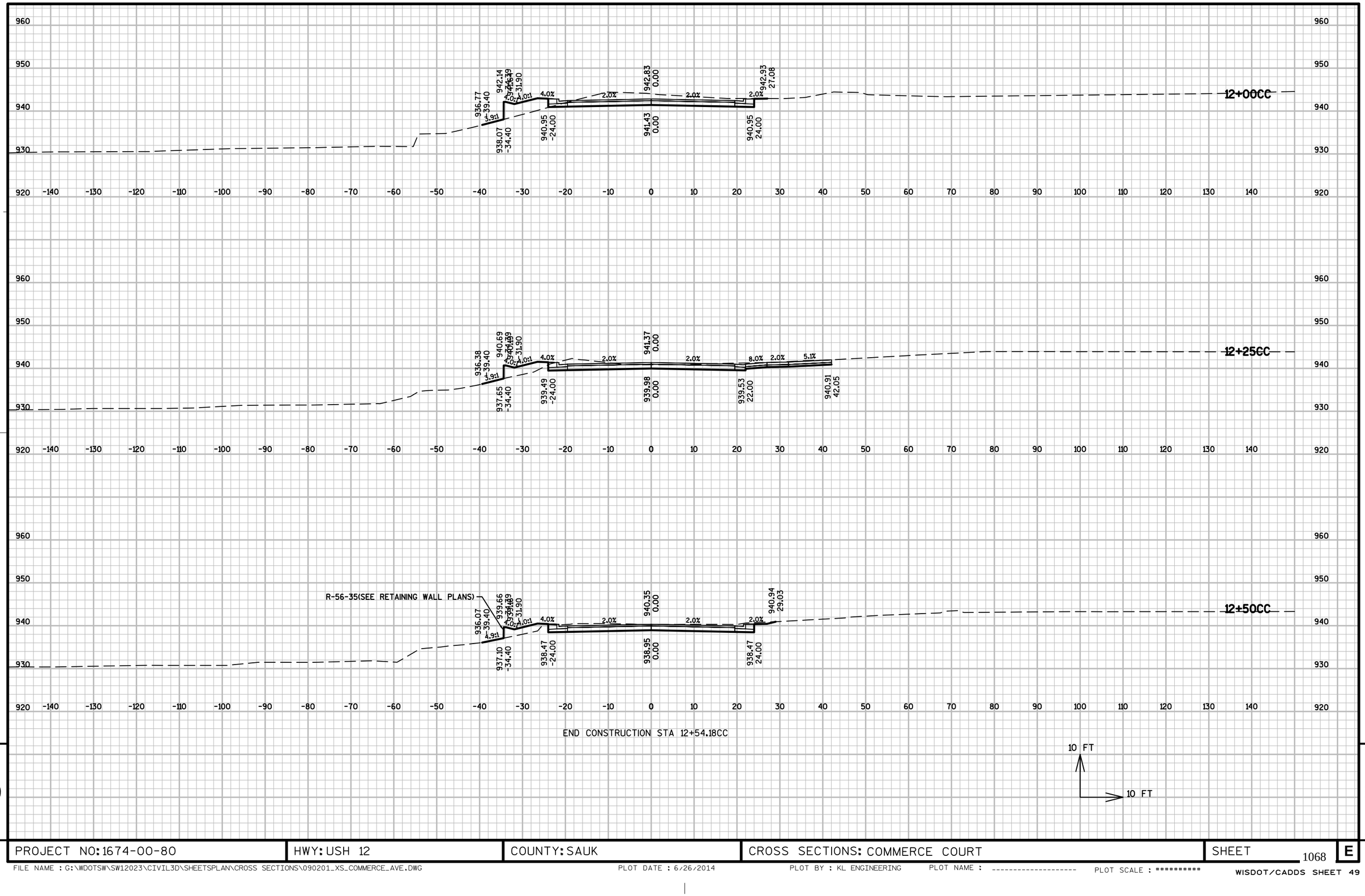


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COMMERCE COURT	SHEET 1067 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_COMMERCE_AVE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



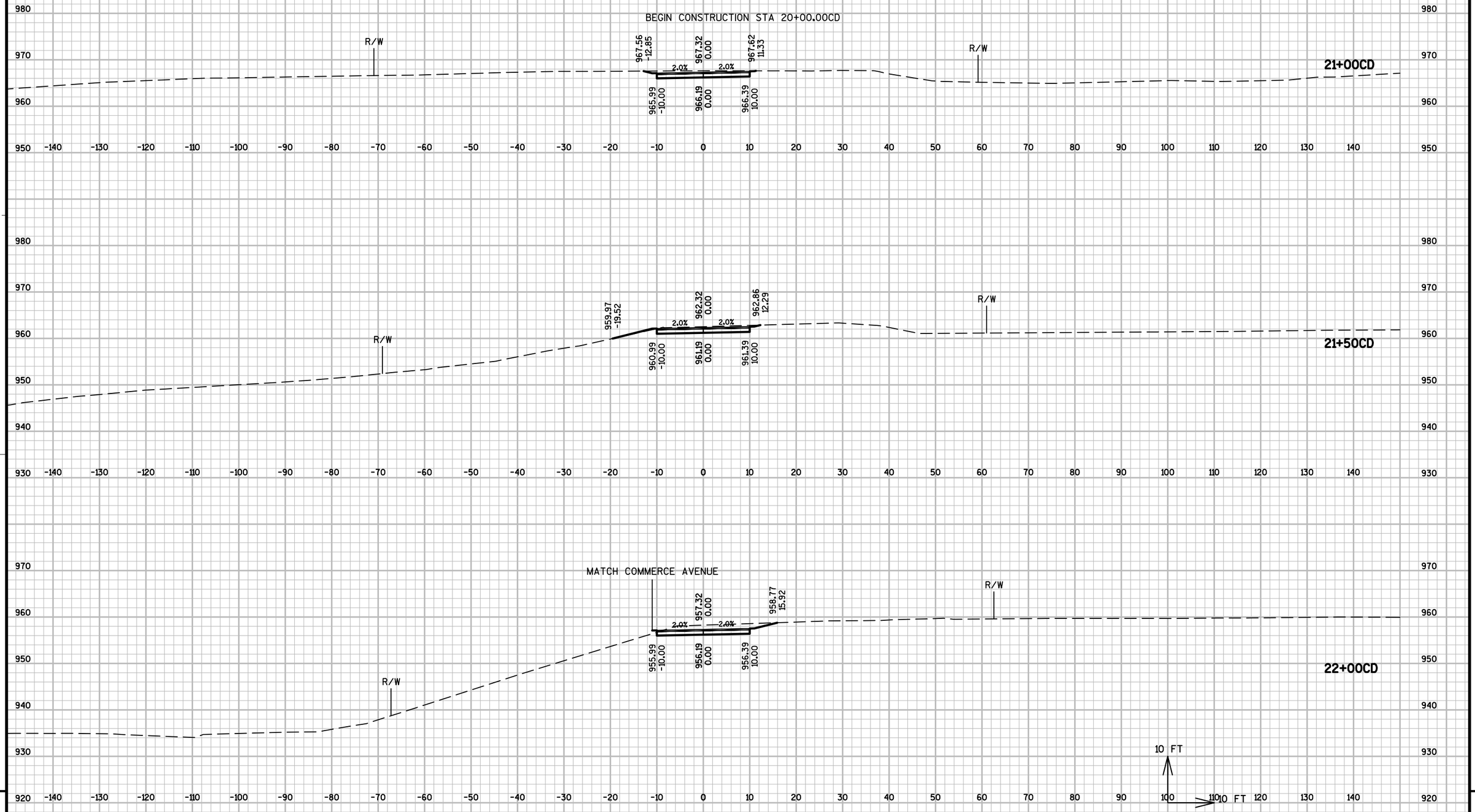
END CONSTRUCTION STA 12+54.18CC

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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COMMERCE COURT	SHEET 1068	E

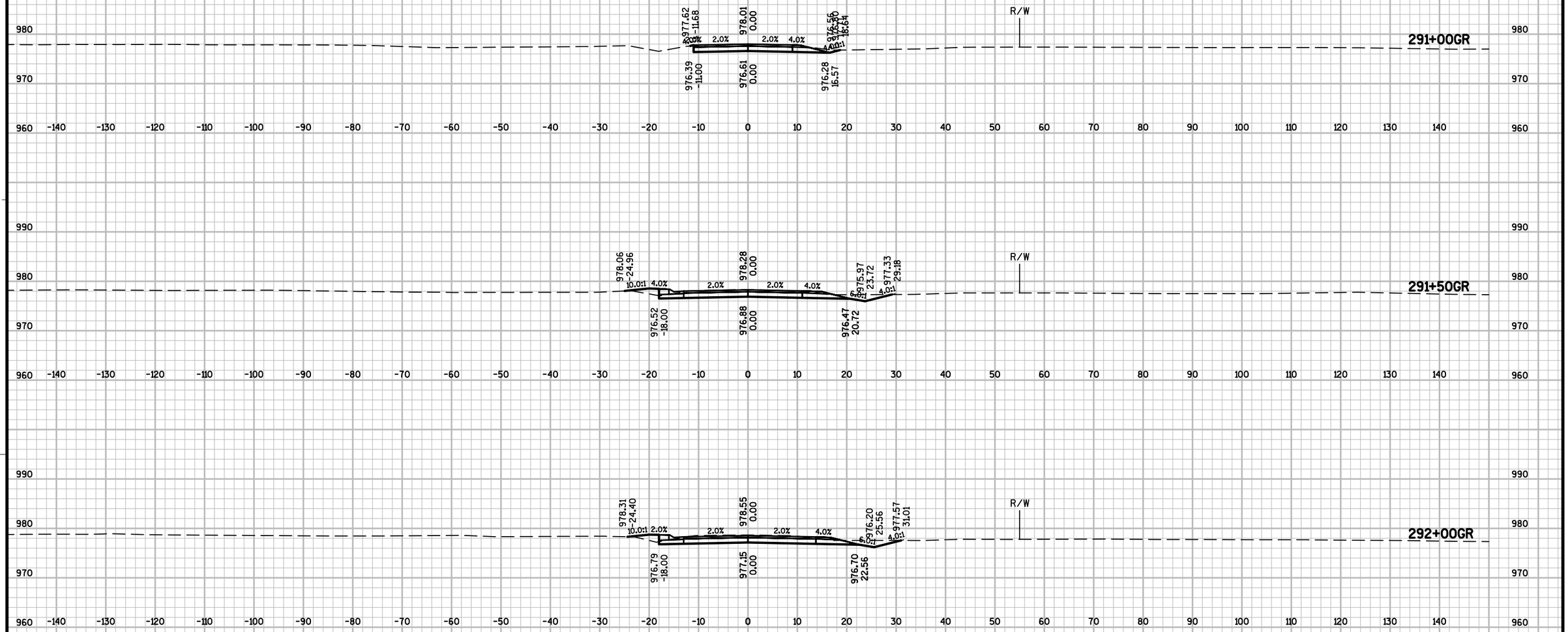
BEGIN CONSTRUCTION STA 20+00.00CD



END CONSTRUCTION STA 22+13.49CD

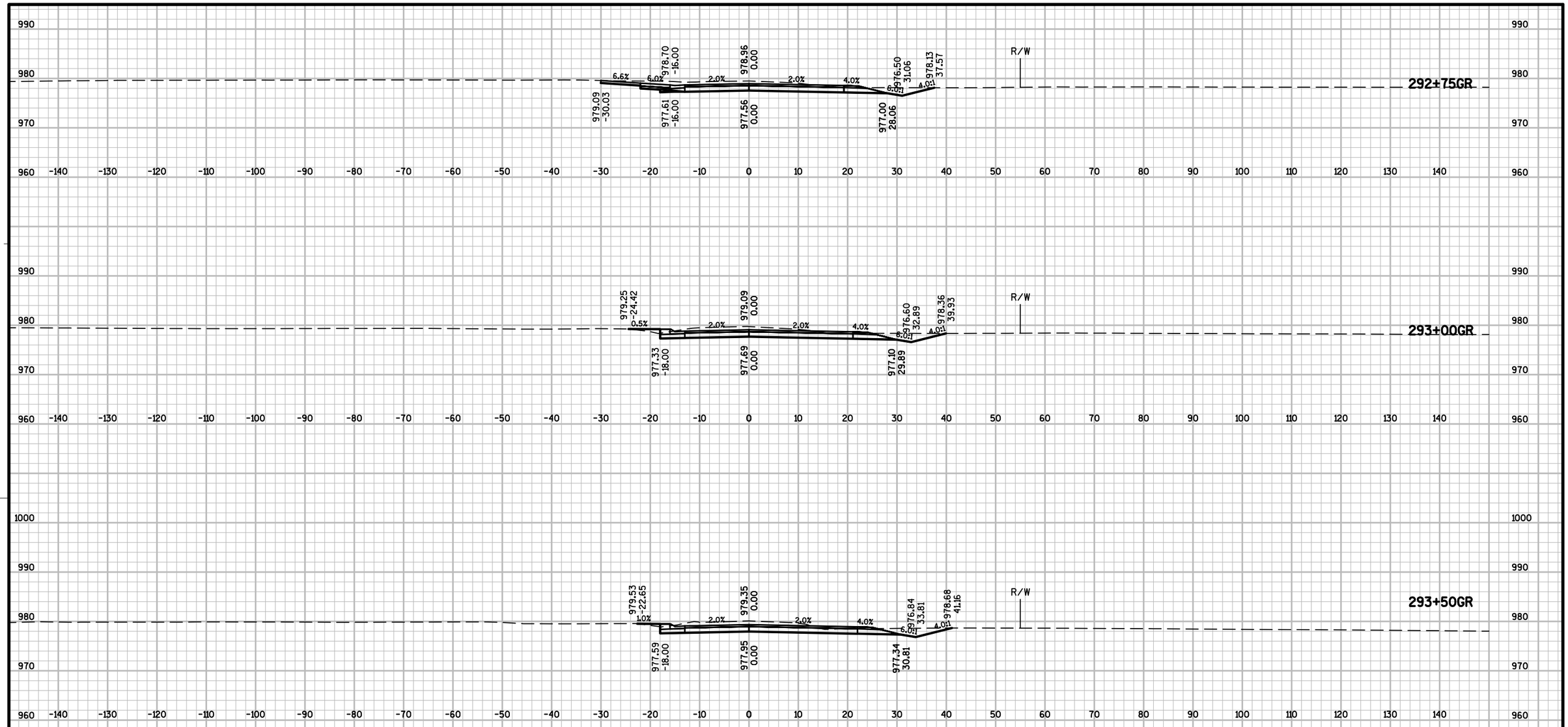
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COMMERCE DRIVEWAY	SHEET 1069	E

BEGIN CONSTRUCTION STA 291+00.00GR



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1070	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

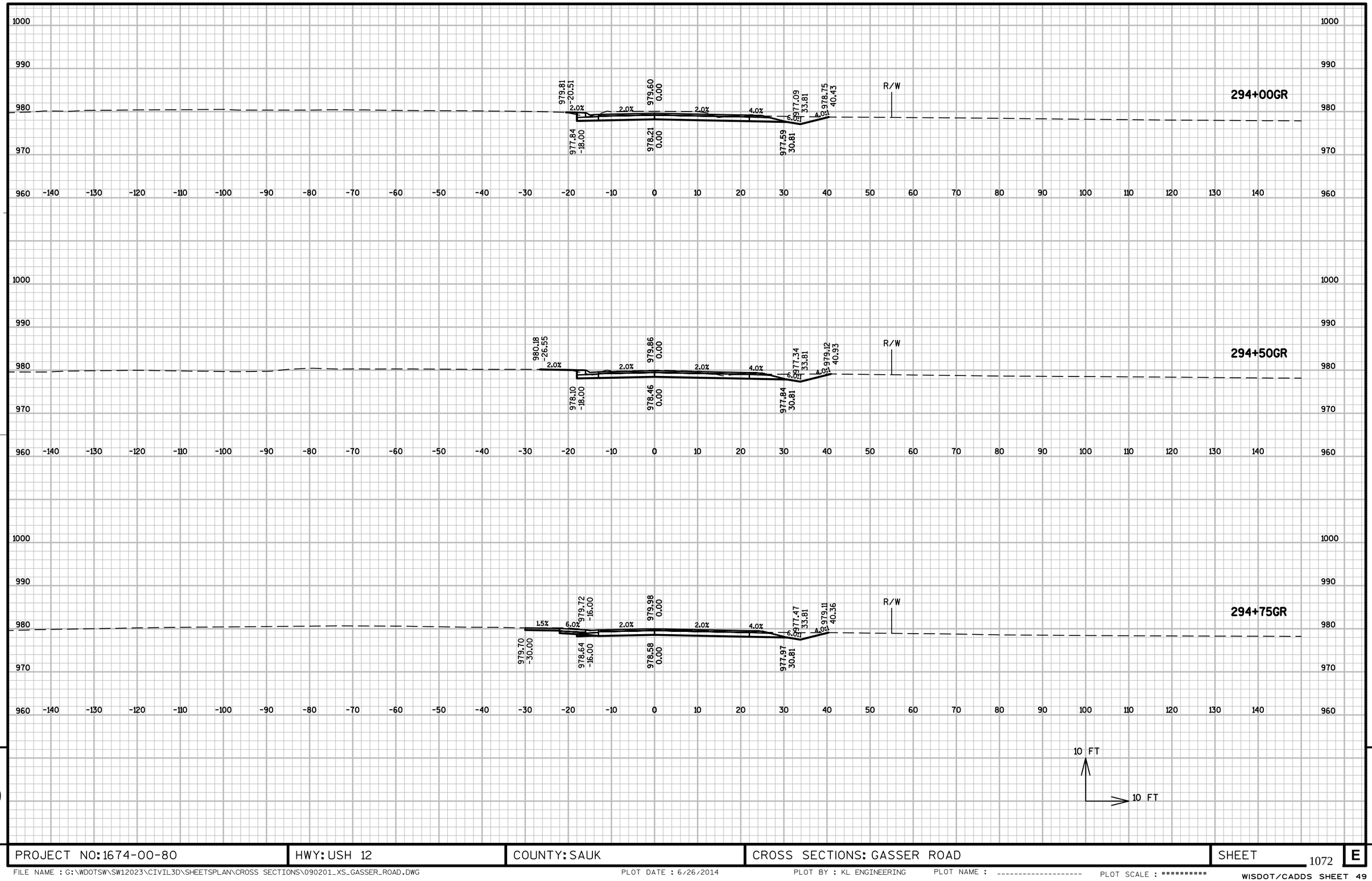


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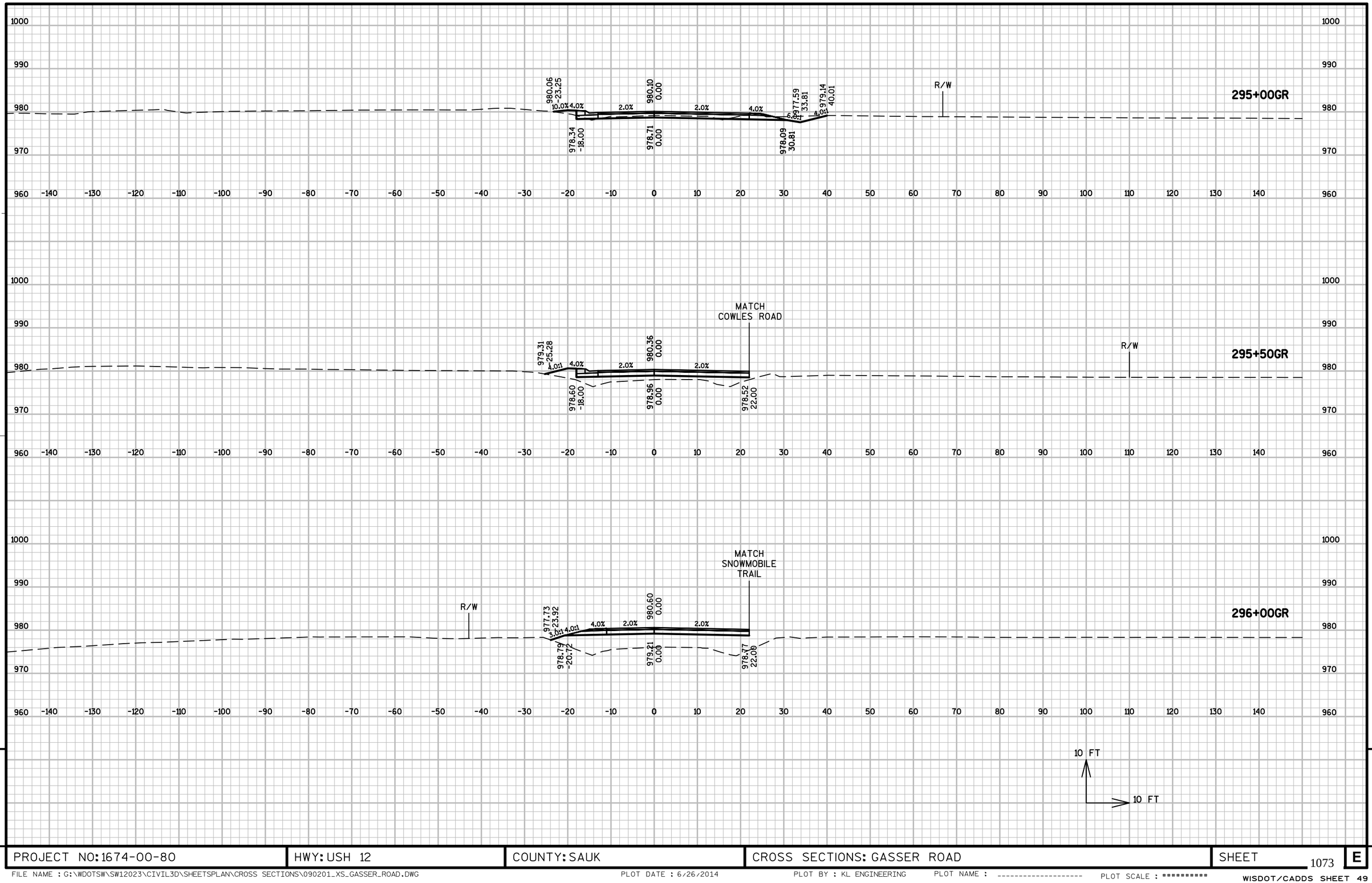
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1071	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



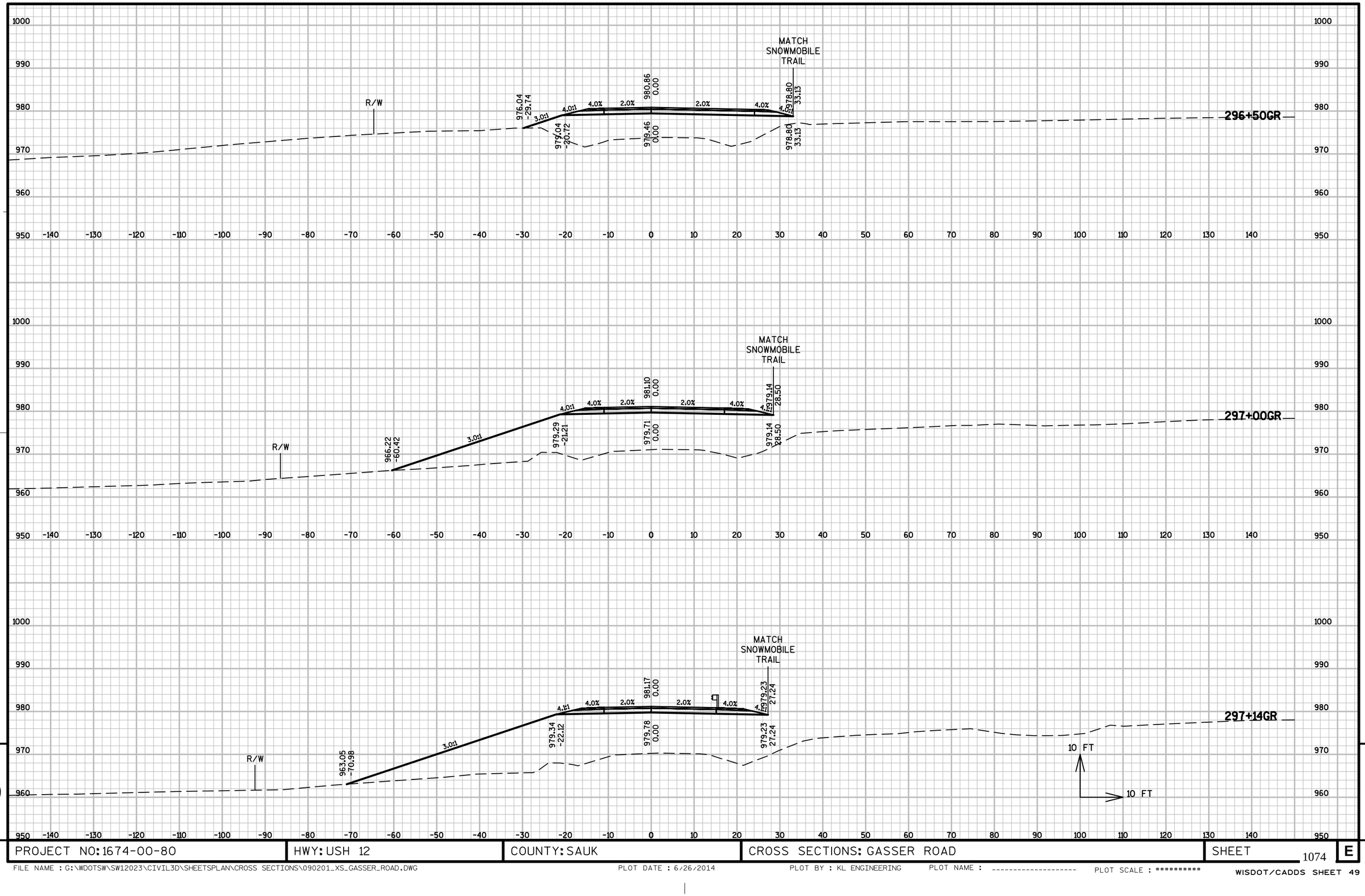
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1072	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



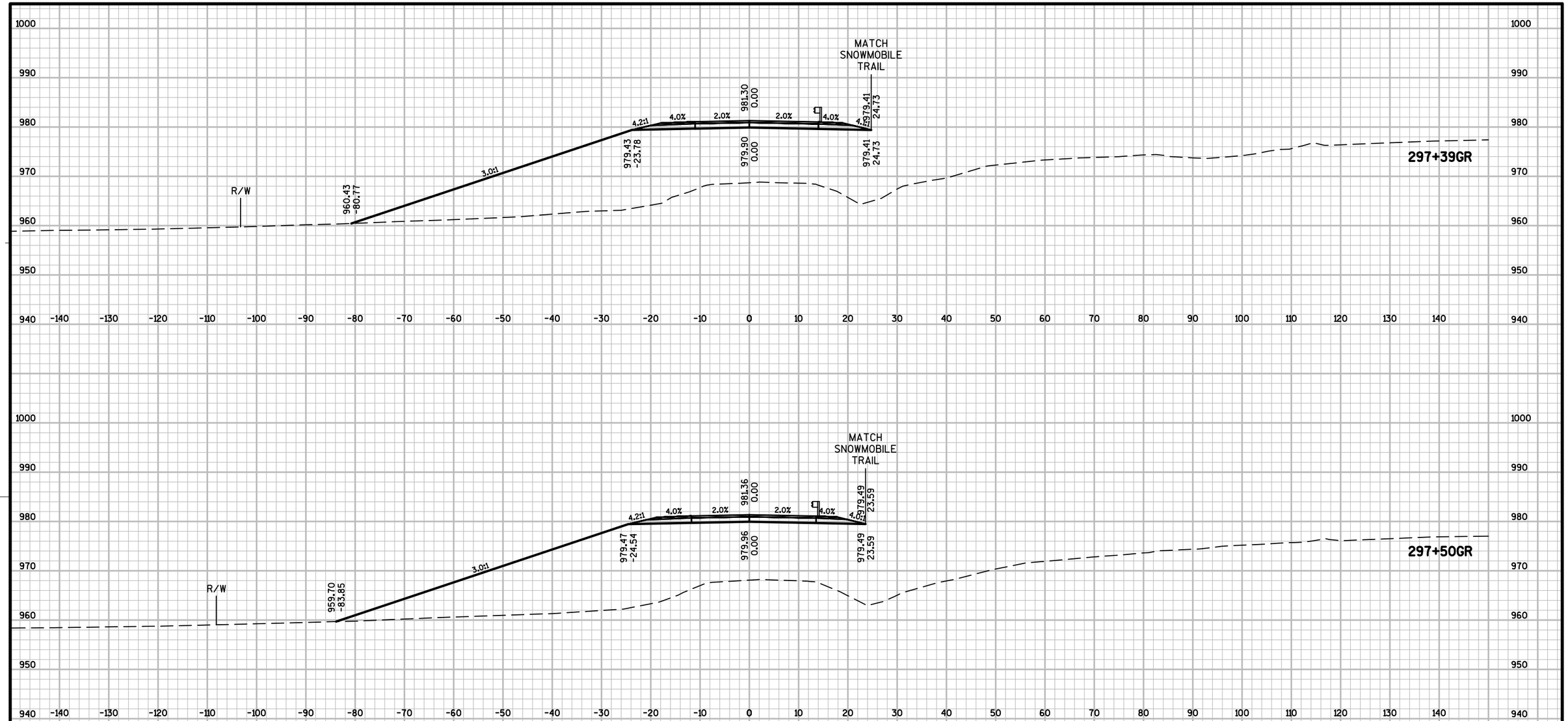
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1073	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



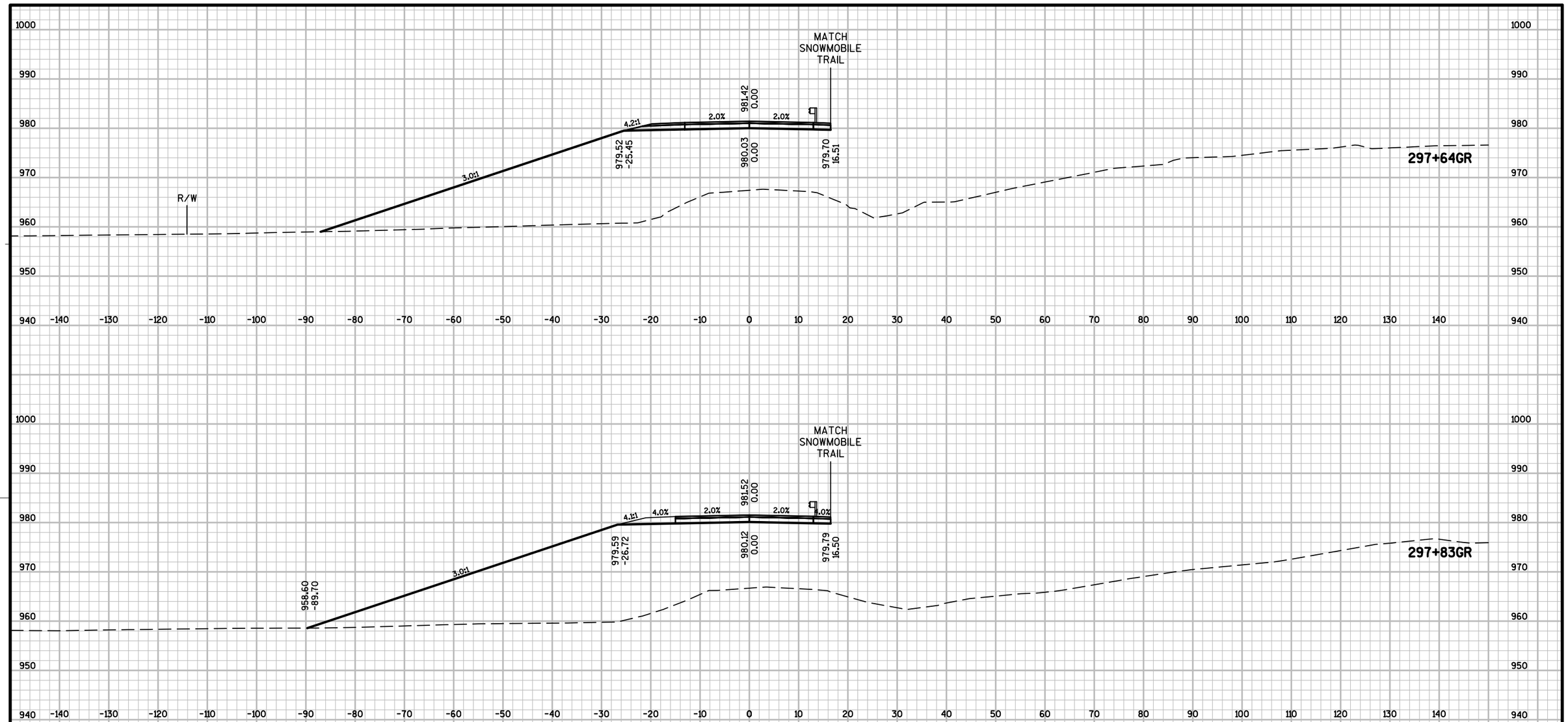
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1074	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1075	E

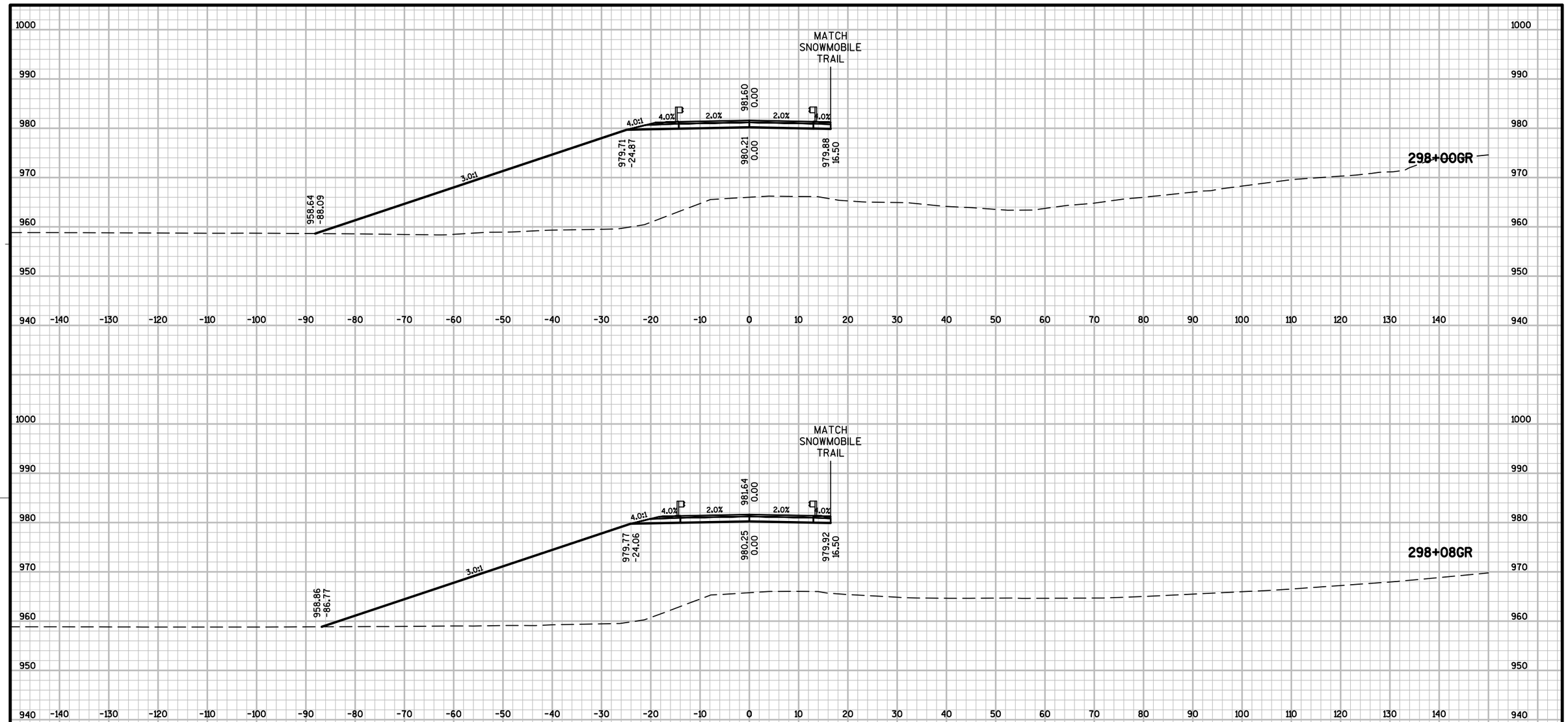
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1076	E

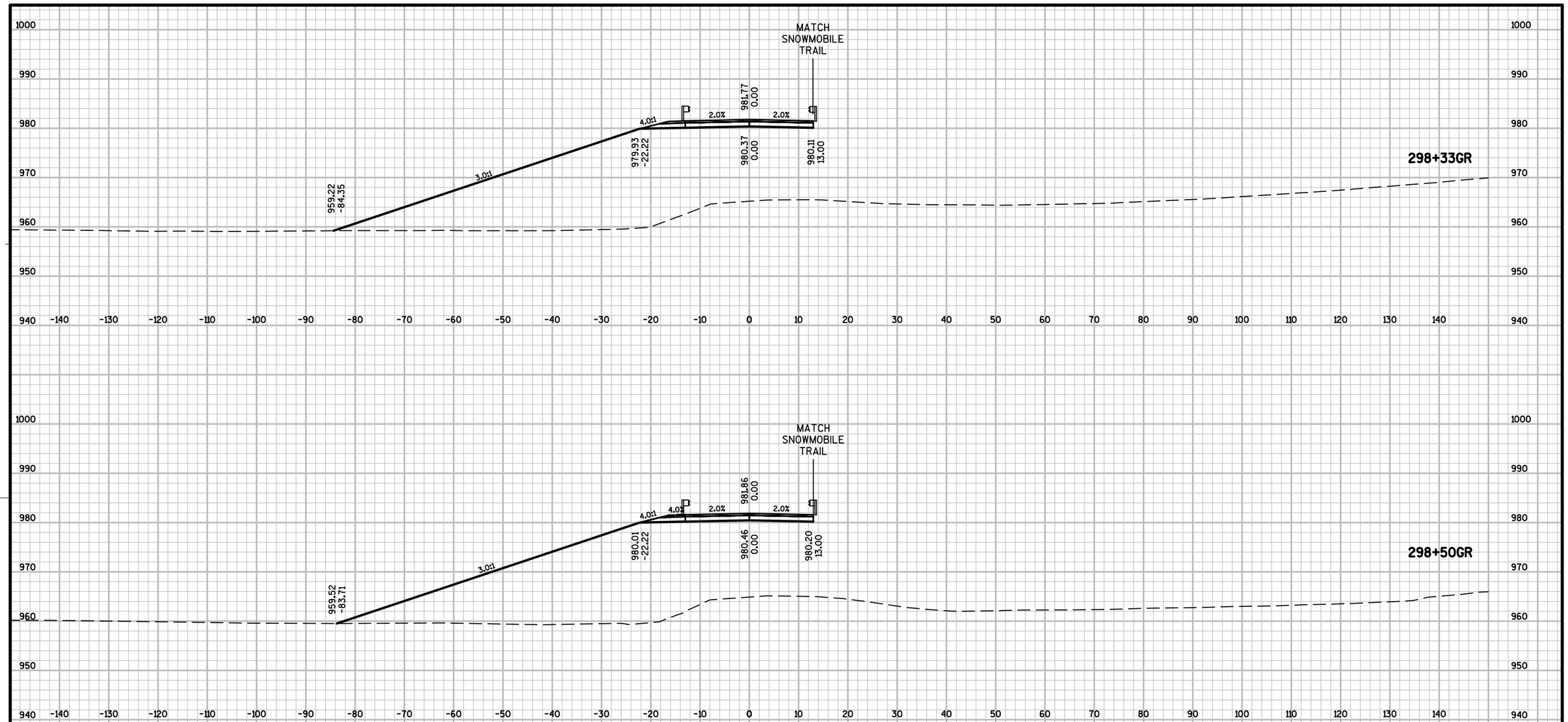


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1077	E

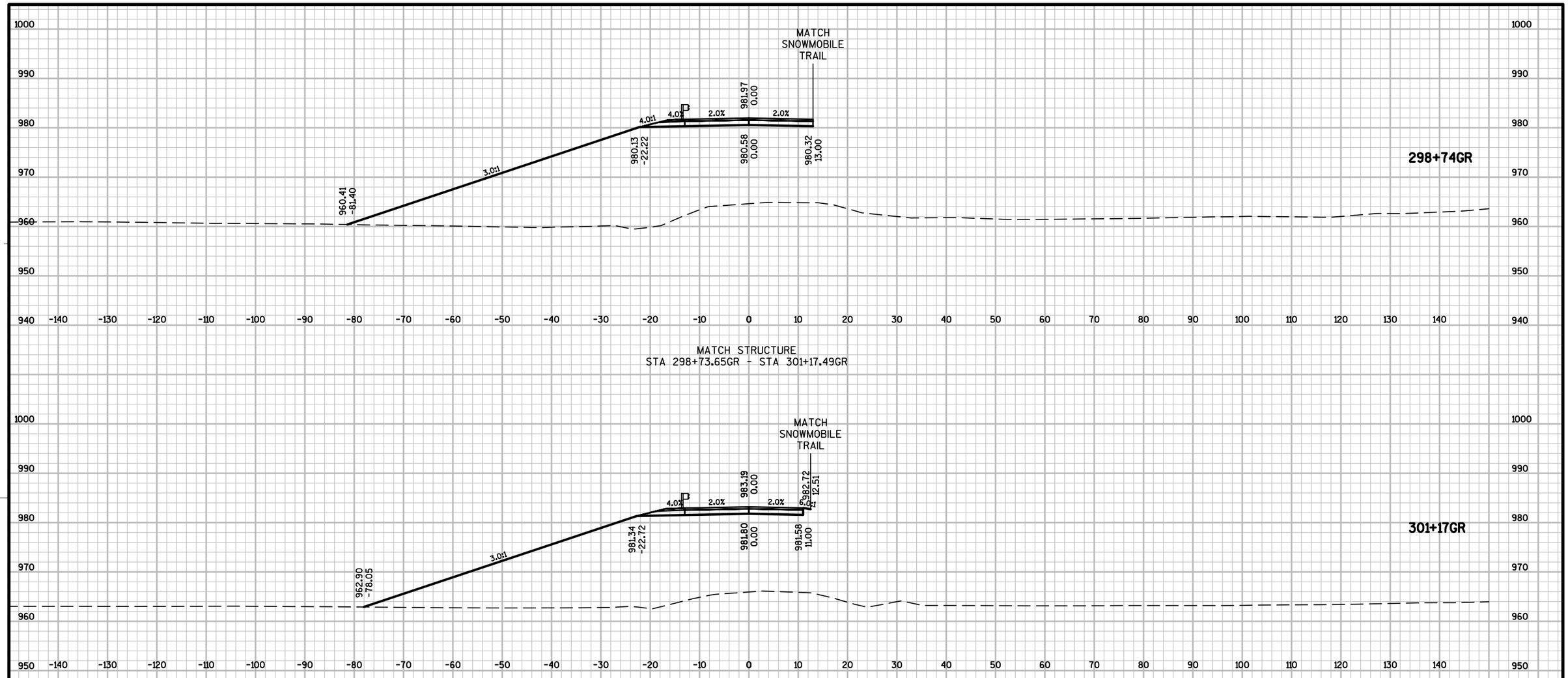
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1078	E



MATCH STRUCTURE
STA 298+73.65GR - STA 301+17.49GR

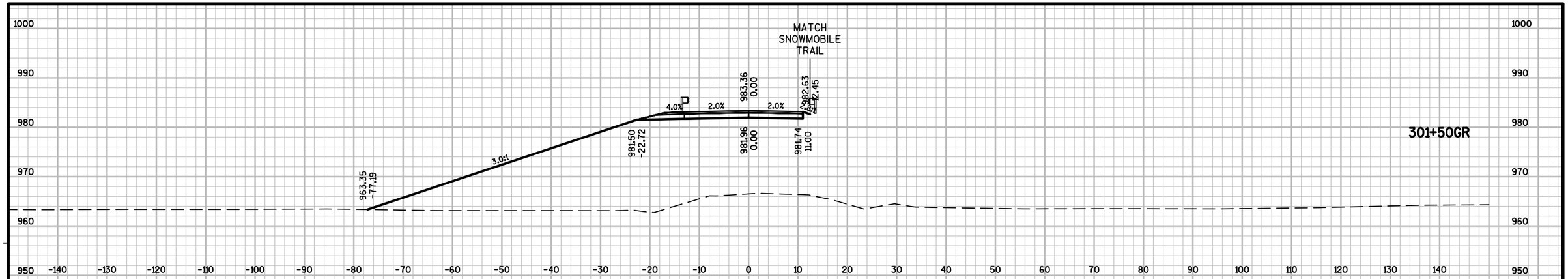
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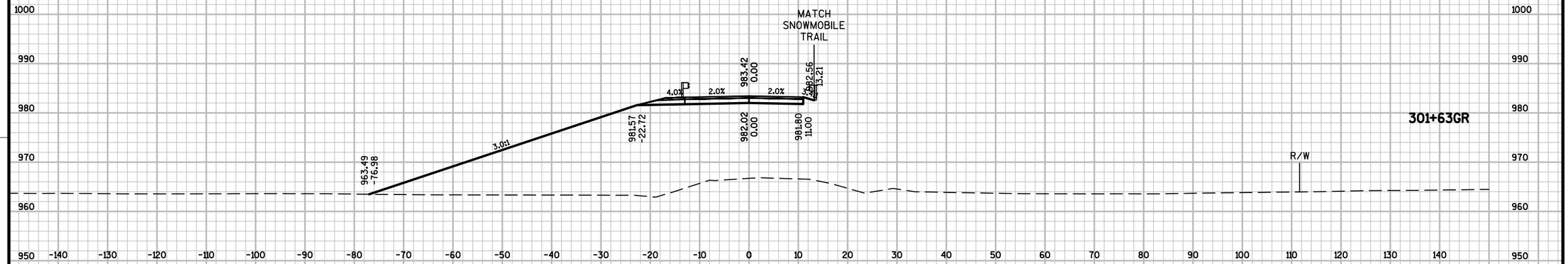
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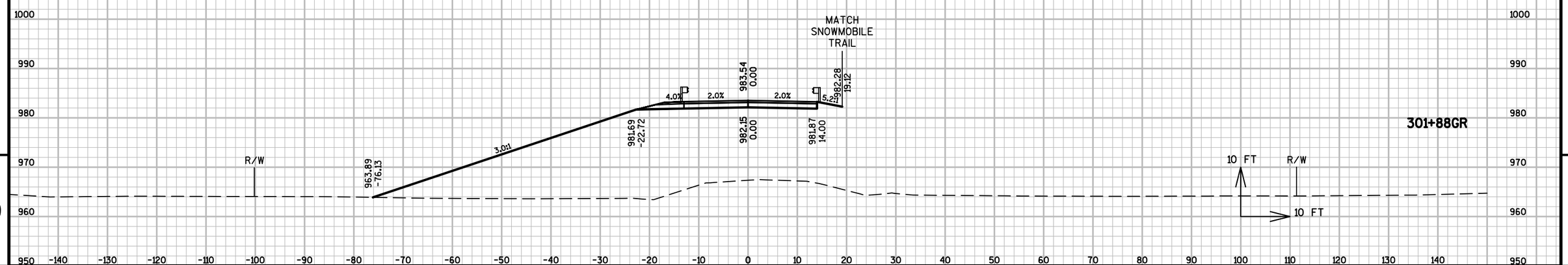
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1079	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********





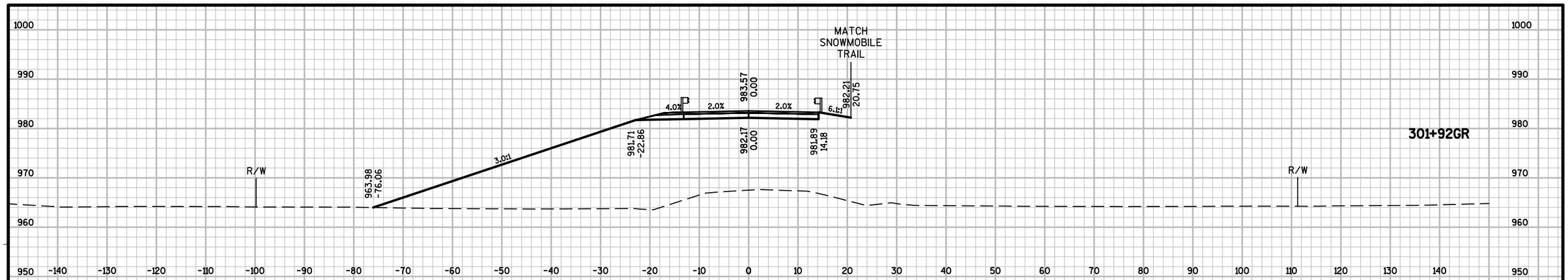


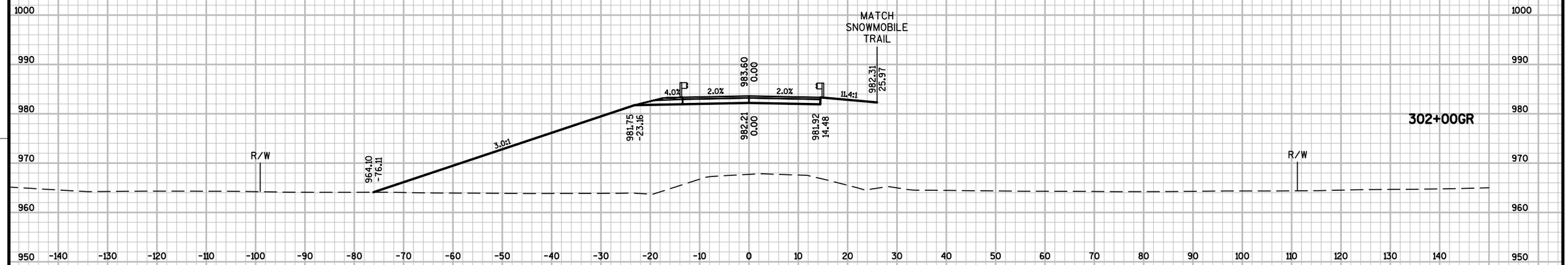
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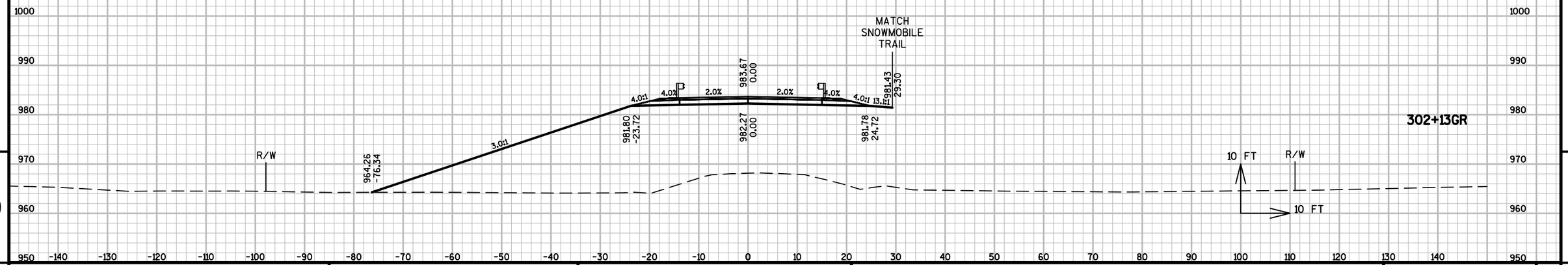
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1080	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





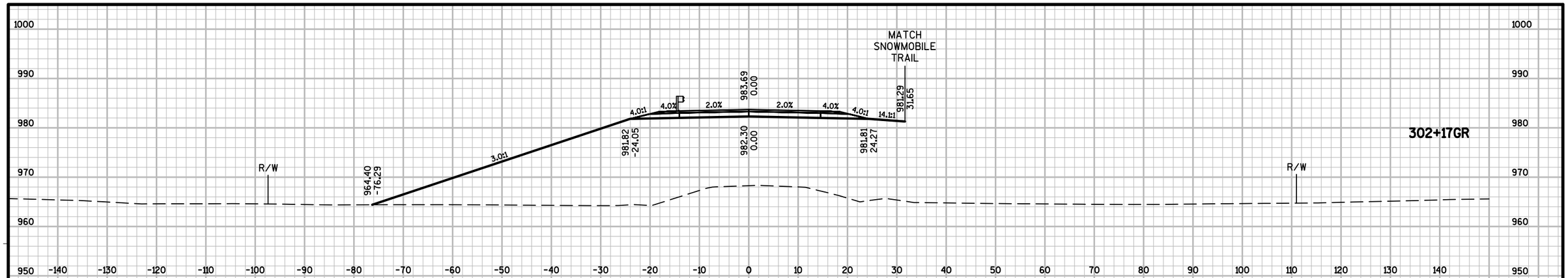


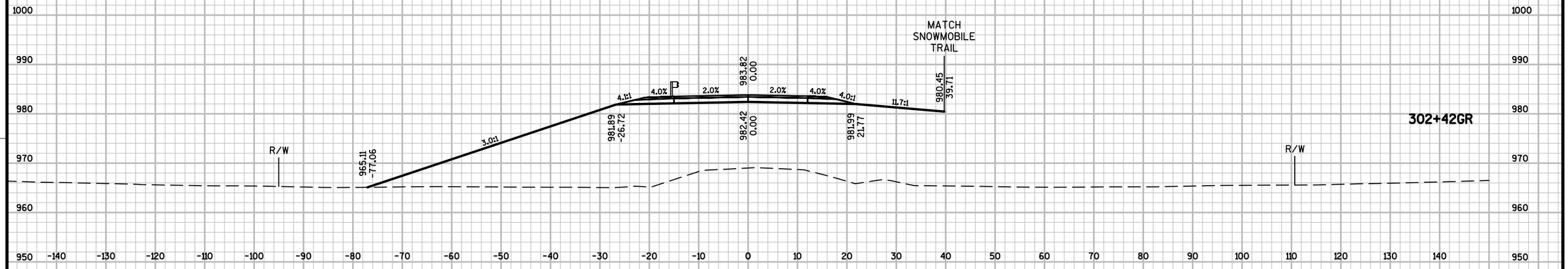
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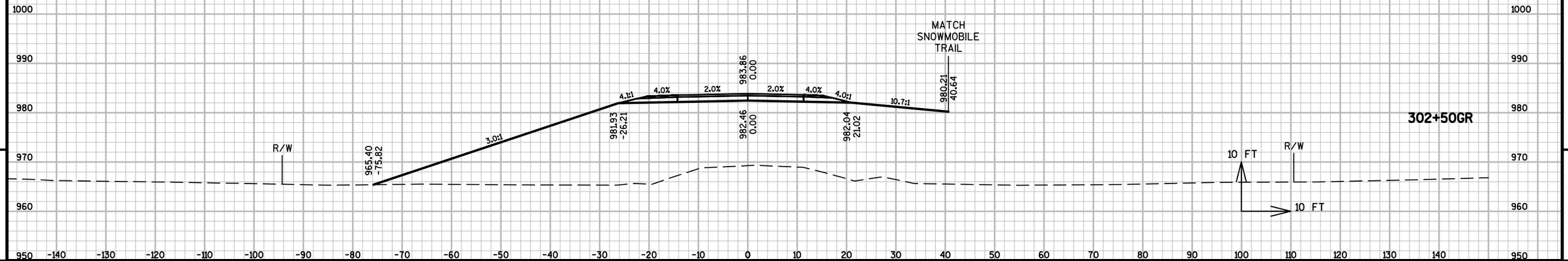
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1081	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

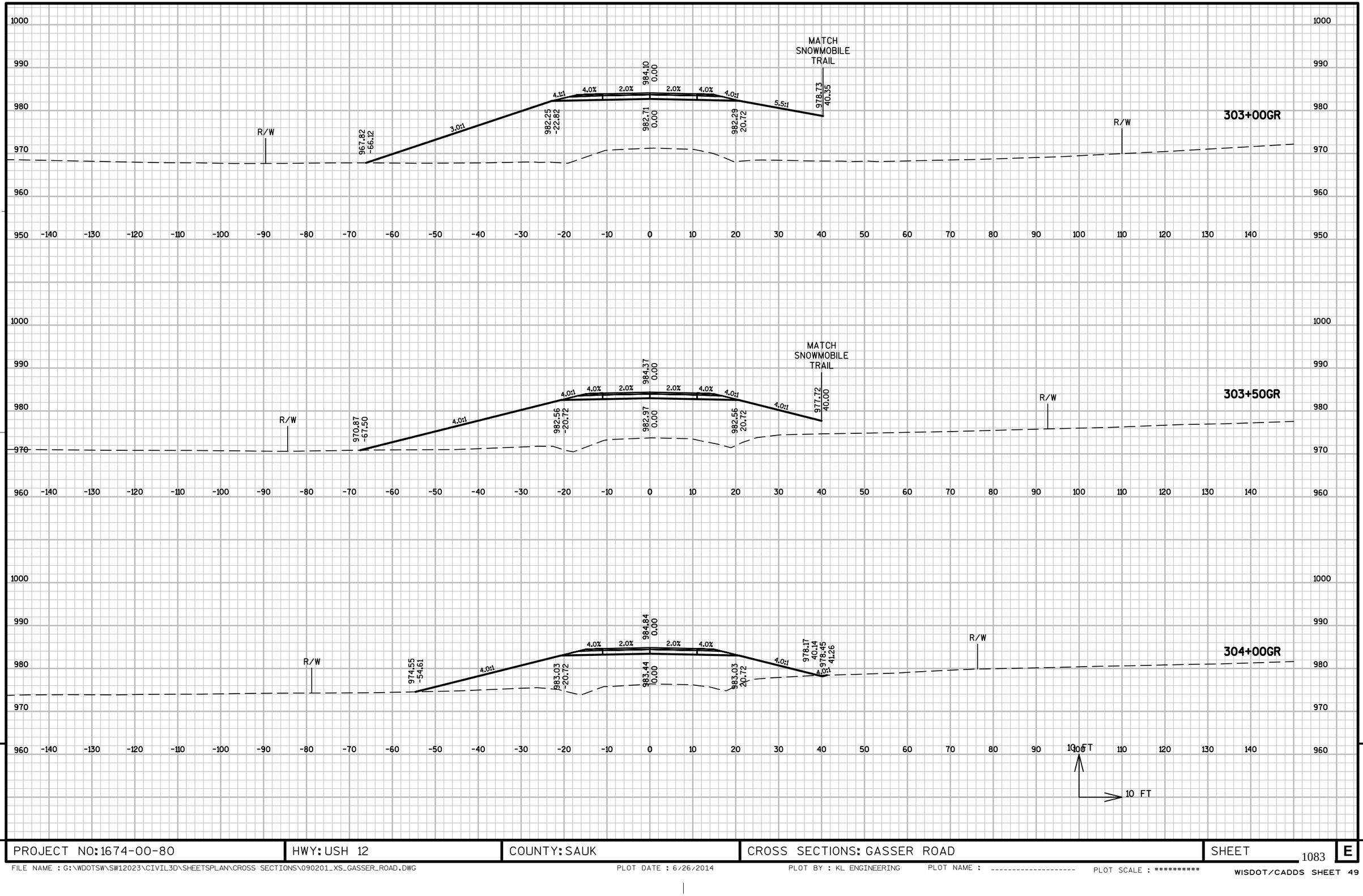






PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1082	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

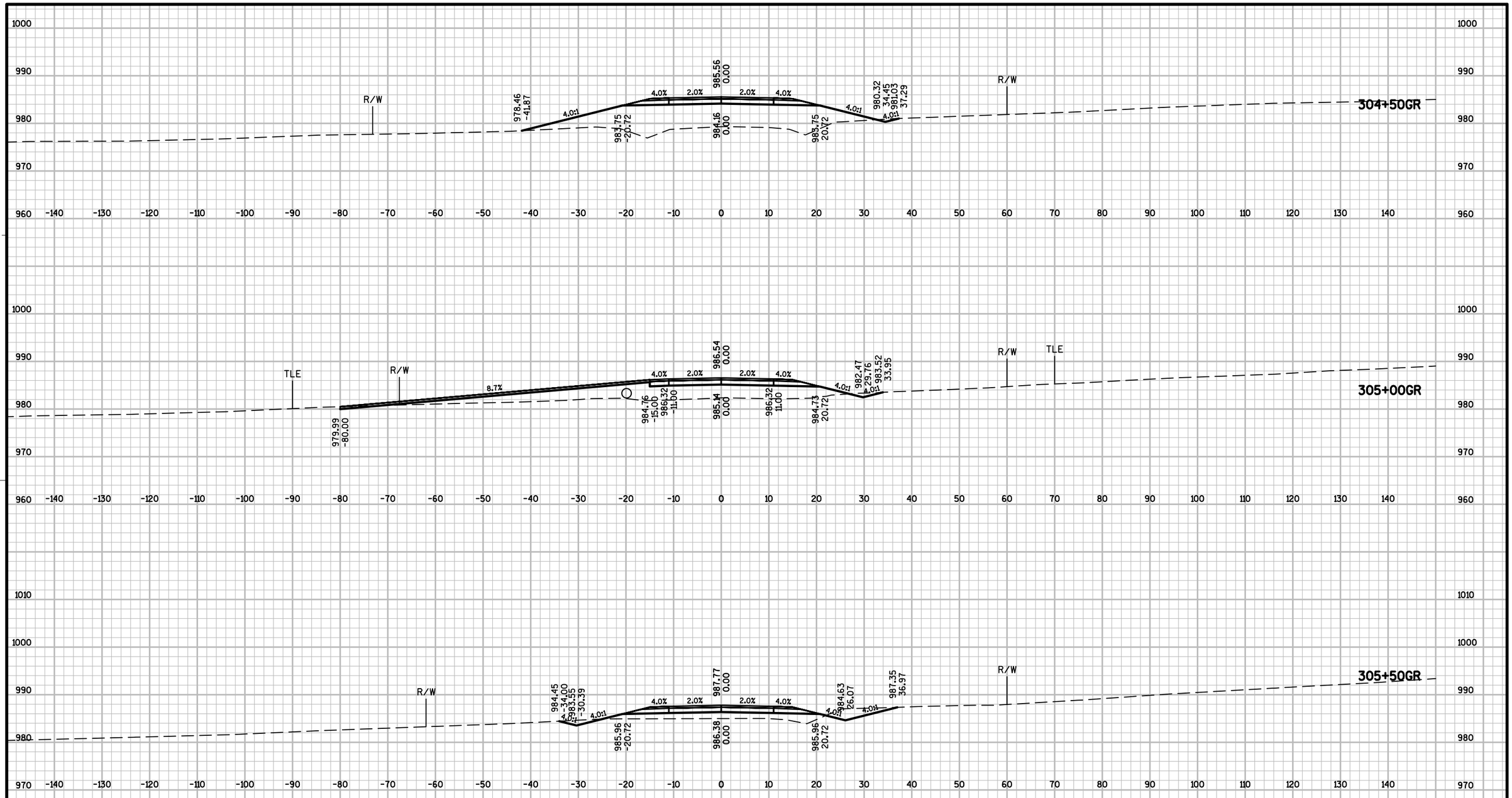


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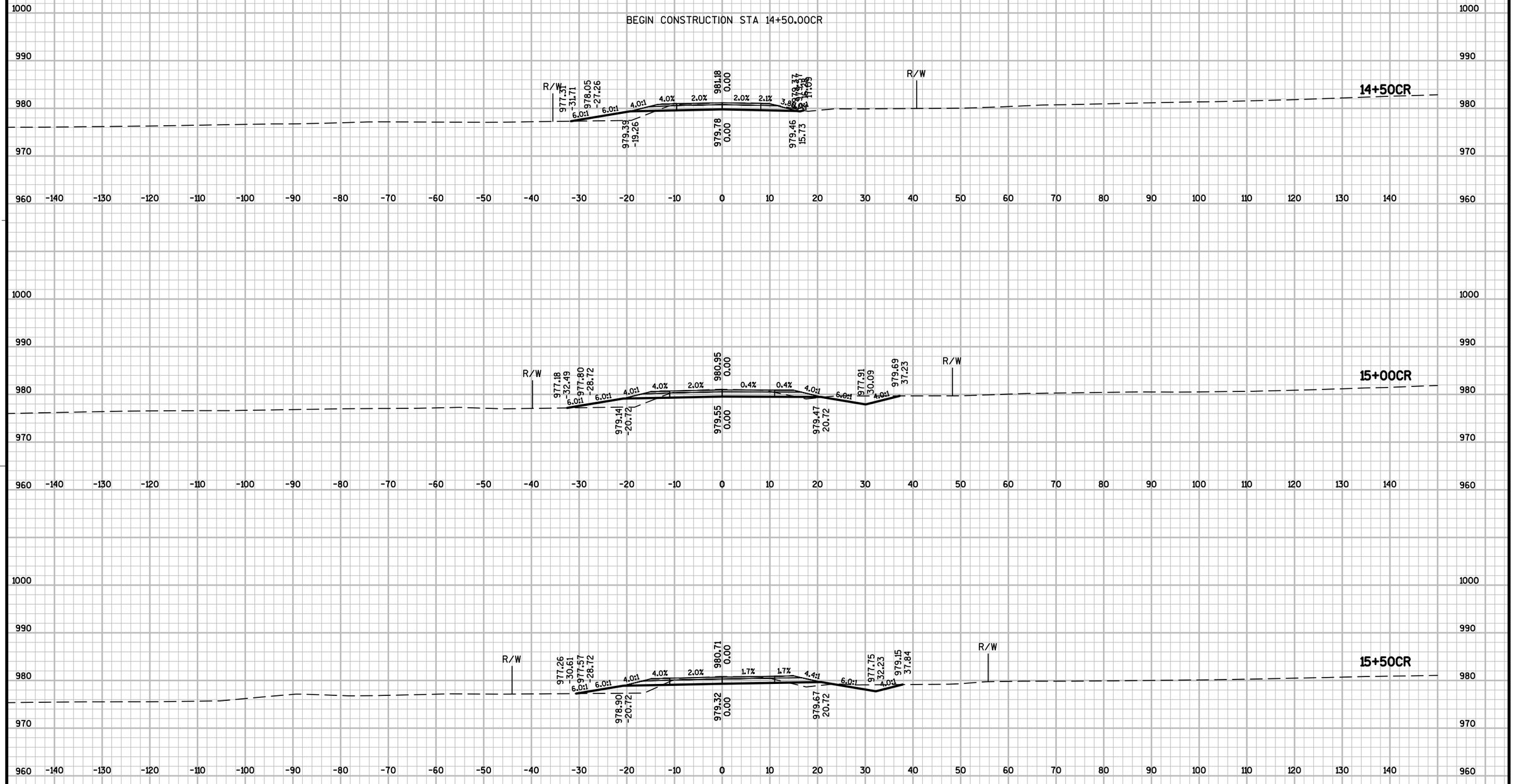
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1083	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

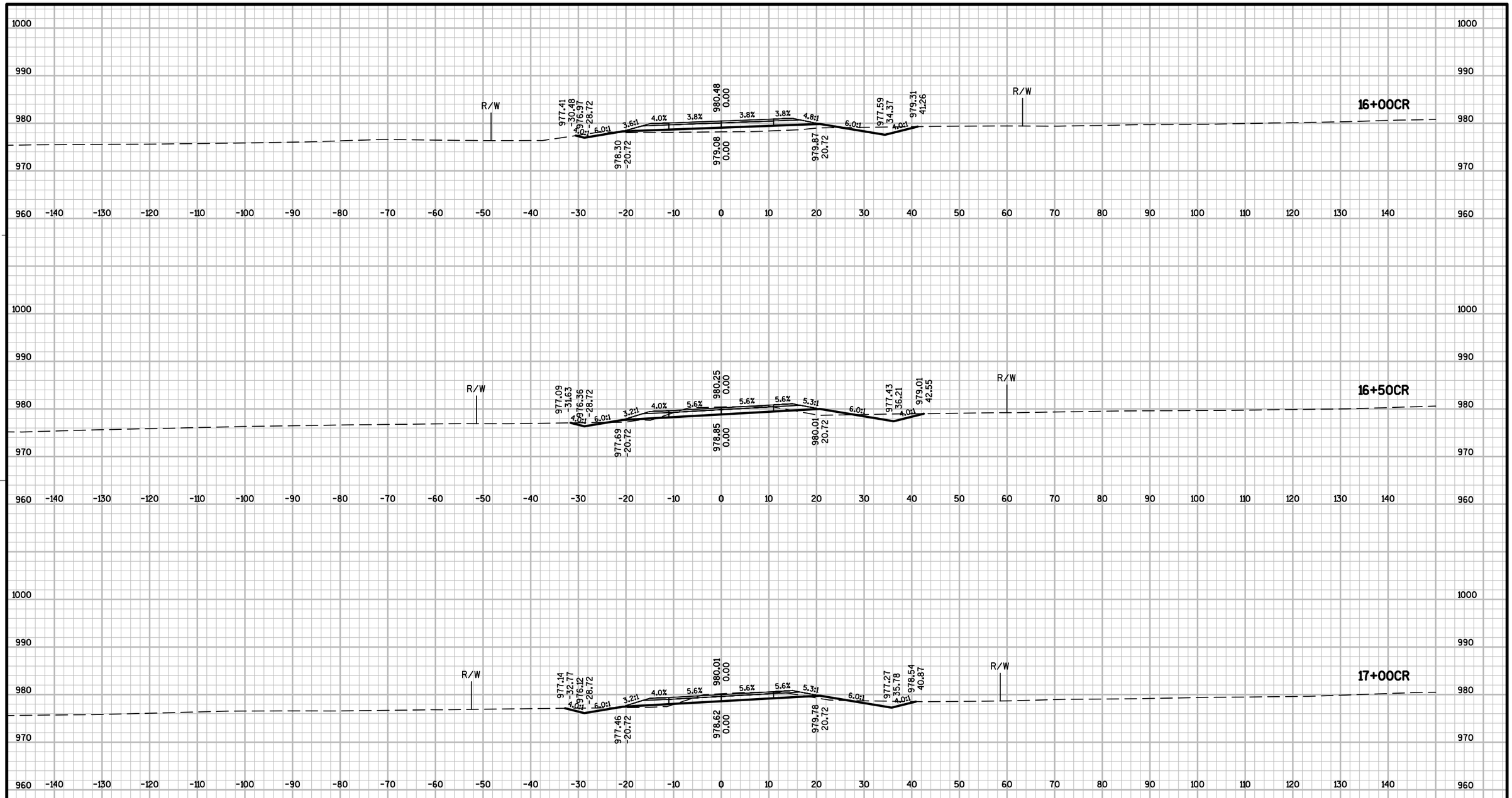


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD	SHEET 1084	E

BEGIN CONSTRUCTION STA 14+50.00CR

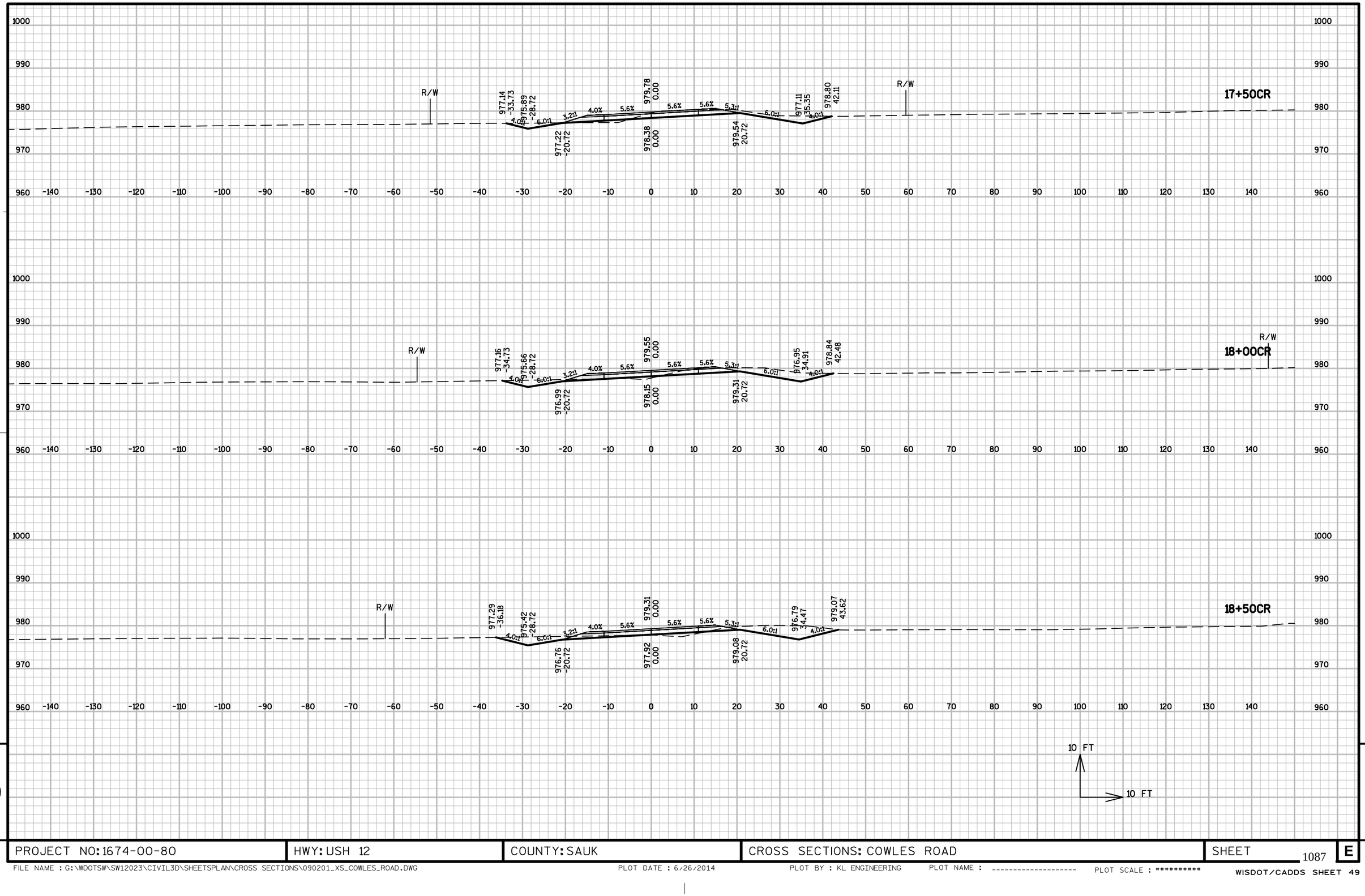


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1085	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1086	E

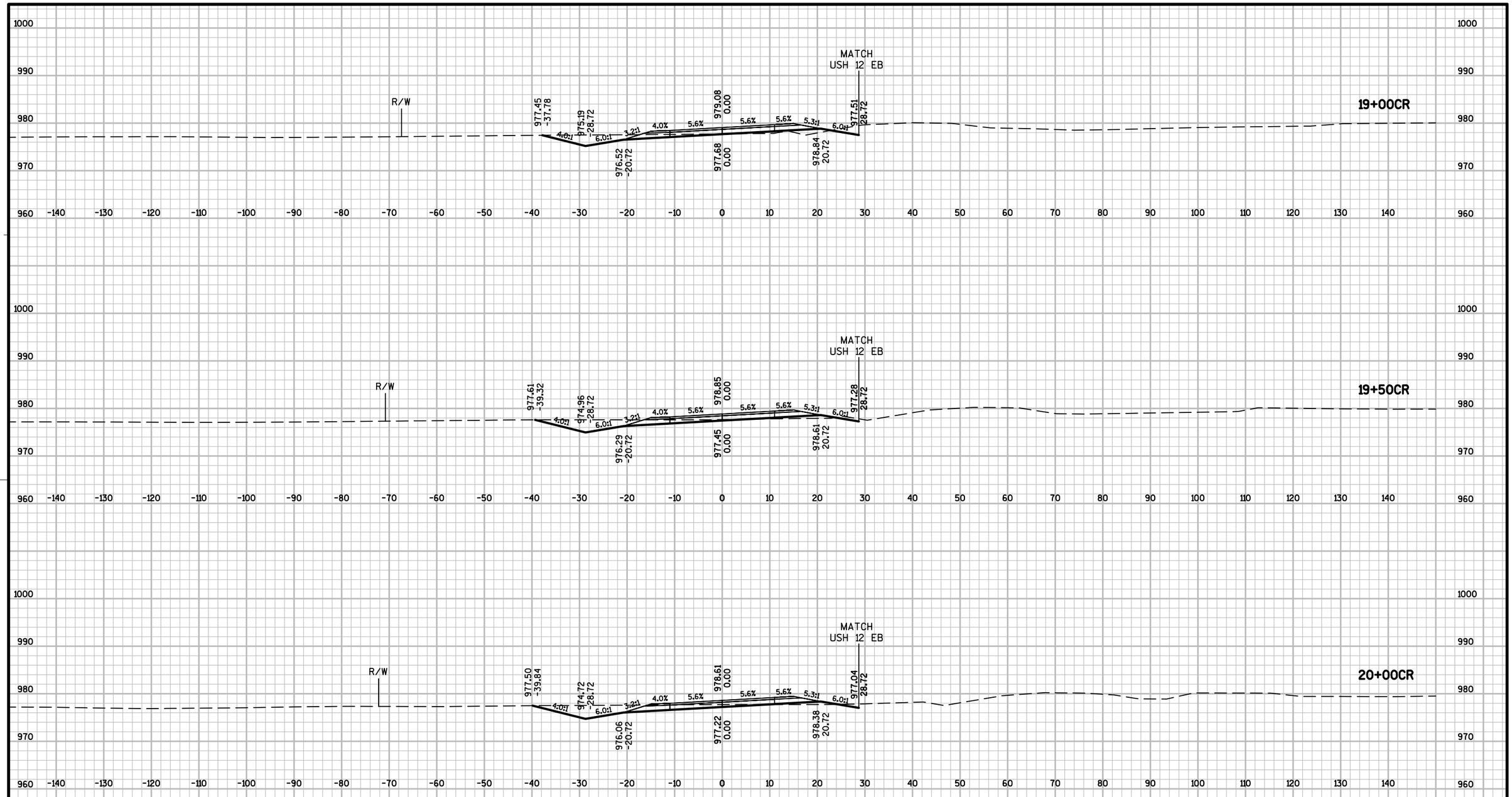
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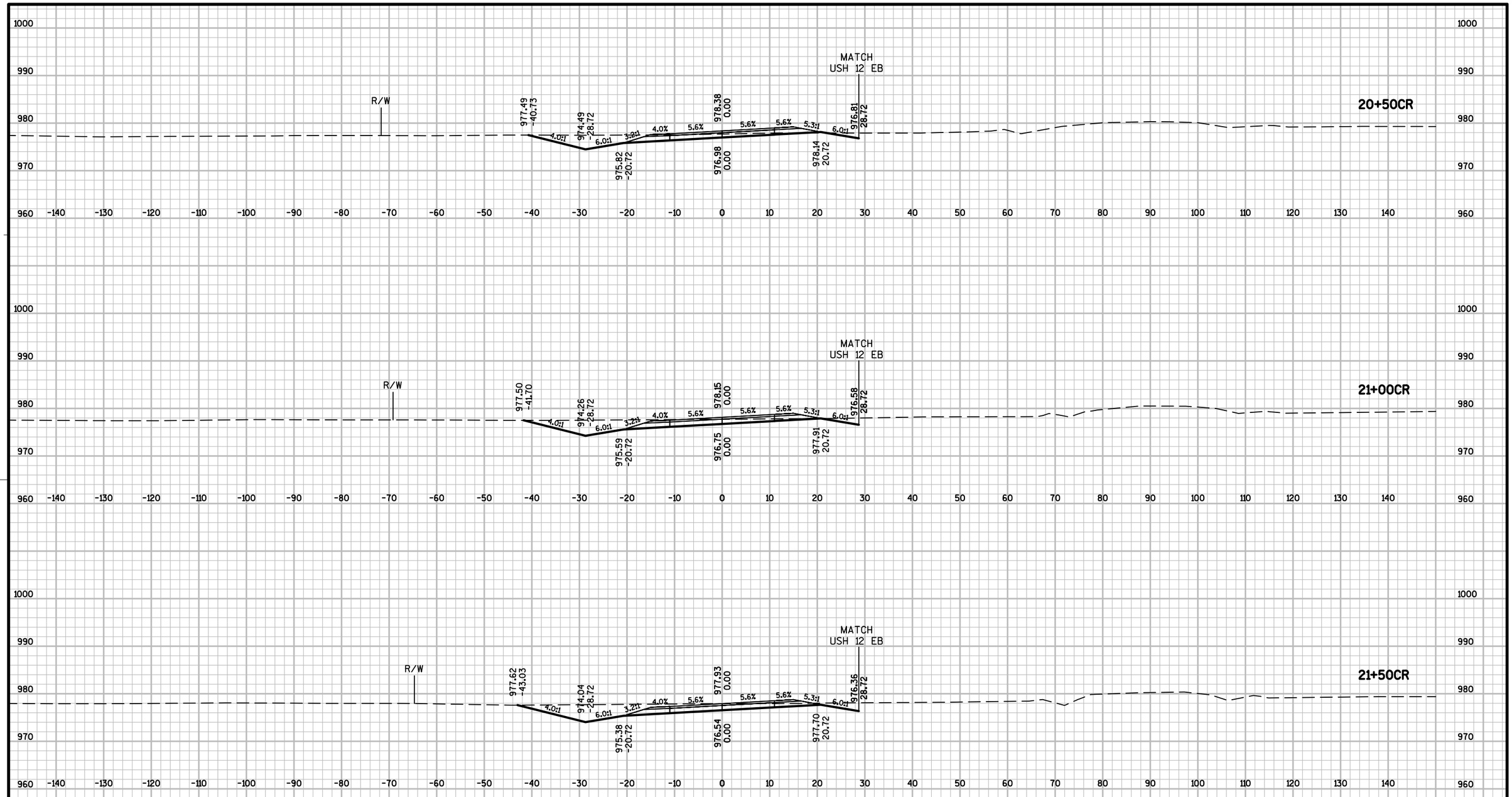
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1087	E

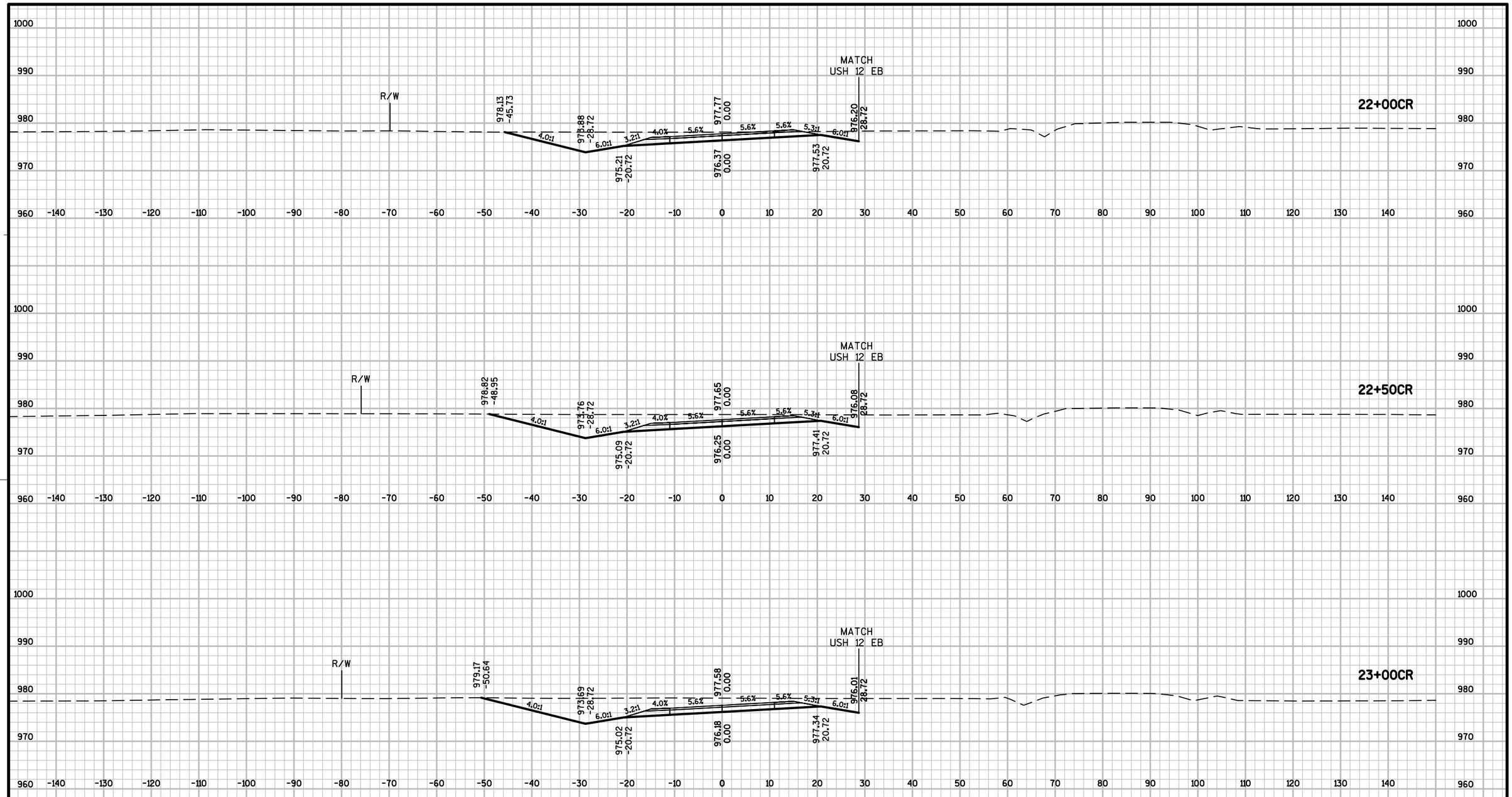


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1088	E



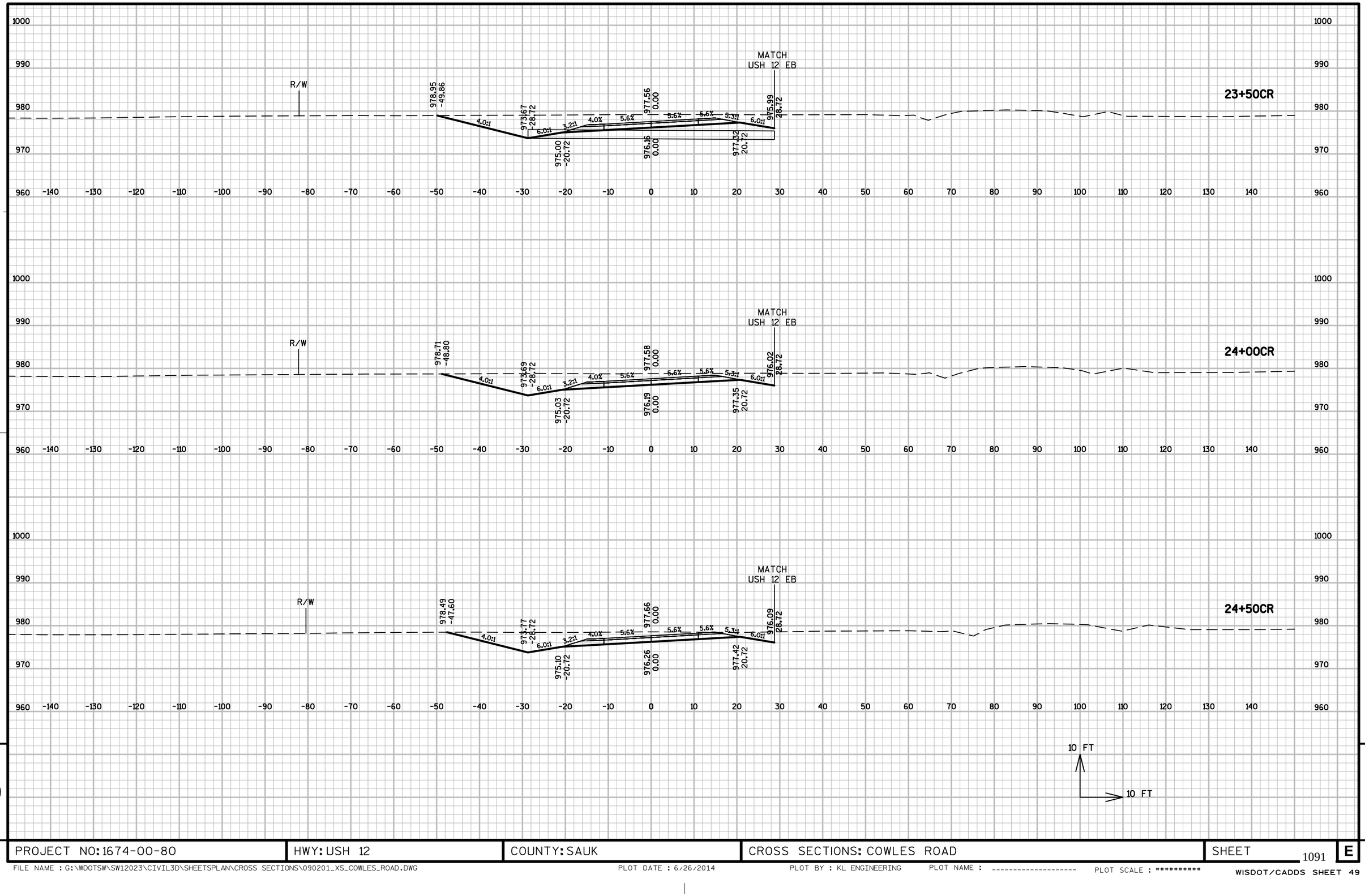
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1089	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_COWLES_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

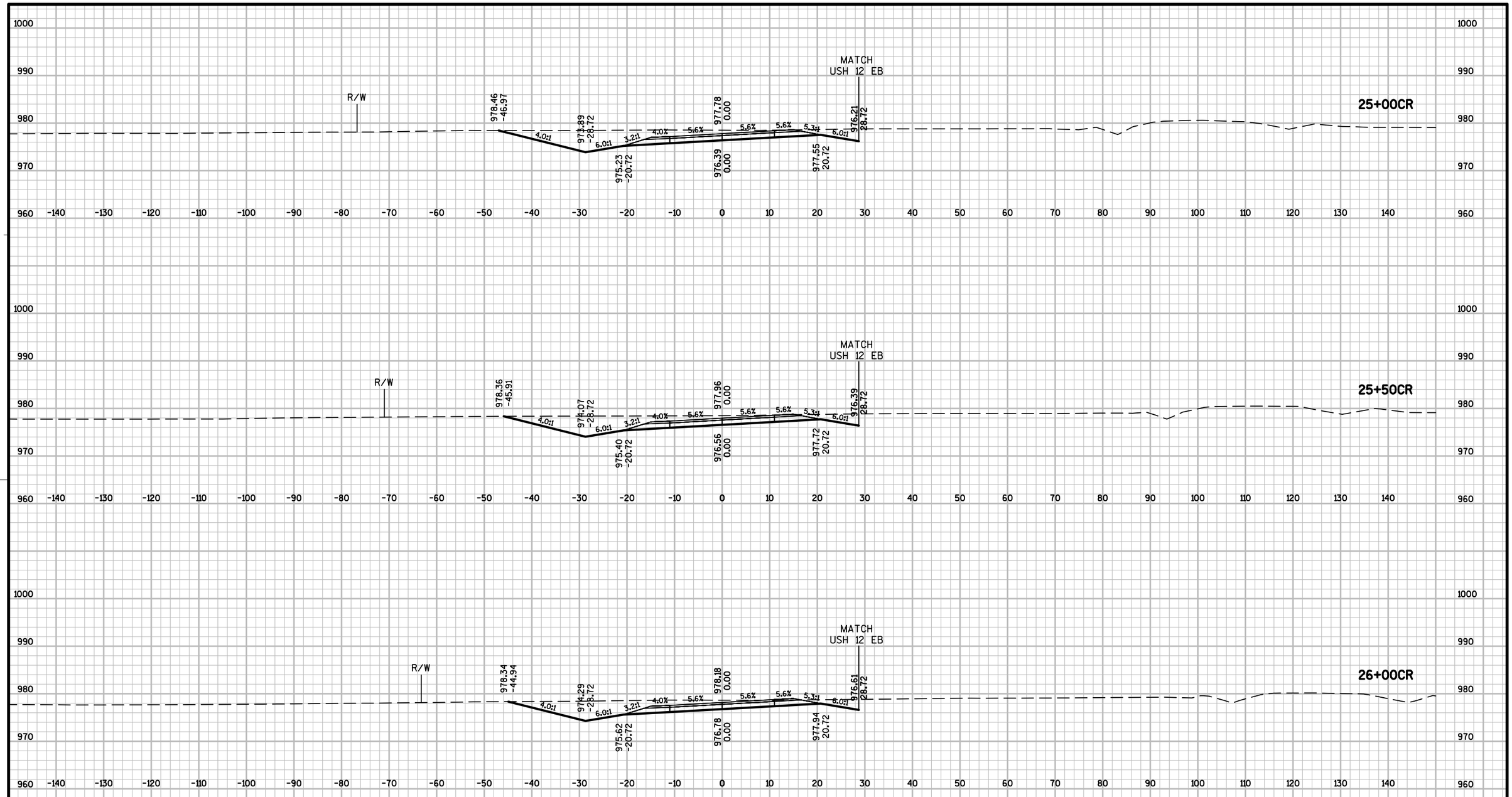


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1090	E

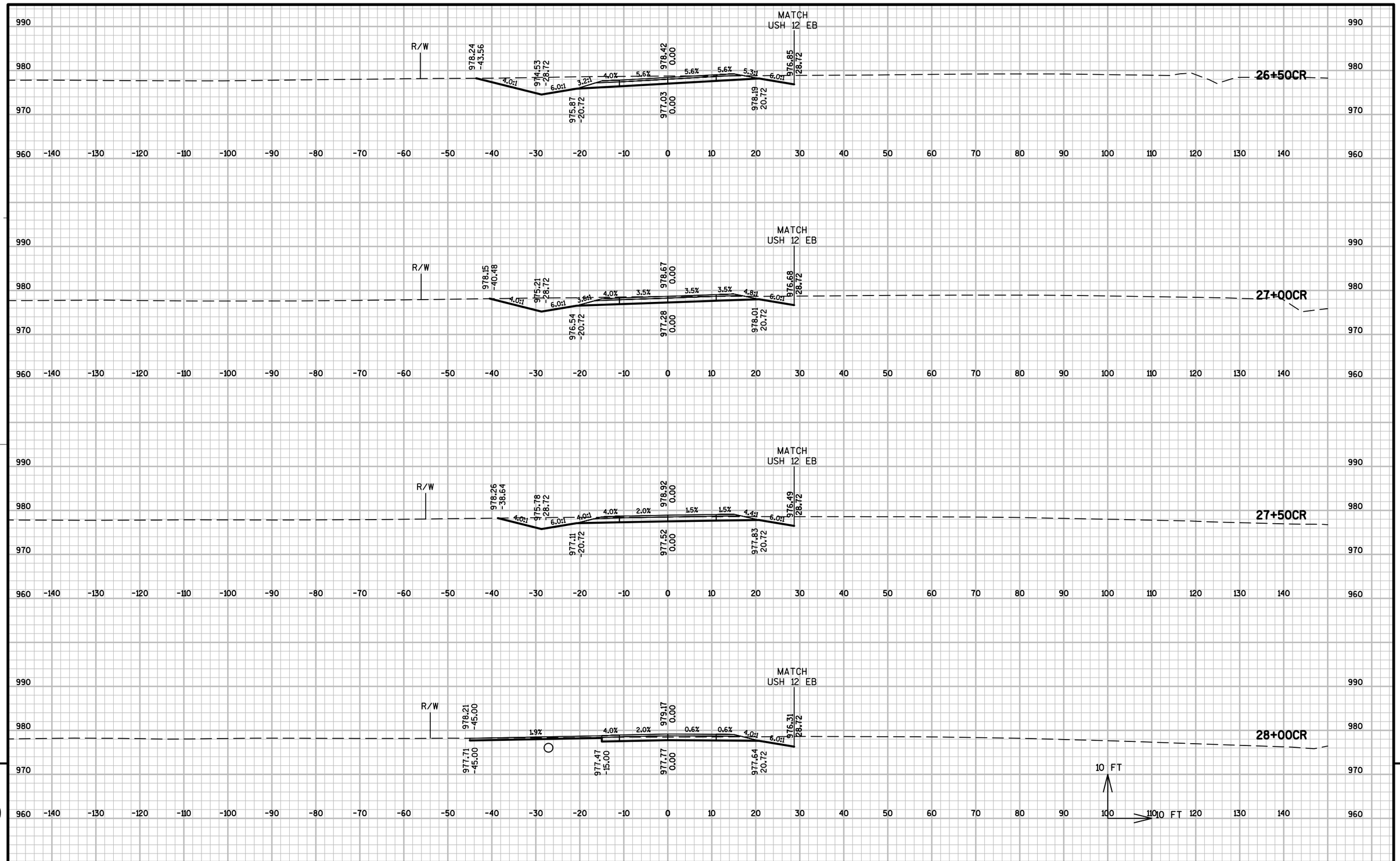
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1091	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1092	E

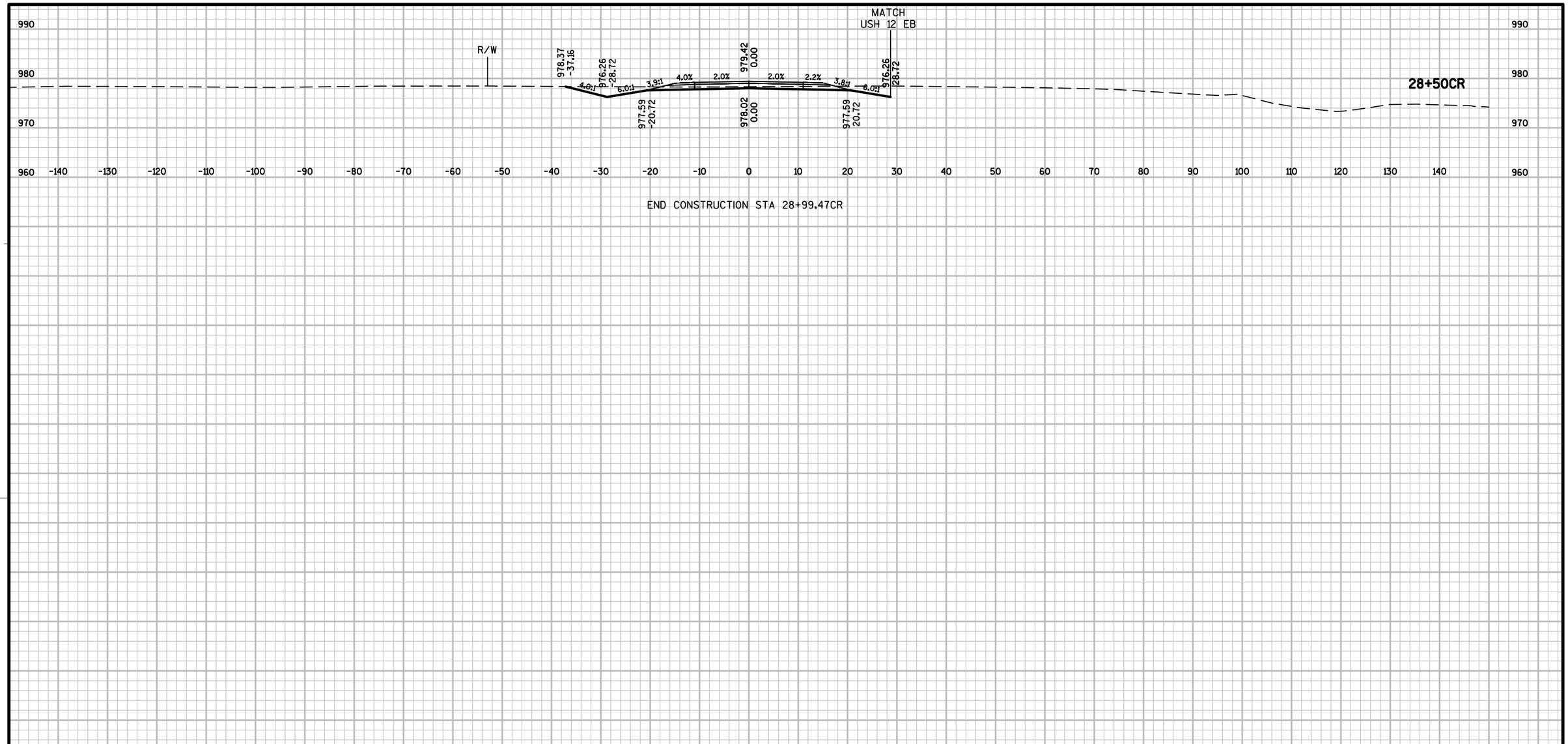


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1093	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_COWLES_ROAD.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

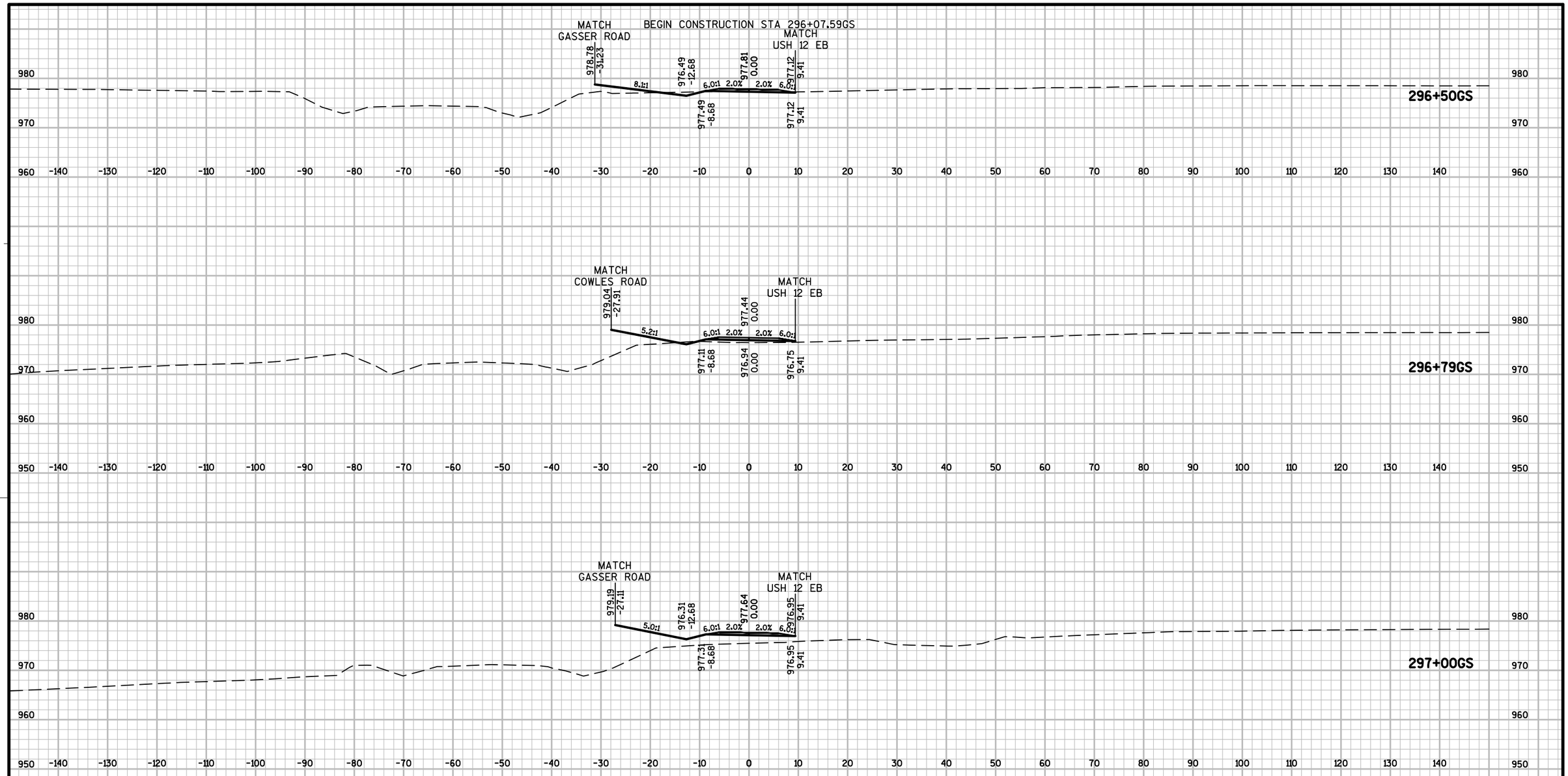


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: COWLES ROAD	SHEET 1094	E

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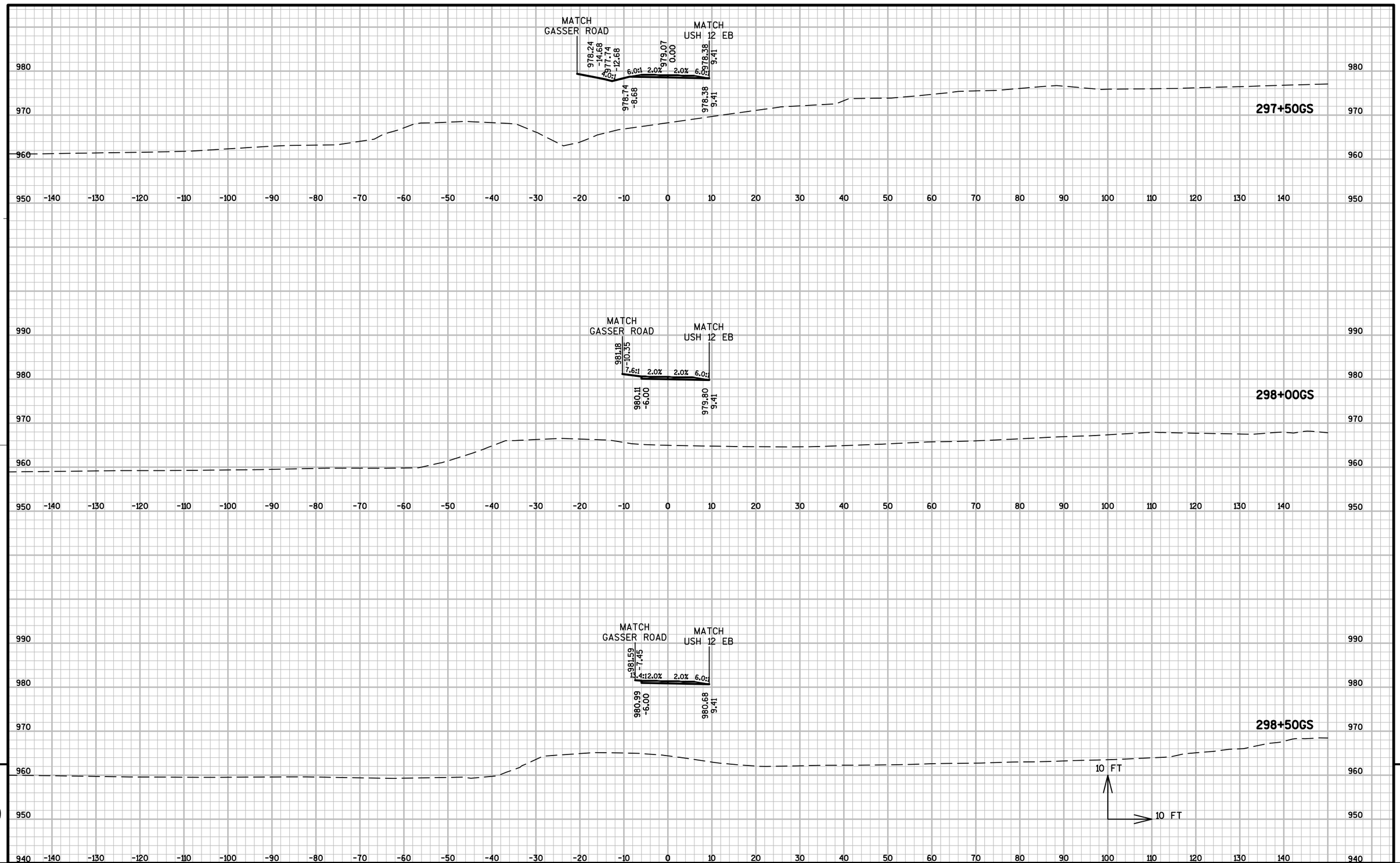


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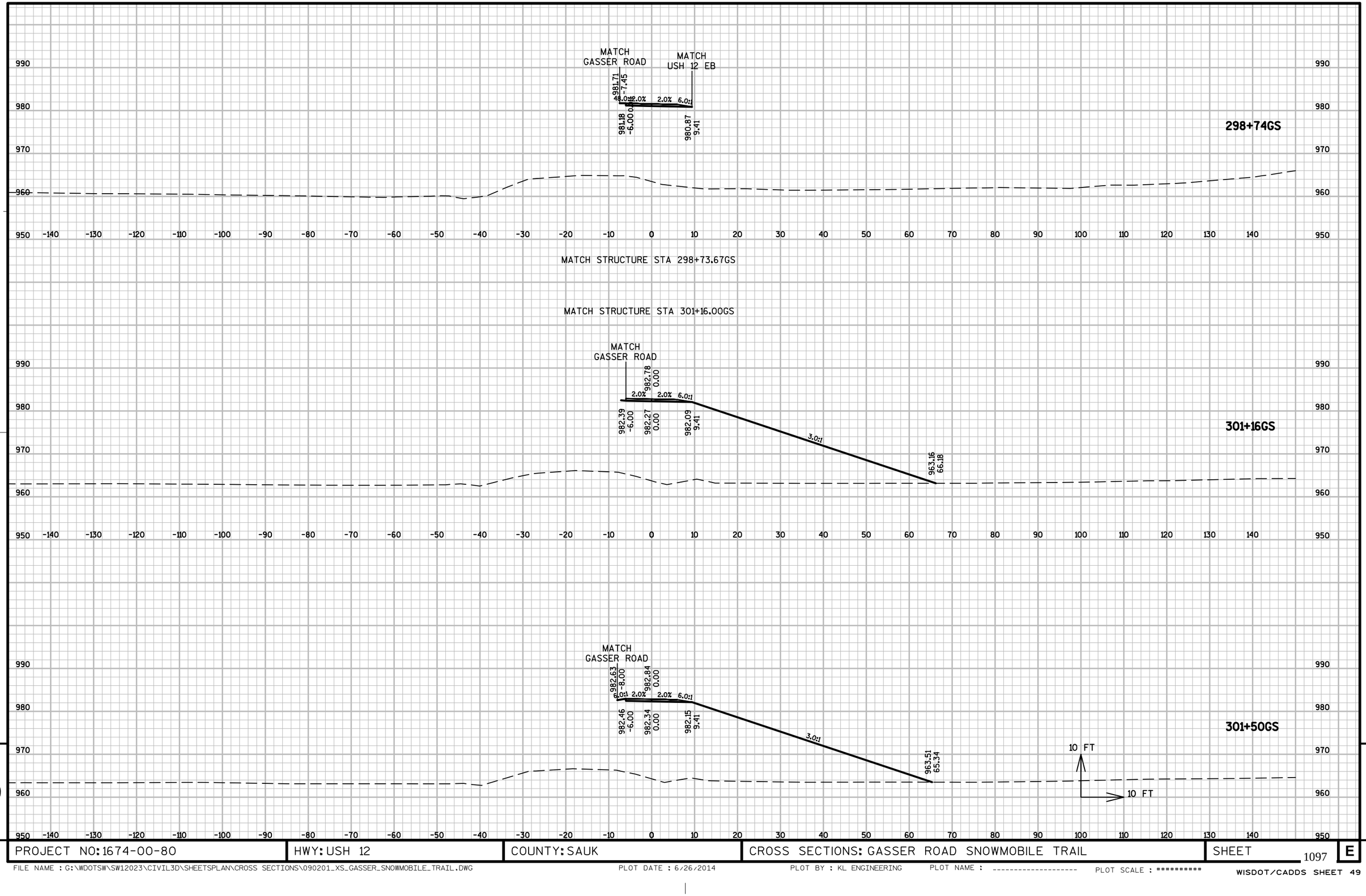
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD SNOWMOBILE TRAIL	SHEET 1095	E

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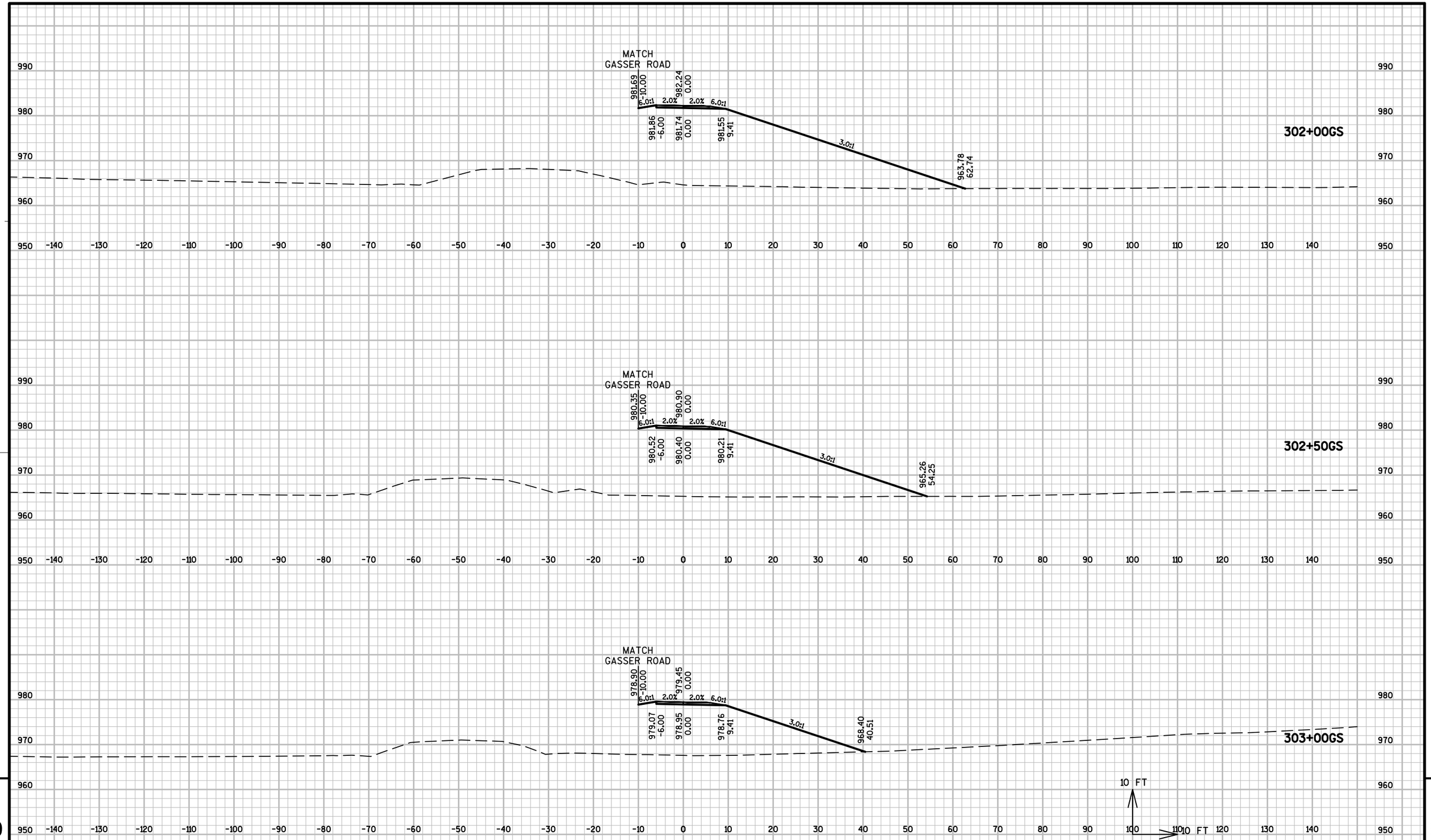


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD SNOWMOBILE TRAIL	SHEET 1096 E



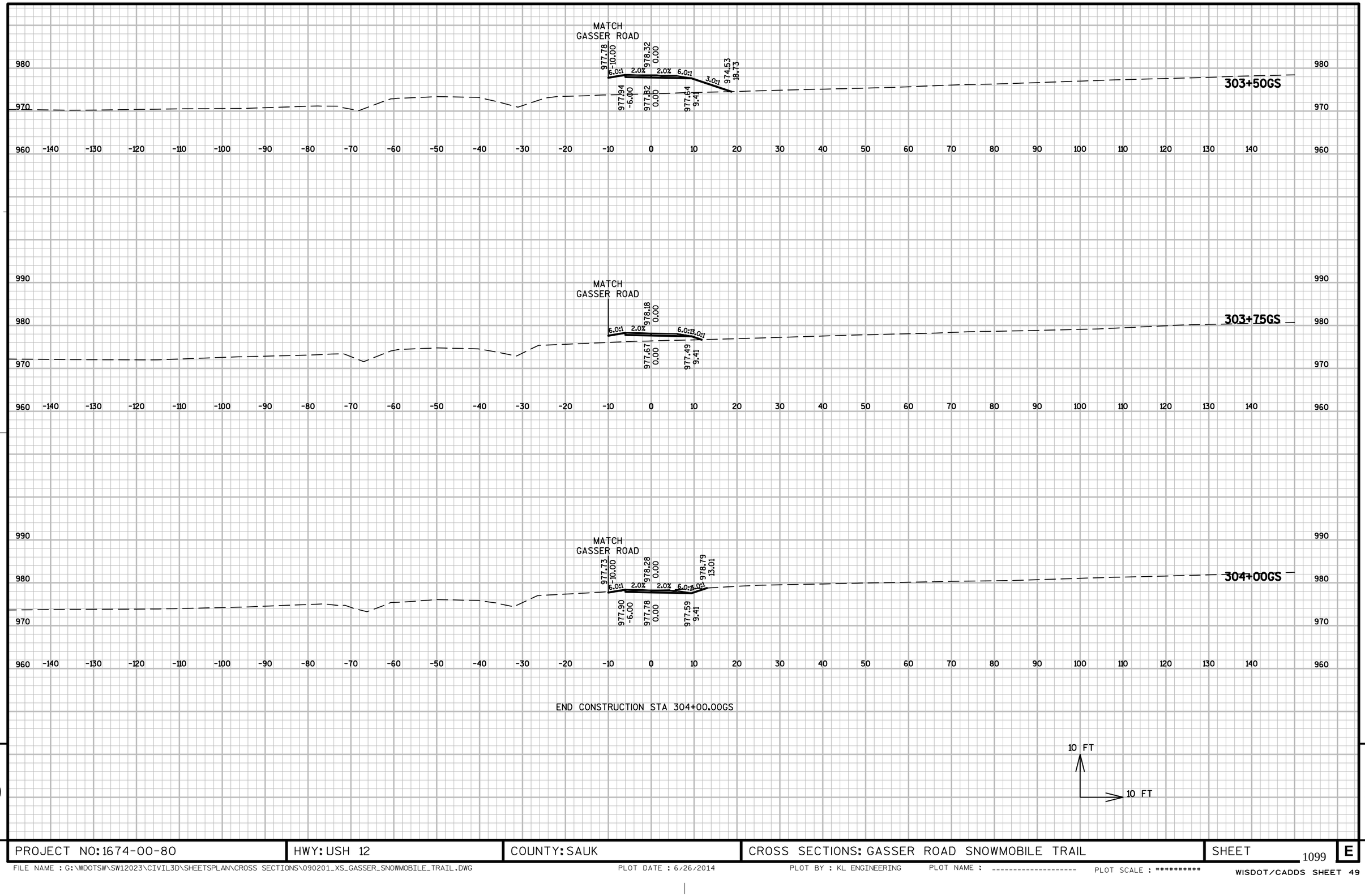
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD SNOWMOBILE TRAIL	SHEET 1097	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_SNOWMOBILE_TRAIL.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD SNOWMOBILE TRAIL	SHEET 1098	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GASSER_SNOWMOBILE_TRAIL.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

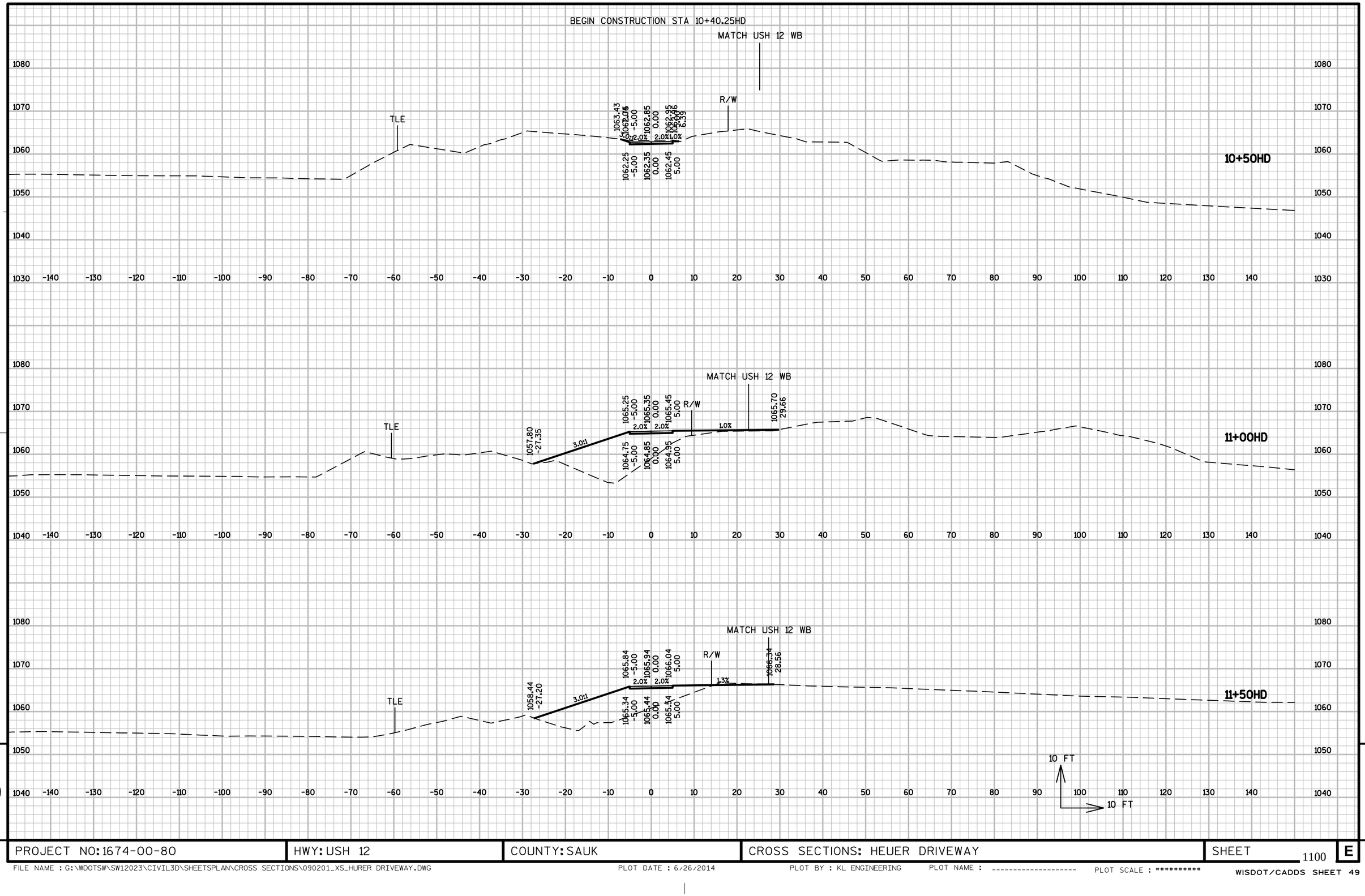


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GASSER ROAD SNOWMOBILE TRAIL	SHEET 1099	E

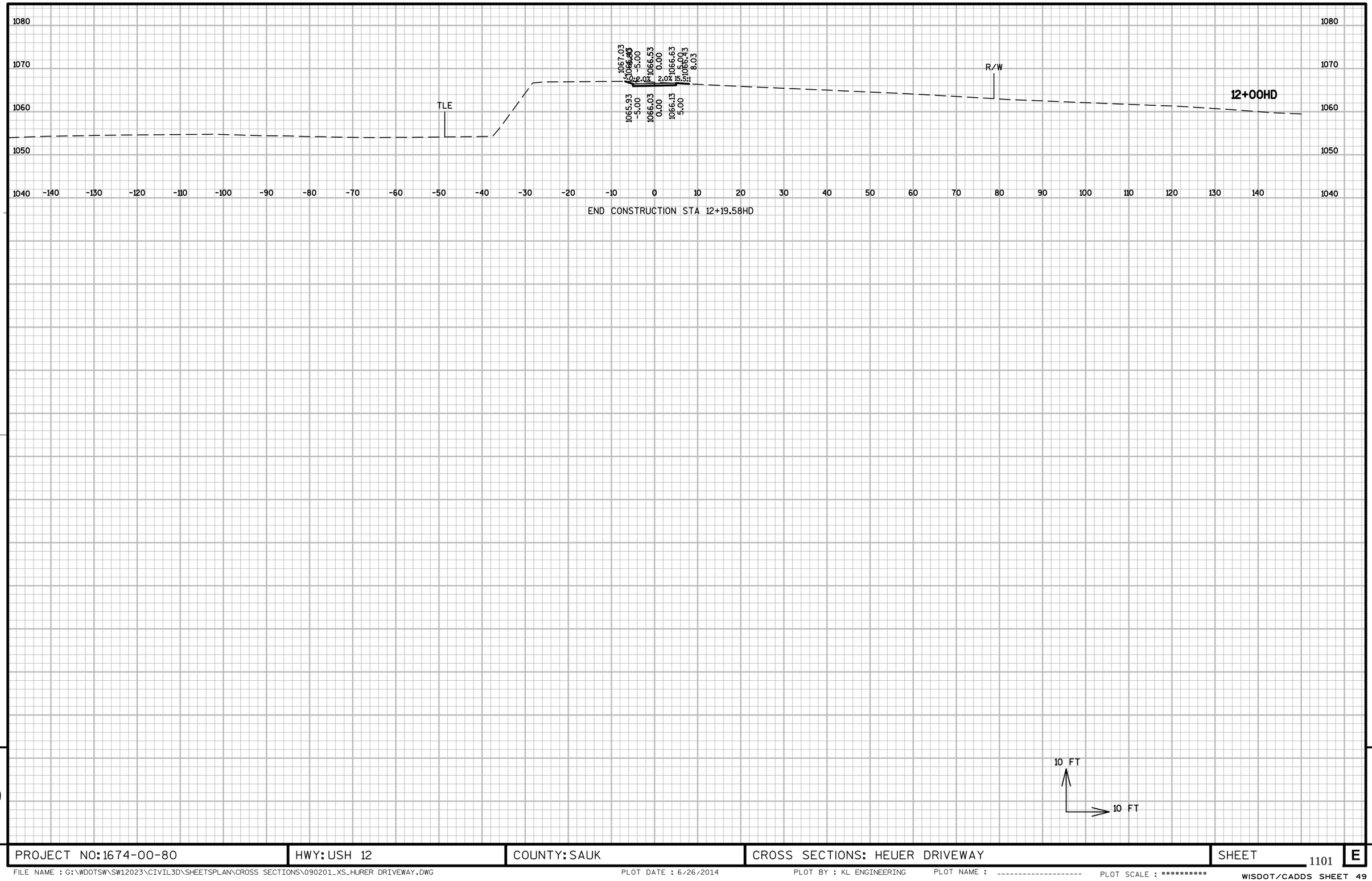
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HEUER DRIVEWAY	SHEET 1100	E

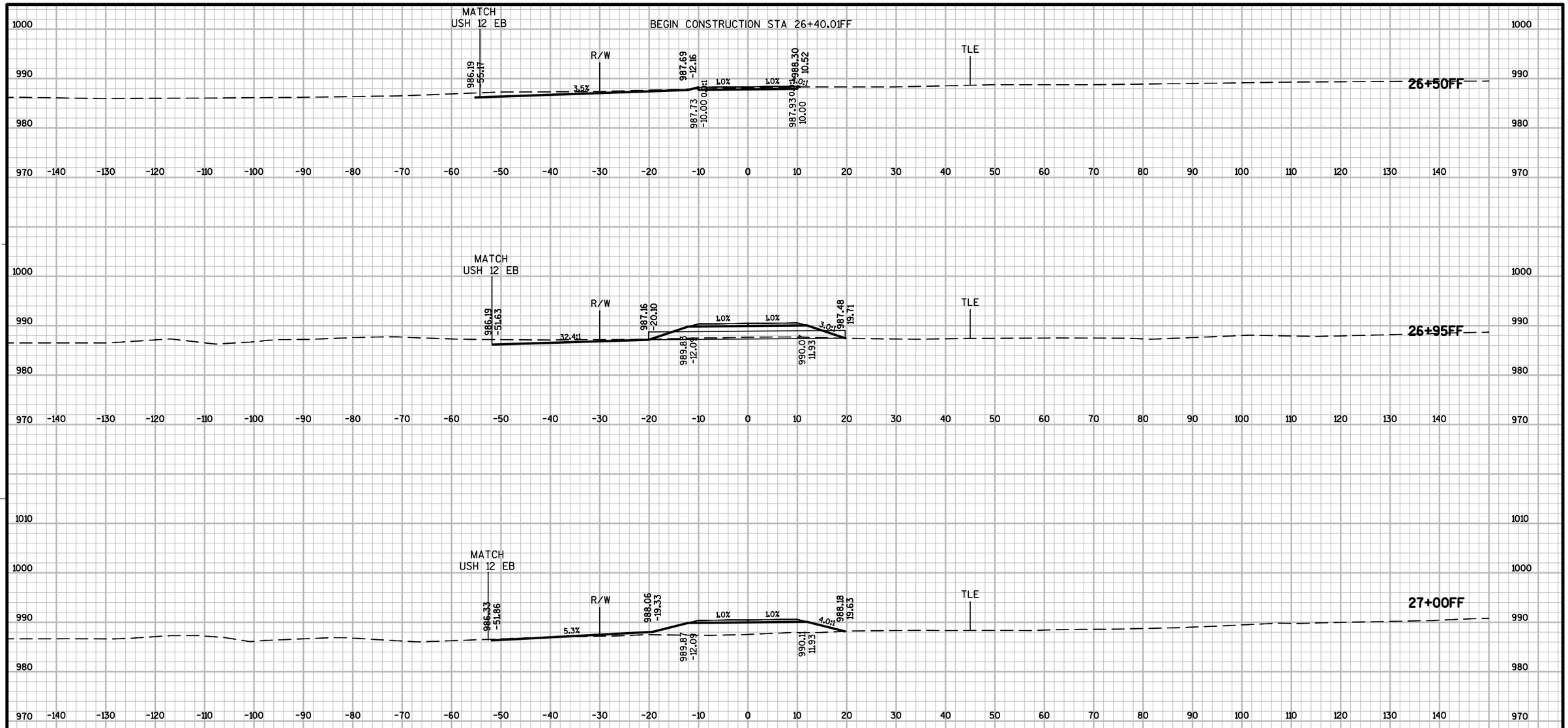


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: HEUER DRIVEWAY	SHEET 1101	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_HURER DRIVEWAY.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

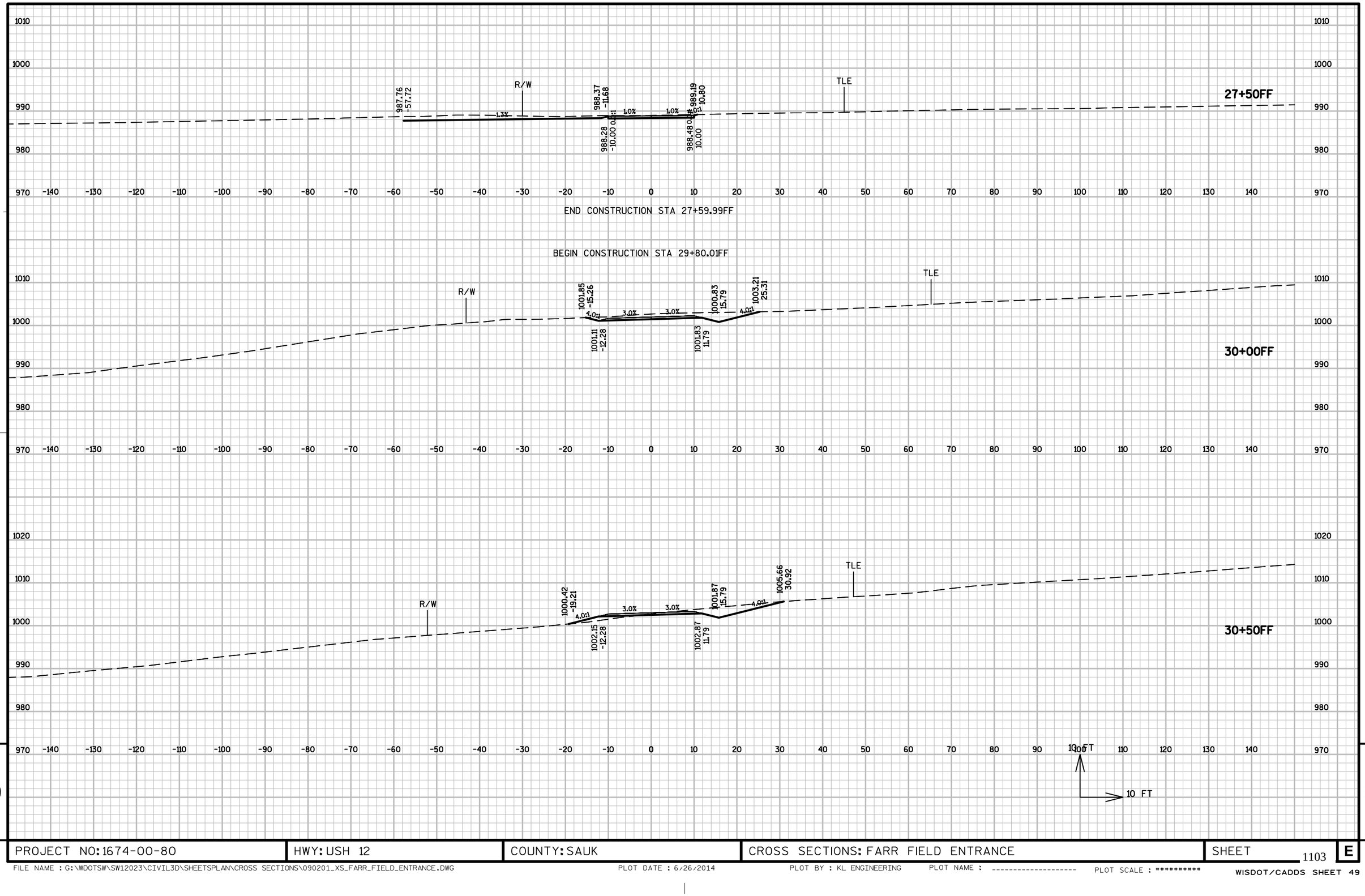


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1102	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

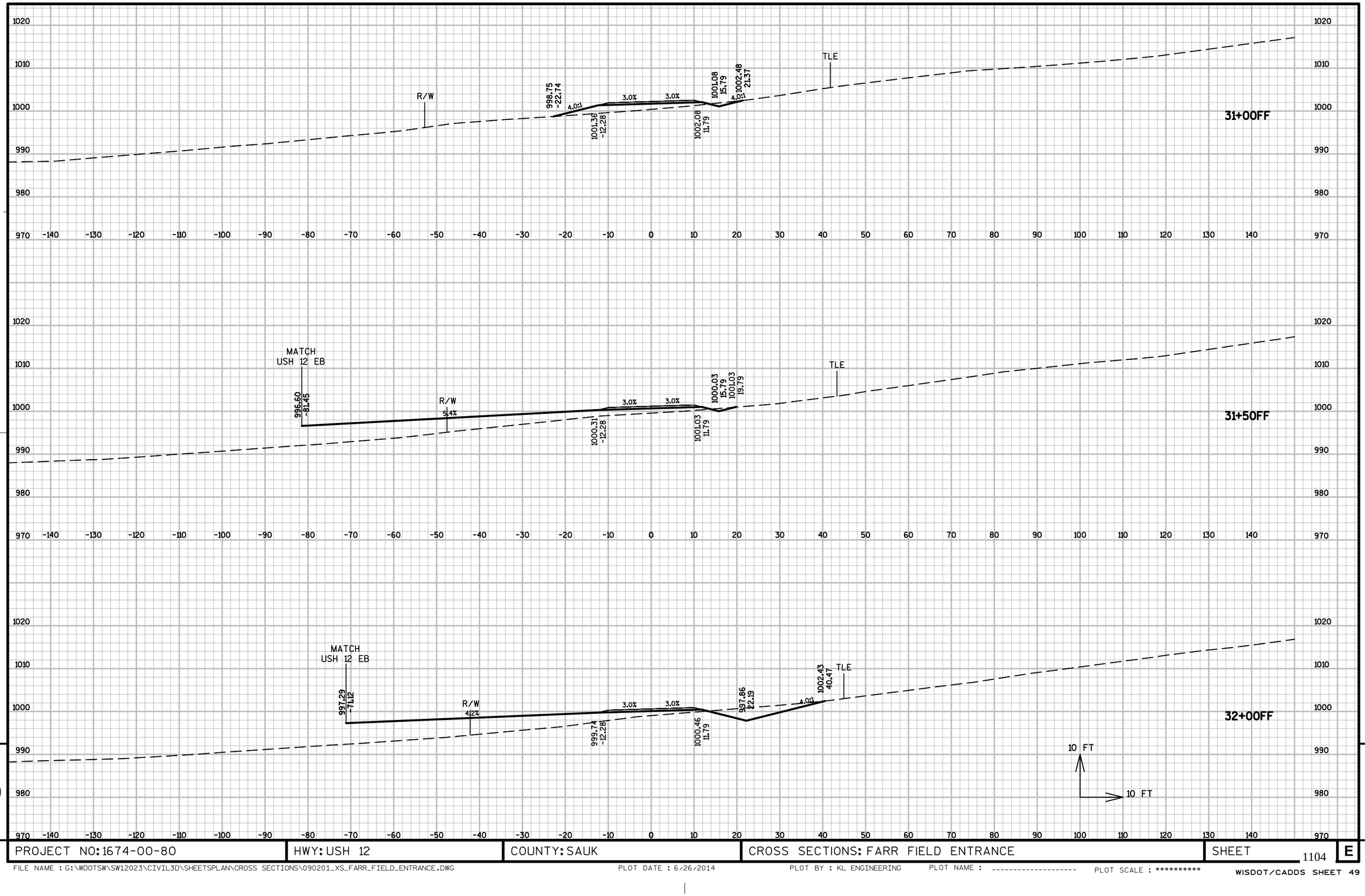


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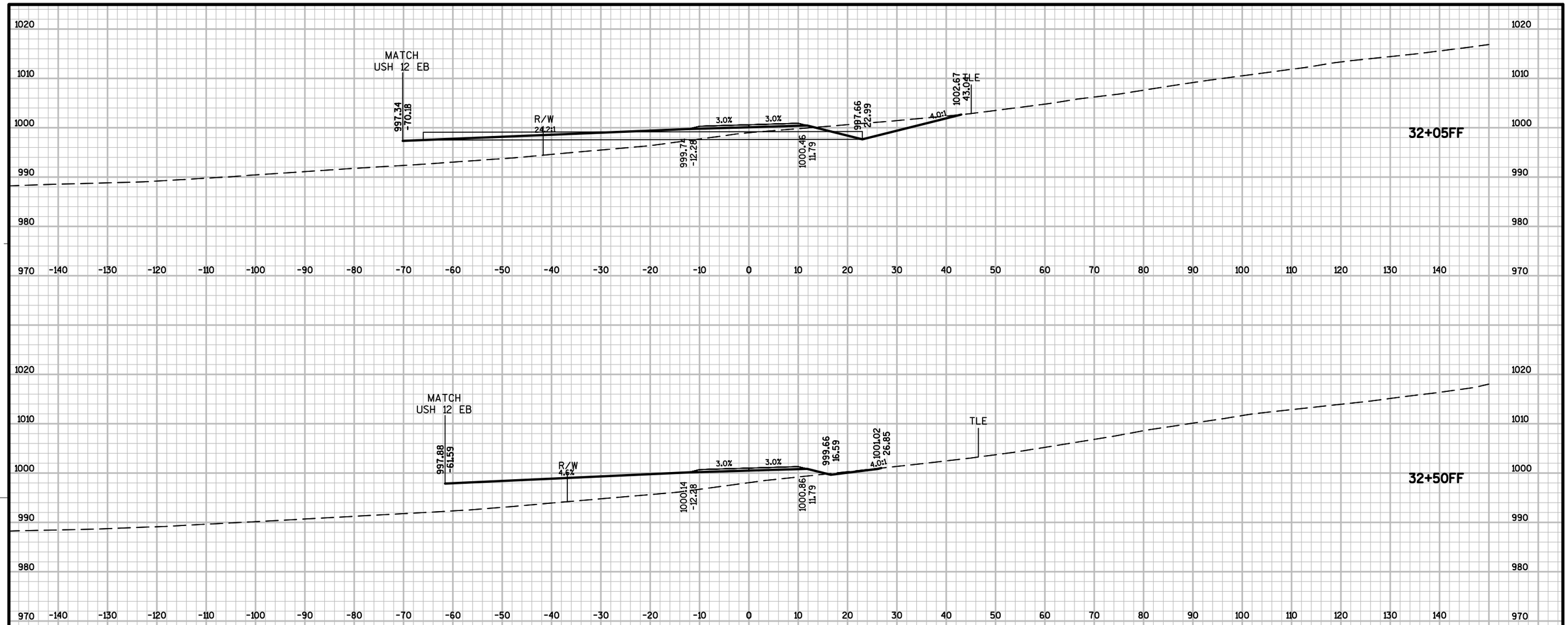
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1103	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1104	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

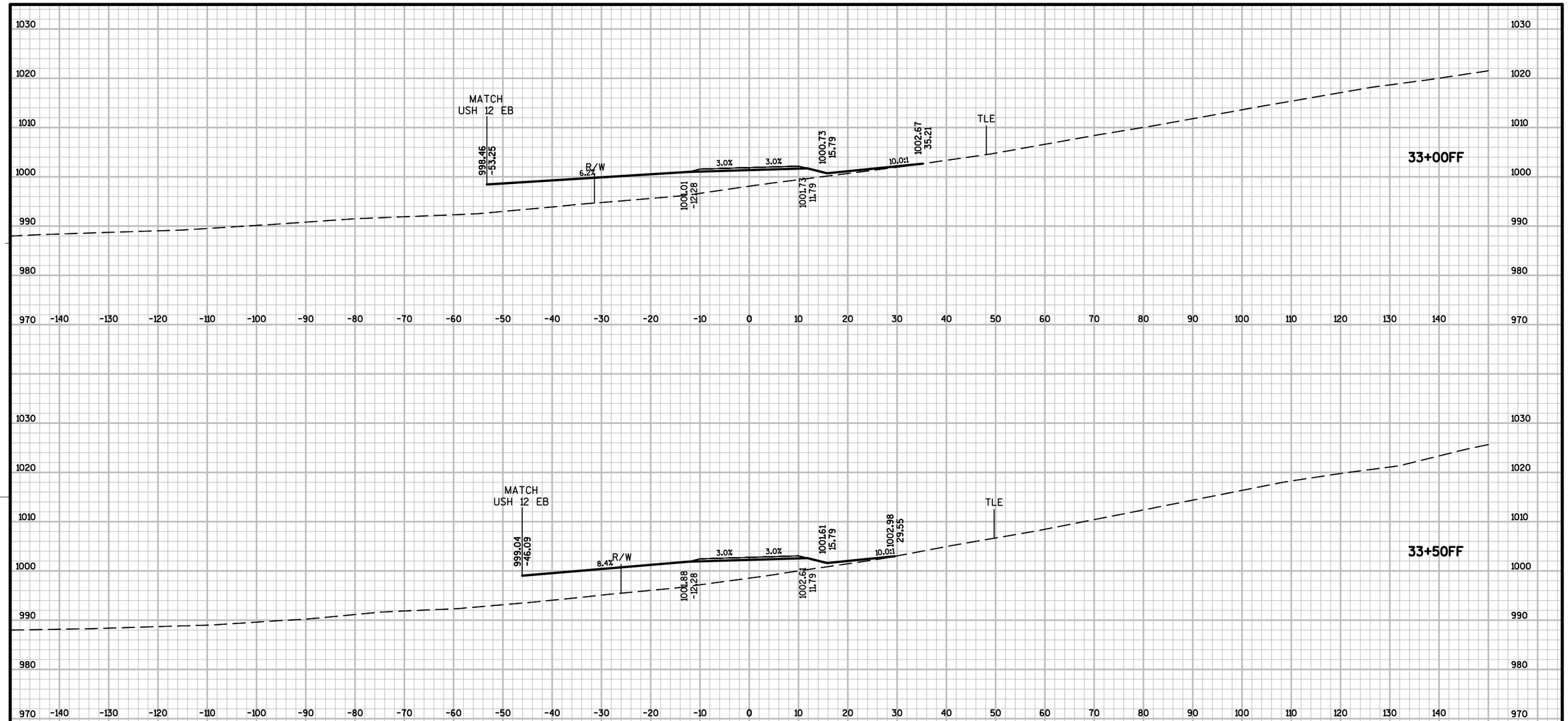


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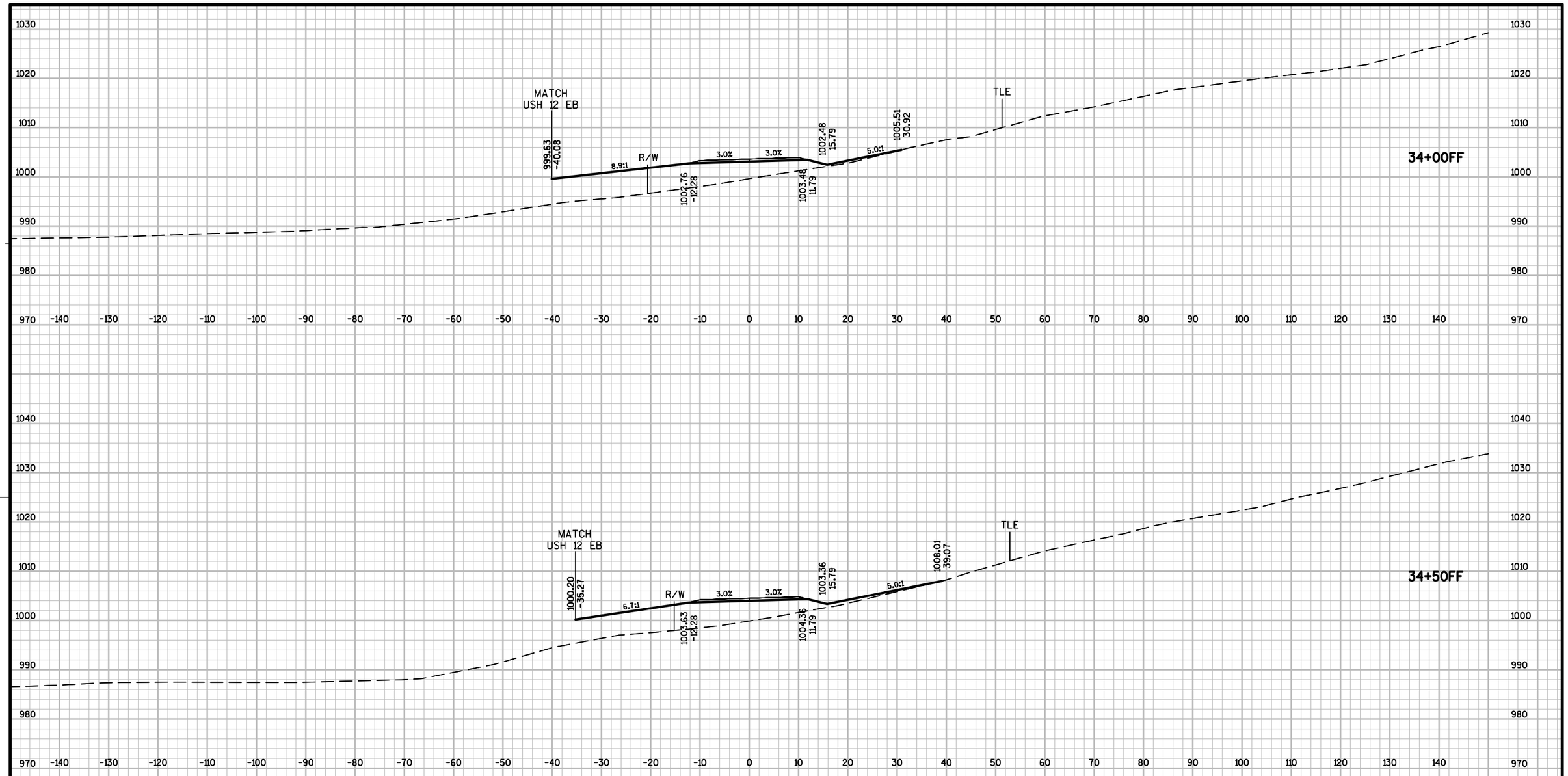
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1105	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



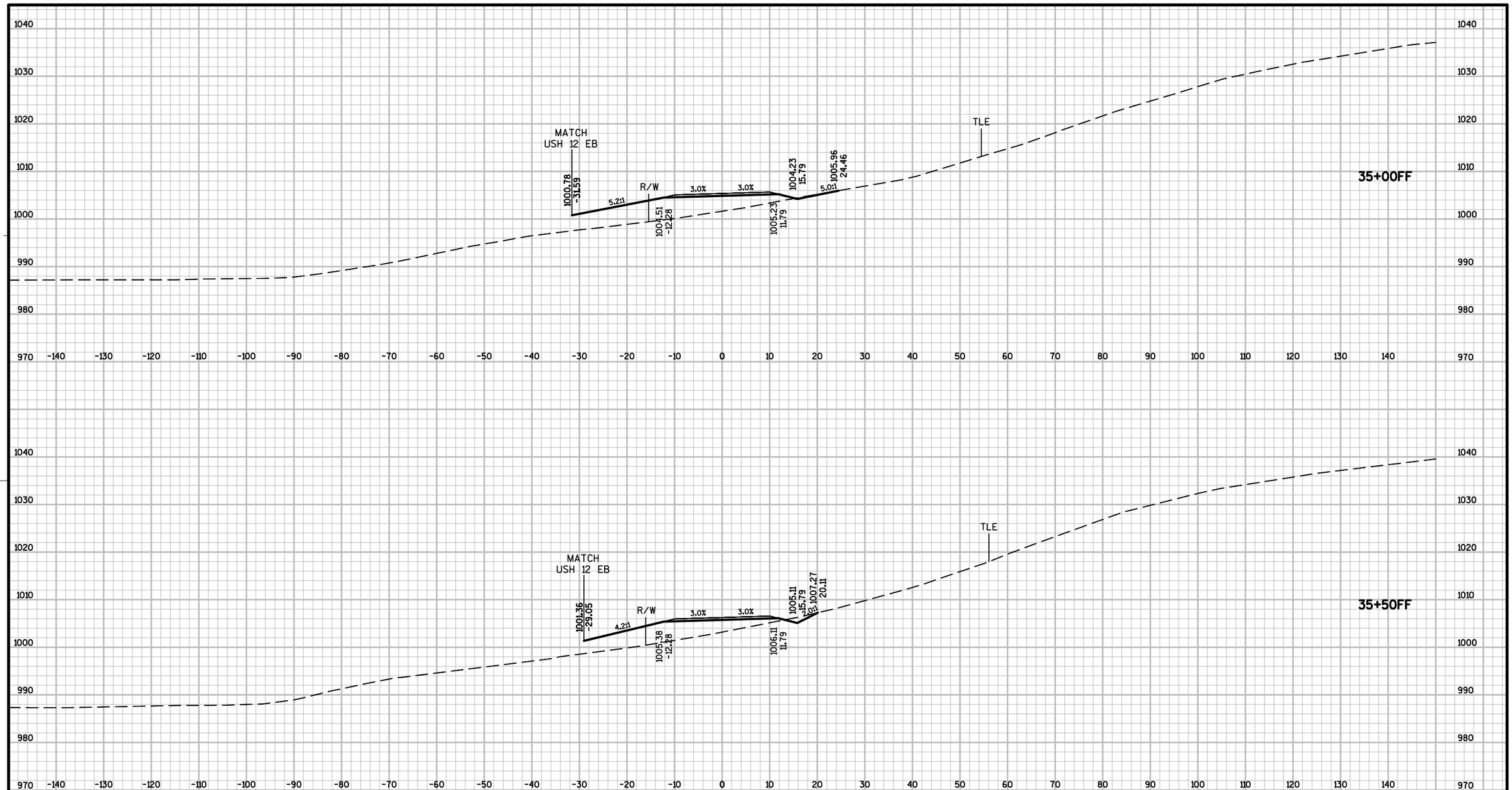
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1106	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1107	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

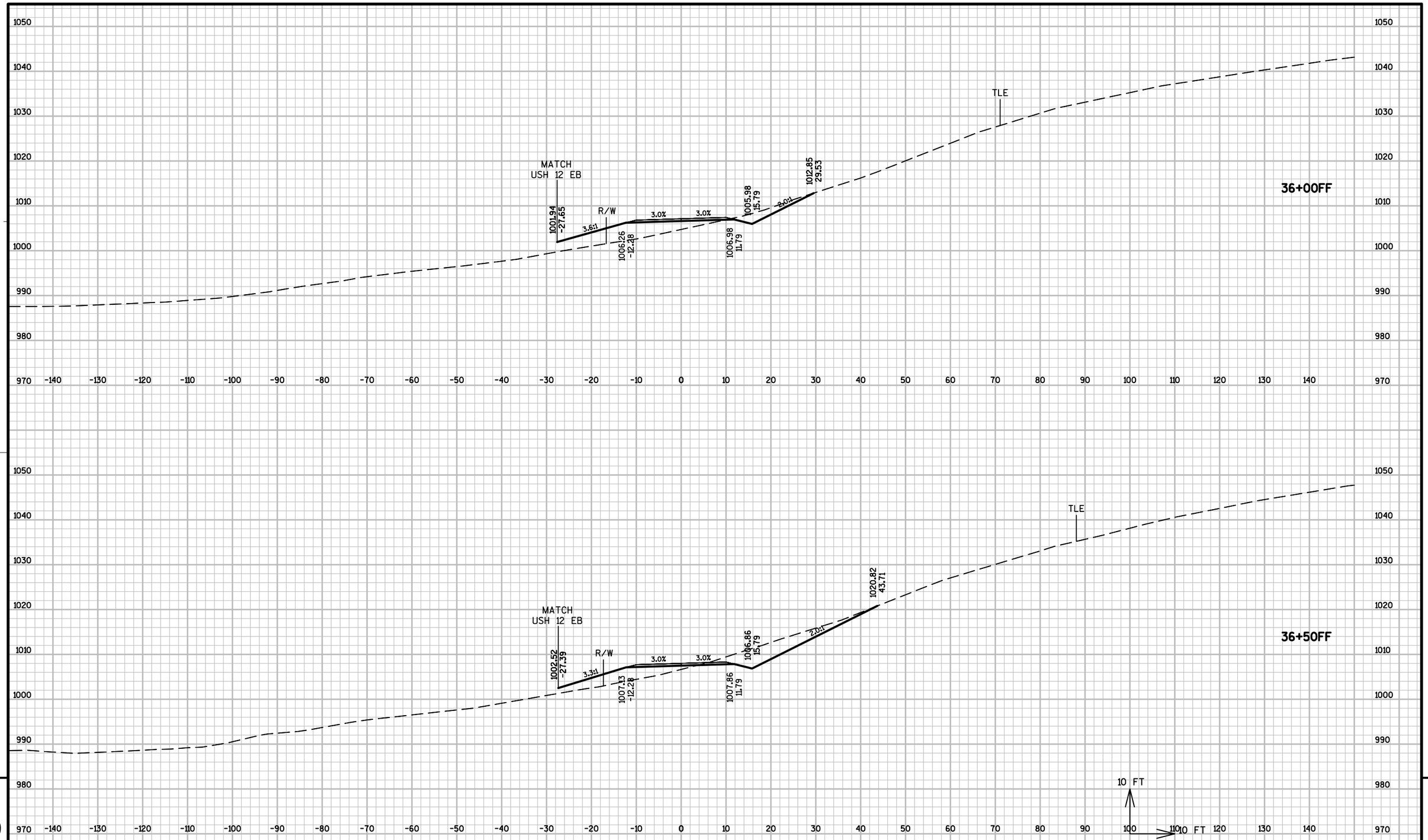


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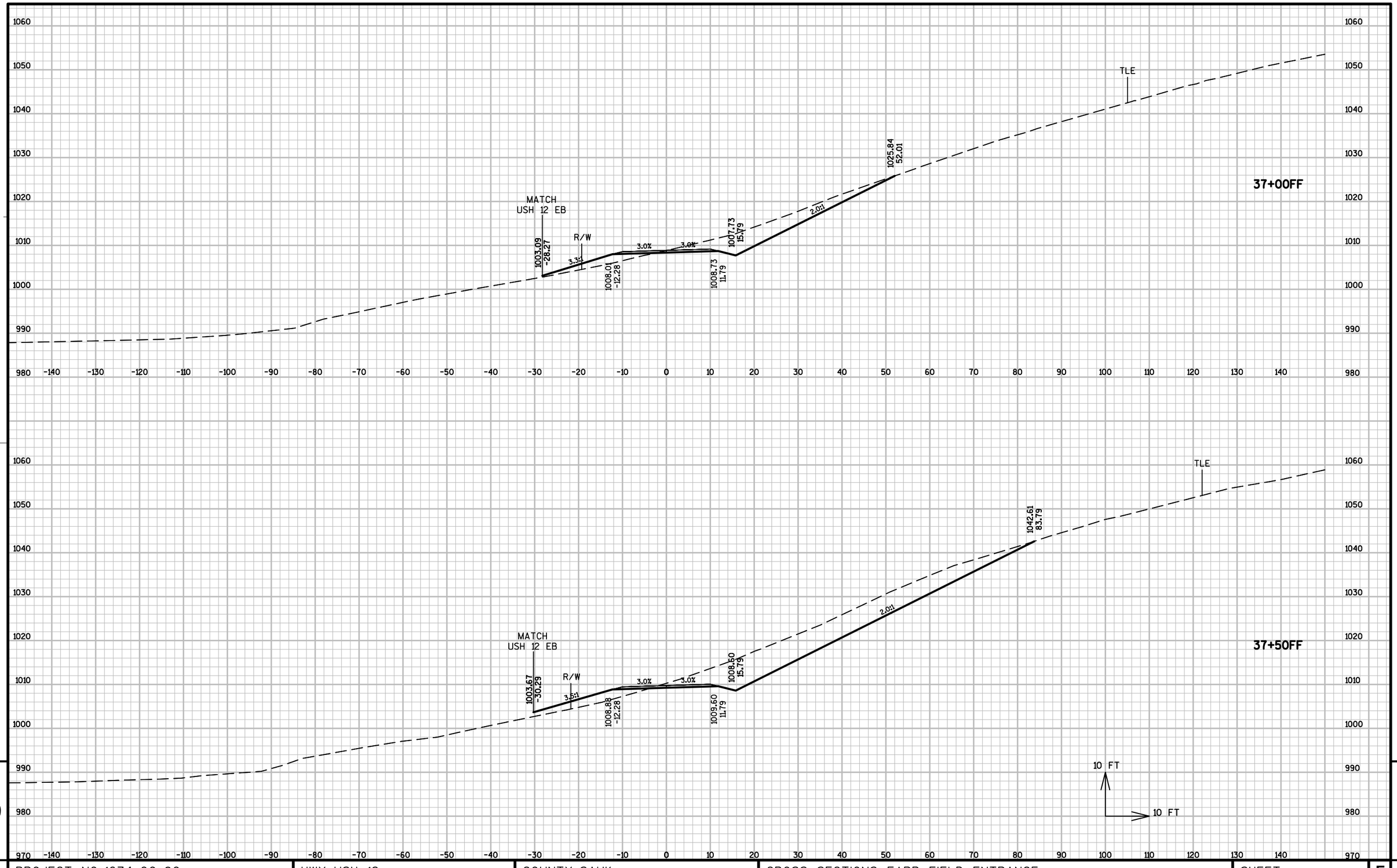
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1108	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

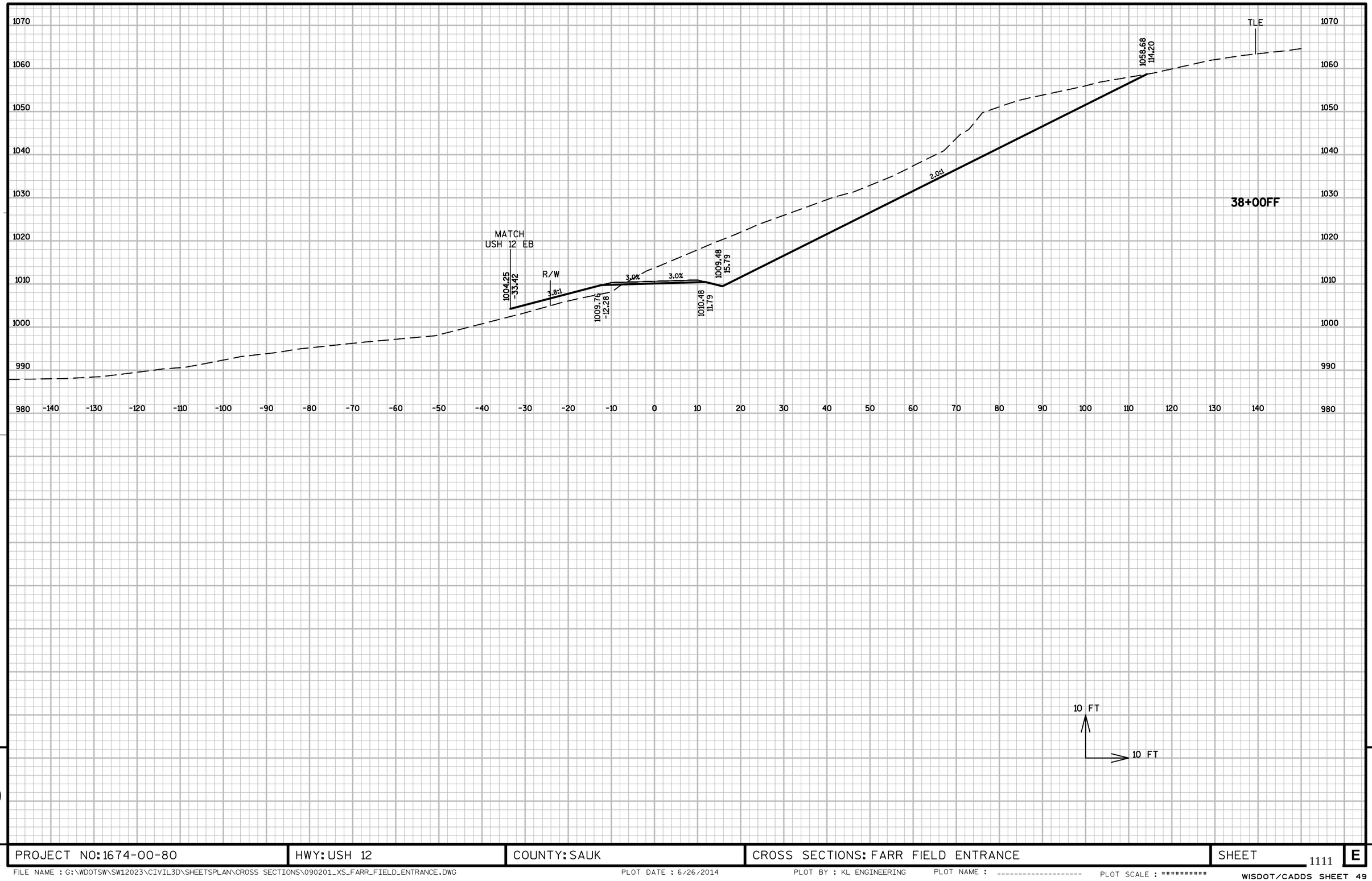


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1109	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1110 E

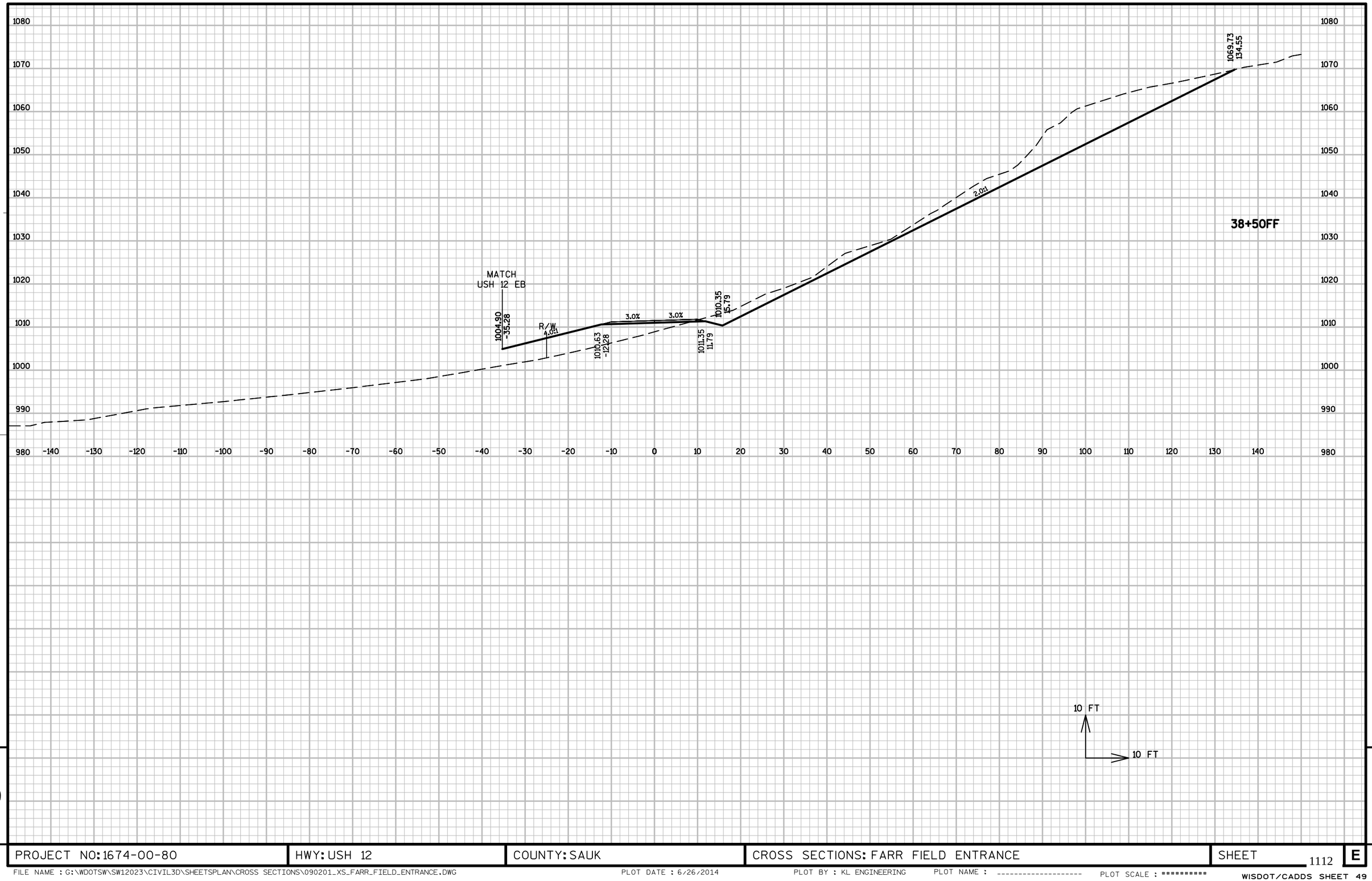


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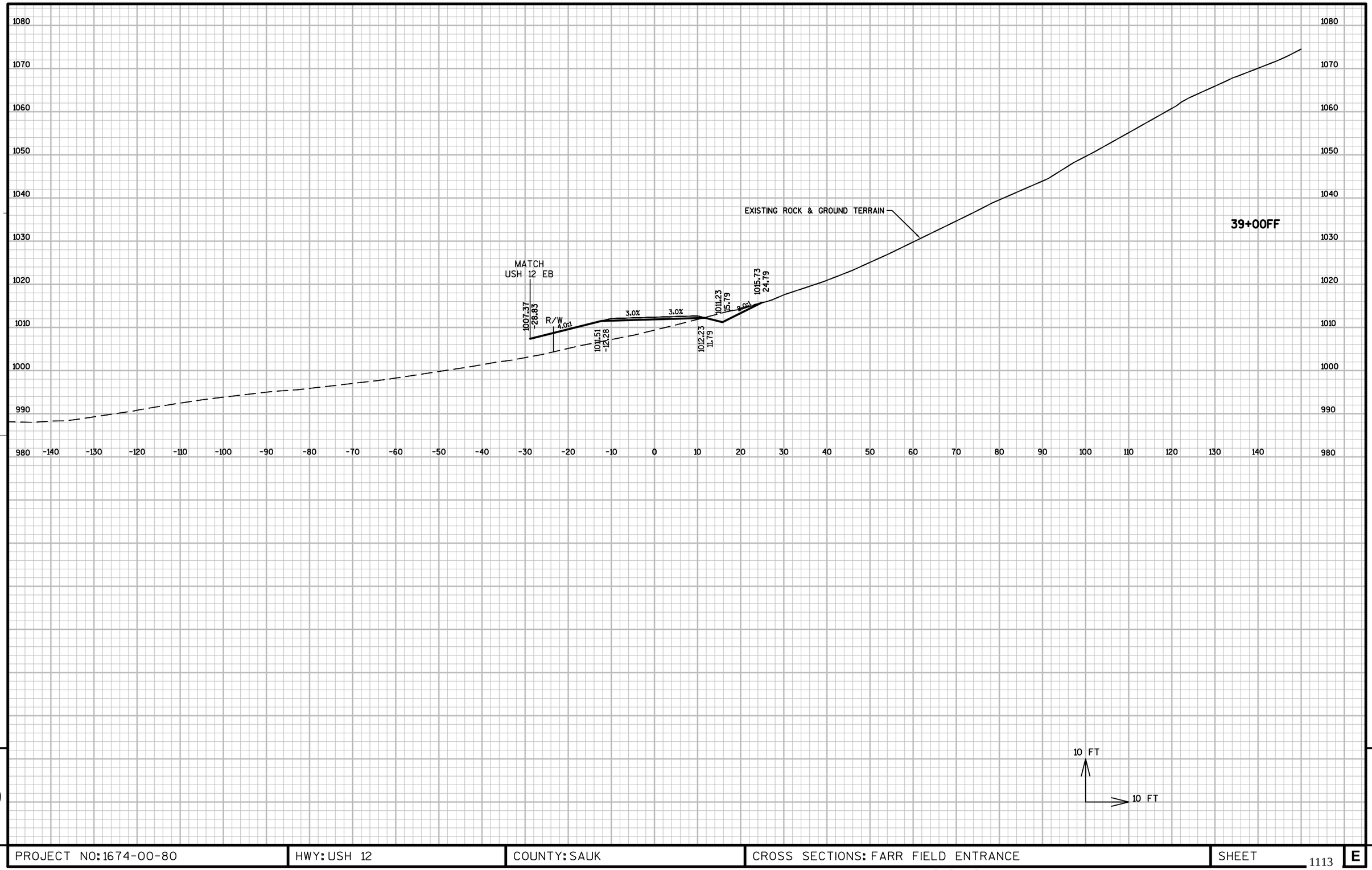
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1111	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1112	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

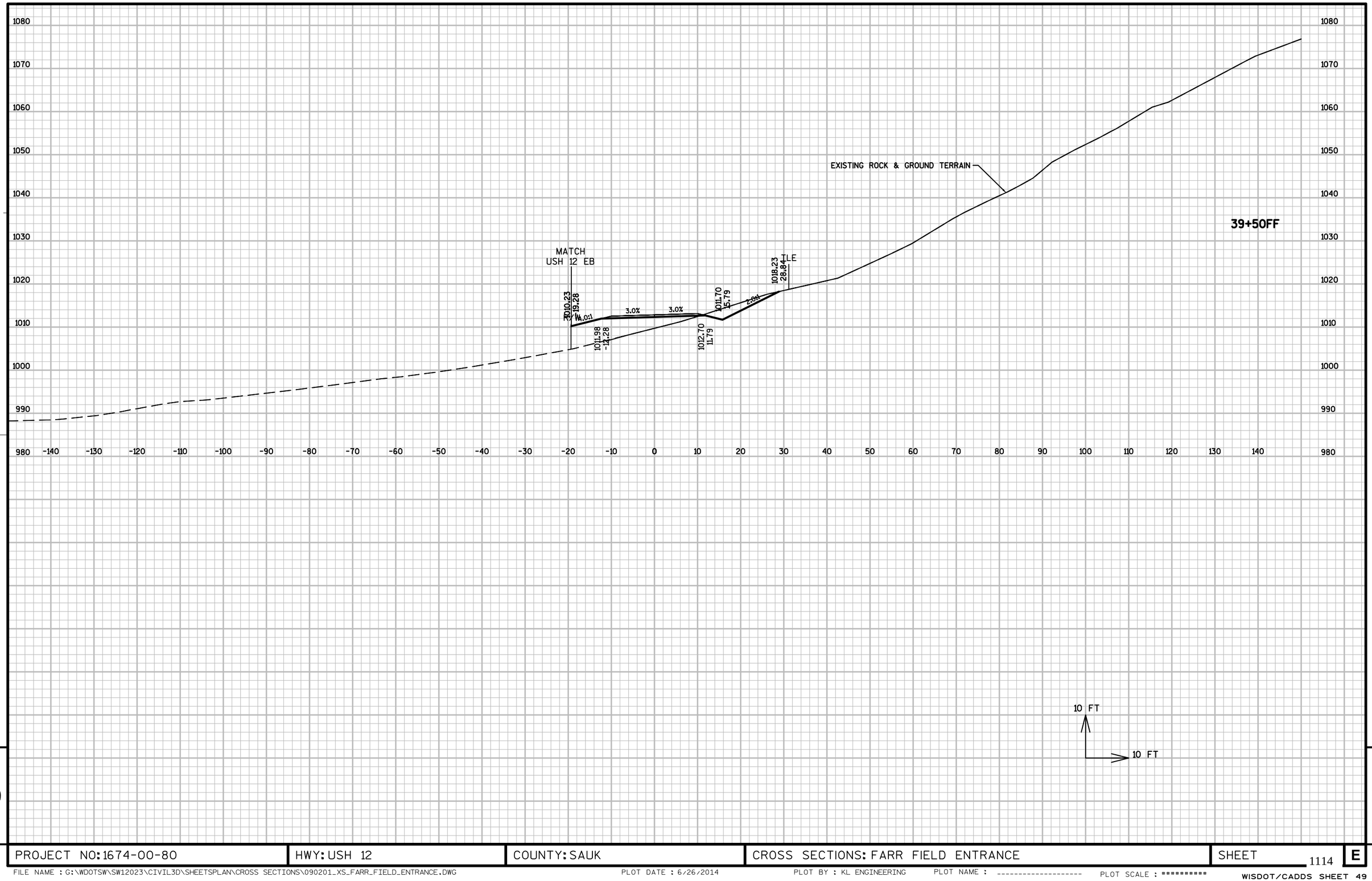


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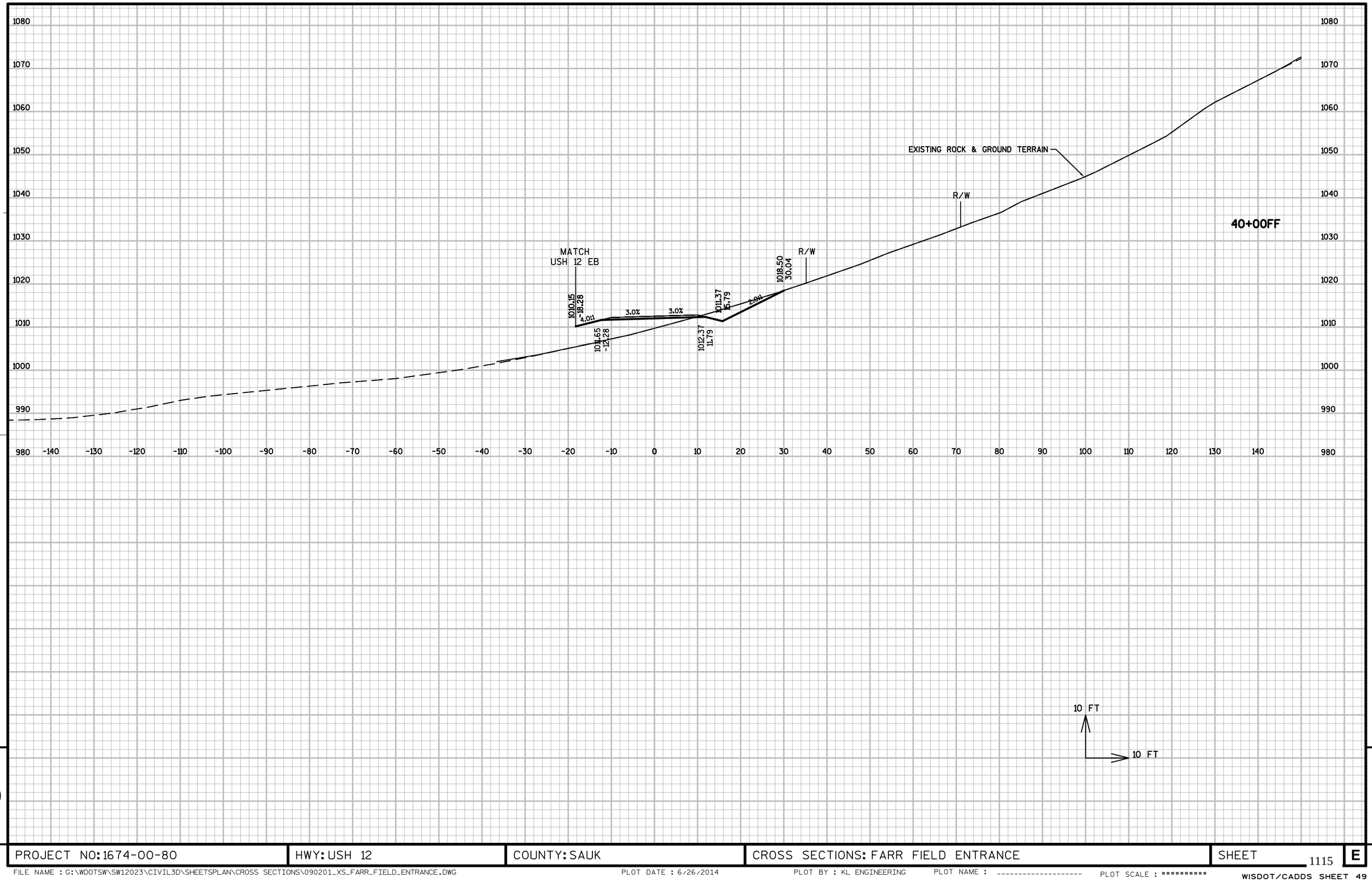
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1113	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



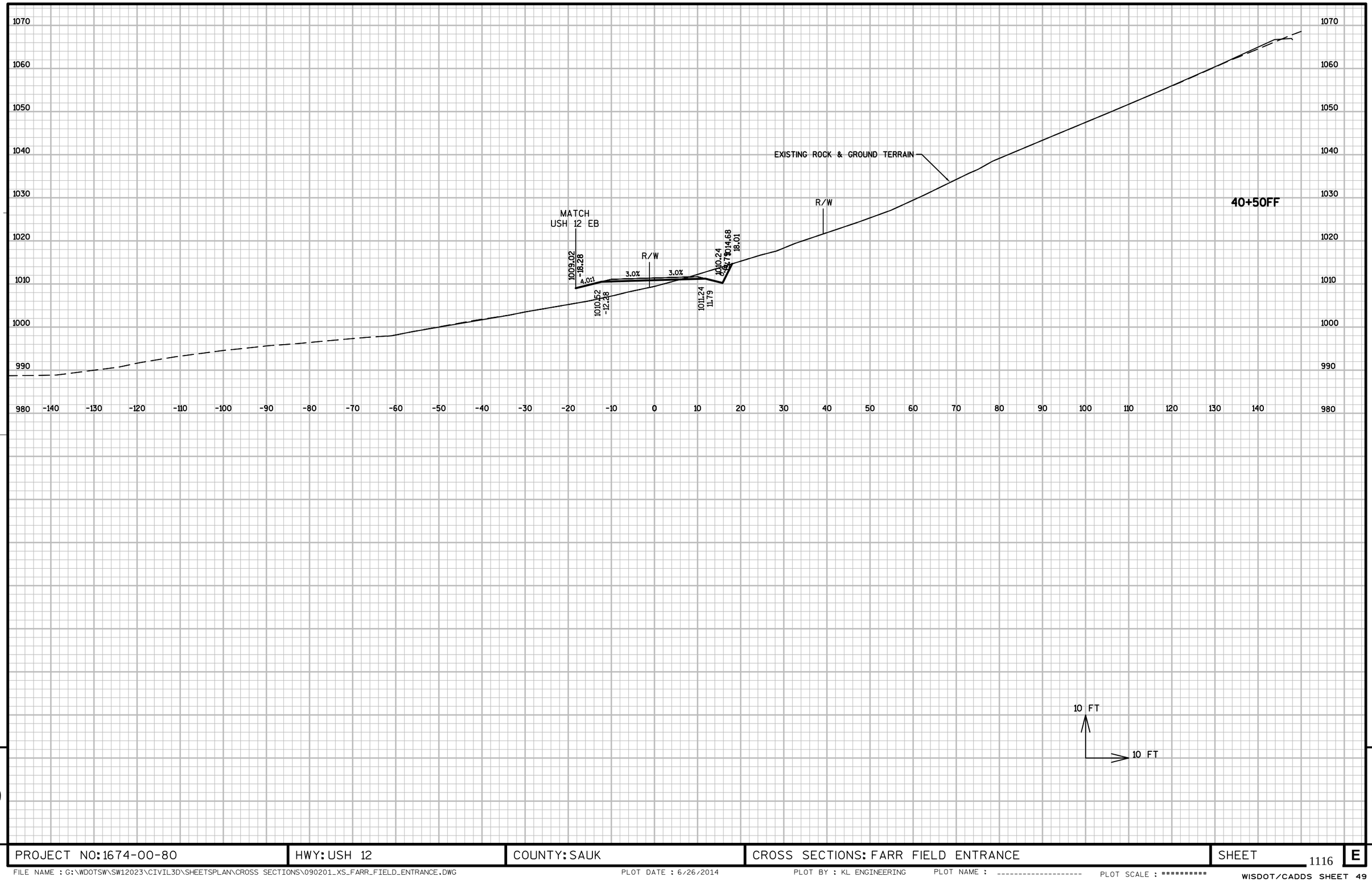
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1114	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1115	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



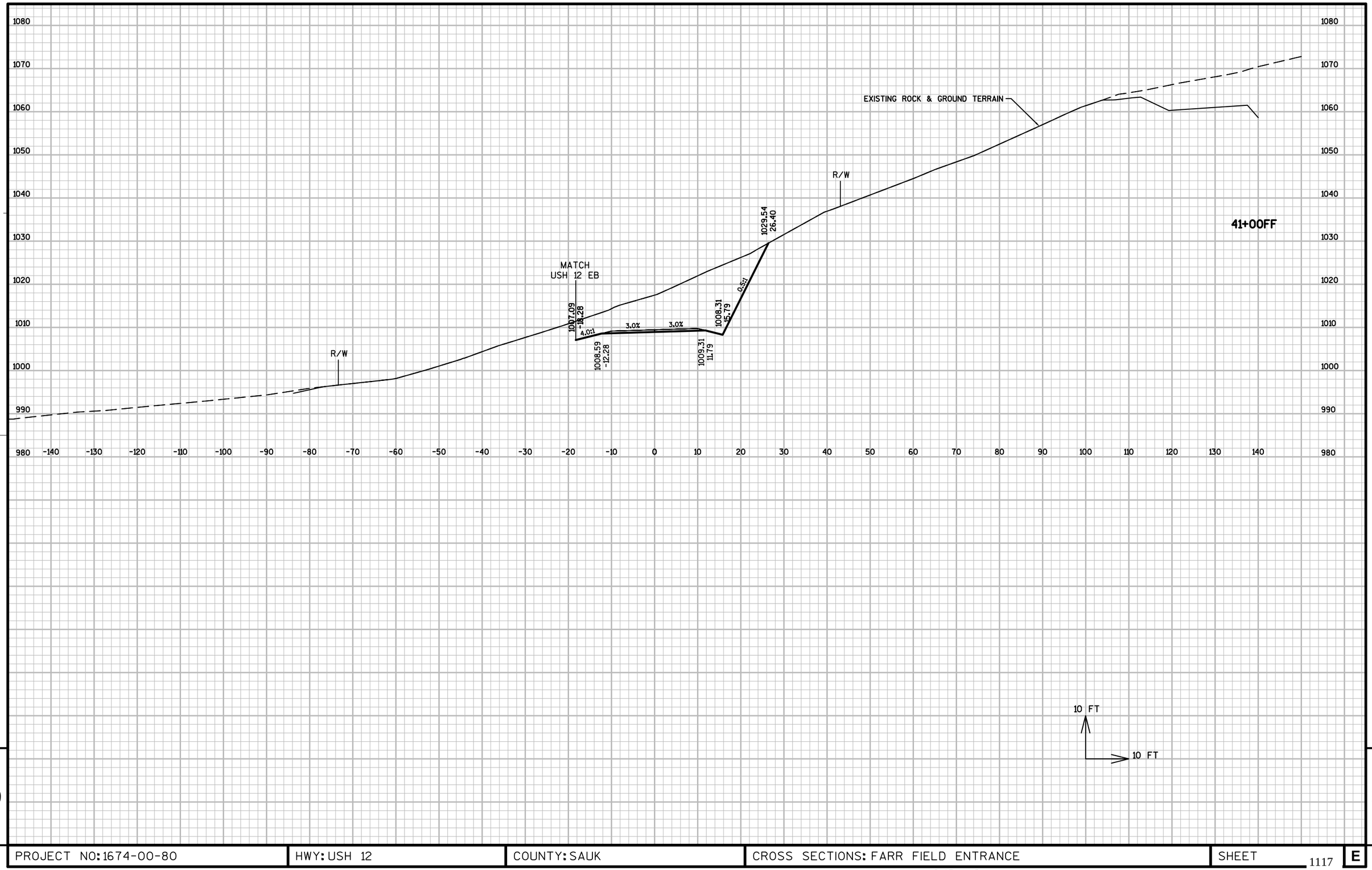
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1116	E

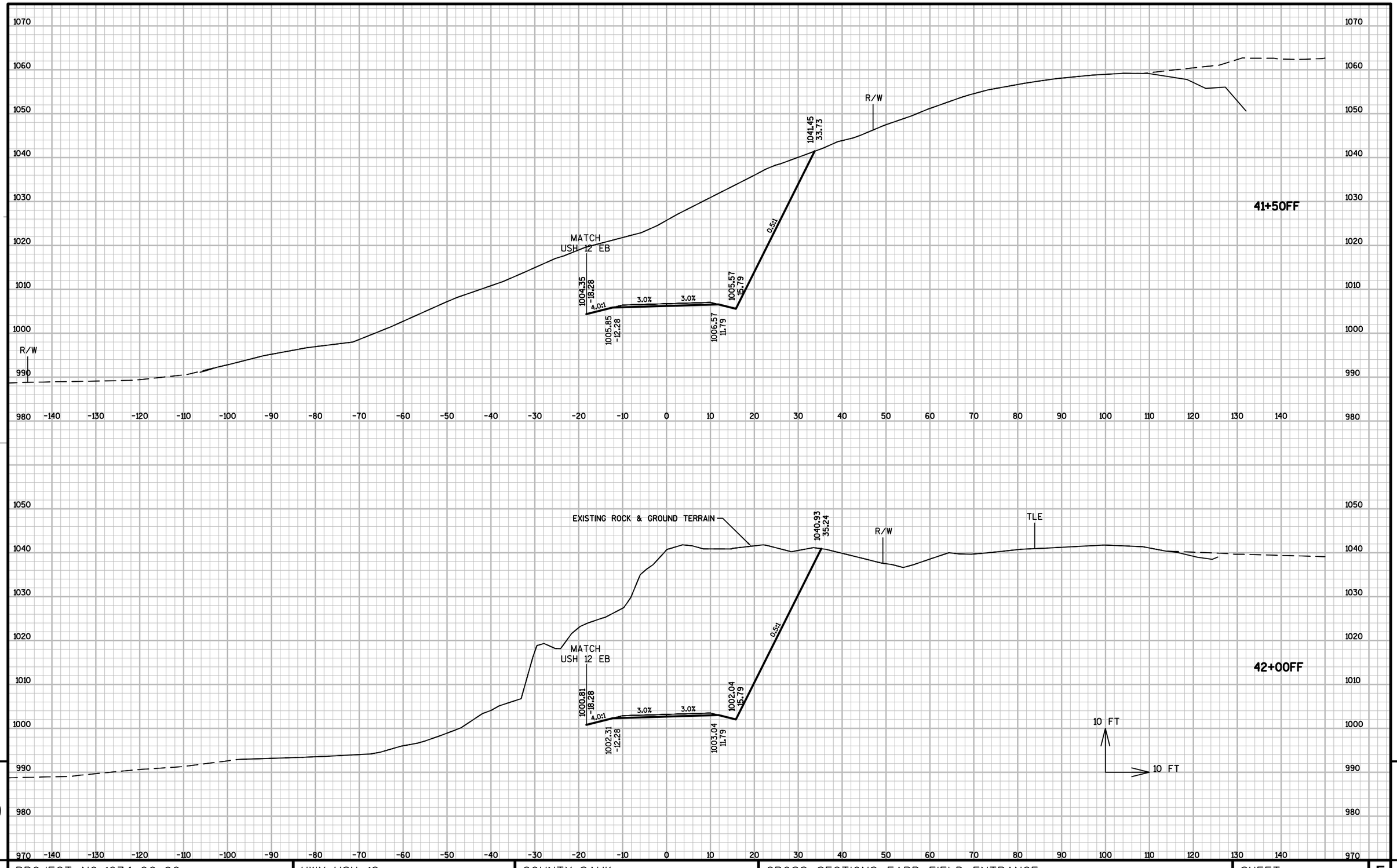
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WISDOT/CADDS SHEET 49



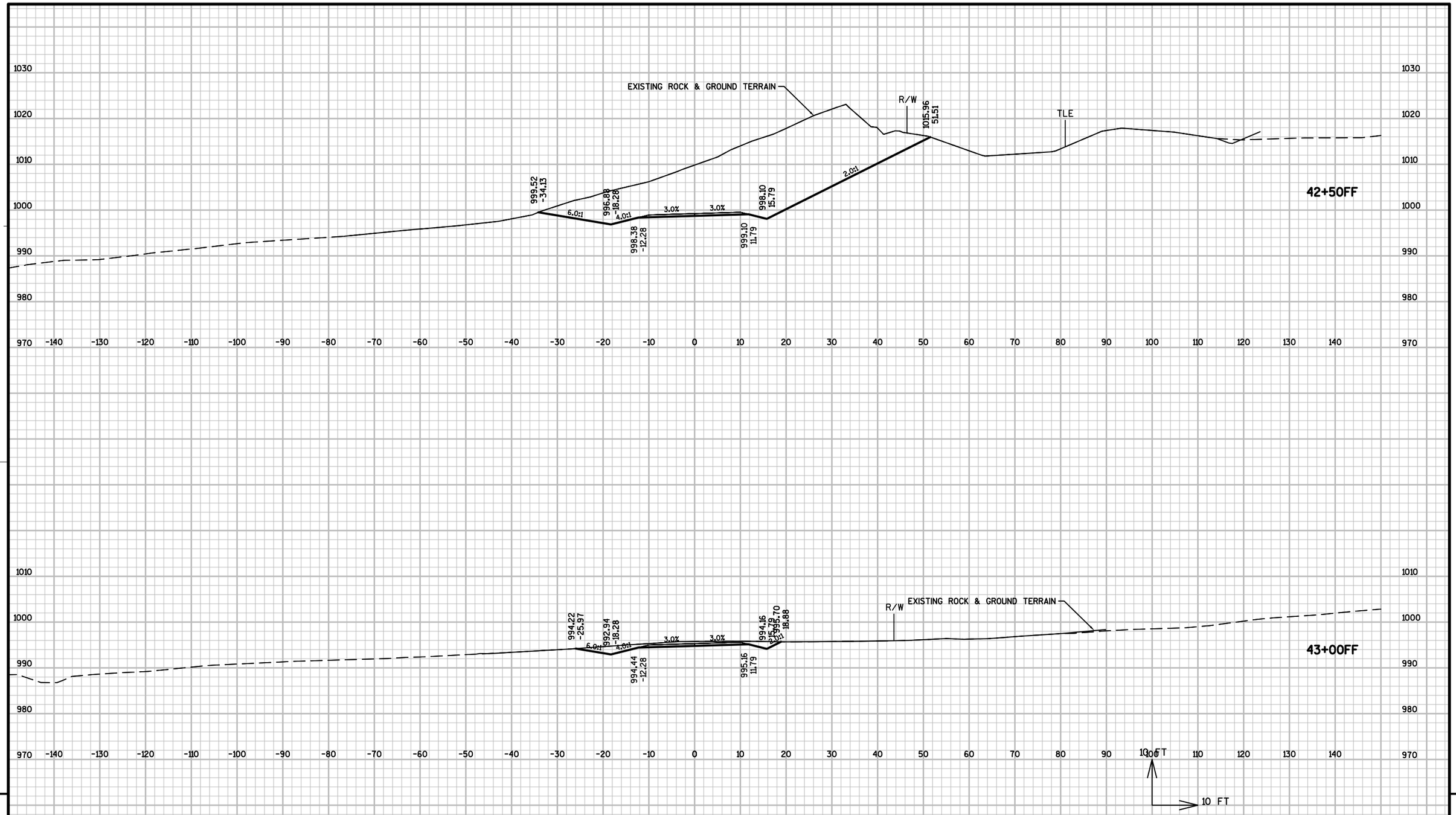
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1117	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



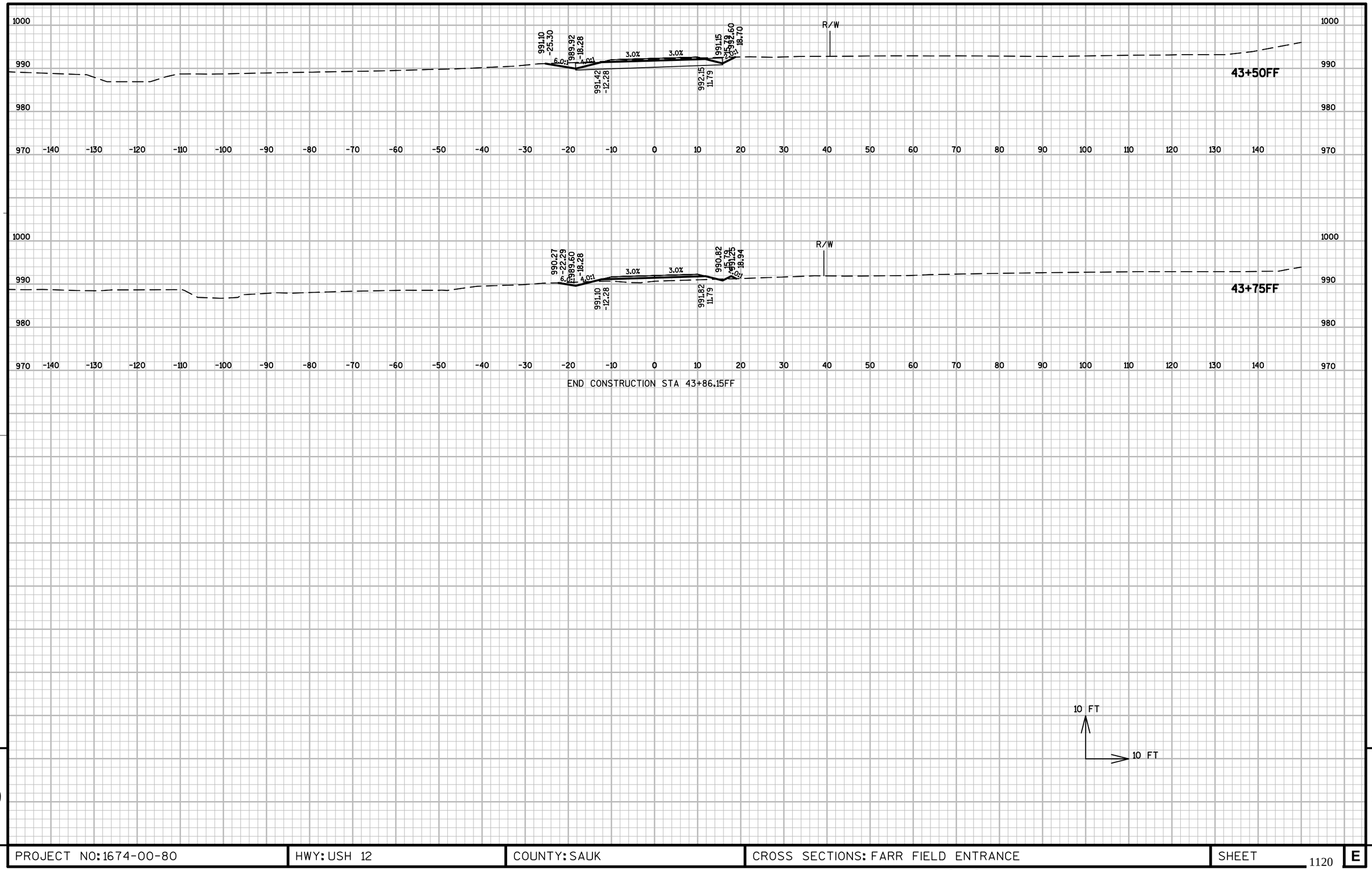
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1118	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1119	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARR FIELD ENTRANCE	SHEET 1120	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARR_FIELD_ENTRANCE.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

BEGIN CONSTRUCTION STA 6+95.14AD

MATCH
FARR FIELD ENTRANCE

7+00AD

992.50
0.00

2.0%

4.0:1

992.00
0.00

992.24
11.86

7+50AD

990.68
-16.34

4.0:1

992.46
0.00

2.0%

2.0%

4.0:1

991.69
13.88

991.72
-12.18

991.96
0.00

992.20
11.86

7+52AD

990.73
-16.25

4.0:1

992.49
0.00

2.0%

2.0%

4.0:1

991.65
14.17

991.74
-12.18

991.99
0.00

992.22
11.86

10 FT

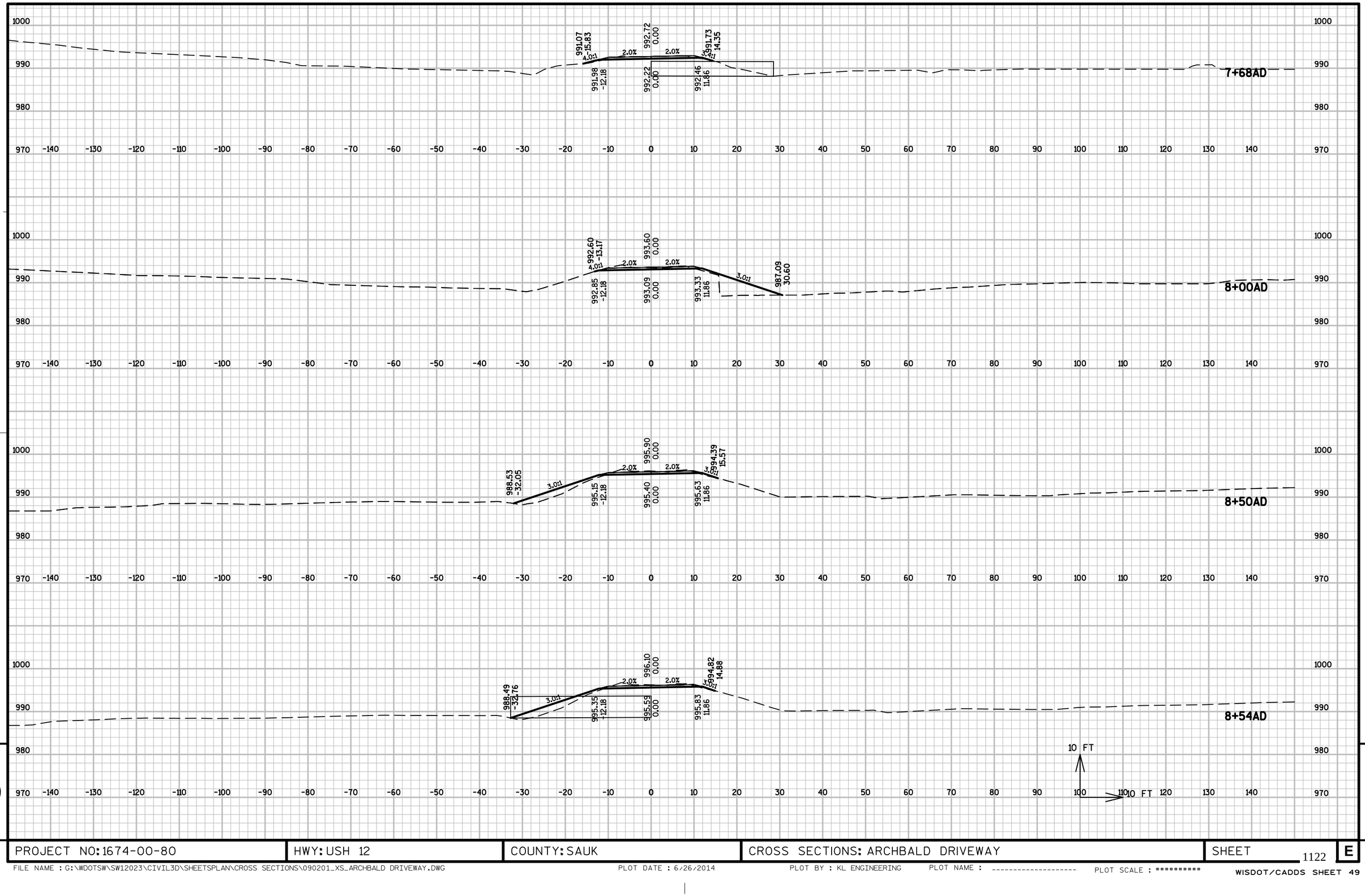
10 FT

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9

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: ARCHBALD DRIVEWAY	SHEET 1121	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_ARCHBALD DRIVEWAY.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

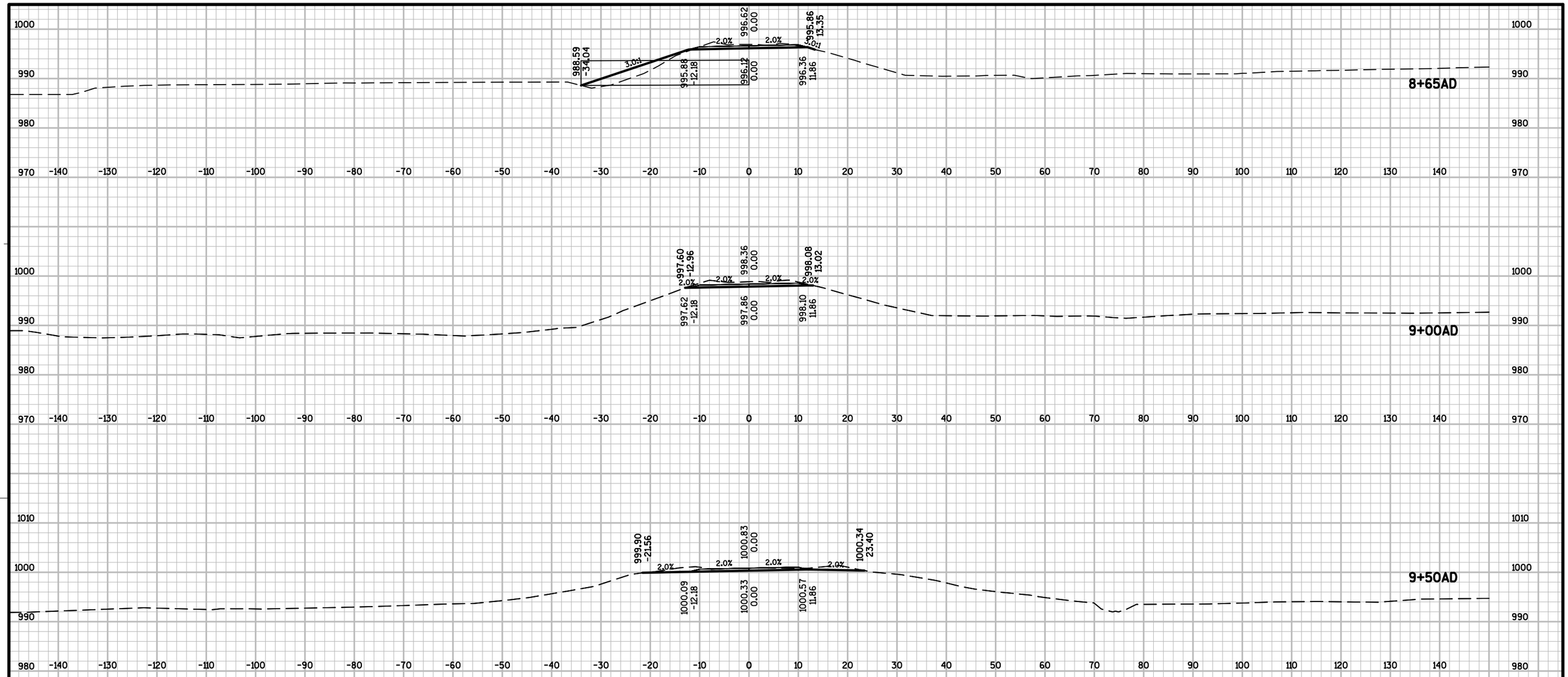


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: ARCHBALD DRIVEWAY	SHEET 1122	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_ARCHBALD DRIVEWAY.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



END CONSTRUCTION STA 9+50.00AD

10 FT

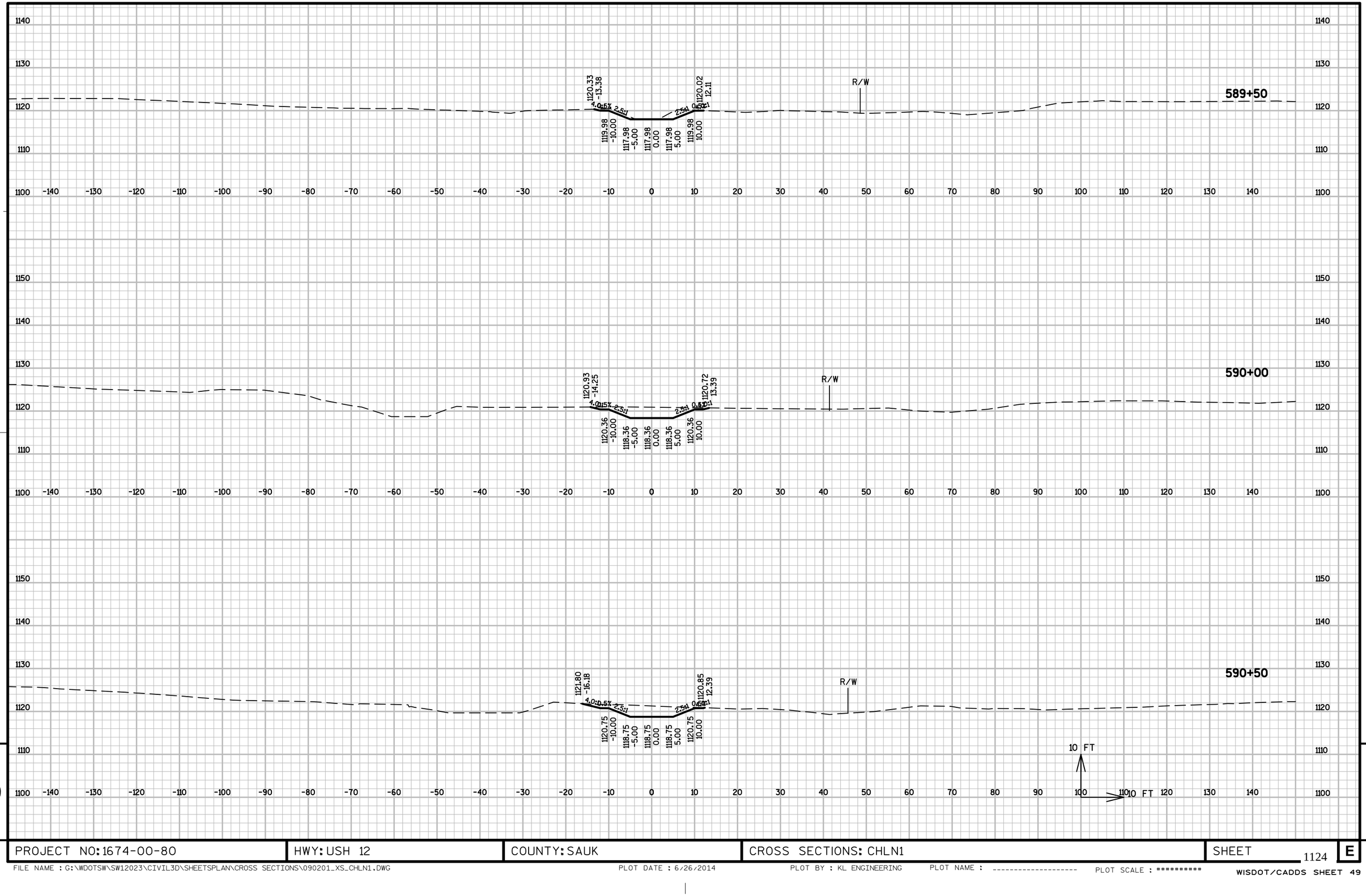
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: ARCHBALD DRIVEWAY	SHEET 1123	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_ARCHBALD DRIVEWAY.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

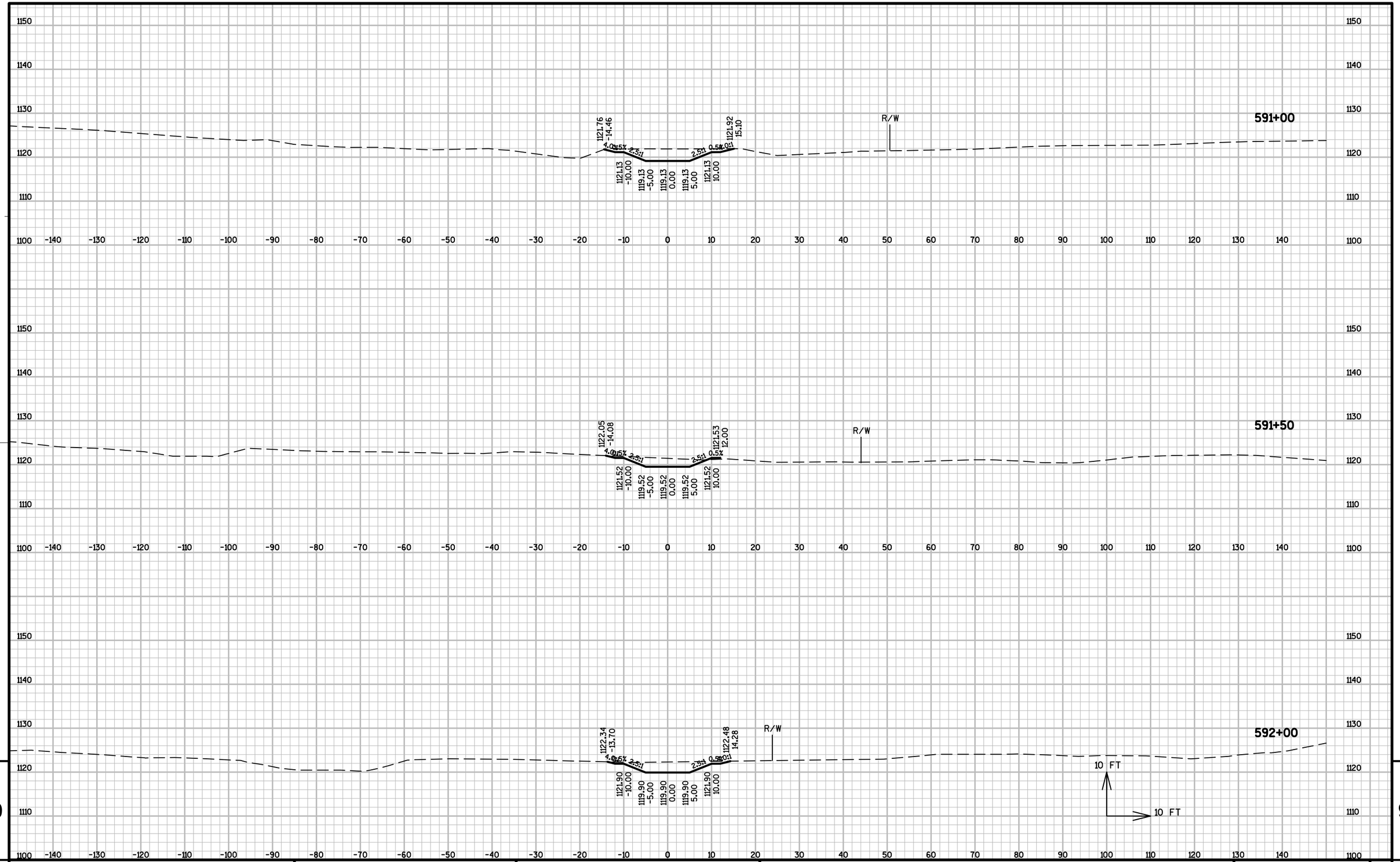


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1124	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

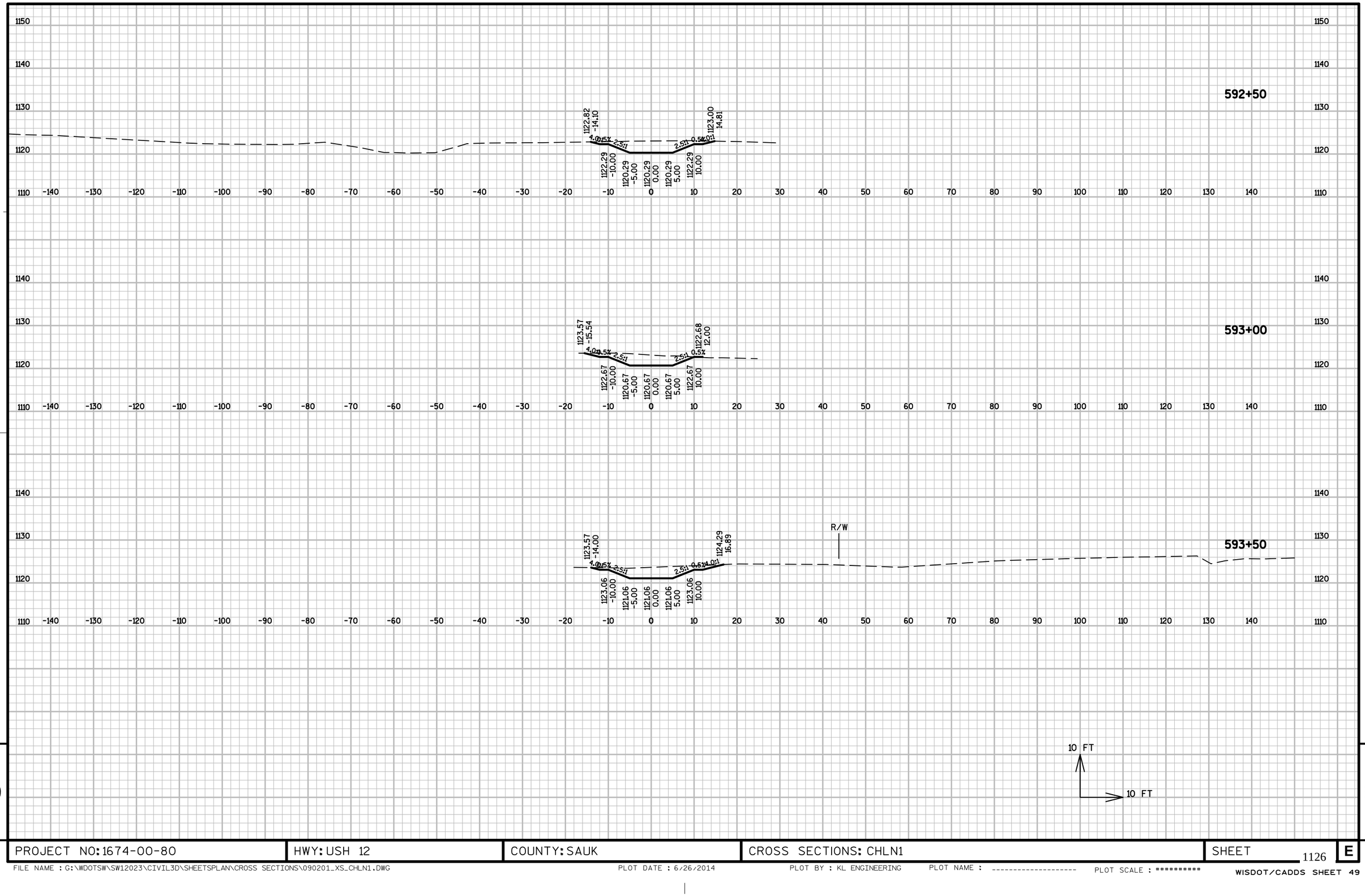


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1125	E

9

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

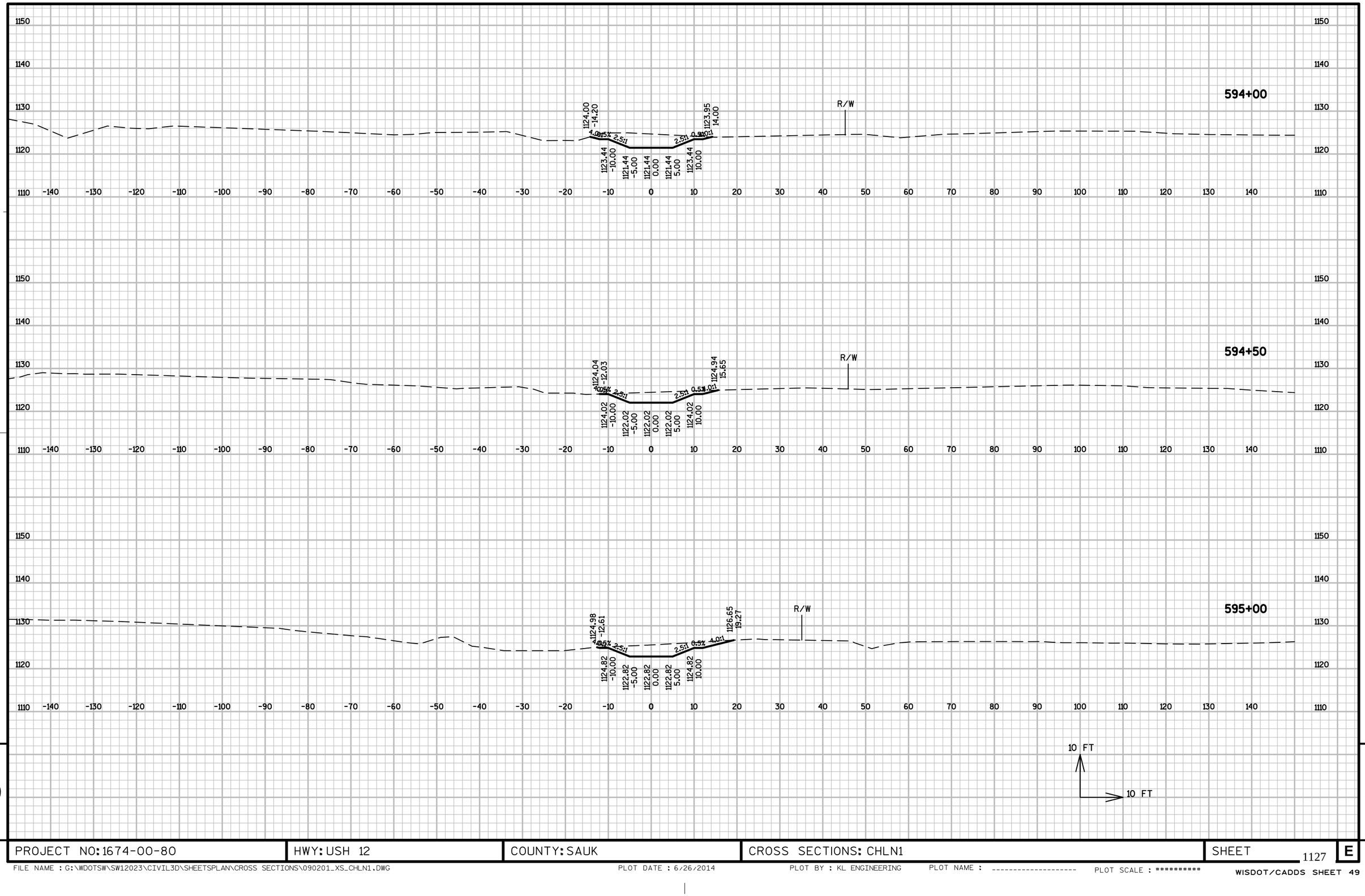


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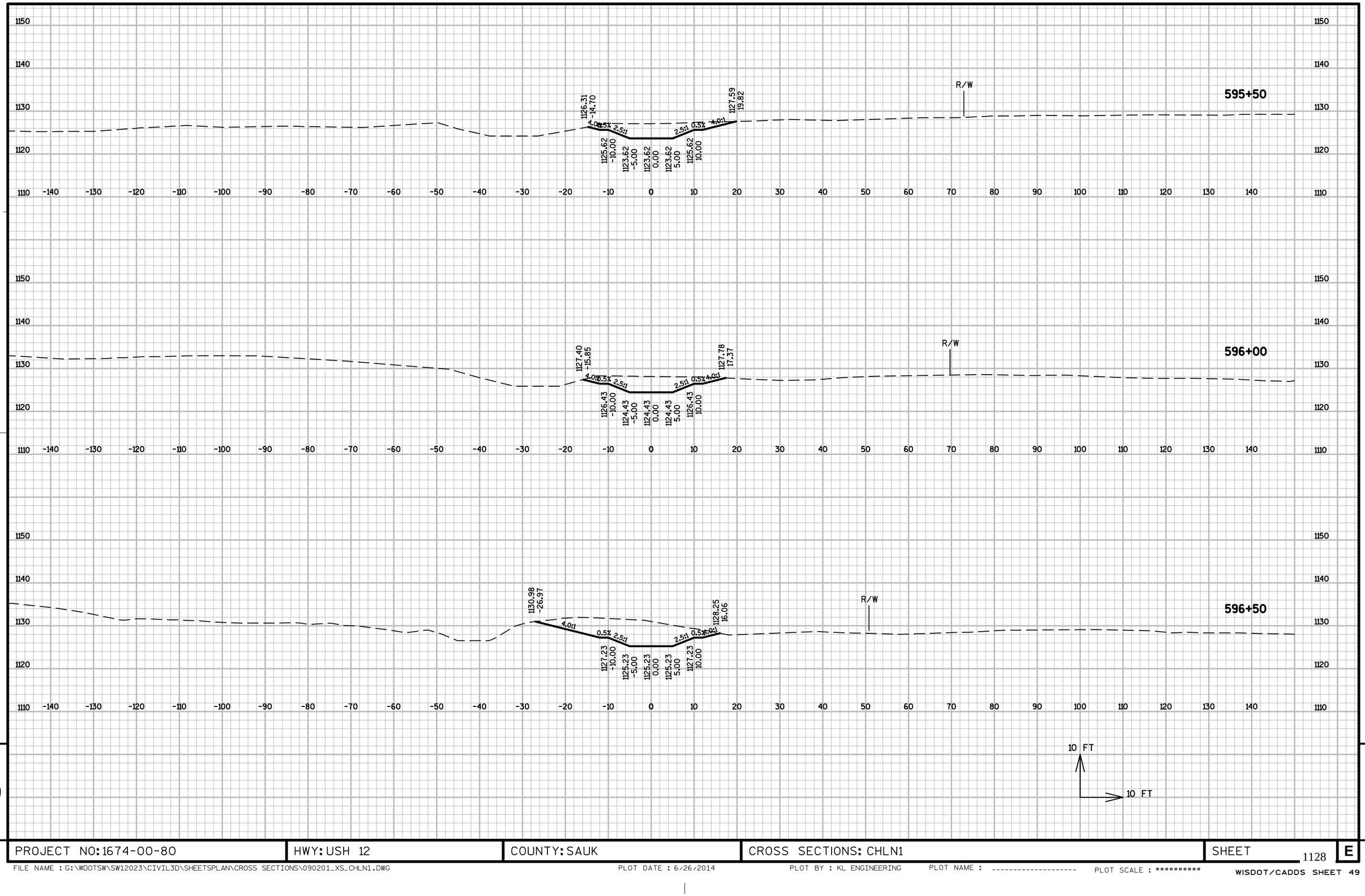
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1126	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1127	E

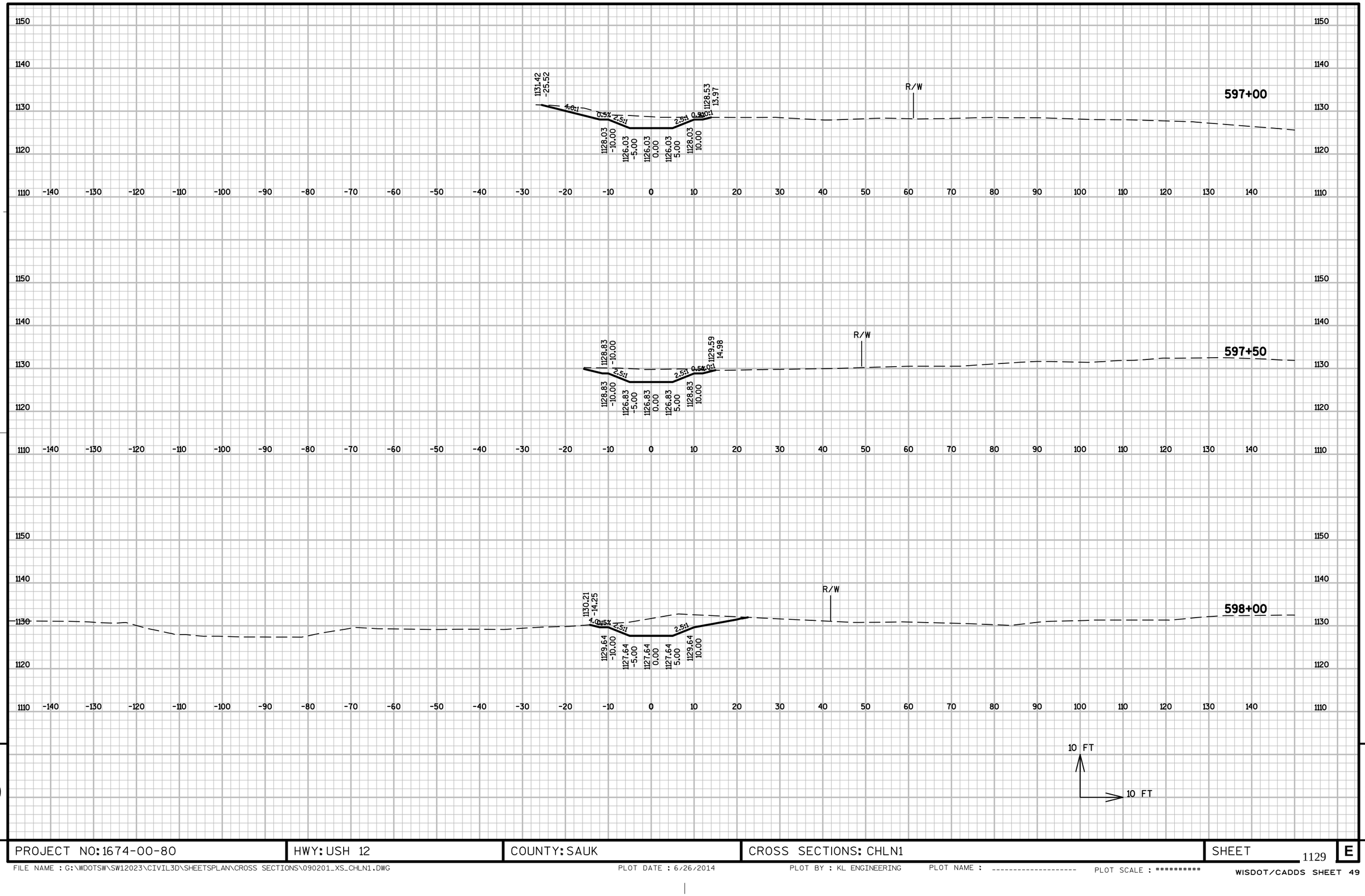
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



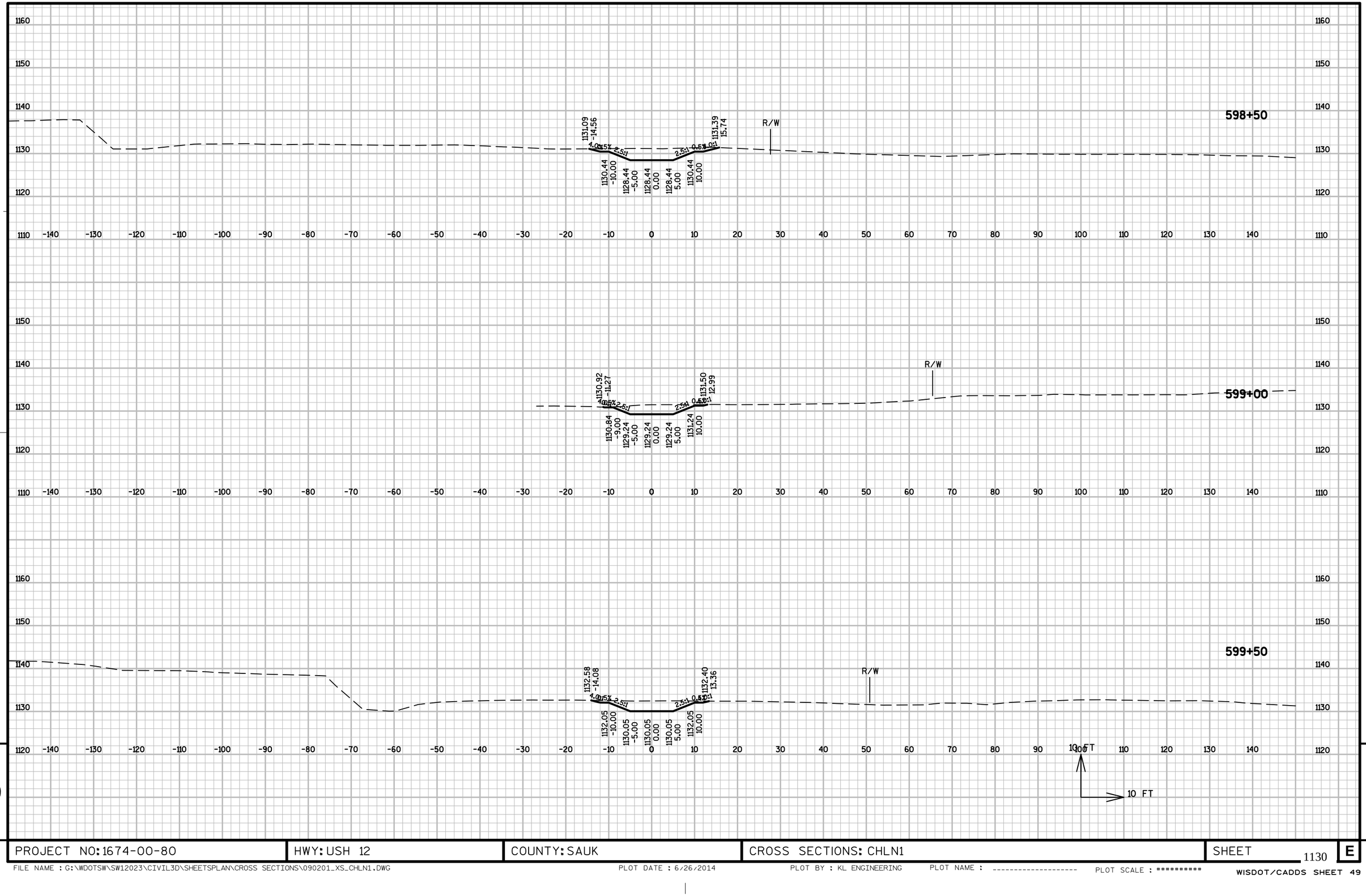
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1128	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1129 E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1130	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

600+00

1133.09
-12.93
4.0%
2.5:1
1133.60
14.95
0.5%
2.5:1
1132.85
-10.00
1130.85
-5.00
1130.85
0.00
1130.85
5.00
1132.85
10.00

600+50

1134.02
-13.44
4.0%
2.5:1
1134.17
14.04
0.5%
2.5:1
1133.65
-10.00
1131.65
-5.00
1131.65
0.00
1131.65
5.00
1133.65
10.00

R/W

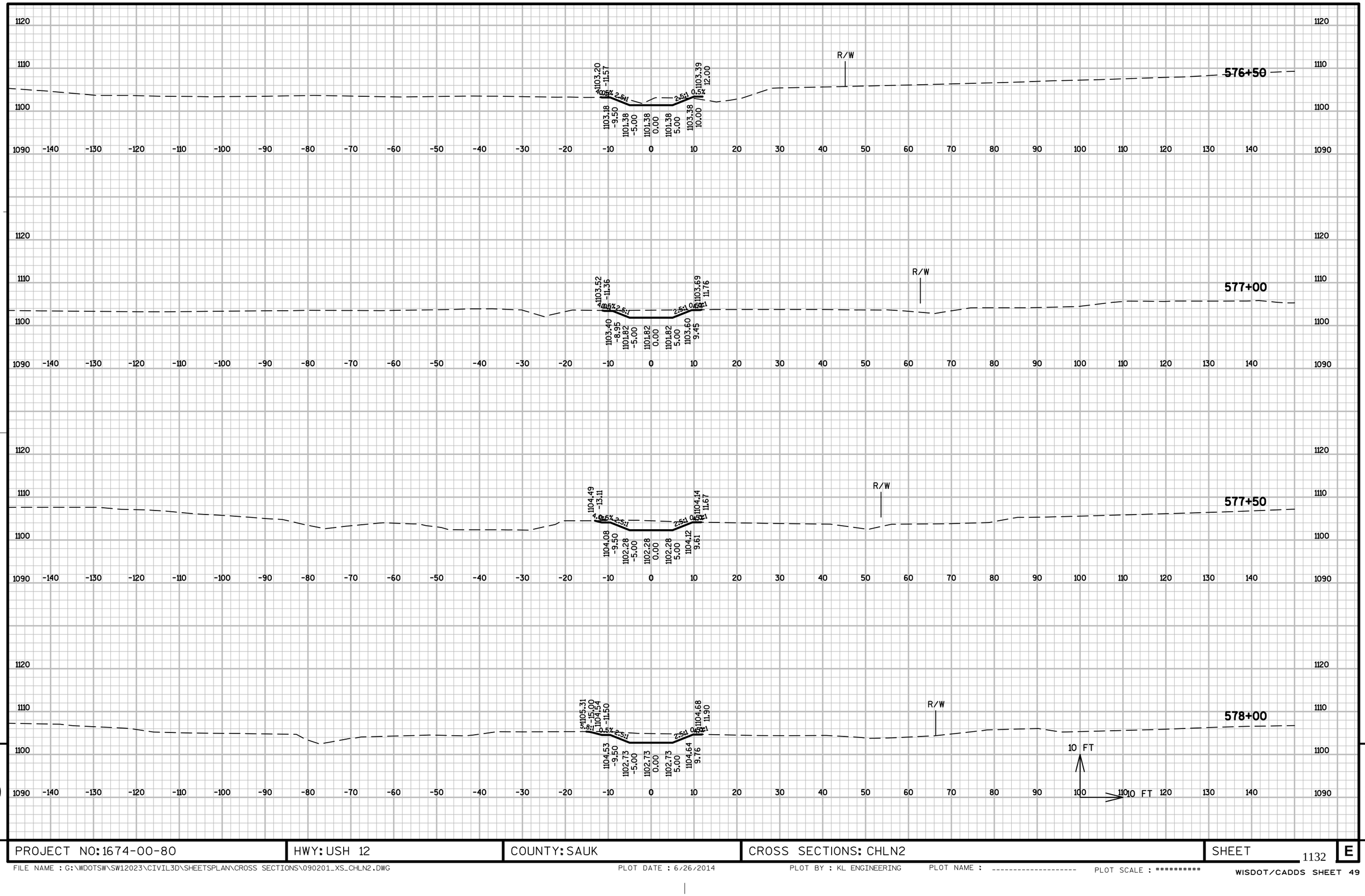
10 FT
10 FT

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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN1	SHEET 1131	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN1.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN2	SHEET 1132	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN2.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

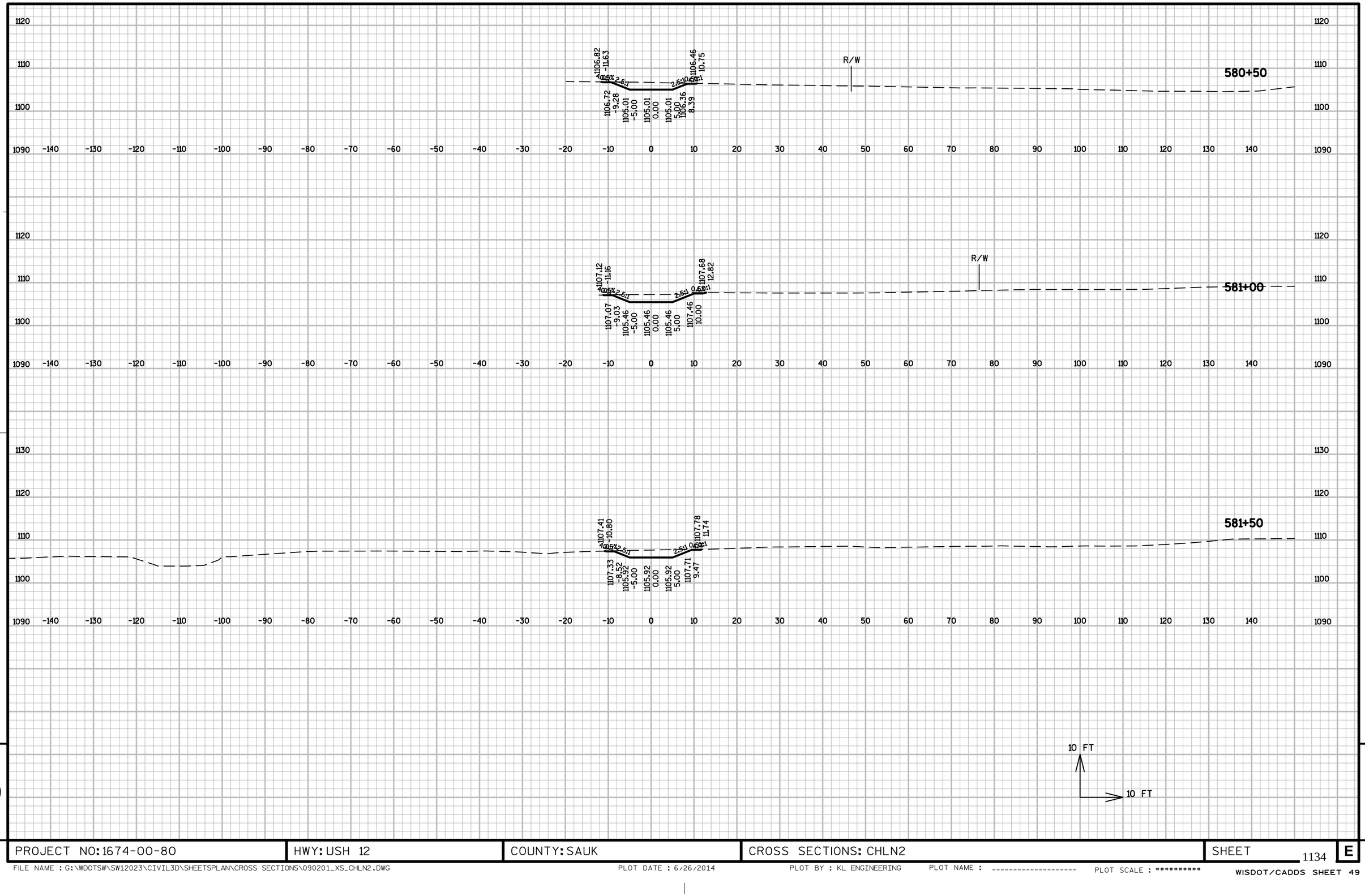


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN2	SHEET 1133	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN2.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

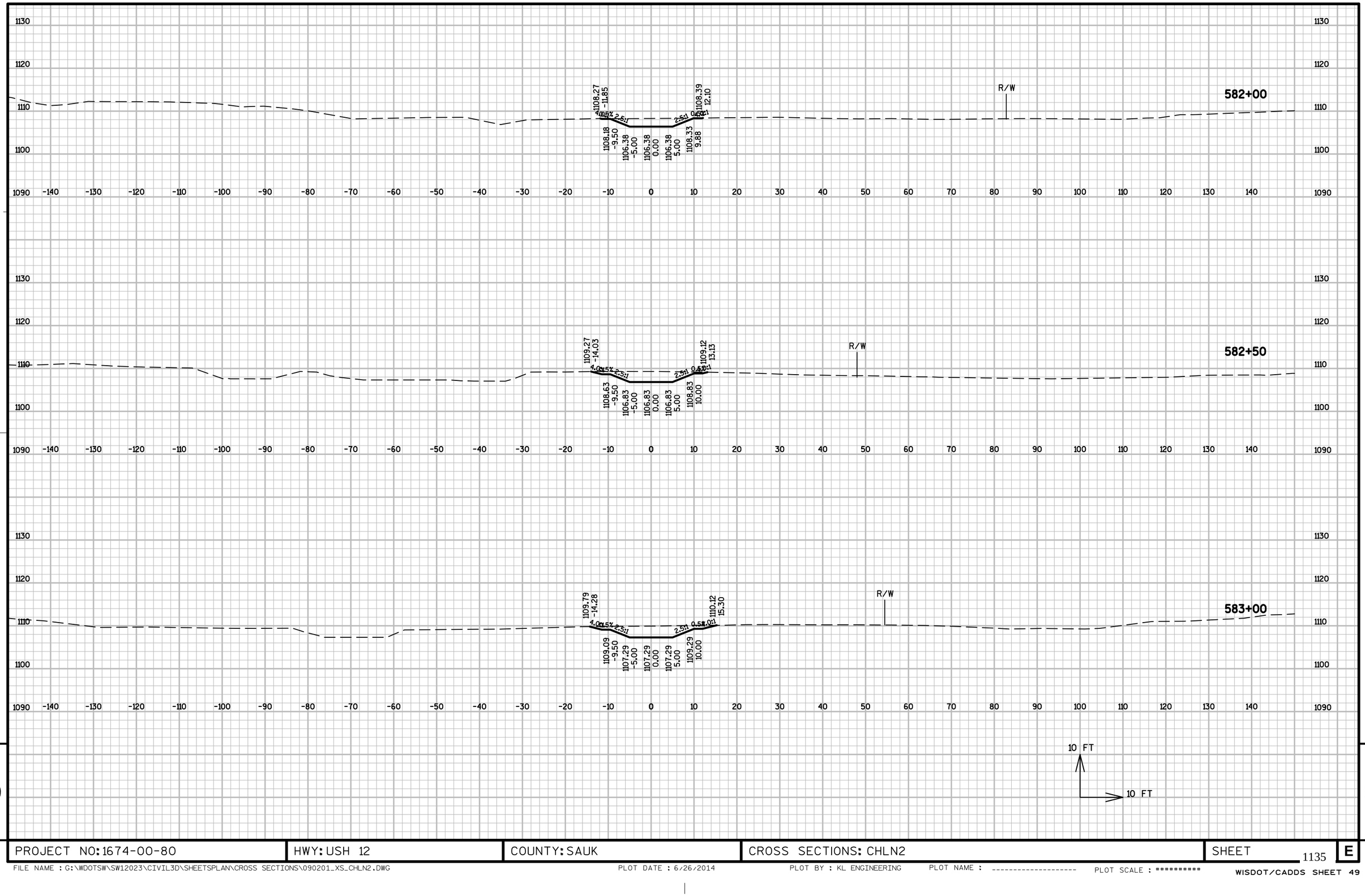


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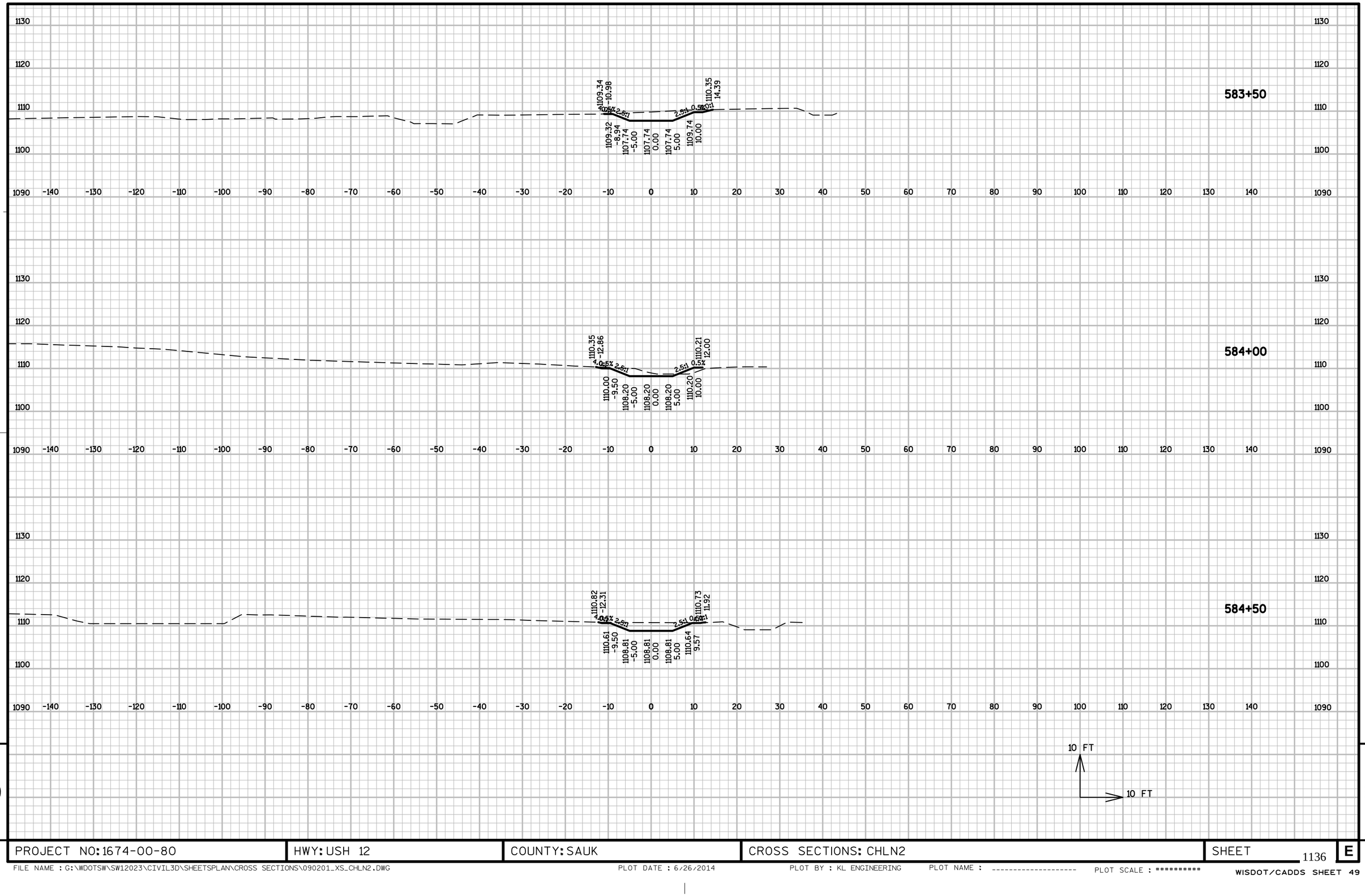
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN2	SHEET 1134	E

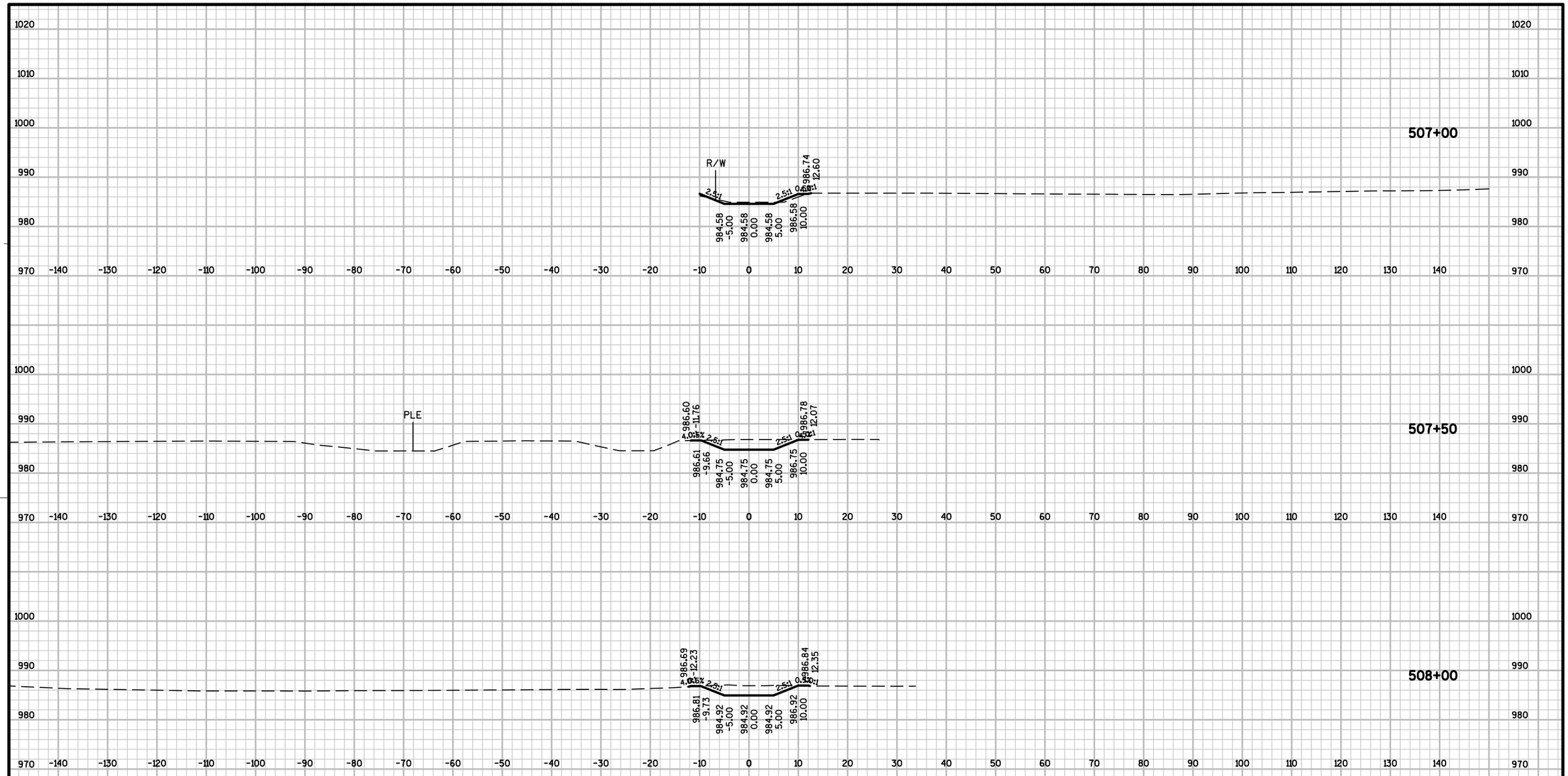
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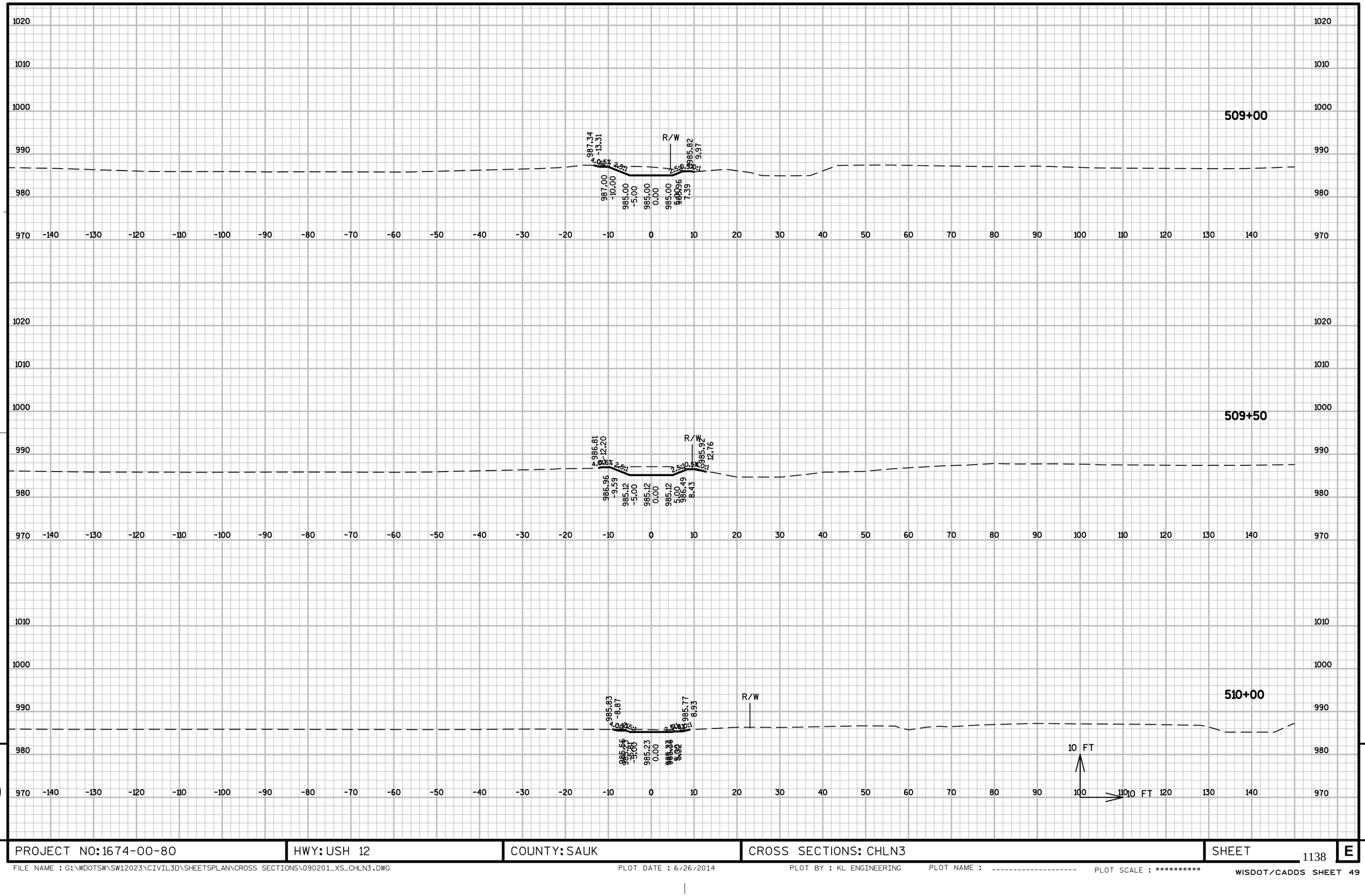
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN2	SHEET 1136 E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1137	E

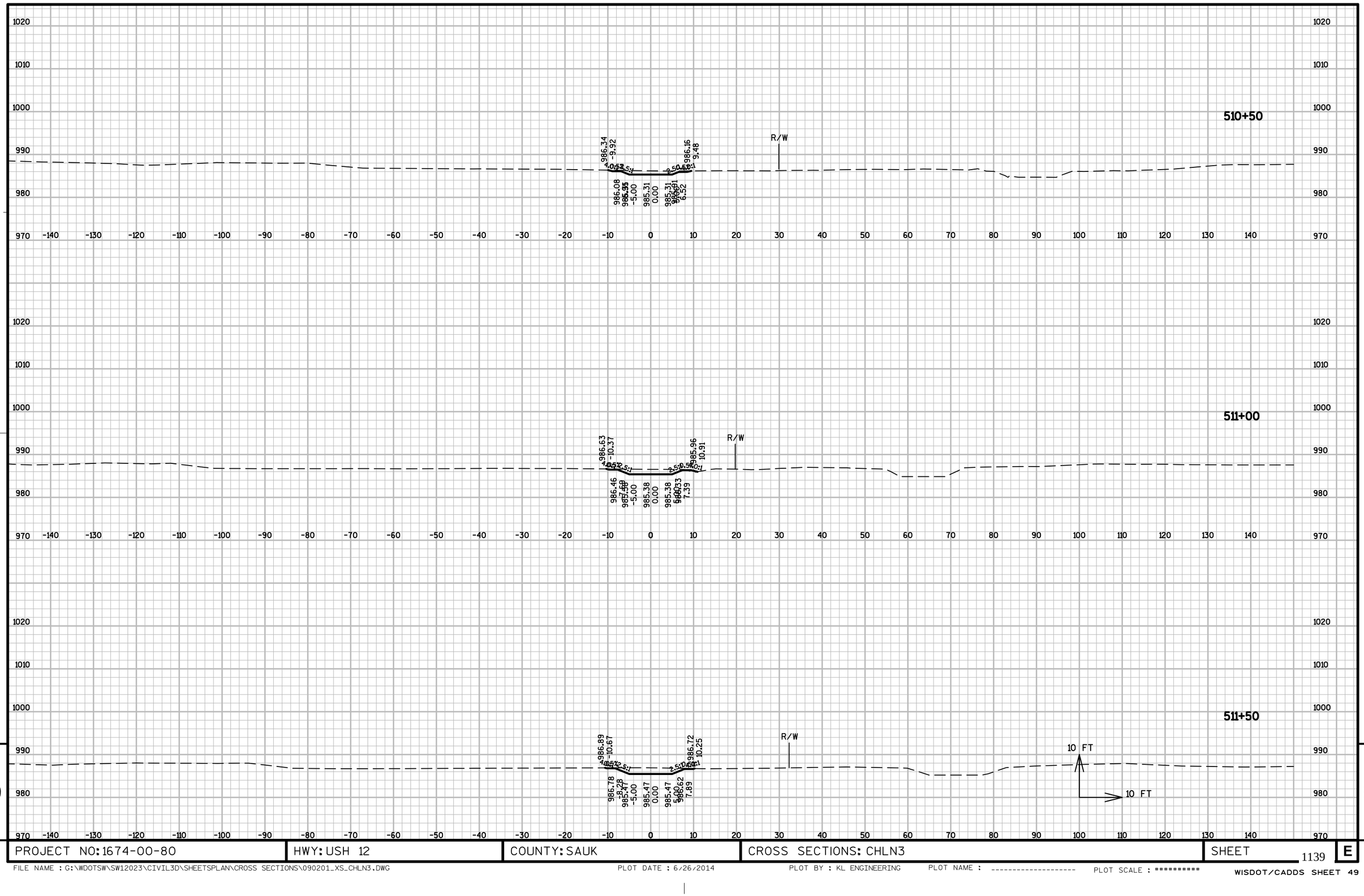


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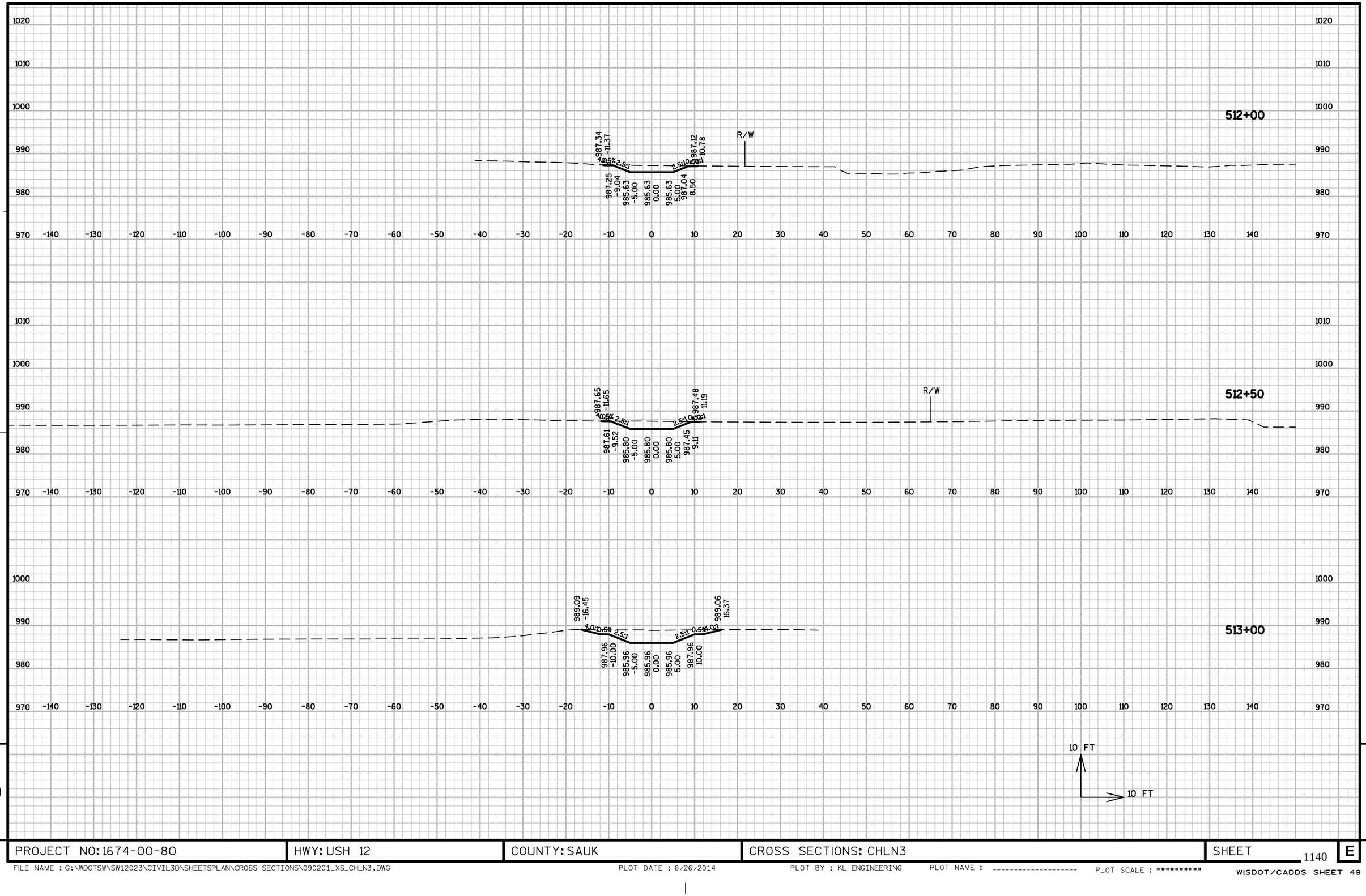
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1139	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

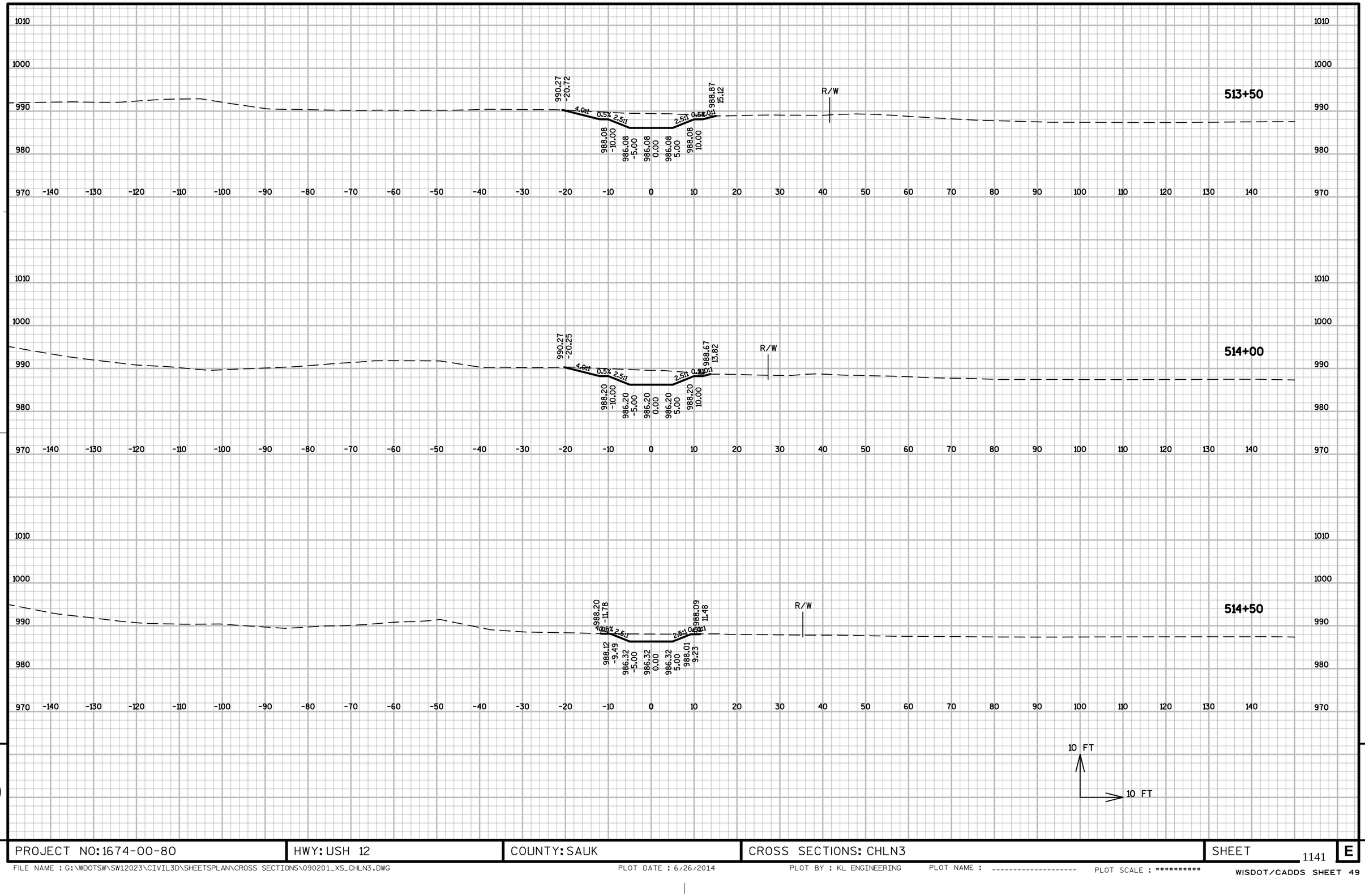


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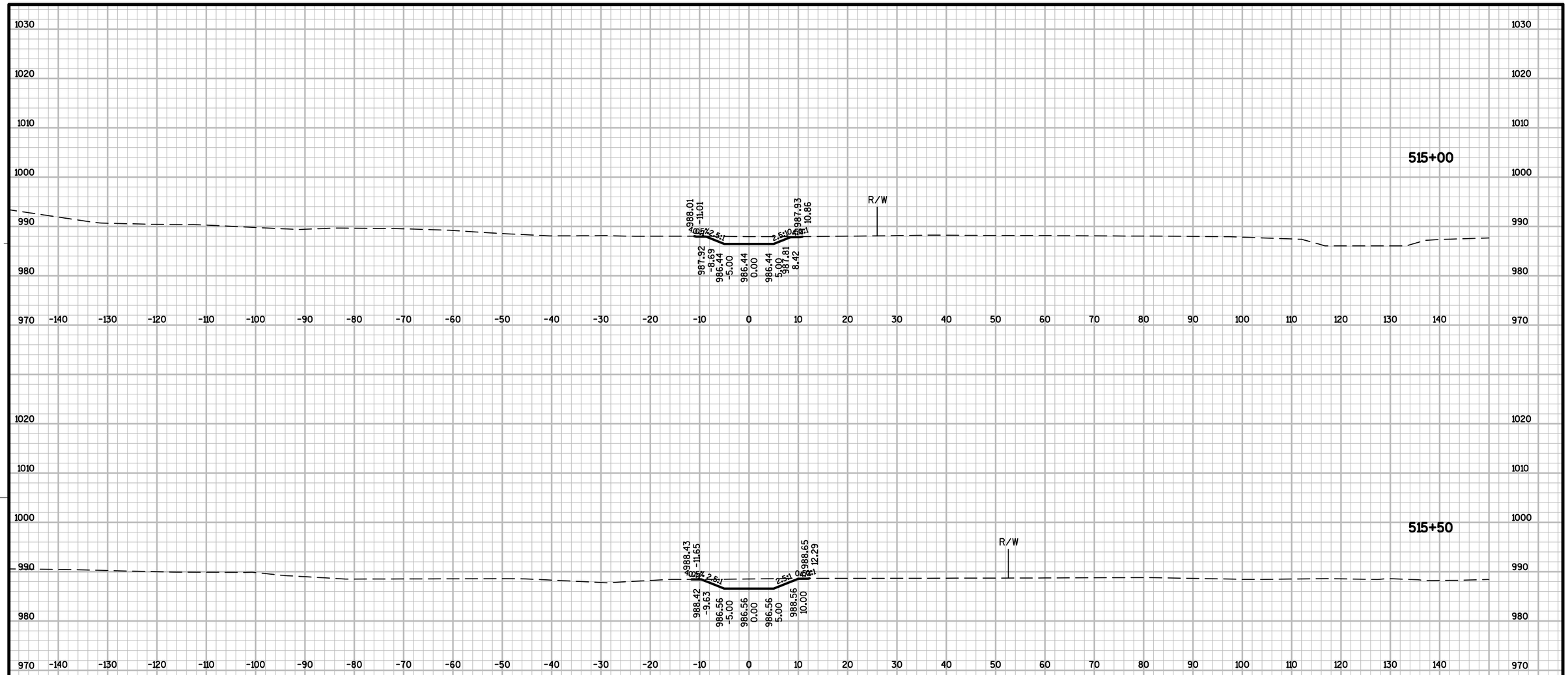
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1140	E

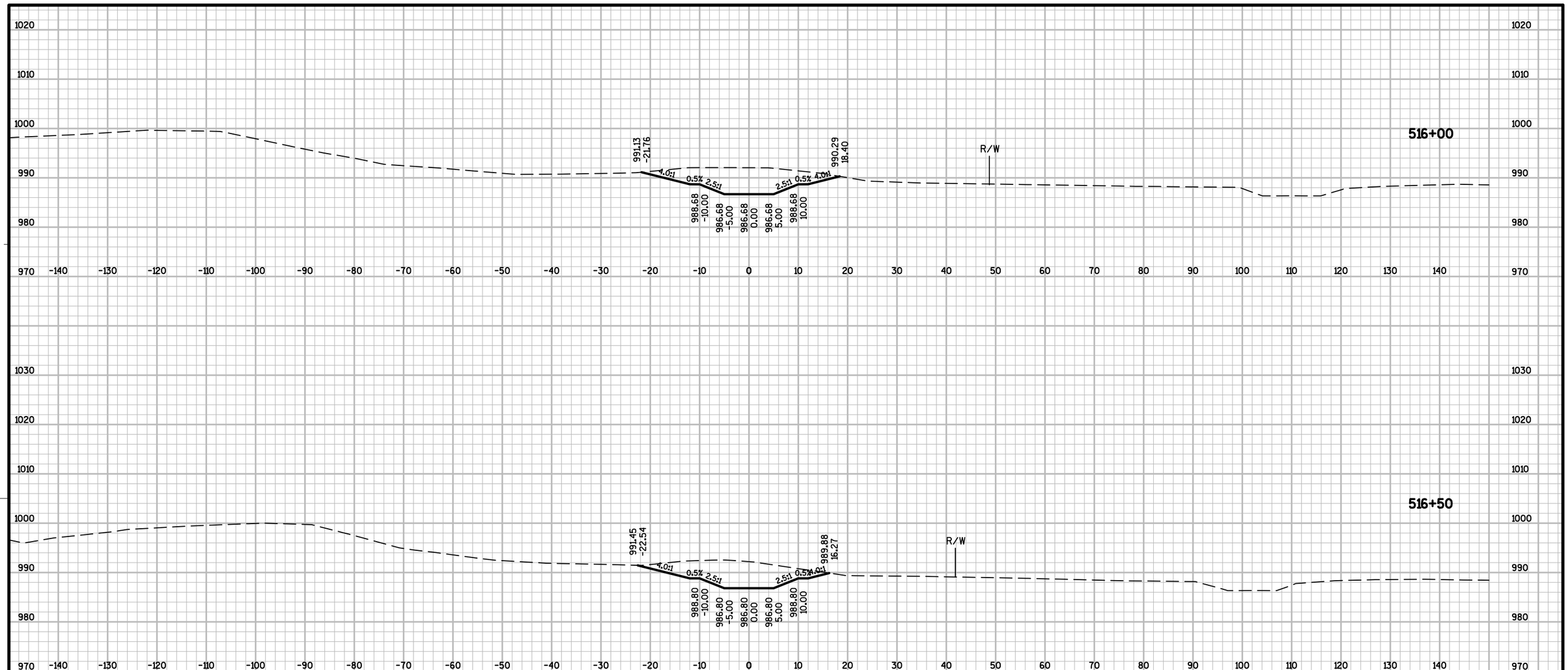
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1141	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1142	E

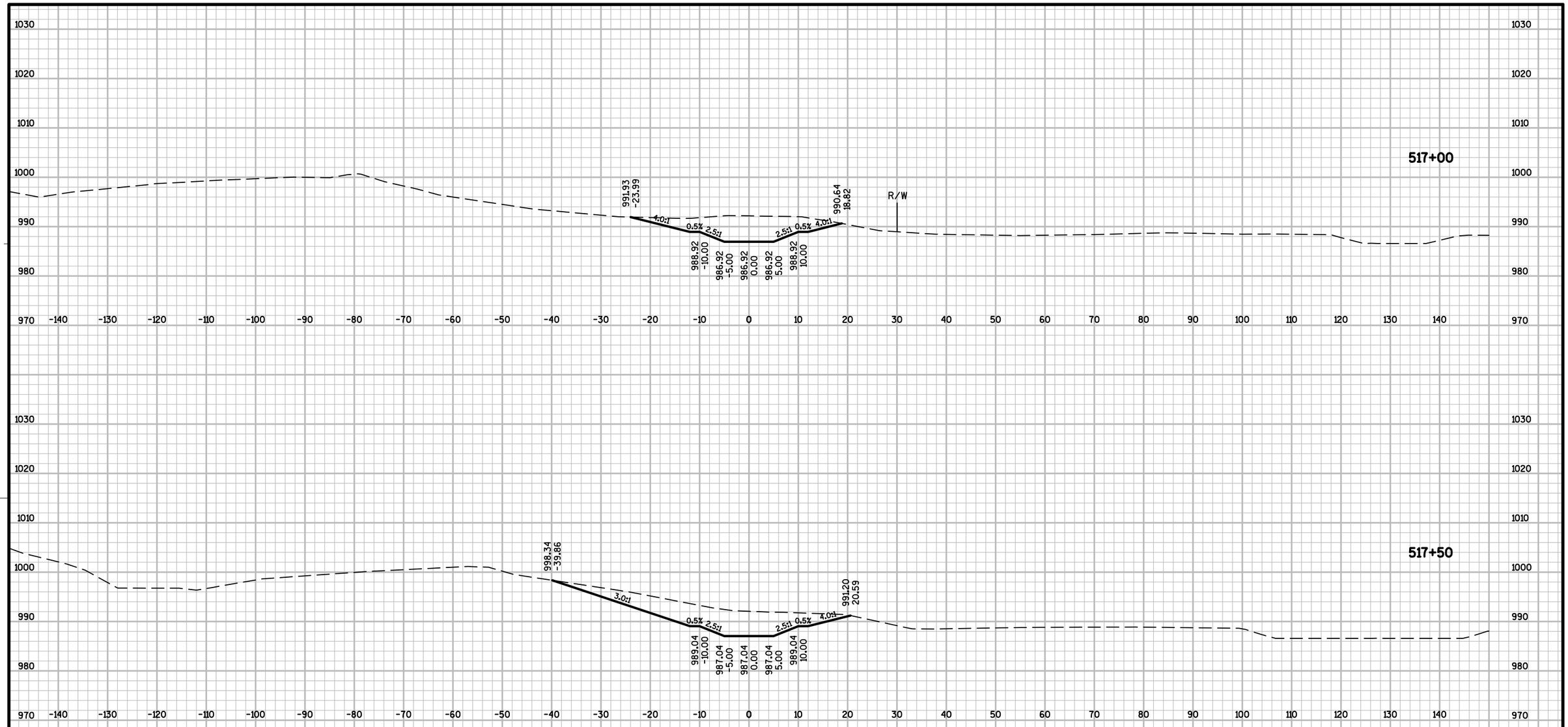


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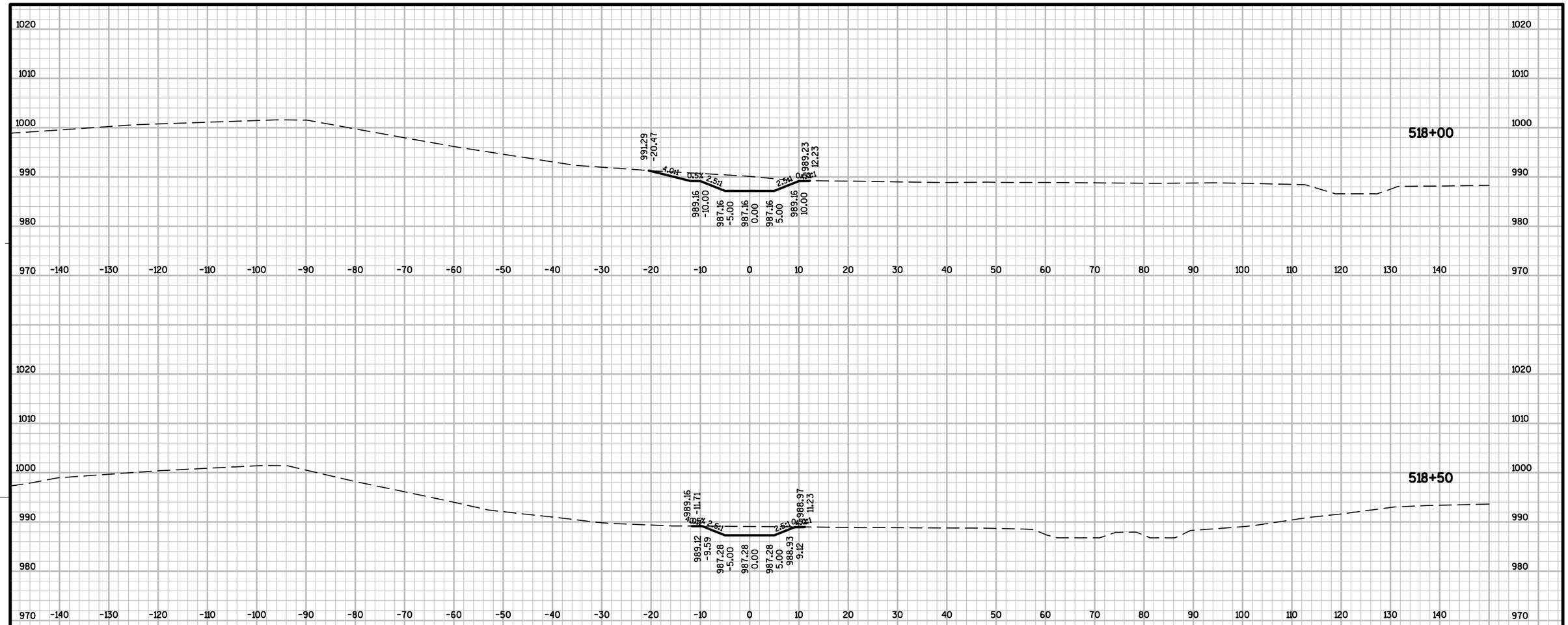
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1143	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1144	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1145	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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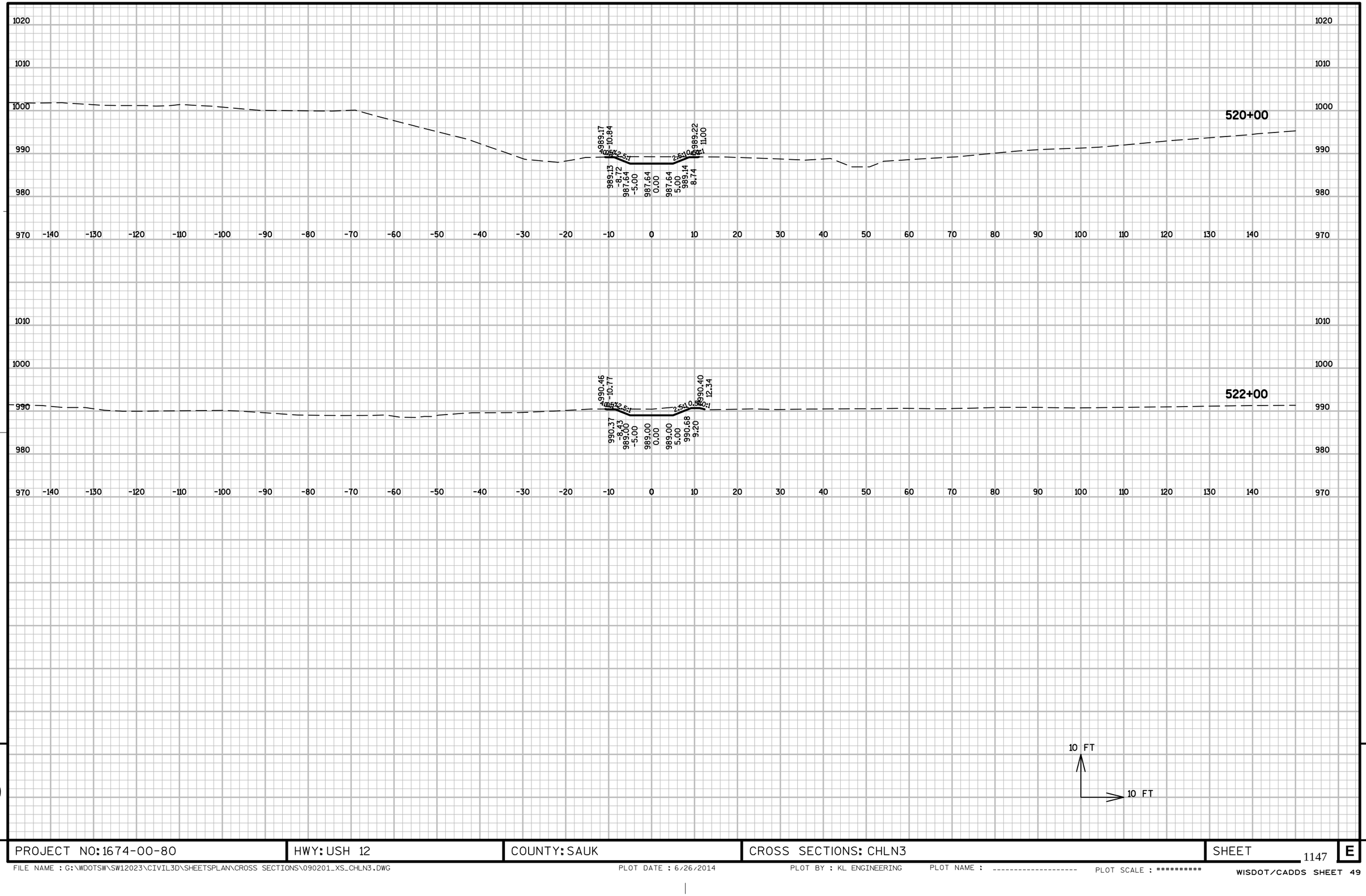
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0.5'
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2.5:1
0.5'
989.19
11.43

519+50

988.17
-8.65
988.11
-5.00
987.52
0.00
987.52
6.77
988.53
9.91

10 FT
10 FT

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1146	E

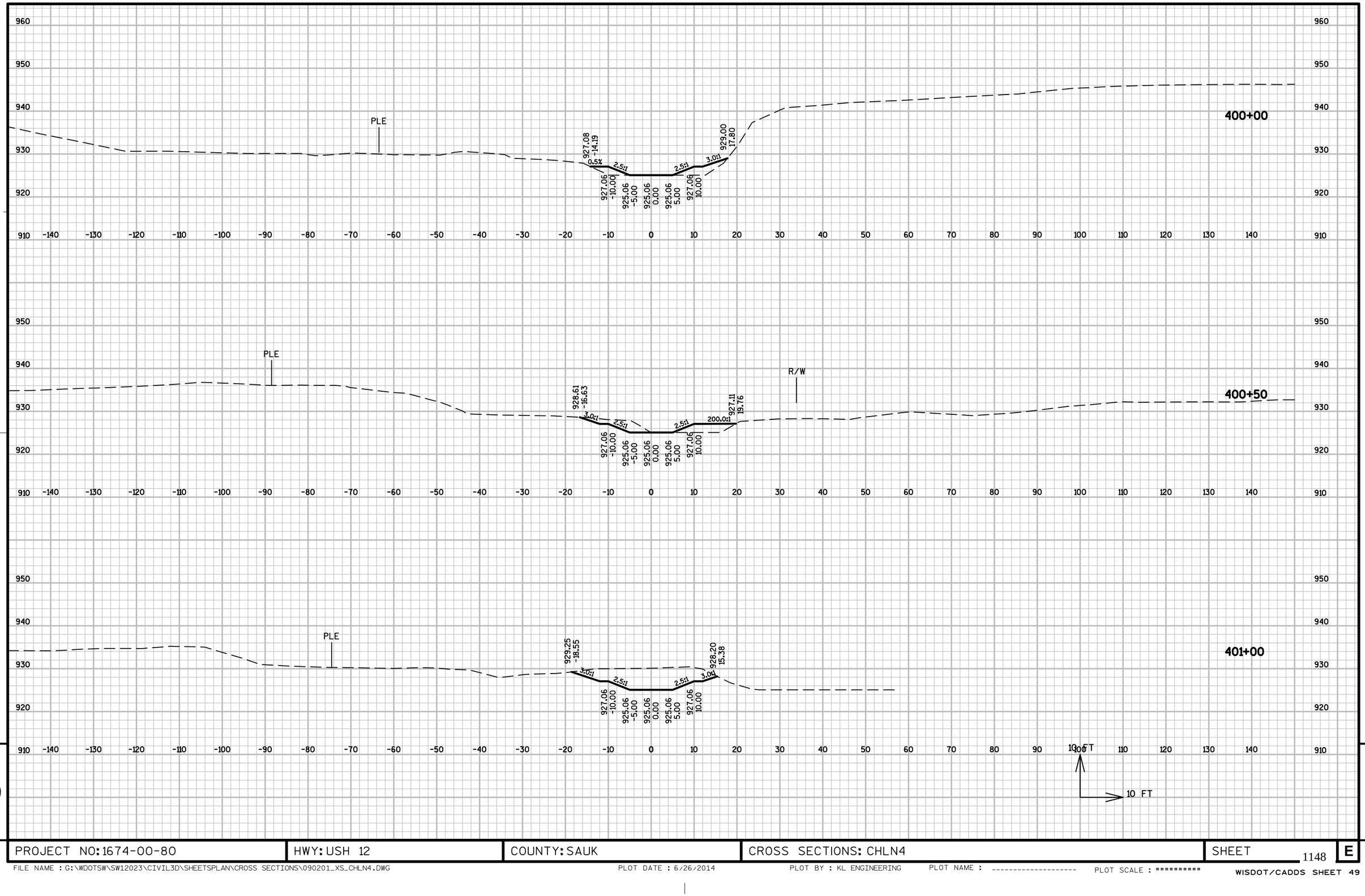


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN3	SHEET 1147	E

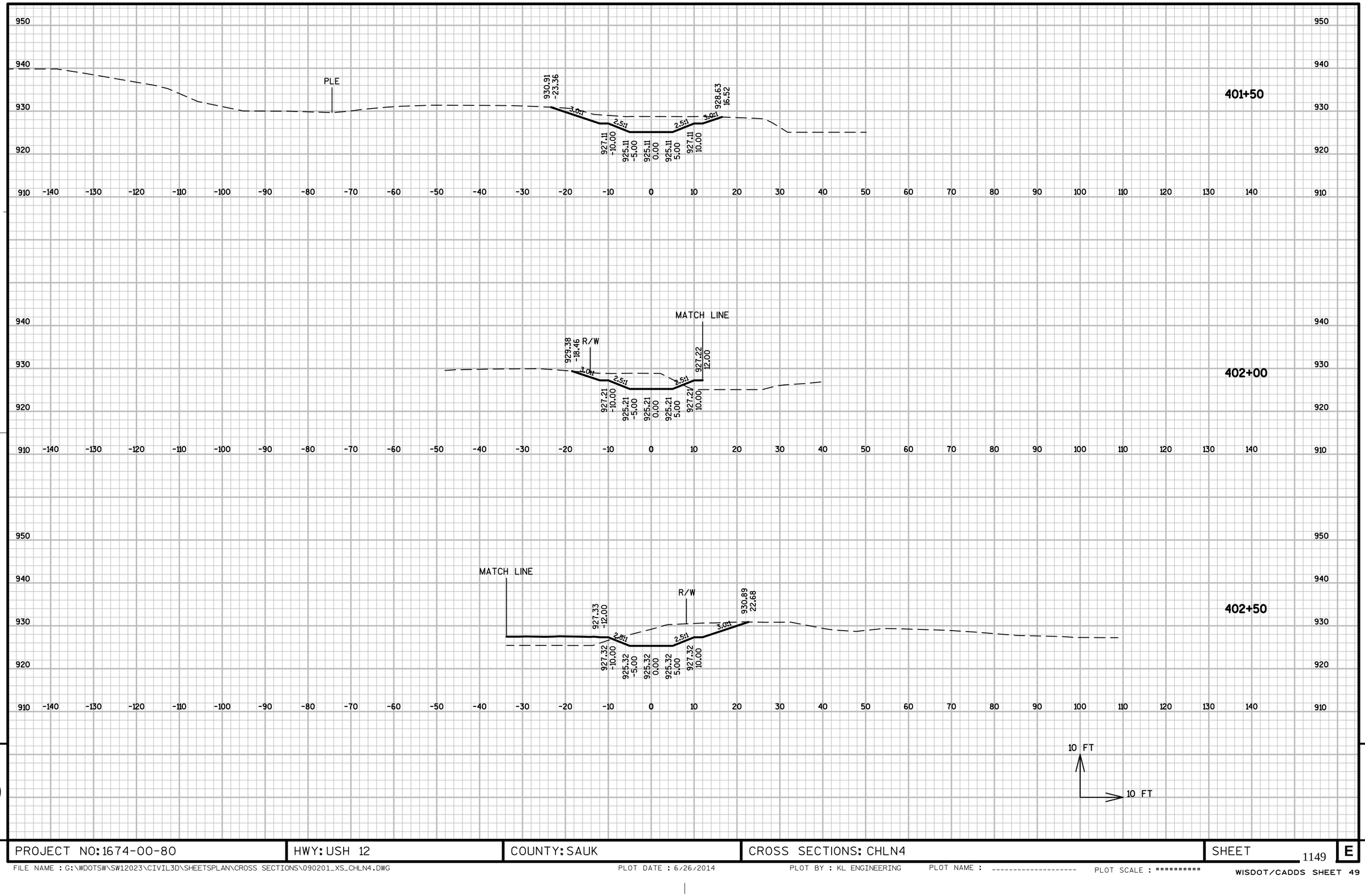
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN3.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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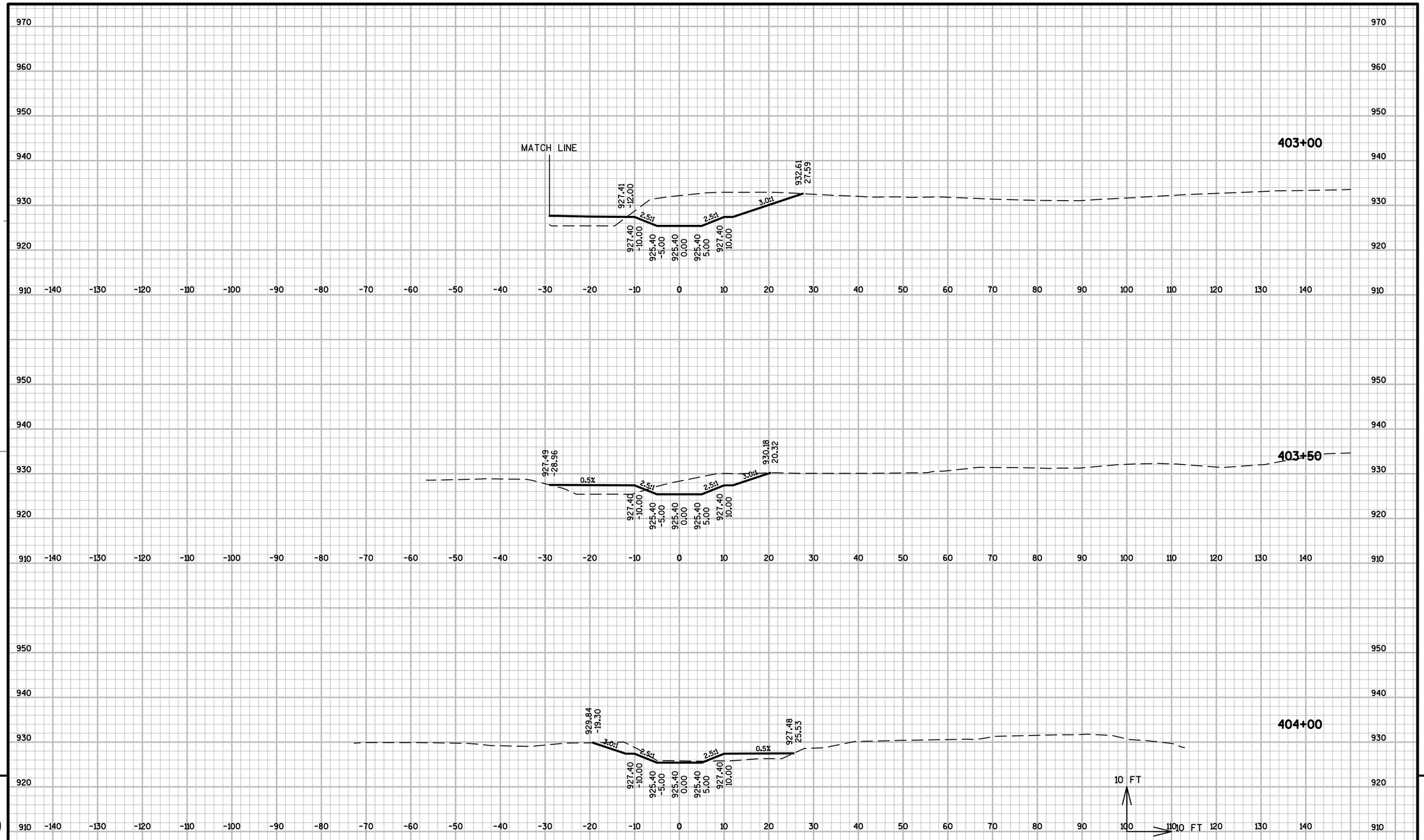
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1148	E



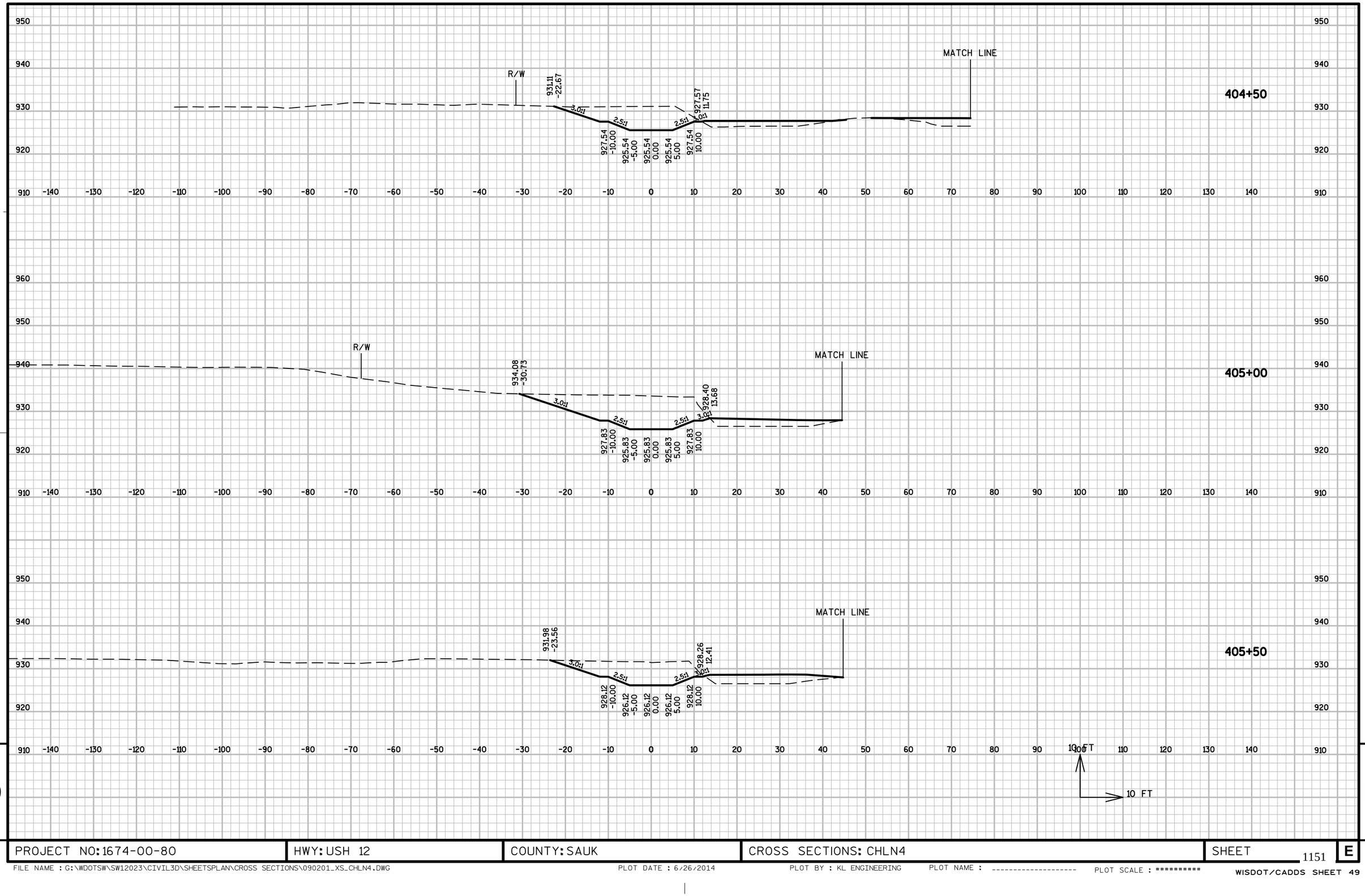
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1149	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



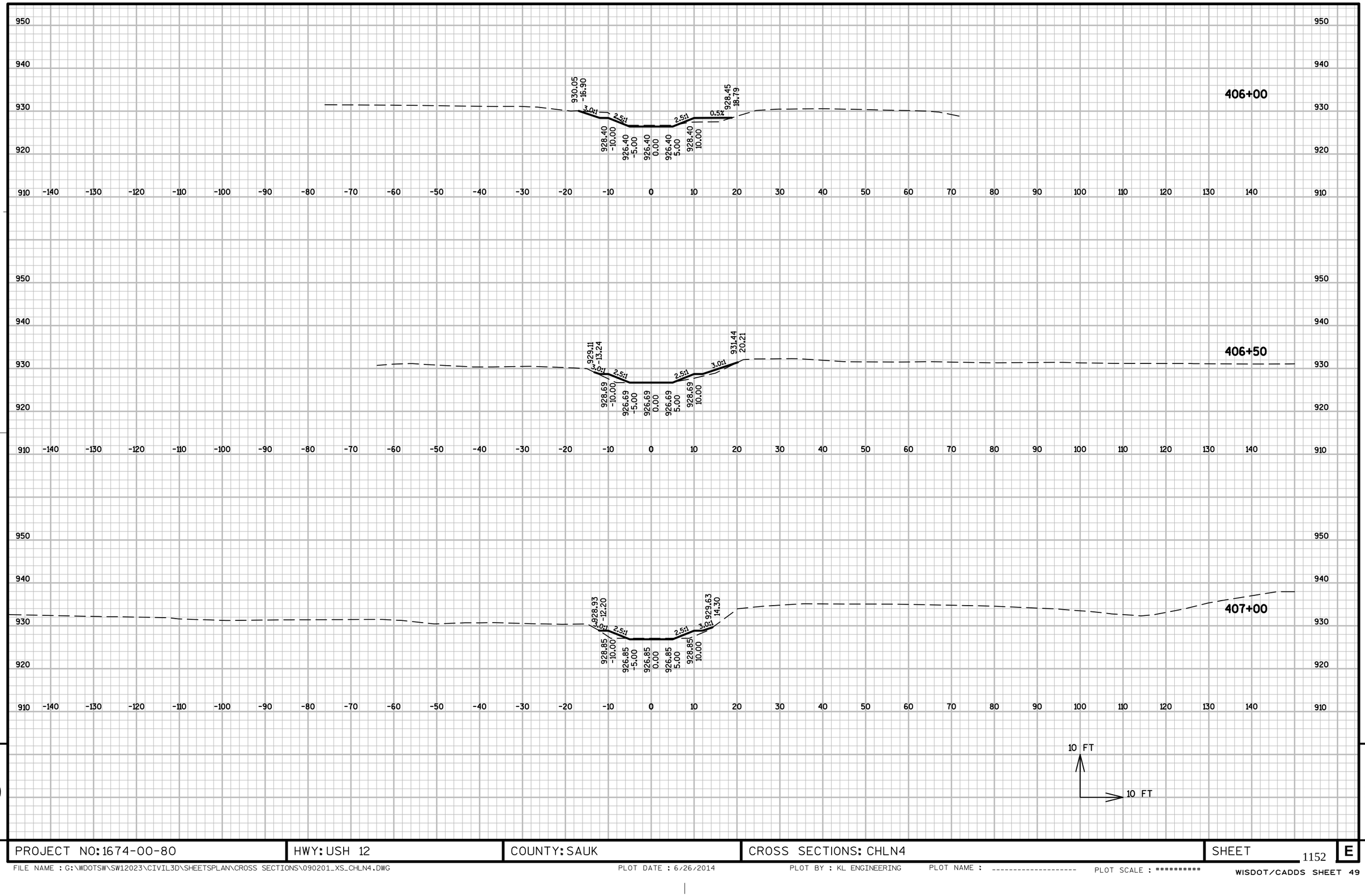
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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1150	E



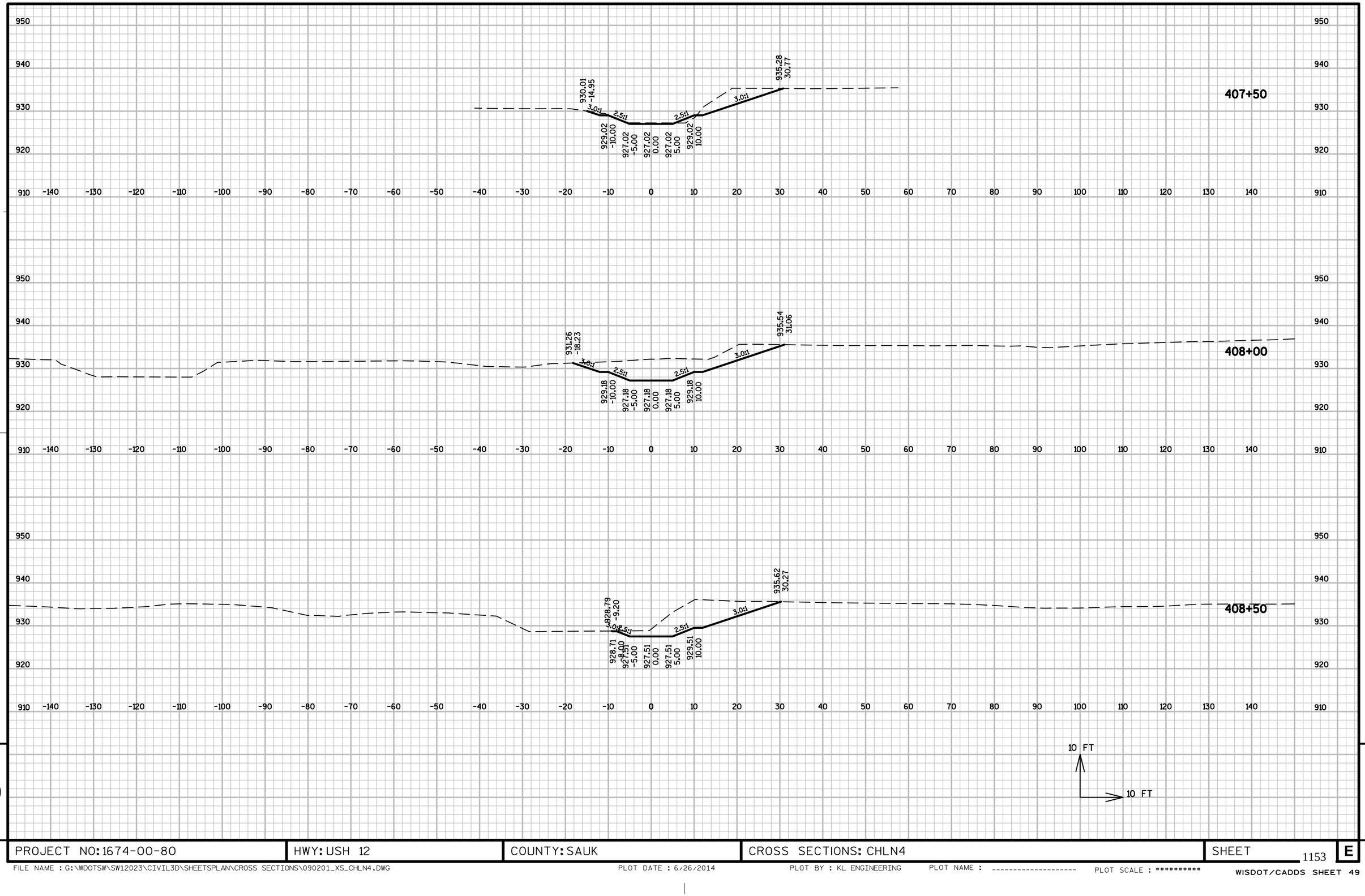
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1151	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



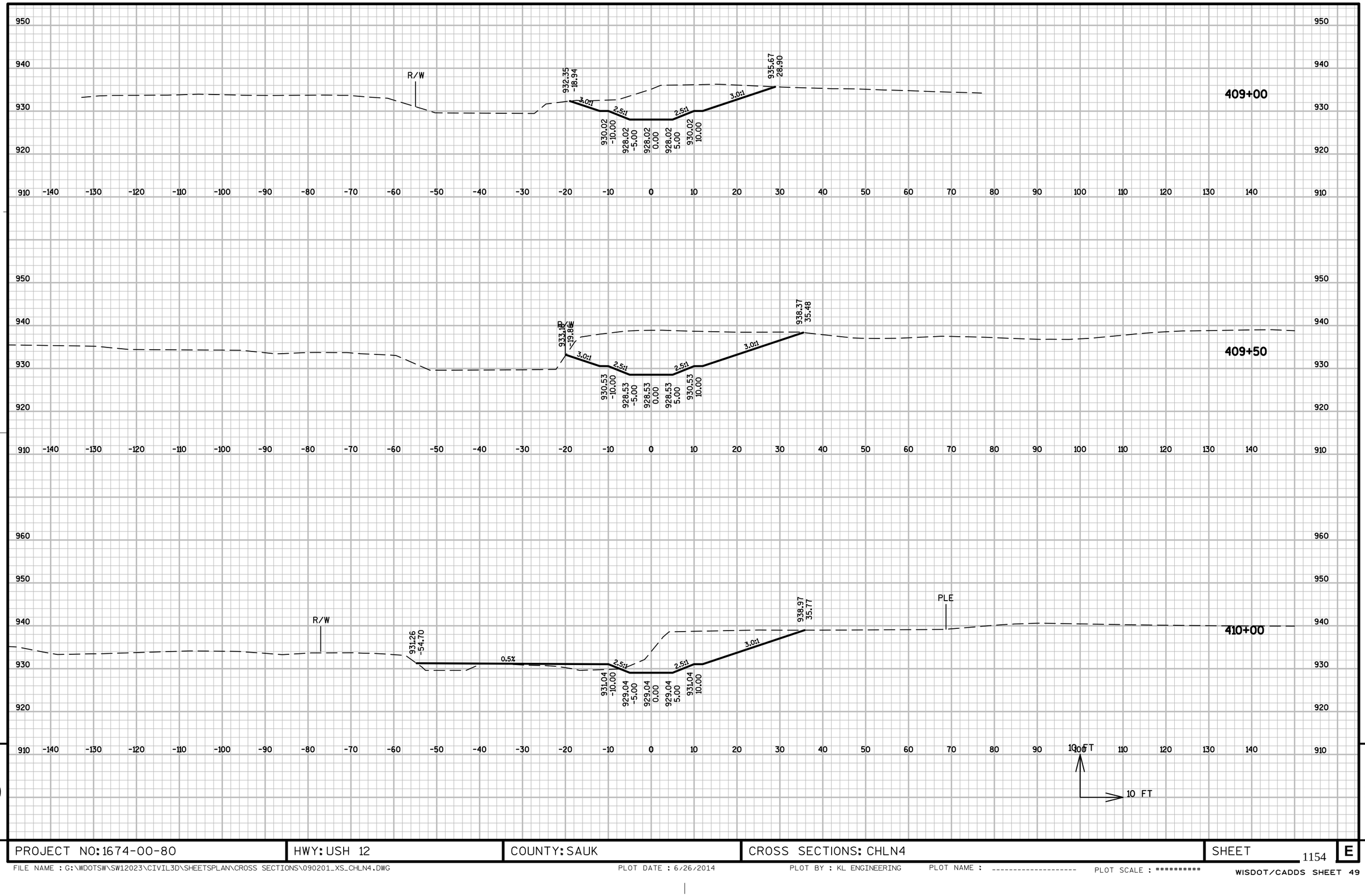
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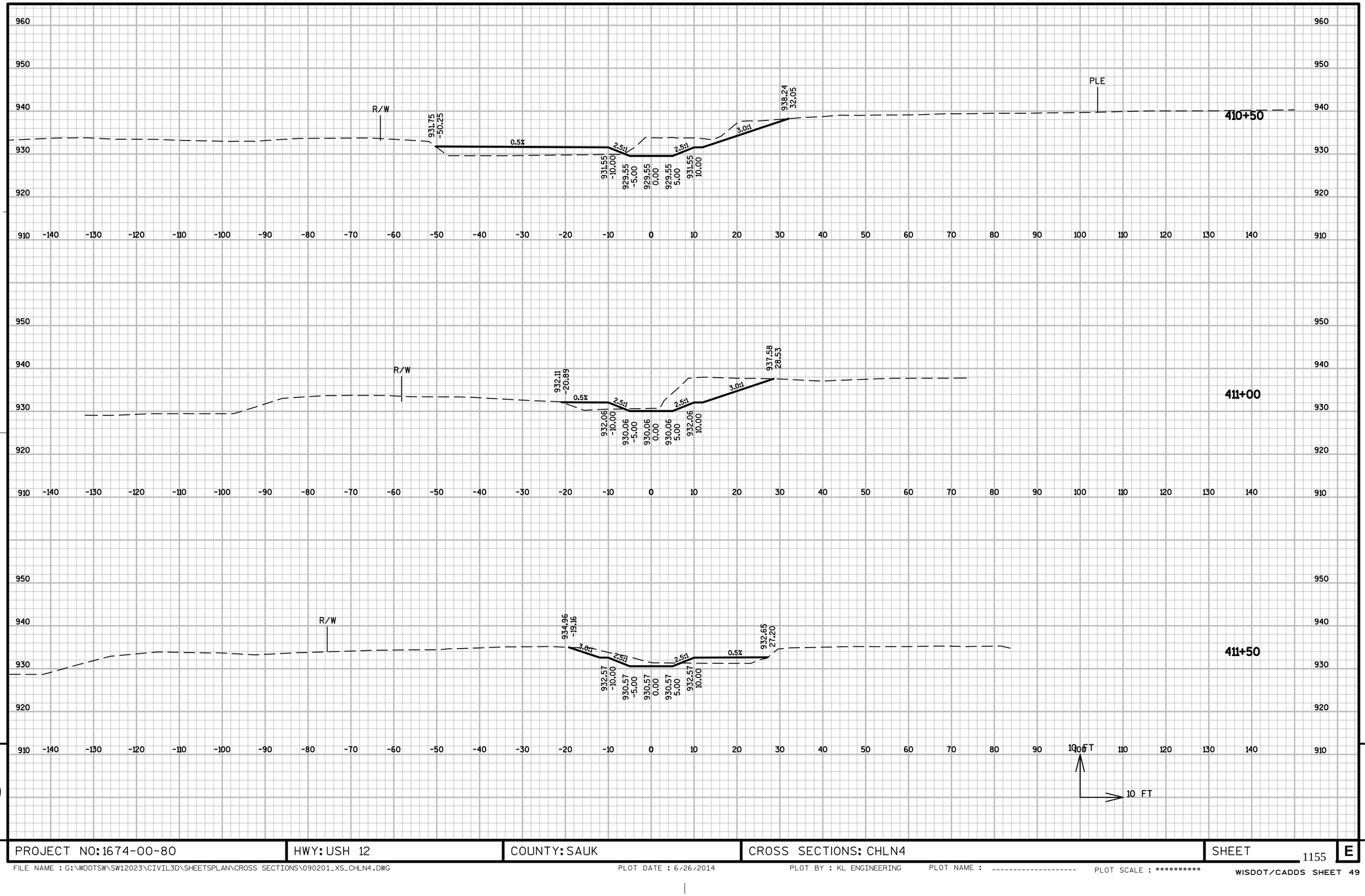
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1154	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

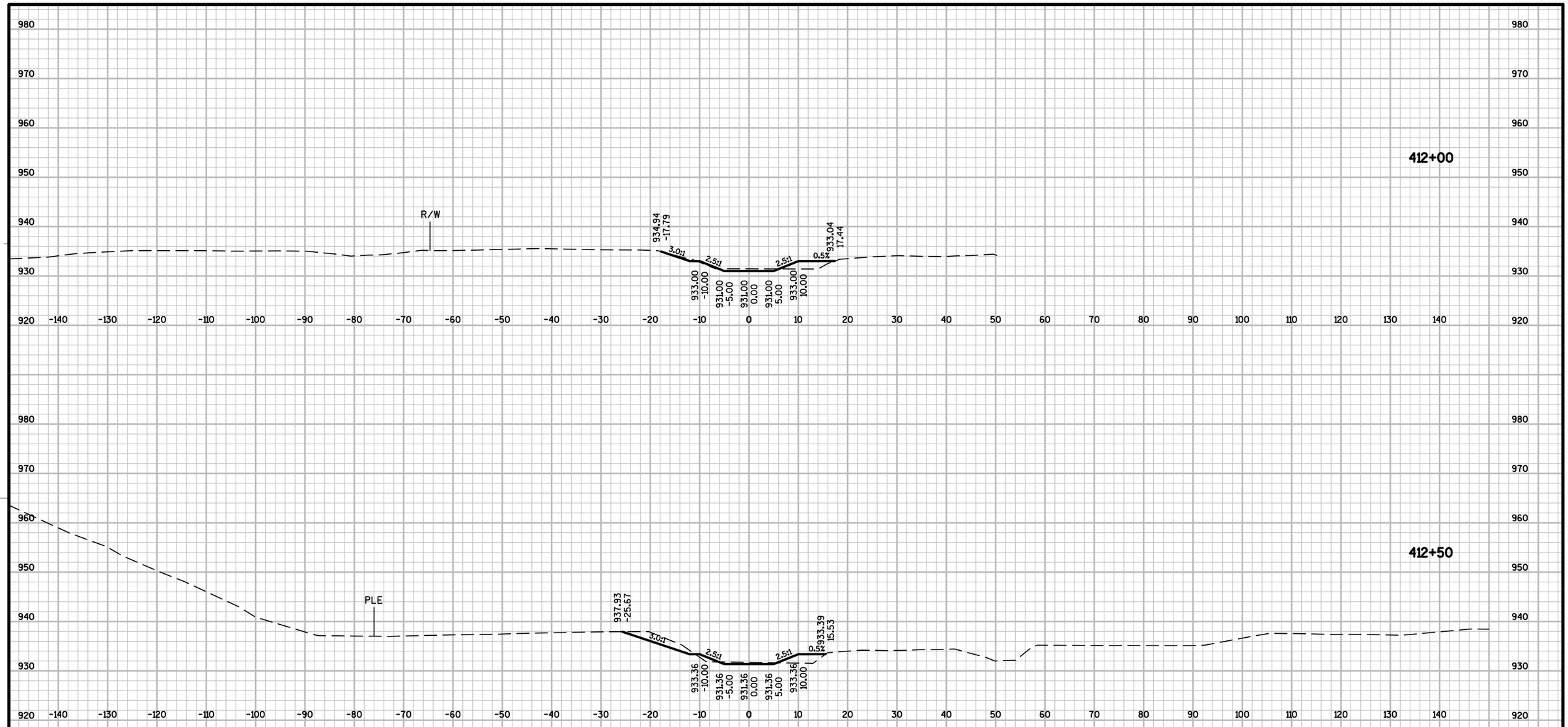


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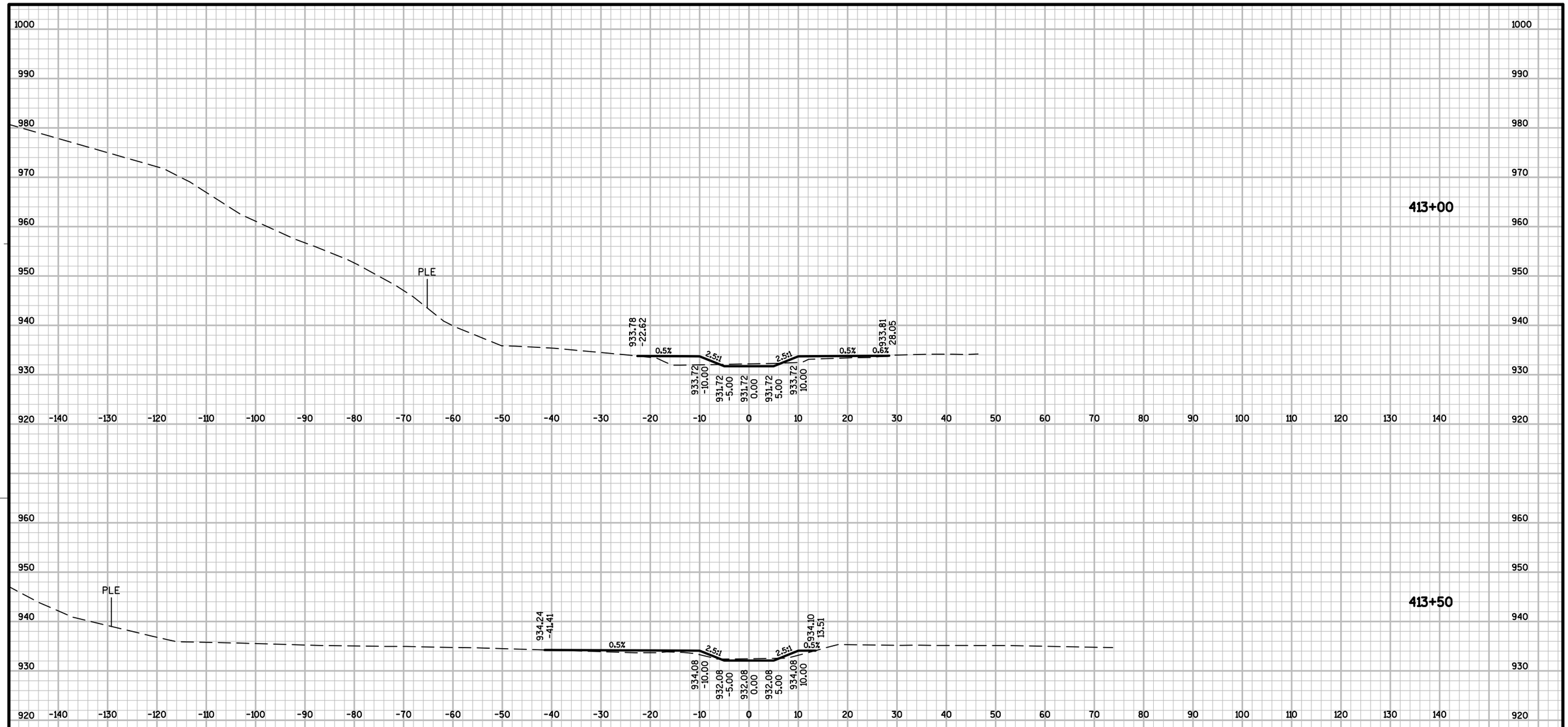
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1155	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



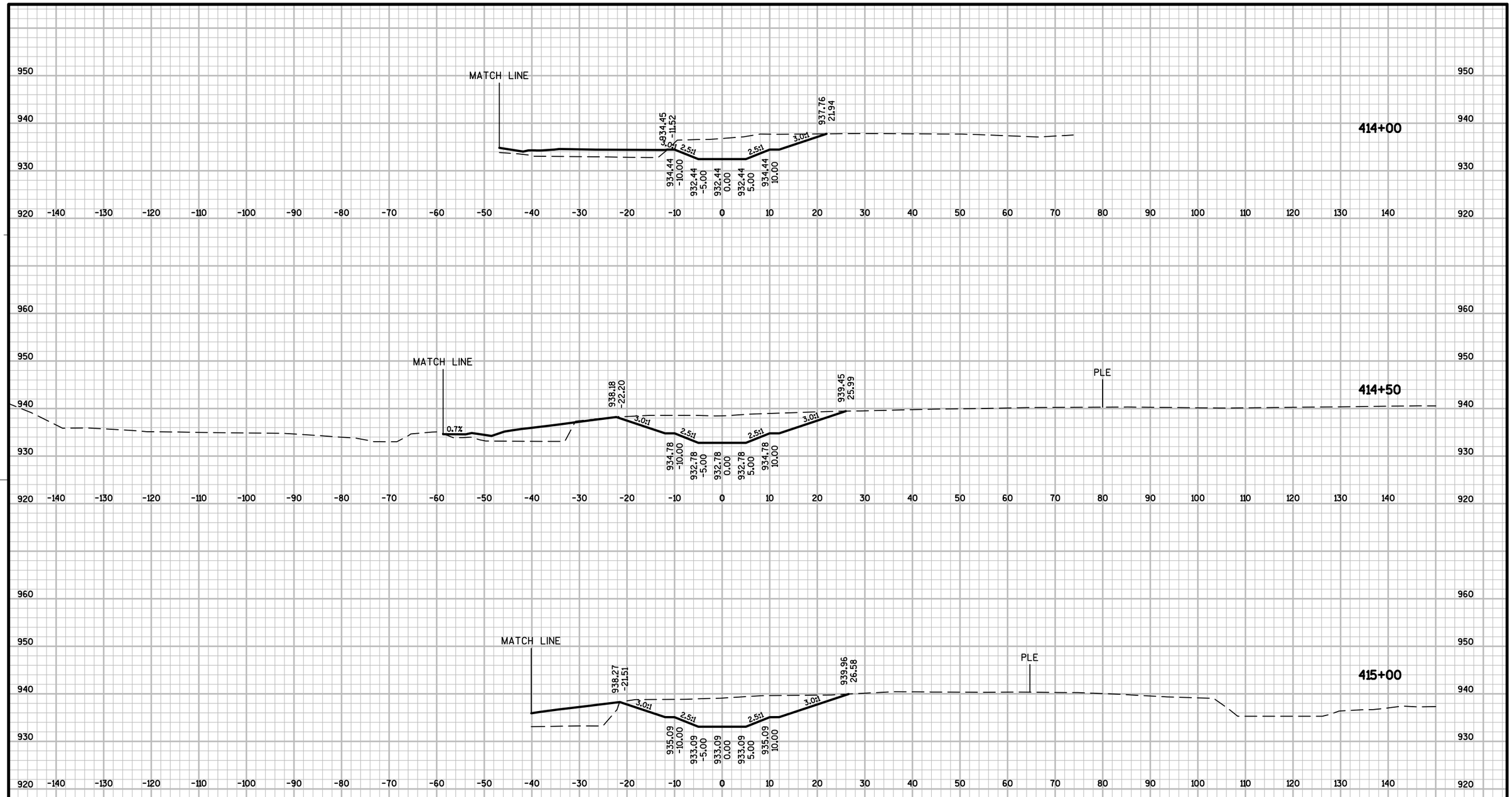
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1156	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

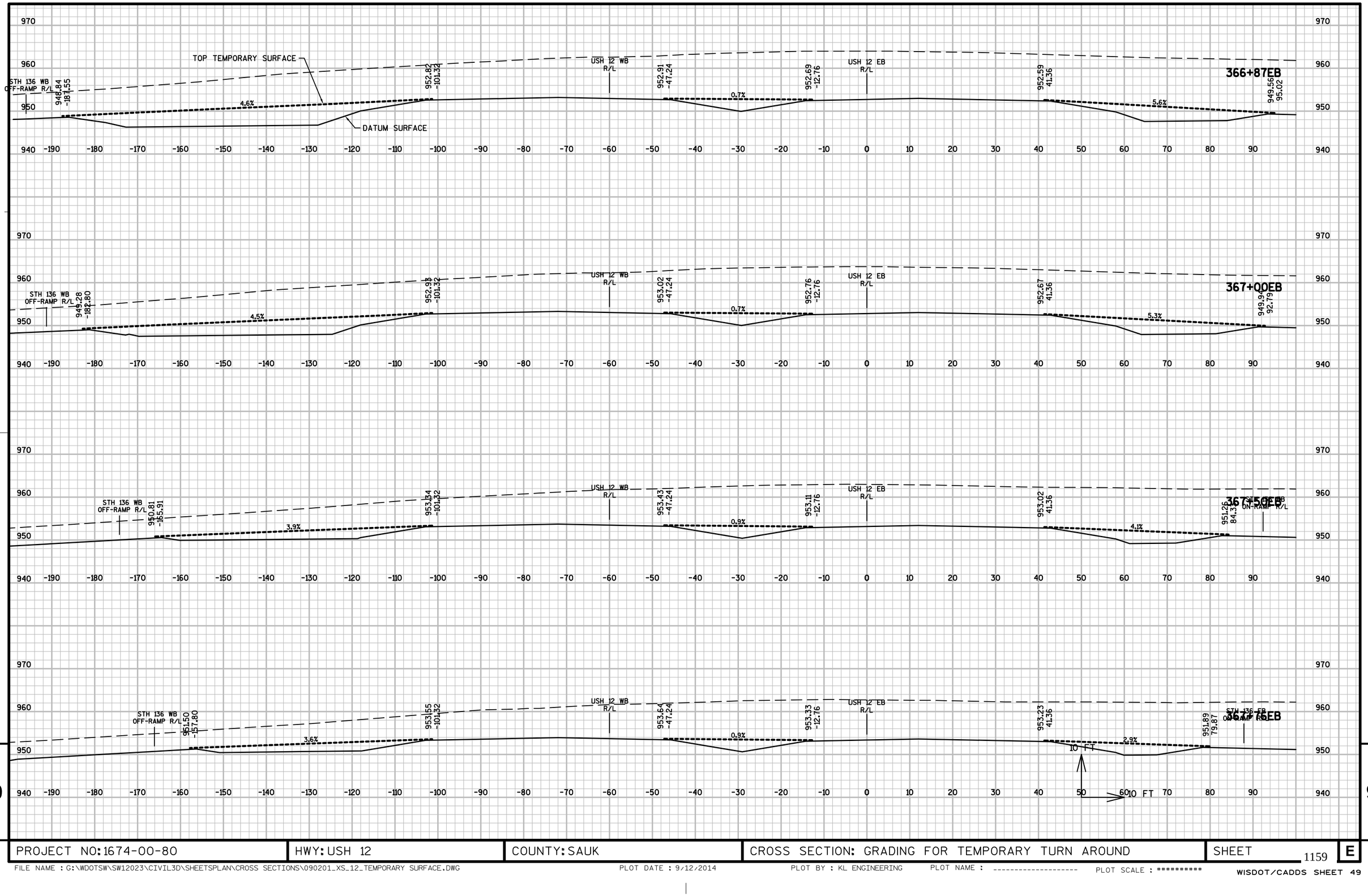


PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1157	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CHLN4.DWG PLOT DATE : 6/26/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CHLN4	SHEET 1158	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTION: GRADING FOR TEMPORARY TURN AROUND	SHEET 1159	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_TEMPORARY SURFACE.DWG PLOT DATE : 9/12/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

Wisconsin Department of Transportation

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