MAD FEBRUARY 2015

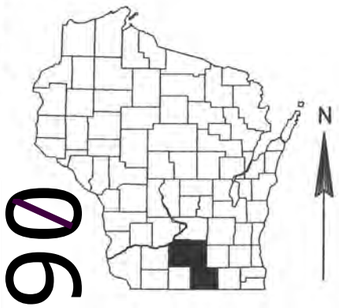
PROJECT ID: 5390-00-72/-73
WITH: 5569-00-72

COUNTY: ROCK/DANE

ORDER OF SHEETS

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

TOTAL SHEETS = 372



90

DESIGN DESIGNATION USH 51

A.A.D.T. (2015)	=	5,000-8,900
A.A.D.T. (2035)	=	6,200-11,700
D.H.V. (2035)	=	660-1,240
D.D.	=	59/41
T.	=	5.5% - 8.9%
DESIGN SPEED	=	55 MPH USH 14 TO CRYSTAL DRIVE 35 MPH CRYSTAL DRIVE TO ORCHARD STREET 25 MPH ORCHARD STREET TO JACOBUS ROAD 45 MPH JACOBUS ROAD TO INTERSTATE AVENUE 55 MPH INTERSTATE AVENUE TO IH 39
ESALS	=	1,219,100-1,781,200

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS — CAUTION
UNDERGROUND UTILITIES
GAS (SIZE) G
SANITARY SEWER (SIZE) SAN
STORM SEWER (SIZE) SS
WATER (SIZE) W
ELECTRIC E
TELEPHONE T
FIBER OPTIC FO
CABLE TELEVISION TV
FORCE MAIN FM
MANHOLE MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE (TYPE)
CURB STOP CS
EXISTING CULVERT (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
JANESVILLE - STOUGHTON

SOUTH DANE COUNTY LINE - I-39 — USH 14 - SOUTH DANE COUNTY LINE

USH 51 DANE COUNTY

STATE PROJECT NUMBER
5390-00-72

USH 51 ROCK COUNTY

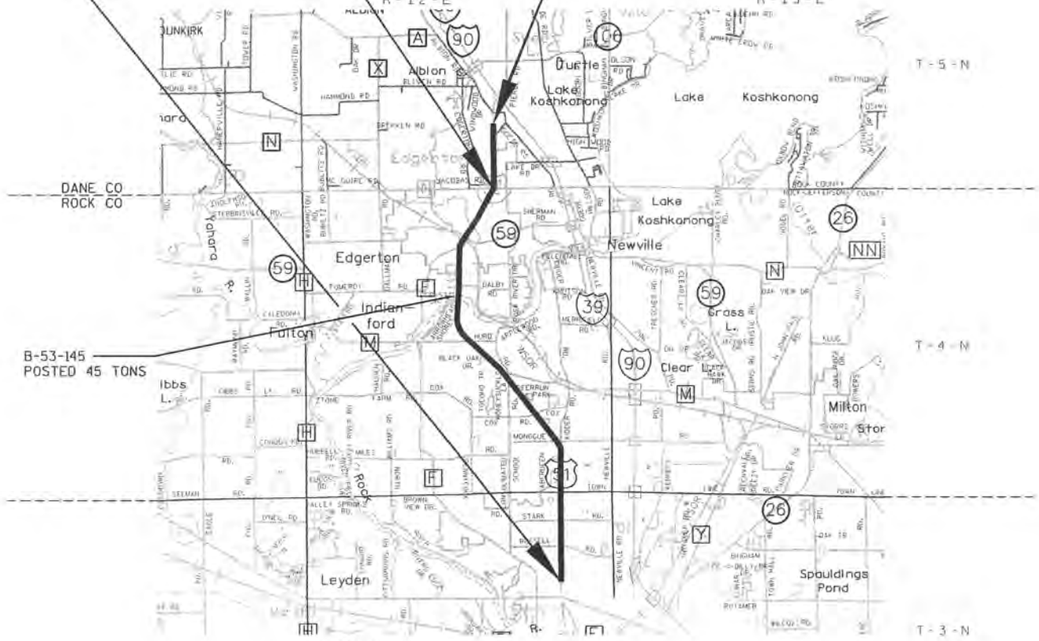
STATE PROJECT NUMBER
5390-00-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5390-00-72	———	—
5390-00-73	———	—

END PROJECT 5390-00-73
BEGIN PROJECT 5390-00-72
STA. 487+22.86
Y = 329,196.2106
X = 483,758.5019

BEGIN PROJECT 5390-00-73
STA. 17+29
Y = 287,089.2200
X = 490,506.6845

END PROJECT 5390-00-72
STA. 554+64



LAYOUT
SCALE 0 1.5 MI.

PROJECT ID 5930-00-72 = 1.277 MI.
PROJECT ID 5930-00-73 = 8.900 MI.
TOTAL NET LENGTH OF CENTERLINE = 10.177 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 83 (2007)

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (2007)

ORIGINAL PLANS PREPARED BY

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Beyond Surveying and Engineering
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262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN
JAMES W. BLACKWOOD
E-41460
OCONOMOWOC
WISCONSIN
PROFESSIONAL ENGINEER

9/17/14 (Date) James W Blackwood (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	RA SMITH NATIONAL
Designer	RA SMITH NATIONAL
Project Manager	DEREK POTTER
Regional Examiner	
Regional Supervisor	WAYNE CHASE

APPROVED FOR THE DEPARTMENT
DATE: 9/18/14 Wayne Chase (Signature)

E

2

STANDARD ABBREVIATIONS

AC	ACRE	N	NORTH
AC	ASPHALT CEMENT	NB	NORTHBOUND
ACP	ASPHALTIC CONCRETE PAVEMENT	NC	NORMAL CROWN
ADJ	ADJUST	NO	NUMBER
AADT	AVERAGE ANNUAL DAILY TRAFFIC	NOM	NOMINAL
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	OD	OUTSIDE DIAMETER
		OPT	OPTIONAL
		PACS	PIPE ARCH CORRUGATED STEEL
AH	AHEAD	PAVT	PAVEMENT
AP	ACCESS POINT	PC	POINT OF CURVATURE
ASPH	ASPHALTIC	PCC	POINT OF COMPOUND CURVATURE
AVG	AVERAGE	PCC	PORTLAND CEMENT CONCRETE
BAD	BASE AGGREGATE DENSE	PE	PRIVATE ENTRANCE
BK	BACK	PGL	PROFILE GRADE LINE
BM	BENCHMARK	PI	POINT OF INTERSECTION
C & G	CURB AND GUTTER	PL	PROPERTY LINE
C/L	CENTER LINE	PLE	PERMANENT LIMITED EASEMENT
C/L CONST	CENTER LINE CONSTRUCTION	PSF	POUNDS PER SQUARE FOOT
CABC	CRUSHED AGGREGATE BASE COURSE	PSI	POUNDS PER SQUARE INCH
CB	CATCH BASIN	PT	POINT
CFS	CUBIC FEET PER SECOND	PT	POINT OF TANGENCY
CL	CLASS	PVC	POLYVINYL CHLORIDE
CMCP	CORRUGATED METAL CULVERT PIPE	Q100	100-YEAR FLOW RATE
CMP	CORRUGATED METAL PIPE	R	RADIUS
CONC	CONCRETE	R	RANGE
CONC	CONCRETE	R/L	R/L
CONST	CONSTRUCTION	R/W	RIGHT-OF-WAY
CP	CONTROL POINT	RD	ROAD
CPCS	CULVERT PIPE CORRUGATED STEEL	RDWY	ROADWAY
CPRC	CULVERT PIPE REINFORCED CONCRETE	REINF	REINFORCING OR REINFORCEMENT
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	REQD	REQUIRED
		RR	RAILROAD
CTH	COUNTY TRUNK HIGHWAY	RT	RIGHT
CWT	HUNDRED WEIGHT	S	SOUTH
CY	CUBIC YARD	SB	SOUTHBOUND
D	DEGREE OF CURVE	SDD	STANDARD DETAIL DRAWINGS
DD	DIRECTIONAL DISTRIBUTION	SEC	SECTION
DHV	DESIGN HOUR VOLUME	SE	SUPERELEVATION
DIA	DIAMETER	SF	SQUARE FEET
DWY	DRIVEWAY	SHLDR	SHOULDER
E	EAST	SQ	SQUARE
EB	EASTBOUND	SS	STORM SEWER
EBS	EXCAVATION BELOW SUBGRADE	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EL	ELEVATION	ST	STREET
ESALS	EQUIVALENT SINGLE AXLE LOADS	STA	STATION
EXC	EXCAVATION	STH	STATE TRUNK HIGHWAYS
EXIST	EXISTING	STR	STRUCTURE OR STRUCTURAL
FE	FIELD ENTRANCE	SW	SIDEWALK
FERT	FERTILIZE	SY	SQUARE YARD
FL	FLOW LINE	T	TANGENT
FPS	FEET PER SECOND	t	TON
FT	FOOT	T	TOWN
GN	GRID NORTH	T	TRUCKS (PERCENT OF)
HES	HIGH EARLY STRENGTH	T/L	TRANSIT LINE
HMA	HOT MIX ASPHALT	TEMP	TEMPORARY
HP	HIGH POINT	TI	TEMPORARY INTEREST
HW	HIGH WATER	TLE	TEMPORARY LIMITED EASEMENT
HWD	HYDRANT	TYP	TYPICAL
I	INTERSECTION ANGLE	USH	UNITED STATES HIGHWAY
ID	INSIDE DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
INV	INVERT	VCL	VERTICAL CURVE LENGTH
IP	IRON PIPE OR PIN	VERT	VERTICAL
JT	JOINT	VOL	VOLUME
LB	POUND	VPC	VERTICAL POINT OF CURVATURE
LF	LINEAR FOOT	VPI	VERTICAL POINT OF INTERSECTION
LP	LOW POINT	VPT	VERTICAL POINT OF TANGENCY
LS	LUMP SUM	W	WEST
LT	LEFT	WB	WESTBOUND
L	LENGTH OF CURVE	WM	WATERMAIN
MAX	MAXIMUM	WV	WATER VALVE
MGAL	MEGAGALLON	X	EAST GRID COORDINATE
MH	MANHOLE	Y	NORTH GRID COORDINATE
MIN	MINIMUM	YD	YARD
MON	MONUMENT	Δ	CENTRAL ANGLE OR DELTA
MPH	MILES PER HOUR		

GENERAL NOTES

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

2 PIPE AND INLET ELEVATIONS MAY BE ADJUSTED BY THE ENGINEER

3 EROSION CONTROL DEVICE LOCATIONS AS SHOWN ON THE EROSION CONTROL PLAN ARE SUGGESTED LOCATIONS THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

4 EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

5 DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SUBGRADE SHOULDER POINTS, ARE TO BE FERTILIZED, SEEDED, AND MULCHED WITHIN 5 CALENDAR DAYS OF FINAL GRADING/TOPSOILING OR AS DIRECTED BY THE ENGINEER.

6 THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK.

7 SEE SUBSURFACE EXPLORATION REPORT FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOTSW REGION BY CONTACTING DEREK POTTER, WISDOT PROJECT MANAGER, (608) 245-2637.

8 THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LBS/SY/IN

9 HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

THICKNESS	LAYERS	NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
2-INCH	ONE 2" UPPER LAYER	12.5 mm	PG58-28
3 1/2-INCH	ONE 1 3/4" LOWER LAYER ONE 1 3/4" UPPER LAYER	12.5 mm 12.5 mm	PG58-28 PG58-28
4 1/4-INCH	ONE 2 1/4" LOWER LAYER ONE 2" UPPER LAYER	19.0 mm 12.5 mm	PG58-28 PG64-28
5-INCH USH 51	ONE 3" LOWER LAYER ONE 2" UPPER LAYER	19.0 mm 12.5 mm	PG58-28 PG58-28
5-INCH CTH F	ONE 3" LOWER LAYER ONE 2" UPPER LAYER	19.0 mm 12.5 mm	PG58-28 PG64-28
6 3/4-INCH	ONE 3 1/4" LOWER LAYER TWO 1 3/4" UPPER LAYERS	19.0 mm 12.5 mm	PG58-28 PG58-28
7-INCH	TWO 2.5" LOWER LAYERS ONE 2" UPPER LAYER	19.0 mm 12.5 mm	PG58-28 PG64-28

10 MEETING EXISTING PAVEMENT WITH NEW PAVEMENT SHALL BE PERFORMED WITH A BUTT JOINT. ALL BUTT JOINTS ARE TO BE SAW CUT.

11 LIMITS FOR MILLING ON THE SIDE ROADS SHALL BE TO THE RADIUS POINT ON THE SIDEROAD OR AS SHOWN ON THE PLANS.

12 JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE PIPE.

13 PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

14 VOLUMES FOR EXCAVATION COMMON INCLUDE REMOVAL OF EXISTING CONCRETE PAVEMENT, ASPHALT, AND BASE COURSE TO THE PROPOSED SUBGRADE.

15 ALL CURB AND GUTTER GRADES SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE CURB AND GUTTER .

16 CURB AND GUTTER GRADES ARE AT THE FLANGE UNLESS OTHERWISE NOTED.

17 WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED BY THE TON, THE THICKNESS OF THE LAYER SHOWN IS APPROXIMATE, AND ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

18 STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE LOCATION OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER

19 ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. GRANULAR BACKFILL SHALL BE INCLUDED IN THE CONTRACT PRICE OF THE REMOVAL OR ABANDONMENT ITEM.

20 PERMANENT SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. THE COVERING OF SIGNS IS INCLUDED UNDER THE ITEMS TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.

ORDER OF SECTION 2 SHEETS

Project Overview
Typical Sections
Construction Details
Control Point Details
Intersection Details
Plan Details
Erosion Control/Storm Sewer
Signing
Traffic Signals
ITS
Pavement Marking
Traffic Control and Construction Staging
Detour

2

UTILITY CONTACTS

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jason.mckittrick@nngco.com

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(608) 754-1468
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EDGERTON, WI 53534
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MR. BEN COOPMAN
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MR. TOM HARTZELL
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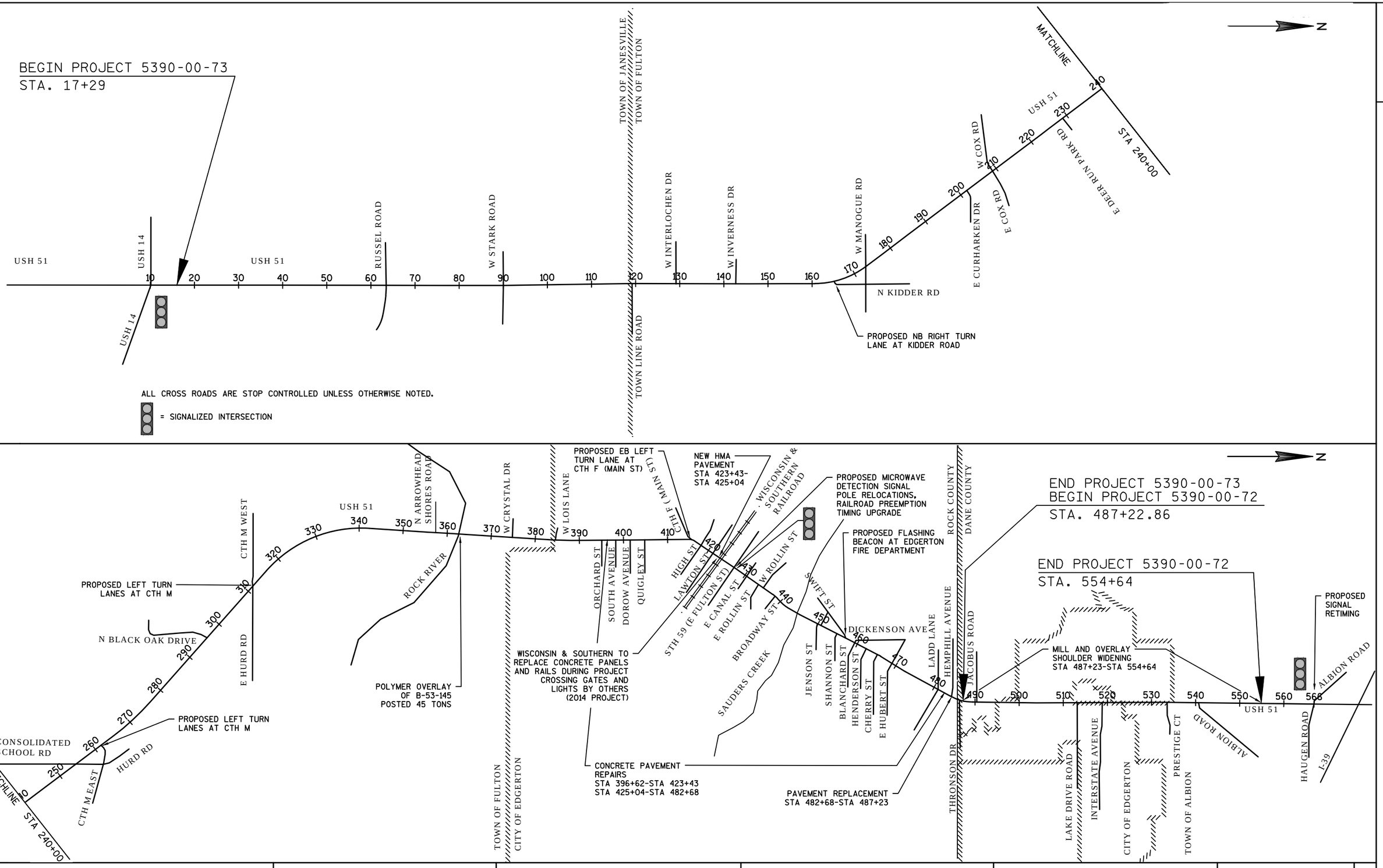
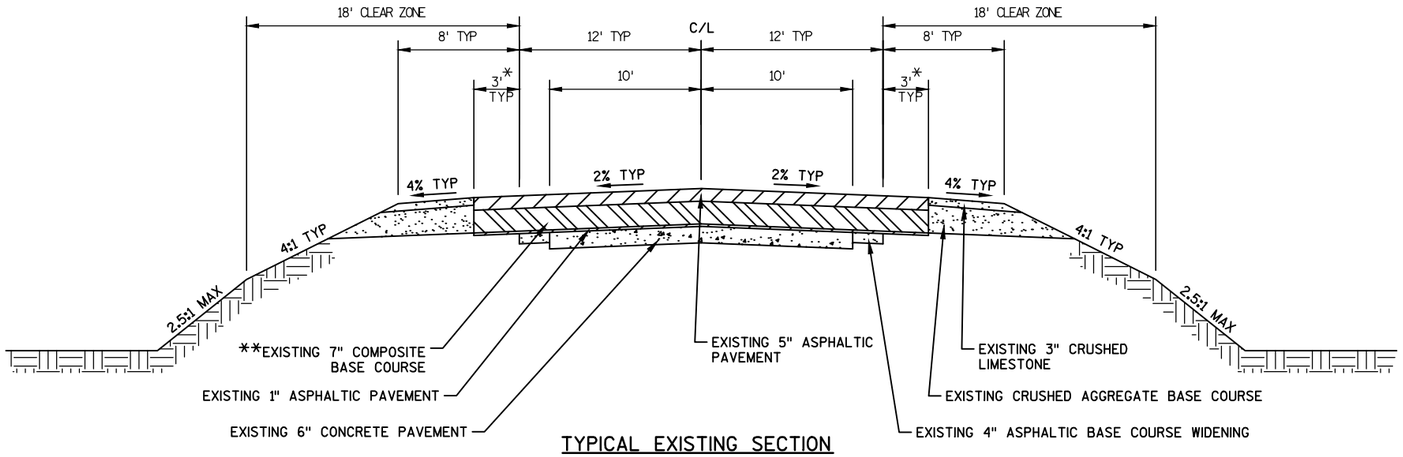
EDGERTON, WI 53534
(608) 868-4103

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



PROJECT NO:5390-00-72,73	HWY: USH 51	COUNTY: ROCK/DANE	PROJECT OVERVIEW	SCALE : NTS	SHEET 4	E

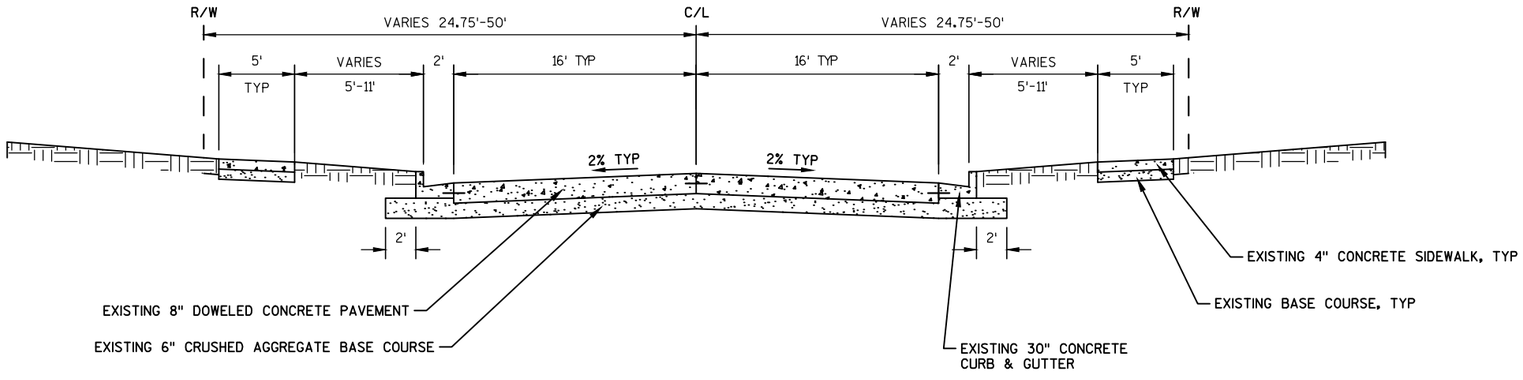


TYPICAL EXISTING SECTION
USH 51

STA 17+29 - STA 359+86
STA 366+58 - STA 396+62

* 5' FROM STA 313+00-STA 396+62

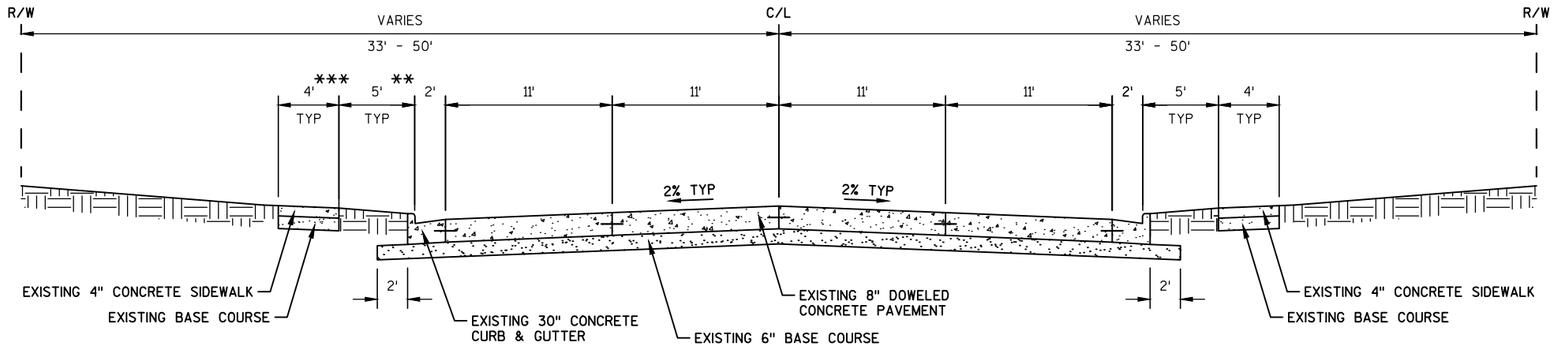
** COMPOSITE BASE CONSISTS OF A MIXTURE CONTAINING APPROXIMATELY 40% CRUSHED AGGREGATE BASE COURSE AND 60% RECYCLED ASPHALT PAVEMENT



TYPICAL EXISTING SECTION
USH 51

STA 396+62 - STA 414+69

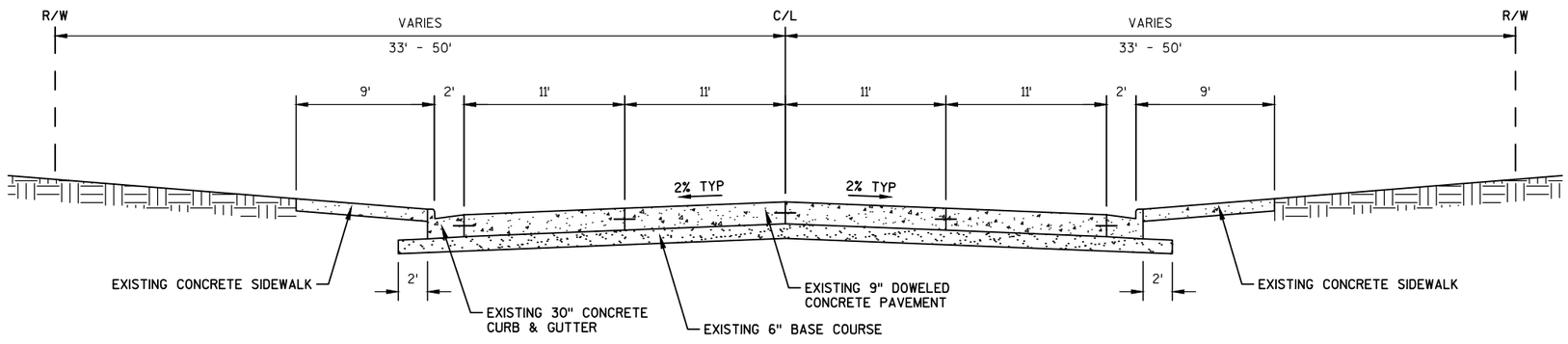
PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION
USH 51

STA 414+69 - STA 421+30

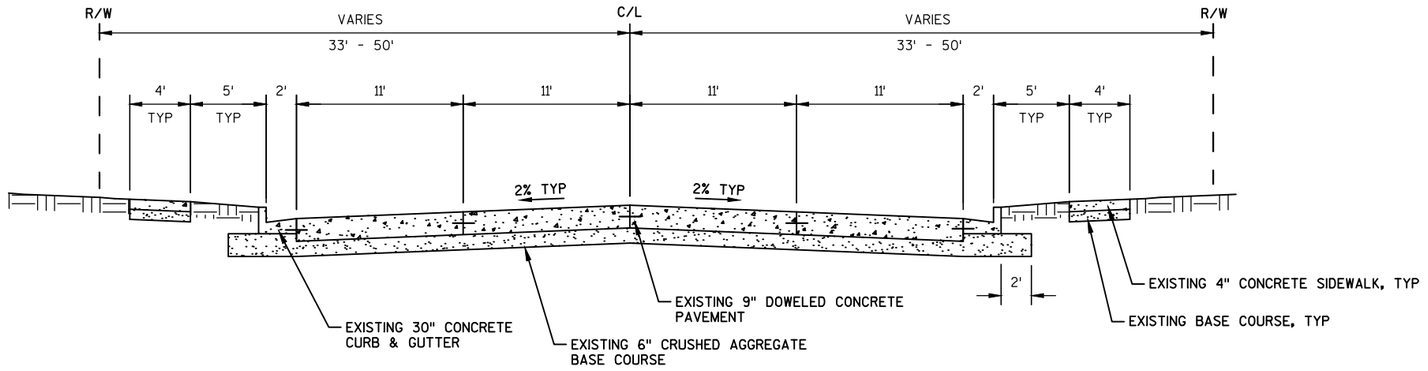
* STA 434+00 ON RIGHT SIDE
** 0' STA 420+12 - STA 421+30
*** 9' STA 420+12 - STA 421+30



TYPICAL EXISTING SECTION
USH 51

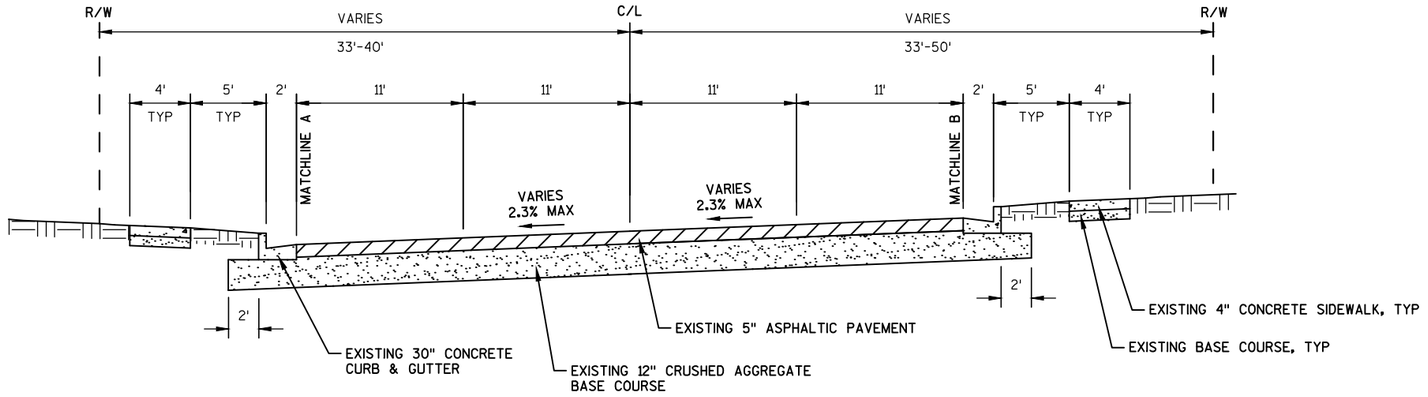
STA 421+30 - STA 430+75 *

2

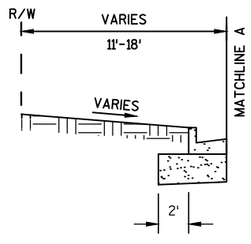


TYPICAL EXISTING SECTION
USH 51
STA 430+75* - STA 482+68

* STA 434+00 ON RIGHT SIDE

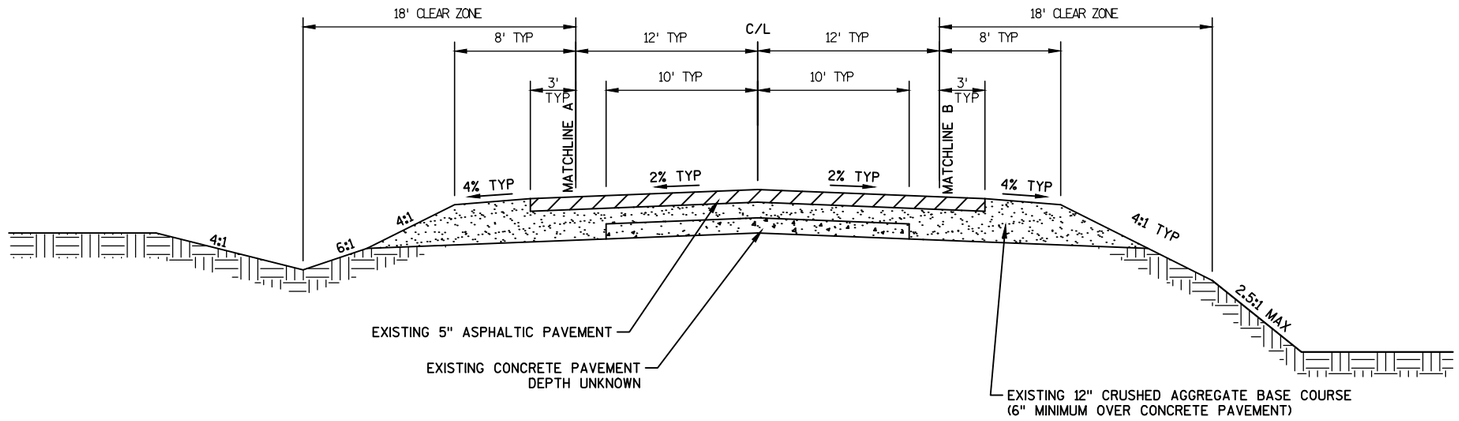


TYPICAL EXISTING SECTION
USH 51
STA 482+68 - STA 487+23



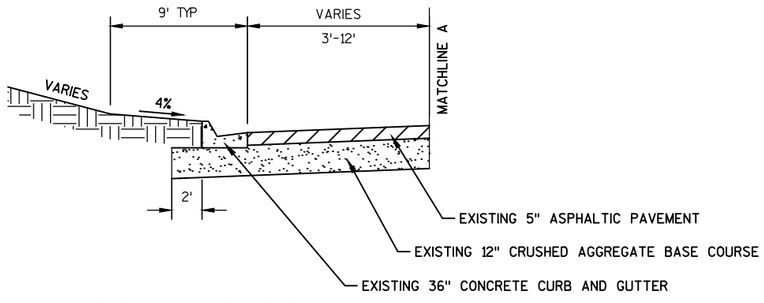
TYPICAL HALF SECTION
USH 51
SHOULDER CURB
(MATCHLINE B IS A MIRROR IMAGE)
STA 484+95 - STA 487+25 LT
STA 486+91 - STA 487+25 RT

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 7	E



TYPICAL EXISTING SECTION
USH 51

STA 487+23 - STA 554+64

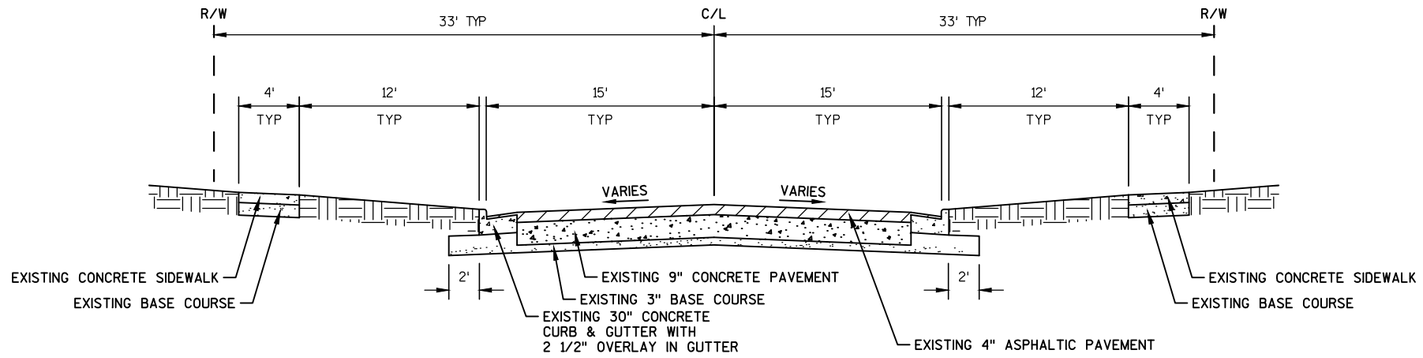


TYPICAL HALF SECTION
USH 51

SHOULDER CURB
(MATCHLINE B IS A MIRROR IMAGE)
STA 512+00 - STA 515+05 LT
STA 516+25 - STA 519+75 RT

PROJECT NO:5390-00-72	HWY: USH 51	COUNTY: DANE	TYPICAL SECTIONS	SHEET 8	E

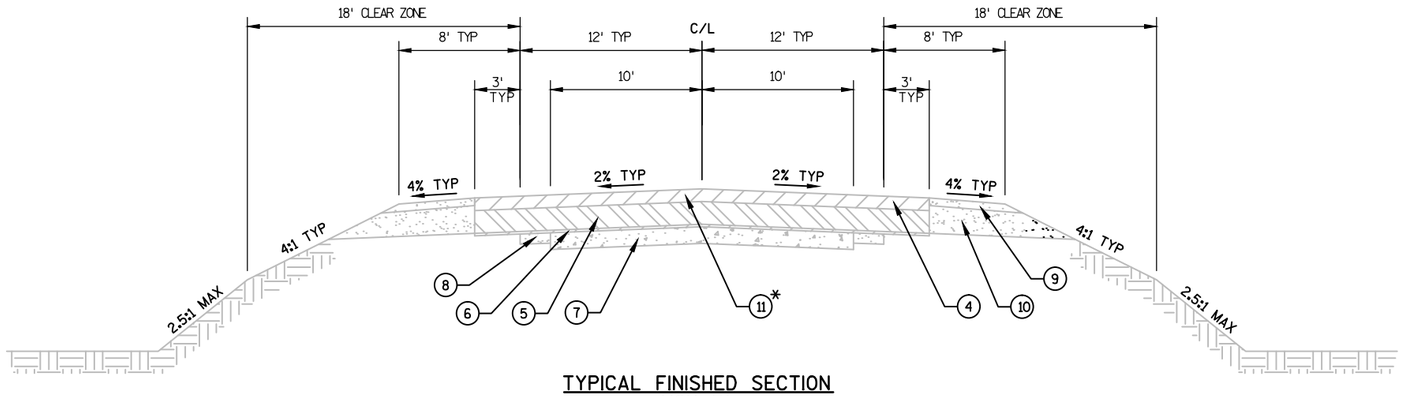
2



TYPICAL EXISTING SECTION
CTH F

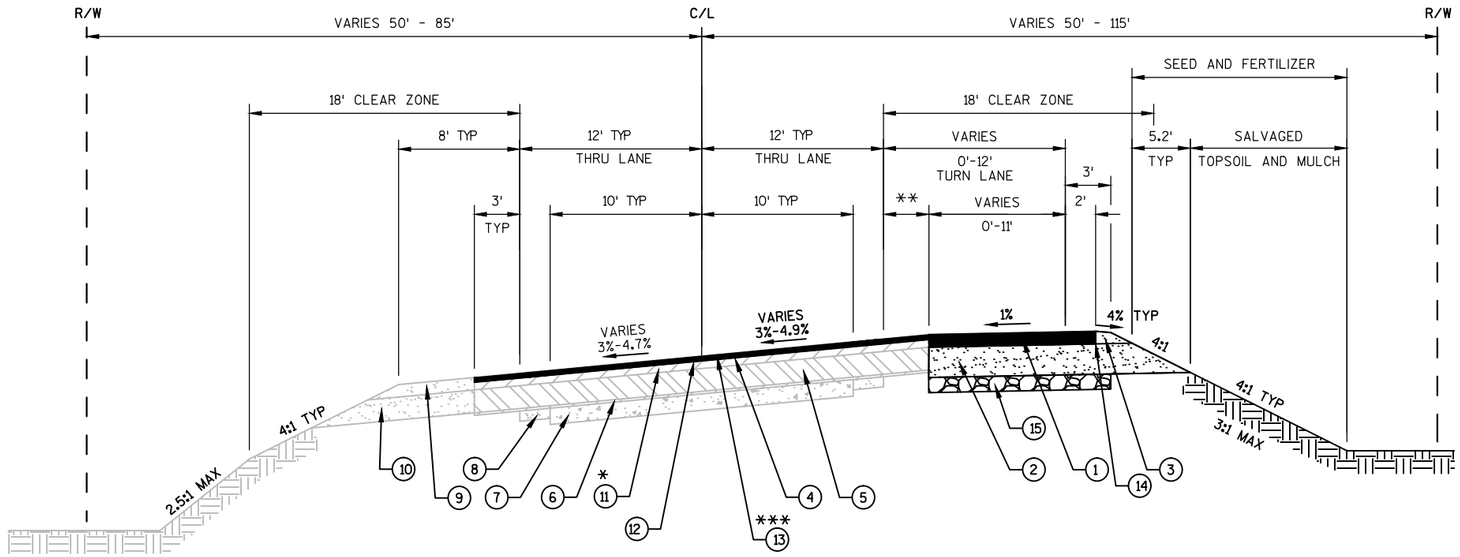
STA 17+24 - STA 18+50

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION
USH 51

STA 17+29 - STA 160+01
STA 166+65 - STA 255+21
STA 273+21 - STA 302+17
STA 318+07 - STA 359+86
STA 366+58 - STA 396+62
V=55 MPH



TYPICAL FINISHED SECTION
USH 51

STA 160+01 - STA 166+65
V=55 MPH

LEGEND

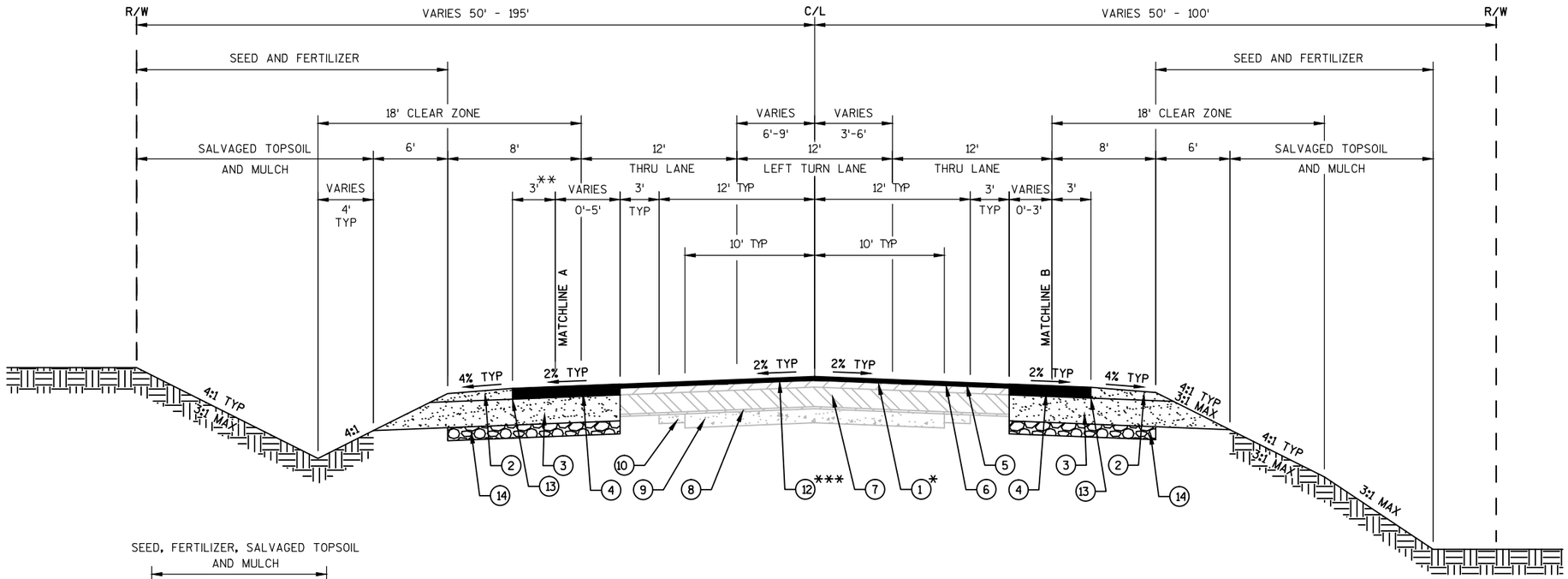
1	4 1/4" HMA PAVEMENT TYPE E-3
2	12 1/2" BASE AGGREGATE DENSE 1 1/4-INCH
3	4 1/4" BASE AGGREGATE DENSE 3/4-INCH
4	EXISTING 5" ASPHALTIC PAVEMENT TO REMAIN
5	EXISTING 7" COMPOSITE BASE TO REMAIN
6	EXISTING 1" ASPHALTIC PAVEMENT TO REMAIN
7	EXISTING 6" CONCRETE PAVEMENT TO REMAIN
8	EXISTING 4" ASPHALTIC BASE COURSE WIDENING TO REMAIN
9	EXISTING 3" CRUSHED LIMESTONE TO REMAIN
10	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
11	ASPHALTIC SURFACE PATCHING
12	2" HMA PAVEMENT TYPE E-3 OVERLAY
13	2" REMOVING ASPHALTIC SURFACE
14	SAFETY EDGE, SEE STANDARD DETAIL DRAWING
15	6" BASE AGGREGATE DENSE 3-INCH

* ASPHALTIC SURFACE PATCHING LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

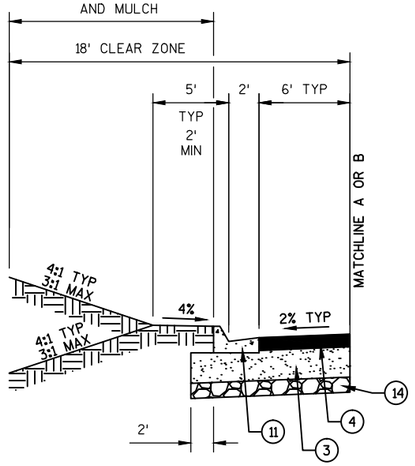
** VARIES 0' - 3'

*** MILL 2" AT CENTERLINE STA 160+01-STA 166+65

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 10	E



SEED, FERTILIZER, SALVAGED TOPSOIL AND MULCH



TYPICAL HALF SECTION
SHOULDER CURB

STA 306+50 - STA 311+48 LT
STA 309+50 - STA 310+75 RT
V=55 MPH

TYPICAL FINISHED SECTION
USH 51

STA 255+21 - STA 273+21
STA 302+17 - STA 318+07
V=55 MPH

LEGEND

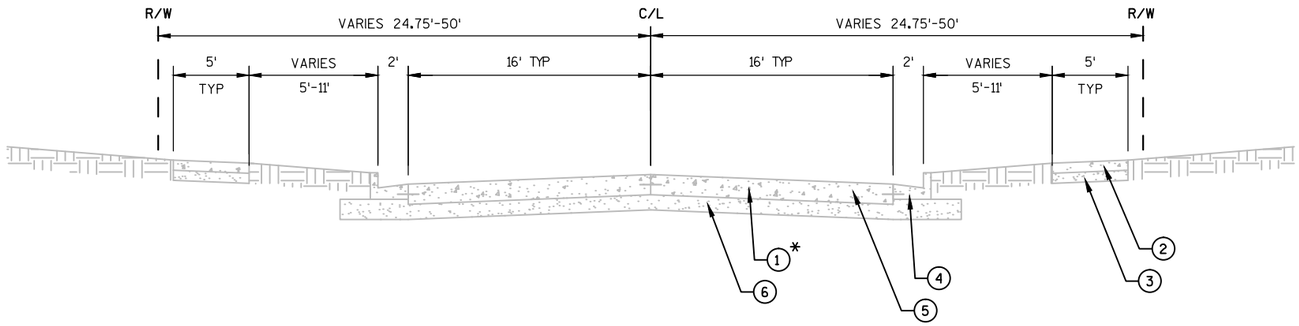
1	ASPHALTIC SURFACE PATCHING
2	3" BASE AGGREGATE DENSE 3/4-INCH
3	13 1/2" BASE AGGREGATE DENSE 1 1/4-INCH
4	5" HMA PAVEMENT TYPE E-3
5	EXISTING 5" ASPHALTIC PAVEMENT TO REMAIN (MILL 2" AT CENTERLINE)
6	2" HMA PAVEMENT TYPE E-3 OVERLAY
7	EXISTING 7" COMPOSITE BASE COURSE TO REMAIN
8	1" ASPHALTIC PAVEMENT TO REMAIN
9	EXISTING 6" CONCRETE PAVEMENT TO REMAIN
10	EXISTING 4" ASPHALTIC BASE COURSE WIDENING TO REMAIN
11	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
12	2" REMOVING ASPHALTIC SURFACE
13	SAFETY EDGE, SEE STANDARD DETAIL DRAWING
14	6" BASE AGGREGATE DENSE 3-INCH

* ASPHALTIC SURFACE PATCHING LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

** 5' FROM STA 313+46 TO STA 318+07 LT

*** MILL 2" AT CENTERLINE

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 11	E



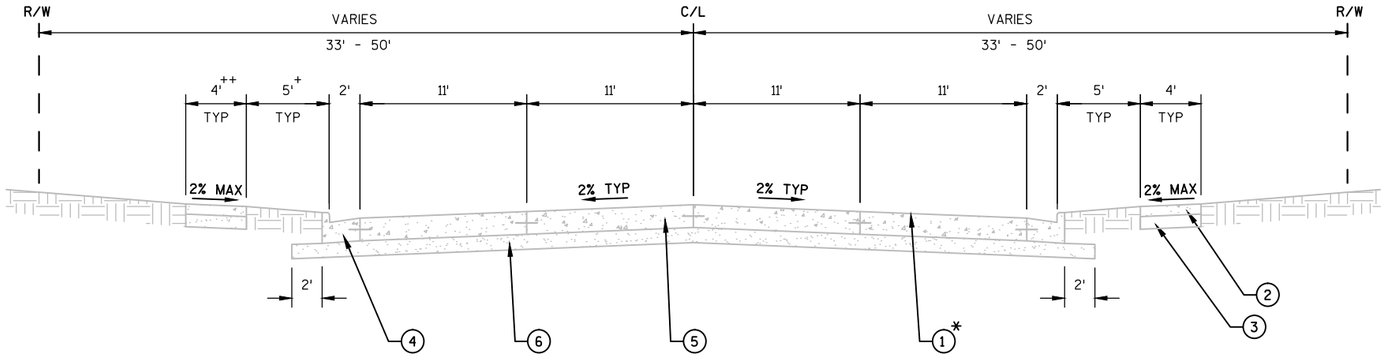
TYPICAL FINISHED SECTION
USH 51

STA 396+62 - STA 414+69
V=30 MPH

LEGEND

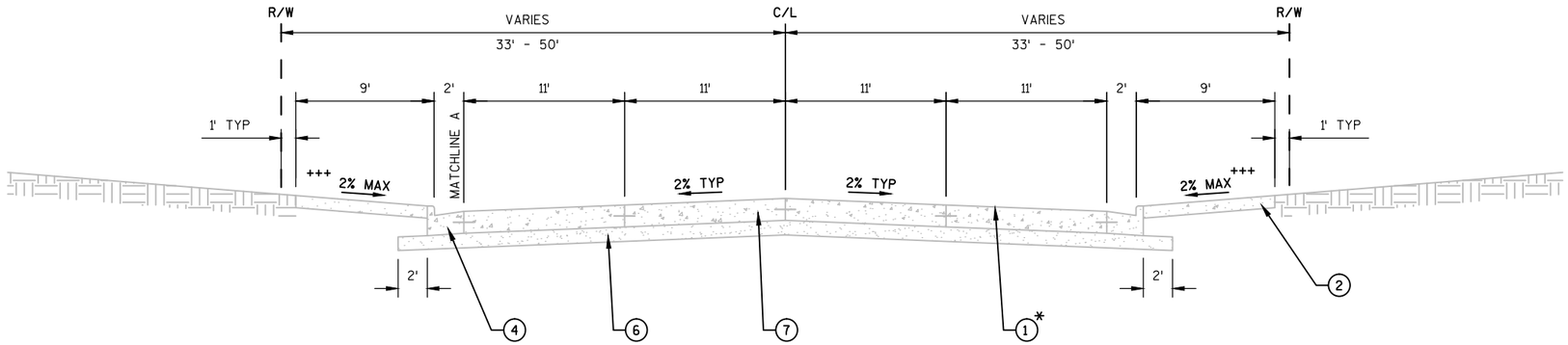
1	CONCRETE PAVEMENT REPAIR SHES
2	EXISTING 4" CONCRETE SIDEWALK TO REMAIN
3	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
4	EXISTING 30" CONCRETE CURB AND GUTTER TO REMAIN
5	EXISTING 8" CONCRETE PAVEMENT TO REMAIN
6	EXISTING 6" CRUSHED AGGREGATE BASE COURSE TO REMAIN

* CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD



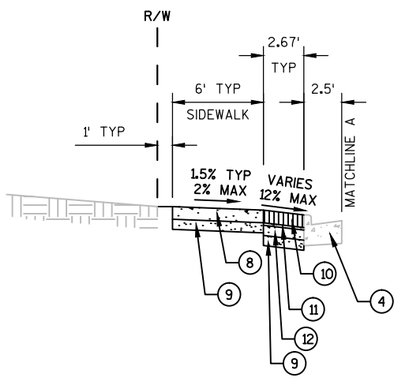
TYPICAL FINISHED SECTION
USH 51

STA 414+69 - STA 421+30
V=30 MPH



TYPICAL FINISHED SECTION
USH 51

STA 421+30 - STA 423+43
STA 425+04 - STA 430+75**
V=30 MPH



TYPICAL HALF SECTION
SIDEWALK REPLACEMENT

STA 425+04 - STA 426+63

* BASE PATCHING LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

** STA 434+00 ON RT SIDE

\+ 0' STA 420+12-STA 421+30

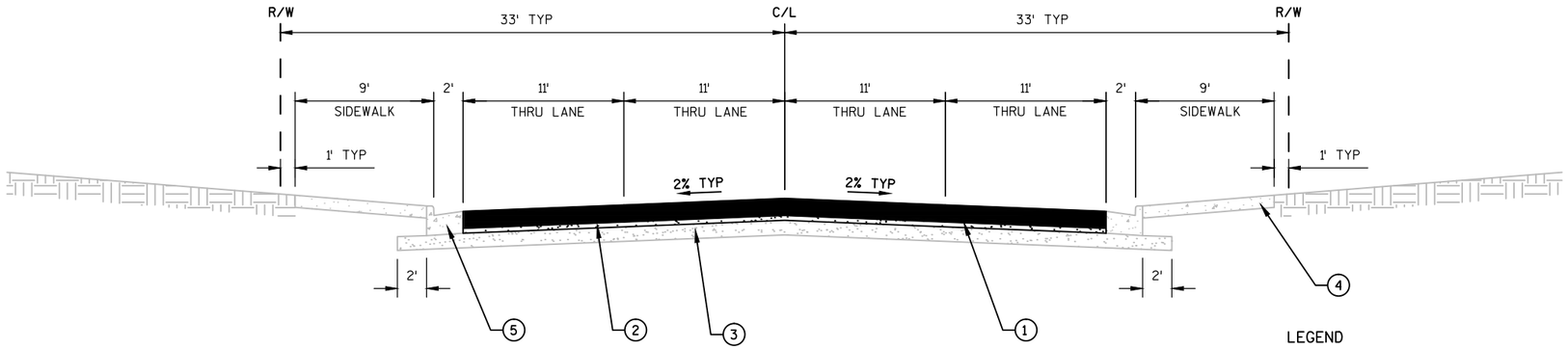
++ 9' STA 420+12-STA 421+30

+++ 1.5% DESIRABLE, 2% MAX SIDEWALK CROSS SLOPE FOR ALL SIDEWALK REPLACEMENT AT STH 59 INTERSECTION

LEGEND

(1)	CONCRETE PAVEMENT REPAIR SHES
(2)	EXISTING 4" CONCRETE SIDEWALK TO REMAIN
(3)	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
(4)	EXISTING 30" CONCRETE CURB AND GUTTER TO REMAIN
(5)	EXISTING 8" CONCRETE PAVEMENT TO REMAIN
(6)	EXISTING 6" CRUSHED AGGREGATE BASE COURSE TO REMAIN
(7)	EXISTING 9" CONCRETE PAVEMENT TO REMAIN
(8)	CONCRETE SIDEWALK 5-INCH WITH WINDOW PANE SCORING
(9)	4" BASE AGGREGATE DENSE 3/4-INCH
(10)	BRICK PAVERS
(11)	1" LEVELING COURSE (INCIDENTAL TO BRICK PAVERS)
(12)	CONCRETE BASE 4-INCH (INCIDENTAL TO BRICK PAVERS)

2

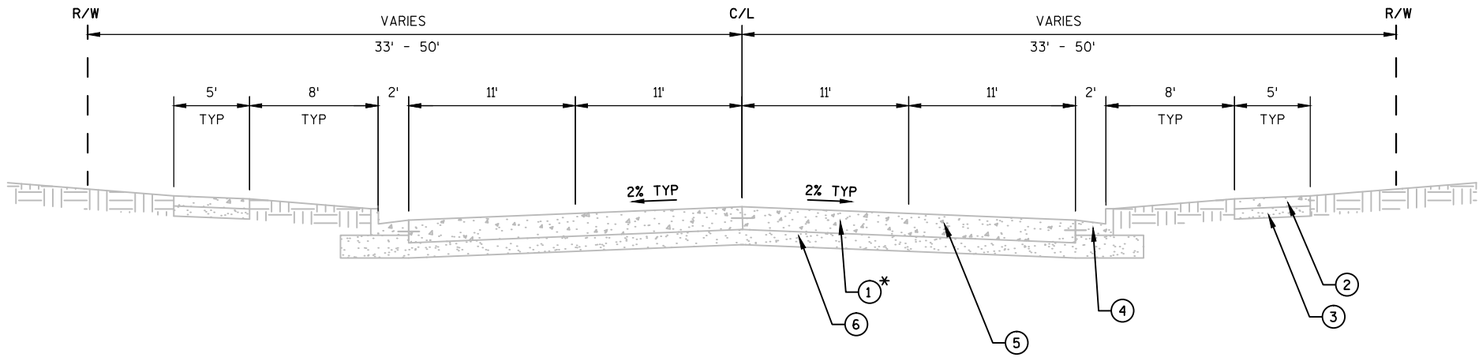


TYPICAL FINISHED SECTION
USH 51

STA 423+43 - STA 425+04
V = 30 MPH

LEGEND

1	7" HMA PAVEMENT TYPE E-3
2	2" BASE AGGREGATE DENSE 1 1/4-INCH
3	EXISTING 6" CRUSHED AGGREGATE BASE COURSE TO REMAIN
4	EXISTING 4" CONCRETE SIDEWALK TO REMAIN
5	EXISTING 30" CONCRETE CURB AND GUTTER TO REMAIN



TYPICAL FINISHED SECTION
USH 51

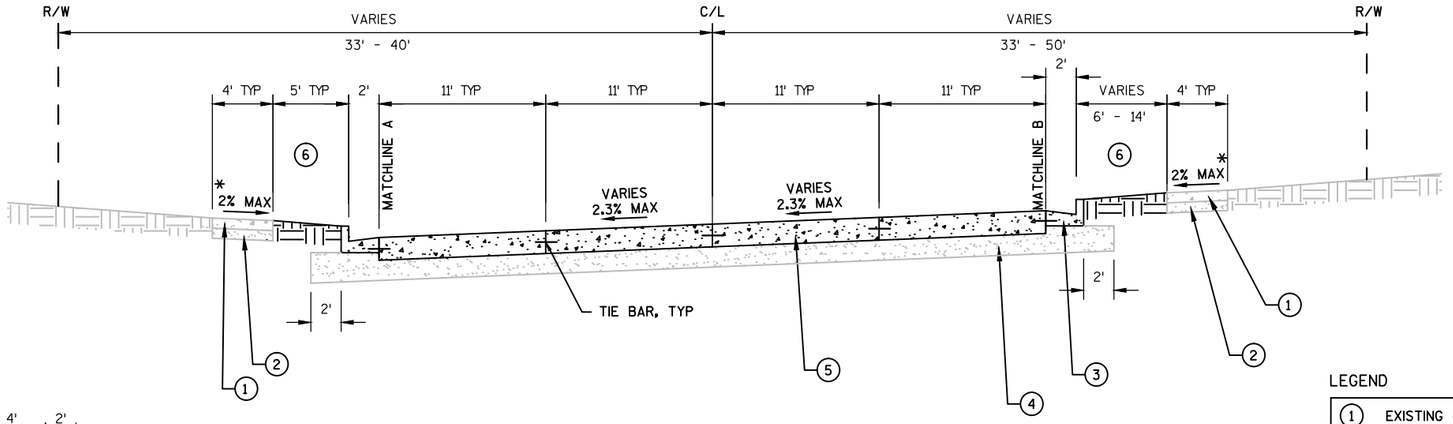
STA 430+75** - STA 482+68
V=30 MPH

LEGEND

1	CONCRETE PAVEMENT REPAIR SHES
2	EXISTING 4" CONCRETE SIDEWALK TO REMAIN
3	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
4	EXISTING 30" CONCRETE CURB AND GUTTER TO REMAIN
5	EXISTING 9" CONCRETE PAVEMENT TO REMAIN
6	EXISTING 6" CRUSHED AGGREGATE BASE COURSE TO REMAIN

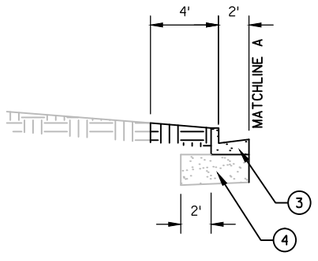
*CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

**STA 434+00 ON RT SIDE



TYPICAL FINISHED SECTION
USH 51

STA 482+68 - STA 487+23
V=30 MPH



TYPICAL HALF SECTION
USH 51

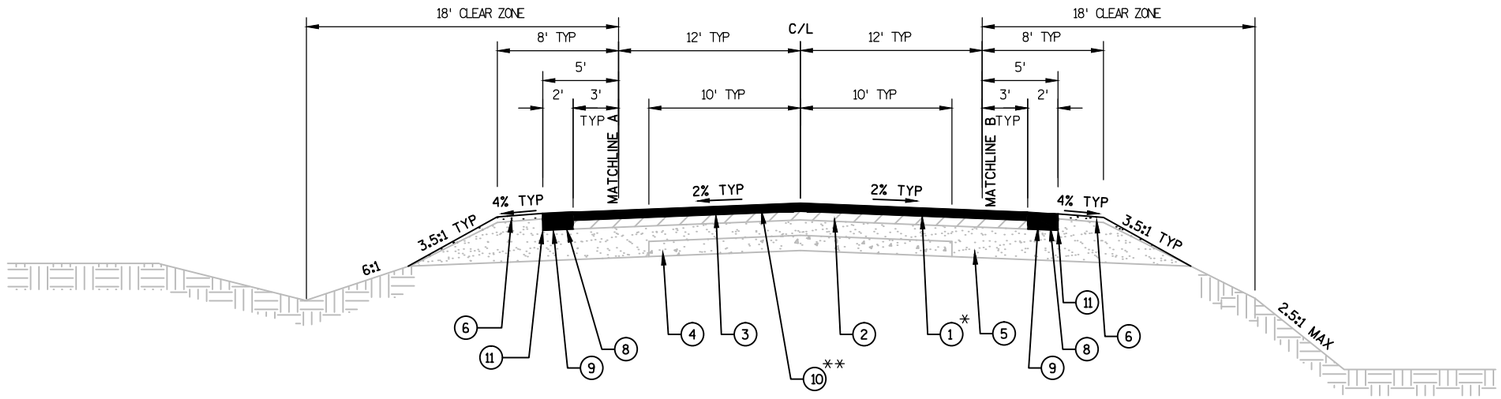
(MATCHLINE B IS A MIRROR IMAGE
STA 484+95 - STA 487+25 LT
STA 486+91 - STA 487+25 RT

LEGEND

(1)	EXISTING 4" CONCRETE SIDEWALK TO REMAIN
(2)	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
(3)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
(4)	EXISTING 8" CRUSHED AGGREGATE BASE COURSE TO REMAIN (REMOVE 4" OF EXISTING MATERIAL)
(5)	CONCRETE PAVEMENT HES 9-INCH (DOWELED)
(6)	SOD LAWN, TOPSOIL, AND FERTILIZER

* 1.5% DESIRABLE, 2% MAX SIDEWALK CROSS SLOPE FOR ALL SIDEWALK REPLACEMENT

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 16	E



TYPICAL FINISHED SECTION
USH 51

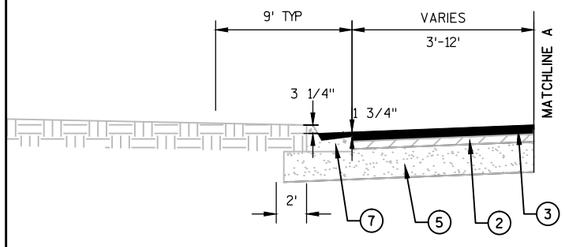
STA 487+23 - STA 554+64
V=55 MPH

LEGEND

1	ASPHALTIC SURFACE PATCHING
2	EXISTING 5" ASPHALTIC PAVEMENT TO REMAIN (MILL 1 3/4" AT CENTERLINE)
3	3 1/2" HMA PAVEMENT TYPE E-3 OVERLAY
4	EXISTING CONCRETE PAVEMENT TO REMAIN
5	EXISTING 12" CRUSHED AGGREGATE BASE COURSE TO REMAIN
6	1 3/4" BASE AGGREGATE DENSE 3/4-INCH
7	EXISTING 36" CONCRETE CURB AND GUTTER TO REMAIN
8	6 3/4" HMA PAVEMENT TYPE E-3
9	PREPARE FOUNDATON FOR ASPHALTIC SHOULDERS
10	1 3/4" REMOVING ASPHALTIC SURFACE
11	SAFETY EDGE, SEE STANDARD DETAIL DRAWING

* ASPHALTIC SURFACE PATCHING LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

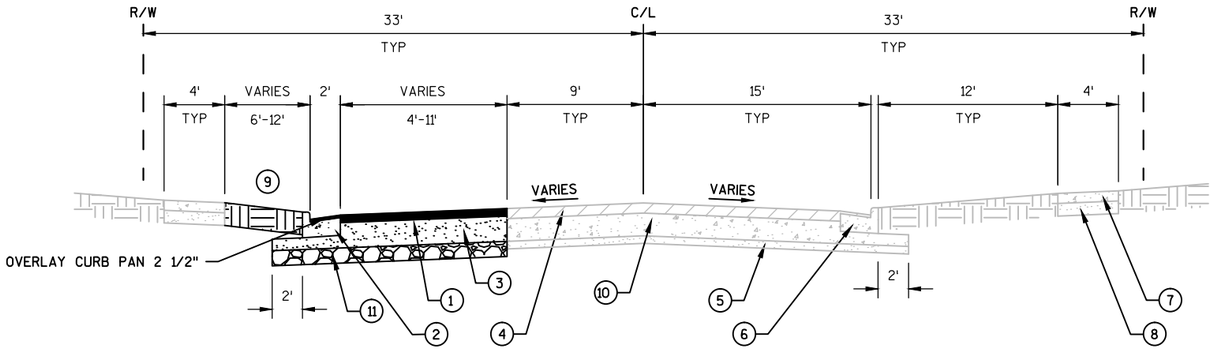
** MILL 1 3/4 " AT CENTERLINE



TYPICAL HALF SECTION
SHOULDER CURB

STA 512+00 - STA 515+05 LT
STA 516+15 - STA 519+75 RT

PROJECT NO:5390-00-72	HWY: USH 51	COUNTY: DANE	TYPICAL SECTIONS	SHEET 17	E

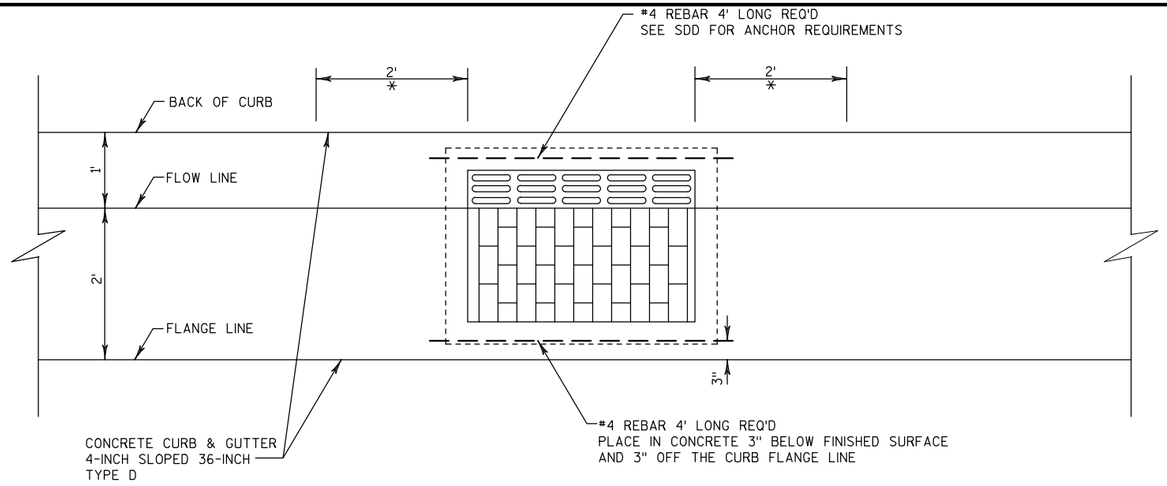


TYPICAL FINISHED SECTION
CTH F

STA 17+24 - STA 18+50
V=30 MPH

LEGEND

(1)	5" HMA PAVEMENT TYPE E-3
(2)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
(3)	10" BASE AGGREGATE DENSE 1 1/4-INCH
(4)	EXISTING 4" ASPHALTIC PAVEMENT TO REMAIN
(5)	EXISTING 3" CRUSHED AGGREGATE BASE COURSE TO REMAIN
(6)	EXISTING 30" CONCRETE CURB AND CUTTER TO REMAIN
(7)	EXISTING 4" CONCRETE SIDEWALK SIDEWALK TO REMAIN
(8)	EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN
(9)	SOD LAWN, TOPSOIL, AND FERTILIZER
(10)	EXISTING 9" CONCRETE PAVEMENT TO REMAIN
(11)	6" BASE AGGREGATE DENSE 3-INCH



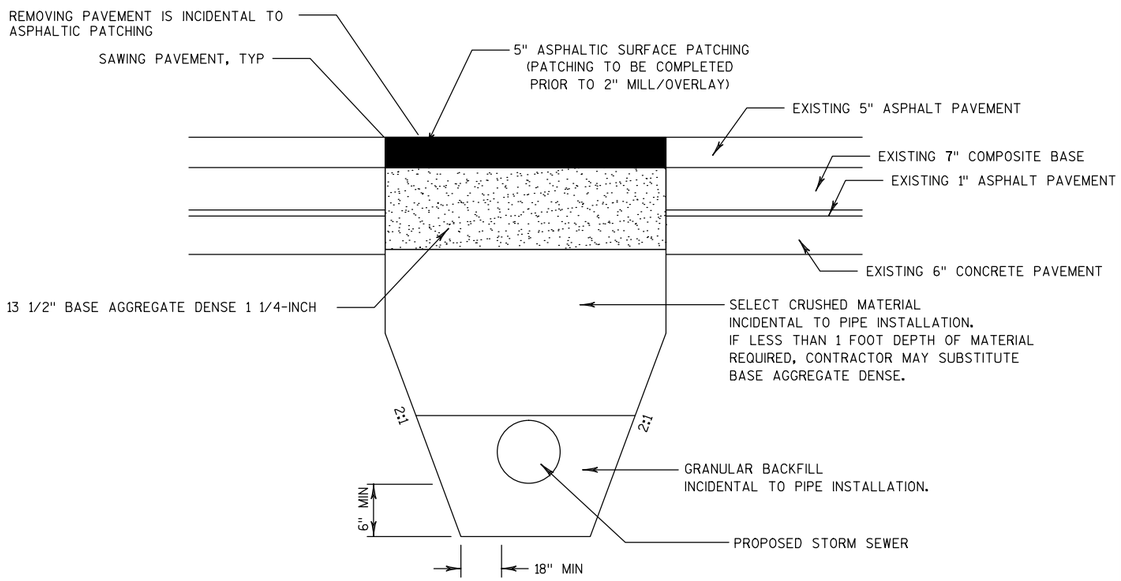
PLAN VIEW

NOTES

1. SEE SDD "INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S" FOR ADDITIONAL INFORMATION.
2. THE TWO 2-FOOT LONG CURB TRANSITION SEGMENTS ARE PAID AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D.
3. THE TWO 4-FOOT LENGTHS OF #4 REBAR ARE INCIDENTAL TO THE BID ITEM "INLET COVERS TYPE HM".

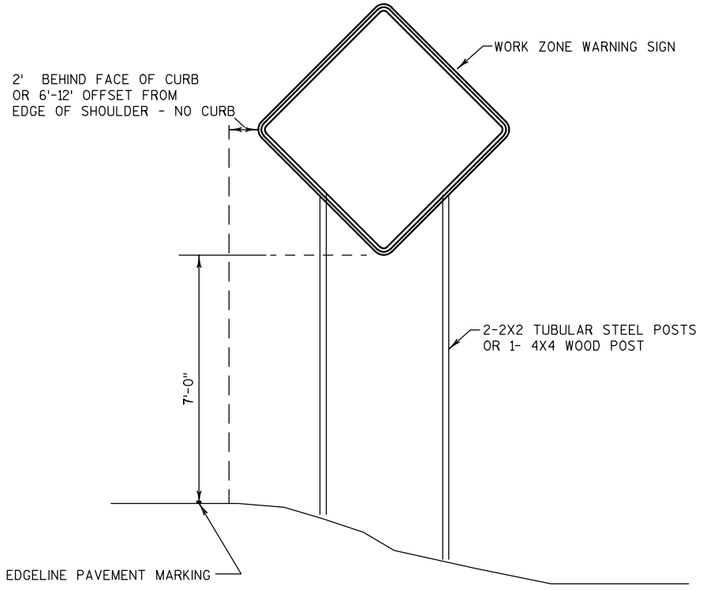
* TRANSITION STANDARD CURB HEAD TO MATCH THE TYPE HM INLET COVER.

INLET COVERS, TYPE HM



INSTALLATION OF PIPES

STA 309+00
STA 310+55



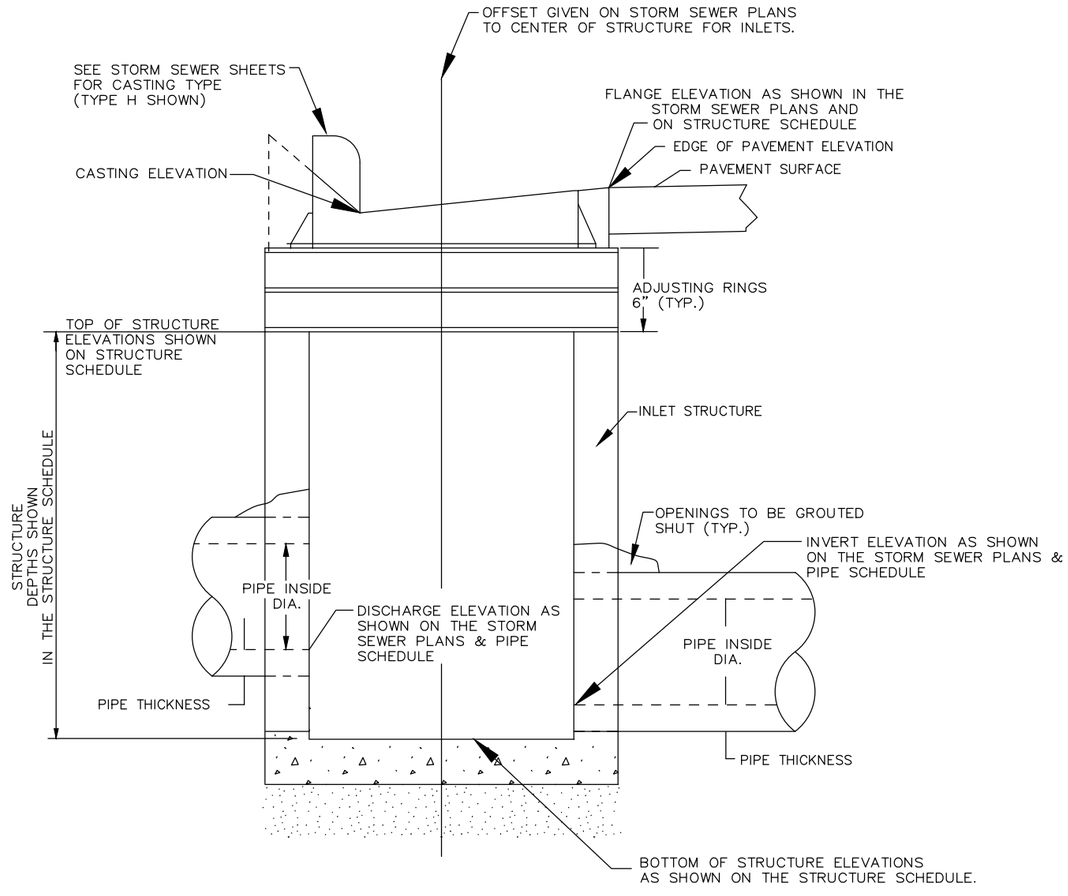
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE

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, S.D.D. FOR INLETS 2X2.5 FT AND 2X3 FT.

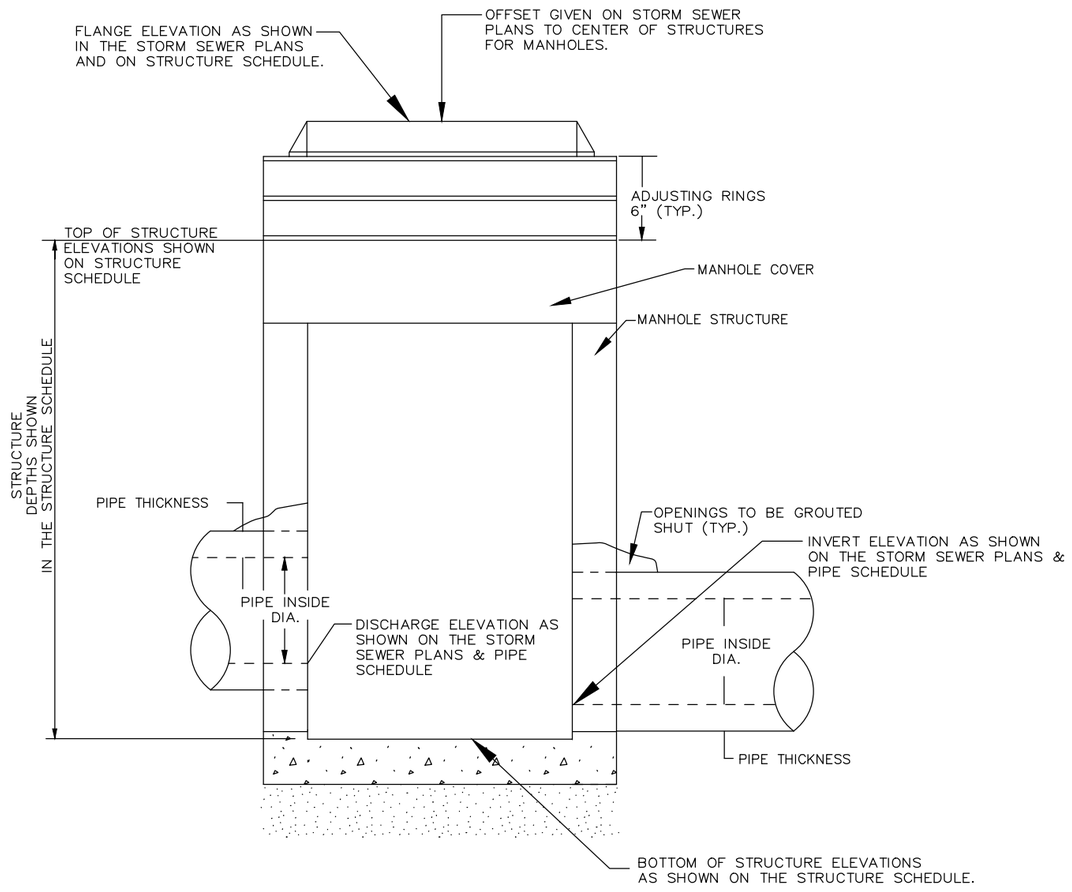


DETAIL OF INLET W/CASTING

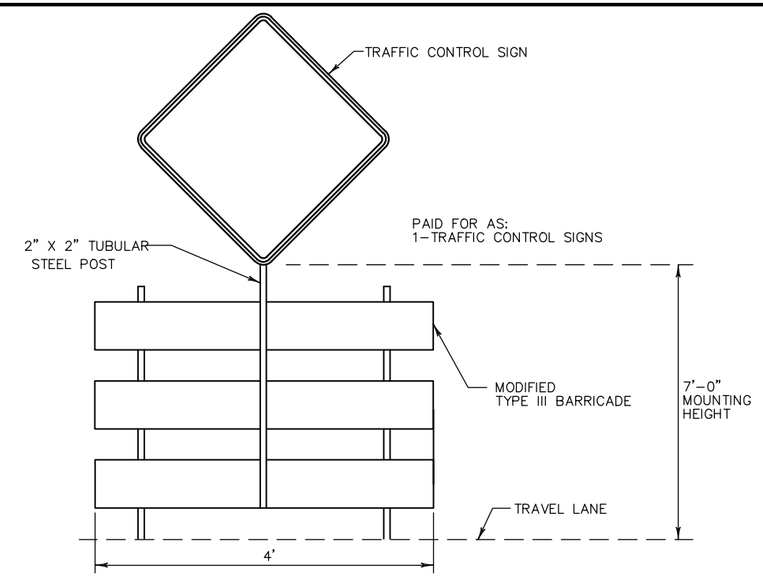
GENERAL NOTES:

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

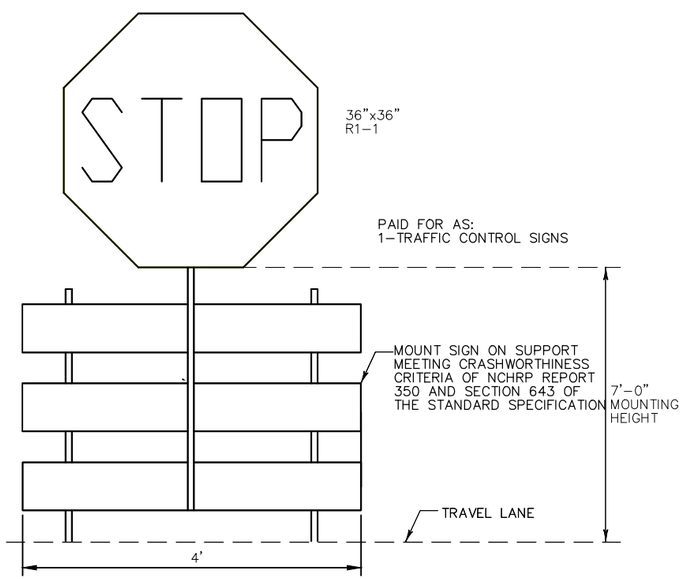
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR MANHOLES 4–FT DIA. AND 6–FT DIA.



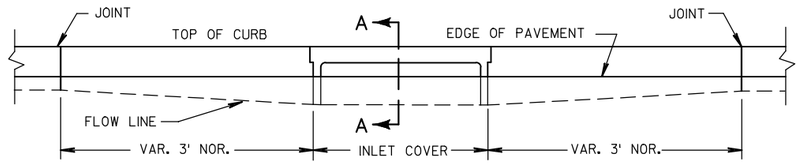
DETAIL OF MANHOLE W/CASTING



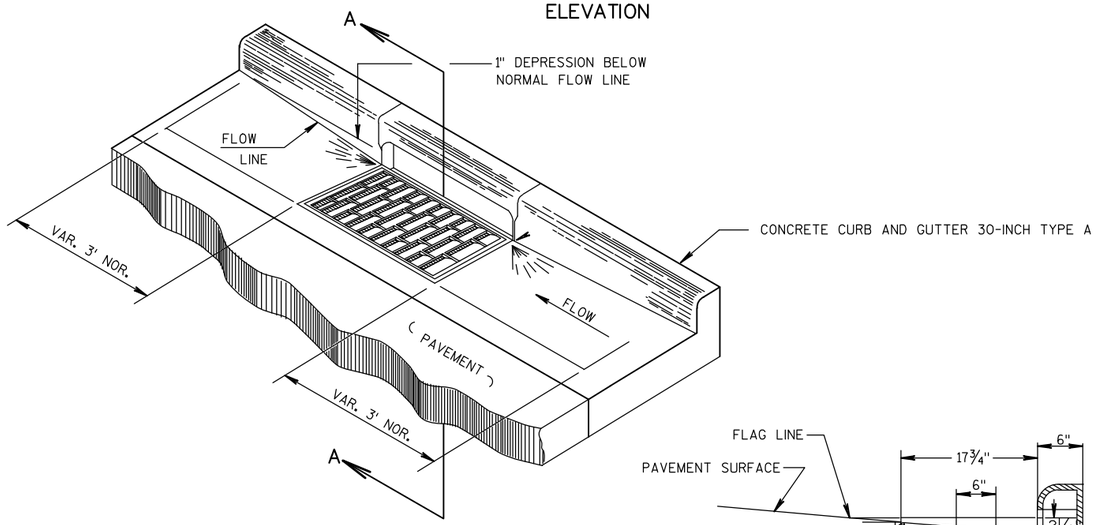
TEMPORARY MOUNTED TRAFFIC CONTROL SIGN

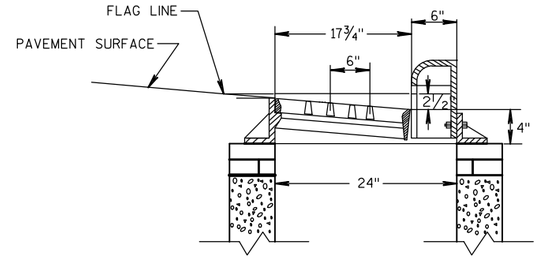


TEMPORARY STOP SIGN



ELEVATION

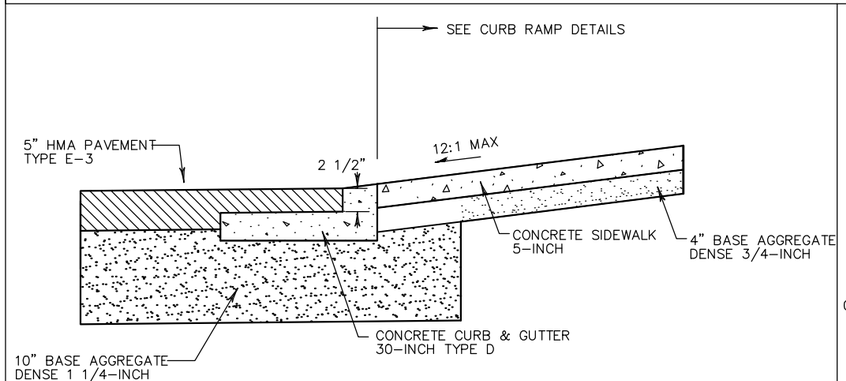




SECTION A-A

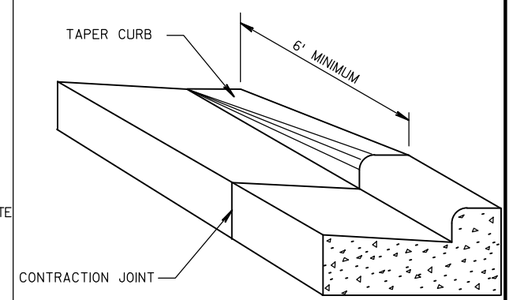
DETAIL OF CURB AND GUTTER AT INLETS

(2X3-FT INLET SHOWN)

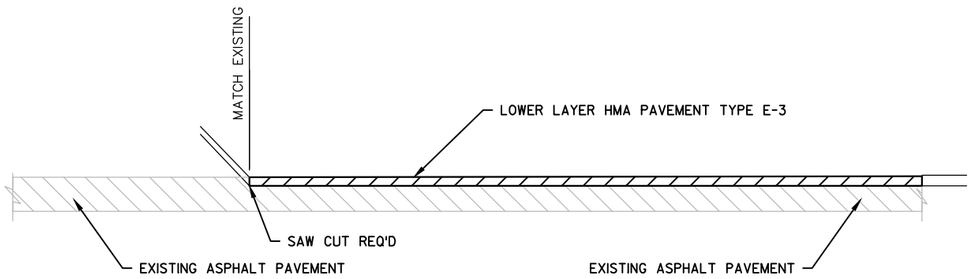


CURB & GUTTER 30-INCH AT CURB RAMPS

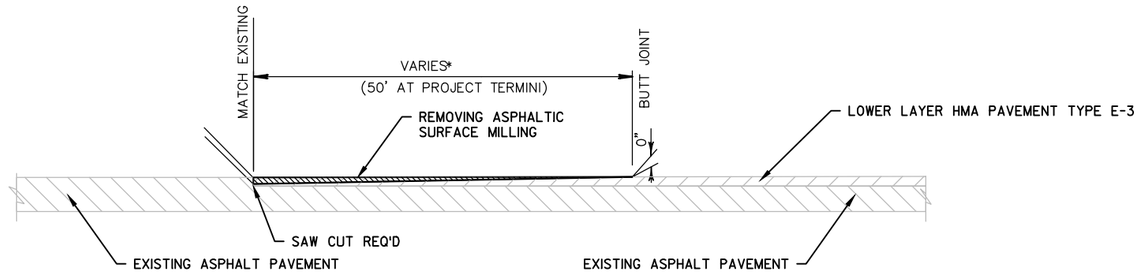
REQUIRED FOR CURB RAMPS ON CTH F (MAIN ST)



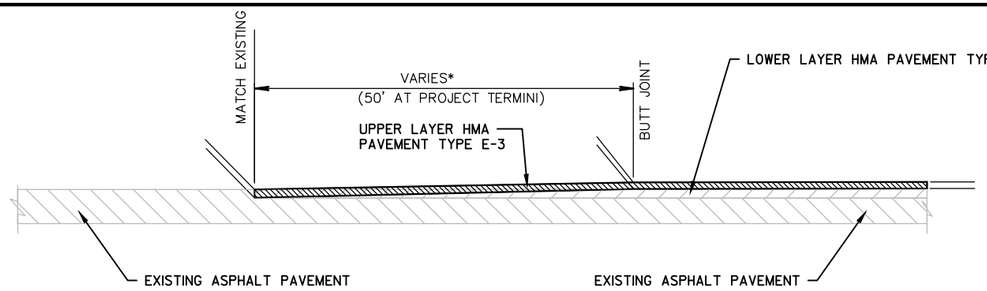
DETAIL OF CURB & GUTTER TERMINI



STEP 1: SAWCUT AT EXISTING MATCHPOINT AND MILL 1 3/4" EXISTING ASPHALT PAVEMENT
PAVE 1 3/4" LOWER LAYER OF HMA PAVEMENT AT BUTT JOINT TO MATCH EXISTING SURFACE.



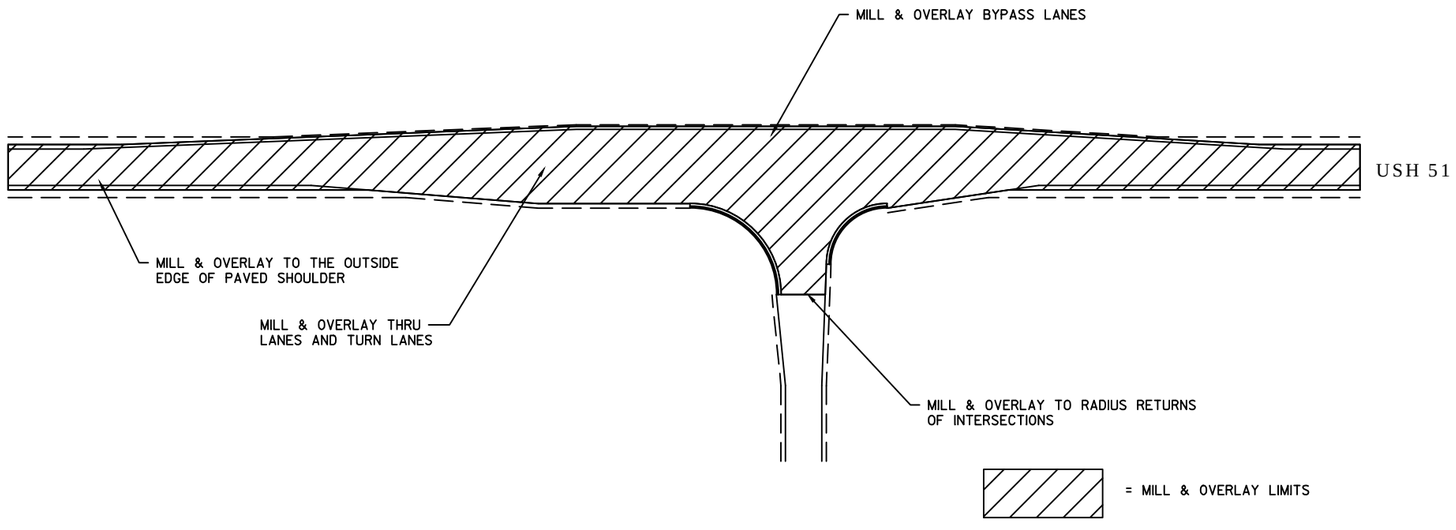
STEP 2: REMOVE 1 3/4" ASPHALTIC SURFACE WHERE BUTT JOINT
MATCHES EXISTING SURFACE AND REMOVE 0" ASPHALTIC SURFACE AT
BUTT JOINT.



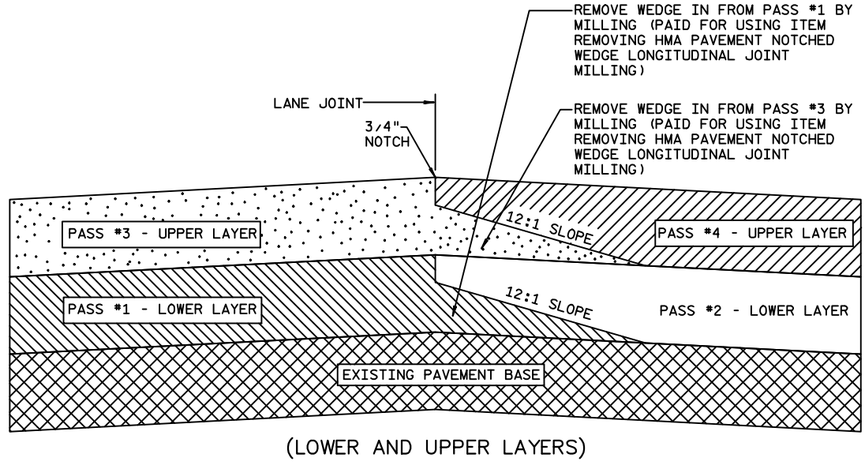
STEP 3: PAVE 1 3/4" UPPER LAYER OF HMA PAVEMENT AT BUTT JOINT AND
1 3/4" UPPER LAYER OF HMA PAVEMENT TO MATCH THE EXISTING SURFACE.

DETAIL OF BUTT JOINT

* EXACT DIMENSIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.
STA 487+23 USH 51
STA 554+64 USH 51
JACOBUS ROAD
LAKE DRIVE ROAD
INTERSTATE AVENUE
PRESTIGE COURT
OLD 73 ROAD



TYPICAL MILL & OVERLAY LIMITS



(LOWER AND UPPER LAYERS)

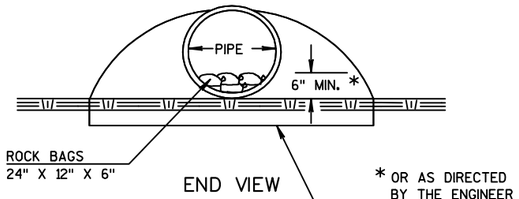
TYPICAL PAVEMENT CROSS SECTIONS OF TAPERED AND NOTCHED LONGITUDINAL JOINTS

2

RUNOFF COEFFICIENT TABLE

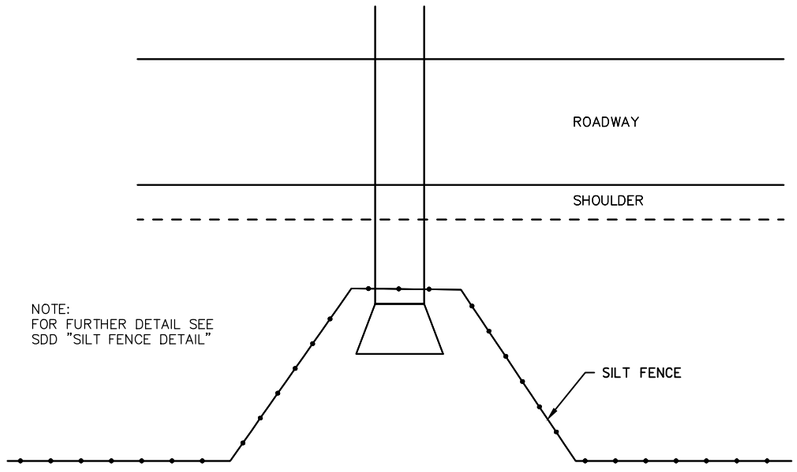
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 133 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 8.5 ACRES

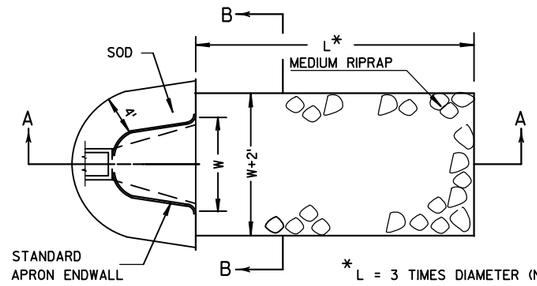


CULVERT PIPE CHECKS

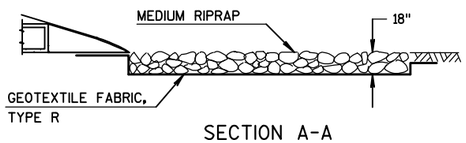
PLACE AT UPSTREAM CULVERTS PIPE END



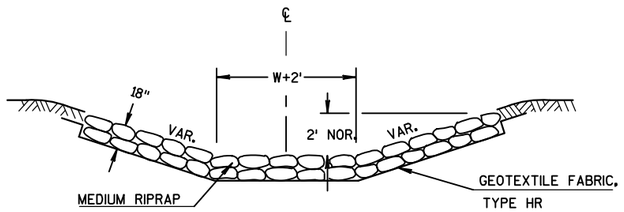
SILT FENCE AT APRON ENDWALLS



*L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

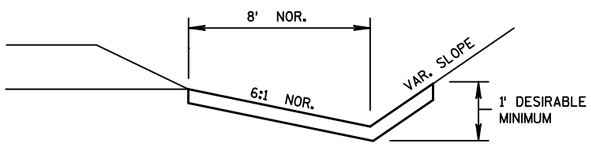


SECTION A-A

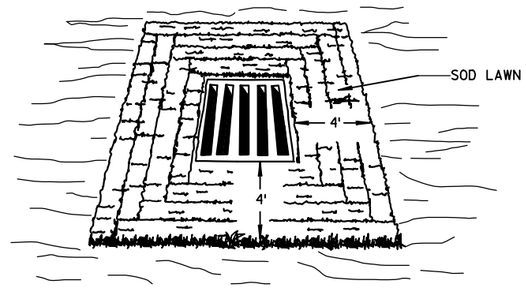


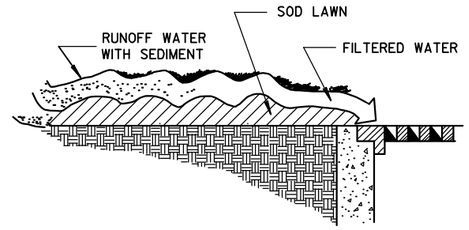
SECTION B-B

SOD, MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT ARPON ENDWALL

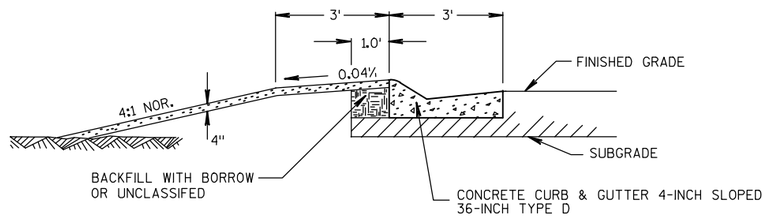


EROSION MAT DETAIL FOR DITCHES

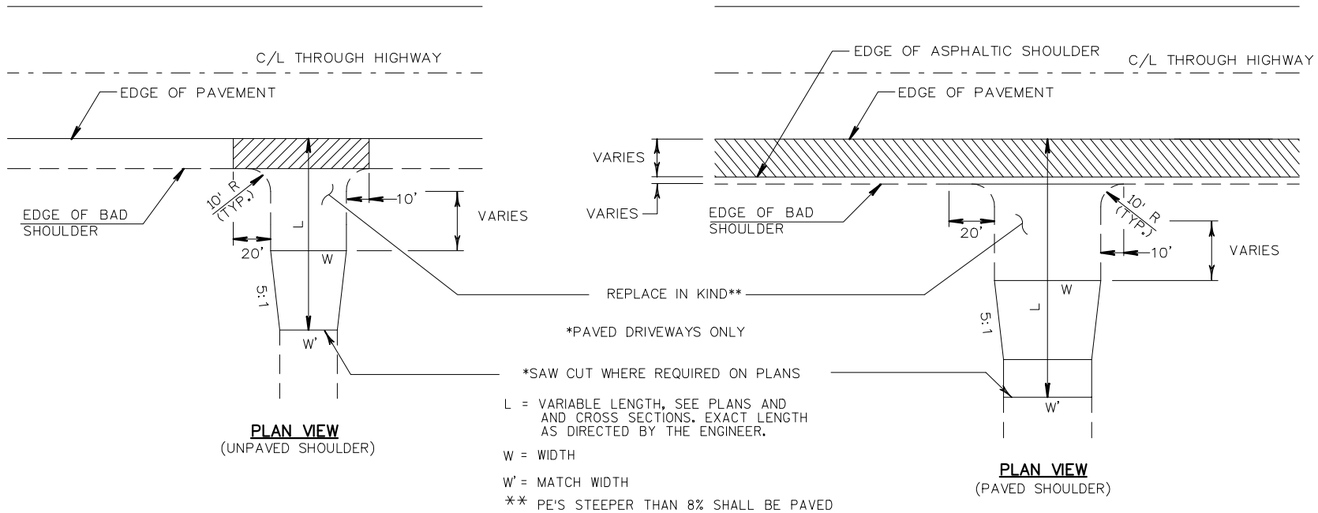




SOD INLET SEDIMENT FILTER

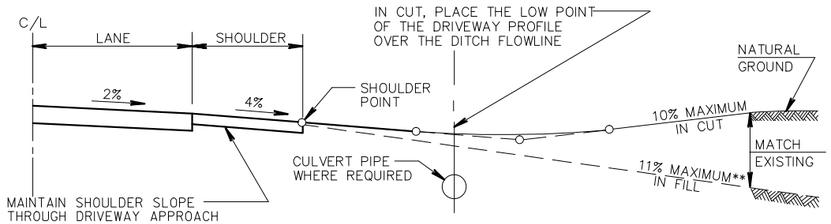


BERM DETAIL BEHIND 36" SLOPED CURB & GUTTER



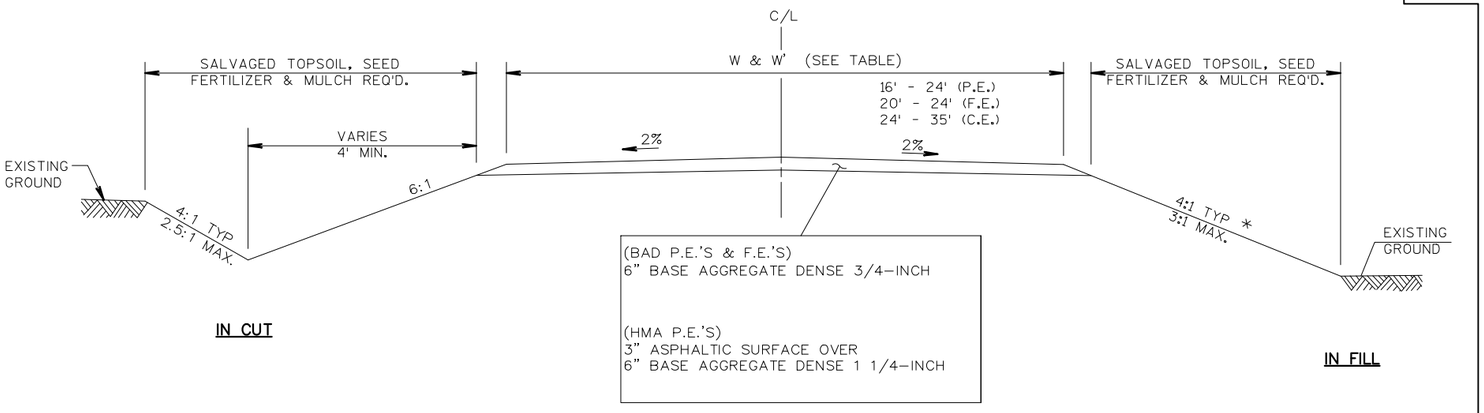
PLAN VIEW
(UNPAVED SHOULDER)

PLAN VIEW
(PAVED SHOULDER)



PROFILE VIEW

TYPICAL DRIVEWAY DETAILS

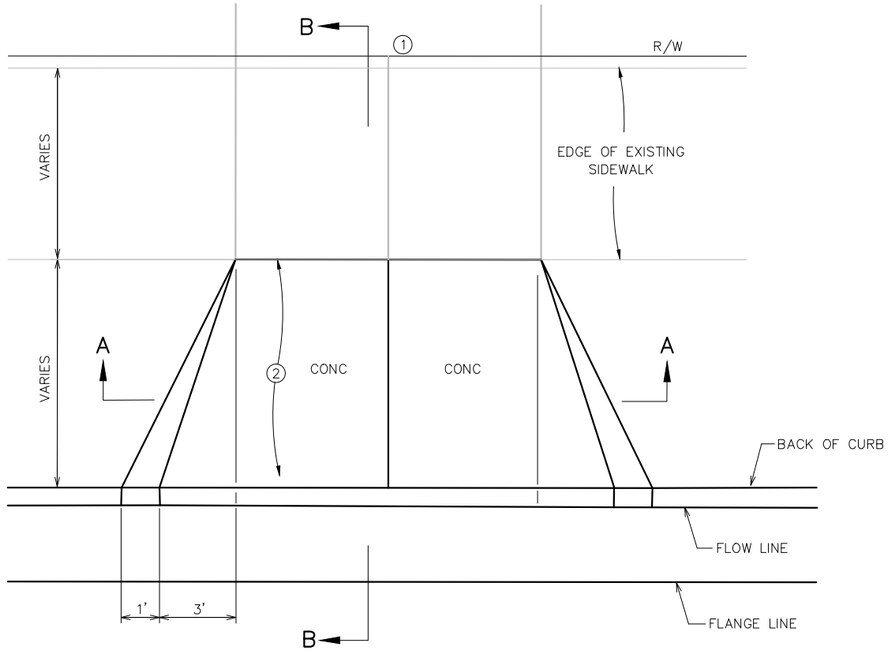


IN CUT

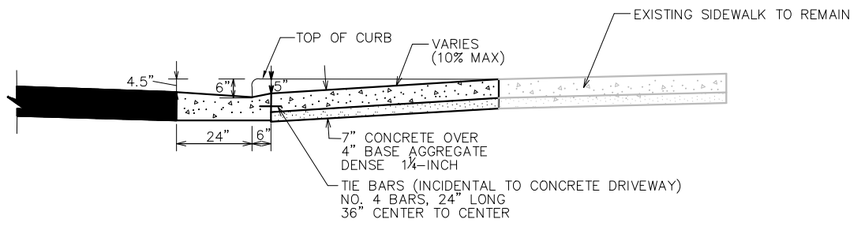
IN FILL

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

TYPICAL SECTION FOR RURAL DRIVEWAY



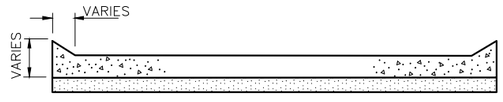
PLAN VIEW



SECTION B-B

NOTES:

1. DRIVEWAY WIDTHS
   COMMERCIAL 35' MAX 12' MIN
   NON-COMMERCIAL 24' MAX 12' MIN
2. ALL DRIVEWAY APPROACHES SHALL BE 7" CONCRETE ON 4" BASE AGGREGATE DENSE 1¼-INCH.

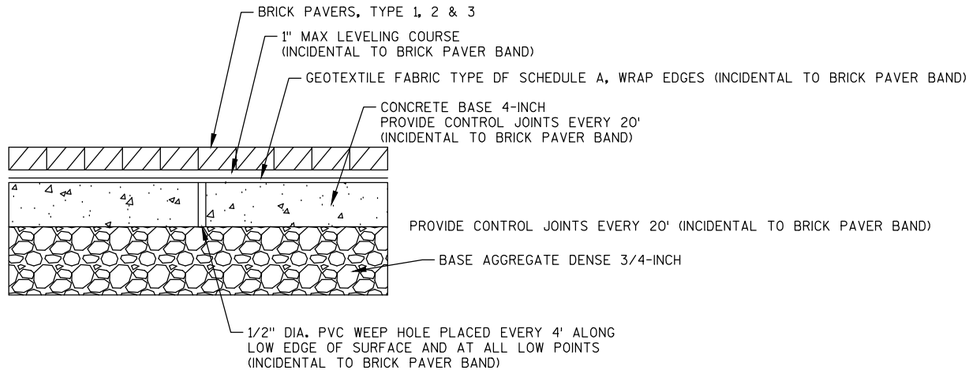


SECTION A-A

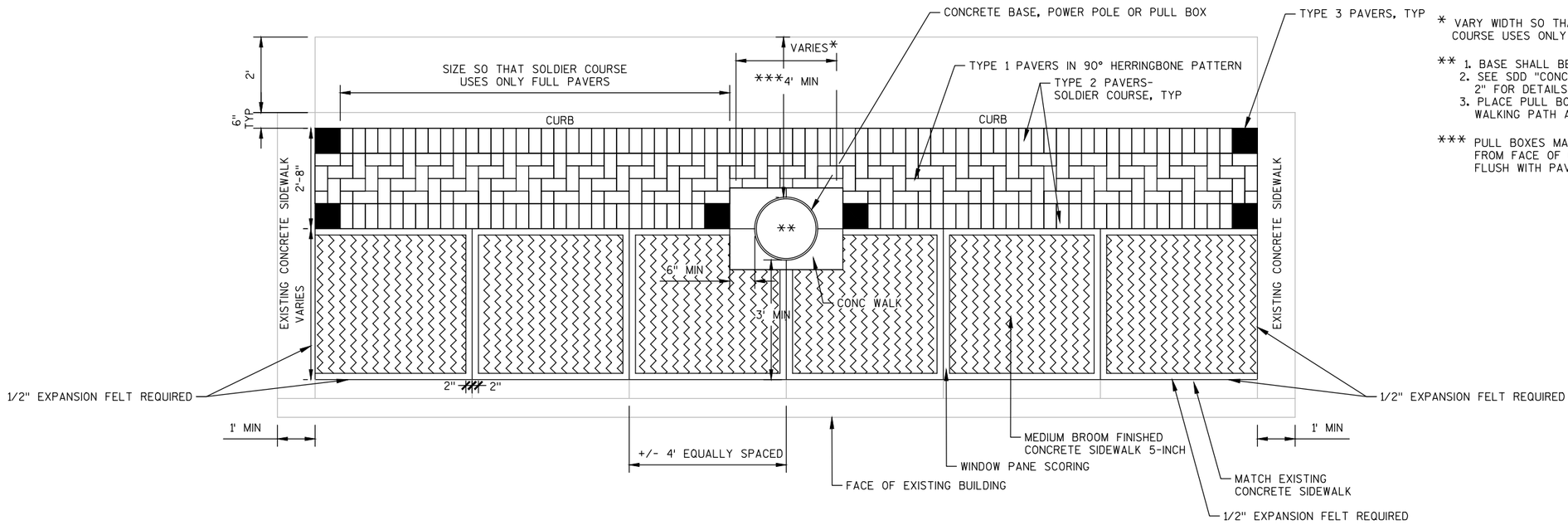
URBAN DRIVEWAY DETAIL

PROJECT NO: 5390-00-72,73	HWY: USH 51	COUNTY: ROCK / DANE	CONSTRUCTION DETAILS	SHEET 25	E

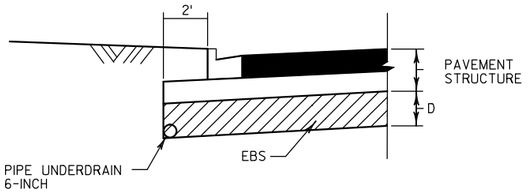
2



TYPICAL SECTION BRICK PAVER BAND



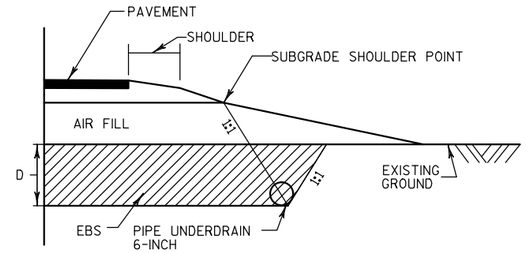
BRICK PAVER BAND DETAIL



NOTES:
1. USE AS DIRECTED BY ENGINEER FOR AREAS OF UNSTABLE SUBGRADE.
2. EBS SHALL BE PAID FOR AS EXCAVATION COMMON.
3. FILL VOID WITH BREAKER RUN.
4. UNDERDRAIN TO EXTEND 50 FEET OUT FROM AVAILABLE INLETS

EXCAVATION BELOW SUBGRADE (EBS) - URBAN

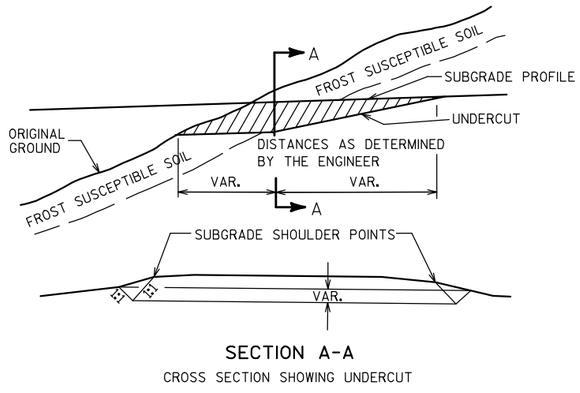
LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER



NOTES:
1. EBS SHALL BE PAID FOR AS EXCAVATION COMMON.
2. AS DIRECTED BY THE ENGINEER.
3. FILL VOID WITH BREAKER RUN.
4. UNDERDRAIN TO EXTEND 50 FEET OUT FROM RELIEF TRENCH AT LOW POINT

EXCAVATION BELOW SUBGRADE (EBS) - RURAL

LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

CONSTRUCTION NOTES:

1. EXACT LOCATIONS AND EXTENT OF EBS SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. EBS AREA TO BE BACKFILLED WITH BREAKER RUN.
3. 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 AT CUTS

2

NOTE:

EXISTING SIGNS TO REMAIN
RE-PAINT EXISTING PAVEMENT MARKING

SWIFT ST

CAUTION

FLASHING BEACON
SEE CONSTRUCTION DETAIL

DO NOT BLOCK INTERSECTION
R10-7
24"X30"
7-03

W11-8
30"X30"
7-04

STOP
R1-1
EXISTING SIGN
TO REMAIN

PI: 458+69.18

454+00 455+00 456+00 457+00 458+00 459+00 460+00

USH 51

USH 51 C/L

PAVEMENT MARKING EPOXY
12-INCH (WHITE)

FLASHING BEACON
SEE CONSTRUCTION DETAIL

W11-2
W16-7L
EXISTING SIGNS
TO REMAIN

W11-8
30"X30"
7-01

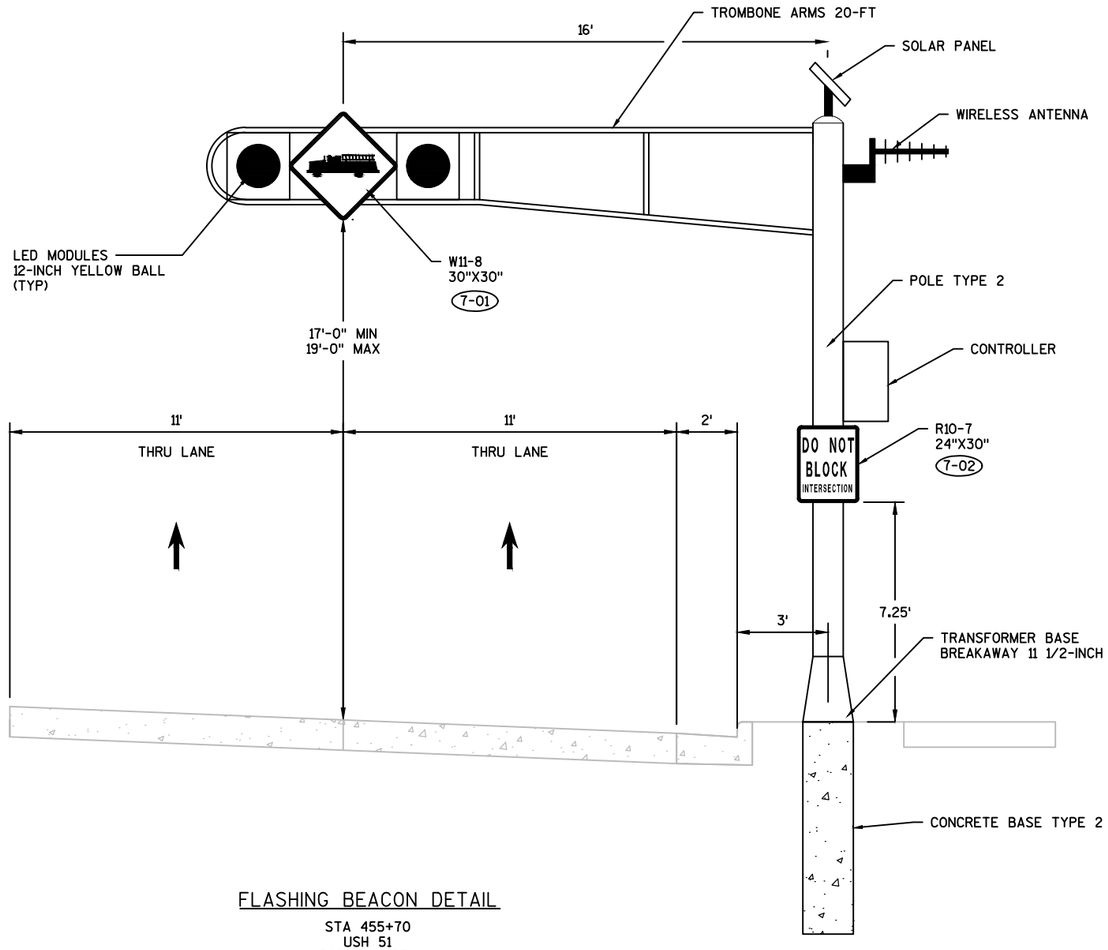
DO NOT BLOCK INTERSECTION
R10-7
24"X30"
7-02

LEGEND:

- FLASHING BEACON WITH TYPE 2 CONCRETE BASE
- PROPOSED SIGN MOUNTED ON SIGNAL POLE
- (X-XX) DENOTES SIGN NUMBER

SCALE, FEET 0 20 40

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS-EMERGENCY BEACON	SHEET 28	E



FLASHING BEACON DETAIL

STA 455+70
USH 51
FACING NORTH

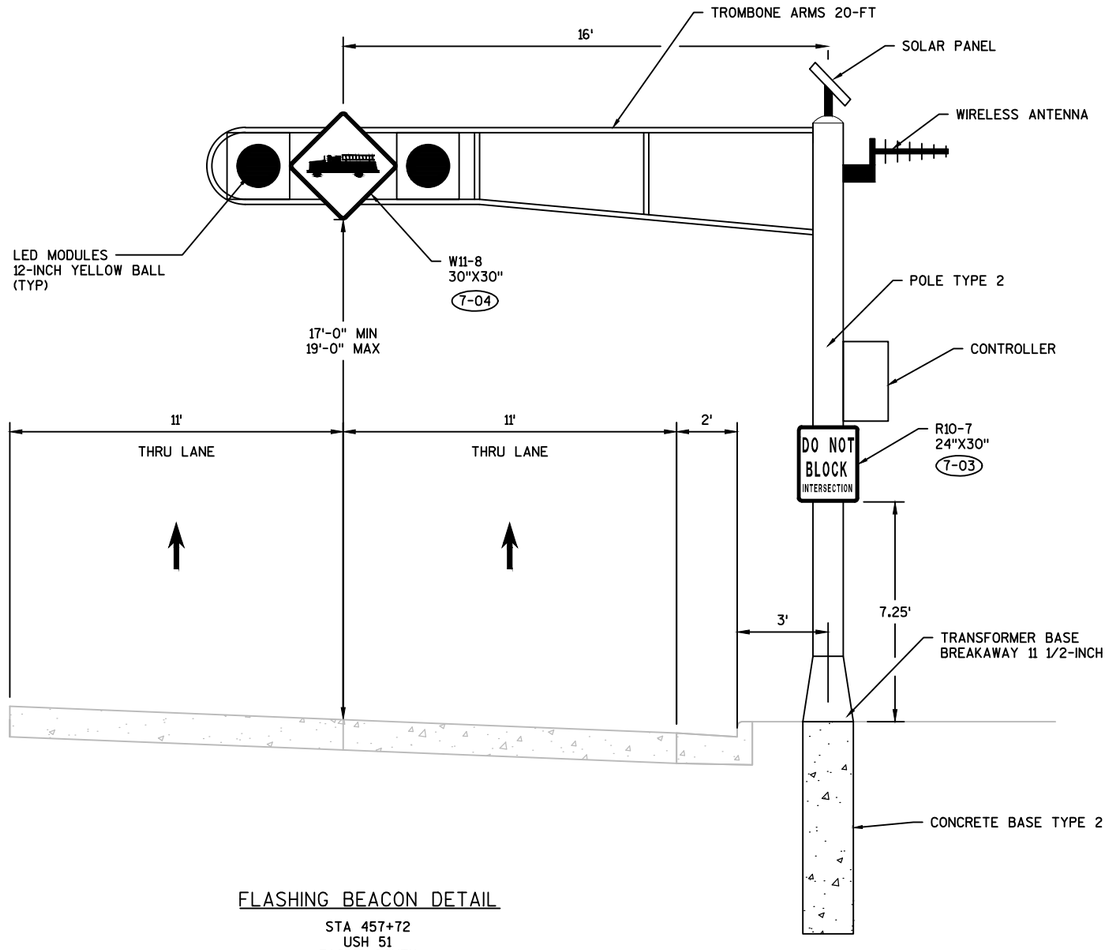
LEGEND:

(X-XX) DENOTES SIGN NUMBER

GENERAL NOTES:

1. DRAWING NOT TO SCALE.
2. ID PLAQUE INCIDENTAL TO FLASHING BEACON.
3. MOUNTING BRACKETS FOR SIGNS TO BE PER WISDOT APPROVED PRODUCT LIST AND ARE INCIDENTAL TO SIGN.
4. YELLOW LED BEACONS SHALL BE DARK WHEN NOT IN USE AND SHALL FLASH SO THAT THE BEACONS ALTERNATE AND THAT BOTH BEACONS DO NOT FLASH AT THE SAME TIME.
5. INSTALL ALL COMPONENTS PER MANUFACTURERS RECOMMENDATIONS.
6. CONTRACTOR TO MODIFY EXISTING FLASHING BEACON SYSTEM COMPONENTS WITHIN CITY OF EDGERTON FIRE STATION TO ACCOMMODATE ADDITIONAL INSTALLATION

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS-EMERGENCY BEACON	SHEET 29	E



FLASHING BEACON DETAIL

STA 457+72
USH 51
FACING SOUTH

LEGEND:

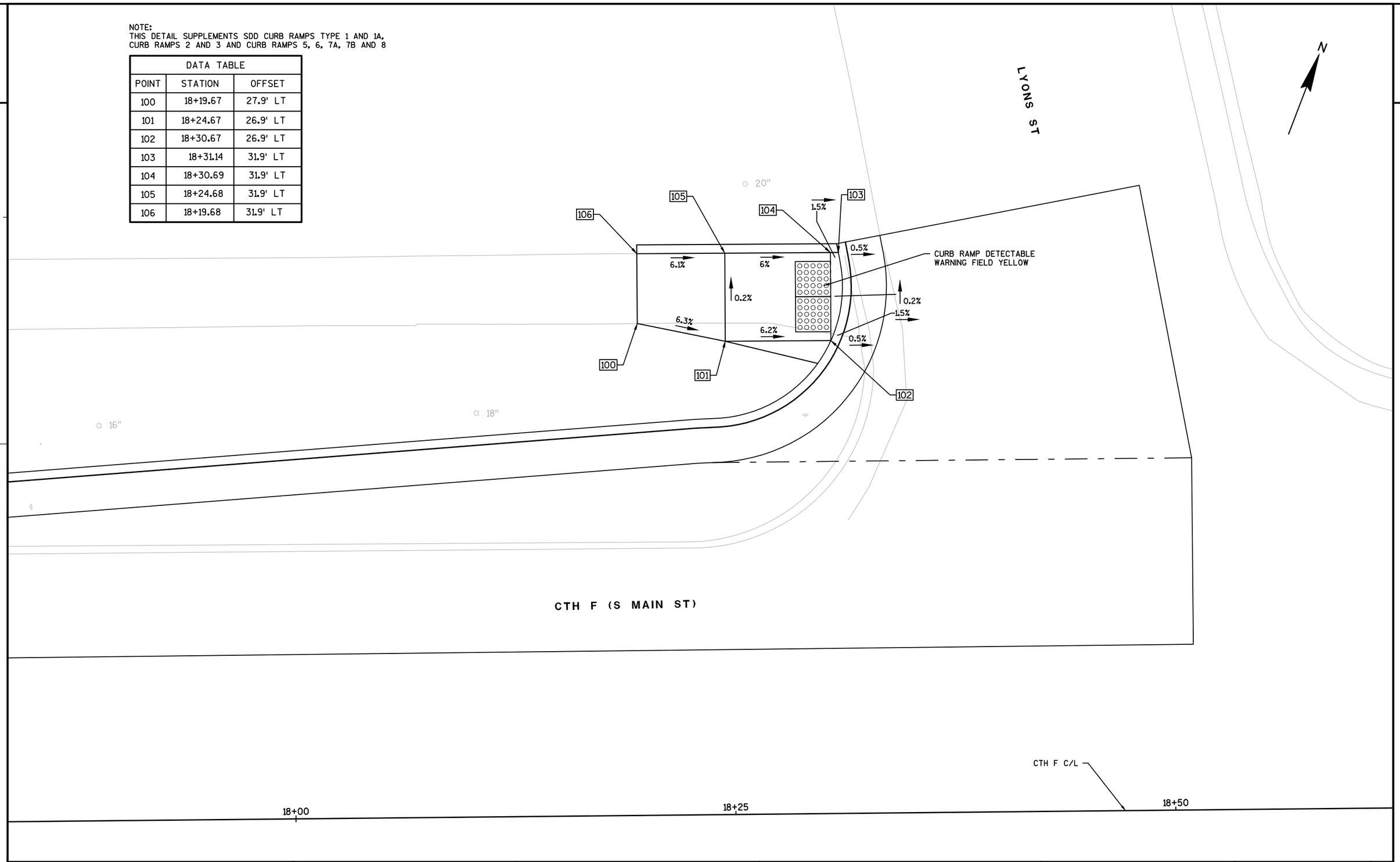
(X-XX) DENOTES SIGN NUMBER

GENERAL NOTES:

1. DRAWING NOT TO SCALE.
2. ID PLAQUE INCIDENTAL TO FLASHING BEACON.
3. MOUNTING BRACKETS FOR SIGNS TO BE PER WISDOT APPROVED PRODUCT LIST AND ARE INCIDENTAL TO SIGN.
4. YELLOW LED BEACONS SHALL BE DARK WHEN NOT IN USE AND SHALL FLASH SO THAT THE BEACONS ALTERNATE AND THAT BOTH BEACONS DO NOT FLASH AT THE SAME TIME.
5. INSTALL ALL COMPONENTS PER MANUFACTURERS RECOMMENDATIONS.
6. CONTRACTOR TO MODIFY EXISTING FLASHING BEACON SYSTEM COMPONENTS WITHIN CITY OF EDGERTON FIRE STATION TO ACCOMMODATE ADDITIONAL INSTALLATION

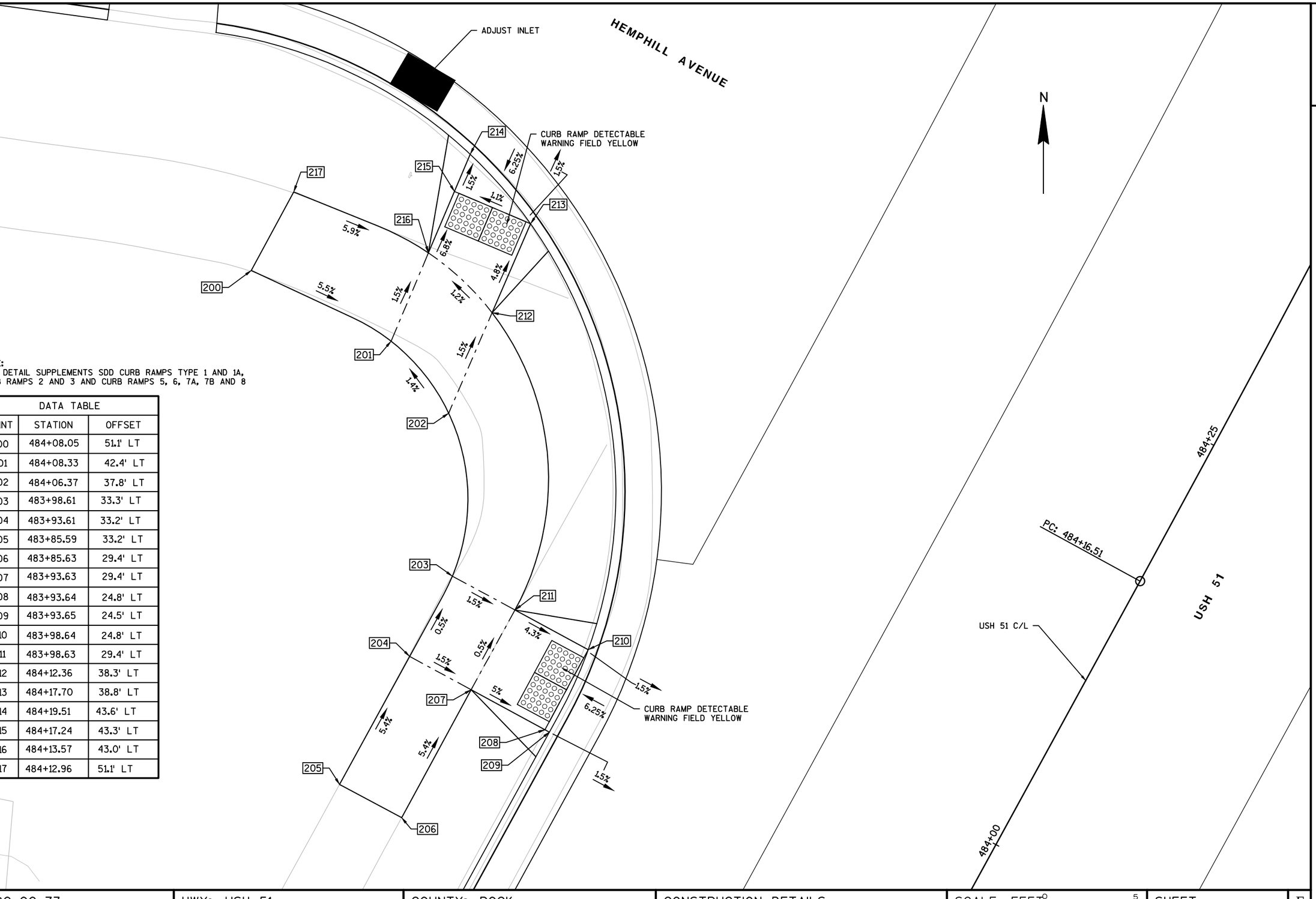
NOTE:
THIS DETAIL SUPPLEMENTS SDD CURB RAMPS TYPE 1 AND 1A, CURB RAMPS 2 AND 3 AND CURB RAMPS 5, 6, 7A, 7B AND 8

DATA TABLE		
POINT	STATION	OFFSET
100	18+19.67	27.9' LT
101	18+24.67	26.9' LT
102	18+30.67	26.9' LT
103	18+31.14	31.9' LT
104	18+30.69	31.9' LT
105	18+24.68	31.9' LT
106	18+19.68	31.9' LT



PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SCALE, FEET 0 5	SHEET 31	E

2

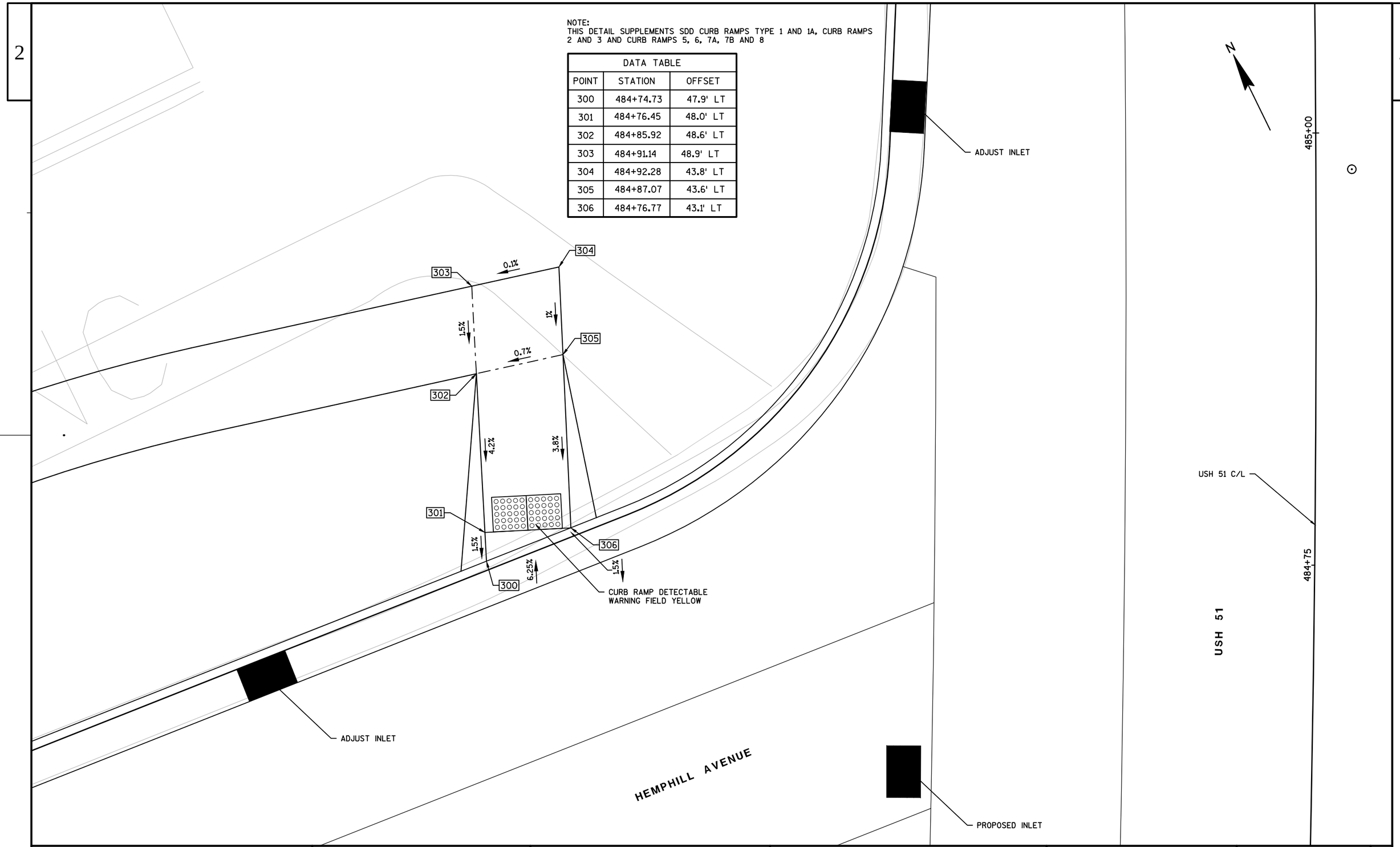


NOTE:
THIS DETAIL SUPPLEMENTS SDD CURB RAMPS TYPE 1 AND 1A, CURB RAMPS 2 AND 3 AND CURB RAMPS 5, 6, 7A, 7B AND 8

DATA TABLE		
POINT	STATION	OFFSET
200	484+08.05	51.1' LT
201	484+08.33	42.4' LT
202	484+06.37	37.8' LT
203	483+98.61	33.3' LT
204	483+93.61	33.2' LT
205	483+85.59	33.2' LT
206	483+85.63	29.4' LT
207	483+93.63	29.4' LT
208	483+93.64	24.8' LT
209	483+93.65	24.5' LT
210	483+98.64	24.8' LT
211	483+98.63	29.4' LT
212	484+12.36	38.3' LT
213	484+17.70	38.8' LT
214	484+19.51	43.6' LT
215	484+17.24	43.3' LT
216	484+13.57	43.0' LT
217	484+12.96	51.1' LT

NOTE:
THIS DETAIL SUPPLEMENTS SDD CURB RAMPS TYPE 1 AND 1A, CURB RAMPS 2 AND 3 AND CURB RAMPS 5, 6, 7A, 7B AND 8

DATA TABLE		
POINT	STATION	OFFSET
300	484+74.73	47.9' LT
301	484+76.45	48.0' LT
302	484+85.92	48.6' LT
303	484+91.14	48.9' LT
304	484+92.28	43.8' LT
305	484+87.07	43.6' LT
306	484+76.77	43.1' LT



PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SCALE, FEET 0 5	SHEET 33	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021006_CD.DWG PLOT DATE : 9/29/2014 11:00 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:5_XREF

2

N

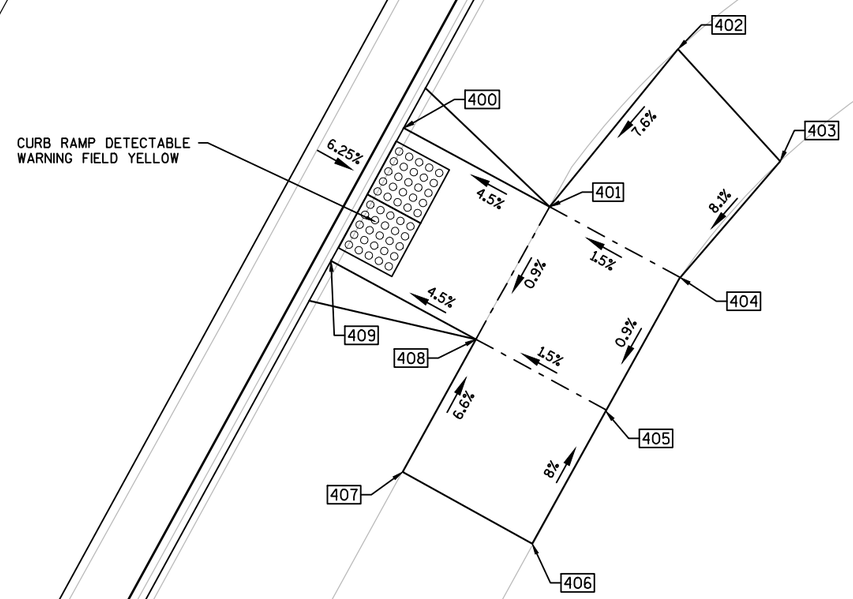
USH 51

484+00

USH 51 C/L

483+75

CURB RAMP DETECTABLE
WARNING FIELD YELLOW

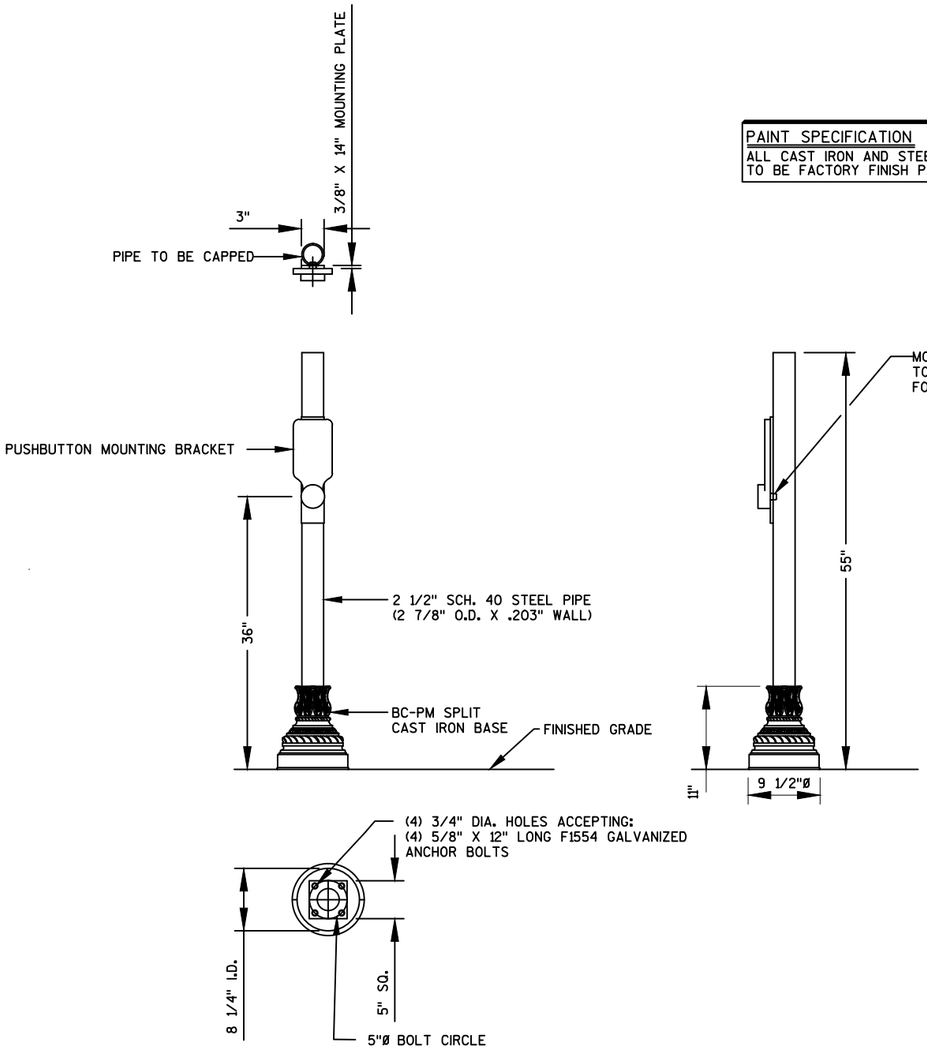


NOTE:
THIS DETAIL SUPPLEMENTS SDD CURB RAMPS TYPE 1 AND 1A, CURB RAMPS 2 AND 3 AND CURB RAMPS 5, 6, 7A, 7B AND 8

DATA TABLE		
POINT	STATION	OFFSET
400	483+98.83	24.5' RT
401	483+98.85	30.0' RT
402	484+05.45	31.2' RT
403	484+03.82	35.9' RT
404	483+98.88	34.9' RT
405	483+93.87	34.8' RT
406	483+88.83	34.8' RT
407	483+88.85	29.9' RT
408	483+93.85	29.9' RT
409	483+93.83	24.5' RT

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SCALE, FEET 0 5	SHEET 34	E

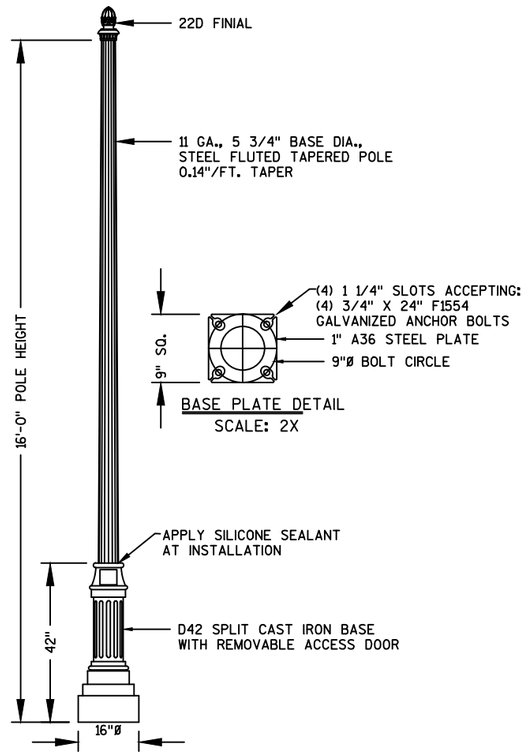
2



PAINT SPECIFICATION
ALL CAST IRON AND STEEL PUSHBUTTON POLE PARTS ARE TO BE FACTORY FINISH PAINTED TO MATCH "RAL *9017 BLACK".

DECORATIVE SIGNAL POLE, 4-FT

PAINT SPECIFICATION
ALL CAST IRON AND STEEL LIGHT POLE PARTS ARE TO BE FACTORY FINISH PAINTED TO MATCH "RAL *9017 BLACK".



DECORATIVE SIGNAL POLE, 16-FT

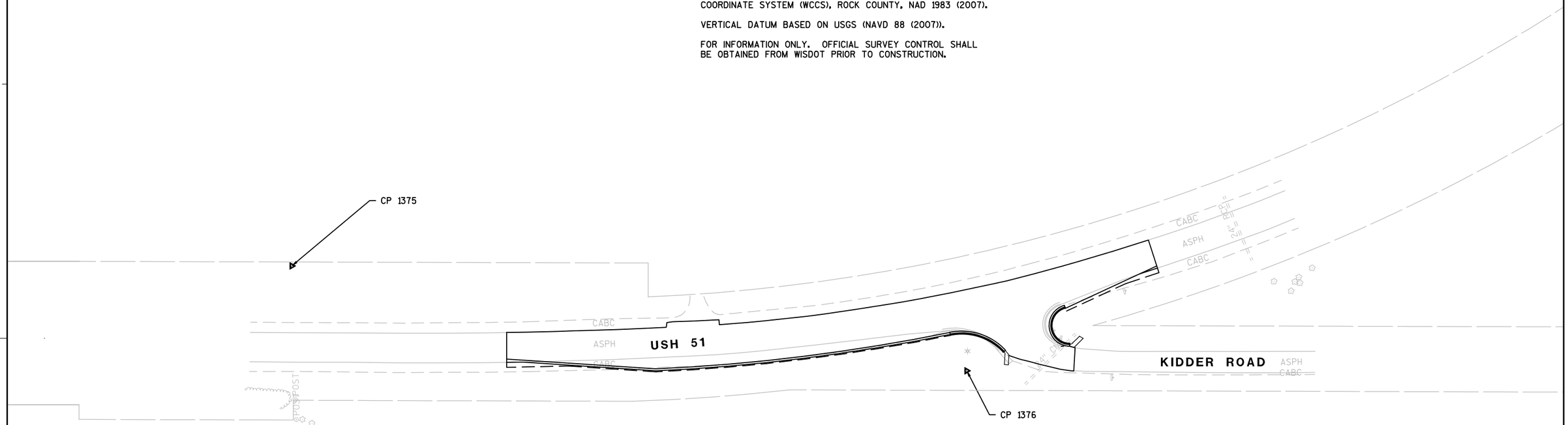
CONTROL POINT LOCATIONS IN RELATION TO USH 51/KIDDER ROAD INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
1375	CP	490391.0940	301143.4200	870.085	8" SPIKE
1376	CP	490497.3380	301826.3090	849.212	8" SPIKE

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

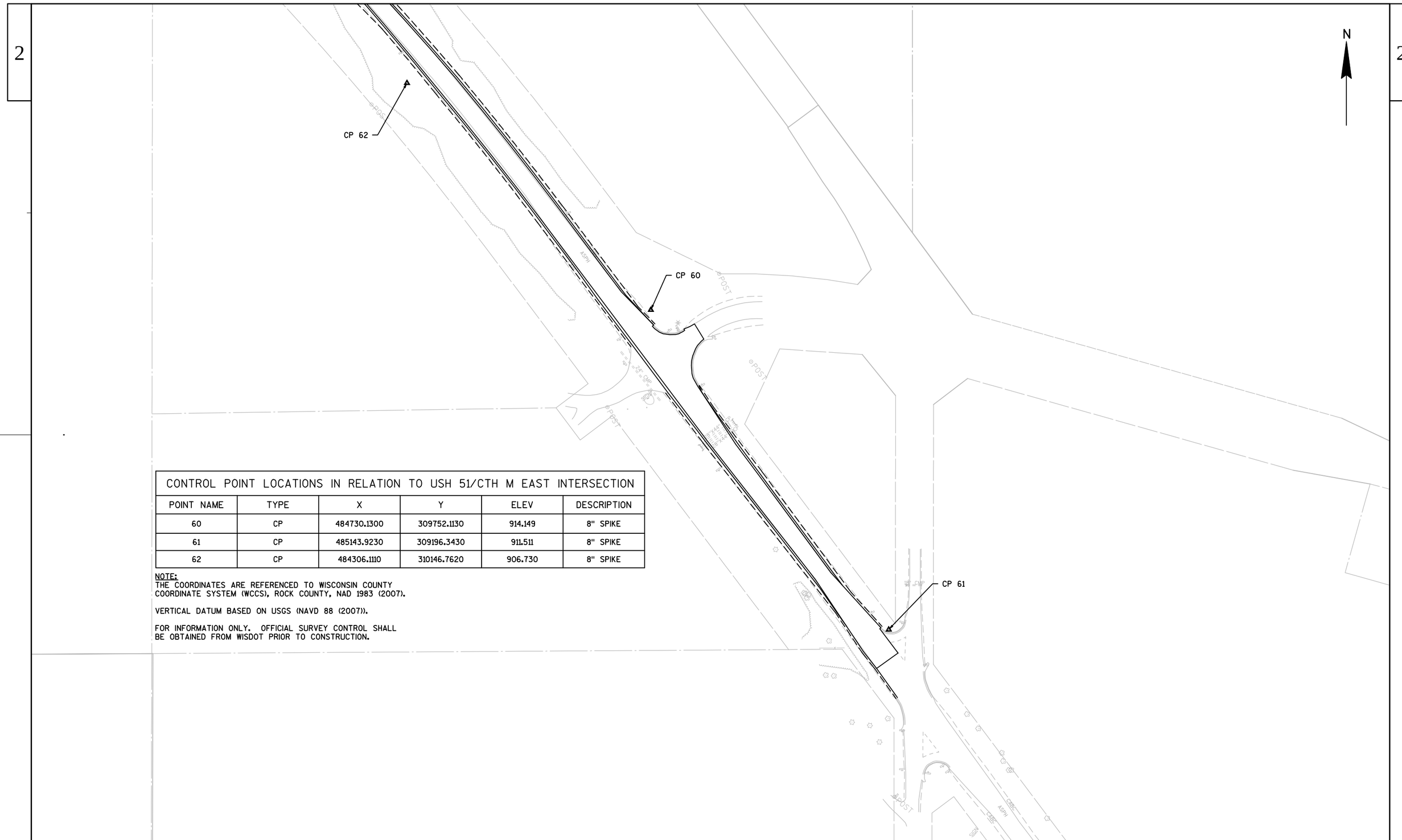
VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

N



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - KIDDER ROAD	SHEET 36	E



CONTROL POINT LOCATIONS IN RELATION TO USH 51/CTH M EAST INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
60	CP	484730.1300	309752.1130	914.149	8" SPIKE
61	CP	485143.9230	309196.3430	911.511	8" SPIKE
62	CP	484306.1110	310146.7620	906.730	8" SPIKE

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - CTH M EAST	SHEET 37	E

2

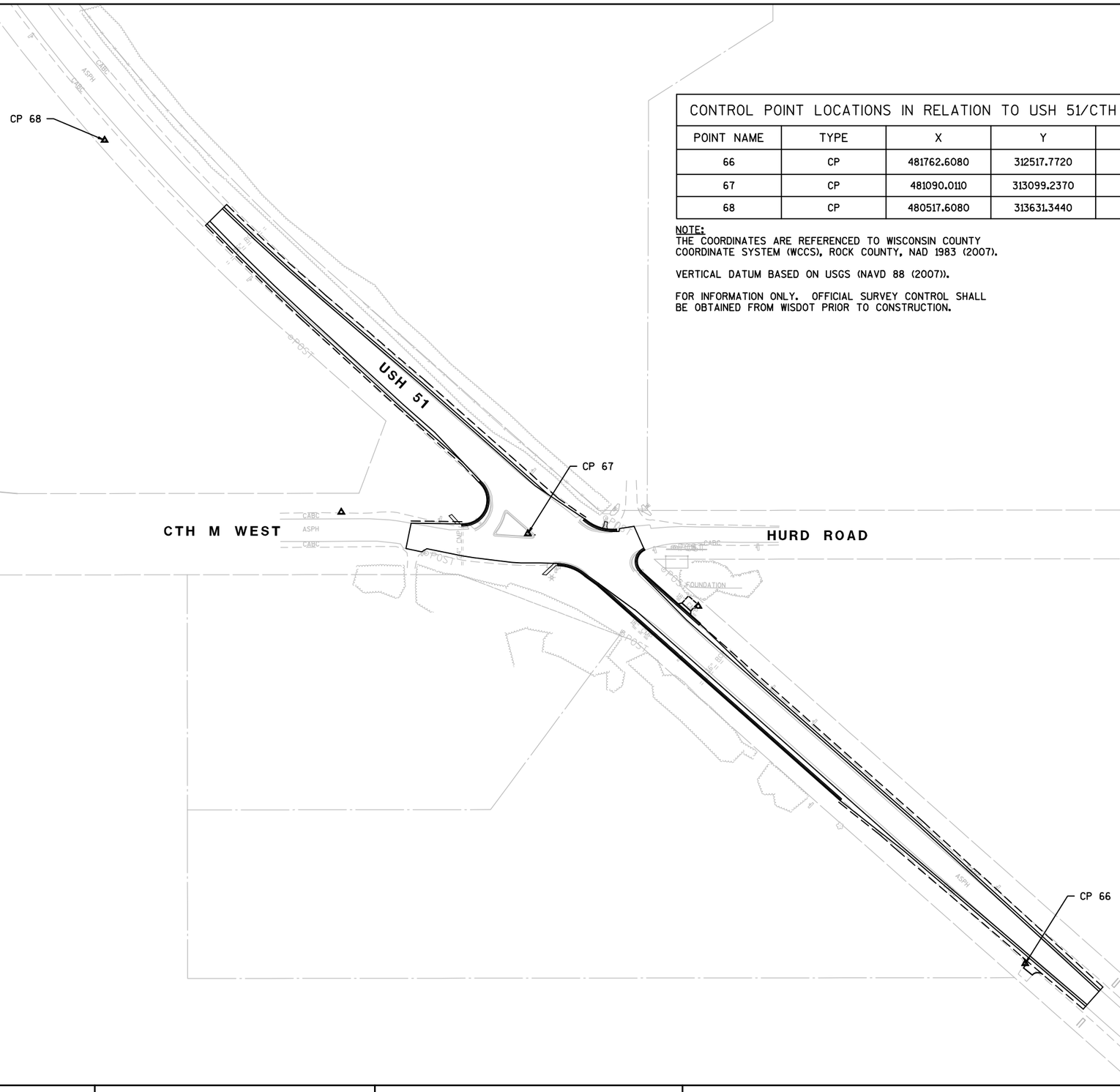
N

CONTROL POINT LOCATIONS IN RELATION TO USH 51/CTH M WEST INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
66	CP	481762.6080	312517.7720	865.078	8" SPIKE
67	CP	481090.0110	313099.2370	861.918	8" SPIKE
68	CP	480517.6080	313631.3440	857.741	8" SPIKE

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - CTH M WEST	SHEET 38	E

CONTROL POINT LOCATIONS IN RELATION TO USH 51/ROCK RIVER BRIDGE					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
26760	CP	479973.5976	317478.7805	821.896	BM SE BRIDGE MON
26761	CP	479978.5971	318159.446	815.072	BM NW BRIDGE MON

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

N

N ARROWHEAD SHORES ROAD

ASPH

CABC

CONC

STH 59

CP 26760

CP 26761

ROCK RIVER

E ROYAL VALE

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - ROCK RIVER BRIDGE	SHEET 39	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021007_CP.DWG PLOT DATE : 5/15/2014 1:12 PM PLOT BY : BECKENDORF, RANDY PLOT NAME :

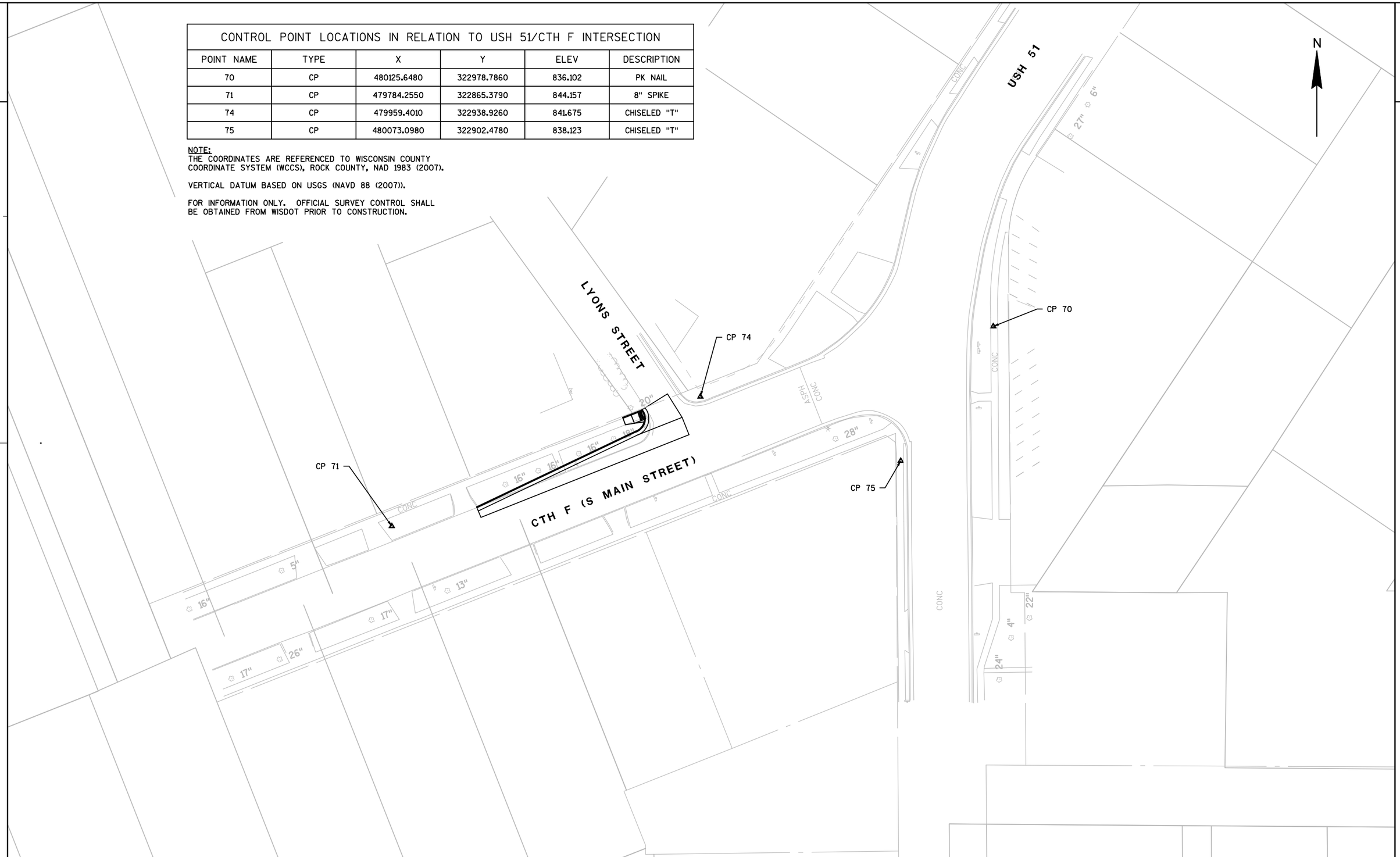
WISDOT/CADDS SHEET 42

CONTROL POINT LOCATIONS IN RELATION TO USH 51/CTH F INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
70	CP	480125.6480	322978.7860	836.102	PK NAIL
71	CP	479784.2550	322865.3790	844.157	8" SPIKE
74	CP	479959.4010	322938.9260	841.675	CHISELED "T"
75	CP	480073.0980	322902.4780	838.123	CHISELED "T"

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - CTH F	SHEET 40	E

CONTROL POINT LOCATIONS IN RELATION TO USH 51/STH 59 INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
72	CP	480638.7010	323818.3510	824.699	CHISELED "T"
73	CP	480862.2020	324232.8030	819.488	CHISELED "T"
76	CP	480781.9570	324019.5310	821.641	CHISELED "T"
77	CP	480858.7190	324132.8840	820.714	CHISELED "T"
78	CP	480459.9880	323645.2700	825.142	CHISELED "T"

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

N

CP 78

USH 51

8"

ASPH

CP 72

CONC

CABC

STH 59

3"

2"

10"

11"

18"

CP 76

CP 77

CP 73

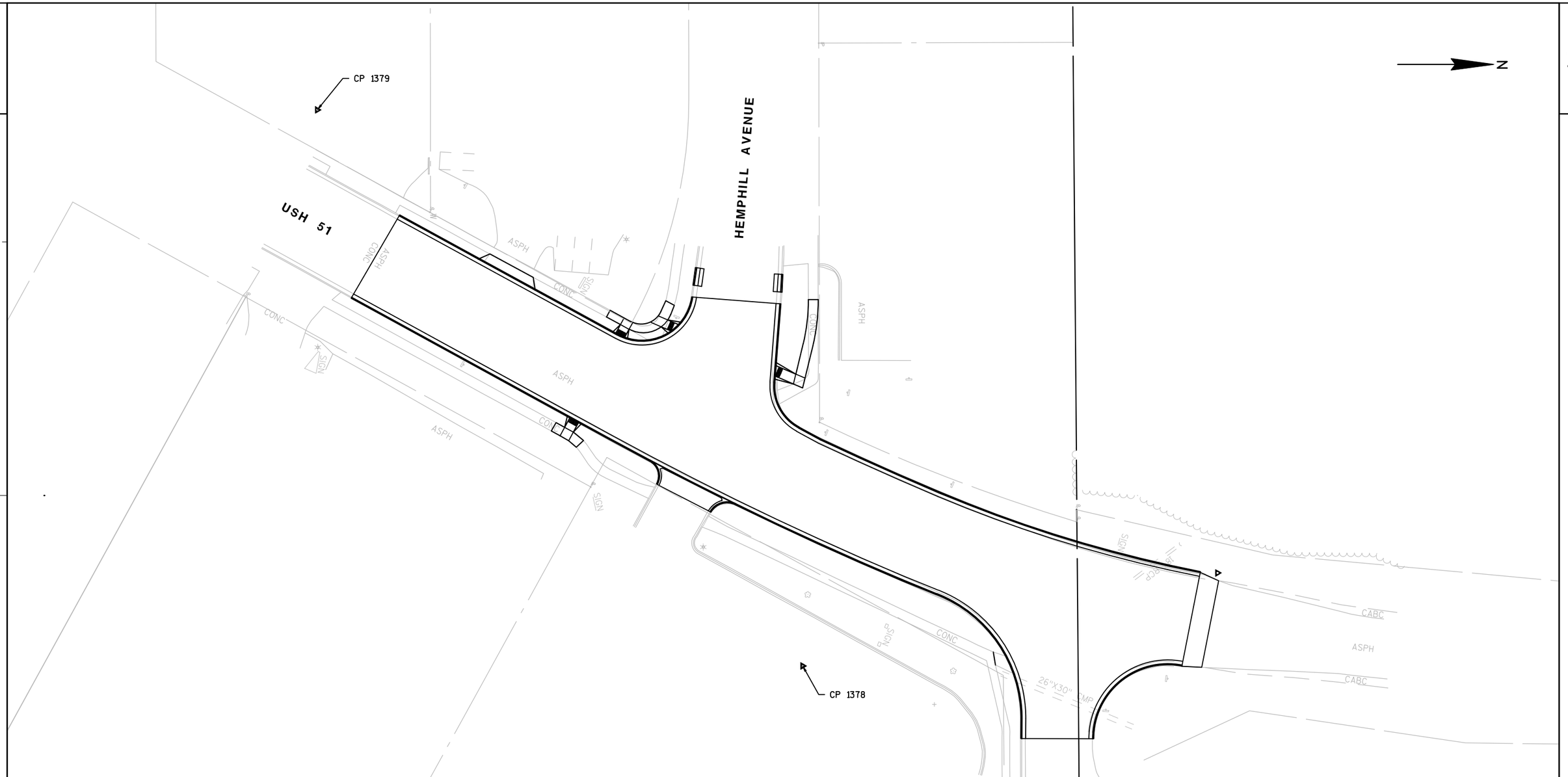
14"

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	CONTROL POINTS - STH 59	SHEET 41	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021007_CP.DWG PLOT DATE : 5/15/2014 1:12 PM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 42

2



CONTROL POINT LOCATIONS IN RELATION TO USH 51/HEMPHILL AVENUE INTERSECTION					
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
1378	CP	483780.5420	328989.2650	834.024	PK NAIL
1379	CP	483498.3700	328743.0000	834.008	PK NAIL

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON USGS (NAVD 88 (2007)).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	CONTROL POINTS - HEMPHILL AVENUE	SHEET 42	E

LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4–INCH
- (AP02) HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E–3, 4 1/4–INCH
- (AP05) HMA PAVEMENT TYPE E–3, 5–INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
- (DR07) CONCRETE DRIVEWAY 7–INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
1375	STA 157+83, 82' LT	8" SPIKE	870.08
1376	STA 164+56, 65' RT	8" SPIKE	849.21

USH 51 CURVE 1
PI STA = 167+05.90
Y = 302065.77
X = 490474.03
DELTA = 37°05'55"
D = 2°58'35"
T = 645.94'
L = 1246.43'
R = 1925.00'
PC STA = 160+59.96
PT STA = 173+06.38
BK=N0°02'59.6"E
AH=N37°02'55.8"W
SE = 4.9%

N

RANDALL

EXISTING R/W
ALLIANT ENERGY
USH 51 C/L
CENTURY LINK
EXISTING R/W
STA 164+00
AP02
PC: 160+59.96
USH 51 CURVE 1
158
N0° 03' 00"E
159
USH 51
160
161
162
163
ASPH
HMA
+50.8
24.0' RT
AP04
AG01
CAUTION
MATCHLINE
EXISTING R/W
EXISTING R/W
BEGIN CONSTRUCTION
STA 160+00.79
MATCH EXISTING
SAWCUT REQ'D
Y=301,360.6702
X=490,473.4190
CENTURY LINK
SLOPE INTERCEPT
ROCK ENERGY CO-OP
GUNDERSON
NORTHERN NATURAL GAS

SHEET 1 OF 15

SCALE, FEET 0 20 40

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/KIDDER ROAD	SHEET 43	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:40 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

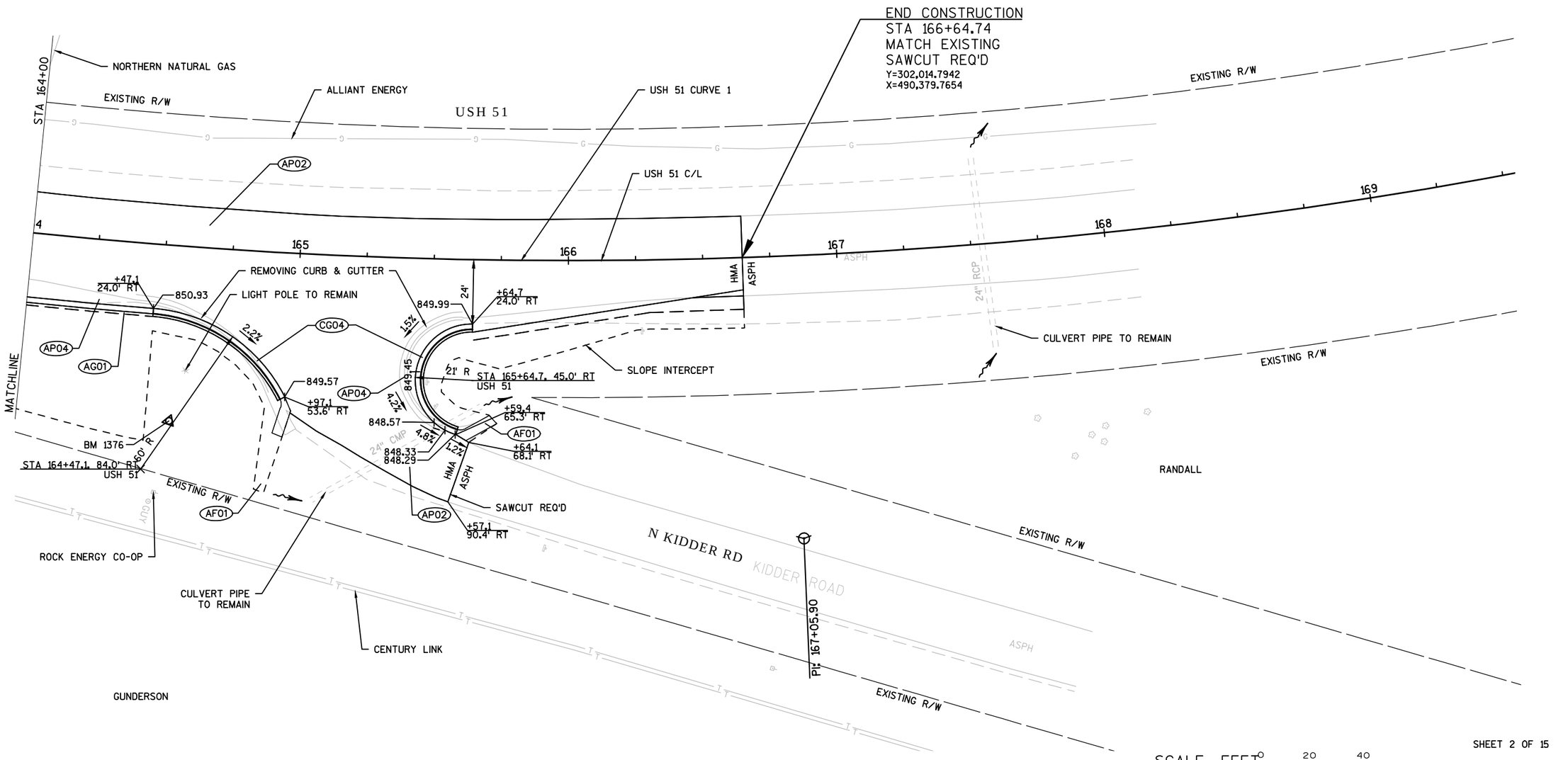
LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4–INCH
- (AP02) HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E–3, 4 1/4–INCH
- (AP05) HMA PAVEMENT TYPE E–3, 5–INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
- (DR07) CONCRETE DRIVEWAY 7–INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
1375	STA 157+83, 82' LT	8" SPIKE	870.08
1376	STA 164+56, 65' RT	8" SPIKE	849.21

USH 51 CURVE 1
PI STA = 167+05.90
Y = 302065.77
X = 490474.03
DELTA = 37°05'55"
D = 2°58'35"
T = 645.94'
L = 1246.43'
R = 1925.00'
PC STA = 160+59.96
PT STA = 173+06.38
BK=N0°02'59.6"E
AH=N37°02'55.8"W
SE = 4.9%



SHEET 2 OF 15

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/KIDDER ROAD	SHEET 44	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:40 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
61	STA 255+63, 34' RT	8" SPIKE	911.51

ROCK RIVER THRESHEREE

EXISTING R/W

EXISTING R/W

CONSOLIDATED SCHOOL ROAD

REIN

ALBRECHT

CAUTION

STA 257+00

CENTURY LINK

EXISTING R/W

SLOPE INTERCEPT

+22.2 23.0' LT

+59.3 23.7' LT

+59.3 26.7' LT

AG01

+41.1

+90.0 18.1' LT

AP02

EXISTING CURB AND GUTTER TO REMAIN

USH 51 C/L

USH 51

251 252 N36° 53' 41"W 253 254 255 ASPH HMA 256

+73.3 16.2' RT

+20.6 22.8' RT

+53.9 21.0' RT

BM 61

AG01

EXISTING CURB AND GUTTER TO REMAIN

ALLIANT ENERGY

EXISTING R/W

AP05

SLOPE INTERCEPT

EXISTING R/W

ROCK RIVER THRESHEREE

MATCHLINE

BEGIN CONSTRUCTION
STA 255+21.16
MATCH EXISTING
SAWCUT REQ'D
Y=309,142.2075
X=485,141.4580

HURD ROAD

18" CMP

N HURD ROAD

EXISTING R/W

EXISTING R/W

ROCK RIVER THRESHEREE

LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4–INCH
- (AP02) HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E–3, 4 1/4–INCH
- (AP05) HMA PAVEMENT TYPE E–3, 5–INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
- (DR07) CONCRETE DRIVEWAY 7–INCH

SCALE, FEET 0 20 40

SHEET 3 OF 15

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/CTH M EAST	SHEET 45	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:40 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

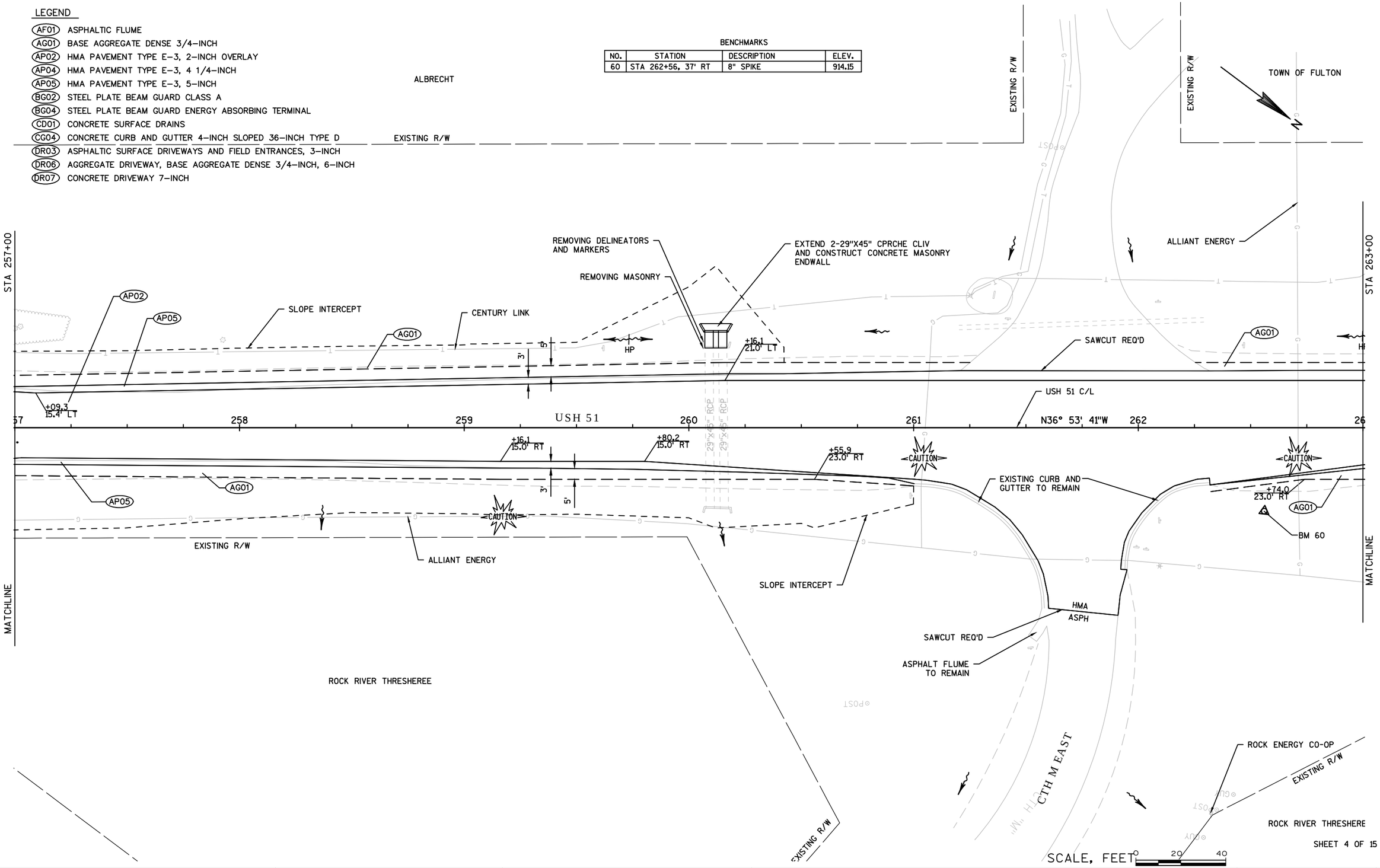
WISDOT/CADDS SHEET 44

LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP02) HMA PAVEMENT TYPE E-3, 2-INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E-3, 4 1/4-INCH
- (AP05) HMA PAVEMENT TYPE E-3, 5-INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (DR07) CONCRETE DRIVEWAY 7-INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
60	STA 262+56, 37' RT	8" SPIKE	914.15



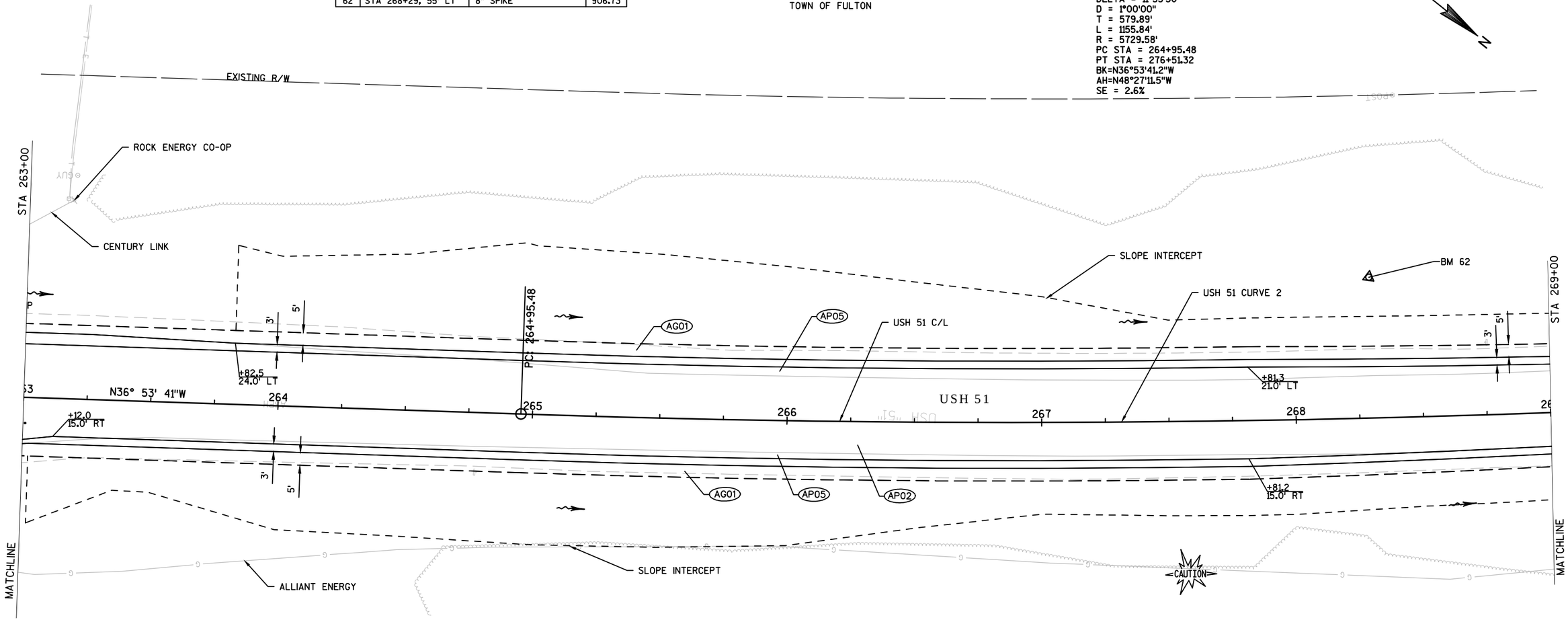
PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/CTH M EAST	SHEET 46	E

SHEET 4 OF 15

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
62	STA 268+29, 55' LT	8" SPIKE	906.73

TOWN OF FULTON

USH 51 CURVE 2
PI STA = 270+75.37
Y = 310385.17
X = 484208.39
DELTA = 11°33'30"
D = 1°00'00"
T = 579.89'
L = 1155.84'
R = 5729.58'
PC STA = 264+95.48
PT STA = 276+51.32
BK=N36°53'41.2"W
AH=N48°27'11.5"W
SE = 2.6%



EXISTING R/W

LEGEND

AF01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4–INCH
AP02	HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
AP04	HMA PAVEMENT TYPE E–3, 4 1/4–INCH
AP05	HMA PAVEMENT TYPE E–3, 5–INCH
BG02	STEEL PLATE BEAM GUARD CLASS A
BG04	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
CD01	CONCRETE SURFACE DRAINS
CG04	CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
DR06	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
DR07	CONCRETE DRIVEWAY 7–INCH

ROCK RIVER THRESHEREE

SCALE, FEET 0 20 40

SHEET 5 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/CTH M EAST	SHEET 47	E

LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP02) HMA PAVEMENT TYPE E-3, 2-INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E-3, 4 1/4-INCH
- (AP05) HMA PAVEMENT TYPE E-3, 5-INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (DR07) CONCRETE DRIVEWAY 7-INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
62	STA 268+29, 55' LT	8" SPIKE	906.73

TOWN OF FULTON

USH 51 CURVE 2
PI STA = 270+75.37
Y = 310385.17
X = 484208.39
DELTA = 11°33'30"
D = 1°00'00"
T = 579.89'
L = 1155.84'
R = 5729.58'
PC STA = 264+95.48
PT STA = 276+51.32
BK=N36°53'41.2"W
AH=N48°27'11.5"W
SE = 2.6%

EXISTING R/W

HESS

N

STA 269+00

AP05

SLOPE INTERCEPT

+50.0
32.5' LT

BG04

+50.0
26.5' LT

+00.2
25.7' LT

BG02

USH 51 CURVE 2

REMOVE GUARDRAIL

AP05

AG01

2"

8"

ADJUSTING STEEL PLATE BEAM GUARD
RAISE BEAM GUARD AT MATCH
HEIGHT TO 27 3/4"

USH 51 C/L

+79.7
20.7' LT

+00.1
23.7' LT

EXISTING GUARDRAIL TO REMAIN

269 270 271 272 USH 51 273 274 275

HMA ASPH

+81.2
12.0' RT

+25.0
15.0' RT

EXISTING GUARDRAIL TO REMAIN

AP05

3"

AG01

AP02

MATCHLINE

SLOPE INTERCEPT

CAUTION

PI: 270+75.37

ALLIANT ENERGY

END CONSTRUCTION
STA 273+21.17
MATCH EXISTING
SAWCUT REQ'D
Y=310,543.8036
X=484,015.0451

EXISTING R/W

ROCK RIVER THRESHEREE

HEIM

FITTERER

SCALE, FEET 0 20 40

SHEET 6 OF 15

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/CTH M EAST	SHEET 48	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:41 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

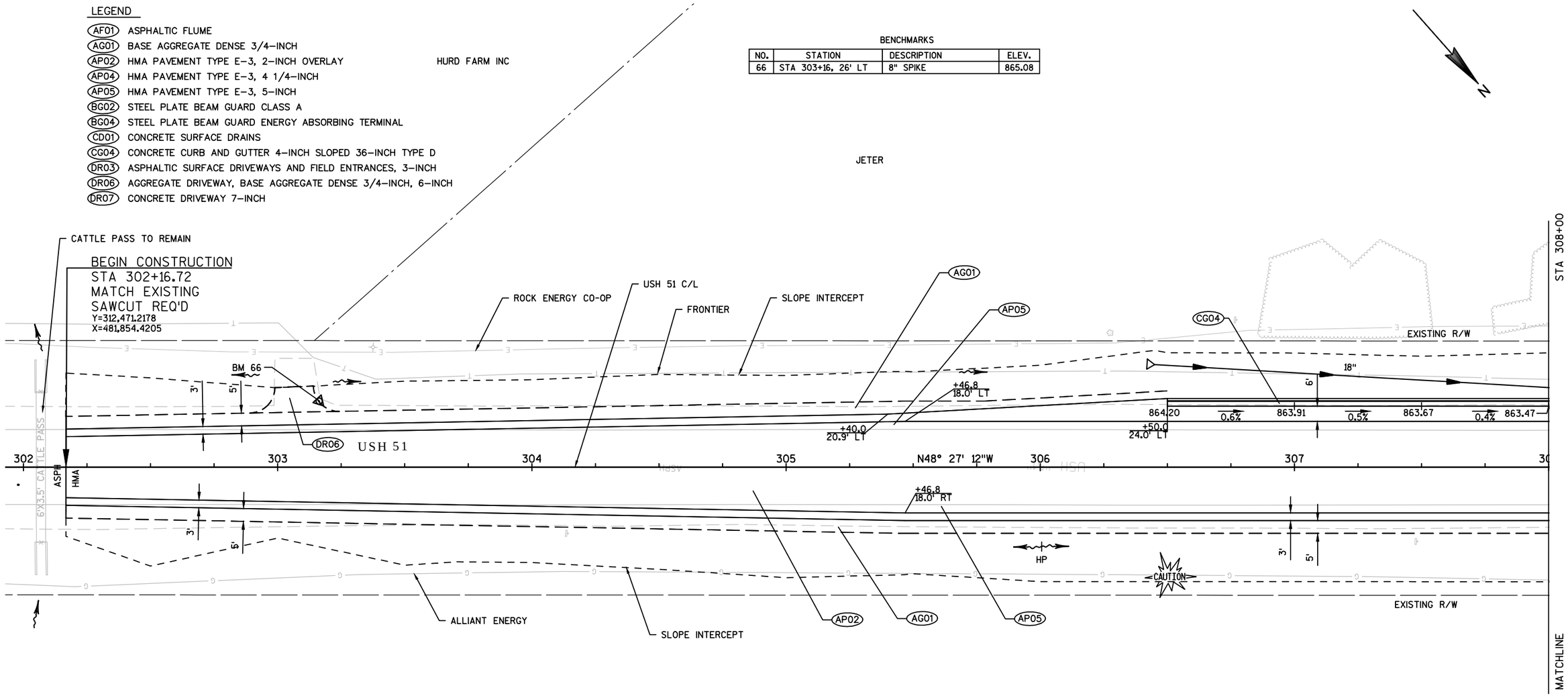
- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4–INCH
- (AP02) HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E–3, 4 1/4–INCH
- (AP05) HMA PAVEMENT TYPE E–3, 5–INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
- (DR07) CONCRETE DRIVEWAY 7–INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
66	STA 303+16, 26' LT	8" SPIKE	865.08

HURD FARM INC

JETER



HURD FARM INC

SCALE, FEET 0 20 40

SHEET 7 OF 15

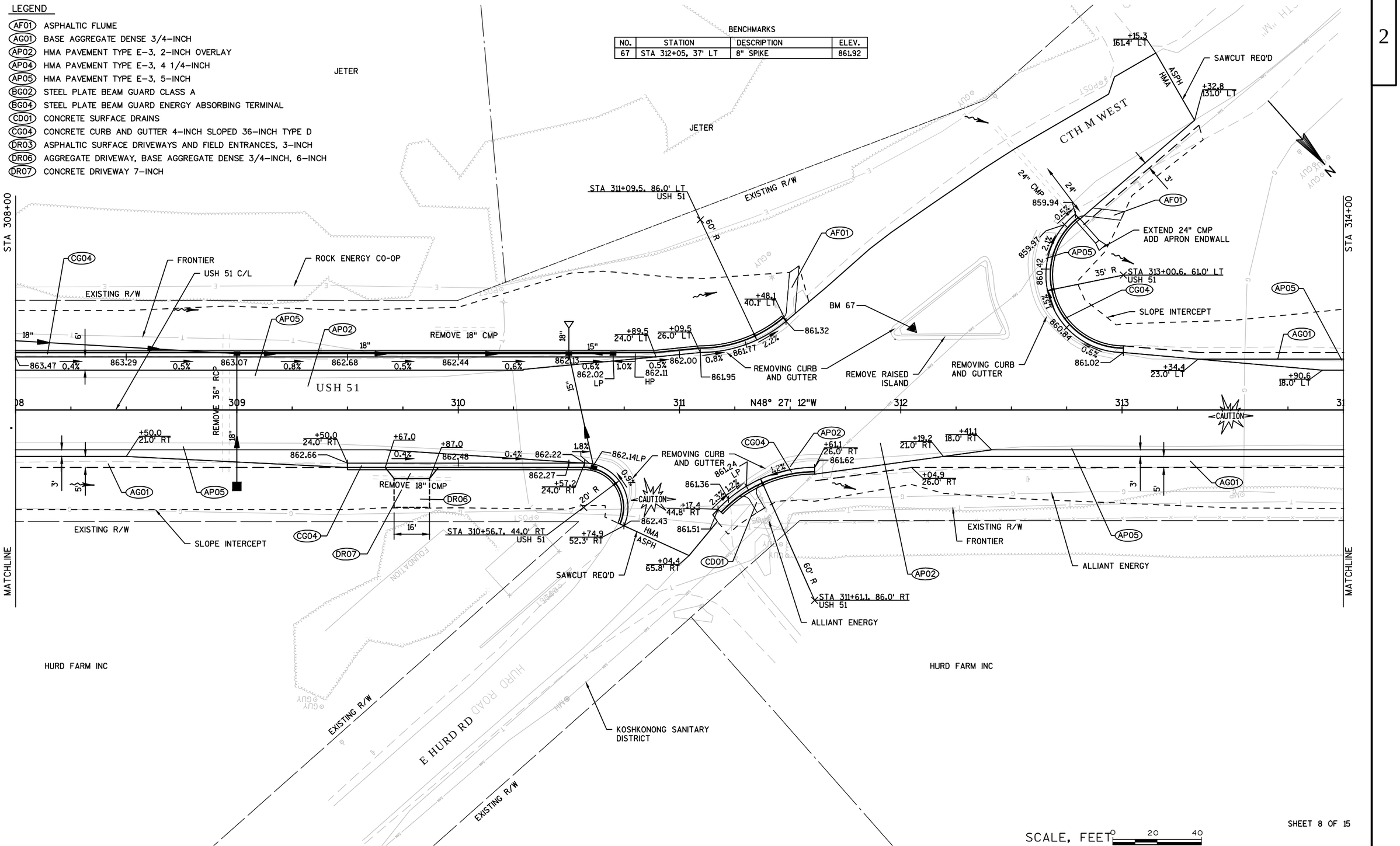
PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/CTH M WEST	SHEET 49	E

LEGEND

- (AF01) ASPHALTIC FLUME
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP02) HMA PAVEMENT TYPE E-3, 2-INCH OVERLAY
- (AP04) HMA PAVEMENT TYPE E-3, 4 1/4-INCH
- (AP05) HMA PAVEMENT TYPE E-3, 5-INCH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (CD01) CONCRETE SURFACE DRAINS
- (CG04) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (DR06) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (DR07) CONCRETE DRIVEWAY 7-INCH

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
67	STA 312+05, 37' LT	8" SPIKE	861.92



SHEET 8 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/CTH M WEST	SHEET 50	E

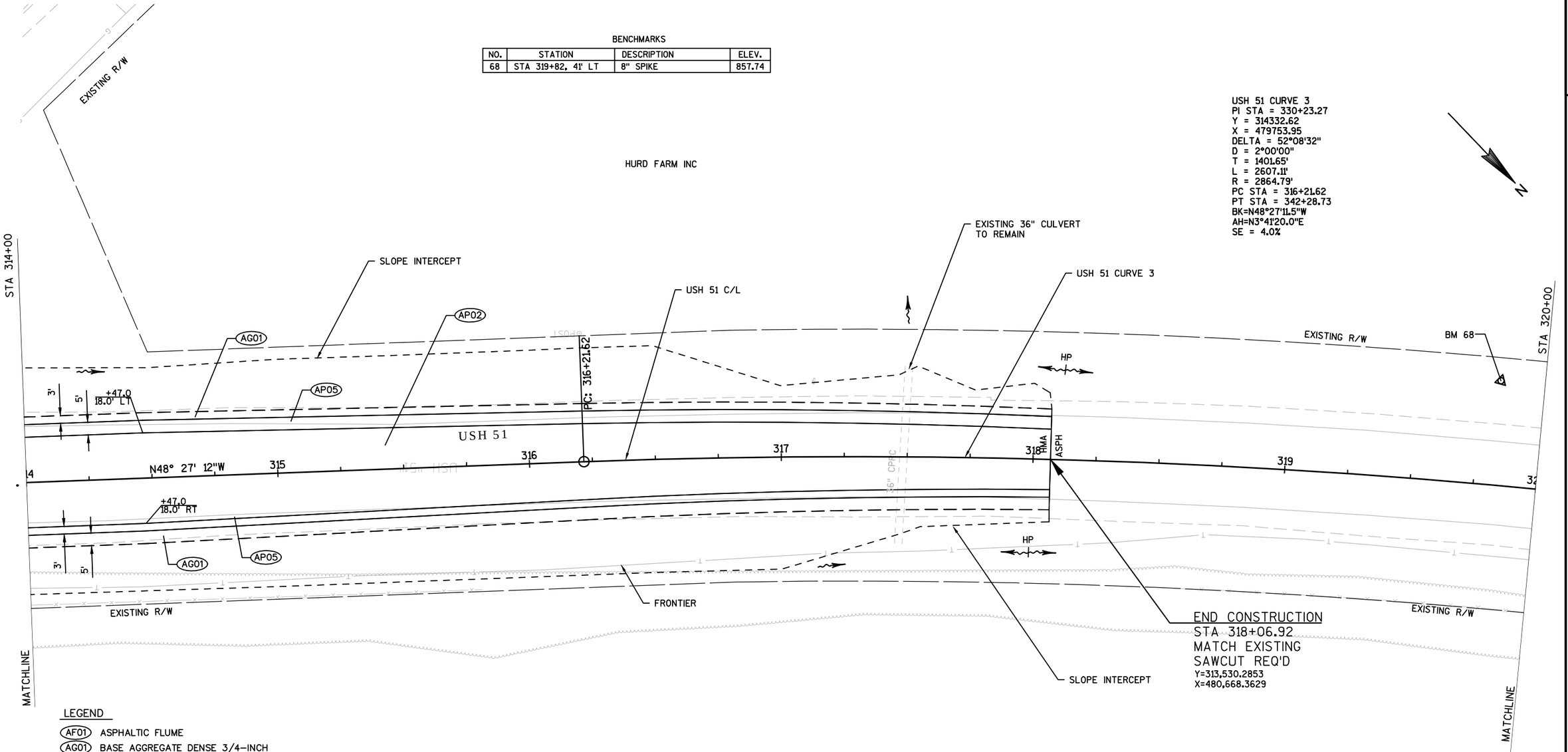
FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:41 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
68	STA 319+82, 41' LT	8" SPIKE	857.74

USH 51 CURVE 3
PI STA = 330+23.27
Y = 314332.62
X = 479753.95
DELTA = 52°08'32"
D = 2°00'00"
T = 1401.65'
L = 2607.11'
R = 2864.79'
PC STA = 316+21.62
PT STA = 342+28.73
BK=N48°27'11.5"W
AH=N3°41'20.0"E
SE = 4.0%



LEGEND

AF01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4–INCH
AP02	HMA PAVEMENT TYPE E–3, 2–INCH OVERLAY
AP04	HMA PAVEMENT TYPE E–3, 4 1/4–INCH
AP05	HMA PAVEMENT TYPE E–3, 5–INCH
BG02	STEEL PLATE BEAM GUARD CLASS A
BG04	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
CD01	CONCRETE SURFACE DRAINS
CG04	CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3–INCH
DR06	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4–INCH, 6–INCH
DR07	CONCRETE DRIVEWAY 7–INCH

SCALE, FEET 0 20 40

SHEET 9 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/CTH M WEST	SHEET 51	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:41 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
26760	STA 359+81, 19' RT	BM SE BRIDGE MON	821.896
26761	STA 366+60, 19' LT	BM NW BRIDGE MON	815.072

N ARROWHEAD SHORES ROAD

BEGIN CONSTRUCTION
STA 359+85.13
MATCH EXISTING
Y=317,484.2528
X=479,955.0731

PI: 359+85.13

POLYMER OVERLAY OF
B-53-145 REQUIRED
SEE STRUCTURE PLANS

USH 51

357 358 N3° 24' 51"E 359 360 361 362 N3° 36' 09"E

CP 26760

ROCK RIVER

STA 363+00

MATCHLINE

CP 26761

END CONSTRUCTION
STA 366+56.20
MATCH EXISTING
Y=318,153.9942
X=479,997.2381

PI: 366+56.20

POLYMER OVERLAY OF
B-53-145 REQUIRED
SEE STRUCTURE PLANS

USH 51

STH "51"

363 364 N3° 36' 09"E 365 366 367 N3° 40' 10"E 368 369

ROCK RIVER

E ROYAL VALE

SCALE, FEET 0 20 40

SHEET 10 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/ROCK RIVER BRIDGE	SHEET 52	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:41 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
70	STA 414+85, 31' RT	PK NAIL	836.10
71	STA 16+75, 23' LT	8" SPIKE	844.16
74	STA 18+65, 27' LT	CHISELED T IN WALK	841.68
75	STA 19+57, 49' RT	CHISELED T IN WALK	838.12

LEGEND
X = TREE REMOVAL

416 414 412 410 406 LYONS ST HAZARDOUS MATERIALS SITE 318 310 301 417 415 413 409 407 403

EXISTING R/W

CONSTRUCTION PERMIT

REMOVE CONCRETE SIDEWALK

SLOPE INTERCEPT

SEE DETAIL SHEET FOR PAVEMENT ELEVATIONS

CITY OF EDGERTON

CTH F C/L

OVERLAY PAN 2 1/2"

ALLIANT ENERGY

BM 71

BM 74

CG30D AP05 SW05 CR4B +33.7 31.8' LT +48.5 34.5' LT SC

STA 18+12.3, 41.5' LT CTH F

SOD

SC +24.0 13.2' LT +24.0 9.2' LT

+23.1 20.0' LT +51.1 20.0' LT

0.5%

ASPH HMA XXXX

LEGEND

XXX.XX(E) EXISTING GRADE

REJECT CURB & GUTTER

ALL ELEVATIONS GIVEN TO TOP OF ASPHALT OVERLAY

LYONS ST

CTH F (S MAIN ST)

ALLIANT ENERGY

FRONTIER

CITY OF EDGERTON

CTH F (MAIN STREET) C/L

ALLIANT ENERGY

20"

16"

16"

16"

18"

18

841.78(E)

841.73

841.74

841.95

842.31

842.72

840.17(E)

843.25(E)

842.83(E)

842.46(E)

842.13(E)

841.79(E)

841.64(E)

841.61(E)

0.5%

2.0%

2.0%

0.5%

0.5%

SCALE, FEET 0 5 10

SHEET 12 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/CTH F (MAIN ST)	SHEET 54	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:42 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 10'_XREF

LEGEND

- AG02 REMOVE AND REPLACE DECORATIVE STONE DRIVEWAY
- AP07 HMA PAVEMENT TYPE E-3, 7-INCH
- BP BRICK PAVERS, SEE CONSTRUCTION DETAIL
- CG30A CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CR08 CURB RAMP TYPE 8
- DR07 CONCRETE DRIVEWAY HES 7-INCH
- SA SAWING ASPHALT
- SC SAWING CONCRETE
- SW05 CONCRETE SIDEWALK 5-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
72	STA 424+94, 24' RT	CHISELED T IN WALK	824.70
76	STA 427+41.4, 31' RT	CHISELED T IN WALK	821.64
77	STA 428+78.3, 29' RT	CHISELED T IN WALK	820.71

BEGIN CONSTRUCTION
STA 423+43.31
MATCH EXISTING
SAWCUT REQ'D
Y=323,706.5858
X=480,534.7928

END CONSTRUCTION
STA 425+04.10
MATCH EXISTING
SAWCUT REQ'D
Y=323,840.3436
X=480,624.0130

NOTE:
WISCONSIN & SOUTHERN RAILROAD TO REPLACE CONCRETE PANELS FOR MAINLINE AND SPUR DURING CONSTRUCTION

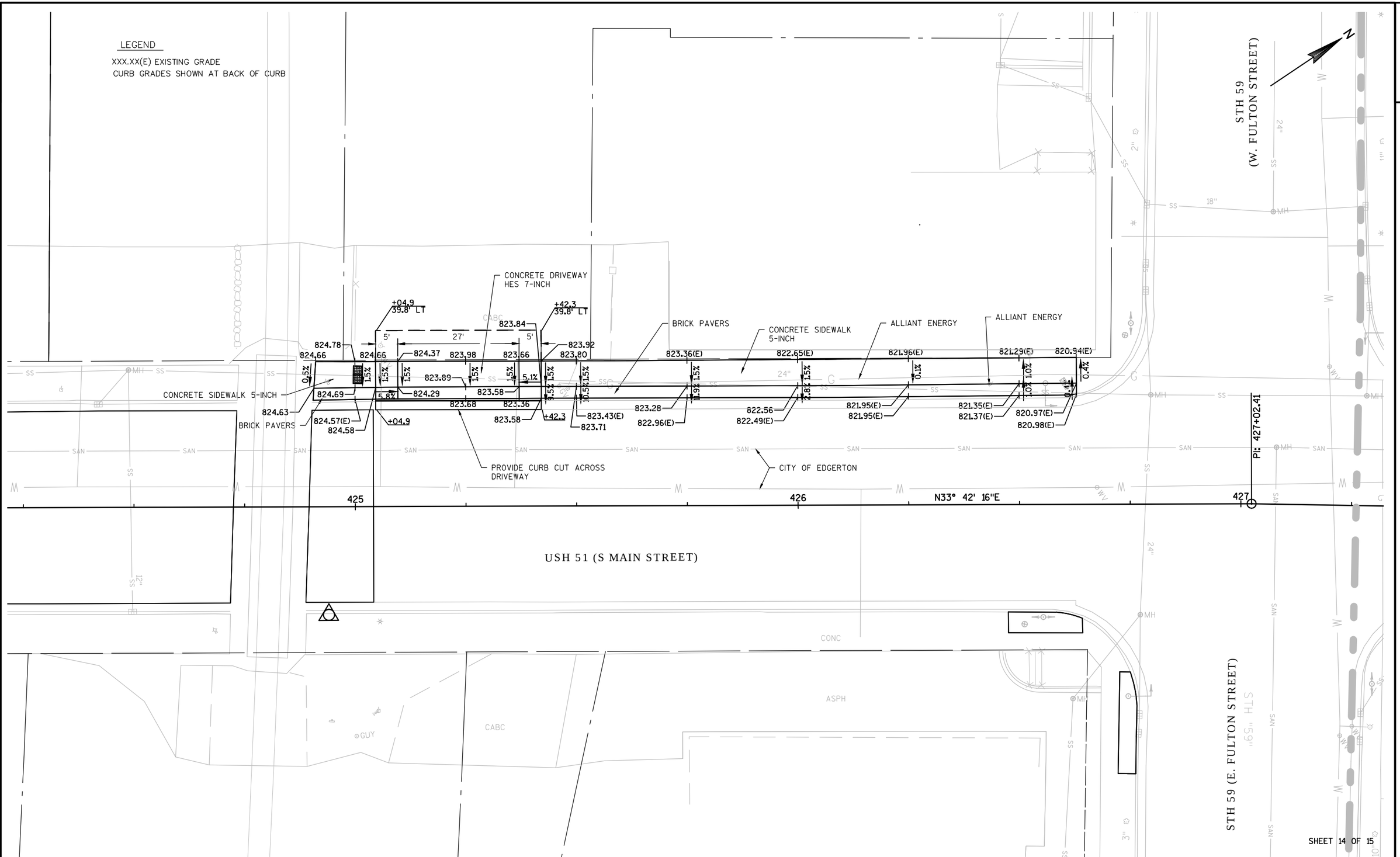
EXISTING CURB & GUTTER TO REMAIN
REMOVING PAVEMENT
REMOVING CURB & GUTTER AT DRIVEWAY APRON ONLY
CONSTRUCTION PERMIT
REMOVING CONCRETE SIDEWALK
ALLIANT ENERGY
REMOVING CONCRETE BASE
SEE DETAIL SHEET FOR ELEVATIONS AT SIDEWALK REPLACEMENT
CITY OF EDGERTON
REMOVING CONCRETE BASES
EXISTING CURB & GUTTER TO REMAIN
BM 72
BM 76
BM 77
FULTON STREET HISTORIC BOUNDARY
EXISTING R/W
USH 51 C/L +71.9
USH 51 (S MAIN STREET)
STH 59 (W. FULTON STREET)
STH 59 (E. FULTON STREET)
RAILROAD SPUR
WISCONSIN & SOUTHERN RAILROAD
20 (CITY OF EDGERTON)
1 (BP GAS STATION)
PI: 427+02.41
N33° 42' 16"E
N34° 51' 25"E
SHEET 13 OF 15

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	INTERSECTION DETAIL - USH 51/STH 59	SCALE, FEET 0 20 40	SHEET 55	E

LEGEND

XXX.XX(E) EXISTING GRADE

CURB GRADES SHOWN AT BACK OF CURB



SHEET 14 OF 15

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	INTERSECTION DETAIL - USH 51/STH 59	SCALE, FEET 0 10 20	SHEET 56 E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:42 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 42

NOTE:
ALL EXISTING SIGNS ON THIS SHEET TO REMAIN
CONTRACTOR TO WORK AROUND SIGNS

USH 51 CURVE 4
PI STA = 484+97.96
Y = 328974.24
X = 483683.18
DELTA = 5°49'44"
D = 3°34'52"
T = 81.46'
L = 162.78'
R = 1600.00'
PC STA = 484+16.51
PCC STA = 485+79.28
BK=N28°40'40.5"E
AH=N22°50'56.2"E
VARIES 2.1% - 2.4%

USH 51 CURVE 5
PI STA = 486+64.02
Y = 329127.39
X = 483747.71
DELTA = 13°48'14"
D = 8°11'06"
T = 84.73'
L = 168.65'
R = 700.00'
PCC STA = 485+79.28
PCC STA = 487+47.93
BK=N22°50'56.2"E
AH=N9°02'41.9"E
VARIES 1.3% - 2.6%

NO CROSS SECTIONS REQUIRED

BEGIN CONSTRUCTION
STA 482+68.02
MATCH EXISTING
SAWCUT REQ'D
Y=328,772.4990
X=483,572.8305
BM 1379

END PROJECT 5390-00-73
BEGIN PROJECT 5390-00-72
STA 487+22.86
MATCH EXISTING
SAWCUT REQ'D
Y=329,196.2106
X=483,758.5019

PLACE 10' WIDE HMA TRANSITION BETWEEN EXISTING ASPHALT AND NEW CONCRETE. PAID FOR AS ASPHALTIC SURFACE PATCHING. PROVIDE A 50' WIDE BUTT JOINT AND MATCH POINT WITH HMA PAVEMENT OVERLAY.

1102 (RAYS' FAMILY RESTAURANT)
1110 (EDGERTON VISION CENTER)
1200 (SUBWAY)
1101
1105 (THE DECOY)
1211 (PIGGLY WIGGLY)

HEMPHILL AVENUE
ROCK COUNTY
DANE COUNTY
USH 51
EXISTING R/W
CONCRETE PAVEMENT REPAIR SHES
REMOVING CURB & GUTTER
REMOVE CONCRETE SIDEWALK
REMOVING PAVEMENT
CONSTRUCTION PERMIT
CONCRETE PAVEMENT GAP REQUIRED. CONTRACTOR TO DETERMINE EXACT LIMITS
FRONTIER
ALLIANT ENERGY
SLOPE INTERCEPT
STORM SEWER TO REMAIN
CITY OF EDGERTON
SANITARY CLEANOUT
THRONSON DR
BM 1378
STA 485+97.5, 92.0' RT
USH 51
STA 485+00.7, 48.6' LT
USH 51
STA 487+23.0, 62.0' RT
USH 51
APSHALTIC SURFACE PATCHING
1 3/4" MILL
3 1/2" HMA PAVEMENT TYPE E-3 OVERLAY
SHOULDER WIDENING
6 3/4" HMA PAVEMENT TYPE-3

LEGEND

AP05	HMA PAVEMENT TYPE E-3, 5-INCH
CG30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR03	CURB RAMP TYPE 3
CG18	CONCRETE CURB AND GUTTER 18-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
CPH09	CONCRETE PAVEMENT HES 9-INCH (DOWELED)
DR07	CONCRETE DRIVEWAY 7-INCH HES
DR05	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 5-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
1378	STA 485+50, 83' RT	PK NAIL	834.02
1379	STA 482+07, 52' LT	PK NAIL	834.01

SCALE, FEET 0 20 40

SHEET 15 OF 15

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	INTERSECTION DETAIL - USH 51/LADD LANE - THRONSON DR	SHEET 57 E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021101_ID.DWG PLOT DATE : 9/18/2014 9:42 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

BEGIN PROJECT 5390-00-73
STA. 17+29
N = 287,089.2200
E = 490,506.6845

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 58	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 59	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

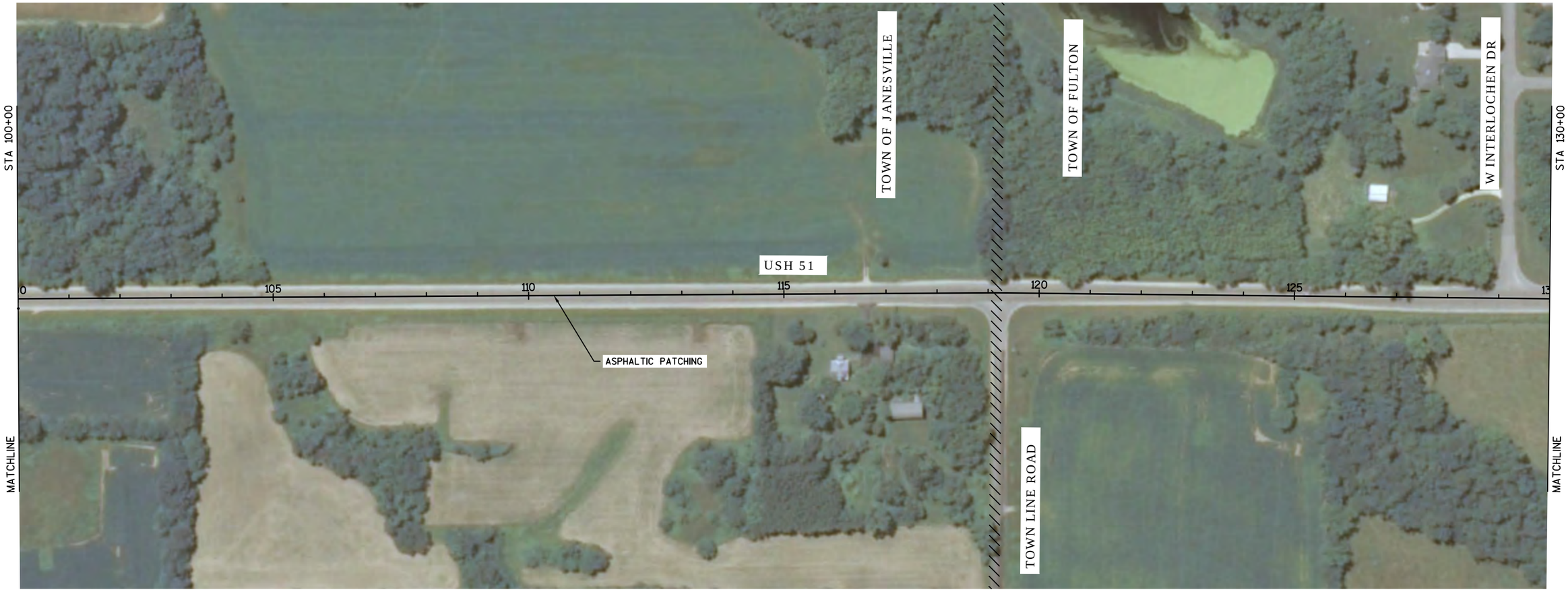
PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 60	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 61	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 62	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 63	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

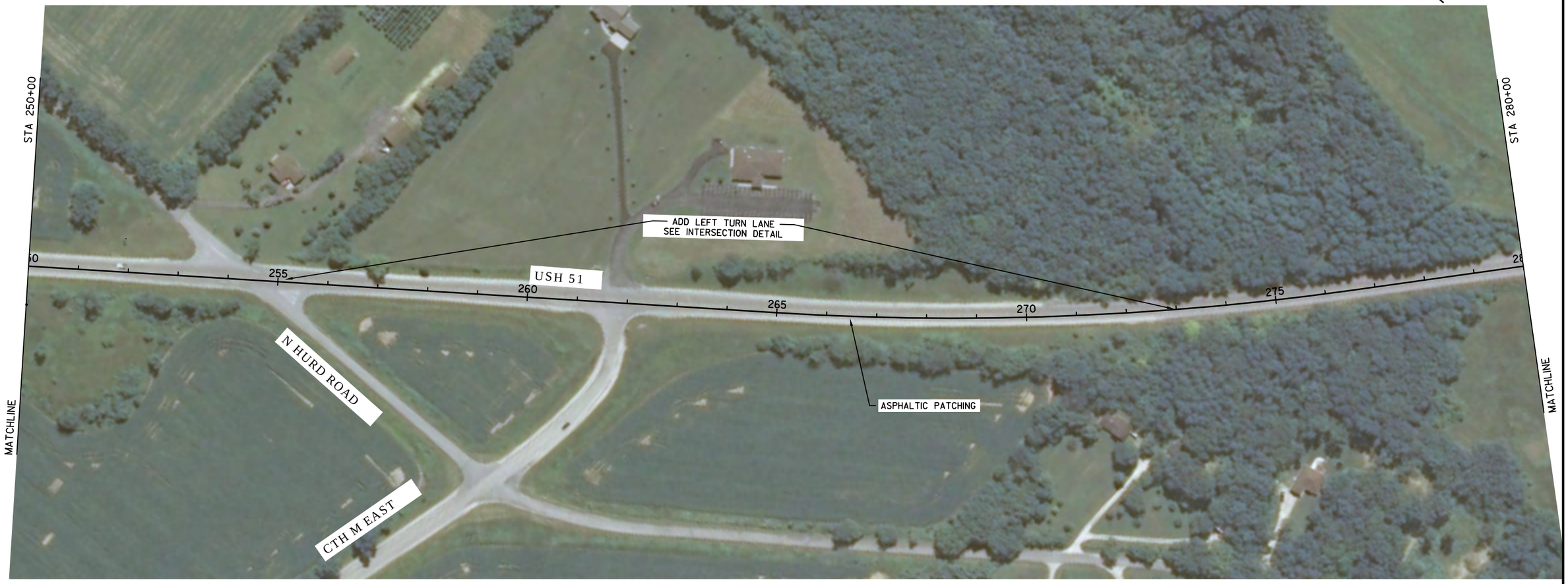
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 64	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 65	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 66	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD. SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES. QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 67	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 68	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 69	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:44 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

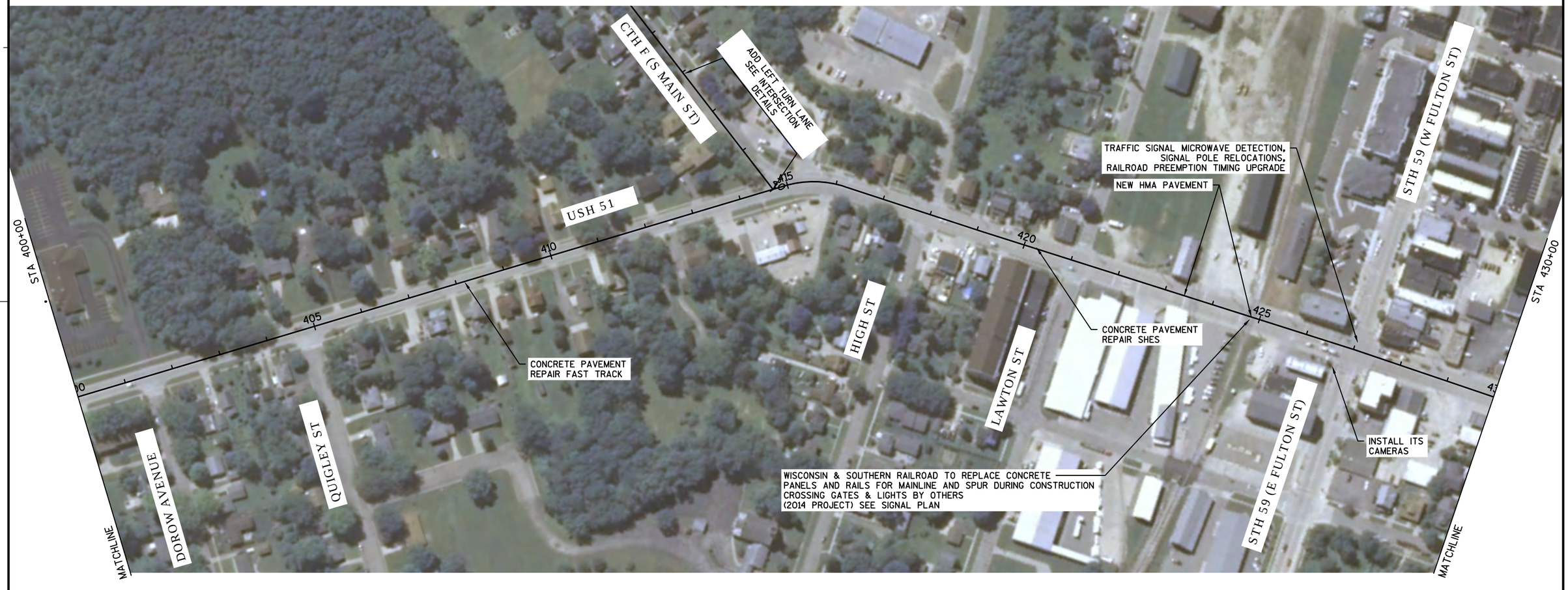
WISDOT/CADDS SHEET 44

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 70	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

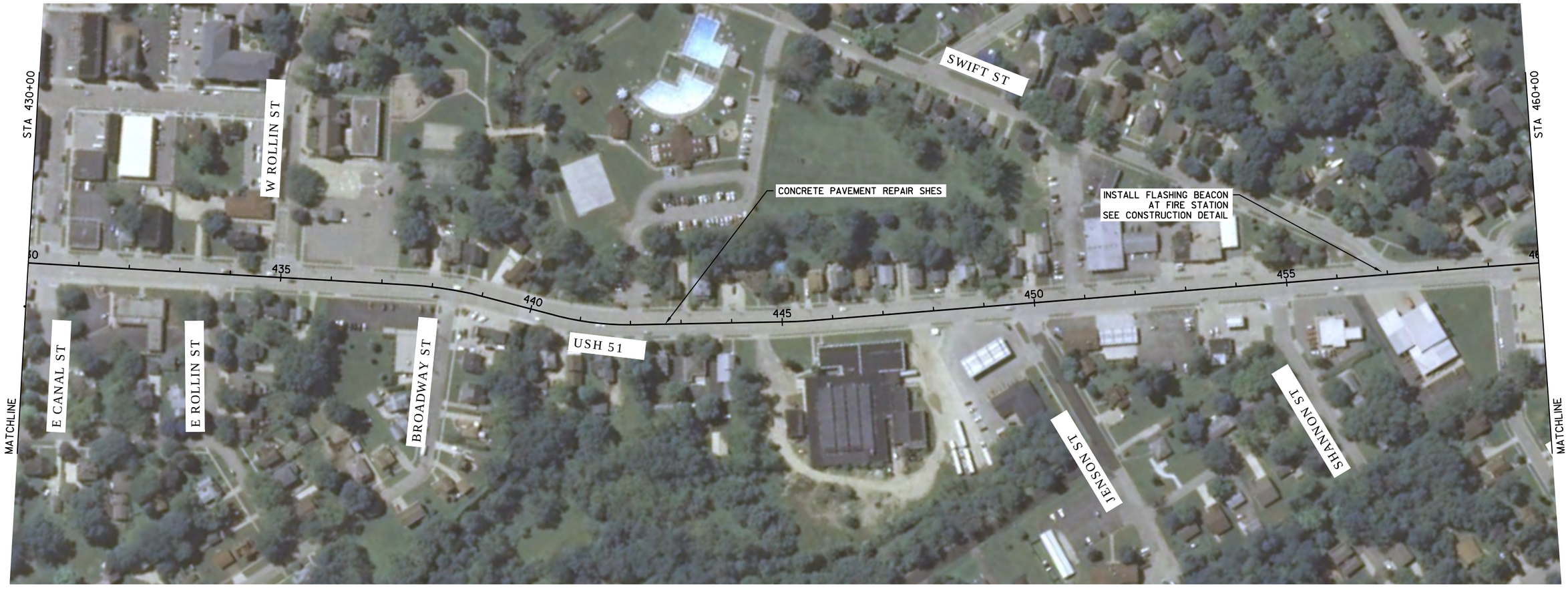


PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 71	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:45 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PLAN DETAILS	SHEET 72	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:45 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

END PROJECT 5390-00-73
BEGIN PROJECT 5390-00-72
STA. 487+22.86
N = 329,186.3838
E = 483,756.6473

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	PLAN DETAILS	SHEET 73	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\021201_PD.DWG PLOT DATE : 9/18/2014 9:45 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 200'_XREF

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

PROJECT NO:5390-00-72	HWY:USH 51	COUNTY:DANE	PLAN DETAILS	SHEET 74	E

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

NOTE : ASPHALTIC SURFACE PATCHING AND CONCRETE PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.
SEE MISCELLANEOUS QUANTITIES SHEETS FOR ESTIMATE OF PAVEMENT REPAIR AND PATCHING QUANTITIES.
QUANTITIES DETERMINED BY VISUAL INSPECTION IN SUMMER 2013.

N

END PROJECT 5390-00-72
STA 554+64

PROJECT NO:5390-00-72	HWY:USH 51	COUNTY:DANE	PLAN DETAILS	SHEET 76	E

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

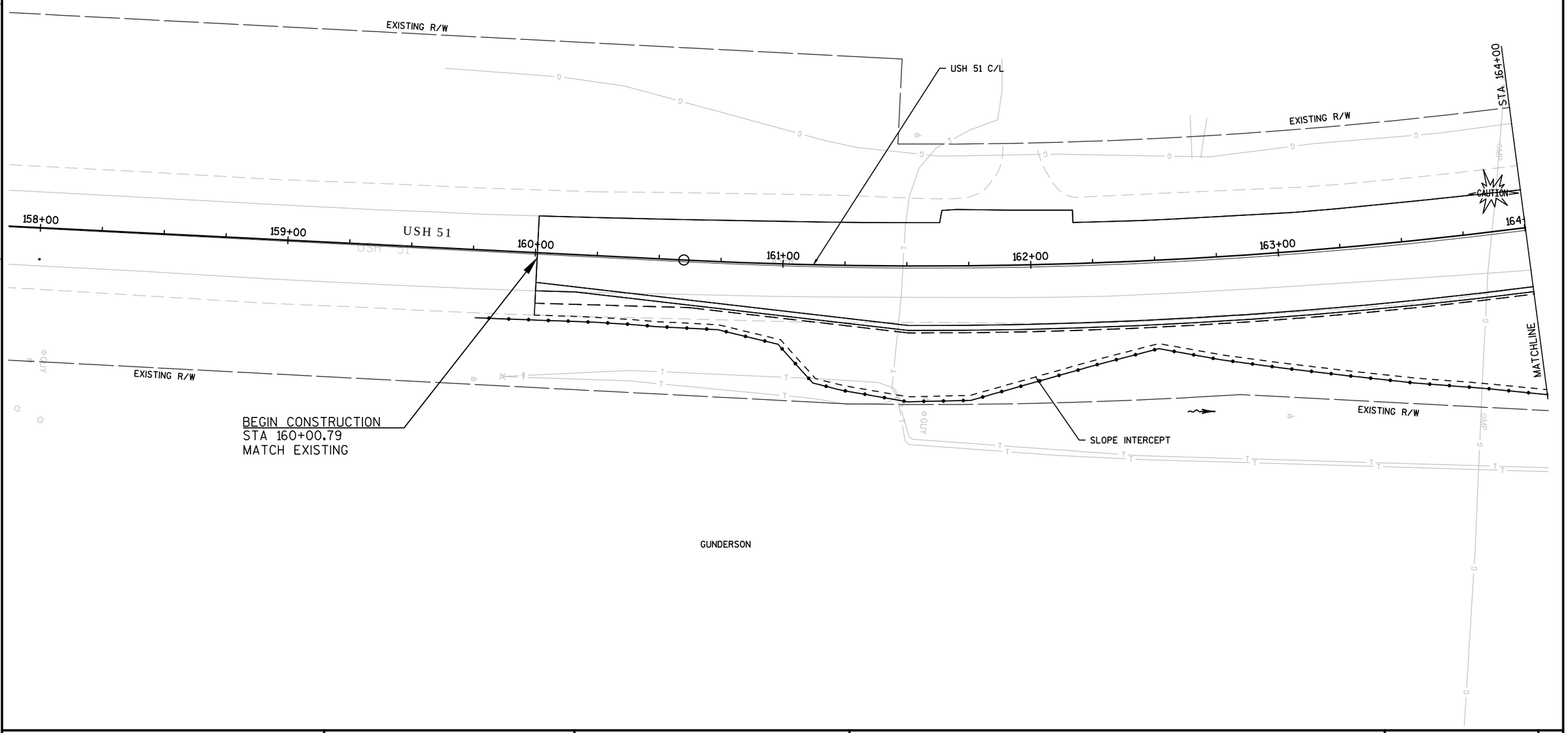
PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

- (1C) DRAINAGE STRUCTURE
- ###### EROSION MAT CLASS IB
- EROSION MAT CLASS IIB
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

RANDALL



GUNDERSON

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EROSION CONTROL / STORM SEWER	SHEET 77	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\022501_SS.DWG PLOT DATE : 9/18/2014 9:48 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

1C	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB		INLET PROTECTION
	EROSION MAT CLASS IIB	A	INLET PROTECTION TYPE
	SILT FENCE		TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK		CULVERT PIPE CHECK
			SURFACE WATER FLOW

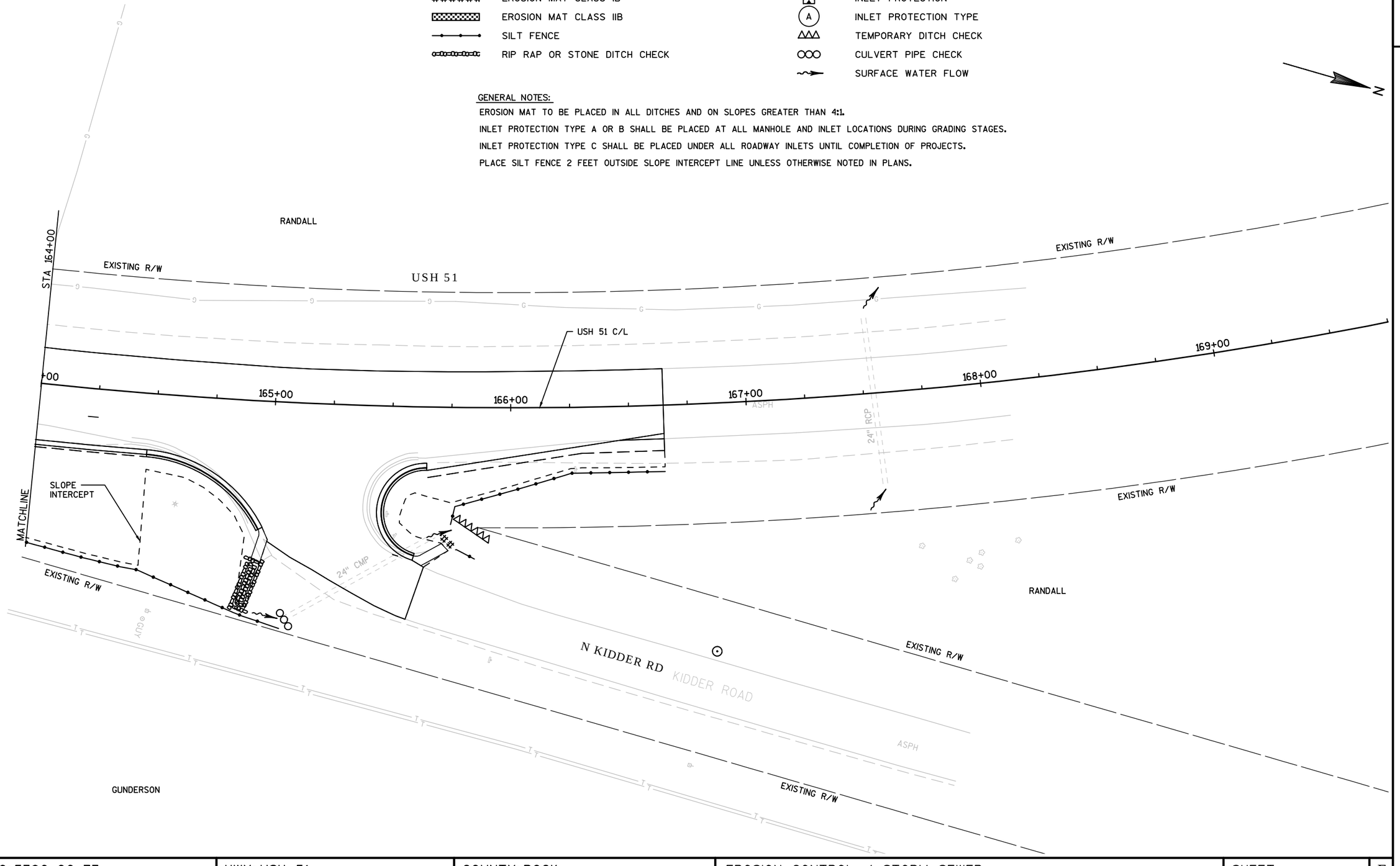
GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.



PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL / STORM SEWER	SHEET 78	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\022501_SS.DWG PLOT DATE : 9/18/2014 9:48 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

2

EXISTING R/W

CONSOLIDATED SCHOOL ROAD

EXISTING R/W

ROCK RIVER THRESHEREE

EXISTING R/W

REIN

CAUTION

ALBRECHT

SLOPE INTERCEPT

STA 257+00

EXISTING R/W

USH 51

USH 51 C/L

251+00 252+00 253+00 254+00 255+00 256+00 257

EXISTING R/W

ROCK RIVER THRESHEREE

SLOPE INTERCEPT

EXISTING R/W

MATCHLINE

ROCK RIVER THRESHEREE

HURD ROAD

18" CMP

N HURD ROAD

EXISTING R/W

EXISTING R/W

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

1C	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB		INLET PROTECTION
	EROSION MAT CLASS IIB	A	INLET PROTECTION TYPE
	SILT FENCE		TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK		CULVERT PIPE CHECK
			SURFACE WATER FLOW

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL / STORM SEWER	SHEET 79	E

ALBRECHT

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

EXISTING R/W

LEGEND

- 1C — DRAINAGE STRUCTURE
- ###### — EROSION MAT CLASS IB
- EROSION MAT CLASS IIB
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- A — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

TOWN OF FULTON

EXISTING R/W

STA 257+00

SLOPE INTERCEPT

HP

EXTEND 2-29"X45" CPRCHE CLIII AND CONSTRUCT CONCRETE MASONRY ENDWALL

STA 263+00

USH 51 C/L

+00 258+00 259+00 USH 51 260+00 261+00 262+00 263

29"X45" RCP

29"X45" RCP

CAUTION

CAUTION

EXISTING R/W

MATCHLINE

DO NOT DISTURB VEGETATION DOWNSTREAM OF EXISTING ENDWALL

SLOPE INTERCEPT

MATCHLINE

ROCK RIVER THRESHEREE

CTH M EAST

EXISTING R/W

ROCK RIVER THRESHERE

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EROSION CONTROL / STORM SEWER	SHEET 80	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\022501_SS.DWG PLOT DATE : 11/12/2014 12:30 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

2

TOWN OF FULTON

N

EXISTING R/W

STA 263+00

SLOPE INTERCEPT

STA 269+00

264+00

265+00

266+00

USH 51 C/L

USH 51

267+00

268+00

MATCHLINE

SLOPE INTERCEPT

MATCHLINE

EXISTING R/W

ROCK RIVER THRESHEREE

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

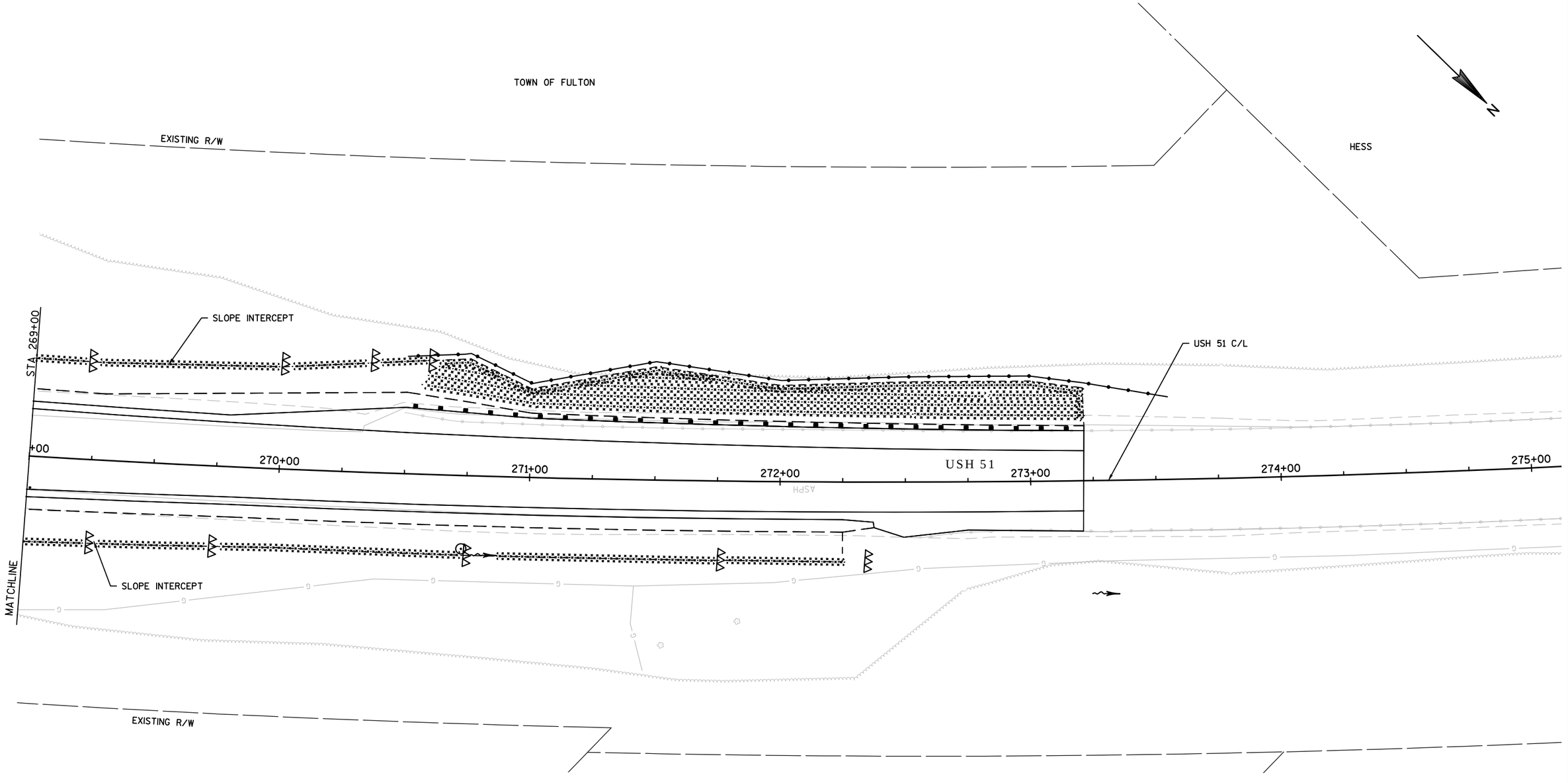
PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

(1C)	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB		INLET PROTECTION
	EROSION MAT CLASS IIB	(A)	INLET PROTECTION TYPE
	SILT FENCE	△△△	TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK	○○○	CULVERT PIPE CHECK
			SURFACE WATER FLOW

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EROSION CONTROL / STORM SEWER	SHEET 81	E

2



GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

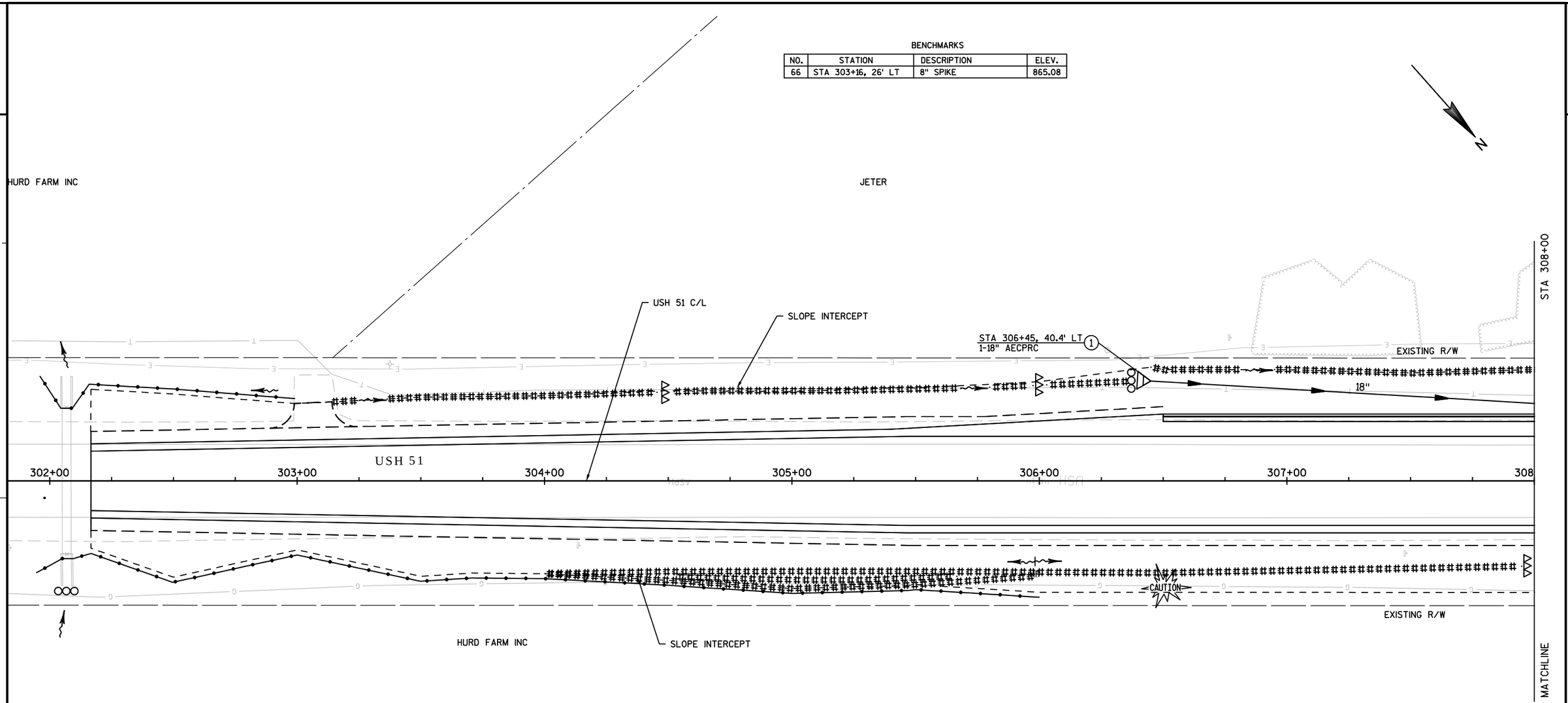
LEGEND

(1C)	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB		INLET PROTECTION
	EROSION MAT CLASS IIB	(A)	INLET PROTECTION TYPE
	SILT FENCE	△△△	TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK	○○○	CULVERT PIPE CHECK
			SURFACE WATER FLOW

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EROSION CONTROL / STORM SEWER	SHEET 82	E

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
66	STA 303+16, 26' LT	8" SPIKE	865.08



GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

1C	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB		INLET PROTECTION
	EROSION MAT CLASS IIB	A	INLET PROTECTION TYPE
	SILT FENCE		TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK		CULVERT PIPE CHECK
			SURFACE WATER FLOW

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL / STORM SEWER	SHEET 83	E

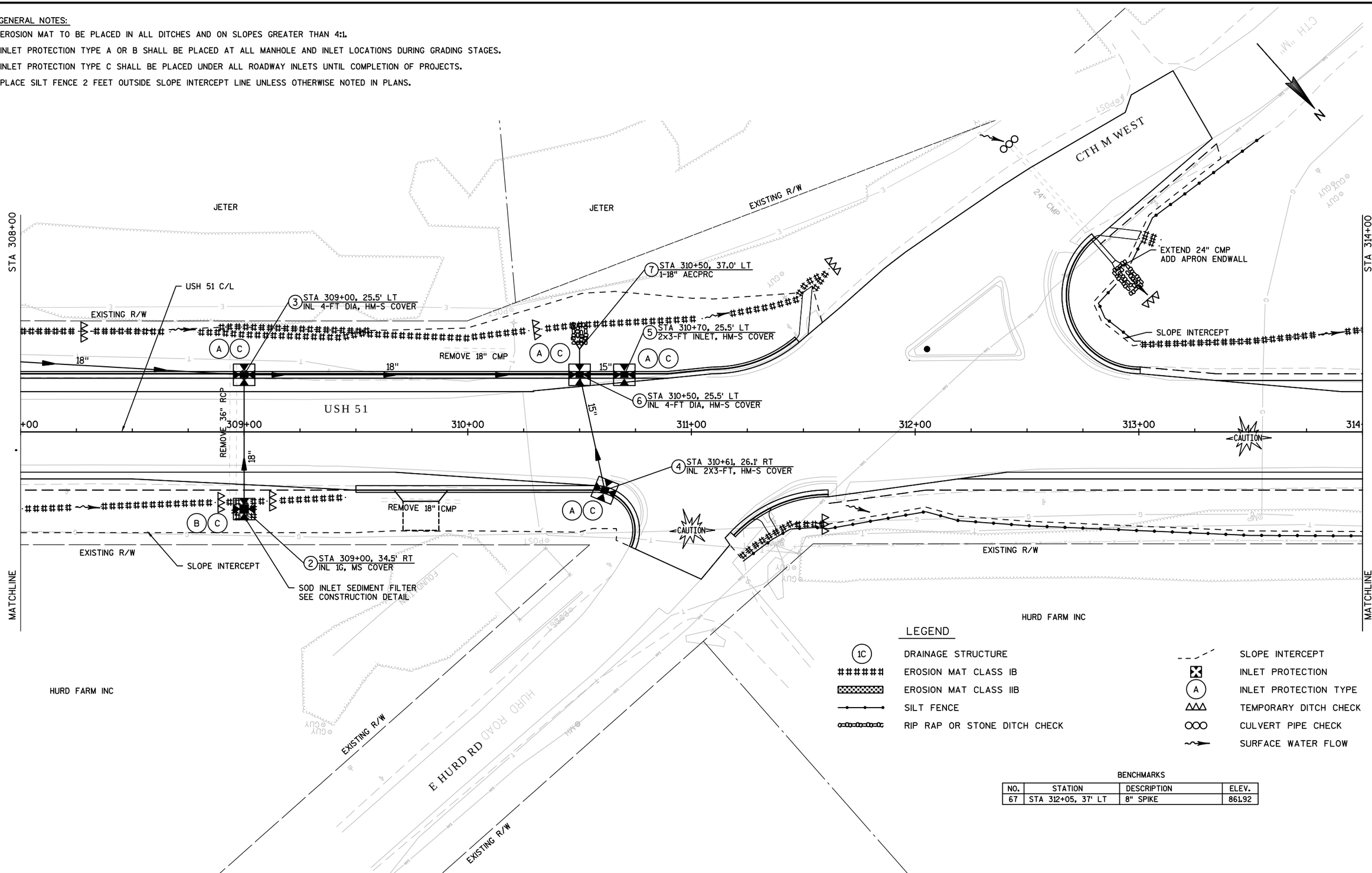
GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

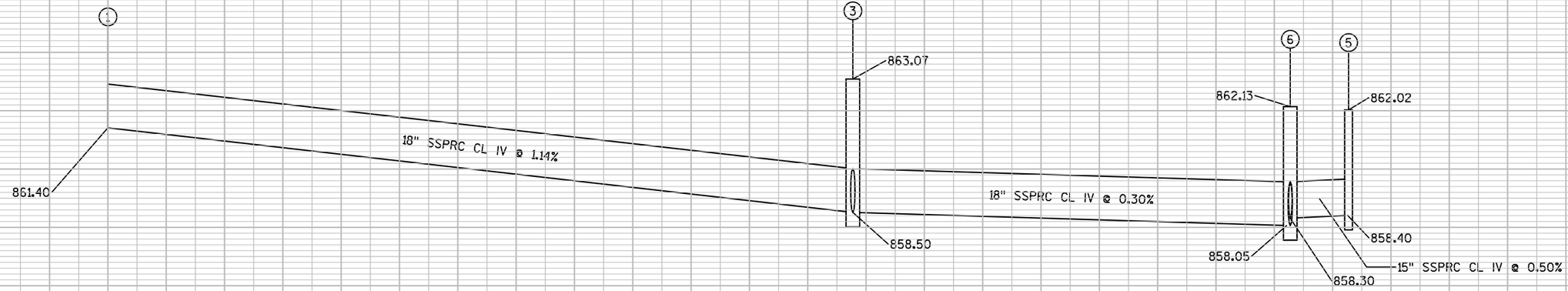
INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.



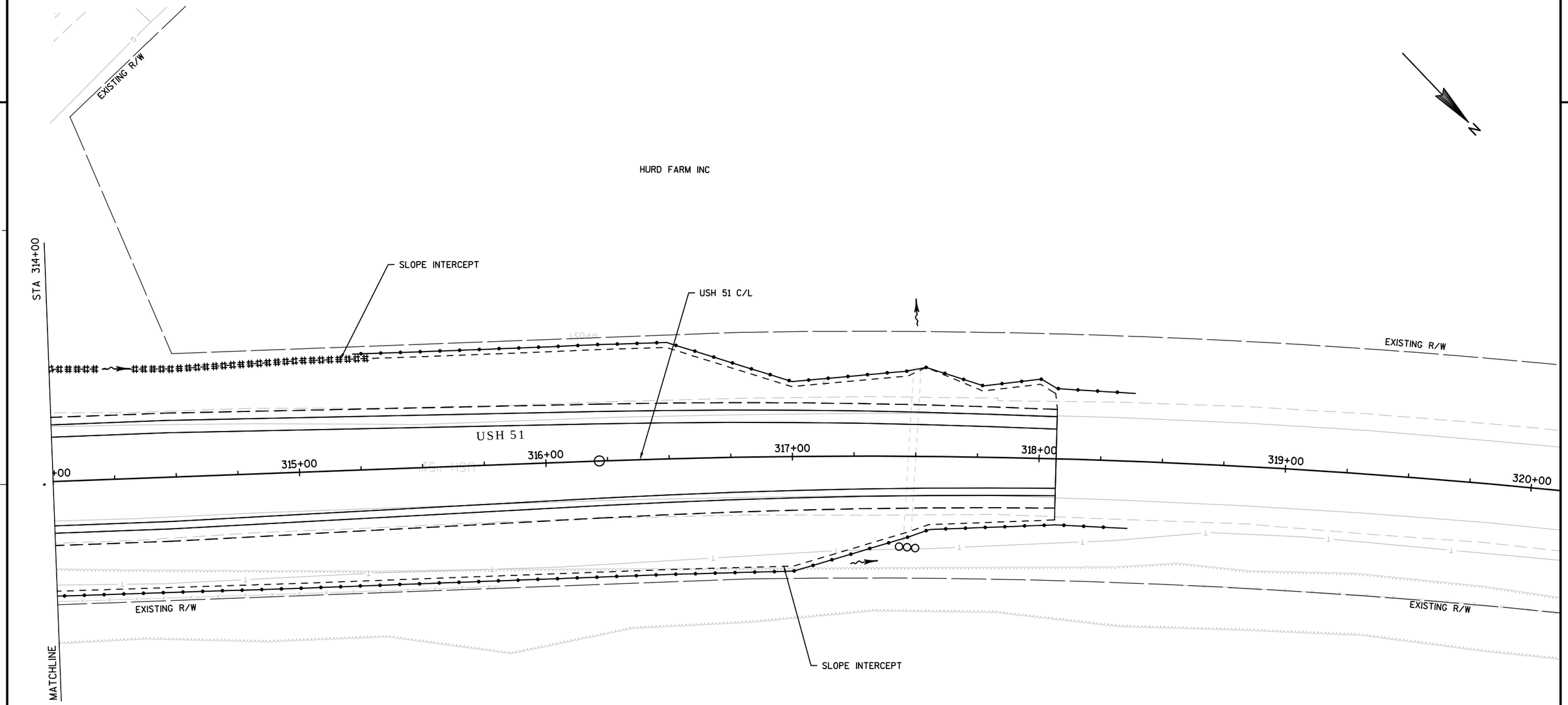
BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
67	STA 312+05, 37' LT	8" SPIKE	861.92


1
3
6
5
863.07
862.13
862.02
861.40
18" SSPRC CL IV @ 1.14%
18" SSPRC CL IV @ 0.30%
858.50
858.40
858.05
858.30
15" SSPRC CL IV @ 0.50%
866
864
862
860
858
856
854

3
2
6
4
7
863.07
861.23
862.13
862.14
858.50
858.80
857.99
858.30
858.05
858.56
18" SSPRC CL IV @ 0.50%
18" SSPRC CL IV @ 0.50%
866
864
862
860
858
856
854

2



GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

(1C)	DRAINAGE STRUCTURE		SLOPE INTERCEPT
######	EROSION MAT CLASS IB	☒	INLET PROTECTION
	EROSION MAT CLASS IIB	(A)	INLET PROTECTION TYPE
	SILT FENCE	△△△	TEMPORARY DITCH CHECK
	RIP RAP OR STONE DITCH CHECK	○○○	CULVERT PIPE CHECK
		~→	SURFACE WATER FLOW

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EROSION CONTROL / STORM SEWER	SHEET 86	E

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

- (1C) DRAINAGE STRUCTURE
- ###### EROSION MAT CLASS IB
- EROSION MAT CLASS IIB
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

BEGIN CONSTRUCTION
STA 423+43.31
MATCH EXISTING

END CONSTRUCTION
STA 425+04.10
MATCH EXISTING

USH 51 (S MAIN STREET)

USH 51 C/L

STH 59 (W. FULTON STREET)

STH 59 (E. FULTON STREET)

RAILROAD SPUR

WISCONSIN & SOUTHERN RAILROAD

EXISTING R/W

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

CAUTION

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	EROSION CONTROL/STORM SEWER	SHEET 87	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\022501_SS.DWG PLOT DATE : 9/18/2014 9:49 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

GENERAL NOTES:

EROSION MAT TO BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

INLET PROTECTION TYPE A OR B SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE C SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECTS.

PLACE SILT FENCE 2 FEET OUTSIDE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

- (1C) DRAINAGE STRUCTURE
- ###### EROSION MAT CLASS IB
- EROSION MAT CLASS IIB
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

END PROJECT 5390-00-73
BEGIN PROJECT 5390-00-72
STA. 487+22.86

1102 1110 1200 1101 1105 1211

HEMPHILL AVENUE

ROCK COUNTY

DANE COUNTY

EXISTING R/W

USH 51 C/L

SLOPE INTERCEPT

482+00 483+00 484+00 485+00 486+00 487+00 488+00

USH 51

CAUTION

41'

18" RCP

26"X30" CMP

32'

SANITARY CLEANOUT

THORNSON DRIVE RD

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	EROSION CONTROL / STORM SEWER	SHEET 88	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\022501_SS.DWG PLOT DATE : 9/18/2014 9:49 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

(XM-XX) SIGN TO BE MOVED

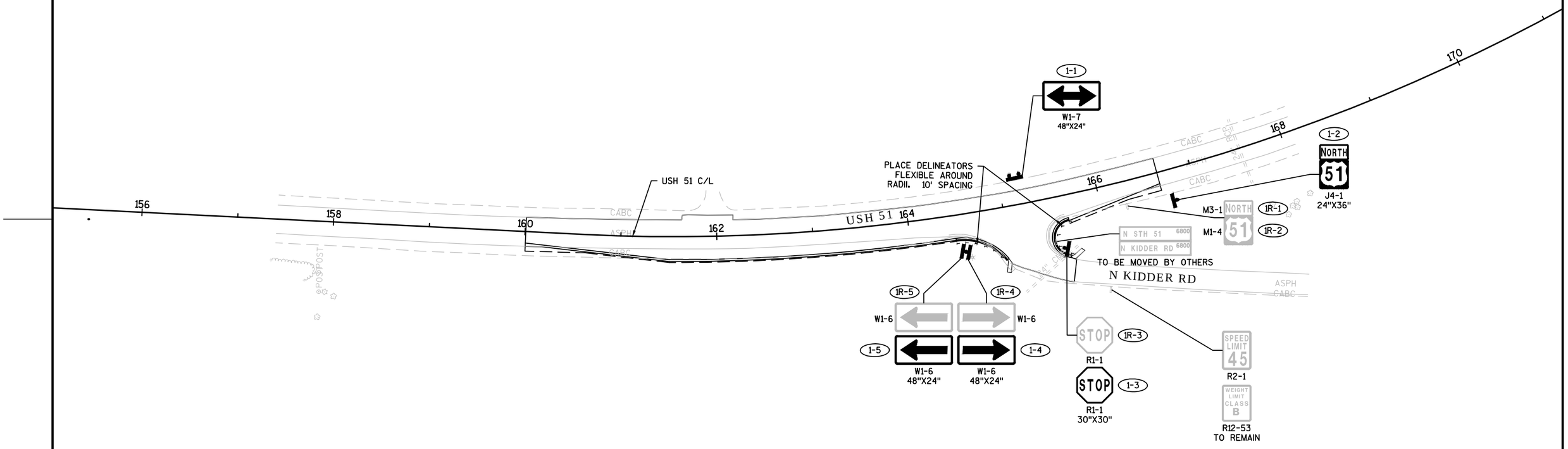
(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN

N



SHEET 1 OF 7

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 50 100	SHEET 89	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\023201_PS.DWG PLOT DATE : 9/18/2014 9:52 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

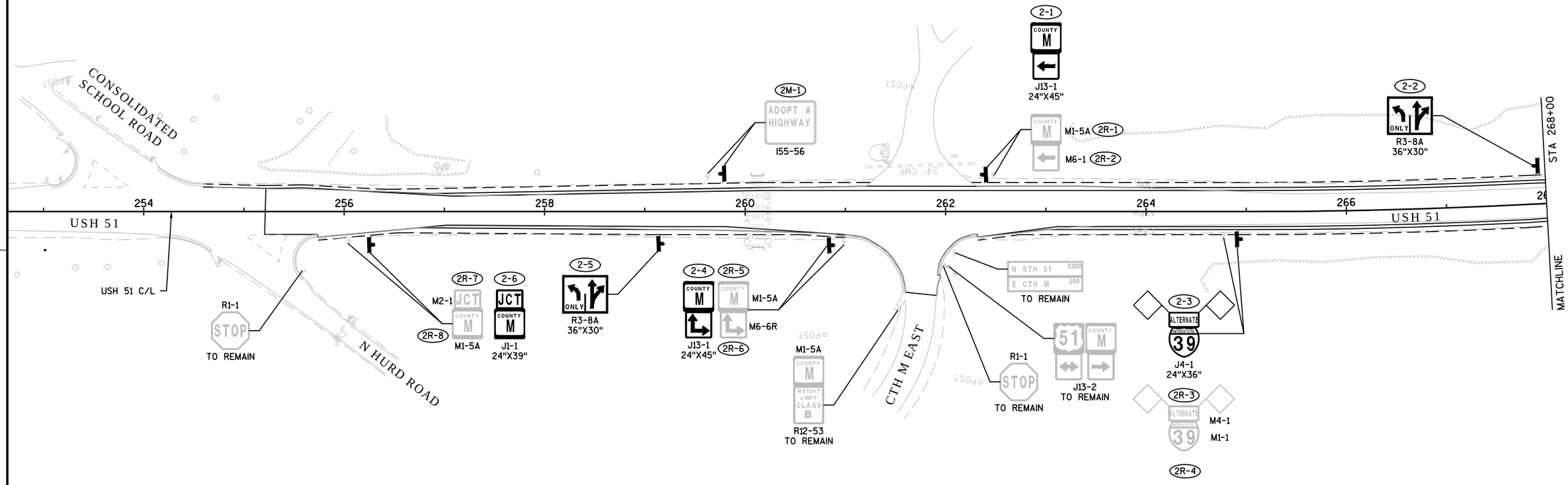
(XM-XX) SIGN TO BE MOVED

(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN



SHEET 2 OF 7

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 50 100	SHEET 90	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

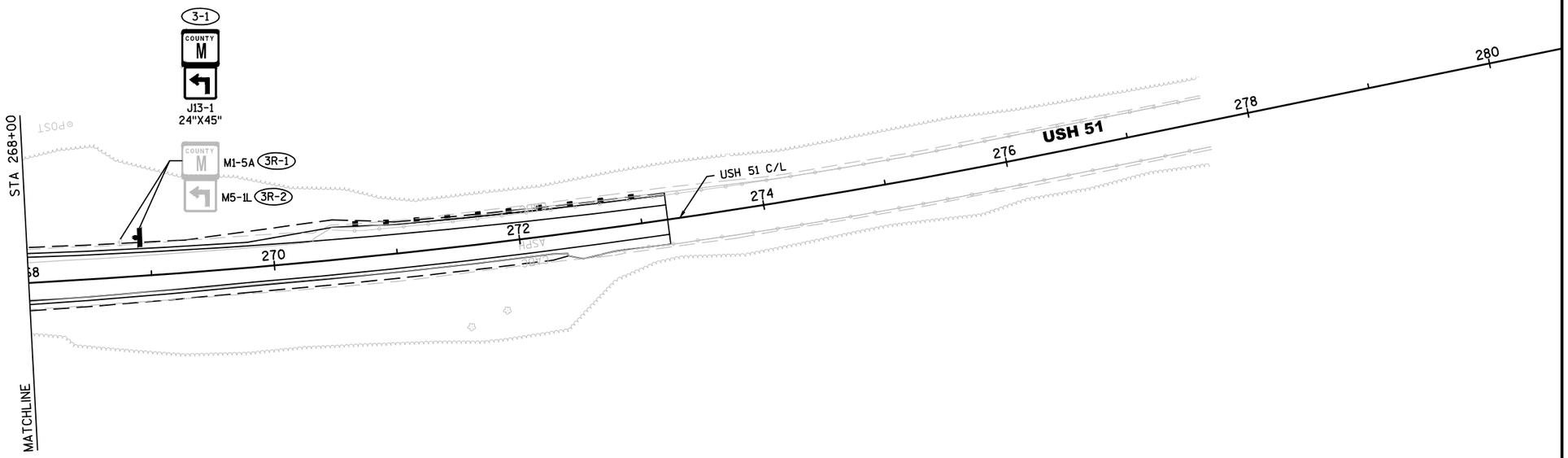
(XM-XX) SIGN TO BE MOVED

(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN



SHEET 3 OF 7

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 50 100	SHEET 91	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\023201_PS.DWG PLOT DATE : 9/18/2014 9:52 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

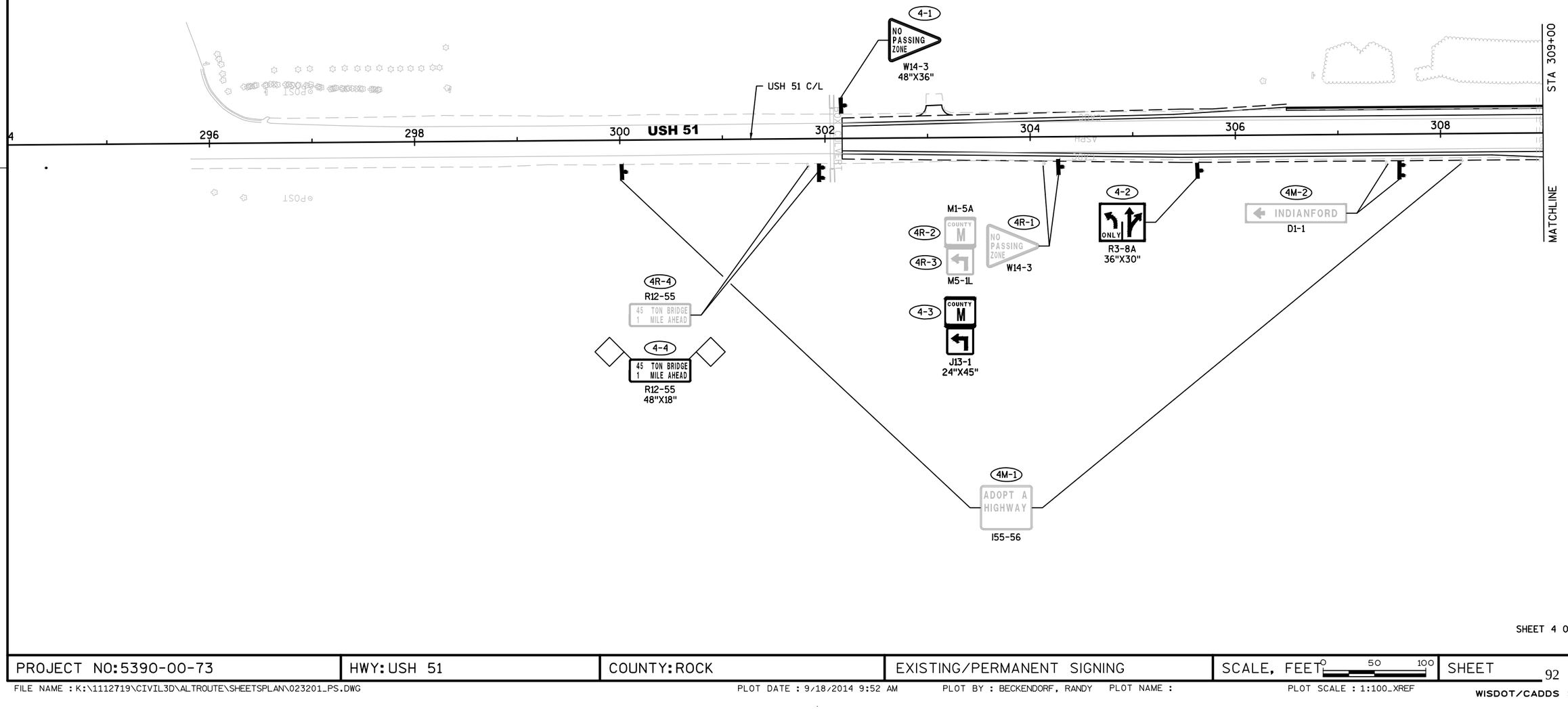
(XM-XX) SIGN TO BE MOVED

(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN



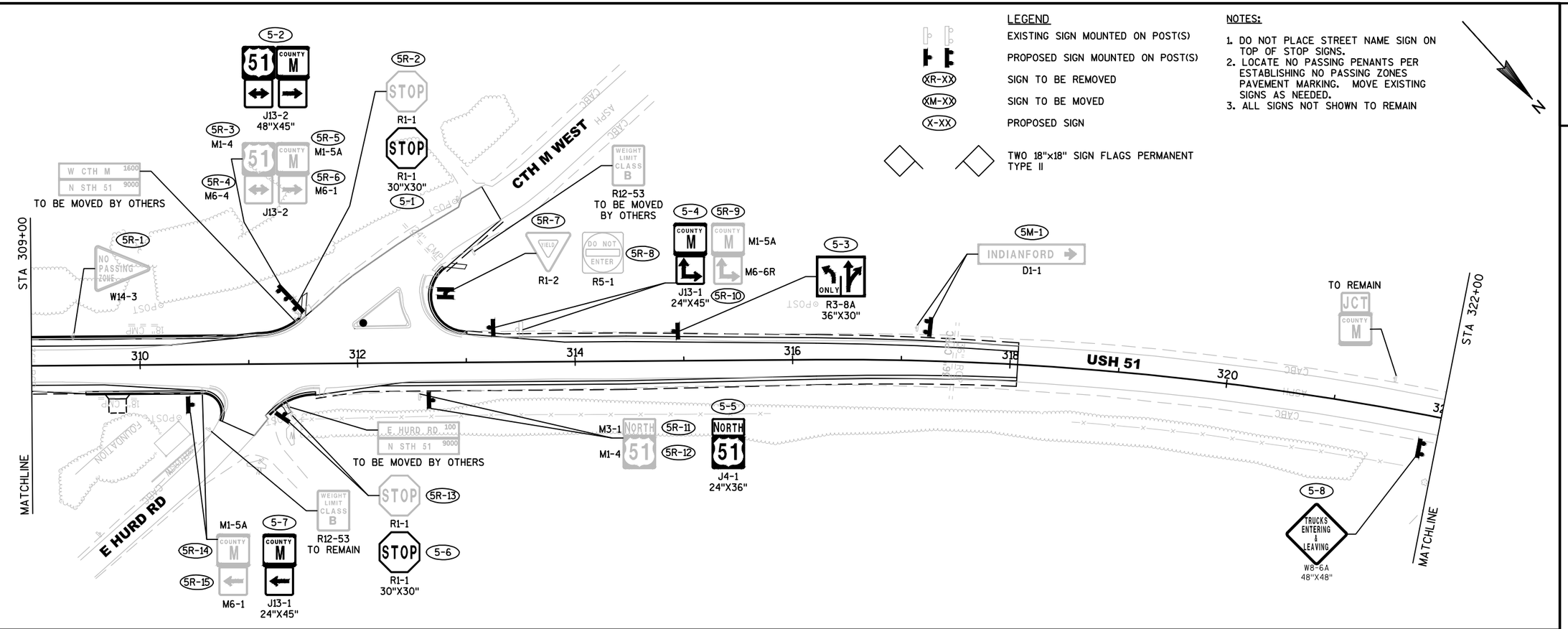
SHEET 4 OF 7

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 50 100	SHEET 92	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\023201_PS.DWG PLOT DATE : 9/18/2014 9:52 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2



SHEET 5 OF 7

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 50 100	SHEET 93	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

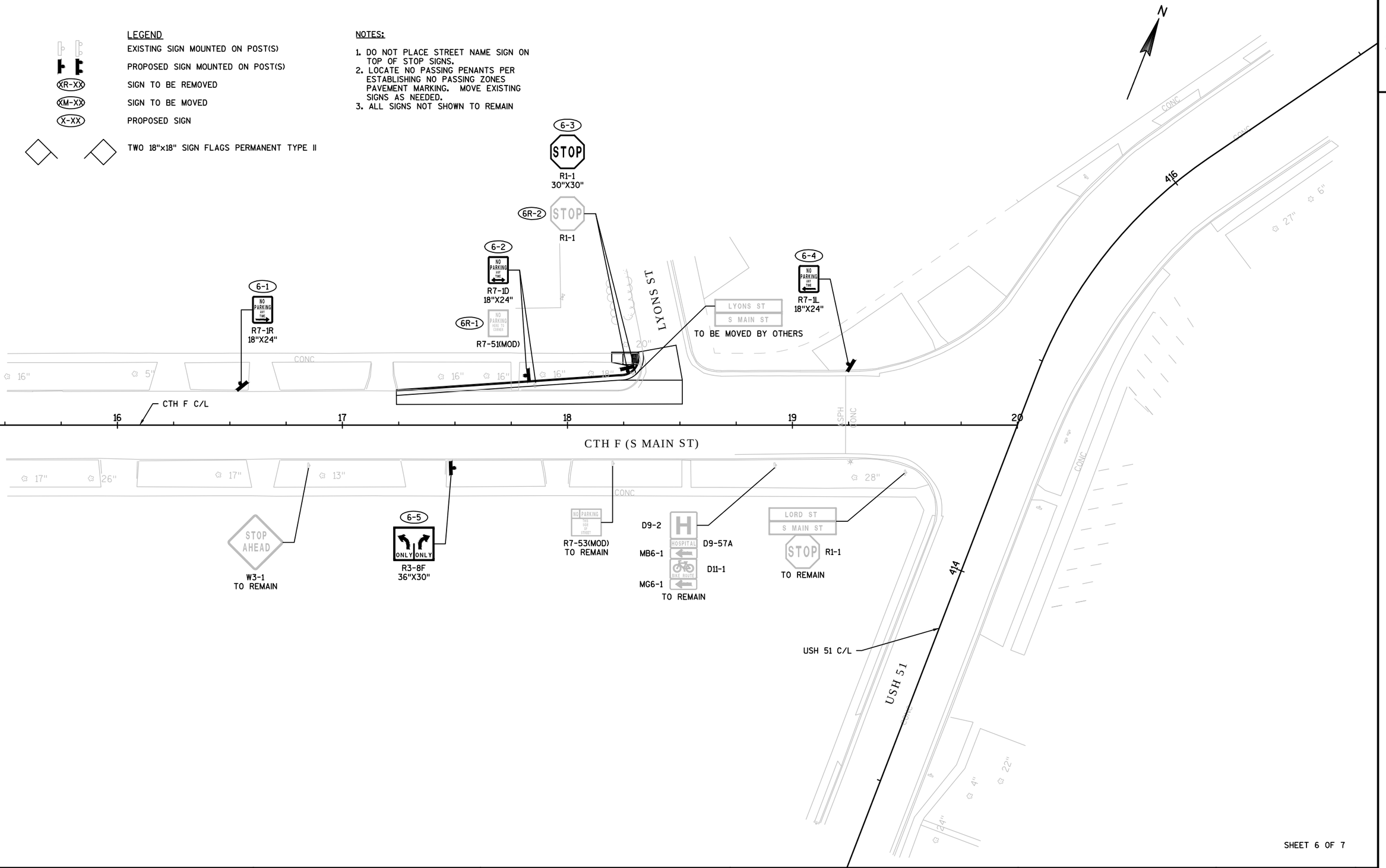
(XM-XX) SIGN TO BE MOVED

(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN



SHEET 6 OF 7

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 20 40	SHEET 94	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XR-XX) SIGN TO BE REMOVED

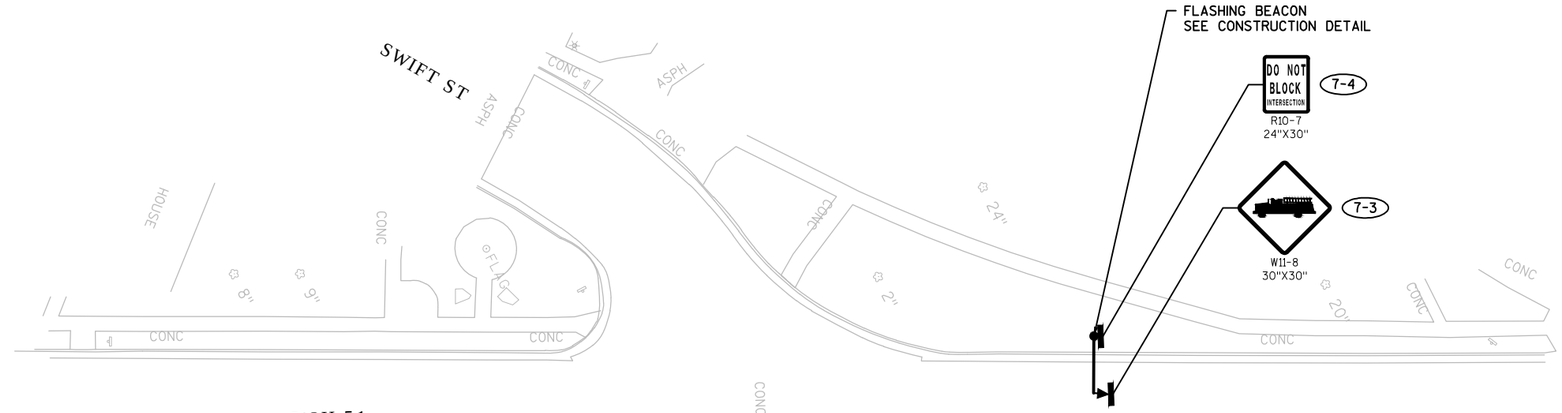
(XM-XX) SIGN TO BE MOVED

(X-XX) PROPOSED SIGN

TWO 18"x18" SIGN FLAGS PERMANENT TYPE II

NOTES:

1. DO NOT PLACE STREET NAME SIGN ON TOP OF STOP SIGNS.
2. LOCATE NO PASSING PENANTS PER ESTABLISHING NO PASSING ZONES PAVEMENT MARKING. MOVE EXISTING SIGNS AS NEEDED.
3. ALL SIGNS NOT SHOWN TO REMAIN



SHEET 7 OF 7

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	EXISTING/PERMANENT SIGNING	SCALE, FEET 0 20 40	SHEET 95	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\023201_PS.DWG PLOT DATE : 11/12/2014 12:34 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

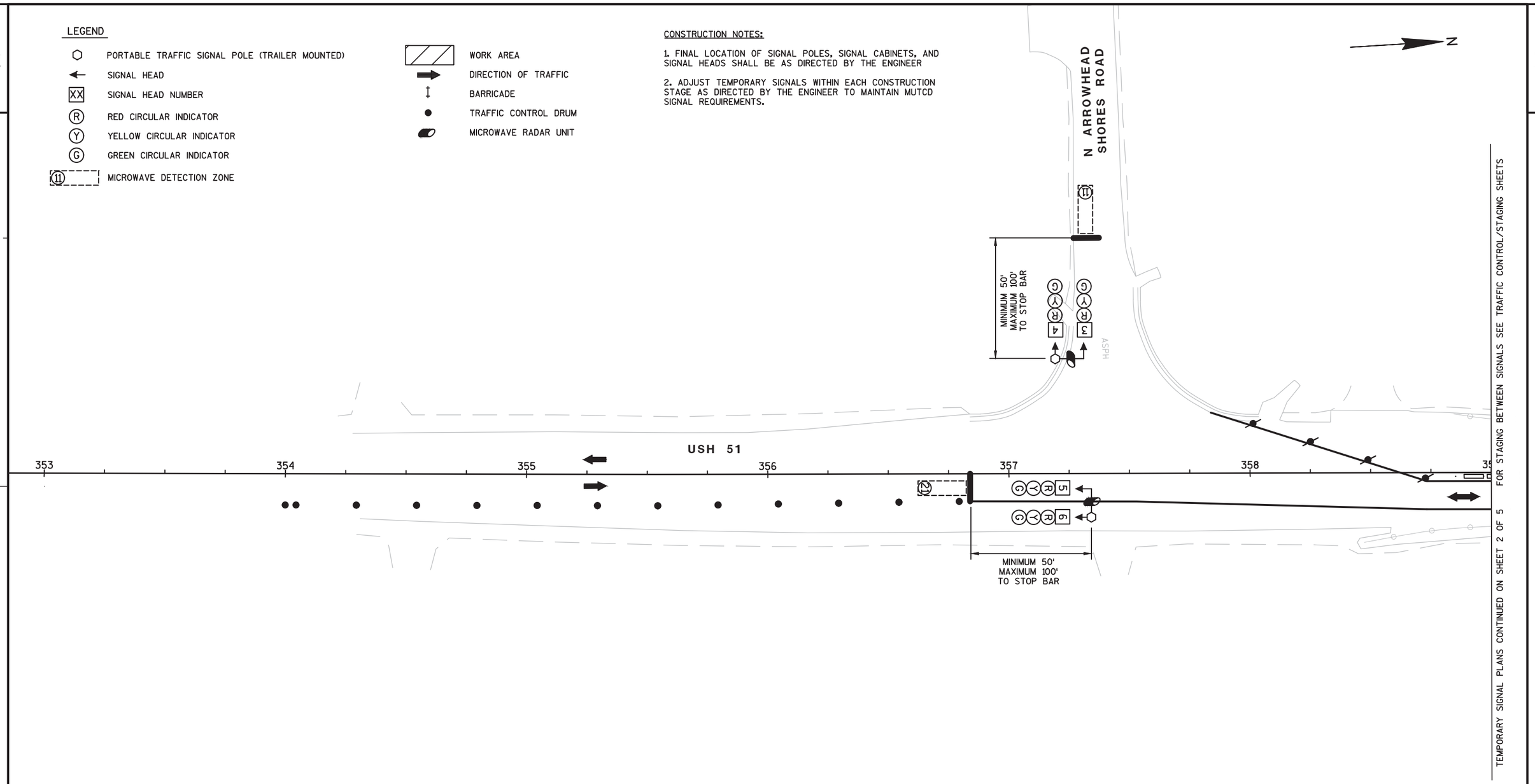
LEGEND

- PORTABLE TRAFFIC SIGNAL POLE (TRAILER MOUNTED)
- SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- 11 MICROWAVE DETECTION ZONE
- WORK AREA
- DIRECTION OF TRAFFIC
- BARRICADE
- TRAFFIC CONTROL DRUM
- MICROWAVE RADAR UNIT

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINETS, AND SIGNAL HEADS SHALL BE AS DIRECTED BY THE ENGINEER

2. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.



TRAFFIC CONTROL SIGNAL

USH 51 AT ROCK RIVER BRIDGE
TOWN OF FULTON
ROCK COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: R.A. SMITH NATIONAL
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	TEMPORARY SIGNAL - ROCK RIVER BRIDGE STAGE 1	SHEET 96	E

LEGEND

- PORTABLE TRAFFIC SIGNAL POLE (TRAILER MOUNTED)
- SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- 11 MICROWAVE DETECTION ZONE
- WORK AREA
- DIRECTION OF TRAFFIC
- BARRICADE
- TRAFFIC CONTROL DRUM
- MICROWAVE RADAR UNIT

N

FOR STAGING BETWEEN SIGNALS SEE TRAFFIC CONTROL/STAGING SHEETS

TEMPORARY SIGNAL PLANS CONTINUED ON SHEET 1 OF 5

MINIMUM 50'
MAXIMUM 100'
TO STOP BAR

ASPH

365 366 367 368 369 370 371

USH 51

RESTRICT INTERSECTION TO
LEFT IN/RIGHT IN/RIGHT OUT

E ROYAL VALE

TRAFFIC CONTROL SIGNAL

USH 51 AT ROCK RIVER BRIDGE
TOWN OF FULTON
ROCK COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: R.A. SMITH NATIONAL
REVISED BY:

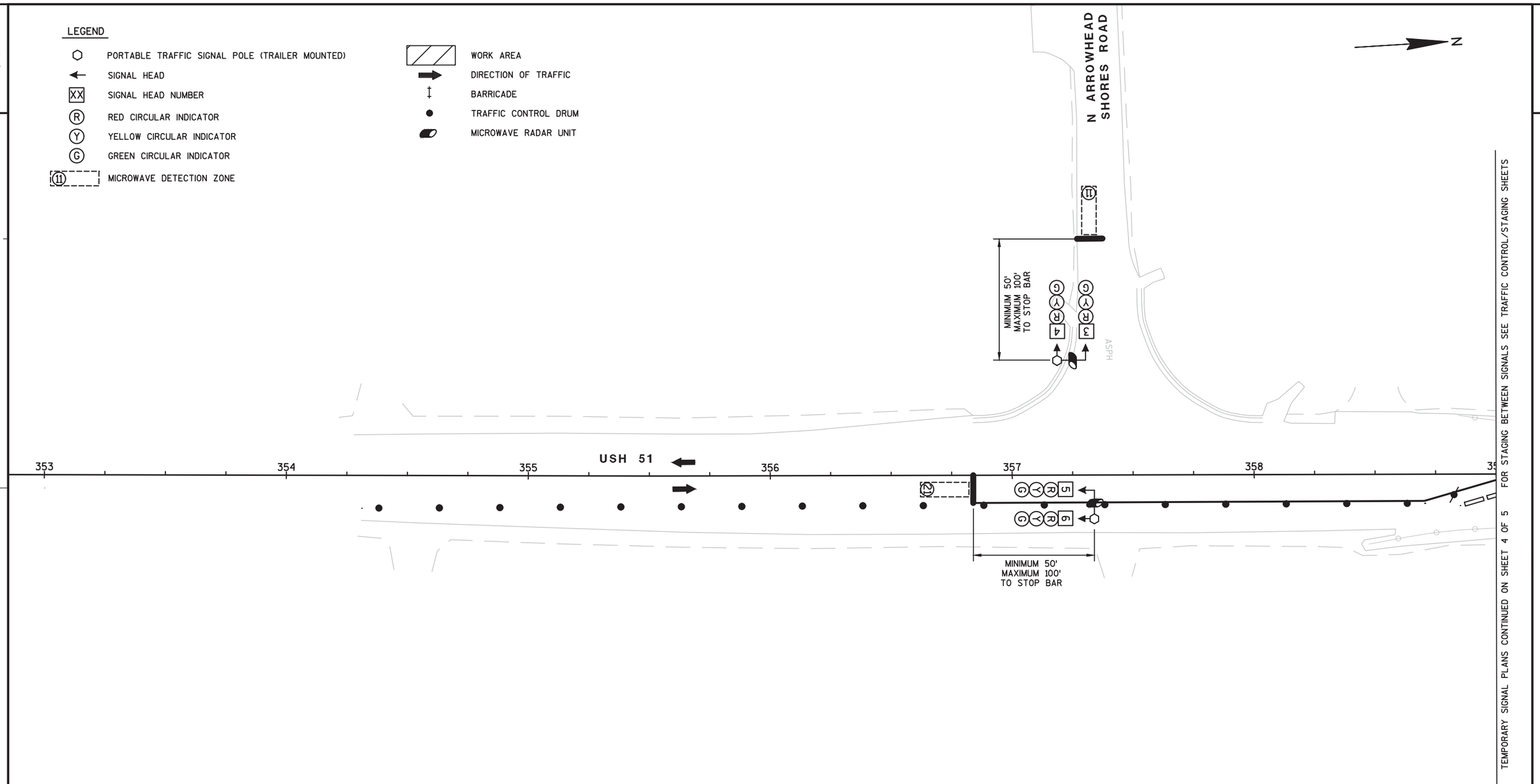
PAGE 2 OF 5

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TEMPORARY SIGNAL PLAN - ROCK RIVER BRIDGE STAGE 1	SHEET 97	E

2

LEGEND

- PORTABLE TRAFFIC SIGNAL POLE (TRAILER MOUNTED)
- SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- 11 MICROWAVE DETECTION ZONE
- WORK AREA
- DIRECTION OF TRAFFIC
- BARRICADE
- TRAFFIC CONTROL DRUM
- MICROWAVE RADAR UNIT



TRAFFIC CONTROL SIGNAL

USH 51 AT ROCK RIVER BRIDGE
TOWN OF FULTON
ROCK COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: R.A. SMITH NATIONAL
REVISED BY:

PAGE 3 OF 5

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TEMPORARY SIGNAL PLAN - ROCK RIVER BRIDGE STAGE 2	SHEET 98	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024102_ST S2.DWG PLOT DATE : 9/17/2014 9:06 AM PLOT BY : GUILLAMA, TINA R. PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

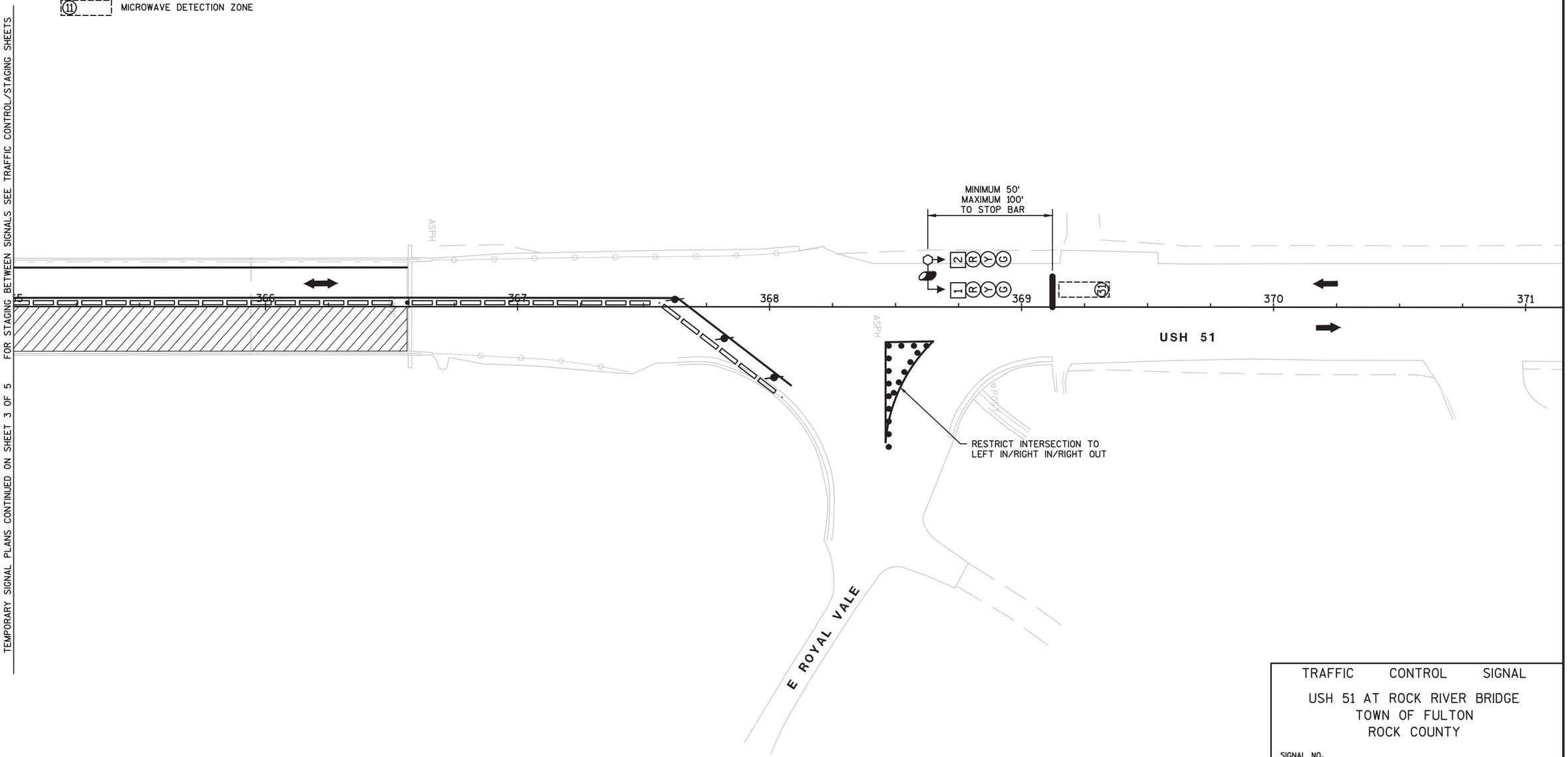
2

LEGEND

- PORTABLE TRAFFIC SIGNAL POLE (TRAILER MOUNTED)
- SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- 11 MICROWAVE DETECTION ZONE
- WORK AREA
- DIRECTION OF TRAFFIC
- BARRICADE
- TRAFFIC CONTROL DRUM
- MICROWAVE RADAR UNIT

N

TEMPORARY SIGNAL PLANS CONTINUED ON SHEET 3 OF 5 FOR STAGING BETWEEN SIGNALS SEE TRAFFIC CONTROL/STAGING SHEETS



TRAFFIC CONTROL SIGNAL

USH 51 AT ROCK RIVER BRIDGE
TOWN OF FULTON
ROCK COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: R.A. SMITH NATIONAL
REVISED BY:

PAGE 4 OF 5

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TEMPORARY SIGNAL PLAN - ROCK RIVER BRIDGE STAGE 2	SHEET 99	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024102_ST S2.DWG PLOT DATE : 9/17/2014 9:06 AM PLOT BY : GUILLAMA, TINA R. PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

SEQUENCE OF OPERATION

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
		→		↑		↓		NOT USED		
01	3,4	G	Y R	R	R R	R	R R			R
02	5,6	R	R R	G	Y R	R	R R			R
03	1,2	R	R R	R	R R	G	Y R			R
04										
RING 1 05										
06										
07										
08										
02P										
04P										
05P										
08P										
0.L.C										

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
		NOT USED		NOT USED		NOT USED		NOT USED	
01									
02									
03									
RING 2 04									
05									
06									
07									
08									
02P									
04P									
05P									
08P									
0.L.C									

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	NONE	2,3
2	NONE	1,3
3	NONE	1,2
4		
5		
6		
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11		X			1	1		X			MW
21		X			2	2					MW
31		X			3	3					MW

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X		MIN	X
3	X		MIN	X
4				
5				
6				
7				
8				

N

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-_____
SIGNAL SYSTEM #:	SS-__-__

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

TRAFFIC SIGNAL TIMING PLAN							
TIME	PHASE	DURATION (SEC) MIN GREEN	MAX GREEN	VEHICLE EXT	Y	R	MIN RECALL
DAILY 12AM–12PM	1	7	30	1.5	3.0	4.6	
	2	10	60	1.5	5.4	39	X
	3	10	60	1.5	5.4	39	X

* NOTE: TIMING PLAN TO BE IMPLEMENTED FOR ALL STAGES

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TRAFFIC CONTROL SIGNAL
USH 51 AT ROCK RIVER BRIDGE
TOWN OF FULTON
ROCK COUNTY

SIGNAL NO. N/A

CONTROLLER TYPE: TEMP

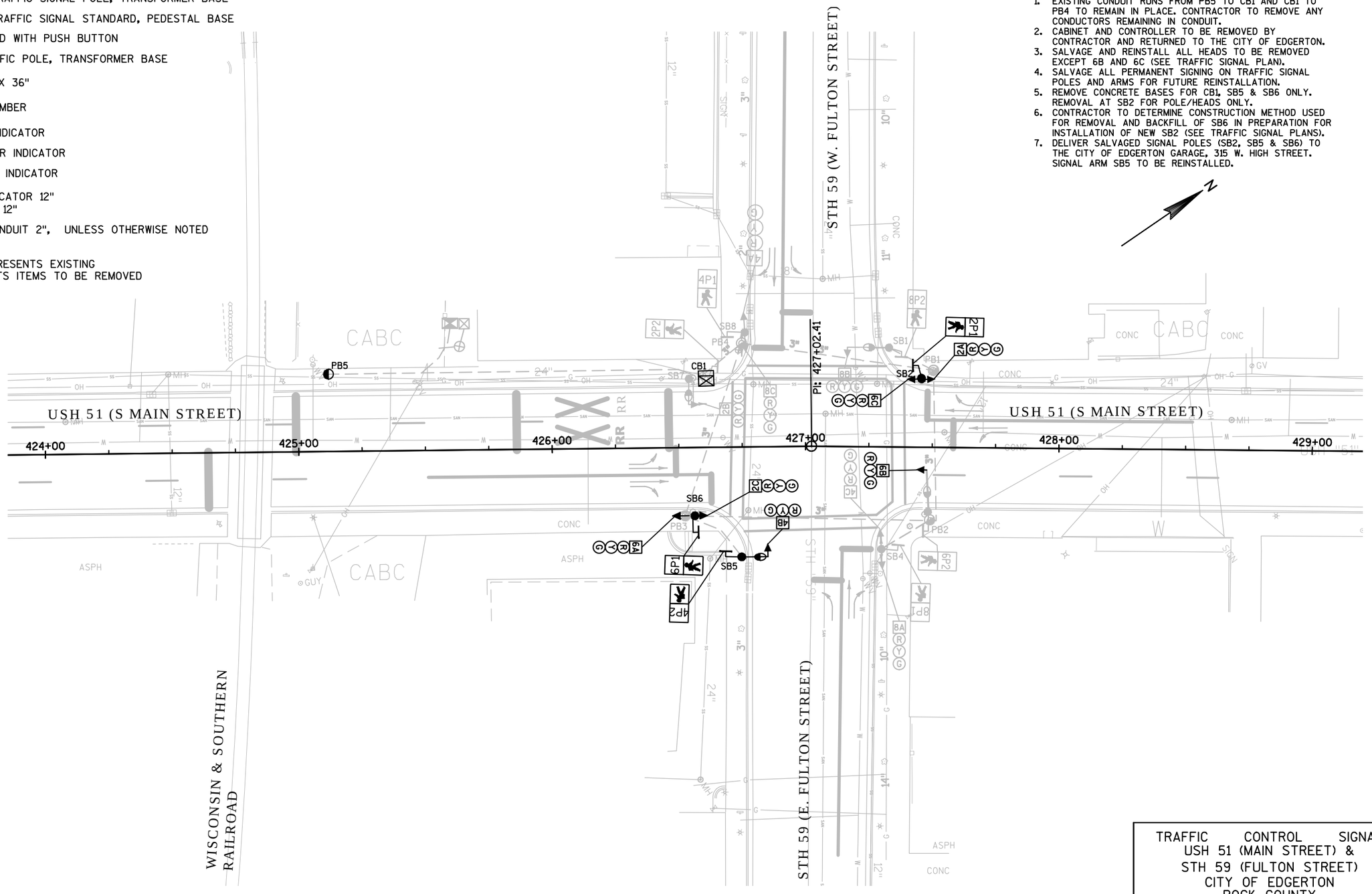
DATE SEPTEMBER 2014 PAGE 5 OF 5

LEGEND

- CONTROL CABINET
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

NOTE:
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS ITEMS TO BE REMOVED

CONSTRUCTION NOTES:
1. EXISTING CONDUIT RUNS FROM PB5 TO CB1 AND CB1 TO PB4 TO REMAIN IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN CONDUIT.
2. CABINET AND CONTROLLER TO BE REMOVED BY CONTRACTOR AND RETURNED TO THE CITY OF EDGERTON.
3. SALVAGE AND REINSTALL ALL HEADS TO BE REMOVED EXCEPT 6B AND 6C (SEE TRAFFIC SIGNAL PLAN).
4. SALVAGE ALL PERMANENT SIGNING ON TRAFFIC SIGNAL POLES AND ARMS FOR FUTURE REINSTALLATION.
5. REMOVE CONCRETE BASES FOR CB1, SB5 & SB6 ONLY. REMOVAL AT SB2 FOR POLE/HEADS ONLY.
6. CONTRACTOR TO DETERMINE CONSTRUCTION METHOD USED FOR REMOVAL AND BACKFILL OF SB6 IN PREPARATION FOR INSTALLATION OF NEW SB2 (SEE TRAFFIC SIGNAL PLANS).
7. DELIVER SALVAGED SIGNAL POLES (SB2, SB5 & SB6) TO THE CITY OF EDGERTON GARAGE, 315 W. HIGH STREET. SIGNAL ARM SB5 TO BE REINSTALLED.



TRAFFIC CONTROL SIGNAL
USH 51 (MAIN STREET) &
STH 59 (FULTON STREET)
CITY OF EDGERTON
ROCK COUNTY

SIGNAL NO.

SCALE 0 20

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 101 - E

LEGEND

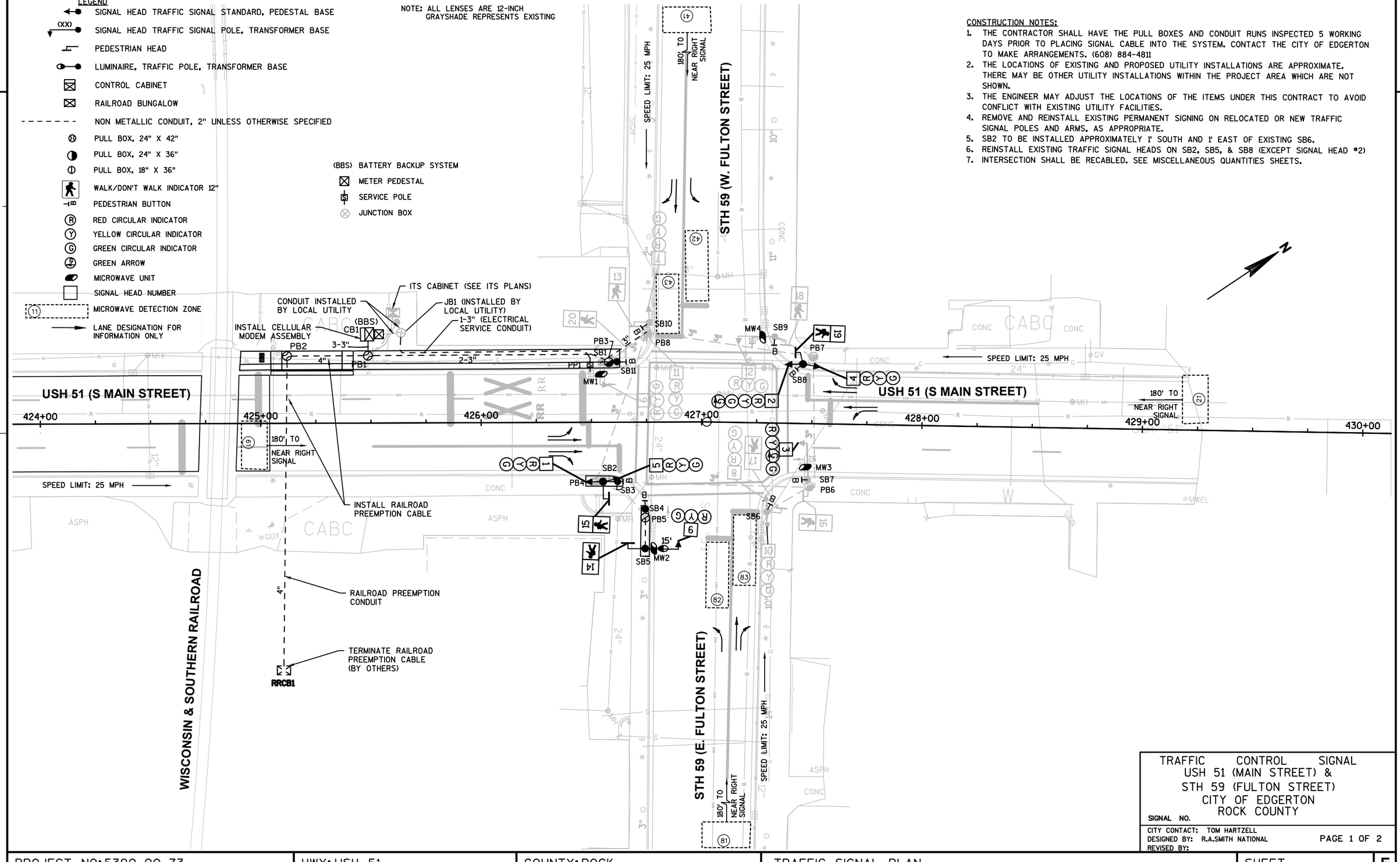
- SIGNAL HEAD TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- CONTROL CABINET
- RAILROAD BUNGALOW
- NON METALLIC CONDUIT, 2" UNLESS OTHERWISE SPECIFIED
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- PULL BOX, 18" X 36"
- WALK/DON'T WALK INDICATOR 12"
- PB PEDESTRIAN BUTTON
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- GREEN ARROW
- MICROWAVE UNIT
- SIGNAL HEAD NUMBER
- (11) MICROWAVE DETECTION ZONE
- LANE DESIGNATION FOR INFORMATION ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

(BBS) BATTERY BACKUP SYSTEM
METER PEDESTAL
SERVICE POLE
JUNCTION BOX

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE CITY OF EDGERTON TO MAKE ARRANGEMENTS. (608) 884-4811
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. REMOVE AND REINSTALL EXISTING PERMANENT SIGNING ON RELOCATED OR NEW TRAFFIC SIGNAL POLES AND ARMS, AS APPROPRIATE.
5. SB2 TO BE INSTALLED APPROXIMATELY 1' SOUTH AND 1' EAST OF EXISTING SB6.
6. REINSTALL EXISTING TRAFFIC SIGNAL HEADS ON SB2, SB5, & SB8 (EXCEPT SIGNAL HEAD #2)
7. INTERSECTION SHALL BE RECABLED. SEE MISCELLANEOUS QUANTITIES SHEETS.



TRAFFIC CONTROL SIGNAL
USH 51 (MAIN STREET) &
STH 59 (FULTON STREET)
CITY OF EDGERTON
ROCK COUNTY

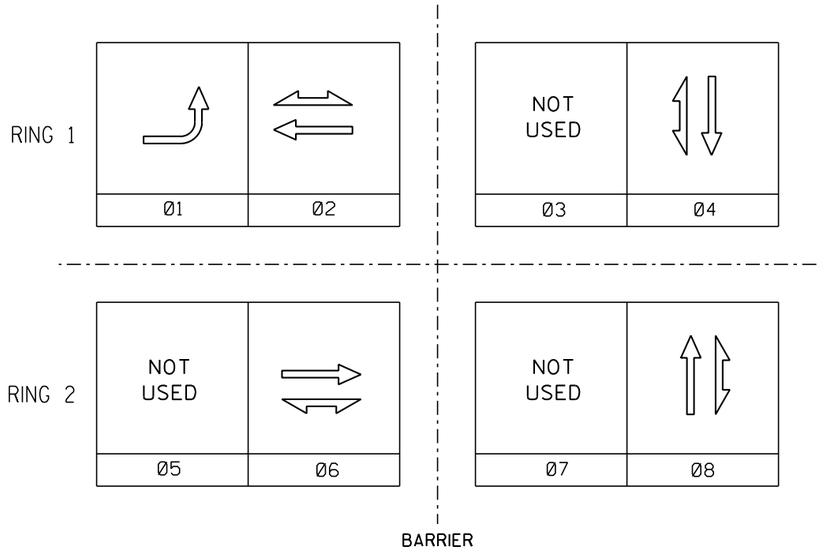
SIGNAL NO.

CITY CONTACT: TOM HARTZELL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 102 E

	HEAD NUMBERS	FLASH
Ø1	2, 3	
Ø2	4, 5, 6	R
Ø3		
Ø4	7, 8, 9	R
Ø5		
Ø6	1, 2, 3	R
Ø7		
Ø8	10, 11, 12	R
Ø2P	19, 20	-
Ø4P	13, 14	-
Ø6P	15, 16	-
Ø8P	17, 18	-
OLA		-
OLB		-
OLC		-
OLD		-



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

N

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR*	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR #(S)	21	41	42	61	81	82											PLAN LOOP DETECTOR #(S)
ASSIGNED PHASE	2	4	4	6	8	8											ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH											OPERATION MODE
SWITCH																	SWITCH
EXTEND		X			X												EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR #(S)			43			83											PLAN LOOP DETECTOR #(S)
ASSIGNED PHASE			4			8											ASSIGNED PHASE
OPERATION MODE			VEH			VEH											OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

NOTE: PHASE 1 OPERATES ONLY WHEN RAILROAD PREEMPTION CALL IS PLACED

TRAFFIC CONTROL SIGNAL
USH 51 (MAIN ST) & STH 59 (FULTON ST)
CITY OF EDGERTON
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: TOM HARTZELL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

PAGE 2 OF 2

PROJECT ID:	5390-00-73
INTERSECTION:	US 51 & WIS 59

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	5/1/14

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1		7	6	2	RED	ORG	GRN								
			20	2								BLU	BLK		
SB2		12	1	6	RED	ORG	GRN								
			5	2	RED/BLK	ORG/BLK	GRN/BLK								
			15	6								BLU	BLK		
SB3		7	PB	4										WHT/BLK	
SB4		7	PB	6										WHT/BLK	
SB5		7	9	4	RED	ORG	GRN								
			14	4								BLU	BLK		
SB6		12	8	4	RED	ORG	GRN								
			10	8	RED/BLK	ORG/BLK	GRN/BLK								
			17	8								BLU	BLK		
			PB	6										WHT/BLK	
SB7		12	3	6	RED	ORG	GRN			GRN/BLK					
			16	6								BLU	BLK		
			PB	8										WHT/BLK	
SB8		12	2	6	RED	ORG	GRN			BLU/BLK					
			4	2	RED/BLK	ORG/BLK	GRN/BLK								
			19	2								BLU	BLK		
			PB	8										WHT/BLK	
SB9		7	12	8	RED	ORG	GRN								
			18	8								BLU	BLK		
			PB	2										WHT/BLK	
SB10		12	7	4	RED	ORG	GRN								
			11	8	RED/BLK	ORG/BLK	GRN/BLK								
			13	4								BLU	BLK		
			PB	2										WHT/BLK	
SB11		7	PB	4										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB11
SB11	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB3	SB1
PB4	SB2
PB5	SB4
PB6	SB7
PB7	SB8
PB8	SB10

MICROWAVE DETECTOR CABLE	
FROM	TO
CB1	SB1
CB1	SB5
CB1	SB7
CB1	SB9

LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB1
SB1	SB5
CB1	SB9
SB9	SB7

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.

2

ITS GENERAL NOTES

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

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

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

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUIT, PULL BOXES, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

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

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

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

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

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

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	▬
CCTV CAMERA	◀■
BASE MOUNTED CABINET	▣
POLE MOUNTED CABINET	▣
POLE	●
PULL BOX 24X36	◑
PULL BOX 24X42	ⓟ
COMMUNICATIONS VAULT	[V]
COMMUNICATIONS MANHOLE	Ⓜ
MICROWAVE DETECTOR	◆
ITS CONDUIT	- - -
DYNAMIC MESSAGE SIGN, OVERHEAD	▙▟
DYNAMIC MESSAGE SIGN, ROADSIDE	▙▟
DYNAMIC MESSAGE SIGN, BUTTERFLY	▙▟
DYNAMIC MESSAGE SIGN, CANTILEVER	▙▟
PORTABLE CHANGEABLE MESSAGE SIGN	[PCMS]
ROAD WEATHER INFORMATION SYSTEM	▮
METER BREAKER PEDESTAL	⊠
METER SOCKET	⊗
BREAKER DISCONNECT BOX	⊞
RAMP CLOSURE GATE	▭▶
BLUETOOTH SENSOR	[B]
WIRELESS MESH NODE	[W]
AUTOMATIC TRAFFIC RECORDER	[ATR]
WOODEN POWER POLE	⊡–
WOOD POST	⊡
TRANSFORMER	⧈
DETECTION ZONE	⬭

ITS STANDARD ABBREVIATIONS

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

ITS CONTACTS

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WISCONSIN DEPARTMENT OF TRANSPORTATION
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POWER COORDINATION
ALLIANT ENERGY
MR. TODD WOLFE
608-757-7518
3730 KENNEDY ROAD
JANESVILLE, WI 53545

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. — Engineers Planners Designers

ITS SHEETS 1-7

WISCONSIN
SCOTT A
PETERSEN
E-43565-6
MINNEAPOLIS,
MN
PROFESSIONAL ENGINEER

9/3/2014 (Date) (Signature)

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	ITS GENERAL NOTES	SHEET E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5390-00-73\SR_ITS PLANS_5390-00-73.DWG PLOT DATE : 9/3/2014 10:12 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

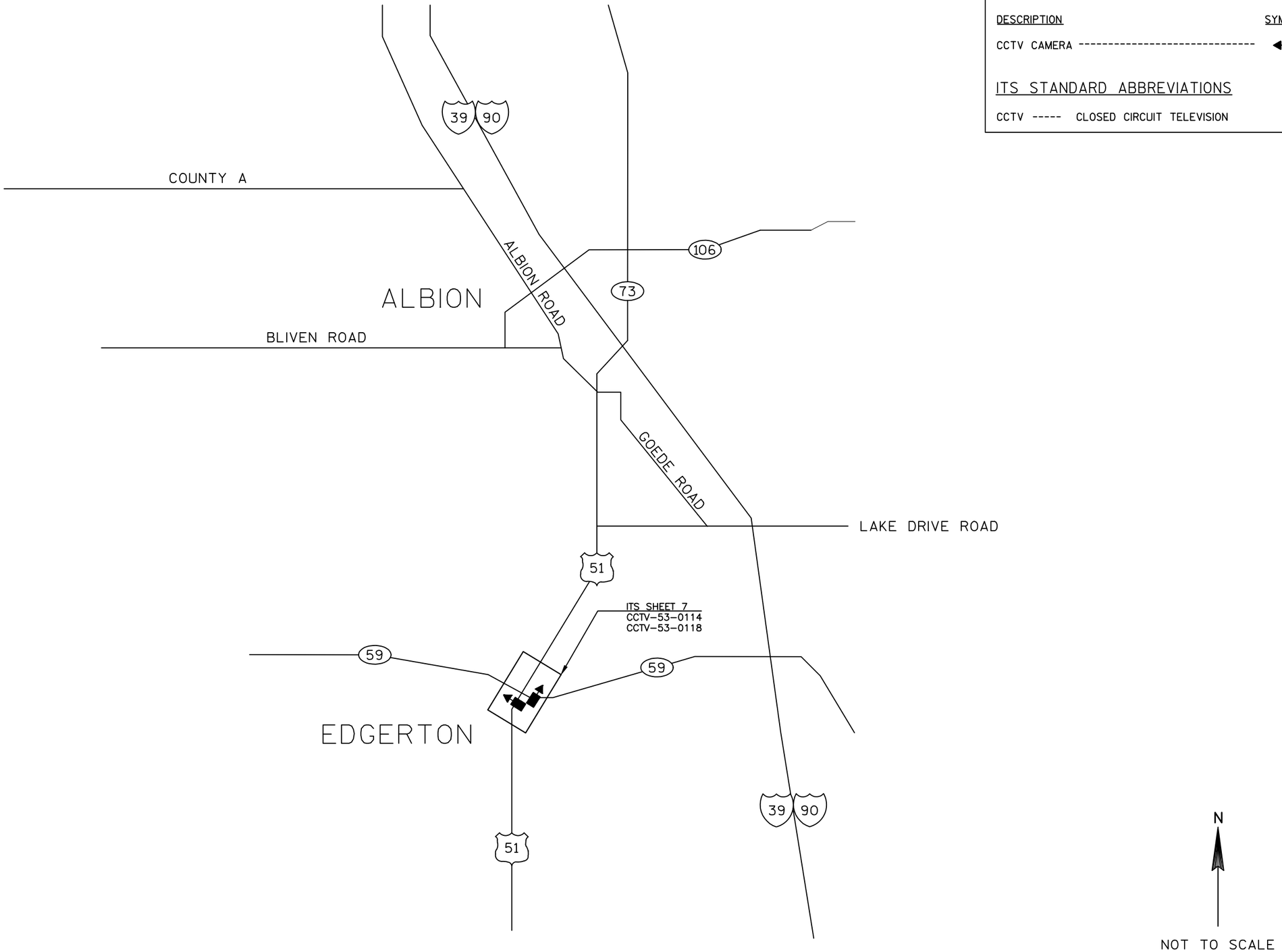
ITS SHEET 2 OF 7

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	◀■

ITS STANDARD ABBREVIATIONS

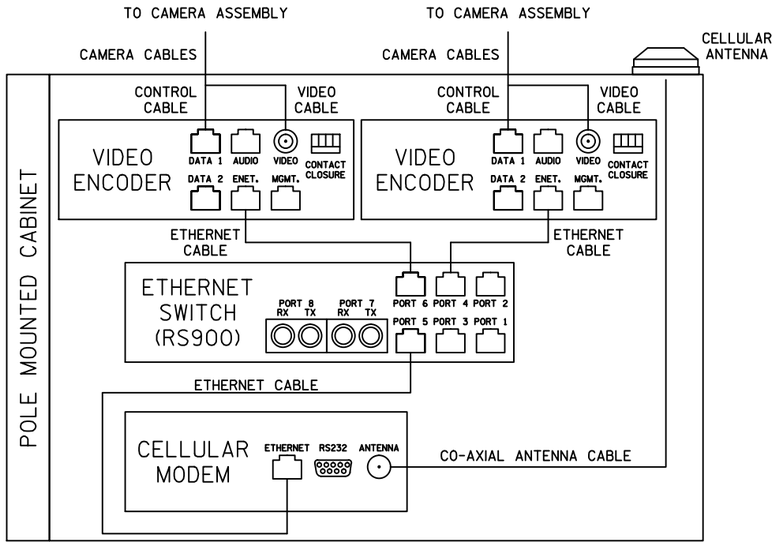
CCTV ----- CLOSED CIRCUIT TELEVISION



PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	ITS PROJECT OVERVIEW	SHEET	E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5390-00-73\SR_ITS PLANS_5390-00-73.DWG PLOT DATE : 9/3/2014 10:12 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1" = 1000'_XREF

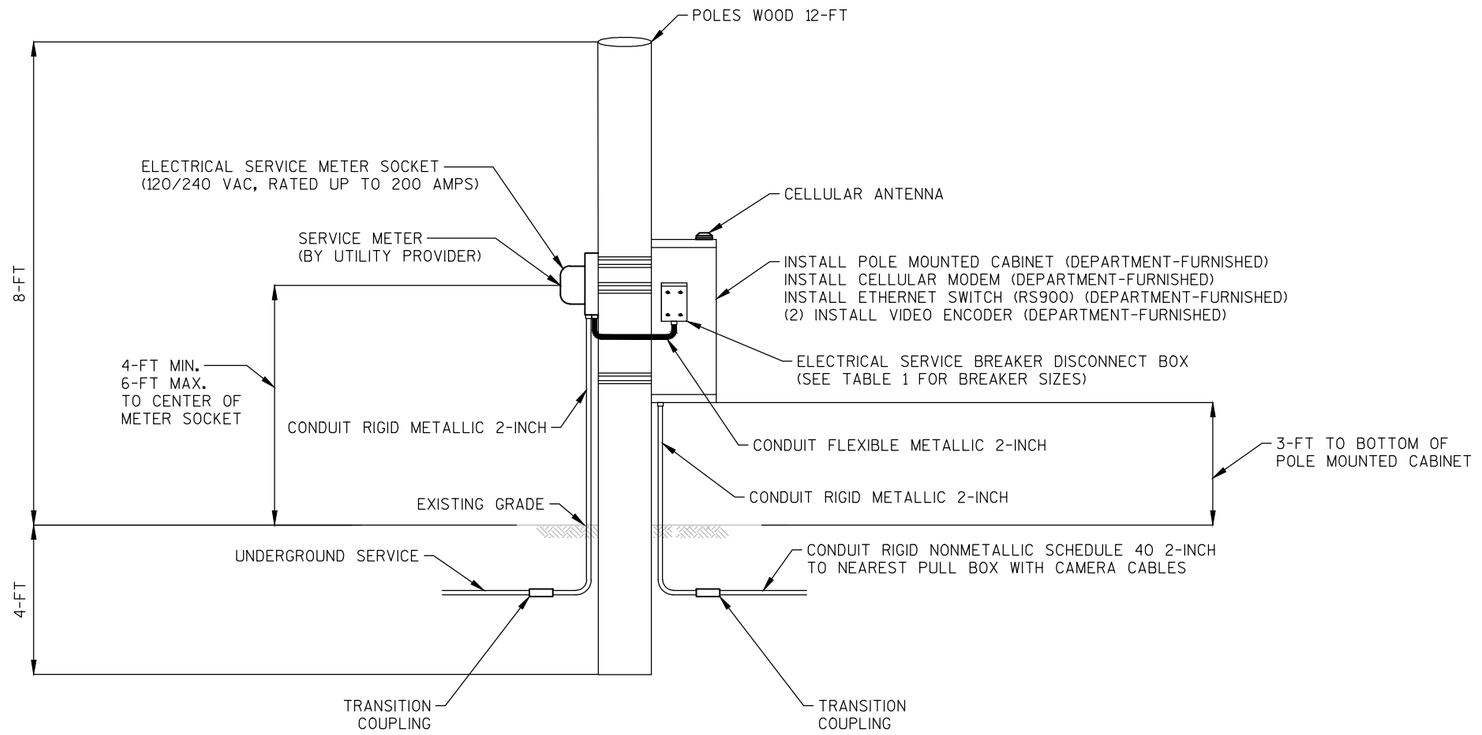
NOT TO SCALE



CCTV-53-0114 - USH 51 @ STH 59 - SB2

CCTV-53-0118 - USH 51 @ STH 59 - SB5

NOT TO SCALE



ELECTRICAL SERVICE METER SOCKET

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

POLE MOUNTED CABINET

CCTV-53-0114 - USH 51 @ STH 59

CCTV-53-0118 - USH 51 @ STH 59

NOTES:

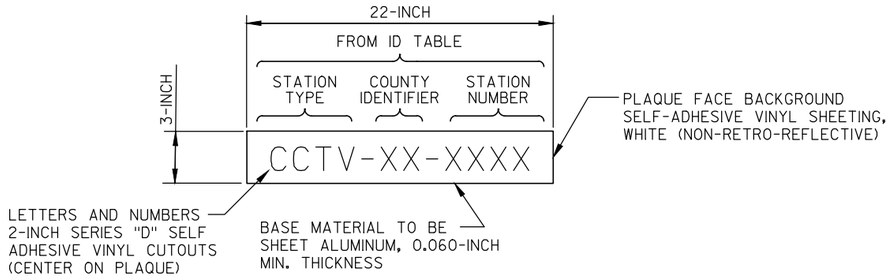
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

TABLE 1

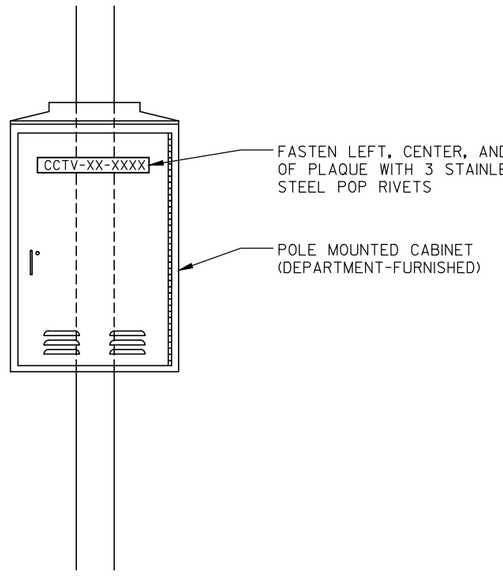
BREAKER SIZES BY LOCATION

LOCATION	PLAQUE	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
USH 51 @ STH 59	CCTV-53-0114 CCTV-53-0118	100 AMPS (2P)	30 AMPS (CCTV)	30 AMPS (SPARE)	

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE



PLAQUES SEQUENCE IDENTIFICATION

PLAQUES SEQUENCE IDENTIFICATION TABLE		
SITE LOCATION	ID PLAQUE	NO. OF PLAQUES
USH 51 @ STH 59	CCTV-53-0114	2
USH 51 @ STH 59	CCTV-53-0118	2

STATION TYPE LEGEND

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

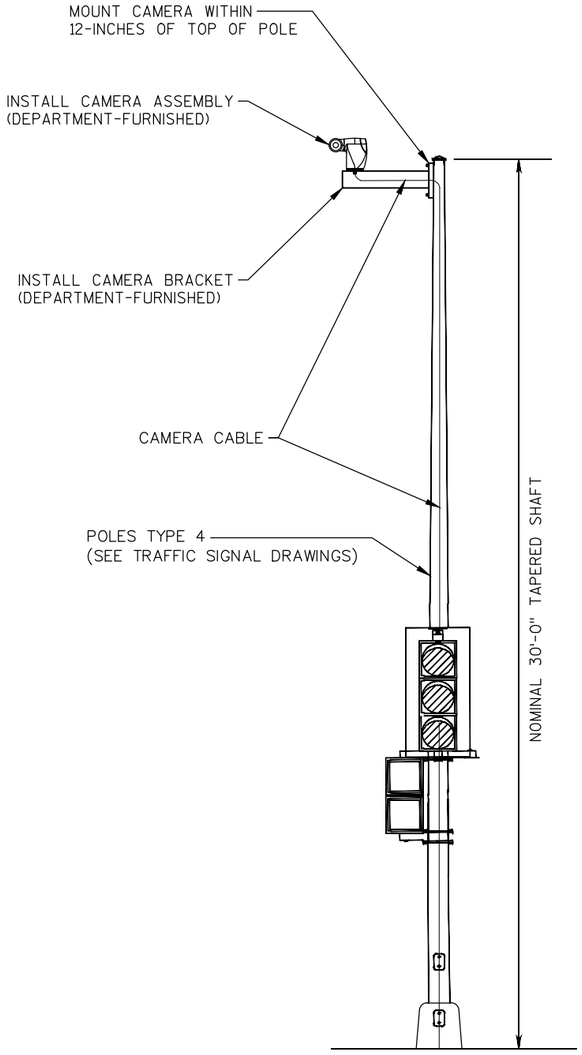
NOTES

TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

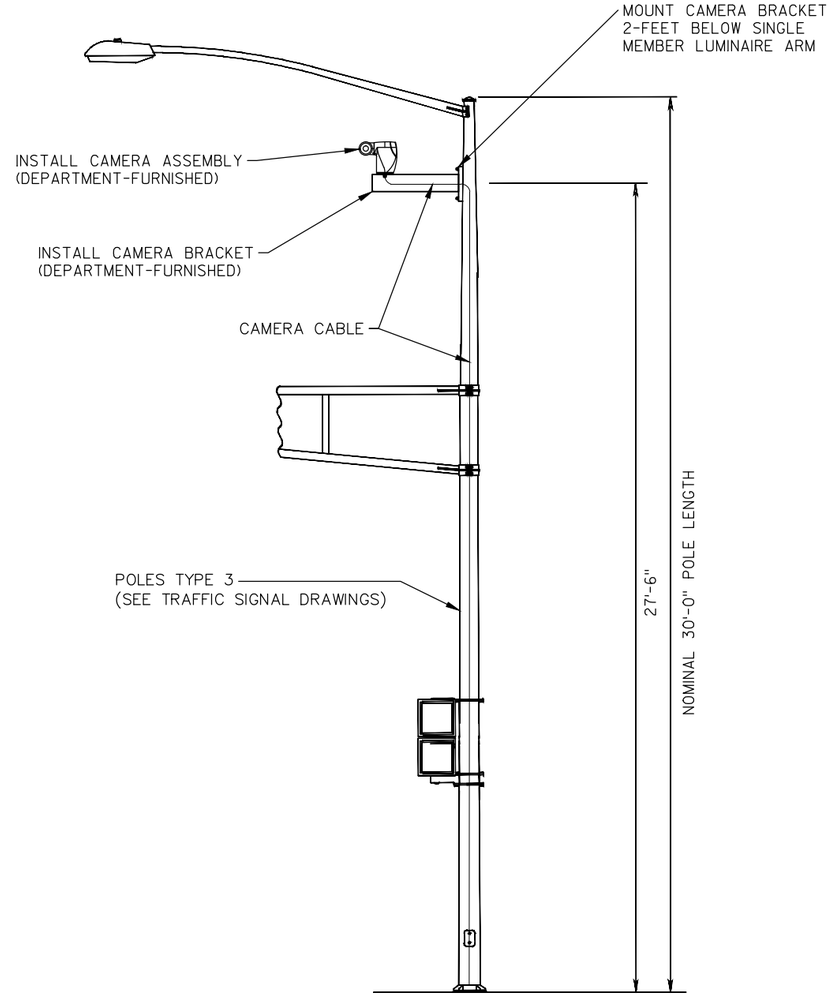
FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN PREVIOUS NOTE, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.

NOT TO SCALE



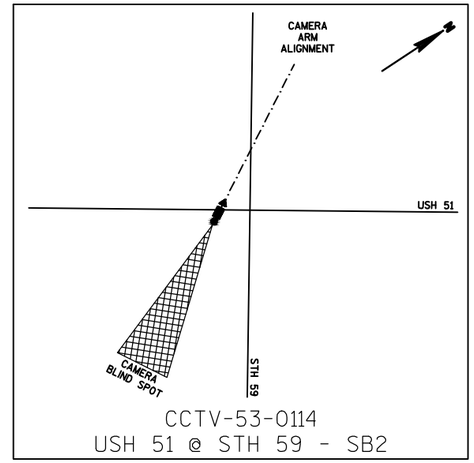
CAMERA MOUNTING

CCTV-53-0114 - USH 51 @ STH 59 - SB2

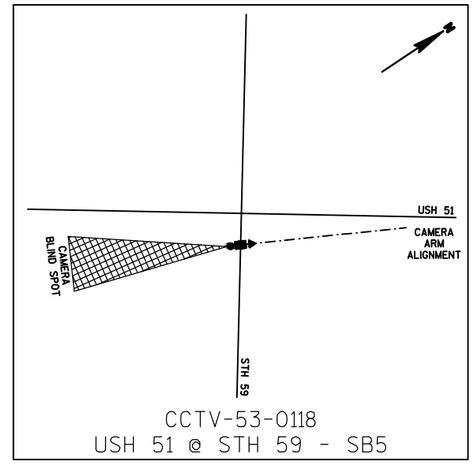


CAMERA MOUNTING

CCTV-53-0118 - USH 51 @ STH 59 - SB5



CCTV-53-0114
USH 51 @ STH 59 - SB2



CCTV-53-0118
USH 51 @ STH 59 - SB5

CAMERA ORIENTATION DETAILS

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2) CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

CONDUIT (INSTALLED BY ALLIANT ENERGY)
UNDERGROUND SERVICE (BY ALLIANT ENERGY)

ELECTRICAL SERVICE METER BREAKER PEDESTAL
(SEE TRAFFIC SIGNAL DRAWINGS)

TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL DRAWINGS)

(3) CONDUIT RIGID NONMETALLIC 3-INCH
(SEE TRAFFIC SIGNAL DRAWINGS)

JB1

PB1

POLES WOOD 12-FT
INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
INSTALL ETHERNET SWITCH (RS900) (DEPARTMENT-FURNISHED)
(2) INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
ELECTRICAL SERVICE METER SOCKET (CCTV-53-0114, CCTV-53-0118)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0114, CCTV-53-0118)
(4) PLAQUES SEQUENCE IDENTIFICATION
&
CONDUIT (INSTALLED BY ALLIANT ENERGY)
UNDERGROUND SERVICE (BY ALLIANT ENERGY)

JUNCTION BOX (INSTALLED BY ALLIANT ENERGY)

(2) CONDUIT RIGID NONMETALLIC 3-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
(2) CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

INSET A (NOT TO SCALE)

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	▬
CCTV CAMERA	◀▬
POLE MOUNTED CABINET	⊠
POLE	●
PULL BOX 24X36	◑
PULL BOX 24X42	⓪
ITS CONDUIT	- - -
METER BREAKER PEDESTAL	⊠
METER SOCKET	⊗
BREAKER DISCONNECT BOX	⊞
TRANSFORMER	⧄

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION
PB ----- PULL BOX
SB ----- SIGNAL BASE

STH 59

(2) CONDUIT RIGID NONMETALLIC 3-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
(2) CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

CONDUIT RIGID NONMETALLIC 3-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
UNDERGROUND SERVICE (BY ALLIANT ENERGY)

SEE INSET A

EXISTING POLE MOUNTED TRANSFORMER

EXISTING CONDUIT RIGID NONMETALLIC 3-INCH
CONDUIT RIGID NONMETALLIC 3-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
(2) CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

PB3

PB8

EXISTING CONDUIT RIGID NONMETALLIC 3-INCH
(2) CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

USH 51 — 423+00 — 424+00 — 425+00 — 426+00 — 427+00 — 428+00 — USH 51

CCTV-53-0114
CONCRETE BASES TYPE 2 (SEE TRAFFIC SIGNAL DRAWINGS)
POLES TYPE 4 (SEE TRAFFIC SIGNAL DRAWINGS)
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)

SB2
PB4
SB3
SB4
PB5 18X36
SB5

CONDUIT RIGID NONMETALLIC 2-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA CABLE)

EXISTING CONDUIT RIGID NONMETALLIC 2-INCH
CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

CONDUIT RIGID NONMETALLIC 2-INCH (SEE TRAFFIC SIGNAL DRAWINGS)
CAMERA CABLE (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)

CCTV-53-0118
CONCRETE BASES TYPE 2 (SEE TRAFFIC SIGNAL DRAWINGS)
POLES TYPE 3 (SEE TRAFFIC SIGNAL DRAWINGS)
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)

WSOR RAILROAD

STH 59

GENERAL NOTES

REFER TO 5390-00-73 TRAFFIC SIGNAL PLANS FOR DETAILS ON SIDEWALK, CONDUIT, PULL BOXES, AND SIGNAL CABINET.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

N

0 20 40
scale in feet

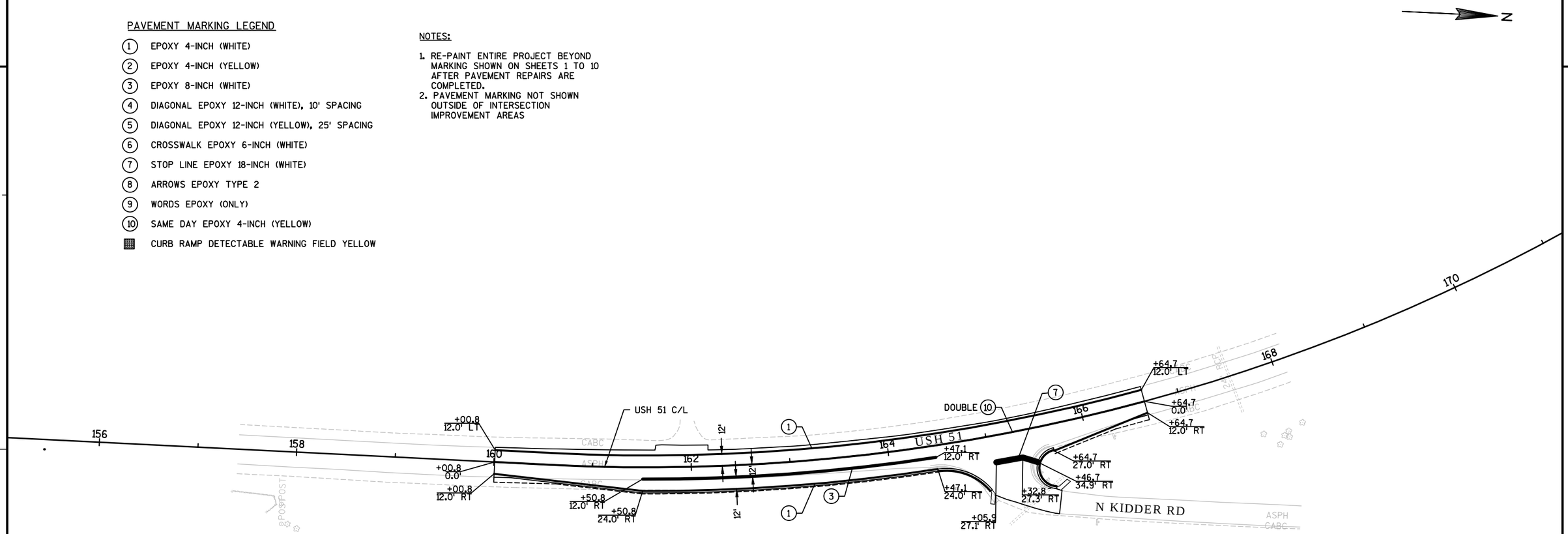
PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	ITS PLANS	SHEET 111	E

PAVEMENT MARKING LEGEND

(1) EPOXY 4-INCH (WHITE)
(2) EPOXY 4-INCH (YELLOW)
(3) EPOXY 8-INCH (WHITE)
(4) DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
(5) DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
(6) CROSSWALK EPOXY 6-INCH (WHITE)
(7) STOP LINE EPOXY 18-INCH (WHITE)
(8) ARROWS EPOXY TYPE 2
(9) WORDS EPOXY (ONLY)
(10) SAME DAY EPOXY 4-INCH (YELLOW)
▦ CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 1 OF 10

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 112	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

2

2

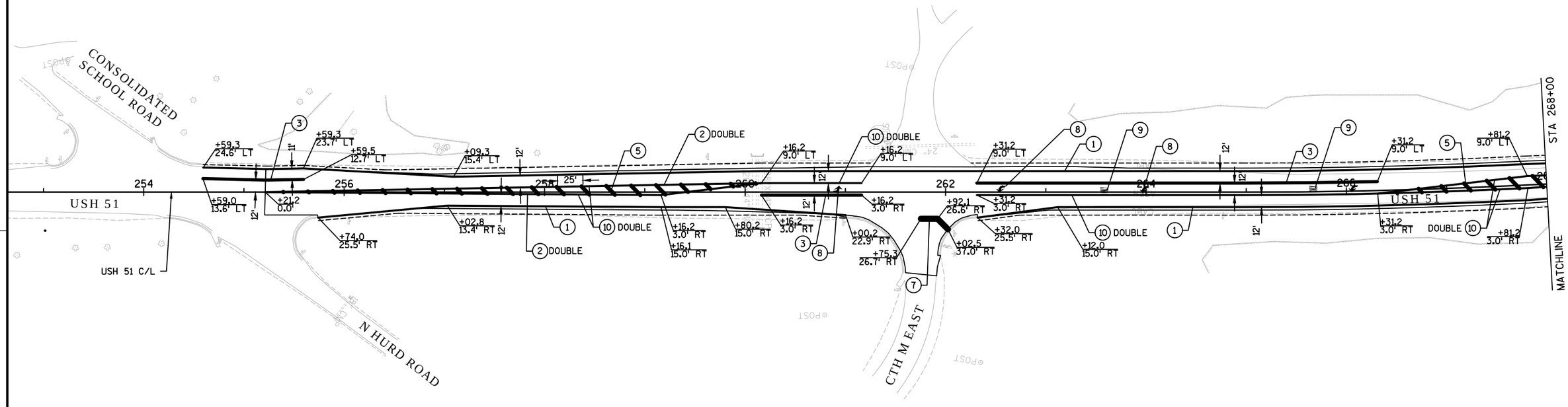
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 2 OF 10

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 113	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

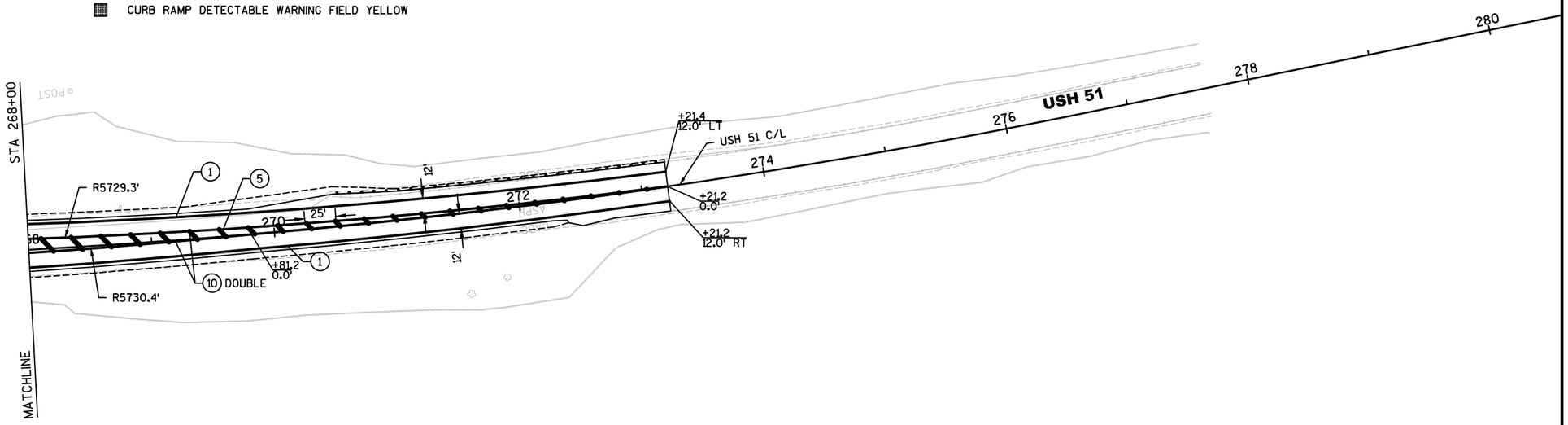
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 3 OF 10

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 114	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

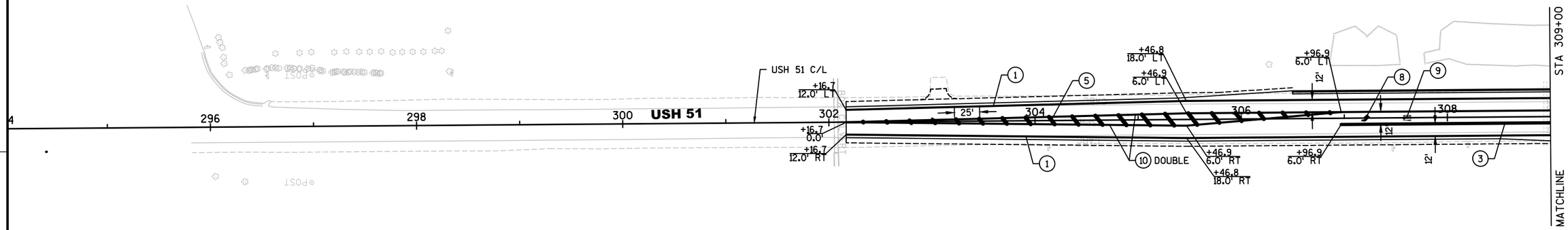
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 4 OF 10

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 115	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

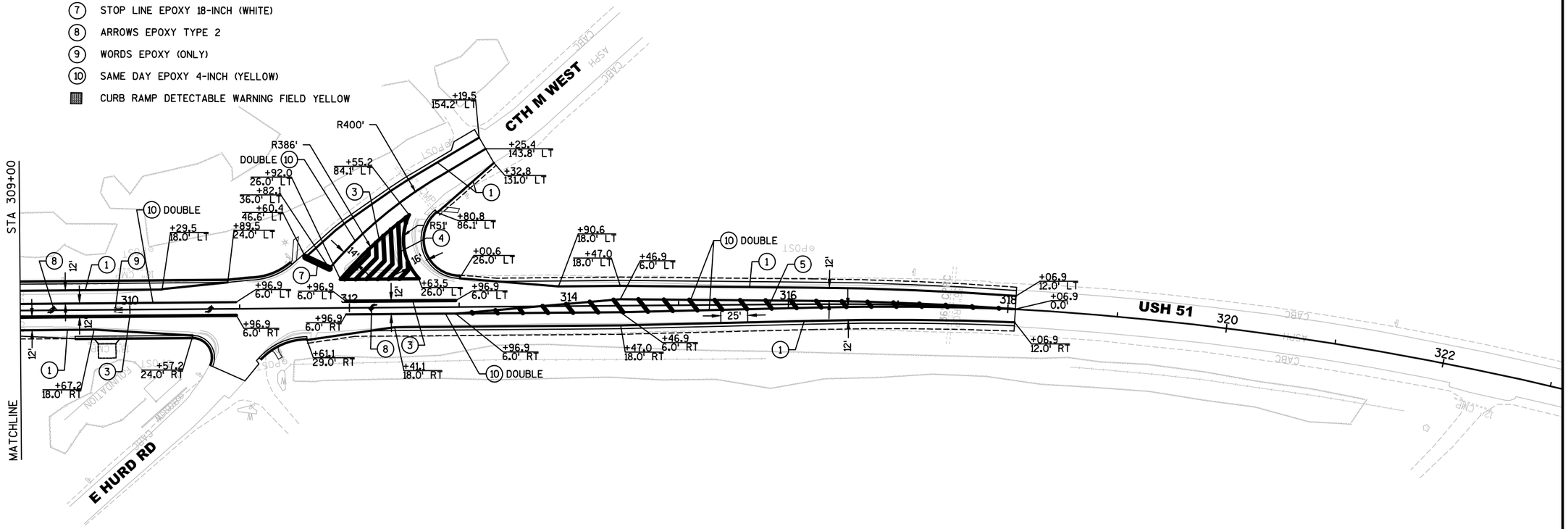
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 5 OF 10

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 116	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

2

PAVEMENT MARKING LEGEND

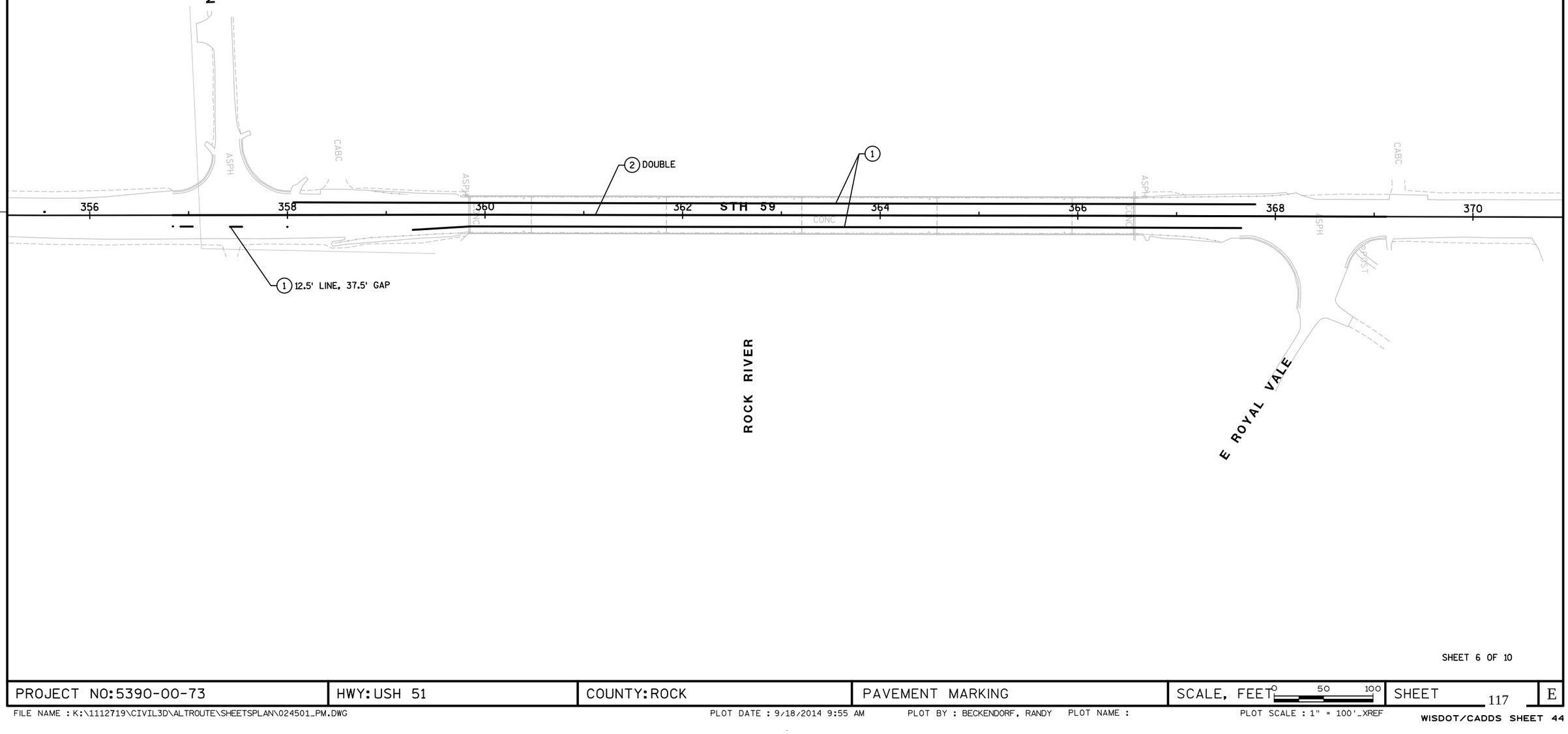
1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS

N



SHEET 6 OF 10

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SCALE, FEET 0 50 100	SHEET 117	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

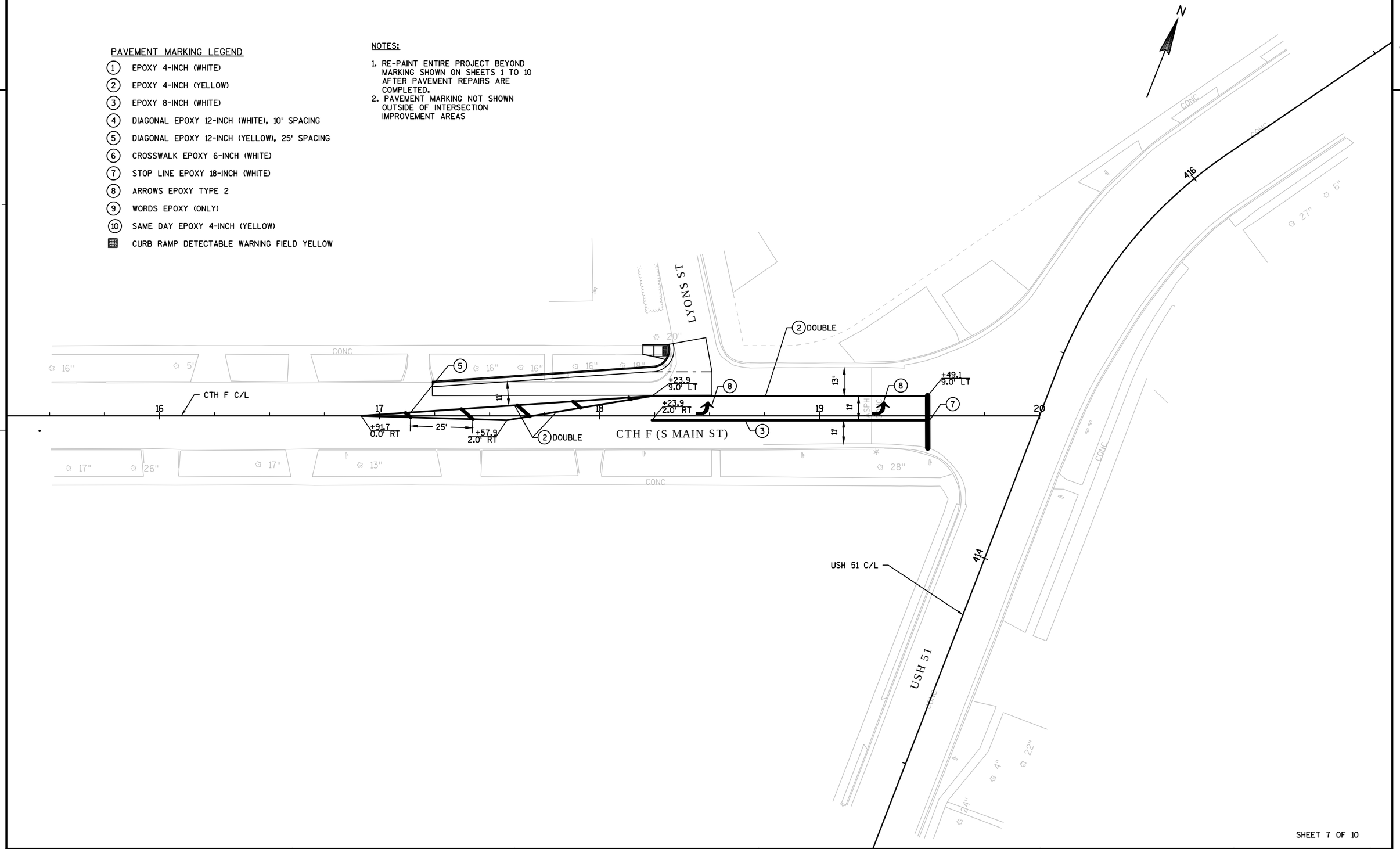
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
10. SAME DAY EPOXY 4-INCH (YELLOW)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 7 OF 10

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	PAVEMENT MARKING	SCALE, FEET 0 20 40	SHEET 118	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

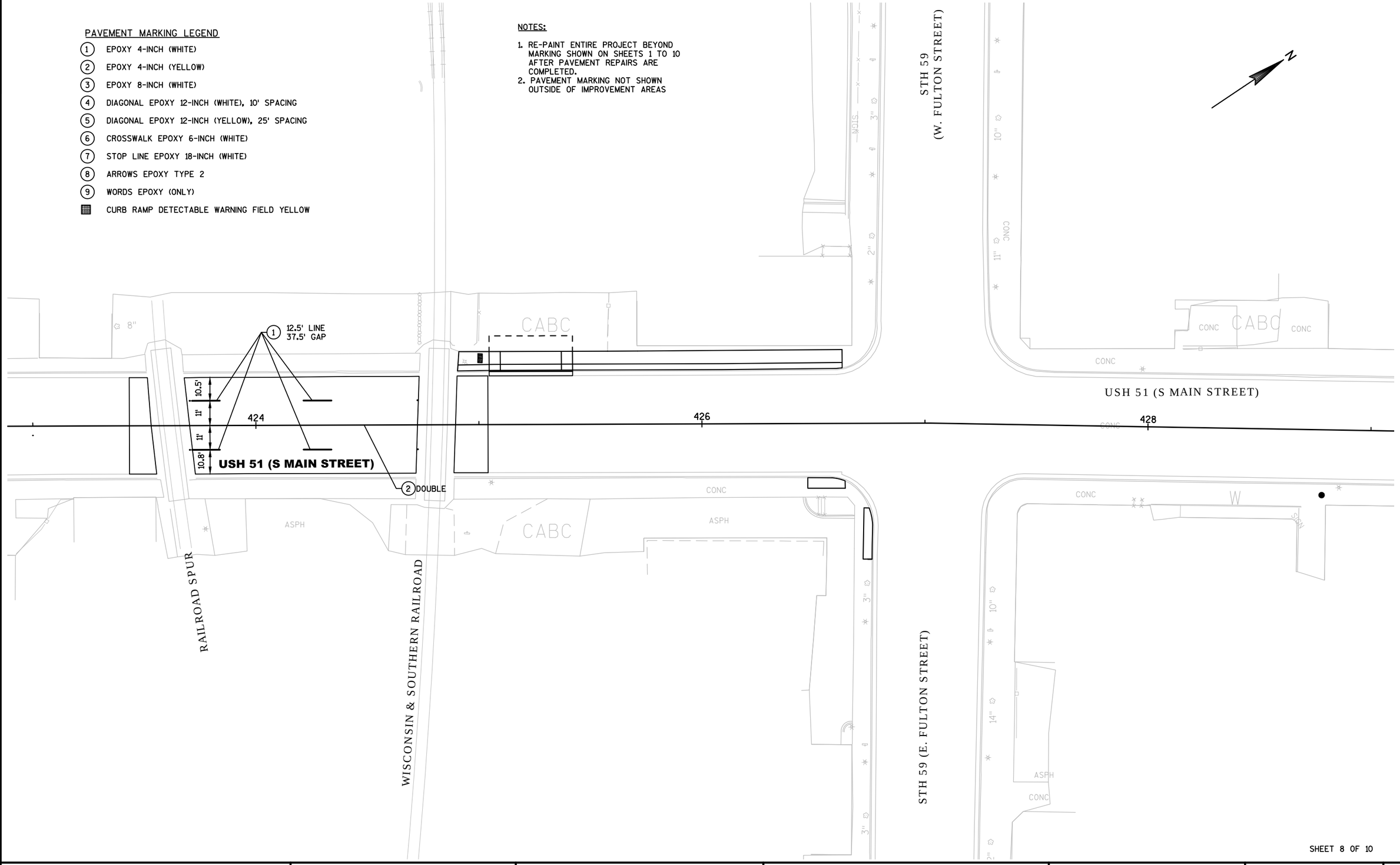
WISDOT/CADDS SHEET 44

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF IMPROVEMENT AREAS



SHEET 8 OF 10

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	PAVEMENT MARKING	SCALE, FEET 0 20 40	SHEET 119	E

2

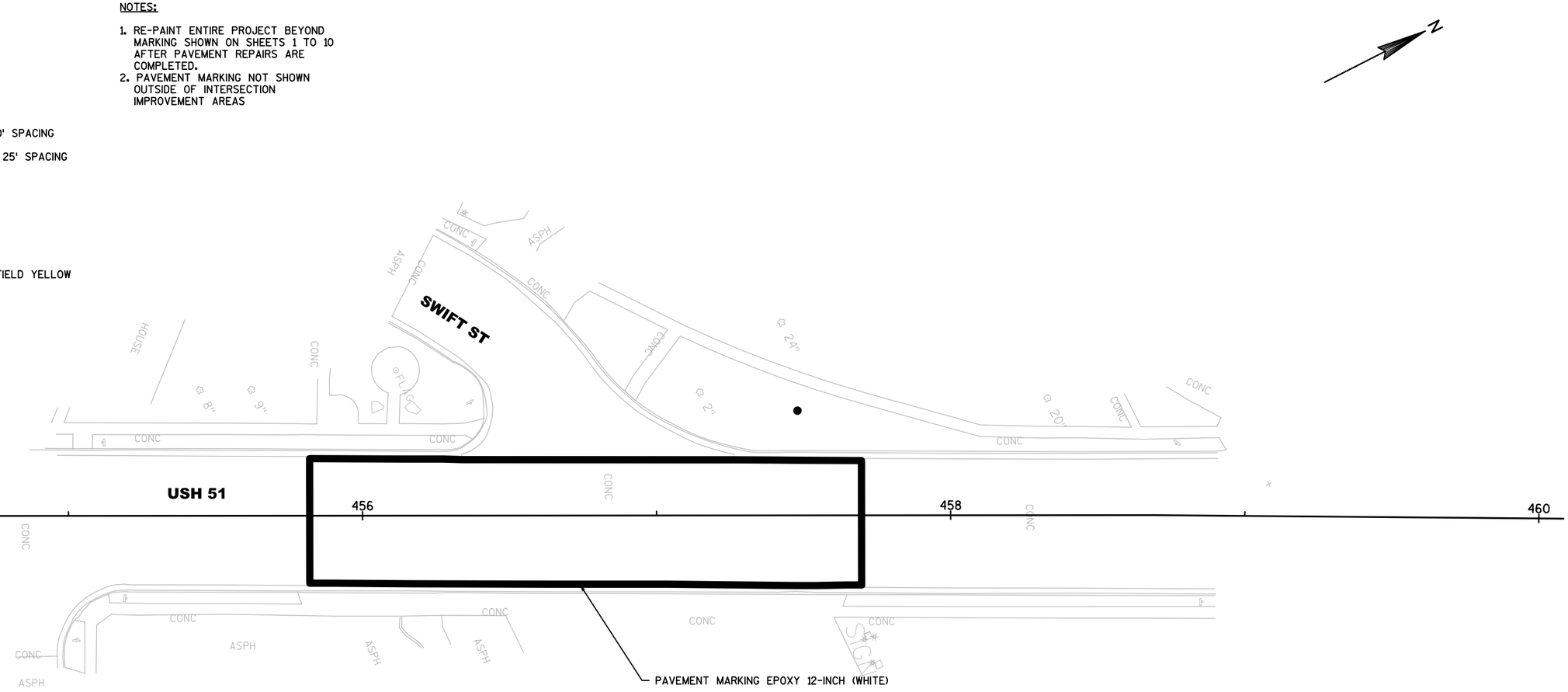
2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:

1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 9 OF 10

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	PAVEMENT MARKING	SCALE, FEET 0 20 40	SHEET 120	E

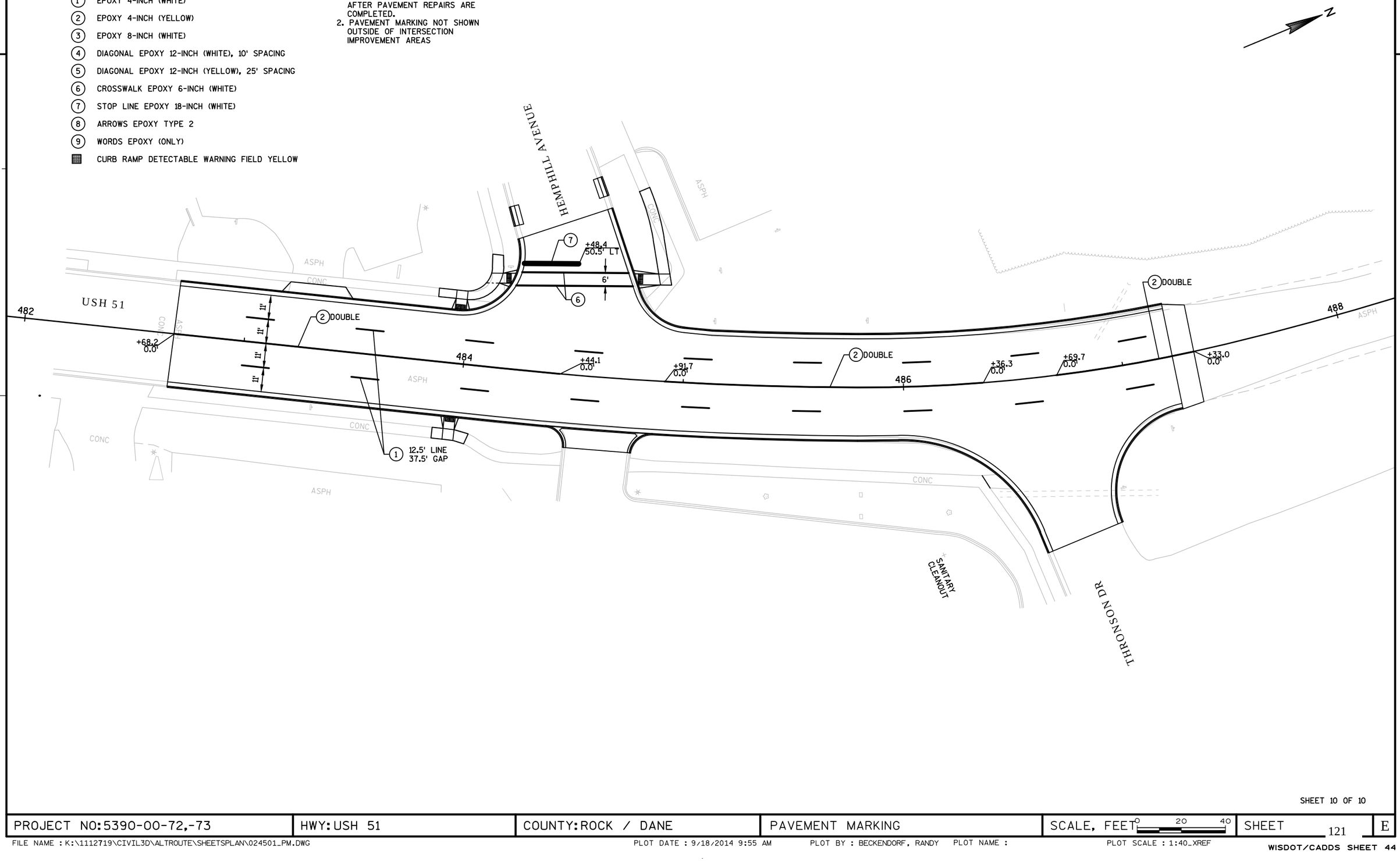
FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 8-INCH (WHITE)
4. DIAGONAL EPOXY 12-INCH (WHITE), 10' SPACING
5. DIAGONAL EPOXY 12-INCH (YELLOW), 25' SPACING
6. CROSSWALK EPOXY 6-INCH (WHITE)
7. STOP LINE EPOXY 18-INCH (WHITE)
8. ARROWS EPOXY TYPE 2
9. WORDS EPOXY (ONLY)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTES:
1. RE-PAINT ENTIRE PROJECT BEYOND MARKING SHOWN ON SHEETS 1 TO 10 AFTER PAVEMENT REPAIRS ARE COMPLETED.
2. PAVEMENT MARKING NOT SHOWN OUTSIDE OF INTERSECTION IMPROVEMENT AREAS



SHEET 10 OF 10

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	PAVEMENT MARKING	SCALE, FEET 0 20 40	SHEET 121	E

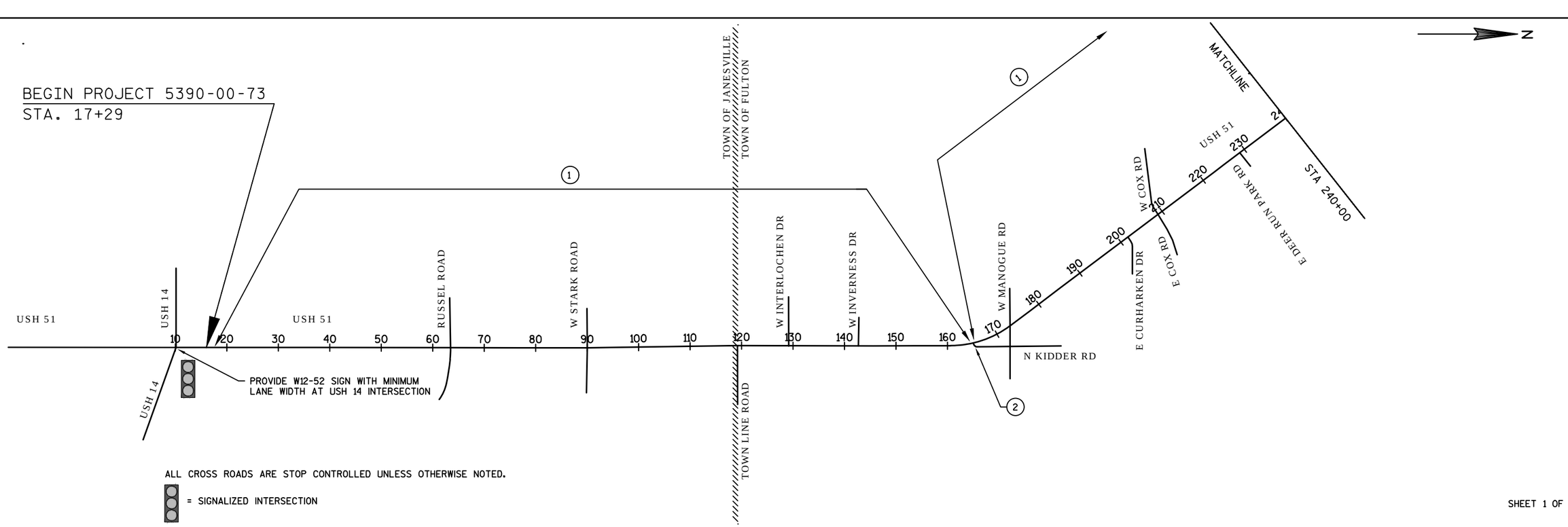
FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\024501_PM.DWG PLOT DATE : 9/18/2014 9:55 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

(1) TRAFFIC CONTROL FOR ASPHALTIC PATCHING

- ASPHALTIC BASE PATCHING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME.
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- THE TOTAL WORK AREA LENGTH, AS MEASURED FROM FLAGGER TO FLAGGER, SHALL NOT EXCEED 1500-FEET AT ANY ONE TIME.
- ANY ASPHALTIC BASE PATCHING AREAS THAT ARE REMOVED MUST BE REPLACED AND OPENED TO TWO-WAY TRAFFIC BY THE END OF THAT SAME WORKING DAY.

(2) SEE INTERSECTION STAGING TYPICALS



SHEET 1 OF 42

PROJECT NO:5390-00-72,73	HWY: USH 51	COUNTY: ROCK/DANE	TRAFFIC CONTROL OVERVIEW	SCALE : NTS	SHEET 122	E

2

(1) TRAFFIC CONTROL FOR ASPHALTIC PATCHING

- ASPHALTIC PATCHING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME.
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- THE TOTAL WORK AREA LENGTH, AS MEASURED FROM FLAGGER TO FLAGGER, SHALL NOT EXCEED 1500-FEET AT ANY ONE TIME.
- ANY ASPHALTIC PATCHING AREAS THAT ARE REMOVED MUST BE REPLACED AND OPENED TO TWO-WAY TRAFFIC BY THE END OF THAT SAME WORKING DAY.

(2) SEE INTERSECTION STAGING TYPICALS

(3) TRAFFIC CONTROL FOR CONCRETE PAVEMENT REPAIRS

- CONCRETE PAVEMENT REPAIRS SHALL BE CONSTRUCTED ON NO MORE THAN ONE LANE IN EACH DIRECTION AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS BETWEEN 7 AM AND 8 PM AT ALL TIMES DURING CONSTRUCTION SOUTH OF CTH F. OPEN ROADWAY TO TWO WAY TRAFFIC BY 8 PM EACH NIGHT. USE SHES CONCRETE TO MINIMIZE CONCRETE CURE TIME. (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- NORTH OF CTH F ROADWAY WILL BE REDUCED TO SINGLE LANE OF TRAFFIC IN ONE DIRECTION FROM 7 AM TO 7 PM DURING REPAIR WORK USING FLAGGING OPERATIONS. AFTER 7 PM ROADWAY SHALL BE OPENED TO ONE LANE IN EACH DIRECTION WHILE SHES CONCRETE CURES OVERNIGHT. (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- TOTAL WORK AREA LENGTH, AS MEASURED FROM FLAGGER TO FLAGGER, SHALL NOT EXCEED 1000-FEET AT ANY ONE TIME

(4) TRAFFIC CONTROL FOR CTH F (MAIN ST)

- ON CTH F: SHIFT TRAFFIC LANES TO THE SOUTH MAINTAIN ONE 10.5-FOOT TRAVEL LANE IN EACH DIRECTION. SLOPE BASE AGGREGATE DENSE AT 3:1 MAX SLOPE WHEN DROPOFF IS 6 INCHES OR GREATER
- CONSTRUCT WB PAVEMENT WIDENING ON CTH F
- PROVIDE TEMPORARY CROSSWALK WEST OF PROJECT WHEN LYONS ST CROSSWALK IS CLOSED

(5) TRAFFIC CONTROL FOR PAVEMENT REPLACEMENT

- SEE TYPICAL SECTIONS FOR PAVEMENT REPLACEMENT STAGING
- BUSINESSES MUST HAVE AT LEAST ONE ACCESS AT ALL TIMES, BY USING EITHER PAVEMENT GAPS OR ACCESS FROM ADJACENT PARCELS (IF AVAILABLE)
- ALL CONCRETE PAVING OF LANES SHALL BE CONSTRUCTED USING FORMS AND HAND FINISHING. NO SLIP-FORM PAVERS WILL BE USED DUE TO LIMITED LATERAL OFFSET TO TRAVEL LANES. SLIP-FORM PAVERS WILL ONLY BE ALLOWED FOR CONSTRUCTION OF CURB AND GUTTER
- CONTRACTOR MUST USE HES CONCRETE TO LIMIT THE CURE TIME REQUIRED FOR EACH STAGE.

(6) TRAFFIC CONTROL FOR USH 51/STH 59 TRAFFIC SIGNAL WORK

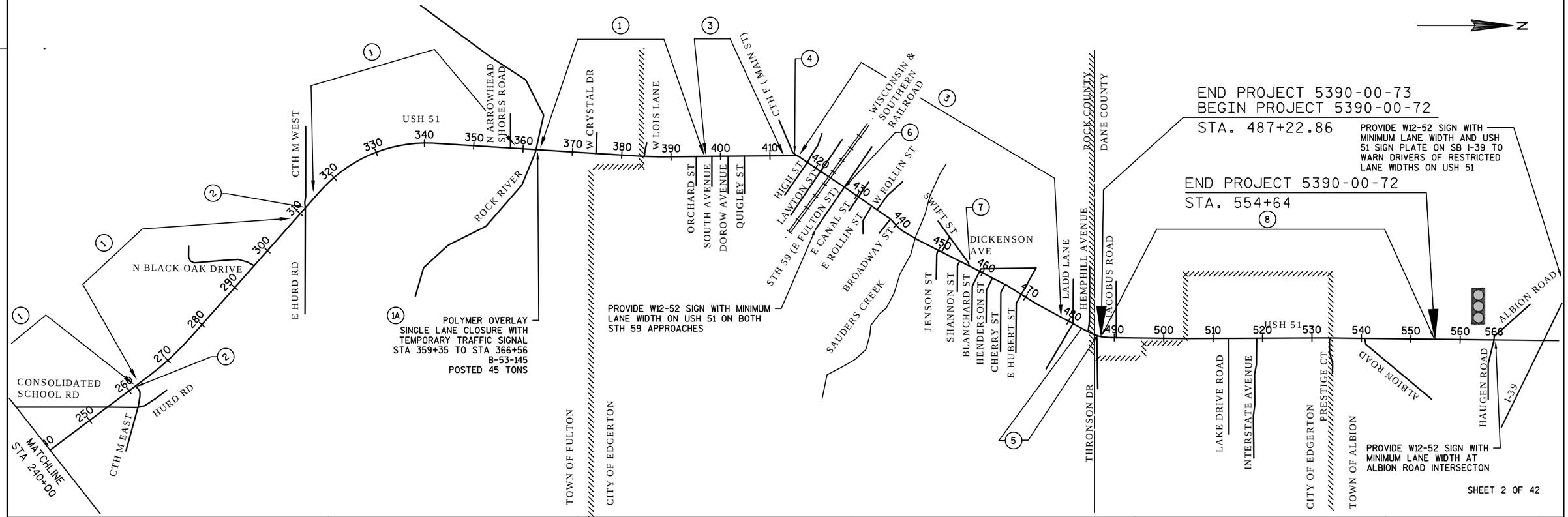
- LANE CLOSURES ONLY DURING SIGNAL OR SIDEWALK WORK.
- TRAFFIC WILL BE REDUCED TO ONE LANE ON EACH APPROACH.
- TRAFFIC CONTROL WILL BE CHANGED TO ALL-WAY STOP DURING SIGNAL WORK. TRAFFIC SIGNAL WILL REMAIN IN USE OTHER THAN WHEN SIGNAL WORK IS OCCURING.

(7) TRAFFIC CONTROL FOR FIRE STATION BEACON INSTALLATION

- CLOSE OUTSIDE LANE FROM 7 AM TO 8 PM (SEE SDD "TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
- OPEN ROADWAY TO TWO LANES IN EACH DIRECTION BY END OF WORKDAY

(8) TRAFFIC CONTROL FOR ASPHALTIC PATCHING WITH MILL AND OVERLAY AND SHOULDER WIDENING

- ALL ASPHALTIC PATCHING SHALL BE COMPLETED PRIOR TO MILL AND OVERLAY
- CONSTRUCT SHOULDER WIDENING USING FLAGGING OPERATIONS. A MAXIMUM OF TWO DAYS WILL BE ALLOWED BETWEEN REMOVAL OF SHOULDER MATERIAL AND PLACEMENT OF LOWER LIFTS OF ASPHALT PAVEMENT
- MILL AND OVERLAY 2-INCHES OF EXISTING ASPHALT PAVEMENT, INCLUDING ASPHALTIC PATCHING AREAS
- ASPHALTIC PATCHING, ASPHALTIC MILLING, AND PAVING SHALL ALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME. ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- THE TOTAL WORK AREA LENGTH, AS MEASURED FROM FLAGGER TO FLAGGER, SHALL NOT EXCEED 1500-FEET AT ANY ONE TIME
- ANY ASPHALTIC PATCHING AREAS THAT ARE REMOVED MUST BE REPLACED AND OPENED TO TWO-WAY TRAFFIC BY THE END OF THAT SAME WORKING DAY
- ANY AREAS THAT ARE MILLED OR PAVED MUST BE OPENED TO TWO-WAY TRAFFIC BY THE END OF THAT SAME WORKING DAY
- TRAFFIC WILL BE ALLOWED TO DRIVE ON MILLED PAVEMENT, IF NECESSARY, BETWEEN MILLING AND PAVING OPERATIONS. ALL APPROPRIATE SIGNAGE WILL BE REQUIRED
- A MAXIMUM OF 2 WORKING DAYS IS ALLOWED BETWEEN MILLING AND FINAL PAVING
- PLACE TEMPORARY PAVEMENT MARKING ON CENTERLINE OF MILLED SURFACE LEFT OVERNIGHT
- USE PAVEMENT MARKING SAME DAY ON CENTERLINE AFTER OVERLAY IS PLACED



PROJECT NO:5390-00-72,73	HWY: USH 51	COUNTY: ROCK/DANE	TRAFFIC CONTROL OVERVIEW	SCALE : NTS	SHEET 123	E

2

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

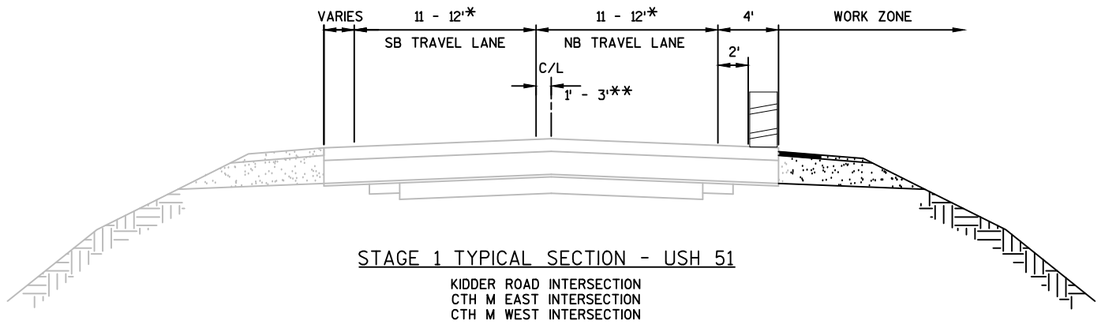
1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.
2. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS. SEE EXISTING AND PERMANENT SIGNING PLANS FOR MORE DETAIL.
3. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. THE COVERING OF WOOD POST MOUNTED SIGNS IS INCLUDED UNDER ITEM 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
5. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED IN THE PLANS.
6. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
7. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
8. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS, AS DIRECTED BY THE ENGINEER.
9. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.
10. BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
11. CONTRACTOR TO ENSURE DRAINAGE AND AVOID ANY PONDING OR STANDING WATER DURING THE STAGED CONSTRUCTION.
12. TEMPORARY PAVEMENT MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT OR BINDER HMA LAYERS THAT ARE TO BE REMOVED OR OVERLAID IN SUBSEQUENT STAGES.

PROJECT NO:5390-00-72,73	HWY: USH 51	COUNTY:ROCK/DANE	TRAFFIC CONTROL OVERVIEW	SCALE : NTS	SHEET 124	E

STAGE 1
- SHIFT TRAVEL LANES WEST OF EXISTING. CLOSE NB SHOULDER (TRAFFIC CONTROL STAGE CHANGE TO OCCUR DURING OFF-PEAK PERIOD)
- CONSTRUCT NB PAVEMENT WIDENING
- MAINTAIN ONE THROUGH LANE IN EACH DIRECTION
- PROVIDE A 4-FOOT MINIMUM OFFSET FROM THE CONSTRUCTION EDGE TO THE NB EDGE OF TRAVEL LANE
- PLACE DRUM ALONG CONSTRUCTION EDGE AT MINIMUM OF 2' SHY DISTANCE FROM NB EDGE OF TRAVEL LANE

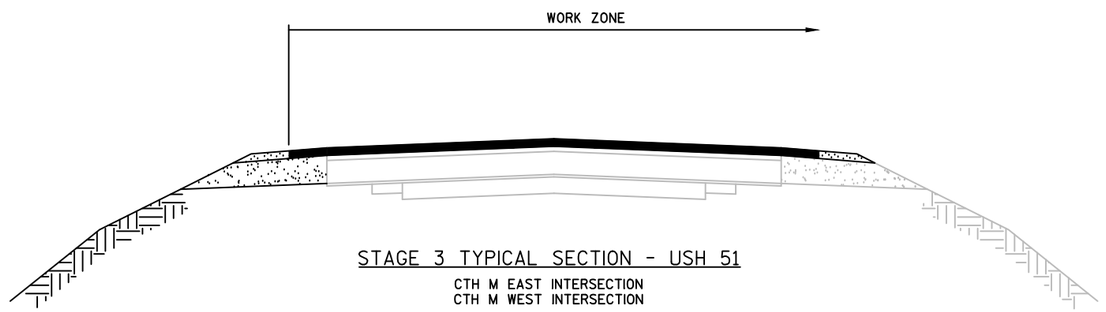
STAGE 2 (NOT REQUIRED AT KIDDER ROAD):
- SHIFT TRAVEL LANES EAST OF EXISTING. CLOSE SB SHOULDER (TRAFFIC CONTROL STAGE CHANGE TO OCCUR DURING OFF-PEAK PERIOD)
- CONSTRUCT SB PAVEMENT WIDENING.
- MAINTAIN ONE 12-FOOT THROUGH LANE IN EACH DIRECTION
- PROVIDE A 4-FOOT OFFSET FROM THE CONSTRUCTION EDGE TO THE SB EDGE OF TRAVEL LANE
- PLACE DRUM ALONG CONSTRUCTION EDGE AT MINIMUM OF 2' SHY DISTANCE FROM SB EDGE OF TRAVEL LANE
- SEE TYPICAL SECTION BELOW

STAGE 3
- MILL AND OVERLAY 2-INCHES OF EXISTING ASPHALT PAVEMENT WITHIN INTERSECTION IMPROVEMENT LIMITS.
- ASPHALTIC MILLING AND PAVING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME.
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPEARTIONS AT ALL TIMES DURING CONSTRUCTION (SEE S.D.D. TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- TRAFFIC WILL BE ALLOWED TO DRIVE ON MILLED PAVEMENT, IF NECESSARY, BETWEEN MILLING AND PAVING OPERATIONS
- CONSTRUCT GRAVEL SHOULDERS AFTER HMA PAVEMENT HAS BEEN PLACED USING FLAGGING OPERATIONS



STAGE 1 TYPICAL SECTION - USH 51

KIDDER ROAD INTERSECTION
CTH M EAST INTERSECTION
CTH M WEST INTERSECTION

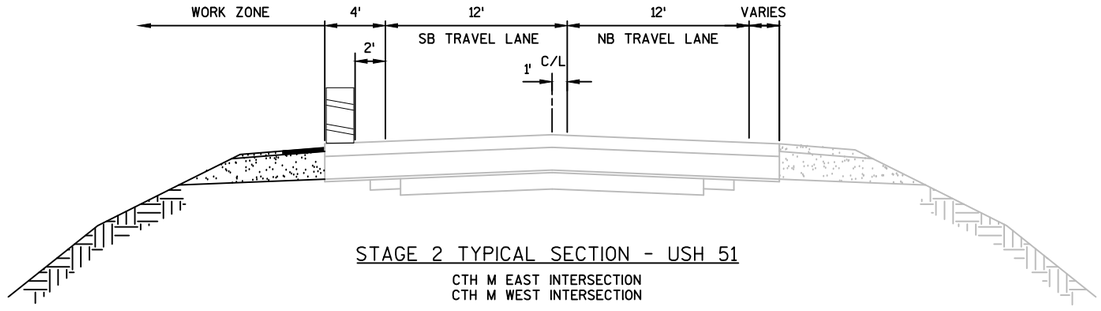


STAGE 3 TYPICAL SECTION - USH 51

CTH M EAST INTERSECTION
CTH M WEST INTERSECTION

*11' AT KIDDER ROAD AND CTH M EAST INTERSECTIONS
12' AT CTH M WEST INTERSECTION

** 2' AT KIDDER ROAD INTERSECTION
3' AT CTH M EAST INTERSECTION
1' AT CTH M WEST INTERSECTION

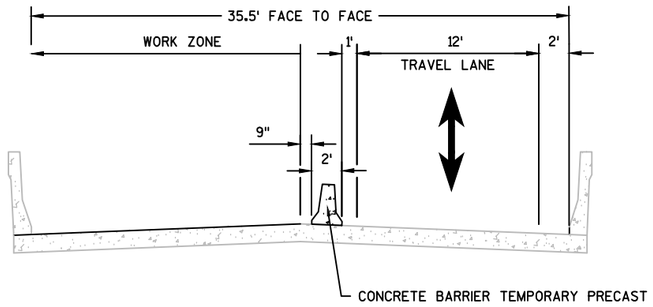


STAGE 2 TYPICAL SECTION - USH 51

CTH M EAST INTERSECTION
CTH M WEST INTERSECTION

SHEET 4 OF 42

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 125	E

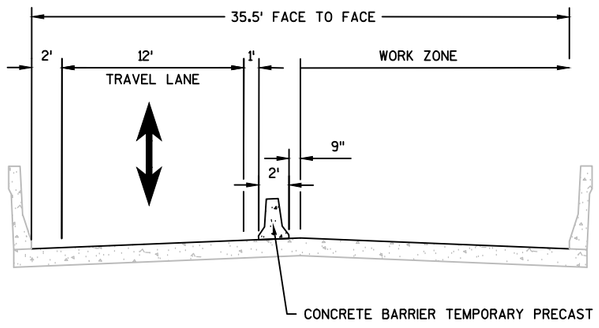


STAGE 1 - USH 51 BRIDGE OVER ROCK RIVER

STA 359+85 - STA 366+56

STAGE 1

- SHIFT TRAFFIC TO EAST HALF OF ROADWAY, ONE 12-FOOT LANE WITH TEMPORARY TRAFFIC SIGNAL
- APPLY POLYMER OVERLAY TO WEST HALF OF BRIDGE
- ADDITIONAL TEMPORARY TRAFFIC SIGNALTO BE PLACED ON ARROWHEAD SHORES ROAD



STAGE 2 - USH 51 BRIDGE OVER ROCK RIVER

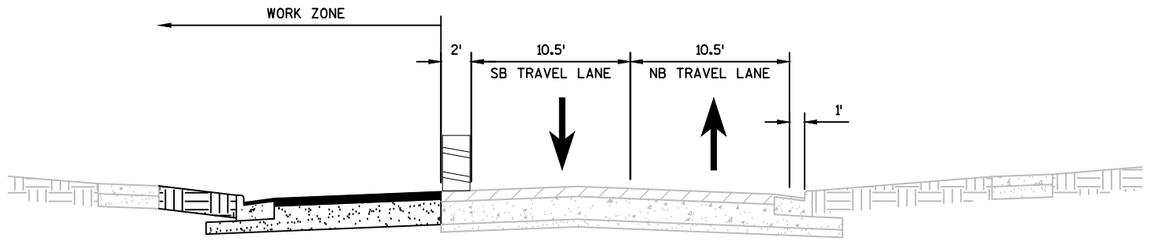
STA 359+85 - STA 366+56

STAGE 2

- SHIFT TRAFFIC TO WEST HALF OF ROADWAY, ONE 12-FOOT LANE WITH TEMPORARY TRAFFIC SIGNAL
- APPLY POLYMER OVERLAY TO EAST HALF OF BRIDGE
- ADDITIONAL TEMPORARY TRAFFIC SIGNAL TO BE PLACED ON ARROWHEAD SHORES ROAD

TRAFFIC CONTROL FOR CTH F (MAIN ST)

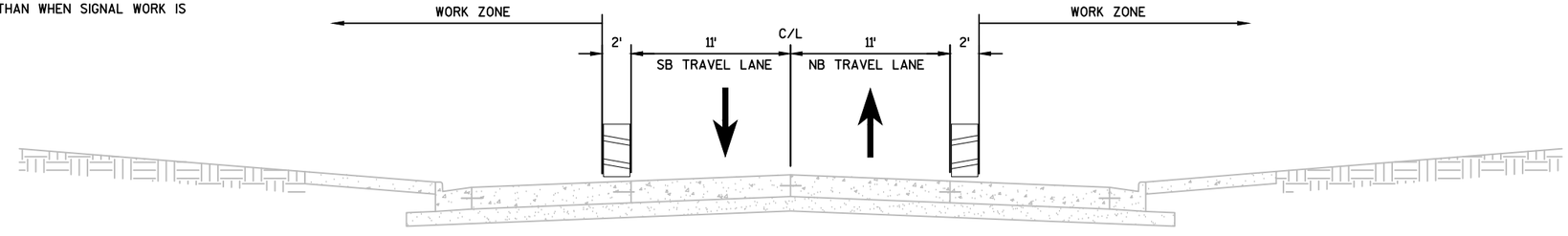
- ON CTH F:
  SHIFT TRAFFIC LANES TO THE SOUTH MAINTAIN ONE 10.5-FOOT TRAVEL LANE IN EACH DIRECTION. SLOPE BASE AGGREGATE DENSE AT 3:1 MAX SLOPE WHEN DROPOFF IS 6 INCHES OR GREATER
- CONSTRUCT WB PAVEMENT WIDENING ON CTH F
- PROVIDE TEMPORARY CROSSWALK WEST OF PROJECT WHEN LYONS ST CROSSWALK IS CLOSED



TYPICAL FINISHED SECTION
CTH F
STA 17+24 - STA 18+50

TRAFFIC CONTROL FOR USH 51/STH 59 TRAFFIC SIGNAL WORK

- LANE CLOSURES ONLY DURING SIGNAL OR SIDEWALK WORK.
- TRAFFIC WILL BE REDUCED TO ONE LANE ON EACH APPROACH.
- TRAFFIC CONTROL WILL BE CHANGED TO ALL-WAY STOP DURING SIGNAL WORK. TRAFFIC SIGNAL WILL REMAIN IN USE OTHER THAN WHEN SIGNAL WORK IS OCCURING.



TYPICAL FINISHED SECTION
USH 51 AT STH 59 INTERSECTION

SHEET 6 OF 42

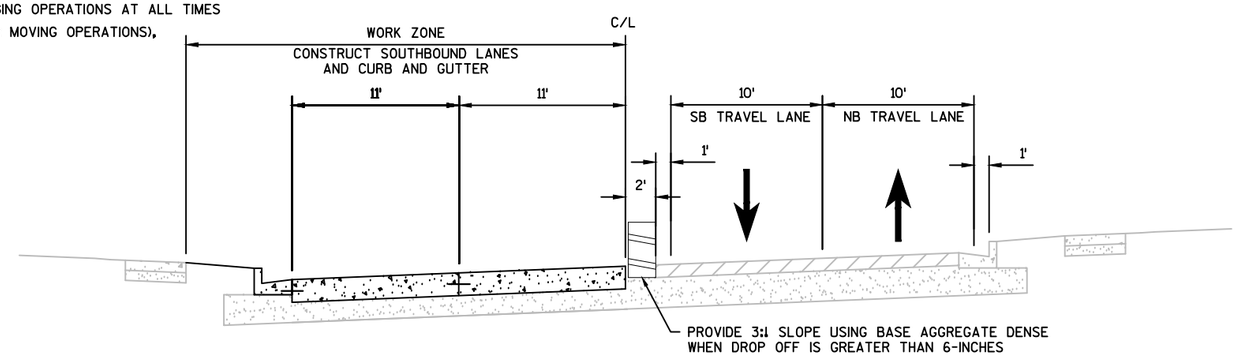
PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 127	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026000_S0.DWG PLOT DATE : 9/18/2014 9:57 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

STAGE 1

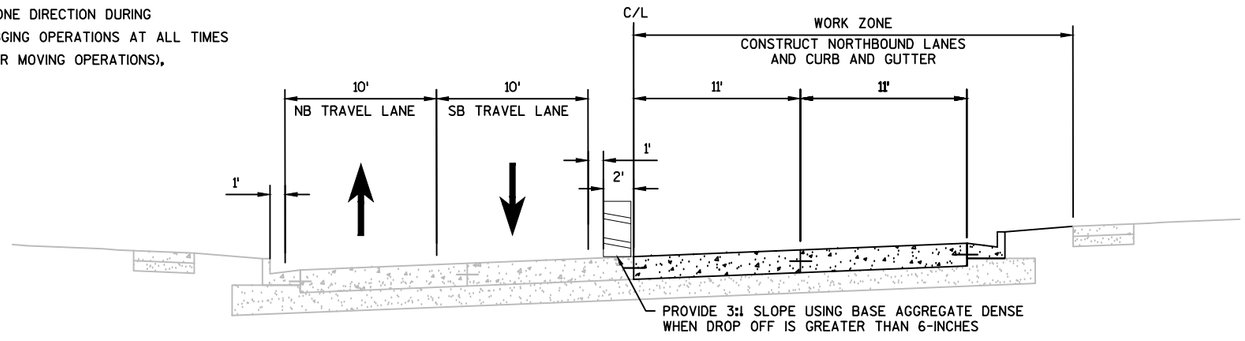
- SHIFT TRAFFIC TO EAST HALF OF ROADWAY, ONE 10-FOOT LANE IN EACH DIRECTION (TRAFFIC CONTROL STAGE CHANGE TO OCCUR DURING OFF-PEAK PERIOD)
- CONSTRUCT SB LANES AND CURB & GUTTER
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION DURING CONCRETE PAVING DAYS ONLY, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS), AND OPENED TO TWO-WAY TRAFFIC BY THE END OF THE DAY.



STAGE 1 - USH 51 PAVEMENT REPLACEMENT

STAGE 2

- SHIFT TRAFFIC TO WEST HALF OF ROADWAY, ONE 10-FOOT LANE IN EACH DIRECTION (TRAFFIC CONTROL STAGE CHANGE TO OCCUR DURING OFF-PEAK PERIOD)
- CONSTRUCT NB LANES AND CURB & GUTTER
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAVEL IN ONE DIRECTION DURING CONCRETE PAVING DAYS ONLY, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS), AND OPENED TO TWO-WAY TRAFFIC BY THE END OF THE DAY.



STAGE 2 - USH 51 PAVEMENT REPLACEMENT

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

PAVEMENT MARKING LEGEND

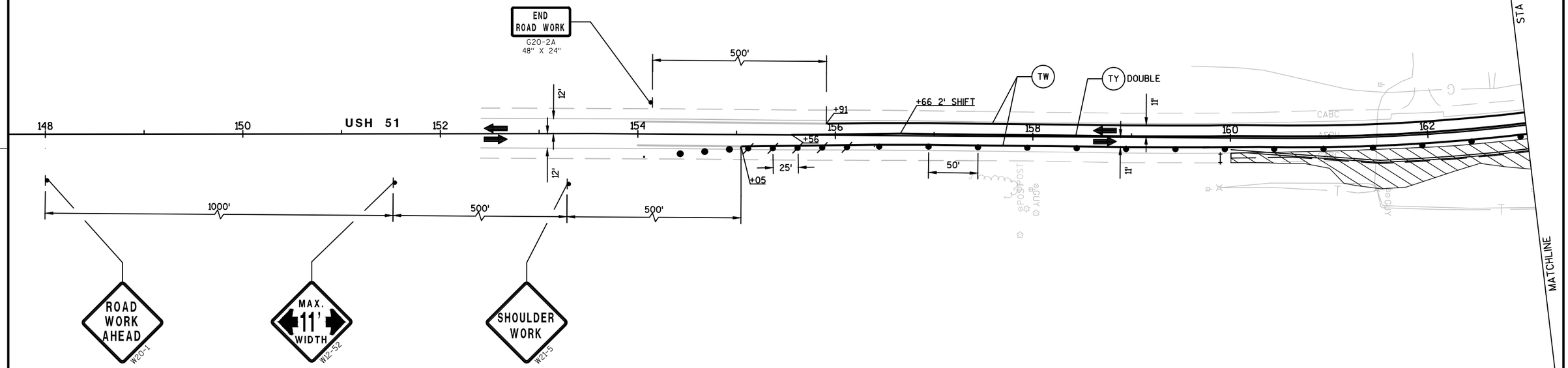
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 157+50 AND NORTH OF STA 168+00 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. THERE IS NO STAGE 2 AT KIDDER ROAD.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT PAVEMENT WIDENING.
2. DURATION +/- 2 WEEKS.



SCALE, FEET 0 50 100

SHEET 8 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - KIDDER ROAD STAGE 1	SHEET 129	E

2

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

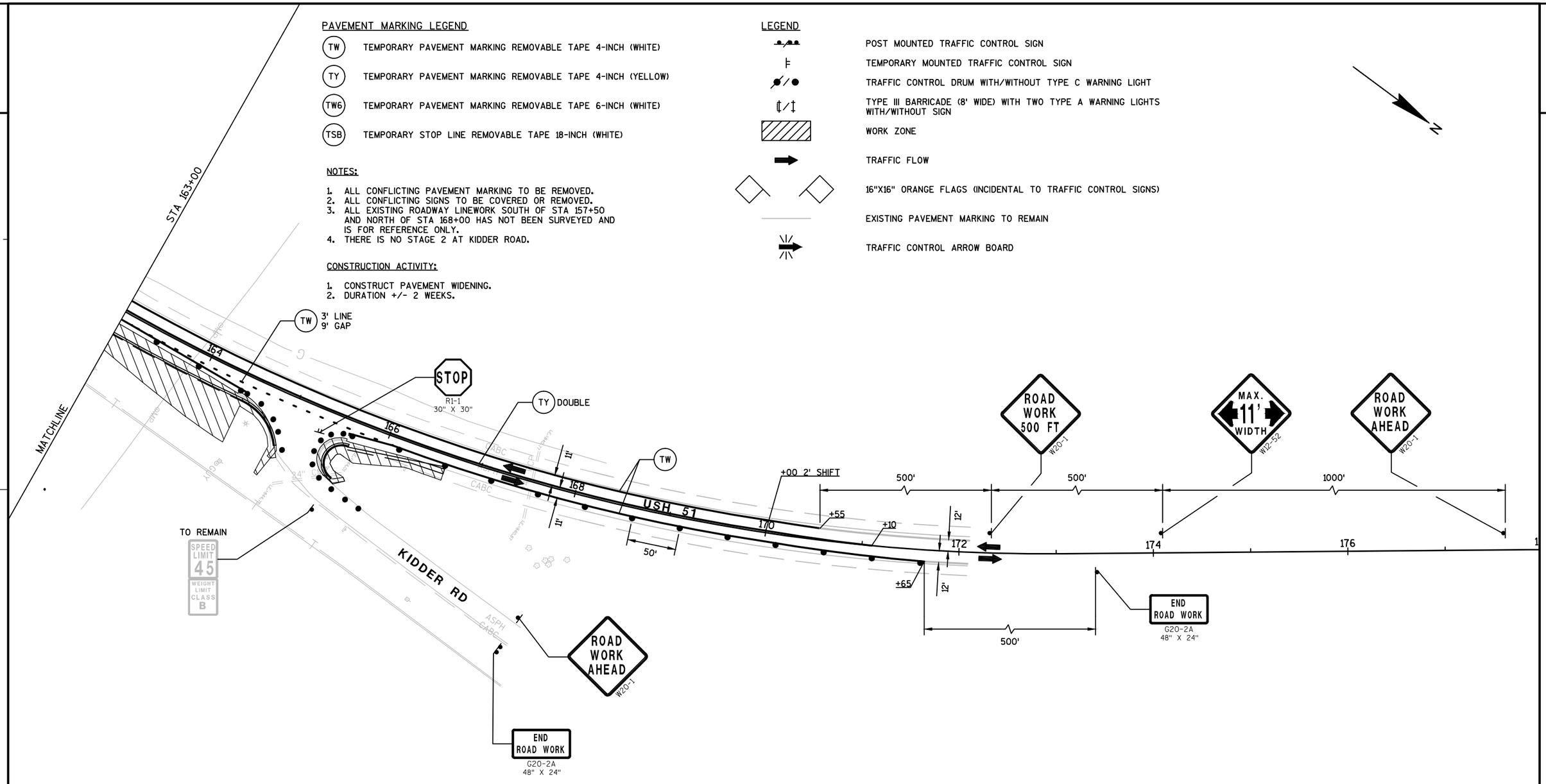
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 157+50 AND NORTH OF STA 168+00 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. THERE IS NO STAGE 2 AT KIDDER ROAD.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT PAVEMENT WIDENING.
2. DURATION +/- 2 WEEKS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SCALE, FEET 0 50 100

SHEET 9 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - KIDDER ROAD STAGE 1	SHEET 130	E

LEGEND

POST MOUNTED TRAFFIC CONTROL SIGN

TEMPORARY MOUNTED TRAFFIC CONTROL SIGN

TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT

TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN

WORK ZONE

TRAFFIC FLOW

16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)

EXISTING PAVEMENT MARKING TO REMAIN

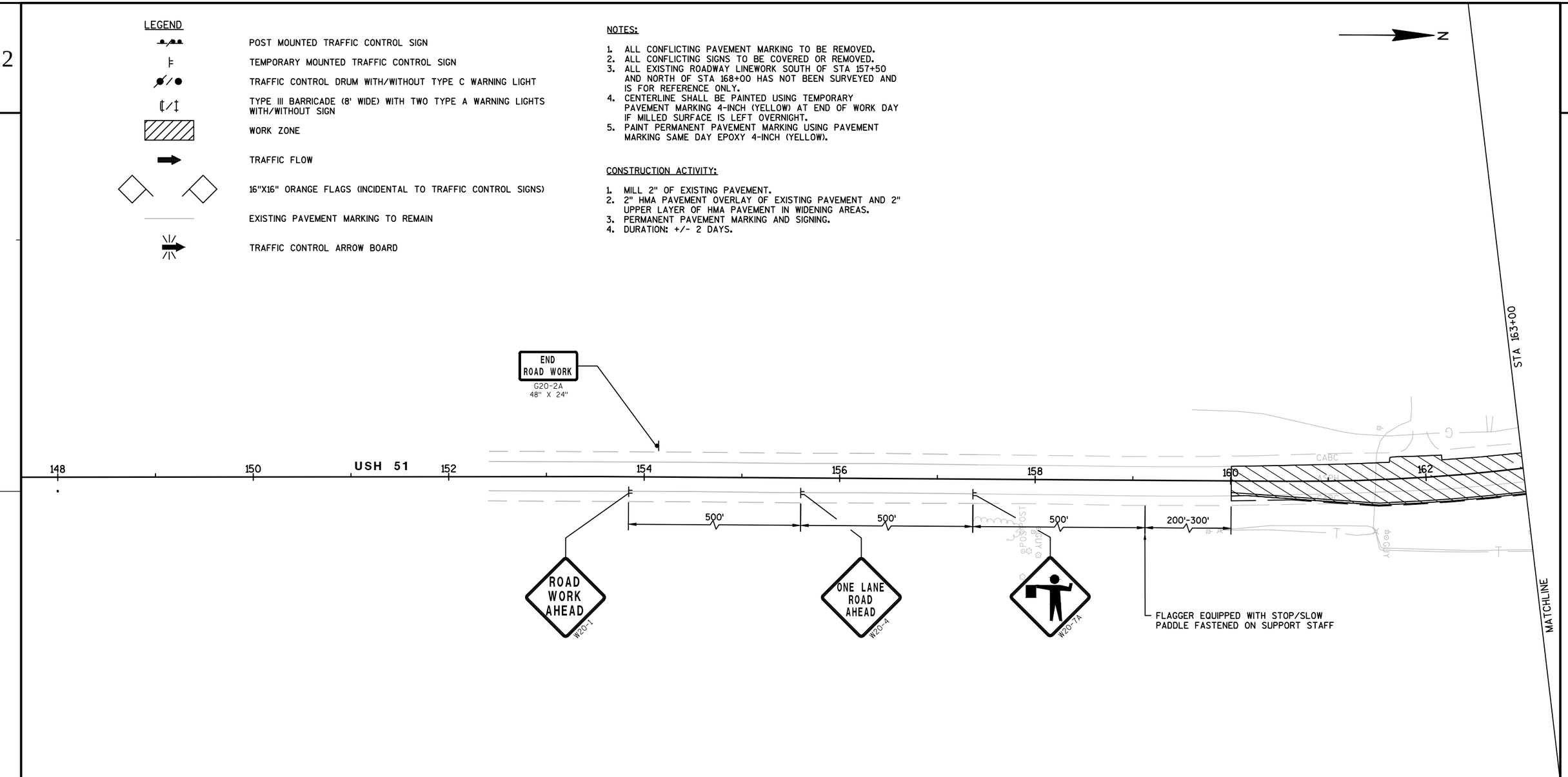
TRAFFIC CONTROL ARROW BOARD

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 157+50 AND NORTH OF STA 168+00 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.



SCALE, FEET 0 50 100

SHEET 10 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - KIDDER ROAD STAGE 3	SHEET 131	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026002_S3.DWG PLOT DATE : 11/12/2014 1:01 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

NOTES:

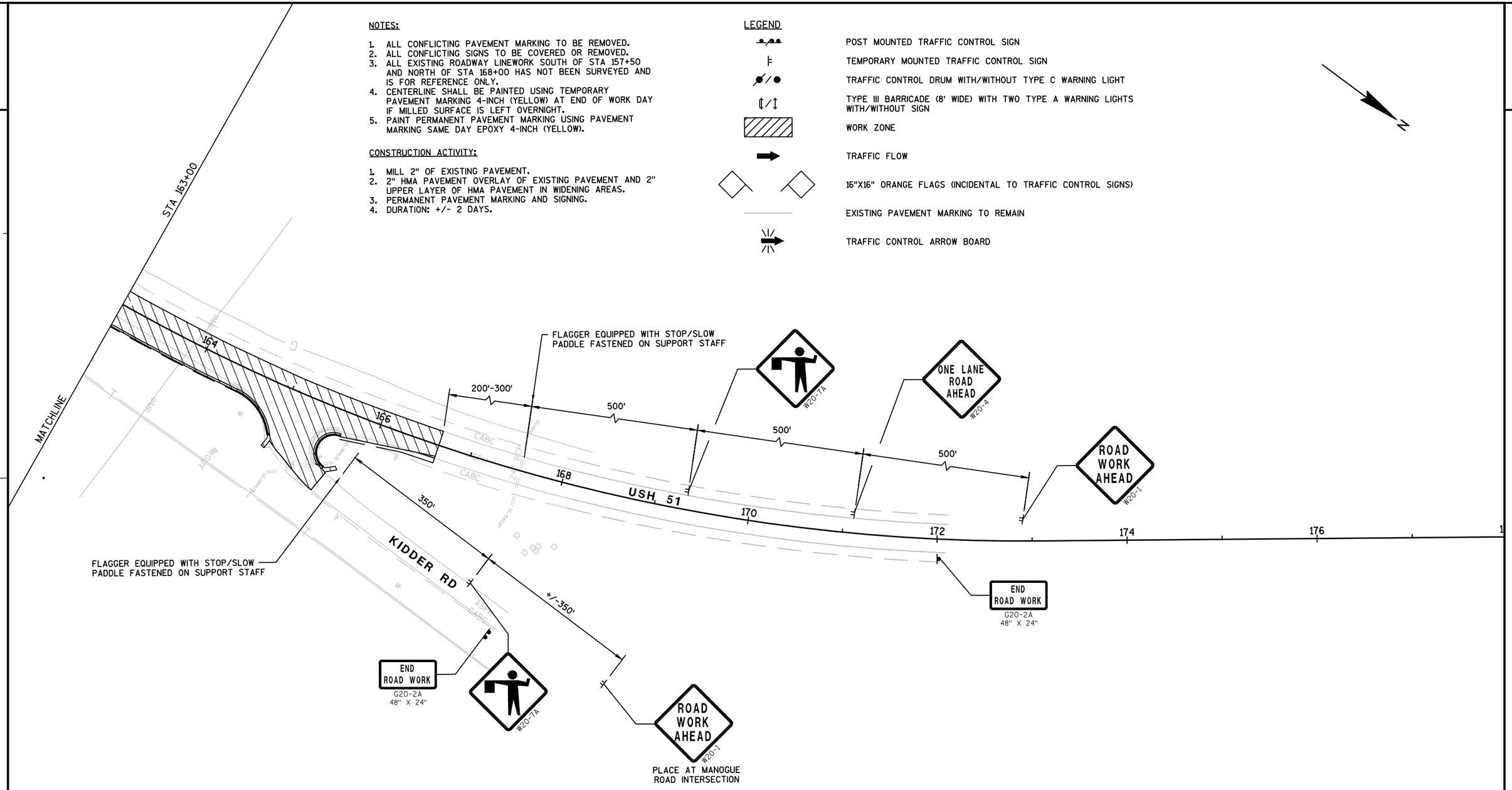
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 157+50 AND NORTH OF STA 168+00 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SCALE, FEET 0 50 100

SHEET 11 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - KIDDER ROAD STAGE 3	SHEET 132	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026002_S3.DWG PLOT DATE : 11/12/2014 1:01 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

NOTES:

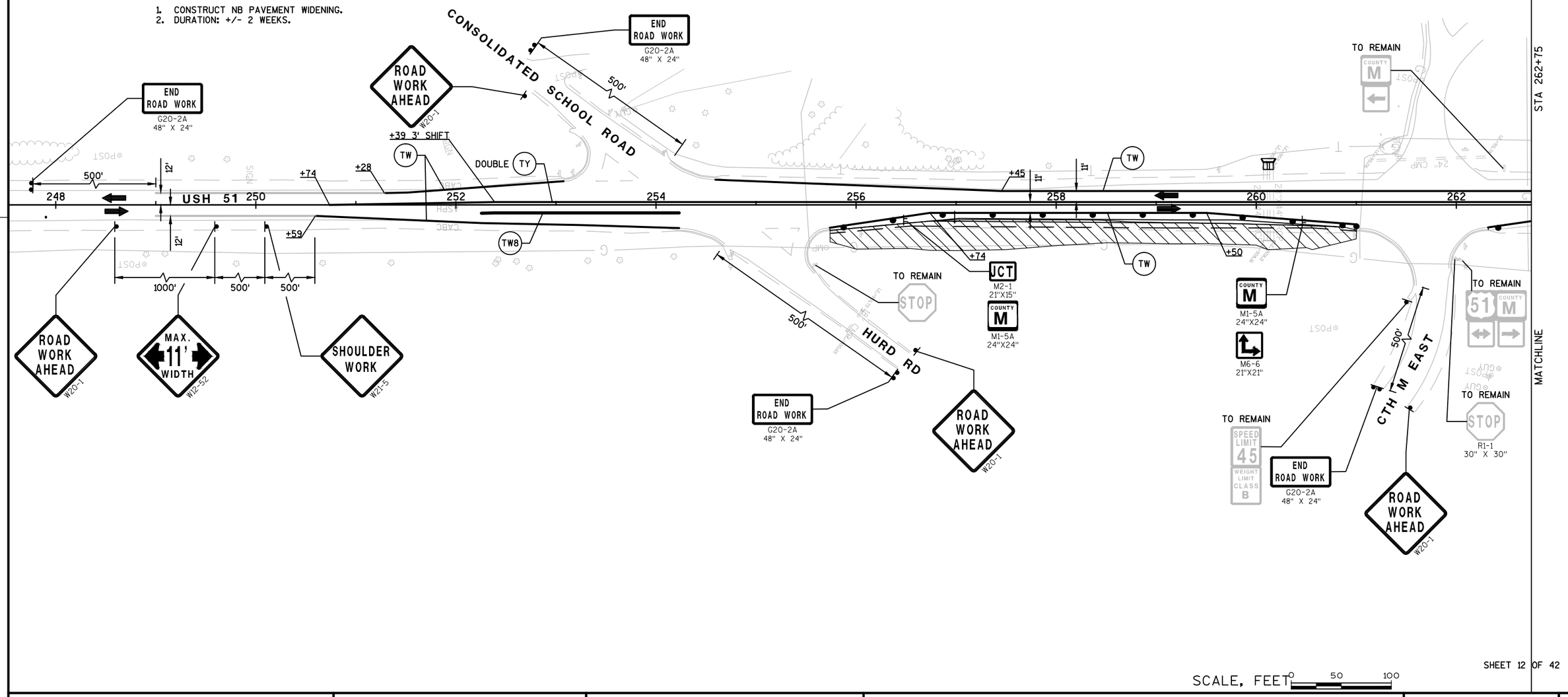
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT NB PAVEMENT WIDENING.
2. DURATION: +/- 2 WEEKS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SCALE, FEET 0 50 100

SHEET 12 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 1	SHEET 133	E

2

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

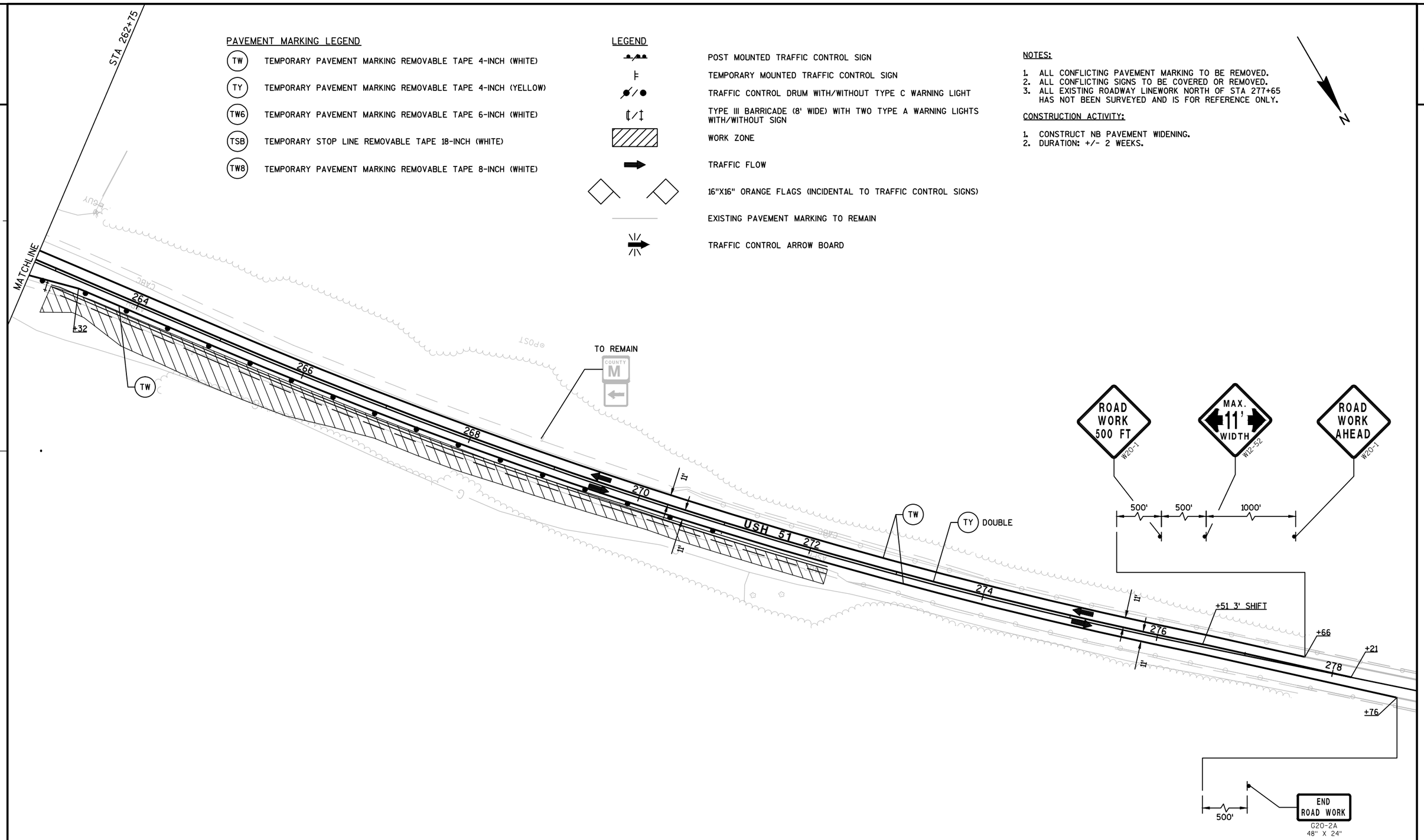
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT NB PAVEMENT WIDENING.
2. DURATION: +/- 2 WEEKS.

N



SHEET 13 OF 42

SCALE, FEET 0 50 100

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 1	SHEET 134	E

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

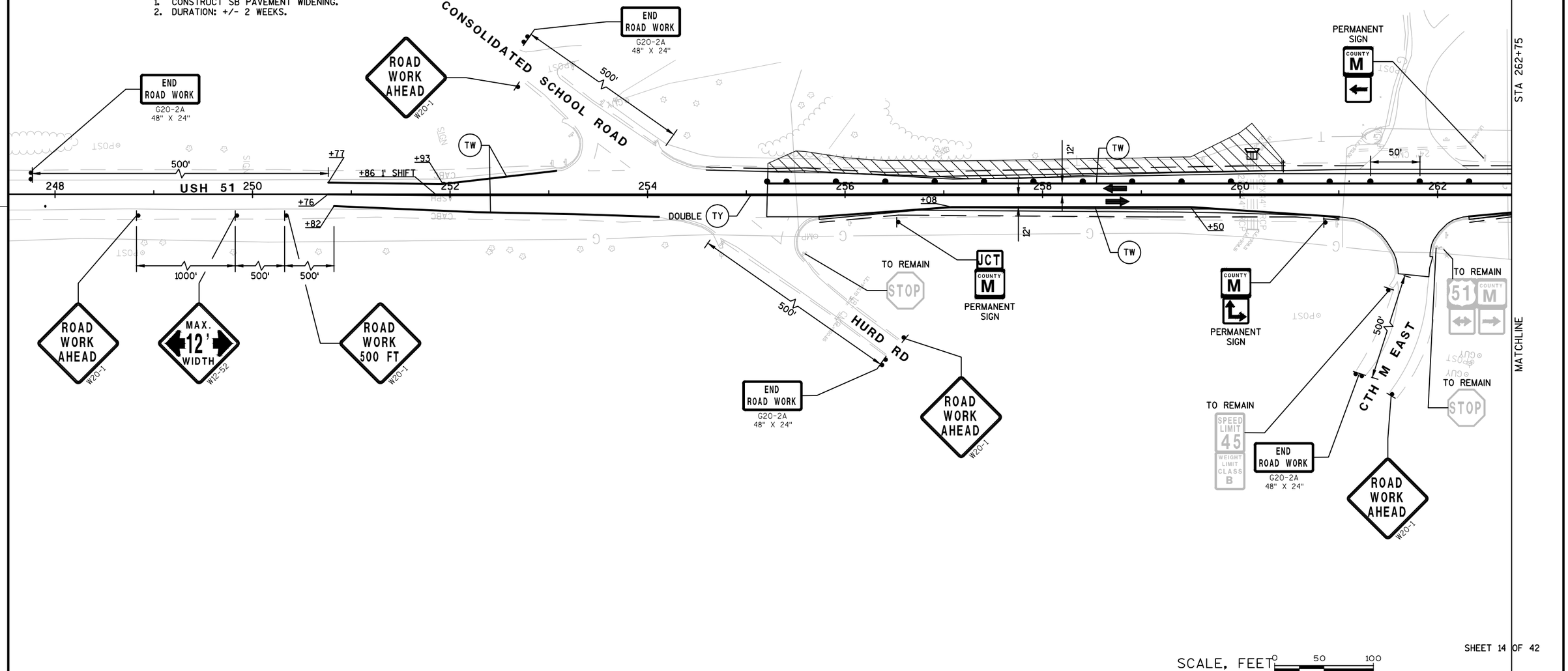
- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SB PAVEMENT WIDENING.
2. DURATION: +/- 2 WEEKS.



SCALE, FEET 0 50 100

SHEET 14 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 2	SHEET 135	E

2

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

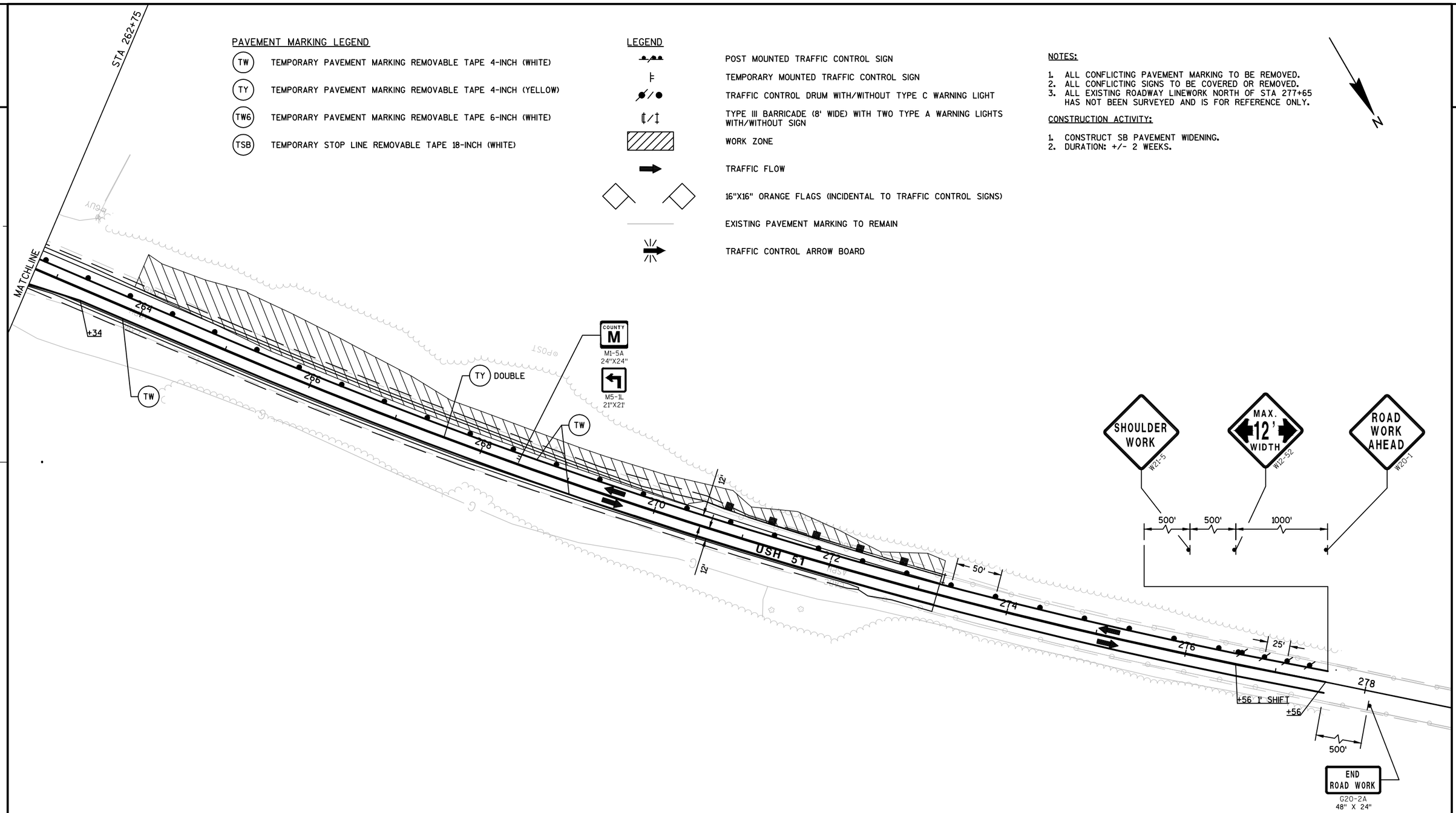
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SB PAVEMENT WIDENING.
2. DURATION: +/- 2 WEEKS.

N



SCALE, FEET 0 50 100

SHEET 15 OF 42

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 2	SHEET 136	E

NOTES:

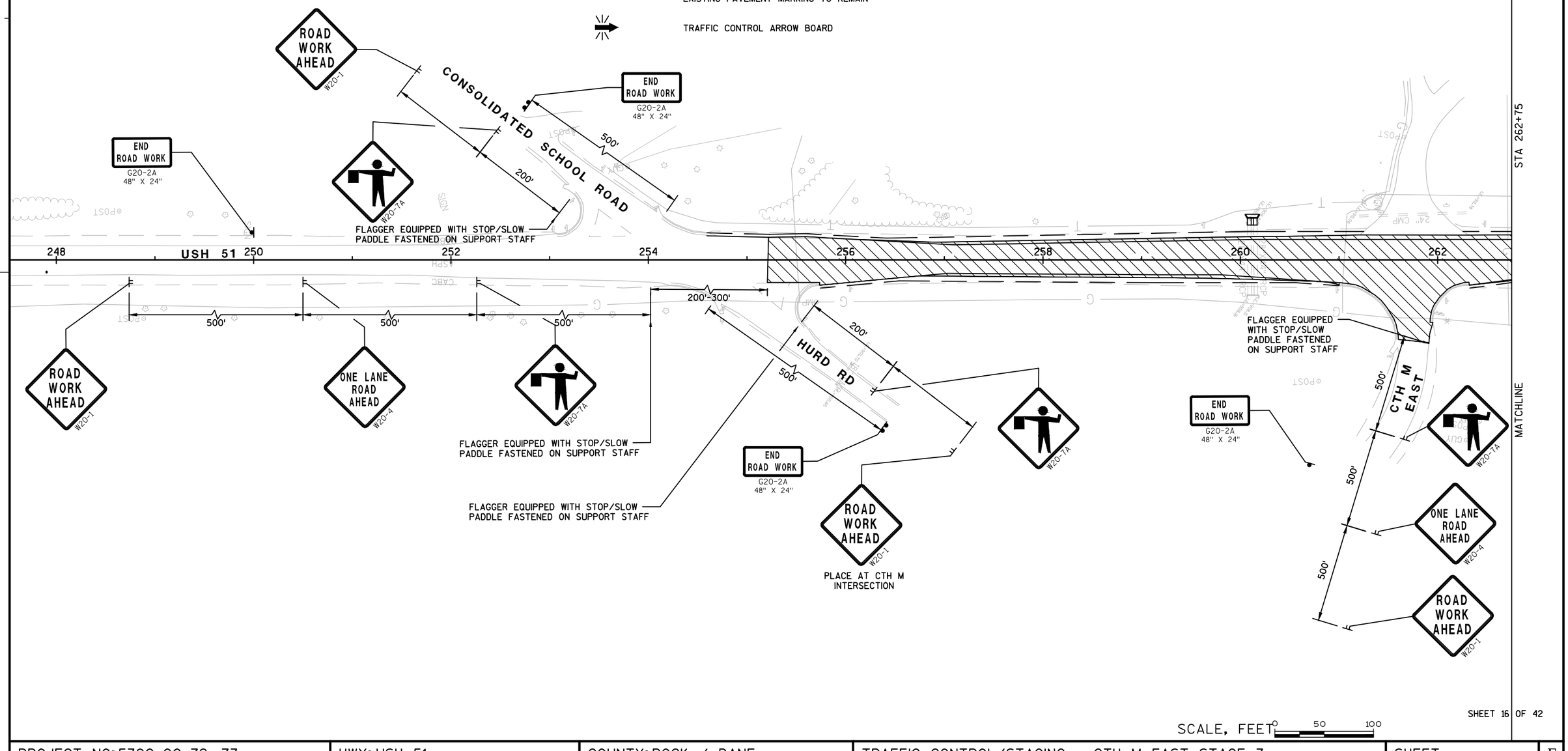
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SHEET 16 OF 42

SCALE, FEET 0 50 100

PROJECT NO: 5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 3	SHEET 137	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026103_S3.DWG PLOT DATE : 11/12/2014 1:04 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

NOTES:

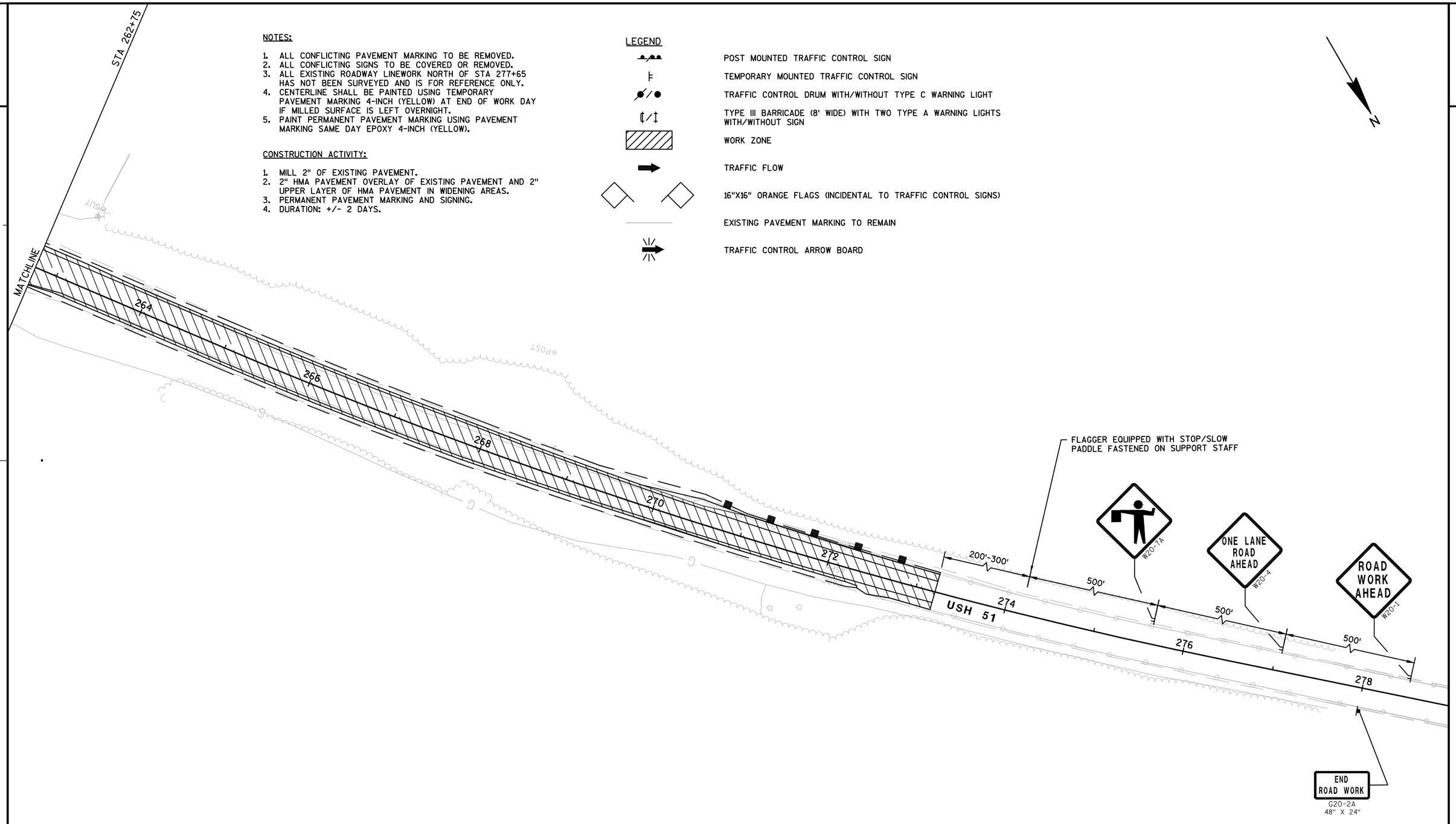
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK NORTH OF STA 277+65 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SCALE, FEET 0 50 100

SHEET 17 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M EAST STAGE 3	SHEET 138	E

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

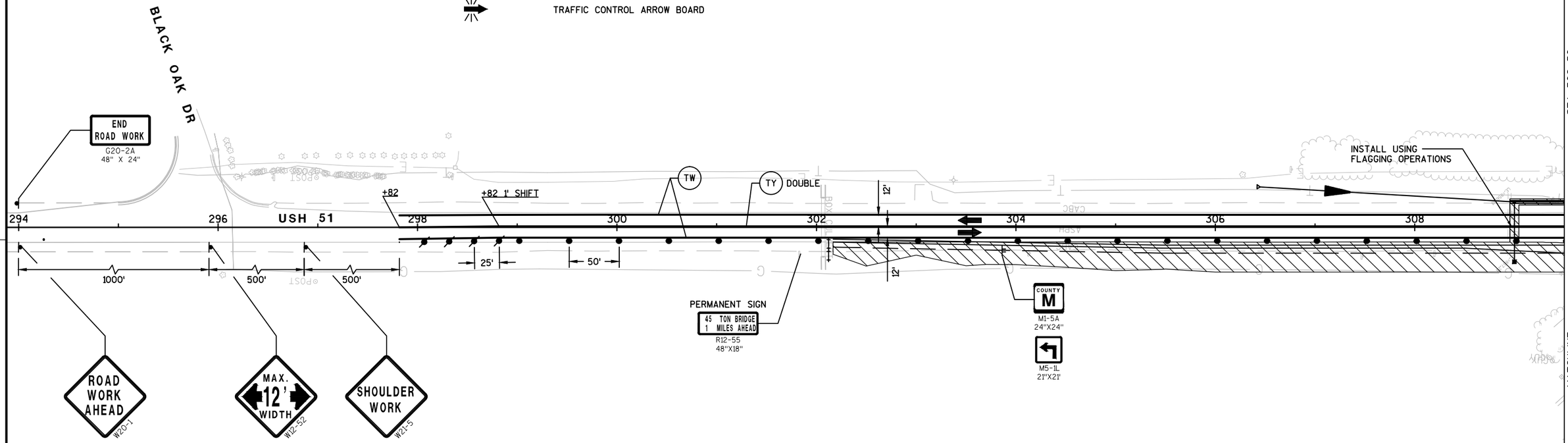
- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. INSTALL STORM SEWER CROSSINGS ACROSS USH 51 USING FLAGGING OPERATIONS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT NB PAVEMENT WIDENING.
2. INSTALL USH 51 STORM SEWER CROSSINGS.
3. DURATION: +/- 2 WEEKS.



SHEET 18 OF 42

SCALE, FEET 0 50 100

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 1	SHEET 139 E

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. INSTALL STORM SEWER CROSSINGS ACROSS USH 51 USING FLAGGING OPERATIONS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT NB PAVEMENT WIDENING.
2. INSTALL USH 51 STORM SEWER CROSSINGS.
3. DURATION: +/- 2 WEEKS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

N

ROAD WORK AHEAD W20-1

CTH M WEST

END ROAD WORK G20-2A 48" X 24"

TO REMAIN

STA 309+50

COUNTY M M1-5A 24"X24"

M6-1 21"X21"

STOP

51 COUNTY M

500'

YIELD

DO NOT ENTER

Indianford

TY DOUBLE

TW

12'

USH 51

310 312 314 316 318 320 322 324

+42 1' SHIFT

+42

50'

ROAD WORK 500 FT W20-1

MAX. 12' WIDTH W12-52

ROAD WORK AHEAD W20-1

500' 500' 1000' 500'

NORTH M3-1 24"X12"

51 M1-4 24"X24"

STOP R1-1 30" X 30"

HURD RD

MATCHLINE

WEIGHT LIMIT CLASS B

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

SCALE, FEET 0 50 100

SHEET 19 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 1	SHEET 140	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026201_S1.DWG PLOT DATE : 11/12/2014 1:05 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:100_XREF

2

PAVEMENT MARKING LEGEND

(TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

(TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)

(TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

POST MOUNTED TRAFFIC CONTROL SIGN

TEMPORARY MOUNTED TRAFFIC CONTROL SIGN

TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT

TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN

WORK ZONE

TRAFFIC FLOW

16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)

EXISTING PAVEMENT MARKING TO REMAIN

TRAFFIC CONTROL ARROW BOARD

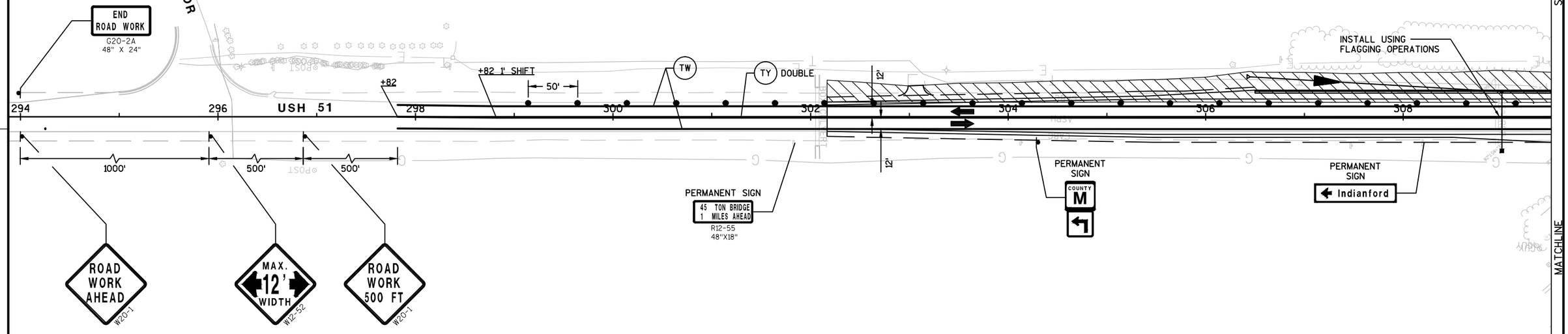
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. INSTALL STORM SEWER CROSSINGS ACROSS USH 51 USING FLAGGING OPERATIONS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SB PAVEMENT WIDENING.
2. CONSTRUCT REMAINDER OF STORM SEWER SYSTEM.
3. DURATION: +/- 2 WEEKS.

N



SHEET 20 OF 42

SCALE, FEET 0 50 100

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 2	SHEET 141	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026202_S2.DWG PLOT DATE : 11/12/2014 1:06 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. INSTALL STORM SEWER CROSSINGS ACROSS USH 51 USING FLAGGING OPERATIONS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SB PAVEMENT WIDENING.
2. CONSTRUCT REMAINDER OF STORM SEWER SYSTEM.
3. DURATION: +/- 2 WEEKS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

N

ROAD WORK AHEAD W20-1

CTH M WEST

END ROAD WORK G20-2A 48" X 24"

500'

DRIVING SURFACE MAY REMAIN GRAVEL UNTIL PAVING IS COMPLETED

STOP R1-1 30" X 30"

COUNTY M M1-5A 24"X24"

M6-6 21"X21"

STA 309+50

50'

12'

TY DOUBLE

TW

25'

+42 1' SHIFT

+42

SHOULDER WORK W21-5

MAX. 12' WIDTH W12-52

ROAD WORK AHEAD W20-1

500' 500' 1000'

310 312 314 USH 51 316 318 320 322 324

500'

END ROAD WORK G20-2A 48" X 24"

MATCHLINE

HURD RD

500'

STOP PERMANENT SIGN TO REMAIN

WEIGHT LIMIT CLASS B

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

SHEET 21 OF 42

SCALE, FEET 0 50 100

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 2	SHEET 142	E

LEGEND

POST MOUNTED TRAFFIC CONTROL SIGN

TEMPORARY MOUNTED TRAFFIC CONTROL SIGN

TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT

TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN

WORK ZONE

TRAFFIC FLOW

16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)

EXISTING PAVEMENT MARKING TO REMAIN

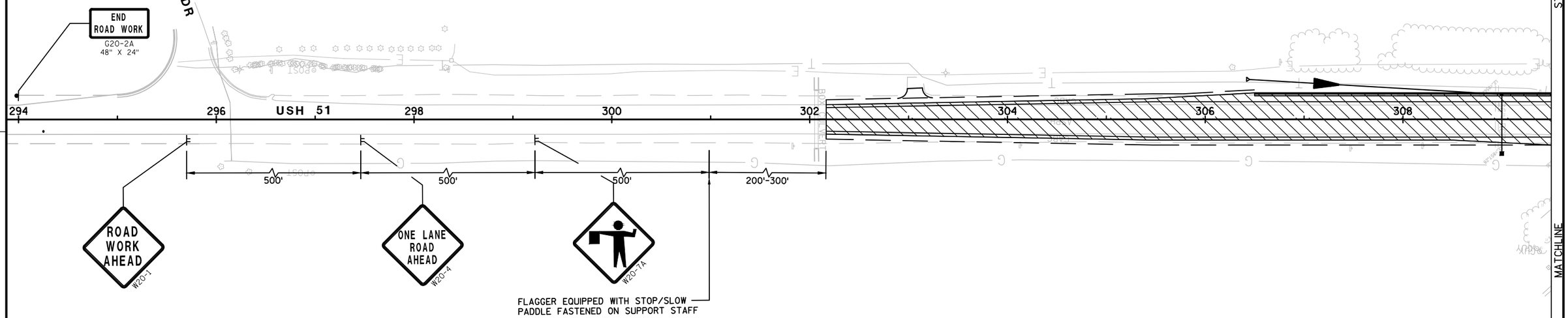
TRAFFIC CONTROL ARROW BOARD

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.



SHEET 22 OF 42

SCALE, FEET 0 50 100

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 3	SHEET 143	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026203_S3.DWG PLOT DATE : 11/12/2014 1:07 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
4. CENTERLINE SHALL BE PAINTED USING TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) AT END OF WORK DAY IF MILLED SURFACE IS LEFT OVERNIGHT.
5. PAINT PERMANENT PAVEMENT MARKING USING PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW).

CONSTRUCTION ACTIVITY:

1. MILL 2" OF EXISTING PAVEMENT.
2. 2" HMA PAVEMENT OVERLAY OF EXISTING PAVEMENT AND 2" UPPER LAYER OF HMA PAVEMENT IN WIDENING AREAS.
3. PERMANENT PAVEMENT MARKING AND SIGNING.
4. DURATION: +/- 2 DAYS.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

N

STA 309+50

ROAD WORK AHEAD W20-1

ONE LANE ROAD AHEAD W20-4

W20-7A

500'

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

CTH M WEST

END ROAD WORK G20-2A 48" X 24"

310 312 314 316 318 320 322 324

USH 51

200'-300'

MATCHLINE

HURD RD

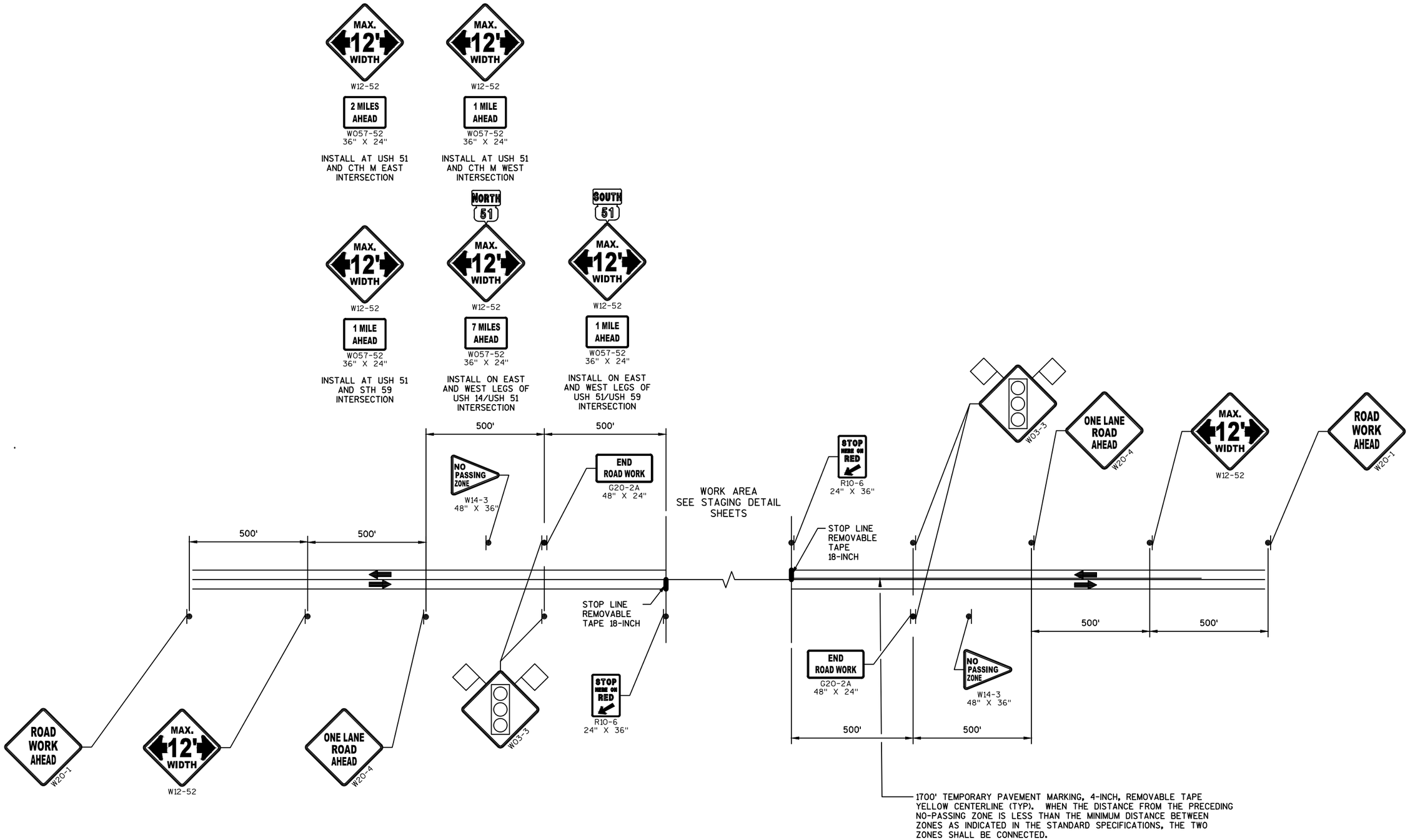
FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SCALE, FEET 0 50 100

SHEET 23 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH M WEST STAGE 3	SHEET 144	E

2



SHEET 24 OF 42

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW	SCALE : NTS	SHEET 145	E

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

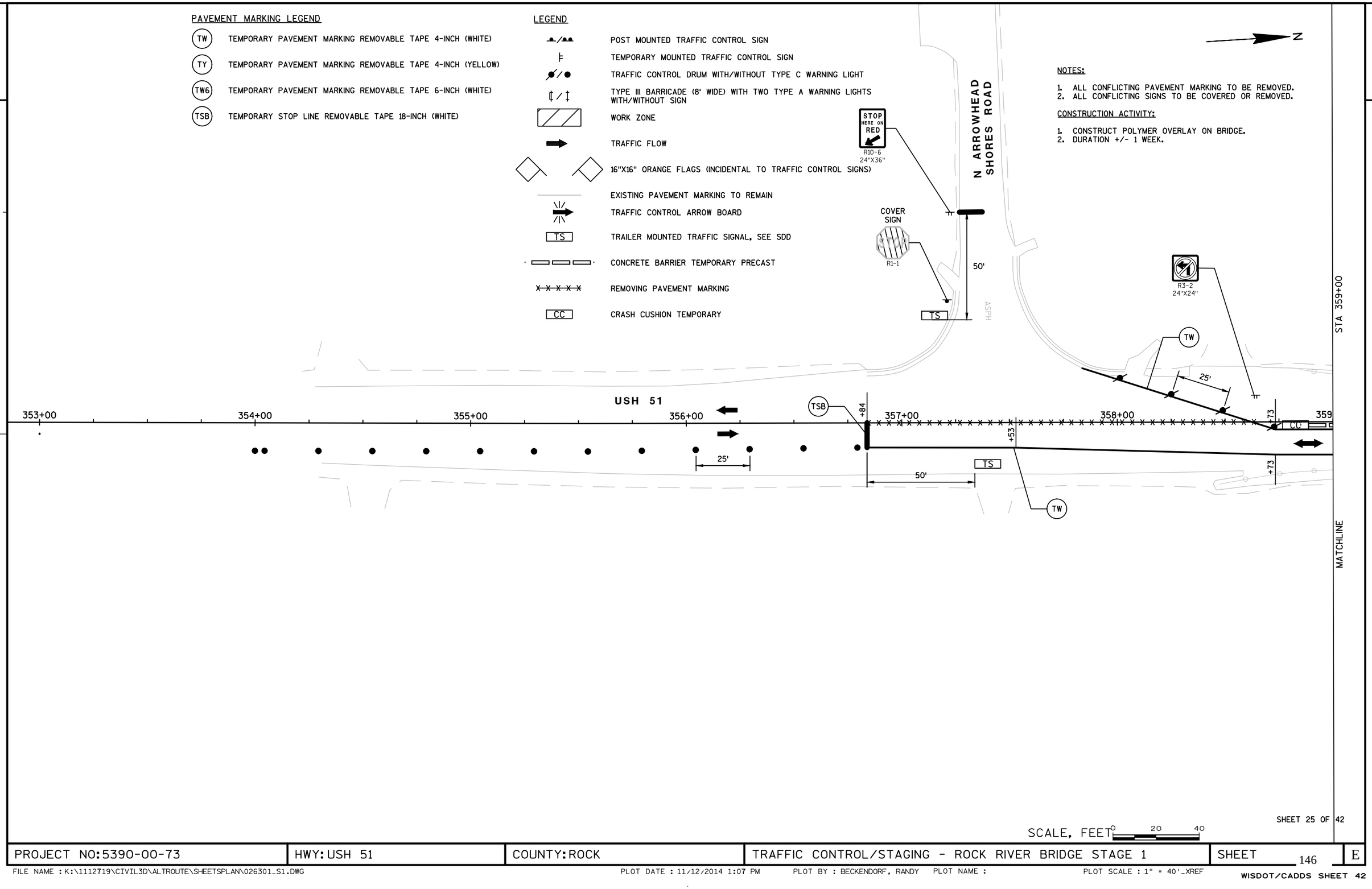
	POST MOUNTED TRAFFIC CONTROL SIGN
	TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
	TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
	WORK ZONE
	TRAFFIC FLOW
	16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
	EXISTING PAVEMENT MARKING TO REMAIN
	TRAFFIC CONTROL ARROW BOARD
TS	TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
	CONCRETE BARRIER TEMPORARY PRECAST
	REMOVING PAVEMENT MARKING
CC	CRASH CUSHION TEMPORARY

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT POLYMER OVERLAY ON BRIDGE.
2. DURATION +/- 1 WEEK.



SCALE, FEET 0 20 40

SHEET 25 OF 42

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 1	SHEET 146	E

PAVEMENT MARKING LEGEND

(TW)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(TY)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(TW6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
(TSB)	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

	POST MOUNTED TRAFFIC CONTROL SIGN
	TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
	TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
	WORK ZONE
	TRAFFIC FLOW
	16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
	EXISTING PAVEMENT MARKING TO REMAIN
	TRAFFIC CONTROL ARROW BOARD
TS	TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
	CONCRETE BARRIER TEMPORARY PRECAST
	REMOVING PAVEMENT MARKING
CC	CRASH CUSHION TEMPORARY

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT POLYMER OVERLAY ON BRIDGE.
2. DURATION +/- 1 WEEK.

N

STA 359+00

STA 365+00

MOUNT ON CONCRETE BARRIER

W5-52L 12" X 36"

TO REMAIN

ASPH

TW

+00

360+00

361+00

362+00

363+00

364+00

365

12'

USH 51

CONC

TW

REMOVE EXISTING EDGELINE

W01-4R

TO REMAIN

MATCHLINE

MATCHLINE

ROCK RIVER

SHEET 26 OF 42

SCALE, FEET 0 20 40

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 1	SHEET 147 E

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD
- TS — TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
- CONCRETE BARRIER TEMPORARY PRECAST
- REMOVING PAVEMENT MARKING
- CC — CRASH CUSHION TEMPORARY

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT POLYMER OVERLAY ON BRIDGE.
2. DURATION +/- 1 WEEK.

N

STA 365+00

MOUNT ON CONCRETE BARRIER
W5-52R
12" X 36"

W01-6
48" X 24"

TO REMAIN

R3-2
24"X24"

50'

TS

CC

+80

+22

+12

TSB

TY DOUBLE YELLOW TO NORTH
END OF EXISTING PASSING ZONE

+00 366+00 367+00 368+00 369+00 370+00 371+00

12'

REMOVE EXISTING EDGELINE

TW

TO REMAIN

MATCHLINE

ASPH

USH 51

TO REMAIN

STOP
R1-1

R3-2
24"X24"

RESTRICT INTERSECTION TO
LEFT IN/RIGHT IN/RIGHT OUT

E ROYAL VALE

SCALE, FEET 0 20 40

SHEET 27 OF 42

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 1	SHEET 148	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026301_S1.DWG PLOT DATE : 11/12/2014 1:08 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

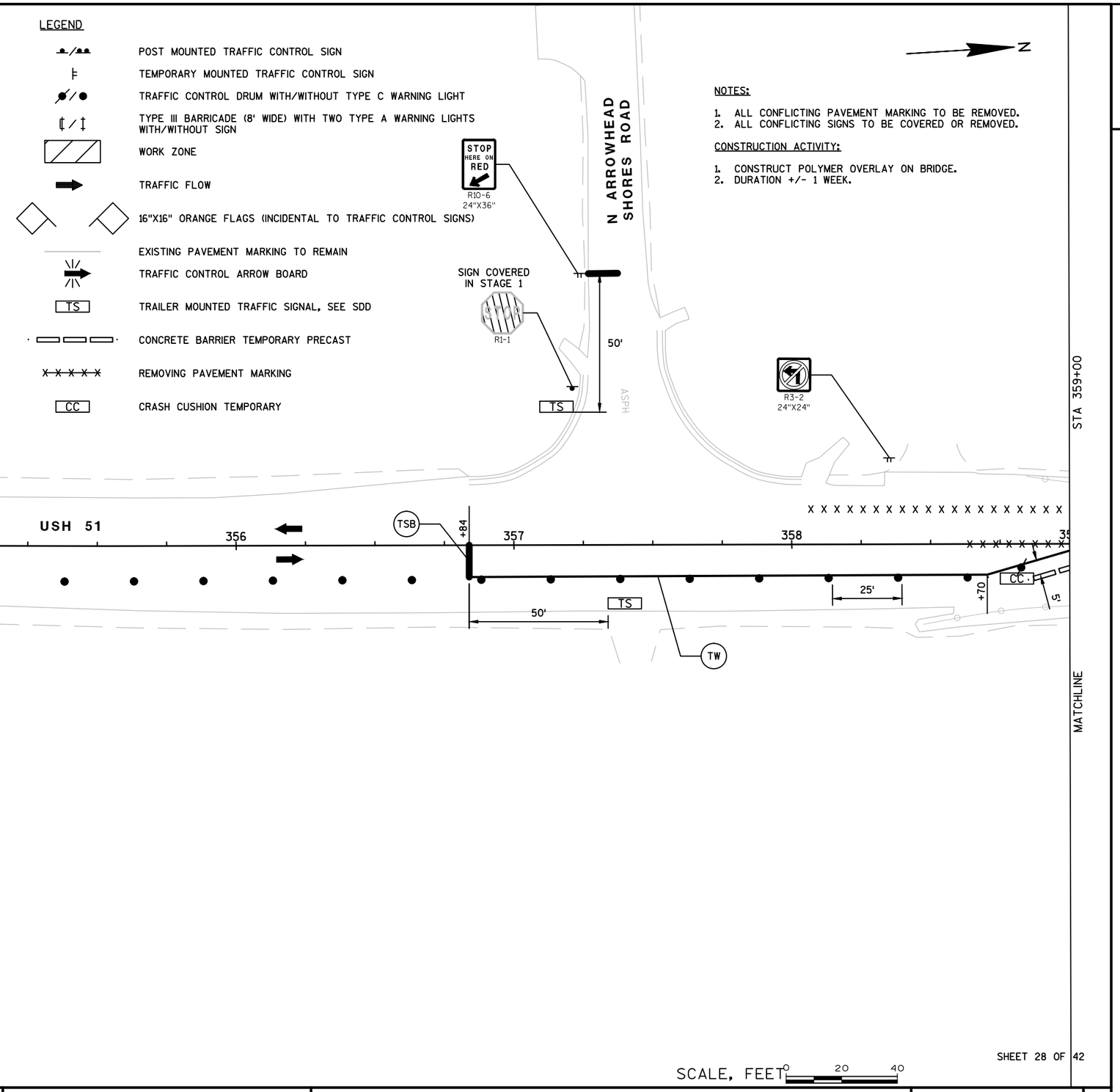
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

	POST MOUNTED TRAFFIC CONTROL SIGN
	TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
	TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
	WORK ZONE
	TRAFFIC FLOW
	16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
	EXISTING PAVEMENT MARKING TO REMAIN
	TRAFFIC CONTROL ARROW BOARD
TS	TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
	CONCRETE BARRIER TEMPORARY PRECAST
	REMOVING PAVEMENT MARKING
CC	CRASH CUSHION TEMPORARY



SHEET 28 OF 42

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 2	SHEET 149	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026302_S2.DWG PLOT DATE : 11/12/2014 1:08 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD
- TS — TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
- CONCRETE BARRIER TEMPORARY PRECAST
- REMOVING PAVEMENT MARKING
- CC — CRASH CUSHION TEMPORARY

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT POLYMER OVERLAY ON BRIDGE.
2. DURATION +/- 1 WEEK.

N

STA 359+00

STA 365+00

MATCHLINE

MATCHLINE

ASPH

TO REMAIN

TW

+20

5'

12'

USH 51

369

361

362

363

364

W01-6
48" X 24"

TO REMAIN

MOUNT ON
CONCRETE BARRIER

W5-52L
12" X 36"

ROCK RIVER

SCALE, FEET 0 20 40

SHEET 29 OF 42

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 2	SHEET 150	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026302_S2.DWG PLOT DATE : 11/12/2014 1:09 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

	POST MOUNTED TRAFFIC CONTROL SIGN
	TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
	TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
	WORK ZONE
	TRAFFIC FLOW
	16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
	EXISTING PAVEMENT MARKING TO REMAIN
	TRAFFIC CONTROL ARROW BOARD
TS	TRAILER MOUNTED TRAFFIC SIGNAL, SEE SDD
	CONCRETE BARRIER TEMPORARY PRECAST
	REMOVING PAVEMENT MARKING
CC	CRASH CUSHION TEMPORARY

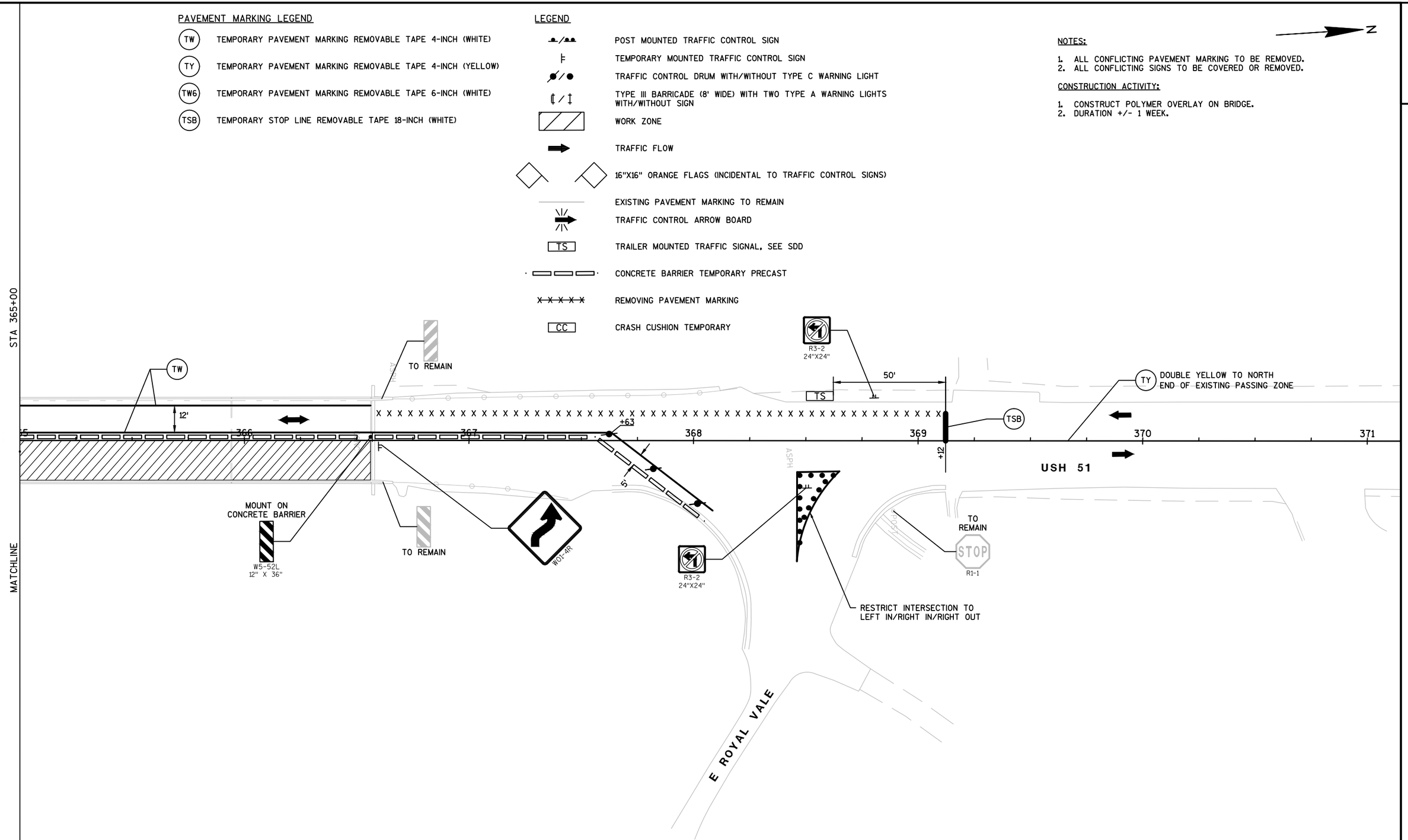
N

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT POLYMER OVERLAY ON BRIDGE.
2. DURATION +/- 1 WEEK.



SHEET 30 OF 42

SCALE, FEET 0 20 40

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	TRAFFIC CONTROL/STAGING - ROCK RIVER BRIDGE STAGE 2	SHEET 151 E

PAVEMENT MARKING LEGEND

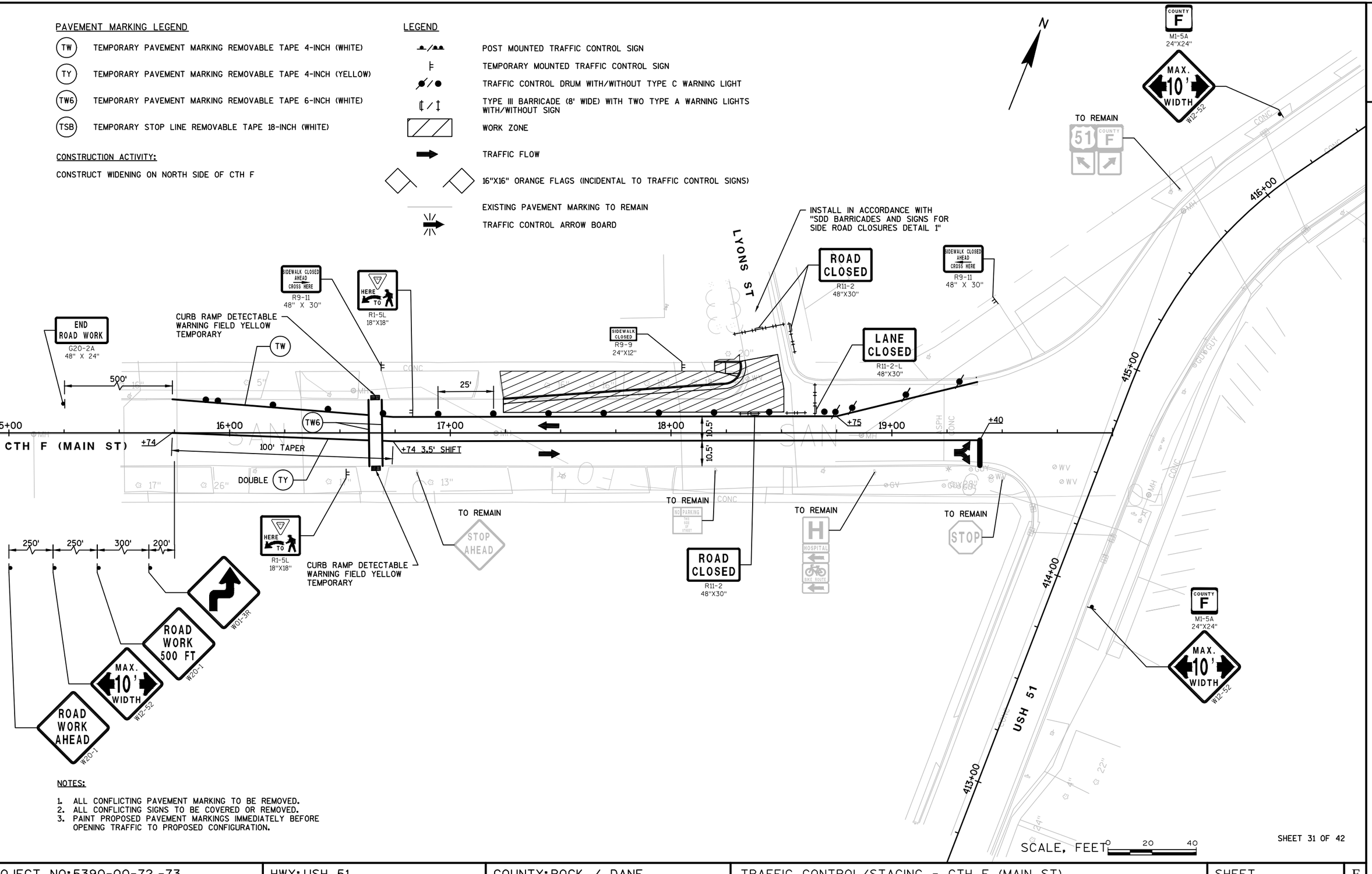
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

CONSTRUCTION ACTIVITY:

CONSTRUCT WIDENING ON NORTH SIDE OF CTH F

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. PAINT PROPOSED PAVEMENT MARKINGS IMMEDIATELY BEFORE OPENING TRAFFIC TO PROPOSED CONFIGURATION.

SHEET 31 OF 42

PROJECT NO: 5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - CTH F (MAIN ST)	SHEET 152	E

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

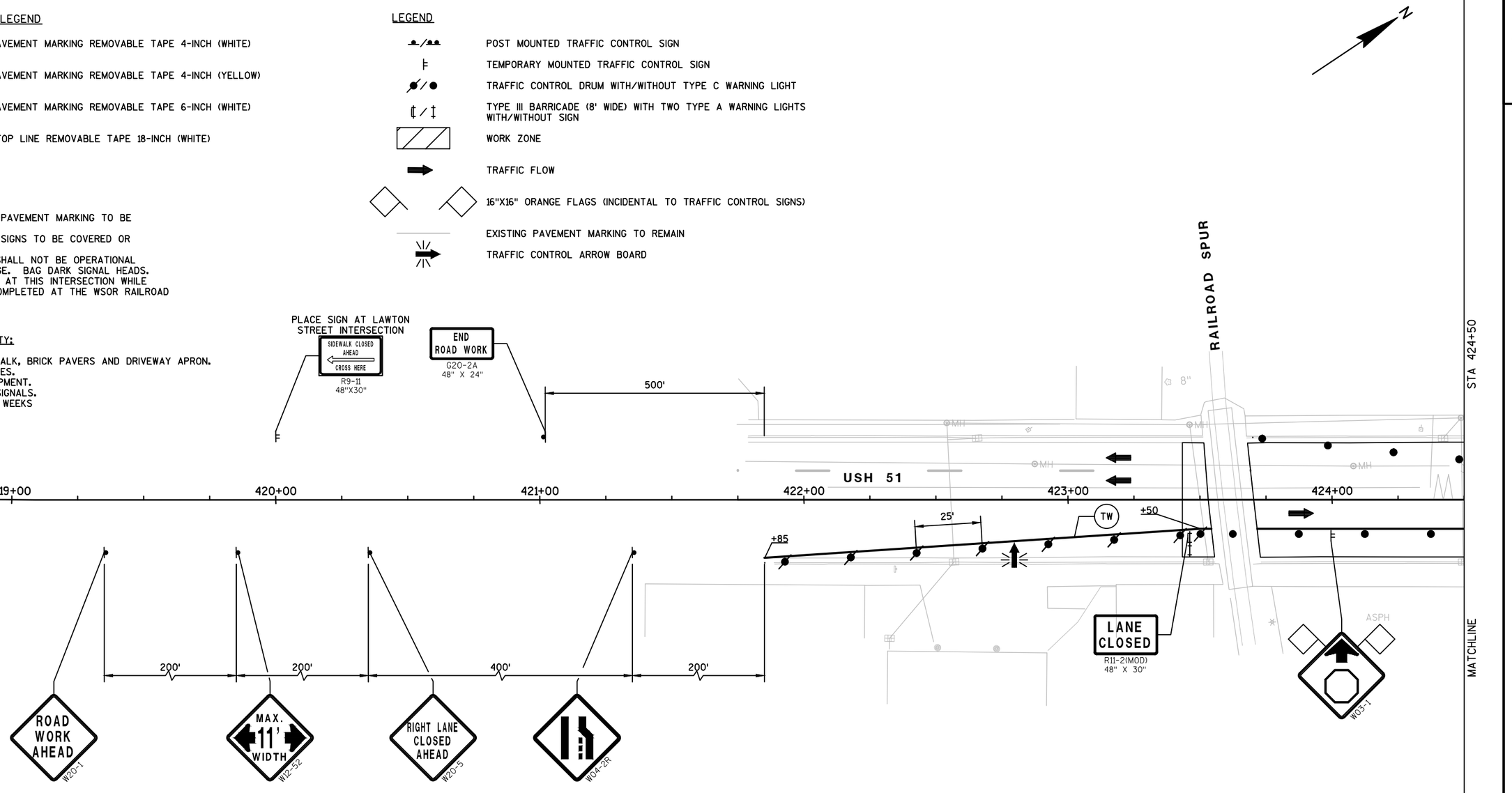
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. TRAFFIC SIGNAL SHALL NOT BE OPERATIONAL DURING THIS STAGE. BAG DARK SIGNAL HEADS.
4. DO NOT DO WORK AT THIS INTERSECTION WHILE WORK IS BEING COMPLETED AT THE WSOR RAILROAD TRACKS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SIDEWALK, BRICK PAVERS AND DRIVEWAY APRON.
2. MOVE SIGNAL BASES.
3. INSTALL ITS EQUIPMENT.
4. REWIRE TRAFFIC SIGNALS.
5. DURATION: +/- 3 WEEKS

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD



SHEET 32 OF 42

SCALE, FEET 0 20 40

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - STH 59 INTERSECTION	SHEET 153	E

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. TRAFFIC SIGNAL SHALL NOT BE OPERATIONAL DURING THIS STAGE. BAG DARK SIGNAL HEADS.
4. DO NOT DO WORK AT THIS INTERSECTION WHILE WORK IS BEING COMPLETED AT THE WSOR RAILROAD TRACKS.

CONSTRUCTION ACTIVITY:

1. CONSTRUCT SIDEWALK, BRICK PAVERS AND DRIVEWAY APRON.
2. MOVE SIGNAL BASES.
3. INSTALL ITS EQUIPMENT.
4. REWIRE TRAFFIC SIGNALS.
5. DURATION: +/- 3 WEEKS

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

SCALE, FEET 0 20 40

SHEET 33 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - STH 59 INTERSECTION	SHEET 154 E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026501_S1.DWG PLOT DATE : 11/12/2014 1:10 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

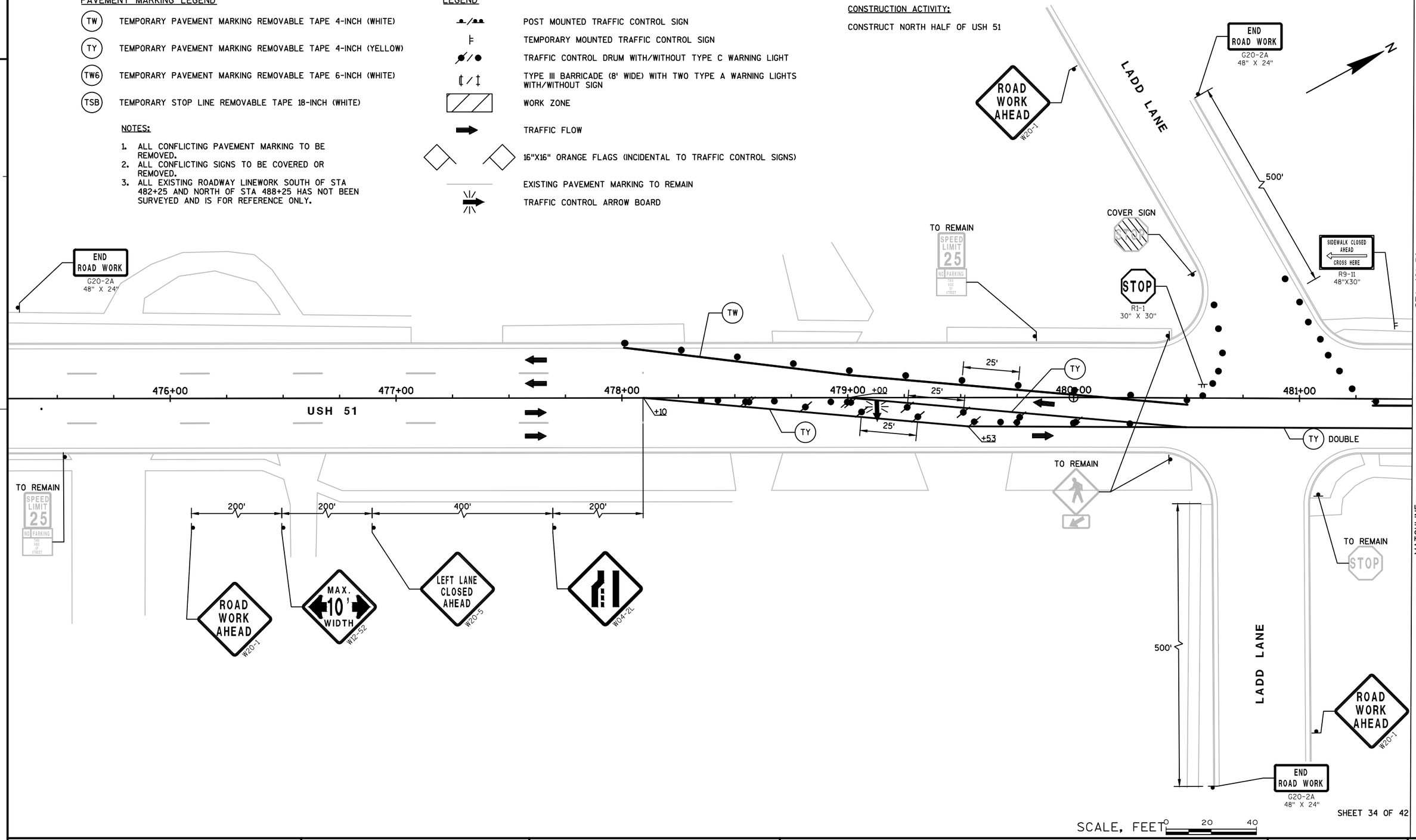
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51



PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1A	SHEET 155	E

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51

CONSTRUCT TEMPORARY CURB RAMP PRIOR TO STAGE 1A. PAID FOR AS ASPHALTIC SURFACE TEMPORARY AND CURB RAMP DETECTABLE WARNING FIELD YELLOW

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

STA 481+50

STA 487+50

MATCHLINE

MATCHLINE

ROAD WORK AHEAD W20-1

ONE LANE ROAD AHEAD W20-4

END ROAD WORK G20-2A 48" X 24"

HEMPHILL AVE

500'

R1-5L 18"X18"

CONSTRUCT TEMPORARY CURB RAMP PRIOR TO STAGE 1A. PAID FOR AS ASPHALTIC SURFACE TEMPORARY AND CURB RAMP DETECTABLE WARNING FIELD YELLOW

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 48"X30"

STOP R1-1 30" X 30"

SIDEWALK CLOSED R9-9 24" X 12"

W01-3R

25 M.P.H. W013-1 18"X18"

TW

482+00

483+00

484+00

485+00

486+00

487+00

+33

25'

10'

10'

TY DOUBLE

USH 51

PROVIDE PEDESTRIAN ACCESS THRU WORK ZONE USING TEMPORARY PEDESTRIAN ACCESS BID ITEM

TO REMAIN SPEED LIMIT 25

TO REMAIN WINTER PARKING REGULATIONS IN EFFECT NOV 1 TO APR 1

TO REMAIN Edgerton POPULATION 4933 ROCK CO SPEED LIMIT RADAR ENFORCED

ASPHALTIC SURFACE TEMPORARY

LANE CLOSED R11-2(MOD) 48" X 30"

TO REMAIN DANE CO

TO REMAIN STOP

W11-2 30"X30"

R1-5L 18"X18"

CONSTRUCT TEMPORARY CURB RAMP PRIOR TO STAGE 1A. PAID FOR AS ASPHALTIC SURFACE TEMPORARY AND CURB RAMP DETECTABLE WARNING FIELD YELLOW

STAGE INTERSECTION
PROVIDE AT LEAST ONE 10-FT ACCESS AT ALL TIMES. VEHICLES MAY TRAVEL ON GRAVEL SURFACE. CONSTRUCT USING CONCRETE PAVEMENT GAP

COVER SIGN

NO PARKING THIS SIDE OF STREET

W11-2 30"X30"

THRONSON DR

500'

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

I.E.=832.48

I.E.=831.82

SCALE, FEET 0 20 40

SHEET 35 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1A	SHEET 156	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026601_S1A.DWG PLOT DATE : 11/12/2014 1:11 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

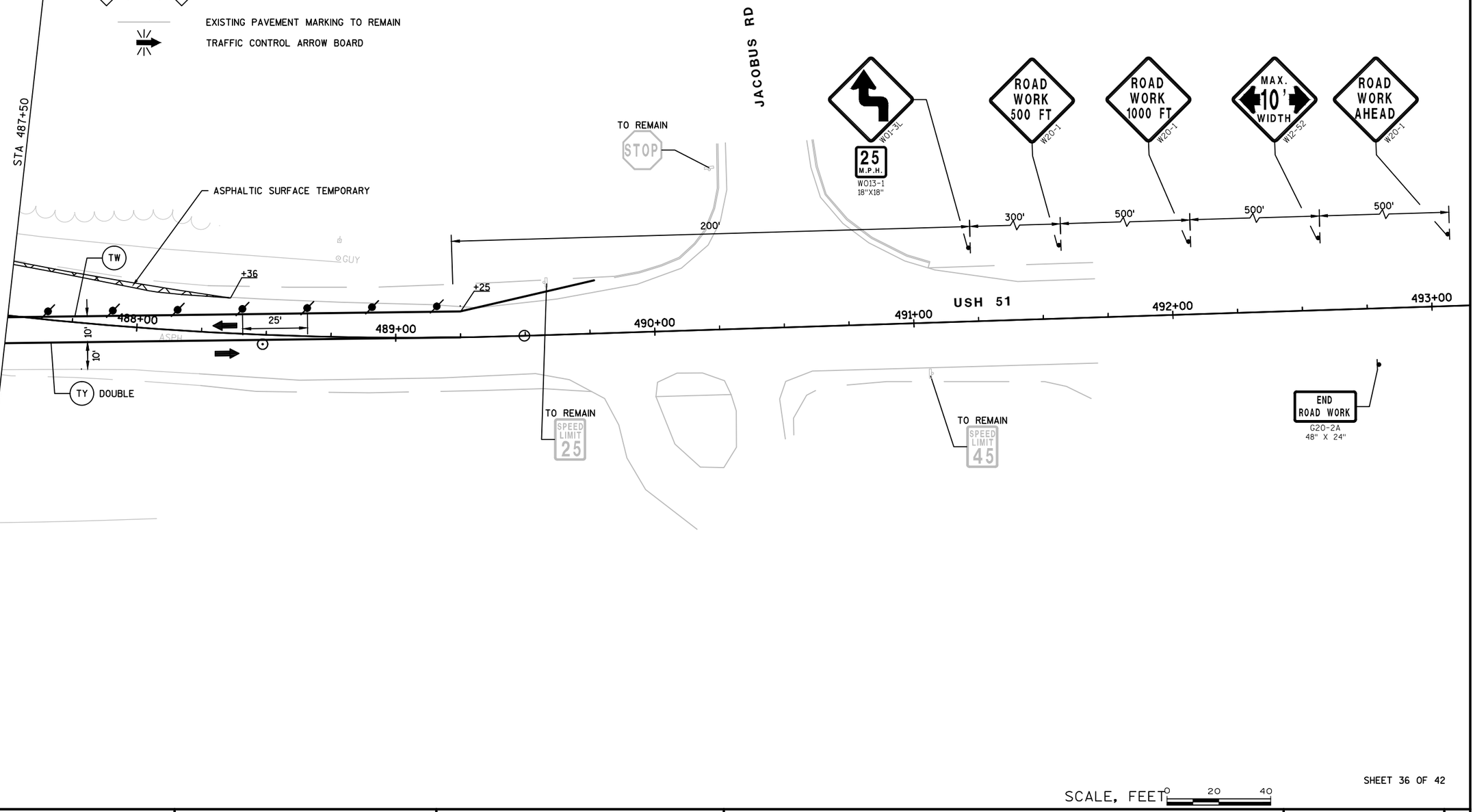
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51

N



SCALE, FEET 0 20 40

SHEET 36 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1A	SHEET	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026601_S1A.DWG PLOT DATE : 11/12/2014 1:12 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
TSB	TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

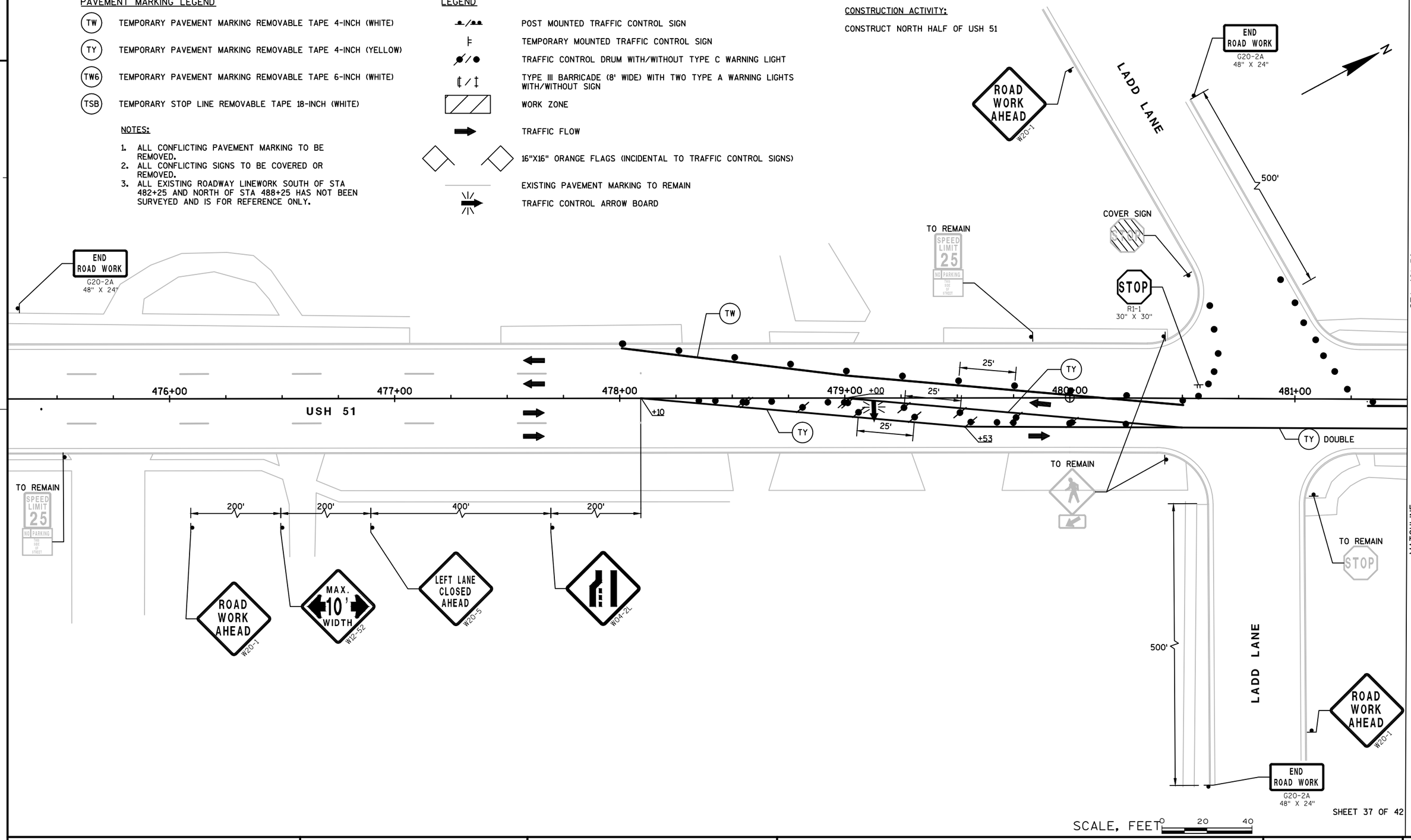
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51



SHEET 37 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1B	SHEET 158	E

PAVEMENT MARKING LEGEND

(TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

(TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)

(TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

STA 481+50

STA 487+50

MATCHLINE

MATCHLINE

ROAD WORK AHEAD W20-1

ONE LANE ROAD AHEAD W20-4

END ROAD WORK G20-2A 48" X 24"

HEMPHILL AVE

500'

R1-5L 18"X18"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 48"X30"

SIDEWALK CLOSED R9-9 24" X 12"

STOP R1-1 30" X 30"

W01-3R

25 M.P.H. W013-1 18"X18"

TW

482+00

483+00

484+00

485+00

486+00

487+00

25'

10'

10'

TY DOUBLE

ASPH

CONC

GUY POLE

GUY

MH

WV

18"

GDY

ASPHALTIC SURFACE TEMPORARY

TO REMAIN SPEED LIMIT 25

TO REMAIN WINTER PARKING REGULATIONS IN EFFECT NOV 1 TO APR 1

TO REMAIN Edgerton POPULATION 4933 ROCK CO SPEED LIMIT RADAR ENFORCED

LANE CLOSED R11-2(MOD) 48" X 30"

I.E.=832.48

+33

USH 51

TO REMAIN DANE CO

I.E.=831.82

TO REMAIN STOP

THRONSON DR

500'

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

COVER SIGN

NO PARKING THIS SIDE OF STREET

PAVE TEMPORARY SIDEWALK USING ASPHALTIC SURFACE TEMPORARY

STAGE INTERSECTION PROVIDE AT LEAST ONE 10-FT ACCESS AT ALL TIMES. VEHICLES MAY TRAVEL ON GRAVEL SURFACE. CONSTRUCT USING CONCRETE PAVEMENT GAP

SCALE, FEET 0 20 40

SHEET 38 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1B	SHEET 159	E

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

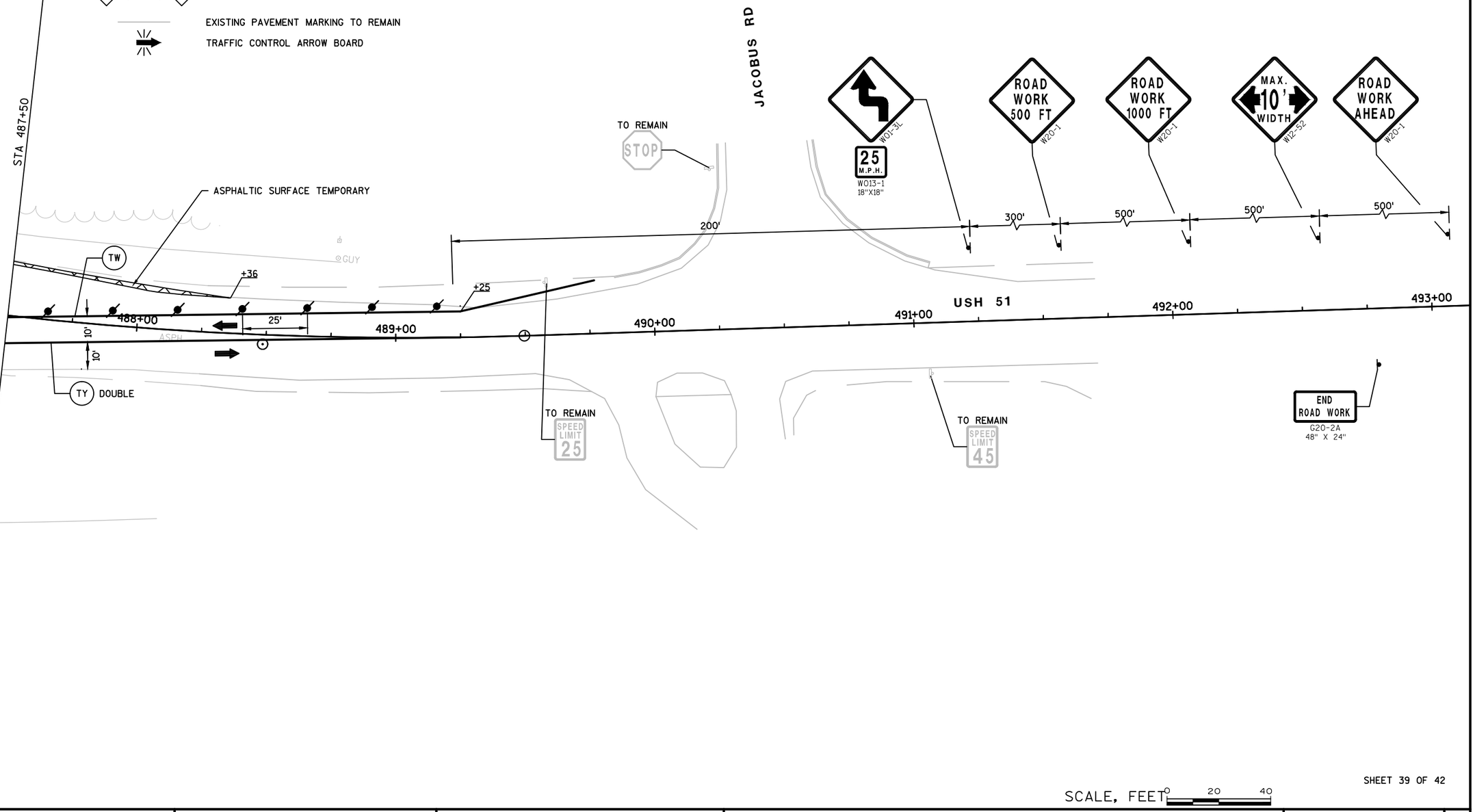
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT NORTH HALF OF USH 51

N



SHEET 39 OF 42

SCALE, FEET 0 20 40

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 1B	SHEET 160	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026602_S1B.DWG PLOT DATE : 11/12/2014 1:13 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

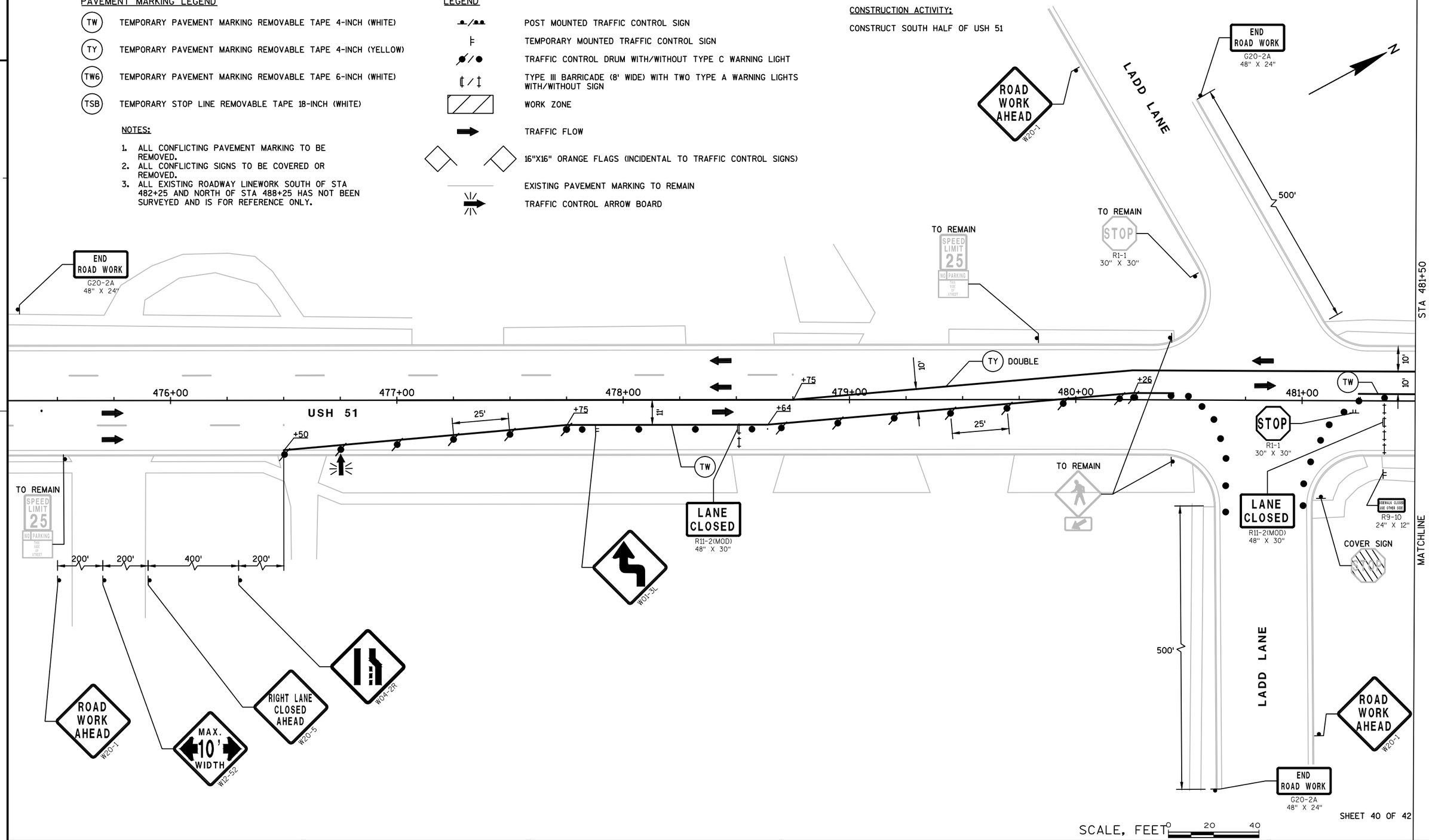
1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

CONSTRUCTION ACTIVITY:

CONSTRUCT SOUTH HALF OF USH 51



PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 2	SHEET 161 E

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT SOUTH HALF OF USH 51

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

STA 481+50

STA 487+50

MATCHLINE

MATCHLINE

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

HEMPHILL AVE

500'

TO REMAIN STOP R1-1 30" X 30"

SIDEWALK CLOSED R9-9 24" X 12"

TO REMAIN SPEED LIMIT 25

TO REMAIN WINTER PARKING REGULATIONS IN EFFECT NOV 1 TO APR 1

TO REMAIN Edgerton POPULATION 4933 ROCK CO SPEED LIMIT RADAR ENFORCED

TY DOUBLE

25'

10'

482+00

483+00

484+00

485+00

486+00

487+00

+23

USH 51

TW

LANE CLOSED R11-2(MOD) 48" X 30"

SIDEWALK CLOSED R9-9 24" X 12"

LANE CLOSED R11-2(MOD) 48" X 30"

STAGE DRIVEWAY
PROVIDE AT LEAST ONE 10-FT ACCESS.
VEHICLES MAY TRAVEL ON GRAVEL SURFACE.
CONSTRUCT USING CONCRETE PAVEMENT GAP

STAGE INTERSECTION
PROVIDE AT LEAST ONE 10-FT ACCESS.
VEHICLES MAY TRAVEL ON GRAVEL SURFACE.
CONSTRUCT USING CONCRETE PAVEMENT GAP

TO REMAIN DANE CO

STOP R1-1 30" X 30"

COVER SIGN

THRONSON DR

LANE CLOSED R11-2(MOD) 48" X 30"

500'

ONE LANE ROAD AHEAD W20-4

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

SCALE, FEET 0 20 40

SHEET 41 OF 42

PROJECT NO:5390-00-72,-73	HWY: USH 51	COUNTY: ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 2	SHEET	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\026603_S2.DWG PLOT DATE : 11/12/2014 1:14 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

LEGEND

- POST MOUNTED TRAFFIC CONTROL SIGN
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- WORK ZONE
- TRAFFIC FLOW
- 16"X16" ORANGE FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- EXISTING PAVEMENT MARKING TO REMAIN
- TRAFFIC CONTROL ARROW BOARD

PAVEMENT MARKING LEGEND

- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TSB) TEMPORARY STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

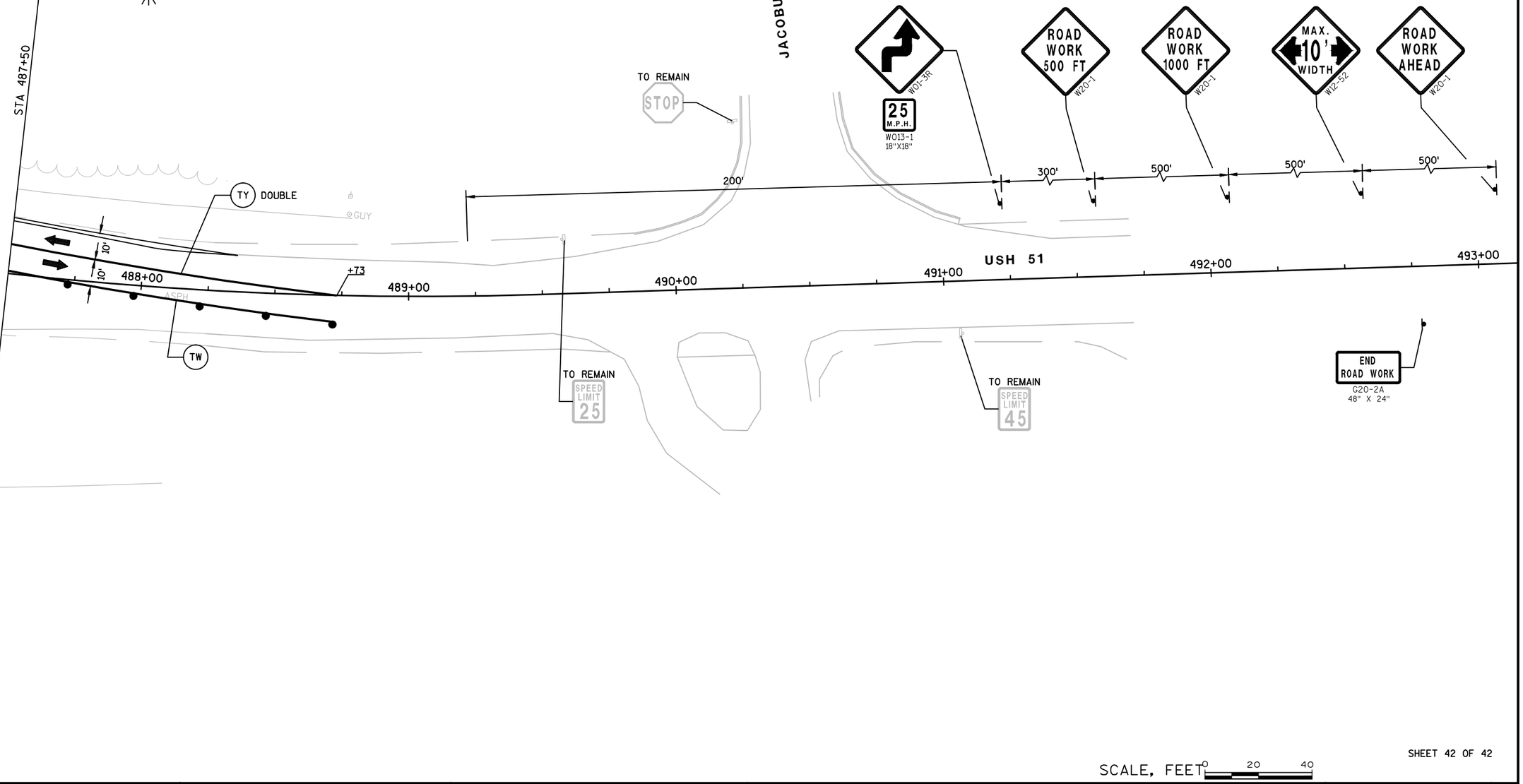
NOTES:

1. ALL CONFLICTING PAVEMENT MARKING TO BE REMOVED.
2. ALL CONFLICTING SIGNS TO BE COVERED OR REMOVED.
3. ALL EXISTING ROADWAY LINEWORK SOUTH OF STA 482+25 AND NORTH OF STA 488+25 HAS NOT BEEN SURVEYED AND IS FOR REFERENCE ONLY.

CONSTRUCTION ACTIVITY:

CONSTRUCT SOUTH HALF OF USH 51

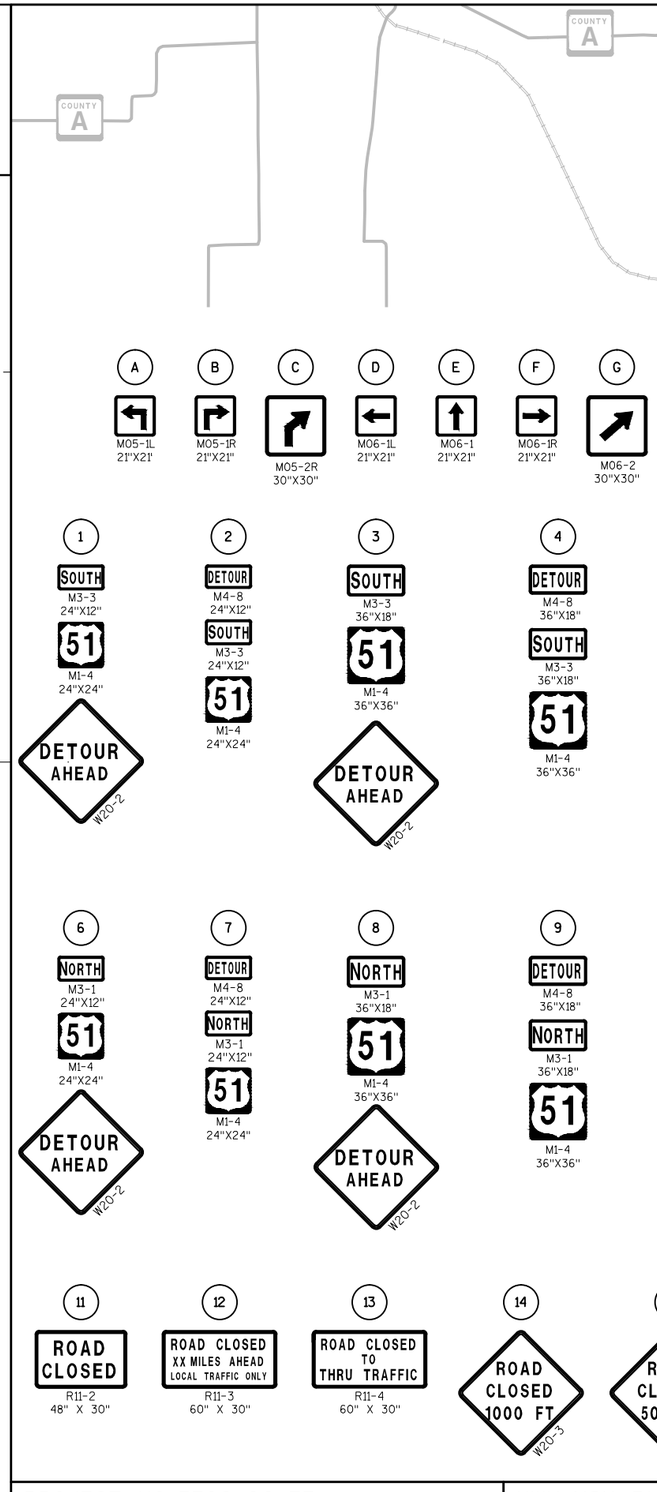
N



SCALE, FEET 0 20 40

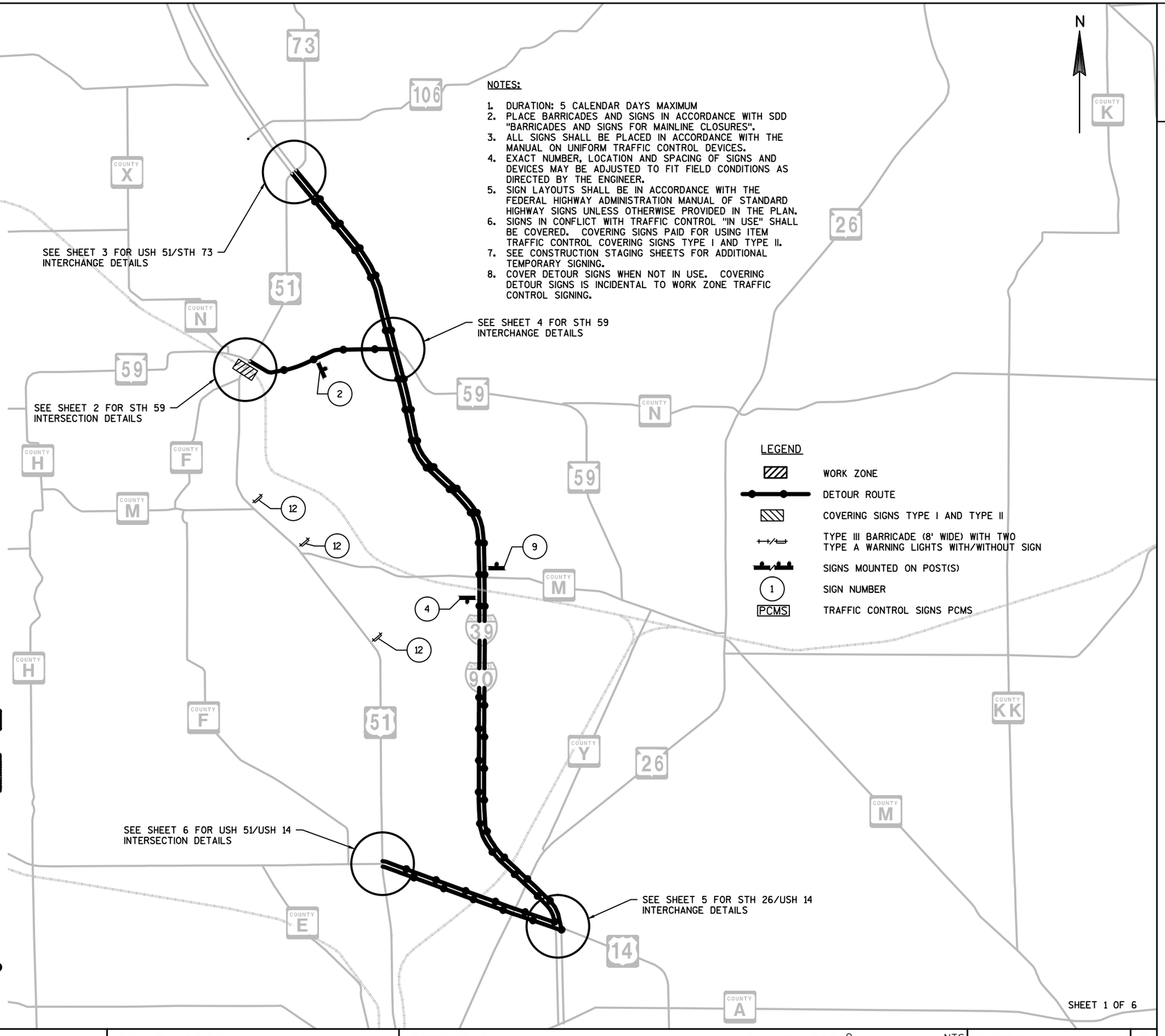
SHEET 42 OF 42

PROJECT NO:5390-00-72,-73	HWY:USH 51	COUNTY:ROCK / DANE	TRAFFIC CONTROL/STAGING - USH 51 STAGE 2	SHEET 163	E

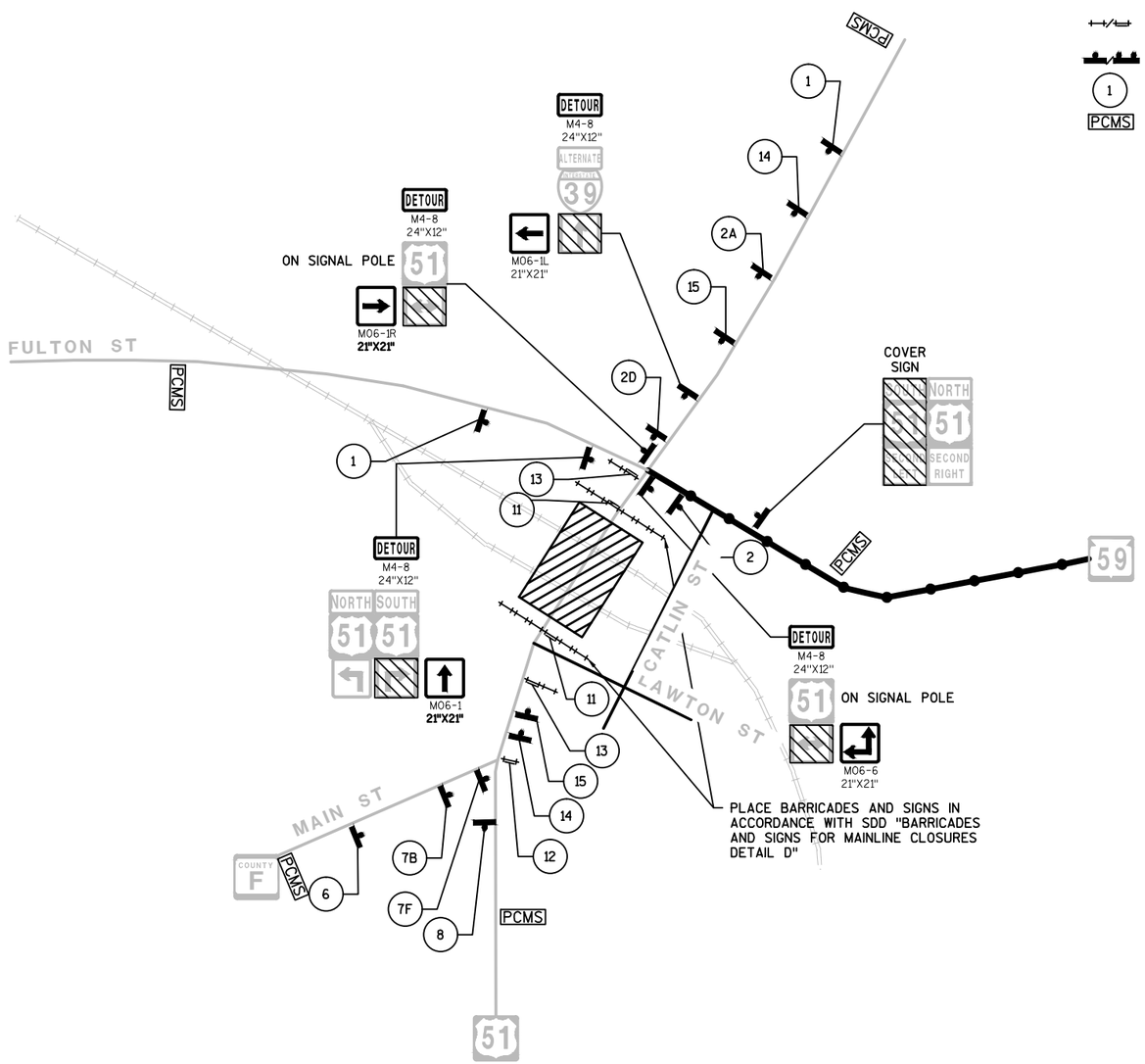


NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
5. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.



PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	DETOUR PLAN SCALE, FEET 0 NTS	SHEET 164 E



LEGEND

- WORK ZONE
- DETOUR ROUTE
- COVERING SIGNS TYPE I AND TYPE II
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- SIGNS MOUNTED ON POST(S)
- 1 — SIGN NUMBER
- PCMS — TRAFFIC CONTROL SIGNS PCMS

NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
5. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

N

A — M05-1L 21"X21"
B — M05-1R 21"X21"
C — M05-2R 30"X30"
D — M06-1L 21"X21"
E — M06-1 21"X21"
F — M06-1R 21"X21"
G — M06-2 30"X30"

1 — SOUTH M3-3 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
2 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"
3 — SOUTH M3-3 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
4 — DETOUR M4-8 36"X18" / SOUTH M3-3 36"X18" / 51 M1-4 36"X36"
5 — END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"
6 — NORTH M3-1 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
7 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 51 M1-4 24"X24"
8 — NORTH M3-1 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
9 — DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"
10 — END DETOUR M4-8A 30"X24" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"
11 — ROAD CLOSED R11-2 48" X 30"
12 — ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"
13 — ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"
14 — ROAD CLOSED 1000 FT W20-3
15 — ROAD CLOSED 500 FT W20-3

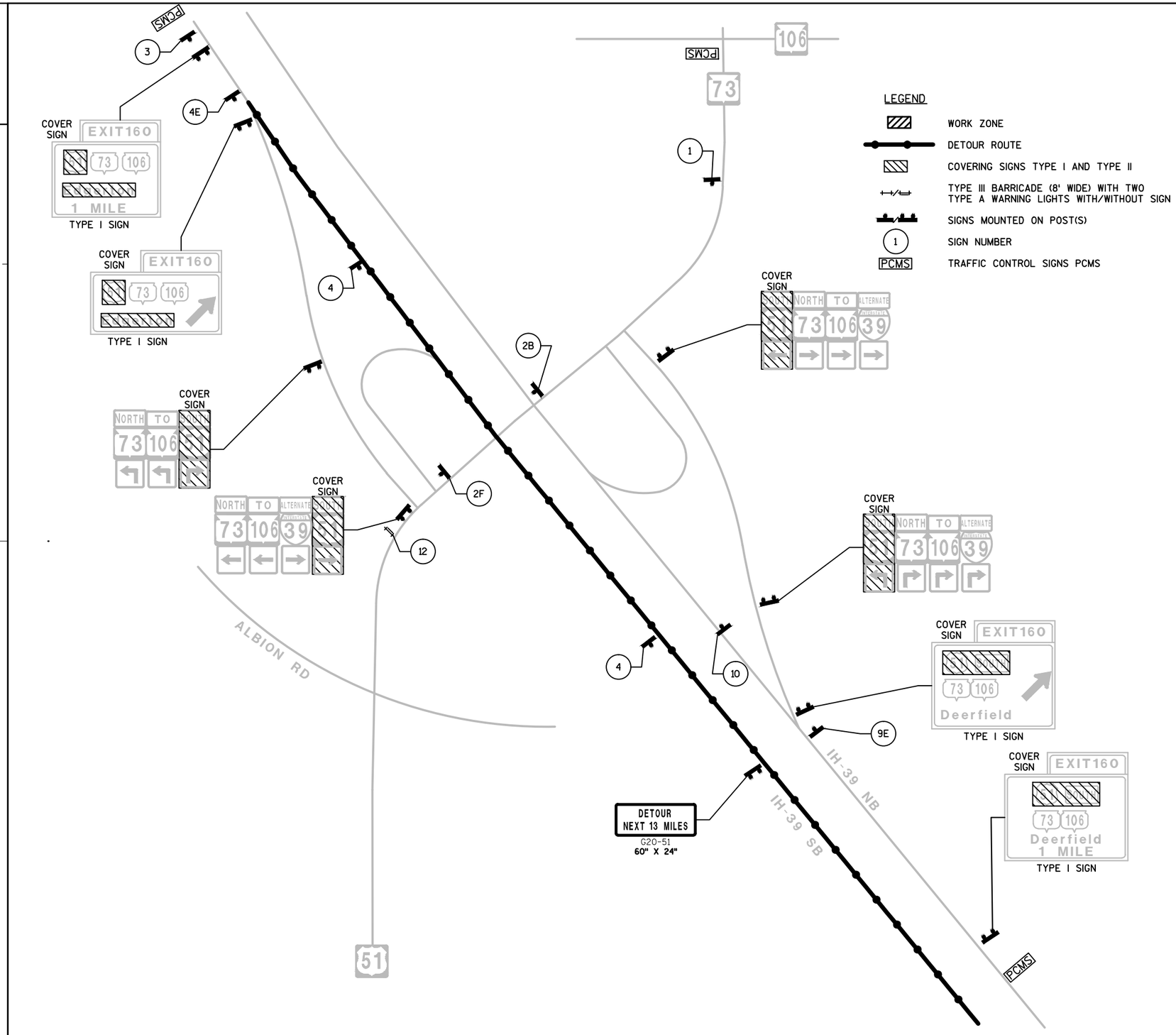
SCALE, FEET 0 NTS

SHEET 2 OF 6

PROJECT NO:5390-00-73	HWY:USH 51	COUNTY:ROCK	DETOUR PLAN - STH 59 INTERSECTION DETAIL	SHEET 165	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\027001_DT.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 42



NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
5. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

N

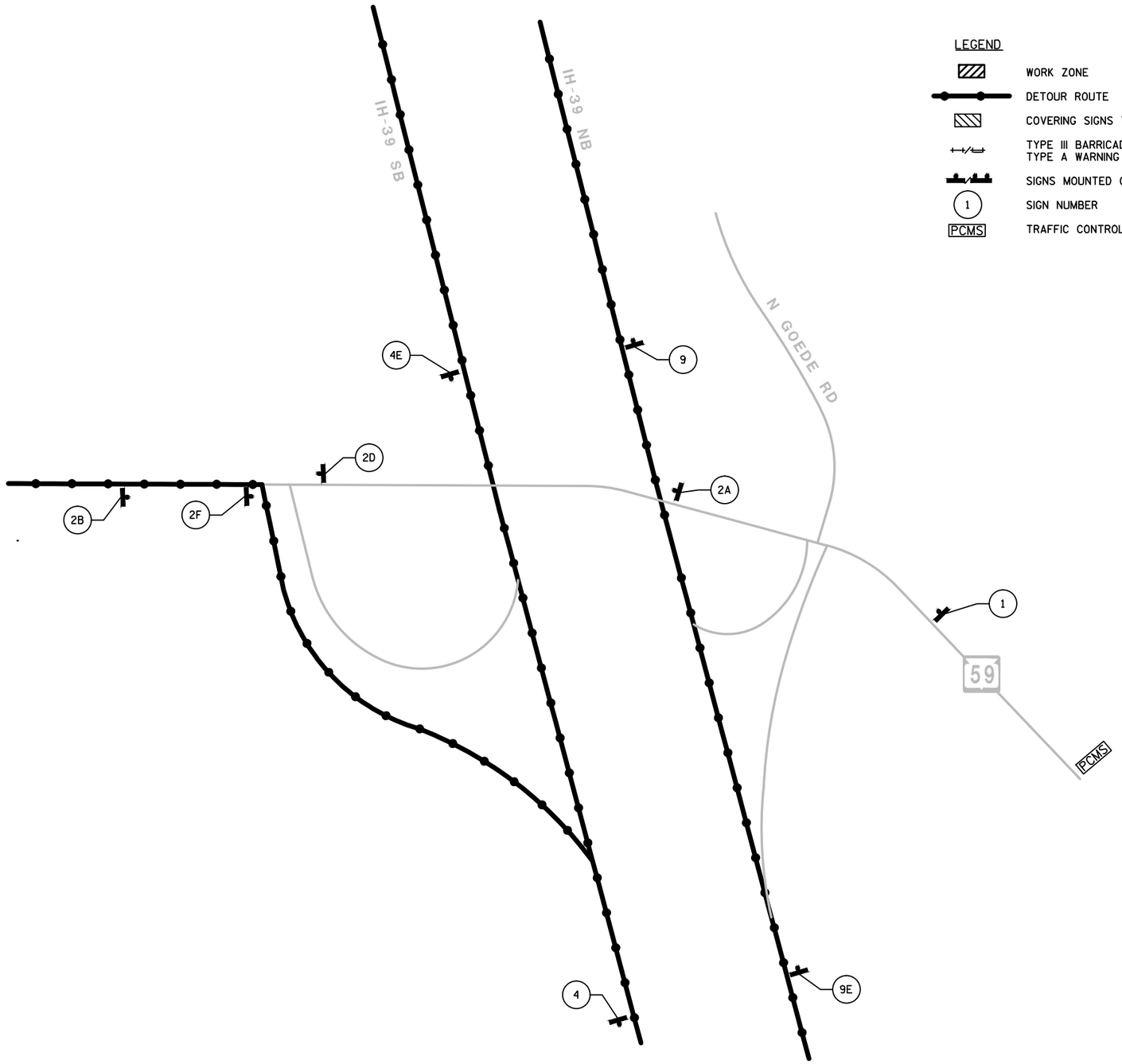
A M05-1L 21"X21"
B M05-1R 21"X21"
C M05-2R 30"X30"
D M06-1L 21"X21"
E M06-1 21"X21"
F M06-1R 21"X21"
G M06-2 30"X30"

1 SOUTH M3-3 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
2 DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"
3 SOUTH M3-3 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
4 DETOUR M4-8 36"X18" / SOUTH M3-3 36"X18" / 51 M1-4 36"X36"
5 END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"
6 NORTH M3-1 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
7 DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 51 M1-4 24"X24"
8 NORTH M3-1 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
9 DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"
10 END DETOUR M4-8A 30"X24" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"
11 ROAD CLOSED R11-2 48" X 30"
12 ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"
13 ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"
14 ROAD CLOSED 1000 FT W20-3
15 ROAD CLOSED 500 FT W20-3

SCALE, FEET 0 NTS

SHEET 3 OF 6

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	DETOUR PLAN - USH 51/STH 73 INTERCHANGE DETAIL	SHEET 166 E



LEGEND

- WORK ZONE
- DETOUR ROUTE
- COVERING SIGNS TYPE I AND TYPE II
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- SIGNS MOUNTED ON POST(S)
- (1) SIGN NUMBER
- PCMS TRAFFIC CONTROL SIGNS PCMS

NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
5. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

N

(A) M05-1L 21"X21"
(B) M05-1R 21"X21"
(C) M05-2R 30"X30"
(D) M06-1L 21"X21"
(E) M06-1 21"X21"
(F) M06-1R 21"X21"
(G) M06-2 30"X30"

(1) SOUTH M3-3 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
(2) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"
(3) SOUTH M3-3 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
(4) DETOUR M4-8 36"X18" / SOUTH M3-3 36"X18" / 51 M1-4 36"X36"
(5) END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"

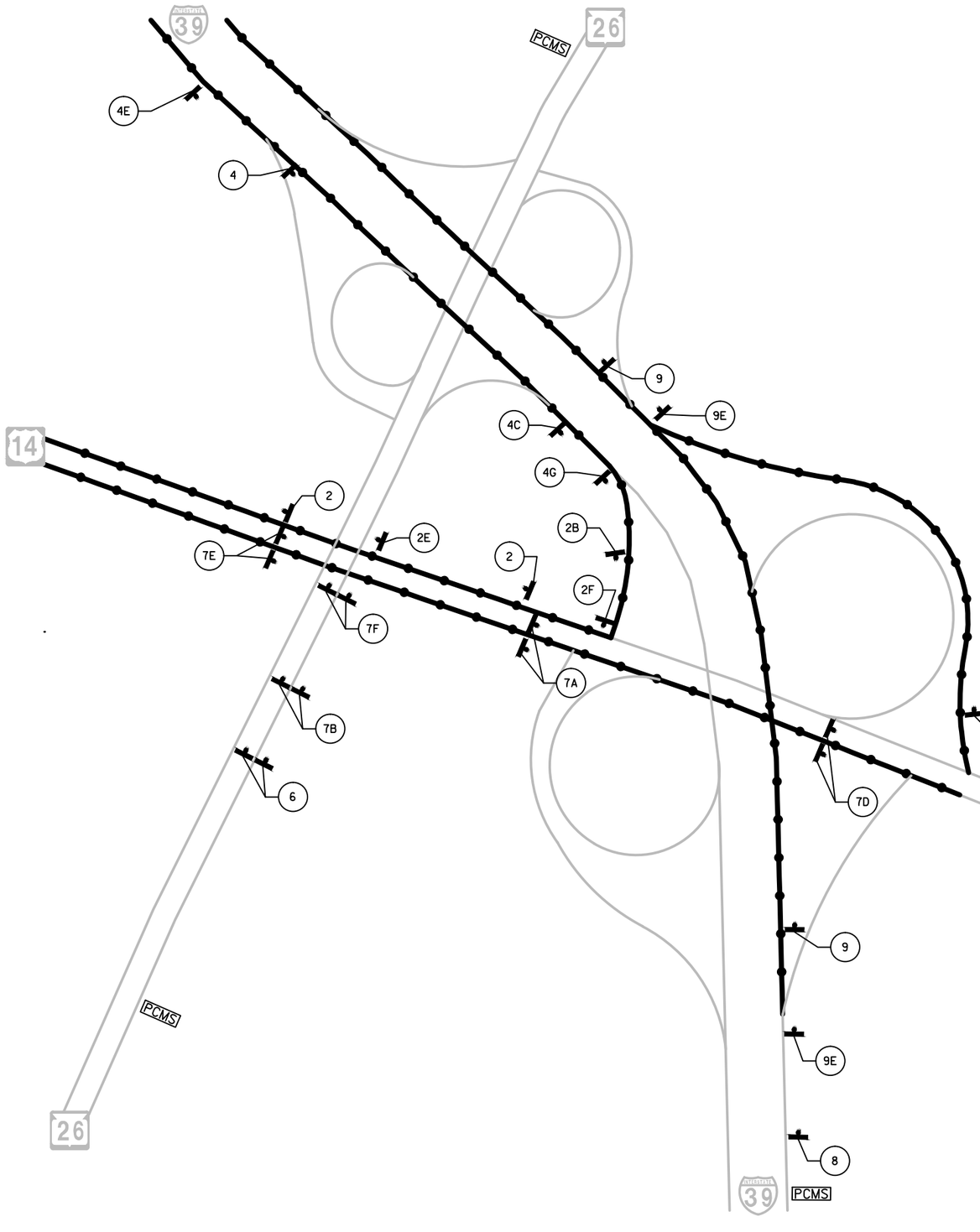
(6) NORTH M3-1 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2
(7) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 51 M1-4 24"X24"
(8) NORTH M3-1 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2
(9) DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"
(10) END DETOUR M4-8A 30"X24" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"

(11) ROAD CLOSED R11-2 48" X 30"
(12) ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"
(13) ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"
(14) ROAD CLOSED 1000 FT W20-3
(15) ROAD CLOSED 500 FT W20-3

SCALE, FEET 0 NTS

SHEET 4 OF 6

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY:ROCK	DETOUR PLAN - STH 59 INTERCHANGE DETAILS	SHEET 167	E



LEGEND

- WORK ZONE
- DETOUR ROUTE
- COVERING SIGNS TYPE I AND TYPE II
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- SIGNS MOUNTED ON POST(S)
- (1) SIGN NUMBER
- PCMS TRAFFIC CONTROL SIGNS PCMS

NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
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6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

N

(A) M05-1L 21"X21" (B) M05-1R 21"X21" (C) M05-2R 30"X30" (D) M06-1L 21"X21" (E) M06-1 21"X21" (F) M06-1R 21"X21" (G) M06-2 30"X30"

(1) SOUTH M3-3 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2

(2) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"

(3) SOUTH M3-3 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2

(4) DETOUR M4-8 36"X18" / SOUTH M3-3 36"X18" / 51 M1-4 36"X36"

(5) END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"

(6) NORTH M3-1 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2

(7) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 51 M1-4 24"X24"

(8) NORTH M3-1 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2

(9) DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"

(10) END DETOUR M4-8A 30"X24" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"

(11) ROAD CLOSED R11-2 48" X 30"

(12) ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

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

(14) ROAD CLOSED 1000 FT W20-3

(15) ROAD CLOSED 500 FT W20-3

SCALE, FEET 0 NTS

SHEET 5 OF 6

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	DETOUR PLAN - STH 26/USH 14 INTERCHANGE DETAILS	SHEET 168	E

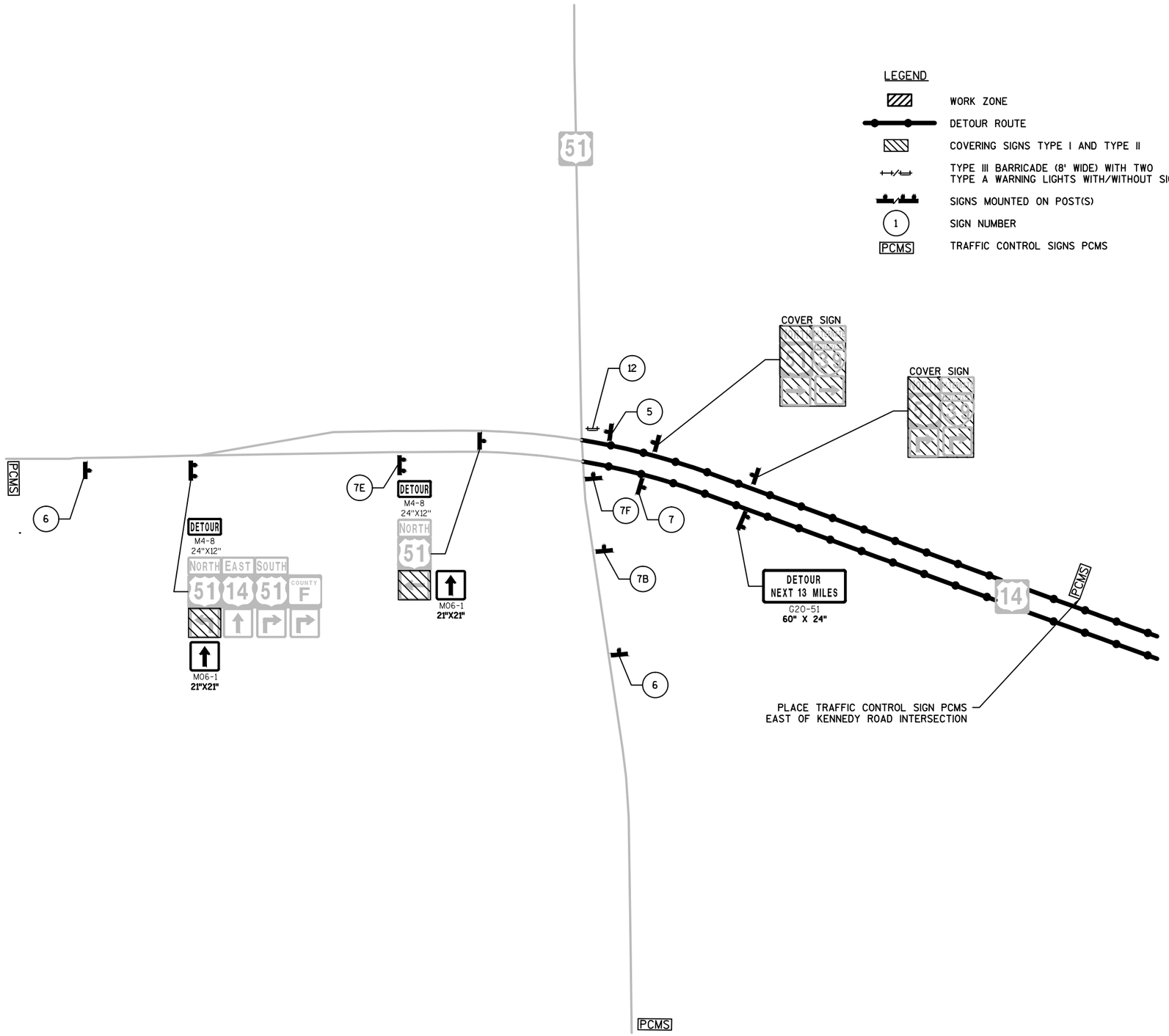
LEGEND

- WORK ZONE
- DETOUR ROUTE
- COVERING SIGNS TYPE I AND TYPE II
- TYPE III BARRICADE (8' WIDE) WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- SIGNS MOUNTED ON POST(S)
- (1) SIGN NUMBER
- PCMS TRAFFIC CONTROL SIGNS PCMS

NOTES:

1. DURATION: 5 CALENDAR DAYS MAXIMUM
2. PLACE BARRICADES AND SIGNS IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
5. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
6. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS TYPE I AND TYPE II.
7. SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL TEMPORARY SIGNING.
8. COVER DETOUR SIGNS WHEN NOT IN USE. COVERING DETOUR SIGNS IS INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

N



A — M05-1L 21"X21"

B — M05-1R 21"X21"

C — M05-2R 30"X30"

D — M06-1L 21"X21"

E — M06-1 21"X21"

F — M06-1R 21"X21"

G — M06-2 30"X30"

1 — SOUTH M3-3 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2

2 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"

3 — SOUTH M3-3 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2

4 — DETOUR M4-8 36"X18" / SOUTH M3-3 36"X18" / 51 M1-4 36"X36"

5 — END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / 51 M1-4 24"X24"

6 — NORTH M3-1 24"X12" / 51 M1-4 24"X24" / DETOUR AHEAD W20-2

7 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 51 M1-4 24"X24"

8 — NORTH M3-1 36"X18" / 51 M1-4 36"X36" / DETOUR AHEAD W20-2

9 — DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"

10 — END DETOUR M4-8A 30"X24" / NORTH M3-1 36"X18" / 51 M1-4 36"X36"

11 — ROAD CLOSED R11-2 48" X 30"

12 — ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

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

14 — ROAD CLOSED 1000 FT W20-3

15 — ROAD CLOSED 500 FT W20-3

SCALE, FEET 0 NTS

SHEET 6 OF 6

PROJECT NO:5390-00-73	HWY: USH 51	COUNTY: ROCK	DETOUR PLAN - USH 14/USH 51 INTERSECTION DETAIL	SHEET 169	E

DATE 02DEC14 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	5390-00-72 QUANTITY	5390-00-73 QUANTITY
0010	201.0105	CLEARING	STA	7.000		7.000
0030	201.0205	GRUBBING	STA	9.000		9.000
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	3.000		3.000
0070	204.0100	REMOVING PAVEMENT	SY	805.000		805.000
0100	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	3,255.000	3,255.000	
0110	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	82,823.000	41,090.000	41,733.000
0120	204.0150	REMOVING CURB & GUTTER	LF	1,710.000		1,710.000
0130	204.0155	REMOVING CONCRETE SIDEWALK	SY	275.000		275.000
0140	204.0165	REMOVING GUARDRAIL	LF	275.000		275.000
0150	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	2.000		2.000
0160	204.0185	REMOVING MASONRY	CY	3.000		3.000
0170	204.0195	REMOVING CONCRETE BASES	EACH	3.000		3.000
0240	205.0100	EXCAVATION COMMON	CY	5,245.000		5,245.000
0260	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 001. 5390-00-72	LS	1.000	1.000	
0270	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 002. 5390-00-73	LS	1.000		1.000
0290	211.0400	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	STA	108.000	108.000	
0300	213.0100	FINISHING ROADWAY (PROJECT) 001. 5390-00-72	EACH	1.000	1.000	
0310	213.0100	FINISHING ROADWAY (PROJECT) 002. 5390-00-73	EACH	1.000		1.000
0330	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	2,550.000	1,045.000	1,505.000
0340	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	8,180.000		8,180.000
0350	305.0130	BASE AGGREGATE DENSE 3-INCH	TON	2,545.000		2,545.000
0370	312.0110	SELECT CRUSHED MATERIAL	TON	815.000		815.000
0380	415.0210	CONCRETE PAVEMENT GAPS	EACH	3.000		3.000
0390	415.1090	CONCRETE PAVEMENT HES 9-INCH	SY	2,810.000		2,810.000
0410	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	15.000		15.000
0420	416.0270	CONCRETE DRIVEWAY HES 7-INCH	SY	60.000		60.000
0430	416.0610	DRILLED TIE BARS	EACH	1,201.000		1,201.000
0440	416.0620	DRILLED DOWEL BARS	EACH	1,823.000		1,823.000
0450	416.1010	CONCRETE SURFACE DRAINS	CY	1.000		1.000
0460	416.1715	CONCRETE PAVEMENT REPAIR SHES	SY	315.000		315.000
0470	416.1725	CONCRETE PAVEMENT REPLACEMENT SHES	SY	3,020.000		3,020.000
0480	420.1000.S	CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING	SY	1,000.000		1,000.000
0490	440.4410.S	INCENTIVE IRI RIDE	DOL	8,930.000	5,110.000	3,820.000
0500	455.0105	ASPHALTIC MATERIAL PG58-28	TON	531.000	343.000	188.000
0510	455.0120	ASPHALTIC MATERIAL PG64-28	TON	9.000		9.000
0520	455.0605	TACK COAT	GAL	4,830.000	3,475.000	1,355.000
0540	460.1103	HMA PAVEMENT TYPE E-3	TON	9,760.000	6,255.000	3,505.000
0560	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	6,250.000	4,010.000	2,240.000
0570	465.0110	ASPHALTIC SURFACE PATCHING	TON	9,530.000	2,510.000	7,020.000
0580	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	10.000		10.000
0590	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	22.000		22.000
0600	465.0315	ASPHALTIC FLUMES	SY	35.000		35.000
0610	504.0900	CONCRETE MASONRY ENDWALLS	CY	3.000		3.000
0620	509.0301	PREPARATION DECKS TYPE 1	SY	0.700		0.700
0630	509.5100.S	POLYMER OVERLAY	SY	2,650.000		2,650.000
0640	520.8000	CONCRETE COLLARS FOR PIPE	EACH	2.000		2.000
0670	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	14.000		14.000

3

DATE 02DEC14 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	5390-00-72 QUANTITY	5390-00-73 QUANTITY
0680	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	1.000		1.000
0730	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	2.000		2.000
0760	523.0429	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH	LF	16.000		16.000
0830	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	30.000		30.000
0840	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	1,145.000		1,145.000
0850	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	135.000		135.000
0880	601.0553	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	LF	890.000		890.000
0890	601.0600	CONCRETE CURB PEDESTRIAN	LF	15.000		15.000
0900	602.0410	CONCRETE SIDEWALK 5-INCH	SF	1,575.000		1,575.000
0910	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	72.000		72.000
0920	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	938.000		938.000
0930	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	1,850.000		1,850.000
0940	606.0200	RIPRAP MEDIUM	CY	14.000		14.000
0990	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	73.000		73.000
1000	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	477.000		477.000
1080	611.0627	INLET COVERS TYPE HM	EACH	4.000		4.000
1110	611.0642	INLET COVERS TYPE MS	EACH	1.000		1.000
1150	611.3004	INLETS 4-FT DIAMETER	EACH	2.000		2.000
1170	611.3230	INLETS 2X3-FT	EACH	2.000		2.000
1180	611.3901	INLETS MEDIAN 1 GRATE	EACH	1.000		1.000
1190	611.8110	ADJUSTING MANHOLE COVERS	EACH	15.000		15.000
1200	611.8115	ADJUSTING INLET COVERS	EACH	12.000		12.000
1230	612.0108	PIPE UNDERDRAIN 8-INCH	LF	100.000		100.000
1250	612.0700	DRAIN TILE EXPLORATION	LF	100.000		100.000
1280	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	225.000		225.000
1290	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	1.000		1.000
1300	614.0400	ADJUSTING STEEL PLATE BEAM GUARD	LF	25.000		25.000
1310	614.0905	CRASH CUSHIONS TEMPORARY	EACH	3.000		3.000
1320	614.0950	REPLACING GUARDRAIL POSTS AND BLOCKS	EACH	4.000		4.000
1330	614.0951	REPLACING GUARDRAIL RAIL AND HARDWARE	LF	13.000		13.000
1380	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 001. 5390-00-72	EACH	1.000	1.000	
1390	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 002. 5390-00-73	EACH	1.000		1.000
1410	619.1000	MOBILIZATION	EACH	0.420	0.150	0.270
1430	623.0200	DUST CONTROL SURFACE TREATMENT	SY	10,500.000		10,500.000
1440	624.0100	WATER	MGAL	44.000	3.000	41.000
1450	625.0100	TOPSOIL	SY	925.000		925.000
1460	625.0500	SALVAGED TOPSOIL	SY	11,270.000		11,270.000
1470	627.0200	MULCHING	SY	7,390.000		7,390.000
1480	628.1104	EROSION BALES	EACH	100.000		100.000
1490	628.1504	SILT FENCE	LF	4,750.000		4,750.000
1500	628.1520	SILT FENCE MAINTENANCE	LF	2,438.000		2,438.000
1510	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	15.000		15.000
1520	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	8.000		8.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5390-00-72 QUANTITY	5390-00-73 QUANTITY
1530	628.2004	EROSION MAT CLASS I TYPE B	SY	5,294.000		5,294.000
1540	628.2023	EROSION MAT CLASS II TYPE B	SY	2,063.000		2,063.000
1560	628.7005	INLET PROTECTION TYPE A	EACH	16.000	6.000	10.000
1570	628.7010	INLET PROTECTION TYPE B	EACH	2.000		2.000
1580	628.7015	INLET PROTECTION TYPE C	EACH	23.000	6.000	17.000
1600	628.7504	TEMPORARY DITCH CHECKS	LF	1,450.000		1,450.000
1610	628.7555	CULVERT PIPE CHECKS	EACH	90.000		90.000
1620	628.7560	TRACKING PADS	EACH	4.000		4.000
1630	628.7570	ROCK BAGS	EACH	100.000		100.000
1650	629.0210	FERTILIZER TYPE B	CWT	163.000		163.000
1670	630.0130	SEEDING MIXTURE NO. 30	LB	320.000		320.000
1690	630.0200	SEEDING TEMPORARY	LB	250.000		250.000
1700	631.0300	SOD WATER	MGAL	29.000		29.000
1710	631.1000	SOD LAWN	SY	830.000		830.000
1720	633.0200	DELINEATORS FLEXIBLE	EACH	11.000		11.000
1730	633.5200	MARKERS CULVERT END	EACH	4.000		4.000
1750	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	11.000		11.000
1760	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	19.000		19.000
1770	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	4.000		4.000
1780	637.0620	SIGN FLAGS PERMANENT TYPE II	EACH	4.000		4.000
1800	637.2210	SIGNS TYPE II REFLECTIVE H	SF	175.220		175.220
1820	637.2230	SIGNS TYPE II REFLECTIVE F	SF	77.500		77.500
1840	638.2102	MOVING SIGNS TYPE II	EACH	4.000		4.000
1860	638.2602	REMOVING SIGNS TYPE II	EACH	22.000		22.000
1870	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	22.000		22.000
1900	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	6.000		6.000
1920	642.5201	FIELD OFFICE TYPE C	EACH	0.420	0.150	0.270
1930	643.0100	TRAFFIC CONTROL (PROJECT) 001. 5390-00-72	EACH	1.000	1.000	
1940	643.0100	TRAFFIC CONTROL (PROJECT) 002. 5390-00-73	EACH	1.000		1.000
1960	643.0300	TRAFFIC CONTROL DRUMS	DAY	13,764.000		13,764.000
1970	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	2,203.000		2,203.000
2010	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	4,406.000		4,406.000
2020	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	2,058.000		2,058.000
2030	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	126.000		126.000
2040	643.0900	TRAFFIC CONTROL SIGNS	DAY	6,023.000	450.000	5,573.000
2050	643.0910	TRAFFIC CONTROL COVERING SIGNS TYPE I	EACH	4.000		4.000
2060	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	15.000		15.000
2070	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	640.000	100.000	540.000
2080	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 001. 5390-00-73	EACH	1.000		1.000
2100	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	1,330.000		1,330.000
2110	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	52.000		52.000
2120	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	144,105.000	12,200.000	131,905.000
2130	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	2,730.000	215.000	2,515.000
2140	646.0136	PAVEMENT MARKING EPOXY 12-INCH	LF	460.000		460.000
2150	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	22,600.000	11,215.000	11,385.000
2160	646.0600	REMOVING PAVEMENT MARKINGS	LF	33,030.000		33,030.000
2170	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	4.000		4.000
2190	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	16.000		16.000
2200	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	8.000		8.000
2210	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	7.000		7.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5390-00-72 QUANTITY	5390-00-73 QUANTITY
2230	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	200.000		200.000
2250	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	1,020.000		1,020.000
2260	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	2,085.000		2,085.000
2270	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	8.000		8.000
2280	647.0960	REMOVING PAVEMENT MARKINGS SYMBOLS	EACH	3.000		3.000
2290	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	2.000		2.000
2300	648.0100	LOCATING NO-PASSING ZONES	MI	10.177	1.277	8.900
2310	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	21,760.000	13,500.000	8,260.000
2330	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	59,860.000		59,860.000
2340	649.0600	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH	LF	60.000		60.000
2350	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	200.000		200.000
2360	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	LF	85.000		85.000
2380	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	56.000		56.000
2390	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	329.000		329.000
2400	652.0240	CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH	LF	36.000		36.000
2420	652.0615	CONDUIT SPECIAL 3-INCH	LF	22.000		22.000
2430	652.0625	CONDUIT SPECIAL 4-INCH	LF	140.000		140.000
2440	652.0700.S	INSTALL CONDUIT INTO EXISTING ITEM	EACH	2.000		2.000
2470	653.0130	PULL BOXES STEEL 18X36-INCH	EACH	1.000		1.000
2480	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	1.000		1.000
2490	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	2.000		2.000
2510	653.0905	REMOVING PULL BOXES	EACH	1.000		1.000
2520	654.0101	CONCRETE BASES TYPE 1	EACH	3.000		3.000
2530	654.0102	CONCRETE BASES TYPE 2	EACH	4.000		4.000
2570	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	1.000		1.000
2580	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	461.000		461.000
2590	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	1,083.000		1,083.000
2610	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	1,525.000		1,525.000
2640	655.0320	CABLE TYPE UF 2-10 AWG GROUNDED	LF	804.000		804.000
2660	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	1,509.000		1,509.000
2670	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	468.000		468.000
2700	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	48.000		48.000
2730	656.0100	ELECTRICAL SERVICE METER SOCKET (LOCATION) 401. CCTV-53-0114, CCTV-53-0118	LS	1.000		1.000
2760	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 450. USH 51 & STH 59	LS	1.000		1.000
2930	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 401. CCTV-53-0114, CCTV-53-0118	LS	1.000		1.000
2950	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	2.000		2.000
2960	657.0305	POLES TYPE 2	EACH	2.000		2.000
3030	657.0590	TROMBONE ARMS 20-FT	EACH	2.000		2.000
3140	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL	EACH	1.000		1.000
3150	658.0160	TRAFFIC SIGNAL FACE 4-12 INCH HORIZONTAL	EACH	1.000		1.000
3170	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH	EACH	2.000		2.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5390-00-72 QUANTITY	5390-00-73 QUANTITY
3190	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	8.000		8.000
3200	658.0600	LED MODULES 12-INCH RED BALL	EACH	2.000		2.000
3210	658.0605	LED MODULES 12-INCH YELLOW BALL	EACH	2.000		2.000
3220	658.0610	LED MODULES 12-INCH GREEN BALL	EACH	2.000		2.000
3250	658.0625	LED MODULES 12-INCH GREEN ARROW	EACH	2.000		2.000
3270	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 450. USH 51 & STH 59	LS	1.000		1.000
3380	659.0802	PLAQUES SEQUENCE IDENTIFICATION	EACH	4.000		4.000
3400	661.0100	TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) 001. B-53-145	LS	1.000		1.000
3440	670.0100	FIELD SYSTEM INTEGRATOR 001. 5390-00-73	LS	1.000		1.000
3460	670.0200	ITS DOCUMENTATION 001. 5390-00-73	LS	1.000		1.000
3500	673.0225.S	INSTALL POLE MOUNTED CABINET	EACH	1.000		1.000
3510	674.0106	CABLE ITS COMMUNICATION 6 PAIR	LF	232.000		232.000
3520	675.0400.S	INSTALL ETHERNET SWITCH	EACH	1.000		1.000
3530	677.0200	INSTALL CAMERA ASSEMBLY	EACH	2.000		2.000
3540	677.0300.S	INSTALL VIDEO ENCODER	EACH	2.000		2.000
3590	690.0150	SAWING ASPHALT	LF	122,150.000	36,650.000	85,500.000
3600	690.0250	SAWING CONCRETE	LF	5,700.000		5,700.000
3610	SPV.0035	SPECIAL 700. CONCRETE MASONRY DECK PATCHING	CY	0.100		0.100
3620	SPV.0045	SPECIAL 200. TEMPORARY CROSSWALK ACCESS	DAY	7.000		7.000
3710	SPV.0060	SPECIAL 401. INSTALL CELLULAR MODEM	EACH	1.000		1.000
3720	SPV.0060	SPECIAL 402. POLES WOOD 12-FT	EACH	1.000		1.000
3740	SPV.0060	SPECIAL 450. REMOVING AND SALVAGING TRAFFIC SIGNAL POLES AND INTERSECTION LIGHTING	EACH	3.000		3.000
3750	SPV.0060	SPECIAL 451. REMOVING AND REINSTALLING TRAFFIC SIGNAL ARM	EACH	1.000		1.000
3760	SPV.0060	SPECIAL 452. DECORATIVE TRAFFIC SIGNAL POLE 4-FT	EACH	3.000		3.000
3770	SPV.0060	SPECIAL 453. DECORATIVE TRAFFIC SIGNAL POLE 16-FT	EACH	1.000		1.000
3780	SPV.0060	SPECIAL 454. REMOVE, SALVAGE & REINSTALL TRAFFIC SIGNAL HEADS	EACH	7.000		7.000
3840	SPV.0060	SPECIAL 461. REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE	EACH	1.000		1.000
3890	SPV.0060	SPECIAL 466. POLES TYPE 3 BLACK	EACH	2.000		2.000
3900	SPV.0060	SPECIAL 467. POLES TYPE 4 BLACK	EACH	2.000		2.000
3910	SPV.0060	SPECIAL 468. TROMBONE ARMS 15-FT BLACK	EACH	1.000		1.000
3920	SPV.0060	SPECIAL 469. LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT BLACK	EACH	2.000		2.000
3930	SPV.0060	SPECIAL 470. LUMINAIRES UTILITY LED C	EACH	2.000		2.000
3940	SPV.0060	SPECIAL 471. TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK	EACH	4.000		4.000
3960	SPV.0060	SPECIAL 650. ADJUSTING WATER VALVES	EACH	12.000	4.000	8.000
3970	SPV.0060	SPECIAL 651. ADJUSTING SANITARY MANHOLES	EACH	8.000	3.000	5.000
3980	SPV.0060	SPECIAL 652. ADJUSTING WATER VALVE VAULT	EACH	3.000		3.000
3990	SPV.0090	SPECIAL 001. REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING	LF	17,629.000	13,482.000	4,147.000
4070	SPV.0090	SPECIAL 700. SAWING PAVEMENT DECK PREPARATION AREAS	LF	16.000		16.000
4080	SPV.0105	SPECIAL 001. SURVEY PROJECT 5390-00-72	LS	1.000	1.000	
4090	SPV.0105	SPECIAL 002. SURVEY PROJECT 5390-00-73	LS	1.000		1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5390-00-72 QUANTITY	5390-00-73 QUANTITY
4140	SPV.0105	SPECIAL 450. FURNISH AND INSTALL TRAFFIC SIGNALCABINET CONTROLLER USH 51 & USH 59	LS	1.000		1.000
4150	SPV.0105	SPECIAL 451. EMERGENCY VEHICLE EGRESS WARNING SYSTEM USH 51 & SWIFT STREET	LS	1.000		1.000
4160	SPV.0105	SPECIAL 452. REMOVE TRAFFIC SIGNAL USH 51 & STH 59	LS	1.000		1.000
4170	SPV.0105	SPECIAL 453. FURNISH AND INSTALL MICROWAVE DETECTION SYSTEM	LS	1.000		1.000
4180	SPV.0105	SPECIAL 454. FURNISH AND INSTALL CELLULAR MODEM ASSEMBLY	LS	1.000		1.000
4790	SPV.0165	SPECIAL 001. BRICK PAVER BAND	SF	460.000		460.000
4800	SPV.0165	SPECIAL 002. REMOVE AND REPLACE DECORATIVE STONE DRIVEWAY	SF	265.000		265.000
4810	SPV.0165	SPECIAL 200. CURB RAMP DETECTABLE WARNING FIELD YELLOW TEMPORARY	SF	16.000		16.000

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CLEARING & GRUBBING

PROJECT ID	ROADWAY	STATION		STATION	OFFSET/ SIDE	201.0105 CLEARING STA	201.0205 GRUBBING STA
5390-00-73	USH 51	255+00	-	256+00	LT	1	1
		265+00	-	266+00	RT	1	1
		271+00	-	272+00	LT	1	1
		313+00	-	317+00	RT	4	4
		USH 51 TOTAL				7	7
	CTH F	17+00	-	19+00	LT	---	2
		CTH F SUBTOTAL				0	2
		PROJECT TOTAL				7	9

NOTE: ALLIANT ENERGY WILL REMOVE 2 TREES ON CTH F FOR POLE RELOCATIONS. GRUBBING OF THE TREES WILL BE DONE AS PART OF ID 5390-00-73

REMOVING PAVEMENT

PROJECT ID	ROADWAY	STATION		STATION	204.0100 SY
5390-00-73	USH 51	308+90	-	309+05	35
		309+52	-	309+58	20
		423+00	-	429+00	610
		482+68	-	487+23	13
	USH 51 TOTALS				678
	CTH F	17+24	-	18+51	127
	CTH F TOTALS				127
	ID 5390-00-73 PROJECT TOTALS				805

REMOVING ASPHALTIC SURFACE BUTT JOINTS

PROJECT ID	ROADWAY	STATION		STATION	204.0115 SY
5390-00-72	USH 51	487+23	-	490+00	465
		490+00	-	520+00	1790
		520+00	-	550+00	660
		550+00	-	554+64	340
	5390-00-72 PROJECT TOTALS				3,255

REMOVING SMALL PIPE CULVERTS

PROJECT ID	ROADWAY	STATION	SIDE	* DESCRIPTION	* LENGTH (LF)	203.0100 REMOVING SMALL PIPE CULVERTS EACH
5390-00-73	USH 51	308+95	LT/RT	30" CMCP	62	1
		309+80	RT	18" CMCP	35	1
		310+00	LT	18" CMCP	27	1
		PROJECT TOTAL				3

* FOR INFORMATION ONLY

REMOVING ASPHALTIC SURFACE

PROJECT ID	ROADWAY	STATION		STATION	* OVERLAY MILLING DEPTH INCHES	* OVERLAY MILLING AREA SY	* PATCHING MILLING DEPTH INCHES	* PATCHING MILLING AREA SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
5390-00-73	USH 51	17+29	-	40+00	---	---	5"	1,760	1,760
		40+00	-	70+00	---	---	5"	1,490	1,490
		70+00	-	100+00	---	---	5"	1,830	1,830
		100+00	-	130+00	---	---	5"	1,600	1,600
		130+00	-	160+00	---	---	5"	2,110	2,110
		160+00	-	190+00	2"	2,750	5"	1,590	4,340
		190+00	-	220+00	---	---	5"	1,760	1,760
		220+00	-	250+00	---	---	5"	970	970
		250+00	-	280+00	2"	7,720	5"	2,490	10,210
		280+00	-	310+00	2"	2,560	5"	1,130	3,690
		310+00	-	340+00	2"	4,470	5"	1,960	6,430
		340+00	-	370+00	---	---	5"	1,480	1,480
		370+00	-	396+50	---	---	5"	1,860	1,860
		UNDISTRIBUTED			---	---	---	2,203	2,203
	5390-00-73 PROJECT TOTALS					17,500		24,233	41,733
5390-00-72	USH 51	487+23	-	490+00	1.75"	1,040	5"	40	1,080
		490+00	-	520+00	1.75"	12,850	5"	2810	15,660
		520+00	-	550+00	1.75"	11,065	5"	2520	13,585
		550+00	-	554+64	1.75"	1,550	5"	620	2,170
		UNDISTRIBUTED			VARIES	8,000	5"	595	8,595
	5390-00-72 PROJECT TOTALS					34,505		6,585	41,090

* FOR INFORMATION ONLY

NOTE: UNDISTRIBUTED QUANTITY TO BE USED AT DISCRETION OF FIELD ENGINEER FOR POOR PAVEMENT CONDITIONS BEYOND THE STANDARD MILLING DEPTH

ALL ITEMS CATEGORY 1000 UNLESS NOTED

REMOVING CURB AND GUTTER

PROJECT ID	ROADWAY	STATION		STATION	OFFSET/ SIDE	204.0150 LF
5390-00-73	USH 51	164+40	-	164+91	RT	65
		165+40	-	165+61	RT	65
		310+64	-	310+79	RT	35
		311+08	-	311+52	LT	50
		311+22	-	311+65	RT	50
		311+97	-	312+47	LT	140
		312+60	-	312+97	LT	75
		425+05	-	425+42	LT	40
		482+68	-	484+21	LT	180
		482+60	-	486+58	RT	425
		484+15	-	484+19	LT	10
		484+40	-	484+48	RT	15
		484+55	-	484+59	LT	10
		484+62	-	487+26	LT	290
		484+78	-	484+88	RT	15
		486+87	-	487+19	RT	60
		UNDISTRIBUTED				185
		PROJECT TOTAL				1,710

NOTE: UNDISTRIBUTED QUANTITY IS TO BE USED FOR CONCRETE CURB & GUTTER REPAIRS AT THE DIRECTION OF THE ENGINEER

REMOVING CONCRETE SIDEWALK

PROJECT ID	ROADWAY	STATION		STATION	204.0155 SY
5390-00-73	USH 51	424+90	-	426+77	185
		482+68	-	487+23	75
		USH 51 TOTAL			260
	CTH F	17+24	-	18+51	15
		CTH F TOTAL			15
		PROJECT TOTAL			275

REMOVING GUARDRAIL

PROJECT ID	ROADWAY	STATION		STATION	204.0165 LF
5390-00-73	USH 51	270+50	-	273+21	275
		PROJECT TOTAL			275

REMOVING DELINEATORS AND MARKERS

PROJECT ID	ROADWAY	STATION	SIDE	204.0180 EACH
5390-00-73	USH 51	260+10	LT	2
		PROJECT TOTALS		2

REMOVING MASONRY

PROJECT ID	ROADWAY	STATION	SIDE	DESCRIPTION	* 204.0185 CY
5390-00-73	USH 51	260+10	LT	MASONRY HEADWALL	3
		PROJECT TOTALS			3

* FOR INFORMATION ONLY

FINISHING ROADWAY

BID ITEM #	PROJECT ID	213.0100 EACH
213.0100.01	5390-00-72	1
213.0100.02	5390-00-73	1

PREPARE FOUNDATION FOR ASPHALT PAVING

BID ITEM #	PROJECT ID	211.0100 EACH
211.0100.01	5390-00-72	1
211.0100.02	5390-00-73	1

BASE AGGREGATE DENSE

PROJECT	ROADWAY	STATION		STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TONS	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TONS	305.0130 BASE AGGREGATE DENSE 3-INCH TONS
5390-00-73	USH 51	160+01	-	164+00	20	460	175
		164+00	-	166+65	10	200	80
		254+50	-	257+00	90	260	20
		257+00	-	263+00	160	590	150
		263+00	-	269+00	270	1,340	450
		269+00	-	273+21	180	870	260
		302+17	-	308+00	240	1,320	460
		308+00	-	314+00	140	1,440	520
		314+00	-	318+07	190	730	190
		423+43	-	429+00	40	90	---
		482+68	-	487+23	20	10	---
		USH 51 SUBTOTAL			1,360	7,310	2,305
	CTH F	17+24	-	18+51	5	120	0
		CTH F SUBTOTAL			5	120	0
		UNDISTRIBUTED			140	750	240
		ID 5390-00-73 TOTAL			1,505	8,180	2,545
5390-00-72	USH 51	487+23	-	490+00	50	---	---
		490+00	-	520+00	340	---	---
		520+00	-	550+00	470	---	---
		550+00	-	554+64	90	---	---
		UNDISTRIBUTED			95	---	---
		ID 5390-00-72 TOTAL			1,045	0	0

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

BASE REMOVALS

CATEGORY 1300

PROJECT ID	LOCATION		204.0195 REMOVING CONCRETE BASES EACH
5390-00-73	USH 51 & STH 59	CB1	1
		SB5	1
		SB6	1
	PROJECT TOTALS		3

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

PROJECT ID	ROADWAY	STATION		STATION	SIDE	211.0400 STA
5390-00-72	USH 51	487+23	-	489+50	LT	3
		487+23	-	510+50	RT	24
		493+25	-	509+50	LT	17
		514+25	-	514+75	RT	1
		520+50	-	532+00	RT	12
		522+50	-	554+64	LT	33
		535+00	-	540+00	RT	5
		542+25	-	554+64	RT	13
	USH 51 TOTAL					108

3

EARTHWORK SUMMARY

Division	From/To Station	Location	A ITEM #205.0100 Common Excavation (1) (CY) Cut (2) CY	B ITEM #205.0100 Common Excavation (1) (CY) EBS Excavation (3)(4) CY	C * Salvaged/ Unusable Pavement Material (2) CY	D * Available Material (5) CY	E * Expanded EBS Backfill (6) (CY) Factor 1.00	F * Unexpanded Fill CY	G * Expanded Fill (7) (CY) Factor 1.30	H * Mass Ordinate +/- (8)	I * Waste CY	J ITEM 208.0100 Borrow (9) CY
1	160+17 - 166+65	USH 51	585	47	20	565	47	53	69	496		
	255+74 - 272+25	NB USH 51	672	54	0	672	54	718	933	-261		
	302+17 - 317+55	NB USH 51	835	67	7	828	67	533	692	136		
	482+68 - 487+23	SB USH 51	378	30	210	168	30	0	0	168		
	17+24 - 18+51	CTH F	113	9		113	9	0	0	113		
Division 1 Subtotal			2,583	207	237	2,346	207	1,303	1,694	652	652	
2	255+22 -273+21	SB USH 51	1,028	82	20	1,008	82	310	403	605		
	302+17 - 317+77	SB USH 51	846	68	43	803	68	706	918	-114		
	482+68 - 487+23	NB USH 51	399	32	222	177	32	0	0	177		
Division 2 Subtotal			2,274	182	285	1,989	182	1,016	1,321	668	668	
			4,857	389	522	4,335	389	2,319	3,015	1,320	1,320	0
Grand Total	Total Common Exc			5,245								

1) Common Excavation is the sum of the Cut (A) and EBS Excavation (B) columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material (C) is included in Cut (A).
3) EBS Excavation (B) to be backfilled with Select Crushed Material. See Select Crushed Material table for quantity
4) No EBS areas have been indentified. EBS is assummed at 8% of total Cut (A) Actual EBS areas to be determined by engineer in field.
5) EBS Excavation Material (B) may be used outside of the 1.5:1. EBS in Fill reduction factor = 0.8. EBS Excavation material is not included in the Fill quantity or Mass Ordinate.
4) Salvaged/Unusable Pavement Material (C) is included in the Cut (A). This assumes the existing pavement structure is salvaged or wasted by the contractor. The existing pavement structure is not shown on the cross sections.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material (C)
6) Expanded EBS Backfill - This is to be filled with Select Crushed Material. EBS Backfill Factor = 1.0. Item number 312.0110
7) Expanded Fill (G) = (Unexpanded Fill (F)) * Expanded Fill Factor (1.30)
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates a waste volume of material within the Division. Minus indicates a borrow volume of material within the Division.
9) Waste Material (I) from one location shall be used as fill material at another location within the same division. The fill material will not be paid for as Borrow.

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

CONCRETE PAVEMENT GAPS

PROJECT ID	ROADWAY	STATION	SIDE	415.0210 EACH
5390-00-73	USH 51	484+40	LT	1
		484+70	RT	1
		486+80	RT	1
		PROJECT TOTAL		3

CONCRETE PAVEMENT REPAIRS

PROJECT ID	ROADWAY	STATION		STATION	416.1715 CONCRETE PAVEMENT REPAIRS SHES SY	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY
5390-00-73	USH 51	370+00	-	400+00	30	335
		400+00	-	430+00	85	1420
		430+00	-	460+00	125	285
		460+00	-	482+68	45	700
		UNDISTRIBUTED			30	280
		PROJECT TOTALS			315	3,020

NOTE: UNDISTRIBUTED AREAS TO BE USED AT DIRECTION OF ENGINEER IN FIELD

CONCRETE PAVEMENT HES 9-INCH

PROJECT	ROADWAY	STATION		STATION	415.1090 SY
5390-00-73	USH 51	482+68	-	487+23	2,810
		PROJECT TOTALS			2,810

CONCRETE DRIVEWAYS

PROJECT	ROADWAY	STATION		STATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY	416.0270 CONCRETE DRIVEWAY HES 7-INCH SY
5390-00-73	USH 51	308+00	-	314+00	15	---
		423+43	-	425+04	---	40
		482+68	-	487+23	---	20
		PROJECT TOTALS			15	60

SELECT CRUSHED MATERIAL

PROJECT ID	LOCATION	312.0110 TON
5390-00-73	UNDISTRIBUTED	815
	PROJECT TOTAL	815

ASPHALT PAVEMENT

PROJECT	ROADWAY	STATION		STATION	455.0105 ASPHALTIC MATERIAL PG58-28 TONS	455.0120 ASPHALTIC MATERIAL PG64-28 TONS	455.0605 TACK COAT GAL	460.1103 HMA PAVEMENT TYPE E-3 TONS
5390-00-73	USH 51	160+01	-	164+00	12	3	110	265
		164+00	-	166+65	10	1	90	190
		255+21	-	257+00	5	---	45	85
		257+00	-	263+00	22	---	195	400
		263+00	-	269+00	24	---	170	430
		269+00	-	273+21	13	---	110	225
		302+17	-	308+00	23	---	160	415
		308+00	-	314+00	38	---	275	690
		314+00	-	318+07	28	---	110	505
		423+43	-	425+04	10	4	75	250
		482+68	-	487+23	1	0	5	5
		USH 51 SUBTOTAL			186	8	1,345	3,460
	CTH F	17+24	-	18+51	2	1	10	45
		CTH F SUBTOTAL			2	1	10	45
		ID 5390-00-73 TOTAL			188	9	1,355	3,505
5390-00-72	USH 51	487+23	-	490+00	14	---	140	260
		490+00	-	520+00	160	---	1,650	2,920
		520+00	-	550+00	147	---	1,470	2,680
		550+00	-	554+64	22	---	215	395
		USH 51 SUBTOTAL			343	0	3,475	6,255

ALL ITEMS CATEGORY 1000 UNLESS NOTED

CONCRETE SURFACE DRAINS

PROJECT	ROADWAY	STATION		STATION	416.1010 CY
5390-00-73	USH 51	308+00	-	314+00	1
		ID 5390-00-73 TOTAL			1

CULVERT EXTENSIONS

PROJECT ID	ROADWAY	STATION	SIDE	504.0900 CONCRETE MASONRY ENDWALL CY	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.0124 CULV PIPE CORRUGATED STEEL 24-INCH LF	* PIPE WALL THICKNESS INCHES	521.1024 AEW FOR CULV PIPE STEEL 24-INCH EACH	523.0429 CULV PIPE REIN CONC HE CL HE-IV 29X25-INCH LF	** 633.5200 MARKERS CULVERT END EACH
5390-00-73	USH 51	260+10	LT	3	2	---	---	---	16	1
		312+80	LT	---	---	14	0.064	1	---	1
		PROJECT TOTAL		3	2	14		1	16	2

* FOR INFORMATION ONLY - NOT A BID ITEM
** ADDITIONAL QUANTITIES FOUND ELSEWHERE - STORM SEWER

ASPHALTIC SURFACE PATCHING

PROJECT ID	ROADWAY	STATION		STATION	465.0110 TONS
5390-00-73	USH 51	17+29	-	40+00	510
		40+00	-	70+00	430
		70+00	-	100+00	530
		100+00	-	130+00	460
		130+00	-	160+00	610
		160+00	-	190+00	460
		190+00	-	220+00	510
		220+00	-	250+00	280
		250+00	-	280+00	720
		280+00	-	310+00	330
		310+00	-	340+00	570
		340+00	-	370+00	430
		370+00	-	396+50	540
		USH 51 TOTAL			6,380
		UNDISTRIBUTED			640
		ID 5390-00-73 TOTAL			7,020
5390-00-72	USH 51	487+23	-	490+00	20
		490+00	-	520+00	890
		520+00	-	550+00	800
		550+00	-	554+64	200
		UNDISTRIBUTED			600
		USH 51 TOTAL			2,510
		ID 5390-00-72 TOTAL			2,510

NOTE : UNDISTRIBUTED QUANTITY TO BE USED AT DIRECTION OF ENGINEER

ALL PATCHES ARE TO BE 5" THICK AND SHALL BE PLACED PRIOR TO MILL & OVERLAY OPERATIONS

PAVEMENT REMOVAL FOR PATCHING TO BE PAID FOR AS REMOVING ASPHALTIC SURFACE MILLING (SY)

CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING

PROJECT ID	ROADWAY	LOCATION	420.1000.S SY
5390-00-73	USH 51	UNDISTRIBUTED	1,000
		PROJECT TOTALS	1,000

FOR USE AT DISCRETION OF ENGINEER TO SMOOTH CONCRETE PAVEMENT REPAIR AREAS

CONCRETE CURB & GUTTER

PROJECT	ROADWAY	STATION		STATION	601.0407 18-INCH TYPE D LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF
5390-00-73	USH 51	164+00	-	166+65	---	---	---	115
		302+17	-	308+00	---	---	---	150
		308+00	-	314+00	---	---	---	625
		400+00	-	423+00	---	30	---	---
		423+00	-	429+00	---	40	---	---
		430+00	-	460+00	---	105	---	---
		460+00	-	482+68	---	10	---	---
		482+68	-	487+23	30	960	20	---
		USH 51 TOTALS			30	1,145	20	890
	CTH F	482+68	-	487+23	---	---	115	---
		CTH F TOTAL			0	0	115	0
		PROJECT TOTALS			30	1,145	135	890

ASPHALTIC SURFACE

PROJECT	ROADWAY	STATION		STATION	465.0120 ASPH SURF DRIVEWAYS & FE TON	465.0125 ASPH SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY	** 602.0505 CURB RAMP DECT WARNING FIELD YELLOW SF
5390-00-73	USH 51	164+00	-	166+65	---	---	15	---
		308+00	-	314+00	10	---	20	---
		482+68	-	487+23	---	---	---	---
		487+23	-	488+35	---	22	---	24
		PROJECT TOTALS			10	22	35	24

** ADDITIONAL QUANTITIES FOUND ELSEWHERE - CONCRETE SIDEWALK
NOTE - CURB RAMP DETECTABLE WARNING FIELDS TO BE USED FOR TEMPORARY CURB RAMPS

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

CONCRETE SIDEWALK

PROJECT	ROADWAY	STATION		STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	601.0600 CONCRETE CURB PEDESTRIAN LF	** 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	SPV.0165.001 BRICK PAVER BAND SF
5390-00-73	USH 51	423+00	-	429+00	865	---	8	460
		482+68	-	487+23	650	---	32	---
		USH 51 SUBTOTAL			1,515	0	40	460
	CTH F	17+24	-	18+51	60	15	8	---
		CTH F SUBTOTAL			60	15	8	0
		ID 5390-00-73 TOTAL			1,575	15	48	460

** ADDITIONAL QUANTITIES FOUND ELSEWHERE - ASPHALTIC SURFACE

UTILITY ADJUSTMENTS

*CATEGORY 1600 5390-00-72
*CATEGORY 1700 5390-00-73

PROJECT	ROADWAY	LOCATED	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	* SPV.0060.650 ADJUSTING WATER VALVES EACH	* SPV.0060.651 ADJUSTING SANITARY MANHOLES EACH	* SPV.0060.652 ADJUSTING WATER VALVE VAULT EACH
5390-00-72	USH 51	UNDISTRIBUTED	---	---	4	3	---
5390-00-73	USH 51	UNDISTRIBUTED	15	12	8	5	3
		PROJECT TOTALS	15	12	12	8	3

3

RIPRAP MEDIUM

PROJECT ID	ROADWAY	STATION	SIDE	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
5390-00-73	USH 51	164+95	RT	7	25
		310+50	LT	3	10
		312+80	LT	4	17
		PROJECT TOTAL		14	52

STEEL PLATE BEAM GUARD

PROJECT ID	ROADWAY	STATION			SIDE	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING BEAM GUARD POSTS AND BLOCKS EACH	614.0951 REPLACING GUARDRAIL RAIL AND HARDWARE LF
5390-00-73	USH 51	270+50	-	273+21	LT	225	1	25	4	13
		PROJECT TOTAL				225	1	25	4	13

NOTE: ADJUST BEAM GUARD HEIGHT AT STA 273+21 TO MATCH NEW BEAM GUARD. REPLACE POSTS, BLOCKS OR HARDWARE IN ADJUSTMENT AREA THAT ARE IN POOR CONDITION. ADJUST HEIGHT FROM 27 3/4" TO EXISTING HEIGHT OVER 25 FEET.

TIE BARS AND DOWEL BARS

PROJECT ID	ROADWAY	STATION		STATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
5390-00-73	USH 51	370+00	-	400+00	162	144
		400+00	-	430+00	652	777
		430+00	-	460+00	153	495
		460+00	-	487+23	232	407
		USH 51 TOTAL			1,199	1,823
		16+63	-	19+49	2	---
		CTH F TOTAL			2	0
		ID 5390-00-73 TOTAL			1,201	1,823

MAINTENANCE AND REPAIR OF HAUL ROADS

PROJECT ID	618.0100 EACH
5390-00-72	1
5390-00-73	1

MOBILIZATION

PROJECT ID	619.1000 EACH
5390-00-72	0.15
5390-00-73	0.27

ALL ITEMS CATEGORY 1000 UNLESS NOTED

STORM SEWER STRUCTURES

STRUCTURE NUMBER	ROADWAY	STATION	OFFSET	TOP STRUCTURE ELEV	RIM OR FLANGE ELEV	BOTTOM STRUCTURE ELEV	STR DEPTH FEET	611.3230 INLETS 2X3 FT EACH	611.3004 INL 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
1	USH 51	306+45.0	40.4' LT	---	---	---	---	---	---	---	---	---	
2	USH 51	309+00.0	34.5' RT	861.23	861.23	858.59	2.64	---	---	1	---	1	
3	USH 51	309+00.0	25.5' LT	862.07	863.07	858.29	3.78	---	1	---	1	---	SEE NOTE 6
4	USH 51	310+61.3	26.1' RT	861.14	862.14	858.37	2.77	1	---	---	1	---	
5	USH 51	310+70.0	25.5' LT	861.02	862.02	858.21	2.81	1	---	---	1	---	
6	USH 51	310+50.0	25.5' LT	861.13	862.13	857.84	3.29	---	1	---	1	---	SEE NOTE 6
7	USH 51	310+50.0	37.0' LT	---	---	---	---	---	---	---	---	---	
TOTALS								2	2	1	4	1	

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
4. STR DEPTH = RIM ELEV - BOTTOM STR ELEV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 10" FOR TYPE B COVERS; 9" FOR TYPE C AND J COVERS; AND 6" FOR TYPE H, HM, H-S, AND S COVERS
   ADJUSTMENT = 6" TYPICAL (NO ADJUSTMENT FOR MEDIAN INLETS)
5. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST T
   JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE STORM SEWER PIPE.
6. PROVIDE FLAT TOP SLAB WITH 2X3-FT RECTANGULAR OPENING

* NOT A BID ITEM. FOR INFORMATION PURPOSES ONLY.
** ADDITIONAL QUANTITIES FOUND ELSEWHERE - CULVERT EXTENSIONS

STORM SEWER

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15" (LF)	608.0418 18" (LF)	522.1018 AEW FOR CULVERT PIPE REIN. CONC. 18" EACH	** 633.5200 MARKERS CULVERT END EACH	* JOINT TIES EACH	COMMENTS
1	3	861.40	858.50	0.0114	---	255.4	1	1	3	
2	3	858.80	858.50	0.0050	---	60.0	---	---		
3	6	858.50	858.05	0.0030	---	150.0	---	---		SEE NOTE 6
4	6	858.56	858.30	0.0050	52.8	---	---	---		
5	6	858.40	858.30	0.0050	20.0	---	---	---		
6	7	858.05	857.99	0.0050	---	11.5	---	---		SEE NOTE 6
7	AEW	---	---	---	---	---	1	1	3	
					73	477	2	2		

ALL ITEMS CATEGORY 1000 UNLESS NOTED

CONCRETE BARRIER TEMPORARY PRECAST

PROJECT ID	ROADWAY	LOCATION	STAGE	603.8000 DELIVERED LF	603.8125 INSTALLED LF	614.0905 CRASH CUSHION TEMPORARY EACH
5390-00-73	USH 51	ROCK RIVER BRIDGE	1	913	913	2
		ROCK RIVER BRIDGE	2	25	938	1
		PROJECT TOTAL		938	1,850	3

UNDERDRAIN

PROJECT ID	LOCATION	612.0108 8-INCH LF	612.0700 DRAIN TILE EXPLORATION LF
5390-00-73	UNDISTRIBUTED	100	100
	PROJECT TOTAL	100	100

DUST CONTROL SURFACE TREATMENT

PROJECT ID	LOCATION	623.0200 SY
5390-00-73	UNDISTRIBUTED	10,500
	PROJECT TOTAL	10,500

WATER

PROJECT ID	LOCATION	624.0100 MGAL
5390-00-73	UNDISTRIBUTED	41
5390-00-72	UNDISTRIBUTED	3

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

RESTORATION ITEMS

PROJECT	ROADWAY	STATION		STATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
5390-00-73	USH 51	160+00	-	166+65	---	860	1,290	11.3	30	20	---	0
		254+59	-	269+00	--	3,130	1,620	43.2	90	70	---	0
		269+00	-	273+21	---	1,050	---	10.4	20	20	---	0
		302+17	-	308+00	---	1,150	---	18.1	40	30	---	0
		308+00	-	318+07	---	2,820	3,000	35.6	70	60	1	15
		482+68	-	487+23	630	---	---	4.0	---	---	16	630
		USH 51 SUBTOTAL			630	9,010	5,910	122.6	250	200	17	645
5390-00-73	CTH F	16+63	-	19+49	105	---	---	0.7	---	---	3	105
		STH 75 SUBTOTAL			105	0	0	0.7	0	0	3	105
	UNDISTRIBUTED				190	2,260	1,480	40.0	70	50	10	80
		PROJECT TOTALS			925	11,270	7,390	163	320	250	29	830

DELINEATORS FLEXIBLE

PROJECT ID	ROADWAY	LOCATION	633.0200 EACH
5390-00-73	USH 51	KIDDER RD INTERSECTION	11
		PROJECT TOTAL	11

3

EROSION CONTROL ITEMS

Project ID	ROADWAY	STATION		STATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH
5390-00-73	USH 51	160+00	-	164+00	---	445	223	---	---	---	---	---	---	---	---	---	---	---
		164+00	-	166+65	---	225	113	---	---	5	---	---	---	---	50	6	---	---
		255+21	-	257+00	---	330	165	---	---	150	---	---	---	---	30	---	---	---
		257+00	-	263+00	---	680	340	---	---	430	---	---	---	---	90	34	---	---
		263+00	-	269+00	---	---	---	---	---	890	600	---	---	---	270	---	---	---
		269+00	-	273+21		460	230	---	---	---	1,050	---	---	---	270	---	---	---
		302+17	-	308+00	---	530	265	---	---	1,650	---	---	---	---	240	22	---	---
		308+00	-	314+00	---	370	185	---	---	940	---	4	1	5	210	---	---	---
		314+00	-	318+07	---	760	443	---	---	170	---	---	---	---	---	10	---	---
		423+00	-	429+00	---	---	---	---	---	---	---	---	---	5	---	---	---	---
		482+68	-	487+23	---	---	---	---	---	---	---	4	---	4	---	---	---	---
		USH 51 TOTALS			0	3,800	1,963	---	---	4,235	1,650	8	1	14	1,160	72	0	0
		UNDISTRIBUTED			100	950	475			1,059	413	2	1	3	290	18		100
		ID 5390-00-73 TOTALS			100	4,750	2,438	15	8	5,294	2,063	10	2	17	1,450	90	4	100
5390-00-72	USH 51	487+23	-	490+00	---	---	---	---	---	---	---	6	---	6	---	---	---	---
		5390-00-72 PROJECT TOTALS			0	0	0	---	---	0	0	6	0	6	0	0	0	0

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE INCHES	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	REMARKS
1-1	W1-7	2S	48X24	---	---	8.00	2	---	---	---	NIGHT ARROW (DOUBLE)
1-2	J4-1	2	24X36	---	6.00	---	1	---	---	---	REASSURANCE ASSEMBLY
	M3-1			---	---	---	---	---	---	---	NORTH
	M1-4			---	---	---	---	---	---	---	USH MARKER
1-3	R1-1	2S	30X30	---	5.18	---	---	1	---	---	STOP
1-4	W1-6	2S	48X24	---	---	8.00	1	---	---	---	NIGHT ARROW (SINGLE)
1-5	W1-6	2S	48X24	---	---	8.00	---	---	---	1-4	NIGHT ARROW (SINGLE)
2-1	J13-1	2	24X45	---	7.50	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M6-1			---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD
2-2	R3-8A	2S	36X30	---	7.50	---	---	1	---	---	LEFT ONLY/AHEAD-RIGHT
2-3	J4-1	2	24X36	2	6.00	---	1	---	---	---	REASSURANCE ASSEMBLY
	M4-1			---	---	---	---	---	---	---	ALTERNATE MARKER
	M1-1			---	---	---	---	---	---	---	INTERSTATE ROUTE MARKER
2-4	J13-1	2	24X45	---	7.50	`	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M6-6R			---	---	---	---	---	---	---	DIRECTIONAL ARROW UP ARROW/RIGHT ARROW
2-5	R3-8A	2S	36X30	---	7.50	---	---	1	---	---	LEFT ONLY/AHEAD-RIGHT
2-6	J1-1	2	24X39	---	6.50	---	---	1	---	---	JUNCTION OR END ASSEMBLY
	M2-1			---	---	---	---	---	---	---	JUNCTION MARKER
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
3-1	J13-1	2	24X45	---	7.50	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M5-1L			---	---	---	---	---	---	---	ADVANCE ARROW TURN LEFT
4-1	W14-3	2S	48"X36"	---	---	6.00	---	1	---	---	NO PASSING ZONE
4-2	R3-8A	2S	36X30	---	7.50	---	---	1	---	---	LEFT ONLY/AHEAD-RIGHT
4-3	J13-1	2	24X45	---	7.50	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M5-1L			---	---	---	---	---	---	---	ADVANCE ARROW TURN LEFT
4-4	R12-55	2S	48X18	2	6.00	---	2	---	---	---	45 TON BRIDGE 1 MILE AHEAD
5-1	R1-1	2S	30X30	---	5.18	---	---	1	---	---	STOP
5-2	J13-2	2	48X45	---	15.00	---	---	2	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-4			---	---	---	---	---	---	---	USH MARKER
	M6-4			---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT-RIGHT
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
SUBTOTAL				4	102.36	30	7	13			

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PERMANENT SIGNING CONTINUED

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE INCHES	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	REMARKS
	M6-1			---	7.50	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD
5-3	R3-8A	2S	36X30	---	7.50	---	---	1	---	---	LEFT ONLY/AHEAD-RIGHT
5-4	J13-1	2	24X45	---	7.50	`	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M6-6L			---	---	---	---	---	---	---	DIRECTIONAL ARROW UP ARROW/LEFT ARROW
5-5	J4-1	2	24X36	---	6.00	---	---	1	---	---	REASSURANCE ASSEMBLY
	M3-1			---	---	---	---	---	---	---	NORTH
	M1-4			---	---	---	---	---	---	---	USH MARKER
5-6	R1-1	2S	30X30	---	5.18	---	---	1	---	---	STOP
5-7	J13-1	2	24X45	---	7.50	`	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL
	M1-5A			---	---	---	---	---	---	---	COUNTY MARKER
	M6-1			---	---	---	---	---	---	---	DIRECTIONAL ARROW UP ARROW/LEFT ARROW
5-8	W8-6A	2	48X48	---	---	16	---	---	2	---	TRUCKS ENTERING AND LEAVING
5-9	W8-6A	2	48X48	---	---	16	---	---	2	---	TRUCKS ENTERING AND LEAVING
6-1	R7-1R	2S	18X24	---	3.00	---	1	---	---	---	NO PARKING ANYTIME RIGHT ARROW
6-2	R7-1D	2S	18X24	---	3.00	---	1	---	---	---	NO PARKING ANYTIME DOUBLE ARROW
6-3	R1-1	2S	30X30	---	5.18	---	1	---	---	---	STOP
6-4	R7-1L	2S	18X24	---	3.00	---	---	---	---	---	NO PARKING ANYTIME LEFT ARROW
6-5	R3-8F	2S	36X30	---	7.50	---	1	---	---	---	LEFT ONLY/RIGHT ONLY
7-1	W11-8	2S	30X30	---	---	6.25	---	---	---	SIGNAL POLE	FIRE STATION TRUCK CROSSING SYMBOL
7-2	R10-7	2S	24X30	---	5.00	---	---	---	---	SIGNAL POLE	DO NOT BLOCK INTERSECTION
7-3	W11-8	2S	30X30	---	---	6.25	---	---	---	SIGNAL POLE	FIRE STATION TRUCK CROSSING SYMBOL
7-4	R10-7	2S	24x30	---	5.00	---	---	---	---	SIGNAL POLE	DO NOT BLOCK INTERSECTION
8-1	W5-52R	2S	12x36	---	---	3.00	---	1	---	NW BRIDGE CORNER	CLEARANCE STRIPER DOWN LEFT
ID 5390-0073 TOTALS				4	175.22	77.50	11	19	4		

FIELD OFFICE TYPE C

PROJECT ID	642.5201 EACH
5390-00-72	0.15
5390-00-73	0.27

LOCATING NO PASSING ZONES

PROJECT ID	648.0100 MI
5390-00-72	1.277
5390-00-73	8.900

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

MOVING AND REMOVING SIGNS

SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
1R-1	M3-1	---	---	1	1	---	NORTH
1R-2	M1-4	1R-1	---	---	---	---	USH MARKER
1R-3	R1-1	---	---	1	1	---	STOP SIGN
1R-4	W1-6	---	---	1	1	---	NIGHT ARROW (SINGLE)
1R-5	W1-6	1R-4	---	---	---	---	NIGHT ARROW (SINGLE)
2M-1	I55-56	---	1	---	---	1	ADOPT A HIGHWAY LITTER CONTROL
2R-1	M1-5A	---	---	1	1	---	CTH MARKER 2 OR 3 LETTER
2R-2	M6-1	2R-1	---	---	---	---	ARW RIGHT LEFT OR AHEAD
2R-3	M4-1	---	---	1	1	---	ALTERNATE
2R-4	M1-1	2R-3	---	---	---	---	IH MARKER 2 DIGIT CUTOUT
2R-5	M1-5A	---	---	1	1	---	CTH MARKER 2 OR 3 LETTER
2R-6	M6-6R	2R-5	---	---	---	---	DIR ARW AHEAD-RIGHT
2R-7	M2-1	---	---	1	1	---	JCT
2R-8	M1-5A	2R-7	---	---	---	---	CTH MARKER 2 OR 3 LETTER
3R-1	M1-5A	---	---	1	1	---	CTH MARKER 2 OR 3 LETTER
3R-2	M5-1L	3R-1	---	---	---	---	ADV ARW LEFT TURN
4M-1	I55-56	---	1	---	---	1	ADOPT A HIGHWAY LITTER CONTROL
4M-2	D1-1	---	1	---	---	2	ONE DESTINATION ARROW
4R-1	W14-3	---	---	1	1	---	NO PASSING ZONE
4R-2	M1-5A	4R-1	---	1	---	---	CTH MARKER 2 OR 3 LETTER
4R-3	M5-1L	4R-1	---	---	---	---	ADV ARW LEFT TURN
4R-4	R12-55	---	---	1	2	---	____ TON BRIDGE ____ MILES AHEAD
5R-1	W14-3	---	---	1	1	---	NO PASSING ZONE
5R-2	R1-1	---	---	1	1	---	STOP SIGN
5R-3	M1-4	---	---	1	1	---	USH MARKER
5R-4	M6-4	5R-3	---	---	---	---	DIR ARW LEFT-RIGHT
5R-5	M1-5A	5R-3	---	---	---	---	CTH MARKER 2 OR 3 LETTER
5R-6	M6-1	5R-3	---	---	---	---	ARW RIGHT LEFT OR AHEAD
5R-7	R1-2	---	---	1	1	---	YIELD
5R-8	R5-1	---	---	1	1	---	DO NOT ENTER
5R-9	M1-5A	---	---	1	1	---	CTH MARKER 2 OR 3 LETTER
5R-10	M6-6R	5R-9	---	---	---	---	DIR ARW AHEAD-RIGHT
5M-1	D1-1	---	1	---	---	2	ONE DESTINATION ARROW
5R-11	M3-1	---	---	1	1	---	NORTH
5R-12	M1-4	5R-11	---	---	---	---	USH MARKER
5R-13	R1-1	---	---	1	1	---	STOP SIGN
5R-14	M1-5A	---	---	1	1	---	CTH MARKER 2 OR 3 LETTER
5R-15	M6-1	5R-14	---	---	---	---	ARW RIGHT LEFT OR AHEAD
6R-1	R7-51(MOD)	---	---	1	1	---	NO PARKING HERE TO CORNER
6R-2	R1-1	---	---	1	1	---	STOP SIGN
TOTALS			4	22	22	6	

ALL ITEMS CATEGORY 1000 UNLESS NOTED

TRAFFIC CONTROL

PROJECT ID	LOCATION	* DURATION DAYS	643.0100 TRAFFIC CONTROL (PROJECT) EACH	643.0300 TRAFFIC CONTROL DRUMS ** * DRUMS	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** * BARRICADES	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** * LIGHTS	DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C * LIGHTS	DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS * BOARDS	DAYS	643.0900 TRAFFIC CONTROL SIGNS * SIGNS	DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II ** EACH	643.1050 TRAFFIC CONTROL SIGNS TYPE II PCMS ** DAYS
5390-00-73	ASPHALTIC PATCHING	40	---	0	0	5	200	10	400	0	0	0	0	12	480	0	0
	KIDDER ROAD STAGE 1	24	---	52	1,248	1	24	2	48	5	120	0	0	11	264	0	0
	KIDDER ROAD STAGE 3	2	---	0	0	0	0	0	0	0	0	0	0	11	22	0	0
	CTH M EAST STAGE 1	24	---	30	720	2	48	4	96	0	0	0	0	18	432	0	0
	CTH M EAST STAGE 2	22	---	49	1,078	2	44	4	88	4	88	0	0	16	352	0	0
	CTH M EAST STAGE 3	2	---	0	0	0	0	0	0	0	0	0	0	18	36	0	0
	CTH M WEST STAGE 1	24	---	63	1,512	3	72	6	144	4	96	0	0	19	456	0	0
	CTH M WEST STAGE 2	22	---	64	1,408	4	88	8	176	4	88	0	0	15	330	0	0
	CTH M EAST STAGE 3	2	---	0	0	0	0	0	0	0	0	0	0	15	30	0	0
	ROCK RIVER BRIDGE STAGE 1	7	---	36	252	0	0	0	0	8	56	0	0	36	252	1	0
	ROCK RIVER BRIDGE STAGE 2	7	---	39	273	0	0	0	0	6	42	0	0	36	252	1	0
	CONCRETE PAVEMENT REPAIRS	28	---	80	2,240	30	840	60	1,680	25	700	2	56	30	840	0	0
	CTH F INTERSECTION	14	---	17	238	15	210	30	420	4	56	0	0	16	224	0	0
	STH 59 INTERSECTION	21	---	99	2,079	9	189	18	378	16	336	2	42	33	693	2	0
	LADD LANE - THRONSON DRIVE STAGE 1A	7	---	86	602	11	77	22	154	20	140	1	7	34	238	2	0
	LADD LANE - THRONSON DRIVE STAGE 1B	7		94	658	11	77	22	154	20	140	1	7	30	210	0	0
	LADD LANE - THRONSON DRIVE STAGE 2	14	---	104	1,456	16	224	32	448	14	196	1	14	33	462	2	0
	ID 5390-00-73 PROJECT TOTALS	---	1	---	13,764	---	2,093	---	4,186	---	2,058	---	126	---	5,573	8	300
5390-00-72	ID 5390-00-72	45	1	---	---	---	---	---	---	---	---	---	---	10	450	---	100
	ID 5390-00-72 PROJECT TOTALS	---	1			---	0	---	0	---	0	---	0	---	450	0	100

*FOR INFORMATION ONLY
** ADDITIONAL QUANTITIES FOUND ELSEWHERE - DETOUR

DETOURS

LOCATION	* DETOUR DURATION DAYS	643.2000 TRAFFIC CONTROL DETOURS EACH	** 643.0420 TRAFFIC CONTROL BARRICADES TYPE III * BARRICADES	DAYS	** 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A * LIGHTS	DAYS	** 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	** 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	** 643.1050 TRAFFIC CONTROL SIGNS PCMS * SIGNS	DAYS	643.3000 TRAFFIC CONTROL DETOUR SIGNS * SIGNS	DAYS
ID 5390-09-73	5	1	22	110	44	220	4	7	16	240	266	1,330
PROJECT TOTALS	---	1	---	110	---	220	4	7	---	240	---	1,330

*FOR INFORMATION ONLY
** ADDITIONAL QUANTITIES FOUND ELSEWHERE - TRAFFIC CONTROL
*** PLACE TRAFFIC CONTROL SIGNS PCMS 10 DAYS PRIOR TO ROAD CLOSURE

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PAVEMENT MARKING

PROJECT ID	ROADWAY	STATION		STATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0136 EPOXY 12-INCH WHITE LF	646.0406 SAME DAY EPOXY 4-INCH YELLOW LF	647.0110 RAILROAD CROSSINGS EPOXY EACH	647.0166 ARROWS TYPE 2 EPOXY EACH	647.0176 ARROWS TYPE 3 EPOXY EACH	647.0356 WORDS EPOXY EACH	647.0566 STOP LINE EPOXY 18-INCH EACH	647.0726 DIAGONAL EPOXY 12-INCH WHITE LF	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH LF
5390-00-73	USH 51	17+29	-	40+00	4,550	1,330	---	---	---	---	---	---	---	---	---	---	---
		40+00	-	70+00	5,530	1,280	---	---	---	---	---	---	---	---	---	---	---
		70+00	-	100+00	5,630	4,100	---	---	---	---	---	---	---	---	---	---	---
		100+00	-	130+00	5,640	4,170	---	---	---	---	---	---	---	---	---	---	---
		130+00	-	160+00	5,800	4,600	---	---	---	---	---	---	---	---	---	---	---
		160+00	-	166+65	1,220	---	300	---	665	---	---	---	---	45	---	---	---
		166+65	-	190+00	4,270	2,630	120	---	---	---	---	---	---	---	---	---	---
		190+00	-	220+00	5,340	3,710	150	---	---	---	---	---	---	---	---	---	---
		220+00	-	250+00	5,770	1,380	---	---	---	---	---	---	---	---	---	---	---
		250+00	-	254+59	760	280	45	---	---	---	---	---	---	---	---	---	---
		254+59	-	268+00	2,380	80	600	---	3,660	---	4	---	2	35	---	225	---
		268+00	-	273+21	1,050	---	---	---	2,090	---	---	---	---	---	---	150	---
		273+21	-	280+00	1,400	850	---	---	---	---	---	---	---	---	---	---	---
		280+00	-	302+17	4,210	1,990	---	---	---	---	---	---	---	---	---	---	---
		302+17	-	309+00	1,370	---	205	---	2,330	---	1	---	1	---	---	175	---
		309+00	-	318+07	1,510	---	520	---	2,640	---	3	---	1	25	260	180	---
		318+07	-	340+00	4,370	4,170	---	---	---	---	---	---	---	---	---	---	---
		340+00	-	370+00	5,780	5,480	---	---	---	---	---	---	---	---	---	---	---
		370+00	-	400+00	5,450	5,000	---	---	---	---	---	---	---	---	---	---	85
		400+00	-	430+00	650	4,800	450	---	---	4	6	8	3	45	---	---	695
		430+00	-	460+00	1,500	4,960	---	460	---	---	---	---	---	---	---	---	885
		460+00	-	482+68	1,140	3,930	---	---	---	---	---	---	---	---	---	---	315
		482+68	-	487+23	230	830	---	---	---	---	---	---	---	25	---	---	105
		USH 51 TOTAL			75,550	55,570	2,390	460	11,385	4	14	8	7	175	260	730	2,085
					131,120		2,390								990		
5390-00-73	CTH F	16+63	-	19+49	---	785	125	---	---	---	2	---	0	25	---	30	---
		CTH F TOTAL			0	785	125	0	0	0	2	0	0	25	0	30	0
					785		125								30		
		ID 5390-00-73 TOTAL			131,905		2,515	460	11,385	4	16	8	7	200	1,020		2,085
5390-00-72	USH 51	487+23	-	490+00	140	---	---	---	555	---	---	---	---	---	---	---	---
		490+00	-	520+00	5,370	---	215	---	5,310	---	---	---	---	---	---	---	---
		520+00	-	550+00	5,760	---	---	---	4,420	---	---	---	---	---	---	---	---
		550+00	-	554+64	930	---	---	---	930	---	---	---	---	---	---	---	---
		USH 51 TOTAL			12,200	0	215	0	11,215	0	0	0	0	0	0	0	0
					12,200												
		ID 5390-00-72 TOTAL			12,200		215	0	11,215	0	0	0	0	0	0		0

ALL ITEMS CATEGORY 1000 UNLESS NOTED

TEMPORARY PAVEMENT MARKING

PROJECT ID	LOCATION/STAGE	649.0100 4-INCH YELLOW LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE 4-INCH WHITE LF	4-INCH YELLOW LF	649.0600 6-INCH WHITE LF	649.0801 8-INCH WHITE LF	649.1200 STOP LINE 18-INCH LF
5390-00-73	KIDDER ROAD STAGE 1	---	3090	3120	---	---	---
	KIDDER ROAD STAGE 3	1330	---	---	---	---	---
	CTH M EAST STAGE 1	---	5030	5500	---	200	---
	CTH M EAST STAGE 2	---	5010	5360	---	---	---
	CTH M EAST STAGE 3	3750	---	---	---	---	---
	CTH M WEST STAGE 1	---	4610	4640	---	---	---
	CTH M WEST STAGE 2	---	4640	4640	---	---	---
	CTH M EAST STAGE 3	3180	---	---	---	---	---
	ROCK RIVER BRIDGE STAGE 1	---	2090	1700	---	---	35
	ROCK RIVER BRIDGE STAGE 2	---	1810	---	---	---	35
	CTH F INTERSECTION	---	370	720	60	---	15
	STH 59 INTERSECTION	---	790	---	---	---	---
	LADD LANE - THRONSON DRIVE STAGE 1A	---	1100	2150	---	---	---
	LADD LANE - THRONSON DRIVE STAGE 1B	---	---	---	---	---	---
	LADD LANE - THRONSON DRIVE STAGE 2	---	1150	2340	---	---	---
	SUBTOTALS	8260	29690	30170	60	200	85
	ID 5390-00-73 PROJECT TOTALS	8260	59860		60	200	85
5390-00-72	MILLING/ASPHALT PAVING	13500	---	---	---	---	---
	ID 5390-00-72 PROJECT TOTALS	13500	0	0	0	0	0

REMOVING PAVEMENT MARKINGS

PROJECT ID	ROADWAY	LOCATION	646.0600 * GRINDING LF	* WATER BLASTING LF	647.0955 ARROWS EACH	647.0960 SYMBOLS EACH	647.0965 WORDS EACH
5390-00-73	USH 51	KIDDER ROAD	6,210	---	---	---	---
		CTH M EAST	10,860	---	---	---	---
		CTH M WEST	9,420	---	---	---	---
		ROCK RIVER BRIDGE	3,670	---	---	---	---
		CTH F	190	---	----	---	---
		STH 59 INTERSECTION	---	90	8	3	2
		LADD LANE - THRONSON DRIVE	2,590	---	---	---	---
		ID 5390-00-73 PROJECT TOTALS	32,940	90	8	3	2
			33,030				

* FOR INFORMATION ONLY - NOT A BID ITEM

REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING

PROJECT ID	ROADWAY	LOCATION	* LF	* # OF JOINTS MILLED	SPV.0090.001 LF
5390-00-73	USH 51	160+01 -166+65	665	1	665
		254+59 - 273+21	1,892	1	1892
		302+17 - 318+07	1,590	1	1590
		ID 5390-00-73 PROJECT TOTALS	4,147	3	4,147
5390-00-72	USH 51	487+23 - 554+64	6,741	2	13482
		ID 5390-00-72 PROJECT TOTALS	6,741	2	13,482

* FOR INFORMATION ONLY

PROJECT SURVEY

PROJECT ID	ITEM NUMBER	LS
5390-00-72	SPV.0105.001	1
5390-00-73	SPV.0105.002	1

CURB RAMP DETECTABLE WARNING FIELD YELLOW TEMPORARY

PROJECT ID	ROADWAY	STATION		STATION	SPV.0165.200 SF
5390-00-73	CTH F	17+24	-	18+51	16
		CTH F TOTALS			16
		ID 5390-00-73 TOTAL			16

TEMPORARY CROSSWALK ACCESS

PROJECT ID	LOCATION	* DURATION DAYS	* CROSSWALKS	SPV.0045.200 * DAYS
5390-00-73	LADD LANE - THRONSON DRIVE STAGE 1A	7	1	7
	ID 5390-00-73 PROJECT TOTALS	---	---	7

*FOR INFORMATION ONLY

REMOVE AND REPLACE DECORATIVE STONE DRIVEWAY

PROJECT ID	ROADWAY	STATION		STATION	SIDE	SPV.0165.002 SF
5390-00-73	USH 51	425+04	-	425+42	LT	265
	PROJECT TOTALS					265

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SAWING

PROJECT ID	ROADWAY	STATION		STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
5390-00-73	USH 51	17+29	-	40+00	6,250	---
		40+00	-	70+00	5,050	---
		70+00	-	100+00	5,700	---
		100+00	-	130+00	5,900	---
		130+00	-	160+00	7,300	---
		160+00	-	190+00	6,700	---
		190+00	-	220+00	7,050	---
		220+00	-	250+00	3,800	---
		250+00	-	280+00	10,800	---
		280+00	-	310+00	4,900	150
		310+00	-	340+00	7,900	---
		340+00	-	370+00	6,100	---
		370+00	-	400+00	7,400	650
		400+00	-	430+00	---	2,550
		430+00	-	460+00	---	1,100
		460+00	-	487+23	650	1,050
		USH 51 TOTAL			85,500	5,500
5390-00-73	CTH F	16+63	-	19+49	---	200
		CTH F TOTAL			0	200
		ID 5390-00-73 TOTAL			85,500	5,700
5390-00-72	USH 51	487+23	-	490+00	850	---
		490+00	-	520+00	16,500	---
		520+00	-	550+00	15,450	---
		550+00	-	554+64	3,850	---
		USH 51 TOTAL			36,650	0
		ID 5390-00-72 TOTAL			36,650	0

SIGNAL CONDUIT ITEMS

CATEGORY 1300

PROJECT ID	LOCATION	FROM	TO	** 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	** 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF	652.0625 CONDUIT SPECIAL 4-INCH LF	CONSTRUCTION METHOD
5390-00-73	USH 51 & STH 59	CB1	PB1		15				TRENCH
		PB1	PB2			36			TRENCH
		PB2	RRCB1					140	DIRECTIONAL BORE
		PB1	PB3		214				TRENCH
		PB3	PB8				22		DIRECTIONAL BORE
		PB4	SB2	3					TRENCH
		PB4	SB3	10					TRENCH
		PB5	SB4	3					TRENCH
		PB5	SB5	20					TRENCH
		PP1	JB1		100				TRENCH
		PROJECT TOTAL		36	329	36	22	140	

** ADDITIONAL QUANTITIES FOUND ELSEWHERE - ITS CONDUIT

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY 1300

PROJECT ID	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
5390-00-73	PB4	1
	PB8	1
	PROJECT TOTALS	2

REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE

CATEGORY 1300

PROJECT ID	LOCATION	SPV.0060.461 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE EACH
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

ALL ITEMS CATEGORY 1000 UNLESS NOTED

REMOVING PULL BOXES

CATEGORY 1300

PROJECT ID	* PULL BOX NO	653.0905 REMOVING PULL BOXES EACH
5390-00-73	PB5	1
	PROJECT TOTALS	1

* FOR INFORMATION ONLY - NOT A BID ITEM

PULL BOXES

CATEGORY 1300

PROJECT ID	LOCATION	* PULL BOX NO.	653.0130 PULL BOXES STEEL 18" x "36 EACH	653.0135 PULL BOXES STEEL 24" x 36" EACH	653.0140 PULL BOXES STEEL 24" x 42" EACH
5390-00-73	USH 51 & STH 59	PB1	---	---	1
		PB2	---	---	1
		PB3	---	1	---
		PB5	1	---	---
	PROJECT TOTAL		1	1	2

* FOR INFORMATION ONLY - NOT A BID ITEM

METER BREAKER PEDESTAL

CATEGORY 1300

PROJECT ID	LOCATION	656.0200.450 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 51 & STH 59) LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

CONCRETE BASES

CATEGORY 1300

PROJECT ID	LOCATION	* SIGNAL BASE NO.	654.0101 CONCRETE BASES TYPE 1 EACH	** 654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
5390-00-73	USH 51 & STH 59	CB1	---	---	1
		SB 2	---	1	---
		SB 3	1	---	---
		SB 4	1	---	---
		SB 5	---	1	---
		SB11	1	---	---
	PROJECT TOTAL		3	2	1

* FOR INFORMATION ONLY - NOT A BID ITEM

** ADDITIONAL QUANTITIES FOUND ELSEWHERE - EMERGENCY VEHICLE EGRESS WARNING SYSTEM

SIGNAL MOUNTING HARDWARE

CATEGORY 1300

PROJECT ID	LOCATION	658.5069.450 SIGNAL MOUNTING HARDWARE (USH 51 & STH 59) LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

TEMPORARY TRAFFIC SIGNALS FOR BRIDGES

CATEGORY 1000

PROJECT ID	LOCATION	661.0100 LS
5390-00-73	ROCK RIVER BRIDGE	1
	PROJECT TOTALS	1

ALL ITEMS CATEGORY 1000 UNLESS NOTED

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

* FOR INFORMATION ONLY - NOT A BID ITEM

CATEGORY 1300

PROJECT ID	LOCATION	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	MICROWAVE* CABLE (INCIDENTAL) LF	655.0320 CABLE TYPE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0700 LOOP DETECTOR LEAD-IN CABLE LF	674.0106 CABLE ITS COMMUNICATION 6 PAIR LF
5390-00-73	USH 51 & STH 59	RRCB1	CB1	---	---	---	---	---	---	---	---	232
		CB1	SB1	---	---	---	160	160	160	---	---	---
		CB1	SB2	---	---	284	---	---	---	---	---	---
		CB1	SB3	---	289	---	---	---	---	---	---	---
		CB1	SB4	--	329	---	---	---	---	---	---	---
		CB1	SB5	---	---	---	---	334	---	---	---	---
		CB1	SB6	---	---	384	---	---	---	---	---	---
		CB1	SB7	---	---	366	---	366	---	---	---	---
		CB1	SB8	---	---	292	---	---	---	---	---	---
		CB1	SB9	---	305	---	---	305	305	---	---	---
		CB1	SB10	---	---	199	---	---	---	---	---	---
		CB1	SB11	---	160	---	---	---	---	---	---	---
		SB1	SB5	---	---	---	---	---	214	---	---	---
		SB1	SB11	---	---	---	30	---	---	---	---	---
		SB11	SB2	---	---	---	159	---	---	---	---	---
		SB2	SB3	---	---	---	40	---	---	---	---	---
		SB3	SB4	---	---	---	85	---	---	---	---	---
		SB4	SB5	---	---	---	50	---	---	---	---	---
		SB5	SB6	---	---	---	230	---	---	---	---	---
		SB6	SB7	---	---	---	55	---	---	---	---	---
		SB7	SB8	---	---	---	115	---	---	---	---	---
		SB8	SB9	---	---	---	55	---	---	---	---	---
		SB9	SB7	---	---	---		---	125	---	---	---
		SB9	SB10	---	---	---	145	---	---	---	---	---
		SB10	CB1	---	---	---	202	---	---	---	---	---
		PB1	CB1	---	---	---	28	---	---	---	---	---
		PB3	SB1	---	---	---	25	---	---	---	---	---
		PB4	SB2	---	---	---	25	---	---	---	---	---
		PB5	SB4	---	---	---	25	---	---	---	---	---
		PB6	SB7	---	---	---	25	---	---	---	---	---
		PB7	SB8	---	---	---	30	---	---	---	---	---
		PB8	SB10	---	---	---	25	---	---	---	---	---
		SB1	HEAD 6	40	---	---	---	---	---	---	---	---
		SB1	MW1	---	---	---	---	40	---	---	---	---
		SB1	HEAD 20	15	---	---	---	---	---	---	---	---
		SB1	LUMINAIRE	---	---	---	---	---	---	117	---	---
		SB2	HEAD 1	19	---	---	---	---	---	---	---	---
		SB2	HEAD 5	19	---	---	---	---	---	---	---	---
		SB2	HEAD 15	15	---	---	---	---	---	---	---	---
		SB3	BUTTON	---	---	---	---	---	---	---	6	---
		SB4	BUTTON	---	---	---	---	---	---	---	6	---
		SB5	HEAD 9	40	---	---	---	---	---	---	---	---
		SB5	HEAD 14	---	---	---	---	---	---	---	---	---
		SB5	MW2	---	---	---	---	40	---	---	---	---
		SB5	LUMINAIRE	---	---	---	---	---	---	117	---	---
		SB6	HEAD 8	40	---	---	---	---	---	---	---	---
SUBTOTALS				188	1083	1525	1509	1245	804	234	12	232

ALL ITEMS CATEGORY 1000 UNLESS NOTED

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE CONTINUED

CATEGORY 1300

PROJECT ID	LOCATION	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	MICROWAVE* CABLE (INCIDENTAL) LF	655.0320 CABLE TYPE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0700 LOOP DETECTOR LEAD-IN CABLE LF	674.0106 CABLE ITS COMMUNICATION 6 PAIR LF
		SB6	HEAD 10	40	---	---	---	---	---	---	---	---
		SB6	HEAD 17	15	---	---	---	---	---	---	---	---
		SB6	BUTTON	---	---	---	---	---	---	---	6	---
		SB7	HEAD 3	41	---	---	---	---	---	---	---	---
		SB7	MW3	---	---	---	---	40	---	---	---	---
		SB7	HEAD 16	15	---	---	---	---	---	---	---	---
		SB7	BUTTON	---	---	---	---	---	---	---	6	---
		SB7	LUMINAIRE	---	---	---	---	---	---	117	---	---
		SB8	HEAD 2	20	---	---	---	---	---	---	---	---
		SB8	HEAD 4	19	---	---	---	---	---	---	---	---
		SB8	HEAD 19	15	---	---	---	---	---	---	---	---
		SB8	BUTTON	---	---	---	---	---	---	---	6	---
		SB9	HEAD 12	40	---	---	---	---	---	---	---	---
		SB9	HEAD 18	15	---	---	---	---	---	---	---	---
		SB9	MW4	---	---	---	---	40	---	---	---	---
		SB9	BUTTON	---	---	---	---	---	---	---	6	---
		SB9	LUMINAIRE	---	---	---	---	---	---	117	---	---
		SB10	HEAD 7	19	---	---	---	---	---	---	---	---
		SB10	HEAD 11	19	---	---	---	---	---	---	---	---
		SB10	HEAD 13	15	---	---	---	---	---	---	---	---
		SB10	BUTTON	---	---	---	---	---	---	---	6	---
		SB11	BUTTON	---	---	---	---	---	---	---	6	---
PROJECT TOTAL				461	1083	1525	1509	1325	804	468	48	232

*FOR INFORMATION ONLY - NOT A BID ITEM

SIGNAL BASES, POLES, MAST ARMS, AND LUMINAIRES

CATEGORY 1300

PROJECT ID	LOCATION	SIGNAL BASE NO	* SPV.0060.471 TRANSFORMER BASES 11 1/2-INCH BOLT CIRCLE BLACK EACH	* SPV.0060.466 POLES TYPE 3 BLACK EACH	* SPV.0060.467 POLES TYPE 4 BLACK EACH	658.0500 PUSH BUTTON EACH	SPV.0060.452 DECORATIVE TRAFFIC SIGNAL POLE 4-FT EACH	SPV.0060.453 DECORATIVE TRAFFIC SIGNAL POLE 16-FT EACH	* SPV.0060.468 TROMBONE ARMS 15-FT BLACK EACH	* SPV.0060.469 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT, BLACK EACH	* SPV.0060.470 LUMINAIRES UTILITY LED C BLACK EACH
5390-00-73	USH 51 & STH 59	SB2	1	---	1	---	---	---	---	---	---
		SB3	---	---	---	1	1	---	---	---	---
		SB4	---	---	---	1	1	---	---	---	---
		SB5	1	1	---	---	---	---	---	1	1
		SB6	---	---	---	1	---	---	---	---	---
		SB7	---	---	---	1	---	---	---	---	---
		SB8	---	---	---	1	---	1	---	---	---
		SB9	---	---	---	1	---	---	---	---	---
		SB10	---	---	---	1	---	---	---	---	---
		SB11	---	---	---	1	1	---	---	---	---
	SPARE EQUIPMENT	---	2	1	1	---	---	---	1	1	1
	PROJECT TOTALS		4	2	2	8	3	1	1	2	2

* DELIVER SPARE EQUIPMENT TO CITY OF EDGERTON GARAGE (315 W. HIGH STREET)

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SIGNAL FACES

CATEGORY 1300

PROJECT ID	LOCATION	SIG. BASE NO	SIG. HEAD NO	TYPE OF MOUNT	658.0115 4-12" VERT EACH	658.0160 4-12" HORIZ EACH	658.0600 LED RED BALL EACH	658.0605 LED YELLOW BALL EACH	658.0610 LED GREEN BALL EACH	658.0625 LED GREEN ARROW EACH	658.0220 BACKPLATE 4-SEC EACH
5390-00-73	USH 51 & STH 59	SB7	3	POST MOUNT HORIZONTAL		1	1	1	1	1	1
		SB 8	2	POST MOUNT VERTICAL	1		1	1	1	1	1
	PROJECT TOTAL				1	1	2	2	2	2	2

REMOVING & REINSTALLING TRAFFIC SIGNAL ARM

CATEGORY 1300

PROJECT ID	EXISTING SIGNAL (REMOVAL) PLAN REFERENCE	PROPOSED SIGNAL PLAN REFERENCE	SPV.0060.451 REMOVING AND REINSTALLING TRAFFIC SIGNAL ARM EACH
5390-00-73	USH 51 & STH 59		
	EXSB5	SB5	1
	PROJECT TOTALS		1

REMOVING, & SALVAGING TRAFFIC SIGNAL POLES & INTERSECTION LIGHTING

CATEGORY 1300

PROJECT ID	LOCATION		* SPV.0060.450 REMOVING & SALVAGING TRAFFIC SIGNAL POLES & INTERSECTION LIGHTING EACH
5390-00-73	USH 51 & STH 59		
		EXSB2	1
		EXSB5	1
		EXSB6	1
	PROJECT TOTALS		3

* DELIVER SALVAGED MATERIALS TO CITY OF EDGERTON GARAGE (315 W. HIGH STREET)

REMOVE TRAFFIC SIGNALS

CATEGORY 1300

PROJECT ID	LOCATION	SPV.0105.452 REMOVE TRAFFIC SIGNALS LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

REMOVE, SALVAGE & REINSTALL TRAFFIC SIGNAL HEAD

CATEGORY 1300

PROJECT ID	EXISTING SIGNAL (REMOVAL) PLAN REFERENCE	PROPOSED SIGNAL PLAN REFERENCE	SPV.0060.454 REMOVE, SALVAGE AND REINSTALL TRAFFIC SIGNAL HEAD EACH
5390-00-73	USH 51 & STH 59		
	HEAD 6A	HEAD 1	1
	HEAD 2A	HEAD 4	1
	HEAD 2C	HEAD 5	1
	HEAD 4B	HEAD 9	1
	HEAD 4P2	HEAD 14	1
	HEAD 6P1	HEAD 15	1
	HEAD 2P1	HEAD 19	1
	PROJECT TOTALS		7

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

FURNISH & INSTALL TRAFFIC SIGNAL CABINET, CONTROLLER, AND BATTERY BACKUP SYSTEM, USH 51 & STH 59

CATEGORY 1300		SPV.0105.450 FURNISH AND INSTALL TRAFFIC SIGNAL CABINET AND CONTROLLER USH 51 & STH 59
PROJECT ID	LOCATION	LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

FURNISH AND INSTALL MICROWAVE DETECTION SYSTEM

CATEGORY 1300		SPV.0105.453 FURNISH AND INSTALL MICROWAVE DETECTION SYSTEM
PROJECT ID	LOCATION	LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

3

EMERGENCY VEHICLE EGRESS WARNING SYSTEM

CATEGORY 1300		** 654.0102 CONCRETE BASES TYPE 2	657.0255 TRANSFORMER BASES 11 1/2-INCH BOLT CIRCLE	657.0305 POLES TYPE 2	657.0590 TROMBONE ARMS 20-FT	*** 1-12" HORZ.	*** LED YELLOW BALL	*** BACKPLATE 1-SEC.	SPV.0105.451 EMERGENCY VEHICLE EGRESS WARNING SYSTEM
PROJECT ID	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LS
5390-00-73	USH 51 & SWIFT STREET								1
	STA 455+70, RT	1	1	1	1	2	2	2	
	STA 457+72, LT	1	1	1	1	2	2	2	
	PROJECT TOTALS	2	2	2	2	4	4	4	1

** ADDITIONAL QUANTITIES FOUND ELSEWHERE
***INCIDENTAL TO SPV.0105.451 EMERGENCY VEHICLE EGRESS WARNING SYSTEM

FURNISH AND INSTALL CELLULAR MODEM ASSEMBLY

CATEGORY 1300		SPV.0105.454 FURNISH AND INSTALL CELLULAR MODEM ASSEMBLY
PROJECT ID	LOCATION	LS
5390-00-73	USH 51 & STH 59	1
	PROJECT TOTALS	1

ALL ITEMS CATEGORY 1000 UNLESS NOTED

ITS PULL BOX & COMMUNICATION VAULT ITEMS

STATION	LOCATION	ITEM ID	653.0135* PULL BOXES STEEL 24x36-INCH EACH	653.0140* PULL BOXES STEEL 24x42-INCH EACH
CATEGORY 1200				
425+55	LT	PB1	PULL BOX (PAID FOR UNDER TRAFFIC SIGNALS)	
426+60	LT	PB3	PULL BOX (PAID FOR UNDER TRAFFIC SIGNALS)	
426+50	RT	PB4	EXISTING PULL BOX	
426+75	RT	PB5	PULL BOX (PAID FOR UNDER TRAFFIC SIGNALS)	
426+75	LT	PB8	EXISTING PULL BOX	
425+65	LT	JB1	JUNCTION BOX (PAID FOR BY ALLIANT ENERGY)	
TOTALS			0	0

* FOR INFORMATION ONLY - NOT A BID ITEM

ITS POWER CONNECTION ITEMS

STATION	LOCATION	ITEM ID	656.0100.401 ELECTRICAL SERVICE METER SOCKET (CCTV-53-0114, CCTV-53-0118) LS	656.0500.401 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0114, CCTV-53-0118) LS
CATEGORY 1200				
425+65	LT	POLE MOUNTED CABINET	1	1
TOTALS			1	1

ITS DEVICES & COMMUNICATION ITEMS

STATION	LOCATION	ITEM ID	659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH	670.0100.001 FIELD SYSTEM INTEGRATOR LS	670.0200.001 ITS DOCUMENTATION LS	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	SPV.0060.401 INSTALL CELLULAR MODEM EACH	SPV.0060.402 POLES WOOD 12-FT EACH
CATEGORY 1200											
425+65	LT	POLE MOUNTED CABINET	4	---	---	1	1	---	2	1	1
426+55	RT	CCTV-53-0114	---	---	---	---	---	1	---	---	---
426+75	RT	CCTV-53-0118	---	---	---	---	---	1	---	---	---
UNDISTRIBUTED	---	---	---	1	1	---	---	---	---	---	---
TOTALS			4	1	1	1	1	2	2	1	1

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE LF	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CATEGORY 1200				
POLE MOUNTED CABINET	PB1	20	20	---
PB1	PB3	110	(2) CONDUIT RIGID NONMETALLIC 3-INCH (PAID FOR UNDER TRAFFIC SIGNALS)	
PB3	PB8	20	(2) CONDUIT RIGID NONMETALLIC 3-INCH (PAID FOR UNDER TRAFFIC SIGNALS)	
PB8	PB4	70	EXISTING CONDUIT RIGID NONMETALLIC 3-INCH	
PB4	SB2 (CCTV-53-0114)	5	CONDUIT RIGID NONMETALLIC 2-INCH (PAID FOR UNDER TRAFFIC SIGNALS)	
PB4	PB5	30	EXISTING CONDUIT RIGID NONMETALLIC 2-INCH	
PB5	SB5 (CCTV-53-0118)	15	CONDUIT RIGID NONMETALLIC 2-INCH (PAID FOR UNDER TRAFFIC SIGNALS)	
ELECTRICAL SERVICE METER SOCKET (CCTV-53-0114, CCTV-53-0118)	JB1	10	CONDUIT (PAID FOR BY ALLIANT ENERGY)	
JB1	SOURCE OF POWER (USH 51 & STH 59)	85	CONDUIT RIGID NONMETALLIC 2-INCH (PAID FOR UNDER TRAFFIC SIGNALS)	
TOTALS			20	0

* FOR INFORMATION ONLY - NOT A BID ITEM
** ADDITIONAL QUANTITIES FOUND ELSEWHERE - SIGNAL CONDUIT ITEMS

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE LF	NUMBER OF ELECTRICAL WIRES LIGHTING 6 AWG LF	CABLE SLACK ELECTRICAL WIRES LF	655.0625* ELECTRICAL WIRE LIGHTING 6 AWG LF
CATEGORY 1200					
POLE MOUNTED CABINET	PB1	20	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB1	PB3	110	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB3	PB8	20	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB8	PB4	70	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB4	SB2 (CCTV-53-0114)	5	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB4	PB5	30	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
PB5	SB5 (CCTV-53-0118)	15	CAMERA CABLES (INCIDENTAL TO INSTALL CAMERA ASSEMBLY)		
ELECTRICAL SERVICE METER SOCKET (CCTV-53-0114, CCTV-53-0118)	JB1	10	UNDERGROUND SERVICE (PAID FOR BY ALLIANT ENERGY)		
JB1	SOURCE OF POWER (USH 51 & STH 59)	85	UNDERGROUND SERVICE (PAID FOR BY ALLIANT ENERGY)		
TOTALS					0

* FOR INFORMATION ONLY - NOT A BID ITEM

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
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
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
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C06-06	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-12A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-12B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-12C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09G02-03C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
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
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B15-08A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B24-08A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

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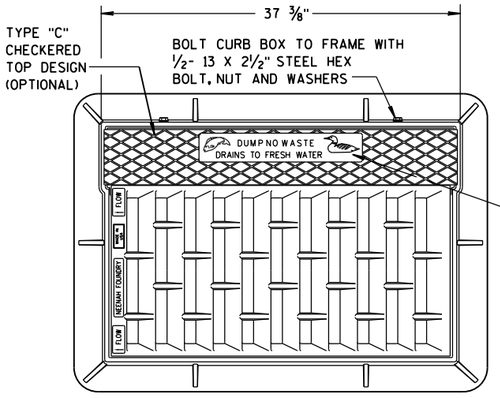
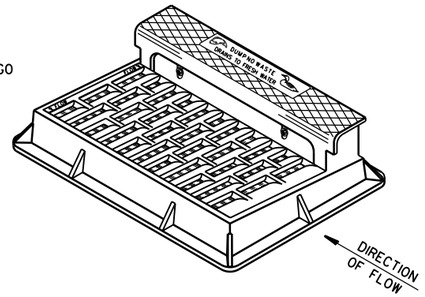
Standard Detail Drawing ListStandard Detail Drawing List

14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C09-09A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-02B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE
15D33-03	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

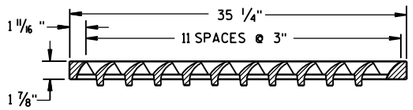
6

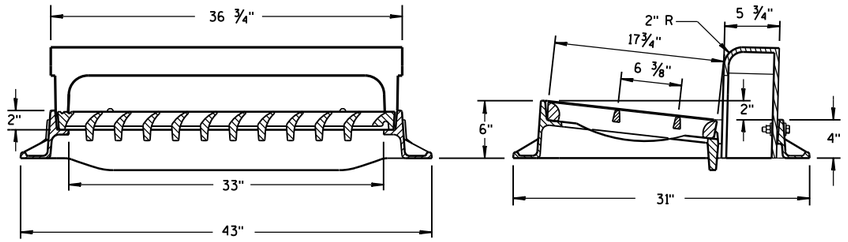


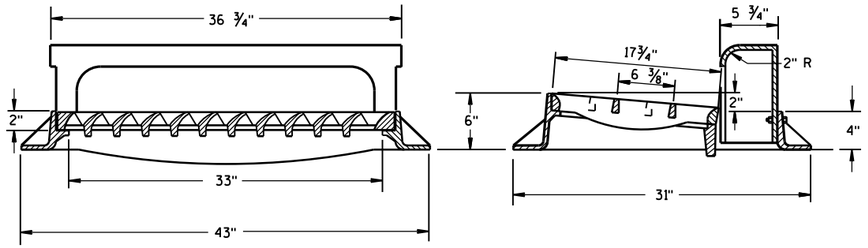
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

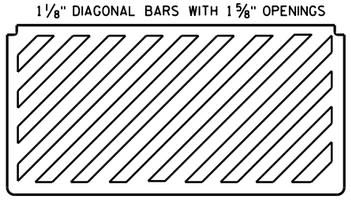






TYPE "H"

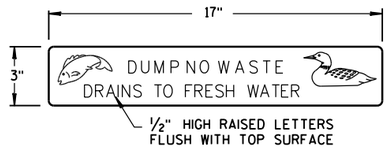
NOTE: EITHER CASTING IS ACCEPTABLE



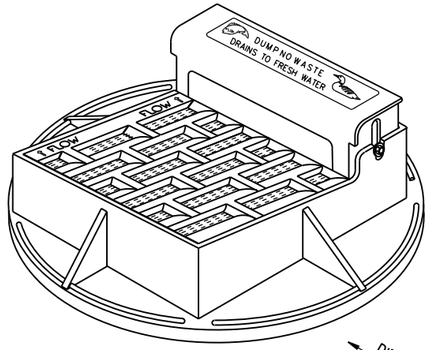
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

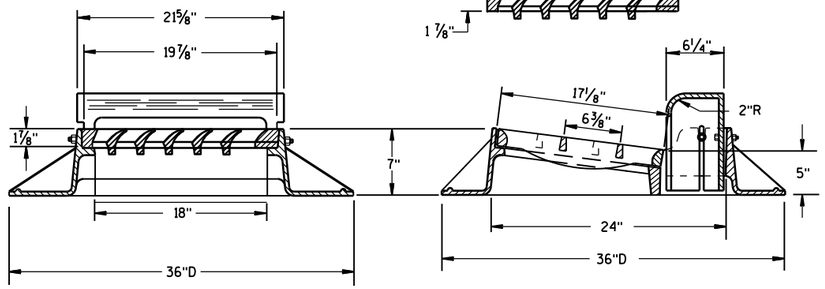


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



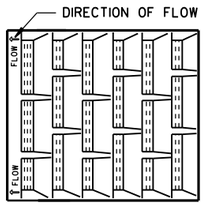
TYPE "A"

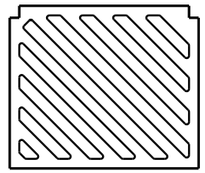
GENERAL NOTES

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.

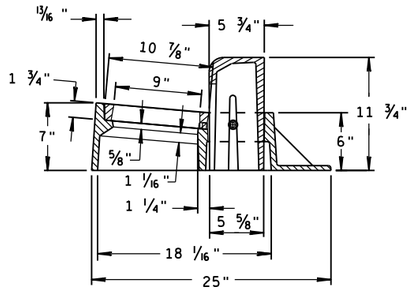


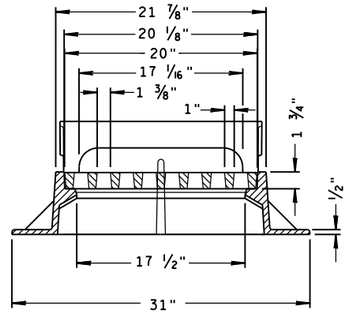


SPECIAL GRATE FOR TYPE "A" COVER

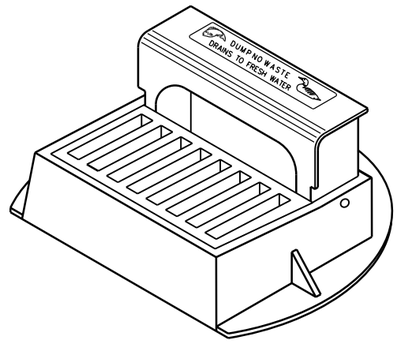
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



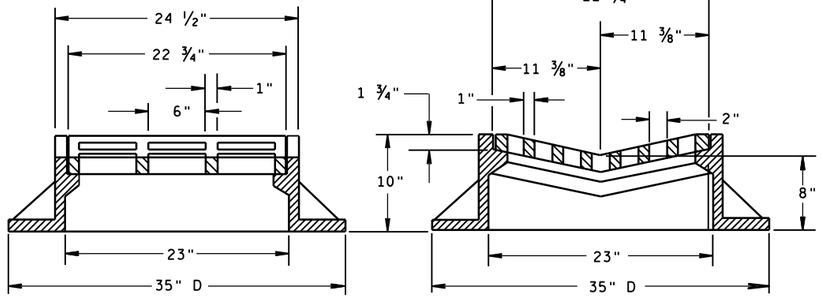
INLET COVERS
TYPE A, H, A-S, H-S & Z

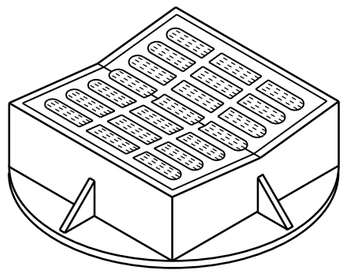
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

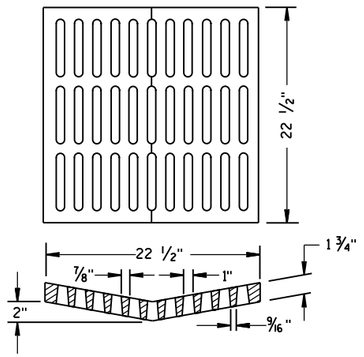
6

S.D.D. 8 A 5-19a



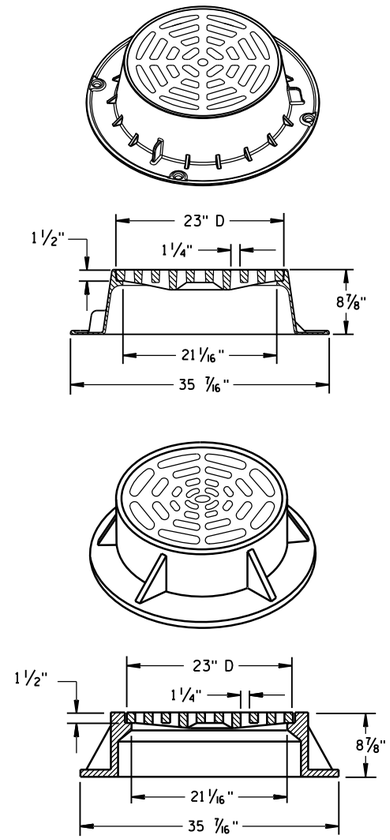


TYPE "B"



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"

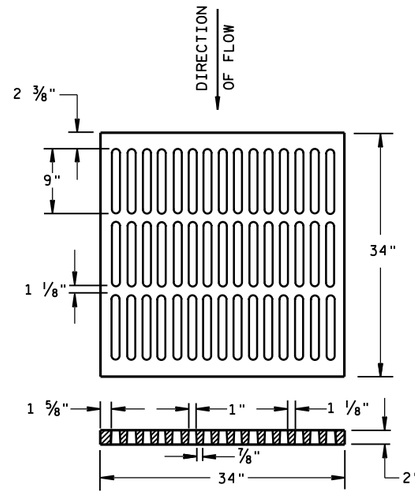
NOTE: EITHER CASTING IS ACCEPTABLE

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.

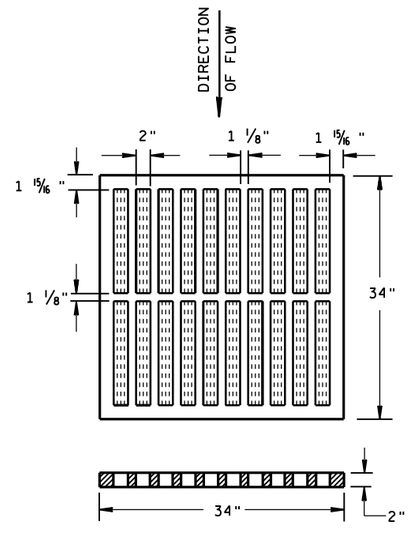
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



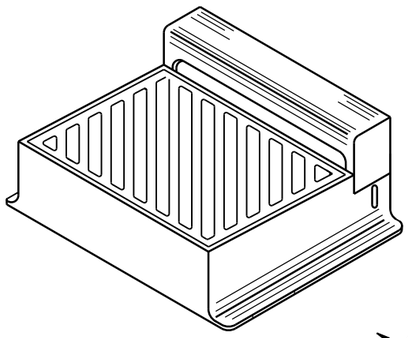
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

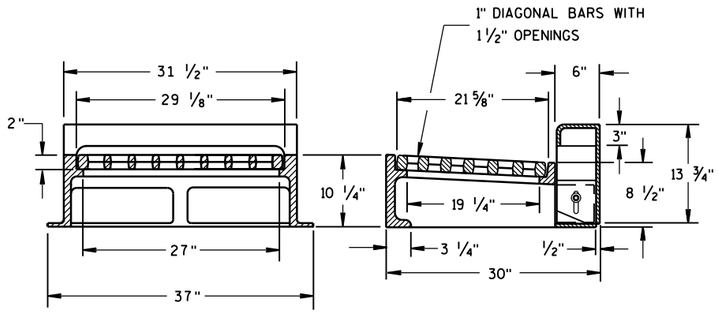


TYPE "MS"

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"

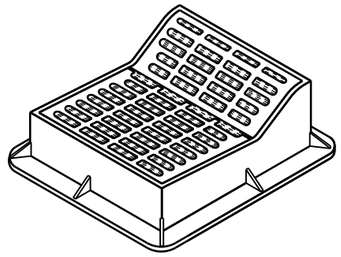
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

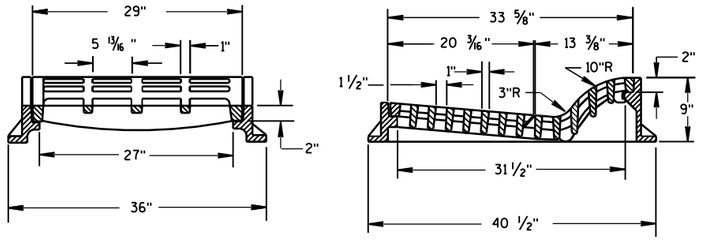
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

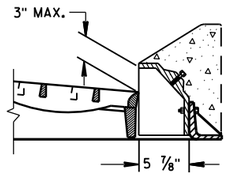
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

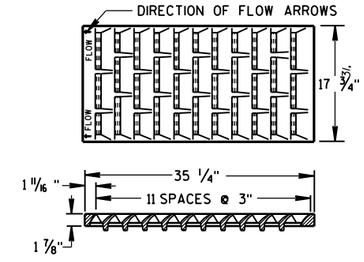
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

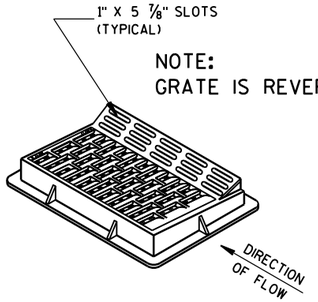
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

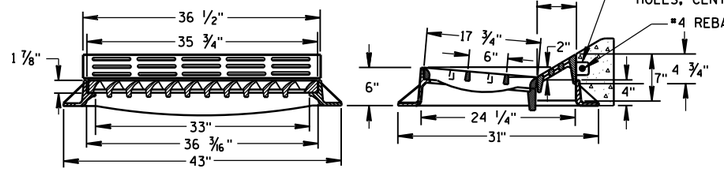
GENERAL NOTES

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.



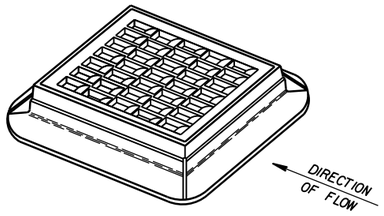


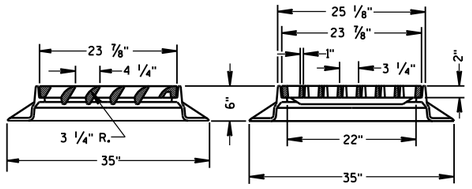


TYPE "HM"

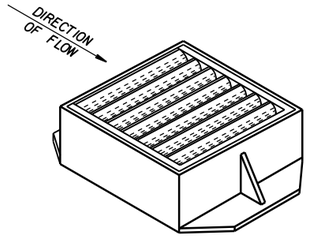
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

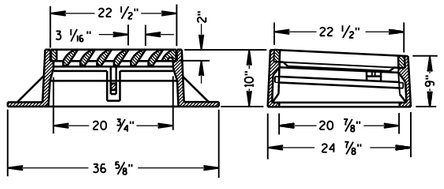
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



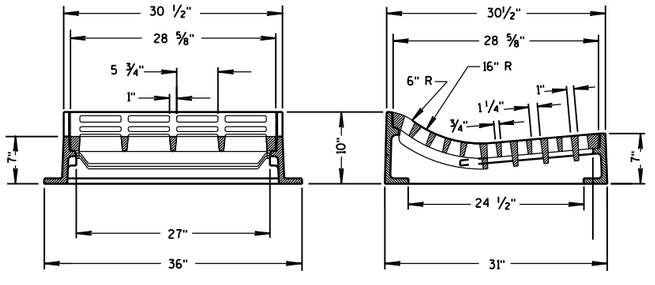


TYPE "S"



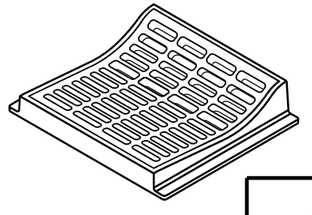


TYPE "V"



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
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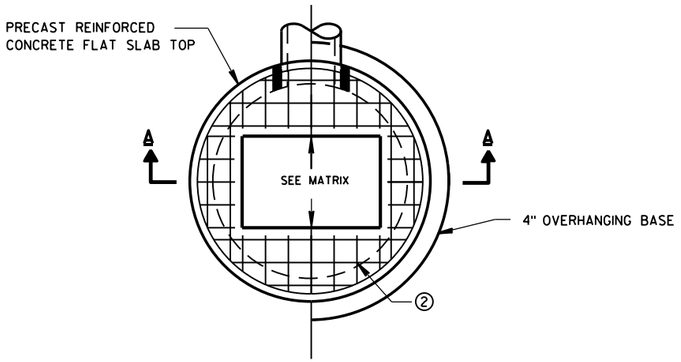
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

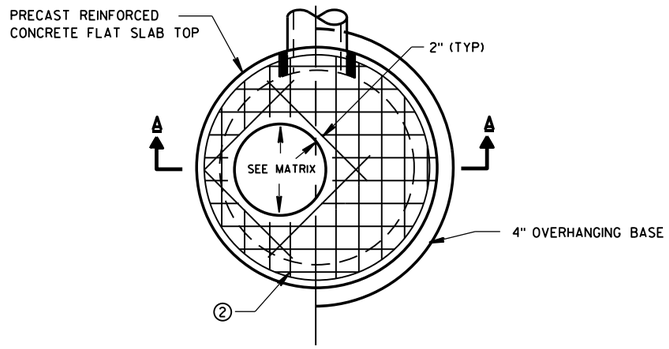
FHWA

6

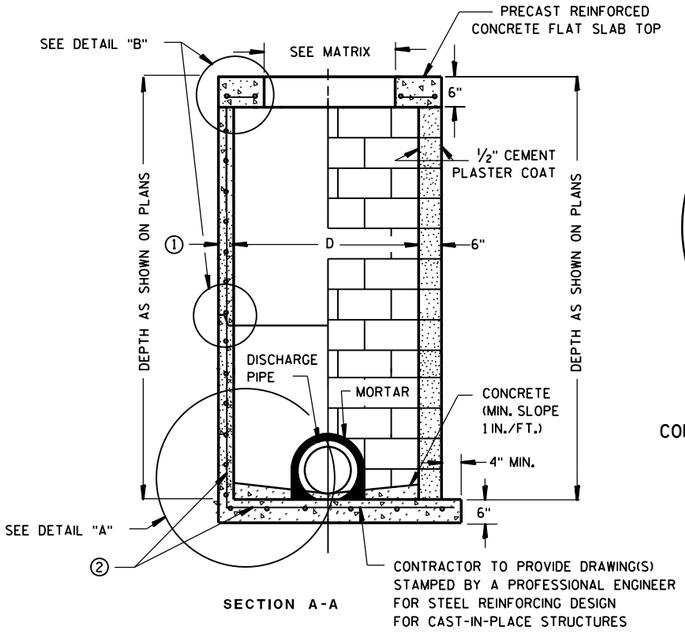
S.D.D. 8 A 5-19c



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

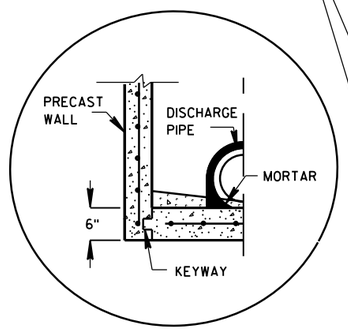


SECTION A-A

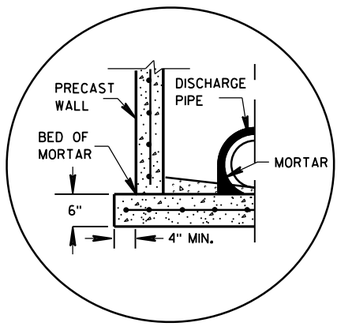
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

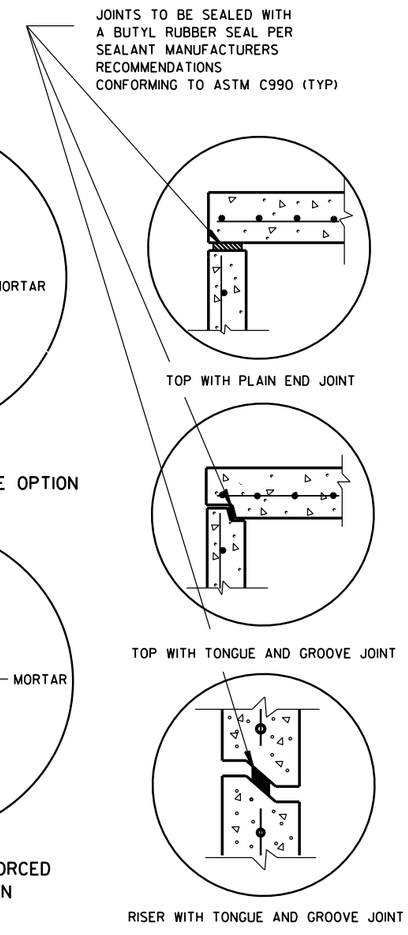


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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.

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 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.

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.

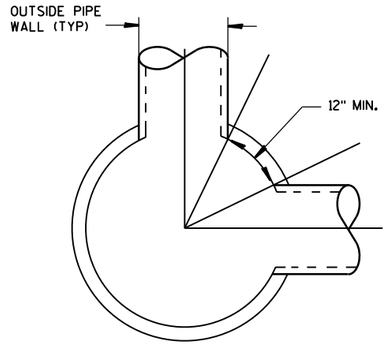
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

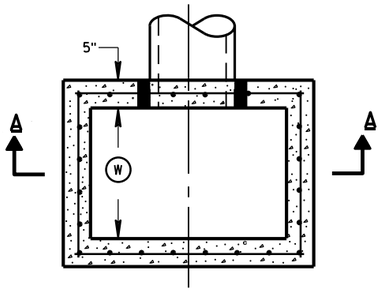
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

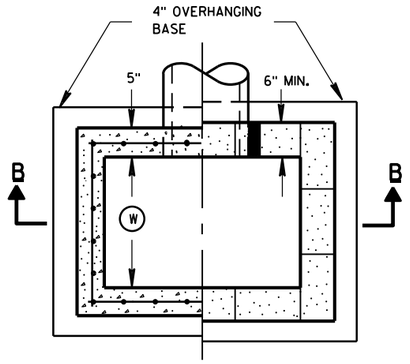
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

INLETS 3-FT AND 4-FT DIAMETER

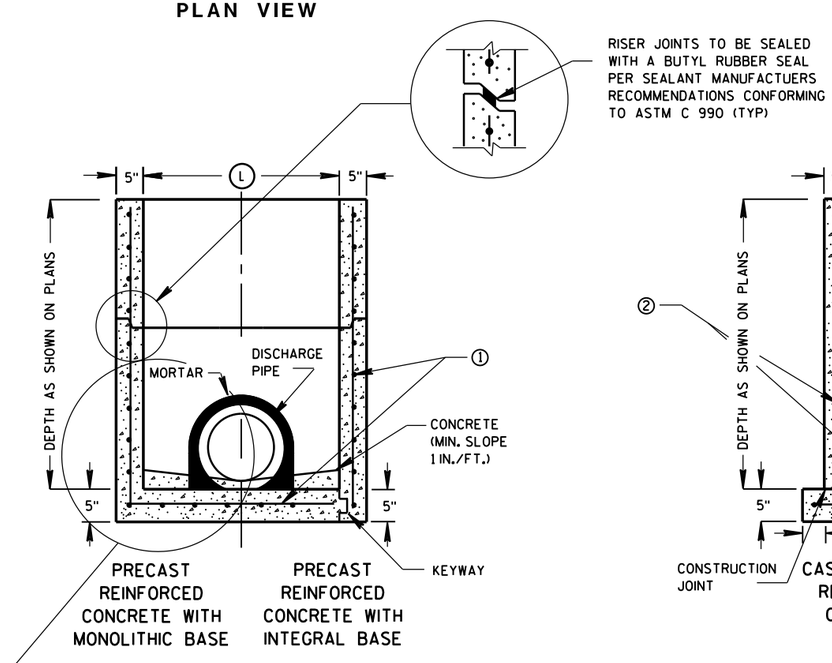
6
S.D.D. 8 C 6-1



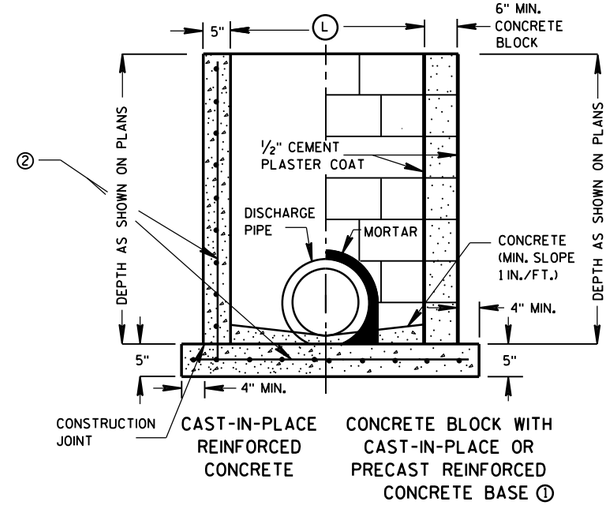
PLAN VIEW



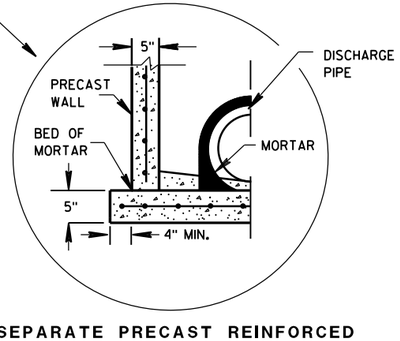
PLAN VIEW



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.

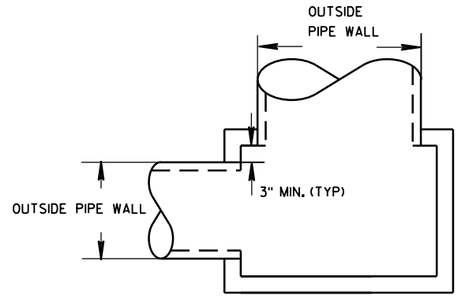
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

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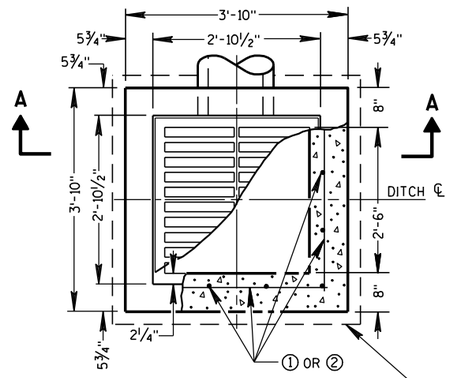
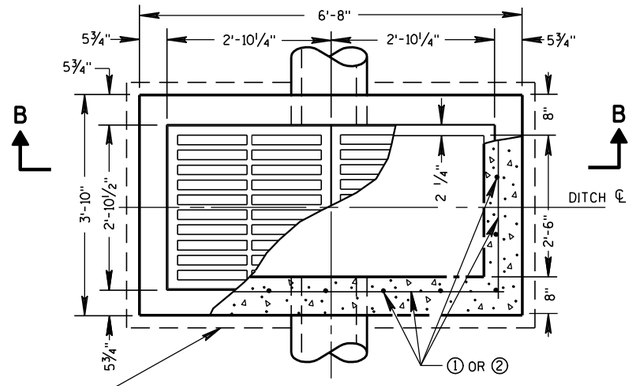
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER
FHWA

6
S.D.D. 8 C 7-1

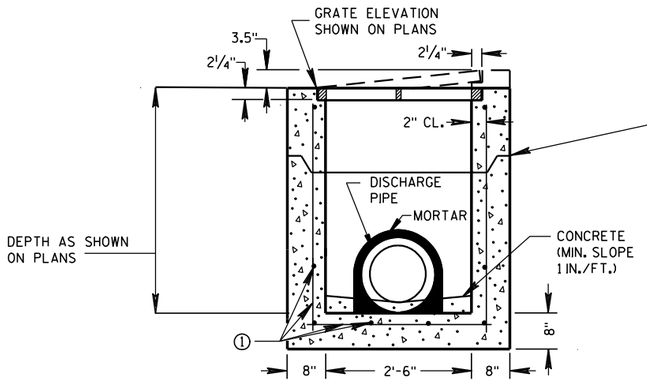


PLAN VIEW

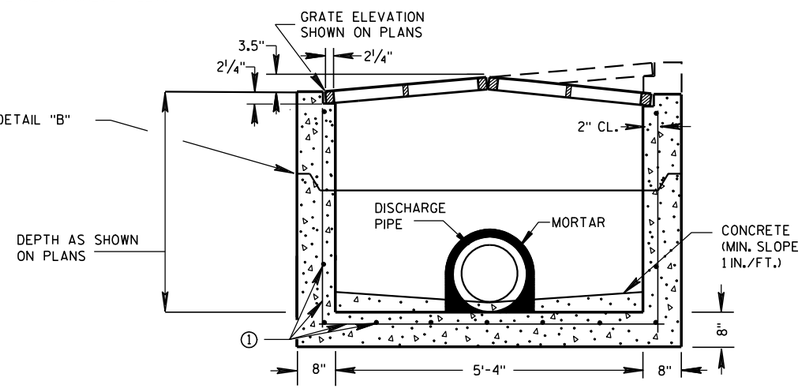


PLAN VIEW

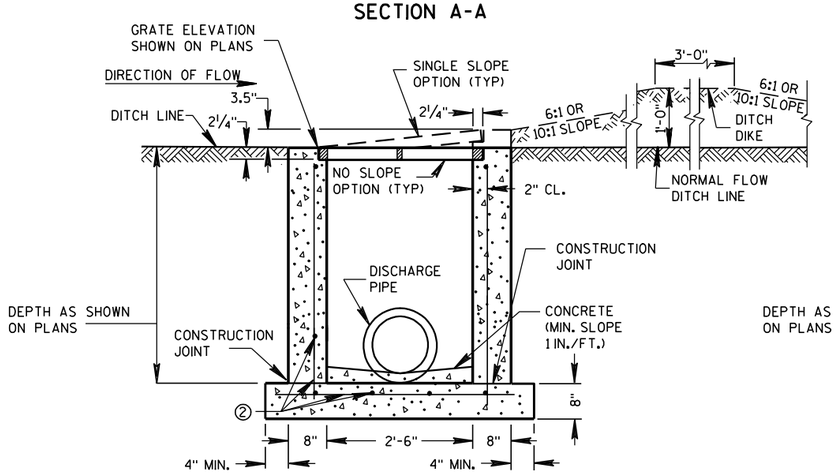
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



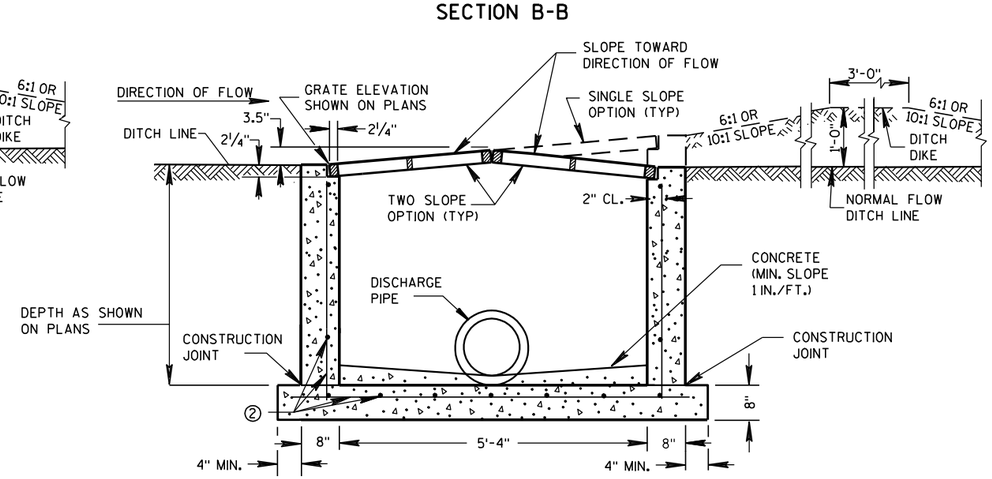
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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.

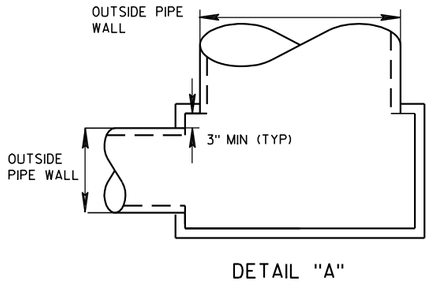
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

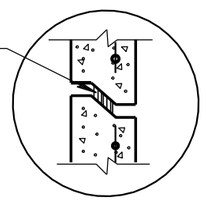
PIPE MATRIX

	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 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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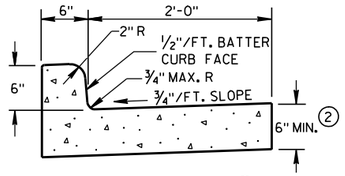
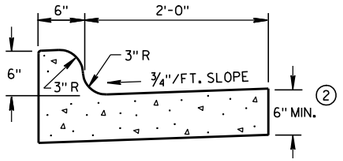
S.D.D. 8 C 8-1

6

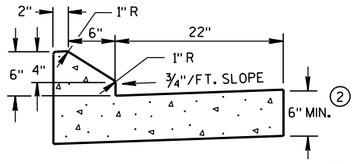
S.D.D. 8 C 8-1



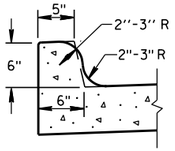
TYPES A & D (1)



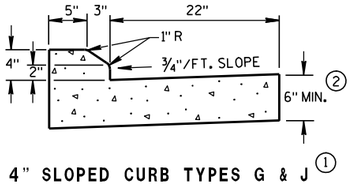
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

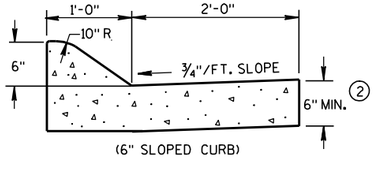


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

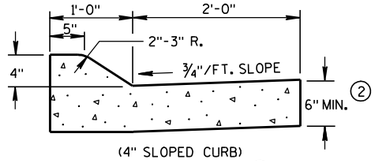


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

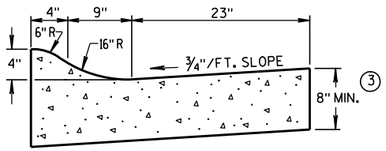


(6" SLOPED CURB)



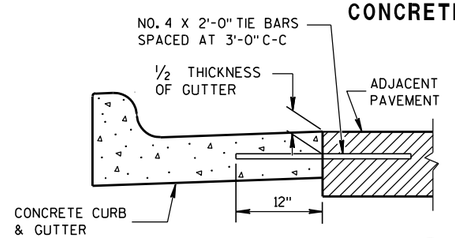
(4" SLOPED CURB)

TYPES A & D (1)

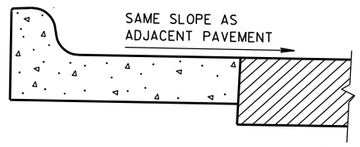


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

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.

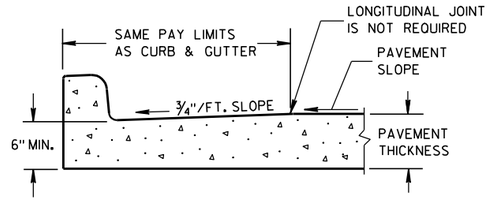
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

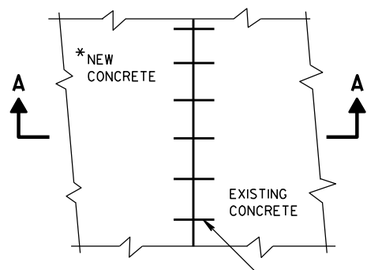
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

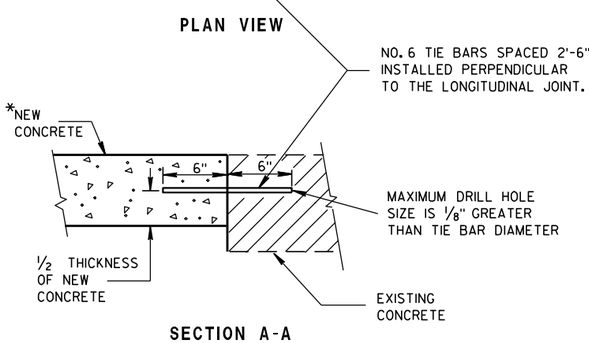


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



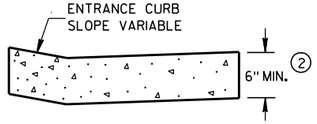
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

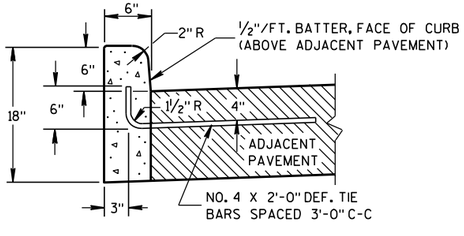


SECTION A-A

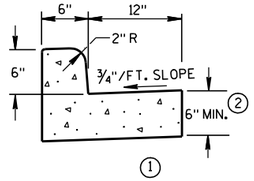
TIE BARS DRILLED INTO EXISTING PAVEMENT



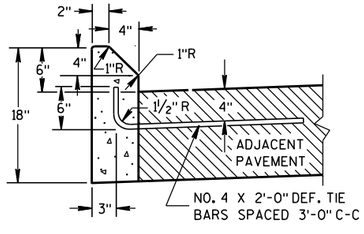
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



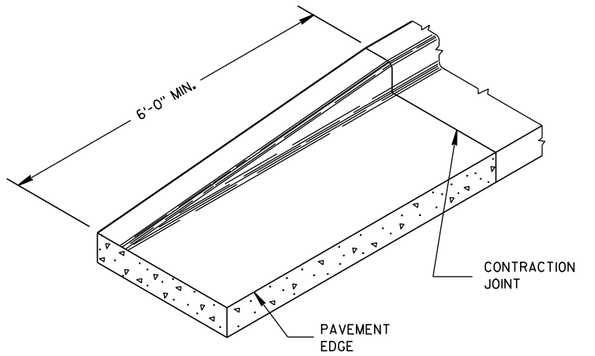
(1)
TYPES A & D



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

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	207 ENT

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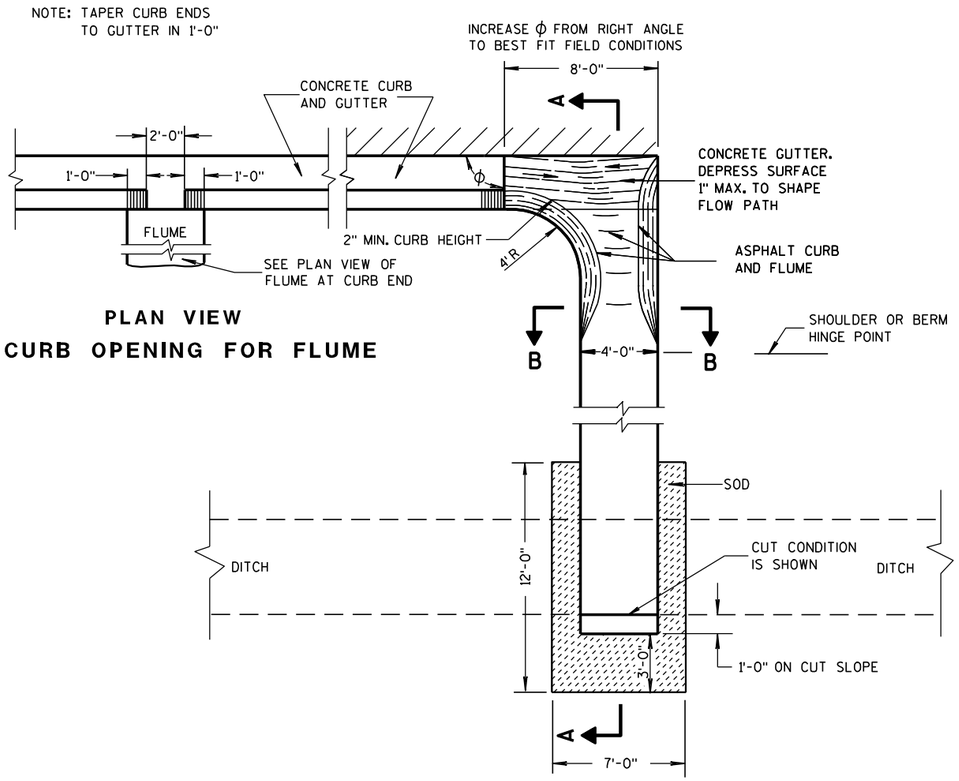
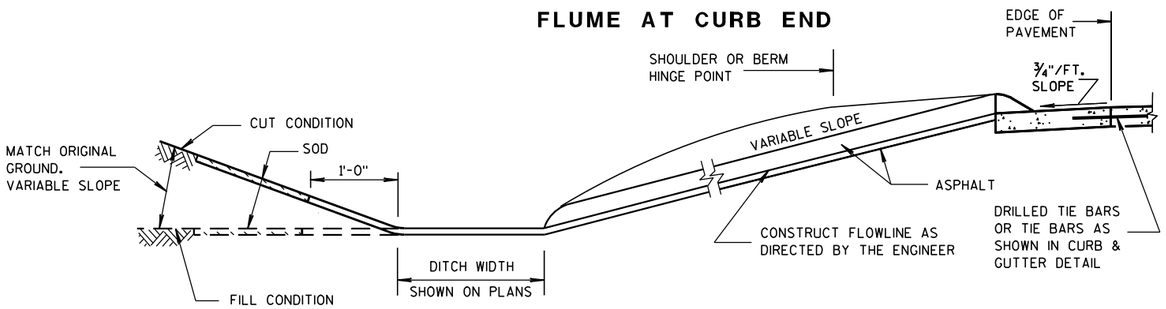
ASPHALTIC FLUME

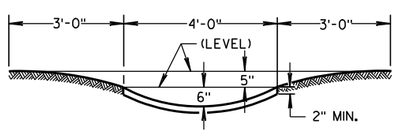


PLAN VIEW
CURB OPENING FOR FLUME

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.

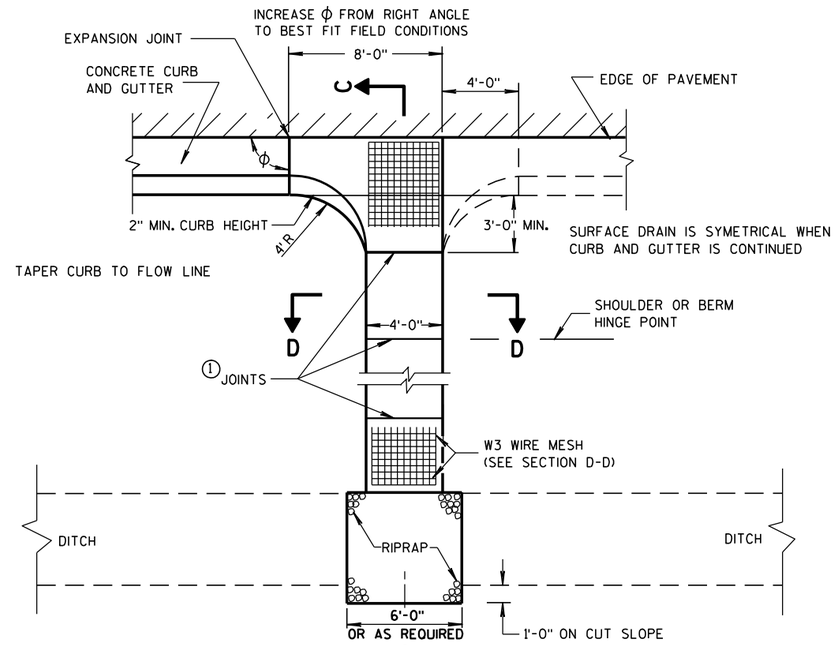
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

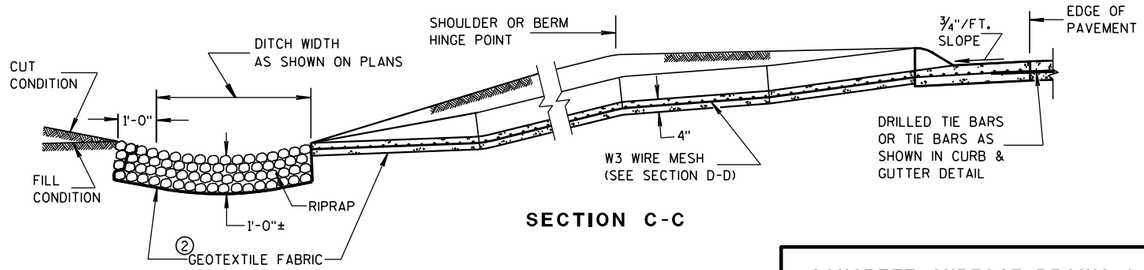
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

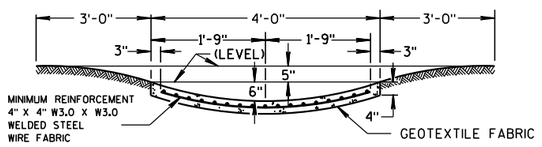
③ CONCRETE SURFACE DRAIN



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
MENT
FHWA

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S.D.D. 8 D 4-5

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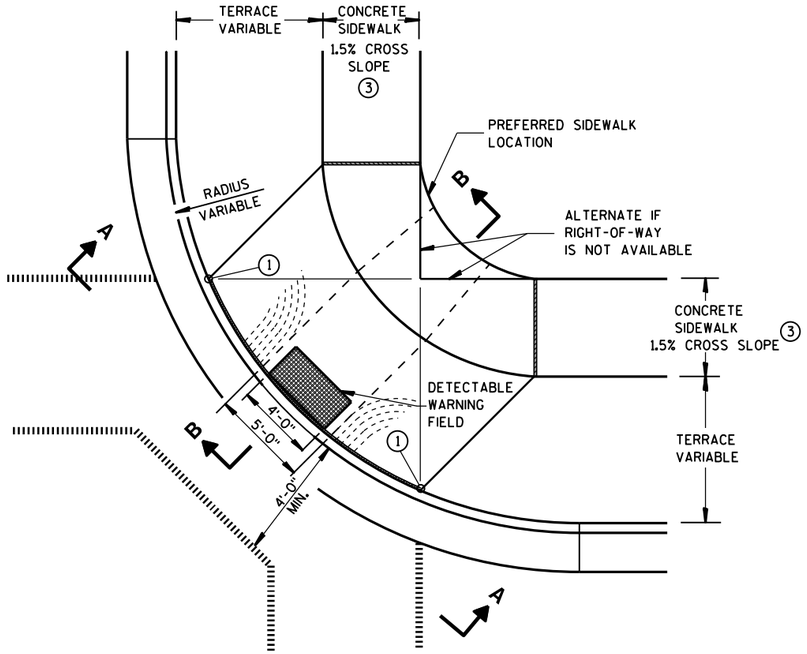
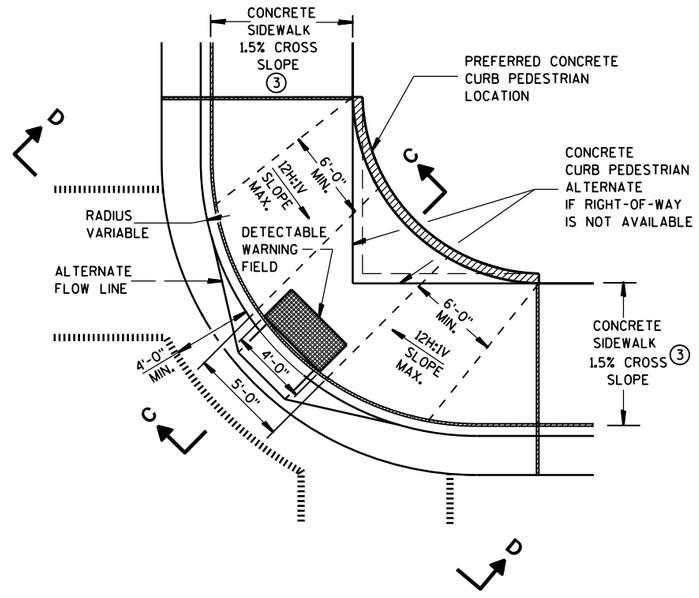
S.D.D. 8 D 4-5



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.

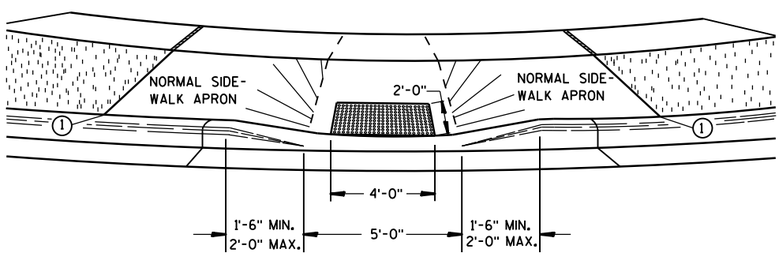
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

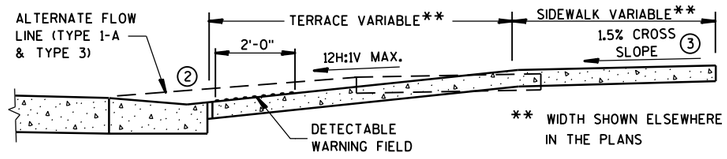
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

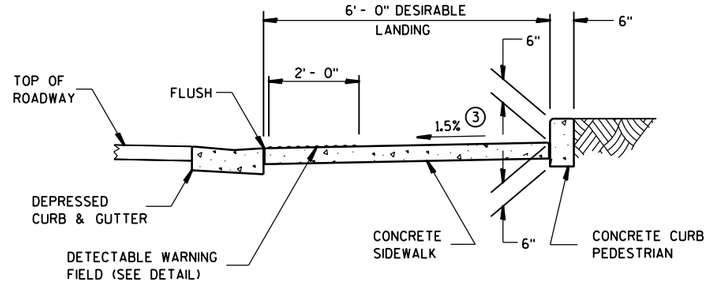
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



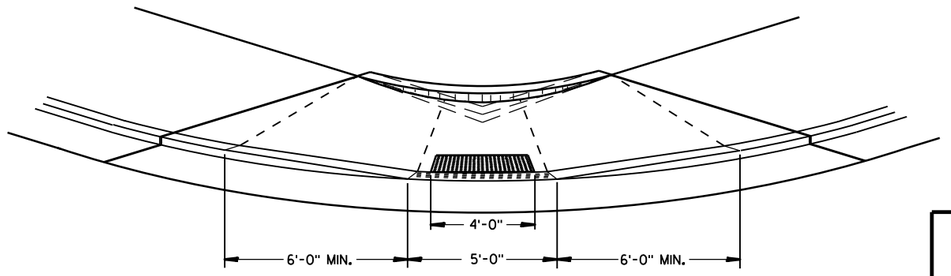
VIEW A-A



SECTION B-B



SECTION C-C



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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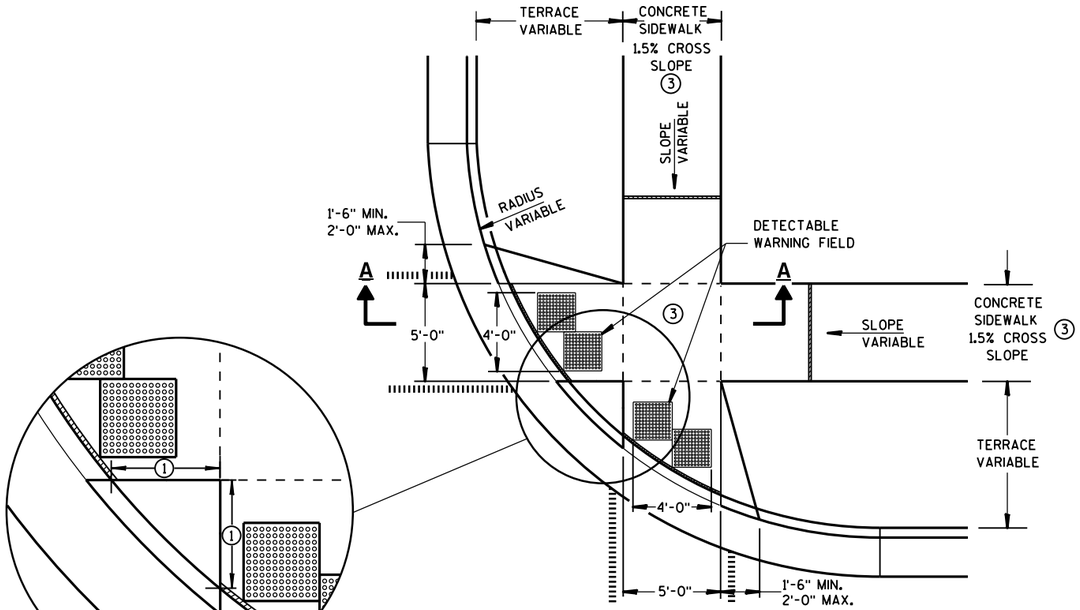
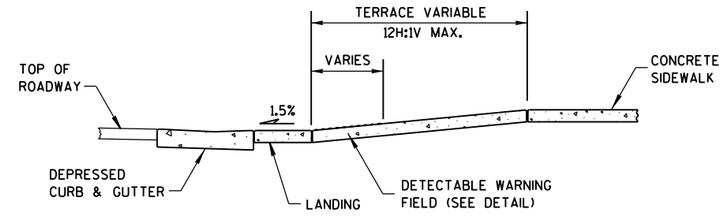
S.D.D. 8 D 5-15a



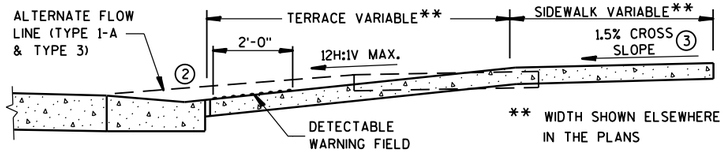
PLAN VIEW

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.

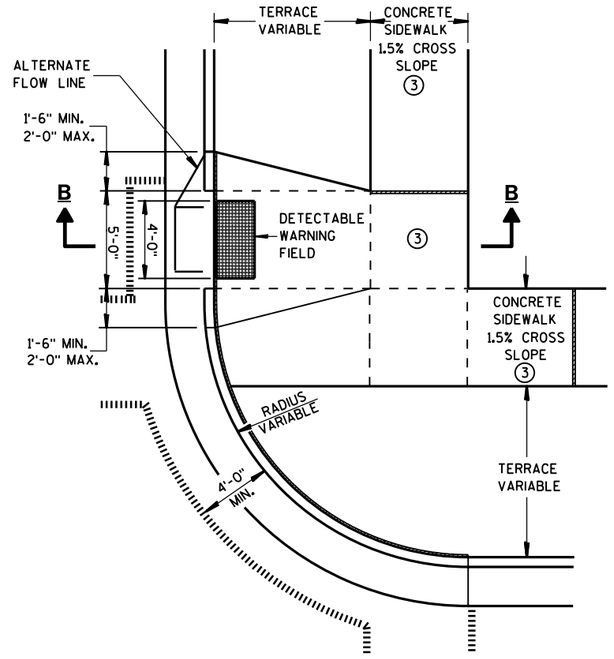
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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 TRANSPOI

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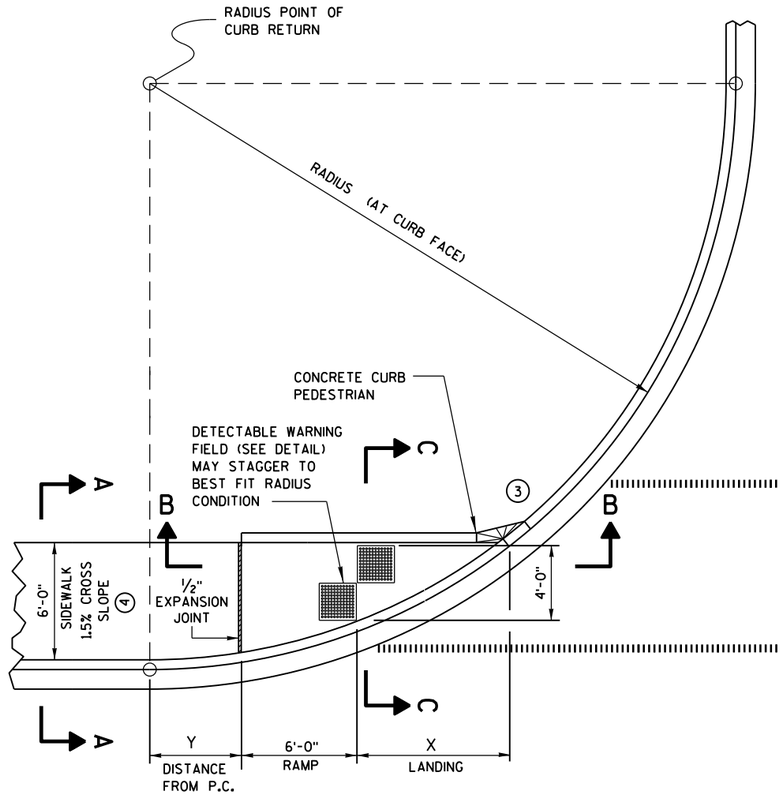
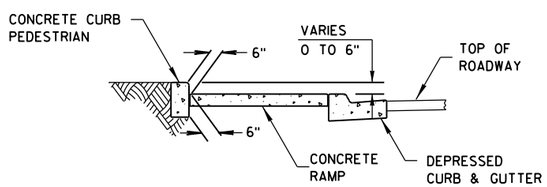
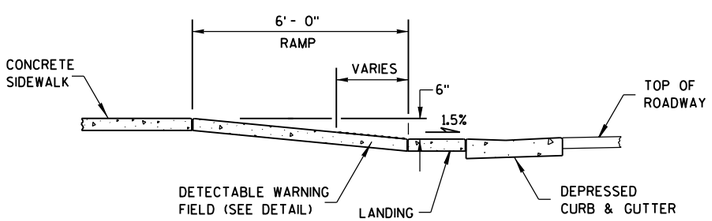
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



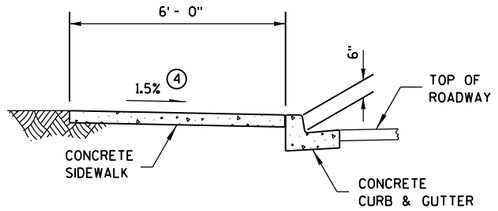
SECTION C-C FOR TYPE 4A



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

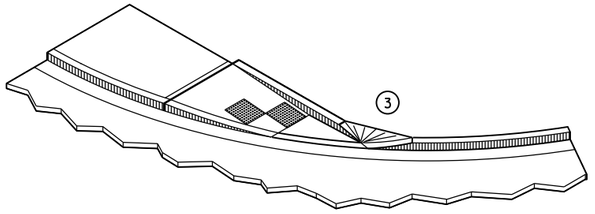
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

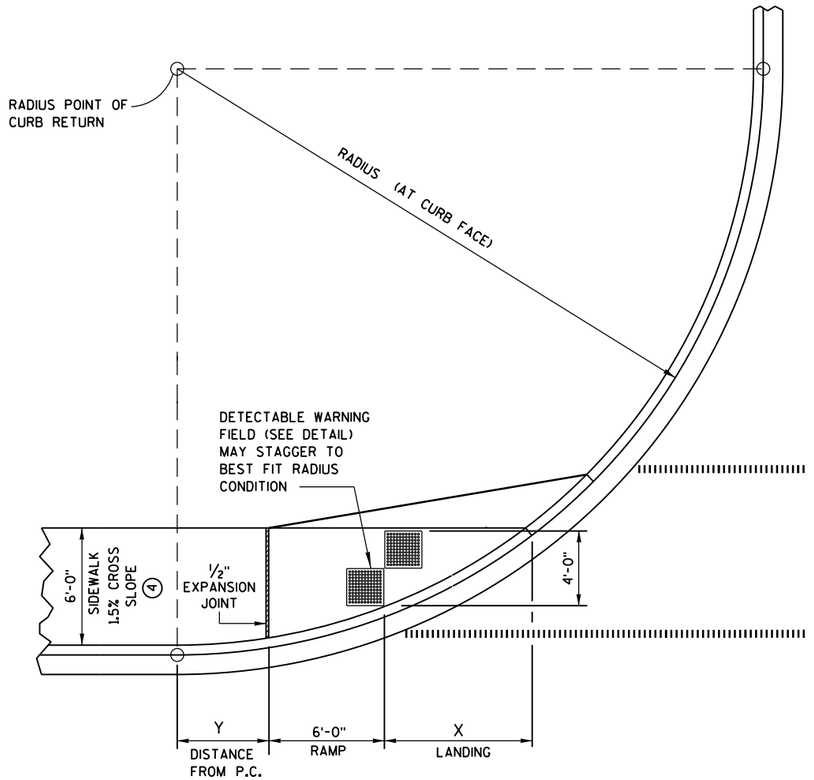
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

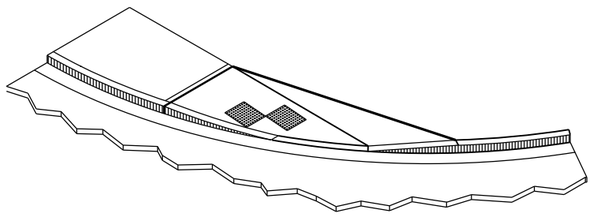
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



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

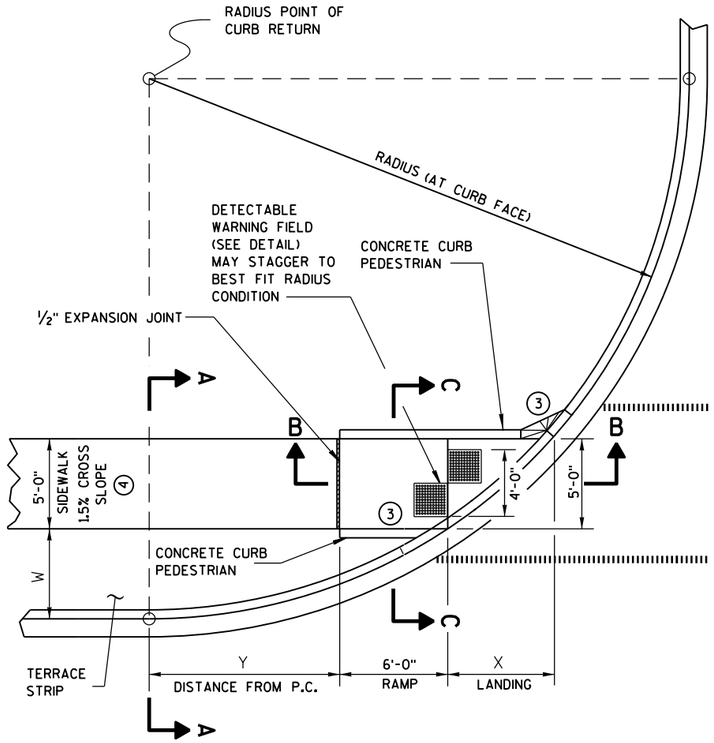
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15c

6

S.D.D. 8 D 5-15c



CURB RAMP TYPE 4B
PLAN VIEW

LEGEND

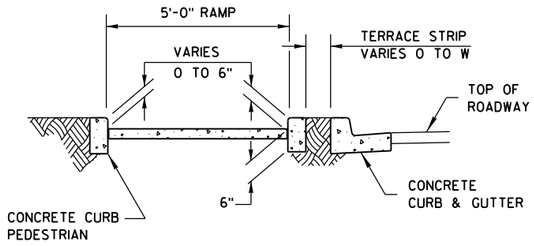
½" EXPANSION JOINT-SIDEWALK

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



SECTION C-C FOR TYPE 4B

GENERAL NOTES

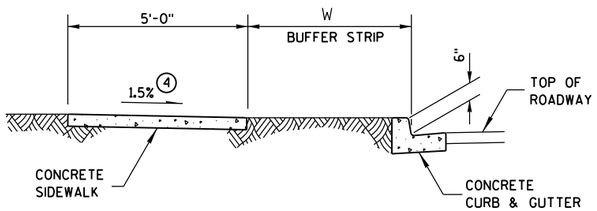
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

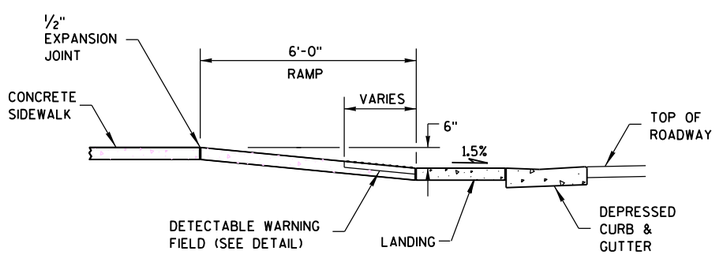
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

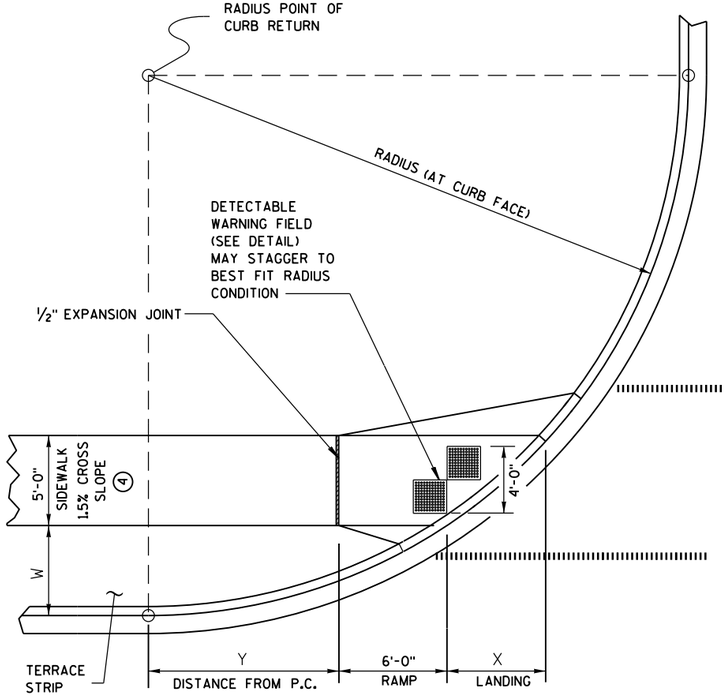
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



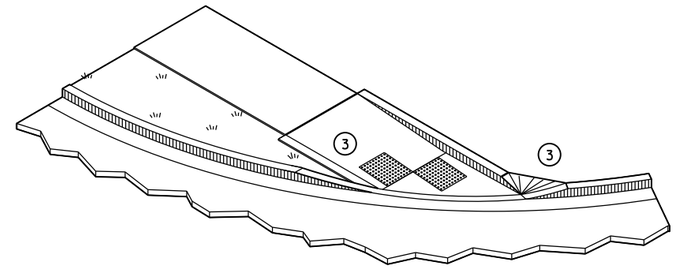
SECTION A-A FOR TYPE 4B



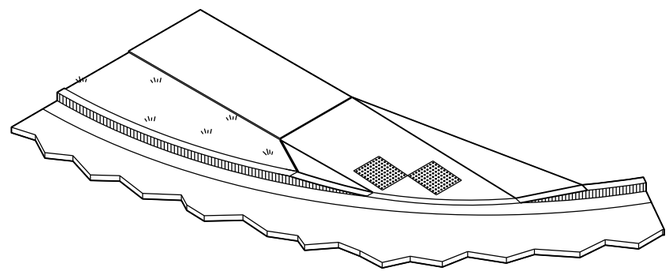
SECTION B-B FOR TYPE 4B



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B

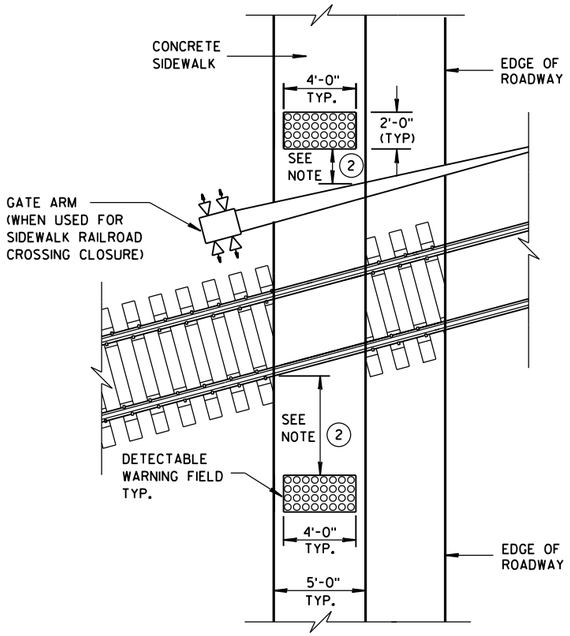


ISOMETRIC VIEW FOR TYPE 4B1

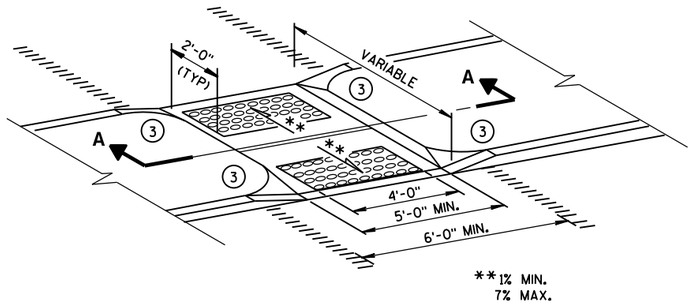
CURB RAMPS TYPE 4B AND 4B1

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%.

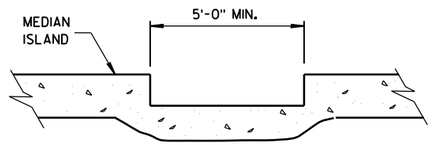
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

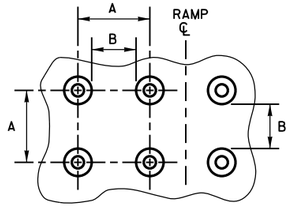
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET 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.



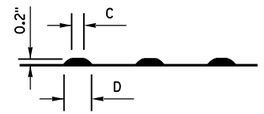
SECTION A-A



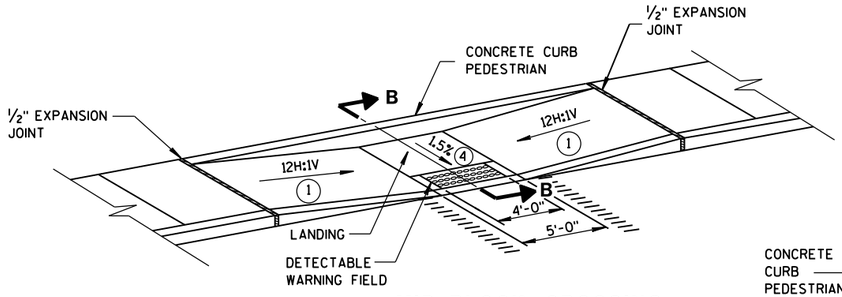
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

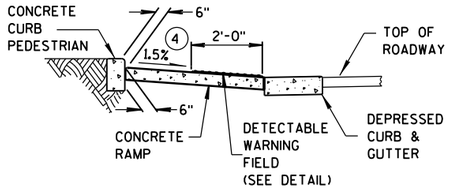
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

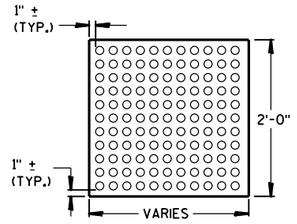


MID-BLOCK CROSSING
TYPE 7A



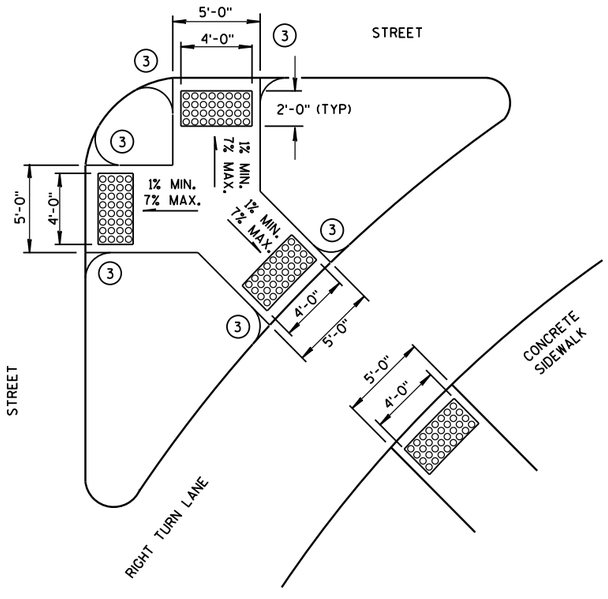
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

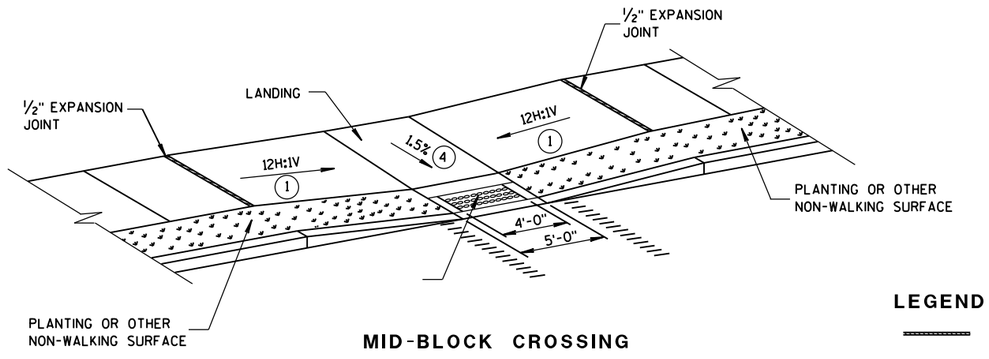


PLAN VIEW

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

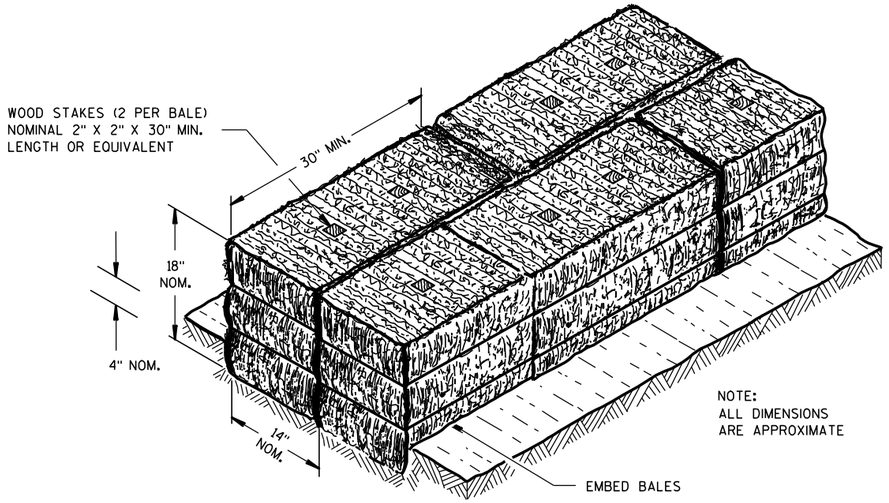
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

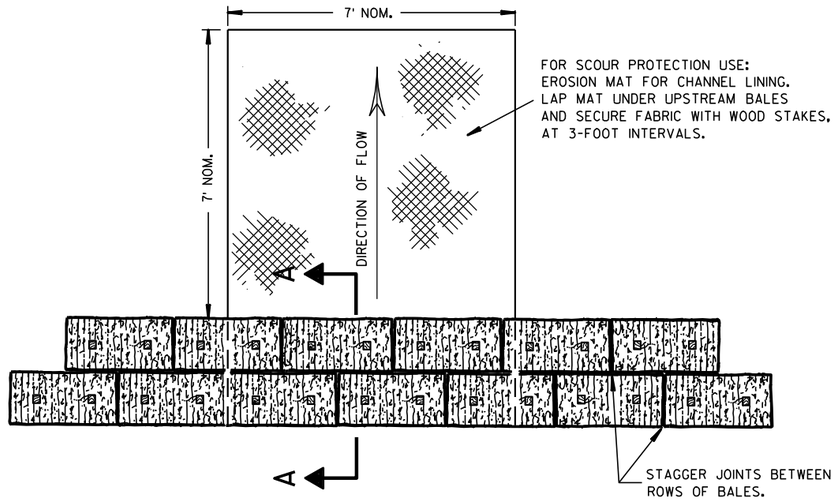
S.D.D. 8 D 5-15e

6

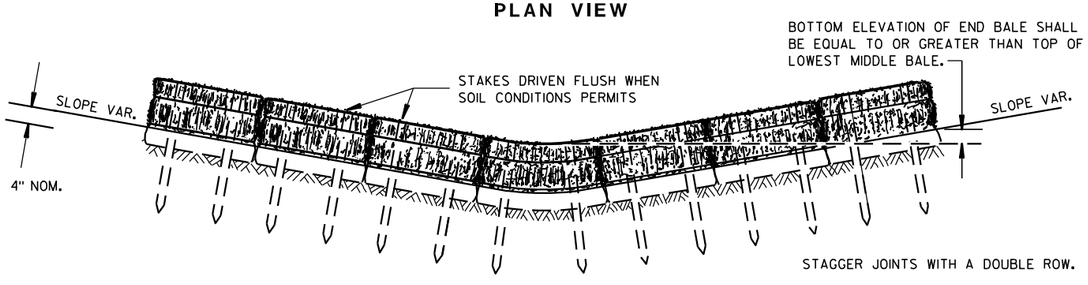
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



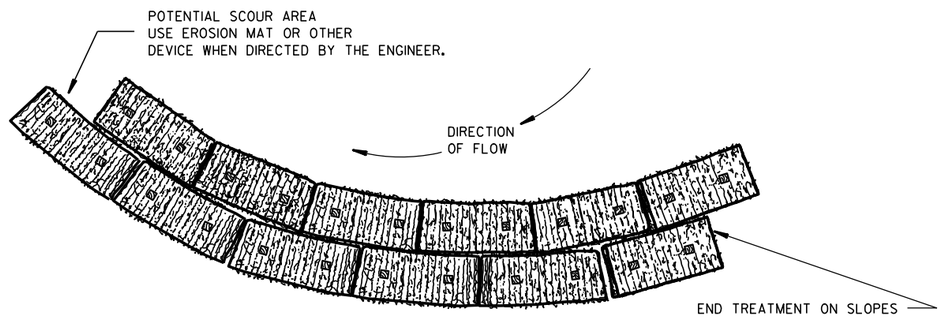
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

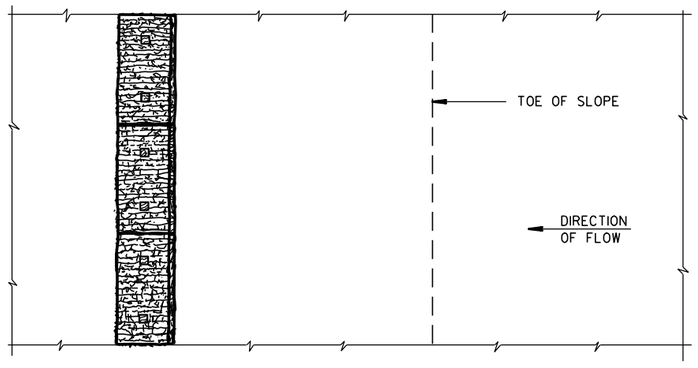
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

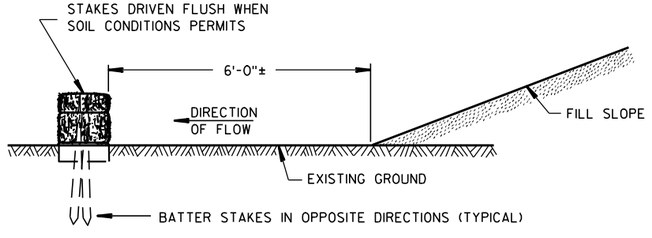


PLAN VIEW

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

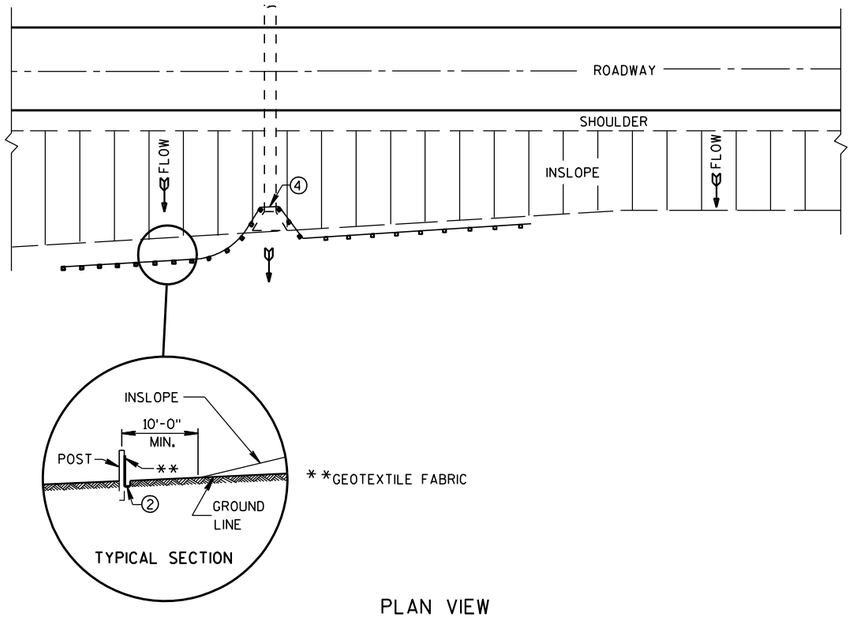
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

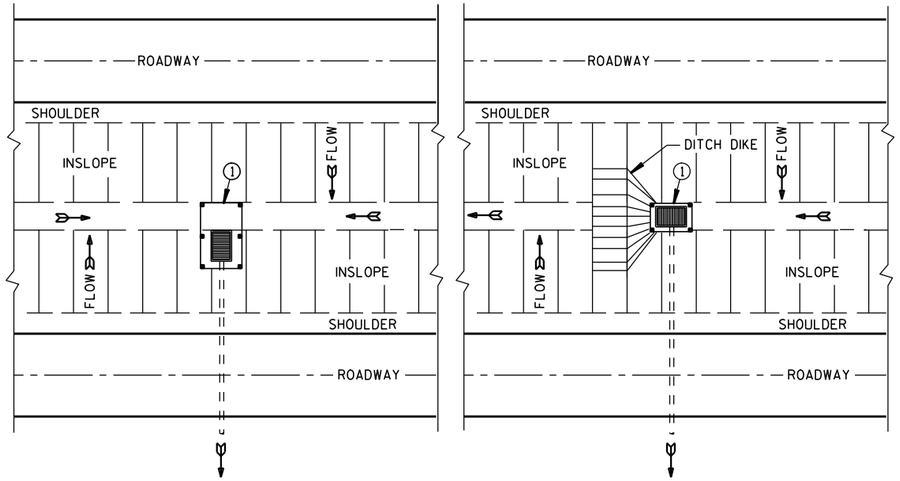
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



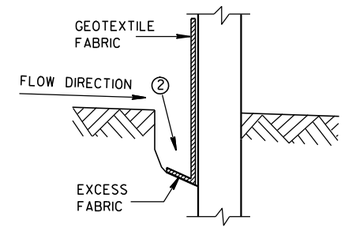
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

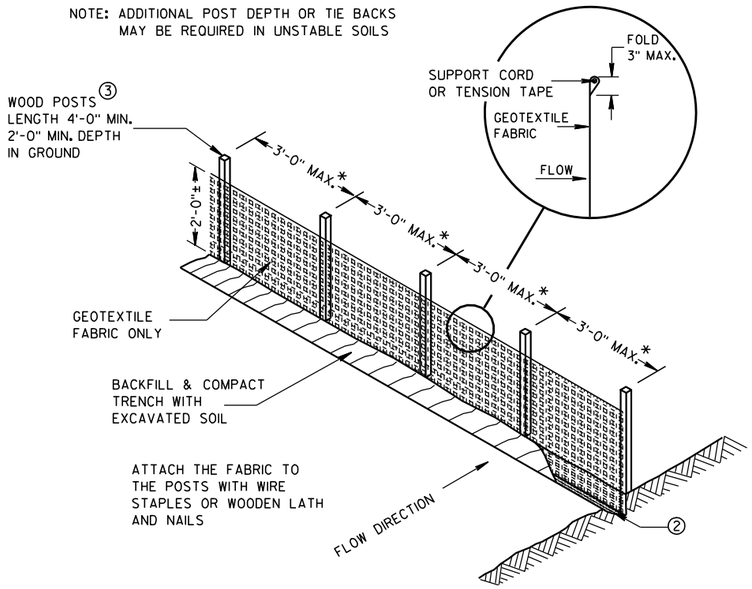
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

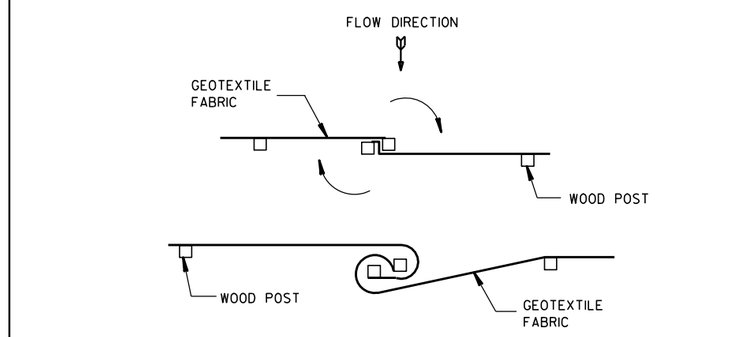


TRENCH DETAIL

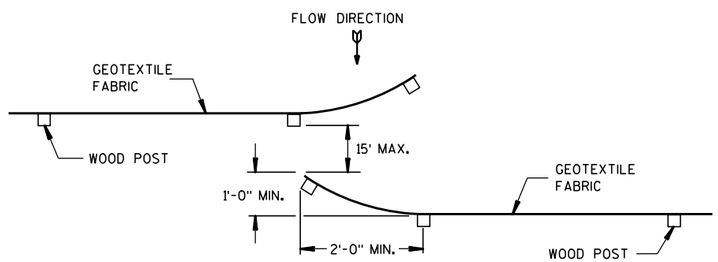


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

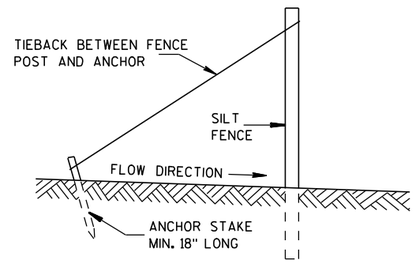


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

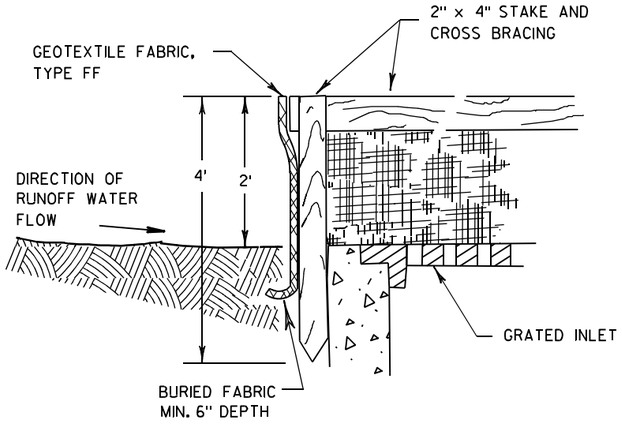
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

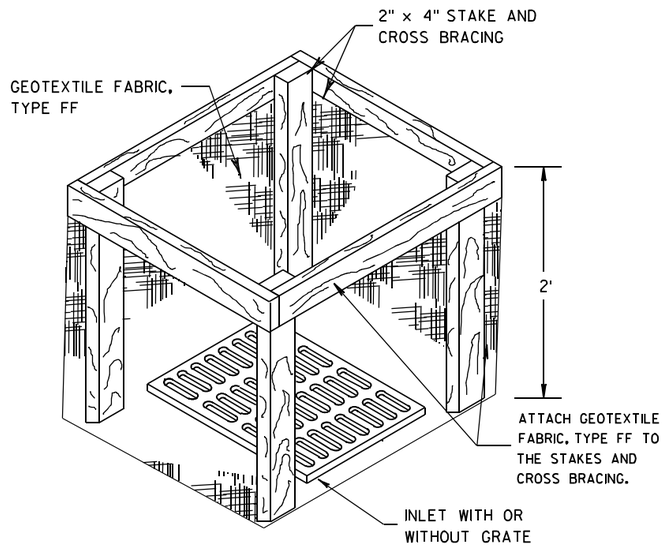
6

S.D.D. 8 E 9-6

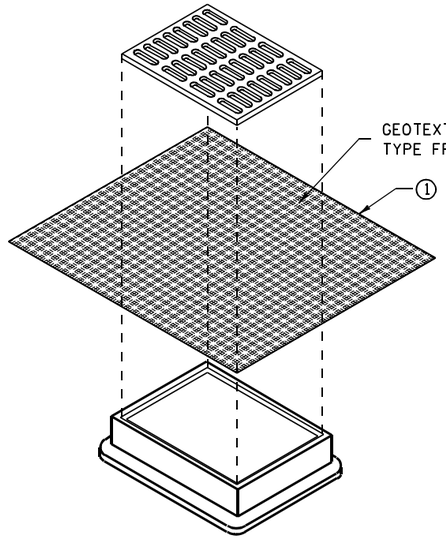
6

S.D.D. 8 E 9-6



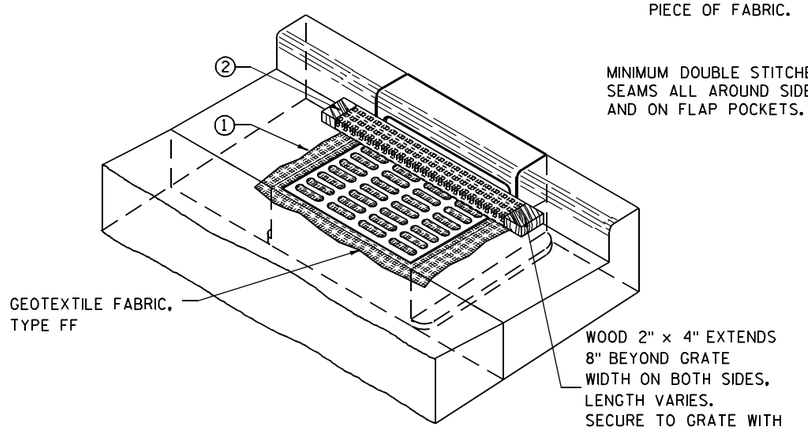


INLET PROTECTION, TYPE A

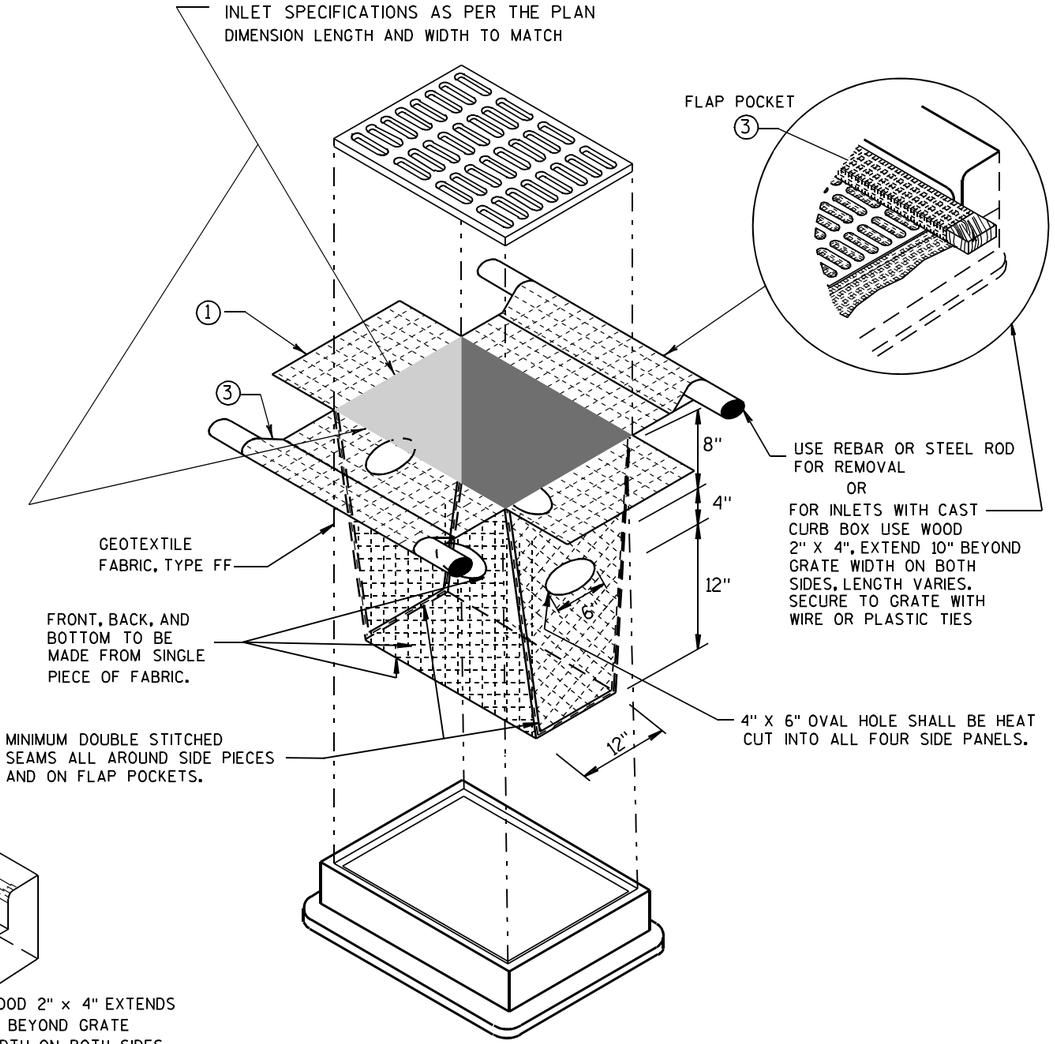


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

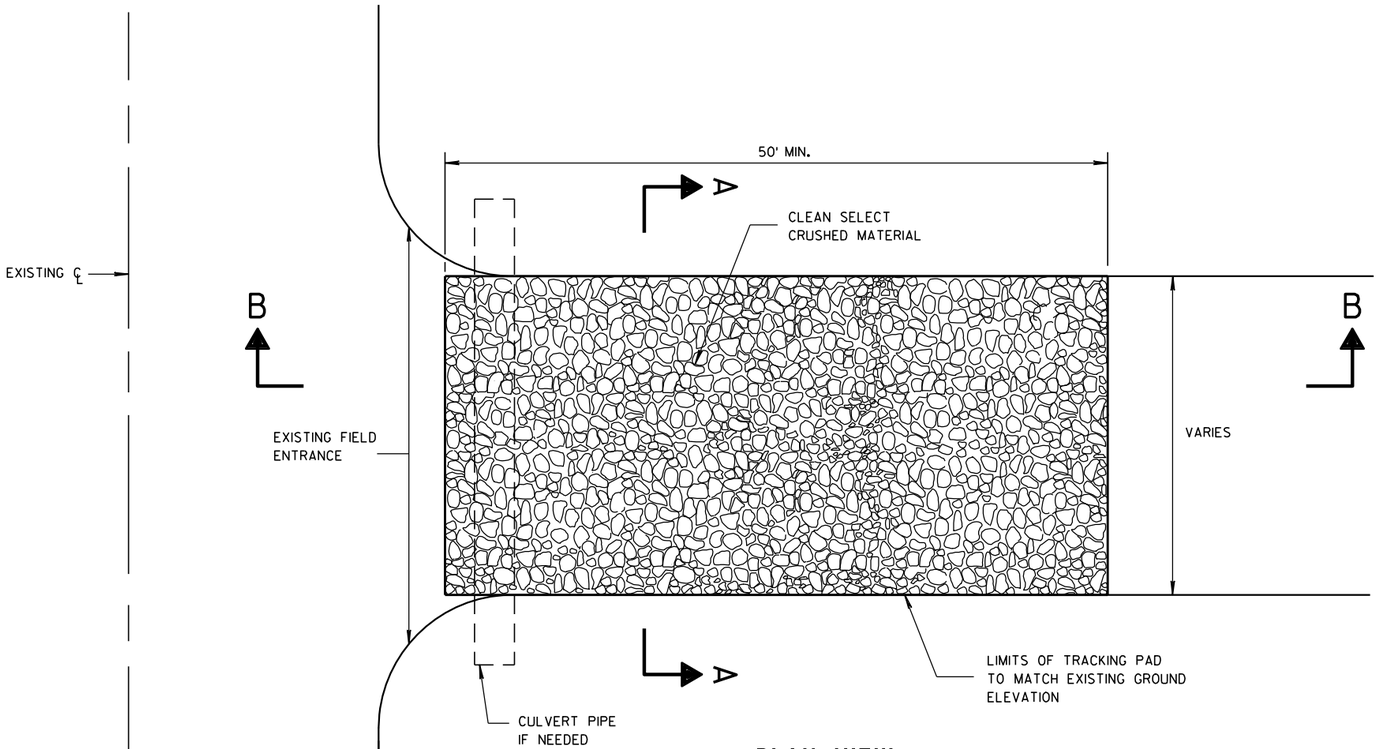
FHWA

6

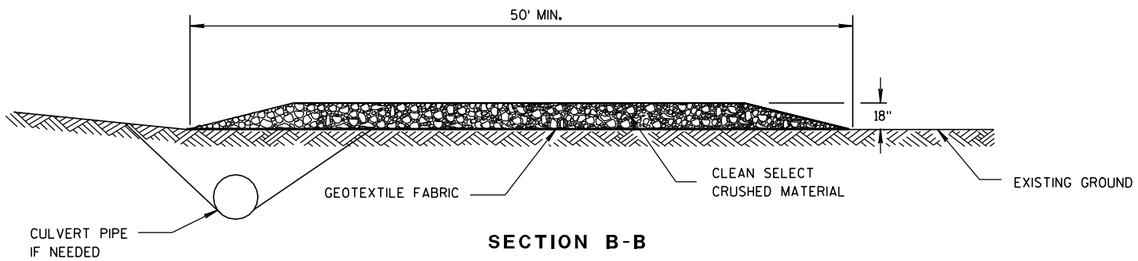
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



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.

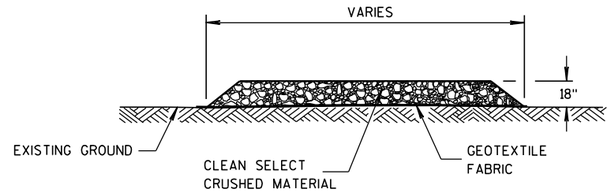
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
FHWA

ENT

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

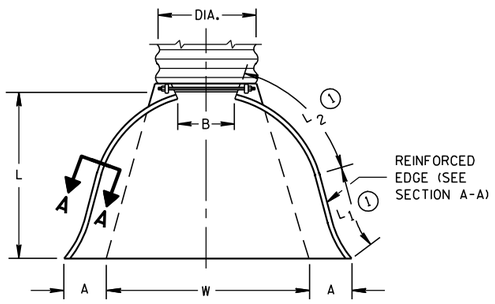
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

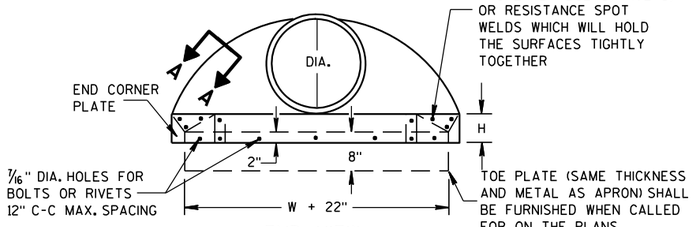
REINFORCED CONCRETE APRON ENDWALLS

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

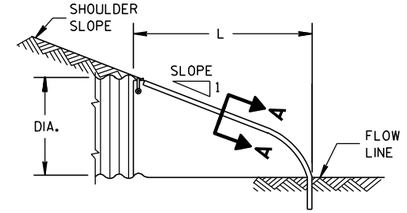
* MINIMUM
** MAXIMUM



PLAN VIEW

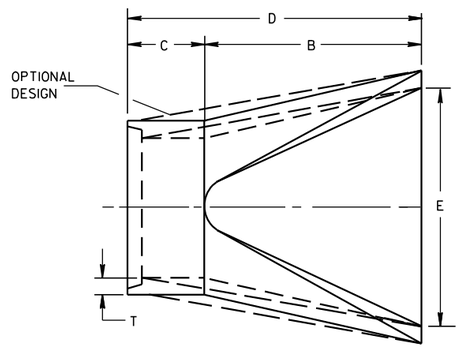


END VIEW

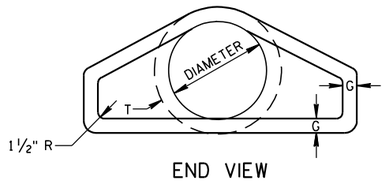


SIDE ELEVATION

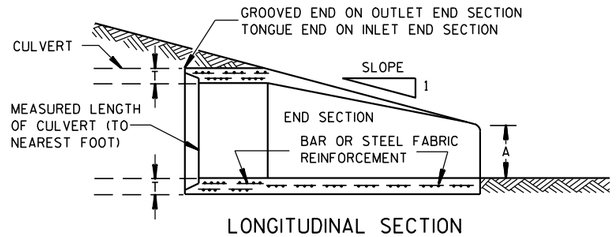
METAL ENDWALLS



PLAN

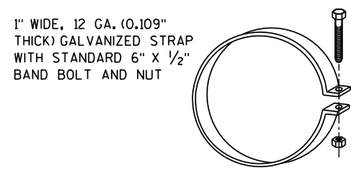


END VIEW



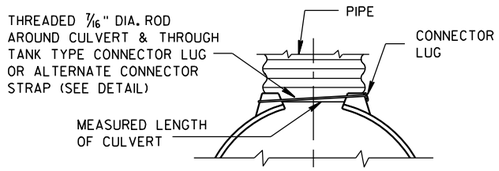
LONGITUDINAL SECTION

CONCRETE ENDWALLS

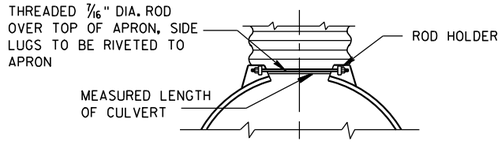


ALTERNATE FOR TYPE 1 CONNECTION

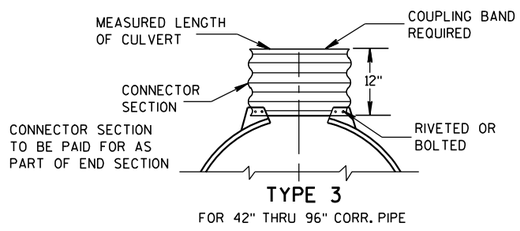
END SECTION CONNECTOR STRAP



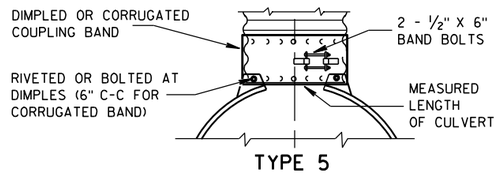
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

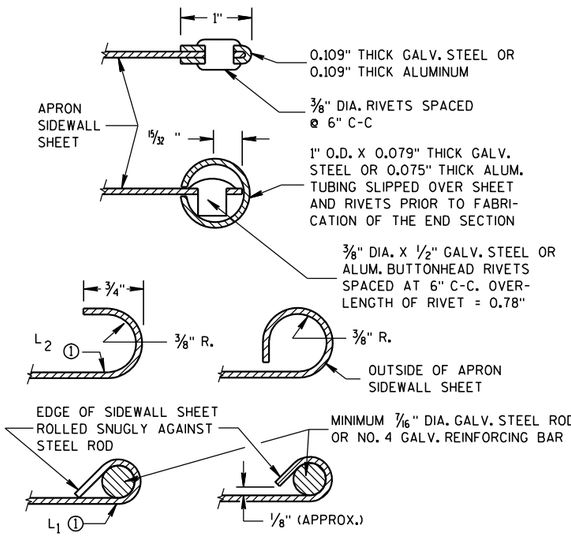
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

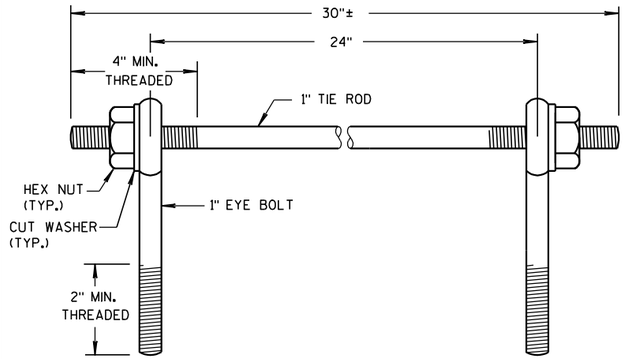
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

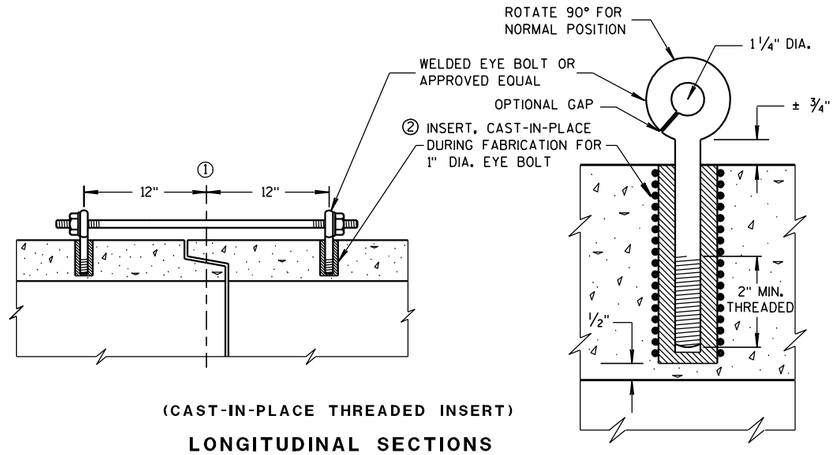
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

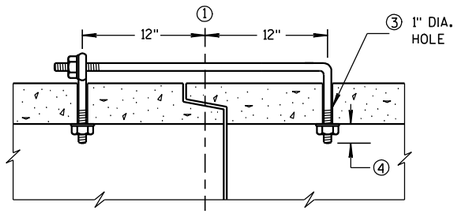
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

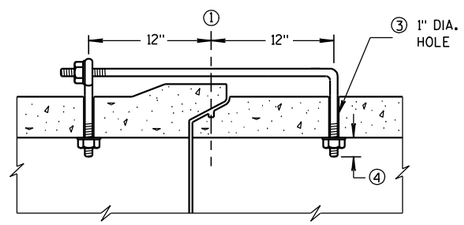
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

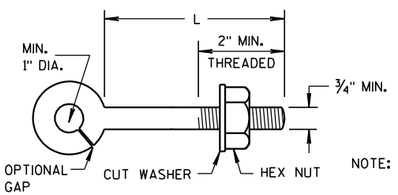


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

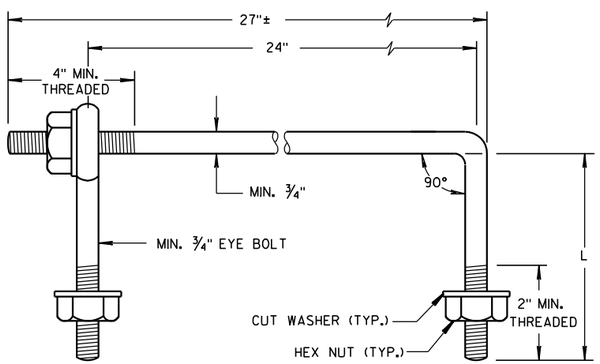
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

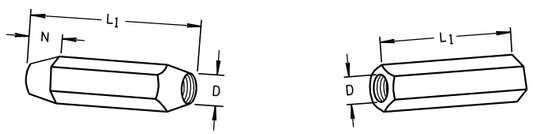
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

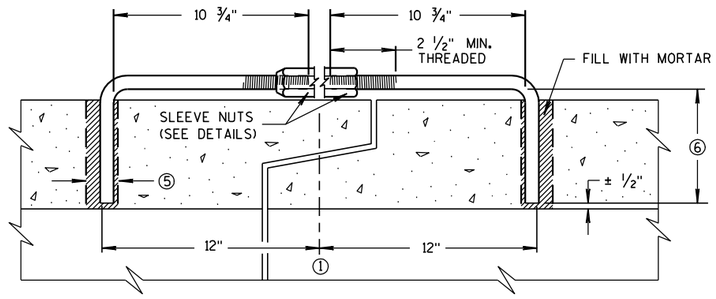
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

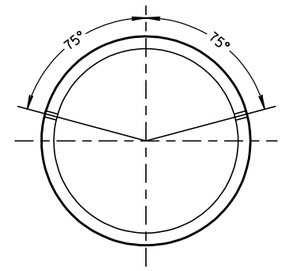
SLEEVE NUTS



LONGITUDINAL SECTION

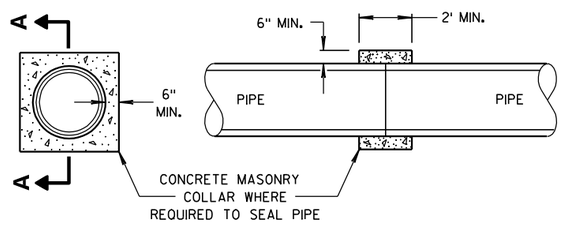
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

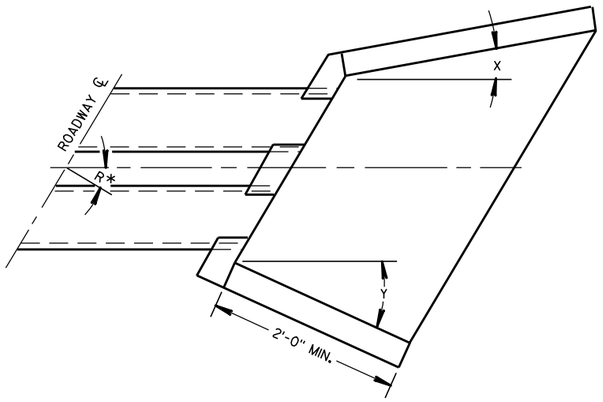
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
219
FHWA

6

S.D.D. 8 F 4-7



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

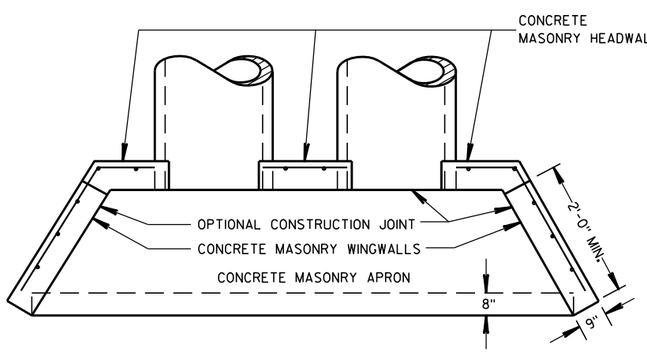
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

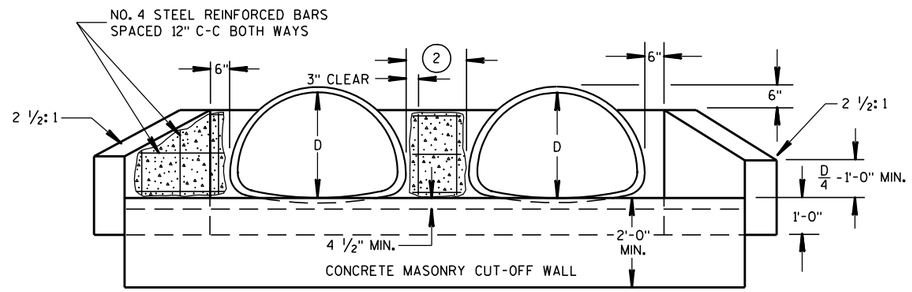
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



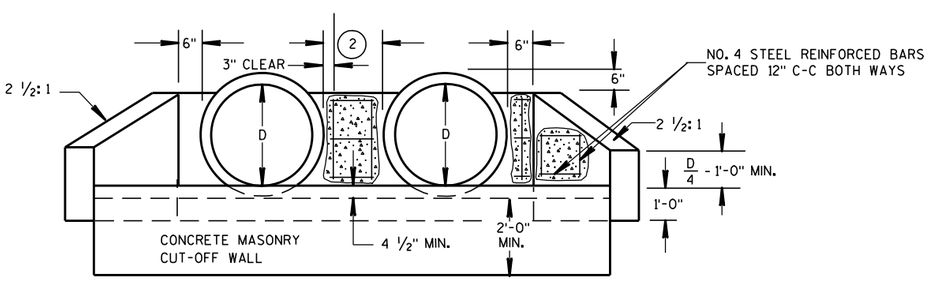
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



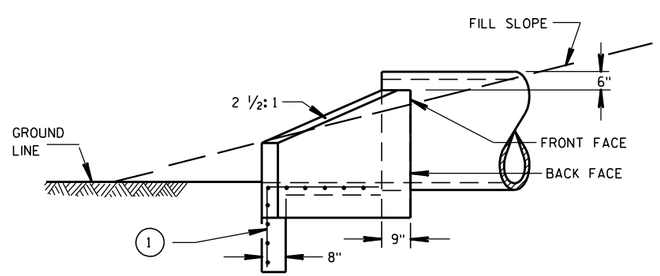
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

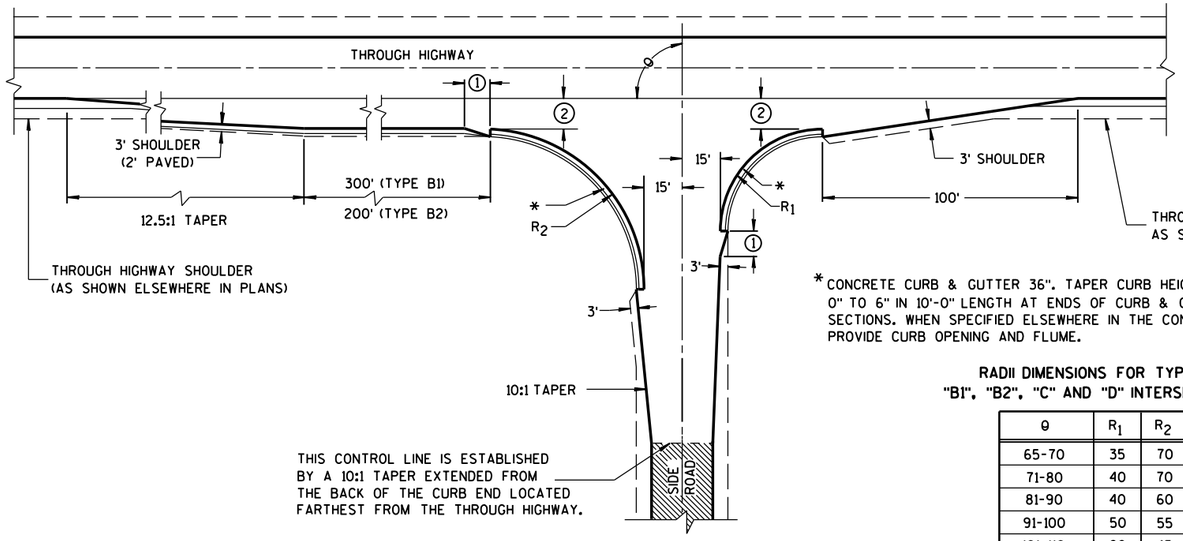
CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 10-1

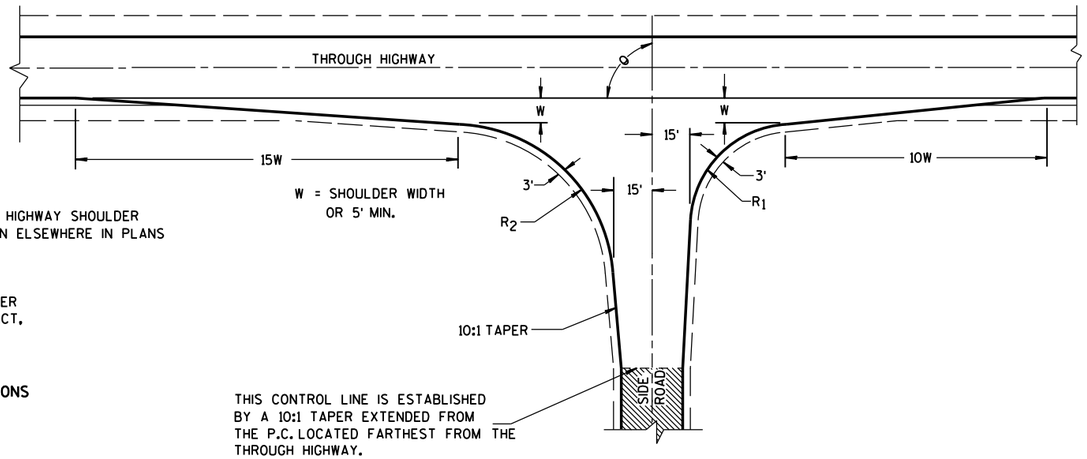


TYPE "B1" AND "B2"

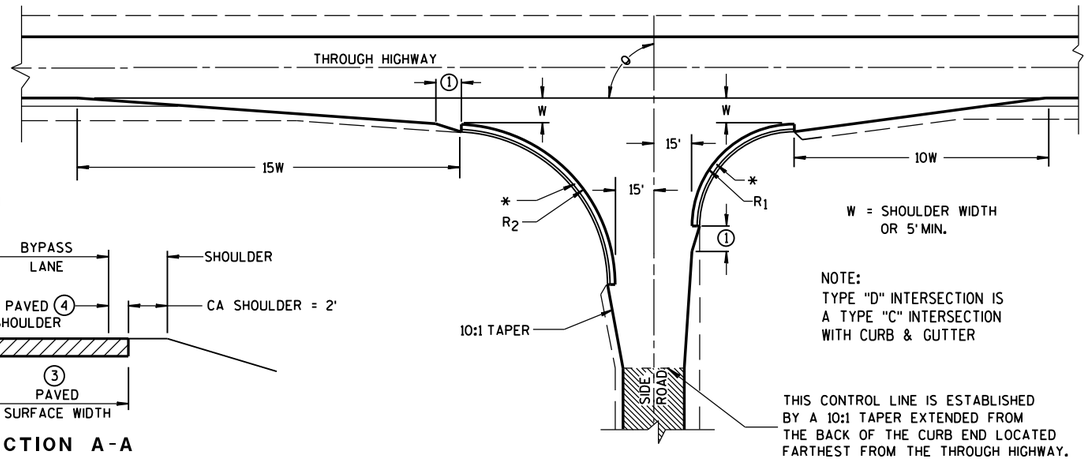
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

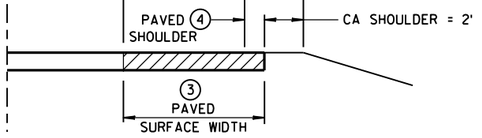
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

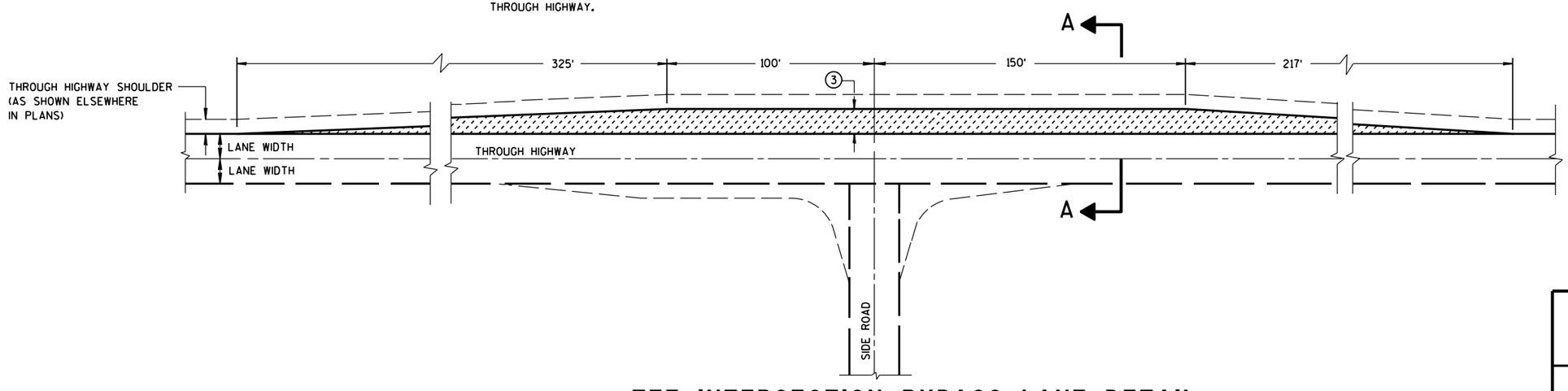
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



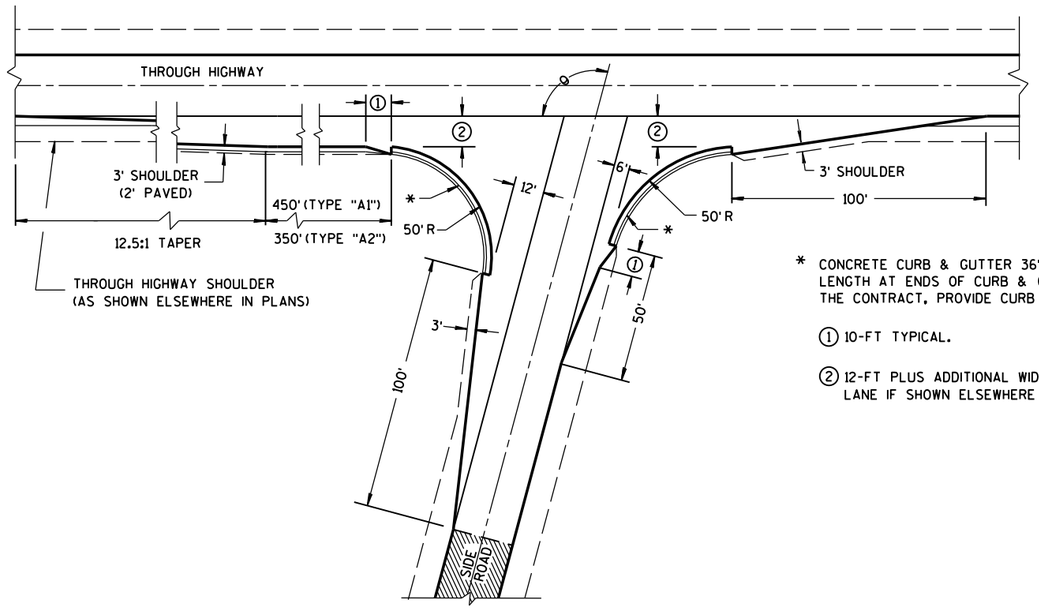
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 A 1-13a

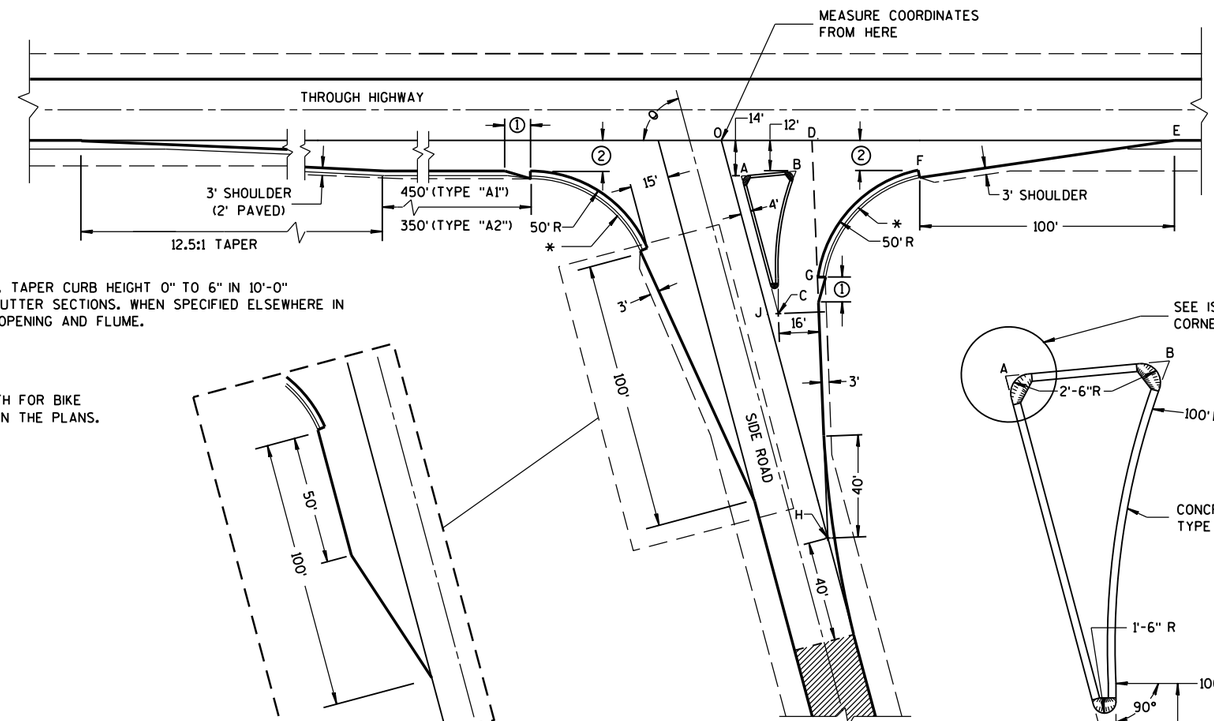


θ = MORE THAN 80°

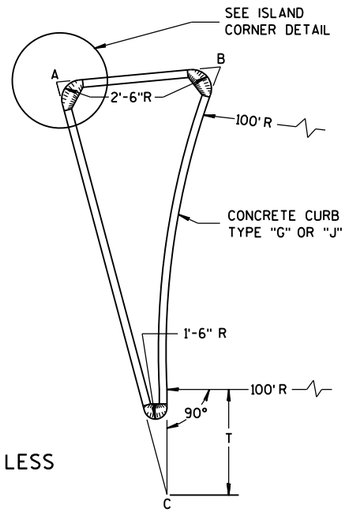
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

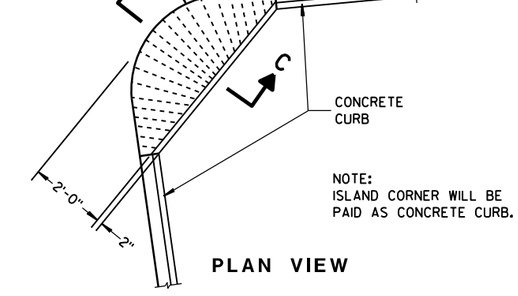
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.



θ = ACUTE ANGLES 80° OR LESS

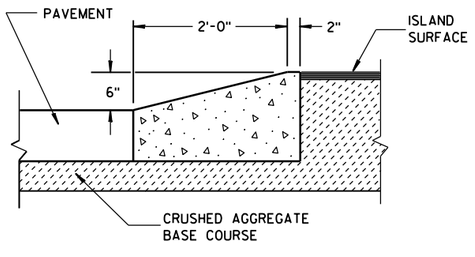


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X/Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

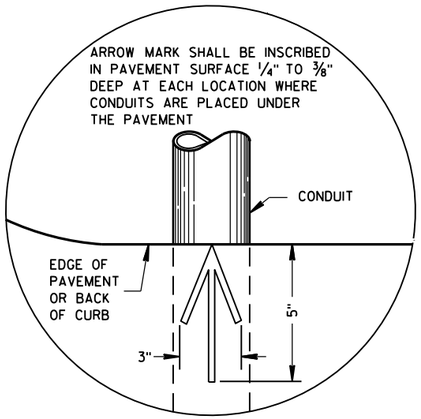
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

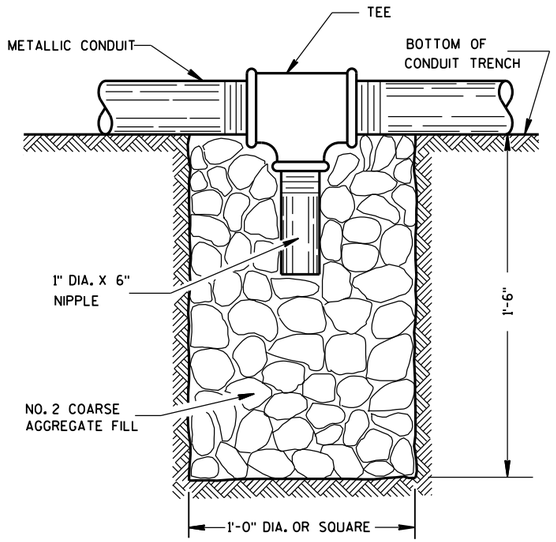
S.D.D. 9 A 1-13b

S.D.D. 9 A 1-13b



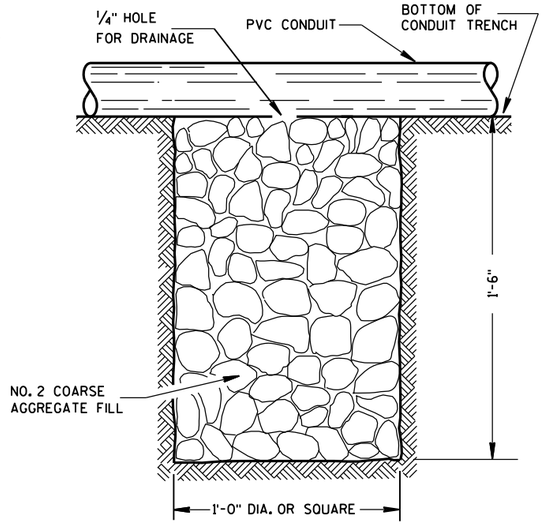
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

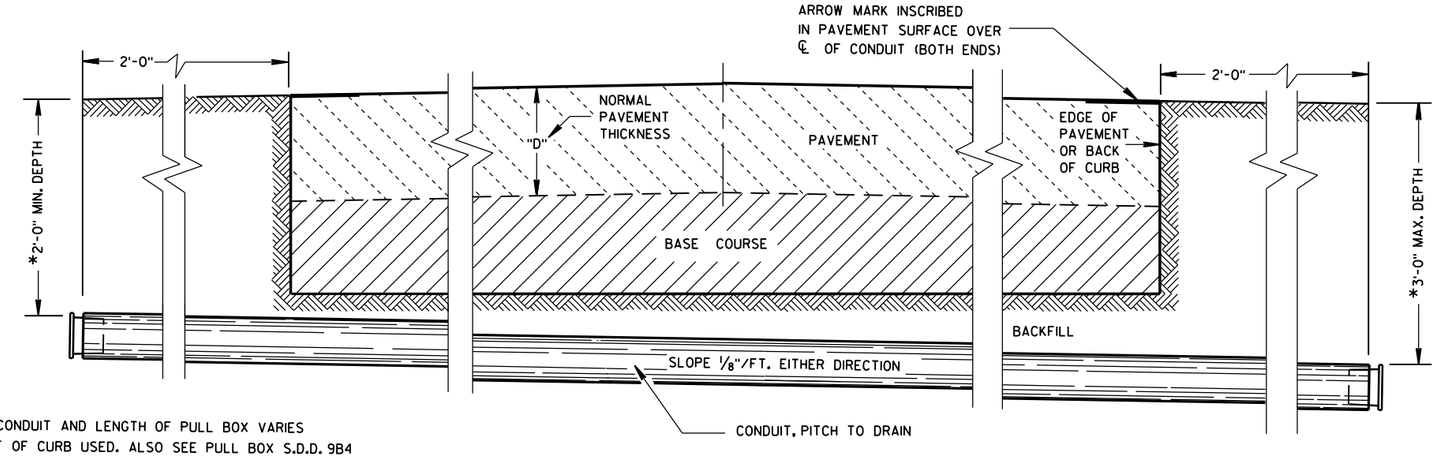
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

6

S.D.D. 9 B 2-8

6

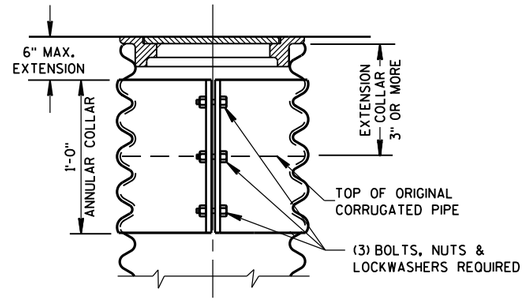
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

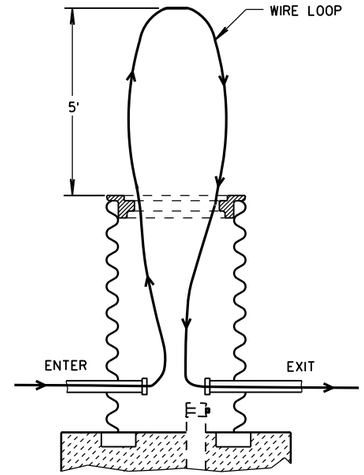
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

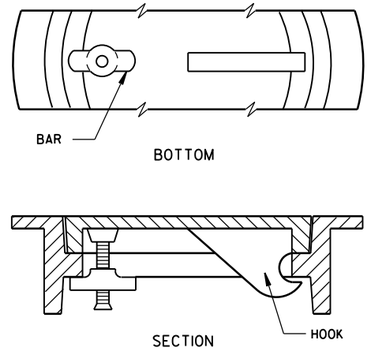
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

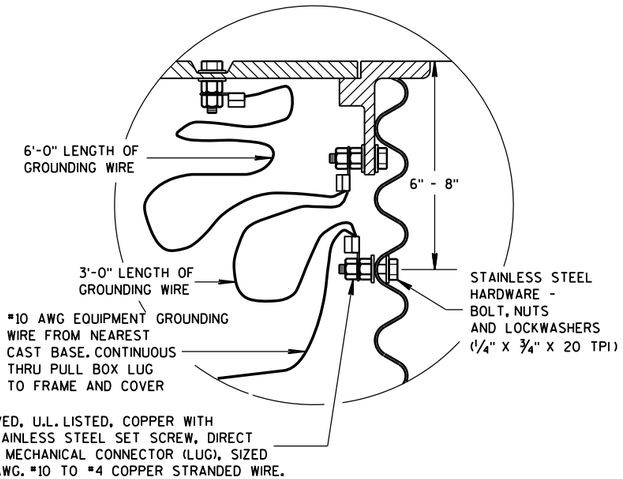


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

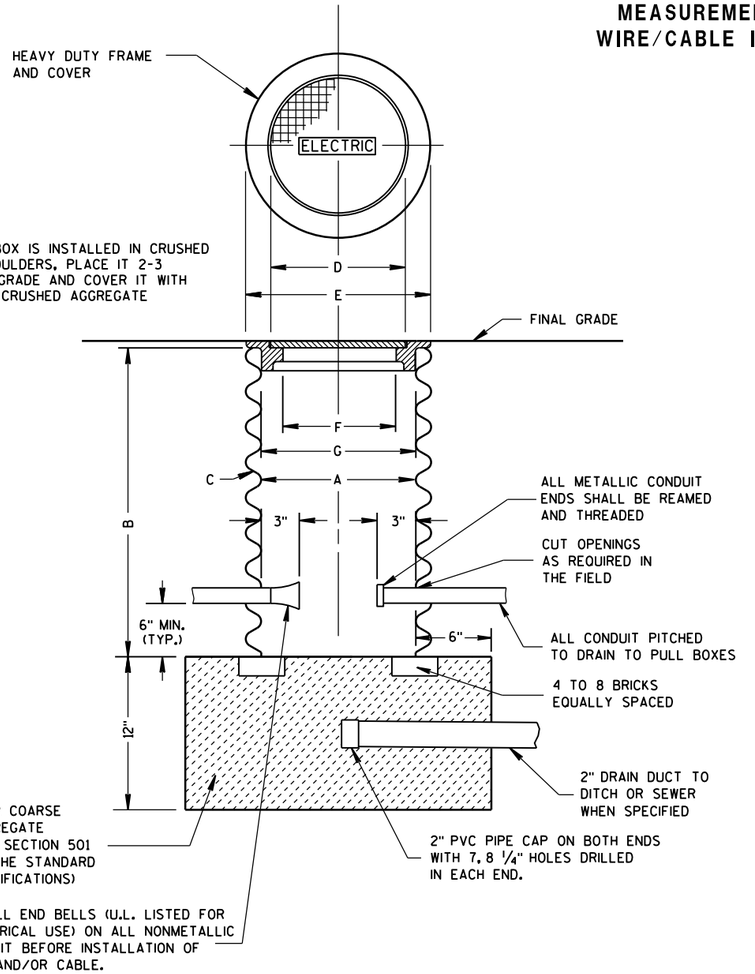


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

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.

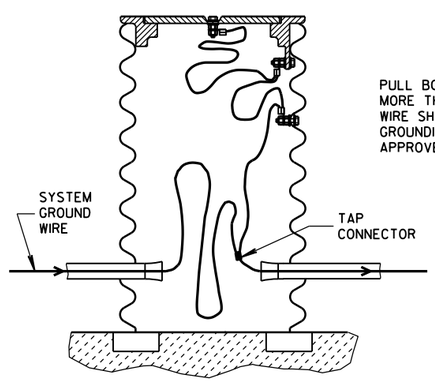
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

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 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

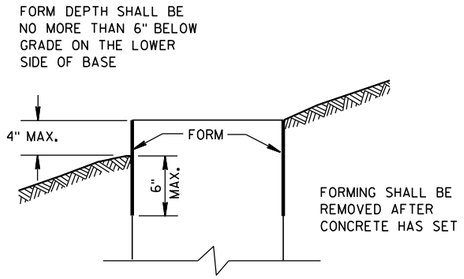
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11



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.

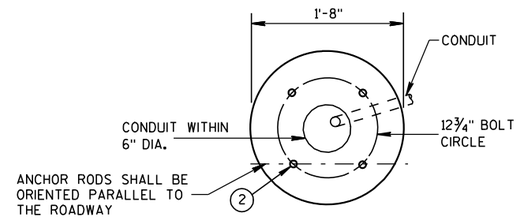
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

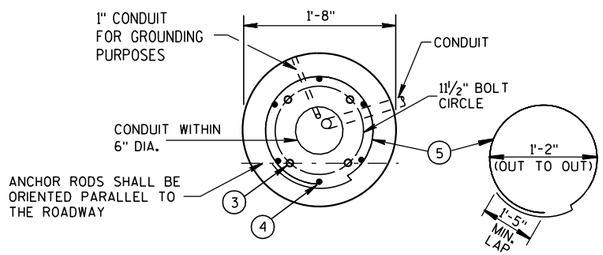
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

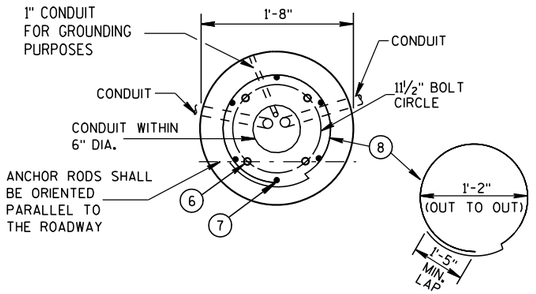
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

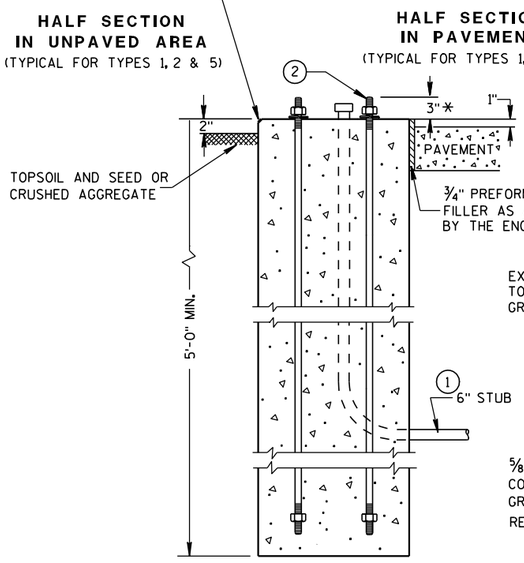






FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

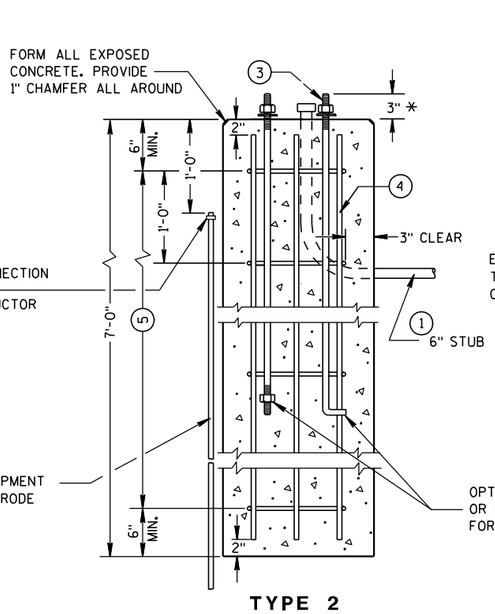
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

TYPE 1

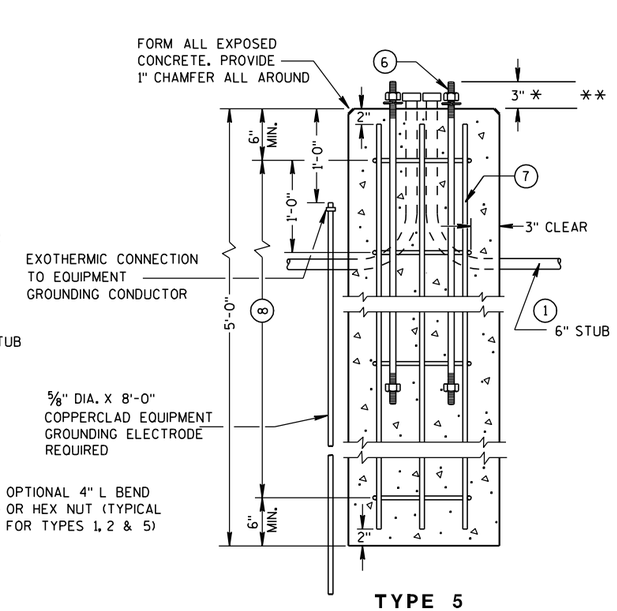
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



OPTIONAL 4" L BEND OR HEX NUT (TYPICAL FOR TYPES 1, 2 & 5)

TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



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
225 — HWYS
FHWA

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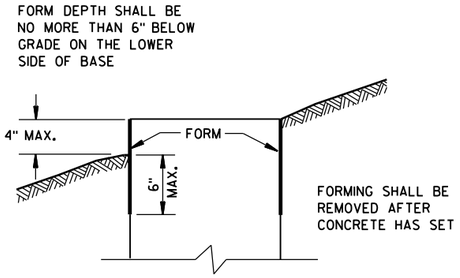
S.D.D. 9 C 2-6



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
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 1, TYPE 2, TYPE 5, AND TYPE 6 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 OF THE STANDARD SPECIFICATIONS.

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.

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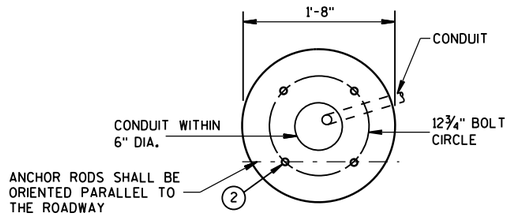
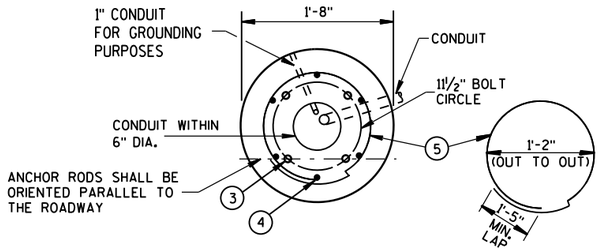
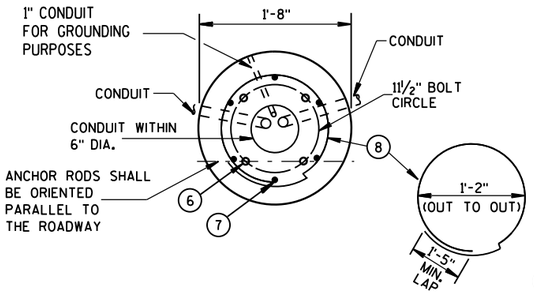
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

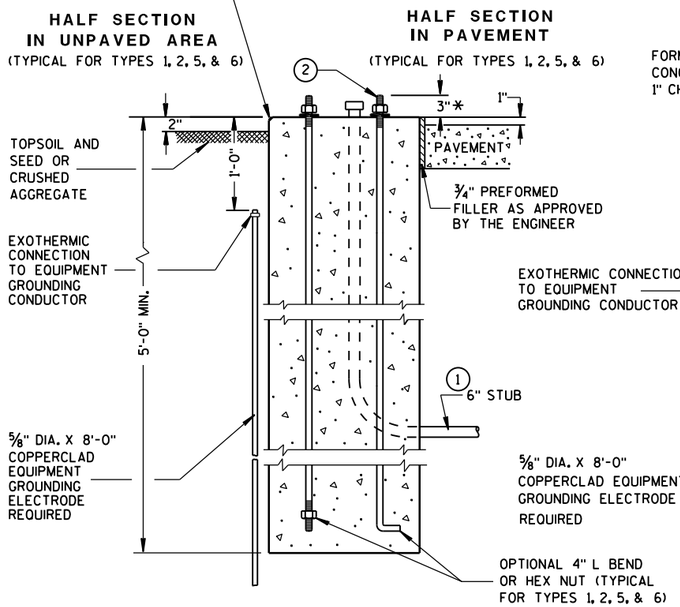






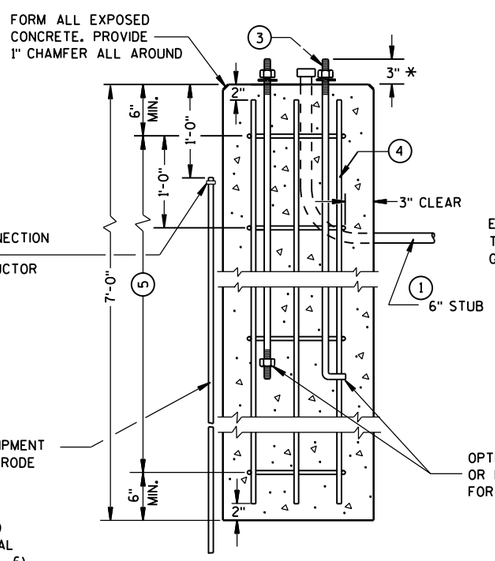
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

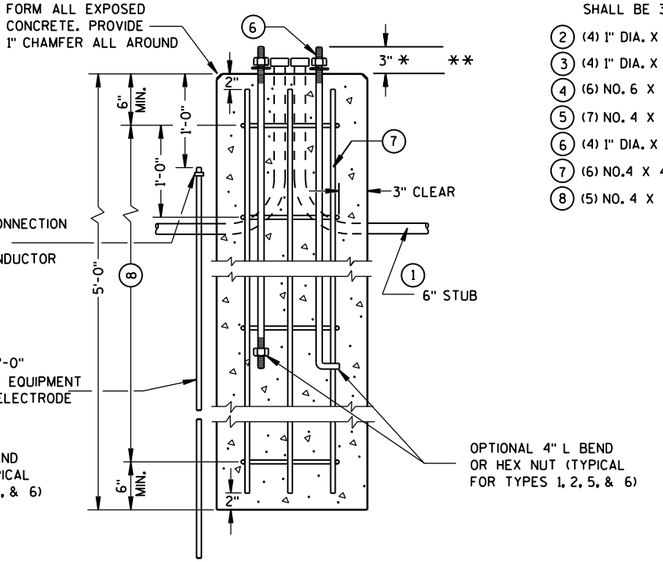


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

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.

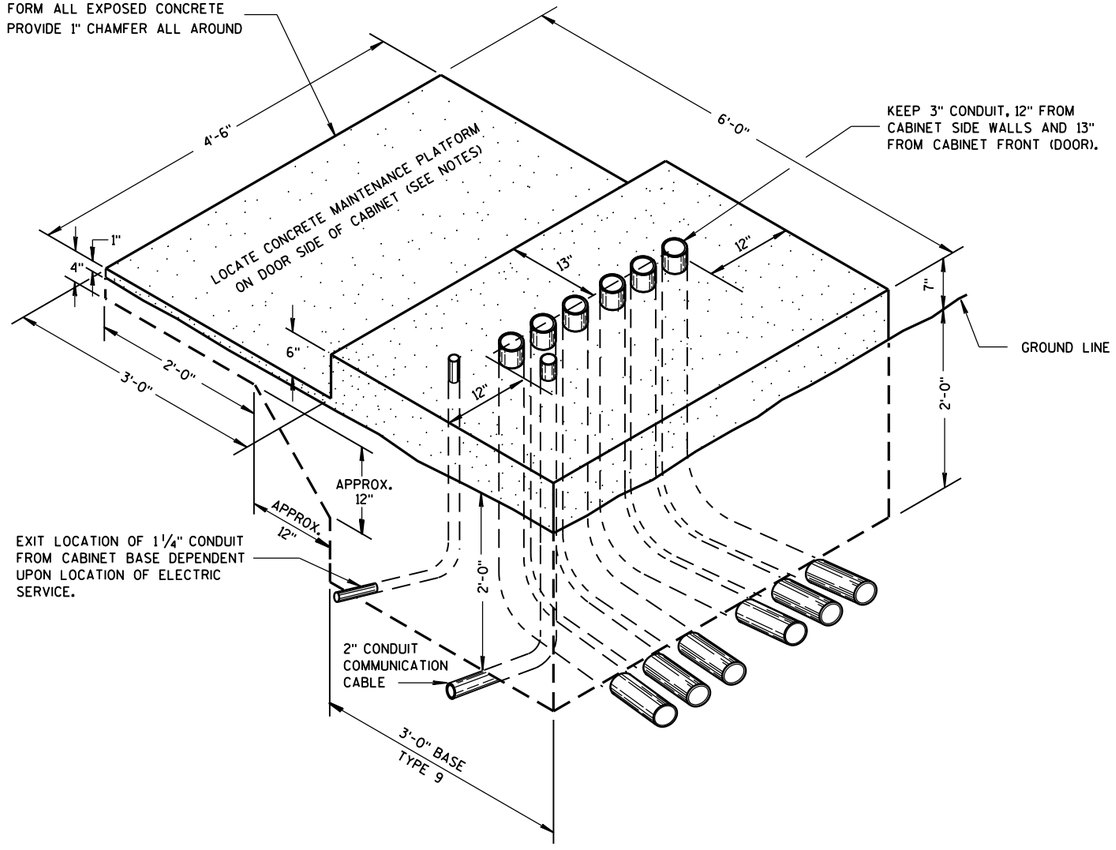
CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

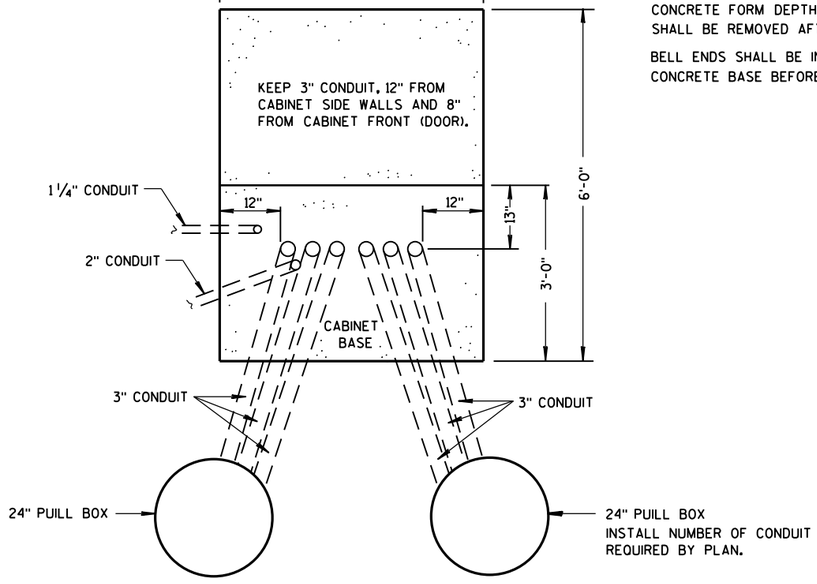
S.D.D. 9 C 2-7



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS 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.

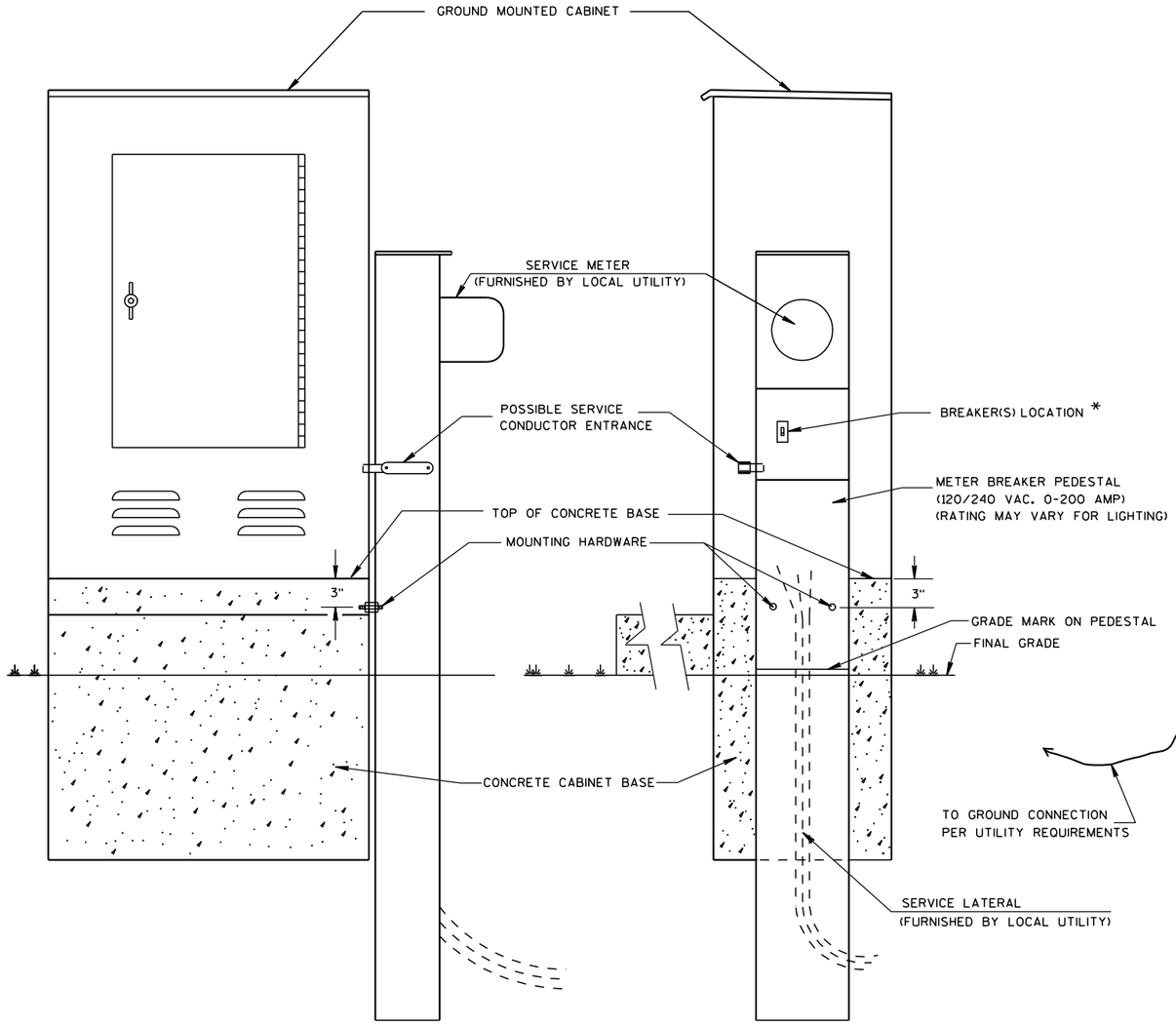
BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

227



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
FHWA
HWYS

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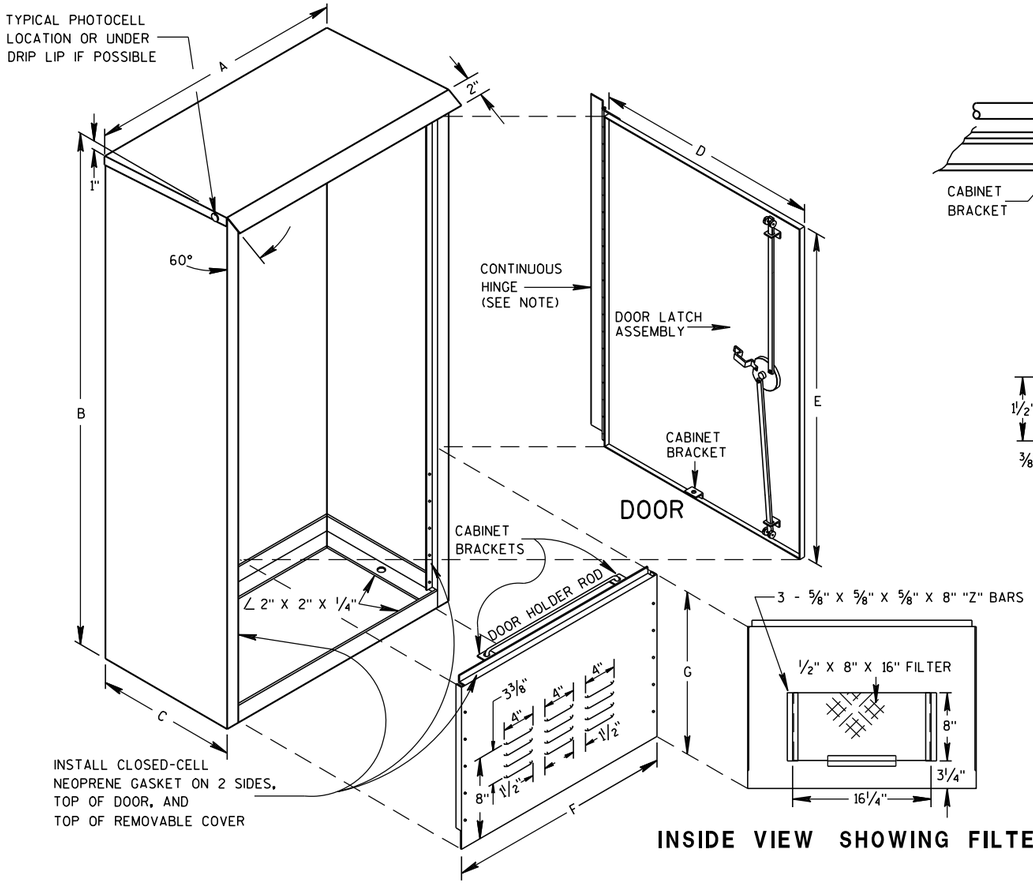
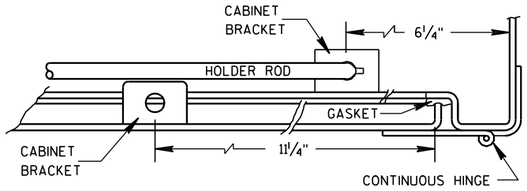
S.D.D. 9 D 1-4

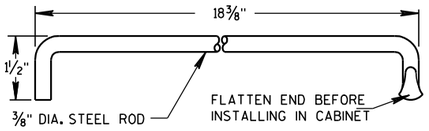


INSIDE VIEW SHOWING FILTER

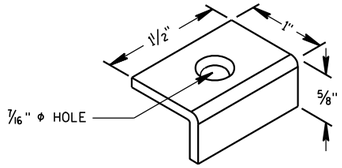
REMOVABLE COVER



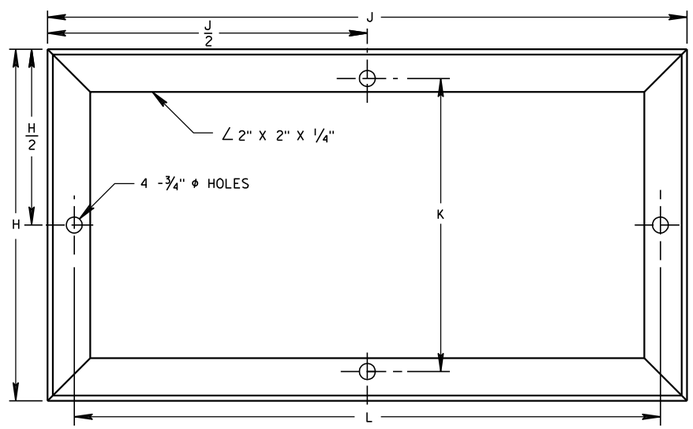
HINGE & DOOR HOLDER



HOLDER ROD



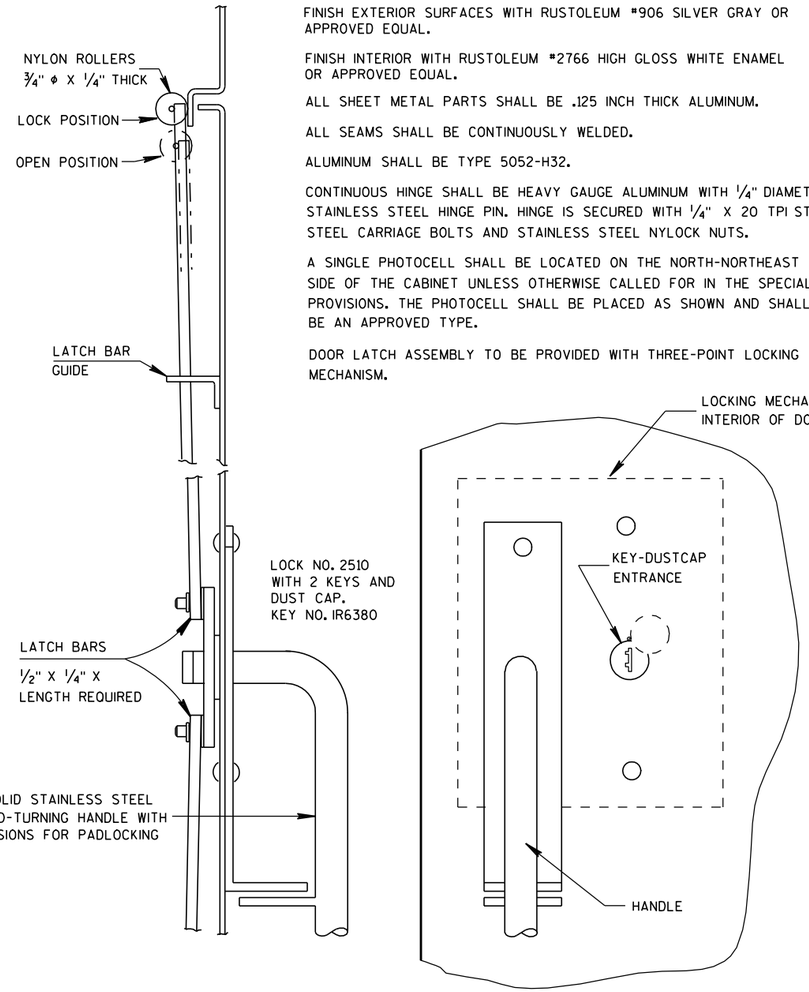
CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

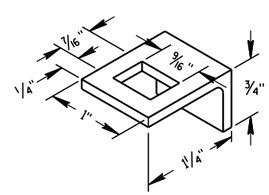
MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

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.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

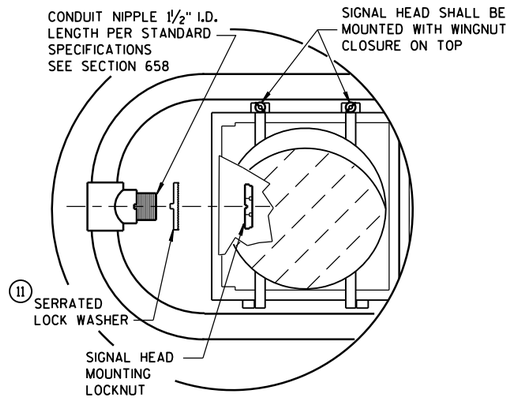
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

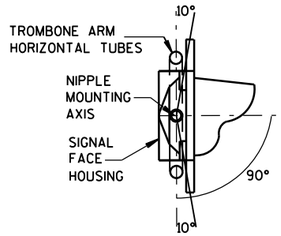
APPROVED
10/21/96 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI — HWYS
FHWA

6
S.D.D. 9 D 2-2



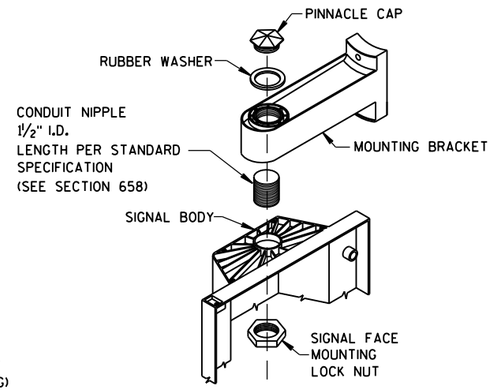
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG- 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

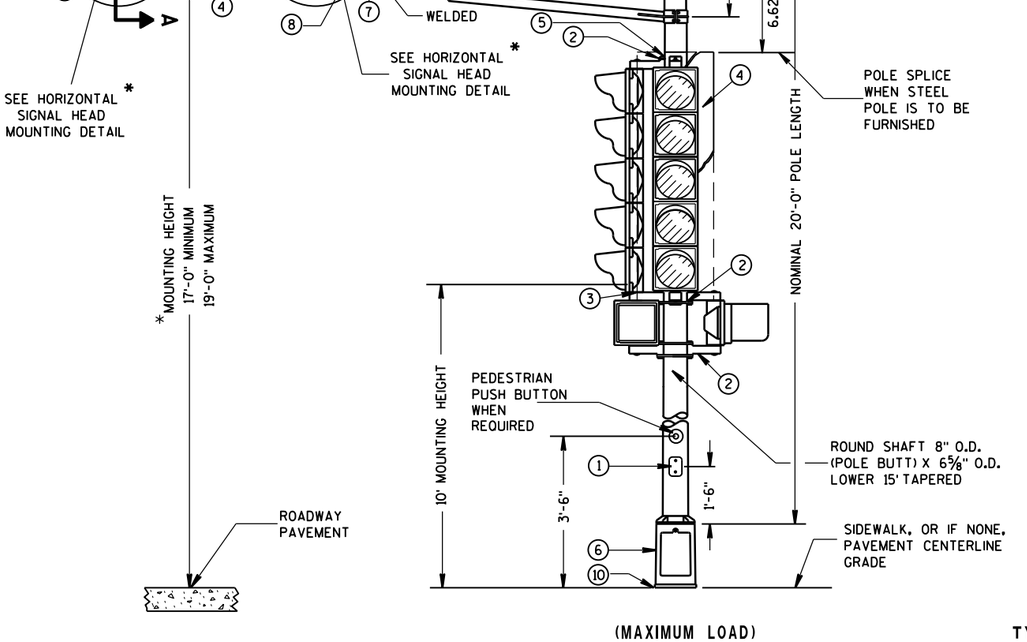
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

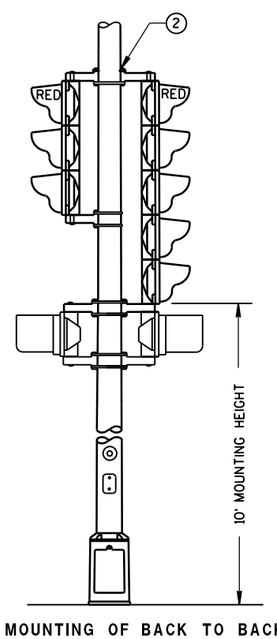
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

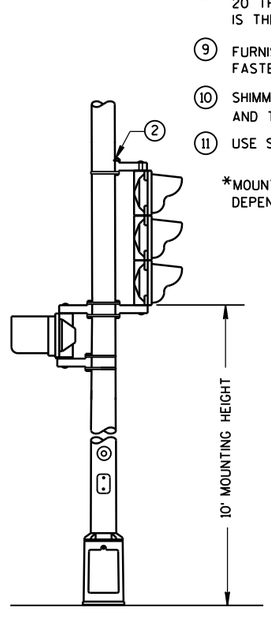
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



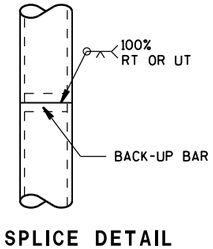
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



POLE SPLICE DETAIL

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

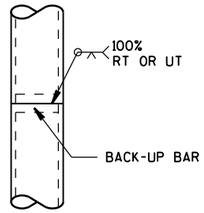
6

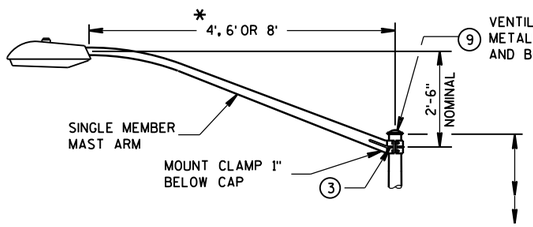
S.D.D. 9 E 1-12a

FOR MANUFACTURERS USE ONLY

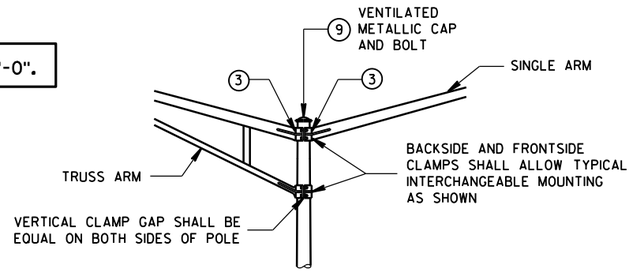
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





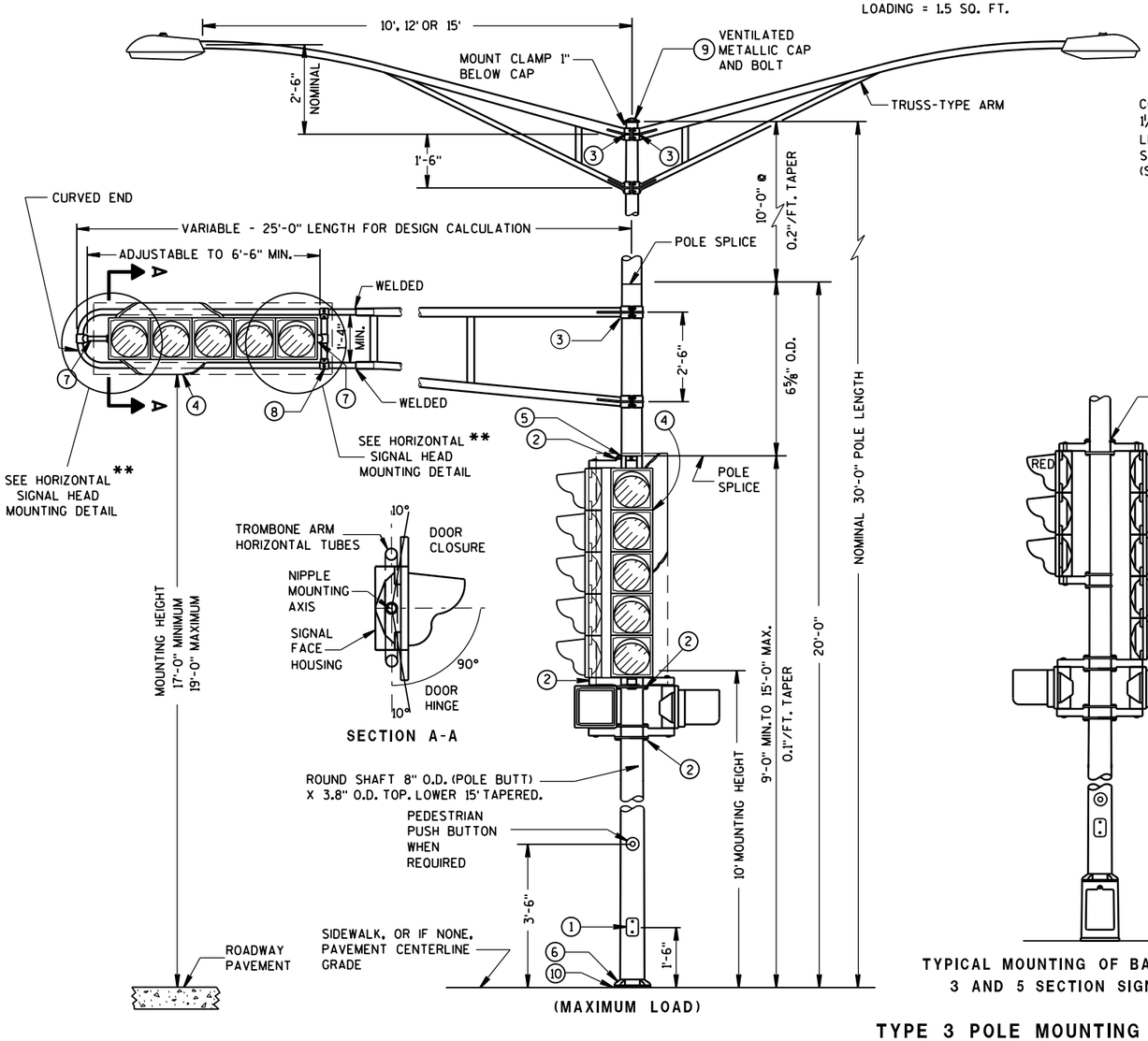
POLE SPLICE DETAIL

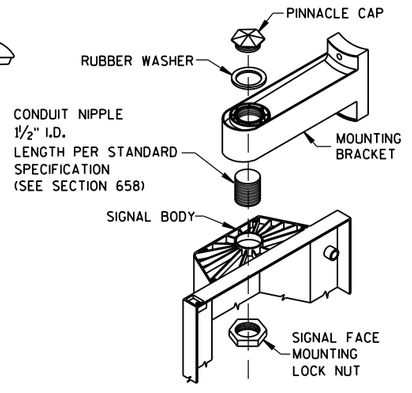


INTERCHANGEABLE MOUNTING DETAIL

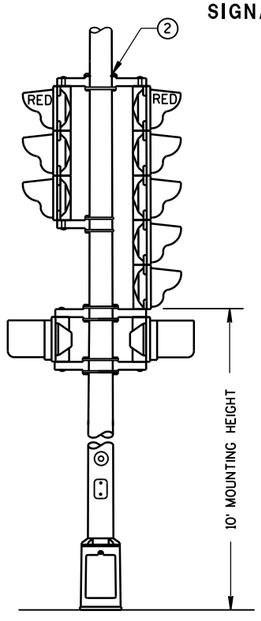
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

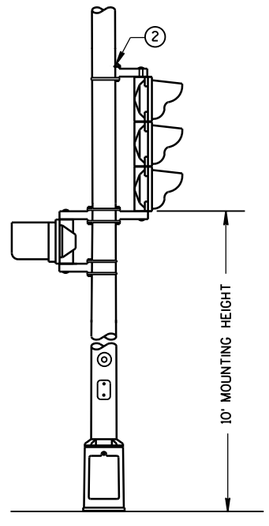




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

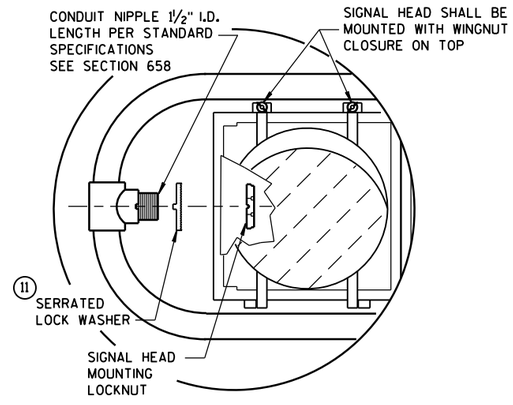
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 231

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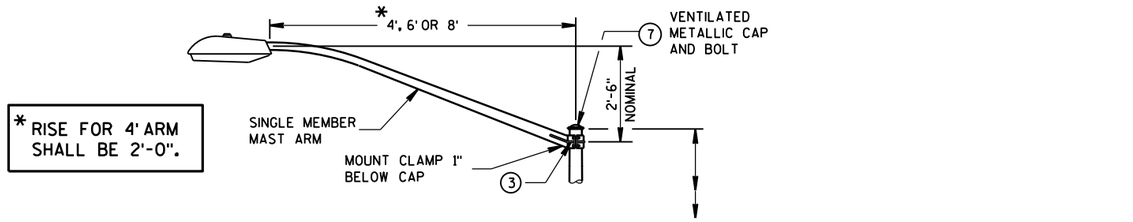

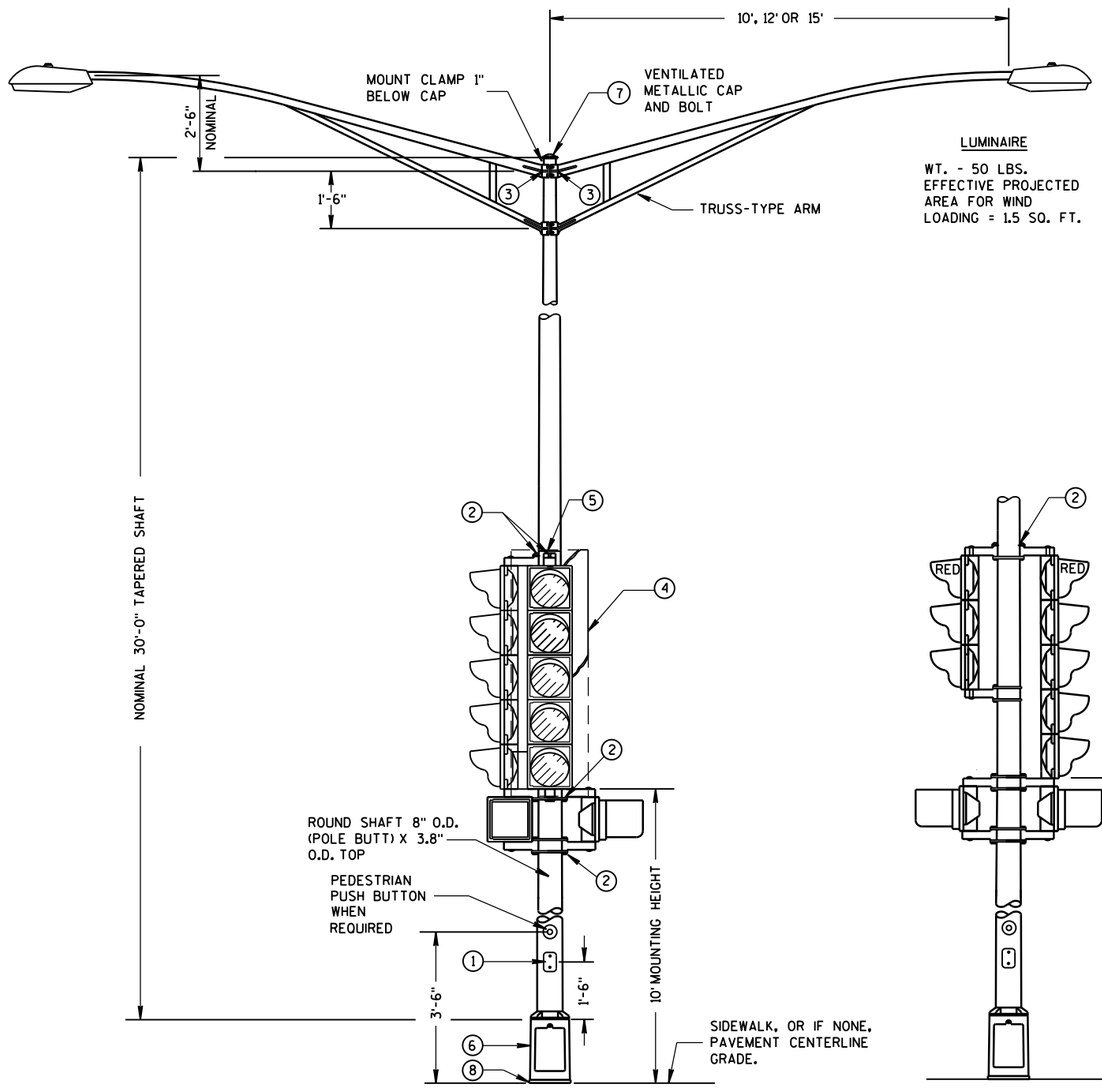

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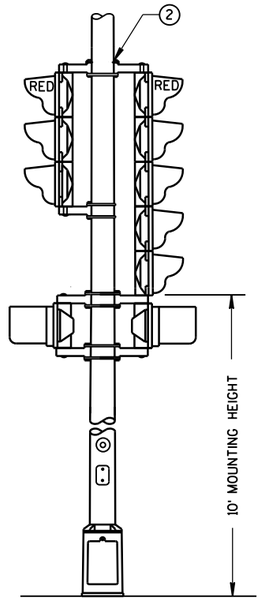
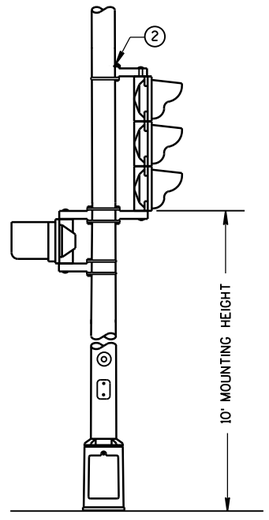
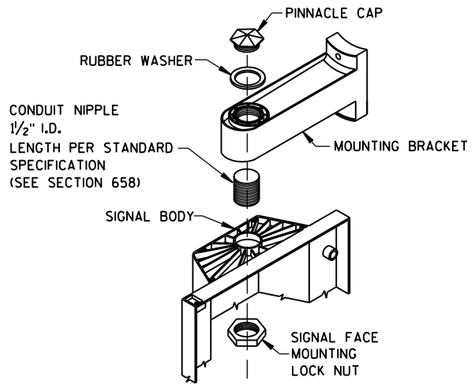


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

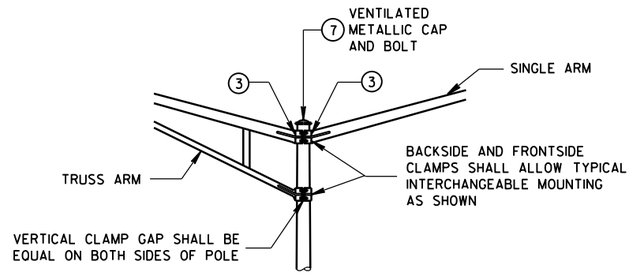
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



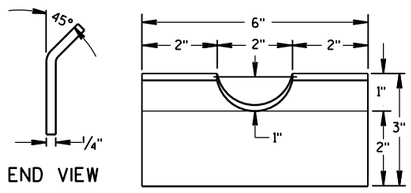
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

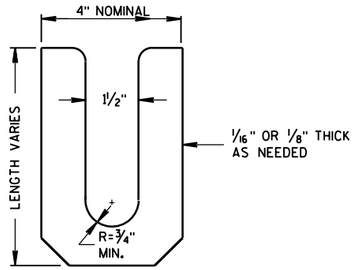
S.D.D. 9 E 1-12c



FRONT VIEW

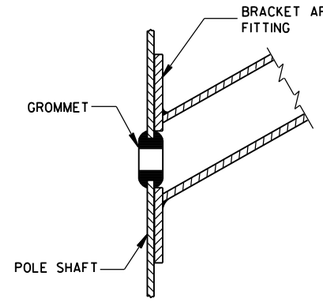
RECTANGULAR CLAMP SHIM

(4 TO A SET)

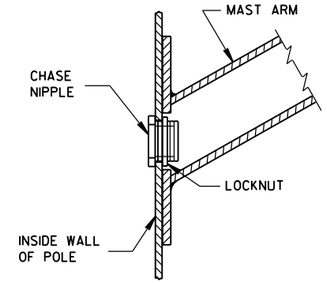


LEVELING SHIM (15)

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".

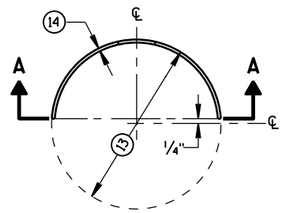
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

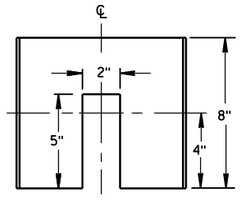
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



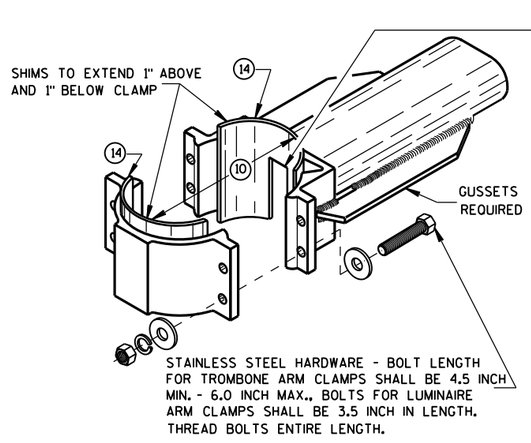
PLAN VIEW



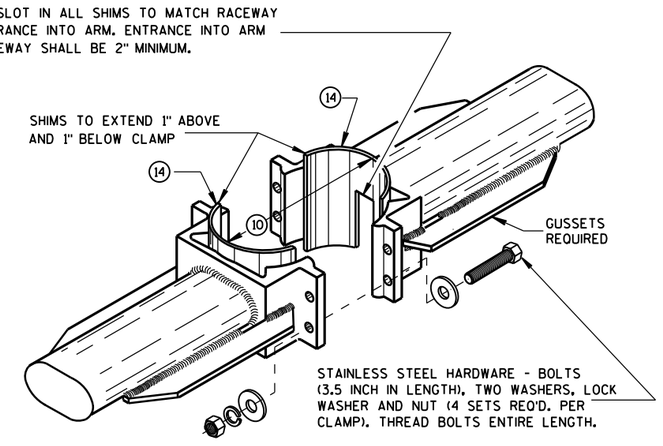
SECTION A-A

CIRCULAR CLAMP SHIM

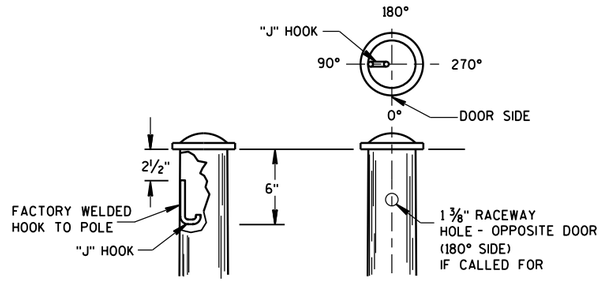
(2 TO A SET)



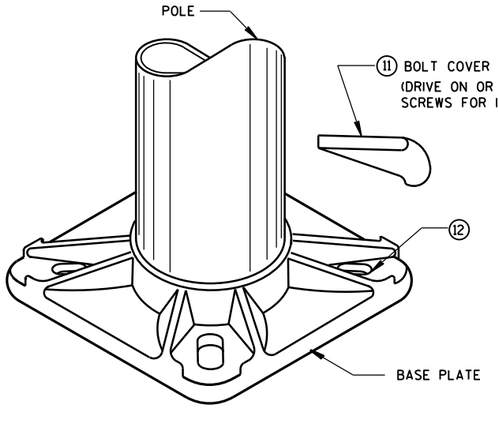
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



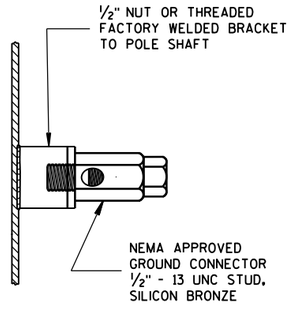
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

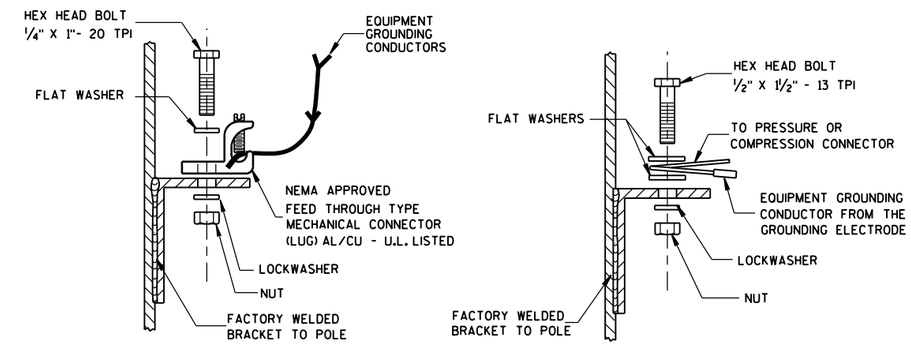


TYPICAL "J" HOOK LOCATION



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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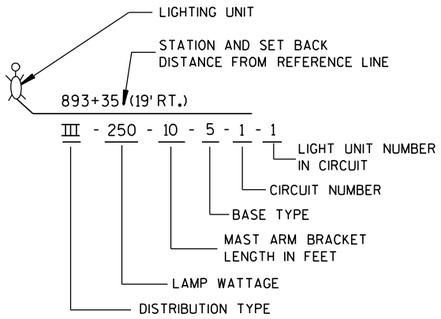
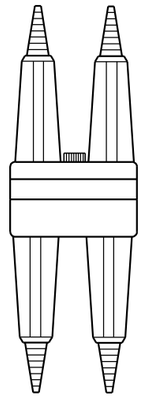
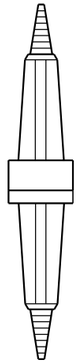
S.D.D. 9 E 1-12g



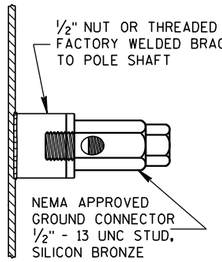
LIGHTING UNIT CODE
(TYPICAL)

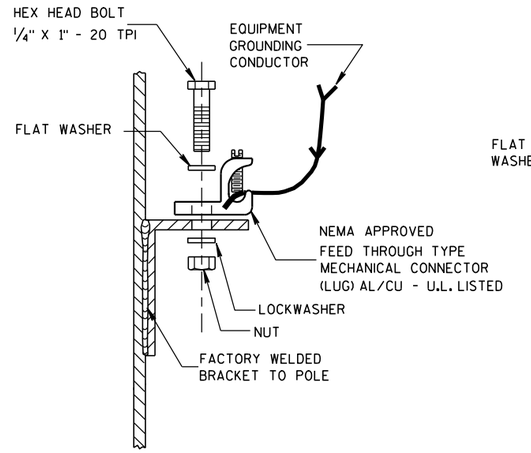


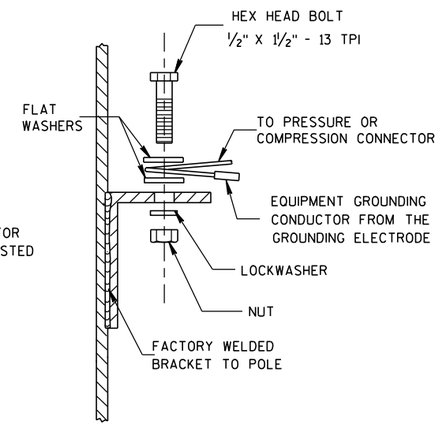
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



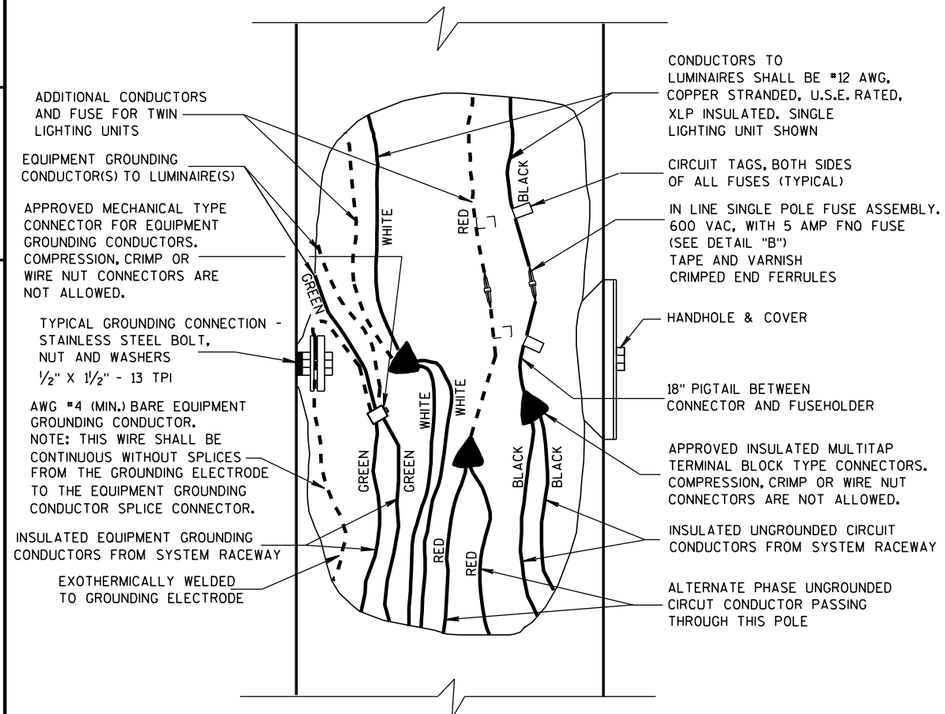
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



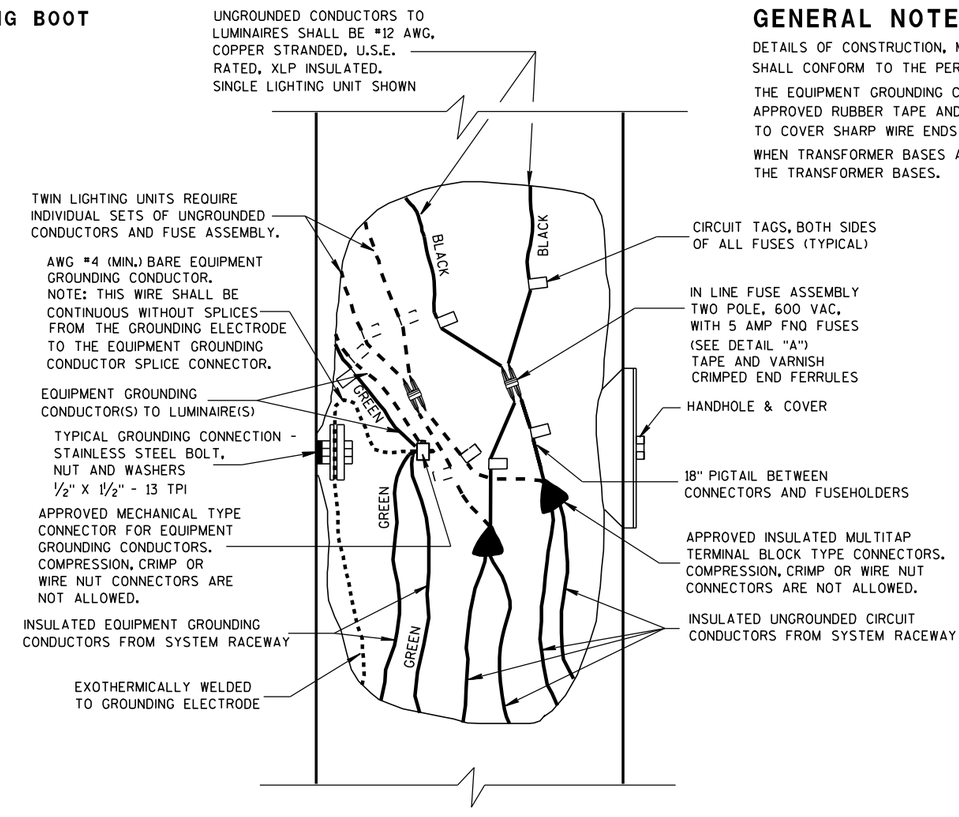




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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. Gosnine — STATE ELECTRICAL ENGI

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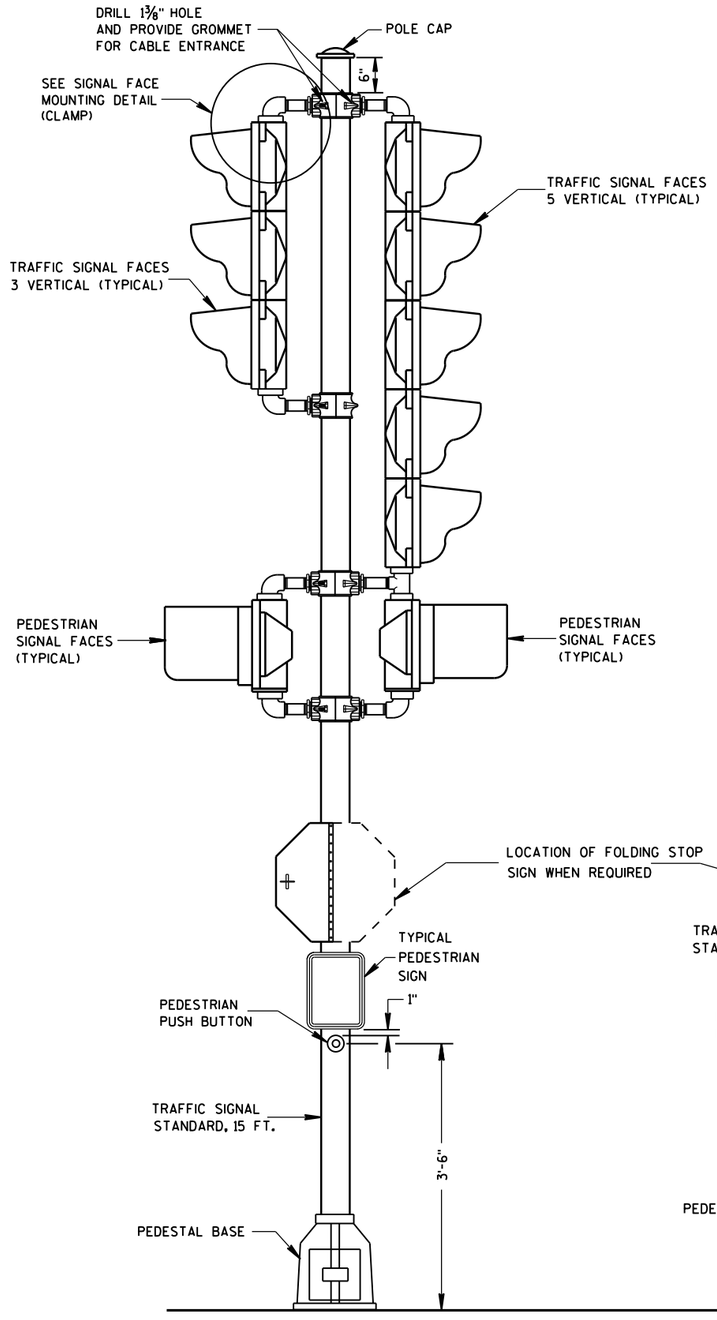
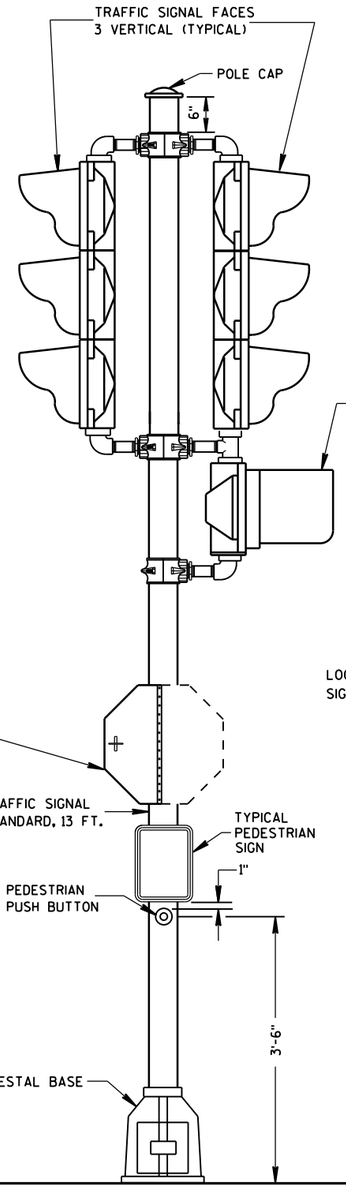
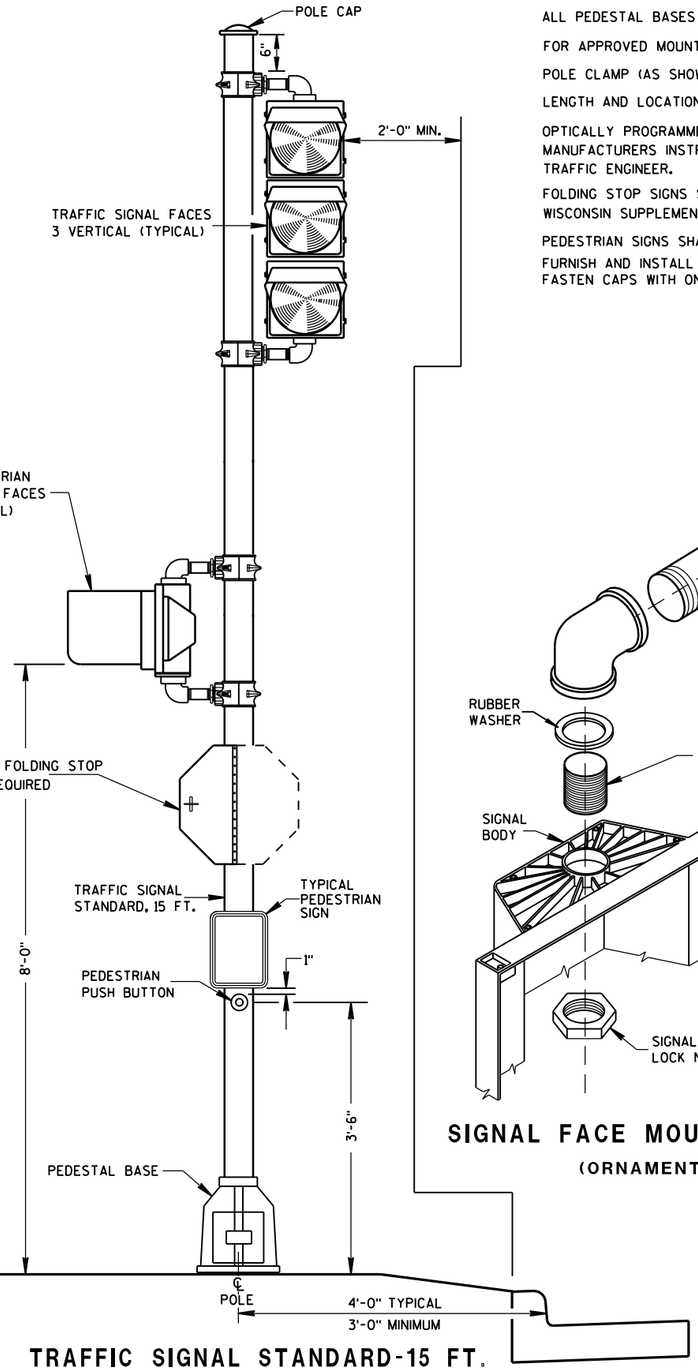


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

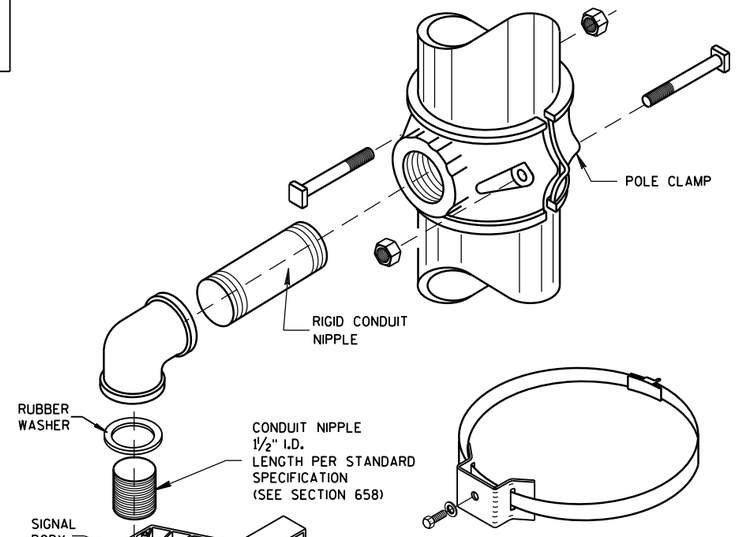
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

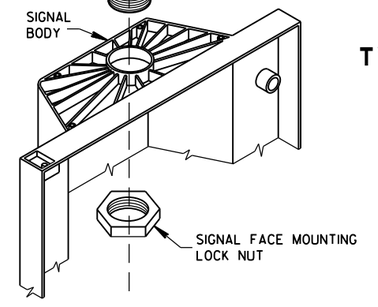
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL
(ORNAMENTAL)

TRAFFIC SIGNAL STANDARD
ORNAMENTAL BRACKET MOUNTINGS
TYPICAL FOR 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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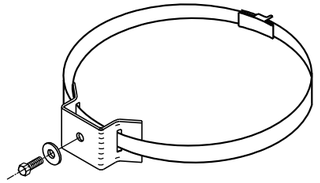
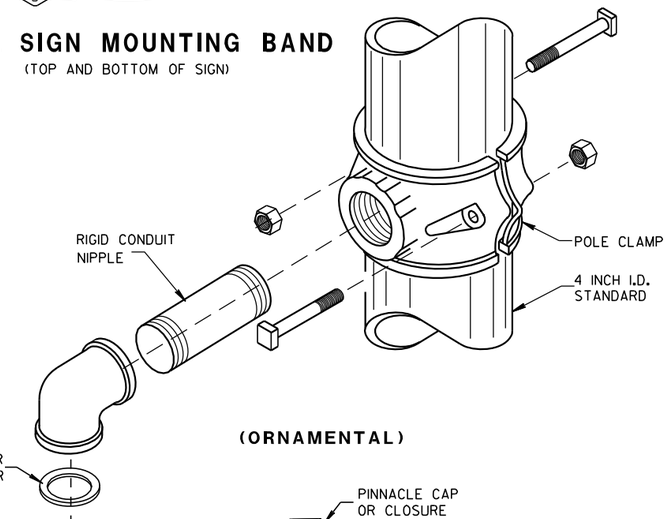
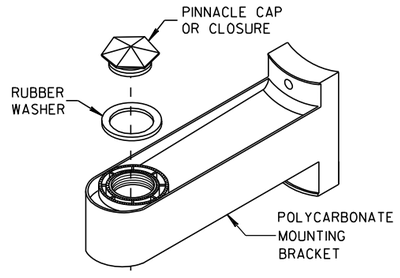
S.D.D. 9 E 5-6



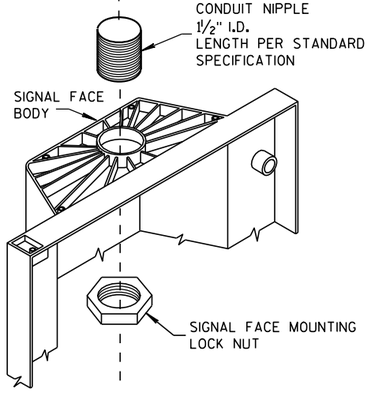
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



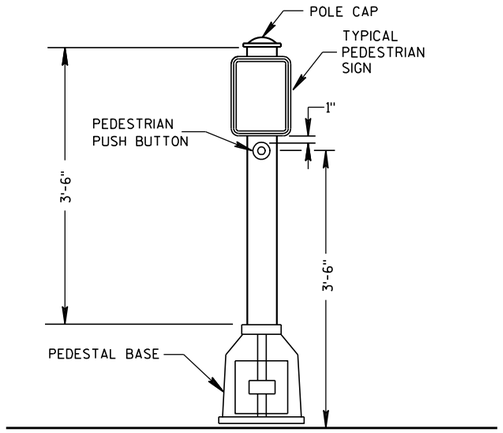
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

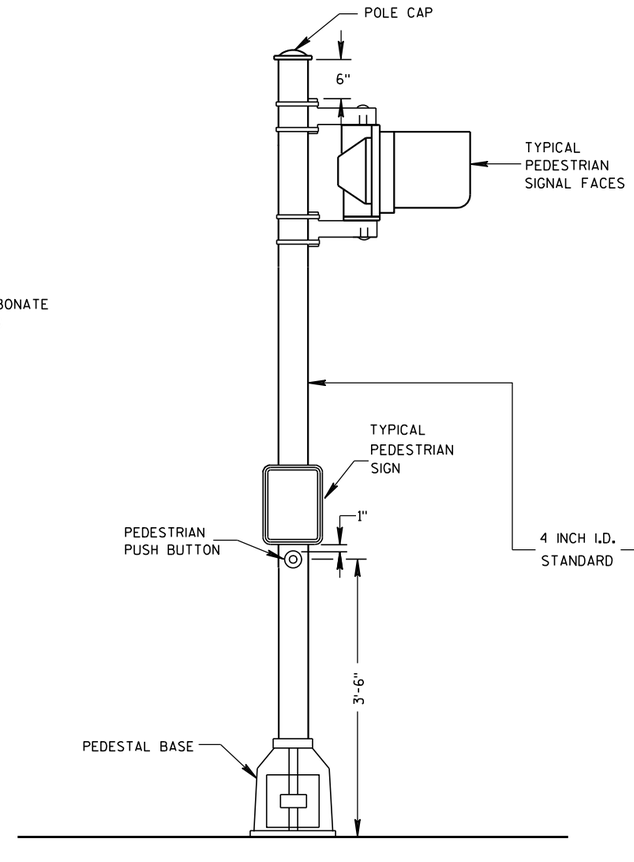
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

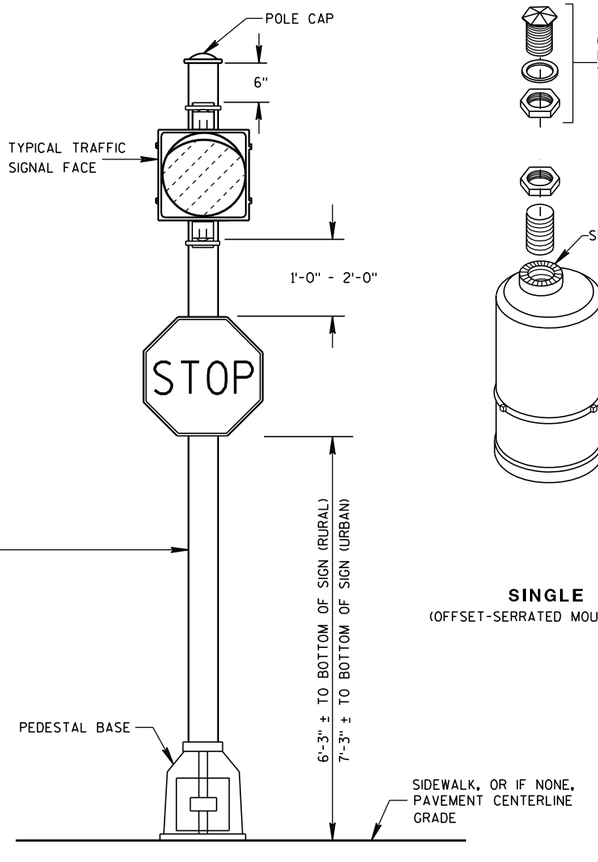
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

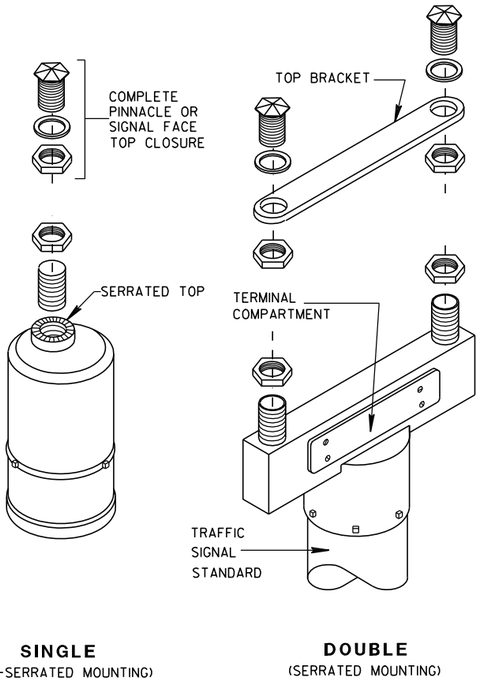
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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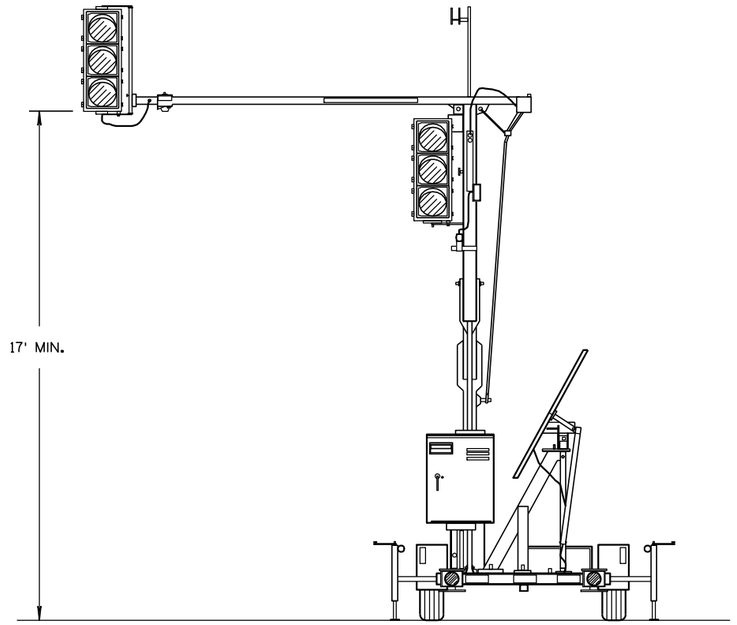
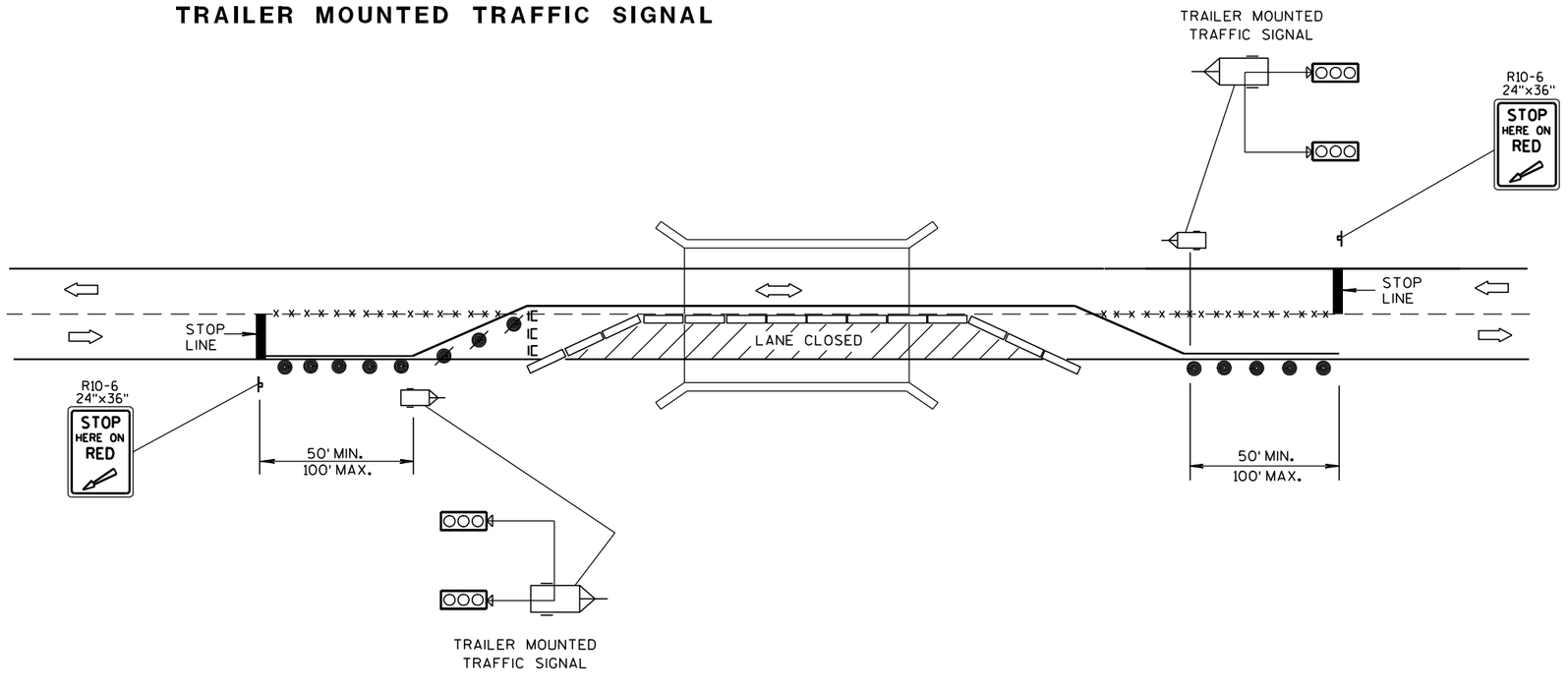


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15 D 33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC FLOW

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011 — DATE

/S/ Thomas J. Gosling — STATE ELECTRICAL ENGI 237 — HWYS

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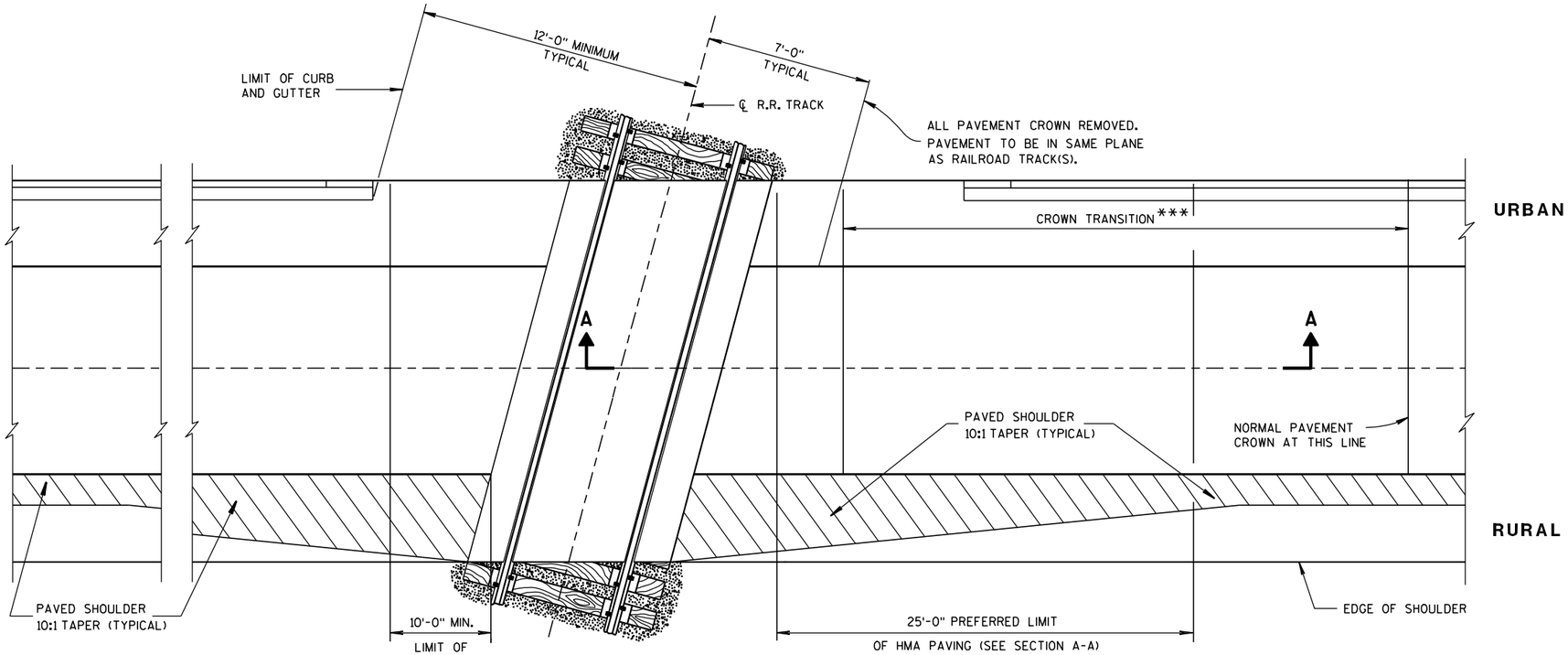
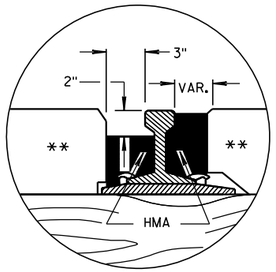




DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

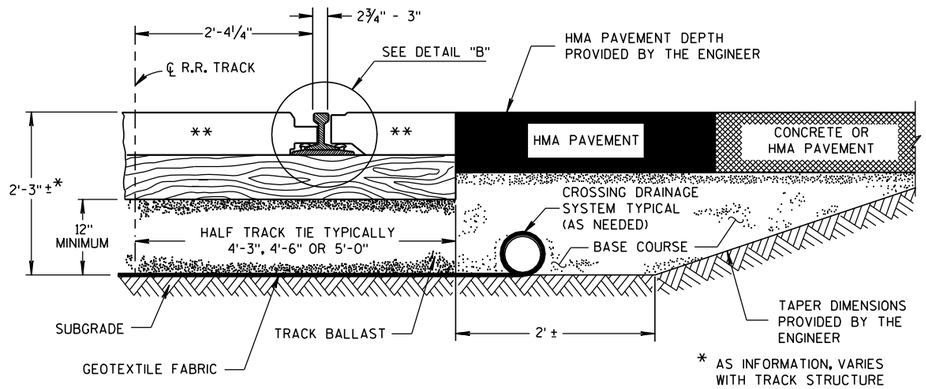
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

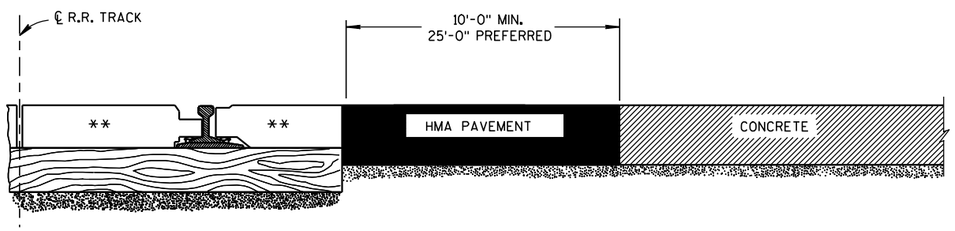
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH

SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI 238 CTION
FHWA

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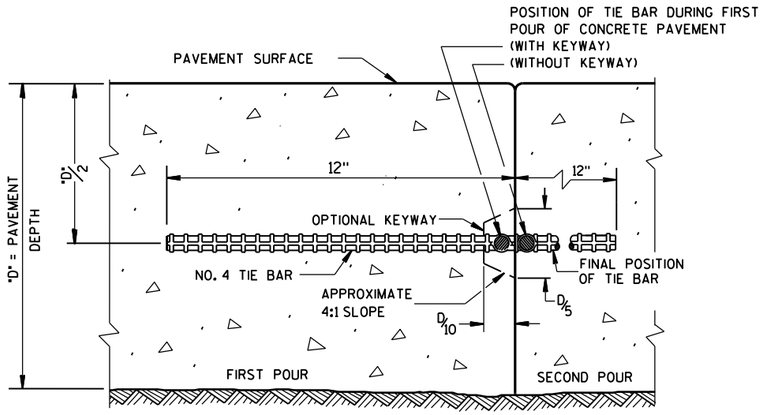
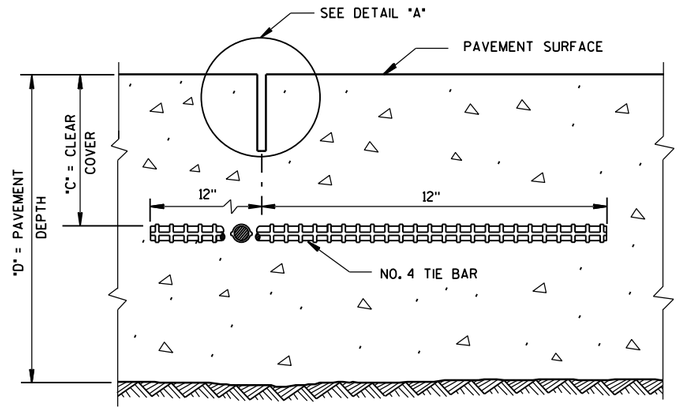
S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

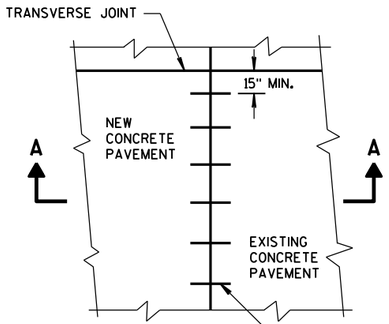
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

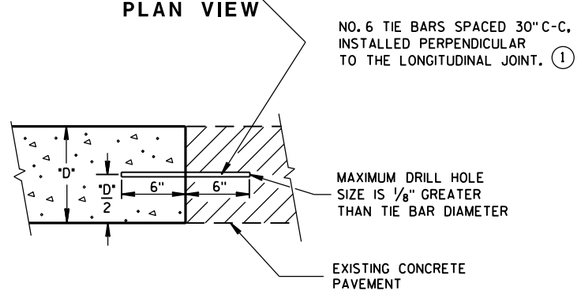
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

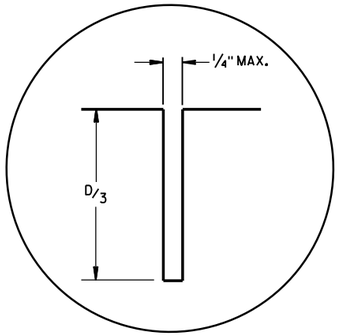


PLAN VIEW



SECTION A-A

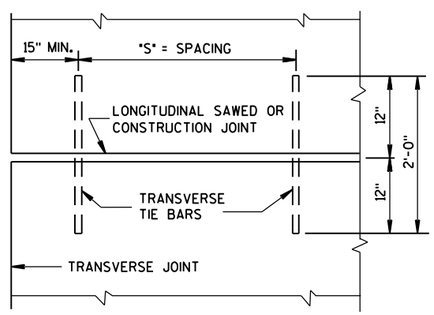
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



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

FHWA

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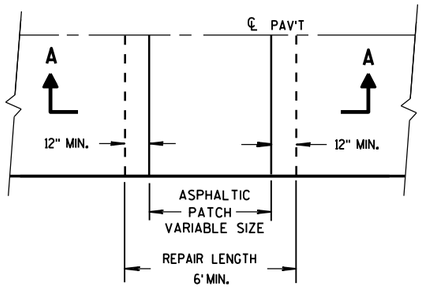
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

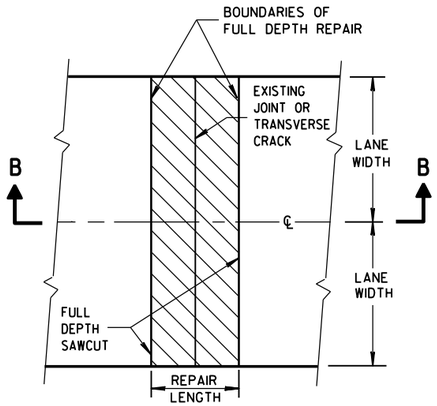
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

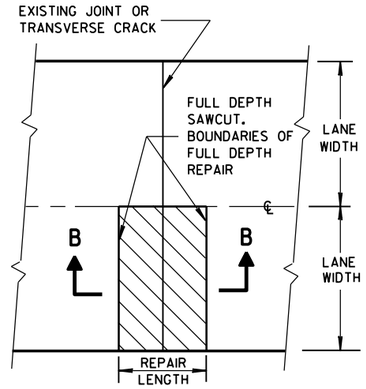
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



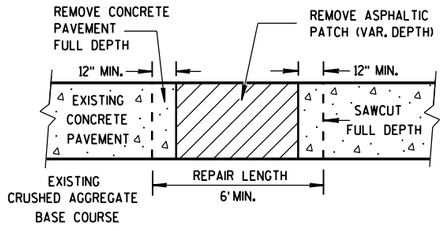
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

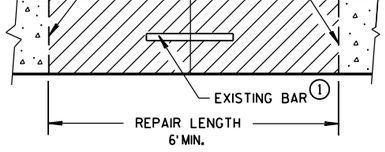
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

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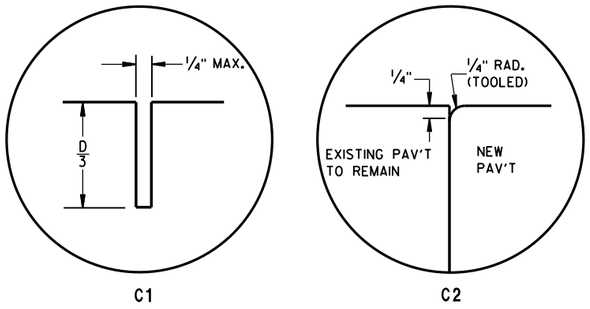
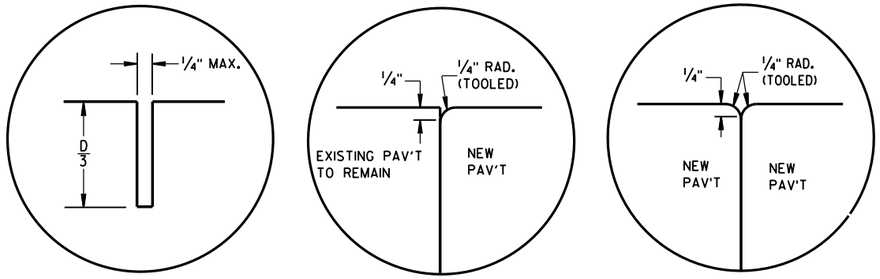


C1 C2

TRANSVERSE JOINTS

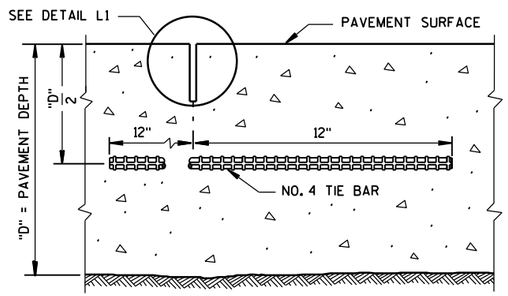
TIE BAR TABLE

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"



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

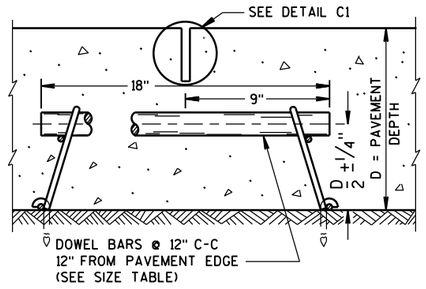
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

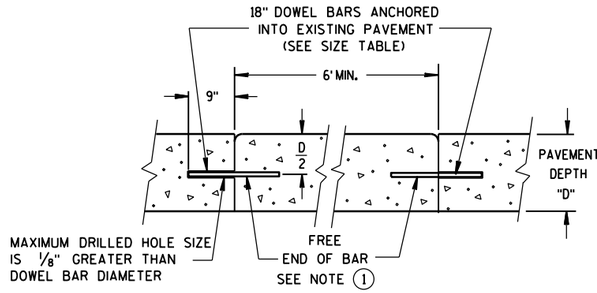
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

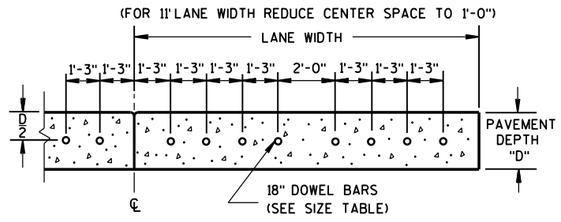


SECTION F-F

CONTRACTION JOINT



SECTION D-D

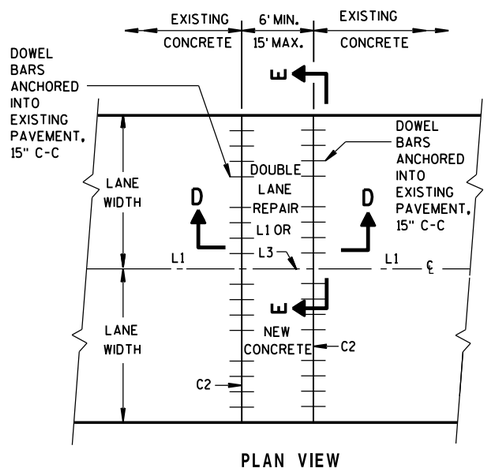


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

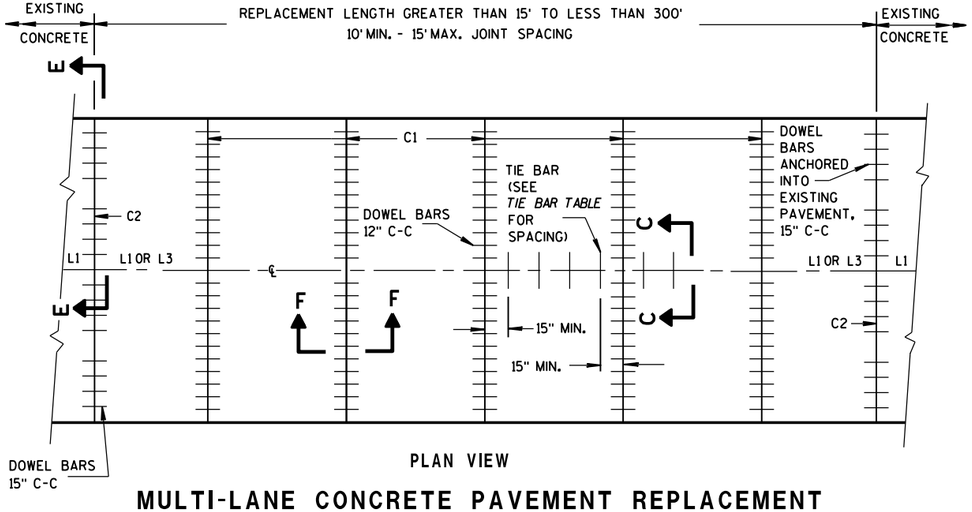
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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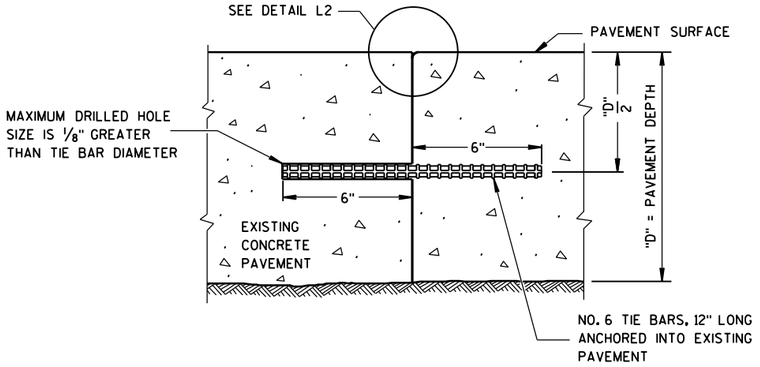
S.D.D. 13 C 9-11b



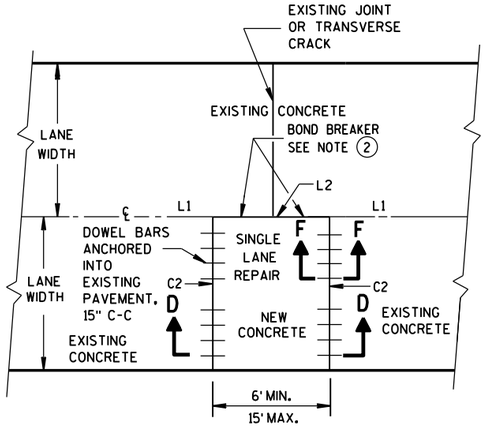
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

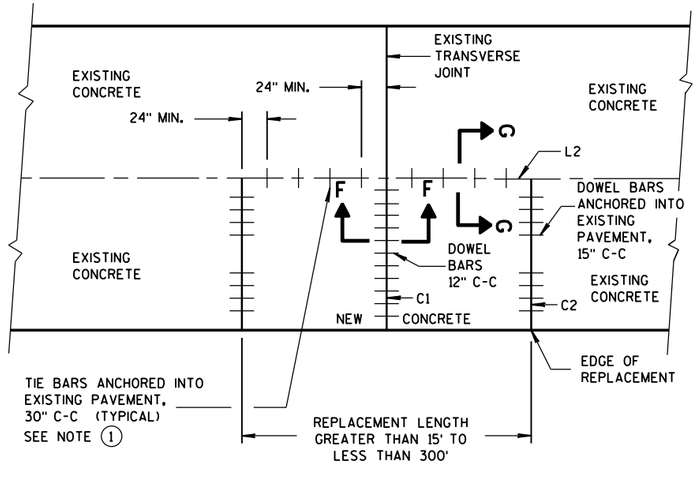
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

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S.D.D. 13 C 9-11c

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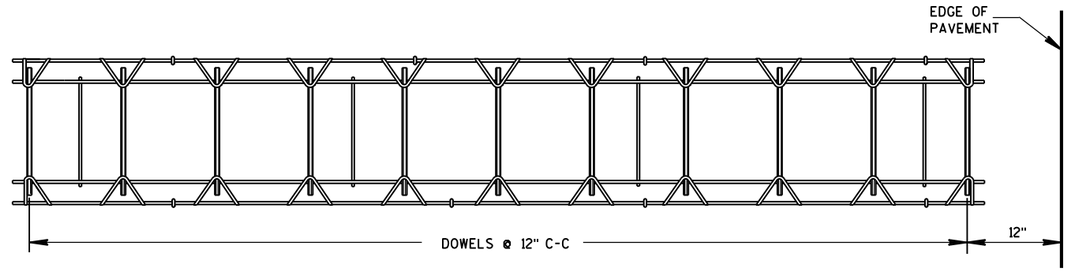
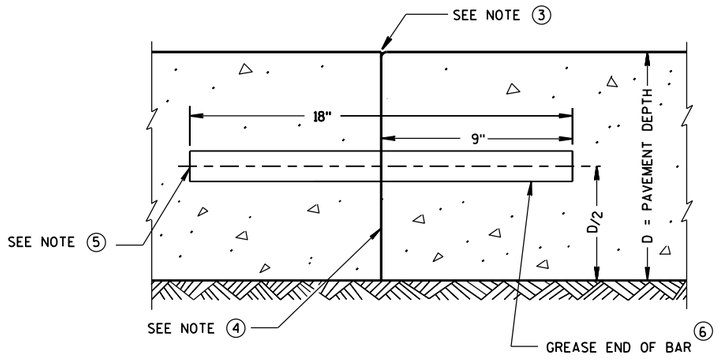


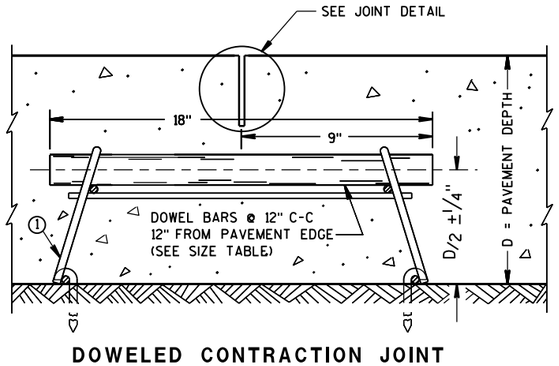
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



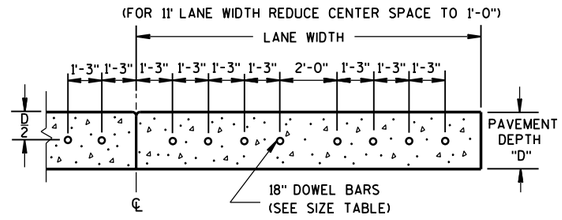
TRANSVERSE CONSTRUCTION JOINT



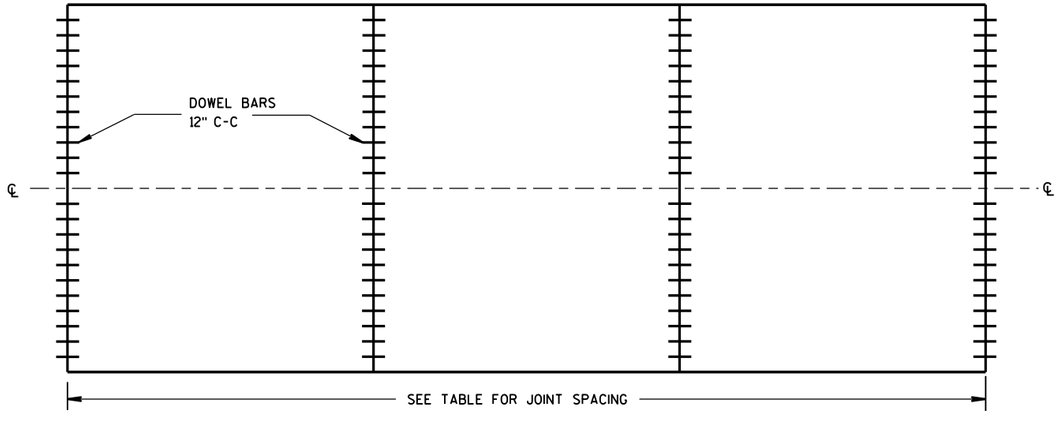
DOWELED CONTRACTION JOINT

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.

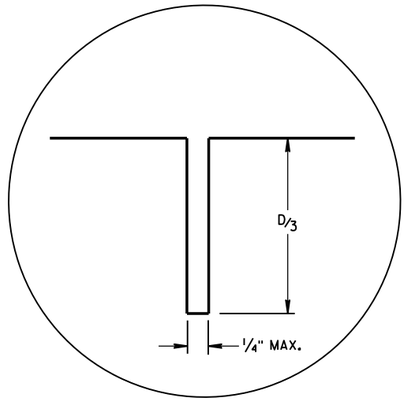
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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 & DE ENGINEER
FHWA

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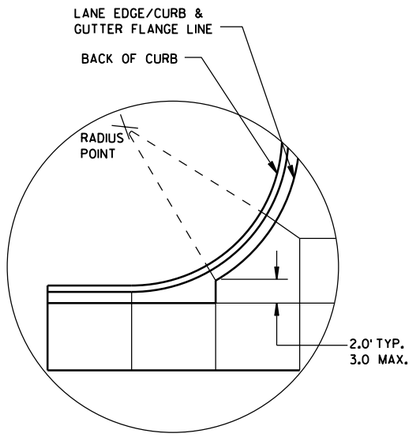
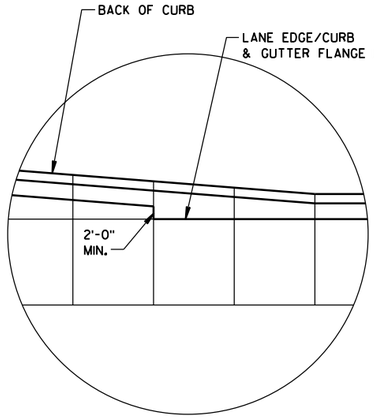
S.D.D. 13 C 13-8



DETAIL "A"



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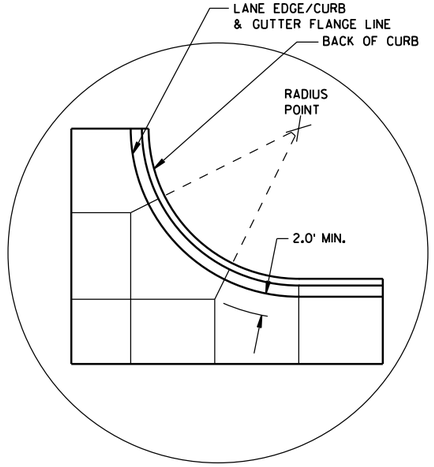
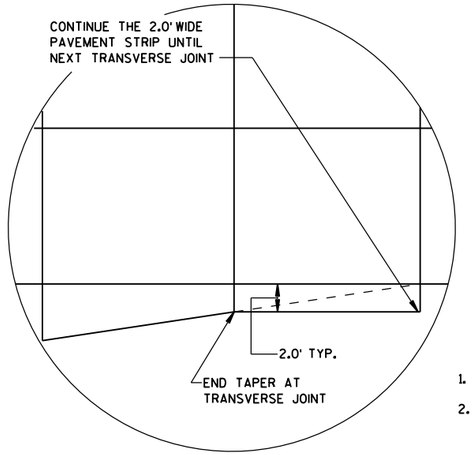


DETAIL "C"



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.

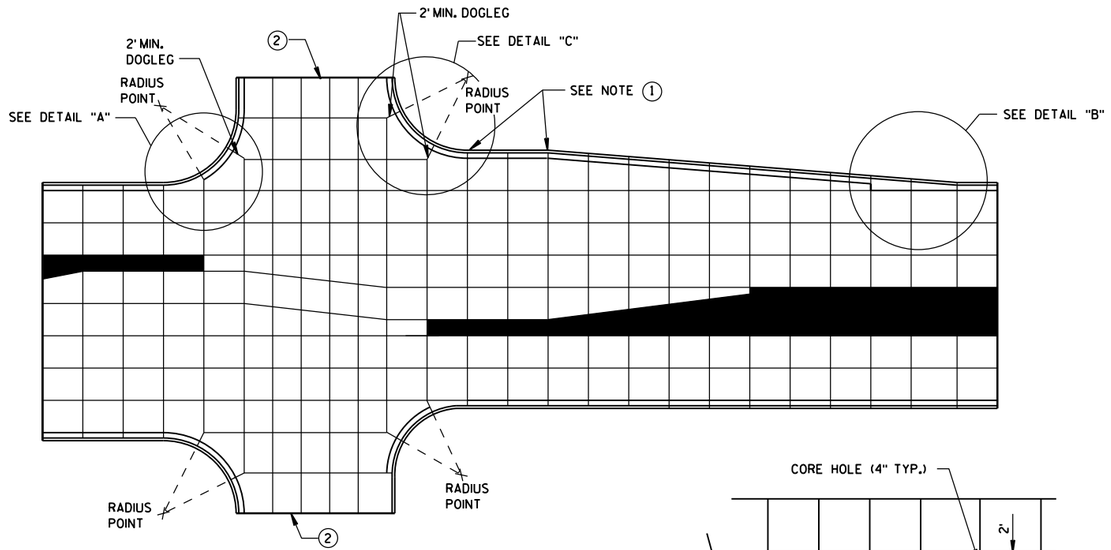
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

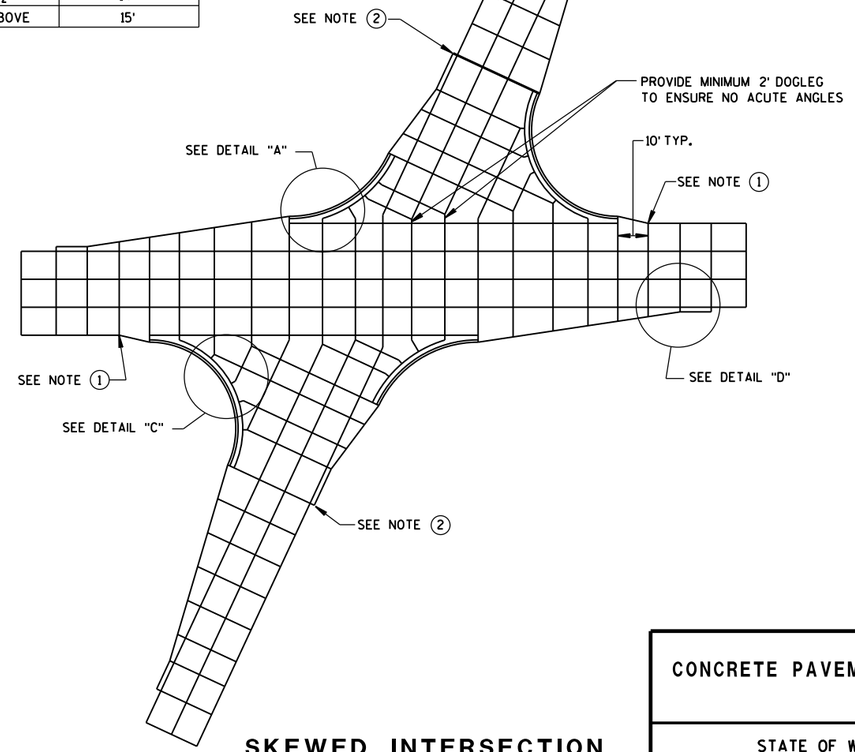
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



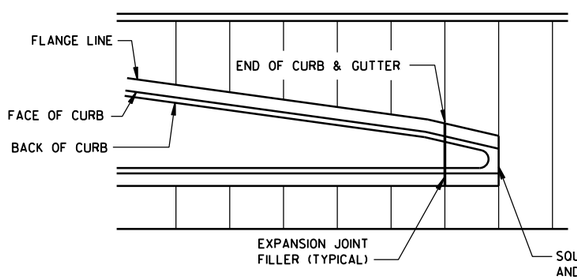
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

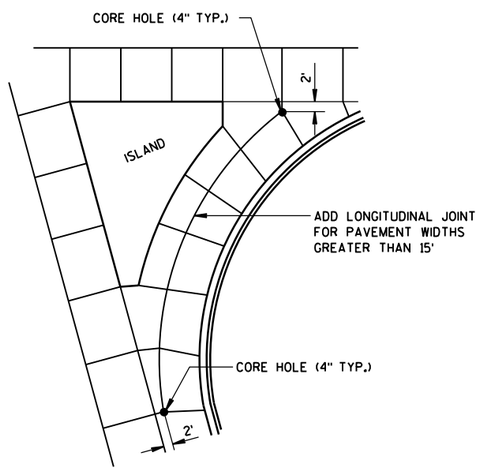
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

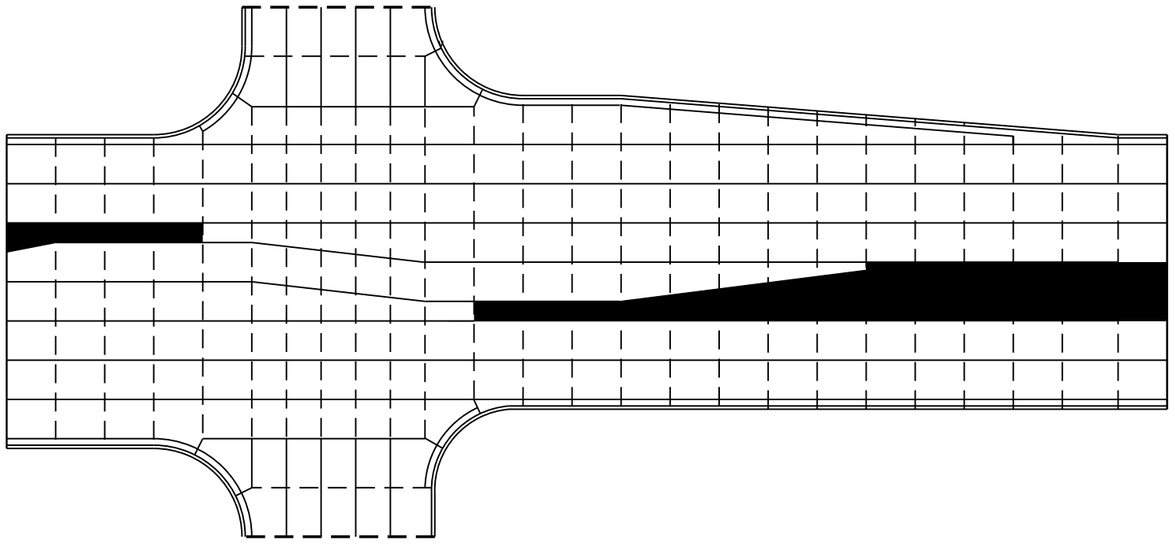
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

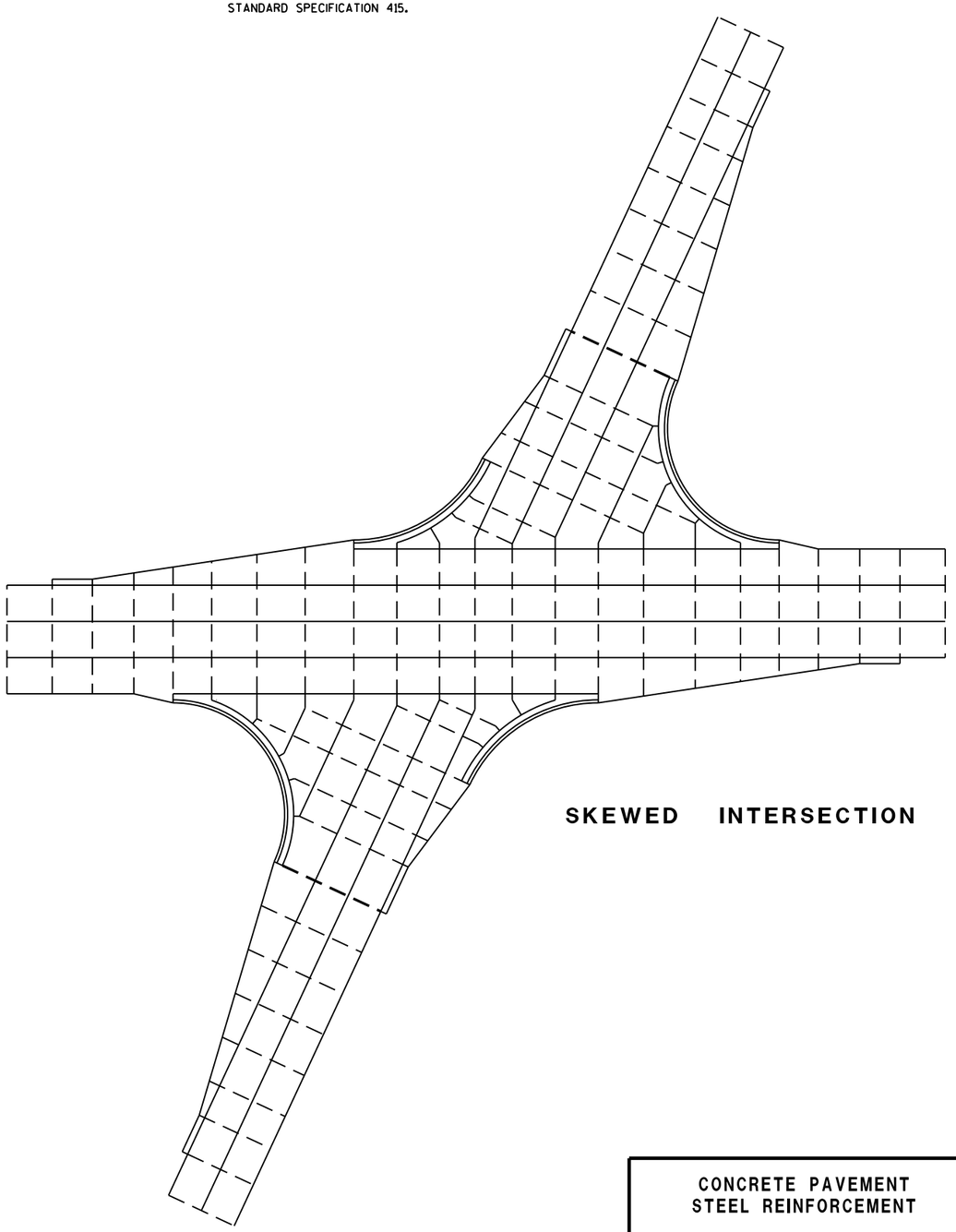
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

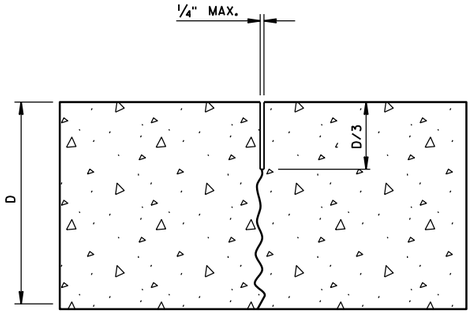
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

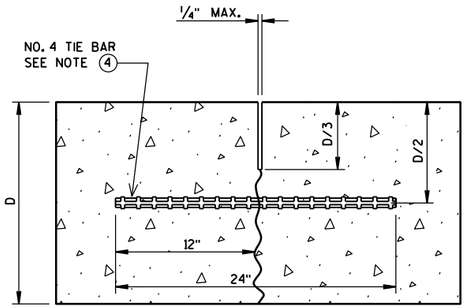
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



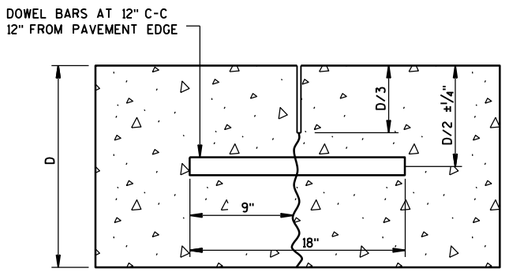
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

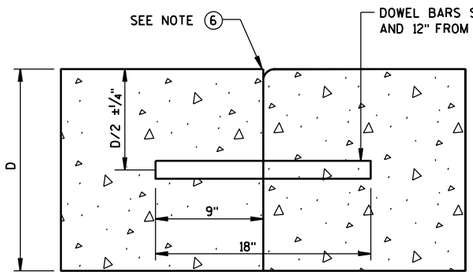
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



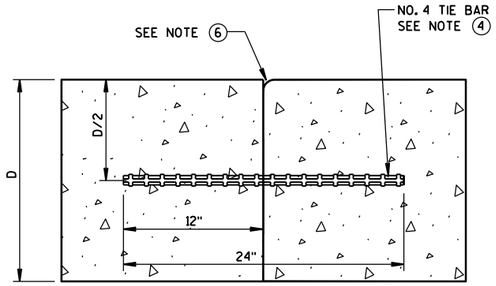
DOWELED-TRANSVERSE

CONTRACTION JOINTS

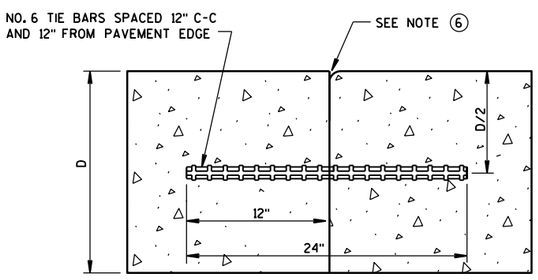
SEE NOTE (2)



DOWELED TRANSVERSE

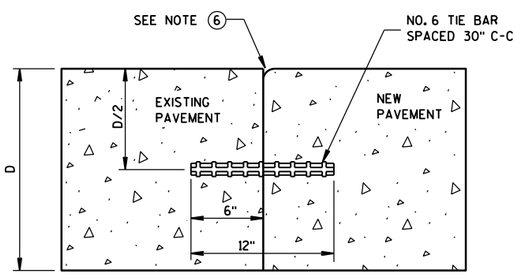


TIED LONGITUDINAL



TIED TRANSVERSE

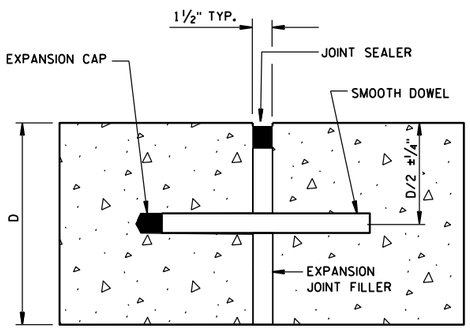
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

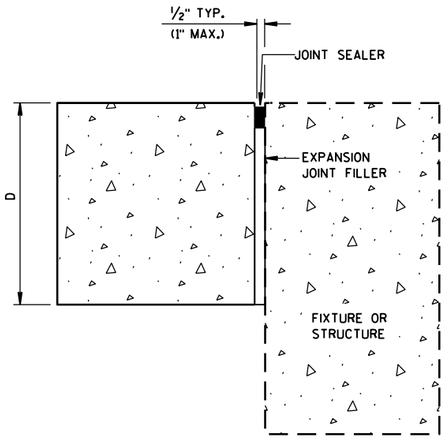
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

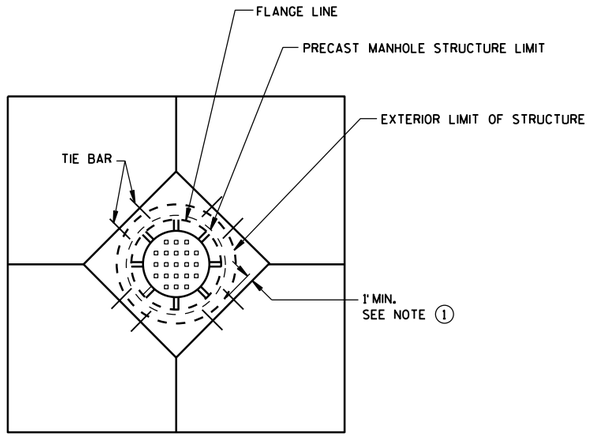
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

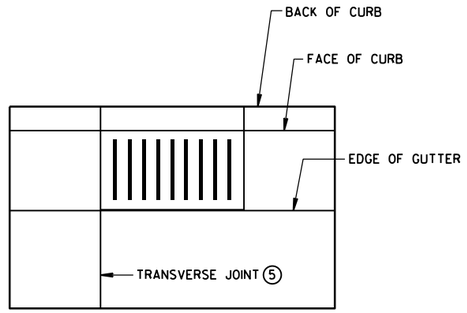
S.D.D. 13 C 18-2c

6

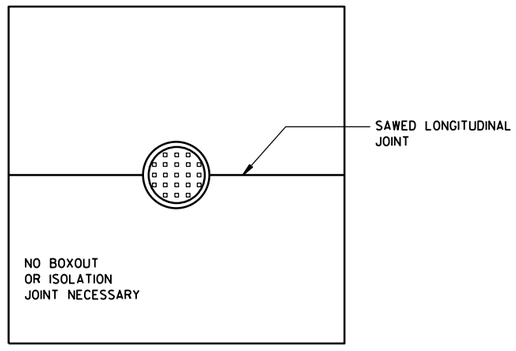
S.D.D. 13 C 18-2c



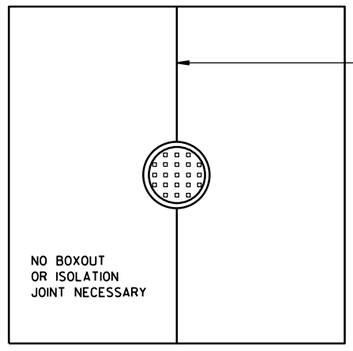
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



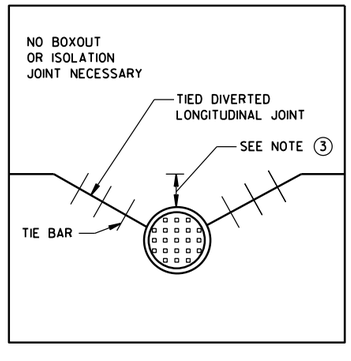
INLET WITH TRANSVERSE JOINT



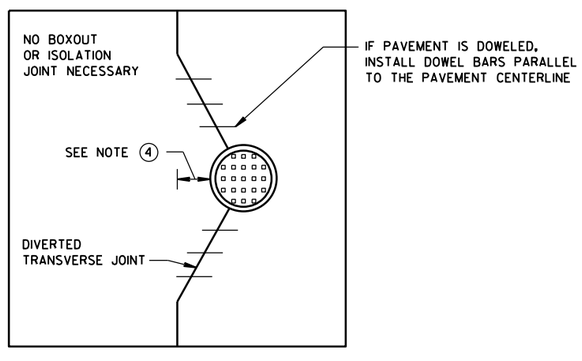
MANHOLE WITH LONGITUDINAL JOINT



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

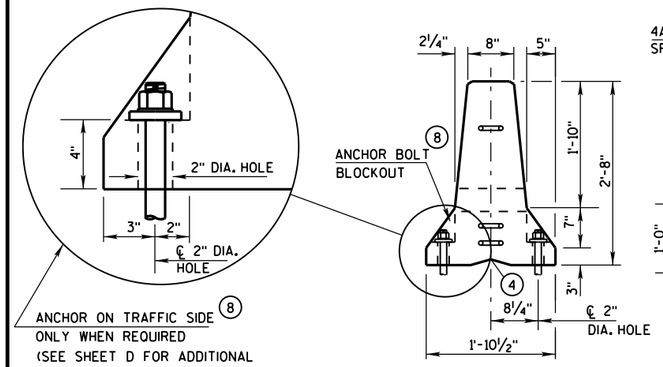
/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

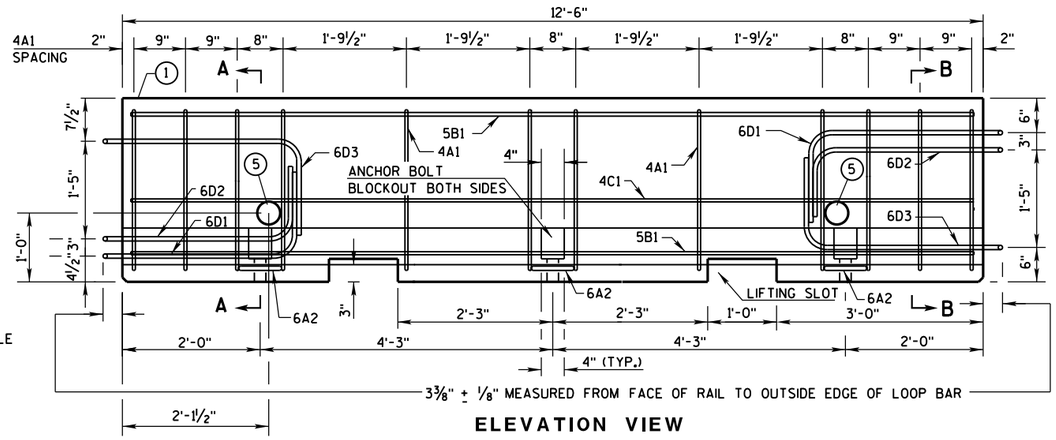
FHWA

6

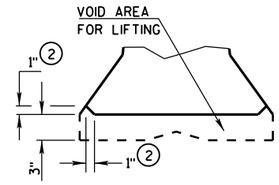
S.D.D. 13 C 18-2d



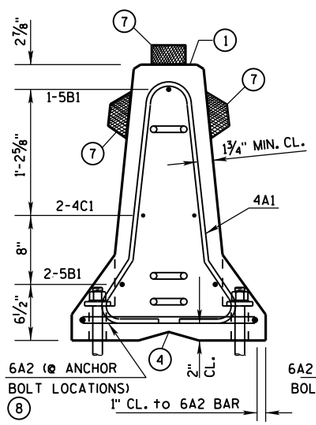
END VIEW



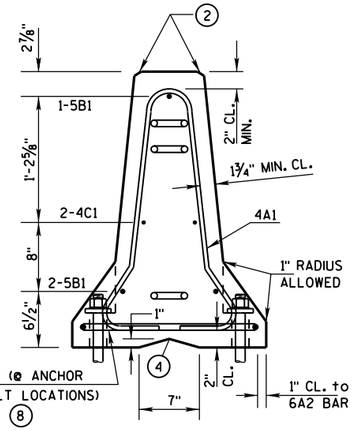
ELEVATION VIEW



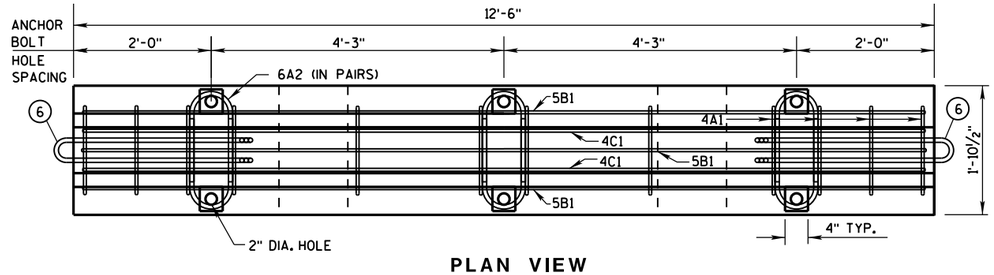
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

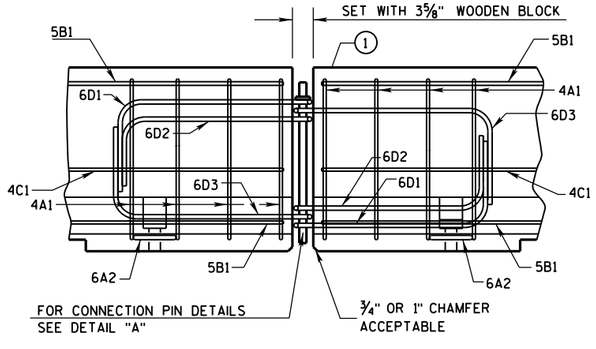


SECTION B-B
(STIRRUP PLACEMENT)

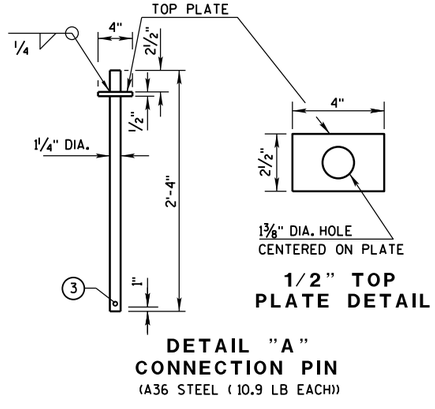


PLAN VIEW

DETAILS OF BARRIER SECTION

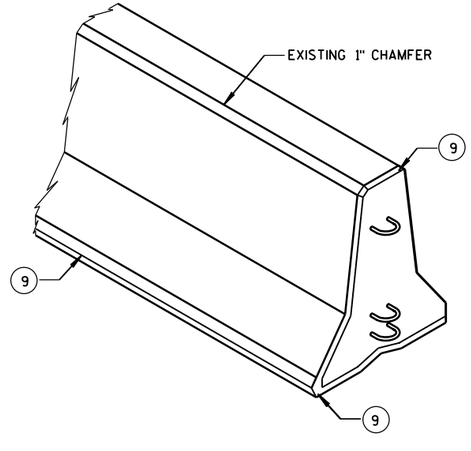


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

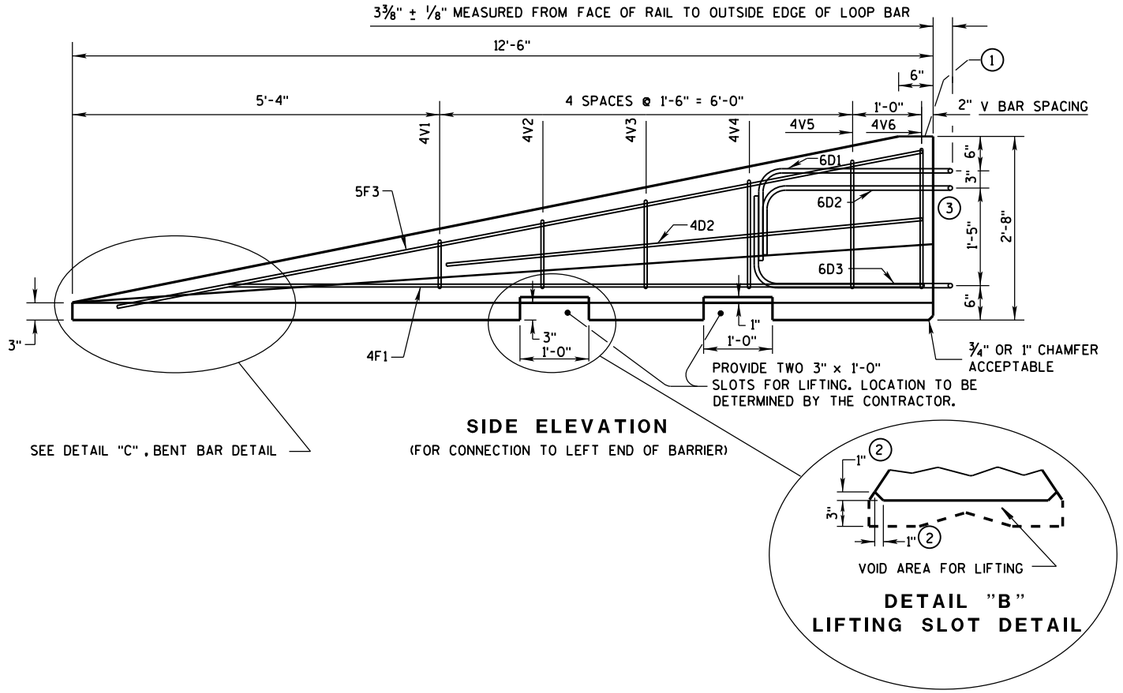
(8) SEE SHEET D FOR ANCHORING CRITERIA.

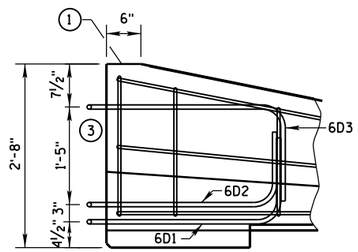
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

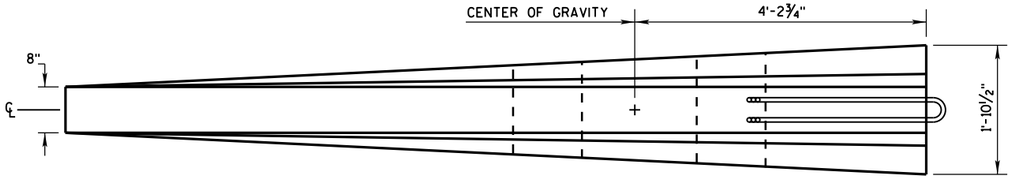
6
S.D.D. 14 B 7-14a

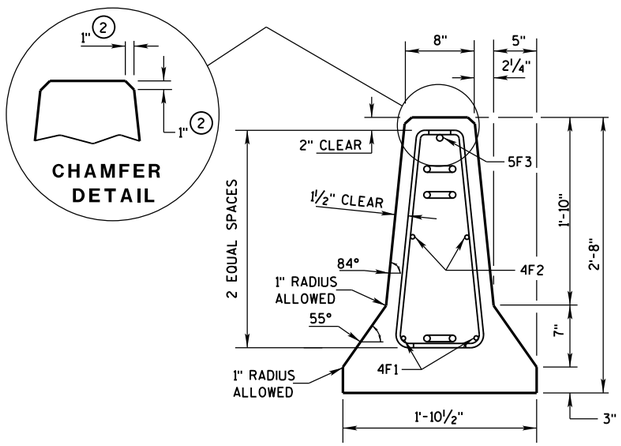


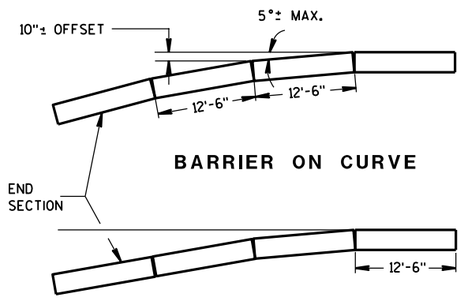


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

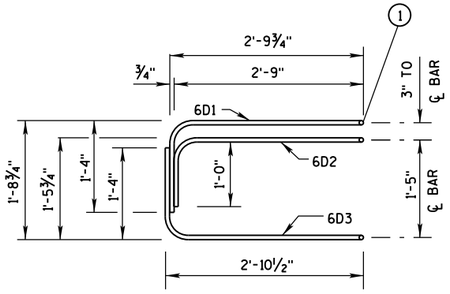
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

BARRIER TAPER SECTION BILL OF MATERIALS

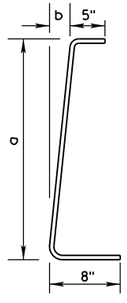
(PER 12'-6" BARRIER TAPER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY

DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

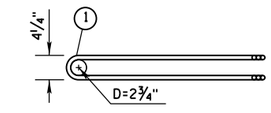
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

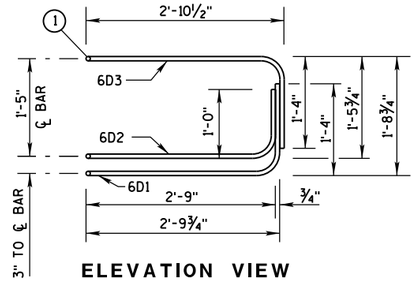
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

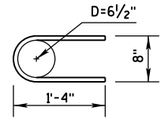
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



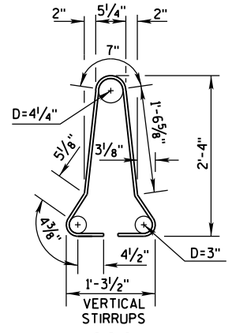
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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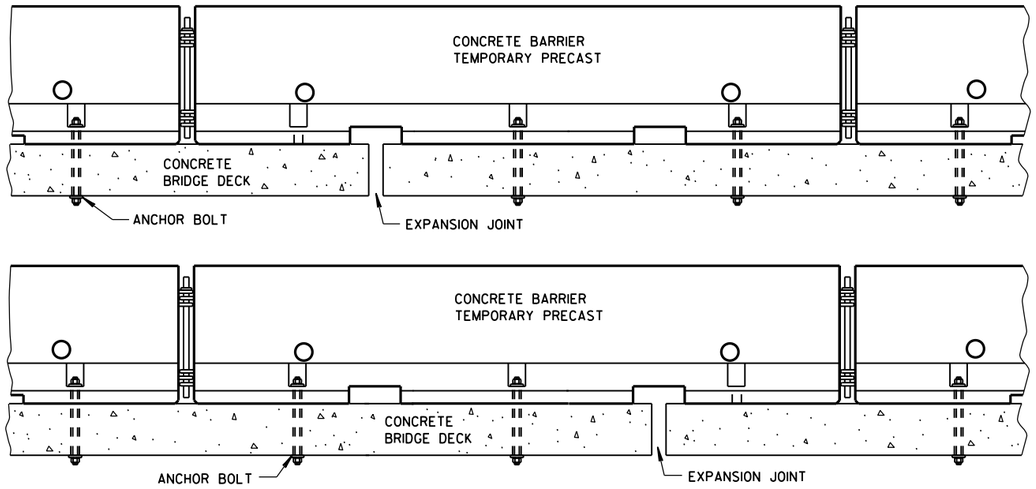
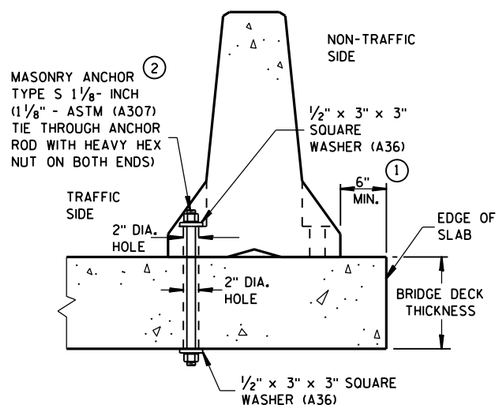
S.D.D. 14 B 7-14c



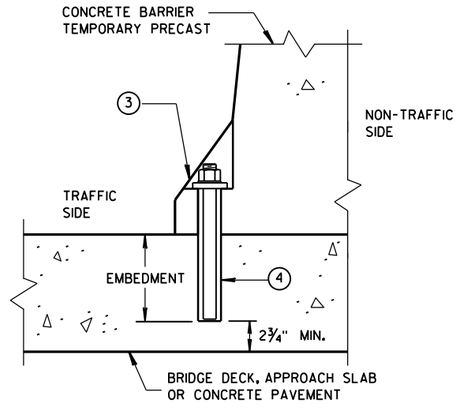
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



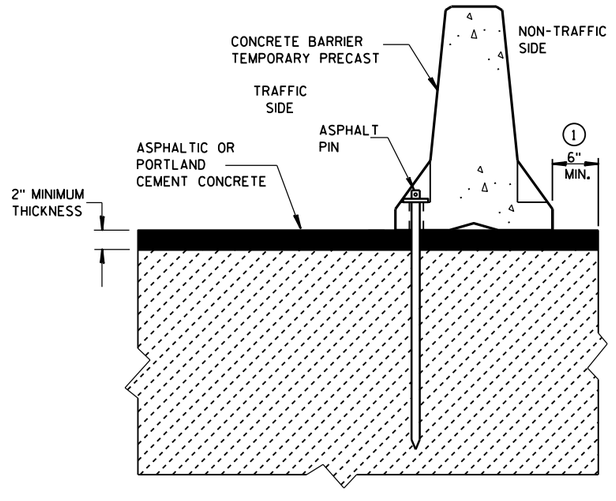
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



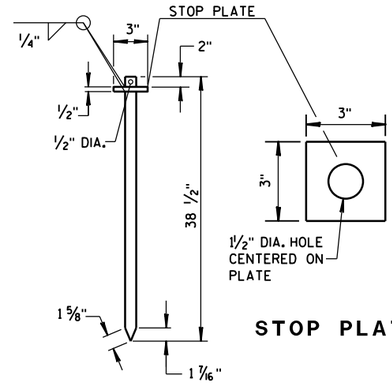
REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

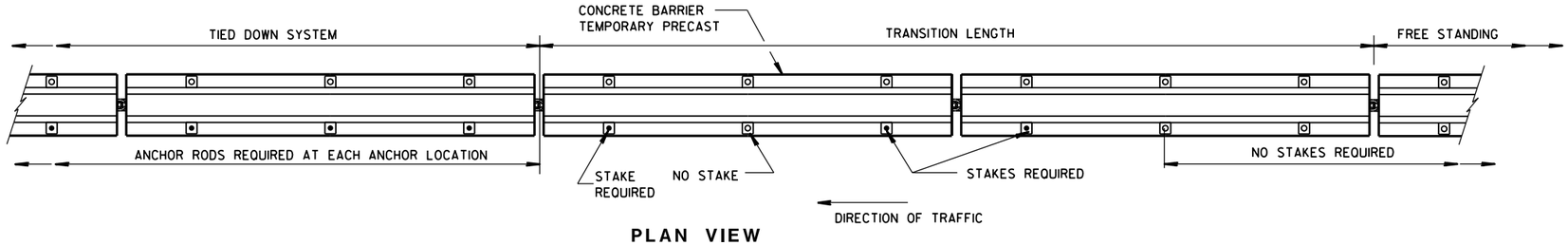
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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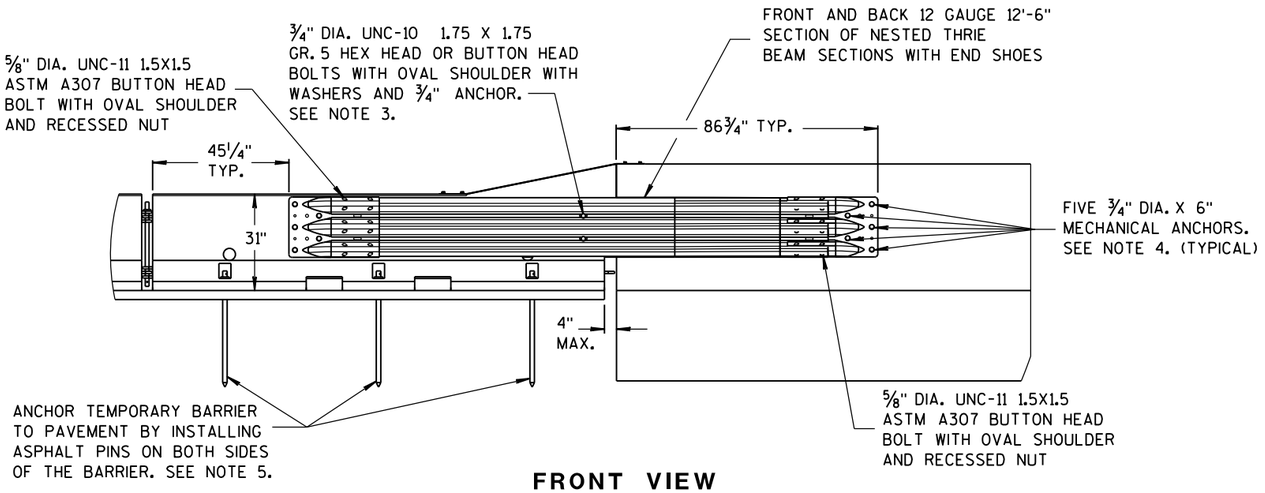
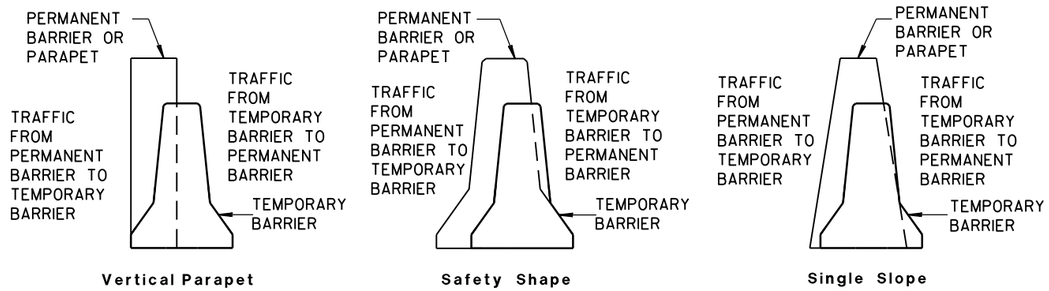


FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

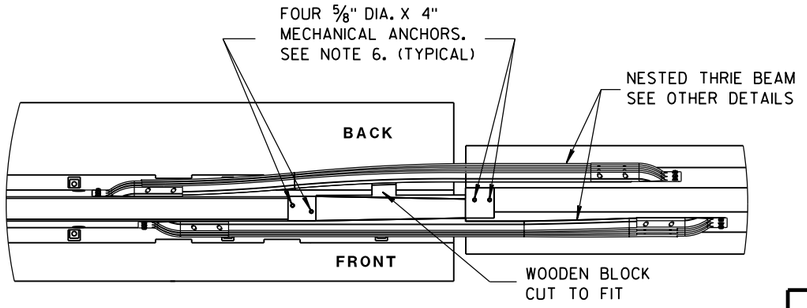
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW

FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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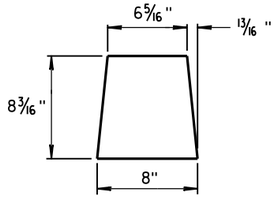
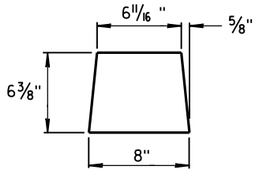
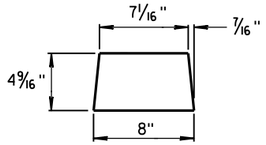
S.D.D. 14 B 7-14e



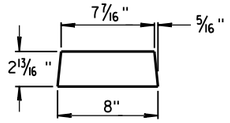
GUSSET 1



GUSSET 2

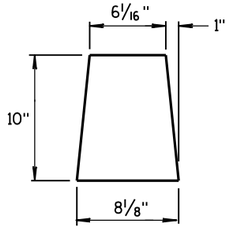


GUSSET 3

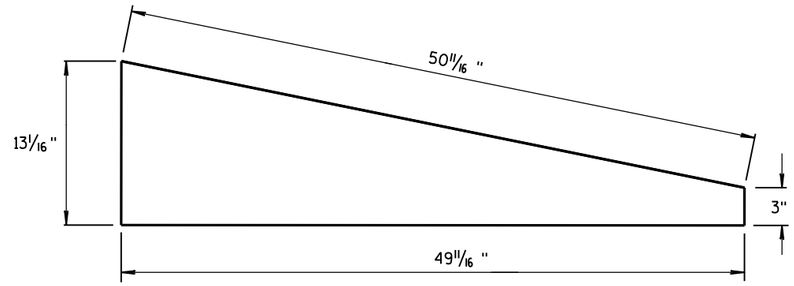


GUSSET 4

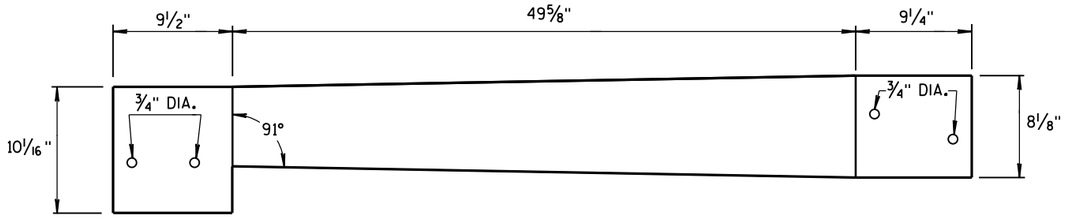
GUSSETS

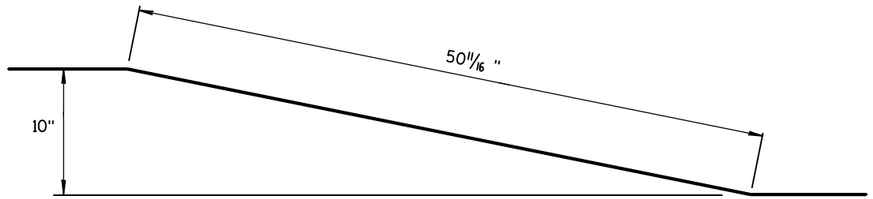


END PLATE



SIDE PLATE

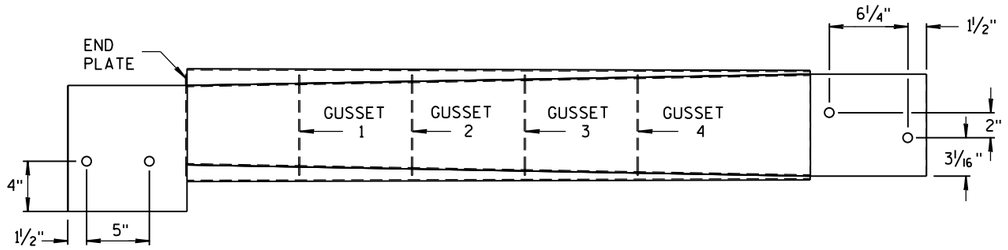


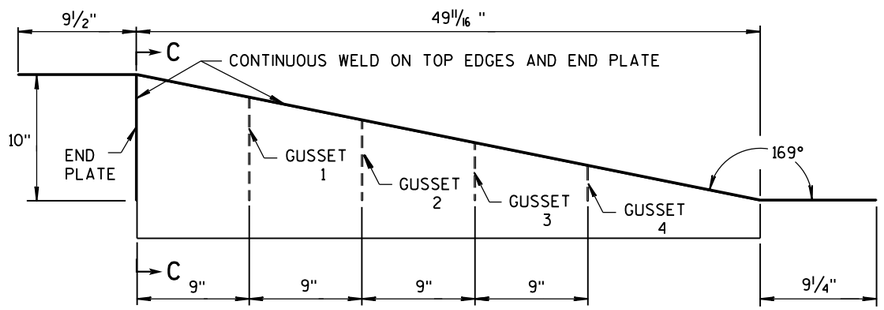


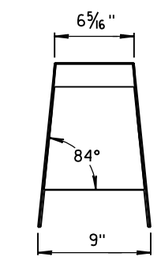
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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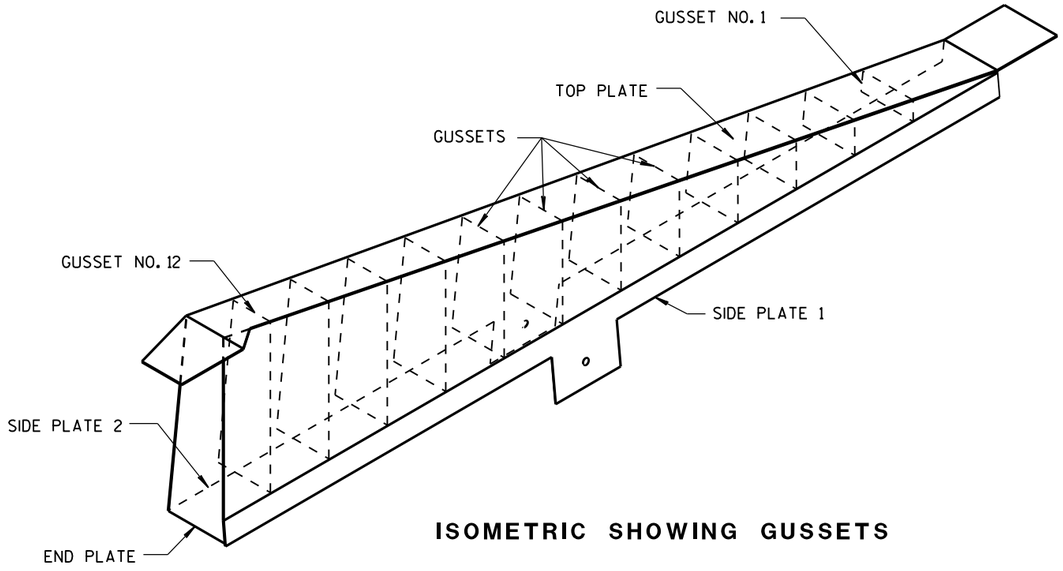
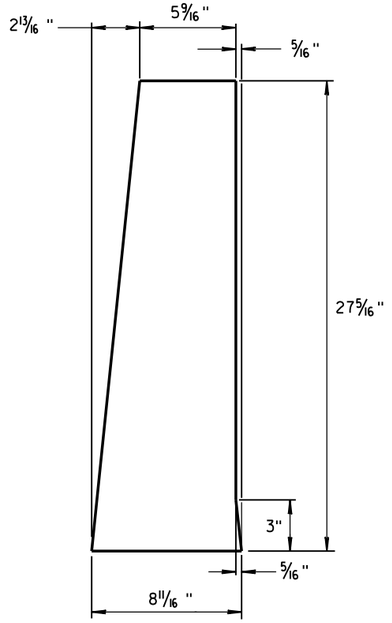
S.D.D. 14 B 7-14f

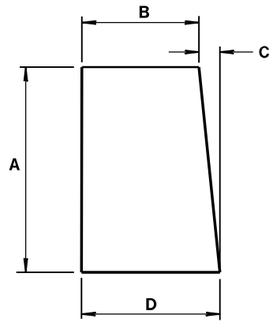


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



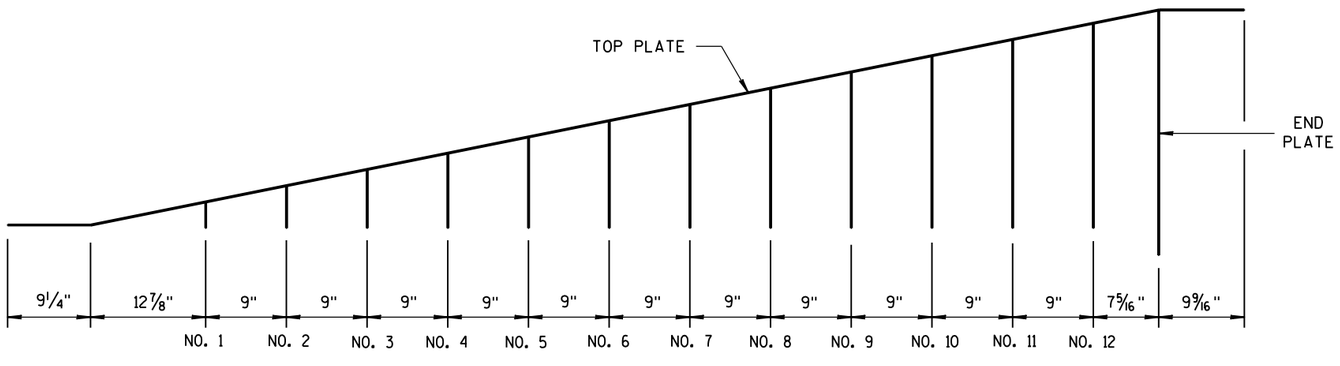
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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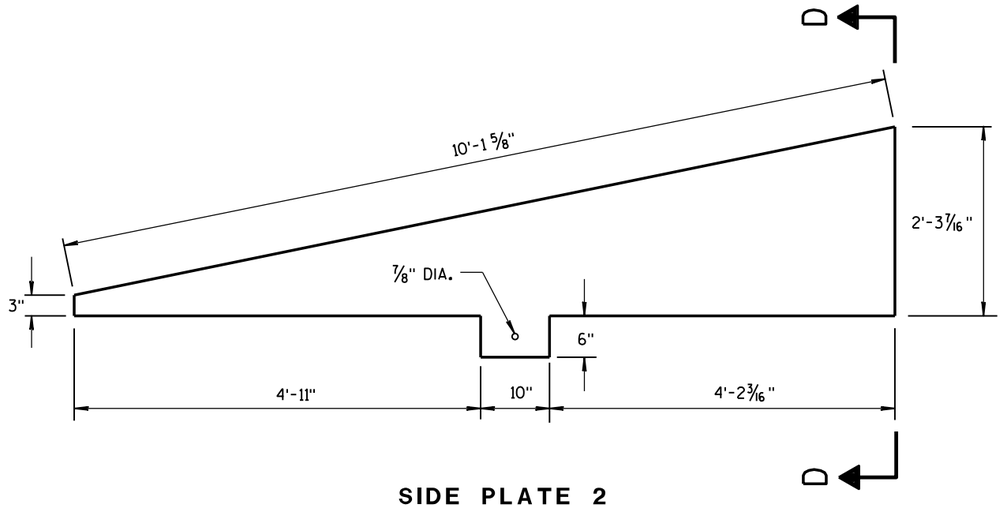
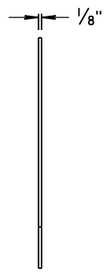
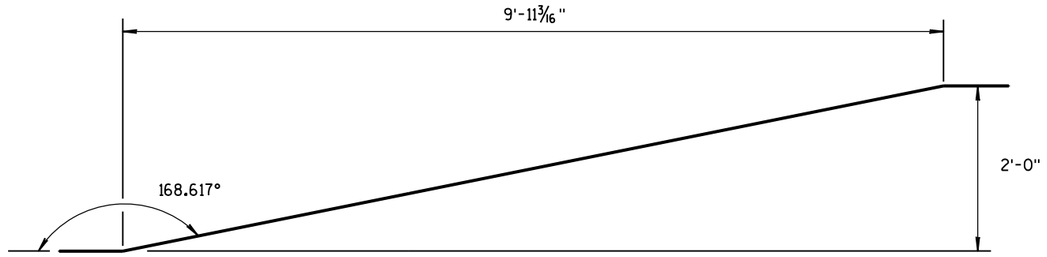
S.D.D. 14 B 7-14g



SIDE PLATE 2

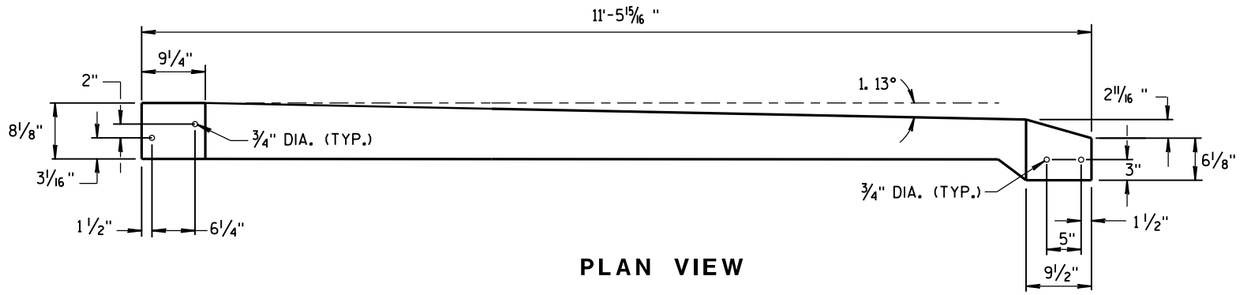


END VIEW



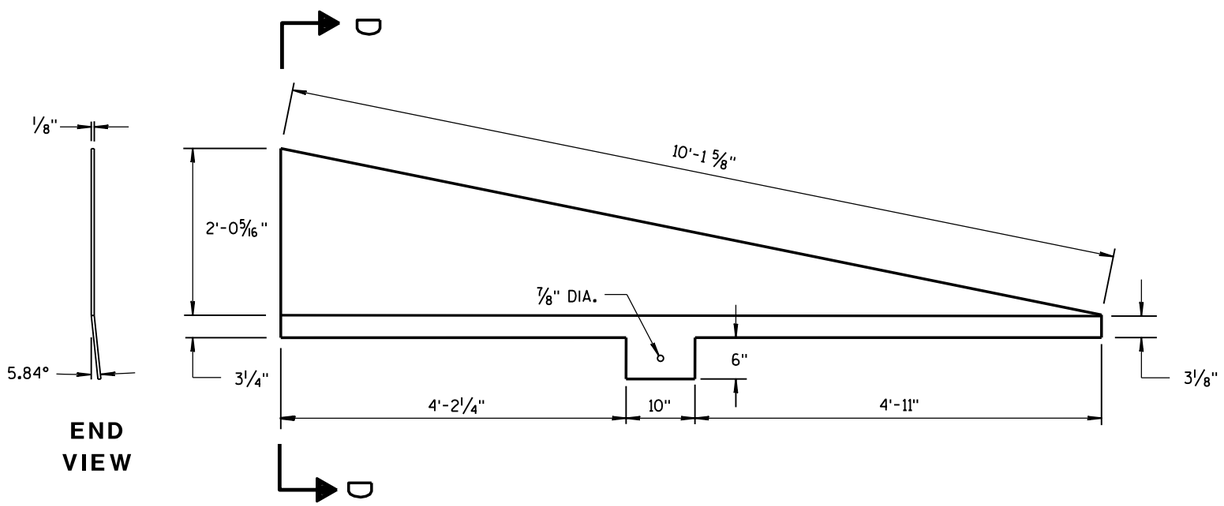
SIDE VIEW

TOP PLATE



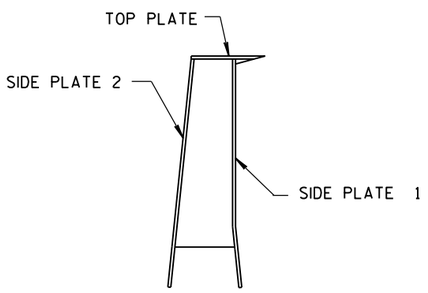
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 7-14h

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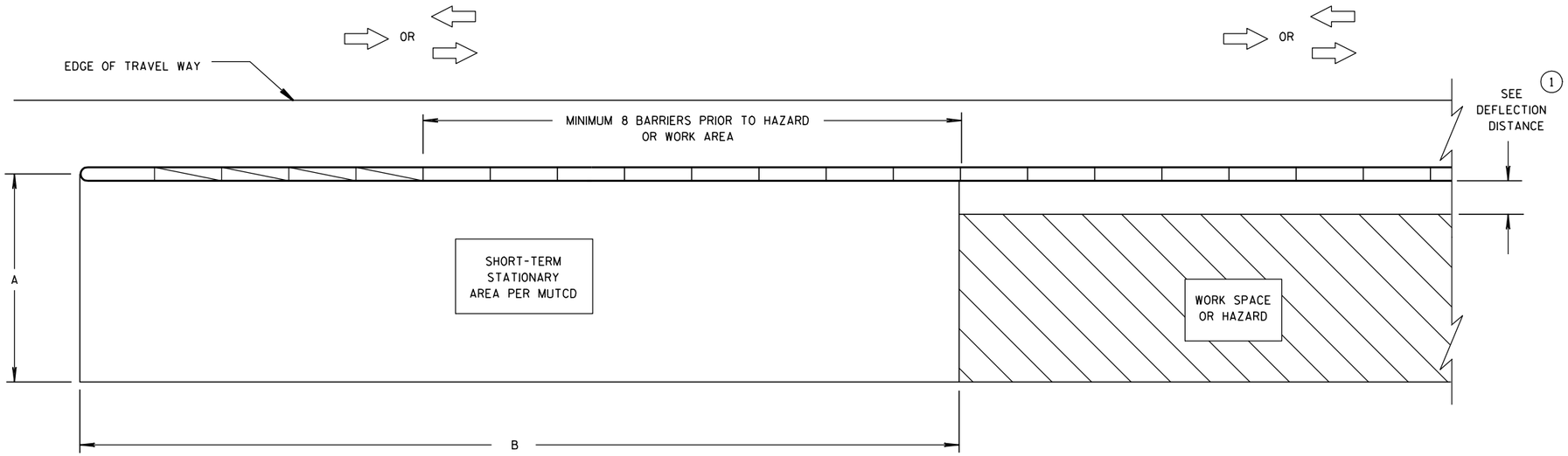
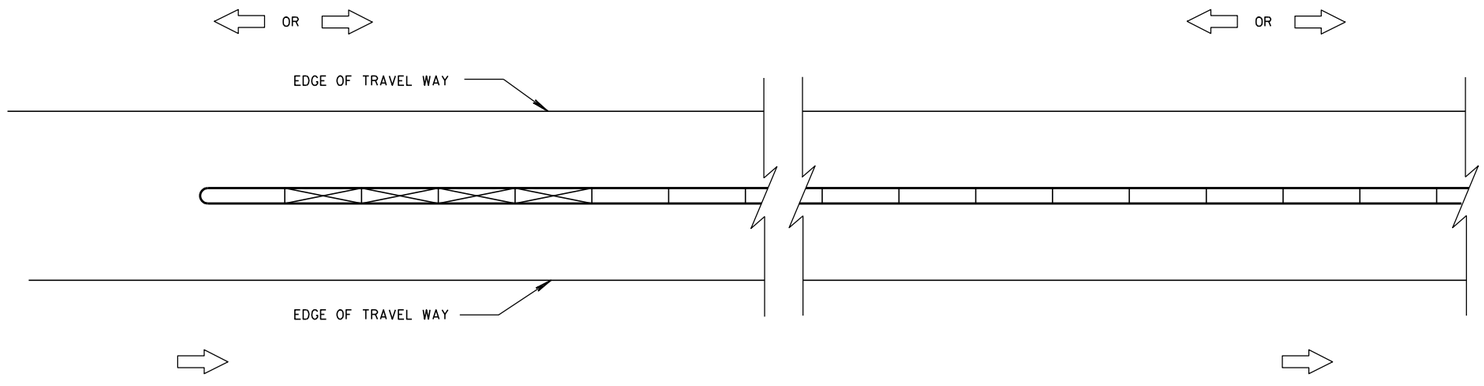
S.D.D. 14 B 7-14h



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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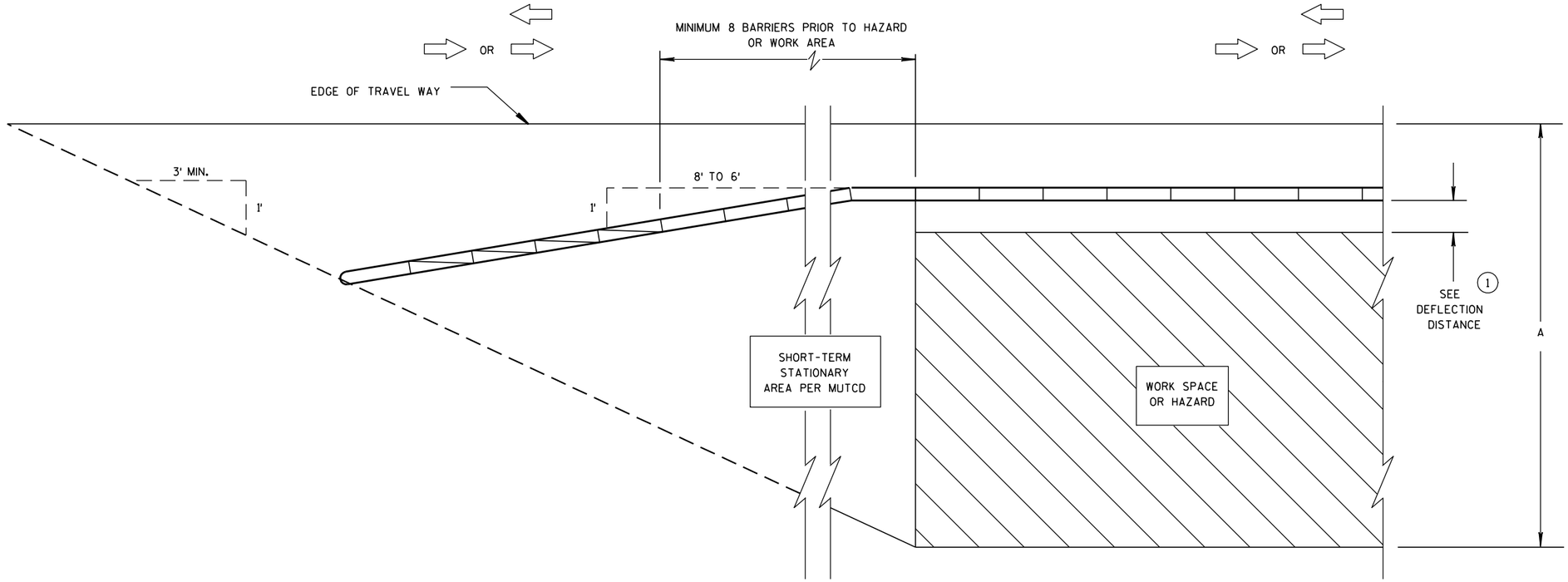
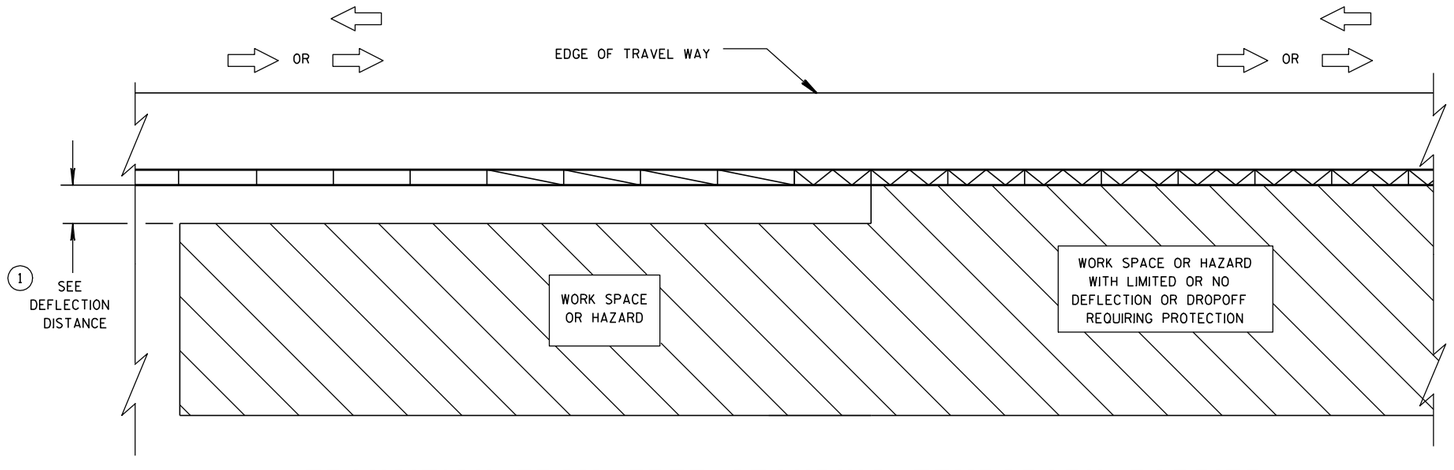


CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

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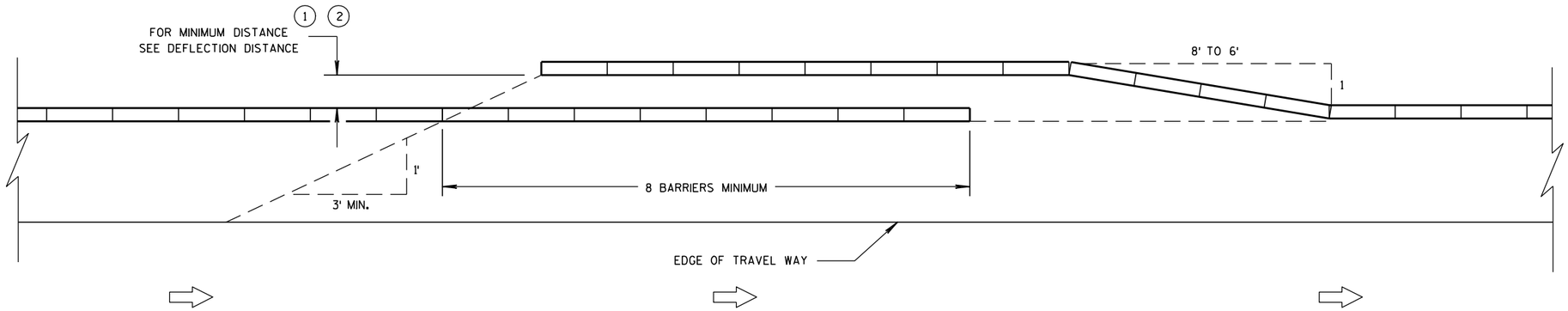
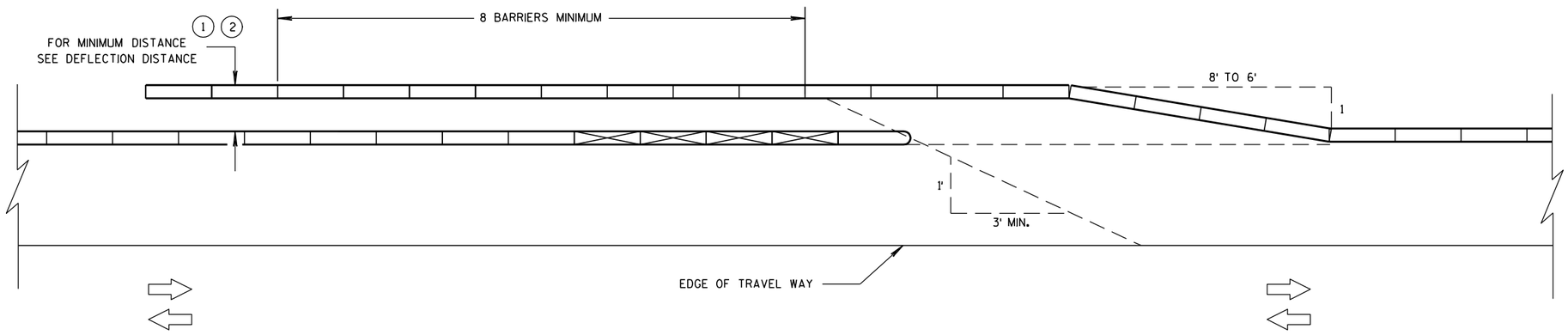
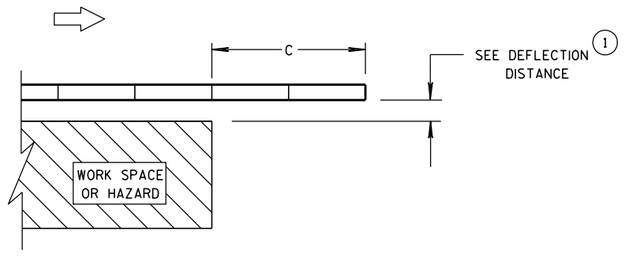


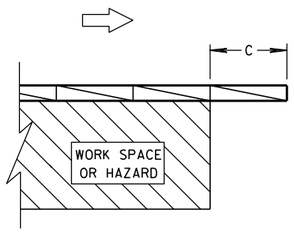
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

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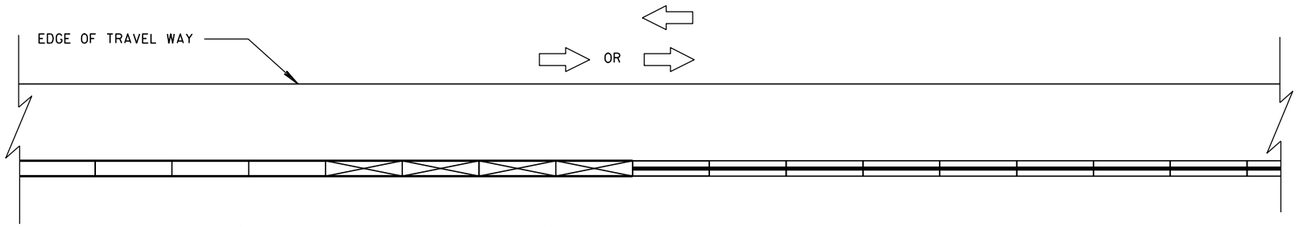
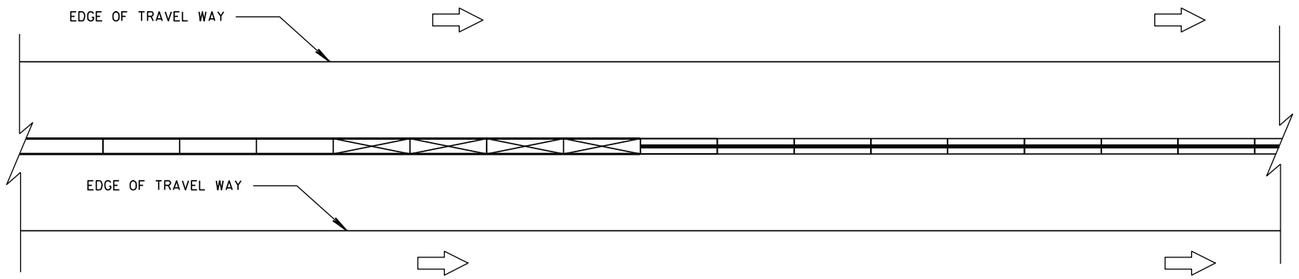


CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

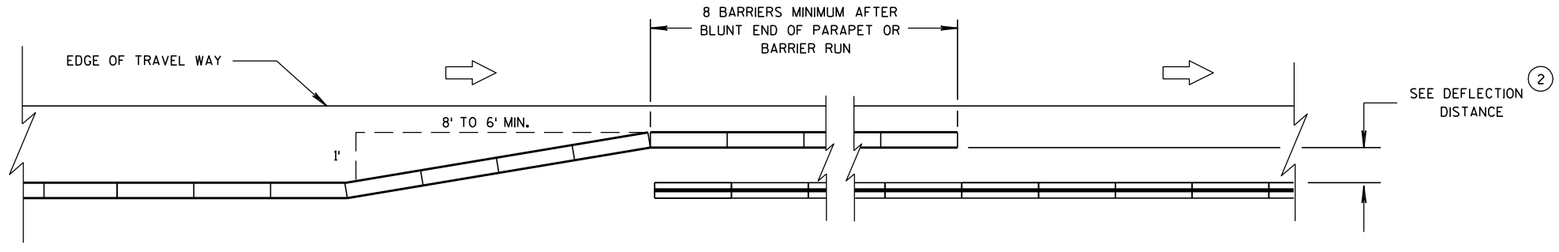
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

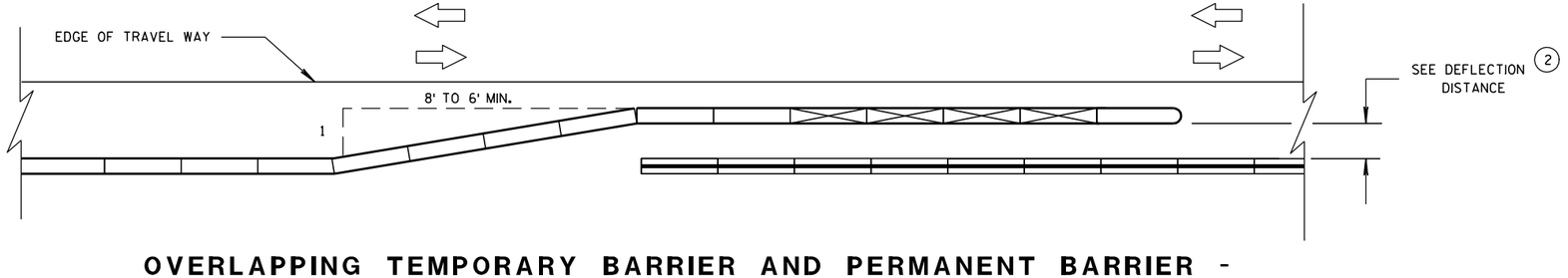
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

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LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

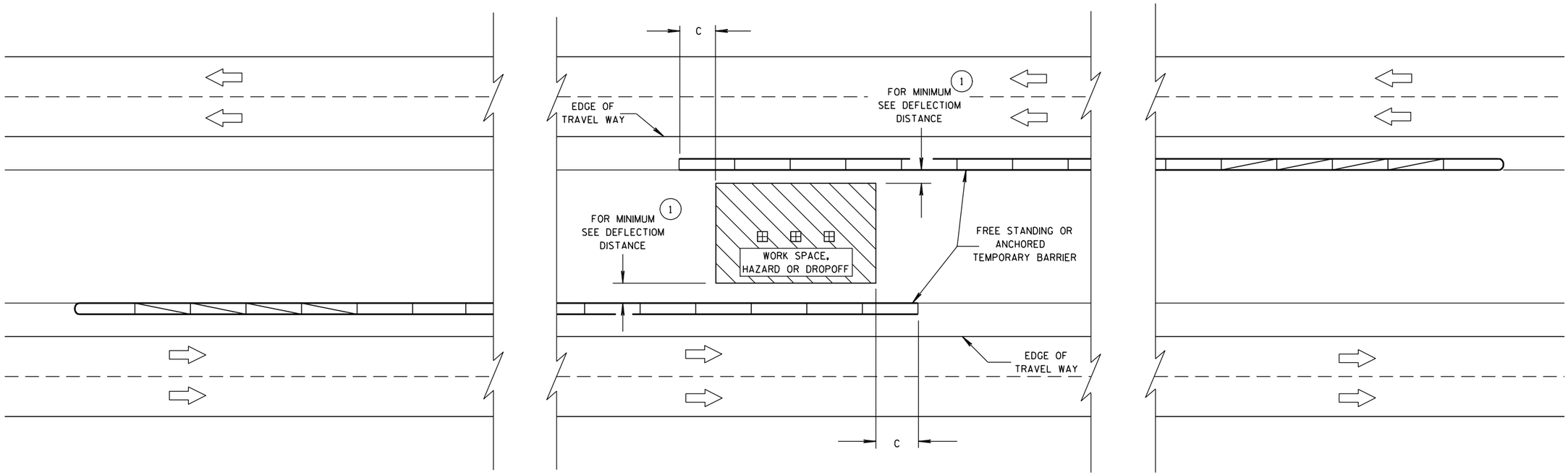
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/31/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINNER
FHWA	

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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) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

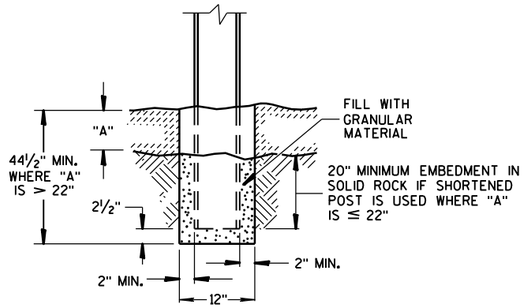
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

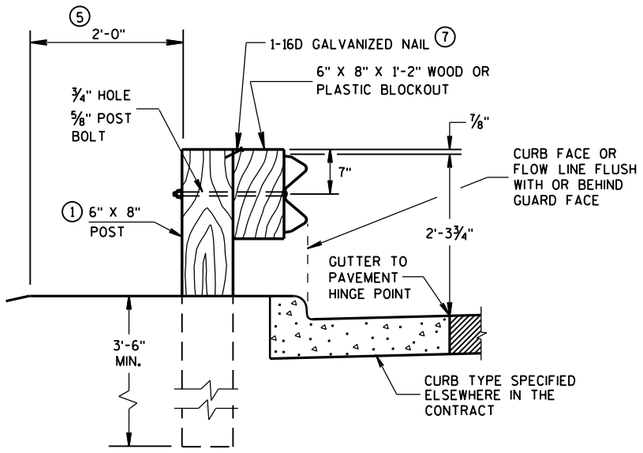
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

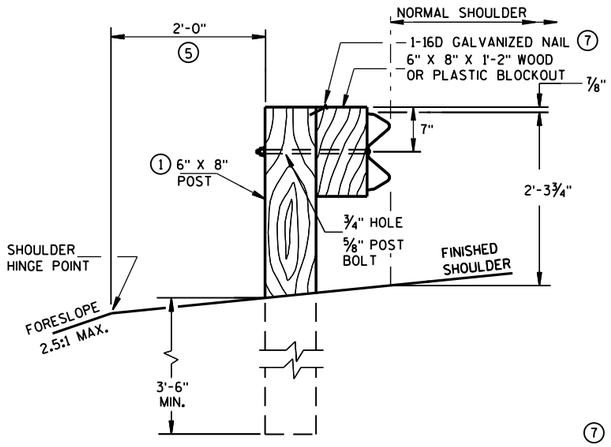
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



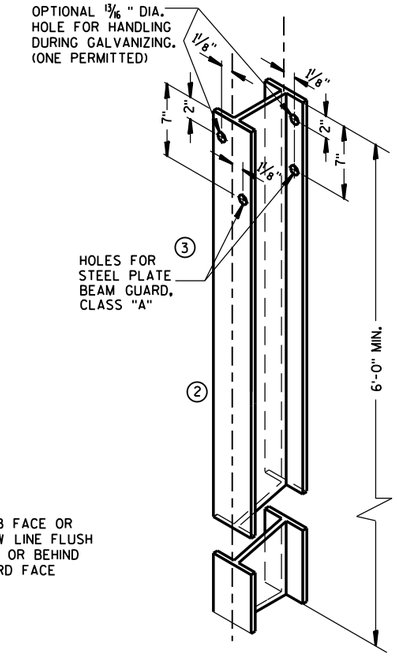
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



END VIEW
LOCATED ALONG A CURBED ROADWAY

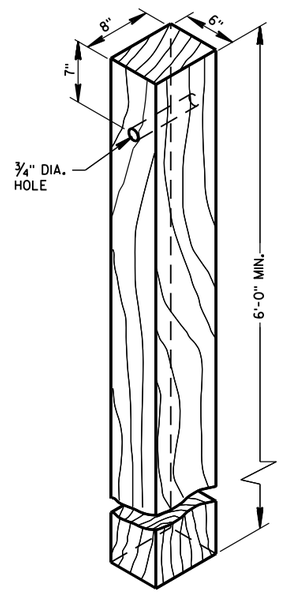


END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION

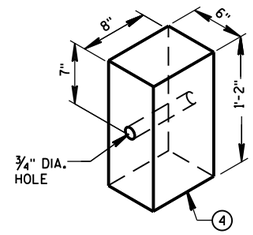


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

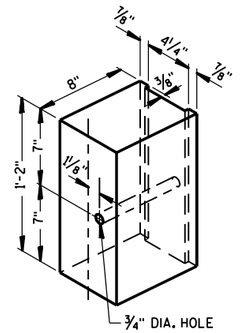
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



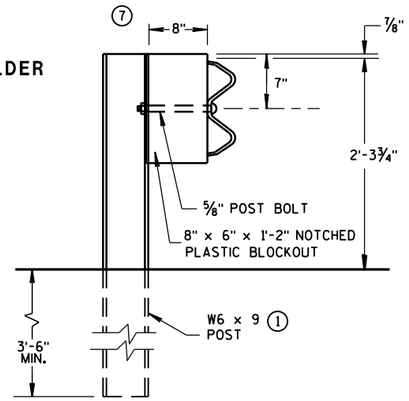
WOOD POST
(6"X8") NOMINAL



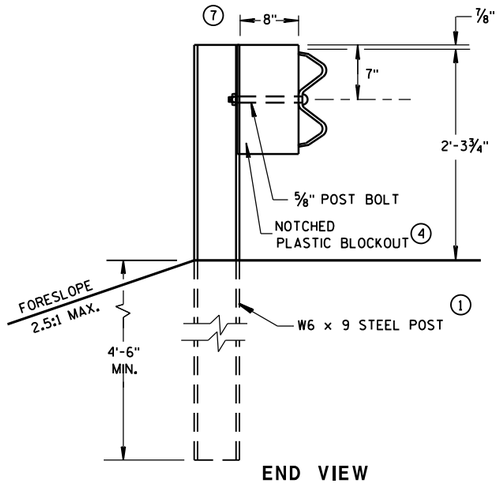
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



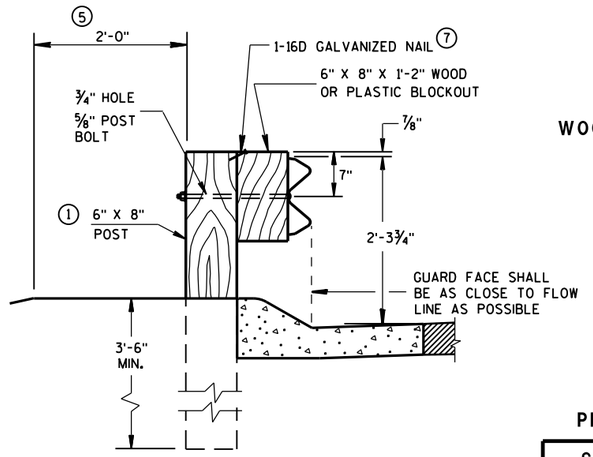
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



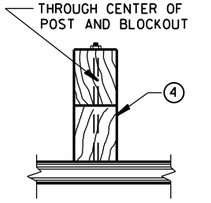
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



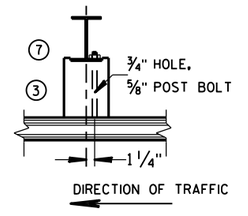
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

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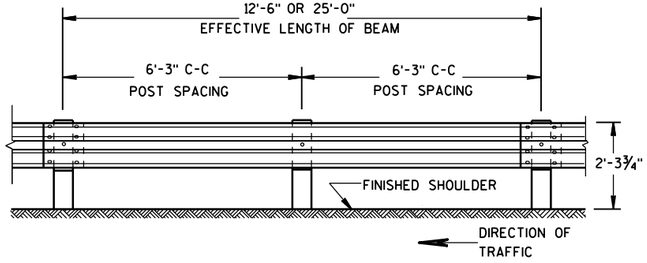
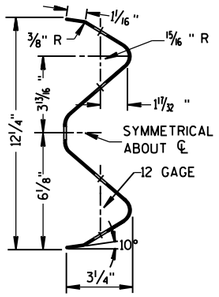
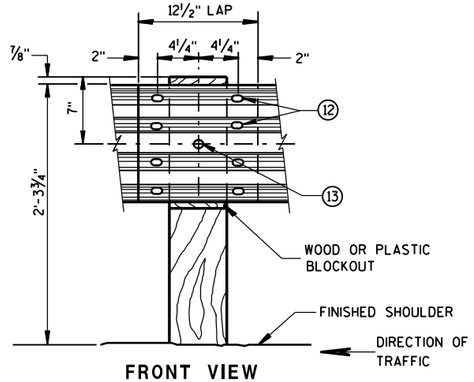


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(8) 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.

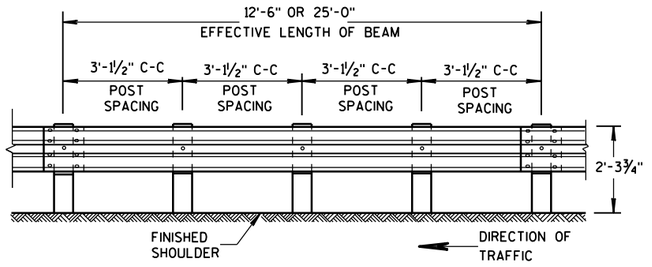
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

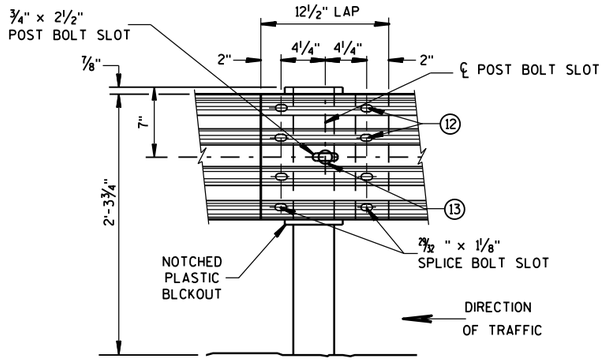
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

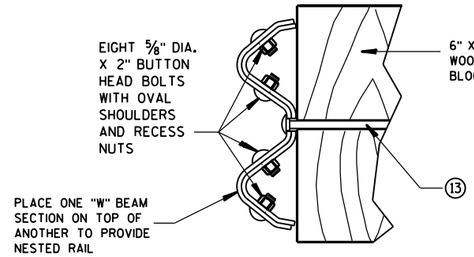
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

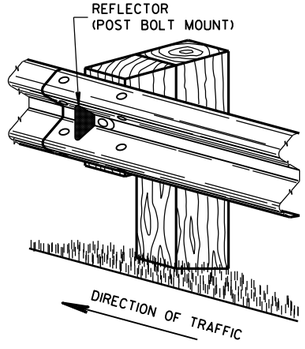


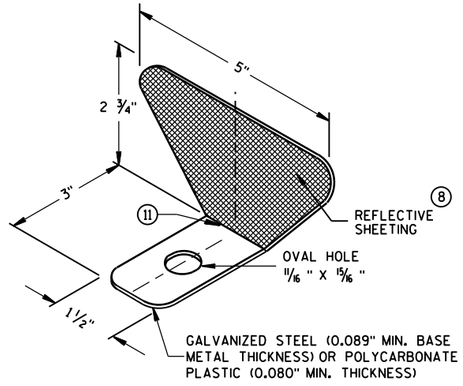
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	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 (10) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 (11)	3





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

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DEPARTMENT OF TRANSPOI 262

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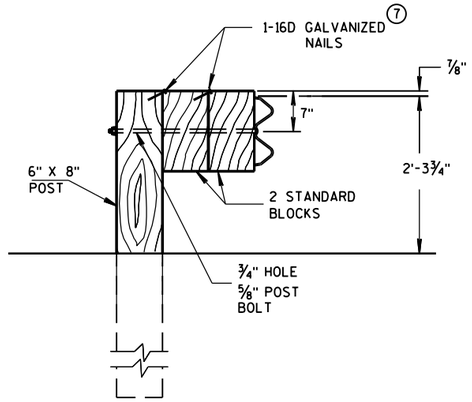
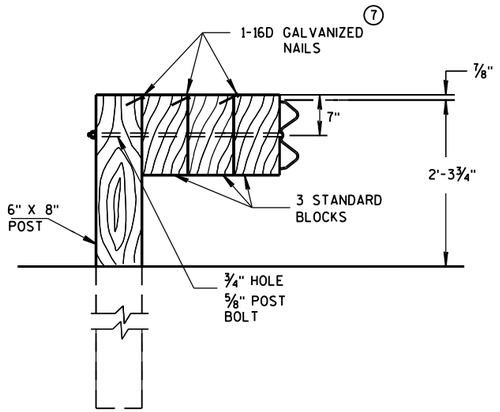


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

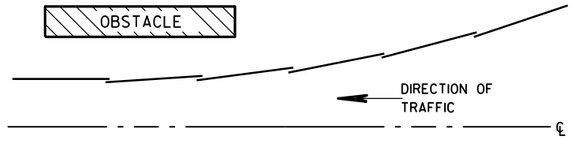


DETAIL FOR TRIPLE BLOCKS

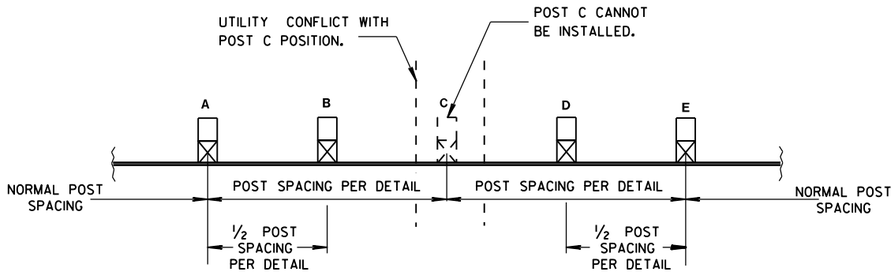
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA 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.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

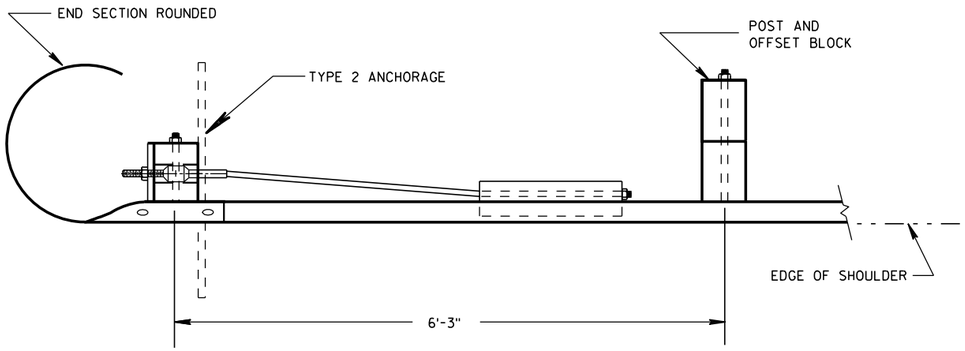
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

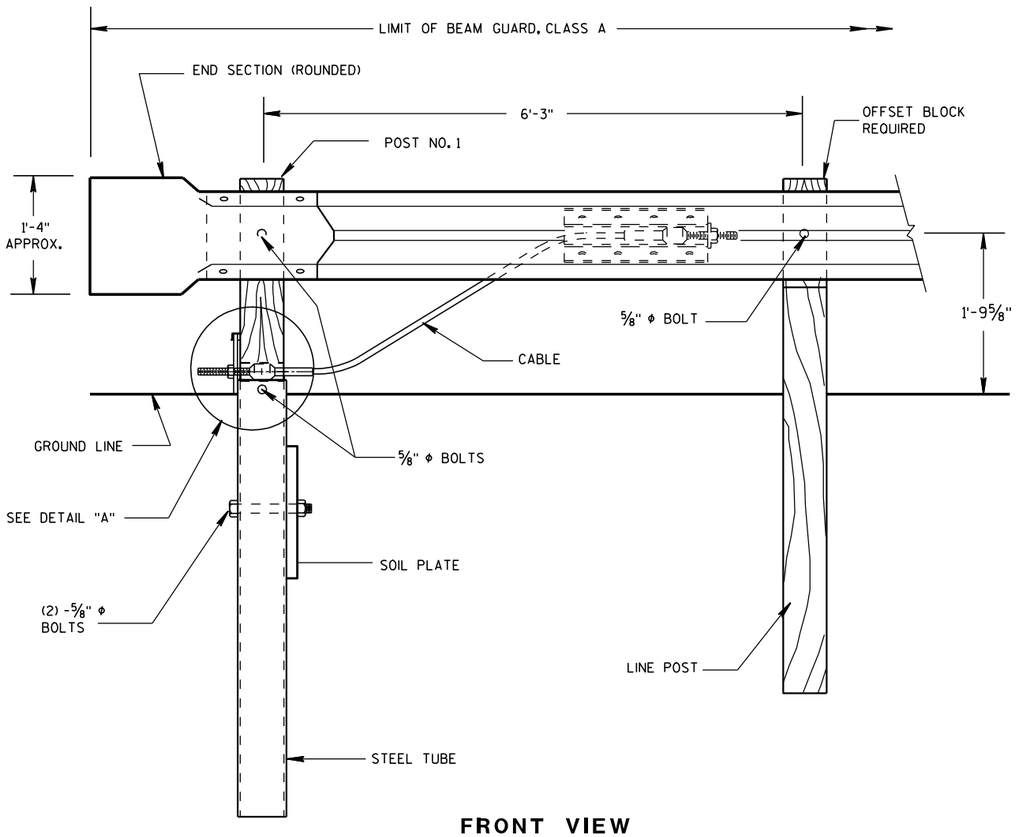
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 15-8c



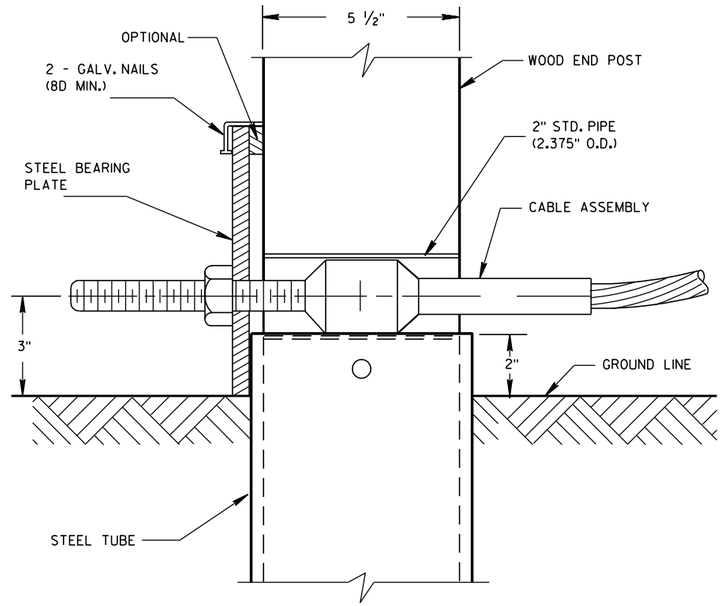
PLAN VIEW



FRONT VIEW

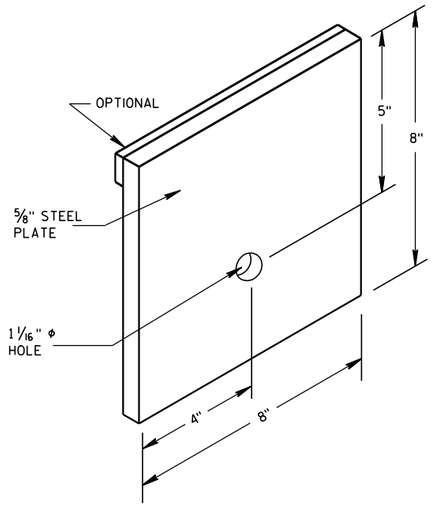
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

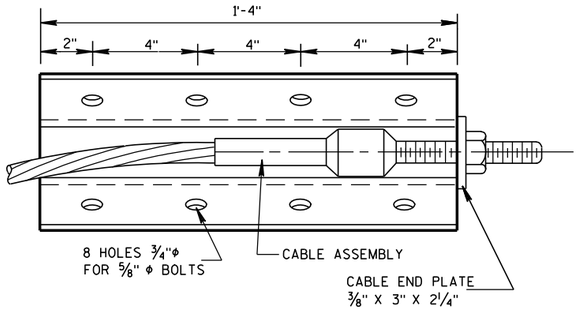
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

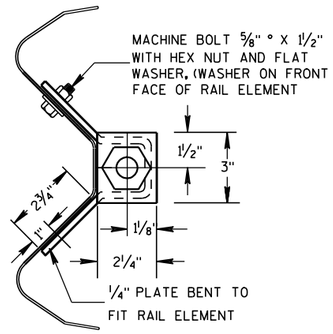
S.D.D. 14 B 16-4a

6

S.D.D. 14 B 16-4a

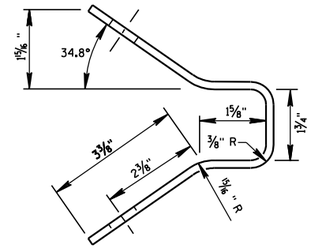


FRONT VIEW

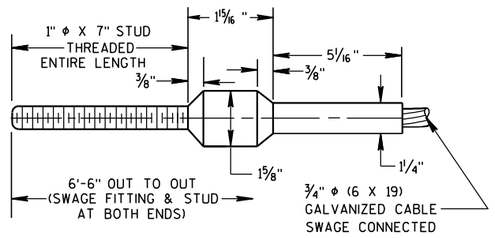


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

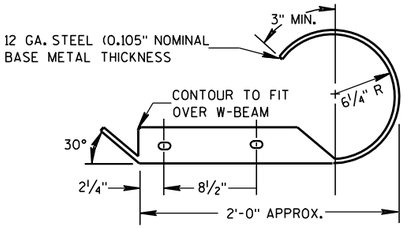
GENERAL NOTES

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

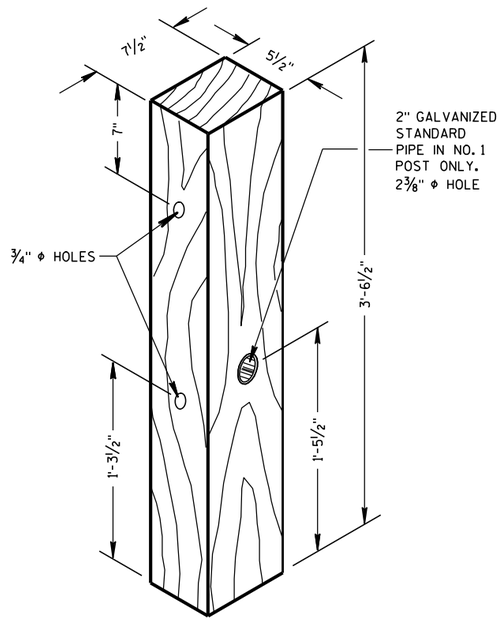
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

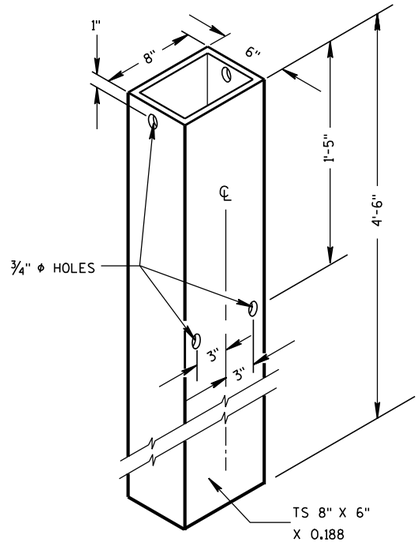
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

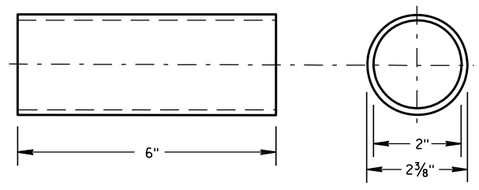


WOOD BREAKAWAY POST



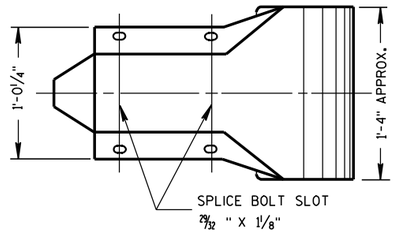
STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

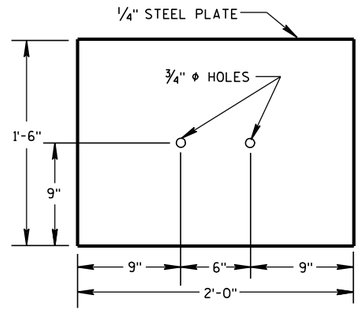


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/21/2007
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
265
ENT
FHWA

6

S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	**	STEEL TUBE: OPTION 1 - OUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - OUANITY OF 2 TS 8" X 6" X 0.188", 6'-0" AND 2 TS 8" X 6" X 0.188", 4'-6" LONG
(3)	2	SOIL PLATE: 2'-0" X 1'-6" X ¼" **
(4)	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
(5)	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
(6)	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
(7)	1	BEARING PLATE
(8)	1	BCT CABLE ASSEMBLY
(9)	1	CABLE ANCHOR BOX
(10)	1	STRUT & YOKE
(11)	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
(12)	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
(13)	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
(14)	1	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(15)	1	E.A.T. MARKER POST

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS. IF NONE ARE AVAILABLE, INSTALL ⅝" ø X 1'-6" BUTTON HEAD BOLTS AT ALL POSTS EXCEPT FOR POST 1.

(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) THE 13 SLOT FIRST RAIL PANEL MAY BE USED IN LIEU OF THE 3 SLOT RAIL PANEL ON SKT-350 ONLY.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 THROUGH 4 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 5 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

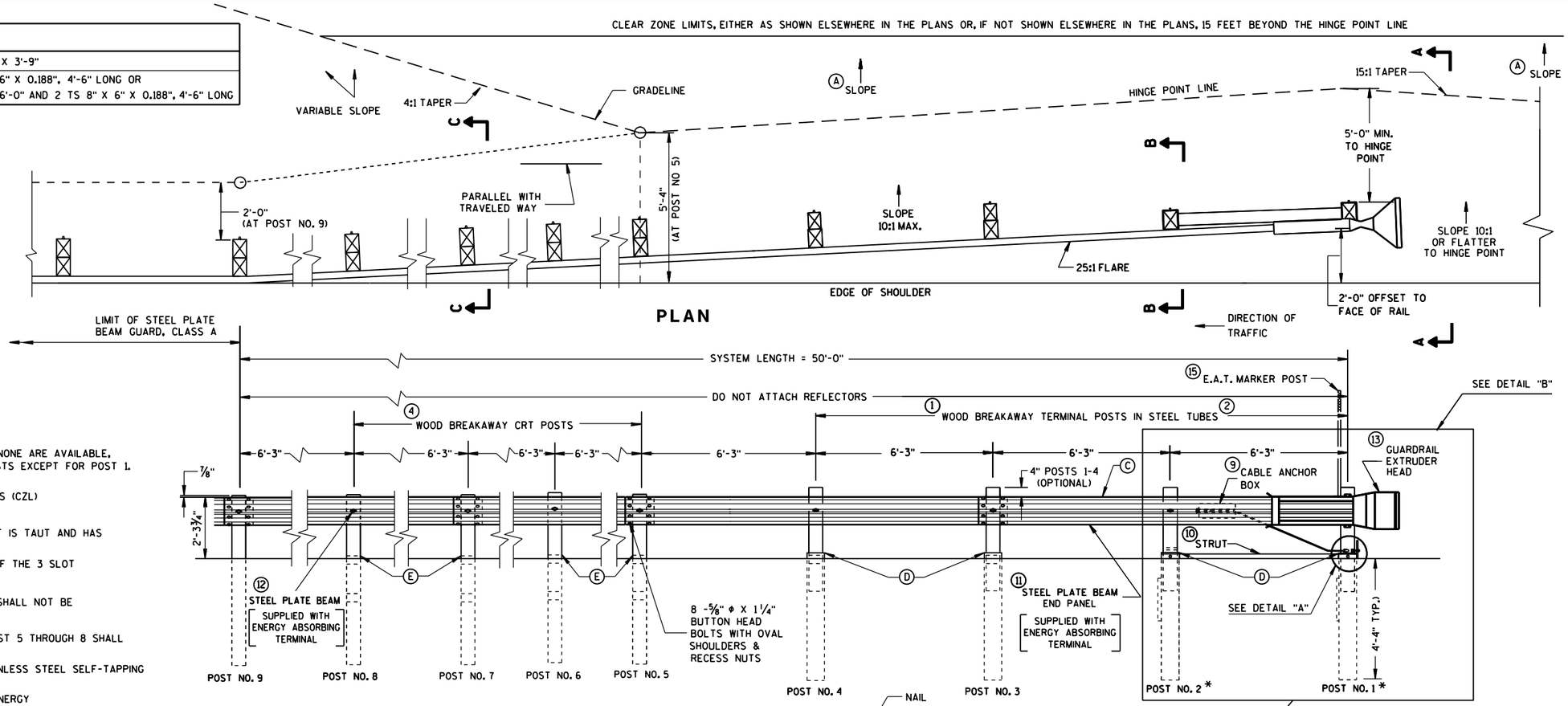
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

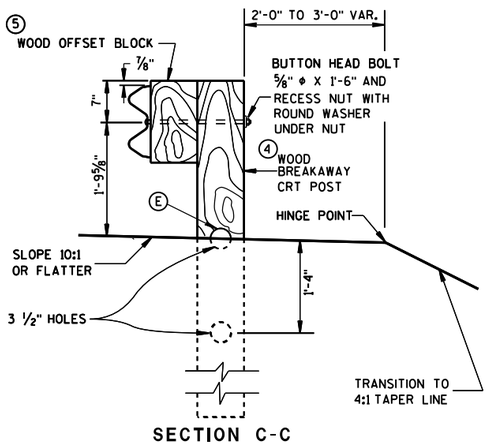
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

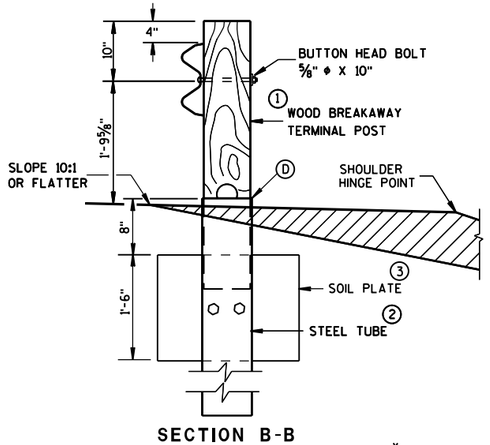
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.

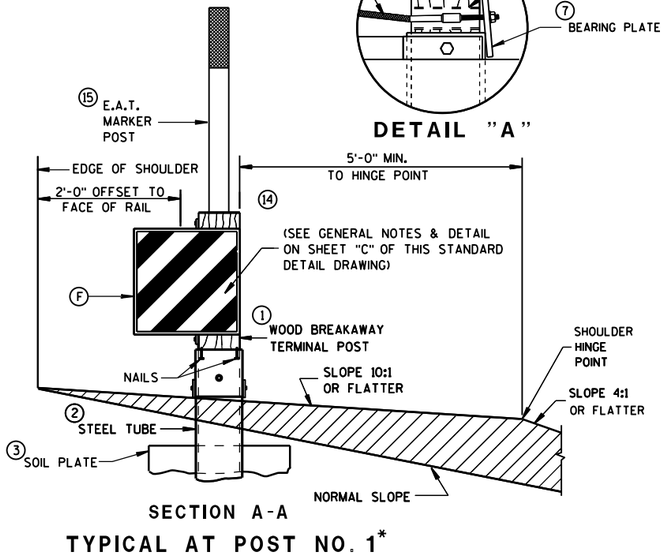




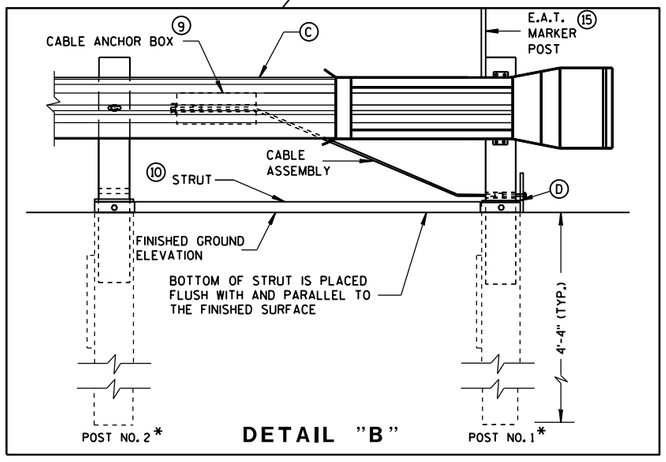
SECTION C-C
TYPICAL AT POST NOS. 6, 8



SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

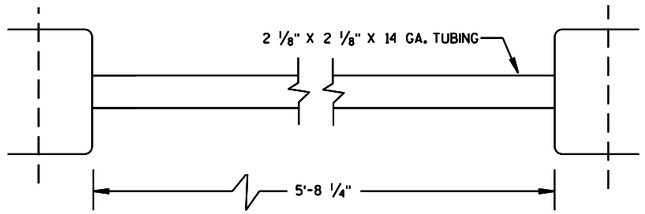
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 266

6

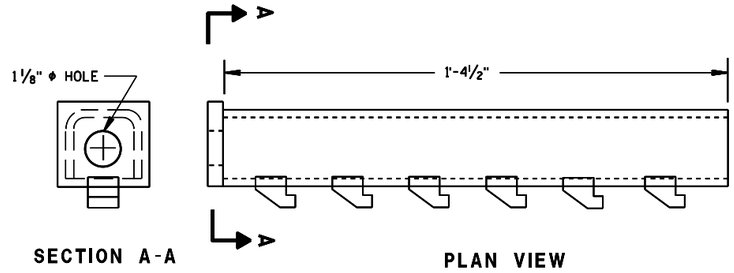
S.D.D. 14 B 24-8a

6

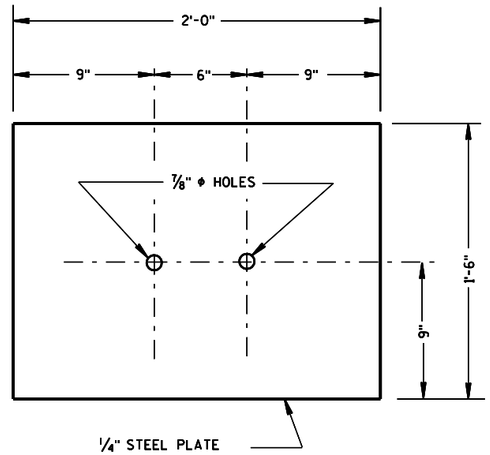
S.D.D. 14 B 24-8a



⑩ STRUT DETAIL (SKT-350)

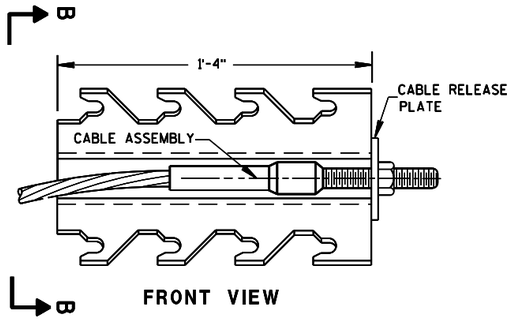


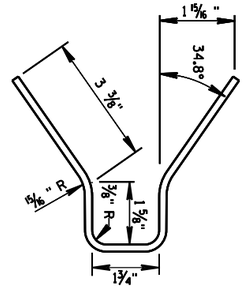
⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



③ SOIL PLATE

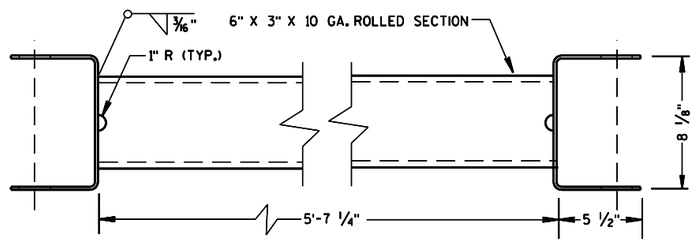
(SKT-350, ET-2000/ET-2000 PLUS)





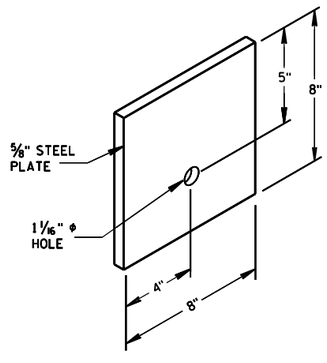
⑨ CABLE ANCHOR BOX (SKT-350)

(SKT-350)



⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



⑦ STEEL BEARING PLATE

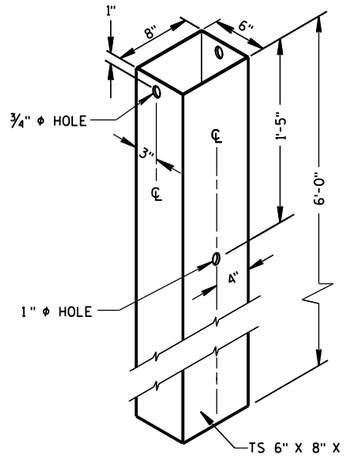
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

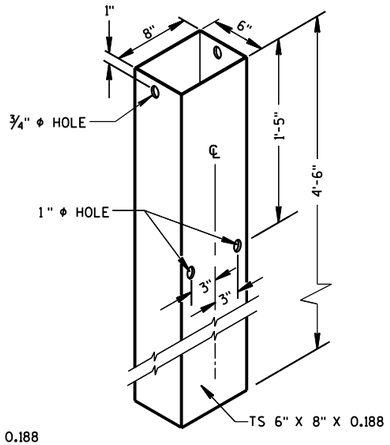
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

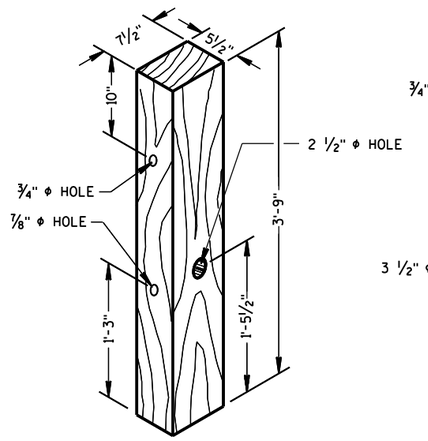
S.D.D. 14 B 24-8b



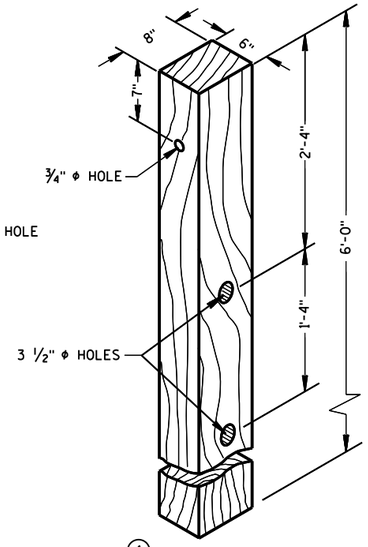
② 72" STEEL TUBE
(POSTS NO. 1-4



② 54" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST
(POSTS NO. 1-4



④ CRT POST
(POSTS NO'S 5-8

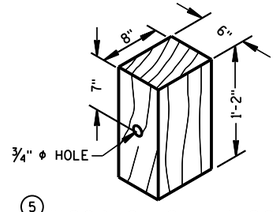
WOOD BREAKAWAY POSTS

GENERAL NOTES

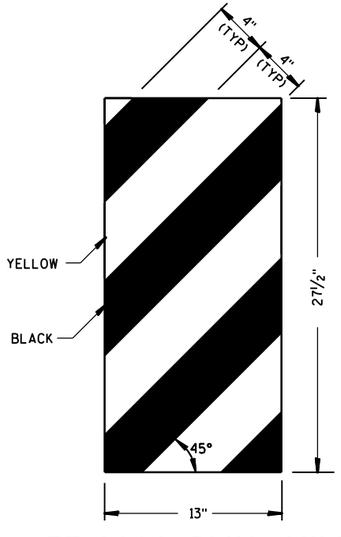
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

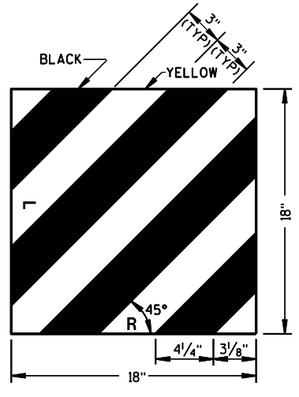
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

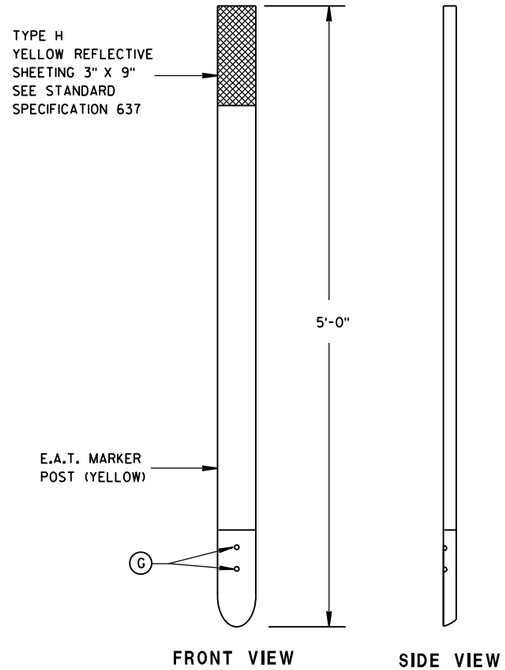


ET-2000 PLUS ONLY



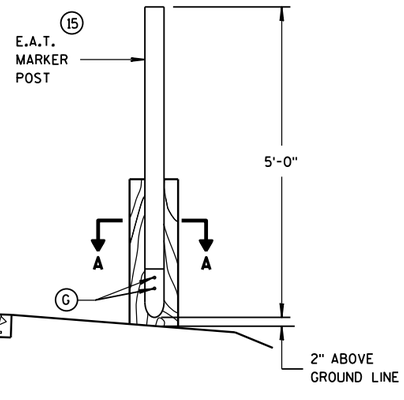
ET-2000 AND SKT-350

⑭ REFLECTIVE SHEETING DETAILS

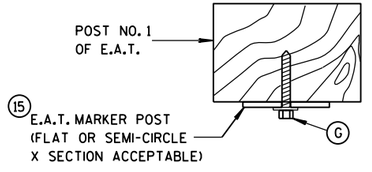


FRONT VIEW SIDE VIEW

⑮ E.A.T. MARKER POST



TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

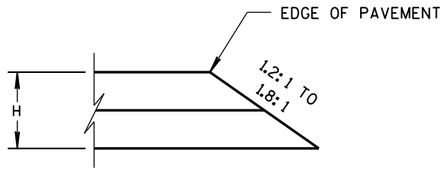
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

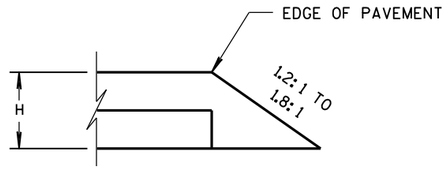
6

S.D.D. 14 B 24-8c



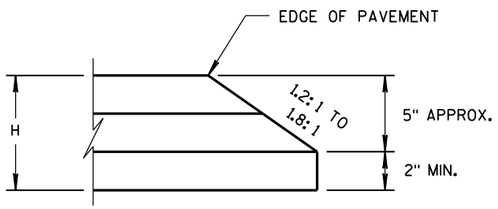
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



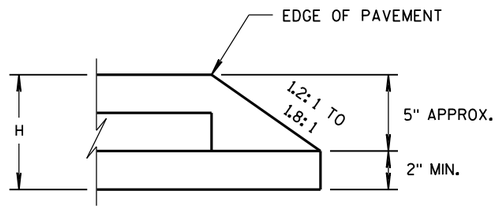
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

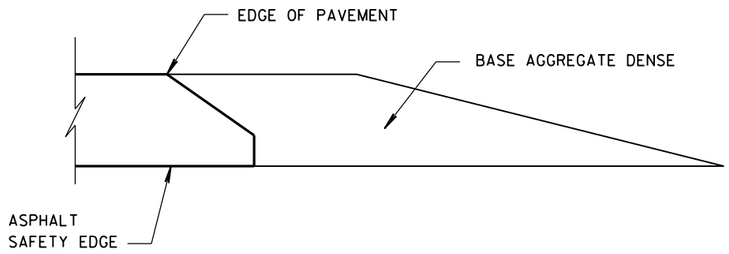
FOR H GREATER THAN 5"



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

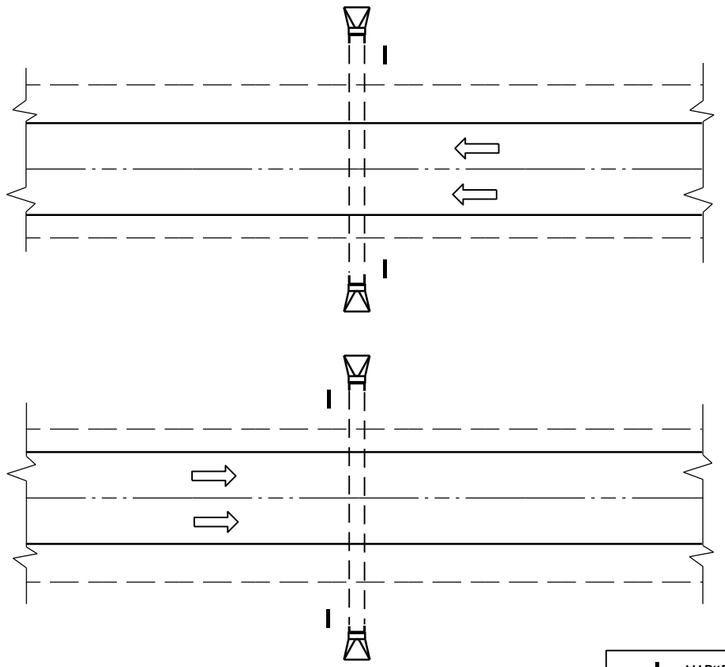
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

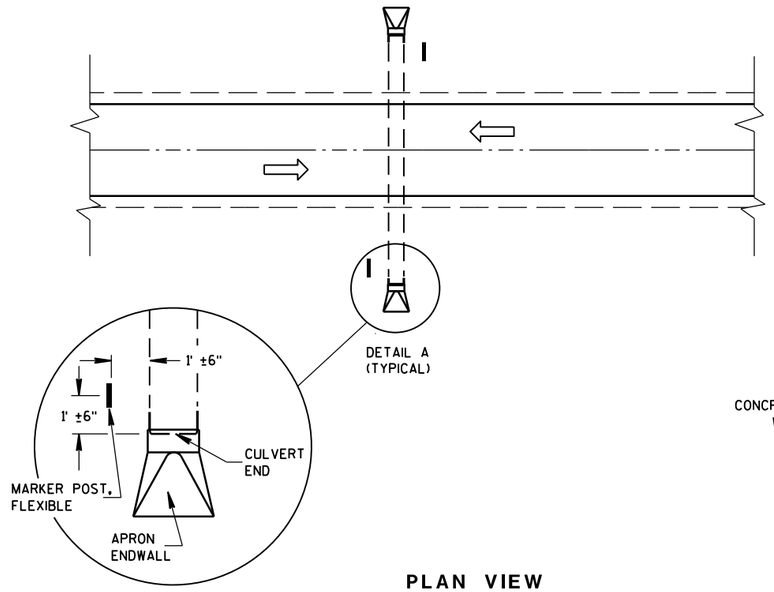
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

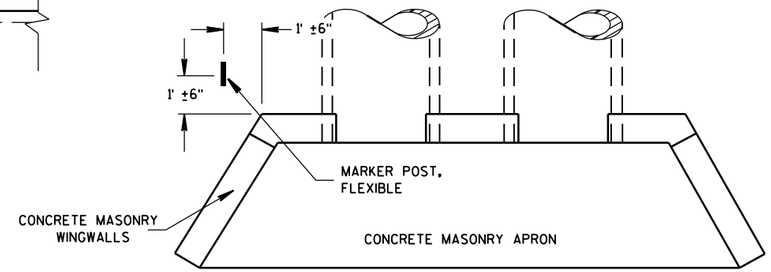
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

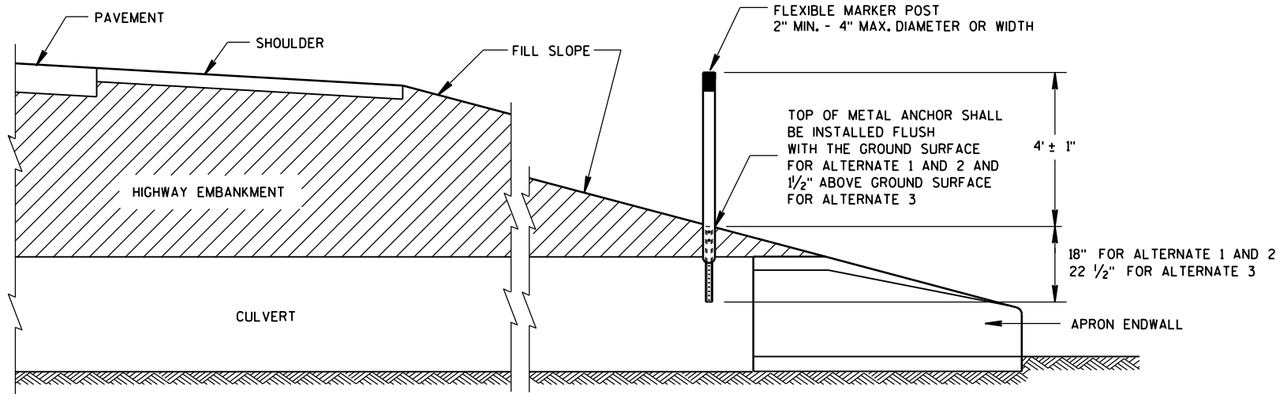
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

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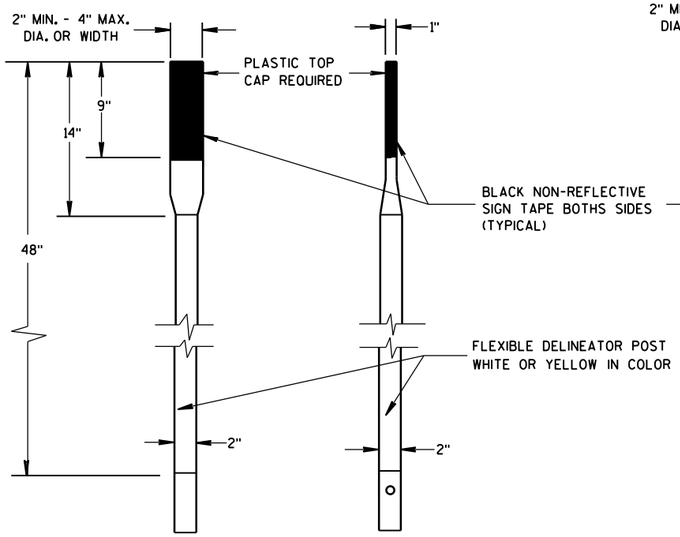
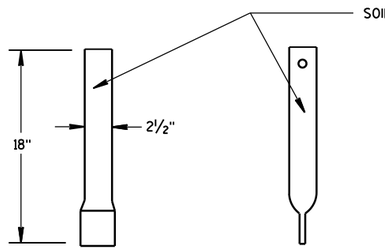
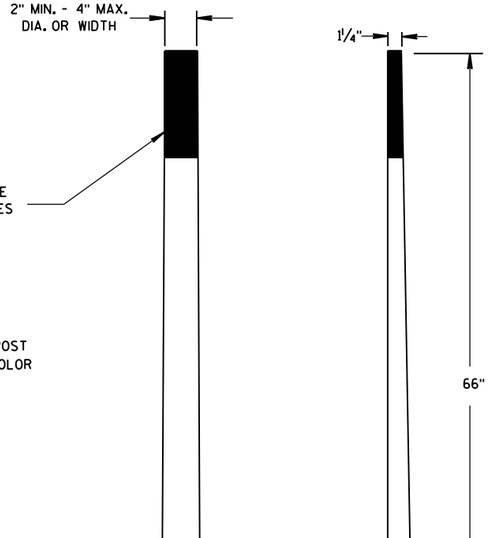
S.D.D. 15 A 3-2a





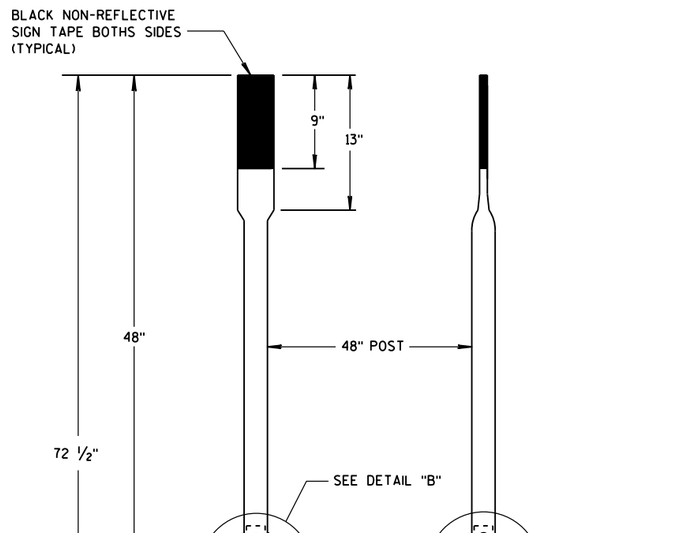
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

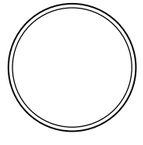
ALTERNATE 2



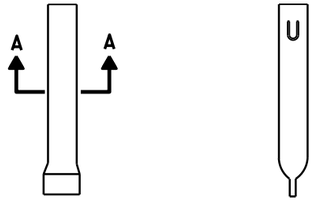
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

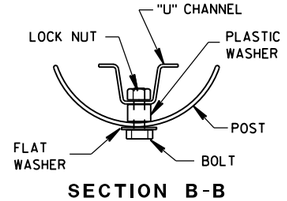


SECTION A-A

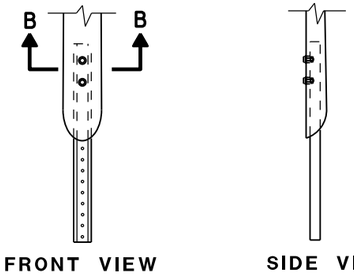


FRONT VIEW SIDE VIEW

ALTERNATE 1

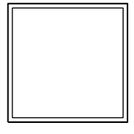


SECTION B-B

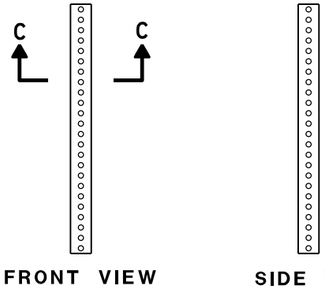


FRONT VIEW SIDE VIEW

ALTERNATE 2



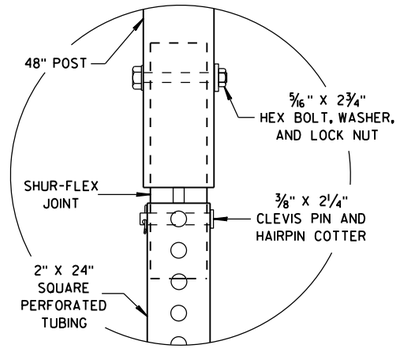
SECTION C-C



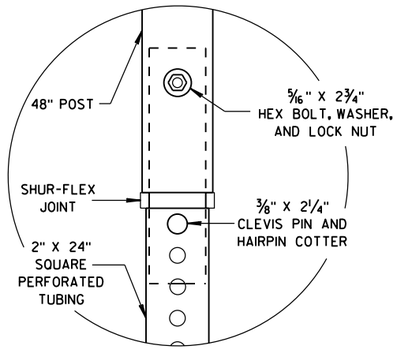
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
271
IGN
FHWA

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S.D.D. 15 A 3-2b

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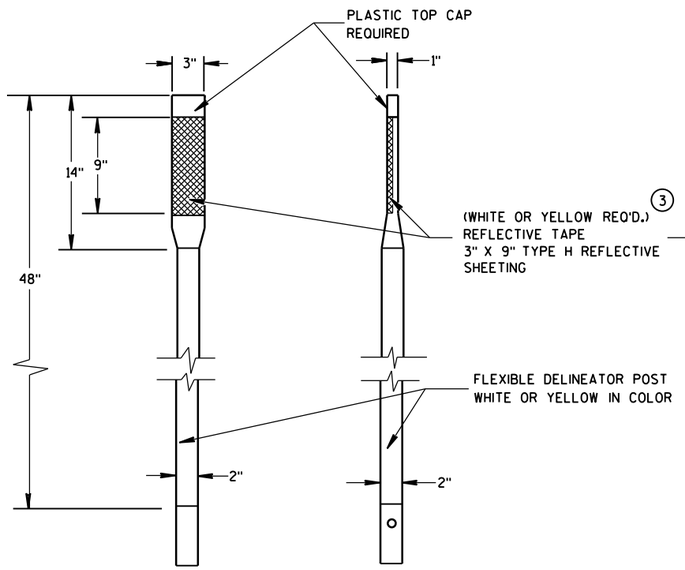
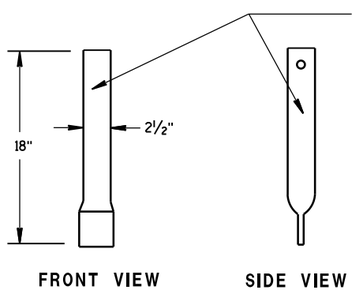
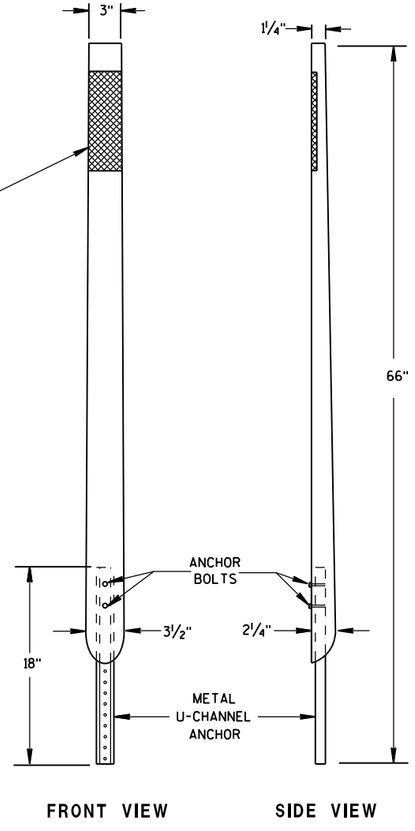
S.D.D. 15 A 3-2b





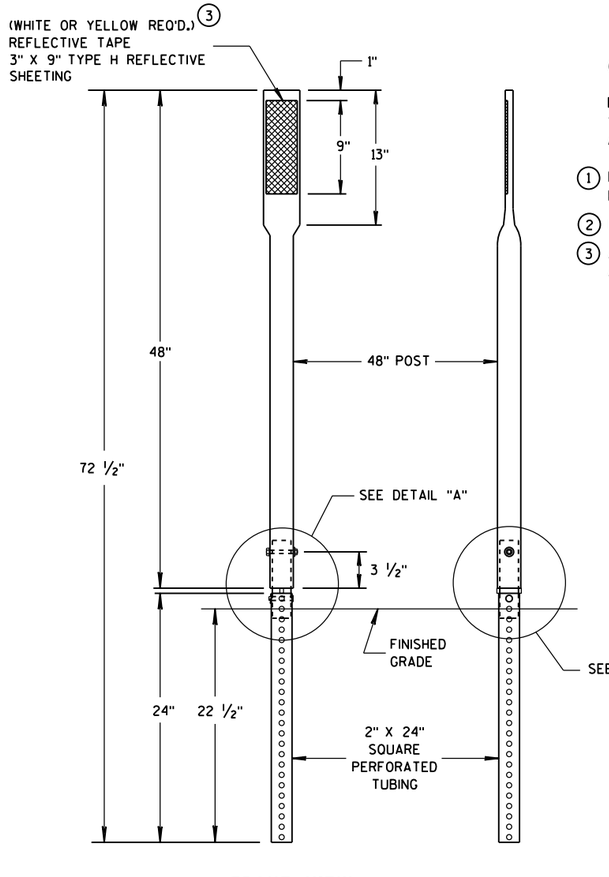
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

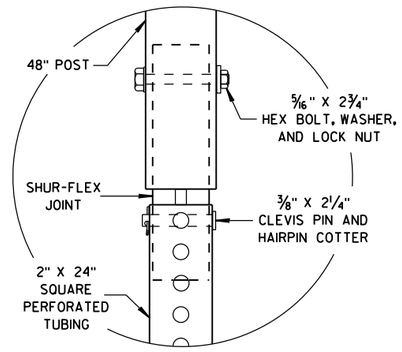
ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

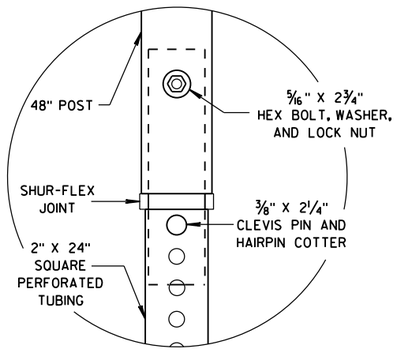
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDATRD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

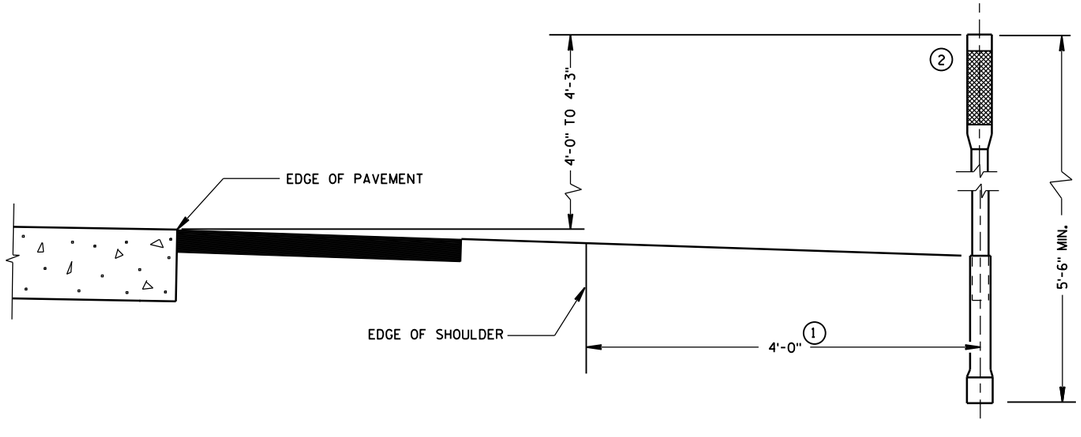
1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.
3. AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

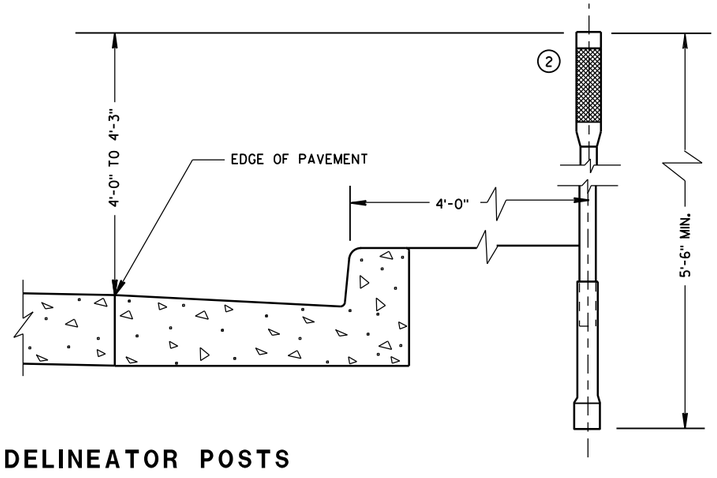


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 A 4-2

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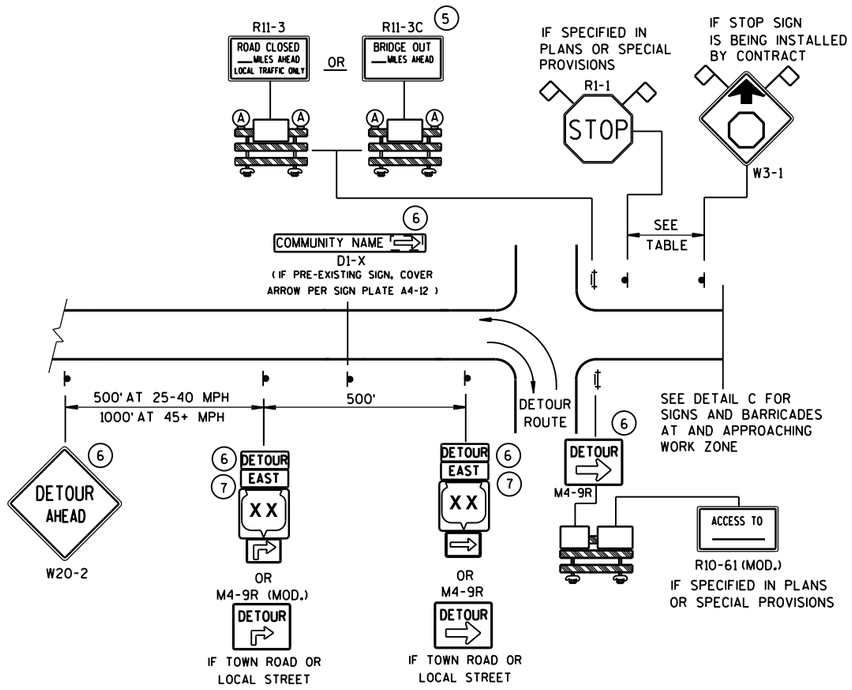
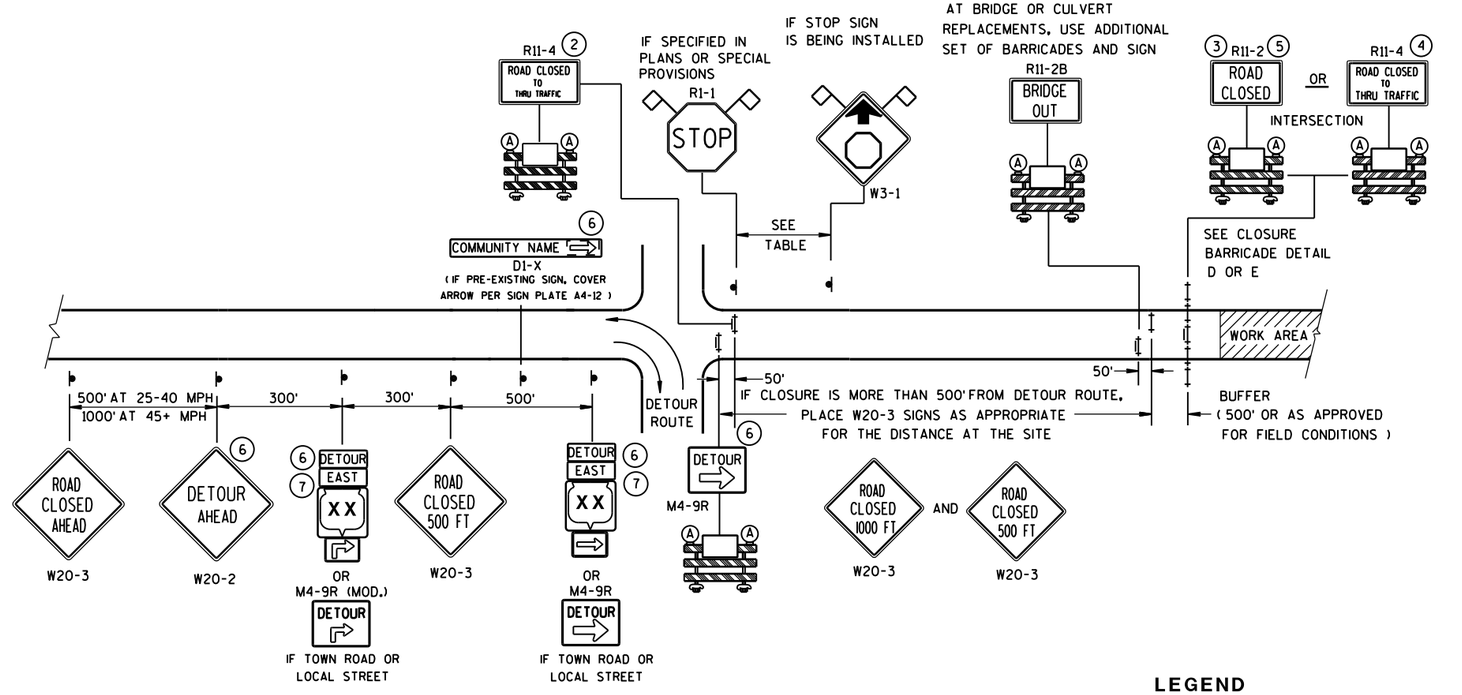
S.D.D. 15 A 4-2



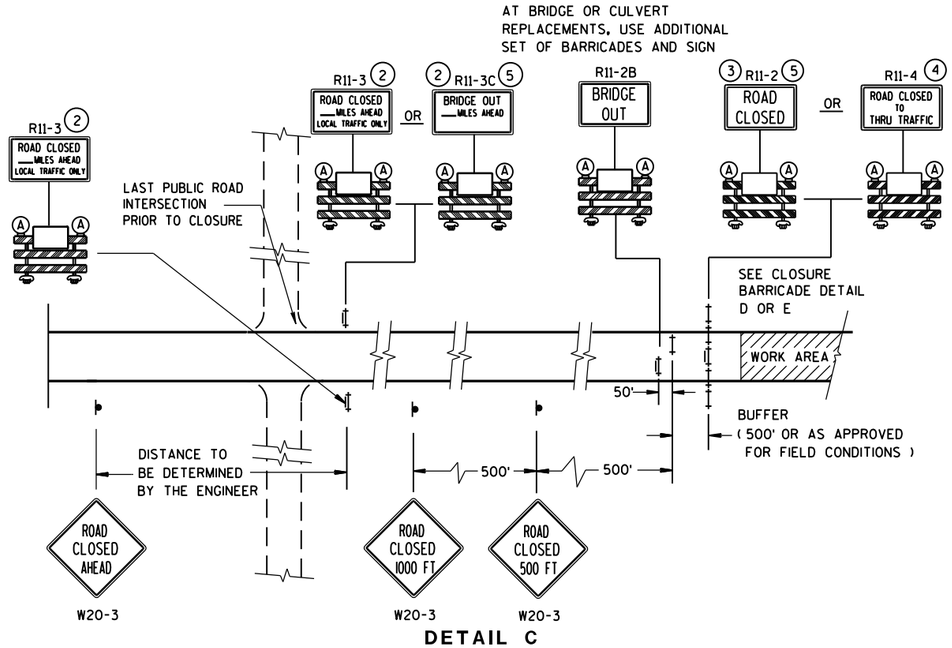
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 2-5a

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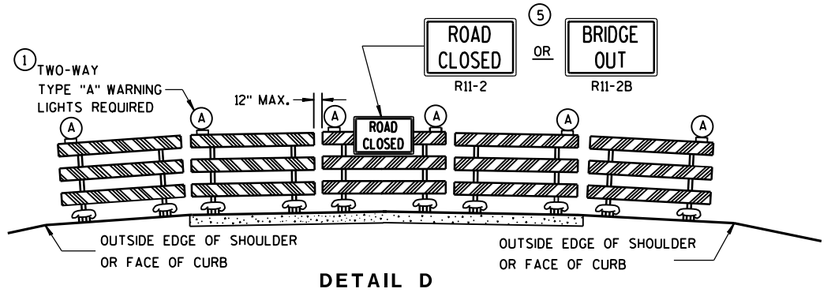
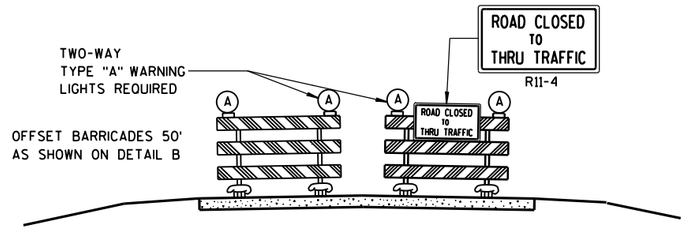
S.D.D. 15 C 2-5a



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.

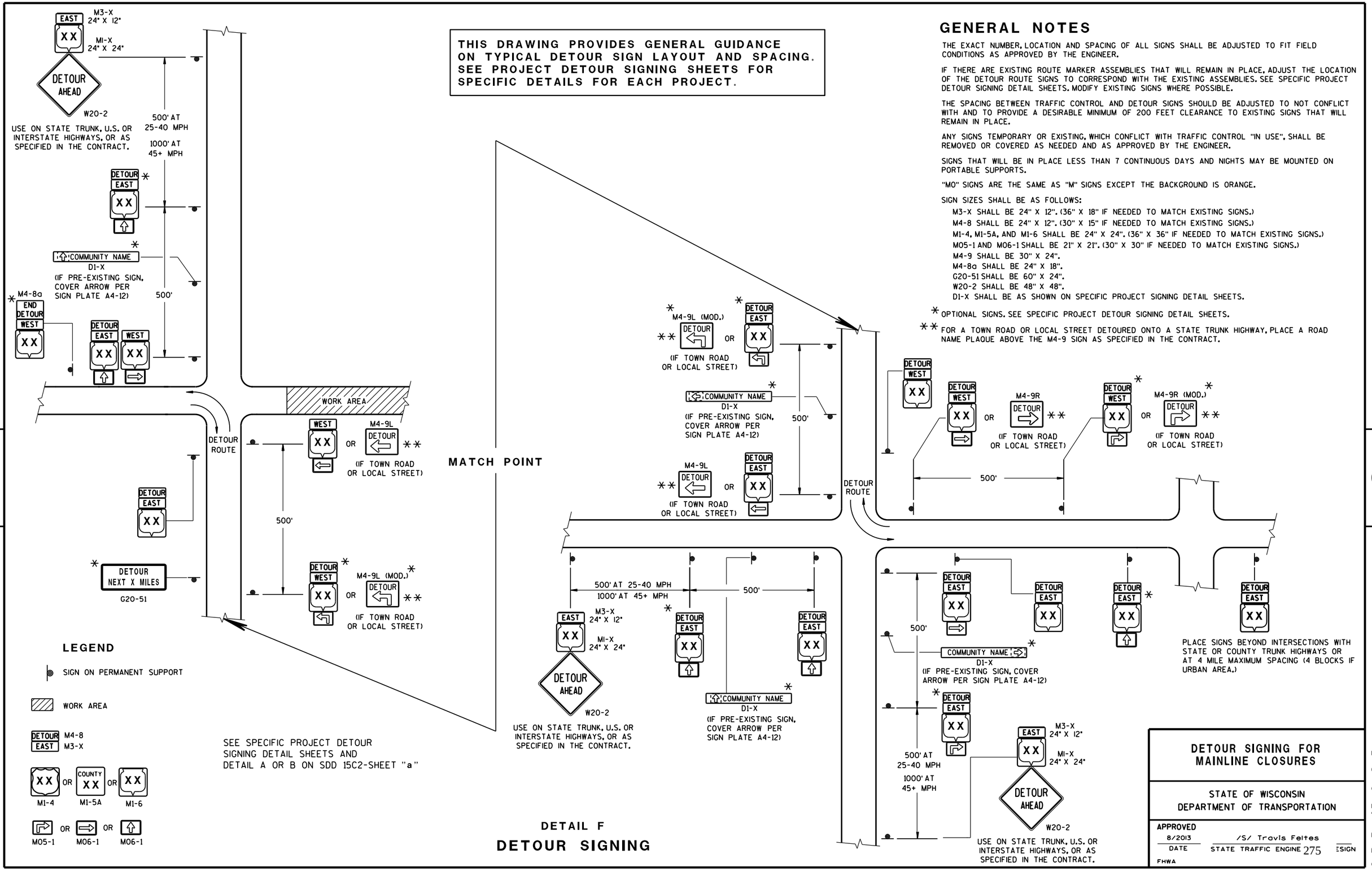
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



DETAIL F

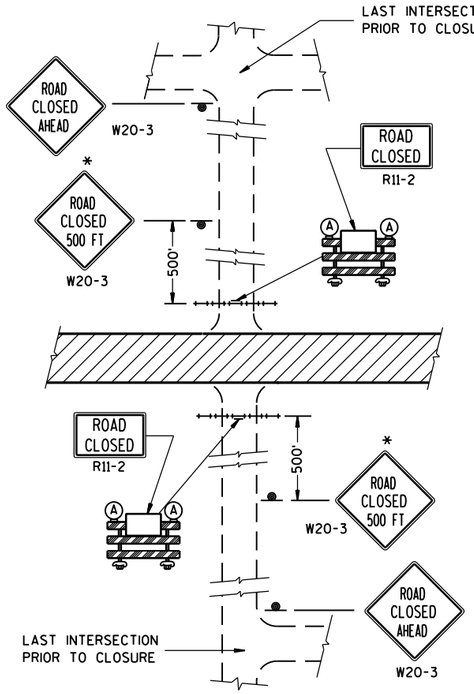
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

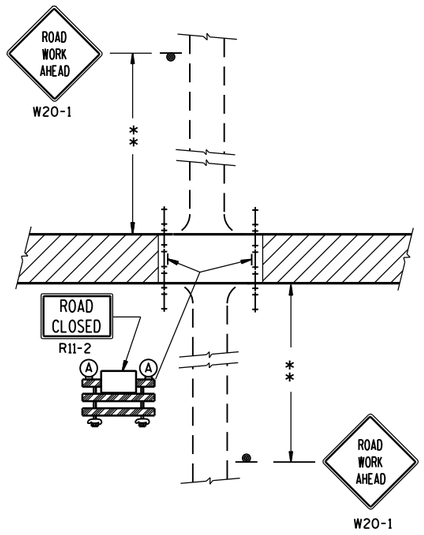
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6 S.D.D. 15 C 2-5c



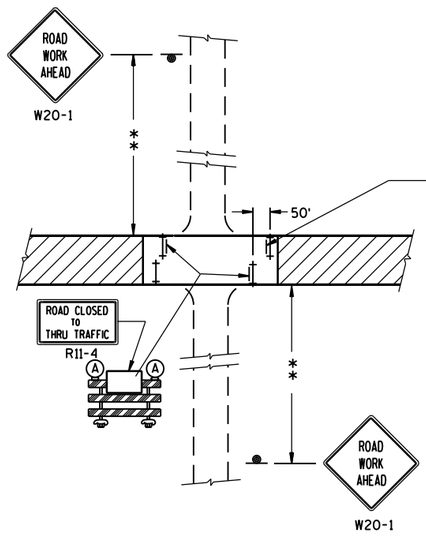
DETAIL 1

(NO ACCESS TO PROJECT)



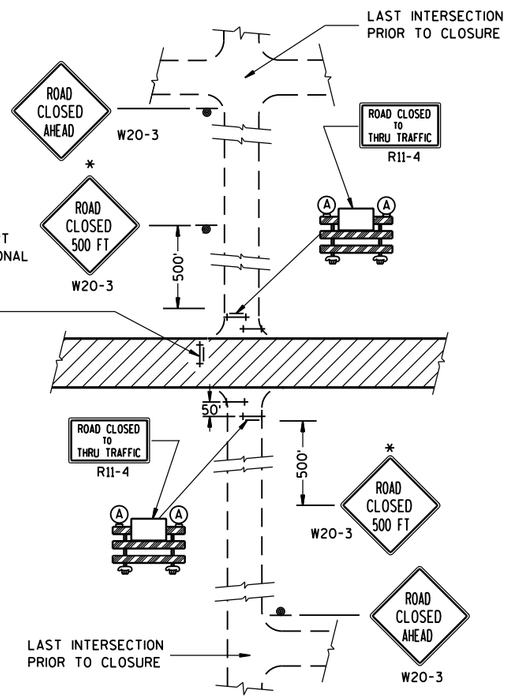
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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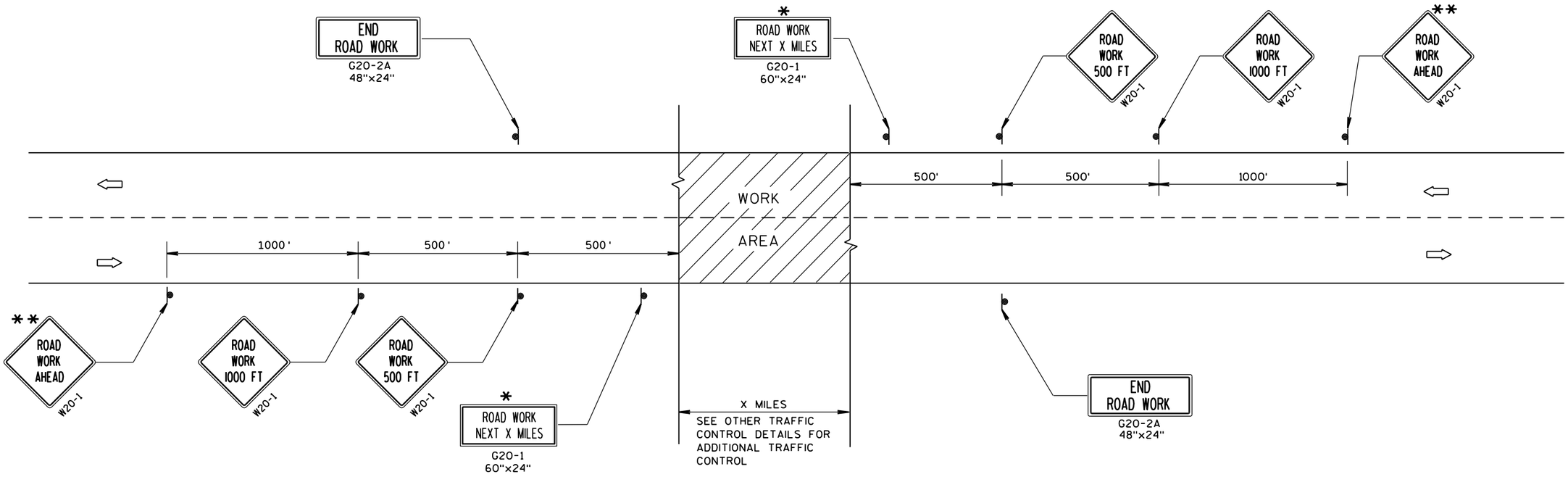
S.D.D. 15 C 3-2



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.

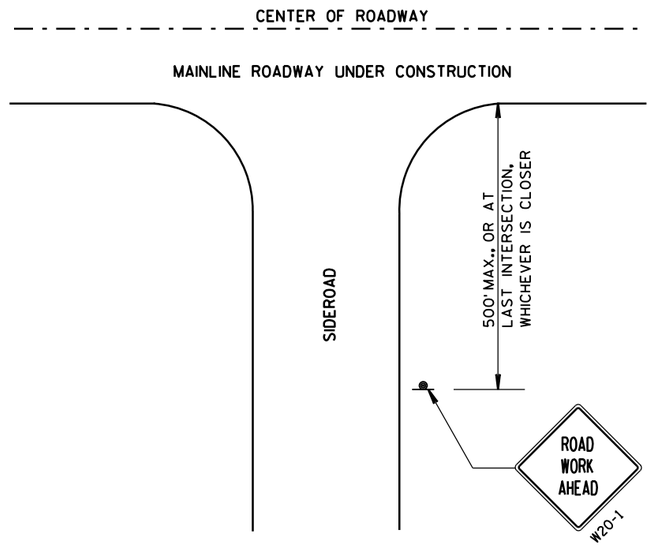
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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8/2013 — DATE

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277 — SIGN

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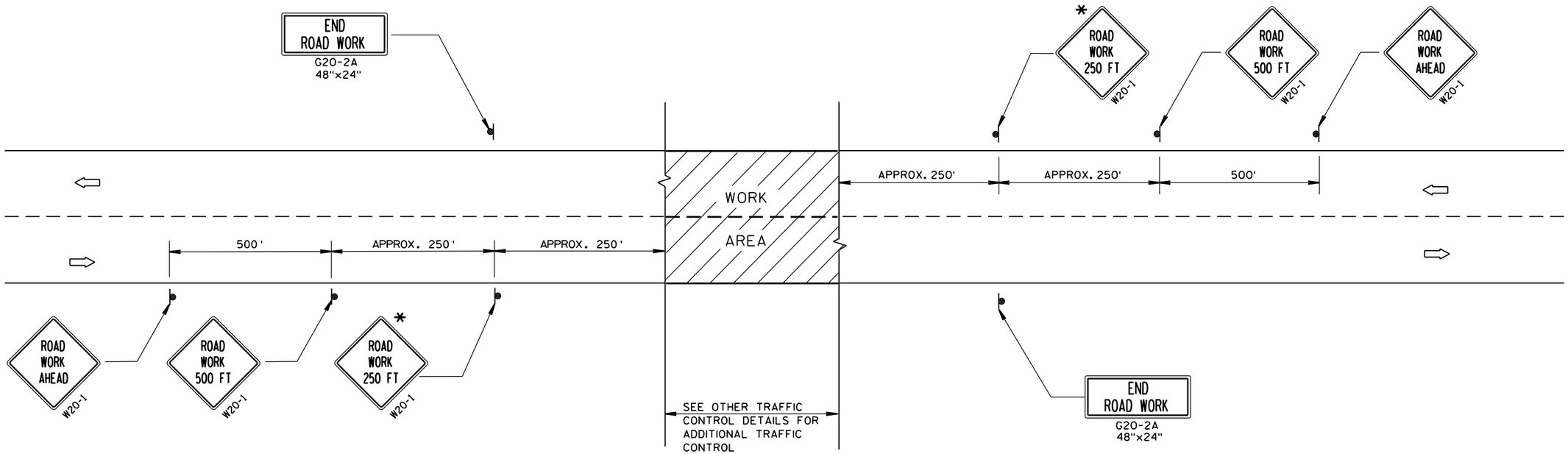
TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

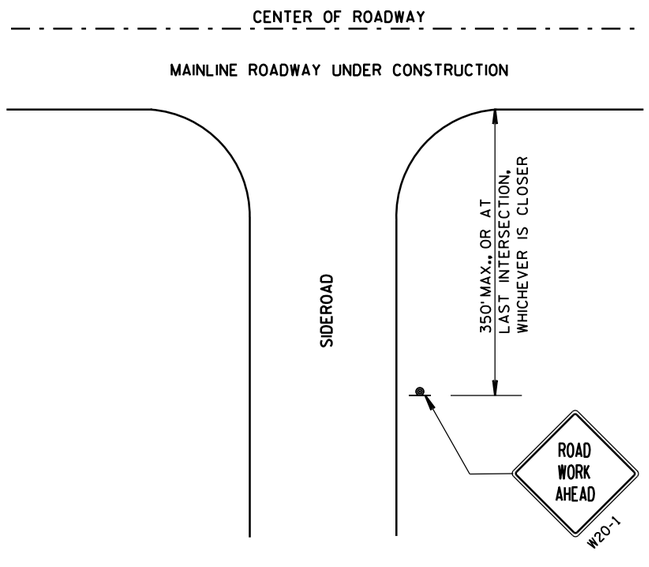
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

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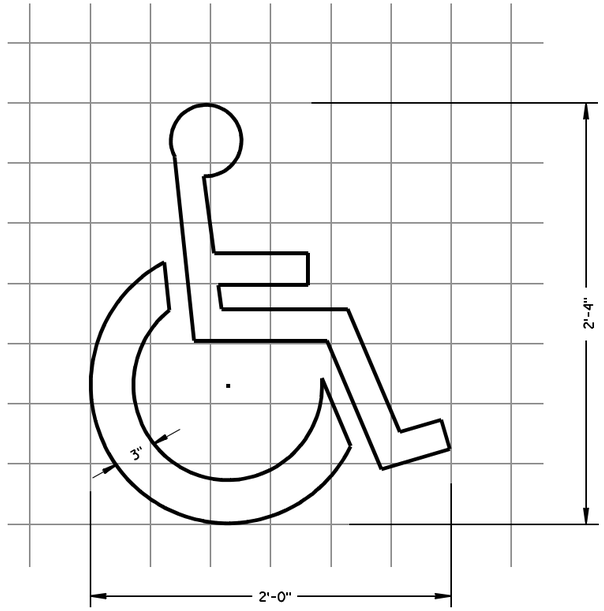
S.D.D. 15 C 5-2

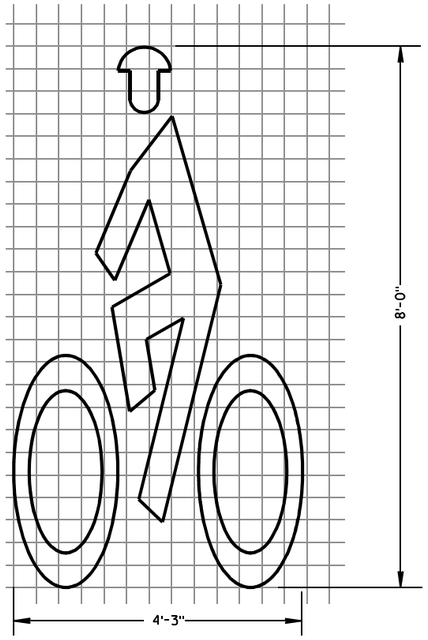
GENERAL NOTES

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.

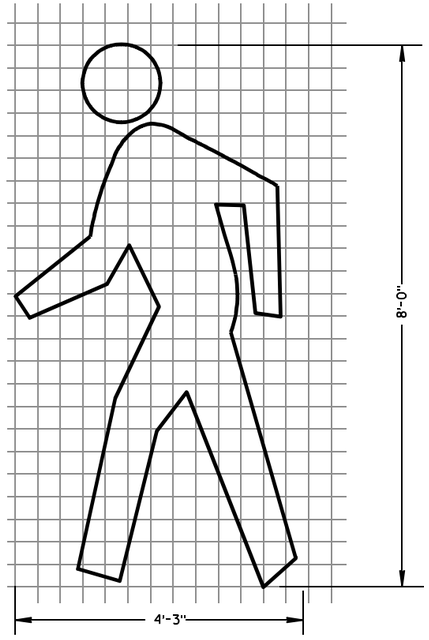
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

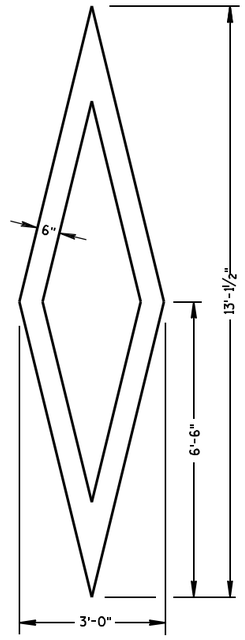




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

6

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S.D.D. 15 C 7-12a

S.D.D. 15 C 7-12a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

/S/ Thomas N Nathan STATE TRAFFIC ENGINEER

FHWA

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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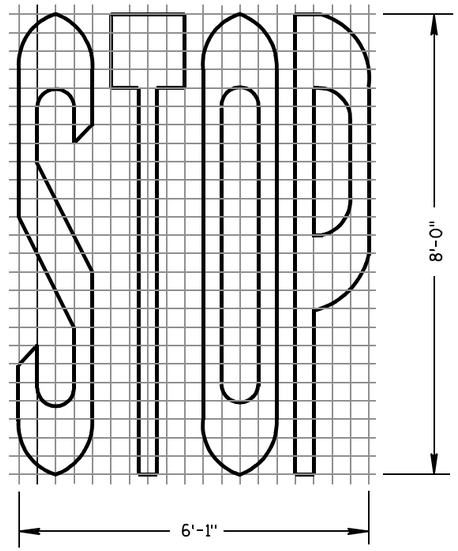
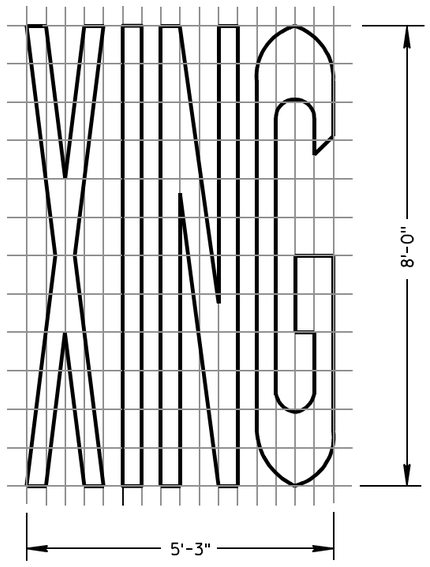
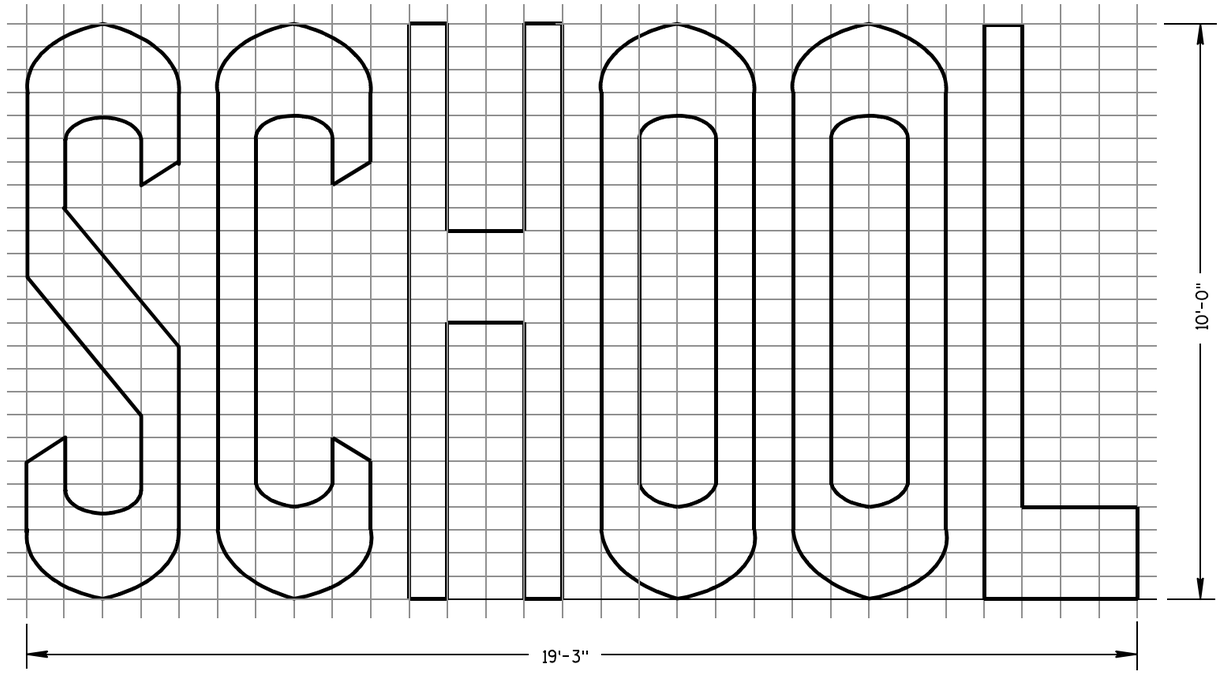
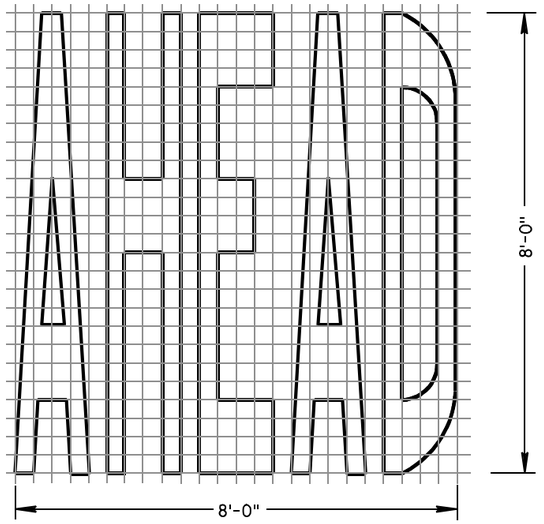
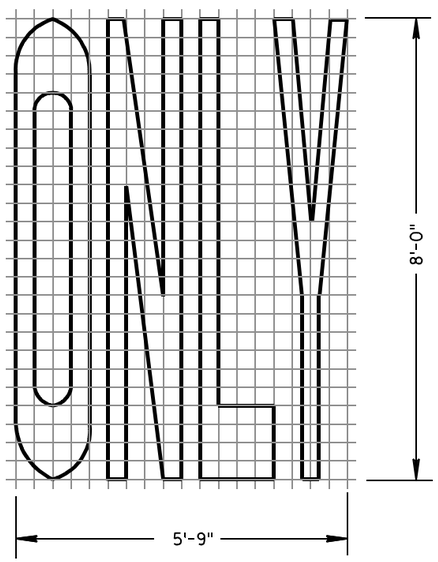


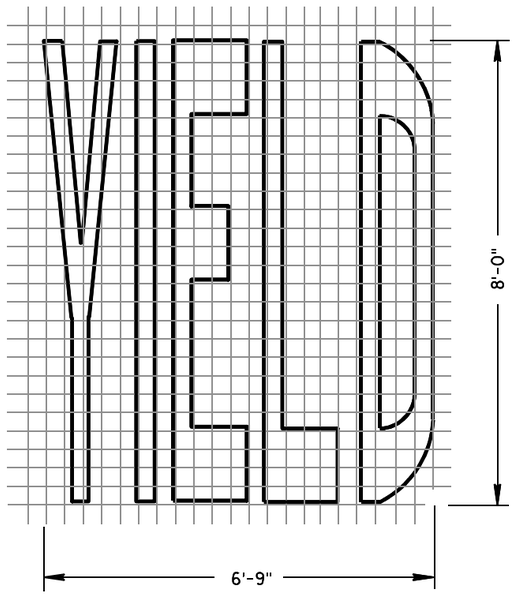


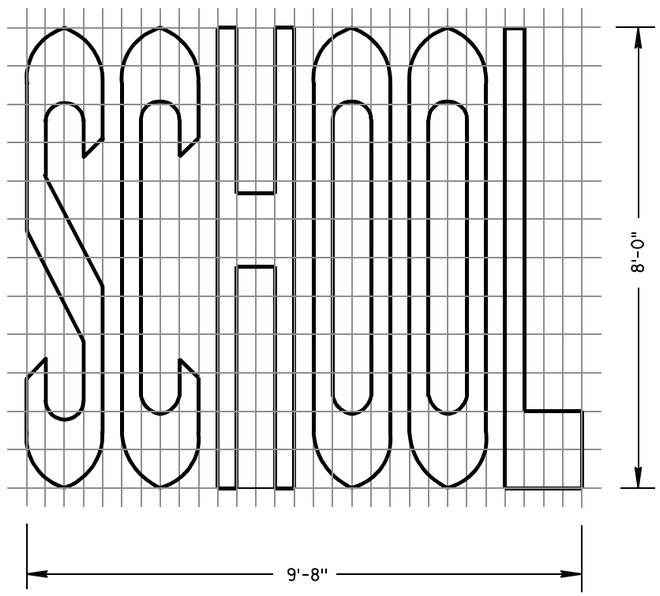


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12b

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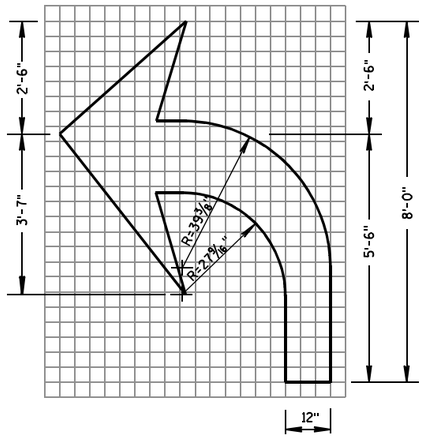
S.D.D. 15 C 7-12b

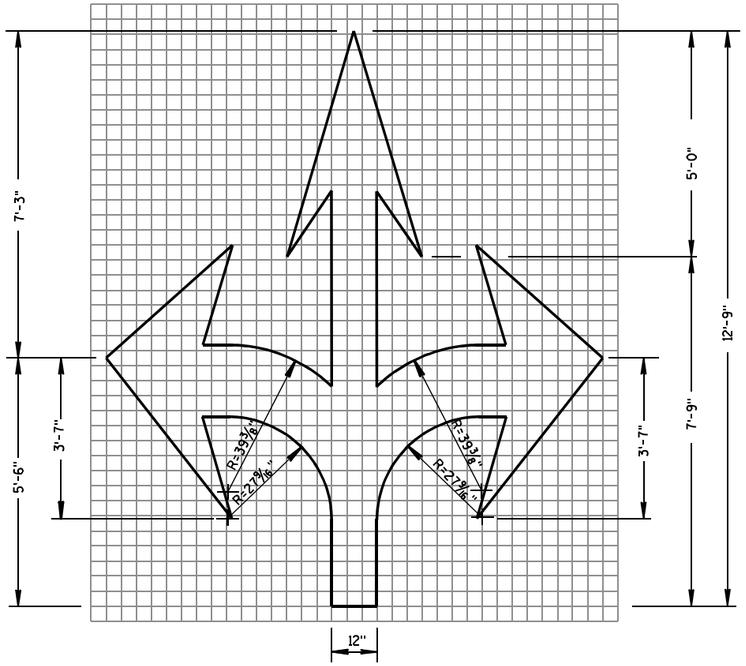
GENERAL NOTES

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.

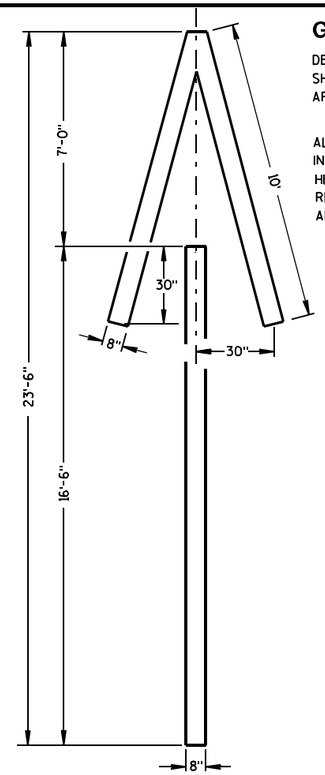
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 2



TYPE 6



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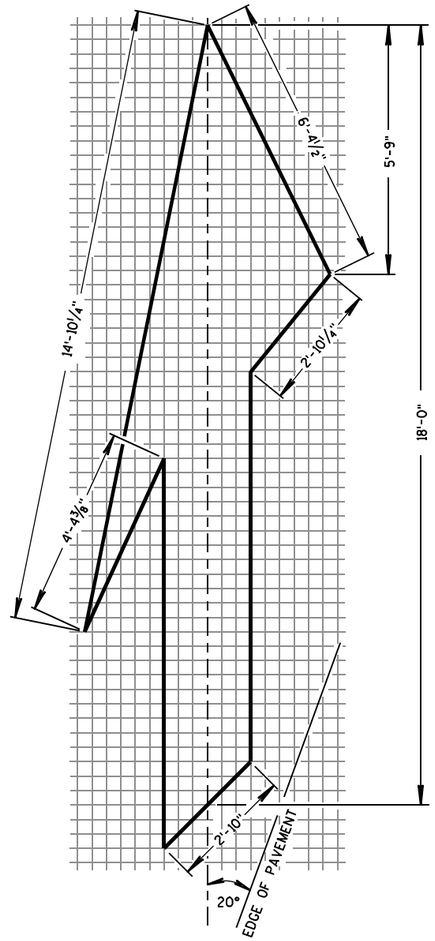
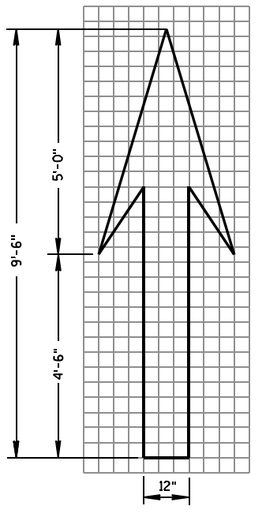
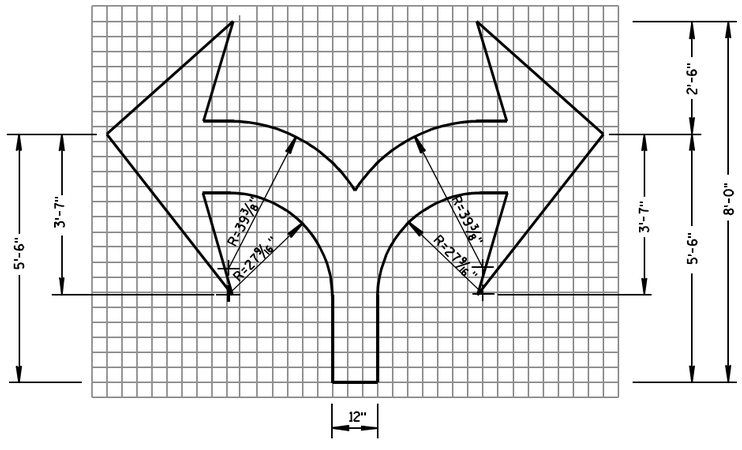


TYPE 5 LANE DROP ARROW



TYPE 1



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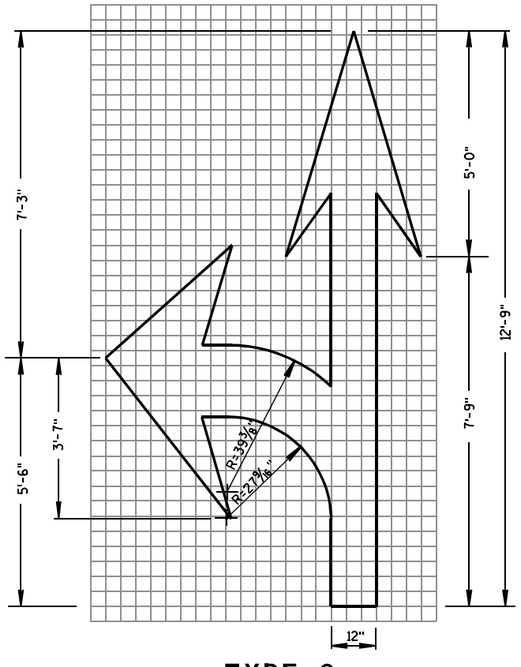

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12c

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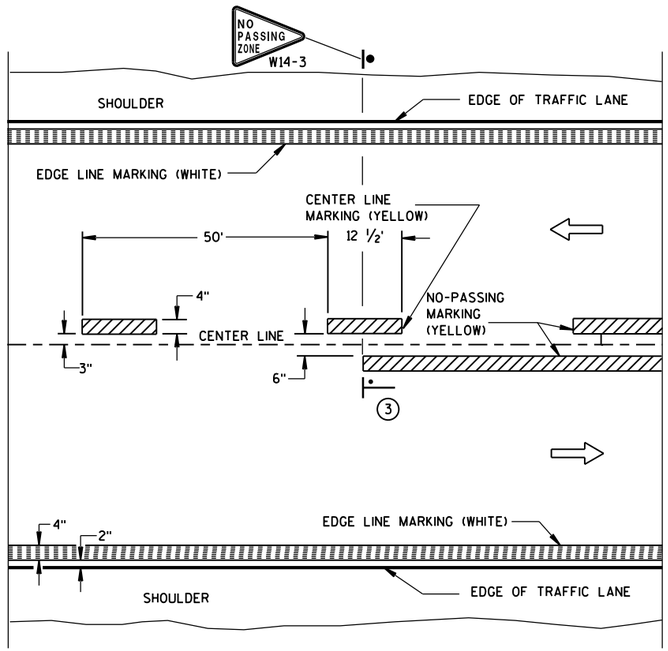
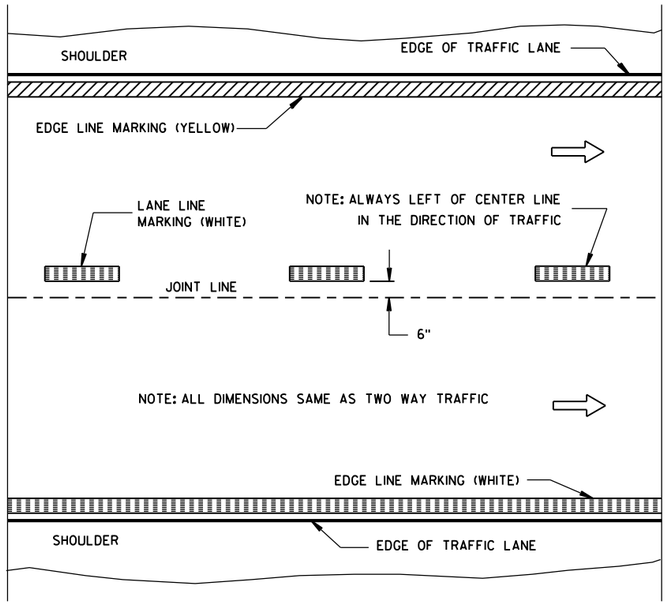
S.D.D. 15 C 7-12c

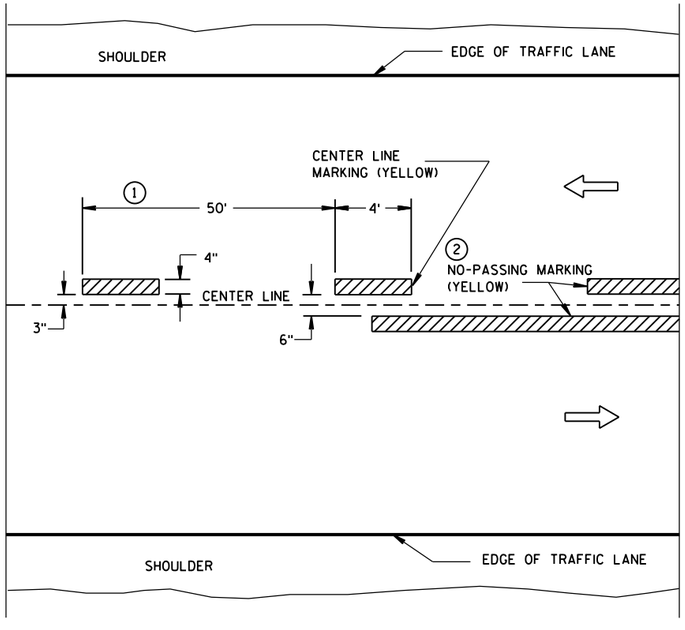


TWO WAY TRAFFIC

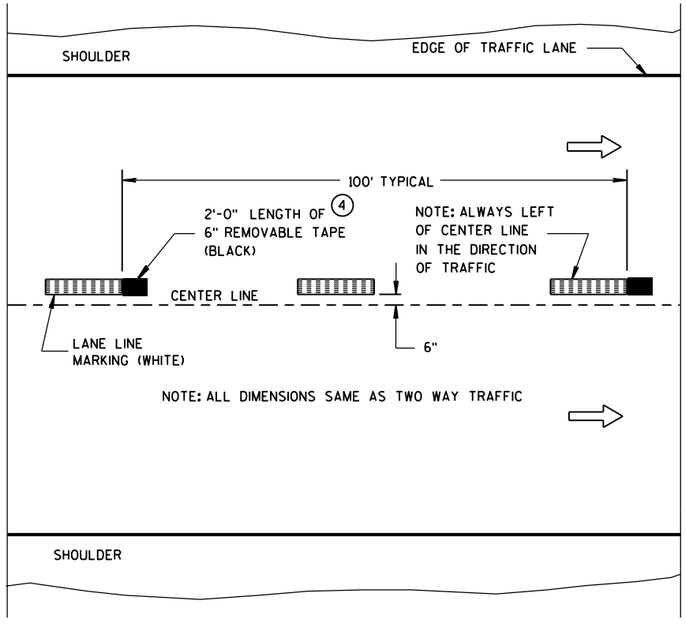


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

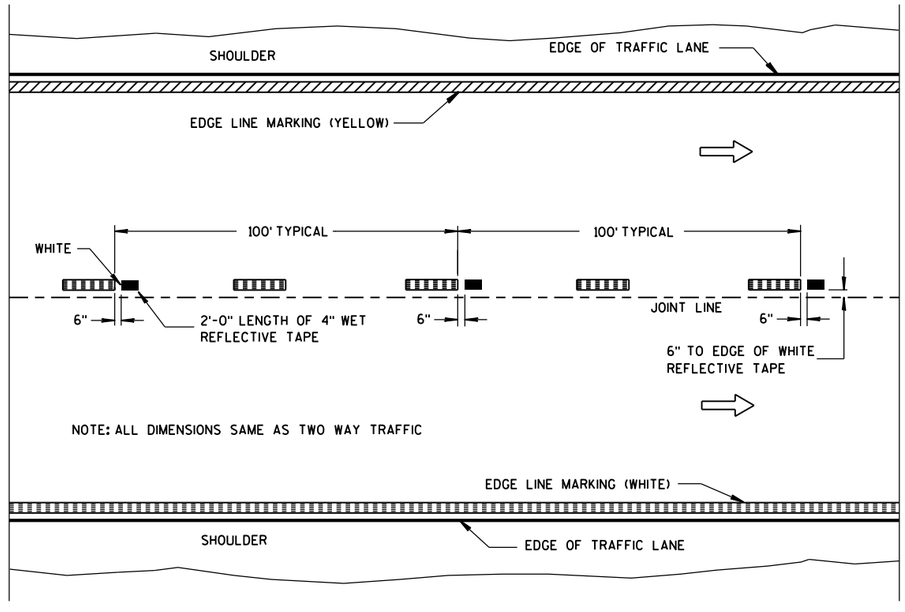
GENERAL NOTES

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

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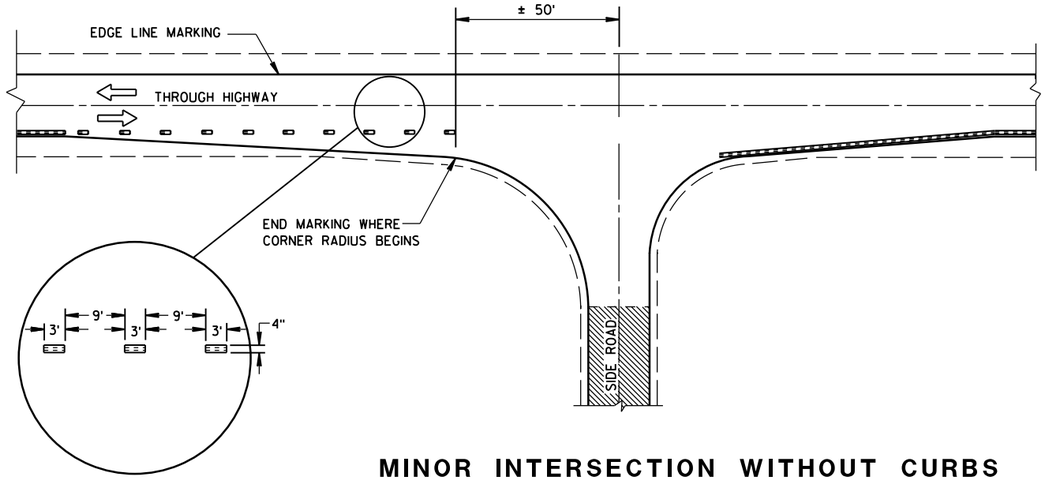
S.D.D. 15 C 8-16a



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.

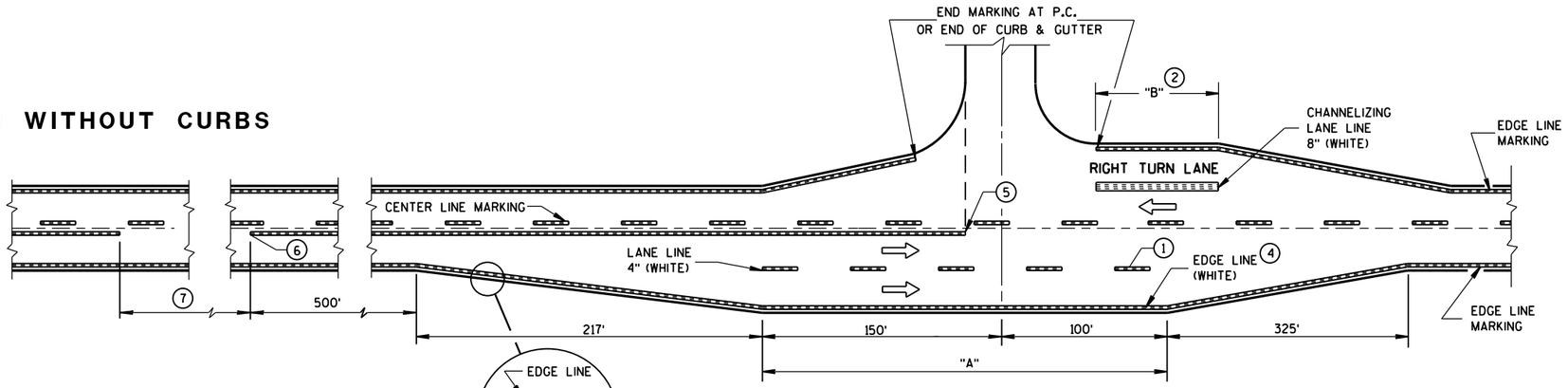
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

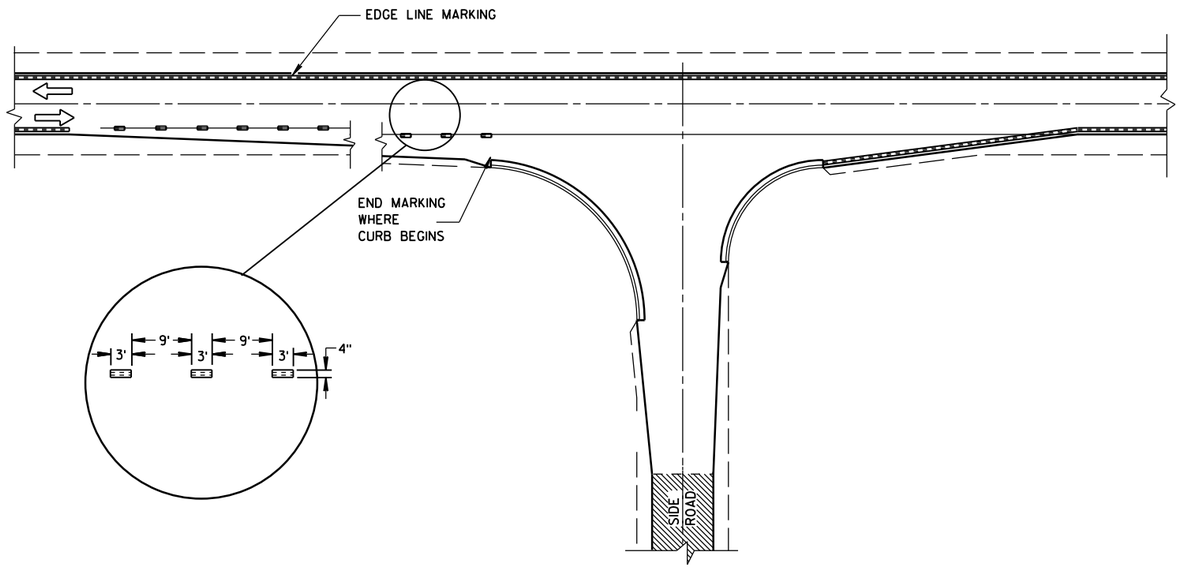
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



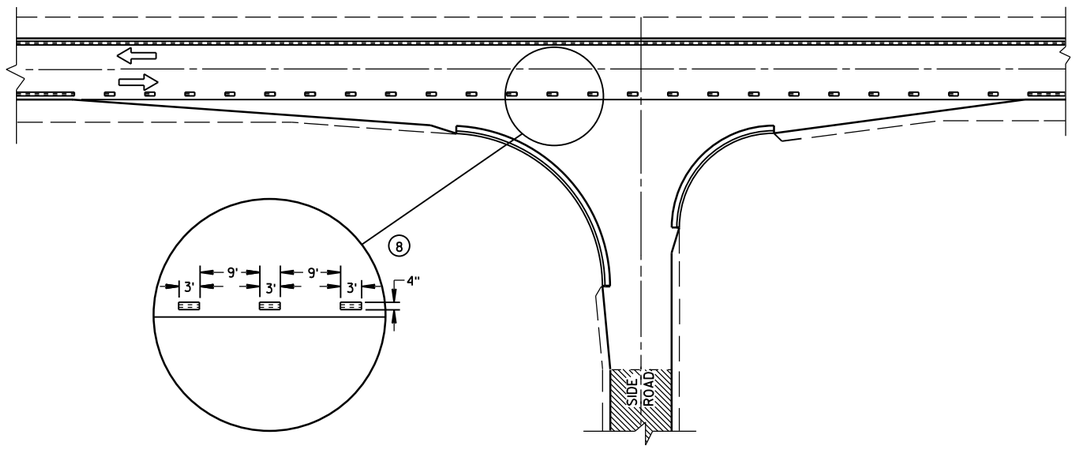
MAJOR INTERSECTIONS

(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

6

S.D.D. 15 C 8-16b

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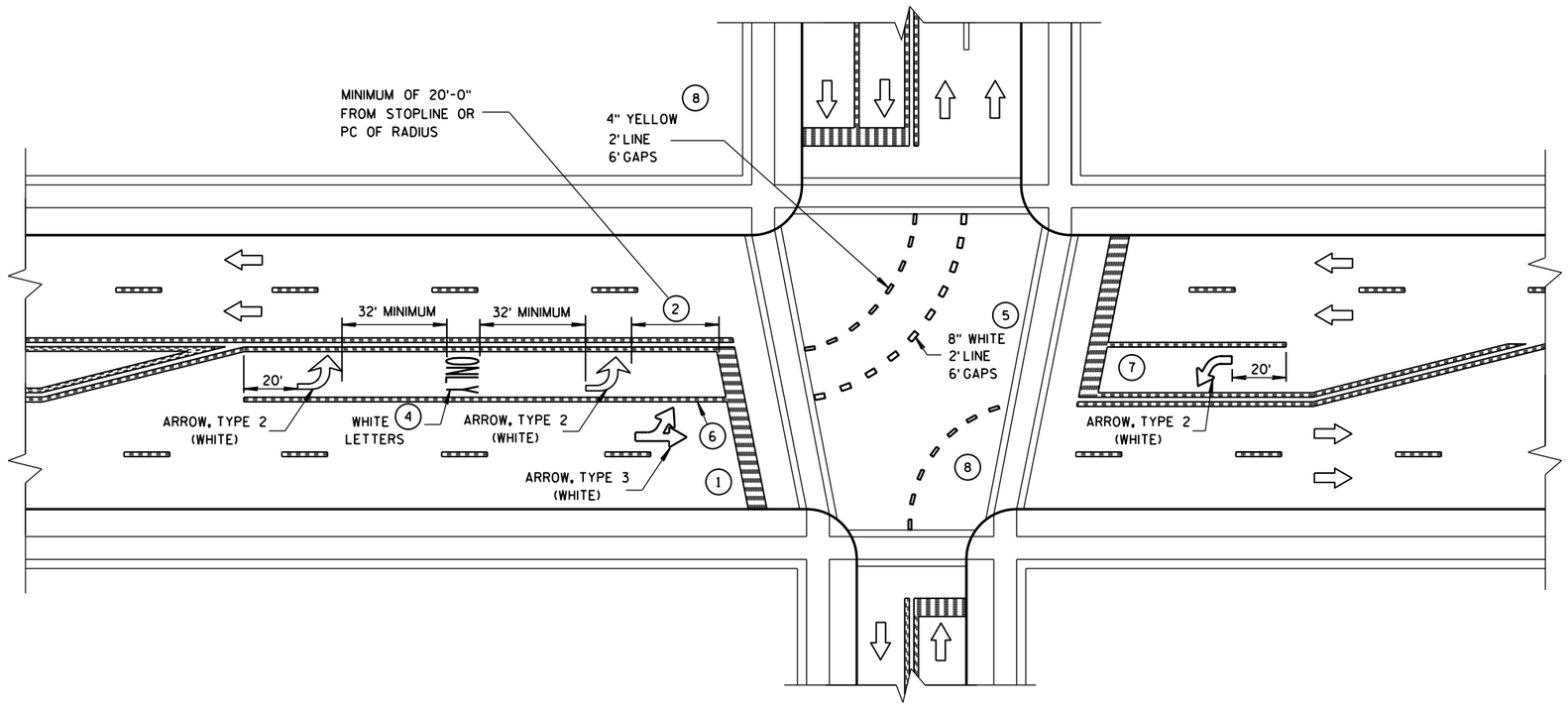
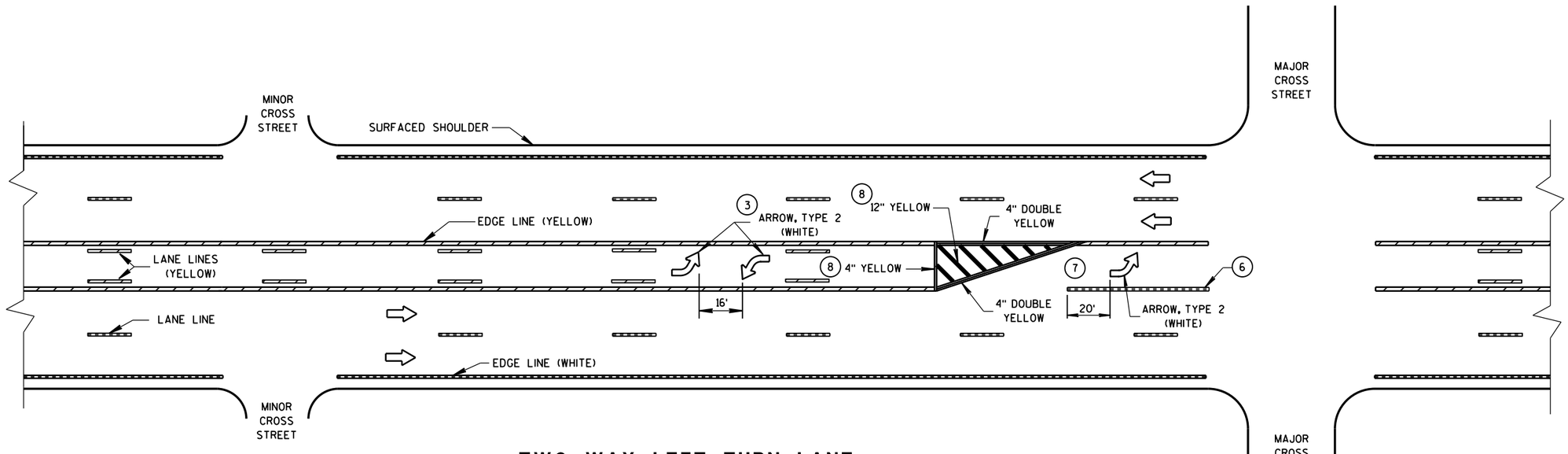
S.D.D. 15 C 8-16b



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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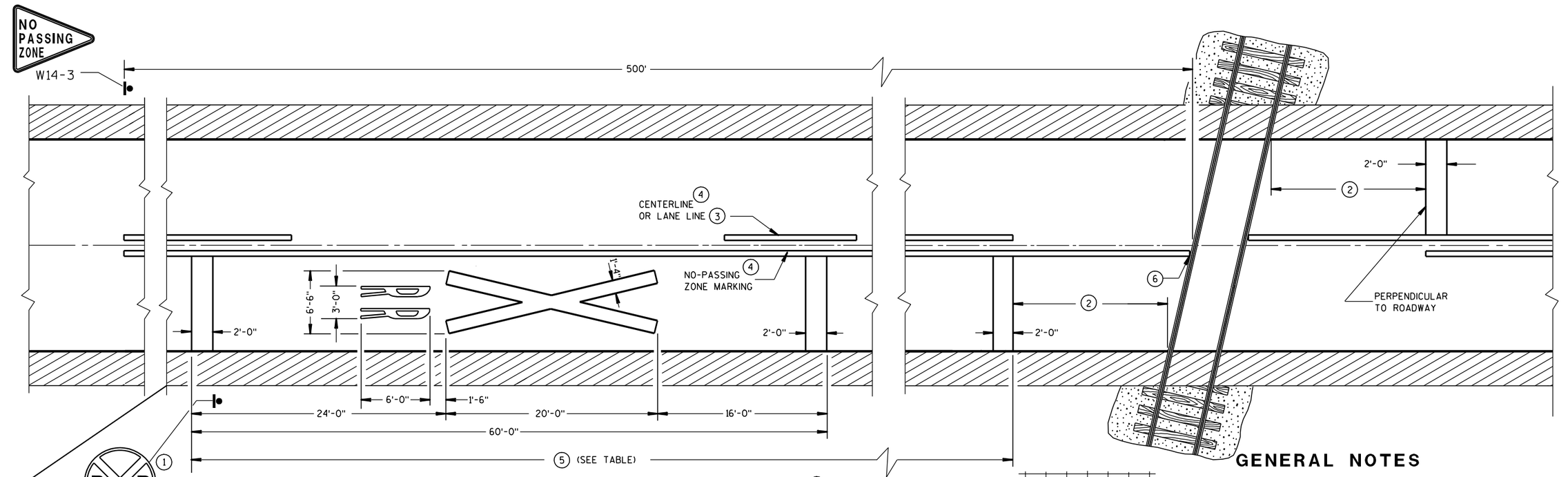
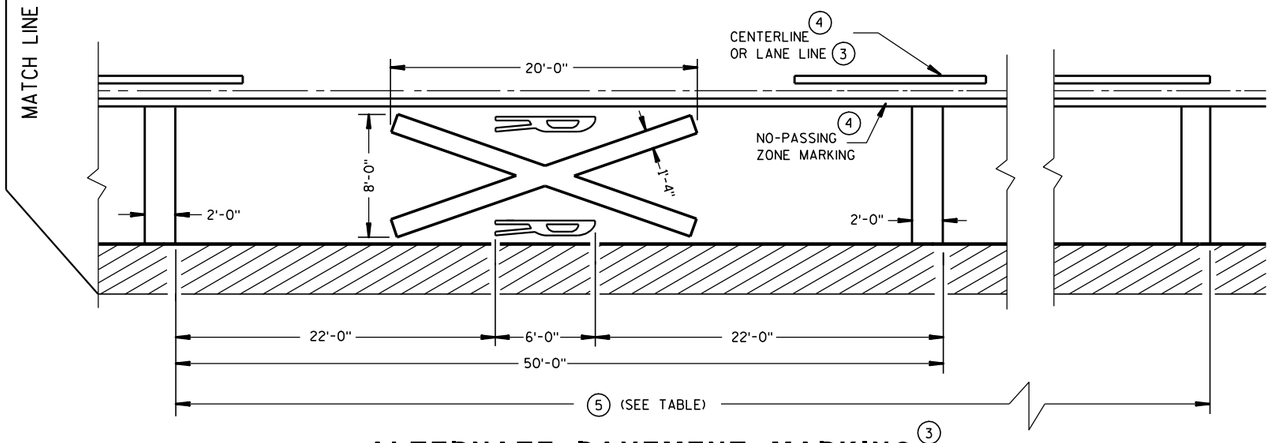
S.D.D. 15 C 8-16e



PREFERRED PAVEMENT MARKING 3

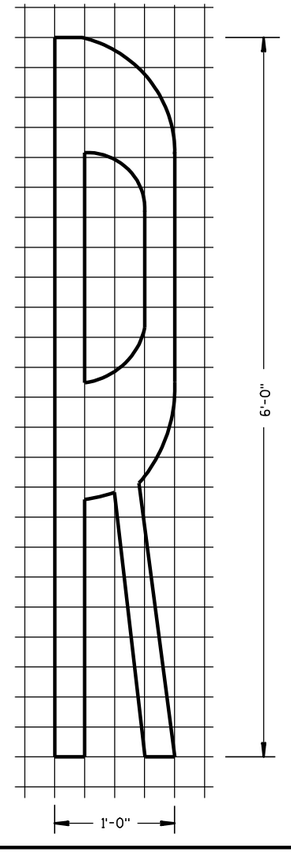


ALTERNATE PAVEMENT MARKING 3

5

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



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.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
2. MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
3. REFLECTIVE WHITE.
4. REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
5. TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1-9-2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

285

DESIGN

FHWA

6

S.D.D. 15 C 9-9a

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S.D.D. 15 C 9-9a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

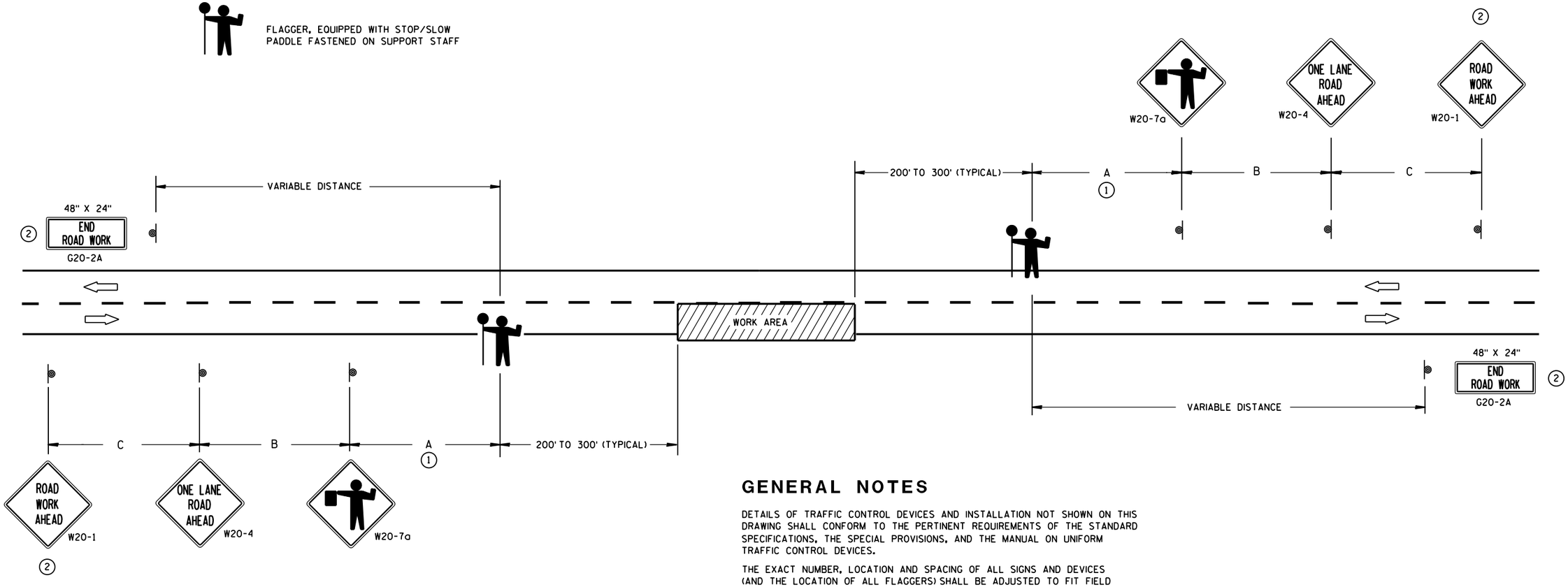
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

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 12-4

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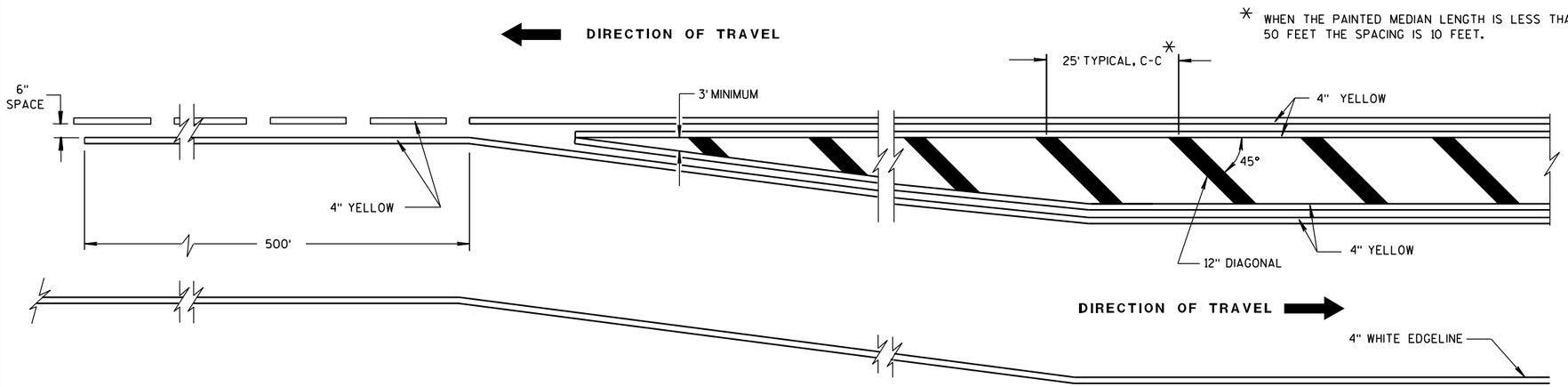
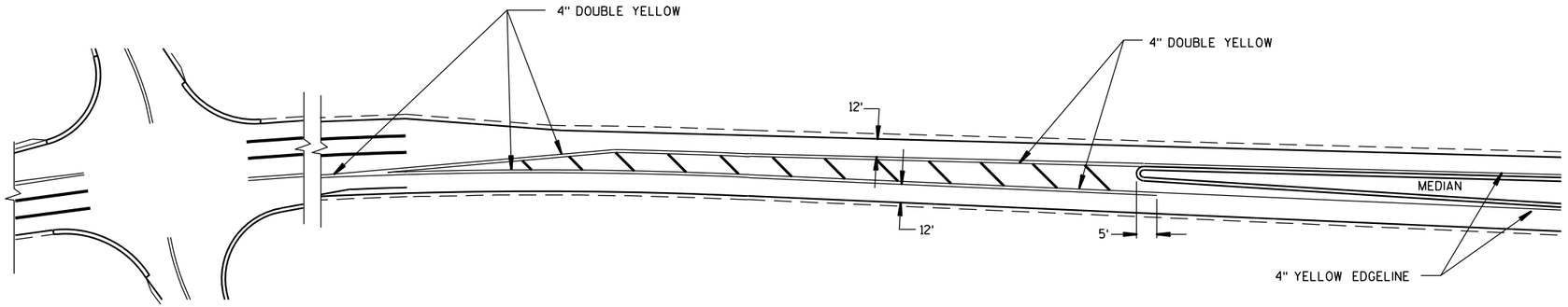
S.D.D. 15 C 12-4



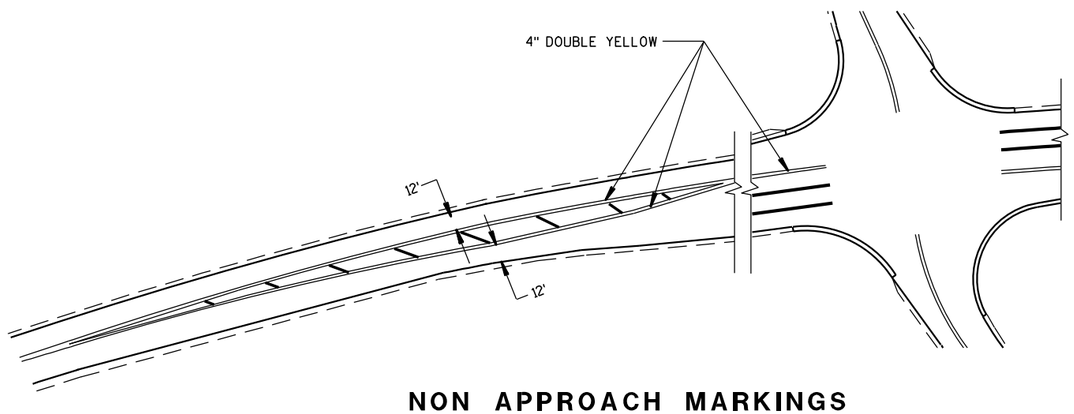
MEDIAN ISLAND DETAIL

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	287 IGN

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S.D.D. 15 C 18-3

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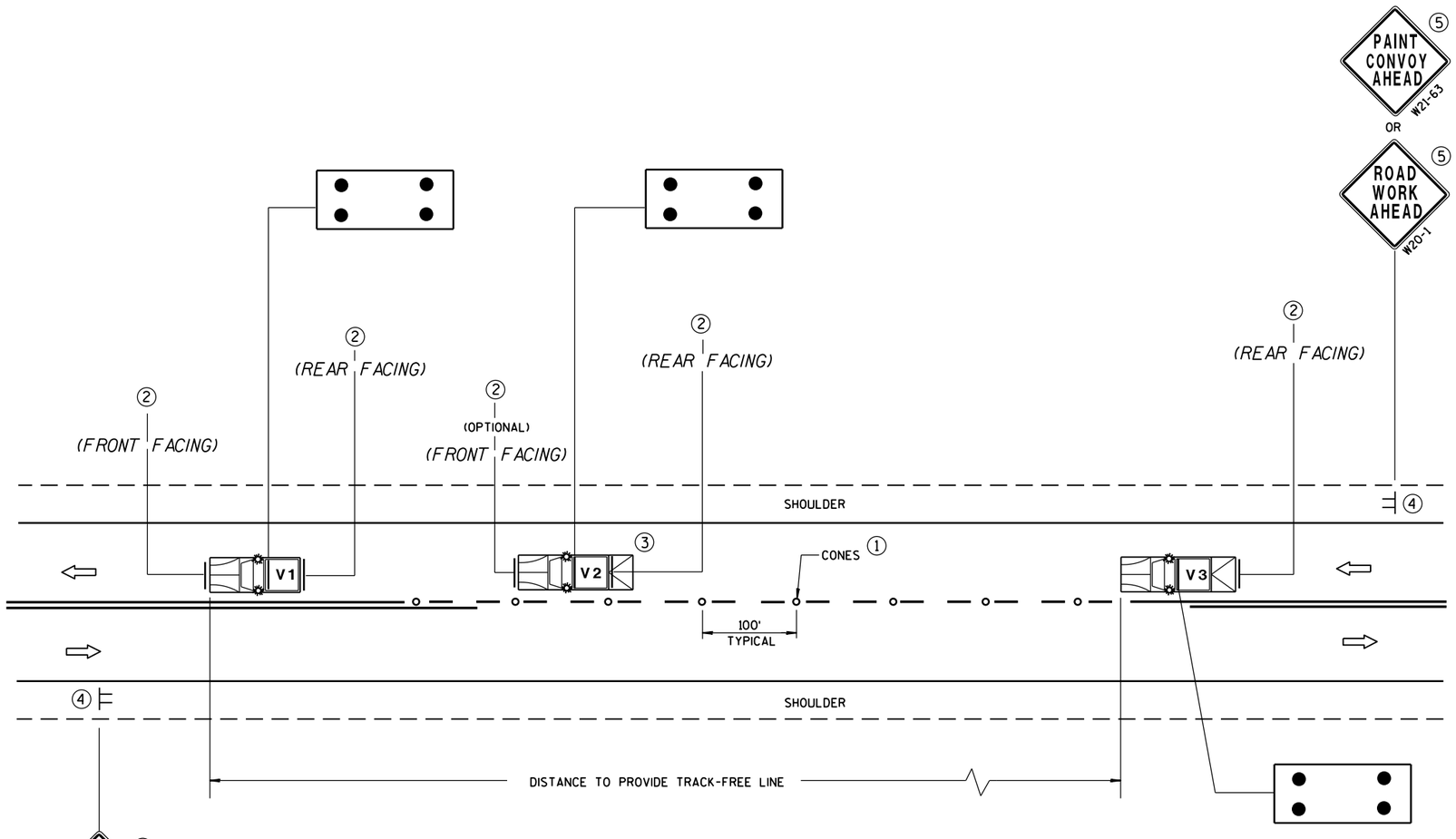
S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 5/3/2013 DATE — /S/ Travis Feltes STATE TRAFFIC E FHWA

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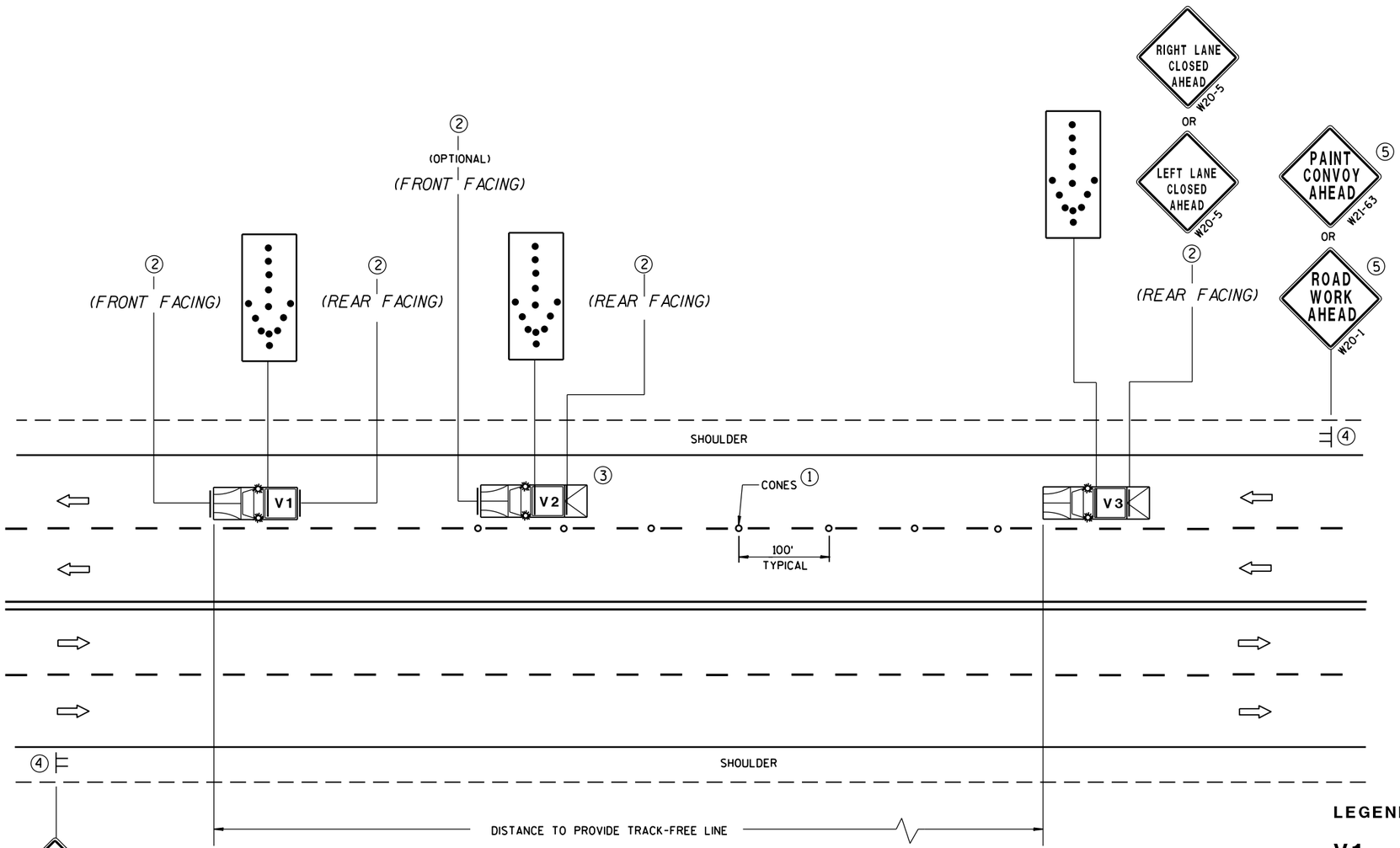
S.D.D. 15 C 19-2a
S.D.D. 15 C 19-2a



PAINT CONVOY AHEAD W21-63
OR
ROAD WORK AHEAD W20-1

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Travis Feltes STATE TRAFFIC EN

FHWA

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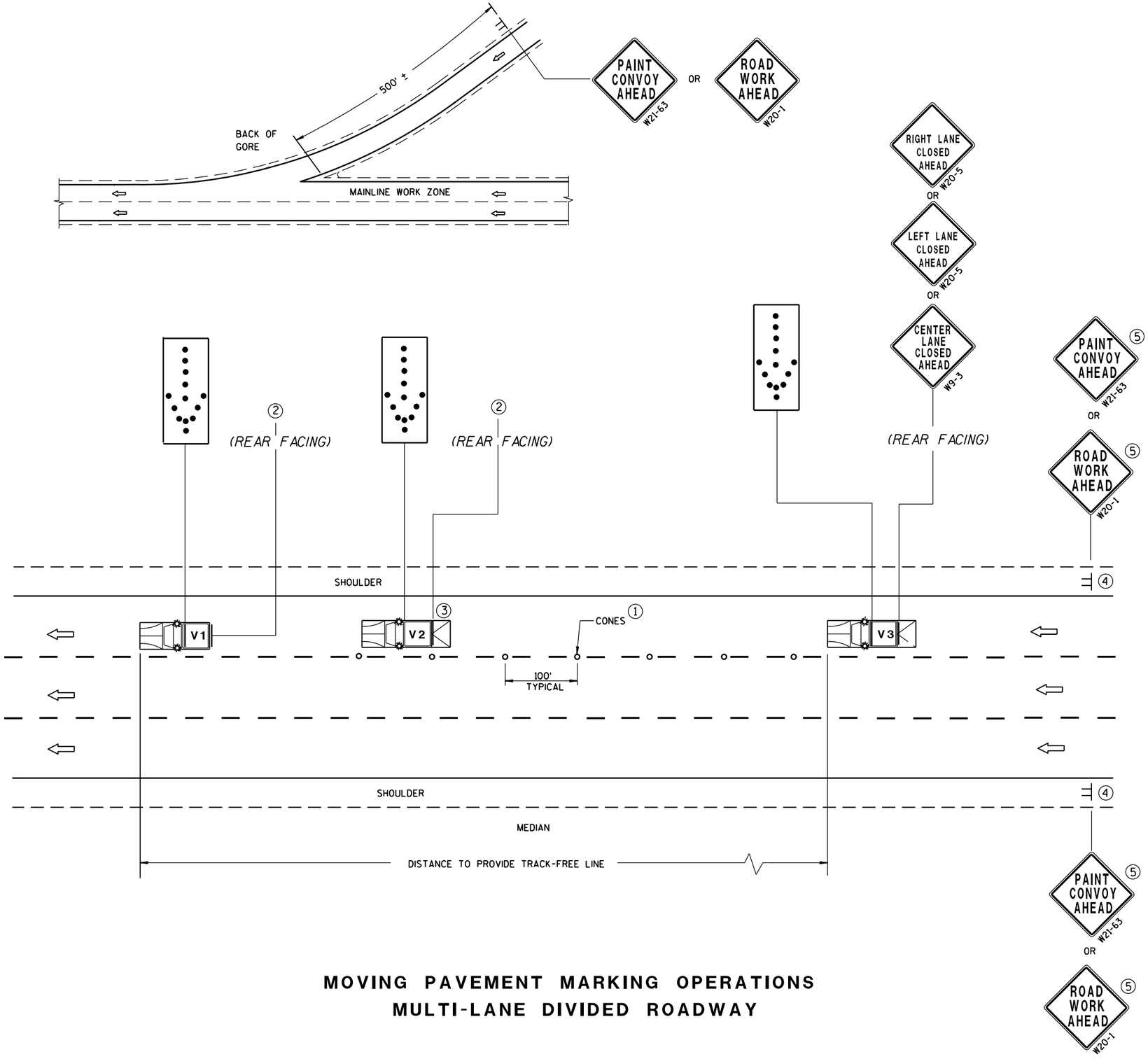
S.D.D. 15 C 19-2b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 19-2c

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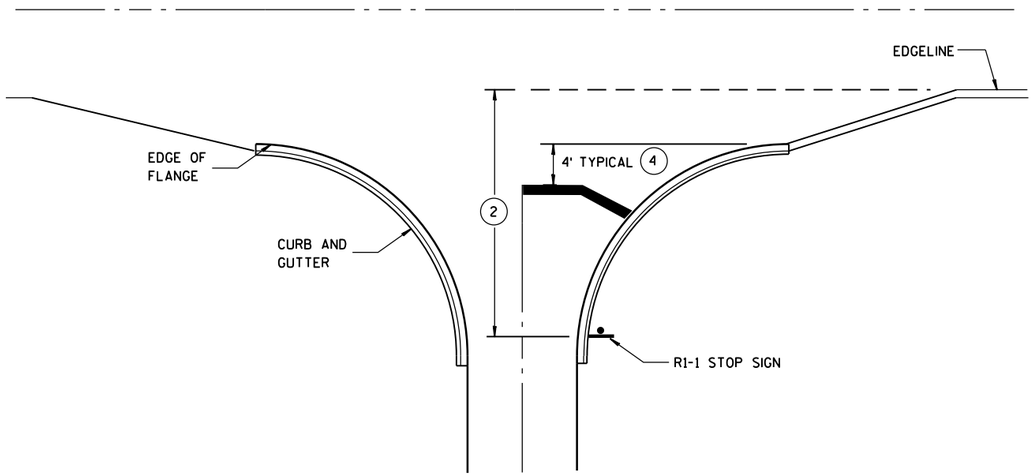
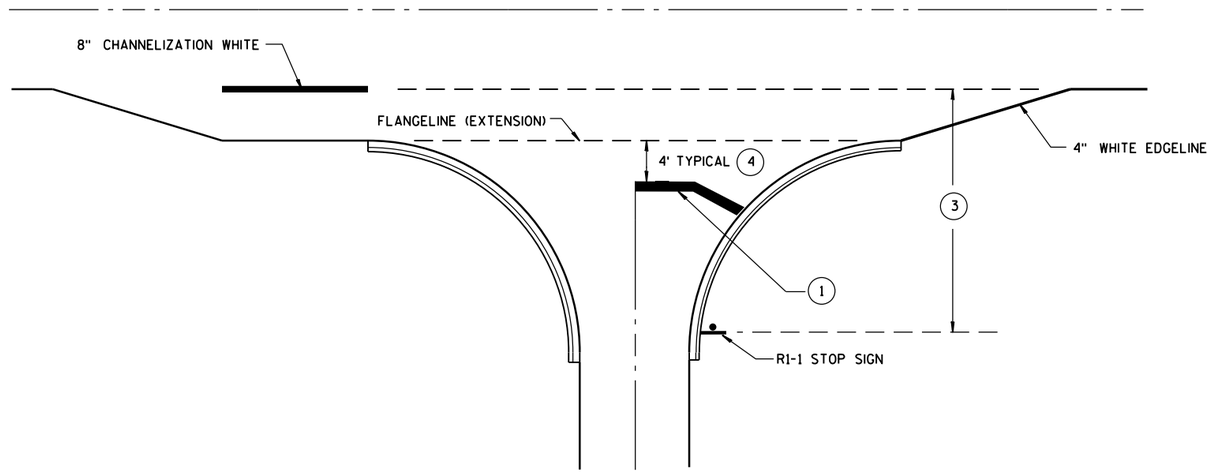
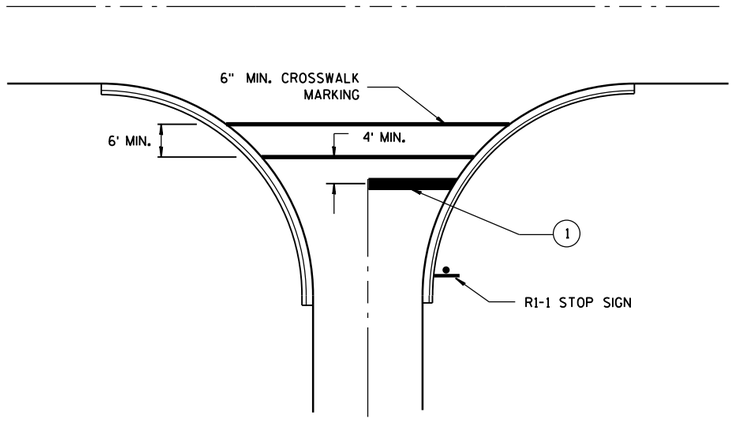
S.D.D. 15 C 19-2c



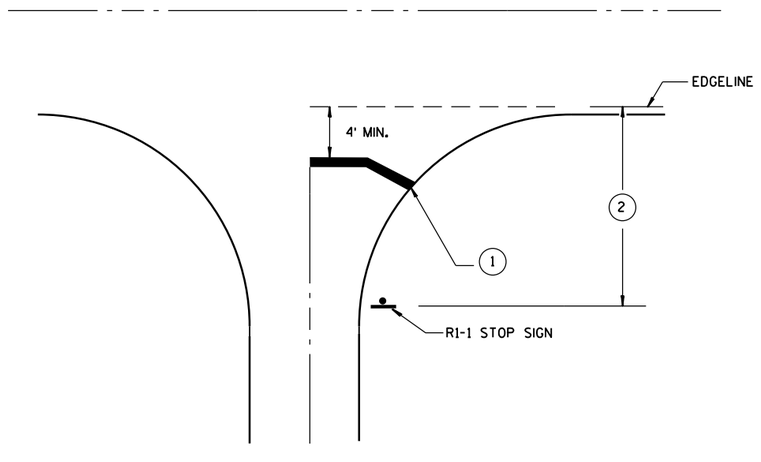
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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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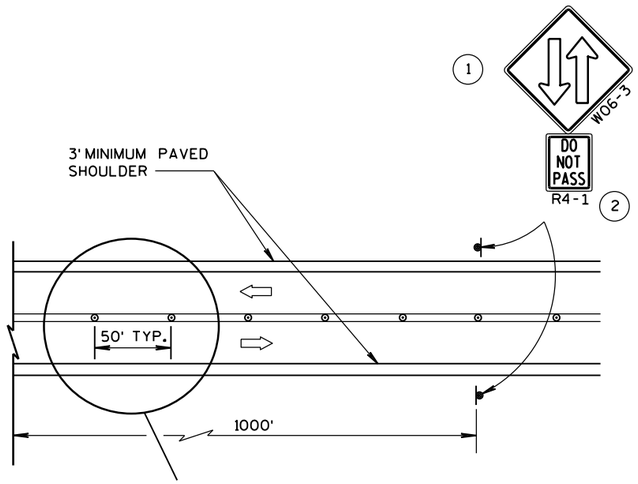
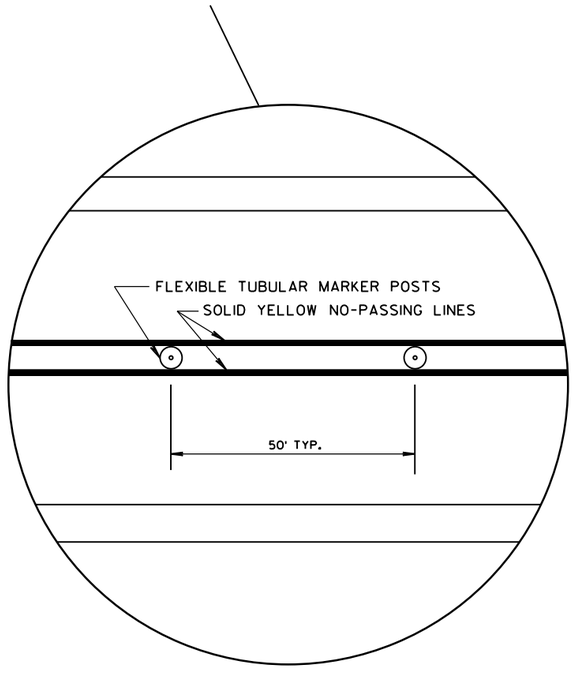
S.D.D. 15 C 33-1



TWO LANE, TWO WAY OPERATION



GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

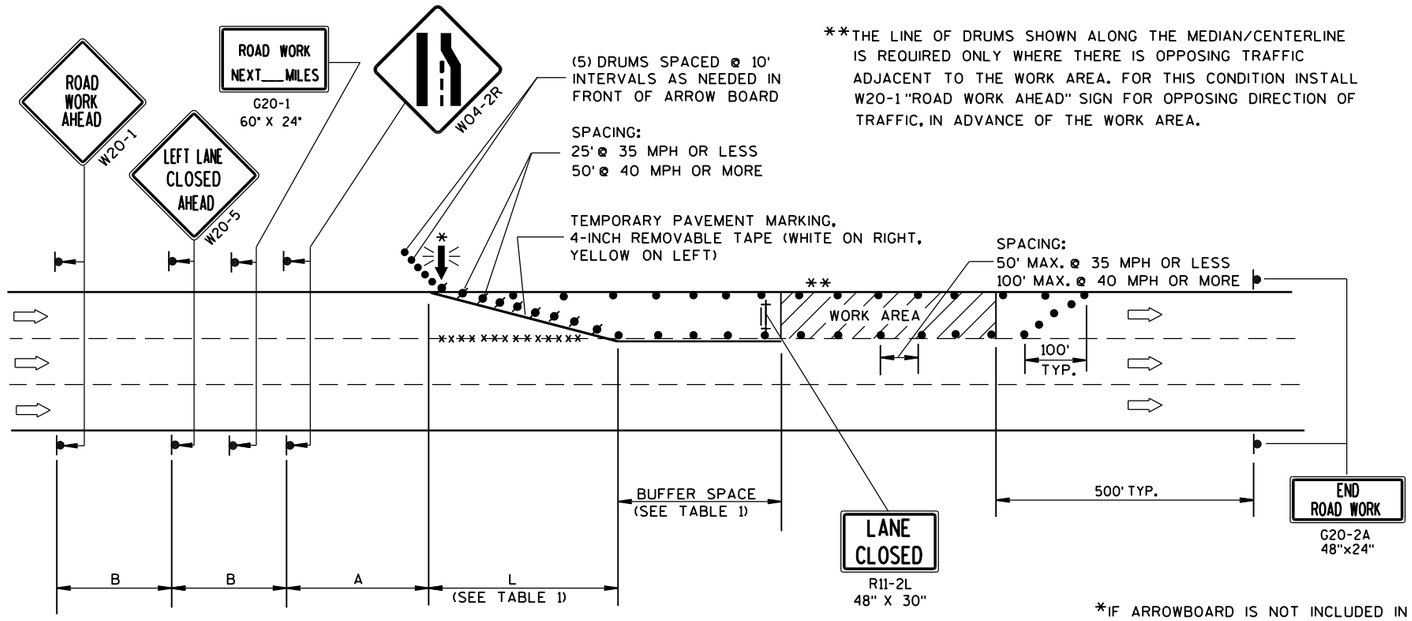
APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	SIGN

FHWA

6

S.D.D. 15 D 6-3



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

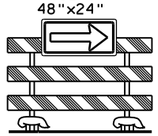


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS 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.

ALL SIGNS ARE 48"x48" 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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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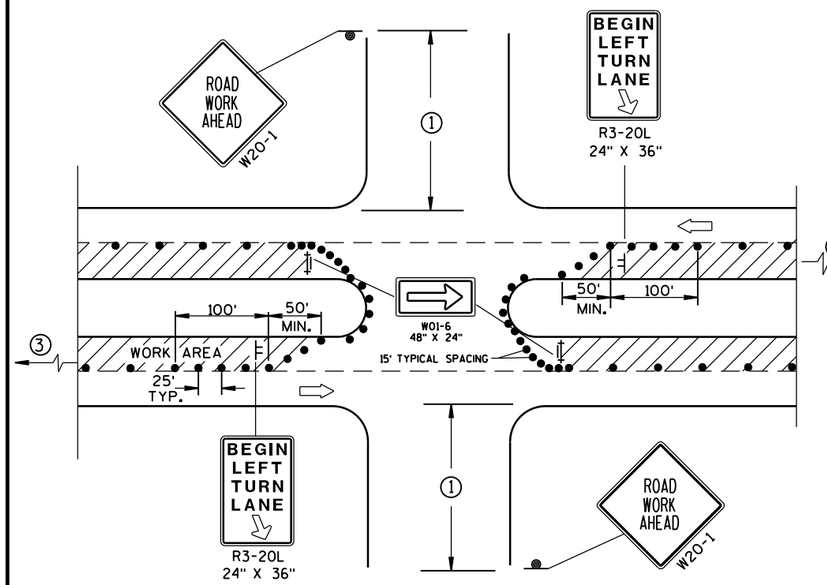
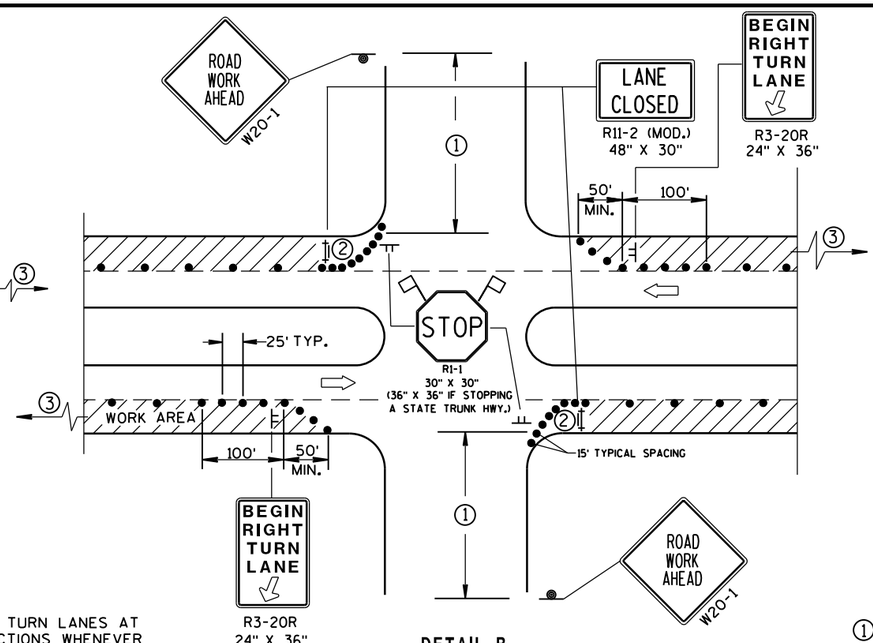


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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.

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48"x48" 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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

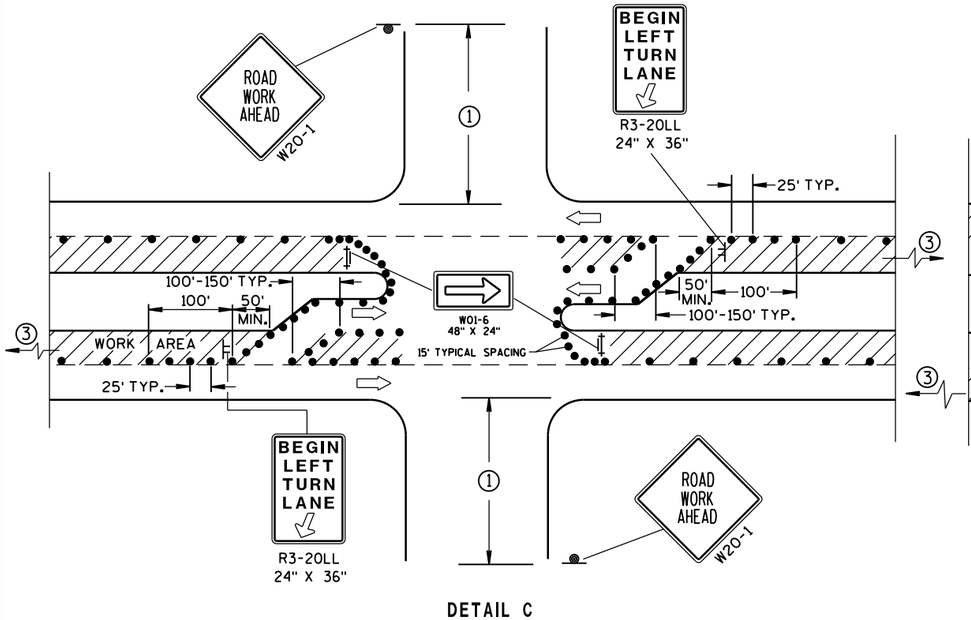
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

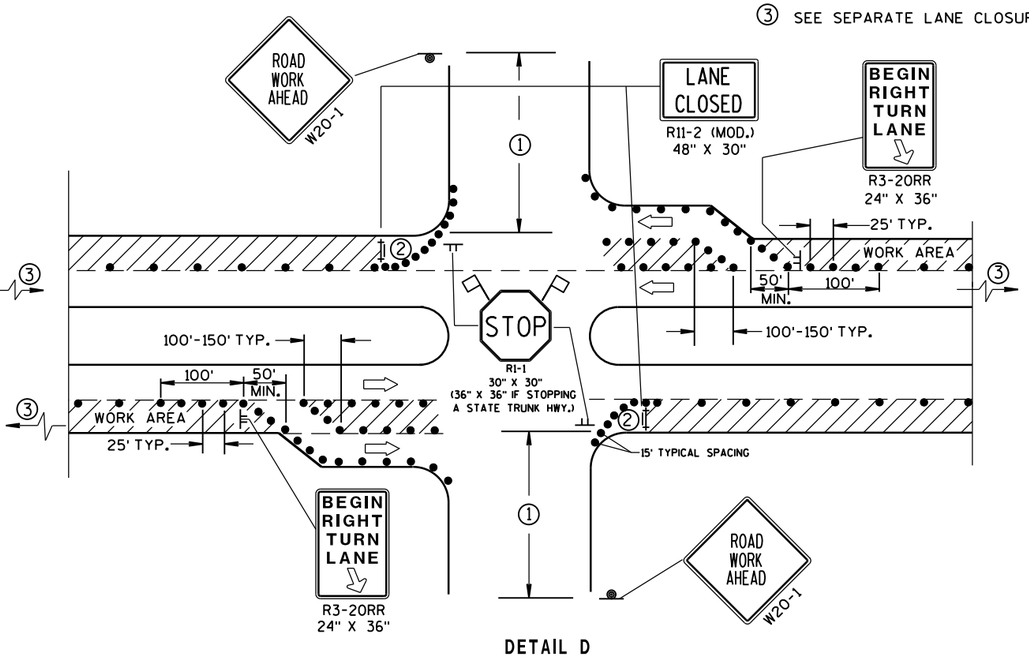
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER

FHWA

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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.

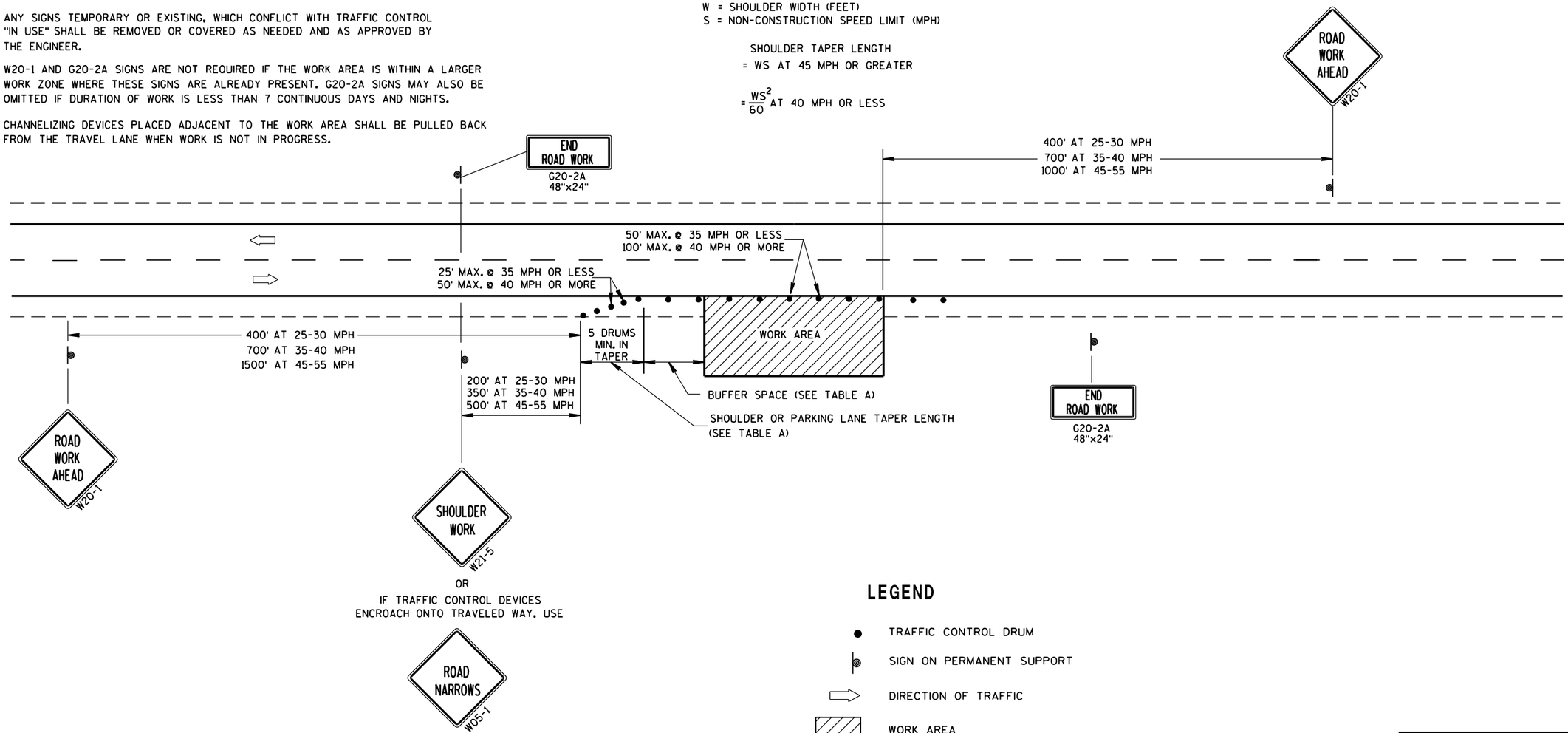
TABLE A

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

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

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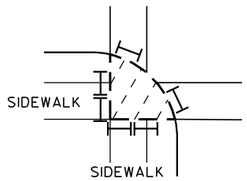
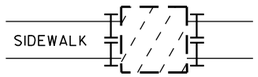
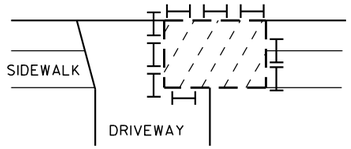
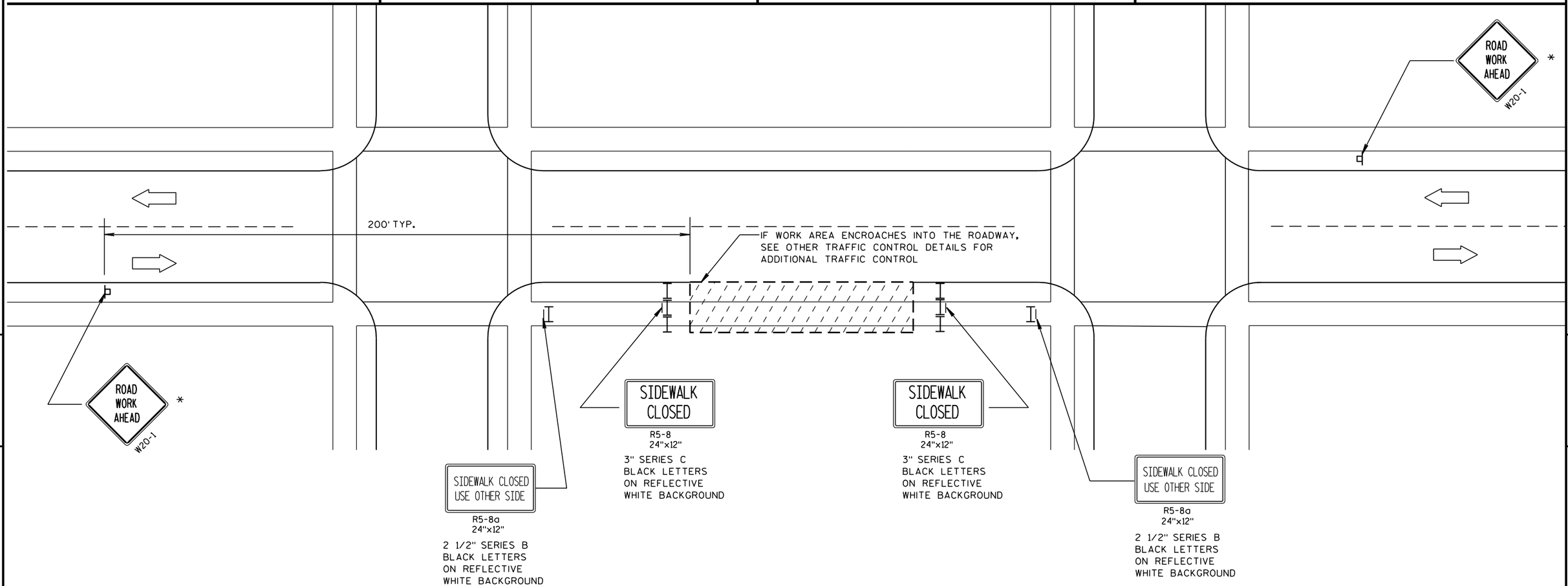
S.D.D. 15 D 28-2

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] ENGINEER

FHWA

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LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" x 16" MIN., (ORANGE)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ASPHALTIC PAVEMENT WIDENING
- DIRECTION OF TRAFFIC
- 4" X 6" WOOD POST
- TEMPORARY SIGNAL WITH BACKPLATE AND 12-INCH LENSES ON BREAKAWAY POLE

W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET.)

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.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

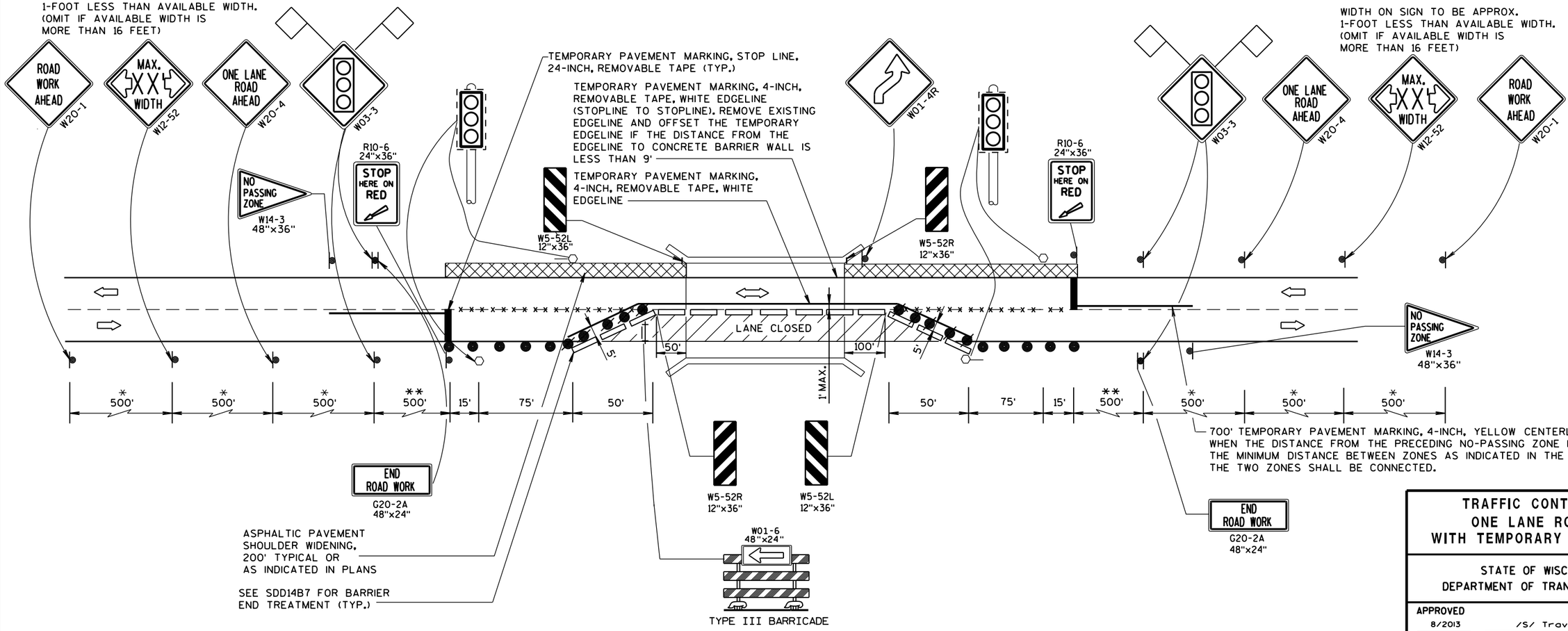
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

* 500-FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350-FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200-FOOT TYPICAL SPACING.

** USE 300' SPACING IF PRE-CONSTRUCTION REGULATORY SPEED LIMIT IS 35 MPH OR LESS.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

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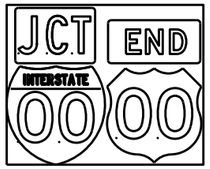
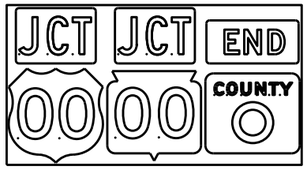
TYPICAL ASSEMBLIES

J1-1

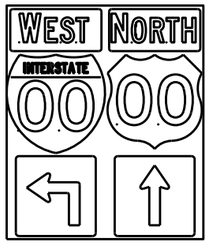


J1-2

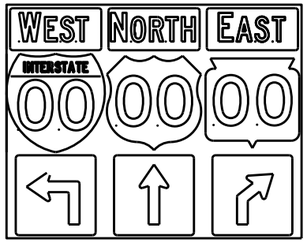


J1-3

J2-1



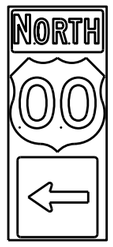
J2-2



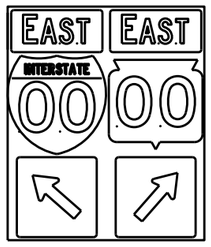
J2-3

JV

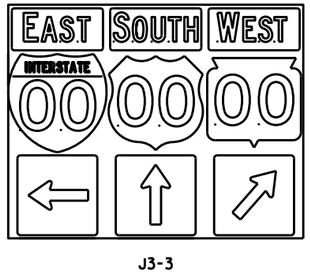
(Typical Vertical J-Assembly
See Note 10 and 11)



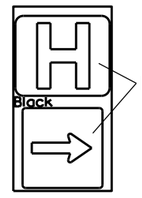
J3-1



J3-2

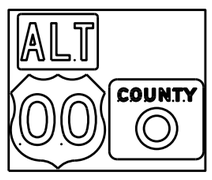


J3-3

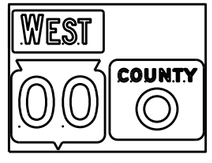


JH-1

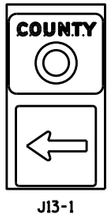
J4-1



J4-2



J4-2



J13-1

J12-1

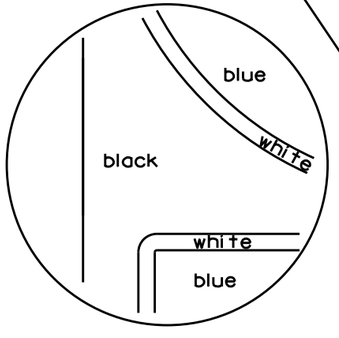
J32-1

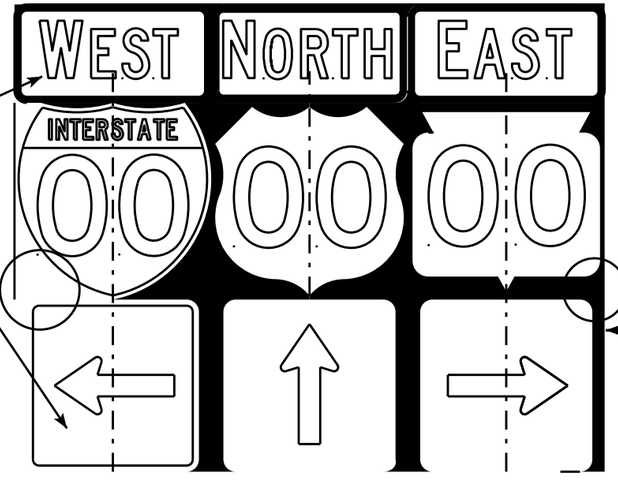
J33-1

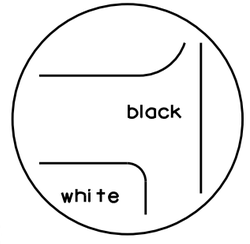
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

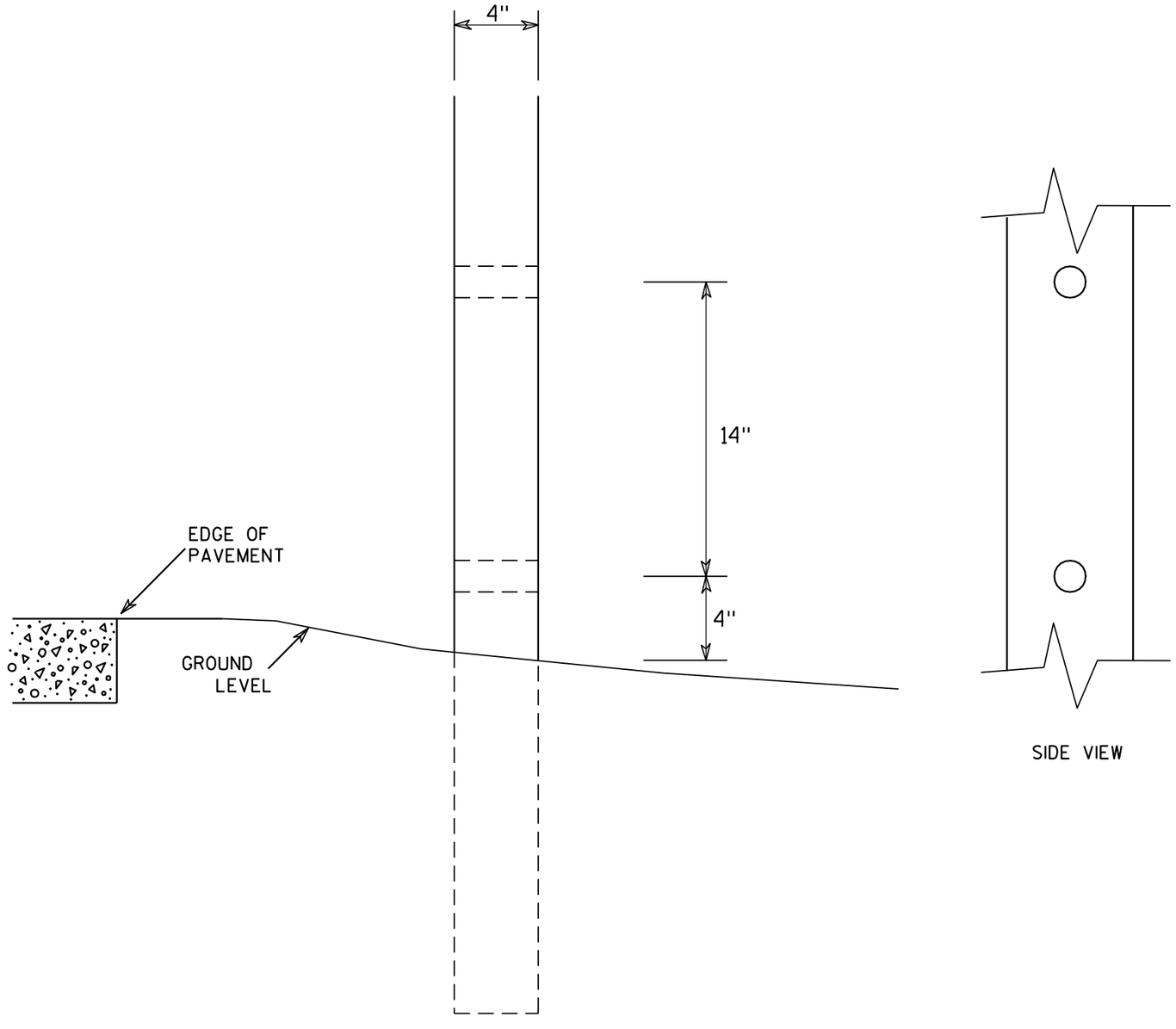
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



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

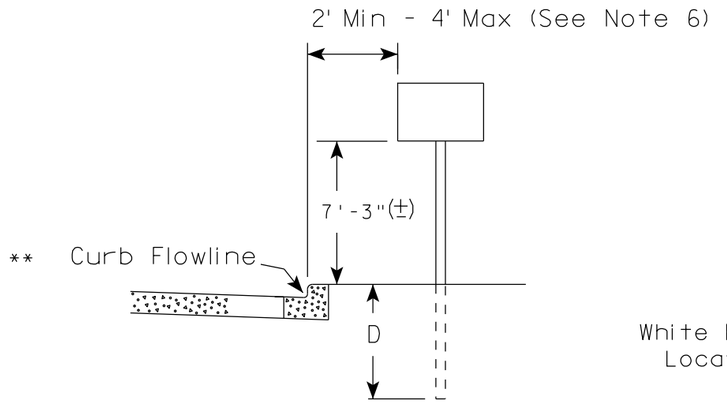
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

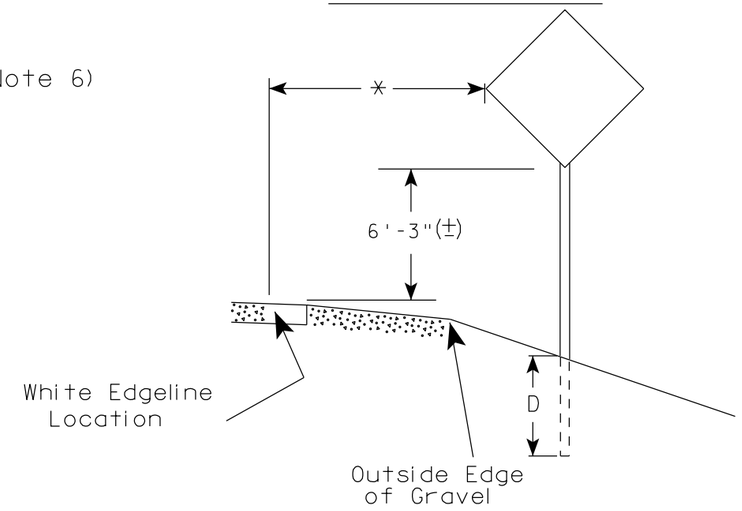
DATE 3/27/97 PLATE NO. A4-11.2

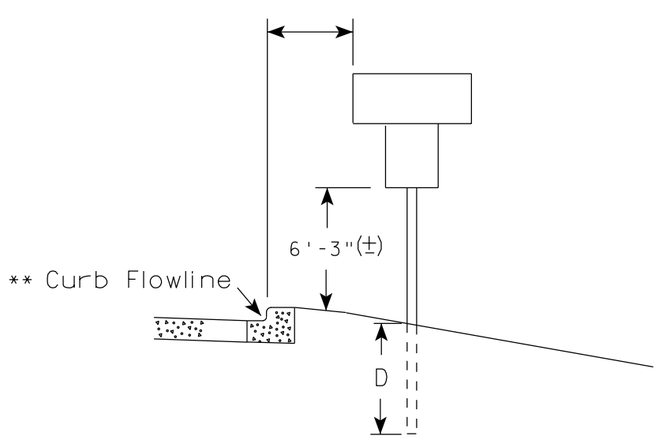
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E

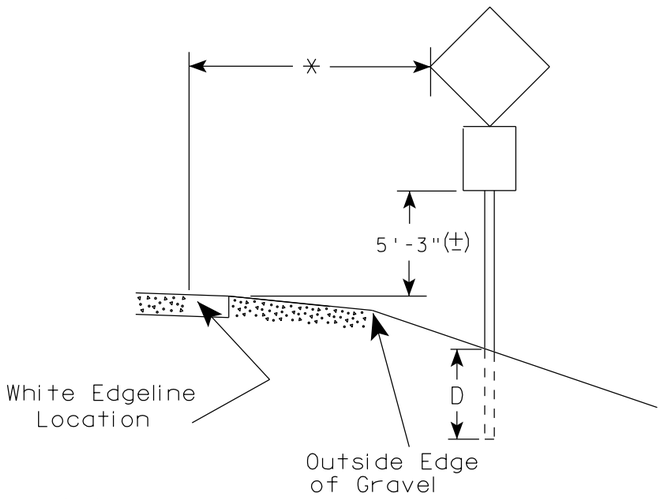
URBAN AREA



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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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 (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

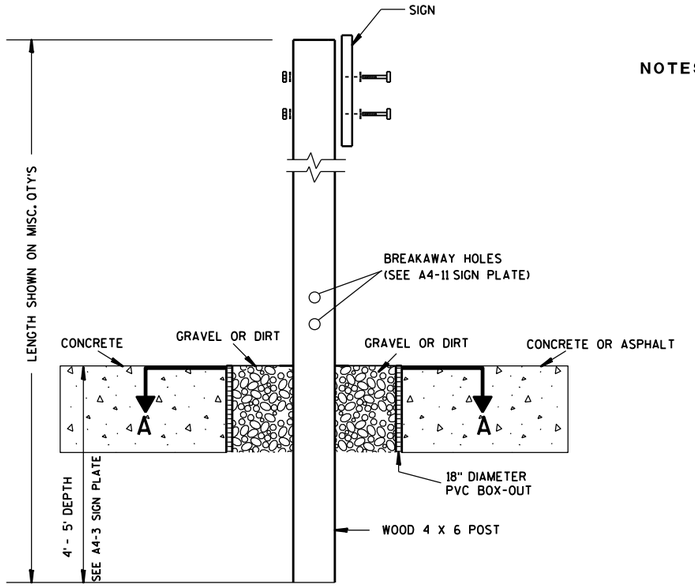
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE NO. A4-3.19

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

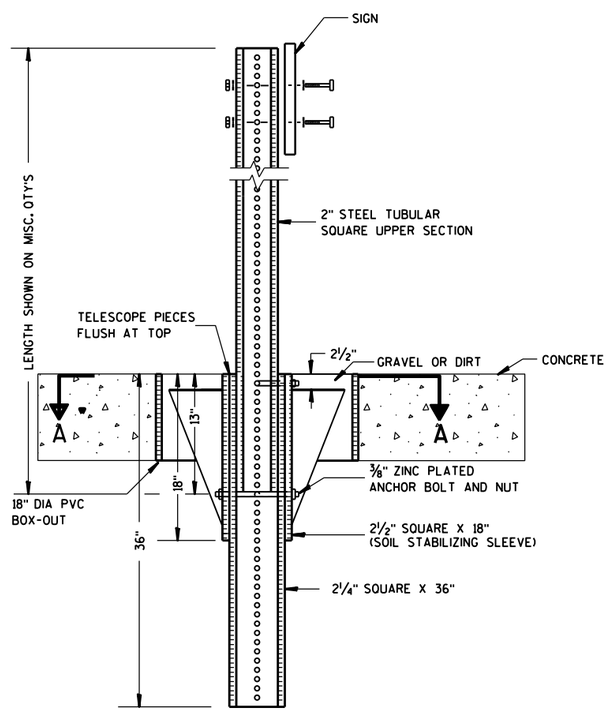
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 13-OCT-2014 16:30 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 99.237937:1.000000
WISDOT/CADDS SHEET 42



ELEVATION VIEW

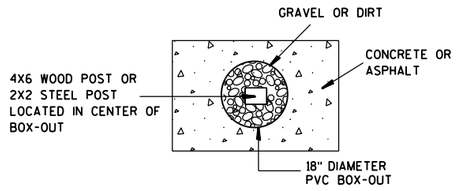
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

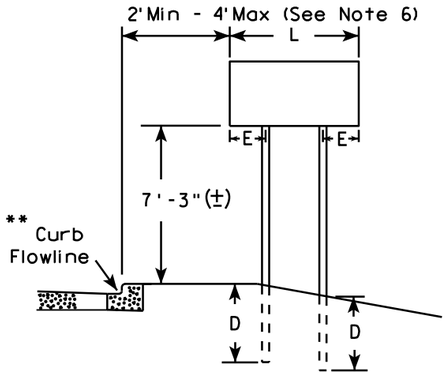
APPROVED Matthew R Rauch
for State Traffic Engineer

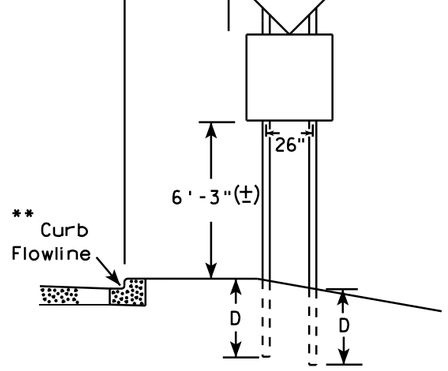
DATE 1/27/14 PLATE NO. A4-3B.1

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

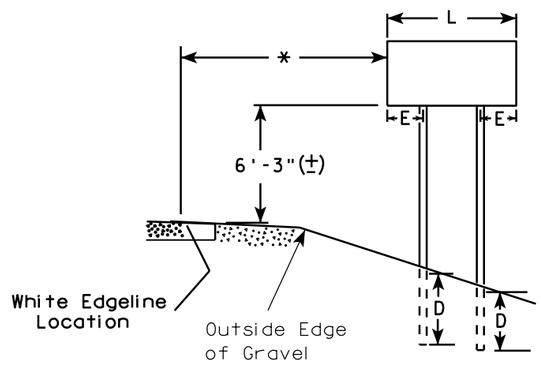
URBAN AREA

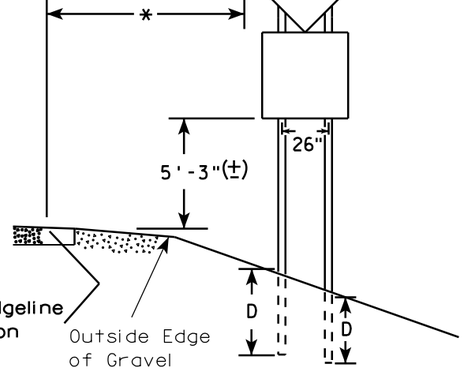




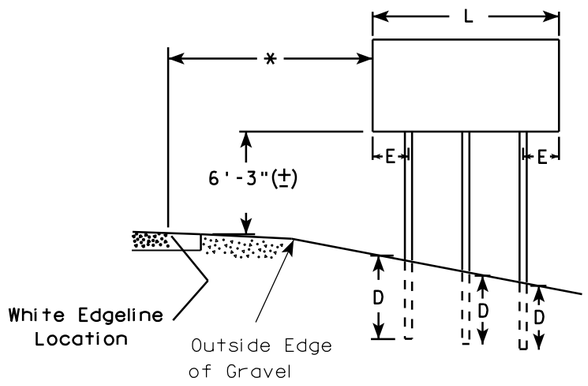
48" DIAMOND WARNING SIGN

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 (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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

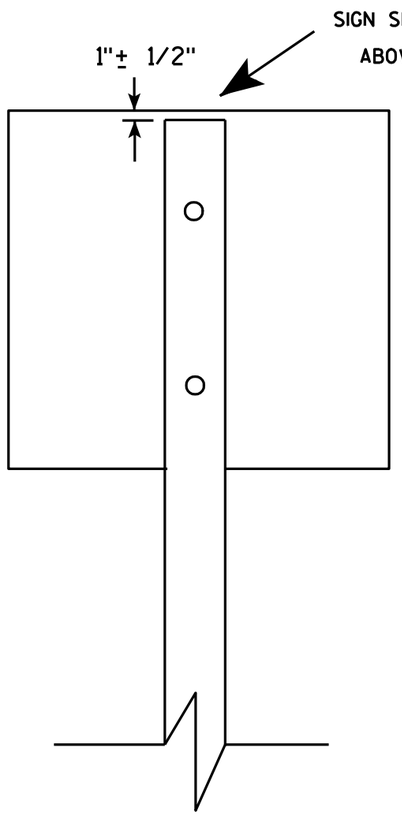
APPROVED Matthew R Rauch
for State Traffic Engineer

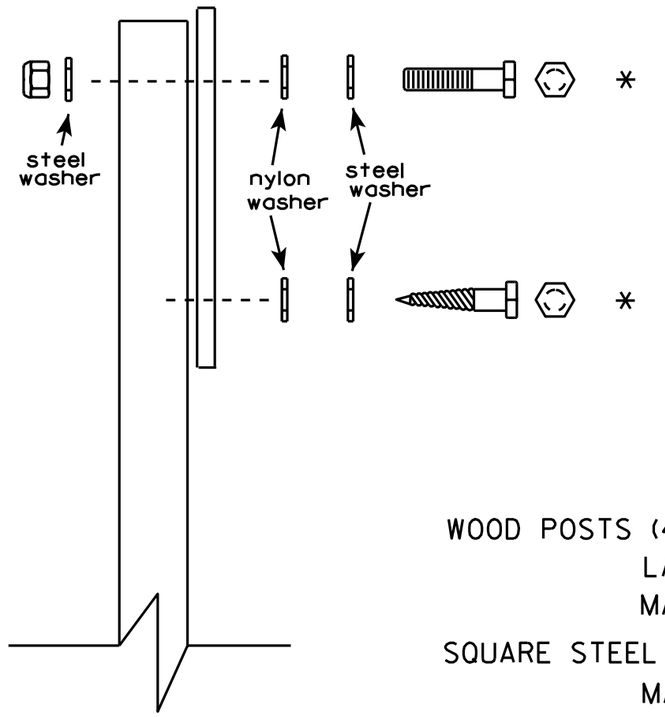
DATE 10/13/14 PLATE NO. A4-4 302 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 13-OCT-2014 16:32 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

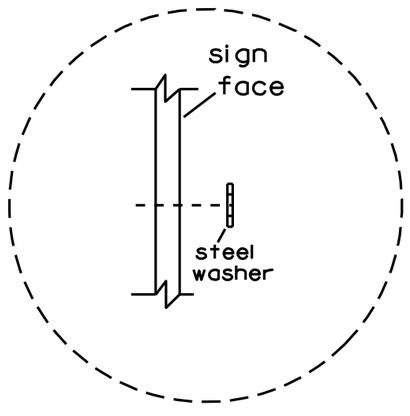
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

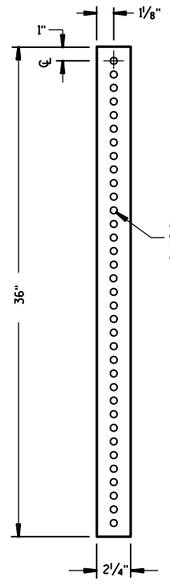
7

PROJECT NO:

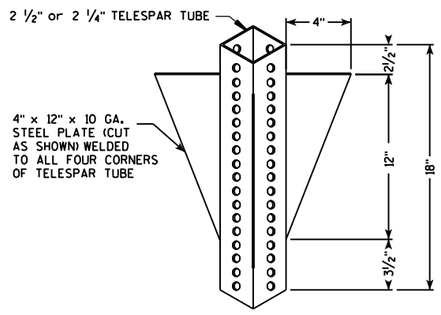
SHEET NO: 303 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

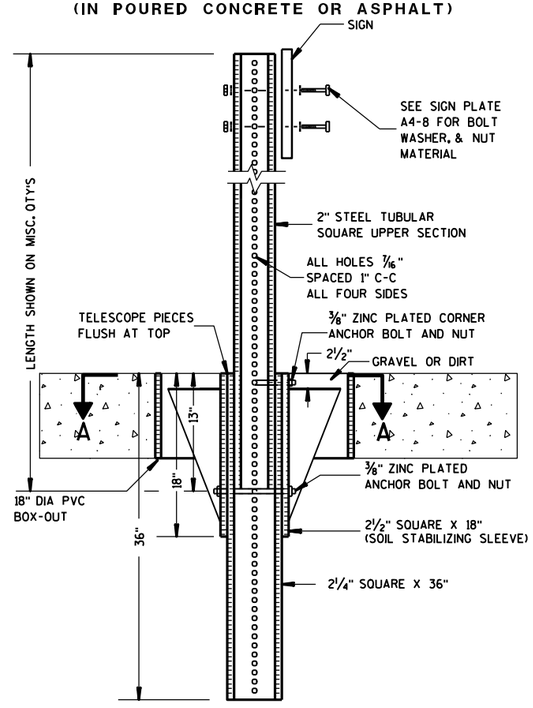
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



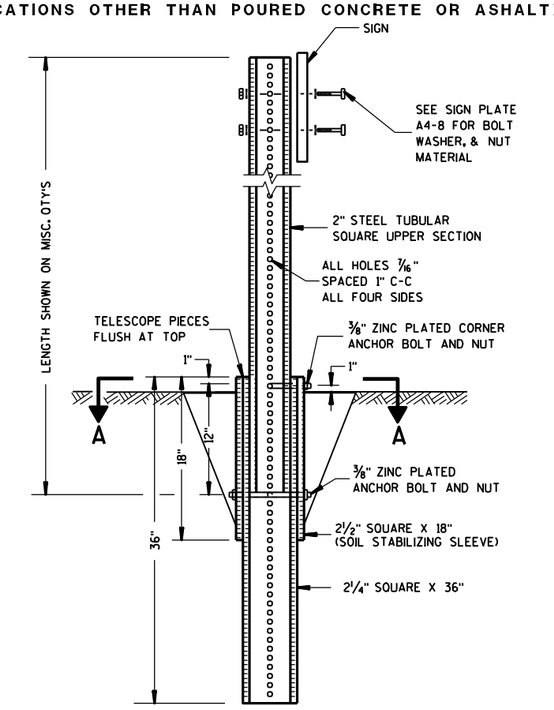
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

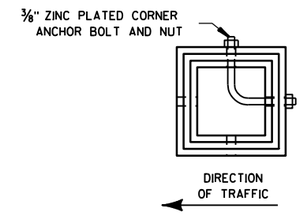


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

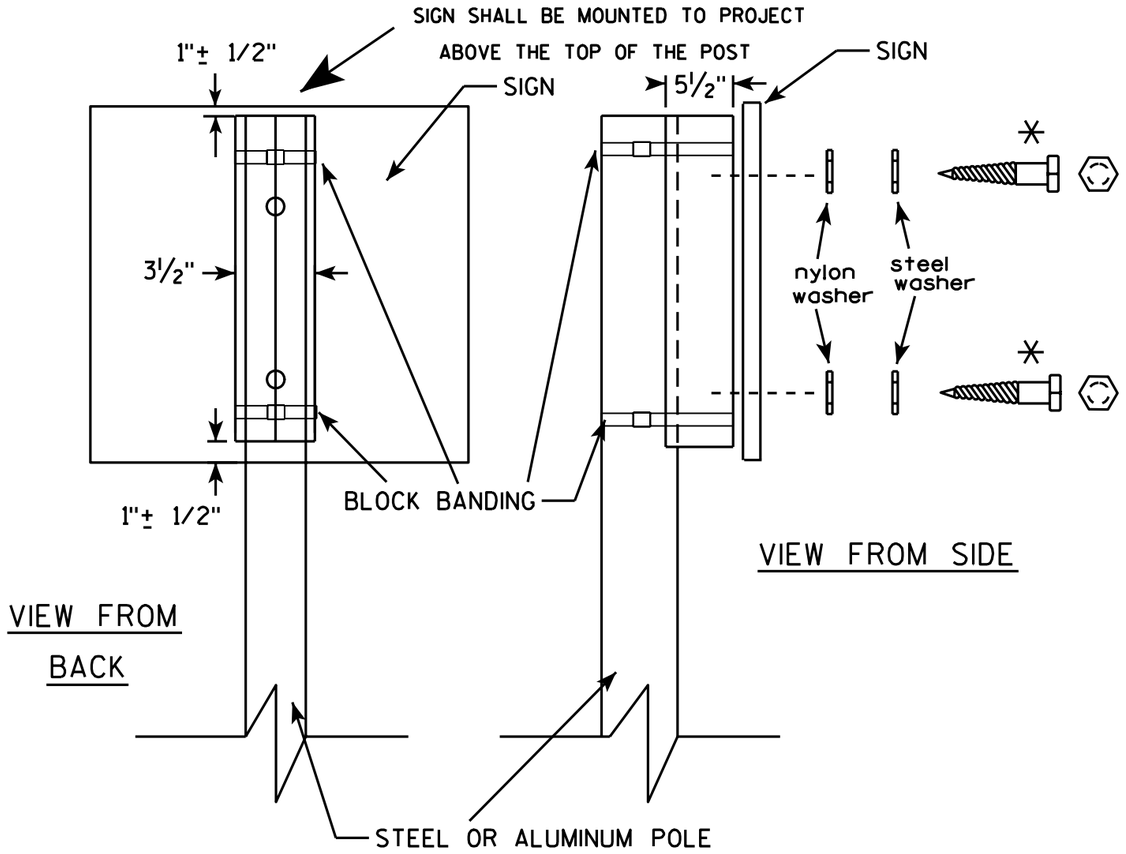
TUBULAR STEEL SIGN POST A4-9

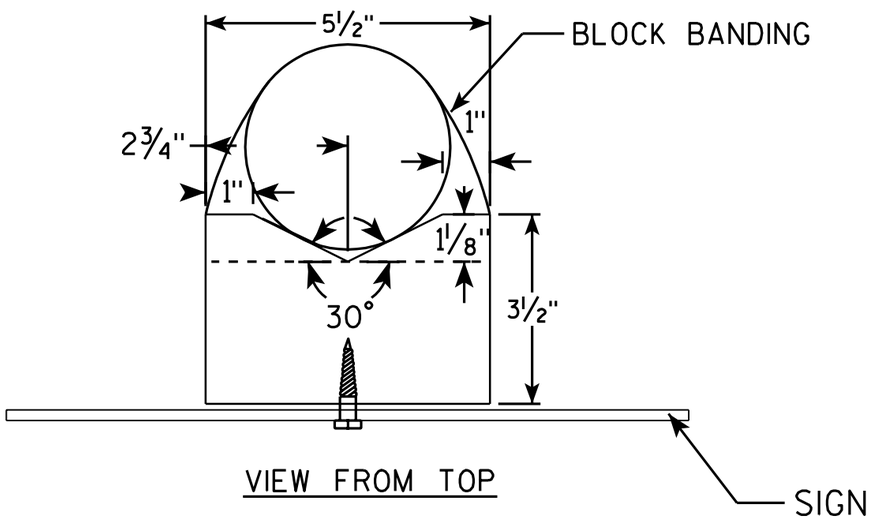
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	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

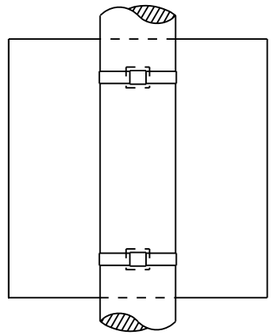
DATE 7/12/07 PLATE NO. A5-10.1

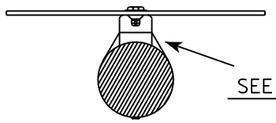
PROJECT NO:

SHEET NO: 305 E

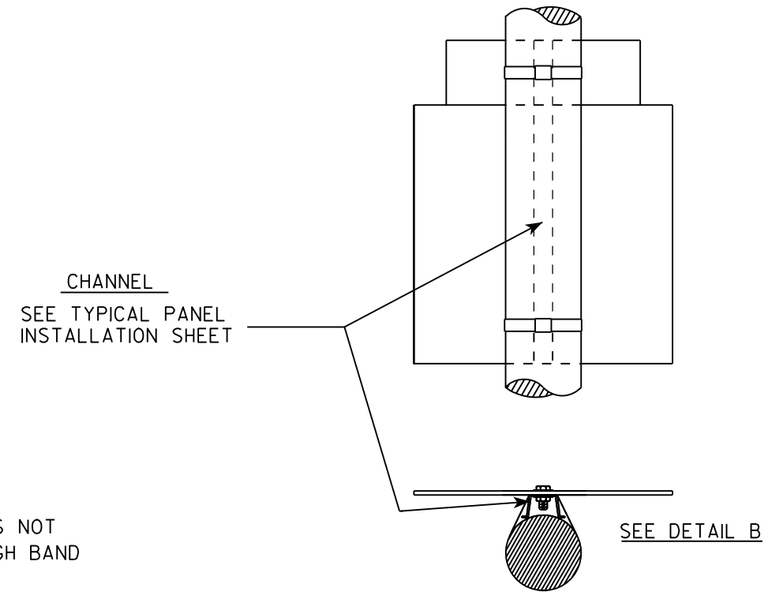
BANDING

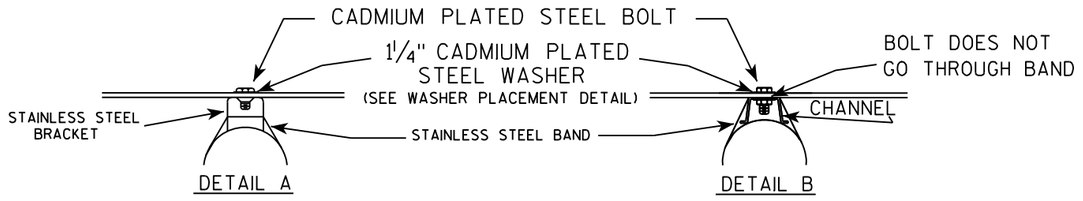
SINGLE SIGN



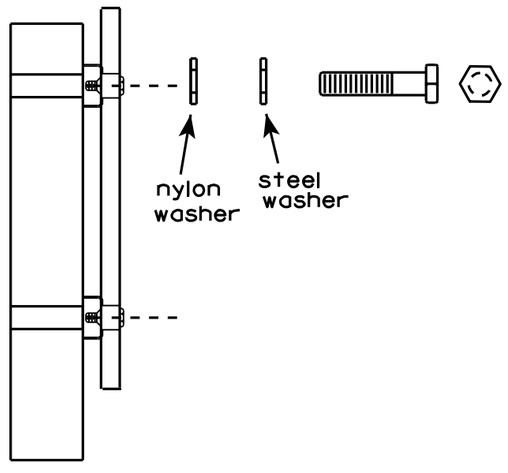


"J" ASSEMBLY





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.

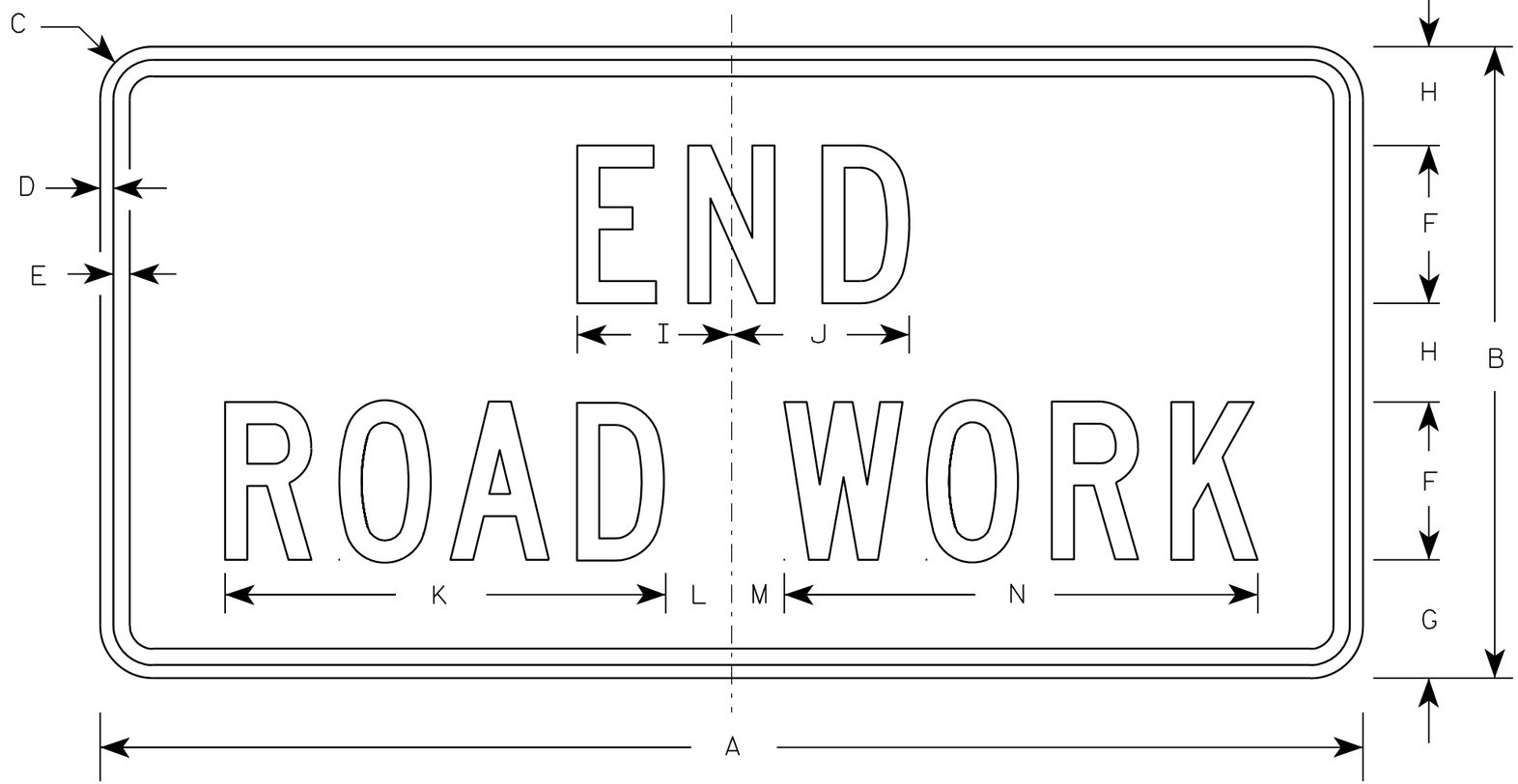
STANDARD SIGN
SIGN BANDING DETAILS

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: 306	E



G20-2A

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

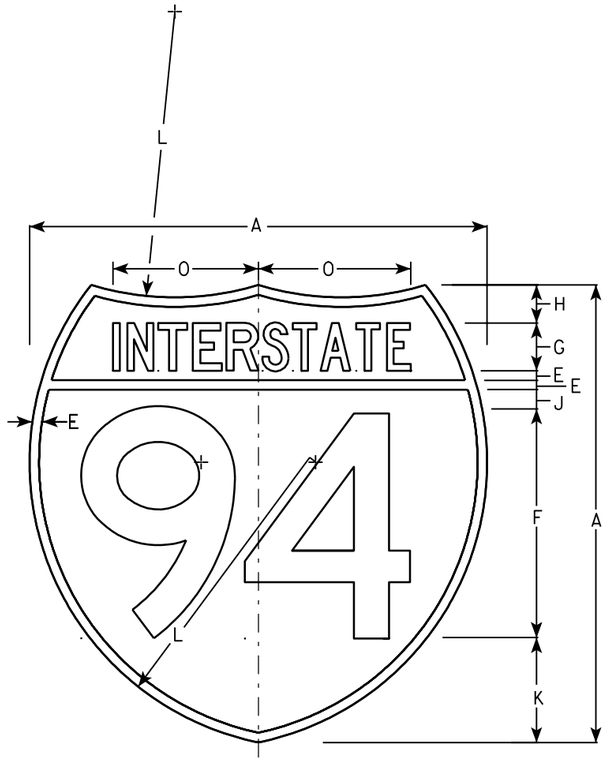
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

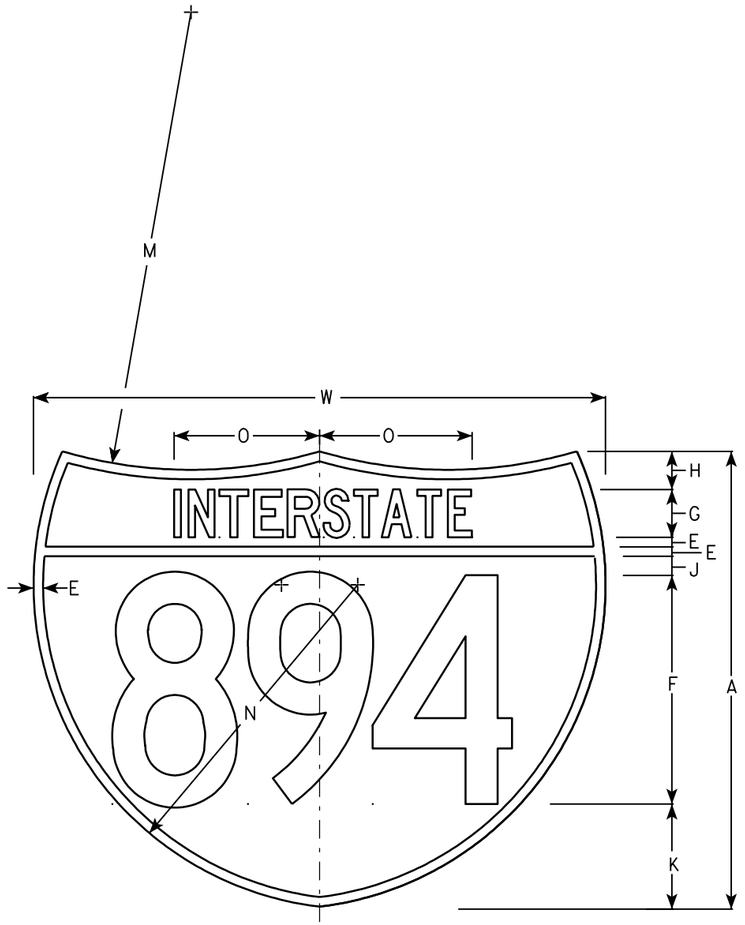
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

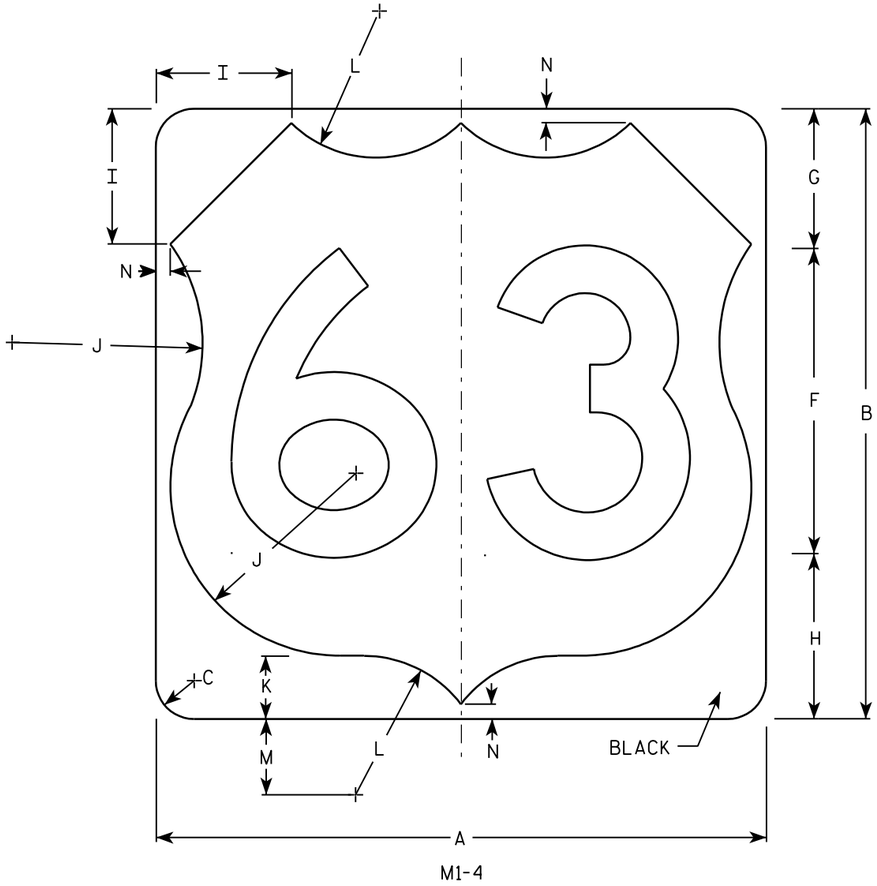
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

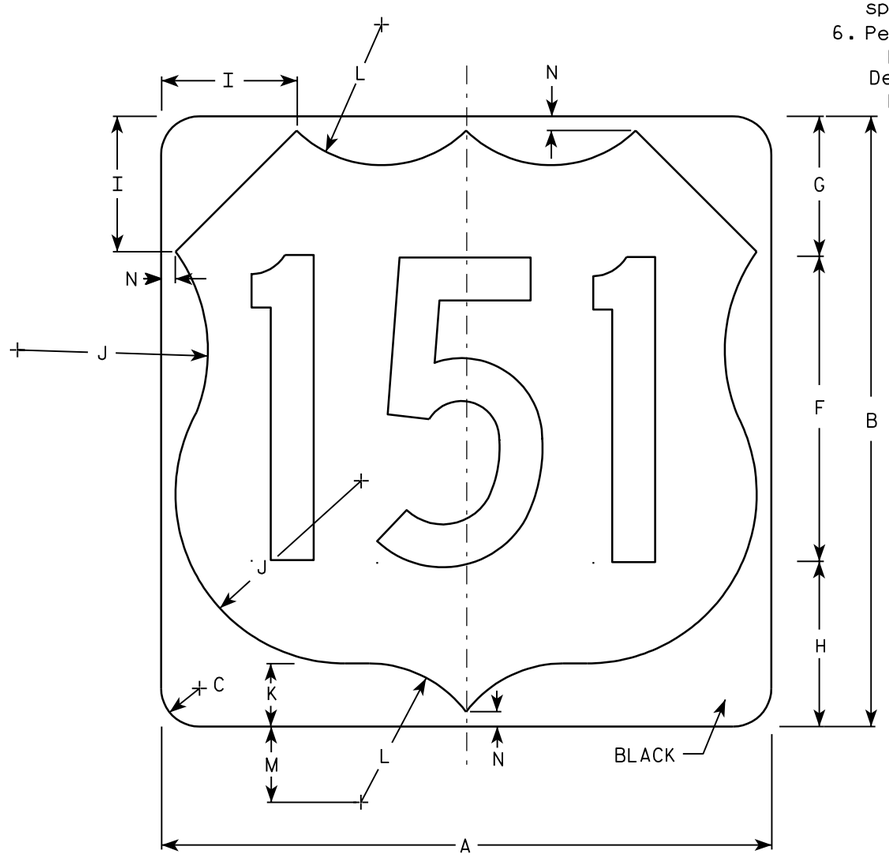
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

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 numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

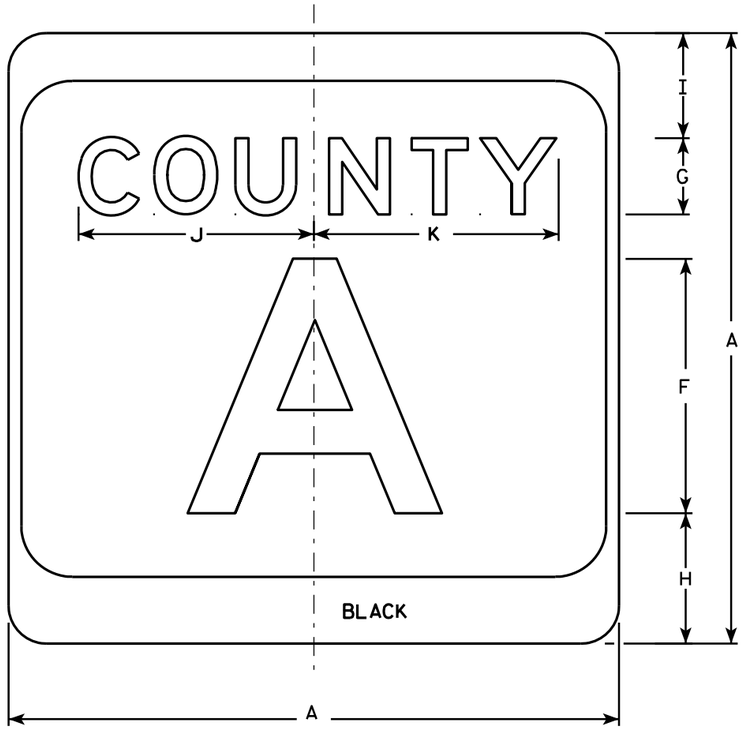
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

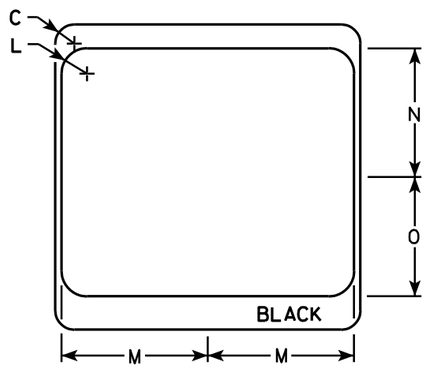
APPROVED Matthew R Rauch
for State Traffic Engineer

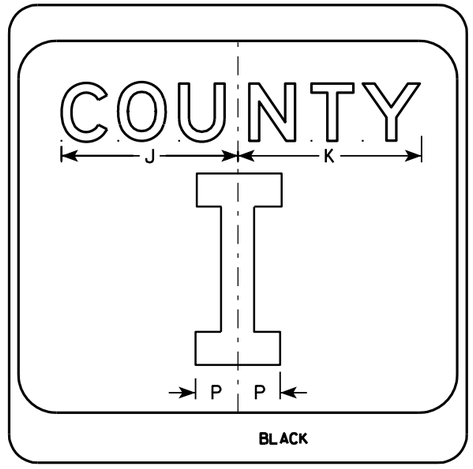
DATE 08/25/05 PLATE NO. M1-4.9

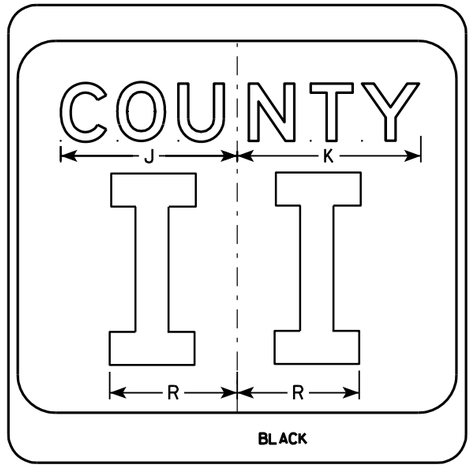
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



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

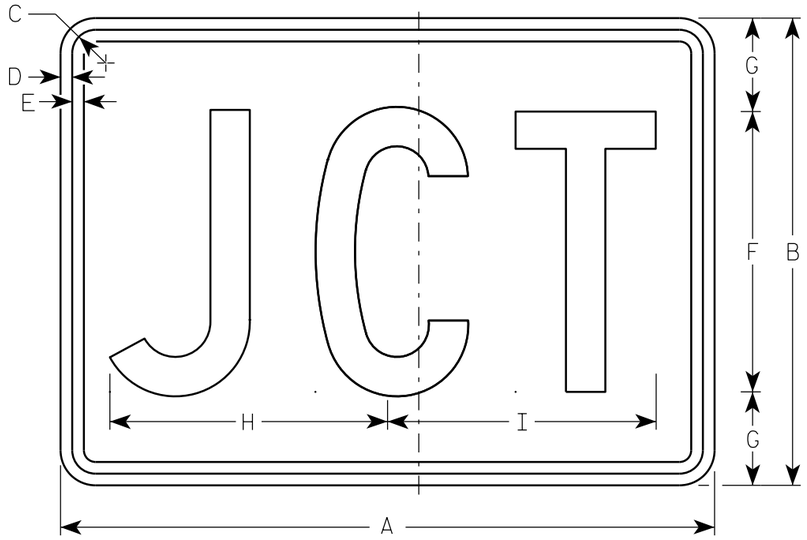
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

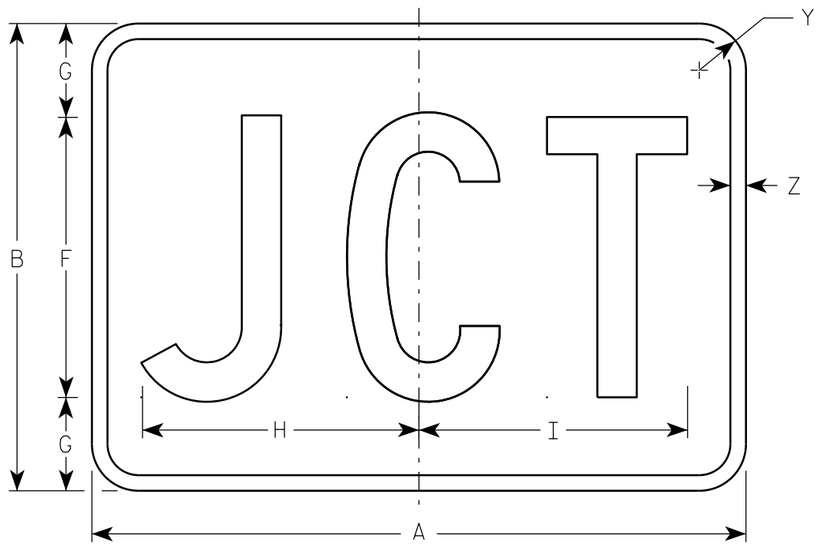
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 | E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

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	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

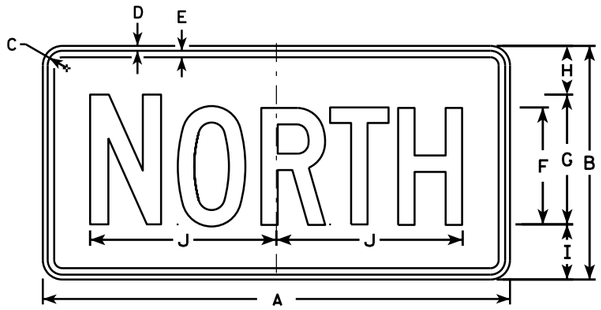
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

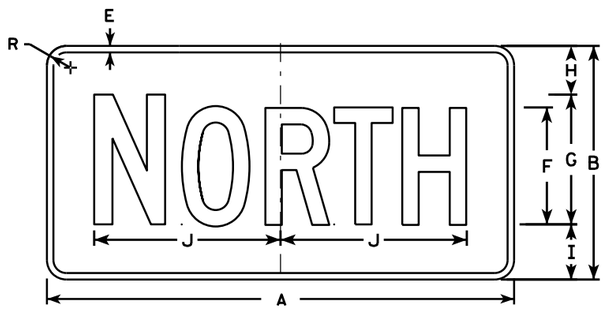
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 311 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



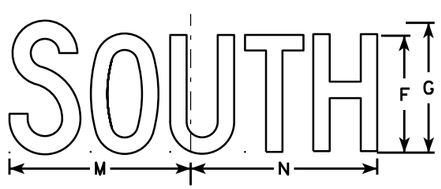
M3-1
MK3-1
MM3-1
MN3-1



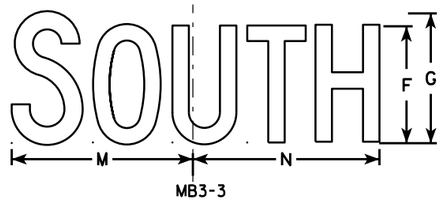
MB3-1

M3-2
MK3-2
MM3-2
MN3-2

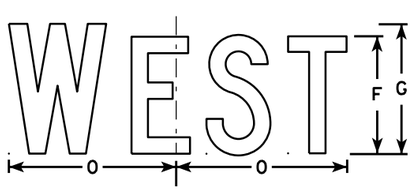
MB3-2



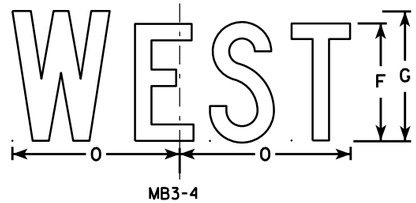
M3-3
MK3-3
MM3-3
MN3-3



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

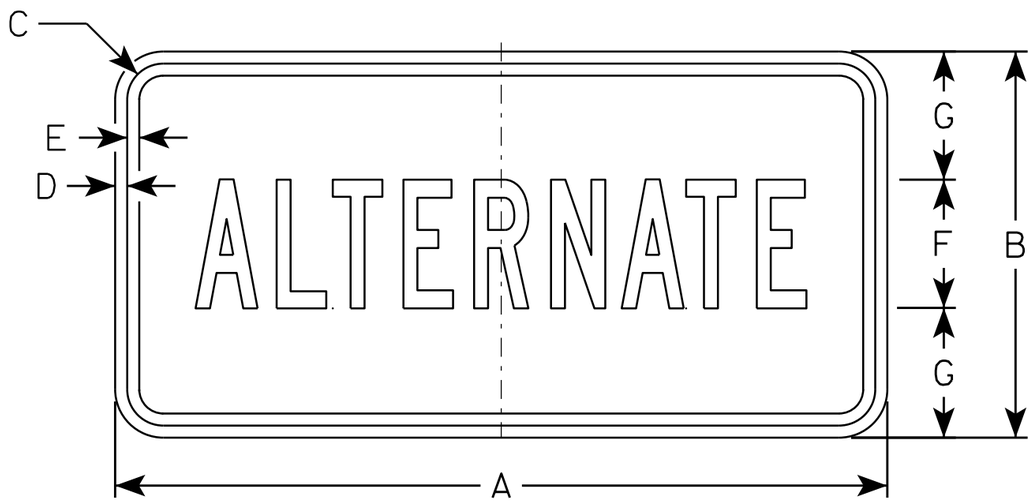
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

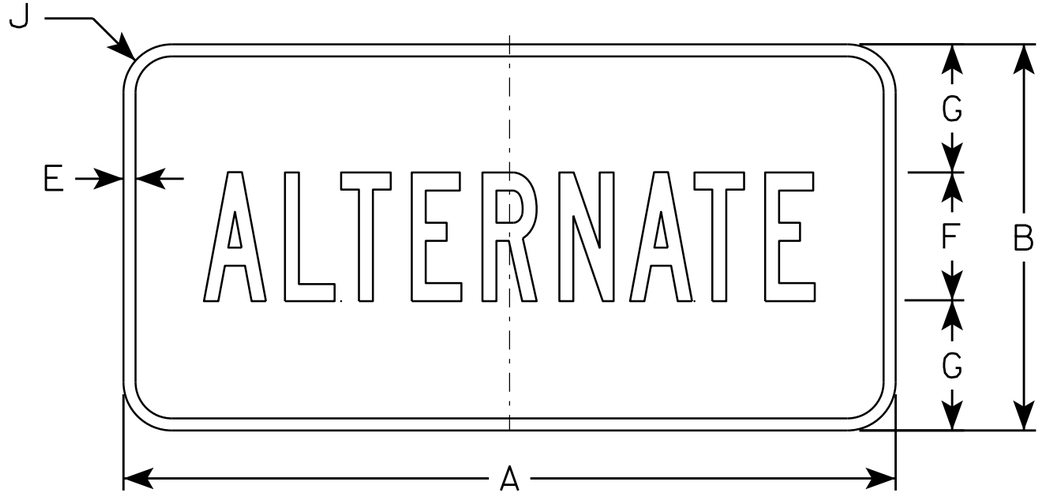
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
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.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

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	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

WISCONSIN DEPT OF TRANSPORTATION

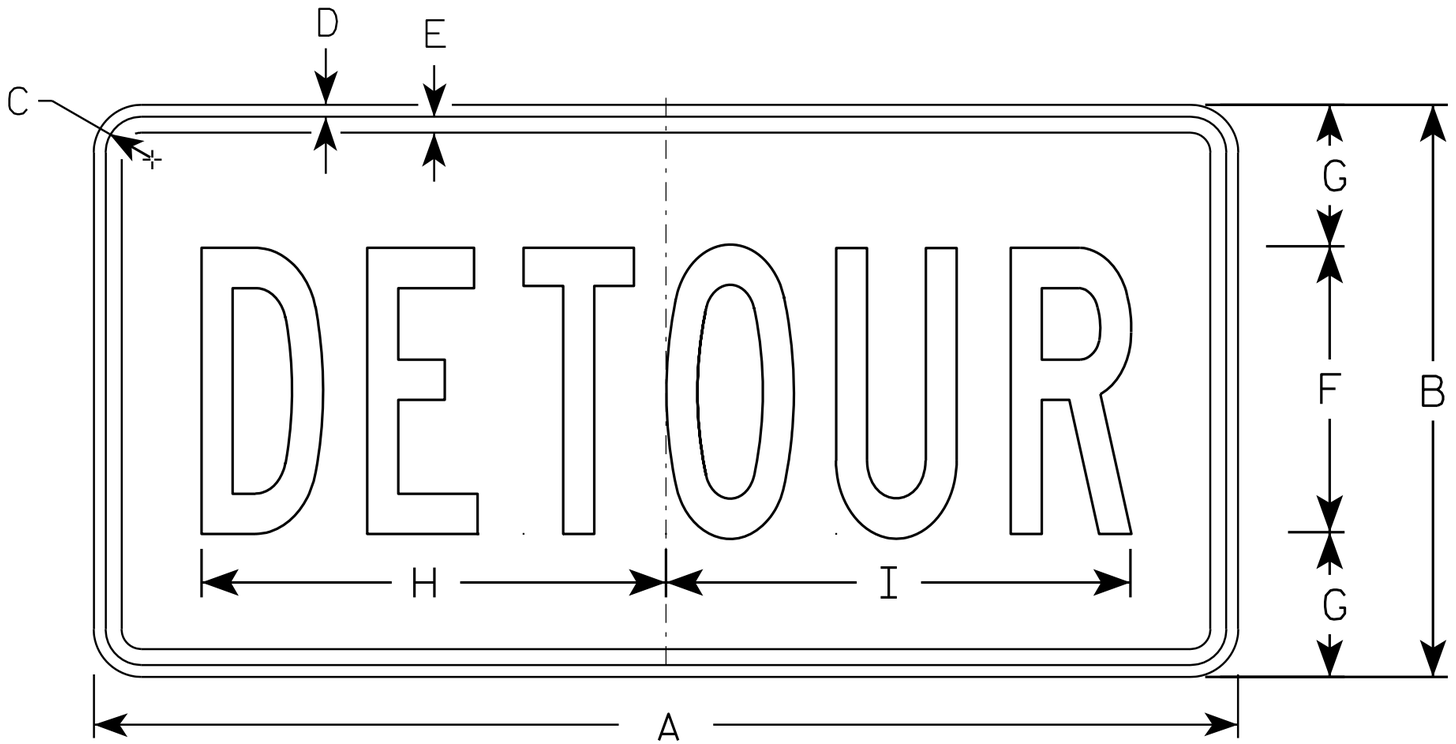
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



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																											

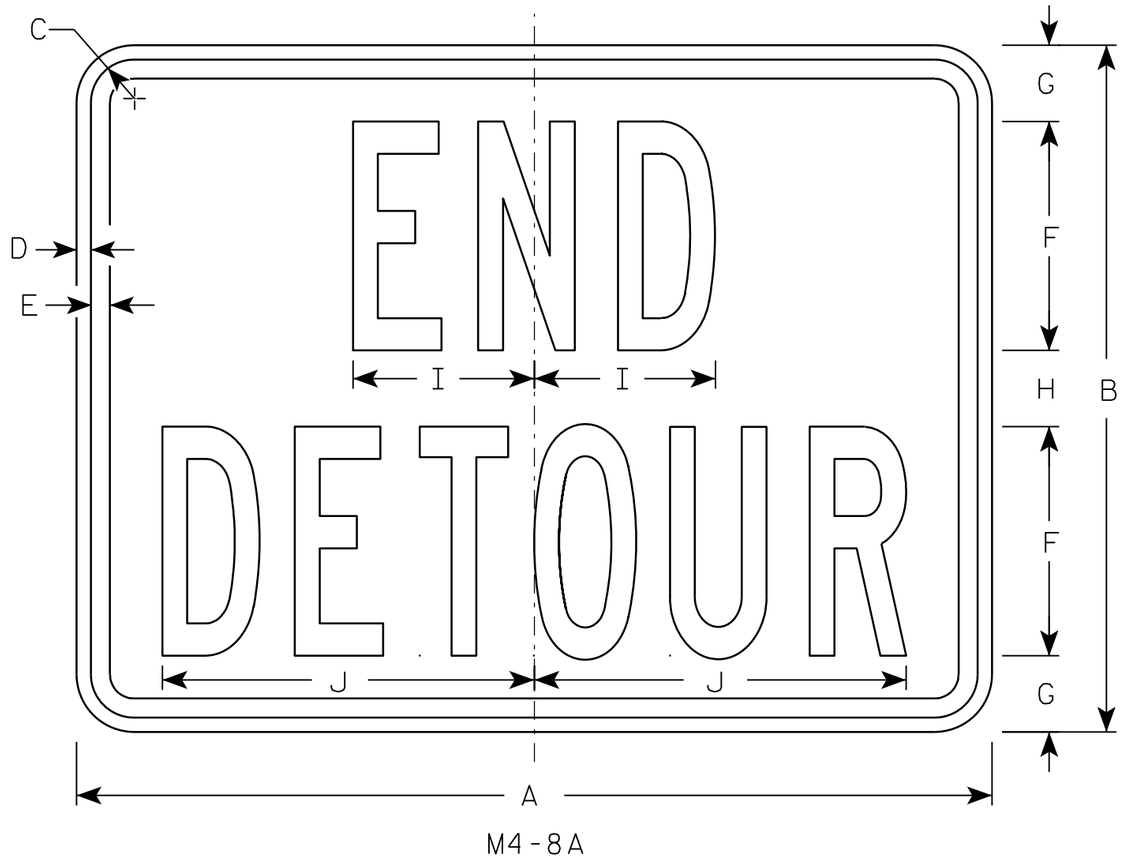
STANDARD SIGN
M4-8

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: 314	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																											

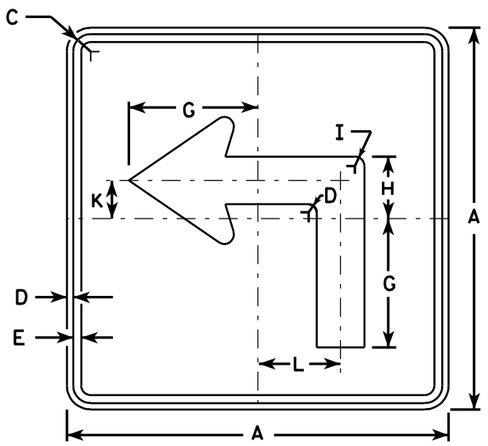
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

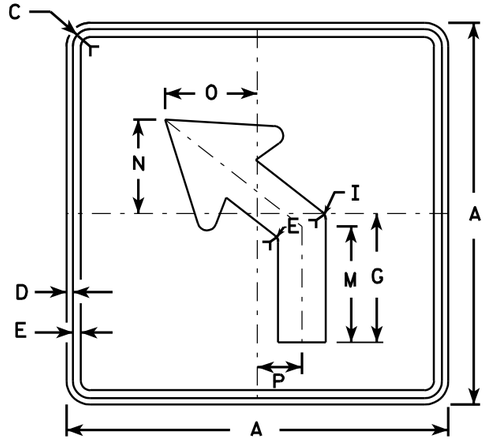
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

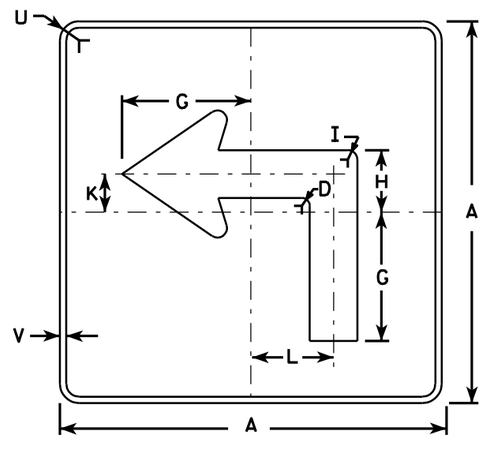
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	E



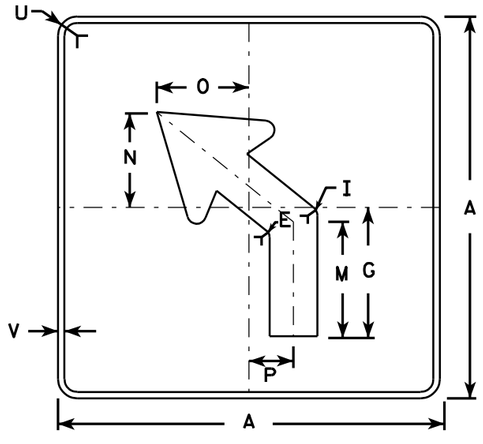
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



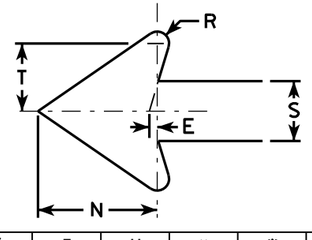
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

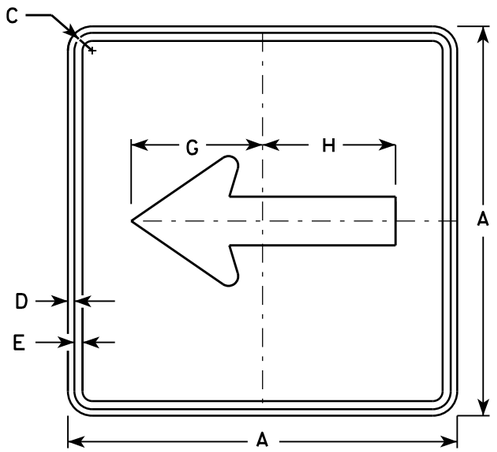
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

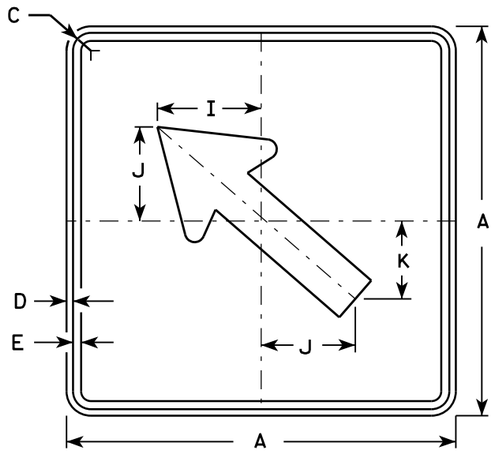
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 316	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



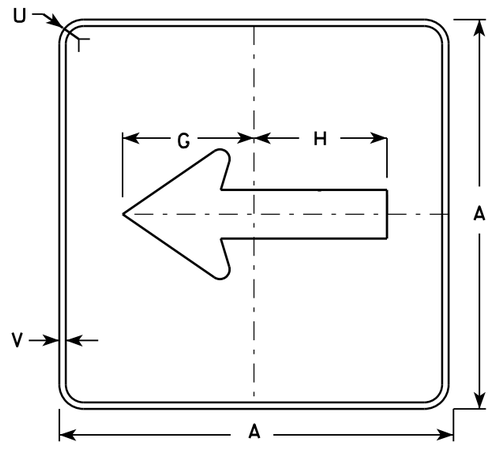
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



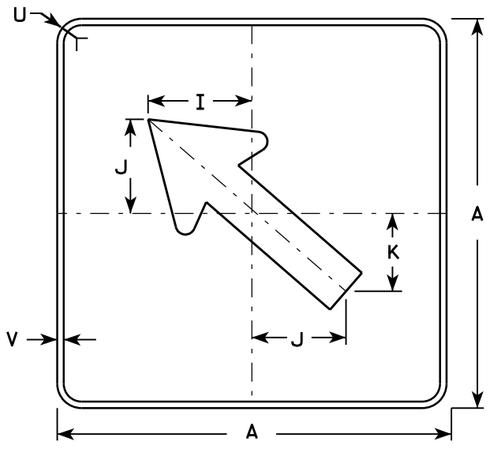
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

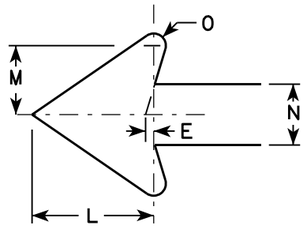
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

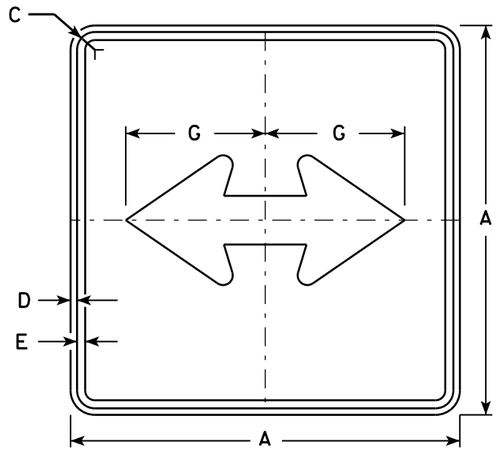
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

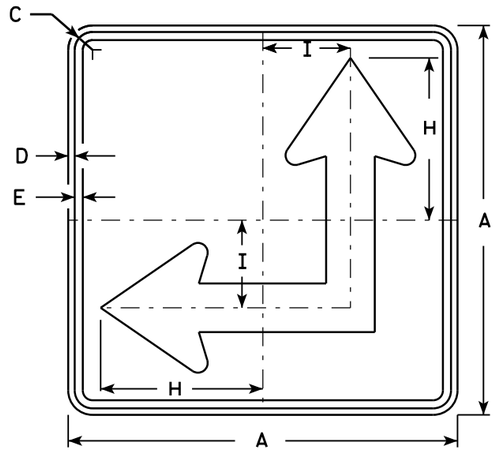
DATE 7/03/14 PLATE M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

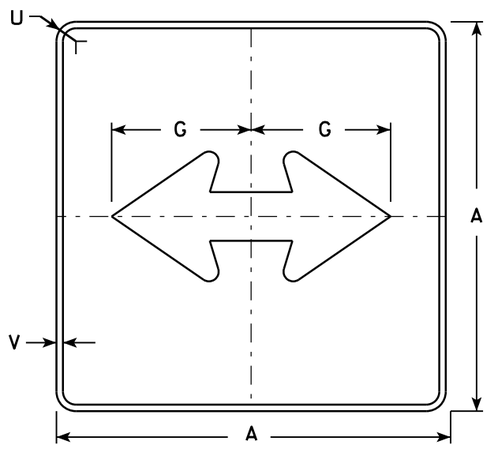
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



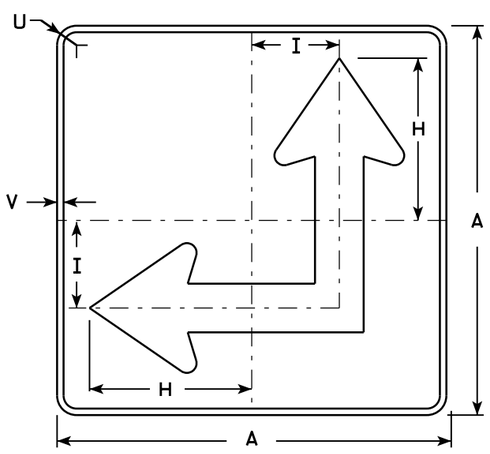
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



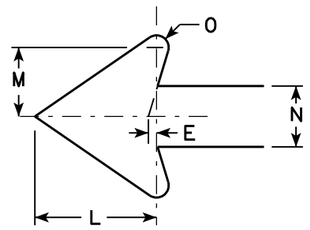
MB6-4



MB6-6

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. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and 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 1/2	8 3/4	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	12 1/2	6 3/4			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	12 1/2	6 3/4			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	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN M6-4 & M6-6 SERIES

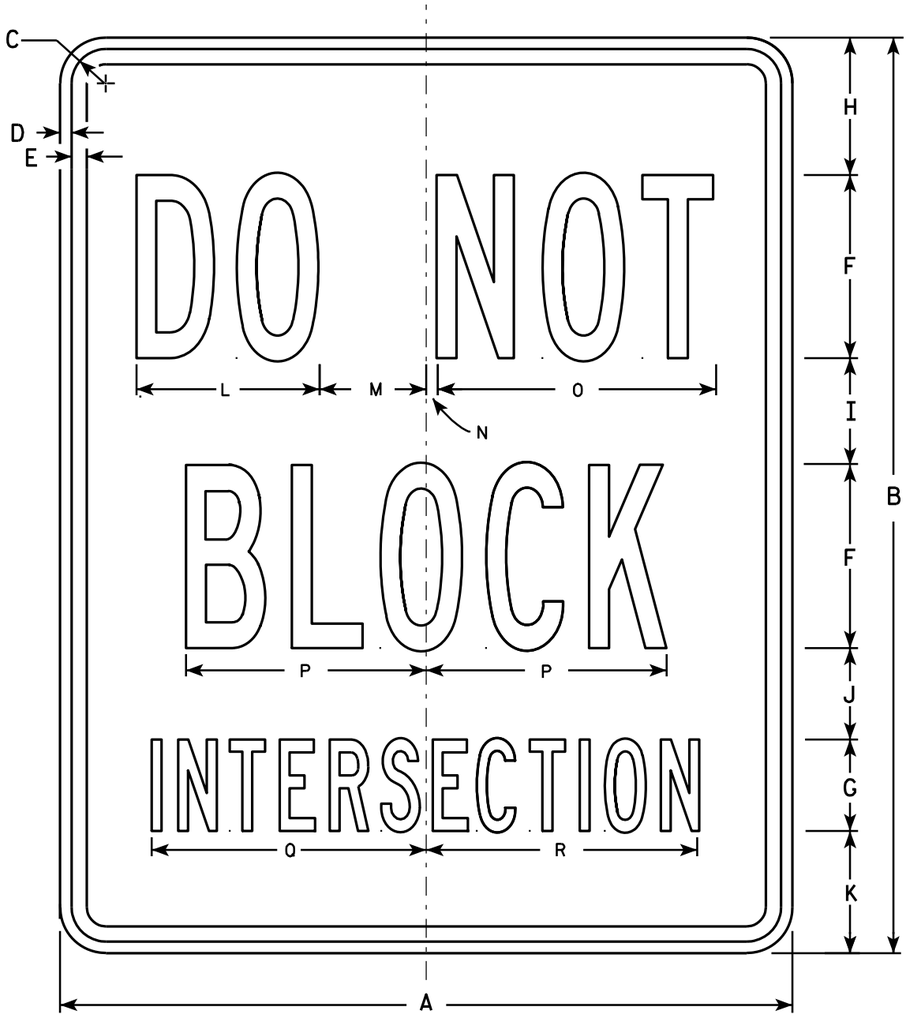
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 03-JUL-2014 14:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



R10-7

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
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																											
2S	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
2M	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
3	36	48	1 3/8	1/2	5/8	10	5	7	5 1/4	4 1/2	6 1/4	10	5 5/8	1/2	15 1/8	13 1/8	15	14 7/8									12.0
4																											
5																											

STANDARD SIGN
R10-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-7.5

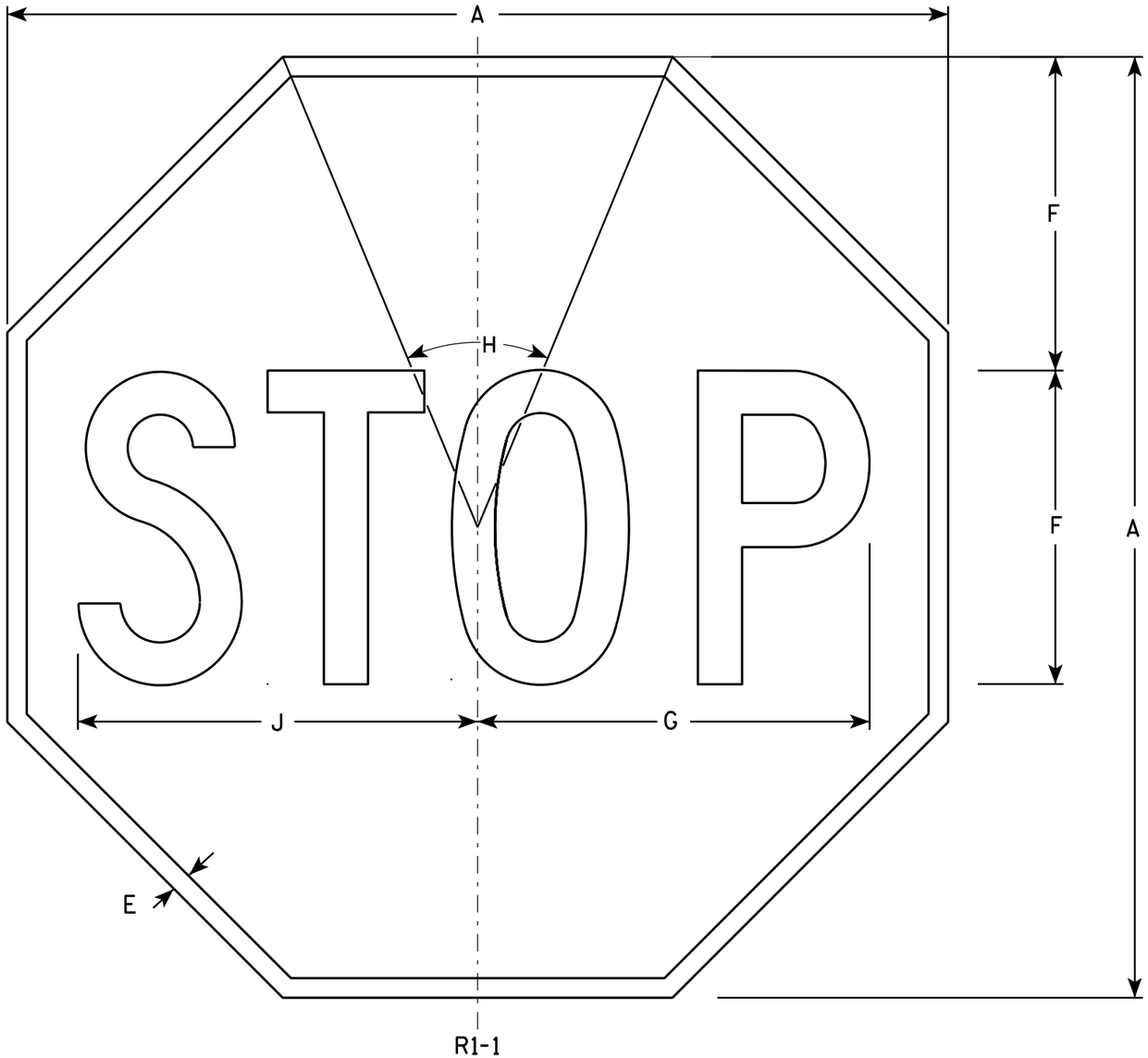
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R107.DGN PLOT DATE : 05-APR-2011 09:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

7



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

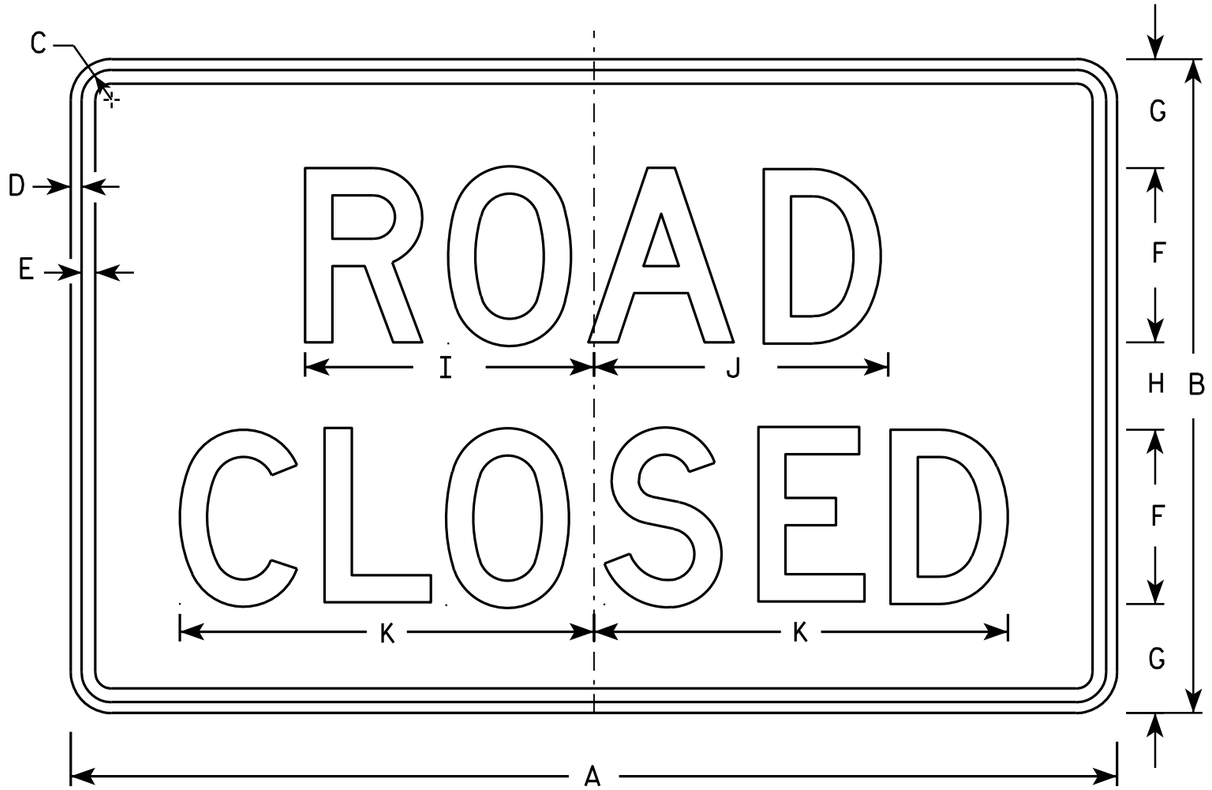
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

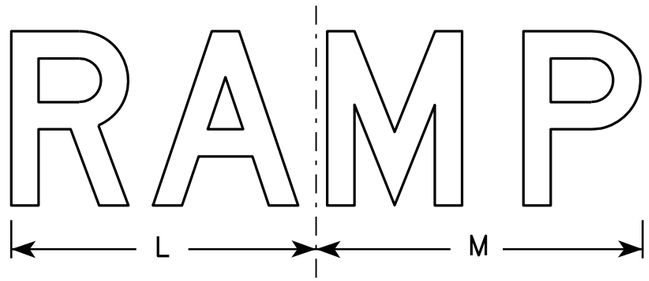
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 320	E



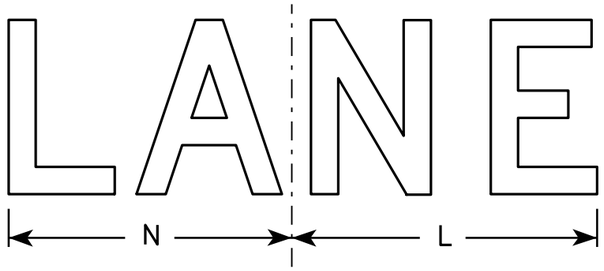
R11-2

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

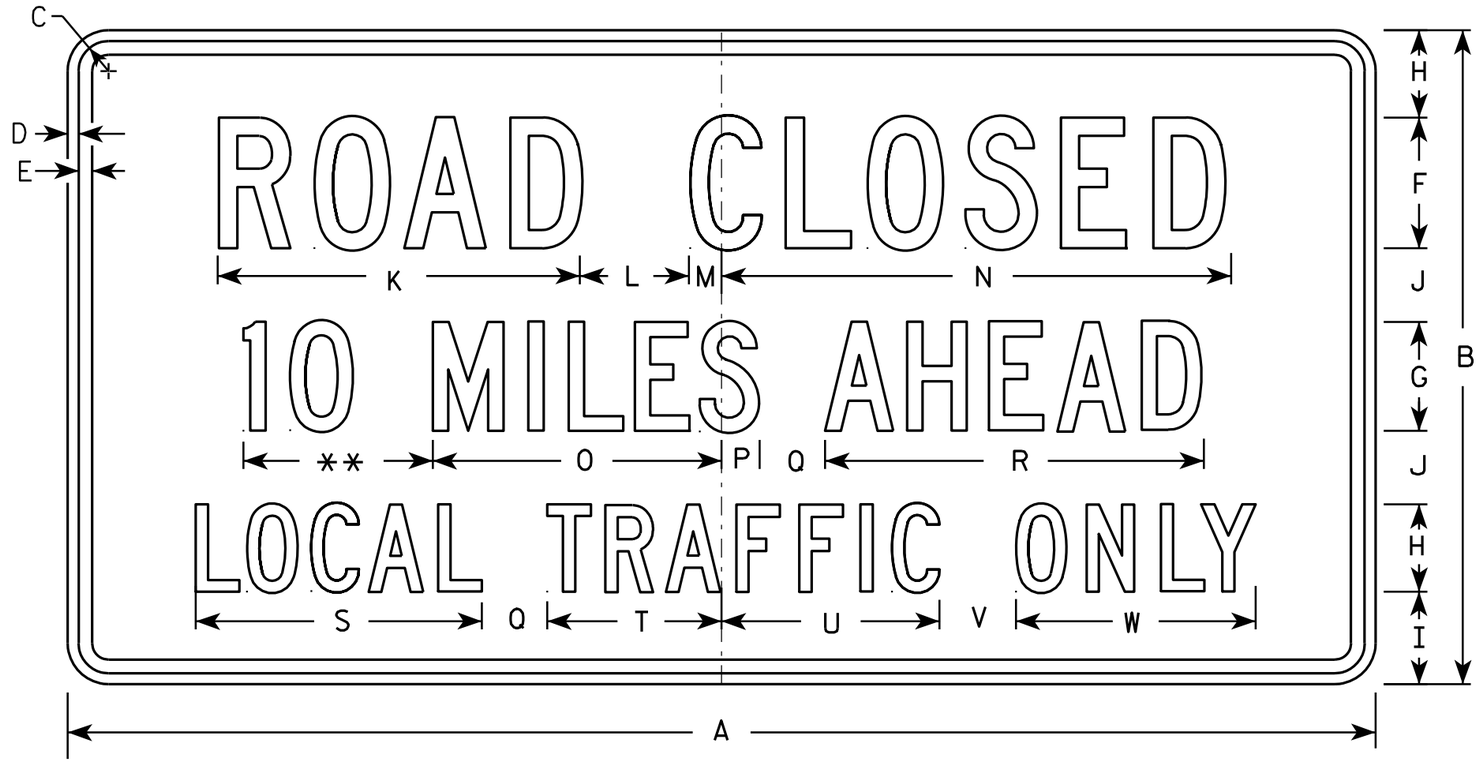
STANDARD SIGN
R11-2

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: 321 | E



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																											

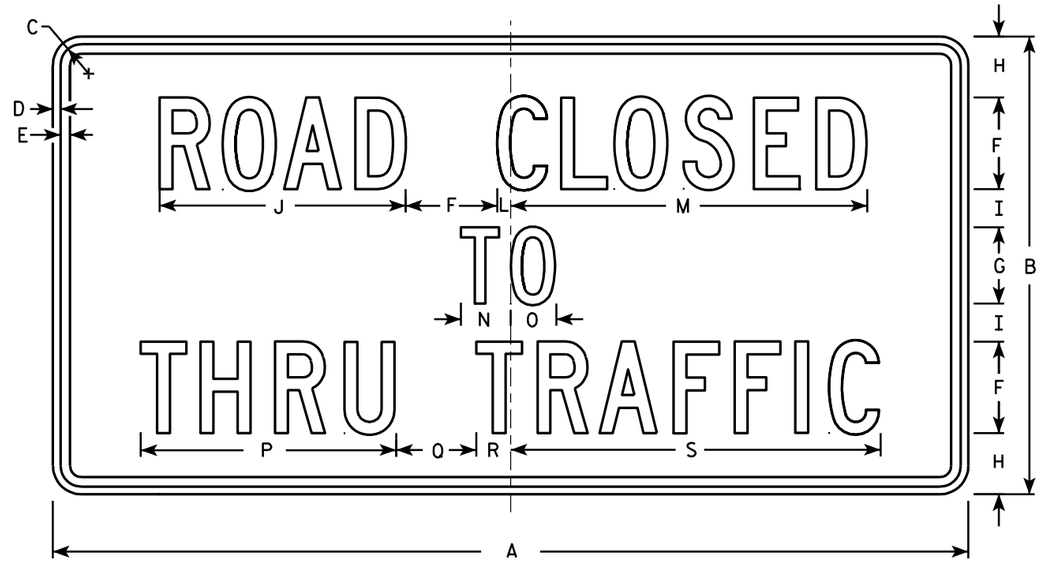
STANDARD SIGN
R11-3

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: 322 | E



R11-4

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.

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	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

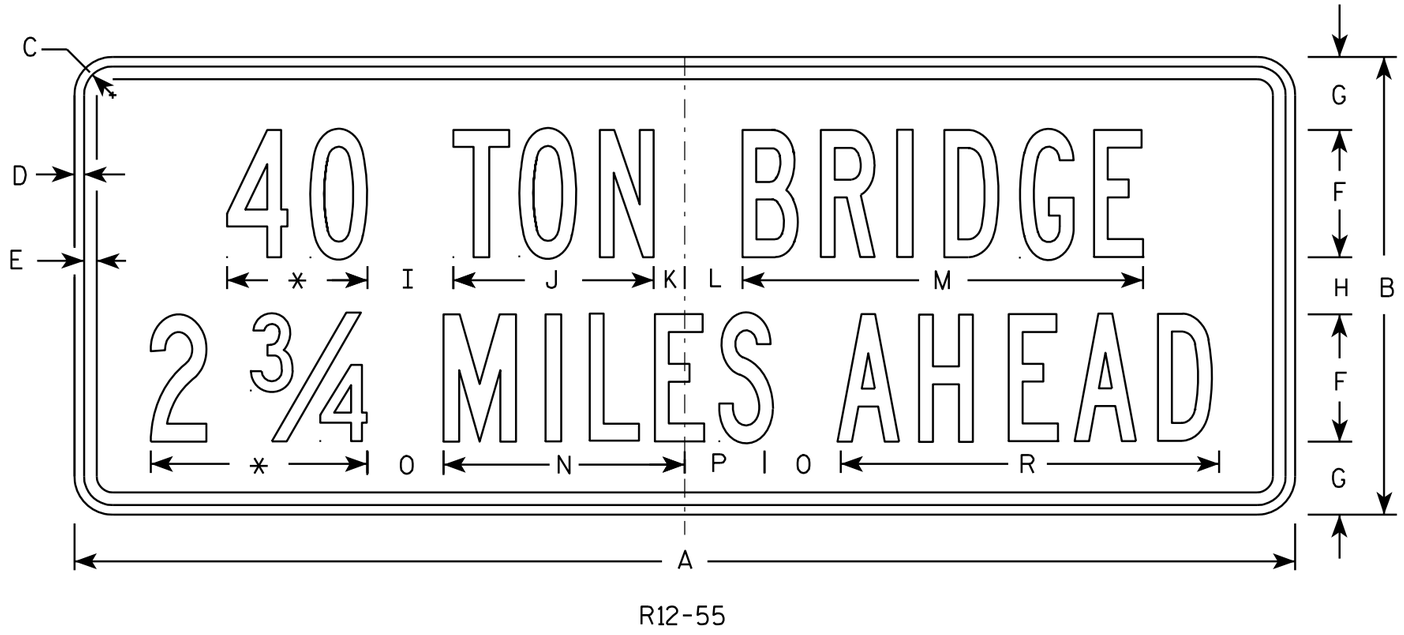
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E



R12-55

* Varies

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 for Size 2, Series D for Sizes 3 & 4
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.
6. For distances less than 5 miles, that figure should be expressed to the nearest 1/4 mile.

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	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
2M	48	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
3	90	24	2 1/4	3/4	1	6	4	4	6	15 1/4	2 1/2	3 1/2	30 5/8	18 3/8	6	6 1/4		28 3/8									15.0
4	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									20.0
5	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									20.0

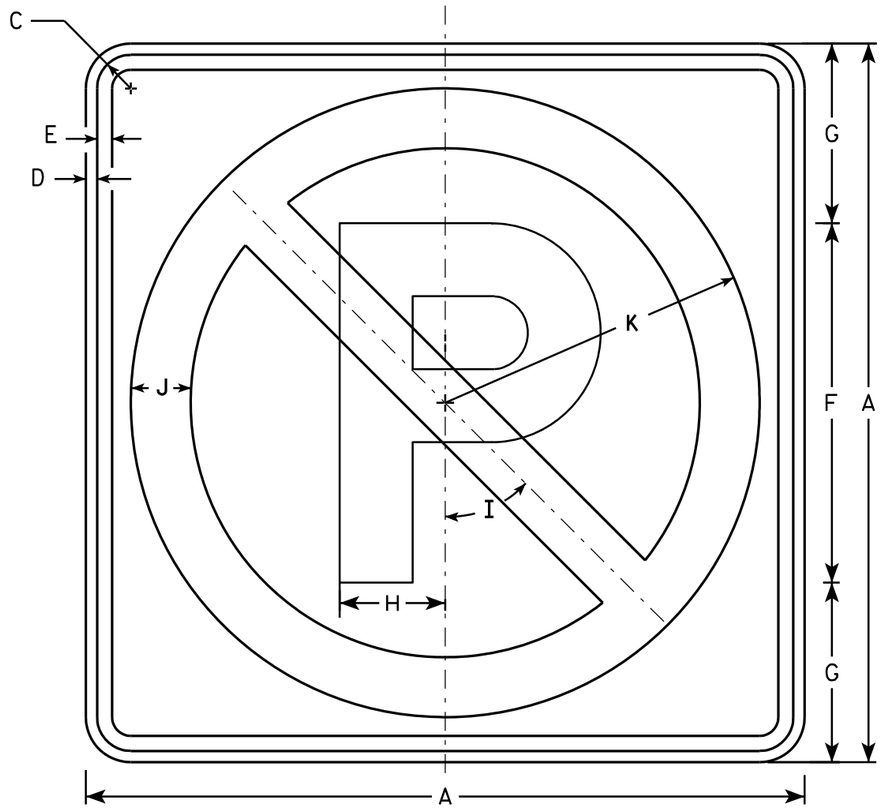
STANDARD SIGN
R12-55

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/23/11 PLATE NO. R12-55.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E



R3-8A

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 & Letter P are non reflective black, the circle with diagonal bar is reflective 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																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

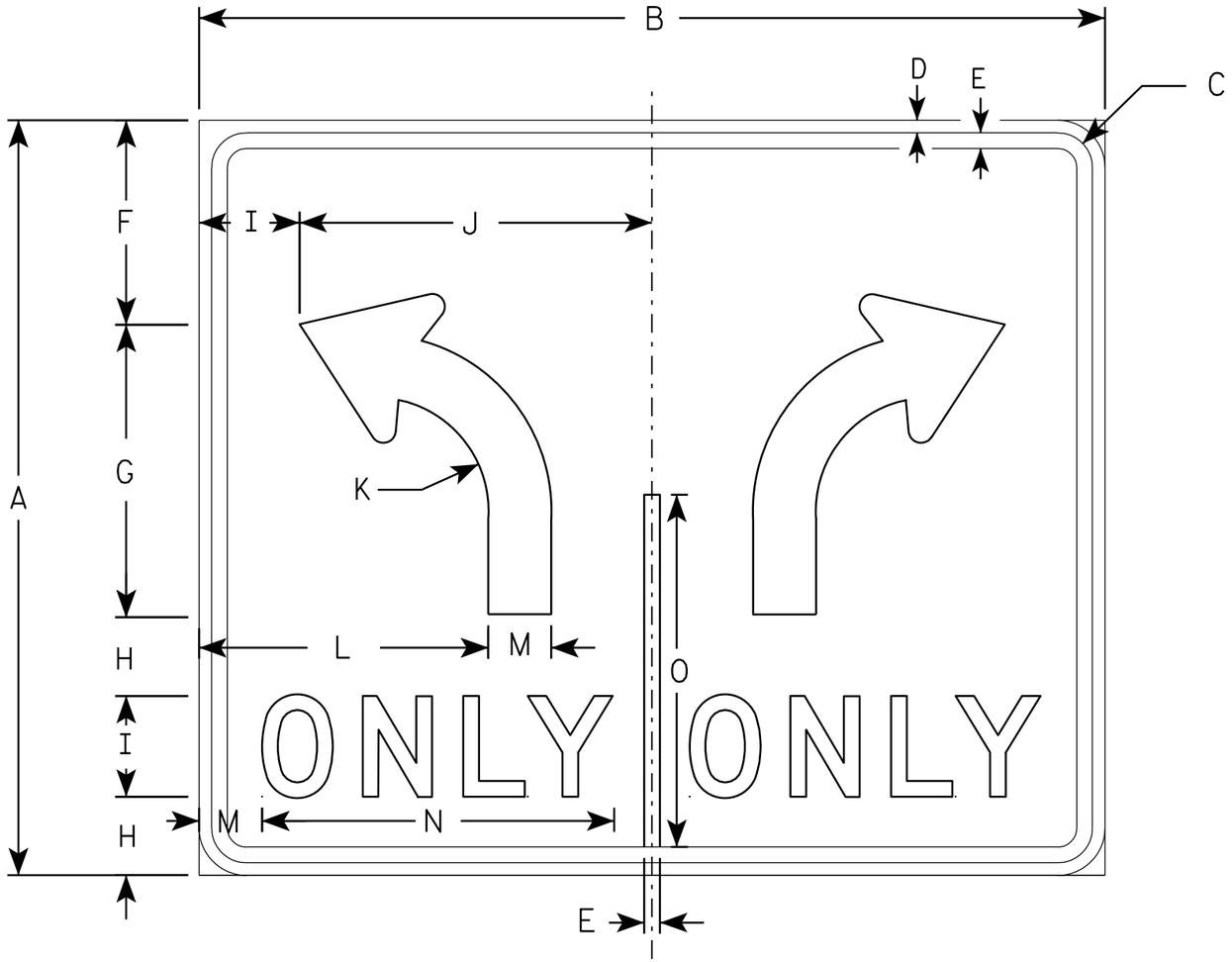
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

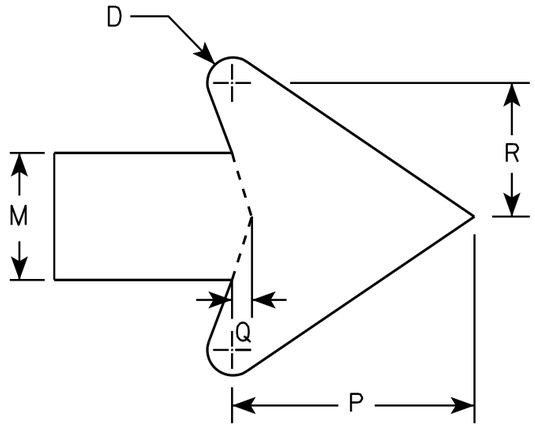
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E



R3-8F

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.



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	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0

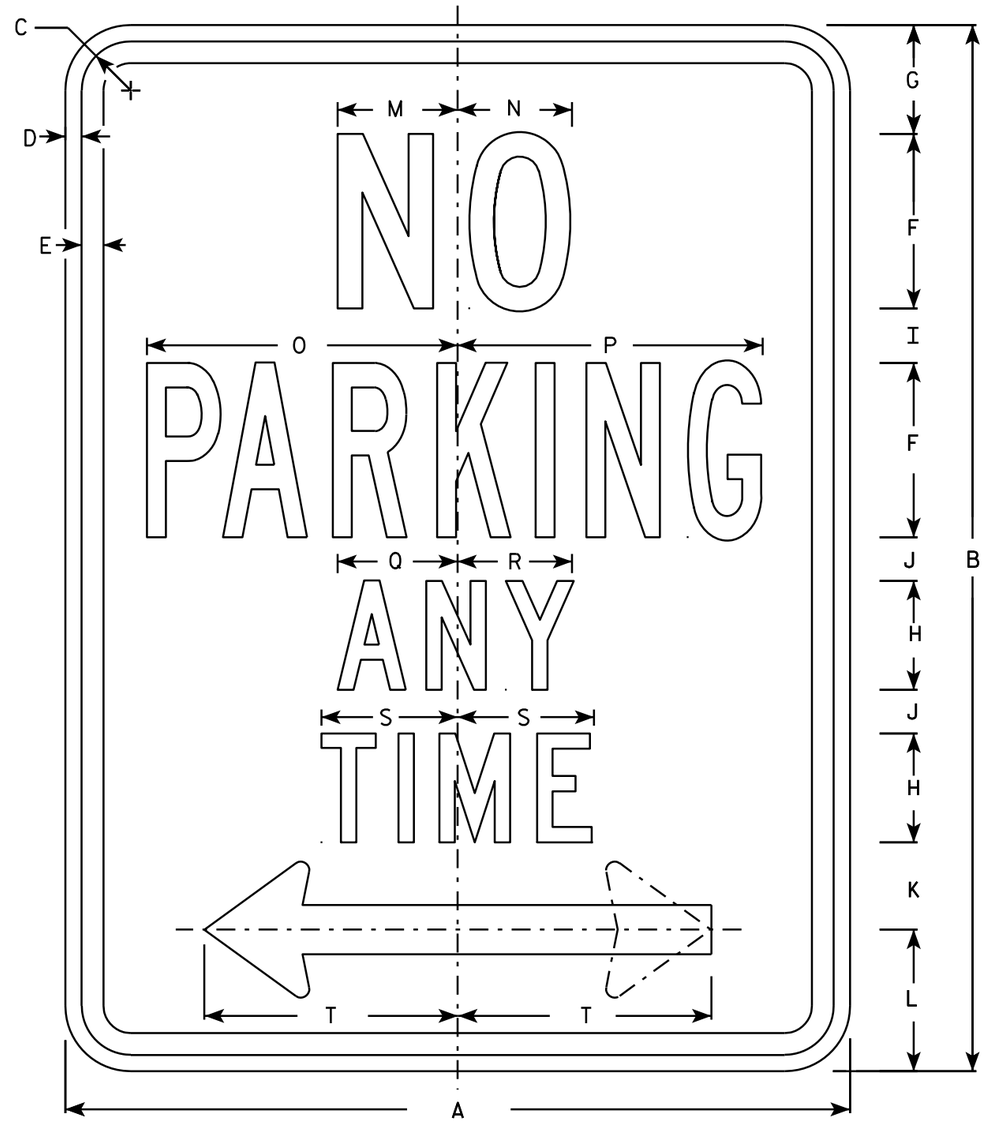
STANDARD SIGN
R3-8F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

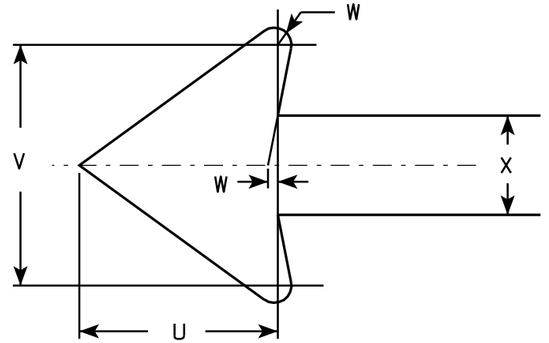
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



R7-1

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 - Red
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. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



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	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

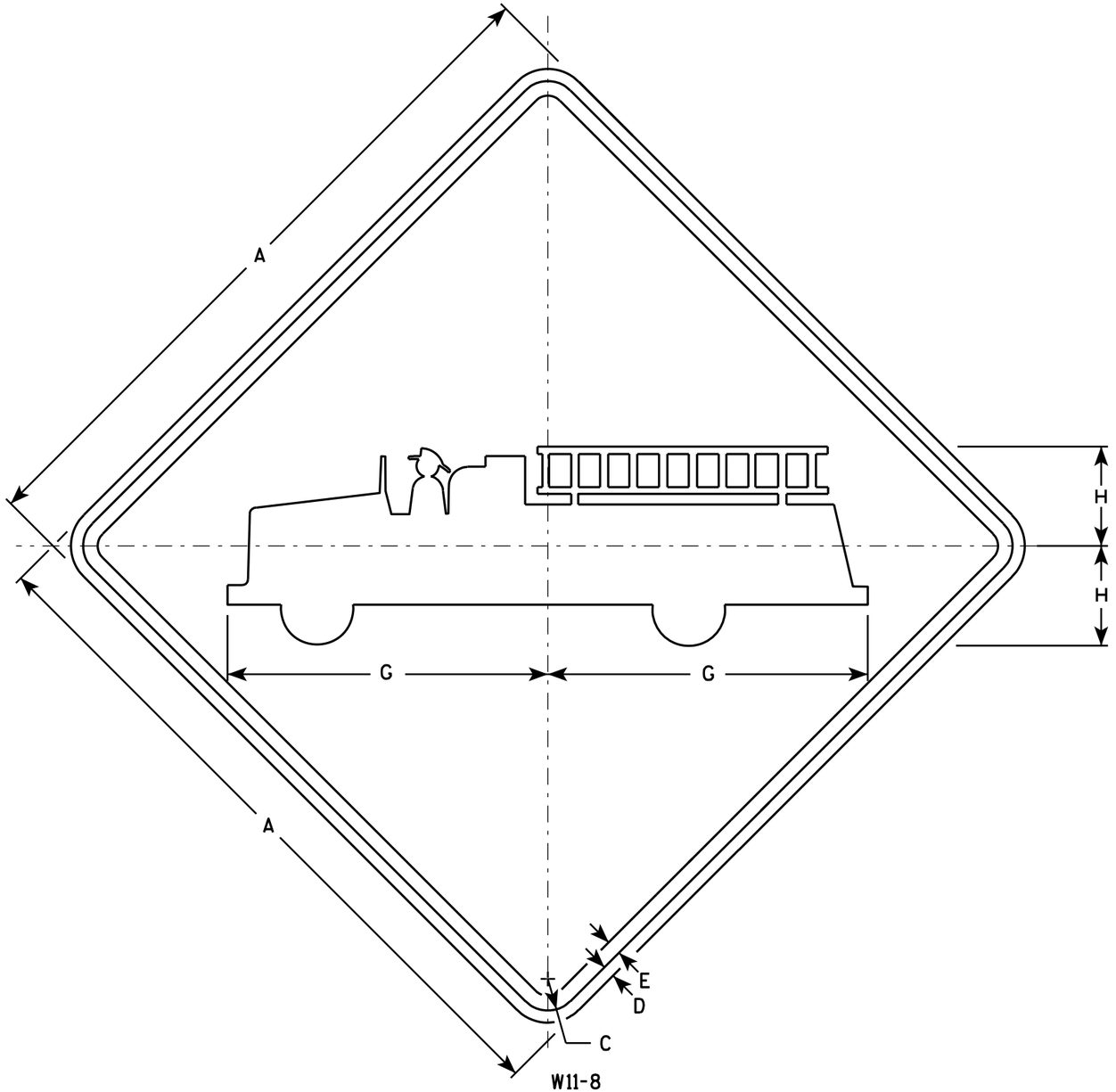
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E



W11-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

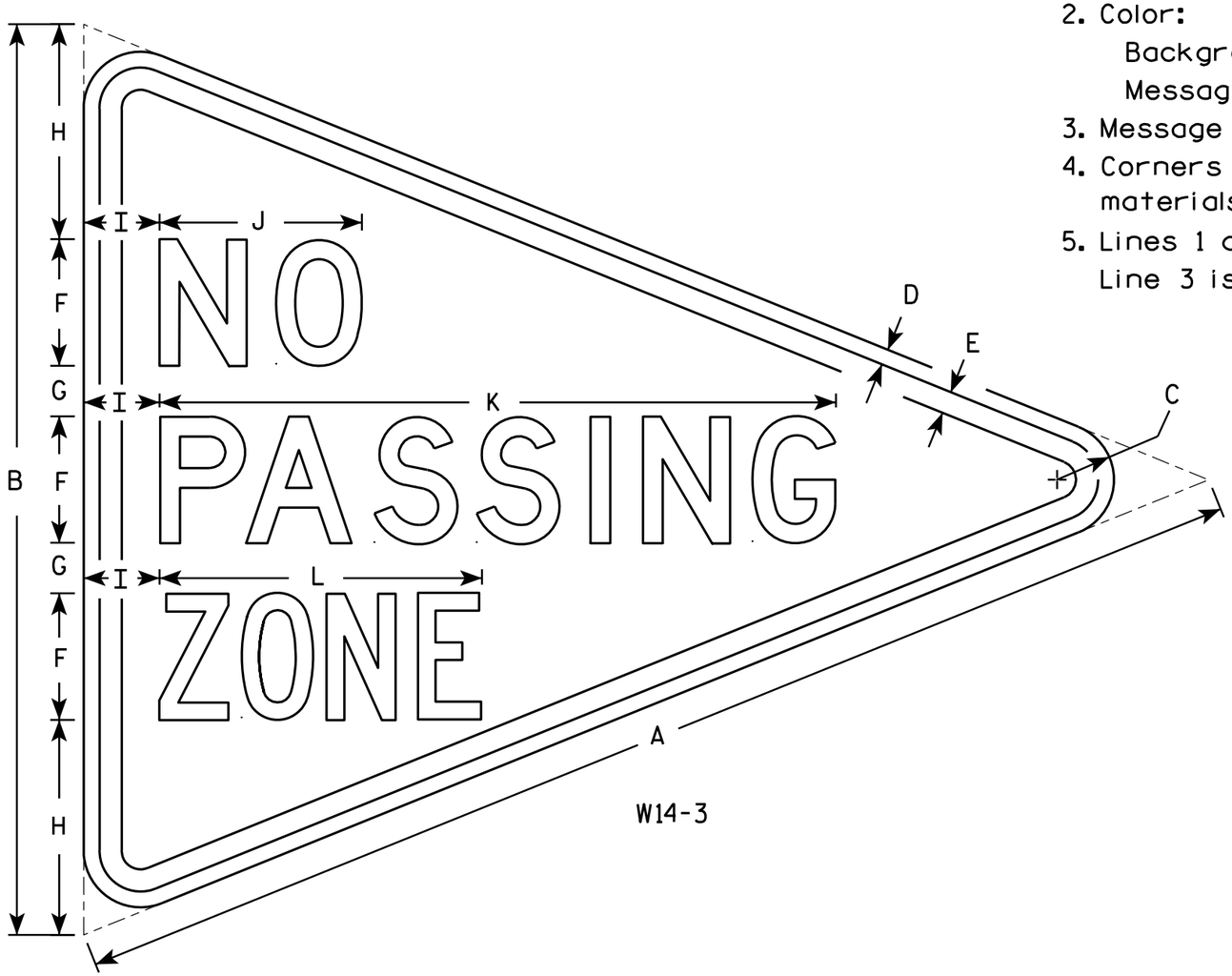
DATE 3/13/13 PLATE NO. W11-8.7

PROJECT NO:

SHEET NO: 328 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. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

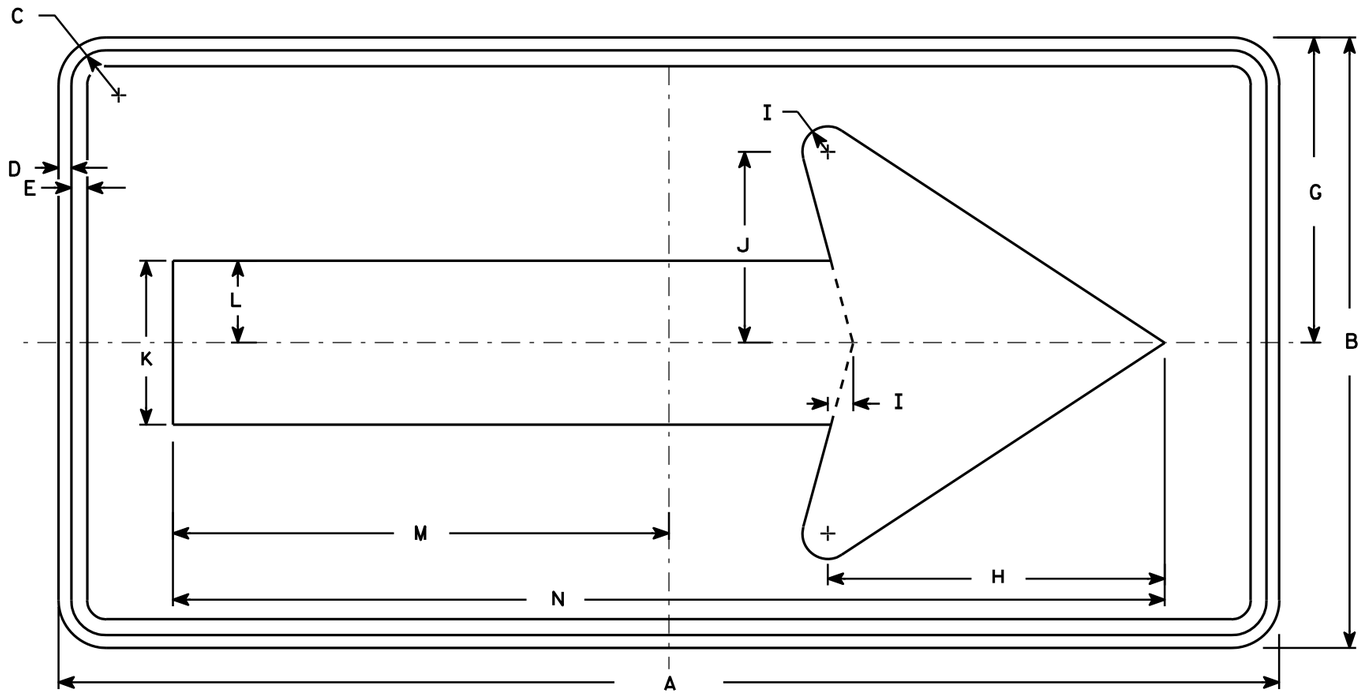
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 329	E



W1-6

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

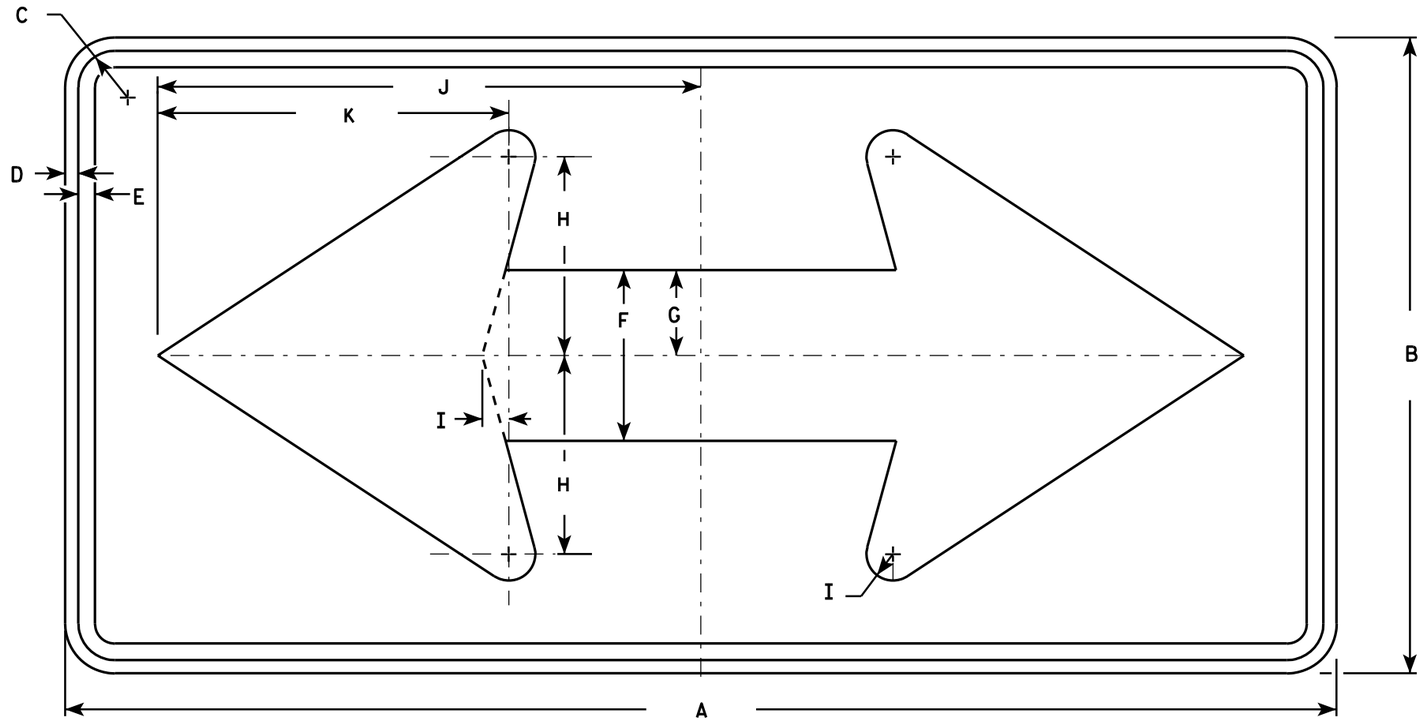
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

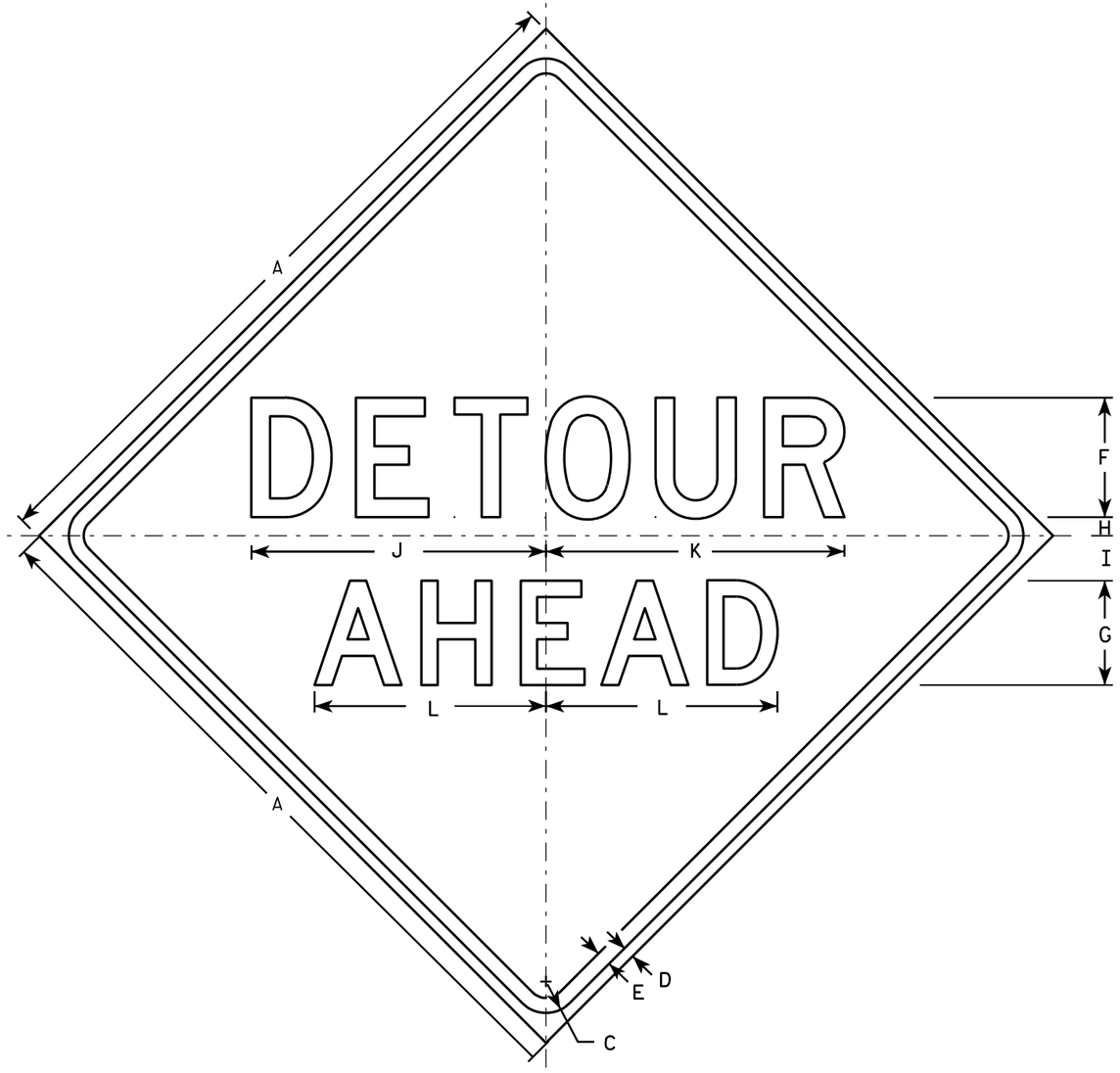
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

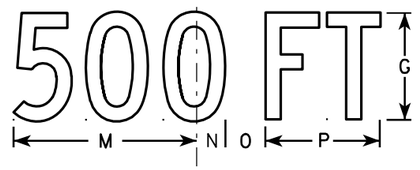
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

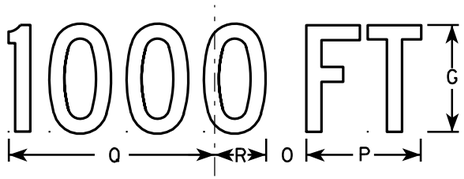
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E



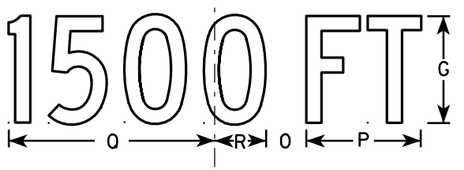
W20-2A



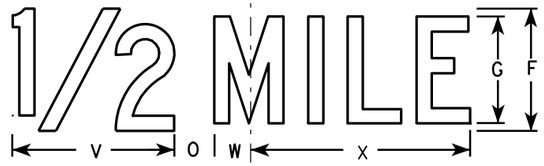
W20-2D



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

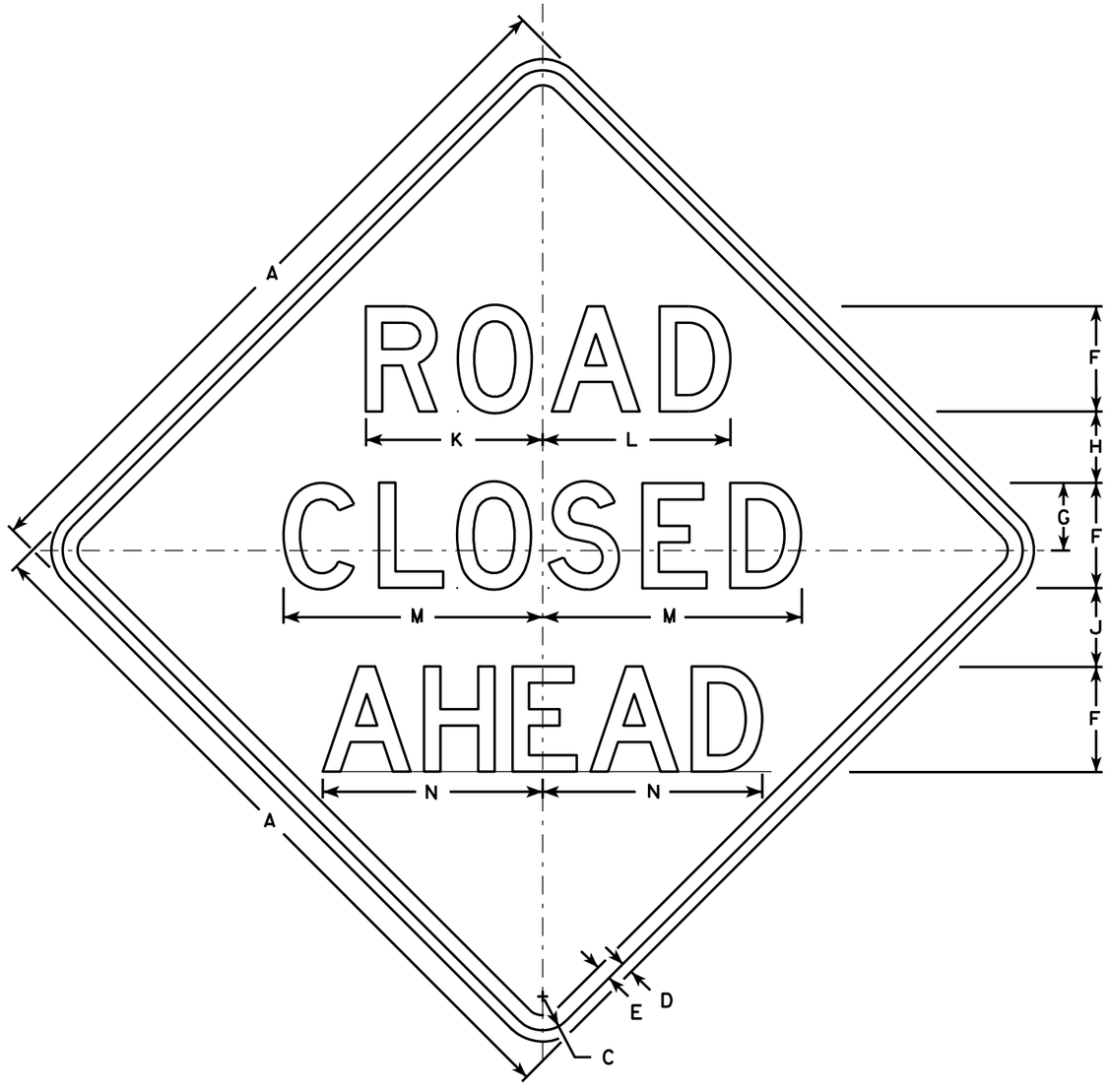
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

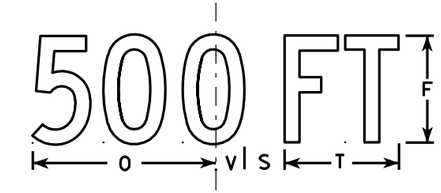
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

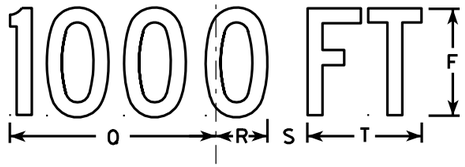
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E



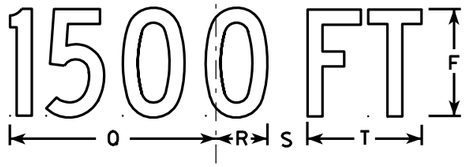
W20-3A



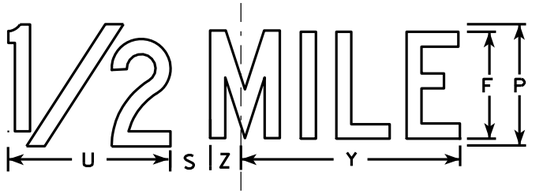
W20-3D



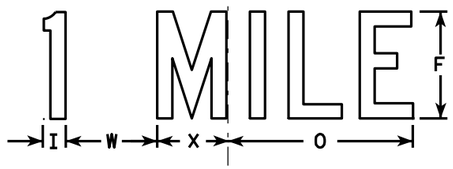
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 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	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

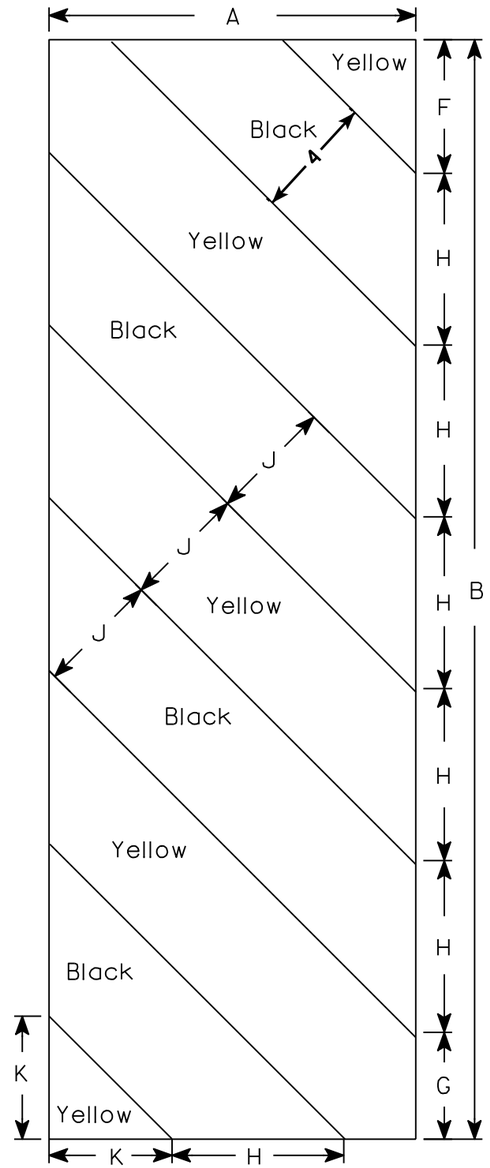
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

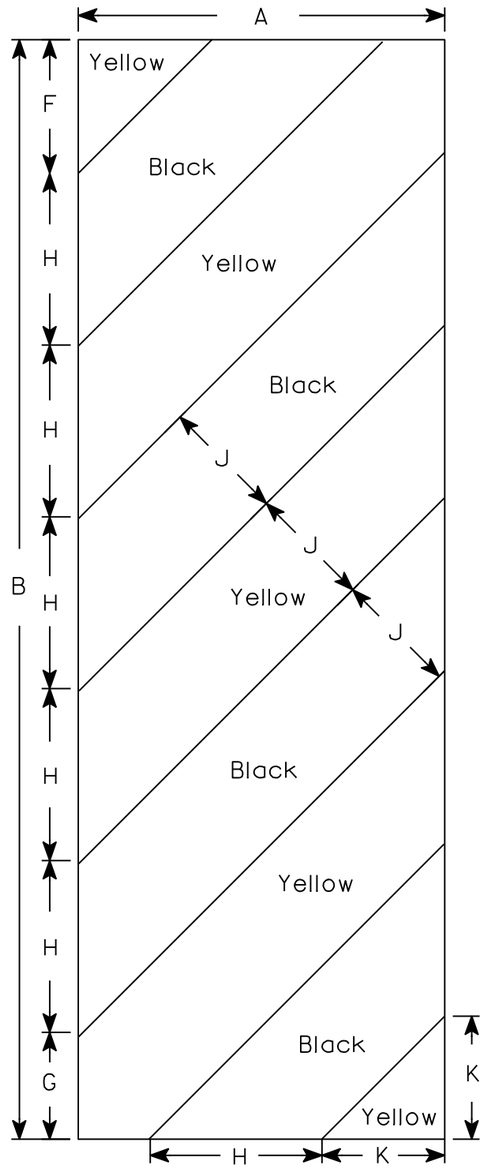
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 | E



W5-52L



W5-52R

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. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

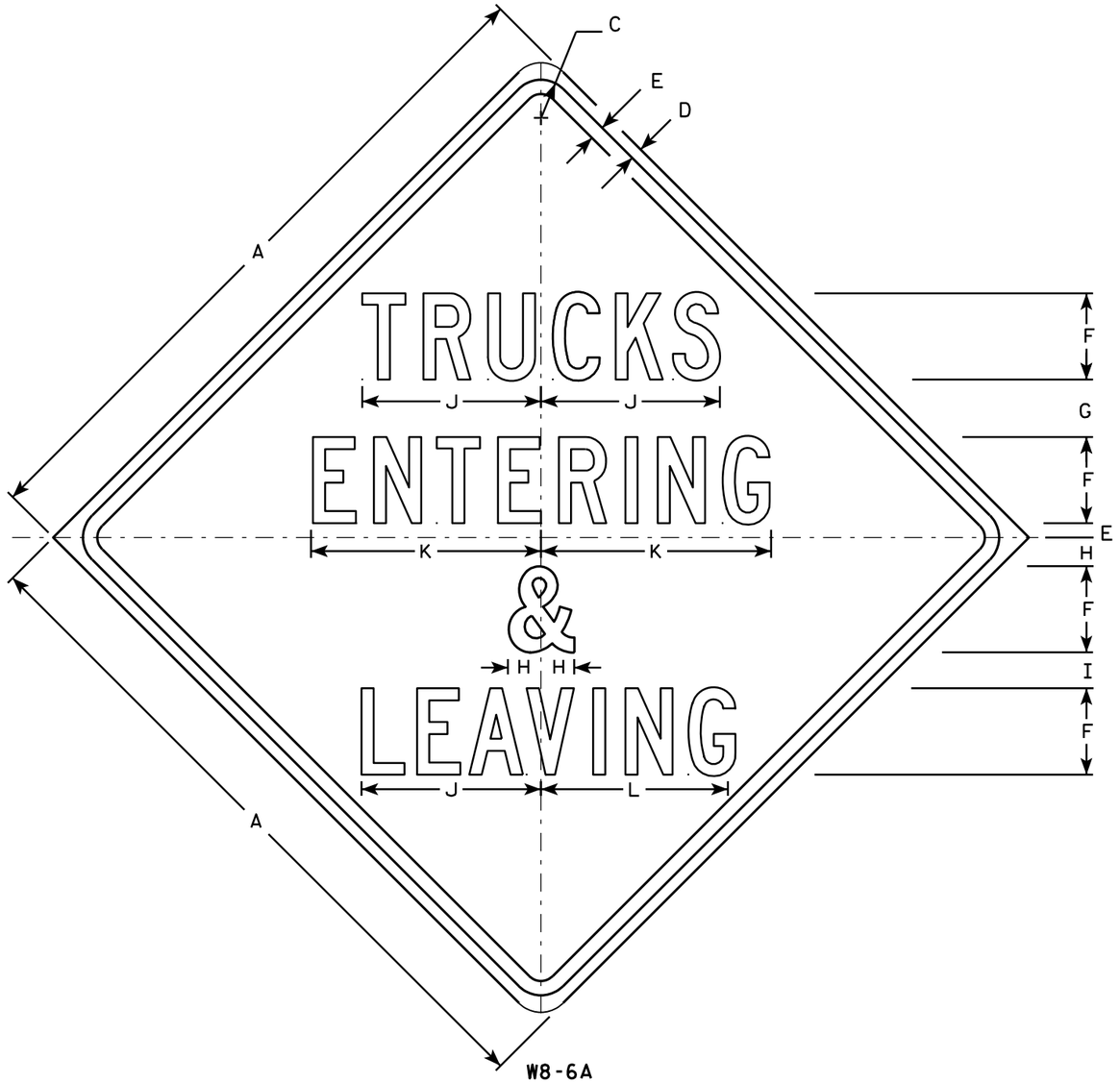
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E



W8-6A

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 - 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.

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 3/8	1/2	5/8	4 1/2	3	1 1/2	1 7/8	9 3/8	12	9 3/4															9
2S	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
2M	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
3	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
4	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
5	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16

STANDARD SIGN
W8-6A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

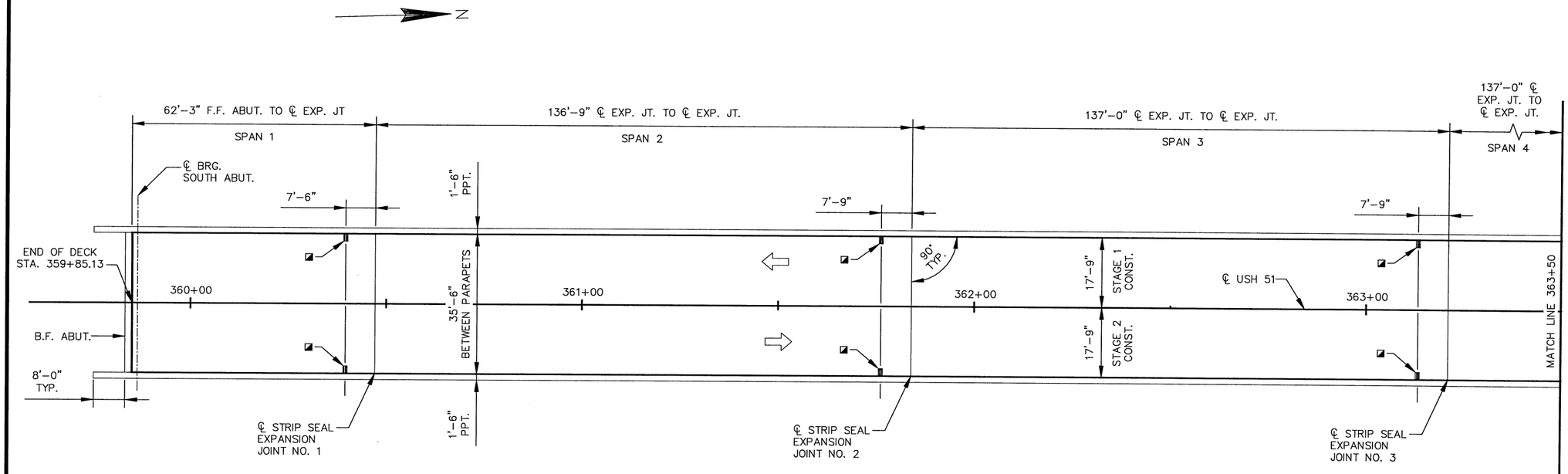
DATE 3/23/11 PLATE NO. W8-6A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E

7

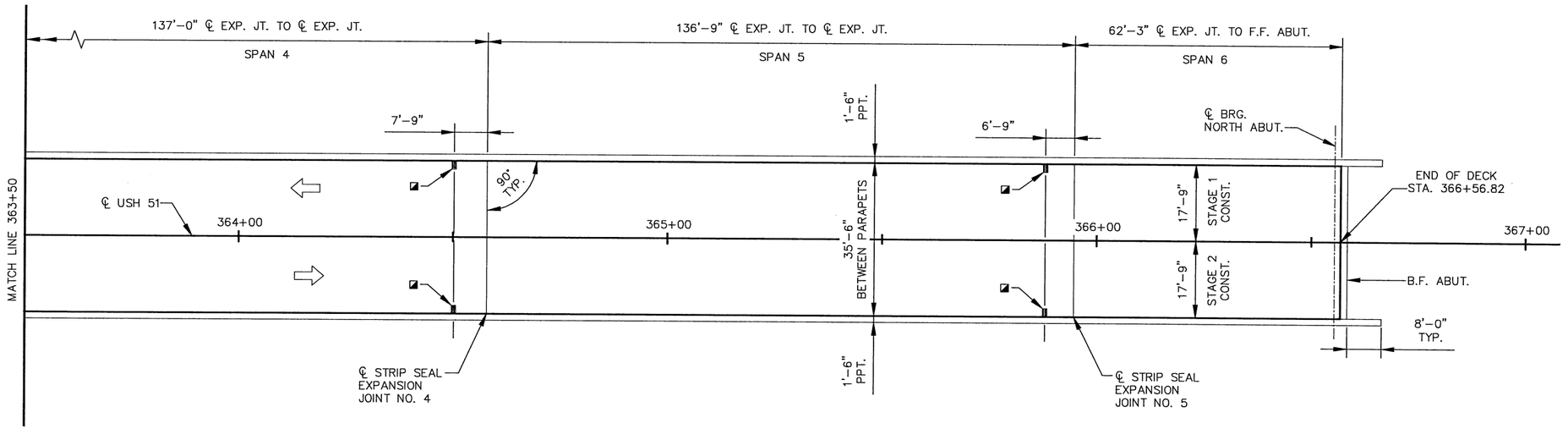
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W86A.DGN PLOT DATE : 23-MAR-2011 10:02 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 10.136330:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER
5390-00-73



PLAN

6 SPAN STEEL DECK TRUSS BRIDGE



PLAN

6 SPAN STEEL DECK TRUSS BRIDGE

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
26760	359+81, 19' RT	BM SE BRIDGE MON	821.896
26761	366+60, 19' LT	BM NW BRIDGE MON	815.072

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION & DETAILS
3. TRAFFIC STAGING

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM		TOTALS
509.0301	PREPARATION DECKS TYPE 1	SY	0.7
509.5100.S	POLYMER OVERLAY	SY	2650
SPV.0035.700	CONCRETE MASONRY DECK PATCHING	CY	0.1
SPV.0090.700	SAWING PAVEMENT DECK PREPARATION AREAS	LF	16

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS ARE APPROXIMATE AND ARE BASED ON EXISTING PLANS AND FIELD DATA.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY SHALL BE INCLUDED WITH THE BID ITEM "POLYMER OVERLAY".

DESIGN DATA

DESIGN RATING	HS-20
INVENTORY RATING	HS-14
OPERATIONAL RATING	HS-19
MAXIMUM PERMIT VEHICLE	90 KIPS

RATINGS TAKEN FROM HSIS ON 11/18/2014 AND DO NOT INCLUDE AN ADDITIONAL 5 PSF OF WEIGHT OF THE POLYMER OVERLAY

LEGEND

◪ FLOOR DRAIN, TYPE GC

WISCONSIN
AARON B. PALMER
E-35695
RICHLAND CENTER, WI
PROFESSIONAL ENGINEER

Aaron B Palmer
11-18-2014

DESIGN CONTACTS

CONSULTANT CONTACTS
AARON PALMER, P.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER
(608) 266-8489

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher for 11/20/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-145

USH 51 OVER ROCK RIVER

COUNTY	TOWN ~~CITY/VILLAGE~~
ROCK	FULTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
LCS	ABP	LCS	ABP

GENERAL PLAN

SHEET 1 OF 3

336

I.D. 1005-10-71

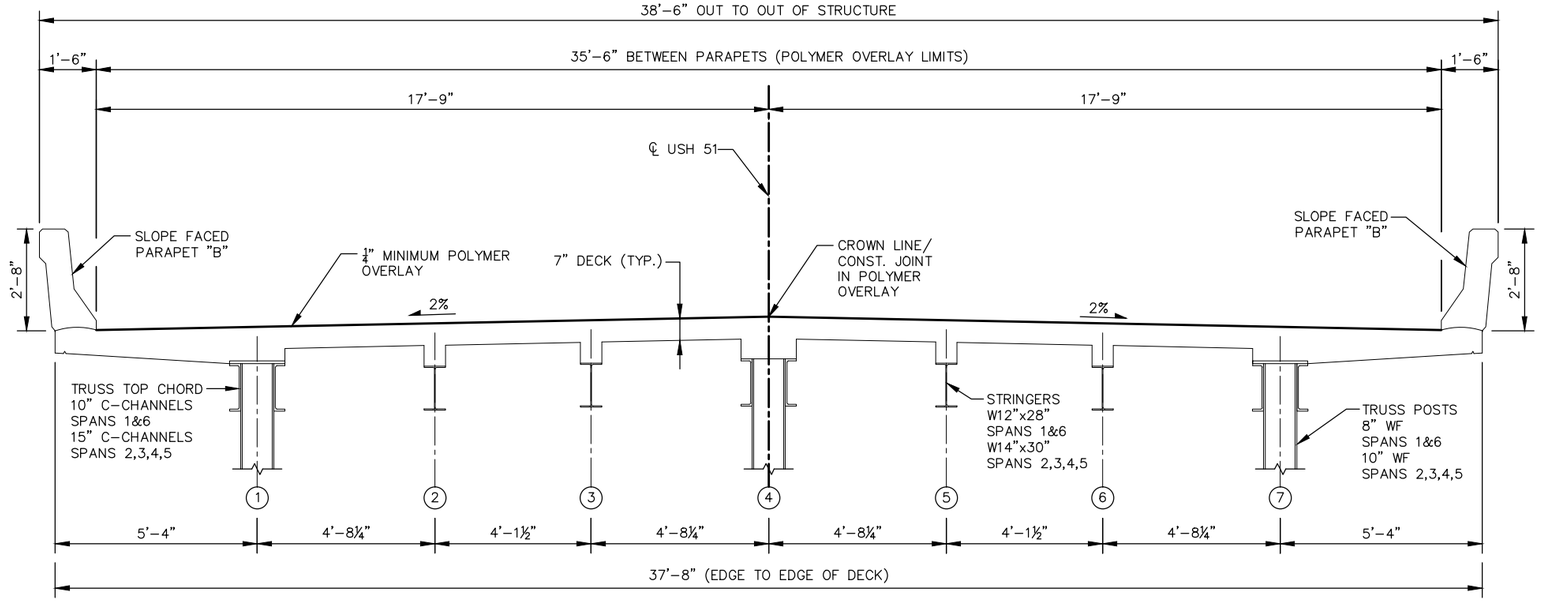
PLOT DATE: Nov 18, 2014

FILE: B-53-145_gp.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
5390–00–73



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

LEGEND

- ◪ FLOOR DRAIN, TYPE GC
- ◧ CONCRETE SPALL AREA ON BRIDGE DECK
- XXXXX SAWCUT

NOTES

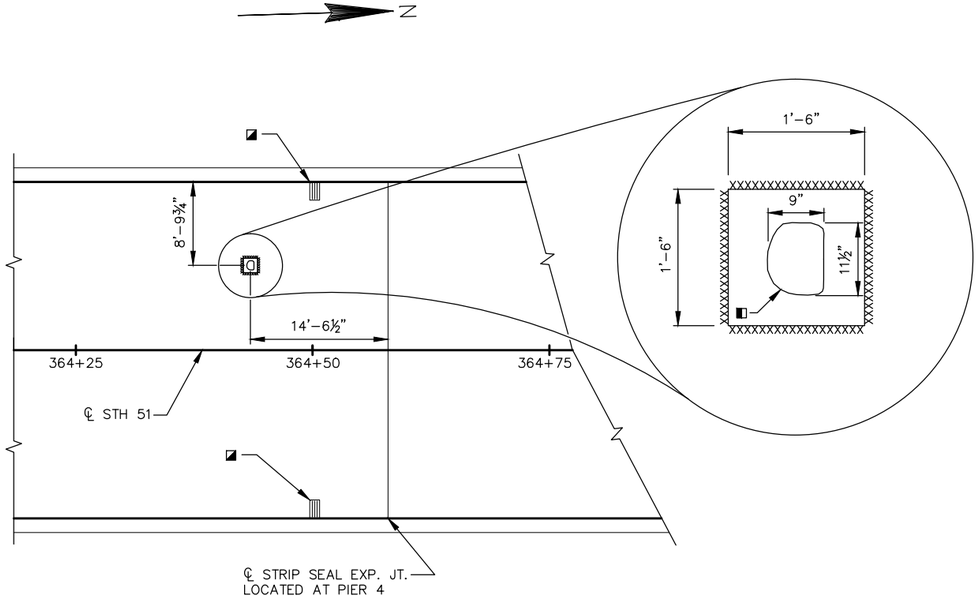
REPAIR CONCRETE SPALLS ON BRIDGE DECK AS DIRECTED BY THE ENGINEER. CONCRETE DECK PREPARATION SHALL BE DONE IN ACCORDANCE WITH "WISDOT STANDARD SPECIFICATIONS" SECTION 509.3.4 AND PAID FOR UNDER BID ITEM "PREPARATION DECKS TYPE 1".

CONCRETE MASONRY SHALL BE PAID FOR AND DONE IN ACCORDANCE WITH SPV ITEM "CONCRETE MASONRY DECK PATCHING".

CONCRETE REMOVAL AREA SHALL BE DEFINED BY A MINIMUM ONE INCH SAWCUT. SAWCUT SHALL BE PAID FOR UNDER BID ITEM "SAWING PAVEMENT DECK PREPARATION AREAS".

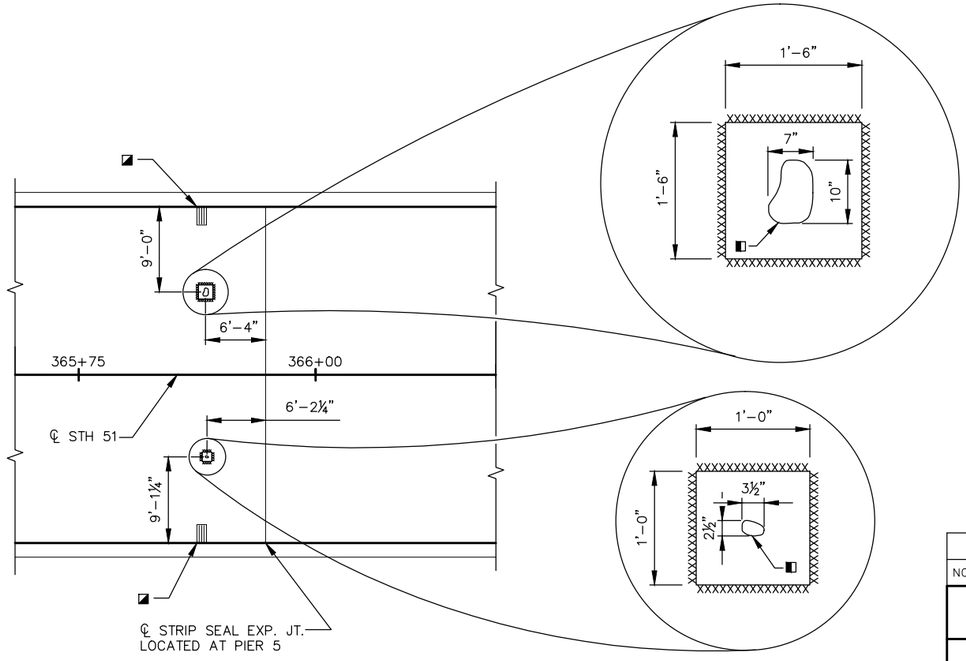
SAWCUT LOCATIONS ARE APPROXIMATE AND SHALL BE ADJUSTED ACCORDINGLY AS DIRECTED BY THE ENGINEER.

SEE SPECIAL PROVISIONS FOR DECK PATCH CURE TIME REQUIRED PRIOR TO OVERLAY.



PLAN – CONCRETE SPALL

(SOUTHBOUND LANE)



PLAN – CONCRETE SPALL

(NORTHBOUND & SOUTHBOUND LANES)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–145

DRAWN BY LCS | PLANS CK'D ABP

TYPICAL SECTIONS & DETAILS

SHEET 2 OF 3

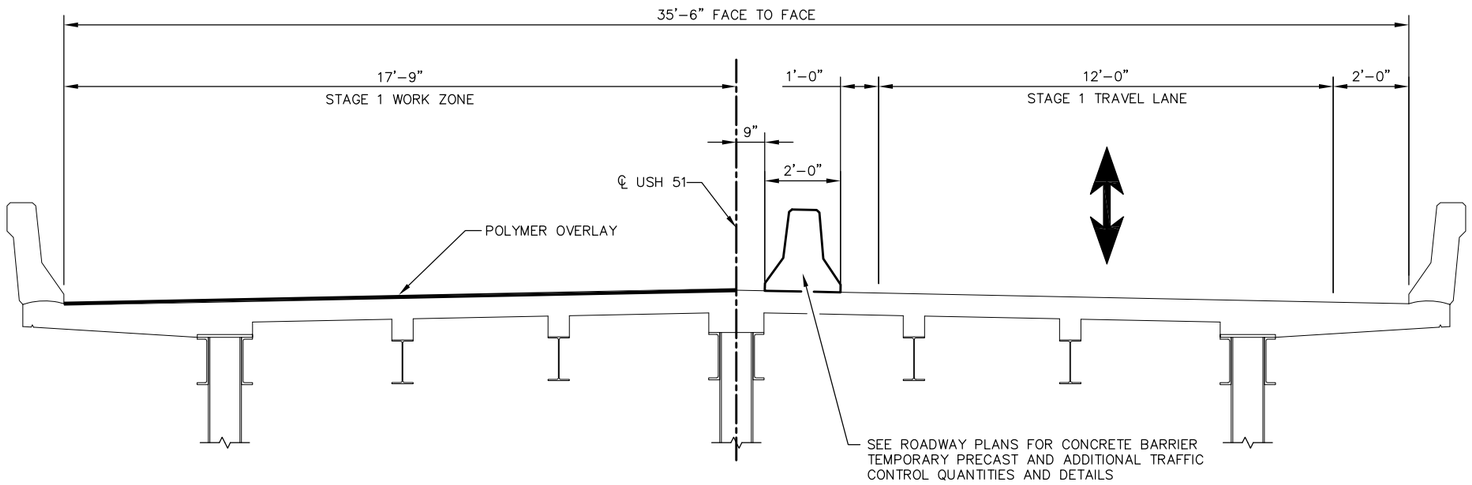
337

I.D. 1005–10–71

PLOT DATE: Nov 18, 2014

FILE: B–53–145_gp.dwg
PLOT SCALE:

STATE PROJECT NUMBER
5390–00–73

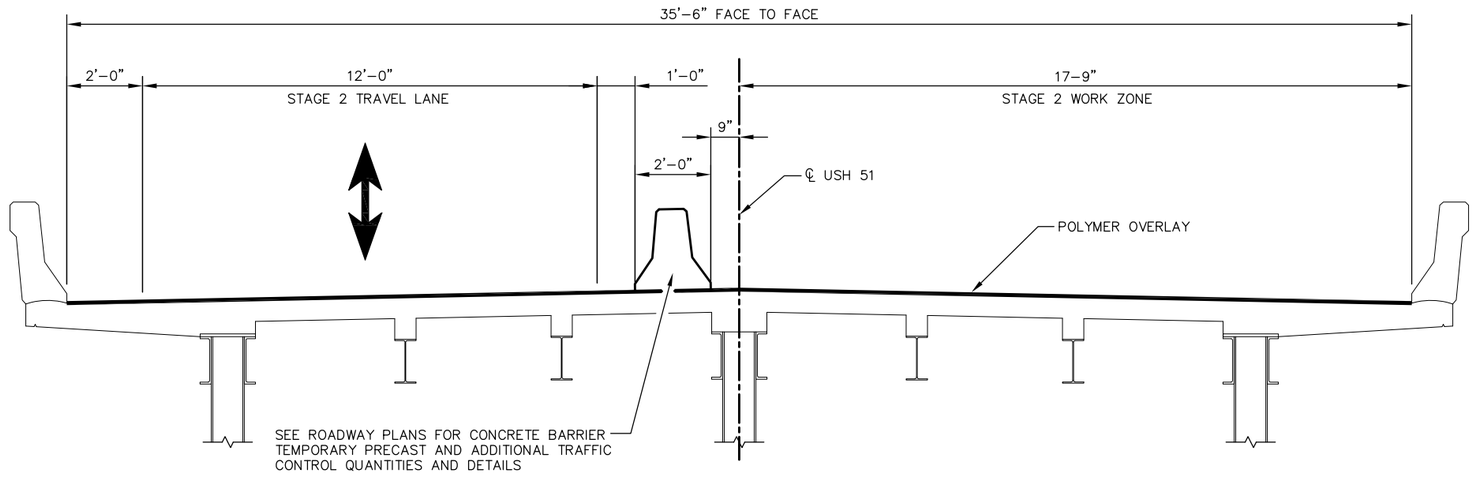


STAGE 1 – USH 51 BRIDGE OVER ROCK RIVER

STA 359+85 – STA 366+56

STAGE 1

- SHIFT TRAFFIC TO EAST HALF OF ROADWAY, ONE 12–FOOT LANE WITH TEMPORARY TRAFFIC SIGNAL
- APPLY POLYMER OVERLAY TO WEST HALF OF BRIDGE
- ADDITIONAL TEMPORARY TRAFFIC SIGNAL TO BE PLACED ON ARROWHEAD SHORES ROAD



STAGE 2 – USH 51 BRIDGE OVER ROCK RIVER

STA 359+85 – STA 366+56

STAGE 2

- SHIFT TRAFFIC TO WEST HALF OF ROADWAY, ONE 12–FOOT LANE WITH TEMPORARY TRAFFIC SIGNAL
- APPLY POLYMER OVERLAY TO EAST HALF OF BRIDGE
- ADDITIONAL TEMPORARY TRAFFIC SIGNAL TO BE PLACED ON ARROWHEAD SHORES ROAD

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–145

DRAWN BY LCS | PLANS CK'D ABP

TRAFFIC STAGING

SHEET 3 OF 3

338

FILE: B–53–145_gp.dwg
PLOT SCALE:

I.D. 1005–10–71

PLOT DATE: Sep 11, 2014

KIDDER ROAD

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
160+16.94	0.00	9.91	0.00	0	0	0	0	0
160+50	33.06	11.64	0.00	13	0	13	0	13
161+00	50.00	16.94	0.32	26	0	40	0	39
161+50	50.00	21.53	16.71	36	16	75	21	54
162+00	50.00	22.73	5.33	41	20	116	47	69
162+50	50.00	24.97	0.00	44	5	160	54	107
163+00	50.00	34.03	0.00	55	0	215	54	161
163+50	50.00	39.57	0.00	68	0	283	54	229
164+00	50.00	46.74	0.00	80	0	363	54	309
164+50	50.00	18.81	0.55	61	1	424	54	369
165+00	50.00	0.00	0.00	17	1	441	55	386
165+50	50.00	57.76	5.12	53	5	495	61	433
166+00	50.00	10.82	0.75	64	5	558	68	490
166+50	50.00	11.53	0.00	21	1	579	69	510
166+64.74	14.74	11.39	0.00	6	0	585	69	516
			COLUMN TOTALS:	585	53			

CTH M EAST STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
255+73.99	0.00	7.50	0.36	0	0	0	0	0
256+00	26.01	5.97	10.40	6	5	6	7	0
256+50	50.00	7.77	7.88	13	17	19	29	-10
257+00	50.00	11.06	18.61	17	25	37	61	-24
257+50	50.00	11.24	27.77	21	43	57	116	-59
258+00	50.00	11.14	19.48	21	44	78	173	-95
258+50	50.00	11.42	9.94	21	27	99	209	-110
259+00	50.00	10.05	7.28	20	16	119	229	-111
259+50	50.00	0.00	7.05	9	13	128	247	-119
260+00	50.00	0.00	8.18	0	14	128	265	-137
260+42.28	42.28	1.02	1.32	1	7	129	275	-146
260+50	7.72	0.64	4.54	0	1	129	276	-147
261+00	50.00	4.03	0.00	4	4	133	281	-148
263+02.43 BK	0.00	24.06	0.00	0	0	133	281	-148
263+50 AH	47.57	12.98	7.74	33	7	166	290	-124
263+82.49	32.49	14.92	15.55	17	14	183	308	-125
264+00	17.51	20.00	16.58	11	10	194	322	-128
264+50	50.00	21.64	19.32	39	33	233	365	-132
265+00	50.00	25.55	18.96	44	35	276	411	-135
265+50	50.00	24.42	18.18	46	34	323	456	-133
266+00	50.00	20.98	16.49	42	32	365	498	-133
266+50	50.00	13.92	15.28	32	29	397	536	-139
267+00	50.00	12.76	15.39	25	28	422	573	-151
267+50	50.00	13.20	19.84	24	33	446	615	-169
268+00	50.00	12.57	22.65	24	39	470	666	-197
268+50	50.00	12.13	18.99	23	39	493	716	-224
269+00	50.00	12.72	16.21	23	33	516	759	-243
269+29.48	29.48	12.87	13.85	14	16	530	780	-251
269+50	20.52	12.50	12.56	10	10	539	793	-254
270+00	50.00	12.48	9.10	23	20	562	819	-257
270+50	50.00	12.50	11.38	23	19	585	844	-258
271+00	50.00	12.76	11.27	23	21	609	871	-262
271+50	50.00	13.32	10.49	24	20	633	897	-264
272+00	50.00	14.17	9.67	25	19	658	922	-263
272+24.96	24.96	14.57	8.97	13	9	672	933	-261
			COLUMN TOTALS:	672	718			

1) Common Excavation is the sum of the Cut (A) and EBS Excavation (B) columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material (C) is included in Cut (A).
3) EBS Excavation (B) to be backfilled with Select Crushed Material. See Select Crushed Material table for quantity
4) No EBS areas have been indentified. EBS is assummed at 8% of total Cut (A) Actual EBS areas to be determined by engineer in field.
5) EBS Excavation Material (B) may be used outside of the 1.5:1. EBS in Fill reduction factor = 0.8. EBS Excavation material is not included in the Fill quantity or Mass Ordinate.
4) Salvaged/Unusable Pavement Material (C) is included in the Cut (A). This assumes the existing pavement structure is salvaged or wasted by the contractor. The existing pavement structure is not shown on the cross sections.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material (C)
6) Expanded EBS Backfill - This is to be filled with Select Crushed Material. EBS Backfill Factor = 1.0. Item number 312.0110
7) Expanded Fill (G) = (Unexpanded Fill (F)) * Expanded Fill Factor (1.30)
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates a waste volume of material within the Division. Minus indicates a borrow volume of material within the Division.
9) Waste Material (I) from one location shall be used as fill material at another location within the same division. The fill material will not be paid for as Borrow.

CTH M WEST STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
302+16.73	0.00	16.96	0.00	0	0	0	0	0
302+50	33.27	15.46	2.10	20	1	20	2	18
303+00	50.00	14.32	0.00	28	2	48	4	43
303+50	50.00	13.98	8.32	26	8	74	14	60
304+00	50.00	14.24	6.99	26	14	100	33	67
304+50	50.00	14.06	8.75	26	15	126	52	74
305+00	50.00	13.89	11.59	26	19	152	76	76
305+50	50.00	15.46	10.15	27	20	179	102	77
306+00	50.00	17.26	8.62	30	17	209	125	85
306+50	50.00	17.58	7.91	32	15	242	145	97
307+00	50.00	16.97	7.82	32	15	274	164	110
307+50	50.00	18.04	9.97	32	16	306	185	121
308+00	50.00	18.04	11.22	33	20	340	211	129
308+50	50.00	17.67	19.13	33	28	373	247	125
309+00	50.00	18.67	26.61	34	42	406	302	104
309+50	50.00	21.09	25.44	37	48	443	365	78
310+00	50.00	19.96	19.19	38	41	481	419	62
310+50 BK	50.00	19.36	9.32	36	26	517	453	65
311+50 AH	0.00	22.89	3.87	0	0	517	453	65
312+00	50.00	13.01	0.17	33	4	551	458	93
312+50	50.00	16.26	3.47	27	3	578	462	116
313+00	50.00	15.84	8.73	30	11	608	477	131
313+50	50.00	14.94	14.84	29	22	636	505	131
314+00	50.00	15.14	13.23	28	26	664	539	125
314+50	50.00	14.86	11.85	28	23	692	569	123
315+00	50.00	14.54	7.30	27	18	719	592	127
315+50	50.00	12.99	7.81	25	14	744	610	134
316+00	50.00	11.55	8.00	23	15	767	629	138
316+50	50.00	11.37	10.13	21	17	788	651	137
317+00	50.00	11.79	12.01	21	21	810	678	132
317+50	50.00	13.13	0.00	23	11	833	692	140
317+55.47	5.47	13.04	0.00	3	0	835	692	143
			COLUMN TOTALS:	835	533			

CTH F

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
17+24.03	0.00	15.16	0.00	0	0	0	0	0
17+50	25.97	19.29	0.00	17	0	17	0	17
18+00	50.00	27.34	0.00	43	0	60	0	60
18+50	50.00	29.21	0.00	52	0	112	0	112
18+51.09	1.09	18.53	0.00	1	0	113	0	113
			COLUMN TOTALS:	113	0			

1) Common Excavation is the sum of the Cut (A) and EBS Excavation (B) columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material (C) is included in Cut (A).
3) EBS Excavation (B) to be backfilled with Select Crushed Material. See Select Crushed Material table for quantity
4) No EBS areas have been indentified. EBS is assummed at 8% of total Cut (A) Actual EBS areas to be determined by engineer in field.
5) EBS Excavation Material (B) may be used outside of the 1.5:1. EBS in Fill reduction factor = 0.8. EBS Excavation material is not included in the Fill quantity or Mass Ordinate.
4) Salvaged/Unusable Pavement Material (C) is included in the Cut (A). This assumes the existing pavement structure is salvaged or wasted by the contractor. The existing pavement structure is not shown on the cross sections.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material (C)
6) Expanded EBS Backfill - This is to be filled with Select Crushed Material. EBS Backfill Factor = 1.0. Item number 312.0110
7) Expanded Fill (G) = (Unexpanded Fill (F)) * Expanded Fill Factor (1.30)
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates a waste volume of material within the Division. Minus indicates a borrow volume of material within the Division.
9) Waste Material (I) from one location shall be used as fill material at another location within the same division. The fill material will not be paid for as Borrow.

CTH M EAST STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
255+21.74	0.00	9.44	0.00	0	0	0	0	0
255+50	28.26	9.16	8.93	10	5	10	6	4
255+73.99	23.99	8.20	8.42	8	8	17	16	1
256+00	26.01	7.78	5.38	8	7	25	25	0
256+50	50.00	8.25	2.36	15	7	40	34	6
257+00	50.00	12.19	2.57	19	5	59	40	19
257+50	50.00	15.56	3.07	26	5	85	47	38
258+00	50.00	15.47	2.34	29	5	113	53	60
258+50	50.00	13.79	2.08	27	4	140	59	82
259+00	50.00	12.53	2.79	24	5	165	64	100
259+50	50.00	11.32	3.85	22	6	187	72	114
260+00	50.00	47.45	10.87	54	14	241	90	151
260+42.28 BK	42.28	11.19	0.06	46	9	287	101	186
263+82.49 AH	0.00	28.47	0.00	0	0	287	101	186
264+00	17.51	25.23	0.00	17	0	305	101	203
264+50	50.00	24.79	0.57	46	1	351	102	249
265+00	50.00	26.81	2.46	48	3	399	106	293
265+50	50.00	27.75	3.01	51	5	449	112	337
266+00	50.00	25.43	4.29	49	7	498	121	378
266+50	50.00	23.24	5.76	45	9	544	133	410
267+50	100.00	18.80	9.03	78	27	621	169	453
268+00	50.00	18.63	10.12	35	18	656	192	464
268+50	50.00	16.93	11.82	33	20	689	218	471
269+00	50.00	16.69	11.97	31	22	720	247	473
269+29.48	29.48	16.30	11.82	18	13	738	264	474
269+50	20.52	16.65	12.77	13	9	751	276	475
270+00	50.00	18.53	13.08	33	24	783	307	476
270+50	50.00	22.42	19.81	38	30	821	346	475
271+00	50.00	18.76	4.15	38	22	859	375	484
271+50	50.00	18.82	5.13	35	9	894	386	508
272+00	50.00	19.90	1.68	36	6	930	395	535
272+24.96	24.96	20.90	2.25	19	2	949	397	552
272+50	25.04	21.80	2.04	20	2	969	400	569
273+00	50.00	22.89	0.41	41	2	1,010	403	607
273+21	21.00	23.65	0.00	18	0	1,028	403	625
			COLUMN TOTALS:	1,028	310			

CTH M WEST STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut Note 2	Fill	Cut Note 2	Fill	Cut 1.00 Note 2	Expanded Fill 1.30 Note 7	Note 8
302+16.73	0.00	11.44	0.64	0	0	0	0	0
302+50	33.27	12.60	0.21	15	1	15	1	14
303+00	50.00	19.03	0.00	29	0	44	1	43
303+50	50.00	14.90	0.96	31	1	76	2	73
304+00	50.00	14.64	3.20	27	4	103	7	96
304+50	50.00	15.84	3.90	28	7	131	16	115
305+00	50.00	15.73	5.43	29	9	160	27	133
305+50	50.00	15.12	6.49	29	11	189	41	148
306+00	50.00	16.34	7.83	29	13	218	58	160
306+50	50.00	16.88	30.03	31	35	249	104	145
307+00	50.00	17.28	30.28	32	56	280	177	104
307+50	50.00	16.35	29.25	31	55	312	248	63
308+00	50.00	15.68	36.22	30	61	341	327	14
308+50	50.00	16.40	41.16	30	72	371	420	-49
309+00	50.00	17.66	42.11	32	77	402	520	-118
309+50	50.00	15.97	43.88	31	80	434	624	-190
310+00	50.00	28.68	5.54	41	46	475	683	-209
310+50	50.00	33.60	37.27	58	40	533	735	-202
311+00	50.00	34.00	23.10	63	56	595	808	-212
311+50 BK	50.00	17.85	0.01	48	21	643	835	-192
313+00 AH	0.00	22.16	0.68	0	0	643	835	-192
313+50	50.00	11.64	0.23	31	1	674	837	-162
314+00	50.00	9.57	10.52	20	10	694	850	-155
314+50	50.00	10.38	11.19	18	20	713	876	-163
315+00	50.00	11.63	2.57	20	13	733	892	-159
315+50	50.00	12.64	3.71	22	6	755	900	-144
316+00	50.00	10.90	4.80	22	8	777	910	-133
316+50	50.00	10.83	0.80	20	5	797	917	-119
317+00	50.00	10.52	0.02	20	1	817	918	-101
317+50	50.00	10.20	0.04	19	0	836	918	-81
317+77.17	27.17	10.00	0.00	10	0	846	918	-71
			COLUMN TOTALS:	846	706			

1) Common Excavation is the sum of the Cut (A) and EBS Excavation (B) columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material (C) is included in Cut (A).
3) EBS Excavation (B) to be backfilled with Select Crushed Material. See Select Crushed Material table for quantity
4) No EBS areas have been indentified. EBS is assummed at 8% of total Cut (A) Actual EBS areas to be determined by engineer in field.
5) EBS Excavation Material (B) may be used outside of the 1.5:1. EBS in Fill reduction factor = 0.8. EBS Excavation material is not included in the Fill quantity or Mass Ordinate.
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5) Available Material = Cut - Salvaged/Unusable Pavement Material (C)
6) Expanded EBS Backfill - This is to be filled with Select Crushed Material. EBS Backfill Factor = 1.0. Item number 312.0110
7) Expanded Fill (G) = (Unexpanded Fill (F)) * Expanded Fill Factor (1.30)
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates a waste volume of material within the Division. Minus indicates a borrow volume of material within the Division.
9) Waste Material (I) from one location shall be used as fill material at another location within the same division. The fill material will not be paid for as Borrow.

160+00

RW

TEL

MATCH EXISTING

STATION AHEAD

160+17

1.0%

4.0:1

859.73 15.05

858.78 20.05

859.33 24.92

RW

TEL TEL

160+50

1.0%

25.0:1

857.76 14.15

857.89 19.36

858.36 24.31

858.32 25.39

RW

TEL TEL

161+00

1.0%

4.0:1

856.21 15.15

856.29 21.92

856.85 27.10

855.98 30.57

RW

TEL TEL

20 FT

20 FT

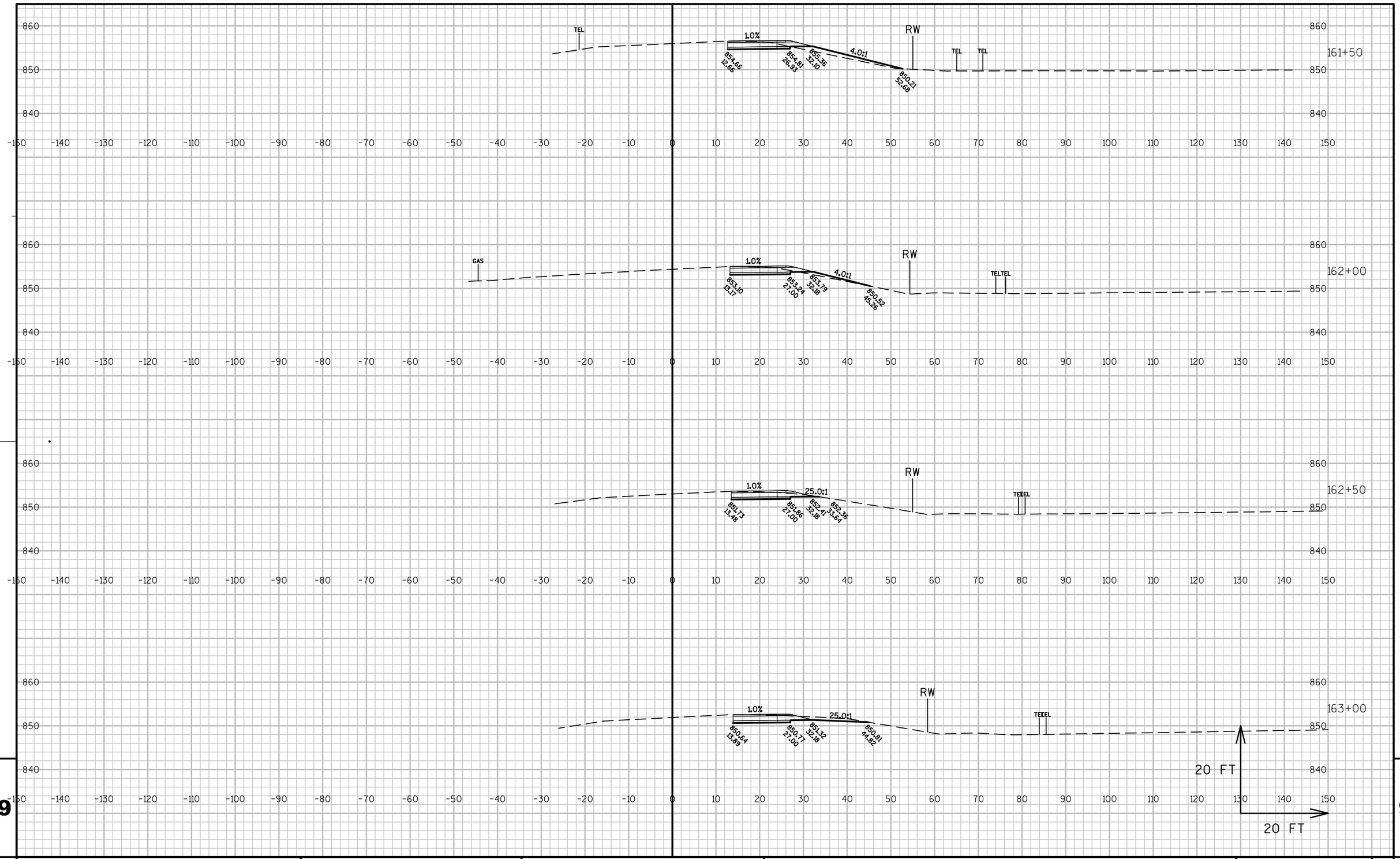
9

9

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT KIDDER ROAD	SHEET 342	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090201_XS KIDDER.DWG PLOT DATE : 9/18/2014 11:05 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT KIDDER ROAD	SHEET 343	E

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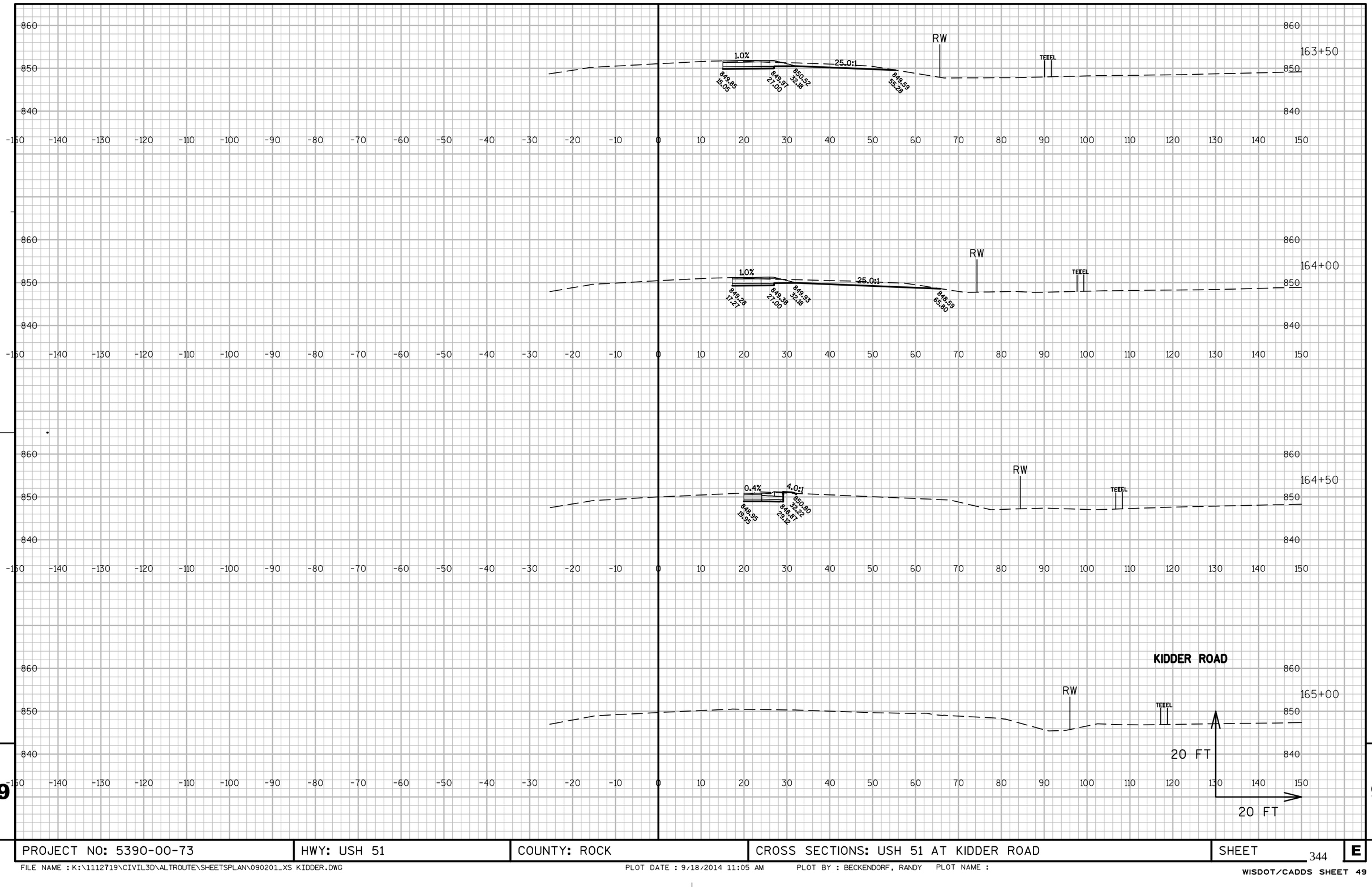
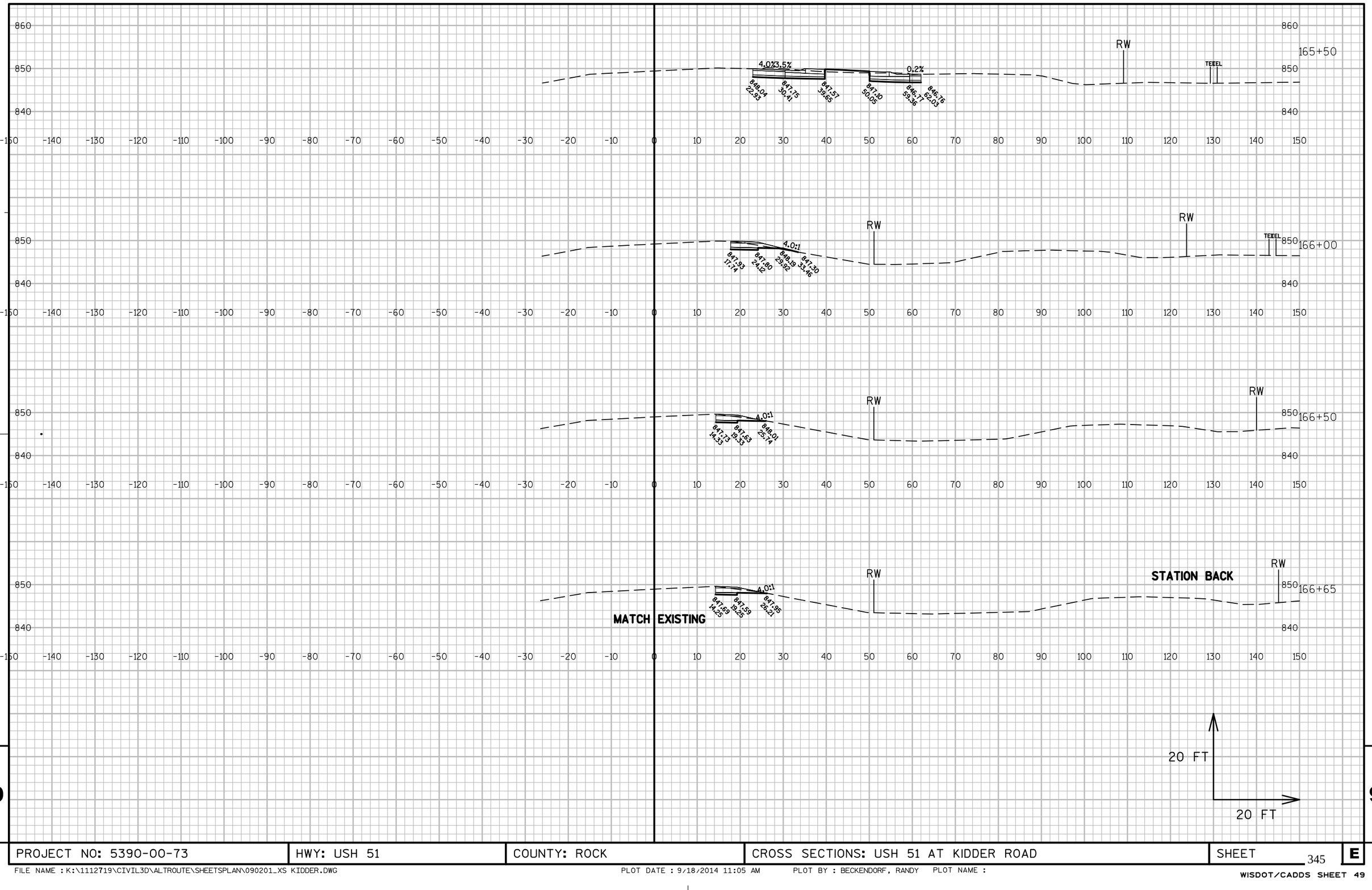
WISDOT/CADDS SHEET 49



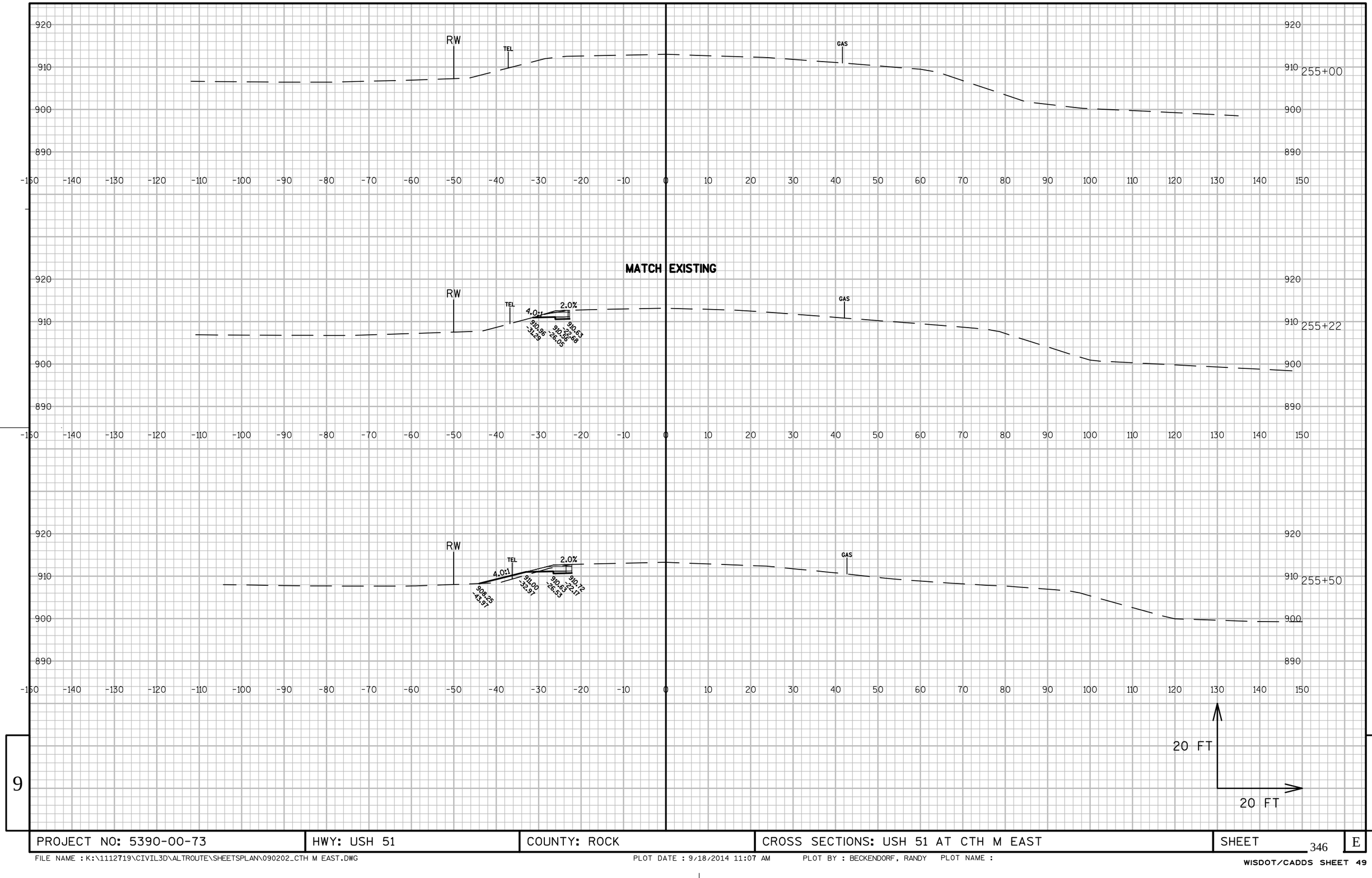
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT KIDDER ROAD	SHEET 344	E



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT KIDDER ROAD	SHEET 345	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090201_XS KIDDER.DWG PLOT DATE : 9/18/2014 11:05 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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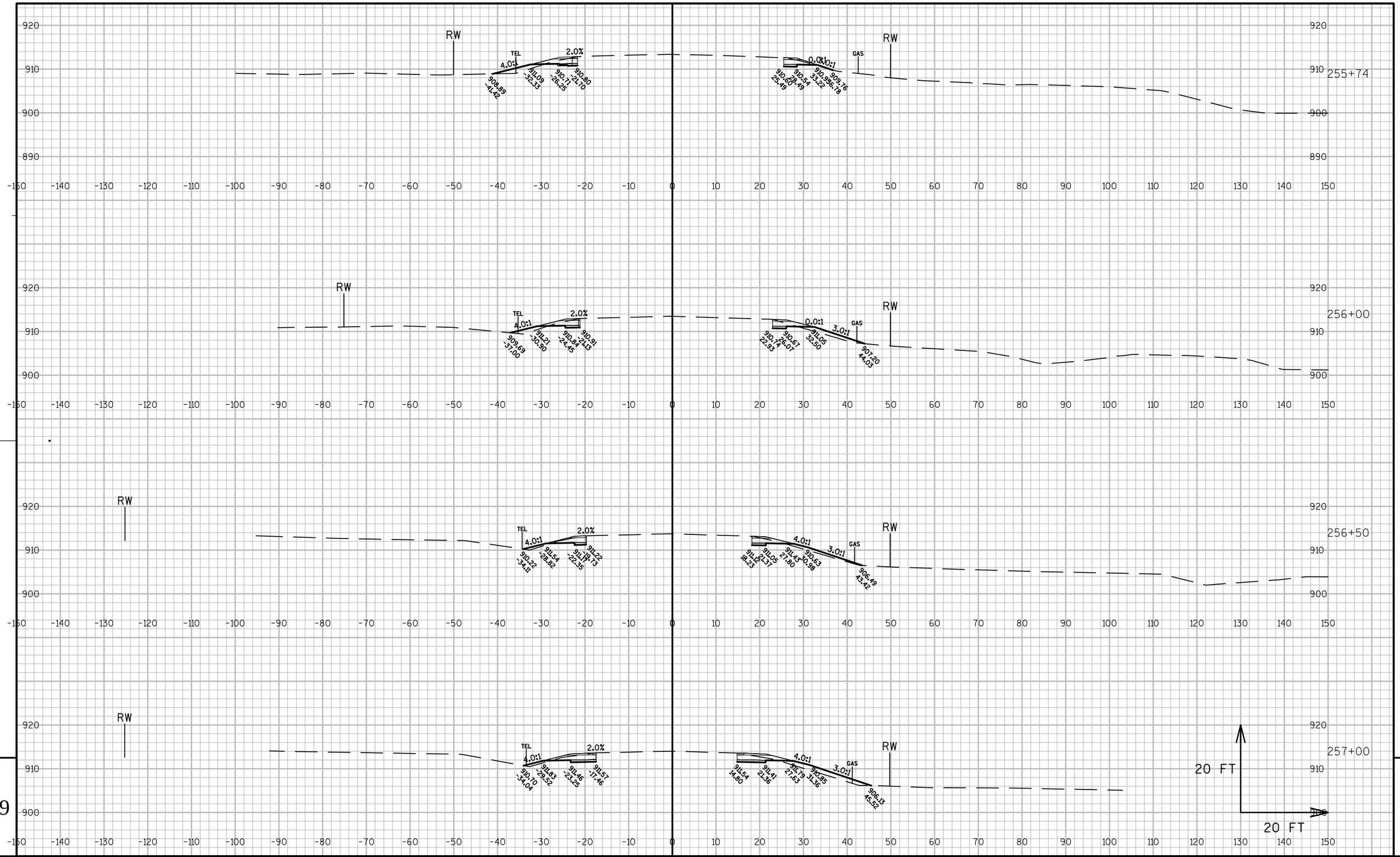
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 346	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090202_CTH M EAST.DWG PLOT DATE : 9/18/2014 11:07 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 347	E

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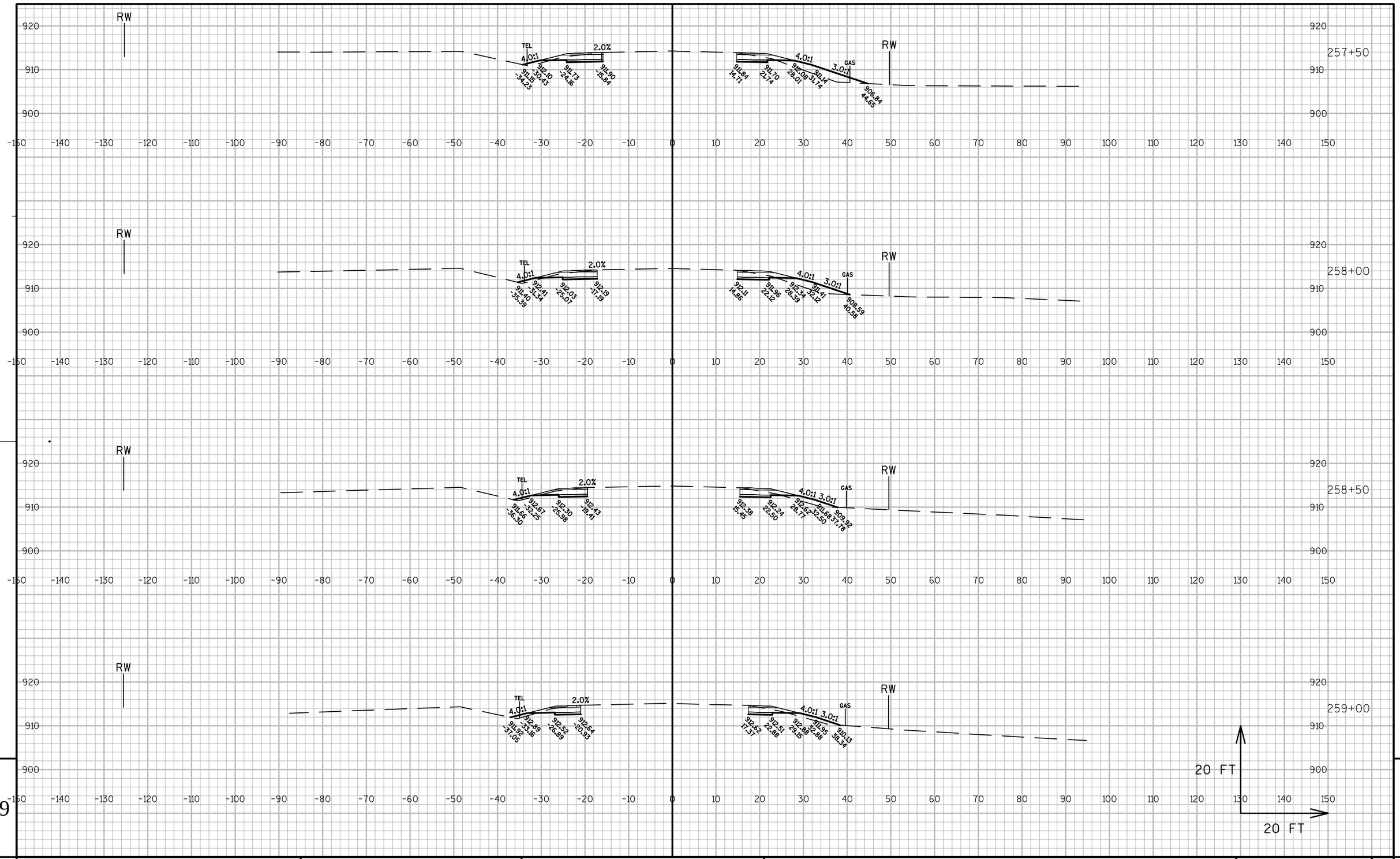
WISDOT/CADDS SHEET 49



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PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 348	E

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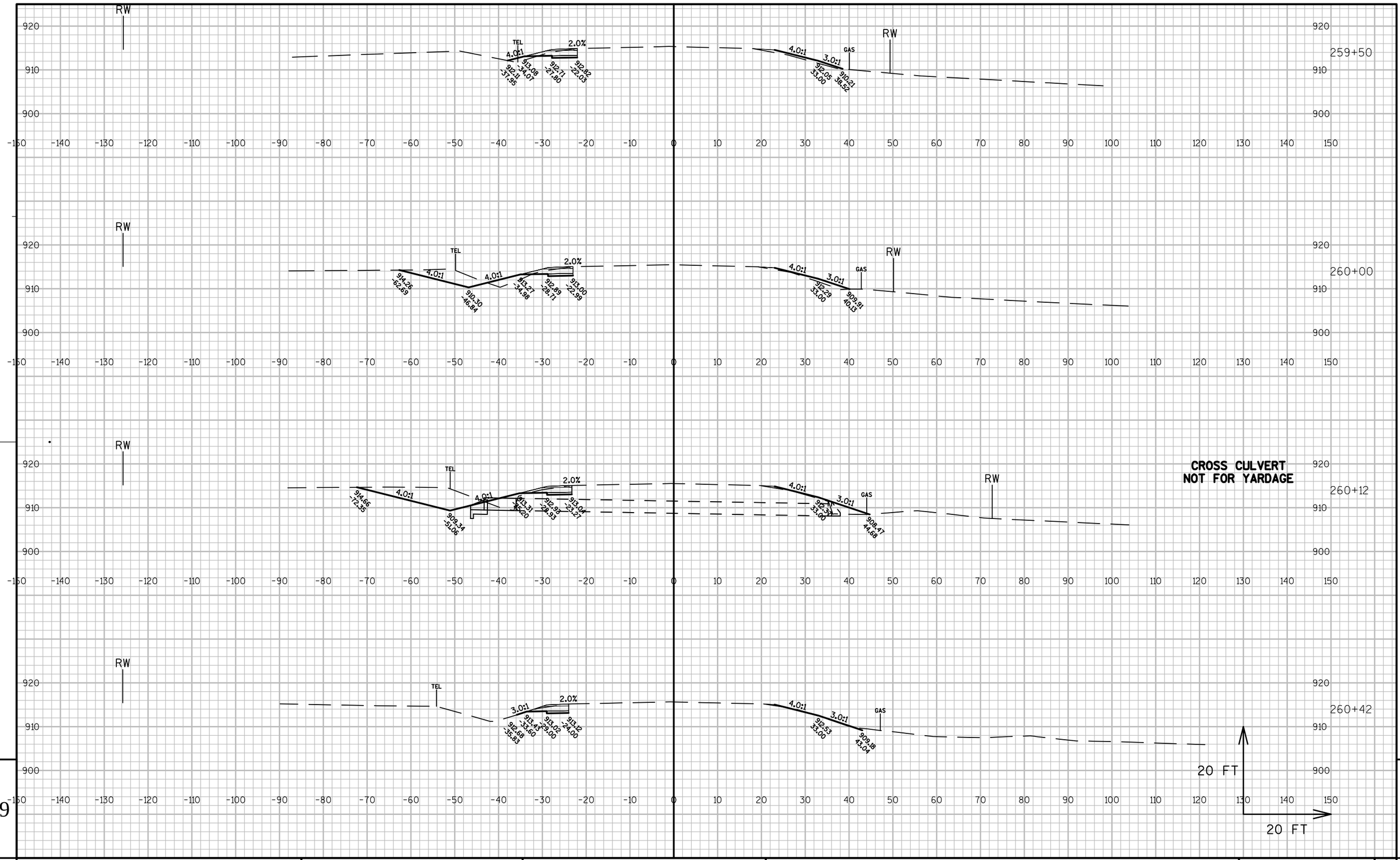
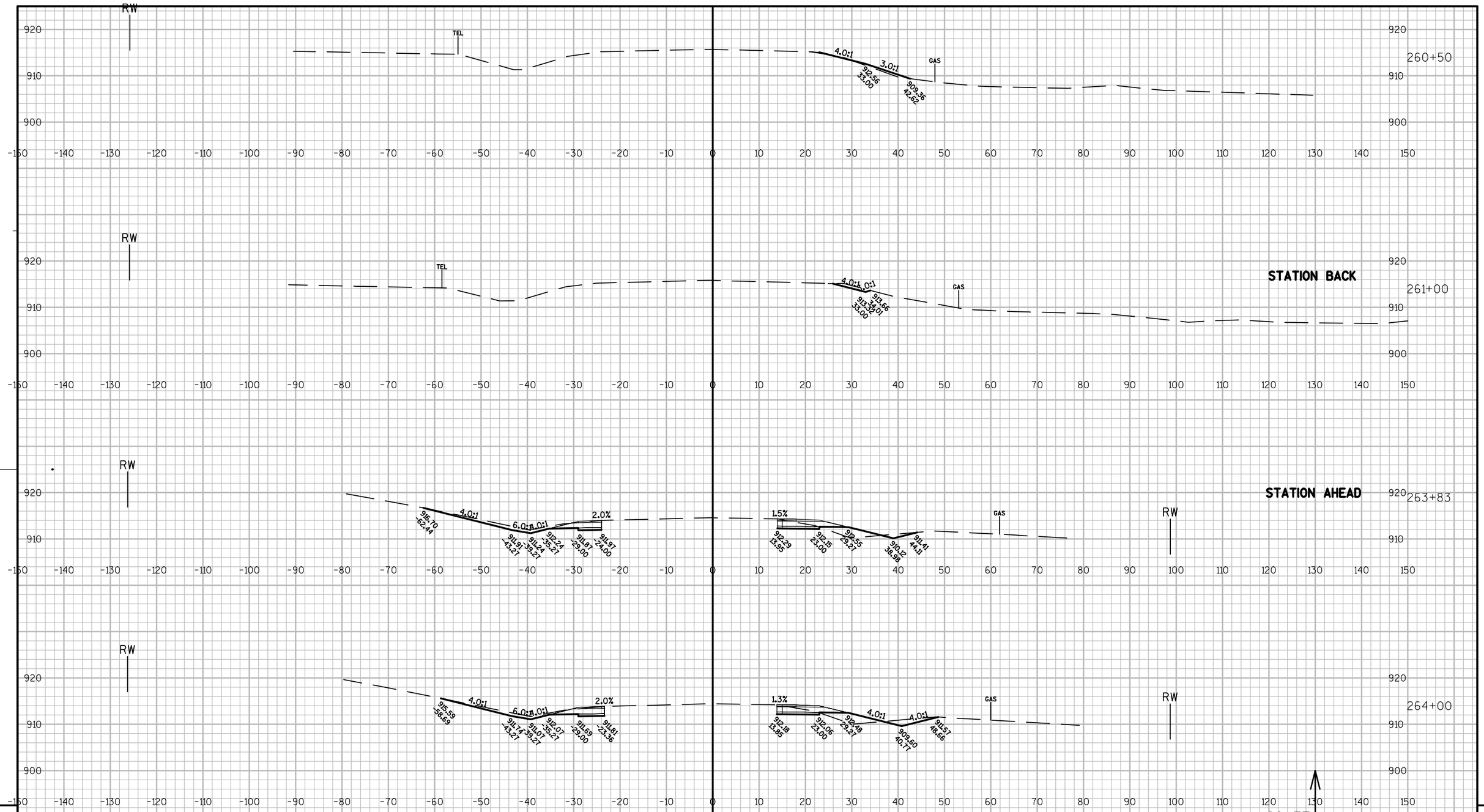
WISDOT/CADDS SHEET 49



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 349	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090202_CTH M EAST.DWG PLOT DATE : 9/18/2014 11:07 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 350	E

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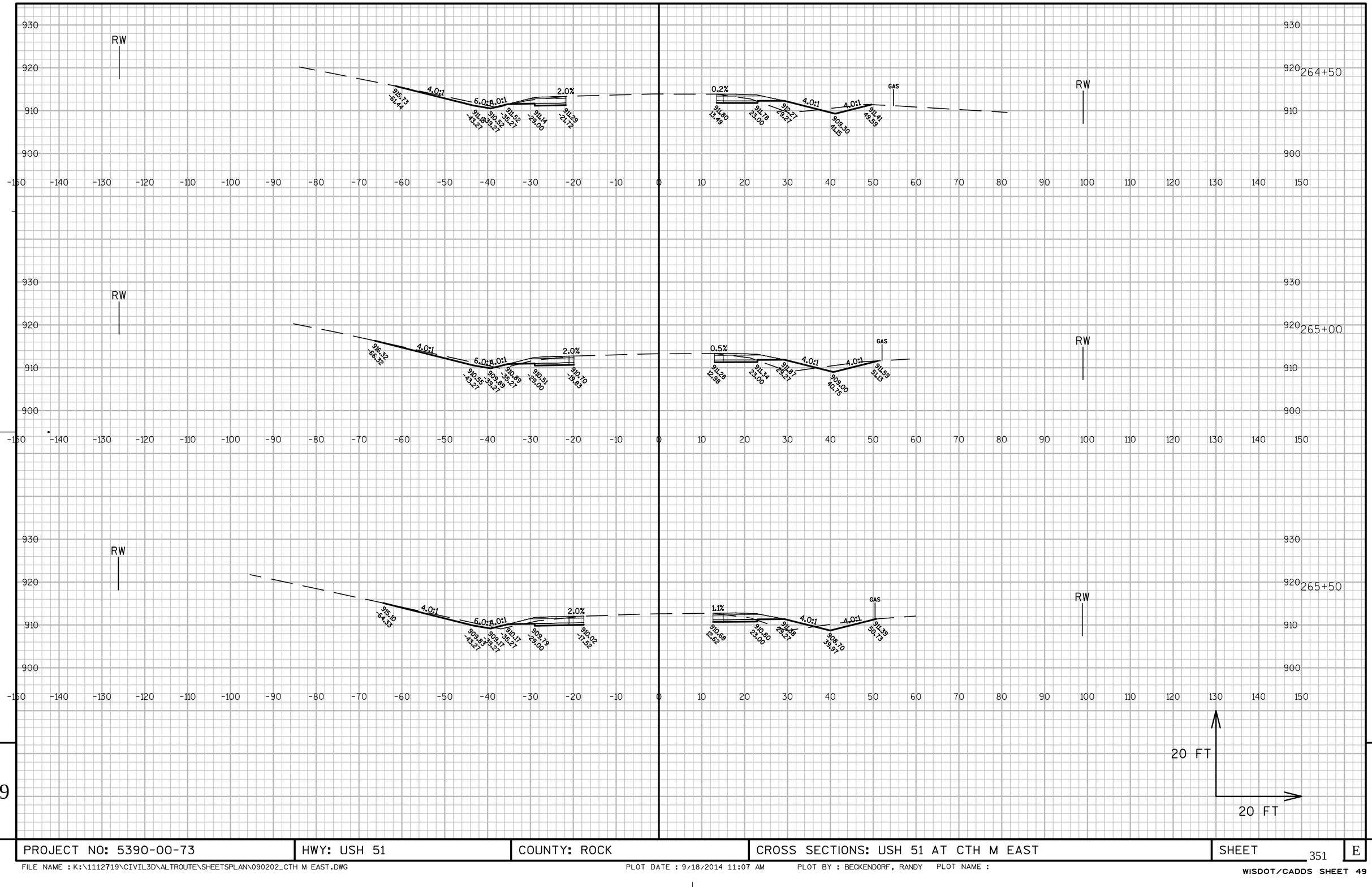
WISDOT/CADDS SHEET 49



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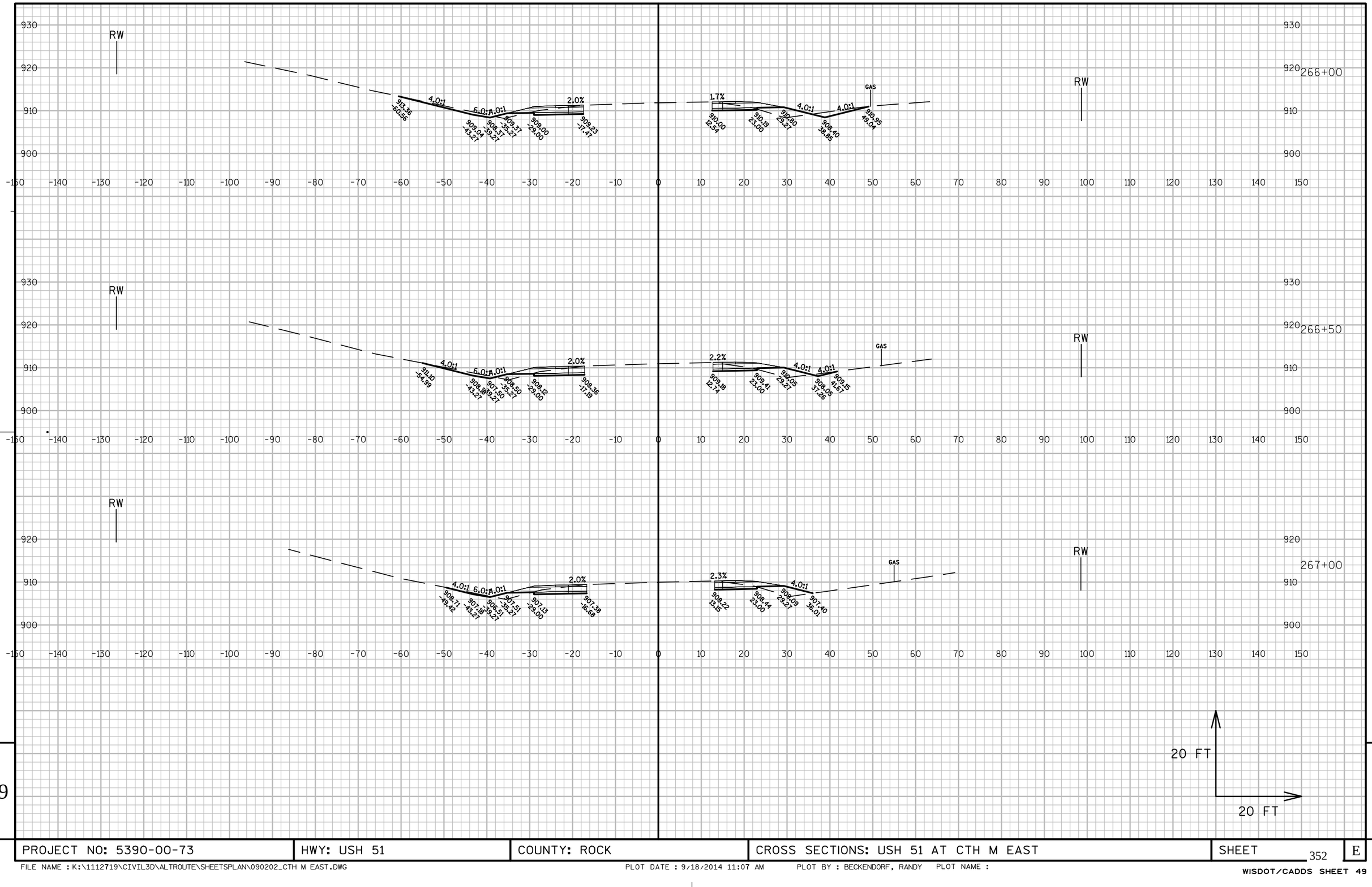

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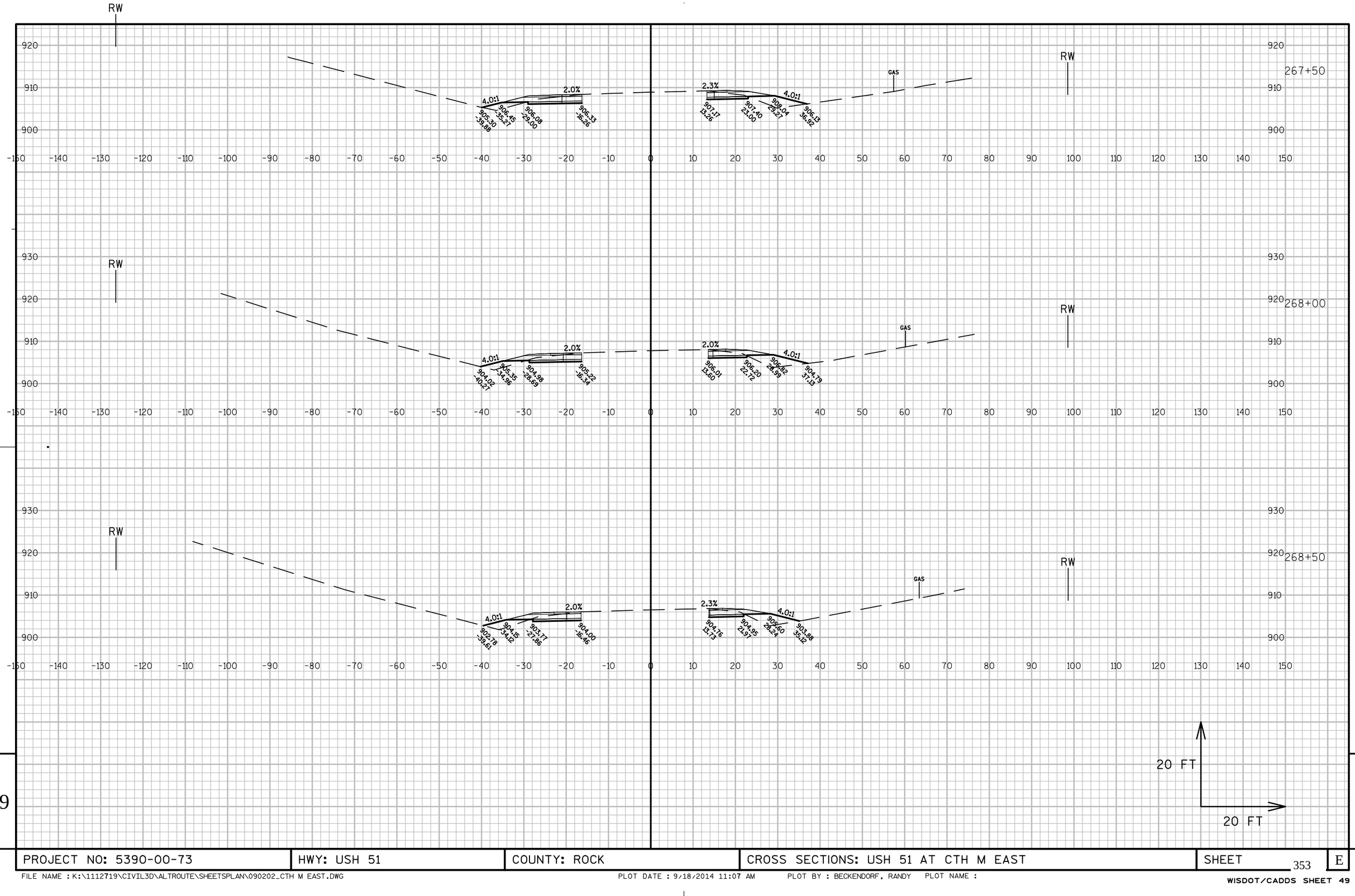

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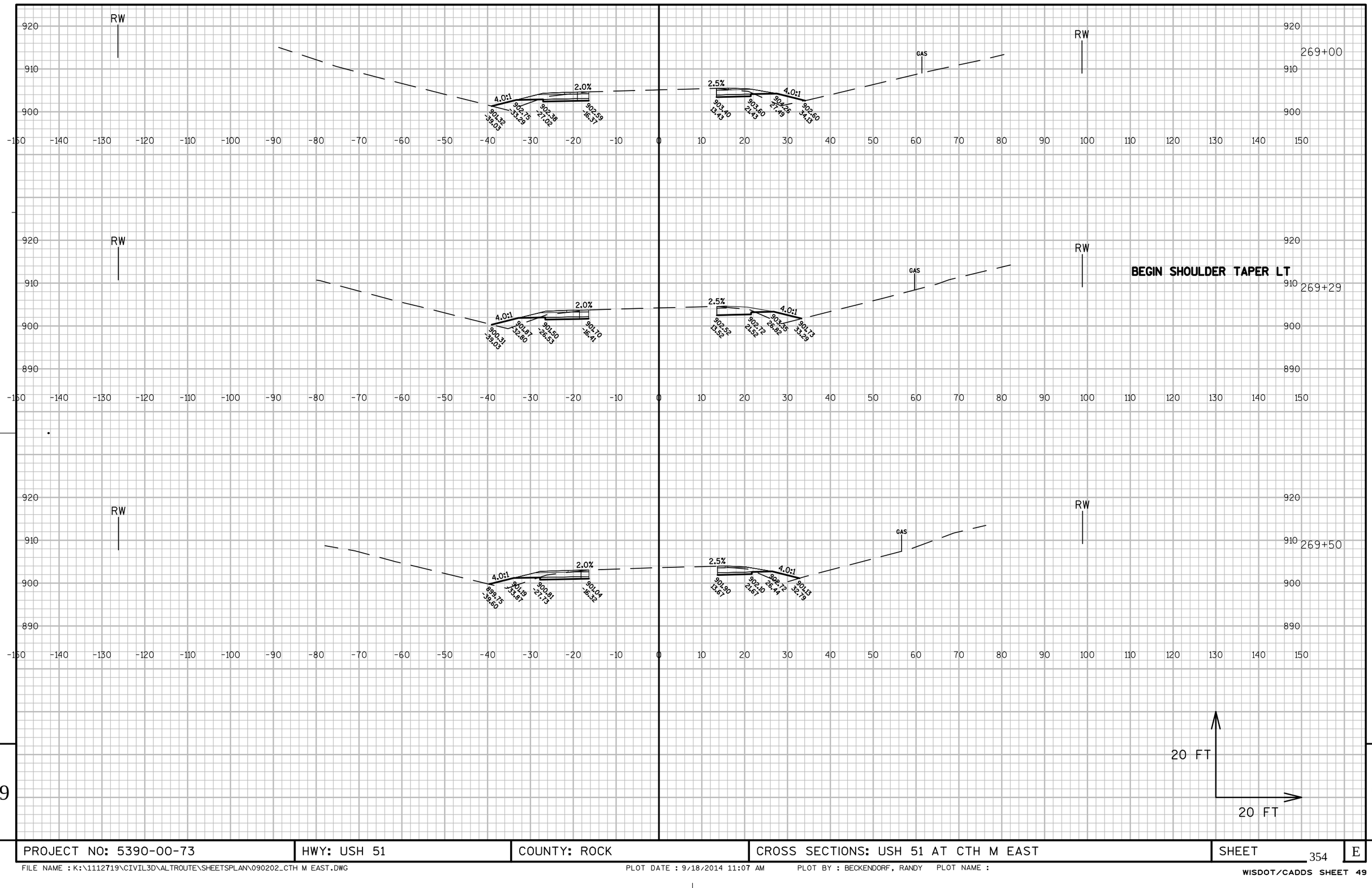
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 353	E



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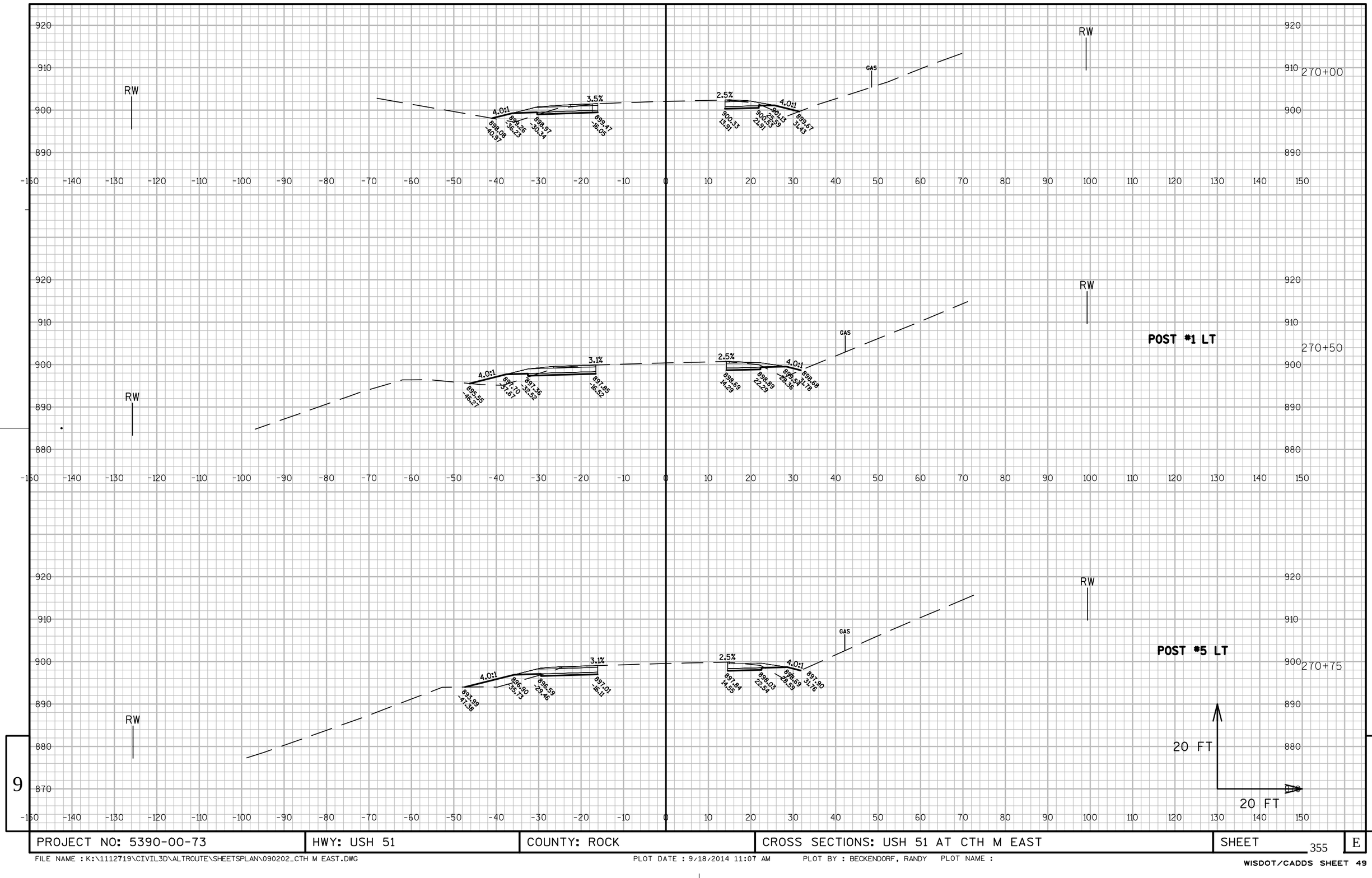
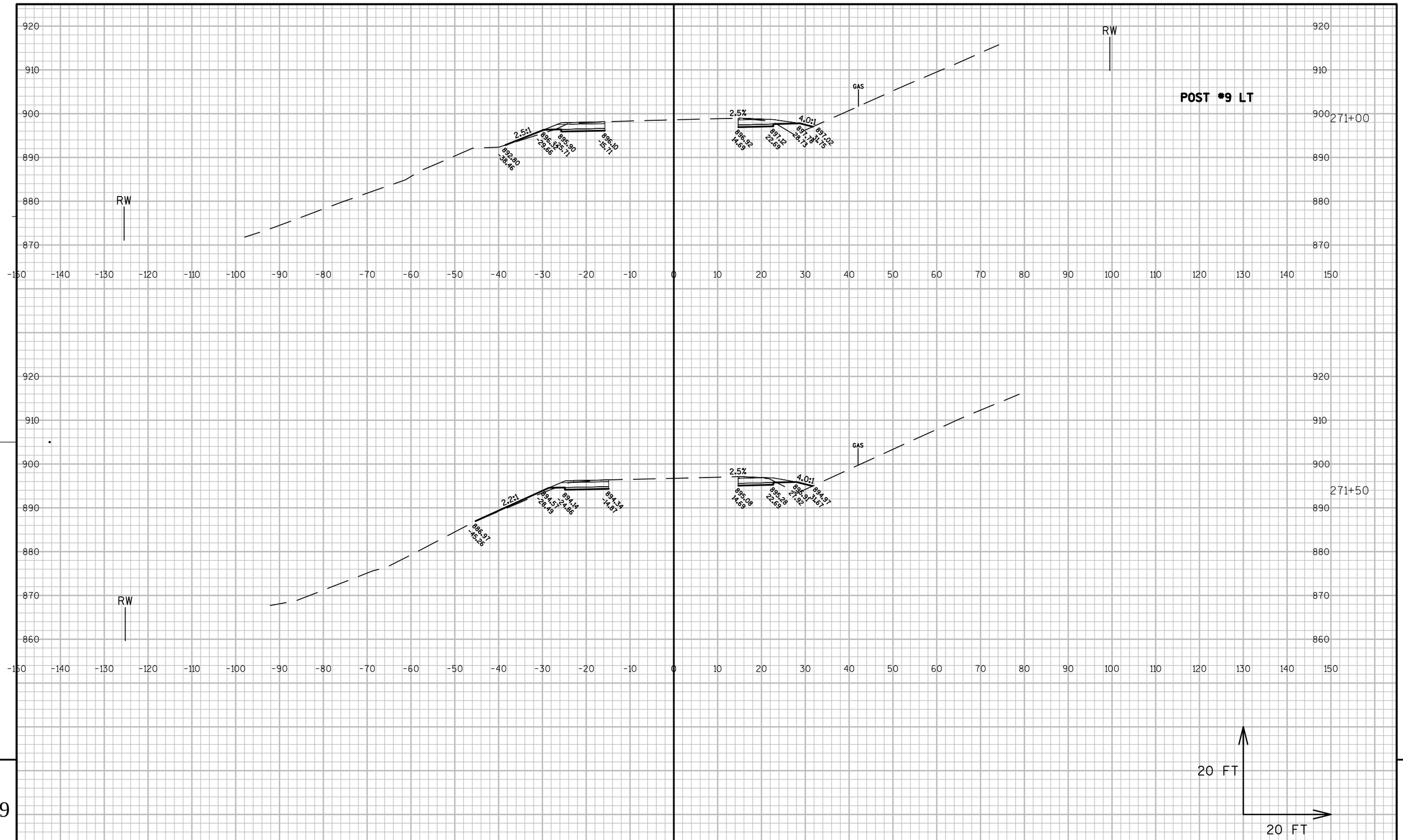
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 354	E



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 355	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090202_CTH M EAST.DWG PLOT DATE : 9/18/2014 11:07 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



9

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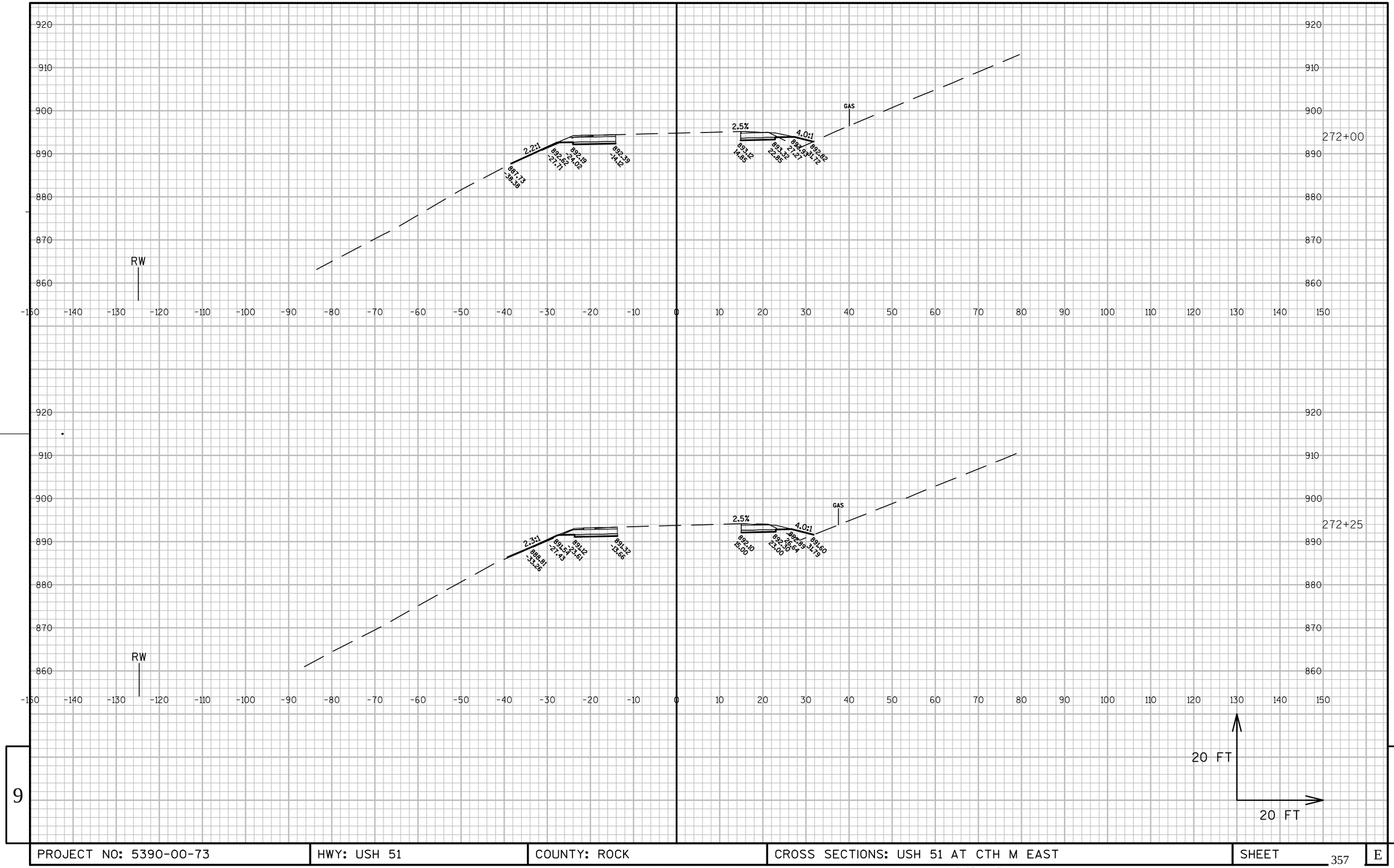
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 356	E



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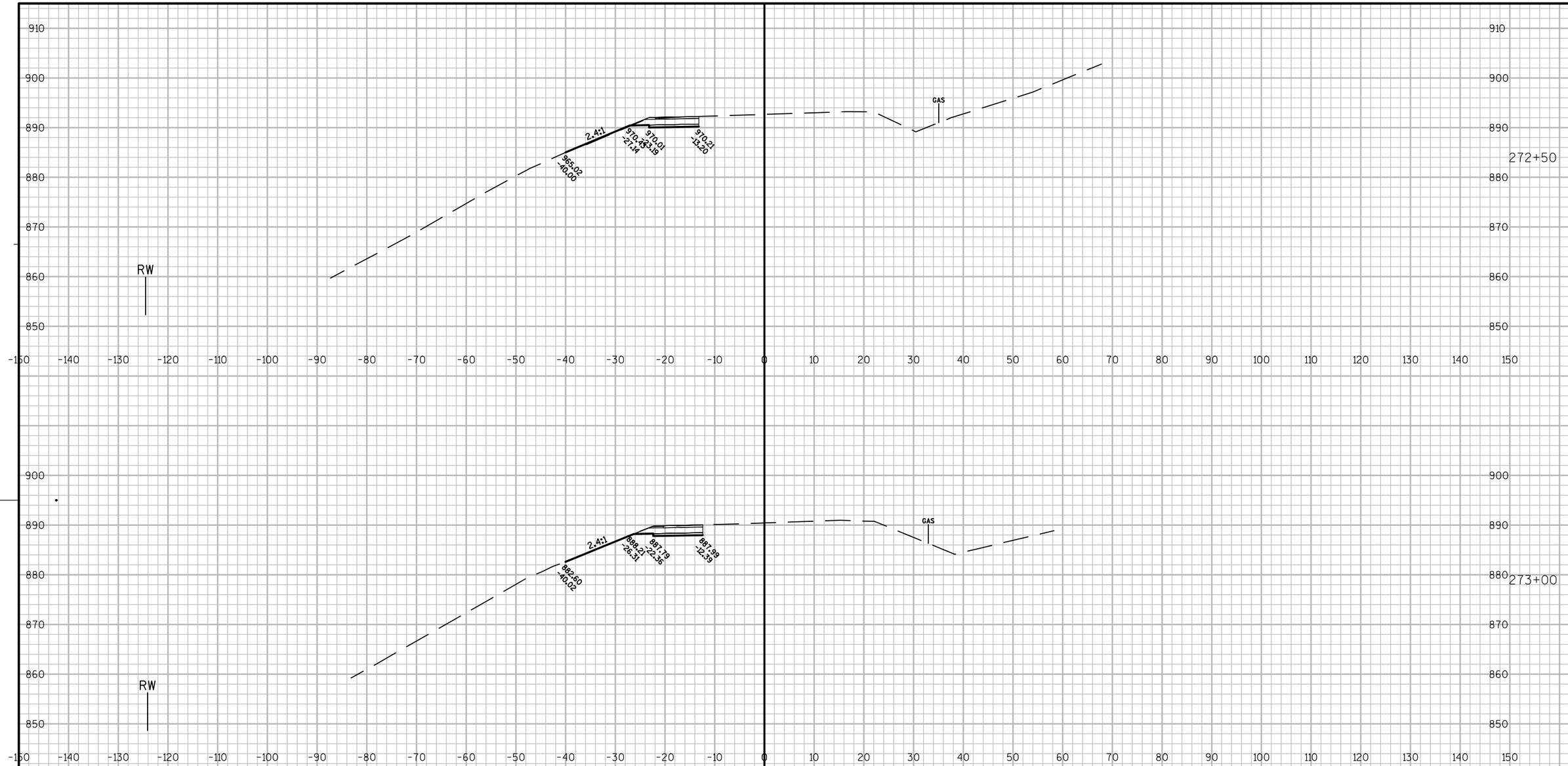
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 357	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090202_CTH M EAST.DWG PLOT DATE : 9/18/2014 11:07 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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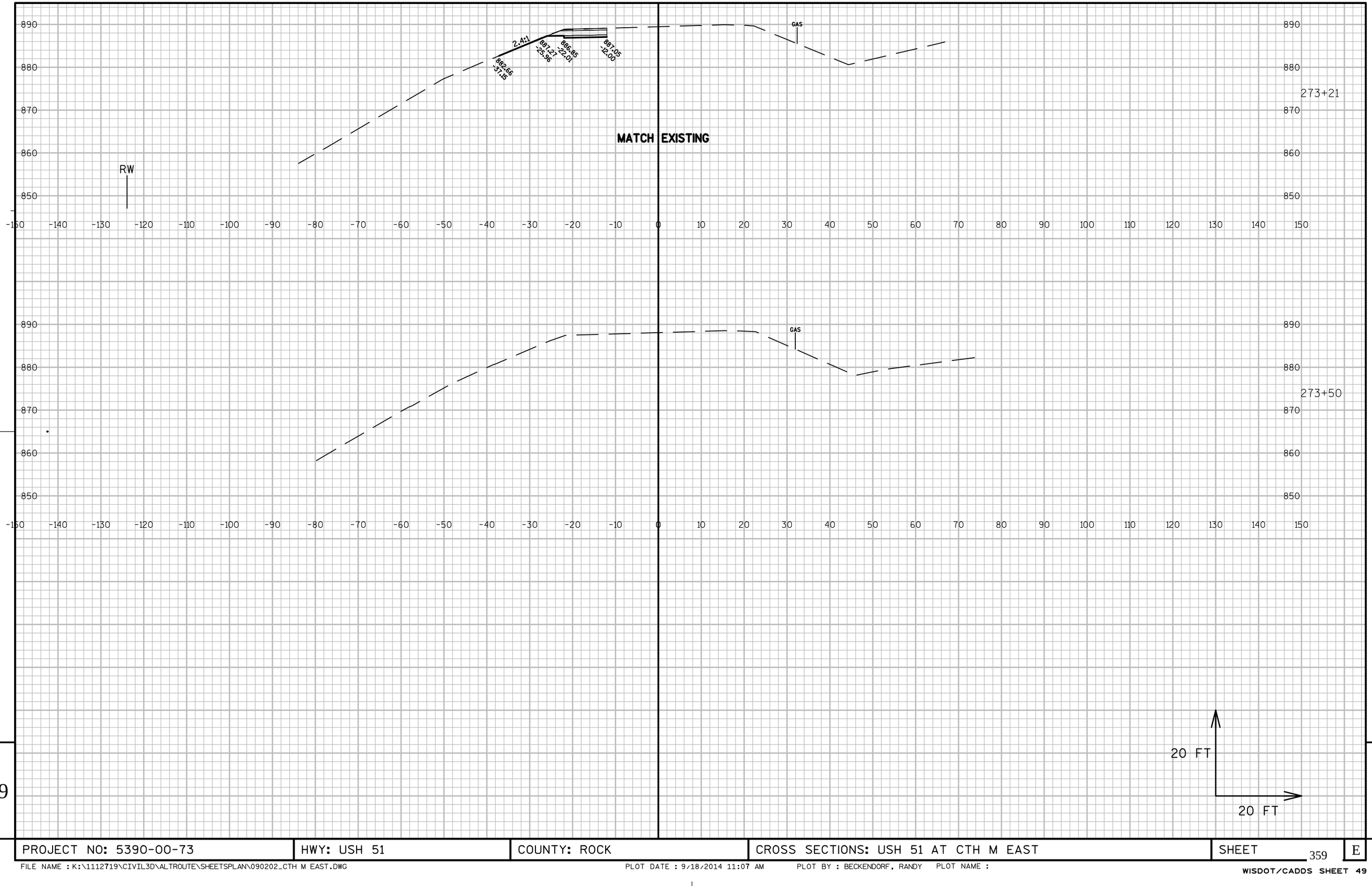
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 358	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090202_CTH M EAST.DWG PLOT DATE : 9/18/2014 11:07 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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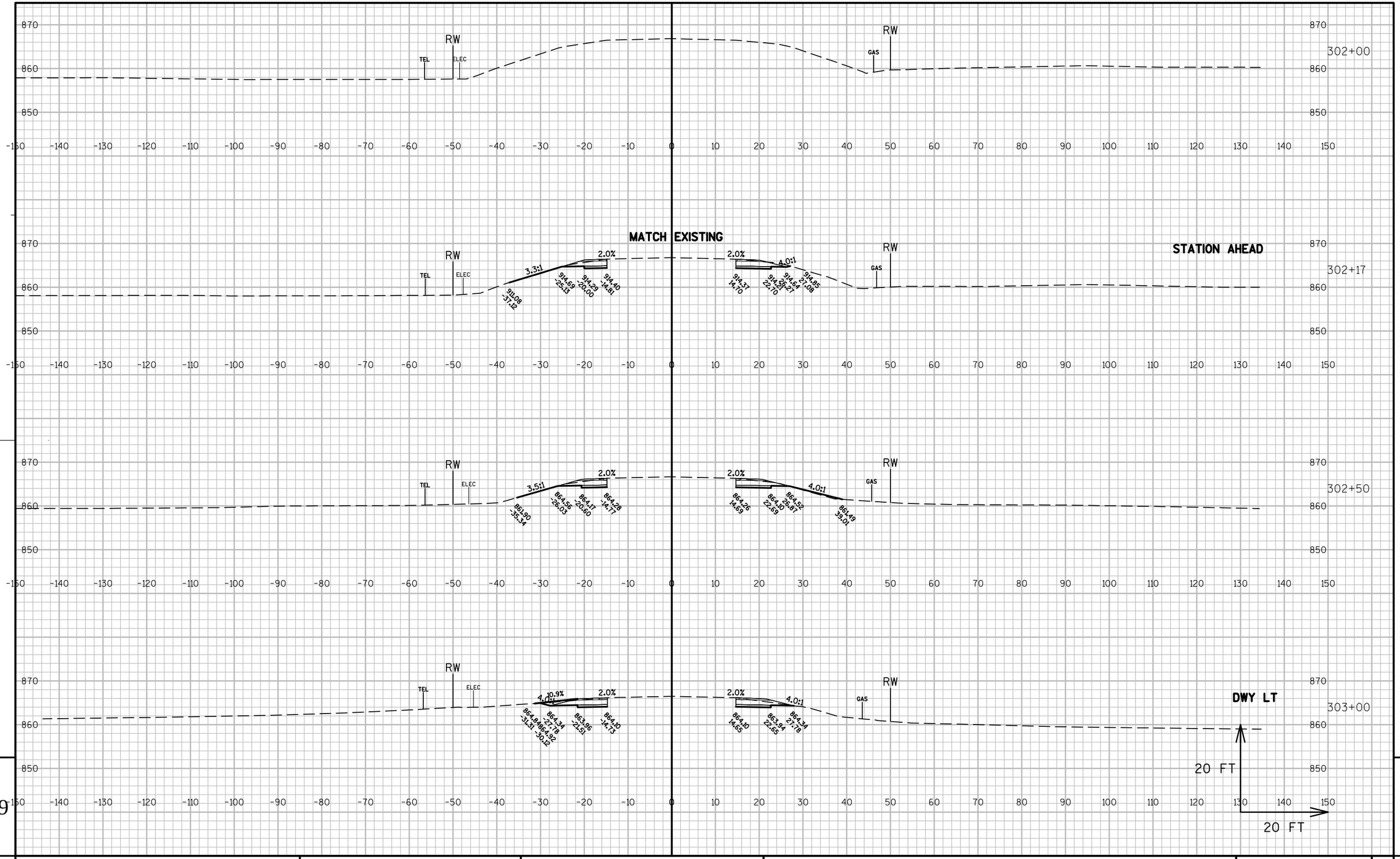
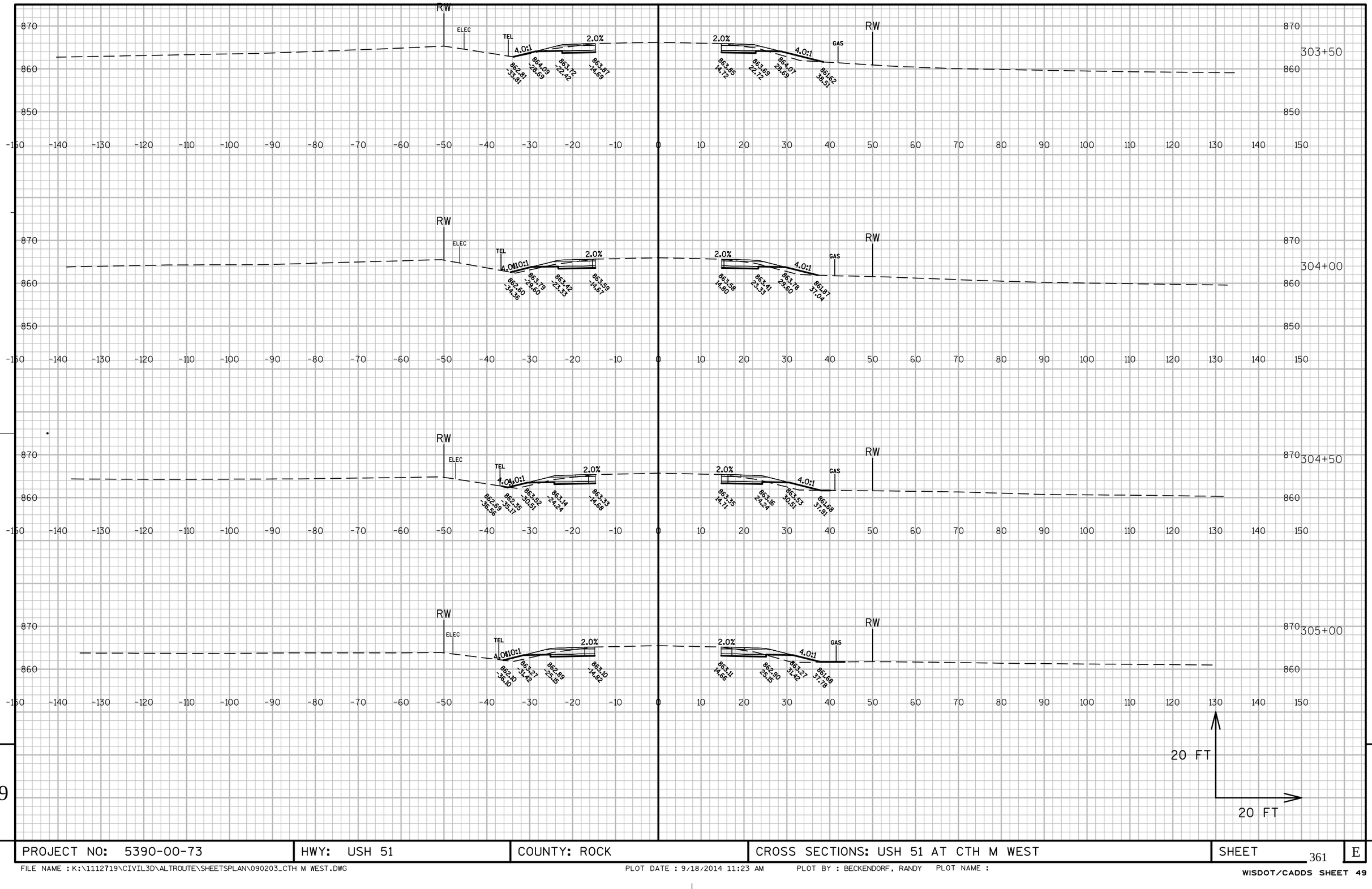
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M EAST	SHEET 359	E



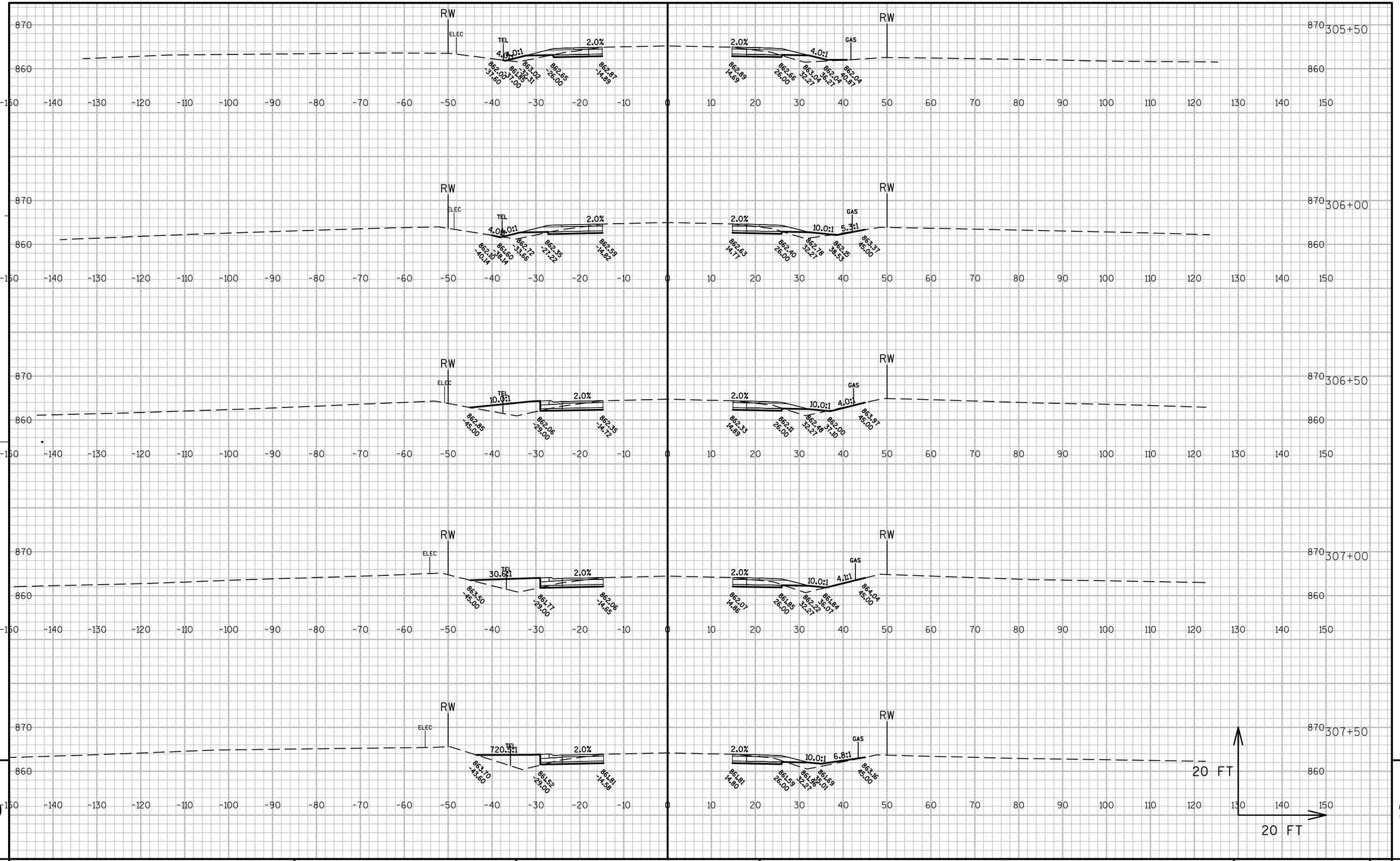
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 360	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090203_CTH M WEST.DWG PLOT DATE : 9/18/2014 11:23 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



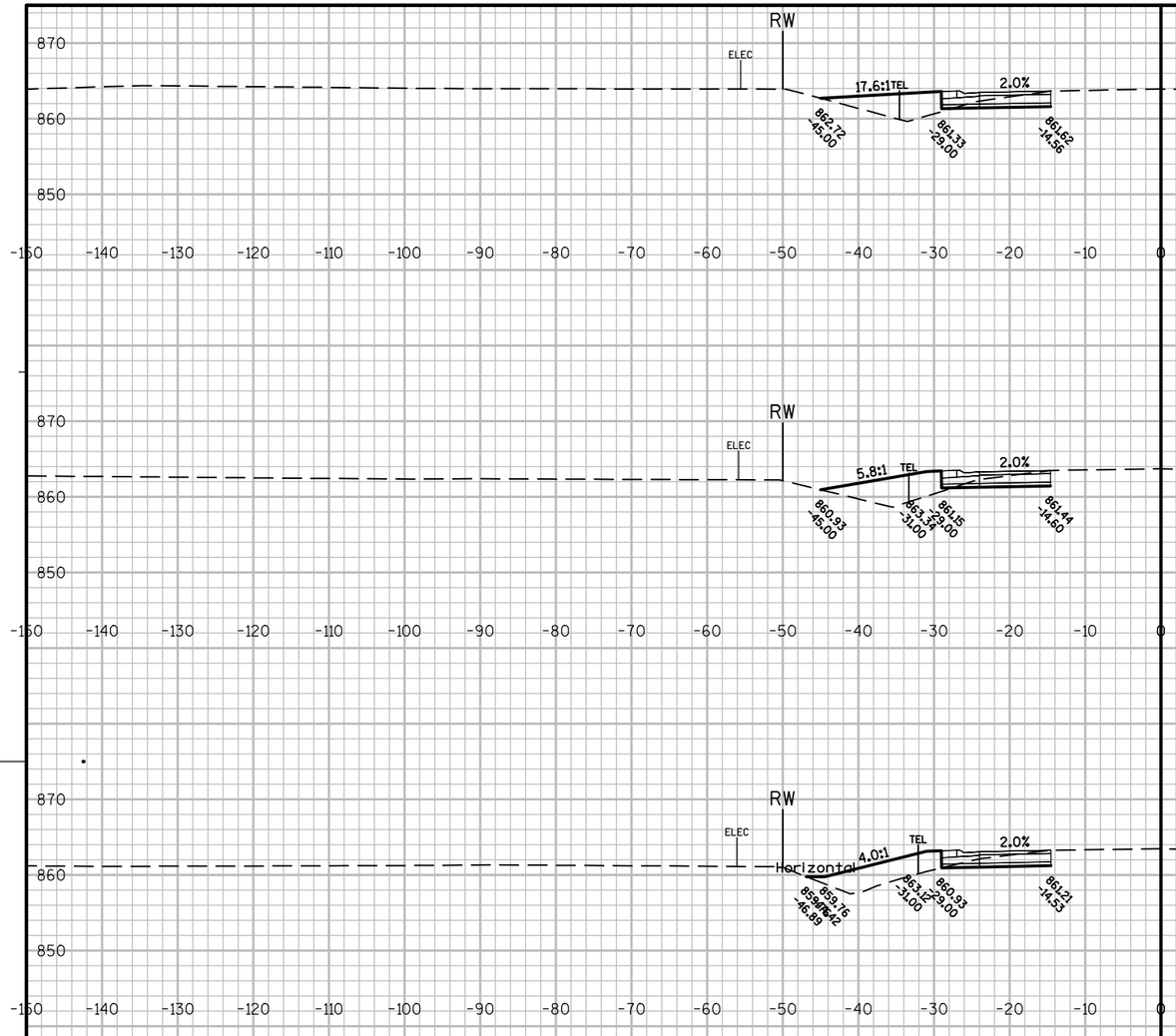
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 361	E

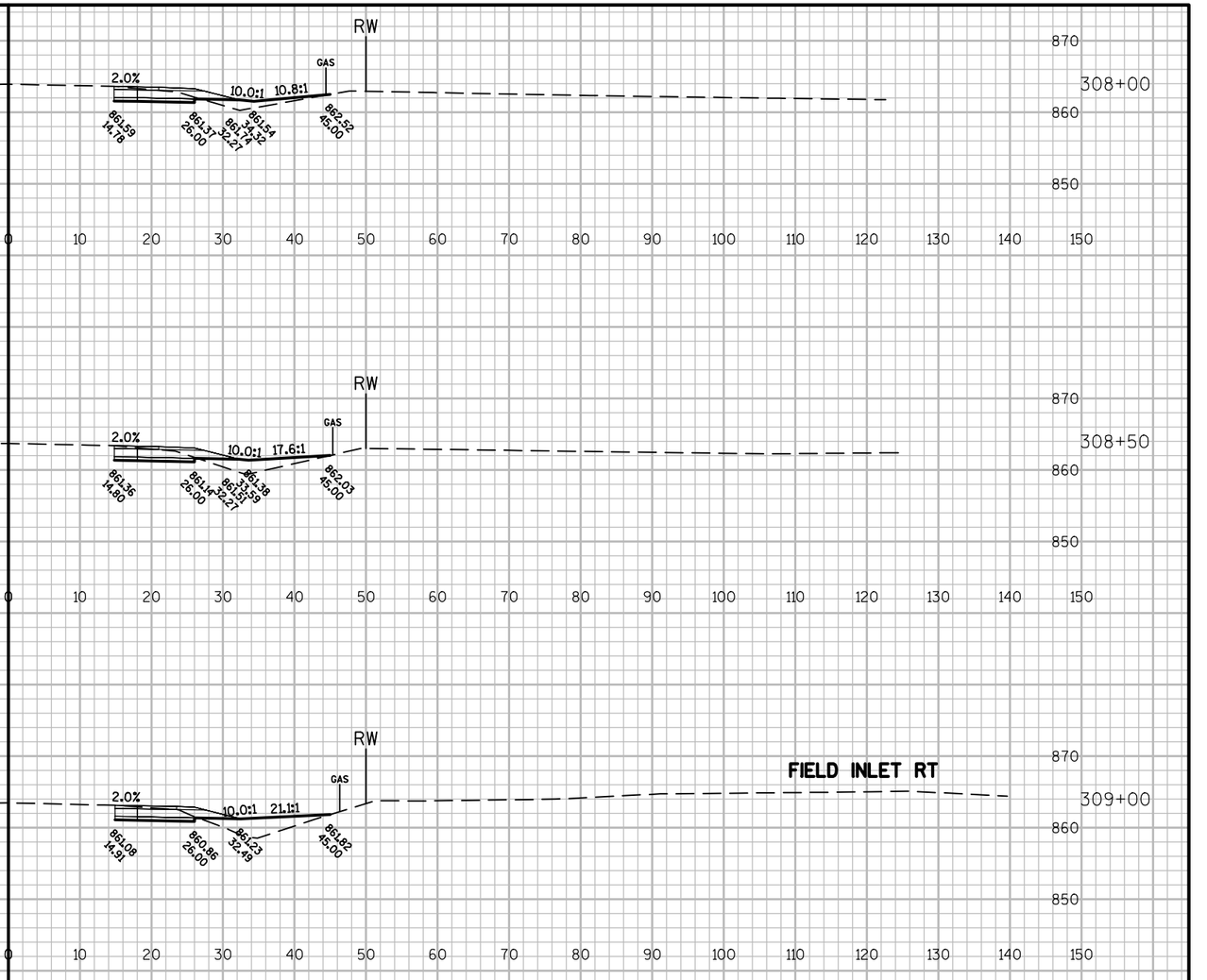


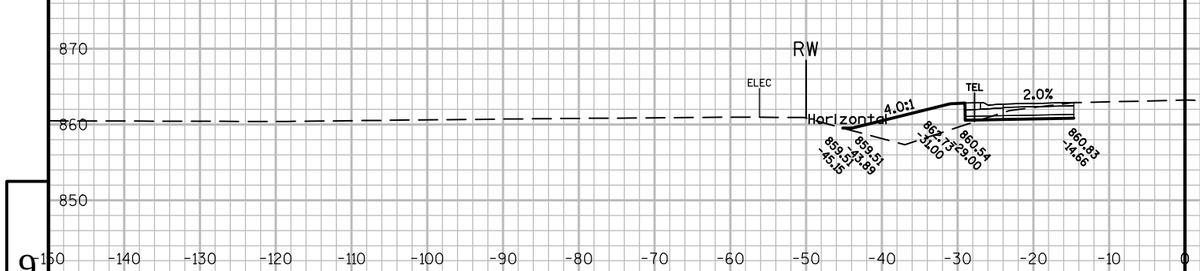
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 362	E

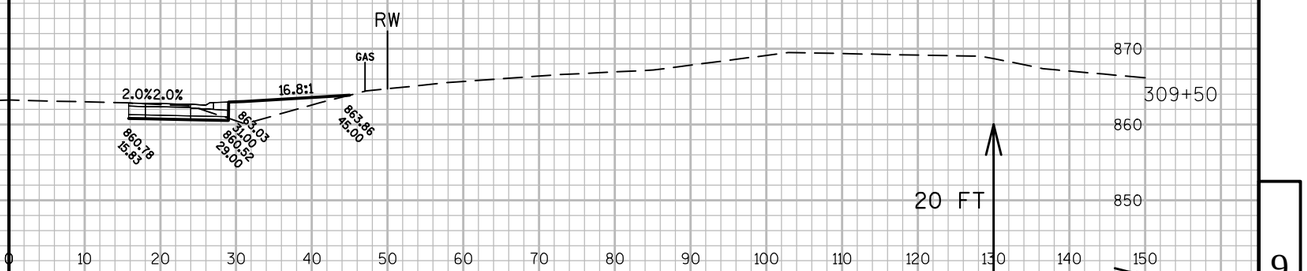
FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090203_CTH M WEST.DWG PLOT DATE : 9/18/2014 11:23 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49









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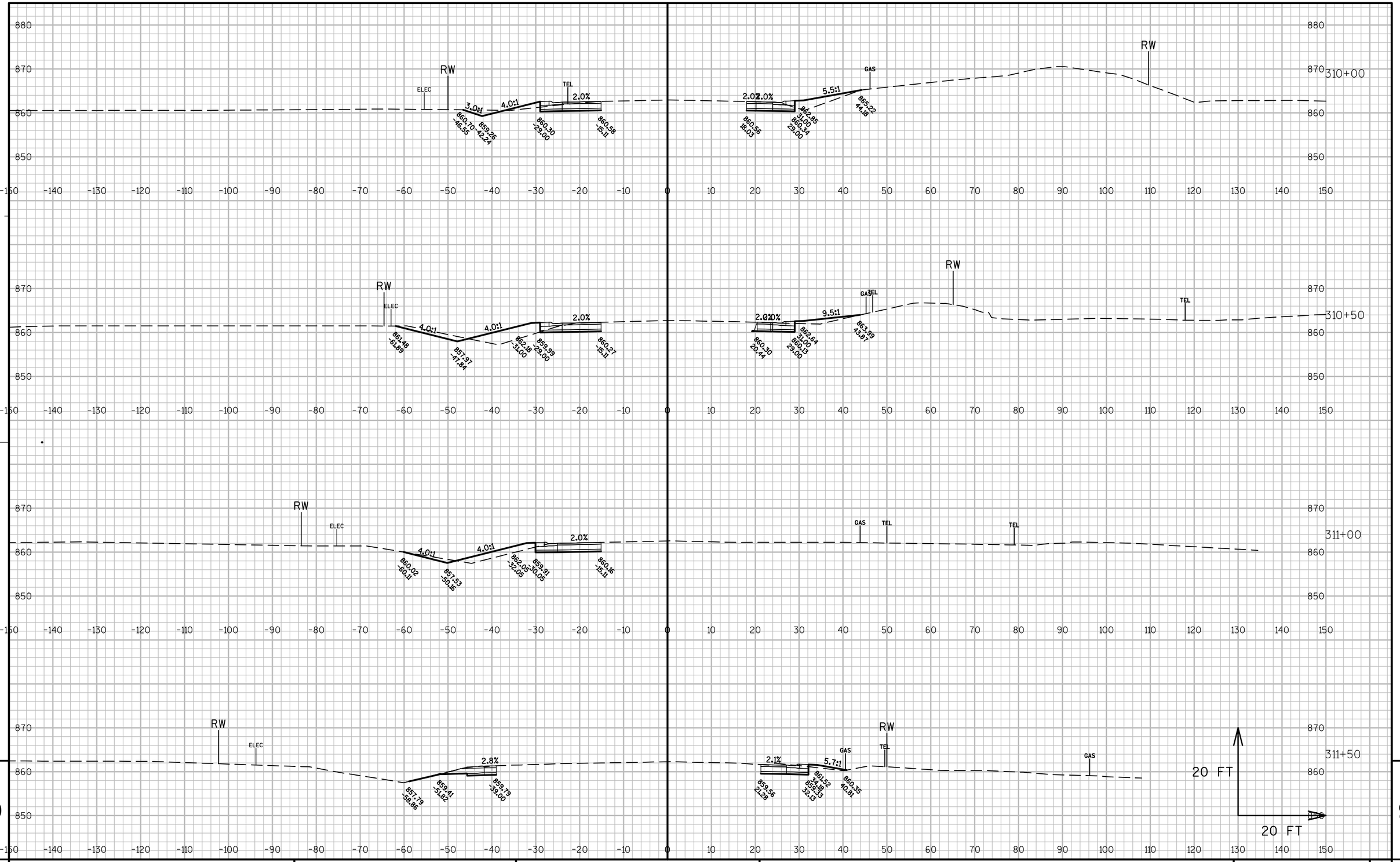
9

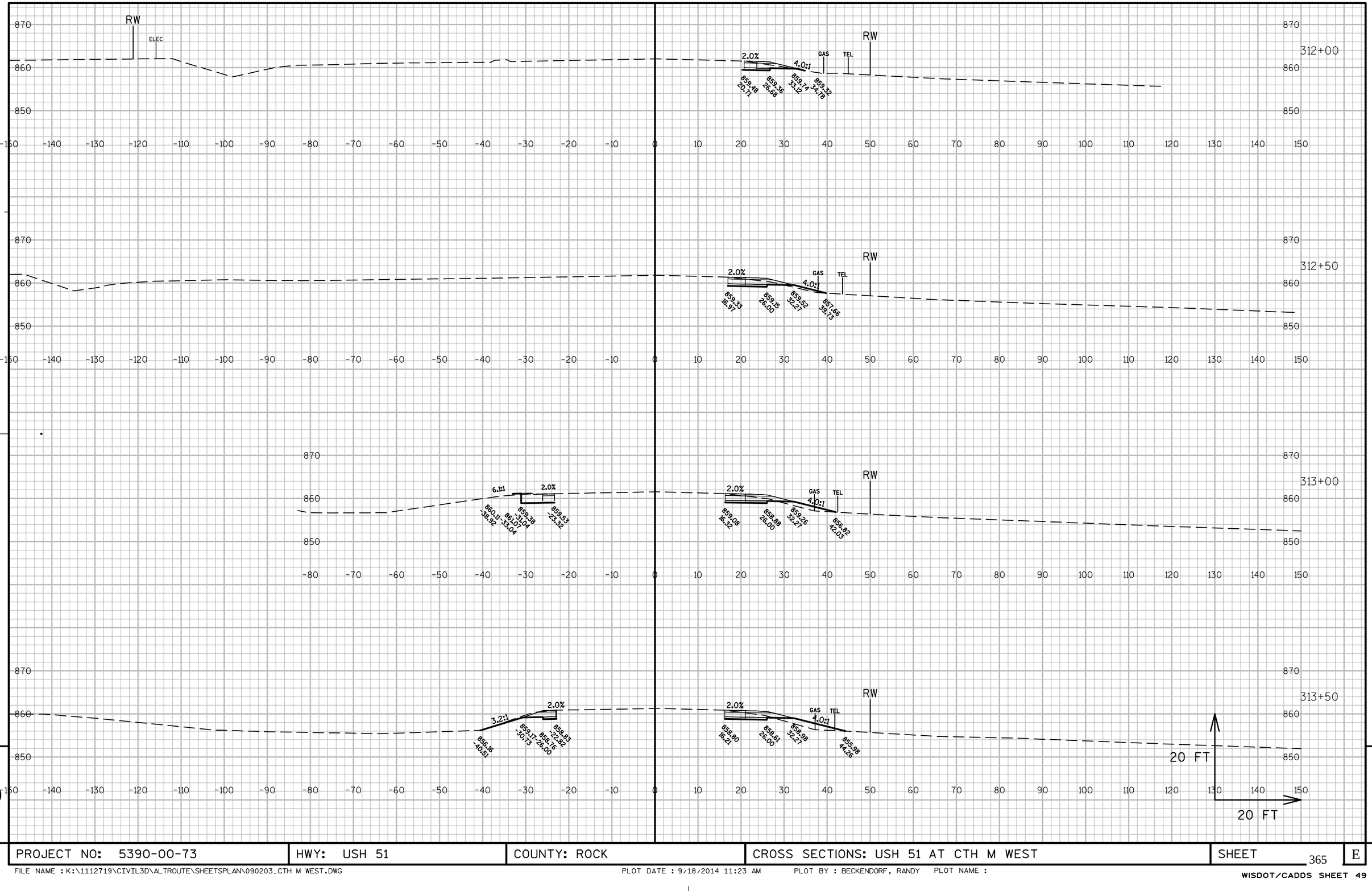
PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 363	E



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 364	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090203_CTH M WEST.DWG PLOT DATE : 9/18/2014 11:23 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

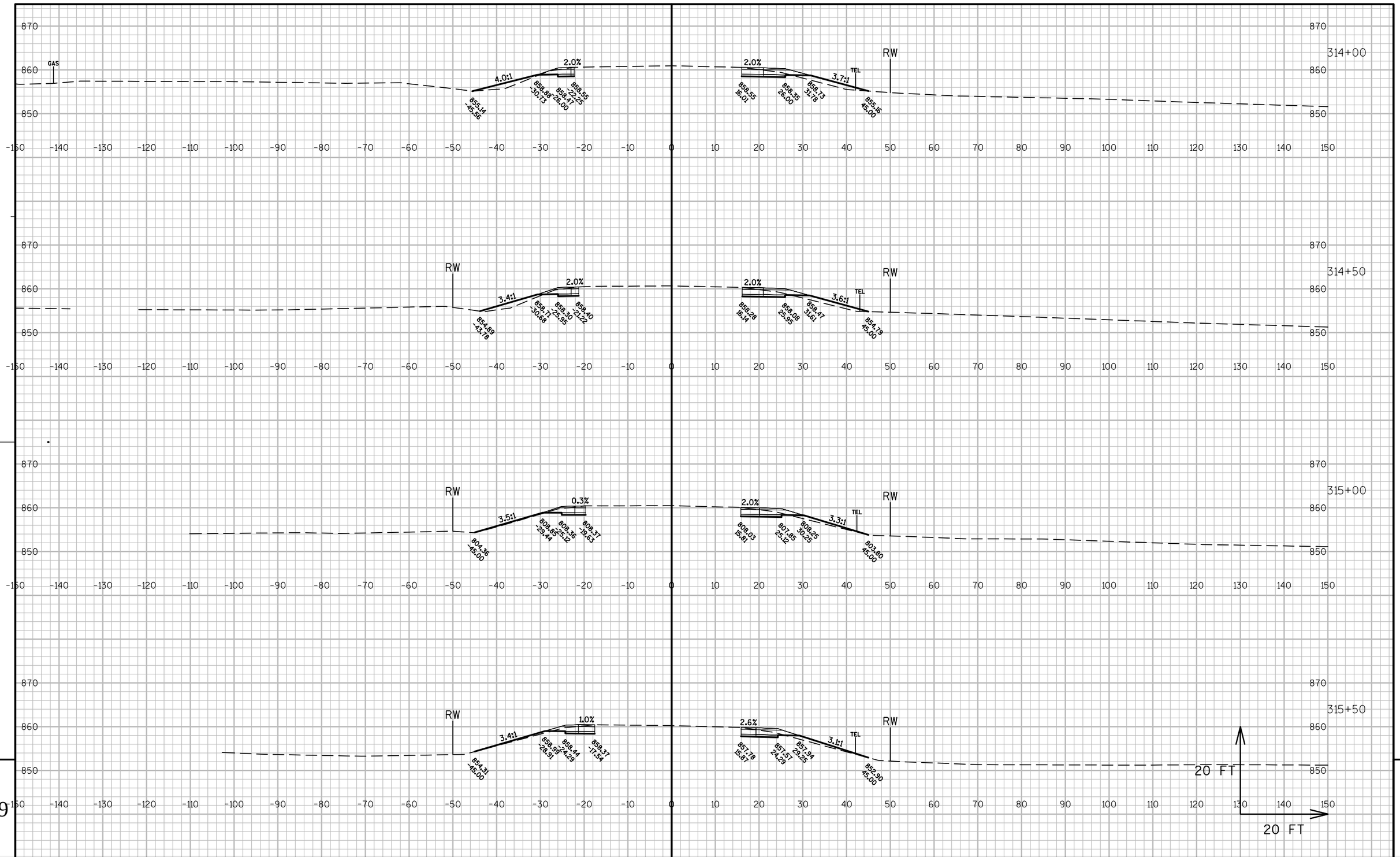
WISDOT/CADDS SHEET 49



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 365	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090203_CTH M WEST.DWG PLOT DATE : 9/18/2014 11:23 AM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49



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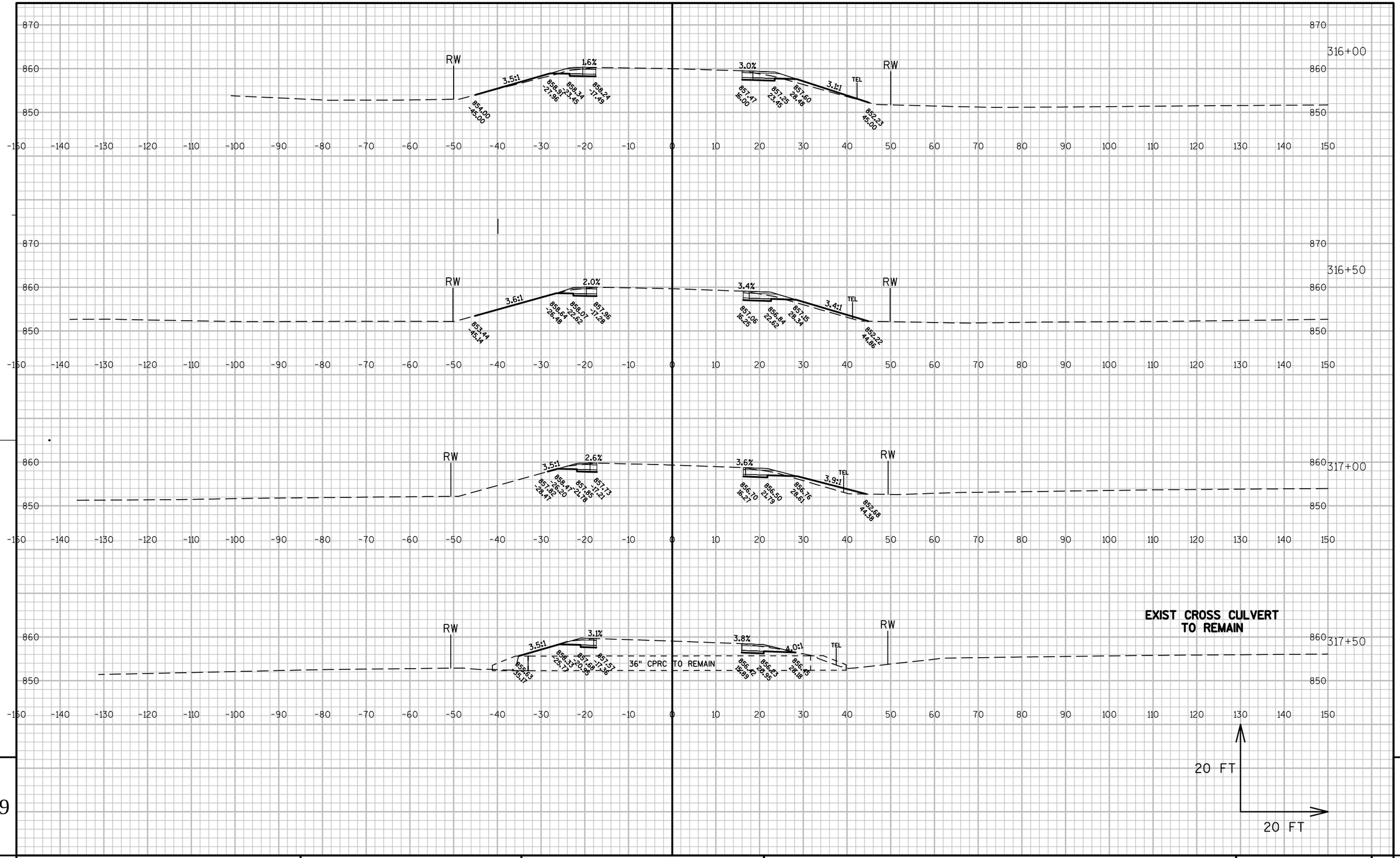
WISDOT/CADDS SHEET 49



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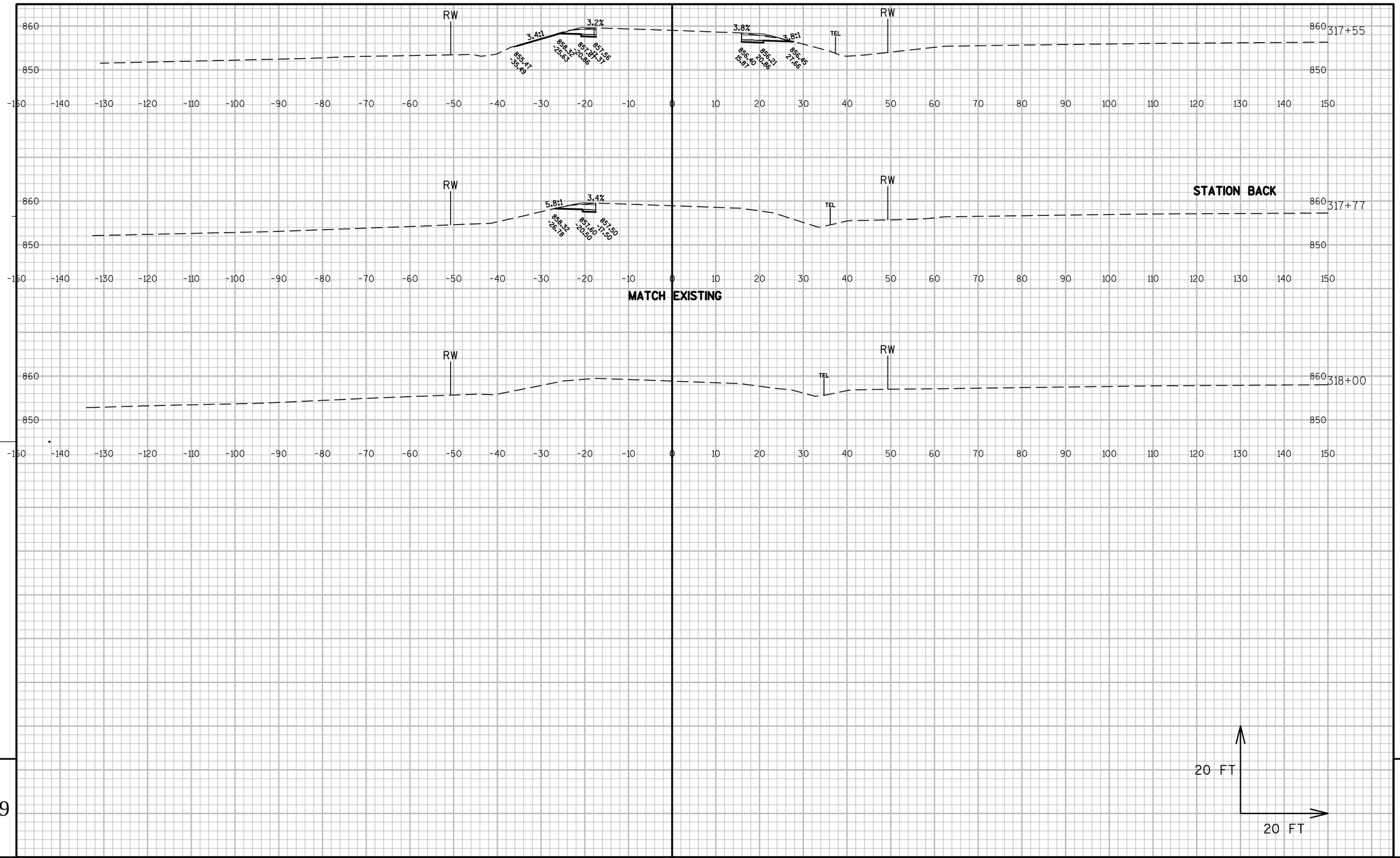
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51 AT CTH M WEST	SHEET 368	E

17+00

RW

MATCH EXISTING

GAS SAN FO

6.0:1 2.0% 2.0%

841.57 -18.46

841.33 -17.71

841.50 9.20

17+24

RW

GAS SAN FO

6.0:1 2.0% 2.0%

828.00 -19.56

828.88 -19.48

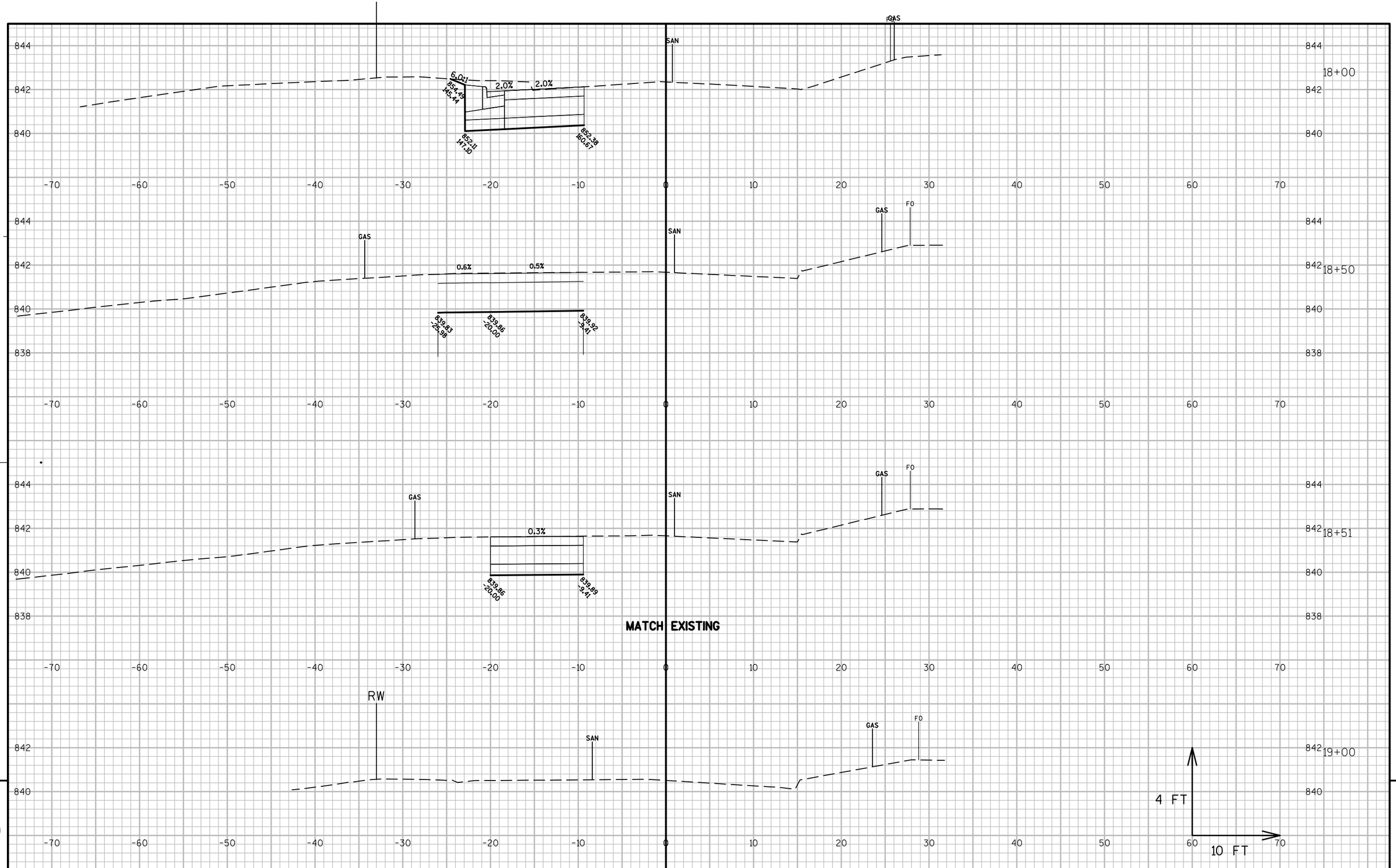
829.08 -9.25

17+50

4 FT

10 FT

PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: CTH F (MAIN STREET)	SHEET 369	E



PROJECT NO: 5390-00-73	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: CTH F (MAIN STREET)	SHEET 370	E

FILE NAME : K:\1112719\CIVIL3D\ALTROUTE\SHEETSPLAN\090204_CTH F.DWG PLOT DATE : 9/18/2014 2:36 PM PLOT BY : BECKENDORF, RANDY PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD FEBRUARY 2015

PROJECT ID: 5569-00-72
WITH: 5390-00-72, 5390-00-73

COUNTY: ROCK

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 = 738

DESIGN DESIGNATION

USH 14

A.A.D.T. (2015)	=	15,800 – 26,750
A.A.D.T. (2035)	=	18,400 – 36,400
D.H.V. (2035)	=	2,300 – 3,100
D.D.	=	59/41
T.	=	11.3% – 15.1%
DESIGN SPEED	=	45 MPH – 55 MPH
ESALS	=	815,775 – 5,423,900

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EVANSVILLE - JANESVILLE

USH 51 TO WRIGHT ROAD

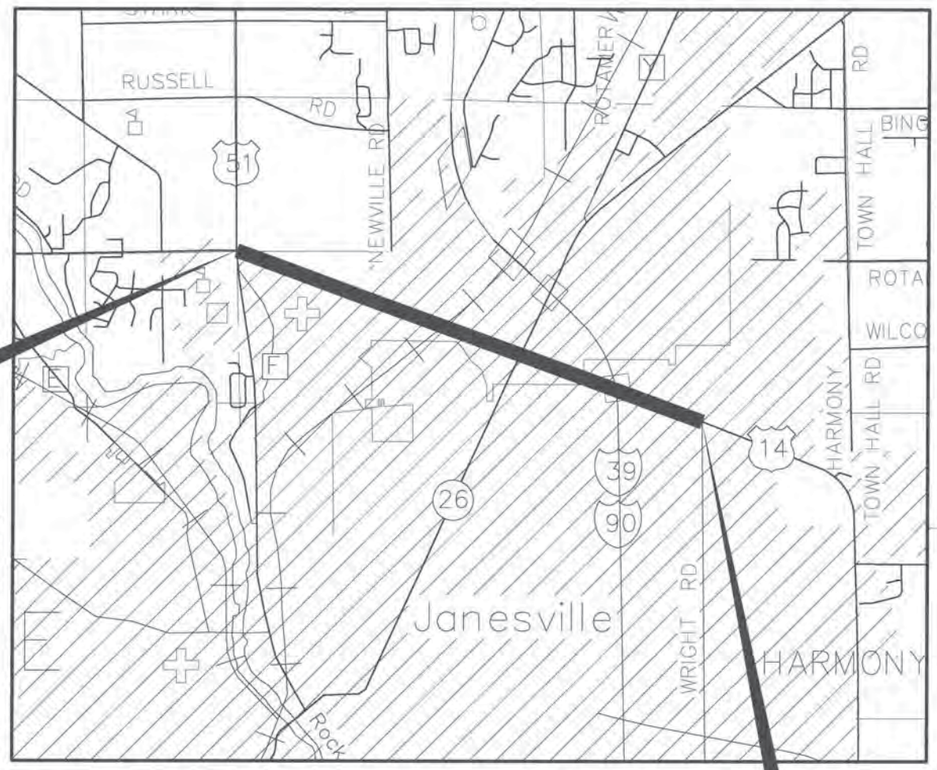
USH 14

ROCK COUNTY

STATE PROJECT NUMBER
5569-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5569-00-72	WISC 2015086	1

R-13-E



BEGIN PROJECT
STA. 108+46.31 'HEA'
X = 490284.87
Y = 286384.83

T-3-N

T-2-N

END PROJECT
STA. 281+33.19 'HEA'

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.274 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Rock County, NAD 1983(2007). Vertical Datum based on USGS (NAVD 88)

ORIGINAL PLANS PREPARED BY

KL Engineering
(A) Better Experience

WISCONSIN
BRAD R. HALVENSLEBEN
34638-006
BELLEVILLE, WI
PROFESSIONAL ENGINEER

9/17/2014 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING, INC.
Designer	KL ENGINEERING, INC.
Project Manager	DEREK POTTER
Regional Examiner	
Regional Supervisor	WAYNE CHASE
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 9/18/14 Wayne Chase (Signature)

E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\010101_TI.DWG PLOT DATE : 4/24/2012 12:27 PM PLOT BY : KYLE THOMPSON PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 10

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
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
REMOVAL PLAN
PLAN DETAILS
EROSION CONTROL PLAN
STORM SEWER PLAN
PERMANENT SIGNING PLAN
PAVEMENT MARKING PLAN
LIGHTING PLAN
TEMPORARY TRAFFIC SIGNAL PLAN
TRAFFIC SIGNAL PLAN
ITS
TRAFFIC CONTROL AND CONSTRUCTION STAGING PLAN
ALIGNMENT AND CONTROL POINT DETAILS

UTILITY CONTACTS

ELECTRIC

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DBA: WISCONSIN POWER & LIGHT CO.
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jasonhogan@alliantenergy.com

GAS

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ALLIANT ENERGY
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(608) 458-4871
jasonhogan@alliantenergy.com

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kurt.wilm@dot.wi.gov

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JANESVILLE, WI 53545-5005
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ryand@ci.janesville.wi.us

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BROOKFIELD, WI 53005
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james.kostuch@windstream.com

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WE ENERGIES
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DENA DRAMM
WISDOT - SIGNALS
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MADISON, WI 53704
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dena.dramm@dot.wi.gov

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UNION PACIFIC RAILROAD
MANAGER OF PUBLIC PROJECTS
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CHICAGO, IL 60606
(312) 777-2043
jvenice@up.com

SIGNALS & STREET LIGHTS

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CITY OF JANESVILLE
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JANESVILLE, WI 53545-5005
(608) 755-3000
ryand@ci.janesville.wi.us

WATER

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JANESVILLE, WI 53545-5005
(608) 755-3000
ryand@ci.janesville.wi.us

GAS

LAWRENCE HUBER
ANR PIPELINE COMPANY-
GAS/PETROLEUM
W3925 PIPELINE LANE
EDEN, WI 53019
(920) 477-2235

COMMUNICATIONS

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CHARTER COMMUNICATIONS
2701 DANIELS STREET
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brandon.storm@chartercom.com

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WISDOT RWIS - COMMUNICATION TOWER
ROOM 501
P.O. BOW 7986
MADISON, WI 53707-7986
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michael.adams@dot.wi.gov

RAILROAD

ROGER SCHAALMA
WISCONSIN & SOUTHERN RAILROAD CO.
ROADMASTER (SUPERVISOR OF
MAINTENANCE OF WAY)
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MADISON, WI 53704
(608) 620-2044
rschaalma@watcocompanies.com

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3715 NEWVILLE ROAD
JANESVILLE, WI 53545
(608) 757-5450
coopman@co.rock.wi.us

CITY OF JANESVILLE

PAUL WOODARD, P.E.
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JANESVILLE, WI 53548
(608) 755-3160

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SUITE 200
MADISON, WI 53711
(608) 663-1218
bhalvensleben@klengineering.com

DNR LIAISON

LAURA BUB
DEPARTMENT OF NATURAL RESOURCES
DNR SOUTH CENTRAL REGION HEADQUARTERS
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3485
laura.bub@wisconsin.gov

GENERAL NOTES

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.

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.

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

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

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.

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

STATIONING AND OFFSETS TO APRON ENDWALLS FOR STORM SEWER AND CULVERT PIPES ARE SHOWN TO THE END OF THE APRON ENDWALLS.

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

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

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

SIDEROAD PAVEMENT STRUCTURE SHALL BE THE SAME AS THE MAINLINE UNLESS OTHERWISE NOTED.

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:

TOTAL DEPTH	LAYERS	TYPE	NOMINAL MAX SIZE GRADATION	PERFORMANCE GRADE
1.75-INCH	1.75" UPPER	E-10	12.5 mm	PG64-28
2-INCH	2" UPPER	E-0.3	12.5 mm	PG58-28
2-INCH	2" UPPER	E-10	12.5 mm	PG64-28
3.5-INCH	1.75" UPPER	E-0.3	12.5 mm	PG58-28
	1.75" LOWER	E-0.3	12.5 mm	PG58-28
3.5-INCH	1.75" UPPER	E-10	12.5 mm	PG64-28
	1.75" LOWER	E-10	12.5 mm	PG58-28
4.75-INCH	2" UPPER	E-10	12.5 mm	PG64-28
	2.75" LOWER	E-10	19.0 mm	PG58-28
5-INCH	2" UPPER	E-3	12.5 mm	PG64-28
	3" LOWER	E-3	19.0 mm	PG58-28
6-INCH	2" UPPER	E-3	12.5 mm	PG64-28
	4" LOWER	E-3	19.0 mm	PG58-28

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

2

END CONSTRUCTION
STA. 23+71.79 'TSA'

BEGIN PROJECT I.D. 5569-00-72
STA. 108+46.31 'HEA'

BEGIN CONSTRUCTION
STA. 7+13.99 'TNA'

USH 51

20'TSA'

6'TNA

10'TSA'

100'HEA'

110'HEA'

120'HEA'

130'HEA'

140'HEA'

150'HEA'

160'HEA'

170'HEA'

180'HEA'

190'HEA'

200'HEA'

210'HEA'

USH 14

NEWVILLE RD

KENNEDY RD

BELL ST

SIGNAL IMPROVEMENTS REQ'D

CITY OF JANESVILLE LIMITS

CITY OF JANESVILLE LIMITS

N

KETTERING ST

SIGNAL IMPROVEMENTS REQ'D

NB ON-RAMPS

SB OFF-RAMP

SB ON-RAMPS

NB OFF-RAMP

SIGNAL IMPROVEMENTS REQ'D

END CONSTRUCTION
STA. 932+64.51 'HDA'

END CONSTRUCTION
STA. 932+38.67 'HAA'

MORSE ST

NB IH-39/90

SB IH-39/90

STH-26

LEXINGTON DR

SB OFF-RAMP

NB ON-RAMP

NB OFF-RAMP

NB OFF-RAMP

BEGIN CONSTRUCTION
STA. 913+59.89 'HBA'

230'HEA'

240'HEA'

PONTIAC DR

250'HEA'

260'HEA'

270'HEA'

280'HEA'

USH 14

DEERFIELD DR

WRIGHT RD

SB OFF-RAMP

SB ON-RAMP

BEGIN CONSTRUCTION
STA. 914+19.01 'HCA'

END CONSTRUCTION
STA. 907+45.54 'NBB'

908'NBB'

900'NBB'

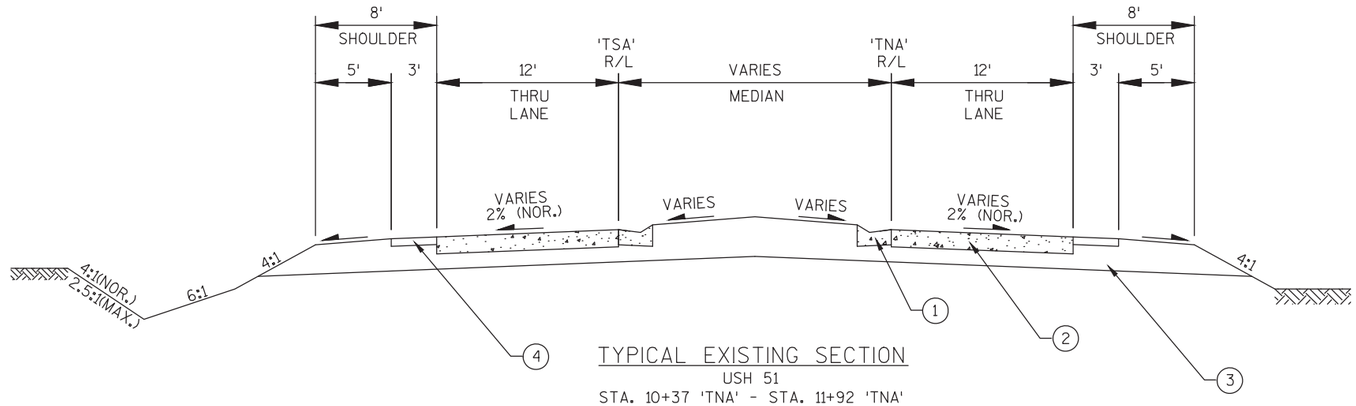
897'NBB'

BEGIN CONSTRUCTION
STA. 897+68.46 'NBB'

END PROJECT
STA. 281+33.19 'HEA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET 3	E

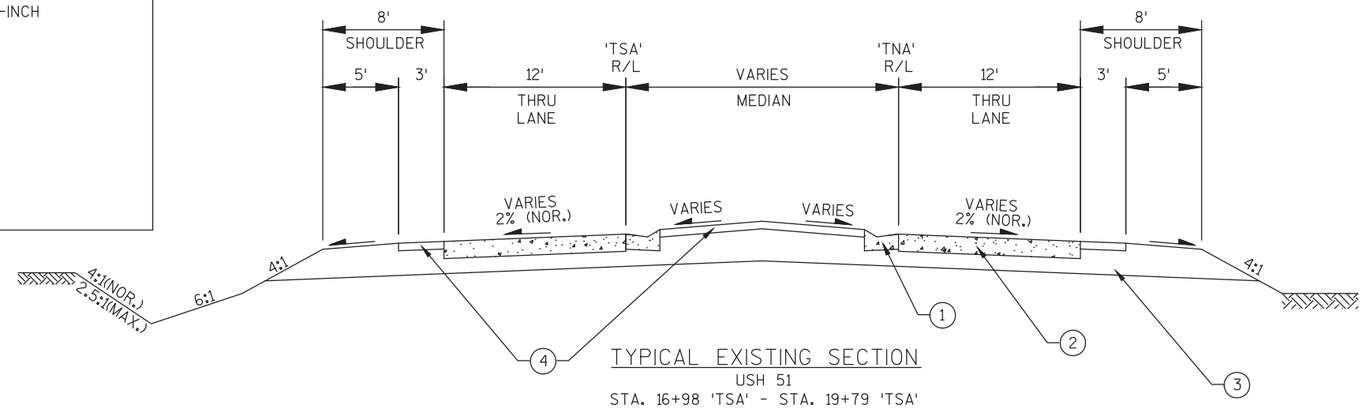
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\020201_PO.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : KYLE THOMPSON PLOT NAME : PLOT SCALE : 0.000878



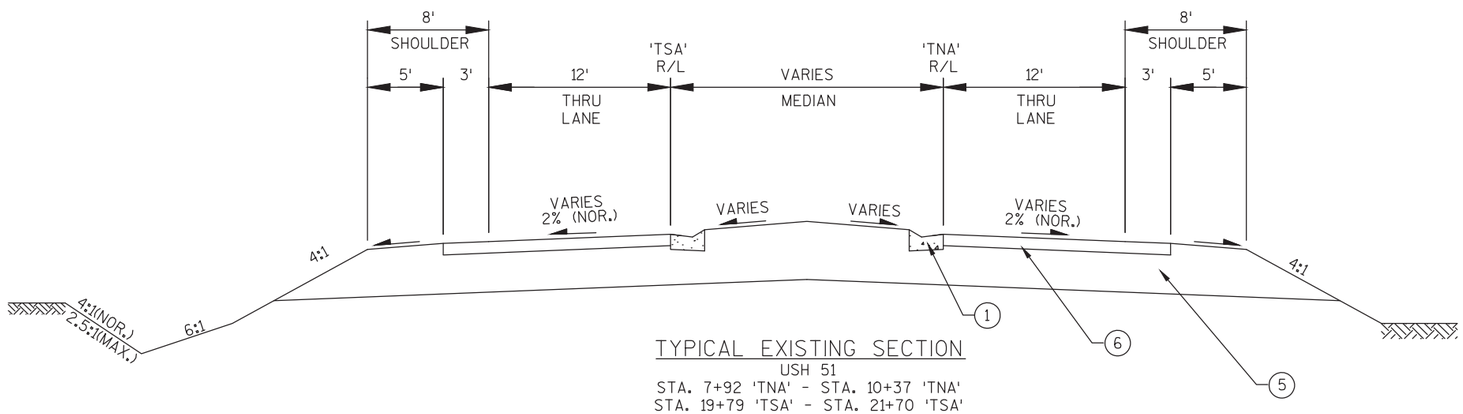
TYPICAL EXISTING SECTION
USH 51
STA. 10+37 'TNA' - STA. 11+92 'TNA'

LEGEND

(1)	CONCRETE CURB & GUTTER, TYPE G, 30-INCH
(2)	NON-REINFORCED CONCRETE PAVEMENT DOWELED, 10-INCH
(3)	CRUSHED AGGREGATE BASE COURSE, 6-INCH
(4)	ASPHALTIC CONCRETE PAVEMENT, TYPE HV, 3-INCH
(5)	CRUSHED AGGREGATE BASE COURSE, 14-INCH
(6)	ASPHALTIC CONCRETE PAVEMENT, TYPE HV, 6-INCH

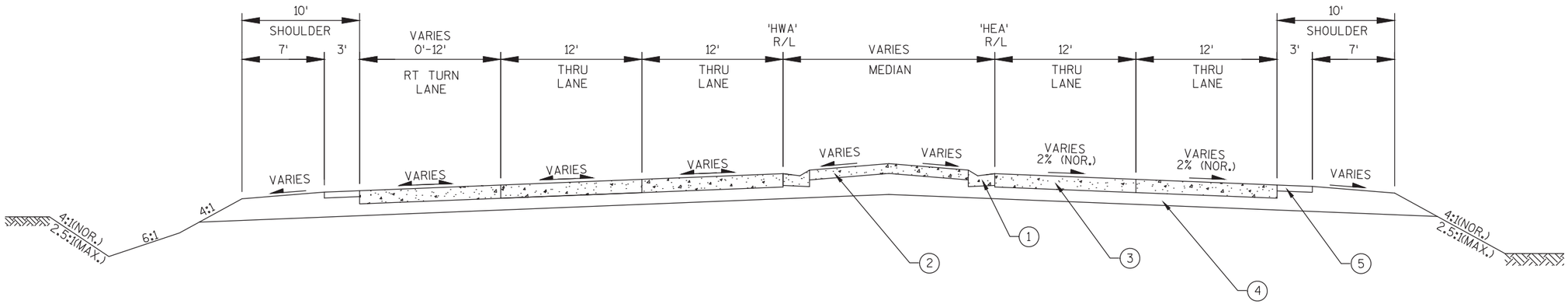


TYPICAL EXISTING SECTION
USH 51
STA. 16+98 'TSA' - STA. 19+79 'TSA'



TYPICAL EXISTING SECTION
USH 51
STA. 7+92 'TNA' - STA. 10+37 'TNA'
STA. 19+79 'TSA' - STA. 21+70 'TSA'

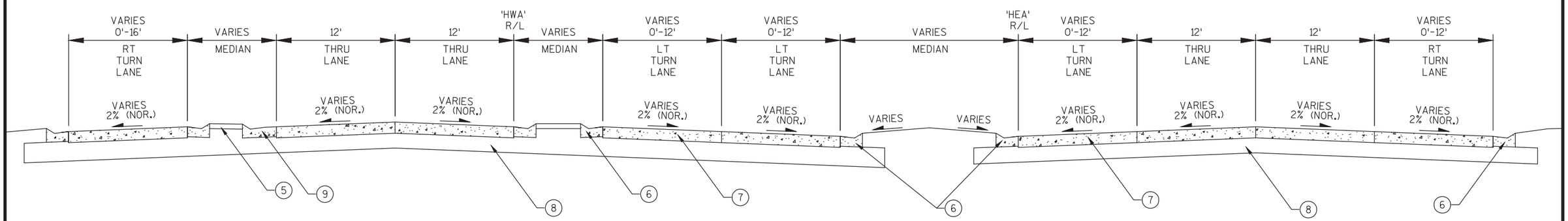
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION
USH 14
STA 112+26 'HEA' - STA 117+96 'HEA'

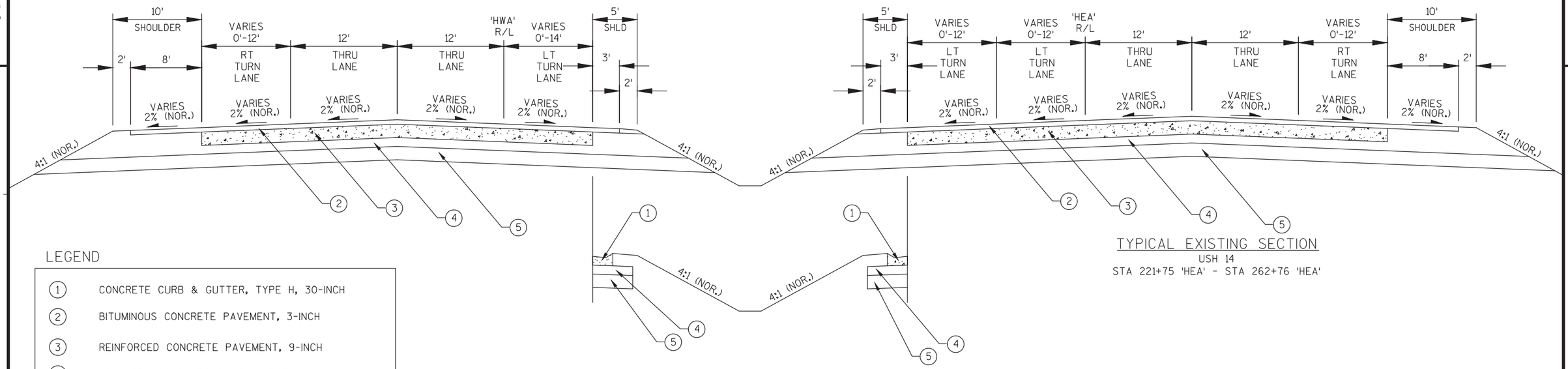
LEGEND

(1)	CONCRETE CURB & GUTTER, TYPE G, 30-INCH	(5)	ASPHALTIC PAVEMENT, TYPE HV, 3-INCH
(2)	CONCRETE SIDEWALK 5-INCH	(6)	CONCRETE CURB & GUTTER, TYPE H, 30-INCH
(3)	NON-REINFORCED CONCRETE PAVEMENT, DOWELLED, 10-INCH	(7)	CONCRETE PAVEMENT, 9-INCH
(4)	CRUSHED AGGREGATE BASE COURSE, 6-INCH	(8)	CRUSHED AGGREGATE BASE COURSE
		(9)	CONCRETE CURB INTEGRAL TYPE J



TYPICAL EXISTING SECTION
USH 14
STA 216+00 'HEA' - STA 221+75 'HEA'

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 5	E

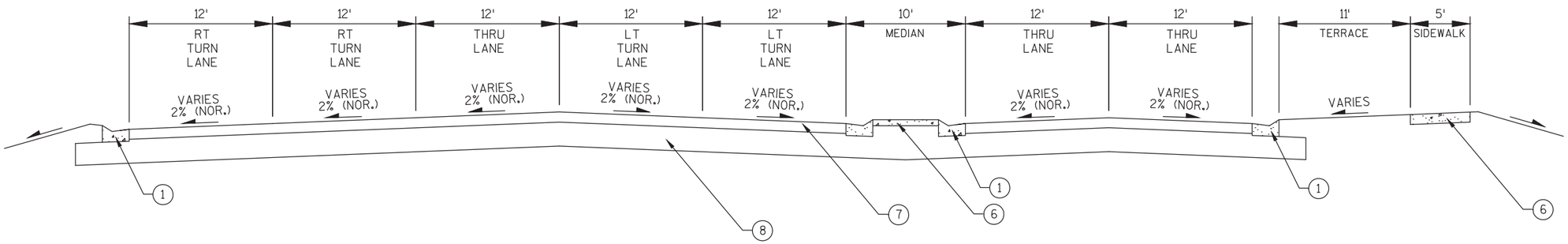


TYPICAL EXISTING SECTION
USH 14
STA 221+75 'HEA' - STA 262+76 'HEA'

CURBED MEDIAN
STA 221+75 'HEA' - STA 223+15 'HEA'
STA 224+00 'HEA' - STA 224+98 'HEA'
STA 256+47 'HEA' - STA 262+29 'HEA'

LEGEND

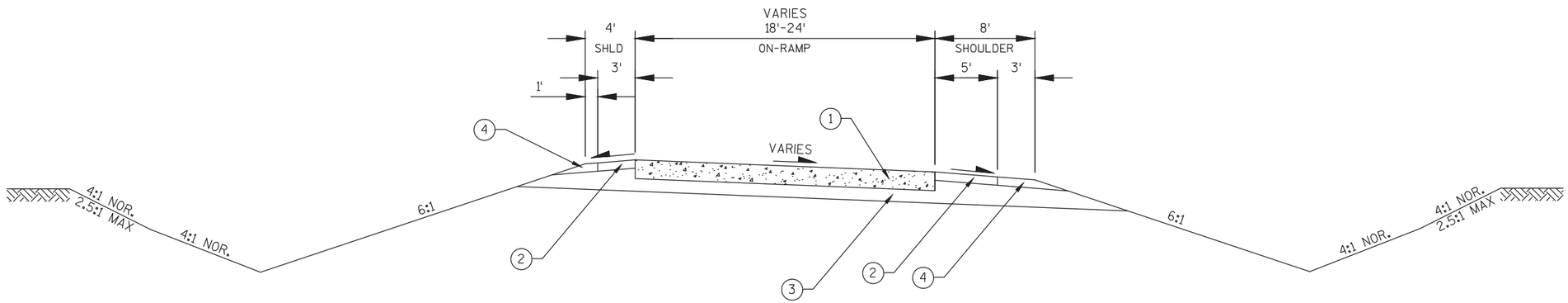
(1)	CONCRETE CURB & GUTTER, TYPE H, 30-INCH
(2)	BITUMINOUS CONCRETE PAVEMENT, 3-INCH
(3)	REINFORCED CONCRETE PAVEMENT, 9-INCH
(4)	CRUSHED AGGREGATE BASE COURSE, 6-INCH
(5)	GRANULAR SUBBASE COURSE, 9-INCH
(6)	CONCRETE SIDEWALK, 5-INCH
(7)	ASPHALTIC CONCRETE PAVEMENT, 5-INCH
(8)	CRUSHED AGGREGATE BASE COURSE, 12-INCH



TYPICAL EXISTING SECTION
DEERFIELD DRIVE
STA 82+90 'DSA' - STA 84+59 'DSA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 6	E

2



LEGEND

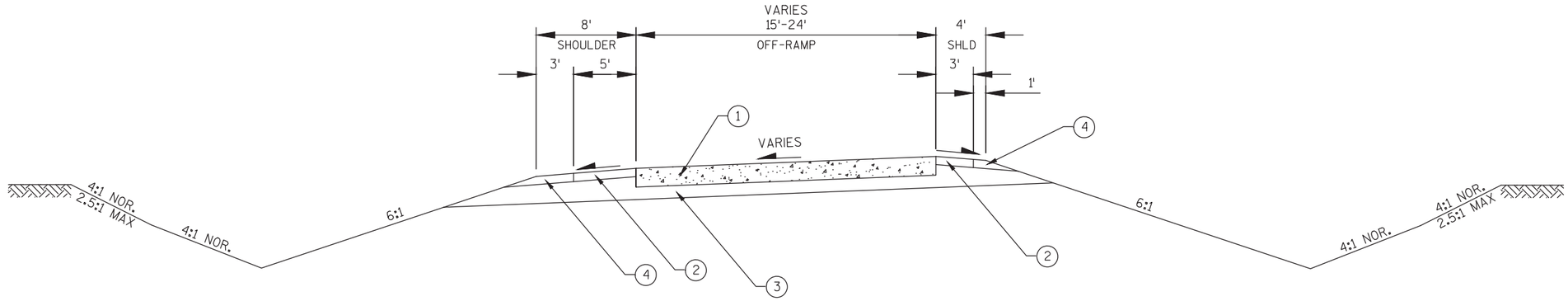
(1)	CONCRETE PAVEMENT, 9-INCH
(2)	HMA PAVEMENT, TYPE E-0.3, 3.5-INCH
(3)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
(4)	BASE AGGREGATE DENSE 3/4-INCH, 3.5-INCH

TYPICAL EXISTING SECTION
NB ON-RAMP
NB OFF-RAMP (LOOP)

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 7	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\020301_TS-EXISTING.DWG PLOT DATE : 8/28/2014 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 42

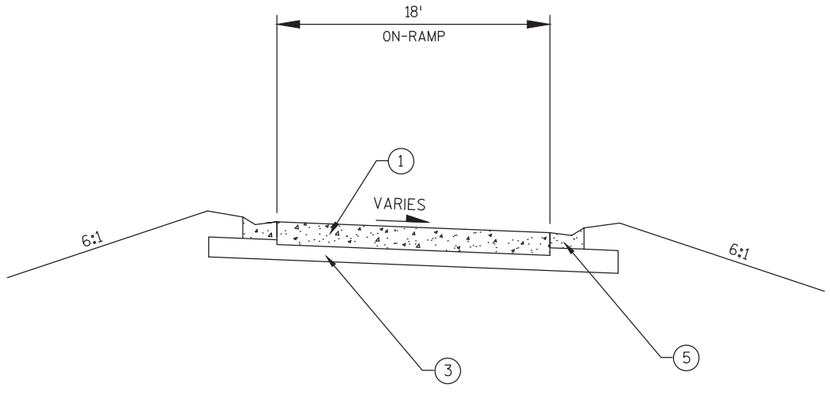
2



TYPICAL EXISTING SECTION
SB OFF-RAMP (LOOP)

LEGEND

(1)	CONCRETE PAVEMENT, 9-INCH
(2)	HMA PAVEMENT, TYPE E-0.3, 3.5-INCH
(3)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
(4)	BASE AGGREGATE DENSE 3/4-INCH, 3.5-INCH
(5)	CONCRETE CURB AND GUTTER, TYPE H, 30-INCH

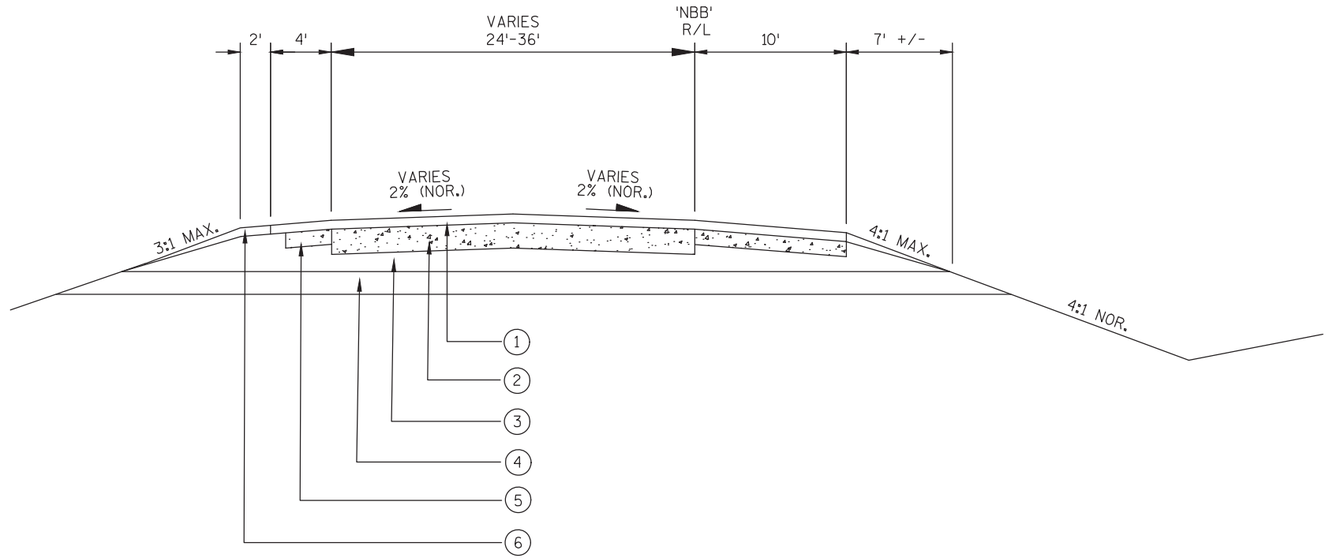


TYPICAL EXISTING SECTION
SB ON-RAMP

2

LEGEND

(1)	3 1/2" ASPHALT OVERLAY
(2)	10" CONTINUOUS REINFORCED CONCRETE PAVEMENT
(3)	BASE COURSE
(4)	9" GRANULAR SUBBASE COURSE
(5)	6" NON-REINFORCED CONCRETE SHOULDER
(6)	CRUSHED AGGREGATE BASE COURSE, CRUSHED LIMESTONE



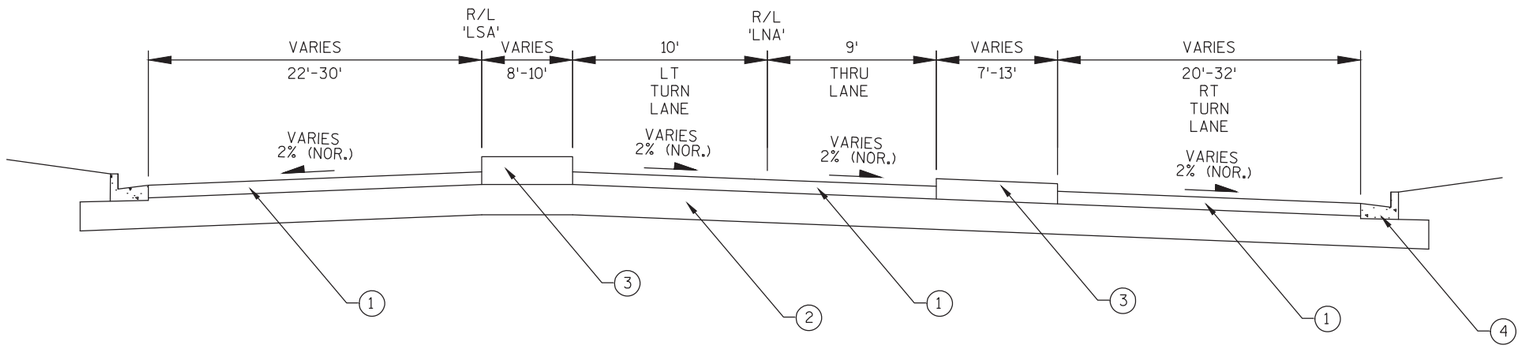
TYPICAL EXISTING SECTION

NB IH-39/90 (NB OFF-RAMP)

STA 897+68 'NBB' - STA 907+68 'NBB'

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	PLAN: TYPICAL SECTIONS	SHEET 9 E

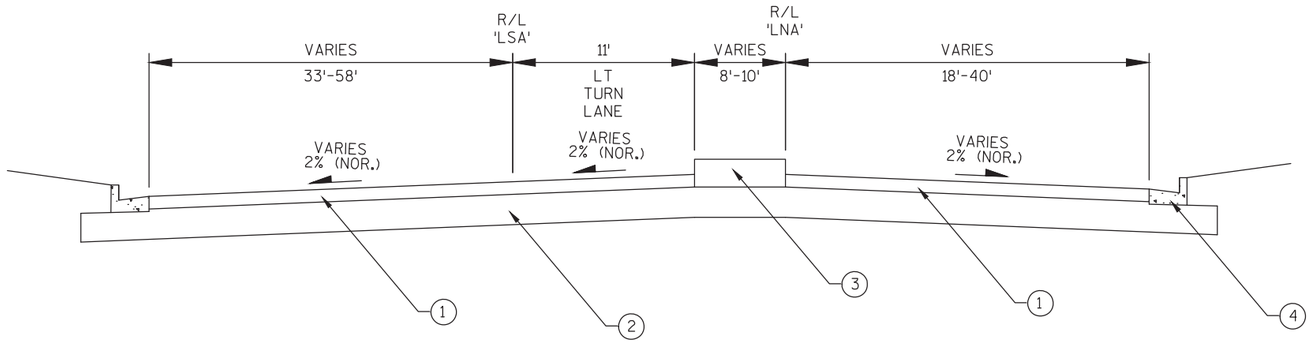
2



TYPICAL EXISTING SECTION
LEXINGTON DRIVE
STA 41+50 'LNA' - STA 42+15 'LNA'

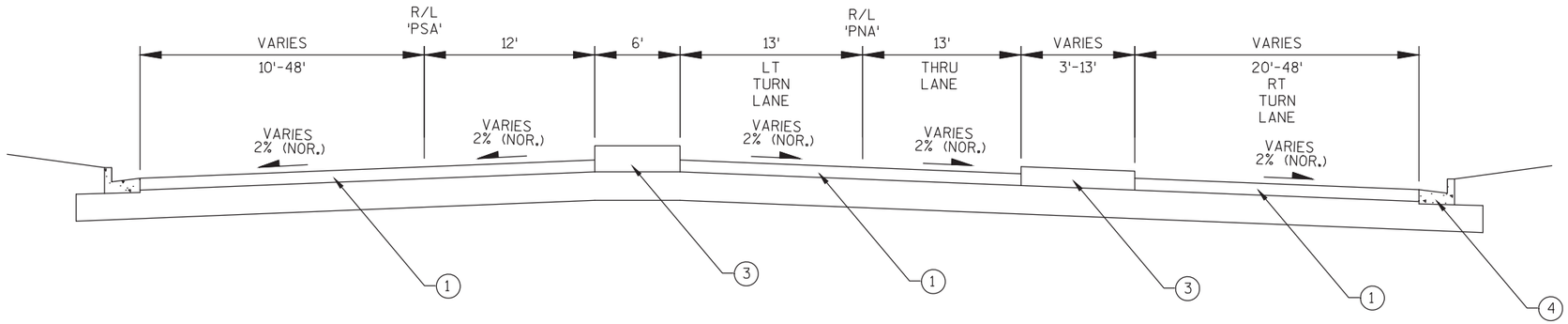
LEGEND

(1)	5" ASPHALT PAVEMENT
(2)	CRUSHED AGGREGATE BASE COURSE
(3)	CONCRETE SIDEWALK
(4)	CONCRETE CURB AND GUTTER



TYPICAL EXISTING SECTION
LEXINGTON DRIVE
STA 43+10 'LNA' - STA 44+00 'LNA'

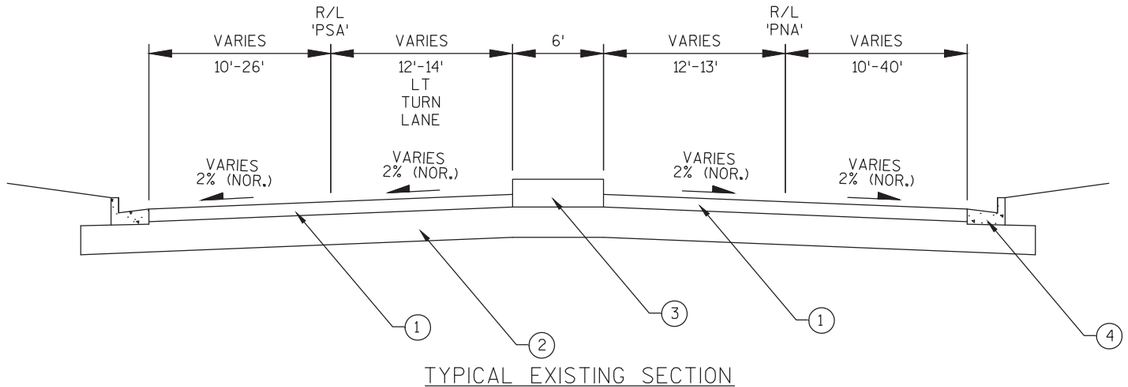
2



LEGEND

(1)	5" ASPHALT PAVEMENT
(2)	CRUSHED AGGREGATE BASE COURSE
(3)	CONCRETE SIDEWALK
(4)	CONCRETE CURB AND GUTTER

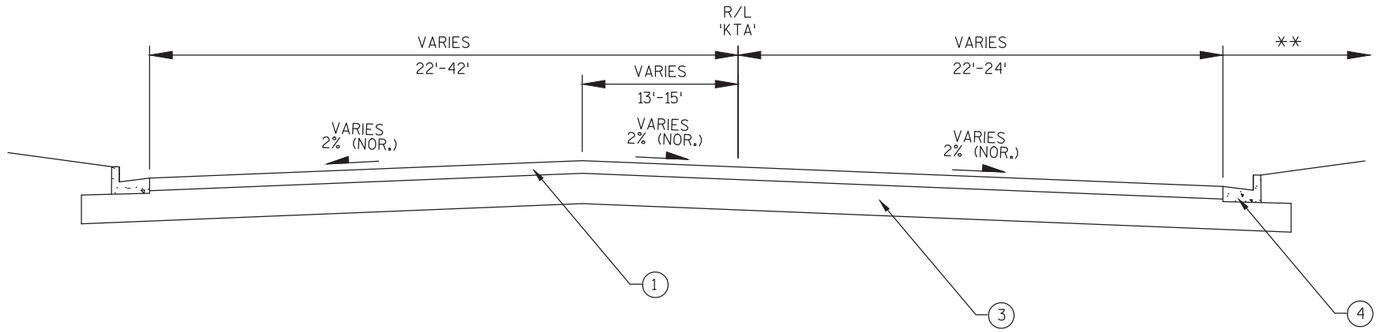
TYPICAL EXISTING SECTION
PONTIAC DRIVE
STA 51+49 'PNA' - STA 51+87 'PNA'



TYPICAL EXISTING SECTION
PONTIAC DRIVE
STA 52+88 'PNA' - STA 53+27 'PNA'

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 11	E

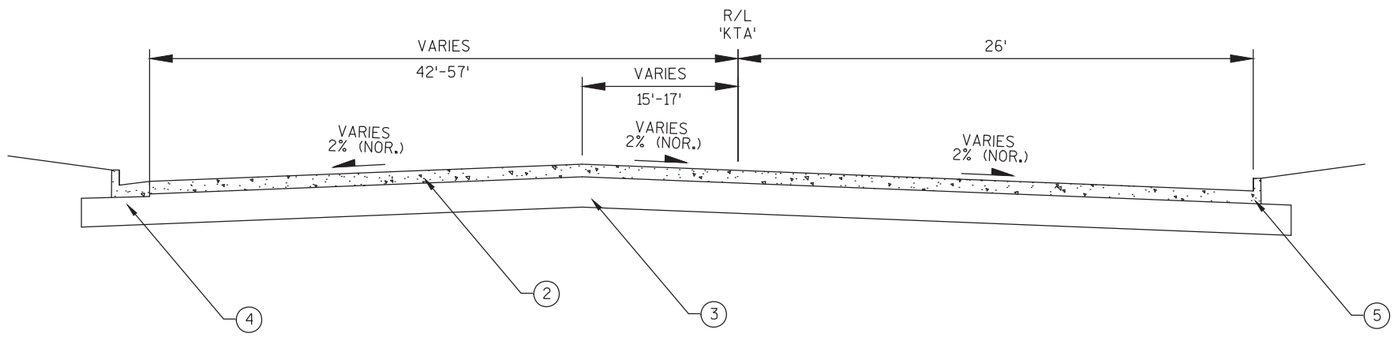
2



TYPICAL EXISTING SECTION
KETTERING STREET
STA 52+64 'KTA' - STA 52+99 'KTA'

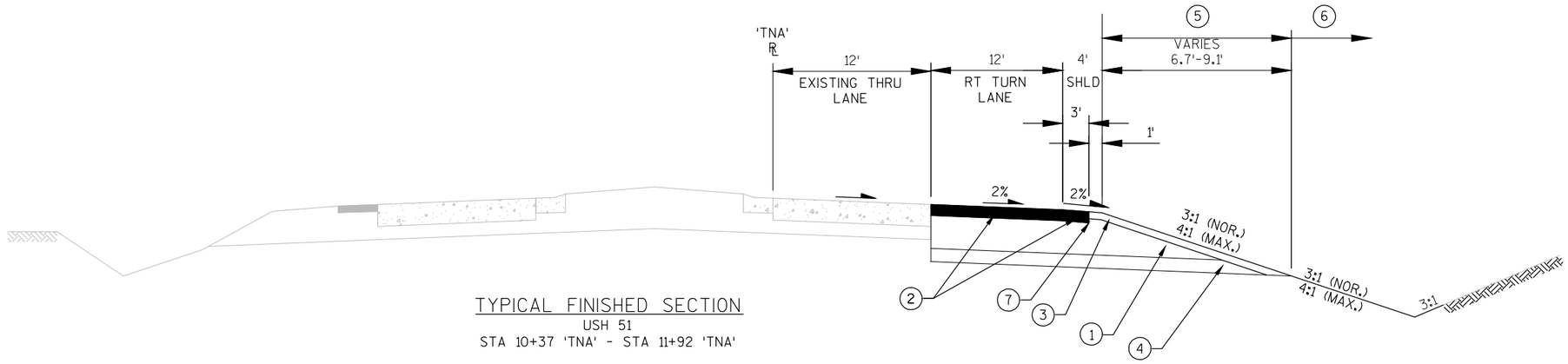
LEGEND

1	5" ASPHALT PAVEMENT
2	9" CONCRETE PAVEMENT
3	CRUSHED AGGREGATE BASE COURSE
4	CONCRETE CURB AND GUTTER
5	INTEGRAL CONCRETE CURB AND GUTTER



TYPICAL EXISTING SECTION
KETTERING STEET
STA 52+99 'KTA' - STA 53+24 'KTA'

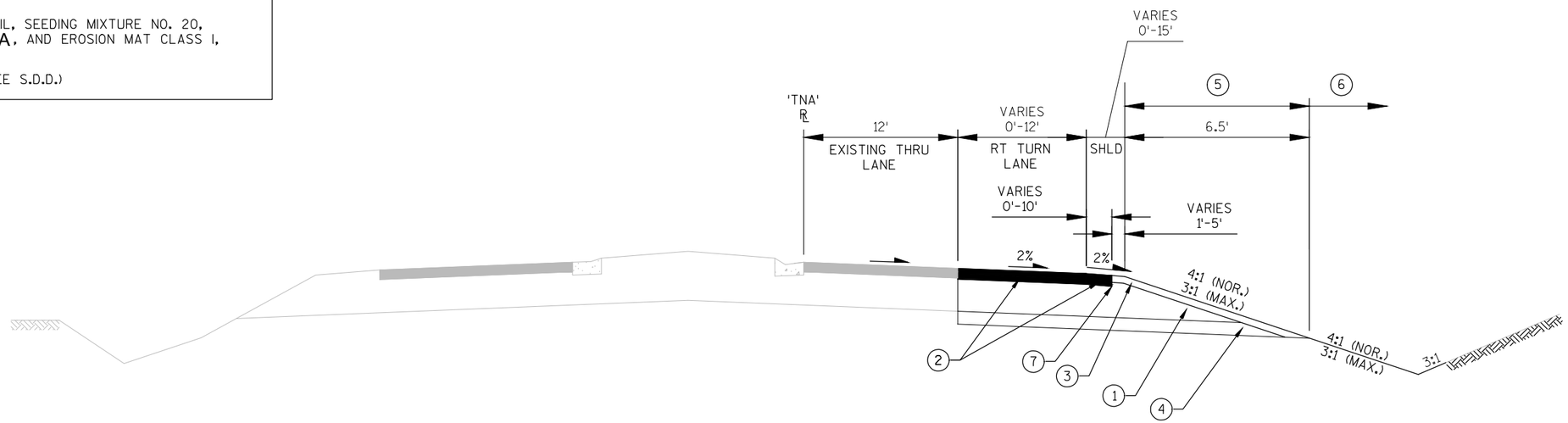
** EXISTING FRONTAGE ROAD STA 52+63'KTA' - STA 52+93'KTA'



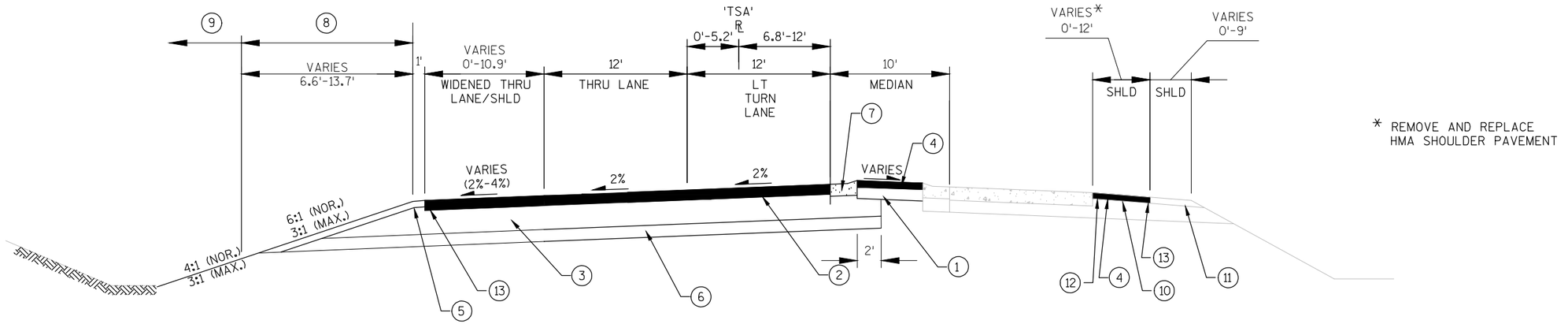
TYPICAL FINISHED SECTION
USH 51
STA 10+37 'TNA' - STA 11+92 'TNA'

LEGEND

(1)	BASE AGGREGATE DENSE 1-1/4-INCH, 14-INCH
(2)	HMA PAVEMENT TYPE E-3, 6-INCH
(3)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(4)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(5)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(6)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(7)	SAFETY EDGE (SEE S.D.D.)



TYPICAL FINISHED SECTION
USH 51
STA 7+14 'TNA' - STA 10+37 'TNA'



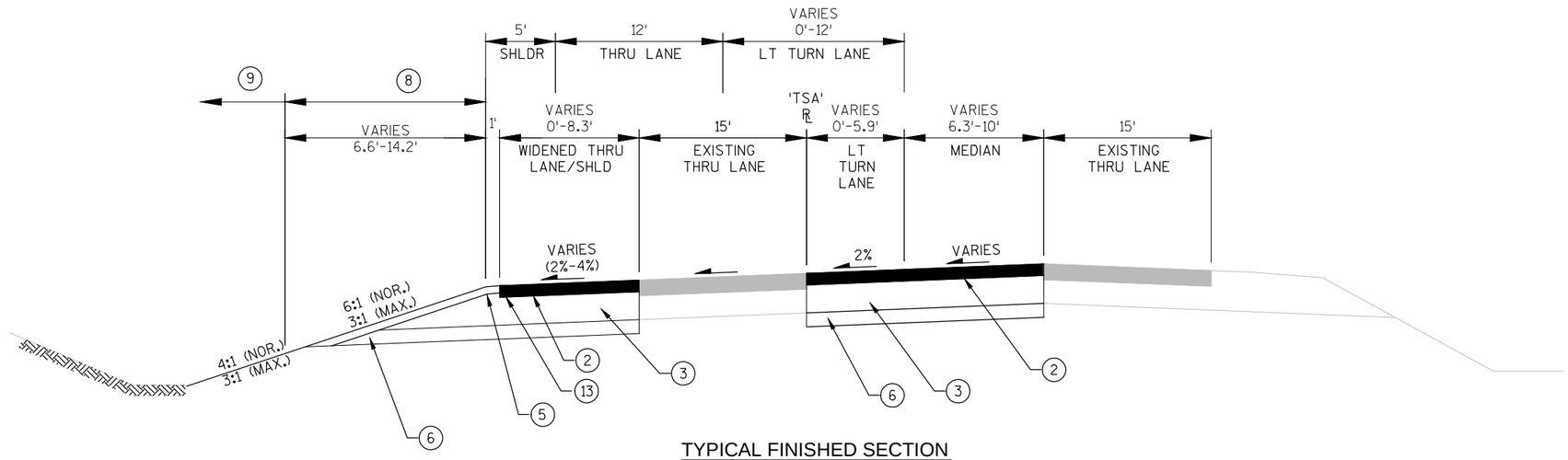
* REMOVE AND REPLACE
HMA SHOULDER PAVEMENT

TYPICAL FINISHED SECTION

USH 51
STA 16+98 'TSA' - STA 19+79 'TSA'

LEGEND

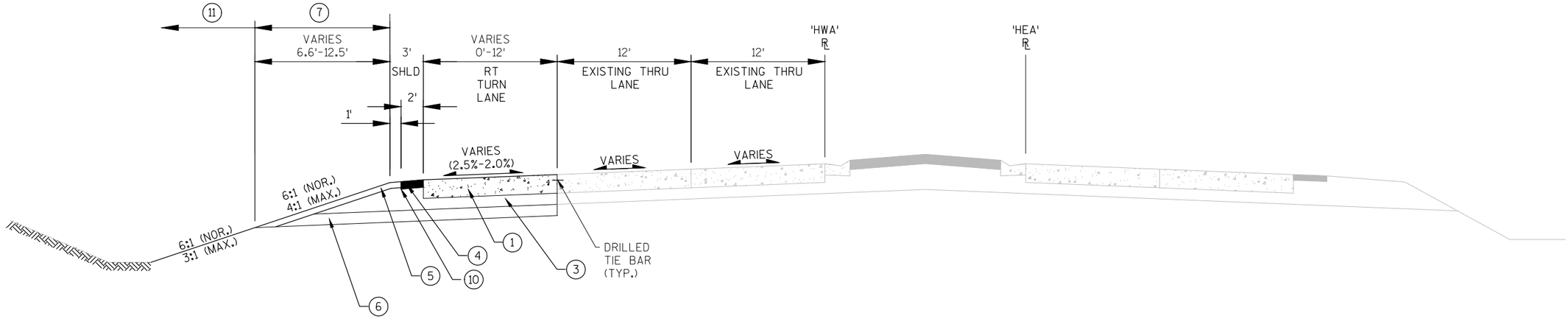
(1)	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH
(2)	HMA PAVEMENT TYPE E-3, 6-INCH
(3)	BASE AGGREGATE DENSE 1-1/4-INCH, 14-INCH
(4)	HMA PAVEMENT TYPE E-0.3, 3.5-INCH
(5)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(6)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(7)	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J, REJECT
(8)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(9)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(10)	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
(11)	BASE AGGREGATE DENSE 3/4-INCH, 3.5-INCH
(12)	REMOVING ASPHALTIC SURFACE
(13)	SAFETY EDGE



TYPICAL FINISHED SECTION

USH 51
STA 19+ 79 'TSA' - STA 23+71 'TSA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 14	E

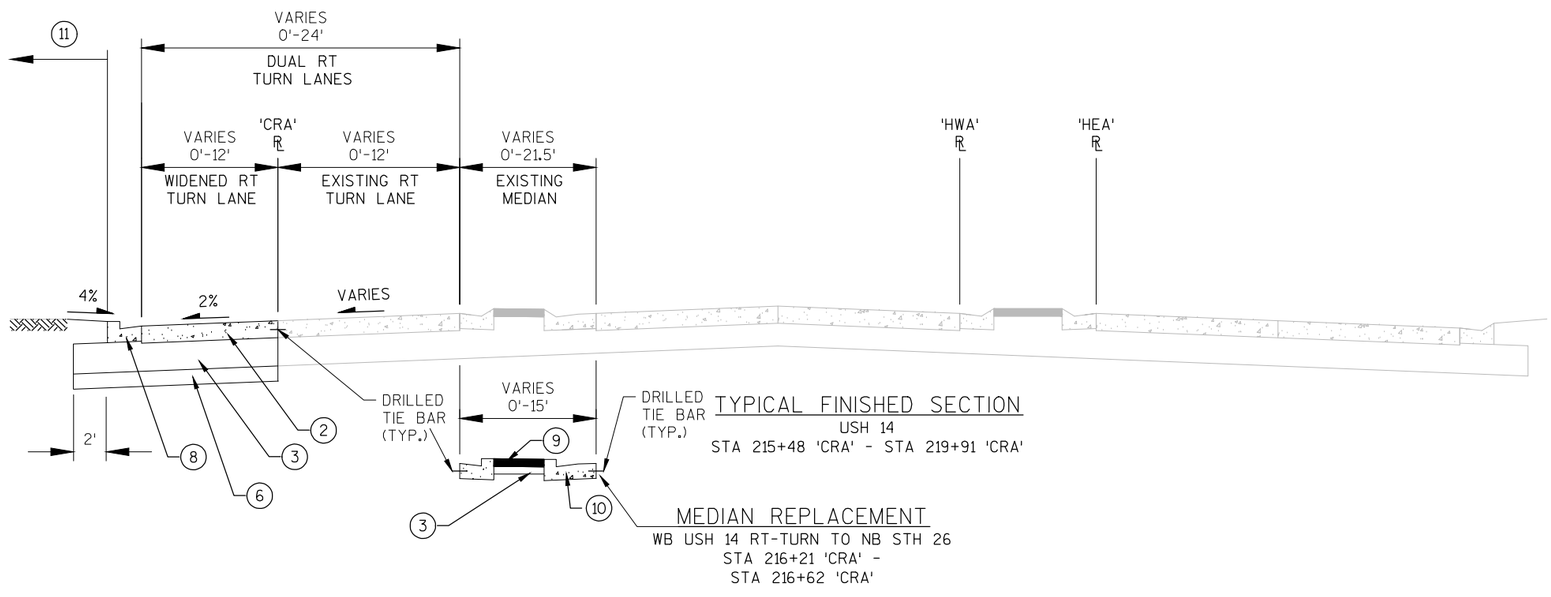


TYPICAL FINISHED SECTION

USH 14
STA 112+32 'HWA' - STA 118+04 'HWA'

LEGEND

(1)	CONCRETE PAVEMENT 10-INCH HES (DOWELED AND TINED)	(7)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(2)	CONCRETE PAVEMENT 9-INCH HES (DOWELED AND TINED)	(8)	CONCRETE CURB & GUTTER 30-INCH TYPE A
(3)	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH	(9)	HMA PAVEMENT TYPE E-0.3, 2-INCH
(4)	HMA PAVEMENT TYPE E-0.3, 3.5-INCH	(10)	CONCRETE CURB INTEGRAL TYPE J
(5)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	(11)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(6)	BASE AGGREGATE DENSE 3-INCH, 6-INCH	(12)	SAFETY EDGE



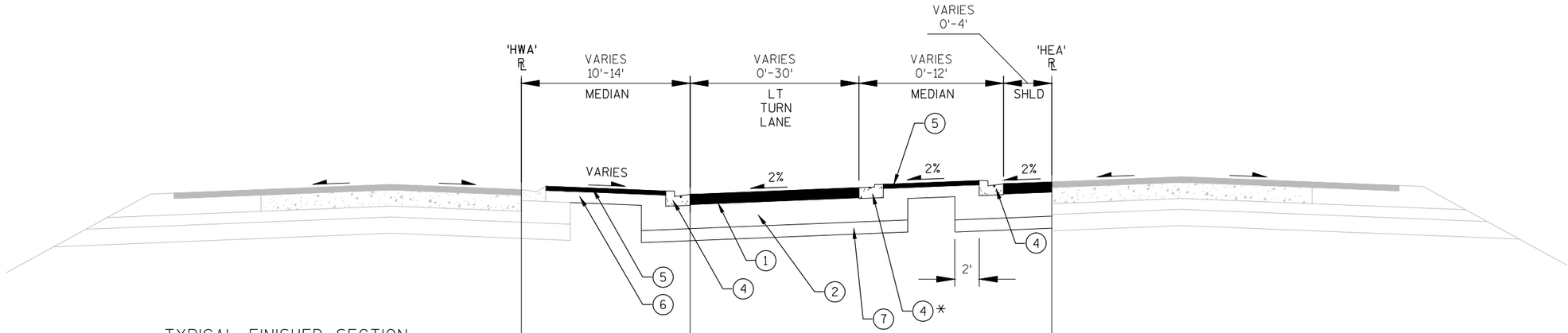
TYPICAL FINISHED SECTION

USH 14
STA 215+48 'CRA' - STA 219+91 'CRA'

MEDIAN REPLACEMENT

WB USH 14 RT-TURN TO NB STH 26
STA 216+21 'CRA' -
STA 216+62 'CRA'

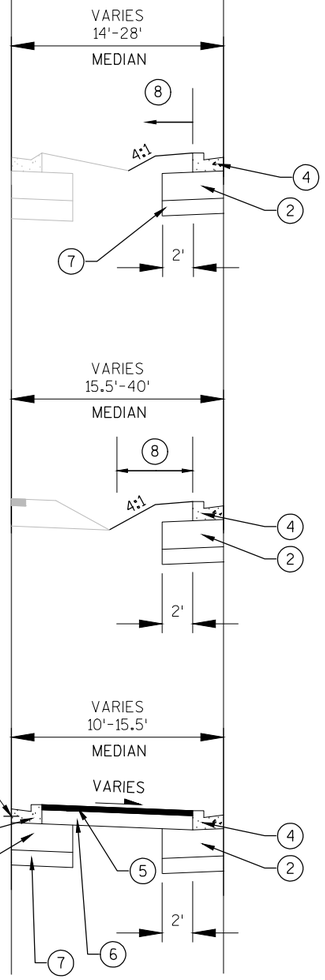
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 15	E



TYPICAL FINISHED SECTION

USH 14
STA 218+84 'HEA' - STA 222+95 'HEA'
STA 230+72 'HEA' - STA 235+16 'HEA'

NOTE:
* REJECT GUTTER



GRASSED MEDIAN

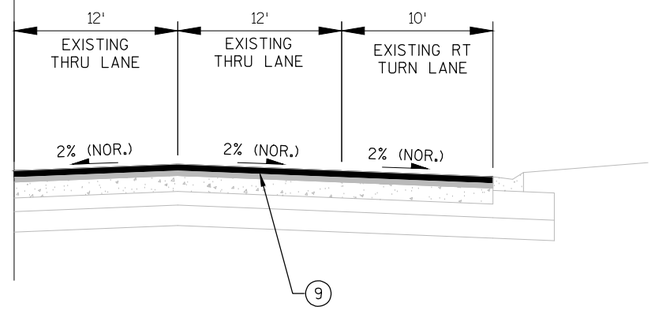
STA 218+84 'HEA' - STA 221+24 'HEA'

GRASSED MEDIAN

STA 230+72 'HEA' - STA 232+75 'HEA'

PAVED MEDIAN

STA 232+68 'HEA' - STA 235+16 'HEA'



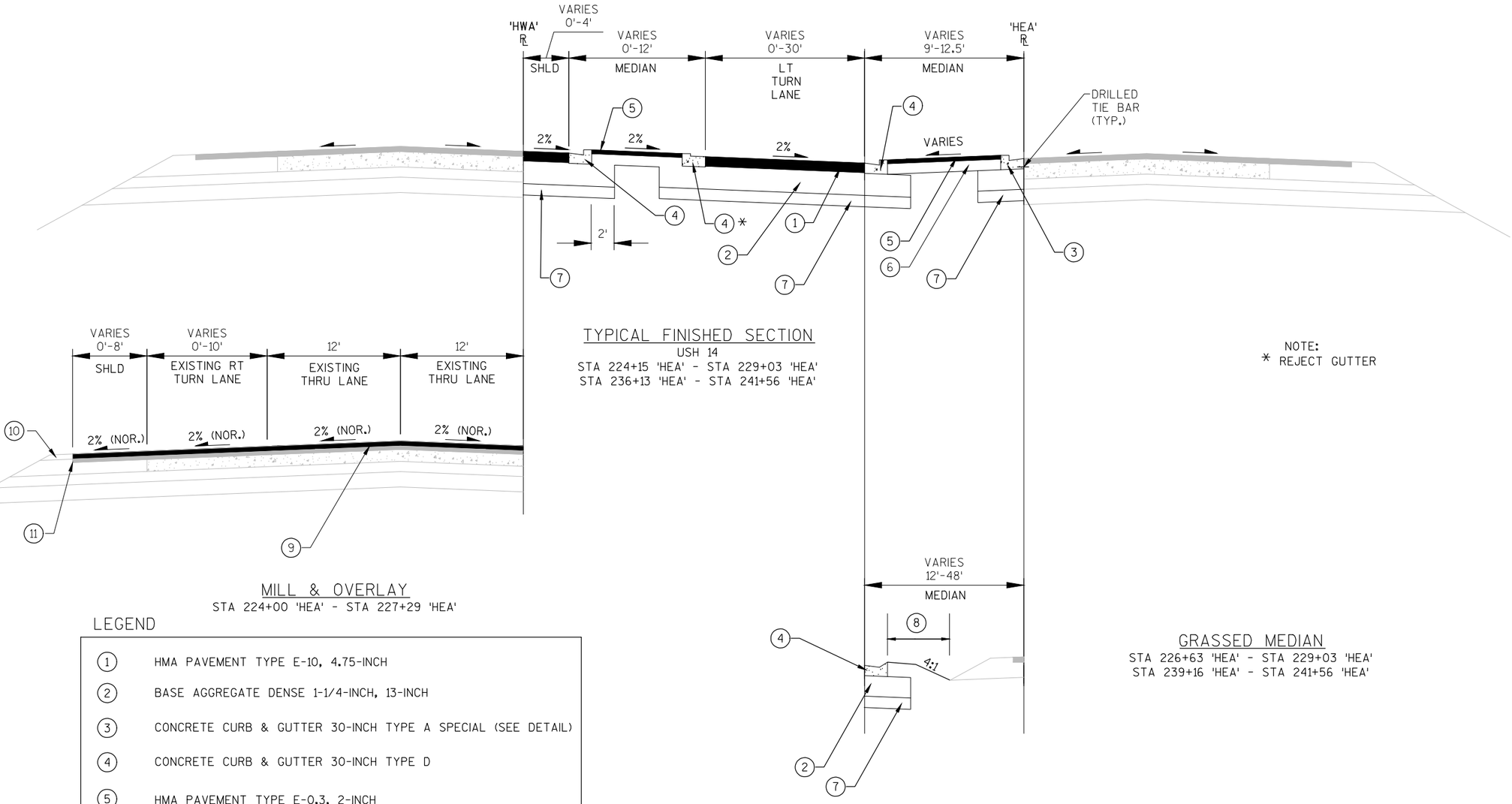
MILL & OVERLAY

STA 222+00 'HEA' - STA 223+00 'HEA'

LEGEND

1	HMA PAVEMENT TYPE E-10, 4.75-INCH
2	BASE AGGREGATE DENSE 1-1/4-INCH, 13-INCH
3	CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL (SEE DETAIL)
4	CONCRETE CURB & GUTTER 30-INCH TYPE D
5	HMA PAVEMENT TYPE E-0.3, 2-INCH
6	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH
7	BASE AGGREGATE DENSE 3-INCH, 6-INCH
8	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
9	REMOVING ASPHALTIC SURFACE MILLING, 1.75-INCH HMA PAVEMENT TYPE E-10, 1.75-INCH

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 16	E



TYPICAL FINISHED SECTION
USH 14
STA 224+15 'HEA' - STA 229+03 'HEA'
STA 236+13 'HEA' - STA 241+56 'HEA'

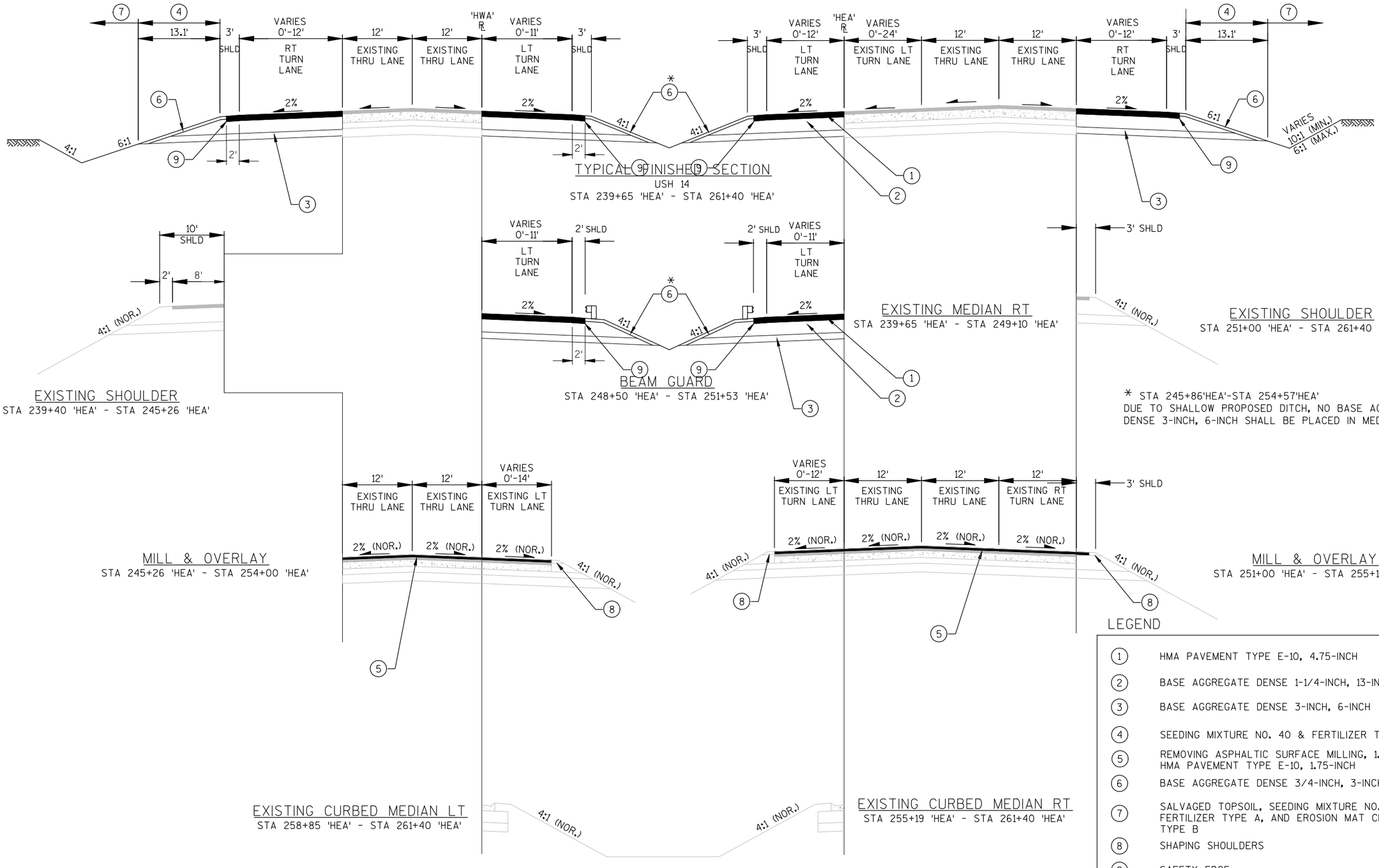
MILL & OVERLAY
STA 224+00 'HEA' - STA 227+29 'HEA'

GRASSED MEDIAN
STA 226+63 'HEA' - STA 229+03 'HEA'
STA 239+16 'HEA' - STA 241+56 'HEA'

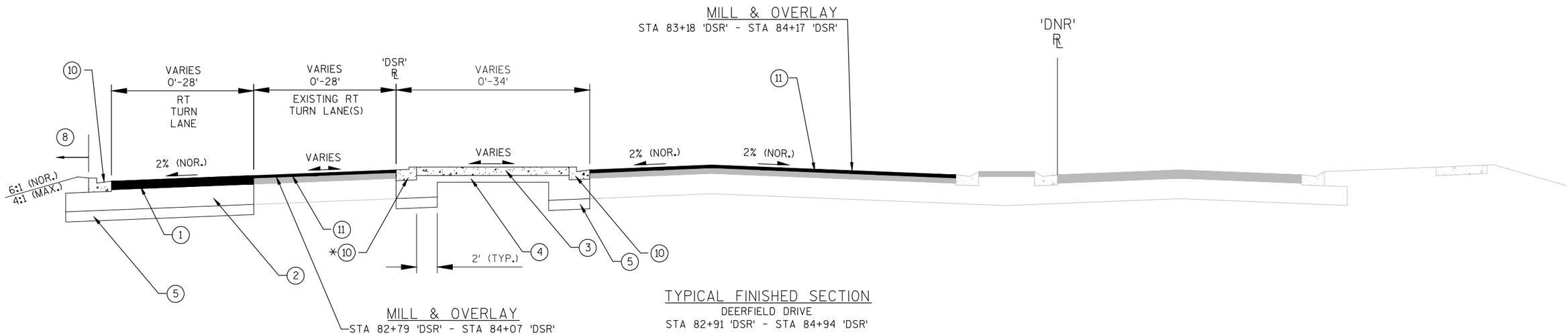
LEGEND

1	HMA PAVEMENT TYPE E-10, 4.75-INCH
2	BASE AGGREGATE DENSE 1-1/4-INCH, 13-INCH
3	CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL (SEE DETAIL)
4	CONCRETE CURB & GUTTER 30-INCH TYPE D
5	HMA PAVEMENT TYPE E-0.3, 2-INCH
6	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH
7	BASE AGGREGATE DENSE 3-INCH, 6-INCH
8	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
9	REMOVING ASPHALTIC SURFACE MILLING, 1.75-INCH HMA PAVEMENT TYPE E-10, 1.75-INCH
10	SHAPING SHOULDERS
11	SAFETY EDGE

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 17	E

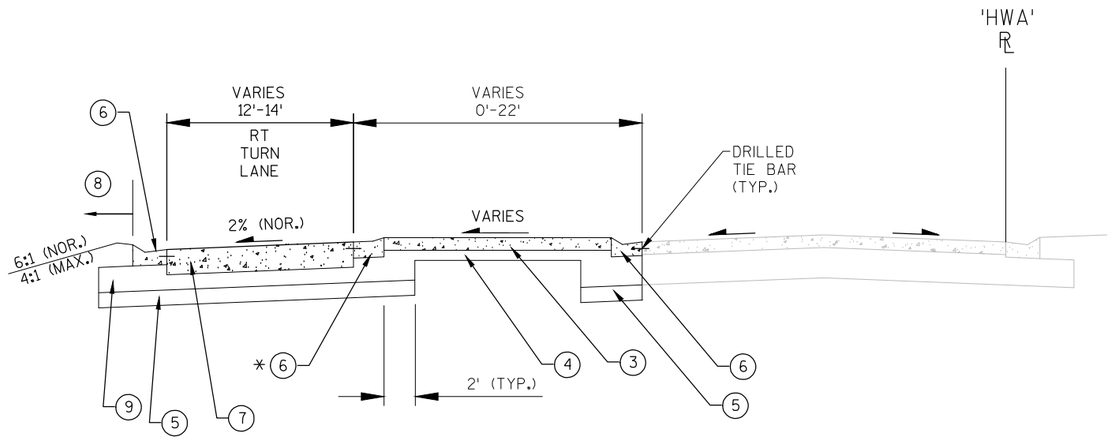


PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	PLAN: TYPICAL SECTIONS	SHEET 18	E



TYPICAL FINISHED SECTION
DEERFIELD DRIVE
STA 82+91 'DSR' - STA 84+94 'DSR'

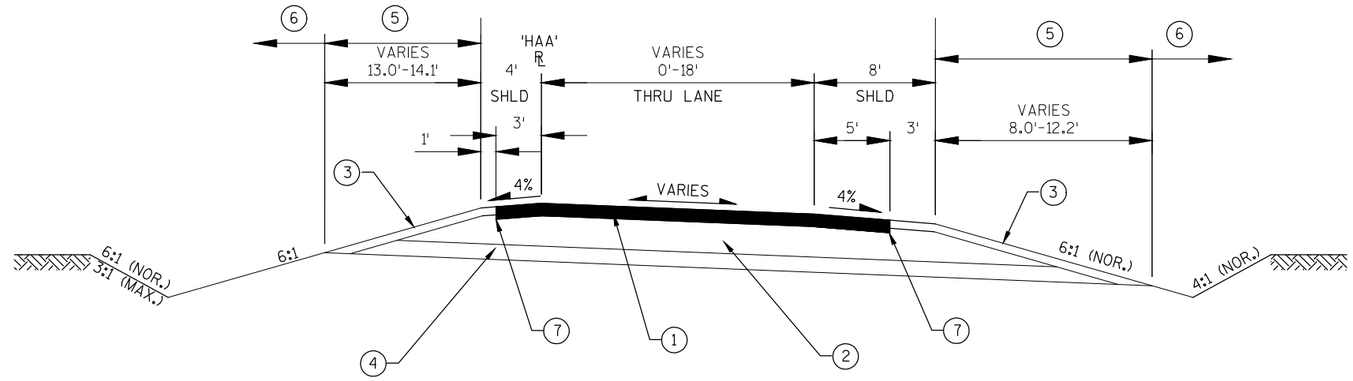
NOTE:
* REJECT GUTTER



TYPICAL FINISHED SECTION
USH 14
STA 263+56 'HWA' - STA 265+32 'HWA'

LEGEND

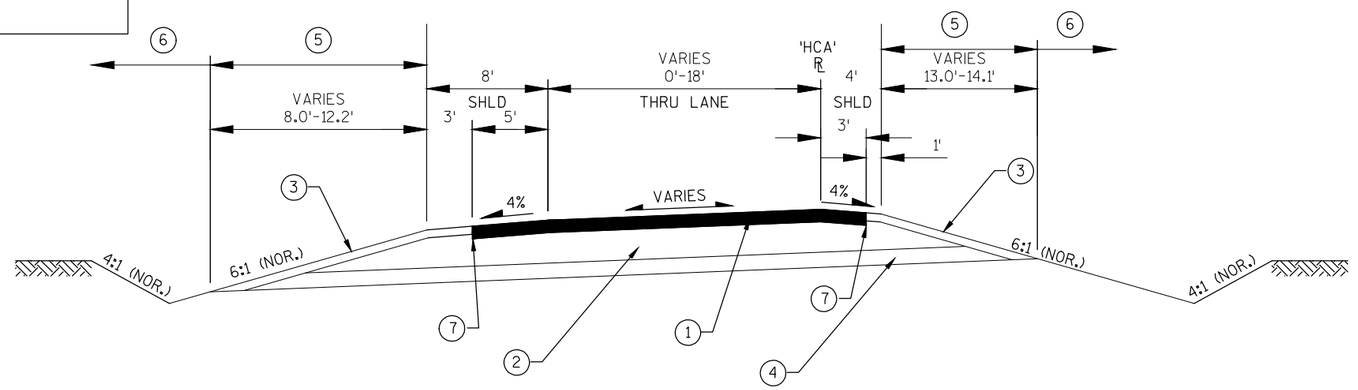
(1)	HMA PAVEMENT TYPE E-3, 5-INCH
(2)	BASE AGGREGATE DENSE 1-1/4-INCH, 12.5-INCH
(3)	CONCRETE SIDEWALK 5-INCH
(4)	BASE AGGREGATE DENSE 3/4-INCH, 4-INCH
(5)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(6)	CONCRETE CURB & GUTTER 30-INCH TYPE A
(7)	CONCRETE PAVEMENT 9-INCH (DOWELED)
(8)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(9)	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH
(10)	CONCRETE CURB & GUTTER 30-INCH TYPE D
(11)	REMOVING ASPHALTIC SURFACE MILLING, 1.75-INCH HMA PAVEMENT TYPE E-10, 1.75-INCH



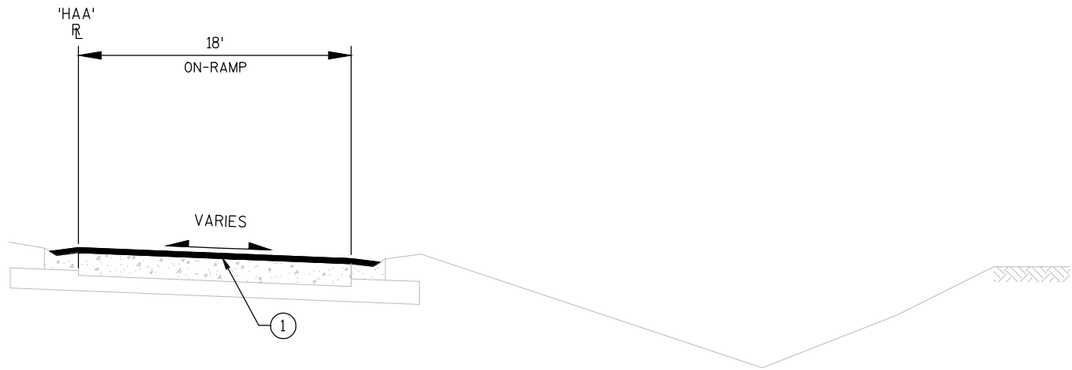
TYPICAL FINISHED SECTION
NB ON-RAMP
STA 918+63 'HAA' - STA 922+08 'HAA'

LEGEND

(1)	HMA PAVEMENT TYPE E-10, 4.75-INCH
(2)	BASE AGGREGATE DENSE 1-1/4-INCH, 13-INCH
(3)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(4)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(5)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(6)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(7)	SAFETY EDGE



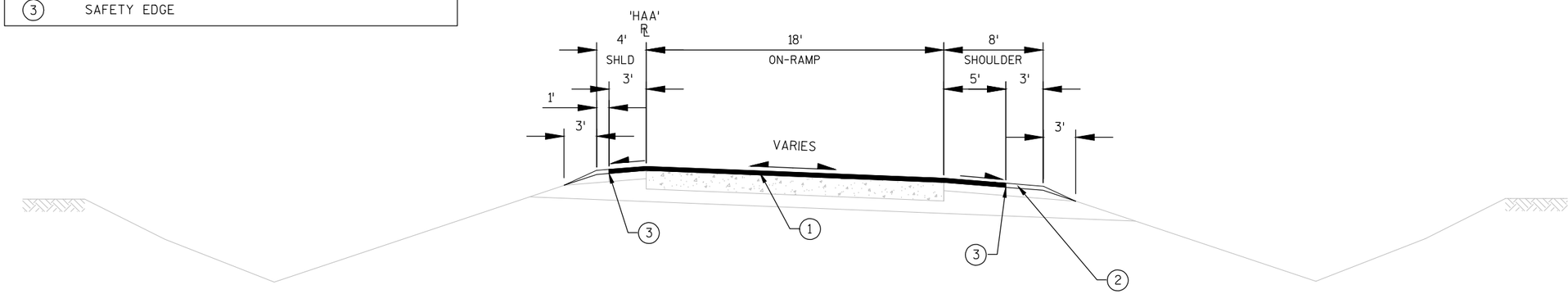
TYPICAL FINISHED SECTION
SB ON-RAMP
STA 922+56 'HCA' - STA 925+13 'HCA'



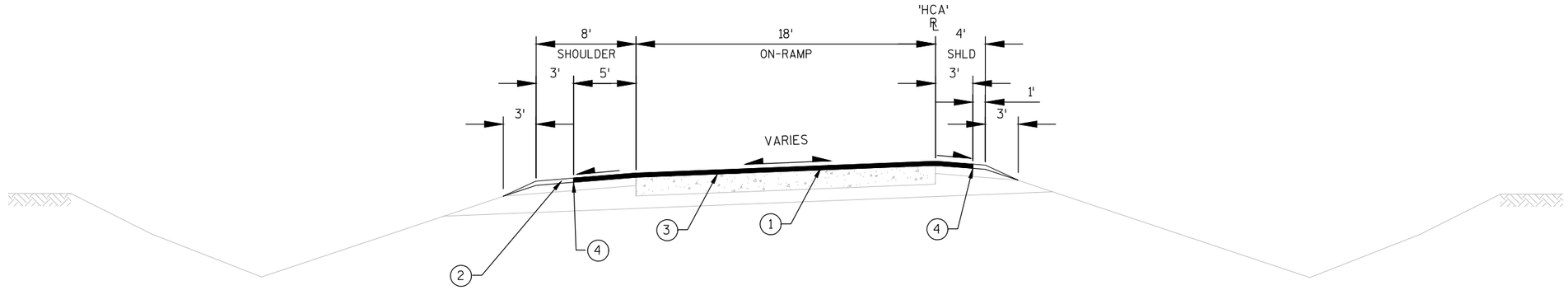
TYPICAL FINISHED SECTION
NB ON-RAMP
STA 920+71 'HAA' - STA 926+72 'HAA'

LEGEND

1	HMA PAVEMENT TYPE E-10, 3.5-INCH
2	BASE AGGREGATE DENSE 3/4-INCH, 3.5-INCH
3	SAFETY EDGE



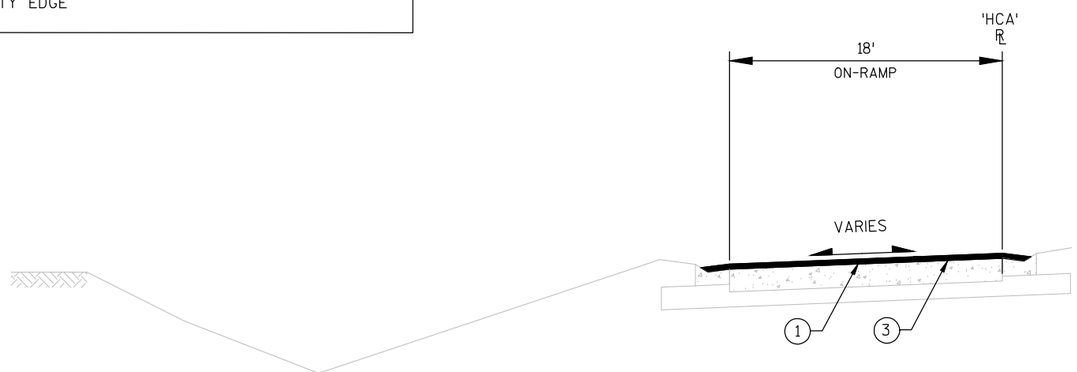
TYPICAL FINISHED SECTION
NB ON-RAMP
STA 926+72 'HAA' - STA 932+39 'HAA'



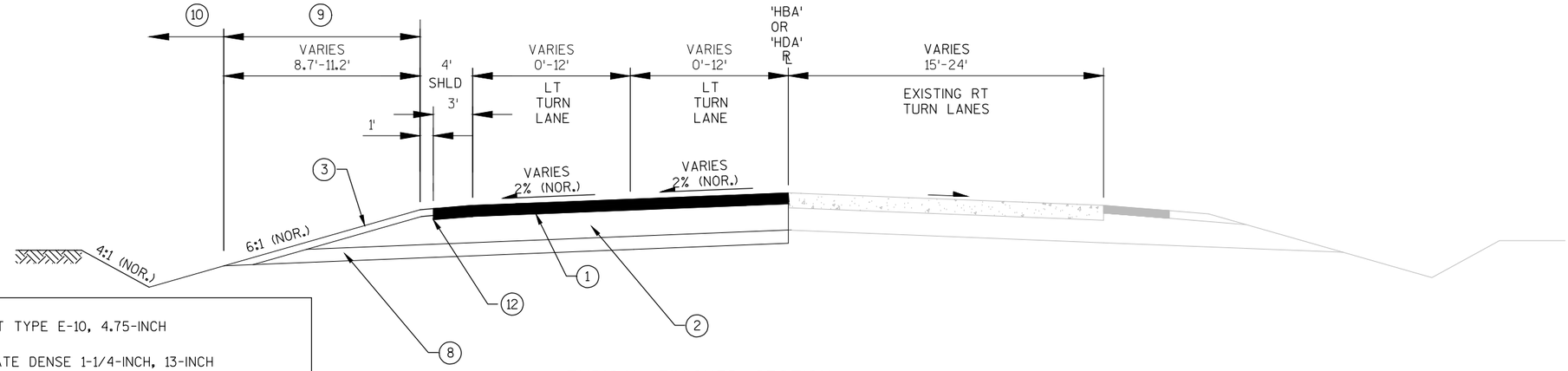
TYPICAL FINISHED SECTION
SB ON-RAMP
STA 914+19 'HCA' - STA 919+64 'HCA'

LEGEND

1	HMA PAVEMENT TYPE E-10, 2-INCH
2	BASE AGGREGATE DENSE 3/4-INCH, 2-INCH
3	CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING
4	SAFETY EDGE



TYPICAL FINISHED SECTION
SB ON-RAMP
STA 919+64 'HCA' - STA 923+84 'HCA'



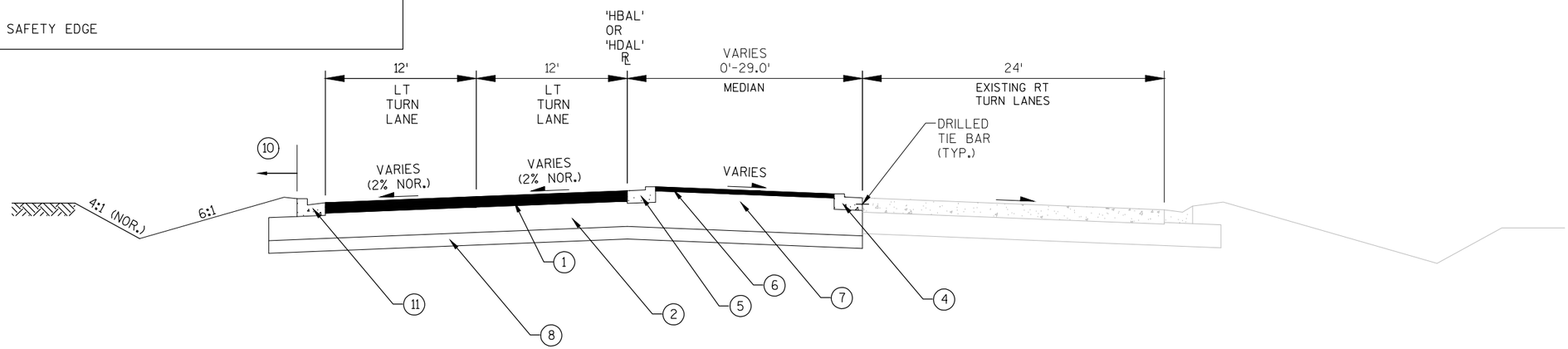
TYPICAL FINISHED SECTION

NB OFF-RAMP (FACING TERMINAL)
STA 913+60 'HBA' - STA 920+30 'HBA'

SB OFF-RAMP (FACING TERMINAL)
STA 926+65 'HDA' - STA 932+65 'HDA'

LEGEND

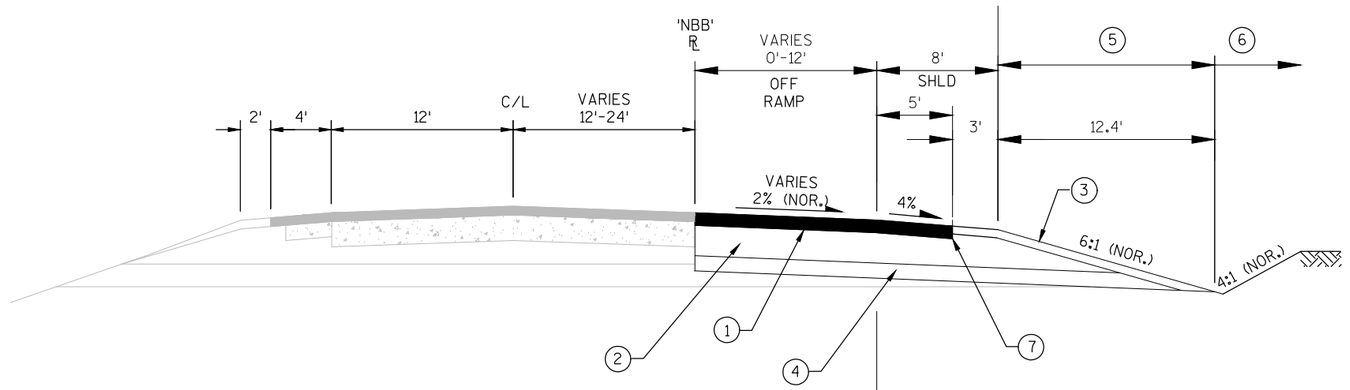
(1)	HMA PAVEMENT TYPE E-10, 4.75-INCH
(2)	BASE AGGREGATE DENSE 1-1/4-INCH, 13-INCH
(3)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(4)	CONCRETE CURB & GUTTER 30-INCH TYPE A (REJECT)
(5)	CONCRETE CURB & GUTTER 30-INCH TYPE D (REJECT)
(6)	HMA PAVEMENT TYPE E-0.3, 2-INCH
(7)	BASE AGGREGATE DENSE 1-1/4-INCH, 6-INCH
(8)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(9)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(10)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(11)	CONCRETE CURB & GUTTER 30-INCH TYPE D
(12)	SAFETY EDGE



TYPICAL FINISHED SECTION

NB OFF-RAMP (FACING TERMINAL)
STA 920+30 'HBAL' - STA 921+06 'HBAL'

SB OFF-RAMP (FACING TERMINAL)
STA 925+90 'HDAL' - STA 926+65 'HDAL'

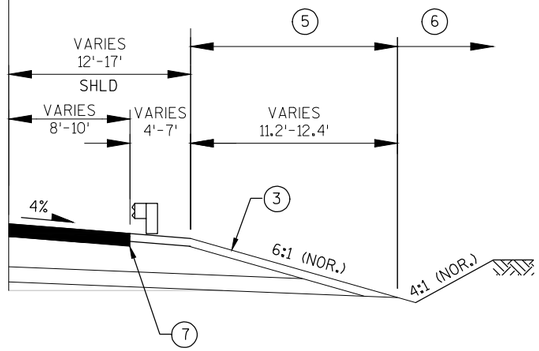


TYPICAL FINISHED SECTION

STA 897+68 'NBB' - STA 907+46 'NBB'

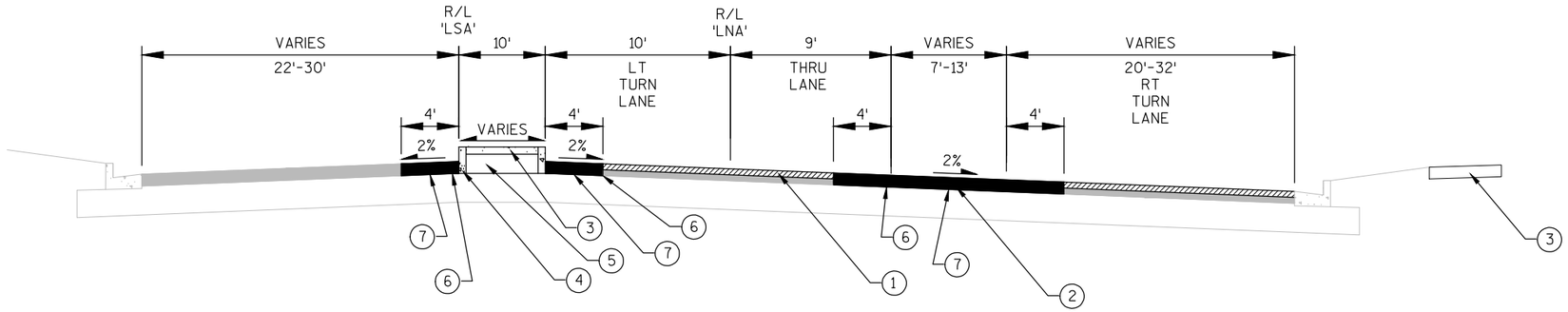
LEGEND

(1)	HMA PAVEMENT TYPE E-10, 4.75-INCH
(2)	BASE AGGREGATE DENSE 1-1/4-INCH, 13-INCH
(3)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(4)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(5)	SEEDING MIXTURE NO. 20 & FERTILIZER TYPE A
(6)	SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A, AND EROSION MAT CLASS I, TYPE B
(7)	SAFETY EDGE



BEAMGUARD

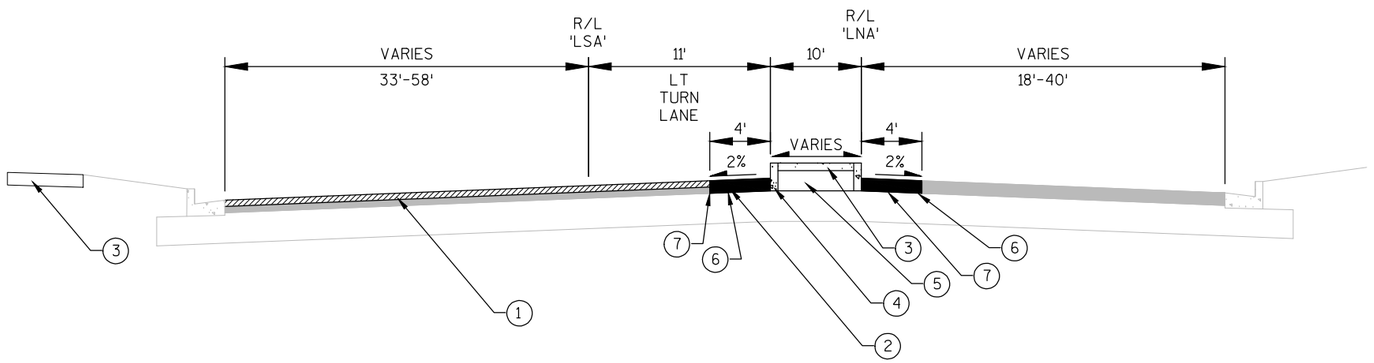
STA 905+68 'NBB' - STA 907+46 'NBB'



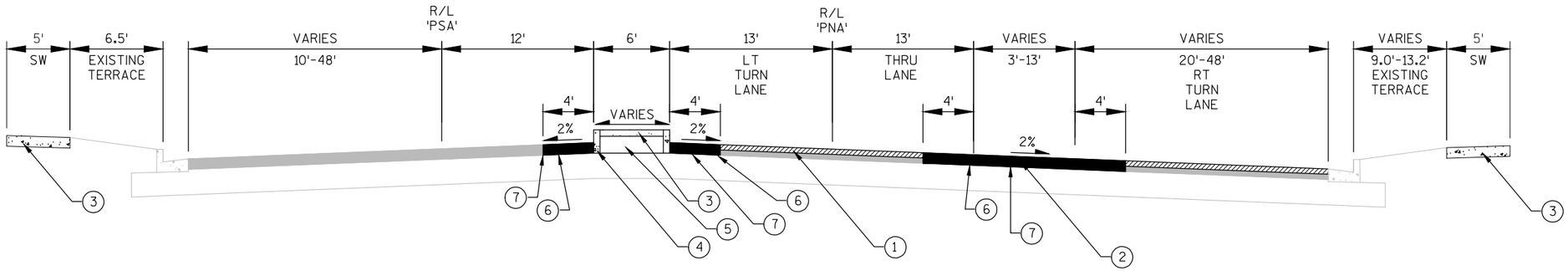
TYPICAL FINISHED SECTION
LEXINGTON DRIVE
STA 41+50'LNA' - STA 42+15'LNA'

LEGEND

(1)	REMOVING ASPHALTIC SURFACE MILLING, 1.75-INCH HMA PAVEMENT TYPE E-10, 1.75-INCH
(2)	HMA PAVEMENT TYPE E-10, 4.75-INCH
(3)	CONCRETE SIDEWALK 5-INCH
(4)	CONCRETE CURB TYPE D
(5)	BASE AGGREGATE DENSE 3/4-INCH, 13-INCH
(6)	REMOVING ASPHALTIC SURFACE
(7)	PREPARE FOUNDATION FOR ASPHALTIC PAVING



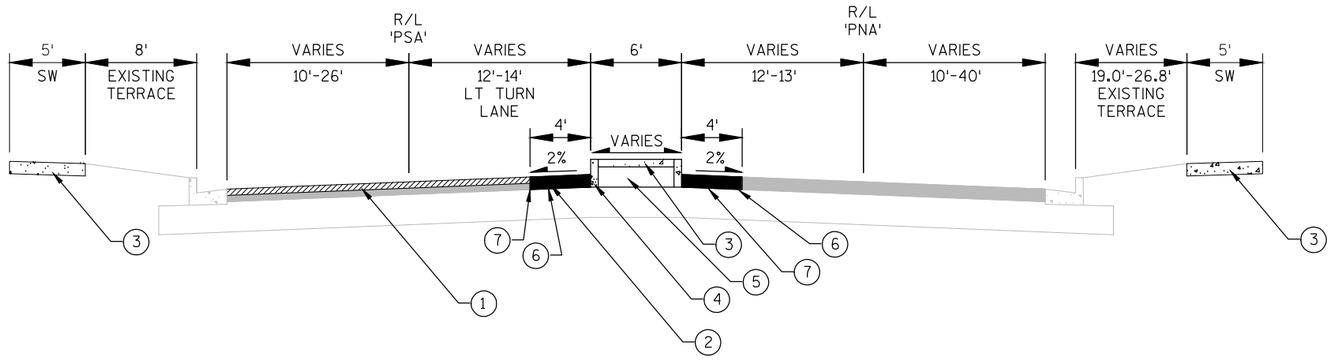
TYPICAL FINISHED SECTION
LEXINGTON DRIVE
STA 43+10'LNA' - STA 44+00'LNA'



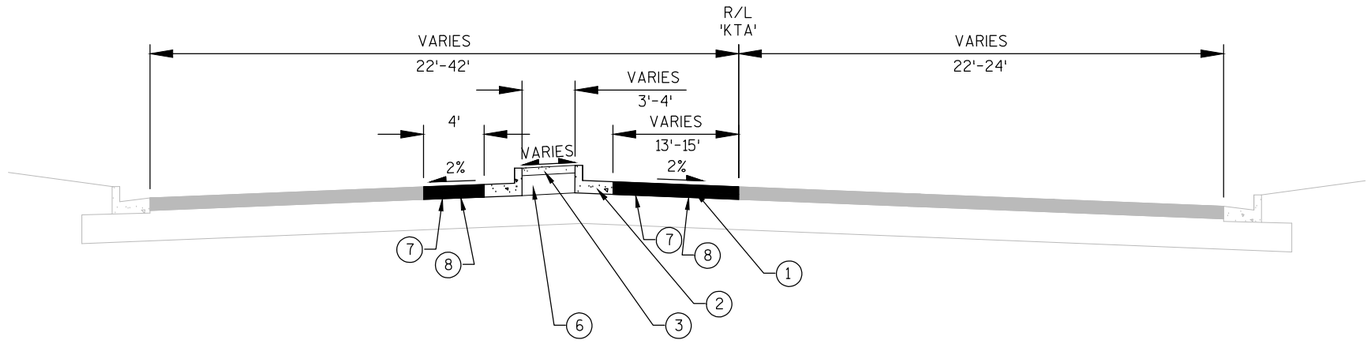
TYPICAL FINISHED SECTION
PONTIAC DRIVE
STA 51+49 'PNA' - STA 51+87 'PNA'

LEGEND

(1)	REMOVING ASPHALTIC SURFACE MILLING, 1.75-INCH HMA PAVEMENT TYPE E-10, 1.75-INCH
(2)	HMA PAVEMENT TYPE E-10, 4.75-INCH
(3)	CONCRETE SIDEWALK 5-INCH
(4)	CONCRETE CURB TYPE D
(5)	BASE AGGREGATE DENSE 3/4-INCH, 13-INCH
(6)	REMOVING ASPHALTIC SURFACE
(7)	PREPARE FOUNDATION FOR ASPHALTIC PAVING



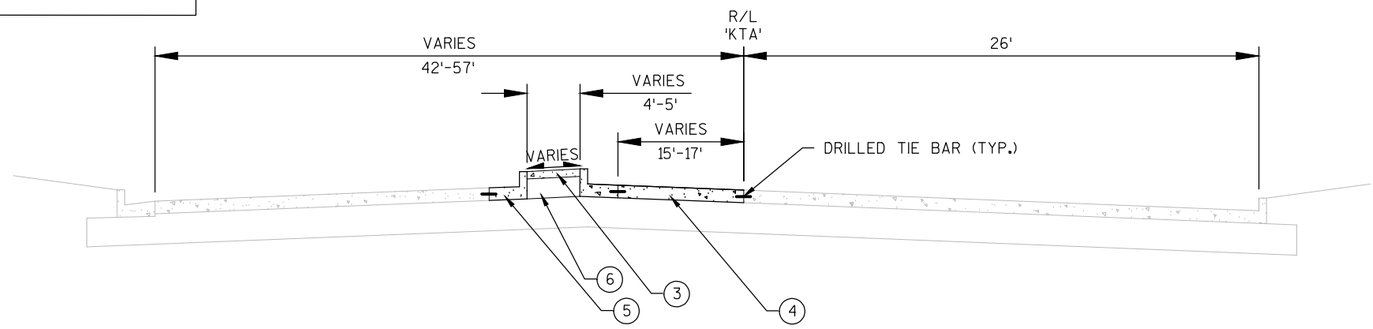
TYPICAL FINISHED SECTION
PONTIAC DRIVE
STA 52+88 'PNA' - STA 53+27 'PNA'



TYPICAL FINISHED SECTION
KETTERING STREET
STA 52+64 'KTA' - STA 52+99 'KTA'

LEGEND

(1)	HMA PAVEMENT TYPE E-10, 6-INCH
(2)	CONCRETE CURB AND GUTTER 30-INCH TYPE D, (REJECT)
(3)	CONCRETE SIDEWALK 5-INCH
(4)	CONCRETE PAVEMENT 9-INCH HES, (DOWELED AND TINED)
(5)	CONCRETE CURB AND GUTTER 30-INCH TYPE A, (REJECT)
(6)	BASE AGGREGATE DENSE 3/4-INCH, 13-INCH
(7)	REMOVING ASPHALTIC SURFACE
(8)	PREPARE FOUNDATION FOR ASPHALTIC PAVING



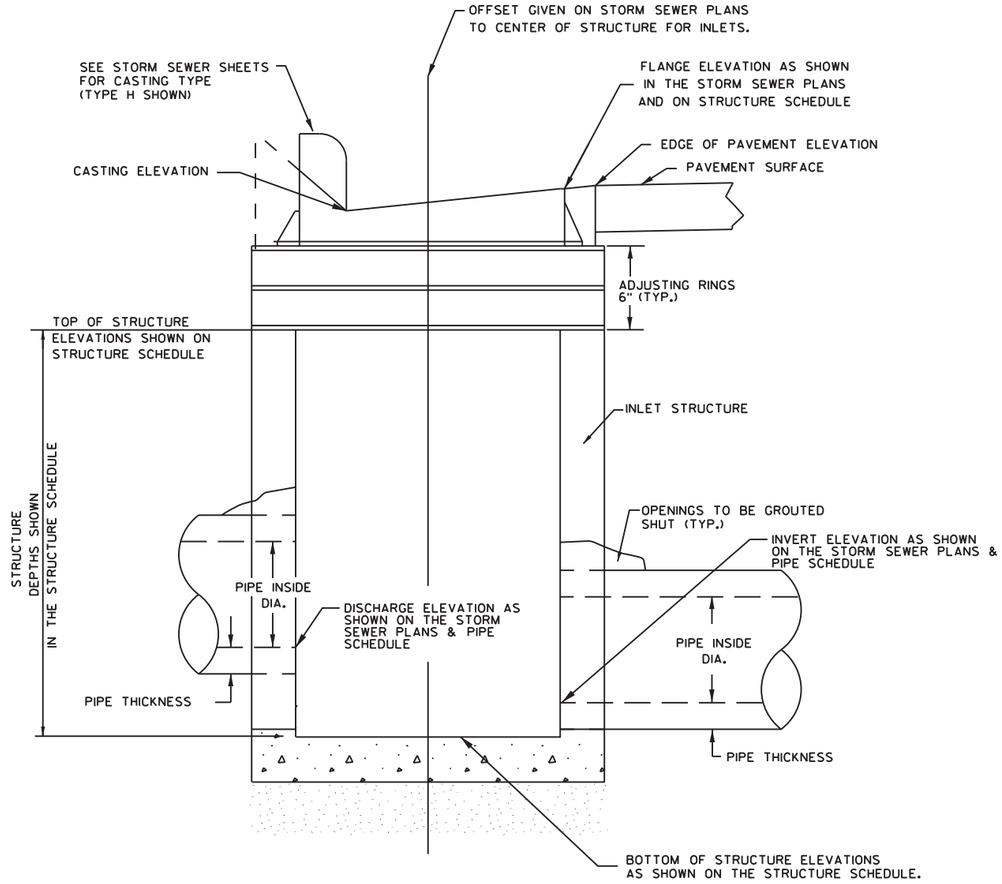
TYPICAL FINISHED SECTION
KETTERING STREET
STA 52+99 'KTA' - STA 53+24 'KTA'

2

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, S.D.D. FOR INLETS, 2x2.5 FT AND 2x3 FT.

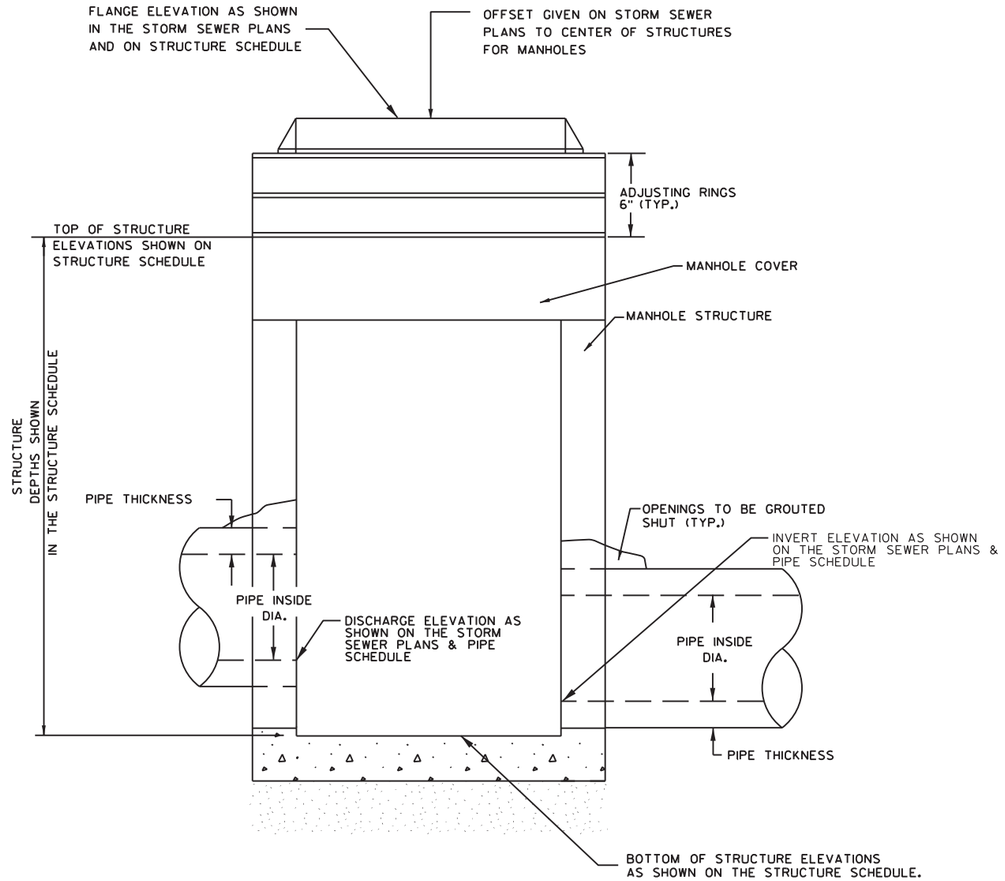


DETAIL OF INLET W/CASTING

GENERAL NOTES:

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

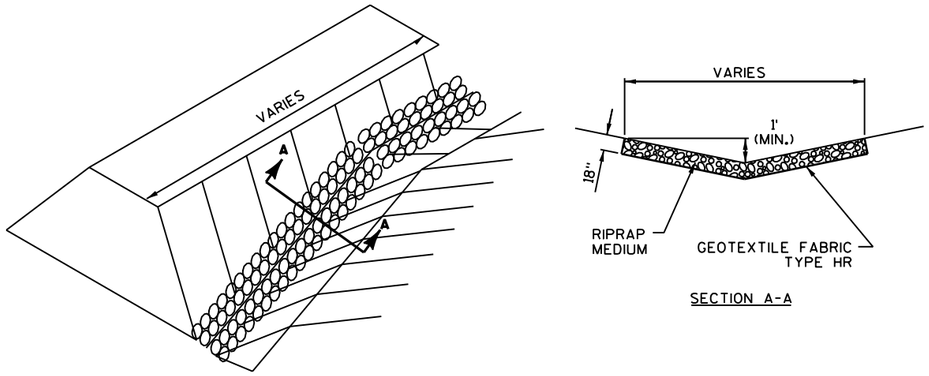
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR MANHOLES 4-FT DIA. AND 6-FT DIA.



DETAIL OF MANHOLE W/CASTING

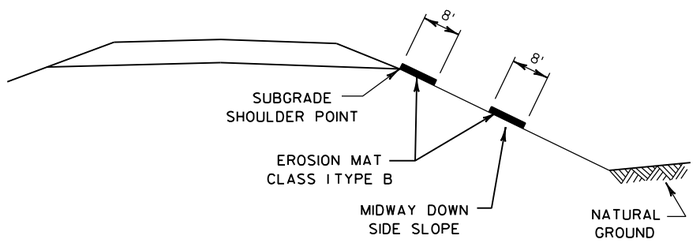
2

PROJECT NO: 5569-00-72	HWY: USH14	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 28	E



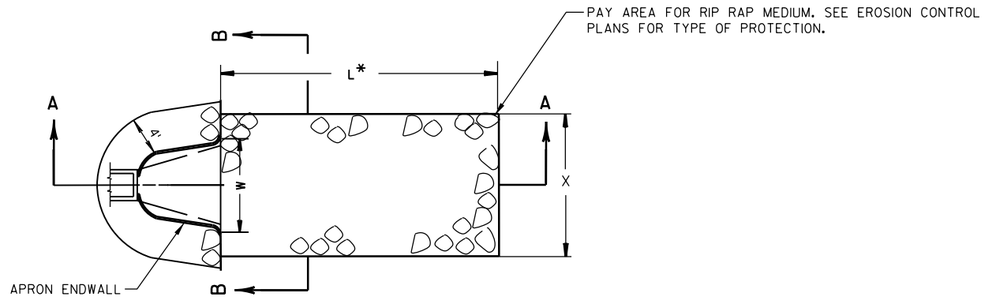
SECTION A-A

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

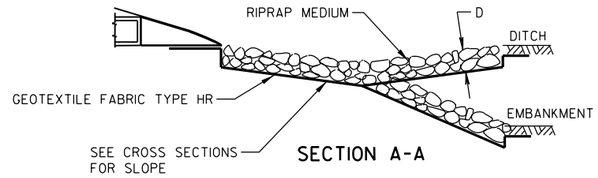


EROSION MAT DETAIL FOR SLOPES

(SEE EROSION CONTROL PLAN FOR LOCATIONS)



PLAN VIEW



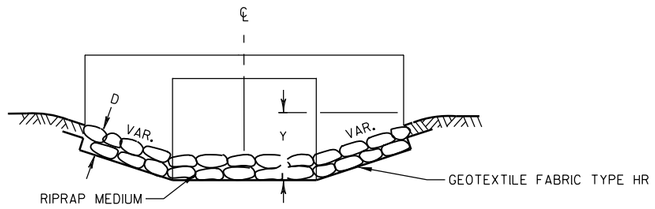
SECTION A-A

L* = 3 x W (NOR.) OR 10' MIN. OR AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

D = 18" FOR RIPRAP MEDIUM

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

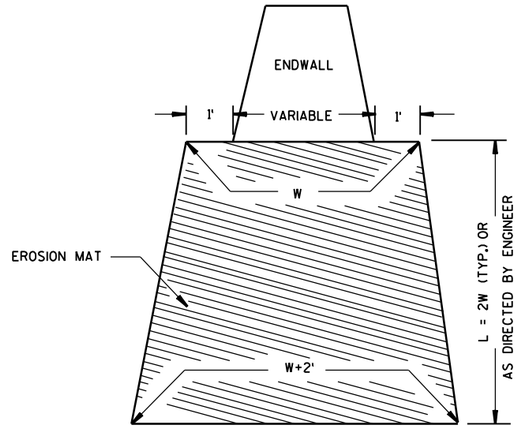
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE



SECTION B-B

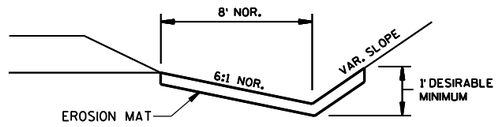
RIPRAP MEDIUM AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

2



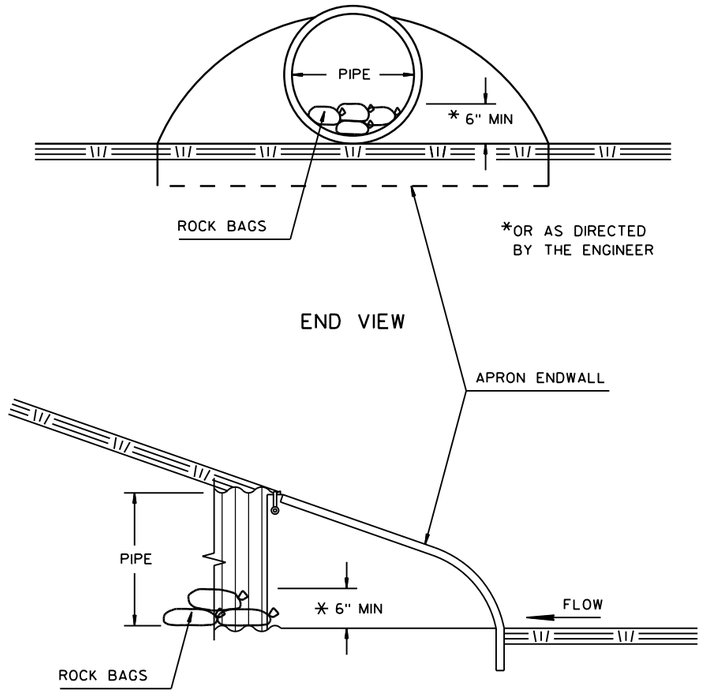
EROSION MAT TREATMENT AT CULVERTS

SEE EROSION CONTROL PLANS
FOR TYPES AND LOCATIONS.



EROSION MAT DETAIL FOR DITCHES

SEE EROSION CONTROL PLANS
FOR TYPES AND LOCATIONS.

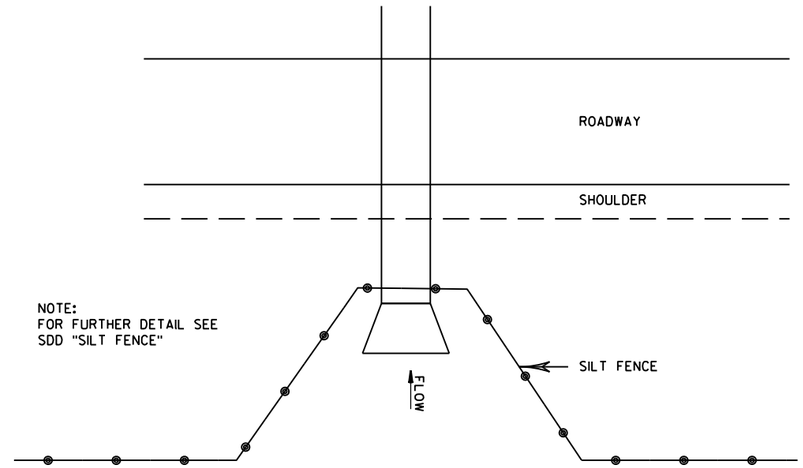


APPROXIMATE NUMBER OF ROCK BAGS REQUIRED BY PIPE SIZE

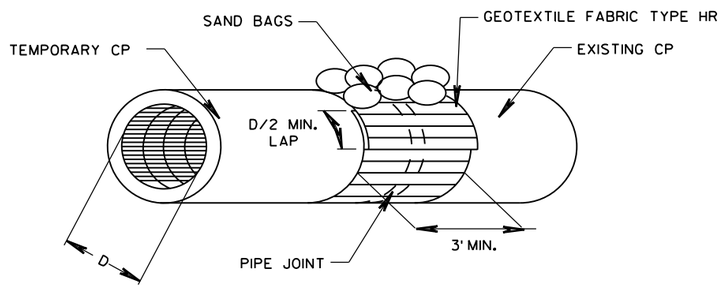
PIPE SIZE (IN)	ROCK BAGS (EACH)
15"	1
18"	1
14"x23"	2
24"	2
30"	2
36"	3

BASED ON A BAG SIZE OF 18"x12"x6"

CULVERT PIPE CHECKS

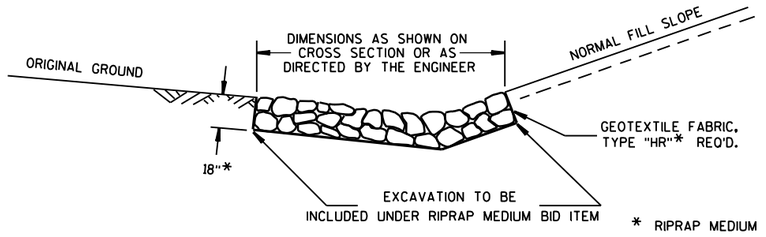


TYPICAL SILT FENCE DETAIL AT PIPE INLET



NOTE: ALL LABOR AND MATERIALS TO BE INCLUDED IN THE COST OF TEMPORARY CULVERT PIPE

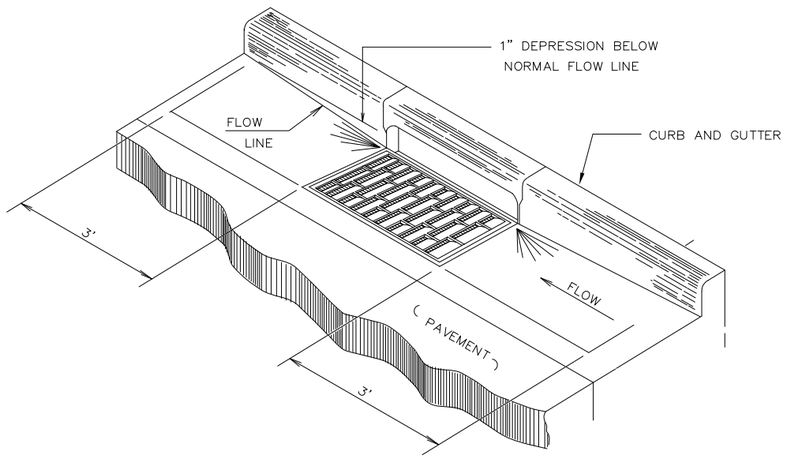
CONNECTION DETAIL TEMPORARY PIPE TO EXISTING PIPE



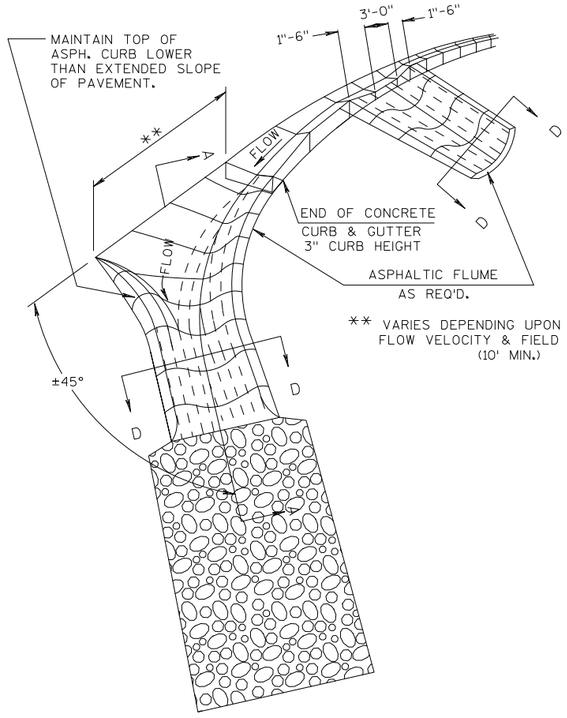
DETAIL FOR RIPRAP MEDIUM IN DITCHES

	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											

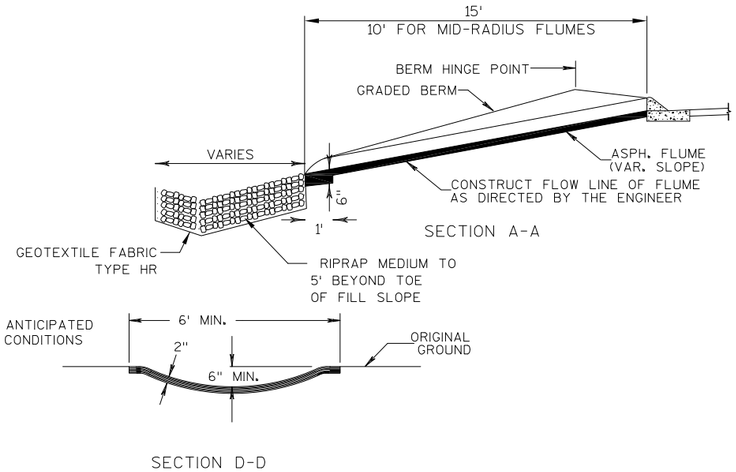
TOTAL PROJECT AREA = 151.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 16.6 ACRES



INLET FLOW LINE DETAIL (TYPE H COVER SHOWN)



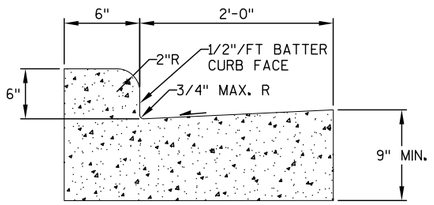
** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)



ASPHALTIC FLUME DETAIL

SEE EROSION CONTROL AND PLAN & PROFILE SHEETS FOR LOCATIONS

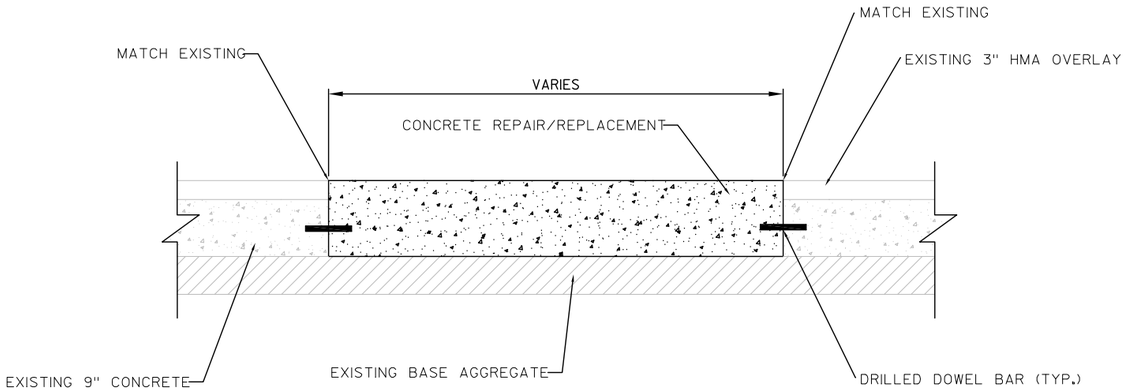
SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES" FOR DETAILS NOT SHOWN.



NOTE:
FOR ALL OTHER DIMENSIONS AND PARAMETERS,
SEE FDM SDD "CONCRETE CURB, CONCRETE CURB
& GUTTER AND TIES"

CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL DETAIL

SEE PLANS FOR LOCATIONS

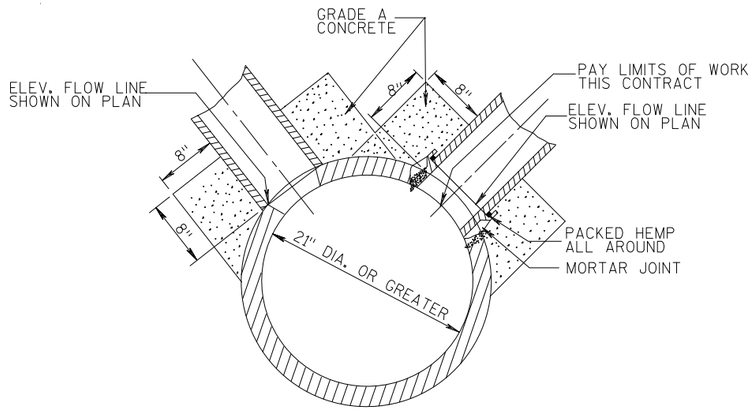


CONCRETE REPAIR AND REPLACEMENT

THIS DETAIL WILL BE USED IN AREAS
WHERE THERE IS AN EXISTING HMA OVERLAY
ON CONCRETE PAVEMENT.

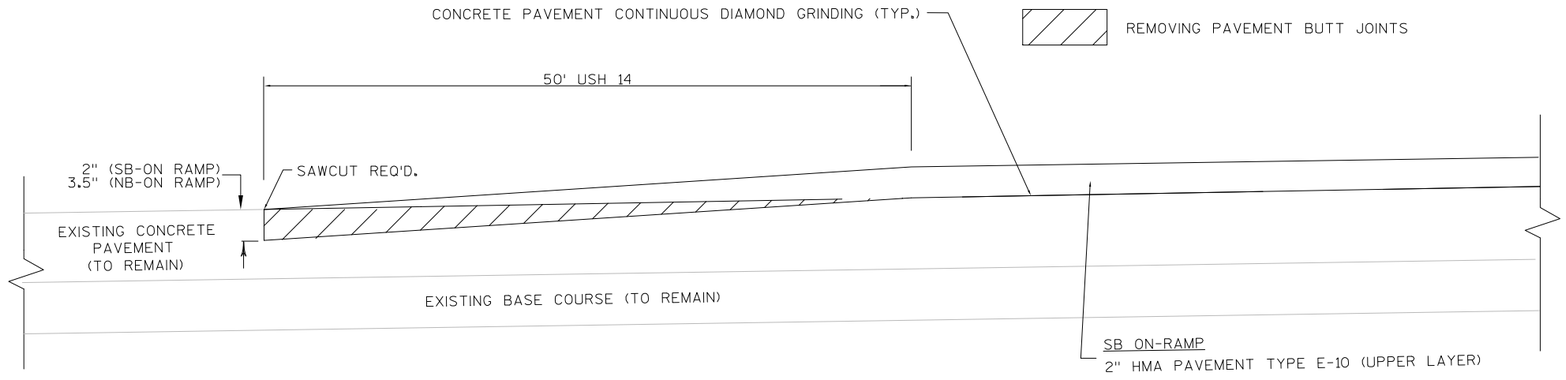
SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"

SEE PLANS FOR LOCATIONS

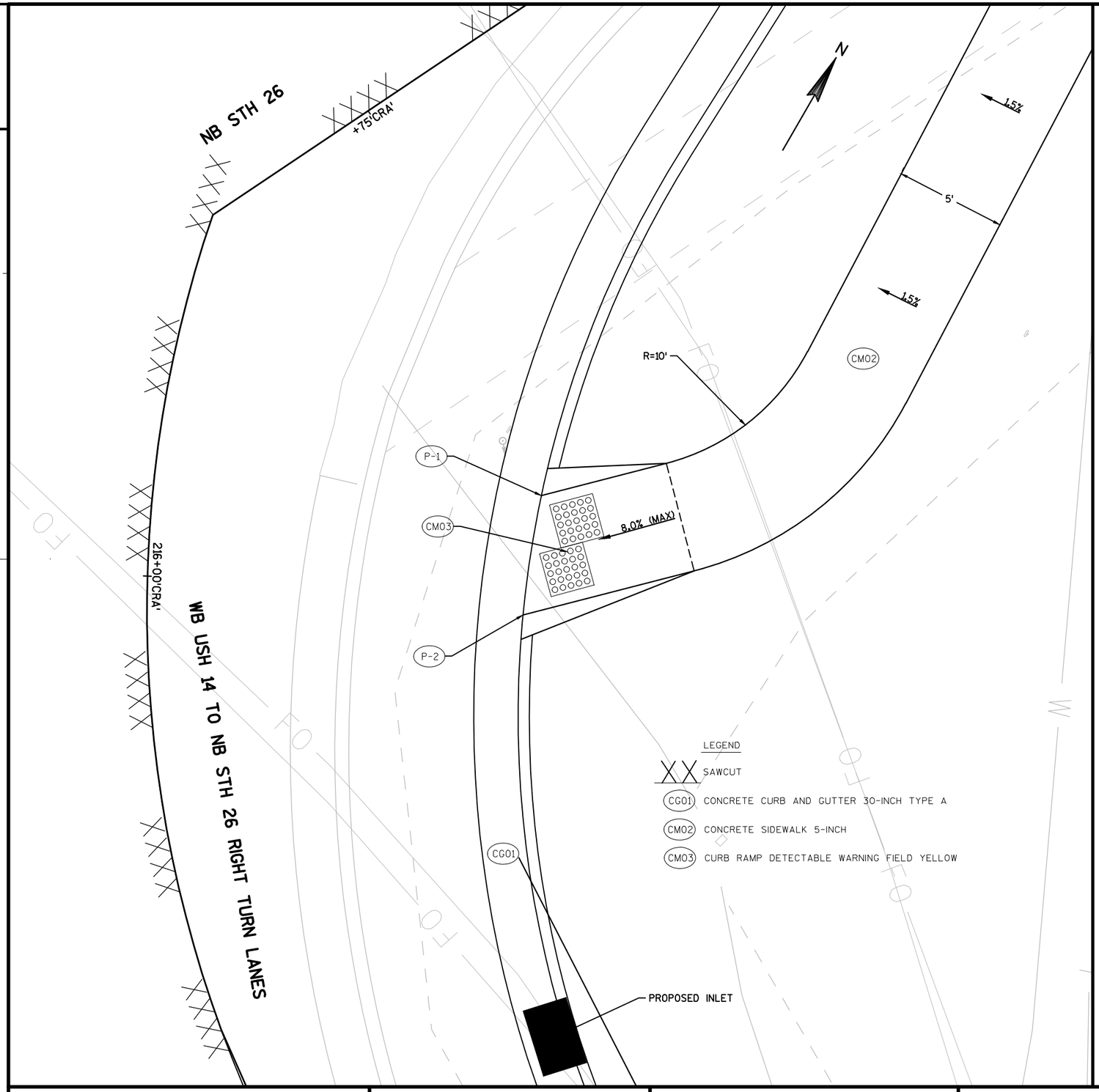


DETAIL OF CONNECTION TO STORM SEWER

NOTE: CONNECTION TO EXISTING STORM SEWER OR M.H. SHALL
BE INCLUDED IN STORM SEWER PIPE BID ITEM.
SEE STORM SEWER PLAN FOR LOCATIONS.



ON-RAMP BUTT JOINT DETAIL
SEE PLANS FOR EXACT LOCATIONS



DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	215+93.96'CRA'	17.4' LT
P-2	216+01.84'CRA'	16.9' LT

CURB RAMP DETAIL

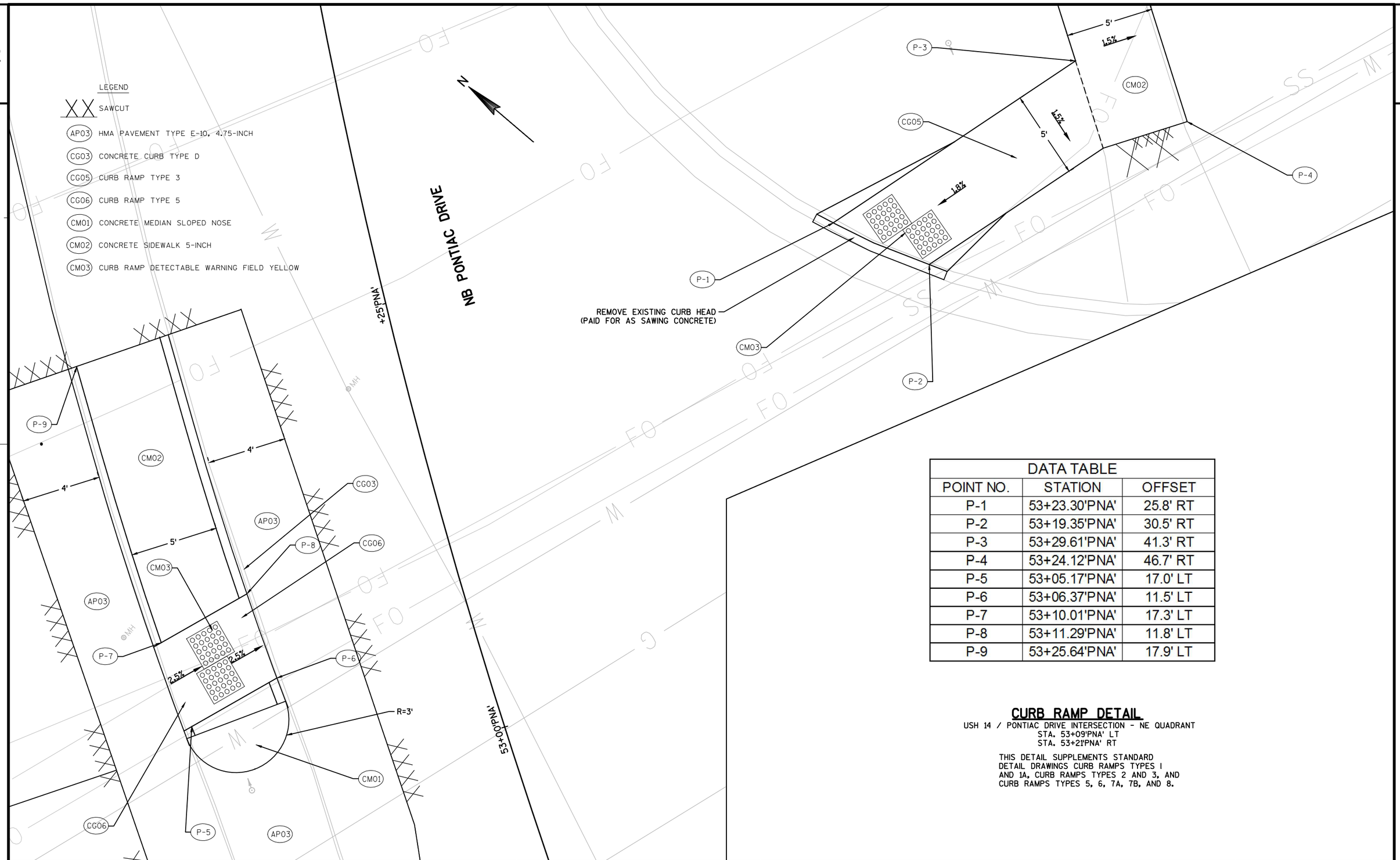
USH 14 / STH 26 INTERSECTION - NE QUADRANT
STA. 215+98'CRA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 34	E

LEGEND

- XX SAWCUT
- (AP03) HMA PAVEMENT TYPE E-10, 4.75-INCH
- (CG03) CONCRETE CURB TYPE D
- (CG05) CURB RAMP TYPE 3
- (CG06) CURB RAMP TYPE 5
- (CM01) CONCRETE MEDIAN SLOPED NOSE
- (CM02) CONCRETE SIDEWALK 5-INCH
- (CM03) CURB RAMP DETECTABLE WARNING FIELD YELLOW



DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	53+23.30'PNA'	25.8' RT
P-2	53+19.35'PNA'	30.5' RT
P-3	53+29.61'PNA'	41.3' RT
P-4	53+24.12'PNA'	46.7' RT
P-5	53+05.17'PNA'	17.0' LT
P-6	53+06.37'PNA'	11.5' LT
P-7	53+10.01'PNA'	17.3' LT
P-8	53+11.29'PNA'	11.8' LT
P-9	53+25.64'PNA'	17.9' LT

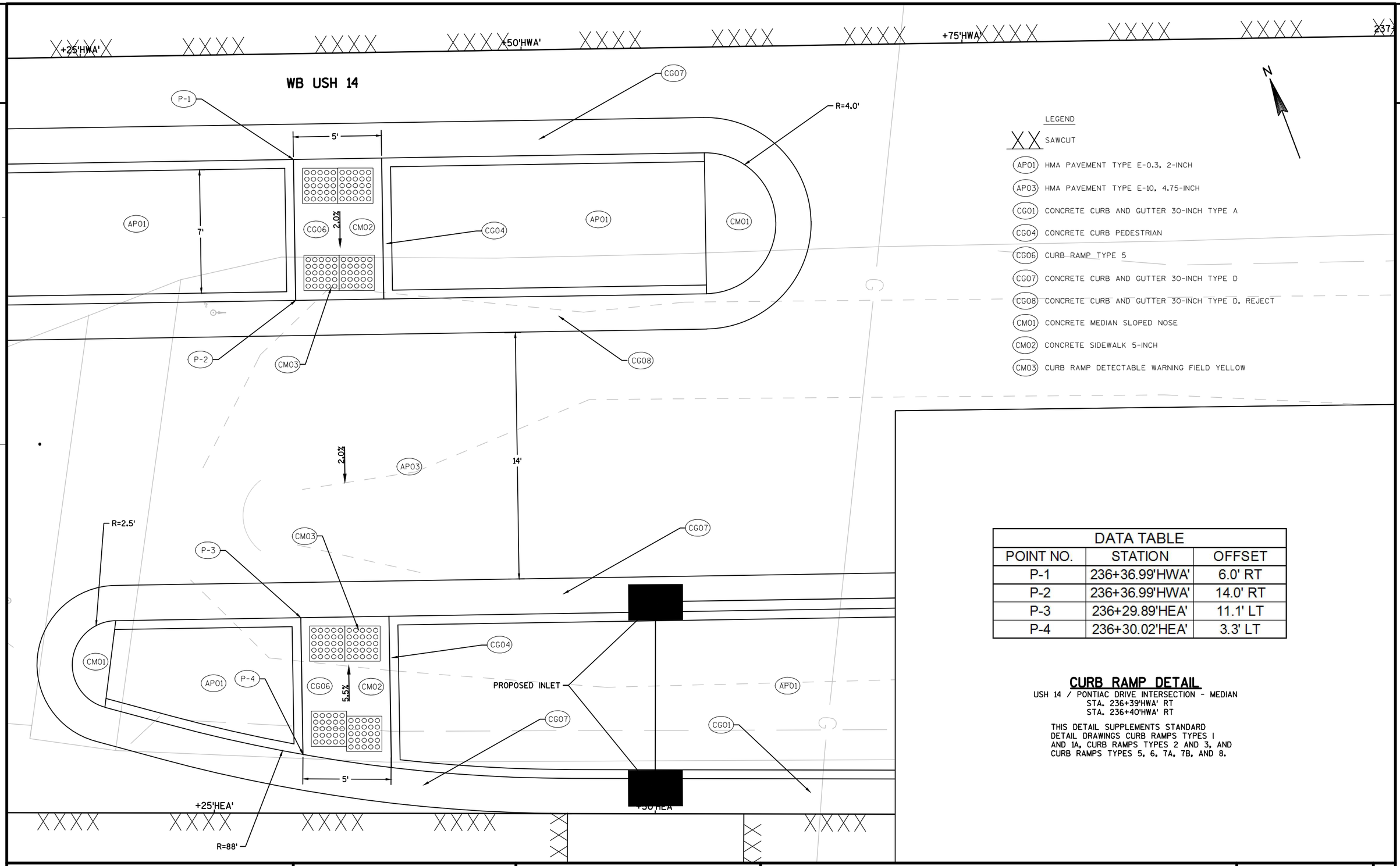
CURB RAMP DETAIL

USH 14 / PONTIAC DRIVE INTERSECTION - NE QUADRANT
STA. 53+09'PNA' LT
STA. 53+21'PNA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 35	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\CURB RAMP DETAILS.DWG PLOT DATE : 11/13/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 5'_XREF
WISDOT/CADDS SHEET 42



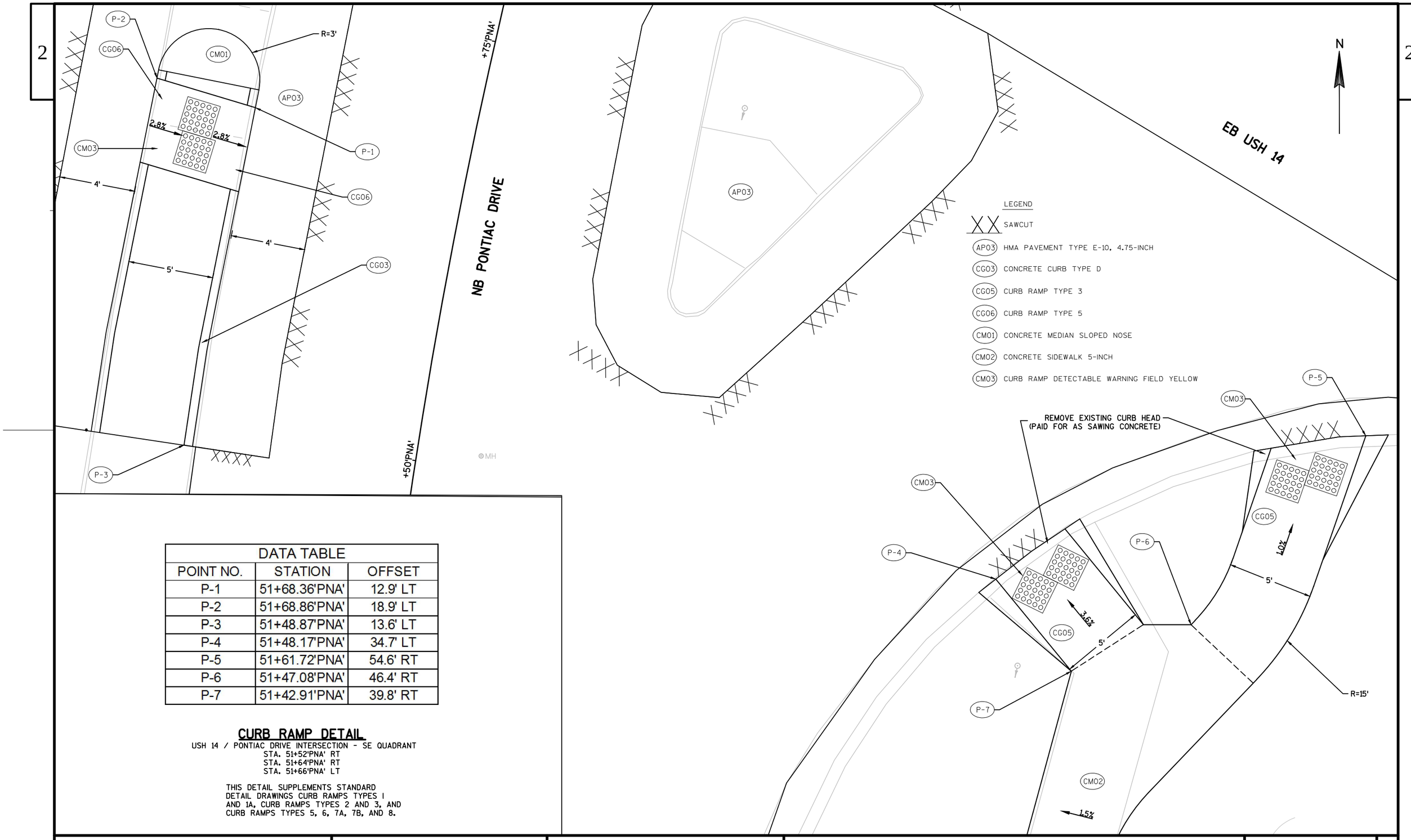
DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	236+36.99'HWA'	6.0' RT
P-2	236+36.99'HWA'	14.0' RT
P-3	236+29.89'HEA'	11.1' LT
P-4	236+30.02'HEA'	3.3' LT

CURB RAMP DETAIL

USH 14 / PONTIAC DRIVE INTERSECTION - MEDIAN
STA. 236+39'HWA' RT
STA. 236+40'HWA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 36	E



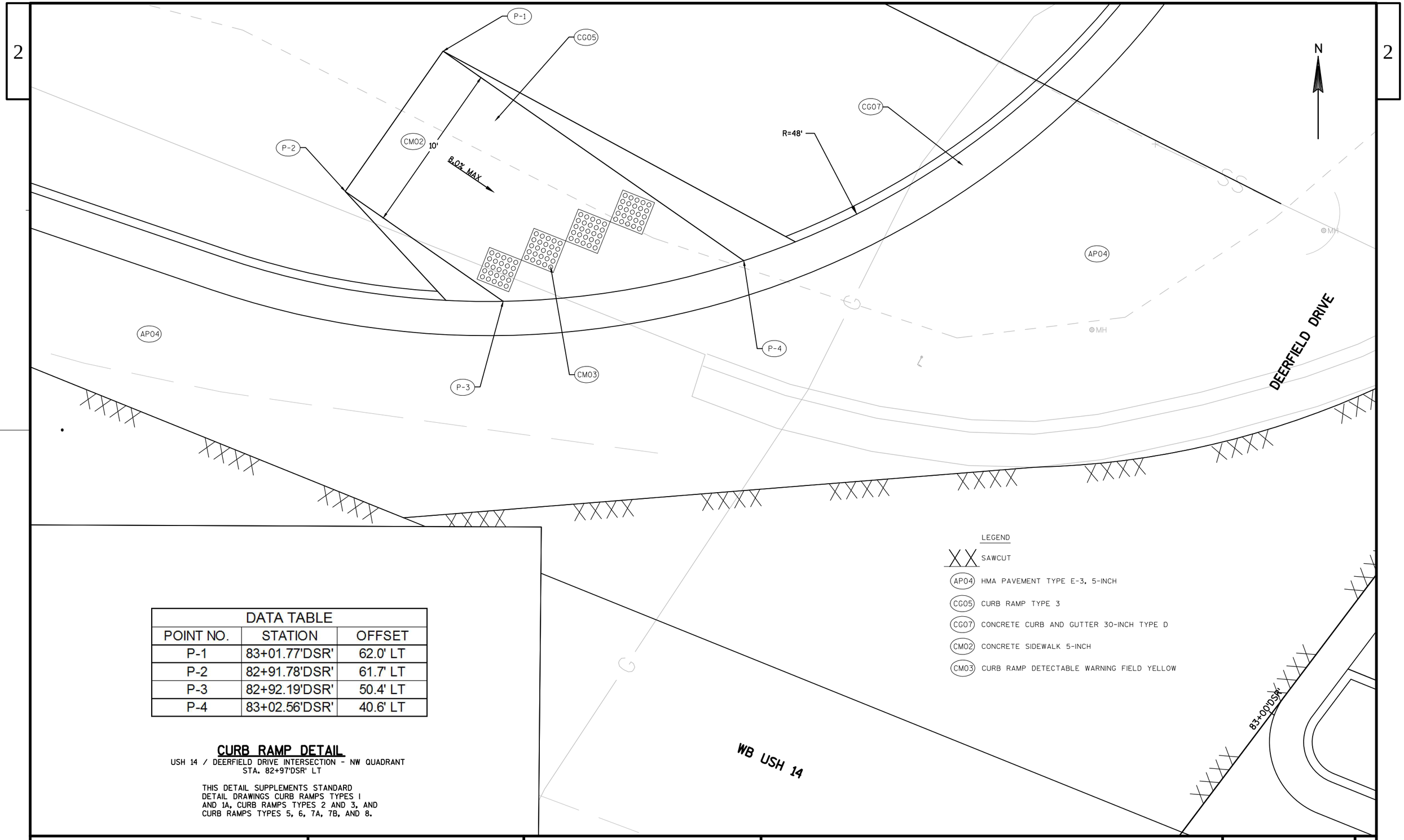
DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	51+68.36'PNA'	12.9' LT
P-2	51+68.86'PNA'	18.9' LT
P-3	51+48.87'PNA'	13.6' LT
P-4	51+48.17'PNA'	34.7' LT
P-5	51+61.72'PNA'	54.6' RT
P-6	51+47.08'PNA'	46.4' RT
P-7	51+42.91'PNA'	39.8' RT

CURB RAMP DETAIL

USH 14 / PONTIAC DRIVE INTERSECTION - SE QUADRANT
STA. 51+52'PNA' RT
STA. 51+64'PNA' RT
STA. 51+66'PNA' LT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 37	E



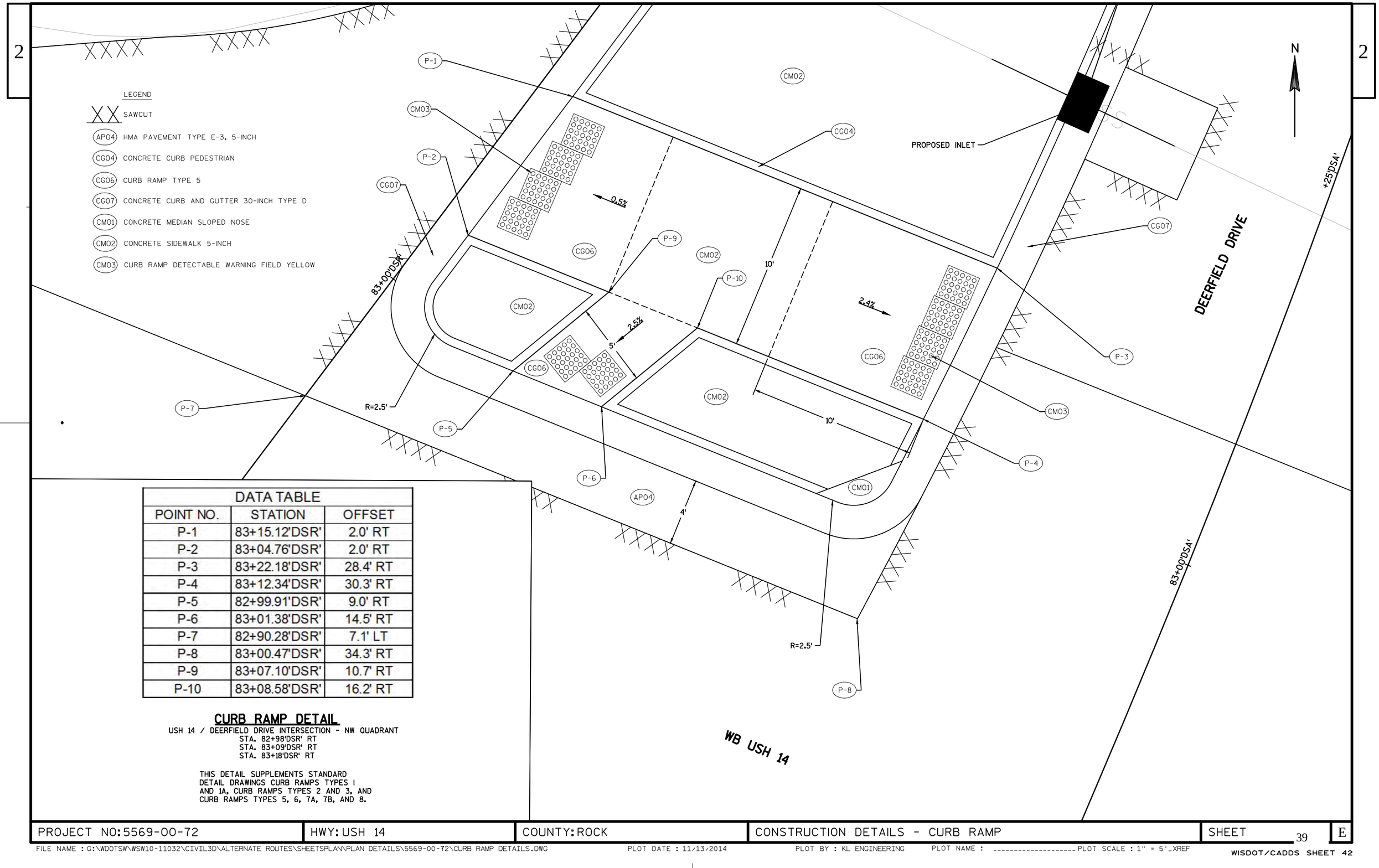
DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	83+01.77'DSR'	62.0' LT
P-2	82+91.78'DSR'	61.7' LT
P-3	82+92.19'DSR'	50.4' LT
P-4	83+02.56'DSR'	40.6' LT

CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - NW QUADRANT
STA. 82+97'DSR' LT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 38	E



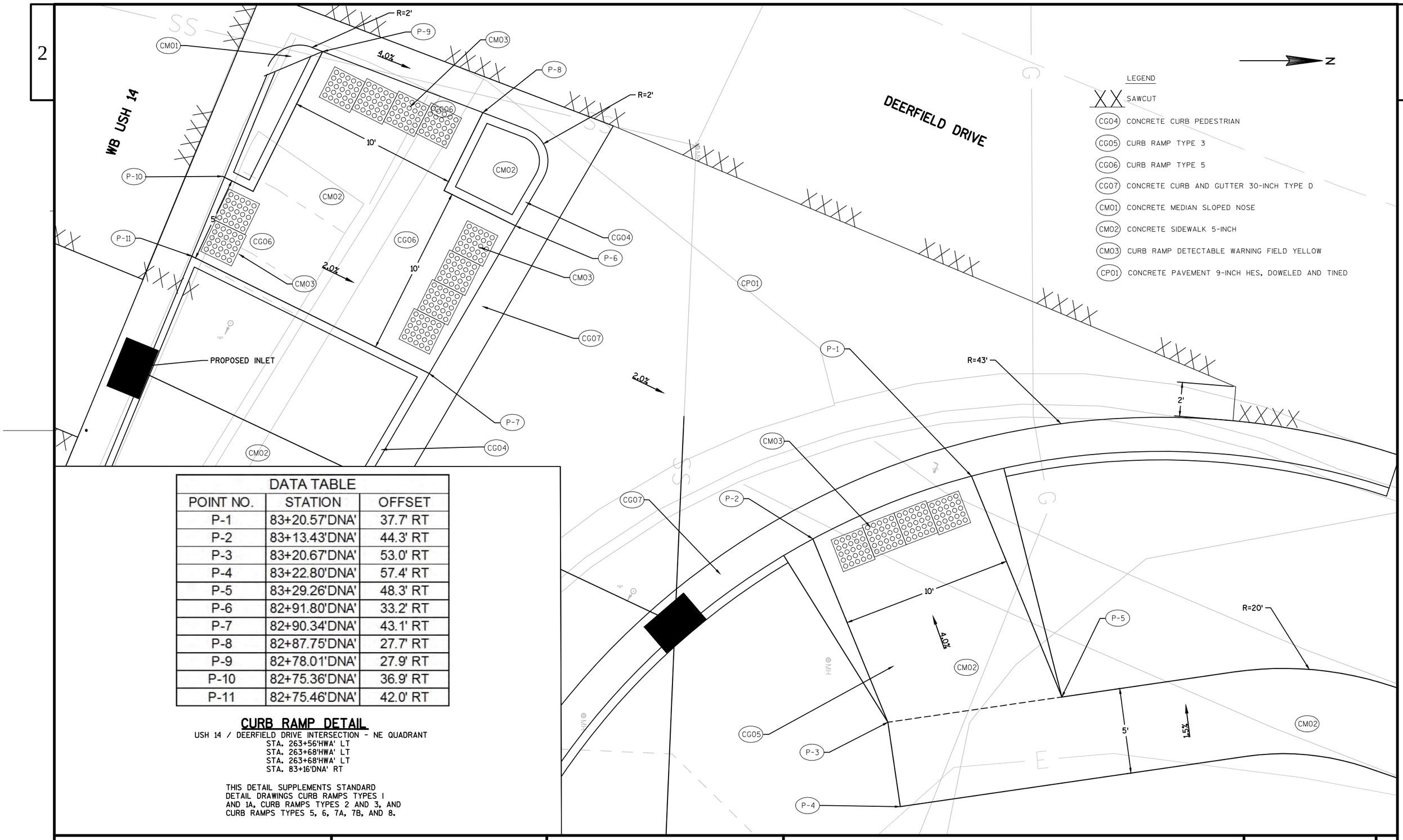
DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	83+15.12'DSR'	2.0' RT
P-2	83+04.76'DSR'	2.0' RT
P-3	83+22.18'DSR'	28.4' RT
P-4	83+12.34'DSR'	30.3' RT
P-5	82+99.91'DSR'	9.0' RT
P-6	83+01.38'DSR'	14.5' RT
P-7	82+90.28'DSR'	7.1' LT
P-8	83+00.47'DSR'	34.3' RT
P-9	83+07.10'DSR'	10.7' RT
P-10	83+08.58'DSR'	16.2' RT

CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - NW QUADRANT
STA. 82+98'DSR' RT
STA. 83+09'DSR' RT
STA. 83+18'DSR' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES I AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 39	E



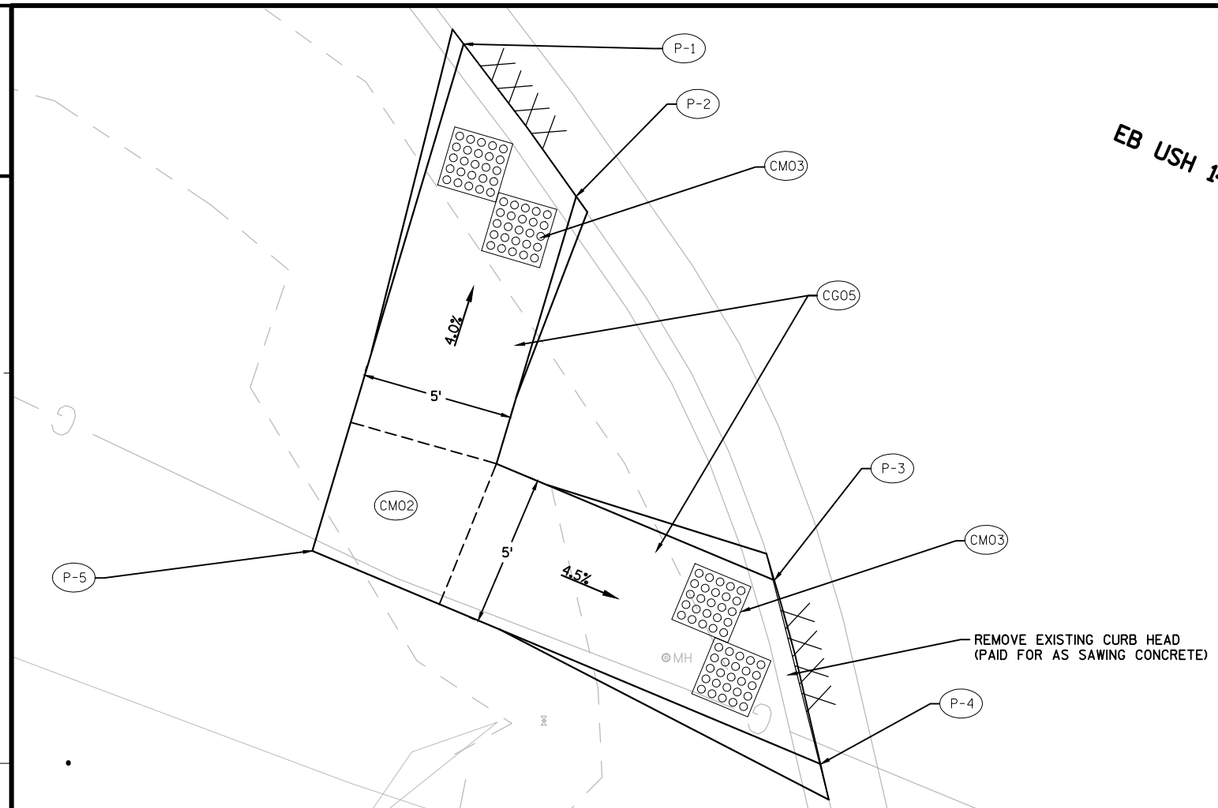
DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	83+20.57'DNA'	37.7' RT
P-2	83+13.43'DNA'	44.3' RT
P-3	83+20.67'DNA'	53.0' RT
P-4	83+22.80'DNA'	57.4' RT
P-5	83+29.26'DNA'	48.3' RT
P-6	82+91.80'DNA'	33.2' RT
P-7	82+90.34'DNA'	43.1' RT
P-8	82+87.75'DNA'	27.7' RT
P-9	82+78.01'DNA'	27.9' RT
P-10	82+75.36'DNA'	36.9' RT
P-11	82+75.46'DNA'	42.0' RT

CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - NE QUADRANT
STA. 263+56'HWA' LT
STA. 263+68'HWA' LT
STA. 263+68'HWA' LT
STA. 83+16'DNA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

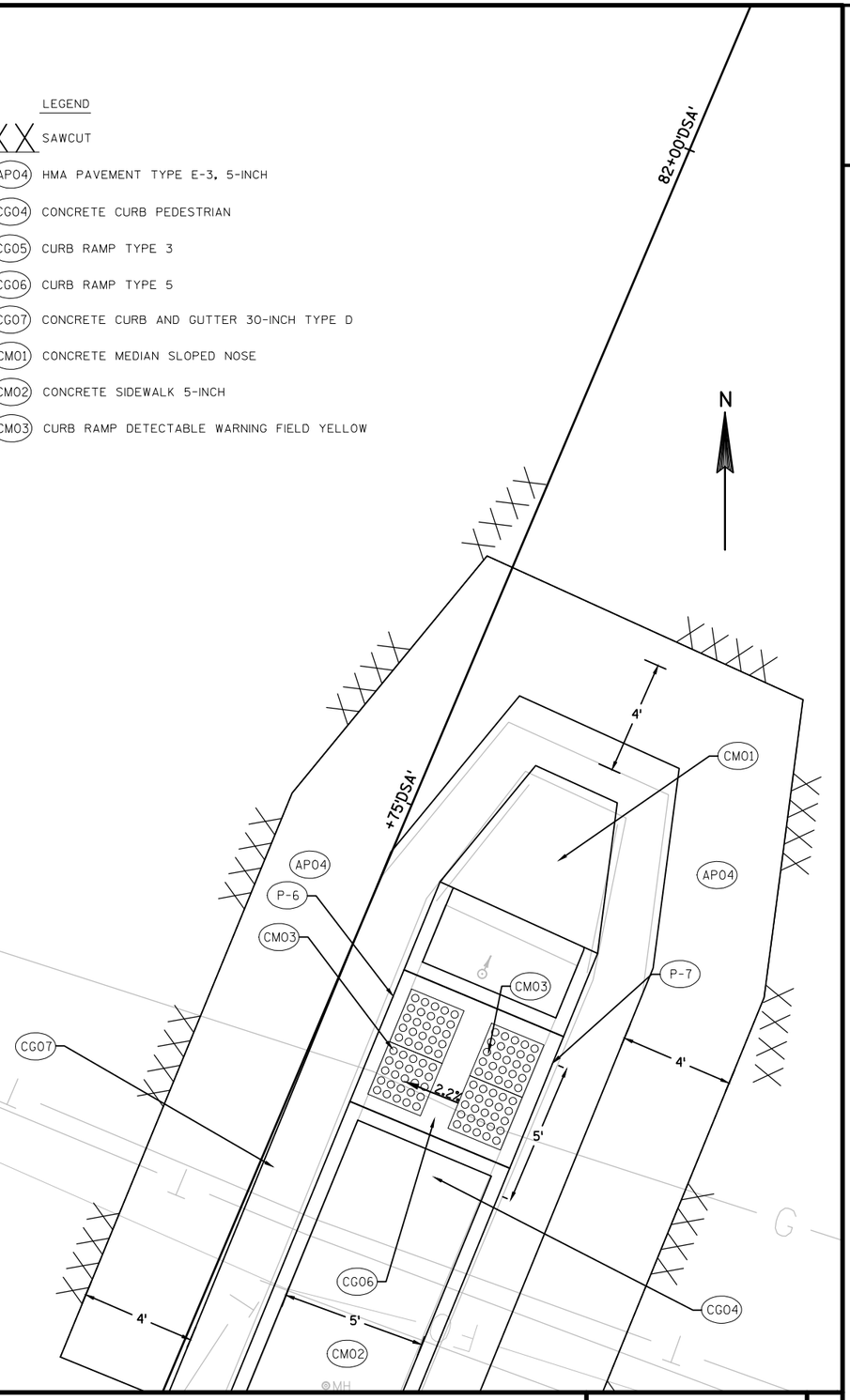
PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 40	E



EB USH 14

LEGEND

XX	SAWCUT
APO4	HMA PAVEMENT TYPE E-3, 5-INCH
CGO4	CONCRETE CURB PEDESTRIAN
CGO5	CURB RAMP TYPE 3
CGO6	CURB RAMP TYPE 5
CGO7	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CMO1	CONCRETE MEDIAN SLOPED NOSE
CMO2	CONCRETE SIDEWALK 5-INCH
CMO3	CURB RAMP DETECTABLE WARNING FIELD YELLOW



DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	81+80.70'DSA'	55.3' LT
P-2	81+77.53'DSA'	49.9' LT
P-3	81+68.41'DSA'	39.0' LT
P-4	81+63.43'DSA'	35.2' LT
P-5	81+63.36'DSA	53.4' LT
P-6	81+68.57'DSA'	2.0' RT
P-7	81+68.59'DSA'	8.1' RT

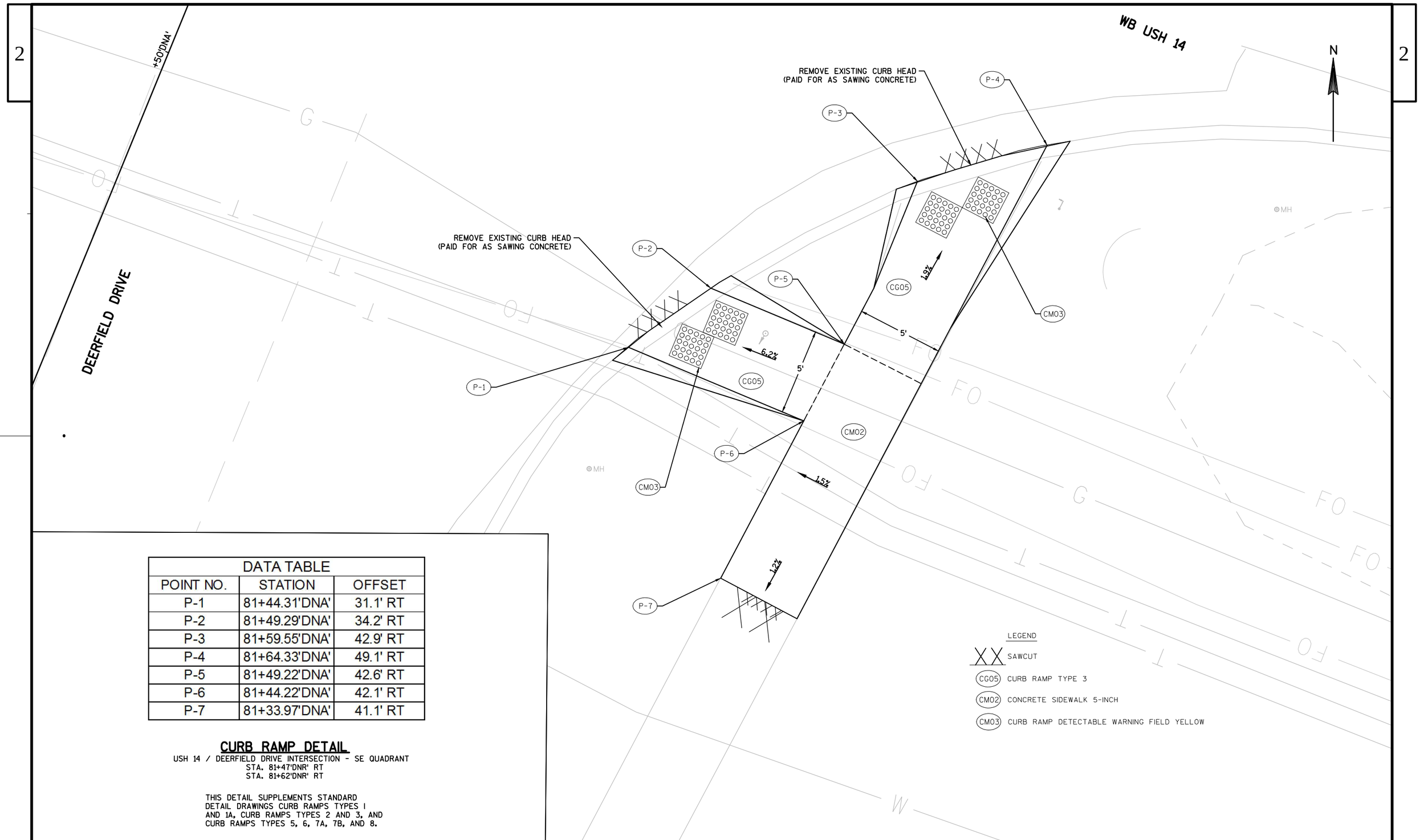
CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - NE QUADRANT
STA. 81+66'DSA' RT
STA. 81+66'DSA' LT
STA. 81+82'DSA' LT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

DEERFIELD DRIVE

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 41	E



DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	81+44.31'DNA'	31.1' RT
P-2	81+49.29'DNA'	34.2' RT
P-3	81+59.55'DNA'	42.9' RT
P-4	81+64.33'DNA'	49.1' RT
P-5	81+49.22'DNA'	42.6' RT
P-6	81+44.22'DNA'	42.1' RT
P-7	81+33.97'DNA'	41.1' RT

CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - SE QUADRANT
STA. 81+47'DNR' RT
STA. 81+62'DNR' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

LEGEND

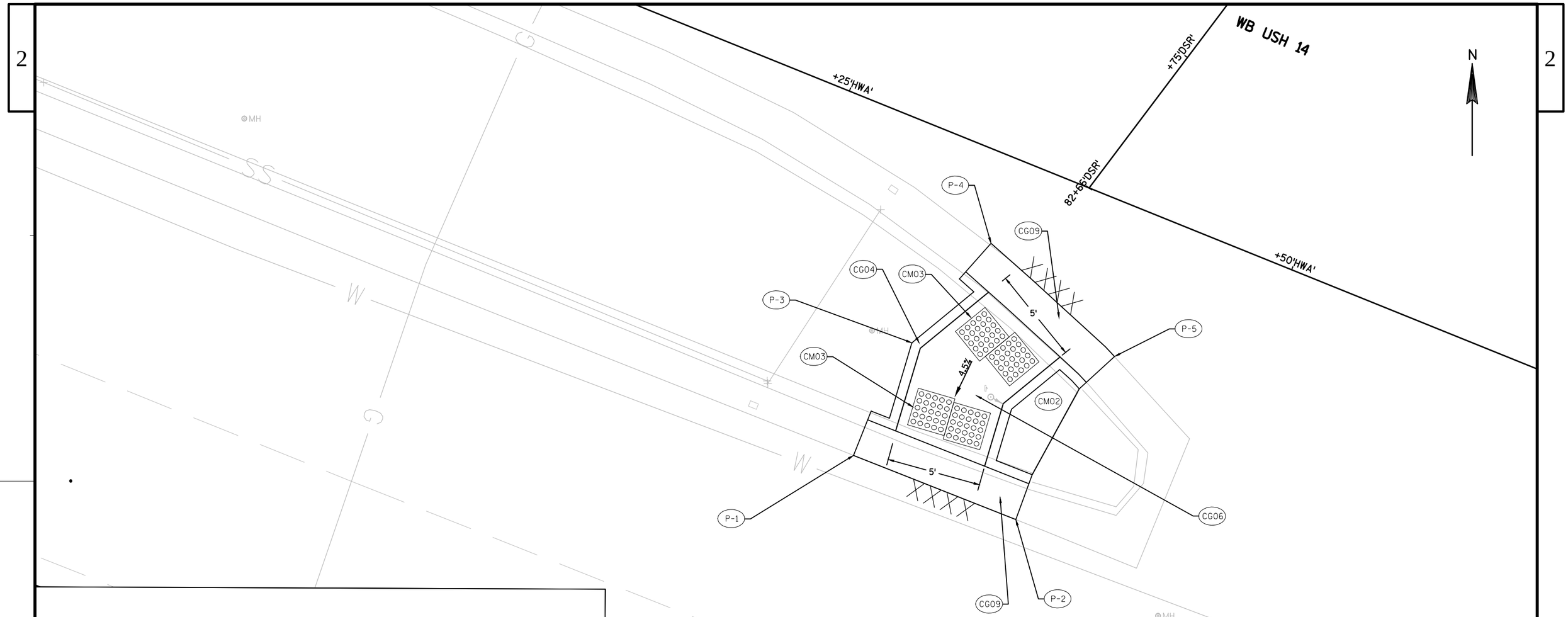
XX SAWCUT

CG05 CURB RAMP TYPE 3

CM02 CONCRETE SIDEWALK 5-INCH

CM03 CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 42	E



DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	262+32.36'HWA'	17.6' RT
P-2	262+41.50'HWA'	17.6' RT
P-3	262+32.98'HWA'	11.0' RT
P-4	262+34.87'HWA'	4.6' RT
P-5	262+43.09'HWA'	7.7' RT

CURB RAMP DETAIL

USH 14 / DEERFIELD DRIVE INTERSECTION - MEDIAN WEST
STA. 262+27'HEA' LT
STA. 262+39'HWA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

LEGEND

- XX SAWCUT
- CG04 CONCRETE CURB PEDESTRIAN
- CG06 CURB RAMP TYPE 5
- CG09 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CM02 CONCRETE SIDEWALK 5-INCH
- CM03 CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 43	E

LEGEND

XX SAWCUT

(CG04) CONCRETE CURB PEDESTRIAN

(CG05) CURB RAMP TYPE 3

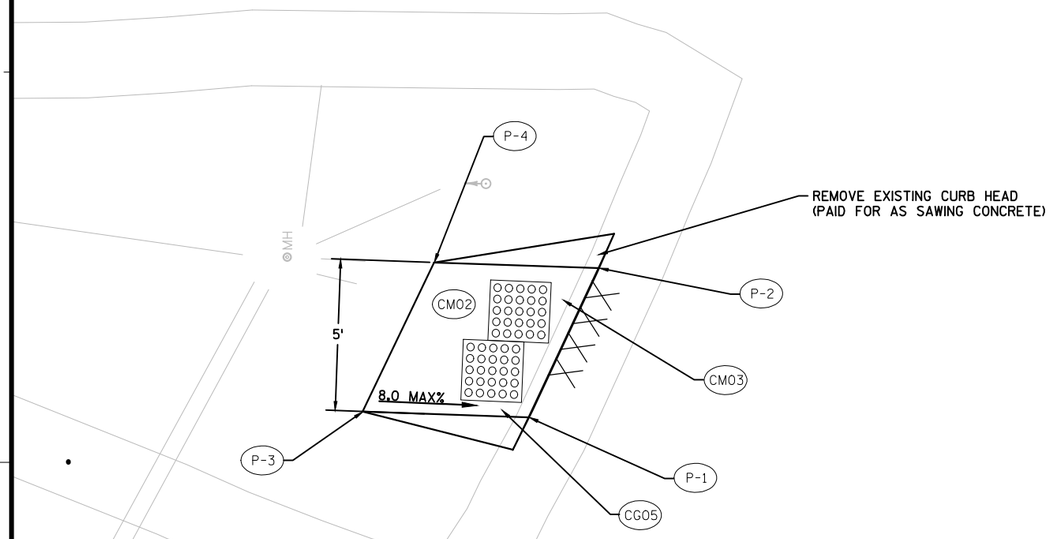
(CG06) CURB RAMP TYPE 5

(CG09) CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G

(CM01) CONCRETE MEDIAN SLOPED NOSE

(CM02) CONCRETE SIDEWALK 5-INCH

(CM03) CURB RAMP DETECTABLE WARNING FIELD YELLOW

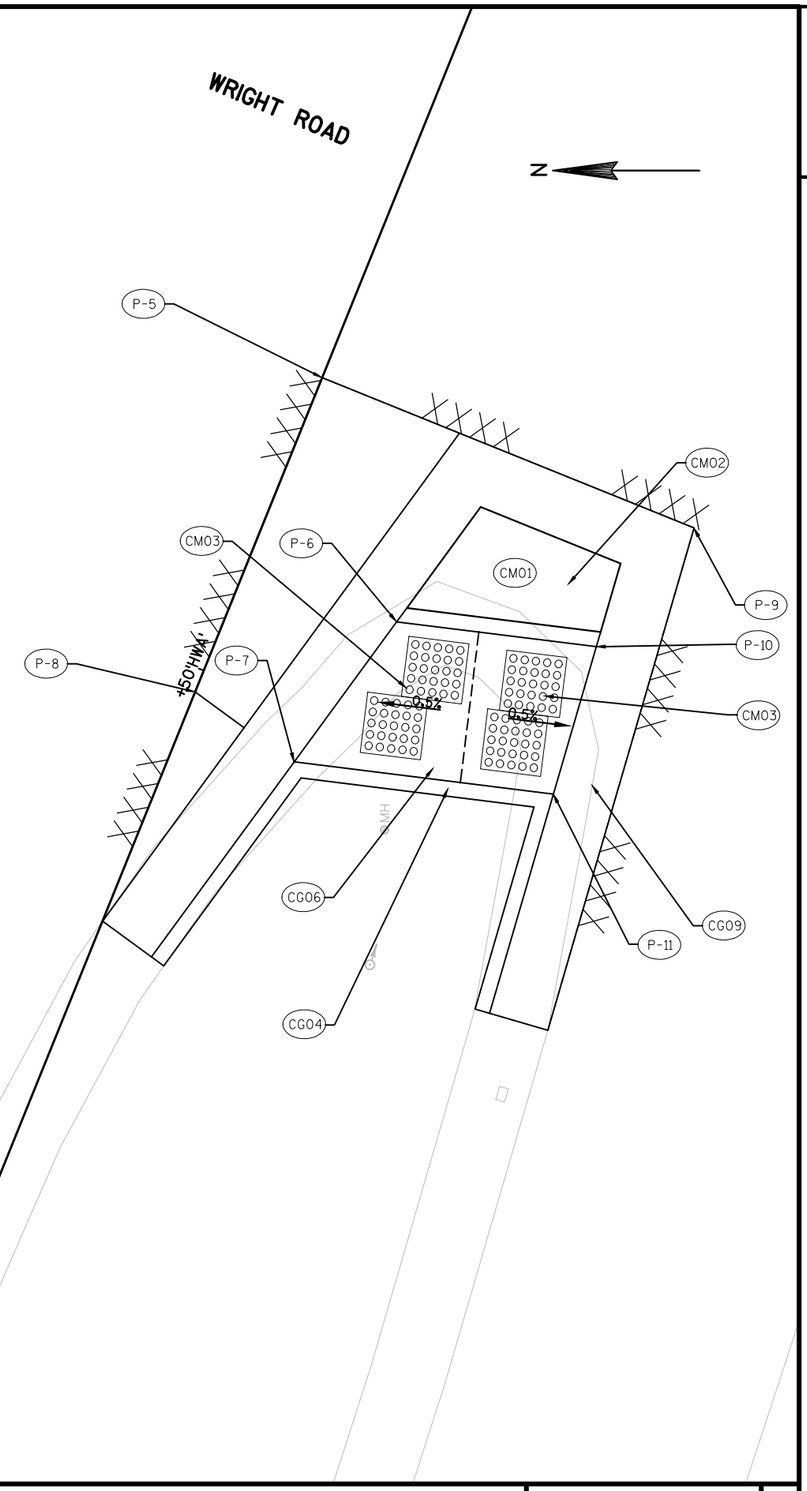


DATA TABLE		
POINT NO.	STATION	OFFSET
P-1	280+32.76'HWA'	38.4' LT
P-2	280+38.19'HWA'	38.1' LT
P-3	280+30.88'HWA'	43.5' LT
P-4	280+36.32'HWA'	43.2' LT
P-5	280+60.42'HWA'	0.0' RT
P-6	280+53.87'HWA'	5.3' RT
P-7	280+48.32'HWA'	3.9' RT
P-8	280+49.24'HWA'	0.0' RT
P-9	280+60.42'HWA'	13.2' RT
P-10	280+55.58'HWA'	11.7' RT
P-11	280+50.54'HWA'	12.2' RT

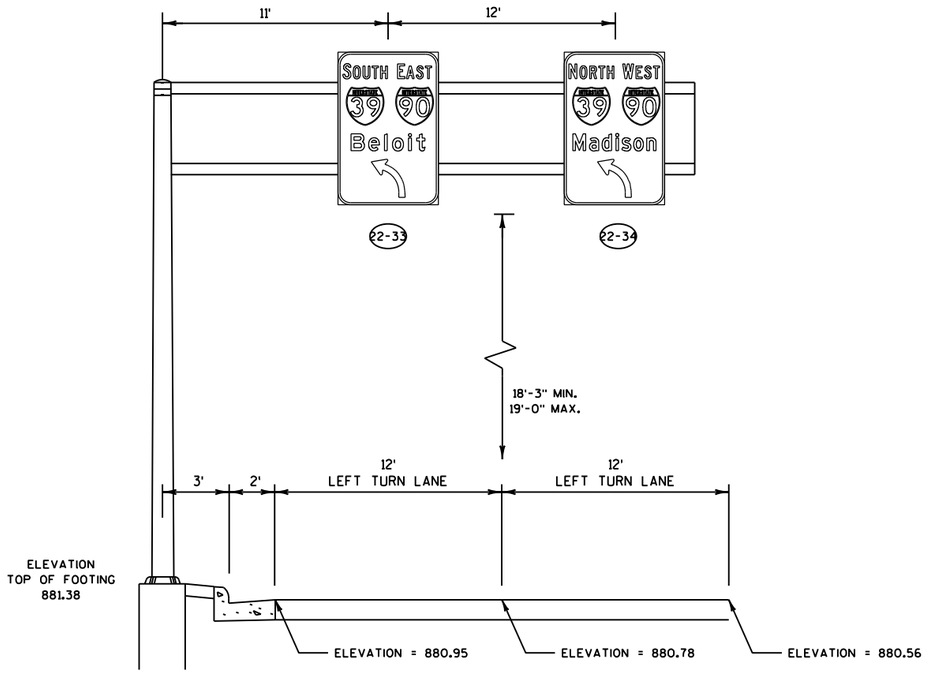
CURB RAMP DETAIL

USH 14 / WRIGHT ROAD INTERSECTION
STA. 280+35'HWA' LT
STA. 280+51'HWA' RT
STA. 280+53'HWA' RT

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES I AND 1A, CURB RAMPS TYPES 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CONSTRUCTION DETAILS - CURB RAMP	SHEET 44	E



LEGEND

(XXXX) DENOTES SIGN NUMBER

NOTE:

FOOTING SHALL BE PER STANDARD DETAIL DRAWING.
"36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE".

OVERHEAD SIGN SUPPORT DETAIL

S-53-96
STA 80+25'DNA'
DEERFIELD DRIVE
(FACING NORTH)

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

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

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

- PROVIDE DESIGN CALCULATIONS.

- SHOW SIGNS ON SHOP DRAWINGS

- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

SIGN SUPPORT BEAMS ARE REQUIRED PER SPECIFICATIONS AND INCIDENTAL TO THE SIGN.

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

2

2

USH 14 WB

USH 51 SB

USH 51 NB

R/W

R/W

00TSA 16+00TSA 17+00TSA 18+00TSA 19+00TSA 20+00TSA 21+0

00TNA 16+00TNA 17+00TNA 18+00TNA 19+00TNA 20+00TNA 21+0

MATCH LINE STA. 21+00'TSA'

N

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

xxxx SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: SB USH 51 - STAGE 1	SHEET 46	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004_RM_USH51_SB_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

R/W

MATCH LINE STA. 21+00'TSA'

OTSA

OTNA

22+00TSA

22+00TNA

USH 51 SB

24+00TSA

24+28TSA

USH 51 NB

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

------ SLOPE INTERCEPT

xxxx SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: SB USH 51 - STAGE 1	SHEET 47	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004_RM_USH51_SB_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

USH 14 WB

N

R/W

USH 51 SB

MATCH LINE STA. 15+25'TSA'

16+00TSA

17+00TSA

18+00TSA

19+00TSA

20+00TSA

21+0

16+00TNA

17+00TNA

18+00TNA

19+00TNA

20+00TNA

21+0

MATCH LINE STA. 21+00TSA'

USH 51 NB

R/W

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

REMOVING CURB & GUTTER

SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: SB USH 51 - STAGE 2	SHEET 48	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004A_RM_USH 51_SB_STG 2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

R/W

MATCH LINE STA. 21+00'TSA'

0TSA

0TNA

22+00TSA

22+00TNA

24+00TSA

24+28TSA

USH 51 SB

USH 51 NB

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

SLOPE INTERCEPT

REMOVING CURB & GUTTER

SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: SB USH 51 - STAGE 2	SHEET 49	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004A_RM_USH 51_SB_STG 2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

R/W

USH 51 SB

USH 51 NB

6+82TNA 7+00TNA 8+00TNA 9+00TNA 10+00TNA 10+00TSA 11+00

MATCH LINE STA. 11+00'TNA'

R/W

CTH F

POST GUY GUY GUY POST POST POST GUY GUY GUY GUY GMP GMP GMP

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

xxxx SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: NB USH 51 (SOUTH LEG) - STAGE 1	SHEET 50	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004B_RM_USH 51_NB (SOUTHLEG)_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

MATCH LINE STA. 11+00'TNA'

USH 51 SB

USH 51 NB

USH 14 EB

USH 14 WB

R/W

N

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

REMOVING STORM SEWER

SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: NB USH 51 (SOUTH LEG) - STAGE 1	SHEET 51	E

2

2

N

R/W

USH 51 SB

10+00TSA

11+00TSA

12+00TSA

13+00TSA

8+00TNA

9+00TNA

10+00TNA

11+00TNA

12+00TNA

13+00TNA

MATCH LINE STA. 13+50'TNA'

USH 51 NB

R/W

MATCH LINE STA. 13+50'TNA'

14+00TSA

15+00TSA

14+00TNA

15+00TNA

111+00HEA

111+00HWA

MATCH LINE STA. 15+25'TNA'

REMOVAL LEGEND

○○○○ REMOVING CURB & GUTTER

------ SLOPE INTERCEPT

xxxx SAWING CONCRETE/ASPHALT

REMOVING CONCRETE SIDEWALK

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: NB USH 51 (SOUTH LEG) - STAGE 2	SHEET 52	E

2

2

USH 14 WB

109+00HWA

110+00HWA

R/W

15+00TSA | 16+00TSA | 17+00TSA | 18+00TSA | 19+00TSA | 20+00TSA | 21+

15+00TNA | 16+00TNA | 17+00TNA | 18+00TNA | 19+00TNA | 20+00TNA | 21+

USH 51 SB

USH 51 NB

R/W

N

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

SLOPE INTERCEPT

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: NB USH 51 (NORTH LEG) - STAGE 1	SHEET 53	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004D_RM_USH51_NB (NORTH LEG)_ STG1.DWG PLOT DATE : 9/9/2014

PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

R/W

USH 14 WB

USH 14 EB

112+00HWA

113+00HWA

114+00HWA

111+00HWA

112+00HEA

113+00HEA

114+00HEA

110+00HWA

111+00HEA

109+00HWA

110+00HEA

109+00HEA

15+00TSA

15+00TNA

16+00TNA

14+00TSA

14+00TNA

13+00TSA

13+00TNA

USH 51 SB

USH 51 NB

R/W

MATCH LINE STA. 114+50'HWA'

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: WB USH 14 & USH 51 - STAGE 1	SHEET 54	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004E_RM_USH51_WB_ STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

R/W

USH 14 WB

115+00HWA | 116+00HWA | 117+00HWA | 118+00HWA | 119+00HWA | 120+00HWA

MATCH LINE STA. 117+00HWA'

115+00HEA | 116+00HEA | 117+00HEA | 118+00HEA | 119+00HEA | 120+00HEA

USH 14 EB

R/W

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING STORM SEWER

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	REMOVAL PLAN: WB USH 14 & USH 51 - STAGE 1	SHEET 55	E

2

2

N

R/W

USH 14 WB

USH 14 EB

112+00HWA

113+00HWA

114+00HWA

111+00HWA

112+00HEA

113+00HEA

114+00HEA

110+00HWA

111+00HEA

109+00HWA

110+00HEA

109+00HEA

15+00TSA

15+00TNA

14+00TSA

14+00TNA

13+00TSA

13+00TNA

USH 51 SB

USH 51 NB

R/W

MATCH LINE STA. 114+50'HWA'

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING STORM SEWER

REMOVING INLETS

REMOVING CURB & GUTTER

SLOPE INTERCEPT

SAWING CONCRETE/ASPHALT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: WB USH 14 & USH 51 - STAGE 2	SHEET 56	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004F_RM_USH51_WB_ STG2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

2

N

R/W

MATCH LINE STA. 117+00HWA'

115+00HWA | 116+00HWA | 117+00HWA | 118+00HWA | 119+00HWA | 120+00HWA

USH 14 WB

115+00HEA | 116+00HEA | 117+00HEA | 118+00HEA | 119+00HEA | 120+00HEA

USH 14 EB

R/W

REMOVAL LEGEND

oooo REMOVING CURB & GUTTER

------ SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: WB USH 14 & USH 51 - STAGE 2	SHEET 57	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004F_RM_USH51_WB_ STG2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

SLOPE INTERCEPT

REMOVING CASTING

OOOO REMOVING CURB & GUTTER

xxxx SAWING CONCRETE/ASPHALT

TEMPORARY COVER PLATE REQ'D
REMOVE AND REINSTALL CASTING
PAID FOR AS 'SALVAGED INLET COVERS'

STH 26 SB

STH 26 NB

USH 14 WB

USH 14 EB

R/W

38+00CWA
37+00CWA
36+00CWA
35+00CWA
28+00CEA
27+00CEA
26+00CEA
25+00CEA
215+00HEA
216+00HEA
217+00HEA
218+00HEA
219+00HEA
220+00HEA
221+00H

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: STH 26 & WB USH 14 - STAGE 1	SHEET 58	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004G_RM_STH 26_STG1.DWG PLOT DATE : 9/8/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

REMOVE CASTING ONLY
MANHOLE TO REMAIN
PAID FOR AS 'RECONSTRUCTING MANHOLES'
MANHOLE COVER TYPE H, REQ'D

SEALING PIPES (TYP.)

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- SLOPE INTERCEPT
- xxxx SAWING CONCRETE/ASPHALT
- REMOVING STORM SEWER
- REMOVING INLETS

STH 26 SB

STH 26 NB

R/W

USH 14 WB

USH 14 EB

38+00CWA
37+00CWA
36+00CWA
28+00CEA
27+00CEA
26+00CEA
25+00CEA
216+00HEA
217+00HEA
218+00HEA
219+00HEA
220+00HEA
221+00H

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: STH 26 & WB USH 14 - STAGE 2	SHEET 59	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004H_RM_STH 26_STG2.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

SLOPE INTERCEPT

STH 26 SB

STH 26 NB

USH 14 WB

USH 14 EB

R/W

38+00CWA
37+00CWA
36+00CWA
35+00CWA
28+00CEA
27+00CEA
26+00CEA
25+00CEA
215+00HEA
216+00HEA
217+00HEA
218+00HEA
219+00HEA
220+00HEA
221+00H

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: STH 26 & WB USH 14 - STAGE 3	SHEET 60	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004I_RM_STH26_STG3.DWG PLOT DATE : 9/8/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

SLOPE INTERCEPT

STH 26 SB

STH 26 NB

38+00CWA

37+00CWA

28+00CEA

27+00CEA

R/W

USH 14 WB

USH 14 EB

215+00HEA

216+00HEA

217+00HEA

218+00HEA

219+00HEA

220+00HEA

221+00H

36+00CWA

26+00CEA

25+00CEA

R/W

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: STH 26 & WB USH 14 - STAGE 4	SHEET 61	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004IA_RM_STH26_STG4.DWG PLOT DATE : 9/8/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

REMOVAL LEGEND

- REMOVING INLET CASTING
- (18") CLEARING AND GRUBBING (ID)
- SLOPE INTERCEPT
- REMOVING STORM SEWER

R/W

USH 14 WB

PI: 221+31.89

REMOVE INLET

(14")

(13")

(10")

(7")

219+00HEA

220+00HEA

221+00HEA

222+00HEA

223+00HEA

USH 14 EB

SEALING PIPES (TYP.)

MATCH LINE STA. 224+00'HWA'

44+00LSA

44+00LNA

43+00LSA

43+00LNA

42+00LSA

42+00LNA

41+00LSA

41+00LNA

LEXINGTON DR.

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: LEXINGTON DRIVE & USH 14 - STAGE 1	SHEET 62	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004J_RM_LEXINGTON_STG 1.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- SLOPE INTERCEPT
- REMOVING INLETS
- REMOVING STORM SEWER
- xxxx SAWING CONCRETE/ASPHALT

N

R/W

PI: 221+31.89

USH 14 WB

218+00HEA

219+00HEA

220+00HEA

221+00HEA

222+00HEA

223+00HEA

43+00LSA

43+00LNA

44+00LSA

44+00LNA

MATCH LINE STA. 224+00'HWA'

USH 14 EB

R/W

LEXINGTON DR.

41+00LSA

41+00LNA

2

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: LEXINGTON DRIVE & USH 14 - STAGE 2	SHEET 63	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004K_RM_LEXINGTON_STG2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING STORM SEWER

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

N

R/W

USH 14 WB

MATCH LINE STA. 224+00'HWA'

224+00HEA

225+00HEA

226+00HEA

227+00HEA

228+00HEA

229+00HEA

USH 14 EB

R/W

41+00LT

LEXINGTON DR.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: LEXINGTON DRIVE & USH 14 - STAGE 2	SHEET 64	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004K_RM_LEXINGTON_STG2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- xxxx SAWING CONCRETE/ASPHALT
- ------ SLOPE INTERCEPT
- >>>> REMOVING STORM SEWER

N

R/W

USH 14 WB

+00HWA 231+00HWA 232+00HWA 233+00HWA 234+00HWA 235+00HWA 236+0

230+00HEA 231+00HEA 232+00HEA 233+00HEA 234+00HEA 235+00HEA

54+00PSA 54+00PNA 53+00PSA 53+00PNA 52+00PSA 52+00PNA 51+00PSA 51+00PNA

MATCH LINE STA. 236+00HWA

USH 14 EB

R/W

PONTIAC DR.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: PONTIAC DRIVE & USH 14 - STAGE 2	SHEET 65	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004L_RM_PONTIAC_STG2.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

54+00PSA

54+00PNA

R/W

USH 14 WB

USH 14 EB

MATCH LINE STA. 236+00'HWA'

236+00HWA

237+00HWA

238+00HWA

239+00HWA

240+00HWA

241+00HWA

242+00HW

236+00HEA

237+00HEA

238+00HEA

239+00HEA

240+00HEA

241+00HEA

242+00

51+00PNA

PONTIAC DR.

N

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

xxxx SAWING CONCRETE/ASPHALT

------ SLOPE INTERCEPT

>>>> REMOVING STORM SEWER

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: PONTIAC DRIVE & USH 14 - STAGE 2	SHEET 66	E

2

2

R/W

N

USH 14 WB

238+00HWA | 239+00HWA | 240+00HWA | 241+00HWA | 242+00HWA | 243+00HWA | 244+

MATCH LINE STA. 244+00HWA

238+00HEA | 239+00HEA | 240+00HEA | 241+00HEA | 242+00HEA | 243+00HEA

USH 14 EB

IH39/90 SB ON RAMP

R/W

REMOVAL LEGEND

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

------ SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 67	E

2

2

MATCH LINE STA. 927+00'HDA'

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

XXXX SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

REMOVING INLETS

(18") CLEARING AND GRUBBING (ID)

IH 39/90 OFF RAMP

R/W

IH 39/90 NB

IH 39/90 SB

N

USH 14 WB

USH 14 EB

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

244+00HWA

245+00HWA

246+00HWA

247+00HWA

248+00HWA

249+00HWA

244+00HEA

245+00HEA

246+00HEA

247+00HEA

248+00HEA

249+00HEA

926+00'HDA'

926+00'HCA'

925+00'HCA'

925+00'HDA'

IH 39/90 SB ON RAMP

(6")

MATCH LINE STA. 924+75'HCA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 68	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

2

MATCH LINE STA. 919+00'HAA'

MATCH LINE STA. 250+00'HWA'

MATCH LINE STA. 256+00'HWA'

MATCH LINE STA. 920+00'HBA'

USH 14 WB

USH 14 EB

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00HWA

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

919+00 | 918+00'HAA' | 917+00'HAA'

921+00'HBA' | 920+00'HBA'

IH 39/90 SB

IH 39/90 NB

IH 39/90 NB OFF RAMP

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- xxxx SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT
- REMOVING SMALL PIPE CULVERTS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 69	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

2

IH 39/90 NB
ON RAMP

R/W

N

MATCH LINE STA. 256+00HWA'

256+00HWA | 257+00HWA | 258+00HWA | 259+00HWA | 260+00HWA | 261+00HWA | 262+00HWA

USH 14 WB

256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA | 260+00HEA | 261+00HEA | 262+00H

USH 14 EB

EXISTING STORM SEWER TO REMAIN

R/W

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 70	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

(18") CLEARING AND GRUBBING (ID)

REMOVING SMALL PIPE CULVERTS

N

R/W

MATCH LINE STA. 927+00HDA'

IH 39/90 OFF RAMP

928+00HDA

929+00HDA

930+00HDA

931+00HDA

932+00HDA

932+65HDA

EXISTING CULVERTS TO REMAIN

(6")

(6")

IH 39/90 SB

IH 39/90 NB

932+39HAA'

SIGN

SIGN

INL

INL

MH

MH

MH

MH

SIGN POST

SIGN POST

2

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 71	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

IH 39/90 SB
ON RAMP

IH 39/90
OFF RAMP

R/W

918+00'HCA'

919+00'HCA'

920+00'HCA'

921+00'HCA'

922+00'HCA'

923+00'HCA'

924+00'HCA'

MATCH LINE STA. 924+75'HCA'

N

SIGN

USH 14 EB

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 72	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

2

N

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

REMOVING INLETS

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

MATCH LINE STA. 919+00'HAA'

0'HAA'

920+00'HAA'

921+00'HAA'

922+00'HAA'

923+00'HAA'

924+00'HAA'

925+00'HAA'

926+00'HAA'

IH 39/90 NB OFF RAMP

IH 39/90 NB ON RAMP

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 73	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 74	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004M_RM_I39 INTERCHANGE_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ----------PLOT SCALE : 1" = 40'_XREF

2

2

REMOVAL LEGEND

REMOVING PAVEMENT

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

N

IH 39/90 SB

IH 39/90 NB

897+68NBB 898+00NBB 899+00NBB 900+00NBB 901+00NBB 902+00NBB 903+

MATCH LINE STA. 903+00'NBB'

SIGN

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 75	E

2

2

N

SIGN

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 903+00'NBB'

00NBB

904+00NBB

905+00NBB

906+00NBB

907+00NBB

908+00NBB

908+44NBB

EXISTING SIGN BRIDGE
TO REMAIN

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 76	E

2

2

R/W

927+00HDA

IH 39/90 SB OFF RAMP

925+92HDA

USH 14 WB

242+00HWA

243+00HWA

244+00HWA

245+00HWA

246+00HWA

247+00HWA

242+00HEA

243+00HEA

244+00HEA

245+00HEA

246+00HEA

247+00HEA

926+00HCA

USH 14 EB

IH 39/90 SB ON RAMP

925+00HCA

IH 39/90 SB ON RAMP

REMOVAL LEGEND

REMOVING PAVEMENT

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

REMOVING STORM SEWER

N

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 2	SHEET 77	E

2

2

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

REMOVING SMALL PIPE CULVERTS

N

R/W

919+00HBA

918+00HBA

917+30HBA

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

USH 14 WB

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

USH 14 EB

921+30HBA

920+00HBA

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 2	SHEET 78	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004N_RM_I39 INTERCHANGE_STG2.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

R/W

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+0

MATCH LINE STA. 244+00HWA

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

USH 14 EB

I-39/90 SB ON RAMP

R/W

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 79	E

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

REMOVING INLETS

REMOVING STORM SEWER

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

R/W

IH 39/90 OFF RAMP

927+00HDA

925+92.68HDA

IH 39/90 NB

IH 39/90 SB

N

USH 14 WB

00HWA

245+00HWA

246+00HWA

247+00HWA

248+00HWA

249+00HWA

250+0

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

244+00HEA

245+00HEA

246+00HEA

247+00HEA

248+00HEA

249+00HEA

926+00'HCA'

925+00'HCA'

USH 14 EB

EXISTING CULVERTS TO REMAIN

IH 39/90 SB ON RAMP

MATCH LINE STA. 924+75'HCA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 80	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\0210040_RM_I39 INTERCHANGE_STG3.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 919+00'HAA'

MATCH LINE STA. 250+00'HWA'

MATCH LINE STA. 256+00'HWA'

USH 14 WB

USH 14 EB

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

919+00'HAA' | 917+37'HAA' | 918+00'HBA' | 920+00HBA | 921+00'HBA'

IH 39/90 SB

IH 39/90 NB

IH 39/90 NB OFF RAMP

SIGN

MH

MP

F0

E

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 81	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\0210040_RM_I39 INTERCHANGE_STG3.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

IH 39/90 NB ON RAMP

R/W

REMOVE CANTILEVER SIGN BRIDGE

N

MATCH LINE STA. 256+00HWA'

256+00HWA | 257+00HWA | 258+00HWA | 259+00HWA | 260+00HWA | 261+00HWA | 262+00HWA

USH 14 WB

256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA | 260+00HEA | 261+00HEA | 262+00H

USH 14 EB

EXISTING CULVERTS TO REMAIN

R/W

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- xxxx SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 82	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\0210040_RM_I39 INTERCHANGE_STG3.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING INLETS
- REMOVING STORM SEWER
- xxxx SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT

920+00'HCA'

IH 39/90 SB ON RAMP

921+00'HCA'

922+00'HCA'

923+00'HCA'

924+00'HCA'

R/W

INL

N

SIGN

IH 39/90 SB

MATCH LINE STA. 924+75'HCA'

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 83	E

2

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT
- (18") CLEARING AND GRUBBING (ID)

N

MATCH LINE STA. 924+00'HAA'

MATCH LINE STA. 919+00'HAA'

924+00'HAA'

923+00'HAA'

922+00'HAA'

921+00'HAA'

920+00'HAA'

IH 39/90 NB
ON RAMP

(12")

DEERFIELD DR

SIGN

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 84	E

MATCH LINE STA. 924+00'HAA'

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- REMOVING INLETS
- xxxx SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT

924+00'HAA'

925+00'HAA'

926+00'HAA'

927+00'HAA'

928+00'HAA'

IH 39/90 NB ON RAMP

IH 39/90 NB

SIGN

N

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 85	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\0210040_RM_I39 INTERCHANGE_STG3.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

R/W

IH 39/90 SB OFF RAMP

327+00HDA

925+28HDA

USH 14 WB

242+00HWA

243+00HWA

244+00HWA

245+00HWA

246+00HWA

247+00HWA

MATCH LINE STA. 247+50HWA

242+00HEA

243+00HEA

244+00HEA

245+00HEA

246+00HEA

247+00HEA

USH 14 EB

IH 39/90 SB ON RAMP

R/W

REMOVAL LEGEND

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 86	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004P_RM_I39 INTERCHANGE_STG 4.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

EXISTING SIGN BRIDGE
TO REMAIN

N

USH 14 WB

248+00HWA | 249+00HWA | 250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA

MATCH LINE STA. 247+50'HWA'

MATCH LINE STA. 253+50'HWA'

248+00HEA | 249+00HEA | 250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA

USH 14 EB

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING GUARDRAIL
- xxxx SAWING CONCRETE/ASPHALT
- ------ SLOPE INTERCEPT

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 87	E

2

2

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT
- REMOVING SMALL PIPE CULVERTS

N

IH 39/90 NB ON RAMP

R/W

MATCH LINE STA. 253+50'HWA'

254+00HWA | 255+00HWA | 256+00HWA | USH 14 WB | 257+00HWA | 258+00HWA | 259+00HWA

254+00HEA | 255+00HEA | 256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA

USH 14 EB

920+00HBA

IH 39/90 NB OFF RAMP

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	REMOVAL PLAN: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 88	E

2

REMOVAL LEGEND

- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- SLOPE INTERCEPT
- SAWING CONCRETE/ASPHALT

DEERFIELD AVE

84+00DSA
84+00DNA
83+00DSA
83+00DNA
82+00DSA
82+00DNA
81+00DSA
81+00DNA

261+00HWA
262+00HWA
263+00HWA
264+00HWA
265+00HWA
266+00HWA
267+00HWA

261+00HEA
262+00HEA
263+00HEA
264+00HEA
265+00HEA
266+00HEA
267+00H

USH 14 WB

USH 14 EB

R/W

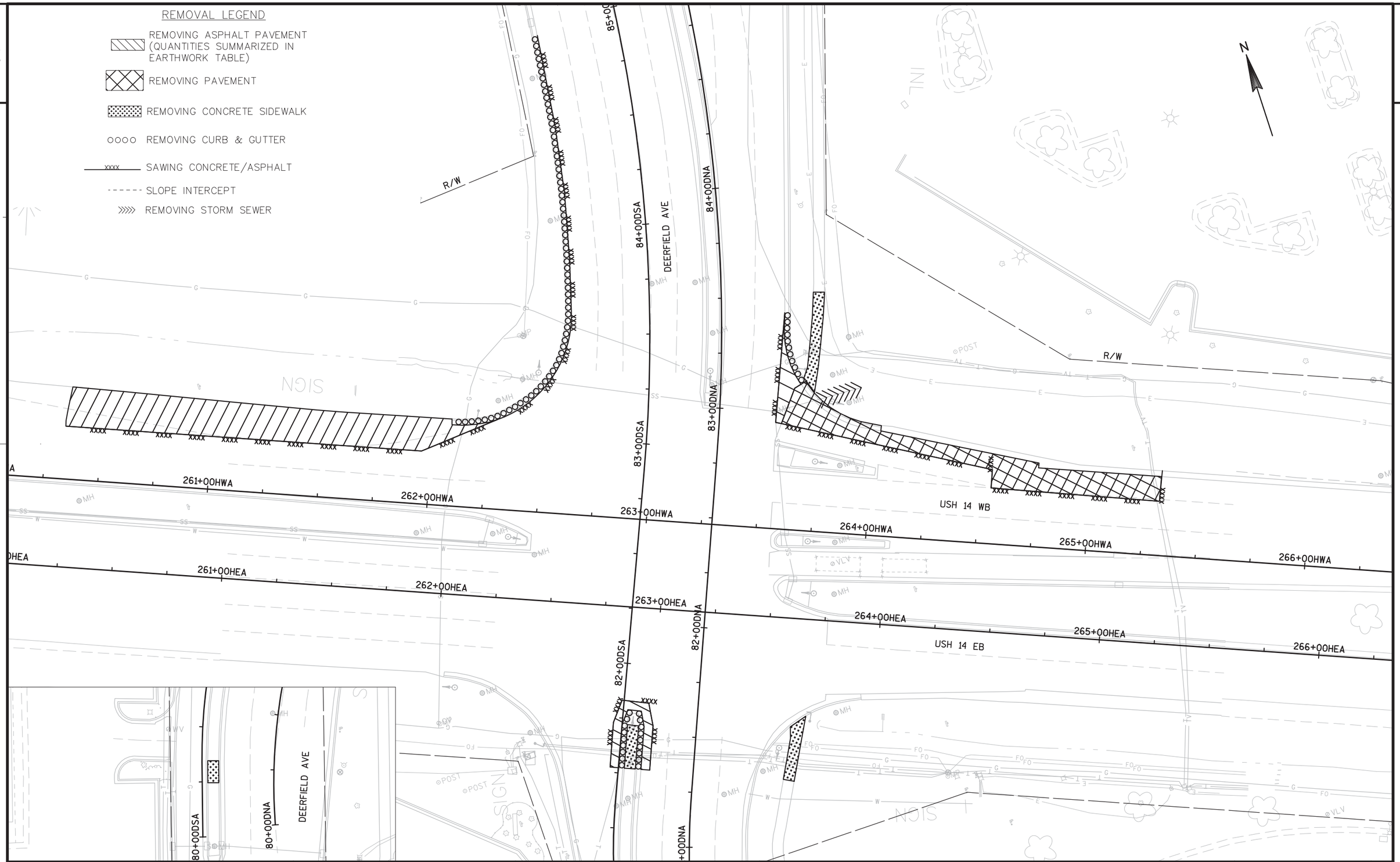
N

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: DEERFIELD DRIVE & USH 14 - STAGE 1	SHEET 89	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\0210040_RM_DEERFIELD_STG 1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- SAWING CONCRETE/ASPHALT
- SLOPE INTERCEPT
- REMOVING STORM SEWER



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: DEERFIELD DRIVE & USH 14 - STAGE 2	SHEET 90	E

2

2

REMOVAL LEGEND

REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)

REMOVING PAVEMENT

xxxx SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

DEERFIELD AVE

84+00DSA

84+00DNA

83+00DSA

83+00DNA

82+00DSA

82+00DNA

81+00DSA

81+00DNA

261+00HWA

262+00HWA

263+00HWA

264+00HWA

265+00HWA

266+00HWA

261+00HEA

262+00HEA

263+00HEA

264+00HEA

265+00HEA

266+00HEA

USH 14 WB

USH 14 EB

R/W

N

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: DEERFIELD DRIVE & USH 14 - STAGE 3	SHEET 91	E

2

2

REMOVAL LEGEND

REMOVING CONCRETE SIDEWALK

REMOVING PAVEMENT

REMOVING CURB & GUTTER

SAWING CONCRETE/ASPHALT

SLOPE INTERCEPT

WRIGHT RD

N

R/W

EXISTING CULVERTS TO REMAIN

USH 14 WB

278+00HWA

279+00HWA

280+00HWA

281+00HWA 281+25HWA

278+00HEA

279+00HEA

280+00HEA

281+00HEA

282+00HEA

283+00HEA

284+00HE

USH 14 EB

R/W

R/W

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	REMOVAL PLAN: WRIGHT ROAD & USH 14 - STAGE 1	SHEET 92	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021004T_RM_WRIGHT_STG1.DWG PLOT DATE : 9/9/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

- xxxx SAWCUT
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- APO2 HMA PAVEMENT TYPE E-3, 6-INCH
- CG09 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CM02 CONCRETE SIDEWALK 5-INCH
- TS01 SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- CONCRETE PAVEMENT REPAIR / REPLACEMENT SHES
- REMOVING ASPHALTIC SURFACE MILLING (1.75")
  REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
- INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
- PROPOSED ENDWALL

COUNTY OF ROCK

N

R/W

CITY OF JANESVILLE

SB USH 51

NB USH 51

HMA CONC

10+00'TSA'

11+00'TSA'

12+00'TSA'

13+00'TSA'

9+00'TNA'

10+00'TNA'

11+00'TNA'

12+00'TNA'

13+00'TNA'

8+00'TNA'

PI1-1 PI1-2 PI1-3 PI1-4 PI1-5 PI1-6 PI1-7 PI1-8 PI1-9 PI1-10 PI1-11

CG09 10' 10'

AG01 TS01 APO2 2.0% CM02

12' 12' 1' 3'

889.08 888.99 888.86 888.78 888.66 888.44 888.35 888.25 888.19 888.25 888.33 888.09 888.03

889.23 889.26 889.23 889.27 889.22 889.16 888.42 888.21 888.01 887.95 887.89 888.01 887.95 887.96

888.78 888.86 889.04 889.11 889.22 889.19 889.29 888.96 888.92 888.86 888.81 888.75 888.67 888.61 888.58 888.52 888.36 888.11 888.15 888.05

889.03 889.03 889.03 889.14 889.09 889.00 889.07 889.01 889.02 889.01

WISCONSIN POWER & LIGHT COMPANY

WISCONSIN POWER & LIGHT COMPANY

SLOPE INTERCEPTS (TYP.)

13 LF 24" CPRC REQ'D
1-APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D
SALVAGE PIPE GRATE
(INCLUDED IN APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D)
CONCRETE COLLAR REQ'D
SKEW 0.28° RHF

STA. 11+54.4'TNA', 41.4' RT

WISDOT

AMERICAN TRANSMISSION COMPANY, LLC

MCLEOD USA TELECOMMUNICATION

ROCK COUNTY COMPLEX

BEGIN CONSTRUCTION
STA. 7+13.99 'TNA'
MATCH EXISTING
SAWCUT REQ'D.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:USH 14 / USH 51 INTERSECTION 1 OF 24	SHEET 93	E

LEGEND

- xxxx SAWCUT
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP02) HMA PAVEMENT TYPE E-3, 6-INCH
- (AP04) HMA PAVEMENT TYPE E-0.3, 3.5-INCH
- (CG10) CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REJECT
- (TS01) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- (PIX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- (CX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- CONCRETE PAVEMENT REPAIR / REPLACEMENT SHES
- INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

CITGO
LIONS QUICK MART

BADGER CONTRACTORS
RENTAL & SUPPLY

TRI-COUNTY
DAIRY SUPPLY

SCHANDER HOMES

WISCONSIN POWER & LIGHT COMPANY

SLOPE INTERCEPTS (TYP.)

R/W

SB USH 51

NB USH 51

MATCH LINE STA. 15+75'TNA'

MATCH LINE STA. 21+75'TNA'

MCLEOD USA TELECOMMUNICATION

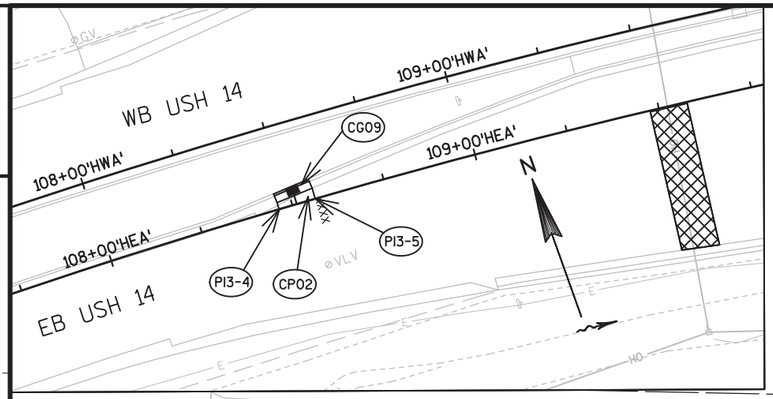
AMERICAN TRANSMISSION COMPANY, LLC

EXISTING CULVERT PIPE TO REMAIN)

COUNTY OF ROCK

END CONSTRUCTION
STA. 23+71.79 'TSA'
MATCH EXISTING
SAWCUT REQ'D.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:USH 14 / USH 51 INTERSECTION 2 OF 24	SHEET 94	E



NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

COUNTY OF ROCK

LEGEND

- xxxx SAWCUT
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-0.3, 3.5-INCH
- CG09 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP02 CONCRETE PAVEMENT 10-INCH HES, DOWELED AND TINED
- TS01 SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- TS02 SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
- PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- CONCRETE PAVEMENT REPAIR / REPLACEMENT SHES
- INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
- PROPOSED ENDWALL

STA. 115+04'HWA', 63.2' LT
16 LF 36" CPRC REQ'D
1-APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 36-INCH REQ'D
SALVAGE PIPE GRATE
CONCRETE COLLAR REQ'D
SKEW 0°

SLOPE INTERCEPTS (TYP.)

R/W

WISDOT

WISCONSIN POWER & LIGHT COMPANY

WB USH 14

EB USH 14

CAUTION

CITY OF JANESVILLE

AMERICAN TRANSMISSION COMPANY, LLC

MCLEOD USA TELECOMMUNICATION

WISCONSIN POWER & LIGHT COMPANY

2

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:USH 14 / USH 51 INTERSECTION 3 OF 24	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021201_PD_USH14-USH51.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

LEGEND

XXXX SAWCUT

(AP02) HMA PAVEMENT TYPE E-3, 6-INCH

(AP04) HMA PAVEMENT TYPE E-0.3, 3.5-INCH

N

NEWVILLE ROAD

R/W

WSOR

WB USH 14

EB USH 14

167+00'HWA' 168+00'HWA' 169+00'HWA' 170+00'HWA' 171+00'HWA' 172+00'HWA'

167+00'HEA' 168+00'HEA' 169+00'HEA' 170+00'HEA' 171+00'HEA' 172+00'HEA'

AP04 AP02 AP02 XXXX XXXX AP04

AP04 AP02 AP02 XXXX XXXX AP04

SAN SS W HO

AMERICAN TRANSMISSION COMPANY, LLC

CITY OF JANESVILLE

NOTES

CONCRETE PAVEMENT ON BOTH SIDES OF THE WSOR RAILROAD TRACKS (BOTH EB AND WB USH 14) IS TO BE REPLACED WITH HMA PAVEMENT IN ORDER TO MATCH THE TRACK REPLACEMENT WORK BEING PERFORMED. SEE FDM SDD "PAVEMENT DETAILS FOR RAILROAD APPROACH".

2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / NEWVILLE ROAD & WSOR CROSSING 4 OF 24	SHEET 96 E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

xxxx	SAWCUT
APO2	HMA PAVEMENT TYPE E-3, 6-INCH
CGO2	CONCRETE CURB AND GUTTER 30-INCH TYPE A, REJECT
CG08	CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
CM01	CONCRETE MEDIAN SLOPED NOSE
CM02	CONCRETE SIDEWALK 5-INCH
CP01	CONCRETE PAVEMENT 9-INCH HES, DOWELED AND TINED
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	PROPOSED ENDWALL

WALGREENS
SB STH 26
NB STH 26
ANR
RYAN BROTHERS CO.
CITY OF JANESVILLE
WISCONSIN POWER & LIGHT COMPANY
AT&T
WE ENERGIES
KETTERING STREET
50+00'KTA'
51+00'KTA'
52+00'KTA'
53+00'KTA'
54+00'KTA'
55+00'KTA'
56+00'KTA'
R/W
913.38
913.45
912.97
913.02
912.96
913.03
913.13
913.83
913.53
913.69
914.35
913.99
PI5-1
PI5-2
PI5-3
PI5-4
PI5-5
PI5-6
PI5-7
PI5-8
C5-1
C5-2
C5-3
AP02
CM01
CM02
CG08
CGO2
CP01
CONC.
HMA
4"
BP GAS STATION
CANOPY
FILLER CAPS
BFOX DEVELOPMENTS LLC
N

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL: STH 26 / KETTERING STREET INTERSECTION 5 OF 24	SHEET 97 E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

BEGIN CONSTRUCTION
STA. 215+48.22 'CRA'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 219+90.93 'CRA'
MATCH EXISTING
SAWCUT REQ'D.

NB STH 26
SB STH 26
WB USH 14
EB USH 14
KMART
WISCONSIN POWER & LIGHT COMPANY
AT&T
WISDOT
CITY OF JANESVILLE
MCLEOD USA TELECOMMUNICATION
CHARTER
WE ENERGIES
ADJUST MANHOLE
SLOPE INTERCEPTS (TYP.)
MATCH LINE STA. 218+50'HEA'

39+00'CWA' 38+00'CWA' 37+00'CWA' 36+00'CWA'
29+00'CEA' 28+00'CEA' 27+00'CEA' 26+00'CEA'
215+00'HWA' 216+00'HWA' 217+00'HWA' 218+00'HWA'
215+00'HEA' 216+00'HEA' 217+00'HEA' 218+00'HEA'
215+48.22'CRA' 216+00'CRA' 217+00'CRA' 218+00'CRA' 219+00'CRA' 219+90.93'CRA'

PI6-1 C6-1 TS01 CM02 C6-2 CM03 C6-3 CG05 PI6-2 PI6-3 APO1 CG01 C6-4 CG10 CM01 CP01 CG01

893.16 893.14 892.85 893.16 893.12 892.84 892.78 893.08 892.80 893.05 893.08 892.88 892.99 893.16 893.39 893.97 893.67 894.26 894.41 894.55 894.70 894.74 894.65 894.54 894.57 894.47 894.88 894.86 894.73 894.78 894.65 894.50 893.91 894.21 893.63 893.40 893.23 893.12 893.28 893.31 893.32 893.30 893.40 893.20 893.37

1.5% 5' 2.0% 2.0% 2.0% 12'

CAUTION

LEGEND

xxxx	SAWCUT
APO1	HMA PAVEMENT TYPE E-0.3, 2-INCH
CG01	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG05	CURB RAMP TYPE 3
CG10	CONCRETE CURB INTEGRAL TYPE J
CM01	CONCRETE MEDIAN SLOPED NOSE
CM02	CONCRETE SIDEWALK 5-INCH
CM03	CURB RAMP DETECTABLE WARNING FIELD YELLOW
CP01	CONCRETE PAVEMENT 9-INCH HES, DOWELED AND TINED
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	CONCRETE PAVEMENT REPAIR / REPLACEMENT SHES
	INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)

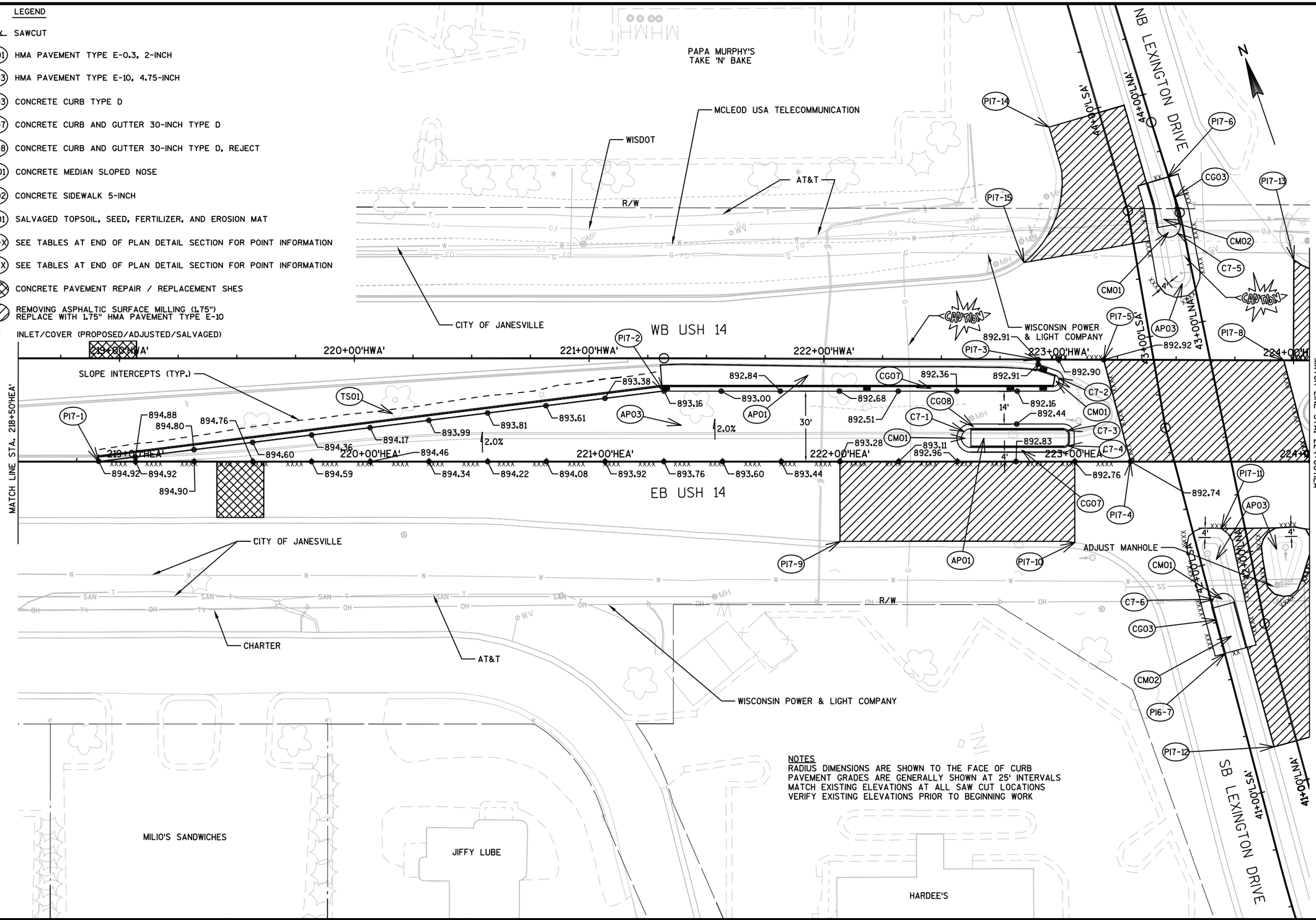
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:USH 14 / STH 26 INTERSECTION 6 OF 24	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021202_PD_USH14-STH26.DWG PLOT DATE : 9/29/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

LEGEND

- xxxx SAWCUT
- (AP01) HMA PAVEMENT TYPE E-0.3, 2-INCH
- (AP03) HMA PAVEMENT TYPE E-10, 4.75-INCH
- (CG03) CONCRETE CURB TYPE D
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG08) CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
- (CM01) CONCRETE MEDIAN SLOPED NOSE
- (CM02) CONCRETE SIDEWALK 5-INCH
- (TS01) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- (PIX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- (CX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- CONCRETE PAVEMENT REPAIR / REPLACEMENT SHES
- REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
- INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)



NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / LEXINGTON DRIVE INTERSECTION 7 OF 24	SHEET 99 E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

BLAINE'S FARM & FLEET

MCLEOD USA TELECOMMUNICATION
CITY OF JANESVILLE
WISDOT
R/W
WISCONSIN POWER & LIGHT COMPANY
WB USH 14
EB USH 14
SLOPE INTERCEPTS (TYP.)
REPAIR LOCATION REQUIRES
STORM SEWER STRUCTURE WORK
BEFORE FINAL CONCRETE PLACEMENT
WISCONSIN POWER & LIGHT COMPANY
WISCONSIN POWER & LIGHT COMPANY
VILLAGE PLAZA
RED ROBIN
GOURMET BURGERS
NB LEXINGTON DRIVE
MATCH LINE STA. 224+00'HEA'
MATCH LINE STA. 230+00'HEA'

LEGEND

xxxx	SAWCUT
AGO2	SHAPING SHOULDERS
APO1	HMA PAVEMENT TYPE E-0.3, 2-INCH
APO3	HMA PAVEMENT TYPE E-10, 4.75-INCH
APO5	ASPHALTIC FLUME
CGO1	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CGO7	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CGO8	CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
CG11	CONCRETE CURB AND GUTTER 30-INCH TYPE A SPECIAL
CMO1	CONCRETE MEDIAN SLOPED NOSE
CMO2	CONCRETE SIDEWALK 5-INCH
TSO1	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	CONCRETE REPAIR / REPLACEMENT SHES
	REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
	INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
	PROPOSED ENDWALL

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / LEXINGTON DRIVE INTERSECTION 8 OF 24	SHEET 100	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

N

BLAINE'S FARM & FLEET

WISCONSIN POWER & LIGHT COMPANY

R/W

WISDOT

AT&T

REPAIR LOCATION REQUIRES
STORM SEWER STRUCTURE WORK
BEFORE FINAL CONCRETE PLACEMENT

MCLEOD USA TELECOMMUNICATIONS

CITY OF JANESVILLE

WB USH 14

EB USH 14

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 230+00'HEA'

MATCH LINE STA. 236+00'HEA'

231+00'HWA' 232+00'HWA' 233+00'HWA' 234+00'HWA' 235+00'HWA' 236+00'HW

231+00'HEA' 232+00'HEA' 233+00'HEA' 234+00'HEA' 235+00'HEA' 236+00'HE

891.33 891.23 891.13 891.05 890.99 891.07 890.93 890.86 890.82 890.76 890.76 890.44 890.57

891.42 891.41 891.40 891.30 891.24 891.16 891.04 891.05 890.87 891.09 890.85 890.97 890.67 890.91 890.55 890.82 890.40 890.85 890.37 890.88 890.35 890.89 890.33 890.68 890.12 890.62 890.05 890.46 889.88 890.34 889.75 890.30 889.70 890.28 889.67 889.84 890.06 889.96 890.20 890.30 890.38 890.39 890.51 890.42 890.22

2.0% 1.5% 1.5% 2.0% 1.5% 1.5%

14' 4'

52+00'PNA' 53+00'PSA' 53+00'PNA' 54+00'PSA' 54+00'PNA' 51+00'PSA'

PI9-1 PI9-2 PI9-3 PI9-4 PI9-5 PI9-6 PI9-7 PI9-8 PI9-9 PI9-10 PI9-11 PI9-12 PI9-13 PI9-14 PI9-15 PI9-16 PI9-17 PI9-18 PI9-19 PI9-20

TSO1 CG11 CG07 AP01 AP03 CM01 C9-1 C9-2 C9-3 C9-4 C9-5 CG08 CM02 CM03 CG03 C9-7 APO3 CG06 C9-6

ADJUST MANHOLE

WISCONSIN POWER & LIGHT COMPANY

CHARTER

VILLAGE PLAZA

TACO BELL

SB PONTIAC DRIVE

LEGEND

xxxx SAWCUT	CM01 CONCRETE MEDIAN SLOPED NOSE
AP01 HMA PAVEMENT TYPE E-0.3, 2-INCH	CM02 CONCRETE SIDEWALK 5-INCH
AP03 HMA PAVEMENT TYPE E-10, 4.75-INCH	CM03 CURB RAMP DETECTABLE WARNING FIELD YELLOW
CG01 CONCRETE CURB AND GUTTER 30-INCH TYPE A	TS01 SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
CG03 CONCRETE CURB TYPE D	PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D	CX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CG08 CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT	REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
CG11 CONCRETE CURB AND GUTTER 30-INCH TYPE A SPECIAL	CONCRETE REPAIR / REPLACEMENT SHES
CG06 CURB RAMP TYPE 5	INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
	PROPOSED ENDWALL

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL: USH 14 / PONTIAC DRIVE INTERSECTION 9 OF 24	SHEET 101 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021204_PD_USH14-PONTIAC.DWG PLOT DATE : 9/29/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

BOUCHER FORD LINCOLN MERCURY
MAZDA OF JANESVILLE

CITY OF JANEVILLE
WISDOT
AT&T
MCLEOD USA TELECOMMUNICATIONS
WISCONSIN POWER & LIGHT COMPANY
R/W

WB USH 14

EB USH 14

REPAIR LOCATION REQUIRES
STORM SEWER STRUCTURE WORK
BEFORE FINAL CONCRETE PLACEMENT

WISCONSIN POWER
& LIGHT COMPANY

MCDONALD'S

NB PONTIAC DRIVE

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 236+00'HEA'

MATCH LINE STA. 242+00'HEA'

LEGEND

xxxx	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AP01	HMA PAVEMENT TYPE E-0.3, 2-INCH
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
AP05	ASPHALTIC FLUME
CG01	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG04	CONCRETE CURB PEDESTRIAN
CG05	CURB RAMP TYPE 3
CG06	CURB RAMP TYPE 5
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG08	CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
CM01	CONCRETE MEDIAN SLOPED NOSE
CM02	CONCRETE SIDEWALK 5-INCH
CM03	CURB RAMP DETECTABLE WARNING FIELD YELLOW
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
	CONCRETE REPAIR / REPLACEMENT SHES
	INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
	PROPOSED ENDWALL

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / PONTIAC DRIVE INTERSECTION 10 OF 24	SHEET 102 E

LEGEND

- XXXX SAWCUT
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AG02) SHAPING SHOULDERS
- (AP01) HMA PAVEMENT TYPE E-0.3, 2-INCH
- (AP03) HMA PAVEMENT TYPE E-10, 4.75-INCH
- (AP05) ASPHALTIC FLUME
- (CG01) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CG02) CONCRETE CURB AND GUTTER 30-INCH TYPE A, REJECT
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG08) CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
- (CM01) CONCRETE MEDIAN SLOPED NOSE
- (TS01) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- (TS02) SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
- (PIX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- (CX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
- INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
- PROPOSED ENDWALL

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

MATCH LINE STA. 927+75'HDA'

END CONSTRUCTION
STA. 926+65.47 'HDAL'
MATCH EXISTING
SAWCUT REQ'D.

SB OFF-RAMP

OLIVE GARDEN

R/W

BEGIN CONSTRUCTION
STA. 926+65.47 'HDA'
MATCH EXISTING
SAWCUT REQ'D.

38 LF 18" CPRC REQ'D
1-APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 18-INCH REQ'D
CONCRETE COLLAR REQ'D
SALVAGE PIPE GRATE
SKEW 4.74° LHF

MCLEOD USA TELECOMMUNICATIONS

WISDOT

STA. 926+10'HDAL', 48.2' RT

CAUTION

WISCONSIN POWER
& LIGHT COMPANY

WB USH 14

EB USH 14

SB ON-RAMP

MATCH LINE STA. 242+00'HEA'

MATCH LINE STA. 248+00'HEA'

BEGIN CONSTRUCTION
STA. 925+89.52 'HDAL'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 926+15.68 'HCA'
MATCH EXISTING
SAWCUT REQ'D.

BEGIN CONSTRUCTION
STA. 243+87.76 'HEAS'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 245+34.84 'HEAS'
MATCH EXISTING
SAWCUT REQ'D.

AT&T

MATCH LINE STA. 925+50'HCA'

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL: USH 14 / IH-39/90 SB RAMP TERMINAL 11 OF 24	SHEET 103	E

STA 249+00'HEA' - STA 251+00'HEA'
STEEL THRIE BEAM

STA 248+47'HEA' - STA 249+00'HEA'
STA 251+00'HEA' - STA 251+53'HEA'
STEEL THRIE BEAM BULLNOSE TERMINAL

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

WISDOT

MCLEOD USA TELECOMMUNICATIONS

SB IH-39/90

NB IH-39/90

WB USH 14

EB USH 14

SLOPE INTERCEPTS (TYP.)

REMOVE EXISTING NB IH-39/90 TO WB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

REMOVE EXISTING SB IH-39/90 TO EB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

AT&T

WISCONSIN POWER & LIGHT COMPANY

WISCONSIN POWER & LIGHT COMPANY

MATCH LINE STA. 248+00'HEA'

MATCH LINE STA. 253+00'HEA'

249+00'HWA' 250+00'HWA' 251+00'HWA' 252+00'HWA' 253+00'HWA'

249+00'HEA' 250+00'HEA' 251+00'HEA' 252+00'HEA' 253+00'HEA'

AP03 AG01 AG02 TS01 TS02 PI12-1 PI12-2 PI12-3 PI12-4 PI12-5 PI12-6 PI12-7 PI12-8

885.33 885.45 885.42 885.36 885.21 885.06 884.91 884.87 884.92 884.81 884.65 884.73 884.83 884.56 884.73 884.65 884.81 884.65 884.38 884.11 885.00 884.89 884.93 885.18 885.09 885.25 885.20 885.14 885.00 885.17 885.12 885.06 884.92 884.86 884.77 884.77 884.69 884.75 884.84 884.77 884.85 884.36 884.44 884.08 883.81 883.71 883.64 883.78 883.56 883.58 883.69 883.50 883.75 883.81 883.67 883.69 883.72 883.62 883.52 883.46 883.54 883.61 883.43 883.51 884.92 884.48 884.35 884.43 884.51 884.58 884.16 883.89 883.98 883.79

2.0% 11' 2' 1' 12'

LEGEND

XXXX	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AG02	SHAPING SHOULDERS
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
TS02	SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL: USH 14 BETWEEN SB & NB RAMP TERMINALS 12 OF 24	SHEET 104	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

BEGIN CONSTRUCTION
STA. 255+18.90 'HWAN'
MATCH EXISTING
SAWCUT REQ'D.

BEGIN CONSTRUCTION
STA. 917+61.01 'HAA'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 921+06.40 'HBAL'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 256+65.99 'HWAN'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 920+30.39 'HBA'
MATCH EXISTING
SAWCUT REQ'D.

BEGIN CONSTRUCTION
STA. 920+30.39 'HBAL'
MATCH EXISTING
SAWCUT REQ'D.

REMOVE EXISTING NB
IH-39/90 ON-RAMP PAVEMENT
AND REPLACE WITH SALVAGED
TOPSOIL, SEED, FERTILIZER,
AND MULCH

2-32 LF 19"x30" CPRC REQ'D
2-APRON ENDWALLS FOR
19"x30" CULVERT PIPE REQ'D
2-CONCRETE COLLAR REQ'D
SKEW 17.98° LHF

MATCH LINE STA. 918+50'HAA'
MATCH LINE STA. 253+00'HEA'
MATCH LINE STA. 259+00'HEA'
MATCH LINE STA. 919+50'HBA'

WB USH 14
EB USH 14
NB OFF-RAMP

MCLEOD USA TELECOMMUNICATIONS
MCLEOD USA TELECOMMUNICATIONS & KENTUCKY DATA LINK
WISCONSIN POWER & LIGHT COMPANY
AT&T
SLOPE INTERCEPTS (TYP.)
DAMON'S
MICROTEL INN JANESVILLE
R/W

LEGEND

XXXX	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AG02	SHAPING SHOULDERS
AP01	HMA PAVEMENT TYPE E-0.3, 2-INCH
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
AP05	ASPHALTIC FLUME
CG01	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG02	CONCRETE CURB AND GUTTER 30-INCH TYPE A, REJECT
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG08	CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
CM01	CONCRETE MEDIAN SLOPED NOSE
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
TS02	SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	REMOVING ASPHALTIC SURFACE MILLING (1.75") REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10
	CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES
	INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)
	PROPOSED ENDWALL

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 NB RAMP TERMINAL 13 OF 24	SHEET 105	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

XXXX SAWCUT

AG01 BASE AGGREGATE DENSE 3/4-INCH

TS02 SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

OVERLAY WITH 2" HMA PAVEMENT TYPE E-10
CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING

MENARDS

AMROCK APARTMENTS

AMROCK APARTMENTS

R/W

BEGIN CONSTRUCTION
STA. 914+19.01 'HCA'
MATCH EXISTING
SAWCUT REQ'D.

914+19'HCA'

915+00'HCA'

916+00'HCA'

917+00'HCA'

918+00'HCA'

919+00'HCA'

920+00'HCA'

921+00'HCA'

MATCH LINE STA. 921+00'HCA'

AG01

AG01

SB ON-RAMP

REMOVE EXISTING SB IH-39/90 TO EB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

TS02

SLOPE INTERCEPTS (TYP.)

N

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 SB RAMP TERMINAL 14 OF 24	SHEET 106	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

MENARDS

PERMANENT COVER PLATE REQ'D

TS02

REMOVE EXISTING SB IH-39/90 ON-RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

ALLIANT ENERGY

PERMANENT COVER PLATE REQ'D

SB ON-RAMP

STA. 925+13'HCA', 38.5' LT

STA. 925+16'HCA', 39.5' LT

R/W

AG01 P115-6 P115-2 P115-1 P115-3 P115-4 P115-5 TS01 AP03 CG08

886.95 886.67 886.36 886.86 886.80 886.56 886.50 886.15 886.09 885.74 885.62 885.34 885.22 885.03 884.91 885.97 886.11 885.75 885.62 885.44 884.85 885.05 884.81 884.71 884.70 884.58 884.67 884.55 884.83 884.82 884.53 885.03 885.02 884.73 884.74 884.62 884.66 884.95 884.75 885.17 884.91 884.79 885.50

922+00'HCA' 923+00'HCA' 924+00'HCA' 925+00'HCA' 925+50'HCA'

4.0% 3.5% 2.0% 1.0% 2.0%

3' 5' 18' 1' 3'

MATCH LINE STA. 921+00'HCA'

MATCH LINE STA. 925+50'HCA'

REMOVE EXISTING SB IH-39/90 TO EB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

SLOPE INTERCEPTS (TYP.)

2-51 LF 18" CPRC REQ'D
4-APRON ENDWALLS FOR
18-INCH CULVERT PIPE REQ'D
SKEW 18.48° RHF

STA. 925+33'HCA', 21.7' RT

STA. 925+36'HCA', 20.6' RT

N

LEGEND

xxxx	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
CG08	CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
TS02	SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
	OVERLAY WITH 2" HMA PAVEMENT TYPE E-10 CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING
	PROPOSED ENDWALL

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 SB RAMP TERMINAL 15 OF 24	SHEET 107	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021205_PD_USH14-SB_TERMINAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

xxxx SAWCUT

AG01 BASE AGGREGATE DENSE 3/4-INCH

APO3 HMA PAVEMENT TYPE E-10, 4.75-INCH

TS01 SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

CX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

PROPOSED ENDWALL

N

OLIVE GARDEN

GORDIE BOUCHER

HATTON FAMILY LLC

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

R/W

MATCH LINE STA. 927+75'HDA'

SB OFF-RAMP

887.68 887.94 888.00 888.27 888.44 888.66 888.47 888.74 888.67 889.05 889.22 889.39 889.59 889.87 890.00 890.04 890.13 890.19 890.22 890.25

928+00'HDA' 929+00'HDA' 930+00'HDA' 931+00'HDA' 932+00'HDA' 932+65'HDA'

PI16-1

6.0% 6.0%

889.12 889.30 889.38 889.56 889.44 889.62 889.71 889.89 889.88 890.06 890.09 890.27 889.90 890.08 890.17 890.35 890.06 890.24 890.35 890.53 890.42 890.60 890.47 890.66 890.58 890.76 890.75 890.93 890.76 890.95 890.69 890.87 890.68 890.86 890.63 890.81 890.37 890.53 890.56 890.71 890.31 890.49

AP03 TS01 AG01 TS01 C16-1

1' 3' 24'

STA. 928+93'HDA', 64.5' RT

SLOPE INTERCEPTS (TYP.)

SB IH-39/90

NB IH-39/90

WISDOT

35 LF 24" CPRC REQ'D
1-APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 24-INCH REQ'D
CONCRETE COLLAR REQ'D
SALVAGE PIPE GRATE
(INCLUDED IN APRON ENDWALLS FOR
CULVERT PIPE SALVAGED 24-INCH REQ'D)
SKEW 18.31° LHF

END CONSTRUCTION
STA. 932+64.51 'HDA'
MATCH EXISTING
SAWCUT REQ'D.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 SB RAMP TERMINAL 16 OF 24	SHEET 108	E

2

LEGEND

- XXXX SAWCUT
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (APO3) HMA PAVEMENT TYPE E-10, 4.75-INCH
- (CG08) CONCRETE CURB AND GUTTER 30-INCH TYPE D, REJECT
- (TS01) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
- (TS02) SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
- (PIX-X) SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- OVERLAY WITH 3.5" HMA PAVEMENT TYPE E-10

N

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY

CITY OF JANESVILLE

REMOVE EXISTING NB IH-39/90 TO WB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

REMOVE EXISTING NB IH-39/90 ON-RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

NB ON-RAMP

MATCH LINE STA. 918+50 HA'

MATCH LINE STA. 924+00 HA'

CAUTION!

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 NB RAMP TERMINAL 17 OF 24	SHEET 109	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021206_PD_USH14-NB_TERMINAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

- XXXX SAWCUT
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (TS02) SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
- OVERLAY WITH 3.5" HMA PAVEMENT TYPE E-10

SLOPE INTERCEPTS (TYP.)

AMERICAN TRANSMISSION COMPANY, LLC

WISDOT

MATCH LINE STA. 929+00'HAA'

MATCH LINE STA. 924+00'HAA'

REMOVE EXISTING NB IH-39/90 TO WB USH 14 RAMP PAVEMENT AND REPLACE WITH SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

NB ON-RAMP

TEXAS ROAD HOUSE

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL: USH 14 / IH-39/90 NB RAMP TERMINAL 18 OF 24	SHEET 110 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021206_PD_USH14-NB_TERMINAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SB IH-39/90

NB IH-39/90

N

WISDOT

AMERICAN TRANSMISSION COMPANY, LLC

AG01

930+00'HAA'

931+00'HAA'

932+00'HAA'

932+39'HAA'

AG01

MATCH LINE STA. 929+00'HAA'

NB ON-RAMP

END CONSTRUCTION
STA. 932+38.67 'HAA'
MATCH EXISTING
SAWCUT REQ'D.

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

XXXX SAWCUT

AG01 BASE AGGREGATE DENSE 3/4-INCH

OVERLAY WITH 3.5" HMA PAVEMENT TYPE E-10

TEXAS ROAD HOUSE

R/W

OH

HO

E

SS

W

MH

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 NB RAMP TERMINAL 19 OF 24	SHEET 111	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021206_PD_USH14-NB_TERMINAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

xxxx	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
TS01	SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

SB IH-39/90

NB IH-39/90

SLOPE INTERCEPTS (TYP.)

C20-1

PI20-1

TS01

TS01

TS01

NB OFF-RAMP

913+00'HBA' 885.43 885.31
914+00'HBA' 885.55 885.43 885.38
915+00'HBA' 885.58 885.66 885.46 885.33 885.58 885.54 885.48 885.24 885.09 885.42 885.35 885.14 884.69 885.07 884.99 884.33 884.72 884.85 884.05 884.39 884.69 884.45 883.72 884.11 884.16 883.54 883.78 884.02 883.29 883.60 883.06 883.35 883.81 882.87 883.12 883.60 882.74 882.93 883.41 882.62 882.80 883.28 1' 3' 882.46 882.68 882.25 882.52 883.16 882.16 882.31 883.00 882.04 882.22 882.79 881.91 882.10 882.70 881.71 881.97 882.58 881.61 881.77 882.45 881.58 881.64 882.25 881.67 882.15
916+00'HBA'
917+00'HBA'
918+00'HBA'
919+00'HBA' 882.12
2.0%
2.0%
2.0%
24'
AP03
AG01

MATCH LINE STA. 919+50'HBA'

BEGIN CONSTRUCTION
STA. 913+59.89 'HBA'
MATCH EXISTING
SAWCUT REQ'D.

WISCONSIN POWER & LIGHT COMPANY

R/W

HOLIDAY INN EXPRESS
JANESVILLE

DAMON'S

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / IH-39/90 NB RAMP TERMINAL 20 OF 24	SHEET 112	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021206_PD_USH14-NB_TERMINAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

xxxx SAWCUT

AG01 BASE AGGREGATE DENSE 3/4-INCH

AP03 HMA PAVEMENT TYPE E-10, 4.75-INCH

AP04 HMA PAVEMENT TYPE E-3, 5-INCH

CG01 CONCRETE CURB AND GUTTER 30-INCH TYPE A

CG02 CONCRETE CURB AND GUTTER 30-INCH TYPE A, REJECT

CG04 CONCRETE CURB PEDESTRIAN

CG05 CURB RAMP TYPE 3

CG06 CURB RAMP TYPE 5

CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D

CG09 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G

CM01 CONCRETE MEDIAN SLOPED NOSE

CM02 CONCRETE SIDEWALK 5-INCH

CM03 CURB RAMP DETECTABLE WARNING FIELD YELLOW

PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

CX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

CP01 CONCRETE PAVEMENT 9-INCH HES, DOWELED AND TINED

TS01 SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

REMOVING ASPHALTIC SURFACE MILLING (1.75")
REPLACE WITH 1.75" HMA PAVEMENT TYPE E-10

CONCRETE REPAIR / REPLACEMENT SHES

INLET/COVER (PROPOSED/ADJUSTED/SALVAGED)

PROPOSED ENDWALL

END CONSTRUCTION
STA. 84+94.33 'DSR'
MATCH EXISTING
SAWCUT REQ'D.

BEST BUY

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

NB DEERFIELD DRIVE

CITY OF JANESVILLE

PIER 1 IMPORTS

CHARTER

WISCONSIN POWER & LIGHT COMPANY

AT&T

SLOPE INTERCEPTS (TYP.)

CAMPBELL LTD PARTNERSHIP

ADJUST MANHOLE

KENTUCKY DATA LINK

WB USH 14

EB USH 14

SB DEERFIELD DRIVE

MCLEOD USA TELECOMMUNICATIONS
& KENTUCKY DATA LINK

AMERICAN TRANSMISSION COMPANY, LLC

FUDDRUCKERS

TA JANESVILLE

S-53-96

MATCH LINE STA. 259+00'HEA'

STA. 265+32 'HWA'
MATCH EXISTING

REPAIR LOCATION REQUIRES
STORM SEWER STRUCTURE WORK
BEFORE FINAL CONCRETE PLACEMENT

BEGIN CONSTRUCTION
STA. 82+91.29 'DSR'
MATCH EXISTING
SAWCUT REQ'D.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / DEERFIELD DRIVE INTERSECTION 21 OF 24	SHEET 113	E

LEGEND

xxxx SAWCUT

CG04 CONCRETE CURB PEDESTRIAN

CG05 CURB RAMP TYPE 3

CG06 CURB RAMP TYPE 5

CG09 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE G

CM01 CONCRETE MEDIAN SLOPED NOSE

CM02 CONCRETE SIDEWALK 5-INCH

CM03 CURB RAMP DETECTABLE WARNING FIELD YELLOW

CP01 CONCRETE PAVEMENT 9-INCH HES, DOWELED AND TINED

PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

WISCONSIN POWER & LIGHT COMPANY

SB WRIGHT ROAD

NB WRIGHT ROAD

CITY OF JANESVILLE

DONALD MARKLEIN

N

WB USH 14

278+00'HWA' 279+00'HWA' 280+00'HWA' 281+25'HWA'

882.22 882.63 882.64

PI22-1 PI22-2 PI22-3 PI22-4 PI22-5 PI22-6 PI22-7

CG05 CG06 CG04 CG09

CM02 CM03 CM01

278+00'HEA' 279+00'HEA' 280+00'HEA' 281+00'HEA' 282+00'HEA' 283+00'HEA'

882.04 882.65

EB USH 14

CITY OF JANESVILLE

WISCONSIN POWER & LIGHT COMPANY

AT&T

MCLEOD USA TELECOMMUNICATIONS

R/W

WISCONSIN POWER & LIGHT COMPANY

CHARTER

END PROJECT
STA. 281+33.19 'HEA'
MATCH EXISTING
SAWCUT REQ'D.

AMERICAN TRANSMISSION COMPANY, LLC

CAMPBELL LIMITED PARTNERSHIP

ANR

CITY OF JANESVILLE

WISCONSIN POWER & LIGHT COMPANY

JANESVILLE ASSEMBLY OF GOD CHURCH

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN DETAIL: USH 14 / WRIGHT ROAD INTERSECTION 22 OF 24	SHEET 114	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

AT&T
CHARTER
WISCONSIN POWER & LIGHT COMPANY

R/W

SB IH-39/90

NB IH-39/90

LEGEND

XXXX	SAWCUT
AG01	BASE AGGREGATE DENSE 3/4-INCH
AP03	HMA PAVEMENT TYPE E-10, 4.75-INCH
TS02	SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

AP03
PI23-1
AG01
TS02

897+68'NBB' 898+00'NBB' 899+00'NBB' 900+00'NBB' 901+00'NBB' 902+00'NBB' 903+00'NBB'

879.13 879.16 878.95 878.93 879.26 879.23 879.22 879.02 879.03 879.28 879.27 879.07 879.34 879.34 879.15 879.45 879.35 879.15 879.48 879.55 879.34 879.69 879.73 879.53 879.90 879.76 879.56 879.96 879.79 879.59 880.02 879.82 879.62 880.06 879.88 879.68 880.12 879.80 879.60 880.04 879.83 879.63 880.07 879.88 879.68 880.12 880.00 879.80 880.24 880.27 880.07 880.41 880.27 880.07 880.51 880.28 880.08 880.51 880.44 880.24 880.52 880.57 880.37 880.81 880.68

2.0%
2.0%
5'
3'
12'
880.17 879.97

MATCH LINE STA. 903+00'NBB'

BEGIN CONSTRUCTION
STA. 897+68.46 'NBB'
MATCH EXISTING
SAWCUT REQ'D.

SLOPE INTERCEPTS (TYP.)

WISCONSIN POWER & LIGHT COMPANY

R/W

MELISSA EDWARDS
PATTI LARK
CORY DEWITT
FLOYD GILLENBERG
ROBERT RAHE
STEPHANIE ERICKSON
CHARTER
ROYCE HATLEVIG

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:NB IH-39/90 23 OF 24	SHEET 115	E

NOTES
RADIUS DIMENSIONS ARE SHOWN TO THE FACE OF CURB
PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

LEGEND

xxxx SAWCUT

AG01 BASE AGGREGATE DENSE 3/4-INCH

AP03 HMA PAVEMENT TYPE E-10, 4.75-INCH

TS02 SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

N

R/W

SB IH-39/90

END CONSTRUCTION
STA. 907+45.54 'NBB'
MATCH EXISTING
SAWCUT REQ'D.

PI24-1

NB IH-39/90

MATCH LINE STA. 903+00'NBB'

903+00'NBB' 880.83 880.90 880.92 881.12 881.22 881.27 881.33 881.37 881.39 881.41 881.50 881.57 881.57 881.71 881.89 881.85 908+00'NBB' 908+44'NBB'

904+00'NBB' 905+00'NBB' 906+00'NBB' 907+00'NBB' 881.90 881.93

AP03

2.0% 12' 2.0% 4.0%

5' 3'

880.59 880.66 880.68 880.88 880.98 881.03 881.13 881.15 881.17 881.26 881.34 881.40 881.55 881.79 881.83 881.83 881.61
880.39 880.46 880.48 880.68 880.78 880.83 881.09 880.89 880.93 880.93 880.89 880.94 881.03 881.08 881.23 881.48 881.51 881.51

TS02 TS02

AG01

NB OFF-RAMP

STA 905+68'NBB' - STA 906+18'NBB'
MGS GUARDRAIL TERMINAL EAT

STA 906+18'NBB' - STA 908+13'NBB'
MGS GUARDRAIL 3

SLOPE INTERCEPTS (TYP.)

R/W

ALLEN ROTH

WISCONSIN POWER & LIGHT COMPANY

CHARLES MURPHY

CHARTER

AT&T

JAMES CAMPBELL

JAMES CAMPBELL

JAMES CAMPBELL

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN DETAIL:NB IH-39/90 24 OF 24	SHEET 116	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\021208_PD_USH14-IH-3990.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

PLAN DETAILS - SHEET 1 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI1-1	7+13.99'TNA'	22.3' RT	START PAVEMENT
PI1-2	7+68.62'TNA'	15.4' RT	DEFLECTION
PI1-3	7+92.24'TNA'	12.0' RT	START PAVEMENT
PI1-4	7+92.24'TNA'	22.0' RT	DEFLECTION
PI1-5	9+42.21'TNA'	24.0' RT	DEFLECTION
PI1-6	11+91.72'TNA'	12.0' RT	END PAVEMENT
PI1-7	12+42.61'TNA'	18.8' LT	START PAVEMENT
PI1-8	9+83.19'TNA'	0.0' RT	START MILL & OVERLAY
PI1-9	9+93.19'TNA'	0.0' RT	END MILL & OVERLAY
PI1-10	8+70.61'TNA'	0.0' RT	START MILL & OVERLAY
PI1-11	8+95.61'TNA'	0.0' RT	END MILL & OVERLAY

PLAN DETAILS - SHEET 2 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI2-1	15+30.30'TNA'	39.5' RT	START PAVED SHOULDER
PI2-2	15+39.21'TNA'	34.8' RT	DEFLECTION
PI2-3	16+26.72'TNA'	23.9' RT	DEFLECTION
PI2-4	18+92.16'TNA'	24.1' RT	DEFLECTION
PI2-5	19+78.93'TNA'	17.8' RT	END PAVED SHOULDER
PI2-6	16+83.44'TSA'	18.5' LT	START PAVED SHOULDER
PI2-7	16+98.29'TSA'	12.0' LT	START HMA PAVEMENT
PI2-8	17+19.24'TSA'	19.8' LT	DEFLECTION
PI2-9	18+87.13'TSA'	20.1' LT	DEFLECTION
PI2-10	17+04.35'TSA'	11.6' RT	START CURB & GUTTER
PI2-11	19+60.08'TSA'	22.3' LT	DEFLECTION
PI2-12	19+60.76'TSA'	6.7' RT	DEFLECTION
PI2-13	19+78.78'TSA'	11.9' LT	END HMA PAVEMENT
PI2-14	21+28.63'TSA'	19.9' LT	DEFLECTION
PI2-15	22+19.52'TSA'	22.8' LT	DEFLECTION
PI2-16	23+71.79'TSA'	14.8' LT	END PAVED SHOULDER
PI2-17	19+97.51'TSA'	6.0' LT	START MILL & OVERLAY
PI2-18	20+07.51'TSA'	6.0' LT	END MILL & OVERLAY
C2-1 (PC)	19+76.38'TSA'	8.9' RT	-
C2-1 (CC)	19+76.38'TSA'	11.4' RT	2.5' RADIUS TO FOC
C2-1 (PT)	19+76.38'TSA'	13.9' RT	-

PLAN DETAILS - SHEET 3 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI3-1	112+31.65'HWA'	24.0' LT	START PAVEMENT
PI3-2	116+54.28'HWA'	36.0' LT	DEFLECTION
PI3-3	118+04.28'HWA'	24.0' LT	END PAVEMENT
PI3-4	108+46.31'HEA'	0.0' LT	START PAVEMENT
PI3-5	108+56.26'HEA'	0.0' LT	END PAVEMENT

PLAN DETAILS - SHEET 5 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI5-1	52+69.55'KTA'	23.3' LT	DEFLECTION
PI5-2	52+71.63'KTA'	12.1' LT	DEFLECTION
PI5-3	52+64.66'KTA'	11.2' LT	DEFLECTION
PI5-4	52+66.45'KTA'	0.0' LT	DEFLECTION
PI5-5	53+22.03'KTA'	0.0' RT	DEFLECTION
PI5-6	53+17.45'KTA'	29.0' LT	DEFLECTION
PI5-7	52+89.70'KTA'	27.4' LT	DEFLECTION
PI5-8	52+90.07'KTA'	23.4' LT	DEFLECTION
C5-1 (PC)	53+08.34'KTA'	25.1' LT	-
C5-1 (CC)	53+08.83'KTA'	22.6' LT	2.5' RADIUS TO FOC
C5-1(PT)	53+11.30'KTA'	23.0' LT	-
C5-2 (PC)	53+09.35'KTA'	18.8' LT	-
C5-2 (CC)	53+09.04'KTA'	21.3' LT	2.5' RADIUS TO FOC
C5-2 (PT)	53+11.54'KTA'	21.7' LT	-
C5-3 (PC)	52+78.14'KTA'	18.9' LT	-
C5-3 (CC)	52+78.69'KTA'	17.0' LT	2' RADIUS TO FOC
C5-3 (PT)	52+78.94'KTA'	15.0' LT	-

PLAN DETAILS - SHEET 6 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI6-1	27+76.58'CEA'	49.4' RT	START SIDEWALK
PI6-2	216+19.35'CRA'	14.3' RT	START C & G
PI6-3	216+14.82'HWA'	23.9' LT	START C & G
C6-1 (PC)	27+66.79'CEA'	50.6' RT	-

PLAN DETAILS - SHEET 6 (CONTINUED)

POINT	STATION	OFFSET (FT)	COMMENT
C6-1 (CC)	27+71.55'CEA'	59.4' RT	10' RADIUS TO EOP
C6-1 (PT)	27+74.58'CEA'	49.4' RT	-
C6-2 (PC)	215+62.24'CRA'	24.4' LT	-
C6-2 (CC)	215+63.37'CRA'	11.2'LT	15' RADIUS TO EOP
C6-2 (PT)	215+98.32'CRA'	24.6' LT	-
C6-3 (PC)	215+65.01'CRA'	7.5' LT	-
C6-3 (CC)	216+32.54'CRA'	62.1' LT	48' RADIUS TO FOC
C6-3 (PT)	216+45.43'CRA'	12.0' LT	-
C6-4 (PC)	216+59.00'CRA'	13.9' RT	-
C6-4 (CC)	216+59.03'CRA'	15.0' RT	1.16' RADIUS TO FOC
C6-4 (PT)	216+59.14'CRA'	16.2' RT	-

PLAN DETAILS - SHEET 7 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI7-1	218+91.13'HWA'	44.0' RT	START C & G
PI7-2	221+31.28'HWA'	13.6' RT	DEFLECTION
PI7-3	222+91.24'HWA'	0.0' RT	DEFLECTION
PI7-4	223+30.70'HWA'	43.3' RT	DEFLECTION
PI7-5	223+19.15'HWA'	0.0' RT	DEFLECTION
PI7-6	43+63.42'LNA'	0.0'LT	START C & G
PI7-7	41+61.28'LSA'	0.0' RT	START C & G
PI7-8	42+76.90'LNA'	30.6' RT	DEFLECTION
PI7-9	222+00.02'HEA'	34.0' RT	START MILL & OVERLAY
PI7-10	223+00.00'HEA'	34.5' RT	END MILL & OVERLAY
PI7-11	223+62.46'HEA'	28.5' RT	START MILL & OVERLAY
PI7-12	41+17.11'LNA'	9.9' LT	END MILL & OVERLAY
PI7-13	43+17.89'LNA'	43.5' RT	START MILL & OVERLAY
PI7-14	43+98.02'LSA'	22.2' LT	START MILL & OVERLAY
PI7-15	43+40.24'LSA'	47.3' LT	END MILL & OVERLAY
C7-1 (PC)	222+55.78'HEA'	14.0' LT	-
C7-1 (CC)	222+55.78'HEA'	10.0' LT	4' RADIUS TO FOC
C7-1 (PT)	222+55.78'HEA'	6.0' LT	-
C7-2 (PC)	222+97.65'HWA'	11.4' RT	-
C7-2 (CC)	222+97.64'HWA'	8.9' RT	2.5' RADIUS TO FOC
C7-2 (PT)	222+98.44'HWA'	6.6' RT	-
C7-3 (PC)	222+95.28'HEA'	14.0' LT	-
C7-3 (CC)	222+95.28'HEA'	11.5' LT	2.5' RADIUS TO FOC
C7-3 (PT)	222+97.78'HEA'	11.5' LT	-
C7-4 (PC)	222+95.28'HEA'	6.5' LT	-
C7-4 (CC)	222+95.28'HEA'	8.5' LT	2.5' RADIUS TO FOC
C7-4 (PT)	222+97.28'HEA'	8.5' LT	-
C7-5 (PC)	43+42.85'HEA'	0.8' LT	-
C7-5 (CC)	43+43.01'HEA'	5.8' LT	5' RADIUS TO FOC
C7-5 (PT)	43+43.17'HEA'	10.8' LT	-
C7-6 (PC)	41+81.28 'LSA'	0.4' LT	-
C7-6 (CC)	41+81.32'LSA'	4.6' RT	5' RADIUS TO FOC
C7-6 (PT)	41+81.37'LSA'	9.6' RT	-

PLAN DETAILS - SHEET 8 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI8-1	227+77.63'HEA'	41.3' LT	END MILL & OVERLAY
PI8-2	224+46.34'HEA'	33.2' RT	END MILL & OVERLAY
PI8-3	226+62.45'HEA'	11.9' LT	DEFLECTION
PI8-4	226+62.38'HEA'	0.0' LT	START C & G
PI8-5	229+02.62'HEA'	40.6' LT	START C & G
PI8-6	224+15.42'HEA'	113.1' RT	START MILL & OVERLAY
C8-1 (PC)	224+13.02'HEA'	34.5' LT	-
C8-1 (CC)	224+15.52'HEA'	34.5' LT	2.5' RADIUS TO FOC
C8-1 (PT)	224+15.53'HEA'	37.0' LT	-
C8-2 (PC)	224+13.01'HEA'	31.5' LT	-
C8-2 (CC)	224+15.51'HEA'	31.5' LT	2.5' RADIUS TO FOC
C8-2 (PT)	224+15.50'HEA'	29.0' LT	-
C8-3 (PC)	224+55.00'HEA'	28.9' LT	-
C8-3 (CC)	224+55.01'HEA'	32.9' LT	4' RADIUS TO FOC
C8-3 (PT)	224+55.00'HEA'	28.9'LT	-
C8-4 (PC)	224+19.66'HEA'	6.1' LT	-
C8-4 (CC)	224+20.31'HEA'	8.5' LT	2.5 RADIUS TO FOC
C8-4 (PT)	224+20.31'HEA'	11.0' LT	-

PLAN DETAILS - SHEET 8 (CONTINUED)

POINT	STATION	OFFSET (FT)	COMMENT
C8-5 (PC)	224+23.72'HEA'	5.0' LT	-
C8-5 (CC)	224+46.50'HEA'	90.0' LT	88' RADIUS TO FOC
C8-5 (PT)	224+46.50'HEA'	2.0' LT	-

PLAN DETAILS - SHEET 9 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI9-1	230+72.04'HEA'	0.0' RT	START C & G
PI9-2	232+75.00'HWA'	13.0' RT	START SIDEWALK
PI9-3	233+19.64'HWA'	10.0' RT	DEFLECTION
PI9-4	231+47.35'HEA'	25.0' RT	START MILL & OVERLAY
PI9-5	231+67.35'HEA'	25.0' RT	END MILL & OVERLAY
PI9-6	235+43.71'HWA'	0.0' RT	DEFLECTION
PI9-7	235+36.05'HEA'	0.0' RT	DEFLECTION
PI9-8	51+70.25'PSA'	32.9' LT	END SIDEWALK
PI9-9	51+61.18'PSA'	30.9' LT	START SIDEWALK
PI9-10	51+55.03'PSA'	12.5' RT	START C & G
PI9-11	51+13.08'PSA'	18.6' RT	START MILL & OVERLAY
PI9-12	51+87.07'PNA'	15.4' LT	END MILL & OVERLAY
PI9-13	51+84.19'PNA'	14.8' RT	END MILL & OVERLAY
PI9-14	52+57.01'PNA'	18.3' RT	DEFLECTION
PI9-15	52+12.16'PNA'	19.8' RT	DEFLECTION
PI9-16	53+22.77'PSA'	14.6' LT	START MILL & OVERLAY
PI9-17	53+76.88'PSA'	10.1' LT	END MILL & OVERLAY
PI9-18	53+46.79'PSA'	12.6' LT	START C & G
PI9-19	53+43.13'PSA'	26.8' LT	END SIDEWALK
PI9-20	53+26.68'PSA'	28.8' LT	START SIDEWALK
C9-1 (PC)	235+05.41'HWA'	2.0' RT	-
C9-1 (CC)	235+05.41'HWA'	90.0' RT	88' RADIUS TO FOC
C9-1 (PT)	235+18.83'HWA'	3.0' RT	-
C9-2 (PC)	235+18.45'HWA'	8.0' RT	-
C9-2 (CC)	235+18.45'HWA'	5.5' RT	2.5' RADIUS TO FOC
C9-2 (PT)	235+18.83'HWA'	3.0' RT	-
C9-3 (PC)	235+22.90'HWA'	26.0' RT	-
C9-3 (CC)	235+22.90'HWA'	28.5' RT	2.5' RADIUS TO FOC
C9-3 (PT)	235+25.40'HWA'	28.5' RT	-
C9-4 (PC)	235+22.79'HWA'	35.1' RT	-
C9-4 (CC)	235+22.83'HWA'	32.6' RT	2.5' RADIUS TO FOC
C9-4 (PT)	235+25.33'HWA'	32.6' RT	-
C9-5 (PC)	234+83.41'HWA'	34.4' RT	-
C9-5 (CC)	234+83.49'HWA'	30.2' RT	4.12' RADIUS TO FOC
C9-5 (PT)	234+83.49'HWA'	26.0' RT	-
C9-6 (PC)	51+77.23 'PSA'	12.1' RT	-
C9-6 (CC)	51+77.26'PSA'	15.1' RT	3' RADIUS TO FOC
C9-6 (PT)	51+77.29'PSA'	18.0' RT	-
C9-7 (PC)	53+24.01'PSA'	13.6' RT	-
C9-7 (CC)	53+24.23'PSA'	16.6' RT	3' RADIUS TO FOC
C9-7 (PT)	53+24.44'PSA'	19.5' RT	-

PLAN DETAILS - SHEET 10 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI10-1	236+32.43'HEA'	96.0' RT	START SIDEWALK
PI10-2	236+06.92'HEA'	27.2' RT	END MILL & OVERLAY
PI10-3	236+52.74'HEA'	36.1' RT	END MILL & OVERLAY
PI10-4	236+35.73'HEA'	119.2' LT	END SIDEWALK
PI10-5	236+36.05'HEA'	97.2' LT	MATCH EXISTING SW
PI10-6	239+15.52'HEA'	17.4' LT	DEFLECTION
PI10-7	239+80.95'HEA'	73.0' LT	START MILL & OVERLAY
PI10-8	240+90.95'HEA'	73.1' LT	END MILL & OVERLAY
PI10-9	241+56.19'HEA'	47.1' LT	START C & G
PI10-10	239+65.43'HEA'	24.0' RT	START PAVEMENT
PI10-11	241+15.43'HEA'	36.0' RT	DEFLECTION
PI10-12	236+13.19'HEA'	95.2' RT	START MILL & OVERLAY
C10-1 (PC)	236+30.25'HEA'	70.6' RT	-
C10-1 (CC)	236+40.21'HEA'	69.8' RT	10' RADIUS TO EOP
C10-1 (PT)	236+31.05'HEA'	65.8' RT	-
C10-2 (PC)	236+34.73'HEA'	57.3'RT	-
C10-2 (CC)	236+20.99'HEA'	51.3' RT	15' RADIUS TO EOP
C10-2 (PT)	236+35.99'HEA'	51.1'RT	-

PLAN DETAILS - SHEET 10 (CONTINUED)

POINT	STATION	OFFSET (FT)	COMMENT
C10-3 (PC)	236+18.79'HEA'	6.0' LT	-
C10-3 (CC)	236+19.44'HEA'	8.4' LT	2.5' RADIUS TO FOC
C10-3 (PT)	236+19.39'HEA'	10.9' LT	-
C10-4 (PC)	236+10.77'HEA'	34.3' LT	-
C10-4 (CC)	236+13.26'HEA'	34.3' LT	2.5' RADIUS TO FOC
C10-4 (PT)	236+13.22'HEA'	36.8' LT	-
C10-5 (PC)	236+10.82'HEA'	31.3' LT	-
C10-5 (CC)	236+13.32'HEA'	31.3' LT	2.5' RADIUS TO FOC
C10-5 (PT)	236+13.36'HEA'	28.8' LT	-
C10-6 (PC)	236+52.72'HEA'	37.5' LT	-
C10-6 (CC)	236+52.79'HEA'	33.5' LT	4' RADIUS TO FOC
C10-6 (PT)	236+52.86'HEA'	29.5' LT	-
C10-7 (PC)	236+22.48'HEA'	5.0' LT	-
C10-7 (CC)	236+45.26'HEA'	90.0' LT	88' RADIUS TO FOC
C10-7 (PT)	236+45.26'HEA'	2.0' LT	-

PLAN DETAILS - SHEET 11 OF 24

POINT	STATION	OFFSET (FT)	COMMENT
PI11-1	245+73.79'HEA'	24.0' RT	START C & G
PI11-2	244+78.74'HEA'	0.0' RT	START C & G
PI11-3	244+14.99'HWA'	0.0' RT	START C & G
PI11-4	244+46.99'HWA'	4.0' RT	DEFLECTION
PI11-5	246+57.68'HEA'	0.0' RT	START C & G
PI11-6	246+86.62'HWA'	14.0' RT	DEFLECTION
PI11-7	247+24.36'HWA'	11.0' RT	DEFLECTION
PI11-8	245+85.22'HWA'	24.0' LT	START C & G
PI11-9	926+67.38'HDA'	24.0' RT	DEFLECTION
PI11-10	926+77.82'HDA'	27.0' RT	DEFLECTION
PI11-11	242+19.57'HEA'	1.9' LT	START MILL & OVERLAY
PI11-12	242+39.57'HEA'	2.2' LT	END MILL & OVERLAY
C11-1 (PC)	244+55.33'HEA'	34.8' RT	-
C11-1 (CC)	244+55.96'HEA'	32.5' RT	2.5' RADIUS TO FOC
C11-1 (PT)	244+55.97'HEA'	30.0' RT	-
C11-2 (PC)	245+25.65'HEA'	53.4' RT	-
C11-2 (CC)	245+26.29'HEA'	51.0' RT	2.5' RADIUS TO FOC
C11-2 (PT)	245+28.79'HEA'	51.0' RT	-
C11-3 (PC)	244+95.87'HEAS'	0.0' RT	-
C11-3 (CC)	244+95.87'HEAS'	40.0' RT	40' RADIUS TO EOP
C11-3 (PT)	245+30.62'HEAS'	20.2' RT	-
C11-4 (PC)	245+50.80'HEA'	39.0' RT	-
C11-4 (CC)	245+63.80'HEA'	39.0' RT	13' RADIUS TO FOC
C11-4 (PT)	245+63.80'HEA'	26.0' RT	-
C11-5 (PC)	245+26.30'HEA'	30.0' RT	-
C11-5 (CC)	245+26.30'HEA'	32.5' RT	2.5' RADIUS TO FOC
C11-5 (PT)	245+28.80'HEA'	32.5' RT	-
C11-6 (PC)	245+26.30'HEA'	2.0' LT	-
C11-6 (CC)	245+26.30'HEA'	4.5' LT	2.5' RADIUS TO FOC
C11-6 (PT)	245+28.80'HEA'	4.5' LT	-
C11-7 (PC)	245+35.20'HWA'	4.0' RT	-
C11-7 (CC)	245+35.20'HWA'	8.5' RT	4.5' RADIUS TO FOC
C11-7 (PT)	245+37.70'HWA'	8.5' RT	-
C11-8 (PC)	245+86.00'HEA'	21.0' LT	-
C11-8 (CC)	245+87.35'HEA'	23.1 LT	2.5' RADIUS TO FOC
C11-8 (PT)	245+86.64'HEA'	25.5' LT	-
C11-9 (PC)	245+86.00'HEA'	21.0' LT	-
C11-9 (CC)	246+38.85'HEA'	103.6' LT	98' RADIUS TO FOC
C11-9 (PT)	246+25.41'HEA'	6.5' LT	-
C11-10 (PC)	245+86.64'HEA'	25.5' LT	-
C11-10 (CC)	246+00.23'HEA'	20.5' RT	48' RADIUS TO FOC
C11-10 (PT)	246+00.83'HEA'	27.5' LT	-
C11-11 (PC)	245+67.32'HWA'	32.7' LT	-
C11-11 (CC)	245+75.22'HWA'	34.0' LT	8' RADIUS TO FOC
C11-11 (PT)	245+75.22'HWA'	26.0' LT	-
C11-12 (PC)	245+27.55'HWA'	29.0' LT	-
C11-12 (CC)	245+29.99'HWA'	28.5' LT	2.5' RADIUS TO FOC
C11-12 (PT)	245+29.99'HWA'	26.0' LT	-
C11-13 (PC)	245+37.11'HWA'	26.0' LT	-

PLAN DETAILS - SHEET 11 (CONTINUED)			
POINT	STATION	OFFSET (FT)	COMMENT
C11-13 (CC)	245+37.11'HWA'	28.5' LT	2.5' RADIUS TO FOC
C11-13 (PT)	245+39.58'HWA'	28.9' LT	-
C11-14 (PC)	926+17.00'HDA'	2.0' RT	-
C11-14 (CC)	926+17.00'HDA'	4.5' RT	2.5' RADIUS TO FOC
C11-14 (PT)	926+17.66'HDA'	6.9' RT	-
C11-15 (PC)	244+92.49'HEAS'	3.0' RT	-
C11-15 (CC)	244+10.09'HEAS'	128.3' RT	150' RADIUS TO AGG
C11-15 (PT)	925+11.24'HCA'	26.0' LT	-
PLAN DETAILS - SHEET 12 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI12-1	249+09.76'HEA'	0.0' RT	START PAVEMENT
PI12-2	249+97.76'HEA'	11.0' LT	DEFLECTION
PI12-3	251+00.05'HEA'	0.0' RT	START MILL & OVERLAY
PI12-4	252+47.45'HEA'	11.0' LT	DEFLECTION
PI12-5	250+32.62'HWA'	0.0' RT	START C & G
PI12-6	249+44.41'HWA'	11.0' RT	DEFLECTION
PI12-7	248+61.66'HEA'	55.1' RT	END PAVT REMOVAL
PI12-8	251+82.23'HWA'	57.1' LT	START PAVT REMOVAL
PLAN DETAILS - SHEET 13 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI13-1	253+93.56'HWA'	0.0' RT	START C & G
PI13-2	254+16.44'HWA'	26.0' RT	DEFLECTION
PI13-3	254+26.64'HWA'	28.0' RT	START C & G
PI13-4	254+77.79'HWA'	76.0' RT	START C & G
PI13-5	920+17.98'HBA'	27.0' LT	DEFLECTION
PI13-6	920+28.49'HBA'	24.0' LT	START C & G
PI13-7	256+08.75'HEA'	7.1' LT	START C & G
PI13-8	255+71.90'HEA'	4.0' LT	DEFLECTION
PI13-9	255+92.16'HEA'	40.0' LT	START C & G
PI13-10	254+80.71'HWA'	24.0' LT	START C & G
PI13-11	258+69.04'HWA'	0.6' LT	START MILL & OVERLAY
PI13-12	258+89.04'HWA'	0.6' LT	END MILL & OVERLAY
C13-1 (PC)	921+01.32'HBAL'	26.0' LT	-
C13-1 (CC)	921+01.32'HBAL'	34.0' LT	8' RADIUS TO FOC
C13-1 (PT)	921+09.23'HBAL'	32.8' LT	-
C13-2 (PC)	921+01.18'HBAL'	2.0' RT	-
C13-2 (CC)	921+01.18'HBAL'	4.5' RT	2.5' RADIUS TO FOC
C13-2 (PT)	921+03.65'HBAL'	4.9' RT	-
C13-3 (PC)	920+97.23'HBAL'	23.8' RT	-
C13-3 (CC)	920+98.63'HBAL'	21.8' RT	2.5' RADIUS TO FOC
C13-3 (PT)	921+01.10'HBAL'	22.1' RT	-
C13-4 (PC)	920+65.25'HBAL'	2.0' RT	-
C13-4 (CC)	920+65.25'HBAL'	4.5' RT	2.5' RADIUS TO FOC
C13-4 (PT)	920+64.36'HBAL'	6.8' RT	-
C13-5 (PC)	255+16.44'HEA'	8.5' LT	-
C13-5 (CC)	255+18.94'HEA'	8.5' LT	2.5' RADIUS TO FOC
C13-5 (PT)	255+18.94'HEA'	6.0' LT	-
C13-6 (PC)	255+16.46'HEA'	35.5' LT	-
C13-6 (CC)	255+18.96'HEA'	35.5'LT	2.5' RADIUS TO FOC
C13-6 (PT)	255+18.96'HEA'	38.0' LT	-
C13-7 (PC)	254+29.90'HWA'	7.0' RT	-
C13-7 (CC)	254+16.46'HWA'	104.1' RT	98' RADIUS TO FOC
C13-7 (PT)	254+59.71'HWA'	16.2' RT	-
C13-8 (PC)	254+65.85'HWA'	24.0' RT	-
C13-8 (CC)	254+65.14'HWA'	21.6' RT	2.5' RADIUS TO FOC
C13-8 (PT)	254+66.54'HWA'	19.5' RT	-
C13-9 (PC)	254+51.67'HWA'	26.0' RT	-
C13-9 (CC)	254+52.26'HWA'	22.0' RT	48' RADIUS TO FOC
C13-9 (PT)	254+65.85'HWA'	24.0' RT	-
C13-10 (PC)	254+90.71'HWA'	26.5' LT	-
C13-10 (CC)	254+90.71'HWA'	39.0' LT	13' RADIUS TO FOC
C13-10 (PT)	254+03.71'HWA'	39.0' LT	-
C13-11 (PC)	256+01.65'HWAN'	18.0' RT	-
C13-11 (CC)	256+01.64'HWAN'	20.5' RT	2.5' RADIUS TO FOC
C13-11 (PT)	256+02.27'HWAN'	22.9' RT	-
C13-12 (PC)	917+67.06'HAA'	22.5' RT	-

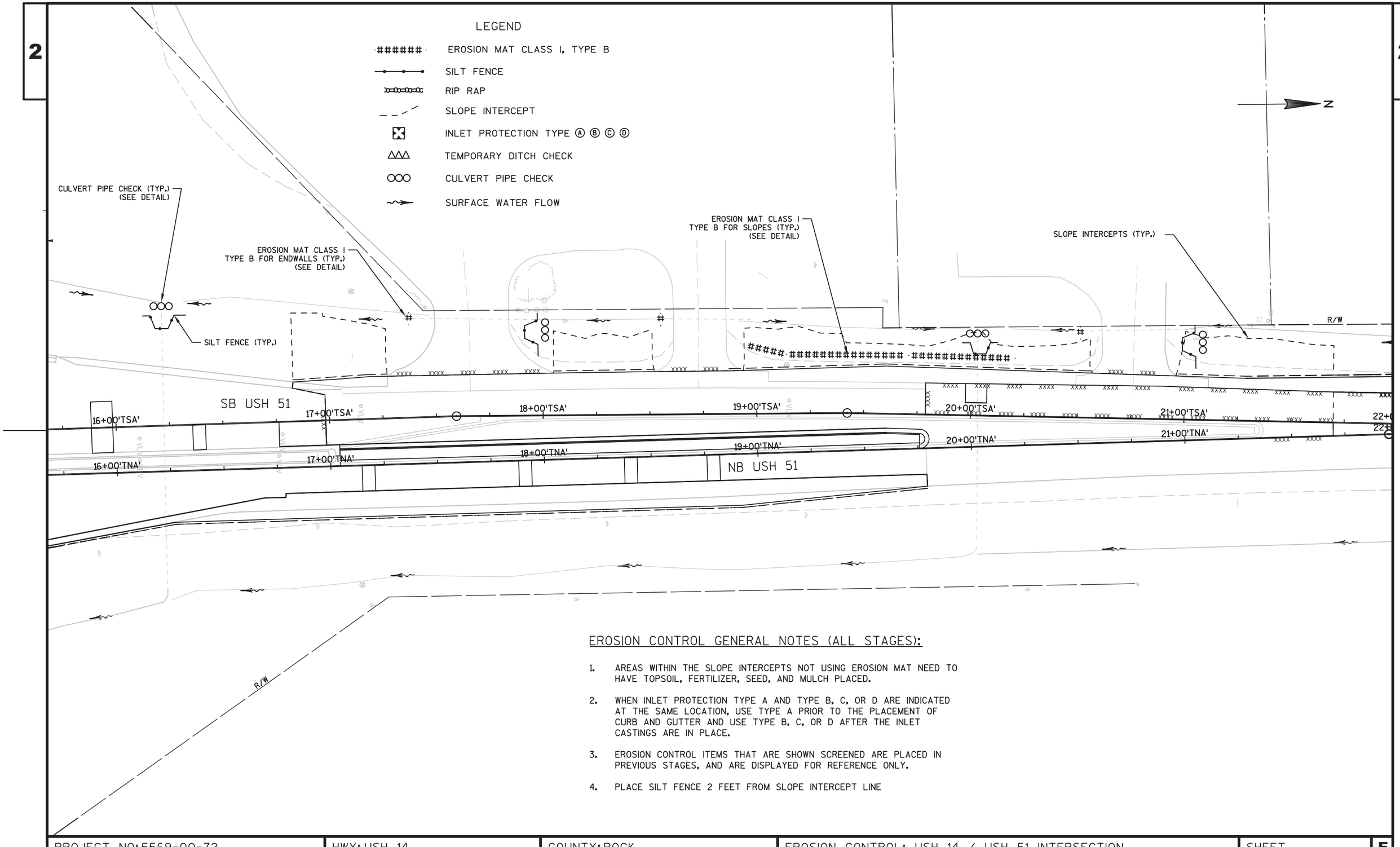
PLAN DETAILS - SHEET 13 (CONTINUED)			
POINT	STATION	OFFSET (FT)	COMMENT
C13-12 (CC)	917+69.56'HAA'	22.5' RT	2.5' RADIUS TO FOC
C13-12 (PT)	917+69.56'HAA'	20.0' RT	-
C13-13 (PC)	917+87.99'HAA'	20.0' RT	-
C13-13 (CC)	917+87.99'HAA'	22.5' RT	2.5' RADIUS TO FOC
C13-13 (PT)	917+90.41'HAA'	23.1' RT	-
C13-14 (PC)	918+00.48'HAA'	55.7' RT	-
C13-14 (CC)	918+39.18'HAA'	65.8' RT	40' RADIUS TO EOP
C13-14 (PT)	918+28.82'HAA'	27.2' RT	-
C13-15 (PC)	255+62.25'HWAN'	3.0' LT	-
C13-15 (CC)	256+43.12'HWAN'	129.3' LT	150' RADIUS TO AGG
C13-15 (PT)	918+65.33'HAA'	26.0' RT	-
PLAN DETAILS - SHEET 15 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI15-1	922+56.27'HCA'	0.0' RT	START PAVEMENT
PI15-2	923+70.71'HCA'	18.0' LT	START PAVEMENT
PI15-3	925+13.38'HCA'	18.0' LT	DEFLECTION
PI15-4	925+24.33'HCA'	23.0' LT	DEFLECTION
PI15-5	925+03.42'HCA'	3.0' RT	DEFLECTION
PI15-6	923+76.02'HCA'	45.8' LT	START OVERLAY
PLAN DETAILS - SHEET 16 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI16-1	932+64.51'HDA'	0.0' RT	START PAVEMENT
C16-1 (PC)	929+64.71'HAD'	27.0' RT	-
C16-1 (CC)	927+09.94'HAD'	629.06' LT	667' RADIUS TO EOP
C16-1 (PT)	932+64.51'HAD'	3.0' RT	-
PLAN DETAILS - SHEET 17 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI17-1	918+63.15'HAA'	0.0' RT	START C & G
PI17-2	918+73.24'HAA'	3.0' LT	DEFLECTION
PI17-3	918+63.15'HAA'	18.0' RT	DEFLECTION
PI17-4	920+83.56'HAA'	18.0' RT	END PAVEMENT
PI17-5	922+07.70'HAA'	0.0' RT	END PAVEMENT
PI17-6	920+80.84'HAA'	49.2' RT	START OVERLAY
PLAN DETAILS - SHEET 20 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI20-1	916+60.69'HBA'	24.0' LT	DEFLECTION
C20-1 (PC)	913+59.89'HBA'	0.0' LT	-
C20-1 (CC)	915+76.58'HBA'	710.0' RT	725' RADIUS TO EOP
C20-1 (PT)	915+10.80'HBA'	12.0' LT	-
PLAN DETAILS - SHEET 21 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI21-1	261+85.54'HWA'	40.4' LT	START CURB RAMP
PI21-2	262+32.98'HWA'	11.0' RT	DEFLECTION
PI21-3	81+63.36'DSA'	53.4' RT	DEFLECTION
PI21-4	81+69.59'DSA'	8.1' RT	DEFLECTION
PI21-5	81+49.22'DNA'	42.6' RT	DEFLECTION
PI21-6	81+33.47'DNA'	46.1' RT	START SIDEWALK
PI21-7	83+07.10'DSR'	10.7' RT	DEFLECTION
PI21-8	83+12.49'DSA'	17.0' LT	DEFLECTION
PI21-9	83+22.80'DNA'	57.4' RT	DEFLECTION
PI21-10	83+51.66'DNA'	47.0' RT	START SIDEWALK
PI21-11	265+32.17'HWA'	36.7' LT	DEFLECTION
PI21-12	83+43.04'DNA'	28.7' RT	START C & G
PI21-13	83+45.74'DNA'	0.9' LT	START PAVEMENT
PI21-14	82+89.43'DNA'	17.0' LT	DEFLECTION
PI21-15	260+33.79'HWA'	24.0' LT	START C & G
PI21-16	263+71.89'HWA'	28.0' LT	DEFLECTION
PI21-17	80+34.57'DSA'	7.6' RT	END SIDEWALK
PI21-18	80+24.55'DSA'	7.6' RT	START SIDEWALK
PI21-19	81+52.40'DSA'	0.2' RT	START C & G
PI21-20	259+13.36'HWA'	0.0' RT	START MILL & OVERLAY
PI21-21	259+33.36'HWA'	0.0' RT	END MILL & OVERLAY
PI21-22	82+89.27'DNA'	9.6' LT	START MILL & OVERLAY
PI21-23	83+92.35'DNA'	8.3' LT	END MILL & OVERLAY
PI21-24	81+52.38'DSA'	0.2' RT	START C&G
C21-1 (PC)	83+71.93'DSR'	31.7' LT	-

PLAN DETAILS - SHEET 21 (CONTINUED)			
POINT	STATION	OFFSET (FT)	COMMENT
C21-1 (CC)	84+92.57'DSR'	224.0' LT	200' RADIUS TO FOC
C21-1 (PT)	84+94.18'DSR'	26.0' LT	-
C21-2 (PC)	82+84.86'DSR'	65.2' LT	-
C21-2 (CC)	83+29.99'DSR'	80.0' LT	48' RADIUS TO FOC
C21-2 (PT)	83+29.99'DSR'	32.0' LT	-
C21-3 (PC)	82+98.88'DSR'	5.1' RT	-
C21-3 (CC)	83+01.29'DSR'	4.5' RT	2.5' RADIUS TO FOC
C21-3 (PT)	83+01.29'DSR'	2.0' RT	-
C21-4 (PC)	262+76.81'HWA'	30.0' LT	-
C21-4 (CC)	262+76.81'HWA'	32.5' LT	2.5' RADIUS TO FOC
C21-4 (PT)	262+79.30'HWA'	32.3' LT	-
C21-5 (PC)	84+03.58'DSR'	2.0' RT	-
C21-5 (CC)	84+03.58'DSR'	4.5' RT	2.5' RADIUS TO FOC
C21-5 (PT)	84+04.08'DSR'	6.9' RT	-
C21-6 (PC)	83+39.92'DNA'	48.2' RT	-
C21-6 (CC)	83+45.96'DNA'	61.8' RT	15' RADIUS TO EOP
C21-6 (PT)	83+46.35'DNA'	46.8' RT	-
C21-7 (PC)	263+57.65'HWA'	43.5' LT	-
C21-7 (CC)	263+59.64'HWA'	43.8' LT	2' RADIUS TO FOC
C21-7 (PT)	263+59.93'HWA'	45.5' LT	-
C21-8 (PC)	263+57.91'HWA'	30.1' LT	-
C21-8 (CC)	263+59.91'HWA'	30.1' LT	2' RADIUS TO FOC
C21-8 (PT)	263+59.89'HWA'	28.2' LT	-
C21-9 (PC)	264+50.38'HWA'	27.4 LT	-
C21-9 (CC)	264+50.40'HWA'	29.9' LT	2.5' RADIUS TO FOC
C21-9 (PT)	264+50.76'HWA'	32.3' LT	-
C21-10 (PC)	83+03.94'DNA'	65.2'RT	-
C21-10 (CC)	83+42.45'DNA'	73.7' RT	43' RADIUS TO FOC
C21-10 (PT)	83+43.01'DNA'	30.7' RT	-
PLAN DETAILS - SHEET 22 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI22-1	280+36.32'HWA'	43.2' LT	START CURB RAMP
PI22-2	280+41.08'HWA'	0.0' RT	START C & G
PI22-3	280+49.24'HWA'	0.0' RT	START PAVEMENT
PI22-4	280+60.42'HWA'	0.0' RT	DEFLECTION
PI22-5	280+60.42'HWA'	4.9' RT	END PAVEMENT
PI22-6	280+60.42'HWA'	13.2' RT	DEFLECTION
PI22-7	280+43.24'HWA'	15.0' RT	START C & G
PLAN DETAILS - SHEET 23 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI23-1	900+18.46'NBB'	12.0' RT	DEFLECTION
PLAN DETAILS - SHEET 24 OF 24			
POINT	STATION	OFFSET (FT)	COMMENT
PI24-1	905+95.56'NBB'	0.0' RT	DEFLECTION

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



EROSION CONTROL GENERAL NOTES (ALL STAGES):

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.
2. WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.
3. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.
4. PLACE SILT FENCE 2 FEET FROM SLOPE INTERCEPT LINE

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / USH 51 INTERSECTION	SHEET 119	E

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

R/W

SB USH 51

10+00'TSA' 11+00'TSA' 12+00'TSA' 13+00'TSA' 14+00'

8+00'TNA' 9+00'TNA' 10+00'TNA' 11+00'TNA' 12+00'TNA' 13+00'TNA' 14+00'

NB USH 51

EROSION MAT CLASS I TYPE B FOR SLOPES (TYP.) (SEE DETAIL)

EROSION MAT CLASS I TYPE B FOR DITCHES (TYP.) (SEE DETAIL)

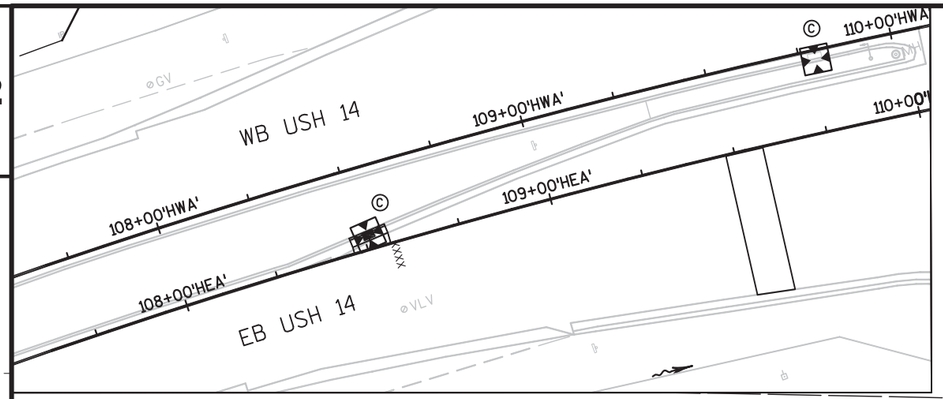
RIP RAP MEDIUM TREATMENT AT PIPE ENDWALLS (TYP.) (SEE DETAIL)

SLOPE INTERCEPTS (TYP.)

TEMPORARY DITCH CHECK (TYP.) (SEE S.D.D.)

EB USH 14

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / USH 51 INTERSECTION	SHEET 120	E



LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

EROSION MAT CLASS I TYPE B FOR SLOPES (TYP.) (SEE DETAIL)

CULVERT PIPE CHECK (TYP.) (SEE DETAIL)

SILT FENCE

R/W

SLOPE INTERCEPTS (TYP.)

WB USH 14

EB USH 14

113+00'HWA'
114+00'HWA'
115+00'HWA'
116+00'HWA'
117+00'HWA'
118+00'HWA'
113+00'HEA'
114+00'HEA'
115+00'HEA'
116+00'HEA'
117+00'HEA'
118+00'HEA'

Ⓓ Ⓒ

R/W

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / USH 51 INTERSECTION	SHEET 121	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022001_EC_USH14-USH51.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

KETTERING STREET

50+00'KTA' 51+00'KTA' 52+00'KTA' 53+00'KTA' 54+00'KTA' 55+00'KTA' 56+00'KTA'

SB STH 26

NB STH 26

R/W

2

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: STH 26 / KETTERING STREET INTERSECTION	SHEET 122 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022010_EC_STH26-KETTERING.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

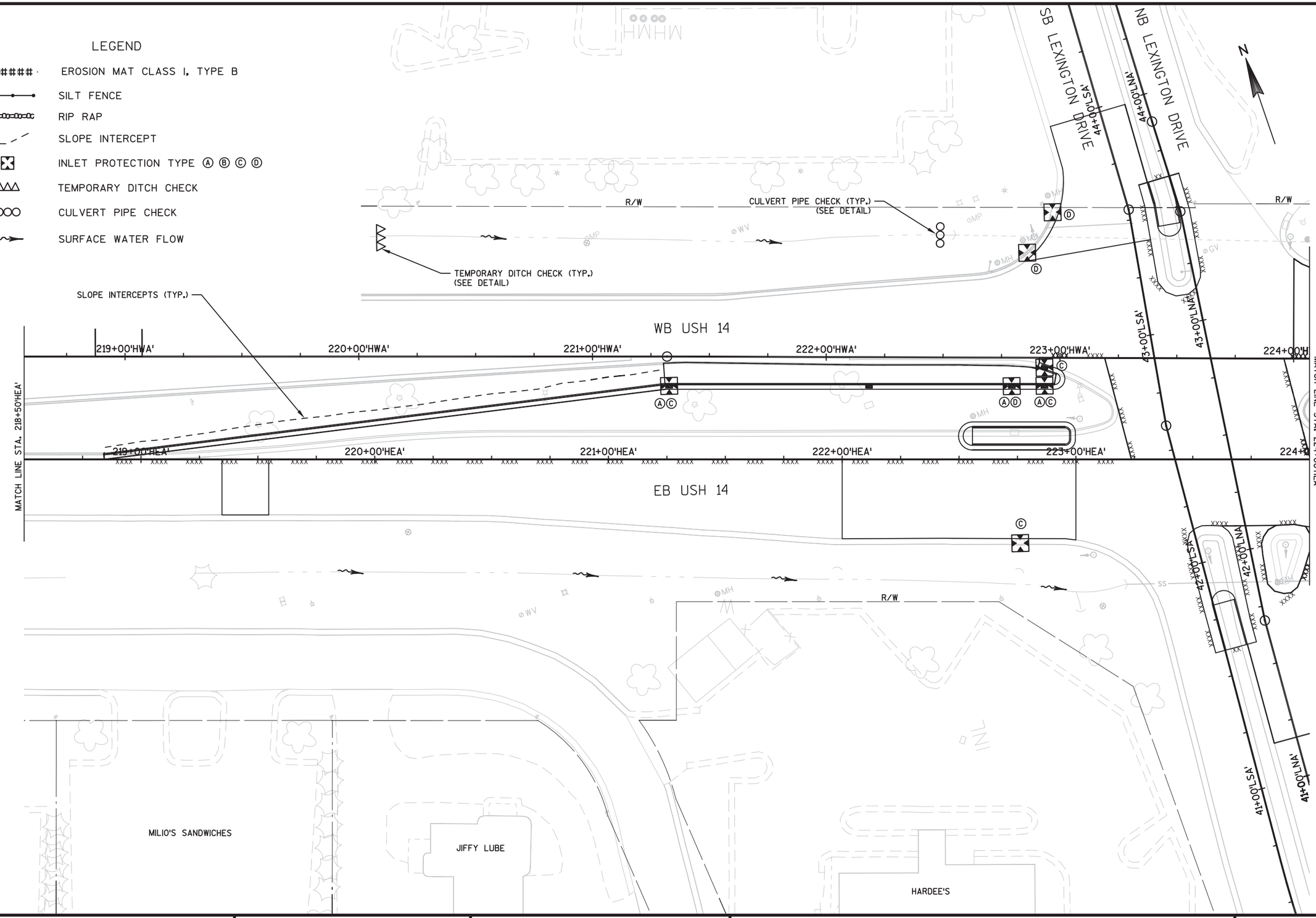
SLOPE INTERCEPTS (TYP.)

39+00'CWA'
29+00'CEA'
38+00'CWA'
28+00'CEA'
SB STH 26
NB STH 26
R/W
215+48'CRA'
216+00'CRA'
217+00'CRA'
218+00'CRA'
219+00'CRA'
219+91'CRA'
37+00'CWA'
27+00'CEA'
WB USH 14
218+00'HWA'
217+00'HWA'
216+00'HWA'
215+00'HWA'
MATCH LINE STA. 218+50'HEA'
218+00'HEA'
217+00'HEA'
216+00'HEA'
EB USH 14
35+00'CWA'
36+00'HEA'
26+00'CEA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / STH 26 INTERSECTION	SHEET 123 E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / LEXINGTON DRIVE INTERSECTION	SHEET 124 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022003_EC_USH14-LEXINGTON.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

R/W

WB USH 14

225+00'HWA'

226+00'HWA'

227+00'HWA'

228+00'HWA'

229+00'HWA'

230+00'H

SLOPE INTERCEPTS (TYP.)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

MATCH LINE STA. 224+00'HEA'

225+00'HEA'

227+00'HEA'

228+00'HEA'

229+00'HEA'

MATCH LINE STA. 230+00'HEA'

EB USH 14

EROSION MAT CLASS I
TYPE B FOR FLUMES (TYP.)
(SEE DETAIL)

RIP RAP MEDIUM
TREATMENT AT
ENDWALLS (TYP.)
(SEE DETAIL)

R/W

NB LEXINGTON DRIVE

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / LEXINGTON DRIVE INTERSECTION	SHEET 125	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

EROSION MAT CLASS I
TYPE B FOR PIPE ENDWALLS (TYP.)
(SEE DETAIL)

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

SLOPE INTERCEPTS (TYP.)

WB USH 14

EB USH 14

NB PONTIAC DRIVE

SB PONTIAC DRIVE

R/W

MATCH LINE STA. 230+00'HEA'

MATCH LINE STA. 236+00'HEA'

231+00'HWA' 232+00'HWA' 233+00'HWA' 234+00'HWA' 235+00'HWA' 236+00'HW

231+00'HEA' 232+00'HEA' 233+00'HEA' 234+00'HEA' 235+00'HEA' 236+00

53+00'PSA' 54+00'PSA' 53+00'PNA'

52+00'PSA' 52+00'PNA' 51+00'PSA' 51+00'PNA'

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / PONTIAC DRIVE INTERSECTION	SHEET 126 E

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

R/W

N

EROSION MAT CLASS I
TYPE B FOR FLUMES (TYP.)
(SEE DETAIL)

RIP RAP MEDIUM
TREATMENT AT
PIPE ENDWALLS (TYP.)
(SEE DETAIL)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

WB USH 14

237+00'HWA' 238+00'HWA' 239+00'HWA' 240+00'HWA' 241+00'HWA' 242+00'HW

MATCH LINE STA. 236+00'HEA'

237+00'HEA' 238+00'HEA' 239+00'HEA' 240+00'HEA' 241+00'HEA' 242+0

EB USH 14

MATCH LINE STA. 242+00'HEA'

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

239+65'HEAS' 240+00'HEAS' 241+00'HEAS' 242+0

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

SLOPE INTERCEPTS (TYP.)

R/W

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

NB PONTIAC DRIVE

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / PONTIAC DRIVE INTERSECTION	SHEET 127	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

MATCH LINE STA. 927+75'HDA'

SB OFF-RAMP

927+00'HDA'

926+65'HDAL'

925+50'HDA'

925+50'HDAL'

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I TYPE B FOR DITCHES (TYP.) (SEE DETAIL)

RIP RAP MEDIUM TREATMENT FOR FLUMES (TYP.) (SEE DETAIL)

R/W

WB USH 14

243+00'HWA'

244+00'HWA'

245+00'HWA'

246+00'HWA'

247+00'HWA'

248+00'HW

MATCH LINE STA. 242+00'HEA'

CULVERT PIPE CHECK (TYP.)

243+00'HEA'

244+00'HEA'

245+00'HEA'

246+00'HEA'

247+00'HEA'

248+0

MATCH LINE STA. 248+00'HEA'

RIP RAP MEDIUM TREATMENT FOR FLUMES (TYP.) (SEE DETAIL)

926+00'HCA'

EB USH 14

243+00'HEAS'

244+00'HEAS'

SB ON-RAMP

245+00'HEAS'

245+50'HEAS'

EROSION MAT CLASS I TYPE B FOR PIPE ENDWALLS (TYP.) (SEE DETAIL)

MATCH LINE STA. 925+50'HCA'

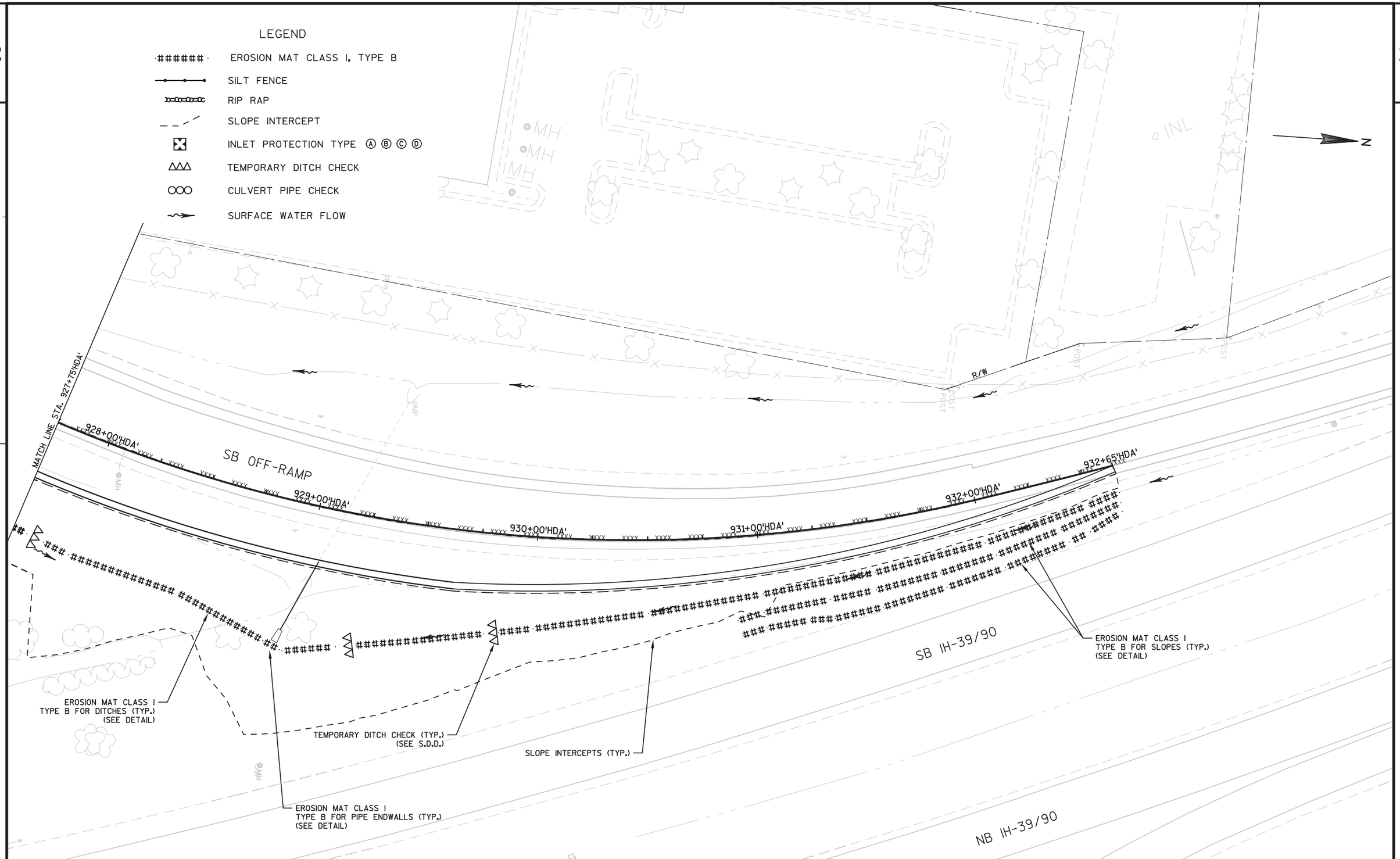
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / IH-39/90 SB RAMP TERMINAL	SHEET 128 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022005_EC_USH14-SB_TERMINAL.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / IH-39/90 SB RAMP TERMINAL	SHEET 129	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022005_EC_USH14-SB_TERMINAL.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

R/W

SB ON-RAMP

922+00'HCA'

923+00'HCA'

924+00'HCA'

925+00'HCA'

MATCH LINE STA. 924+00'HCA'

MATCH LINE STA. 925+50'HCA'

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

EROSION MAT CLASS I
TYPE B FOR PIPE ENDWALLS (TYP.)
(SEE DETAIL)

SLOPE INTERCEPTS (TYP.)

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / IH-39/90 SB RAMP TERMINAL	SHEET 130	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

SLOPE INTERCEPTS (TYP.)

SB IH-39/90

NB IH-39/90

WB USH 14

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

MATCH LINE STA. 248+00'HEA'

248+00'HWA'

249+00'HWA'

250+00'HWA'

251+00'HWA'

252+00'HWA'

253+00'HWA'

MATCH LINE STA. 253+00'HEA'

248+00'HEA'

249+00'HEA'

250+00'HEA'

251+00'HEA'

252+00'HEA'

253+00'HEA'

EB USH 14

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 BETWEEN SB & NB RAMP TERMINALS	SHEET 131	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022005_EC_USH14-SB_TERMINAL.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

MATCH LINE STA. 918+50'HAA'

255+00'HWAN'

256+00'HWAN'

257+00'HWAN'

258+00'HWAN'

EROSION MAT CLASS I
TYPE B FOR PIPE ENDWALLS (TYP.)
(SEE DETAIL)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

WB USH 14

254+00'HWA'

255+00'HWA'

256+00'HWA'

257+00'HWA'

258+00'HWA'

259+00'HW

MATCH LINE STA. 253+00'HEA'

254+00'HEA'

255+00'HEA'

256+00'HEA'

257+00'HEA'

258+00'HEA'

MATCH LINE STA. 259+00'HEA'

RIP RAP MEDIUM
TREATMENT
FOR FLUMES (TYP.)
(SEE DETAIL)

EB USH 14

921+00'HBAL'

921+30'HBAL'

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

R/W

N

SLOPE INTERCEPTS (TYP.)

RIP RAP MEDIUM
TREATMENT
FOR FLUMES (TYP.)
(SEE DETAIL)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

920+00'HBA'

920+30'HBAL'

NB OFF-RAMP

MATCH LINE STA. 919+50'HBA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: USH 14 / IH-39/90 NB RAMP TERMINAL	SHEET 132	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022006_EC_USH14-NB_TERMINAL.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

MATCH LINE STA. 918+50'HAA'

NB ON-RAMP

MATCH LINE STA. 924+00'HAA'

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / IH-39/90 NB RAMP TERMINAL	SHEET 133	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

SB IH-39/90

NB IH-39/90

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

913+60'HBA'
914+00'HBA'
915+00'HBA'
916+00'HBA'
917+00'HBA'
918+00'HBA'
919+00'HBA'

NB OFF-RAMP

MATCH LINE STA. 919+50'HBA'

R/W

W
MH

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / IH-39/90 NB RAMP TERMINAL	SHEET 134	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022006_EC_USH14-NB_TERMINAL.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

CULVERT PIPE CHECK (TYP.)
(SEE DETAIL)

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES (TYP.)
(SEE DETAIL)

EROSION MAT CLASS I
TYPE B FOR PIPE ENDWALLS (TYP.)
(SEE DETAIL)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

EROSION MAT CLASS I
TYPE B FOR SLOPES (TYP.)
(SEE DETAIL)

NB DEERFIELD DRIVE

SB DEERFIELD DRIVE

R/W

WB USH 14

EB USH 14

MATCH LINE STA. 259+00'HEA'

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / DEERFIELD DRIVE INTERSECTION	SHEET 135	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

SB WRIGHT ROAD

NB WRIGHT ROAD

N

WB USH 14

278+00'HWA' 279+00'HWA' 280+00'HWA' 281+00'HWA' 281+25'HWA'

278+00'HEA' 279+00'HEA' 280+00'HEA' 281+00'HEA' 282+00'HEA' 283+00'HEA'

EB USH 14

R/W

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	EROSION CONTROL: USH 14 / WRIGHT ROAD INTERSECTION	SHEET 136 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022009_EC_USH14-WRIGHT.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

N

SB IH-39/90

NB IH-39/90

NB OFF-RAMP

897+68 899+00'NBB' 900+00'NBB' 901+00'NBB' 902+00'NBB' 903+00'NBB' 904+00'NBB' 905+00'NBB' 906+00'NBB' 907+00'NBB' 908+00'NBB' 908+44'NBB'

SILT FENCE (TYP.)
(SEE S.D.D.)

SLOPE INTERCEPTS (TYP.)

TEMPORARY DITCH CHECK (TYP.)
(SEE S.D.D.)

R/W

INL

MH

W

OHP

A/C

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE Ⓐ Ⓑ Ⓒ Ⓓ
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	EROSION CONTROL: NB IH-39/90	SHEET 137	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\EROSION CONTROL\5569-00-72\022008_EC_USH14-IH-3990.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

2

WISCONSIN POWER & LIGHT COMPANY

USH 14 WB

USH 14 EB

USH 51 NB

15+00'TNA'

111+00'HWA'

112+00'HWA'

113+00'HWA'

114+00'HWA'

115+00'HWA'

116+00'HWA'

111+00'HEA'

112+00'HEA'

113+00'HEA'

114+00'HEA'

115+00'HEA'

116+00'HEA'

WISDOT

46.0 STA. 113+58'HWA', 13.5' RT
REPLACE INLET COVER TYPE HM-GJ-S

48.0 STA. 115+35'HWA', 1.2' RT
ADJUST INLET COVER

45.0 STA. 113+09'HWA', 13.5' RT
ADJUST INLET COVER

47.0 STA. 114+13'HWA', 11.9' RT
ADJUST INLET COVER

CITY OF JANESVILLE

AMERICAN TRANSMISSION COMPANY, LLC

MCLEOD USA TELECOMMUNICATION

STORM SEWER DETAIL LEGEND

- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME

USH 14 WB

108+00'HWA'

109+00'HWA'

110+00'HWA'

108+00'HEA'

109+00'HEA'

110+00'HEA'

USH 14 EB

44.0 STA. 108+51'HEA', 3.7' LT
INLET 2'x3' - SALVAGE INLET COVER
CONCRETE COLLAR REQ'D

AMERICAN TRANSMISSION COMPANY, LLC

WISCONSIN POWER & LIGHT COMPANY

USH 51 SB

USH 51 NB

12+00'TSA'

12+00'TNA'

11+00'TSA'

11+00'TNA'

CITY OF JANESVILLE

50.0 STA. 11+53'TNA', 4.8' LT
ADJUST INLET COVER

STA. 11+53'TSA', 1.4' RT
ADJUST INLET COVER 49.0

WISCONSIN POWER & LIGHT COMPANY

AMERICAN TRANSMISSION COMPANY, LLC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 138	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\022501_SS.DWG PLOT DATE : 9/17/2014 1:18 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

STH 26/MILTON AVE. SB

STH 26/MILTON AVE. NB

2.0 STA. 216+27'CRA', 14.8' LT
MAHOLE 6' DIA. - HS
(CENTER OF HS CASTING AT
STA. 216+27'CRA', 13.6' LT)

CONNECT EXISTING 6"
UNDERDRAIN TO NEW
#2.0 INLET

1.0 STA. 216+71'CRA', 13.5' LT
RECONSTRUCT MANHOLE
REPLACE WITH INLET COVER TYPE H

AT&T

WISCONSIN POWER
& LIGHT COMPANY

WISDOT

MCLEOD USA TELECOMMUNICATION

2B STA. 216+31'HWA', 27.5' LT
SALVAGE INLET COVER

2A STA. 216+36'CRA', 14.3' RT
SALVAGE INLET COVER

CITY OF JANESVILLE

WISDOT

USH 14/HUMES RD. WB

CHARTER

MCLEOD USA TELECOMMUNICATION

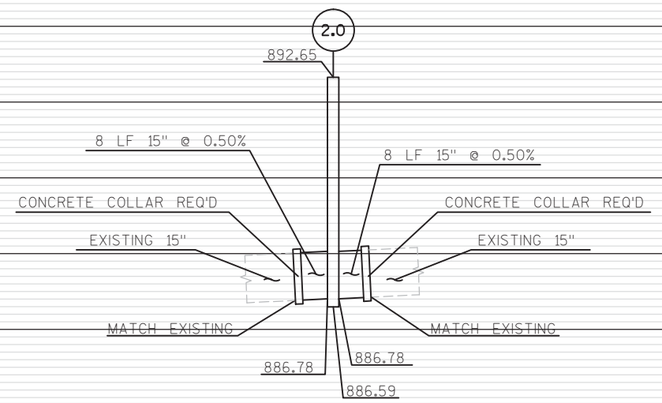
CITY OF JANESVILLE

WE ENERGIES

USH 14/HUMES RD. EB

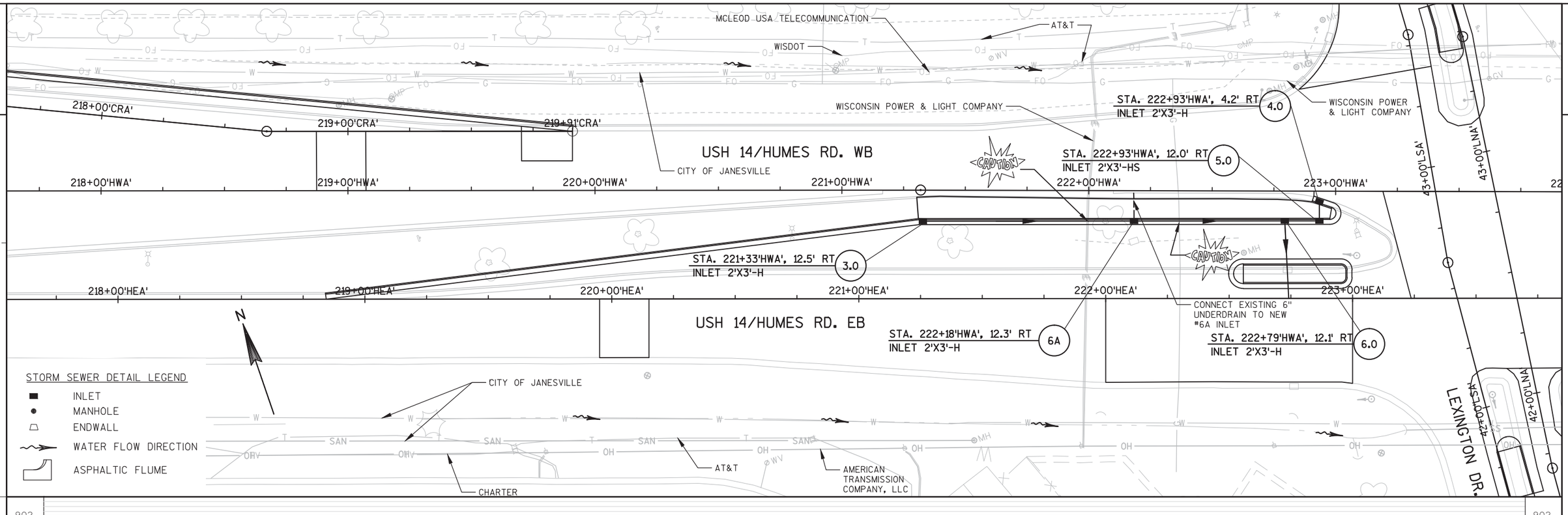
WISCONSIN POWER & LIGHT COMPANY

STORM SEWER DETAIL LEGEND
- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 139	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\022501_SS.DWG PLOT DATE : 9/17/2014 1:18 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 140	E

2

WISDOT

CITY OF JANESVILLE

WISCONSIN POWER & LIGHT COMPANY

MCLEOD USA TELECOMMUNICATION

8A STA. 224+29'HEA', 19.3' LT
ADJUST MANHOLE COVER

10.0 STA. 225+25'HEA', 11.3' LT
INLET 2'X3'-HS
NO ADJUSTMENT RINGS

11.0 STA. 225+45'HEA', 11.3' LT
INLET 2'X3'-H
NO ADJUSTMENT RINGS

12.0 STA. 225+93'HEA', 18.1' LT
INLET 2'X2.5' - V
NO ADJUSTMENT RINGS

13.0 STA. 225+93'HEA', 1.5' LT
INLET 2'X3'-H

14.0 STA. 228+72'HEA', 18.3' LT
15" ENDWALL

9.0 STA. 225+25'HEA', 1.5' LT
INLET 2'X3'-H
NO ADJUSTMENT RINGS

8.0 STA. 224+50'HEA', 1.5' LT
INLET 2'X3'-H
NO ADJUSTMENT RINGS

USH 14/HUMES RD. WB

USH 14/HUMES RD. EB

224+00'HWA' 225+00'HWA' 226+00'HWA' 227+00'HWA' 228+00'HWA' 229+00'HWA' 230+00'HWA'

224+00'HEA' 225+00'HEA' 226+00'HEA' 227+00'HEA' 228+00'HEA' 229+00'HEA' 230+00'H

CAUTION

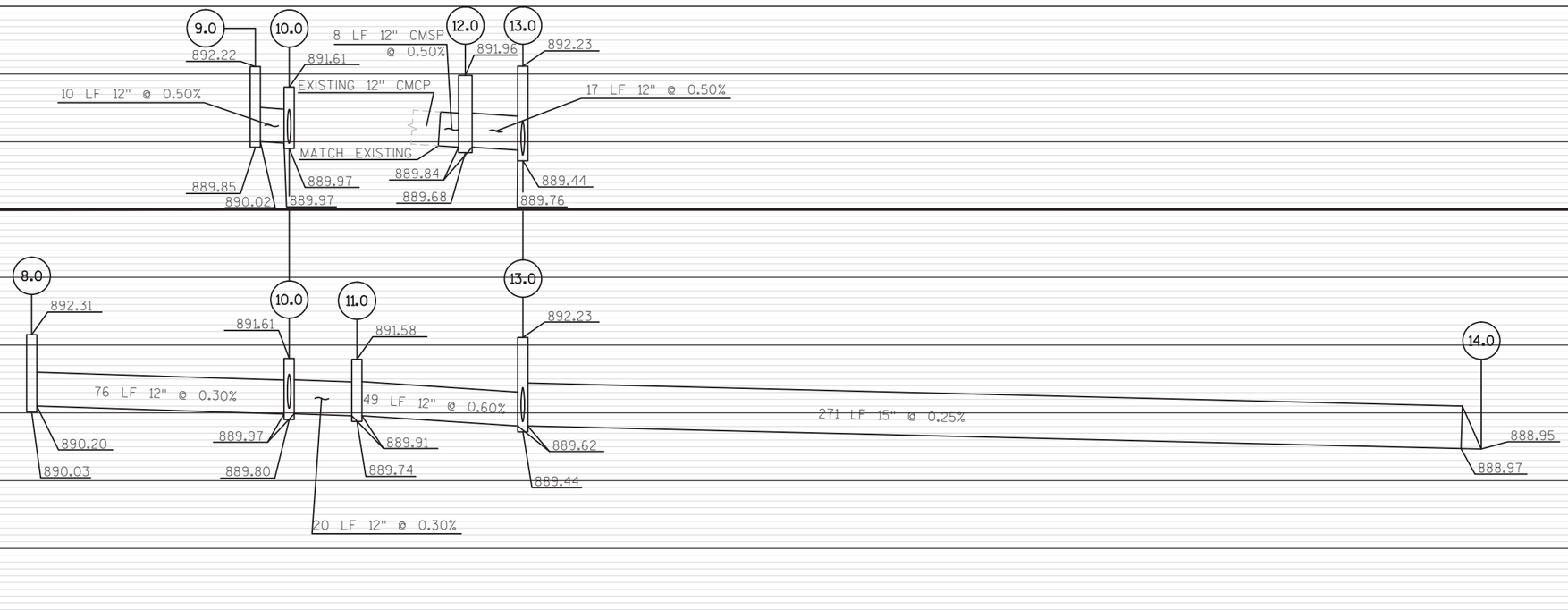
WISCONSIN POWER & LIGHT COMPANY

AMERICAN TRANSMISSION COMPANY, LLC

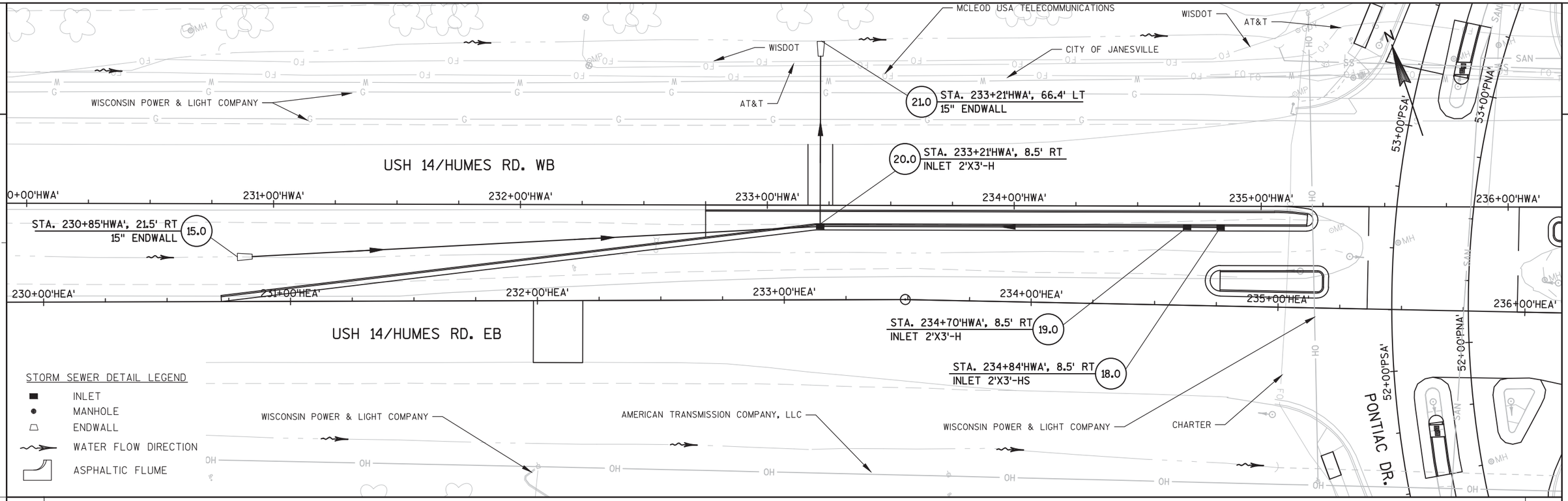
WISCONSIN POWER & LIGHT COMPANY

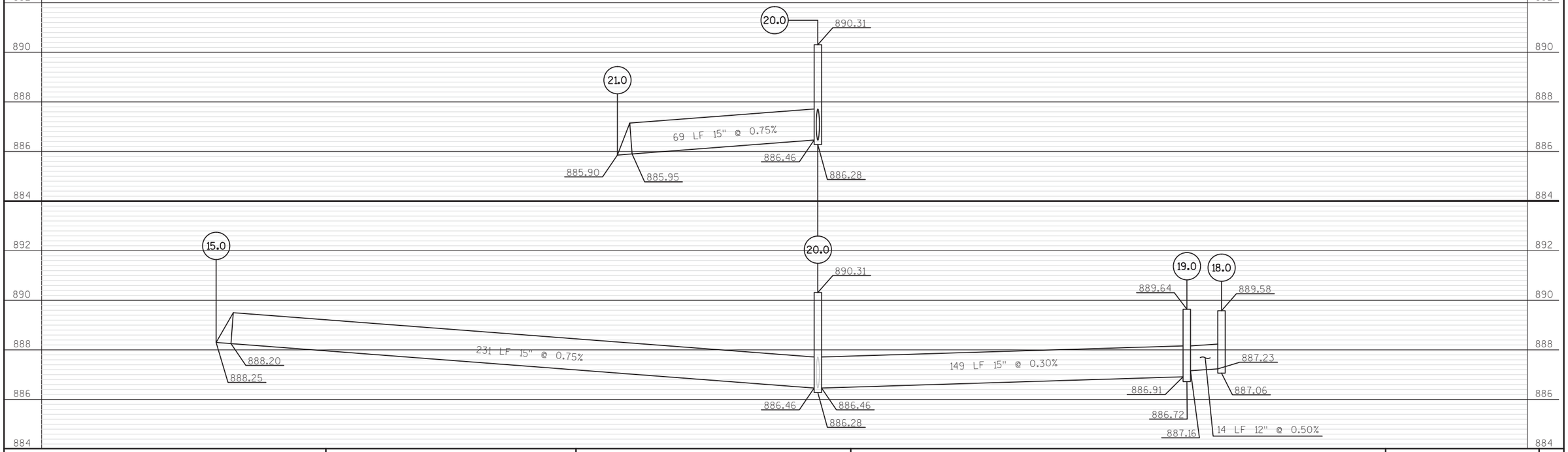
STORM SEWER DETAIL LEGEND

- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 141	E





PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 142	E

2

53+00'PNA'

CITY OF JANEVILLE

AT&T

WISCONSIN POWER & LIGHT COMPANY

MCLEOD USA TELECOMMUNICATIONS

CAUTION

USH 14/HUMES RD. WB

236+00'HWA' 237+00'HWA' 238+00'HWA' 239+00'HWA' 240+00'HWA' 241+00'HWA' 242+00'HWA'

24.0 STA. 236+50'HEA', 12.0' LT
INLET 2'X3'-H

26.0 STA. 237+40'HEA', 13.6' LT
INLET 2'X3'-H

27.0 STA. 238+38'HEA', 15.2' LT
INLET 2'X3'-H

236+00'HEA' 237+00'HEA' 238+00'HEA' 239+00'HEA' 240+00'HEA' 241+00'HEA' 242+00'H

STA. 241+51'HEA', 22.8' LT
18" ENDWALL 29.0

23.0 STA. 236+50'HEA', 1.5' LT
INLET 2'X3'-H

25.0 STA. 237+40'HEA', 1.5' LT
INLET 2'X3'-H

28.0 STA. 238+38'HEA', 1.5' LT
MANHOLE 4' DIA.-H

USH 14/HUMES RD. EB

239+65'HEAS' 240+00'HEAS' 241+00'HEAS' 242+00'HE

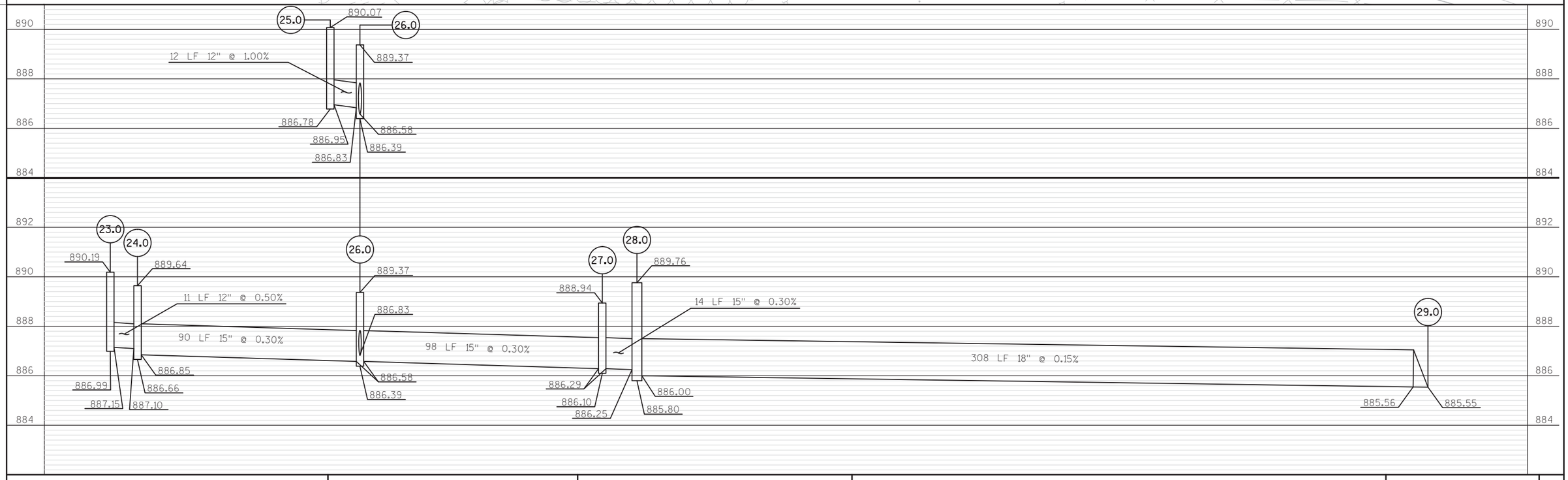
STORM SEWER DETAIL LEGEND

- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME

AMERICAN TRANSMISSION COMPANY, LLC

WISCONSIN POWER & LIGHT COMPANY

AT&T



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 143	E

2

WISCONSIN POWER & LIGHT COMPANY

WISDOT

MCLEOD USA TELECOMMUNICATIONS

243+00'HWA'
244+00'HWA'
245+00'HWA'
246+00'HWA'
247+00'HWA'
248+00'HWA'

925+28'HDA'
925+60'HDA'
925+63'HDAL'

USH 14/HUMES RD. WB

243+00'HEA'
244+00'HEA'
245+00'HEA'
246+00'HEA'
247+00'HEA'
248+00'HEA'

926+40'HCA'

STA. 925+91'HCA', 19.5' LT
INLET 2'X3'-H
30.0

USH 14/HUMES RD. EB

243+00'HEAS'
244+00'HEAS'
245+00'HEAS'
245+53'HEAS'

926+00'HCA'

31.0
STA. 925+67'HCA', 19.5' RT
15" ENDWALL

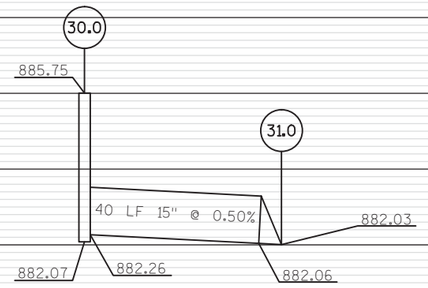
WISCONSIN POWER & LIGHT COMPANY

WISCONSIN POWER & LIGHT COMPANY

MCLEOD USA TELECOMMUNICATIONS

STORM SEWER DETAIL LEGEND

- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME



892
890
888
886
884
882
880
878
876

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 144	E

2

STA. 255+53'HWAN', 8.0' LT
37.0 MANHOLE 6' DIA - J

STA. 256+00'HWAN', 26.0' LT
38.0 24" ENDWALL

STA. 917+87'HAA', 25.7' LT
34.0 24" ENDWALL

STA. 917+86'HAA', 19.5' RT
35.0 MANHOLE 6' DIA - H

STA. 255+84'HWA', 29.5' LT
36.0 INLET 2'X3'-H

STA. 254+20'HWA', 16.7' RT
32.0 18" ENDWALL

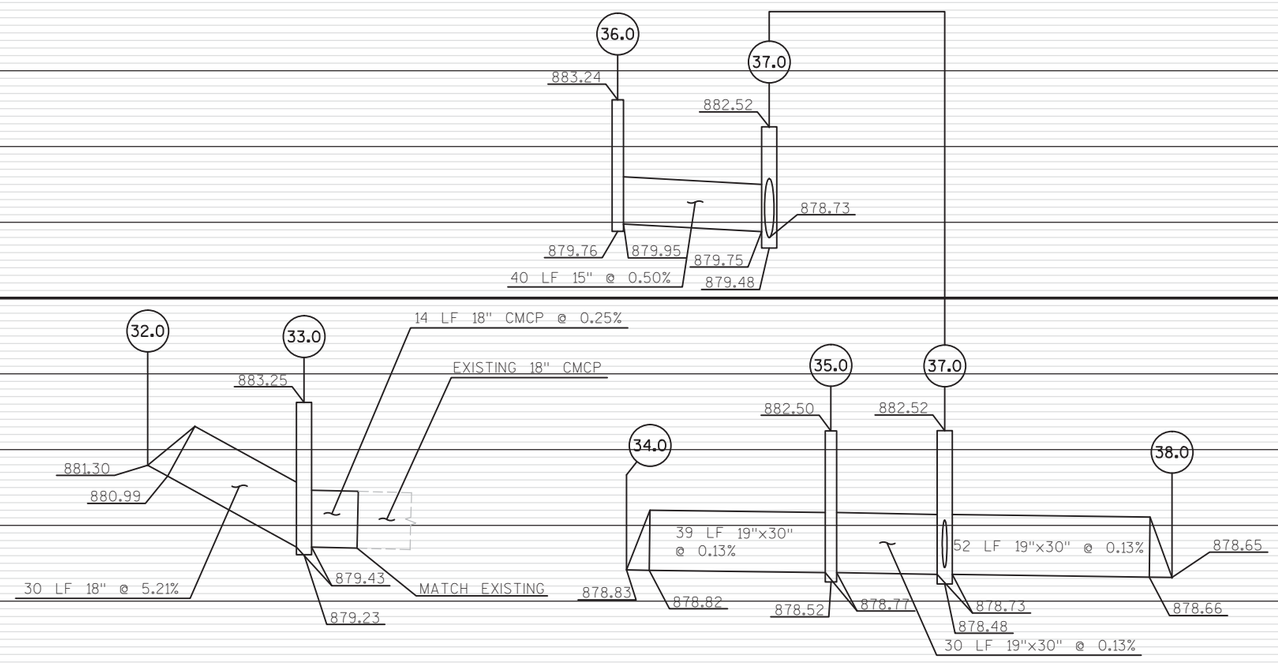
STA. 254+56'HWA', 13.6' RT
33.0 MANHOLE 4' DIA - H

USH 14/HUMES RD. WB

USH 14/HUMES RD. EB

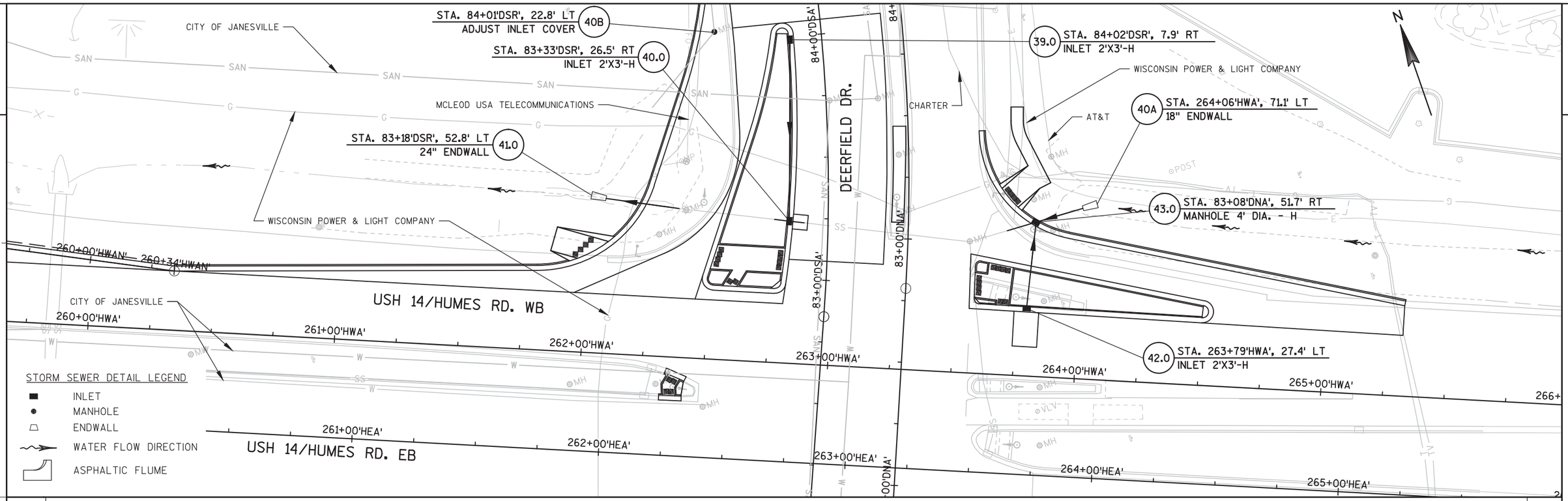
255+00'HWAN'
256+00'HWAN'
257+00'HWAN'
258+00'HWAN'
918+00'HAA'
917+35'HAA'
921+43'HAA'
253+00'HWA'
254+00'HWA'
255+00'HWA'
256+00'HWA'
257+00'HWA'
258+00'HWA'
252+00'HEA'
253+00'HEA'
254+00'HEA'
255+00'HEA'
256+00'HEA'
257+00'HEA'
258+00'HEA'
921+43'HEAL'
921+43'HEBA'

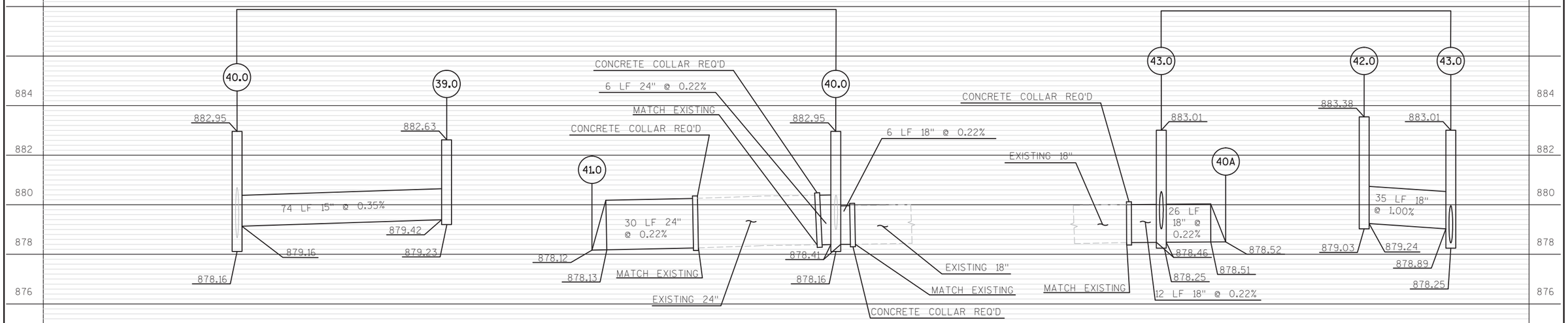
STORM SEWER DETAIL LEGEND
- INLET
- MANHOLE
- ENDWALL
- WATER FLOW DIRECTION
- ASPHALTIC FLUME



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 145	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\022501_SS.DWG PLOT DATE : 9/17/2014 1:20 PM PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT





PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	STORM SEWER - USH 14	SHEET 146	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

N

WEST 14 COUNTY F
J3-2
ESTR

WRONG WAY
R5-1A
ESTR

SOUTH 51
J4-1
ESTR

COUNTY F
J2-1
ESTR

I55-56MOD
ESTR

ADOPT-A-HIGHWAY SPONSOR
TROOP 405 BSA
FIRST LUTHERAN CHURCH
JANESVILLE, WI.

USH 51 SB

USH 51 NB

82'TNA' 7+00'TNA' 8+00'TNA' 9+00'TNA' 10+00'TNA' 11+00'TNA' 12+00'TNA' 13+00'TNA'

10+00'TSA' 11+00'TSA' 12+00'TSA' 13+00

MATCH LINE STA. 13+00'TNA'

1R-01

1-01
Edgerton
Evansville
Chicago
D1-3
72" X 42"

D1-3
Edgerton
Evansville
Chicago

1-02
EAST 14
J3-1
24" X 57"

1R-02
EAST 14
J3-1

1R-03
WRONG WAY
R5-1A

1-03
WRONG WAY
R5-1A
36" X 24"

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 147	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

MATCH LINE STA. 109+00'HEA'

USH 14 EB

USH 14 WB

SOUTH 51 COUNTY F
J3-2
ESTR

STOP
R1-1F
ESTR

DIVIDED HIGHWAY
R6-3
ESTR

NORTH 51
J3-1
ESTR

YIELD
R1-2
ESTR

W12-1D
ESTR

DO NOT ENTER
R5-1
ESTR

R4-7
24" X 30"
2-01

EAST ALTERNATE INTERSTATE 14 39 WEST 14
J3-3
2R-03

WRONG WAY
R5-1A
36" X 24"
2-02

EAST ALTERNATE INTERSTATE 14 39 SOUTH 51 WEST 14
J3-3
72" X 57"
2-03

WRONG WAY
R5-1A
2R-02

R4-7
2R-01

ADOPT-A-HIGHWAY SPONSOR: ATP - BLACKHAWK TECHNICAL COLLEGE
I55-56MOD
2M-01

USH 51 SB

USH 51 NB

14+00'TSA' 15+00'TSA' 16+00'TSA' 17+00'TSA' 18+00'TSA' 19+00'TSA'

14+00'TNA' 15+00'TNA' 16+00'TNA' 17+00'TNA' 18+00'TNA' 19+00'TNA'

MATCH LINE STA. 13+00'TNA'

MATCH LINE STA. 19+00'TNA'

110+00'HEA'

110+00'HWA'

111+00'HEA'

111+00'HWA'

112+00'HEA'

112+00'HWA'

2R-04

2-04

WRONG WAY
R5-1A
36" X 24"

2R-06

2R-05

NORTH ALTERNATE INTERSTATE 51 39
J4-2
48" X 36"

2-05

2-06

DO NOT ENTER
R5-1
30" X 30"

MATCH LINE STA. 112+50'HEA'

LEGEND

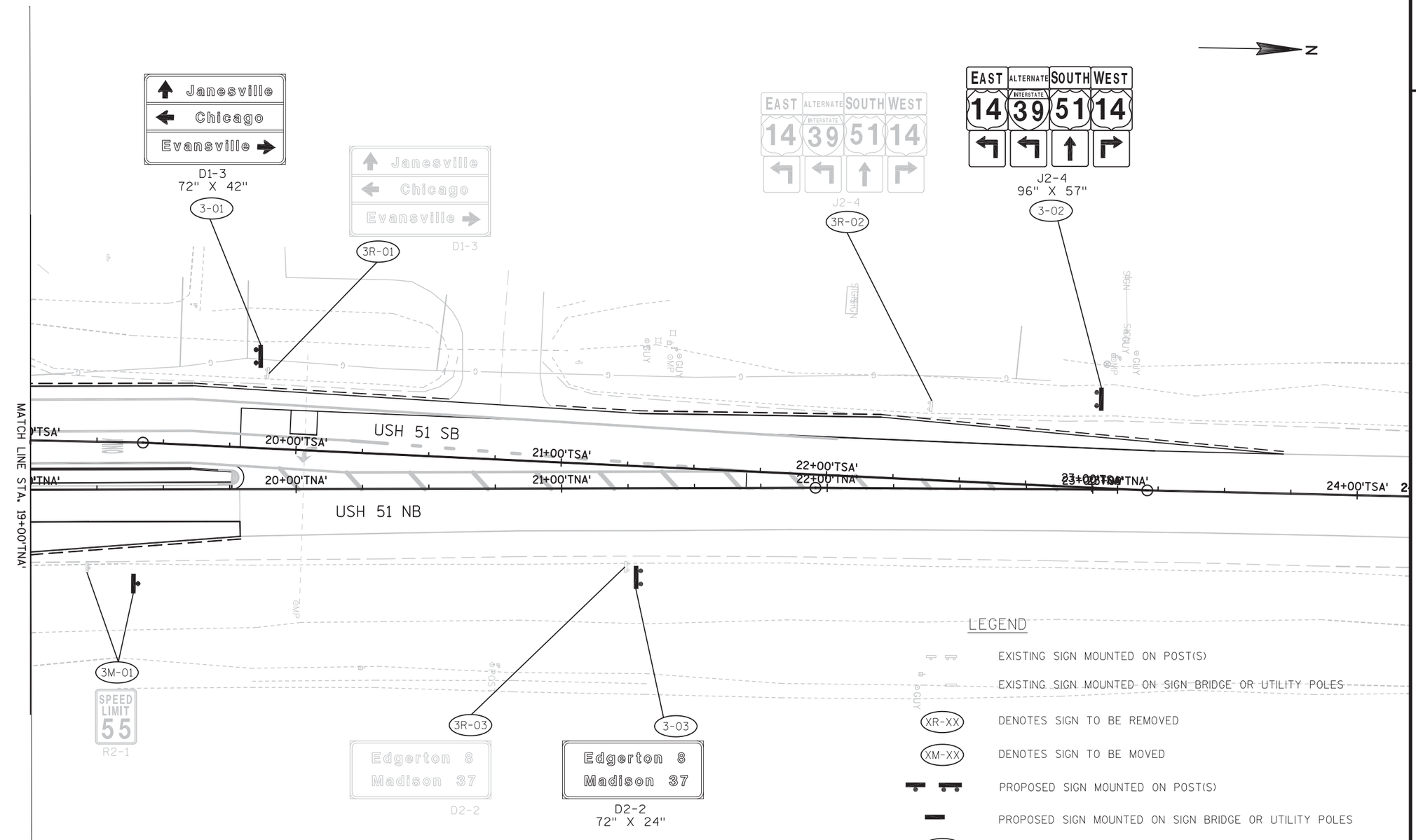
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 148 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



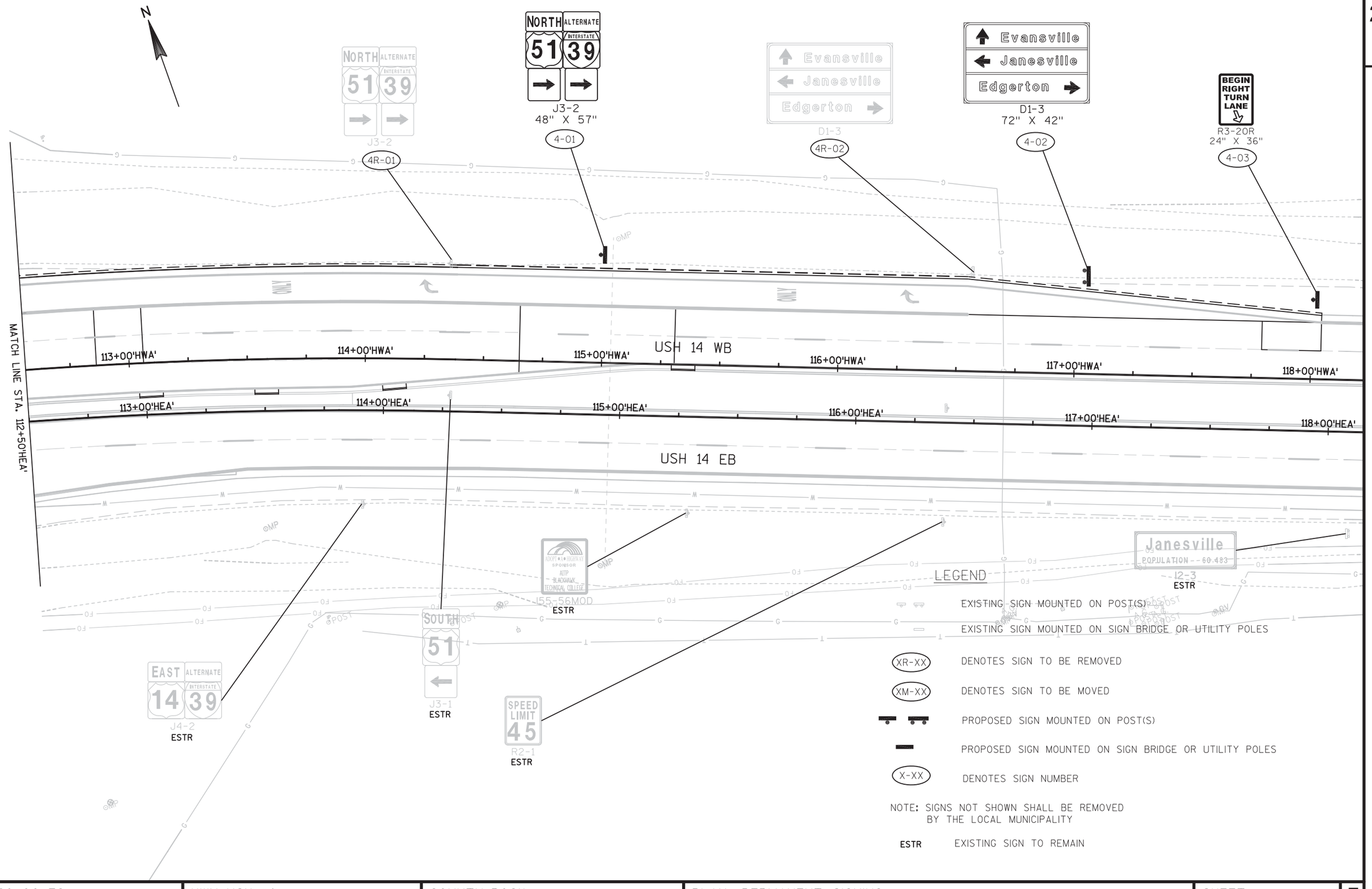
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 149	E



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 150	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

N

MILTON AVE. STH 26 SB

MILTON AVE. STH 26 NB

KETTERING STREET WB

KETTERING STREET EB

FRONTAGE ROAD

EAST FRONTAGE ROAD

60+00'KT'

61+00'KT'

62+00'KT'

63+00'KT'

64+00'KT'

65+00'KT'

65+75'KT'

ESTR
SPEED LIMIT 30
R2-1

R4-7
24" X 30"
5-01

R4-7
24" X 30"
5-02

ESTR
R3-4

AHEAD SIGNAL
5R-03
5R-04

AHEAD SIGNAL
ESTR

LEFT TURN SIGNAL
5R-01
5R-02

LEFT TURN SIGNAL
ESTR

R4-7
ESTR

NO TURN ON RED FROM LEFT LANE
ESTR

DIVIDED HIGHWAY
R6-3
ESTR

AHEAD SIGNAL
ESTR

LEFT TURN SIGNAL
ESTR

NO TURN ON RED FROM LEFT LANE
ESTR

LEFT TURN LANE
R3-55L
ESTR

R3-2
ESTR

DO NOT BLOCK INTERSECTION
ESTR

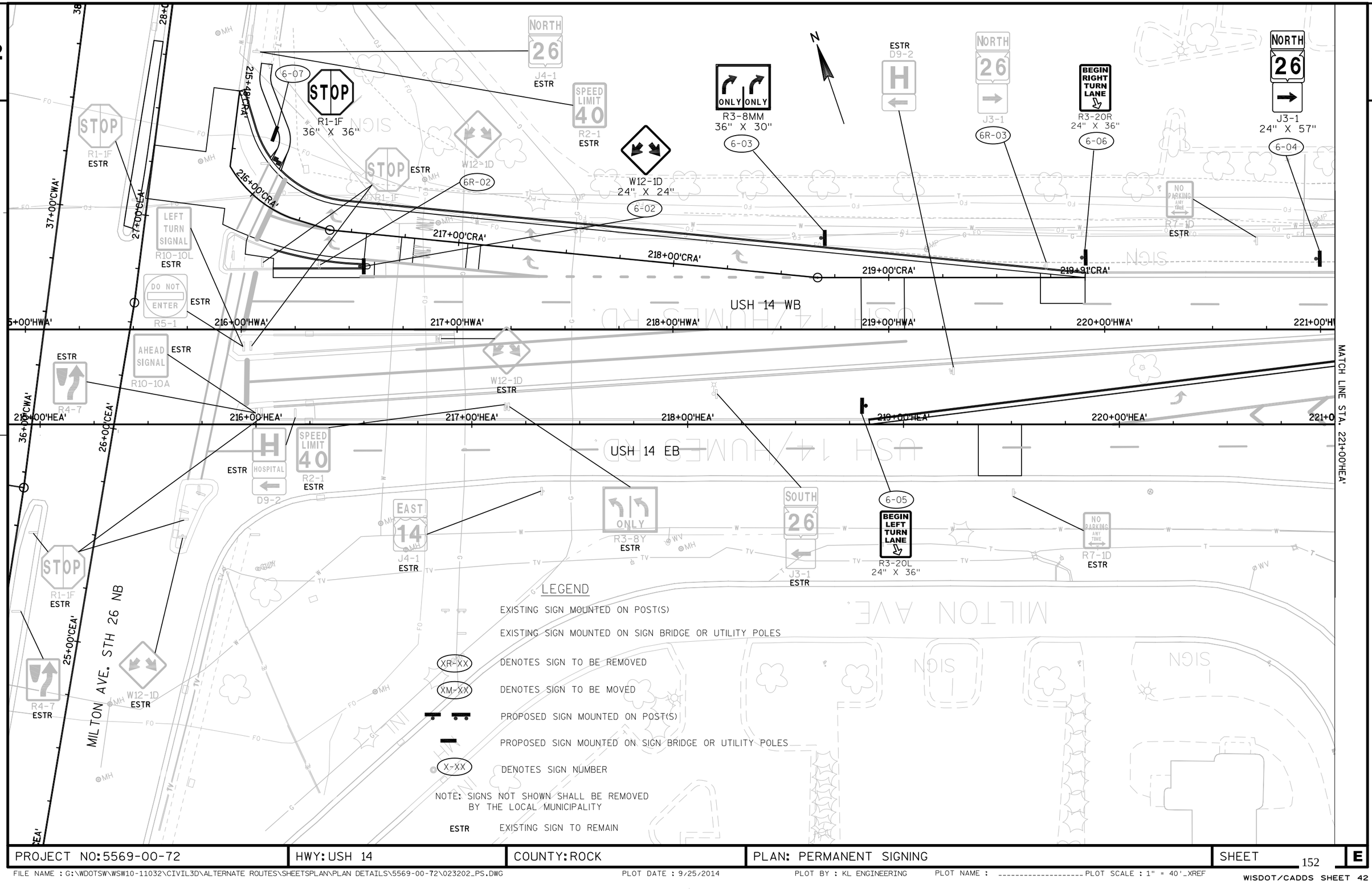
ESTR
STOP
R1-1

NORTH WEST
INTERSTATE 39 INTERSTATE 90
J2-2
ESTR

R3-4
ESTR

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 151	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 152 E

2

N. LEXINGTON AVE. NB

N. LEXINGTON AVE. SB

HUMES ROAD USH 14 WB

HUMES ROAD USH 14 EB

MATCH LINE STA. 221+00'HEA'

MATCH LINE STA. 227+00'HEA'

222+00'HWA' 223+00'HWA' 224+00'HWA' 225+00'HWA' 226+00'HWA' 227+00'H

222+00'HEA' 223+00'HEA' 224+00'HEA' 225+00'HEA' 226+00'HEA'

R3-8W ESTR

D1-2 ESTR

R1-1F 36" X 36"

R3-4 36" X 36"

R4-7 24" X 30"

R6-2L 30" X 36"

R6-3 30" X 24"

R5-1 ESTR

R5-1 36" X 36"

R3-6L

R6-2L ESTR

R3-5R

R1-1F ESTR

R2-1 ESTR

R3-8E

R3-8W 54" X 30"

R3-8A

R7-1D ESTR

R5-2

R1-1

7-01 7-02 7-03 7-04 7-05 7-06 7-07 7-08 7-09 7-10 7-11 7-12 7-13 7-14 7-15 7-16 7-17 7-18 7-19

7R-01 7R-02 7R-03 7R-04 7R-05 7R-06 7R-07 7R-08 7R-09 7R-10 7R-11 7R-12 7R-13 7R-14 7R-15 7R-16 7R-17 7R-18 7R-19

7M-01

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

XR-XX DENOTES SIGN TO BE REMOVED

XM-XX DENOTES SIGN TO BE MOVED

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

X-XX DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 153	E

2

N

NO PARKING ANY TIME
R7-1D
ESTR

SOUTH 26 SECOND LEFT
J2-1
8R-01

SOUTH 26 SECOND LEFT
J2-1
24" X 57"
8-01

WEST 14 | ALTERNATE INTERSTATE 39 | NORTH 26 SECOND RIGHT
J2-3
ESTR

JCT 26
J1-1
ESTR

WRONG WAY
R5-1A
36" X 24"
8-02

SPEED LIMIT 40
R2-1
24" X 30"
8-03

WRONG WAY
R5-1A
8R-02

SPEED LIMIT 40
R2-1
8R-03

HUMES ROAD USH 14 WB

228+00'HWA' 229+00'HWA' 230+00'HWA' 231+00'HWA' 232+00'HWA' 233+00'H

MATCH LINE STA. 227+00'HEA'

228+00'HEA' 229+00'HEA' 230+00'HEA' 231+00'HEA' 232+00'HEA' 233+0

MATCH LINE STA. 233+00'HEA'

HUMES ROAD USH 14 EB

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

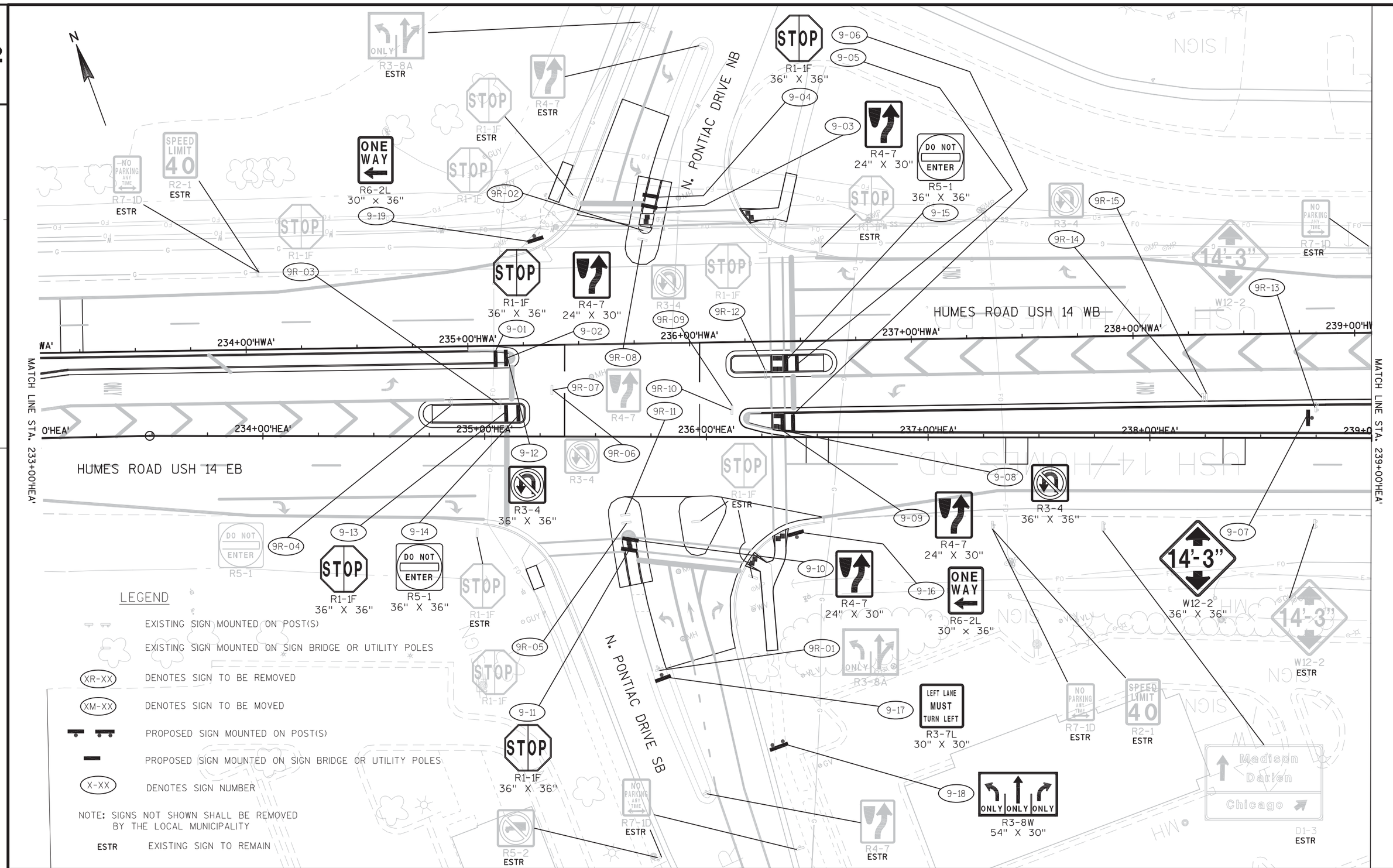
NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

NO PARKING ANY TIME
R7-1D
ESTR

JCT JCT
INTERSTATE 39 INTERSTATE 90
ESTR

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 154	E



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 155	E

2

N

SOUTH EAST 39 90
J3-2
48" X 57"
10-03

NORTH WEST EAST 39 90 14
J2-3
10R-01

BEGIN LEFT TURN LANE
R3-20L
24" X 36"
10-02

NORTH WEST EAST 39 90 14
J2-3
72" X 57"
10-01

SPEED LIMIT 40
R2-1
30" X 36"
10-05
10-06

WEST 14
10R-05

ALTERNATE 39
10R-04

ALTERNATE 39 WEST 14
J4-2
48" X 36"
10-04

HUMES ROAD USH 14 WB

240+00'HWA' 241+00'HWA' 242+00'HWA' 243+00'HWA'

MATCH LINE STA. 239+00'HEA'

240+00'HEA' 241+00'HEA' 242+00'HEA' 243+00'HEA'

HUMES ROAD USH 14 EB

239+65'HEAS' 240+00'HEAS' 241+00'HEAS' 242+00'HEAS' 243+00'HEAS'

MATCH LINE STA. 243+50'HEA'

RAMP 30 M.P.H.
W13-3
10R-02

10-07
RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

SOUTH EAST 39 90
J3-2
10R-03

WRONG WAY
R5-1A
10M-01

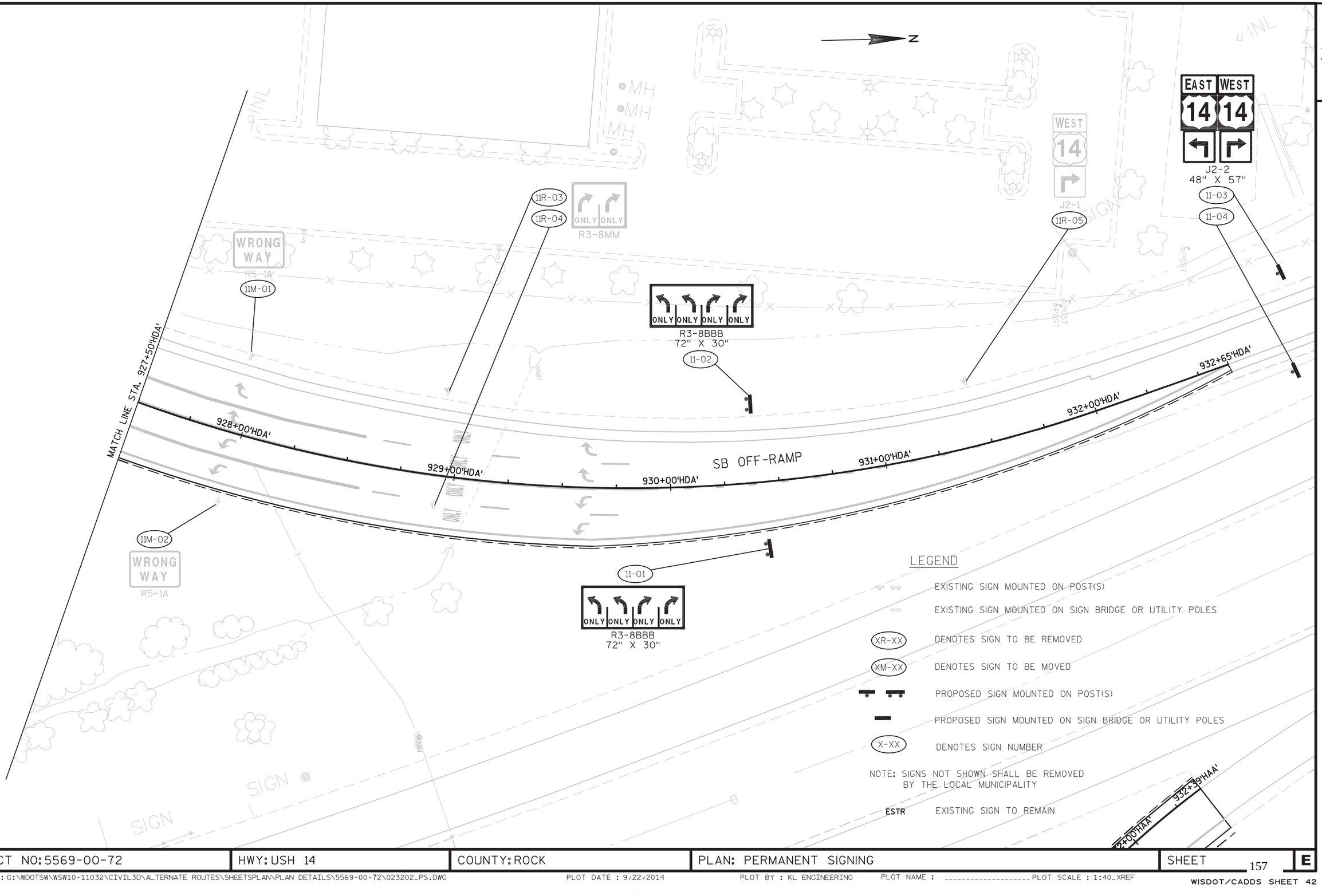
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 156	E



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

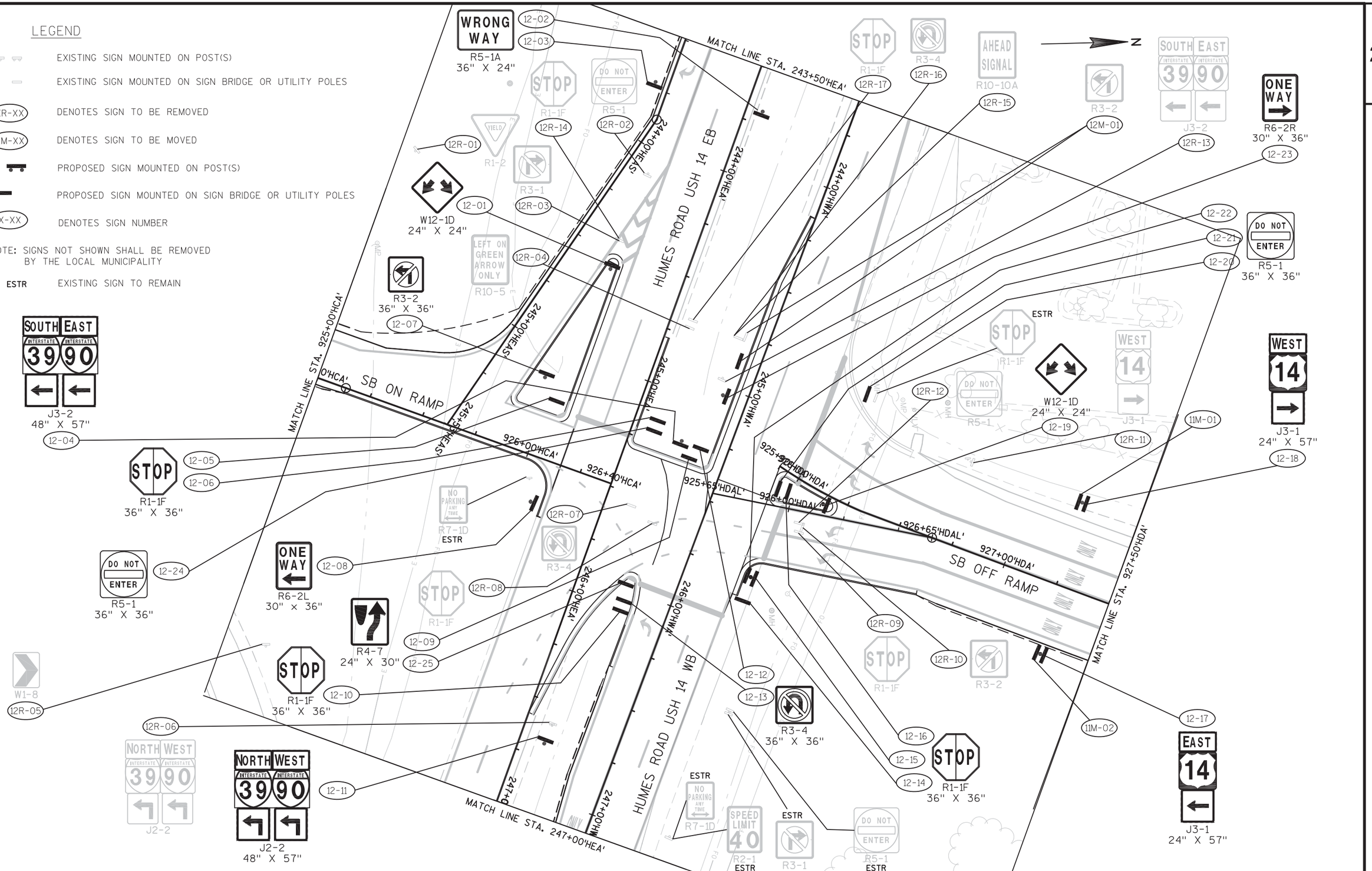
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 157 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 158 E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN

N

914+00'HCA'
915+00'HCA'
916+00'HCA'
917+00'HCA'
918+00'HCA'
919+00'HCA'
920+00'HCA'
MATCH LINE STA. 920+00'HCA'

SB ON-RAMP

W1-8
ESTR

W1-8

13R-01
13R-02
13R-03
13R-04
13R-05
13R-06

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN: PERMANENT SIGNING	SHEET 159 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

N

W1-8
ESTR

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
R5-57
ESTR

SB ON-RAMP

921+00'HCA'
922+00'HCA'
923+00'HCA'
924+00'HCA'
925+00'HCA'

MATCH LINE STA. 920+00'HCA'

MATCH LINE STA. 925+00'HCA'

14R-01
14R-02
14R-03
14R-04
14R-05
14R-06

W1-8

SIGN

2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 160	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

HUMES ROAD USH 14 WB

A' 248+00'HWA' 249+00'HWA' 250+00'HWA' 251+00'HWA' 252+00'HWA' 253+00'HW

MATCH LINE STA. 247+00'HEA'

0'HEA' 248+00'HEA' 249+00'HEA' 250+00'HEA' 251+00'HEA' 252+00'HEA' 253+0

MATCH LINE STA. 253+00'HEA'

HUMES ROAD USH 14 EB

Darien
Madison
D1-2
ESTR

15R-01

W4-1

Evansville
Beloit
D1-2
ESTR

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

XR-XX DENOTES SIGN TO BE REMOVED

XM-XX DENOTES SIGN TO BE MOVED

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

X-XX DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 161	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

XR-XX — DENOTES SIGN TO BE REMOVED

XM-XX — DENOTES SIGN TO BE MOVED

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN

N

EAST 14 / WEST 14

J2-2
48" X 57"

16-01

16-02

ONLY ONLY ONLY ONLY

R3-8BBB
72" X 30"

16-04

EXISTING SIGN TO BE REMOVED BY INTERSTATE LOGOS COMPANY.

16M-02

WRONG WAY
R5-1A

16M-03

913+60'HBA'

914+00'HBA'

915+00'HBA'

916+00'HBA'

917+00'HBA'

918+00'HBA'

919+0

MATCH LINE STA. 919+00'HBA'

NB OFF RAMP

16M-01

W3-3

EAST 14

J2-1

16R-01

16-03

ONLY ONLY ONLY ONLY

R3-8BBB
72" X 30"

16R-02

16R-03

ONLY ONLY

R3-8MM

SIGN

W

MH

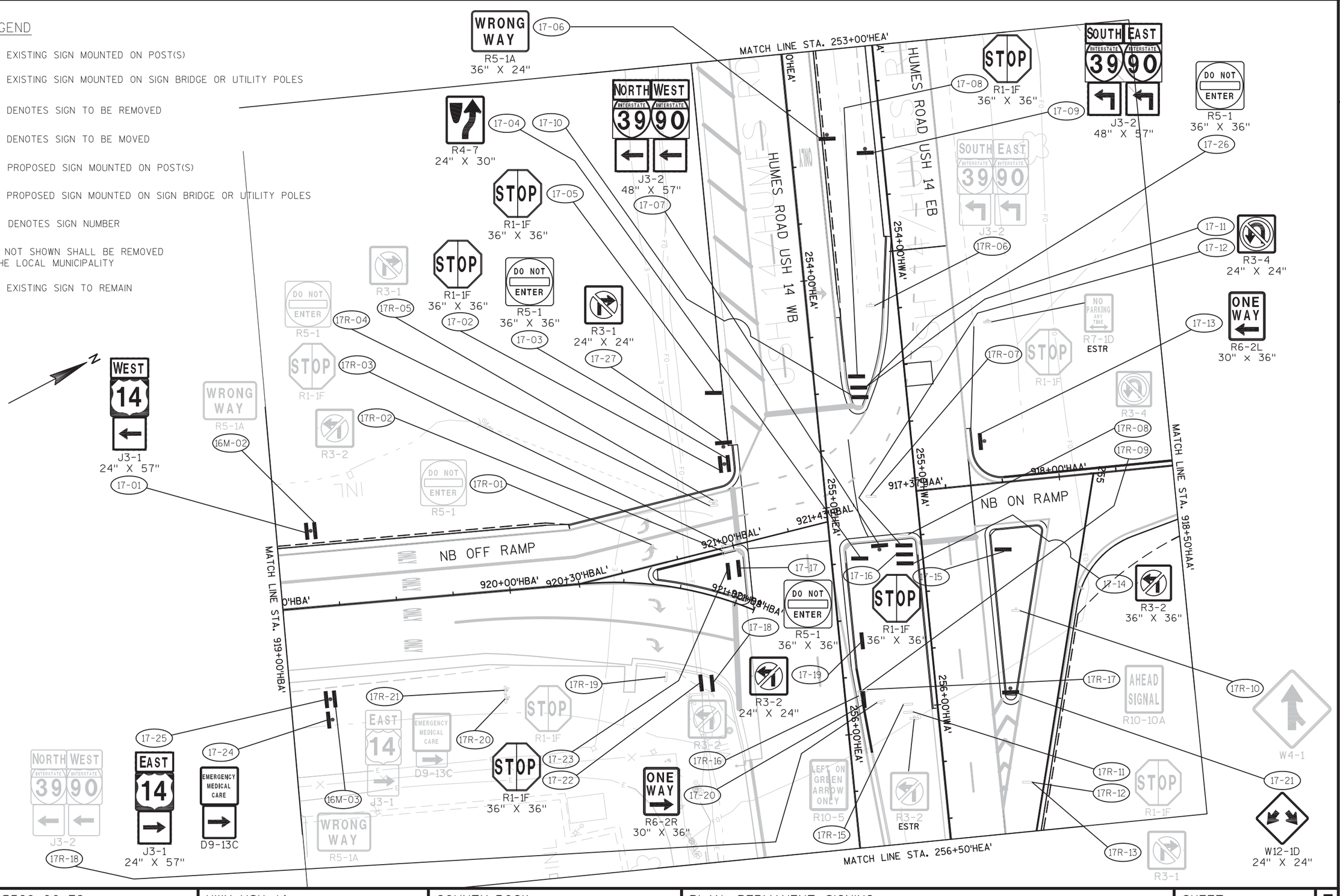
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 162 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 163	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

XR-XX — DENOTES SIGN TO BE REMOVED

XM-XX — DENOTES SIGN TO BE MOVED

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES

X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN

18R-02
18R-03
18R-05
W1-8
18R-08
18R-09
18R-10
W1-8
18R-04
MATCH LINE STA. 924+00'HAA'
924+00'HAA'
923+00'HAA'
922+00'HAA'
921+00'HAA'
920+00'HAA'
919+00'HAA'
NB ON-RAMP
R1-2
18R-01
18M-01
18R-06
18R-07
W1-3L
30 M.P.H.
W13-1
PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
R5-57
W1-8
ESTR

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	PLAN: PERMANENT SIGNING	SHEET 164 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR — EXISTING SIGN TO REMAIN

2

MATCH LINE STA. 924+00'HAA'

924+00'HAA'

925+00'HAA'

926+00'HAA'

927+00'HAA'

928+00'HAA'

929+00'HAA'

930+0

MATCH LINE STA. 930+00'HAA'

19R-01

19R-02

19R-03

W1-8

19R-07

19R-06

19R-05

19R-04

W1-8

NB ON-RAMP

W1-8
ESTR

DEERFIELD DR

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 165 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/22/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

SB OFF-RAMP

932+00'HDA'

932+65'HDA'

N

MATCH LINE STA. 930+00'HAA'

931+00'HAA'

932+00'HAA'

932+39'HAA'

NB ON-RAMP

LEGEND

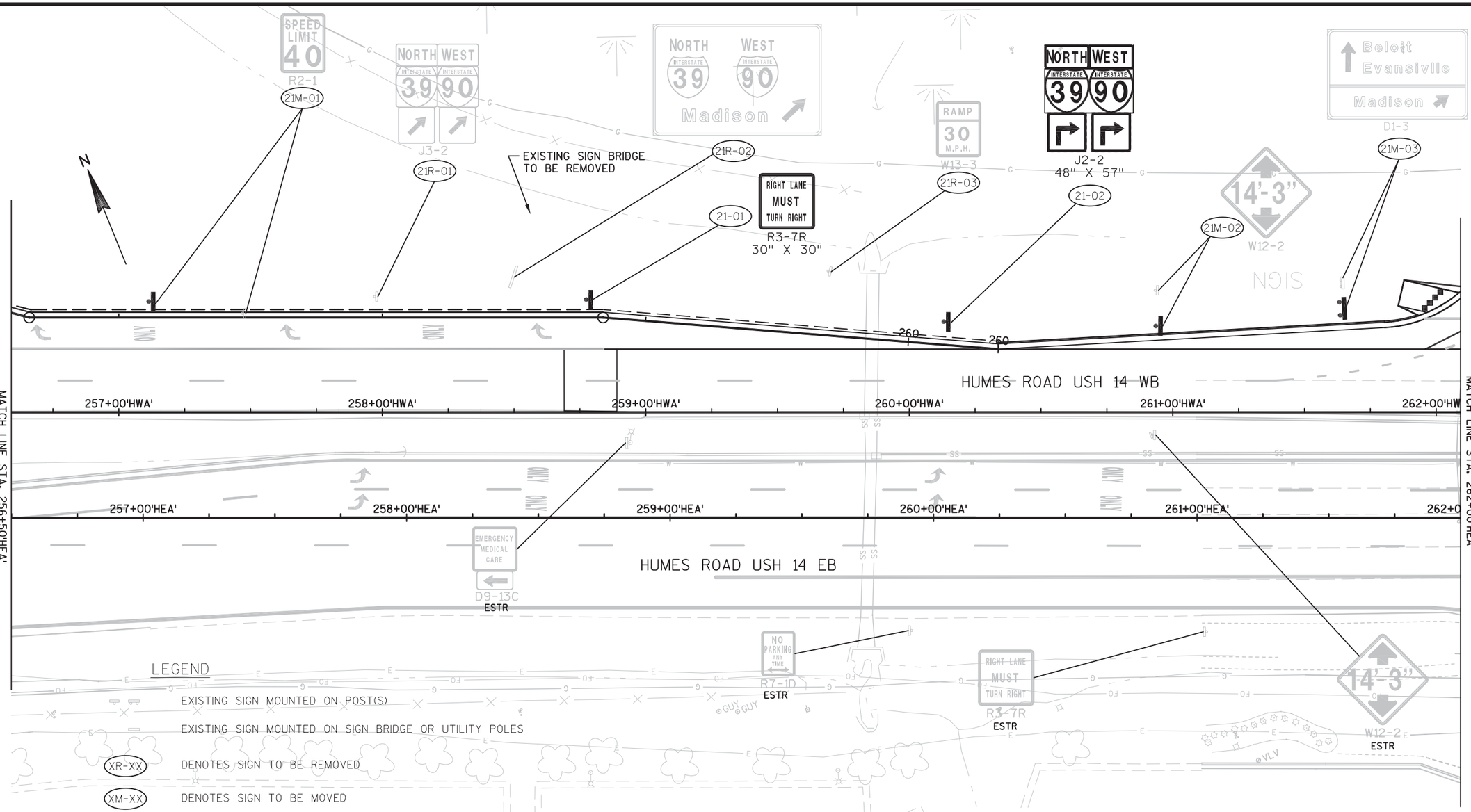
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	PLAN: PERMANENT SIGNING	SHEET 166 E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

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ESTR EXISTING SIGN TO REMAIN

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN: PERMANENT SIGNING	SHEET 167 E

2

MATCH LINE STA. 262+00'HEA'

DEERFIELD DRIVE

81+00'DSA'
82+00'DSA'
83+00'DSA'
84+00'DSA'
85+00'DSA'
86+00'DSA'
81+00'DNA'
82+00'DNA'
83+00'DNA'
84+00'DNA'
85+00'DNA'
86+00'DNA'
82+86'DSR'
83+00'DSR'
84+00'DSR'
84+94'DSR'

262+00'HEA'
263+00'HEA'
264+00'HEA'
265+00'HEA'
262+00'HWA'
263+00'HWA'
264+00'HWA'
265+00'HWA'

HUMES ROAD USH 14 EB
HUMES ROAD USH 14 WB

22-01 R4-7 24" X 30"
22-02 NO TURN ON RED FROM LEFT LANE R10-11F 30" X 36"
22-03 R1-1F 30" X 30"
22-04 NO TURN ON RED FROM LEFT LANE R10-11F 30" X 36"
22-05 22-06 R1-1F 30" X 30"
22-07 R5-1 30" X 30"
22-08 22-09 W12-1D 24" X 24"
22-10 R4-7 24" X 30"
22-11 R3-4 24" X 24"
22-12 R6-2L 24" X 30"
22-13
22-14 R1-1F 30" X 30"
22-15 RIGHT LANE MUST TURN RIGHT R3-7R
22-16 22-17 R1-1F 30" X 30"
22-18 NO PARKING ANY TIME R7-1D 18" X 24"
22-19 RIGHT LANE MUST TURN RIGHT R3-7R 30" X 30"
22-20 W12-1D 24" X 24"
22-21 LEFT TURN SIGNAL R10-10L 24" X 30"
22-22 R1-1F 30" X 30"
22-23 R1-1F 30" X 30"
22-24 R6-2R 24" X 30"
22-25
22-26 R3-4 24" X 24"
22-27 R1-1F 30" X 30"
22-28
22-29 R5-1 30" X 30"
22-30 R4-7 24" X 30"
22-31 R4-7 24" X 30"
22-32
22-33 R6-2L 30" X 36"
22-34 R3-4 24" X 24"
22-35 SIGNS TO BE PLACED ON OVERHEAD SIGN SUPPORT S-53-96 (SEE CONSTRUCTION DETAIL)
22-36 NORTH WEST 39 90 Madison ONLY
SOUTH EAST 39 90 Beloit ONLY

22R-01 22R-02 22R-03 22R-04 22R-05 22R-06 22R-07 22R-08 22R-09 22R-10 22R-12 22R-13 22R-14 22R-15 22R-16 22R-17 22R-18 22R-19 22R-20 22R-21 22R-23 22R-24 22R-25

R10-10A AHEAD SIGNAL ESTR
R2-1 SPEED LIMIT 40 ESTR
R7-1D NO PARKING ANY TIME ESTR
R7-1D 24" X 30" ESTR
R2-1 SPEED LIMIT 30 ESTR
R3-2 ESTR
W12-1D ESTR
J3-2 TO NORTH WEST 39 90 USE RIGHT LANE ESTR
R3-55R RIGHT TURN LANE ESTR
W1-2L ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX DENOTES SIGN TO BE REMOVED
- XM-XX DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 168	E

2

HUMES ROAD USH 14 WB

+00'HWA' 277+00'HWA' 278+00'HWA' 279+00'HWA' 280+00'HWA' 281+00'HWA' 281+25'HWA'

276+00'HEA' 277+00'HEA' 278+00'HEA' 279+00'HEA' 280+00'HEA' 281+00'HEA' 282+00'HEA'

HUMES ROAD USH 14 EB

WRIGHT ROAD NB

WRIGHT ROAD SB

95+00'WNA'

95+00'WSA'

94+00'WNA'

94+00'WSA'

93+00'WNA'

93+00'WSA'

92+00'WNA'

92+00'WSA'

STOP R1-1F ESTR

DO NOT ENTER R5-1 ESTR

R4-7 ESTR

R3-4 ESTR

STOP R1-1F ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 169 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023202_PS.DWG PLOT DATE : 9/25/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

2

N

IH 39/90 SB

IH 39/90

IH 39/90 NB

897+68'NBB' 898+00'NBB' 899+00'NBB' 900+00'NBB' 901+00'NBB' 902+00'NBB' 903+0

MATCH LINE STA. 903+00'NBB'

NB OFF-RAMP

SIGN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 170 E

2

N

SIGN

IH 39/90 SB

MATCH LINE STA. 903+00'NBB'

IH 39/90 NB

0'NBB' 904+00'NBB' 905+00'NBB' 906+00'NBB' 907+00'NBB' 908+00'NBB' 908+44'N

NB OFF-RAMP

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER

NOTE: SIGNS NOT SHOWN SHALL BE REMOVED BY THE LOCAL MUNICIPALITY

ESTR EXISTING SIGN TO REMAIN

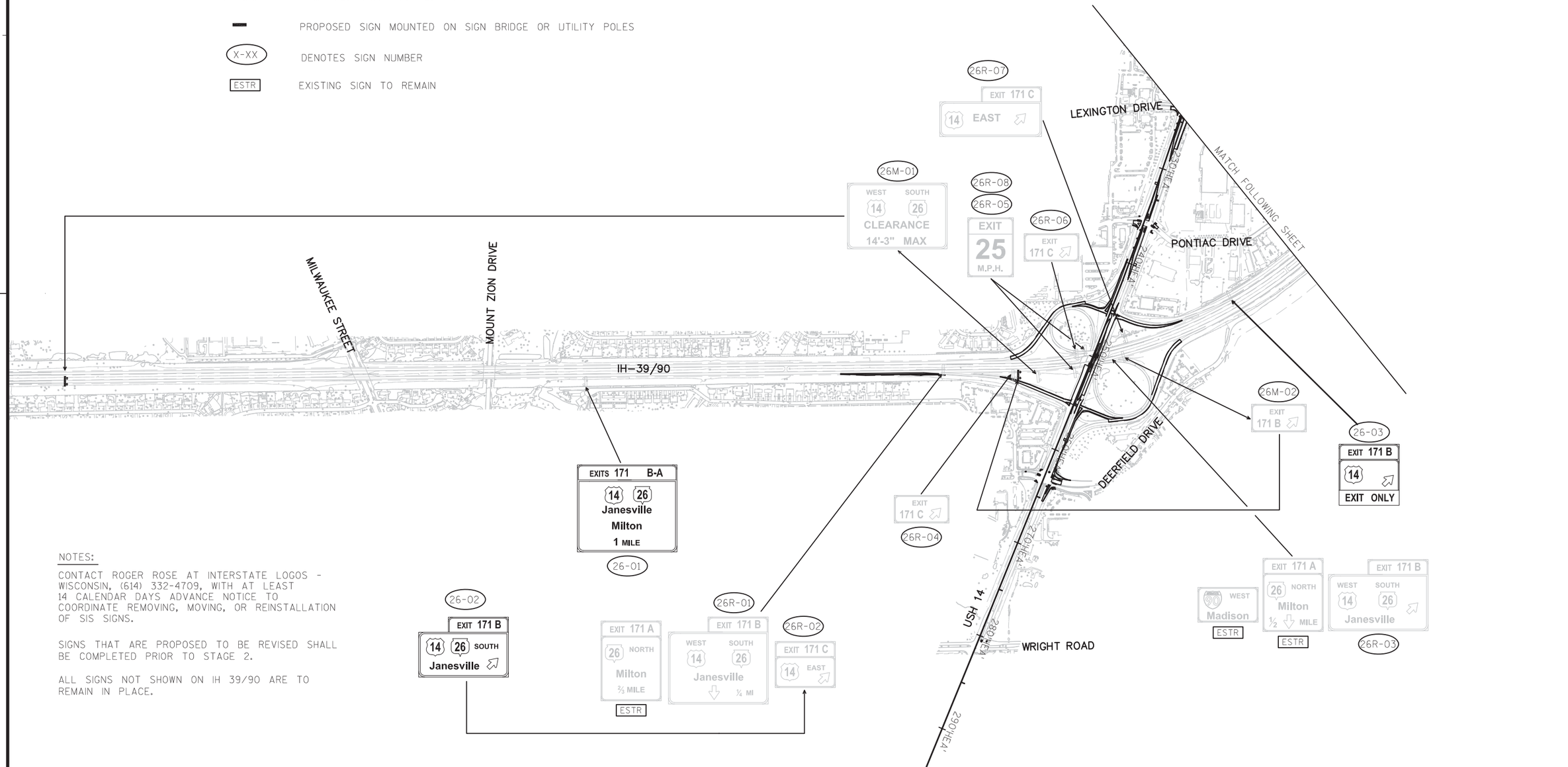
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN: PERMANENT SIGNING	SHEET 171	E

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- [ESTR] EXISTING SIGN TO REMAIN



NOTES:

CONTACT ROGER ROSE AT INTERSTATE LOGOS - WISCONSIN, (614) 332-4709, WITH AT LEAST 14 CALENDAR DAYS ADVANCE NOTICE TO COORDINATE REMOVING, MOVING, OR REINSTALLATION OF SIS SIGNS.

SIGNS THAT ARE PROPOSED TO BE REVISED SHALL BE COMPLETED PRIOR TO STAGE 2.

ALL SIGNS NOT SHOWN ON IH 39/90 ARE TO REMAIN IN PLACE.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: IH-39/90 SIGNING OVERVIEW	SHEET 172	E

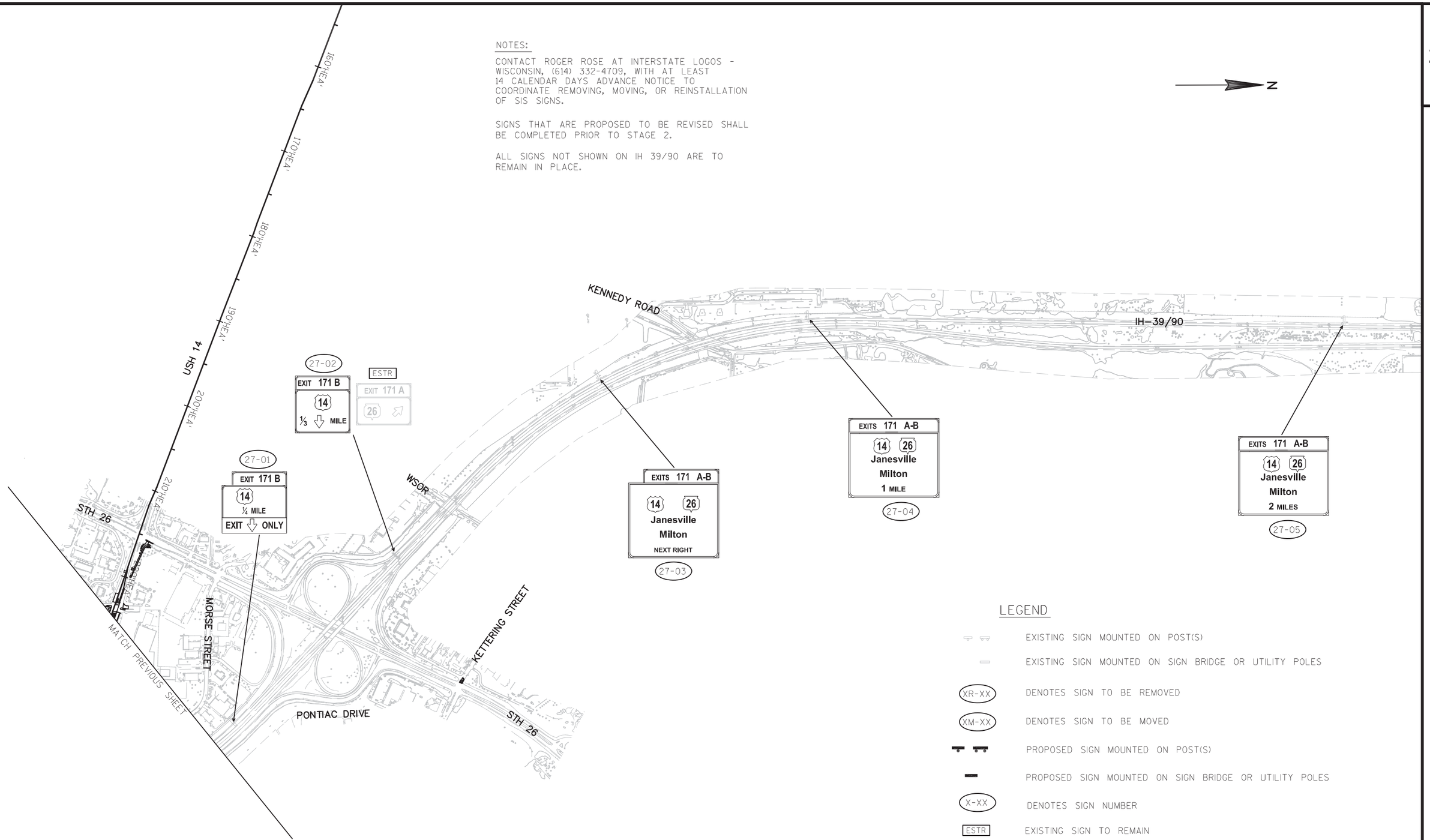
NOTES:

CONTACT ROGER ROSE AT INTERSTATE LOGOS - WISCONSIN, (614) 332-4709, WITH AT LEAST 14 CALENDAR DAYS ADVANCE NOTICE TO COORDINATE REMOVING, MOVING, OR REINSTALLATION OF SIS SIGNS.

SIGNS THAT ARE PROPOSED TO BE REVISED SHALL BE COMPLETED PRIOR TO STAGE 2.

ALL SIGNS NOT SHOWN ON IH 39/90 ARE TO REMAIN IN PLACE.

N

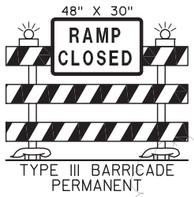


LEGEND

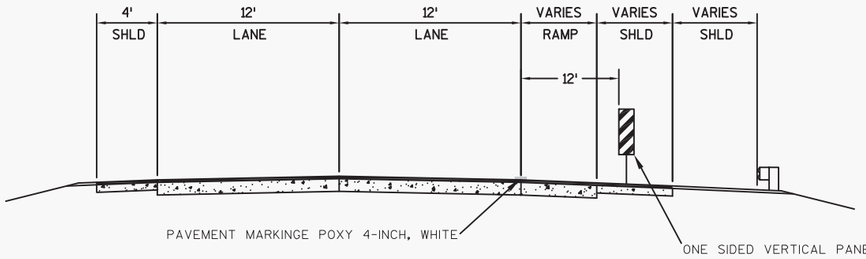
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- [ESTR] EXISTING SIGN TO REMAIN

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: IH-39/90 SIGNING OVERVIEW	SHEET 173	E

2



TYPE III BARRICADE
PERMANENT



TYPICAL PLACEMENT OF VERTICAL PANEL AND PAVEMENT MARKING

SB IH-39/90

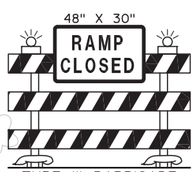
NB IH-39/90

USH 14 WB

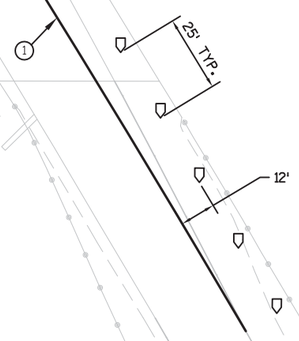
248+00'HWA' 249+00'HWA' 250+00'HWA' 251+00'HWA' 252+00'HWA' 253+00'HWA' 254+00'HWA' 255+00

EA' 248+00'HEA' 249+00'HEA' 250+00'HEA' 251+00'HEA' 252+00'HEA' 253+00'HEA' 254+00'HEA' 255

USH 14 EB



TYPE III BARRICADE
PERMANENT



LEGEND

- TYPE III BARRICADE PERMANENT
- TYPE III BARRICADE PERMANENT WITH ATTACHED SIGN
- ONE SIDED VERTICAL PANEL
- (1) PAVEMENT MARKING EPOXY 4-INCH, WHITE

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	SEMI-PERMANENT TRAFFIC CONTROL DETAILS	SHEET 174	E

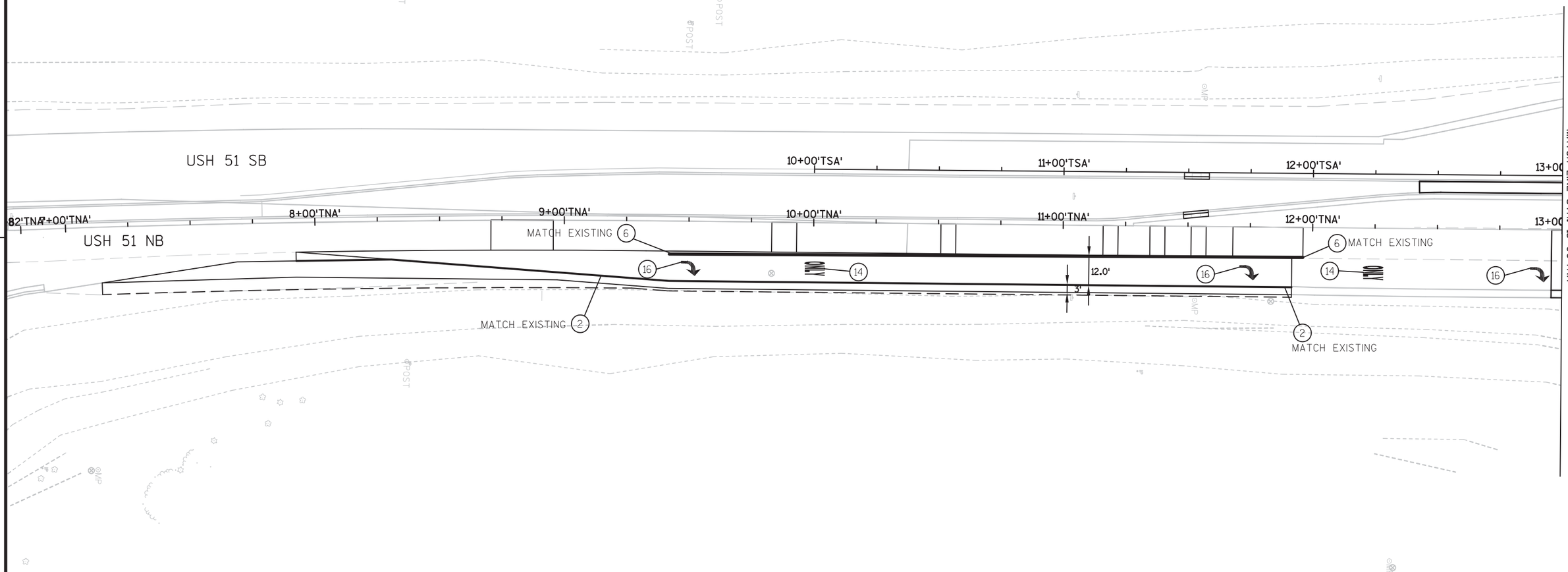
2

LEGEND

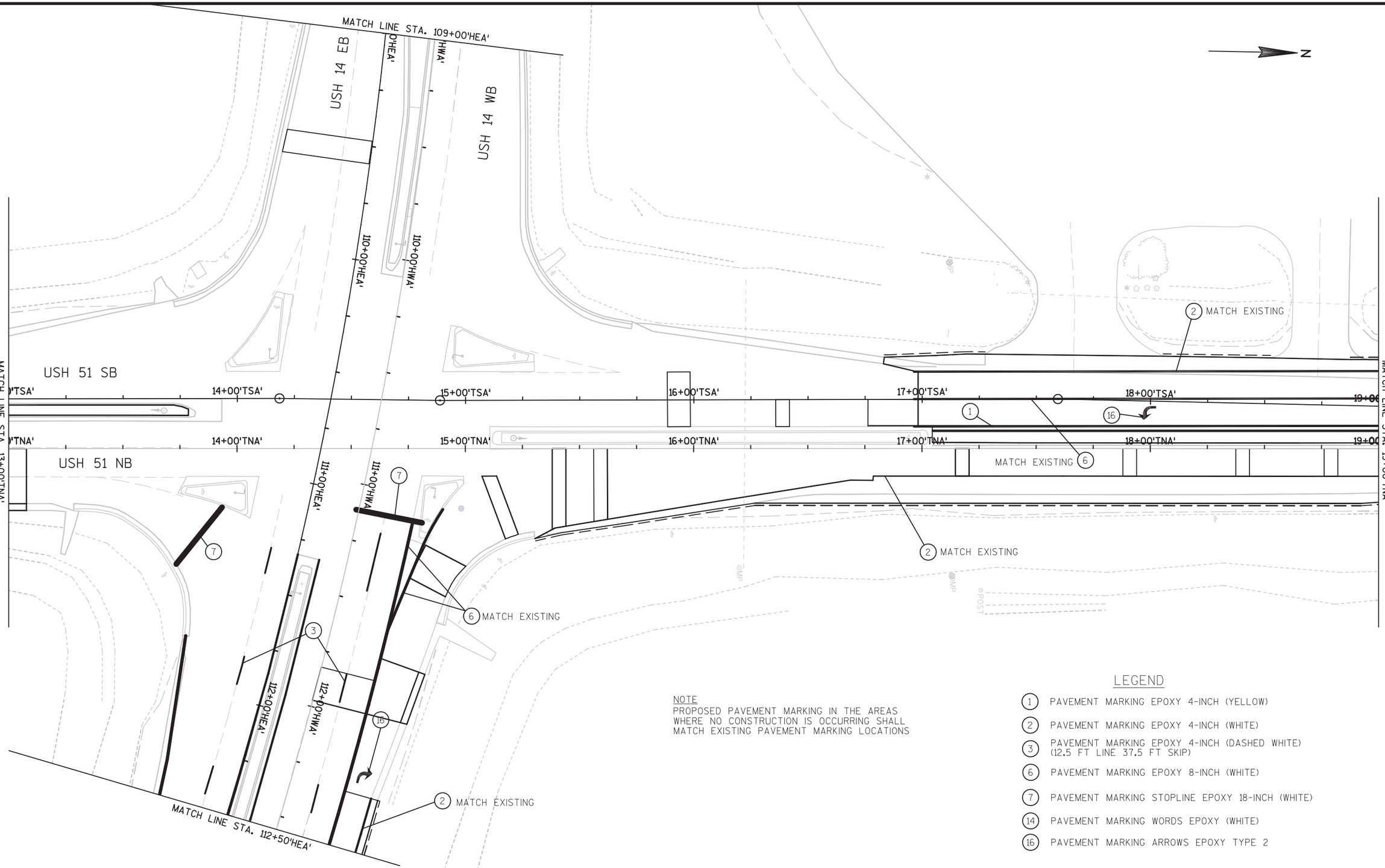
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2

N

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS
WHERE NO CONSTRUCTION IS OCCURRING SHALL
MATCH EXISTING PAVEMENT MARKING LOCATIONS



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/USH 51 INTERSECTION	SHEET 175	E



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

LEGEND

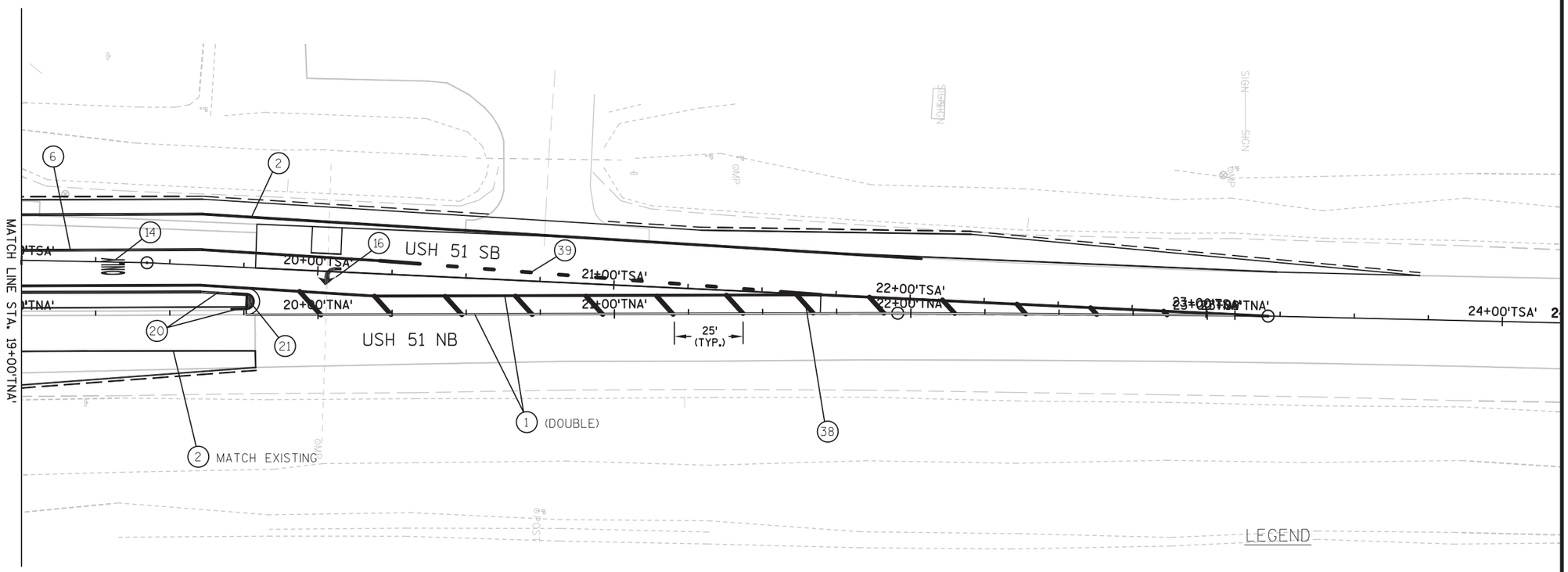
1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/USH 51 INTERSECTION	SHEET 176 E

2

N

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS



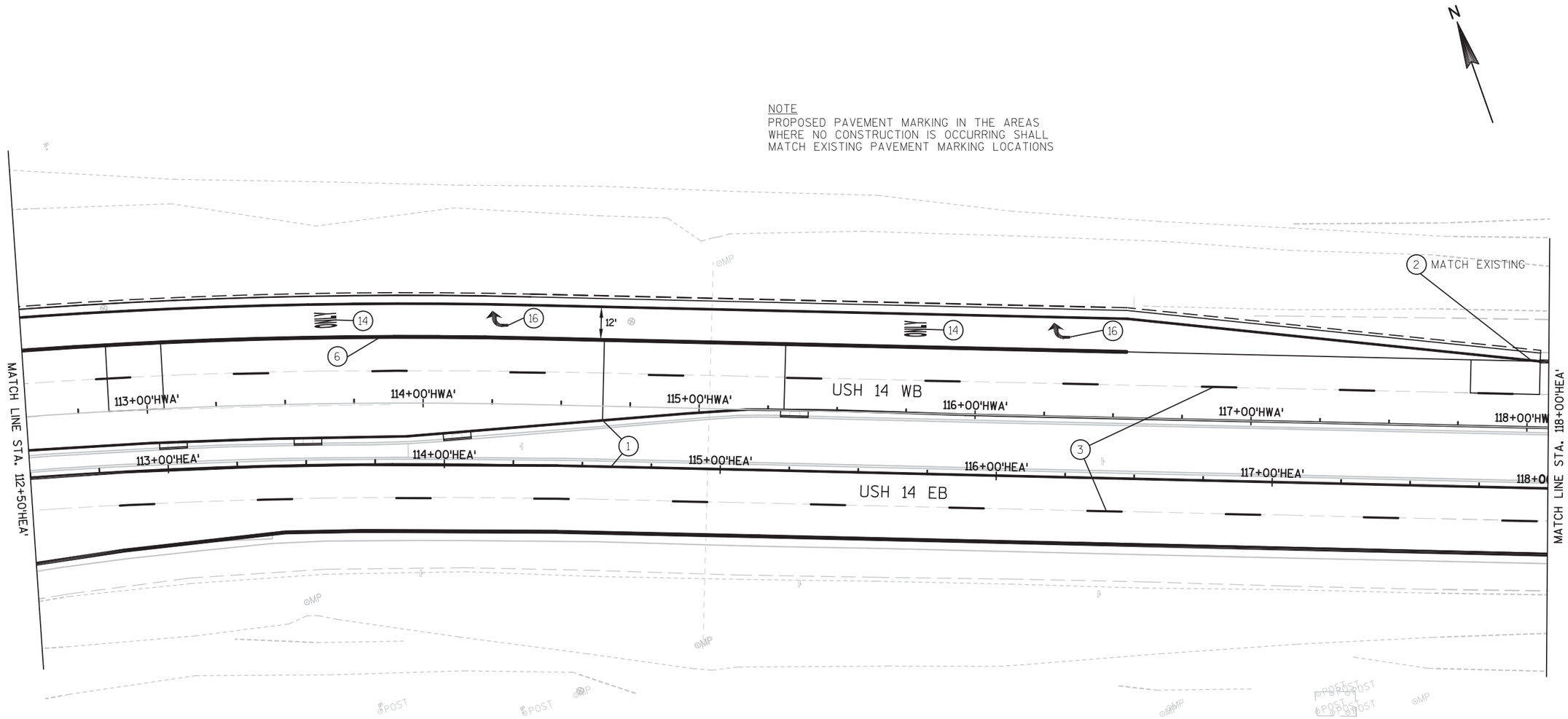
LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY
38. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
39. PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/USH 51 INTERSECTION	SHEET 177	E

2

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS
WHERE NO CONSTRUCTION IS OCCURRING SHALL
MATCH EXISTING PAVEMENT MARKING LOCATIONS

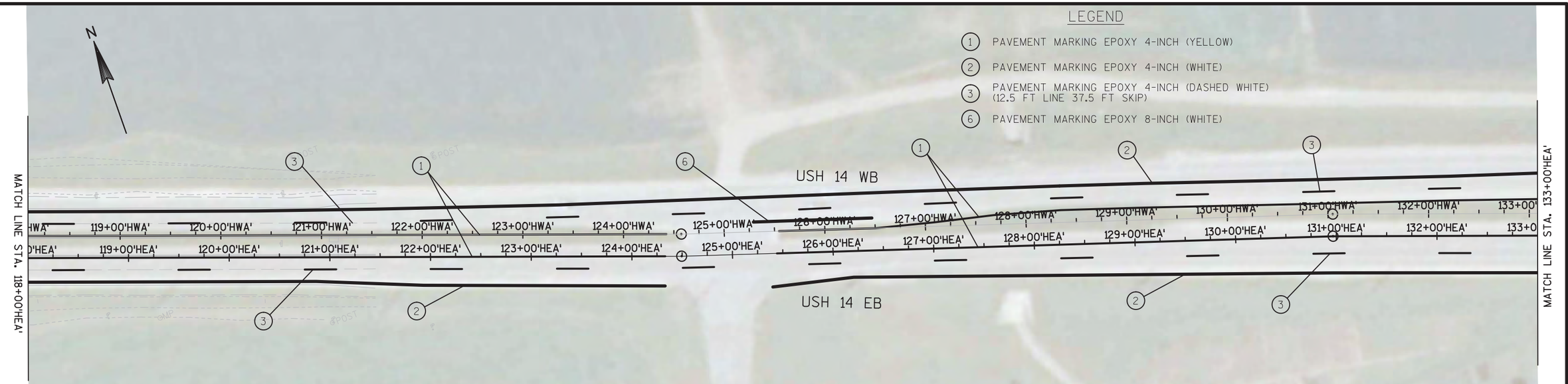


LEGEND

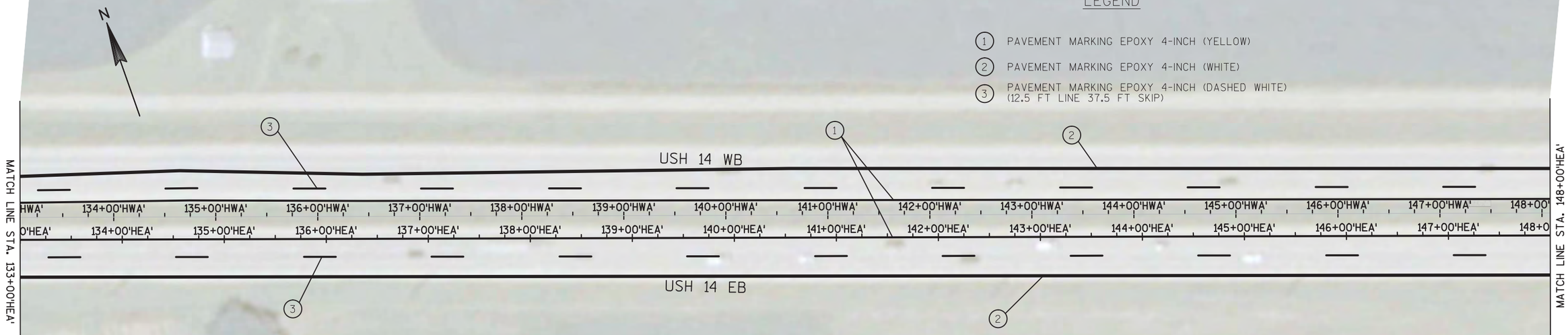
1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/USH 51 INTERSECTION	SHEET 178	E

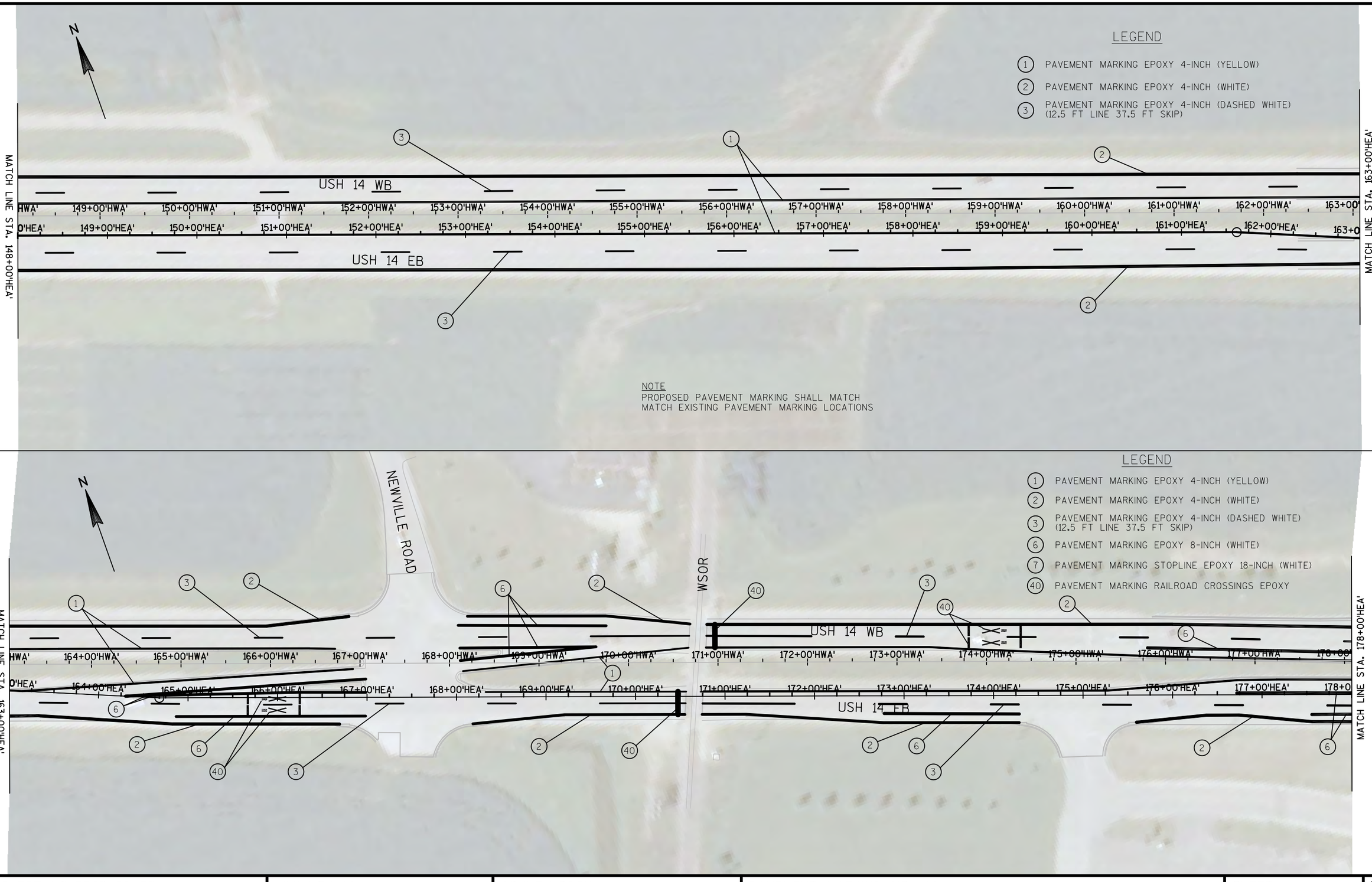
2



NOTE
PROPOSED PAVEMENT MARKING SHALL MATCH
MATCH EXISTING PAVEMENT MARKING LOCATIONS

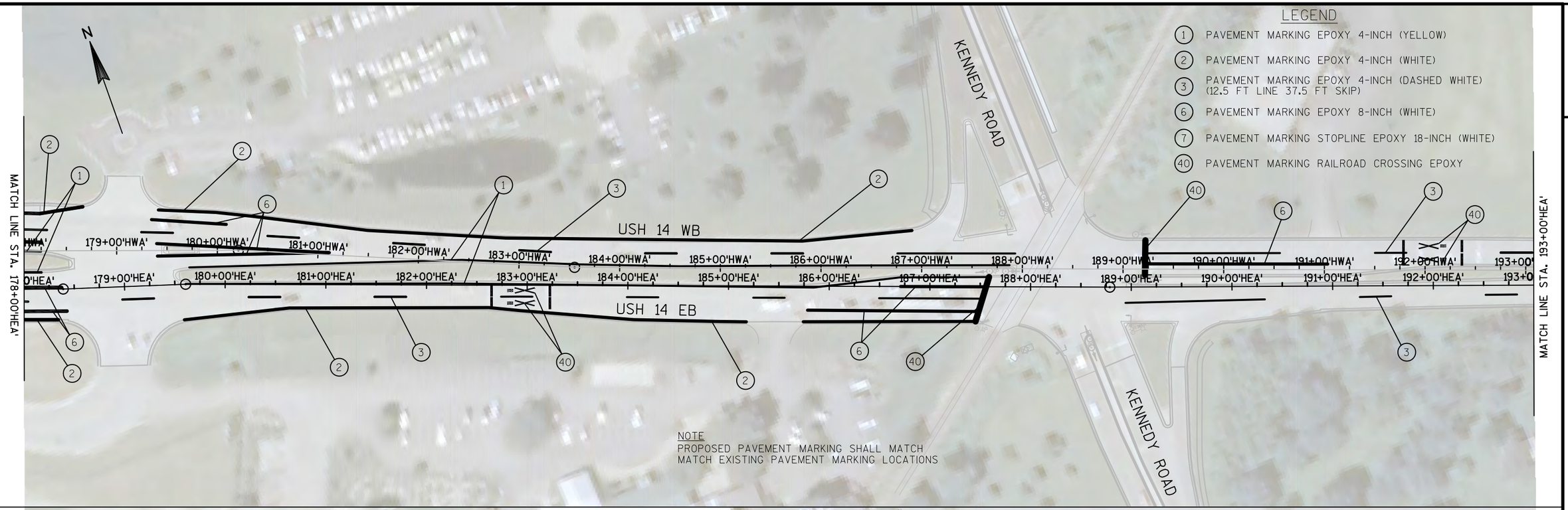


PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14	SHEET 179	E

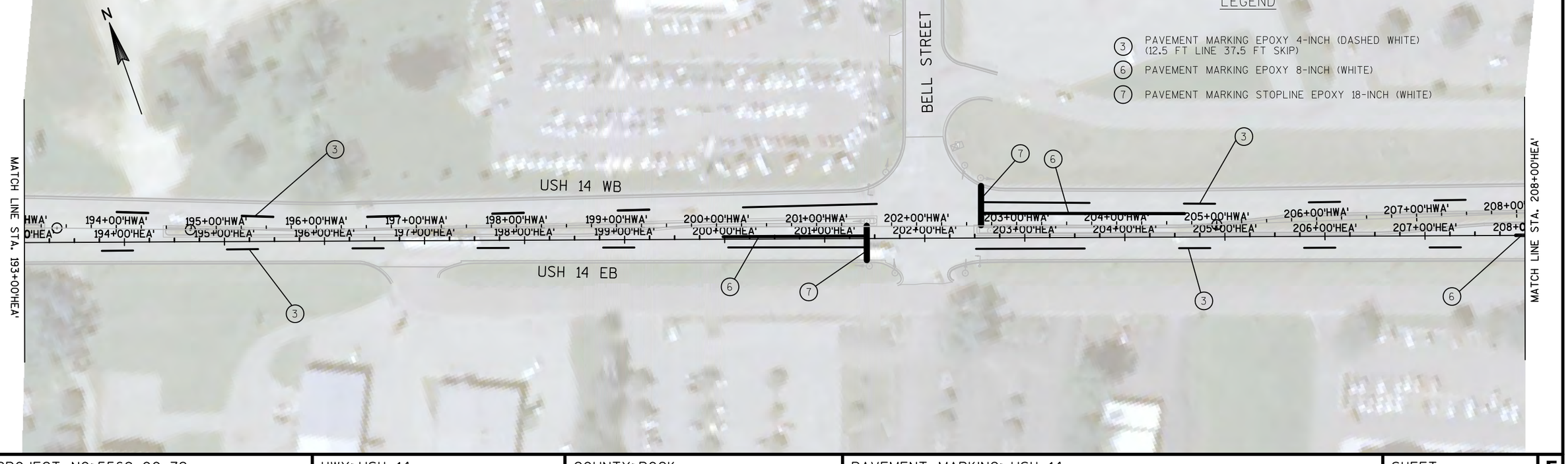


PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14	SHEET 180	E

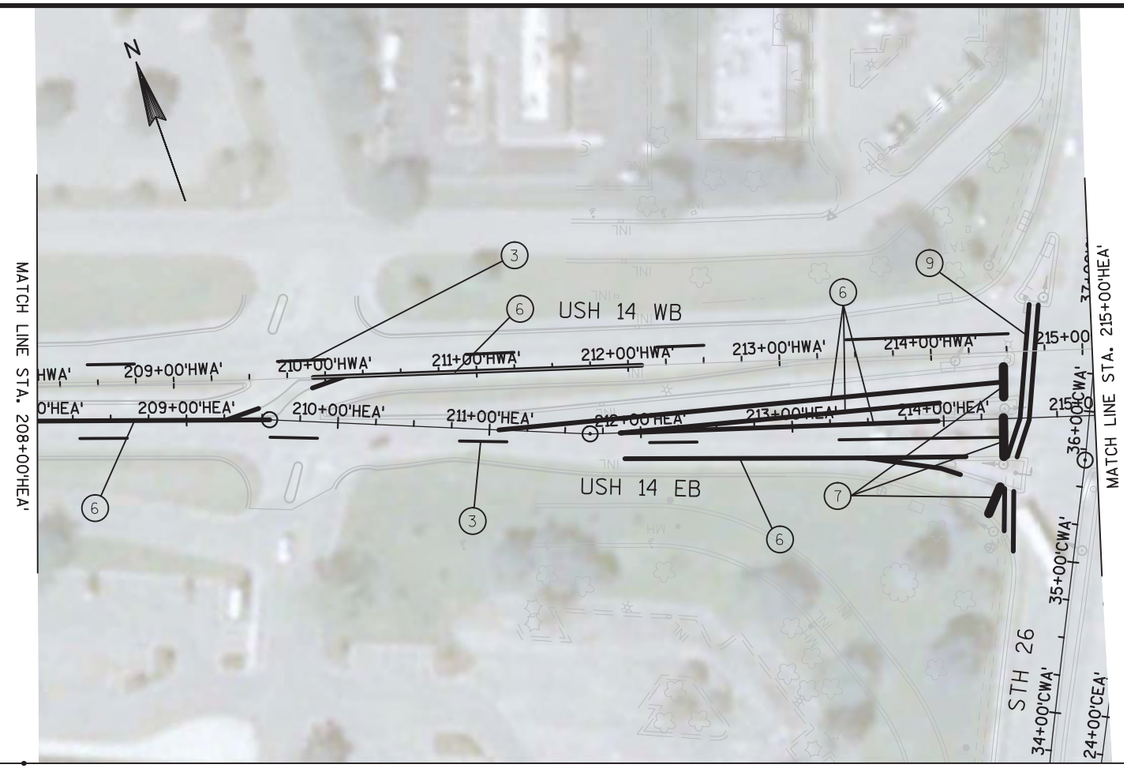
2



NOTE
PROPOSED PAVEMENT MARKING SHALL MATCH
MATCH EXISTING PAVEMENT MARKING LOCATIONS



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14	SHEET 181	E



LEGEND

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)

(9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)

NOTE
PROPOSED PAVEMENT MARKING SHALL MATCH
MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14	SHEET 182	E

2

LEGEND

- (1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
- (10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (16) PAVEMENT MARKING ARROWS EPOXY TYPE 2
- (20) PAVEMENT MARKING CURB EPOXY (YELLOW)
- (21) PAVEMENT MARKING ISLAND NOSE EPOXY
- (37) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN YELLOW) (2 FT LINE 6 FT SKIP)
- (39) PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

MILTON AVE./STH 26 SB

MILTON AVE./STH 26 NB

KETTERING STREET WB

KETTERING STREET EB

FRONTAGE ROAD

EAST FRONTAGE ROAD

STA 62+91.6
O/S 53.9' LT

STA 62+22.5
O/S 12.5' LT

R=82.4'

60+00'KT'

61+00'KT'

62+00'KT'

63+00'KT'

64+00'KT'

65+00'KT'

65+75'KT'

10' TYP.

+82'

SIGN

POST

MP

FILLER CAPS

CANOPY

WELL

MH

INL

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: STH 26/KETTERING ST. INTERSECTION	SHEET 183	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- (3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
- (9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (14) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (16) PAVEMENT MARKING ARROWS EPOXY TYPE 2
- (39) PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

N

215+49'CRA'
216+00'CRA'
217+00'CRA'
218+00'CRA'
219+00'CRA'
219+91'CRA'

37+00'CWA'
27+00'CEA'
36+00'CWA'
26+00'CEA'
25+00'CEA'

215+00'HWA'
216+00'HWA'
217+00'HWA'
218+00'HWA'
219+00'HWA'
220+00'HWA'
221+00'HW

215+00'HEA'
216+00'HEA'
217+00'HEA'
218+00'HEA'
219+00'HEA'
220+00'HEA'
221+00'HEA'

12'
12'
25'
(TYP.)

USH 14 WB
USH 14 EB
STH 26 NB

MATCH LINE STA. 221+00'HEA'

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/STH 26 INTERSECTION	SHEET 184	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

LEGEND

2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
15	PAVEMENT MARKING ARROWS EPOXY TYPE 1
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY

LEXINGTON DRIVE NB

USH 14 WB

USH 14 EB

LEXINGTON DRIVE SB

222+00'HWA' 223+00'HWA' 224+00'HWA' 225+00'HWA' 226+00'HWA' 227+00'HWA'

222+00'HEA' 223+00'HEA' 224+00'HEA' 225+00'HEA' 226+00'HEA' 227+00'HEA'

25' (TYP.)

14'

MATCH LINE STA. 221+00'HEA'

MATCH LINE STA. 227+00'HEA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/LEXINGTON DRIVE INTERSECTION	SHEET 185	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

N

USH 14 WB

USH 14 EB

MATCH LINE STA. 227+00'HEA'

MATCH LINE STA. 233+00'HEA'

228+00'HWA' 229+00'HWA' 230+00'HWA' 231+00'HWA' 232+00'HWA' 233+00'H

228+00'HEA' 229+00'HEA' 230+00'HEA' 231+00'HEA' 232+00'HEA' 233+0

25' (TYP.)

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
11. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/LEXINGTON DRIVE INTERSECTION	SHEET 186 E

2

N

PONTIAC DRIVE NB

PONTIAC DRIVE SB

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

USH 14 EB

USH 14 WB

234+00'HWA' 235+00'HWA' 236+00'HWA' 237+00'HWA' 238+00'HWA' 239+00'HW

234+00'HEA' 235+00'HEA' 236+00'HEA' 237+00'HEA' 238+00'HEA' 239+00'HEA'

14' 25' (TYP.)

MATCH LINE STA. 233+00'HEA'

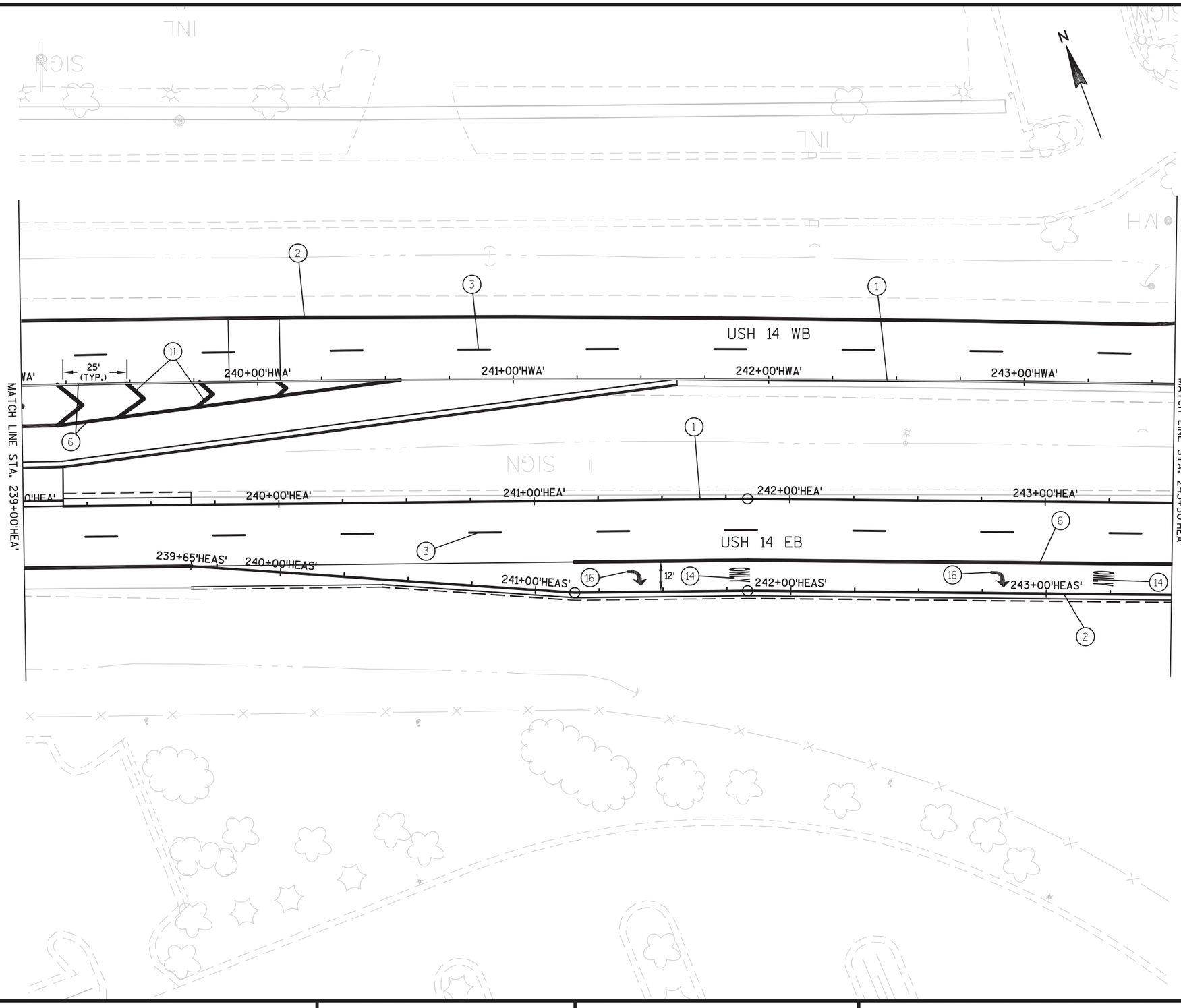
MATCH LINE STA. 239+00'HEA'

LEGEND

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
(9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)
(15) PAVEMENT MARKING ARROWS EPOXY TYPE 1
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2
(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(21) PAVEMENT MARKING ISLAND NOSE EPOXY
(39) PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/PONTIAC DRIVE INTERSECTION	SHEET 187 E

2



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

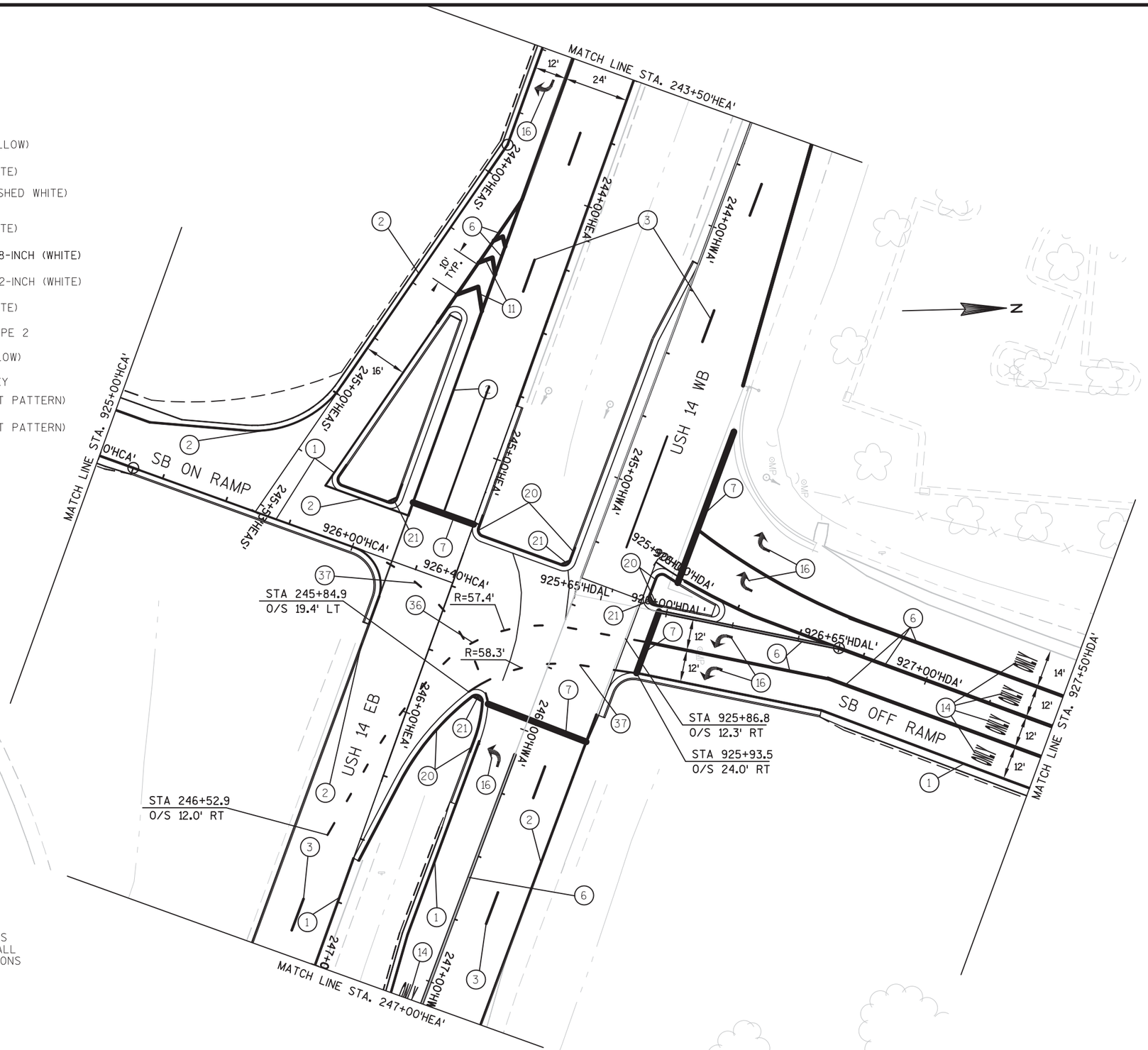
LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 SB RAMP TERMINAL	SHEET 188	E

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2
(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(21) PAVEMENT MARKING ISLAND NOSE EPOXY
(36) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (WHITE) (3 FT LINE 12 FT SKIP)
(37) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (YELLOW) (3 FT LINE 12 FT SKIP)



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 SB RAMP TERMINAL	SHEET 189 E

2

2

IH-39/90 SB

IH-39/90 NB

N

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
39. PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

913+66'HBA'
914+00'HBA'
915+00'HBA'
916+00'HBA'
917+00'HBA'
918+00'HBA'
919+00'HBA'

NB OFF RAMP

ONLY
ONLY
ONLY

12'
12'
12'

MATCH LINE STA. 919+00'HBA'

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

SIGN
W
MH
NDIS
INL

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 190 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
39. PAVEMENT MARKING EPOXY 8-INCH (3 FT LINE, 9 FT SKIP) (WHITE)

N

MATCH LINE STA. 927+50'HDA'

12'
12'
12'

928+00'HDA'
929+00'HDA'
930+00'HDA'
931+00'HDA'
932+00'HDA'
932+65'HDA'

SB OFF-RAMP

932+39'HAA'
932+00'HAA'

2

2

LEGEND

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

N

914+19'HCA'

915+00'HCA'

916+00'HCA'

917+00'HCA'

918+00'HCA'

919+00'HCA'

920+0

MATCH LINE STA. 920+00'HCA'

SB ON-RAMP

IH-39/90 SB

IH-39/90 NB

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14/IH-39/90 SB RAMP TERMINAL	SHEET 192	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

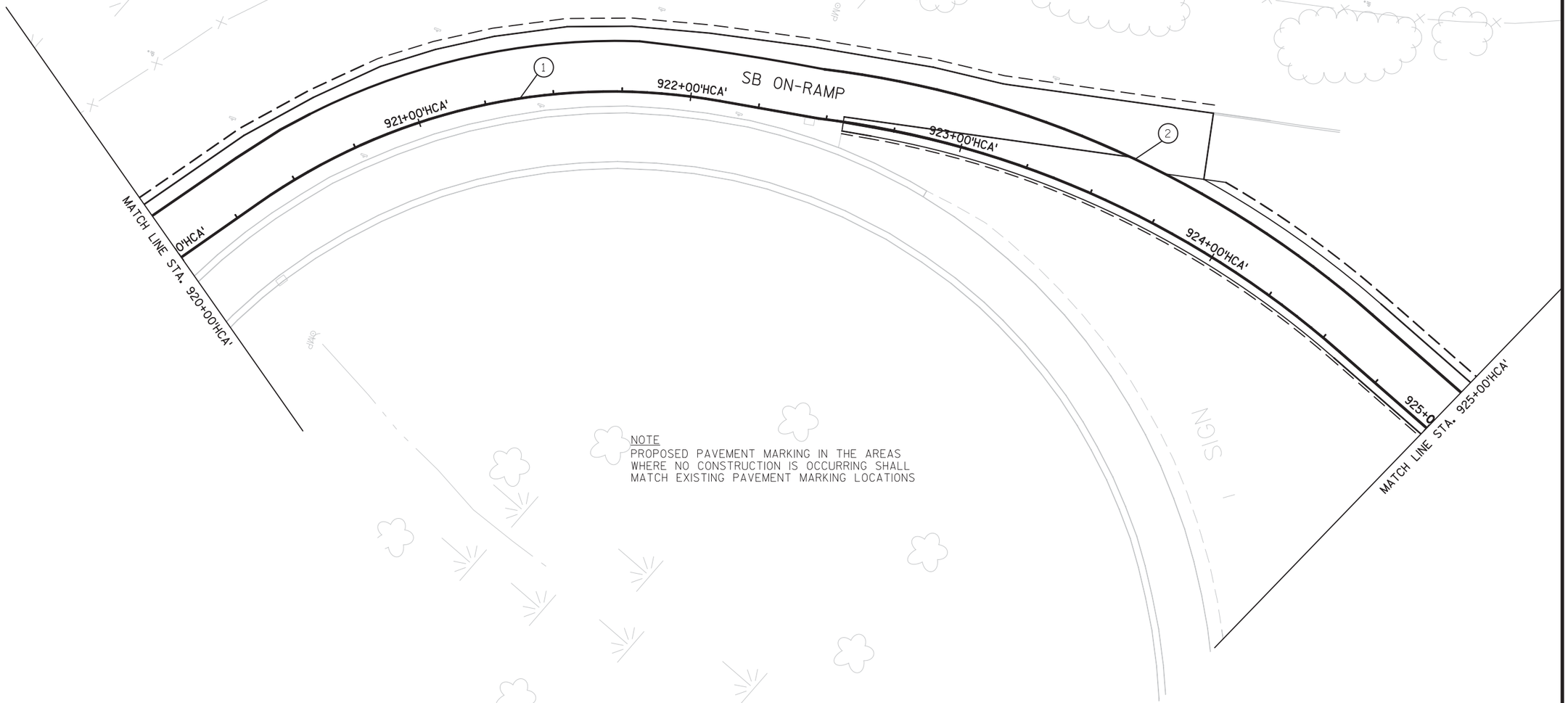
2

2

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 SB RAMP TERMINAL	SHEET 193	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
11. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2

N

USH 14 WB

USH 14 EB

25' (TYP.)

12'

12'

MATCH LINE STA. 247+00'HEA'

MATCH LINE STA. 253+00'HEA'

248+00'HWA'

249+00'HWA'

250+00'HWA'

251+00'HWA'

252+00'HWA'

253+00'HW

248+00'HEA'

249+00'HEA'

250+00'HEA'

251+00'HEA'

252+00'HEA'

253+0

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

IH-39/90 SB

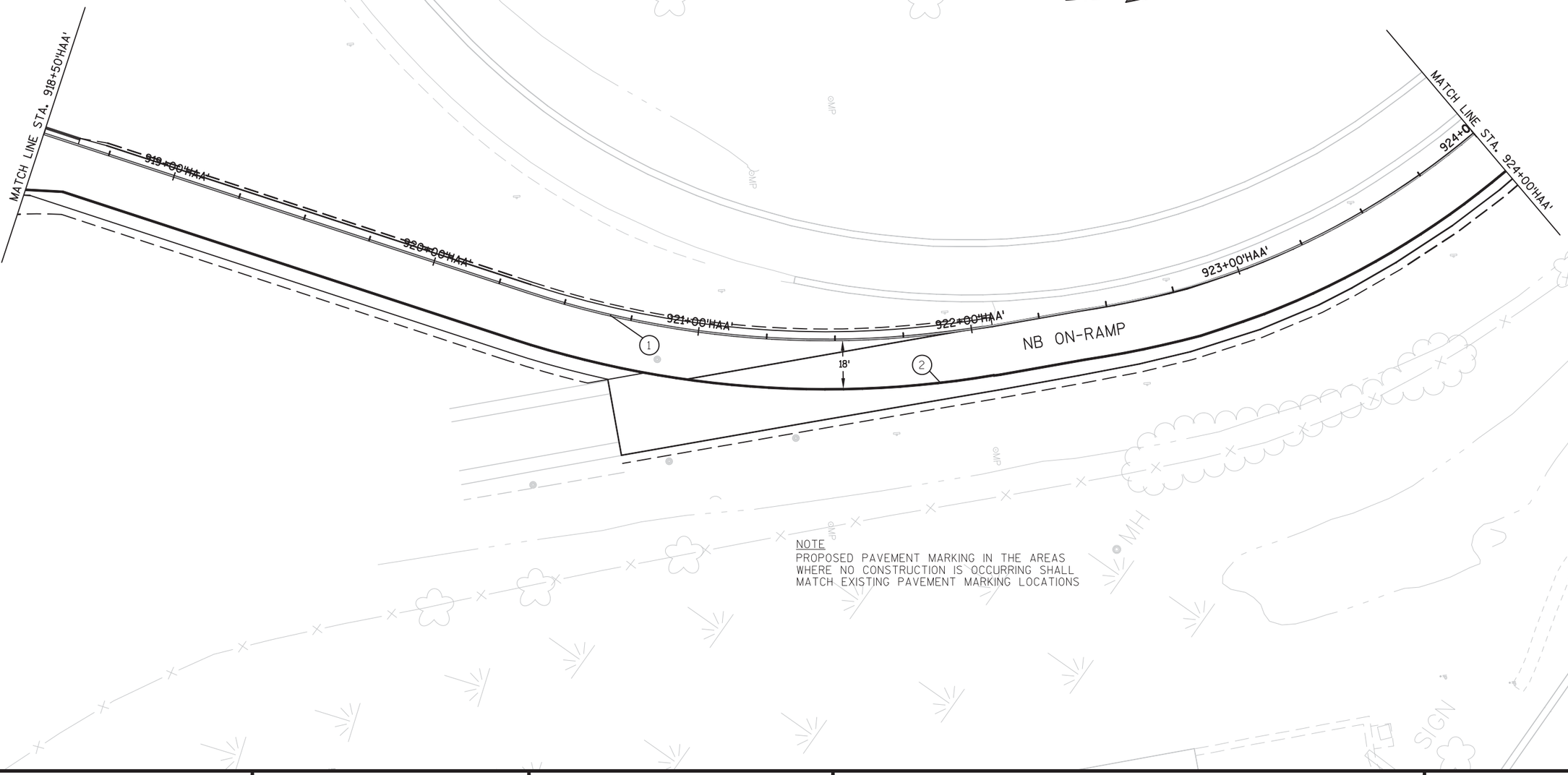
IH-39/90 NB

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14 (BETWEEN RAMP TERMINALS)	SHEET 194	E

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)



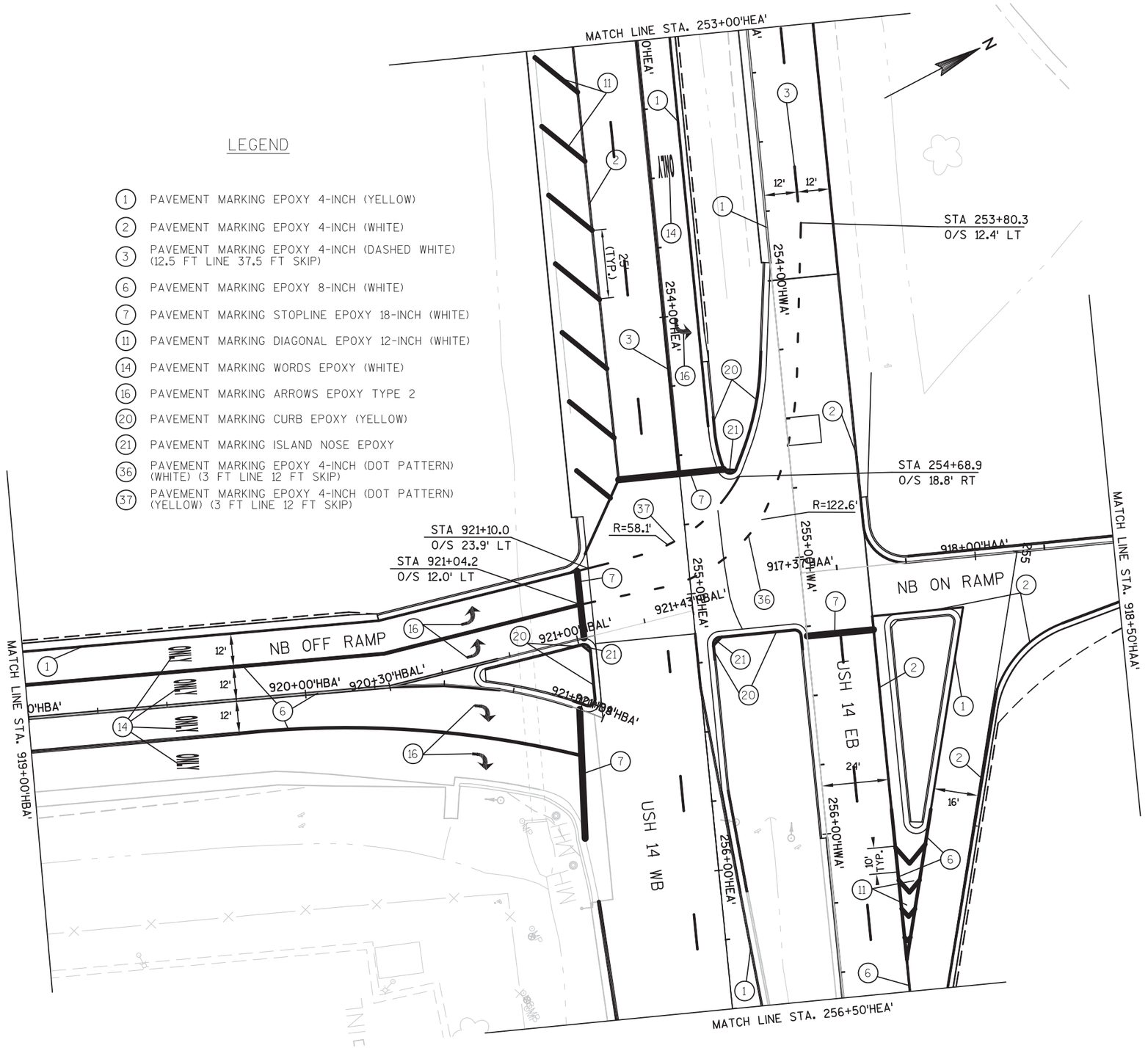
NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 195 E

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
11. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY
36. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (WHITE) (3 FT LINE 12 FT SKIP)
37. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (YELLOW) (3 FT LINE 12 FT SKIP)

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS



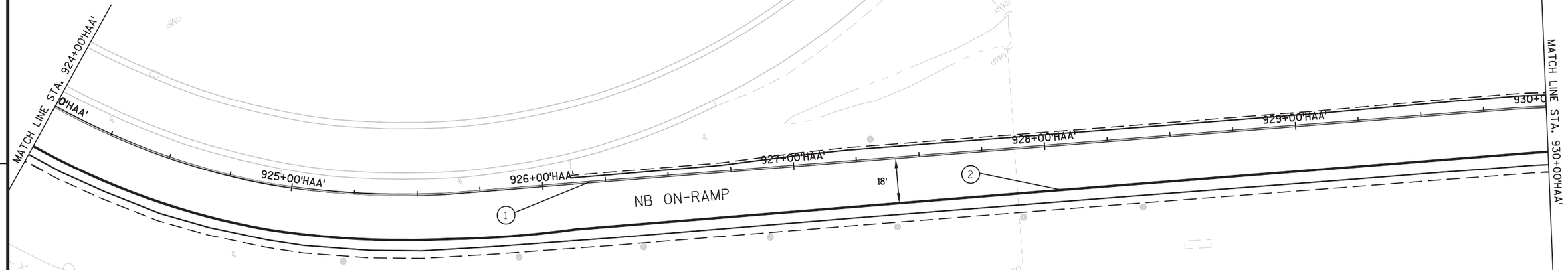
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 SB RAMP TERMINAL	SHEET 196 E

2

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)

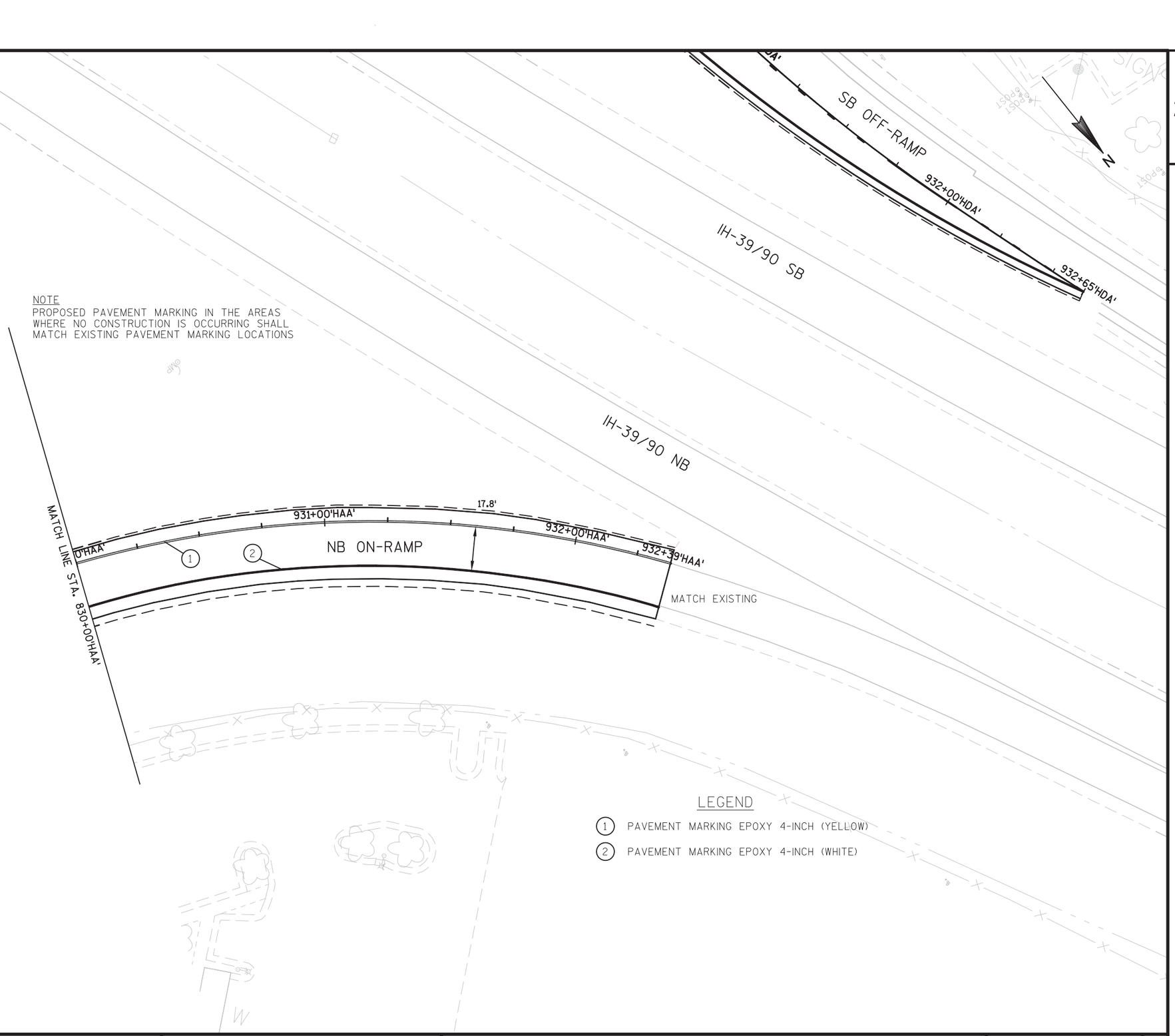


NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 197	E

2

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 198	E

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

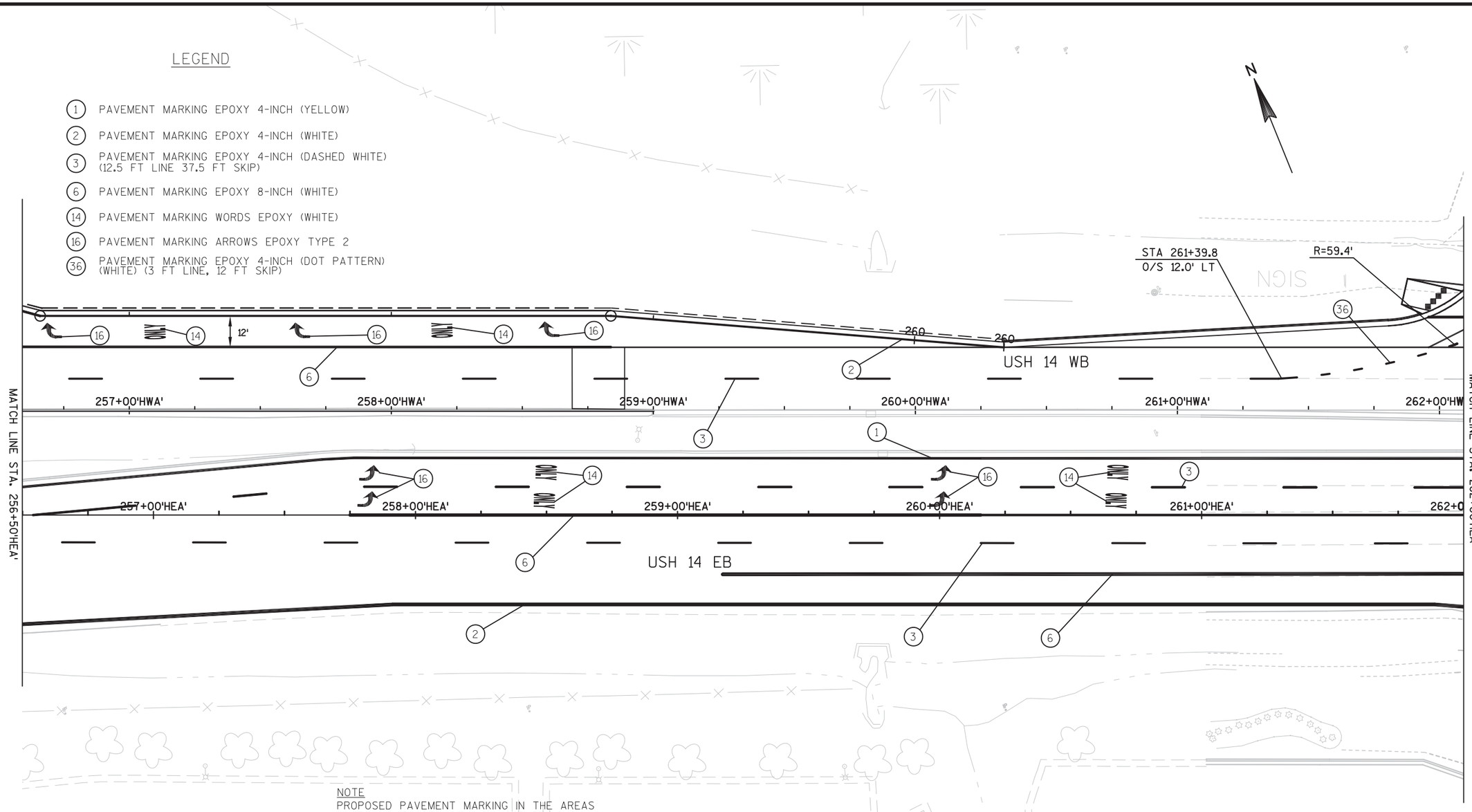
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(14) PAVEMENT MARKING WORDS EPOXY (WHITE)

(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2

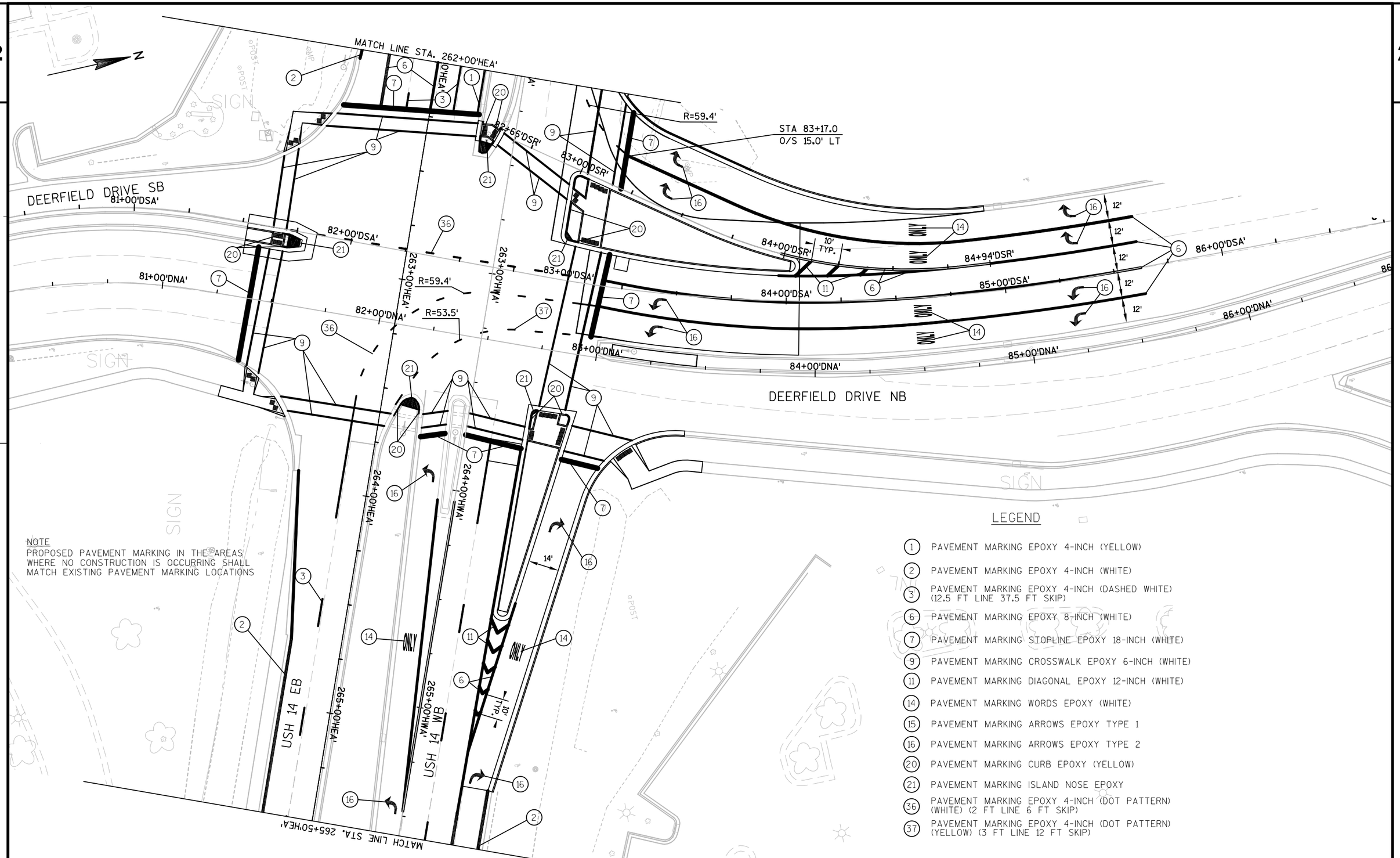
(36) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (WHITE) (3 FT LINE, 12 FT SKIP)



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 199	E

2



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

LEGEND

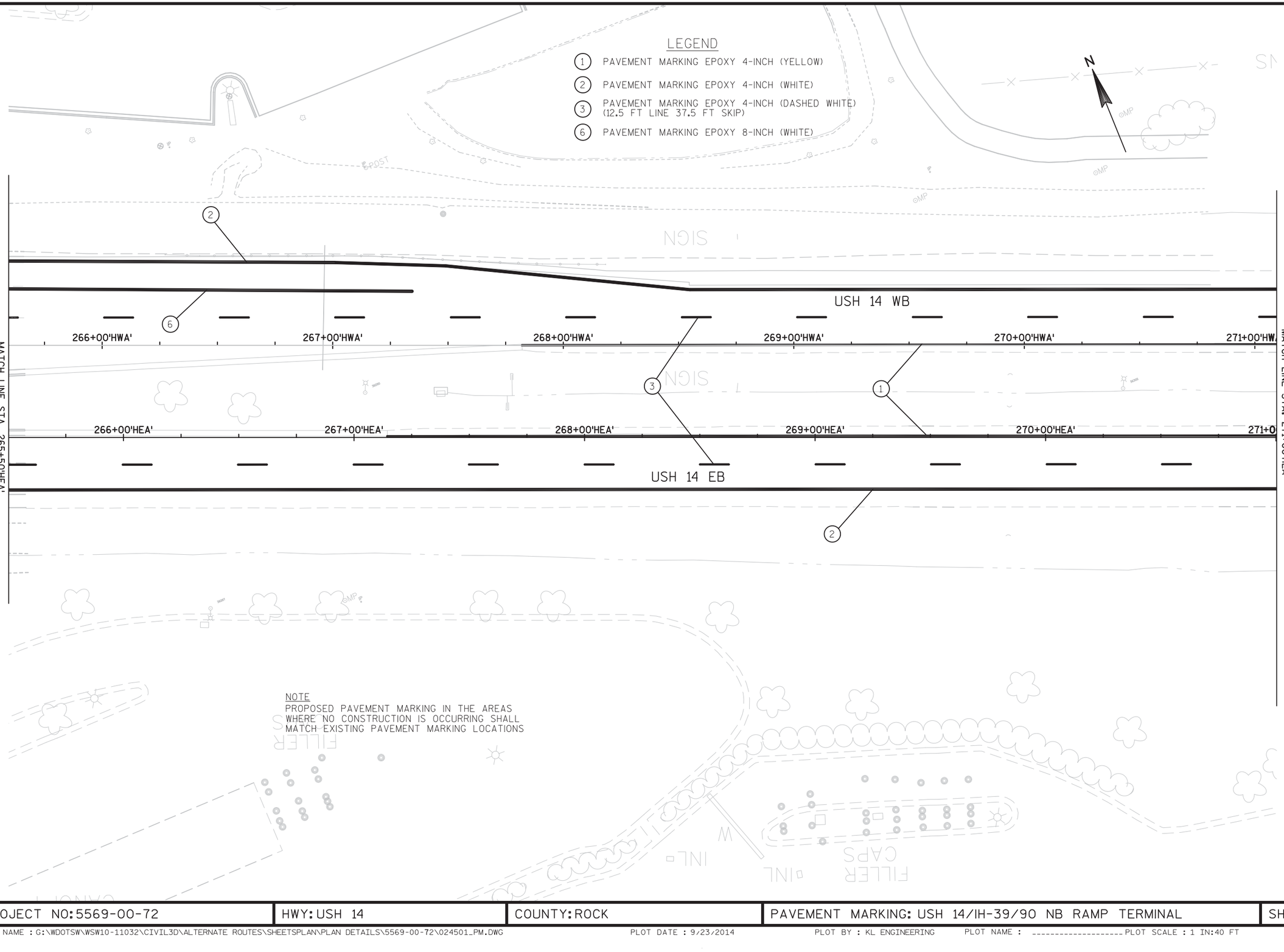
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
15	PAVEMENT MARKING ARROWS EPOXY TYPE 1
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (WHITE) (2 FT LINE 6 FT SKIP)
37	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN) (YELLOW) (3 FT LINE 12 FT SKIP)

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/DEERFIELD DRIVE INTERSECTION	SHEET 200	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 201	E

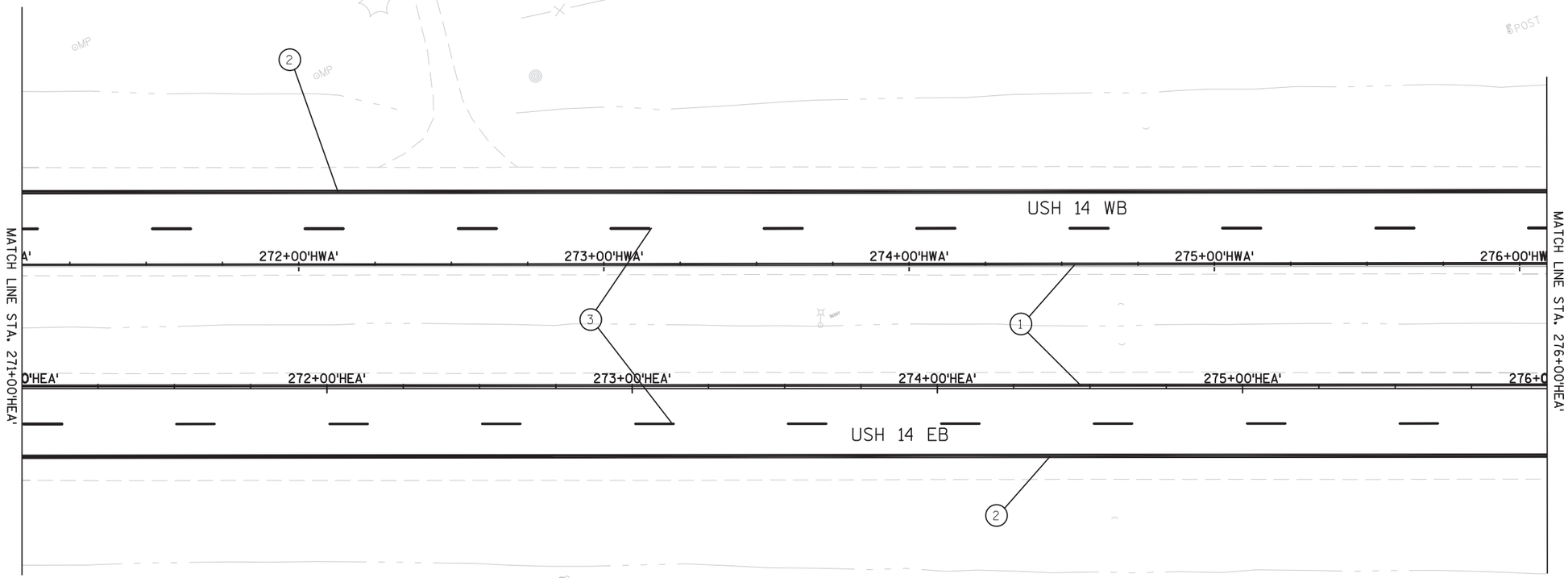
2

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

N



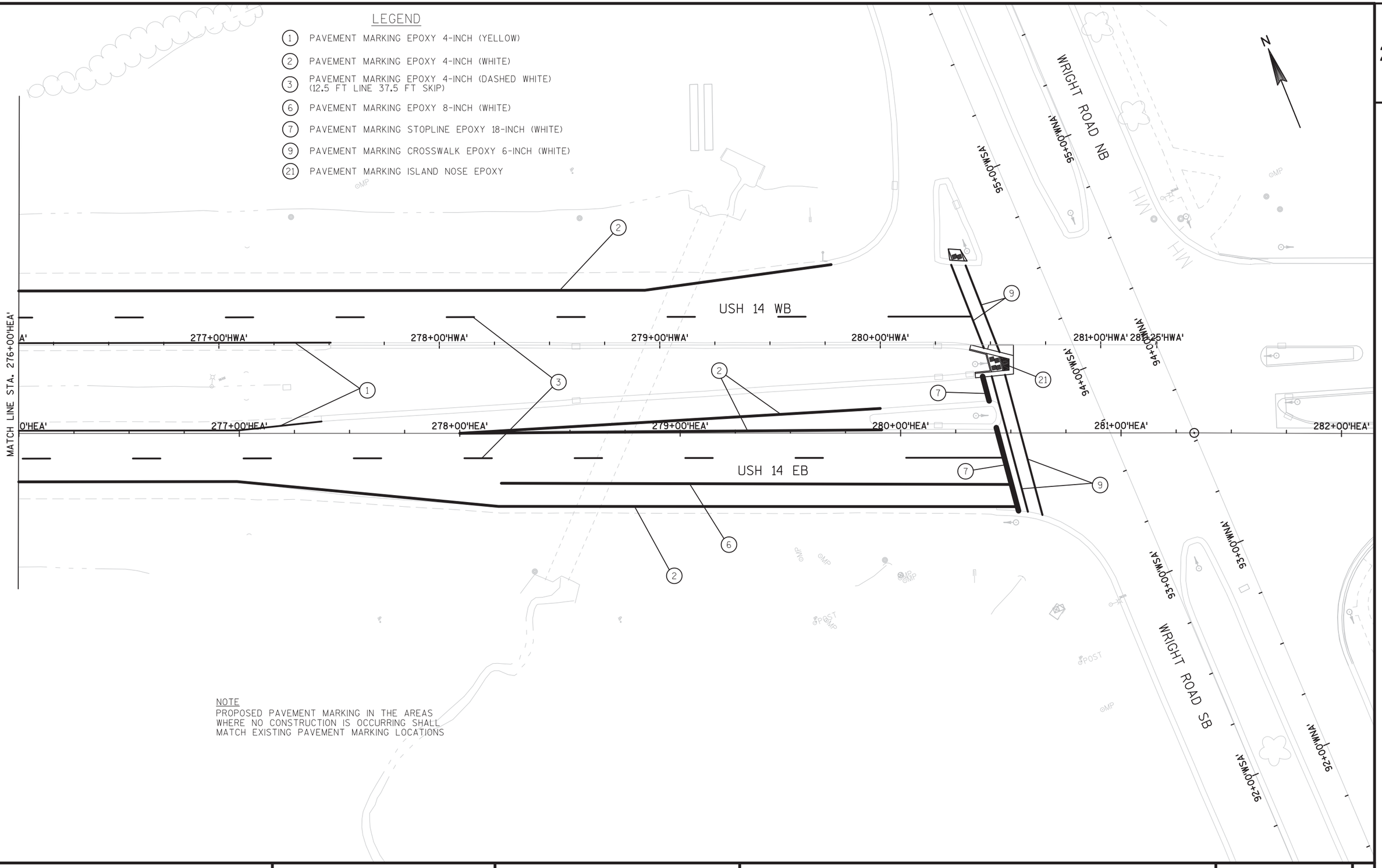
NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: USH 14/IH-39/90 NB RAMP TERMINAL	SHEET 202	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024501_PM.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
9. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
21. PAVEMENT MARKING ISLAND NOSE EPOXY



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PAVEMENT MARKING: USH 14/WRIGHT ROAD INTERSECTION	SHEET 203	E

2

2

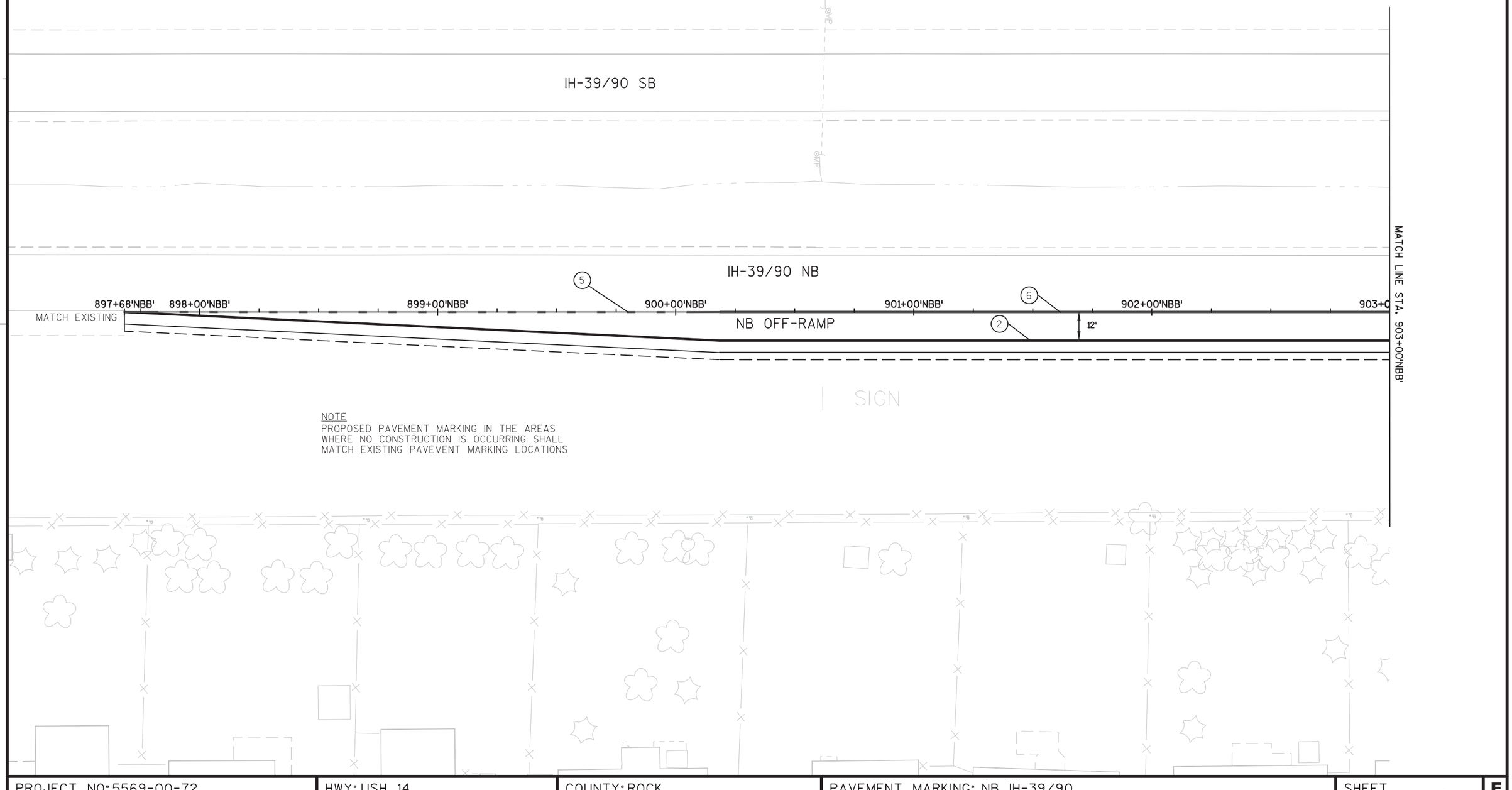
LEGEND

N

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)



NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS
WHERE NO CONSTRUCTION IS OCCURRING SHALL
MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: NB IH-39/90	SHEET 204	E

2

2

LEGEND

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

N

SIGN

IH-39/90 SB

IH-39/90 NB

MATCH LINE STA. 903+00'NBB'

0'NBB' 904+00'NBB' 905+00'NBB' 906+00'NBB' 907+00'NBB' 908+00'NBB' 908+44'N

6

12'

NB OFF-RAMP

2

MATCH EXISTING

NOTE
PROPOSED PAVEMENT MARKING IN THE AREAS WHERE NO CONSTRUCTION IS OCCURRING SHALL MATCH EXISTING PAVEMENT MARKING LOCATIONS

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PAVEMENT MARKING: NB IH-39/90	SHEET 205 E

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

MATCH LINE

USH 14

USH 51

R/W

SPEED LIMIT 45

SPEED LIMIT 55

PB1 PB2 PB2-1 PB3 PB4 PB4-1 PB5 PB6 PB9 PB9-1 PB10 PB10-1 PB12 PB13 PB14 PB14-1 PB16 PB16-1 PB17 PB17-1 PB18 PB19 PB22 PB22-1 PB23 PB23-1 PB24 PB24-1

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8

CB1

109+00'HWA' 109+00'HEA' 110+00'HWA' 110+00'HEA' 111+00'HWA' 111+00'HEA' 112+00'HWA' 112+00'HEA' 113+00'HWA' 113+00'HEA'

16+00'TSA' 16+00'TNA' 15+00'TSA' 15+00'TNA' 14+00'TSA' 14+00'TNA' 13+00'TSA' 13+00'TNA'

1.5" 2-3" 3"

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- 1 R Y G TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL

USH 14 & USH 51
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0306 CONTROLLER TYPE: M-52

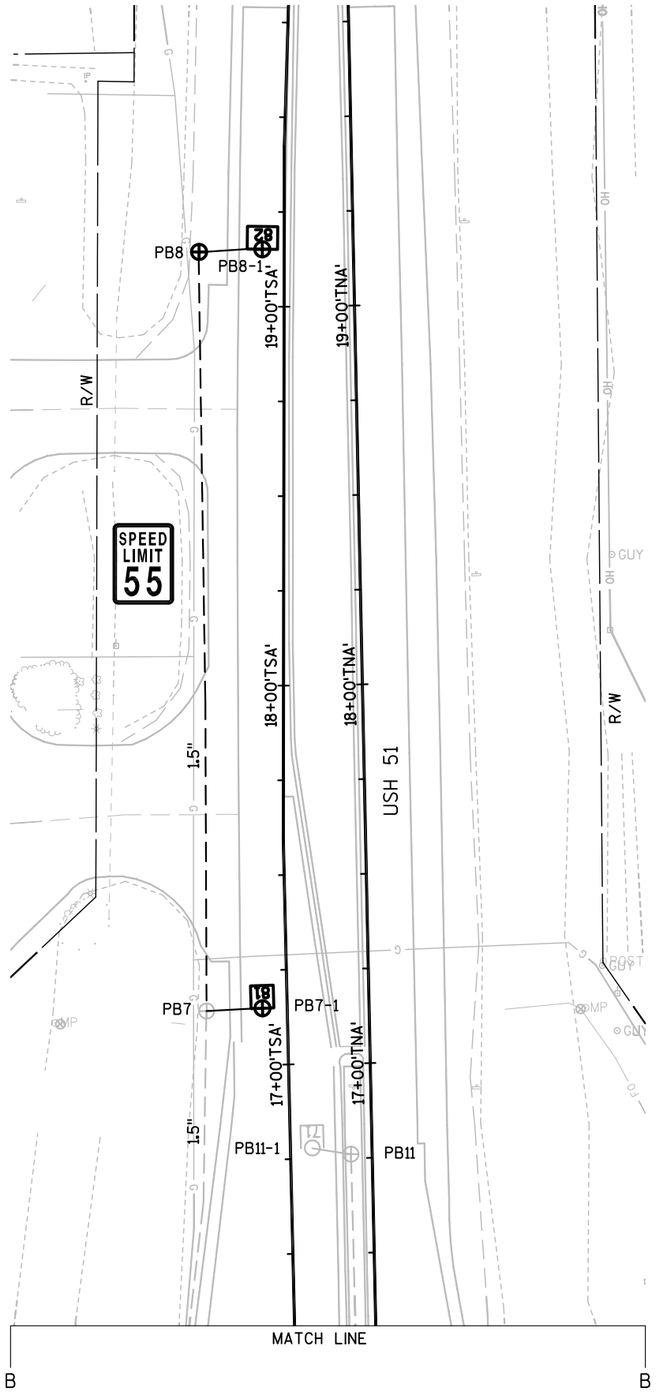
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

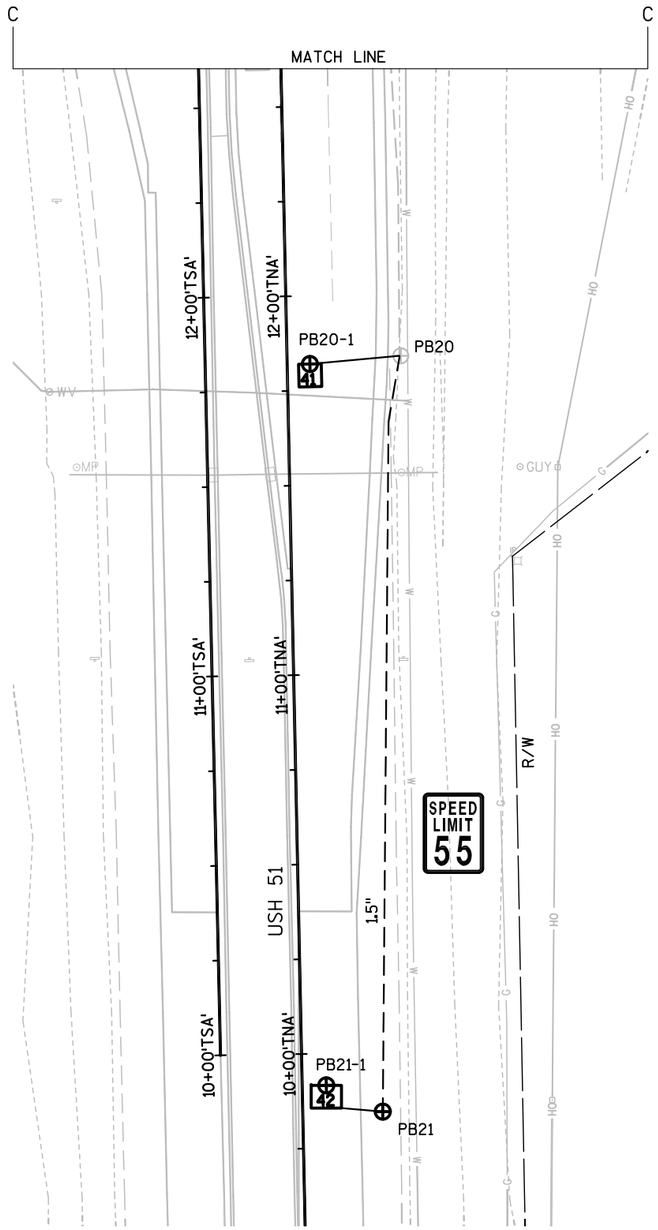
PAGE 1 OF 2

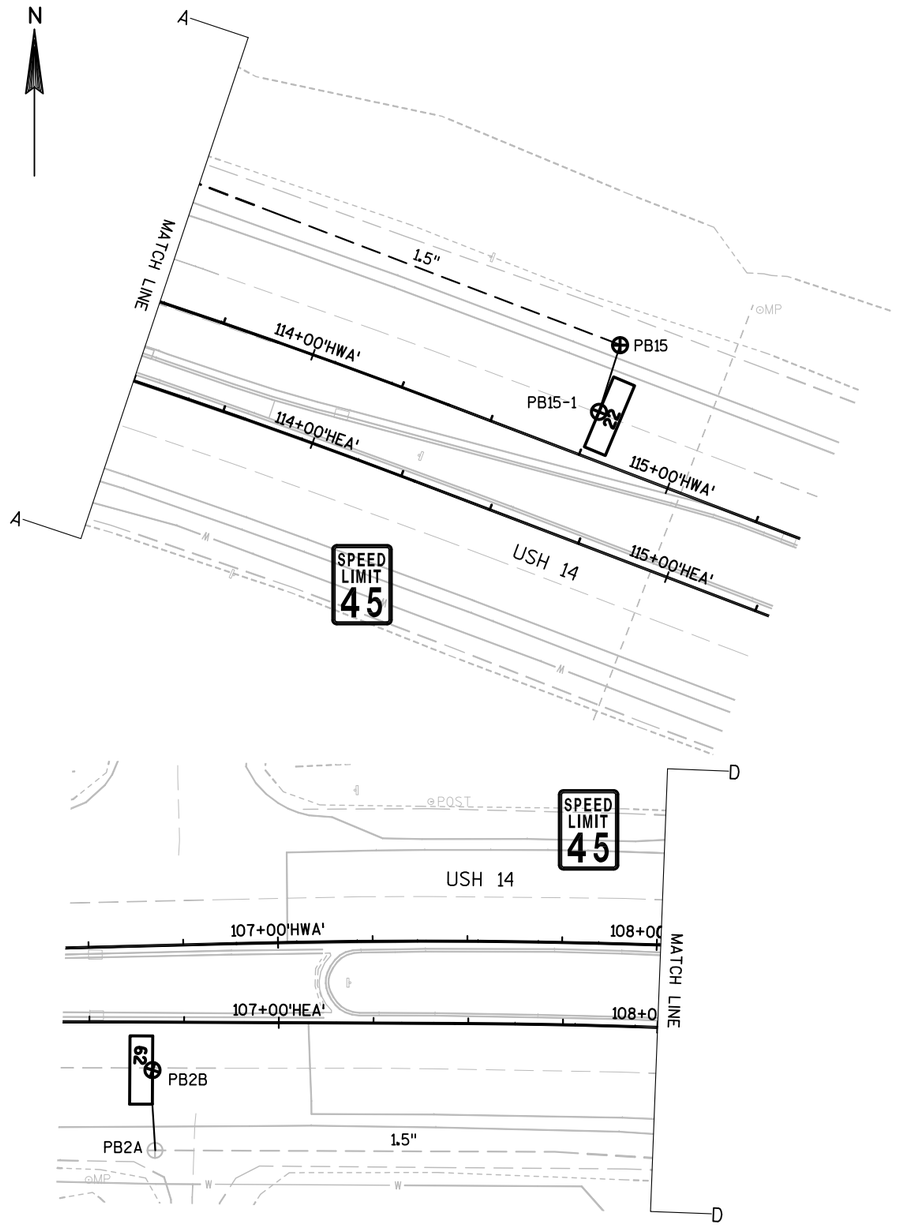
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 206 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 42







LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & USH 51
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0306 CONTROLLER TYPE: M-52

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: ----------
REVISED BY: KL ENGINEERING

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 207 E

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) INTERCEPT EXISTING CONDUIT WITH NEW PULLBOX. INSTALL NEW CONDUCTORS TO RE-ESTABLISH CONNECTIONS.

LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- CSX CONDUIT SPECIAL 2", 3" OR 4"

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- MICROWAVE DETECTOR ZONE
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

MATCH LINE

USH 14

USH 51

SPEED LIMIT 45

SPEED LIMIT 55

N

R/W

SEE NOTE 4

ADJUST PULLBOX

CONNECT CONDUIT (2-3") TO EXISTING PULLBOX

110' TO NEAR RIGHT SIGNAL

115' TO NEAR RIGHT SIGNAL

100' TO NEAR RIGHT SIGNAL

REVISION					
Rev. No.	APPROVALS DISTRICT Date	By	CENTRAL OFFICE Date	By	Cont. Type
2	RECONSTRUCT LOOP DETECTORS, REPLACE CABINET & INSTALL ADAPTIVE SYSTEM				ASC/3

TRAFFIC CONTROL SIGNAL
USH 14 & USH 51
CITY OF JANESVILLE
ROCK COUNTY
ECONOLITE

SIGNAL NO. S53-0306 CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

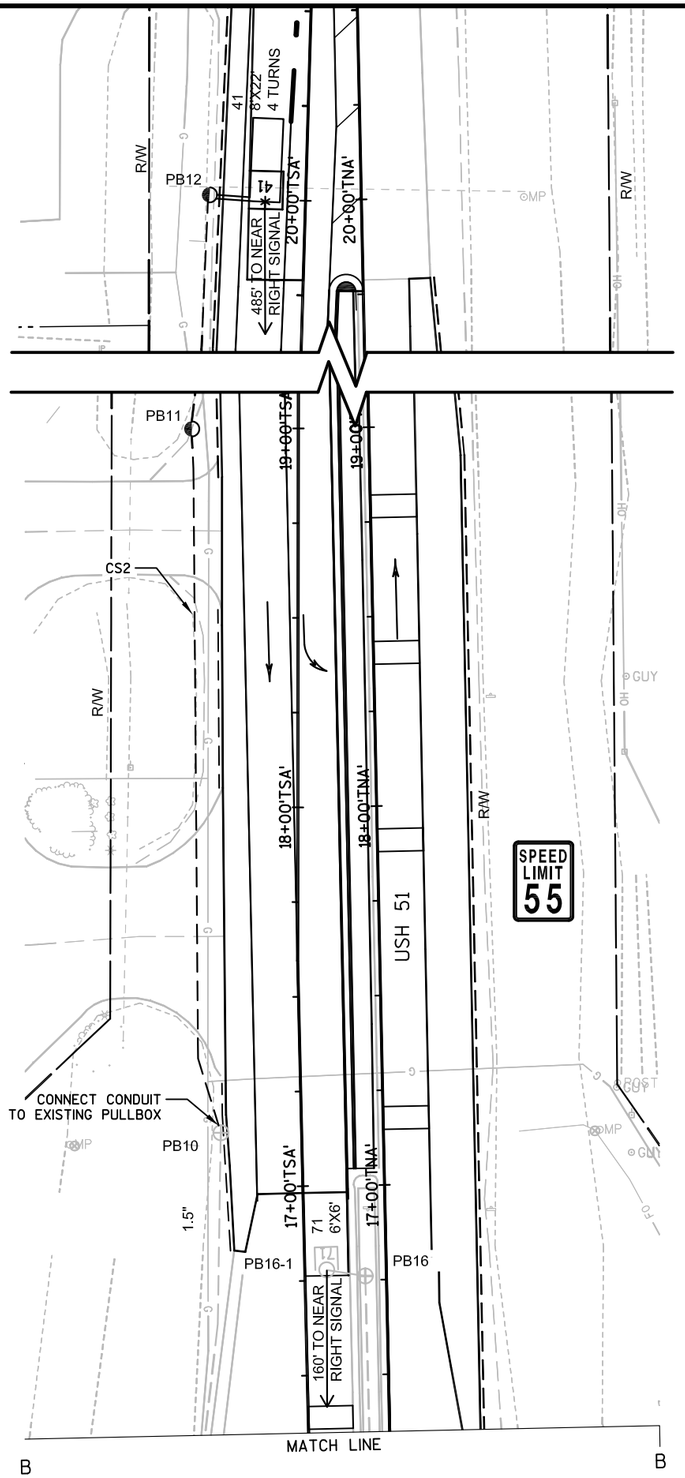
APPROVAL RECOMMENDED
Date 4/6/93 G.W. MUELLER
REGION TRAFFIC ENGINEER

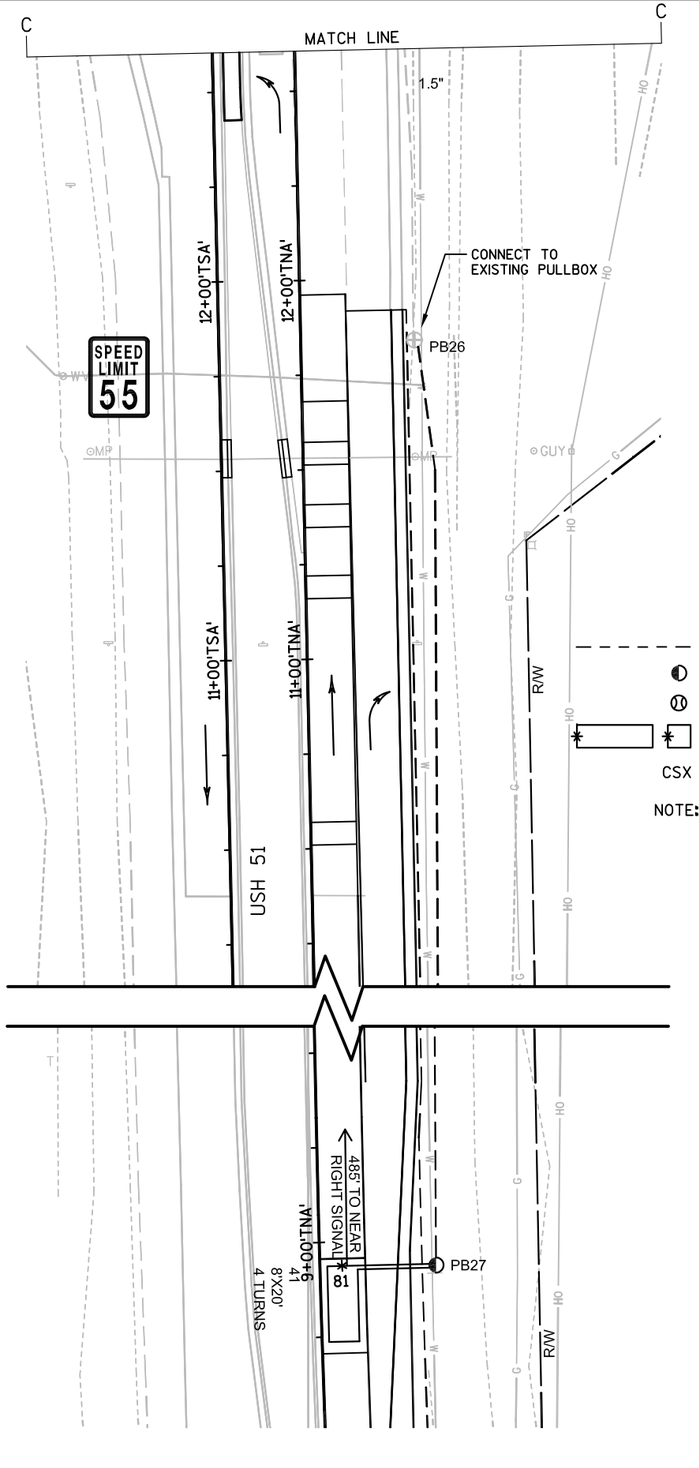
APPROVED
Date 11/4/94 R.J. MOE
STATE TRAFFIC ENGINEER

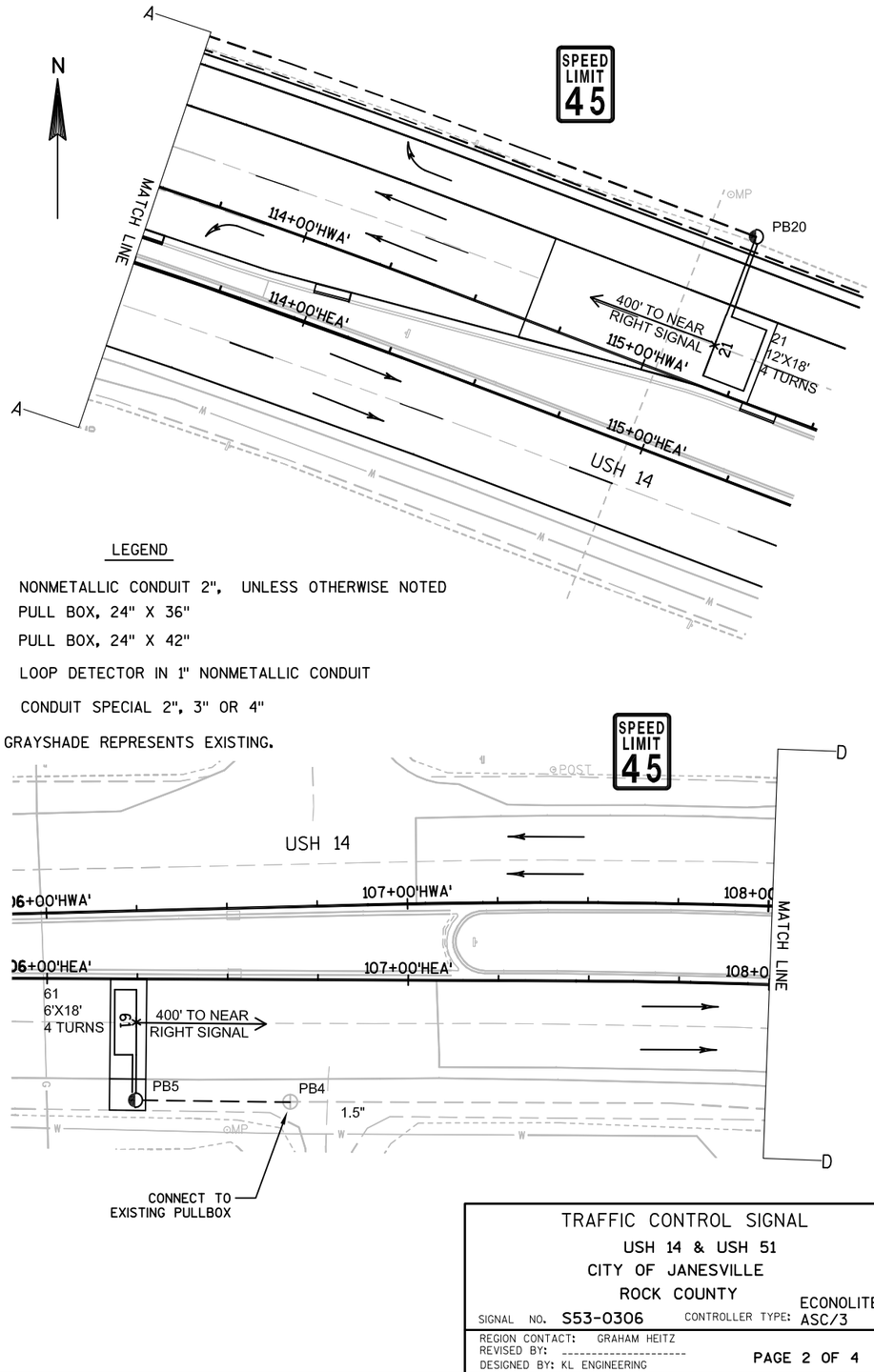
REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 208 E







LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- CSX CONDUIT SPECIAL 2", 3" OR 4"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & USH 51
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0306 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

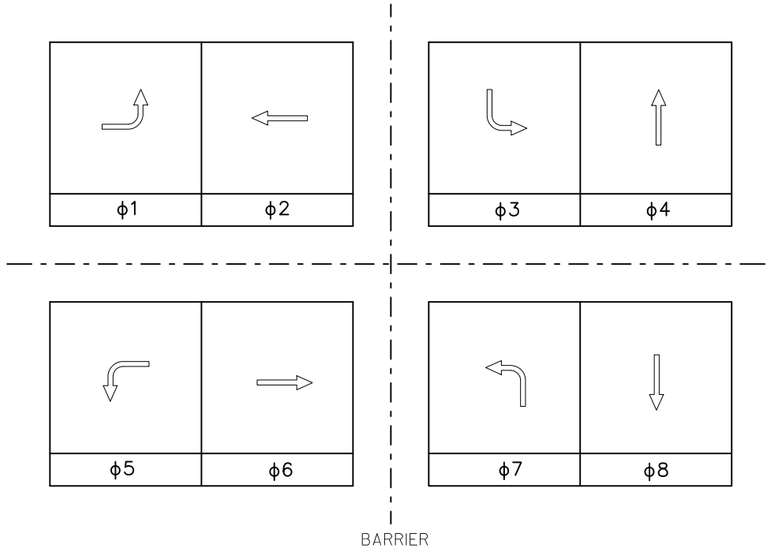
PAGE 2 OF 4

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 209 E

	HEAD NUMBERS	FLASH
Ø1	4-6	R
Ø2	7-9	R
Ø3	22-24	R
Ø4	13-15	R
Ø5	10-12	R
Ø6	1-3	R
Ø7	16-18	R
Ø8	19-21	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L.	ASSIGNMENTS
OLA	
OLB	
OLC	
OLD	
OLE	
OLF	
OLG	
OLH	

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / O	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	71	22	31	41	51	61	72	81
PHASE CALLED	7	2	3	4	5	6	7	8
PHASE EXTENDED	7	2	3	4	5	6	7	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
					M23		M63	DETECTOR #(S)
					2		6	PHASE CALLED
					2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	11	22	32/33	42	52	62	73	82
PHASE CALLED	1	2	3	4	5	6	7	8
PHASE EXTENDED	1	2	3	4	5	6	7	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
M74	M43	M34	M83	M53	M24	M12	M64	DETECTOR #(S)
7	4	3	8	5	2	1	6	PHASE CALLED
7	4	3	8	5	2	1	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

NOTE: LOOPS 31 & 71 ARE NOT IN USE

TRAFFIC CONTROL SIGNAL

USH 14 & USH 51

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0306

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 210 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/20/2014 3:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

USH 14 & USH 51 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	14/C	20	SB	R	R
				Y	O
				G	G
		1	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		11	WB LT	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-2	14/C	18	NB LT	R	R
				Y	O
				G	G
		21	SB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		22	SB LT	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-3	14/C	13	NB LT	R	R
				Y	O
				G	G
		23	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		2	EB	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-4	14/C	3	EB	R	R
				Y	O
				G	G
		4	EB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		12	WB LT	R	BLK
				Y	WHT/BLK
				G	BLU

USH 14 & USH 51 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-5	14/C	14	NB	R	R
				Y	O
				G	G
		5	EB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		7	WB	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-6	14/C	15	NB	R	R
				Y	O
				G	G
		16	NB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		24	SB LT	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-7	14/C	17	NB LT	R	R
				Y	O
				G	G
		19	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		8	WB	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-8	14/C	6	EB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		9	WB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		10	WB LT	R	BLK
				Y	WHT/BLK
				G	BLU

NOTE- CABLING CHART FOR INFORMATIONAL PURPOSES ONLY. NO NEW SIGNAL CABLE REQUIRED.

USH 14 & USH 51 LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB-1	MEDIAN
	CABINET TO SB-4	MEDIAN
	CABINET TO SB-5	MEDIAN
	CABINET TO SB-8	MEDIAN

NOTE- CABLING CHART FOR INFORMATIONAL PURPOSES ONLY. NO NEW LIGHTING CABLING

USH 14 & USH 51 STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB1	CB1	PB6→PB1
MD-N1	SB1	CB1	PB6→PB1
MD-E1	SB8	CB1	PB7→PB6
MD-S1	SB5	CB1	PB17→PB21→PB23→PB28→PB1
MD-W1	SB4	CB1	PB21→PB23→PB28→PB1
VDN	SB1	CB1	PB6→PB1
VDE	SB8	CB1	PB7→PB6
VDS	SB5	CB1	PB17→PB21→PB23→PB28→PB1
VDW	SB4	CB1	PB21→PB23→PB28→PB1

TRAFFIC CONTROL SIGNALS
USH 14 & USH 51

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-0306 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX
- TRAFFIC SIGNAL HEAD

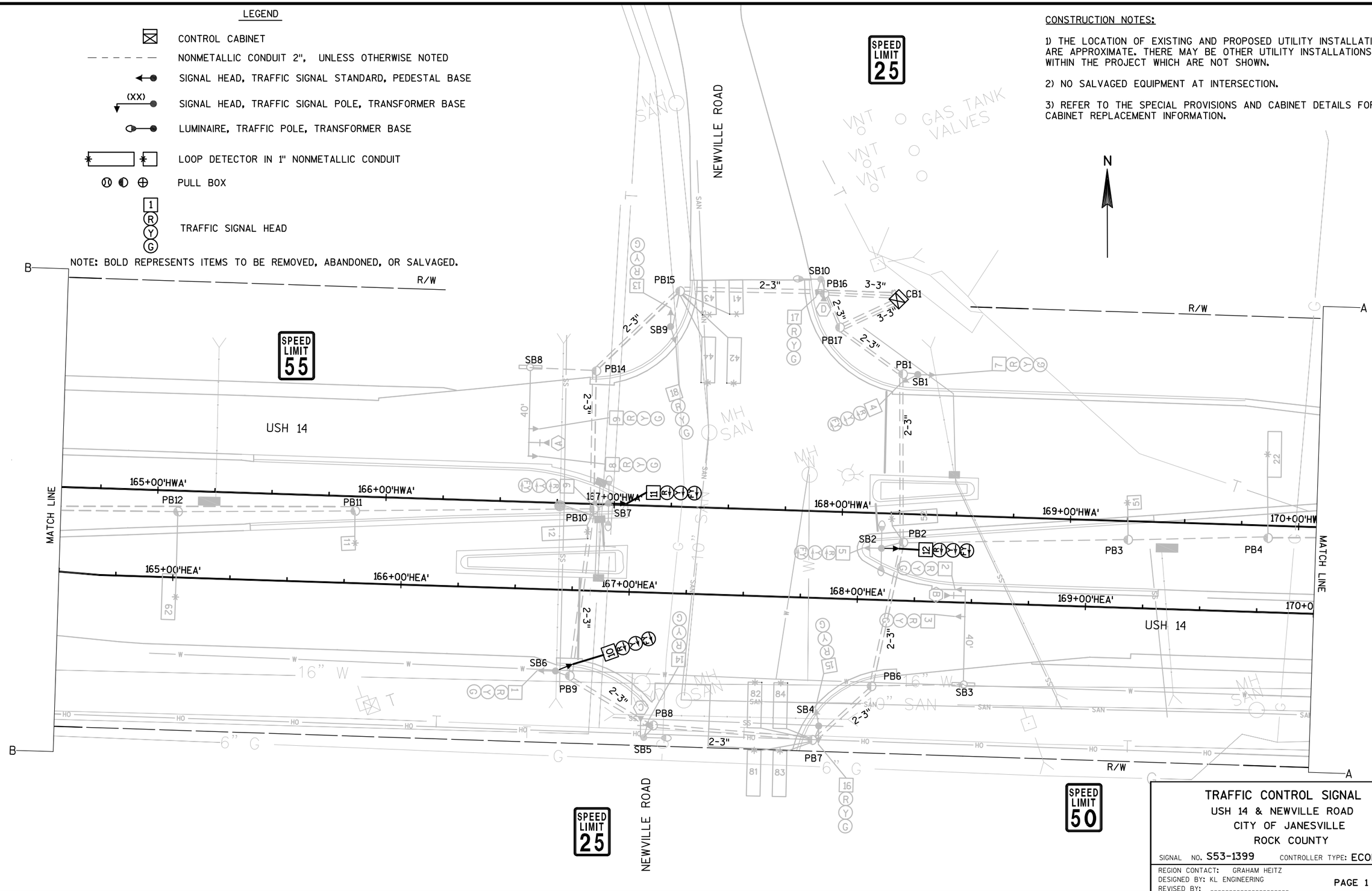
NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.



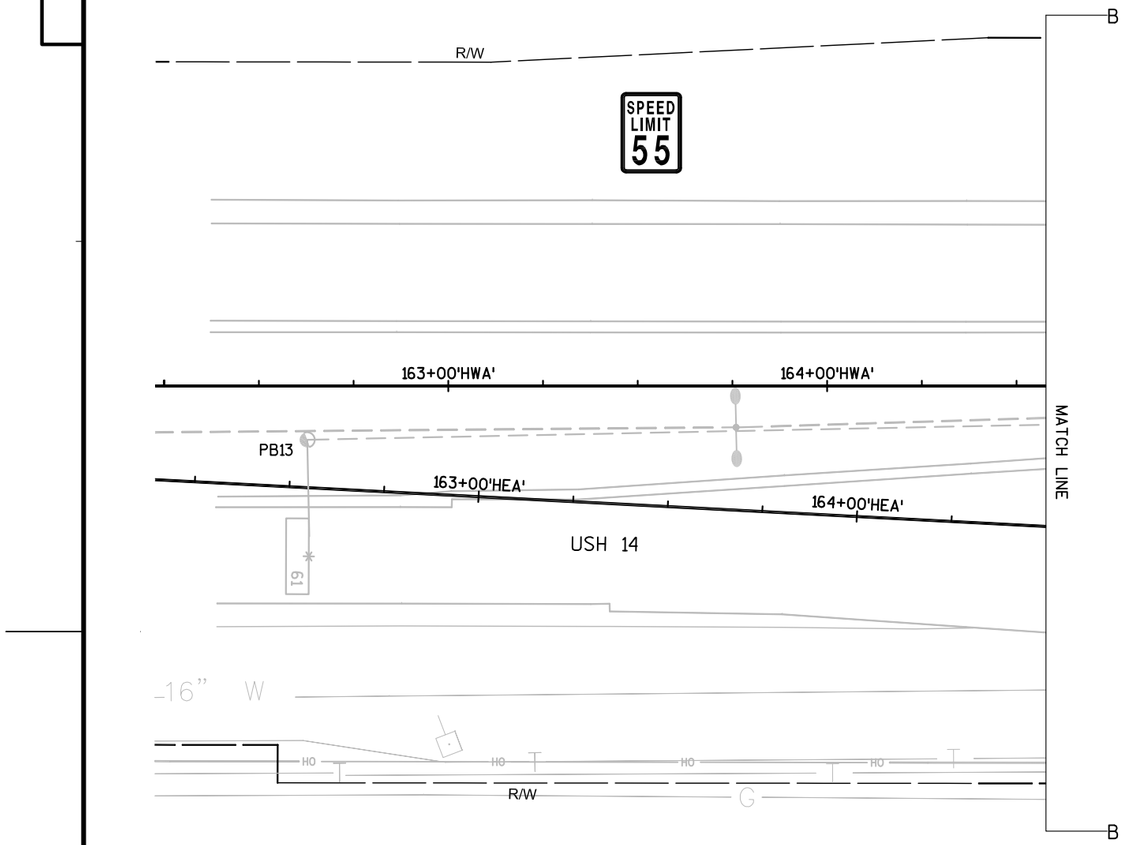
TRAFFIC CONTROL SIGNAL
USH 14 & NEWVILLE ROAD
CITY OF JANESVILLE
ROCK COUNTY

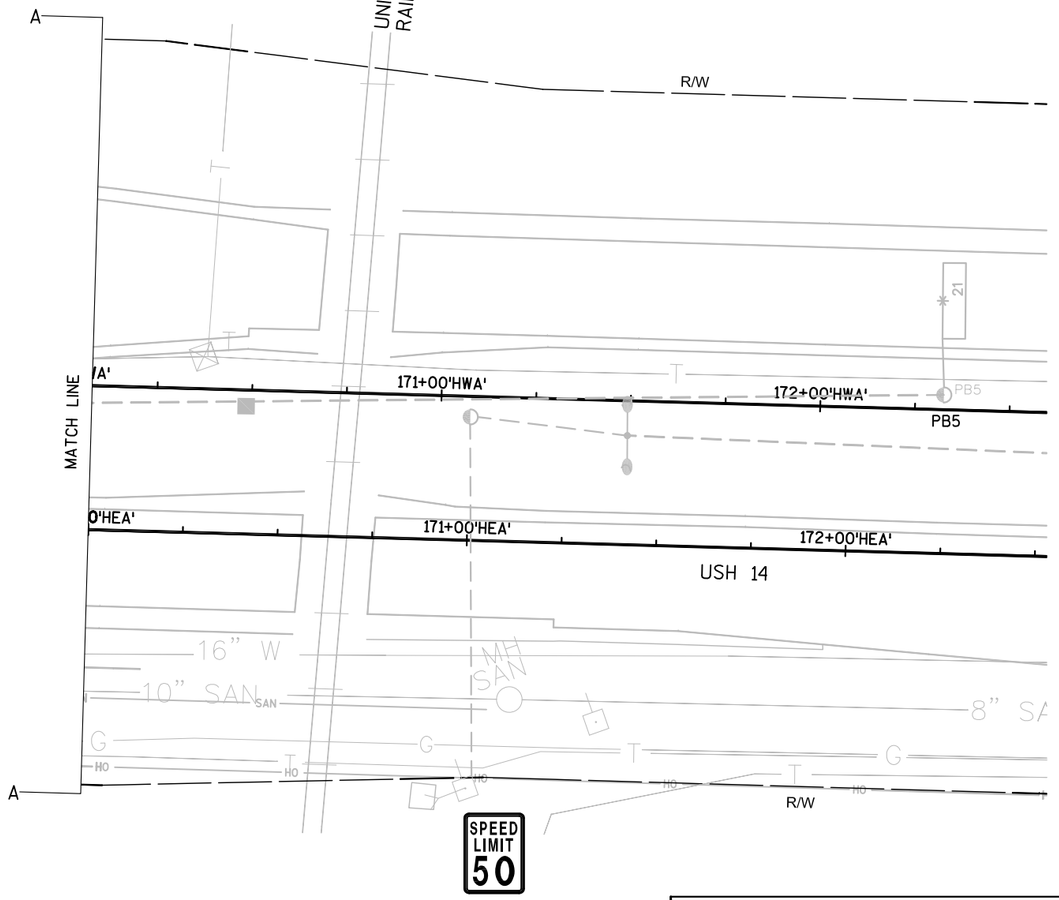
SIGNAL NO. S53-1399 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 212 E





LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & NEWVILLE ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1399 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 213	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 40' MONOTUBE BASE, POLE, 35'-55' ARM
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- TRAFFIC SIGNAL HEAD (1 R Y G)
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CONSTRUCTION NOTES:

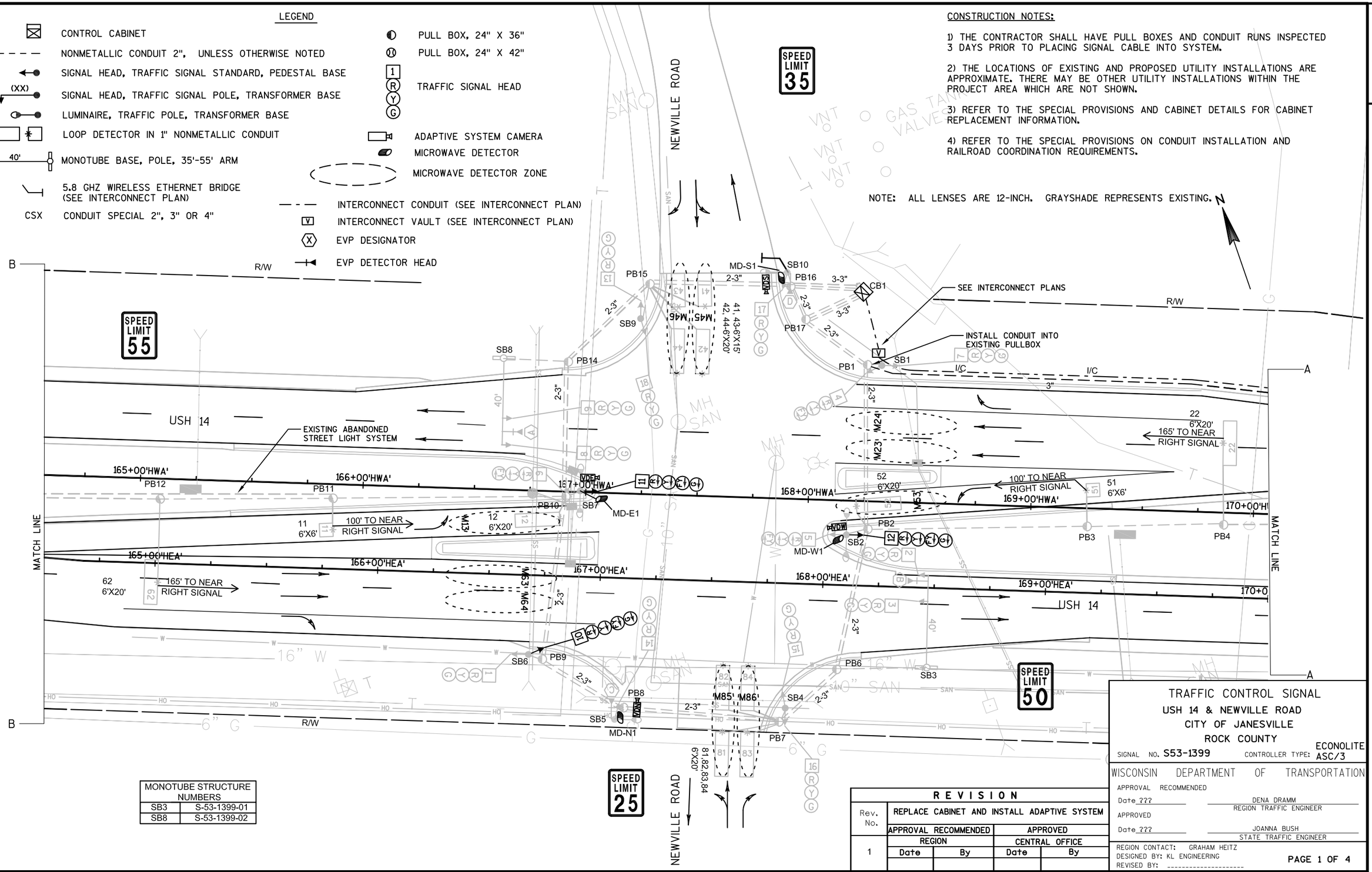
1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) REFER TO THE SPECIAL PROVISIONS ON CONDUIT INSTALLATION AND RAILROAD COORDINATION REQUIREMENTS.

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



MONOTUBE STRUCTURE NUMBERS	
SB3	S-53-1399-01
SB8	S-53-1399-02

REVISION				
Rev. No.	REPLACE CABINET AND INSTALL ADAPTIVE SYSTEM			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
1				

TRAFFIC CONTROL SIGNAL
USH 14 & NEWVILLE ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1399 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

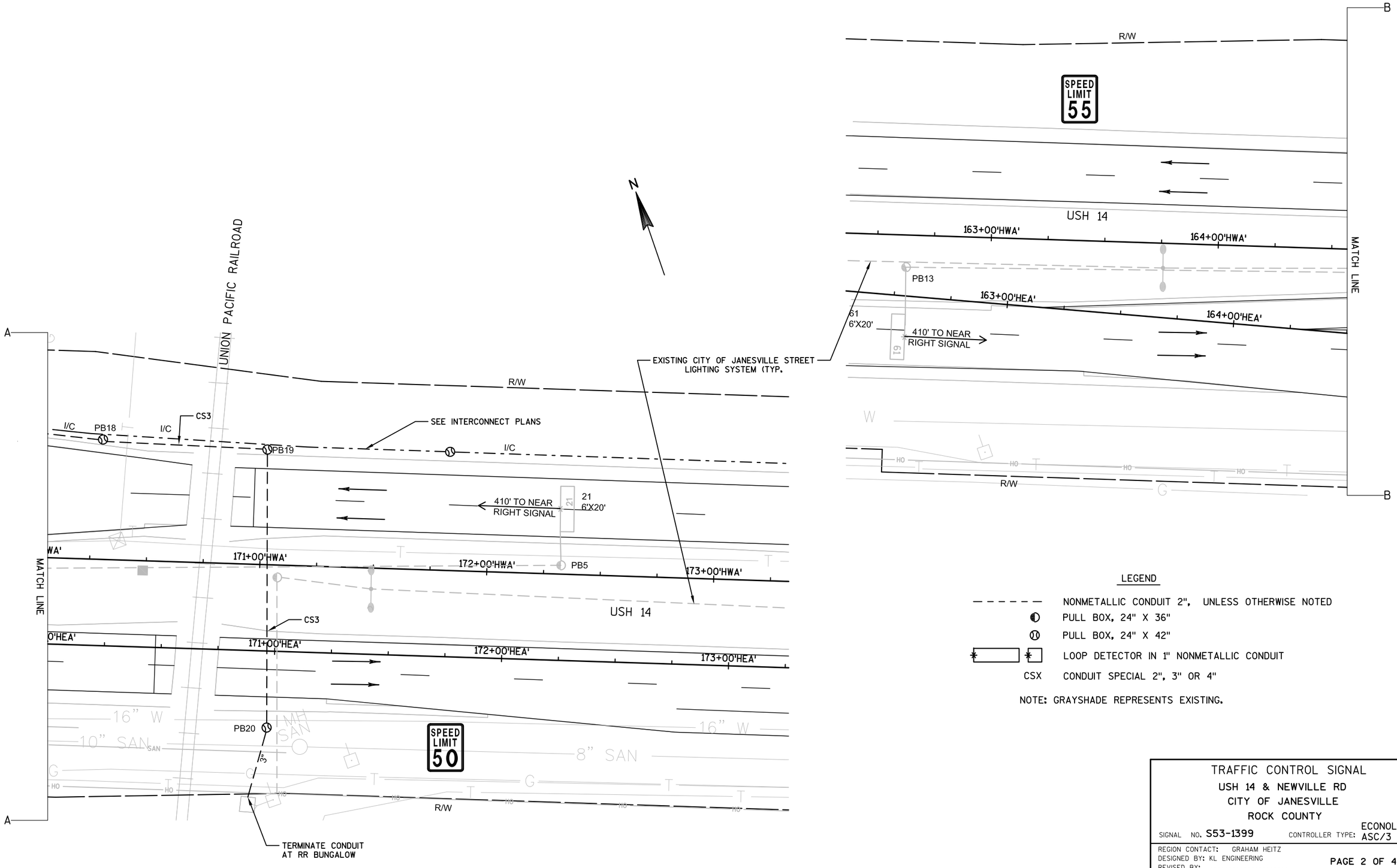
APPROVAL RECOMMENDED
Date ??? DENA DRAMM, REGION TRAFFIC ENGINEER

APPROVED
Date ??? JOANNA BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 214 E



LEGEND

- - - - -	NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
	PULL BOX, 24" X 36"
	PULL BOX, 24" X 42"
	LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
CSX	CONDUIT SPECIAL 2", 3" OR 4"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & NEWVILLE RD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1399 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

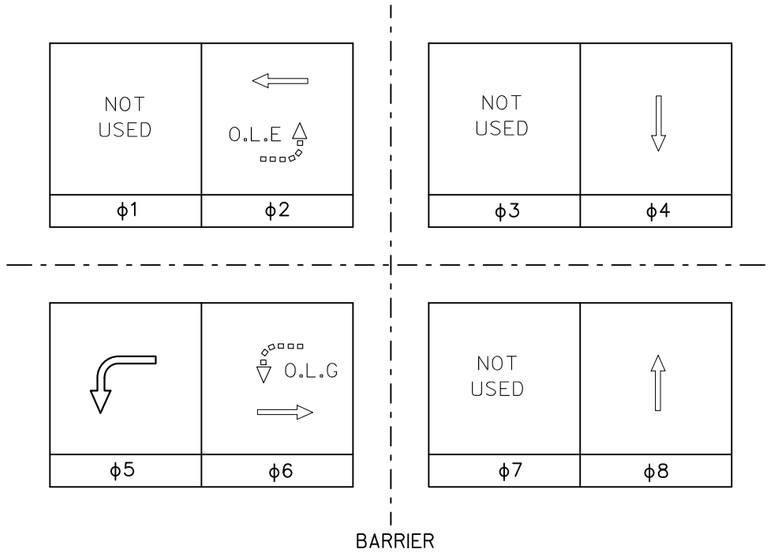
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 215 E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	7,8,9	R
Ø3		
Ø4	13,14,15	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE	4,5,6	R	2
OLF			
OLG	10,11,12	R	5+6
OLH			

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4		8		X
5				X
6	X	2	MIN.	X
7				
8		4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	X
PHONE	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	41	43	51	61	81	83
PHASE CALLED	6	2	4	4	2	6	8	8
PHASE EXTENDED	6	2	4	4	2	6	8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
					M23		M63	DETECTOR #(S)
					2		6	PHASE CALLED
					2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12	22	42	44	52	62	82	84
PHASE CALLED	6	2	4	4	2	6	8	8
PHASE EXTENDED	6	2	4	4	2	6	8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	
M45	M46	M85	M86	M53	M24	M13	M64	DETECTOR #(S)
4	4	8	8	2	2	6	6	PHASE CALLED
4	4	8	8	2	2	6	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

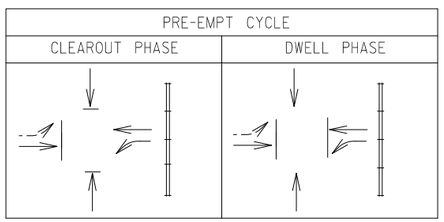
PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RAILROAD	--	*
2	RESERVED		
3	EVP	A	2+5
4	EVP	B	6
5	EVP	C	4
6	EVP	D	8
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

* REFER TO PRE-EMPT CHART BELOW

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

PRE-EMPT CYCLE



TRAFFIC CONTROL SIGNAL

USH 14 & NEWVILLE ROAD

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1399

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SEQUENCE OF OPERATIONS	SHEET 216	E

USH 14 & NEWVILLE ROAD NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB-1 TO SB-1	9/C	4	EB LT TURN	←R	R
				←Y	O
				←FY	G
		7	WB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CB-1 TO SB-2	9/C	5	EB LT TURN	←R	R
				←Y	O
				←FY	G
		12	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CB-1 TO SB-3	9/C	2	EB	R	R
				Y	O
				G	G
		3	EB	R	R
				Y	O
				G	G
CB-1 TO SB-4	9/C	16	NB	R	R
				Y	O
				G	G
		15	SB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CB-1 TO SB-5	5/C	14	SB	R	R
				Y	O
				G	G
CB-1 TO SB-6	9/C	1	EB	R	R
				Y	O
				G	G
		10	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CB-1 TO SB-7	9/C	6	EB LT TURN	←R	R
				←Y	O
				←FY	G
		11	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK

NOTE- EXISTING CABLING TO REMAIN INTACT. RE-WIRE HEADS 10, 11, & 12 USING EXISTING WIRES.

USH 14 & NEWVILLE ROAD NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB-1 TO SB-8	9/C	8	WB	R	R
				Y	O
				G	G
		9	WB	R	R
				Y	O
				G	G
CB-1 TO SB-9	9/C	18	NB	R	R
				Y	O
				G	G
		13	SB	R	R
				Y	O
				G	G
CB-1 TO SB-10	5/C	17	NB	R	R
				Y	O
				G	G

USH 14 & NEWVILLE RD LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB5
CB1	SB10
SB10	SB7

USH 14 & NEWVILLE RD EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB8 ('A')
CB1	SB3 ('B"
CB1	SB5 ('C')
CB1	SB10 ('D')

USH 14 & NEWVILLE RD CABLE UF 12 AWG FOR EVP LIGHTS	
FROM	TO
CB1	SB2
SB2	SB5
CB1	SB10
SB10	SB7

NOTE- CABLING CHART FOR INFORMATIONAL PURPOSES ONLY. NO NEW CABLE REQUIRED FOR LIGHTING OR EVP.

USH 14 & NEWVILLE RD STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB10	CB1	PB16
MD-N1	SB5	CB1	PB8→PB7→PB6→PB2→PB1→PB17
MD-E1	SB7	CB1	PB10→PB14→PB15→PB16
MD-S1	SB10	CB1	PB16
MD-W1	SB2	CB1	PB2→PB1→PB17
VDN	SB5	CB1	PB8→PB7→PB6→PB2→PB1→PB17
VDE	SB7	CB1	PB10→PB14→PB15→PB16
VDS	SB10	CB1	PB16
VDW	SB2	CB1	PB2→PB1→PB17

TRAFFIC CONTROL SIGNALS
USH 14 & NEWVILLE RD

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1399 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX
- 1 R Y G TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

MATCH LINE

KENNEDY ROAD

WISCONSIN SOUTHERN RAILROAD

R/W (APPROX.)

SPEED LIMIT 40

SPEED LIMIT 35

N

USH 14

186+00'HWA' 187+00'HWA' 188+00'HWA' 189+00'HWA' 190+00'HWA' 191+00'HWA'

186+00'HEA' 187+00'HEA' 188+00'HEA' 189+00'HEA' 190+00'HEA' 191+00'HEA'

PB1 PB2 PB4 PB5 PB6 PB7 PB8 PB10 PB11

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13 SB14 SB15 SB16

CB1

3" 2-3"

A B C D

TRAFFIC CONTROL SIGNAL
USH 14 & KENNEDY ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1403 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

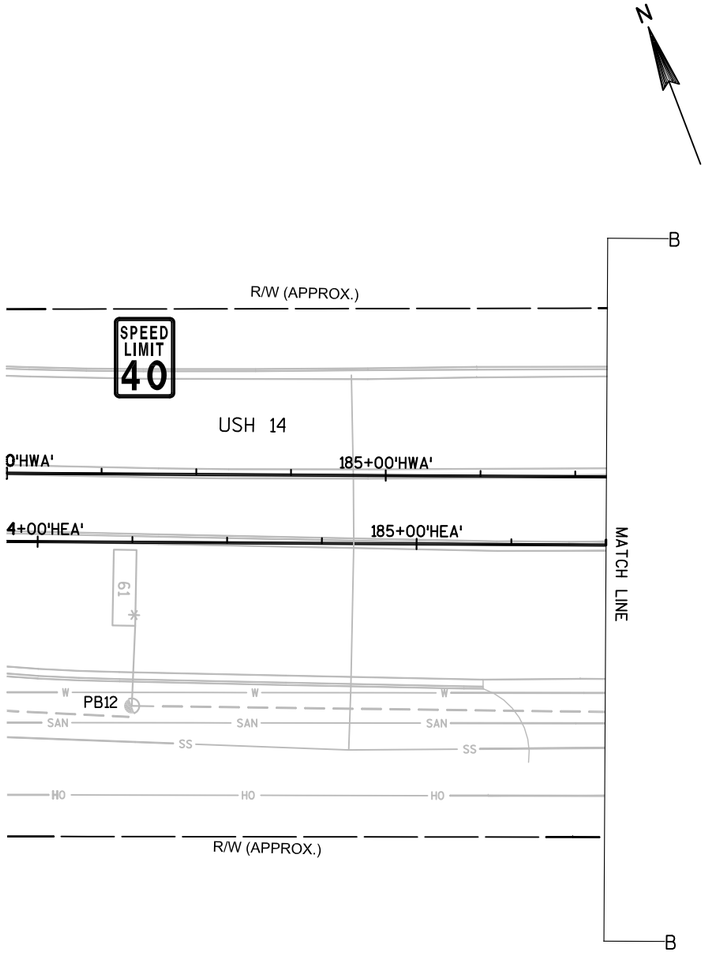
PAGE 1 OF 2

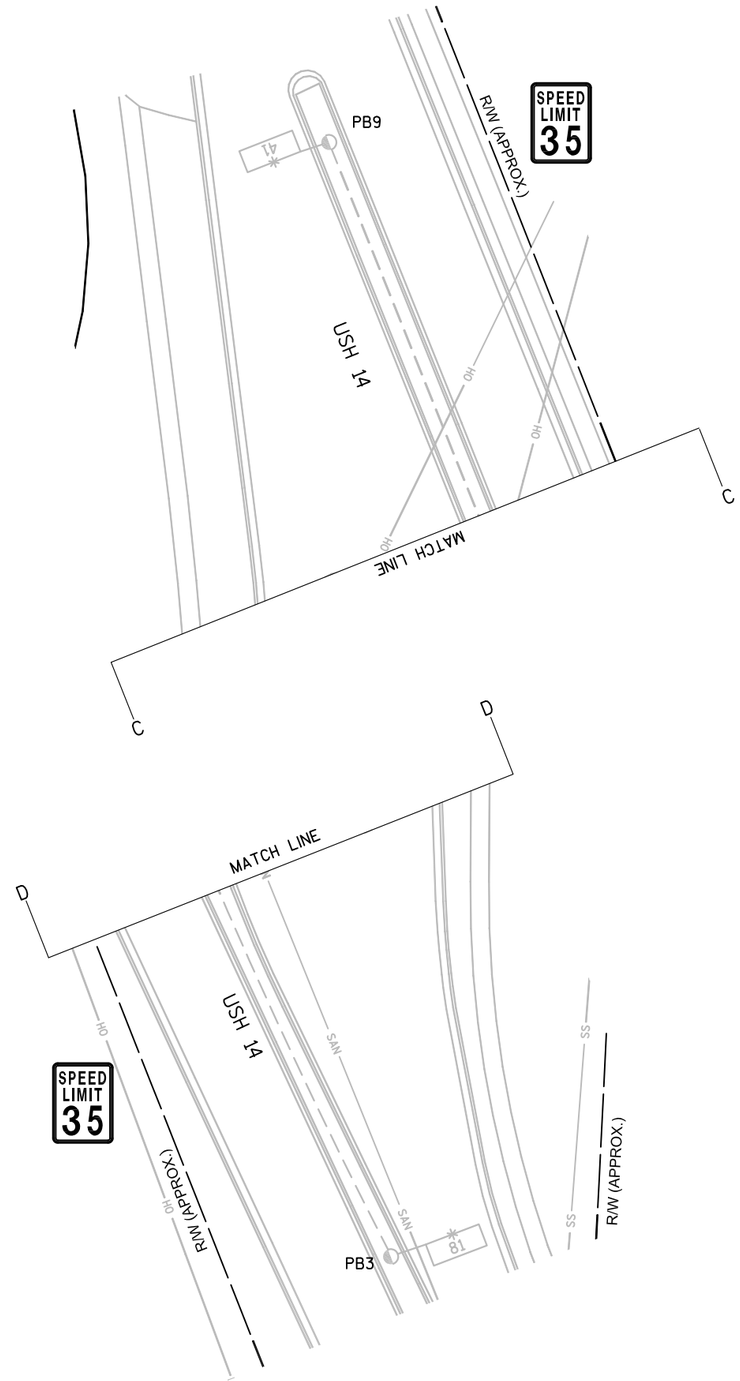
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 218 E

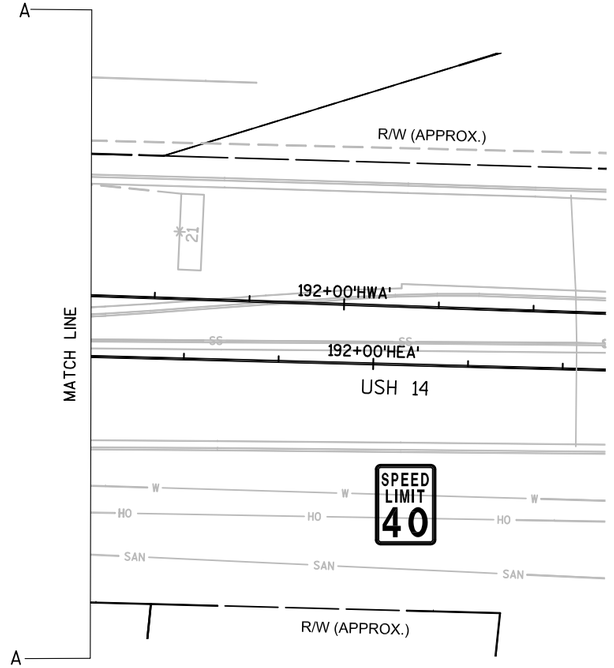
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 11/18/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2







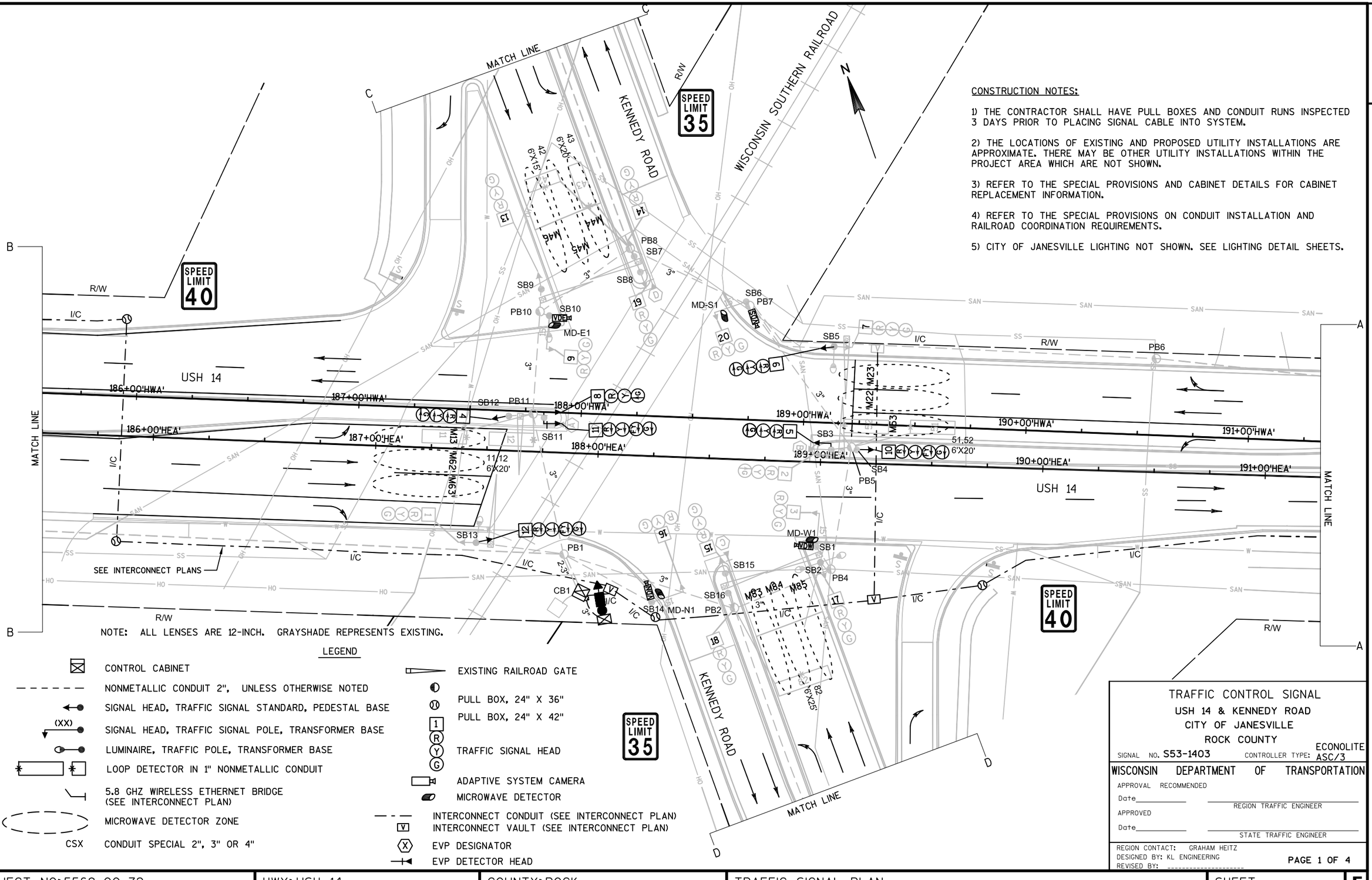
LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & KENNEDY ROAD
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO. S53-1403 CONTROLLER TYPE: ECONOLITE
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------
PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 219 E



CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) REFER TO THE SPECIAL PROVISIONS ON CONDUIT INSTALLATION AND RAILROAD COORDINATION REQUIREMENTS.

5) CITY OF JANESVILLE LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- EXISTING RAILROAD GATE
- PULL BOX, 24" X 36"
- 1 PULL BOX, 24" X 42"
- R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
USH 14 & KENNEDY ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1403 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ _____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

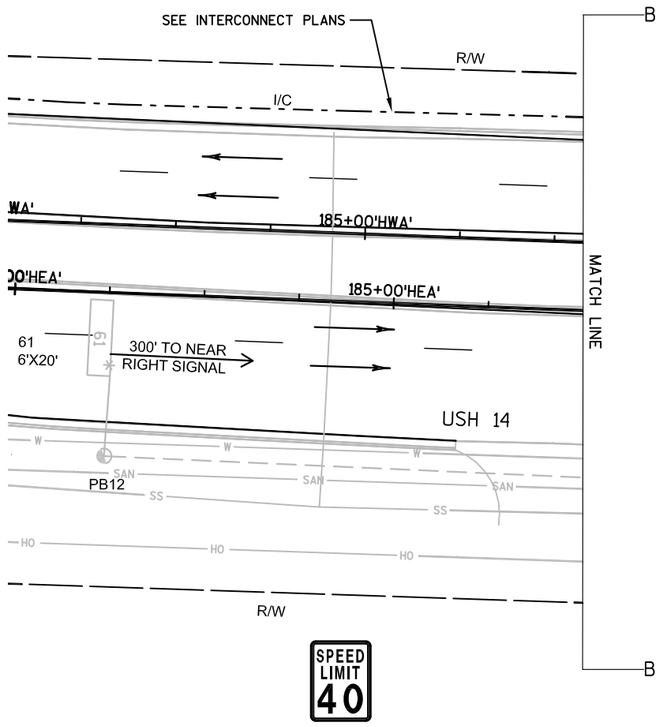
PAGE 1 OF 4

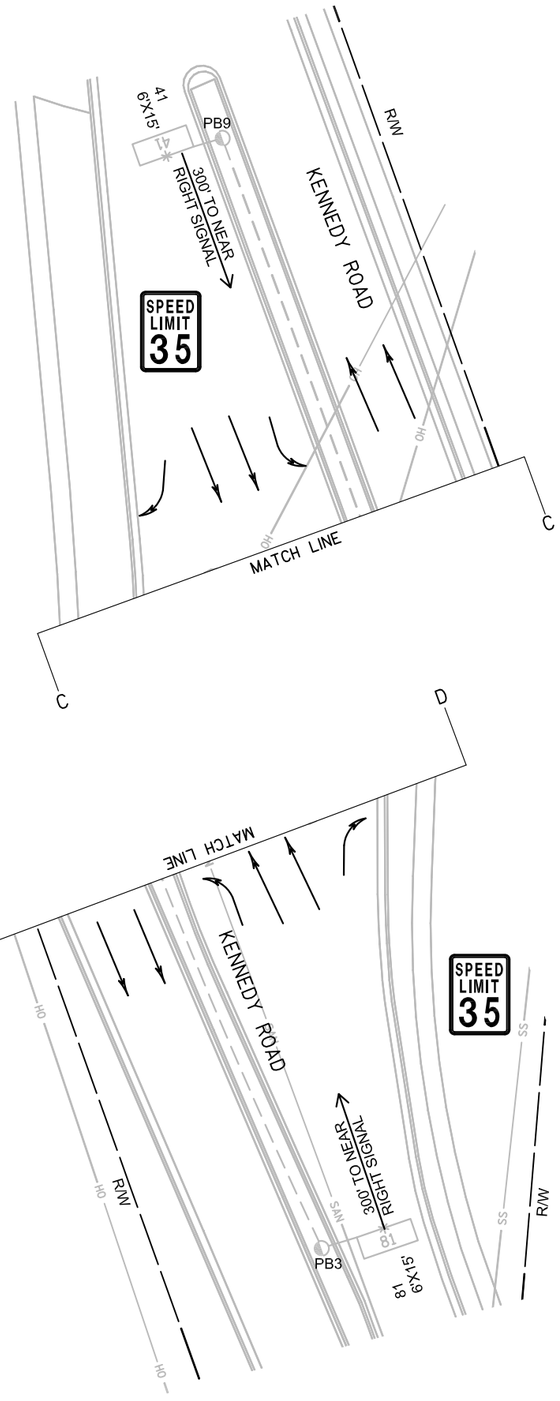
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 220 E

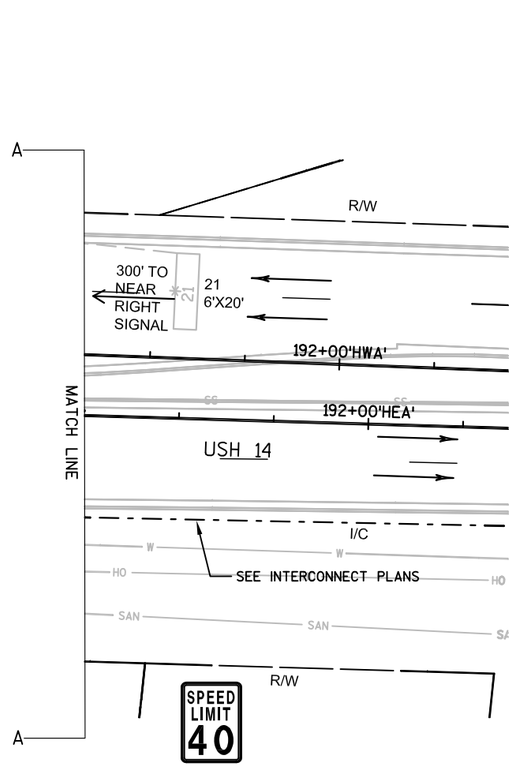
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2







LEGEND

— — — — —	NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
◐	PULL BOX, 24" X 36"
ⓘ	PULL BOX, 24" X 42"
✳ ▭ ✳	LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
CSX	CONDUIT SPECIAL 2", 3" OR 4"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & KENNEDY ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1403 CONTROLLER TYPE: ECONOLITE ASC/3

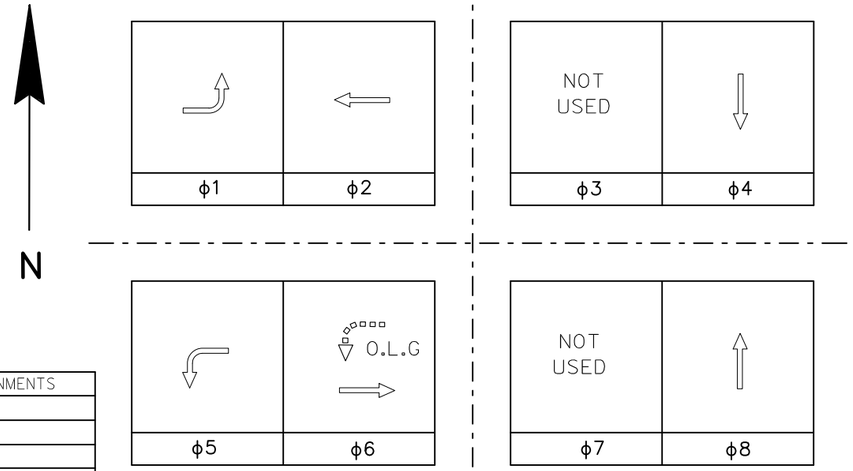
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 221	E

	HEAD NUMBERS	FLASH
Ø1	4,5,6	R
Ø2	7,8,9	R
Ø3		
Ø4	13,14,15,16	R
Ø5	10,11,12	
Ø6	1,2,3	R
Ø7		
Ø8	17,18,19,20	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE			
OLF			
OLG	10,11,12	R	5+6
OLH			



PHASE	HEAD NO.	RAILROAD PREEMPTION SEQUENCE Ø1 CHANGE	Ø2 CHANGE	Ø4 CHANGE	Ø5 CHANGE	Ø6 CHANGE	Ø8 CHANGE	HOLD	CHANGE	RELEASE
01	4,5,6	Y	R	R	R	R	R	R	R	G
02	7,8,9	R	Y	R	R	R	R	R	R	R
04	13,14,15,16	R	R	Y	R	R	R	R	R	R
05	10,11,12	R	R	R	- -	R	R	R	R	G
06	1,2,3	R	R	R	R	Y	R	R	R	R
08	17,18,19,20	R	R	R	R	R	Y	R	R	R
O.L. "G"	10,11,12	R	R	R	Y	R	R	R	R	- -

MINIMUM GREEN FOR PREEMPTION (FOR ALL PHASES) = 7.0 SECONDS , YELLOW = 4.0 SECONDS, ALL RED = 2.0 SECONDS - ALL PRIOR TO RAILROAD SIGNALS TURNING ON

RAILROAD PREEMPT NOTE:

TRAFFIC SIGNAL CABINET INCLUDES A DOUBLE POLE/DOUBLE THROW RELAY TO DIRECT THE RAILROAD PREEMPTION CALL TO THE SIGNAL CONTROLLER AND ITS CABINET. REFER TO ITS PLANS FOR WIRING SCHEMATIC.

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3				
4	X	8		X
5	X			X
6	X	2	MIN.	X
7				
8	X	4		X

EVP NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.
3. WHEN A TRAIN APPROACHES THIS INTERSECTION, WHATEVER PHASE OR PHASES IS/ARE GREEN SHALL CLEAR OUT (YELLOW TO RED), BASED ON THE ABOVE TIMINGS. UPON CLEARANCE, ALL PHASES SHALL HOLD RED UNTIL THE TRAIN HAS FULLY PASSED. AFTER THE TRAIN HAS FULLY PASSED, PHASES 1 & 5 SHALL BEGIN (IF CALLS ARE PRESENT) AND NORMAL OPERATION SHALL FOLLOW. COORDINATE WITH THE DEPARTMENT FOR PREEMPTION TIMING.

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RAILROAD	--	*
2	RESERVED		
3	EVP	A	1&6
4	EVP	B	2&5
5	EVP	C	4
6	EVP	D	8
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

* REFER TO PRE-EMPT CHART ABOVE

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	12	21	41		51	61	81	
PHASE CALLED	1	2			5	6		
PHASE EXTENDED	1	2	4		5	6	8	
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M46		M85			M22		M62	DETECTOR #(S)
4		8			2		6	PHASE CALLED
4		8			2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	11		42	43	52		82	
PHASE CALLED	1		4	4	5		8	
PHASE EXTENDED	1		4	4	5		8	
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	
M45	M44	M84	M83	M53	M23	M13	M63	DETECTOR #(S)
4	4	8	8	5	2	1	6	PHASE CALLED
4	4	8	8	5	2	1	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TRAFFIC CONTROL SIGNAL

USH 14 & KENNEDY ROAD

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1403

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 222 | E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 11/14/2014 2:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

USH 14 & KENNEDY ROAD NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB TO SB-13	12/C	1	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
SB-13 TO SB-14	7/C	16	SB	R	R
				Y	O
				G	G
CB TO SB-16	9/C	18	NB	R	BLK
				Y	WHT
				G	BLU
SB-16 TO SB-15	5/C	15	SB	R	R
				Y	O
				G	G
CB TO SB-1	12/C	3	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
SB-1 TO SB-2	7/C	17	NB	R	R
				Y	O
				G	G
CB TO SB-4	12/C	10	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
SB-4 TO SB-3	7/C	2	EB	R	R
				Y	O
				G↑	G
		5	EB LT TURN	←R	R
				←Y	WHT
				←G	BLU
CB TO SB-5	12/C	7	WB	R	R/BLK
				Y	O/BLK
				G	G/BLK
SB-5 TO SB-6	7/C	20	NB	R	R
				Y	O
				G	G
CB TO SB-7	9/C	19	NB	R	BLK
				Y	WHT
				G	BLU

USH 14 & KENNEDY ROAD NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
SB-7 TO SB-8	5/C	14	SB	R	R
				Y	O
				G	G
CB TO SB-9	12/C	13	NB	R	R/BLK
				Y	O/BLK
				G	G/BLK
SB-9 TO SB-10	7/C	9	WB	R	R
				Y	O
				G	G
CB TO SB-11	9/C	11	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
SB-11 TO SB-12	5/C	4	EB LT TURN	←R	R
				←Y	O
				←G	G
CB TO SB-13 (NEW CABLE RUN)	5/C	12	WB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G
CB TO SB-5 (NEW CABLE RUN)	5/C	6	EB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G

NOTE- EXISTING CABLING TO REMAIN INTACT. RE-WIRE HEADS 4, 5, 8, 10, &11 USING EXISTING WIRING. NEW SIGNAL CABLE WILL BE REQUIRED FOR SIGNAL HEADS 12 AND 6, AS NOTED ABOVE

USH 14 & KENNEDY ROAD STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-N1	SB14	CB1	PB1
MD-E1	SB10	CB1	PB10→PB11→PB1
MD-S1	SB6	CB1	PB7→PB8→PB10→PB1→ PB1
MD-W1	SB1	CB1	PB4→PB2→PB1
VDN	SB14	CB1	PB1
VDE	SB10	CB1	PB10→PB11→PB1
VDS	SB6	CB1	PB7→PB8→PB10→PB1→ PB1
VDW	SB1	CB1	PB4→PB2→PB1

2

TRAFFIC CONTROL SIGNALS
USH 14 & KENNEDY RD

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1403 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

2

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

N

SPEED LIMIT 25

SPEED LIMIT 40

BELL STREET

R/W (APPROX.)

USH 14

MATCH LINE

200+00'HWA' 201+00'HWA' 202+00'HWA' 203+00'HWA' 204+00'HWA' 205+00'HW

200+00'HEA' 201+00'HEA' 202+00'HEA' 203+00'HEA' 204+00'HEA' 205+0

CB1 PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10

3"

A

B

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL

USH 14 & BELL STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1404 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 2

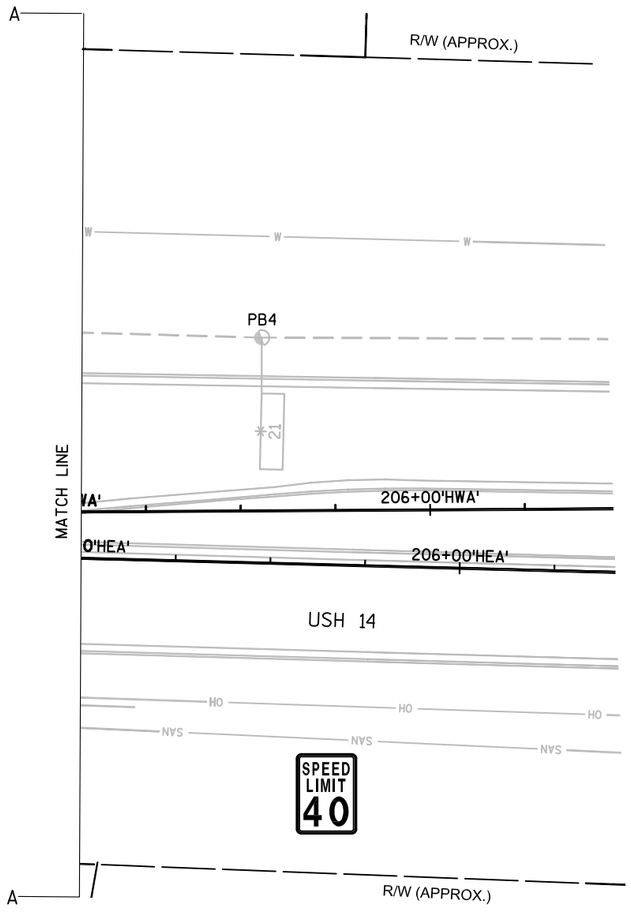
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 224	E

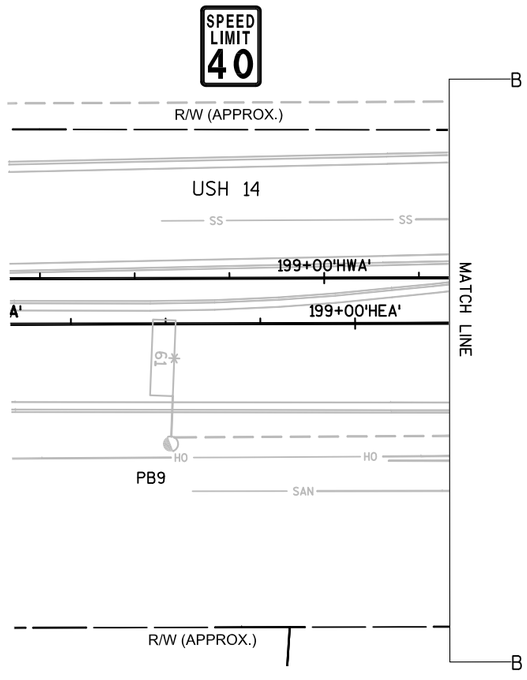
2

LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.





TRAFFIC CONTROL SIGNAL
USH 14 & BELL STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1404 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 225	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- MICROWAVE DETECTOR ZONE
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

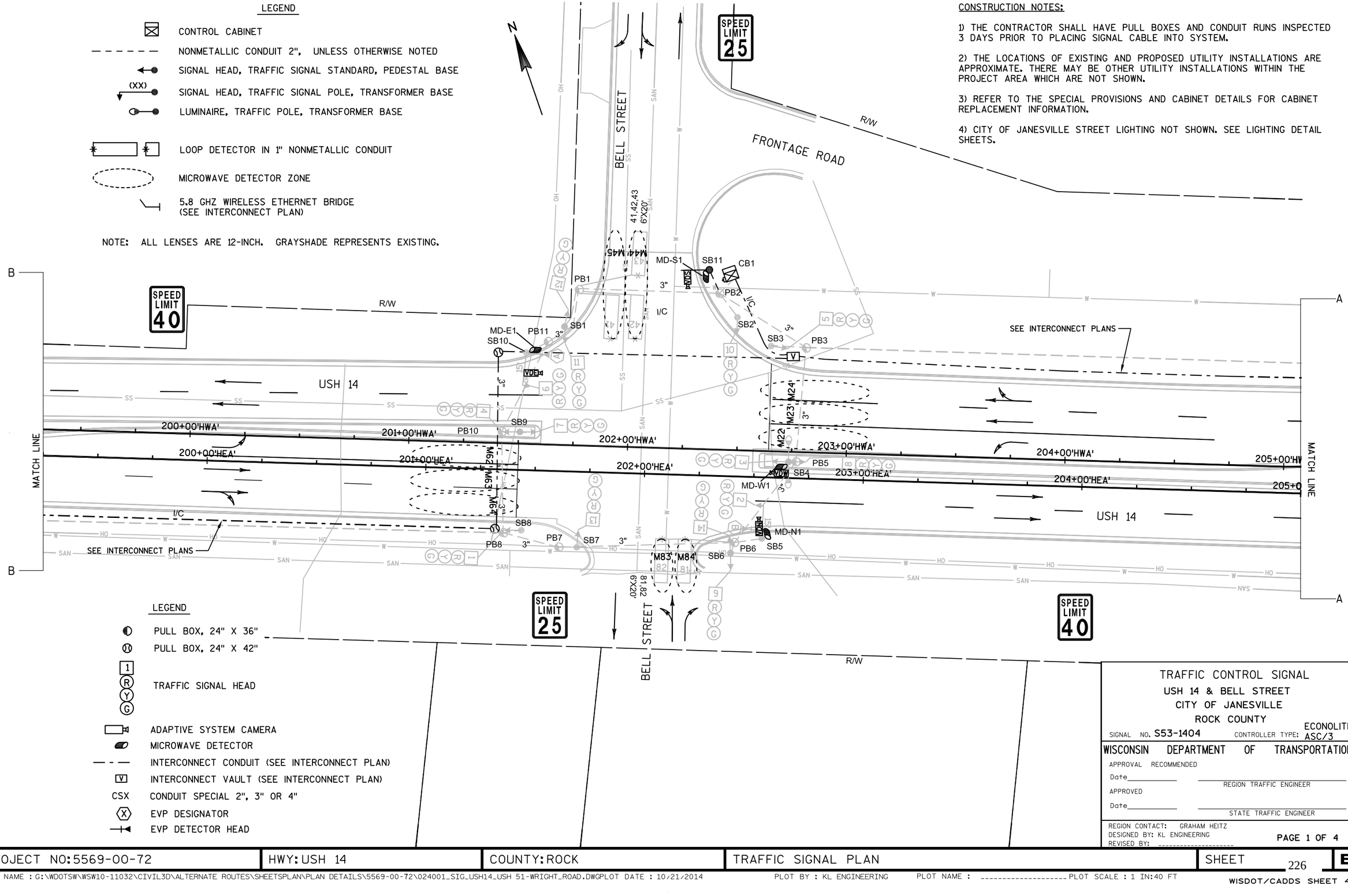
CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.



LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
USH 14 & BELL STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1404 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 4

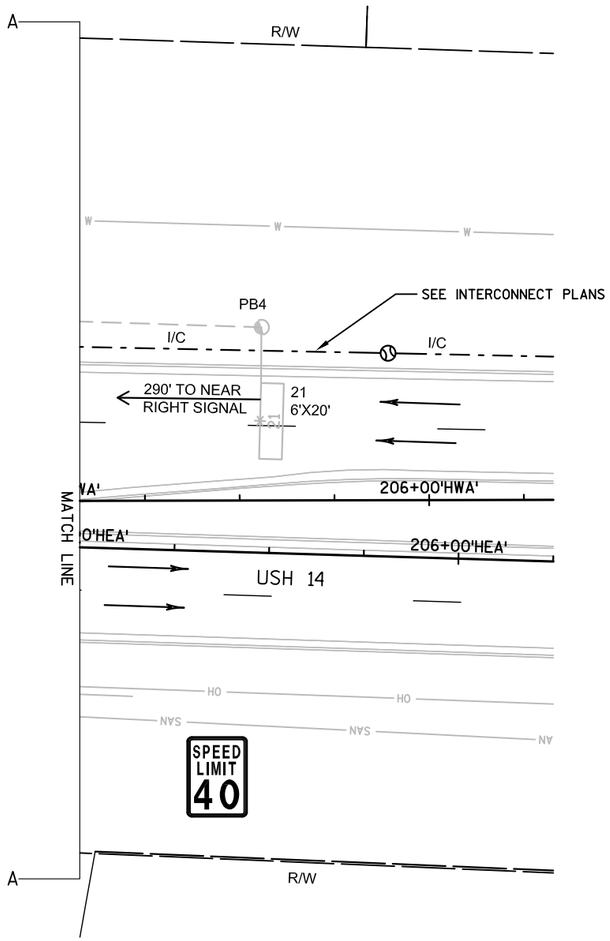
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 226 E

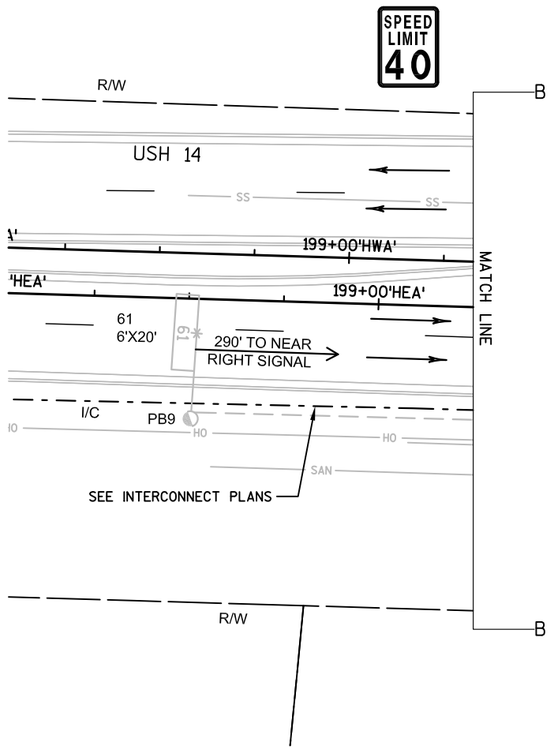
2

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.





TRAFFIC CONTROL SIGNAL
USH 14 & BELL STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1404 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

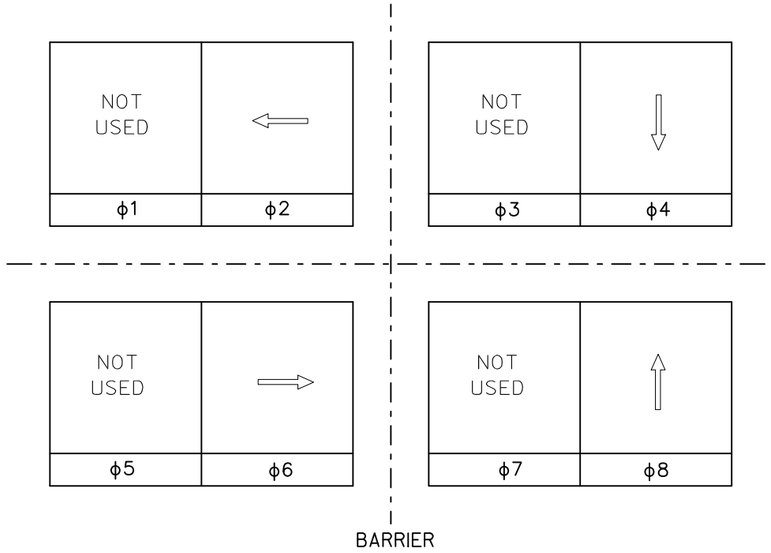
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 227 E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	5,6,7,8	R
Ø3		
Ø4	12,13,14	R
Ø5		
Ø6	1,2,3,4	R
Ø7		
Ø8	9,10,11	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS
OLA
OLB
OLC
OLD
OLE
OLF
OLG
OLH

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4		8		X
5				
6	X	2	MIN.	X
7				
8		4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2
4	EVP	B	6
5	NOT USED		
6	NOT USED		
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	43		61				
PHASE CALLED	2	4		6				
PHASE EXTENDED	2	4		6				
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
				M24		M64		DETECTOR #(S)
				2		6		PHASE CALLED
				2		6		PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)		42	41		82	81		
PHASE CALLED		4	4		8	8		
PHASE EXTENDED		4	4		8	8		
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	
M44	M45	M83	M84	M23	M22	M63	M62	DETECTOR #(S)
4	4	8	8	2	2	6	6	PHASE CALLED
4	4	8	8	2	2	6	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TRAFFIC CONTROL SIGNAL

USH 14 & BELL STREET

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1404

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 228 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/20/2014 3:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : *********

WISDOT/CADDS SHEET 42

USH 14 & BELL STRRET NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CAB-1 TO SB-1	12/C	1	SB	R	R
				Y	O
				G	G
		10	NB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CAB-1 TO SB-2	7/C	9	NB	R	R
				Y	O
				G	G
CAB-1 TO SB-3	7/C	4	WB	R	R
				Y	O
				G	G
CAB-1 TO SB-4	12/C	7	WB	R	R
				Y	O
				G	G
		13	NB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CAB-1 TO SB-5	7/C	12	EB	R	R
				Y	O
				G	G
CAB-1 TO SB-6	12/C	8	NB	R	R
				Y	O
				G	G
		3	SB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CAB-1 TO SB-7	7/C	2	SB	R	R
				Y	O
				G	G
CAB-1 TO SB-8	7/C	11	NB	R	R
				Y	O
				G	G
CAB-1 TO SB-9	12/C	6	WB	R	R
				Y	O
				G	G
		14	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-8	7/C	5	WB	R	R
				Y	O
				G	G

NOTE- CABLING CHART FOR INFORMATIONAL PURPOSES ONLY. NO NEW SIGNAL CABLING REQUIRED.

USH 14 & BELL STREET STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-N1	SB5	CB1	PB6→PB5→PB3→PB2
MD-E1	SB10	CB1	PB11→PB1→PB2
MD-S1	SB11	CB1	PB2
MD-W1	SB4	CB1	PB5→PB3→PB2
VDN	SB5	CB1	PB6→PB5→PB3→PB2
VDE	SB10	CB1	PB11→PB1→PB2
VDS	SB11	CB1	PB2
VDW	SB4	CB1	PB5→PB3→PB2

TRAFFIC CONTROL SIGNALS
USH 14 & BELL ST

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1404 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART ON PAGE 2 OF 2 FOR A LIST OF SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

MATCH LINE

STH 26

USH 14

R/W

SPEED LIMIT 40

CB1 PB1 SB1 PB3 SB2 SB3 SB4 SB5 PB4 SB8 PB5 SB6 SB7 PB6

SB21 PB16 SB22 PB15 SB20 SB19 PB13 SB18 SB17 PB12 SB15 SB16

SB9 PB7 SB10 PB8 SB11 SB12 SB13 PB9 SB14 PB10

214+00'HWA' 215+00'HWA' 216+00'HWA' 217+00'HWA' 218+00'HWA' 219+00'HWA'

214+00'HEA' 215+00'HEA' 216+00'HEA' 217+00'HEA' 218+00'HEA'

37+00'CWA' 38+00'CWA' 28+00'CEA' 27+00'CEA' 36+00'CWA' 26+00'CEA' 35+00'CWA' 25+00'CEA'

SEE LEXINGTON DR. REMOVALS

TRAFFIC CONTROL SIGNAL
USH 14 & STH 26
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1405 CONTROLLER TYPE: ECONOLITE

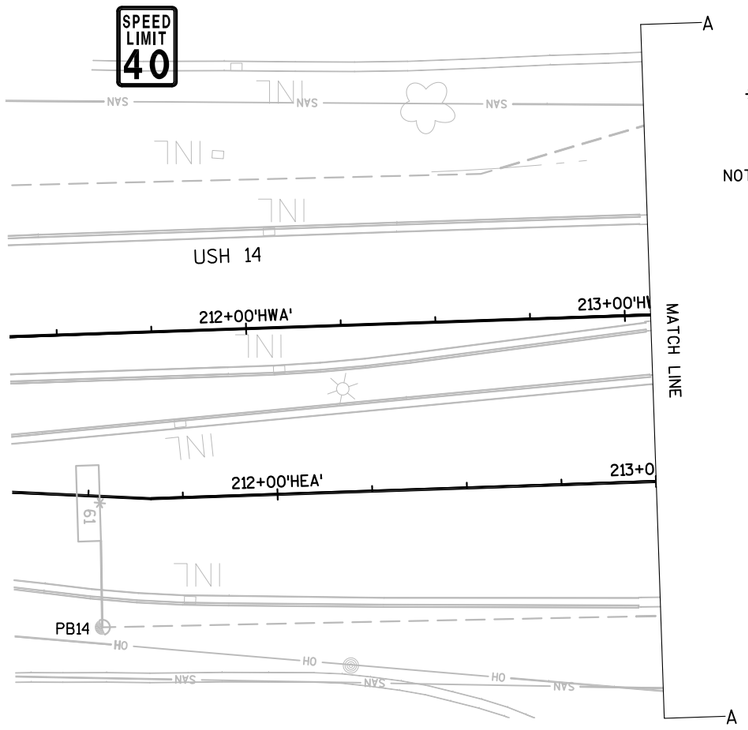
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 230 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

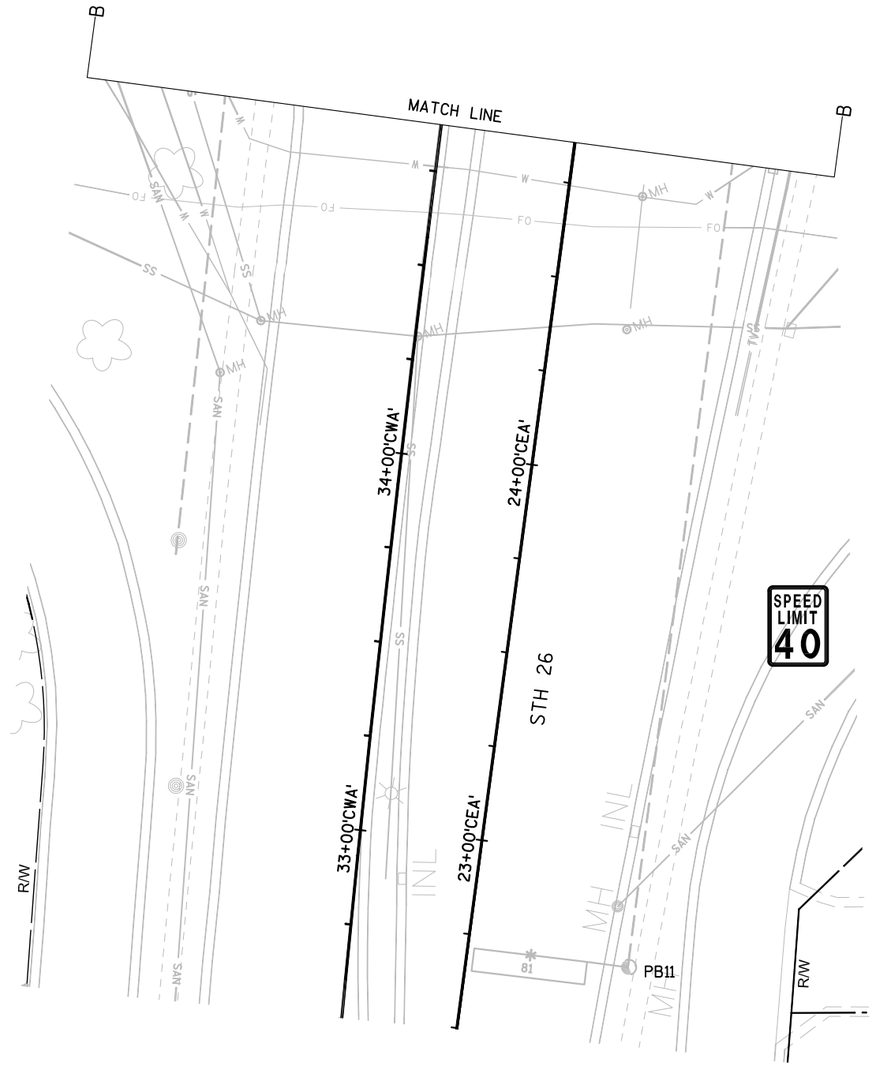
WISDOT/CADDS SHEET 42

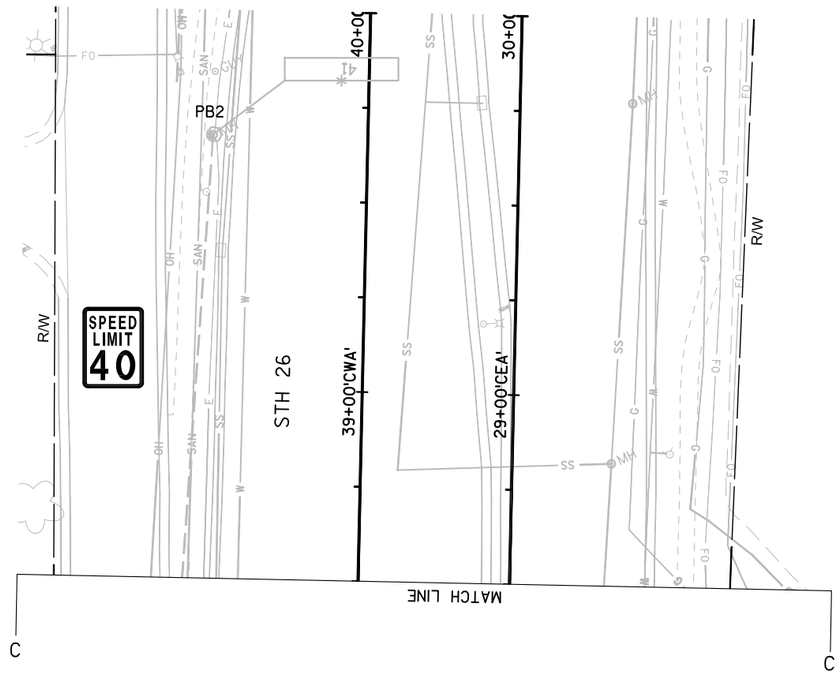


LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.





USH 14 & STH 26 SALVAGED EQUIPMENT LIST								
EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB8	PEDESTAL^	15 FT^	–	23^,99*	–	SB8	SB8	13
* DISPOSE								
^SALVAGE & REINSTALL								

TRAFFIC CONTROL SIGNAL
USH 14 & STH 26
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1405 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 231 E

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

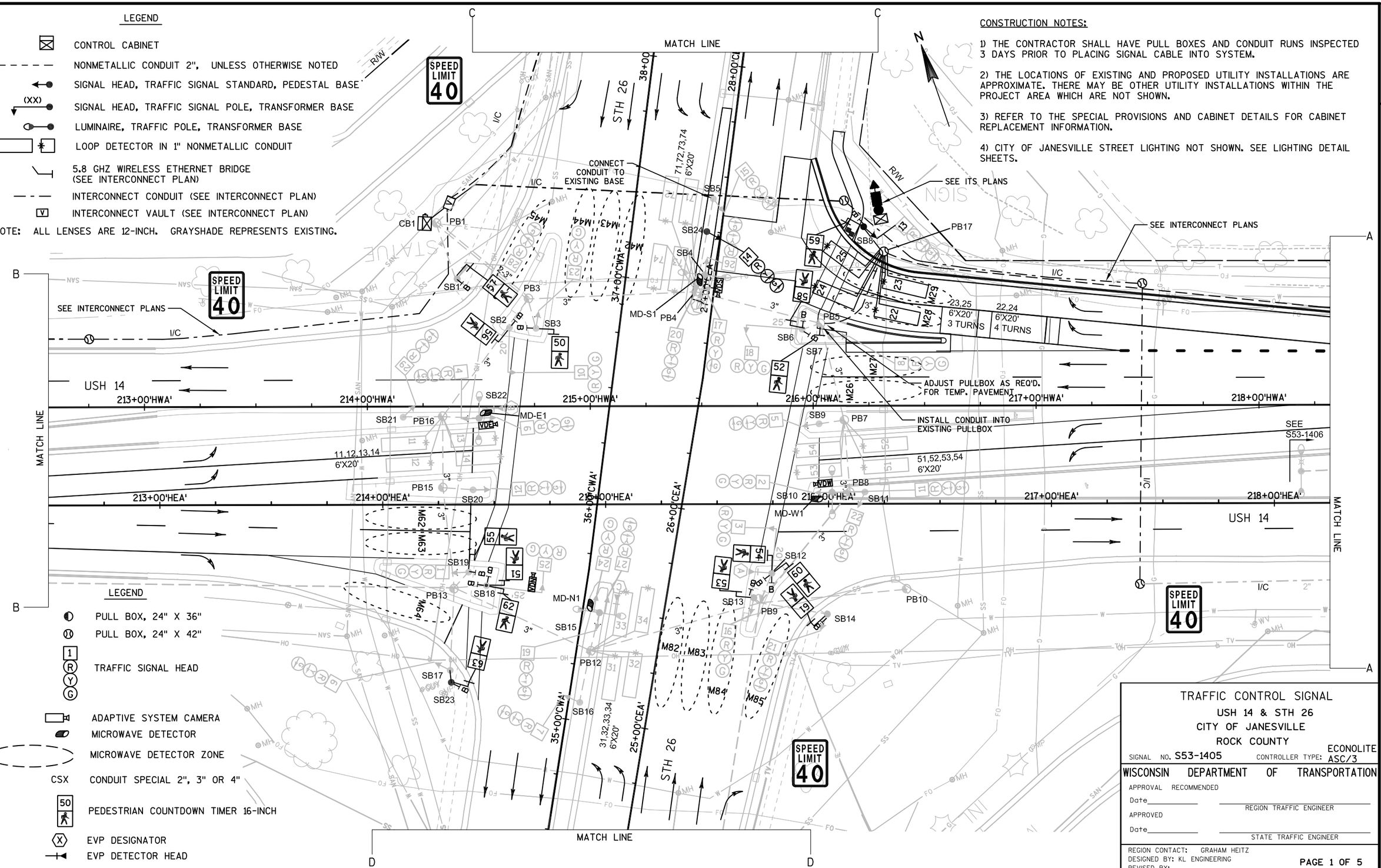
CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.



LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- 50 PEDESTRIAN COUNTDOWN TIMER 16-INCH
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
USH 14 & STH 26
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1405 CONTROLLER TYPE: ECONOLITE ASC/3

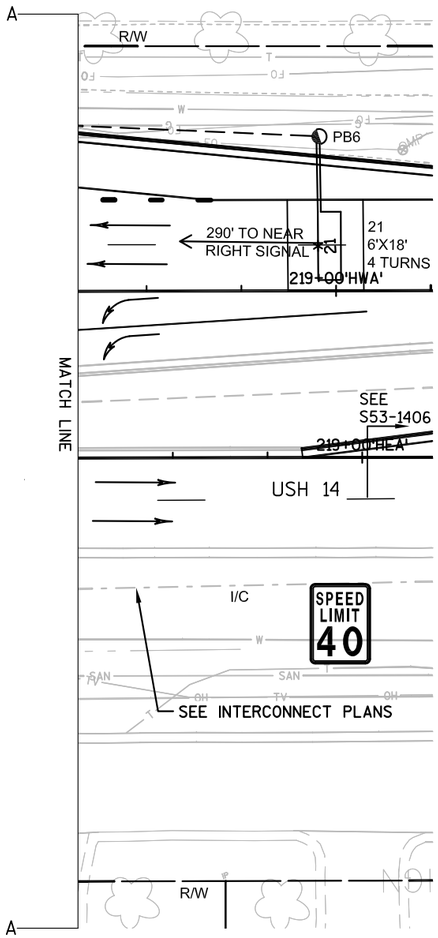
WISCONSIN DEPARTMENT OF TRANSPORTATION

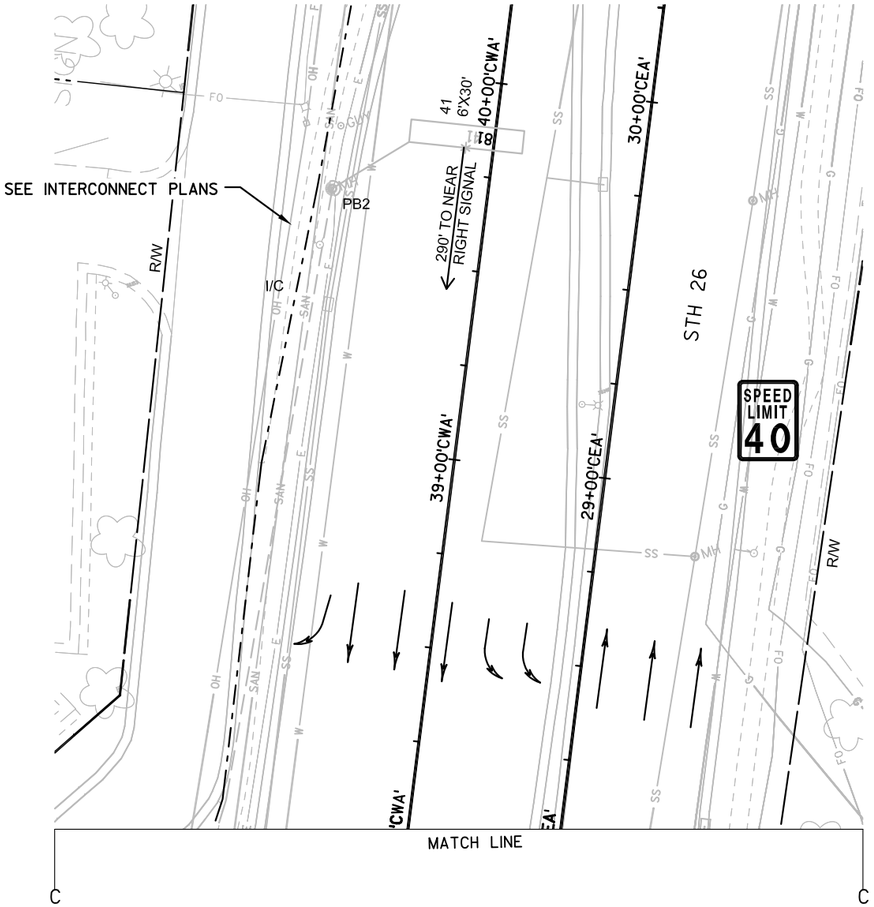
APPROVAL RECOMMENDED
Date_____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ STATE TRAFFIC ENGINEER

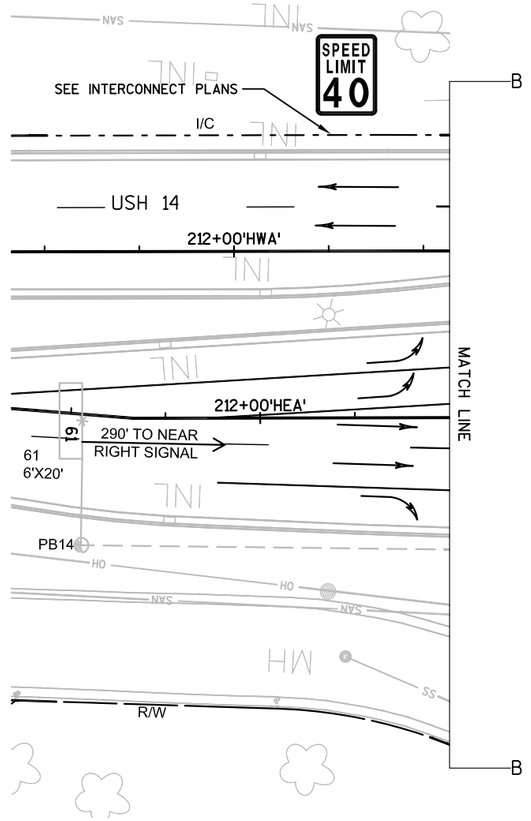
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 232 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 10/21/2014
PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42





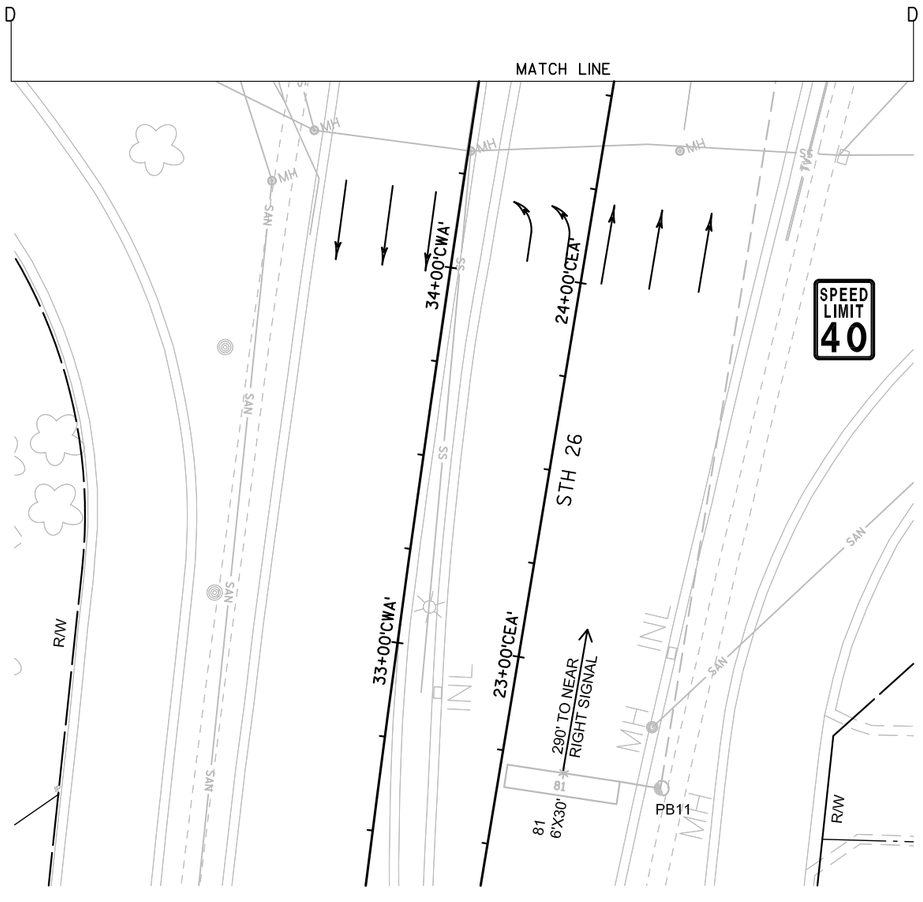


LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & STH 26
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO. S53-1405
CONTROLLER TYPE: ECONOLITE ASC/3
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------
PAGE 2 OF 5



N

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & STH 26
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1405
CONTROLLER TYPE: ECONOLITE ASC/3

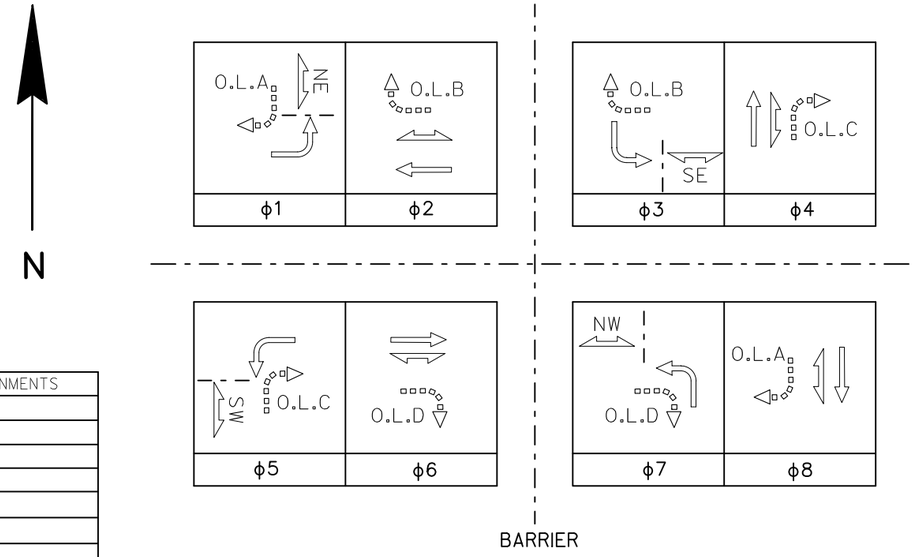
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 234	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 10/15/2014
PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	8-10	R
Ø3	26,27	R
Ø4	16-18	R
Ø5	11-12	R
Ø6	1-3	R
Ø7	19-20	R
Ø8	23-25	R
Ø1 PED	58,59	
Ø3 PED	60,61	
Ø4 PED	52,53	
Ø5 PED	62,63	
Ø6 PED	54,55	
Ø7 PED	56,57	
Ø8 PED	50,51	

O.L.	ASSIGNMENTS		
OLA	28,29	R	1+8
OLB	13-15	R	2+3
OLC	21,22	R	4+5
OLD	6,7	R	6+7
OLE			
OLF			
OLG			
OLH			



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8	MIN.	X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4	MIN.	X

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	1&6
4	EVP	B	2&5
5	EVP	C	4&7
6	EVP	D	8&3
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	12	21	22/23	31/32	41	51/52	61
PHASE CALLED	1	1	2	2	3	4	5	6
PHASE EXTENDED	1	1	2	2	3	4	5	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	13	14	24/25	71/72	33/34	73/74	53/54	81
PHASE CALLED	1	1	2	7	3	7	5	8
PHASE EXTENDED	1	1	2	7	3	7	5	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M44	M45	M84	M85	M28	M29	M64		DETECTOR #(S)
4	4	8	8	2	2	6		PHASE CALLED
4	4	8	8	2	2	6		PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

20	18	24	22	28	26	32	30	DETECTOR INPUT
M42	M43	M82	M83	M26	M27	M62	M63	DETECTOR #(S)
4	4	8	8	2	2	6	6	PHASE CALLED
4	4	8	8	2	2	6	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TRAFFIC CONTROL SIGNAL

USH 14 & STH 26

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1405

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO:5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 235 E

FILE NAME :G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE :10/20/2014 3:23 PM PLOT BY :KL ENGINEERING PLOT NAME : PLOT SCALE :********* WISDOT/CADDS SHEET 42

USH 14 & STH 26
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB1	12/C	28	SB RT TURN	R	R
				←Y	O
				←G	G
		57	NW PED	D	BLU
				DW	WHT
		BUTTON	SB		BLK
					WHT/BLK
CB1 TO SB2	12/C	10	WB	R	R
				Y	O
				G	G
		56	EB PDE	D	BLU
				DW	WHT
		BUTTON	NB		BLK
					WHT/BLK
CB1 TO SB3	7/C	23	SB	R	R
				Y	O
				G	G
		50	WB PED	D	BLU
				DW	WHT
		BUTTON	SB		BLK
					WHT/BLK
CB1 TO SB4	7/C	26	SB LT TURN	R	R
				←Y	O
				←G	G
		17	NB	R	R/BLK
				Y	O/BLK
				G↑	G/BLK
CB1 TO SB4	5/C	20	NB LT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB5 (NEW CABLE RUN)	5/C	15	NB LT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB8 (NEW CABLE RUN)	12/C	13	WB RT TURN	R	R
				←Y	O
				←G	G
		59	NB PED	D	BLU
				DW	WHT
		BUTTON	SB		BLK
					WHT/BLK
CB1 TO SB6	12/C	18	NB	R	R
				Y	O
				G	G
		52	NB PED	D	BLU
				DW	WHT
		BUTTON	SB		BLK
					WHT/BLK
		BUTTON	NB		R/BLK
					BLU/BLK
CB1 TO SB7	5/C	8	WB	R	R
				Y	O
				G	G
CB1 TO SB9	5/C	5	EB	R	R
				←Y	O
				←G	G

USH 14 & STH 26
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB10	7/C	11	WB LT TURN	R	R
				←Y	O
				←G	G
		2	EB	R	BLU
				Y	WHT
				G↑	G
CB1 TO SB11	5/C	22	NB RT TURN	R	R
				Y→	O
				G→	G
CB1 TO SB12	12/C	3	EB	R	R
				Y	O
				G	G
		54	EB PED	D	BLU
				DW	WHT
		BUTTON	EB		BLK
					WHT/BLK
		BUTTON	NB		R/BLK
					BLU/BLK
		60	EB PED	D	O/BLK
				DW	G/BLK
CB1 TO SB14	12/C	21	NB RT TURN	R	R
				Y→	O
				G→	G
		61	EB PED	D	BLU
				DW	WHT
		BUTTON	WB		BLK
					WHT/BLK
CB1 TO SB13	12/C	16	NB	R	R
				Y	O
				G	G
		53	WB PED	D	BLU
				DW	WHT
		BUTTON	WB		BLK
					WHT/BLK
CB1 TO SB15	12/C	24	SB	R	R
				Y	O
				G	G
		27	SB LT TURN	R	R/BLK
				←Y	O/BLK
				←G	G/BLK
		19	NB LT TURN	R	BLU
				←Y	WHT
				←G	BLK/WHT
		BUTTON	NB		BLK
					WHT/BLK
CB1 TO SB16	5/C	7	EB RT TURN	R	R
				Y→	O
				G→	G

NOTE- EXISTING CABLING TO REMAIN INTACT. RE-WIRE NEW PEDESTRIAN HEADS WITH EXISTING WIRING. NEW SIGNAL CABLE WILL BE REQUIRED FOR SIGNAL HEADS 23, 24, 29, 59 & 63, AS NOTED ABOVE

USH 14 & STH 26
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB18	12/C	25	SB	R	R
				Y	O
				G	G
		51	WB PED	D	BLU
				DW	WHT
		BUTTON	EB		BLK
					WHT/BLK
		BUTTON	SB		R/BLK
					BLU/BLK
		62	NB PED	D	O/BLK
				DW	G/BLK
CB1 TO SB17	12/C	6	EB RT TURN	R	R
				←Y	O
				←G	G
		63	SB PED	D	BLU
				DW	WHT
		BUTTON	NB		BLK
					WHT/BLK
CB1 TO SB19	12/C	1	EB	R	R
				Y	O
				G	G
		55	WB PED	D	BLU
				DW	WHT
		BUTTON	NB		BLK
					WHT/BLK
CB1 TO SB20	5/C	12	WB LT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB22	X/X	9	WB	R	EXISTING CABLING NOT KNOWN FROM AS-BUILTS
				Y	
				G↑	
		4	EB LT TURN	R	
				←Y	
				←G	
CB1 TO SB21	5/C	29	SB RT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB22 (NEW CABLE RUN)	5/C	63	SW PED	W	G
				DW	R
				BUTTON	O
CB1 TO SB23 (NEW CABLE RUN)	5/C	14	NB RT TURN	R	R
				Y→	O
				G→	G

USH 14 & STH 26
STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
MD-N1	SB15	CB1	PB12→PB13→PB15→PB16→PB3→PB1
MD-E1	SB22	CB1	PB16→PB3→PB1
MD-S1	SB4	CB1	PB4→PB3→PB1
MD-W1	SB10	CB1	PB8→PB7→PB5→PB4→PB3→PB1
VDW	SB18	CB1	PB13→PB15→PB16→PB3→PB1
VDS	SB11	CB1	PB16→PB3→PB1
VDE	SB10	CB1	PB4→PB3→PB1
VDW	SB4	CB1	PB8→PB7→PB5→PB4→PB3→PB1

TRAFFIC CONTROL SIGNALS
USH 14 & STH 26

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1405

SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 5 OF 5

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CABLE ROUTING PLAN	SHEET 236 E

FILE NAME: G:\ — ORIGINATOR: KL ENGINEERING, INC. — ORIG. DATE: — REV. DATE: — PRINT DATE: October 21, 2014

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

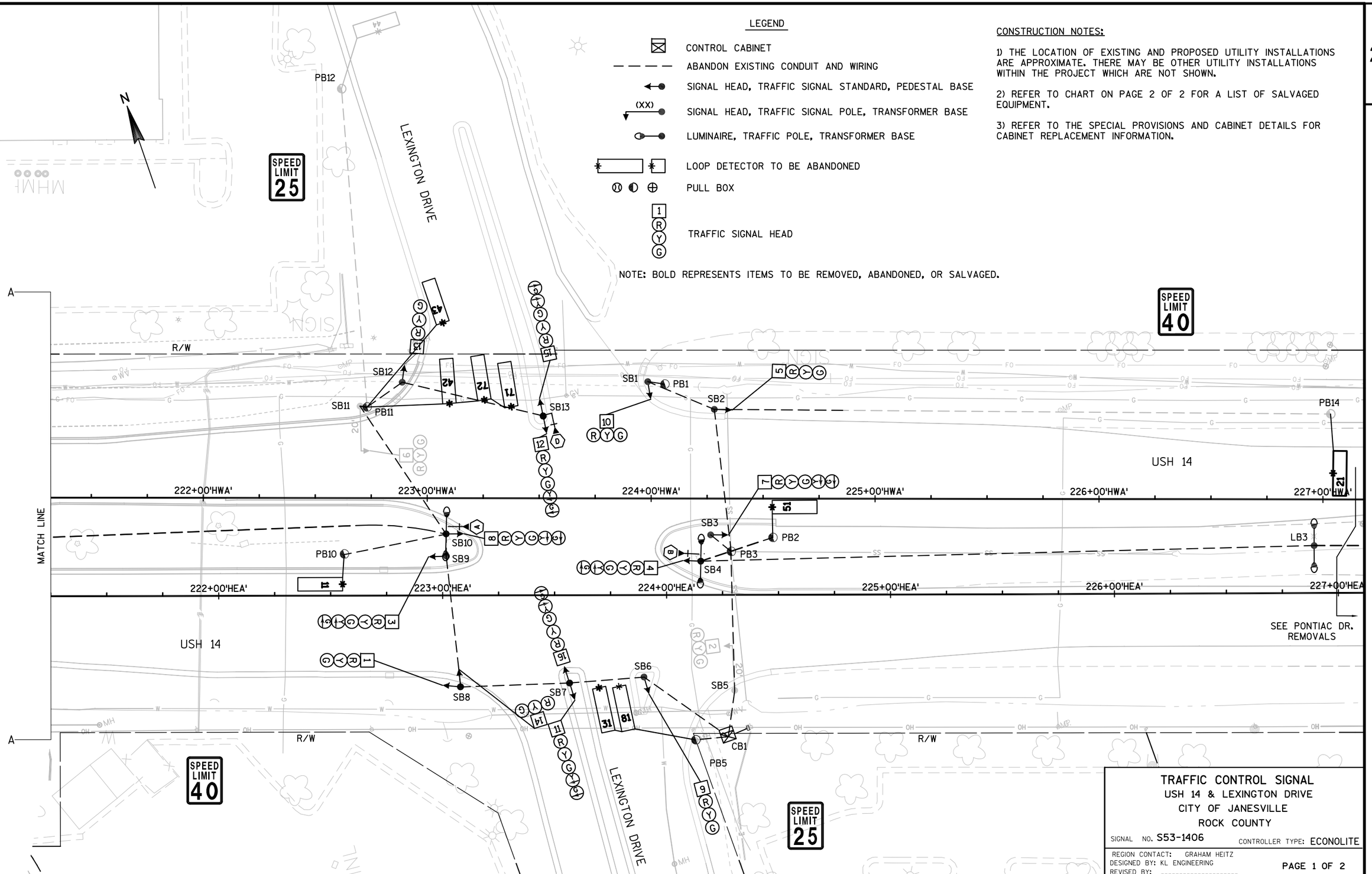
NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART ON PAGE 2 OF 2 FOR A LIST OF SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.



TRAFFIC CONTROL SIGNAL
USH 14 & LEXINGTON DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1406 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 237 E

USH 14 & LEXINGTON DR. SALVAGED EQUIPMENT LIST								
EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB1	PEDESTAL^	13 FT^	--	10^	--	SB5	SB10	14
SB2	PEDESTAL^	13 FT^	--	5*	--	SB11	--	--
SB3	PEDESTAL*	13 FT*	--	7*	--	--	--	--
SB4	NONE	30 FT*	--	4*	TWO ARMS*	--	--	--
SB5	TO REMAIN IN PLACE							2
SB6	PEDESTAL^	13 FT^	--	9*	--	SB12	SB1	--
SB7	PEDESTAL^	15 FT^	--	11*,16*	--	SB2	--	--
SB8	PEDESTAL*	13 FT*	--	1*,14*	--	--	SB3	--
SB9	PEDESTAL^	15 FT^	--	3*	--	SB9	--	--
SB10	NONE	30 FT*	--	8*	TWO ARMS*	--	--	--
SB11	TO REMAIN IN PLACE							8
SB12	PEDESTAL*	11 FT*	--	13*	--	--	--	--
SB13	TRANSFORMER*	20 FT*	20 FT*	12*,15*	--	--	--	--

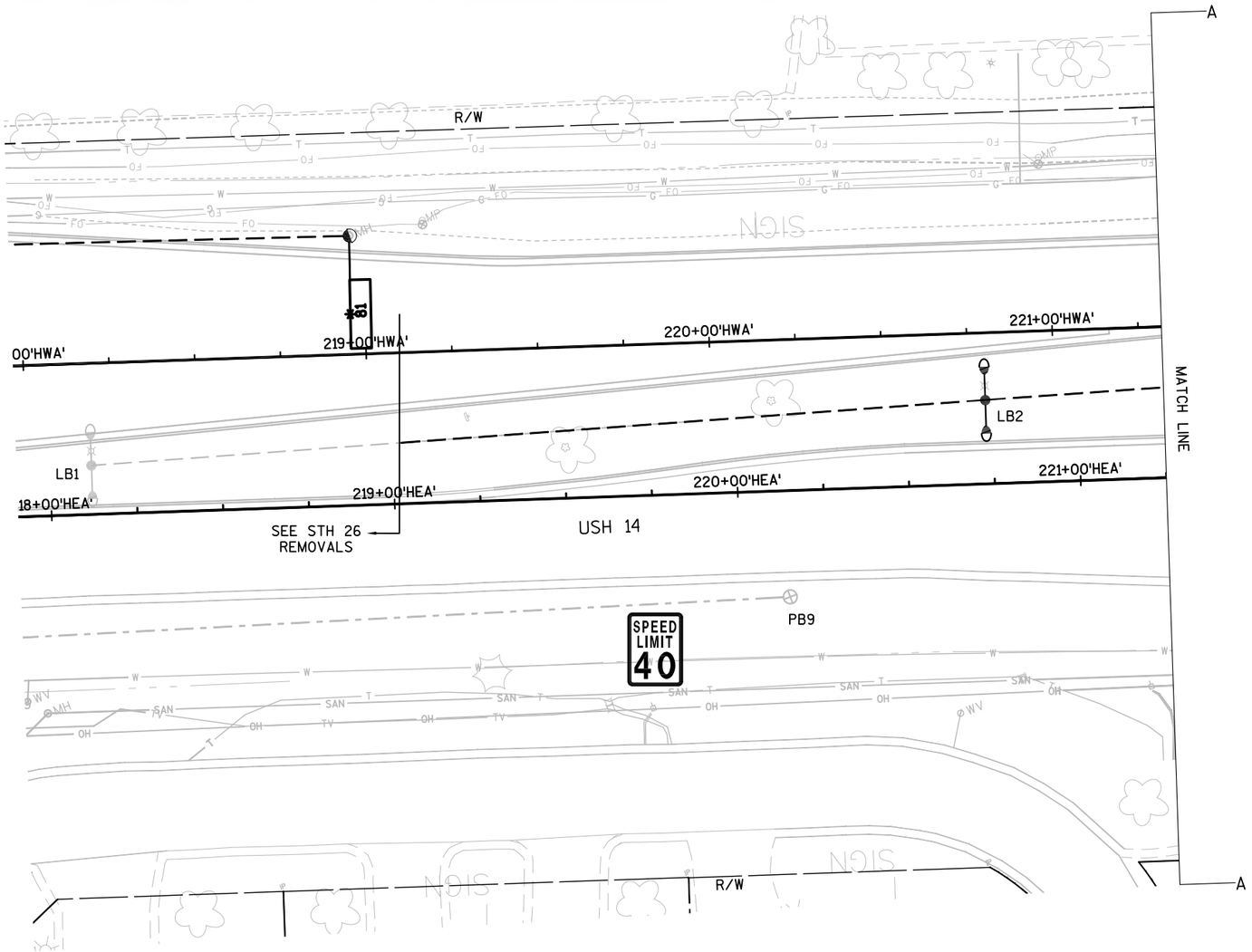
*** DISPOSE**

^SALVAGE & REINSTALL

LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.



TRAFFIC CONTROL SIGNAL
USH 14 & LEXINGTON DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1406 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 238	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

2

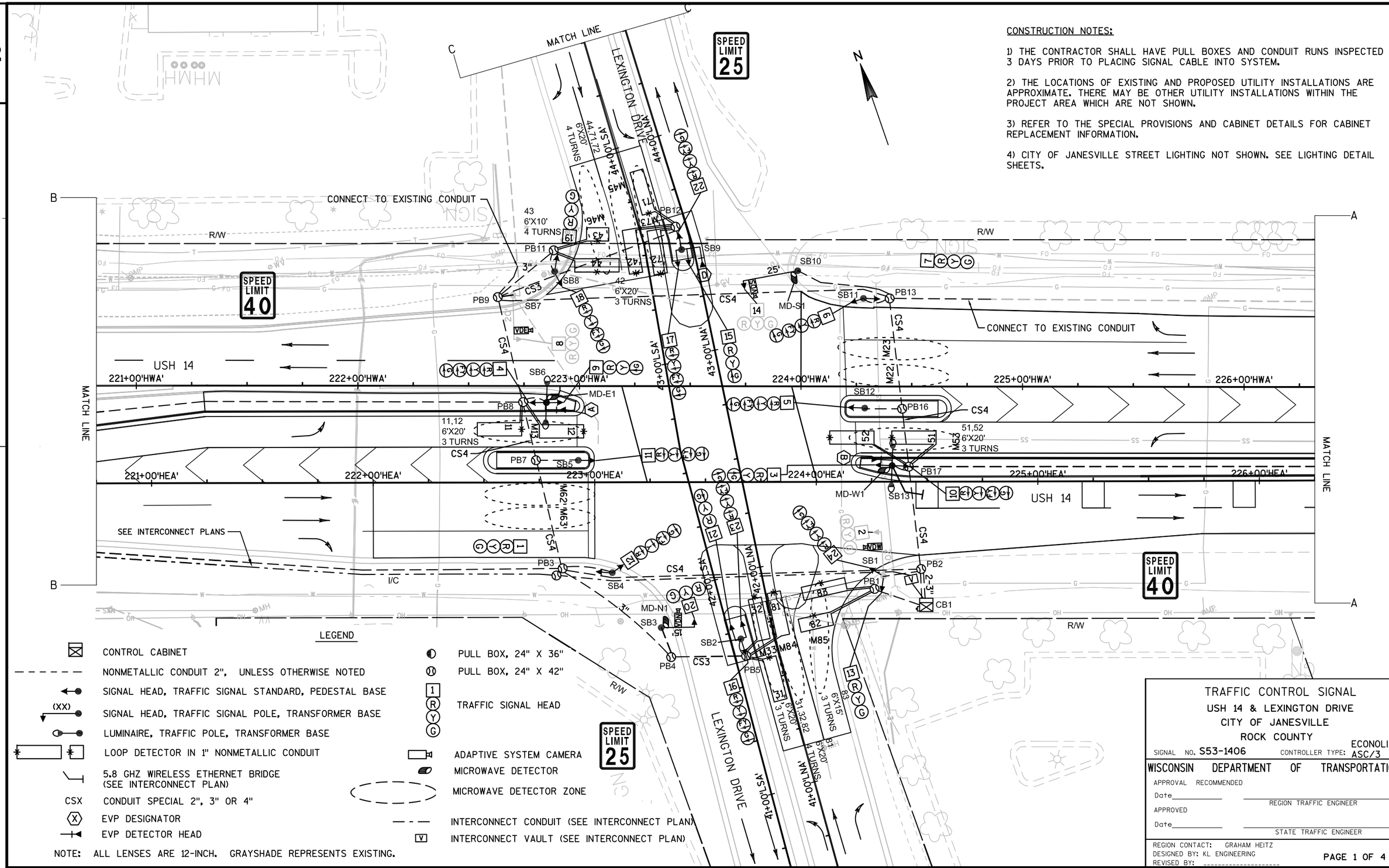
CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & LEXINGTON DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1406 CONTROLLER TYPE: ECONOLITE ASC/3

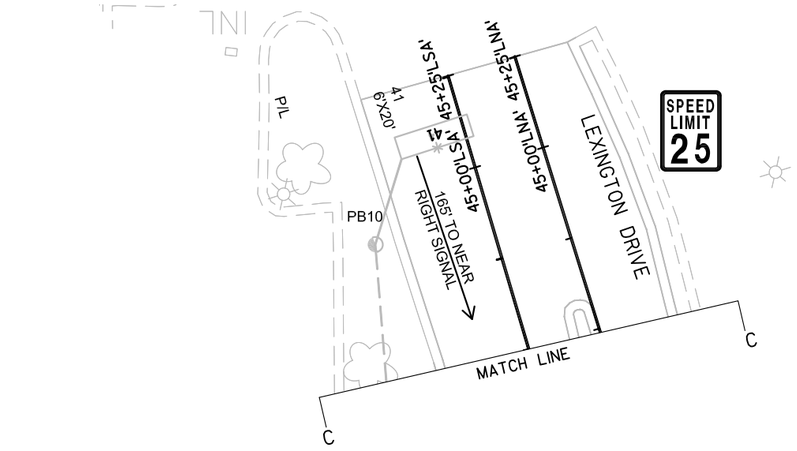
WISCONSIN DEPARTMENT OF TRANSPORTATION

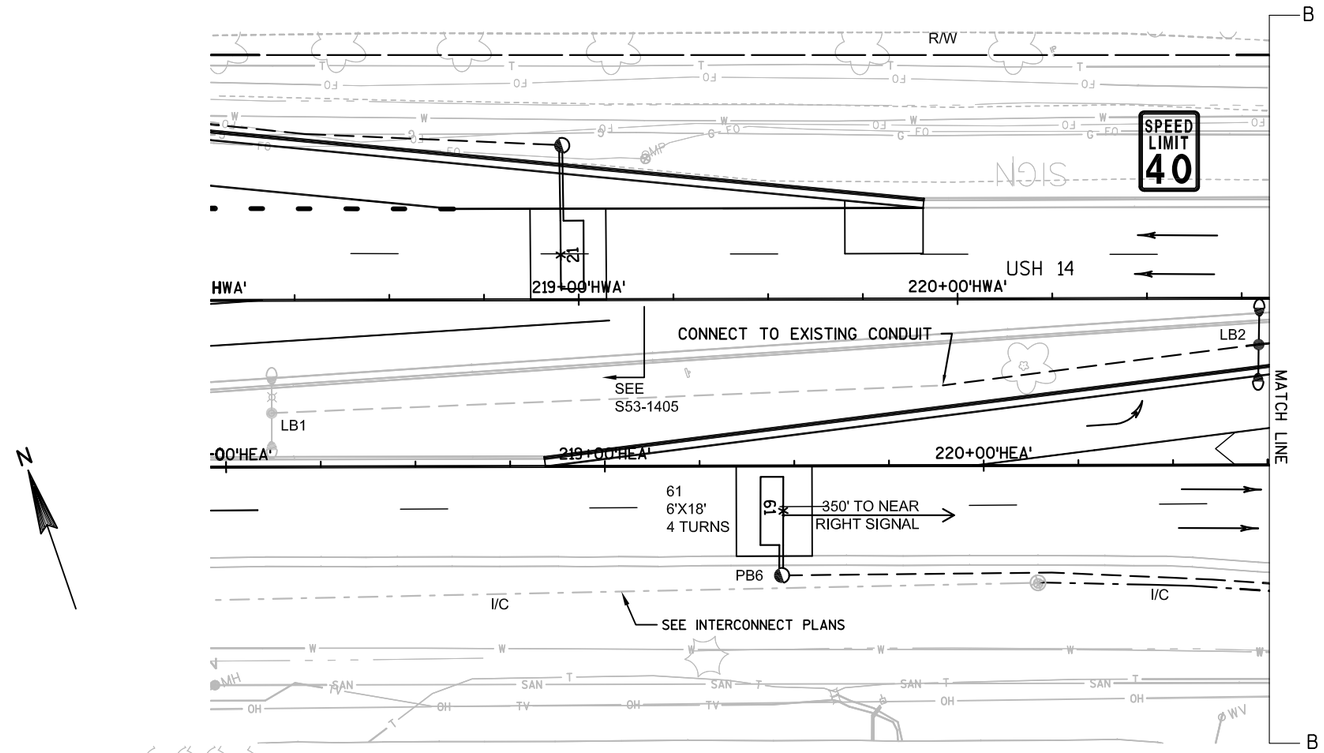
APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER
APPROVED
Date _____ STATE TRAFFIC ENGINEER

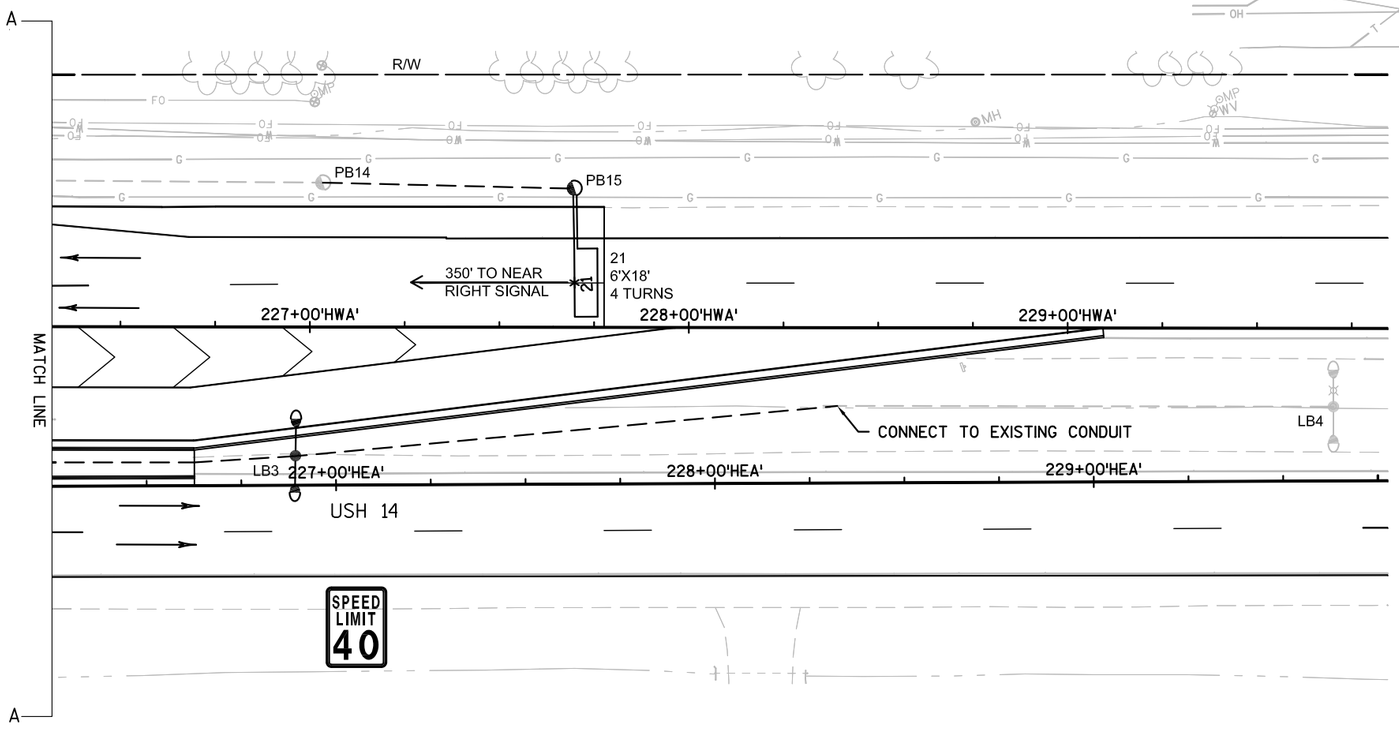
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 4

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 239 E







LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & LEXINGTON DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1406 CONTROLLER TYPE: ECONOLITE ASC/3

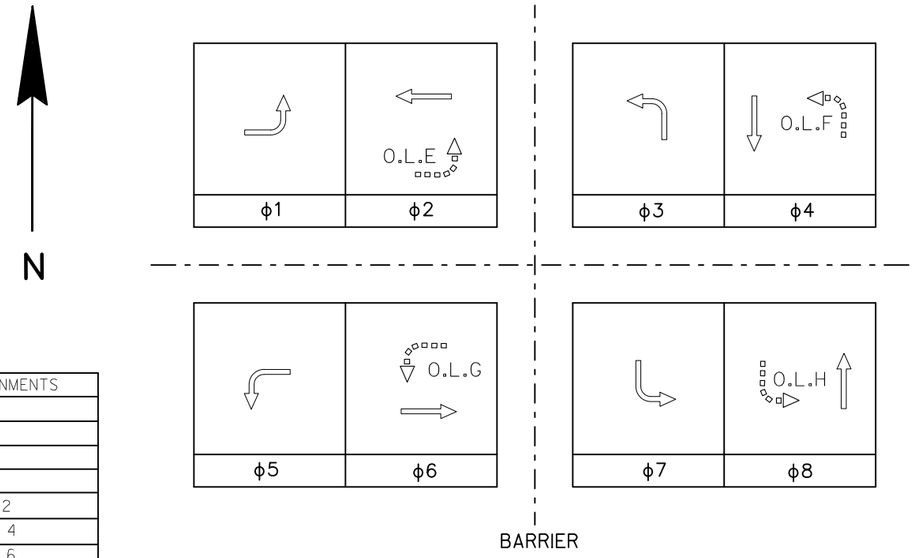
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 240 E

	HEAD NUMBERS	FLASH
Ø1	4-6	
Ø2	7-9	R
Ø3	16-18	
Ø4	19-21	R
Ø5	10-12	
Ø6	1-3	R
Ø7	22-24	
Ø8	13-15	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L.			O.L. ASSIGNMENTS
OLA			
OLB			
OLC			
OLD			
OLE	4-6	R	1 + 2
OLF	16-18	R	3 + 4
OLG	10-12	R	5 + 6
OLH	22-24	R	7 + 8



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	X
PHONE	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	1&6
4	EVP	B	2&5
5	NOT USED		
6	EVP	D	8&3
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	DETECTOR INPUT
DETECTOR #(S)	11	21	31	41	83	51	61	71	DETECTOR #(S)
PHASE CALLED	1	2	3	4	8	5	6	7	PHASE CALLED
PHASE EXTENDED	1	2	3	4	8	5	6	7	PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
	M45		M84		M22		M62	DETECTOR #(S)
	4		8		2		6	PHASE CALLED
	4		8		2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	DETECTOR INPUT
DETECTOR #(S)	12	81	32	42	43/44	52	82	72	DETECTOR #(S)
PHASE CALLED	1	8	3	4	4	5	8	7	PHASE CALLED
PHASE EXTENDED	1	8	3	4	4	5	8	7	PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

20	18	24	22	28	26	32	30	DETECTOR INPUT
M73	M46	M33	M85	M53	M23	M13	M63	DETECTOR #(S)
7	4	3	8	5	2	1	6	PHASE CALLED
7	4	3	8	5	2	1	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

USH 14 & LEXINGTON DRIVE

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1406

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 4

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/20/2014 3:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

USH 14 & LEXINGTON DRIVE NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	12/C	2	EB	R	R
				Y	O
				G	G
		13	NB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		24	SB LT	←R	BLK/WHT
				←Y	WHT/BLK
				←FY	BLU/BLK
				←G	BLU
CABINET TO SB-2	15/C	21	SB	R	R
				Y	O
				↑G	G
		23	SB LT	←R	R/BLK
				←Y	O/BLK
				←FY	BLK/WHT
				←G	G/BLK
		16	NB LT	←R	BLK
				←Y	WHT/BLK
				←FY	BLU/BLK
				←G	BLU
CABINET TO SB-3	5/C	20	SB	R	R
				Y	O
				G	G
CABINET TO SB-4	9/C	1	EB	R	R
				Y	O
				G	G
		12	WB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-5	7/C	11	WB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-6	9/C	9	WB	R	R
				Y	O
				↑G	G
		4	EB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-7	5/C	8	WB	R	R
				Y	O
				G	G
CABINET TO SB-8	9/C	19	SB	R	R
				Y	O
				G	G
		18	NB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK

USH 14 & LEXINGTON DRIVE NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-9	15/C	15	SB	R	R
				Y	O
				G	G
		22	SB LT	←R	R/BLK
				←Y	O/BLK
				←FY	BLK/WHT
				←G	G/BLK
		17	NB LT	←R	BLK
				←Y	WHT/BLK
				←FY	BLU/BLK
				←G	BLU
CABINET TO SB-10	5/C	14	NB	R	R
				Y	O
				G	G
CABINET TO SB-11	9/C	7	WB	R	R
				Y	O
				G	G
		6	EB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-12	7/C	5	WB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-13	9/C	3	EB	R	R
				Y	O
				↑G	G
		10	WB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK

USH 14 & LEXINGTON DRIVE LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB6	WEST MEDIAN
	SB6 TO LB2	WEST MEDIAN
	LB2 TO LB1	WEST MEDIAN
	CABINET TO SB13	EAST MEDIAN
	SB13 TO LB3	EAST MEDIAN
	LB3 TO LB4	EAST MEDIAN

USH 14 & LEXINGTON DRIVE EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB6
CABINET	SB9
CABINET	SB13

USH 14 & LEXINGTON DRIVE STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB13	CB1	PB17→PB2
MD-N1	SB3	CB1	PB4→PB3→PB2
MD-E1	SB6	CB1	PB8→PB7→PB3→PB2
MD-S1	SB10	CB1	PB13→PB16→PB17→PB2
MD-W1	SB13	CB1	PB17→PB2
VDN	SB3	CB1	PB4→PB3→PB2
VDE	SB7	CB1	PB9→PB8→PB7→PB3→PB2
VDS	SB10	CB1	PB13→PB16→PB17→PB2
VDW	SB1	CB1	PB2

TRAFFIC CONTROL SIGNALS
USH 14 & LEXINGTON DR

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1406 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

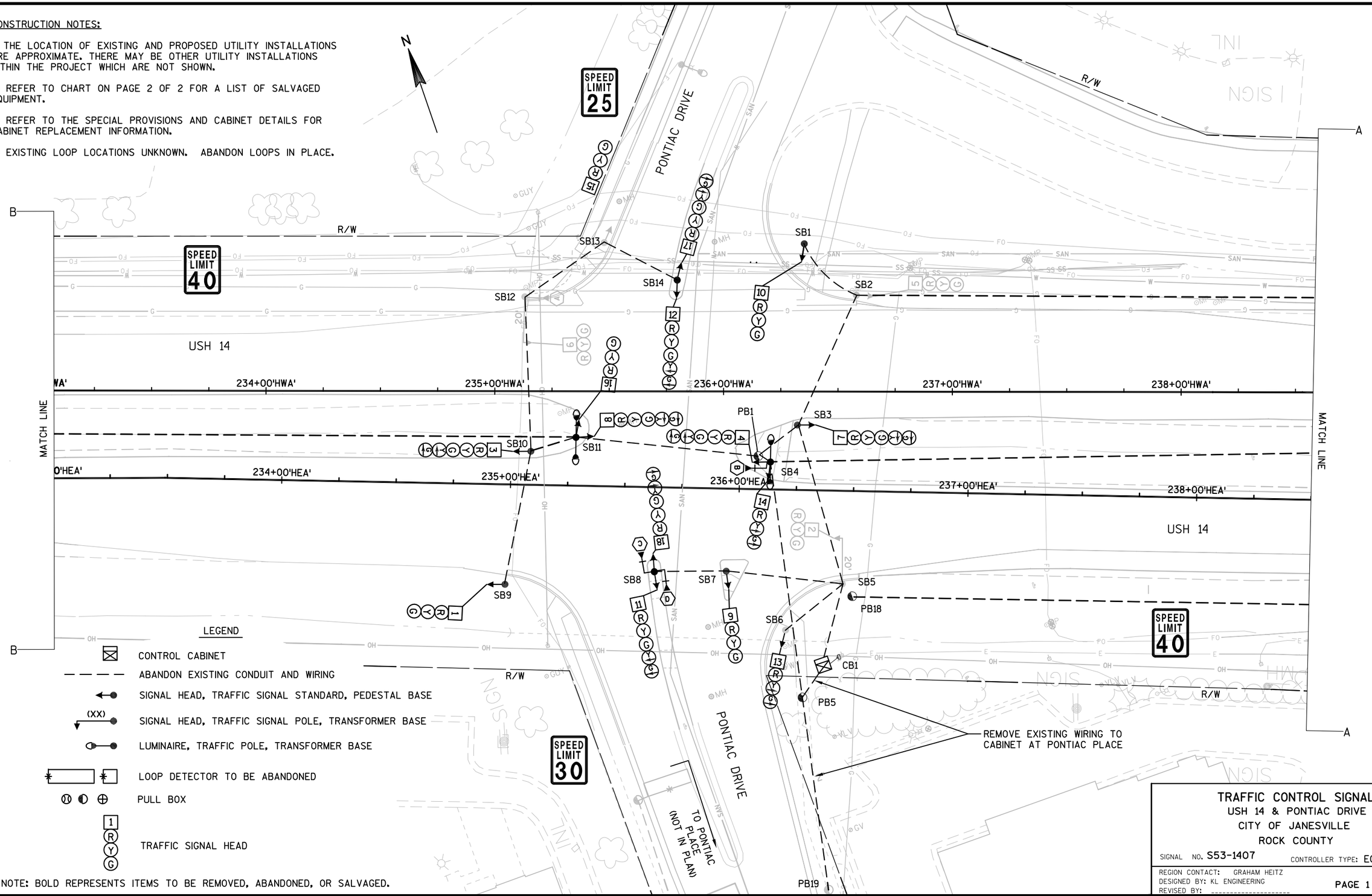
CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART ON PAGE 2 OF 2 FOR A LIST OF SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) EXISTING LOOP LOCATIONS UNKNOWN. ABANDON LOOPS IN PLACE.



LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- 1 R Y G TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & PONTIAC DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1407 CONTROLLER TYPE: ECONOLITE

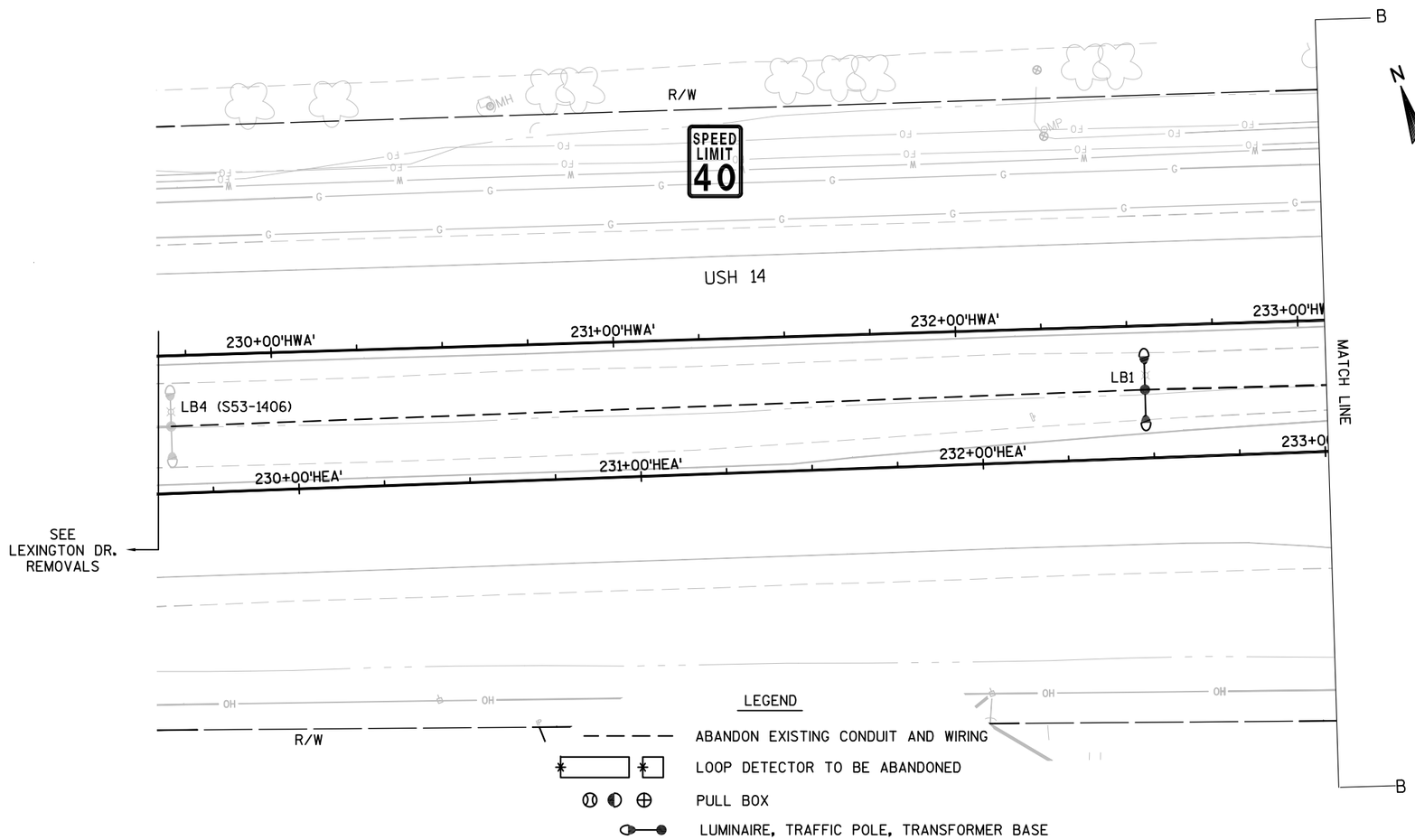
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

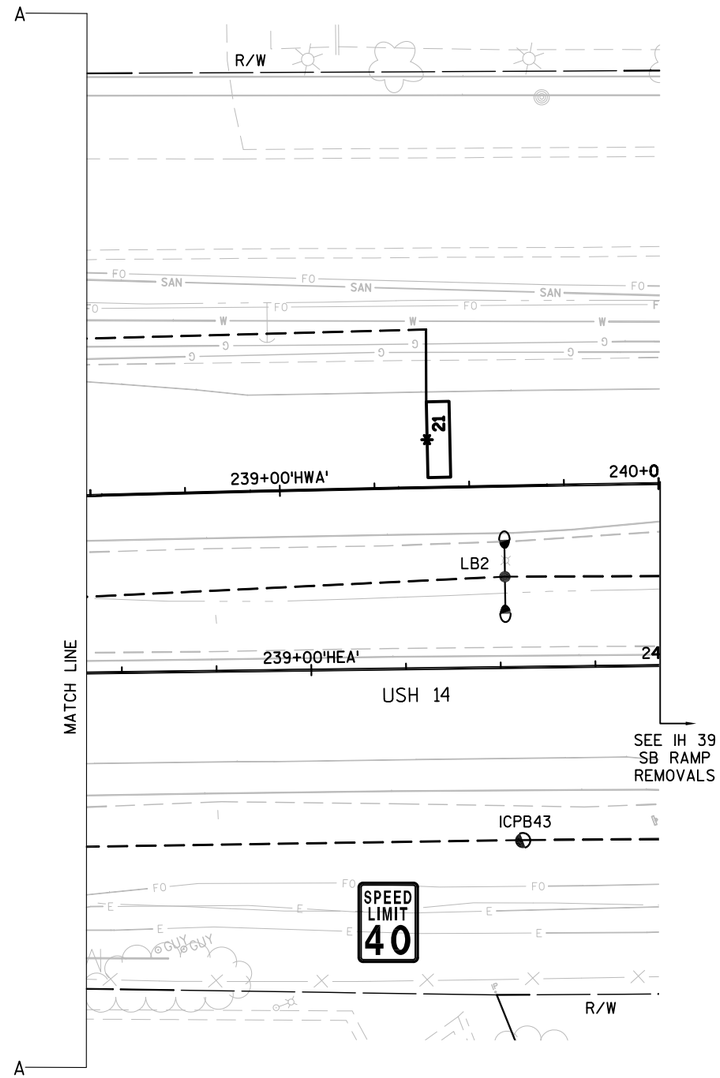
PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 243 E

USH 14 & PONTIAC DR. SALVAGED EQUIPMENT LIST								
EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB1	PEDESTAL^	13 FT^	--	10^	--	SB12	SB12	14
SB2	TO REMAIN IN PLACE							7
SB3	PEDESTAL^	15 FT^	--	7*	--	SB4	--	--
SB4	TRANSFORMER^	30 FT^	--	4*, 14*	TWO ARMS^	SB8	SB8	--
SB5	TO REMAIN IN PLACE							
SB6	TO REMAIN IN PLACE			13*	--	--	--	--
SB7	PEDESTAL^	15 FT^	--	9*	--	SB11		
SB8	TRANSFORMER*	13 FT*	--	11*,18*	--	--	--	--
SB9	PEDESTAL*	11 FT*	--	1*	--	--	--	--
SB10	PEDESTAL*	15 FT*	--	3*	--	--	--	--
SB11	TRANSFORMER^	30 FT^	--	8*	TWO ARMS^	SB16	SB16	
SB12	TO REMAIN IN PLACE							8
SB13	TO REMAIN IN PLACE			15*	--	--	--	--
SB14	TRANSFORMER*	13 FT*	--	12*,17*	--	--	--	--

* DISPOSE
^SALVAGE & REINSTALL





NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & PONTIAC DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1407 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 244	E

2

N

SPEED LIMIT 25

SPEED LIMIT 40

SPEED LIMIT 40

SPEED LIMIT 30

PONTIAC DRIVE

USH 14

MATCH LINE

MATCH LINE

R/W

R/W

TO PONTIAC PLACE (NOT IN PLANS)

54+00'PSA'

54+00'PNA'

53+00'PSA'

53+00'PNA'

52+00'PSA'

52+00'PNA'

51+00'PSA'

51+00'PNA'

234+00'HWA'

235+00'HWA'

236+00'HWA'

237+00'HWA'

238+00'HWA'

234+00'HEA'

235+00'HEA'

236+00'HEA'

237+00'HEA'

238+00'HEA'

CS4

MD-E1

MD-S1

MD-W1

MD-N1

PB1 PB2 PB3 PB4 PB5 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB15

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13 SB14 SB15 SB16

CB1

M22 M23 M33 M42 M53 M62 M63 M82 M83 M84

71,72 6'X20' 3 TURNS

11,12 6'X20' 3 TURNS

51,52 6'X20' 3 TURNS

81,82 6'X20' 4 TURNS

31,32,82 6'X20' 3 TURNS

41 6'X20' 4 TURNS

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- 50 PEDESTRIAN COUNTDOWN TIMER 16-INCH
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & PONTIAC DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1407 CONTROLLER TYPE: ECONOLITE ASC/3

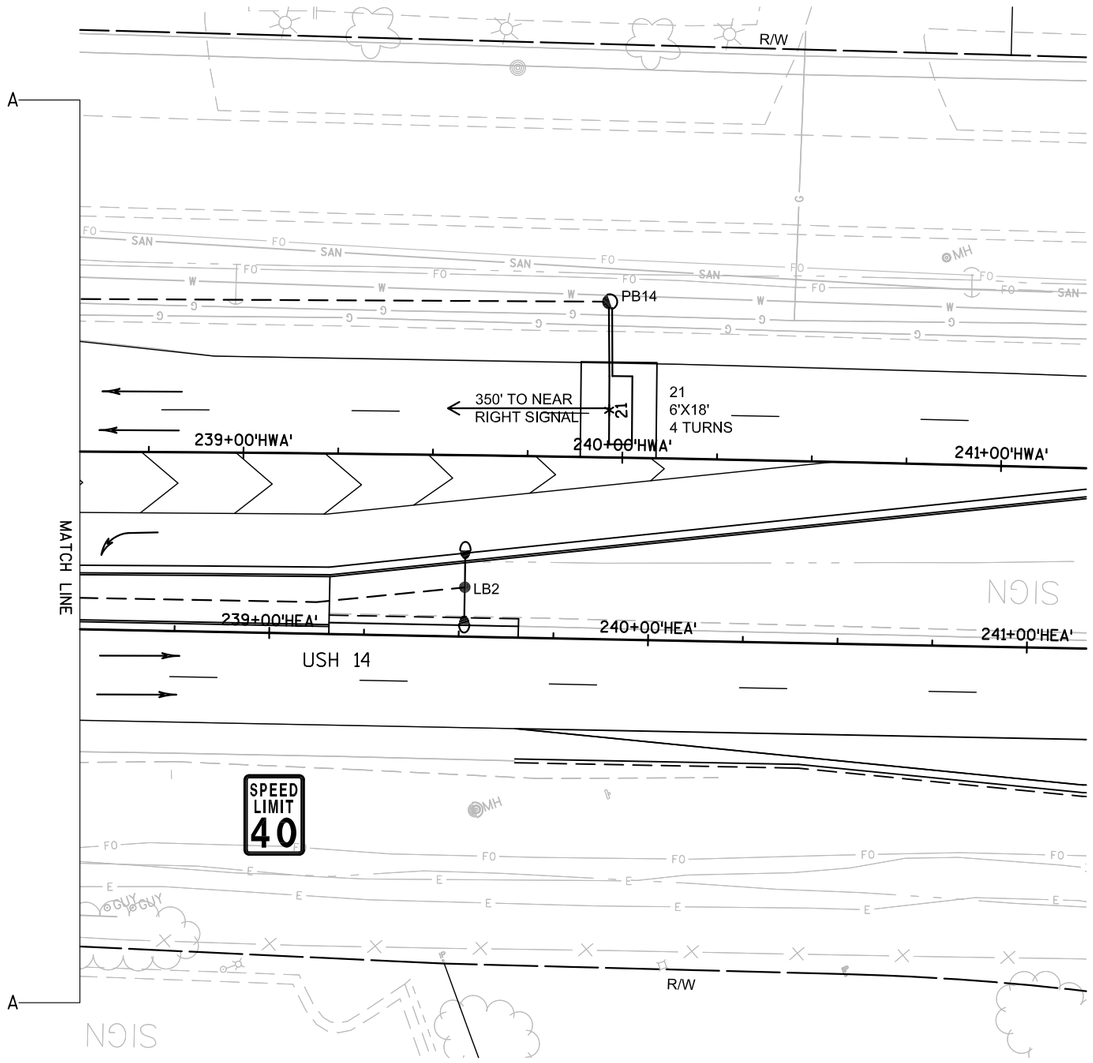
WISCONSIN DEPARTMENT OF TRANSPORTATION

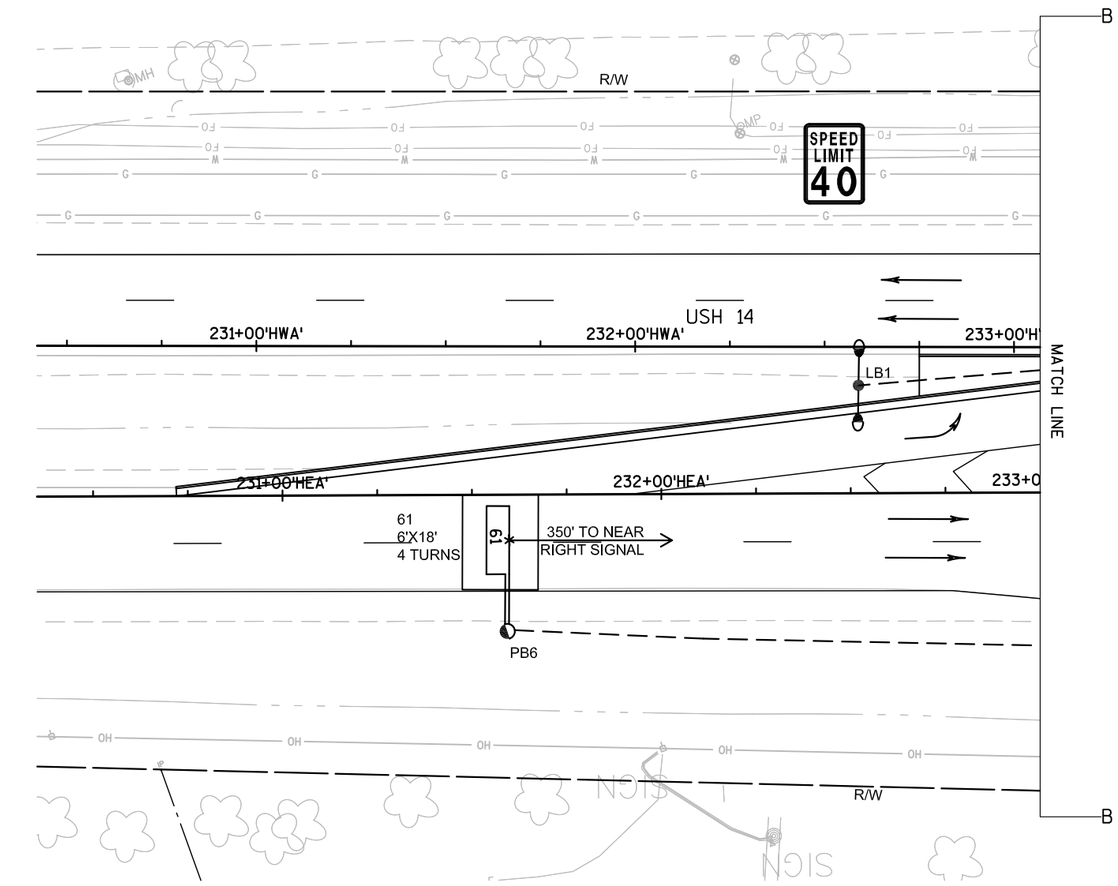
APPROVAL RECOMMENDED
Date_____ _____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 245	E





LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & PONTIAC DRIVE
CITY OF JANESVILLE
ROCK COUNTY

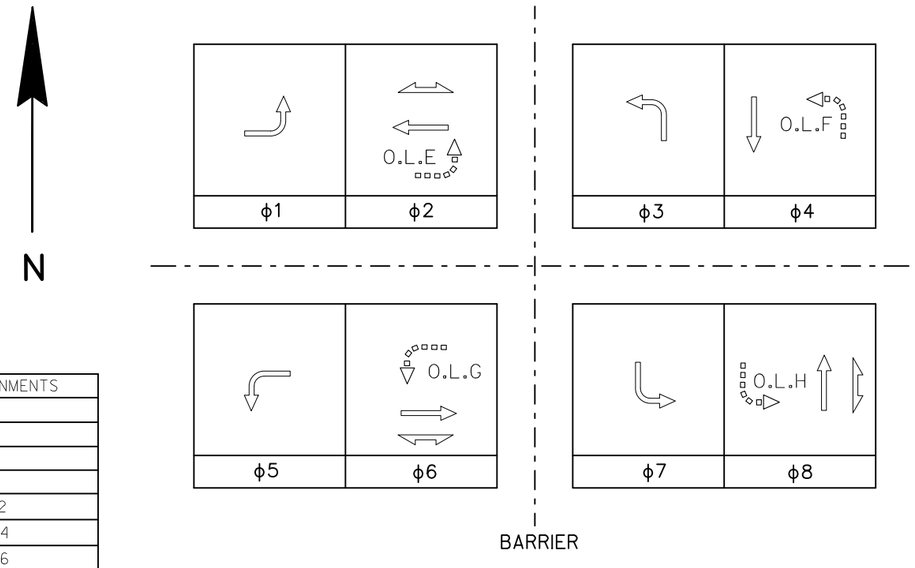
SIGNAL NO. S53-1407 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 246 E

	HEAD NUMBERS	FLASH	
Ø1	4-6		
Ø2	7-9	R	
Ø3	16-18		
Ø4	19-21	R	
Ø5	10-12		
Ø6	1-3	R	
Ø7	22-24		
Ø8	13-15	R	
Ø2 PED	50,51		
Ø4 PED			
Ø6 PED	54,55		
Ø8 PED	52,53		O.L. ASSIGNMENTS
OLA			
OLB			
OLC			
OLD			
OLE	4-6	R	1 + 2
OLF	16-18	R	3 + 4
OLG	10-12	R	5 + 6
OLH	22-24	R	7 + 8



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2&5
4	EVP	B	6&1
5	EVP	C	4&7
6	EVP	D	8&3
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	31		51	61	71	82
PHASE CALLED	1	2	3		5	6	7	8
PHASE EXTENDED	1	2	3		5	6	7	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
			M83		M22		M63	DETECTOR #(S)
			8		2		6	PHASE CALLED
			8		2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12		32	41	52		72	81
PHASE CALLED	1		3	4	5		7	8
PHASE EXTENDED	1		3	4	5		7	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
M73	M42	M33	M84	M53	M23	M13	M63	DETECTOR #(S)
7	4	3	8	5	2	1	6	PHASE CALLED
7	4	3	8	5	2	1	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL
USH 14 & PONTIAC DRIVE
CITY OF JANESVILLE ROCK COUNTY
SIGNAL NO. S53-1407
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:
PAGE 3 OF 4

FILE NAME :G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE :10/20/2014 3:23 PM PLOT BY :KL ENGINEERING PLOT NAME : PLOT SCALE :********* WISDOT/CADDS SHEET 42

USH 14 & PONTIAC DRIVE NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	5/C	2	EB	R	R
				Y	O
				G	G
CABINET TO SB-2	5/C	53	SB PED	W	R
				DW	O
				BUTTON	G
CABINET TO SB-3	9/C	13	NB	R	R
				Y	O
				G	G
		54	EB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-4	15/C	21	SB	R	R
				Y	O
				G	G
		23	SB LT	←R	R/BLK
				←Y	O/BLK
				←FY	BLK/WHT
				←G	G/BLK
		16	NB LT	←R	BLK
				←Y	WHT/BLK
				←FY	BLU/BLK
				←G	BLU
CABINET TO SB-5	9/C	13	SB	R	R
				Y	O
				G	G
		55	WB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-6	9/C	1	EB	R	R
				Y	O
				G	G
		12	WB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-7	7/C	11	WB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-8	9/C	9	WB	R	R
				Y	O
				↑G	G
		4	EB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK

USH 14 & PONTIAC DRIVE NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-9	9/C	8	WB	R	R
				Y	O
				G	G
		18	NB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-10	9/C	19	SB	R	R
				Y	O
				G	G
		50	WB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-11	15/C	15	SB	R	R
				Y	O
				G	G
		22	SB LT	←R	R/BLK
				←Y	O/BLK
				←FY	BLK/WHT
				←G	G/BLK
		17	NB LT	←R	BLK
				←Y	WHT/BLK
				←FY	BLU/BLK
				←G	BLU
CABINET TO SB-12	9/C	14	NB	R	R
				Y	O
				G	G
		51	EB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-13	5/C	52	NB PED	W	G
				DW	R
				BUTTON	O
CABINET TO SB-14	5/C	7	WB	R	R
				Y	O
				G	G
CABINET TO SB-15	7/C	5	EB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-16	9/C	3	EB	R	R
				Y	O
				↑G	G
		10	WB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK

USH 14 & PONTIAC DRIVE LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB8	WEST MEDIAN
	SB8 TO LB1	WEST MEDIAN
	CABINET TO SB16	EAST MEDIAN
	SB16 TO LB2	EAST MEDIAN

USH 14 & PONTIAC DRIVE EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB4
CABINET	SB9
CABINET	SB11
CABINET	SB16

USH 14 & PONTIAC DRIVE STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB10	CB1	PB16→PB2
5.8 GHz WIRELESS	SB10	CB1	PB16→PB2
MD-N1	SB5	CB1	PB5→PB4→PB3→PB2
MD-E1	SB8	CB1	PB8→PB7→PB5→PB4→PB3→PB2
MD-S1	SB11	CB1	PB11→PB12→PB13→PB15→PB16→PB2
MD-W1	SB16	CB1	PB16→PB2
VDN	SB5	CB1	PB5→PB4→PB3→PB2
VDE	SB9	CB1	PB9→PB8→PB7→PB5→PB4→PB3→PB2
VDS	SB11	CB1	PB11→PB12→PB13→PB15→PB16→PB2
VDW	SB1	CB1	PB2

TRAFFIC CONTROL SIGNALS
USH 14 & PONTIAC DR

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1407 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

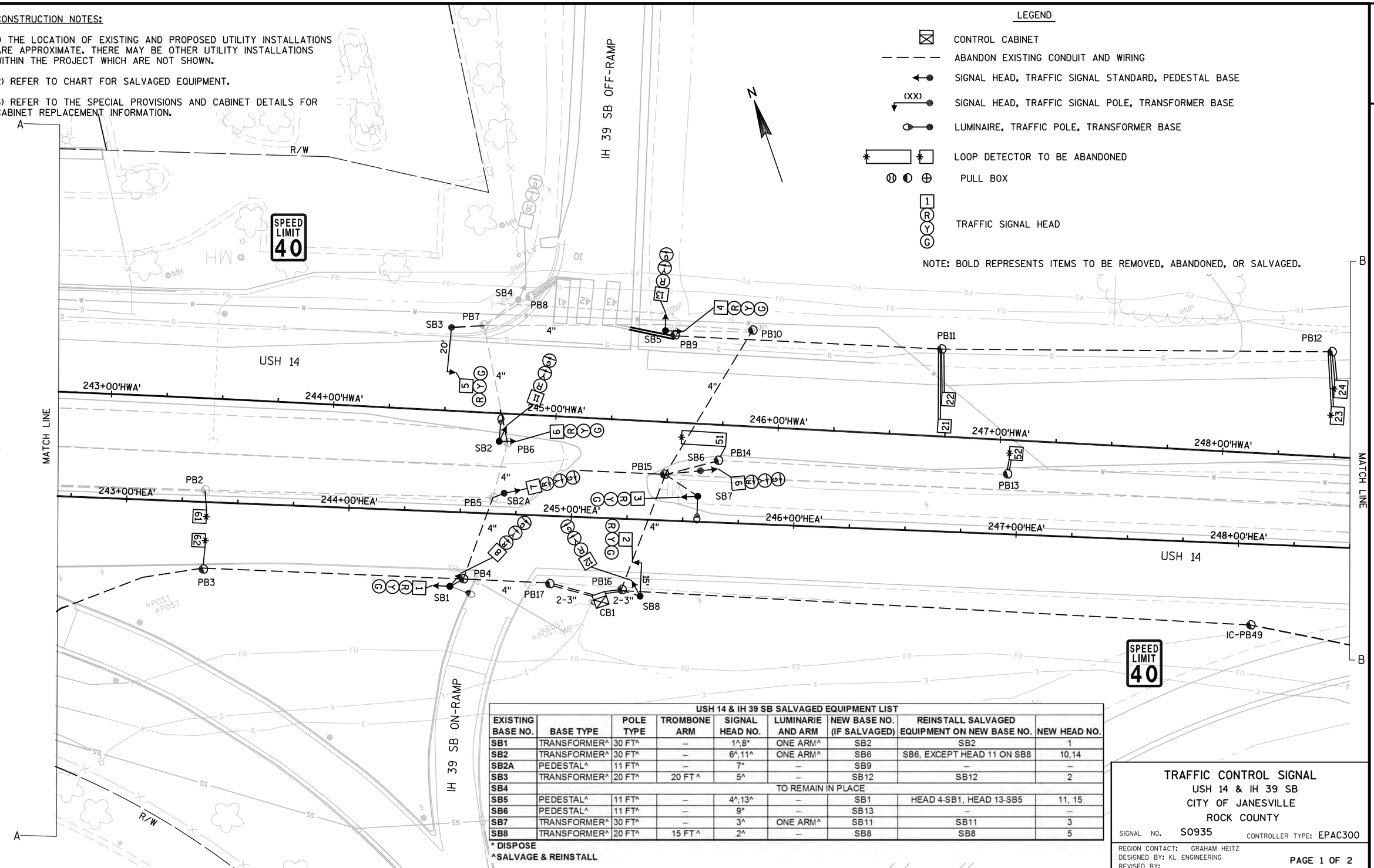
2) REFER TO CHART FOR SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.



USH 14 & IH 39 SB SALVAGED EQUIPMENT LIST

EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB1	TRANSFORMER^	30 FT^	–	1^,8*	ONE ARM^	SB2	SB2	1
SB2	TRANSFORMER^	30 FT^	–	6^,11^	ONE ARM^	SB6	SB6, EXCEPT HEAD 11 ON SB8	10,14
SB2A	PEDESTAL^	11 FT^	–	7*	–	SB9	–	–
SB3	TRANSFORMER^	20 FT^	20 FT ^	5^	–	SB12	SB12	2
SB4	TO REMAIN IN PLACE							
SB5	PEDESTAL^	11 FT^	–	4^,13^	–	SB1	HEAD 4-SB1, HEAD 13-SB5	11, 15
SB6	PEDESTAL^	11 FT^	–	9*	–	SB13	–	–
SB7	TRANSFORMER^	30 FT^	–	3^	ONE ARM^	SB11	SB11	3
SB8	TRANSFORMER^	20 FT^	15 FT ^	2^	–	SB8	SB8	5

* DISPOSE
^SALVAGE & REINSTALL

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S0935 CONTROLLER TYPE: EPAC300

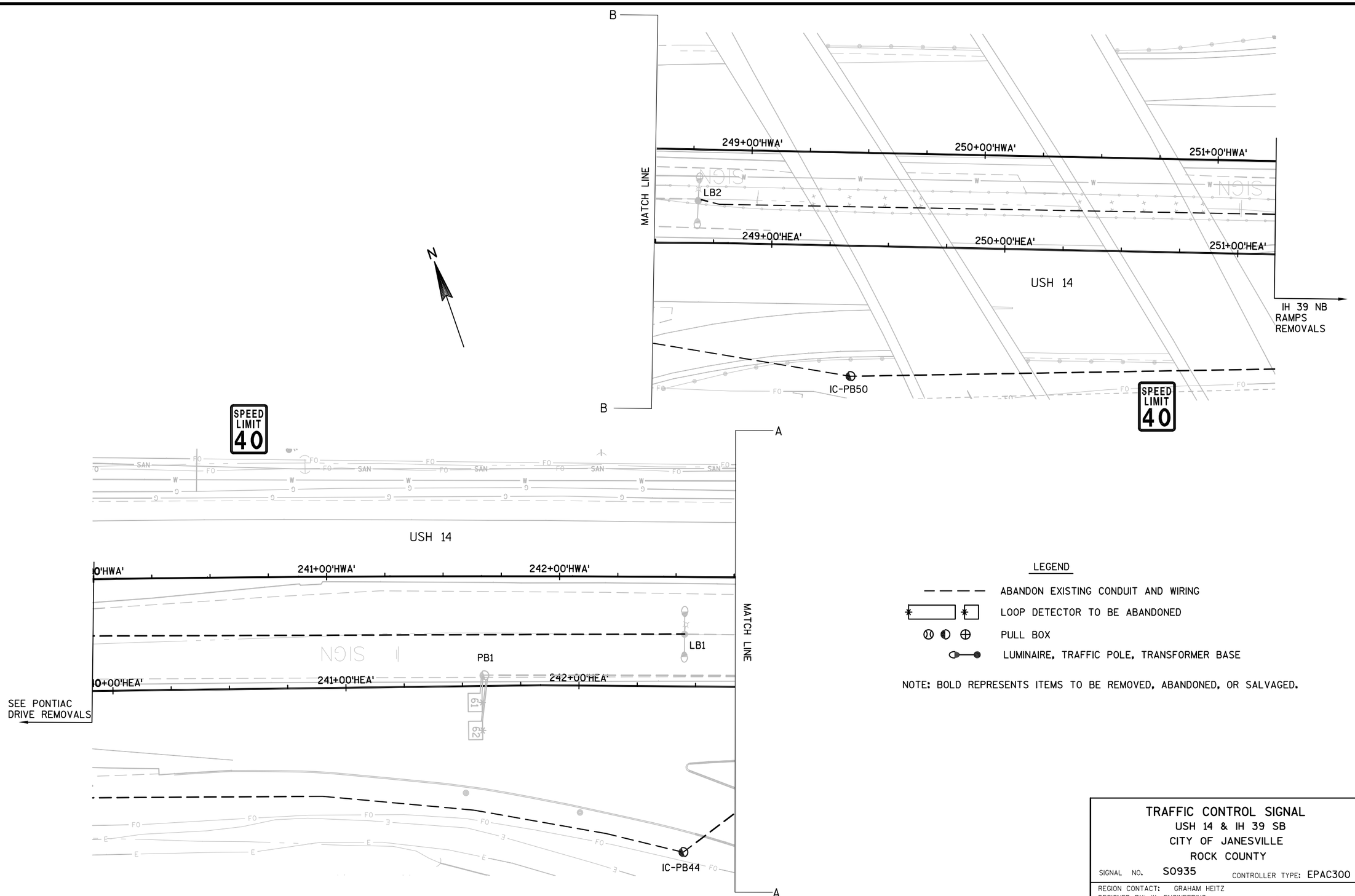
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 2

PROJECT NO:5569-00-72 | HWY:USH 14 | COUNTY:ROCK | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 249 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S0935 CONTROLLER TYPE: EPAC300

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 250	E

LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

QUEUE PREEMPTION LOOP NOTES:

1. ADDITIONAL LOOP(S) TO BE INSTALLED ON THE IH 39 NB OFF-RAMP FOR QUEUE PREEMPTION. LOOP LOCATION(S) TO BE IDENTIFIED IN THE FIELD BY THE ENGINEER. CONTACT THE ENGINEER PRIOR TO STARTING CONSTRUCTION ON THE RAMP TO HAVE THE LOOP LOCATION(S) STAKED IN THE FIELD.

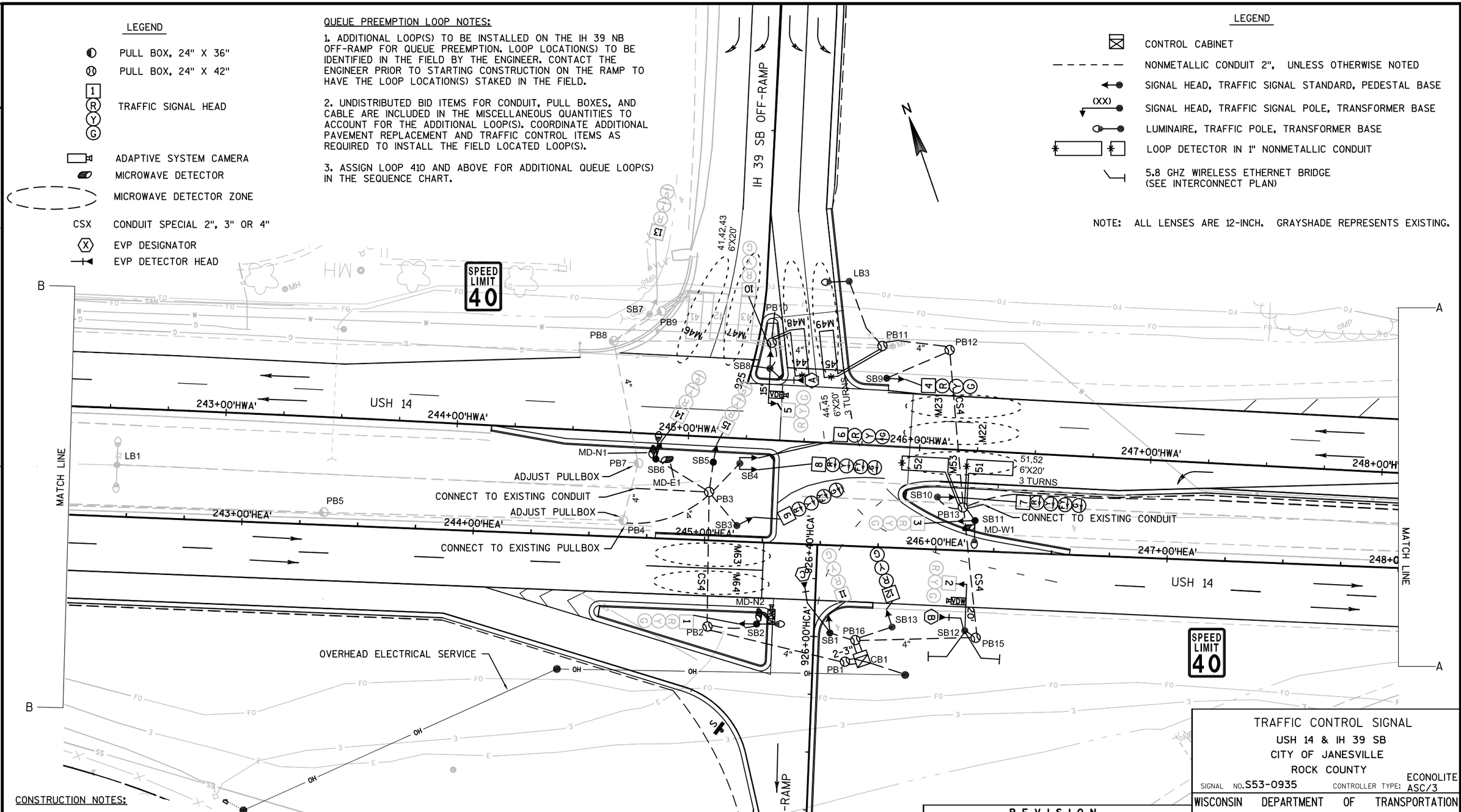
2. UNDISTRIBUTED BID ITEMS FOR CONDUIT, PULL BOXES, AND CABLE ARE INCLUDED IN THE MISCELLANEOUS QUANTITIES TO ACCOUNT FOR THE ADDITIONAL LOOP(S). COORDINATE ADDITIONAL PAVEMENT REPLACEMENT AND TRAFFIC CONTROL ITEMS AS REQUIRED TO INSTALL THE FIELD LOCATED LOOP(S).

3. ASSIGN LOOP 410 AND ABOVE FOR ADDITIONAL QUEUE LOOP(S) IN THE SEQUENCE CHART.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

REVISION				
Rev. No.	RECONSTRUCT INTERSECTION AND INSTALL ADAPTIVE SYSTEM			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
1				

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0935 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 3/08/04 Dena G. Dramm, REGION TRAFFIC ENGINEER

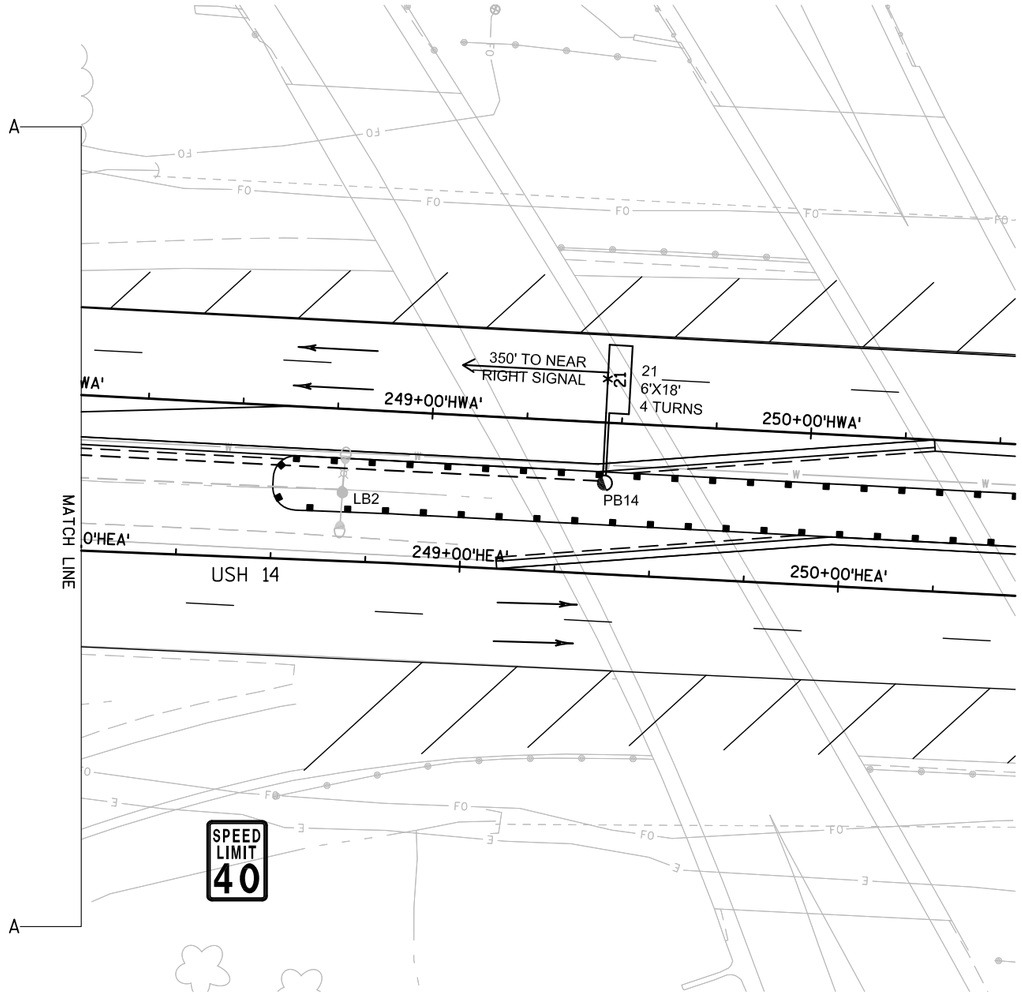
APPROVED
Date 3/09/04 William C. Gliding, STATE TRAFFIC ENGINEER

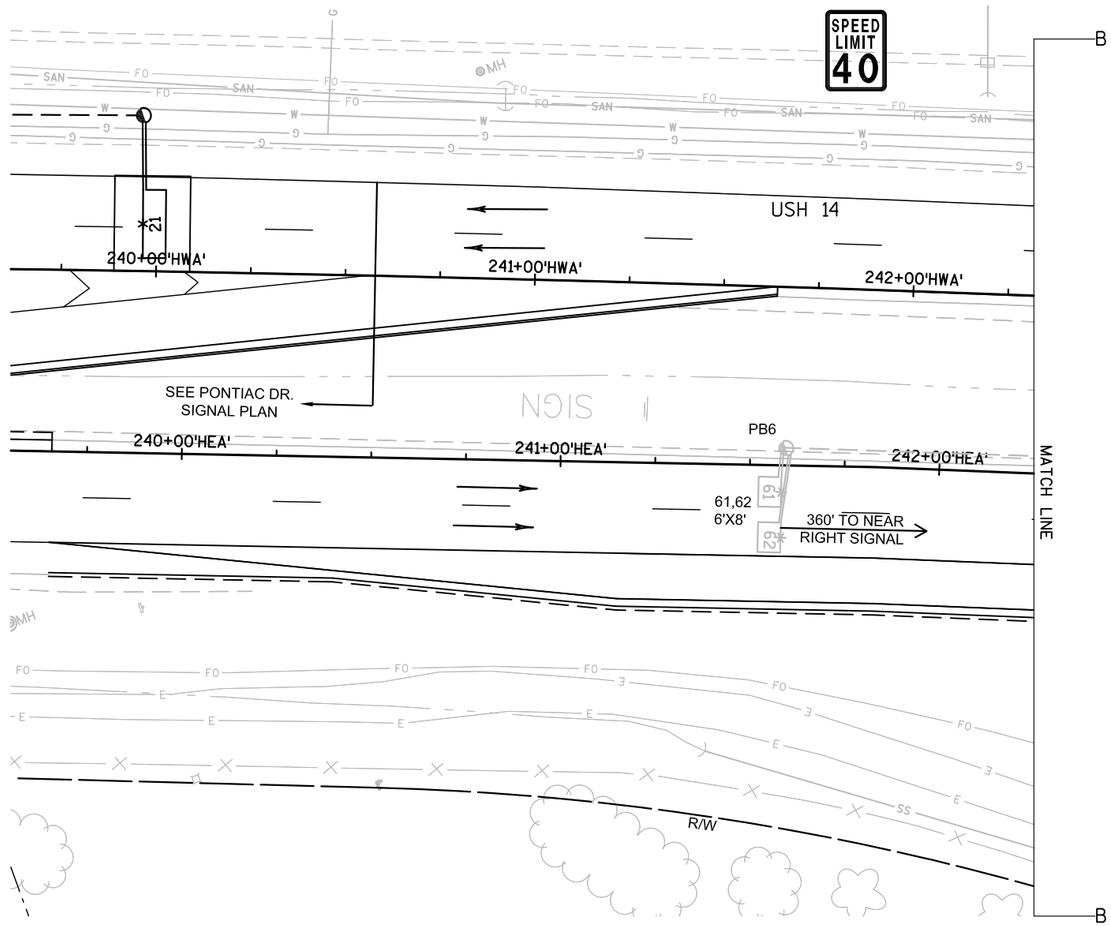
REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 251 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 11/14/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT





LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0935 CONTROLLER TYPE: ECONOLITE ASC/3

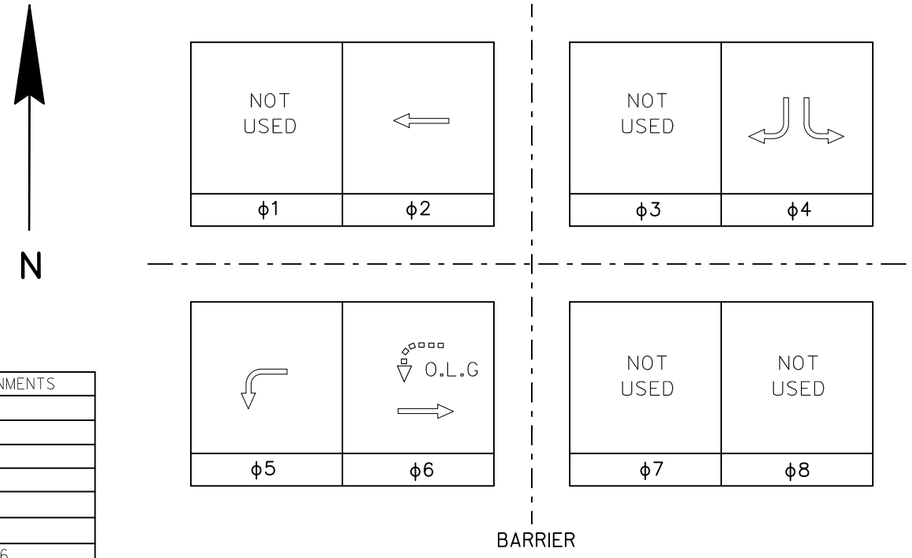
REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 252	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3		
Ø4	10-15	R
Ø5	7-9	
Ø6	1-3	R
Ø7		
Ø8		
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE			
OLF			
OLG	7-9	R	5 + 6
OLH			



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4				X
5	X			X
6	X	2	MIN.	X
7				
8				

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2 + 5
4	EVP	B	6
5	EVP	C	4
6	NOT USED		
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21						51	61
PHASE CALLED	2						5	6
PHASE EXTENDED	2						5	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1				MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M48	M49				M22			DETECTOR #(S)
4	4				2			PHASE CALLED
4	4				2			PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	410	41	42	43	44	45	52	62
PHASE CALLED	4	4	4	4	4	4	5	6
PHASE EXTENDED	4	4	4	4	4	4	5	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION	QUEUE PREEMPT							

20	18	24	22	28	26	32	30	DETECTOR INPUT
M46	M47			M53	M23	M63	M64	DETECTOR #(S)
4	4			5	2	6	6	PHASE CALLED
4	4			5	2	6	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C, CONTROLLER SHALL RETURN TO PHASE 4.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

TRAFFIC CONTROL SIGNAL

USH 14 & IH 39 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 253 | E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 11/14/2014 2:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

IH 39 SB RAMPS & USH 14 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	5/C	11	SB RT	R	R
				Y	O
				G	G
CABINET TO SB-2	5/C	1	EB	R	R
				Y	O
				G	G
CABINET TO SB-3	7/C	9	EB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-4	9/C	6	WB	R	R
				Y	O
				G	G
		8	EB LT	R	R/BLK
				Y	O/BLK
				FY	WHT/BLK
				G	G/BLK
CABINET TO SB-5	5/C	15	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-6	5/C	14	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-7	5/C	13	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-8	9/C	5	EB	R	R
				Y	O
				G	G
		10	SB RT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-9	5/C	4	WB	R	R
				Y	O
				G	G
CABINET TO SB-10	7/C	7	WB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-11	5/C	3	EB	R	R
				Y	O
				G	G
CABINET TO SB-12	5/C	2	EB	R	R
				Y	O
				G	G
CABINET TO SB-13	5/C	12	SB RT	R	R
				Y	O
				G	G

IH 39 SB RAMPS & USH 14 LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB2	EB RT TURN ISLAND
	SB2 TO SB6	WEST MEDIAN
	SB6 TO LB1	WEST MEDIAN
	CABINET TO SB11	EAST MEDIAN
	SB11 TO LB3	NE QUADRANT
	LB3 TO LB2	EAST MEDIAN

IH 39 SB RAMPS & USH 14 EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB1
CABINET	SB8
CABINET	SB12

USH 14 & IH 39 SB RAMPS STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB12	CB1	PB15→PB16
5.8 GHz WIRELESS	SB12	CB1	PB15→PB16
MD-N2	SB2	CB1	PB2→PB1
MD-N1	SB6	CB1	PB3→PB2→PB1
MD-E1	SB6	CB1	PB3→PB2→PB1
MD-W1	SB11	CB1	PB13→PB15→PB16
VDN	SB5	CB1	PB2→PB1
VDE	SB8	CB1	PB10→PB11→PB12→PB13→PB15→PB16
VDW	SB16	CB1	PB15→PB16

TRAFFIC CONTROL SIGNALS
USH 14 & IH 39 SB

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-0935 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

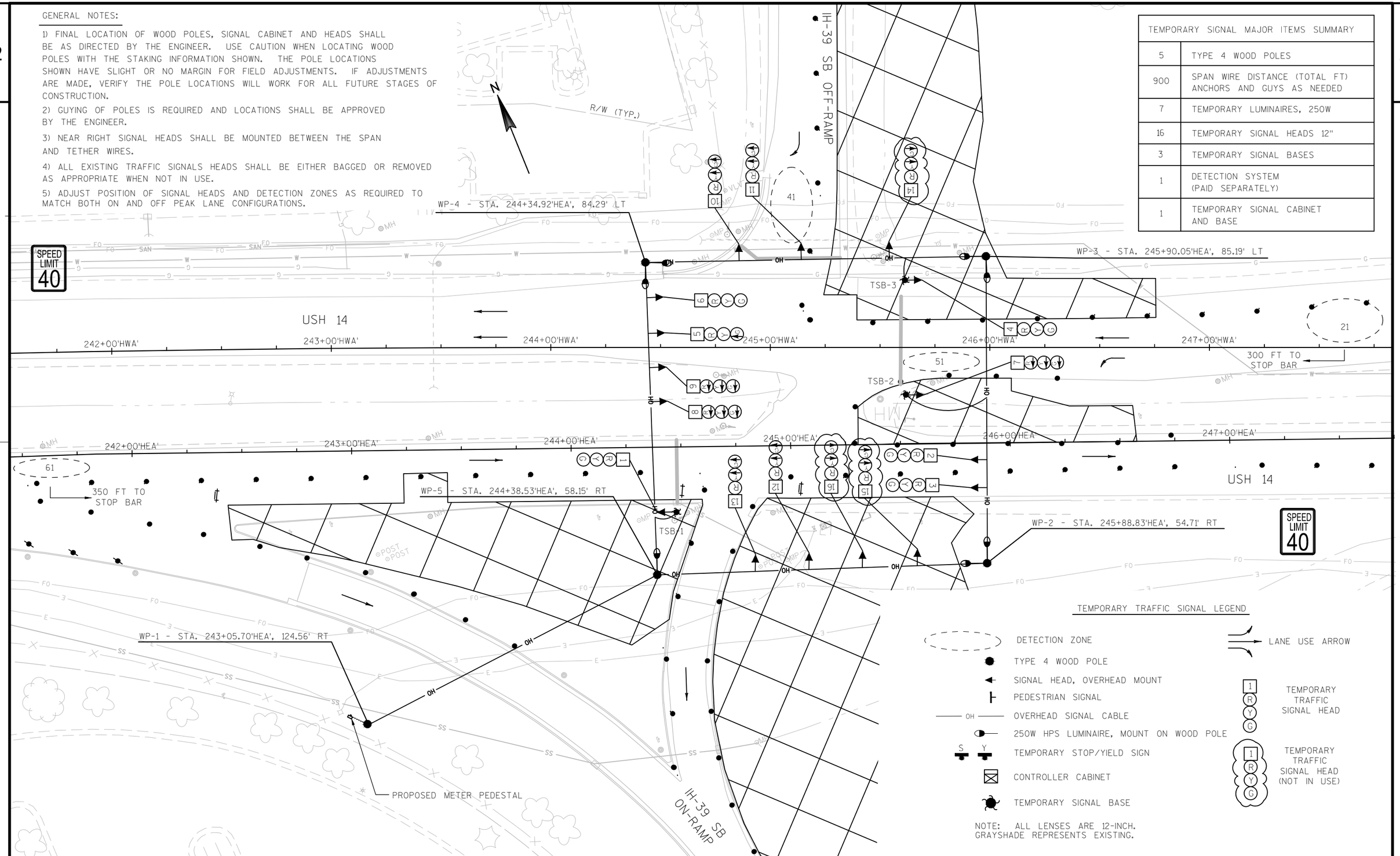
2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) ALL EXISTING TRAFFIC SIGNALS HEADS SHALL BE EITHER BAGGED OR REMOVED AS APPROPRIATE WHEN NOT IN USE.

5) ADJUST POSITION OF SIGNAL HEADS AND DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
5	TYPE 4 WOOD POLES
900	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
7	TEMPORARY LUMINAIRES, 250W
16	TEMPORARY SIGNAL HEADS 12"
3	TEMPORARY SIGNAL BASES
1	DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY SIGNAL CABINET AND BASE



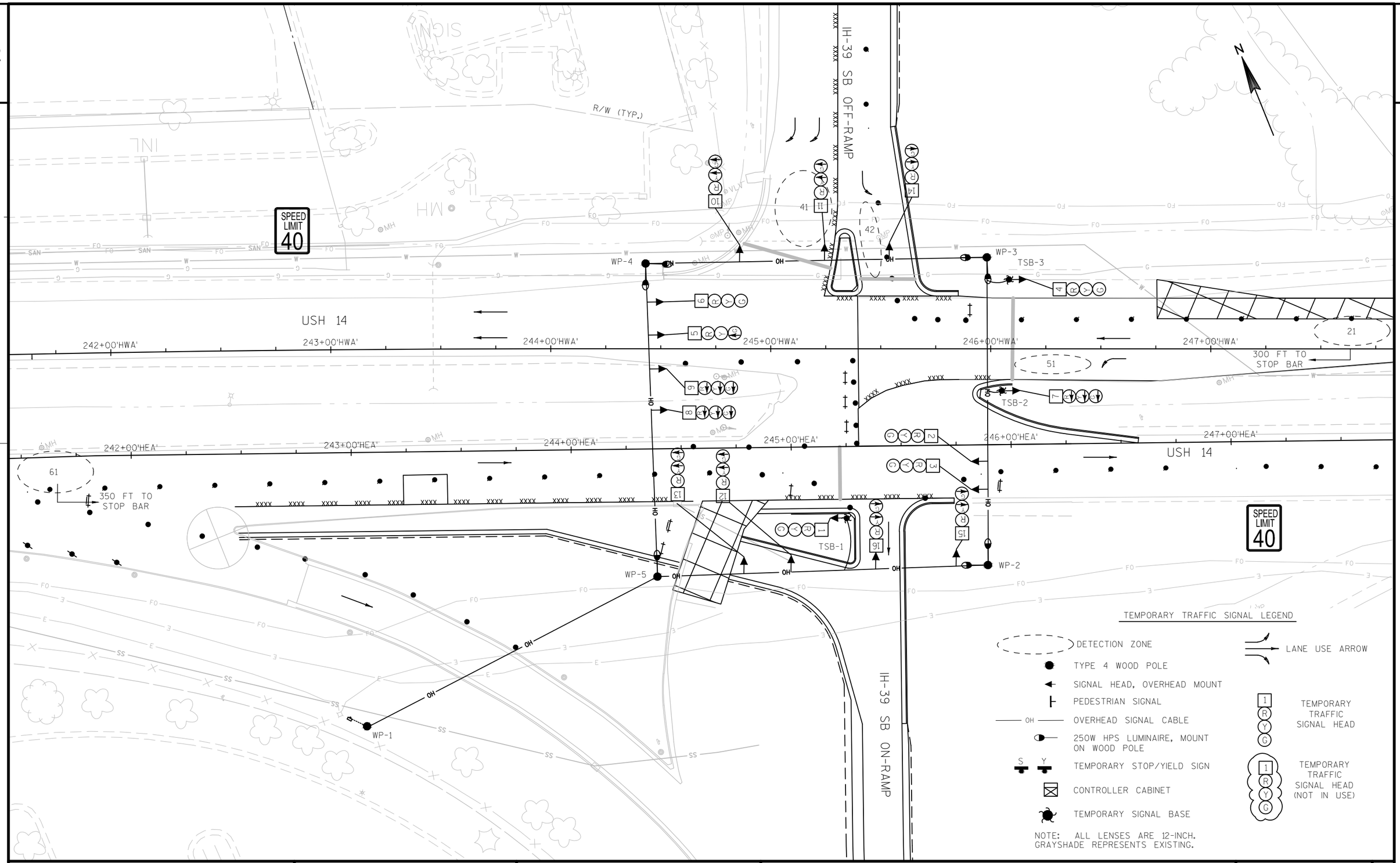
TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y — TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 255	E

2



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 256	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE2.DWG PLOT DATE : 10/1/2014 5:33 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : *****#@**XREF
WISDOT/CADDS SHEET 42

2

IH-39 SB OFF-RAMP

R/W (TYP.)

SPEED LIMIT 40

USH 14

242+00'HWA' 243+00'HWA' 244+00'HWA' 245+00'HWA' 246+00'HWA' 247+00'HWA'

242+00'HEA' 243+00'HEA' 244+00'HEA' 245+00'HEA' 246+00'HEA' 247+00'HEA'

WP-1 WP-2 WP-3 WP-4 WP-5

TSB-1 TSB-2 TSB-3

41 42 51 61 21

300 FT TO STOP BAR

350 FT TO STOP BAR

IH-39 SB ON-RAMP

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y — TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 257	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE3.DWG PLOT DATE : 10/1/2014 5:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********

2

IH-39 SB OFF-RAMP

R/W (TYP.)

SPEED LIMIT 40

USH 14

242+00'HWA' 243+00'HWA' 244+00'HWA' 245+00'HWA' 246+00'HWA' 247+00'HWA'

242+00'HEA' 243+00'HEA' 244+00'HEA' 245+00'HEA' 246+00'HEA' 247+00'HEA'

41 42 21 51 61

350 FT TO STOP BAR

300 FT TO STOP BAR

WP-1 WP-2 WP-3 WP-4 WP-5

TSB-1 TSB-2 TSB-3

OH

IH-39 SB ON-RAMP

USH 14

SPEED LIMIT 40

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y — TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- TEMPORARY TRAFFIC SIGNAL HEAD (1 R Y G)
- TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE) (1 R Y G)

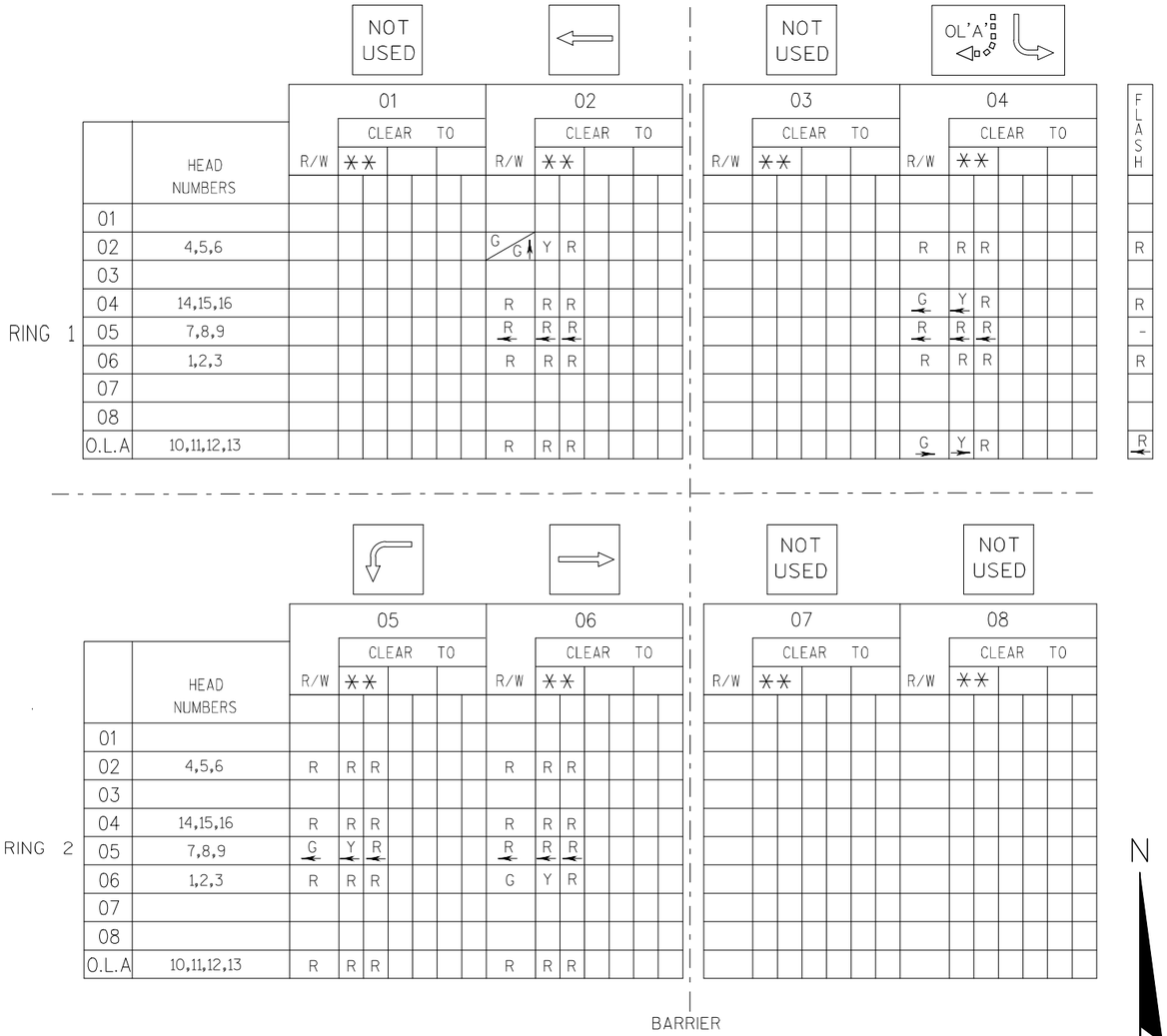
NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 258	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE4.DWG PLOT DATE : 10/1/2014 5:43 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION



** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4
3		
4	NONE	2,5,6
5	2	4,6
6	2	4,5
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2					
41	2	X			4	4					
42	3	X			4	4					
51	4	X			5	5					
61	5	X			6	6					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / /O	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4	X			X
5	X			X
6	X	2	MIN.	X
7				
8				

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A" =	4	-

N

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER (GPS)	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. SB LEFT TURN AND DETECTOR 42 ADDED TO PHASE 4 FOR STAGES 2-4.

USH 14 / HUMES ROAD
& SB IH-39/90 RAMP

SIGNAL NO. T-53-0935

CONTROLLER TYPE: NA

Date

USH 14 & IH 39 NB SALVAGED EQUIPMENT LIST								
EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB9	PEDESTAL^	11 FT^	--	1^,12^	--	SB3	HEAD 1-SB3, HEAD 12-SB12	1,15
SB10	PEDESTAL^	11 FT^	--	5*	--	SB7	--	--
SB11	TRANSFORMER^	30 FT^	--	8^,11*	ONE ARM^	SB5	SB5	9
SB12	TRANSFORMER^	20 FT^	15 FT ^	7^	--	SB6	--	8
SB13	TRANSFORMER^	30 FT^	--	6^	ONE ARM^	SB9	SB9	7
SB14	TRANSFORMER^	30 FT^	--	3^,10^	ONE ARM^	SB13	HEAD 3-SB7, HEAD 10-SB13	12,14
SB14A	PEDESTAL^	11 FT^	--	4*	--	SB8	--	--
SB15	TRANSFORMER^	20 FT^	15 FT ^	2^	--	SB2	--	2
SB16	PEDESTAL^	11 FT^	--	9^	--	SB1	SB1	13

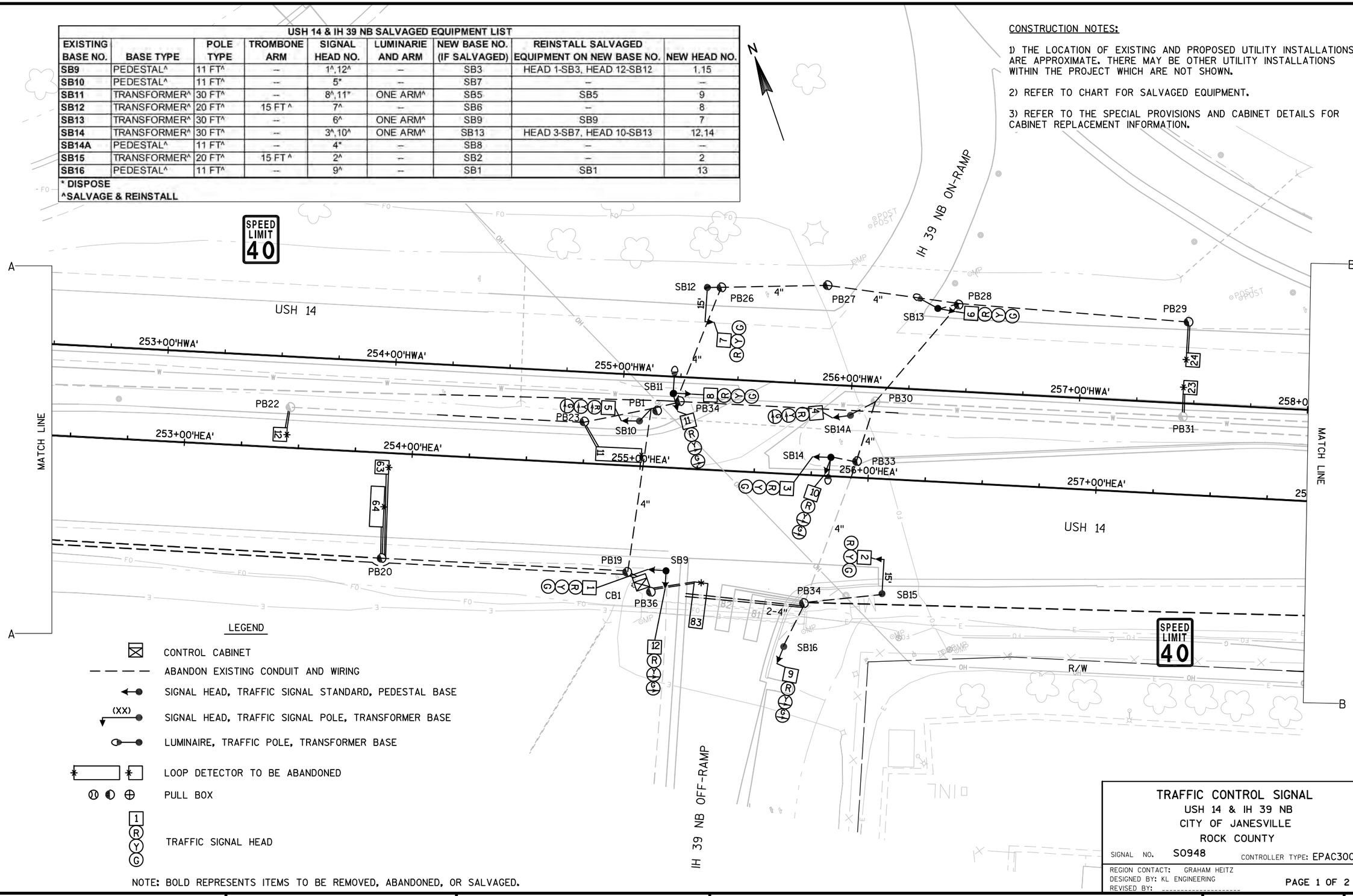
* DISPOSE
^SALVAGE & REINSTALL

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART FOR SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.



LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY

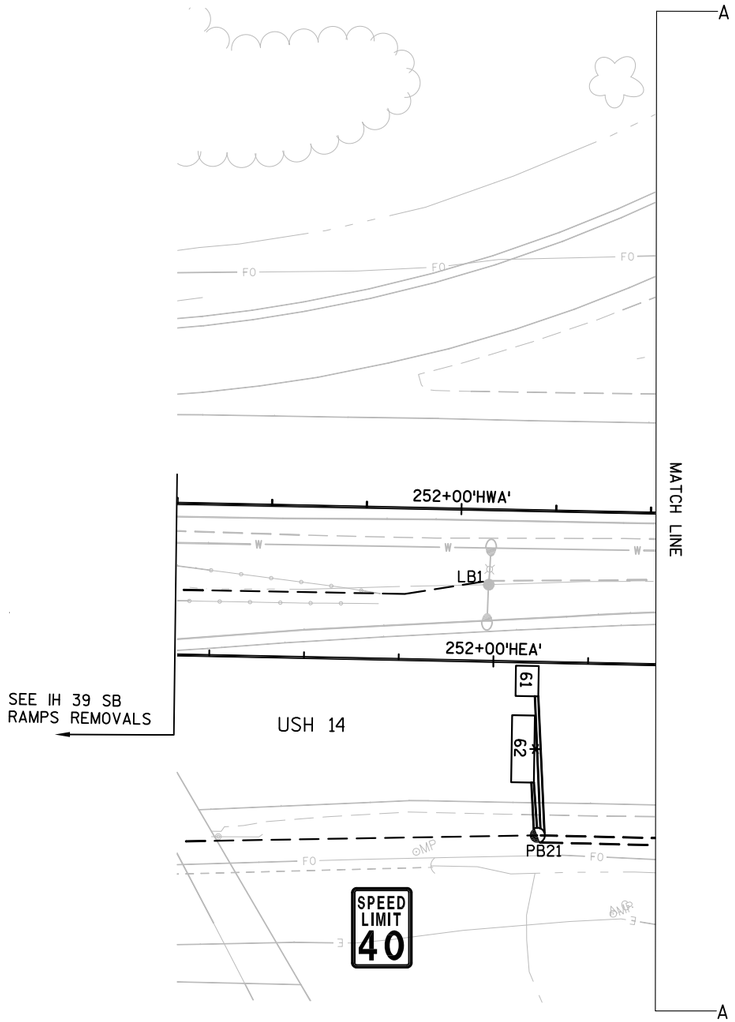
SIGNAL NO. S0948 CONTROLLER TYPE: EPAC300

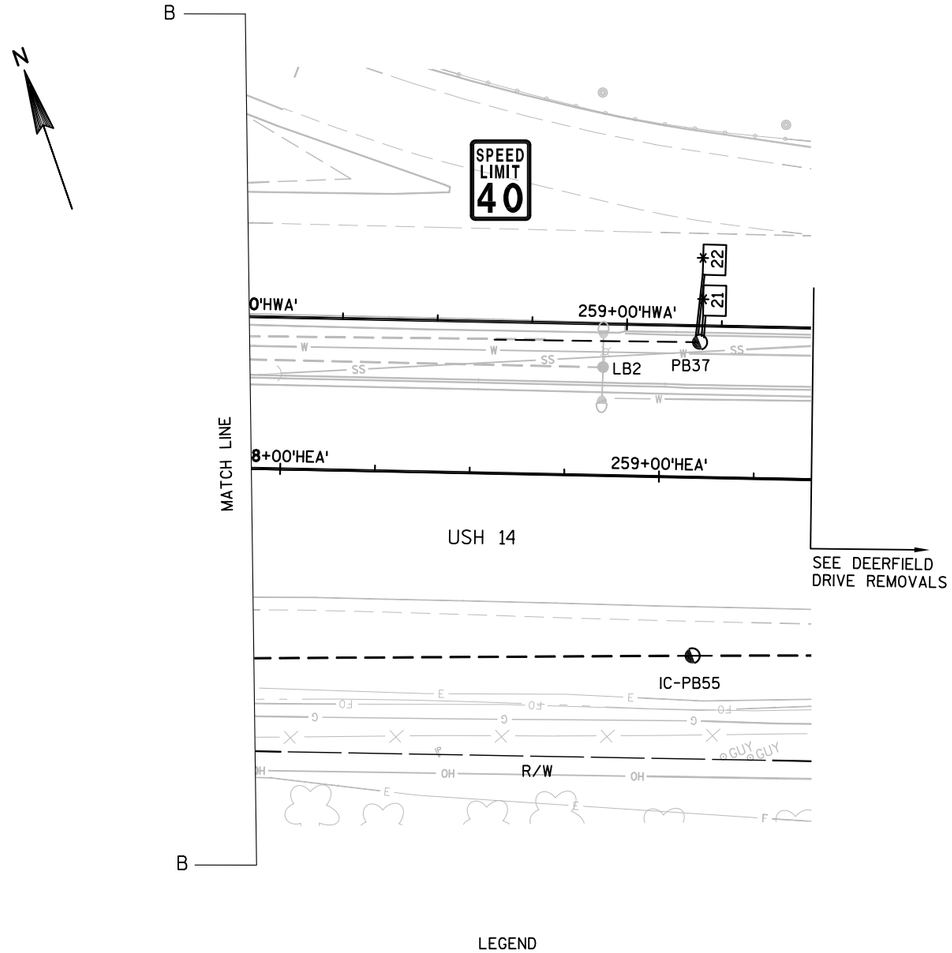
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 260 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF





LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S0948 CONTROLLER TYPE: EPAC300

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 261 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : ********** WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- CS4 CONDUIT SPECIAL 4-INCH

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

QUEUE PREEMPTION LOOP NOTES:

1. ADDITIONAL LOOP(S) TO BE INSTALLED ON THE IH 39 NB OFF-RAMP FOR QUEUE PREEMPTION. LOOP LOCATION(S) TO BE IDENTIFIED IN THE FIELD BY THE ENGINEER. CONTACT THE ENGINEER PRIOR TO STARTING CONSTRUCTION ON THE RAMP TO HAVE THE LOOP LOCATION(S) STAKED IN THE FIELD.

2. UNDISTRIBUTED BID ITEMS FOR CONDUIT, PULL BOXES, AND CABLE ARE INCLUDED IN THE MISCELLANEOUS QUANTITIES TO ACCOUNT FOR THE ADDITIONAL LOOP(S). COORDINATE ADDITIONAL PAVEMENT REPLACEMENT AND TRAFFIC CONTROL ITEMS AS REQUIRED TO INSTALL THE FIELD LOCATED LOOP(S).

3. ASSIGN LOOP 89 AND ABOVE FOR ADDITIONAL QUEUE LOOP(S) IN THE SEQUENCE CHART.

REVISION				
Rev. No.	RECONSTRUCT INTERSECTION AND INSTALL ADAPTIVE SYSTEM			
	APPROVAL RECOMMENDED REGION		APPROVED CENTRAL OFFICE	
	Date	By	Date	By
1				

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO. S53-0948 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 3/08/04 Dena G. Dramm, REGION TRAFFIC ENGINEER

APPROVED
Date 3/09/04 William C. Gilding, STATE TRAFFIC ENGINEER

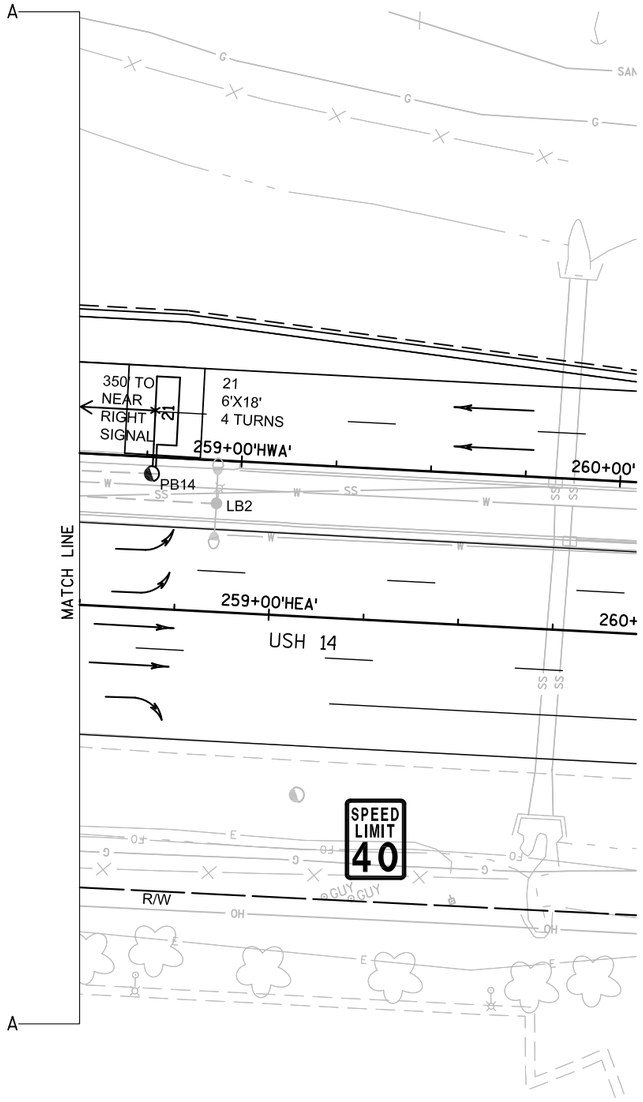
REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

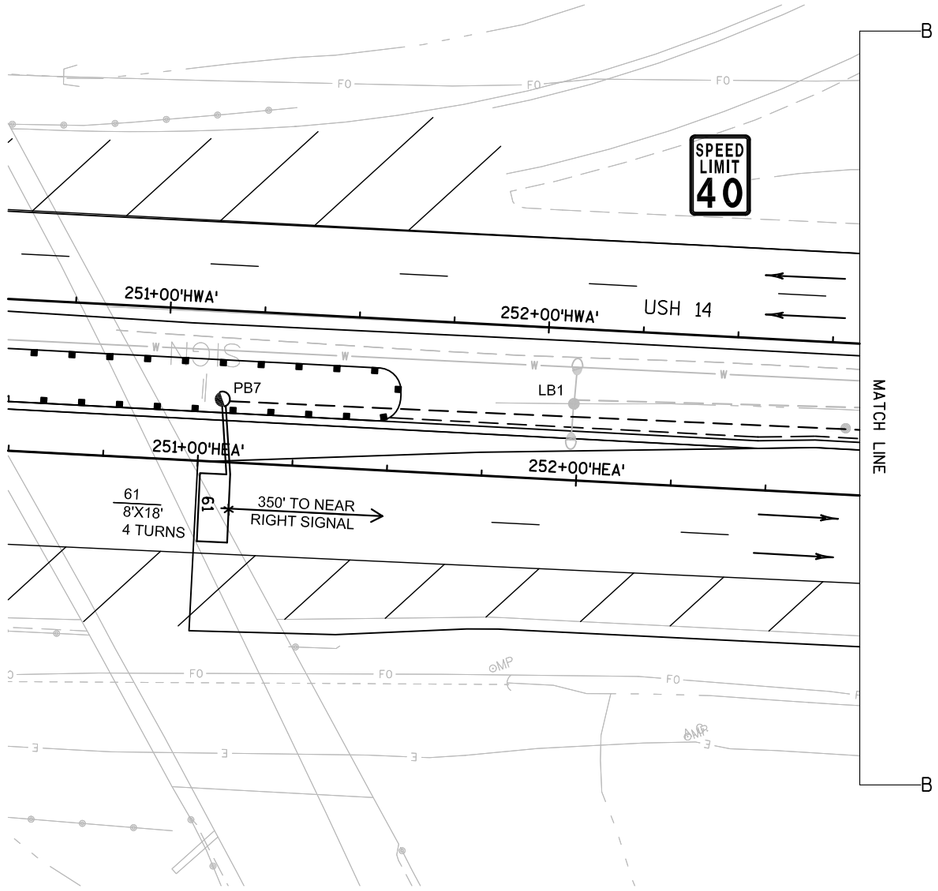
PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 262 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 11/14/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
USH 14 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-0948 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
REVISED BY: ----------
DESIGNED BY: KL ENGINEERING

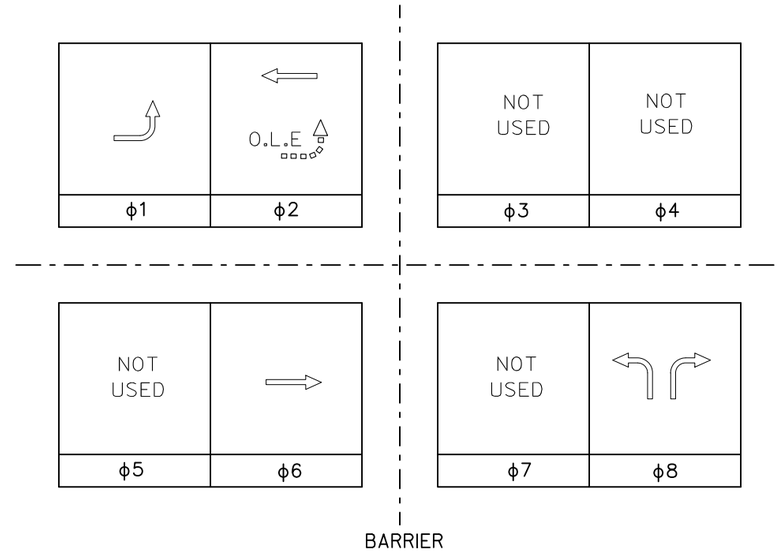
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 263	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_USH14_USH 51-WRIGHT_ROAD.DWGPLOT DATE : 10/15/2014
PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

	HEAD NUMBERS	FLASH
Ø1	4-6	
Ø2	7-9	R
Ø3		
Ø4		
Ø5		
Ø6	1-3	R
Ø7		
Ø8	10-15	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE	4-6	R	2 + 1
OLF			
OLG			
OLH			



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3				
4				
5				
6	X	2	MIN.	X
7				
8				X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2
4	EVP	B	6 + 1
5	NOT USED		
6	EVP	D	8
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	61					
PHASE CALLED	1	2	6					
PHASE EXTENDED	1	2	6					
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
		M87	M88				M62	DETECTOR #(S)
		8	8				6	PHASE CALLED
		8	8				6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12			81	83	82	84	89
PHASE CALLED	1			8	8	8	8	8
PHASE EXTENDED	1			8	8	8	8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								QUEUE PREEMPT

20	18	24	22	28	26	32	30	
		M85	M86	M22	M23	M13	M63	DETECTOR INPUT
		8	8	2	2	1	6	DETECTOR #(S)
		8	8	2	2	1	6	PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

USH 14 & IH 39 NB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0948

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 264 | E

IH 39 NB RAMPS & USH 14 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	5/C	13	NB RT	R	R
				←Y	O
				←G	G
CABINET TO SB-2	9/C	2	EB	R	R
				Y	O
				G	G
		10	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-3	5/C	1	EB	R	R
				Y	O
				G	G
CABINET TO SB-4	7/C	4	EB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-5	5/C	9	WB	R	R
				Y	O
				G	G
CABINET TO SB-6	5/C	8	WB	R	R
				Y	O
				G	G
CABINET TO SB-7	5/C	12	NB LT	R	R
				Y	O
				G	G
CABINET TO SB-8	5/C	11	NB LT	R	R
				Y	O
				G	G
CABINET TO SB-9	5/C	7	WB	R	R
				Y	O
				G	G
CABINET TO SB-10	7/C	6	EB LT	←R	R
				←Y	O
				←FY	BLK
				←G	G
CABINET TO SB-11	9/C	3	EB	R	R
				Y	O
				↑G	G
		5	EB LT	←R	R/BLK
				←Y	O/BLK
				←FY	WHT/BLK
				←G	G/BLK
CABINET TO SB-12	5/C	15	NB RT	R	R
				←Y	O
				←G	G
CABINET TO SB-13	5/C	14	NB RT	R	R
				←Y	O
				←G	G

IH 39 NB RAMPS & USH 14 LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO LB3	SW QUADRANT
	LB3 TO SB5	WEST MEDIAN
	SB5 TO LB1	WEST MEDIAN
	CABINET TO SB13	WB RT TURN ISLAND
	SB13 TO SB9	EAST MEDIAN
	SB9 TO LB2	EAST MEDIAN

IH 39 NB RAMPS & USH 14 EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB2
CABINET	SB6
CABINET	SB8

USH 14 & IH 39 NB RAMPS STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB2	CB1	PB2→PB15→PB1
5.8 GHz WIRELESS	SB2	CB1	PB2→PB15→PB1
MD-E1	SB5	CB1	PB5→PB4→PB3→PB2→PB15→PB1
MD-S1	SB13	CB1	PB10→PB11→PB12→PB15→PB1
MD-S2	SB9	CB1	PB10→PB11→PB12→PB15→PB1
MD-W1	SB13	CB1	PB11→PB12→PB15→PB1
VDW	SB2	CB1	PB2→PB15→PB1
VDE	SB6	CB1	PB8→PB5→PB4→PB3→PB2→PB15→PB1
VDS	SB9	CB1	PB10→PB11→PB12→PB15→PB1

TRAFFIC CONTROL SIGNALS
USH 14 & IH 39 NB

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-0948 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

GENERAL NOTES:

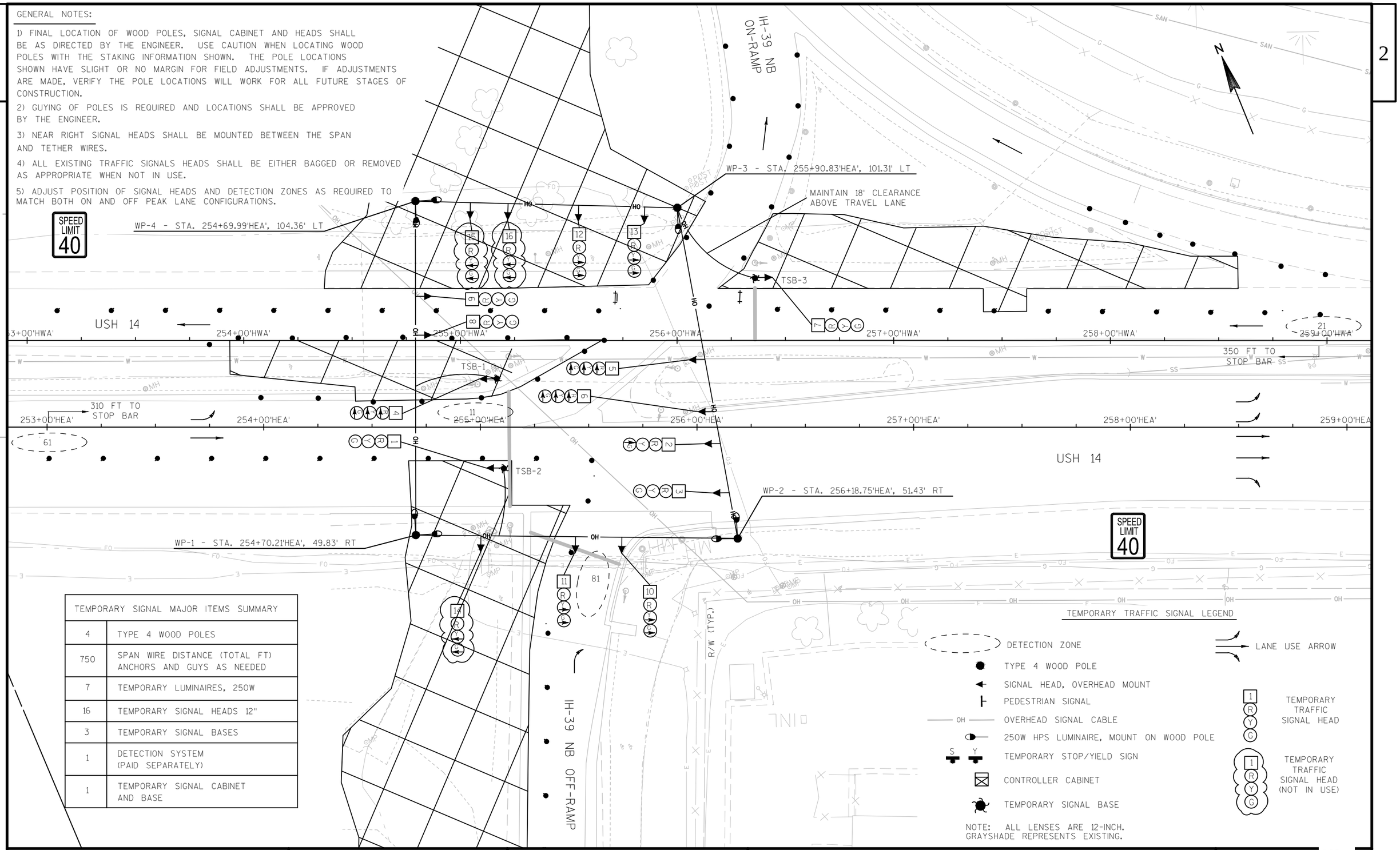
1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) ALL EXISTING TRAFFIC SIGNALS HEADS SHALL BE EITHER BAGGED OR REMOVED AS APPROPRIATE WHEN NOT IN USE.

5) ADJUST POSITION OF SIGNAL HEADS AND DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS.



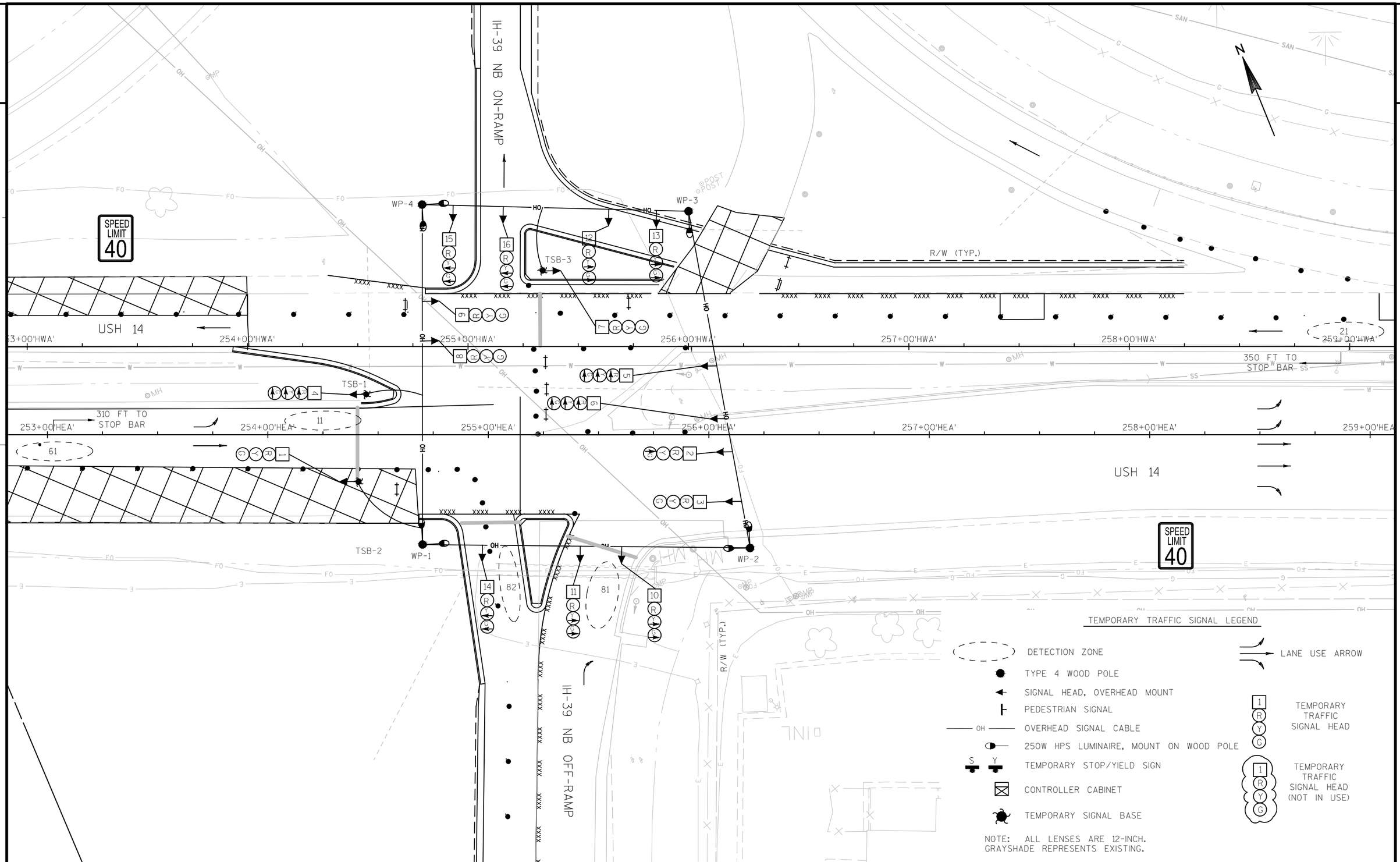
TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
4	TYPE 4 WOOD POLES
750	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
7	TEMPORARY LUMINAIRES, 250W
16	TEMPORARY SIGNAL HEADS 12"
3	TEMPORARY SIGNAL BASES
1	DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY SIGNAL CABINET AND BASE

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- LANE USE ARROW
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- TEMPORARY SIGNAL BASE
- TEMPORARY TRAFFIC SIGNAL HEAD
- TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

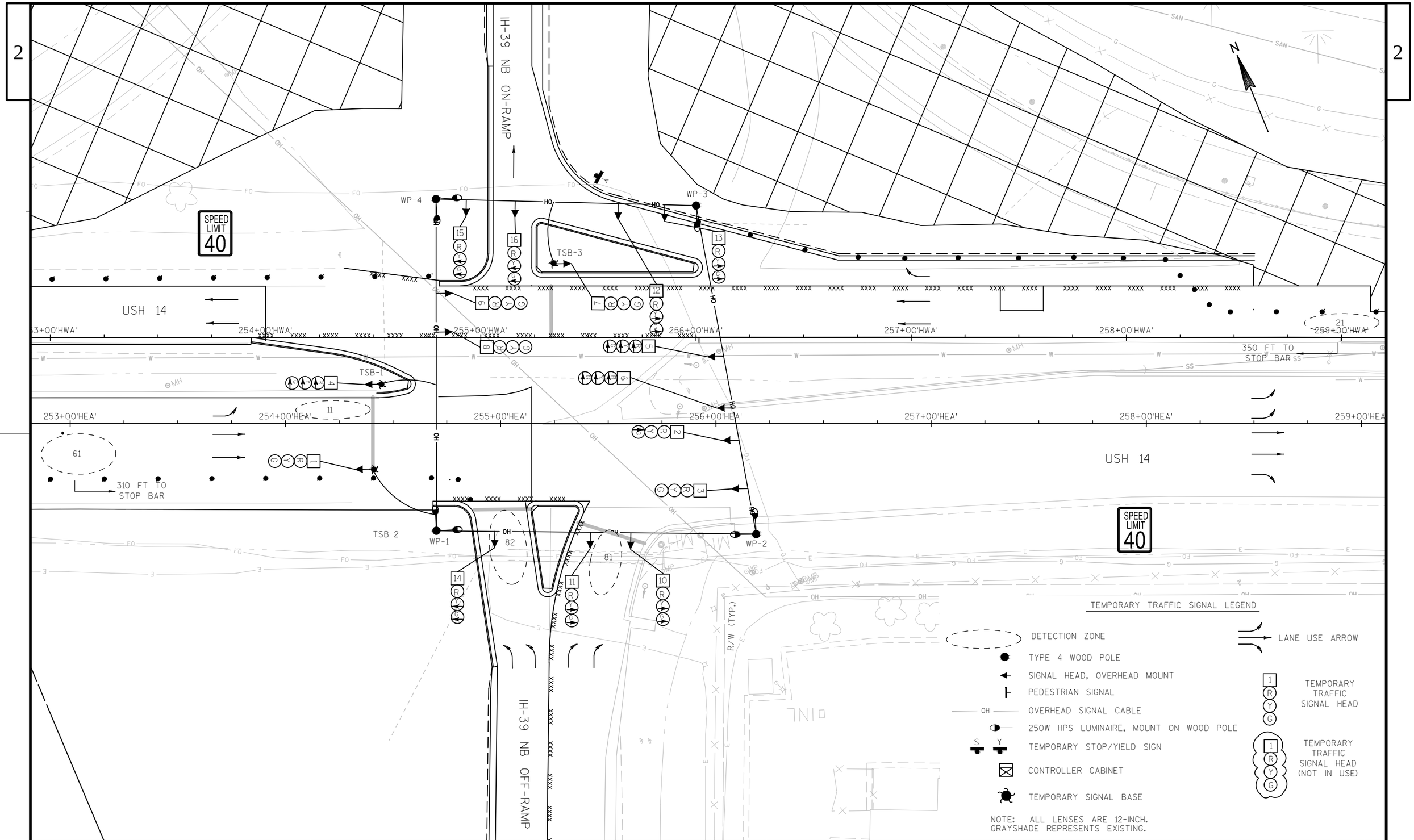
NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 266 E



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 267	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE2.DWG PLOT DATE : 10/1/2014 5:34 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : *******XREF



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 268	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE3.DWG PLOT DATE : 10/1/2014 5:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********

WISDOT/CADDS SHEET 42

2

IH-39 NB ON-RAMP

SPEED LIMIT 40

USH 14

WP-4

WP-3

WP-2

WP-1

TSB-1

TSB-2

TSB-3

253+00'HEA'

254+00'HEA'

255+00'HEA'

256+00'HEA'

257+00'HEA'

258+00'HEA'

259+00'HEA'

253+00'HWA'

254+00'HWA'

255+00'HWA'

256+00'HWA'

257+00'HWA'

258+00'HWA'

259+00'HWA'

350 FT TO STOP BAR

310 FT TO STOP BAR

R/W (TYP.)

IH-39 NB OFF-RAMP

USH 14

SPEED LIMIT 40

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- 1 R Y G TEMPORARY TRAFFIC SIGNAL HEAD
- 1 R Y G TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 269	E

FILE NAME :G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE4.DWG PLOT DATE : 10/1/2014 5:44 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	01 CLEAR TO	01 CLEAR TO	02 R/W	02 CLEAR TO **	02 CLEAR TO	02 CLEAR TO	03 NOT USED R/W	03 CLEAR TO **	03 CLEAR TO	03 CLEAR TO	04 NOT USED R/W	04 CLEAR TO **	04 CLEAR TO	04 CLEAR TO	FLASH
01	4,5,6	G	Y	R		R	R	R										-
02	7,8,9	R	R	R		G	Y	R										R
03																		
04																		
05																		
06	1,2,3	R	R	R		R	R	R										R
07																		
08	14,15,16	R	R	R		R	R	R										R
O.L.A	10,11,12,13	R	R	R		R	R	R										R

RING 2

	HEAD NUMBERS	05 NOT USED R/W	05 CLEAR TO **	05 CLEAR TO	05 CLEAR TO	06 R/W	06 CLEAR TO **	06 CLEAR TO	06 CLEAR TO	07 NOT USED R/W	07 CLEAR TO **	07 CLEAR TO	07 CLEAR TO	08 OL'A' R/W	08 CLEAR TO **	08 CLEAR TO	08 CLEAR TO
01	4,5,6					R	R	R						R	R	R	
02	7,8,9					R	R	R						R	R	R	
03																	
04																	
05																	
06	1,2,3					G	G	Y	R					R	R	R	
07																	
08	14,15,16					R	R	R						G	Y	R	
O.L.A	10,11,12,13					R	R	R						G	Y	R	

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,8
2	6	1,8
3		
4		
5		
6	1 OR 2	8
7		
8	NONE	1,2,6

N

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					
21	2	X			2	2					
61	3	X			6	6					
81	4	X			8	8					
82	5	X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / O	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3				
4				
5				
6	X	2	MIN.	X
7				
8	X			X

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A" =	8	-

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER (GPS)	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. NB LEFT TURN AND DETECTOR 82 ADDED TO PHASE 8 FOR STAGES 2-4.

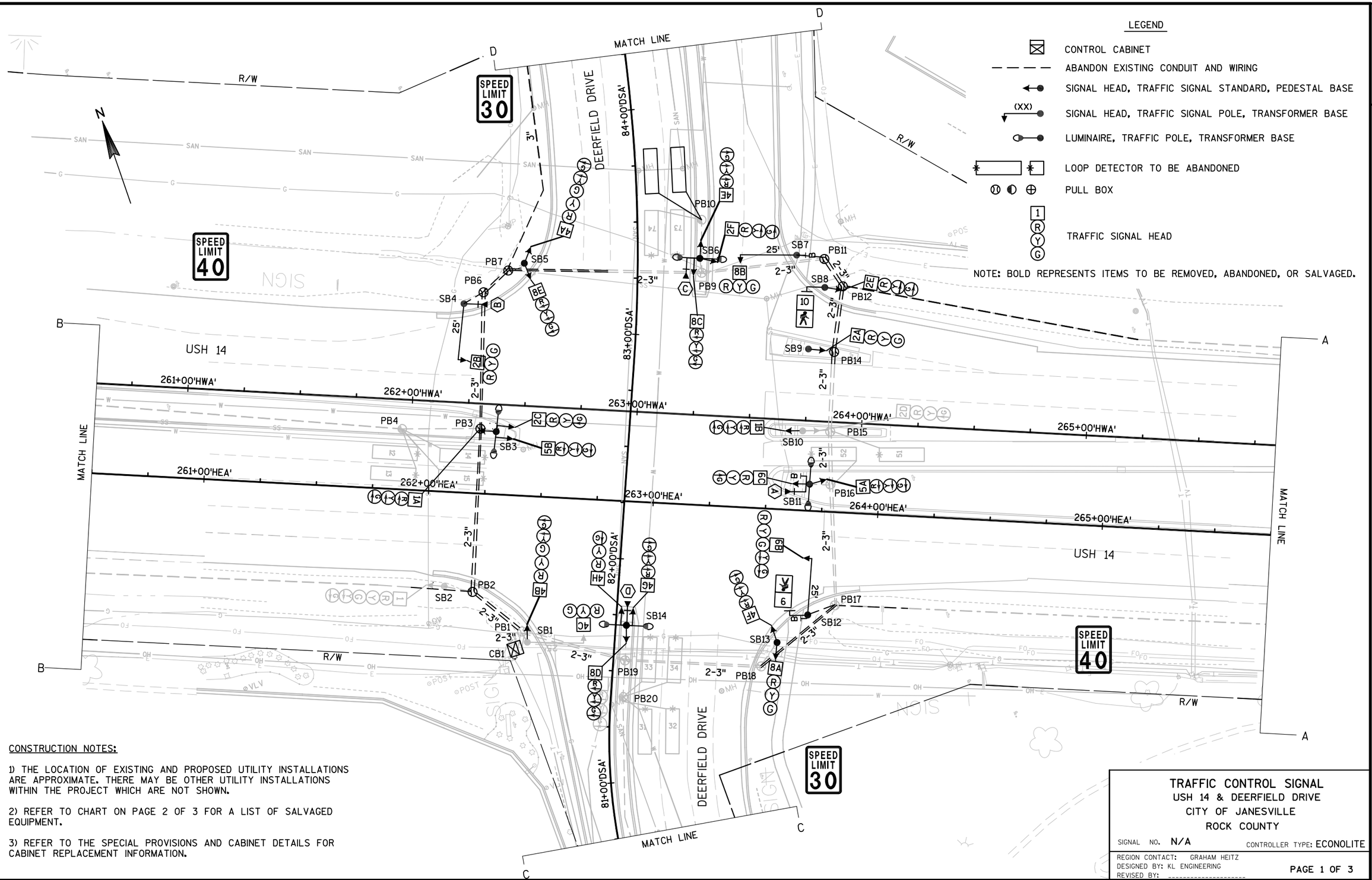
USH 14 / HUMES ROAD
& NB IH-39/90 RAMP

SIGNAL NO. T-53-0948

CONTROLLER TYPE: NA

Date

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 270 | E



CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART ON PAGE 2 OF 3 FOR A LIST OF SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

TRAFFIC CONTROL SIGNAL

USH 14 & DEERFIELD DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A
CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

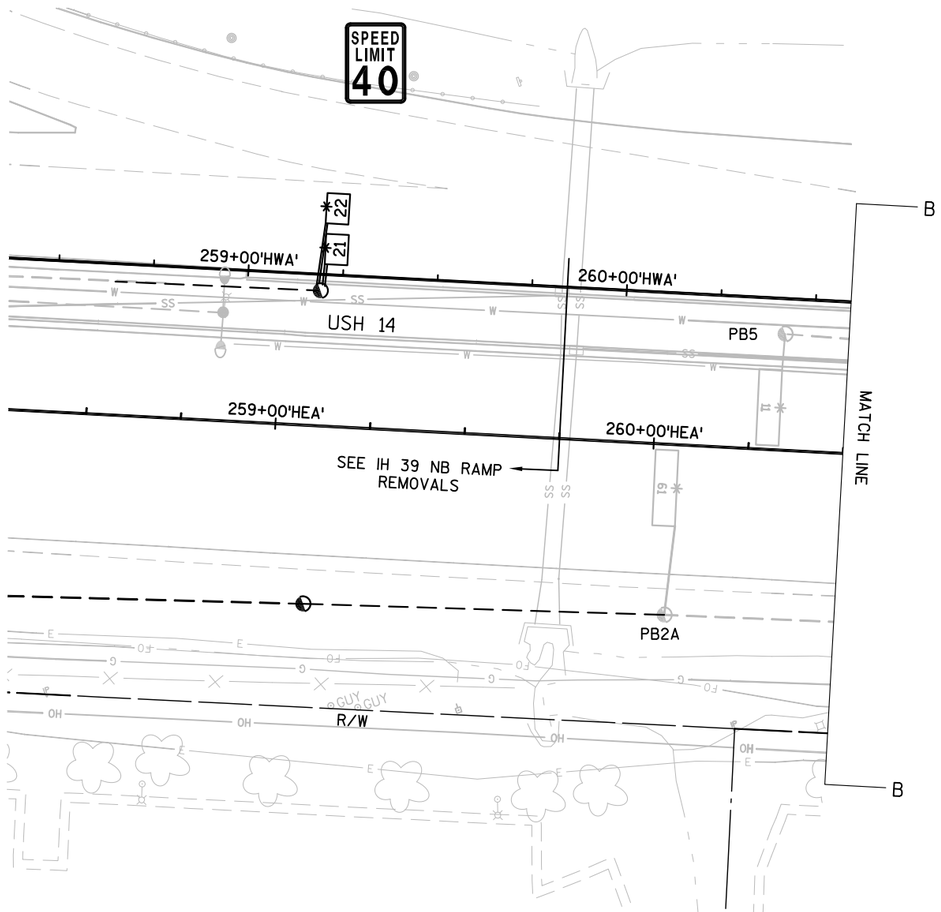
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 271 E

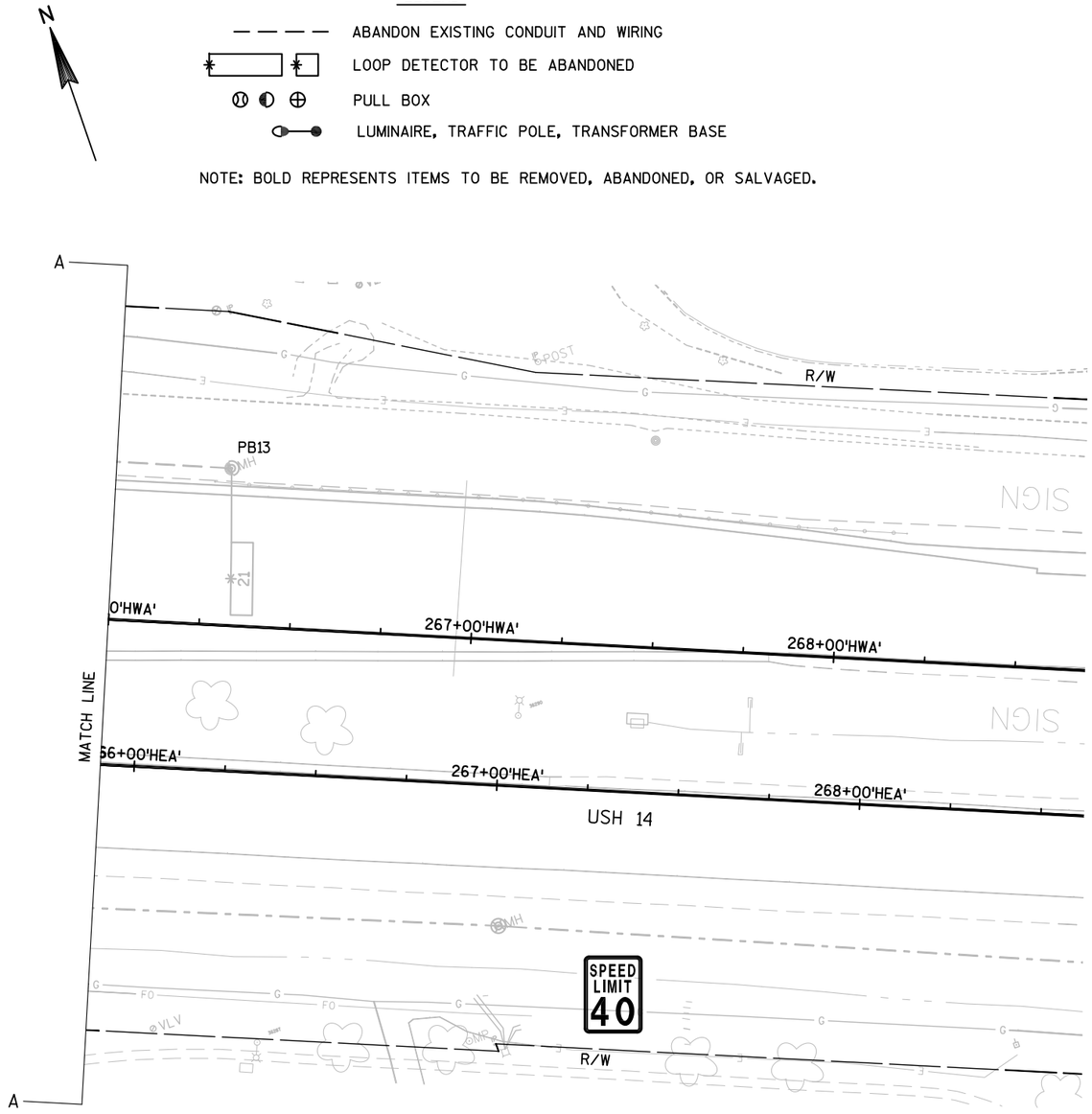
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

USH 14 & DEERFIELD DR. SALVAGED EQUIPMENT LIST								
EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB3	TRANSFORMER*	30 FT*	--	1A^,2C*,5B^	TWO ARMS*	--	SB15	5,14
SB4	TRANSFORMER*	20 FT*	25 FT*	2B*	--	--	--	--
SB5	PEDESTAL^	15 FT^	--	4A*,8E*	--	SB17	--	--
SB6	TRANSFORMER*	30 FT*	--	2F^,4E^,8C*	TWO ARMS*	--	SB11	28,24
SB7	TRANSFORMER*	20 FT*	25 FT*	8B*	--	--	--	--
SB8	PEDESTAL^	15 FT^	--	2E^,10*	--	SB10	SB10	27
SB9	PEDESTAL^	15 FT^	--	2A^	--	SB8	SB8	8
SB10	TO REMAIN IN PLACE			1B*	--	--	--	--
SB11	TRANSFORMER^	30 FT^	--	5A^,6C*	TWO ARMS^	SB15	SB6	12
SB12	TRANSFORMER*	20 FT*	25 FT*	6B*	--	--	--	--
SB13	PEDESTAL^	13 FT^	--	4F*,8A^	--	SB3	--	15
SB14	TRANSFORMER*	30 FT*	--	4G*,4H^,8D^	TWO ARMS*	--	SB2	22,18

* DISPOSE

^SALVAGE & REINSTALL





LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
USH 14 & DEERFIELD DRIVE
CITY OF JANESVILLE
ROCK COUNTY

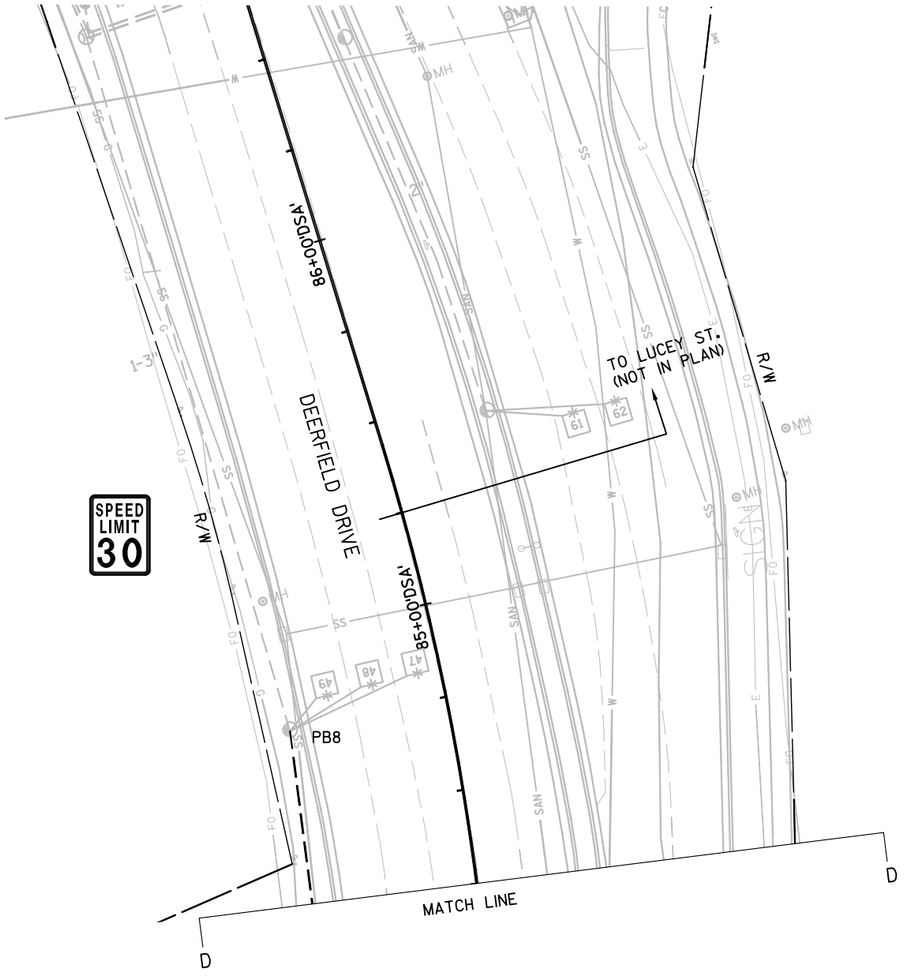
SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 272 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

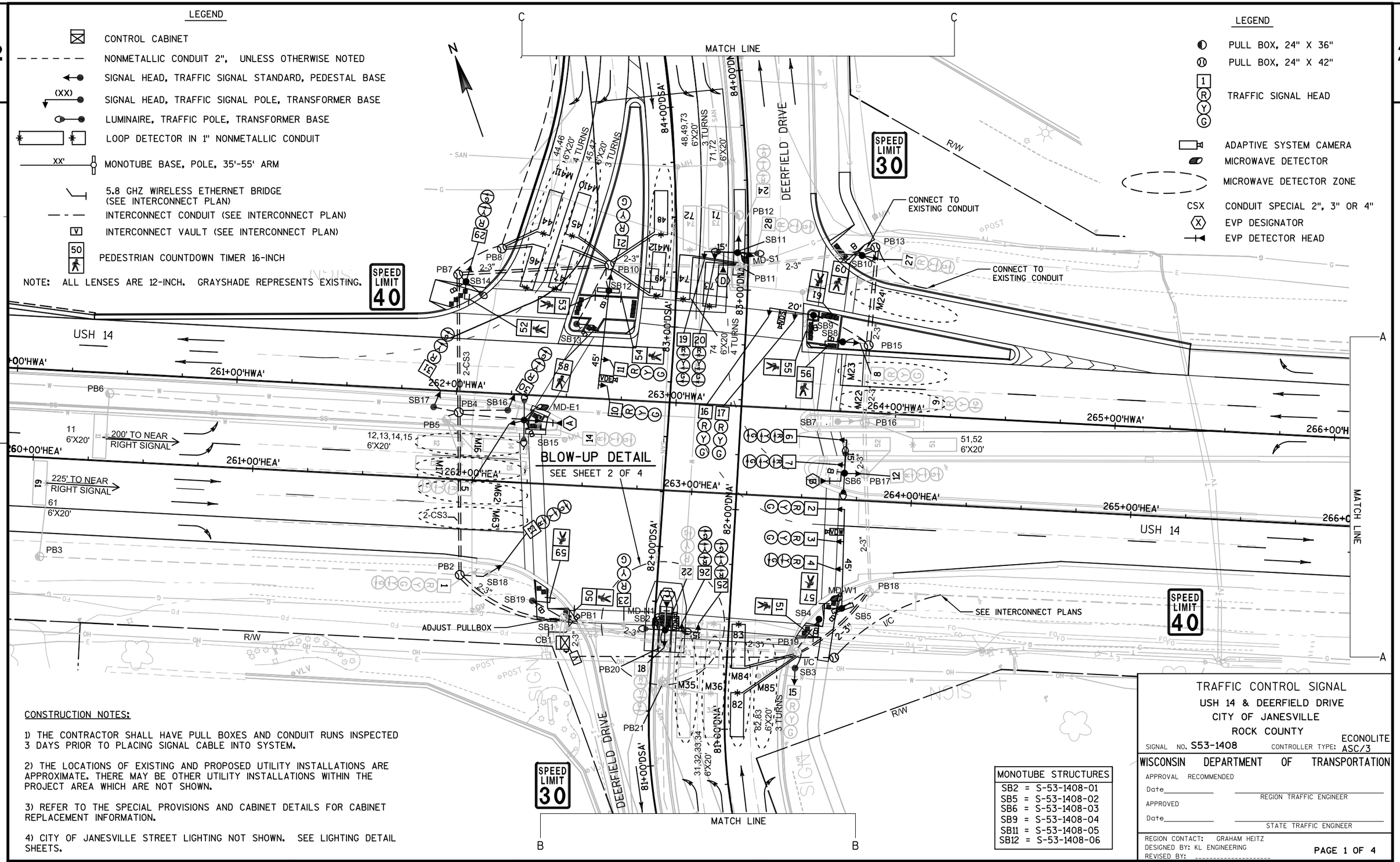
TRAFFIC CONTROL SIGNAL
USH 14 & DEERFIELD DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 3 OF 3

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 273	E



CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

MONOTUBE STRUCTURES
SB2 = S-53-1408-01
SB5 = S-53-1408-02
SB6 = S-53-1408-03
SB9 = S-53-1408-04
SB11 = S-53-1408-05
SB12 = S-53-1408-06

TRAFFIC CONTROL SIGNAL
USH 14 & DEERFIELD DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1408 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ REGION TRAFFIC ENGINEER

APPROVED
Date_____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

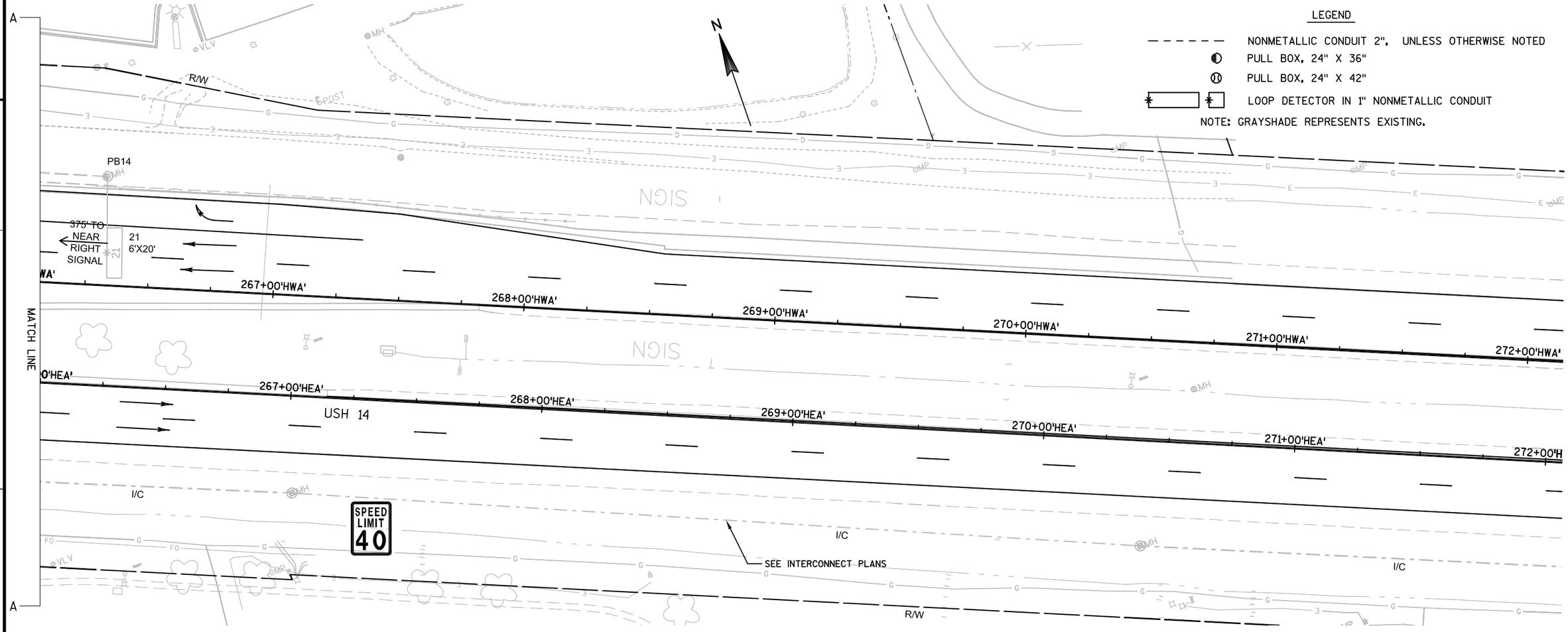
PAGE 1 OF 4

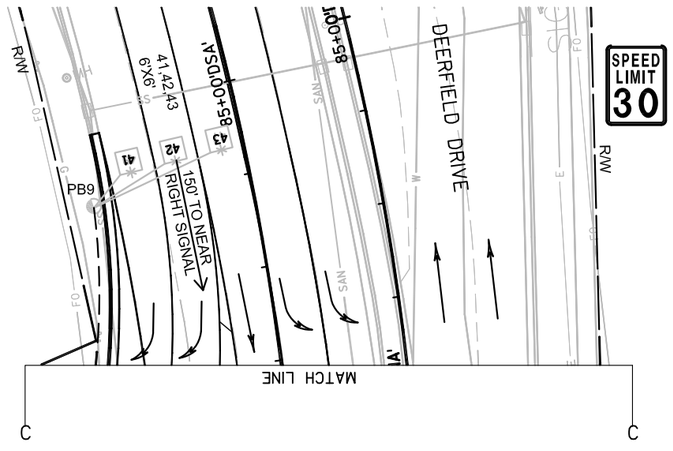
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 274 E

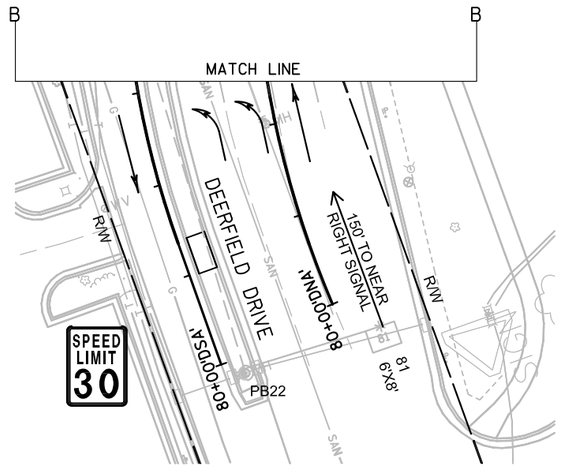
LEGEND

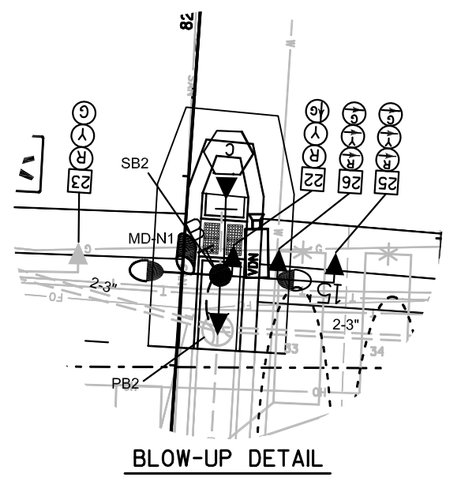
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.









BLOW-UP DETAIL

TRAFFIC CONTROL SIGNAL
USH 14 & DEERFIELD DRIVE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1408
CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

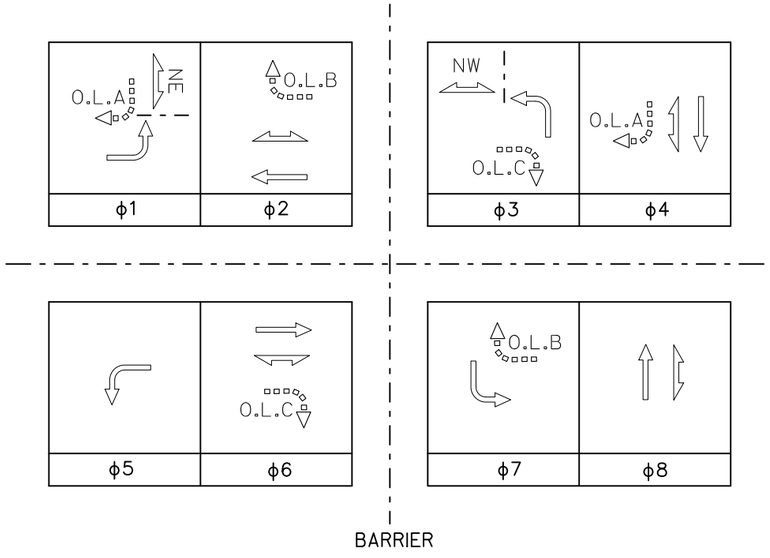
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 275 E

	HEAD NUMBERS	FLASH
Ø1	5-7	R
Ø2	8-11	Y
Ø3	18-20	R
Ø4	21-23	R
Ø5	12-14	R
Ø6	1-3	Y
Ø7	24-26	R
Ø8	15-17	R
Ø1 PED	60,61	
Ø2 PED	54,55	
Ø3 PED	52,53	
Ø4 PED	56,57	
Ø6 PED	50,51	
Ø8 PED	56,57	
OLA	29-31	R
OLB	27,28	R
OLC	1,4	R
OLD		
OLE		
OLF		
OLG		
OLH		

O.L. ASSIGNMENTS
1 + 4
2 + 7
3 + 6

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2&5
4	EVP	B	6&1
5	EVP	C	4&7
6	EVP	D	8&3
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	X

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

DETECTOR LOGIC

									MD-N1		MD-S1		MD-E1		MD-W1		
DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR #(S)	11	12/13	21	31/32	41/42	82/83	51/52	61	M412		M84	M85	M24		M62	M63	DETECTOR #(S)
PHASE CALLED	1	1	2	3	4	8	5	6	4		8	8	2		6	6	PHASE CALLED
PHASE EXTENDED	1	1	2	3	4	8	5	6	4		8	8	2		6	6	PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR #(S)	46/47	14/15	73/74	33/34	44/45	49	81	71/72	M410	M411	M35	M36	M22	M23	M16	M17	DETECTOR #(S)
PHASE CALLED	4	1	7	3	4	4	8	7	4	4	3	3	2	2	1	1	PHASE CALLED
PHASE EXTENDED	4	1	7	3	4	4	8	7	4	4	3	3	2	2	1	1	PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT PHASE
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

NOTE: LOOP 43 IS NOT IN USE

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

USH 14 & DEERFIELD DRIVE

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1408

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 276 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/20/2014 3:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

USH 14 & DEERFIELD DRIVE
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	9/C	23	SB	R	R
				Y	O
				G	G
		50	WB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-2	15/C	22	SB	R	R
				Y	O
				G	G
		25	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		26	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		18	NB LT	R	BLK
				Y	BLU/BLK
				G	BLU
		PED BUTTON		BUTTON	WHT/BLK
CABINET TO SB-3	5/C	15	NB LT	R	R
				Y	O
				G	G
CABINET TO SB-4	5/C	51	EB PED	W	G
				DW	R
				BUTTON	O
CABINET TO SB-5	12/C	2	EB	R	R
				Y	O
				G	G
		3	EB	R	R
				Y	O
				G	G
		4	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		57	SB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-6	9/C	6	EB LT	R	R
				Y	O
				G	G
		7	EB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-7	5/C	9	WB	R	R
				Y	O
				G	G
CABINET TO SB-8	9/C	8	SB	R	R
				Y	O
				G	G
		56	NB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK

USH 14 & DEERFIELD DRIVE
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-9	12/C	16	EB	R	R
				Y	O
				G	G
		17	EB	R	R
				Y	O
				G	G
		55	WB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
		61	SB PED	W	G/BLK
				DW	R/BLK
				BUTTON	BLK/WHT
CABINET TO SB-10	9/C	27	WB RT	R	R
				Y	O
				G	G
		60	NB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-11	12/C	24	SB LT	R	R
				Y	O
				G	G
		19	NB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		20	NB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		28	WB RT	R	BLK
				Y	WHT/BLK
				G	BLU
CABINET TO SB-12	12/C	10	WB	R	R
				Y	O
				G	G
		11	WB	R	R
				Y	O
				G	G
		21	SB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		53	EB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
		54	WB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK

USH 14 & DEERFIELD DRIVE
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-13	5/C	58	NB PED	W	R
				DW	O
				BUTTON	G
CABINET TO SB-14	9/C	29	SB RT	R	R
				Y	O
				G	G
		52	EB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK
CABINET TO SB-15	9/C	5	EB LT	R	R
				Y	O
				G	G
		14	WB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
		PED BUTTON		BUTTON	WHT/BLK
CABINET TO SB-16	5/C	30	SB RT	R	R
				Y	O
				G	G
CABINET TO SB-17	5/C	31	SB RT	R	R
				Y	O
				G	G
CABINET TO SB-18	12/C	1	EB	R	R
				Y	O
				G	G
				Y	O/BLK
				G	G/BLK
		13	WB LT	R	R/BLK
				Y	BLK
				G	BLU
CABINET TO SB-19	5/C	59	SB PED	W	G
				DW	R
				BUTTON	O

USH 14 & DEERFIELD DRIVE
STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB1	CB1	PB1
MD-N1	SB2	CB1	PB20→PB1
MD-E1	SB15	CB1	PB5→PB2→PB1
MD-S1	SB11	CB1	PB11→PB10→PB7→PB4→PB2→PB1
MD-W1	SB5	CB1	PB18→PB19→PB20→PB1
VDN	SB2	CB1	PB20→PB1
VDE	SB7	CB1	PB10→PB7→PB4→PB2→PB1
VDS	SB9	CB1	PB15→PB16→PB17→PB18→PB19→PB20→PB1
VDW	SB5	CB1	PB18→PB19→PB20→PB1

USH 14 & DEERFIELD DRIVE
LIGHTING CABLING CHART
TYPE UF 12-2 AWG GROUNDED

CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB2	SOUTH MEDIAN
	SB2 TO SB6	EAST MEDIAN
	CABINET TO SB15	WEST MEDIAN
	SB15 TO SB14	NW QUADRANT
	SB14 TO SB11	NORTH MEDIAN

USH 14 & DEERFIELD DRIVE
EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE

FROM	TO
CABINET	SB2
CABINET	SB6
CABINET	SB11
CABINET	SB15

TRAFFIC CONTROL SIGNALS
USH 14 & DEERFIELD DR

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1408 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CABLE ROUTING PLAN	SHEET 277 E

FILE NAME: G:\ — ORIGINATOR: KL ENGINEERING, INC. — ORIG. DATE: — REV. DATE: — PRINT DATE: October 21, 2014

GENERAL NOTES:

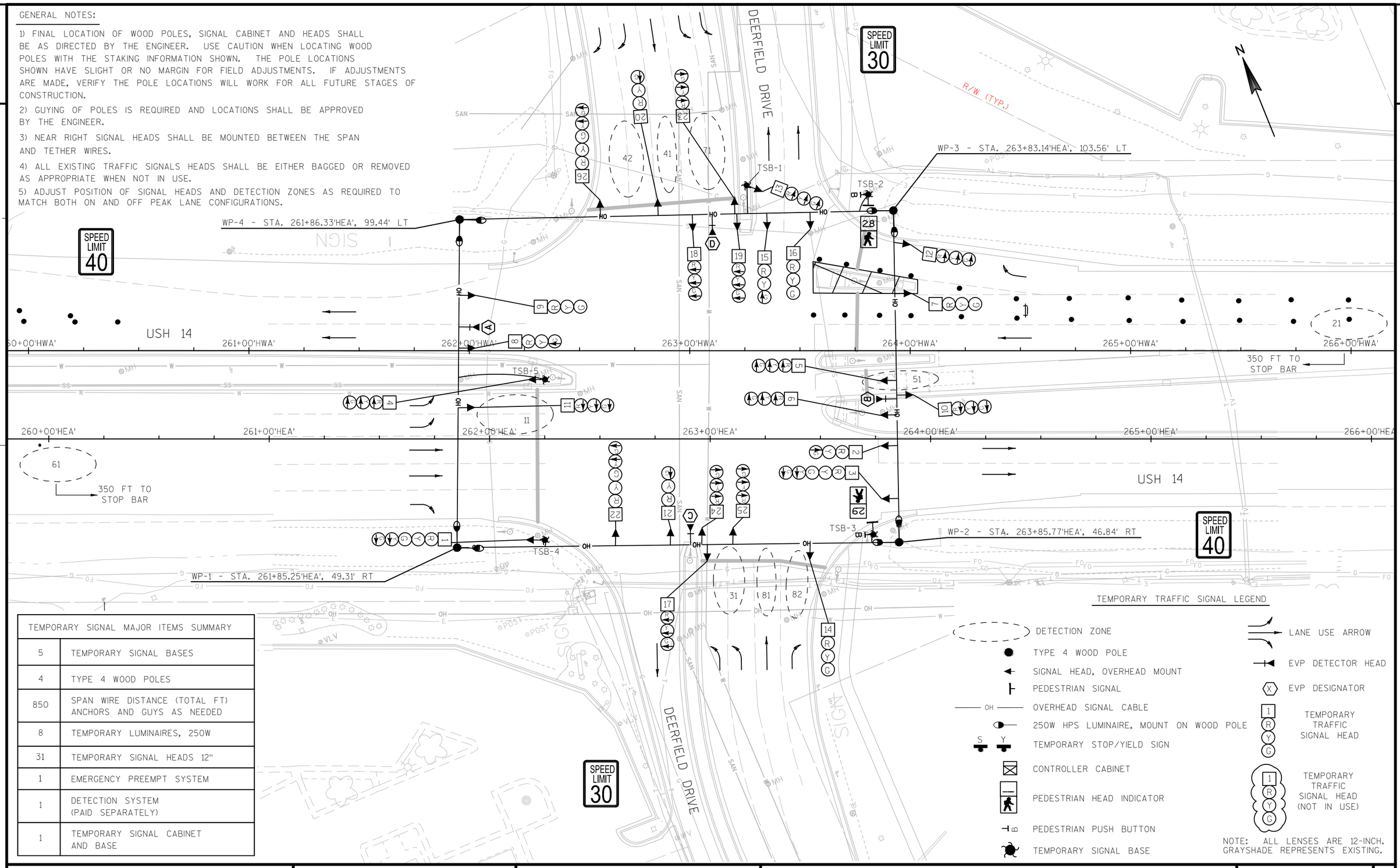
1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) ALL EXISTING TRAFFIC SIGNALS HEADS SHALL BE EITHER BAGGED OR REMOVED AS APPROPRIATE WHEN NOT IN USE.

5) ADJUST POSITION OF SIGNAL HEADS AND DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS.



TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
5	TEMPORARY SIGNAL BASES
4	TYPE 4 WOOD POLES
850	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, 250W
31	TEMPORARY SIGNAL HEADS 12"
1	EMERGENCY PREEMPT SYSTEM
1	DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY SIGNAL CABINET AND BASE

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y — TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- PEDESTRIAN HEAD INDICATOR
- B — PEDESTRIAN PUSH BUTTON
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- EVP DETECTOR HEAD
- X — EVP DESIGNATOR
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD
- 1 R Y G — TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 278	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE1.DWG PLOT DATE : 10/1/2014 5:29 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1'=40' XREF
WISDOT/CADDS SHEET 42

2

DEERFIELD DRIVE

SPEED LIMIT 30

SPEED LIMIT 40

R/W (TYP.)

N

USH 14

WP-1 WP-2 WP-3 WP-4

TSB-1 TSB-2 TSB-3 TSB-4 TSB-5

260+00'HEA' 261+00'HEA' 262+00'HEA' 263+00'HEA' 264+00'HEA' 265+00'HEA' 266+00'HEA'

260+00'HWA' 261+00'HWA' 262+00'HWA' 263+00'HWA' 264+00'HWA' 265+00'HWA' 266+00'HWA'

350 FT TO STOP BAR

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- PEDESTRIAN HEAD INDICATOR
- PEDESTRIAN PUSH BUTTON
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- EVP DETECTOR HEAD
- EVP DESIGNATOR
- TEMPORARY TRAFFIC SIGNAL HEAD
- TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 279	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE2_DEERFIELD.DWG PLOT DATE : 10/1/2014 5:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********

WISDOT/CADDS SHEET 42

2

DEERFIELD DRIVE

SPEED LIMIT 30

SPEED LIMIT 40

R/W (TYP.)

N

TSB-1

TSB-2

TSB-3

TSB-4

TSB-5

TSB-6

WP-1

WP-2

WP-3

WP-4

USH 14

260+00'HEA'

261+00'HEA'

262+00'HEA'

263+00'HEA'

264+00'HEA'

265+00'HEA'

266+00'HEA'

261+00'HWA'

262+00'HWA'

263+00'HWA'

264+00'HWA'

265+00'HWA'

266+00'HWA'

350 FT TO STOP BAR

TEMPORARY TRAFFIC SIGNAL LEGEND

- DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN SIGNAL
- OH — OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- CONTROLLER CABINET
- PEDESTRIAN HEAD INDICATOR
- PEDESTRIAN PUSH BUTTON
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- 1 R Y G TEMPORARY TRAFFIC SIGNAL HEAD
- 1 R Y G TEMPORARY TRAFFIC SIGNAL HEAD (NOT IN USE)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 280	E

FILE NAME :G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TEMP SIGNALS\5569-00-72\024000_TSP_STAGE3_DEERFIELD.DWG PLOT DATE :10/1/2014 5:41 PM PLOT BY :KL ENGINEERING PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	4,5,6	G	Y R	R	R R	R	R R	R	R R	R
02	7,8,9	R	R R	G G	Y R	R	R R	R	R R	Y
03	17,18,19	R	R R	R	R R	G	Y R	R	R R	R
04	20,21,22,(26 STAGE 1&2)	R	R R	R	R R	R	R R	G G	Y R	R
05	10,11	R	R R	R	R R	R	R R	R	R R	R
06	1,2,3	R	R R	R	R R	R	R R	R	R R	Y
07	23,24,25	R	R R	R	R R	R	R R	R	R R	R
08	14,15,16	R	R R	R	R R	R	R R	R	R R	R
O.L.A	22,26 (STAGE 1&2)	G	Y R	R	R R	R	R R	G	Y -	R
O.L.A	26,27 (STAGE 3)	G	Y R	R	R R	R	R R	G	Y R	R
O.L.B	12,13	R	R R	G	Y R	R	R R	R	R R	R
O.L.C	1,3	R	R R	R	R R	G	Y R	R	R R	-
08P	28,29	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW	

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	4,5,6	R	R R	R	R R	R	R R	R	R R
02	7,8,9	R	R R	R	R R	R	R R	R	R R
03	17,18,19	R	R R	R	R R	R	R R	R	R R
04	20,21,22,(26 STAGE 1&2)	R	R R	R	R R	R	R R	R	R R
05	10,11	G	Y R	R	R R	R	R R	R	R R
06	1,2,3	R	R R	G G	Y R	R	R R	R	R R
07	23,24,25	R	R R	R	R R	G	Y R	R	R R
08	14,15,16	R	R R	R	R R	R	R R	G G	Y R
O.L.A	22,26 (STAGE 1&2)	R	R R	R	R R	R	R R	R	R R
O.L.A	26,27 (STAGE 3)	R	R R	R	R R	R	R R	R	R R
O.L.B	12,13	R	R R	R	R R	G	Y R	R	R R
O.L.C	1,3	R	R R	G	Y R	R	R R	R	R R
08P	28,29	DW	DW DW	DW	DW DW	DW	DW DW	*	DW DW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

N

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					
21	2	X			2	2					
31	3	X			3	3					
41	4	X			4	4					
42	5	X			4	4					
51	6	X			5	5					
61	7	X			6	6					
71	8	X			7	7					
81	9	X			8	8					
82	10	X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / /O	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A" =	1,4	-
O.L. "B" =	2,7	-
O.L. "C" =	3,6	-
O.L. "D" =	-	-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4,7,8
2	5 or 6	1,3,4,7,8
3	7 or 8	1,2,4,5,6
4	7 or 8	1,2,3,5,6
5	1 or 2	3,4,6,7,8
6	1 or 2	3,4,5,7,8
7	3 or 4	1,2,5,6,8
8	3 or 4	1,2,5,6,7

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	X
HARDWIRE	
OTHER (GPS)	
LIFT BRIDGE	
QUEUE DETECTOR	

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. DETECTORS ARE MOTORCYCLE SENSITIVE.
5. SIGNAL WILL DWELL ON PHASES 2 AND 6.
6. SIGNAL HEADS 22 & 26 SHOULD BE CONVERTED FROM 5 SECTION TO 3 SECTION HEADS AS SHOWN ON PLANS FOR STAGE 3.
7. SIGNAL HEAD 27 SHOULD BE ADDED DURING STAGE 3.

USH 14 / HUMES ROAD
& DEERFIELD DRIVE

SIGNAL NO. T-53-1408

CONTROLLER TYPE: NA

Date

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 281 | E

2

2

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- 1 R Y G TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

N

WRIGHT ROAD

SPEED LIMIT 30

SPEED LIMIT 40

USH 14

R/W

MATCH LINE

279+00'HWA' 280+00'HWA' 281+00'HWA' 281+25'HWA'

279+00'HEA' 280+00'HEA' 281+00'HEA' 282+00'HEA' 283+00'HEA' 284+0

92+00'WSA' 93+00'WSA' 94+00'WSA'

PB1 PB2 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16 PB17 PB18 PB18-1 PB20 PB20-1 PB21 PB21-1 PB22 PB23 PB23-1 PB25 PB25-1 PB26 PB26-1 PB27 PB28

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13 SB14 SB15

CB1

2-3" 1.5" 3"

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

TRAFFIC CONTROL SIGNAL
USH 14 & WRIGHT ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

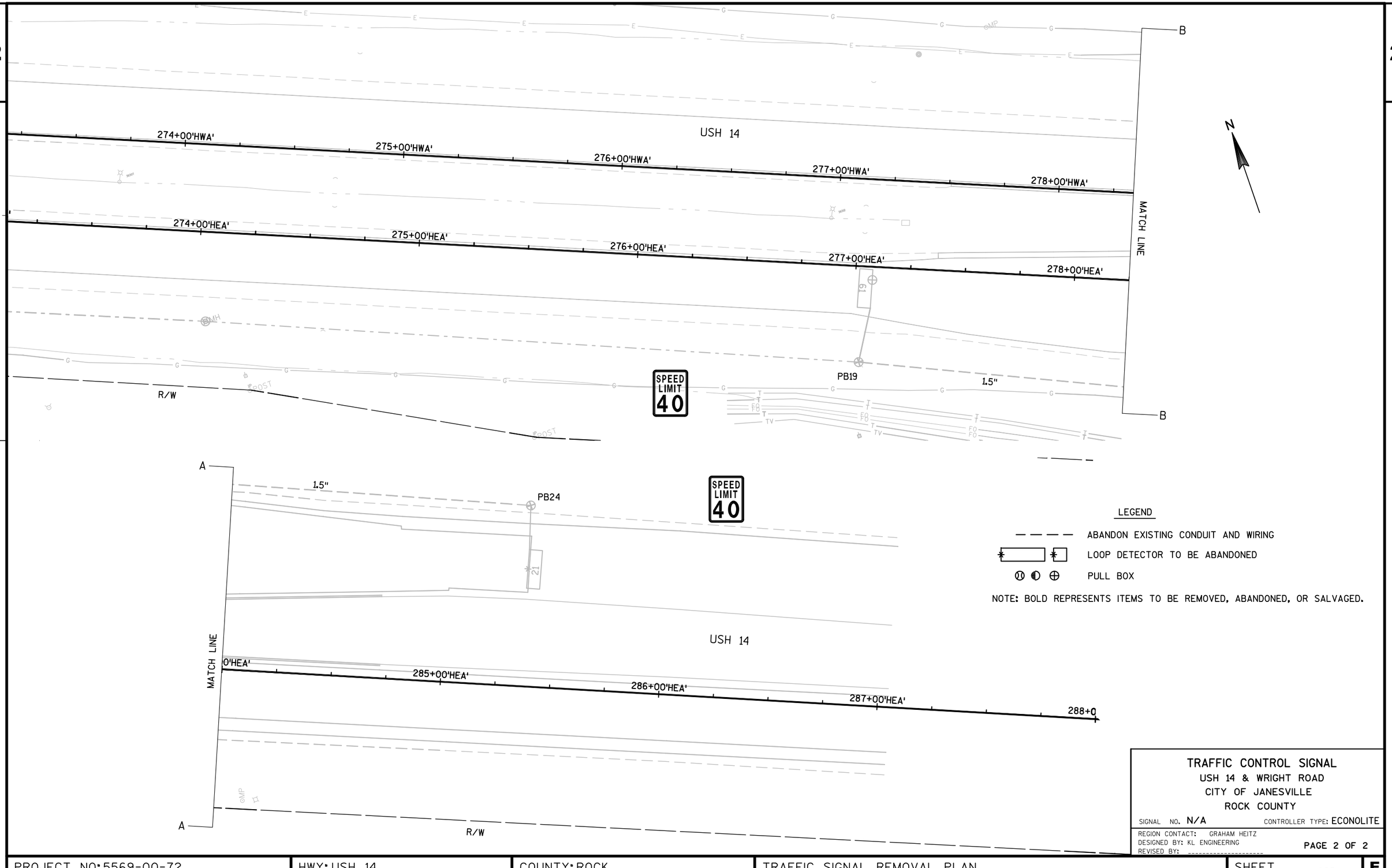
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 282 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



LEGEND

- ABANDON EXISTING CONDUIT AND WIRING
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL

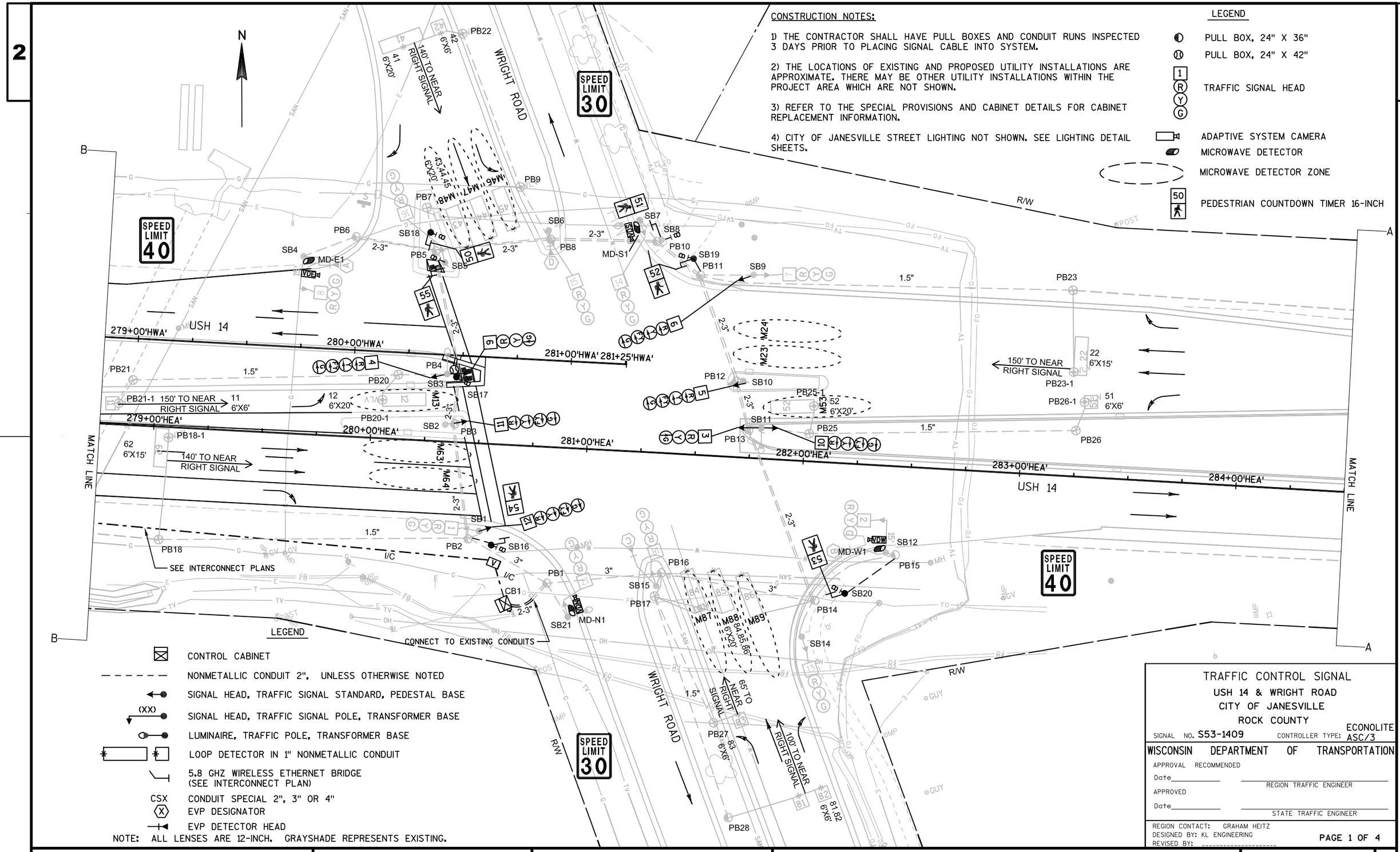
USH 14 & WRIGHT ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 2 OF 2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 283 E



TRAFFIC CONTROL SIGNAL
USH 14 & WRIGHT ROAD
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO. S53-1409 CONTROLLER TYPE: ECONOLITE ASC/3

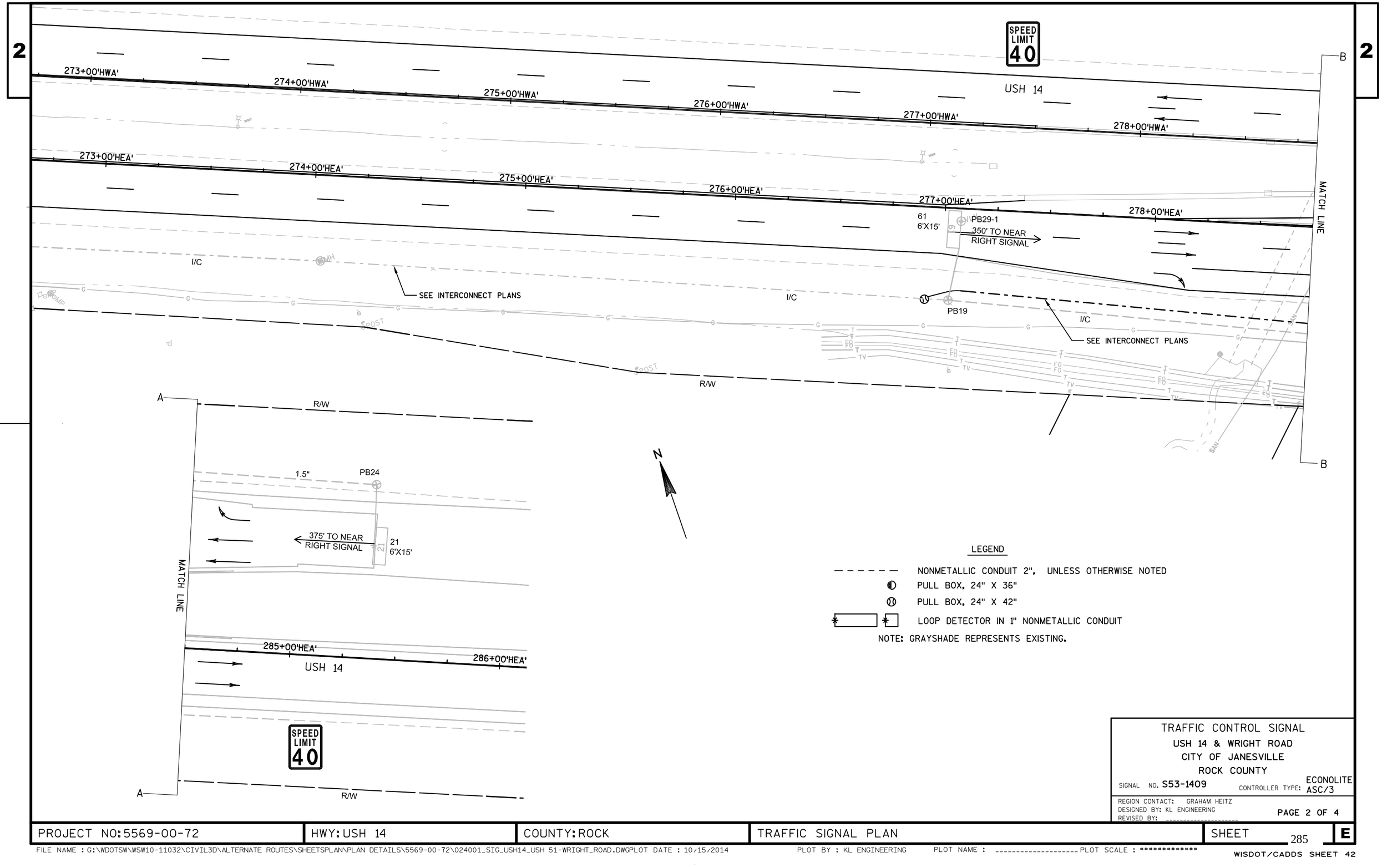
WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER
APPROVED
Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 284 E



TRAFFIC CONTROL SIGNAL
USH 14 & WRIGHT ROAD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1409 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

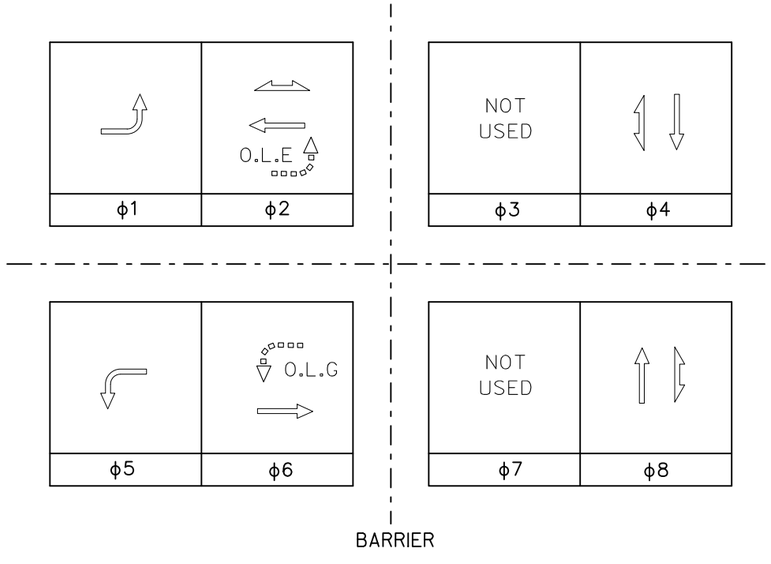
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 285	E

	HEAD NUMBERS	FLASH
Ø1	4-6	
Ø2	7-9	R
Ø3		
Ø4	16-18	R
Ø5	10-12	
Ø6	1-3	R
Ø7		
Ø8	13-15	R
Ø2 PED	50,51	
Ø4 PED	54,55	
Ø6 PED		
Ø8 PED	52,53	

O.L.		ASSIGNMENTS
OLA		
OLB		
OLC		
OLD		
OLE	R	1 + 2
OLF		
OLG	R	5 + 6
OLH		

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3				
4	X	8		X
5	X			X
6	X	2	MIN.	X
7				
8	X	4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	2&5
4	EVP	B	6&1
5	EVP	C	4
6	EVP	D	8
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	41	44	51	61	81/82	83
PHASE CALLED	1	2	4	4	5	6	8	8
PHASE EXTENDED	1	2	4	4	5	6	8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M48		M89			M23		M63	DETECTOR #(S)
4		8			2		6	PHASE CALLED
4		8			2		6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12	22	43/44	45	52	62	85/86	84
PHASE CALLED	1	2	4	4	5	6	8	8
PHASE EXTENDED	1	2	4	4	5	6	8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
M46	M47	M87	M88	M53	M24	M13	M64	DETECTOR #(S)
4	4	8	8	5	2	1	6	PHASE CALLED
4	4	8	8	5	2	1	6	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

USH 14 & WRIGHT ROAD

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1409

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 4

USH 14 & WRIGHT ROAD NO. 14 CABLE					
CABLE RUN	CABLKE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB1	5/C	1	EB	R	R
				Y	O
				G	G
CB1 TO SB21	9/C	17	SB	R	R
				Y	O
				G	G
		18	SB	R	R/BLK
				Y	WHT/BLK
				G	G/BLK
SB21 TO SB15	5/C	18	SB	R	R
				Y	O
				G	G
CB1 TO SB12	9/C	2	EB	R	R
				Y	O
				G	G
		13	NB	R	R/BLK
				Y	WHT/BLK
				G	G/BLK
SB12 TO SB14	5/C	13	NB	R	R
				Y	O
				G	G
CB1 TO SB11		3	EB	R	R/BLK
				Y	WHT/BLK
				G↑	G/BLK
		10	WB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G
CB1 TO SB10	7/C	5	EB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G
CB1 TO SB7 (NEW CABLE RUN)	9/C	14	NB	R	R
				Y	O
				G	G
		7	WB	R	R/BLK
				Y	WHT/BLK
				G	G/BLK
SB7 TO SB9	5/C	7	WB	R	R
				Y	O
				G	G
CB1 TO SB5 (NEW CABLE RUN)	12/C	16	SB	R	R
				Y	O
				G	G
		15	NB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		55	NB PED	W	BLU
				DW	BLK
				BUTTON	WHT/BLK

USH 14 & WRIGHT ROAD NO. 14 CABLE					
CABLE RUN	CABLKE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
SB5 TO SB6	5/C	15	NB	R	R
				Y	O
				G	G
CB1 TO SB4 (NEW CABLE RUN)	5/C	8	WB	R	R
				Y	O
				G	G
CB1 TO SB3 (NEW CABLE RUN)	9/C	4	EB LT TURN	←R	R/BLK
				←Y	WHT/BLK
				←FY	BLK
				←G	G/BLK
		9	WB	R	R
				Y	O
				G↑	G
CB1 TO SB2	7/C	11	WB LT TURN	←R	R/BLK
				←Y	WHT/BLK
				←FY	BLK
				←G	G/BLK
CB1 TO SB1 (NEW CABLE RUN)	5/C	12	WB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G
CB1 TO SB9 (NEW CABLE RUN)	5/C	6	WB LT TURN	←R	R
				←Y	O
				←FY	BLK
				←G	G
CB1 TO SB8 (NEW CABLE RUN)	5/C	51	EB PED	W	G
				DW	R
				BUTTON	O
CB1 TO SB16 (NEW CABLE RUN)	5/C	54	SB PED	W	G
				DW	R
				BUTTON	O
CB1 TO SB17 (NEW CABLE RUN)	5/C	PED BUTTON	WEST CROSSING	BUTTON	O
CB1 TO SB18 (NEW CABLE RUN)	5/C	50	WB PED	W	G
				DW	R
				BUTTON	O
CB1 TO SB19 (NEW CABLE RUN)	5/C	52	NB PED	W	G
				DW	R
				BUTTON	O
CB1 TO SB20 (NEW CABLE RUN)	5/C	53	SB PED	W	G
				DW	R
				BUTTON	O

NOTE- EXISTING CABLING TO REMAIN INTACT WHERE POSSIBLE. NEW SIGNAL CABLE WILL BE REQUIRED FOR SIGNAL HEADS 4, 6, 8, 9, 12, 14, 16, & 50-55, AS NOTED ABOVE

USH 14 & WRIGHT ROAD LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB21	SW QUADRANT
	SB21 TO SB11	MEDIAN
	CABINET TO SB3	MEDIAN
	SB3 TO SB7	NE QUADRANT

USH 14 & WRIGHT ROAD STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-N1	SB15	CB1	PB1
MD-E1	SB4	CB1	PB6→PB5→PB4→PB3→PB2→PB1
MD-S1	SB10	CB1	PB10→PB8→PB5→PB4→PB3→PB2→PB1
MD-W1	SB12	CB1	PB15→PB14→PB16→PB1
VDN	SB15	CB1	PB1
VDE	SB4	CB1	PB6→PB5→PB4→PB3→PB2→PB1
VDS	SB10	CB1	PB10→PB8→PB5→PB4→PB3→PB2→PB1
VDW	SB12	CB1	PB15→PB14→PB16→PB1

TRAFFIC CONTROL SIGNALS
USH 14 & WRIGHT RD

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1409 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) NO SALVAGED EQUIPMENT AT INTERSECTION.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

TO PB15 (NOT SHOWN IN PLAN)

STH 26

SPEED LIMIT 40

SPEED LIMIT 25

RYAN ROAD

MORSE STREET

R/W

1+00'MS'

2+00'MS'

3+00'MS'

4+00'MS'

5+00'MS'

6+00'MS'

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11

CB1

LPB3

3"

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
STH 26 & MORSE STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 1

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 288 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

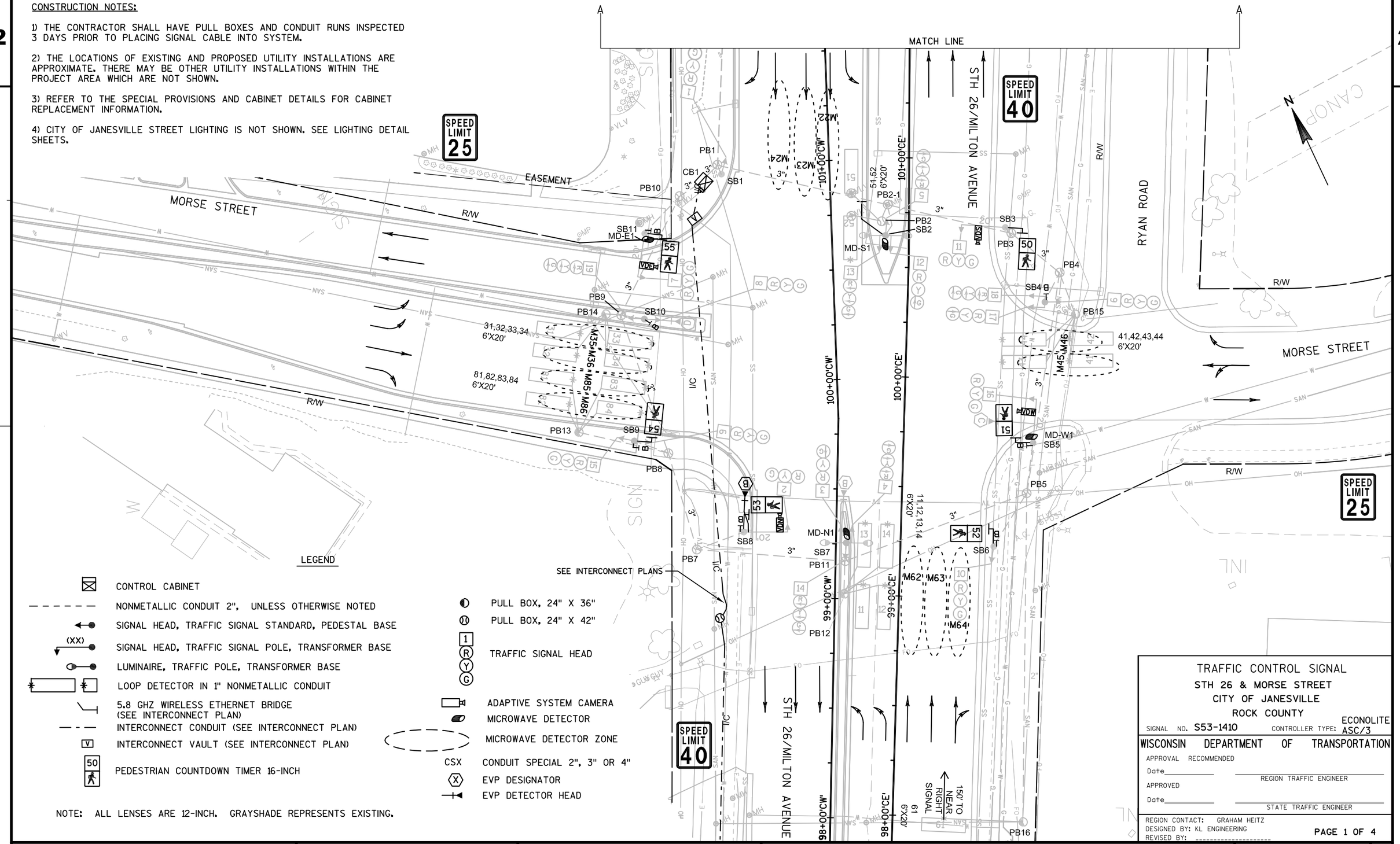
CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING IS NOT SHOWN. SEE LIGHTING DETAIL SHEETS.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- 50 PEDESTRIAN COUNTDOWN TIMER 16-INCH
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
STH 26 & MORSE STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1410 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

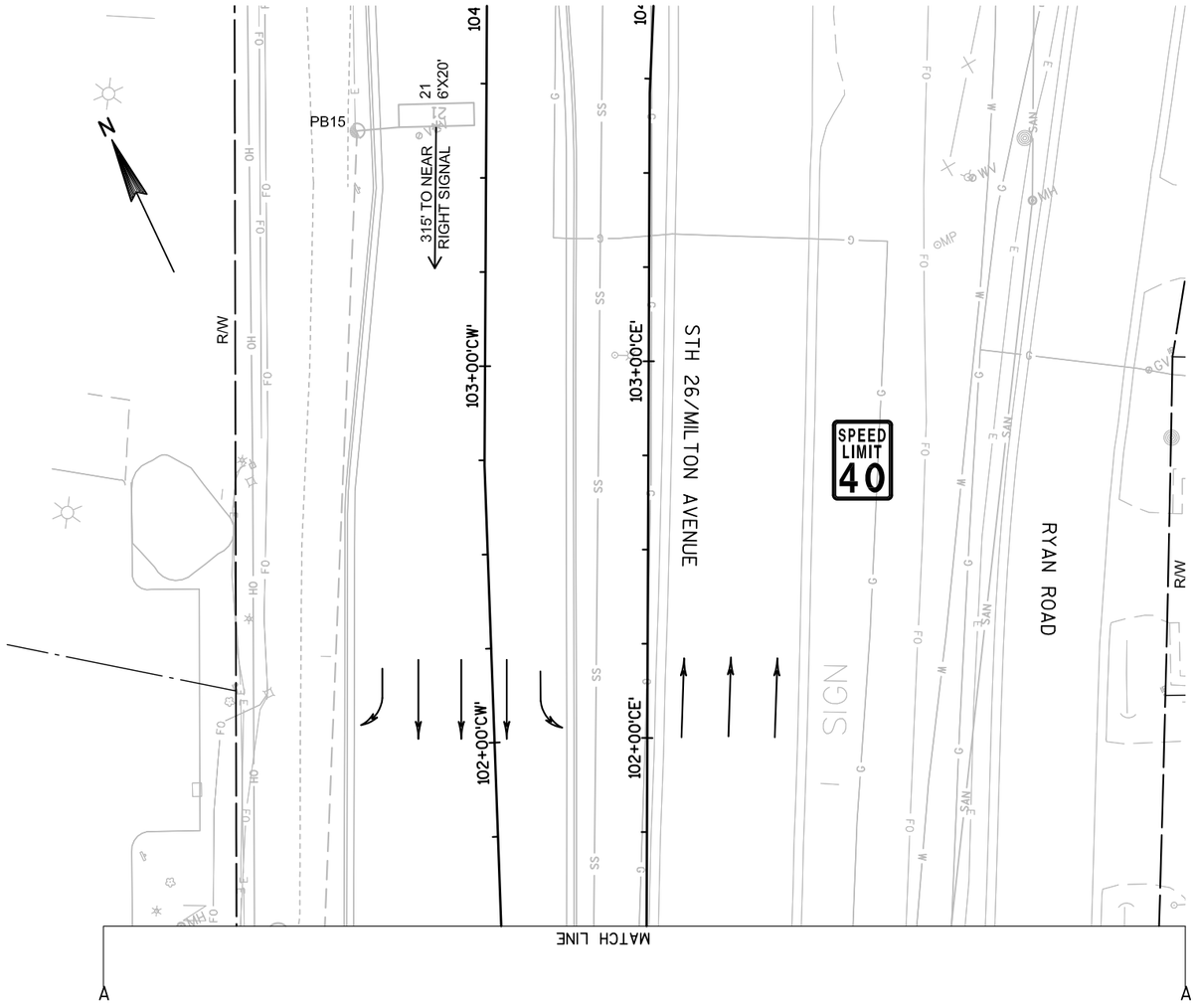
APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER

APPROVED
Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 289 E



LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
STH 26 & MORSE STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1410 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

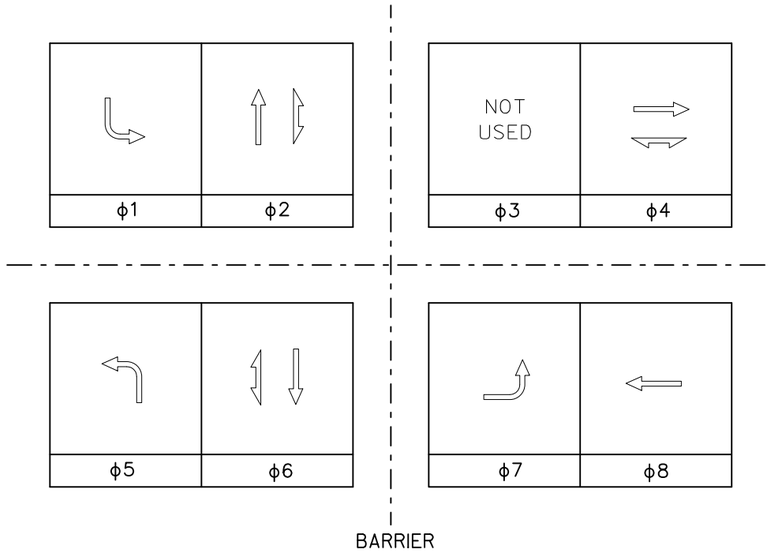
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 290 E

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	10-12	R
Ø3		
Ø4	15-17	R
Ø5	13,14	R
Ø6	1-3	R
Ø7	18,19	R
Ø8	6-9	R
Ø2 PED	50,51	
Ø4 PED	52,53	
Ø6 PED	54,55	
Ø8 PED		

O.L.	ASSIGNMENTS
OLA	
OLB	
OLC	
OLD	
OLE	
OLF	
OLG	
OLH	

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3				
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8		4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	1&6
4	EVP	B	2&5
5	EVP	C	3&8
6	EVP	D	4
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	12	21	31	32	41/42	51	61
PHASE CALLED	1	1	2	3	3	4	5	6
PHASE EXTENDED	1	1	2	3	3	4	5	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M24		M64				M85	M86	DETECTOR #(S)
2		6				8	8	PHASE CALLED
2		6				8	8	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	13	14	81/82	33	34	43/43	52	83/84
PHASE CALLED	1	1	8	3	3	4	5	8
PHASE EXTENDED	1	1	8	3	3	4	5	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	
M22	M23	M62	M63	M45	M46	M35	M36	DETECTOR #(S)
2	2	6	6	4	4	3	3	PHASE CALLED
2	2	6	6	4	4	1	3	PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C OR D, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

STH 26 & MORSE STREET

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1410

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO:5569-00-72 | HWY: USH 14 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 291 E

FILE NAME :G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SEQ_USH 14_USH 51-WRIGHT_ROAD.DWG PLOT DATE :10/20/2014 3:23 PM PLOT BY :KL ENGINEERING PLOT NAME : PLOT SCALE :********* WISDOT/CADDS SHEET 42

STH 26 & MORSE STREET					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB-1 TO SB-1	7/C	1	SB	R	R
				Y	O
				G	G
CB-1 TO SB-2	12/C	5	SB	←R	BLK
				←Y	BLU
				←G	G/BLK
		12	NB	R	R
				Y	O
				G↑	G
		13	NB LT TURN	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
CB-1 TO SB-3	7/C	11	NB	R	R
				Y	O
				G	G
		50	NB	DW	BLK
				W	BLU
CB-1 TO SB-4	12/C	6	WB	R	EXISTING CABLING NOT KNOWN FROM AS-BUILTS
				Y	
				G	
		18	EB LT TURN	←R	
				←Y	
				←G	
		17	EB	R	
				Y	
				G↑	
		PED BUTTON	NB	BUTTON	
CB-1 TO SB-5	12/C	16	EB	R	R
				Y	O
				G	G
		51	SB	DW	BLK
				W	BLU
				BUTTON	WHT/BLK
CB-1 TO SB-6	12/C	10	NB	R	R
				Y	O
				G	G
		52	EB	DW	BLK
				W	BLU
				BUTTON	WHT/BLK
CB-1 TO SB-7	12/C	3	SB	R	R
				Y	O
				G↑	G
		4	SB LT TURN	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
		14	NB LT TURN	←R	BLK
				←Y	BLU
				←G	WHT/BLK

STH 26 & MORSE STREET					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB-1 TO SB-8	12/C	2	SB	R	R
				Y	O
				G	G
		53	WB	DW	BLK
				W	BLU
				BUTTON	WHT/BLK
CB-1 TO SB-9	12/C	9	WB	R	R
				Y	O
				G	G
		15	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
		54	SB	DW	BLK
				W	BLU
				BUTTON	WHT/BLK
CB-1 TO SB-10	12/C	8	WB	R	R
				Y	O
				G	G
		19	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CB-1 TO SB-11	12/C	7	WB	R	R
				Y	O
				G	G
		55	NB	DW	BLK
				W	BLU
				BUTTON	WHT/BLK

NOTE- EXISTING CABLING TO REMAIN INTACT. RE-WIRE NEW PEDESTRIAN HEADS WITH EXISTING WIRING.

STH 26 & MORSE STREET EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB2
CB1	SB7

STH 26 & MORSE STREET STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB10	CB1	PB2-1→PB1
MD-N1	SB7	CB1	PB11→PB7→PB8→PB9→PB10
MD-E1	SB11	CB1	PB10
MD-S1	SB10	CB1	PB2-1→PB1
MD-W1	SB2	CB1	PB5→PB4→PB3→PB2-1→PB1
VDN	SB7	CB1	PB11→PB7→PB8→PB9→PB10
VDE	SB11	CB1	PB10
VDS	SB3	CB1	PB3→PB2-1→PB1
VDW	SB2	CB1	PB5→PB4→PB3→PB2-1→PB1

TRAFFIC CONTROL SIGNALS
STH 26 & MORSE ST

TOWN OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1410 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

PROJECT NO: 5569-00-72 | HWY: USH 14 | COUNTY: ROCK | CABLE ROUTING PLAN | SHEET 292 E

FILE NAME: G:\ | ORIGINATOR: KL ENGINEERING, INC. | ORIG. DATE: | REV. DATE: | PRINT DATE: October 21, 2014

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) REFER TO CHART FOR A LIST OF SALVAGED EQUIPMENT.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

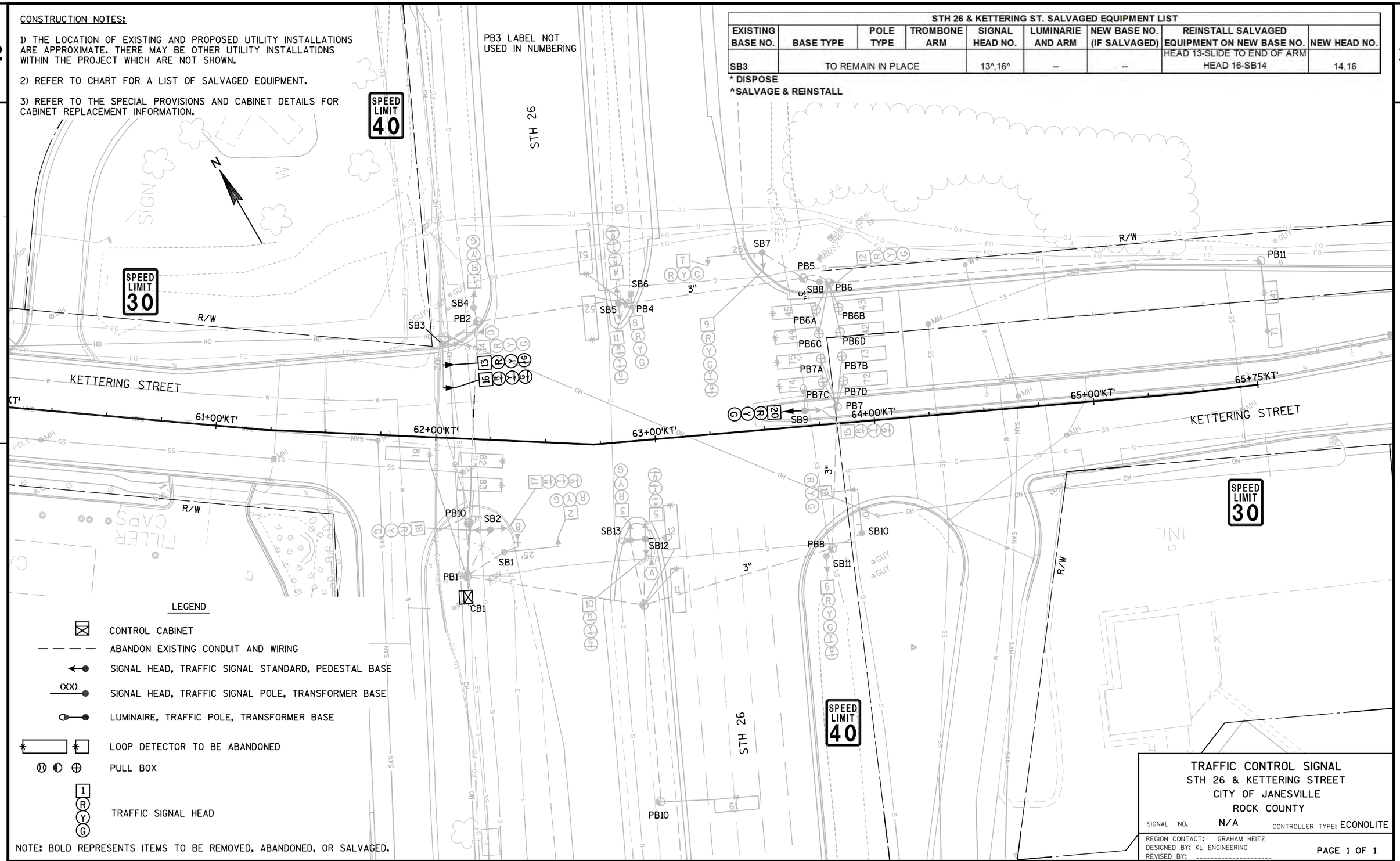
PB3 LABEL NOT USED IN NUMBERING

STH 26 & KETTERING ST. SALVAGED EQUIPMENT LIST

EXISTING BASE NO.	BASE TYPE	POLE TYPE	TROMBONE ARM	SIGNAL HEAD NO.	LUMINARIE AND ARM	NEW BASE NO. (IF SALVAGED)	REINSTALL SALVAGED EQUIPMENT ON NEW BASE NO.	NEW HEAD NO.
SB3	TO REMAIN IN PLACE			13^,16^	--	--	HEAD 13-SLIDE TO END OF ARM HEAD 16-SB14	14,16

* DISPOSE

^SALVAGE & REINSTALL



LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED.

TRAFFIC CONTROL SIGNAL
STH 26 & KETTERING STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. N/A CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 1

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 293 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG-REMOVAL_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/21/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- TRAFFIC SIGNAL HEAD
- ADAPTIVE SYSTEM CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTOR ZONE

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) REFER TO THE SPECIAL PROVISIONS AND CABINET DETAILS FOR CABINET REPLACEMENT INFORMATION.

4) CITY OF JANESVILLE STREET LIGHTING NOT SHOWN. SEE LIGHTING DETAIL SHEETS.

FRONT OF MICROWAVE ZONE IS TO BE PLACED AT STA 133"50'CW'

(LB1 IS AT STA 135+75'CE', CENTERED IN THE MEDIAN)

SPEED LIMIT 25

SPEED LIMIT 40

KETTERING STREET

STH 26/MILTON AVENUE

FRONTAGE ROAD

EAST FRONTAGE ROAD

MATCH LINE

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- CSX CONDUIT SPECIAL 2", 3" OR 4"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
STH 26 & KETTERING STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1411 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

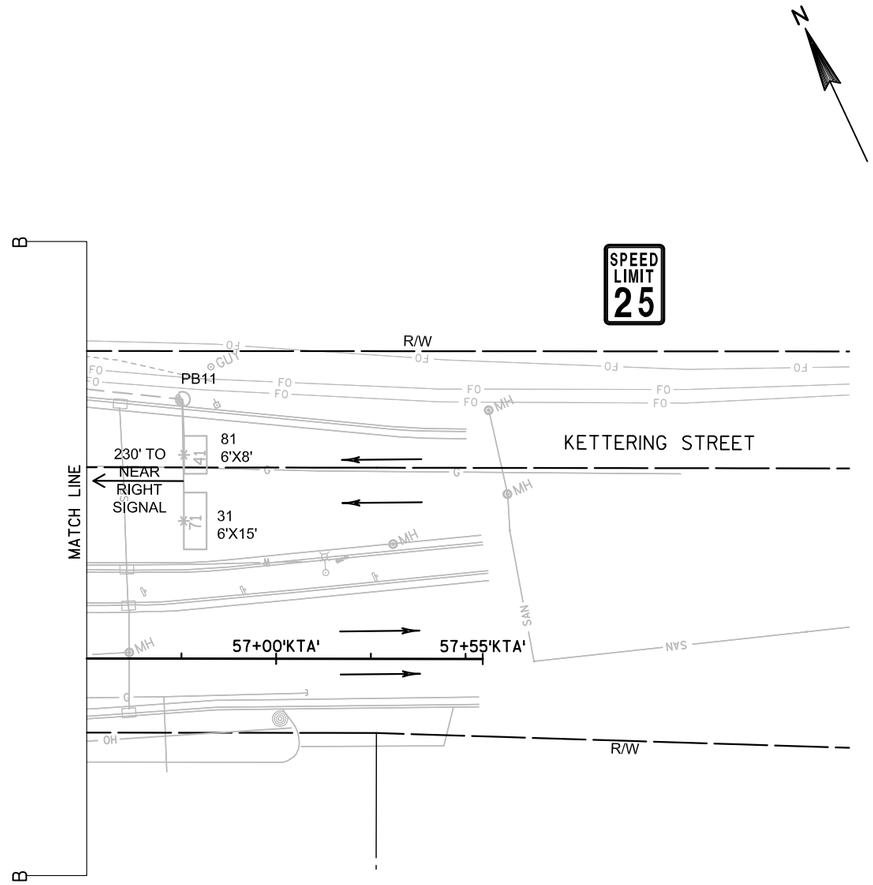
APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER
APPROVED
Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

PAGE 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 294 E

2



LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC CONTROL SIGNAL
STH 26 & KETTERING STREET
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1411 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

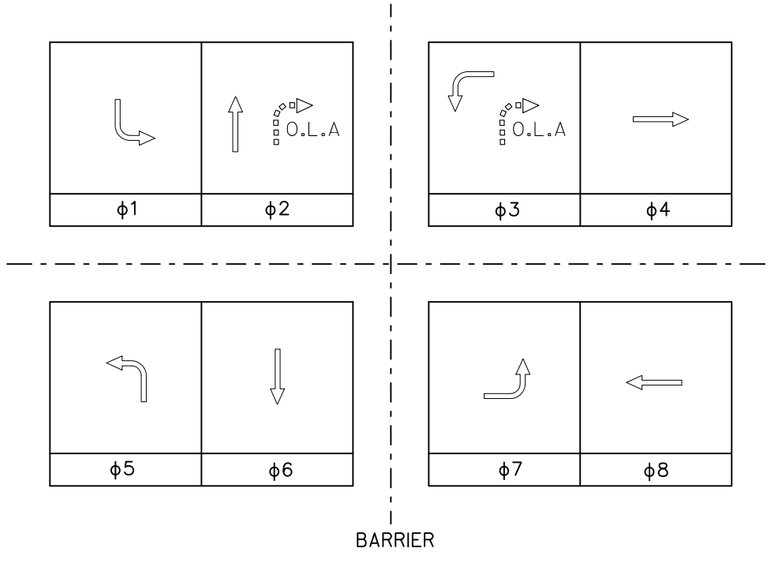
PAGE 2 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 295	E

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	6-9	R
Ø3	15-17	R
Ø4	18-20	R
Ø5	10,11	R
Ø6	1-3	R
Ø7	21-23	R
Ø8	12-14	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

		O.L. ASSIGNMENTS
OLA	6,7	2 + 3
OLB		
OLC		
OLD		
OLE		
OLF		
OLG		
OLH		

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ϕ	PHASE RECALL	PHASE ACTIVE
1	X			X
2	X	6	MIN.	X
3	X			X
4	X	8		X
5	X			X
6	X	2	MIN.	X
7	X			X
8	X	4		X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	EVP	A	1&6
4	EVP	B	2&5
5	EVP	D	4&7
6	NOT USED		
7	NOT USED		
8	NOT USED		
9	NOT USED		
10	NOT USED		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	31	41	43/45	51	61	71	72/73
PHASE CALLED	1	3	4	4	5	6	7	7
PHASE EXTENDED	1	3	4	4	5	6	7	7
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

MD-N1		MD-S1		MD-E1		MD-W1		
19	17	23	21	27	25	31	29	DETECTOR INPUT
M22	M23	M64	M65	M77	M47		M84	DETECTOR #(S)
2	2	6	6	7	4		8	PHASE CALLED
2	2	6	6	7	4		8	PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12	32	42/44		52	81	74/75	82/83
PHASE CALLED	1	3	4		5	8	7	8
PHASE EXTENDED	1	3	4		5	8	7	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	
M53	M21	M62	M63	M76	M46	M33	M85	DETECTOR #(S)
5	2	6	6	7	4	3	8	PHASE CALLED
5	2	6	6	7	4	3	8	PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C, CONTROLLER SHALL RETURN TO PHASES 4+8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

STH 26 & KETTERING STREET

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1411

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 4

STH 26 & KETTERING STREET NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB1	7/C	2	SB	R	R
				Y	O
				G	G
CB1 TO SB2	12/C	18	EB	R	R
				Y	O
				G	G
		17	WB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CB1 TO SB3	7/C	13	WB	R	R
				Y	O
				G	G
		14	WB	R	R
				Y	O
				G↑	G
CB1 TO SB4	7/C	1	SB	R	R
				Y	O
				G	G
CB1 TO SB5	7/C	4	SB LT TURN	R	R
				←Y	O
				←G	G
		11	NB LT TURN	R	BLK
				←Y	WHT
				←G	BLU
CB1 TO SB6	5/C	8	NB	R	R
				Y	O
				G↑	G
CB1 TO SB7	12/C	7	NB	R	R
				Y	O
				G	G
CB1 TO SB8 (NEW CABLE RUN)	7/C	12	WB	R	R
				Y	O
				G	G
		23	EB LT TURN	←R	BLK
				←Y	WHT/BLK
				←G	BLU
CB1 TO SB9 (NEW CABLE RUN)	12/C	20	EB	R	R
				Y	O
				G↑	G
		15	WB LT TURN	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
		22	EB LT TURN	←R	BLK
				←Y	WHT/BLK
				←G	BLU

STH 26 & KETTERING STREET NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB10	12/C	19	EB	R	R/BLK
				Y	O/BLK
				G	G/BLK
CB1 TO SB11	5/C	6	NB	R	R
				Y	O
				G	G
CB1 TO SB12	7/C	5	SB	R	BLK
				Y	WHT
				G↑	BLU
		10	NB LT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB13	5/C	3	SB LT TURN	R	R
				←Y	O
				←G	G
CB1 TO SB14 (NEW CABLE RUN)	7/C	21	EB LT TURN	←R	R
				←Y	O
				←G	G
		16	WB LT TURN	←R	BLK
				←Y	WHT
				←G	BLU

NOTE- EXISTING CABLING TO REMAIN INTACT. HOWEVER, RE-WIRE HEADS 15, 20, 22, 10, &11 USING EXISTING WIRING. NEW SIGNAL CABLE WILL BE REQUIRED FOR SIGNAL HEADS 16, 21, 22, & 23, AS NOTED ABOVE

STH 26 & KETTERING STREET LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CB1 TO LB1	NORTH MEDIAN

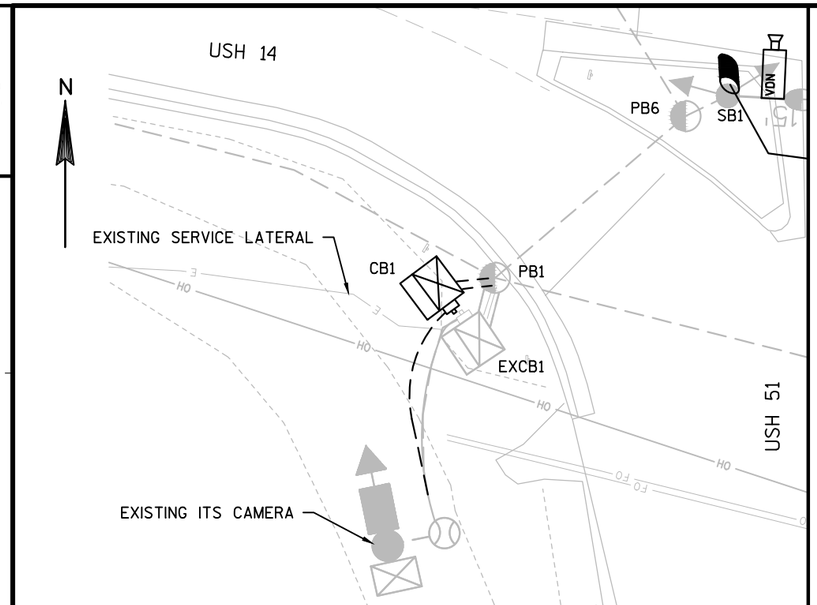
USH 14 & KETTERING STREET STATE FURNISHED 5.8GHz ETHERNET BRIDGE, MICROWAVE VEHICLE DETECTION, & ADAPTABLE TRAFFIC SIGNAL CAMERA CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB12	CB1	PB9→PB1→PB10
MD-N1	SB1	CB1	PB1→PB10
MD-E1	SB3	CB1	PB3→PB2→PB1→PB10
MD-S1	SB7	CB1	PB5→PB4→PB3→PB2→PB1→PB10
MD-W1	SB9	CB1	PB7→PB8→PB9→PB1→PB10
VDN	SB1	CB1	PB1→PB10
VDE	SB3	CB1	PB3→PB2→PB1→PB10
VDS	SB7	CB1	PB5→PB4→PB3→PB2→PB1→PB10
VDW	SB1	CB1	PB7→PB8→PB9→PB1→PB10

TRAFFIC CONTROL SIGNALS
STH 26 & KETTERING ST

TOWN OF JANESVILLE — ROCK COUNTY

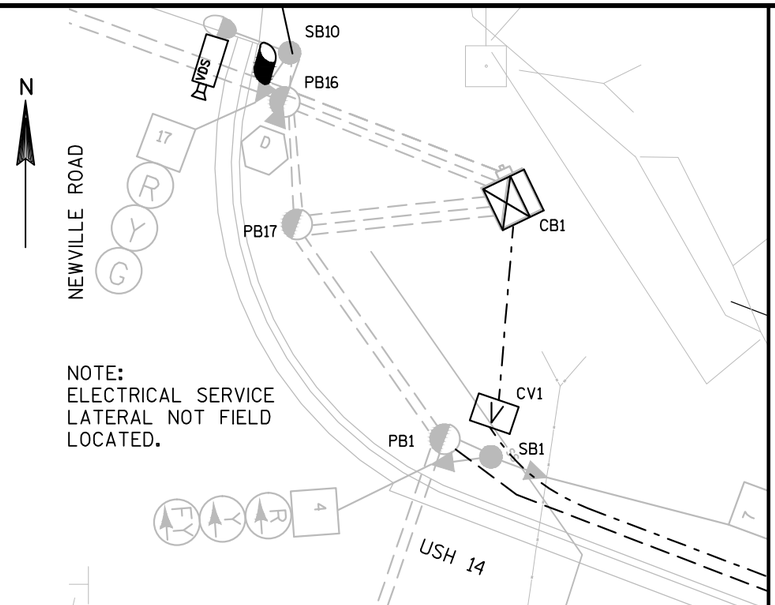
SIGNAL NO. S53-1411 — SCALE 0 5' 10' 20'

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4



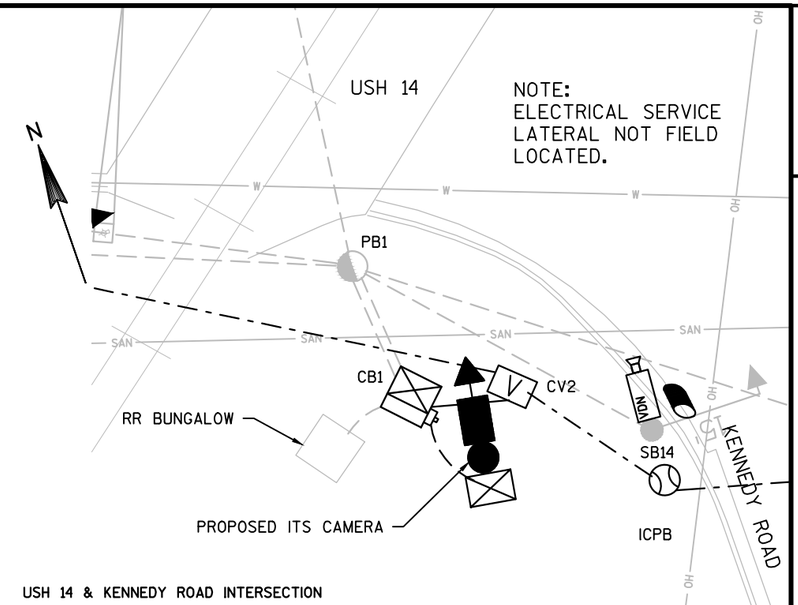
USH 14 & USH 51 INTERSECTION

CONCRETE CABINET BASE: REMOVE EXISTING BASE -- INSTALL NEW WITHIN DISTANCE OF EXISTING CABLES
EXISTING CABINET: SALVAGE TO WISDOT
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL WITH DUAL MAIN BREAKERS FOR TRAFFIC SIGNAL AND ITS CAMERA
OTHER NOTES: RESTORE ITS CONDUIT & CONDUCTORS TO NEW METER PEDESTAL-- INCIDENTAL TO ITEM 656.0200.451



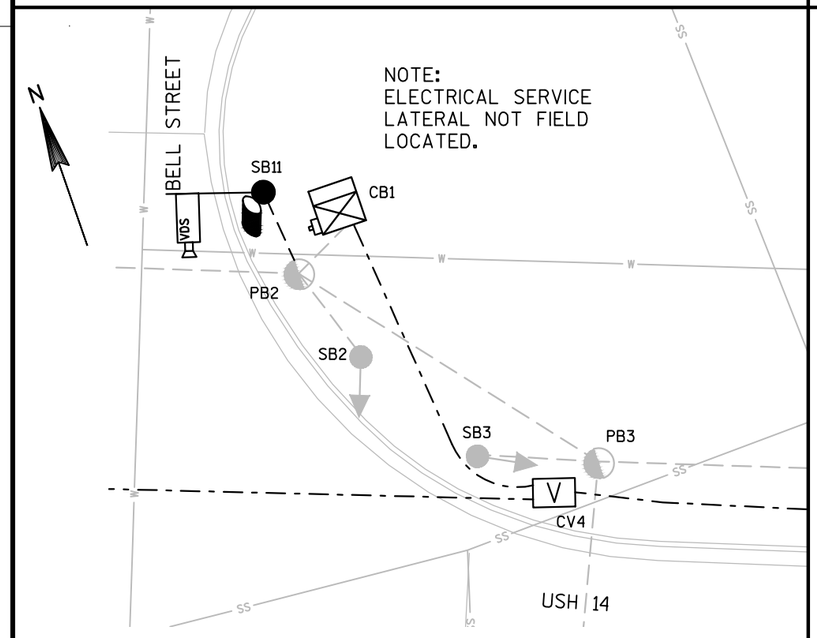
USH 14 & NEWVILLE ROAD INTERSECTION

CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO WISDOT
ELECTRICAL SERVICE: MAINTAIN EXISTING ELECTRICAL SERVICE AND METER PEDESTAL
OTHER NOTES: BATTERY BACKUP CABINET REQUIRED



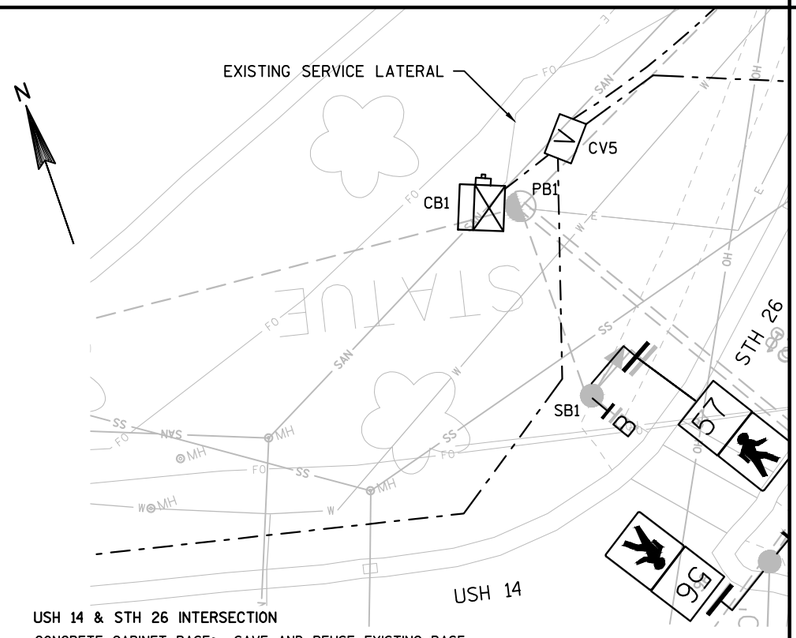
USH 14 & KENNEDY ROAD INTERSECTION

CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING DUAL METER PEDESTAL -- ABANDON EXISTING CITY OF JANESVILLE LIGHTING CIRCUITS -- INSTALL NEW METER PEDESTAL WITH DUAL MAIN BREAKERS FOR TRAFFIC SIGNAL AND ITS CAMERA
OTHER NOTES: REFER TO ITS QUANTITIES FOR CONDUCTORS PLACED BETWEEN CAMERA POLE AND METER PEDESTAL -- BATTERY BACKUP CABINET REQUIRED



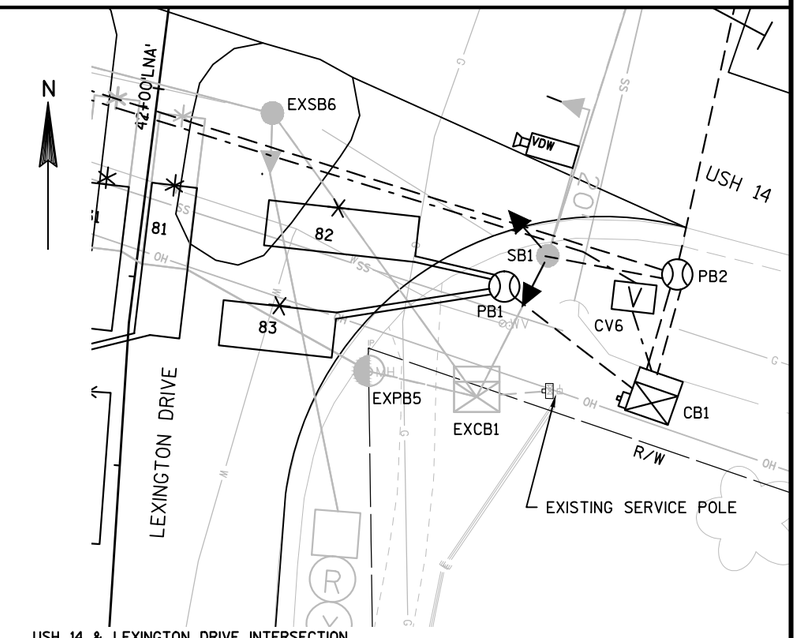
USH 14 & BELL STREET INTERSECTION

CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL
OTHER NOTES: NONE



USH 14 & STH 26 INTERSECTION

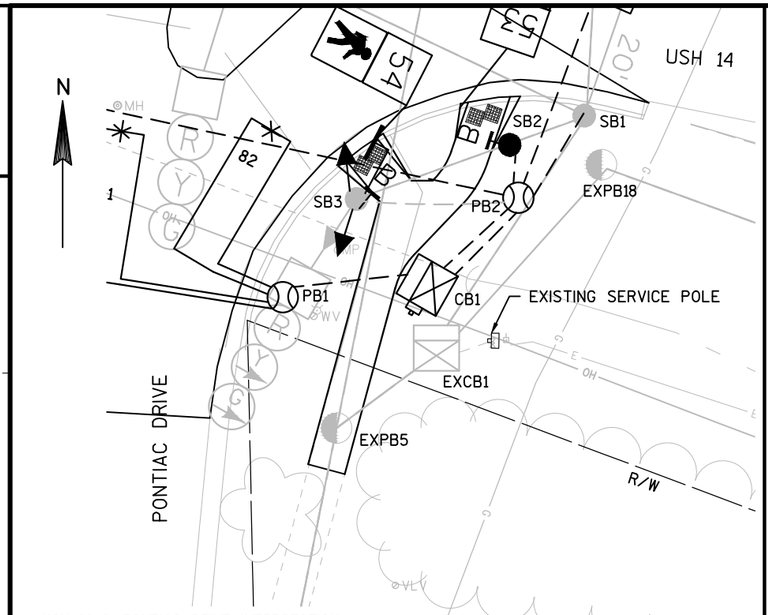
CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL WITH DUAL MAIN BREAKERS FOR TRAFFIC SIGNAL AND ITS CAMERA
OTHER NOTES: REFER TO ITS QUANTITIES FOR CONDUCTORS PLACED BETWEEN CAMERA POLE AND METER PEDESTAL



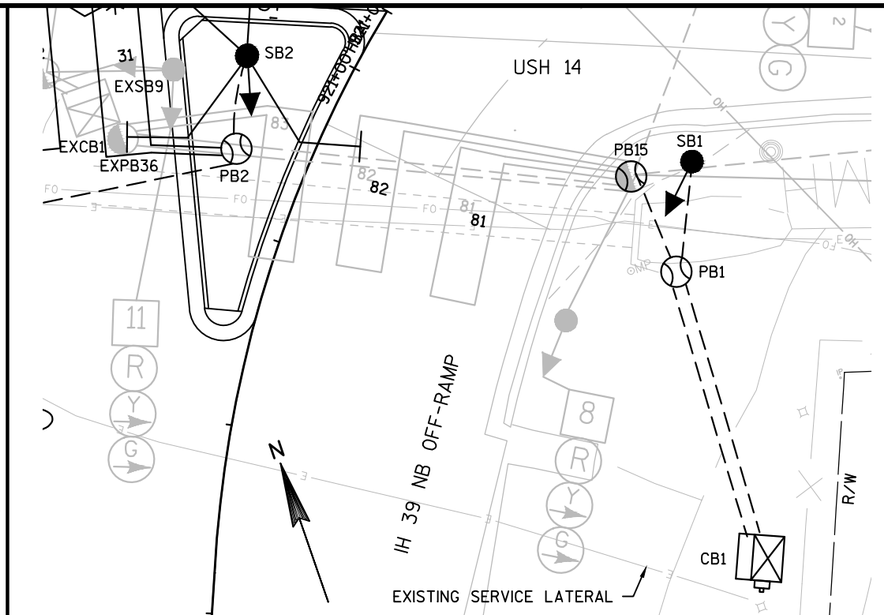
USH 14 & LEXINGTON DRIVE INTERSECTION

CONCRETE CABINET BASE : REMOVE EXISTING BASE -- INSTALL NEW BASE
EXISTING CABINET : SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE : REMOVE EXISTING DUAL METER PEDESTAL -- ABANDON EXISTING CITY OF JANESVILLE LIGHTING CIRCUITS -- INSTALL NEW METER PEDESTAL
OTHER NOTES : REFER TO LIGHTING PLANS FOR ADDITIONAL ELECTRICAL SERVICE INFORMATION

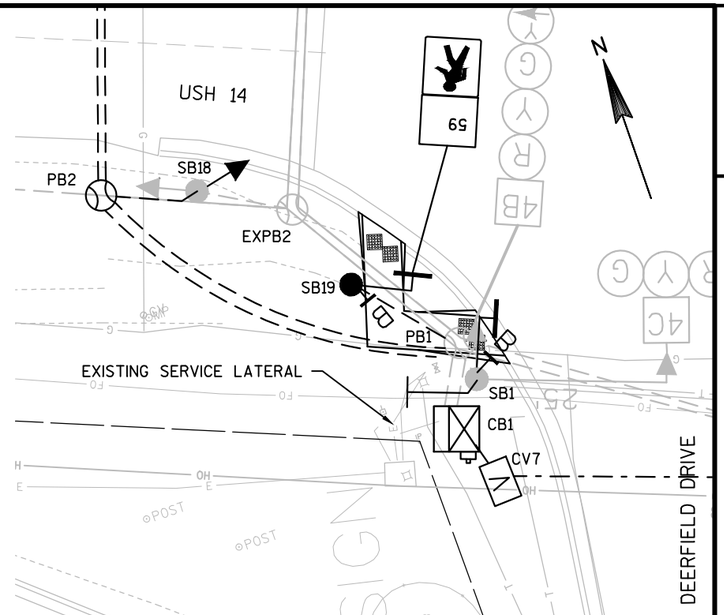
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL CABINET DETAILS	SHEET 298	E



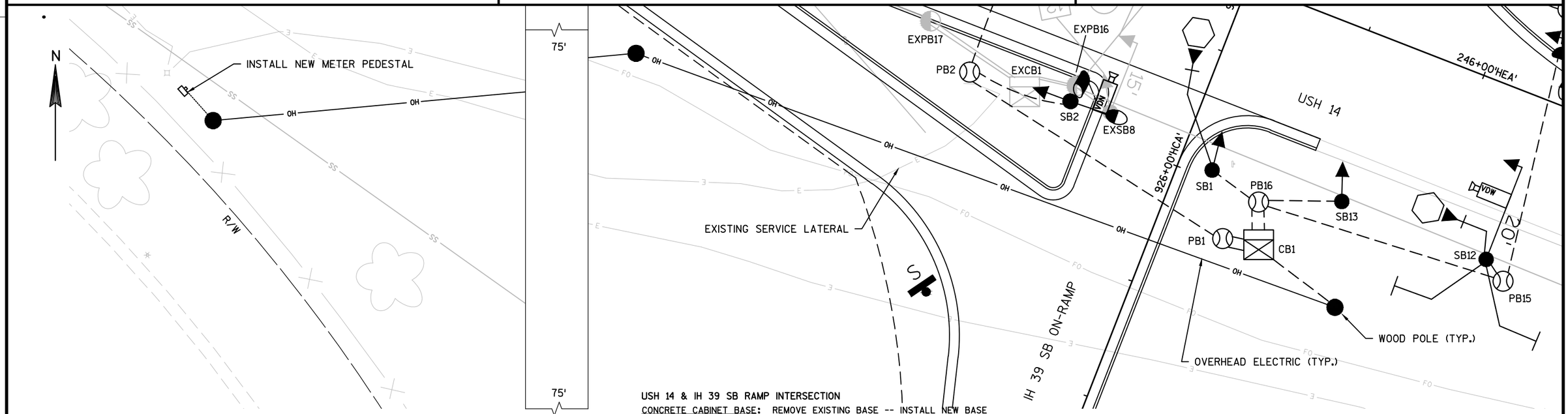
USH 14 & PONTIAC DRIVE INTERSECTION
CONCRETE CABINET BASE : REMOVE EXISTING BASE -- INSTALL NEW BASE
EXISTING CABINET : SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE : REMOVE EXISTING DUAL METER PEDESTAL -- ABANDON EXISTING CITY OF JANESVILLE LIGHTING CIRCUITS -- INSTALL NEW METER PEDESTAL
OTHER NOTES : THE EXISTING PONTIAC DRIVE TRAFFIC SIGNAL CABINET PROVIDES ELECTRICAL SERVICE TO THE PONTIAC PLACE TRAFFIC SIGNAL



USH 14 & IH 39 NB RAMP INTERSECTION
CONCRETE CABINET BASE: REMOVE EXISTING BASE -- INSTALL NEW BASE
EXISTING CABINET: SALVAGE TO WISDOT
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL ALONG SOUTHEASTERLY RIGHT OF WAY LINE NEAR EXISTING TRANSFORMER
OTHER NOTES: NONE

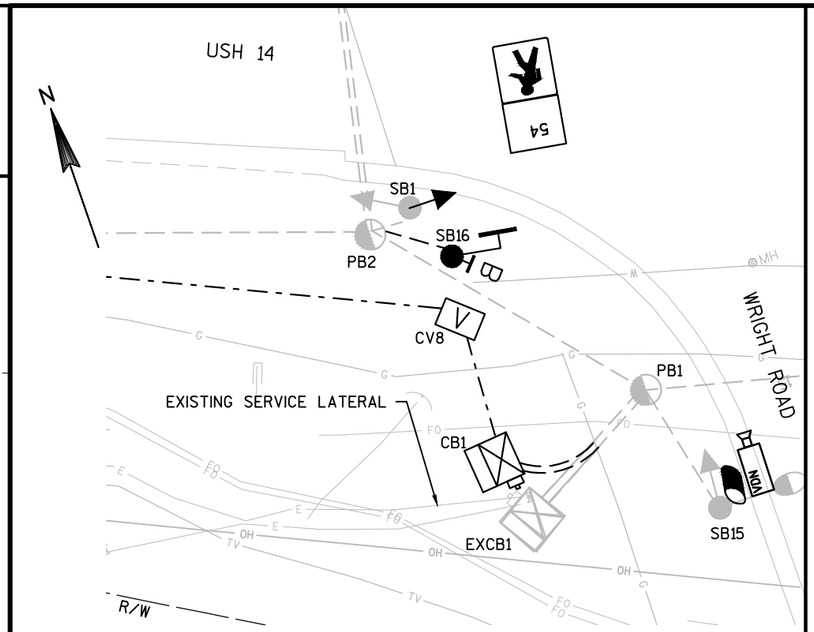


USH 14 & DEERFIELD DRIVE INTERSECTION
CONCRETE CABINET BASE : SAVE AND REUSE EXISTING BASE
EXISTING CABINET : SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE : REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL
OTHER NOTES : REFER TO LIGHTING PLANS FOR ADDITIONAL ELECTRICAL SERVICE INFORMATION

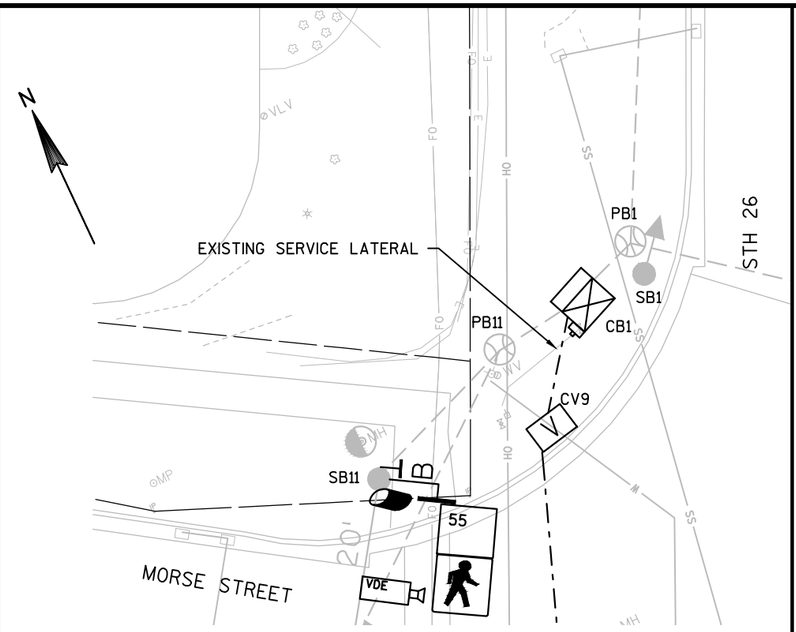


USH 14 & IH 39 SB RAMP INTERSECTION
CONCRETE CABINET BASE: REMOVE EXISTING BASE -- INSTALL NEW BASE
EXISTING CABINET: SALVAGE TO WISDOT
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL ALONG SOUTHWESTERLY RIGHT OF WAY LINE NEAR EXISTING TRANSFORMER -- PROVIDE FOR OVERHEAD ELECTRICAL SERVICE TO TEMPORARY SIGNALS
OTHER NOTES: PERMANENT SIGNALS WILL MAINTAIN OVERHEAD ELECTRICAL SERVICE FEED AND (3) SUPPORTING WOOD POLES -- PROVIDE FOR UNDERGROUND CONNECTION TO NEW SIGNAL CABINET AND METER PEDESTAL FROM WOOD POLE -- INCIDENTAL TO ITEM 656.0200.456

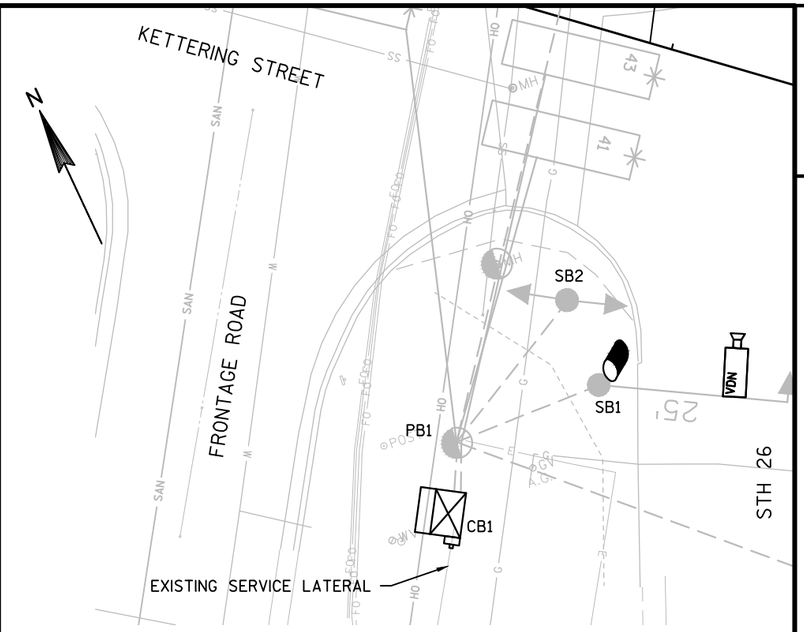
PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL CABINET DETAILS	SHEET 299	E



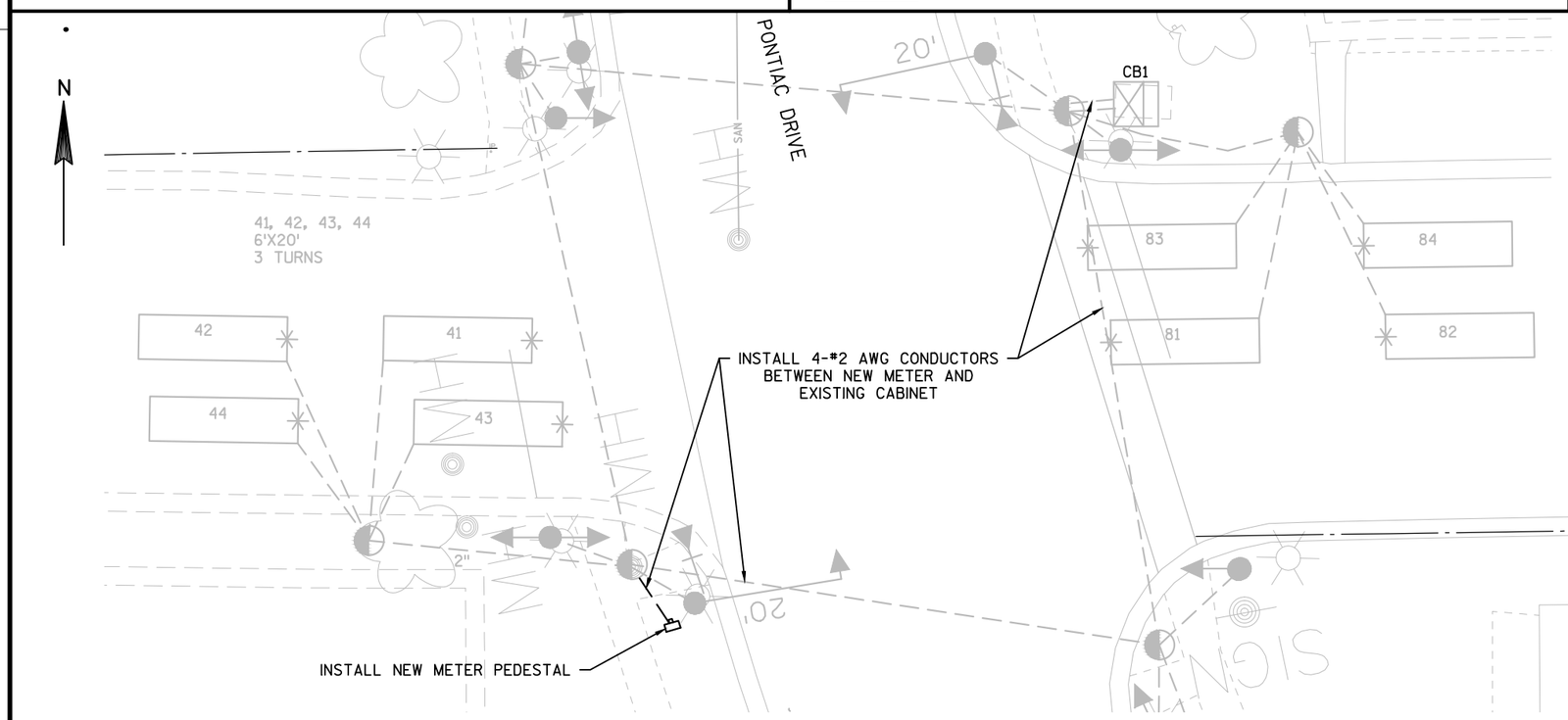
USH 14 & WRIGHT ROAD INTERSECTION
CONCRETE CABINET BASE: REMOVE EXISTING BASE -- INSTALL NEW WITHIN DISTANCE OF EXISTING CABLES
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL
OTHER NOTES: NONE



STH 26 & MORSE STREET INTERSECTION
CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING DUAL METER PEDESTAL -- ABANDON EXISTING CITY OF JANESVILLE LIGHTING CIRCUITS -- INSTALL NEW METER PEDESTAL
OTHER NOTES: REFER TO LIGHTING PLANS FOR ADDITIONAL ELECTRICAL SERVICE INFORMATION



STH 26 & KETTERING STREET INTERSECTION
CONCRETE CABINET BASE: SAVE AND REUSE EXISTING BASE
EXISTING CABINET: SALVAGE TO CITY OF JANESVILLE
ELECTRICAL SERVICE: REMOVE EXISTING METER PEDESTAL -- INSTALL NEW METER PEDESTAL
OTHER NOTES: NONE

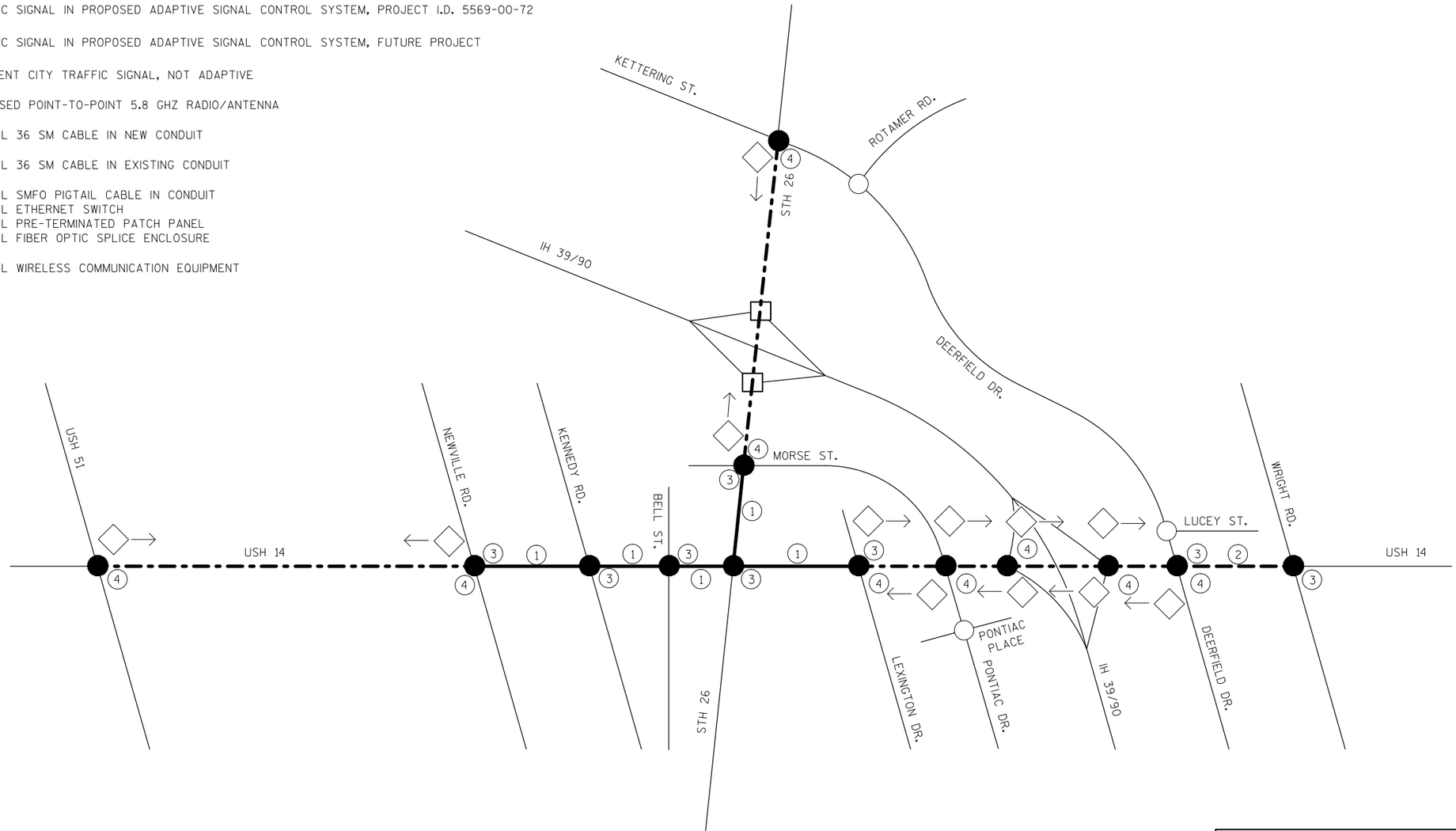


PONTIAC PLACE & PONTIAC DRIVE INTERSECTION
CONCRETE CABINET BASE: NO CHANGE
EXISTING CABINET: NO CHANGE
ELECTRICAL SERVICE: INSTALL DUAL NEW METER PEDESTAL ON SOUTHWEST QUADRANT OF INTERSECTION
OTHER NOTES: PROVIDE CONDUIT CONNECTION TO EXISTING SIGNAL PULLBOX & CONDUCTORS TO EXISTING SIGNAL CABINET -- USE UNDISTRIBUTED QUANTITIES FOR CONDUIT INSTALLATION AND FOR CONCRETE SIDEWALK RESTORATION WORK -- VERIFY CONDUIT ROUTE PRIOR TO PULLING ELECTRICAL WIRE -- REFER TO LIGHTING PLANS FOR ADDITIONAL INFOMATION.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC SIGNAL CABINET DETAILS	SHEET 300	E

LEGEND

- INSTALL NEW CONDUIT/FIBER, PROJECT ID. 5569-00-72
- EXISTING CONDUIT/INSTALL NEW FIBER, PROJECT ID. 5569-00-72
- RADIO COMMUNICATION, PROJECT ID. 5569-00-72
- TRAFFIC SIGNAL IN PROPOSED ADAPTIVE SIGNAL CONTROL SYSTEM, PROJECT I.D. 5569-00-72
- TRAFFIC SIGNAL IN PROPOSED ADAPTIVE SIGNAL CONTROL SYSTEM, FUTURE PROJECT
- ADJACENT CITY TRAFFIC SIGNAL, NOT ADAPTIVE
- PROPOSED POINT-TO-POINT 5.8 GHZ RADIO/ANTENNA
- (1) INSTALL 36 SM CABLE IN NEW CONDUIT
- (2) INSTALL 36 SM CABLE IN EXISTING CONDUIT
- (3) INSTALL SMFO PIGTAIL CABLE IN CONDUIT
  INSTALL ETHERNET SWITCH
  INSTALL PRE-TERMINATED PATCH PANEL
  INSTALL FIBER OPTIC SPLICE ENCLOSURE
- (4) INSTALL WIRELESS COMMUNICATION EQUIPMENT



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

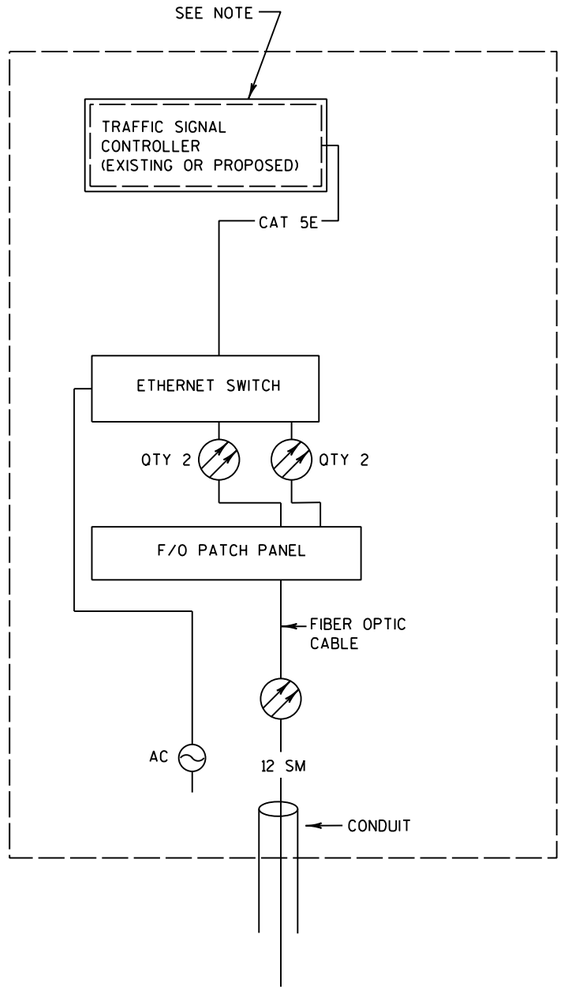
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 1 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: INTERCONNECT OVERVIEW SHEET	SHEET 301	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\INTERCONNECT OVERVIEW.DWG PLOT DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT



TRAFFIC SIGNAL - CABINET DETAIL

(FIBER OPTIC)
DETAIL A

LEGEND

F/O	- FIBER OPTIC
AC	- ALTERNATING CURRENT POWER
QTY 2	- NUMBER OF FIBERS
SM	- SINGLE MODE FIBER

NOTE:

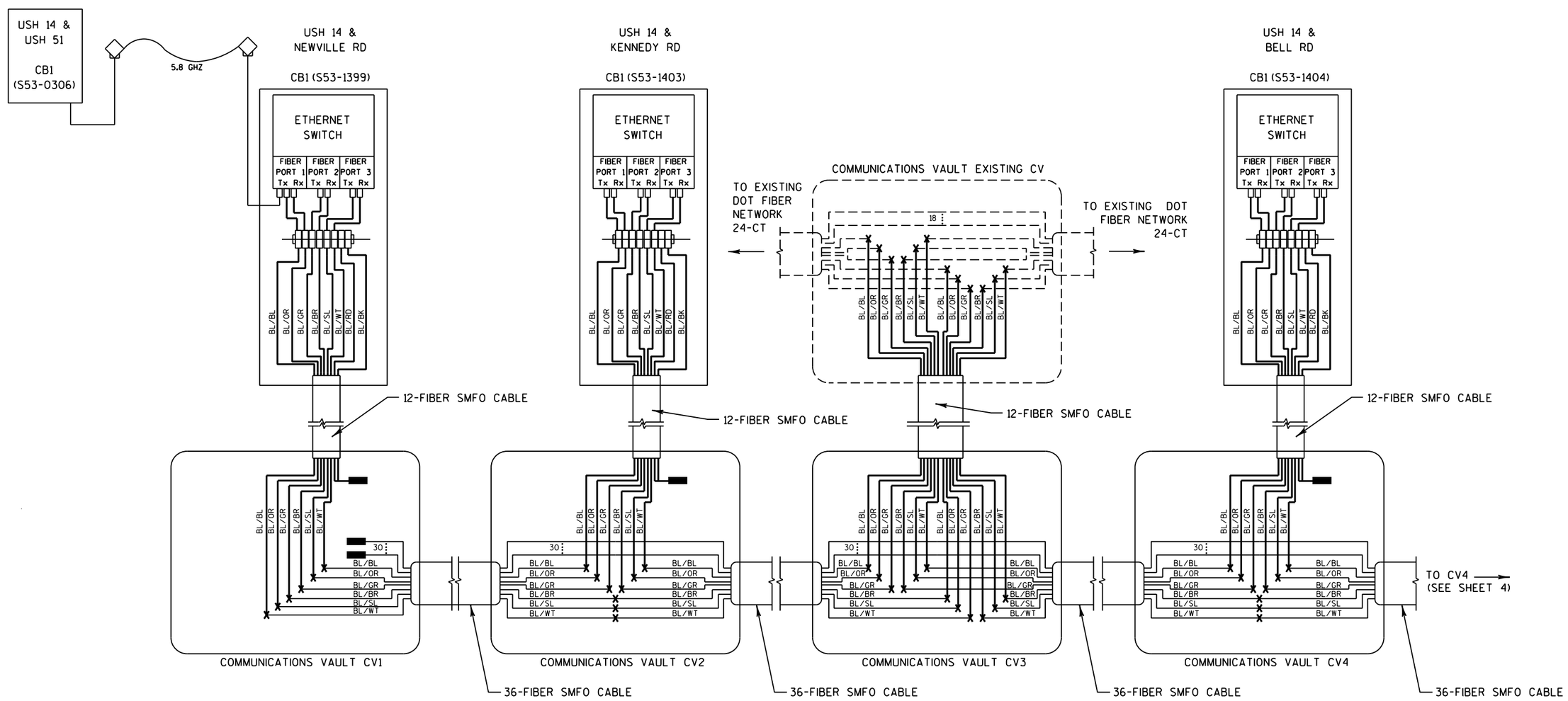
THE CONTRACTOR SHALL REQUIRE DOT SUPERVISION TO ENTER THE CABINET FOR ANY SIGNAL.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 2 OF 29



KEY

- SM EQUIPMENT CONNECTION FIBER OPTIC JUMPER
- SM FIBER OPTIC PIGTAIL
- BARE FIBER LEFT COILED IN SPLICE TRAY
- EXISTING/PROPOSED FUSION SPLICE
- PATCH PANEL MODULE

NOTE:

DASHED LINES DENOTE EXISTING CABLES, DEVICES OR ENCLOSURES

NOTES:

1) COORDINATE FIBER ASSIGNMENTS WITH STOC BEFORE SPLICING FIBER OPTIC CABLE.

2) MAXIMUM SPLICE LOSS SHALL BE 0.1dB

3) NO INTERMEDIATE SPLICES ALLOWED

4) ALL SPLICES SHALL BE FUSION SPLICES

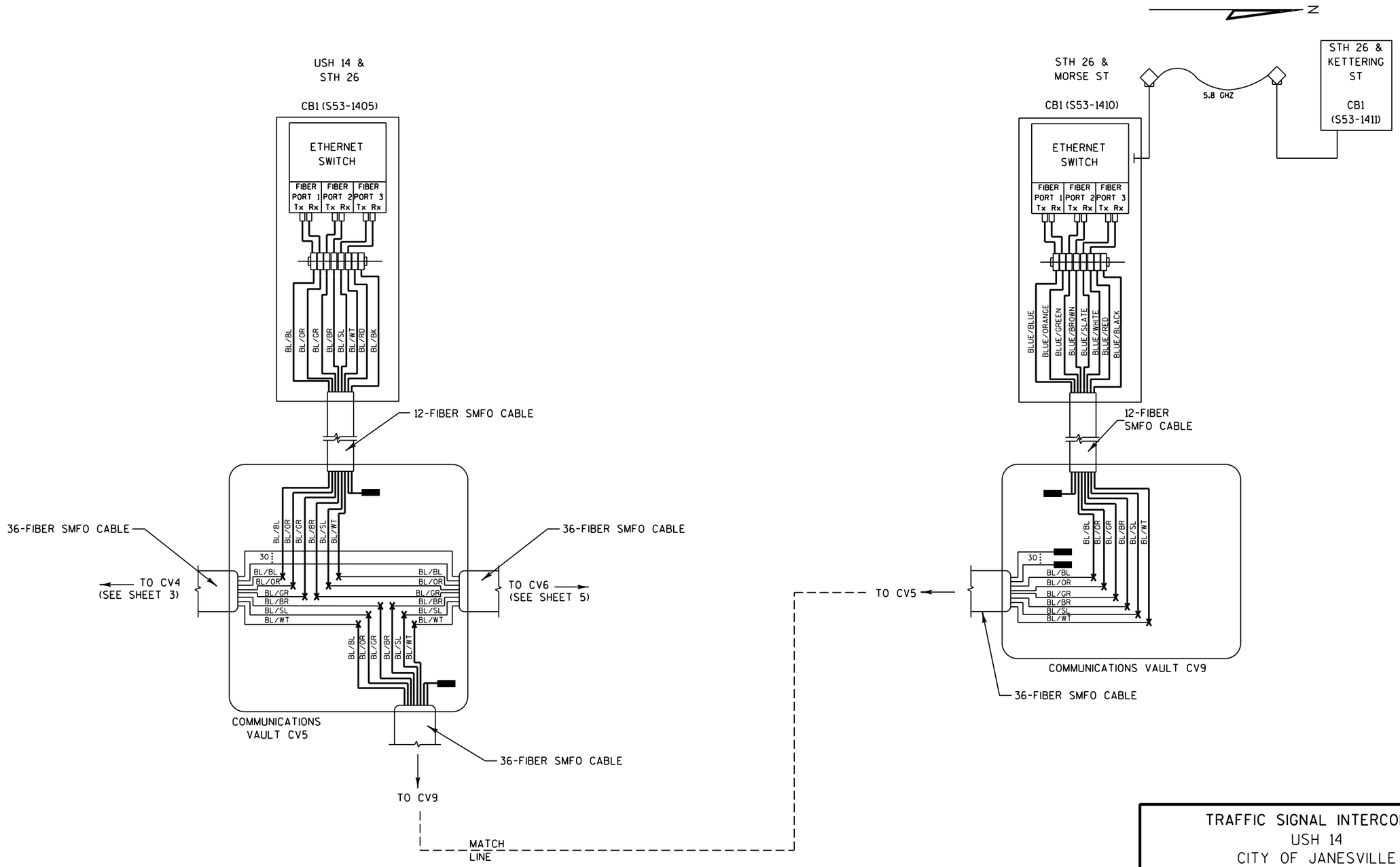
TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 3 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	INTERCONNECT PLAN - DETAILS	SHEET 303	E



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 4 OF 29

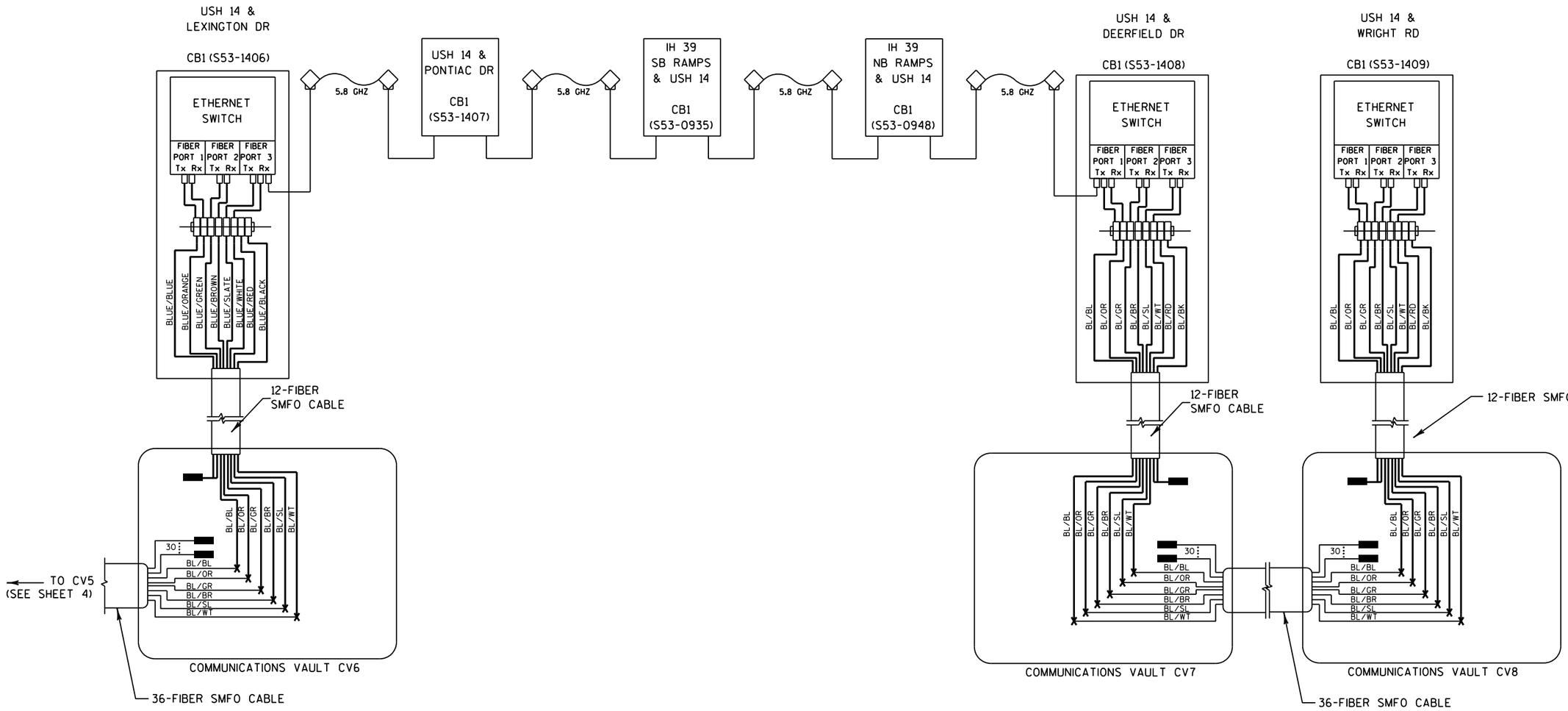
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	INTERCONNECT PLAN - DETAILS	SHEET 304	E

FILE NAME : G:\WDOTSW\WSW10-11032\DGN\ALT ROUTE INTERCONNECT\021005_cd.dgn PLOT DATE : 10/1/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 5 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	INTERCONNECT PLAN - DETAILS	SHEET 305	E

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING CABLE INTO SYSTEM

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

4) INSTALL 100 FT OF FIBER OPTIC CABLE OUTDOOR PLANT 36-COUNT COILED IN EACH COMMUNICATIONS VAULT. INSTALL 30 FT OF FIBER OPTIC CABLE OUTDOOR PLANT 36-COUNT COILED IN EACH INTERCONNECT PULLBOX AND SIGNAL CABINET.

5) TRAFFIC SIGNAL SYSTEM SHOWN IN GREYSHADE FOR INFORMATION ONLY. STREET LIGHTING NOT SHOWN - SEE LIGHTING PLAN.

6) INSTALL FIBER OPTIC TRACER CABLE IN ALL NEW AND EXISTING CONDUIT.

7) REMOVAL OF CABLES FROM EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO INSTALLATION OF THE FIBER OPTIC CABLE OUTDOOR PLANT 36-CT.

8) SEE CHART ON SIGNAL PLAN CABLING SHEETS FOR PROPOSED ROUTING OF 5.8GHZ ETHERNET BRIDGE CABLE. ENGINEER MAY ADJUST ROUTING IN THE FIELD.

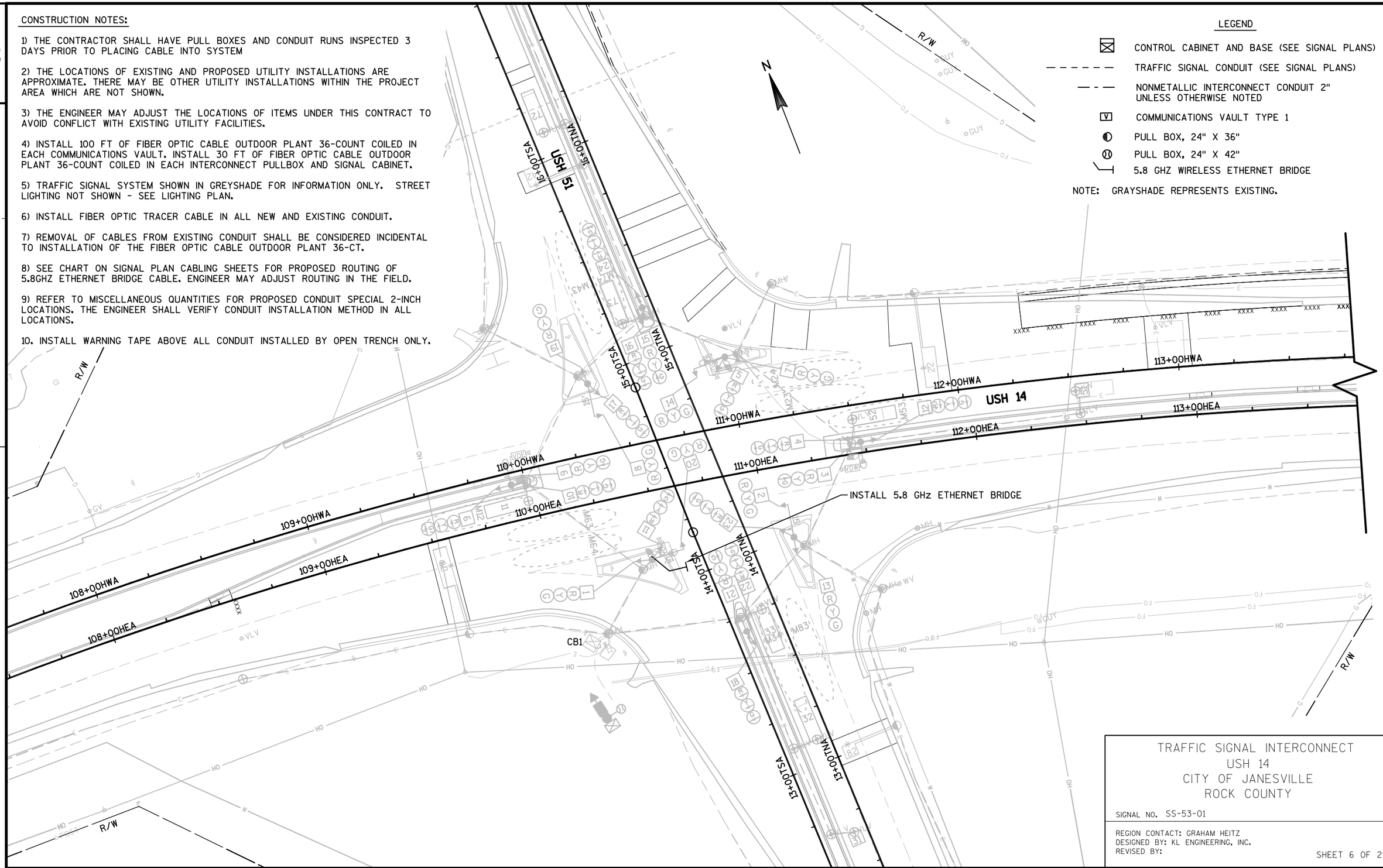
9) REFER TO MISCELLANEOUS QUANTITIES FOR PROPOSED CONDUIT SPECIAL 2-INCH LOCATIONS. THE ENGINEER SHALL VERIFY CONDUIT INSTALLATION METHOD IN ALL LOCATIONS.

10. INSTALL WARNING TAPE ABOVE ALL CONDUIT INSTALLED BY OPEN TRENCH ONLY.

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

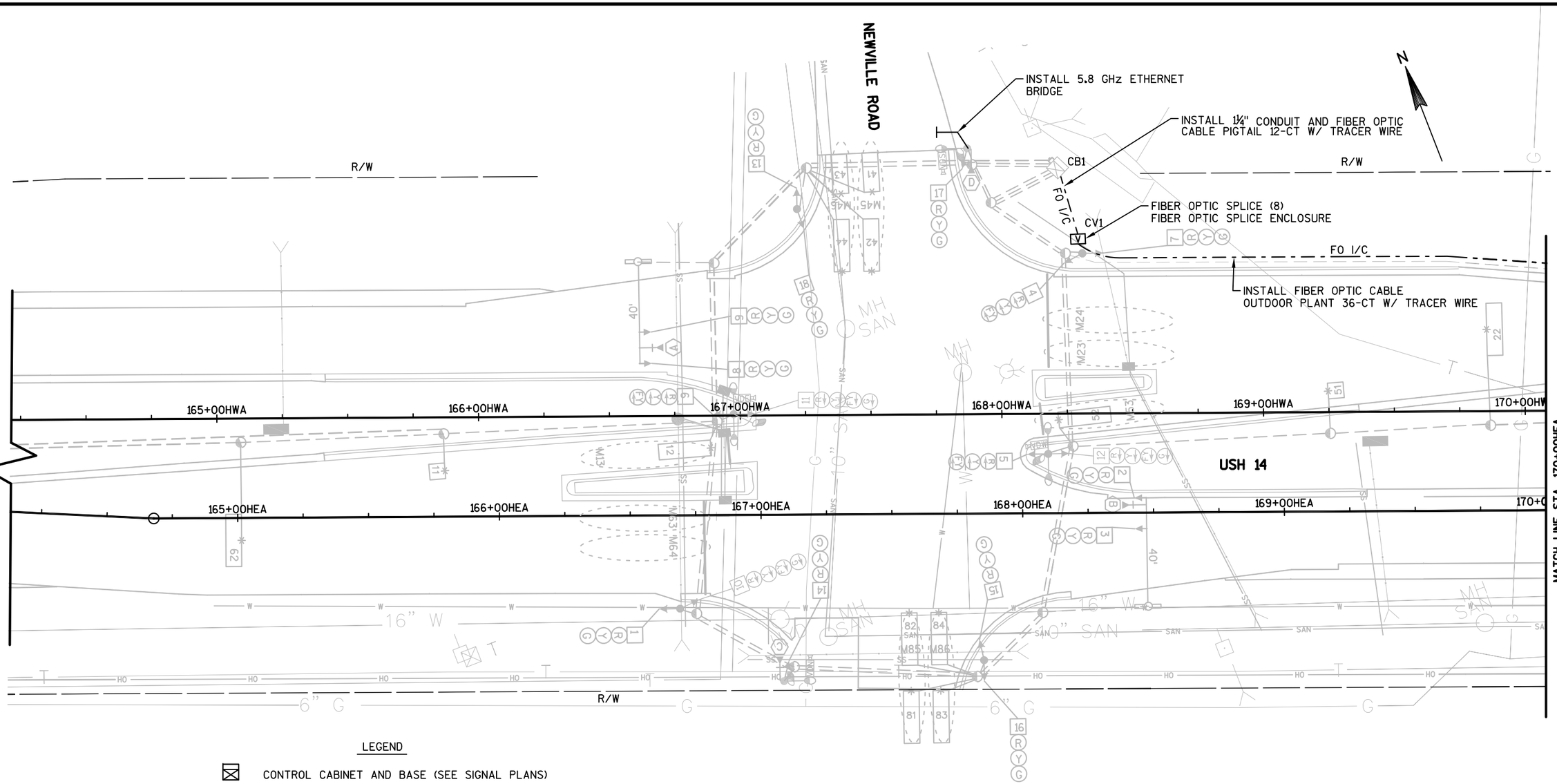
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 6 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 306 E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

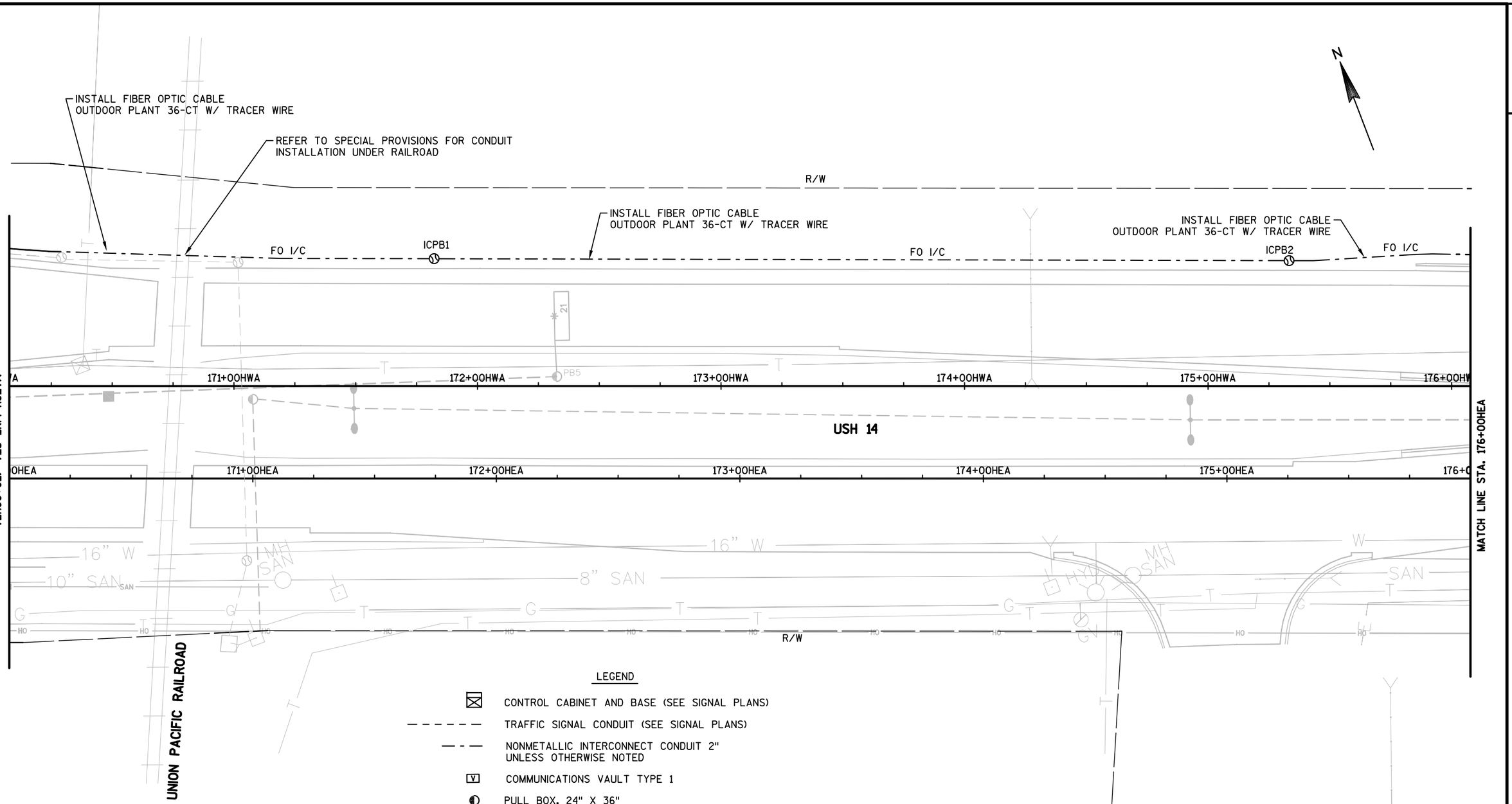
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 7 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 307	E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 8 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 308	E

2

N

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

R/W

FO I/C

ICPB3

FO I/C

MATCH LINE STA. 176+00HEA

177+00HWA 178+00HWA 179+00HWA 180+00HWA 181+00HWA 182+00HW

USH 14

177+00HEA 178+00HEA 179+00HEA 180+00HEA 181+00HEA 182+0

MATCH LINE STA. 182+00HEA

TP

16"" W

6" G

HO

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

R/W

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 9 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 309	E

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

N

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

R/W

ICPB4

FO I/C

R/W (APPROX.)

FO I/C

ICPB5

FO I/C

MATCH LINE STA. 176+00HEA

A

183+00HWA

184+00HWA

185+00HWA

186+00HWA

187+00HWA

188+00HW

USH 14

0HEA

183+00HEA

184+00HEA

185+00HEA

186+00HEA

187+00HEA

188+0

MATCH LINE STA. 182+00HEA

61

W

SS

SAN

HO

ICPB6

FO I/C

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

REFER TO SPECIAL PROVISIONS FOR CONDUIT INSTALLATION UNDER RAILROAD

R/W (APPROX.)

EXISTING WISDOT FIBER

KENNEDY ROAD

CB1

WISCONSIN SOUTHERN RAILROAD

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 10 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 310	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

N

WISCONSIN SOUTHERN RAILROAD

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE ENCLOSURE

EXISTING WISDOT FIBER

FO I/C

EX. CV

R/W (APPROX.)

CV3

MATCH LINE STA. 188+00HEA

189+00HWA

190+00HWA

191+00HWA

192+00HWA

193+00HWA

194+00HW

USH 14

189+00HEA

190+00HEA

191+00HEA

192+00HEA

193+00HEA

194+0

MATCH LINE STA. 194+00HEA

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE
ENCLOSURE

INSTALL CABLE PIGTAIL
12-CT W/ TRACER WIRE

ICPB9

FO I/C

CV2

FO I/C

FO I/C

ICPB8

FO I/C

CV3

FO I/C

ICPB7

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE ENCLOSURE

KENNEDY ROAD

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT
W/ TRACER WIRE

INSTALL 1¼" CONDUIT AND FIBER OPTIC
CABLE PIGTAIL 12-CT W/ TRACER WIRE

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 11 OF 29

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 311	E

2

N

EXISTING WISDOT FIBER

R/W (APPROX.)

MATCH LINE STA. 194+00HEA

195+00HWA | 196+00HWA | 197+00HWA | 198+00HWA | 199+00HWA | 200+00HW

195+00HEA | 196+00HEA | 197+00HEA | 198+00HEA | 199+00HEA | 200+0

MATCH LINE STA. 200+00HEA

USH 14

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

F0 I/C

ICPB10

F0 I/C

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

R/W (APPROX.)

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

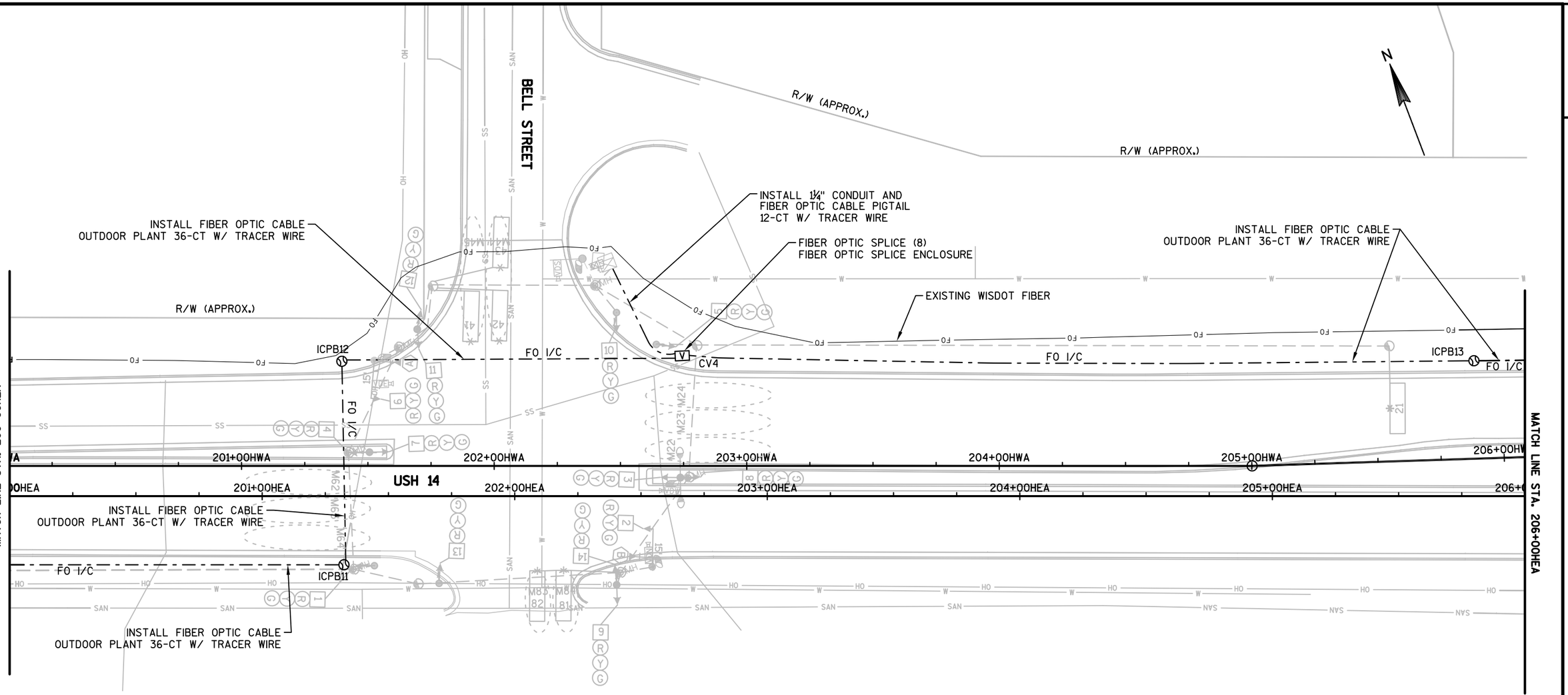
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 12 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 312	E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

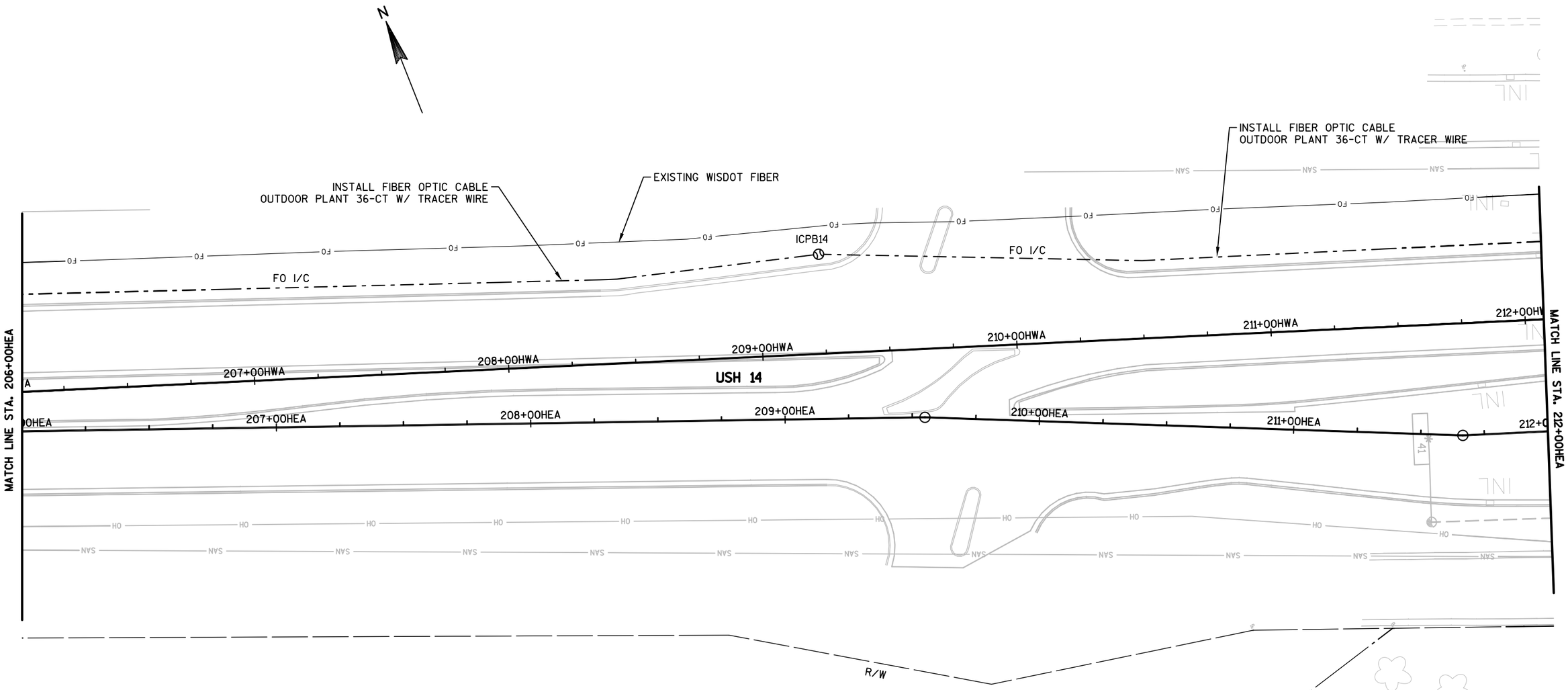
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 13 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 313	E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 14 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 314	E

2

2

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

MATCH LINE STA. 27+75CEA

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE ENCLOSURE

FO I/C

CV5

ICPB16

INSTALL 1¼" CONDUIT AND
FIBER OPTIC CABLE PIGTAIL
12-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

EXISTING WISDOT FIBER

R/W

FO I/C

ICPB15

FO I/C

ICPB17

FO I/C

37+00CWA

27+00CEA

MATCH LINE STA. 212+00HEA

213+00HWA

214+00HWA

215+00HWA

216+00HWA

217+00HWA

218+00HWA

MATCH LINE STA. 218+00HEA

213+00HEA

214+00HEA

215+00HEA

216+00HEA

217+00HEA

218+00HEA

USH 14

FO I/C

ICPB18

FO I/C

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

36+00CWA

26+00CEA

35+00CWA

25+00CEA

STH 26

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 15 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 315	E

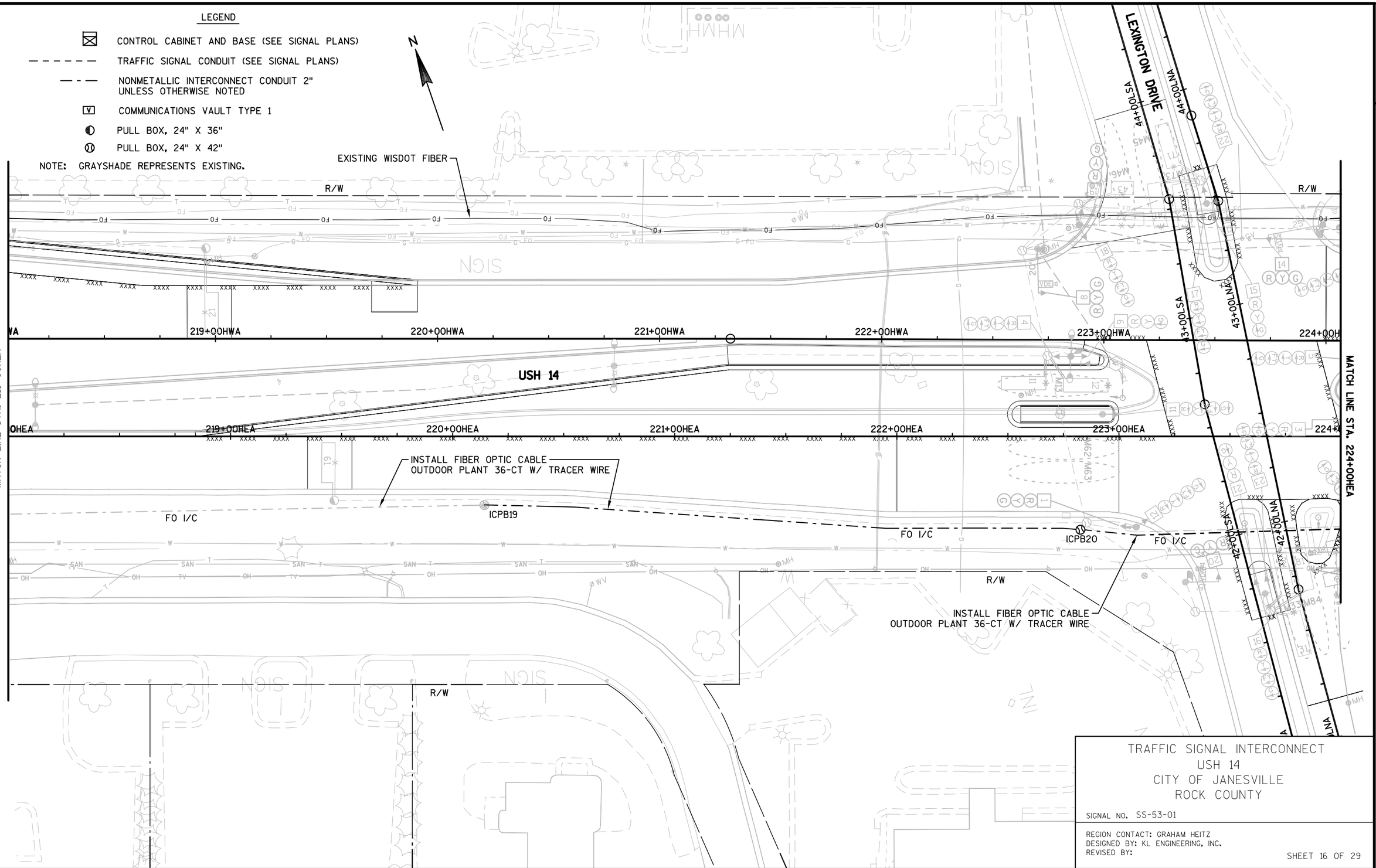
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 16 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 316 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

N

EXISTING WISDOT FIBER

R/W

MATCH LINE STA. 224+00HEA

225+00HWA 226+00HWA 227+00HWA 228+00HWA 229+00HWA 230+00H

MATCH LINE STA. 230+00HEA

USH 14

INSTALL 5.8 GHz ETHERNET BRIDGE

225+00HEA 226+00HEA 227+00HEA 228+00HEA 229+00HEA 230+0

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE ENCLOSURE

FO I/C

CV6

INSTALL 1¼" CONDUIT AND FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

CB1

R/W

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT W/ TRACER WIRE

LEXINGTON DRIVE

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 17 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 317	E

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

EXISTING WISDOT FIBER

R/W

MATCH LINE STA. 230+00HEA

231+00HWA

232+00HWA

233+00HWA

234+00HWA

235+00HWA

236+00HWA

MATCH LINE STA. 236+00HEA

USH 14

231+00HEA

232+00HEA

233+00HEA

234+00HEA

235+00HEA

NOTE: NO INTERCONNECT ITEMS SHOWN ON SHEET.

PONTIAC DRIVE

54+00PSA

53+00PNA

53+00PSA

52+00PNA

52+00PSA

51+00PNA

51+00PSA

R/W

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 18 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 318 E

2

54+00PNA

EXISTING WISDOT FIBER

R/W

237+00HWA 238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HW

MATCH LINE STA. 236+00HEA

INSTALL 5.8 GHz ETHERNET BRIDGE (2)

USH 14

237+00HEA 238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+0

MATCH LINE STA. 242+00HEA

CB1

PONTIAC DRIVE

R/W

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 19 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 319	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

N

R/W

EXISTING WISDOT FIBER

IH 39 SB OFF-RAMP

927+00HDA

925+00HDA

USH 14

MATCH LINE STA. 242+00HEA

MATCH LINE STA. 248+00HEA

243+00HWA | 244+00HWA | 245+00HWA | 246+00HWA | 247+00HWA | 248+00HW

243+00HEA | 244+00HEA | 245+00HEA | 246+00HEA | 247+00HEA | 248+

926+00HCA

925+00HCA

INSTALL 5.8 GHz ETHERNET BRIDGE (2)

CB1

IH 39 SB ON-RAMP

R/W

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 20 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 320	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

EXISTING WISDOT FIBER

MATCH LINE STA. 248+00HEA

249+00HWA | 250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HW

USH 14

249+00HEA | 250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+0

MATCH LINE STA. 254+00HEA

NOTE: NO INTERCONNECT ITEMS SHOWN ON SHEET.

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 21 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 321	E

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

IH 39 NB ON-RAMP

MATCH LINE STA. 254+00HEA

MATCH LINE STA. 260+00HEA

USH 14

255+00HWA | 256+00HWA | 257+00HWA | 258+00HWA | 259+00HWA

255+00HEA | 256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA

INSTALL 5.8 GHz ETHERNET BRIDGE (2)

CB1

R/W

IH 39 NB OFF-RAMP

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 22 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 322	E

2

MATCH LINE STA. 260+00HEA

MATCH LINE STA. 266+00HEA

R/W

R/W

84+00DSA

84+00DNA

83+00DSA

83+00DNA

82+00DSA

82+00DNA

81+00DSA

81+00DNA

261+00HWA

262+00HWA

263+00HWA

264+00HWA

265+00HWA

266+00HW

261+00HEA

262+00HEA

263+00HEA

264+00HEA

265+00HEA

USH 14

DEERFIELD DRIVE

CONNECT TO EXISTING CONDUIT

FO I/C

INSTALL 5.8 GHz ETHERNET BRIDGE

CB1

FO I/C

CV7

ICPB21

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT W/ TRACER WIRE

INSTALL 1¼" CONDUIT AND FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (8) FIBER OPTIC SPLICE ENCLOSURE

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 23 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 323	E

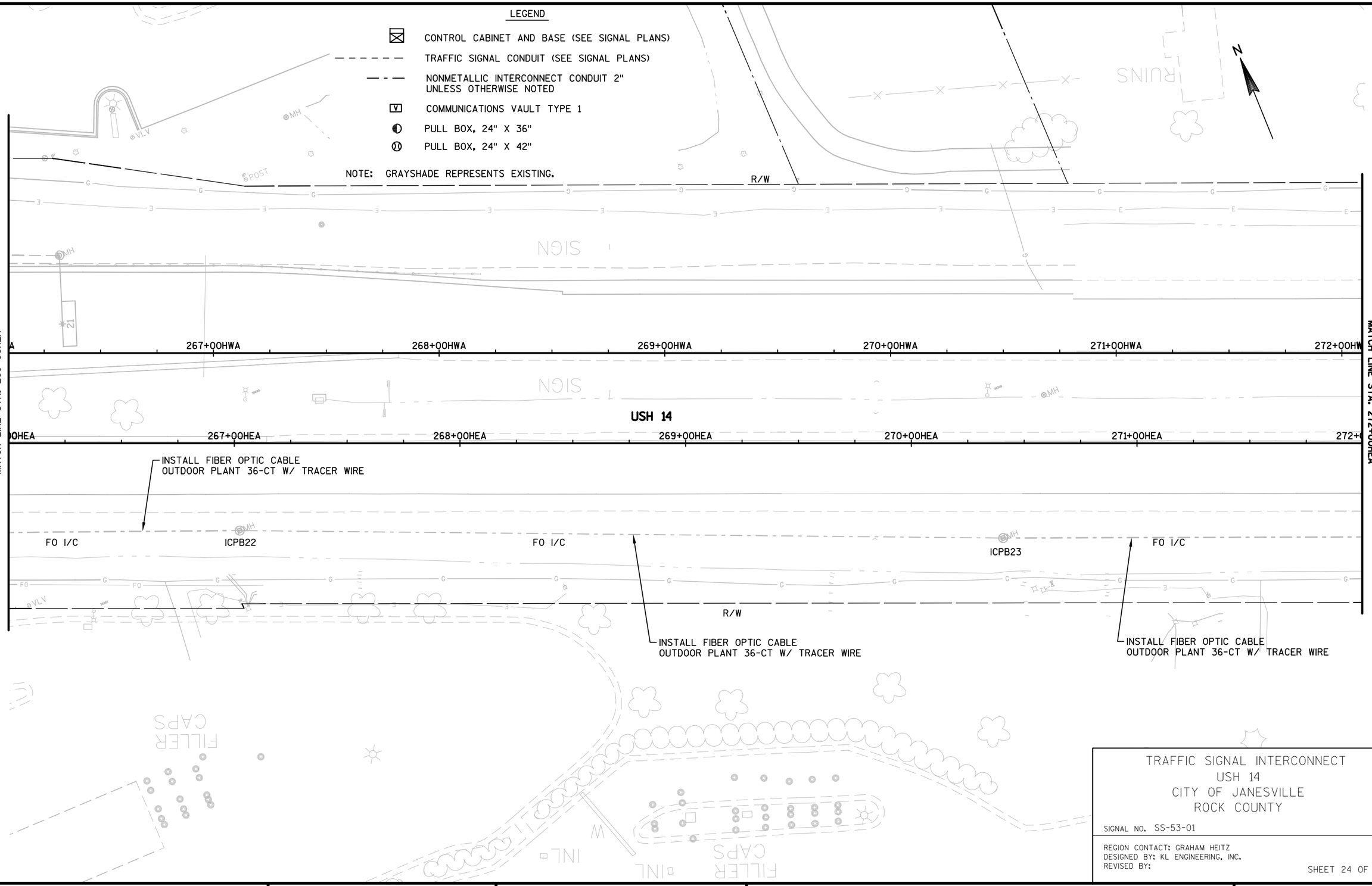
2

2

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.



TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 24 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 324	E

2

N

R/W

POST

MATCH LINE STA. 272+00HEA

273+00HWA | 274+00HWA | 275+00HWA | 276+00HWA | 277+00HWA | 278+00HW

MATCH LINE STA. 278+00HEA

USH 14

00HEA | 273+00HEA | 274+00HEA | 275+00HEA | 276+00HEA | 277+00HEA | 278+0

INTERCEPT EXISTING CONDUIT WITH NEW PULLBOX

WLV 62

FO I/C

ICPB24

FO I/C

ICPB25

FO I/C

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT W/ TRACER WIRE

R/W

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT W/ TRACER WIRE

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- V COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 25 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 325	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG PLOT DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

N

R/W

MATCH LINE STA. 278+00HEA

279+00HWA

280+00HWA

281+00HWA 281+25HWA

USH 14

279+00HEA

280+00HEA

281+00HEA

282+00HEA

283+00HEA

284+00HEA

FIBER OPTIC SPLICE (8)
FIBER OPTIC SPLICE ENCLOSURE

FO I/C

CV8

CB1

INSTALL FIBER OPTIC CABLE
OUTDOOR PLANT 36-CT W/ TRACER WIRE

INSTALL 1¼" CONDUIT AND
FIBER OPTIC CABLE PIGTAIL
12-CT W/TRACER WIRE

WRIGHT ROAD

R/W

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

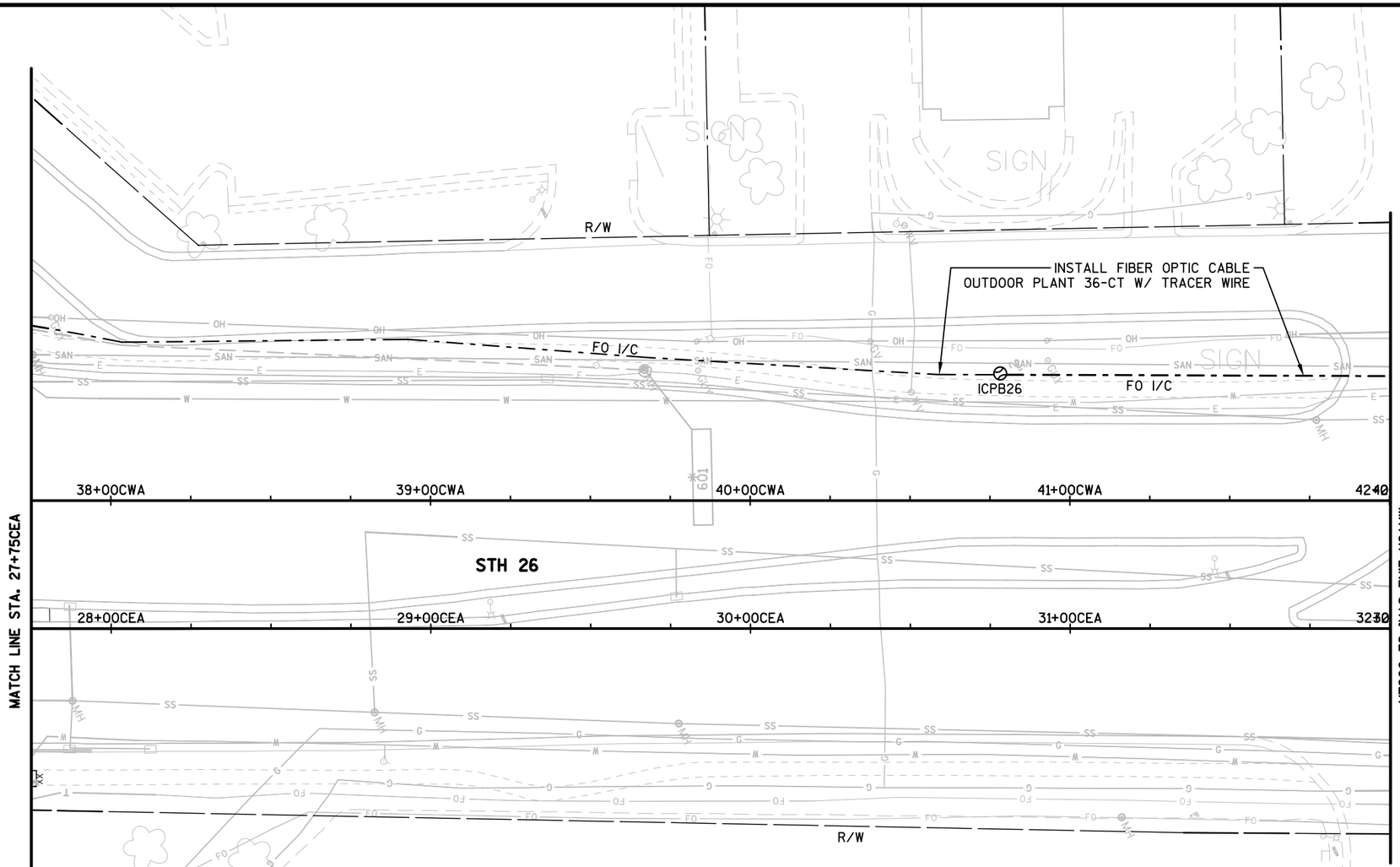
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 26 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 326	E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

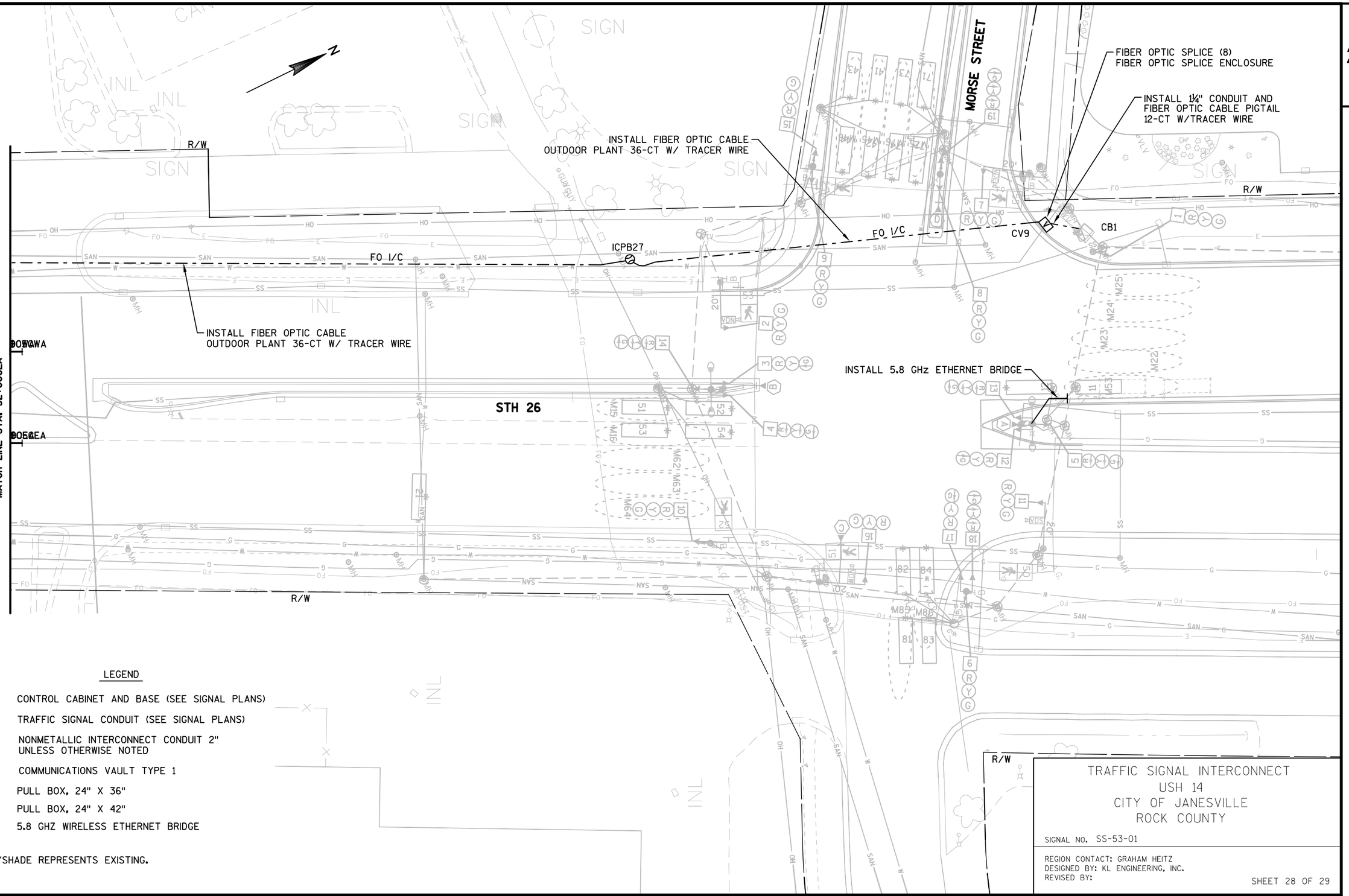
SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 27 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 327	E

2



LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 28 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 328	E

2

KETTERING STREET

52+00KTA

53+00KTA

54+00KTA

55+00KTA

FRONTAGE ROAD

EAST FRONTAGE ROAD

R/W

CB1

INSTALL 5.8 GHz ETHERNET BRIDGE

STH 26

N

LEGEND

- CONTROL CABINET AND BASE (SEE SIGNAL PLANS)
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHERWISE NOTED
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- 5.8 GHZ WIRELESS ETHERNET BRIDGE

NOTE: GRAYSHADE REPRESENTS EXISTING.

TRAFFIC SIGNAL INTERCONNECT
USH 14
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 29 OF 29

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	SIGNAL INTERCONNECT PLAN	SHEET 329	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\024001_SIG_IC_USH14_USH 51-WRIGHT_ROAD.DWG DATE : 10/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

GENERAL NOTES (APPLIES TO ALL LIGHTING PLAN SHEETS):

1. ALL CONDUCTORS WITHIN TRAFFIC SIGNAL POLES, BASES AND LUMINAIRE ARMS SHALL BE DERIVED FROM THE TRAFFIC SIGNAL POWER SOURCE.
2. REMOVAL OF CONDUCTORS IN EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "FURNISH AND INSTALL EQUIVALENT LIGHTING CONDUCTORS".
3. TRAFFIC SIGNAL LINEWORK SHOWN FOR INFORMATION ONLY.
4. ADJUST PROPOSED LIGHTING CONDUIT, PULL BOXES AND METER PEDESTAL LOCATIONS TO AVOID CONFLICTS WITH EXISTING UTILITIES AND OTHER PROPOSED FACILITIES. THE ENGINEER SHALL AUTHORIZE ALL ADJUSTMENTS.
5. THE ENGINEER SHALL AUTHORIZE THE USE OF THE UNDISTRIBUTED UTILITY LINE OPENINGS (ULO) LISTED IN THE QUANTITIES.
6. RESTORE ALL AREAS IMPACTED BY INSTALLING LIGHTING CONDUIT, PULL BOXES AND ELECTRICAL SERVICES AS DIRECTED BY THE ENGINEER. REFER TO UNDISTRIBUTED ITEMS LISTED IN THE MISCELLANEOUS QUANTITIES.

LIGHTING INFORMATION (APPLIES TO LOCATIONS NOT SHOWN ON LIGHTING PLAN SHEETS)

1. ALL LIGHTING AT THE USH 14/USH 51 AND USH 14/NEWVILLE ROAD INTERSECTIONS ARE CURRENTLY ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE. NO MODIFICATIONS PLANNED.
2. EXISTING STREET LIGHTING WITHIN THE USH 14/IH 39 INTERCHANGE AREA (BETWEEN 237+00 'HEA' AND 260+00 'HEA') IS CURRENTLY ENERGIZED FROM A CITY OF JANESVILLE LIGHTING METER LOCATED APPROXIMATELY 262+30 'HEA', RT. THIS LIGHTING IS PLANNED TO BE ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCES AT EACH RAMP TERMINAL INTERSECTION. LIGHTING WORK REQUIRED:
   - REMOVE & ABANDON EXISTING STREET LIGHTING ELECTRICAL SERVICE (262+30 'HEA', RT)
   - CONNECT TO EXISTING TRAFFIC SIGNAL CONDUIT AND LIGHTING CONDUCTORS (WORK SHOWN ON TRAFFIC SIGNAL PLANS).

LEGEND (ALL LIGHTING PLAN SHEETS)

ⓅⒷ	PULL BOXES STEEL 24"X42"
2-S	CONDUIT SPECIAL 2"
X	INTERCEPT EXISTING CONDUIT WITH NEW PULL BOX
*	INDICATES LUMINAIRE TO BE ENERGIZED FROM TRAFFIC SIGNAL CABINET
	NOTE: GRAY SHADE DENOTES EXISTING

GENERAL NOTES (APPLIES TO THIS CONSTRUCTION DETAIL)

THE EXACT LOCATION OF THE ELECTRICAL METER SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ADJUST ALL LOCATIONS AROUND SITE CONDITIONS INCLUDING TOPOGRAPHY AND UTILITIES.

CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE THE ELECTRICAL SERVICE LATERAL WILL APPROACH.

CONTRACTOR MUST PROVIDE UTILITY APPROVED METER SOCKET AND INSTALL PER UTILITY AND MANUFACTURER'S 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 TWO GROUNDING ELECTRODES ARE REQUIRED, THE DISTANCE APART SHALL BE 6-FEET OR PER LOCAL UTILITY REGULATIONS.

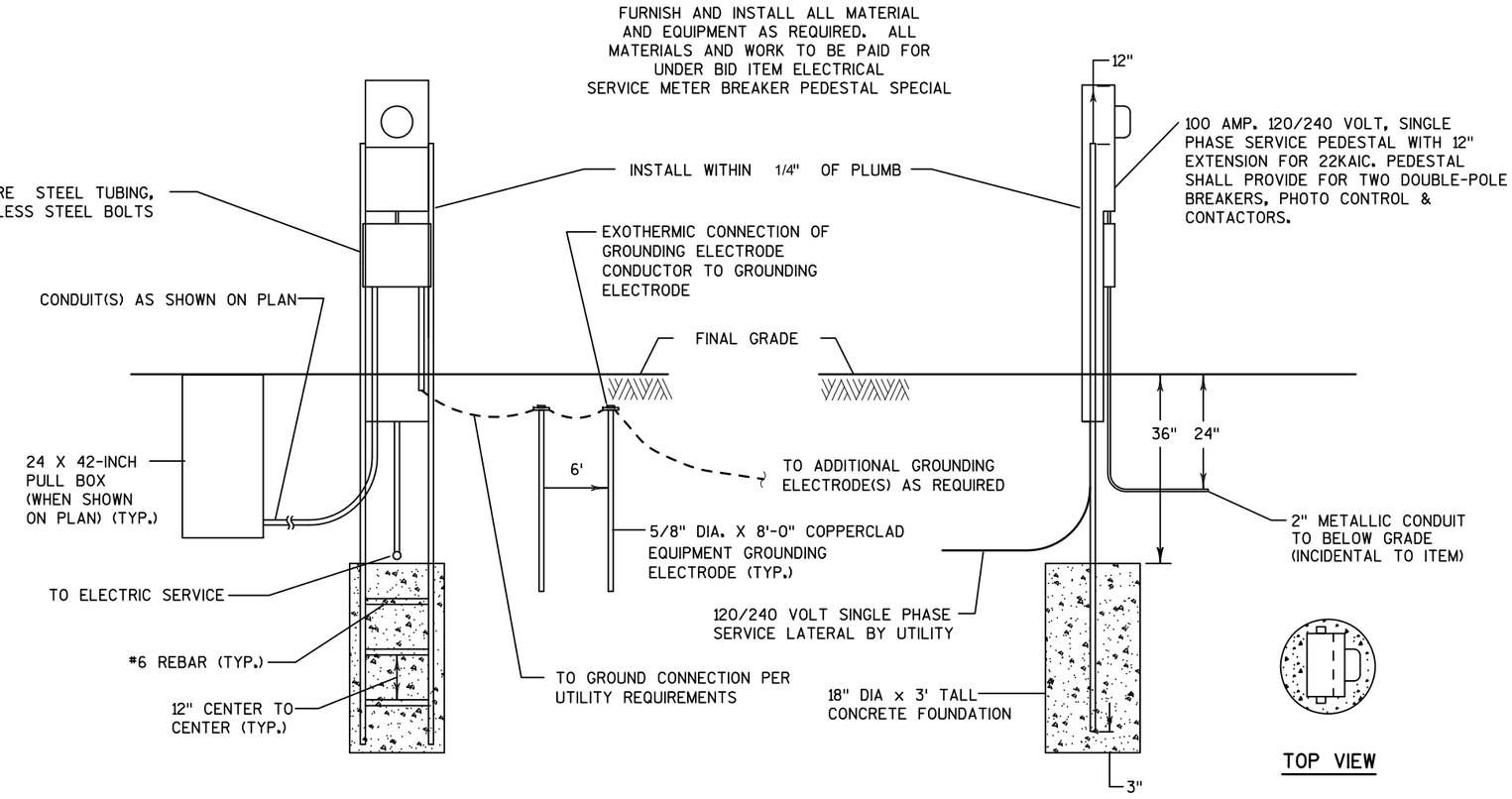
ALL MOUNTING CHANNEL AND HARDWARE SHALL BE STAINLESS STEEL.

COORDINATE THE LAYOUT AND INSTALLATION OF ALL EQUIPMENT SHOWN WITH THE CITY OF JANESVILLE AND THE UTILITY. THE LOCATION AND ARRANGEMENT OF ALL EQUIPMENT SHOWN IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD.

SEE STANDARD DETAIL DRAWING "CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL.

CONFIRM EXISTING LIGHTING CIRCUITS AND ELECTRICAL SERVICE LOCATIONS PRIOR TO INSTALLATION.

PROVIDE FOR PHOTOCELL OPERATION ON THE PEDESTAL.



ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING - CONSTRUCTION DETAILS SHEET 1 OF 10	SHEET 330 E

2

2

APPROX. R/W (TYP.)

SEE NOTE "C"

KENNEDY ROAD

WISCONSIN SOUTHERN RAILROAD

N

KENNEDY ROAD INTERSECTION NOTES:

A. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 171+00 'HEA', RT. INSTALL 2" CONDUIT BETWEEN THE EXISITING STREET LIGHTS @ STA. 179+60'HEA' LT AND STA. 183+00'HEA' LT. INSTALL EQUIVALENT CONDUCTORS TO MATCH EXISTING CIRCUIT TO THE WEST.

B. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED SOUTH ALONG KENNEDY ROAD - NOT IDENTIFIED.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED NORTH ALONG KENNEDY ROAD - NOT IDENTIFIED.

D. REMOVE ALL CONDUCTORS BETWEEN TRAFFIC SIGNAL AND STREET LIGHTING CIRCUITS.

USH 14

SEE NOTE "D"

186+00'HWA'

187+00'HWA'

188+00'HWA'

189+00'HWA'

190+00'HWA'

191+00'HWA'

END OF NOTE "B" CURCUIT

186+00'HEA'

187+00'HEA'

188+00'HEA'

189+00'HEA'

SEE NOTE "B"

190+00'HEA'

191+00'HEA'

SEE NOTE "A"

USH 14

KENNEDY ROAD

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	LIGHTING DETAILS SHEET 2 OF 10	SHEET 331	E

2

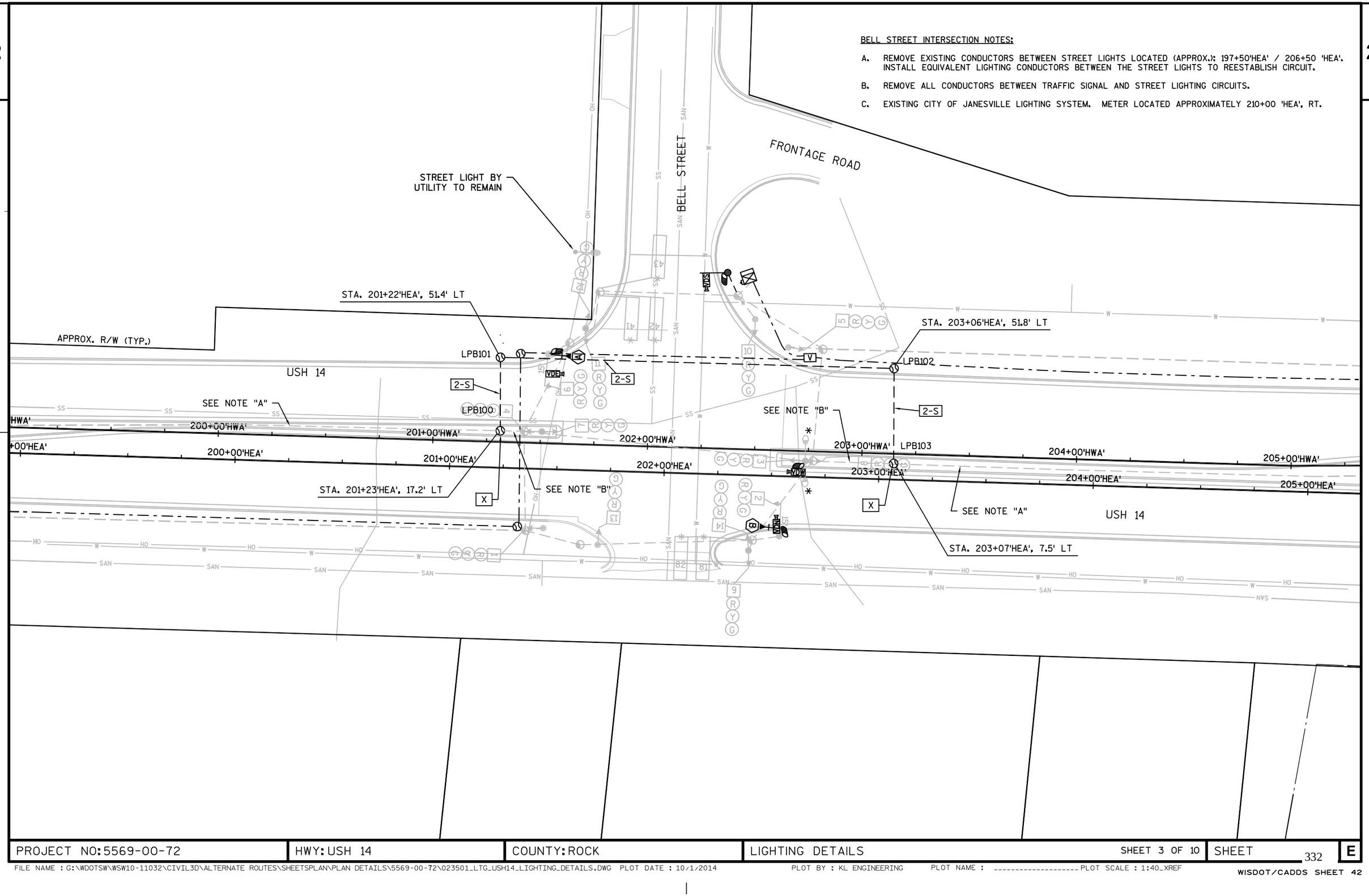
2

BELL STREET INTERSECTION NOTES:

A. REMOVE EXISTING CONDUCTORS BETWEEN STREET LIGHTS LOCATED (APPROX.): 197+50'HEA' / 206+50 'HEA'. INSTALL EQUIVALENT LIGHTING CONDUCTORS BETWEEN THE STREET LIGHTS TO REESTABLISH CIRCUIT.

B. REMOVE ALL CONDUCTORS BETWEEN TRAFFIC SIGNAL AND STREET LIGHTING CIRCUITS.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 210+00 'HEA', RT.



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS SHEET 3 OF 10	SHEET 332	E

2

2

STH 26

38+00'CWA'

37+00'CWA'

SEE NOTE "D"

28+00'CEA'

RW (TYP.)

USH 14

213+00'HWA'

214+00'HWA'

215+00'HWA'

216+00'HWA'

217+00'HWA'

218+00'HWA'

SEE NOTE "A"

SEE NOTE "B"

SEE NOTE "C"

SEE NOTE "E"

36+00'CWA'

35+00'CWA'

26+00'CEA'

25+00'CEA'

213+00'HEA'

214+00'HEA'

215+00'HEA'

216+00'HEA'

217+00'HEA'

218+00'HEA'

STH 26 INTERSECTION NOTES:

A. ALL LIGHTING AT THE USH 14/STH 26 INTERSECTION CURRENTLY ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE. NO MODIFICATIONS ARE PLANNED.

B. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 210+00 'HEA', RT.

C. LIGHTING TO BE ENERGIZED AS PART OF THE USH 14/LEXINGTON DRIVE TRAFFIC SIGNAL.

D. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 100+50 'CE', LT.

E. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATION SOUTH ALONG STH 26 - NOT IDENTIFIED.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 4 OF 10	SHEET 333	E

LEXINGTON DRIVE INTERSECTION NOTES:

A. EXISTING LIGHTING AT THE USH 14/LEXINGTON DRIVE INTERSECTION AND ON USH 14 BETWEEN STATION 218+00 'HEA' AND 231+00 'HEA' WILL BE REMOVED AND REINSTALLED UNDER TRAFFIC SIGNAL BID ITEMS. THIS LIGHTING IS PLANNED TO BE ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE.

B. LIGHTING WORK REQUIRED:
   1. REMOVE & ABANDON EXISTING STREET LIGHTING ELECTRICAL SERVICE ON UTILITY POLE
   2. INSTALL NEW ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL
   3. CONNECT TO EXISTING CONDUIT AND INSTALL EQUIVALENT LIGHTING CONDUCTORS BETWEEN THE METER PEDESTAL AND EXISTING STREET LIGHT LOCATED APPROXIMATELY 40+00 'LNA'.

PRIVATE STREET LIGHT TO REMAIN

SEE NOTE "A"

LEXINGTON DRIVE

44+00'LSA'

44+00'LNA'

43+00'LSA'

43+00'LNA'

42+00'LSA'

42+00'LNA'

41+00'LSA'

41+00'LNA'

R/W (TYP.)

25'

USH 14

221+00'HWA'

222+00'HWA'

223+00'HWA'

224+00'HWA'

225+00'HWA'

226+00'HWA'

221+00'HEA'

222+00'HEA'

223+00'HEA'

224+00'HEA'

225+00'HEA'

226+00'HEA'

STA. 224+35'HEA', 58.1' RT

SEE NOTE "B"

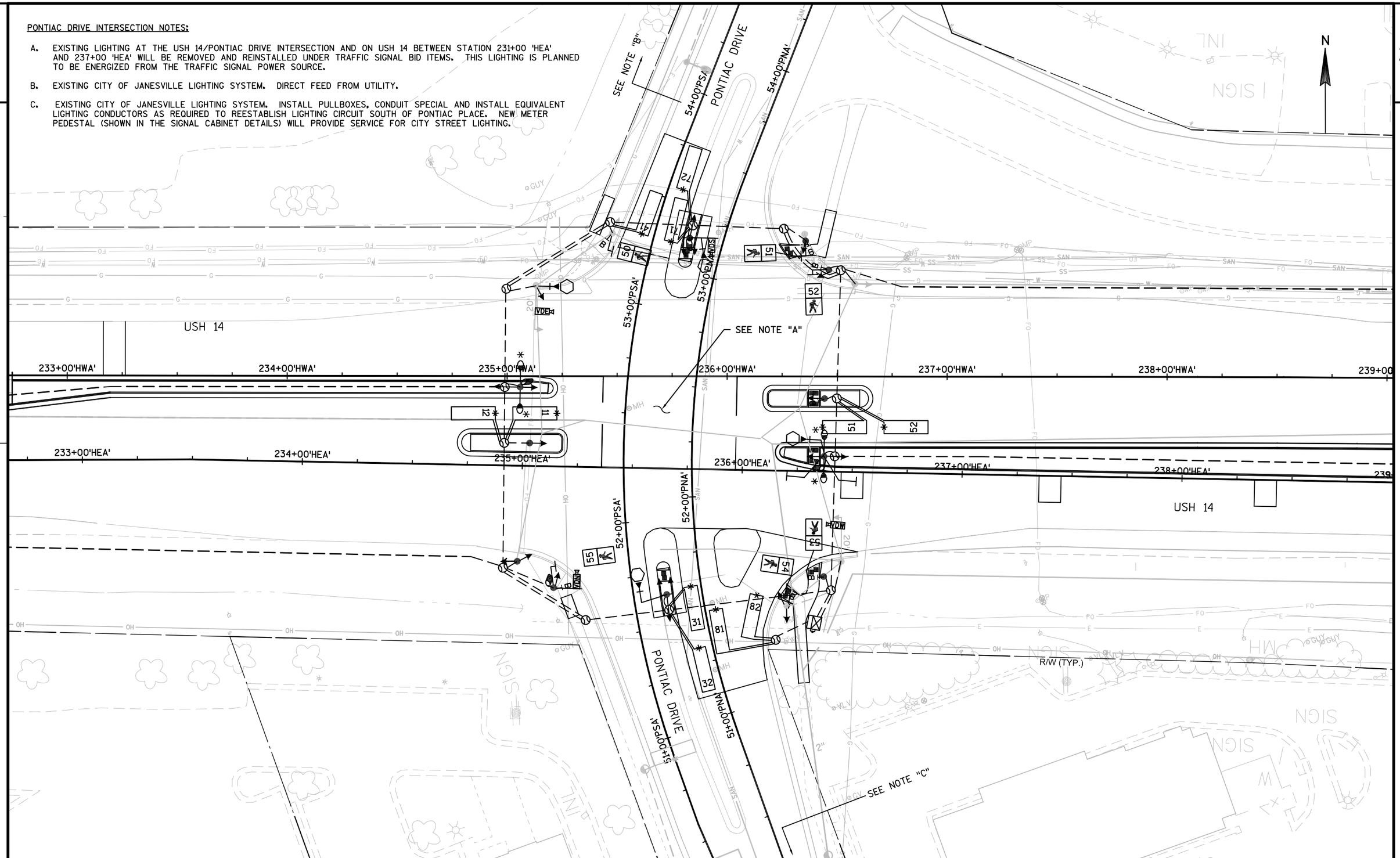
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 5 OF 10	SHEET 334	E

PONTIAC DRIVE INTERSECTION NOTES:

A. EXISTING LIGHTING AT THE USH 14/PONTIAC DRIVE INTERSECTION AND ON USH 14 BETWEEN STATION 231+00 'HEA' AND 237+00 'HEA' WILL BE REMOVED AND REINSTALLED UNDER TRAFFIC SIGNAL BID ITEMS. THIS LIGHTING IS PLANNED TO BE ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE.

B. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. DIRECT FEED FROM UTILITY.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. INSTALL PULLBOXES, CONDUIT SPECIAL AND INSTALL EQUIVALENT LIGHTING CONDUCTORS AS REQUIRED TO REESTABLISH LIGHTING CIRCUIT SOUTH OF PONTIAC PLACE. NEW METER PEDESTAL (SHOWN IN THE SIGNAL CABINET DETAILS) WILL PROVIDE SERVICE FOR CITY STREET LIGHTING.



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 6 OF 10	SHEET 335	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023501_LTG_USH14_LIGHTING_DETAILS.DWG PLOT DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

DEERFIELD DRIVE INTERSECTION NOTES:

A. ALL LIGHTING AT THE USH 14/DEERFIELD DRIVE INTERSECTION CURRENTLY ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE. NO MODIFICATIONS ARE PLANNED.

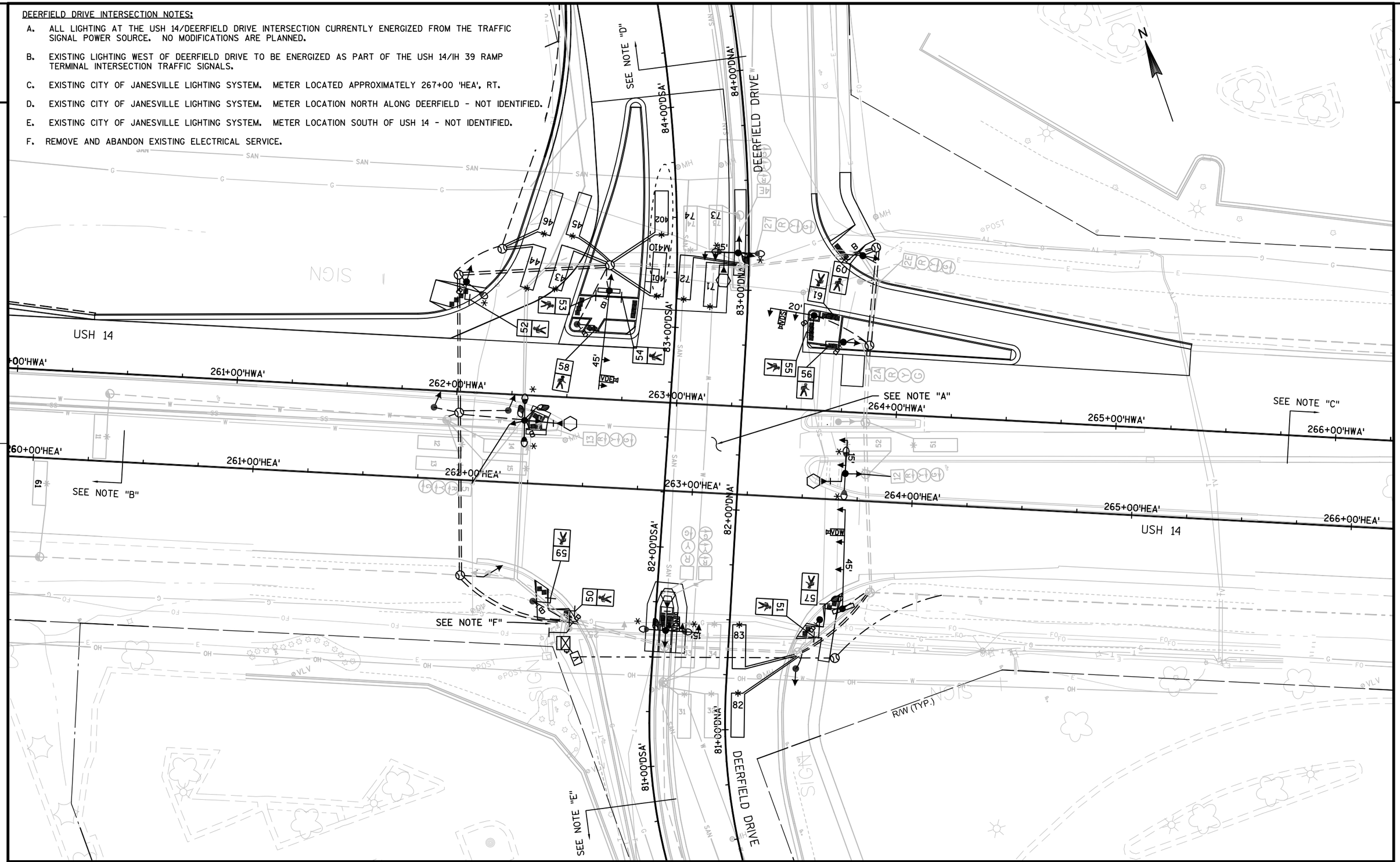
B. EXISTING LIGHTING WEST OF DEERFIELD DRIVE TO BE ENERGIZED AS PART OF THE USH 14/IH 39 RAMP TERMINAL INTERSECTION TRAFFIC SIGNALS.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 267+00 'HEA', RT.

D. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATION NORTH ALONG DEERFIELD - NOT IDENTIFIED.

E. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATION SOUTH OF USH 14 - NOT IDENTIFIED.

F. REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE.



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 7 OF 10	SHEET 336	E

2

WRIGHT ROAD INTERSECTION NOTES:

A. ALL LIGHTING AT THE USH 14/WRIGHT ROAD INTERSECTION CURRENTLY ENERGIZED FROM THE TRAFFIC SIGNAL POWER SOURCE. NO MODIFICATIONS ARE PLANNED.

B. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 267+00 'HEA', RT.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 286+00 'HEA', RT.

D. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATION NORTH ALONG WRIGHT ROAD - NOT IDENTIFIED.

E. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 280+20 'HEA', RT. RECORDS SHOW CONDUIT & CONDUCTORS FOR SOUTH WRIGHT ROAD STREET LIGHTING IN THE SW QUADRANT & THE SOUTH WRIGHT ROAD MEDIAN. FACILITIES WERE NOT FIELD VERIFIED.

N

SEE NOTE "D"

WRIGHT ROAD

R/W (TYP.)

USH 14

279+00'HWA'

280+00'HWA'

281+00'HWA'

281+25'HWA'

SEE NOTE "A"

279+00'HEA'

280+00'HEA'

281+00'HEA'

282+00'HEA'

283+00'HEA'

284+00'HEA'

SEE NOTE "B"

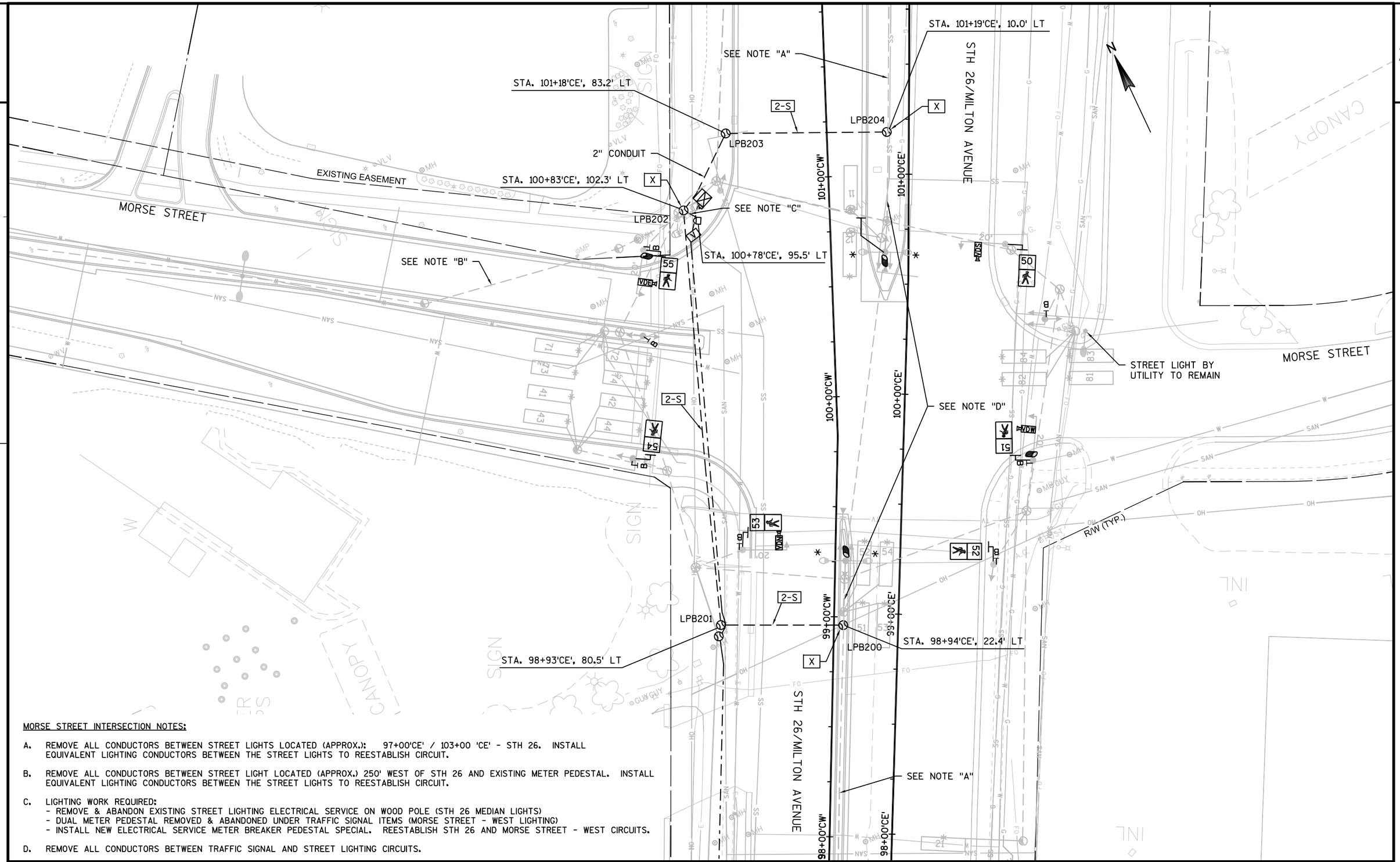
SEE NOTE "C"

USH 14

SEE NOTE "E"

WRIGHT ROAD

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 8 OF 10	SHEET 337	E



MORSE STREET INTERSECTION NOTES:

A. REMOVE ALL CONDUCTORS BETWEEN STREET LIGHTS LOCATED (APPROX.): 97+00'CE' / 103+00 'CE' - STH 26. INSTALL EQUIVALENT LIGHTING CONDUCTORS BETWEEN THE STREET LIGHTS TO REESTABLISH CIRCUIT.

B. REMOVE ALL CONDUCTORS BETWEEN STREET LIGHT LOCATED (APPROX.) 250' WEST OF STH 26 AND EXISTING METER PEDESTAL. INSTALL EQUIVALENT LIGHTING CONDUCTORS BETWEEN THE STREET LIGHTS TO REESTABLISH CIRCUIT.

C. LIGHTING WORK REQUIRED:
- REMOVE & ABANDON EXISTING STREET LIGHTING ELECTRICAL SERVICE ON WOOD POLE (STH 26 MEDIAN LIGHTS)
- DUAL METER PEDESTAL REMOVED & ABANDONED UNDER TRAFFIC SIGNAL ITEMS (MORSE STREET - WEST LIGHTING)
- INSTALL NEW ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL. REESTABLISH STH 26 AND MORSE STREET - WEST CIRCUITS.

D. REMOVE ALL CONDUCTORS BETWEEN TRAFFIC SIGNAL AND STREET LIGHTING CIRCUITS.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 9 OF 10	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\023501_LTG_USH14_LIGHTING_DETAILS.DWG PLOT DATE : 10/1/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

KETTERING STREET INTERSECTION NOTES:

A. REMOVE ALL CONDUCTORS BETWEEN STREET LIGHTS LOCATED (APPROX.): 126+00'CE' - STH 26 / 55+50 'KTA' - KETTERING STREET. INSTALL EQUIVALENT LIGHTING CONDUCTORS BETWEEN THE STREET LIGHTS TO REESTABLISH CIRCUIT.

B. REMOVE ALL CONDUCTORS BETWEEN TRAFFIC SIGNAL AND STREET LIGHTING CIRCUITS.

C. EXISTING CITY OF JANESVILLE LIGHTING SYSTEM. METER LOCATED APPROXIMATELY 124+00'CE', LT.

@ STA. 134+50'CE'

STH 26/MILTON AVENUE

131+00'CW'

131+00'CE'

130+00'CW'

130+00'CE'

129+00'CW'

129+00'CE'

128+00'CW'

128+00'CE'

51+00'KTA'

52+00'KTA'

53+00'KTA'

54+00'KTA'

55+00'KTA'

56+00'KTA'

KETTERING STREET

STA. 129+49'CE', 90.2' RT

STA. 129+01'CE', 93.6' RT

STA. 127+61'CE', 54.7' RT

STA. 127+60'CE', 20.8' LT

SEE NOTE "A"

SEE NOTE "B"

SEE NOTE "C"

LPB300

LPB301

LPB302

LPB303

2-S

X

R/W (TYP.)

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	LIGHTING DETAILS	SHEET 10 OF 10	SHEET 339	E

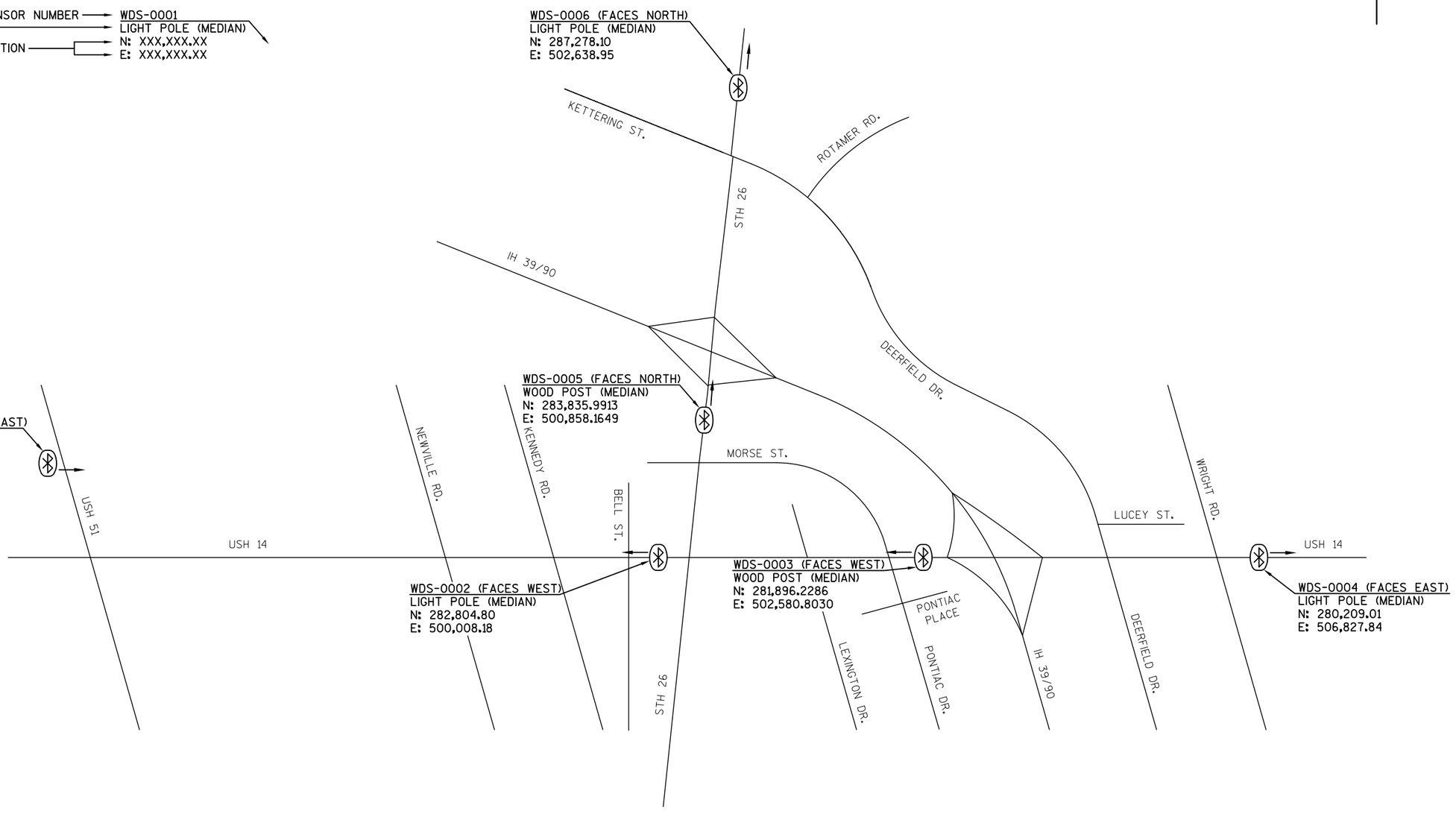
LEGEND AND EQUIPMENT CODES

PROPOSED WDS (BLUETOOTH)

WDS = WIRELESS DETECTION SENSOR (BLUETOOTH)

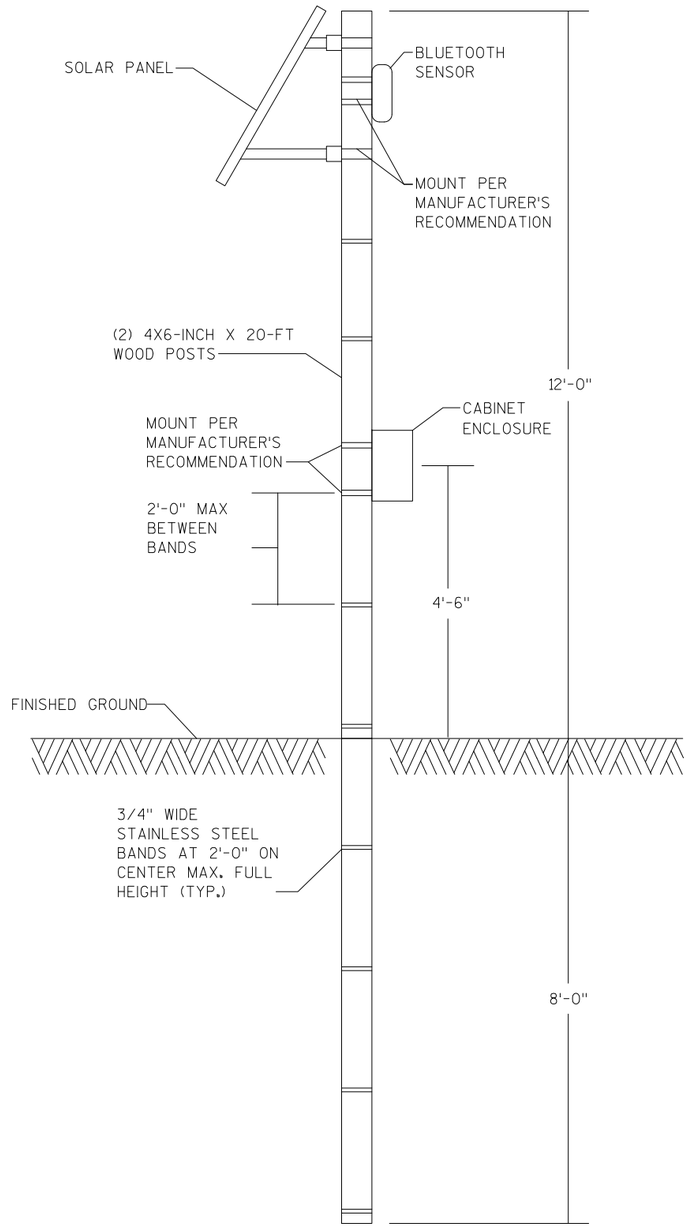
WIRELESS DETECTION SENSOR NUMBER → WDS-0001
MOUNTING LOCATION → LIGHT POLE (MEDIAN)
NORTHING, EASTING LOCATION → N: XXX,XXX.XX
E: XXX,XXX.XX

N

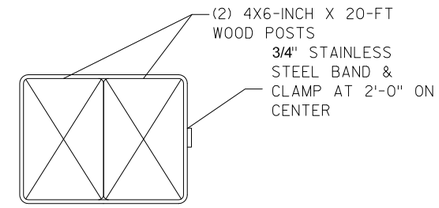


SHEET 1 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	WIRELESS DETECTION OVERVIEW	SHEET 340	E



WOOD POST INSTALLATION DETAIL



WOOD POST DETAIL

GENERAL NOTES:

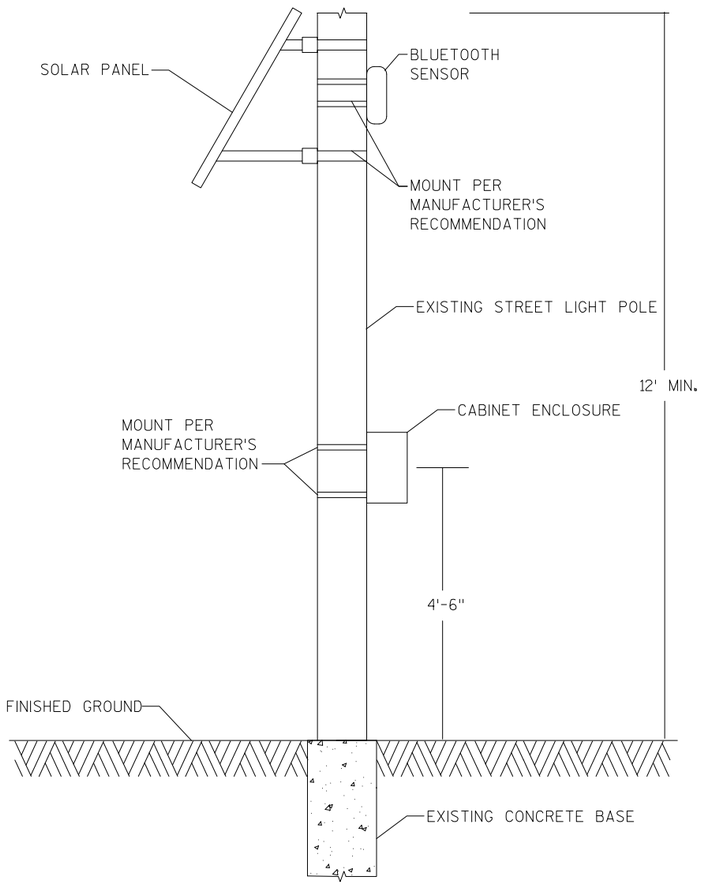
1. SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

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

3. ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

4. NOTIFY WISDOT A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF THE WIRELESS DETECTION SENSORS, TO FIELD VERIFY LOCATIONS.

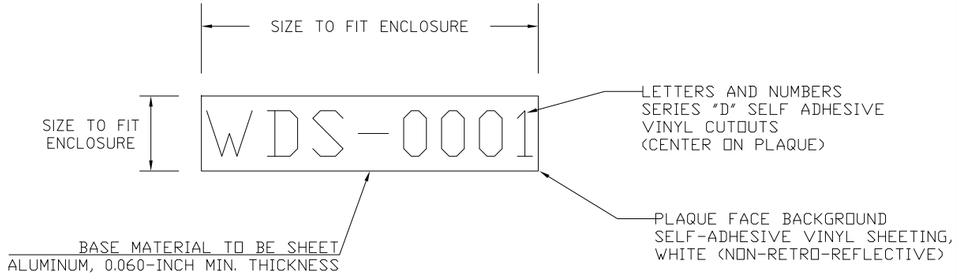
5. PROVIDE STRUCTURAL GRADE PRESSURE TREATED POSTS IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS



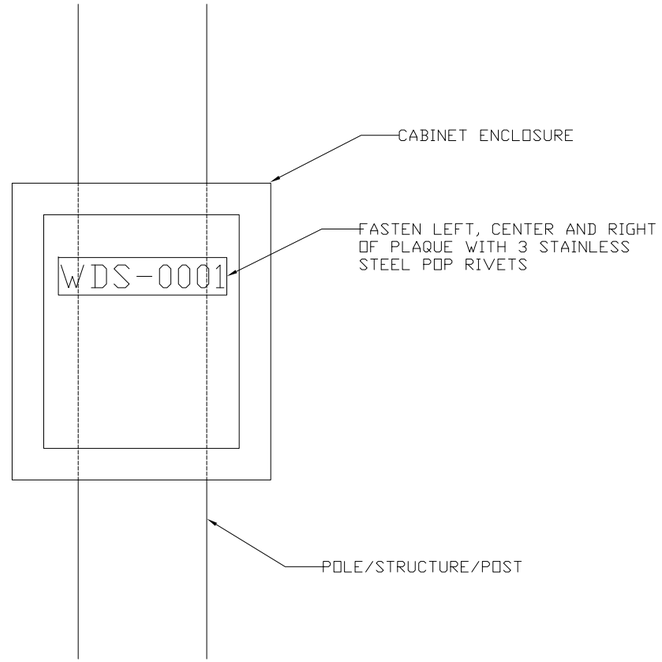
EXISTING STREET LIGHT INSTALLATION DETAIL

GENERAL NOTES:

1. SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.
2. MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER AND MANUFACTURER.
3. ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.
4. NOTIFY WISDOT A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF THE WIRELESS DETECTION SENSORS, TO FIELD VERIFY LOCATIONS.

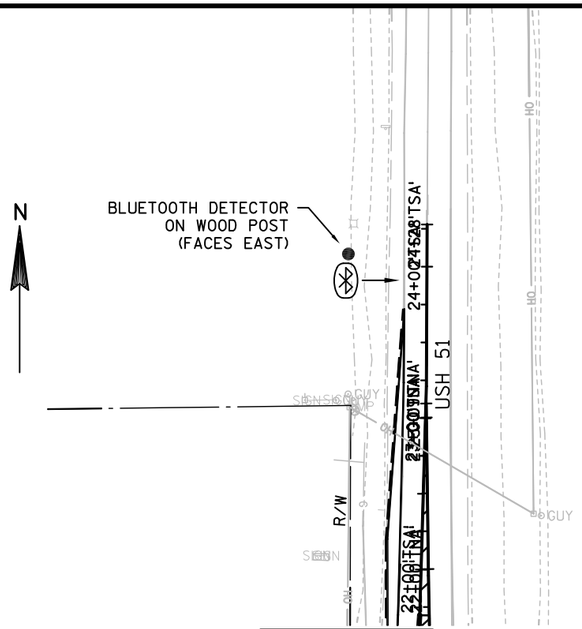


BLUETOOTH IDENTIFICATION PLAQUE DETAIL

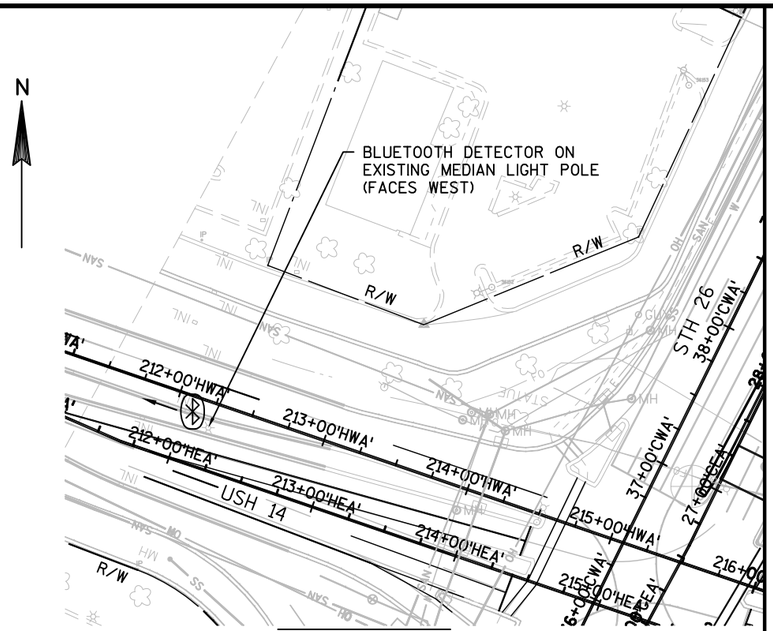


BLUETOOTH SENSOR ENCLOSURE IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

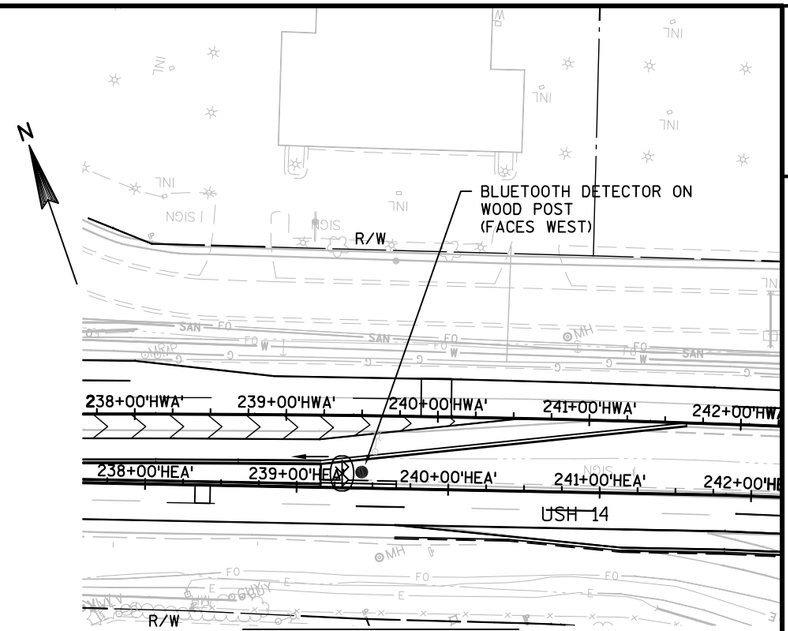
(TYPICAL ALL BLUETOOTH ENCLOSURES)
ONE PLAQUE PER ENCLOSURE REQUIRED.



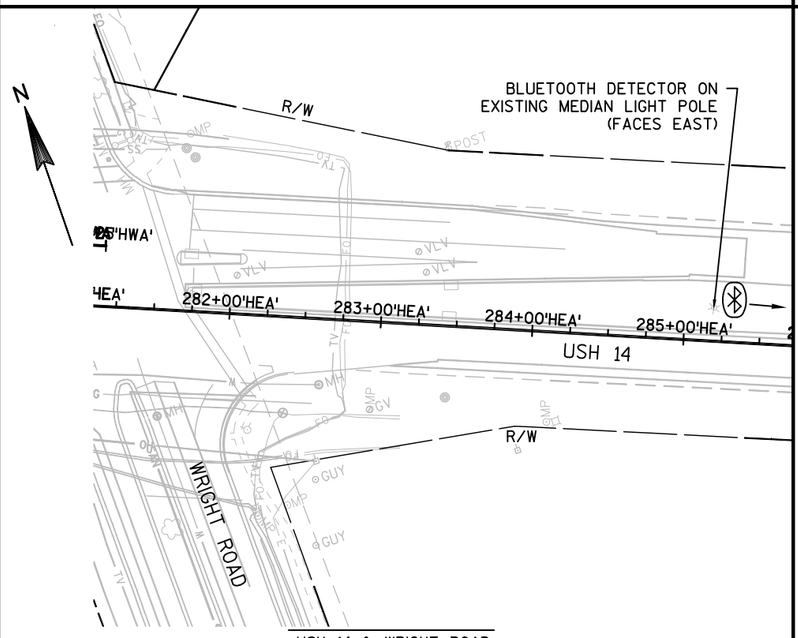
USH 14 & USH 51
WDS-0001



USH 14 & STH 26
WDS-0002

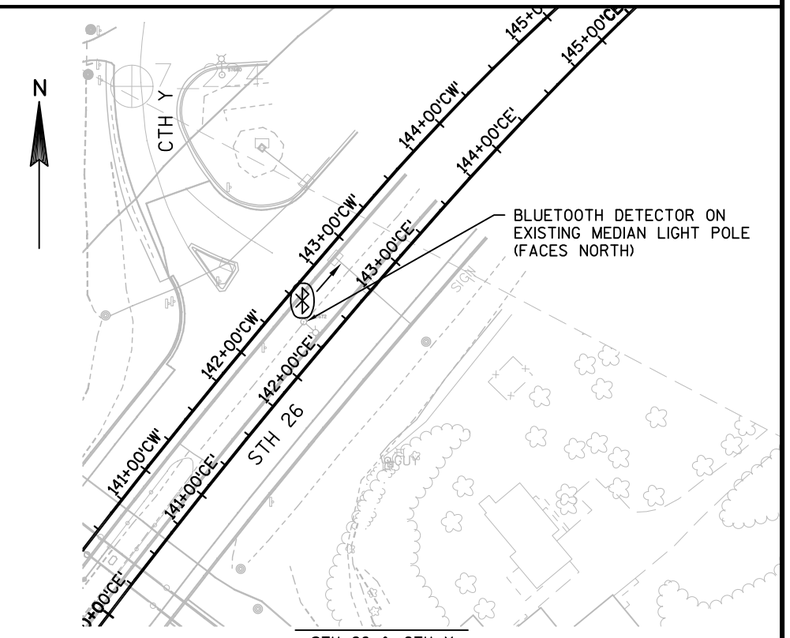


USH 14 BETWEEN PONTIAC DRIVE
AND I-39/90 SB OFF-RAMP
WDS-0003



USH 14 & WRIGHT ROAD
WDS-0004

STH 26 & MORSE STREET
WDS-0005



STH 26 & CTH Y
WDS-0006

SHEET 4 OF 4

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	WIRELESS DETECTION DETAILS	SHEET 343	E

2

ITS GENERAL NOTES

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

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

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

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUIT, PULL BOXES, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

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

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

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

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

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

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	▬
CCTV CAMERA	◀■
BASE MOUNTED CABINET	⊠
POLE MOUNTED CABINET	⊠
POLE	●
PULL BOX 24X36	◑
PULL BOX 24X42	ⓧ
COMMUNICATIONS VAULT	V
COMMUNICATIONS MANHOLE	Ⓜ
MICROWAVE DETECTOR	◆
ITS CONDUIT	- - -
DYNAMIC MESSAGE SIGN, OVERHEAD	▙▁▟
DYNAMIC MESSAGE SIGN, ROADSIDE	▙▟▙▟
DYNAMIC MESSAGE SIGN, BUTTERFLY	▟▙
DYNAMIC MESSAGE SIGN, CANTILEVER	▁▟
PORTABLE CHANGEABLE MESSAGE SIGN	PCMS
ROAD WEATHER INFORMATION SYSTEM	▮
METER BREAKER PEDESTAL	⊠
METER SOCKET	⊗
BREAKER DISCONNECT BOX	⊞
RAMP CLOSURE GATE	▭◤
BLUETOOTH SENSOR	B
WIRELESS MESH NODE	W
AUTOMATIC TRAFFIC RECORDER	ATR
WOODEN POWER POLE	⊡
WOOD POST	⊡
TRANSFORMER	⧄
DETECTION ZONE	⬭

ITS STANDARD ABBREVIATIONS

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

ITS CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION
MR. KYLE HEMP
608-246-5367
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MILWAUKEE, WI 53203

SRF CONSULTING GROUP
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MEMORIAL DRIVE & USH 14 POWER COORDINATION
ALLIANT ENERGY
MR. RON ROHM
608-757-7514
3730 KENNEDY ROAD
JANESVILLE, WI 53545

ROTAMER ROAD POWER COORDINATION
ROCK ENERGY COOPERATIVE
MS. LYNN MAIER
608-752-4550
2815 KENNEDY ROAD
JANESVILLE, WI 53545

UP RAILROAD COORDINATION
MR. JOHN VENICE
312-777-2043
101 NORTH WACKER DRIVE
CHICAGO, IL 60606

WSOR RAILROAD COORDINATION
MR. ROGER SCHAALMA
414-438-8820
1890 EAST JOHNSON STREET
MADISON, WI 53704

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. | ENGINEERS PLANNERS DESIGNERS

ITS SHEETS 1-11

WISCONSIN
SCOTT A
PETERSEN
E-43565-6
MINNEAPOLIS,
MN
PROFESSIONAL ENGINEER

9/29/14
(Date)

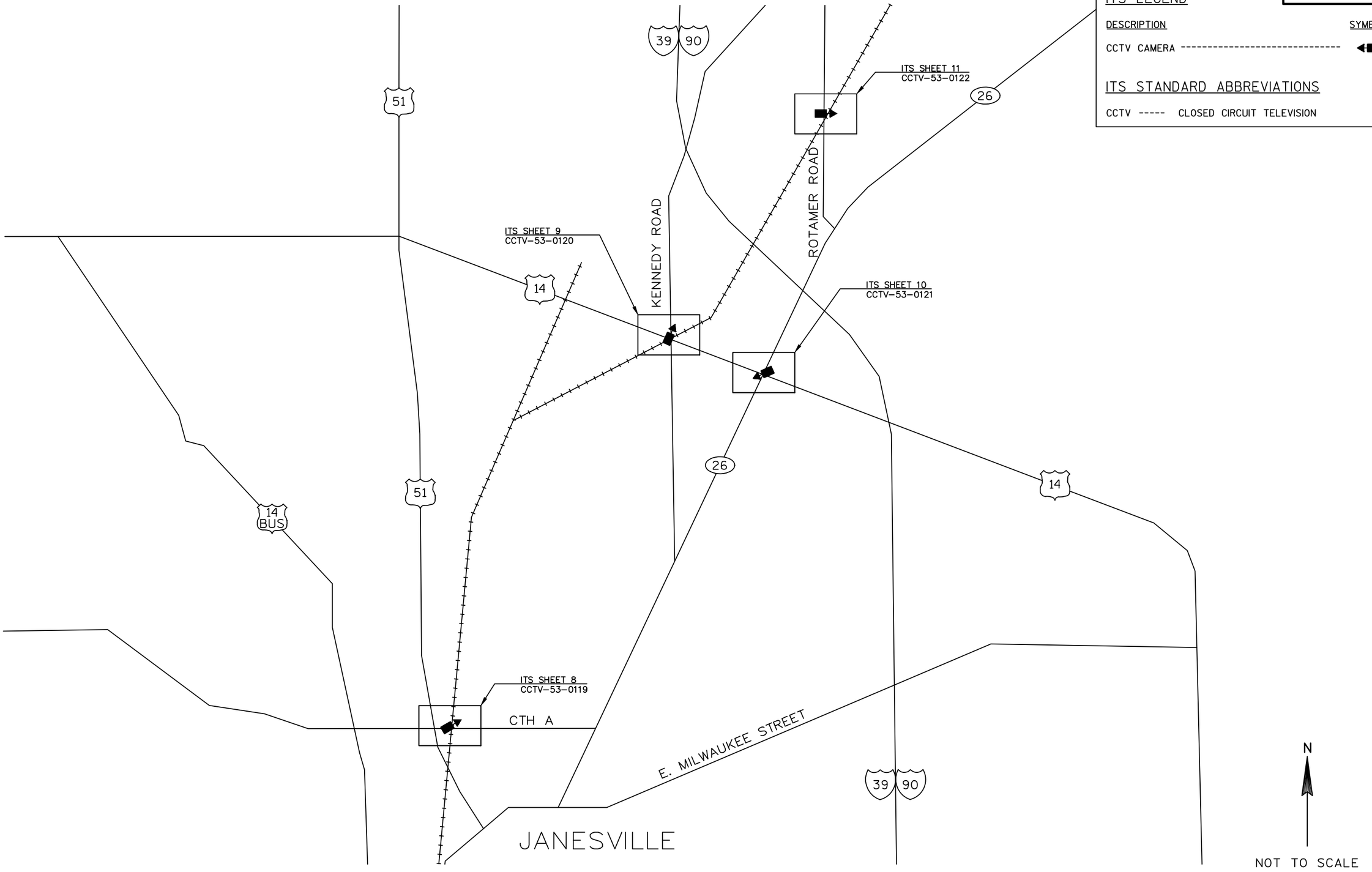
(Signature)

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	◀■

ITS STANDARD ABBREVIATIONS

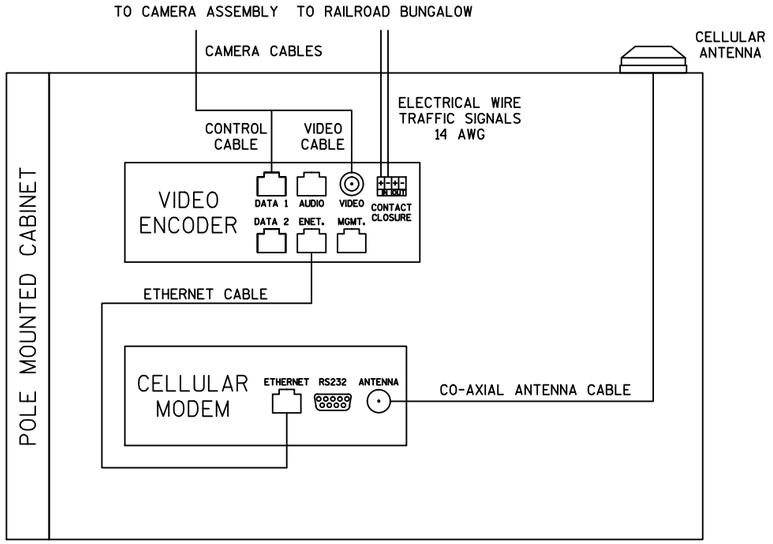
CCTV ----- CLOSED CIRCUIT TELEVISION



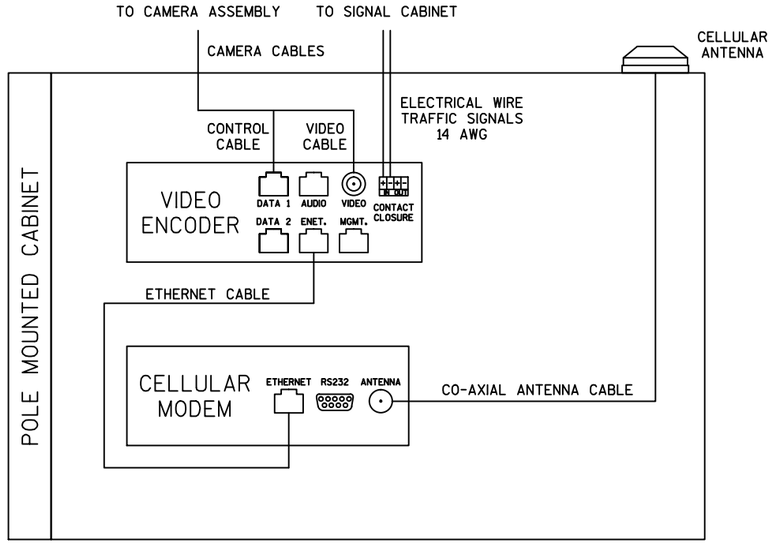
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ITS PROJECT OVERVIEW	SHEET	E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5569-00-72\SR_ITS PLANS_5569-00-72.DWG PLOT DATE : 9/26/2014 9:48 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1 IN:2500 FT
WISDOT/CADDS SHEET 42

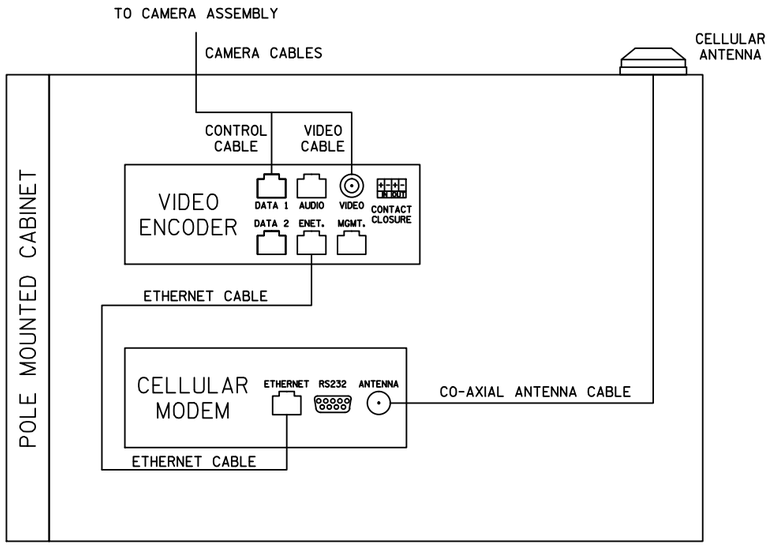
NOT TO SCALE



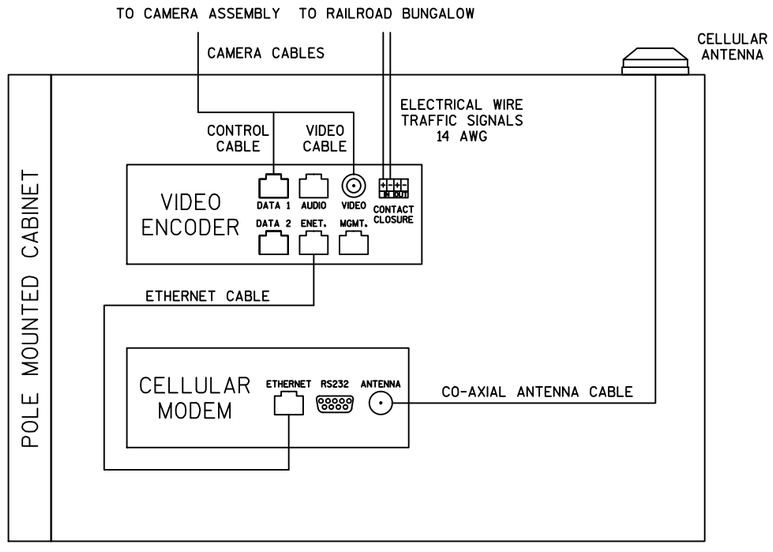
CCTV-53-0119 - UP RAILROAD @ MEMORIAL DRIVE



CCTV-53-0120 - USH 14 @ KENNEDY ROAD



CCTV-53-0121 - USH 14 @ STH 26

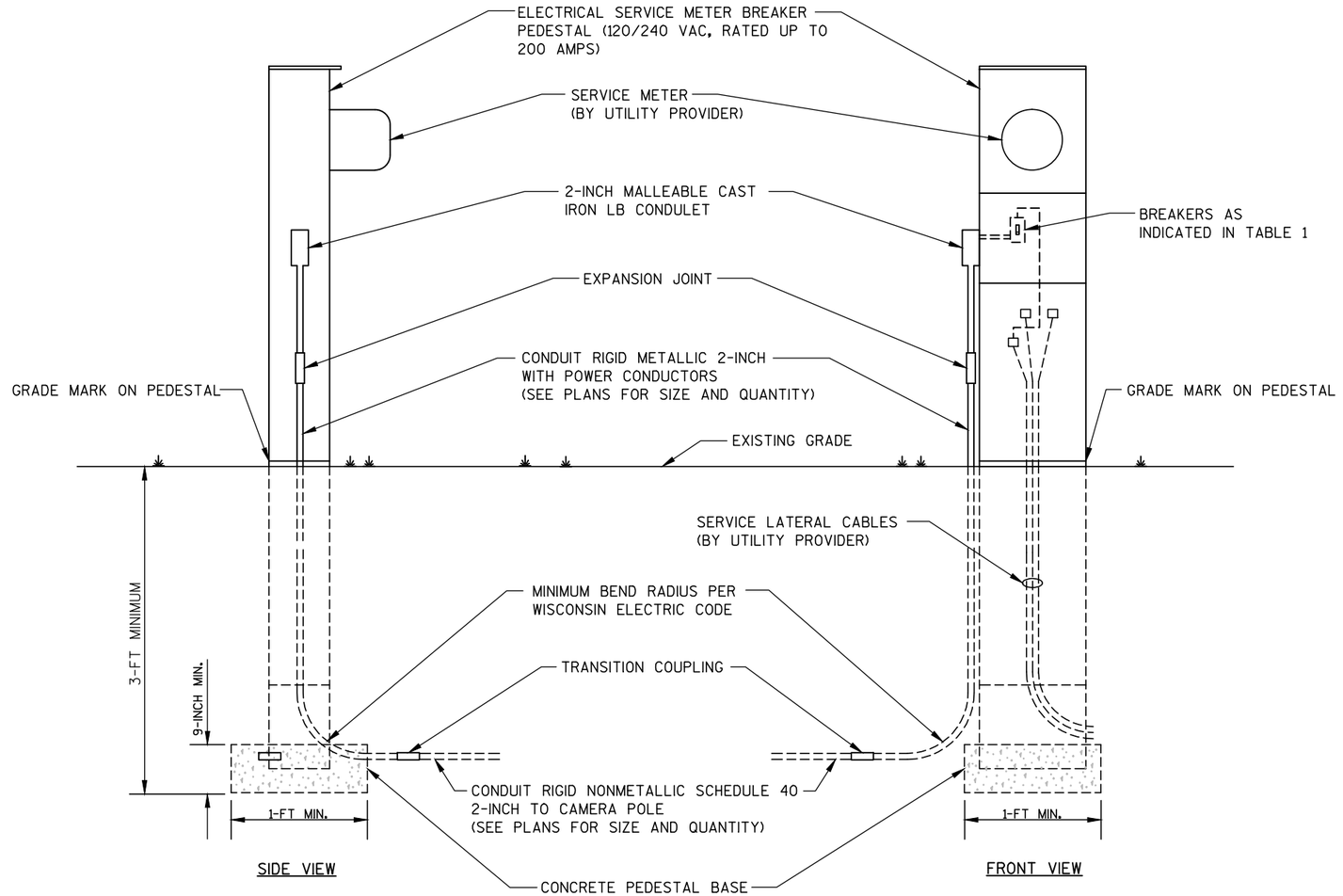


CCTV-53-0122 - WSOR RAILROAD @ ROTAMER ROAD

NOTES

CONTACT CLOSURE RELAY EQUIPMENT SHOWN ON TRAFFIC SIGNAL DRAWINGS.

NOT TO SCALE



ELECTRICAL SERVICE METER BREAKER PEDESTAL

CCTV-53-0119 - UP RAILROAD @ MEMORIAL DRIVE

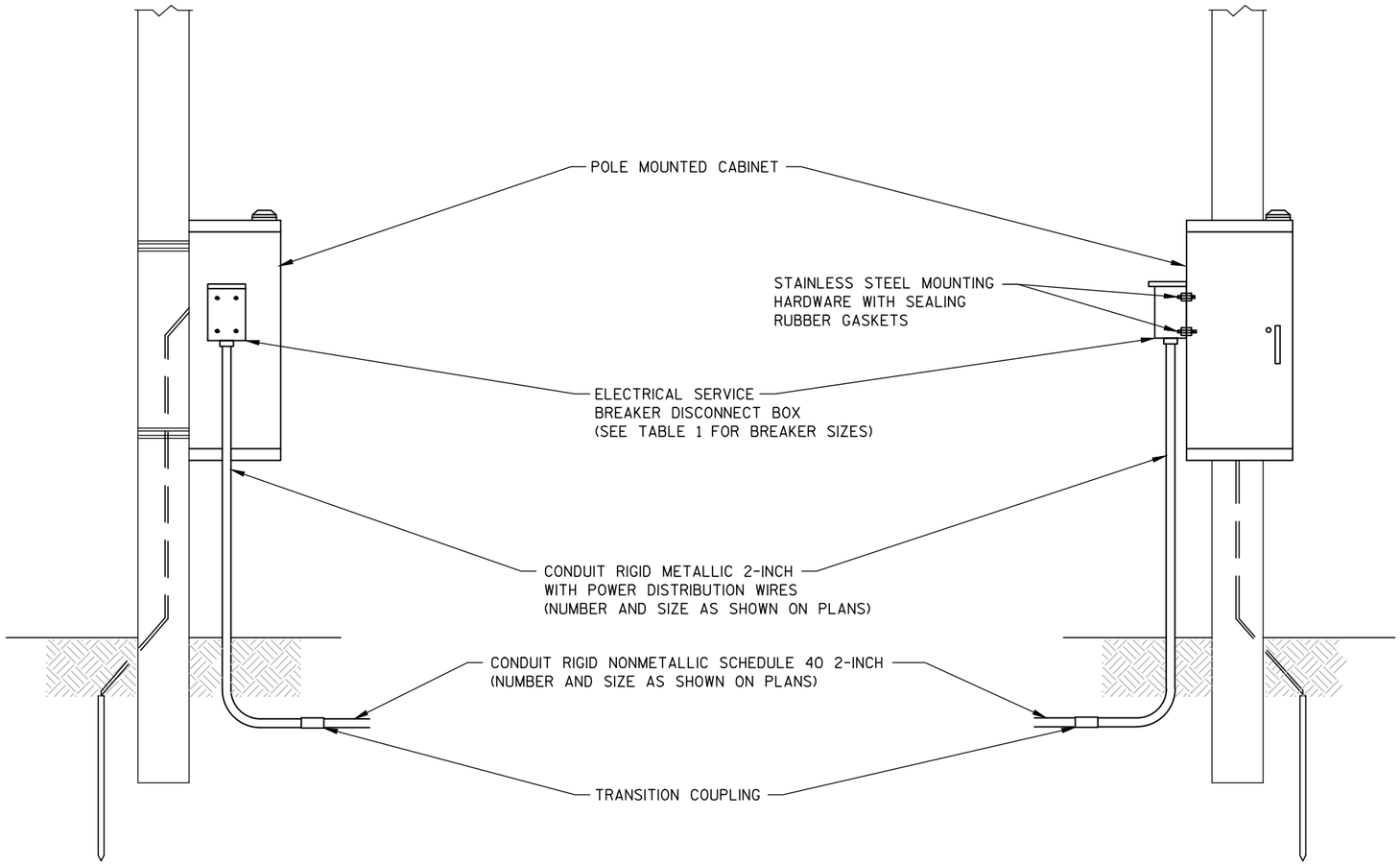
CCTV-53-0122 - WSOR RAILROAD @ ROTAMER ROAD

TABLE 1

BREAKER SIZES BY LOCATION

LOCATION	PLAQUE	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
UP RAILROAD @ MEMORIAL DRIVE	CCTV-53-0119	100 AMPS (2P)	30 AMPS (CCTV)	30 AMPS (SPARE)	
WSOR RAILROAD @ ROTAMER ROAD	CCTV-53-0122	100 AMPS (2P)	30 AMPS (CCTV)	30 AMPS (SPARE)	

NOT TO SCALE



SIDE VIEW

FRONT VIEW

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

(POLE MOUNTED CABINET)

CCTV-53-0119 - UP RAILROAD @ MEMORIAL DRIVE

CCTV-53-0120 - USH 14 @ KENNEDY ROAD

CCTV-53-0121 - USH 14 @ STH 26

CCTV-53-0122 - WSOR RAILROAD @ ROTAMER ROAD

NOTES

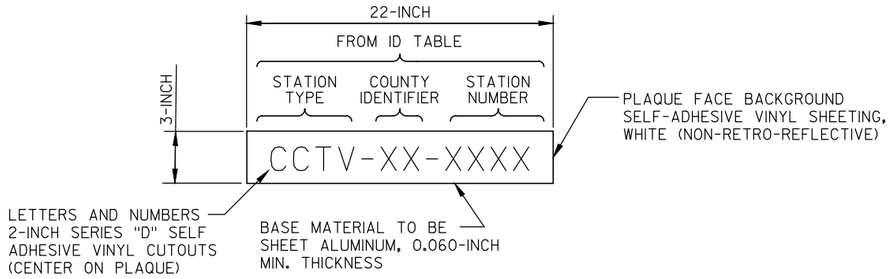
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

TABLE 1

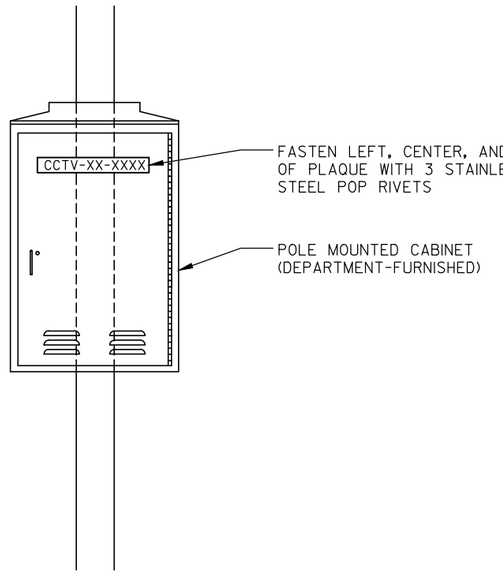
BREAKER SIZES BY LOCATION

LOCATION	PLAQUE	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
UP RAILROAD @ MEMORIAL DRIVE	CCTV-53-0119	30 AMPS			
USH 14 @ KENNEDY ROAD	CCTV-53-0120	30 AMPS			
USH 14 @ STH 26	CCTV-53-0121	30 AMPS			
WSOR RAILROAD @ ROTAMER ROAD	CCTV-53-0122	30 AMPS			

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE



PLAQUES SEQUENCE IDENTIFICATION

PLAQUES SEQUENCE IDENTIFICATION TABLE		
SITE LOCATION	ID PLAQUE	NO. OF PLAQUES
UP RAILROAD @ MEMORIAL DRIVE	CCTV-53-0119	2
USH 14 @ KENNEDY ROAD	CCTV-53-0120	2
USH 14 @ STH 26	CCTV-53-0121	2
WSOR RAILROAD @ ROTAMER ROAD	CCTV-53-0122	2

STATION TYPE LEGEND

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

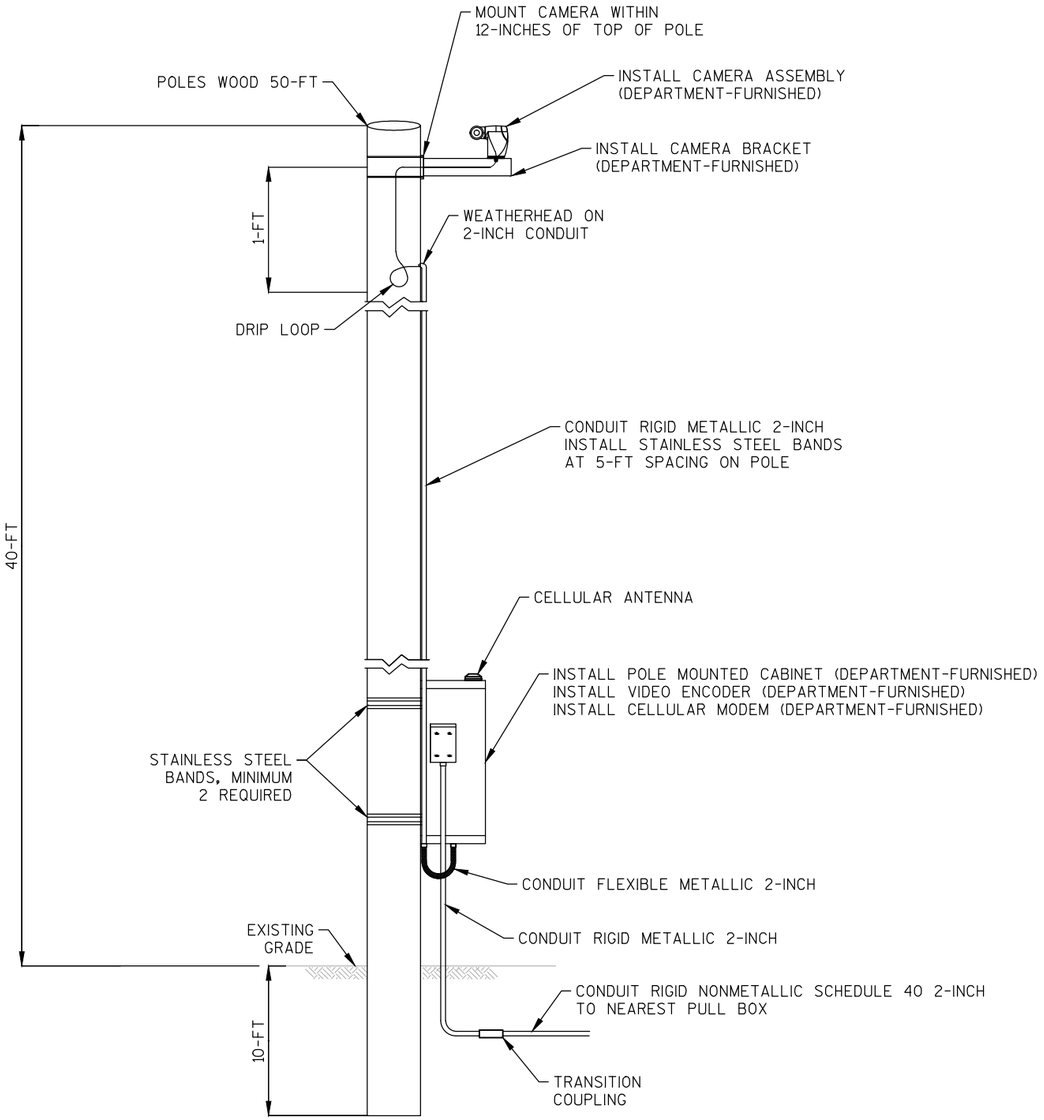
NOTES

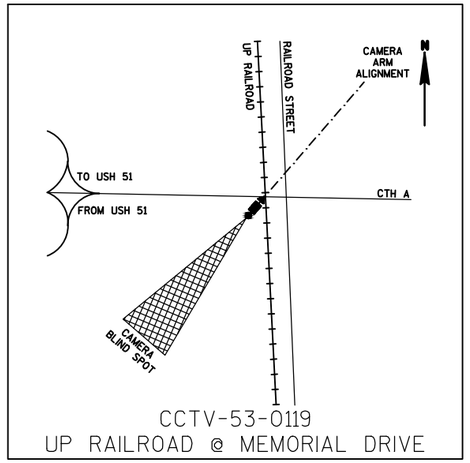
TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

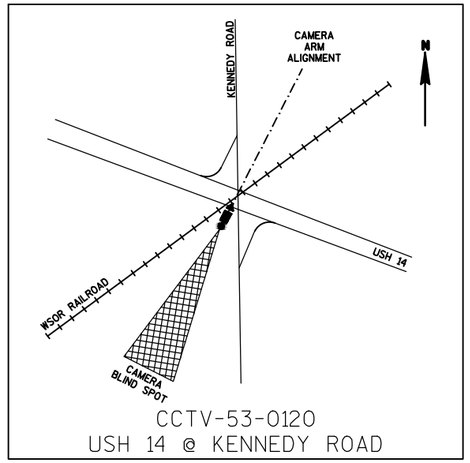
FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN PREVIOUS NOTE, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.

NOT TO SCALE

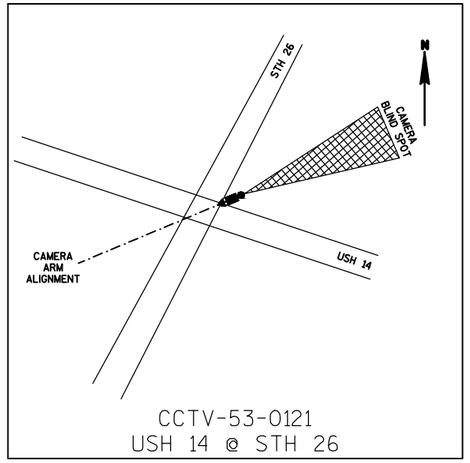




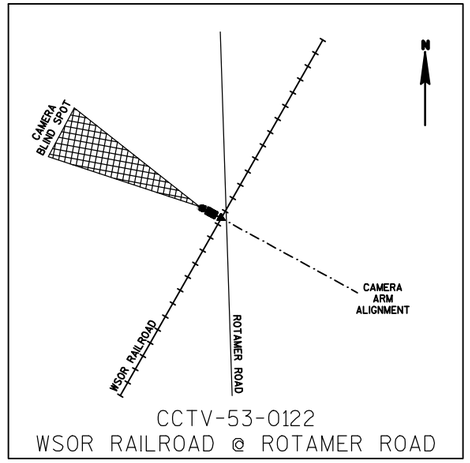
CCTV-53-0119
UP RAILROAD @ MEMORIAL DRIVE



CCTV-53-0120
USH 14 @ KENNEDY ROAD



CCTV-53-0121
USH 14 @ STH 26



CCTV-53-0122
WSOR RAILROAD @ ROTAMER ROAD

CAMERA ORIENTATION DETAILS

CAMERA & POLE MOUNTED CABINET MOUNTING

CCTV-53-0119 - UP RAILROAD @ MEMORIAL DRIVE

CCTV-53-0120 - USH 14 @ KENNEDY ROAD

CCTV-53-0121 - USH 14 @ STH 26

CCTV-53-0122 - WSOR RAILROAD @ ROTAMER ROAD

NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

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

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

CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
RAILROAD BUNGALOW	
POLE	
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
TRANSFORMER	

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION

TO USH 51

UNION PACIFIC RAILROAD

E MEMORIAL DRIVE/CTH A

CCTV-53-0119
POLES WOOD 50-FT
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0119)
(2) PLAQUES SEQUENCE IDENTIFICATION

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0119)

EXISTING POLE MOUNTED TRANSFORMER

R/W

OH

FROM USH 51

UNDERGROUND SERVICE
(BY ALLIANT ENERGY)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2) ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG
(COIL 20-FT FOR RAILROAD BUNGALOW TERMINATION)

EXISTING RAILROAD BUNGALOW

COORDINATE WITH JOHN VENICE, MANAGER SPECIAL PROJECTS, UNION PACIFIC RAILROAD (312-777-2043) TO MAKE RAILROAD BUNGALOW CONNECTIONS.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

N

0 20 40
scale in feet

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5569-00-72\SR_ITS PLANS_5569-00-72.DWG PLOT DATE : 9/26/2014 9:48 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
SIGNAL CONTROL CABINET	
POLE	
ITS CONDUIT	
BREAKER DISCONNECT BOX	

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION

USH 14 WB

USH 14 EB

KENNEDY ROAD

WSOR RAILROAD

185+00'HWA'

185+00'HEA'

186+00'HWA'

186+00'HEA'

187+00'HWA'

187+00'HEA'

188+00'HWA'

188+00'HEA'

189+00'HWA'

189+00'HEA'

190+00'HWA'

190+00'HEA'

191+00'HWA'

191+00'HEA'

R/W

OH

FO

EXISTING FO CABLE

SEE INTERCONNECT PLANS

SIGNAL CABINET (SEE TRAFFIC SIGNAL DRAWINGS)
SHARED ELECTRICAL SERVICE BREAKER DISCONNECT BOX WITH TRAFFIC SIGNALS
1-30A SINGLE-POLE CIRCUIT BREAKER (CCTV CABINET)
(PAID FOR UNDER TRAFFIC SIGNALS - SEE TRAFFIC SIGNAL DRAWINGS)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2) ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG
(COIL 20-FT IN SIGNAL CABINET FOR TERMINATION)
(3) ELECTRICAL WIRE LIGHTING 6 AWG

CCTV-53-0120
POLES WOOD 50-FT
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0120)
(2) PLAQUES SEQUENCE IDENTIFICATION

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

N

0 20 40
scale in feet

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5569-00-72\SR_ITS PLANS_5569-00-72.DWG PLOT DATE : 9/26/2014 9:48 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1:40_XREF

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
SIGNAL CONTROL CABINET	
POLE	
PULL BOX 24X42	
ITS CONDUIT	
BREAKER DISCONNECT BOX	

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION
PB ----- PULL BOX

EXISTING FO CABLE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

SIGNAL CABINET (SEE TRAFFIC SIGNAL DRAWINGS)
SHARED ELECTRICAL SERVICE BREAKER DISCONNECT BOX WITH TRAFFIC SIGNALS
1-30A SINGLE-POLE CIRCUIT BREAKER (CCTV CABINET)
(PAID FOR UNDER TRAFFIC SIGNALS - SEE TRAFFIC SIGNAL DRAWINGS)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

CONDUIT SPECIAL 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

SEE INTERCONNECT PLANS

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

SLOPE INTERCEPT

EXISTING FO CABLE

CCTV-53-0121
POLES WOOD 50-FT
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0121)
(2) PLAQUES SEQUENCE IDENTIFICATION

PB-E1 PB-E2 PB-E3

USH 14 WB
USH 14 EB
STH 26/MILTON AVENUE
R/W
213+00'HWA'
213+00'HEA'
214+00'HWA'
214+00'HEA'
215+00'HWA'
216+00'HWA'
216+00'HEA'
217+00'HWA'
217+00'HEA'
218+00'HWA'
218+00'HEA'
218+00'CRA'
215+48'CRA'
216+00'CRA'
38+00'CWA'
37+00'CWA'
36+00'CWA'
35+00'CWA'
28+00'CEA'
27+00'CEA'
26+00'CEA'
25+00'CEA'

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

N

0 20 40
scale in feet

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8135\CAD_BIM\PLAN\5569-00-72\SR_ITS PLANS_5569-00-72.DWG PLOT DATE : 9/26/2014 9:49 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1:40_XREF

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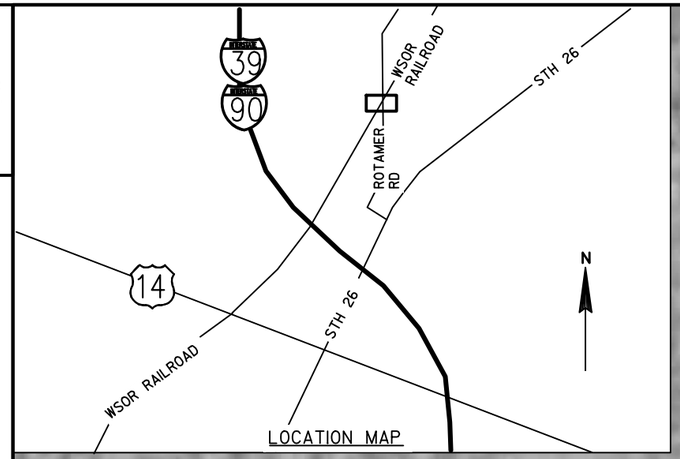


ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
RAILROAD BUNGALOW	
POLE	
PULL BOX 24X42	
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
TRANSFORMER	

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION
PB ----- PULL BOX

CCTV-53-0122
POLES WOOD 50-FT
INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0122)
(2) PLAQUES SEQUENCE IDENTIFICATION

CONDUIT SPECIAL 2-INCH
(2) ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG
(3) ELECTRICAL WIRE LIGHTING 6 AWG

EXISTING RAILROAD BUNGALOW

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2) ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG
(COIL 20-FT FOR RAILROAD BUNGALOW TERMINATION)

ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0122)

EXISTING POLE MOUNTED TRANSFORMER

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2) ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG
(3) ELECTRICAL WIRE LIGHTING 6 AWG

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

UNDERGROUND SERVICE
(BY ROCK ENERGY COOPERATIVE)

PB-E5

PB-E4

ROTAMER ROAD

WSOR RAILROAD

R/W

OH

PENDLETON COURT

N

0 20 40
scale in feet

COORDINATE WITH ROGER SCHAALMA, SUPERINTENDENT OF MAINTENANCE OF WAY, WISCONSIN SOUTHERN RAILROAD CO. (414-750-3702) TO MAKE RAILROAD BUNGALOW CONNECTIONS.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ITS PLANS	SHEET 354	E

2

N

USH 51 SB

USH 51 NB

6+82TNA 7+00TNA 8+00TNA 9+00TNA 10+00TSA 10+00TNA 11+00

12'

25' (TYP.)

MATCH LINE STA. 11+00'TNA'

SEE SDD TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40MPH FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

RIGHT SHOULDER CLOSED

W21-5A

CTH F

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: NB USH 51 (SOUTH LEG) - STAGE 1	SHEET 355	E

2

MATCH LINE STA. 11+00'TNA'

TSA 12+00TSA 13+00TSA 14+00TSA 15+00TSA 16+00TSA 17+00TSA

TNA 12+00TNA 13+00TNA 14+00TNA 15+00TNA 16+00TNA 17+00TNA

USH 51 SB

USH 51 NB

TNA 13+12
12.5' RT

25'
(TYP.)

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

110+00HEA

110+00TNA

111+00HEA

111+00TNA

112+00HEA

112+00TNA

113+00HEA

113+00TNA

USH 14 EB

USH 14 WB

END ROAD WORK
G20-2A
48" X 24"

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: NB USH 51 (SOUTH LEG) - STAGE 1	SHEET 356	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025002_TC_USH 51_NB (SOUTH LEG)_STG1.DWG DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

N

W01-6
48" X 24"

USH 51 SB

USH 51 NB

25'
(TYP.)

6+82TNA7+00TNA

12'

MATCH LINE STA. 7+50'TNA'

LANE
CLOSED
R11-2(MOD)
48" X 30"

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

W1-4R
30" X 30"

CTH F

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: NB USH 51 (SOUTH LEG) - STAGE 2	SHEET 357 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025002_TC_USH 51_NB (SOUTH LEG)STG2.DWG 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 7+50'TNA'

USH 51 SB

8+00TNA

9+00TNA

10+00TSA

10+00TNA

11+00TSA

11+00TNA

12+00TSA

12+00TNA

13+00TSA

13+00TNA

25' (TYP.)

12'

USH 51 NB

15' (TYP.)

TNA 13+12
12.5' RT

END
ROAD WORK
G20-2A
48" X 24"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: NB USH 51 (SOUTH LEG) - STAGE 2	SHEET 358 E

2

USH 14 WB

END ROAD WORK
G20-2A
48" X 24"

TSA 16+96
0.0' LT

TSA 16+04
0.0' LT

W1-4R
30" X 30"

00TSA 16+00TSA 17+00TSA 18+00TSA 19+00TSA 20+00TSA 21+0

00TNA 16+00TNA 17+00TNA 18+00TNA 19+00TNA 20+00TNA 21+0

USH 51 SB

USH 51 NB

12'

25' (TYP.)

MATCH LINE STA. 21+00 TSA'

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE (4-INCH) (WHITE) (3FT LINE, 6 FT GAP)

BEGIN LEFT TURN LANE
R3-20L
24"_X_36"

N

TRAFFIC CONTROL GENERAL NOTES

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

LOCAL ACCESS TO HOMES AND BUSINESSES WILL BE MAINTAINED.

PLACE ALL PCMS PRIOR TO CONSTRUCTION IN ALL LOCATIONS.

LEGEND

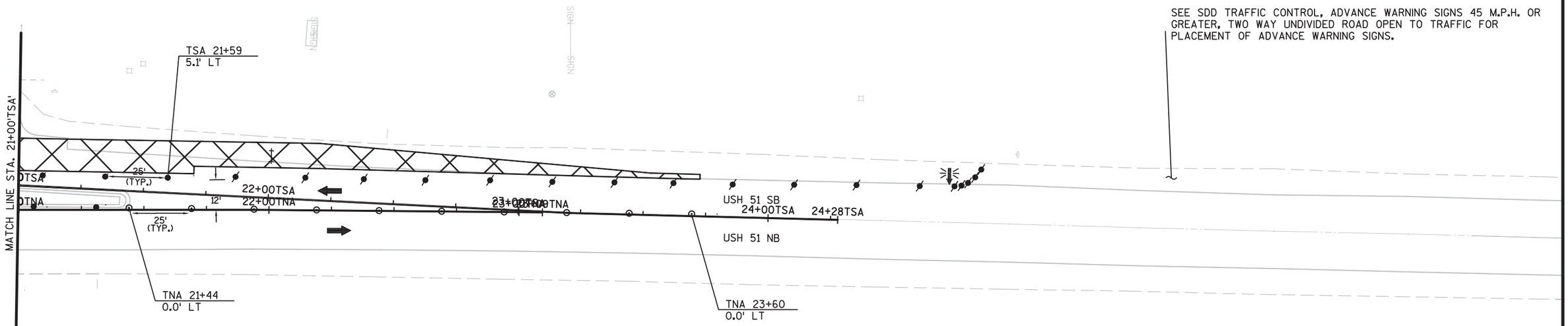
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: SB USH 51 - STAGE 1	SHEET 359	E

2

N

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: SB USH 51 - STAGE 1	SHEET 360	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025001_TC_USH 51_SB_STG 1.DWGPLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

USH 14 WB

END
ROAD WORK
G20-2A
48" X 24"

TSA 16+20
3.1' LT

USH 51 SB

25'
(TYP.)

12'

00TSA 16+00TSA 17+00TSA 18+00TSA 19+00TSA 20+00TSA 21+0

00TNA 16+00TNA 17+00TNA 18+00TNA 19+00TNA 20+00TNA 21+0

MATCH LINE STA. 21+00TSA

USH 51 NB

BEGIN
LEFT
TURN
LANE
R3-20L
24"_X_36"

ROAD
WORK
AHEAD
W20-1

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: SB USH 51 - STAGE 2	SHEET 361	E

2

N

MATCH LINE STA. 21+00'TSA'

0TSA

0TNA

25'
(TYP.)

12'

TSA 22+19
10.8' LT

22+00TSA
22+00TNA

23+00TSA
23+00TNA

24+00TSA

24+28TSA

USH 51 SB

USH 51 NB

W1-4R
30" X 30"

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

TSA 24+13
0.0' LT

W01-6
48" X 24"

END
ROAD WORK
G20-2A
48" X 24"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: SB USH 51 - STAGE 2	SHEET 362	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025001_TC_USH 51_SB_STG 2.DWGPLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ----------PLOT SCALE : 1 IN:40 FT

2

109+00HWA

USH 14 WB

110+00HWA

ROAD WORK AHEAD
W20-1

PLACE SIGN ON EB USH 14, APPROXIMATELY 500' WEST OF INTERSECTION

N

NOTE:
ACCESS TO LOCAL BUSINESSES WILL BE MAINTAINED THROUGHOUT THIS STAGE OF TRAFFIC CONTROL.

15+00TSA 16+00TSA 17+00TSA 18+00TSA 19+00TSA 20+00TSA 21+

USH 51 SB

15+00TNA 16+00TNA 17+00TNA 18+00TNA 19+00TNA 20+00TNA 21+

25' (TYP.) 12'

USH 51 NB

TNA 16+62
11.0' RT

TNA 19+79
11.0' RT

TNA 20+79
16.0' RT

END ROAD WORK
G20-2A
48" X 24"

SEE SDD TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40MPH FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

RIGHT SHOULDER CLOSED
W21-5A

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: NB USH 51 (NORTH LEG) - STAGE 1	SHEET 363 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025003_TC_USH 51_NB (NORTH LEG)_STAGE 1.DWG PLOTSTAMP DATE: 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

109+00HWA

USH 14 WB

110+00HWA

NOTE:
ACCESS TO LOCAL BUSINESSES WILL BE MAINTAINED THROUGHOUT THIS STAGE OF TRAFFIC CONTROL.

N

W1-4L
30" X 30"

15+00TSA | 16+00TSA | 17+00TSA | 18+00TSA | 19+00TSA | 20+00TSA | 21+

USH 51 SB

15+00TNA | 16+00TNA | 17+00TNA | 18+00TNA | 19+00TNA | 20+00TNA | 21+

15'

25'
(TYP.)

12'

USH 51 NB

TNA 17+04
13.0' RT

TNA 18+92
13.0' RT

TNA 19+92
0.0' RT

W01-6
48" X 24"

END
ROAD WORK
G20-2A
48" X 24"

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

W1-4R
30" X 30"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: NB USH 51 (NORTH LEG) - STAGE 2	SHEET 364	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025003_TC_USH 51_NB (NORTH LEG)_STG 2.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

MATCH LINE STA. 104+50'HEA'

USH 14 WB

100+00HWA
101+00HWA
101+00HEA
102+00HWA
102+00HEA
103+00HWA
103+00HEA
104+00HWA
104+00HEA

USH 14 EB

50' (TYP.)

25' (TYP.)

HEA 104+00
12.0' RT

AT STA. 98+60'HEA' CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: EB USH 14 - STAGE 1	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025005_TC_USH 51_EB_ STG 1.DWBLOT DATE : 9/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

USH 51 SB

16+00TSA

15+00TSA

14+00TSA

13+00TSA

USH 51 SB

MATCH LINE STA. 104+50'HEA'

USH 14 WB

105+00HWA

106+00HWA

107+00HWA

108+00HWA

109+00HWA

110+00HWA

105+00HEA

106+00HEA

107+00HEA

108+00HEA

109+00HEA

110+00HEA

USH 14 EB

25'
(TYP.)

10'
(TYP.)

BEGIN
RIGHT
TURN
LANE

R3-20R
24"_X_36"

HEA 109+66
12.0' RT

END
ROAD WORK

G20-2A
48" X 24"

SIGN

SIGN

MH

GV

LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
⊦	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA
➡	DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: EB USH 14 - STAGE 1	SHEET 366	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

USH 14 WB

100+00HWA
101+00HWA
101+00HEA
102+00HWA
102+00HEA
103+00HWA
103+00HEA
104+00HWA
104+00HEA

50'
(TYP.)

USH 14 EB

MATCH LINE STA. 104+50'HEA'

HEA 104+00
12.0' RT

AT STA. 98+60'HEA' CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: EB USH 14 - STAGE 2	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\USH 51\025005_TC_USH 51_EB_ STG 2.DWGPLOT DATE : 9/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

N

USH 51 SB

16+00TSA

15+00TSA

14+00TSA

13+00TSA

USH 51 SB

MATCH LINE STA. 104+50'HEA'

USH 14 WB

105+00HWA

106+00HWA

107+00HWA

108+00HWA

109+00HWA

110+00HWA

105+00HEA

106+00HEA

107+00HEA

108+00HEA

109+00HEA

110+00HEA

25'
(TYP.)

USH 14 EB

XXX

VLV

10'
(TYP.)

BEGIN
LEFT
TURN
LANE

R3-20L
24"_X_36"

HEA 109+66
12.0' RT

END
ROAD WORK

G20-2A
48" X 24"

SIGN

SIGN

MH

MH

MH

MH

MH

LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
⊢	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA
➡	DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: EB USH 14 - STAGE 2	SHEET 368	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

END ROAD WORK
G20-2A
48" X 24"

HWA 111+90
12.0' LT

HWA 112+64
12.0' LT

WO12-1D
24" X 24"

15' (TYP.)

25' (TYP.)

12'

111+00HWA
112+00HWA
113+00HWA
114+00HWA
115+00HWA
116+00HWA
117+0

111+00HEA
112+00HEA
113+00HEA
114+00HEA
115+00HEA
116+00HEA

USH 14 WB

USH 14 EB

MATCH LINE STA. 117+00'HWA'

14+00TNA

13+00TSA

13+00TNA

USH 51 NB

USH 51 SB

VLV

MH

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 1	SHEET 369	E

2

N

AT STA. 128+12'HWA' CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

MATCH LINE STA. 117+00'HWA'

HWA 121+52
12.0' LT

25' (TYP.)

12'

50' (TYP.)

USH 14 WB

0HWA | 118+00HWA | 119+00HWA | 120+00HWA | 121+00HWA | 122+00HWA | 123+00HWA

7+00HEA | 118+00HEA | 119+00HEA | 120+00HEA | 121+00HEA | 122+00HEA | 123+00H

USH 14 EB

LANE CLOSED
R11-2(MOD)
48" X 30"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 1	SHEET 370	E

2

N

AT STA. 125+38'HWA' CLOSE INSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HWA 114+56
12.0' LT

END
ROAD WORK
G20-2A
48" X 24"

HWA 112+94
0.0' RT

HWA 113+36
0.0' RT

HWA 112+64
12.0' RT

USH 14 WB

USH 14 EB

111+00HWA
112+00HWA
113+00HWA
114+00HWA
115+00HWA
116+00HWA
117+00HWA

111+00HEA
112+00HEA
113+00HEA
114+00HEA
115+00HEA
116+00HEA
117+00HE

25' (TYP.)

12'

LANE
CLOSED
R11-2(MOD)
48" X 30"

BEGIN
LEFT
TURN
LANE
R3-20L
24"_X_36"

14+00TNA
13+00TSA
13+00TNA

MH
MH WV

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 2	SHEET 371	E

2

2

N

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

STH 26 SB

STH 26 NB

LANE CLOSED
R11-2(MOD)
48" X 30"

KETTERING STREET

50+00'KTA'

51+00'KTA'

52+00'KTA'

53+00'KTA'

54+00'KTA'

55+00'KTA'

56+00'KTA'

25' (TYP.)

12'

NOTE:
ACCESS TO LOCAL BUSINESSES WILL BE MAINTAINED THROUGHOUT THIS STAGE OF TRAFFIC CONTROL.

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

END ROAD WORK
G20-2A
48" X 24"

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: STH 26 & KETTERING STREET - STAGE 1	SHEET 372	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

BEFORE LEXINGTON DR INTERSECTION AT STA. 230+00'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

38+00CWA
28+00CEA
STH 26 SB
STH 26 NB
37+00CWA
27+00CEA
END ROAD WORK
G20-2A
48" X 24"
13'
TEMPORARY COVER PLATE
12'
15' (TYP.)
25' (TYP.)
WO12-1D
24" X 24"
BEGIN RIGHT TURN LANE
R3-2OR
24"_X_36"
HWA 218+62
12.0' LT
USH 14 WB
HWA 219+54
12.0' LT
LANE CLOSED
R11-2(MOD)
48" X 30"
LANE CLOSED
R11-2(MOD)
48" X 30"
215+00HWA
216+00HWA
217+00HWA
218+00HWA
219+00HWA
220+00HWA
221+00H
36+00CWA
26+00CEA
216+00HEA
217+00HEA
218+00HEA
219+00HEA
220+00HEA
221+00H
USH 14 EB
25+00CEA
SIGN
SIGN
SIGN

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 1	SHEET 373	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\STH 26\025001_TC_STH 26_STG 1.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

REPAIR PAVEMENT AT NIGHT USING HES CONCRETE. PLACE PCMS TO RESTRICT TRUCKS FROM TURNING RIGHT.

CEA 27+65
22.0' RT

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL D FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS.

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

BEFORE LEXINGTON DR INTERSECTION AT STA. 230+00'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

STH 26 SB

STH 26 NB

38+00CWA

37+00CWA

36+00CWA

28+00CEA

27+00CEA

26+00CEA

25+00CEA

12' 12'

15' (TYP.)

16.5'

25' (TYP.)

12'

25' (TYP.)

END ROAD WORK
G20-2A
48" X 24"

W012-1D
24" X 24"

HWA 217+05
12.0' LT

HWA 218+77
12.0' LT

USH 14 WB

USH 14 EB

LANE CLOSED
R11-2(MOD)
48" X 30"

W012-1D
24" X 24"

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL D FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

AT STA. 21+50'CEA' CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

216+00HEA
217+00HEA
218+00HEA
219+00HEA
220+00HEA
221+00H

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 2	SHEET 374 E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

38+00CWA

STH 26 SB

28+00CEA

STH 26 NB

REPAIR PAVEMENT AT NIGHT USING SHES CONCRETE. PLACE PCMS TO RESTRICT TRUCKS FROM TURNING RIGHT.

LANE CLOSED
R11-2(MOD)
48" X 30"

HWA 218+67
24.0' LT

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

37+00CWA

27+00CEA

12' 12'

12'

15' (TYP.)

15' (TYP.)

25' (TYP.)

12'

12'

215+00HWA

216+00HWA

217+00HWA

218+00HWA

219+00HWA

220+00HEA

221+00H

USH 14 WB

END ROAD WORK
G20-2A
48" X 24"

36+00CWA

26+00CEA

215+00HEA

216+00HEA

217+00HEA

218+00HEA

219+00HEA

220+00HEA

221+00H

USH 14 EB

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL D FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

12' 12'

25' (TYP.)

25+00CEA

W012-1D
24" X 24"

AT STA. 21+50'CEA' CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 3	SHEET 375	E

2

2

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

END ROAD WORK
G20-2A
48" X 24"

USH 14 WB

9+00HEA
210+00HEA
211+00HEA
212+00HEA
213+00HEA
214+00HEA
36+00CWA
35+00CWA

25' (TYP.)

12'

MATCH LINE STA. 215+00HEA

USH 14 EB

ROAD WORK AHEAD
W20-1

LANE CLOSED
R11-2(MOD)
48" X 30"

STH 26 SB

STH 26 NB

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 4	SHEET 376 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

PLACE SIGN IN MEDIAN AT STA. 41+50'CWA' (BOTH SIDES OF SB STH 26)

WO12-1D
24" X 24"

HWA 218+26
24.0' LT

ROAD WORK AHEAD
W20-1

WO1-6
48" X 24"

STH 26 SB

STH 26 NB

38+00CWA

37+00CWA

28+00CEA

27+00CEA

26+00CEA

25+00CEA

MATCH LINE STA. 215+00'HEA'

10' (TYP.)

15'

12'

12'

12'

25' (TYP.)

216+00HEA

217+00HEA

218+00HEA

219+00HEA

220+00HEA

221+00H

USH 14 WB

USH 14 EB

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE, DETAIL C FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS

AT WOODMAN PLAZA, SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL C FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

CLOSE INSIDE LANE 100 FT NORTH OF HOLIDAY DR. AND MIDDLE LANE AT STA. 21+50'CEA', SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WB USH 14 - STAGE 4	SHEET 377	E

2

2

ROAD WORK AHEAD
W20-1

PLACE SIGN AT STA.
45+00'LSA' FACING SB TRAFFIC'

N

44+00LSA

44+00LNA

43+00LSA

43+00LNA

PI 221+31.89

12'
12'

USH 14 WB

219+00HEA

220+00HEA

221+00HEA

222+00HEA

223+00HEA

10'

25'
(TYP.)

MATCH LINE STA. 224+00'HWA'

USH 14 EB

12'
12'
10'

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

42+00LSA

42+00LNA

41+00LSA

41+00LNA

LEXINGTON DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 1	SHEET 378	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\LEXINGTON\025001_TC_LEXINGTON_STG 1.DWG DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

N

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

MATCH LINE STA. 224+00'HWA'

USH 14 WB

USH 14 EB

10'
12'
12'
10'

12'
12'

25'
(TYP.)

4+00HEA
225+00HEA
226+00HEA
227+00HEA
228+00HEA
229+00HEA
230+00

ROAD WORK AHEAD
W20-1

PLACE SIGN AT STA.
40+00'LNA' FACING NB TRAFFIC

LEXINGTON DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 1	SHEET 379	E

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

KEEP LEFT TURN LANE OPEN AT STA. 209+00'HEA' AND AT THE STH 26 INTERSECTION, SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL C FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

AT STA. 203+50'HEA' CLOSE INSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

W1-6
48" X 24"

W012-1D
24" X 24"

39+00CWA
29+00CEA
38+00CWA
28+00CEA
37+00CWA
27+00CEA
36+00CWA
26+00CEA

STH 26 SB
STH 26 NB

USH 14 WB
USH 14 EB

212+00HEA
213+00HEA
214+00HEA
215+00HEA
216+00HEA
217+00HEA

HEA 211+75
1.7' RT

12'
25'
(TYP.)

MATCH LINE STA. 218+00'HWA'

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 2	SHEET 380	E

2

ROAD WORK AHEAD
W20-1
PLACE SIGN AT STA. 45+25'LSA' FACING NB TRAFFIC

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
PLACE SIGN AT STA. 45+00'LSA' FACING SB TRAFFIC

RIGHT TURN ONLY
R3-53R
24" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

FOR MILL AND OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

STOP
R1-1
30" X 30"

HWA 219+06
15.0' RT

HWA 220+81
12.0' LT

PI 221+31.89

USH 14 WB

USH 14 EB

MATCH LINE STA. 218+00'HWA'

MATCH LINE STA. 224+00'HWA'

218+00HEA 219+00HEA 220+00HEA 221+00HEA 222+00HEA 223+00HEA

43+00LSA 44+00LNA 42+00LSA 42+00LNA 41+00LSA 41+00LNA

12' 25' (TYP.) 16' 12' 10' 15'

R3-2
24" X 24"

ROAD CLOSED
R11-2
48" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

RIGHT TURN ONLY
R3-53R
24" X 30"

LEXINGTON DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 2	SHEET 381 E

2

N

AT STA. 233+35'HWA' CLOSE INSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

R3-2
24" X 24"

USH 14 WB

MATCH LINE STA. 224+00'HWA'

10'
12'

224+00HWA
225+00HWA
226+00HWA
227+00HWA
228+00HEA
229+00HEA
230+00

224+00HEA
225+00HEA
226+00HEA
227+00HEA

12'
25'
(TYP.)

USH 14 EB

HEA 227+79
12.0' RT

HEA 229+23
0.0' RT

12'

FOR MILL AND OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

STOP
R1-1
30" X 30"

RIGHT TURN ONLY
R3-53R
24" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
PLACE SIGN ON BARRICADE 25FT NORTH OF MILTON AVE. FACING NB TRAFFIC

ROAD CLOSED
0.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"
PLACE SIGN ON BARRICADE 25FT NORTH OF LIBERTY LN. FACING NB TRAFFIC

ROAD WORK AHEAD
W20-1
PLACE SIGN AT EXIT FROM RED ROBINS AND INTERSECTION OF FRONTAGE ROAD AND LEXINGTON DRIVE

PLACE PCMS SOUTH OF LIBERTY LN. FACING NB TRAFFIC FOR THE DURATION OF STAGE 2

41+00LNE

LEXINGTON DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 2	SHEET 382	E

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

39+00CWA
29+00CEA
STH 26 SB
38+00CWA
28+00CEA
STH 26 NB
37+00CWA
27+00CEA
36+00CWA
26+00CEA

USH 14 WB
212+00HWA
213+00HWA
214+00HWA
215+00HWA
216+00HWA
217+00HWA
218+00HWA

USH 14 EB
212+00HEA
213+00HEA
214+00HEA
215+00HEA
216+00HEA
217+00HEA

MATCH LINE STA. 218+00HWA

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

25' (TYP.)

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 3	SHEET 383 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\LEXINGTON\025001_TC_LEXINGTON_STG 3.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

N

USH 14 EB

MATCH LINE STA. 218+00'HWA'

OHWA 219+00HWA 220+00HWA 221+00HWA 222+00HWA 223+00HWA 224+

MATCH LINE STA. 224+00'HWA'

3+00HEA 219+00HEA 220+00HEA 221+00HEA 222+00HEA 223+00HEA 22

HEA 218+40
12.0' RT

25'
(TYP.)

12'

USH 14 EB

HEA 220+15
12.0' RT

LANE
CLOSED
R11-2(MOD)
48" X 30"

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

FOR MILL AND OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

44+00LSA
44+00LNA
43+00LSA
43+00LNA
42+00LSA
42+00LNA
41+00LSA
41+00LNA
LEXINGTON DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 3	SHEET 384 E

FOR MILL AND OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

N

MATCH LINE STA. 224+00'HWA'

0HWA 225+00HWA 226+00HWA 227+00HWA 228+00HWA 229+00HWA 230+00HW

4+00HEA 225+00HEA 226+00HEA 227+00HEA 228+00HEA 229+00HEA 230+0

USH 14 EB

12'

12'

USH 14 EB

12'

12'

LEXINGTON DR.

SIGN

MH

WV

A.G.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: LEXINGTON & USH 14 - STAGE 3	SHEET 385 E

2

ROAD WORK AHEAD
W20-1

PLACE SIGN 500FT NORTH OF USH 14 FACING SB TRAFFIC

N

USH 14 WB

USH 14 EB

12'
12'
25' (TYP.)
10'
12'
12'
10'

+00HWA
231+00HWA
232+00HWA
233+00HWA
234+00HWA
235+00HWA
236+0
30+00HEA
231+00HEA
232+00HEA
233+00HEA
234+00HEA
235+00HEA
23
MATCH LINE STA. 236+00HWA

53+00PSA
54+00PSA
53+00PNA
52+00PSA
52+00PNA
51+00PSA
51+00PNA
PONTIAC DR.

SEE SDD TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40MPH FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

MH
SIGN

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 1	SHEET 386 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\PONTIAC\025001_TC_PONTIAC_STG 1.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

54+00PSA

54+00PNA

N

SEE SDD TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40MPH FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

USH 14 WB

10'
12'
12'
10'

25' (TYP.)

MATCH LINE STA. 236+00'HWA'

236+00HWA 237+00HWA 238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HW

236+00HEA 237+00HEA 238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00

12'
12'

USH 14 EB

51+00PNA

PONTIAC DR.

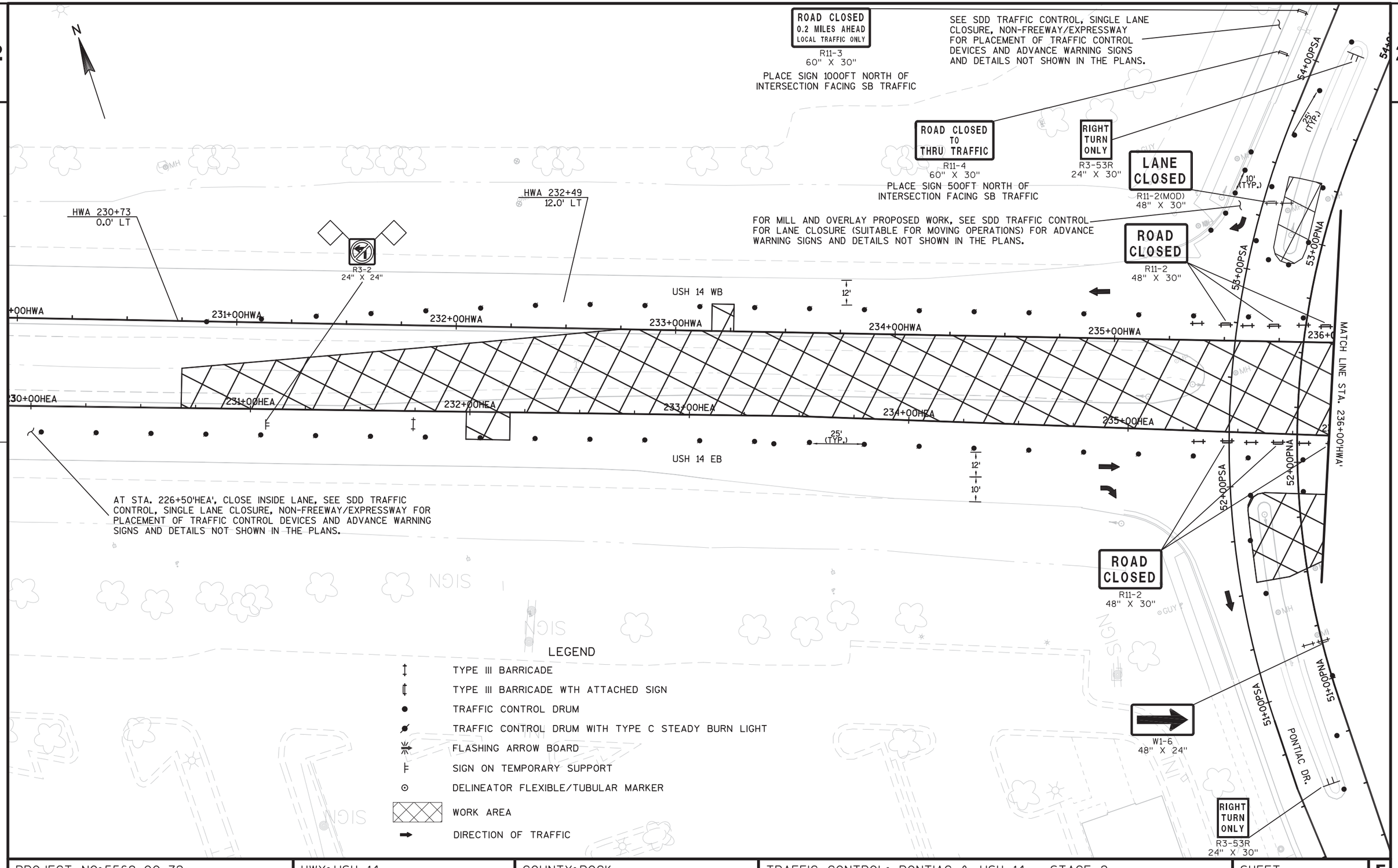
ROAD WORK AHEAD
W20-1

PLACE SIGN AT STA.
40+00'LNA' FACING NB TRAFFIC

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 1	SHEET 387	E



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 2	SHEET 388 E

2

54+00PSA

54+00PNA

PLACE PCMS ON MORSE STREET FACING SB TRAFFIC FOR THE DURATION OF STAGE 2

AT STA. 245+00'HWA', CLOSE INSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

R3-2
24" X 24"

10'
(TYP.)

10'
12'

MATCH LINE STA. 236+00'HWA'

0HWA

237+00HWA

238+00HWA

239+00HWA

240+00HWA

241+00HWA

242+00HW

USH 14 WB

6+00HEA

237+00HEA

238+00HEA

239+00HEA

240+00HEA

241+00HEA

242+00

25'
(TYP.)

12'

USH 14 EB

HEA 239+24
12.0' RT

HEA 241+58
0.0' LT

ROAD CLOSED
R11-2
48" X 30"

FOR MILL AND OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

RIGHT TURN ONLY
R3-53R
24" X 30"

51+00PNA

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
PLACE SIGN 25FT NORTH OF PONTIAC PL. FACING NB TRAFFIC

ROAD CLOSED
0.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"
PLACE SIGN 25FT NORTH OF LIBERTY LN FACING NB TRAFFIC

PLACE PCMS SOUTH OF LIBERTY LN. FACING NB TRAFFIC FOR THE DURATION OF STAGE 2

PONTIAC DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 2	SHEET 389 E

2

N

HWA 232+04
24.0' LT

HWA 233+16
12.0' LT

HWA 233+26
12.0' LT

HWA 235+05
32.7' LT

USH 14 WB

USH 14 EB

+00HWA | 231+00HWA | 232+00HWA | 233+00HWA | 234+00HWA | 235+00HWA | 236+0

30+00HEA | 231+00HEA | 232+00HEA | 233+00HEA | 234+00HEA | 235+00HEA

12'

HEA 230+26
12.0' RT

HEA 232+18
12.0' RT

HEA 233+95
36.0' RT

AT STA. 227+06'HEA', CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

54+00PSA

53+00PSA

53+00PNA

MATCH LINE STA. 236+00'HWA'

52+00PSA

52+00PNA

51+00PSA

51+00PNA

PONTIAC DR.

MH

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 3	SHEET 390	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\PONTIAC\025001_TC_PONTIAC_STG 3.DWG PLOT DATE : 9/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

54+00PSA

54+00PNA

LANE CLOSED
R11-2(MOD)
48" X 30"

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

AT STA. 242+75'HWA', CLOSE OUTSIDE LANE, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HWA 238+63
12.0' LT

25'
(TYP.)

15'
(TYP.)

W012-1D
24" X 24"

HWA 239+22
12.0' LT

USH 14 WB

25'
(TYP.)

HEA 241+21
14.0' LT

MATCH LINE STA. 236+00'HWA'

236+00HWA

237+00HWA

238+00HWA

239+00HWA

240+00HWA

241+00HWA

242+00HW

236+00HEA

237+00HEA

238+00HEA

239+00HEA

240+00HEA

241+00HEA

242+00

USH 14 EB

51+00PNA

PONTIAC DR.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: PONTIAC & USH 14 - STAGE 3	SHEET 391 E

2

SEE SDD TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H. FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARMING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

IH39 SB TO USH 14 WB OFF RAMP

INSTALL ONE-SIDED VERTICAL PANELS TO CLOSE EXISTING OFF RAMP ACCESS, AND PLACE PERMANENT BARRICADES JUST AFTER SWITCHING TO STAGE 2 TRAFFIC CONTROL. SEE "SEMI-PERMANENT TRAFFIC CONTROL DETAILS" SIGNING SHEET FOR DETAILS.

IH39 NB TO USH 14 WB OFF RAMP

DEERFIELD AVENUE

WORK TO BE COMPLETED DURING IH39/90 NB ON RAMP DETOUR.

USH 14 WB

USH 14 EB

SHEET 1 - STAGE 1

SHEET 2 - STAGE 1

SHEET 3 - STAGE 1

SHEET 4 - STAGE 1

WORK TO BE COMPLETED DURING IH39/90 SB ON RAMP DETOUR.

IH39 SB TO USH 14 EB OFF RAMP

IH39/90 SB

IH39/90 NB

NB TO USH 14 IH39 EB OFF RAMP

MATCH LINE A

LEGEND

WORK ZONE

DETOUR WORK ZONE

ONE-SIDED VERTICAL PANELS INSTALLED EVERY 25FT

NOTE:
REVISE TYPE I SIGNS ON IH-39/90 PRIOR TO STAGE 2.

MATCH LINE A

IH39 NB TO USH 14 EB OFF RAMP

IH39 NB

IH39 SB

WORK TO BE COMPLETED DURING NIGHT WORK, SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS. SIGNS RELATING TO SPEED REDUCTION IN THE SDD ARE NOT ANTICIPATED TO BE USED.

2

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 - STAGE 1 WORK ZONE	SHEET 392 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE.DWG PLOT DATE : 6/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

END ROAD WORK
G20-2A
48" X 24"

USH 14 WB

12'
12'

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+00HWA

MATCH LINE STA. 244+00HWA

LANE CLOSED
R11-2(MOD)
48" X 30"

HEA 239+41
12.0' RT

HEA 240+40
12.0' RT

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

USH 14 EB

25'
(TYP.)

12'

AT STA. 237+50'HEA' SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HEA 241+18
12.0' RT

HEA 242+10
51.8' RT

SOUTH EAST
INTERSTATE 39 INTERSTATE 90

J2-2
48" X 57"

LANE CLOSED
R11-2(MOD)
48" X 30"

IH39/90 SB ON RAMP

SHEET 1 - STAGE 1

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 393 E

2

2

927+00HDA

925+00HDA

IH 39/90
OFF RAMP

15'

N

IH 39/90 NB

IH 39/90 SB

USH 14 WB

USH 14 EB

244+00HWA

245+00HWA

246+00HWA

247+00HWA

248+00HWA

249+00HWA

250+00HWA

MATCH LINE STA. 244+00HWA'

MATCH LINE STA. 250+00HWA'

12'

12'

12'

LANE
CLOSED
R11-2(MOD)
48" X 30"

244+00HEA

245+00HEA

246+00HEA

247+00HEA

248+00HEA

249+00HEA

IH 39/90 SB
ON RAMP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET 2 - STAGE 1

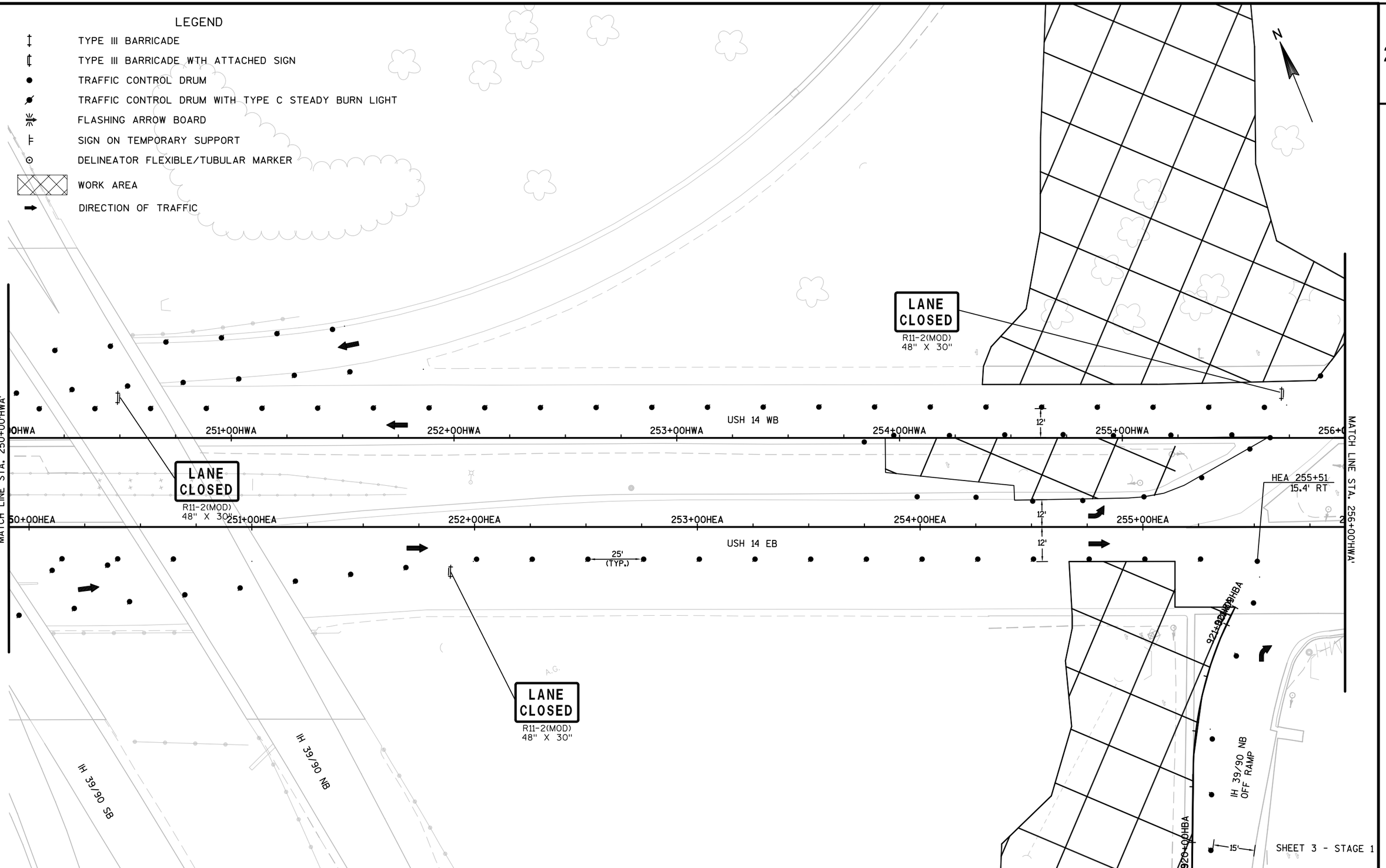
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 394	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STG 1.DWG PLOT DATE : 10/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 395 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STAGE 1.DWG PLOT DATE : 1/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

IH 39/90 NB
ON RAMP

HWA 257+90
60.9' LT

LANE
CLOSED
R11-2(MOD)
48" X 30"

CLOSE OUTSIDE RIGHT TURN LANE ON DEERFIELD, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

CLOSE OUTSIDE LANE OF USH 14 WB AT STA. 371+70'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HWA 260+59
12.0' LT

25'
(TYP.)

12'

USH 14 WB

0HWA 257+00HWA 258+00HWA 259+00HWA 260+00HWA 261+00HWA 262+00HWA

MATCH LINE STA. 256+00'HWA'

56+00HEA 257+00HEA 258+00HEA 259+00HEA 260+00HEA 261+00HEA 262+00H

END
ROAD WORK
G20-2A
48" X 24"

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES.

USH 14 EB

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET 4 - STAGE 1

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 1	SHEET 396 E

2

927+00HDA

IH 39/90 SB OFF RAMP

925+00HDA

END ROAD WORK
G20-2A
48" X 24"

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

12'

HWA 245+68
12.0' LT

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

USH 14 WB

MATCH LINE STA. 247+50HEA'

LANE CLOSED
R11-2(MOD)
48" X 30"

HEA 241+18
12.0' RT
242+00HEA

243+00HEA 244+00HEA 245+00HEA 246+00HEA 247+00HEA

25'
(TYP.)

12'

926+00HCA

USH 14 EB

LANE CLOSED
R11-2(MOD)
48" X 30"

AT STA. 237+50'HEA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

IH 39/90 SB ON RAMP

925+00HCA

IH 39/90 SB ON RAMP

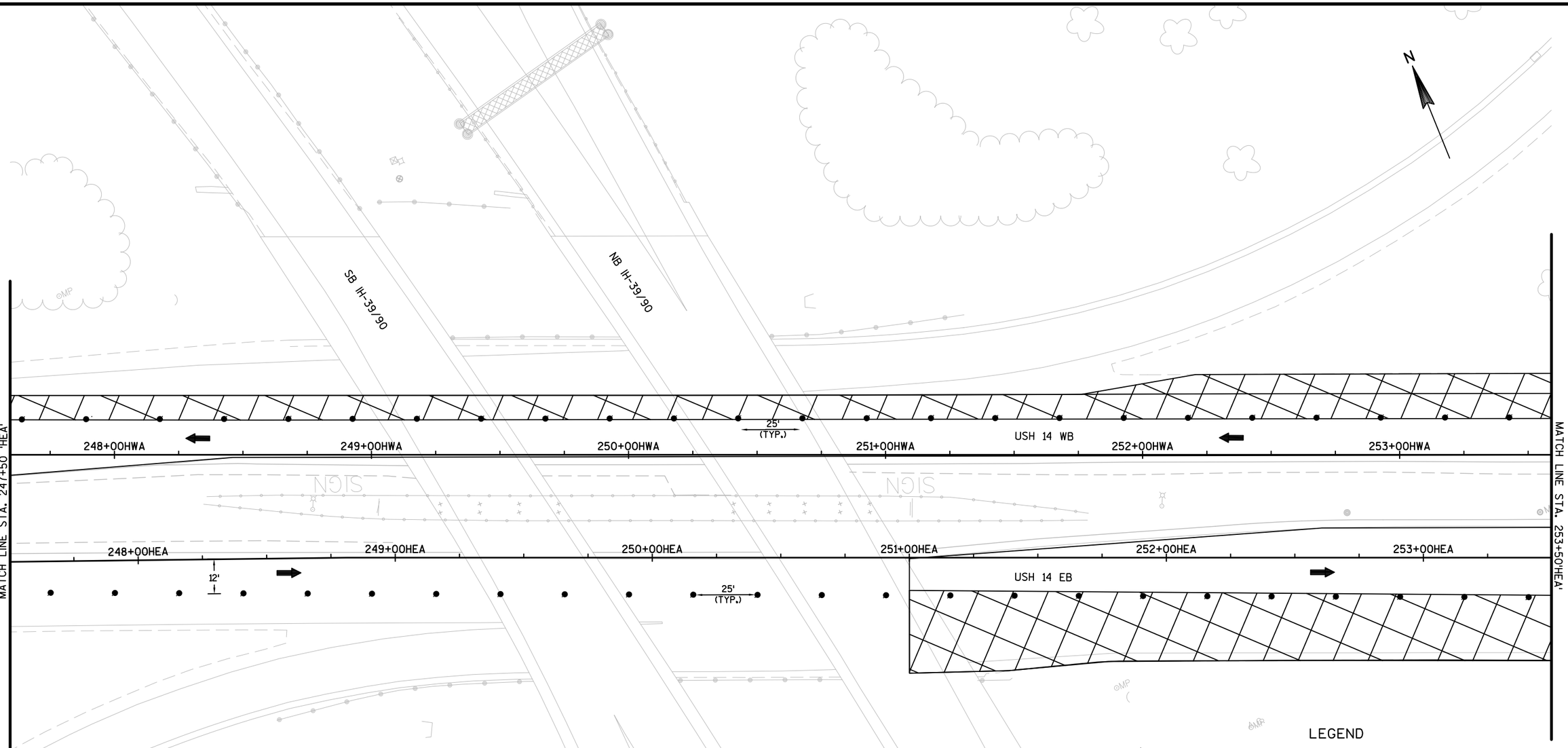
SOUTH EAST
INTERSTATE 39 INTERSTATE 90
J2-2
48" X 57"
PLACE AT STA. 240+25'HEA'

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 2	SHEET 397 E

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 2	SHEET 398 E

2

2

CLOSE OUTSIDE RIGHT TURN LANE ON DEERFIELD, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

CLOSE OUTSIDE LANE OF USH 14 WB AT STA. 371+70'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAYEXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

HWA 257+90
60.9' LT

HWA 260+59
12.0' LT

LANE CLOSED
R11-2(MOD)
48" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

MATCH LINE STA. 253+50 'HEA'

254+00HWA | 255+00HWA | 256+00HWA | 257+00HWA | 258+00HWA | 259+00HWA

917+30HWA

25' (TYP.)

12'

USH 14 WB

254+00HEA | 255+00HEA | 256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA

12'

END ROAD WORK
G20-2A
48" X 24"

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

USH 14 EB

HEA 254+85
12.0' RT

921+90HBA

12'

920+00HBA

LEGEND

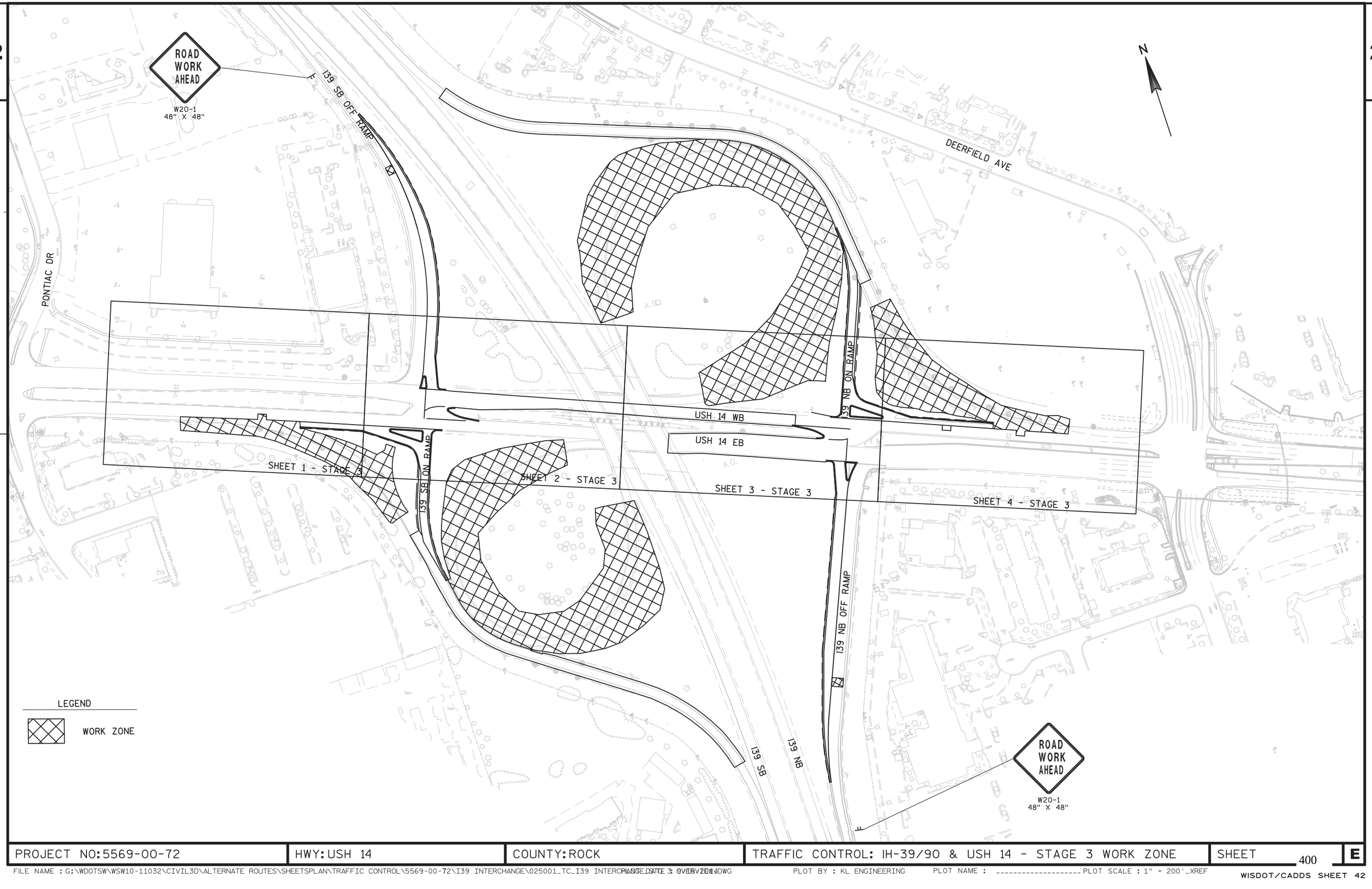
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 2	SHEET 399 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE.DWG PLOT DATE : 2/3/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 - STAGE 3 WORK ZONE	SHEET 400	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STAGE 3 OVERVIEW.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 200'_XREF

2

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

END ROAD WORK
G20-2A
48" X 24"

USH 14 WB

12'
12'

238+00HWA | 239+00HWA | 240+00HWA | 241+00HWA | 242+00HWA | 243+00HWA | 244+

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

HEA 242+41
12.0' RT

238+00HEA | 239+00HEA | 240+00HEA | 241+00HEA | 242+00HEA | 243+00HEA

USH 14 EB

12'

25'
(TYP.)

12'
12'
12'

HWA 242+87
36.0' RT

MATCH LINE STA. 244+00'HWA'

CLOSE OUTSIDE THROUGH LANE PRIOR TO PONTIAC DR. INTERSECTION AT STA. 229+80'HEA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET 1 - STAGE 3

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 401	E

2

IH 39/90 SB OFF RAMP

IH 39/90 SB

N

USH 14 WB

MATCH LINE STA. 244+00HWA'

244+00HWA

245+00HWA

246+00HWA

247+00HWA

248+00HWA

249+00HWA

MATCH LINE STA. 250+00HWA'

244+00HEA

245+00HEA

246+00HEA

247+00HEA

248+00HEA

249+00HEA

USH 14 EB

25'
(TYP.)

IH 39/90 SB ON RAMP

SIGN

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

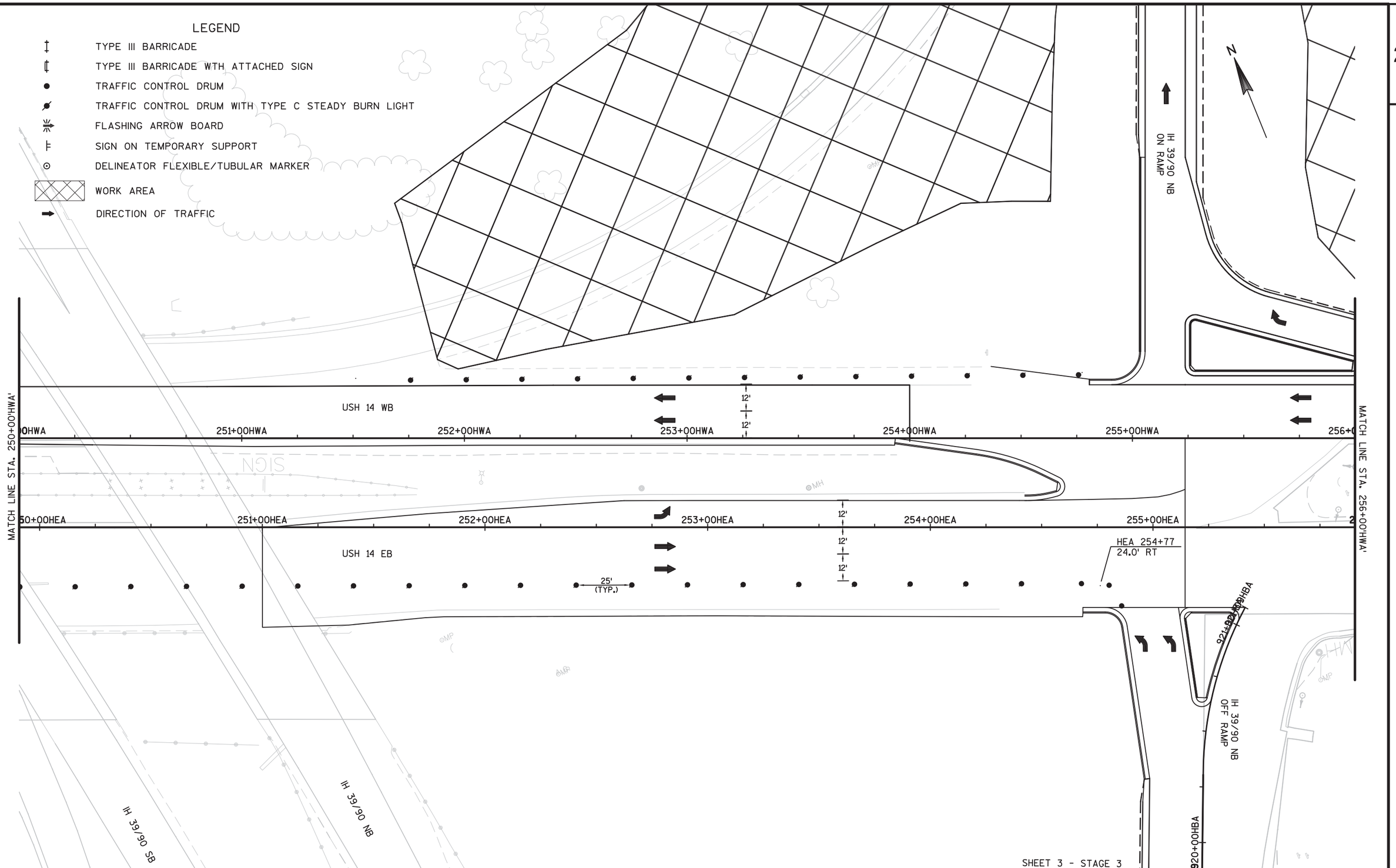
SHEET 2 - STAGE 3

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 402 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STAGE 3.DWG PLOT DATE : 3/18/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 403 E

2

CLOSE OUTSIDE RIGHT TURN LANE ON DEERFIELD, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

CLOSE OUTSIDE LANE OF USH 14 WB AT STA 371+70'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

HWA 261+50
12.0' LT

LANE CLOSED
R11-2(MOD)
48" X 30"

12'
12'
12'
25'
(TYP.)

0HWA 257+00HWA 258+00HWA 259+00HWA 260+00HWA USH 14 WB 261+00HWA 262+00HWA

HWA 258+17
36.0' LT

HWA 258+41
12.0' LT

MATCH LINE STA. 256+00'HWA'

56+00HEA 257+00HEA 258+00HEA 259+00HEA 260+00HEA 261+00HEA 262+00H

END ROAD WORK
G20-2A
48" X 24"

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

USH 14 EB

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET 4 - STAGE 3

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 3	SHEET 404	E

2

2

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

END ROAD WORK
G20-2A
48" X 24"

LANE CLOSED
R11-2(MOD)
48" X 30"

CLOSE INSIDE THROUGH LANE AFTER TO PONTIAC DR. INTERSECTION AT STA. 238+20'HEA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

USH 14 WB

USH 14 EB

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

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

925+28'HDA
927+00HDA

IH 39/90 SB OFF RAMP

IH 39/90 SB ON RAMP

25' (TYP.)

12'
12'
10'
12'
12'
12'

HWA 245+25
12.0' RT

MATCH LINE STA. 247+50'HWA'

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 405 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STAGE 4.DWG PLOT DATE : 4/8/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

MATCH LINE STA. 247+50'HWA'

USH 14 WB

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

12' 12'

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

25' (TYP.)

USH 14 EB

12' 12'

MATCH LINE STA. 253+50'HWA'

IH 39/90 SB

IH 39/90 NB

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 406 E

2

2

CLOSE OUTSIDE RIGHT TURN LANE ON DEERFIELD, SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

CLOSE OUTSIDE LANE OF USH 14 WB AT STA 371+70'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

N

IH 39/90 NB ON RAMP

HWA 255+25
12.0' LT

12'
12'

USH 14 WB

25'
(TYP.)

254+00HWA | 255+00HWA | 256+00HWA | 257+00HWA | 258+00HWA | 259+00HWA

HEA 256+29
9.0' LT

MATCH LINE STA. 253+50'HWA'

254+00HEA | 255+00HEA | 256+00HEA | 257+00HEA | 258+00HEA | 259+00HEA

10'

12'
12'
12'

USH 14 EB

END ROAD WORK
G20-2A
48" X 24"

PLACE SIGN OR COORDINATE WITH OTHER USH 14 CONSTRUCTION ACTIVITIES

LANE CLOSED
R11-2(MOD)
48" X 30"

921+00HBA

IH 39/90 NB OFF RAMP

920+00HBA

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: IH-39/90 & USH 14 INTERCHANGE - STAGE 4	SHEET 407 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\I39 INTERCHANGE\025001_TC_I39 INTERCHANGE_STAGE 4.DWG PLOT DATE : 4/8/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL D FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2(MOD)
48" X 30"

15' (TYP.) 12'

12'

DEERFIELD AVE

84+00DSA 84+00DNA 83+00DSA 83+00DNA 82+00DSA 82+00DNA 81+00DSA 81+00DNA

261+00HWA 262+00HWA 263+00HWA 264+00HWA 265+00HWA 266+00HWA 267+00HWA

261+00HEA 262+00HEA 263+00HEA 264+00HEA 265+00HEA 266+00HEA 267+00H

USH 14 WB

USH 14 EB

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: DEERFIELD DRIVE & USH 14 - STAGE 1	SHEET 408	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT

CLOSE BOTH RIGHT TURN LANES ON DEERFIELD AVE AND SHIFT TRAFFIC, SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH (WHITE)

LANE CLOSED
R11-2(MOD)
48" X 30"

DSA 84+56
12.0' RT

DSA 83+98
12.0' RT

85+00DSA
85+00DNA
84+00DSA
84+00DNA
83+00DSA
83+00DNA
DEERFIELD AVE

25' (TYP.)
12'
12' 12' 12'

LANE CLOSED
R11-2(MOD)
48" X 30"

MATCH LINE STA. 82+00

261+00HEA
262+00HEA
263+00HEA
264+00HEA
265+00HEA
266+00HEA

CLOSE OUTSIDE LANE OF USH 14 WB AT STA. 371+70'HWA', SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

BEGIN RIGHT TURN LANE
R3-20R
24"_X_36"

LANE CLOSED
R11-2(MOD)
48" X 30"

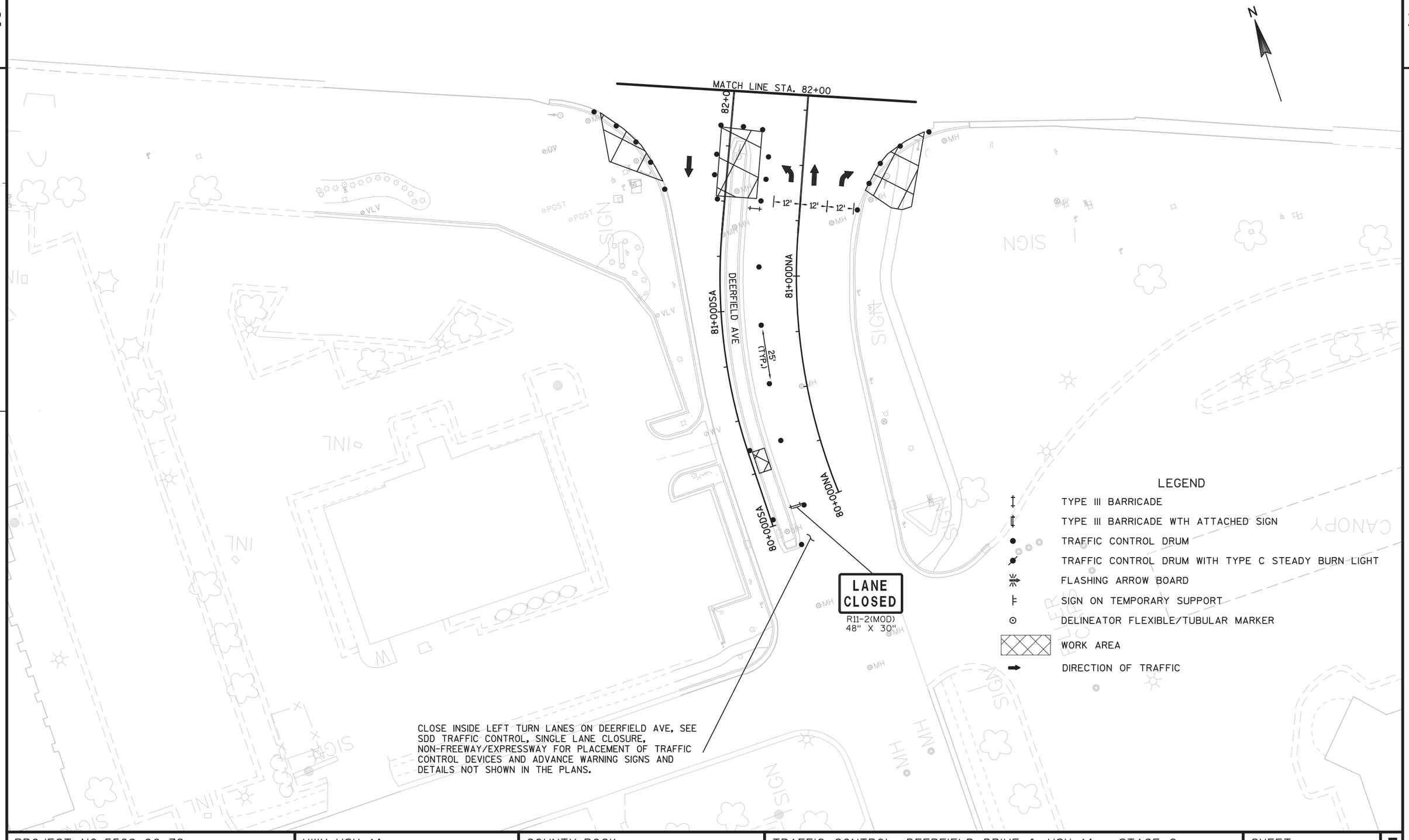
HWA 265+75
13.0' LT

USH 14 WB
USH 14 EB

N

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: DEERFIELD DRIVE & USH 14 - STAGE 2	SHEET 409	E

2



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: DEERFIELD DRIVE & USH 14 - STAGE 2	SHEET 410	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\DEERFIELD\025001_TC_DEERFIELD_STG 2.DWG T DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1

CLOSE INSIDE RIGHT TURN LANE AND THROUGH LANE, SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS NOT SHOWN IN THE PLANS.

FOR MILL & OVERLAY PROPOSED WORK, SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS.

END ROAD WORK
G20-2A
48" X 24"

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, DETAIL D FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

ROAD WORK AHEAD
W20-1

DEERFIELD AVE

84+00DNA
84+00DSA
83+00DNA
83+00DSA
82+00DNA
82+00DSA
81+00DNA
81+00DSA

261+00HEA
262+00HEA
263+00HEA
264+00HEA
265+00HEA
266+00HEA

USH 14 WB
USH 14 EB

15'
12'

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL: DEERFIELD DRIVE & USH 14 - STAGE 3	SHEET 411	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

END ROAD WORK
G20-2A
48" X 24"

HWA 279+55
10.0' RT

HEA 283+69
50.0' LT

WB USH 14

25' (TYP.)

278+00'HWA' 279+00'HWA' 280+00'HWA' 281+00'HWA' 282+00'HWA'

278+00'HEA' 279+00'HEA' 280+00'HEA' 281+00'HEA' 282+00'HEA' 283+00'HEA'

EB USH 14

WRIGHT ROAD

96+00'SA' 95+00'SA' 94+00'SA' 93+00'SA' 92+00'SA'

95+00'WA' 94+00'WA' 93+00'WA' 92+00'WA'

MATCH LINE STA. 283+75'HEA'

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR PLACEMENT OF ADVANCE WARNING SIGNS.

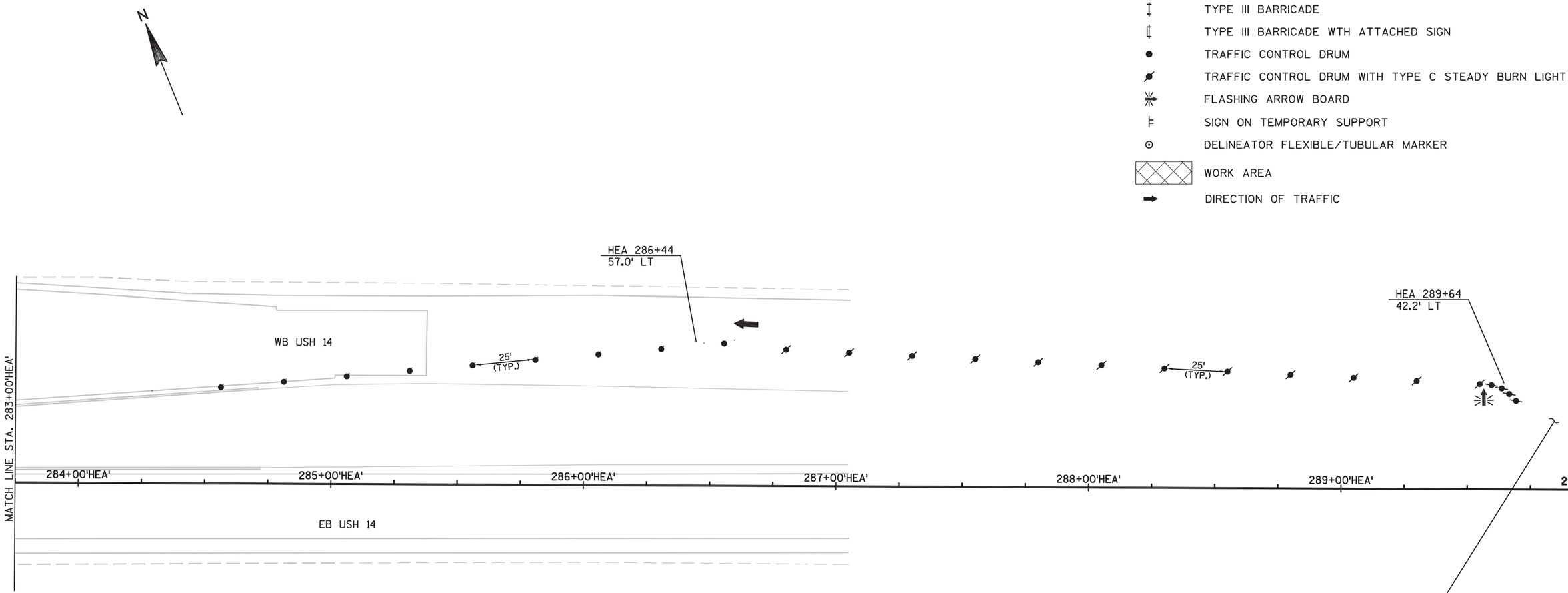
SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	TRAFFIC CONTROL: WRIGHT ROAD & USH 14 - STAGE 1	SHEET 412	E

2

LEGEND

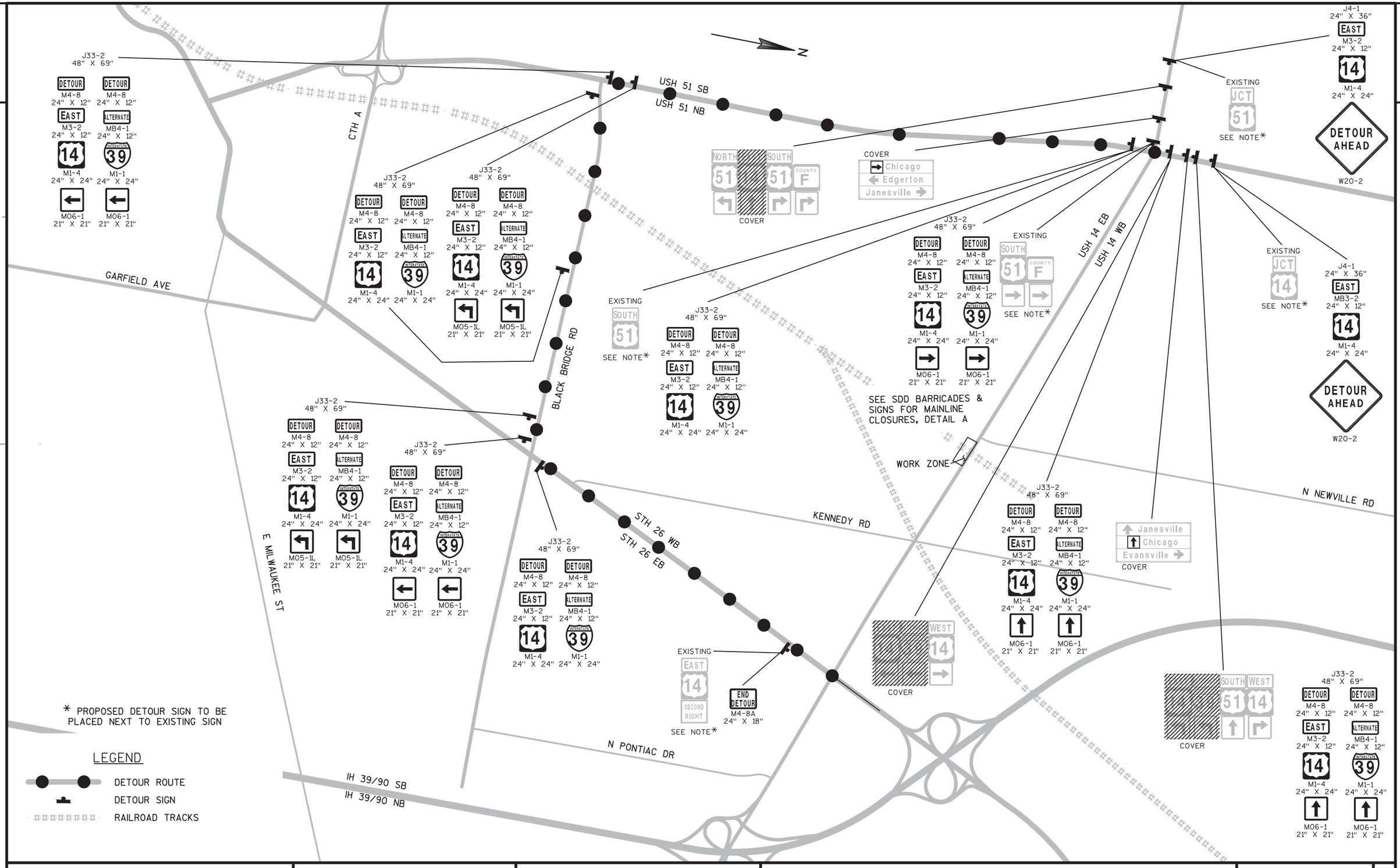
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	TRAFFIC CONTROL:WRIGHT ROAD & USH 14 - STAGE 1	SHEET 413	E

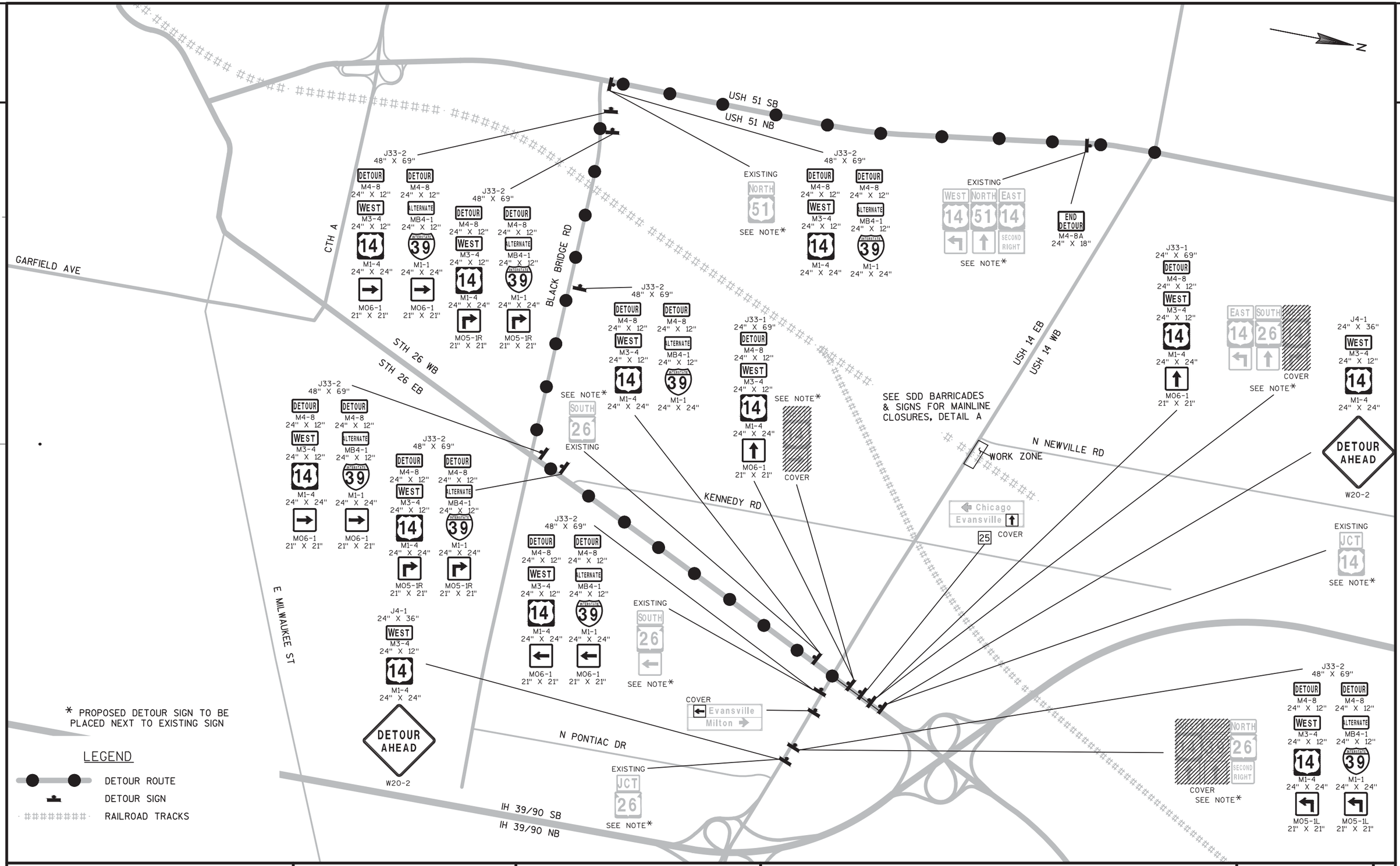
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\WRIGHT\025001_TC_WRIGHT_STG 1.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	DETOUR PLAN - USH 14 EB	SHEET 414	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\DETOURS\027001_DT_USH 14.DWG PLOT DATE : 8/18/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:1500 FT

WISDOT/CADDS SHEET 42



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY:ROCK	DETOUR PLAN - USH 14 WB	SHEET 415	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\DETOURS\027001_DT_USH 14.DWG PLOT DATE : 8/18/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:1500 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

RAMP CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS

PLACE MB FOR STH 26 NB
TRAFFIC NORTH OF HOLIDAY DR.

PLACE MB FOR USH 14 EB
TRAFFIC EAST OF KENNEDY RD

N

STH 26 SB
STH 26 NB

ON RAMP CLOSED

IH 39/90 SB
IH 39/90 NB

USH 14 EB
USH 14 WB

TRAFFIC OPERATIONS
- ON RAMP FROM USH 14 TO SB IH-39/90 CLOSED TO TRAFFIC
- SB IH-39/90 ON-RAMP AT USH 14 DETOURED VIA NB STH 26 TO SB IH-39/90 ON-RAMP AT STH 26

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	DETOUR PLAN - IH39/90 SB ON RAMP	SHEET 416	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\DETOURS\027001_DT_STAGE_1.DWG PLOT DATE : 8/12/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:500000_XREF

2

2

LEGEND

RAMP CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS

N

STH 26 SB
STH 26 NB
EB
MB
MB
MB
MB
USH 14 EB
USH 14 WB
IH 39/90 SB
IH 39/90 NB
ON RAMP CLOSED
PLACE MB FOR USH 14 WB TRAFFIC WEST OF DEERFIELD INTERSECTION.

TRAFFIC OPERATIONS
- ON RAMP FROM USH 14 TO NB IH-39/90 CLOSED TO TRAFFIC
- NB IH-39/90 ON-RAMP AT USH 14 DETOURED VIA NB STH 26 TO NB IH-39/90 ON-RAMP AT STH 26

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	DETOUR PLAN - IH 39/90 NB ON RAMP	SHEET 417	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\TRAFFIC CONTROL\5569-00-72\DETOURS\027002_DT_STAGE_1.DWG PLOT DATE : 8/12/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:500000_XREF

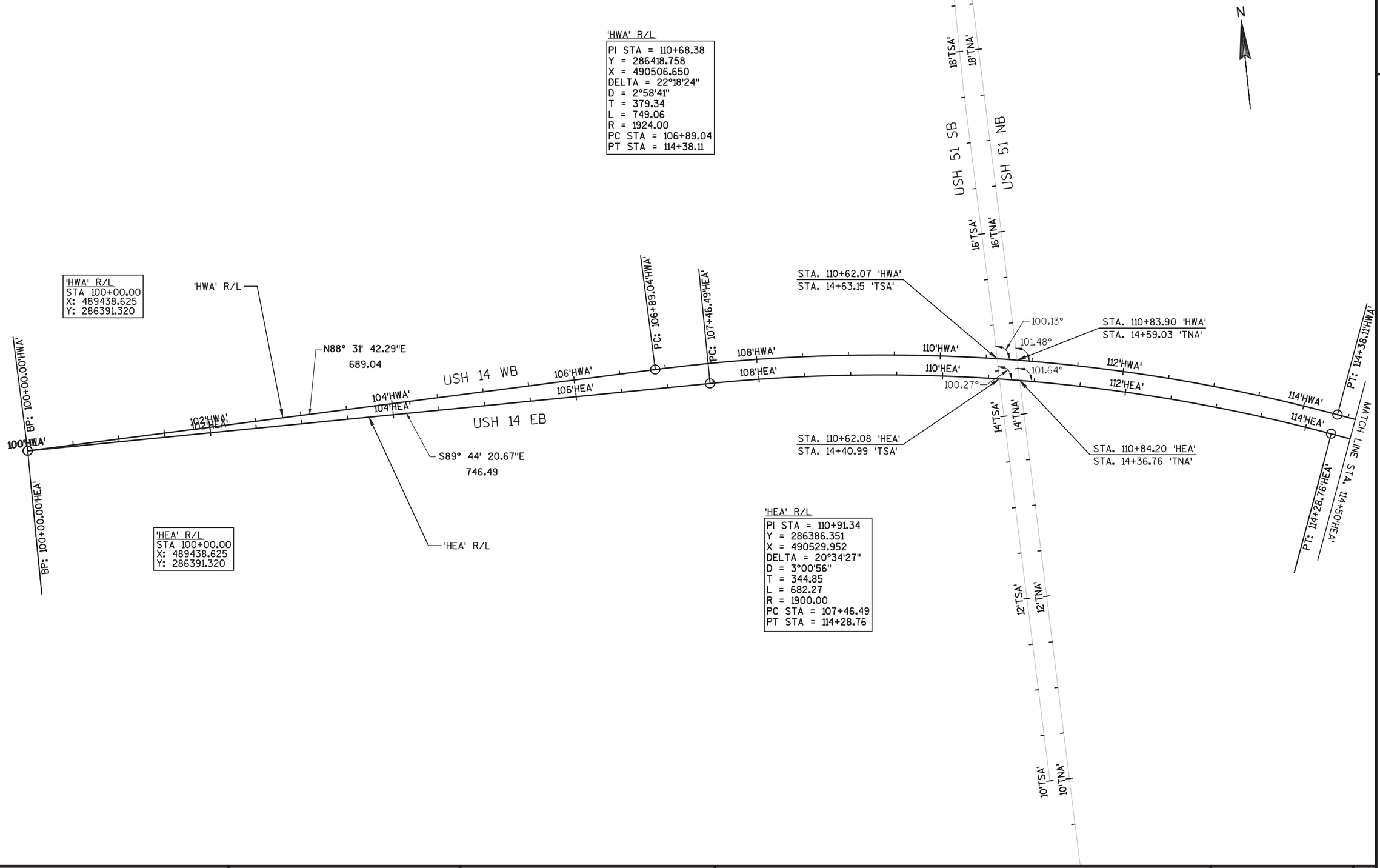
2

'HWA' R/L
PI STA = 110+68.38
Y = 286418.758
X = 490506.650
DELTA = 22°18'24"
D = 2°58'41"
T = 379.34
L = 749.06
R = 1924.00
PC STA = 106+89.04
PT STA = 114+38.11

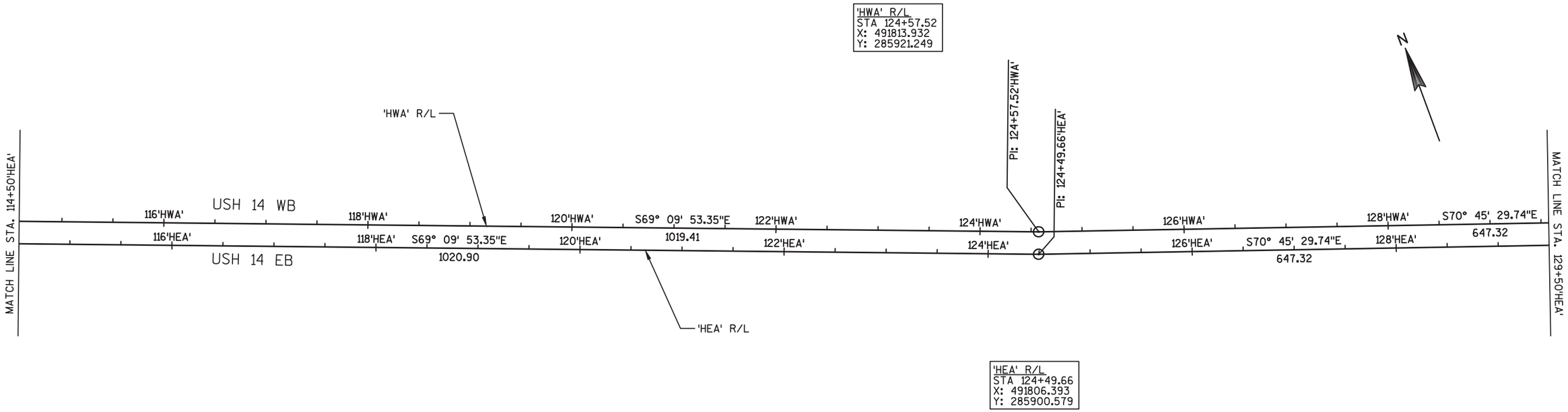
'HWA' R/L
STA 100+00.00
X: 489438.625
Y: 286391.320

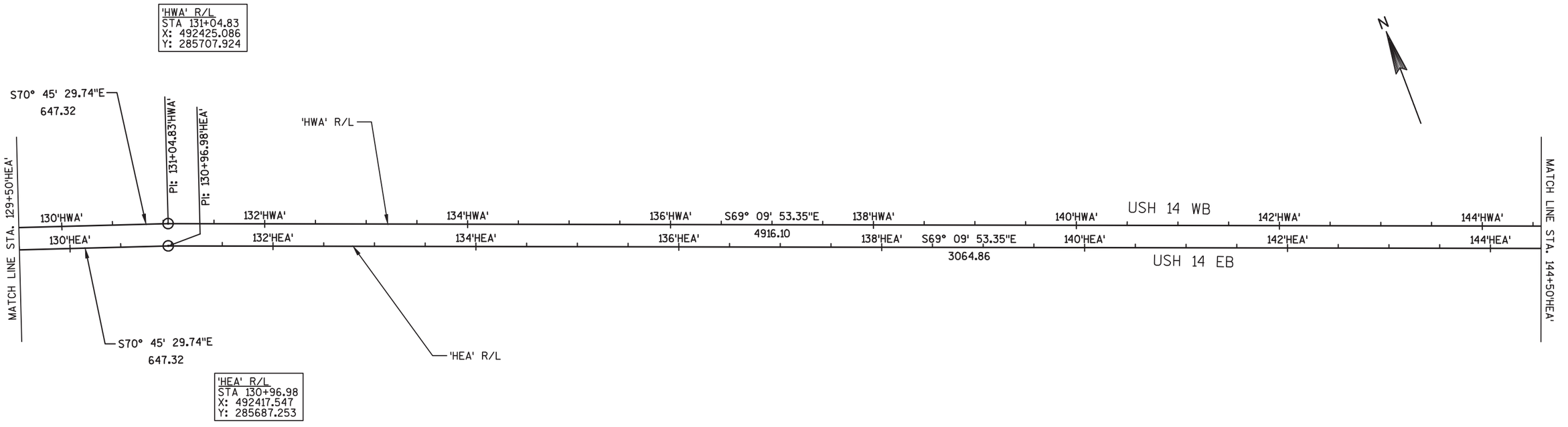
'HEA' R/L
STA 100+00.00
X: 489438.625
Y: 286391.320

'HEA' R/L
PI STA = 110+91.34
Y = 286386.351
X = 490529.952
DELTA = 20°34'27"
D = 3°00'56"
T = 344.85
L = 682.27
R = 1900.00
PC STA = 107+46.49
PT STA = 114+28.76

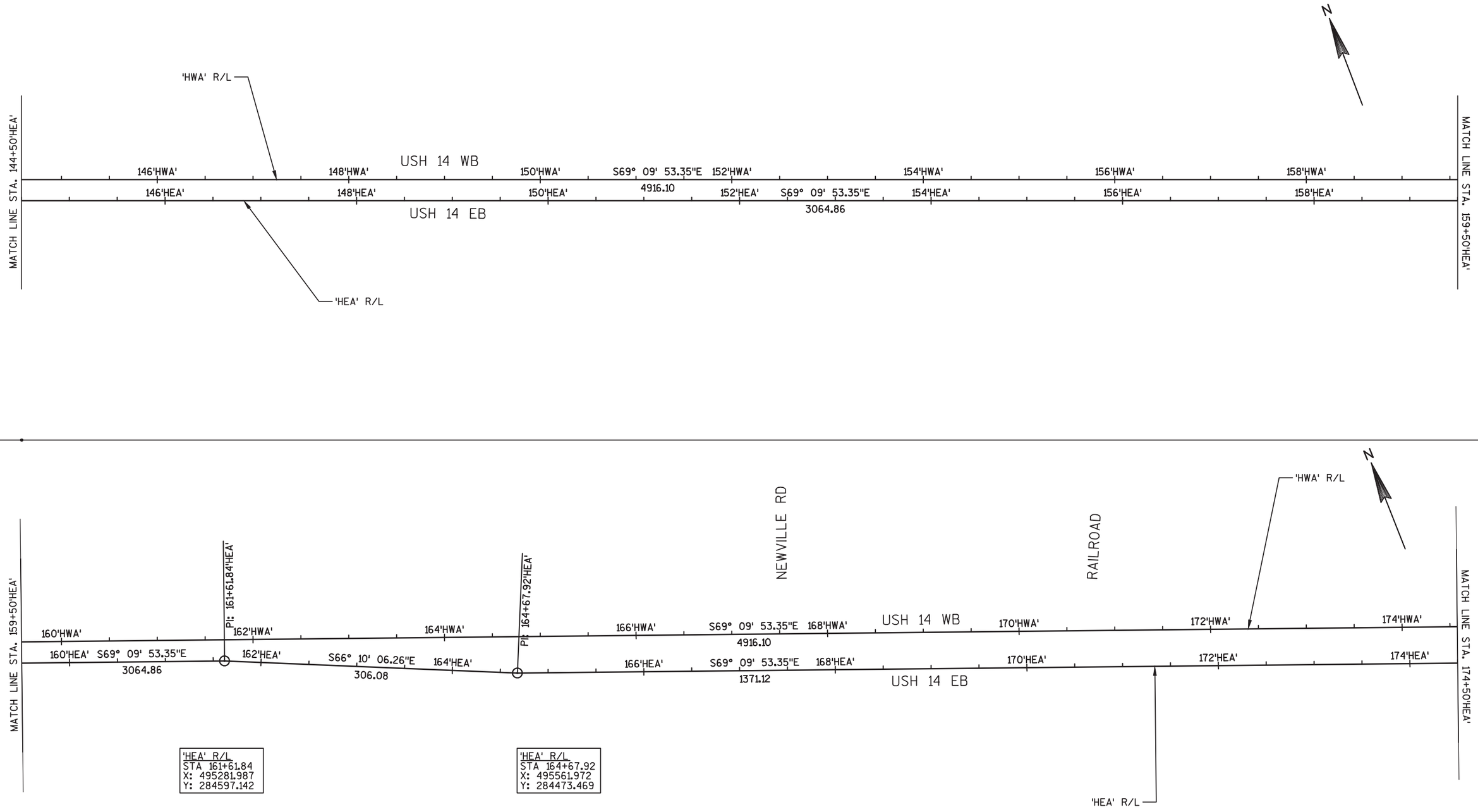


PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 418	E



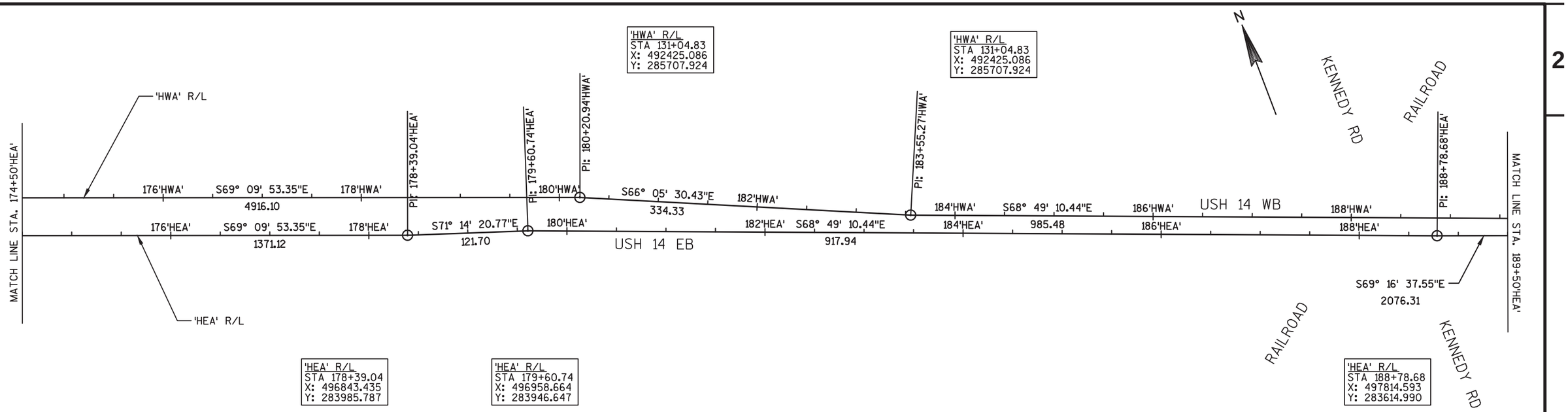


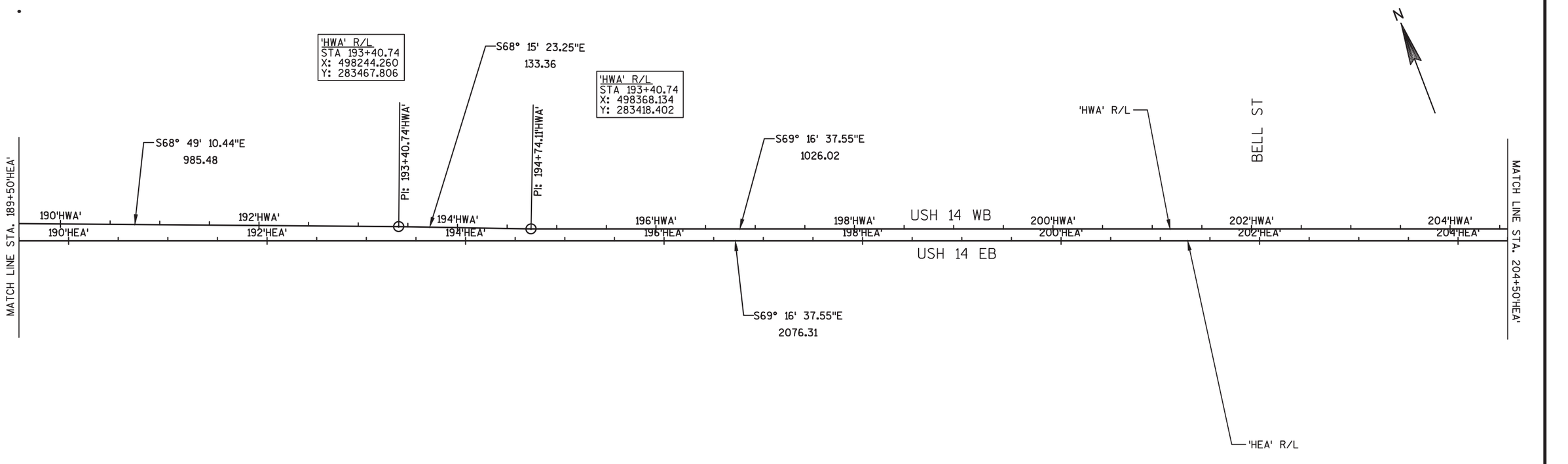
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 419	E



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 420	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027201_AD.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42





PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 421	E

2

'HWA' R/L
STA 205+00.13
X: 499327.774
Y: 283055.346

S69° 16' 37.55"E
1026.02

PI: 205+00.13'HWA'

'HWA' R/L

PI: 209+54.98'HEA'

PI: 211+66.54'HEA'

STA. 215+08.61 'HWA'
STA. 36+41.68 'CWA'

STA. 215+48.44 'HEA'
STA. 26+46.61 'CEA'

MATCH LINE STA. 204+50'HEA'

206'HWA' 206'HEA' S69° 16' 37.55"E 208'HWA' 208'HEA'
2076.31

210'HWA' 210'HEA' S66° 27' 57.58"E
211.56

212'HWA' 212'HEA' S71° 06' 57.00"E
1631.77
1380.01

214'HWA' 214'HEA'

216'HWA' 216'HEA'

218'HWA' 218'HEA'

97.27°
97.27°
99.54°
99.54°

USH 14 WB
USH 14 EB

MATCH LINE STA. 219+50'HEA'

'HEA' R/L

'HEA' R/L
STA 209+54.98
X: 499756.567
Y: 282880.292

'HEA' R/L
STA 211+66.54
X: 499950.530
Y: 282795.818

STA. 214+96.18 'HEA'
STA. 35+97.33 'CWA'

STA. 215+34.22 'HEA'
STA. 26+01.99 'CEA'

40'CWA'
30'CEA'
38'CWA'
28'CEA'
36'CWA'
26'CEA'
34'CWA'
24'CEA'
32'CWA'
22'CEA'

STH 26 SB
STH 26 NB

N

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 422	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027201_AD.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

'LSA' R/L
STA 45+25.16
X: 501086.531
Y: 282693.282

'LSA' R/L
STA 43+54.48
X: 501078.942
Y: 282522.768

'HWA' R/L
STA 221+31.89
X: 500871.710
Y: 282527.215

'LNA' R/L
STA 45+25+.09
X: 501104.877
Y: 282692.355

'LNA' R/L
STA 43+87.82
X: 501100.593
Y: 282555.152

'LNA' R/L
STA 43+47.51
X: 501099.597
Y: 282514.846

N

EP: 45+25.09'LNA'

N1° 47' 18.50"E
137.27

EP: 45+25.16'LSA'

45'LSA'

45'LNA'

'LNA' R/L

'LSA' R/L

PI: 43+87.82'LNA'

N2° 32' 55.03"E
170.68

N1° 24' 55.96"E
40.32

PI: 221+31.89'HWA'

44'LSA'

44'LNA'

PI: 43+54.48'LSA'

PI: 43+47.51'LNA'

N9° 02' 37.22"E
93.81

STA. 223+64.51 'HWA'
STA. 42+83.34 'LNA'

STA. 223+40.44 'HWA'
STA. 42+89.96 'LSA'

'HWA' R/L

S70° 55' 20.00"E
1681.97

MATCH LINE STA. 219+50'HEA'

220'HWA' S71° 06' 57.00"E
1631.77

222'HWA'

224'HWA'

225+46.55'HEA'

226'HWA' S70° 55' 20.00"E
1681.97

228'HWA'

230'HWA'

USH 14 WB

232'HWA'

233+48.98'HEA'

234'HWA'

MATCH LINE STA. 234+50'HEA'

100.03°

78.13°

104.74°

78.32°

220'HEA' S71° 06' 57.00"E
1380.01

222'HEA'

224'HEA'

226'HEA'

228'HEA' S71° 14' 33.42"E
802.42

230'HEA'

232'HEA'

234'HEA'

USH 14 EB

'HEA' R/L

S69° 54' 09.74"E
834.49

PI: 42+60.67'LSA'

STA. 223+42.42 'HEA'
STA. 42+45.74 'LSA'

STA. 223+66.62 'HEA'
STA. 42+39.21 'LNA'

'HEA' R/L
STA 225+46.55
X: 501256.262
Y: 282349.169

'LSA' R/L
STA 42+60.67
X: 501064.196
Y: 282430.126

LEXINGTON DR

42'LSA'

42'LNA'

N7° 12' 25.83"E
178.68

PI: 41+68.83'LNA'

N3° 39' 24.36"E
168.83

N4° 08' 36.87"E
192.68

PT: 40+67.99'LSA'

'HEA' R/L
STA 233+48.98
X: 502016.069
Y: 282091.140

PC: 40+39.10'LSA'

'LSA' R/L
PI STA = 40+53.55
Y = 282223.540
X = 501049.230
DELTA = 3°00'33"
D = 10°25'03"
T = 14.45
L = 28.89
R = 550.00
PC STA = 40+39.10
PT STA = 40+67.99

'LNA' R/L
STA 41+68.83
X: 501077.181
Y: 282337.582

BP: 40+00.00'LSA'

40'LSA'

40'LNA'

BP: 40+00.00'LNA'

N1° 08' 03.47"E
39.10

'LNA' R/L
STA 40+00.00
X: 501066.413
Y: 282169.096

'LSA' R/L
STA 40+00.00
X: 501048.170
Y: 282170.003

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 423	E

2

'PSA' R/L
STA 55+14.44
X: 502365.022
Y: 282259.324

'PNA' R/L
STA 54+91.46
X: 502388.873
Y: 282239.518

'PSA' R/L
PI STA = 52+38.91
Y = 282039.563
X = 502178.544
DELTA = 40°56'28"
D = 14°28'07"
T = 147.83
L = 282.96
R = 396.00
PC STA = 50+91.09
PT STA = 53+74.05

'PNA' R/L
PI STA = 52+26.19
Y = 282028.329
X = 502209.669
DELTA = 40°56'28"
D = 15°41'51"
T = 136.25
L = 260.81
R = 365.00
PC STA = 50+89.93
PT STA = 53+50.75

'HEA' R/L
STA 241+83.47
X: 502799.747
Y: 281804.397

'HEA' R/L
PI STA = 241+07.68
Y = 281881.427
X = 502738.975
DELTA = 2°55'38"
D = 0°29'54"
T = 293.82
L = 587.51
R = 11500.00
PC STA = 238+13.86
PT STA = 244+01.37

'HEA' R/L
STA 248+81.25
X: 503449.892
Y: 281550.985

EP: 55+14.44'PSA'
N40° 18' 58.75"E
140.39
55'PSA'
54'PNA'
EP: 54+91.46'PNA'
N40° 18' 58.75"E
140.72
PONTIAC DR
PT: 53+74.05'PSA'
54'PSA'
54'PNA'
PT: 53+50.75'PNA'
STA. 235+54.96 'HWA'
STA. 52+66.72 'PSA'
STA. 235+86.13 'HWA'
STA. 52+54.92 'PNA'
PC: 238+13.86'HWA'
PI: 241+83.47'HEA'
PT: 244+01.37'HWA'
928'HDA'
926'HDAL'
SB OFF-RAMP
'HWA' R/L
MATCH LINE STA. 234+50'HEA'
95.71°
236'HWA' S70° 55' 20.00"E
1681.97
238'HWA'
USH 14 WB
240'HWA'
242'HWA'
244'HWA'
925'HDA
926'HCA
246'HWA' S67° 59' 42.46"E
3724.11
248'HWA'
PI: 248+81.25'HEA'
MATCH LINE STA. 249+50'HEA'
96.20°
88.66°
236'HEA' S69° 54' 09.74"E
834.49
238'HEA'
240'HEA'
242'HEA' S68° 42' 19.12"E
697.79
244'HEA'
246'HEA'
248'HEA'
88.55°
52'PSA'
52'PNA'
STA. 235+77.09 'HEA'
STA. 52+12.69 'PNA'
STA. 235+46.08 'HEA'
STA. 52+25.06 'PSA'
USH 14 EB
239'HEAS'
240'HEAS'
242'HEAS' S68° 42' 19.12"E
204.67
244'HEAS' S53° 59' 51.59"E
165.72
245'HEAS'
'HEA' R/L
S67° 59' 42.46"E
3251.94
BP: 239+64.95'HEAS'
S65° 19' 43.62"E
150.48
PI: 241+15.43'HEAS'
S69° 54' 09.74"E
67.66
PI: 241+83.09'HEAS'
'HEAS' R/L
PI: 243+87.76'HEAS'
EP: 245+53.47'HEAS'
SB ON-RAMP
924'HCA'
922'HCA'
PC: 50+91.09'PSA'
N0° 37' 29.31"W
32.73
PC: 50+89.93'PNA'
N0° 37' 29.31"W
89.93
PI: 50+58.36'PSA'
50'PSA'
50'PNA'
BP: 50+00.00'PNA'
N4° 34' 25.76"W
58.36
BP: 50+00.00'PSA'

'HEAS' R/L
STA 239+64.95
X: 502586.742
Y: 281856.778

'HEAS' R/L
STA 241+15.43
X: 502723.485
Y: 281793.966

'HEAS' R/L
STA 241+83.09
X: 502787.023
Y: 281770.718

'HEAS' R/L
STA 243+87.76
X: 502977.714
Y: 281696.390

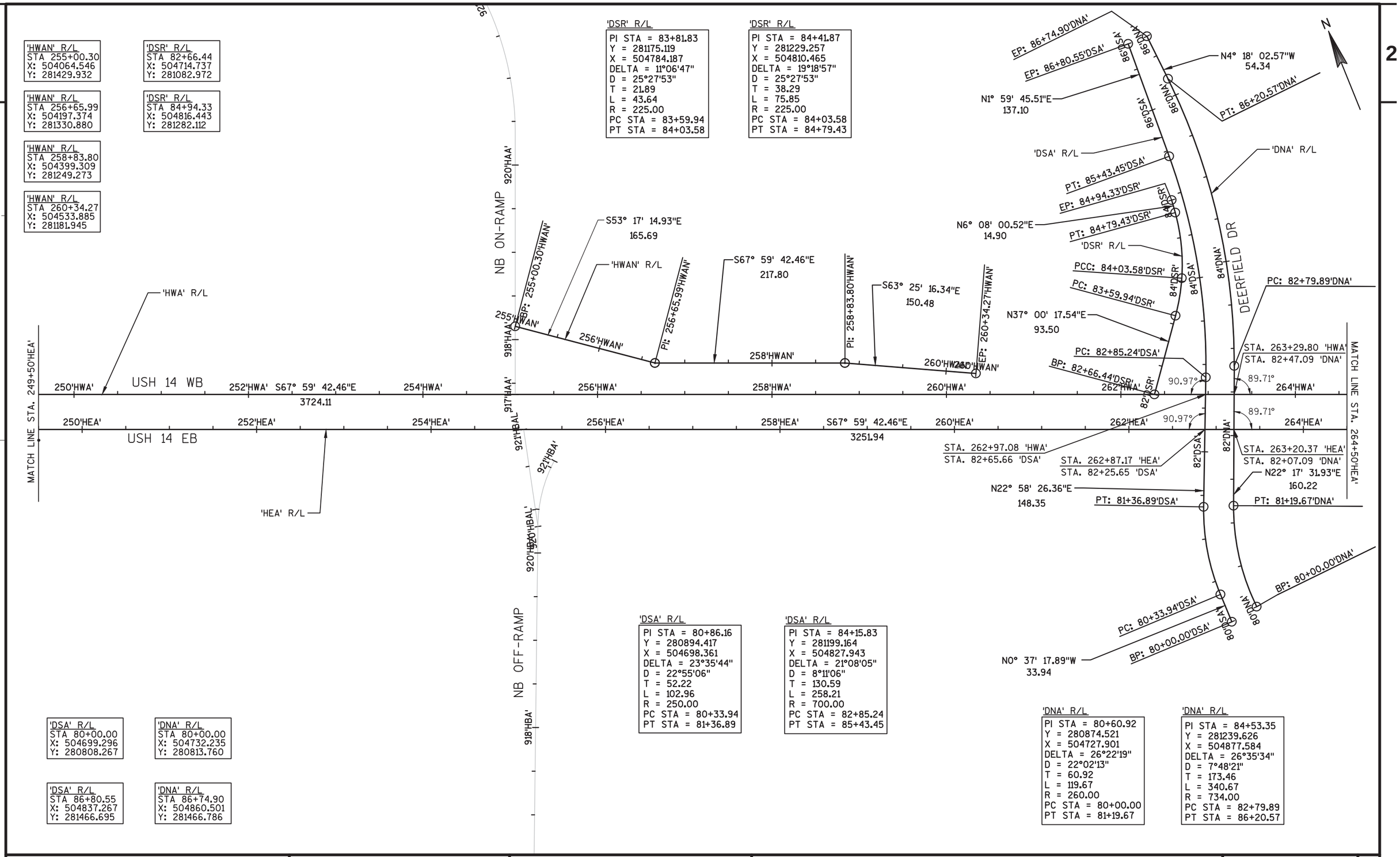
'HEAS' R/L
STA 245+53.47
X: 503111.782
Y: 281598.978

'PSA' R/L
STA 50+58.36
X: 502180.513
Y: 281859.021

'PNA' R/L
STA 50+00.00
X: 502212.135
Y: 281802.157

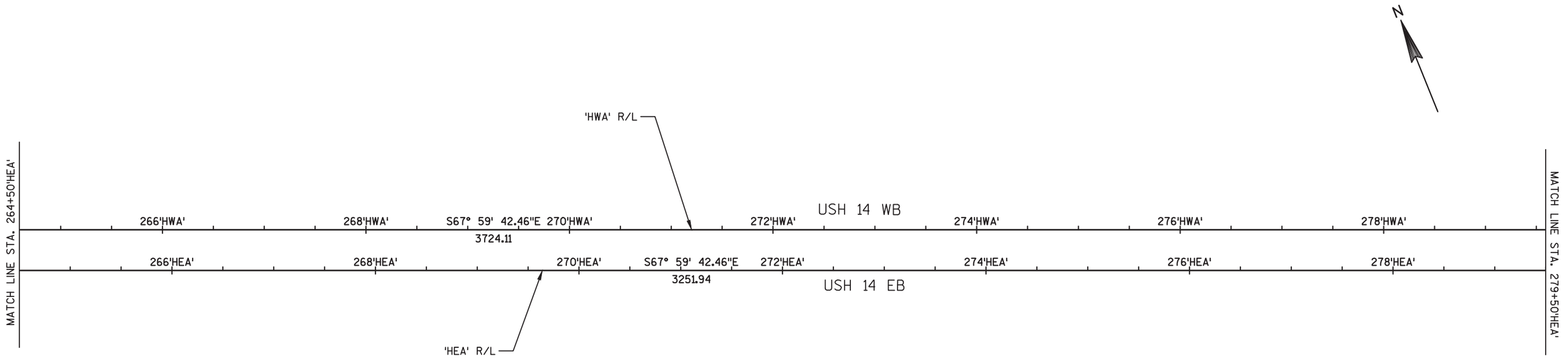
'PSA' R/L
STA 50+00.00
X: 502185.167
Y: 281800.847

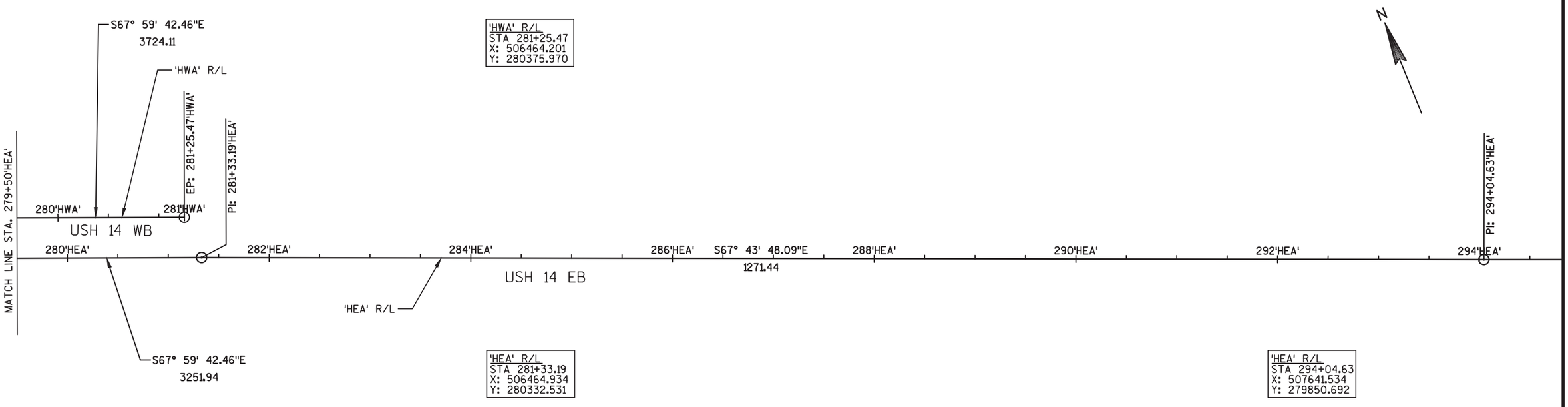
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 424	E



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 425	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027201_AD.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42





PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 426	E

2

N

'TSA' R/L
STA 10+00.00
X: 490508.634
Y: 285919.451

'TSA' R/L
STA 14+18.49
X: 490499.317
Y: 286337.833

'TSA' R/L
STA 14+88.78
X: 490498.716
Y: 286408.127

'TSA' R/L
STA 17+59.43
X: 490492.491
Y: 286678.707

'TNA' R/L

BP: 6+82.07'TNA'
PC: 7+01.81'TNA'
PT: 9+32.90'TNA'
BP: 10+00.00'TSA'
PI: 14+18.49'TSA'
PI: 14+88.78'TSA'
PI: 17+59.43'TSA'
MATCH LINE STA. 19+00'TSA'

USH 51 SB
USH 51 NB

6'TNA'
8'TNA'
10'TSA'
10'TNA'
N1° 16' 32.76"W
418.49
12'TSA'
12'TNA'
14'TSA'
14'TNA'
16'TSA'
16'TNA'
N1° 19' 04.47"W
270.65
N1° 11' 36.42"W
1262.68
18'TSA'
18'TNA'
N0° 04' 49.62"E
182.88

108'HEA'
108'HWA'
110'HEA'
110'HWA'
112'HEA'
112'HWA'
114'HEA'
114'HWA'
116'HEA'
116'HWA'

N3° 50' 29.22"W
19.74

N0° 29' 22.75"W
70.30

'TNA' R/L
STA 6+82.07
X: 490542.871
Y: 285602.166

'TNA' R/L
PI STA = 8+17.38
Y = 285737.168
X = 490533.806
DELTA = 2°38'53"
D = 1°08'45"
T = 115.56
L = 231.08
R = 5000.00
PC STA = 7+01.81
PT STA = 9+32.90

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 427	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027202_AD_51&RAMPS.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

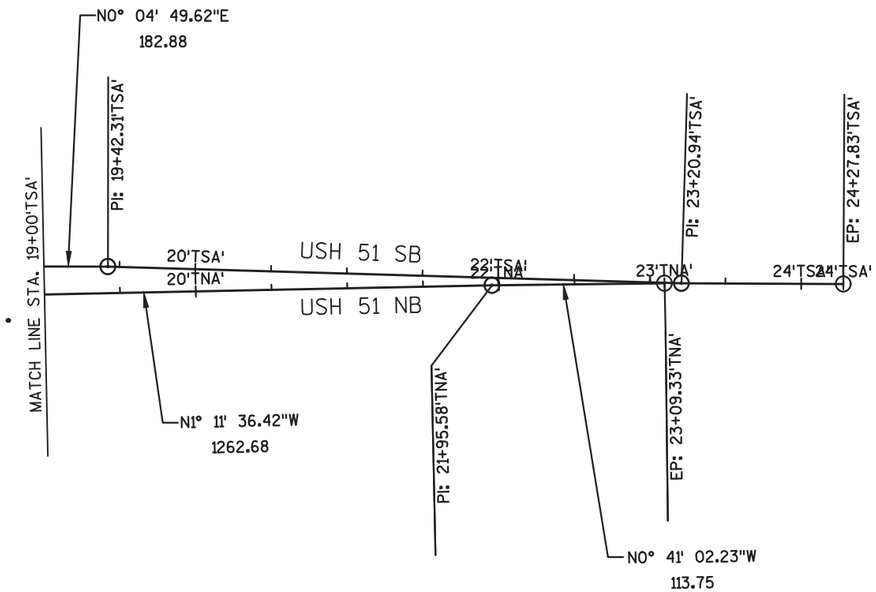
WISDOT/CADDS SHEET 42

2

N

'TSA' R/L
STA 19+42.31
X: 490492.748
Y: 286861.584

'TSA' R/L
STA 24+27.83
X: 490504.303
Y: 287346.943



'TNA' R/L
STA 21+95.58
X: 490505.100
Y: 287115.113

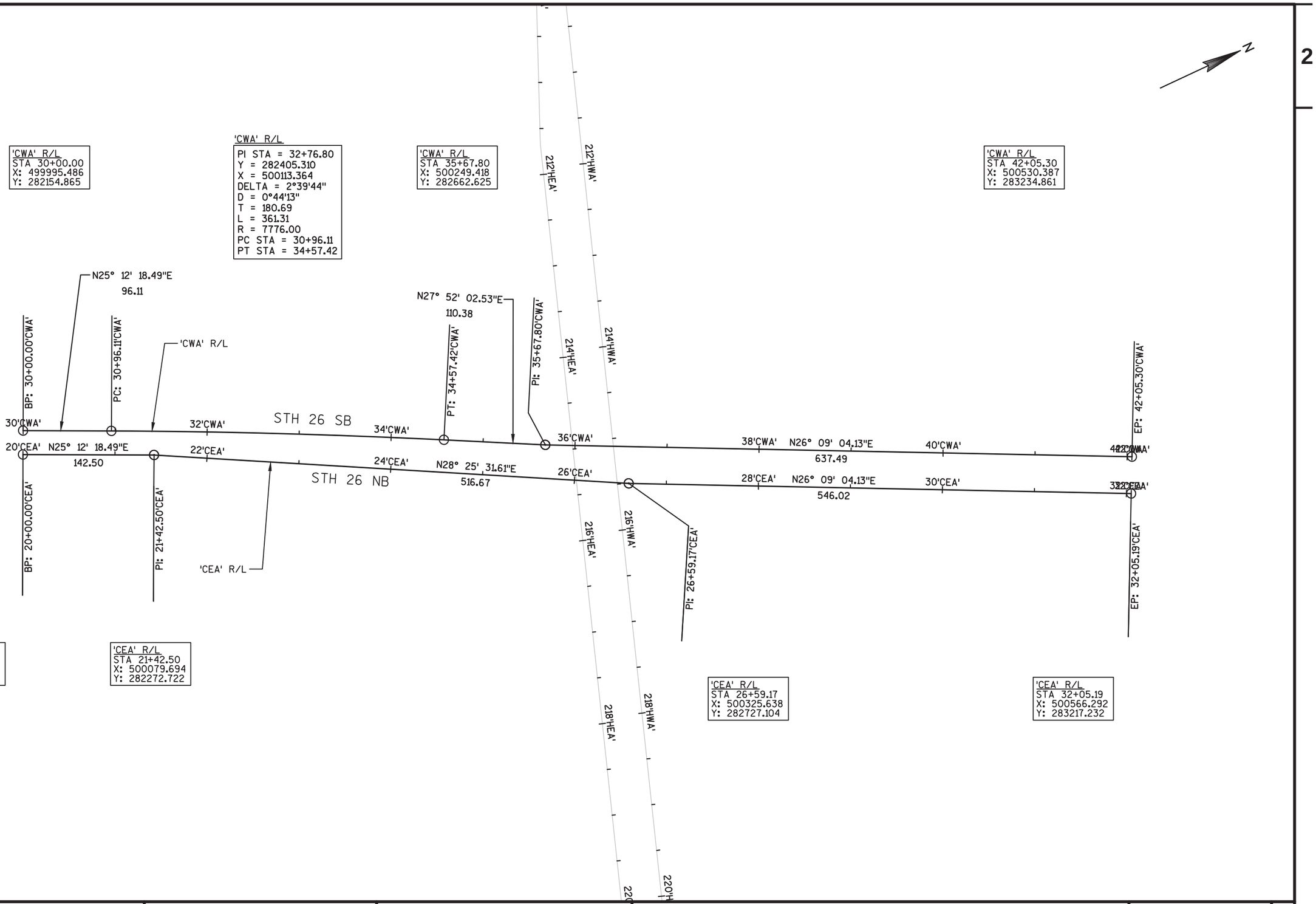
'TNA' R/L
STA 23+09.33
X: 490503.742
Y: 287228.855

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 428	E

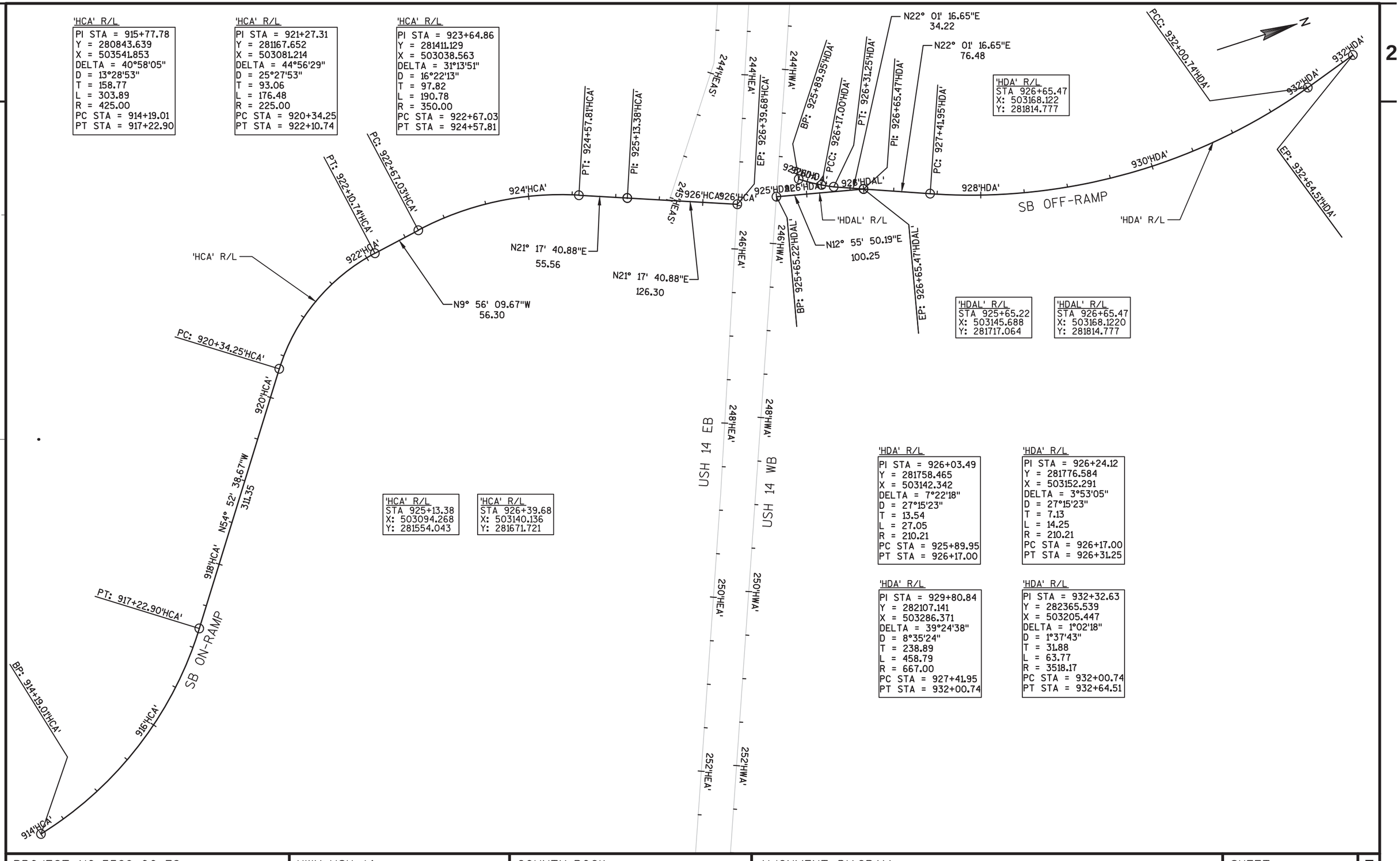
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027202_AD_51&RAMPS.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

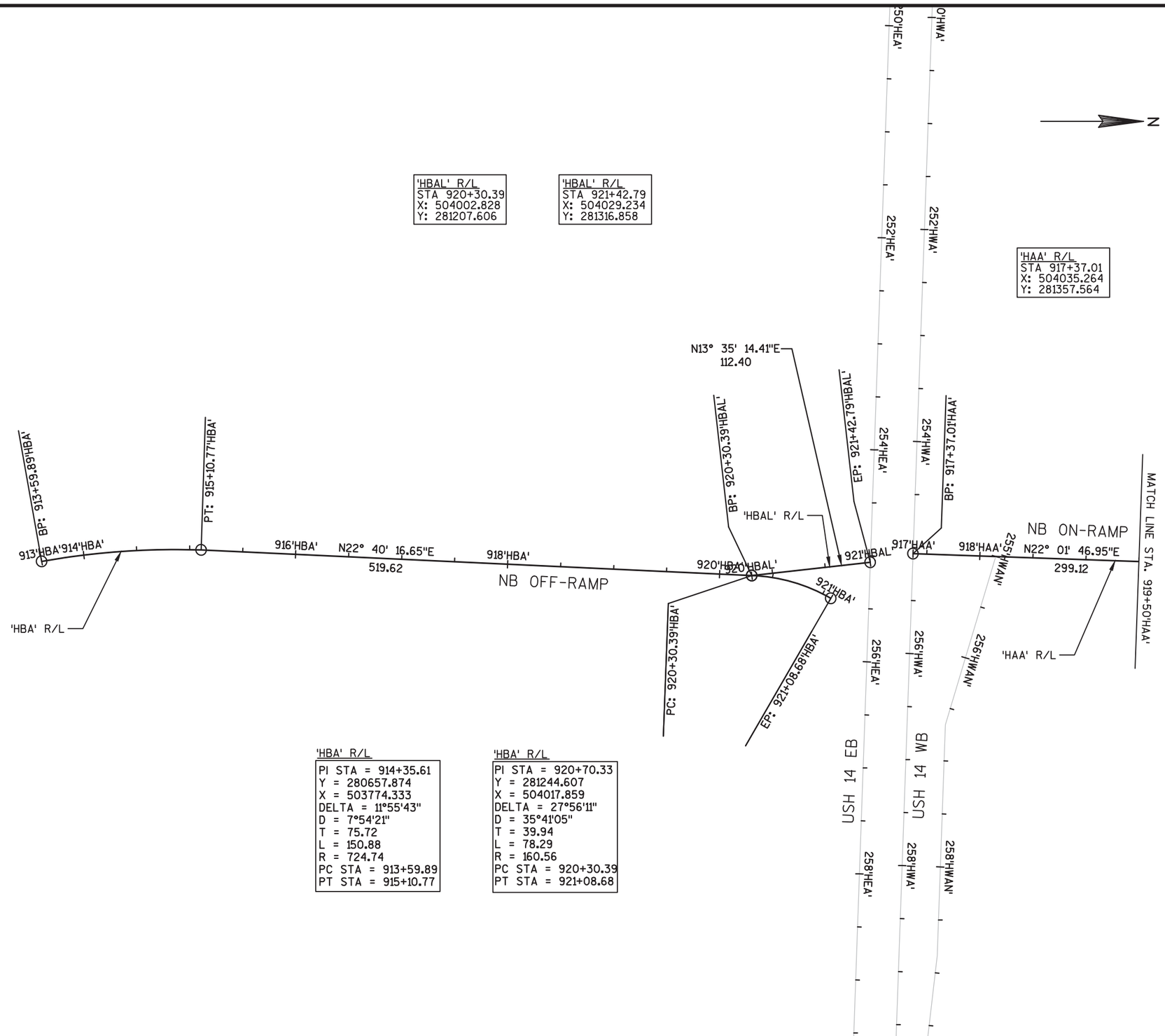
2



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 429	E



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 430	E



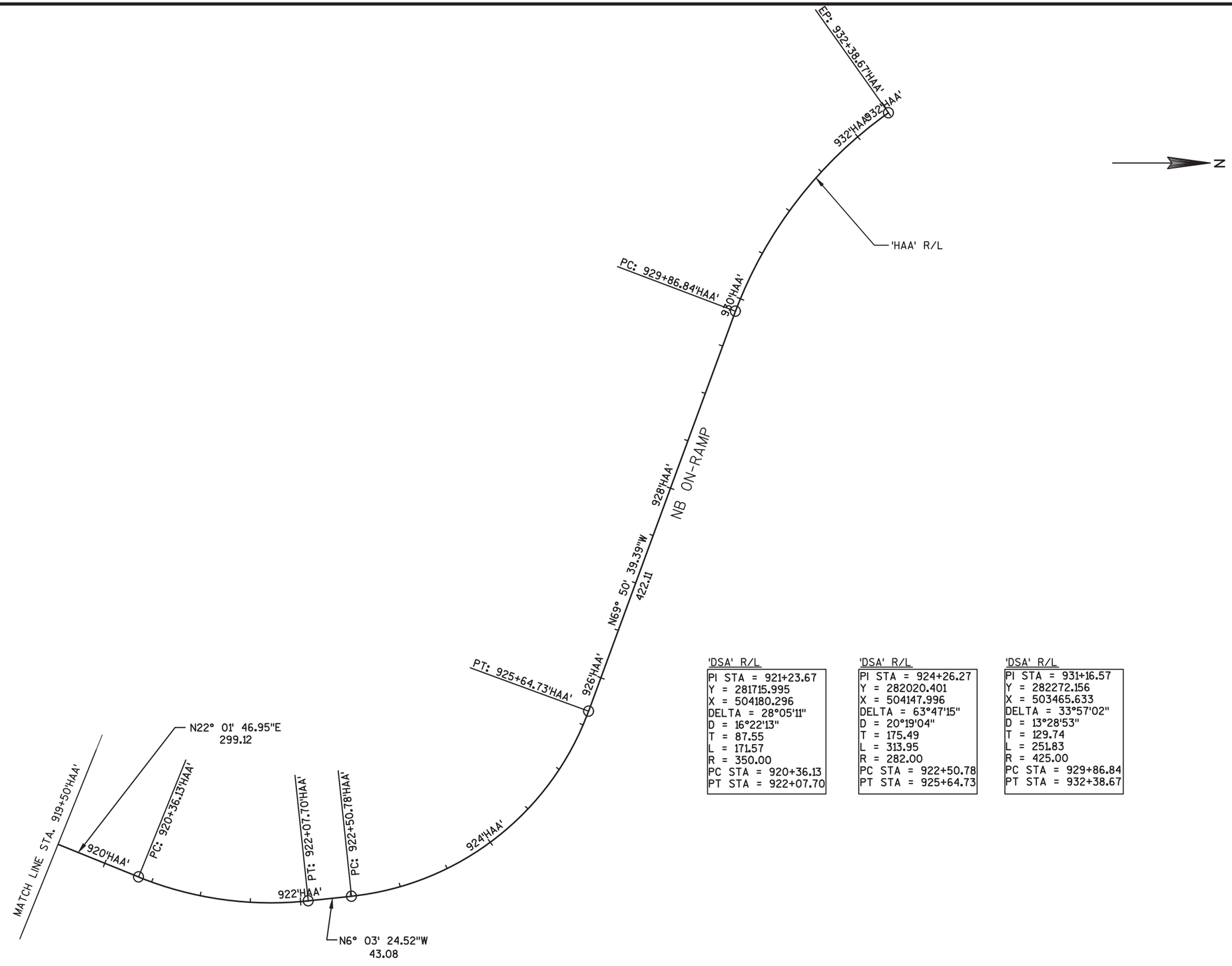
'HBA' R/L

PI STA	914+35.61
Y	280657.874
X	503774.333
DELTA	11°55'43"
D	7°54'21"
T	75.72
L	150.88
R	724.74
PC STA	913+59.89
PT STA	915+10.77

'HBA' R/L

PI STA	920+70.33
Y	281244.607
X	504017.859
DELTA	27°56'11"
D	35°41'05"
T	39.94
L	78.29
R	160.56
PC STA	920+30.39
PT STA	921+08.68

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 431	E



'DSA' R/L

PI STA	= 921+23.67
Y	= 281715.995
X	= 504180.296
DELTA	= 28°05'11"
D	= 16°22'13"
T	= 87.55
L	= 171.57
R	= 350.00
PC STA	= 920+36.13
PT STA	= 922+07.70

'DSA' R/L

PI STA	= 924+26.27
Y	= 282020.401
X	= 504147.996
DELTA	= 63°47'15"
D	= 20°19'04"
T	= 175.49
L	= 313.95
R	= 282.00
PC STA	= 922+50.78
PT STA	= 925+64.73

'DSA' R/L

PI STA	= 931+16.57
Y	= 282272.156
X	= 503465.633
DELTA	= 33°57'02"
D	= 13°28'53"
T	= 129.74
L	= 251.83
R	= 425.00
PC STA	= 929+86.84
PT STA	= 932+38.67

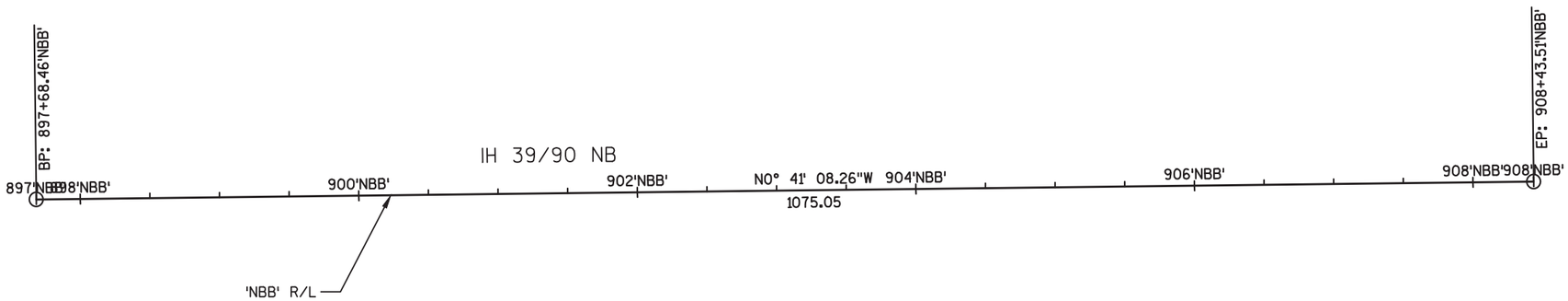
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 432	E

2

N

'NBB' R/L
STA 897+68.46
X: 503728.323
Y: 278991.364

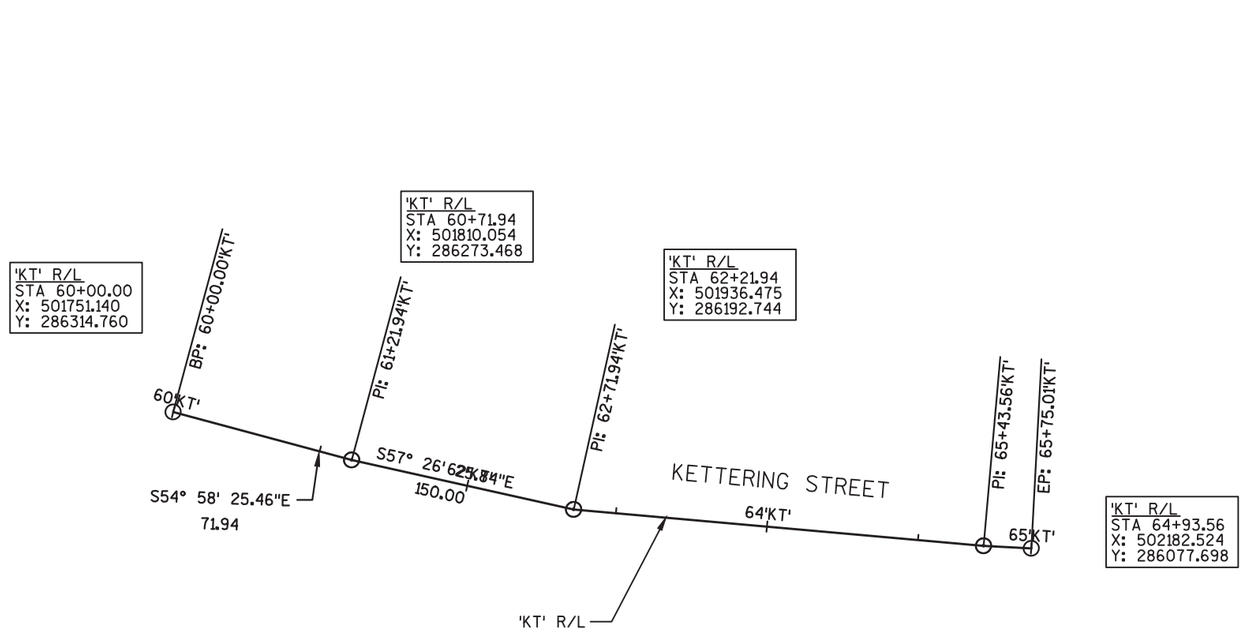
'NBB' R/L
STA 908+43.51
X: 503715.459
Y: 280066.335



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	ALIGNMENT DIAGRAM	SHEET 433	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027202_AD_51&RAMPS.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	ALIGNMENT DIAGRAM	SHEET 434	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN DETAILS\5569-00-72\027202_AD_51&RAMPS.DWG PLOT DATE : 9/15/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

2

CONTROL POINT LOCATIONS IN RELATION TO USH 51/ USH 14 INTERSECTION

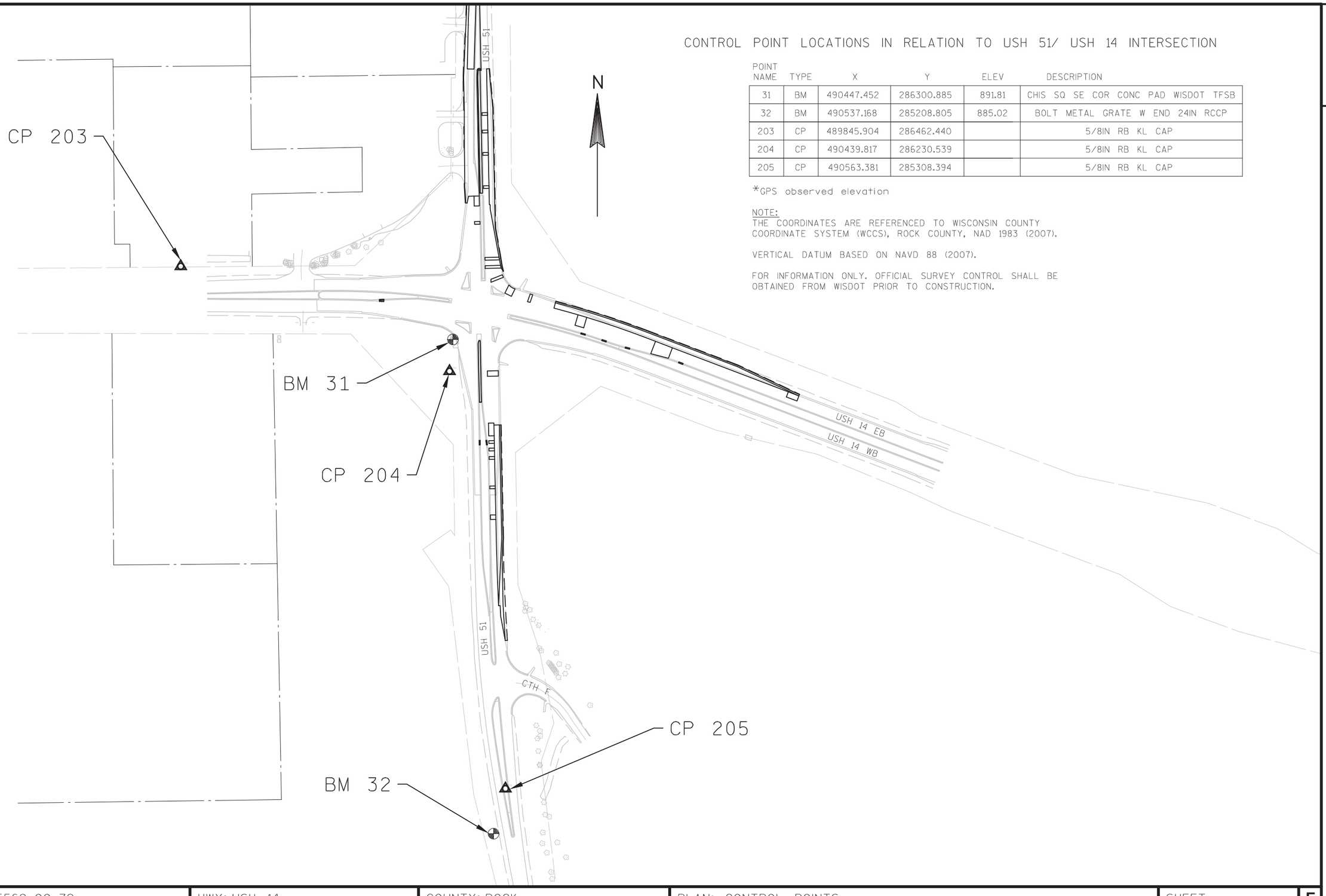
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
31	BM	490447.452	286300.885	891.81	CHIS SQ SE COR CONC PAD WISDOT TFSB
32	BM	490537.168	285208.805	885.02	BOLT METAL GRATE W END 24IN RCCP
203	CP	489845.904	286462.440		5/8IN RB KL CAP
204	CP	490439.817	286230.539		5/8IN RB KL CAP
205	CP	490563.381	285308.394		5/8IN RB KL CAP

*GPS observed elevation

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

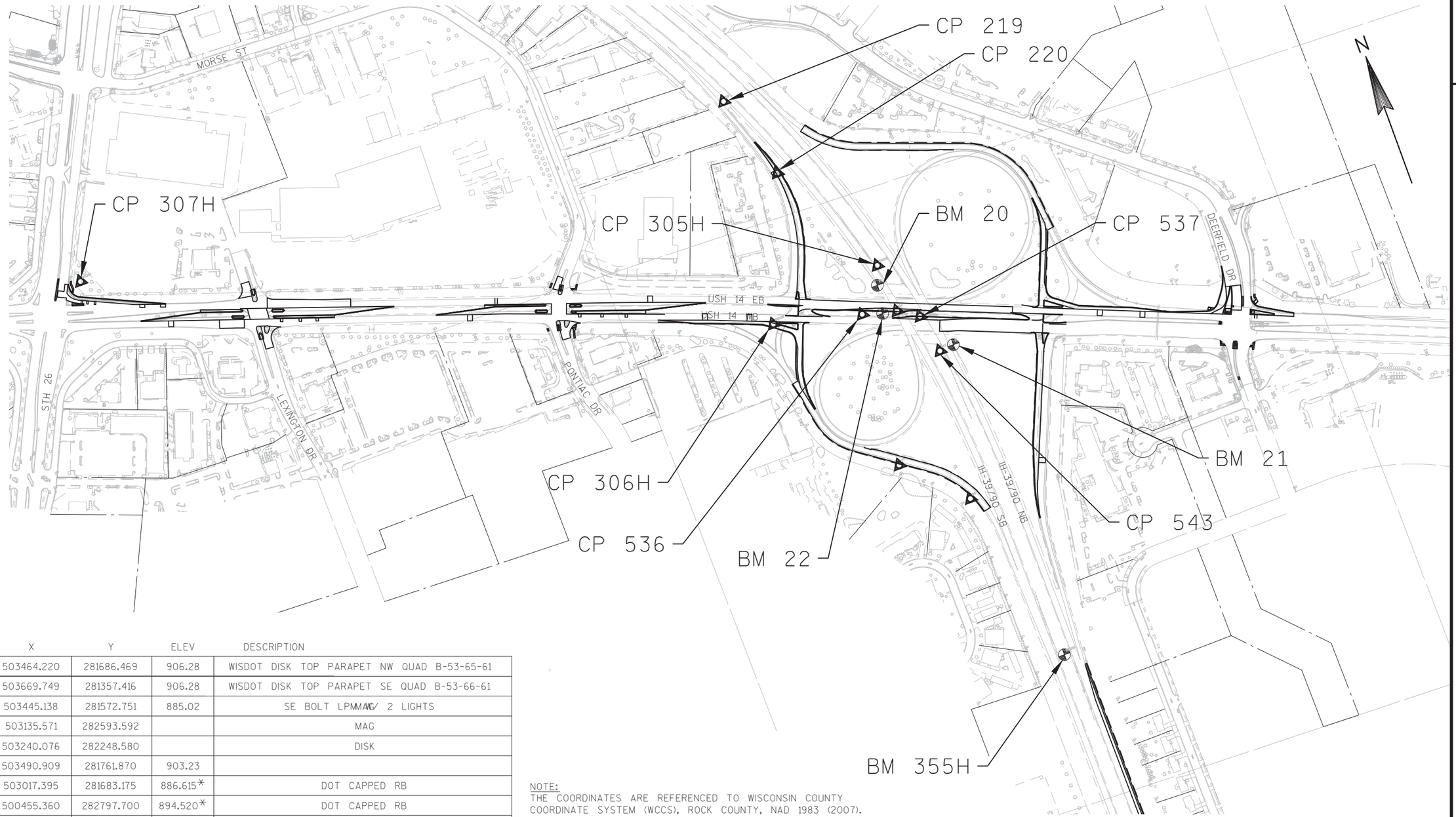
VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: CONTROL POINTS	SHEET 435	E

CONTROL POINT LOCATIONS IN RELATION TO USH 14



POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
20	BM	503464.220	281686.469	906.28	WISDOT DISK TOP PARAPET NW QUAD B-53-65-61
21	BM	503669.749	281357.416	906.28	WISDOT DISK TOP PARAPET SE QUAD B-53-66-61
22	BM	503445.138	281572.751	885.02	SE BOLT LPM MAG W 2 LIGHTS
219	CP	503135.571	282593.592		MAG
220	CP	503240.076	282248.580		DISK
305H	CP	503490.909	281761.870	903.23	
306H	CP	503017.395	281683.175	886.615*	DOT CAPPED RB
307H	CP	500455.360	282797.700	894.520*	DOT CAPPED RB
355H	BM	503663.000	280032.000	881.60	CHIS SQ NE SIGN BASE IN MEDIAN
536	CP	503366.964	281597.548	883.90	5/8IN RB KL CAP
537	CP	503582.673	281510.653	883.52	5/8IN RB KL CAP
543	CP	503610.204	281352.309	899.28	5/8IN RB KL CAP

*GPS observed elevation

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

CONTROL POINT LOCATIONS IN RELATION TO STH 26/ KETTERING STREET INTERSECTION

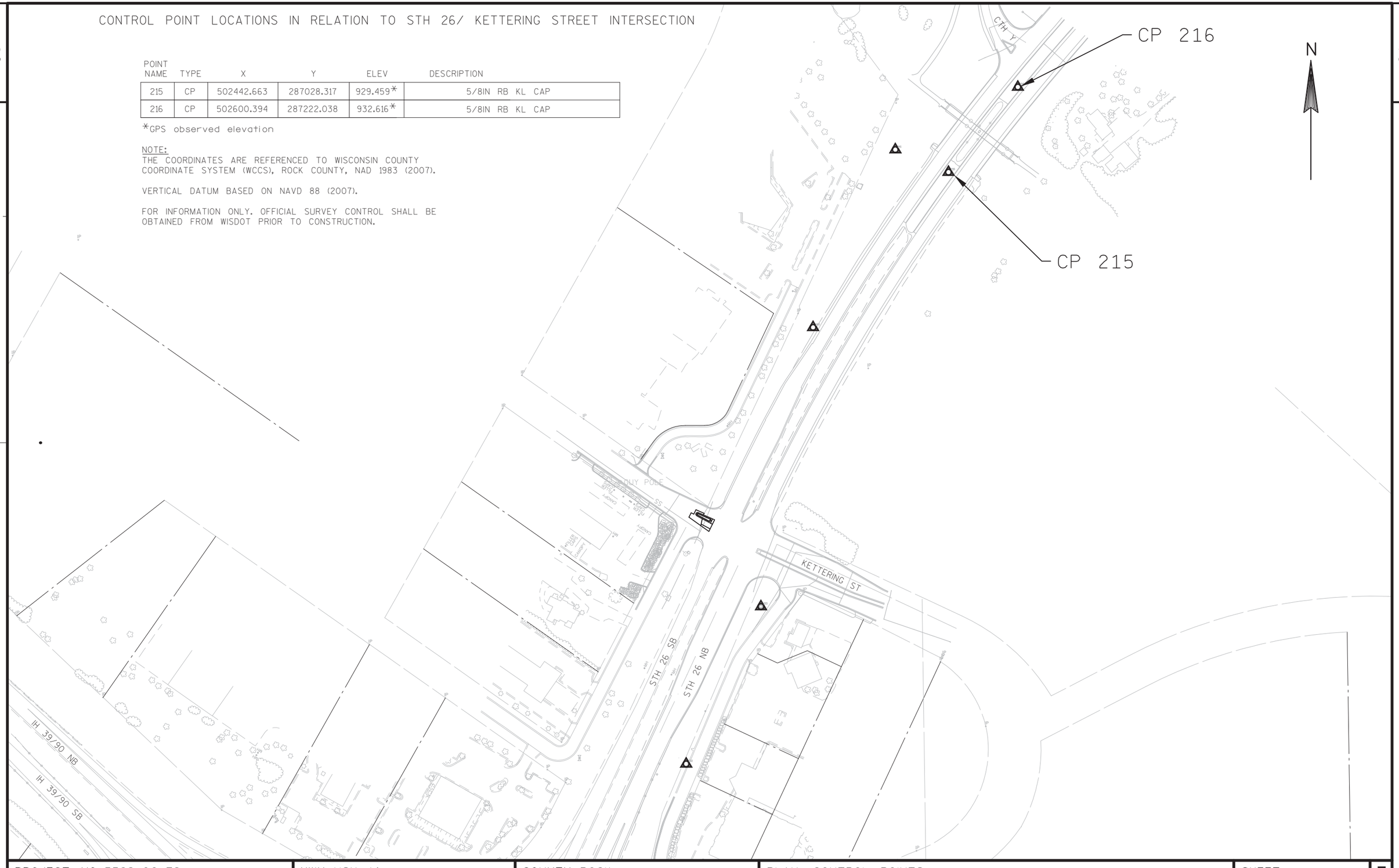
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
215	CP	502442.663	287028.317	929.459*	5/8IN RB KL CAP
216	CP	502600.394	287222.038	932.616*	5/8IN RB KL CAP

*GPS observed elevation

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN: CONTROL POINTS	SHEET 437	E

DATE 17DEC14 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	5569-00-72 QUANTITY
0020	201.0120	CLEARING	ID	74.000	74.000
0040	201.0220	GRUBBING	ID	74.000	74.000
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	10.000	10.000
0060	203.0200	REMOVING OLD STRUCTURE (STATION) 001. STA 258+50 'HWA'	LS	1.000	1.000
0070	204.0100	REMOVING PAVEMENT	SY	15,500.000	15,500.000
0080	204.0105	REMOVING PAVEMENT BUTT JOINTS	SY	650.000	650.000
0090	204.0110	REMOVING ASPHALTIC SURFACE	SY	2,200.000	2,200.000
0110	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	9,750.000	9,750.000
0120	204.0150	REMOVING CURB & GUTTER	LF	1,115.000	1,115.000
0130	204.0155	REMOVING CONCRETE SIDEWALK	SY	685.000	685.000
0140	204.0165	REMOVING GUARDRAIL	LF	1,127.000	1,127.000
0170	204.0195	REMOVING CONCRETE BASES	EACH	64.000	64.000
0180	204.0210	REMOVING MANHOLES	EACH	1.000	1.000
0190	204.0220	REMOVING INLETS	EACH	12.000	12.000
0200	204.0245	REMOVING STORM SEWER (SIZE) 001. 12-INCH	LF	285.000	285.000
0210	204.0245	REMOVING STORM SEWER (SIZE) 002. 15-INCH	LF	165.000	165.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 003. 18-INCH	LF	80.000	80.000
0230	204.0280	SEALING PIPES	EACH	2.000	2.000
0240	205.0100	EXCAVATION COMMON	CY	22,138.000	22,138.000
0250	208.1100	SELECT BORROW	CY	5,243.000	5,243.000
0280	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 003. 5569-00-72	LS	1.000	1.000
0290	211.0400	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	STA	5.000	5.000
0320	213.0100	FINISHING ROADWAY (PROJECT) 003. 5569-00-72	EACH	1.000	1.000
0330	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	2,400.000	2,400.000
0340	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	20,175.000	20,175.000
0350	305.0130	BASE AGGREGATE DENSE 3-INCH	TON	12,050.000	12,050.000
0360	305.0500	SHAPING SHOULDERS	STA	10.000	10.000
0390	415.1090	CONCRETE PAVEMENT HES 9-INCH	SY	900.000	900.000
0400	415.1100	CONCRETE PAVEMENT HES 10-INCH	SY	675.000	675.000
0430	416.0610	DRILLED TIE BARS	EACH	3,050.000	3,050.000
0440	416.0620	DRILLED DOWEL BARS	EACH	9,500.000	9,500.000
0460	416.1715	CONCRETE PAVEMENT REPAIR SHES	SY	3,700.000	3,700.000
0470	416.1725	CONCRETE PAVEMENT REPLACEMENT SHES	SY	2,400.000	2,400.000
0480	420.1000.S	CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING	SY	1,950.000	1,950.000
0500	455.0105	ASPHALTIC MATERIAL PG58-28	TON	189.500	189.500
0510	455.0120	ASPHALTIC MATERIAL PG64-28	TON	254.500	254.500
0520	455.0605	TACK COAT	GAL	3,024.500	3,024.500
0530	460.1100	HMA PAVEMENT TYPE E-0.3	TON	340.000	340.000
0540	460.1103	HMA PAVEMENT TYPE E-3	TON	930.000	930.000
0550	460.1110	HMA PAVEMENT TYPE E-10	TON	6,500.000	6,500.000
0560	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	4,770.000	4,770.000
0590	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	30.000	30.000
0600	465.0315	ASPHALTIC FLUMES	SY	100.000	100.000
0640	520.8000	CONCRETE COLLARS FOR PIPE	EACH	13.000	13.000
0650	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	8.000	8.000
0660	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	14.000	14.000
0690	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	48.000	48.000
0700	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	16.000	16.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
0710	522.0518	CULVERT PIPE REINFORCED CONCRETE CLASS V 18-INCH	LF	140.000	140.000
0720	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	4.000	4.000
0730	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	7.000	7.000
0740	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	1.000	1.000
0750	523.0419	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH	LF	64.000	64.000
0770	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	4.000	4.000
0780	524.0618	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH	EACH	1.000	1.000
0790	524.0624	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH	EACH	2.000	2.000
0800	524.0636	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH	EACH	1.000	1.000
0810	601.0110	CONCRETE CURB TYPE D	LF	170.000	170.000
0820	601.0155	CONCRETE CURB INTEGRAL TYPE J	LF	50.000	50.000
0840	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	1,600.000	1,600.000
0850	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	4,350.000	4,350.000
0860	601.0413	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G	LF	135.000	135.000
0870	601.0415	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	LF	300.000	300.000
0890	601.0600	CONCRETE CURB PEDESTRIAN	LF	65.000	65.000
0900	602.0410	CONCRETE SIDEWALK 5-INCH	SF	7,300.000	7,300.000
0910	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	312.000	312.000
0920	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	1,500.000	1,500.000
0930	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	1,500.000	1,500.000
0940	606.0200	RIPRAP MEDIUM	CY	110.000	110.000
0950	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	230.000	230.000
0960	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	619.000	619.000
0970	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	109.000	109.000
0980	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	36.000	36.000
1010	608.0512	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH	LF	385.000	385.000
1020	608.0515	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH	LF	271.000	271.000
1030	608.0518	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH	LF	308.000	308.000
1040	610.0119	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	121.000	121.000
1050	611.0420	RECONSTRUCTING MANHOLES	EACH	1.000	1.000
1060	611.0530	MANHOLE COVERS TYPE J	EACH	1.000	1.000
1070	611.0624	INLET COVERS TYPE H	EACH	25.000	25.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
1090	611.0633	INLET COVERS TYPE HM-GJ-S	EACH	1.000	1.000
1100	611.0639	INLET COVERS TYPE H-S	EACH	4.000	4.000
1120	611.0654	INLET COVERS TYPE V	EACH	1.000	1.000
1130	611.2004	MANHOLES 4-FT DIAMETER	EACH	3.000	3.000
1140	611.2006	MANHOLES 6-FT DIAMETER	EACH	3.000	3.000
1160	611.3225	INLETS 2X2.5-FT	EACH	1.000	1.000
1170	611.3230	INLETS 2X3-FT	EACH	24.000	24.000
1190	611.8110	ADJUSTING MANHOLE COVERS	EACH	11.000	11.000
1200	611.8115	ADJUSTING INLET COVERS	EACH	6.000	6.000
1210	611.8120.S	COVER PLATES TEMPORARY	EACH	2.000	2.000
1220	611.9710	SALVAGED INLET COVERS	EACH	3.000	3.000
1240	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	30.000	30.000
1260	614.0220	STEEL THRIE BEAM BULLNOSE TERMINAL	EACH	2.000	2.000
1270	614.0230	STEEL THRIE BEAM	LF	400.000	400.000
1340	614.2300	MGS GUARDRAIL 3	LF	200.000	200.000
1350	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	1.000	1.000
1360	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	1.000	1.000
1370	616.0700.S	FENCE SAFETY	LF	2,000.000	2,000.000
1400	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 003. 5569-00-72	EACH	1.000	1.000
1410	619.1000	MOBILIZATION	EACH	0.580	0.580
1420	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	440.000	440.000
1440	624.0100	WATER	MGAL	1,200.000	1,200.000
1450	625.0100	TOPSOIL	SY	3,700.000	3,700.000
1460	625.0500	SALVAGED TOPSOIL	SY	29,500.000	29,500.000
1470	627.0200	MULCHING	SY	25,800.000	25,800.000
1490	628.1504	SILT FENCE	LF	410.000	410.000
1500	628.1520	SILT FENCE MAINTENANCE	LF	205.000	205.000
1510	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	24.000	24.000
1520	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	22.000	22.000
1530	628.2004	EROSION MAT CLASS I TYPE B	SY	7,695.000	7,695.000
1550	628.6510	SOIL STABILIZER TYPE B	ACRE	2.000	2.000
1560	628.7005	INLET PROTECTION TYPE A	EACH	19.000	19.000
1570	628.7010	INLET PROTECTION TYPE B	EACH	2.000	2.000
1580	628.7015	INLET PROTECTION TYPE C	EACH	43.000	43.000
1590	628.7020	INLET PROTECTION TYPE D	EACH	11.000	11.000
1600	628.7504	TEMPORARY DITCH CHECKS	LF	215.000	215.000
1610	628.7555	CULVERT PIPE CHECKS	EACH	60.000	60.000
1640	629.0205	FERTILIZER TYPE A	CWT	25.000	25.000
1660	630.0120	SEEDING MIXTURE NO. 20	LB	795.000	795.000
1680	630.0140	SEEDING MIXTURE NO. 40	LB	161.000	161.000
1690	630.0200	SEEDING TEMPORARY	LB	1,035.000	1,035.000
1730	633.5200	MARKERS CULVERT END	EACH	17.000	17.000
1740	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	6.000	6.000
1750	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	14.000	14.000
1760	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	51.000	51.000
1770	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	16.000	16.000
1790	637.1220	SIGNS TYPE I REFLECTIVE SH	SF	155.000	155.000
1800	637.2210	SIGNS TYPE II REFLECTIVE H	SF	1,155.750	1,155.750
1810	637.2215	SIGNS TYPE II REFLECTIVE H FOLDING	SF	258.400	258.400
1820	637.2230	SIGNS TYPE II REFLECTIVE F	SF	33.000	33.000
1830	638.2101	MOVING SIGNS TYPE I	EACH	1.000	1.000
1840	638.2102	MOVING SIGNS TYPE II	EACH	15.000	15.000
1850	638.2601	REMOVING SIGNS TYPE I	EACH	5.000	5.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
1860	638.2602	REMOVING SIGNS TYPE II	EACH	164.000	164.000
1870	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	87.000	87.000
1880	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	2.000	2.000
1890	638.3210	REVISING SIGNS TYPE I	EACH	7.000	7.000
1900	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	19.000	19.000
1910	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 001. S-53-96	LS	1.000	1.000
1920	642.5201	FIELD OFFICE TYPE C	EACH	0.580	0.580
1950	643.0100	TRAFFIC CONTROL (PROJECT) 003. 5569-00-72	EACH	1.000	1.000
1960	643.0300	TRAFFIC CONTROL DRUMS	DAY	42,100.000	42,100.000
1970	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	3,175.000	3,175.000
1980	643.0453	TRAFFIC CONTROL BARRICADES PERMANENT TYPE III	EACH	8.000	8.000
1990	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	11.000	11.000
2000	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	11.000	11.000
2010	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	5,475.000	5,475.000
2020	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	5,600.000	5,600.000
2030	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	700.000	700.000
2040	643.0900	TRAFFIC CONTROL SIGNS	DAY	8,700.000	8,700.000
2060	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	11.000	11.000
2070	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	1,180.000	1,180.000
2090	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 002. 5569-00-72	EACH	1.000	1.000
2100	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	575.000	575.000
2110	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	330.000	330.000
2120	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	66,900.000	66,900.000
2130	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	16,250.000	16,250.000
2160	646.0600	REMOVING PAVEMENT MARKINGS	LF	2,500.000	2,500.000
2170	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	8.000	8.000
2180	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1	EACH	5.000	5.000
2190	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	93.000	93.000
2210	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	55.000	55.000
2220	647.0456	PAVEMENT MARKING CURB EPOXY	LF	600.000	600.000
2230	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	1,505.000	1,505.000
2240	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	24.000	24.000
2250	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	2,385.000	2,385.000
2260	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	2,220.000	2,220.000
2270	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	6.000	6.000
2290	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	2.000	2.000
2320	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	1,600.000	1,600.000
2330	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	1,990.000	1,990.000
2360	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	LF	500.000	500.000
2370	652.0215	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH	LF	220.000	220.000
2380	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	10,862.000	10,862.000
2390	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	1,370.000	1,370.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
2400	652.0240	CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH	LF	654.000	654.000
2410	652.0605	CONDUIT SPECIAL 2-INCH	LF	5,948.000	5,948.000
2420	652.0615	CONDUIT SPECIAL 3-INCH	LF	735.000	735.000
2430	652.0625	CONDUIT SPECIAL 4-INCH	LF	1,562.000	1,562.000
2440	652.0700.S	INSTALL CONDUIT INTO EXISTING ITEM	EACH	38.000	38.000
2450	652.0800	CONDUIT LOOP DETECTOR	LF	5,622.000	5,622.000
2460	652.0900	LOOP DETECTOR SLOTS	LF	2,412.000	2,412.000
2480	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	25.000	25.000
2490	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	105.000	105.000
2500	653.0900	ADJUSTING PULL BOXES	EACH	16.000	16.000
2510	653.0905	REMOVING PULL BOXES	EACH	63.000	63.000
2520	654.0101	CONCRETE BASES TYPE 1	EACH	49.000	49.000
2530	654.0102	CONCRETE BASES TYPE 2	EACH	20.000	20.000
2540	654.0105	CONCRETE BASES TYPE 5	EACH	9.000	9.000
2550	654.0110	CONCRETE BASES TYPE 10	EACH	4.000	4.000
2560	654.0113	CONCRETE BASES TYPE 13	EACH	2.000	2.000
2570	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	7.000	7.000
2580	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	14,218.000	14,218.000
2590	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	3,770.000	3,770.000
2600	655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	LF	7,767.000	7,767.000
2610	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	2,543.000	2,543.000
2620	655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	LF	1,701.000	1,701.000
2630	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	8,475.000	8,475.000
2650	655.0505	ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG	LF	388.000	388.000
2660	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	11,300.000	11,300.000
2670	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	5,760.000	5,760.000
2680	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	1,248.000	1,248.000
2690	655.0635	ELECTRICAL WIRE LIGHTING 2 AWG	LF	600.000	600.000
2700	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	37,839.000	37,839.000
2710	655.0800	LOOP DETECTOR WIRE	LF	20,496.000	20,496.000
2720	655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	LF	5,380.000	5,380.000
2740	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 001. CCTV-53-0119	LS	1.000	1.000
2750	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 002. CCTV-53-0122	LS	1.000	1.000
2770	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 451. USH 14 & USH 51	LS	1.000	1.000
2780	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 452. USH 14 & KENNEDY ROAD	LS	1.000	1.000
2790	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 453. USH 14 & STH 26	LS	1.000	1.000
2800	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 454. USH 14 & LEXINGTON DRIVE	LS	1.000	1.000
2810	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 455. USH 14 & PONTIAC DRIVE	LS	1.000	1.000
2820	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 456. USH 14 & IH 39 SB RAMP	LS	1.000	1.000
2830	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 457. USH 14 & IH 39 NB RAMP	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
2840	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 458. USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
2850	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 459. USH 14 & WRIGHT ROAD	LS	1.000	1.000
2860	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 460. STH 26 & MORSE STREET	LS	1.000	1.000
2870	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 461. STH 26 & KETTERING STREET	LS	1.000	1.000
2880	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 462. PONTIAC DRIVE & PONTIAC PLACE	LS	1.000	1.000
2890	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 463.USH 14 & BELL STREET	LS	1.000	1.000
2900	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 001. CCTV-53-0119	LS	1.000	1.000
2910	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 002. CCTV-53-0120	LS	1.000	1.000
2920	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 003. CCTV-53-0121	LS	1.000	1.000
2930	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 004. CCTV-53-0122	LS	1.000	1.000
2950	657.0100	PEDESTAL BASES	EACH	33.000	33.000
2960	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	10.000	10.000
2980	657.0310	POLES TYPE 3	EACH	6.000	6.000
2990	657.0322	POLES TYPE 5-ALUMINUM	EACH	4.000	4.000
3000	657.0415	TRAFFIC SIGNAL STANDARDS ALUMINUM 11-FT	EACH	11.000	11.000
3010	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	14.000	14.000
3020	657.0425	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	EACH	12.000	12.000
3030	657.0585	TROMBONE ARMS 15-FT	EACH	2.000	2.000
3050	657.0595	TROMBONE ARMS 25-FT	EACH	2.000	2.000
3060	657.0615	LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT	EACH	10.000	10.000
3070	657.1345	INSTALL POLES TYPE 9	EACH	1.000	1.000
3080	657.1350	INSTALL POLES TYPE 10	EACH	3.000	3.000
3090	657.1355	INSTALL POLES TYPE 12	EACH	2.000	2.000
3100	657.1515	INSTALL MONOTUBE ARMS 15-FT	EACH	3.000	3.000
3110	657.1520	INSTALL MONOTUBE ARMS 20-FT	EACH	1.000	1.000
3120	657.1545	INSTALL MONOTUBE ARMS 45-FT	EACH	2.000	2.000
3130	657.1808	INSTALL LUMINAIRE ARMS STEEL 8-FT	EACH	6.000	6.000
3140	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	EACH	58.000	58.000
3150	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL	EACH	41.000	41.000
3170	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	EACH	63.000	63.000
3180	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH	EACH	41.000	41.000
3190	658.0416	PEDESTRIAN SIGNAL FACE 16-INCH	EACH	45.000	45.000
3200	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	46.000	46.000
3210	658.0600	LED MODULES 12-INCH RED BALL	EACH	45.000	45.000
3220	658.0605	LED MODULES 12-INCH YELLOW BALL	EACH	41.000	41.000
3230	658.0610	LED MODULES 12-INCH GREEN BALL	EACH	27.000	27.000
3240	658.0615	LED MODULES 12-INCH RED ARROW	EACH	59.000	59.000
3250	658.0620	LED MODULES 12-INCH YELLOW ARROW	EACH	105.000	105.000
3260	658.0625	LED MODULES 12-INCH GREEN ARROW	EACH	78.000	78.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
3270	658.0635	LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH	EACH	45.000	45.000
3290	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 451. USH 14 & KENNEDY ROAD	LS	1.000	1.000
3300	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 452. USH 14 & STH 26	LS	1.000	1.000
3310	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 453. USH 14 & LEXINGTON DRIVE	LS	1.000	1.000
3320	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 454. USH 14 & PONTIAC DRIVE	LS	1.000	1.000
3330	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 455. USH 14 & IH 39 SB RAMP	LS	1.000	1.000
3340	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 456. USH 14 & IH 39 NB RAMP	LS	1.000	1.000
3350	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 457. USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
3360	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 458. USH 14 & WRIGHT ROAD	LS	1.000	1.000
3370	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 459. STH 26 & MORSE STREET	LS	1.000	1.000
3380	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 460. STH 26 & KETTERING STREET	LS	1.000	1.000
3390	659.0802	PLAQUES SEQUENCE IDENTIFICATION	EACH	20.000	20.000
3400	659.1125	LUMINAIRES UTILITY LED C	EACH	47.000	47.000
3420	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 450. USH 14 & IH 39 SB RAMP	LS	1.000	1.000
3430	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 451. USH 14 & IH 39 NB RAMP	LS	1.000	1.000
3440	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 452. USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
3460	670.0100	FIELD SYSTEM INTEGRATOR 002. 5569-00-72	LS	1.000	1.000
3480	670.0200	ITS DOCUMENTATION 002. 5569-00-72	LS	1.000	1.000
3490	670.0200	ITS DOCUMENTATION 003. SIGNAL INTERCONNECT SYSTEM	LS	1.000	1.000
3500	673.0105	COMMUNICATION VAULT TYPE 1	EACH	9.000	9.000
3510	673.0225.S	INSTALL POLE MOUNTED CABINET	EACH	4.000	4.000
3530	675.0400.S	INSTALL ETHERNET SWITCH	EACH	8.000	8.000
3540	677.0200	INSTALL CAMERA ASSEMBLY	EACH	4.000	4.000
3550	677.0300.S	INSTALL VIDEO ENCODER	EACH	4.000	4.000
3560	678.0036	INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT	LF	10,800.000	10,800.000
3570	678.0200	FIBER OPTIC SPLICE ENCLOSURE	EACH	13.000	13.000
3580	678.0300	FIBER OPTIC SPLICE	EACH	104.000	104.000
3590	678.0500	COMMUNICATION SYSTEM TESTING 002. SIGNAL INTERCONNECT SYSTEM	LS	1.000	1.000
3600	690.0150	SAWING ASPHALT	LF	2,775.000	2,775.000
3610	690.0250	SAWING CONCRETE	LF	27,700.000	27,700.000
3630	SPV.0045	SPECIAL 200. TEMPORARY CROSSWALK ACCESS	DAY	125.000	125.000
3640	SPV.0060	SPECIAL 001. BASELINE CPM PROGRESS SCHEDULE	EACH	1.000	1.000
3650	SPV.0060	SPECIAL 002. CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS	EACH	1.000	1.000
3660	SPV.0060	SPECIAL 003. COVER PLATES PERMANENT	EACH	2.000	2.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
3670	SPV.0060	SPECIAL 201. TRAFFIC CONTROL, ONE SIDED VERTICAL PANELS	EACH	35.000	35.000
3680	SPV.0060	SPECIAL 202. TRAFFIC CONTROL, ONE SIDED VERTICAL PANEL REPLACEMENTS	EACH	20.000	20.000
3690	SPV.0060	SPECIAL 350. REMOVE STREET LIGHT	EACH	6.000	6.000
3700	SPV.0060	SPECIAL 351. REINSTALL STREET LIGHT	EACH	5.000	5.000
3710	SPV.0060	SPECIAL 352. UTILITY LINE OPENING	EACH	15.000	15.000
3720	SPV.0060	SPECIAL 401. INSTALL CELLULAR MODEM	EACH	13.000	13.000
3740	SPV.0060	SPECIAL 403. POLES WOOD 50-FT	EACH	6.000	6.000
3800	SPV.0060	SPECIAL 455. INSTALL 5.8 GHZ ETHERNET BRIDGE	EACH	16.000	16.000
3810	SPV.0060	SPECIAL 457. REMOVE TRAFFIC SIGNAL CABINET	EACH	13.000	13.000
3820	SPV.0060	SPECIAL 458. REMOVE TRAFFIC SIGNAL HEAD	EACH	53.000	53.000
3830	SPV.0060	SPECIAL 459. TRAFFIC SIGNAL MAINTENANCE MOBILIZATION TYPE 1	EACH	30.000	30.000
3840	SPV.0060	SPECIAL 460. TRAFFIC SIGNAL MAINTENANCE MOBILIZATION TYPE 2	EACH	15.000	15.000
3850	SPV.0060	SPECIAL 461. REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE	EACH	15.000	15.000
3860	SPV.0060	SPECIAL 462. REMOVE PEDESTRIAN SIGNAL HEAD	EACH	26.000	26.000
3870	SPV.0060	SPECIAL 463. REMOVE PEDESTRIAN PUSH BUTTON	EACH	26.000	26.000
3880	SPV.0060	SPECIAL 464. INSTALL SOLAR POWERED BLUETOOTH SENSOR	EACH	6.000	6.000
3890	SPV.0060	SPECIAL 465. FURNISH AND INSTALL WOOD POST SUPPORT	EACH	3.000	3.000
3960	SPV.0060	SPECIAL 650. ADJUSTING WATER VALVE BOXES	EACH	10.000	10.000
3980	SPV.0060	SPECIAL 651. ADJUSTING SANITARY MANHOLES	EACH	5.000	5.000
4000	SPV.0090	SPECIAL 001. REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING	LF	2,800.000	2,800.000
4010	SPV.0090	SPECIAL 002. CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL	LF	250.000	250.000
4020	SPV.0090	SPECIAL 002. CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL	LF	250.000	250.000
4030	SPV.0090	SPECIAL 350. FURNISH AND INSTALL EQUIVALENT LIGHTING CONDUCTORS	LF	13,172.000	13,172.000
4040	SPV.0090	SPECIAL 450. INSTALL CAMERA POWER CABLE	LF	18,631.000	18,631.000
4050	SPV.0090	SPECIAL 451. INSTALL CAT-5E CABLE	LF	39,224.000	39,224.000
4060	SPV.0090	SPECIAL 452. FIBER OPTIC TRACER CABLE	LF	9,900.000	9,900.000
4070	SPV.0090	SPECIAL 453. FIBER OPTIC WARNING TAPE	LF	3,500.000	3,500.000
4110	SPV.0105	SPECIAL 003. SURVEY PROJECT 5569-00-72	LS	1.000	1.000
4120	SPV.0105	SPECIAL 004. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000
4130	SPV.0105	SPECIAL 350. ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL USH 14 & LEXINGTON DR	LS	1.000	1.000
4140	SPV.0105	SPECIAL 351. ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL STH 26 & MORSE STREET	LS	1.000	1.000
4200	SPV.0105	SPECIAL 455. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAMERA, USH 14 & USH 51	LS	1.000	1.000
4210	SPV.0105	SPECIAL 456. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL C, USH 14 & NEWVILLE ROAD	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
4220	SPV.0105	SPECIAL 457. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAM, USH 14 & KENNEDY RD	LS	1.000	1.000
4230	SPV.0105	SPECIAL 458. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAMERA, USH 14 & BELL ST	LS	1.000	1.000
4240	SPV.0105	SPECIAL 459. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAMERA, USH 14 & STH 26	LS	1.000	1.000
4250	SPV.0105	SPECIAL 460. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAM, USH 14 & LEXINGTON	LS	1.000	1.000
4260	SPV.0105	SPECIAL 461. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAM, USH 14 & PONTIAC DR	LS	1.000	1.000
4270	SPV.0105	SPECIAL 462. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIG CAM, USH 14 & IH 39 SB RAMP	LS	1.000	1.000
4280	SPV.0105	SPECIAL 463. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIG CAM, USH 14 & IH 39 NB RAMP	LS	1.000	1.000
4290	SPV.0105	SPECIAL 464. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIG CAM, USH 14 & DEERFIELD DR	LS	1.000	1.000
4300	SPV.0105	SPECIAL 465. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAM, USH 14 & WRIGHT RD	LS	1.000	1.000
4310	SPV.0105	SPECIAL 466. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIGNAL CAMERA, STH 26 & MORSE ST	LS	1.000	1.000
4320	SPV.0105	SPECIAL 467. TRANS & INSTALL STATE FURN ADAPTIVE TRAFFIC SIG CAM, STH 26 & KETTERING ST	LS	1.000	1.000
4330	SPV.0105	SPECIAL 468. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & NEWVILLE ROAD	LS	1.000	1.000
4340	SPV.0105	SPECIAL 469. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & KENNEDY ROAD	LS	1.000	1.000
4350	SPV.0105	SPECIAL 470. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & BELL STREET	LS	1.000	1.000
4360	SPV.0105	SPECIAL 471. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & STH 26	LS	1.000	1.000
4370	SPV.0105	SPECIAL 472. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & LEXINGTON DRIVE	LS	1.000	1.000
4380	SPV.0105	SPECIAL 476. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
4390	SPV.0105	SPECIAL 477. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, USH 14 & WRIGHT ROAD	LS	1.000	1.000
4400	SPV.0105	SPECIAL 478. INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET, STH 26 & MORSE STREET	LS	1.000	1.000
4410	SPV.0105	SPECIAL 479. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & USH 51	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
4420	SPV.0105	SPECIAL 480. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & NEWVILLE ROAD	LS	1.000	1.000
4430	SPV.0105	SPECIAL 481. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & KENNEDY ROAD	LS	1.000	1.000
4440	SPV.0105	SPECIAL 482. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & BELL STREET	LS	1.000	1.000
4450	SPV.0105	SPECIAL 483. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & STH 26	LS	1.000	1.000
4460	SPV.0105	SPECIAL 484. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & LEXINGTON DRIVE	LS	1.000	1.000
4470	SPV.0105	SPECIAL 485. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & PONTIAC DRIVE	LS	1.000	1.000
4480	SPV.0105	SPECIAL 486. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & IH 39 SB RAMP	LS	1.000	1.000
4490	SPV.0105	SPECIAL 487. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & IH 39 NB RAMP	LS	1.000	1.000
4500	SPV.0105	SPECIAL 488. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
4510	SPV.0105	SPECIAL 489. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, USH 14 & WRIGHT ROAD	LS	1.000	1.000
4520	SPV.0105	SPECIAL 490. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, STH 26 & MORSE STREET	LS	1.000	1.000
4530	SPV.0105	SPECIAL 491. INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET, STH 26 & KETTERING ST	LS	1.000	1.000
4540	SPV.0105	SPECIAL 492. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & USH 51	LS	1.000	1.000
4550	SPV.0105	SPECIAL 493. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & NEWVILLE RD	LS	1.000	1.000
4560	SPV.0105	SPECIAL 494. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & KENNEDY RD	LS	1.000	1.000
4570	SPV.0105	SPECIAL 495. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & BELL STREET	LS	1.000	1.000
4580	SPV.0105	SPECIAL 496. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & STH 26	LS	1.000	1.000
4590	SPV.0105	SPECIAL 497. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & LEXINGTON DR	LS	1.000	1.000
4600	SPV.0105	SPECIAL 498. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & PONTIAC DR	LS	1.000	1.000
4610	SPV.0105	SPECIAL 499. INSTALL STATE FURNISHED MICROWAVE VEH DETECTION, USH 14 & IH 39 SB RAMP	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5569-00-72 QUANTITY
4620	SPV.0105	SPECIAL 500. INSTALL STATE FURNISHED MICROWAVE VEH DETECTION, USH 14 & IH 39 NB RAMP	LS	1.000	1.000
4630	SPV.0105	SPECIAL 501. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & DEERFIELD DR	LS	1.000	1.000
4640	SPV.0105	SPECIAL 502. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, USH 14 & WRIGHT ROAD	LS	1.000	1.000
4650	SPV.0105	SPECIAL 503. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, STH 26 & MORSE ST	LS	1.000	1.000
4660	SPV.0105	SPECIAL 504. INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION, STH 26 & KETTERING ST	LS	1.000	1.000
4670	SPV.0105	SPECIAL 505. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & STH 26	LS	1.000	1.000
4680	SPV.0105	SPECIAL 506. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & LEXINGTON DRIVE	LS	1.000	1.000
4690	SPV.0105	SPECIAL 507. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & PONTIAC DRIVE	LS	1.000	1.000
4700	SPV.0105	SPECIAL 508. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & IH 39 SB RAMP	LS	1.000	1.000
4710	SPV.0105	SPECIAL 509. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & IH 39 NB RAMP	LS	1.000	1.000
4720	SPV.0105	SPECIAL 510. REMOVE AND REINSTALL TRAFFIC SIGNALS, USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
4730	SPV.0105	SPECIAL 511. TEMPORARY VEHICLE DETECTION, USH 14 & IH 39 SB RAMP	LS	1.000	1.000
4740	SPV.0105	SPECIAL 512. TEMPORARY VEHICLE DETECTION, USH 14 & IH 39 NB RAMP	LS	1.000	1.000
4750	SPV.0105	SPECIAL 513. TEMPORARY VEHICLE DETECTION, USH 14 & DEERFIELD DRIVE	LS	1.000	1.000
4760	SPV.0105	SPECIAL 514. TRANSPORTING STATE FURNISHED MONOTUBE EQUIPMENT	LS	1.000	1.000
4770	SPV.0105	SPECIAL 515. TRAFFIC SIGNAL SYSTEM INTEGRATOR	LS	1.000	1.000
4780	SPV.0105	SPECIAL 516. INSTALL STATE FURN EMERG VEH PREEMP EQUIPMENT USH 14 & IH 39 SB RAMP	LS	1.000	1.000
4790	SPV.0105	SPECIAL 517. INSTALL STATE FURN EMERG VEH PREEMP EQUIPMENT USH 14 & IH 39 NB RAMP	LS	1.000	1.000

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CLEARING AND GRUBBING

	STATION - STATION	ALIGNMENT	LOCATION	CLEARING 201.0120 (ID)	GRUBBING 201.0220 (ID)
CATEGORY 1000					
IH39 & USH 14 INTERCHANGE					
STAGE 1	925+00	HCA	IH39 SB ON RAMP, 40' LT	6	6
	928+75	HDA	IH39 SB OFF RAMP, 65' RT	6	6
	929+00	HDA	IH39 SB OFF RAMP, 55' RT	6	6
STAGE 3	920+50	HAA	IH39 NB ON RAMP, 120' LT	12	12
CATEGORY 1000 SUBTOTAL				30	30
CATEGORY 1010					
LEXINGTON & USH 14					
STAGE 1	219+50	HEA	USH 14 MEDIAN, 15' LT	7	7
	220+10	HEA	USH 14 MEDIAN, 25' LT	10	10
	221+40	HEA	USH 14 MEDIAN, 25' LT	13	13
	222+00	HEA	USH 14 MEDIAN, 35' LT	14	14
CATEGORY 1010 SUBTOTAL				44	44
PROJECT TOTAL				**74**	**74**

SEALING PIPES

STATION	LOCATION	O/S	204.0280 SEALING PIPES (EACH)
CATEGORY 1000			
STAGE 2			
USH 14 WB 'CRA'	216+31.3	0.0' RT	1
CATEGORY 1000 SUBTOTAL			
CATEGORY 1010			
STAGE 2			
USH 14 WB 'HWA'	223+23.7	17.0' RT	1
CATEGORY 1010 SUBTOTAL			
PROJECT TOTAL			**2**

REMOVING GUARDRAIL

	STATION	-	STATION	ALIGNMENT	LOCATION	204.0165 (LF)
CATEGORY 1000						
IH 39 & USH 14 INTERCHANGE						
STAGE 1	905+71	-	908+13	NBB	IH 39/90 NB, RT	242
STAGE 3	257+88	-	259+74	HWA	USH 14 WB, LT	195
STAGE 4	248+25	-	251+70	HEA	USH 14, MEDIAN	690
CATEGORY 1000 SUBTOTAL						1,127
PROJECT TOTAL						**1,127**

REMOVING CURB & GUTTER

	STATION - STATION	ALIGNMENT	LOCATION	204.0150 (LF)
CATEGORY 1000				
USH 51 SB				
STAGE 2	17+71 - 21+37	TSA	MEDIAN	527
USH 51 SB SUBTOTAL				527
USH 51 NB (SOUTH LEG)				
STAGE 2	11+48 - 11+58	TNA	MEDIAN	20
USH 51 NB (SOUTH LEG) SUBTOTAL				20
USH 14 WB AT USH 51				
STAGE 2	113+04 - 115+40	HWA	MEDIAN	40
USH 14 WB AT USH 51 SUBTOTAL				40
USH 14 WB AT STH 26				
STAGE 1	216+15 - 216+58	HWA	ISLAND	44
USH 14 WB AT STH 26 SUBTOTAL				44
USH 14 AT WRIGHT RD				
STAGE 1	280+43 - 280+52	HWA	MEDIAN	9
USH 14 AT WRIGHT RD SUBTOTAL				9
			UNDISTRIBUTED	30
	SUBTOTAL CATEGORY 1000			670
CATEGORY 1030				
USH 14 AT DEERFIELD DR				
STAGE 1	263+56 - 264+04	HWA	ISLAND	108
STAGE 2	81+53 - 84+94	DNA	-	298
STAGE 3	262+32 - 262+43	HWA	MEDIAN	18
			UNDISTRIBUTED	21
	SUBTOTAL CATEGORY 1030			445
	PROJECT TOTAL			**1,115**

REMOVING OLD STRUCTURE

	STATION	LOCATION	REMOVING OLD STRUCTURE 203.0200 ITEM NO.	LS	COMMENTS
CATEGORY 1000					
USH 14 AT IH 39 NB ON RAMP					
STAGE 3	258+50	USH 14 WB LT 'HWA'	.001	1	SIGN BRIDGE
SUBTOTAL CATEGORY 1000				1	
PROJECT TOTAL				**1**	

REMOVING PAVEMENT

	STATION - STATION	ALIGNMENT	LOCATION	204.0100 REMOVING PAVEMENT (SY)	204.0105 REMOVING PAVEMENT BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	SPV.0090.001 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING (LF)
CATEGORY 1000							
USH 51 SB							
STAGE 1	16+98 - 19+79	TSA	MEDIAN	372	-	-	-
	19+97 - 20+07	TSA	MEDIAN	-	-	13	-
STAGE 2	16+76 - 17+71	TSA	MEDIAN	125	-	-	-
USH 51 SB SUBTOTAL				497	0	13	0
USH 51 NB (SOUTH LEG)							
STAGE 1	10+37 - 11+92	TNA	RT	109	-	-	-
STAGE 2	8+71 - 8+96	TNA	MEDIAN	-	-	33	-
	9+83 - 9+93	TNA	MEDIAN	-	-	13	-
USH 51 NB (SOUTH LEG) SUBTOTAL				109	0	46	0
USH 14 WB AT USH 51							
STAGE 1	108+48 - 113+57	HWA	-	96	-	-	-
USH 14 WB AT USH 51 SUBTOTAL				96	0	0	0
USH 14 WB AT STH 26							
STAGE 1	216+15 - 216+67	HWA	ISLAND	30	-	-	-
STAGE 2	215+94 - 219+91	HWA	LT	313	-	-	-
USH 14 WB AT STH 26 SUBTOTAL				343	0	0	0
USH 14 EB &WB AT NEWVILLE ROAD RAILROAD CROSSING							
STAGE 1	170+42 - 170+94	HEA	-	116	-	-	-
USH 14 EB &WB AT NEWVILLE ROAD RAILROAD CROSSING SUBTOTAL				116	0	0	0
USH 14 AT IH 39							
STAGE 1	242+20 - 255+14	HEA	RT	100	-	2,337	828
	245+39 - 257+61	HWA	LT	-	-	2,636	1,061
STAGE 3	259+13 - 259+33	HWA	LT	-	-	27	-
	244+15 - 259+33	HWA	-	418	-	53	-
USH 14 AT IH 39 SUBTOTAL				518	0	5,053	1,889
RAMP HAA							
STAGE 1	921+48 - 922+08	HAA	MEDIAN	27	-	-	-
STAGE 1	920+73 - 932+39	HAA	EX ON-RAMP	-	312	-	-
STAGE 2	917+61 - 918+11	HAA	EX ON-RAMP	135	-	-	-
STAGE 3	917+61 - 920+79	HAA	EX ON-RAMP	1,498	-	-	-
	917+77 - 928+46	HAA	EX LOOP RAMP	3,395	-	-	-
RAMP HAA SUBTOTAL				5,055	312	0	0
RAMP HCA							
STAGE 1	922+56 - 922+82	HCA	MEDIAN	16	-	-	-
STAGE 1	914+19 - 923+82	HCA	EX ON-RAMP	-	312	-	-
STAGE 2	925+67 - 926+16	HCA	EX ON-RAMP	130	-	-	-
STAGE 3	923+08 - 926+16	HCA	EX ON-RAMP	1,675	-	-	-
	918+16 - 926+01	HCA	EX LOOP RAMP	2,693	-	-	-
RAMP HCA SUBTOTAL				4,514	312	0	0
USH 14 AT WRIGHT RD							
STAGE 3	280+41 - 280+61	HWA	MEDIAN	18	-	-	-
USH 14 AT WRIGHT RD SUBTOTAL				18	0	0	0
STH 26 AT KETTERING ST							
STAGE 1	52+90 - 53+22	KTA	MEDIAN	76	-	-	-
STH 26 AT KETTERING ST SUBTOTAL				76	0	0	0
IH-39							
STAGE 1	897+68 - 280-61	NBB	RT	1,065	-	-	-
IH-39 SUBTOTAL				1,065	0	0	0
			UNDISTRIBUTED	563	26	288	11
	SUBTOTAL CATEGORY 1000			12,970	650	5,400	1,900
CATEGORY 1010							
USH 14 AT LEXINGTON DR							
STAGE 2	218+91 - 227+62	HWA	MEDIAN	1,063	-	-	-
	41+17 - 43+99	LNA	-	-	-	942	-
STAGE 3	222+07 - 227+78	HWA	-	-	-	1,790	870
			UNDISTRIBUTED	57	-	158	30
	SUBTOTAL CATEGORY 1010			1,120	0	2,890	900
CATEGORY 1020							
USH 14 AT PONTIAC DRIVE							
STAGE 2	231+51 - 240+98	HWA	MEDIAN	1,025	-	56	-
	51+10 - 53+54	PNA	-	-	-	734	-
STAGE 3	231+47 - 239+51	HWA	-	-	-	56	-
			UNDISTRIBUTED	55	-	44	-
	SUBTOTAL CATEGORY 1020			1,080	0	890	0
CATEGORY 1030							
USH 14 AT DEERFIELD DR							
STAGE 2	263+58 - 265+32	HWA	LT	203	-	-	-
	82+89 - 84+06	DSA	LT	-	-	139	-
STAGE 3	265+56 - 264+55	HWA	ISLAND	114	-	-	-
	83+08 - 84+06	DSA	LT	-	-	400	-
			UNDISTRIBUTED	13	-	31	-
	SUBTOTAL CATEGORY 1030			330	0	570	0
	PROJECT TOTAL			**15,500**	**650**	**9,750**	**2,800**

REMOVING CONCRETE SIDEWALK

		STATION - STATION	ALIGNMENT	LOCATION	204.0155 (SY)
CATEGORY 1000					
USH 14 WB AT STH 26					
	STAGE 2	27+28 - 27+77	CEA	RT	25
USH 14 WB AT STH 26 SUBTOTAL					25
RAMP HAA					
	STAGE 3	922+08 - 926+11	HAA	MEDIAN	189
RAMP HAA SUBTOTAL					189
RAMP HCA					
	STAGE 3	919+93 - 922+56	HCA	MEDIAN	97
RAMP HCA SUBTOTAL					97
USH 14 AT WRIGHT RD					
	STAGE 3	280+31 - 280+39	HWA	MEDIAN	3
USH 14 AT WRIGHT RD SUBTOTAL					3
				UNDISTRIBUTED	16
			SUBTOTAL CATEGORY 1000		330
CATEGORY 1010					
USH 14 AT LEXINGTON DR					
	STAGE 2	41+61 - 43+63	LNA	-	133
				UNDISTRIBUTED	7
			SUBTOTAL CATEGORY 1010		140
CATEGORY 1020					
USH 14 AT PONTIAC DR					
	STAGE 2	51+02 - 53+49	PNA	-	129
				UNDISTRIBUTED	6
			SUBTOTAL CATEGORY 1020		135
CATEGORY 1030					
USH 14 AT DEERFIELD DR					
	STAGE 1	263+64 - 263+97	HWA	ISLAND	18
	STAGE 2	80+19 - 83+52	DNA	-	56
				UNDISTRIBUTED	6
			SUBTOTAL CATEGORY 1030		80
			PROJECT TOTAL		**685**

REMOVING ASPHALTIC SURFACE

	ALIGNMENT	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE (SY)	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS (STA)	211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING (LS)
CATEGORY 1000					
USH 14 & USH 51 INTERSECTION					
STAGE 1	TNA	USH 51, RT	305	5.0	-
STH 26 & KETTERING STREET INTERSECTION					
STAGE 1	KTA	KETTERING ST, MEDIAN	74	-	0.2
IH 39 & USH 14 INTERCHANGE					
STAGE 3	-	EXISTING LOOP RAMPS	1,523	-	-
UNDISTRIBUTED	-	-	48	-	-
CATEGORY 1000 SUBTOTAL			1,950	5.0	0.2
CATEGORY 1010					
USH 14 & LEXINGTON DRIVE INTERSECTION					
STAGE 2	LNA	LEXINGTON DR, MEDIAN	127	-	0.4
UNDISTRIBUTED	-	-	13	-	-
CATEGORY 1010 SUBTOTAL			140	0.0	0.4
CATEGORY 1020					
USH 14 & PONTIAC DRIVE INTERSECTION					
STAGE 2	PNA	LEXINGTON DR, MEDIAN	100	-	0.4
UNDISTRIBUTED	-	-	10	-	-
CATEGORY 1020 SUBTOTAL			110	0.0	0.4
PROJECT TOTAL			**2,200**	**5**	**1**

REMOVING SMALL PIPE CULVERTS

	STATION	LOCATION	203.0100 (EACH)	REMARKS
CATEGORY 1000				
USH 14 WB AT USH 51				
STAGE1	115+03 'HWA'	USH 14 WB, LT	1	36" CMCP, CROSS PIPE, REMOVE FROM SHOULDER TO ENDWALL
USH 14 WB AT USH 51 SUBTOTAL			1	
USH 51 NB (SOUTH LEG)				
STAGE 1	11+54 'TNA'	USH 51 NB, RT	1	24" CPRC, CROSS PIPE, REMOVE FROM SHOULDER TO ENDWALL
USH 51 NB (SOUTH LEG) SUBTOTAL			1	
IH39 & USH 14 INTERCHANGE				
STAGE 1	926+15 'HDA'	IH39 SB OFF RAMP TO USH 14 WB, RT	1	18" CPRC, CROSS PIPE, REMOVE FROM SHOULDER TO ENDWALL
	929+12 'HDA'	IH39 SB OFF RAMP TO USH 14 WB, RT	1	24" CPRC, CROSS PIPE, REMOVE FROM SHOULDER TO ENDWALL
	254+55 'HWA'	USH 14 AT NB RAMP TERMINAL INTERSECTION, RT	1	18" CMCP, CROSS PIPE, REMOVE FROM SHOULDER TO ENDWALL
	255+00 'HEA'	USH 14 AT NB RAMP TERMINAL INTERSECTION, LT	1	18" CPRC, MEDIAN PIPE, REMOVE FROM SHOULDER TO ENDWALL
	920+30 'HBA'	IH39 NB OFF RAMP TO USH 14 EB, LT	1	18" CMCP
STAGE 2	917+90 'HAA'	USH 14 EB TO IH 39 NB ON RAMP, RT	1	18" CPRC, CROSS PIPE
STAGE 3	918+16 'HAA'	USH 14 WB TO IH 39 NB ON RAMP, RT	1	18" X 30" CMCAP, CROSS PIPE
STAGE 4	255+00 'HEA'	USH 14 AT NB RAMP TERMINAL INTERSECTION, LT	1	COMPLETE REMOVAL FROM STAGE 1
IH39 & USH 14 INTERCHANGE SUBTOTAL			8	
CATEGORY 1000 SUBTOTAL			10	
		PROJECT TOTAL	**10**	

REMOVING STORM SEWER

	STATION	LOCATION	OFFSET	204.0245.001 12-INCH (LF)	204.0245.002 15-INCH (LF)	204.0245.003 18-INCH (LF)
CATEGORY 1000						
STAGE 2	108+52'HEA'	EXISTING USH 14 WB	--	--	--	15
	216+33'HWA'	EXISTING USH 14/STH 26 INTERSECTION	48' LT	--	9	--
CATEGORY 1000 STAGE 2 SUBTOTAL				0	9	15
STAGE 3	244+75'HEA'	EXISTING COLLECTOR/DISTRUBUTOR	39' RT	56	--	--
	920+25'HCA'	EXISTING I-39 SB TO USH 14 EB LOOP RAMP	40' RT	23	--	--
	925+00'HCA'	EXISTING I-39 SB TO USH 14 EB LOOP RAMP	166' RT	15	--	--
	250+00'HEA'	EXISTING I-39 SB TO USH 14 EB LOOP RAMP	197' RT	47	--	--
	918+75'HAA'	EXISTING I-39 NB TO USH 14 WB LOOP RAMP	137' RT	44	--	--
	922+05'HAA'	EXISTING I-39 NB TO USH 14 WB LOOP RAMP	40' LT	64	--	--
	924+33'HAA	EXISTING I-39 NB TO USH 14 WB LOOP RAMP	40' LT	20	--	--
	928+00'HAA'	EXISTING I-39 NB TO USH 14 WB LOOP RAMP	261' LT	--	--	45
CATEGORY 1000 STAGE 3 SUBTOTAL				269	0	45
			UNDISTRIBUTED	1	1	0
CATEGORY 1000 SUBTOTAL				270	10	60
CATEGORY 1010						
STAGE 1	222+18'HWA'	MEDIAN	21' RT	--	106	--
CATEGORY 1010 STAGE 1 SUBTOTAL				0	106	0
STAGE 2	222+81'HWA'	EXISTING USH 14 WB	37' RT	12	--	--
	226+14'HWA'	MEDIAN	24' RT	--	45	--
CATEGORY 1010 STAGE 2 SUBTOTAL				12	45	0
			UNDISTRIBUTED	3	4	
CATEGORY 1010 SUBTOTAL				15	155	0
CATEGORY 1030						
STAGE 2	263+75'HWA'	EXISTING USH 14 WB	61' LT	--	--	19
CATEGORY 1030 STAGE2 SUBTOTAL				0	0	19
			UNDISTRIBUTED	0	0	1
CATEGORY 1030 SUBTOTAL				0	0	20
		PROJECT TOTAL		**285**	**165**	**80**

EXCAVATION SUMMARY

Category		From/To Station	Location	205.0100 Excavation Common (1) (CY) Cut (2)	EBS Excavation (3)	Salvaged/ Unusable Pavement Material	Available Material (4)	Unexpanded Fill	Expanded Fill (5) Factor 1.30	Mass Ordinate +/- (6)	Waste	208.1100 Select Borrow (7) (CY)	Comment:
	DIV. 1	7+92 - 11+92	(DIV 1-1) NB USH 51 - SOUTH LEG 'TNA' - STAGE 1 CONSTRUCTION	590	29	49	541	75	98	443	473	38	
		-	(DIV 1-2) NB USH 51 - SOUTH LEG 'TNA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 2	16+83 - 21+70	(DIV 2-1) SB USH 51 - NORTH LEG 'TSA' - STAGE 1 CONSTRUCTION	1,034	52	133	901	67	87	815	866	67	
		16+83 - 21+70	(DIV 2-2) SB USH 51 - NORTH LEG 'TSA' - STAGE 2 CONSTRUCTION	483	24	74	409	0	0	409	433	31	
	DIV. 3	112+32 - 118+04	(DIV 3-1) WB USH 14 - 'HWA' - STAGE 1 CONSTRUCTION	927	46	41	886	202	262	623	670	60	
		-	(DIV 3-2) WB USH 14 - 'HWA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 4	-	(DIV 4-1) NB USH 51 - NORTH LEG 'TNA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 4-2) NB USH 51 - NORTH LEG 'TNA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 5	52+66 - 53+22	(DIV 5-1) KETTERING STREET - 'KTA' - STAGE 1 CONSTRUCTION	15	0	15	0	0	0	0	0	0	
	DIV. 6	-	(DIV 6-1) WB USH 14 - NB STH 26 'CRA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		215+48 - 219+91	(DIV 6-2) WB USH 14 - NB STH 26 'CRA' - STAGE 2 CONSTRUCTION	475	24	72	402	24	32	371	394	31	
		-	(DIV 6-3) WB USH 14 - NB STH 26 'CRA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 6-4) WB USH 14 - NB STH 26 'CRA' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 9	242+50 - 246+58	(DIV 9-1A) EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA' - STAGE 1 CONSTRUCTION	673	34	90	583	56	73	510	544	44	
		-	(DIV 9-2A) EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		239+65 - 242+50	(DIV 9-3A) EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA' - STAGE 3 CONSTRUCTION	502	25	163	339	39	50	288	313	33	
		244+79 - 245+26	(DIV 9-4A) EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA' - STAGE 4 CONSTRUCTION	31	2	16	15	5	7	8	10	2	
		244+95 - 246+35	(DIV 9-1B) WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA' - STAGE 1 CONSTRUCTION	35	2	1	34	5	7	28	30	2	
		-	(DIV 9-2B) WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-3B) WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		244+15 - 250+33	(DIV 9-4B) WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA' - STAGE 4 CONSTRUCTION	786	39	35	751	248	323	428	468	51	
		922+56 - 926+16	(DIV 9-1C) SB ON-RAMP 'HCA' - STAGE 1 CONSTRUCTION	363	18	6	356	217	282	75	93	24	
		-	(DIV 9-2C) SB ON-RAMP 'HCA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-3C) SB ON-RAMP 'HCA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-4C) SB ON-RAMP 'HCA' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		243+88 - 245+35	(DIV 9-1D) SB ON-RAMP RT TURN 'HEAS' - STAGE 1 CONSTRUCTION	502	25	0	502	132	172	330	355	33	
		244+50 - 244+75	(DIV 9-2D) SB ON-RAMP RT TURN 'HEAS' - STAGE 2 CONSTRUCTION	144	7	0	144	7	10	135	142	9	
		-	(DIV 9-3D) SB ON-RAMP RT TURN 'HEAS' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-4D) SB ON-RAMP RT TURN 'HEAS' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		926+65 - 932+65	(DIV 9-1E) SB OFF-RAMP 'HDA' - STAGE 1 CONSTRUCTION	1,321	66	19	1,301	525	683	618	684	86	
		-	(DIV 9-2E) SB OFF-RAMP 'HDA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-3E) SB OFF-RAMP 'HDA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
1000		-	(DIV 9-4E) SB OFF-RAMP 'HDA' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		925+90 - 926+65	(DIV 9-1F) SB OFF-RAMP LT TURN TO EB USH 14 'HDAL' - STAGE 1 CONSTRUCTION	216	11	2	213	27	35	178	189	14	
		-	(DIV 9-2F) SB OFF-RAMP LT TURN TO EB USH 14 'HDAL' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-3F) SB OFF-RAMP LT TURN TO EB USH 14 'HDAL' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 9-4F) SB OFF-RAMP LT TURN TO EB USH 14 'HDAL' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 10	254+17 - 254+57	(DIV 10-1A) EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA' - STAGE 1 CONSTRUCTION	23	1	1	22	12	16	6	6	2	
		-	(DIV 10-2A) EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-3A) EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		249+10 - 256+53	(DIV 10-4A) EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA' - STAGE 4 CONSTRUCTION	369	18	20	348	46	60	289	307	24	
		253+94 - 258+00	(DIV 10-1B) WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA' - STAGE 1 CONSTRUCTION	716	36	29	687	82	107	580	616	47	
		-	(DIV 10-2B) WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		258+00 - 260+34	(DIV 10-3B) WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA' - STAGE 3 CONSTRUCTION	628	31	119	509	33	43	466	498	41	
		255+28 - 256+01	(DIV 10-4B) WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA' - STAGE 4 CONSTRUCTION	24	1	2	22	4	5	17	18	2	
		913+60 - 920+31	(DIV 10-1C) NB OFF-RAMP 'HBA' - STAGE 1 CONSTRUCTION	1,099	55	22	1,078	438	569	508	563	71	
		-	(DIV 10-2C) NB OFF-RAMP 'HBA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-3C) NB OFF-RAMP 'HBA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-4C) NB OFF-RAMP 'HBA' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		920+30 - 921+06	(DIV 10-1D) NB OFF-RAMP LT TURN TO WB USH 14 'HBAL' - STAGE 1 CONSTRUCTION	165	8	2	162	21	27	135	143	11	
		-	(DIV 10-2D) NB OFF-RAMP LT TURN TO WB USH 14 'HBAL' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-3D) NB OFF-RAMP LT TURN TO WB USH 14 'HBAL' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-4D) NB OFF-RAMP LT TURN TO WB USH 14 'HBAL' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		917+61 - 922+08	(DIV 10-1E) NB ON-RAMP 'HAA' - STAGE 1 CONSTRUCTION	943	47	7	936	143	185	751	798	61	
		-	(DIV 10-2E) NB ON-RAMP 'HAA' - STAGE 2 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-3E) NB ON-RAMP 'HAA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-4E) NB ON-RAMP 'HAA' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		255+19 - 256+66	(DIV 10-1F) NB ON-RAMP RT TURN 'HWAN' - STAGE 1 CONSTRUCTION	268	13	0	268	102	132	136	149	17	
		256+05 - 256+37	(DIV 10-2F) NB ON-RAMP RT TURN 'HWAN' - STAGE 2 CONSTRUCTION	164	8	0	164	8	11	154	162	11	
		-	(DIV 10-3F) NB ON-RAMP RT TURN 'HWAN' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 10-4F) NB ON-RAMP RT TURN 'HWAN' - STAGE 4 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 12	280+42 - 280+60	(DIV 12-1) WB USH 14 / WRIGHT ROAD - 'HWA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
	DIV. 13	897+68 - 907+46	(DIV 13-1) NB IH-39/90 - 'NBB' - STAGE 1 CONSTRUCTION	1,103	55	292	811	615	800	11	66	72	
			CATEGORY 1000 SUBTOTAL	13,597	680	1,211	12,386	3,134	4,074	8,312	8,990	883	

Note 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
Note 2) Salvaged/Unusable Pavement Material is included in Cut.
Note 3) EBS estimated at 5.0% undistributed quantity except where additional EBS areas noted in the Geotechnical Report.
EBS in Fill - Excavated EBS material is useable in Fills outside the 1.5:1 slope. EBS in Fill Reduction factor = 0.8. EBS quantity not factored into Fill quantity.
Note 4) Available Material = Cut - Salvaged/Unusable Pavement Material
Note 5) Expanded Fill Factor = 1.30
Note 6) 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.
Note 7) Select Borrow to be used as EBS backfill.

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EXCAVATION SUMMARY

Category		From/To Station	Location	205.0100 Excavation Common (1) (CY) Cut (2)	EBS Excavation (3)	Salvaged/ Unusable Pavement Material	Available Material (4)	Unexpanded Fill	Expanded Fill (5) Factor 1.30	Mass Ordinate +/- (6)	Waste	208.1100 Select Borrow (7) (CY)	Comment:
1010	DIV. 7	-	(DIV 7-1A) EB USH 14 / LEXINGTON DRIVE 'HEA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		218+84 - 223+24	(DIV 7-2A) EB USH 14 / LEXINGTON DRIVE 'HEA' - STAGE 2 CONSTRUCTION	1,049	52	142	907	52	68	839	891	68	
		-	(DIV 7-3A) EB USH 14 / LEXINGTON DRIVE 'HEA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 7-1B) WB USH 14 / LEXINGTON DRIVE 'HWA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		223+96 - 229+09	(DIV 7-2B) WB USH 14 / LEXINGTON DRIVE 'HWA' - STAGE 2 CONSTRUCTION	930	2,144	176	753	2,261	2,940	-2,187	2,144	2,787	
		-	(DIV 7-3B) WB USH 14 / LEXINGTON DRIVE 'HWA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
			CATEGORY 1010 SUBTOTAL	1,979	2,196	319	1,660	2,314	3,008	-1,348	3,035	2,855	
1020	DIV. 8	-	(DIV 8-1A) EB USH 14 / PONTIAC DRIVE 'HEA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		230+72 - 235+36	(DIV 8-2A) EB USH 14 / PONTIAC DRIVE 'HEA' - STAGE 2 CONSTRUCTION	595	30	174	421	173	225	196	226	39	
		-	(DIV 8-3A) EB USH 14 / PONTIAC DRIVE 'HEA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		-	(DIV 8-1B) WB USH 14 / PONTIAC DRIVE 'HWA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		236+05 - 241+64	(DIV 8-2B) WB USH 14 / PONTIAC DRIVE 'HWA' - STAGE 2 CONSTRUCTION	1,058	1,084	244	814	1,199	1,559	-745	1,084	1,409	
		-	(DIV 8-3B) WB USH 14 / PONTIAC DRIVE 'HWA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
			CATEGORY 1020 SUBTOTAL	1,653	1,114	418	1,235	1,372	1,784	-548	1,310	1,448	
1030	DIV. 11	-	(DIV 11-1A) USH 14 / DEERFIELD DRIVE 'DSR' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		82+99 - 84+94	(DIV 11-2A) USH 14 / DEERFIELD DRIVE 'DSR' - STAGE 2 CONSTRUCTION	273	14	12	261	65	85	177	190	18	
		82+99 - 84+04	(DIV 11-3A) USH 14 / DEERFIELD DRIVE 'DSR' - STAGE 3 CONSTRUCTION	85	4	35	50	4	6	45	49	6	
		-	(DIV 11-1B) WB USH 14 / DEERFIELD DRIVE 'HWA' - STAGE 1 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
		260+34 - 265+32	(DIV 11-2B) WB USH 14 / DEERFIELD DRIVE 'HWA' - STAGE 2 CONSTRUCTION	517	26	152	364	144	187	177	203	34	
		-	(DIV 11-3B) WB USH 14 / DEERFIELD DRIVE 'HWA' - STAGE 3 CONSTRUCTION	0	0	0	0	0	0	0	0	0	
			CATEGORY 1030 SUBTOTAL	875	44	199	676	214	278	398	442	57	
			SUBTOTALS	18,105	4,033	2,147	15,958	7,033	9,143	6,814	13,778	5,244	
			TOTALS		**22,138**						**13,778**	**5,244**	**13,778 CY WASTED**

Note 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
Note 2) Salvaged/Unusable Pavement Material is included in Cut.
Note 3) EBS estimated at 5.0% undistributed quantity except where additional EBS areas noted in the Geotechnical Report.
EBS in Fill - Excavated EBS material is useable in Fills outside the 1.5:1 slope. EBS in Fill Reduction factor = 0.8. EBS quantity not factored into Fill quantity.
Note 4) Available Material = Cut - Salvaged/Unusable Pavement Material
Note 5) Expanded Fill Factor = 1.30
Note 6) 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.
Note 7) Select Borrow to be used as EBS backfill.

BASE AGGREGATE

STAGE	STATION - STATION	ALI	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	305.0130 BASE AGGREGATE DENSE 3-INCH (TON)	305.0500 SHAPING SHOULDERS (STA)
CATEGORY 1000							
USH 51 SB							
STAGE 1	16+84 - 23+72	TSA	USH 51 SB	180	995	595	-
STAGE 2	16+98 - 21+70	TSA	USH 51 SB	-	570	245	-
USH 51 SB SUBTOTAL				180	1565	840	0
USH 51 NB - SOUTH LEG							
STAGE 1	7+14 - 11+92	TNA	USH 51 NB, RT	150	755	450	-
USH 51 NB - SOUTH LEG SUBTOTAL				150	755	450	-
USH 51 NB - NORTH LEG							
STAGE 1	15+30 - 19+79	TNA	USH 51 NB, RT	10	-	-	-
USH 51 NB - NORTH LEG SUBTOTAL				10	-	-	-
USH 14 WB AT USH 51							
STAGE 1	112+31 - 118+04	HWA	USH 14 WB, LT	140	505	520	-
USH 14 WB AT USH 51 SUBTOTAL				140	505	520	-
USH 14 EB & WB AT NEWVILLE ROAD RAILROAD CROSSING							
STAGE 1	170+42 - 170+94	HEA	USH 14	-	26	-	-
USH 14 EB & WB AT NEWVILLE ROAD RAILROAD CROSSING SUBTOTAL				-	26	-	-
STH 26 - USH 14 WB							
STAGE 2	215+48 - 219+91	CRA	USH 14 WB, LT	10	235	255	-
STAGE 3	216+18 - 216+58	CRA	USH 14 WB, LT	-	10	-	-
STH 26 - USH 14 WB SUBTOTAL				10	245	255	0
IH 39 & USH 14 INTERCHANGE							
STAGE 1	242+47 - 244+50	HEA	USH 14 EB, RT	55	350	225	-
	245+30 - 246+58	HEA	USH 14 EB, LT	-	195	100	-
	253+93 - 255+23	HWA	USH 14 WB, RT	-	190	100	-
	256+36 - 258+28	HWA	USH 14 WB, LT	55	305	200	-
	917+60 - 922+08	HAA	IH 39 NB ON RAMP	210	1,365	870	-
	913+59 - 921+09	HBA	IH 39 NB OFF RAMP	185	1,675	1,015	-
	922+56 - 926+16	HCA	IH 39 SB ON RAMP	155	1,070	675	-
	925+90 - 932+65	HDA	IH 39 SB OFF RAMP	170	1,525	920	-
STAGE 2	244+49 - 244+87	HEA	USH 14 EB, RT	10	85	35	-
	255+88 - 256+36	HWA	USH 14 WB, LT	10	100	55	-
STAGE 3	239+65 - 242+47	HEA	USH 14 EB, RT	60	320	210	-
	258+28 - 260+34	HWA	USH 14 WB, LT	60	245	170	-
	245+39 - 254+00	HWA	USH 14 WB, RT	-	-	-	3
	251+00 - 254+69	HEA	USH 14 EB, RT	-	-	-	4
STAGE 4	244+06 - 256+09	HEA	USH 14, MEDIAN	275	1,170	800	-
IH 39 & USH 14 INTERCHANGE SUBTOTAL				1,245	8,595	5,375	7
IH 39/90 NB							
STAGE 1	897+68 - 908+13	NBB	IH 39/90 NB, RT	375	1,850	1,155	-
IH 39/90 NB SUBTOTAL				375	1,850	1,155	-
USH 14 & WRIGHT RD							
STAGE 1	280+40 - 280+61	HWA	USH 14, MEDIAN	1	10	10	-
USH 14 & WRIGHT RD SUBTOTAL				1	10	10	-
STH 26 & KETTERING STREET INTERSECTION							
STAGE 1	52+67 - 53+22	KTA	KETTERING STREET	5	50	55	-
STH 26 & KETTERING STREET INTERSECTION SUBTOTAL				5	50	55	-
EBS EXCAVATION UNDISTRIBUTED				-	-	-	-
CATEGORY 1000 UNDISTRIBUTED				74	599	440	-
CATEGORY 1000 SUBTOTAL				2,190	14,200	9,100	7
CATEGORY 1010							
USH 14 & LEXINGTON DR INTERSECTION							
STAGE 2	218+84 - 223+50	HEA	USH 14, MEDIAN	15	980	470	-
	223+50 - 229+03	HEA	USH 14, MEDIAN	15	1,285	620	-
STAGE 3	224+33 - 227+36	HWA	USH 14 WB, RT	-	-	-	3
USH 14 & LEXINGTON DR INTERSECTION SUBTOTAL				30	2,265	1,090	3
EBS EXCAVATION UNDISTRIBUTED				-	-	-	-
CATEGORY 1010 UNDISTRIBUTED				5	135	60	-
CATEGORY 1010 SUBTOTAL				35	2,400	1,150	3

BASE AGGREGATE

STAGE	STATION - STATION	ALI	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	305.0130 BASE AGGREGATE DENSE 3-INCH (TON)	305.0500 SHAPING SHOULDERS (STA)
CATEGORY 1020							
USH 14 & PONTIAC DR INTERSECTION							
STAGE 2	230+71 - 235+50	HEA	USH 14, MEDIAN	15	1,110	540	-
	239+16 - 239+66	HEA	USH 14, MEDIAN	15	5	5	-
	235+50 - 241+57	HEA	USH 14, MEDIAN	25	1,500	705	-
USH 14 & PONTIAC DR INTERSECTION SUBTOTAL				55	2,615	1,250	0
EBS EXCAVATION UNDISTRIBUTED				-	-	-	-
CATEGORY 1020 UNDISTRIBUTED				5	135	50	-
CATEGORY 1020 SUBTOTAL				60	2,750	1,300	0
CATEGORY 1030							
USH 14 & DEERFIELD DR INTERSECTION							
STAGE 2	82+66 - 84+94	DSR	DEERFIELD DR	20	405	215	-
	263+56 - 265+32	HWA	USH 14 WB, LT	10	165	160	-
STAGE 3	82+66 - 84+94	DSR	DEERFIELD DR	50	100	50	-
	263+56 - 265+32	HWA	USH 14 WB, LT	25	55	40	-
USH 14 & DEERFIELD DR INTERSECTION SUBTOTAL				105	725	465	0
EBS EXCAVATION UNDISTRIBUTED				-	-	-	-
CATEGORY 1030 UNDISTRIBUTED				10	25	35	-
CATEGORY 1030 SUBTOTAL				115	750	500	0
PROJECT TOTAL				**2,400**	**20,100**	**12,050**	**10**

*ADDITIONAL QUANTITY FOUND IN "TEMPORARY PAVEMENT" TABLE

REMOVING STORM SEWER STRUCTURES

	STATION	LOCATION	OFFSET	204.0210 REMOVING MANHOLES (EACH)	204.0220 REMOVING INLETS (EACH)
CATEGORY 1000					
USH 14 WB AT USH 51					
STAGE 2	108+51 'HEA'	USH 14 EB	4' LT	--	1
USH 14 WB AT USH 51 SUBTOTAL				0	1
STH 26-USH 14 WB					
STAGE 2	216+34 'HWA'	USH 14 WB	55' LT	--	1
STH 26-USH 14 WB SUBTOTAL				0	1
IH 39 & USH 14 INTERCHANGE					
STAGE 1	244+48 'HEA'	USH 14 EB	26' RT	--	1
	922+02 'HAA'	IH 39 NB ON RAMP	2' LT	--	1
STAGE 3	918+92 'HAA'	IH 39 NB TO USH 14 WB OFF RAMP	153' LT	--	1
	924+32 'HAA'	IH 39 NB TO USH 14 WB OFF RAMP	29' LT	--	1
	928+24 'HAA'	IH 39 NB TO USH 14 WB OFF RAMP	258' LT	--	1
	918+74 'HCA'	IH 39 SB TO USH 14 EB OFF RAMP	367' RT	--	1
	920+25 'HCA'	IH 39 SB TO USH 14 EB OFF RAMP	28' RT	--	1
	925+10 'HCA'	IH 39 SB TO USH 14 EB OFF RAMP	158' RT	--	1
IH 39 & USH 14 INTERCHANGE SUBTOTAL				0	8
			UNDISTRIBUTED	1	1
SUBTOTAL CATEGORY 1000				1	11
CATEGORY 1010					
USH 14 AT LEXINGTON DR					
STAGE 1	222+22 'HEA'	EB USH 14	22' LT	--	1
STAGE 2	222+74 'HEA'	EB USH 14	10' LT	--	1
SUBTOTAL CATEGORY 1010				0	1
		PROJECT TOTAL		**1**	**12**

TEMPORARY PAVEMENT

	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)
CATEGORY 1000			
USH 14 AT STH 26			
STAGE 1	USH 14	31	13
	UNDISTRIBUTED	4	1
CATEGORY 1000 SUBTOTALS		35	14
CATEGORY 1030			
USH 14 AT DEERFIELD DR			
STAGE 1	USH 14	36	15
	UNDISTRIBUTED	4	1
CATEGORY 1030 SUBTOTALS		40	16
PROJECT TOTALS		**75**	**30**

*ADDITIONAL QUANTITY FOUND IN "BASE AGGREGATE" TABLE

CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING

	STATION - STATION	ALIGNMENT	420.1000.S (SY)
CATEGORY 1000			
RAMP HCA			
STAGE 1	914+19 - 923+82	HCA	1,914
RAMP HCA SUBTOTAL			1,914
		UNDISTRIBUTED	36
		SUBTOTAL CATEGORY 1000	1,950
		PROJECT TOTAL	**1,950**

CONCRETE PAVEMENT

STATION	-	STATION	ALI	LOCATION	415.1090 CONCRETE PAVEMENT HES 9-INCH (SY)	415.1100 CONCRETE PAVEMENT HES 10-INCH (SY)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1715 CONCRETE PAVEMENT REPAIR SHES (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)
CATEGORY 1000										
USH 51 NB (SOUTH LEG)										
STAGE 1 12+96	-	13+08	TNA	NB USH 51 (RIGHT LANE)	-	-	5	16	16	-
STAGE 2 10+51	-	10+57	TNA	NB USH 51	-	-	3	16	8	-
11+16	-	11+22	TNA	NB USH 51	-	-	3	16	8	-
11+35	-	11+41	TNA	NB USH 51	-	-	3	16	8	-
11+51	-	11+57	TNA	NB USH 51	-	-	3	16	8	-
11+68	-	11+96	TNA	NB USH 51 (THRU LANE)	-	-	13	16	-	38
12+96	-	13+08	TNA	NB USH 51 (THRU LANE)	-	-	5	16	17	-
USH 51 NB (SOUTH LEG) SUBTOTAL					0	0	35	112	64	38
USH 51 NB (NORTH LEG)										
STAGE 1 15+38	-	15+44	TNA	NB USH 51 (RIGHT LANE)	-	-	0	24	12	-
15+56	-	15+62	TNA	NB USH 51 (RIGHT LANE)	-	-	0	20	10	-
STAGE 2 15+38	-	15+44	TNA	NB USH 51 (LEFT LANE)	-	-	6	24	11	-
15+56	-	15+62	TNA	NB USH 51 (LEFT LANE)	-	-	6	20	11	-
17+15	-	17+21	TNA	NB USH 51	-	-	3	16	8	-
17+88	-	17+94	TNA	NB USH 51	-	-	3	16	8	-
18+37	-	18+43	TNA	NB USH 51	-	-	3	16	8	-
18+76	-	18+82	TNA	NB USH 51	-	-	3	16	8	-
USH 51 NB (NORTH LEG) SUBTOTAL					0	0	24	152	76	0
USH 51 SB (NORTH LEG)										
STAGE 1 15+88	-	15+98	TSA	SB USH 51	-	-	3	16	13	-
STAGE 2 15+88	-	15+98	TSA	SB USH 51 (LEFT TURN LANE)	-	-	3	16	13	-
16+36	-	16+42	TSA	SB USH 51 (LEFT TURN LANE)	-	-	6	16	8	-
16+76	-	16+98	TSA	SB USH 51 (LEFT TURN LANE)	-	-	18	8	-	28
USH 51 SB (NORTH LEG) SUBTOTAL					0	0	30	56	34	28
USH 51-USH 14 WB										
STAGE 1 106+18	-	106+28	HEA	USH 14 EB	-	-	-	18	17	-
109+48	-	109+58	HEA	USH 14 EB	-	-	-	40	28	-
110+86	-	111+11	HWA	USH 14 WB RIGHT TURN LANE	-	-	6	40	19	-
111+20	-	111+40	HWA	USH 14 WB RIGHT TURN LANE	-	-	14	24	-	33
111+72	-	111+97	HWA	USH 14 WB RIGHT TURN & LANES	-	-	13	50	40	46
112+32	-	118+05	HWA	USH 14 WB RIGHT TURN LANE	-	670	230	8	-	-
112+86	-	113+06	HWA	USH 14 WB RIGHT LANE	-	-	-	16	-	27
114+65	-	115+31	HWA	USH 14 WB RIGHT LANE	-	-	-	16	-	87
117+80	-	118+05	HWA	USH 14 WB RIGHT LANE	-	-	-	16	-	33
STAGE 2 106+18	-	106+28	HEA	USH 14 EB	-	-	3	16	13	-
108+46	-	108+56	HEA	USH 14 EB LEFT TURN LANE	-	5	6	2	-	-
109+48	-	109+58	HEA	USH 14 EB	-	-	6	16	13	-
112+86	-	113+06	HWA	USH 14 WB LEFT LANE	-	-	8	16	-	27
114+65	-	115+31	HWA	USH 14 WB LEFT LANE	-	-	18	20	-	103
USH 51-USH 14 WB SUBTOTAL					0	675	304	298	130	355
STH 26 & KETTERING STREET INTERSECTION										
STAGE 1 52+93	-	53+22	KTA	KETTERING STREET	50	-	9	20	-	-
STH 26 & KETTERING STREET INTERSECTION SUBTOTAL					50	-	9	20	-	-
STH 26 - USH 14 WB										
STAGE 2 215+95	-	219+91	HWA	USH 14 WB RIGHT TURN LANE	485	-	98	-	-	-
27+33	-	27+63	CEA	STH 26 NB RIGHT LANE	-	-	11	8	-	40
218+87	-	219+07	HWA	USH 14 WB RIGHT LANE	-	-	7	16	-	27
219+70	-	219+91	HWA	USH 14 WB RIGHT LANE	-	-	7	16	-	27
STAGE 3 215+80	-	216+58	HWA	USH 14 WB RIGHT TURN LANE	-	-	41	24		148
216+73	-	216+79	HWA	USH 14 WB RIGHT TURN LANE	-	-	6	16	4	-
217+04	-	217+10	HWA	USH 14 WB RIGHT TURN LANE	-	-	6	16	4	-
STAGE 4 27+08	-	27+33	HWA	STH 26 NB TWO LEFT LANES	-	-	18	32	-	68
STH 26 - USH 14 WB SUBTOTAL					485	0	194	128	8	310
IH 39 & USH 14 INTERCHANGE										
STAGE 2 254+50	-	254+60	HWA	USH 14 WB	-	-	3	16	13	-
IH 39 & USH 14 INTERCHANGE SUBTOTAL					0	0	3	16	13	0
USH 14 & WRIGHT ROAD INTERSECTION										
STAGE 1 280+41	-	280+60	HWA	USH 14 MEDIAN	5	-	7	3	-	-
USH 14 & WRIGHT ROAD INTERSECTION SUBTOTAL					5	0	7	3	0	0
USH 14 & NEWVILLE ROAD RAILROAD CROSSING										
170+43	-	170+88	HWA	RAILROAD CROSSING	-	-	30	70	-	235
USH 14 & NEWVILLE ROAD RAILROAD CROSSING SUBTOTAL					-	-	30	70	-	235
UNDISTRIBUTED - CONCRETE REPAIR / REPLACEMENTS					-	-	2,272	8,388	3,183	1,364
UNDISTRIBUTED					20	-	48	89	69	16
CATEGORY 1000 SUBTOTAL					560	675	2,956	9,332	3,577	2,346

CONCRETE PAVEMENT

STATION	-	STATION	ALI	LOCATION	415.1090 CONCRETE PAVEMENT HES 9-INCH (SY)	415.1100 CONCRETE PAVEMENT HES 10-INCH (SY)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1715 CONCRETE PAVEMENT REPAIR SHES (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)
CATEGORY 1010										
USH 14 & LEXINGTON ST INTERSECTION										
STAGE 2 219+35	-	219+55	HEA	USH 14 EB LEFT LANE	-	-	-	16	-	28
224+45	-	224+55	HEA	USH 14 EB LEFT LANE	-	-	3	16	13	-
225+20	-	225+30	HEA	USH 14 EB LEFT LANE	-	-	6	16	13	-
225+88	-	225+98	HEA	USH 14 EB LEFT LANE	-	-	6	-	13	-
STAGE 3 219+35	-	219+55	HEA	USH 14 EB RIGHT LANE	-	-	14	16	-	26
CATEGORY 1010 SUBTOTAL					0	0	29	64	40	54
CATEGORY 1020										
USH 14 & PONTIAC DR INTERSECTION										
STAGE 2 236+45	-	236+55	HEA	USH 14 EB LEFT LANE	-	-	3	16	13	-
237+35	-	237+45	HEA	USH 14 EB LEFT LANE	-	-	3	16	13	-
238+33	-	238+43	HEA	USH 14 EB LEFT LANE	-	-	3	16	13	-
233+16	-	233+26	HWA	USH 14 WB LEFT LANE	-	-	-	16	13	-
STAGE 3 233+16	-	233+26	HWA	USH 14 WB RIGHT LANE	-		6	16	14	-
CATEGORY 1020 SUBTOTAL					0	0	15	80	67	0
CATEGORY 1030										
USH 14 & DEERFIELD AVE INTERSECTION										
STAGE 2 263+56	-	265+32		USH 14 WB RIGHT TURN LANE	340	-	47	8	-	-
STAGE 3 263+75	-	263+85		USH 14 WB RIGHT THRU LANE	-	-	3	16	16	-
CATEGORY 1030 SUBTOTAL					340	0	50	24	16	0
PROJECT TOTAL					**900**	**675**	**3,050**	**9,500**	**3,700**	**2,400**

CULVERT PIPE

LOCATION	STATION	O/S	INLET ELEV	OUTLET ELEV	SLOPE %	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH (LF)	522.0518 CULVERT PIPE REINFORCED CONCRETE CLASS V 18-INCH (LF)	523.0419 CULVERT PIPE REINFORCED CONCRETE CLASS HE-IV 19x30-INCH (LF)	* 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	*523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HE 19x30-INCH (EACH)	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH (EACH)	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH (EACH)	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH (EACH)	*633.5200 MARKERS CULVERT END (EACH)	**520.8000 CONCRETE COLLARS FOR PIPE (EACH)
CATEGORY 1000																
USH 51 SOUTHBOUND																
NB USH 51 'TNA'	11+54.4	22.2' RT	884.15	--	1.00	13	--	--	--	--	--	--	--	--	--	1
	11+54.4	41.4' RT	--	883.96	--	--	--	--	--	--	--	--	1	--	1	--
USH 14 WB AT USH 51																
WB USH 14 'HWA'	115+03.8	39.0' LT	884.59	--	4.01	--	16	--	--	--	--	--	--	--	--	1
	115+04.0	63.2' LT	--	883.62	--	--	--	--	--	--	--	--	--	1	1	--
IH39 AT USH 14																
SB OFF-RAMP 'HDAL'	926+13.8	4.2' RT	882.74	--	0.14	--	--	38	--	--	--	--	--	--	--	1
	926+10.0	48.2' RT	--	882.68	--	--	--	--	--	--	--	--	1	--	--	--
IH39 AT USH 14																
NB OFF-RAMP 'HBAL'	920+90.5	40.7' LT	879.47	--	0.74	--	--	--	32	--	1	--	--	--	1	--
	920+84.0	3.4' LT	--	879.19	--	--	--	--	--	--	--	--	--	--	--	1
	920+85.2	41.6' LT	879.47	--	0.74	--	--	--	32	--	1	--	--	--	1	--
	920+78.9	4.3' LT	--	879.19	--	--	--	--	--	--	--	--	--	--	--	1
IH39 AT USH 14																
SB ON-RAMP 'HCA'	925+12.6	38.5' LT	881.71	--	0.25	--	--	51	--	1	--	--	--	--	--	--
	925+33.4	21.7' RT	--	881.55	--	--	--	--	--	1	--	--	--	--	1	--
	925+15.8	39.5' LT	881.71	--	0.25	--	--	51	--	1	--	--	--	--	--	--
	925+36.0	20.6' RT	--	881.55	--	--	--	--	--	1	--	--	--	--	--	--
IH39 AT USH 14																
SB OFF-RAMP 'HDA'	929+04.7	24.9' RT	882.58	--	0.26	35	--	--	--	--	--	--	--	--	--	1
	928+93.3	64.5' RT	--	882.47	--	--	--	--	--	--	--	--	--	1	--	--
	CATEGORY 1000 TOTAL					48	16	140	64	4	2	1	2	1	7	6
PROJECT TOTAL						**48**	**16**	**140**	**64**	**4**	**2**	**1**	**2**	**1**	**7**	**6**

* ADDITIONAL QUANTITY FOUND IN "STORM SEWER STRUCTURE SCHEDULE" TABLE
** ADDITIONAL QUANTITY FOUND IN "STORM SEWER" TABLE

HMA PAVEMENT ITEMS

		STATION - STATION	ALIGNMENT	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0120 ASPHALTIC MATERIAL PG64-28 (TON)	455.0605 TACK COAT (GAL)	460.1100 HMA PAVEMENT TYPE E-0.3 (TON)	460.1103 HMA PAVEMENT TYPE E-3 (TON)	460.1110 HMA PAVEMENT TYPE E-10 (TON)
CATEGORY 1000									
USH 51 SB									
	STAGE 1	16+84 - 23+09	TSA	11	6	59	-	290	-
		19+97 - 20+07	TSA	-	0.5	1.5	-	-	1
	STAGE 2	16+98 - 21+69	TSA	7	5	50	30	190	-
USH 51 SB SUBTOTAL				18	11.5	110.5	30	480	1
USH 51 NB (SOUTH LEG)									
	STAGE 1	7+14 - 11+92	TNA	8	4	45	-	220	-
	STAGE 2	8+71 - 8+96	TNA	-	0.5	3	-	-	3
		9+83 - 9+93	TNA	-	0.5	1.5	-	-	1
USH 51 NB (SOUTH LEG) SUBTOTAL				8	5	49.5	0	220	4
USH 51 NB (NORTH LEG)									
	STAGE 1	15+31 - 19+79	TNA	-	5	31	90	-	-
USH 51 NB (NORTH LEG) SUBTOTAL				0	5	31	90	0	0
USH 14 WB AT USH 51									
	STAGE 1	112+32 - 118+04	HWA	-	2	14	40	-	-
USH 14 WB AT USH 51 SUBTOTAL				0	2	14	40	0	0
USH 14 EB & WB AT NEWVILLE ROAD RAILROAD CROSSING									
	STAGE 1	170+42 - 170+94	HEA	2	1	14	17	39	-
USH 14 EB & WB AT NEWVILLE ROAD RAILROAD CROSSING SUBTOTAL				2	1	14	17	39	0
USH 14 WB AT STH 26									
	STAGE 1	216+16 - 216+67	HWA	-	-	5.5	-	-	-
	STAGE 3	216+15 - 216+57	HWA	-	0.5	-	2	-	-
USH 14 WB AT STH 26 SUBTOTAL				0	0.5	5.5	2	0	0
USH 14 AT IH 39									
	STAGE 1	245+40 - 255+24	HWA	5	18	230	-	-	415
		245+31 - 255+14	HEA	5	16	204	-	-	385
	STAGE 4	244+15 - 245+56	HWA	0.5	0.5	3	-	-	15
		255+14 - 256+09	HEA	0.5	0.5	3	-	-	15
		258+69 - 258+89	HWA	-	0.5	3	-	-	3
USH 14 AT IH 39 SUBTOTAL				11	35.5	443	0	0	833

ASPHALTIC FLUMES

		STATION	LOCATION	465.0315 (SY)
CATEGORY 1000				
USH 14 AT IH 39				
	STAGE 1	926+30 'HDAL', RT	SB OFF-RAMP	10
		245+90 'HEA', LT	USH 14 MEDIAN	10
		920+25 'HBA', LT	NB OFF-RAMP	10
	STAGE 4	245+25 'HEA', LT	USH 14 MEDIAN	10
		255+20 'HEA', LT	USH 14 MEDIAN	10
SUBTOTAL CATEGORY 1000				50
CATEGORY 1010				
USH 14 AT LEXINGTON DR				
	STAGE 2	226+75 'HEA', LT	EB USH 14 MEDIAN	10
		227+50 'HWA', RT	WB USH 14 MEDIAN	10
		228+25 'HWA', RT	WB USH 14 MEDIAN	10
SUBTOTAL CATEGORY 1010				30
CATEGORY 1020				
USH 14 AT PONTIAC DRIVE				
	STAGE 2	239+20 'HEA', LT	EB USH 14 MEDIAN	10
		240+75 'HWA' RT	WB USH 14 MEDIAN	10
SUBTOTAL CATEGORY 1020				20
		PROJECT TOTAL		**100**

HMA PAVEMENT ITEMS

		STATION - STATION	ALIGNMENT	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0120 ASPHALTIC MATERIAL PG64-28 (TON)	455.0605 TACK COAT (GAL)	460.1100 HMA PAVEMENT TYPE E-0.3 (TON)	460.1103 HMA PAVEMENT TYPE E-3 (TON)	460.1110 HMA PAVEMENT TYPE E-10 (TON)
CATEGORY 1000									
RAMP HAA									
	STAGE 1	917+61 - 932+39	HAA	32	28	591	12	-	1,100
		257+41 - 257+61	HWA	-	0.5	1.5	-	-	2
	STAGE 2	917+61 - 917+91	HAA	1	0.5	5.5	1	-	25
	STAGE 3	258+59 - 260+34	HWA	1.5	1	14	-	-	50
	STAGE 4	257+41 - 259+34	HWA	-	0.5	4	-	-	6
RAMP HAA SUBTOTAL				34.5	30.5	616	13	0	1,183
RAMP HBA									
	STAGE 1	913+60 - 921+09	HBA	16	12	129	6	-	490
RAMP HBA SUBTOTAL				16	12	129	6	0	490
RAMP HCA									
	STAGE 1	914+19 - 926+16	HCA	12	40	504	10	-	940
		242+20 - 242+40	HEA	-	0.5	2.5	-	-	3
	STAGE 2	922+56 - 926+16	HCA	-	0.5	4	3	-	6
	STAGE 3	239+66 - 242+20	HEA	-	2	22	-	-	31
RAMP HCA SUBTOTAL				12	43	532.5	13	0	980
RAMP HDA									
	STAGE 1	925+90 - 932+65	HDA	15	11	118	2	-	450
RAMP HDA SUBTOTAL				15	11	118	2	0	450
STH 26 AT KETTERING ST									
	STAGE 1	52+65 - 53+00	KTA	1	0.5	5.5	-	20	-
STH 26 AT KETTERING ST SUBTOTAL				1	0.5	5.5	0	20	0
IH-39									
	STAGE 1	897+68 - 907+46	NBB	14	10	115	-	-	440
IH-39 SUBTOTAL				14	10	115	0	0	440
		UNDISTRIBUTED		3.5	16	116.5	12	36	241
		SUBTOTAL CATEGORY 1000		135	183.5	2300	225	795	4622
CATEGORY 1010									
USH 14 AT LEXINGTON DR									
	STAGE 2	218+91 - 229+09	HWA	19	19	185	47	-	645
		41+17 - 43+99	LNA	2	4	56	-	-	115
	STAGE 3	224+00 - 227+78	HWA	-	8	98	-	-	138
		222+00 - 223+00	HEA	-	2	28	-	-	40
		UNDISTRIBUTED		4	3	18	3		45
		SUBTOTAL CATEGORY 1010		25	36	385	50	0	983
CATEGORY 1020									
USH 14 AT PONTIAC DRIVE									
	STAGE 2	230+79 - 241+64	HWA	21	21	199	62	-	700
		231+48 - 231+68	HEA	-	0.5	3	-	-	5
		51+10 - 53+53	PNA	1.5	3	42	-	-	80
	STAGE 3	239+89 - 240+09	HWA	-	0.5	3	-	-	5
		231+48 - 231+68	HEA	-	0.5	3	-	-	5
		UNDISTRIBUTED		1	2.5	15	3		40
		SUBTOTAL CATEGORY 1020		23.5	28	265	65	0	835
CATEGORY 1030									
USH 14 AT DEERFIELD DR									
	STAGE 2	81+34 - 84+84	DNA	-	-	5.5	-	-	-
	STAGE 2	81+34 - 84+84	DNA	4	4	39	-	122	15
	STAGE 3	82+71 - 83+92	DNA	1	2	28	-	5	40
		UNDISTRIBUTED		1	1	2		8	5
		SUBTOTAL CATEGORY 1030		6	7	74.5	0	135	60
		PROJECT TOTAL		**190**	**255**	**3,025**	**340**	**930**	**6,500**

STORM SEWER

	FROM STRUCTURE NO.		TO STRUCTURE NO.	INLET ELEV	OUTLET ELEV	SLOPE %	PIPE THICKNESS STEEL (IN)	PIPE THICKNESS ALUMINUM (IN)	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH (LF)	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH (LF)	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH (LF)	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH (LF)	608.0515 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH (LF)	608.0518 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH (LF)	610.0119 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH (LF)	*520.8000 CONCRETE COLLARS FOR PIPE (EACH)
CATEGORY 1000	32.00	-	33.00	881.30	879.43	5.21%	--	--	--	--	--	--	30	--	--	--	--	--	--
STAGE 1	33.00	-	EXISTING PIPE	879.43	879.40	0.25%	0.064	0.060	--	14	--	--	--	--	--	--	--	--	--
	34.00	-	35.00	878.83	878.77	0.13%	--	--	--	--	--	--	--	--	--	--	--	39	--
	35.00	-	37.00	878.77	878.73	0.13%	--	--	--	--	--	--	--	--	--	--	--	30	--
	37.00	-	38.00	878.73	878.65	0.13%	--	--	--	--	--	--	--	--	--	--	--	52	--
	36.00	-	37.00	879.95	879.75	0.50%	--	--	--	--	--	40	--	--	--	--	--	--	--
	44.00	-	EXISTING PIPE	--	--	--	--	--	--	--	4	--	--	--	--	--	--	--	1
CATEGORY 1000 STAGE 1 SUBTOTAL									0	14	4	40	30	0	0	0	0	121	1
CATEGORY 1000	EXISTING PIPE	-	2.00	886.82	886.78	0.50%	--	--	--	--	--	8	--	--	--	--	--	--	1
STAGE 2	2.00	-	EXISTING PIPE	886.78	886.74	0.50%	--	--	--	--	--	8	--	--	--	--	--	--	1
	30.00	-	31.00	882.26	882.03	0.50%	--	--	--	--	--	40	--	--	--	--	--	--	--
CATEGORY 1000 STAGE 2 SUBTOTAL									0	0	0	56	0	0	0	0	0	0	2
CATEGORY 1000 TOTAL									0	14	4	96	30	0	0	0	0	121	3
CATEGORY 1010	3.00	-	6A	890.03	889.60	0.50%	--	--	--	--	86	--	--	--	--	--	--	--	--
STAGE 2	6A	-	6.00	889.60	889.29	0.50%	--	--	--	--	61	--	--	--	--	--	--	--	--
	6.00	-	EXISTING PIPE	889.29	889.05	0.75%	--	--	--	--	31	--	--	--	--	--	--	--	1
	4.00	-	5.00	889.51	889.43	1.00%	--	--	--	--	8	--	--	--	--	--	--	--	--
	5.00	-	6.00	889.43	889.29	1.00%	--	--	--	--	14	--	--	--	--	--	--	--	--
	8.00	-	10.00	890.20	889.97	0.30%	--	--	--	--	--	--	--	--	76	--	--	--	--
	10.00	-	11.00	889.97	889.91	0.30%	--	--	--	--	--	--	--	--	20	--	--	--	--
	11.00	-	13.00	889.91	889.62	0.60%	--	--	--	--	--	--	--	--	49	--	--	--	--
	13.00	-	14.00	889.62	888.95	0.25%	--	--	--	--	--	--	--	--	--	271	--	--	--
	9.00	-	10.00	890.02	889.97	0.50%	--	--	--	--	--	--	--	--	10	--	--	--	--
	EXISTING PIPE	-	12.00	889.88	889.84	0.50%	0.064	0.060	8	--	--	--	--	--	--	--	--	--	--
	12.00	-	13.00	889.84	889.76	0.50%	--	--	--	--	--	--	--	--	17	--	--	--	--
CATEGORY 1010 STAGE 2 SUBTOTAL									8	0	200	0	0	0	172	271	0	0	1
CATEGORY 1010 TOTAL									8	0	200	0	0	0	172	271	0	0	1
CATEGORY 1020	15.00	-	20.00	888.25	888.46	0.75%	--	--	--	--	--	231	--	--	--	--	--	--	--
STAGE 2	20.00	-	21.00	886.46	885.90	0.75%	--	--	--	--	--	69	--	--	--	--	--	--	--
	18.00	-	19.00	887.23	887.16	0.50%	--	--	--	--	14	--	--	--	--	--	--	--	--
	19.00	-	20.00	886.91	886.46	0.30%	--	--	--	--	--	149	--	--	--	--	--	--	--
	23.00	-	24.00	887.15	887.10	0.50%	--	--	--	--	--	--	--	--	11	--	--	--	--
	24.00	-	26.00	886.85	886.58	0.30%	--	--	--	--	--	--	--	--	90	--	--	--	--
	26.00	-	27.00	886.58	886.29	0.30%	--	--	--	--	--	--	--	--	98	--	--	--	--
	27.00	-	28.00	886.29	886.25	0.30%	--	--	--	--	--	--	--	--	14	--	--	--	--
	28.00	-	29.00	886.00	885.55	0.15%	--	--	--	--	--	--	--	--	--	--	308	--	--
	25.00	-	26.00	886.95	886.83	1.00%	--	--	--	--	12	--	--	--	--	--	--	--	--
CATEGORY 1020 STAGE 2 SUBTOTAL									0	0	26	449	0	0	213	0	308	0	0
CATEGORY 1020 TOTAL									0	0	26	449	0	0	213	0	308	0	0
CATEGORY 1030																			
STAGE 2	40A	-	43.00	878.52	878.46	0.22%	--	--	--	--	--	--	26	--	--	--	--	--	--
	43.00	-	EXISTING PIPE	878.46	878.43	0.22%	--	--	--	--	--	--	12	--	--	--	--	--	1
	42.00	-	43.00	879.24	878.89	1.00%	--	--	--	--	--	--	35	--	--	--	--	--	--
	EXISTING PIPE	-	41.00	878.20	878.12	0.22%	--	--	--	--	--	--	--	30	--	--	--	--	--
CATEGORY 1030 STAGE 2 SUBTOTAL									0	0	0	0	73	30	0	0	0	0	1
CATEGORY 1030	39.00	-	40.00	879.42	879.16	0.35%	--	--	--	--	--	74	--	--	--	--	--	--	--
STAGE 3	EXISTING PIPE	-	40.00	878.42	878.41	0.22%	--	--	--	--	--	--	6	--	--	--	--	--	1
	40.00	-	EXISTING PIPE	878.41	878.40	0.22%	--	--	--	--	--	--	--	6	--	--	--	--	1
CATEGORY 1030 STAGE 3 SUBTOTAL									0	0	0	74	6	6	0	0	0	0	2
CATEGORY 1030 TOTAL									0	0	0	74	79	36	0	0	0	0	3
PROJECT TOTAL									**8**	**14**	**230**	**619**	**109**	**36**	**385**	**271**	**308**	**121**	**7**

* ADDITIONAL QUANTITY FOUND IN "CULVERT PIPE" TABLE

STORM SEWER STRUCTURE SCHEDULE

	STRUCT. NO.	ROADWAY	STATION	OFFSET	522.1015 *522.1018 *522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)	*523.0519 HORIZONTAL ELLIPTICAL 19X30-INCH (EACH)	*633.5200 MARKERS CULVERT END (EACH)
CATEGORY 1000									
STAGE 1	32.00	USH 14 WB 'HWA'	254+19.8	16.7' RT	--	1	--	--	1
	34.00	RAMP 'HAA'	917+86.8	25.7' LT	--	--	--	1	1
	38.00	RAMP 'HWAN'	256+00.0	26.0' LT	--	--	--	1	1
CATEGORY 1000 STAGE 1 SUBTOTAL					0	1	0	2	3
STAGE 2	31.00	RAMP 'HCA'	925+66.8	19.5' RT	1	--	--	--	1
CATEGORY 1000 STAGE 2 SUBTOTAL					1	0	0	0	1
CATEGORY 1000 TOTAL					1	1	0	2	4
CATEGORY 1010									
STAGE 2	14.00	USH 14 EB 'HEA'	228+72.2	18.3' LT	1	--	--	--	1
CATEGORY 1010 STAGE 2 SUBTOTAL					1	0	0	0	1
CATEGORY 1010 TOTAL					1	0	0	0	1
CATEGORY 1020	15.00	USH 14 WB 'HWA'	230+85.3	21.5' RT	1	--	--	--	1
STAGE 2	21.00	USH 14 WB 'HWA'	233+21.4	66.4' LT	1	--	--	--	1
	29.00	USH 14 EB 'HEA'	241+51.0	22.8' LT	--	1	--	--	1
CATEGORY 1020 STAGE 2 SUBTOTAL					2	1	0	0	3
CATEGORY 1020 TOTAL					2	1	0	0	3
CATEGORY 1030	40A	USH 14 WB 'HWA'	264+05.6	71.1' LT	--	1	--	--	1
STAGE 2	41.00	DEERFIELD DR SB 'DSR'	83+18.2	52.8' LT	--	--	1	--	1
CATEGORY 1030 STAGE 2 SUBTOTAL					0	1	1	0	2
CATEGORY 1030 TOTAL					0	1	1	0	2
PROJECT TOTAL					**4**	**3**	**1**	**2**	**10**

* ADDITIONAL QUANTITY FOUND IN "CULVERT PIPE" TABLE

PIPE UNDERDRAIN

STATION	LOCATION	O/S	-	LOCATION	O/S	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH (LF)
CATEGORY 1000						
STAGE 2						
USH 14 WB 'CRA'	216+29.7	13.2' LT	-	216+46.4	4.0' LT	19
CATEGORY 1000 SUBTOTAL						19
CATEGORY 1010						
STAGE 2						
USH 14 WB 'HWA'	222+18.4	12.3' RT	-	222+18.4	1.0' RT	11
CATEGORY 1010 SUBTOTAL						11
PROJECT TOTAL						**30**

STORM SEWER STRUCTURE SCHEDULE

	STRUCT. NO.	ROADWAY	STATION	OFFSET	TOP STRUCTURE ELEV	FLANGE ELEV	BOTTOM STRUCTURE ELEV	DEPTH	611.0420 RECONSTRUCTING MANHOLES (EACH)	*611.8110 ADJUSTING MANHOLE COVERS (EACH)	611.8115 ADJUSTING INLET COVERS (EACH)	611.9710 SALVAGED INLET COVERS (EACH)	611.3225 INLETS 2x2.5-FT (EACH)	611.3230 INLETS 2x3-FT (EACH)	611.2004 MANHOLES 4-FT DIA. (EACH)	611.2006 MANHOLES 6-FT DIA. (EACH)	611.0530 INLET AND MANHOLE COVERS TYPE J (EACH)	611.0624 INLET AND MANHOLE COVERS TYPE H (EACH)	611.0633 INLET AND MANHOLE COVERS TYPE HM-GJ-S (EACH)	611.0639 INLET AND MANHOLE COVERS TYPE H-S (EACH)	611.0654 INLET AND MANHOLE COVERS TYPE V (EACH)
CATEGORY 1000	33.00	USH 14 WB 'HWA'	254+55.5	13.6' RT	882.25	883.25	879.23	3.02	--	--	--	--	--	--	1	--	--	1	--	--	--
STAGE 1	35.00	RAMP 'HAA'	917+86.1	19.5' RT	881.50	882.50	878.52	2.98	--	--	--	--	--	1	--	--	--	1	--	--	--
	36.00	USH 14 WB 'HWA'	255+83.7	29.5' LT	882.24	883.24	879.76	2.48	--	--	--	--	--	--	--	1	--	1	--	--	--
	37.00	RAMP 'HWAN'	255+52.8	8.0' LT	881.27	882.52	878.48	2.79	--	--	--	--	--	--	--	1	1	--	--	--	--
CATEGORY 1000 STAGE 1 SUBTOTAL									0	0	0	0	0	1	1	2	1	3	0	0	0
CATEGORY 1000	1.00	USH 14 WB 'CRA'	216+71.0	13.5' LT	--	892.88	--	--	1	--	--	--	--	--	--	--	--	1	--	--	--
STAGE 2	2.00	USH 14 WB 'CRA'	216+27.2	14.8' LT	891.65	892.65	886.59	5.06	--	--	--	--	--	--	--	1	--	--	--	1	--
	30.00	RAMP 'HCA'	925+90.6	19.5' LT	884.75	885.75	882.07	2.68	--	--	--	--	--	1	--	--	--	1	--	--	--
	44.00	USH 14 EB 'HEA'	108+51.2	3.7' LT	--	--	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--
	45.00	USH 14 WB 'HWA'	113+08.8	13.5' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	46.00	USH 14 WB 'HWA'	113+58.1	13.5' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--
	47.00	USH 14 WB 'HWA'	114+12.5	11.9' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	48.00	USH 14 WB 'HWA'	115+34.6	1.2' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	49.00	USH 51 SB 'TSA'	11+53.2	1.4' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	50.00	USH 51 NB 'TNA'	11+53.2	4.8' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
CATEGORY 1000 STAGE 2 SUBTOTAL									1	0	5	1	0	2	0	1	0	2	1	1	0
CATEGORY 1000	2A	USH 14 WB 'CRA'	216+36.0	14.3' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
STAGE 3	2B	USH 14 WB 'HWA'	216+31.0	27.5' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
CATEGORY 1000 STAGE 3 SUBTOTAL									0	0	0	2	0	0	0	0	0	0	0	0	0
CATEGORY 1000 TOTAL									1	0	5	3	0	3	1	3	1	5	1	1	0
CATEGORY 1010	3.00	USH 14 WB 'HWA'	221+32.9	12.5' RT	892.13	893.13	889.86	2.27	--	--	--	--	--	1	--	--	--	1	--	--	--
STAGE 2	4.00	USH 14 WB 'HWA'	222+93.4	4.2' RT	891.78	892.78	889.34	2.44	--	--	--	--	--	1	--	--	--	1	--	--	--
	5.00	USH 14 WB 'HWA'	222+93.4	12.0' RT	891.08	892.08	889.26	1.82	--	--	--	--	--	1	--	--	--	--	--	1	--
	6.00	USH 14 WB 'HWA'	222+79.4	12.1' RT	891.15	892.15	889.12	2.03	--	--	--	--	--	1	--	--	--	1	--	--	--
	6A	USH 14 WB 'HWA'	222+18.4	12.3' RT	891.57	892.57	889.43	2.14	--	--	--	--	--	1	--	--	--	1	--	--	--
	8A	USH 14 EB 'HEA'	224+29.0	19.3' LT	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
	8.00	USH 14 EB 'HEA'	224+50.0	1.5' LT	891.81	892.31	890.03	1.78	--	--	--	--	--	1	--	--	--	1	--	--	--
	9.00	USH 14 EB 'HEA'	225+25.0	1.5' LT	891.72	892.22	889.85	1.87	--	--	--	--	--	1	--	--	--	1	--	--	--
	10.00	USH 14 EB 'HEA'	225+25.0	11.3' LT	891.11	891.61	889.80	1.31	--	--	--	--	--	1	--	--	--	--	--	1	--
	11.00	USH 14 EB 'HEA'	225+45.0	11.3' LT	891.08	891.58	889.74	1.34	--	--	--	--	--	1	--	--	--	1	--	--	--
	12.00	USH 14 EB 'HEA'	225+93.0	18.1' LT	891.21	891.96	889.68	1.53	--	--	--	--	1	--	--	--	--	--	--	--	1
	13.00	USH 14 EB 'HEA'	225+93.0	1.5' LT	891.23	892.23	889.44	1.79	--	--	--	--	--	1	--	--	--	1	--	--	--
CATEGORY 1010 STAGE 2 SUBTOTAL									0	1	0	0	1	10	0	0	0	8	0	2	1
CATEGORY 1010 TOTAL									0	1	0	0	1	10	0	0	0	8	0	2	1
CATEGORY 1020	18.00	USH 14 WB 'HWA'	234+83.6	8.5' RT	888.58	889.58	887.06	1.52	--	--	--	--	--	1	--	--	--	--	--	1	--
STAGE 2	19.00	USH 14 WB 'HWA'	234+70.0	8.5' RT	888.64	889.64	886.72	1.92	--	--	--	--	--	1	--	--	--	1	--	--	--
	20.00	USH 14 WB 'HWA'	233+21.4	8.5' RT	889.31	890.31	886.28	3.03	--	--	--	--	--	1	--	--	--	1	--	--	--
	23.00	USH 14 EB 'HEA'	236+50.0	1.5' LT	889.19	890.19	886.99	2.20	--	--	--	--	--	1	--	--	--	1	--	--	--
	24.00	USH 14 EB 'HEA'	236+50.0	12.0' LT	888.64	889.64	886.66	1.98	--	--	--	--	--	1	--	--	--	1	--	--	--
	25.00	USH 14 EB 'HEA'	237+40.0	1.5' LT	889.07	890.07	886.78	2.29	--	--	--	--	--	1	--	--	--	1	--	--	--
	26.00	USH 14 EB 'HEA'	237+40.0	13.6' LT	888.37	889.37	886.39	1.98	--	--	--	--	--	1	--	--	--	1	--	--	--
	27.00	USH 14 EB 'HEA'	238+38.0	15.2' LT	887.94	888.94	886.10	1.84	--	--	--	--	--	1	--	--	--	1	--	--	--
	28.00	USH 14 EB 'HEA'	238+38.0	1.5' LT	888.76	889.76	885.80	2.96	--	--	--	--	--	--	1	--	--	1	--	--	--
CATEGORY 1020 STAGE 2 SUBTOTAL									0	0	0	0	0	8	1	0	0	8	0	1	0
CATEGORY 1020 TOTAL									0	0	0	0	0	8	1	0	0	8	0	1	0
CATEGORY 1030	40B	DEERFIELD DRIVE SB 'DSR'	84+01.0	22.8' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
STAGE 2																					
CATEGORY 1030 STAGE 2 SUBTOTAL									0	0	1	0	0	0	0	0	0	0	0	0	0
CATEGORY 1030	39.00	DEERFIELD DRIVE SB 'DSR'	84+01.9	7.9' RT	881.63	882.63	879.23	2.40	--	--	--	--	--	1	--	--	--	1	--	--	--
STAGE 3	40.00	DEERFIELD DRIVE SB 'DSR'	83+33.4	26.5' RT	881.95	882.95	878.16	3.79	--	--	--	--	--	1	--	--	--	1	--	--	--
	42.00	USH 14 WB 'HWA'	263+79.3	27.4' LT	882.38	883.38	879.25	3.13	--	--	--	--	--	1	--	--	--	1	--	--	--
	43.00	DEERFIELD DRIVE NB 'DNR'	83+07.9	51.7' RT	882.01	883.01	878.25	3.76	--	--	--	--	--	--	1	--	--	1	--	--	--
CATEGORY 1030 STAGE 3 SUBTOTAL									0	0	0	0	0	3	1	0	0	4	0	0	0
CATEGORY 1030 TOTAL									0	0	1	0	0	3	1	0	0	4	0	0	0
PROJECT TOTAL									**1**	**1**	**6**	**3**	**1**	**24**	**3**	**3**	**1**	**25**	**1**	**4**	**1**

CONCRETE CURB & GUTTER

STAGE	STATION - STATION	LOCATION	601.0110 CONCRETE CURB TYPE D (LF)	601.0155 CONCRETE CURB INTEGRAL TYPE J (LF)	601.0409 30-INCH TYPE A (LF)	601.0411 30-INCH TYPE D (LF)	601.0413 6-INCH SLOPED 30-INCH TYPE G (LF)	601.0415 6-INCH SLOPED 30-INCH TYPE J (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	SPV.0090.002 30-INCH TYPE A SPECIAL (LF)
CATEGORY 1000										
USH 51 NORTH SEGMENT										
STAGE 2	16+75 - 19+75	SB USH 51, TSA	-	-	-	-	-	300	-	-
USH 51 NORTH SEGMENT SUBTOTAL			0	0	0	0	0	300	0	0
USH 51, SOUTH SEGMENT										
STAGE 2	11+45 - 11+55	SB USH 51, TSA	-	-	-	-	10	-	-	-
	11+45 - 11+55	NB USH 51, TNA	-	-	-	-	10	-	-	-
USH 51, SOUTH SEGMENT SUBTOTAL			0	0	0	0	20	0	0	0
USH 14 WB AT USH 51										
STAGE 2	108+45 - 108+55	EB USH 14, LT TURN LANE	-	-	-	-	10	-	-	-
	112+95 - 115+40	WB USH 14	-	-	-	-	40	-	-	-
USH 14 WB AT USH 51 SUBTOTAL			0	0	0	0	50	0	0	0
STH 26 AT KETTERING										
	143+00 - 152+75	WB USH 14	-	-	35	30	-	-	-	-
STH 26 AT KETTERING SUBTOTAL			0	0	35	30	0	0	0	0
USH 14 WB AT STH 26										
STAGE 2	215+48 - 219+91	WB USH 14, CRA LT	-	-	440	-	-	-	-	-
STAGE 3	216+15 - 216+59	WB USH 14, HWA LT	-	45	-	-	-	-	-	-
	216+19 - 216+65	WB USH 14, CRA RT	-	-	45	-	-	-	-	-
USH 14 WB AT STH 26 SUBTOTAL			0	45	485	0	0	0	0	0
USH 14 AT IH 39 - MEDIAN										
STAGE 1	245+95 - 246+36	WB USH 14, HWA	-	-	40	-	-	-	-	-
	245+86 - 246+58	EB USH 14, HEA	-	-	-	75	-	-	-	-
	253+93 - 254+65	WB USH 14, HWA	-	-	-	75	-	-	-	-
	254+15 - 254+55	EB USH 14, HEA	-	-	40	-	-	-	-	-
STAGE 4	244+15 - 245+38	WB USH 14, HWA	-	-	-	155	-	-	-	-
	244+79 - 254+29	EB USH 14, HEA	-	-	50	-	-	-	-	-
	255+25 - 256+00	WB USH 14, HWA	-	-	75	-	-	-	-	-
	255+16 - 256+09	EB USH 14, HEA	-	-	-	120	-	-	-	-
USH 14 AT IH 39 - SB ON RAMP										
STAGE 1	-	SPLITTER ISLAND, EAST 1/2	-	-	-	95	-	-	-	-
	925+13 - 926+16	RAMP, HCA RT	-	-	-	120	-	-	-	-
STAGE 2	-	SPLITTER ISLAND, WEST 1/2	-	-	-	70	-	-	-	-
USH 14 AT IH 39 - SB OFF RAMP										
STAGE 1	-	SPLITTER ISLAND	-	-	35	25	-	-	-	-
	925+89 - 926+67	RAMP LT TURN LANE, HDAL, RT	-	-	-	90	-	-	-	-
USH 14 AT IH 39 - NB ON RAMP										
STAGE 1	-	SPLITTER ISLAND, WEST 1/2	-	-	-	95	-	-	-	-
	917+61 - 918+63	RAMP, HAA LT	-	-	-	125	-	-	-	-
STAGE 2	-	SPLITTER ISLAND, EAST 1/2	-	-	-	70	-	-	-	-
USH 14 AT IH 39 - NB OFF RAMP										
STAGE 1	-	SPLITTER ISLAND	-	-	60	35	-	-	-	-
	920+28 - 921+06	RAMP LT TURN LANE, HBAL, LT	-	-	-	90	-	-	-	-
USH 14 AT IH 39 SUBTOTAL			0	0	300	1240	0	0	0	0
USH 14 AT WRIGHT RD										
	280+41 - 280+60	USH 14, 'HWA' - MEDIAN	-	-	-	-	35	-	20	-
USH 14 AT WRIGHT RD SUBTOTAL			0	0	0	0	35	0	20	0
		UNDISTRIBUTED	-	5	50	80	5	-	5	-
SUBTOTAL CATEGORY 1000			0	50	870	1350	110	300	25	0

CONCRETE CURB & GUTTER

STAGE	STATION - STATION	LOCATION	601.0110 CONCRETE CURB TYPE D (LF)	601.0155 CONCRETE CURB INTEGRAL TYPE J (LF)	601.0409 30-INCH TYPE A (LF)	601.0411 30-INCH TYPE D (LF)	601.0413 6-INCH SLOPED 30-INCH TYPE G (LF)	601.0415 6-INCH SLOPED 30-INCH TYPE J (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	SPV.0090.002 30-INCH TYPE A SPECIAL (LF)
CATEGORY 1010										
USH 14 AT LEXINGTON DR										
STAGE 2	218+85 - 222+90	EB USH 14 - MEDIAN, 'HEA'	-	-	-	420	-	-	-	-
	222+56 - 222+97	EB USH 14 - ISLAND, 'HEA'	-	-	-	90	-	-	-	-
	41+61 - 41+81	SB LEXINGTON, 'LSA'	40	-	-	-	-	-	-	-
	43+43 - 43+63	NB LEXINGTON, 'LNA'	40	-	-	-	-	-	-	-
	224+20 - 229+03	EB USH 14 - MEDIAN, 'HEA'	-	-	-	485	-	-	-	245
	224+20 - 224+65	WB USH 14 - ISLAND, 'HWA'	-	-	-	90	-	-	-	-
		UNDISTRIBUTED	5	-	-	45	-	-	-	5
SUBTOTAL CATEGORY 1010			85	0	0	1130	0	0	0	250
CATEGORY 1020										
USH 14 AT PONTIAC DRIVE										
STAGE 2	230+72 - 235+10	EB USH 14 - MEDIAN, 'HEA'	-	-	-	445	-	-	-	-
	232+75 - 235+18	WB USH 14 - MEDIAN, 'HWA'	-	-	-	-	-	-	-	245
	234+75 - 235+20	EB USH 14 - ISLAND, 'HEA'	-	-	-	90	-	-	-	-
	51+55 - 51+77	SB PONTIAC, 'PSA'	40	-	-	-	-	-	-	-
	53+05 - 53+25	NB PONTIAC, 'PNA'	40	-	-	-	-	-	-	-
	236+19 - 241+56	EB USH 14 - MEDIAN, 'HEA'	-	-	300	540	-	-	15	-
	236+18 - 236+60	WB USH 14 - ISLAND, 'HWA'	-	-	-	90	-	-	20	-
		UNDISTRIBUTED	5	-	15	50	-	-	5	5
SUBTOTAL CATEGORY 1020			85	0	315	1215	0	0	40	250
CATEGORY 1030										
USH 14 AT DEERFIELD DR										
STAGE 2	260+34 - 84+94	WB USH 14, SB DEERFIELD	-	-	-	355	-	-	-	-
	83+43 - 265+32	NB DEERFIELD, WB USH 14	-	-	200	-	-	-	-	-
	263+58 - 264+50	WB USH 14, 'HWA' (NO SIDE ISLAND)	-	-	90	-	-	-	-	-
	81+52 - 81+72	DEERFIELD DR MEDIAN, 'DSA'	-	-	-	40	-	-	-	-
STAGE 3	83+00 - 84+04	DEERFIELD DR MEDIAN, 'DSR'	-	-	-	230	-	-	-	-
	262+33 - 262+45	USH 14 MEDIAN, 'HWA'	-	-	-	-	20	-	-	-
	263+58 - 264+50	WB USH 14, 'HWA' (ISLAND)	-	-	105	-	-	-	-	-
		UNDISTRIBUTED	-	-	20	30	5	-	-	-
SUBTOTAL CATEGORY 1030			0	0	415	655	25	0	0	0
PROJECT TOTAL			**170**	**50**	**1,600**	**4,350**	**135**	**300**	**65**	**500**

CITY OF JANESVILLE UTILITY ADJUSTMENTS

	STATION	LOCATION	611.8110* ADJUSTING MANHOLE COVERS EACH	SPV.0060.650 ADJUSTING WATER VALVE BOXES EACH	SPV.0060.651 ADJUSTING SANITARY MANHOLES EACH	COMMENT
CATEGORY 1010						
USH 14 AT LEXINGTON DRIVE						
STAGE 2	41+84 'LNA'	8.6' RT	1	-	-	STORM SEWER MH
CATEGORY 1010 SUBTOTAL			1	0	0	
CATEGORY 1020						
USH 14 AT PONTIAC DRIVE						
STAGE 2	52+52 'PNA'	1.7' RT	1	-	-	STORM SEWER MH
CATEGORY 1020 SUBTOTAL			1	0	0	
CATEGORY 1030						
USH 14 AT DEERFIELD DRIVE						
STAGE 3	83+73 'DSA'	1.4' RT	1	-	-	STORM SEWER MH
	83+73 'DSA'	21.0' RT	1	-	-	STORM SEWER MH
CATEGORY 1030 SUBTOTAL			2	0	0	
CATEGORY 1600						
USH 14 AT STH 26						
STAGE 2	216+90 'CRA'	8.2' LT	1	-	-	WATER MH
UNDISTRIBUTED			5	10	5	
CATEGORY 1600 SUBTOTAL			6	10	5	
PROJECT TOTAL			**10**	**10**	**5**	

*ADDITIONAL QUANTITY FOUND IN "STORM SEWER" TABLE

CONCRETE SIDEWALK

	STATION	LOCATION	602.0410 5-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)
CATEGORY 1000				
USH 51 NORTHBOUND, SOUTH LEG				
STAGE 1	13+25'TNA' LT	USH 51 MEDIAN	600	--
USH 51 NORTHBOUND, SOUTH LEG SUBTOTAL			600	0
STH 26 AT KETTERING				
	53+00'KTA' LT	MEDIAN	130	--
STH 26 AT KETTERING SUBTOTAL			130	0
USH 14 WB AT STH 26				
STAGE 2	216+15'HWA' LT	NE QUAD SIDEWALK & RAMP	255	8
STAGE 4	215+55'HWA' LT	STH 26 MEDIAN	440	--
USH 14 WB AT STH 26 SUBTOTAL			695	8
USH 14 AT WRIGHT RD				
	280+35'HWA' LT	NW QUAD RAMP	35	8
	280+50'HWA' RT	SIDEWALK MEDIAN	40	16
USH 14 AT WRIGHT RD SUBTOTAL			75	24
		UNDISTRIBUTED	150	--
SUBTOTAL CATEGORY 1000			1,650	32
CATEGORY 1010				
USH 14 AT LEXINGTON DR				
STAGE 2	223+45'HWA' LT	NORTH LEG	180	--
	223+75'HWA' RT	SOUTH LEG	180	--
		UNDISTRIBUTED	20	--
SUBTOTAL CATEGORY 1010			380	0
CATEGORY 1020				
USH 14 AT PONTIAC DRIVE				
STAGE 2	235+45'HWA' LT	NW QUAD	90	--
	235+30'HWA' RT	SW QUAD	50	--
	235+80'HWA' LT	NORTH LEG MEDIAN	115	16
	235+70'HWA' RT	SOUTH LEG MEDIAN	115	16
	236+40'HWA' LT	NE QUAD	185	8
	236+35'HWA' RT	SE QUAD	350	16
	236+40'HWA' RT	USH 14 N MEDIAN	40	16
	236+40'HWA' RT	USH 14 S MEDIAN	40	16
		UNDISTRIBUTED	50	8
SUBTOTAL CATEGORY 1020			1,035	96
CATEGORY 1030				
USH 14 AT DEERFIELD DR				
STAGE 2	262+00'HWA' LT	NW QUAD RAMP	210	16
	262+35'HWA' RT	MEDIAN RAMP	40	16
	262+45'HWA' RT	SW QUAD RAMPS	150	16
	263+00'HWA' RT	MEDIAN RAMP	120	16
	263+75'HWA' RT	SE QUAD RAMPS	215	16
	263+75'HWA' LT	NE QUAD RAMP	330	16
	263+20'HWA' RT	SOUTH LEG MEDIAN	50	--
STAGE 3	262+70'HWA' LT	MEDIAN WITH RAMPS	1760	40
	263+25"HWA' LT	N LEG MEDIAN	195	--
	263+95'HWA' LT	MEDIAN WITH RAMPS	965	40
		UNDISTRIBUTED	200	8
SUBTOTAL CATEGORY 1030			4,235	184
		PROJECT TOTAL	**7,300**	**312**

CONCRETE MEDIAN SLOPED NOSE

	STATION	LOCATION	620.0300 SF
CATEGORY 1000			
USH 51 NORTHBOUND, NORTH LEG			
STAGE 2	19+76'TNA' LT	USH 51 MEDIAN	10
USH 51 NORTHBOUND, NORTH LEG SUBTOTAL			10
STH 26 AT KETTERING			
	52+79'KTA' LT	WEST KETTERING MEDIAN	6
	53+09'KTA' LT	WEST KETTERING MEDIAN	14
STH 26 AT KETTERING SUBTOTAL			20
USH 14 WB AT STH 26			
STAGE 3	216+57'HWA' LT	WB-NB RIGHT TURN LANE	5
USH 14 WB AT STH 26 SUBTOTAL			5
USH 14 AT IH 39			
STAGE 1	244+55'HEA' RT	SB ON-RAMP MEDIAN	8
	245+26'HEA' RT	SB ON-RAMP MEDIAN	4
	245+34'HWA' LT	SB OFF-RAMP MEDIAN	8
	245+39'HWA' LT	SB OFF-RAMP MEDIAN	4
	245+95'HWA' RT	USH 14 MEDIAN	5
	254+57'HEA' LT	USH 14 MEDIAN	5
	255+19'HEA' LT	USH 14 MEDIAN	4
	255+26'HWA' LT	NB RAMP TERMINAL	3
	255+99'HWA' LT	NB RAMP TERMINAL	8
	920+65'HBA' LT	NB OFF-RAMP MEDIAN	8
	920+97'HBA' LT	NB OFF-RAMP MEDIAN	5
USH 14 AT IH 39 SUBTOTAL			62
USH 14 AT WRIGHT RD			
	280+58'HWA' RT	SIDEWALK MEDIAN	20
USH 14 AT WRIGHT RD SUBTOTAL			20
		UNDISTRIBUTED	8
SUBTOTAL CATEGORY 1000			125
CATEGORY 1010			
USH 14 AT LEXINGTON DR			
STAGE 2	222+56'HEA' LT	WEST LEG MEDIAN	25
	222+98'HWA' RT	EB LEFT TURN MEDIAN	8
	223+51'HWA' LT	NORTH LEG MEDIAN	40
	223+59'HEA' LT	SOUTH LEG MEDIAN	40
	224+20'HEA' LT	WB LEFT TURN MEDIAN	8
	224+62'HWA' RT	EAST LEG MEDIAN	25
		UNDISTRIBUTED	9
SUBTOTAL CATEGORY 1010			155
CATEGORY 1020			
USH 14 AT PONTIAC DRIVE			
STAGE 2	234+76'HEA' LT	WEST LEG MEDIAN	27
	235+19'HWA' RT	EB LEFT TURN MEIDAN	9
	235+62'HEA' RT	SOUTH LEG MEDIAN	14
	235+84'HWA' LT	NORTH LEG MEDIAN	14
	236+19'HEA' LT	WB LEFT TURN MEDIAN	8
	236+60'HWA' RT	EAST LEG MEDIAN	25
		UNDISTRIBUTED	8
SUBTOTAL CATEGORY 1020			105
CATEGORY 1030			
USH 14 AT DEERFIELD DR			
STAGE 2	262+91'HEA' RT	SOUTH LEG PED MEDIAN	24
STAGE 3	262+74'HWA' LT	N LEG MEDIAN	9
	262+78'HWA' LT	MEDIAN WITH RAMPS	6
	263+60'HWA' LT	MEDIAN WITH RAMPS	3
	264+50'HWA' LT	EAST LEG MEDIAN	9
		UNDISTRIBUTED	4
SUBTOTAL CATEGORY 1030			55
		PROJECT TOTAL	**440**

CONCRETE BARRIER TEMPORARY

	LOCATION	603.8000 DELIVERED LF	603.8125 INSTALLED LF
CATEGORY 1000			
	UNDISTRIBUTED	1,500	1,500
	PROJECT TOTAL	**1,500**	**1,500**

COVER PLATES TEMPORARY

	STATION	O/S	LOCATION	611.8120.S EACH
CATEGORY 1000				
USH 14 AT STH 26				
STAGE 1	216+32'HWA'	LT	ISLAND	1
	216+32'HWA'	LT	ISLAND	1
	CATEGORY 1000 SUBTOTAL			2
	PROJECT TOTAL			**2**

COVER PLATES PERMANENT

	STATION	O/S	LOCATION	SPV.0060.003 EACH
CATEGORY 1000				
RAMP HCA				
STAGE 3	924+95'HCA'	LT	EXISTING ON-RAMP	1
	925+01'HCA'	LT	EXISTING ON-RAMP	1
	CATEGORY 1000 SUBTOTAL			2
	PROJECT TOTAL			**2**

FENCE SAFETY

	LOCATION	616.0700.S LF
CATEGORY 1000		
	UNDISTRIBUTED	2,000
	PROJECT TOTAL	**2,000**

EROSION CONTROL ITEMS

		STATION - STATION	ALIGNMENT	*628.1504 SILT FENCE (LF)	*628.1520 SILT FENCE MAINTENANCE (LF)	*628.2004 EROSION MAT CLASS I TYPE B (SY)	628.6510 SOIL STABILIZER TYPE B (ACRE)	628.7504 TEMPORARY DITCH CHECKS (LF)
CATEGORY 1000								
USH 51 SB								
	STAGE 1	18+95 - 20+20	TSA	-	-	112	-	-
USH 51 SB SUBTOTAL				0	0	112	0	0
USH 51 NB (SOUTH LEG)								
	STAGE 1	7+92 - 11+92	TNA	-	-	1,389	-	10
USH 51 NB (SOUTH LEG) SUBTOTAL				0	0	1,389	0	10
USH 14 WB AT USH 51								
	STAGE 1	115+00 - 115+58	HWA	-	-	103	-	-
USH 14 WB AT USH 51 SUBTOTAL				0	0	103	0	0
USH 14 WB AT STH 26								
	STAGE 2	220+09	HWA	-	-	-	-	10
USH 14 WB AT STH 26 SUBTOTAL				0	0	0	0	10
USH 14 AT IH 39								
	STAGE 1	256+59 - 258+50	HWA	-	-	171	-	-
		242+25 - 243+94	HEA	-	-	150	-	-
	STAGE 3	258+50 - 259+71	HWA	-	-	108	-	10
		241+50 - 242+25	HEA	-	-	66	-	-
	STAGE 4	246+29 - 254+10	HWA	-	-	590	-	-
USH 14 AT IH 39 SUBTOTAL				0	0	1,085	0	10
RAMP HAA								
	STAGE 1	918+00 - 920+50	HAA	-	-	468	-	-
	STAGE 2	256+11 - 256+59	HWAN	-	-	44	-	-
RAMP HAA SUBTOTAL				0	0	512	0	0
RAMP HBA								
	STAGE 1	914+02 - 920+62	HBA	-	-	565	-	50
RAMP HBA SUBTOTAL				0	0	565	0	50
RAMP HCA								
	STAGE 1	923+50 - 925+98	HCA	-	-	353	-	10
	STAGE 2	243+93 - 244+42	HEA	-	-	44	-	-
RAMP HCA SUBTOTAL				0	0	397	0	10
RAMP HDA								
	STAGE 1	926+16 - 932+65	HDA	-	-	903	-	30
RAMP HDA SUBTOTAL				0	0	903	0	30
IH-39								
	STAGE 1	897+68 - 906+93	NBB	125	63	-	-	20
IH-39 SUBTOTAL				125	63	0	0	20
		UNDISTRIBUTED		35	17	1,264	2	30
		SUBTOTAL CATEGORY 1000		160	80	6,330	2	170
CATEGORY 1010								
USH 14 AT LEXINGTON DR								
	STAGE 2	226+85 - 229+09	HWA	-	-	190	-	10
		UNDISTRIBUTED		-	-	50	-	5
		SUBTOTAL CATEGORY 1010		0	0	240	0	15
CATEGORY 1020								
USH 14 AT PONTIAC DRIVE								
	STAGE 2	230+92 - 241+52	HWA	-	-	366	-	10
		UNDISTRIBUTED		-	-	94	-	5
		SUBTOTAL CATEGORY 1020		0	0	460	0	15
CATEGORY 1030								
USH 14 AT DEERFIELD DR								
	STAGE 2	263+78 - 265+33	HWA	-	-	286	-	-
		83+23 - 84+84	DNA	-	-	143	-	10
		UNDISTRIBUTED		-	-	111	-	5
		SUBTOTAL CATEGORY 1030		0	0	540	0	15
		PROJECT TOTAL		**160**	**80**	**7,570**	**2**	**215**

*ADDITIONAL QUANTITY IN "EROSION CONTROL AT PIPE ENDWALLS AND FLUMES" TABLE

BEAM GUARD

STATION - STATION	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
CATEGORY 1000						
USH 14 UNDER IH 39						
248+47 ' HEA' - 249+00 'HEA'	USH 14 MEDIAN	1	--	--	--	--
249+00 'HEA' - 251+00 'HEA'	USH 14 MEDIAN	--	400	--	--	--
251+00 ' HEA' - 251+53 'HEA'	USH 14 MEDIAN	1	--	--	--	--
IH 39 NB OFF RAMP						
905+67 ' NBB' - 906+20 'NBB'	NB OFF RAMP SHOULDER	--	--	--	1	--
906+20 ' NBB' - 908+20 'NBB'	NB OFF RAMP SHOULDER	--	--	200	--	--
908+20 'NBB'	NB OFF RAMP SHOULDER	--	--	--	--	1
CATEGORY 1000 SUBTOTAL		2	400	200	1	1
PROJECT TOTAL		2	400	200	1	1

WATER

	USE	624.0100 (MGAL)
CATEGORY 1000		
STAGE 1	BASE COMPACTION	350
	DUST CONTROL	350
STAGE 2	BASE COMPACTION	30
	DUST CONTROL	30
STAGE 3	BASE COMPACTION	20
	DUST CONTROL	20
STAGE 4	BASE COMPACTION	40
	DUST CONTROL	40
CATEGORY 1000 SUBTOTAL		880
CATEGORY 1010		
STAGE 2	BASE COMPACTION	60
	DUST CONTROL	60
CATEGORY 1010 SUBTOTAL		120
CATEGORY 1020		
STAGE 2	BASE COMPACTION	70
	DUST CONTROL	70
CATEGORY 1020 SUBTOTAL		140
CATEGORY 1030		
STAGE 1	BASE COMPACTION	5
	DUST CONTROL	5
STAGE 2	BASE COMPACTION	20
	DUST CONTROL	20
STAGE 3	BASE COMPACTION	5
	DUST CONTROL	5
CATEGORY 1030 SUBTOTAL		60
PROJECT TOTAL		**1,200**

EROSION CONTROL AT PIPE ENDWALLS AND FLUMES

		STATION	ALIGNMENT	LOCATION	606.0200 RIPRAP MEDIUM (CY)	*628.1504 SILT FENCE (LF)	*628.1520 SILT FENCE MAINTENANCE (LF)	*628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7555 CULVERT PIPE CHECKS (EACH)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)
CATEGORY 1000										
USH 51 SB STAGE 1		16+23	TSA	LT	-	40	20	-	2	-
		17+39	TSA	LT	-	-	-	4	-	-
		17+97	TSA	LT	-	40	20	-	1	-
		18+57	TSA	LT	-	-	-	4	-	-
		20+03	TSA	LT	-	40	20	-	2	-
		20+52	TSA	LT	-	-	-	7	-	-
		21+00	TSA	LT	-	40	20	-	1	-
USH 51 SB SUBTOTAL					0	160	80	15	6	0
USH 51 NB (SOUTH LEG) STAGE 1		11+54	TNA	RT	6	-	-	-	-	15
USH 51 NB (SOUTH LEG) SUBTOTAL					6	0	0	0	0	15
USH 14 WB AT USH 51 STAGE 1		115+04	HWA	LT	-	40	20	-	3	-
USH 14 WB AT USH 51 SUBTOTAL					0	40	20	0	3	0
USH 14 AT IH 39										
	STAGE 1	241+40	HEA	RT	-	-	-	-	2	-
		245+70	HWA	LT, FLUME	7	-	-	-	-	22
		245+87	HWA	LT	-	-	-	7	-	-
		246+09	HWA	MEDIAN, FLUME	9	-	-	-	-	29
		248+23	HWA	LT	-	-	-	-	2	-
		249+13	HEA	RT	-	-	-	-	2	-
		254+20	HWA	MEDIAN	-	-	-	-	1	-
		254+80	HWA	LT	-	-	-	-	2	-
		254+74	HEA	RT	-	-	-	-	4	-
		254+87	HEA	RT, FLUME	6	-	-	-	-	21
		256+00	HWA	LT	-	-	-	9	-	-
	STAGE 3	259+86	HWA	LT	-	-	-	-	6	-
	STAGE 4	243+47	HWA	MEDIAN	-	-	-	-	1	-
		245+29	HWA	MEDIAN, FLUME	16	-	-	-	-	46
		255+35	HWA	MEDIAN, FLUME	5	-	-	-	-	18
USH 14 AT IH 39 SUBTOTAL					43	0	0	16	20	136
RAMP HBA STAGE 1		920+30	HBA	LT, FLUME	15	-	-	-	-	45
RAMP HBA SUBTOTAL					15	0	0	0	0	45
RAMP HCA STAGE 1		925+16	HCA	LT	-	-	-	-	4	-
		925+34	HCA	RT	-	-	-	7	-	-
		925+67	HCA	RT	-	-	-	6	-	-
		925+65	HCA	RT	-	-	-	-	4	-
RAMP HCA SUBTOTAL					0	0	0	13	8	0
RAMP HDA STAGE 1		926+30	HDA	RT, FLUME	15	-	-	-	-	45
		928+93	HDA	RT	-	-	-	9	-	-
RAMP HDA SUBTOTAL					15	0	0	9	0	45
				UNDISTRIBUTED	11	50	25	12	13	39
				SUBTOTAL CATEGORY 1000	90	250	125	65	50	280
CATEGORY 1010										
USH 14 AT LEXINGTON DR										
	STAGE 1	222+54	HWA	LT	-	-	-	-	2	-
	STAGE 2	226+84	HWA	MEDIAN, FLUME	-	-	-	7	-	-
		227+50	HWA	MEDIAN, FLUME	-	-	-	7	-	-
		228+26	HWA	MEDIAN, FLUME	-	-	-	7	-	-
		228+79	HWA	MEDIAN	5	-	-	-	-	18
				UNDISTRIBUTED	5	-	-	4	-	7
				SUBTOTAL CATEGORY 1010	10	0	0	25	2	25
CATEGORY 1020										
USH 14 AT PONTIAC DRIVE										
	STAGE 2	230+85	HWA	MEDIAN	-	-	-	-	2	-
		239+29	HWA	MEDIAN, FLUME	-	-	-	7	-	-
		240+82	HWA	MEDIAN, FLUME	-	-	-	7	-	-
		241+59	HWA	MEDIAN	5	-	-	-	-	18
	STAGE 3	233+21	HWA	LT	-	-	-	6	-	-
				UNDISTRIBUTED	5	-	-	5	2	7
				SUBTOTAL CATEGORY 1020	10	0	0	25	4	25
CATEGORY 1030										
USH 14 AT DEERFIELD DR STAGE 2		262+01	HWA	LT	-	-	-	9	-	-
		264+06	HWA	LT	-	-	-	-	2	-
				UNDISTRIBUTED	-	-	-	1	2	-
				SUBTOTAL CATEGORY 1030	0	0	0	10	4	0
				PROJECT TOTAL	**110**	**250**	**125**	**125**	**60**	**330**

*ADDITIONAL QUANTITY IN "EROSION CONTROL ITEMS" TABLE

MOBILIZATIONS EROSION CONTROL

		628.1905 (EACH)	628.1910 EMERGENCY (EACH)
CATEGORY 1000			
USH 51 SB			
	STAGE 1	1	1
	STAGE 2	1	1
USH 51 SB SUBTOTAL		2	2
USH 51 NB (SOUTH LEG)			
	STAGE 1	1	1
	STAGE 2	-	-
USH 51 NB (SOUTH LEG) SUBTOTAL		1	1
USH 51 NB (NORTH LEG)			
	STAGE 1	1	1
	STAGE 2	-	-
USH 51 NB (NORTH LEG) SUBTOTAL		1	1
USH 14 WB AT USH 51			
	STAGE 1	1	1
	STAGE 2	-	-
USH 14 WB AT USH 51 SUBTOTAL		1	1
USH 14 WB AT STH 26			
	STAGE 1	1	1
	STAGE 2	1	1
	STAGE 3	1	1
	STAGE 4	-	-
USH 14 WB AT STH 26 SUBTOTAL		3	3
USH 14 AT IH 39			
	STAGE 1	2	1
	STAGE 2	1	1
	STAGE 3	2	1
	STAGE 4	1	1
USH 14 AT IH 39 SUBTOTAL		6	4
USH 14 AT WRIGHT RD			
	STAGE 1	1	1
USH 14 AT WRIGHT RD SUBTOTAL		1	1
STH 26 AT KETTERING ST			
	STAGE 1	1	1
STH 26 AT KETTERING ST SUBTOTAL		1	1
IH-39			
	STAGE 1	1	1
IH-39 SUBTOTAL		1	1
CATEGORY 1000 SUBTOTAL		17	15
CATEGORY 1010			
USH 14 AT LEXINGTON DR			
	STAGE 1	1	1
	STAGE 2	1	1
	STAGE 3	-	-
CATEGORY 1010 SUBTOTAL		2	2
CATEGORY 1020			
USH 14 AT PONTIAC DRIVE			
	STAGE 1	1	1
	STAGE 2	1	1
	STAGE 3	-	-
CATEGORY 1020 SUBTOTAL		2	2
CATEGORY 1030			
USH 14 AT DEERFIELD DR			
	STAGE 1	1	1
	STAGE 2	1	1
	STAGE 3	1	1
CATEGORY 1030 SUBTOTAL		3	3
PROJECT TOTAL		**24**	**22**

INLET PROTECTION

	STRUCT. NO.	ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A (EACH)	628.7010 INLET PROTECTION TYPE B (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7020 INLET PROTECTION TYPE D (EACH)
CATEGORY 1000								
USH 51 AT USH 14								
	50.0	NB USH 51 'TNA'	11+53	5.0' LT	--	--	--	1
	49.0	SB USH 51 'TSA'	11+53	0.0' RT	--	--	--	1
	44.0	EB USH 14 'HEA'	108+51	4.0' LT	--	--	1	--
	EX	WB USH 14 'HWA'	109+80	0.0' RT	--	--	1	--
	45.0	WB USH 14 'HWA'	113+09	14.0' RT	--	--	--	1
	46.0	WB USH 14 'HWA'	113+58	14.0' RT	--	--	--	1
	47.0	WB USH 14 'HWA'	114+13	12.0' RT	--	--	--	1
	48.0	WB USH 14 'HWA'	115+35	0.0' RT	--	--	1	--
STH 26 AT KETTERING								
	EX	KETTERING ST. 'KTA'	52+20	20.0' LT	--	--	1	--
	EX	KETTERING ST. 'KTA'	52+20	15.0' RT	--	--	1	--
USH 14 AT STH 26								
	EX	NB STH 26 'CEA'	27+85	5.0' LT	--	--	1	--
	EX	NB STH 26 'CEA'	27+85	30.0' RT	--	--	1	--
	EX	NB STH 26 'CEA'	28+10	30.0' RT	--	--	1	--
	2B	WB USH 14 'HWA'	216+31	27.0' LT	--	--	1	--
	2A	WB USH 14 'CRA'	216+36	14.0' RT	--	--	1	--
	EX	WB USH 14 'CRA'	216+20	30.0' LT	--	1	--	--
	2.0	WB USH 14 'CRA'	216+27	14.0' LT	1	--	1	--
	1.0	WB USH 14 'CRA'	216+50	14.0' LT	1	--	1	--
USH 14 AT SB ON-RAMP								
	30.0	SB ON RAMP 'HCA'	925+91	19.0' LT	1	--	1	--
	EX	SB ON RAMP 'HCA'	925+00	100.0' LT	1	--	1	--
	EX	SB ON RAMP 'HCA'	925+00	150.0' LT	1	--	1	--
USH 14 AT NB ON RAMP								
	33.0	WB USH 14 'HWA'	254+56	14.0' RT	1	--	1	--
	35.0	WB USH 14 'HAA'	917+86	20.0' RT	1	--	1	--
	36.0	WB USH 14 'HWA'	255+84	30.0' LT	1	--	1	--
IH39 NB OFF RAMP								
	EX	NB OFF RAMP 'HBA'	919+35	55.0' LT	--	1	--	--
USH 14 AT WRIGHT RD								
	EX	EB USH 14 'HEA'	280+20	25.0' LT	--	--	1	--
	EX	EB USH 14 'HEA'	280+30	25.0' LT	--	--	1	--
	EX	WB USH 14 'HWA'	280+25	0.0' RT	--	--	1	--
	EX	WB USH 14 'HWA'	280+35	65.0' LT	--	--	1	--
CATEGORY 1000 SUBTOTAL					8	2	22	5
CATEGORY 1010								
USH 14 AT LEXINGTON DR								
	3.0	EB USH 14 'HEA'	221+25	30.0' LT	1	--	1	--
	6.0	EB USH 14 'HEA'	222+79	30.0' LT	1	--	--	1
	EX	EB USH 14 'HEA'	222+75	35.0' RT	--	--	1	--
	5.0	EB USH 14 'HEA'	222+85	30.0' LT	1	--	1	--
	EX	WB USH 14 'HWA'	222+85	45.0' LT	--	--	--	1
	EX	WB USH 14 'HWA'	222+90	60.0' LT	--	--	--	1
	4.0	WB USH 14 'HWA'	222+93	4.0' RT	--	--	1	--
USH 14 AT LEXINGTON DR								
	8.0	EB USH 14 'HEA'	224+50	0.0' RT	--	--	1	--
	9.0	EB USH 14 'HEA'	225+25	0.0' RT	--	--	1	--
	13.0	EB USH 14 'HEA'	225+93	0.0' RT	--	--	1	--
	10.0	WB USH 14 'HWA'	225+35	30.0' RT	1	--	--	1
	11.0	WB USH 14 'HWA'	225+55	30.0' RT	1	--	1	--
CATEGORY 1010 SUBTOTAL					5	0	8	4
CATEGORY 1020								
USH 14 AT PONTIAC DRIVE								
	20.0	EB USH 14 'HEA'	233+15	30.0' LT	1	--	1	--
	19.0	EB USH 14 'HEA'	234+63	30.0' LT	1	--	1	--
	18.0	EB USH 14 'HEA'	234+75	30.0' LT	1	--	--	1
USH 14 AT PONTIAC DRIVE								
	23.0	EB USH 14 'HEA'	236+50	0.0' RT	1	--	1	--
	24.0	EB USH 14 'HEA'	236+50	12.0' LT	--	--	1	--
	25.0	EB USH 14 'HEA'	237+40	0.0' RT	1	--	1	--
	26.0	EB USH 14 'HEA'	237+40	13.0' LT	--	--	1	--
	27.0	EB USH 14 'HEA'	238+38	15.0' LT	--	--	1	--
	28.0	EB USH 14 'HEA'	238+38	0.0' RT	1	--	1	--
CATEGORY 1020 SUBTOTAL					6	0	8	1
CATEGORY 1030								
USH 14 AT DEERFIELD DR								
	EX	EB USH 14 'HEA'	262+20	25.0' LT	--	--	1	--
	EX	WB USH 14 'HWA'	262+30	5.0' RT	--	--	1	--
	42.00	WB USH 14 'HWA'	263+79	27.0' LT	--	--	1	--
	40.00	DEERFIELD 'DSR'	83+33	27.0' RT	--	--	--	1
	39.00	DEERFIELD 'DSR'	84+02	8.0' RT	--	--	1	--
	EX	DEERFIELD 'DSR'	85+00	25.0' LT	--	--	1	--
CATEGORY 1030 SUBTOTAL					0	0	5	1
		PROJECT TOTAL			**19**	**2**	**43**	**11**

LANDSCAPING ITEMS

	STATION - STATION	ALIGNMENT	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0205 FERTILIZER TYPE A (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	620.0200 SEEDING TEMPORARY (TON)
CATEGORY 1000									
USH 51 SB									
STAGE 1	16+83 - 21+70	TSA	-	146	146	0.4	16	-	16
USH 51 SB SUBTOTAL			0	146	146	0.4	16	0	16
USH 51 NB (SOUTH LEG)									
STAGE 1	7+90 - 11+91	TNA	-	412	-	0.6	27	-	27
USH 51 NB (SOUTH LEG) SUBTOTAL			0	412	0	0.6	27	0	27
USH 14 WB AT USH 51									
STAGE 1	112+32 - 118+05	HWA	-	685	647	0.9	38	-	38
USH 14 WB AT USH 51 SUBTOTAL			0	685	647	0.9	38	0	38
USH 14 WB AT STH 26									
STAGE 2	216+02 - 219+91	HWA	-	154	154	0.1	-	3	4
USH 14 WB AT STH 26 SUBTOTAL			0	154	154	0.1	0	3	4
USH 14 AT IH 39									
STAGE 1	242+84 - 244+49	HEA	-	260	177	0.3	-	9	13
	256+38 - 258+59	HWA	-	156	74	0.3	-	8	12
STAGE 2	244+27 - 244+70	HEA	-	90	45	0.1	-	2	3
	256+04 - 256+46	HWA	-	39	25	0.1	-	2	2
STAGE 3	239+65 - 243+84	HEA	-	1,102	970	1.0	-	28	41
	257+16 - 260+36	HWA	-	999	802	0.8	-	22	33
STAGE 4	244+14 - 256+57	HWA	-	920	907	1.2	-	35	53
USH 14 AT IH 39 SUBTOTAL			0	3,566	3,000	3.8	0	106	157
RAMP HAA									
STAGE 1	917+64 - 922+08	HAA	-	1,320	960	1.4	53	4	59
STAGE 3	917+73 - 928+53	HAA	1,937	7,918	7,896	5.0	214	-	214
RAMP HAA SUBTOTAL			1,937	9,238	8,856	6.4	267	4	273
RAMP HBA									
STAGE 1	913+60 - 920+85	HBA	-	1,822	1,314	1.7	71	2	74
RAMP HBA SUBTOTAL			0	1,822	1,314	1.7	71	2	74
RAMP HCA									
STAGE 1	922+57 - 926+14	HCA	-	1,215	920	1.2	47	2	50
STAGE 3	918+07 - 926+07	HCA	1,556	5,811	5,811	3.7	157	-	157
RAMP HCA SUBTOTAL			1,556	7,026	6,731	4.9	204	2	207
RAMP HDA									
STAGE 1	926+04 - 932+65	HDA	-	2,097	1,507	1.8	74	3	79
RAMP HDA SUBTOTAL			0	2,097	1,507	1.8	74	3	79
IH-39									
STAGE 1	897+68 - 907+45	NBB	-	813	813	1.3	57	-	57
IH-39 SUBTOTAL			0	813	813	1.3	57	0	57
	UNDISTRIBUTED		207	1,511	1,252	1.1	41	4	48
	SUBTOTAL CATEGORY 1000		3,700	27,470	24,420	23.0	795	124	980
CATEGORY 1010									
USH 14 AT LEXINGTON DR									
STAGE 2	218+91 - 229+09	HWA	-	409	326	0.3	-	7	11
	UNDISTRIBUTED		-	21	14	0.2	0	0	1
	SUBTOTAL CATEGORY 1010		0	430	340	0.5	0	7	12
CATEGORY 1020									
USH 14 AT PONTIAC DRIVE									
STAGE 2	230+80 - 241+65	HWA	-	585	403	0.5	-	11	16
	UNDISTRIBUTED		-	30	22	0.0	0	1	1
	SUBTOTAL CATEGORY 1020		0	615	425	0.5	0	12	17
CATEGORY 1030									
USH 14 AT DEERFIELD DR									
STAGE 2	260+39 - 265+33	HWA	-	938	584	0.6	-	17	25
	UNDISTRIBUTED		-	47	31	0.4	0	1	1
	SUBTOTAL CATEGORY 1030		0	985	615	1.0	0	18	26
	PROJECT TOTAL		**3,700**	**29,500**	**25,800**	**25.0**	**795**	**160**	**1,035**

REMOVING & MOVING SIGNS

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1000										
1R-01	D1-3	--	--	1	2	--	--	--	--	THREE DESTINATION (ARROWS)
1R-02	J3-1	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
1R-03	R5-1A	--	--	1	--	--	--	--	1R-02	WRONG WAY
2R-01	R4-7	--	--	1	1	--	--	--	--	KEEP RIGHT
2R-02	R5-1A	--	--	1	--	--	--	--	2R-03	WRONG WAY
2R-03	J3-3	--	--	1	2	--	--	--	--	DIRECTIONAL ASSEMBLY
2R-04	R5-1A	--	--	1	1	--	--	--	--	WRONG WAY
2R-05	J4-2	--	--	1	1	--	--	--	--	REASSURANCE ASSEMBLY
2R-06	R5-1	--	--	1	--	--	--	--	2R-05	DO NOT ENTER
2M-01	I55-56	--	--	--	--	--	1	1	--	ADOPT A HIGHWAY SPONSOR
3R-01	D1-3	--	--	1	2	--	--	--	--	THREE DESTINATION (ARROWS)
3R-02	J2-4	--	--	1	2	--	--	--	--	ROUTE TURN ASSEMBLY
3R-03	D2-2	--	--	1	2	--	--	--	--	DESTINATION/DISTANCE (TWO DESTINATION)
3M-01	R2-1	--	--	--	--	--	1	1	--	SPEED LIMIT [__] MPH
4R-01	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
4R-02	D1-3	--	--	1	2	--	--	--	--	THREE DESTINATION (ARROWS)
5R-01	R10-10L	--	--	1	--	--	--	--	SIGNAL POLE	LEFT TURN SIGNAL
5R-02	R10-10L	--	--	1	--	--	--	--	SIGNAL POLE	LEFT TURN SIGNAL
5R-03	R10-10A	--	--	1	--	--	--	--	SIGNAL POLE	AHEAD SIGNAL
5R-04	R10-10A	--	--	1	--	--	--	--	SIGNAL POLE	AHEAD SIGNAL
6R-01		--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
6R-02	W12-1D	--	--	1	1	--	--	--	--	DOUBLE DOWN ARROW
6R-03	J3-1	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
10R-01	J2-3	--	--	1	2	--	--	--	--	ROUTE TURN ASSEMBLY
10R-02	W13-3	--	--	1	1	--	--	--	--	RAMP SPEED [__] MPH
10R-03	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
10R-04	J4-1	--	--	1	1	--	--	--	--	REASSURANCE ASSEMBLY
10R-05	J4-1	--	--	1	1	--	--	--	--	REASSURANCE ASSEMBLY
10M-01	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY
11M-01	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY
11M-02	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY
11R-03	R3-8MM	--	--	1	--	--	--	--	11M-01	RIGHT ONLY/RIGHT ONLY
11R-04	R3-8MM	--	--	1	--	--	--	--	11M-02	RIGHT ONLY/RIGHT ONLY
11R-05	J2-1	--	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
12R-01	R1-2	--	--	1	1	--	--	--	--	YIELD
12R-02	R5-1	--	--	1	1	--	--	--	--	DO NOT ENTER
12R-03	R3-1	--	--	1	--	--	--	--	SIGNAL POLE	NO RIGHT TURN SYMBOL
12R-04	R10-5	--	--	1	--	--	--	--	SIGNAL POLE	LEFT ONGREEN ARROW ONLY
12R-05	W1-8	--	--	1	1	--	--	--	--	CHEVRON
12R-06	J2-2	--	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
12R-07	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
12R-08	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12R-09	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12R-10	R3-2	--	--	1	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
12R-11	J3-1	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
12R-12	R5-1	--	--	1	--	--	--	--	SIGNAL POLE	DO NOT ENTER
12R-13	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
12R-14	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12R-15	R10-10A	--	--	1	--	--	--	--	SIGNAL POLE	AHEAD SIGNAL
12R-16	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
12R-17	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12M-01	R3-2	--	--	--	--	--	1	--	SIGNAL POLE	NO LEFT TURN SYMBOL
13R-01	W1-8	--	--	1	1	--	--	--	--	CHEVRON
13R-02	W1-8	--	--	1	1	--	--	--	--	CHEVRON
13R-03	W1-8	--	--	1	1	--	--	--	--	CHEVRON
13R-04	W1-8	--	--	1	1	--	--	--	--	CHEVRON
13R-05	W1-8	--	--	1	1	--	--	--	--	CHEVRON
13R-06	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-01	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-02	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-03	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-04	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-05	W1-8	--	--	1	1	--	--	--	--	CHEVRON
14R-06	W1-8	--	--	1	1	--	--	--	--	CHEVRON
15R-01	W4-1	--	--	1	1	--	--	--	--	MERGING TRAFFIC SYMBOL (RIGHT)
16R-01	J2-1	--	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
16R-02	R3-8MM	--	--	1	--	--	--	--	16M-02	RIGHT ONLY/RIGHT ONLY
16R-03	R3-8MM	--	--	1	--	--	--	--	16M-03	RIGHT ONLY/RIGHT ONLY
16M-01	W3-3	--	--	--	--	--	1	1	--	SIGNAL AHEAD
16M-02	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY
16M-03	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY
17R-01	R5-1	--	--	1	1	--	--	--	--	DO NOT ENTER
17R-02	R3-2	--	--	1	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
17R-03	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17R-04	R5-1	--	--	1	1	--	--	--	--	DO NOT ENTER
17R-05	R3-1	--	--	1	--	--	--	--	17R-04	NO RIGHT TURN SYMBOL
SUBTOTAL				66	48		9	8		

3

REMOVING & MOVING SIGNS

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1000										
17R-06	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
17R-07	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17R-08	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
17R-09	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
17R-10	W4-1	--	--	1	1	--	--	--	--	MERGING TRAFFIC SYMBOL (RIGHT)
17R-11	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17R-12	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17R-13	R3-1	--	--	1	--	--	--	--	SIGNAL POLE	NO RIGHT TURN SYMBOL
17R-15	R10-5	--	--	1	--	--	--	--	SIGNAL POLE	LEFT ONGREEN ARROW ONLY
17R-16	R3-2	--	--	1	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
17R-17	R10-10A	--	--	1	--	--	--	--	SIGNAL POLE	AHEAD SIGNAL
17R-18	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
17R-19	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17R-20	D9-13C	--	--	1	1	--	--	--	--	EMERGENCY MEDICAL CARE
17R-21	J3-1	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
18R-01	R1-2	--	--	1	1	--	--	--	--	YIELD
18R-02	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-03	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-04	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-05	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-06	W1-3L	--	--	1	1	--	--	--	--	LEFT REVERSE TURN
18R-07	W13-1	--	--	1	--	--	--	--	18R-06	ADVISORY SPEED (YELLOW BACK)
18R-08	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-09	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18R-10	W1-8	--	--	1	1	--	--	--	--	CHEVRON
18M-01	R5-57	--	--	--	--	--	1	1	--	PEDESTRIANS, ETC., PROHIBITED
19R-01	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-02	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-03	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-04	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-05	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-06	W1-8	--	--	1	1	--	--	--	--	CHEVRON
19R-07	W1-8	--	--	1	1	--	--	--	--	CHEVRON
21R-01	J3-2	--	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
21R-02	E6-1	1	--	--	--	--	--	--	SIGN BRIDGE	EXIT GORE SIGN (OVERHEAD)
21R-03	W13-3	--	--	1	1	--	--	--	--	RAMP SPEED [__] MPH
21M-01	R2-1	--	--	--	--	--	1	1	--	SPEED LIMIT [__] MPH
21M-02	W12-2	--	--	--	--	--	1	1	--	LOW CLEARANCE SYMBOL
21M-03	D1-3	--	--	--	--	--	1	2	--	THREE DESTINATION (ARROWS)
26R-01	E6-51	1	--	--	--	--	--	--	SIGN BRIDGE	ADVANCED EXIT GUIDE SIGN (OVERHEAD)
26R-02	E6-1	1	--	--	--	--	--	--	SIGN BRIDGE	EXIT GORE SIGN (OVERHEAD)
26R-03	E6-1	1	--	--	--	--	--	--	SIGN BRIDGE	EXIT GORE SIGN (OVERHEAD)
26R-04	E5-1B	--	--	1	2	--	--	--	--	EXIT SIGN (LETTERS & ARROW) 1-4 DIGITS
26R-05	W13-2	--	--	1	1	--	--	--	--	EXIT SPEED [__] MPH
26R-06	E5-1B	--	--	1	2	--	--	--	--	EXIT SIGN (LETTERS & ARROW) 1-4 DIGITS
26R-07	E4-1A	1	2	--	--	--	--	--	--	EXIT DIRECTION SIGN WITH ARROW
26R-08	W13-2	--	--	1	1	--	--	--	--	EXIT SPEED [__] MPH
26M-01	CUSTOM	--	--	--	--	1	--	3	--	ADVANCED LOW CLEARANCE SIGN
26M-02	E5-1B	--	--	--	--	--	1	2	--	EXIT SIGN (LETTERS & ARROW) 1-4 DIGITS
CATEGORY 1000 SUBTOTAL		5	2	104	77	1	14	18		
CATEGORY 1010										
7R-01	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-02	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-03	R6-3	--	--	1	--	--	--	--	SIGNAL POLE	DIVIDED HIGHWAY SIGN CROSSROAD
7R-04	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
7R-05	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-06	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7R-07	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7R-08	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7R-09	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7R-10	R3-6L	--	--	1	--	--	--	--	SIGNAL ARM	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT & AHEAD ARROW
7R-11	R3-5R	--	--	1	--	--	--	--	SIGNAL ARM	LANE CONTROL SYMBOL W/ BLACK BORDER - RIGHT ARROW
7R-12	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-13	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
7R-14	R3-8A	--	--	1	--	--	--	--	7M-01	LEFT ONLY / AHEAD, RIGHT
7R-15	R3-8E	--	--	1	1	--	--	--	--	LEFT ONLY / AHEAD ONLY
7R-16	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-17	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7R-18	R1-1	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN
7R-19	-	--	--	1	--	--	--	--	SIGNAL POLE	RIGHT TURN OBEY STOP
7M-01	R3-7L	--	--	--	--	--	1	1	--	LEFT LANE MUST TURN LEFT
8R-01	J2-1	--	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
CATEGORY 1010 SUBTOTAL				20	2		1	1		

REMOVING & MOVING SIGNS

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1020										
8R-02	R5-1A	--	--	1	1	--	--	--	--	WRONG WAY
8R-03	R2-1	--	--	1	--	--	--	--	SIGNAL POLE	SPEED LIMIT [__] MPH
9R-01	R3-8A	--	--	1	1	--	--	--	--	LEFT ONLY / AHEAD, RIGHT
9R-02	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9R-03	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9R-04	R5-1	--	--	1	1	--	--	--	--	DO NOT ENTER
9R-05	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9R-06	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
9R-07	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9R-08	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9R-09	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
9R-10	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9R-11	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9R-12	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9R-13	W12-2	--	--	1	2	--	--	--	--	LOW CLEARANCE SYMBOL
9R-14	R3-4	--	--	1	1	--	--	--	--	NO U TURN SYMBOL
9R-15	R3-4	--	--	1	--	--	--	--	9R-14	NO U TURN SYMBOL
CATEOGORY 1020 SUBTOTAL				17	6					
CATEGORY 1030										
22R-01	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-02	R10-11F	--	--	1	--	--	--	--	SIGNAL POLE	NO TURN ON RED FROM LEFT LANE
22R-03	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22R-04	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22R-05	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22R-06	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22R-07	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-08	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-09	R10-11F	--	--	1	--	--	--	--	SIGNAL POLE	NO TURN ON RED FROM LEFT LANE
22R-10	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-11		--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
22R-12	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-13	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-14	W12-1D	--	--	1	1	--	--	--	--	DOUBLE DOWN ARROW
22R-15	R3-7R	--	--	1	1	--	--	--	--	RIGHT LANE MUST TURN RIGHT
22R-16	R7-1D	--	--	1	--	--	--	--	22R-15	NO PARKING ANY TIME (DOUBLE ARROW)
22R-17	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22R-18	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22R-19	R3-4	--	--	1	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22R-20	R4-7	--	--	1	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22R-21	R10-10L	--	--	1	--	--	--	--	SIGNAL POLE	LEFT TURN SIGNAL
22R-22		--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
22R-23	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22R-24	R6-2R	--	--	1	--	--	--	--	SIGNAL POLE	ONE WAY RIGHT ARROW
22R-25	R1-1F	--	--	1	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
CATEGORY 1030 SUBTOTAL				23	2					
PROJECT TOTAL		**5**	**2**	**164**	**87**	**1**	**15**	**19**		

PERMANENT SIGNING TYPE II

SIGN #	SIGN CODE	SIGN SIZE w IN X H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 WOOD POSTS 4X6-INCH 12 FT EACH	634.0614 WOOD POSTS 4X6-INCH 14 FT EACH	634.0616 WOOD POSTS 4X6-INCH 16 FT EACH	634.0618 WOOD POSTS 4X6-INCH 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1000											
1-01	D1-3	72 X 42	21	--	--	--	--	--	2	--	THREE DESTINATION (ARROWS)
1-02	J3-1	24 X 57	9.5	--	--	--	--	--	1	--	DIRECTIONAL ASSEMBLY
1-03	R5-1A	36 X 24	6	--	--	--	--	1	--	--	WRONG WAY
2-01	R4-7	24 X 30	5	--	--	--	1	--	--	--	KEEP RIGHT
2-02	R5-1A	36 X 24	6	--	--	--	--	--	--	2-03	WRONG WAY
2-03	J3-3	72 X 57	28.5	--	--	--	--	--	2	--	DIRECTIONAL ASSEMBLY
2-04	R5-1A	36 X 24	6	--	--	--	--	1	--	--	WRONG WAY
2-05	J4-2	48 X 36	12	--	--	--	--	1	--	--	REASSURANCE ASSEMBLY
2-06	R5-1	30 X 30	6.25	--	--	--	--	--	--	2-05	DO NOT ENTER
3-01	D1-3	72 X 42	21	--	--	--	--	--	2	--	THREE DESTINATION (ARROWS)
3-02	J2-4	96 X 57	38	--	--	--	--	--	2	--	ROUTE TURN ASSEMBLY
3-03	D2-2	72 X 24	12	--	--	--	--	2	--	--	DESTINATION/DISTANCE (TWO DESTINATIOI
4-01	J3-2	48 X 57	19	--	--	--	--	--	1	--	DIRECTIONAL ASSEMBLY
4-02	D1-3	72 X 42	21	--	--	--	--	--	2	--	THREE DESTINATION (ARROWS)
4-03	R3-20R	24 X 36	6	--	--	--	--	1	--	--	BEGIN RIGHT TURN LANE
5-01	R4-7	24 X 30	5	--	--	--	1	--	--	--	KEEP RIGHT
5-02	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
6-01			--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
6-02	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
6-03	R3-8MM	36 X 30	7.5	--	--	--	1	--	--	--	RIGHT ONLY/RIGHT ONLY
6-04	J3-1	24 X 57	9.5	--	--	--	--	1	--	--	DIRECTIONAL ASSEMBLY
6-06	R3-20R	24 X 36	6	--	--	--	--	1	--	--	BEGIN RIGHT TURN LANE
6-07	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
10-01	J2-3	72 X 57	28.5	--	--	--	--	--	2	--	ROUTE TURN ASSEMBLY
10-03	J3-2	48 X 57	19	--	--	--	--	--	1	--	DIRECTIONAL ASSEMBLY
10-04	J4-2	48 X 36	12	--	--	--	--	1	--	--	REASSURANCE ASSEMBLY
10-05	J4-1	30 X 36	7.5	--	--	--	--	1	--	--	REASSURANCE ASSEMBLY
10-06	J4-1	30 X 36	7.5	--	--	--	1	--	--	--	REASSURANCE ASSEMBLY
10-07	R3-7R	30 X 30	6.25	--	--	--	--	1	--	--	RIGHT LANE MUST TURN RIGHT
11-01	R3-8BBB	72 X 30	15	--	--	--	--	2	--	--	LEFT ONLY (2) / RIGHT ONLY (2)
11-02	R3-8BBB	72 X 30	15	--	--	--	--	2	--	--	LEFT ONLY (2) / RIGHT ONLY (2)
11-03	J2-2	48 X 57	19	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
11-04	J2-2	48 X 57	19	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
12-01	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
12-02	R5-1A	36 X 24	6	--	--	--	--	1	--	--	WRONG WAY
12-03	R5-1A	36 X 24	6	--	--	--	1	--	--	--	WRONG WAY
12-04	J3-2	48 X 57	19	--	--	--	--	1	--	--	DIRECTIONAL ASSEMBLY
12-05	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12-06	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12-07	R3-2	36 X 36	9	--	--	--	--	1	--	--	NO LEFT TURN SYMBOL
12-08	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
12-09	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
12-10	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12-11	J2-2	48 X 57	19	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
12-12	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
12-13	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
12-14	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12-15	R1-1F	36 X 36	--	7.46	--	--	--	--	--	12-22	STOP SIGN (FOLDING)
12-16	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
12-17	J3-1	24 X 57	9.5	--	--	--	--	1	--	11M-02	DIRECTIONAL ASSEMBLY
12-18	J3-1	24 X 57	9.5	--	--	--	--	1	--	11M-01	DIRECTIONAL ASSEMBLY
12-19	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
12-20	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
12-21	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
12-22	R5-1	36 X 36	9	--	--	--	--	1	--	--	DO NOT ENTER
12-23	R6-2R	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY RIGHT ARROW
12-24	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
12-25	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
16-01	J2-2	48 X 57	19	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
16-02	J2-2	48 X 57	19	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
16-03	R3-8BBB	72 X 30	15	--	--	--	--	2	--	--	LEFT ONLY (2) / RIGHT ONLY (2)
16-04	R3-8BBB	72 X 30	15	--	--	--	--	2	--	--	LEFT ONLY (2) / RIGHT ONLY (2)
17-01	J3-1	24 X 57	9.5	--	--	--	--	1	--	16M-02	DIRECTIONAL ASSEMBLY
17-02	R1-1F	36 X 36	--	7.46	--	--	--	--	--	17-03	STOP SIGN (FOLDING)
17-03	R5-1	36 X 36	9	--	--	--	--	1	--	--	DO NOT ENTER
17-04	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
17-05	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-06	R5-1A	36 X 24	6	--	--	--	1	--	--	--	WRONG WAY
17-07	J3-2	48 X 57	19	--	--	--	--	1	--	--	DIRECTIONAL ASSEMBLY
17-08	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-09	J3-2	48 X 57	19	--	--	--	--	1	--	--	DIRECTIONAL ASSEMBLY
17-10	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
17-11	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
17-12	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
17-13	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
SUBTOTAL			712.00	74.60	12.00	3	6	37	15		

PERMANENT SIGNING TYPE II

SIGN #	SIGN CODE	SIGN SIZE w X H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	WOOD POSTS 4X6-INCH 634.0612 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1000											
17-14	R3-2	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
17-15	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-16	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-17	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
17-18	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
17-19	R3-2	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
17-20	R6-2R	30 X 36	7.5	--	--	--	--	--	--	SIGNAL POLE	ONE WAY RIGHT ARROW
17-21	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
17-22	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-23	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
17-24	D9-13C	24 X 45	7.5	--	--	--	--	1	--	--	EMERGENCY MEDICAL CARE
17-25	J3-1	24 X 57	9.5	--	--	--	--	1	--	16M-03	DIRECTIONAL ASSEMBLY
17-26	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
17-27	R3-1	24 X 24	4	--	--	--	1	--	--	--	NO RIGHT TURN SYMBOL
21-01	R3-7R	30 X 30	6.25	--	--	--	--	1	--	--	RIGHT LANE MUST TURN RIGHT
21-02	J2-2	48 X 57	19	--	--	--	--	--	1	--	ROUTE TURN ASSEMBLY
CATEGORY 1000 SUBTOTAL			805.75	104.44	16.00	4	7	40	16		
CATEGORY 1010											
6-05	R3-20L	24 X 36	6	--	--	--	--	1	--	--	BEGIN LEFT TURN LANE
7-01	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-02	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
7-03	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7-04	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-05	R6-3	30 X 24	5	--	--	--	--	--	--	SIGNAL POLE	DIVIDED HIGHWAY SIGN CROSSROAD
7-06	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7-07	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-08	R3-8W	54 X 30	11.25	--	--	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / RIGHT ONLY
7-09	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
7-10	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-11	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-12	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
7-13	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
7-14	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-15	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7-16	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
7-17	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
7-18	R5-1	36 X 36	--	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
7-19	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
8-01	J2-1	24 X 57	9.5	--	--	--	--	1	--	--	ROUTE TURN ASSEMBLY
CATEGORY 1010 SUBTOTAL			93.75	52.22			2	4			
CATEGORY 1020											
8-02	R5-1A	36 X 24	6	--	--	--	1	--	--	--	WRONG WAY
8-03	R2-1	24 X 30	5	--	--	--	1	--	--	--	SPEED LIMIT [__] MPH
9-01	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-02	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9-03	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9-04	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-05	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-06	R1-1F	36 X 36	--	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-07	W12-2	36 X 36	--	--	9	--	--	1	--	--	LOW CLEARANCE SYMBOL
9-08	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
9-09	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9-10	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
9-11	R1-1F	36 X 36	-	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-12	R3-4	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
9-13	R1-1F	36 X 36	-	7.46	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
9-14	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
9-15	R5-1	36 X 36	9	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
9-16	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
9-17	R3-7L	30 X 30	6.25	--	--	--	1	--	--	--	LEFT LANE MUST TURN LEFT
9-18	R3-8W	54 X 30	11.25	--	--	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / RIGHT ONLY
9-19	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
10-02	R3-20L	24 X 36	6	--	--	--	--	1	--	--	BEGIN LEFT TURN LANE
CATEGORY 1020 SUBTOTAL			105.50	44.76	9.00		5	4			

PERMANENT SIGNING TYPE II

SIGN #	SIGN CODE	SIGN SIZE w X H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	WOOD POSTS 4X6-INCH 634.0612 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY 1030											
22-01	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22-02	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-03	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-04	R10-11F	30 X 36	7.5	--	--	--	--	--	--	SIGNAL POLE	NO TURN ON RED FROM LEFT LANE
22-05	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-06	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-07	R5-1	30 X 30	6.25	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
22-08	R5-1	30 X 30	6.25	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
22-09	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
22-10	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22-11	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22-12	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
22-13	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22-14	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-15			--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
22-16	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-17	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-18	R7-1D	18 X 24	3	--	--	--	--	--	--	22-19	NO PARKING ANY TIME (DOUBLE ARROW)
22-19	R3-7R	30 X 30	6.25	--	--	--	--	1	--	--	RIGHT LANE MUST TURN RIGHT
22-20	W12-1D	24 X 24	--	--	4	1	--	--	--	--	DOUBLE DOWN ARROW
22-21	R10-10L	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	LEFT TURN SIGNAL
22-22	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-23	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-24	R6-2R	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	ONE WAY RIGHT ARROW
22-25			--	--	--	--	--	--	--	--	SIGN NUMBER NOT USED
22-26	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22-27	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-28	R1-1F	30 X 30	--	5.18	--	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
22-29	R5-1	30 X 30	6.25	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
22-30	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22-31	R4-7	24 X 30	5	--	--	--	--	--	--	SIGNAL POLE	KEEP RIGHT
22-32	R5-1	30 X 30	6.25	--	--	--	--	--	--	SIGNAL POLE	DO NOT ENTER
22-33	R6-2L	30 X 36	7.5	--	--	--	--	1	--	--	ONE WAY LEFT ARROW
22-34	R3-4	24 X 24	4	--	--	--	--	--	--	SIGNAL POLE	NO U TURN SYMBOL
22-35	CUSTOM	48 X 72	24	--	--	--	--	--	--	S-53-96	OVERHEAD GUIDE SIGN
22-36	CUSTOM	48 X 72	24	--	--	--	--	--	--	S-53-96	OVERHEAD GUIDE SIGN
CATEGORY 1030 SUBTOTAL			150.75	56.98	8.00	2		3			
PROJECT TOTAL			**1155.75**	**258.40**	**33.00**	**6**	**14**	**51**	**16**		

REVISING SIGNING TYPE I

SIGN #	SIGN CODE	638.3210 REVISING SIGNS TYPE I EACH	REMARKS
CATEGORY 1000			
26-01	E1-1A	1	REVISE EXIT NUMBER
26-03	E6-1	1	REVISE EXIT NUMBER
27-01	E6-51	1	REVISE EXIT NUMBER
27-02	E6-51	1	REVISE EXIT NUMBER
27-03	E1-1A	1	REVISE EXIT NUMBER
27-04	E1-1A	1	REVISE EXIT NUMBER
27-05	E1-1A	1	REVISE EXIT NUMBER
CATEGORY 1000 TC		7	

PERMANENT SIGNING TYPE I

SIGN #	SIGN CODE	SIGN SIZE w X H IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	REMARKS
CATEGORY 1000				
26-02	E6-51	204 X 120	155	OVERHEAD EXIT GUIDE SIGN
CATEGORY 1000 TOTALS			155	
PROJECT TOTAL			**155**	

SEMI-PERMANENT TRAFFIC CONTROL

LOCATION	643.0453 BARRICADES TYPE III PERMANENT EACH	SPV.0060.201 ONE SIDED VERTICAL PANELS EACH	SPV.0060.202 ONE SIDED VERTICAL PANEL REPLACEMENTS EACH
CATEGORY 1000			
IH 39/90	8	35	20
PROJECT TOTAL	**8**	**35**	**20**

OVERHEAD SIGN SUPPORT

STRUCTURE	STATION	LOCATION	641.8100 LS	REMARKS
CATEGORY 1000				
S-53-96	80+25 'DNA'	DEERFIELD DR.	1	MOUNT SIGN 4-17 AND 4-18
		PROJECT TOTAL	**1**	

TEMPORARY PAVEMENT MARKING

STAGE	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS (LF)	647.0955 REMOVING PAVEMENT MARKINGS ARROWS (EA)	647.0965 REMOVING PAVEMENT MARKINGS WORDS (EA)	649.0200 REFLECTIVE PAINT 4-INCH YELLOW (LF)	649.0200 REFLECTIVE PAINT 4-INCH WHITE (LF)	649.0400 REMOVABLE TAPE 4-INCH YELLOW (LF)	649.0400 REMOVABLE TAPE 4-INCH WHITE (LF)	649.1200 STOP LINE REMOVABLE TAPE 18-INCH WHITE (LF)
CATEGORY 1000									
	USH 51 SB								
STAGE 1	USH 51 SB	-	-	-	-	-	-	40	-
	UNDISTRIBUTED	1500	2	2	500	500	500	500	200
	CATEGORY 1000 TOTALS	1500	2	2	500	500	500	540	200
CATEGORY 1010									
	UNDISTRIBUTED	500	-	-	100	100	100	100	100
	CATEGORY 1010 TOTALS	500	0	0	100	100	100	100	100
CATEGORY 1020									
	UNDISTRIBUTED	500	-	-	100	100	100	100	100
	CATEGORY 1020 TOTALS	500	0	0	100	100	100	100	100
CATEGORY 1030									
	USH 14 AT DEERFIELD AVE								
STAGE 2	DEERFIELD AVE	-	2	-	-	-	-	350	-
	UNDISTRIBUTED	-	2	-	100	100	100	100	100
	CATEGORY 1030 TOTALS	0	4	0	100	100	100	450	100
	PROJECT TOTAL	**2500**	**6**	**2**	**800**	**800**	**800**	**1190**	**500**

PAVEMENT MARKING

STATION	TO	STATION	LOCATION	646.0106 EPOXY 4-INCH (WHITE) (LF)	646.0106 EPOXY 4-INCH (YELLOW) (LF)	646.0126 EPOXY 8-INCH (WHITE) (LF)	647.0110 RAILROAD CROSSINGS EPOXY (EACH)	647.016 ARROWS EPOXY TYPE 1 (EACH)	647.0166 ARROWS EPOXY TYPE 2 (EACH)	647.0356 WORDS EPOXY (EACH)	647.0456 CURB EPOXY (LF)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EACH)	647.0726 DIAGONAL EPOXY 12-INCH (LF)	647.0766 CROSSWALK EPOXY 6-INCH (LF)
CATEGORY 1000															
07+92	-	13+63	USH 14/USH 51 'TNA'	400	--	255	--	--	3	2	--	35	--	--	--
16+96	-	23+21	USH 14/USH 51 'TSA'	510	970	365	--	--	2	1	10	--	1	100	--
111+00	-	167+50	USH 14 EB/WB 'HEA'	13,665	10,865	1,480	2	--	3	2	--	30	--	--	--
167+50	-	188+00	USH 14 EB/WB 'HEA'	4,380	3,580	1,790	4	--	--	--	--	100	--	--	--
188+00	-	202+00	USH 14 EB/WB 'HEA'	625	--	325	2	--	--	--	--	70	--	--	--
202+00	-	215+00	USH 14 EB/WB 'HEA'	600	--	1,685	--	--	--	--	--	105	--	--	275
51+75	-	53+75	STH 26/KETTERING ST 'KTA'	--	240	140	--	--	2	--	20	45	2	60	--
215+00	-	220+00	USH 14/STH 26 'HEA'	845	--	225	--	--	5	2	--	80	--	--	265
240+50	-	245+31	SB RAMP TERMINAL 'HEA'	1,235	880	400	--	--	3	2	80	25	2	40	--
925+90	-	932+65	SB OFF-RAMP 'HDA'	75	680	1,035	--	--	12	8	20	85	1	--	--
914+19	-	926+00	SB ON-RAMP 'HCA'	1,215	1,210	--	--	--	--	--	--	--	--	--	--
245+31	-	255+14	BETWEEN TERMINALS 'HEA'	1,950	1,610	800	--	--	7	5	160	80	2	990	--
255+14	-	260+25	NB RAMP TERMINAL 'HEA'	1,305	880	445	--	--	7	4	45	25	1	40	--
913+60	-	921+09	NB OFF-RAMP 'HBA'	75	770	1,100	--	--	12	8	40	70	1	--	--
917+50	-	932+39	NB ON-RAMP 'HAA'	1,500	1,490	--	--	--	--	--	--	--	--	--	--
268+50	-	281+00	USH 14 EB/WB 'HEA'	2,920	1,780	615	--	--	--	--	--	55	1	--	215
897+68	-	908+00	IH 39/90 NB 'NBB'	980	--	815	--	--	--	--	--	--	--	--	--
			NB "SEMI-PERMANENT TRAFFIC CONTROL"	310	--	--	--	--	--	--	--	--	--	--	--
			SB "SEMI-PERMANENT TRAFFICN CONTROL"	200	--	--	--	--	--	--	--	--	--	--	--
			UNDISTRIBUTED	510	445	325	--	--	--	--	25	20	--	70	15
			CATEGORY 1000 SUBTOTALS	33,300	25,400	11,800	8	0	56	34	400	825	11	1,300	770
CATEGORY 1010															
43+45	-	44+33	USH 14/LEXINGTON DR 'LSA'	--	--	160	--	2	4	3	10	55	1	--	--
220+00	-	223+50	USH 14/LEXINGTON DR 'HEA'	155	290	365	--	--	3	2	10	55	1	185	--
40+84	-	42+00	USH 14/LEXINGTON DR 'LNA'	--	--	175	--	2	4	3	10	50	1	--	--
223+50	-	229+50	USH 14/LEXINGTON DR 'HEA'	1,315	875	500	--	--	3	2	15	55	1	260	--
			UNDISTRIBUTED	20	--	95	--	--	--	--	5	10	--	25	--
			CATEGORY 1010 SUBTOTALS	1,490	1,165	1,295	0	4	14	10	50	225	4	470	0
CATEGORY 1020															
53+71	-	53+98	USH 14/PONITAC DR 'PSA'	--	--	85	--	--	2	--	10	30	1	--	140
229+50	-	235+50	USH 14/PONTIAC DR 'HEA'	1,400	755	405	--	--	4	1	25	60	1	195	--
51+25	-	51+72	USH 14/PONTIAC DR 'PNA'	--	--	230	--	1	2	--	10	45	1	--	175
235+50	-	240+50	USH 14/PONTIAC DR 'HEA'	925	545	150	--	--	3	2	25	55	1	320	200
			UNDISTRIBUTED	--	--	90	--	--	--	--	5	5	--	25	30
			CATEGORY 1020 SUBTOTALS	2,325	1,300	960	0	1	11	3	75	195	4	540	545
CATEGORY 1030															
82+72	-	85+62	USH 14/DEERFIELD DR 'DSA'	--	--	980	--	--	8	4	30	75	1	25	240
260+25	-	263+00	USH 14/DEERFIELD DR 'HEA'	350	240	420	--	--	--	2	10	65	1	--	215
81+40	-	81+50	USH 14/DEERFIELD DR 'DNA'	--	--	--	--	--	--	--	10	55	1	--	185
263+00	-	268+50	USH 14/DEERFIELD DR 'HEA'	1,070	240	715	--	--	4	2	20	55	2	45	225
			UNDISTRIBUTED	5	15	80	--	--	--	--	5	10	--	5	40
			CATEGORY 1030 SUBTOTALS	1,425	495	2,195	0	0	12	8	75	260	5	75	905
			PROJECT SUBTOTALS	38,540	28,360	16,250	8	5	93	55	600	1,505	24	2,385	2,220
			PROJECT TOTALS	**66,900**		**16,250**	**8**	**5**	**93**	**55**	**600**	**1,505**	**24**	**2,385**	**2,220**

TRAFFIC CONTROL DEVICES

STAGE	LOCATION	# OF DAYS	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III (DAYS)	643.0500 FLEXIBLE TUBULAR MARKER POSTS (EA)	643.0600 FLEXIBLE TUBULAR MARKER BASES (EA)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0800 ARROW BOARDS (DAYS)	643.0900 SIGNS (DAYS)	643.0920 COVERING SIGNS TYPE II (EA)	643.1050 SIGNS PCMS (DAYS)	643.3000 DETOUR SIGNS (DAYS)	SPV.0045.200 TEMPORARY CROSSWALK ACCESS (DAYS)
CATEGORY 1000														
USH 51 SB														
STAGE 1	USH 51 SB	5	285	15	10	10	26	85	5	30	-	5	-	-
STAGE 2	USH 51 SB	5	350	5	-	-	9	50	-	55	-	5	-	-
USH 51 SB SUBTOTALS			635	20	10	10	35	135	5	85	0	10	0	0
USH 51 NB (SOUTH LEG)														
STAGE 1	USH 51 NB	4	152	4	-	-	7	24	-	28	-	4	-	-
STAGE 2	USH 51 NB	4	160	8	-	-	14	44	-	28	-	4	-	-
USH 51 NB (SOUTH LEG) SUBTOTALS			312	12	0	0	21	68	0	56	0	8	0	0
USH 51 NB (NORTH LEG)														
STAGE 1	USH 51 NB	4	96	-	-	-	-	36	-	32	-	4	-	-
STAGE 2	USH 51 NB	4	88	4	-	-	7	40	4	28	-	4	-	-
USH 51 NB (NORTH LEG) SUBTOTALS			184	4	0	0	7	76	4	60	0	8	0	0
USH 14 EB AT USH 51														
STAGE 1	USH 14 EB	3	180	8	-	-	14	44	4	28	-	4	-	-
STAGE 2	USH 14 EB	3	180	8	-	-	14	44	0	28	-	4	-	-
USH 14 WB AT USH 51 SUBTOTALS			360	16	0	0	28	88	4	56	0	8	0	0
USH 14 WB AT USH 51														
STAGE 1	USH 14 WB	4	204	4	-	-	7	72	4	48	-	4	-	-
STAGE 2	USH 14 WB	4	108	8	-	-	14	56	4	44	-	4	-	-
USH 14 WB AT USH 51 SUBTOTALS			312	12	0	0	21	128	8	92	0	8	0	0
USH 14 WB AT STH 26														
STAGE 1	USH 14 WB	8	536	40	-	-	70	96	8	120	-	16	-	8
STAGE 2	USH 14 WB	9	512	27	-	-	42	108	9	104	-	18	-	9
	STH 26 NB		324	18	-	-	28	108	9	108	-	18	-	-
STAGE 3	USH 14 WB	7	126	7	-	-	12	-	-	70	-	14	-	7
	STH 26 NB		245	18	-	-	28	84	7	84	-	14	-	-
STAGE 4	USH 14 WB	6	210	12	-	-	21	24	-	77	-	12	-	6
	STH 26 NB		504	56	-	-	98	144	12	98	-	12	-	-
USH 14 WB AT STH 26 SUBTOTALS			2,457	178	0	0	299	564	45	661	0	104	0	30
IH 39 & USH 14 INTERCHANGE														
STAGE 1	USH 14	44	9,724	396	-	-	693	880	88	1,276	-	88	-	-
	RAMP HBA		1,100	-			-	-	44	396	-	44	-	-
	RAMP HDA		1,100	-			-	-	44	396	-	44	-	-
STAGE 2	USH 14	20	3,040	400	-	-	700	400	40	500	-	40	-	-
	RAMP HBA		500	40	-	-	70	-	20	160	-	20	-	-
	RAMP HDA		500	40	-	-	70	-	20	160	-	20	-	-
STAGE 3	USH 14	20	2,580	80	-	-	140	400	40	460	-	40	-	-
	DEERFIELD AVE		400	40	-	-	70	200	20	100	-	20	-	-
	RAMP HBA		-	-	-	-	-	-	-	20	-	20	-	-
	RAMP HDA		-	-	-	-	-	-	-	20	-	20	-	-
STAGE 4	USH 14	16	2,752	192	-	-	336	320	32	352	-	32	-	-
	DEERFIELD AVE		320	32	-	-	56	160	16	80	-	16	-	-
IH 39 & USH 14 INTERCHANGE SUBTOTALS			22,016	1,220	0	0	2,135	2,360	364	3,920	0	404	0	0
IH 39/90 NB														
STAGE 1	IH 39/90 NB	10	520	20	-	-	35	170	20	160	-	10	-	-
IH 39/90 NB SUBTOTAL			520	20	0	0	35	170	20	160	0	10	0	0
USH 14 AT WRIGHT RD														
STAGE 1	USH 14	8	-	-	-	-	-	-	-	64	-	16	-	8
	WRIGHT RD		-	-	-	-	-	-	-	64	-	8	-	-
	LUCEY ST		-	-	-	-	-	-	-	8	-	0	-	-
	MIDVALE DR		-	-	-	-	-	-	-	8	-	0	-	-
USH 14 AT WRIGHT RD SUBTOTALS			0	0	0	0	0	0	0	144	0	24	0	8
STH 26 AT KETTERING ST														
STAGE 1	STH 26	8	-	-	-	-	-	-	-	64	-	16	-	-
	KETTERING ST		-	-	-	-	-	-	-	64	-	8	-	-
	E FRONTAGE RD		-	-	-	-	-	-	-	8	-	0	-	-
	E ROTAMER RD		-	-	-	-	-	-	-	8	-	0	-	-
			0	0	0	0	0	0	0	144	0	24	0	0
DETOURS														
	USH 14 EB	3	-	30	-	-	24	-	-	-	5	15	264	-
	USH 14 WB	3	-	30	-	-	24	-	-	-	5	15	246	-
	IH 39/90 SB ON RAMP	2	-	8	-	-	14	-	-	-	-	20	12	-
	IH 39/90 NB ON RAMP	3	-	12	-	-	21	-	-	-	-	18	18	-
DETOURS SUBTOTAL			0	80	0	0	83	0	0	0	10	68	540	0
CABINET SWITCHES		1	-	-	-	-	-	-	-	-	-	22	-	-
ELECTRICAL INSTALLATION		5	300	50	-	-	50	50	-	56	-	-	-	-
	UNDISTRIBUTED		1,404	88	1	1	136	186	25	266	1	32	35	3
	CATEGORY 1000 TOTALS		28,500	1,700	11	11	2,850	3,825	475	5,700	11	730	575	41

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TRAFFIC CONTROL DEVICES

STAGE	LOCATION	# OF DAYS	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III (DAYS)	643.0500 FLEXIBLE TUBULAR MARKER POSTS (EA)	643.0600 FLEXIBLE TUBULAR MARKER BASES (EA)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0800 ARROW BOARDS (DAYS)	643.0900 SIGNS (DAYS)	643.0920 COVERING SIGNS TYPE II (EA)	643.1050 SIGNS PCMS (DAYS)	643.3000 DETOUR SIGNS (DAYS)	SPV.0045.200 TEMPORARY CROSSWALK ACCESS (DAYS)
CATEGORY 1010														
USH 14 AT LEXINGTON DR														
STAGE 1	USH 14	4	380	-	-	-	-	-	8	56	-	8	-	0
STAGE 2	USH 14	19	3,496	418	-	-	732	456	38	494	-	38	-	-
	STH 26		304	38	-	-	67	-	19	133	-	38	-	-
	LEXINGTON DR		570	171	-	-	299	95	-	380	-	57	-	-
STAGE 3	USH 14	7	175	14	-	-	67	91	7	247	-	14	-	-
	STH 26		112	14	-	-	67	-	7	133	-	14	-	-
CABINET SWITCHES		1	-	-	-	-	-	-	-	-	-	2	-	-
	UNDISTRIBUTED		263	35	-	-	60	33	6	77	-	9	-	-
	CATEGORY 1010 TOTALS		5,300	690	0	0	1,290	675	85	1,520	0	180	0	0
CATEGORY 1020														
USH 14 AT PONTIAC DR														
STAGE 1	USH 14	3	300	-	-	-	-	-	6	42	-	6	-	3
STAGE 2	USH 14	20	2,600	440	-	-	770	400	40	460	-	40	-	20
	PONTIAC DR		700	80	-	-	140	-	-	300	-	80	-	20
STAGE 3	USH 14	7	504	28	-	-	49	140	14	126	-	14	-	7
CABINET SWITCHES		1	-	-	-	-	-	-	-	-	-	2	-	-
	UNDISTRIBUTED		221	32			41	30	5	52	-	8	-	2
	CATEGORY 1020 TOTALS		4,325	580	0	0	1,000	570	65	980	0	150	0	52
CATEGORY 1030														
USH 14 AT DEERFIELD AVE														
STAGE 1	USH 14	4	340	12	-	-	21	40	4	40	-	8	-	4
STAGE 2	USH 14	13	559	39	-	-	68	130	13	130	-	26	-	13
	DEERFIELD AVE		793	52	-	-	91	130	26	91	-	26	-	-
STAGE 3	USH 14	13	1,235	52	-	-	91	130	13	130	-	26	-	13
	DEERFIELD AVE		845	26			46	65	13	65	-	26	-	-
CABINET SWITCHES		1	-	-	-	-	-	-	-	-	-	2	-	-
	UNDISTRIBUTED		203	24	0	0	18	35	6	44	0	6	-	2
	CATEGORY 1030 TOTALS		3,975	205	0	0	335	530	75	500	0	120	0	32
PROJECT TOTAL			**42,100**	**3,175**	**11**	**11**	**5,475**	**5,600**	**700**	**8,700**	**11**	**1,180**	**575**	**125**

SAWING CONCRETE AND ASPHALT

LOCATION			690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CATEGORY 1000				
USH 51 SOUTHBOUND				
STAGE 1	SHOULDER/LANE WIDENING		360	90
	DRIVEWAYS		160	-
STAGE 2	MEDIAN REPAIRS		190	-
	CONCRETE REPAIR/REPLACEMENTS		-	130
USH 51 SOUTHBOUND SUBTOTAL			710	220
USH 51 NORTHBOUND, SOUTH LEG				
STAGE 1	SHOULDER/LANE WIDENING		355	230
STAGE 2	CONCRETE REPAIR/REPLACEMENTS		-	290
USH 51 NORTHBOUND, SOUTH LEG SUBTOTAL			355	520
USH 51 NORTHBOUND, NORTH LEG				
STAGE 1	SHOULDER/LANE WIDENING		200	-
STAGE 2	CONCRETE REPAIR/REPLACEMENTS		-	560
USH 51 NORTHBOUND, NORTH LEG SUBTOTAL			200	560
USH 14 EB AT USH 51				
STAGE 1	CONCRETE REPAIR/REPLACEMENTS		-	100
STAGE 2	CONCRETE REPAIR/REPLACEMENTS		-	50
USH 14 EB AT USH 51 SUBTOTAL			0	150
USH 14 WB AT USH 51				
STAGE 1	SHOULDER/LANE WIDENING		6	140
STAGE 2	CONCRETE REPAIR/REPLACEMENTS		-	435
	CURB REPAIRS		-	75
USH 14 WB AT USH 51 SUBTOTAL			6	650
STH 26 AT KETTERING				
	MEDIAN ISLAND WEST OF STH 26		90	75
STH 26 AT KETTERING SUBTOTAL			90	75
USH 14 WB AT STH 26				
STAGE 1	WB USH 14, 'HWA' (ISLAND)	216+15 - 216+60, LT	-	125
STAGE 2	WB USH 14, 'CRA' (RT TURN)	215+48 - 219+91	-	450
STAGE 3	CONCRETE REPAIR/REPLACEMENTS		10	425
STAGE 4	CONCRETE REPAIR/REPLACEMENTS		5	145
USH 14 WB AT STH 26 SUBTOTAL			15	1145
IH 39 NB OFF RAMP TO USH 14				
STAGE 1	NB IH 39/90 OFF RAMP, 'NBB'	897+68 - 907+46	10	875
USH 14 AT IH 39 SUBTOTAL			10	875
USH 14 AT IH 39 - MEDIAN				
STAGE 1	USH 14 MEDIAN, 'HEA'	245+25 - 246+60, LT	-	255
	USH 14 MEDIAN, 'HWA'	253+90 - 255+60, RT	-	255
	USH 14 MEDIAN LT TURN, 'HWA'	246+40 - 250+35, RT	-	395
	USH 14 MEDIAN LT TURN, 'HEA'	249+10 - 254+15, LT	-	505
STAGE 2	USH 14 MEDIAN, 'HEA'	244+05 - 245+35, LT	35	175
	USH 14 MEDIAN, 'HWA'	255+20 - 256+20, RT	35	180
USH 14 AT IH 39 SUBTOTAL			70	1765
USH 14 AT IH 39 - SB ON RAMP				
STAGE 1	EB USH 14, 'HEA'	239+65 - 245+75, RT	-	510
STAGE 2	EB USH 14, 'HEA'	239+65 - 245+75, RT	-	100
STAGE 3	EXIST RAMP REMOVAL LIMITS		-	45
USH 14 AT IH 39 SUBTOTAL			0	655
USH 14 AT IH 39 - SB OFF RAMP				
STAGE 1	SHOULDER/LANE WIDENING		5	150
USH 14 AT IH 39 SUBTOTAL			5	150
USH 14 AT IH 39 - NB ON RAMP				
STAGE 1	WB USH 14, 'HWA'	254+40 - 260+35, LT	45	455
STAGE 2	WB USH 14, 'HWA'	254+40 - 260+35, LT	-	100
STAGE 3	EXIST RAMP REMOVAL LIMITS		-	45
USH 14 AT IH 39 SUBTOTAL			45	600

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SAWING CONCRETE AND ASPHALT

LOCATION			690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
USH 14 AT IH 39 - NB OFF RAMP				
STAGE 1	SHOULDER/LANE WIDENING		5	150
USH 14 AT IH 39 SUBTOTAL			5	150
USH 14 AT WRIGHT RD				
	MEDIAN NOSE, WB USH 14, 'HWA'		-	20
	SPLITTER ISLAND, SB WRIGHT RD		-	50
USH 14 AT WRIGHT RD SUBTOTAL			0	70
USH 14 AT NEWVILLE RAILROAD CROSSING				
	PAVEMENT REPLACEMENT		50	100
USH 14 AT NEWVILLE RAILROAD CROSSING			50	100
	UNDISTRIBUTED - CONCRETE REPAIR / REPLACEMENTS		0	15408
	UNDISTRIBUTED - GENERAL		114	257
SUBTOTAL CATEGORY 1000			1,675	23,350
CATEGORY 1010				
USH 14 AT LEXINGTON DR				
STAGE 2	USH 14 - MEDIAN, 'HEA'	218+85 - 223+50	-	520
	USH 14 - MEDIAN, 'HEA'	223+50 - 229+05	-	830
	SB LEXINGTON		120	10
	NB LEXINGTON		215	10
	USH 14 CONCRETE REPAIR/REPLACEMENTS		-	260
	UNDISTRIBUTED		15	80
SUBTOTAL CATEGORY 1010			350	1,710
CATEGORY 1020				
USH 14 AT PONTIAC DRIVE				
STAGE 2	USH 14 - MEDIAN, 'HEA'	235+70 - 235+50	-	775
	USH 14 - MEDIAN, 'HEA'	235+50 - 241+60	-	920
	SB PONTIAC		95	10
	NB PONTIAC		185	10
	USH 14 CONCRETE REPAIR/REPLACEMENTS			200
	UNDISTRIBUTED		10	95
SUBTOTAL CATEGORY 1020			290	2,010
CATEGORY 1030				
USH 14 AT DEERFIELD DR				
STAGE 1	WB USH 14, 'HWA' (ISLAND)	263+50 - 264+10, LT	-	130
STAGE 2	NW QUADRANT		180	210
	NE QUADRANT		70	180
	DEERFIELD MEDIAN ISLAND		75	10
STAGE 3	SB DEERFIELD ISLAND		115	35
	USH 14 - MEDIAN, 'HWA'	262+30 - 262+45, RT	-	35
	UNDISTRIBUTED		20	30
SUBTOTAL CATEGORY 1030			460	630
	PROJECT TOTAL		**2,775**	**27,700**

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STREET LIGHTING REMOVALS

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	* SPV.0060.461 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE (EACH)
CATEGORY 1100				
USH 14 & LEXINGTON DRIVE	224+35'HEA'	58.1'	RT	1
USH 14 & DEERFIELD DRIVE	262+30 'HEA'	65.0'	RT	1
USH 14 & MORSE STREET	100+73'CE'	105.4'	LT	1
UNDISTRIBUTED LOCATION				1
			TOTALS	**4**

* ADDITIONAL QUANTITY ELSEWHERE

STREET LIGHTING ELECTRICAL SERVICES

LOCATION	STATION	OFFSET	L/R	SPV.0105.350 ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL (LOCATION) (LS)	SPV.0105.351 ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL (LOCATION) (LS)
ALL ITEMS CATEGORY 1100					
USH 14 & LEXINGTON DRIVE	224+35'HEA'	58.1'	RT	1	--
STH 26 & MORSE STREET	100+78'CE'	95.5'	LT	--	1
		TOTALS		**1**	**1**

STREET LIGHTING CONDUIT AND CONDUCTORS

LOCATION	FROM - TO	* 652.0225 CONDUIT RIGID NONMETALLIC NONMETALLIC SCHEDULE 40 2-INCH (LF)	* 652.0605 CONDUIT SPECIAL 2-INCH (LF)	** SPV.0090.350 FURNISH AND INSTALL EQUIVALENT LIGHTING CONDUCTORS (LF)
ALL ITEMS CATEGORY 1100				
USH 14 & KENNEDY ROAD				
UNDISTRIBUTED - USE AS REQUIRED		350	--	1416
	SUBTOTAL	350	0	1416
USH 14 & BELL STREET		--	--	2660
	LPB100 - LPB101	--	34	--
	LPB101 - LPB102	--	183	--
	LPB102 - LPB103	--	44	--
	SUBTOTAL	0	261	2660
USH 14 & LEXINGTON DRIVE		--	--	820
	METER - EXISTING	4	--	--
	SUBTOTAL	4	0	820
USH 14 & MORSE STREET		--	--	3900
	LPB200 - LPB201	--	56	--
	LPB201 - LPB202	--	189	--
	LPB202 - METER	8	--	--
	LPB202 - LPB203	40	--	--
	LPB203 - LPB204	--	73	--
	SUBTOTAL	48	318	3900
STH 26 & KETTERING STREET		--	--	2760
	LPB300 - LPB301	--	76	--
	LPB301 - LPB302	154	--	--
	LPB302 - LPB303	--	48	--
	SUBTOTAL	154	124	2760
PONTIAC DRIVE AND PONTIAC PLACE		--	--	1616
	METER - LPB400	15	--	--
	LPB400 - LPB401	--	70	--
	LBP401 - EXISTING	15	--	--
	SUBTOTAL	30	70	1616
	TOTALS	**586**	**773**	**13,172**

* ADDITIONAL QUANTITY ELSEWHERE
** QUANTITY ASSUMES 4 CONDUCTORS REQUIRED PER LF OF NEW/EXISTING CONDUIT

STREET LIGHTING PULLBOXES

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	* 653.0140 PULL BOXES STEEL 24X42-INCH (EACH)
ALL ITEMS CATEGORY 1100				
USH 14 & KENNEDY ROAD				
UNDISTRIBUTED - USE AS REQUIRED				1
			SUBTOTAL	1
USH 14 & BELL STREET				
LPB100	201+23'HEA'	17.2'	LT	1
LPB101	201+22'HEA'	51.4'	LT	1
LPB102	203+06'HEA'	51.8'	LT	1
LPB103	203+07'HEA'	7.5'	LT	1
			SUBTOTAL	4
STH 26 & MORSE STREET				
LPB200	98+94'CE'	24.9'	LT	1
LPB201	98+93'CE'	80.5'	LT	1
LPB202	100+83'CE'	102.3'	LT	1
LPB203	101+18'CE'	83.2'	LT	1
LPB204	101+19'CE'	10.0'	LT	1
			SUBTOTAL	5
STH 26 & KETTERING STREET				
LPB300	127+60'CE'	20.8'	LT	1
LPB301	127+61'CE'	54.7'	RT	1
LPB302	129+01'CE'	93.6'	RT	1
LPB303	129+49'CE'	90.2'	RT	1
			SUBTOTAL	4
PONTIAC DRIVE AND PONTIAC PLACE				
LPB400	SW QUADRANT - NEAR NEW DUAL SIGNAL/LIGHTING METER			1
LPB401	SE QUADRANT - TO TIE IN EXISTING LIGHTING CIRCUIT			1
			SUBTOTAL	2
			TOTALS	**16**

* ADDITIONAL QUANTITY ELSEWHERE

STREET LIGHTING UTILITY LINE OPENING

LOCATION	* SPV.0060.352 ULO (EACH)
ALL ITEMS CATEGORY 1100	
USH 14 & KENNEDY ROAD	1
USH 14 & BELL STREET	1
USH 14 & MORSE STREET	1
PONTIAC DRIVE & PONTIAC PLACE	1
STH 26 & KETTERING STREET	1
TOTALS	**5**

* ADDITIONAL QUANTITY ELSEWHERE

INTERCONNECT FIBER OPTIC COMMUNICATIONS EQUIPMENT (1 OF 2)

CATEGORY	LOCATION	SPV.0105.468 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (LS)	SPV.0105.469 (LS)	SPV.0105.470 (LS)	SPV.0105.471 (LS)	SPV.0105.472 (LS)	SPV.0105.476 (LS)	SPV.0105.477 (LS)	SPV.0105.478 (LS)
1300	USH 14 & NEWVILLE ROAD	1	--	--	--	--	--	--	--
	USH 14 & KENNEDY ROAD	--	1	--	--	--	--	--	--
	USH 14 & BELL STREET	--	--	1	--	--	--	--	--
	USH 14 & STH 26	--	--	--	1	--	--	--	--
	USH 14 & LEXINGTON DRIVE	--	--	--	--	1	--	--	--
	USH 14 & DEERFIELD DRIVE	--	--	--	--	--	1	--	--
	USH 14 & WRIGHT ROAD	--	--	--	--	--	--	1	--
	STH 26 & MORSE STREET	--	--	--	--	--	--	--	1
	TOTALS	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

NOTE: SPV.0105.473 - 475 NOT USED

INTERCONNECT FIBER OPTIC COMMUNICATIONS EQUIPMENT (2 OF 2)

CATEGORY	LOCATION	* ST-ST SINGLE MODE FIBER JUMPER (CONTRACTOR FURNISHED) (EACH)	* CAT-5E CABLE JUMPER (CONTRACTOR FURNISHED) (EACH)	* PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 12-CT (STATE FURNISHED) (LF)	** 675.0400.S INSTALL ETHERNET SWITCH (STATE FURNISHED) (EACH)
1300	USH 14 & NEWVILLE ROAD	2	2	150	1
	USH 14 & KENNEDY ROAD	4	2	150	1
	USH 14 & BELL STREET	2	2	200	1
	USH 14 & STH 26	2	2	150	1
	USH 14 & LEXINGTON DRIVE	2	2	150	1
	USH 14 & DEERFIELD DRIVE	2	2	150	1
	USH 14 & WRIGHT ROAD	2	2	200	1
	STH 26 & MORSE STREET	2	2	200	1
	* TOTALS	18	16	1,350	8

* FOR INFORMATION ONLY. ITEMS INCIDENTAL TO SPV.0105.468-478 "INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (LOCATION)"
**ADDITIONAL QUANTITY ELSEWHERE

INTERCONNECT FIBER OPTIC SYSTEM TESTING & DOCUMENTATION

CATEGORY		670.0200.003 ITS DOCUMENTATION (LS)	678.0500.002 COMMUNICATION SYSTEM TESTING (LS)
1300	SIGNAL INTERCONNECT SYSTEM	1	1
	TOTALS	1	1

BLUETOOTH SENSOR ITEMS

SENSOR LOCATION	COORDINATES NORTHING (N)	COORDINATES EASTING (E)	* 659.0802 PLAQUES SEQUENCE IDENTIFICATION (EACH)	SPV.0060.464 INSTALL SOLAR POWERED BLUETOOTH SENSOR (EACH)	SPV.0060.465 FURNISH AND INSTALL WOOD POST SUPPORT (EACH)
CATEGORY 1300					
WDS-0001	287327.61	490451.98	1	1	1
WDS-0002	282804.80	500008.18	1	1	--
WDS-0003	281896.23	502580.80	1	1	1
WDS-0004	280209.01	506827.84	1	1	--
WDS-0005	283835.99	500858.16	1	1	1
WDS-0006	287278.10	502638.95	1	1	--
		TOTALS	**6**	**6**	**3**

* ADDITIONAL QUANTITY ELSEWHERE

INTERCONNECT FIBER OPTIC SPLICES

CATEGORY	LOCATION	678.0200 FIBER OPTIC SPLICE ENCLOSURE (EACH)	678.0300 FIBER OPTIC SPLICE (EACH)
1300			
	EXCV	1	8
	CV1	1	8
	CV2	1	8
	CV3	2	16
	CV4	1	8
	CV5	1	8
	CV6	1	8
	CV7	1	8
	CV8	1	8
	CV9	1	8
	CV10	1	8
	CV11	1	8
	TOTALS	13	104

INTERCONNECT PULLBOXES AND VAULTS

CATEGORY	PB/COMM VAULT NUMBER	STATION	OFFSET	L/R	* 653.0140 PULL BOXES STEEL 24X42-INCH (EACH)	673.0105 COMMUNICATION VAULT TYPE 1 (EACH)
1300	CV1	168+22'HEA'	104.7'	LT	--	1
	CV2	188+08'HEA'	60.7'	RT	--	1
	CV3	189+25'HEA'	60.8'	RT	--	1
	CV4	202+66'HEA'	55.6'	LT	--	1
	CV5	214+30'HEA'	134.6'	LT	--	1
	CV6	224+43'HEA'	44.1'	RT	--	1
	CV7	262+51'HEA'	78.2'	RT	--	1
	CV8	280+60'HEA'	54.8'	RT	--	1
	CV9	100+72'CE'	978'	LT	--	1
	ICPB1	171+74'HEA'	90.3'	LT	1	--
	ICPB2	175+26'HEA'	89.5'	LT	1	--
	ICPB3	178+59'HEA'	87.2'	LT	1	--
	ICPB4	182+16'HEA'	56.4'	LT	1	--
	ICPB5	185+86'HEA'	52.6'	LT	1	--
	ICPB6	185+85'HEA'	47.4'	RT	1	--
	ICPB7	188+29'HEA'	72.2'	RT	1	--
	ICPB8	189+74'HEA'	53.1'	RT	1	--
	ICPB9	193+61'HEA'	25.1'	RT	1	--
	ICPB10	197+47'HEA'	25.1'	RT	1	--
	ICPB11	201+32'HEA'	27.1'	RT	1	--
	ICPB12	201+32'HEA'	53.4'	LT	1	--
	ICPB13	205+80'HEA'	53.6'	LT	1	--
	ICPB14	209+14'HEA'	64.7'	LT	1	--
	ICPB15	212+68'HEA'	74.5'	LT	1	--
	ICPB16	216+07'HEA'	136.0'	LT	1	--
	ICPB17	217+41'HEA'	98.7'	LT	1	--
	ICPB18	217+40'HEA'	36.2'	RT	1	--
	ICPB20	222+83'HEA'	42.0'	RT	1	--
	ICPB21	263+69'HEA'	71.9'	RT	1	--
	ICPB25	276+92'HEA'	44.0'	RT	1	--
	ICPB26	30+78'CEA'	79.6'	LT	1	--
	ICPB27	98+88'CE'	81.5'	LT	1	--
				TOTALS	23	9

* ADDITIONAL QUANTITIES LOCATED ELSEWHERE

INTERCONNECT CONDUIT & FIBER OPTIC CABLE

CATEGORY	FROM	-	TO	652.0215 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH (LF)	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	* 652.0605 CONDUIT SPECIAL 2-INCH (LF)	678.0036 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT (LF)	SPV.0090.452 FIBER OPTIC TRACER CABLE (LF)	SPV.0090.453 FIBER OPTIC WARNING TAPE (LF)
1300	CB1	-	CV1	30	--	--	--	42	30
	CV1	-	ICPB1	--	--	352	417	364	-
	ICPB1	-	ICPB2	--	352	--	382	364	352
	ICPB2	-	ICPB3	--	330	--	360	342	330
	ICPB3	-	ICPB4	--	--	362	392	374	--
	ICPB4	-	ICPB5	--	--	370	400	382	--
	ICPB5	-	ICPB6	--	--	101	131	113	--
	ICPB6	-	CV2	--	--	226	291	238	--
	CV2	-	CB1	25	--	--	--	37	25
	CV2	-	ICPB7	--	25	--	90	37	25
	ICPB7	-	CV3	--	--	99	129	111	--
	CV3	-	EXCV	--	--	115	180	127	--
	CV3		ICPB8	--	--	50	150	62	--
	ICPB8	-	ICPB9	--	390	--	455	402	390
	ICPB9	-	ICPB10	--	--	387	417	399	--
	ICPB10	-	ICPB11	--	386	--	416	398	386
	ICPB11	-	ICPB12	--	--	81	111	93	--
	ICPB12	-	CV4	--	--	136	201	148	--
	CV4	-	CB1	51		--	--	63	51
	CV4	-	ICPB13	--	314	--	379	326	314
	ICPB13	-	ICPB14	--	--	335	365	347	--
	ICPB14	-	ICPB15	--	--	353	383	365	--
	ICPB15	-	CV5	--	202	--	267	214	202
	CV5	-	CB1	15	--	--	--	27	15
	CV5	-	ICPB16	--	--	181	246	193	--
	ICPB16	-	ICPB17	--	144	--	174	156	144
	ICPB17	-	ICPB18	--	--	135	165	147	--
	ICPB18	-	ICPB19	--	--	--	305	287	--
	ICPB19	-	ICPB20	--	270	--	300	282	270
	ICPB20	-	CV6	--	--	152	217	164	--
	CV6	-	CB1	15	--	--	--	27	15
	CV7	-	CB1	15	--	--	--	27	15
	CV7	-	ICPB21	--	--	112	177	124	--
	ICPB21	-	ICPB22	--	57	--	374	356	344
	ICPB22	-	ICPB23	--	--	--	370	352	--
	ICPB23	-	ICPB24	--	--	--	395	377	--
	ICPB24	-	ICPB25	--	--	--	320	302	--
	ICPB25	-	CV8	--	370	--	435	382	370
	CV8	-	CB1	25	--	--	--	37	25
	CV5	-	ICPB26	--	--	365	430	377	--
	ICPB26	-	ICPB27	--	--	400	430	412	--
	ICPB27	-	CV9	--	--	185	250	197	---
	CV9	-	CB1	17	--	--	--	29	17
	UNDISTRIBUTED			27	160	203	296	297	180
	TOTALS			220	3,000	4,700	10,800	9,900	3,500

* ADDITIONAL QUANTITIES LOCATED ELSEWHERE

INTERCONNECT SYSTEM COMMUNICATION

CATEGORY	LOCATION	SPV.0060.455 INSTALL 5.8GHz ETHERNET BRIDGE (EACH)	* SPV.0060.401 INSTALL CELLULAR MODEM (EACH)	* SPV.0060.403 POLES WOOD 50-FT (EACH)
1300	USH 14 & USH 51	1	1	--
	USH 14 & NEWVILLE ROAD	1	--	--
	USH 14 & LEXINGTON DRIVE	1	--	--
	USH 14 & PONTIAC DRIVE	2	1	--
	USH 14 & IH 39 SB RAMP	2	1	--
	USH 14 & IH 39 NB RAMP	2	1	--
	USH 14 & DEERFIELD DRIVE	1	1	--
	USH 14 & WRIGHT ROAD	--	1	--
	STH 26 & MORSE STREET	1	--	--
	STH 26 & KETTERING DRIVE	1	1	--
	UNDISTRIBUTED LOCATIONS	4	2	2
	TOTALS	16	9	2

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL REMOVALS

LOCATION	STATION	OFFSET	LT/RT	204.0195 REMOVING CONCRETE BASES (EACH)	653.0905 REMOVING PULL BOXES (EACH)	SPV.0060.457 REMOVE TRAFFIC SIGNAL CABINET (EACH)	SPV.0060.458 REMOVE TRAFFIC SIGNAL HEAD (EACH)	* SPV.0060.461 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE (EACH)	SPV.0060.462 REMOVE PEDESTRIAN SIGNAL HEAD (EACH)	SPV.0060.463 REMOVE PEDESTRIAN PUSH BUTTON (EACH)	SPV.0060.350 REMOVE STREET LIGHT (EACH)
USH 14 & USH 51											
CATEGORY 1300											
CB1	110+17'HEA'	66.7'	RT	1	--	1	--	1	--	--	--
PB7-1	17+15'TNA'	28.1'	LT	--	1	--	--	--	--	--	--
PB8	19+15'TNA'	40.7'	LT	--	1	--	--	--	--	--	--
PB8-1	19+15'TNA'	24.0'	LT	--	1	--	--	--	--	--	--
PB14	112+80'HEA'	59.2'	LT	--	1	--	--	--	--	--	--
PB14-1	112+84'HEA'	34.7'	LT	--	1	--	--	--	--	--	--
PB15	114+67'HEA'	52.8'	LT	--	1	--	--	--	--	--	--
PB15-1	114+68'HEA'	34.4'	LT	--	1	--	--	--	--	--	--
PB20-1	11+82'TNA'	6.0'	RT	--	1	--	--	--	--	--	--
PB21	9+84'TNA'	21.1'	RT	--	1	--	--	--	--	--	--
PB21-1	9+92'TNA'	6.4'	RT	--	1	--	--	--	--	--	--
	SUBTOTAL			1	10	1	0	1	0	0	0
USH 14 & NEWVILLE ROAD											
CATEGORY 1300											
	INTERSECTION			--	--	--	3	--	--	--	--
CB1	167+92'HEA'	113.0'	LT	--	--	1	--	--	--	--	--
	SUBTOTAL			0	0	1	3	0	0	0	0
USH 14 & KENNEDY ROAD											
CATEGORY 1300											
	INTERSECTION			--	--	--	4	--	--	--	--
CB1	187+95'HEA'	61.6'	RT	--	--	1	--	1	--	--	--
	SUBTOTAL			0	0	1	4	1	0	0	0
USH 14 & BELL STREET											
CATEGORY 1300											
CB1	202+37'HEA'	91.6'	LT	--	--	1	--	--	--	--	--
	SUBTOTAL			0	0	1	0	0	0	0	0
USH 14 & STH 26											
CATEGORY 1300											
	INTERSECTION			--	--	--	--	--	14	14	--
CB1	27+14'CEA'	132.2'	LT	--	--	1	--	1	--	--	--
PB6	218+90'HEA'	78.5'	LT	--	1	--	--	--	--	--	--
PB10	216+35'HEA'	38.9'	RT	--	1	--	--	--	--	--	--
SB8	27+32'CEA'	51.8'	RT	1	--	--	--	--	--	--	--
	SUBTOTAL			1	2	1	0	1	14	14	0
USH 14 & LEXINGTON ROAD											
CATEGORY 1010											
	INTERSECTION			--	1	--	11	--	--	--	--
PB1	223+99'HEA'	94.4'	LT	--	1	--	--	--	--	--	--
PB2	224+47'HEA'	25.6'	LT	--	1	--	--	--	--	--	--
PB3	224+29'HEA'	19.5'	LT	--	1	--	--	--	--	--	--
PB5	224+13'HEA'	74.7'	RT	--	1	--	--	--	--	--	--
PB10	222+56'HEA'	18.6'	LT	--	1	--	--	--	--	--	--
PB11	222+74'HEA'	87.2'	LT	--	1	--	--	--	--	--	--
SB1	222+92'HEA'	92.3'	LT	1	--	--	--	--	--	--	--
SB2	224+21'HEA'	82.8'	LT	1	--	--	--	--	--	--	--
SB3	224+20'HEA'	26.8'	LT	1	--	--	--	--	--	--	--
SB4	224+15'HEA'	15.1'	LT	1	--	--	--	--	--	--	--
SB6	223+90'HEA'	36.6'	RT	1	--	--	--	--	--	--	--
SB7	223+57'HEA'	39.2'	RT	1	--	--	--	--	--	--	--
SB8	223+08'HEA'	40.9'	RT	1	--	--	--	--	--	--	--
SB9	223+02'HEA'	17.4'	LT	1	--	--	--	--	--	--	--
SB10	223+02'HEA'	27.3'	LT	1	--	--	--	--	--	--	--
SB12	222+82'HEA'	95.2'	LT	1	--	--	--	--	--	--	--
SB13	223+45'HEA'	80.0'	LT	1	--	--	--	--	--	--	--
CB1	224+25'HEA'	60.5'	RT	1	--	1	--	1	--	--	--
LB2	220+73'HEA'	24.4'	LT	1	--	--	--	--	--	--	1
LB3	226+89'HEA'	21.2'	LT	1	--	--	--	--	--	--	1
	CATEGORY 1010 SUBTOTAL			14	7	1	11	1	0	0	2

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL REMOVALS (CONTINUED)

LOCATION	STATION	OFFSET	LT/RT	204.0195 REMOVING CONCRETE BASES (EACH)	653.0905 REMOVING PULL BOXES (EACH)	SPV.0060.457 REMOVE TRAFFIC SIGNAL CABINET (EACH)	SPV.0060.458 REMOVE TRAFFIC SIGNAL HEAD (EACH)	* SPV.0060.461 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE (EACH)	SPV.0060.462 REMOVE PEDESTRIAN SIGNAL HEAD (EACH)	SPV.0060.463 REMOVE PEDESTRIAN PUSH BUTTON (EACH)	SPV.0060.350 REMOVE STREET LIGHT (EACH)
USH 14 & PONTIAC DRIVE											
CATEGORY 1020											
	INTERSECTION			--	--	--	13	--	--	--	--
CB1	236+38'HEA'	77.1'	RT	1	--	1	--	1	--	--	--
PB1	236+08'HEA'	14.4'	LT	--	1	--	--	--	--	--	--
PB5	236+29'HEA'	90.7'	RT	--	1	--	--	--	--	--	--
PB18	236+50'HEA'	45.9'	RT	--	1	--	--	--	--	--	--
ICPB43	239+50'HEA'	44.2'	RT	--	1	--	--	--	--	--	--
SB1	236+26'HEA'	108.0'	LT	1	--	--	--	--	--	--	--
SB3	236+25'HEA'	28.4'	LT	1	--	--	--	--	--	--	--
SB4	236+3'HEA'	11.9'	LT	1	--	--	--	--	--	--	--
SB7	235+95'HEA'	36.0'	RT	1	--	--	--	--	--	--	--
SB8	235+64'HEA'	36.8'	RT	1	--	--	--	--	--	--	--
SB9	234+98'HEA'	43.5'	RT	1	--	--	--	--	--	--	--
SB10	235+09'HEA'	14.9'	RT	1	--	--	--	--	--	--	--
SB11	235+28'HEA'	21.1'	RT	1	--	--	--	--	--	--	--
SB14	235+71'HEA'	90.6'	LT	1	--	--	--	--	--	--	--
LB1	232+48'HEA'	20.0'	LT	1	--	--	--	--	--	--	1
LB2	239+51'HEA'	24.0'	LT	1	--	--	--	--	--	--	1
	CATEGORY 1020 SUBTOTAL			12	4	1	13	1	0	0	2
USH 14 & IH 39/90 SB											
CATEGORY 1300											
	INTERSECTION			--	--	--	4	--	--	--	--
CB1	245+15'HEA'	37.8'	RT	1	--	1	--	1	--	--	--
PB3	243+36'HEA'	30.2'	RT	--	1	--	--	--	--	--	--
PB4	244+53'HEA'	29.9'	RT	--	1	--	--	--	--	--	--
PB9	245+43'HEA'	83.5'	LT	--	1	--	--	--	--	--	--
PB10	245+78'HEA'	87.0'	LT	--	1	--	--	--	--	--	--
PB11	246+63'HEA'	81.9'	LT	--	1	--	--	--	--	--	--
PB12	248+39'HEA'	87.7'	LT	--	1	--	--	--	--	--	--
PB13	246+95'HEA'	27.0'	LT	--	1	--	--	--	--	--	--
PB14	245+65'HEA'	27.9'	LT	--	1	--	--	--	--	--	--
PB15	245+41'HEA'	20.7'	LT	--	1	--	--	--	--	--	--
PB16	245+24'HEA'	31.8'	RT	--	1	--	--	--	--	--	--
PB17	244+91'HEA'	30.5'	RT	--	1	--	--	--	--	--	--
IC-PB44	242+45'HEA'	71.2'	RT	--	1	--	--	--	--	--	--
IC-PB49	248+07'HEA'	36.4'	RT	--	1	--	--	--	--	--	--
IC-PB50	249+35'HEA'	56.0'	RT	--	1	--	--	--	--	--	--
SB1	244+47'HEA'	33.4'	RT	1	--	--	--	--	--	--	--
SB2A	244+69'HEA'	9.3'	LT	1	--	--	--	--	--	--	--
SB2	244+66'HEA'	32.5'	LT	1	--	--	--	--	--	--	--
SB3	244+43'HEA'	82.8'	LT	1	--	--	--	--	--	--	--
SB5	245+39'HEA'	85.4'	LT	1	--	--	--	--	--	--	--
SB6	245+57'HEA'	23.0'	LT	1	--	--	--	--	--	--	--
SB7	245+56'HEA'	11.4'	LT	1	--	--	--	--	--	--	--
SB8	245+32'HEA'	34.4'	RT	1	--	--	--	--	--	--	--
	SUBTOTAL			9	14	1	4	1	0	0	0
USH 14 & IH 39/90 NB											
CATEGORY 1300											
	INTERSECTION			--	--	--	3	--	--	--	--
CB1	255+03'HEA'	51.7'	RT	1	--	1	--	1	--	--	--
PB1	255+06'HEA'	24.7'	LT	--	1	--	--	--	--	--	--
PB19	254+97'HEA'	46.6'	RT	--	1	--	--	--	--	--	--
PB20	253+89'HEA'	46.2'	RT	--	1	--	--	--	--	--	--
PB21	252+13'HEA'	45.6'	RT	--	1	--	--	--	--	--	--
PB23	254+74'HEA'	18.2'	LT	--	1	--	--	--	--	--	--
PB26	255+31'HEA'	80.1'	LT	--	1	--	--	--	--	--	--
PB27	255+78'HEA'	83.5'	LT	--	1	--	--	--	--	--	--
PB28	256+36'HEA'	78.0'	LT	--	1	--	--	--	--	--	--
PB29	257+37'HEA'	75.7'	LT	--	1	--	--	--	--	--	--
PB33	255+95'HEA'	7.1'	LT	--	1	--	--	--	--	--	--
PB34	255+16'HEA'	29.3'	LT	--	1	--	--	--	--	--	--
PB36	255+07'HEA'	54.8'	RT	--	1	--	--	--	--	--	--
PB37	259+10'HEA'	35.4'	LT	--	1	--	--	--	--	--	--
SB9	255+14'HEA'	45.2'	RT	1	--	--	--	--	--	--	--
SB10	254+99'HEA'	19.8'	LT	1	--	--	--	--	--	--	--
SB11	255+13'HEA'	32.6'	LT	1	--	--	--	--	--	--	--
SB12	255+25'HEA'	79.8'	LT	1	--	--	--	--	--	--	--
SB13	256+27'HEA'	75.9'	LT	1	--	--	--	--	--	--	--
SB14A	255+91'HEA'	27.1'	LT	1	--	--	--	--	--	--	--
SB14	255+83'HEA'	8.2'	LT	1	--	--	--	--	--	--	--
SB15	256+09'HEA'	50.2'	RT	1	--	--	--	--	--	--	--
SB16	255+67'HEA'	75.7'	RT	1	--	--	--	--	--	--	--
	SUBTOTAL			10	13	1	3	1	0	0	0

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL REMOVALS (CONTINUED)

LOCATION	STATION	OFFSET	LT/RT	204.0195 REMOVING CONCRETE BASES (EACH)	653.0905 REMOVING PULL BOXES (EACH)	SPV.0060.457 REMOVE TRAFFIC SIGNAL CABINET (EACH)	SPV.0060.458 REMOVE TRAFFIC SIGNAL HEAD (EACH)	* SPV.0060.461 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE (EACH)	SPV.0060.462 REMOVE PEDESTRIAN SIGNAL HEAD (EACH)	SPV.0060.463 REMOVE PEDESTRIAN PUSH BUTTON (EACH)	SPV.0060.350 REMOVE STREET LIGHT (EACH)
USH 14 & DEERFIELD DRIVE											
CATEGORY 1030											
	INTERSECTION			--	--	--	3	--	2	2	--
CB1	262+43'HEA'	72.5'	RT	1	--	1	--	1	--	--	--
PB2	262+22'HEA'	43.8'	RT	--	1	--	--	--	--	--	--
PB3	262+22'HEA'	29.8'	LT	--	1	--	--	--	--	--	--
PB6	262+20'HEA'	89.5'	LT	--	1	--	--	--	--	--	--
PB7	262+30'HEA'	99.7'	LT	--	1	--	--	--	--	--	--
PB11	263+70'HEA'	112.2'	LT	--	1	--	--	--	--	--	--
PB12	263+79'HEA'	100.5'	LT	--	1	--	--	--	--	--	--
PB14	263+77'HEA'	71.2'	LT	--	1	--	--	--	--	--	--
SB3	262+29'HEA'	27.9'	LT	1	--	--	--	--	--	--	--
SB4	262+11'HEA'	84.0'	LT	1	--	--	--	--	--	--	--
SB5	262+37'HEA'	103.3'	LT	1	--	--	--	--	--	--	--
SB6	263+15'HEA'	109.6'	LT	1	--	--	--	--	--	--	--
SB7	263+58'HEA'	113.0'	LT	1	--	--	--	--	--	--	--
SB8	263+71'HEA'	99.6'	LT	1	--	--	--	--	--	--	--
SB9	263+65'HEA'	71.9'	LT	1	--	--	--	--	--	--	--
SB11	263+69'HEA'	11.9'	LT	1	--	--	--	--	--	--	--
SB12	263+71'HEA'	46.2'	RT	1	--	--	--	--	--	--	--
SB13	263+58'HEA'	59.2'	RT	1	--	--	--	--	--	--	--
SB14	262+91'HEA'	55.1'	RT	1	--	--	--	--	--	--	--
	CATEGORY 1030 SUBTOTAL			12	7	1	3	1	2	2	0
USH 14 & WRIGHT ROAD											
CATEGORY 1300											
	INTERSECTION			--	--	--	6	--	4	4	--
CB1	280+71'HEA'	81.1'	RT	1	--	1	--	1	--	--	--
PB4	280+38'HEA'	32.5'	LT	--	1	--	--	--	--	--	--
	SUBTOTAL			1	1	1	6	1	4	4	0
STH 26 & MORSE STREET											
CATEGORY 1300											
	INTERSECTION			--	--	--	--	--	6	6	--
CB1	3+23'MS'	79.2'	LT	--	--	1	--	1	--	--	--
	SUBTOTAL			0	0	1	0	1	6	6	0
STH 26 & KETTERING STREET											
CATEGORY 1300											
	INTERSECTION			--	--	--	1	--	--	--	--
CB1	62+18'KT'	71.7'	RT	--	--	1	--	1	--	--	--
	SUBTOTAL			0	0	1	1	1	0	0	0
UNDISTRIBUTED REMOVALS											
CATEGORY 1300				4	5	--	5	--	--	--	2
	CATEGORY 1010 SUBTOTAL			14	7	1	11	1	0	0	2
	CATEGORY 1020 SUBTOTAL			12	4	1	13	1	0	0	2
	CATEGORY 1030 SUBTOTAL			12	7	1	3	1	2	2	0
	CATEGORY 1300 SUBTOTAL			26	45	10	26	8	24	24	2
	TOTALS			**64**	**63**	**13**	**53**	**11**	**26**	**26**	**6**

* ADDITIONAL QUANTITY ELSEWHERE

TRAFFIC SIGNAL PULLBOXES

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135 PULL BOXES STEEL 24X36-INCH (EACH)	* 653.0140 PULL BOXES STEEL 24X42-INCH (EACH)	653.0900 ADJUSTING PULL BOXES (EACH)
USH 14 & USH 51						
CATEGORY 1300						
PB2	109+56'HEA'	44.2'	RT	1	--	--
PB5	106+25'HEA'	33.6'	RT	1	--	--
PB11	19+00'TNA'	46.7'	LT	1	--	--
PB12	20+02'TNA'	40.0'	LT	1	--	--
PB14	15+91'TNA'	4.8'	LT	1	--	--
PB19	111+81'HEA'	67.8'	LT	1	--	--
PB20	115+09'HEA'	66.2'	LT	1	--	--
PB25	13+03'TNA'	30.0'	RT	1	--	--
PB27	8+93'TNA'	30.7'	RT	1	--	--
PB28	13+75'TNA	16.7'	LT	--	--	1
PB29	13+11'TNA'	17.1'	LT	--	--	1
PB30	12+69'TNA'	16.2'	LT	--	--	1
			SUBTOTAL	9	0	3
USH 14 & NEWVILLE ROAD						
CATEGORY 1300						
PB18	170+21'HEA'	90.8'	LT	--	1	--
PB19	170+94'HEA'	88.8'	LT	--	1	--
PB20	170+98'HEA'	33.7'	RT	--	1	--
			SUBTOTAL	0	3	0
USH 14 & STH 26						
CATEGORY 1300						
PB5	215+96'HEA'	81.0'	LT	--	--	2
PB6	218+89'HEA'	84.7'	LT	1	--	--
PB17	27+26'CEA'	73.5'	RT	--	1	--
			SUBTOTAL	1	1	2
USH 14 & LEXINGTON ROAD						
CATEGORY 1010						
PB1	224+26'HEA'	48.4'	RT	--	1	--
PB2	224+47'HEA'	39.4'	RT	--	1	--
PB3	222+85'HEA'	38.8'	RT	--	1	--
PB4	223+34'HEA'	78.9'	RT	--	1	--
PB5	41+63'LNA'	14.7'	LT	--	1	--
PB6	219+47'HEA'	28.9'	RT	1	--	--
PB7	222+73'HEA'	10.0'	LT	--	1	--
PB8	222+68'HEA'	36.2'	LT	--	1	--
PB9	222+56'HEA'	83.7'	LT	--	1	--
PB11	222+82'HEA'	104.7	LT	--	1	--
PB12	43+59'LNA'	4.8'	LT	--	1	--
PB13	224+33'HEA'	82.7'	LT	--	1	--
PB15	227+63'HEA'	78.1'	LT	1	--	--
PB16	224+39'HEA'	32.9'	LT	--	1	--
PB17	224+42'HEA'	6.8'	LT	--	1	--
			CATEGORY 1010 SUBTOTAL	2	13	0
USH 14 & PONTIAC DRIVE						
CATEGORY 1020						
PB1	236+17'HEA'	76.9'	RT	--	1	--
PB2	236+41'HEA'	53.9'	RT	--	1	--
PB3	51+51'PNA'	16.1'	LT	--	1	--
PB4	235+30'HEA'	69.6'	RT	--	1	--
PB5	234+92'HEA'	46.5'	RT	--	1	--
PB6	231+59'HEA'	36.1'	RT	1	--	--
PB7	234+92'HEA'	10.3'	LT	--	1	--
PB8	234+91'HEA'	35.6'	LT	--	1	--
PB9	234+91'HEA'	80.3'	LT	--	1	--
PB10	235+38'HEA'	111.5'	LT	--	1	--
PB11	53+21'PNA'	15.3'	LT	--	1	--
PB12	236+17'HEA'	110.0	LT	--	1	--
PB13	236+43'HEA'	91.6	LT	--	1	--
PB14	239+88'HEA'	89.1'	LT	1	--	--
PB15	236+42'HEA'	33.4'	LT	--	1	--
PB16	236+42'HEA'	7.0'	LT	--	1	--
			CATEGORY 1020 SUBTOTAL	2	14	0

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL PULLBOXES (CONTINUED)

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135 PULL BOXES STEEL 24X36-INCH (EACH)	* 653.0140 PULL BOXES STEEL 24X42-INCH (EACH)	653.0900 ADJUSTING PULL BOXES (EACH)
USH 14 & IH 39/90 SB						
CATEGORY 1300						
PB1	245+63'HEA'	50.0'	RT	--	1	--
PB2	245+03'HEA'	37.2'	RT	--	1	--
PB3	245+01'HEA'	20.9'	LT	--	1	--
PB4	244+65'HEA'	7.1'	LT	--	--	1
PB7	244+70'HEA'	32.1'	LT	--	--	1
PB10	245+26'HEA'	86.4'	LT	--	1	--
PB11	245+73'HEA'	87.0'	LT	--	1	--
PB12	246+03'HEA'	86.4'	LT	--	1	--
PB13	246+11'HEA'	18.6'	LT	--	1	--
PB14	249+37'HEA'	24.1'	LT	1	--	--
PB15	246+19'HEA'	37.4'	RT	--	1	--
PB16	245+67'HEA'	40.5'	RT	--	1	--
UNDISTRIBUTED FOR QUEUE LOOP(S)				3	--	--
			SUBTOTAL	4	9	2
USH 14 & IH 39/90 NB						
CATEGORY 1300						
PB1	255+81'HEA'	68.4'	RT	--	1	--
PB2	255+22'HEA'	55.2'	RT	--	1	--
PB3	254+84'HEA'	67.0'	RT	--	1	--
PB4	254+28'HEA'	46.7'	RT	--	1	--
PB5	254+28'HEA'	22.4'	LT	--	1	--
PB7	251+06'HEA'	16.6'	LT	1	--	--
PB8	254+29'HEA'	77.0'	LT	--	1	--
PB9	254+90'HEA'	81.4'	LT	--	1	--
PB10	255+64'HEA'	76.8'	LT	--	1	--
PB11	255+65'HEA'	20.4'	LT	--	1	--
PB14	258+67'HEA'	35.5'	LT	1	--	--
PB15	255+75'HEA'	56.1'	RT	--	1	--
UNDISTRIBUTED FOR QUEUE LOOP(S)				3	--	--
			SUBTOTAL	5	10	0
USH 14 & DEERFIELD DRIVE						
CATEGORY 1030						
PB1	262+45'HEA'	60.3'	RT	--	--	1
PB2	261+97'HEA'	43.3'	RT	--	1	--
PB4	261+92'HEA'	30.5'	LT	--	1	--
PB7	261+89'HEA'	93.0'	LT	--	1	--
PB8	262+08'HEA'	105.9'	LT	--	1	--
PB10	262+57'HEA'	101.0'	LT	--	1	--
PB11	263+16'HEA'	103.1'	LT	--	--	1
PB13	263+78'HEA'	115.3'	LT	--	1	--
PB15	263+77'HEA'	70.7'	LT	--	1	--
PB20	262+91'HEA'	70.8'	RT	--	--	1
			CATEGORY 1030 SUBTOTAL	0	7	3
USH 14 & WRIGHT ROAD						
CATEGORY 1030						
PB4	280+37'HEA'	33.3'	LT	--	1	--
			CATEGORY 1030 SUBTOTAL	0	1	0
STH 26 & KETTERING STREET						
CATEGORY 1300						
PB2	129+65'CE'	94.1'	LT	--	1	--
			SUBTOTAL	0	1	0
UNDISTRIBUTED LOCATIONS						
CATEGORY 1300				2	4	6
			CATEGORY 1010 SUBTOTAL	2	13	0
			CATEGORY 1020 SUBTOTAL	2	14	0
			CATEGORY 1030 SUBTOTAL	0	7	3
			CATEGORY 1300 SUBTOTAL	21	28	13
			TOTALS	**25**	**62**	**16**

* ADDITIONAL QUANTITY ELSEWHERE

TRAFFIC SIGNAL CONDUIT

LOCATION	FROM	-	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH (LF)	* 652.0605 CONDUIT SPECIAL 2-INCH (LF)	652.0615 CONDUIT SPECIAL 3-INCH (LF)	652.0625 CONDUIT SPECIAL 4-INCH (LF)	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM (EACH)
USH 14 & USH 51										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	5
	CB1	-	PB1	--	15	--	--	--	--	--
	CB1	-	EXISTING	33	--	--	--	--	--	--
	PB26	-	PB27	290	--	--	--	--	--	--
	PB10	-	PB11	--	--	--	190	--	--	--
	PB11	-	PB12	102	--	--	--	--	--	--
	PB4	-	PB5	43	--	--	--	--	--	--
	PB19	-	PB20	340	--	--	--	--	--	--
			SUBTOTAL	808	15	0	190	0	0	5
USH 14 & NEWVILLE ROAD										
CATEGORY 1300	PB1	-	PB18	--	205	--	--	--	--	1
	PB18	-	PB19	--	--	--	--	73	--	--
	PB19	-	PB20	--	--	--	--	122	--	--
	PB20	-	RR BUNGALOW	--	35	--	--	--	--	--
			SUBTOTAL	0	240	0	0	195	0	1
USH 14 & KENNEDY ROAD										
CATEGORY 1300	CB1	-	ITS CABINET	--	15	--	--	--	--	--
			SUBTOTAL	0	15	0	0	0	0	0
USH 14 & BELL STREET										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	2
	PB2	-	SB11	12	--	--	--	--	--	--
			SUBTOTAL	12	0	0	0	0	0	2
USH 14 & STH 26										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	5
	EXISTING	-	SB24	5	--	--	--	--	--	--
	PB17	-	PB5	--	42	--	--	--	--	--
	SB8	-	PB17	14	--	--	--	--	--	--
	PB17	-	PB6	267	--	--	--	--	--	--
	PB17	-	PB5	--	42	--	--	--	--	--
	SB23	-	SB17	5	--	--	--	--	--	--
			SUBTOTAL	291	84	0	0	0	0	5
USH 14 & LEXINGTON ROAD										
CATEGORY 1010	INTERSECTION			--	--	--	--	--	--	4
	CB1	-	PB1	--	25	--	--	--	--	--
	CB1	-	PB2	--	34	--	--	--	--	--
	PB2	-	PB17	--	--	--	--	--	46	--
	PB2	-	SB1	17	--	--	--	--	--	--
	PB2	-	PB3	162	--	--	--	--	--	--
	PB17	-	SB13	7	--	--	--	--	--	--
	PB17	-	LB3	237	--	--	--	--	--	--
	LB3		EXIST	144	--	--	--	--	--	--
	PB17	-	PB16	--	--	--	--	--	26	--
	PB16	-	SB12	20	--	--	--	--	--	--
	PB16	-	PB13	--	--	--	--	--	50	--
	PB13	-	SB11	12	--	--	--	--	--	--
	PB13	-	SB10	44	--	--	--	--	--	--
	PB13	-	PB9	--	--	--	--	--	180	--
	PB13	-	EXIST	35	--	--	--	--	--	--
	PB9	-	PB11	--	33	--	--	--	--	--
	PB11	-	SB8	10	--	--	--	--	--	--
	PB9	-	PB12	--	--	--	--	86	--	--
	PB9	-	EXISTING	10	--	--	--	--	--	--
	PB12	-	SB9	11	--	--	--	--	--	--
	PB9	-	PB8	--	--	--	--	--	48	--
	PB8	-	SB6	10	--	--	--	--	--	--
	PB8	-	LB2	196	--	--	--	--	--	--
	LB2	-	EXIST	84	--	--	--	--	--	--
	PB8	-	PB7	--	--	--	--	--	27	--
	PB7	-	PB3	--	--	--	--	--	50	--
	PB3	-	PB4	--	--	63	--	--	--	--
	PB4	-	SB3	14	--	--	--	--	--	--
	PB4	-	PB5	--	--	--	--	34	--	--
	PB5	-	SB2	8	--	--	--	--	--	--
	CATEGORY 1010 SUBTOTAL			1021	92	63	0	120	589	4

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL CONDUIT (CONTINUED)

LOCATION	FROM	-	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH (LF)	* 652.0605 CONDUIT SPECIAL 2-INCH (LF)	652.0615 CONDUIT SPECIAL 3-INCH (LF)	652.0625 CONDUIT SPECIAL 4-INCH (LF)	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM (EACH)
USH 14 & PONTIAC DRIVE										
CATEGORY 1020	INTERSECTION			--	--	--	--	--	--	4
	CB1	-	PB2	--	32	--	--	--	--	--
	CB1	-	PB1	--	17	--	--	--	--	--
	PB2	-	SB3	17	--	--	--	--	--	--
	PB2	-	SB2	7	--	--	--	--	--	--
	PB2	-	SB1	14	--	--	--	--	--	--
	PB2	-	PB16	--	--	--	--	--	61	--
	PB16	-	SB16	5	--	--	--	--	--	--
	PB16	-	LB2	248	--	--	--	--	--	--
	PB16	-	PB15	--	--	--	--	--	26	--
	PB15	-	SB15	5	--	--	--	--	--	--
	PB15	-	PB13	--	--	--	--	--	58	--
	PB13	-	SB13	5	--	--	--	--	--	--
	PB13	-	PB14	345	--	--	--	--	--	--
	PB13	-	SB14	8	--	--	--	--	--	--
	PB13	-	PB12	--	64	--	--	--	--	--
	PB12	-	SB12	10	--	--	--	--	--	--
	PB12	-	PB11	--	--	--	--	--	41	--
	PB11	-	SB11	6	--	--	--	--	--	--
	PB11	-	PB10	--	--	--	--	--	38	--
	PB10	-	SB10	5	--	--	--	--	--	--
	PB10	-	PB9	--	112	--	--	--	--	--
	PB9	-	SB9	10	--	--	--	--	--	--
	PB9	-	PB8	--	--	--	--	--	49	--
	PB8	-	SB8	10	--	--	--	--	--	--
	PB8	-	LB1	240	--	--	--	--	--	--
	PB8	-	PB7	--	--	--	--	--	25	--
	PB7	-	SB7	12	--	--	--	--	--	--
	PB7	-	PB5	--	--	--	--	--	57	--
	PB5	-	SB6	7	--	--	--	--	--	--
	PB5	-	SB5	25	--	--	--	--	--	--
	PB5	-	PB4	--	--	90	--	--	--	--
	PB5	-	PB6	332	--	--	--	--	--	--
	PB4	-	PB3	--	--	--	--	--	38	--
	PB3	-	SB4	7	--	--	--	--	--	--
	PB3	-	PB2	--	--	--	--	--	74	--
	CATEGORY 1020 SUBTOTAL			1318	225	90	0	0	467	4
USH 14 & IH 39/90 SB										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	4
	CB1	-	PB16	--	20	--	--	--	--	--
	CB1	-	PB1	--	14	--	--	--	--	--
	PB1	-	PB2	--	--	62	--	--	--	--
	PB2	-	SB2	22	--	--	--	--	--	--
	PB2	-	PB3	--	--	--	--	--	58	--
	PB3		EXISTING	31	--	--	--	--	--	--
	PB3	-	SB3	19	--	--	--	--	--	--
	PB3	-	SB4	19	--	--	--	--	--	--
	PB3	-	SB5	13	--	--	--	--	--	--
	PB3	-	SB6	28	--	--	--	--	--	--
	PB3	-	PB4	--	--	40	--	--	--	--
	PB16	-	PB15	--	--	53	--	--	--	--
	PB15	-	SB12	6	--	--	--	--	--	--
	PB15	-	PB13	--	--	--	--	--	57	--
	PB13	-	EXISTING	9	--	--	--	--	--	--
	PB13	-	SB10	12	--	--	--	--	--	--
	PB13	-	SB11	8	--	--	--	--	--	--
	PB13	-	PB12	--	--	--	--	--	69	--
	PB13	-	PB14	319	--	--	--	--	--	--
	PB12	-	SB9	30	--	--	--	--	--	--
	PB12	-	PB11	--	--	25	--	--	--	--
	PB11	-	LB3	34	--	--	--	--	--	--
	PB10	-	SB8	12	--	--	--	--	--	--
	UNDISTRIBUTED FOR QUEUE LOOP(S)			1010	--	--	--	--	--	--
			SUBTOTAL	1572	34	180	0	0	184	4

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL CONDUIT (CONTINUED)

LOCATION	FROM	-	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (LF)	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH (LF)	* 652.0605 CONDUIT SPECIAL 2-INCH (LF)	652.0615 CONDUIT SPECIAL 3-INCH (LF)	652.0625 CONDUIT SPECIAL 4-INCH (LF)	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM (EACH)
USH 14 & IH 39/90 NB										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	4
	CB1	-	PB1	--	78	--	--	--	--	--
	PB1	-	SB1	15	--	--	--	--	--	--
	PB1	-	PB15	--	--	14	--	--	--	--
	PB2	-	SB2	13	--	--	--	--	--	--
	PB2	-	PB3	--	--	41	--	--	--	--
	PB3	-	LP3	27	--	--	--	--	--	--
	PB3	-	PB4	--	--	60	--	--	--	--
	PB4	-	SB3	29	--	--	--	--	--	--
	PB4	-	PB5	--	--	--	--	--	70	--
	PB5	-	EXISTING	10	--	--	--	--	--	--
	PB5	-	SB4	16	--	--	--	--	--	--
	PB5	-	SB5	9	--	--	--	--	--	--
	PB5	-	PB8	--	--	--	--	--	55	--
	PB8	-	SB6	12	--	--	--	--	--	--
	PB8	-	SB7	30	--	--	--	--	--	--
	PB8	-	PB9	--	--	62	--	--	--	--
	PB9	-	SB8	8	--	--	--	--	--	--
	PB9	-	PB10	--	--	75	--	--	--	--
	PB10	-	SB9	43	--	--	--	--	--	--
	PB10	-	PB11	--	--	--	--	--	57	--
	PB11	-	SB10	41	--	--	--	--	--	--
	PB11	-	SB11	40	--	--	--	--	--	--
	PB11	-	SB12	11	--	--	--	--	--	--
	PB11	-	SB13	24	--	--	--	--	--	--
	PB11	-	PB12	--	--	39	--	--	--	--
	PB12	-	EXISTING	10	--	10	--	--	--	--
	PB12	-	PB15	--	--	10	--	--	--	--
UNDISTRIBUTED FOR QUEUE LOOP(S)				1165	--	--	--	--	--	--
			SUBTOTAL	1503	78	311	0	0	182	4
USH 14 & DEERFIELD DRIVE										
CATEGORY 1030	INTERSECTION			--	--	--	--	--	--	5
	CB1	-	PB1	--	24	--	--	--	--	--
	PB1	-	PB2	--	106	--	--	--	--	--
	PB1	-	SB19	15	--	--	--	--	--	--
	PB2	-	PB4	--	--	--	--	150	--	--
	PB2	-	SB18	13	--	--	--	--	--	--
	PB4	-	PB5	5	--	--	--	--	--	--
	PB4	-	SB17	12	--	--	--	--	--	--
	PB4	-	SB16	22	--	--	--	--	--	--
	PB4	-	SB15	28	--	--	--	--	--	--
	PB4	-	PB7	--	--	--	--	130	--	--
	PB4	-	PB5	7	--	--	--	--	--	--
	PB7	-	PB8	27	--	--	--	--	--	--
	PB8	-	PB9	133	--	--	--	--	--	--
	PB7	-	PB10	--	140	--	--	--	--	--
	PB7	-	SB14	5	--	--	--	--	--	--
	PB10	-	SB12	15	--	--	--	--	--	--
	PB10	-	SB13	38	--	--	--	--	--	--
	PB13	-	EXISTING	--	20	--	--	--	--	--
	PB13	-	SB10	31	--	--	--	--	--	--
	PB13	-	PB15	--	60	--	--	--	--	--
	PB15	-	SB9	28	--	--	--	--	--	--
	PB15	-	SB8	14	--	--	--	--	--	--
	PB15	-	EXISTING	--	12	--	--	--	--	--
	PB18	-	SB5	16	--	--	--	--	--	--
	PB18	-	PB19	--	90	--	--	--	--	--
	PB19	-	SB4	15	--	--	--	--	--	--
	PB20	-	SB2	13	--	--	--	--	--	--
CATEGORY 1030 SUBTOTAL				437	452	0	0	280	0	5
USH 14 & WRIGHT ROAD										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	8
	CB1	-	PB1	--	30	--	--	--	--	--
	EXISTING	-	PB4	--	10	--	--	--	--	--
	PB4	-	EXISTING	--	10	--	--	--	--	--
	PB4	-	SB17	10	--	--	--	--	--	--
	PB11	-	SB19	10	--	--	--	--	--	--
	PB15	-	SB20	28	--	--	--	--	--	--
	PB2	-	SB16	11	--	--	--	--	--	--
			SUBTOTAL	59	50	0	0	0	0	8
USH 26 & KETTERING STREET										
CATEGORY 1300	INTERSECTION			--	--	--	--	--	--	4
	EXISTING	-	PB2	--	5	--	--	--	--	--
	PB2	-	EXISTING	--	5	--	--	--	--	--
	PB2	-	SB14	5	--	--	--	--	--	--
			SUBTOTAL	5	10	0	0	0	0	0
UNDISTRIBUTED LOCATIONS										
CATEGORY 1300				100	75	20	70	140	140	4
			CATEGORY 1010 SUBTOTAL	1021	92	63	0	120	589	4
			CATEGORY 1020 SUBTOTAL	1318	225	90	0	0	467	4
			CATEGORY 1030 SUBTOTAL	437	452	0	0	280	0	5
			CATEGORY 1300 SUBTOTAL	4350	601	511	260	335	506	33
			TOTALS	7126	1370	664	260	735	1562	46

* ADDITIONAL QUANTITY ELSEWHERE

TRAFFIC SIGNAL CONTROL CABINETS & SIGNAL MOUNTING HARDWARE

LOCATION	STATION	OFFSET	L/R	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL (EACH)	SPV.0105.(479-491) INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET (LOCATION) (LS)	656.0200.(451-462) ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (LS)	658.5069.(451-460) SIGNAL MOUNTING HARDWARE (LOCATION) (LS)
USH 14 & STH 51							
CATEGORY 1300					(SPV.0105.479)	(656.0200.451)	
	110+11'HEA'	61.3'	RT	1	1	1	--
USH 14 & NEWVILLE ROAD							
CATEGORY 1300					(SPV.0105.480)		
	167+92'HEA'	113.0'	LT	--	1	--	--
USH 14 & KENNEDY ROAD							
CATEGORY 1300					(SPV.0105.481)	(656.0200.452)	(658.5069.451)
	187+95'HEA'	61.6'	RT	--	1	1	1
USH 14 & BELL STREET							
CATEGORY 1300					(SPV.0105.482)	(656.0200.463)	
	202+27'HEA'	94.1'	LT	--	1	1	--
USH 14 & STH 26							
CATEGORY 1300					(SPV.0105.483)	(656.0200.453)	(658.5069.452)
	27+13'CEA'	131.4'	LT	--	1	1	1
USH 14 & LEXINGTON ROAD							
CATEGORY 1010					(SPV.0105.484)	(656.0200.454)	(658.5069.453)
	224+50'HEA'	56.6'	RT	1	1	1	1
USH 14 & PONTIAC DRIVE							
CATEGORY 1020					(SPV.0105.485)	(656.0200.455)	(658.5069.454)
	236+35'HEA'	69.0'	RT	1	1	1	1
USH 14 & IH 39/90 SB RAMP							
CATEGORY 1300					(SPV.0105.486)	(656.0200.456)	(658.5069.455)
	245+70'HEA'	49.4'	RT	1	1	1	1
USH 14 & IH 39/90 NB RAMP							
CATEGORY 1300					(SPV.0105.487)	(656.0200.457)	(658.5069.456)
	255+95'HEA'	105.5'	RT	1	1	1	1
USH 14 & DEERFIELD DRIVE							
CATEGORY 1030					(SPV.0105.488)	(656.0200.458)	(658.5069.457)
	262+46'HEA'	71.6'	RT	--	1	1	1
USH 14 & WRIGHT ROAD							
CATEGORY 1300					(SPV.0105.489)	(656.0200.459)	(658.5069.458)
	280+66'HEA'	72	RT	1	1	1	1
STH 26 & MORSE STREET							
CATEGORY 1300					(SPV.0105.490)	(656.0200.460)	(658.5069.459)
	100+94'CE'	99.4'	LT	--	1	1	1
STH 26 & KETTERING STREET							
CATEGORY 1300					(SPV.0105.491)	(656.0200.461)	(658.5069.460)
	128+77'CE'	100	LT	--	1	1	1
PONTIAC DR & PONTIAC PL	SW QUADRANT OF						
CATEGORY 1300	INTERSECTION					(656.0200.462)	
				--	--	1	--
UNDISTRIBUTED LOCATIONS							
CATEGORY 1300				1	--	--	--
			CATEGORY 1010 SUBTOTAL	1	--	--	--
			CATEGORY 1020 SUBTOTAL	1	--	--	--
			CATEGORY 1030 SUBTOTAL	0	--	--	--
			CATEGORY1300 SUBTOTAL	5	--	--	--
			TOTALS	7			

3

TRAFFIC SIGNAL BASES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 (EACH)	654.0102 CONCRETE BASES TYPE 2 (EACH)	654.0105 CONCRETE BASES TYPE 5 (EACH)	654.0110 CONCRETE BASES TYPE 10 (EACH)	654.0113 CONCRETE BASES TYPE 13 (EACH)
USH 14 & BELL STREET								
CATEGORY 1300								
SB11	202+27'HEA'	94.0'	RT	--	--	1	--	--
			SUBTOTAL	0	0	1	0	0
USH 14 & STH 26								
CATEGORY 1300								
SB8	216+16'HEA'	124.3'	LT	1	--	--	--	--
SB23	214+31'HEA'	79.7'	RT	1	--	--	--	--
SB24	27+25'CEA'	6.4'	LT	1	--	--	--	--
			SUBTOTAL	3	0	0	0	0
USH 14 & LEXINGTON DRIVE								
CATEGORY 1010								
SB2	41+70'LNA'	15.1'	LT	1	--	--	--	--
SB3	223+30'HEA'	65.6'	RT	--	1	--	--	--
SB4	223+08'HEA'	40.9'	RT	1	--	--	--	--
SB5	222+93'HEA'	10.0'	LT	1	--	--	--	--
SB6	222+78'HEA'	36.1'	LT	--	1	--	--	--
SB8	222+82'HEA'	95.1'	LT	1	--	--	--	--
SB9	43+48'LNA'	5.3'	LT	1	--	--	--	--
SB10	223+92'HEA'	95.2'	LT	--	1	--	--	--
SB11	224+21'HEA'	82.7'	LT	1	--	--	--	--
SB12	224+22'HEA'	33.2'	LT	1	--	--	--	--
SB13	224+34'HEA'	7.2'	LT	--	1	--	--	--
LB2	220+73'HEA'	31.8'	LT	--	--	1	--	--
LB3	226+89'HEA'	7.8'	LT	--	--	1	--	--
			CATEGORY 1010 TOTAL	7	4	2	0	0
USH 14 & PONTIAC DRIVE								
CATEGORY 1020								
SB2	236+38'HEA'	47.7'	RT	1	--	--	--	--
SB4	51+58'PNA'	16.0'	LT	1	--	--	--	--
SB5	235+15'HEA'	55.1'	RT	1	--	--	--	--
SB6	234+99'HEA'	43.4'	RT	1	--	--	--	--
SB7	235+03'HEA'	10.4'	LT	1	--	--	--	--
SB8	234+98'HEA'	35.8'	LT	--	1	--	--	--
SB11	53+15'PNA'	15.1'	LT	1	--	--	--	--
SB12	236+27'HEA'	104.8'	LT	1	--	--	--	--
SB13	236+38'HEA'	91.8'	LT	1	--	--	--	--
SB15	236+37'HEA'	33.2'	LT	1	--	--	--	--
SB16	236+37'HEA'	6.9'	LT	--	1	--	--	--
LB1	232+52'HEA'	28.4'	LT	--	--	1	--	--
LB2	239+51'HEA'	13.1'	LT	--	--	1	--	--
			CATEGORY 1020 TOTAL	9	2	2	0	0
USH 14 & IH 39 SB								
CATEGORY 1300								
SB1	245+56'HEA'	37.8'	RT	1	--	--	--	--
SB2	245+24'HEA'	35.3'	RT	--	1	--	--	--
SB3	245+14'HEA'	6.8'	LT	1	--	--	--	--
SB4	245+14'HEA'	33.7'	LT	1	--	--	--	--
SB5	245+02'HEA'	33.8'	LT	1	--	--	--	--
SB6	244+78'HEA'	34.2'	LT	--	1	--	--	--
SB8	245+25'HEA'	75.2'	LT	--	1	--	--	--
SB9	245+76'HEA'	73.0'	LT	1	--	--	--	--
SB10	246+00'HEA'	22.6'	LT	1	--	--	--	--
SB11	246+16'HEA'	13.1'	LT	--	1	--	--	--
SB12	246+14'HEA'	34.5'	RT	--	1	--	--	--
SB13	245+82'HEA'	34.3'	RT	1	--	--	--	--
LP3	245+58'HEA'	114.2'	LT	--	--	1	--	--
			SUBTOTAL	7	5	1	0	0

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL BASES (CONTINUED)

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 (EACH)	654.0102 CONCRETE BASES TYPE 2 (EACH)	654.0105 CONCRETE BASES TYPE 5 (EACH)	654.0110 CONCRETE BASES TYPE 10 (EACH)	654.0113 CONCRETE BASES TYPE 13 (EACH)
USH 14 & IH 39 NB								
CATEGORY 1300								
SB1	255+83'HEA'	53.7'	RT	1	--	--	--	--
SB2	255+23'HEA'	42.9'	RT	--	1	--	--	--
SB3	254+57'HEA'	46.7'	RT	1	--	--	--	--
SB4	254+43'HEA'	18.8'	LT	1	--	--	--	--
SB5	254+21'HEA'	28.0'	LT	--	1	--	--	--
SB6	254+18'HEA'	74.0'	LT	--	1	--	--	--
SB7	254+57'HEA'	73.2'	LT	1	--	--	--	--
SB8	254+88'HEA'	73.8'	LT	1	--	--	--	--
SB9	255+21'HEA'	75.1'	LT	--	1	--	--	--
SB10	255+26'HEA'	33.1'	LT	1	--	--	--	--
SB11	255+26'HEA'	10.8'	LT	1	--	--	--	--
SB12	255+59'HEA'	10.8'	LT	1	--	--	--	--
SB13	255+87'HEA'	12.2'	LT	--	1	--	--	--
LP3	254+88'HEA'	93.4'	RT	--	--	1	--	--
			SUBTOTAL	8	5	1	0	0
USH 14 & DEERFIELD DRIVE								
CATEGORY 1030								
SB2	262+91'HEA'	63.4'	RT	--		--	1	--
SB4	263+61'HEA'	54.9'	RT	1	--	--	--	--
SB5	263+71'HEA'	49.4'	RT	--	--	--	--	1
SB6	263+69'HEA'	12.0'	LT	--	--	--	1	--
SB8	263+65'HEA'	71.6'	LT	1	--	--	--	--
SB9	263+51'HEA'	83.0'	LT	--	--	--	1	--
SB10	263+72'HEA'	111.3'	LT	1	--	--	--	--
SB11	263+15'HEA'	109.6	LT	--	--	--	1	--
SB12	262+58'HEA'	89.4'	LT	--	--	--	--	1
SB13	262+44'HEA'	73.4'	LT	1	--	--	--	--
SB14	261+93'HEA'	90.1'	LT	--	1	--	--	--
SB15	262+22'HEA'	28.6'	LT	--	1	--	--	--
SB16	262+15'HEA'	32.6'	LT	1	--	--	--	--
SB17	261+81'HEA'	32.4'	LT	1	--	--	--	--
SB19	262+30'HEA'	53.3'	RT	1	--	--	--	--
			CATEGORY 1030 TOTAL	7	2	0	4	2
USH 14 & WRIGHT ROAD								
CATEGORY 1300								
SB16	280+58'HEA'	46.6'	RT	1	--	--	--	--
SB17	280+34'HEA'	31.2'	LT	1	--	--	--	--
SB18	280+23'HEA'	96.0'	LT	1	--	--	--	--
SB19	281+29'HEA'	98.3'	LT	1	--	--	--	--
SB20	282+22'HEA'	59.8'	RT	1	--	--	--	--
			SUBTOTAL	5	0	0	0	0
STH 26 & KETTERING ST								
CATEGORY 1300								
SB14	52+99'KTA'	20.2'	LT	1	--	--	--	--
			SUBTOTAL	1	0	0	0	0
UNDISTRIBUTED LOCATIONS								
CATEGORY 1300				2	2	2	--	--
			CATEGORY 1010 SUBTOTAL	7	4	2	0	0
			CATEGORY 1020 SUBTOTAL	9	2	2	0	0
			CATEGORY 1030 SUBTOTAL	7	2	0	4	2
			CATEGORY 1300 SUBTOTAL	26	12	5	0	0
			TOTALS	**49**	**20**	**9**	**4**	**2**

TRAFFIC SIGNAL LOOP DETECTORS

LOCATION / LOOP NO.	*STATION	OFFSET	L/R	SIZE FT X FT	NO. OF TURNS	INSTALLATION METHOD (SEE NOTES AT BOTTOM)	652.0800 CONDUIT LOOP DETECTOR (LF)	655.0800 LOOP DETECTOR WIRE (LF)	**655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	652.0900 LOOP DETECTOR SLOTS (LF)
USH 14 & USH 51										
CATEGORY 1300										
21	115+09'HEA'	34.0'	LT	12 X 18	4	D[E]	83	430	718	--
22	111+81'HEA'	33.7'	LT	6 X 18	4	D[E]	73	398	376	--
41	20+00'TNA'	25.3'	LT	8 X 22	4	D	72	342	729	--
42	15+90'TNA'	27.6'	LT	6 X 8	4	D	48	278	317	--
61	106+25'HEA'	12.0'	RT	6 X 18	4	D[E]	61	302	436	--
62	109+56'HEA'	12.3'	RT	6 X 18	3	D[E]	68	270	90	--
81	8+93'TNA'	5.8'	RT	8 X 20	4	D	77	398	673	--
82	13+04'TNA'	6.0'	RT	6 X 6	4	D	44	262	251	--
72		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	343	--
73		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	414	--
						SUBTOTAL	526	2680	4347	0
USH 14 & STH 26										
CATEGORY 1300										
21	218+88'HEA'	55.8'	LT	6 X 18	4	D[E]	90	366	547	--
22	216+21'HEA'	87.0'	LT	6 X 20	4	D	100	406	274	--
23	216+25'HEA'	99.7'	LT	6 X 20	3	D	72	222	274	--
24	215+94'HEA'	97.6'	LT	6 X 20	4	D	100	406	274	--
25	216+00'HEA'	115.7'	LT	6 X 20	3	D	72	222	274	--
						SUBTOTAL	434	1622	1643	0
USH 14 & LEXINGTON ROAD										
CATEGORY 1010										
11	222+67'HEA'	23.0'	LT	6 X 20	3	D	74	228	287	--
12	222+95'HEA'	23.0	LT	6 X 20	3	D	76	234	287	--
21	227+63'HEA'	53.2	LT	6 X 18	4	A[E] OR B[E]	80	326	508	64
31	41+60'LNA'	4.8'	LT	6 X 20	3	A OR B	66	204	308	59
32	41+87'LNA'	5.2'	LT	6 X 20	3	A OR B	68	210	308	60
42	43+41'LNA'	27.7'	LT	6 X 22	3	A OR B	94	288	434	75
43	43+63'LNA'	40.4'	LT	6 X 10	4	A OR B	64	262	381	48
44	43+50'LNA'	44.9'	LT	6 X 20	4	A OR B	74	302	381	63
51	224+34'HEA'	19.9'	LT	6 X 20	3	D	72	222	81	--
52	224+06'HEA'	20.0'	LT	6 X 20	3	D	74	228	81	--
61	219+47'HEA'	11.9'	RT	6 X 18	4	D[E]	66	270	540	--
71	43+68'LNA'	14.6'	LT	6 X 20	4	A OR B	76	310	434	64
72	43+39'LNA'	16.8'	LT	6 X 20	4	A OR B	66	270	434	59
81	41+87'LNA'	3.7'	RT	6 X 20	4	A OR B	84	342	308	68
82	41+74'LNA'	19.5'	RT	6 X 20	3	A OR B	88	270	37	65
83	41+87'LNA'	25.5'	RT	6 X 15	3	A OR B	78	240	37	65
44		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	494	--
						CATEGORY 1010 TOTAL	1200	4206	5340	690
USH 14 & PONTIAC DRIVE										
CATEGORY 1020										
11	234+87'HEA'	23.6'	LT	6 X 20	3	D	74	228	267	--
12	235+15'HEA'	24.1'	LT	6 X 20	3	D	76	234	267	--
21	239+89'HEA'	60.5'	LT	6 X 18	4	D[E]	88	358	540	--
31	51+32'PNA'	6.3'	LT	6 X 20	3	A OR B	96	294	126	74
32	51+60'PNA'	4.7'	LT	6 X 20	3	A OR B	76	234	126	64
41	53+11'PNA'	36.6'	LT	6 X 20	4	A OR B	82	334	320	69
51	236+64'HEA'	20.7'	LT	6 X 20	3	D	100	306	129	--
52	236+36'HEA'	20.2'	LT	6 X 20	3	D	86	264	129	--
61	231+60'HEA'	12.0'	RT	6 X 18	4	D[E]	80	326	536	--
71	53+34'PNA'	24.6'	LT	6 X 20	3	A OR B	84	258	282	68
72	53+11'PNA'	22.9'	LT	6 X 20	3	A OR B	76	234	282	64
81	51+48'PNA'	4.8'	RT	6 X 20	4	A OR B	90	366	108	71
82	51+81'PNA'	24.4'	RT	6 X 20	3	A OR B	76	234	30	64
						CATEGORY 1020 TOTAL	1084	3670	3142	474
USH 14 & IH 39/90 SB										
CATEGORY 1300										
21	249+36'HEA'	51.6'	LT	6 X 18	4	A[E] OR B[E]	104	422	564	76
44	245+39'HEA'	72.8'	LT	6 X 20	3	D	72	222	305	--
45	245+52'HEA'	72.7'	LT	6 X 20	3	D	108	330	246	--
51	246+12'HEA'	36.4'	LT	6 X 20	3	A OR B	84	258	142	68
52	245+84'HEA'	36.8'	LT	6 X 20	3	A OR B	84	258	142	68
41		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	323	--
42		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	323	--
43		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	306	--
61		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	514	--
62		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	514	--
		UNDISTRIBUTED FOR QUEUE LOOP(S)					124	576	1315	104
						SUBTOTAL	576	2066	4694	316
USH 14 & IH 39/90 NB										
CATEGORY 1300										
11	254+32'HEA'	5.9'	LT	6 X 20	3	A OR B	80	246	317	66
12	254+60'HEA'	6.1'	LT	6 X 20	3	A OR B	86	264	317	69
21	258+67'HEA'	52.3'	LT	6 X 18	4	D[E]	64	262	450	--
61	251+09'HEA'	12.4'	RT	8 X 18	4	A[E] OR B[E]	104	422	649	78
83	255+05'HEA'	36.9'	RT	6 X 20	3	D	76	234	132	--
84	254+93'HEA'	37.0'	RT	6 X 20	3	D	80	246	177	--
81		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	72	--
82		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	72	--
		UNDISTRIBUTED FOR QUEUE LOOP(S)					120	560	1230	100
QUANTITIES CONTINUED ON NEXT SHEET						SUBTOTAL	610	2234	3416	313

TRAFFIC SIGNAL LOOP DETECTORS (CONTINUED)

LOCATION / LOOP NO.	*STATION	OFFSET	L/R	SIZE FT X FT	NO. OF TURNS	INSTALLATION METHOD (SEE NOTES AT BOTTOM)	652.0800 CONDUIT LOOP DETECTOR (LF)	655.0800 LOOP DETECTOR WIRE (LF)	**655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	652.0900 LOOP DETECTOR SLOTS (LF)
USH 14 & DEERFIELD DRIVE										
CATEGOR Y 1030										
44	262+26'HEA'	113.6'	LT	6 X 20	4	D	86	350	269	--
45	262+39'HEA'	113.3'	LT	6 X 20	3	D	90	276	314	--
46	262+20'HEA'	88.5'	LT	6 X 20	3	D	86	264	269	--
47	262+33'HEA'	88.9'	LT	6 X 20	4	D	88	358	314	--
48	262+80'HEA'	116.0'	LT	6 X 20	3	A OR B	102	312	314	77
49	262+79'HEA'	88.0'	LT	6 X 20	3	A OR B	94	288	314	73
73	263+04'HEA'	84.5'	LT	6 X 20	3	A OR B	72	222	379	62
74	262+91'HEA'	87.3'	LT	6 X 20	4	A OR B	96	390	379	74
82	263+25'HEA'	90.2'	RT	6 X 20	3	C	112	342	144	82
83	263+25'HEA'	59.3'	RT	6 X 20	3	C	102	312	144	77
11		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	336	--
12		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	175	--
13		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	175	--
14		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	175	--
15		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	175	--
21		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	610	--
41		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	402	--
42		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	402	--
43		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	402	--
61		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	280	--
51		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	283	--
52		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	254	--
73		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	401	--
74		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	401	--
						CATEGORY 1030 TOTAL	928	3114	7311	445
USH 14 & WRIGHT ROAD										
CATEGORY 1300										
11		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	319	--
12		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	190	--
41		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	394	--
42		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	394	--
43		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	245	--
44		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	245	--
45		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	312	--
						SUBTOTAL	0	0	2099	0
STH 26 & KETTERING STREET										
CATEGORY 1300										
31	52+89'KTA'	8.4'	LT	6 X 20	3	A OR B	92	282	122	72
32	53+18'KTA'	12.1'	LT	6 X 20	3	A OR B	72	222	122	62
41		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	549	--
42		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	358	--
43		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	358	--
44		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	358	--
45		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	358	--
51		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	241	--
52		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	241	--
61		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	220	--
71		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	549	--
72		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	291	--
73		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	291	--
74		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	291	--
75		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	291	--
83		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	43	--
81		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	43	--
82		EXISTING LOOP - REPLACE LEAD IN CABLE					--	--	43	--
						SUBTOTAL	164	504	4769	134
						UNDISTRIBUTED LOCATIONS CATEGORY 1300	100	400	800	40
						CATEGORY 1010 SUBTOTAL	1,200	4,206	5,340	690
						CATEGORY 1020 SUBTOTAL	1,084	3,670	3,142	474
						CATEGORY 1030 SUBTOTAL	928	3,114	7,311	445
						CATEGORY 1300 SUBTOTAL	2,410	9,506	21,768	803
						TOTALS	5,622	20,496	37,561	2,412

A = SDD: LOOP DETECTOR INSTALLED IN EXISTING LOOP - REPLACE LEAD IN CABLE OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY
B = SDD: LOOP DETECTOR INSTALLED IN EXISTING LOOP - REPLACE LEAD IN CABLE CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY
C = SDD: LOOP DETECTOR INSTALLED IN EXISTING LOOP - REPLACE LEAD IN CABLE ASPHALTIC PAVEMENT
D = SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
E (SUPERSCRIPT) = LOOP INSTALLATION TO OCCUR OVER MULTIPLE STAGES
* LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
** ADDITIONAL QUANTITY FOUND ELSEWHERE

TRAFFIC SIGNAL HEADS

LOCATION / BASE NUMBER	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3 -12 INCH (EACH)	658.0115 TRAFFIC SIGNAL FACE 4 -12 INCH (EACH)	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH (EACH)	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH (EACH)	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH (EACH)	658.0600 LED MODULES 12-INCH RED BALL (EACH)	658.0605 LED MODULES 12-INCH YELLOW BALL (EACH)	658.0610 LED MODULES 12-INCH GREEN BALL (EACH)	658.0615 LED MODULES 12-INCH RED ARROW (EACH)	658.0620 LED MODULES 12-INCH YELLOW ARROW (EACH)	658.0625 LED MODULES 12-INCH GREEN ARROW (EACH)	658.0635 LED MODULE PEDESTRIAN COUNTDOWN TIMER 16-INCH (EACH)
USH 14 & NEWVILLE RD													
CATEGORY 1300													
SB2	12	--	1	--	1	--	--	--	--	1	2	1	--
SB6	10	--	1	--	1	--	--	--	--	1	2	1	--
SB7	11	--	1	--	1	--	--	--	--	1	2	1	--
SUBTOTAL		0	3	0	3	0	0	0	0	3	6	3	0
USH 14 & KENNEDY RD													
CATEGORY 1300													
SB3	5	1	--	1	--	--	--	--	--	1	1	1	--
SB4	10	--	1	--	1	--	--	--	--	1	2	1	--
SB5	6	1	--	1	--	--	--	--	--	1	1	1	--
SB11	8	1	--	1	--	--	1	1	--	--	--	1	--
-	11	--	1	--	1	--	--	--	--	1	2	1	--
SB12	4	1	--	1	--	--	--	--	--	1	1	1	--
SB13	12	--	1	--	1	--	--	--	--	1	2	1	--
SUBTOTAL		4	3	4	3	0	1	1	0	6	9	7	0
USH 14 & STH 26													
CATEGORY 1300													
SB1	57	--	--	--	--	1	--	--	--	--	--	--	1
SB2	56	--	--	--	--	1	--	--	--	--	--	--	1
SB3	50	--	--	--	--	1	--	--	--	--	--	--	1
SB6	52	--	--	--	--	1	--	--	--	--	--	--	1
-	58	--	--	--	--	1	--	--	--	--	--	--	1
SB8	59	--	--	--	--	1	--	--	--	--	--	--	1
SB12	60	--	--	--	--	1	--	--	--	--	--	--	1
-	54	--	--	--	--	1	--	--	--	--	--	--	1
SB13	53	--	--	--	--	1	--	--	--	--	--	--	1
SB14	61	--	--	--	--	1	--	--	--	--	--	--	1
SB17	63	--	--	--	--	1	--	--	--	--	--	--	1
SB18	62	--	--	--	--	1	--	--	--	--	--	--	1
-	51	--	--	--	--	1	--	--	--	--	--	--	1
SB19	55	--	--	--	--	1	--	--	--	--	--	--	1
SB24	14	1	--	1	--	--	1	--	--	--	1	1	--
SUBTOTAL		1	0	1	0	14	1	0	0	0	1	1	14
USH 14 & LEXINGTON ROAD													
CATEGORY 1010													
SB1	24	--	1	--	1	--	--	--	--	1	2	1	--
-	13	1	--	1	--	--	1	1	1	--	--	--	--
SB2	16	--	1	--	1	--	--	--	--	1	2	1	--
-	21	1	--	1	--	--	1	1	--	--	--	1	--
-	23	--	1	--	1	--	--	--	--	1	2	1	--
SB3	20	1	--	1	--	--	1	1	1	--	--	--	--
SB4	1	1	--	1	--	--	1	1	1	--	--	--	--
-	12	--	1	--	1	--	--	--	--	1	2	1	--
SB5	11	--	1	--	1	--	--	--	--	1	2	1	--
SB6	4	--	1	--	1	--	--	--	--	1	2	1	--
-	9	1	--	1	--	--	1	1	--	--	--	1	--
SB8	18	--	1	--	1	--	--	--	--	1	2	1	--
-	19	1	--	1	--	--	1	1	1	--	--	--	--
SB9	17	--	1	--	1	--	--	--	--	1	2	1	--
-	22	--	1	--	1	--	--	--	--	1	2	1	--
-	15	1	--	1	--	--	1	1	--	--	--	1	--
SB11	6	--	1	--	1	--	--	--	--	1	2	1	--
-	7	1	--	1	--	--	1	1	1	--	--	--	--
SB12	5	--	1	--	1	--	--	--	--	1	2	1	--
SB13	3	1	--	1	--	--	1	1	--	--	--	1	--
-	10	--	1	--	1	--	--	--	--	1	2	1	--
CATEGORY 1010 SUBTOTAL		9	12	9	12	0	9	9	5	12	24	16	0

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL HEADS (CONTINUED)

LOCATION / BASE NUMBER	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3 -12 INCH (EACH)	658.0115 TRAFFIC SIGNAL FACE 4 -12 INCH (EACH)	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH (EACH)	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH (EACH)	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH (EACH)	658.0600 LED MODULES 12-INCH RED BALL (EACH)	658.0605 LED MODULES 12-INCH YELLOW BALL (EACH)	658.0610 LED MODULES 12-INCH GREEN BALL (EACH)	658.0615 LED MODULES 12-INCH RED ARROW (EACH)	658.0620 LED MODULES 12-INCH YELLOW ARROW (EACH)	658.0625 LED MODULES 12-INCH GREEN ARROW (EACH)	658.0635 LED MODULE PEDESTRIAN COUNTDOWN TIMER 16-INCH (EACH)
USH 14 & PONTIAC DRIVE													
CATEGORY 1020													
SB2	53	--	--	--	--	1	--	--	--	--	--	--	1
SB3	24	--	1	--	1	--	--	--	--	1	2	1	--
-	13	1	--	1	--	--	1	1	1	--	--	--	--
-	54	--	--	--	--	1	--	--	--	--	--	--	1
SB4	23	--	1	--	1	--	--	--	--	1	2	1	--
-	21	1	--	1	--	--	1	1	--	--	--	1	--
-	16	--	1	--	1	--	--	--	--	1	2	1	--
SB5	20	1	--	1	--	--	1	1	1	--	--	--	--
-	55	--	--	--	--	1	--	--	--	--	--	--	1
SB6	12	--	1	--	1	--	--	--	--	1	2	1	--
-	1	1	--	1	--	--	1	1	1	--	--	--	--
SB7	11	--	1	--	1	--	--	--	--	1	2	1	--
SB8	9	1	--	1	--	--	1	1	--	--	--	1	--
-	4	--	1	--	1	--	--	--	--	1	2	1	--
SB9	18	--	1	--	1	--	--	--	--	1	2	1	--
SB10	50	--	--	--	--	1	--	--	--	--	--	--	1
-	19	1	--	1	--	--	1	1	1	--	--	--	--
SB11	15	1	--	1	--	--	1	1	--	--	--	1	--
-	17	--	1	--	1	--	--	--	--	1	2	1	--
-	22	--	1	--	1	--	--	--	--	1	2	1	--
SB12	51	--	--	--	--	1	--	--	--	--	--	--	1
SB13	6	--	1	--	1	--	--	--	--	1	2	1	--
-	52	--	--	--	--	1	--	--	--	--	--	--	1
SB15	5	--	1	--	1	--	--	--	--	1	2	1	--
SB16	3	1	--	1	--	--	1	1	--	--	--	1	--
-	10	--	1	--	1	--	--	--	--	1	2	1	--
CATEGORY 1020 SUBTOTAL		8	12	8	12	6	8	8	4	12	24	16	6
USH 14 & IH 39/90 SB													
CATEGORY 1300													
SB3	9	--	1	--	1	--	--	--	--	1	2	1	--
SB4	6	1	--	1	--	--	1	1	--	--	--	1	--
-	8	--	1	--	1	--	--	--	--	1	2	1	--
SB9	4	1	--	1	--	--	1	1	1	--	--	--	--
SB10	7	--	1	--	1	--	--	--	--	1	2	1	--
SB13	12	1	--	1	--	--	1	1	1	--	--	--	--
SUBTOTAL		3	3	3	3	0	3	3	2	3	6	4	0
USH 14 & IH 39/90 NB													
CATEGORY 1300													
SB2	10	1	--	1	--	--	1	1	1	--	--	--	--
SB4	4	--	1	--	1	--	--	--	--	1	2	1	--
SB8	11	1	--	1	--	--	1	1	1	--	--	--	--
SB10	6	--	1	--	1	--	--	--	--	1	2	1	--
SB11	3	1	--	1	--	--	1	1	--	--	--	1	--
-	5	--	1	--	1	--	--	--	--	1	2	1	--
SUBTOTAL		3	3	3	3	0	3	3	2	3	6	4	0
USH 14 & DEERFIELD DRIVE													
CATEGORY 1030													
SB1	50	--	--	--	--	1	--	--	--	--	--	--	1
SB2	22	1	--	1	--	--	1	1	1	--	--	--	--
	25	1	--	1	--	--	--	--	--	1	1	1	--
	26	1	--	1	--	--	--	--	--	1	1	1	--
SB4	51	--	--	--	--	1	--	--	--	--	--	--	1
SB5	2	1	--	1	--	--	1	1	1	--	--	--	--
	3	1	--	1	--	--	1	1	1	--	--	--	--
	4	1	--	1	--	--	1	--	--	--	1	1	--
	57	--	--	--	--	1	--	--	--	--	--	--	1
SB6	6	1	--	1	--	--	--	--	--	1	1	1	--
	7	1	--	1	--	--	--	--	--	1	1	1	--
SB8	56	--	--	--	--	1	--	--	--	--	--	--	1
SB9	16	1	--	1	--	--	1	1	1	--	--	--	--
	17	1	--	1	--	--	1	1	1	--	--	--	--
	55	--	--	--	--	1	--	--	--	--	--	--	1
	61	--	--	--	--	1	--	--	--	--	--	--	1
SB10	60	--	--	--	--	1	--	--	--	--	--	--	1
SB11	19	1	--	1	--	--	--	--	--	1	1	1	--
	20	1	--	1	--	--	--	--	--	1	1	1	--
SB12	10	1	--	1	--	--	1	1	1	--	--	--	--
	11	1	--	1	--	--	1	1	1	--	--	--	--
	21	1	--	1	--	--	1	1	1	--	--	--	--
	54	--	--	--	--	1	--	--	--	--	--	--	1
	54	--	--	--	--	1	--	--	--	--	--	--	1
SB13	58	--	--	--	--	1	--	--	--	--	--	--	1
SB14	29	1	--	1	--	--	1	--	--	--	1	1	--
	52	--	--	--	--	1	--	--	--	--	--	--	1
SB16	30	1	--	1	--	--	1	--	--	--	1	1	--
SB17	31	1	--	1	--	--	1	--	--	--	1	1	--
SB18	13	1	--	1	--	--	--	--	--	1	1	1	--
SB19	59	--	--	--	--	1	--	--	--	--	--	--	1
CATEGORY 1030 SUBTOTAL		19	0	19	0	12	12	8	8	7	11	11	12

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL HEADS (CONTINUED)

LOCATION / BASE NUMBER	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3 -12 INCH (EACH)	658.0115 TRAFFIC SIGNAL FACE 4 -12 INCH (EACH)	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH (EACH)	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH (EACH)	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH (EACH)	658.0600 LED MODULES 12-INCH RED BALL (EACH)	658.0605 LED MODULES 12-INCH YELLOW BALL (EACH)	658.0610 LED MODULES 12-INCH GREEN BALL (EACH)	658.0615 LED MODULES 12-INCH RED ARROW (EACH)	658.0620 LED MODULES 12-INCH YELLOW ARROW (EACH)	658.0625 LED MODULES 12-INCH GREEN ARROW (EACH)	658.0635 LED MODULE PEDESTRIAN COUNTDOWN TIMER 16-INCH (EACH)
USH 14 & WRIGHT ROAD													
CATEGORY 1300													
SB2	11	--	1	--	1	--	--	--	--	1	2	1	--
SB3	4	--	1	--	1	--	--	--	--	1	2	1	--
-	9	1	--	1	--	--	1	1	--	--	--	1	--
SB5	55	--	--	--	--	1	--	--	--	--	--	--	1
SB8	51	--	--	--	--	1	--	--	--	--	--	--	1
SB9	6	--	1	--	1	--	--	--	--	1	2	1	--
SB10	5	--	1	--	1	--	--	--	--	1	2	1	--
SB11	3	1	--	1	--	--	1	1	--	--	--	1	--
-	10	--	1	--	1	--	--	--	--	1	2	1	--
SB16	54	--	--	--	--	1	--	--	--	--	--	--	1
SB18	50	--	--	--	--	1	--	--	--	--	--	--	1
SB19	52	--	--	--	--	1	--	--	--	--	--	--	1
SB20	53	--	--	--	--	1	--	--	--	--	--	--	1
SUBTOTAL		2	5	2	5	6	2	2	0	5	10	7	6
STH 26 & MORSE STREET													
CATEGORY 1300													
SB3	50	--	--	--	--	1	--	--	--	--	--	--	1
SB5	51	--	--	--	--	1	--	--	--	--	--	--	1
SB6	52	--	--	--	--	1	--	--	--	--	--	--	1
SB8	53	--	--	--	--	1	--	--	--	--	--	--	1
SB9	54	--	--	--	--	1	--	--	--	--	--	--	1
SB11	55	--	--	--	--	1	--	--	--	--	--	--	1
SUBTOTAL		0	0	0	0	6	0	0	0	0	0	0	6
STH 26 & KETTERING STREET													
CATEGORY 1300													
SB8	23	1	--	1	--	--	--	--	--	1	1	1	--
SB9	20	1	--	1	--	--	1	1	--	--	--	1	--
	22	1	--	1	--	--	--	--	--	1	1	1	--
SB14	21	1	--	1	--	--	--	--	--	1	1	1	--
SUBTOTAL		4	0	4	0	0	1	1	0	3	3	4	0
UNDISTRIBUTED LOCATIONS													
CATEGORY 1300		5	--	10	--	1	5	6	6	5	5	5	1
CATEGORY 1010 SUBTOTALS		9	12	9	12	0	9	9	5	12	24	16	0
CATEGORY 1020 SUBTOTALS		8	12	8	12	6	8	8	4	12	24	16	6
CATEGORY 1030 SUBTOTALS		19	0	19	0	12	12	8	8	7	11	11	12
CATEGORY 1300 SUBTOTALS		22	17	27	17	27	16	16	10	28	46	35	27
TOTALS		**58**	**41**	**63**	**41**	**45**	**45**	**41**	**27**	**59**	**105**	**78**	**45**

TRAFFIC SIGNAL MONOTUBE STRUCTURES

LOCATION / BASE NUMBER	657.1345 INSTALL POLES TYPE 9 (EACH)	657.1350 INSTALL POLES TYPE 10 (EACH)	657.1355 INSTALL POLES TYPE 12 (EACH)	657.1515 INSTALL MONOTUBE ARMS 15-FT (EACH)	657.1520 INSTALL MONOTUBE ARMS 20-FT (EACH)	657.1545 INSTALL MONOTUBE ARMS 45-FT (EACH)	657.1808 INSTALL LUMINAIRE ARMS STEEL 8-FT (EACH)	* 659.1125 LUMINAIRES UTILITY LED C (EACH)	* 659.0802 PLAQUES SEQUENCE IDENTIFICATION (EACH)	SPV.0105.514 TRANSPORTING STATE FURNISHED MONOTUBE EQUIPMENT (LS)
USH 14 & DEERFIELD DRIVE										
CATEGORY 1030	--	--	--	--	--	--	--	--	--	1
SB2	--	1	--	1	--	--	2	2	1	--
SB5	--	--	1	--	--	1	--	--	1	--
SB6	--	1	--	1	--	--	2	2	1	--
SB9	1	--	--	--	1	--	--	--	1	--
SB11	--	1	--	1	--	--	2	2	1	--
SB12	--	--	1	--	--	1	--	--	1	--
CATEGORY 1030 SUBTOTAL	1	3	2	3	1	2	6	6	6	--
TOTALS	**1**	**3**	**2**	**3**	**1**	**2**	**6**	**6**	**6**	**--**

*QUANTITIES FOUND ELSEWHERE

PEDESTRIAN PUSH BUTTONS

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	658.0500 (EACH)
USH 14 & STH 26				
CATEGORY 1300				
SB2	214+57'HEA'	79.3'	LT	1
SB3	214+69'HEA'	79.0'	LT	1
SB1	214+34'HEA'	101.3'	LT	1
SB8	216+16'HEA'	124.3'	LT	1
SB6	215+88'HEA'	78.3'	LT	2
SB12	215+75'HEA'	31.1'	RT	2
SB13	215+66'HEA'	42.0'	RT	1
SB14	215+99'HEA'	49.3'	RT	1
SB18	214+46'HEA'	36.3'	RT	2
SB19	214+39'HEA'	30.2'	RT	1
SB23	214+31'HEA'	79.7'	RT	1
			SUBTOTAL	14
USH 14 & PONTIAC DRIVE				
CATEGORY 1020				
SB2	236+38'HEA'	47.7'	RT	1
SB3	236+21'HEA'	61.3'	RT	1
SB5	235+15'HEA'	55.1'	RT	1
SB10	235+39'HEA'	106.4'	LT	1
SB12	236+27'HEA'	104.8'	LT	1
SB13	236+38'HEA'	91.8'	LT	1
			CATEGORY 1020 TOTAL	6
USH 14 & DEERFIELD DRIVE				
CATEGORY 1030				
SB1	262+47'HEA'	64.9'	RT	1
SB2	262+91'HEA'	63.4'	RT	1
SB4	263+61'HEA'	54.9'	RT	1
SB6	263+69'HEA'	12.0'	LT	1
SB8	263+65'HEA'	71.6'	LT	1
SB9	263+51'HEA'	83.0'	LT	1
SB10	263+72'HEA'	111.3'	LT	1
SB12	262+58'HEA'	89.4'	LT	1
SB13	262+44'HEA'	73.4'	LT	1
SB14	261+93'HEA'	90.1'	LT	1
SB15	262+22'HEA'	28.6'	LT	1
SB19	262+30'HEA'	53.3'	RT	1
			CATEGORY 1030 TOTAL	12
USH 14 & WRIGHT ROAD				
CATEGORY 1300				
SB5	280+30'HEA'	82.5'	LT	1
SB8	281+29'HEA'	98.2'	LT	1
SB16	280+58'HEA'	46.6'	RT	1
SB17	280+34'HEA'	31.2'	LT	1
SB18	280+23'HEA'	96.0'	LT	1
SB19	281+29'HEA'	98.3'	LT	1
SB20	282+22'HEA'	59.8'	RT	1
			SUBTOTAL	7
STH 26 & MORSE STREET				
CATEGORY 1300				
SB4	100+36'CE'	62.7'	RT	1
SB5	99+72'CE'	59.1'	RT	1
SB6	99+24'CE'	42.4'	RT	1
SB8	99+27'CE'	71.7'	LT	1
SB9	99+67'CE'	122.8'	LT	1
SB10	100+23'CE'	119.7'	LT	1
SB11	100+65'CE'	120.5'	LT	1
			SUBTOTAL	7
			CATEGORY 1020 SUBTOTAL	6
			CATEGORY 1030 SUBTOTAL	12
			CATEGORY 1300 SUBTOTAL	28
			TOTALS	**46**

TRAFFIC SIGNAL STRUCTURES

CATEGORY	BASE NUMBER	657.0100 PEDESTAL BASES (EACH)	657.0255 TRANSFORMER BASE BREAKAWAY 11 1/2 INCH BOLT CIRCLE (EACH)	657.0310 POLES TYPE 3 (EACH)	657.0322 POLES TYPE 5 ALUMINUM (EACH)	657.0415 TRAFFIC SIGNAL STANDARDS ALUMINUM 11-FT (EACH)	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT (EACH)	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT (EACH)	657.0585 TROMBONE ARMS 15-FT (EACH)	657.0595 TROMBONE ARMS 25FT (EACH)	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT (EACH)	* 659.1125 LUMINAIRES UTILITY LED C (EACH)	SPV.0060.351 REINSTALL STREET LIGHT (EACH)
1300	USH 14 & BELL STREET												
	SB11	--	1	--	1	--	--	--	--	--	1	--	--
	SUBTOTAL	0	1	0	1	0	0	0	0	0	1	0	0
1300	USH 14 & STH 26												
	SB23	1	--	--	--	--	1	--	--	--	--	--	--
	SB24	1	--	--	--	1	--	--	--	--	--	--	--
	SUBTOTAL	2	0	0	0	1	1	0	0	0	0	0	0
1010	USH 14 & LEXINGTON DRIVE												
	SB3	--	1	1	--	--	--	--	1	--	--	--	--
	SB4	1	--	--	--	--	1	--	--	--	--	--	--
	SB6	--	1	1	--	--	--	--	--	--	2	2	--
	SB8	1	--	--	--	--	1	--	--	--	--	--	--
	SB10	--	1	1	--	--	--	--	--	1	--	--	--
	SB13	--	1	1	--	--	--	--	--	--	2	2	--
	LB1	--	--	--	--	--	--	--	--	--	--	2	--
	LB4	--	--	--	--	--	--	--	--	--	--	2	--
	LB2	--	--	--	--	--	--	--	--	--	--	2	1
	LB3	--	--	--	--	--	--	--	--	--	--	2	1
	CATEGORY 1010 SUBTOTAL	2	4	4	0	0	2	0	1	1	4	12	2
1020	USH 14 & PONTIAC DRIVE												
	SB2	1	--	--	--	1	--	--	--	--	--	--	--
	SB3	1	--	--	--	--	--	1	--	--	--	--	--
	SB5	1	--	--	--	--	--	1	--	--	--	--	--
	SB6	1	--	--	--	--	--	1	--	--	--	--	--
	SB7	1	--	--	--	--	-	1	--	--	--	--	--
	SB8	--	--	--	--	--	-	--	--	--	--	2	--
	SB13	1	--	--	--	--	--	1	--	--	--	--	--
	SB15	1	--	--	--	--	--	1	--	--	--	--	--
	SB16	--	--	--	--	--	-	--	--	--	--	2	--
	LB1	--	--	--	--	--	--	--	--	--	--	2	1
	LB2	--	--	--	--	--	--	--	--	--	--	2	1
	CATEGORY 1020 SUBTOTAL	7	0	0	0	1	0	6	0	0	0	8	2
1300	USH 14 & IH 39/90 SB												
	SB2	--	--	--	--	--	--	--	--	--	--	1	--
	SB3	1	--	--	--	--	1	1	--	--	--	--	--
	SB4	1	--	--	--	--	1	1	--	--	--	--	--
	SB5	1	--	--	--	--	1	1	--	--	--	--	--
	SB6	--	--	--	--	--	--	--	--	--	--	1	--
	SB10	1	--	--	--	--	1	1	--	--	--	--	--
	SB11	--	--	--	--	--	--	--	--	--	--	1	--
	LB1	--	--	--	--	--	--	--	--	--	--	2	--
	LB2	--	--	--	--	--	--	--	--	--	--	2	--
	LB3	--	1	--	1	--	--	--	--	--	1	1	--
	SUBTOTAL	4	1	0	1	0	4	4	0	0	1	8	0
1300	USH 14 & IH 39/90 NB												
	SB4	1	--	--	--	--	1	--	--	--	--	--	--
	SB5	--	--	--	--	--	--	--	--	--	--	1	--
	SB9	--	--	--	--	--	--	--	--	--	--	1	--
	SB10	1	--	--	--	--	1	--	--	--	--	--	--
	SB11	1	--	--	--	--	--	1	--	--	--	--	--
	SB12	1	--	--	--	--	1	--	--	--	--	--	--
	SB13	--	--	--	--	--	--	--	--	--	--	1	--
	LB1	--	--	--	--	--	--	--	--	--	--	2	--
	LB2	--	--	--	--	--	--	--	--	--	--	2	--
	LB3	--	1	--	1	--	--	--	--	--	1	1	--
	SUBTOTAL	4	1	0	1	0	3	1	0	0	1	8	0
1030	USH 14 & DEERFIELD DRIVE												
	SB4	1	--	--	--	1	--	--	--	--	--	--	--
	SB13	1	--	--	--	1	--	--	--	--	--	--	--
	SB14	--	1	1	--	--	--	--	--	--	1	1	--
	SB15	--	--	--	--	--	--	--	--	--	--	2	--
	SB16	1	--	--	--	--	1	--	--	--	--	--	--
	SB17	1	--	--	--	--	1	--	--	--	--	--	--
	SB19	1	--	--	--	1	--	--	--	--	--	--	--
	CATEGORY 1030 SUBTOTAL	5	1	1	0	3	2	0	0	0	1	3	0
1300	USH 14 & WRIGHT ROAD												
	SB16	1	--	--	--	1	--	--	--	--	--	--	--
	SB17	1	--	--	--	1	--	--	--	--	--	--	--
	SB18	1	--	--	--	1	--	--	--	--	--	--	--
	SB19	1	--	--	--	1	--	--	--	--	--	--	--
	SB20	1	--	--	--	1	--	--	--	--	--	--	--
	SUBTOTAL	5	0	0	0	5	0	0	0	0	0	0	0
1300	STH 26 & KETTERING STREET												
	SB14	1	--	--	--	--	1	--	--	--	--	--	--
	SUBTOTAL	1	0	0	0	0	1	0	0	0	0	0	0
	UNDISTRIBUTED LOCATIONS												
	CATEGORY 1300	3	2	1	1	1	1	1	1	1	2	2	1
	CATEGORY 1010 SUBTOTALS	2	4	4	0	0	2	0	1	1	4	12	2
	CATEGORY 1020 SUBTOTALS	7	0	0	0	1	0	6	0	0	0	8	2
	CATEGORY 1030 SUBTOTALS	5	1	1	0	3	2	0	0	0	1	3	0
	CATEGORY 1300 SUBTOTALS	19	5	1	4	7	10	6	1	1	5	18	1
	TOTALS	**33**	**10**	**6**	**4**	**11**	**14**	**12**	**2**	**2**	**10**	**41**	**5**

*QUANTITIES FOUND ELSEWHERE

3

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

LOCATION	FROM - TO	* 655.0230 5-14 AWG (LF)	* 655.0240 7-14 AWG (LF)	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG (LF)	655.0260 12-14 AWG (LF)	655.0270 15-14 AWG (LF)	* 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE (LF)	655.0305 CABLE TYPE UF 2-12 GROUNDED (LF)
USH 14 & NEWVILLE ROAD								
CATEGORY 1300								
	CB1 - RR	--	--	582	--	--	--	--
	SUBTOTAL	0	0	582	0	0	0	0
USH 14 & KENNEDY ROAD								
CATEGORY 1300								
	CB1 - SB13	80	--	--	--	--	--	--
	CB1 - SB5	350	--	--	--	--	--	--
	SUBTOTAL	430	0	0	0	0	0	0
USH 14 & STH 26								
CATEGORY 1300								
	CB1 - SB5	223	--	--	--	--	--	--
	CB1 - SB8	--	--	--	324	--	--	--
	CB1 - SB23	317	--	--	--	--	--	--
	CB1 - SB24	208	--	--	--	--	--	--
	SUBTOTAL	748	0	0	324	0	0	0
USH 14 & LEXINGTON DRIVE								
CATEGORY 1010								
	CB1 - SB1	--	--	--	57	--	--	--
	CB1 - SB2	--	--	--	--	345	--	--
	CB1 - SB3	305	--	--	--	--	--	--
	CB1 - SB4	--	--	237	--	--	--	--
	CB1 - SB5	--	297	--	--	--	--	--
	CB1 - SB6	--	--	327	--	--	326	326
	CB1 - SB7	384	--	--	--	--	--	--
	CB1 - SB8	--	--	430	--	--	--	--
	CB1 - SB9	--	--	--	--	495	495	--
	CB1 - SB10	243	--	--	--	--	--	--
	CB1 - SB11	--	--	212	--	--	--	--
	CB1 - SB12	--	153	--	--	--	--	--
	CB1 - SB13	--	--	106	--	--	106	106
	SB6 - LB2	--	--	--	--	--	--	227
	LB2 - LB1	--	--	--	--	--	--	271
	SB13 - LB3	--	--	--	--	--	--	277
	LB3 - LB4	--	--	--	--	--	--	282
CATEGORY 1010 SUBTOTAL		932	450	1312	57	840	927	1489
USH 14 & PONTIAC DRIVE								
CATEGORY 1020								
	CB1 - SB1	1	--	--	--	--	--	--
	CB1 - SB2	46	--	--	--	--	--	--
	CB1 - SB3	--	--	58	--	--	--	--
	CB1 - SB4	--	--	--	--	132	132	--
	CB1 - SB5	--	--	256	--	--	--	--
	CB1 - SB6	--	--	240	--	--	--	--
	CB1 - SB7	--	313	--	--	--	--	--
	CB1 - SB8	--	--	346	--	--	--	346
	CB1 - SB9	--	--	408	--	--	408	--
	CB1 - SB10	--	--	379	--	--	--	--
	CB1 - SB11	--	--	--	--	330	330	--
	CB1 - SB12	--	--	281	--	--	--	--
	CB1 - SB13	227	--	--	--	--	--	--
	CB1 - SB14	230	--	--	--	--	--	--
	CB1 - SB15	--	156	--	--	--	--	--
	CB1 - SB16	--	--	118	--	--	118	118
	SB8 - LB1	--	--	--	--	--	--	267
	SB16 - LB2	--	--	--	--	--	--	338
CATEGORY 1020 SUBTOTAL		504	469	2086	0	462	988	1069
USH 14 & IH 39/90 SB								
CATEGORY 1300								
	CB1 - SB1	43	--	--	--	--	43	--
	CB1 - SB2	126	--	--	--	--	--	126
	CB1 - SB3	--	193	--	--	--	--	--
	CB1 - SB4	--	--	192	--	--	--	--
	CB1 - SB5	187	--	--	--	--	--	--
	CB1 - SB6	201	--	--	--	--	--	--
	CB1 - SB7	350	--	--	--	--	--	--
	CB1 - SB8	--	--	362	--	--	362	--
	CB1 - SB9	276	--	--	--	--	--	--
	CB1 - SB10	--	179	--	--	--	--	--
	CB1 - SB11	173	--	--	--	--	--	173
	CB1 - SB12	103	--	--	--	--	103	--
	CB1 - SB13	49	--	--	--	--	--	--
	SB2 - SB6	--	--	--	--	--	--	154
	SB6 - LB1	--	--	--	--	--	--	308
	SB11 - LB3	--	--	--	--	--	--	208
	LB3 - LB2	--	--	--	--	--	--	434
SUBTOTAL		1508	372	554	0	0	508	1403

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND (CONTINUED)

LOCATION	FROM - TO	* 655.0230 5-14 AWG LF	* 655.0240 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 12-14 AWG LF	655.0270 15-14 AWG LF	* 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	655.0305 CABLE TYPE UF 2-12 GROUNDED LF
USH 14 & IH 39/90 NB								
CATEGORY 1300								
	CB1 - SB1	77	--	--	--	--	--	--
	CB1 - SB2	--	--	166	--	--	166	--
	CB1 - SB3	306	--	--	--	--	--	--
	CB1 - SB4	--	375	--	--	--	--	--
	CB1 - SB5	368	--	--	--	--	--	--
	CB1 - SB6	435	--	--	--	--	435	--
	CB1 - SB7	454	--	--	--	--	--	--
	CB1 - SB8	400	--	--	--	--	400	--
	CB1 - SB9	357	--	--	--	--	--	--
	CB1 - SB10	--	286	--	--	--	--	--
	CB1 - SB11	--	--	285	--	--	--	--
	CB1 - SB12	257	--	--	--	--	--	--
	CB1 - SB13	269	--	--	--	--	--	--
	CB1 - LB3	--	--	--	--	--	--	232
	LB3 - SB5	--	--	--	--	--	--	189
	SB5 - SB1	--	--	--	--	--	--	262
	CB1 - SB13	--	--	--	--	--	--	270
	SB13 - SB9	--	--	--	--	--	--	357
	SB9 - LB2	--	--	--	--	--	--	468
	SUBTOTAL	2923	661	451	0	0	1001	1778
USH 14 & DEERFIELD DRIVE								
CATEGORY 1030								
	CB1 - SB1	--	--	37	--	--	--	--
	CB1 - SB2	--	--	--	--	99	99	99
	CB1 - SB3	173	--	--	--	--	--	--
	CB1 - SB4	181	--	--	--	--	--	--
	CB1 - SB5	--	--	234	--	--	--	--
	CB1 - SB6	--	--	294	--	--	294	--
	CB1 - SB7	333	--	--	--	--	--	--
	CB1 - SB8	--	--	380	--	--	--	--
	CB1 - SB9	--	--	--	396	--	--	--
	CB1 - SB10	--	--	431	--	--	--	--
	CB1 - SB11	--	--	--	410	--	410	--
	CB1 - SB12	--	--	--	351	--	--	--
	CB1 - SB13	370	--	--	--	--	--	--
	CB1 - SB14	--	--	263	--	--	--	--
	CB1 - SB15	--	--	213	--	--	213	213
	CB1 - SB16	205	--	--	--	--	--	--
	CB1 - SB17	195	--	--	--	--	--	--
	CB1 - SB18	--	--	--	109	--	--	--
	CB1 - SB19	48	--	--	--	--	--	--
	SB2 - SB6	--	--	--	--	--	--	231
	SB15 - SB14	--	--	--	--	--	--	131
	SB14 - SB11	--	--	--	--	--	--	184
CATEGORY 1030 SUBTOTAL		1505	0	1852	1266	99	1016	858
USH 14 & WRIGHT ROAD								
CATEGORY 1300								
	CB1 - SB1	106	--	--	--	--	--	--
	CB1 - SB3	--	--	207	--	--	--	207
	CB1 - SB4	347	--	--	--	--	--	--
	CB1 - SB5	--	--	--	279	--	--	--
	CB1 - SB7	--	--	423	--	--	--	--
	CB1 - SB8	418	--	--	--	--	--	--
	CB1 - SB9	412	--	--	--	--	--	--
	CB1 - SB16	110	--	--	--	--	--	--
	CB1 - SB17	207	--	--	--	--	--	--
	CB1 - SB18	280	--	--	--	--	--	--
	CB1 - SB19	413	--	--	--	--	--	--
	CB1 - SB20	209	--	--	--	--	--	--
	SB3 - SB7	--	--	--	--	--	--	230
	SUBTOTAL	2502	0	630	279	0	0	437
USH 26 & KETTERING STREET								
CATEGORY 1300								
	CB1 - SB8	--	360	--	--	--	--	--
	CB1 - SB9	--	--	--	317	--	--	--
	CB1 - SB14	--	129	--	--	--	--	--
	CB1 - LB1	--	--	--	--	--	--	841
	SUBTOTAL	0	489	0	317	0	0	841
UNDISTRIBUTED LOCATIONS								
CATEGORY 1300		600	600	300	300	300	300	600
CATEGORY 1010 SUBTOTAL		932	450	1,312	57	840	927	1,489
CATEGORY 1020 SUBTOTAL		504	469	2,086	0	462	988	1,069
CATEGORY 1030 SUBTOTAL		1,505	0	1,852	1,266	99	1,016	858
CATEGORY 1300 SUBTOTAL		8,711	2,122	2,517	1,220	300	1,809	5,059
TOTALS		11,652	3,041	7,767	2,543	1,701	4,740	8,475

* ADDITIONAL QUANTITY FOUND ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

LOCATION	SIGNAL BASE	SIGNAL HEAD	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG (LF)	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG (LF)	* 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE (LF)	* 655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (LF)
USH 14 & KENNEDY ROAD							
CATEGORY 1300	SB5	6	--	18	--	--	--
	SB13	12	--	18	--	--	--
		SUBTOTAL	0	36	0	0	0
USH 14 & STH 26							
CATEGORY 1300	SB1	57	16	--	--	6	--
	SB2	56	16	--	--	6	--
	SB3	50	16	--	--	6	--
	SB6	58	16	--	--	6	--
	SB7	52	16	--	--	6	--
	SB8	23	18	--	--	--	--
		59	16	--	--	6	--
	SB12	54	16	--	--	12	--
	SB13	53	16	--	--	6	--
	SB14	61	16	--	--	6	--
	12	62	16	--	--	6	--
	SB19	55	16	--	--	6	--
	SB23	63	16	--	--	6	--
	SB24	29	18	--	--	--	--
		SUBTOTAL	228	0	0	78	0
USH 14 & LEXINGTON ROAD							
CATEGORY 1010	SB1	13	18	--	--	--	--
		24	--	18	--	--	--
	SB2	16	--	20	--	--	--
		21	20	--	--	--	--
		23	--	20	--	--	--
	SB3	20	35	--	--	--	--
	SB4	1	--	18	--	--	--
		12	18	--	--	--	--
	SB5	11	--	18	--	--	--
	SB6	4	--	20	43	--	270
		9	20	--	--	--	--
	SB8	18	--	20	--	--	--
		19	18	--	--	--	--
	SB9	15	--	20	43	--	--
		17	20	--	--	--	--
		22	--	20	--	--	--
	SB10	14	45	--	--	--	--
	SB11	6	--	18	--	--	--
		7	18	--	--	--	--
	SB12	5	--	18	--	--	--
	SB13	3	--	20	--	--	270
		10	20	--	43	--	--
	LB2	--	--	--	--	--	270
	LB3	--	--	--	--	--	270
	CATEGORY 1010 SUBTOTAL		232	230	129	0	540
USH 14 & PONTIAC DRIVE							
CATEGORY 1020	SB2	53	16	--	--	6	--
	SB3	13	18	--	--	--	--
		54	16	--	--	6	--
	SB4	16	--	20	20	--	--
		21	20	--	--	--	--
		23	--	20	--	--	--
	SB5	13	18	--	--	--	--
		55	16	--	--	6	--
	SB6	1	18	--	--	--	--
		12	--	18	--	--	--
	SB7	11	--	18	--	--	--
	SB8	4	--	20	--	--	270
		9	20	--	--	--	--
	SB9	18	--	20	40	--	--
	SB10	50	16	--	--	6	--
	SB11	15	20	--	20	--	--
		17	--	20	--	--	--
		22	--	20	--	--	--
	SB12	14	18	--	--	--	--
		51	16	--	--	6	--
	SB13	52	16	--	--	6	--
	SB15	5	--	18	--	--	--
	SB16	3	20	--	35	--	270
		10	--	20	--	--	--
	LB1	--	--	--	--	--	270
	LB2	--	--	--	--	--	270
	CATEGORY 1020 SUBTOTAL		248	194	115	36	1080

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND (CONTINUED)

LOCATION	SIGNAL BASE	SIGNAL HEAD	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG (LF)	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG (LF)	* 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE (LF)	* 655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (LF)
USH 14 & IH 39/90 SB							
CATEGORY 1300	SB1	11	18	--	18	--	--
	SB2	1	20	--	--	--	135
	SB3	9	--	18	--	--	--
	SB4	6	20	--	--	--	--
		8	--	20	--	--	--
	SB5	15	18	--	--	--	--
	SB6	14	20	--	--	--	135
	SB8	5	35	--	35	--	--
		10	20	--	--	--	--
	SB9	4	18	--	--	--	--
	SB10	7	--	20	--	--	--
	SB11	3	20	--	--	--	135
	SB12	2	40	--	40	--	--
	SB13	12	16	--	--	--	--
	LB1	--	--	--	--	--	270
	LB2	--	--	--	--	--	270
	LB3	--	--	--	--	--	135
		SUBTOTAL	245	58	93	0	1080
USH 14 & IH 39/90 NB							
CATEGORY 1300	SB1	13	18	--	--	--	--
	SB2	2	35	--	35	--	--
		10	20	--	--	--	--
	SB3	1	16	--	--	--	--
	SB4	4	20	18	--	--	--
	SB5	9	20	--	--	--	135
	SB6	8	35	--	35	--	--
	SB7	12	16	--	--	--	--
	SB8	11	18	--	18	--	--
	SB9	7	20	--	--	--	135
	SB10	6	--	20	--	--	--
	SB11	3	18	--	--	--	--
		5	--	18	--	--	--
	SB12	15	16	--	--	--	--
	SB13	14	20	--	--	--	135
	LB1	--	--	--	--	--	270
	LB2	--	--	--	--	--	270
	LB3	--	--	--	--	--	135
		SUBTOTAL	272	56	88	0	1080

QUANTITIES CONTINUED ON NEXT SHEET

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND (CONTINUED)

LOCATION	SIGNAL BASE	SIGNAL HEAD	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG (LF)	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG (LF)	* 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE (LF)	* 655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (LF)
USH 14 & DEERFIELD DRIVE							
CATEGORY 1030	SB1	50	16	--	--	6	--
	SB2	18	20	--	35	--	270
		22	30	--	--	--	--
		25	39	--	--	--	--
		26	34	--	--	--	--
	SB3	15	18	--	--	--	--
	SB4	51	16	--	--	6	--
	SB5	2	69	--	--	--	--
		3	56	--	--	--	--
		4	44	--	--	--	--
		57	16	--	--	6	--
	SB6	6	39	--	35	--	270
		7	34	--	--	--	--
	SB8	8	24	--	--	--	--
		56	16	--	--	6	--
	SB9	16	44	--	--	--	--
		17	32	--	--	--	--
		55	16	--	--	6	--
		61	16	--	--	6	--
	SB10	27	18	--	--	--	--
		60	16	--	--	6	--
	SB11	19	39	--	35	--	270
		20	34	--	--	--	--
		24	20	--	--	--	--
		28	20	--	--	--	--
	SB12	10	67	--	--	--	--
		11	55	--	--	--	--
		21	20	--	--	--	--
		53	16	--	--	6	--
		54	16	--	--	6	--
	SB13	58	16	--	--	6	--
	SB14	29	18	--	--	--	--
		52	16	--	--	6	--
	SB15	5	20	--	35	--	270
		14	20	--	--	--	--
	SB16	30	16	--	--	--	--
	SB17	31	16	--	--	--	--
	SB18	13	20	--	--	--	--
	SB19	59	16	--	--	6	--
	CATEGORY 1030 SUBTOTAL		1058	0	140	72	1080
USH 14 & WRIGHT ROAD							
CATEGORY 1300							
	SB1	12	--	20	--	--	--
	SB3	4	--	20	--	--	--
		9	--	20	--	--	--
	SB5	55	16	--	--	6	--
	SB8	51	16	--	--	6	--
	SB9	6	--	20	--	--	--
	SB16	54	16	--	--	6	--
	SB17	BUTTON	--	--	--	6	--
	SB18	50	16	--	--	6	--
	SB19	52	16	--	--	6	--
	SB20	53	16	--	--	6	--
		SUBTOTAL	96	80	0	42	0
USH 26 & KETTERING STREET							
CATEGORY 1300							
	SB8	23	18	--	--	--	--
	SB9	22	18	--	--	--	--
	SB14	16	18	--	--	--	--
		21	18	--	--	--	--
		SUBTOTAL	72	0	0	0	0
UNDISTRIBUTED LOCATIONS							
CATEGORY 1300			115	75	75	50	900
	CATEGORY 1010 SUBTOTAL		232	230	129	0	540
	CATEGORY 1020 SUBTOTAL		248	194	115	36	1080
	CATEGORY 1030 SUBTOTAL		1058	0	140	72	1080
	CATEGORY 1300 SUBTOTAL		1028	305	256	170	3060
		TOTALS	2566	729	640	278	5760

* ADDITIONAL QUANTITY FOUND ELSEWHERE

TRAFFIC SIGNAL WIRE

LOCATION	FROM - TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (LF)
USH 14 & NEWVILLE ROAD		
CATEGORY 1300	SB1 - PB18	246
	PB18 - PB19	91
	PB19 - PB20	147
	SUBTOTAL	484
USH 14 & NEWVILLE ROAD		
CATEGORY 1300	SB1 - SB11	64
	SUBTOTAL	64
USH 14 & STH 26		
CATEGORY 1300	SB4 - SB24	57
	SB24 - SB5	23
	SB6 - SB8	102
	SB17 - SB23	14
	PB17 - SB8	37
	SUBTOTAL	233
USH 14 & LEXINGTON DRIVE		
CATEGORY 1010	CB1 - SB1	57
	SB1 - SB4	236
	SB4 - SB3	136
	SB3 - SB2	90
	SB4 - SB5	125
	SB5 - SB6	90
	SB6 - SB7	100
	SB7 - SB8	82
	SB7 - SB9	137
	SB7 - SB10	152
	SB10 - SB11	71
	SB11 - SB12	101
	SB12 - SB13	72
	SB13 - CB1	94
	PB1 - CB1	37
	PB2 - CB1	30
	PB3 - SB4	34
	PB4 - SB3	24
	PB5 - SB2	19
	PB7 - SB5	29
	PB8 - SB6	22
	PB9 - SB7	18
	PB11 - SB8	21
	PB12 - SB9	21
	PB13 - SB11	25
	PB16 - SB12	28
	PB17 - SB13	20
	CATEGORY 1010 SUBTOTAL	1871
USH 14 & PONTIAC DRIVE		
CATEGORY 1020	CB1 - SB1	53
	SB1 - SB2	42
	SB2 - SB3	49
	SB3 - SB4	135
	SB4 - SB5	161
	SB5 - SB6	52
	SB6 - SB7	109
	SB7 - SB8	78
	SB8 - SB9	98
	SB9 - SB10	108
	SB10 - SB11	81
	SB11 - SB12	92
	SB12 - SB13	87
	SB13 - SB14	36
	SB14 - SB15	107
	SB15 - SB16	69
	SB16 - CB1	117
	PB2 - SB2	18
	PB3 - SB4	18
	PB4 - PB3	51
	PB5 - SB6	18
	PB7 - SB7	23
	PB8 - SB8	18
	PB9 - SB9	25
	PB10 - SB10	16
	PB11 - SB11	17
	PB12 - SB12	23
	PB13 - SB13	17
	PB15 - SB15	17
	PB16 - SB16	17
	CATEGORY 1020 SUBTOTAL	1752

TRAFFIC SIGNAL WIRE (CONTINUED)

LOCATION	FROM - TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (LF)
USH 14 & IH 39/90 SB		
CATEGORY 1300	CB1 - SB2	126
	SB2 - SB3	132
	SB3 - SB4	58
	SB4 - SB5	53
	SB5 - SB6	61
	SB6 - SB7	224
	SB7 - SB8	132
	SB8 - SB9	166
	SB9 - SB10	144
	SB10 - SB11	42
	SB11 - SB12	104
	SB12 - SB13	108
	SB13 - SB1	50
	SB1 - CB1	43
	PB1 - CB1	20
	PB2 - SB2	32
	PB3 - SB5	14
	PB4 - PB3	53
	PB7 - PB4	38
	PB8 - SB7	30
	PB10 - SB8	22
	PB11 - PB12	43
	PB12 - SB9	42
	PB13 - SB11	23
	PB15 - SB12	17
	PB16 - CB1	21
	SUBTOTAL	1350
USH 14 & IH 39/90 NB		
CATEGORY 1300	CB1 - SB1	78
	SB1 - SB2	139
	SB2 - SB3	188
	SB3 - SB4	147
	SB4 - SB5	46
	SB5 - SB6	108
	SB6 - SB7	61
	SB7 - SB8	132
	SB8 - SB9	159
	SB9 - SB10	173
	SB10 - SB11	103
	SB11 - SB12	73
	SB12 - SB13	55
	SB13 - CB1	268
	PB1 - SB1	26
	PB2 - SB2	23
	PB3 - PB2	54
	PB4 - SB3	40
	PB5 - SB5	20
	PB8 - SB6	22
	PB9 - SB8	19
	PB10 - SB9	55
	PB11 - SB12	23
	PB12 - PB11	53
	PB15 - PB1	27
	SUBTOTAL	2092

TRAFFIC SIGNAL WIRE (CONTINUED)

LOCATION	FROM - TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (LF)
USH 14 & DEERFIELD DRIVE		
CATEGORY 1030	CB1 - SB1	40
	SB1 - SB2	95
	SB2 - SB3	109
	SB3 - SB4	46
	SB4 - SB5	107
	SB5 - SB6	112
	SB6 - SB7	79
	SB7 - SB8	93
	SB8 - SB9	61
	SB9 - SB10	114
	SB10 - SB11	109
	SB11 - SB12	110
	SB12 - SB13	65
	SB13 - SB14	138
	SB14 - SB15	132
	SB15 - SB16	73
	SB16 - SB17	55
	SB17 - SB18	132
	SB18 - SB19	115
	SB19 - CB1	50
	PB1 - CB1	24
	PB2 - SB18	22
	PB4 - SB17	22
	PB7 - SB14	16
	PB10 - SB12	23
	PB11 - SB11	18
	PB13 - SB10	18
	PB15 - SB8	22
	PB16 - SB7	23
	PB17 - SB6	20
	PB18 - SB5	25
	PB19 - SB3	18
	PB20 - SB2	18
	CATEGORY 1030 SUBTOTAL	2104
USH 14 & WRIGHT ROAD		
CATEGORY 1300	CB1 - SB16	109
	SB16 - SB1	38
	SB17 - SB3	30
	SB3 - SB18	102
	SB18 - SB5	36
	SB8 - SB19	71
	SB19 - SB9	66
	SB12 - SB20	55
	PB4 - SB17	14
	SUBTOTAL	521
USH 26 & KETTERING STREET		
CATEGORY 1300	SB2 - SB14	156
	SB14 - SB4	82
	PB2 - SB14	16
	SUBTOTAL	254
UNDISTRIBUTED LOCATIONS		
CATEGORY 1300		575
	CATEGORY 1010 SUBTOTAL	1,871
	CATEGORY 1020 SUBTOTAL	1,752
	CATEGORY 1030 SUBTOTAL	2,104
	CATEGORY 1300 SUBTOTAL	5,573
	TOTALS	**11,300**

TRAFFIC SIGNAL MAINTENANCE MOBILIZATIONS

LOCATION / BASE NUMBER	SPV.0060.459 TYPE 1 (EACH)	SPV.0060.460 TYPE 2 (EACH)
PROJECT 5569-00-72 CATEGORY 1300	30	15
TOTALS	**30**	**15**

TRAFFIC SIGNAL SYSTEMS INTEGRATOR

LOCATION / BASE NUMBER	SPV.0105.515 (LS)
PROJECT 5569-00-72 CATEGORY 1300	1
TOTALS	**1**

UTILITY LINE OPENING (ULO)

LOCATION	* SPV.0060.352 (EACH)
ALL ITEMS CATEGORY 1300 USH 14 & NEWVILLE ROAD	1
USH 14 & LEXINGTON DRIVE	1
USH 14 & PONTIAC DRIVE	1
USH 14 &IH 39 SB RAMP	1
USH 14 & IH 39 NB RAMP	1
USH 14 & DEERFIELD DRIVE	1
INTERCONNECT SYSTEM	4
TOTALS	**10**

* ADDITIONAL QUANTITY ELSEWHERE

REMOVE AND REINSTALL TRAFFIC SIGNALS

INTERSECTION	SPV.0105.505 (LS)	SPV.0105.506 (LS)	SPV.0105.507 (LS)	SPV.0105.508 (LS)	SPV.0105.509 (LS)	SPV.0105.510 (LS)
USH 14 & STH 26 CATEGORY 1300	1	--	--	--	--	--
USH 14 & LEXINGTON ROAD CATEGORY 1010	--	1	--	--	--	--
USH 14 & PONTIAC DRIVE CATEGORY 1020	--	--	1	--	--	--
USH 14 & IH 39/90 SB RAMP CATEGORY 1300	--	--	--	1	--	--
USH 14 & IH 39/90 NB RAMP CATEGORY 1300	--	--	--	--	1	--
USH 14 & DEERFIELD DRIVE CATEGORY 1030	--	--	--	--	--	1
TOTALS	**--**	**--**	**--**	**--**	**--**	**--**

ADAPTIVE SIGNAL CONTROL ITEMS

LOCATION	SPV.0105.(455-467) TRANSPORTING AND INSTALLING STATE FURNISHED ADAPTIVE TRAFFIC SIGNAL CAMERAS (LOCATION) (LS)	SPV.0090.450 INSTALL CAMERA POWER CABLE (LF)	* SPV.0090.451 INSTALL CAT-5E CABLE (LF)	** CONTRACTOR PROVIDED ETHERNET REPEATER (EACH)
ALL ITEMS CATEGORY 1300 USH 14 & STH 51	(SPV.0105.455) 1	993	993	1
USH 14 & NEWVILLE ROAD	(SPV.0105.456) 1	1105	1105	2
USH 14 & KENNEDY ROAD	(SPV.0105.457) 1	1015	1015	1
USH 14 & BELL STREET	(SPV.0105.458) 1	811	811	--
USH 14 & STH 26	(SPV.0105.459) 1	1261	1261	2
USH 14 & LEXINGTON ROAD	(SPV.0105.460) 1	1241	1241	3
USH 14 & PONTIAC DRIVE	(SPV.0105.461) 1	1302	1302	3
USH 14 & IH 39/90 SB RAMP	(SPV.0105.462) 1	764	764	1
USH 14 & IH 39/90 NB RAMP	(SPV.0105.463) 1	1147	1147	2
USH 14 & DEERFIELD DRIVE	(SPV.0105.464) 1	1343	1343	3
USH 14 & WRIGHT ROAD	(SPV.0105.465) 1	1267	1267	3
STH 26 & MORSE STREET	(SPV.0105.466) 1	1212	1212	2
STH 26 & KETTERING STREET	(SPV.0105.467) 1	1170	1170	1
UNDISTRIBUTED LOCATIONS	--	4000	4000	4
TOTALS	--	18,631	18,631	28

* ADDITIONAL QUANTITY FOUND ELSEWHERE

** NON-BID ITEM

MICROWAVE VEHICLE DETECTION ITEMS

LOCATION	SPV.0105.(492-504) INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION (LS)	* SPV.0090.451 INSTALL CAT-5E CABLE (LF)	** CONTRACTOR PROVIDED ETHERNET REPEATER (EACH)
ALL ITEMS CATEGORY 1300 USH 14 & STH 51	(SPV.0105.492) 1	993	1
USH 14 & NEWVILLE ROAD	(SPV.0105.493) 1	1105	2
USH 14 & KENNEDY ROAD	(SPV.0105.494) 1	1015	1
USH 14 & BELL STREET	(SPV.0105.495) 1	811	--
USH 14 & STH 26	(SPV.0105.496) 1	1680	4
USH 14 & LEXINGTON DRIVE	(SPV.0105.497) 1	1233	3
USH 14 & PONTIAC DRIVE	(SPV.0105.498) 1	1296	3
USH 14 & IH 39/90 SB RAMP	(SPV.0105.499) 1	895	--
USH 14 & IH 39/90 NB RAMP	(SPV.0105.500) 1	1443	3
USH 14 & DEERFIELD DRIVE	(SPV.0105.501) 1	1120	2
USH 14 & WRIGHT ROAD	(SPV.0105.502) 1	1267	3
STH 26 & MORSE STREET	(SPV.0105.503) 1	1153	2
STH 26 & KETTERING STREET	(SPV.0105.504) 1	1246	1
UNDISTRIBUTED LOCATIONS	--	4000	4
TOTALS	**--**	**19,257**	**29**

* ADDITIONAL QUANTITY FOUND ELSEWHERE

** NON-BID ITEM

TEMPORARY TRAFFIC SIGNALS

INTERSECTION	FOR INTERSECTIONS 661.0200.450 (LS)	661.0200.451 (LS)	661.0200.452 (LS)	TEMPORARY VEHICLE DETECTION SPV.0105.511 (LS)	SPV.0105.512 (LS)	SPV.0105.513 (LS)
USH 14 & IH 39/90 SB RAMP CATEGORY 1300	1	--	--	1	--	--
USH 14 & IH 39/90 NB RAMP CATEGORY 1300	--	1	--	--	1	--
USH 14 & DEERFIELD DRIVE CATEGORY 1030	--	--	1	--	--	1
TOTALS	**-**	**-**	**-**	**-**	**-**	**-**

INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION EQUIPMENT

INTERSECTION	SPV.0105.516 (LOCATION) (LS)	SPV.0105.517 (LOCATION) (LS)
USH 14 & IH 39/90 NB CATEGORY 1300	1	--
USH 14 & IH 39/90 SB CATEGORY 1300	--	1
TOTALS	**-**	**-**

ITS PULL BOX & COMMUNICATION VAULT ITEMS

STATION	LOCATION	ITEM ID	653.0140 PULL BOXES STEEL 24x42-INCH EACH
CATEGORY 1200			
37+35 CWA	LT	PB-E1	1
215+65 CRA	LT	PB-E2	1
WSOR RAILROAD @ ROTAMER ROAD	---	PB-E3	1
WSOR RAILROAD @ ROTAMER ROAD	---	PB-E4	1
TOTALS			4

ITS POWER CONNECTION ITEMS

STATION	LOCATION	ITEM ID	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0119) LS	656.0200.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0122) LS	656.0500.001 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0119) LS	656.0500.002 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0120) LS	656.0500.003 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0121) LS	656.0500.004 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-53-0122) LS
CATEGORY 1200								
UP RAILROAD @ MEMORIAL DRIVE	---	CCTV-53-0119	1	---	1	---	---	---
187+95 HEA	RT	CCTV-53-0120	---	---	---	1	---	---
216+00 CRA	LT	CCTV-53-0121	---	---	---	---	1	---
WSOR RAILROAD @ ROTAMER ROAD	---	CCTV-53-0122	---	1	---	---	---	1
TOTALS			1	1	1	1	1	1

ITS DEVICES & COMMUNICATION ITEMS

STATION	LOCATION	ITEM ID	659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH	670.0100.002 FIELD SYSTEM INTEGRATOR LS	670.0200.002 ITS DOCUMENTATION LS	673.0225.S INSTALL POLE MOUNTED CABINET EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	SPV.0060.401 INSTALL CELLULAR MODEM EACH	SPV.0060.403 POLES WOOD 50-FT EACH
CATEGORY 1200										
UP RAILROAD @ MEMORIAL DRIVE	---	CCTV-53-0119	2	---	---	1	1	1	1	1
188+05 HEA	70' RT	CCTV-53-0120	2	---	---	1	1	1	1	1
216+00 CRA	35' LT	CCTV-53-0121	2	---	---	1	1	1	1	1
WSOR RAILROAD @ ROTAMER ROAD	---	CCTV-53-0122	2	---	---	1	1	1	1	1
UNDISTRIBUTED	---	---	---	1	1	---	---	---	---	---
TOTALS			8	1	1	4	4	4	4	4

3

3

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
CATEGORY 1200				
ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0119)	CCTV-53-0119	10	10	---
CCTV-53-0119	EXISTING RAILROAD BUNGALOW	20	20	---
CCTV-53-0120	SIGNAL CABINET (USH 14 @ KENNEDY ROAD)	10	10	---
SIGNAL CABINET (USH 14 @ STH 26)	PB-E1	5	5	---
PB-E1	PB-E2	20	20	---
PB-E2	PB-E3	165	---	165
PB-E3	CCTV-53-0121	20	20	---
ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0122)	PB-E5	35	35	---
PB-E5	EXISTING RAILROAD BUNGALOW	20	20	---
PB-E5	PB-E6	50	---	50
PB-E6	CCTV-53-0122	10	10	---
TOTALS			150	215

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE LF	NUMBER OF ELECTRICAL WIRES LIGHTING 6 AWG	NUMBER OF ELECTRICAL WIRES TRAFFIC SIGNALS 14 AWG	CABLE SLACK ELECTRICAL WIRES LIGHTING 6 AWG	CABLE SLACK ELECTRICAL WIRES TRAFFIC SIGNALS 14 AWG	655.0505 ELECTRICAL WIRE TRAFFIC SIGNALS 14 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
CATEGORY 1200								
ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0119)	CCTV-53-0119	10	3	---	12	---	---	66
CCTV-53-0119	EXISTING RAILROAD BUNGALOW	20	---	2	---	20	80	---
CCTV-53-0120	SIGNAL CABINET (USH 14 @ KENNEDY ROAD)	10	3	2	12	20	60	66
SIGNAL CABINET (USH 14 @ STH 26)	PB-E2	20	3	---	12	---	---	96
PB-E2	PB-E3	165	3	---	12	---	---	531
PB-E3	CCTV-53-0121	20	3	---	12	---	---	96
ELECTRICAL SERVICE METER BREAKER PEDESTAL (CCTV-53-0122)	PB-E5	35	3	---	12	---	---	141
PB-E5	EXISTING RAILROAD BUNGALOW	20	---	2	---	20	80	---
PB-E5	PB-E6	50	3	2	12	12	124	186
PB-E6	CCTV-53-0122	10	3	2	12	12	44	66
TOTALS							388	1248

NO.	X	Y	DESCRIPTION	ELEV.
306H	503017.395	281683.175	DOT CAPPED RB	886.615

R/W

TANG

MATCH EXISTING

CONC.

SB ON-RAMP

924+00'HCA'

923+00'HCA'

922+00'HCA'

925+00'HCA'

R=350'

SB ON-RAMP R/L

SLOPE INTERCEPTS (TYP.)

2-51 LF 18" CPRC REQ'D
4-APRON ENDWALLS FOR
18-INCH CULVERT PIPE REQ'D
SKEW 18.48° RHF

STA. 925+33'HCA', 21.7' RT

STA. 925+36'HCA', 20.6' RT

PERMANENT COVER
PLATE REQ'D

RB14-13

STA. 925+13'HCA', 38.5' LT

SB ON-RAMP RT TURN R/L

STA. 925+16'HCA', 39.5' LT

EB USH 14 R/L

306H

245+00'HEA'

245+55'HEA'

HMA OVER CONC.

END CONSTRUCTION
STA. 926+15.68 'HCA'
MATCH EXISTING
SAWCUT REQ'D.

926+00'HCA'

926+40'HCA'

EB USH 14

246+00'HE

WB USH 14

245+00'HWA'

246+00'HW

SB OFF-RAMP R/L

925+55'HDA'

926+00'HDA'

SB OFF-RAMP

926+65

SB OFF-RAMP LT TURN R/L

WB USH 14 R/L

5

5

894
892
890
888
886
884
882
880

STA = 922+56.27
ELEV = 886.86

VCL = 205.00
K = 65.32

VPC STA 923+37.18
VPC EL 885.54

PVI STA 924+39.68
PVI EL 883.86

VPT STA 925+42.18
VPT EL 885.41

STA = 926+15.68
ELEV = 886.51

-1.63%

1.50%

924+43.87
884.67

EXISTING TERRAIN PROFILE ALONG R/L

STA 925+26'HCA'
2-18" CPRC REQ'D
4-18" ENDWALLS REQ'D

881.60

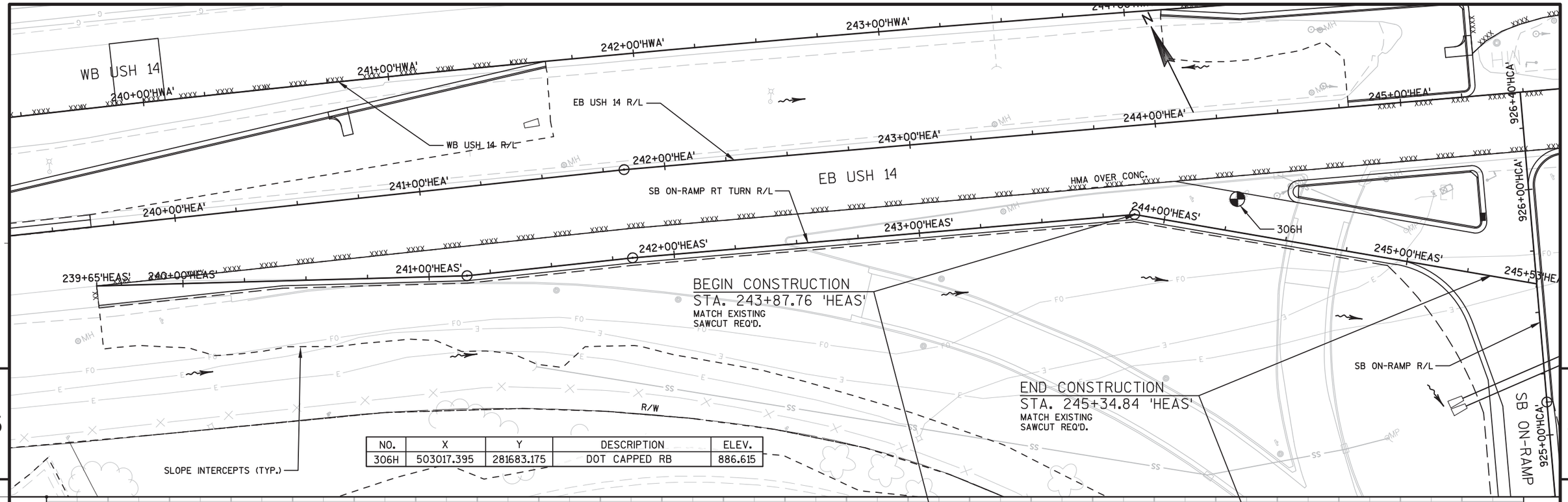
PROPOSED DESIGN PROFILE ALONG R/L

EXISTING — PROPOSED

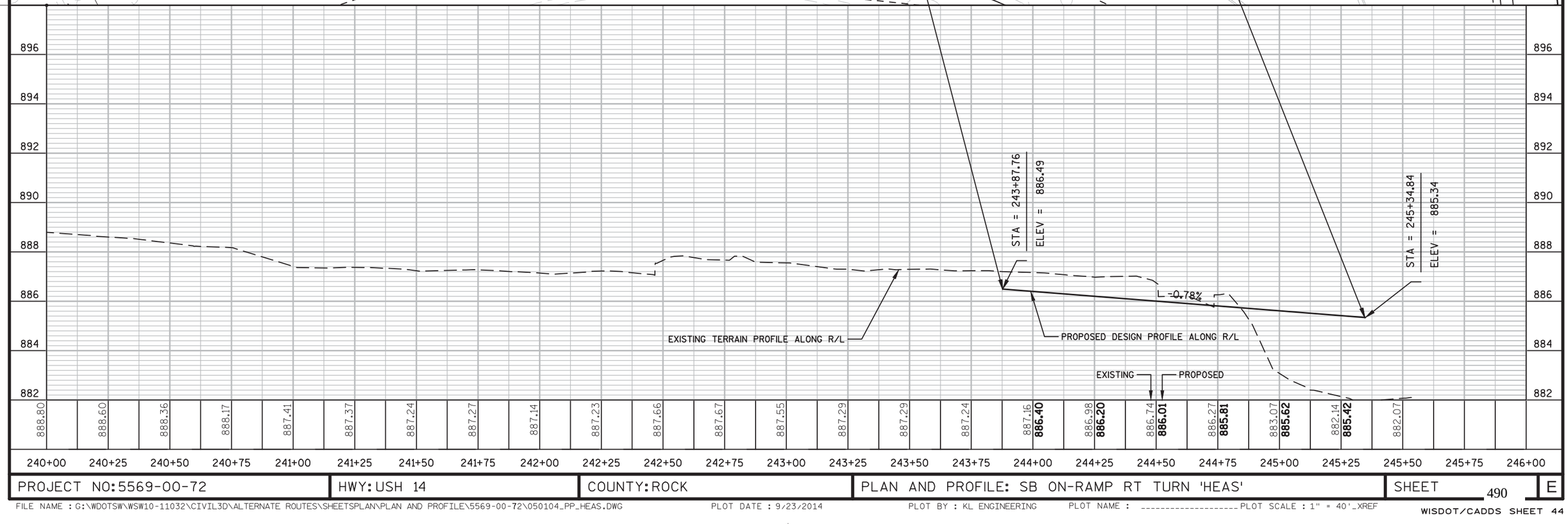
889.05	888.58	888.18	887.76	887.49	887.03	886.71	886.22 **886.55**	886.07 **886.15**	885.60 **885.74**	884.27 **885.34**	883.76 **885.03**	883.76 **884.81**	883.62 **884.69**	883.42 **884.67**	883.31 **884.74**	882.79 **884.91**	881.68 **885.17**	882.14 **885.52**	882.07 **885.90**	884.66 **886.28**	886.61

921+00 921+25 921+50 921+75 922+00 922+25 922+50 922+75 923+00 923+25 923+50 923+75 924+00 924+25 924+50 924+75 925+00 925+25 925+50 925+75 926+00 926+25 926+50 926+75 927+00

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN AND PROFILE: SB ON-RAMP 'HCA'	SHEET 489 E



NO.	X	Y	DESCRIPTION	ELEV.
306H	503017.395	281683.175	DOT CAPPED RB	886.615



PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	PLAN AND PROFILE: SB ON-RAMP RT TURN 'HEAS'	SHEET 490 E

OLIVE GARDEN

R/W

EB USH 14 R/L

SB ON-RAMP RT TURN R/L

WB USH 14 R/L

245+00'HEA'

245+00'HWA'

245+55'HEA'

SB ON-RAMP

925+00'HCA'

926+00'HCA'

926+40'HCA'

925+65'HDAL'

926+00'HDAL'

926+65'HDAL'

927+00'HDA'

SB OFF-RAMP

38 LF 18" CPRC REQ'D
1-APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 18-INCH REQ'D
CONCRETE COLLAR REQ'D
SALVAGE PIPE GRATE
SKEW 4.74° LHF

SB OFF-RAMP LT TURN R/L

928+00'HDA'

CONC.

929+00'HDA'

RB14-12

SB ON-RAMP R/L

HMA OVER CONC.

STA. 926+10'HDAL', 48.2' RT

BEGIN CONSTRUCTION
STA. 925+89.52 'HDAL'
MATCH EXISTING
SAWCUT REQ'D.

EB USH 14

246+00'HEA'

246+00'HWA'

WB USH 14

END CONSTRUCTION
STA. 926+65.47 'HDAL'
MATCH EXISTING
SAWCUT REQ'D.

SLOPE INTERCEPTS (TYP.)

5

5

VCL = 60.00
K = 40.17

STA = 925+89.53
ELEV = 886.66

VPC STA 925+94.01
VPC EL 886.61

PVI STA 926+24.01
PVI EL 886.31

VPT STA 926+54.01
VPT EL 886.46

STA = 926+65.47
ELEV = 886.52

1.00%

0.50%

EXISTING TERRAIN PROFILE ALONG R/L

STA 926+14'HDAL'
1-18" CRCP REQ'D
1-18" ENDWALL REQ'D
882.74

PROPOSED DESIGN PROFILE ALONG R/L

926+34.04
886.41

EXISTING
PROPOSED

886.86
886.49 **886.56**
886.14 **886.42**
886.43 **886.44**

898 896 894 892 890 888 886 884

923+00 923+25 923+50 923+75 924+00 924+25 924+50 924+75 925+00 925+25 925+50 925+75 926+00 926+25 926+50 926+75 927+00 927+25 927+50 927+75 928+00 928+25 928+50 928+75 929+00

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN AND PROFILE: SB OFF-RAMP LT TURN TO EB USH 14 'HDAL'	SHEET 491	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN AND PROFILE\5569-00-72\050106_PP_HDAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WB USH 14 R/L

255+00'HEA'

917+38'HAA'

255+00'HWA'

918+00'HAA'

255+00'HAN'

SLOPE INTERCEPTS (TYP.)

919+00'HAA'

920+00'HAA'

R=350'

NB ON-RAMP R/L

921+00'HAA'

922+00'HAA'

923+00'HAA'

NB ON-RAMP

RB14-14

CONC.

MATCH EXISTING

WB USH 14

256+00'HWA'

HMA OVER CONC.

NB ON-RAMP RT TURN R/L

256+00'HWA'

BEGIN CONSTRUCTION
STA. 917+61.01 'HAA'
MATCH EXISTING
SAWCUT REQ'D.

N

5

5

STA = 917+61.01
ELEV = 883.21

VCL = 200.00
K = 64.31

VPC STA 918+48.32
VPC EL 882.12

PVI STA 919+48.32
PVI EL 880.87

VPT STA 920+48.32
VPT EL 882.73

STA = 922+07.70
ELEV = 885.69

PROPOSED DESIGN PROFILE ALONG R/L

-1.25%

1.86%

EXISTING TERRAIN PROFILE ALONG R/L

919+28.71
881.62

EXISTING — PROPOSED

917+00	917+25	917+50	917+75	918+00	918+25	918+50	918+75	919+00	919+25	919+50	919+75	920+00	920+25	920+50	920+75	921+00	921+25	921+50	921+75	922+00	922+25	922+50	922+75	923+00
		883.26	882.19 **883.04**	879.97 **882.72**	880.34 **882.41**	880.63 **882.10**	880.82 **881.84**	880.83 **881.68**	880.85 **881.62**	881.27 **881.65**	881.55 **881.78**	881.85 **882.01**	882.05 **882.34**	882.39 **882.76**	882.61 **883.23**	883.36 **883.69**	884.21 **884.16**	884.38 **884.62**	884.96 **885.09**	885.35 **885.55**	885.68	885.94	886.47	887.01

892 890 888 886 884 882 880 878

SLOPE INTERCEPTS (TYP.)

NB OFF-RAMP LT TURN R/L

STA. 920+91'HBAL', 40.7' LT

STA. 920+85'HBAL', 41.6' LT

2-32 LF 19"x30" CPRC REQ'D
2-APRON ENDWALLS FOR
19"x30" CULVERT PIPE REQ'D
2-CONCRETE COLLAR REQ'D
SKEW 17.98° LHF

HMA OVER CONC.

EB USH 14

WB USH 14

WB USH 14 R/L

N

918+00'HBA'

919+00'HBA'

RB14-15

NB OFF-RAMP

920+00'HBA'

920+30'HBAL'

921+00'HBAL'

921+43'HBAL'

917+30'HAA'

918+00'HAA'

919+00'HAA'

NB ON-RAMP

NB OFF-RAMP R/L

CONC.

921+80'HBA'

BEGIN CONSTRUCTION
STA. 920+30.39 'HBAL'
MATCH EXISTING
SAWCUT REQ'D.

EB USH 14 R/L

NB ON-RAMP R/L

NB ON-RAMP RT TURN R/L

RB14-14

END CONSTRUCTION
STA. 921+06.40 'HBAL'
MATCH EXISTING
SAWCUT REQ'D.

R/W

DAMON'S

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

VCL = 45.00

K = 44.93

STA = 920+30.39
ELEV = 882.20

VPC STA 920+46.59
VPC EL 882.28

PVI STA 920+69.09
PVI EL 882.40

VPT STA 920+91.59
VPT EL 882.74

STA = 921+06.40
ELEV = 882.96

0.50%

1.50%

STA 920+84'HBAL'
1-19"x30" CRCP REQ'D

STA 920+78'HBAL'
1-19"x30" CRCP REQ'D

879.22

879.22

PROPOSED
EXISTING

882.11 **882.30**

881.86 **882.52**

882.39 **882.86**

883.40

894 892 890 888 886 884 882 880

918+00 918+25 918+50 918+75 919+00 919+25 919+50 919+75 920+00 920+25 920+50 920+75 921+00 921+25 921+50 921+75 922+00 922+25 922+50 922+75 923+00 923+25 923+50 923+75 924+00

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN AND PROFILE: NB OFF-RAMP LT TURN TO WB USH 14 'HBAL'	SHEET 493	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\PLAN AND PROFILE\5569-00-72\050105_PP_HBAL.DWG PLOT DATE : 9/23/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

NB ON-RAMP

NB ON-RAMP R/L

SLOPE INTERCEPTS (TYP.)

N

255+00'HWAN'

256+00'HWAN'

257+00'HWAN'

258+00'HWAN'

259+00'HWAN'

260+00'HWAN'

260+34'HWAN'

WB USH 14 R/L

BEGIN CONSTRUCTION
STA. 255+18.90 'HWAN'
MATCH EXISTING
SAWCUT REQ'D.

HMA OVER CONC.

NB ON-RAMP RT TURN R/L

WB USH 14

255+00'HWA'

256+00'HWA'

257+00'HWA'

258+00'HWA'

259+00'HWA'

260+00'HWA'

END CONSTRUCTION
STA. 256+65.99 'HWAN'
MATCH EXISTING
SAWCUT REQ'D.

255+00'HEA'

256+00'HEA'

257+00'HEA'

258+00'HEA'

259+00'HEA'

260+00'HEA'

EB USH 14 R/L

EB USH 14

5

5

892
890
888
886
884
882
880
878

STA = 255+18.90
ELEV = 882.17

STA = 256+65.99
ELEV = 882.93

0.51%

EXISTING TERRAIN PROFILE ALONG R/L

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING

PROPOSED

880.29	**882.20**	879.96	**882.33**	879.75	**882.46**	882.01	**882.59**	883.24	**882.72**	882.38	**882.85**	882.64	882.51	882.54	882.75	882.77	882.80	882.88	882.77	882.58	882.71	882.90	883.02	883.12	883.39	883.58

255+00 255+25 255+50 255+75 256+00 256+25 256+50 256+75 257+00 257+25 257+50 257+75 258+00 258+25 258+50 258+75 259+00 259+25 259+50 259+75 260+00 260+25 260+50 260+75 261+00

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	PLAN AND PROFILE: NB ON RAMP RT-TURN 'HWAN'	SHEET 494	E

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C06-06	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-04	CONCRETE BASE TYPE 10
09C12-04A	CONCRETE BASE TYPE 13
09C12-04B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-12A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-12B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-12C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
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
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-05A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-05B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-05C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-05E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F10-03	LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY
09F11-03	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY
09F13-03	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
09F15-03B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09H09-01	COMMUNICATION VAULT
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
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
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

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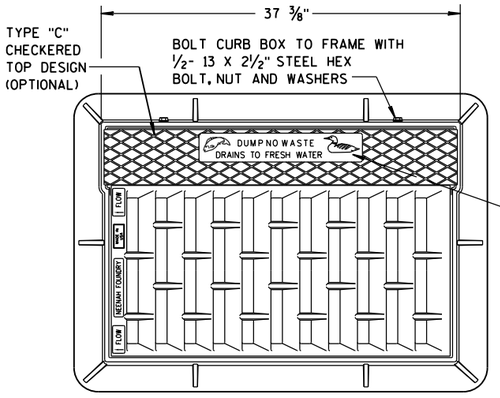
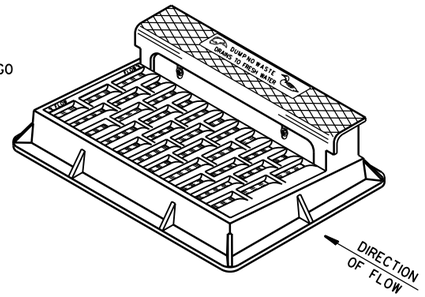
Standard Detail Drawing List

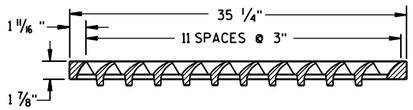
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B29-01	SAFETY EDGE
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)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C09-09A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C24-02	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-02	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

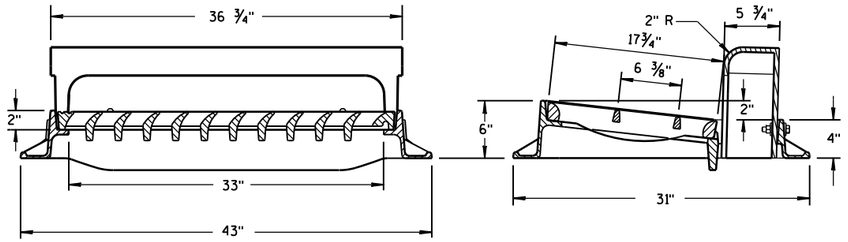


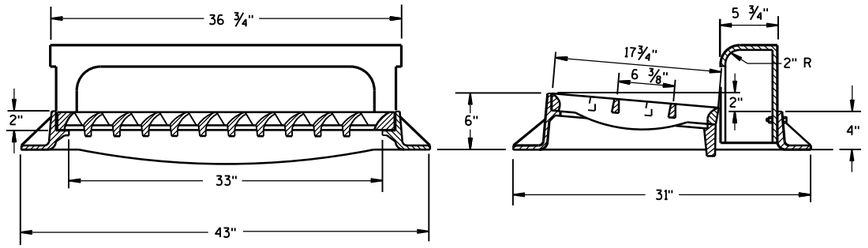
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

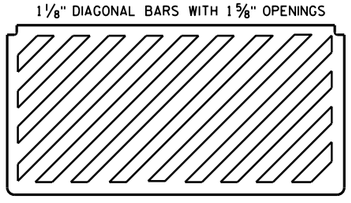






TYPE "H"

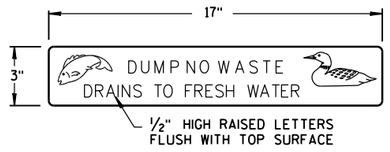
NOTE: EITHER CASTING IS ACCEPTABLE



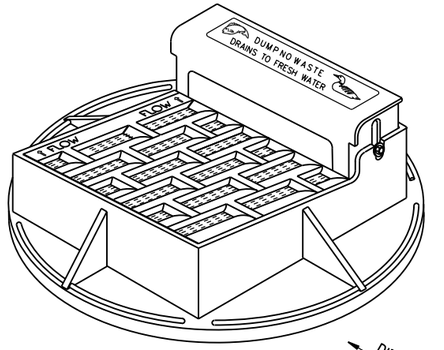
SPECIAL GRATE FOR TYPE "H" COVER

(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"

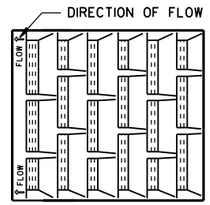
NOTE:
GRATE IS REVERSIBLE.

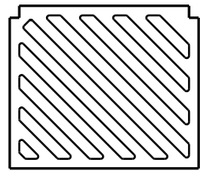
GENERAL NOTES

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.

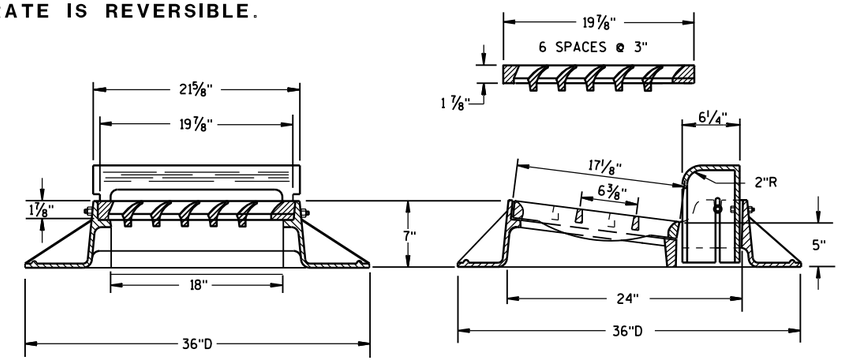




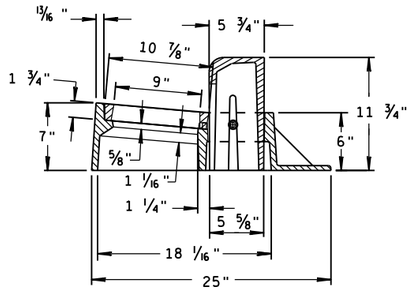
SPECIAL GRATE FOR TYPE "A" COVER

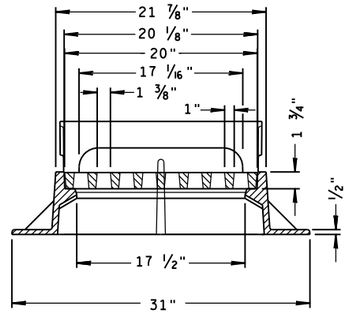
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

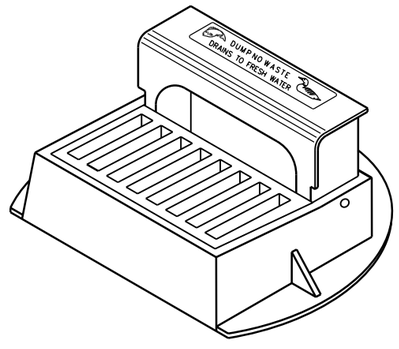


TYPE "A"





TYPE "Z"



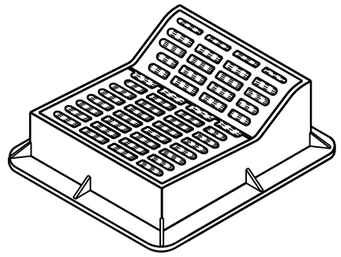
INLET COVERS
TYPE A, H, A-S, H-S & Z

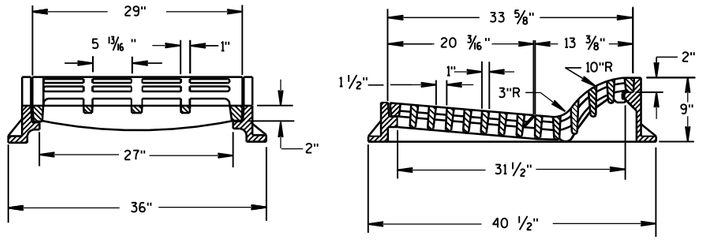
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

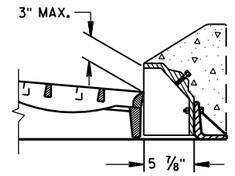
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

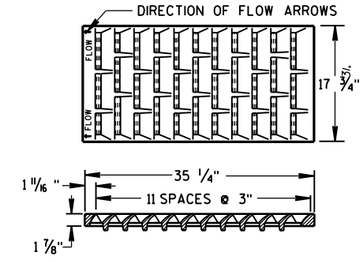
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

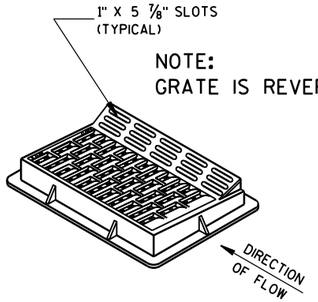
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

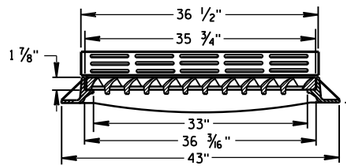
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

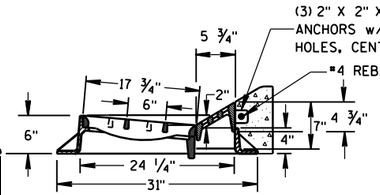
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





NOTE:
GRATE IS REVERSIBLE.

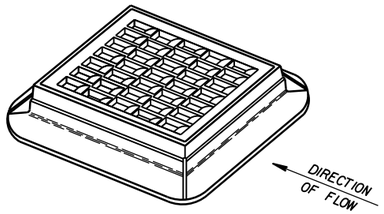


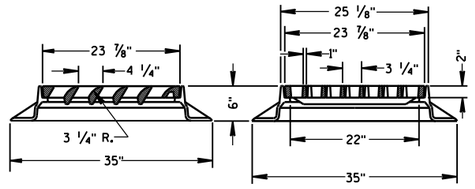


TYPE "HM"

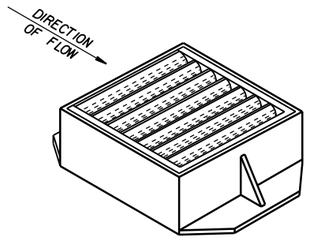
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

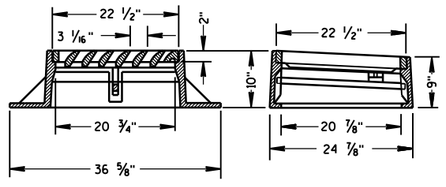
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



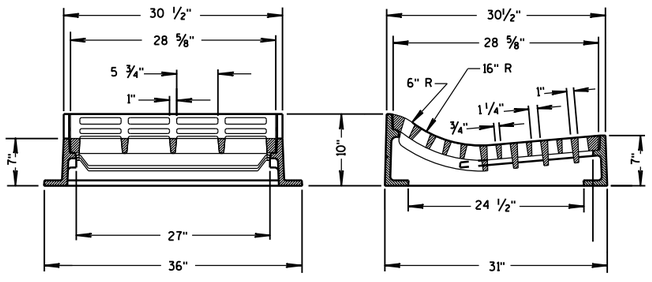


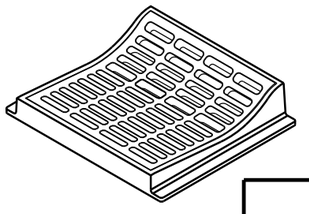
TYPE "S"





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

498

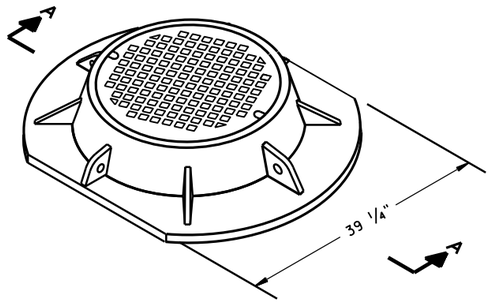
FHWA

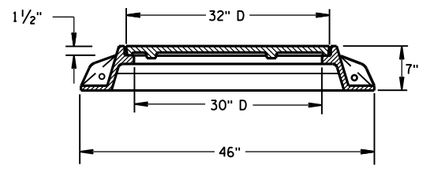
6

S.D.D. 8 A 5-19c

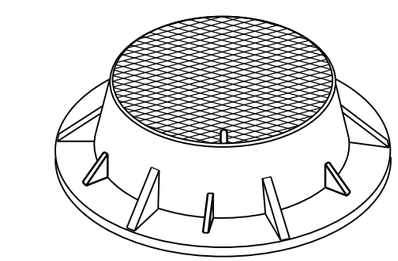
6

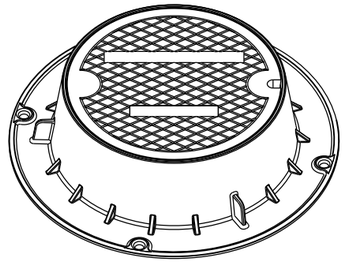
S.D.D. 8 A 5-19c

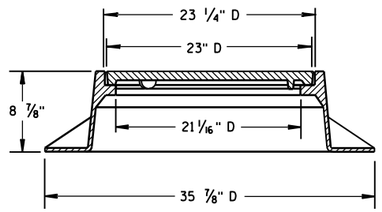


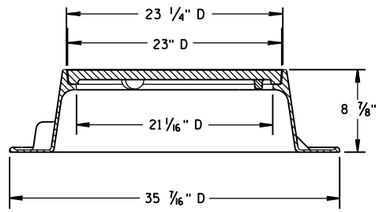


SECTION A-A
TYPE "K"









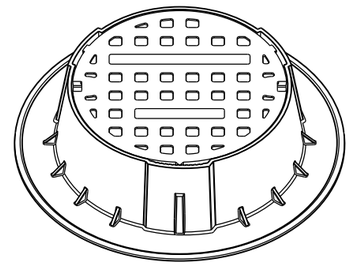
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

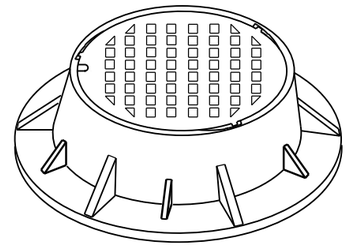
GENERAL NOTES

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.

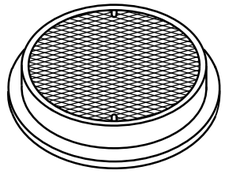
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

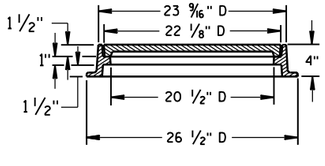
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



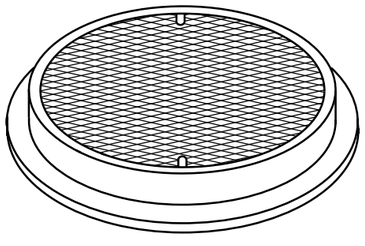


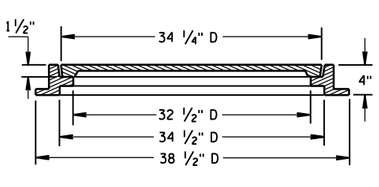
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





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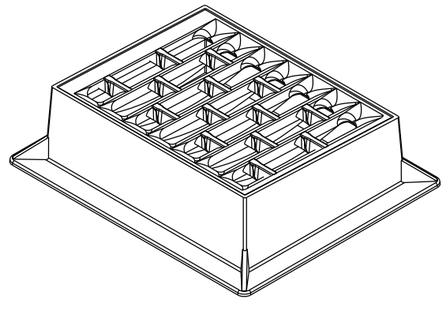
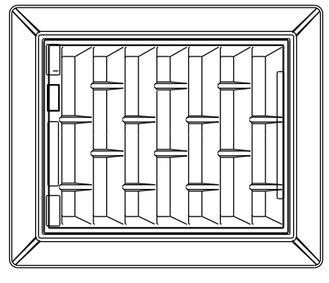
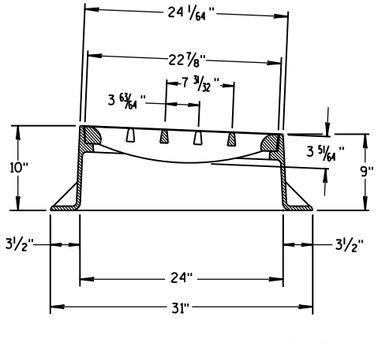
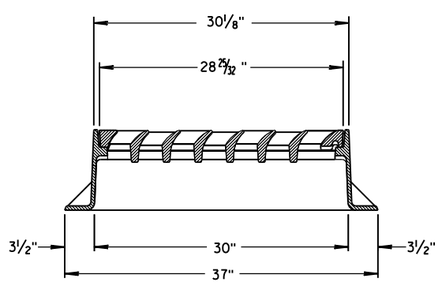








INLET COVER TYPE "BW"

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

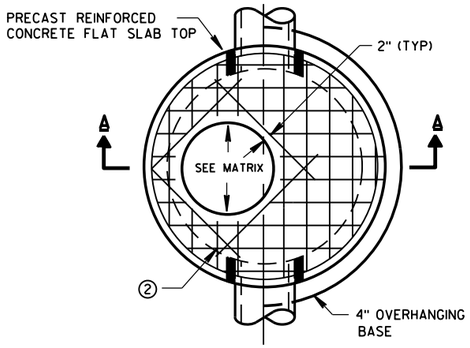
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

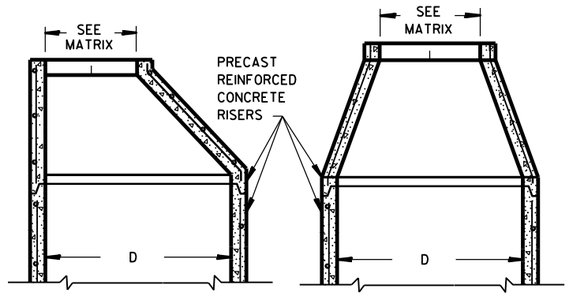
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

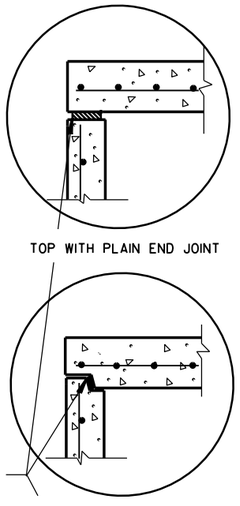


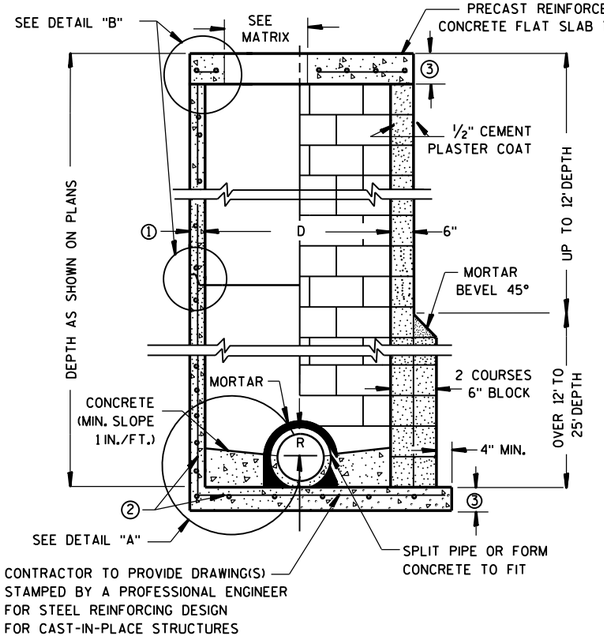
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

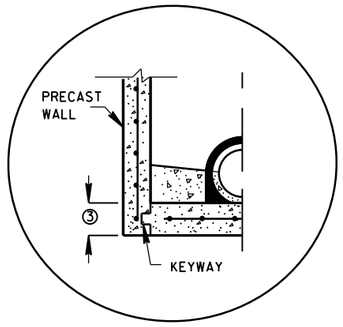
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



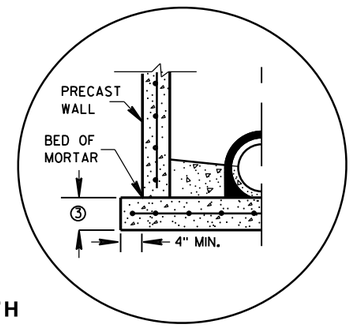


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

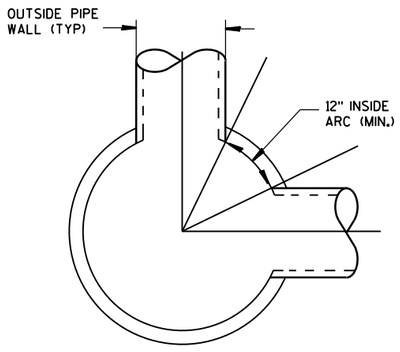


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

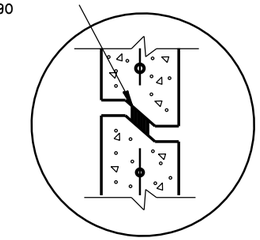


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



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.

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

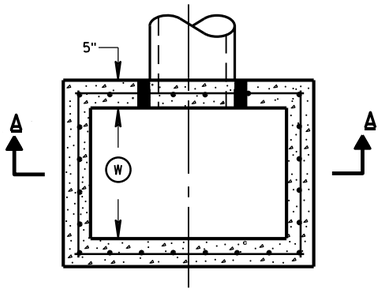
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

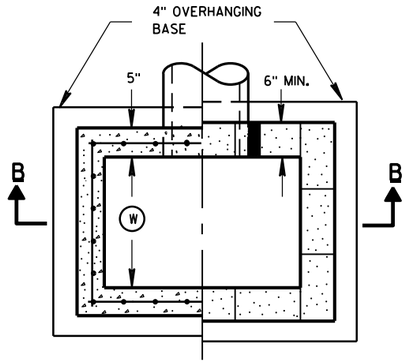
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

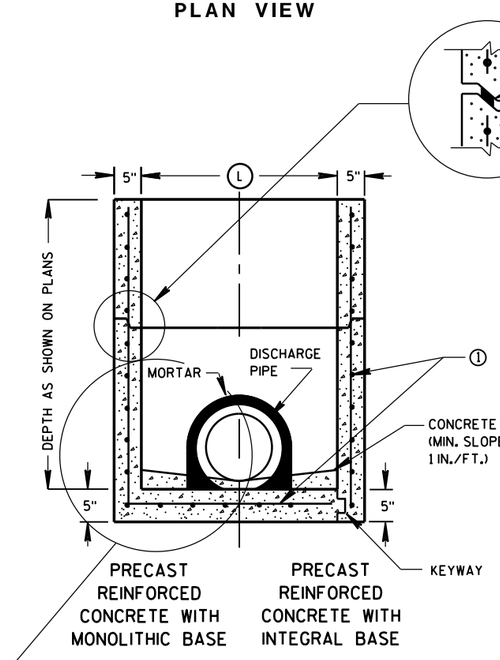
6
S.D.D. 8 B 9-1



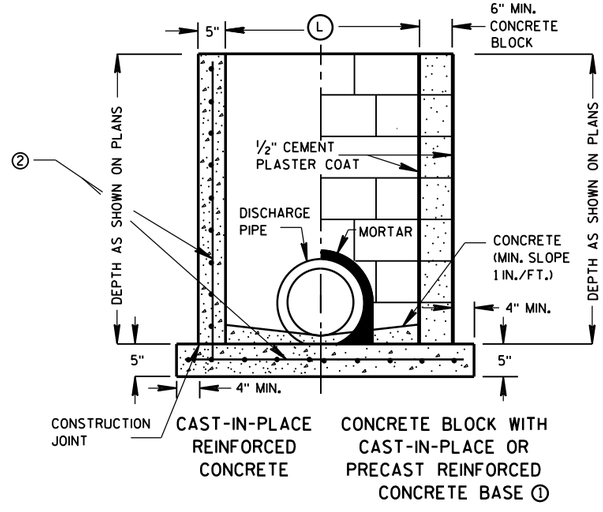
PLAN VIEW



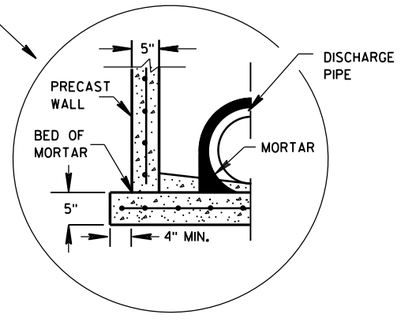
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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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.

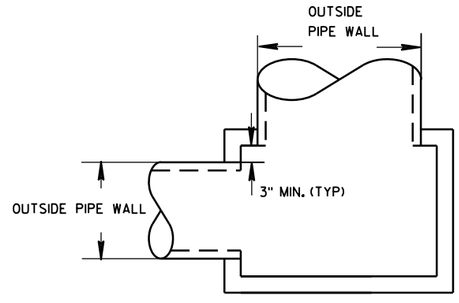
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

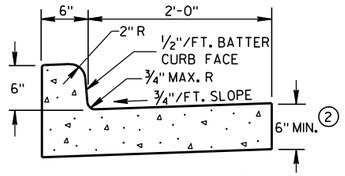
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
FHWA

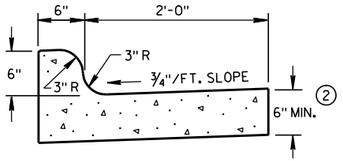
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6
S.D.D. 8 C 7-1

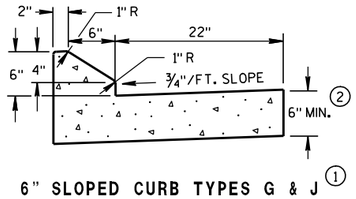
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



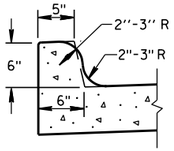
TYPES A & D (1)



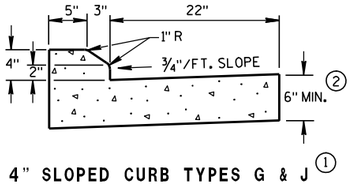
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

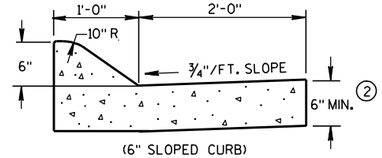


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

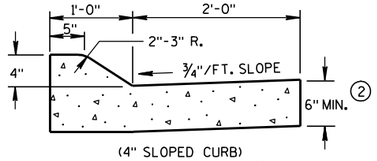


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

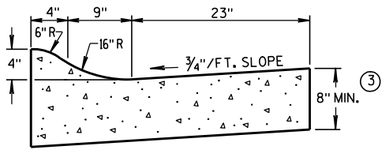


(6" SLOPED CURB)



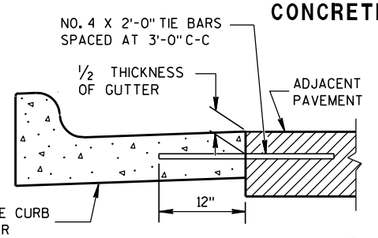
(4" SLOPED CURB)

TYPES A & D (1)

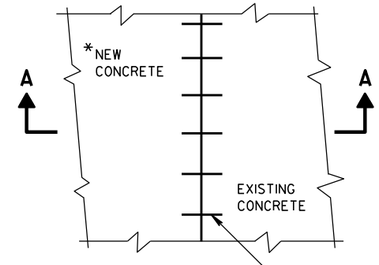


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

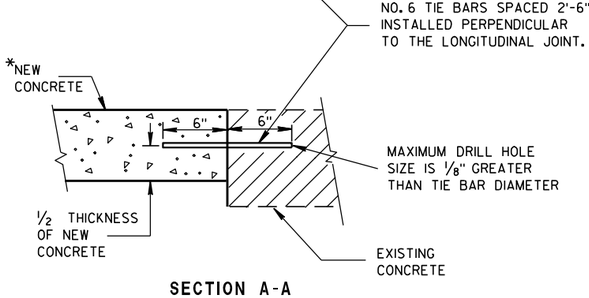


TYPICAL TIE BAR LOCATION (1)



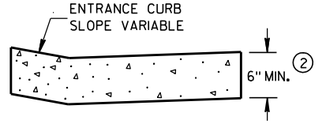
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

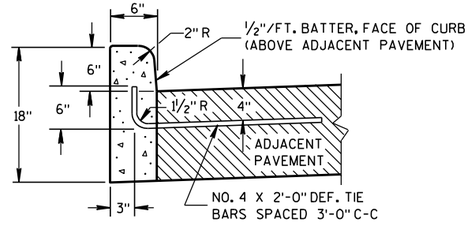


SECTION A-A

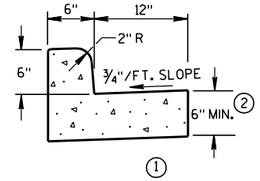
TIE BARS DRILLED INTO EXISTING PAVEMENT



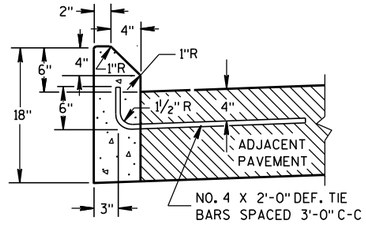
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D

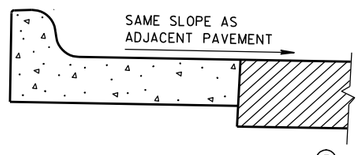


(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

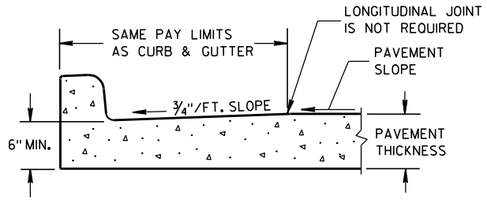


(1)
TYPES G & J

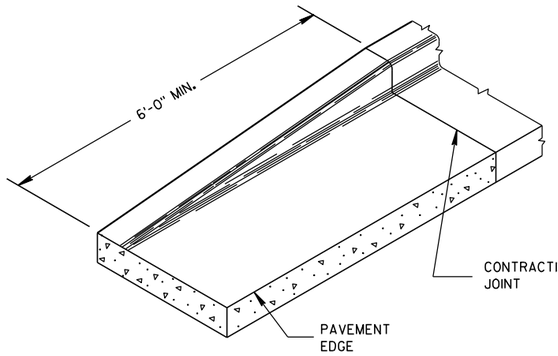
CONCRETE CURB



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

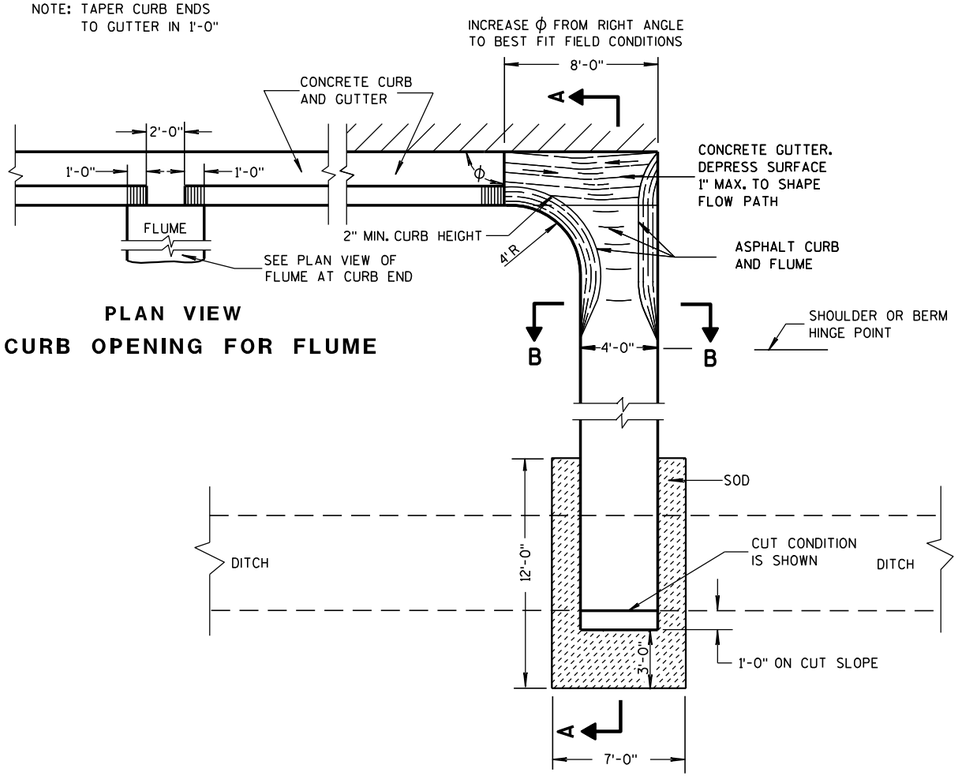
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

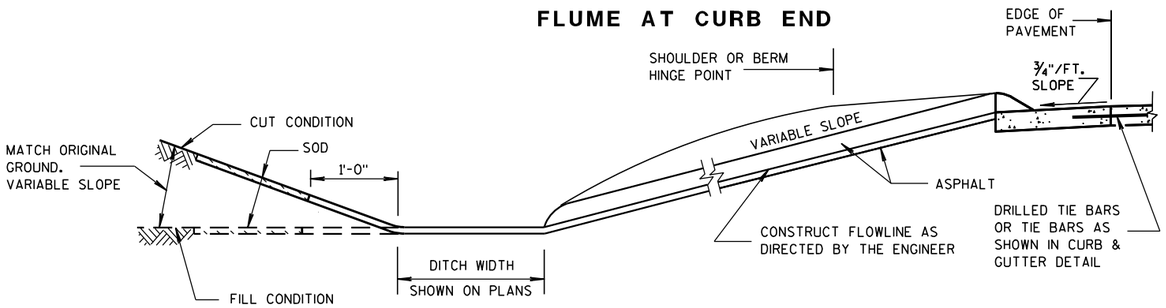
S.D.D. 8 D 1-17

ASPHALTIC FLUME

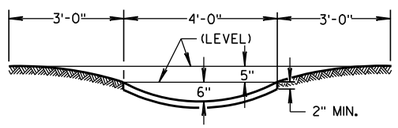


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

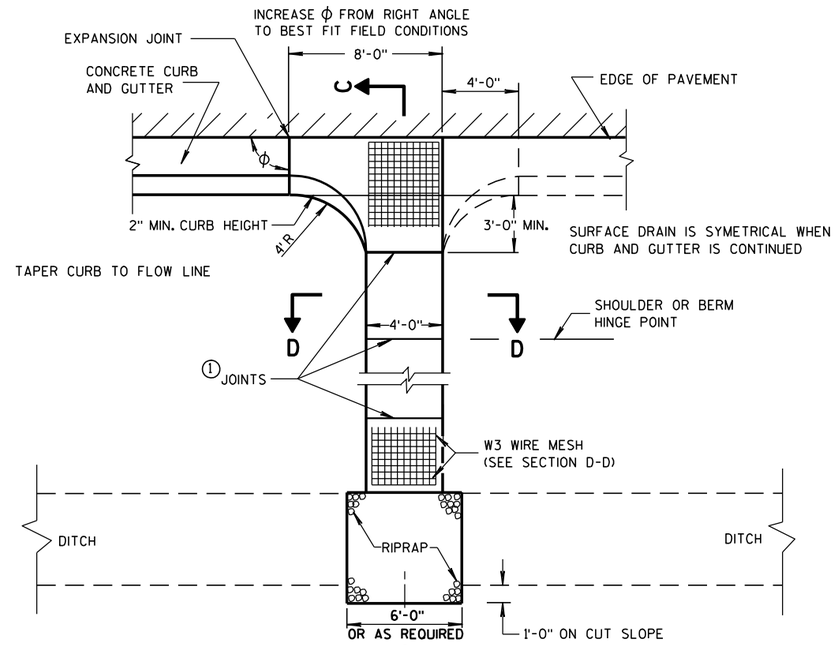
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

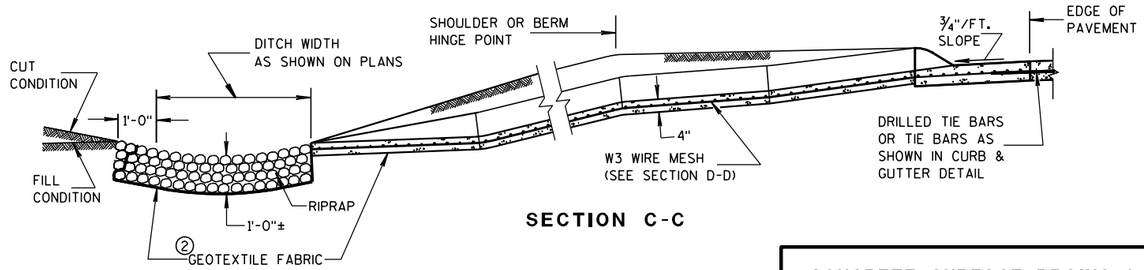
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

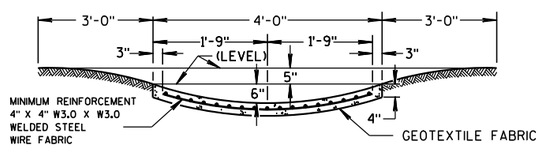
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

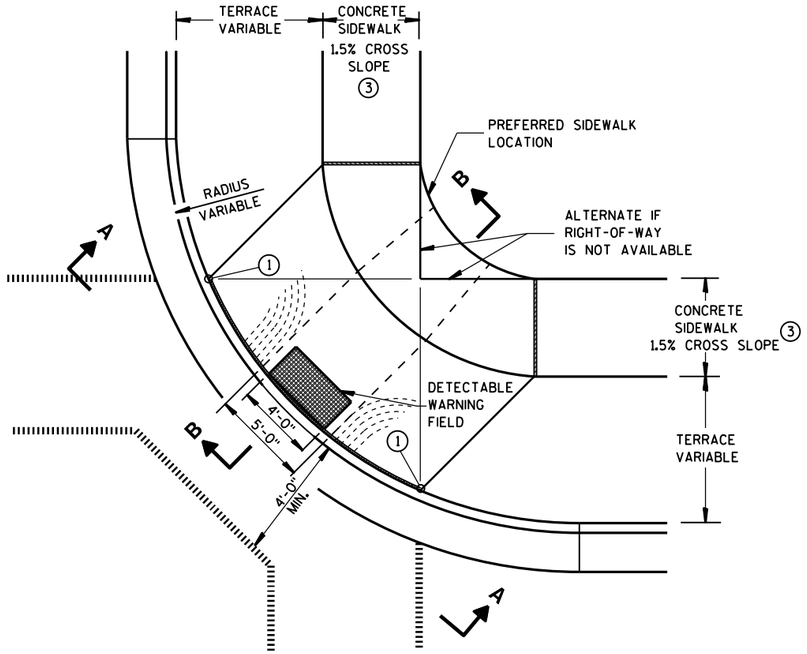
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
503
MENT
FHWA

6

S.D.D. 8 D 4-5

6

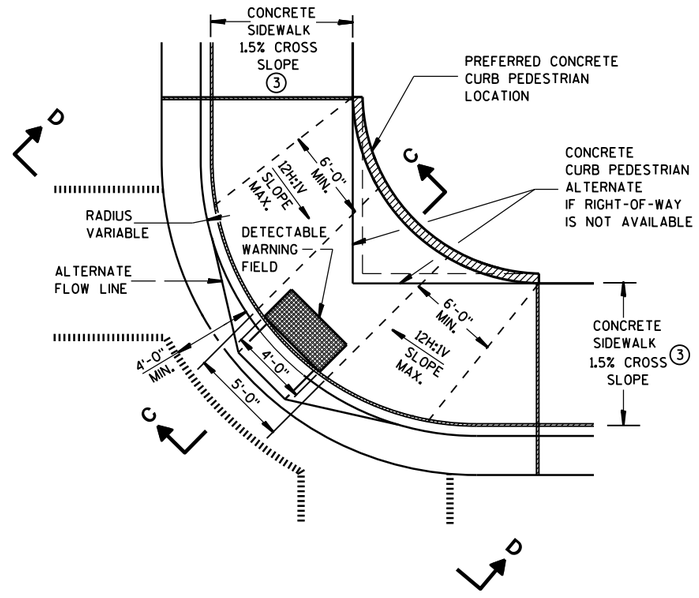
S.D.D. 8 D 4-5



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.

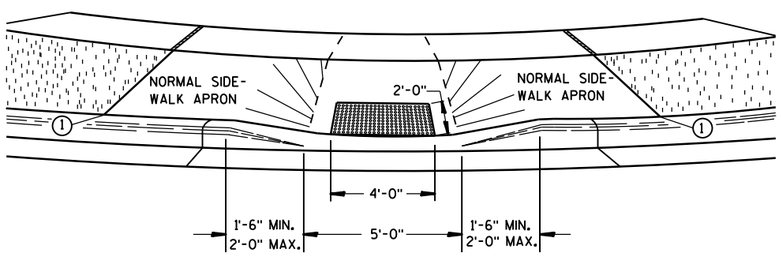
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

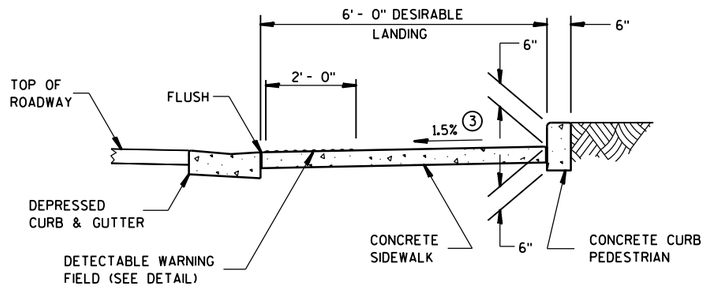
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

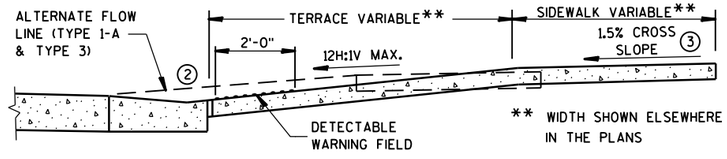
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



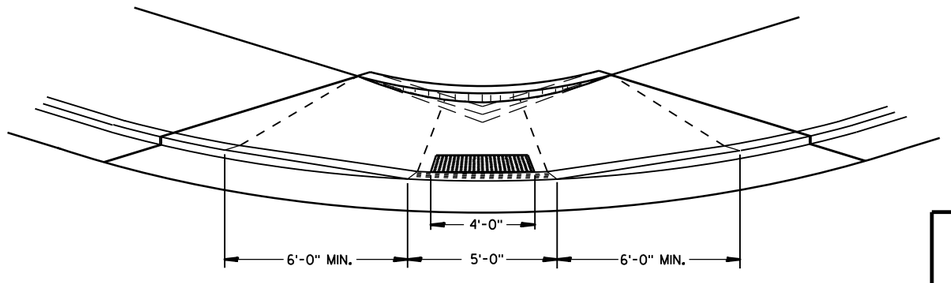
VIEW A-A



SECTION C-C



SECTION B-B



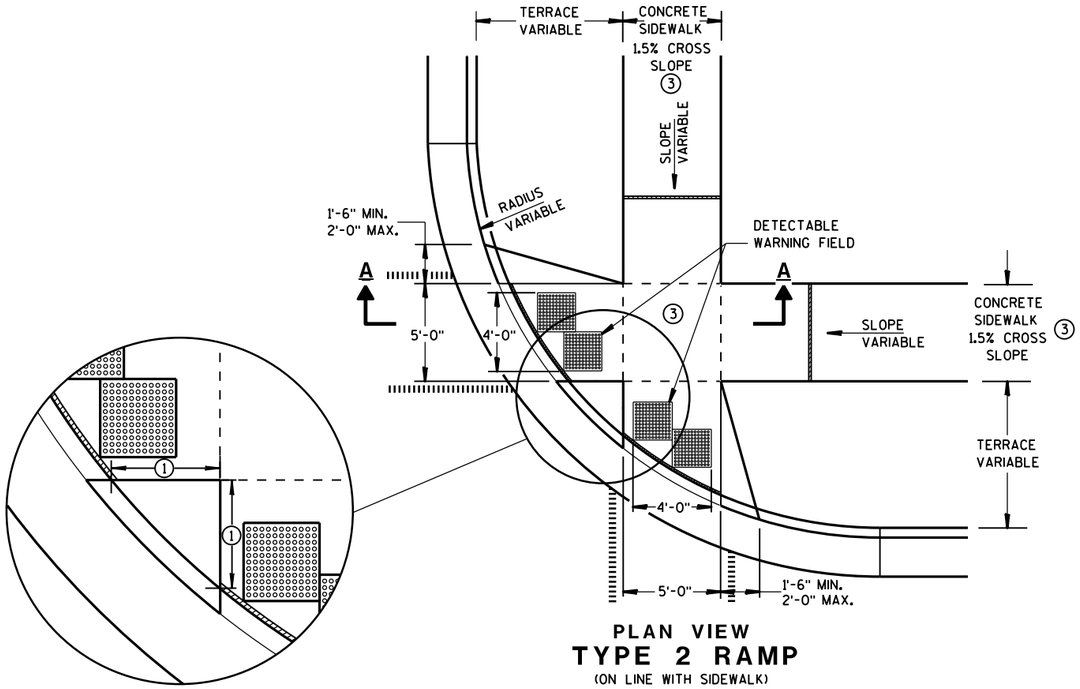
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

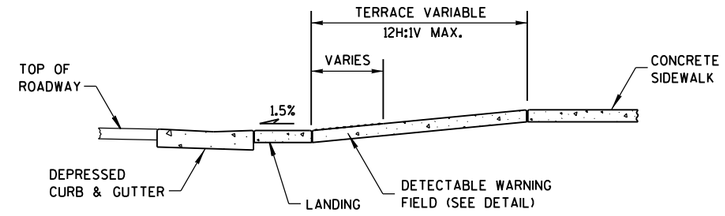
S.D.D. 8 D 5-15a



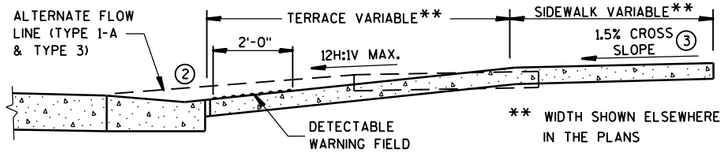
PLAN VIEW

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.

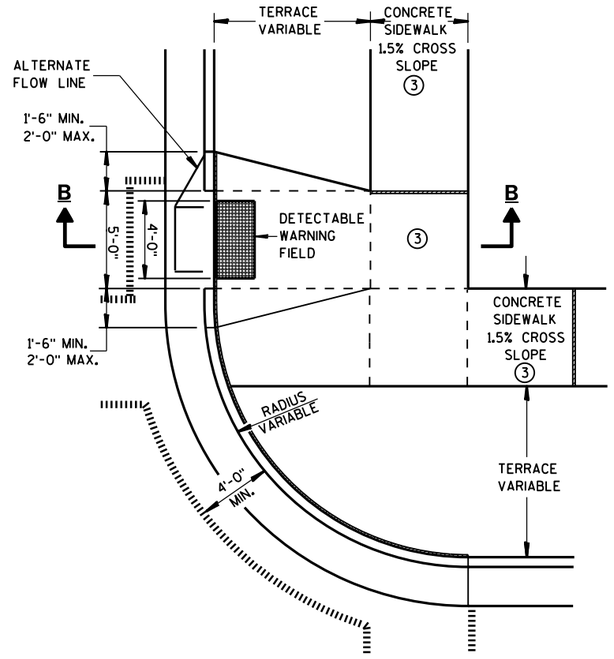
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

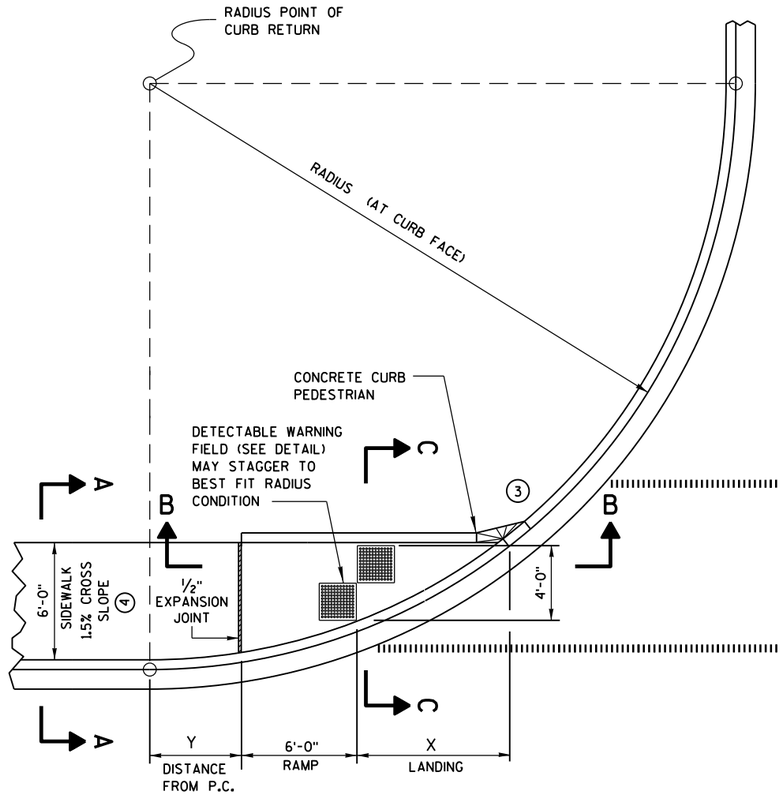
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

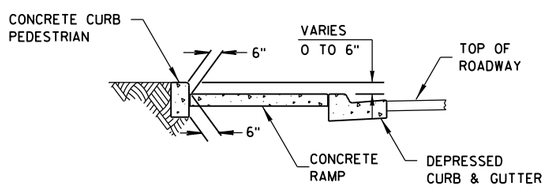
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

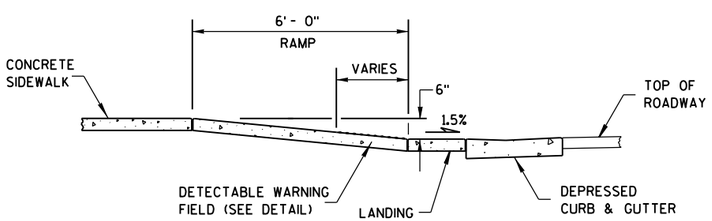
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



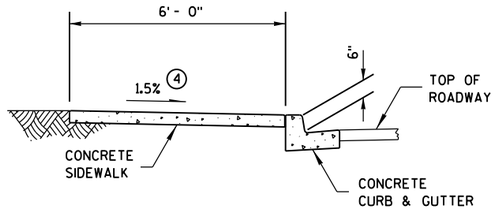
SECTION C-C FOR TYPE 4A



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

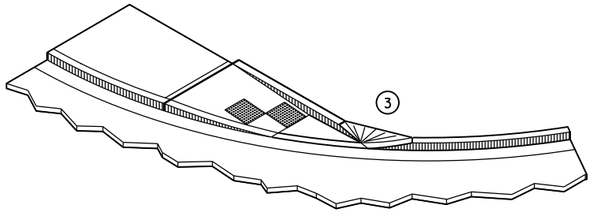
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

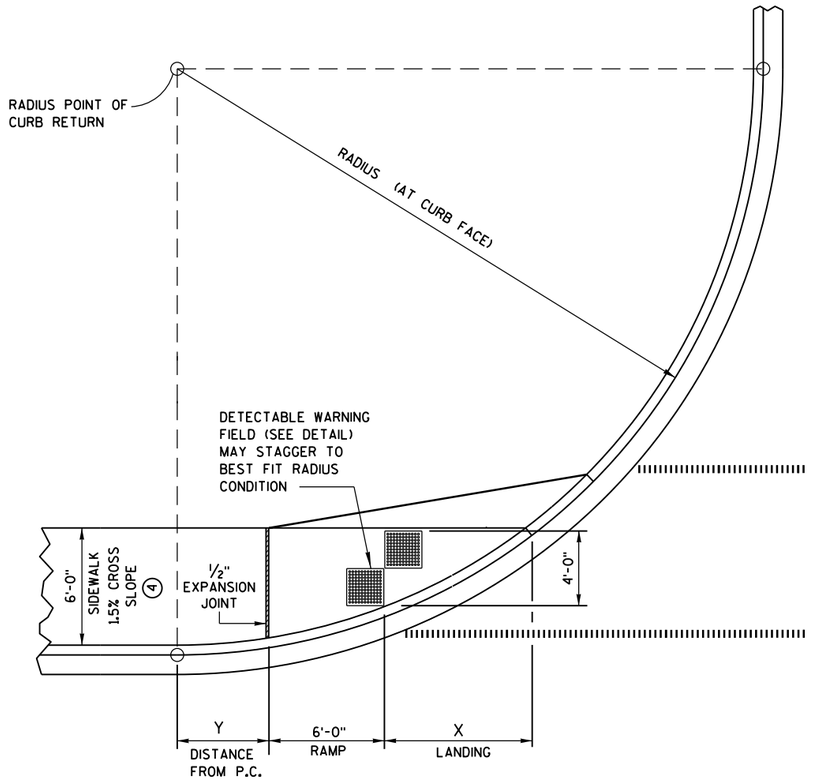
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

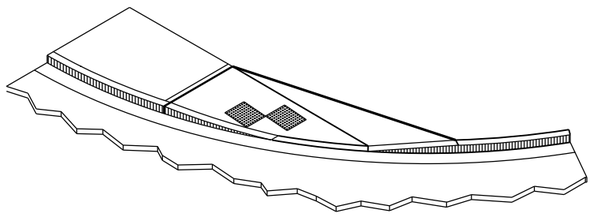
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

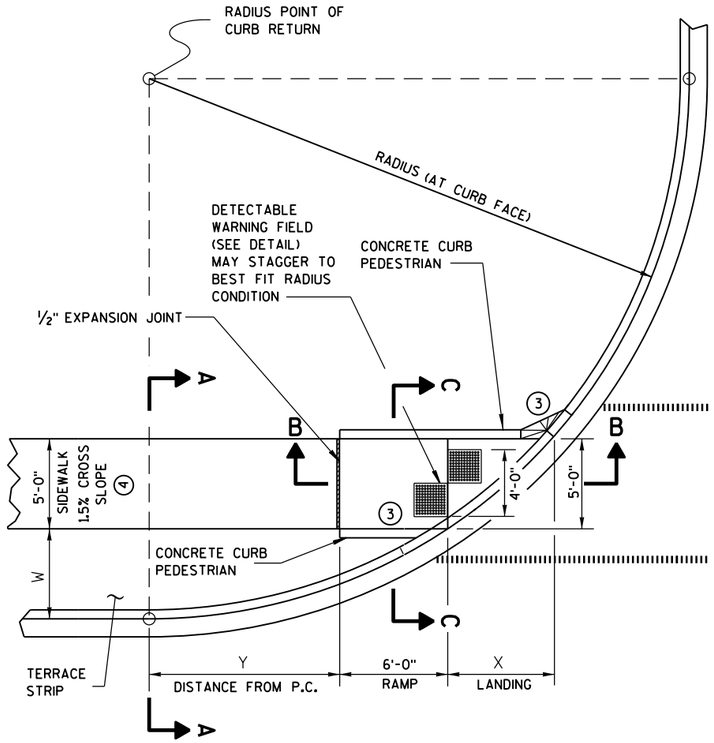
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

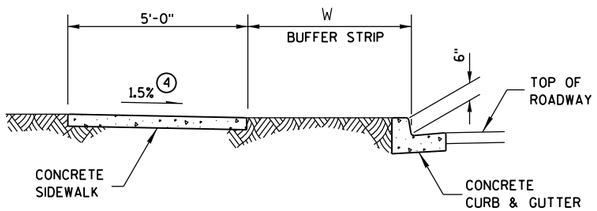
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

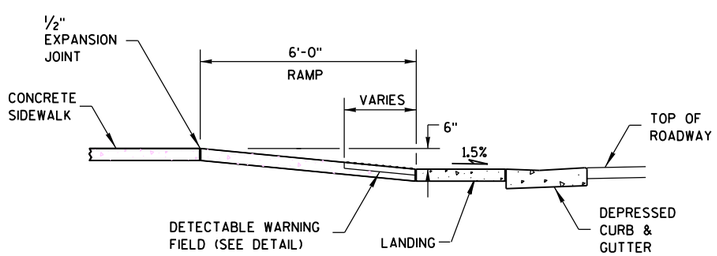
S.D.D. 8 D 5-15c



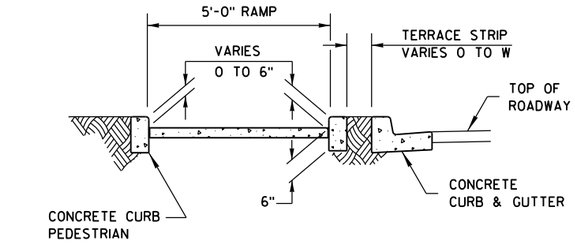
CURB RAMP TYPE 4B
PLAN VIEW



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

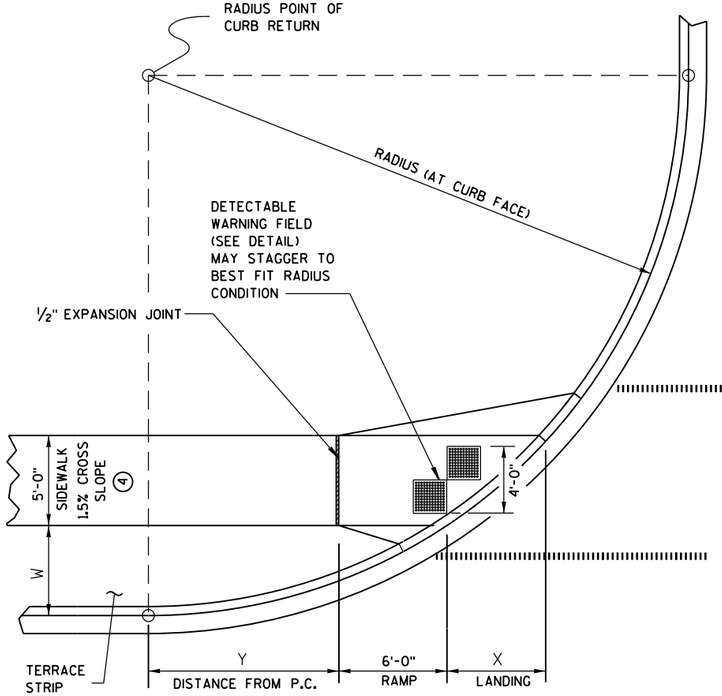
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

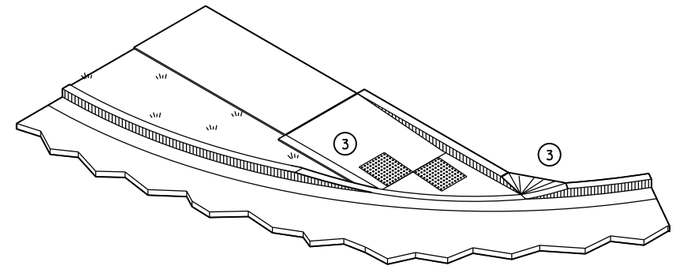
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

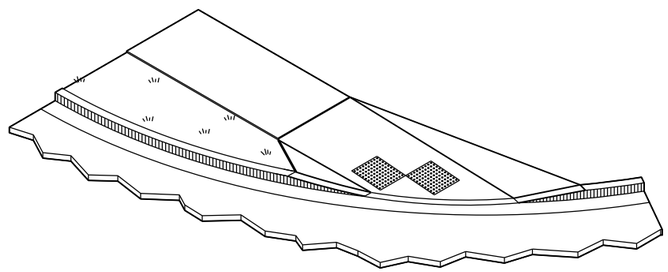
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



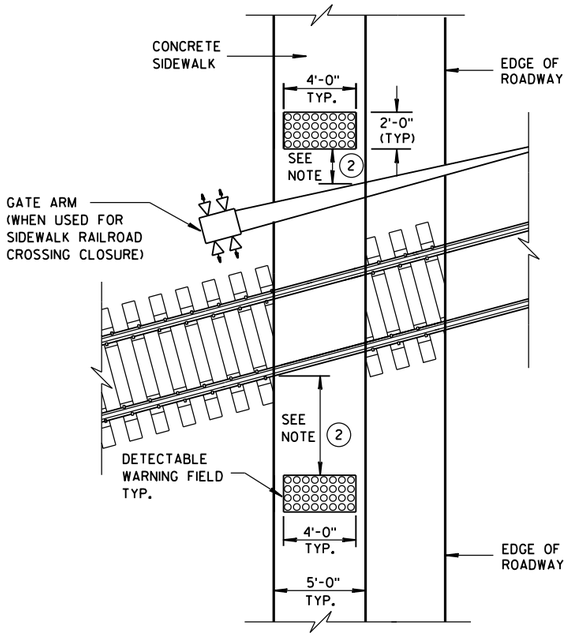
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

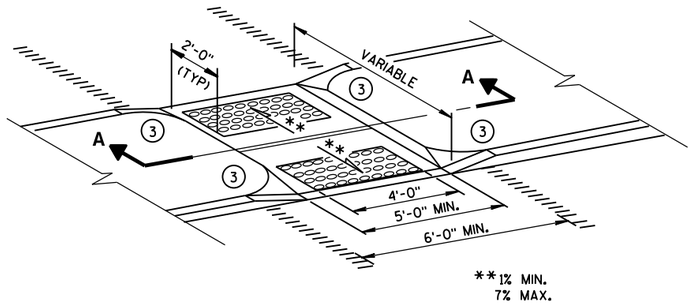
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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%.

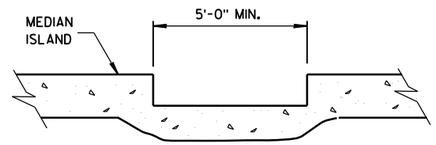
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

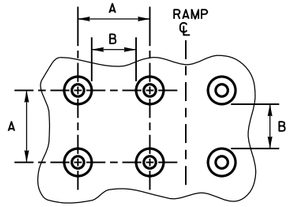
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET 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.



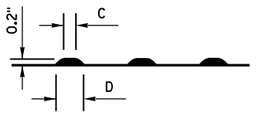
SECTION A-A



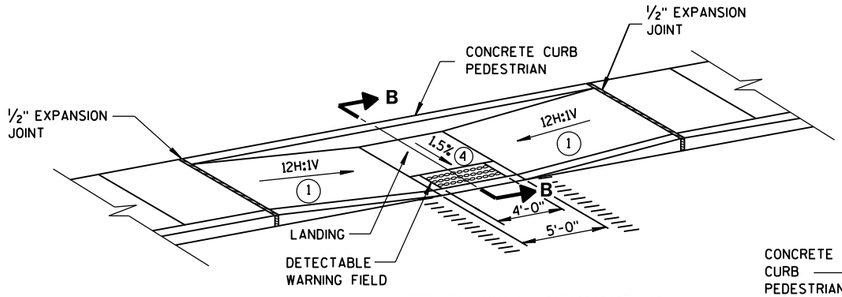
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

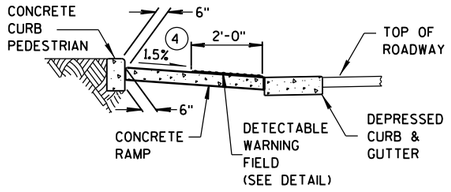
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

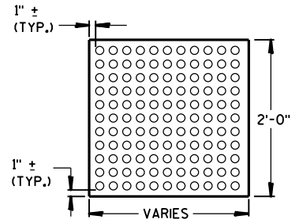


MID-BLOCK CROSSING
TYPE 7A



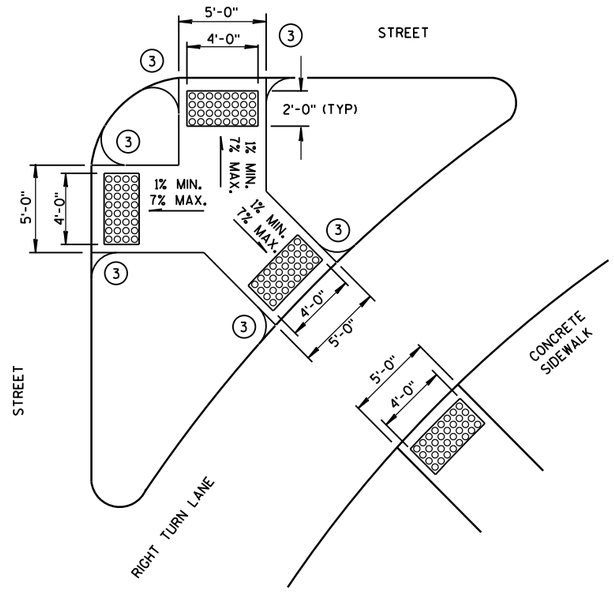
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

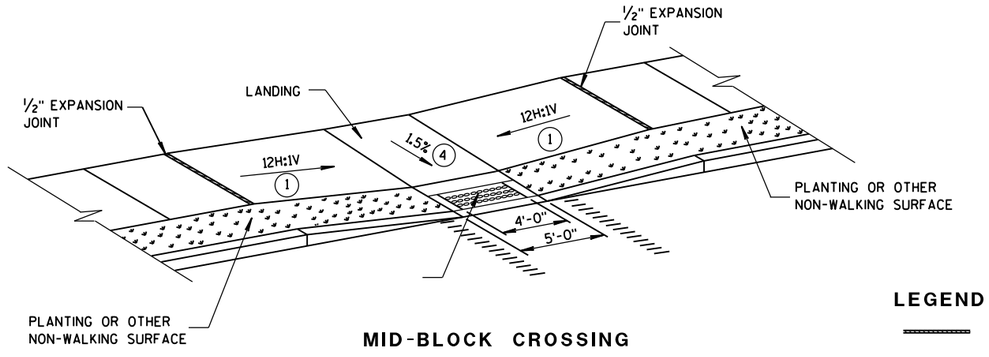


PLAN VIEW

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)

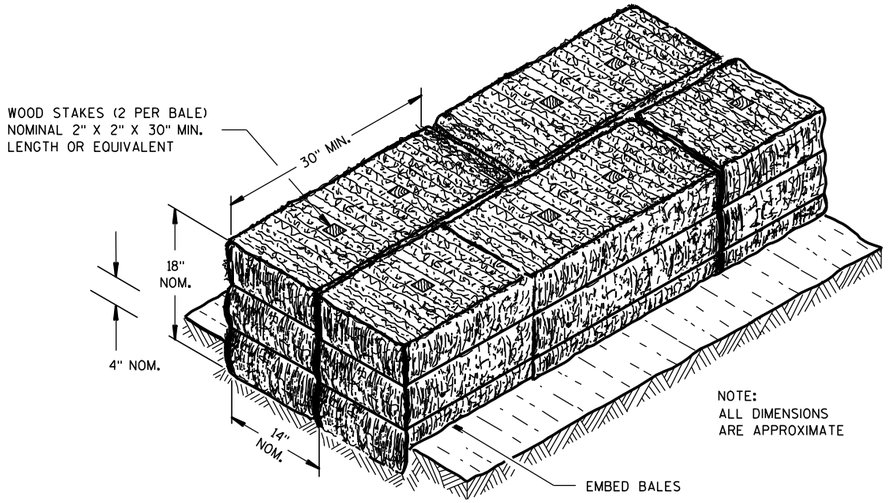
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

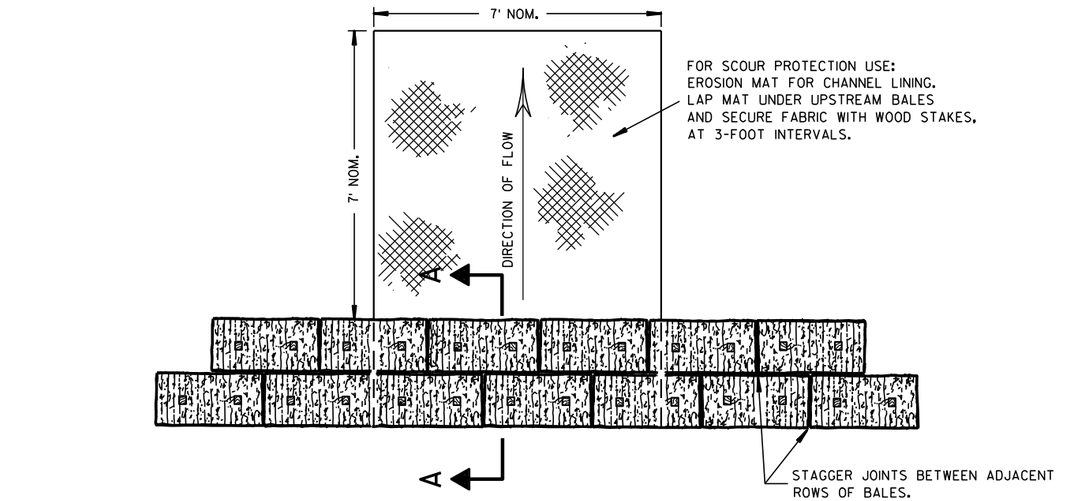
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

6

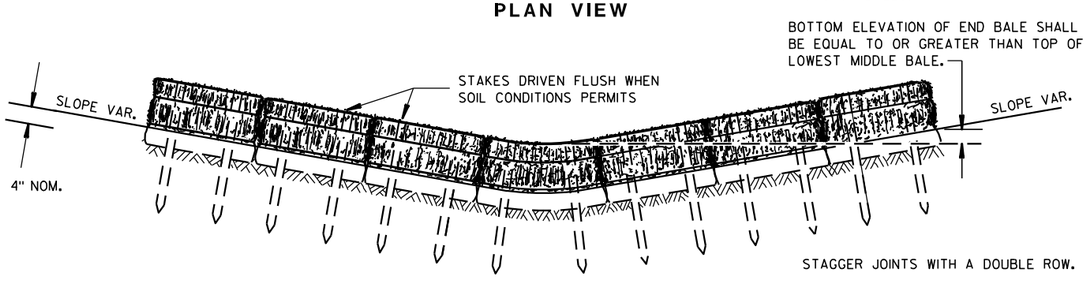
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



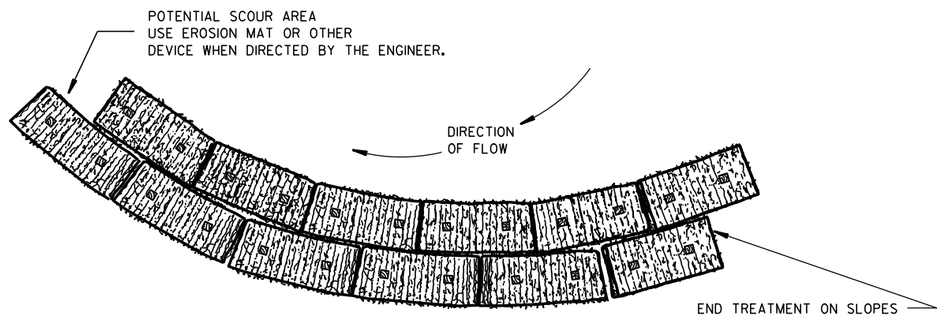
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

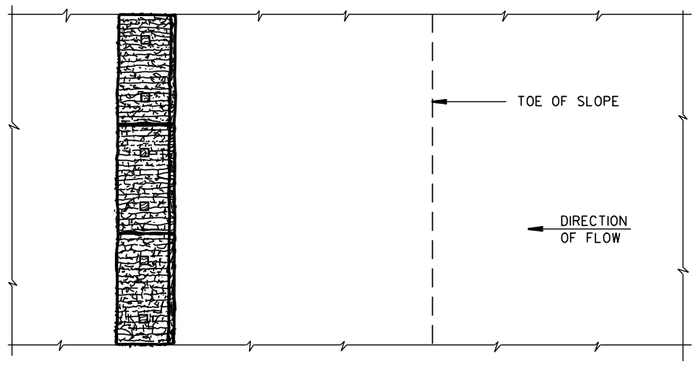
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

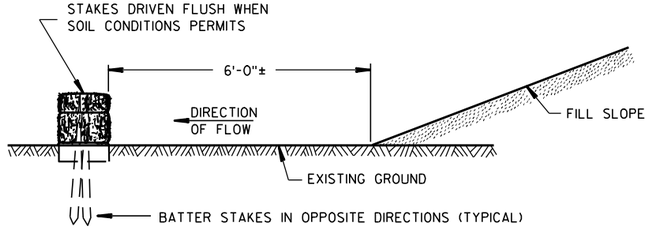


PLAN VIEW

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

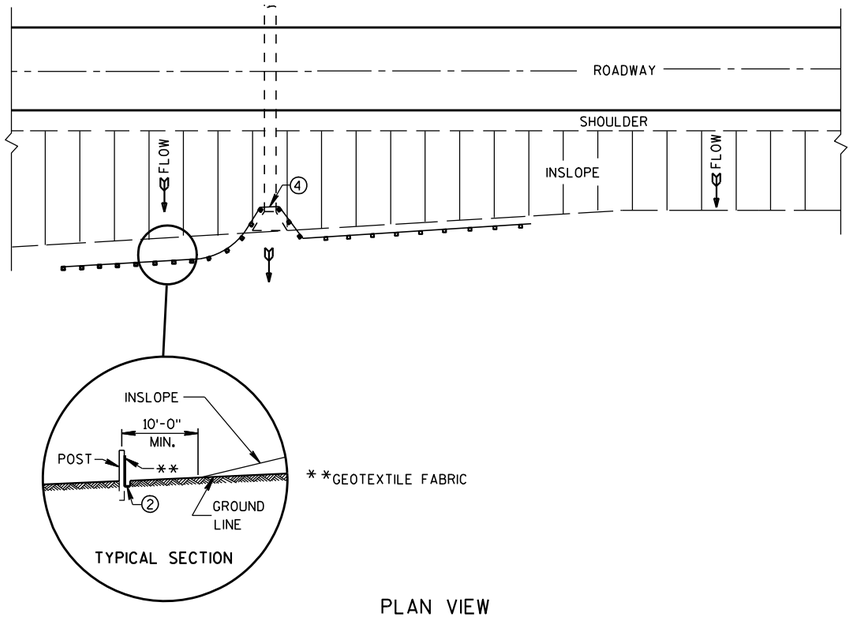
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

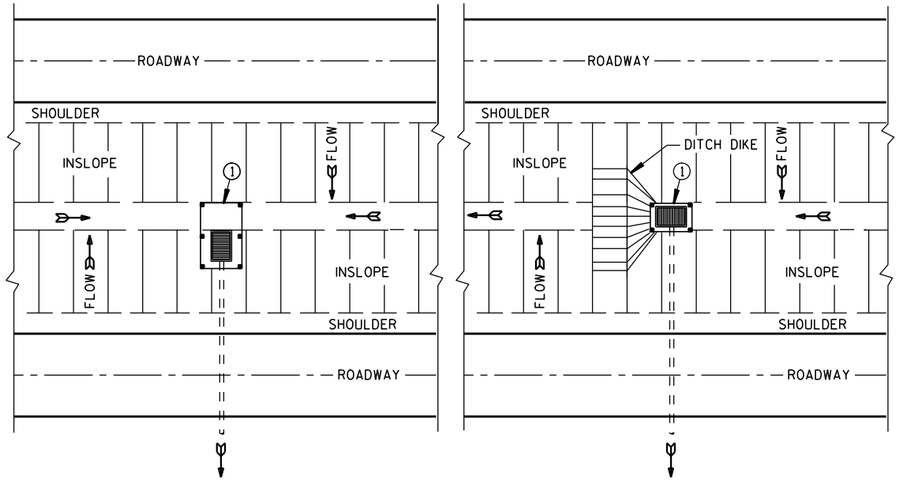
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



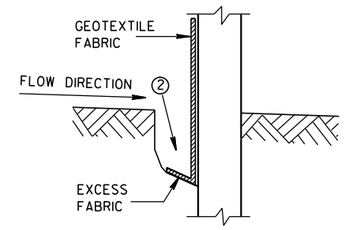
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

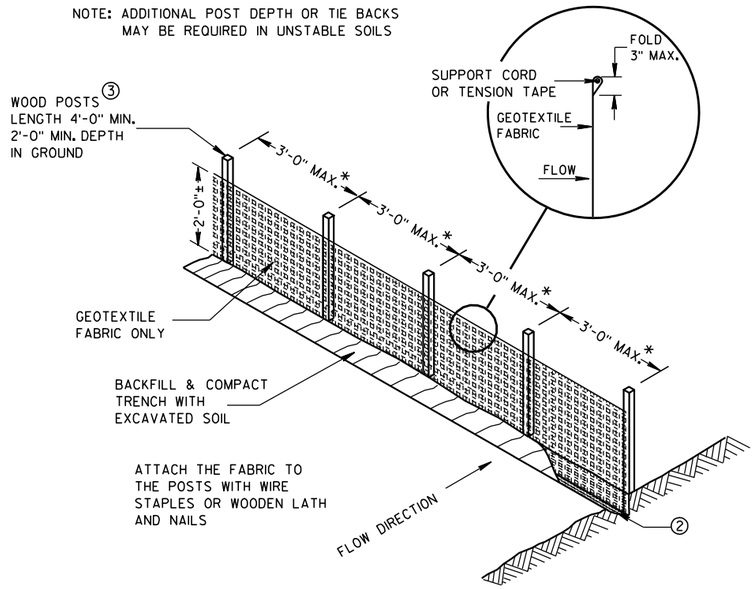
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

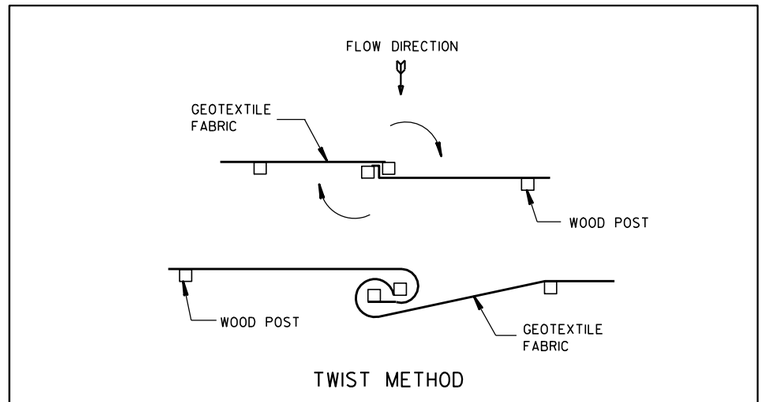
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



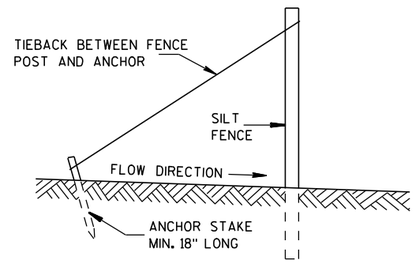
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

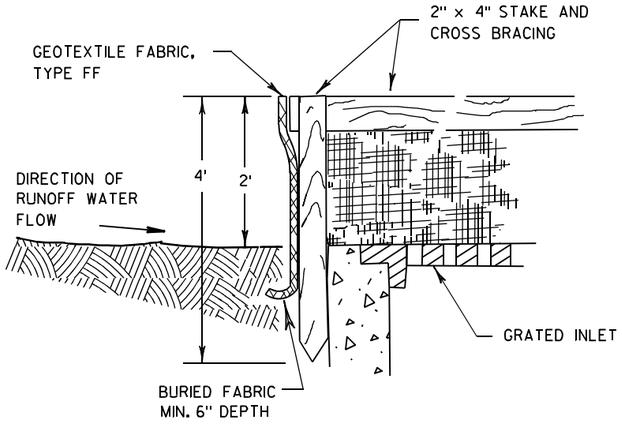
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

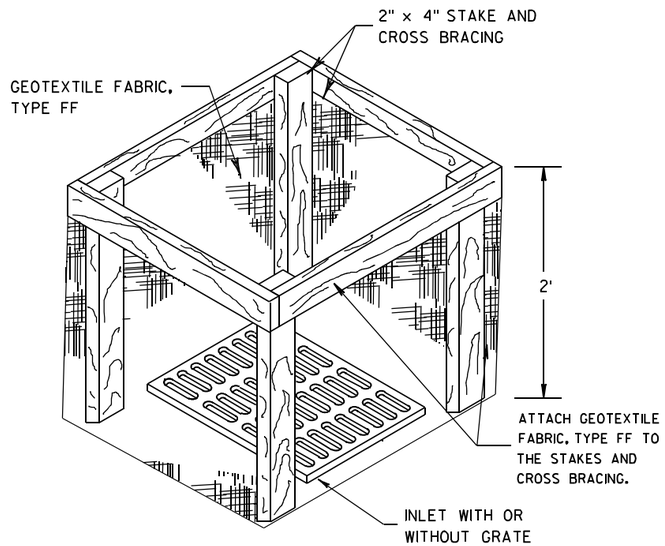
6

S.D.D. 8 E 9-6

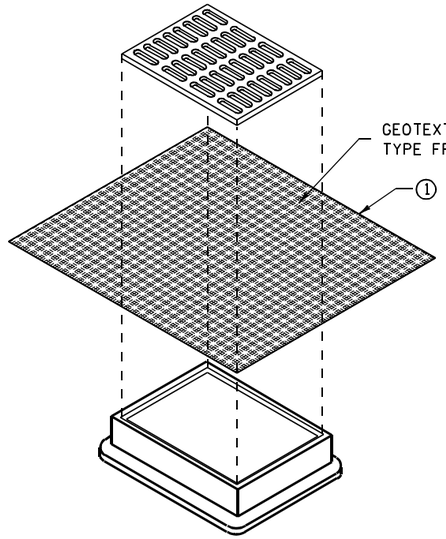
6

S.D.D. 8 E 9-6



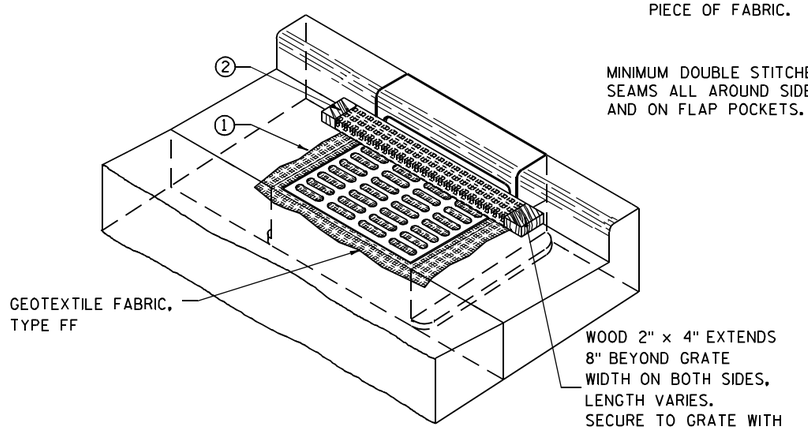


INLET PROTECTION, TYPE A

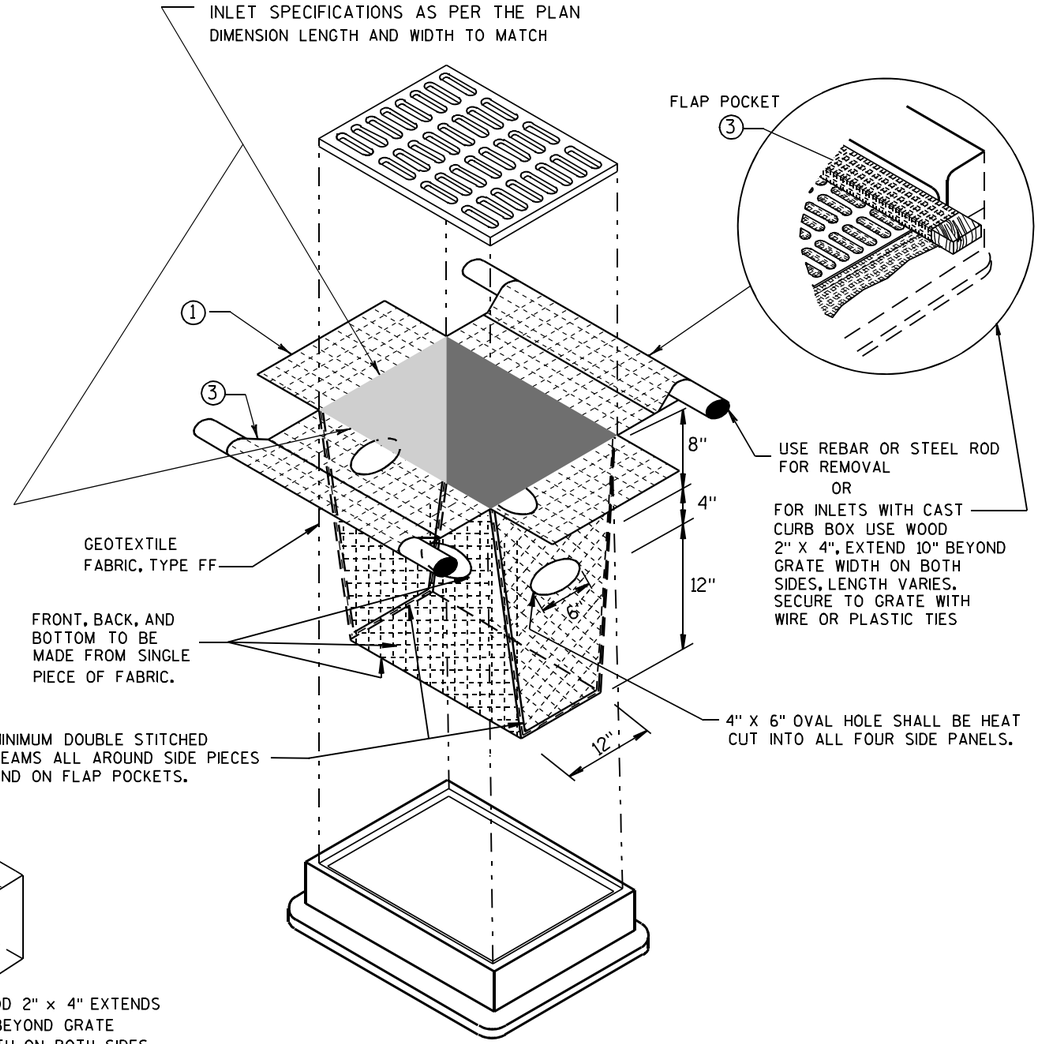


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

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

METAL APRON ENDWALLS

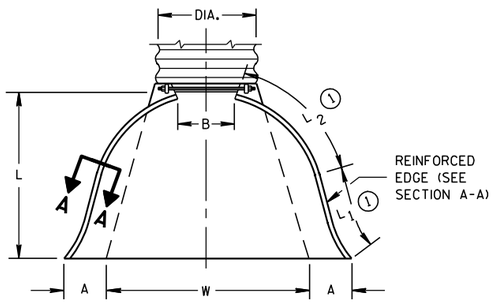
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

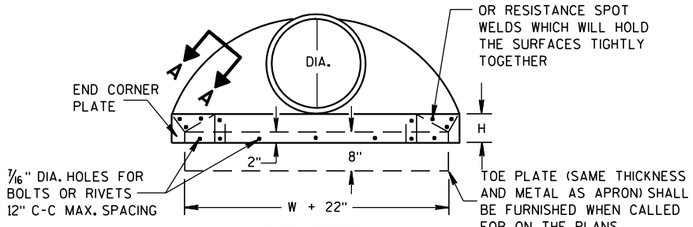
REINFORCED CONCRETE APRON ENDWALLS

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

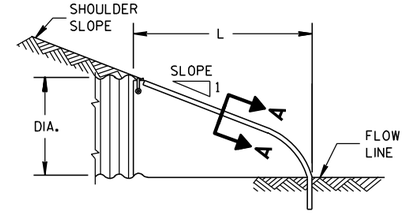
* MINIMUM
** MAXIMUM



PLAN VIEW

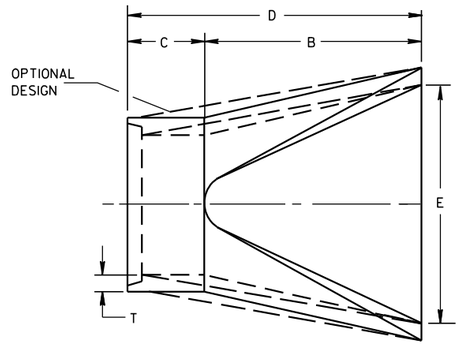


END VIEW

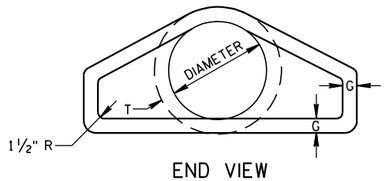


SIDE ELEVATION

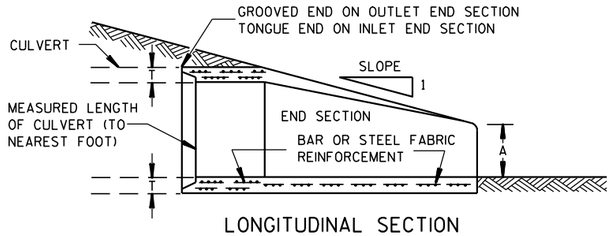
METAL ENDWALLS



PLAN

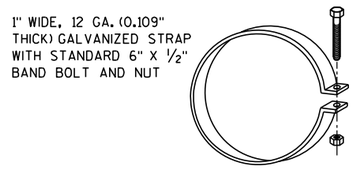


END VIEW



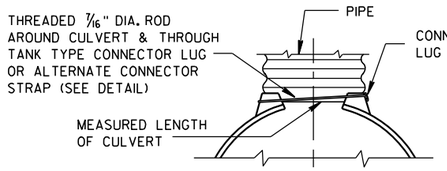
LONGITUDINAL SECTION

CONCRETE ENDWALLS

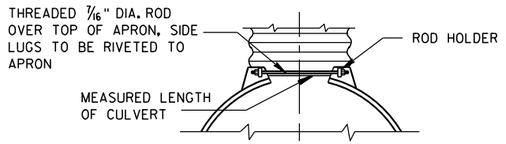


ALTERNATE FOR TYPE 1 CONNECTION

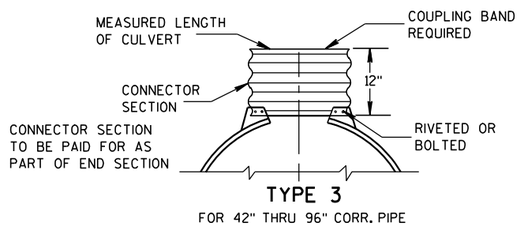
END SECTION CONNECTOR STRAP



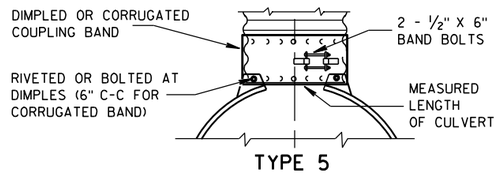
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

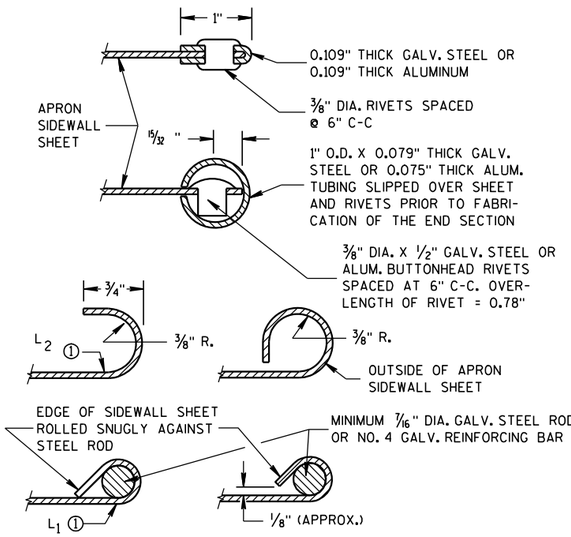
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

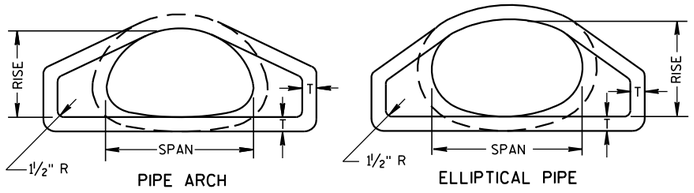
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

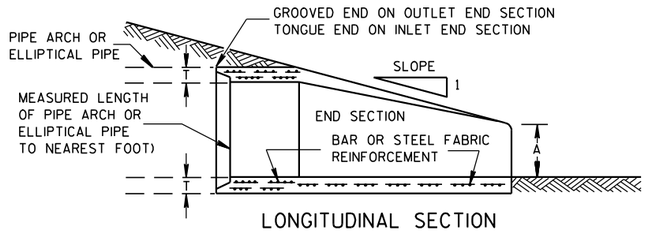
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

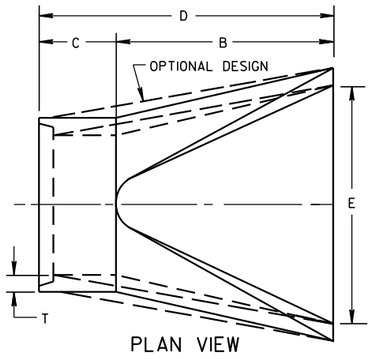
6
S.D.D. 8 F 1-11



END VIEW

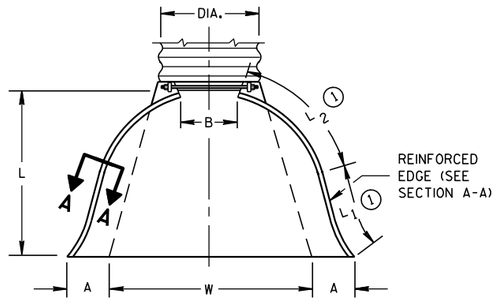


LONGITUDINAL SECTION

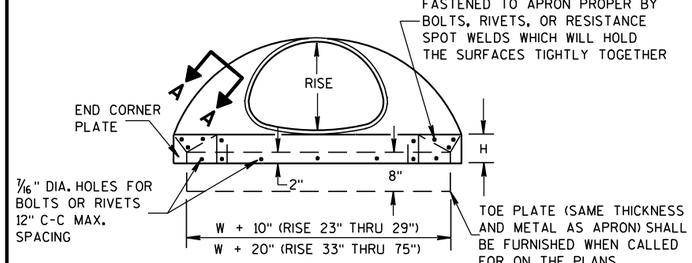


PLAN VIEW

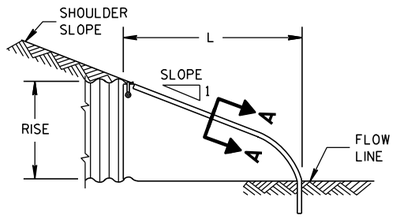
CONCRETE ENDWALLS



PLAN VIEW

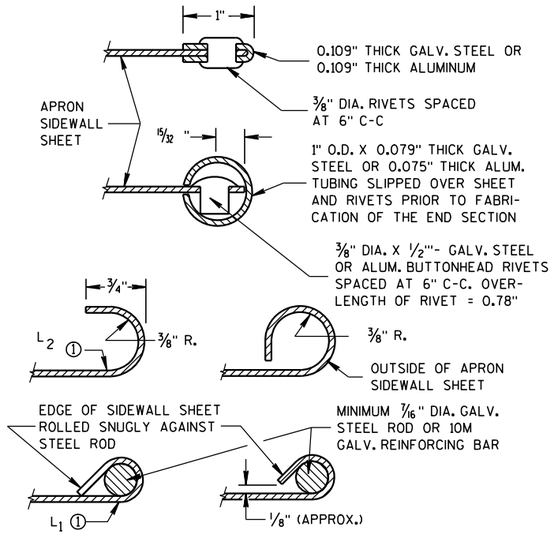


END VIEW



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

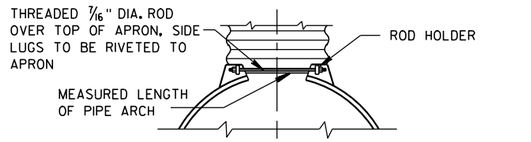
REINFORCED CONCRETE PIPE ARCH

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

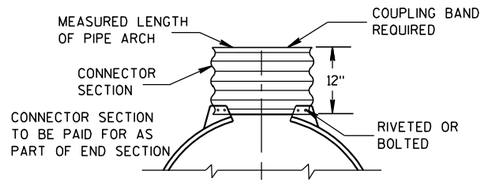
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



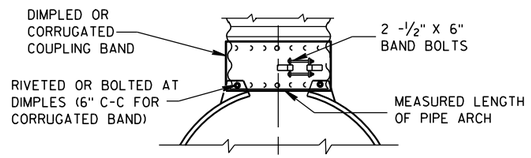
TYPE 2

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

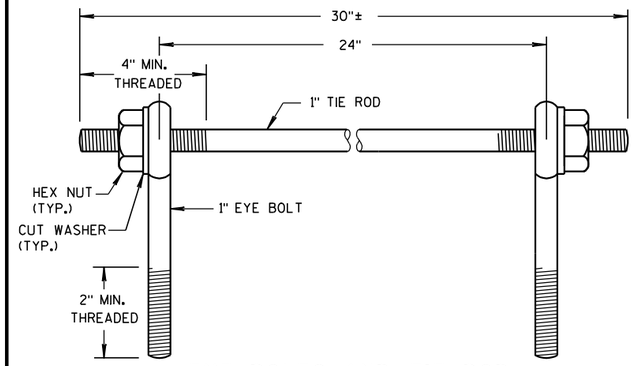
FHWA

6

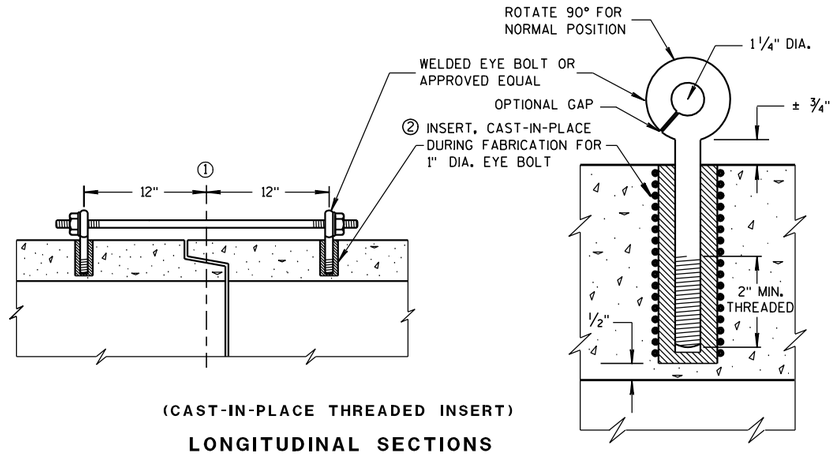
S.D.D. 8 F 2-1

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.

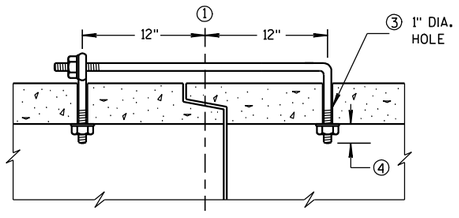
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

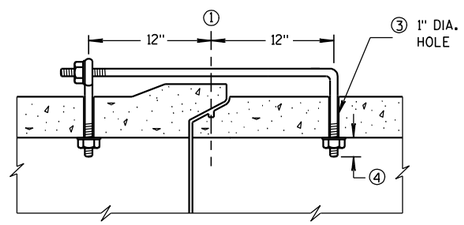
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

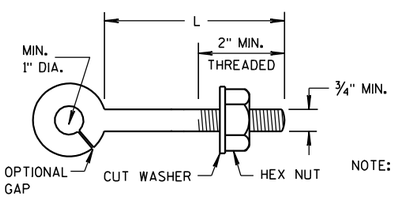


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

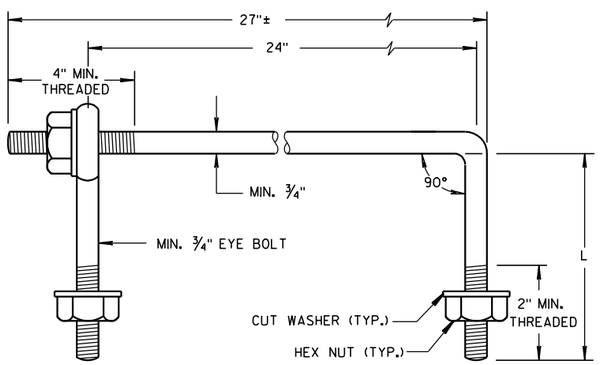
EYE BOLT DIMENSION TABLE

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

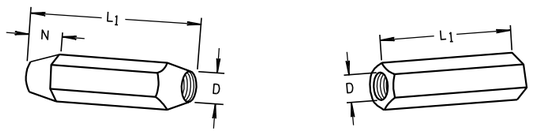
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

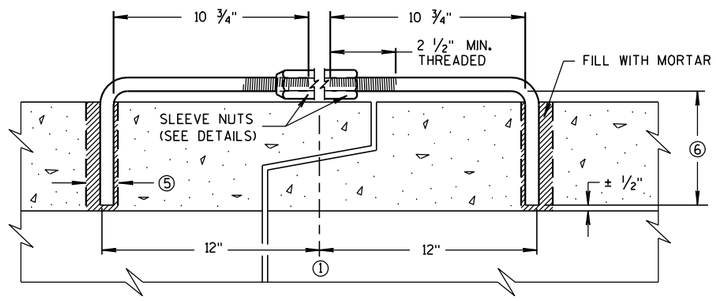
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

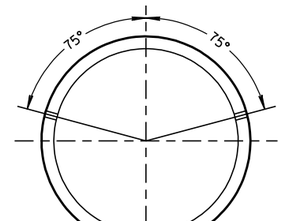
SLEEVE NUTS



LONGITUDINAL SECTION

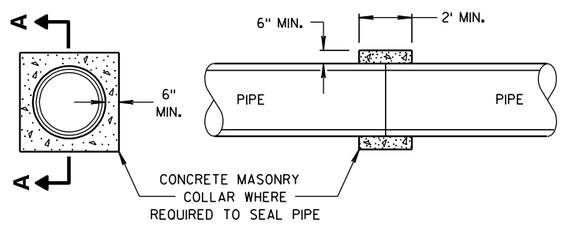
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
514
FHWA

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S.D.D. 8 F 4-7

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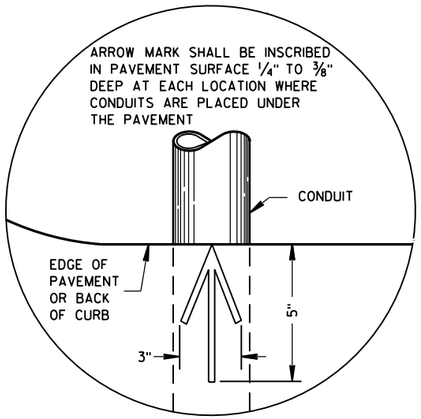
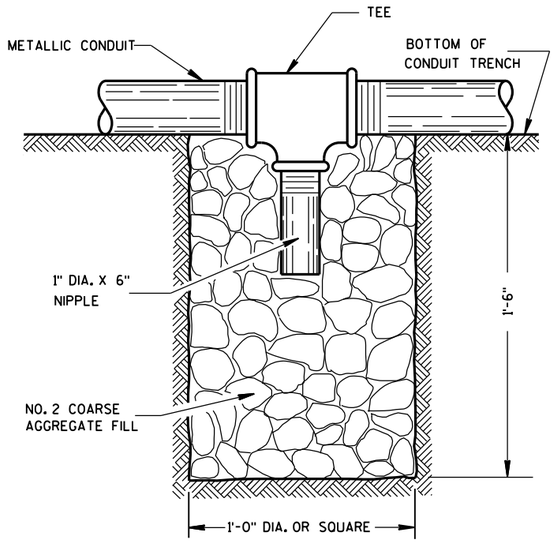
S.D.D. 8 F 4-7



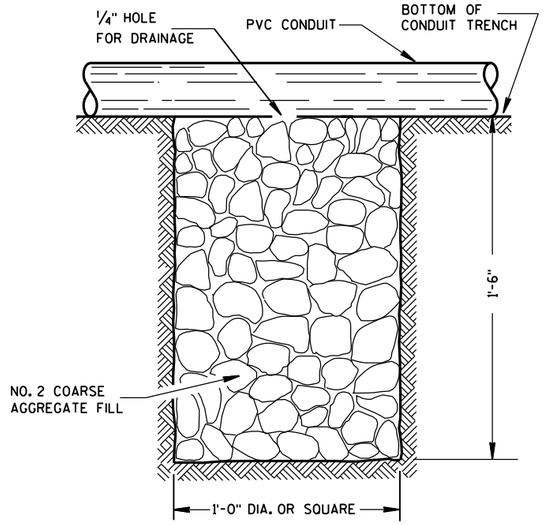
PLAN VIEW

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.

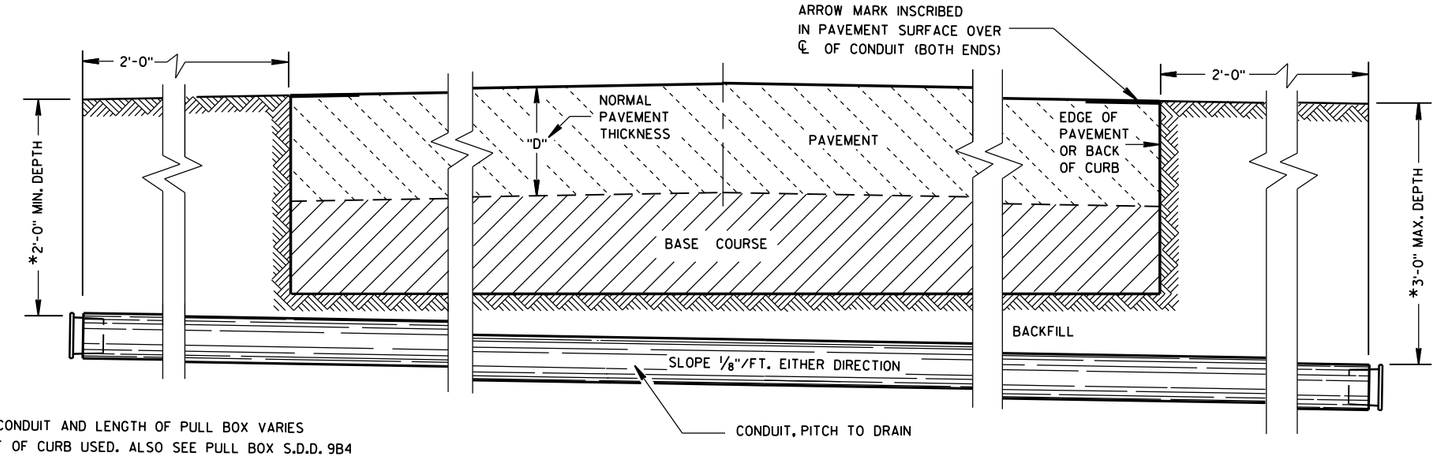
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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 UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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S.D.D. 9 B 2-8

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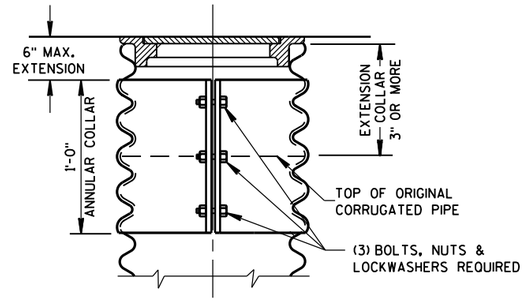
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

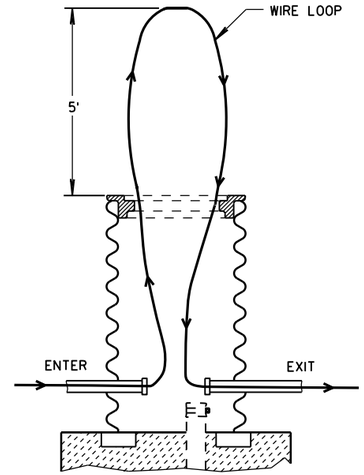
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

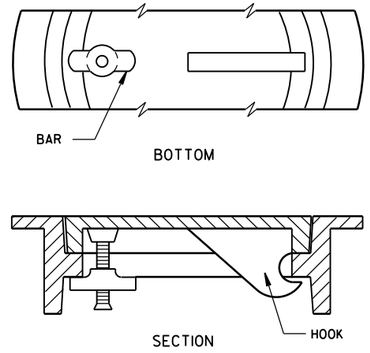
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

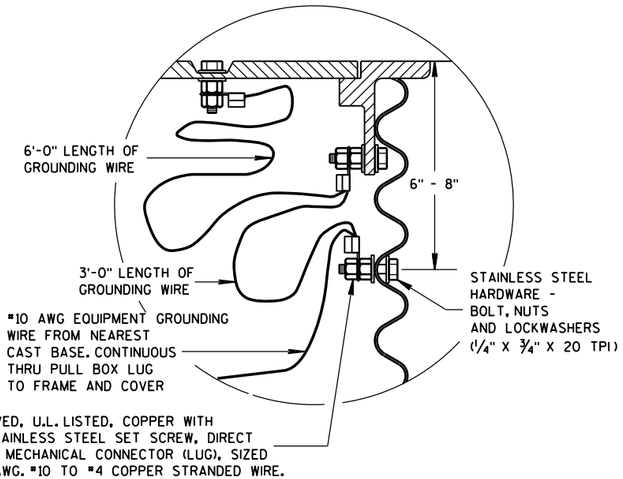


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



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.

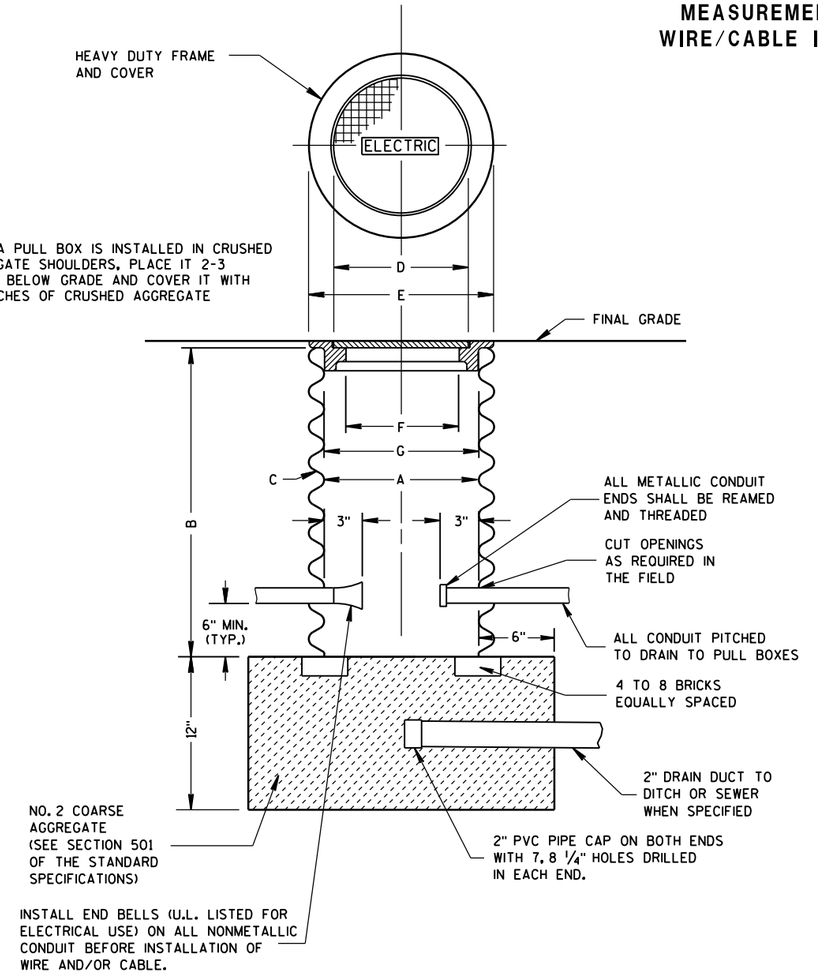
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

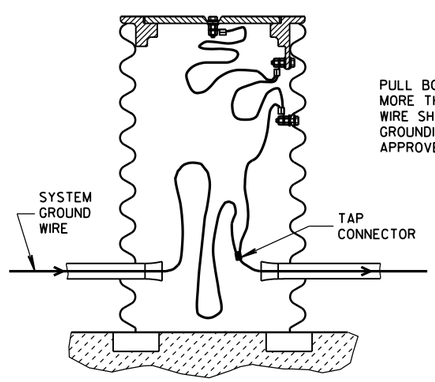
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

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



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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 516
FHWA

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S.D.D. 9 B 4-11

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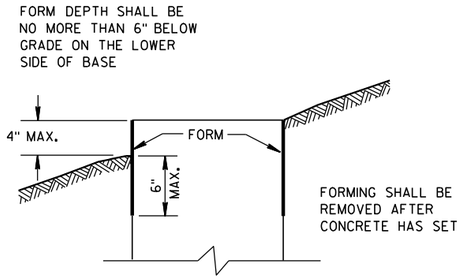
S.D.D. 9 B 4-11



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.

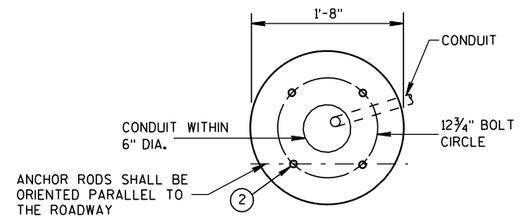
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

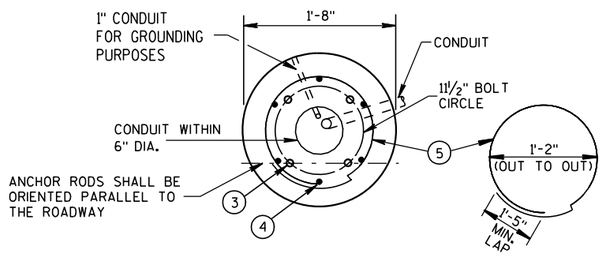
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

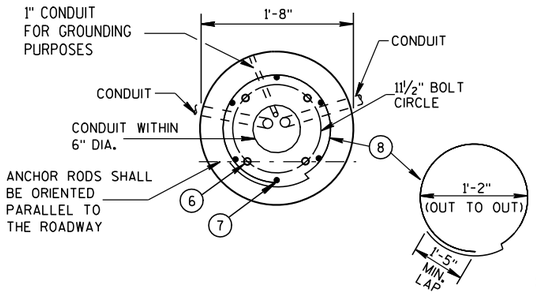
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

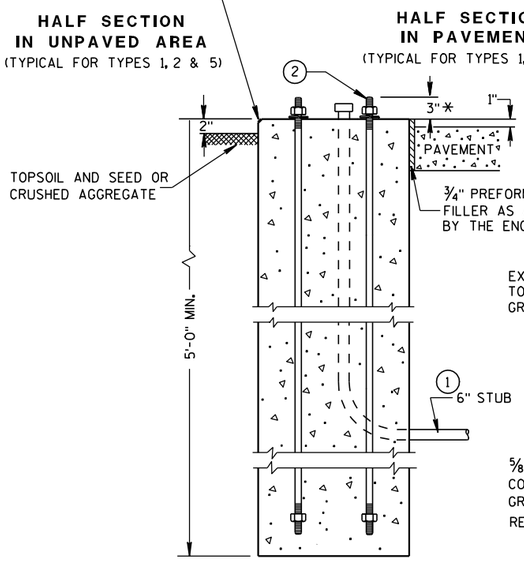






FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

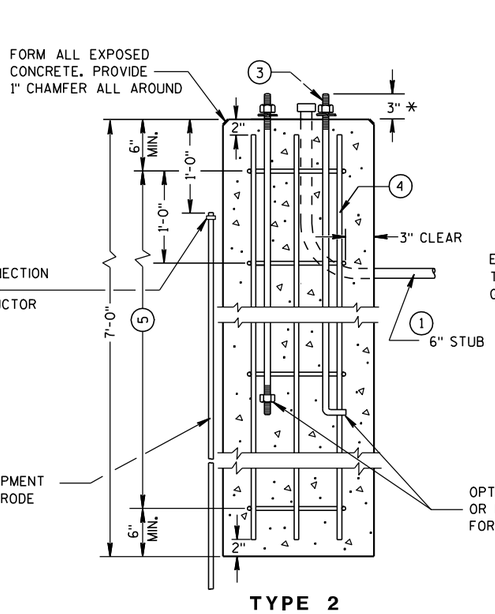
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

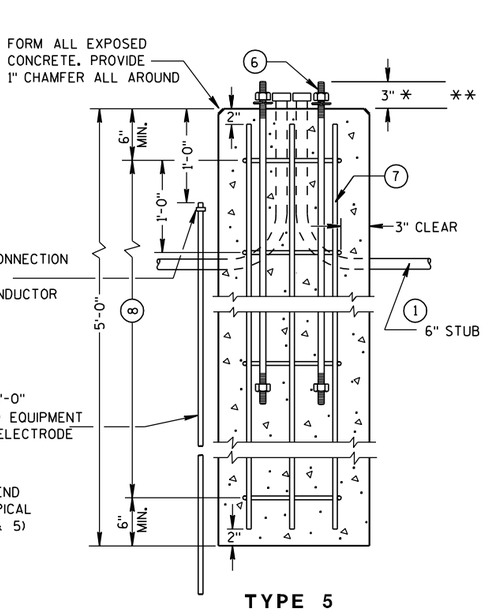
TYPE 1

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



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 517 — 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.

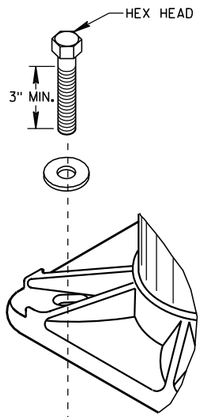
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

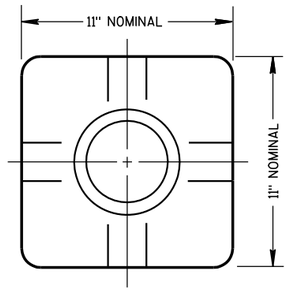
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

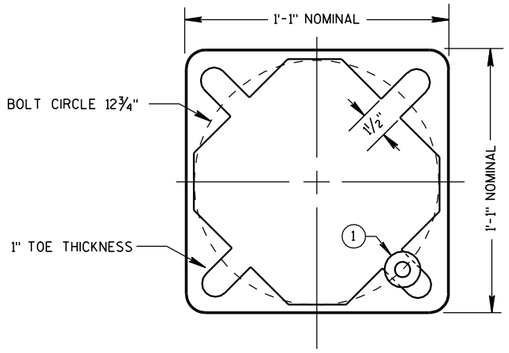
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

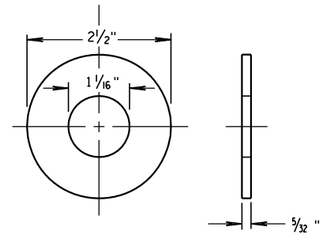




TOP VIEW
(PEDESTAL BASE)

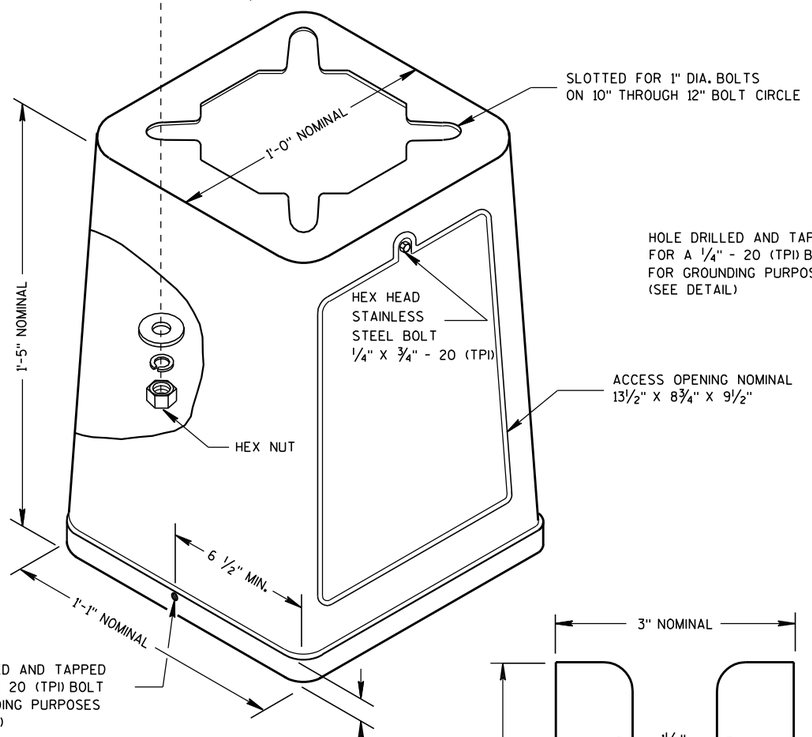


BOTTOM VIEW
(PEDESTAL BASE)

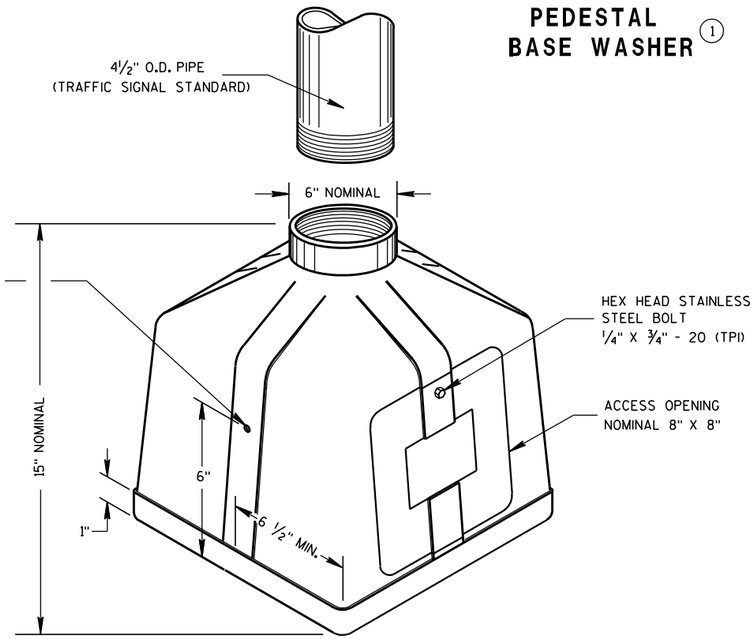


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

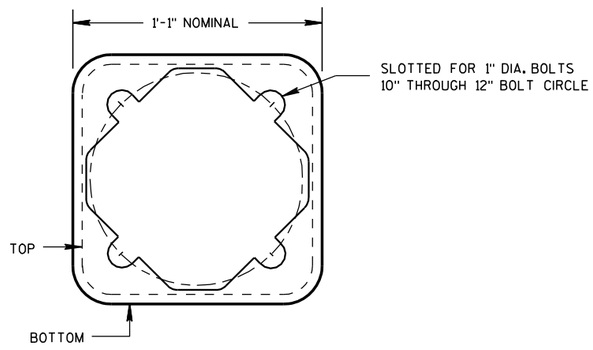


ISOMETRIC VIEW

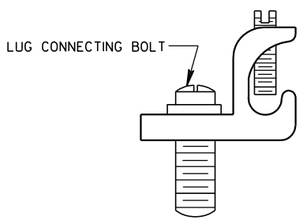


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

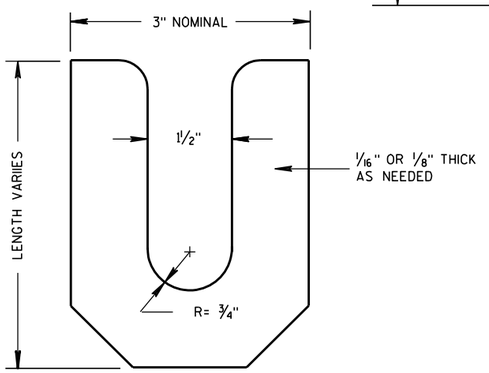


TYPICAL MECHANICAL CONNECTOR LUG

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. Rich — STATE ELECTRICAL ENGI
518 — HWYS
FHWA

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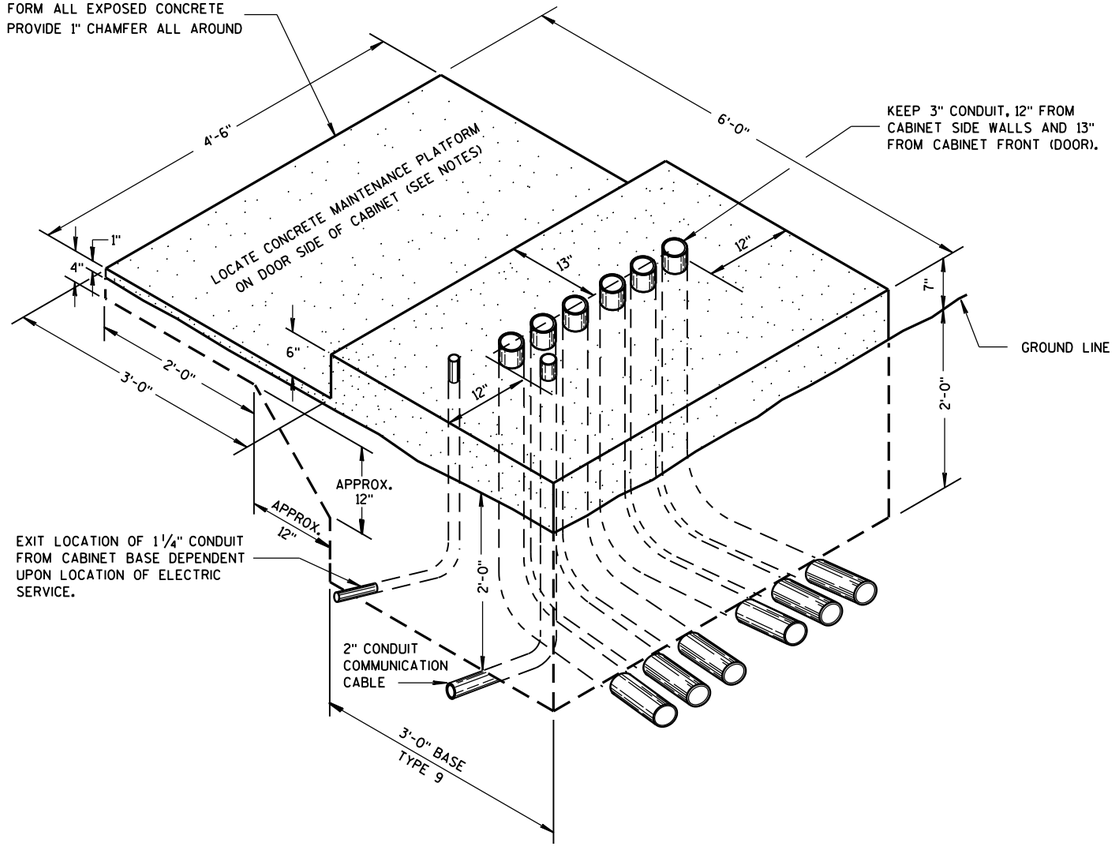
S.D.D. 9 C 3-3

6

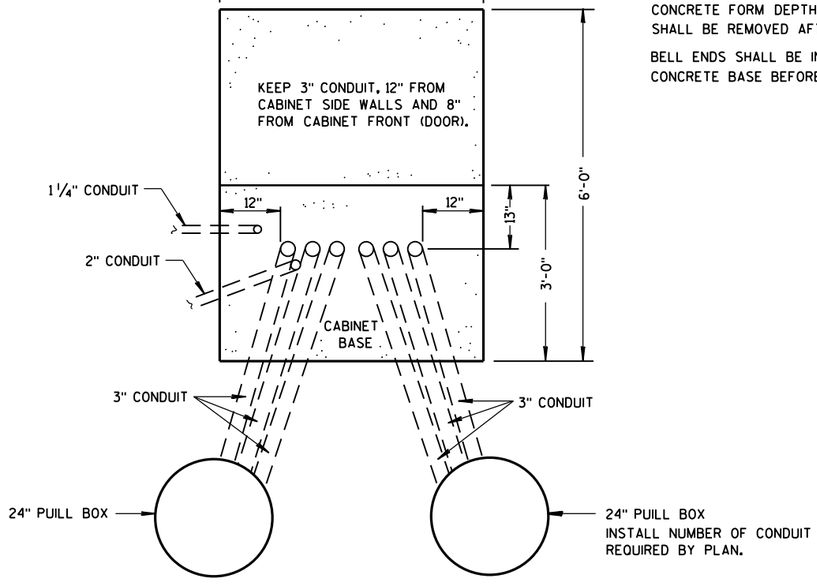
S.D.D. 9 C 3-3



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS 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 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

519

FHWA

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 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 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

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. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE 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.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

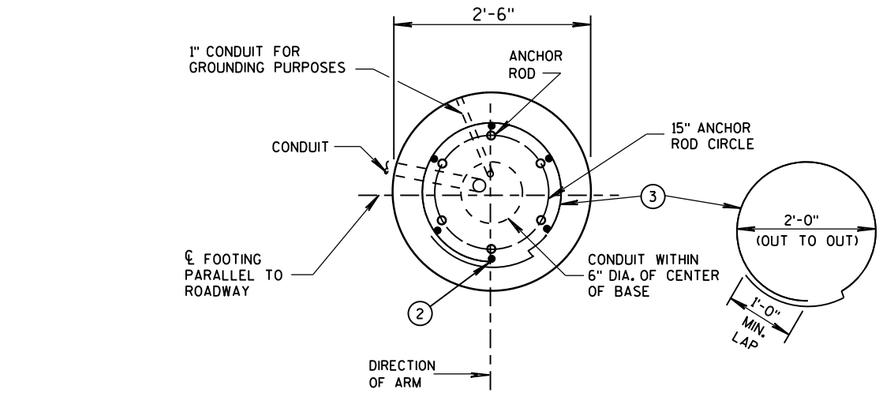
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

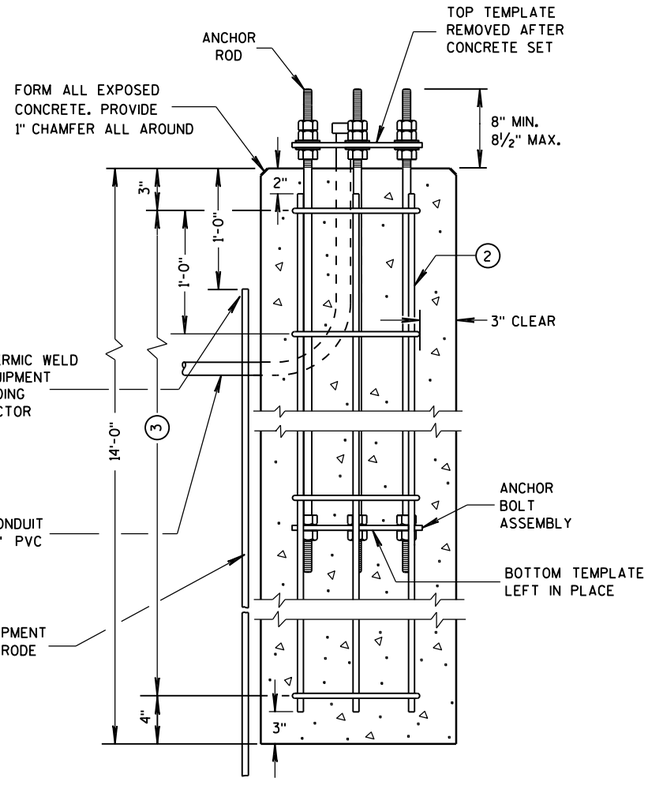
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

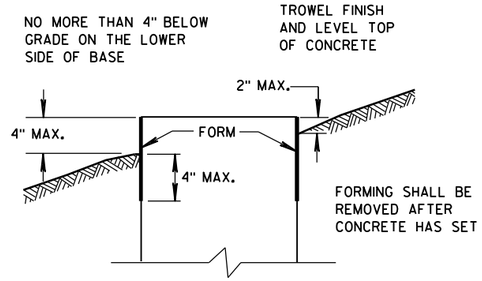
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



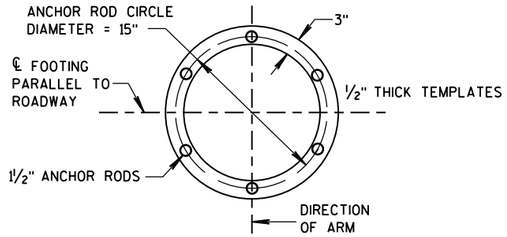


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

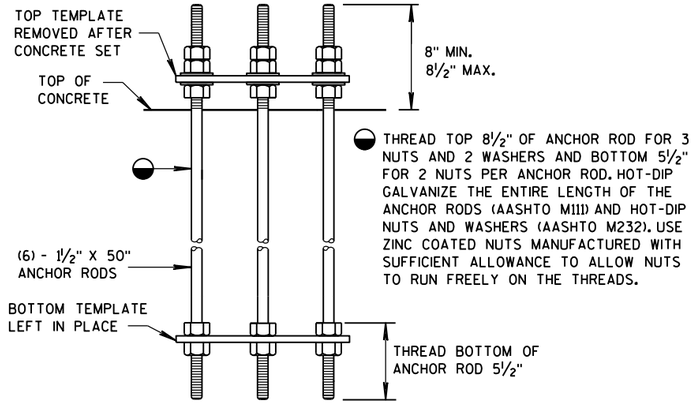
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

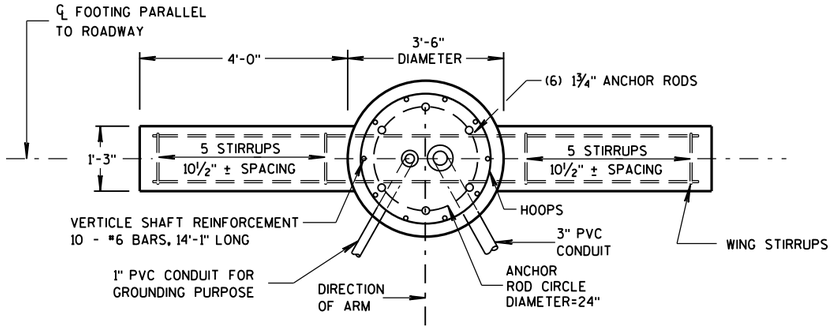
APPROVED
11-26-2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

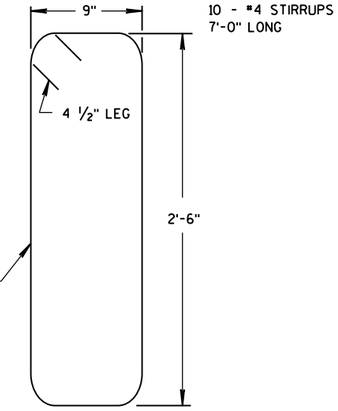
FHWA

6

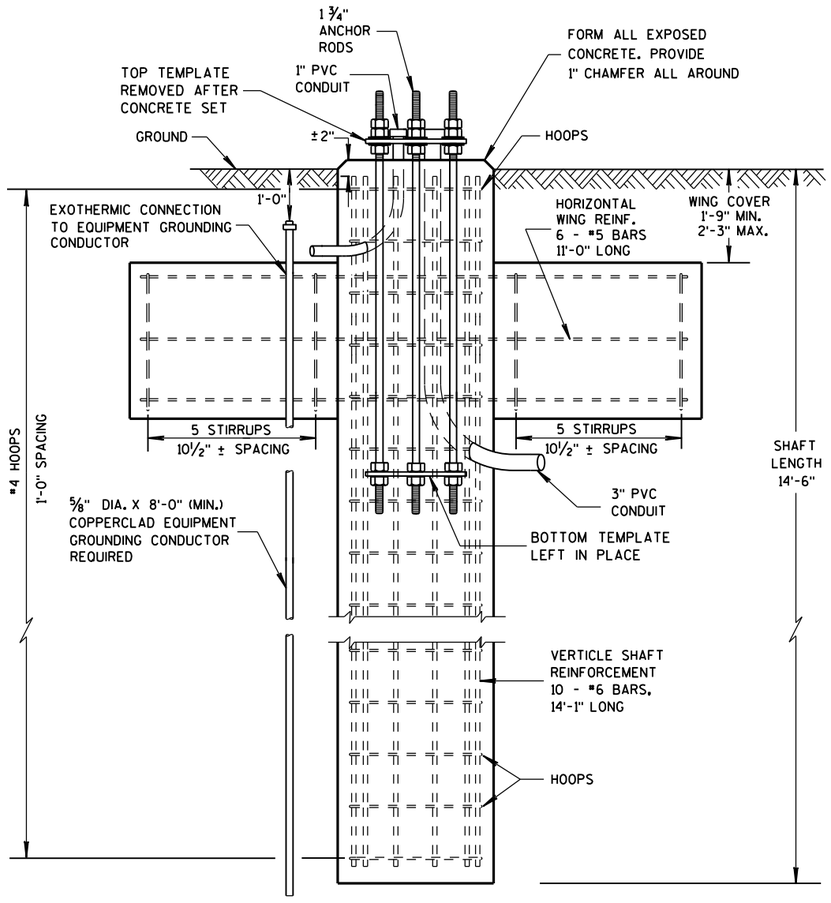
S.D.D. 9 C 11-4



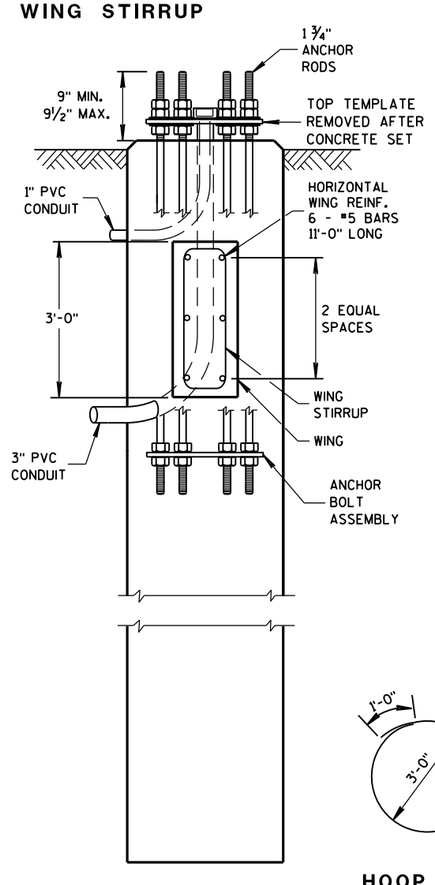
PLAN VIEW



WING STIRRUP

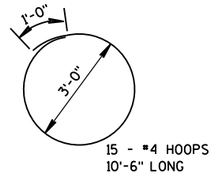


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, 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 BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE 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.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE 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.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL 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, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

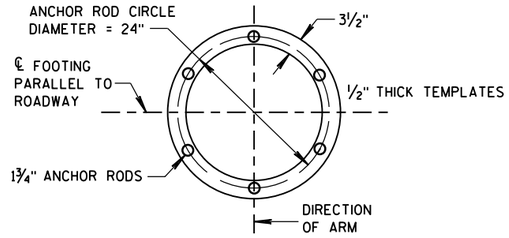
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

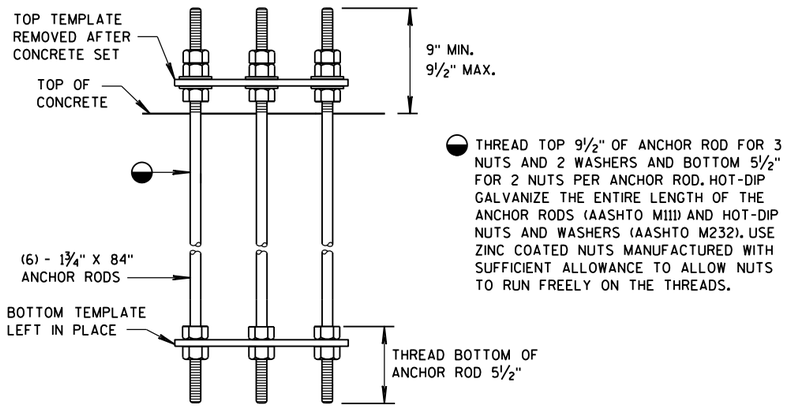
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 C 12-4a

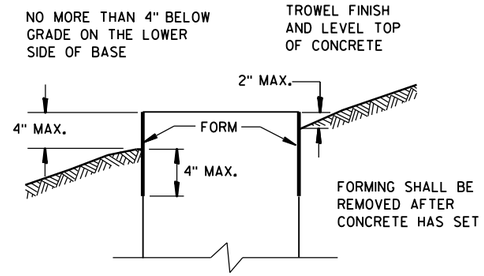


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



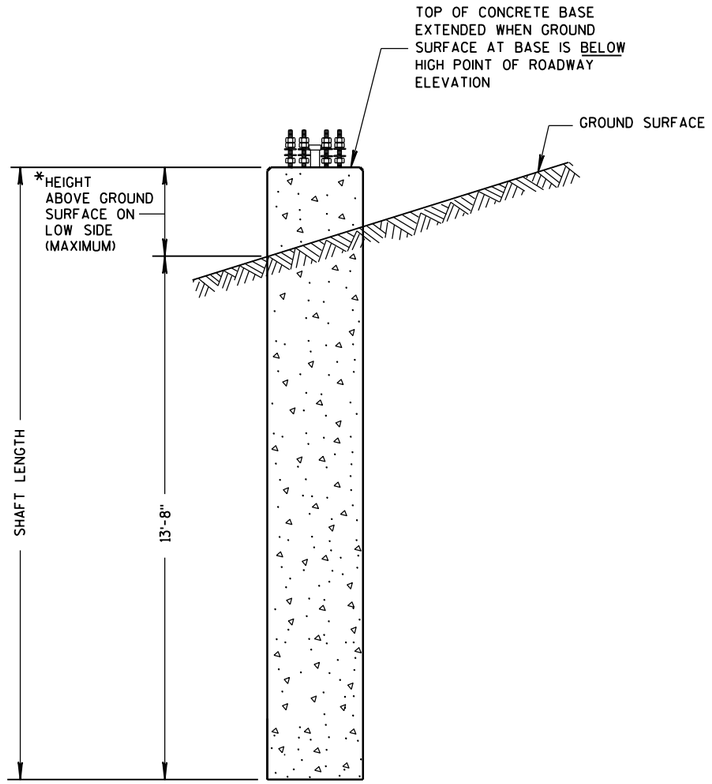
FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 11-26-2013 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	522

6
S.D.D. 9 C 12-4b

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

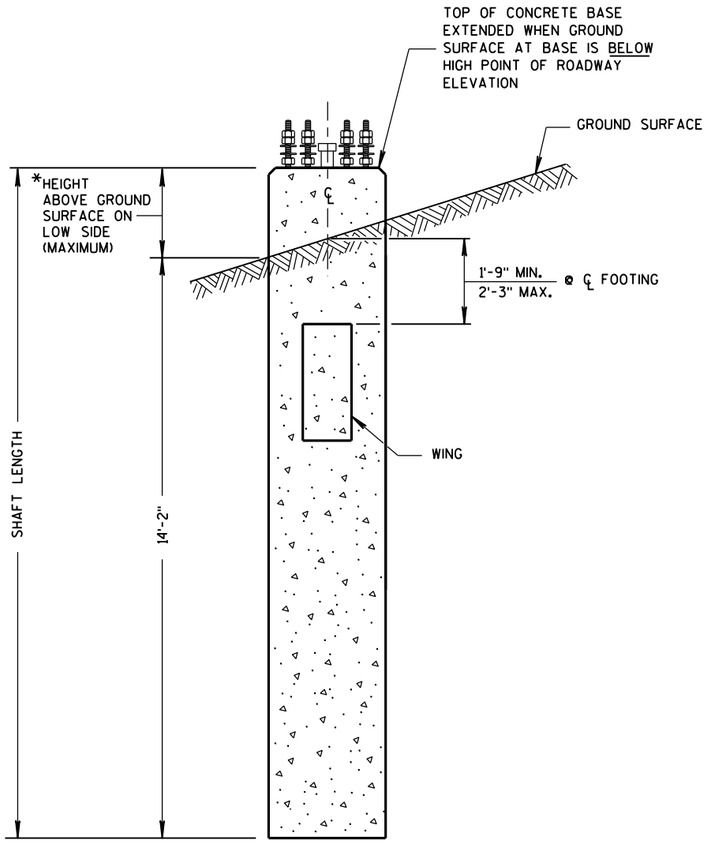
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-26-2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 13-2

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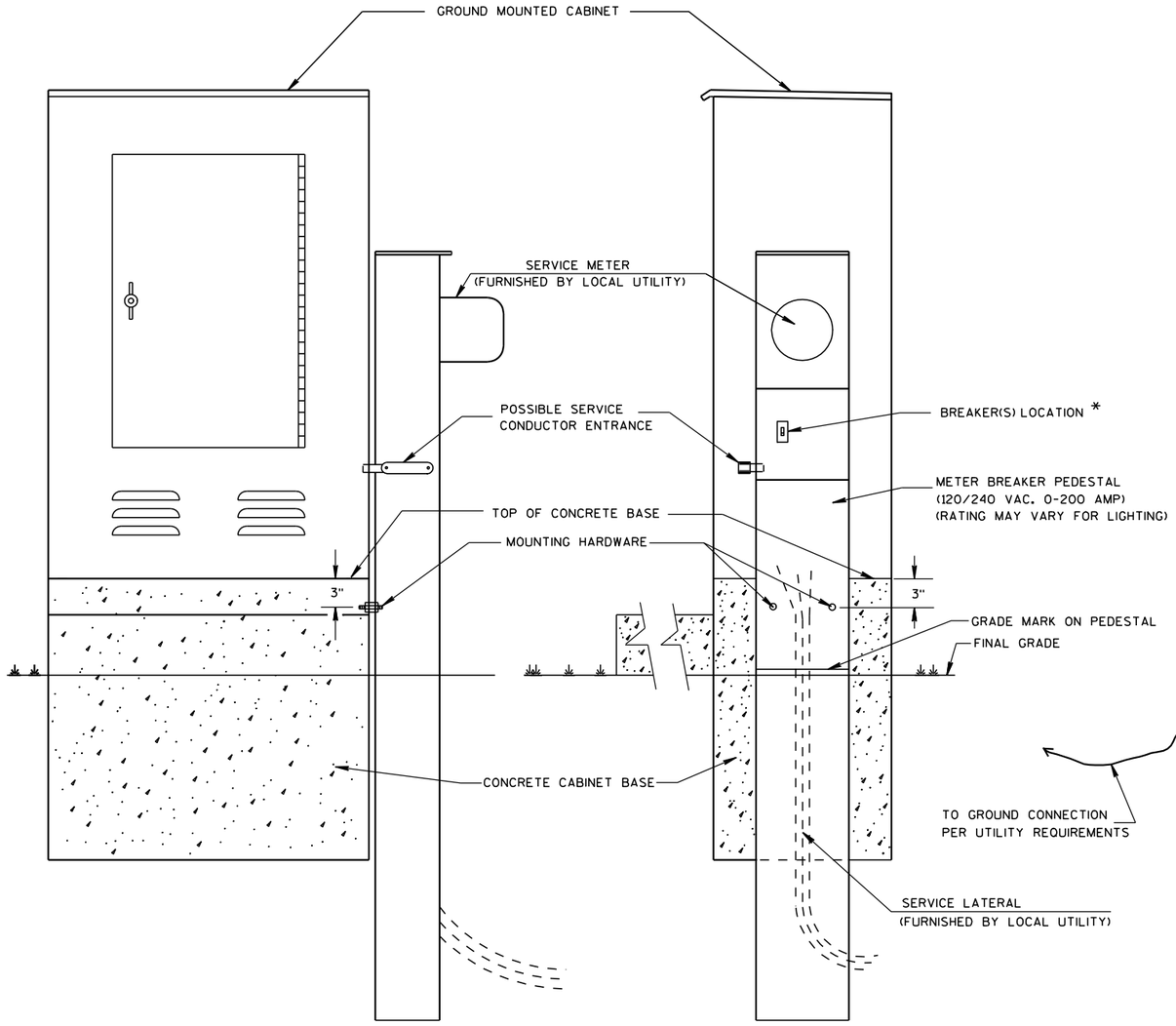
S.D.D. 9 C 13-2



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

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S.D.D. 9 D 1-4

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

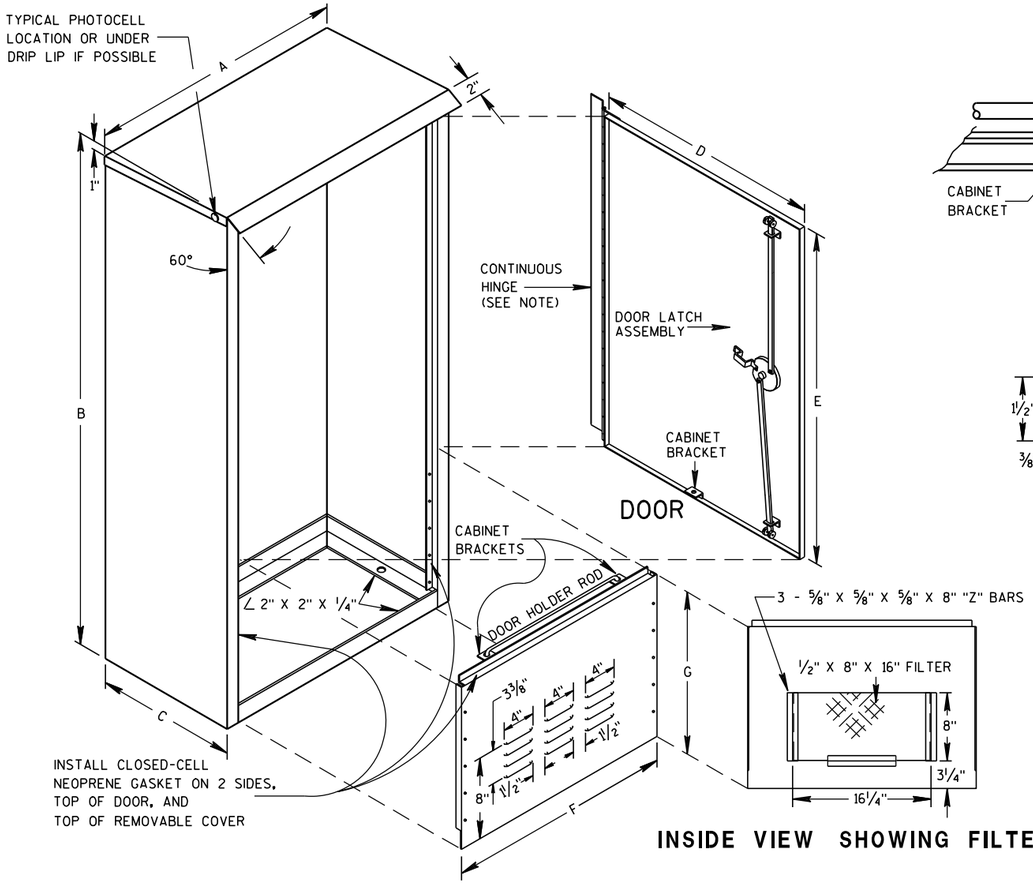
APPROVED

10/27/09 DATE

/S/ Joanna L. Bush
STATE ELECTRICAL ENGI 524

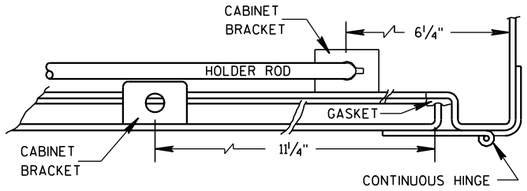
HWYS

FHWA

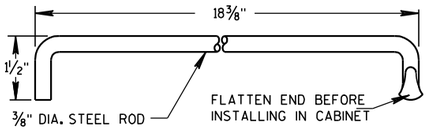


REMOVABLE COVER

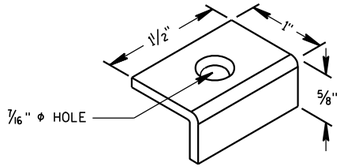
INSIDE VIEW SHOWING FILTER



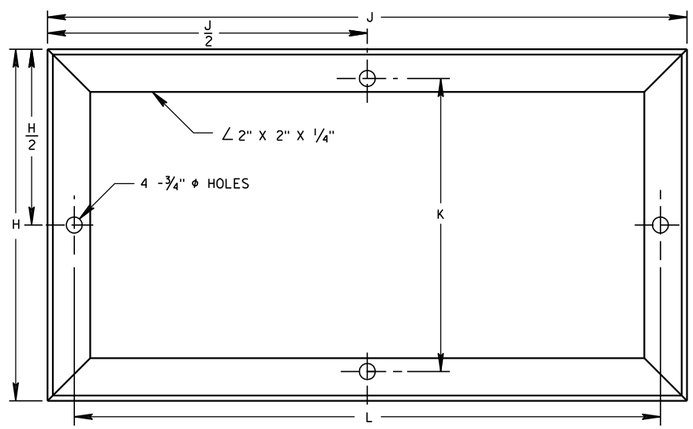
HINGE & DOOR HOLDER



HOLDER ROD



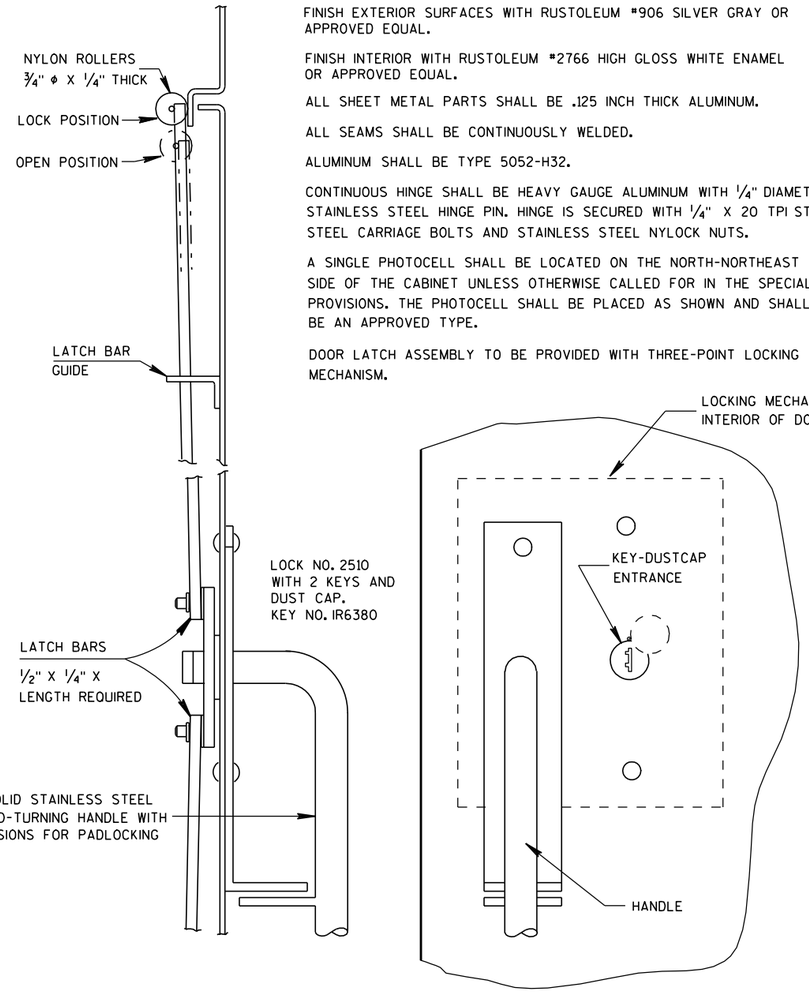
CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

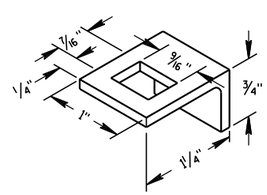
MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

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.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

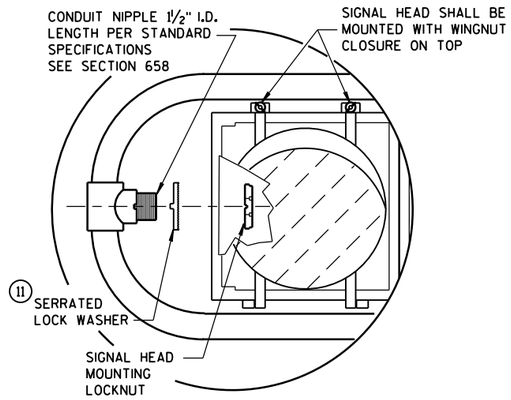
A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

SIGNAL OR LIGHTING CONTROL CABINET

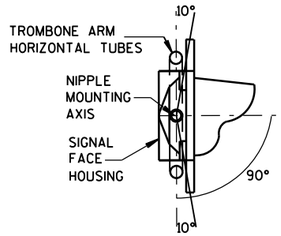
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI 525 — HWYS
FHWA



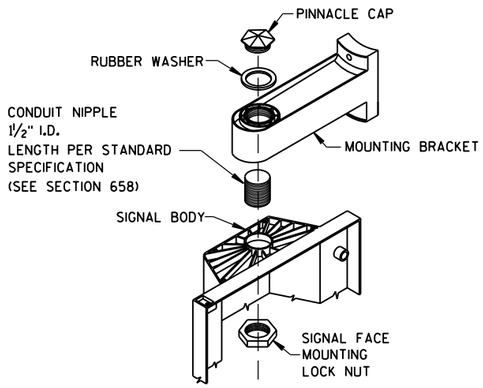
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

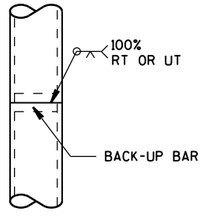
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

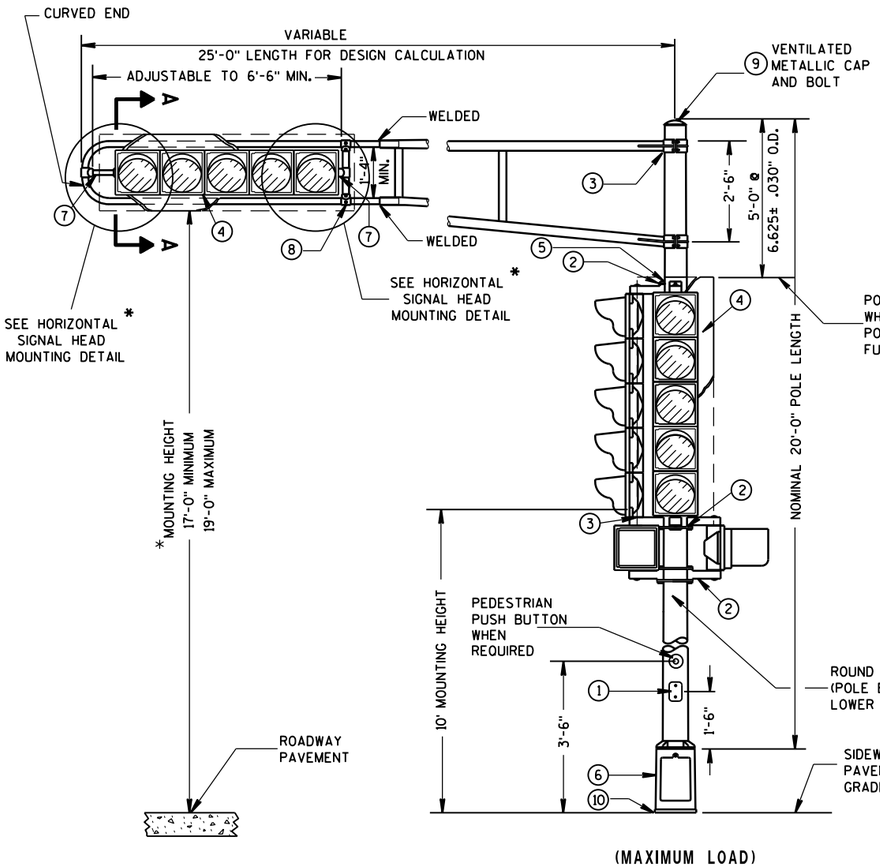
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

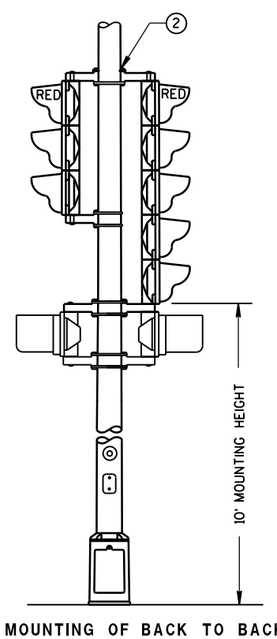
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



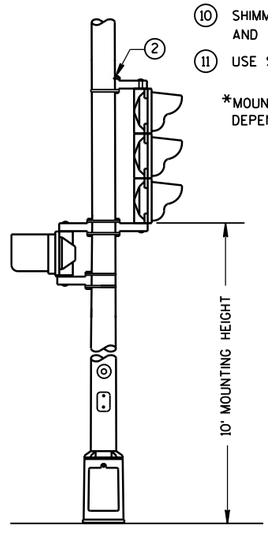
POLE SPLICE DETAIL



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

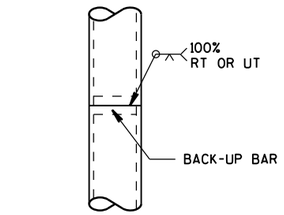
6

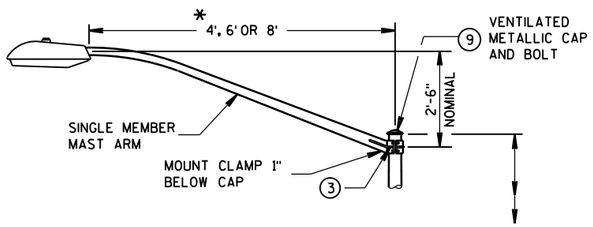
S.D.D. 9 E 1-12a

FOR MANUFACTURERS USE ONLY

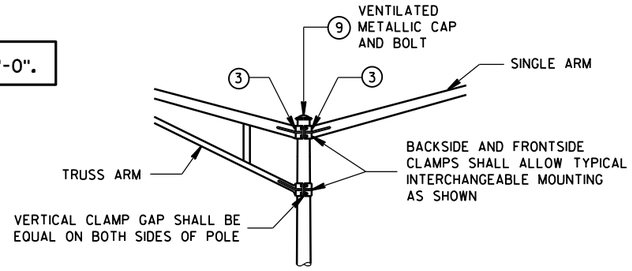
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





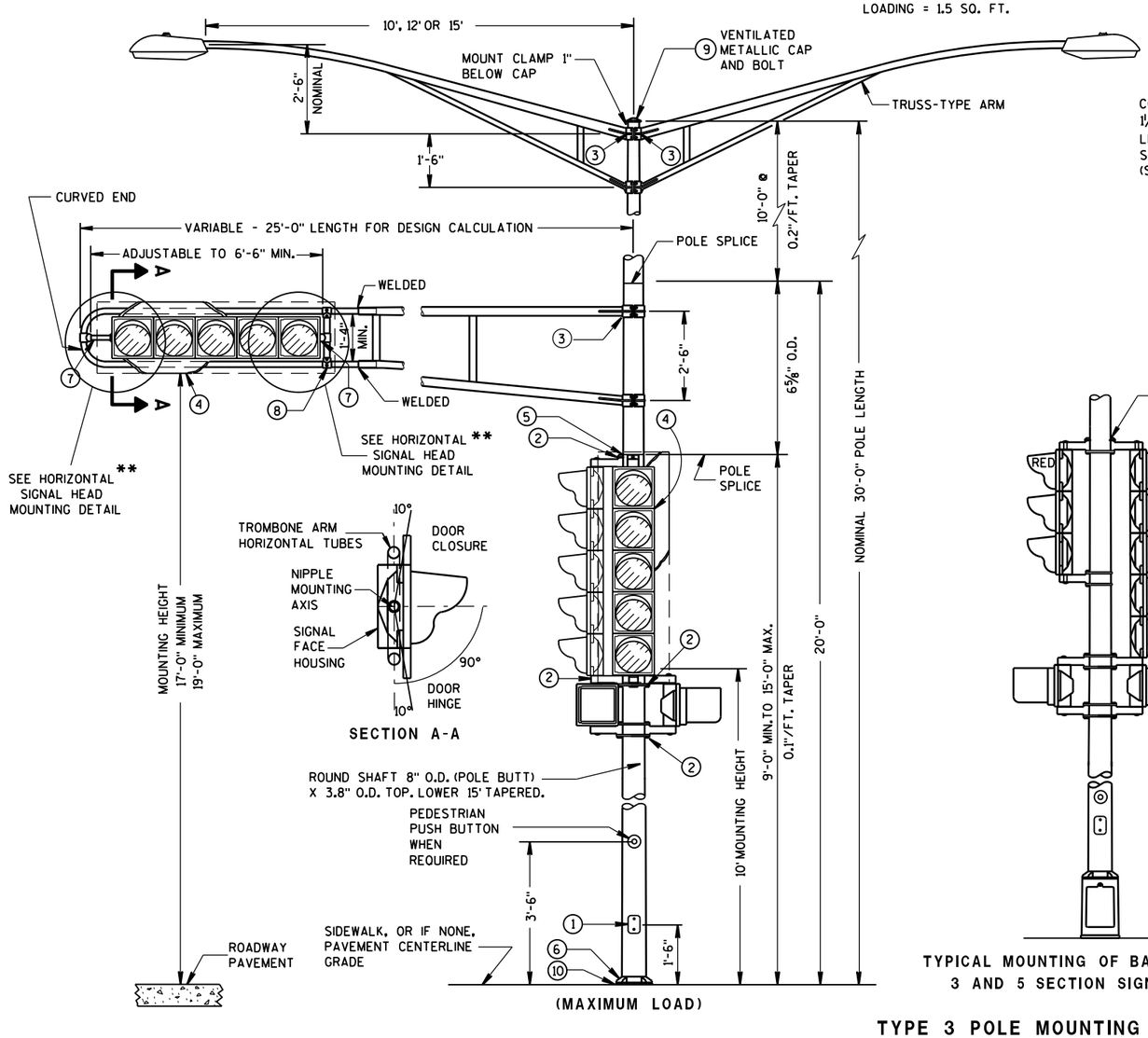
POLE SPLICE DETAIL

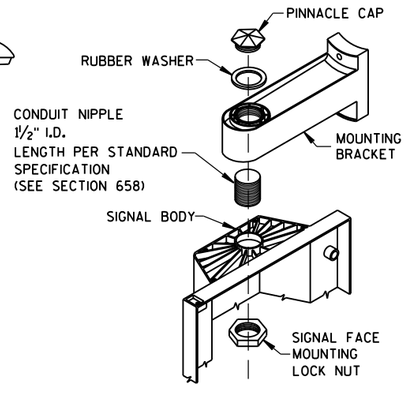


INTERCHANGEABLE MOUNTING DETAIL

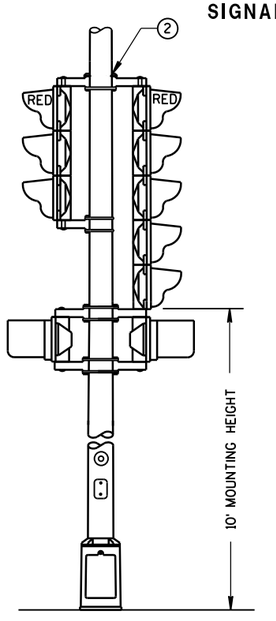
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

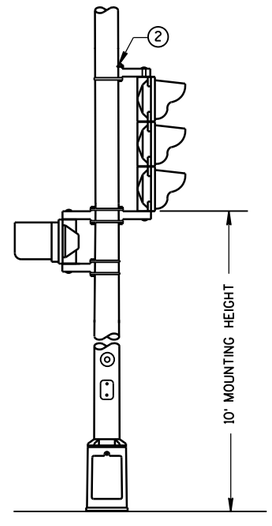




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

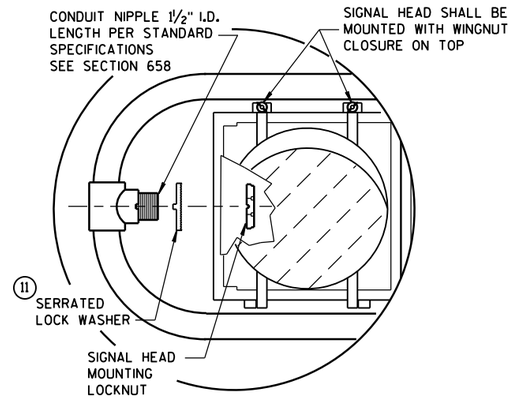
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR
TRAFFIC SIGNALS AND
LIGHTING UNITS, TYPE 3
(HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 527

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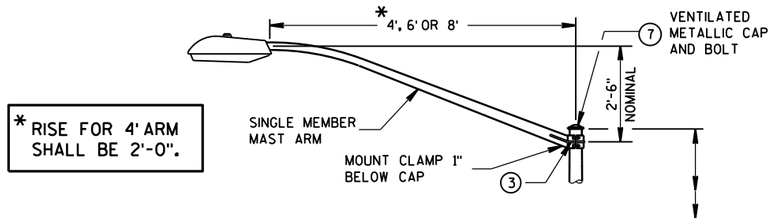
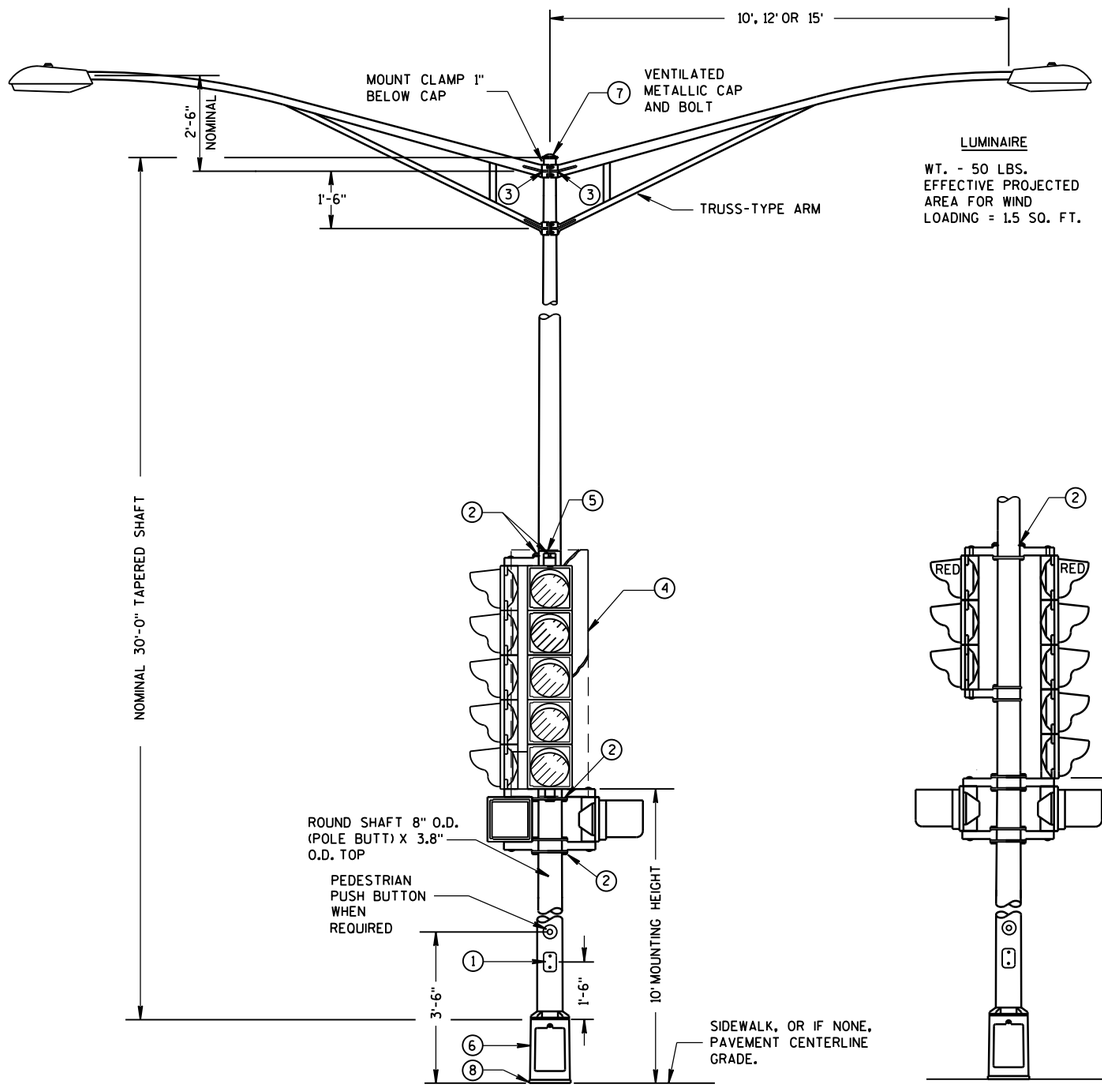
S.D.D. 9 E 1-12b

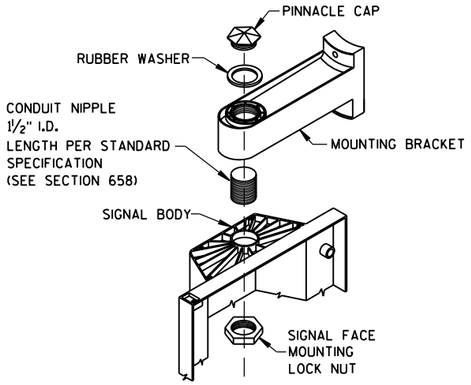




LUMINAIRE

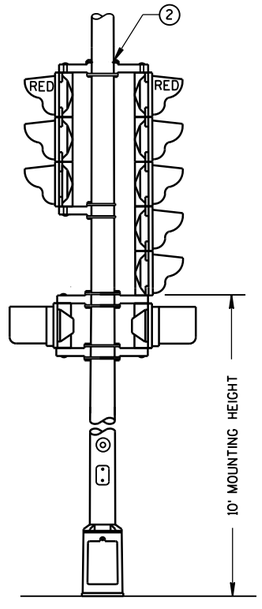
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

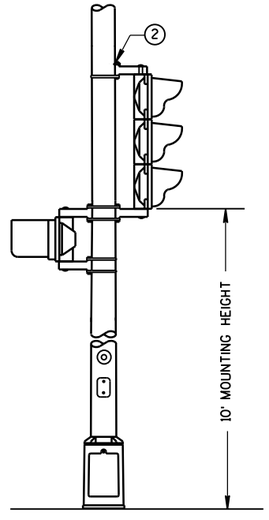


SIGNAL FACE MOUNTING DETAIL

(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS 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) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

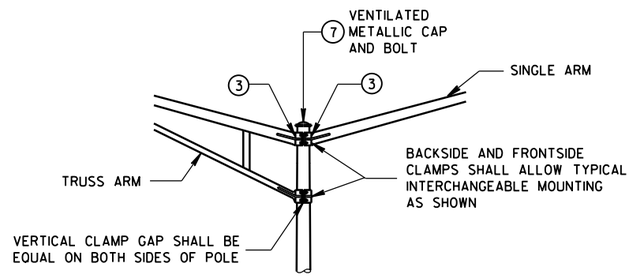
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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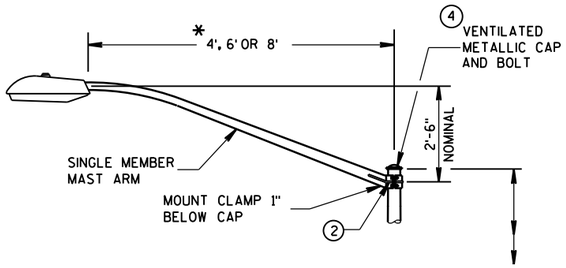
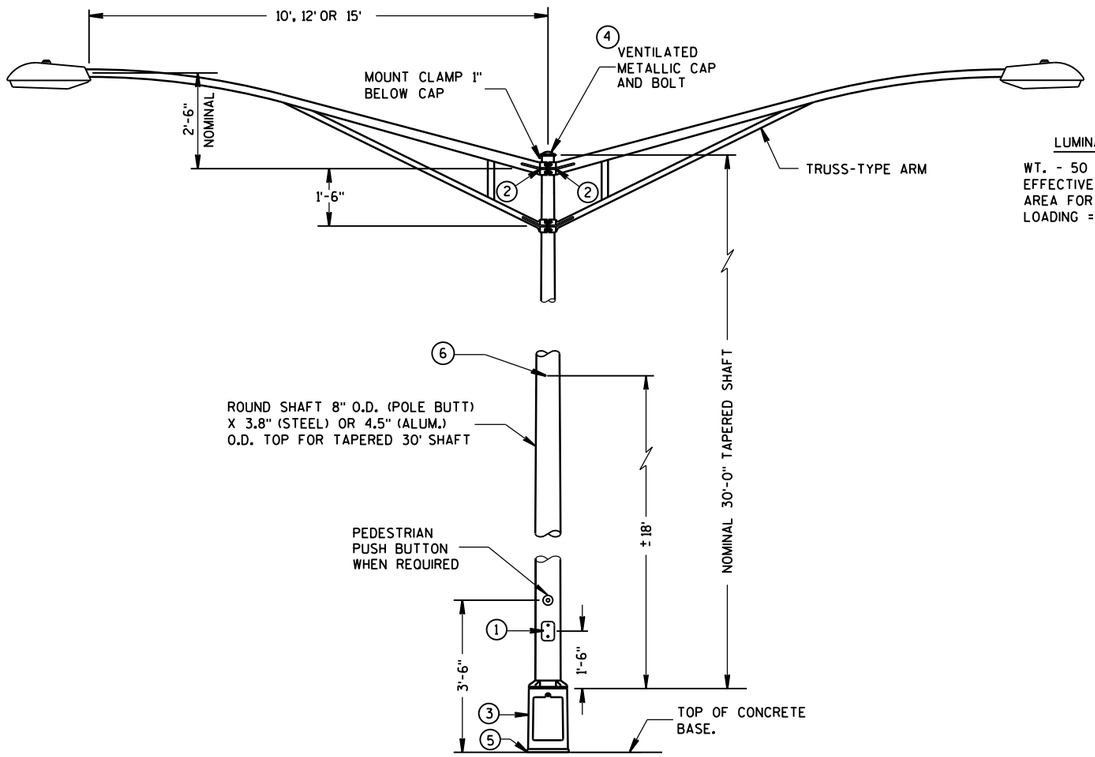
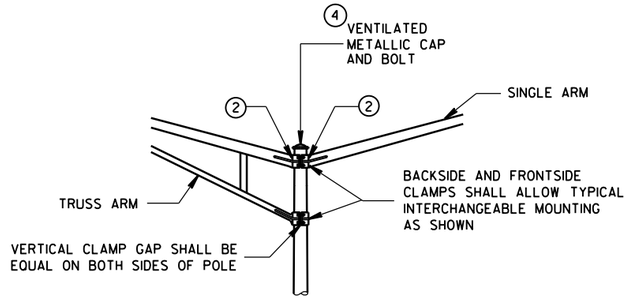
S.D.D. 9 E 1-12c

*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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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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DEPARTMENT OF TRANSPOI

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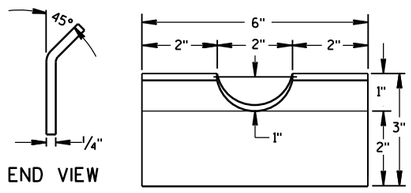
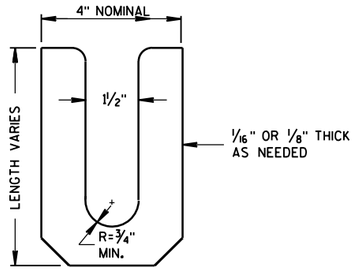


END VIEW

FRONT VIEW

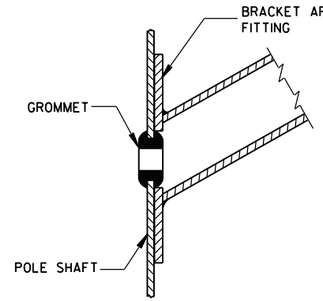
RECTANGULAR CLAMP SHIM

(4 TO A SET)

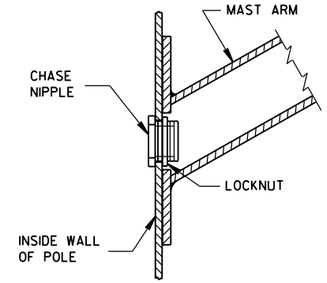


LEVELING SHIM (15)

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".

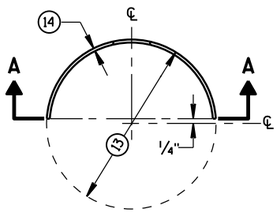
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

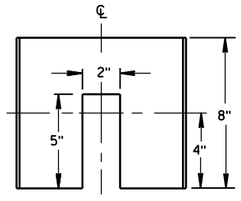
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



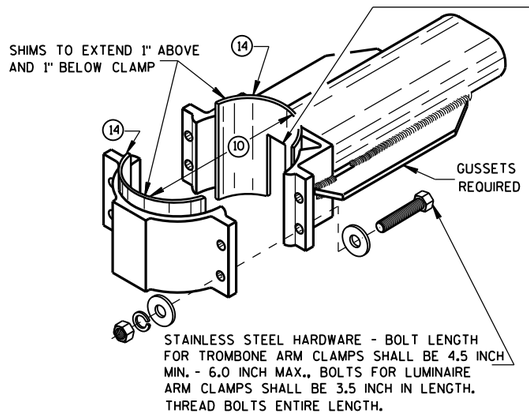
PLAN VIEW



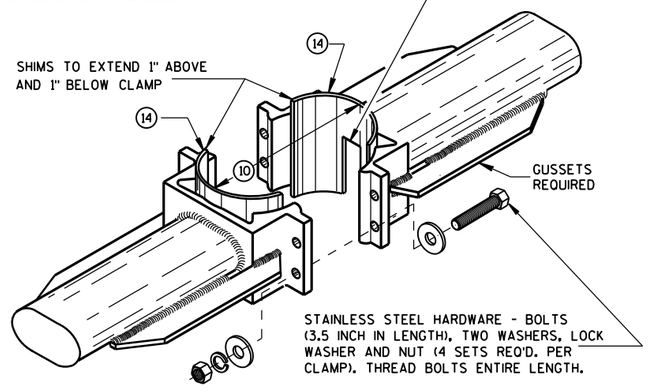
SECTION A-A

CIRCULAR CLAMP SHIM

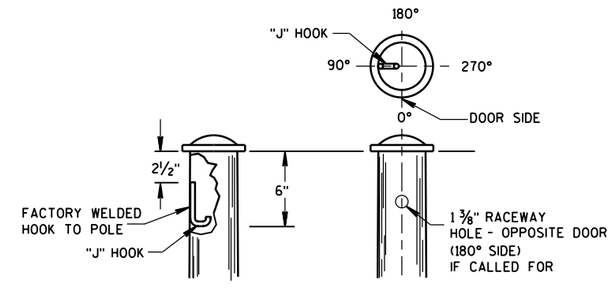
(2 TO A SET)



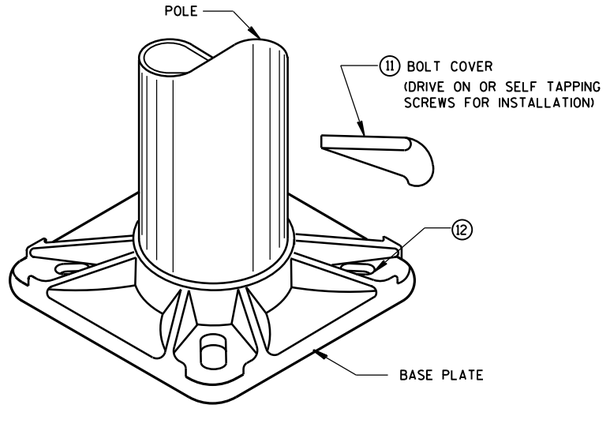
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



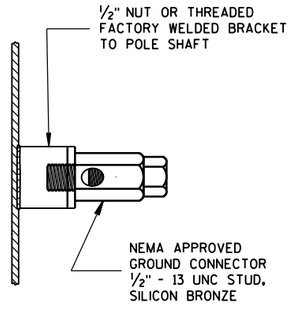
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

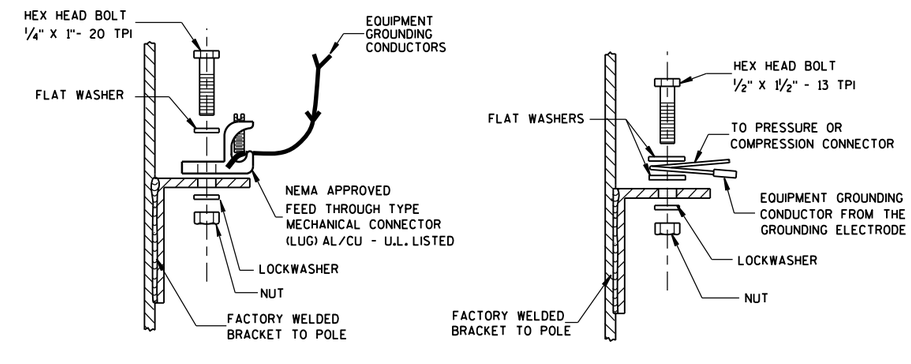


TYPICAL "J" HOOK LOCATION



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 530
FHWA

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S.D.D. 9 E 1-12g

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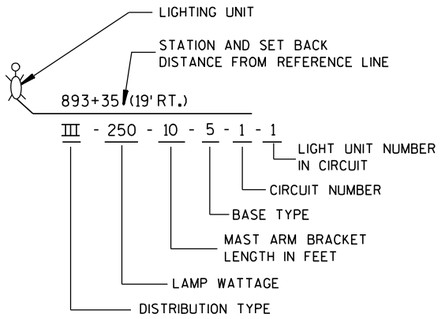
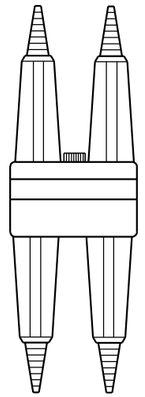
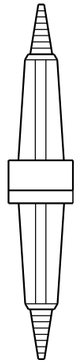
S.D.D. 9 E 1-12g



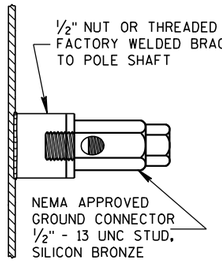
LIGHTING UNIT CODE
(TYPICAL)

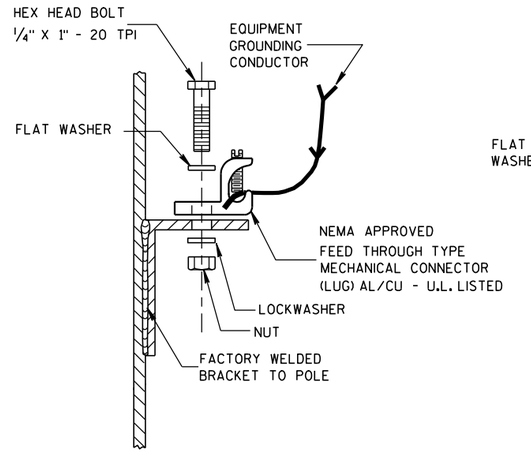


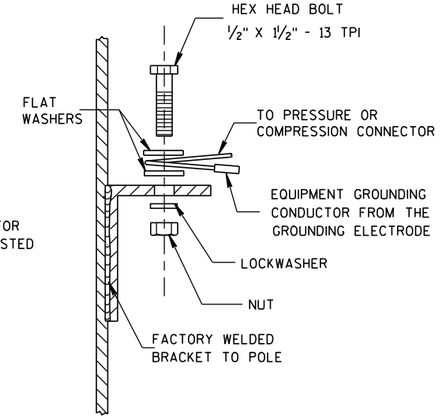
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



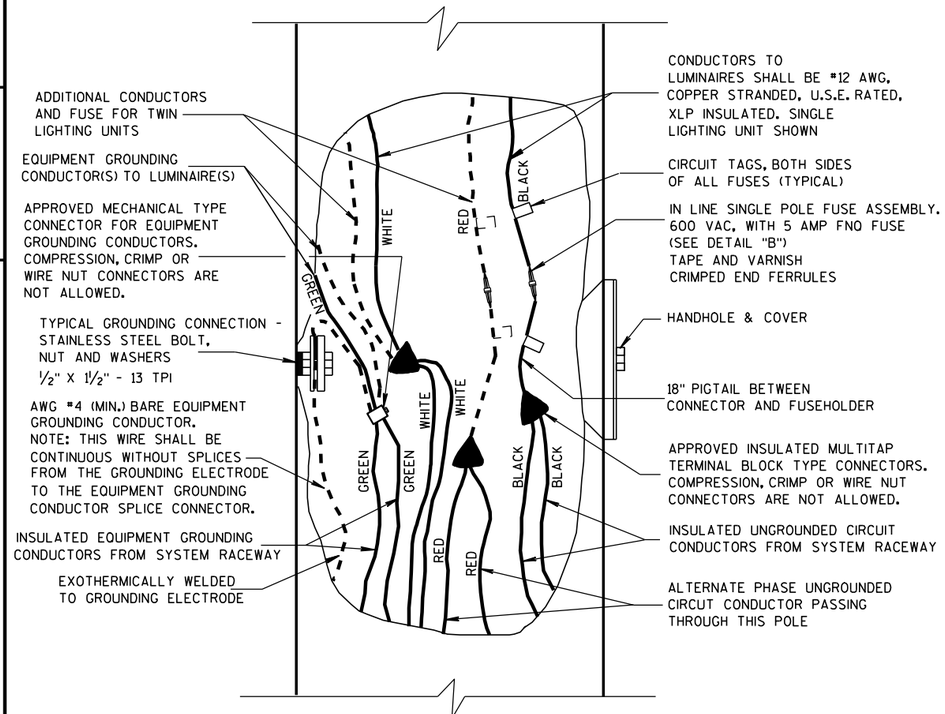
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



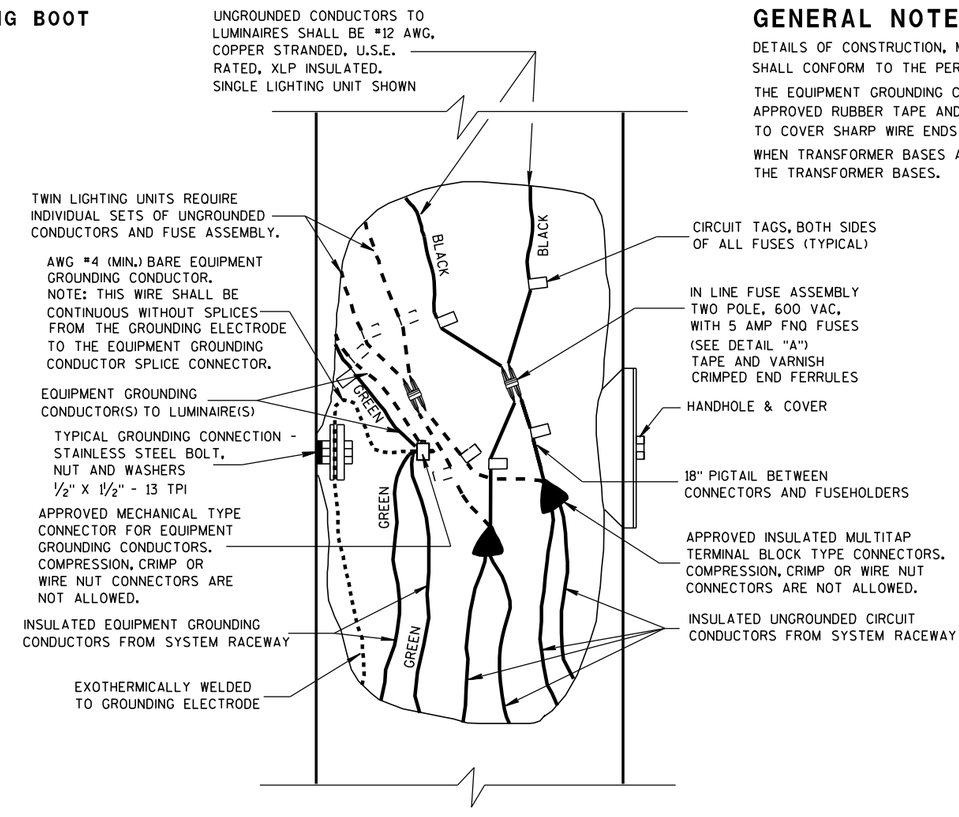




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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

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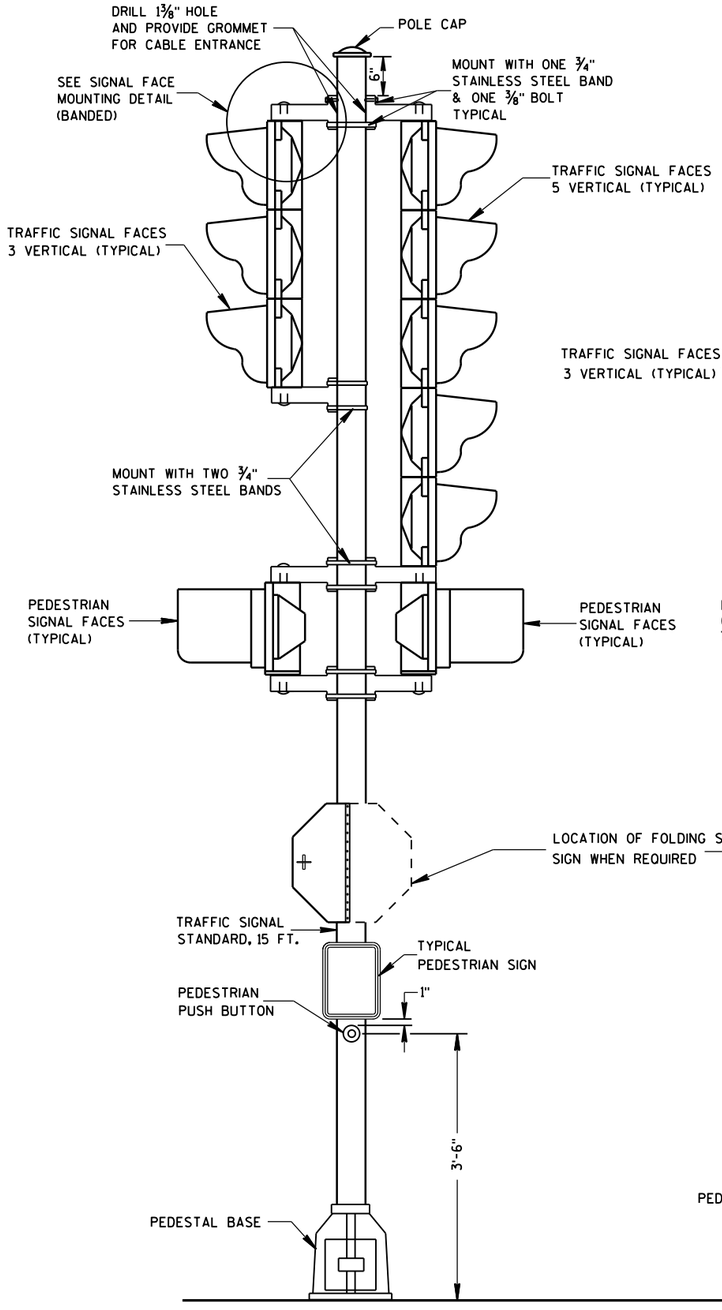
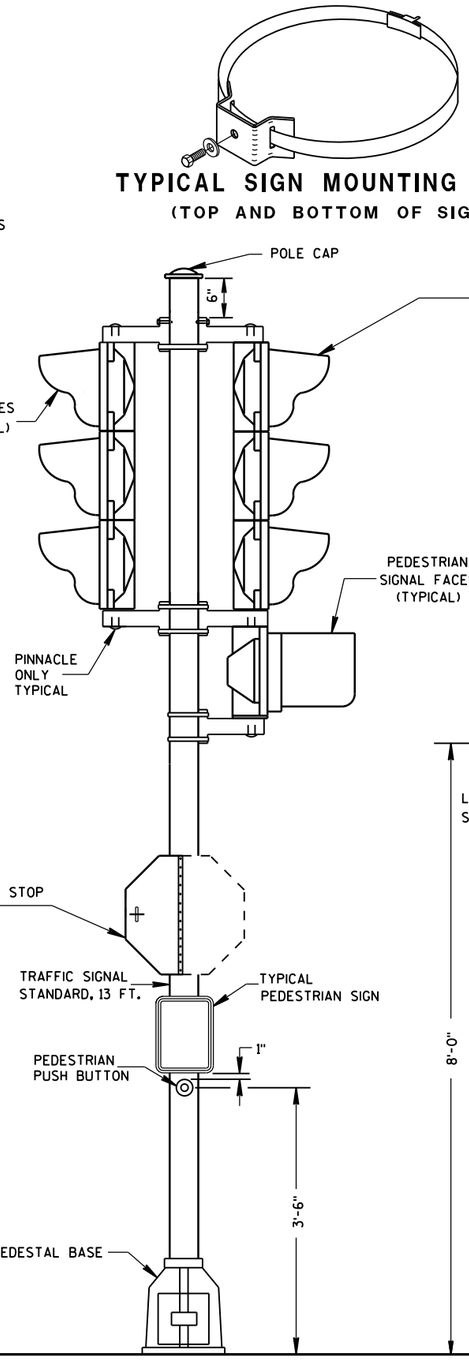
HWYS

FHWA

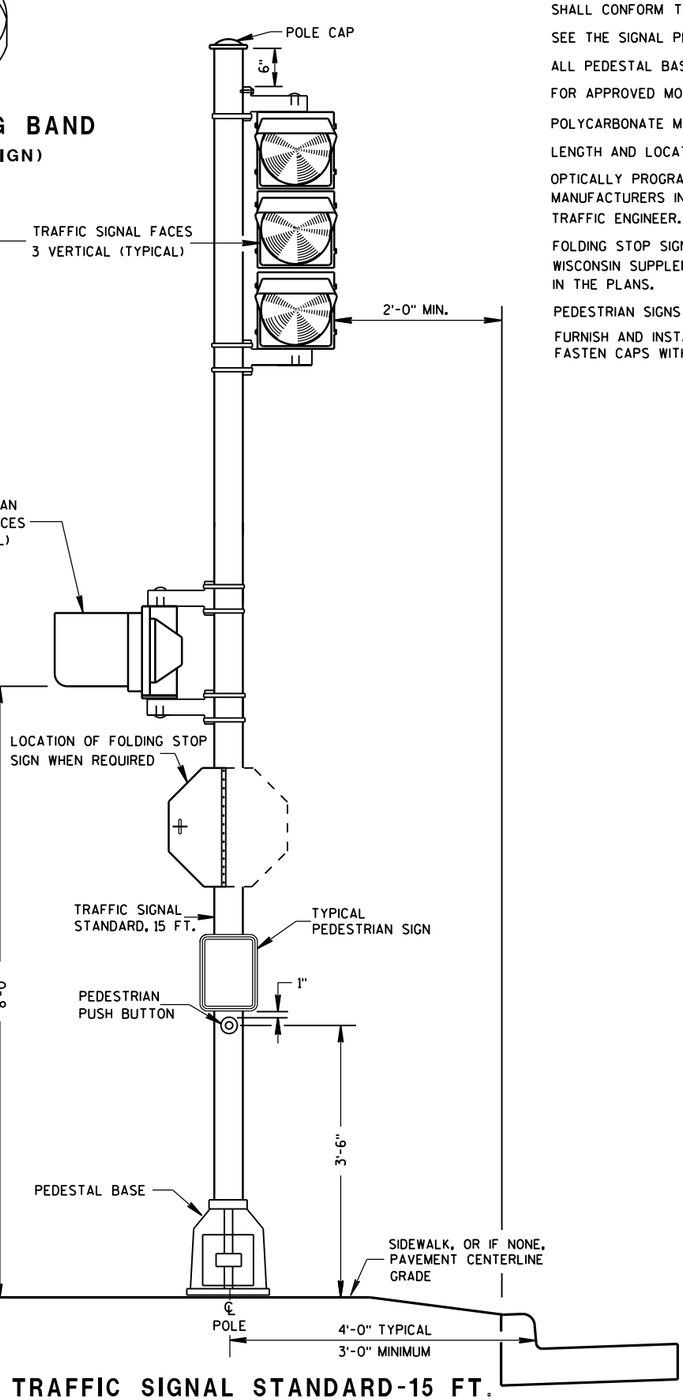


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

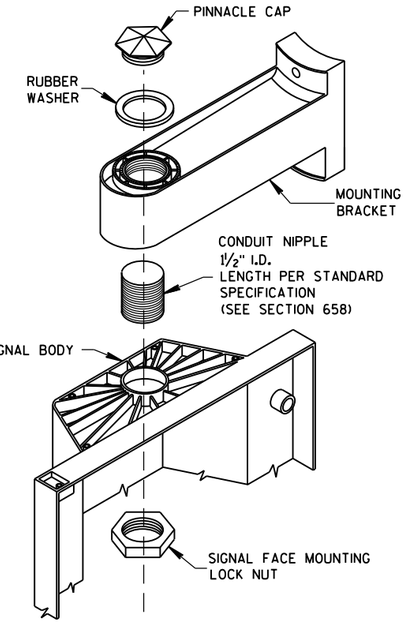
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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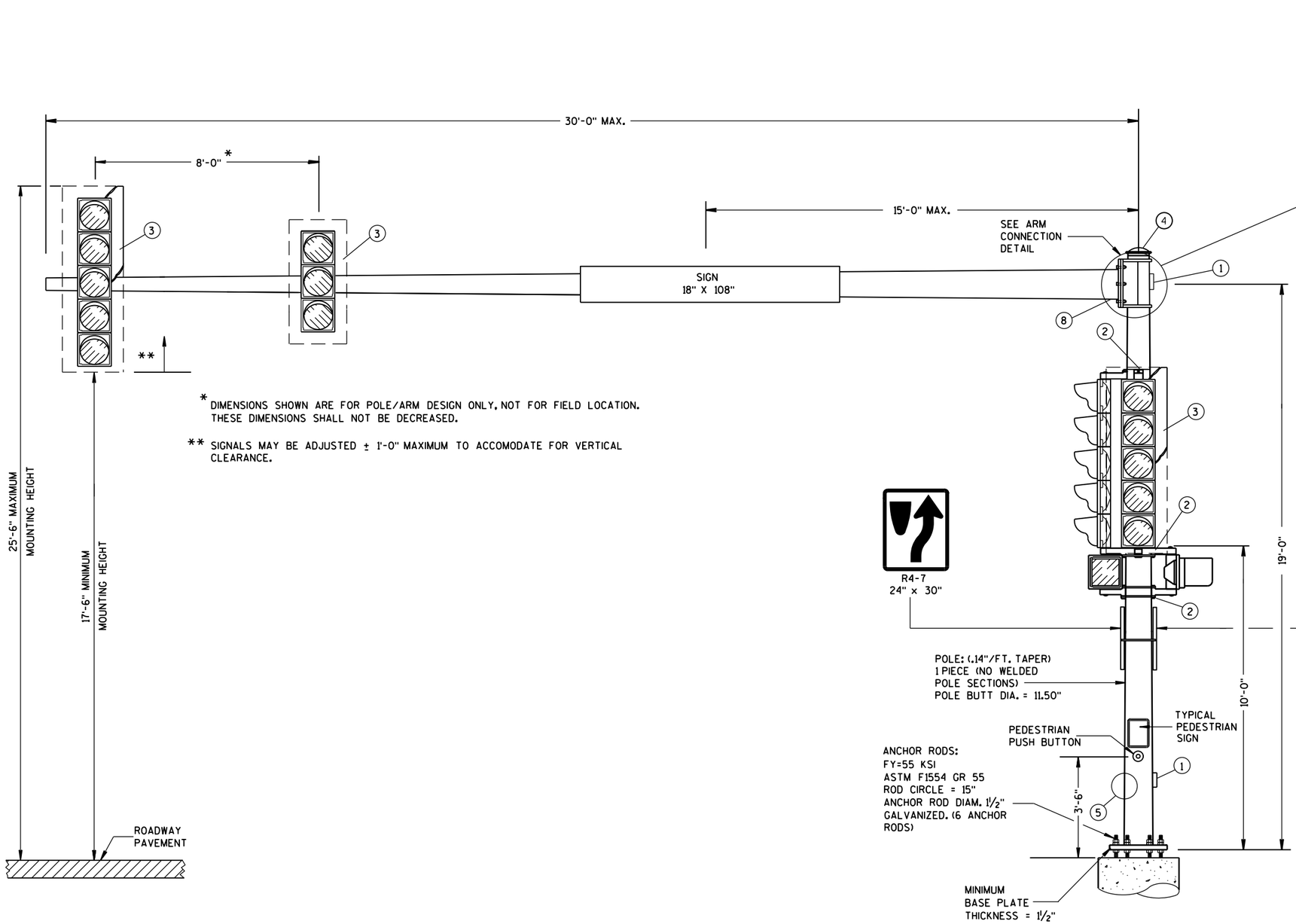
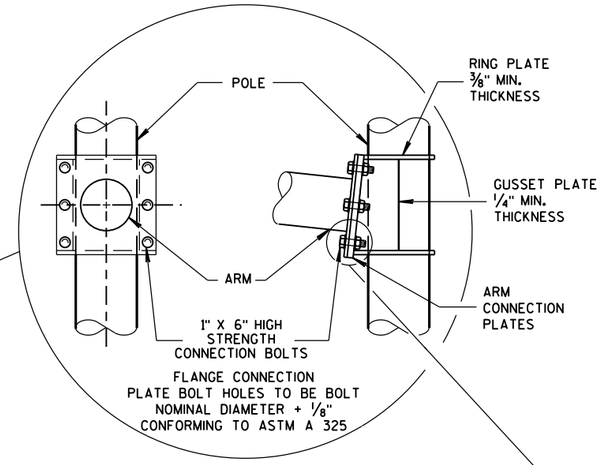
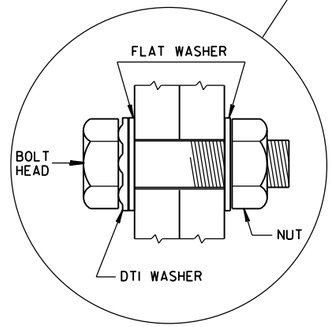


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

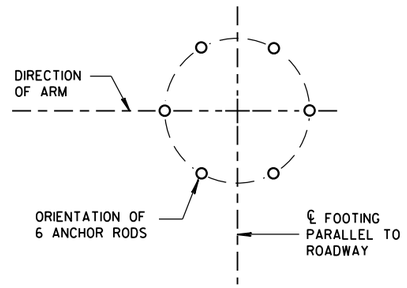
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

S.D.D. 9 E 8-5a

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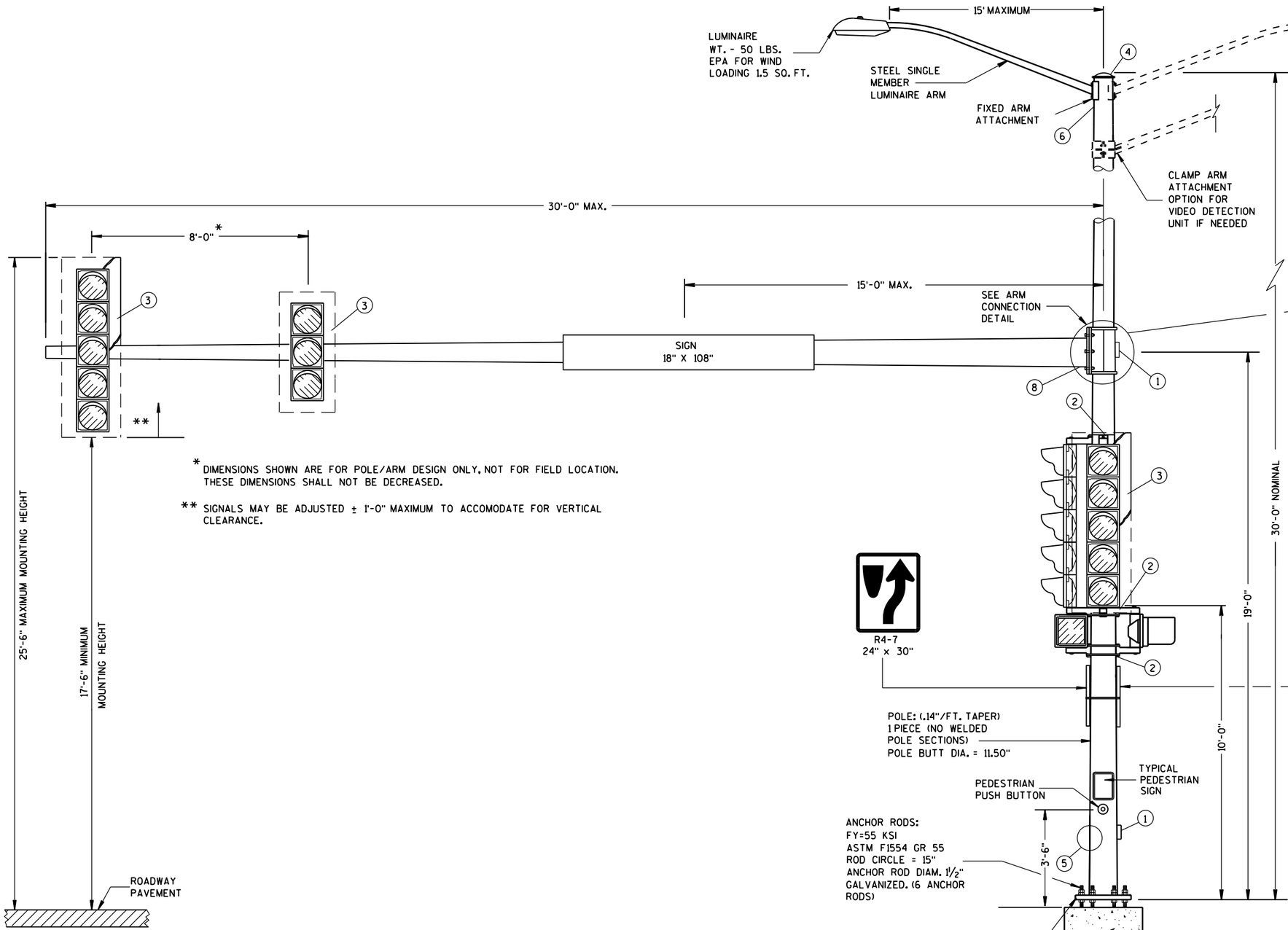
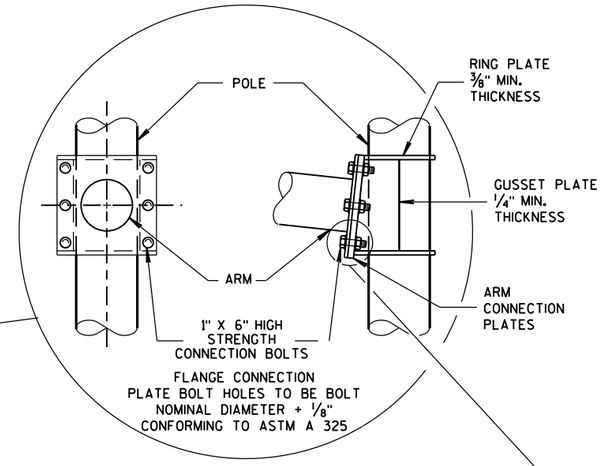
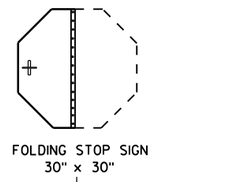


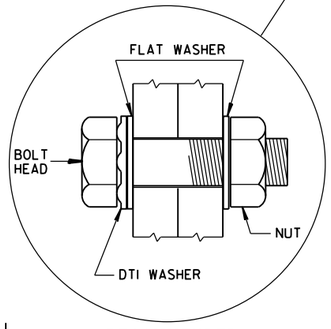
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

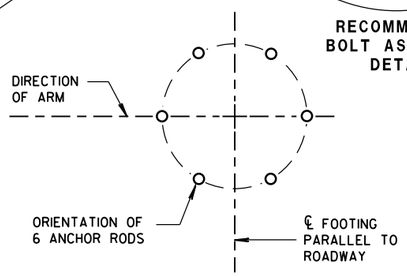


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED
BOLT ASSEMBLY
DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 534
FHWA

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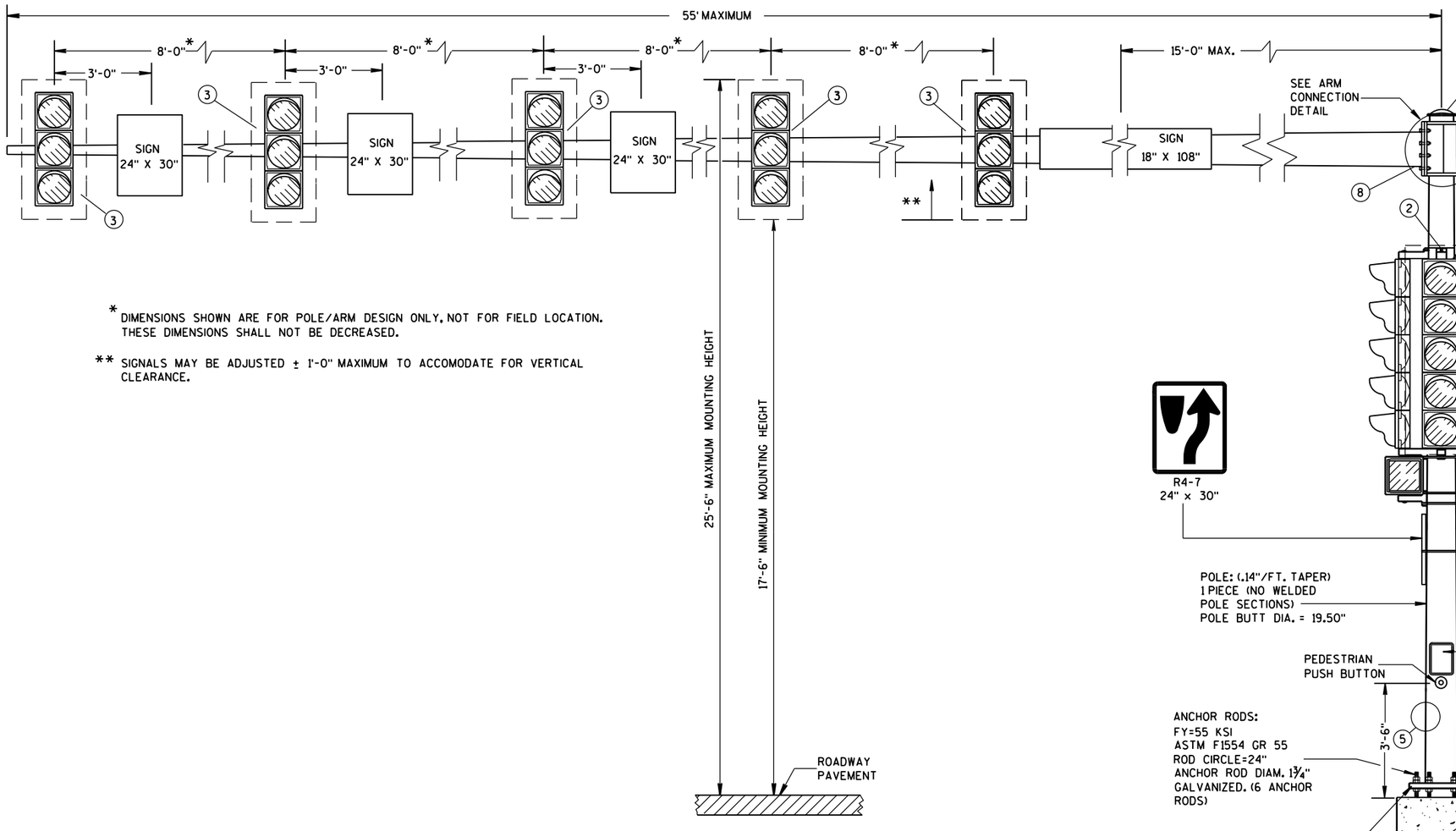
S.D.D. 9 E 8-5b



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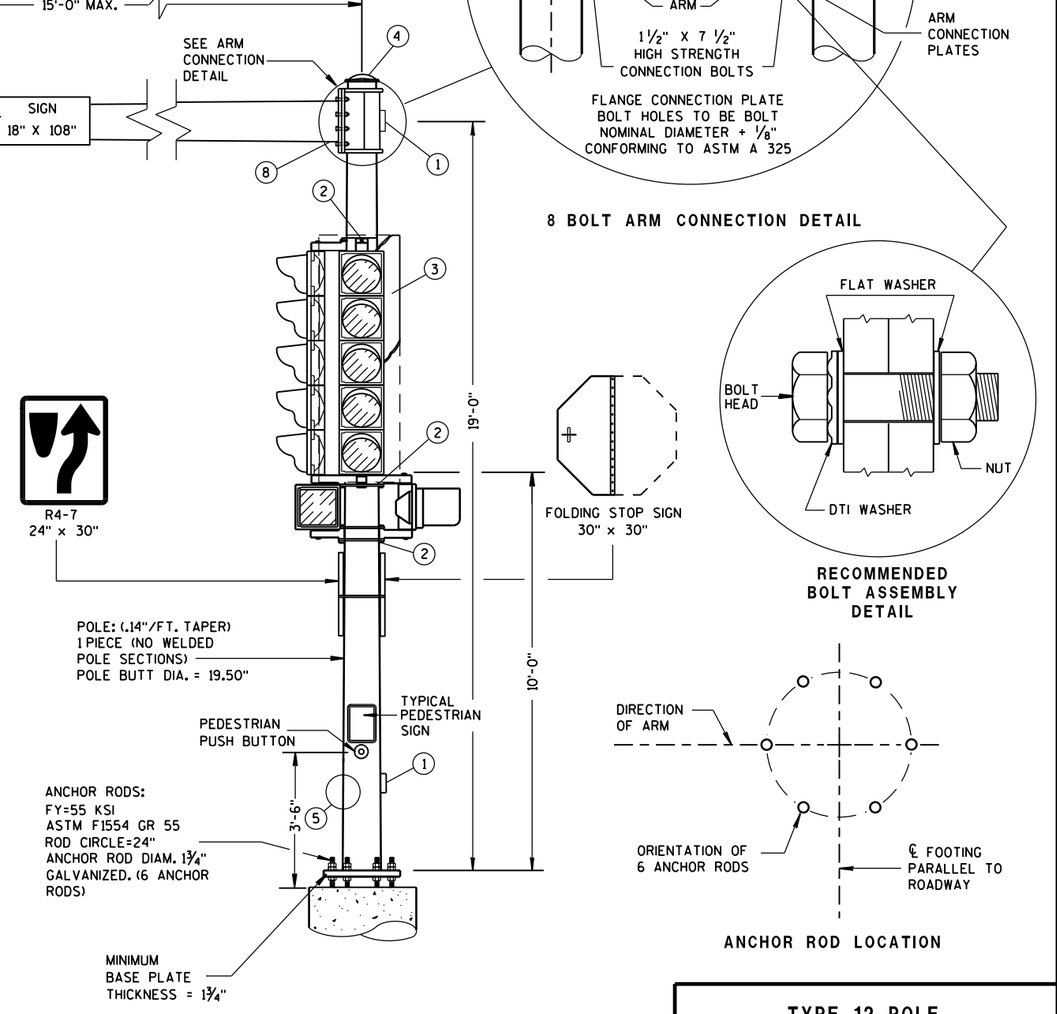

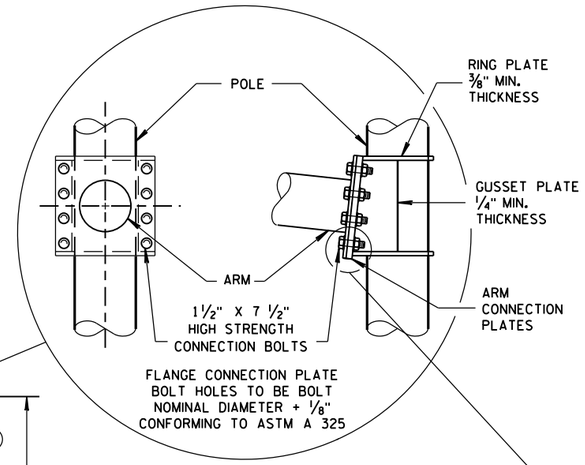

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED
BOLT ASSEMBLY
DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 535

FHWA

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S.D.D. 9 E 8-5c

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

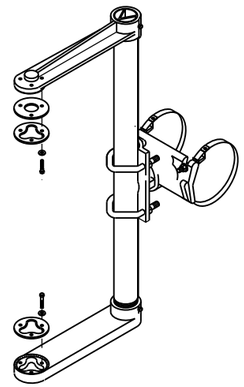
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

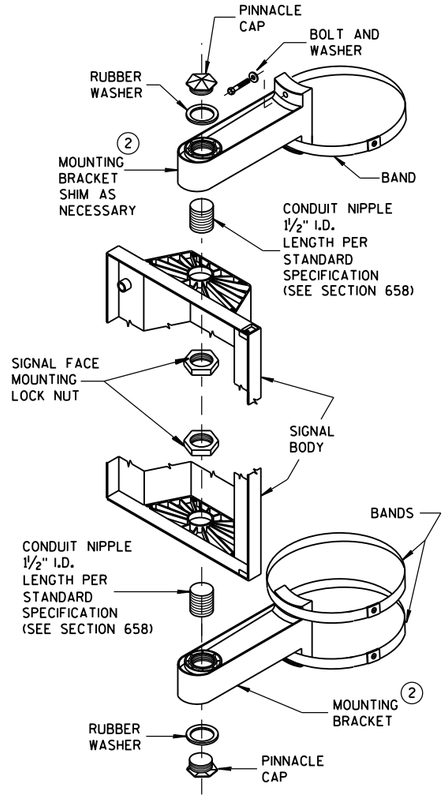
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

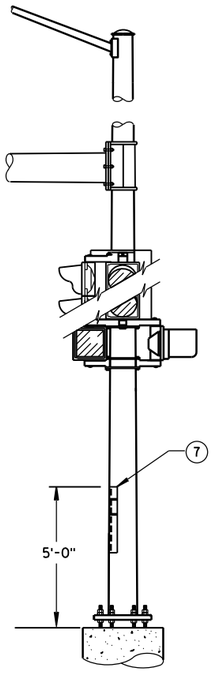


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

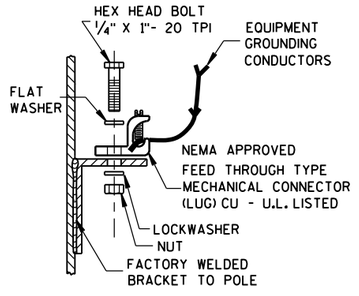
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

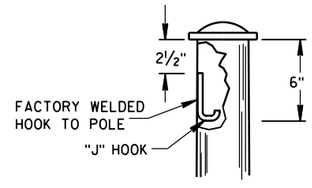


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 536
FHWA

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S.D.D. 9 E 8-5e

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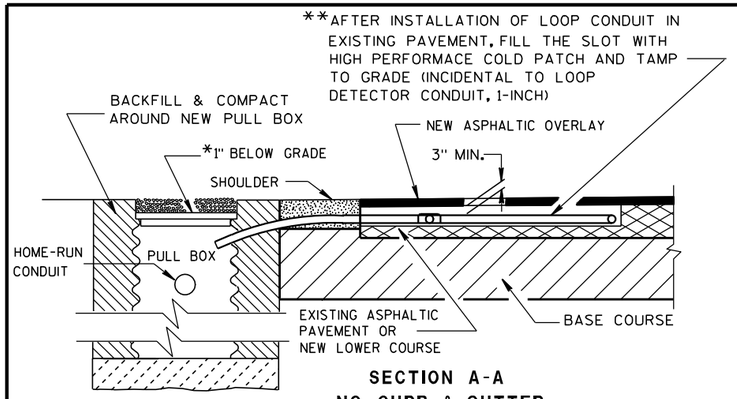
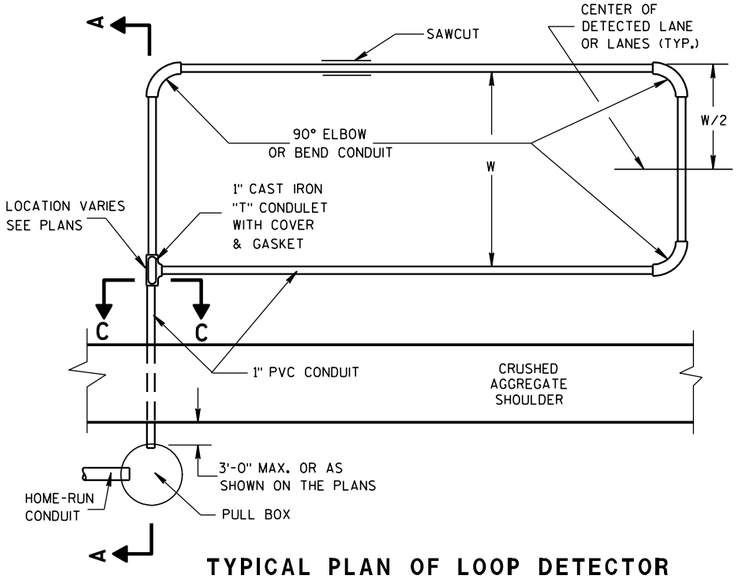


SECTION A-A

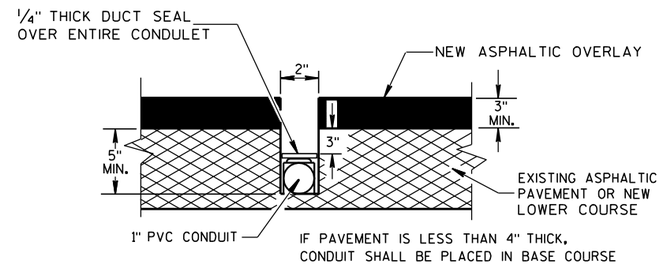
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW

SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

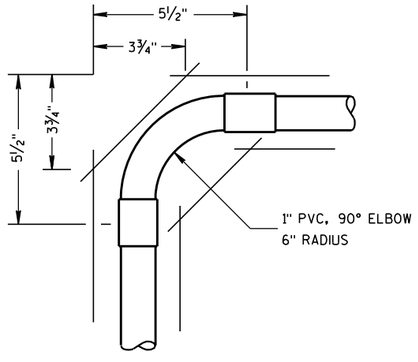
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

DRIVE A 1 1/2" MAX. PK NAIL INTO THE NEW ASPHALTIC OVERLAY AND ON TOP OF THE CONDULET AFTER THE NEW ASPHALTIC OVERLAY IS INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.

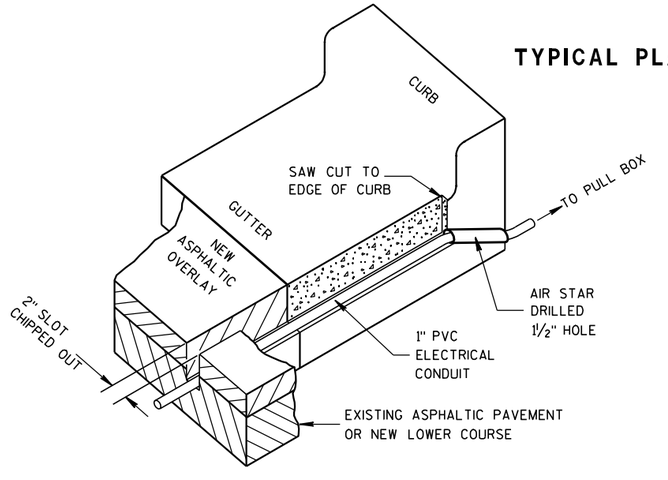
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



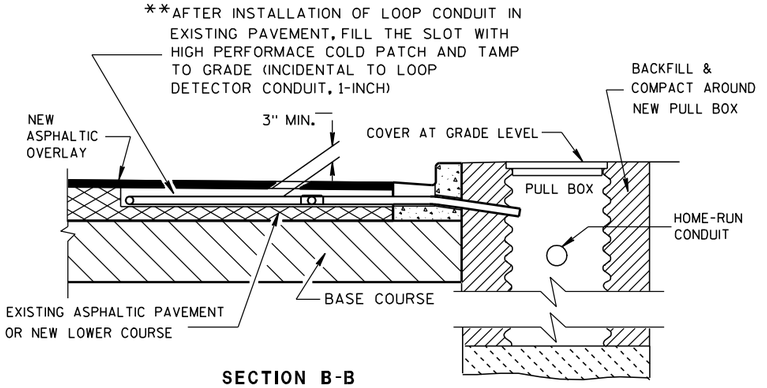
TOP VIEW

CORNER SAW SLOT DETAIL



ISOMETRIC VIEW

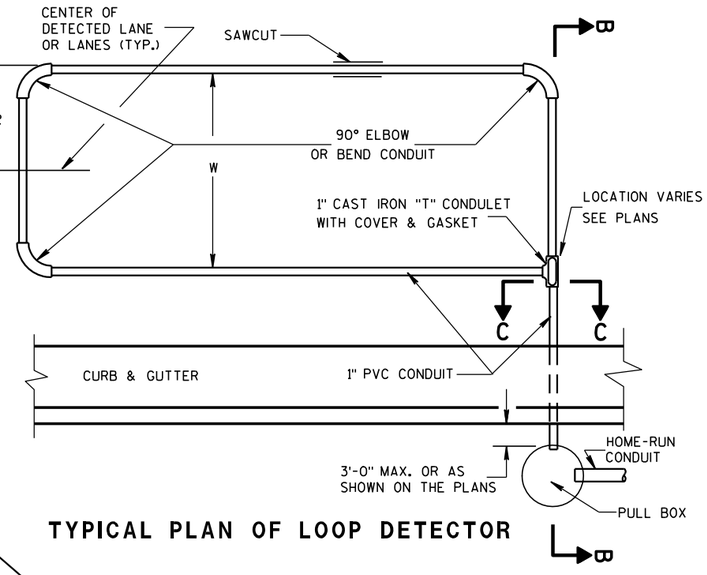
TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 537 HWYS

FHWA

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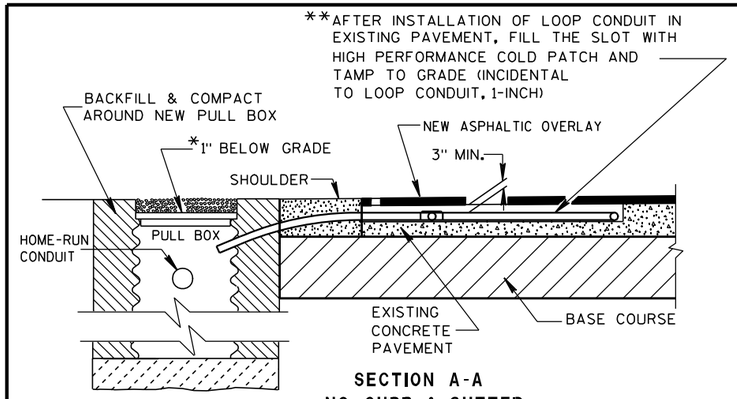

SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

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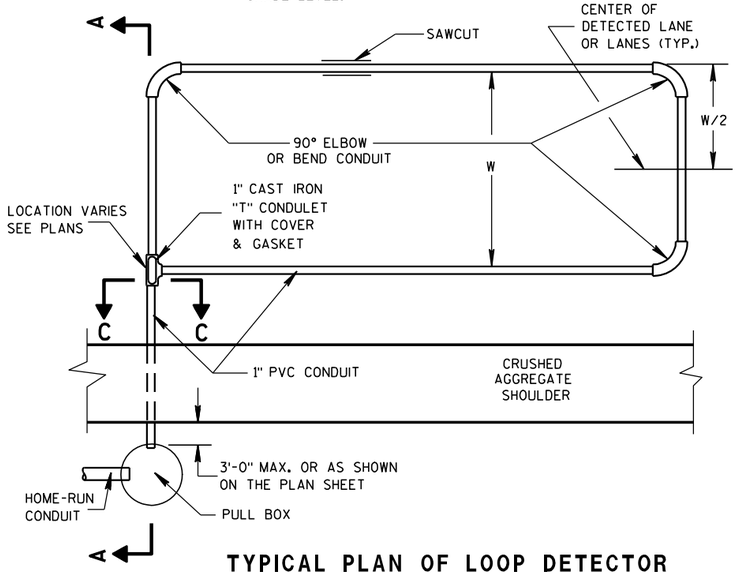
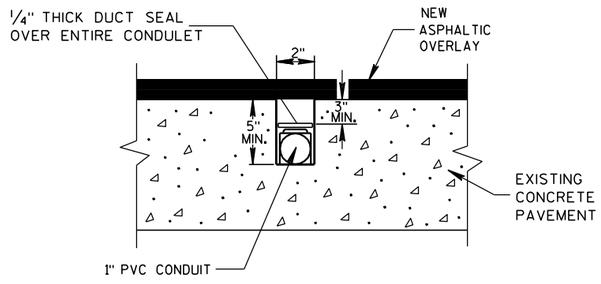


TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

IN THE EVENT EPOXY IS USED AS A LOOP SLOT FILLER, THE SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

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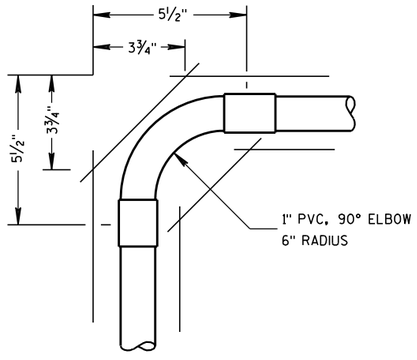
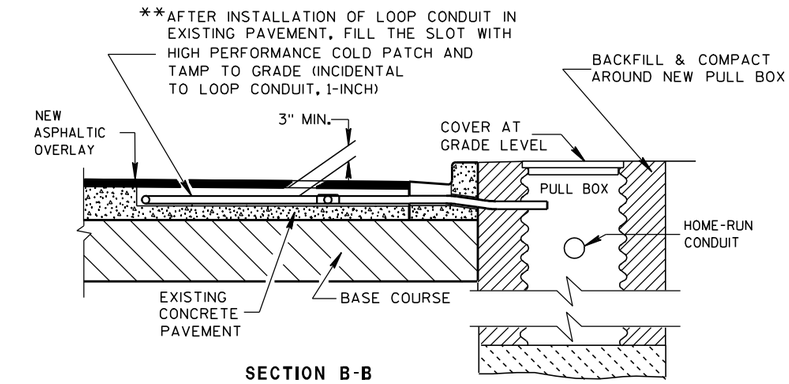
DRIVE A 1 1/2" MAX. PK NAIL INTO THE NEW ASPHALTIC OVERLAY AND ON TOP OF THE CONDULET AFTER THE NEW ASPHALTIC OVERLAY IS INSTALLED, IF REQUESTED BY THE DISTRICT TRAFFIC SECTION.

** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



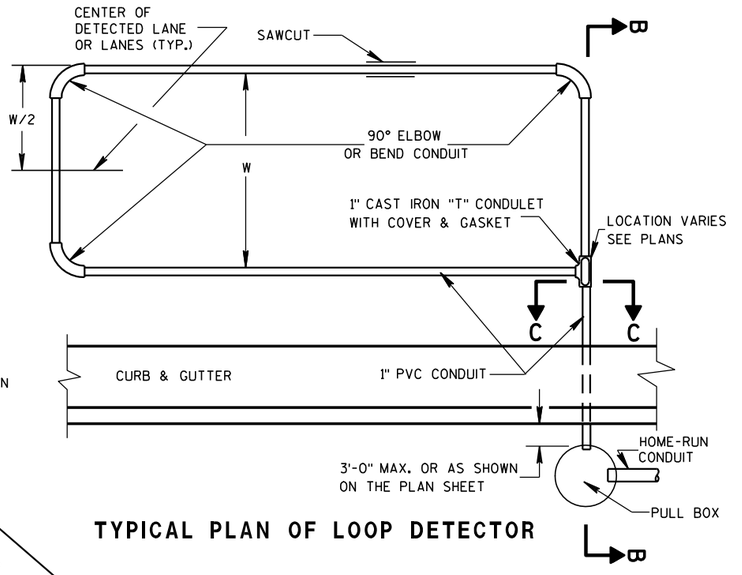
TOP VIEW

CORNER SAW SLOT DETAIL

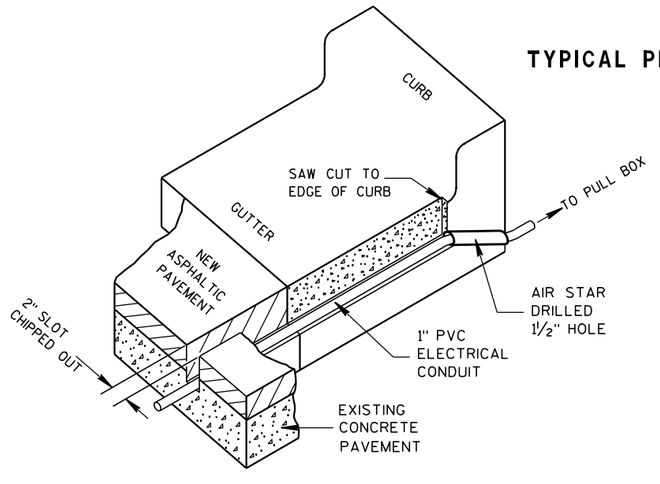


SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 DATE
/S/ Balu Ananthanarayanan
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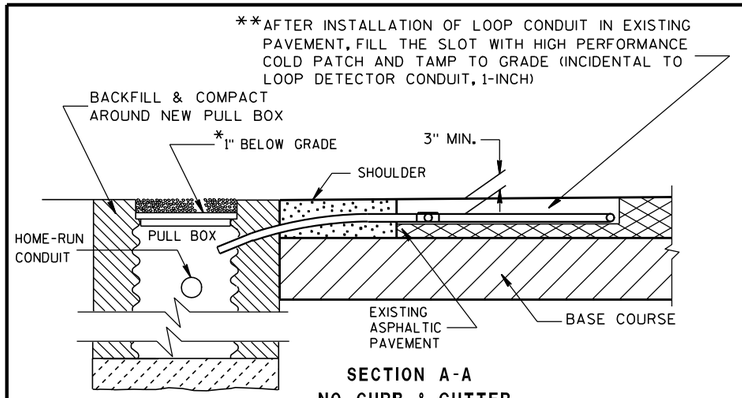
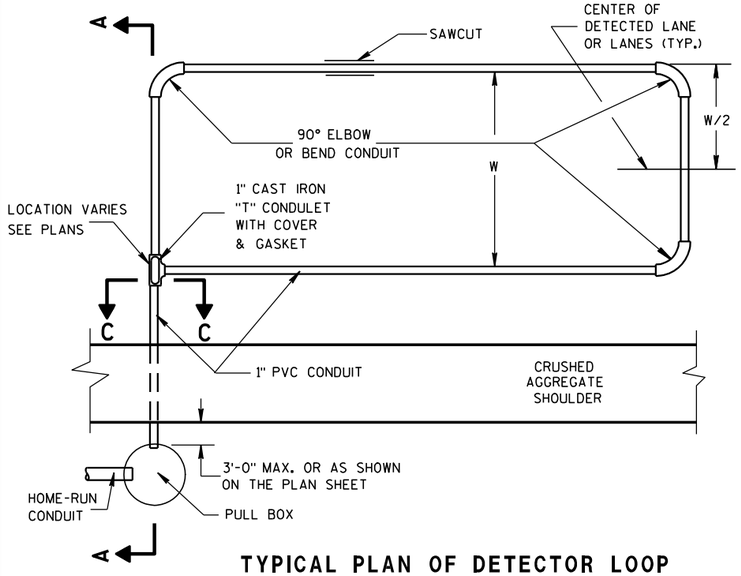


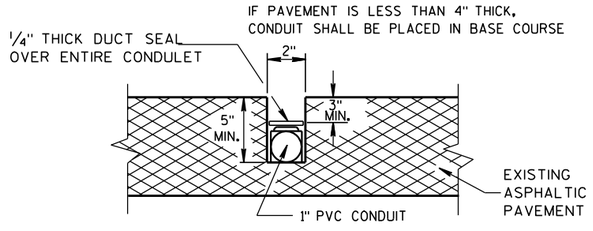
SECTION A-A
NO CURB & GUTTER

TYPICAL PLAN OF LOOP DETECTOR

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF DETECTOR LOOP



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISITANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

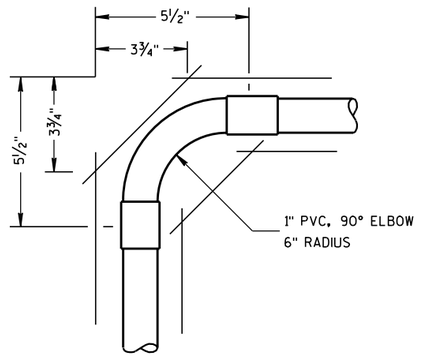
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAN 5 INCHES THICK, AND THEREFORE , THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

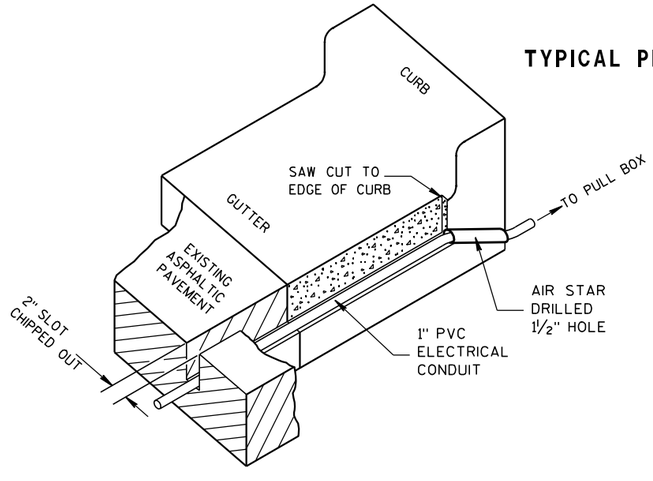
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



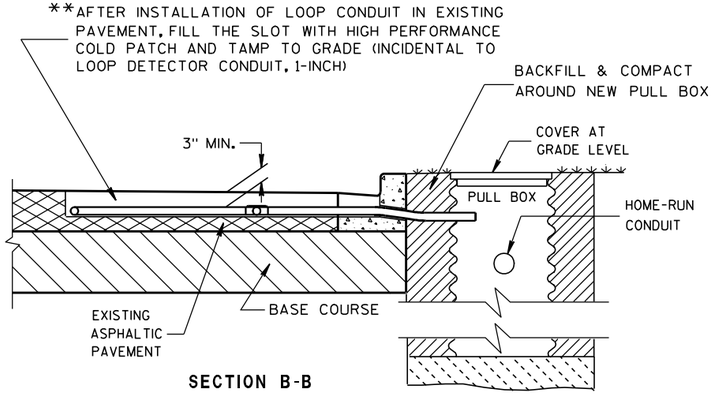
TOP VIEW

CORNER SAW SLOT DETAIL



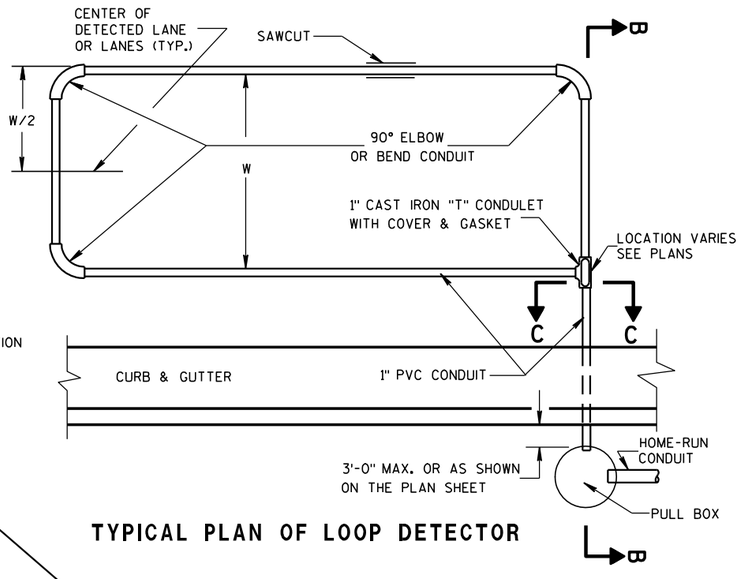
ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 DATE
/S/ Balu Ananthanarayanan
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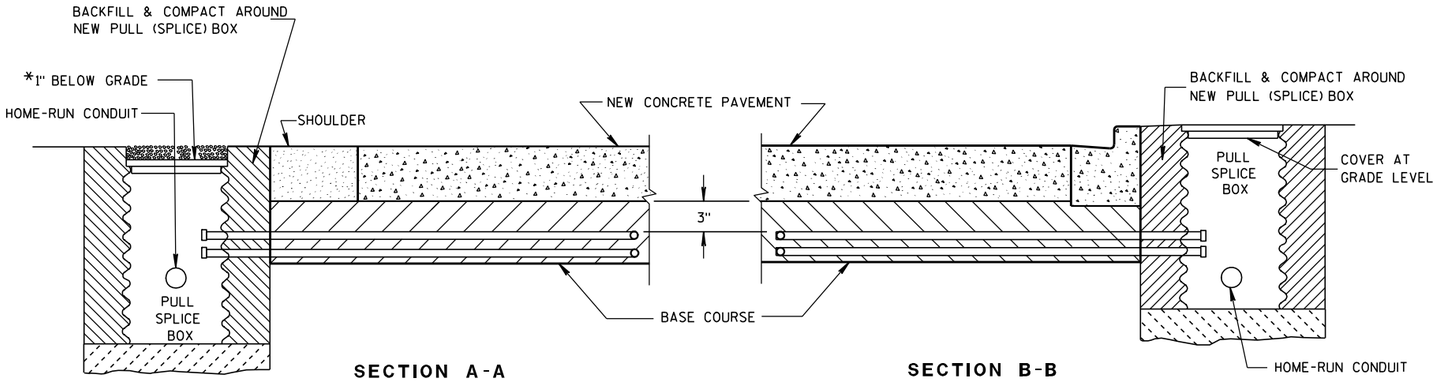

SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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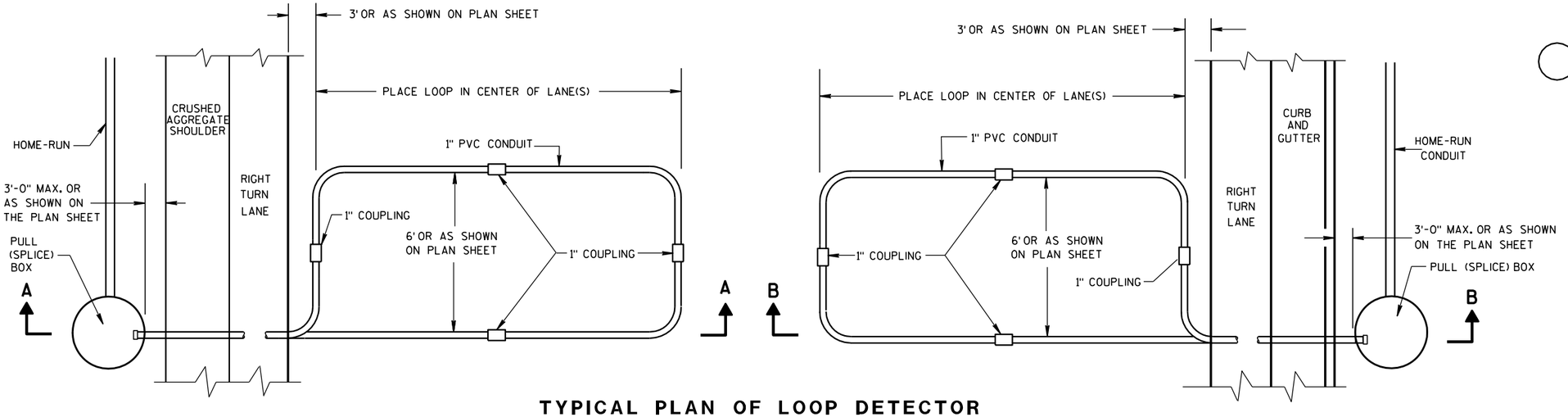
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

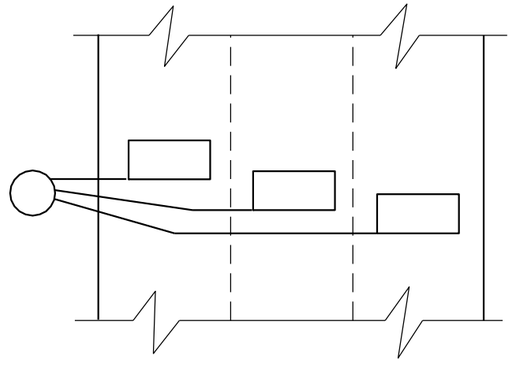
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 — DATE
/S/ Balu Anantharaman — STATE ELECTRICAL ENGI — HWYS
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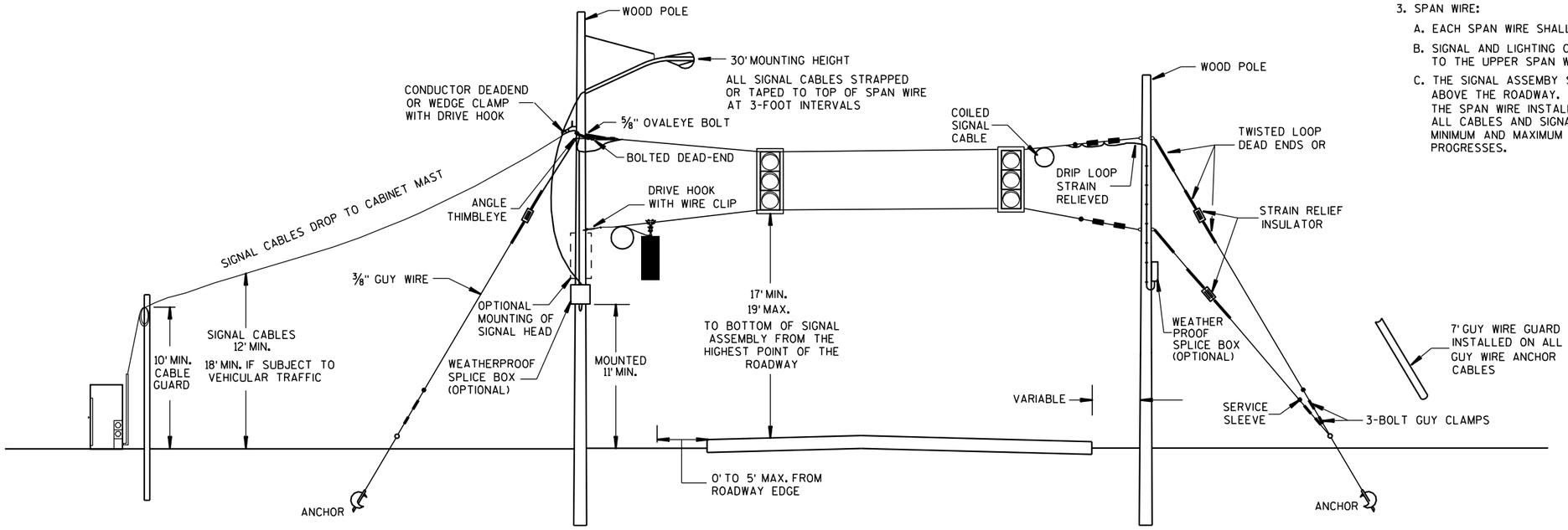
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Ananthar [illegible] n
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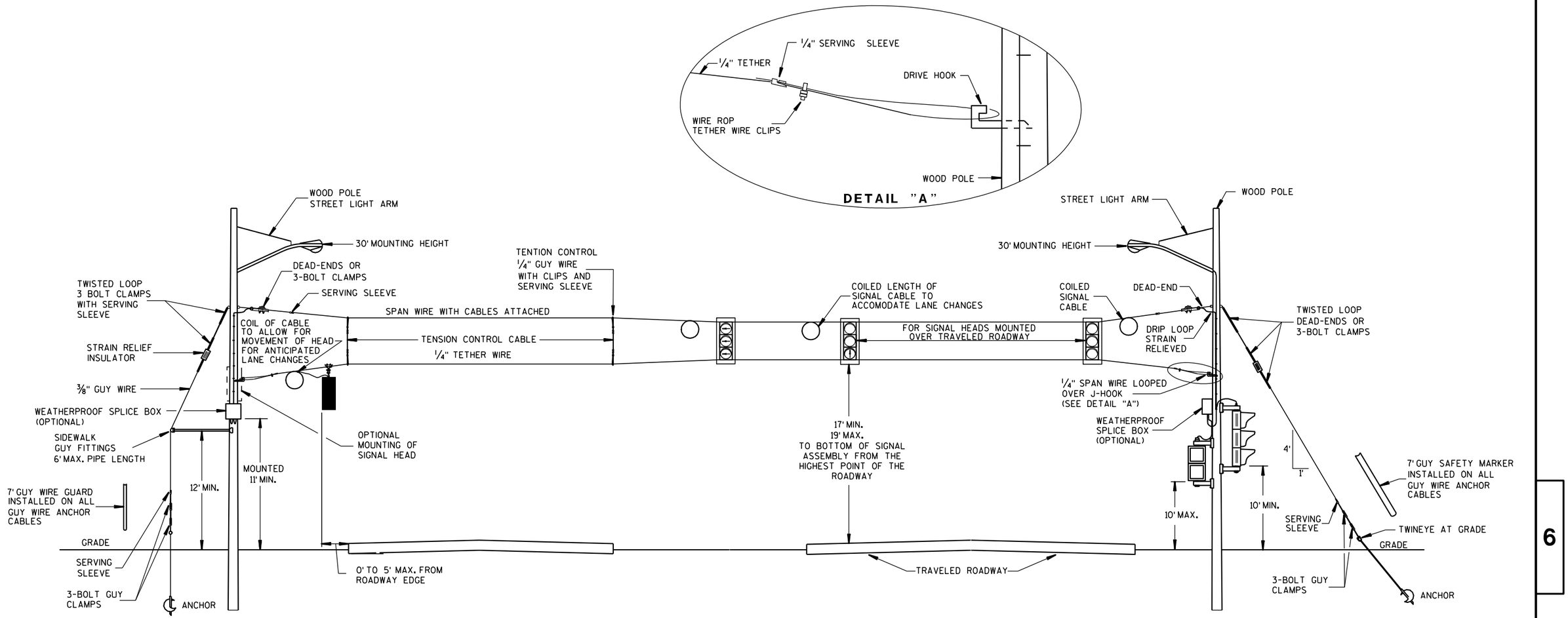

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 542 HWYS

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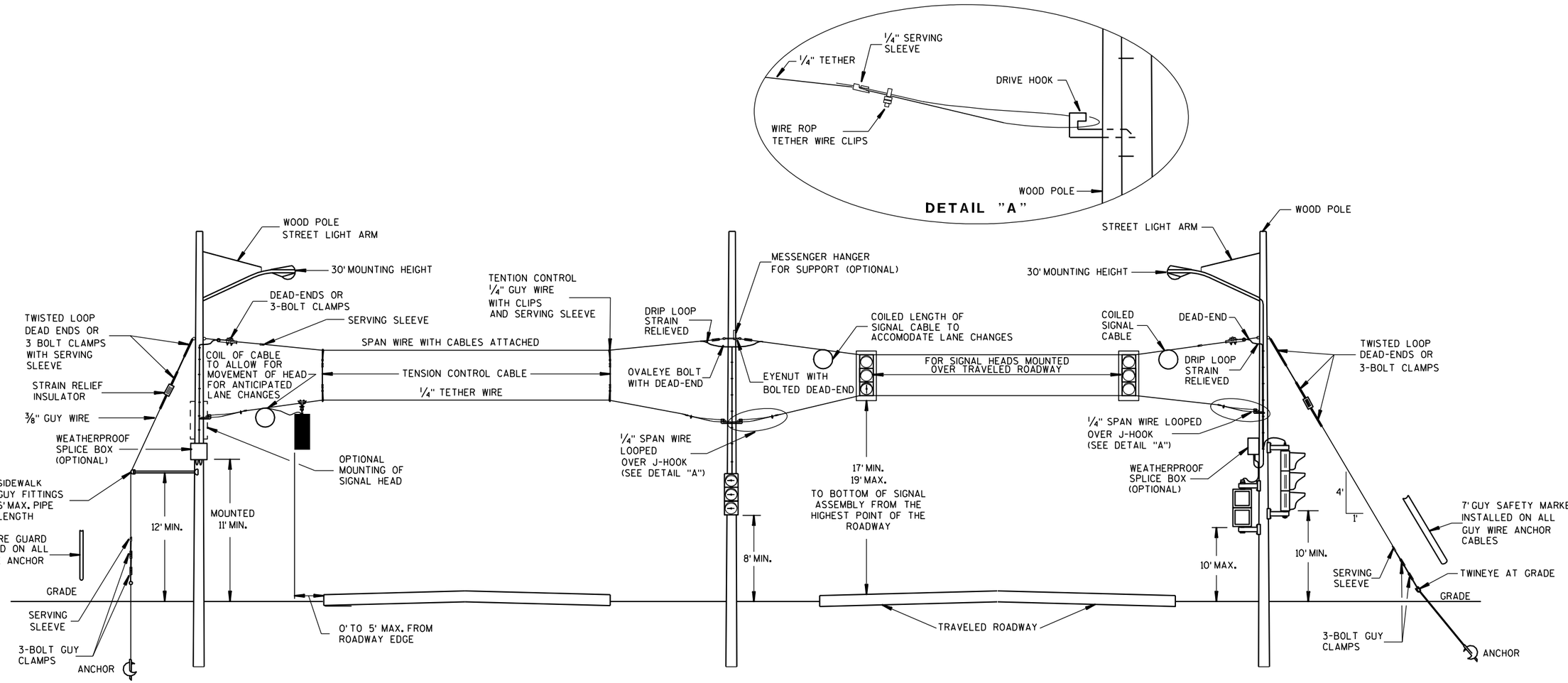

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangarayanan
STATE ELECTRICAL ENGI

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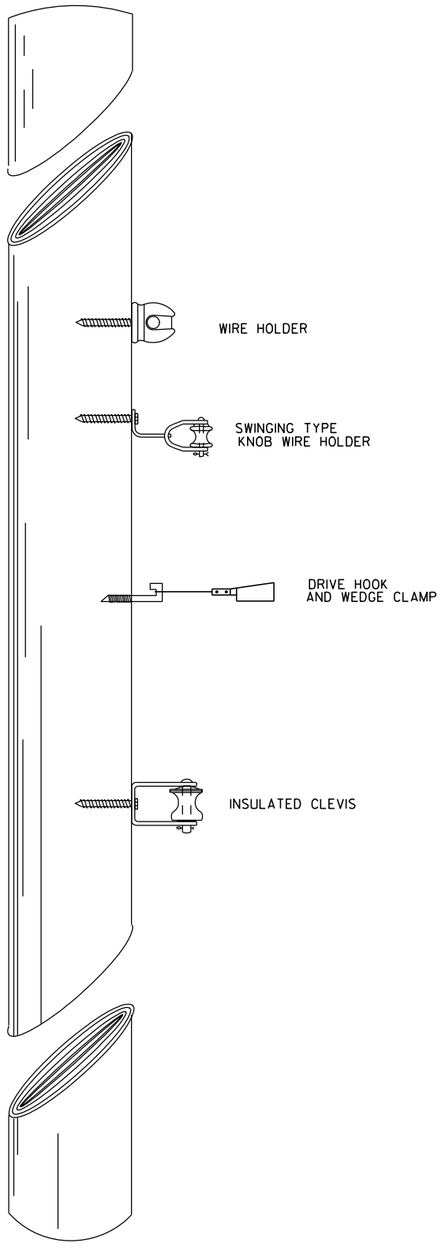
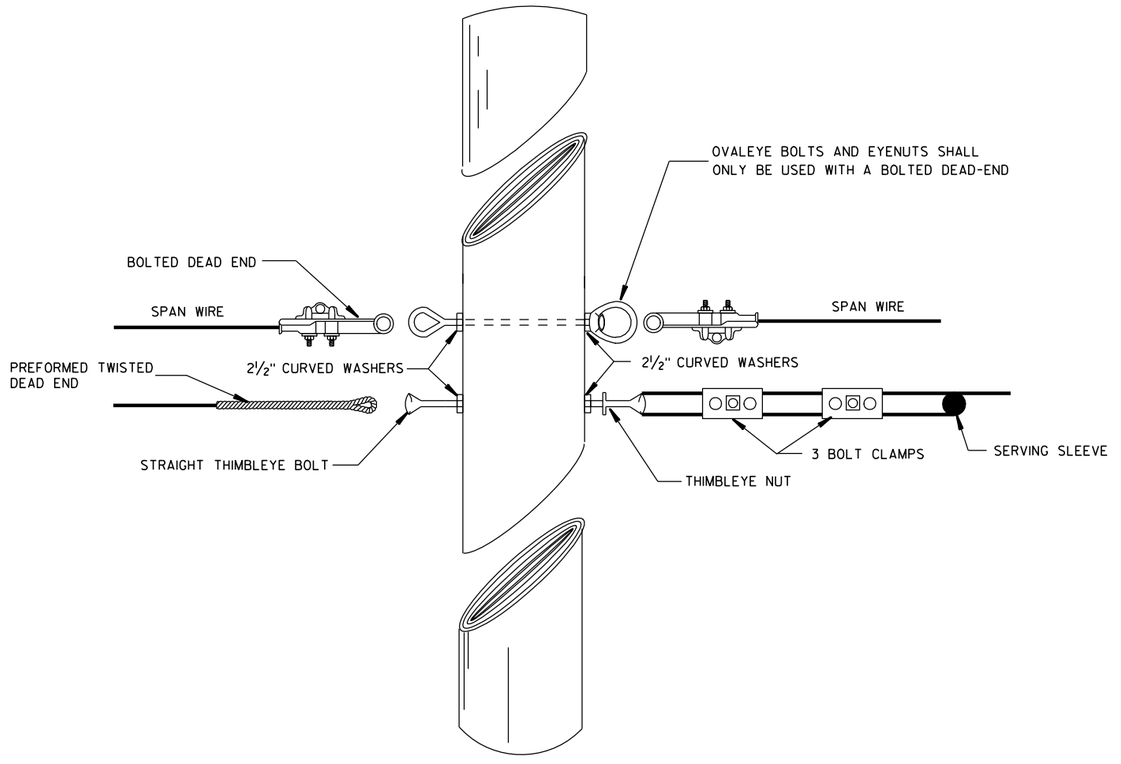


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7-14-08
DATE

/S/ Balu Ananthanarayanan
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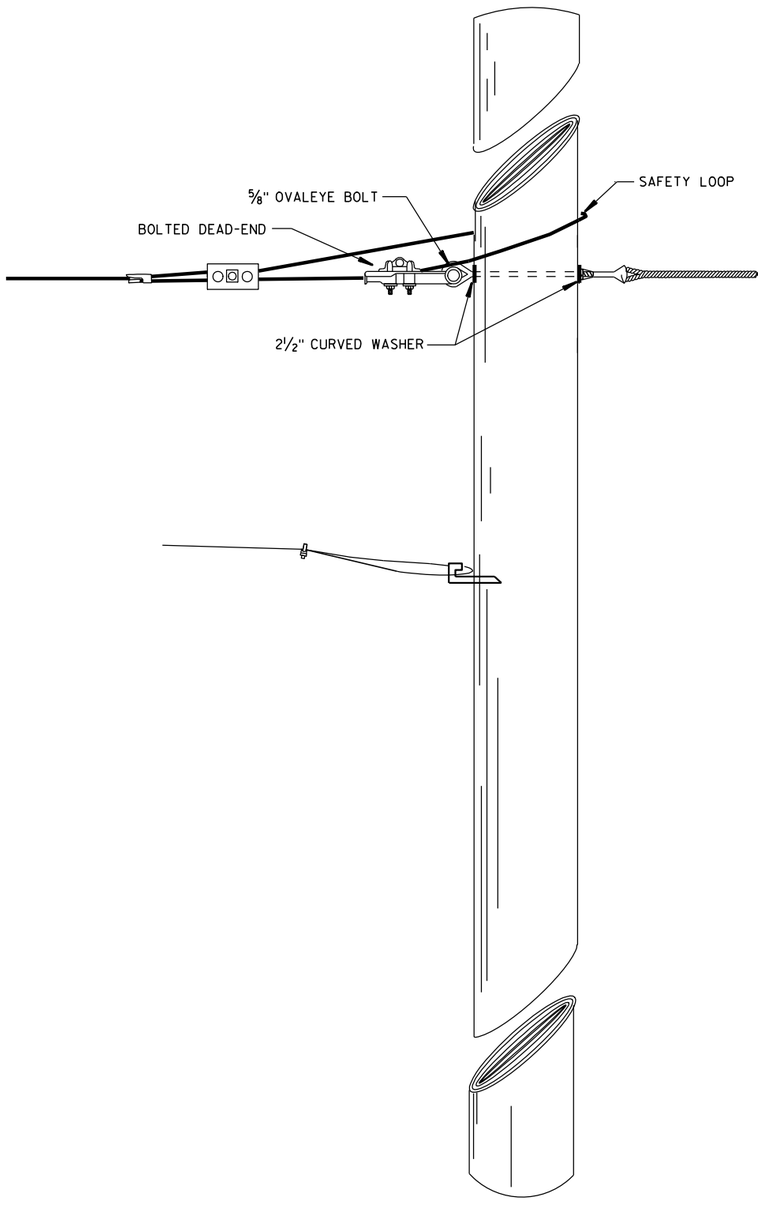
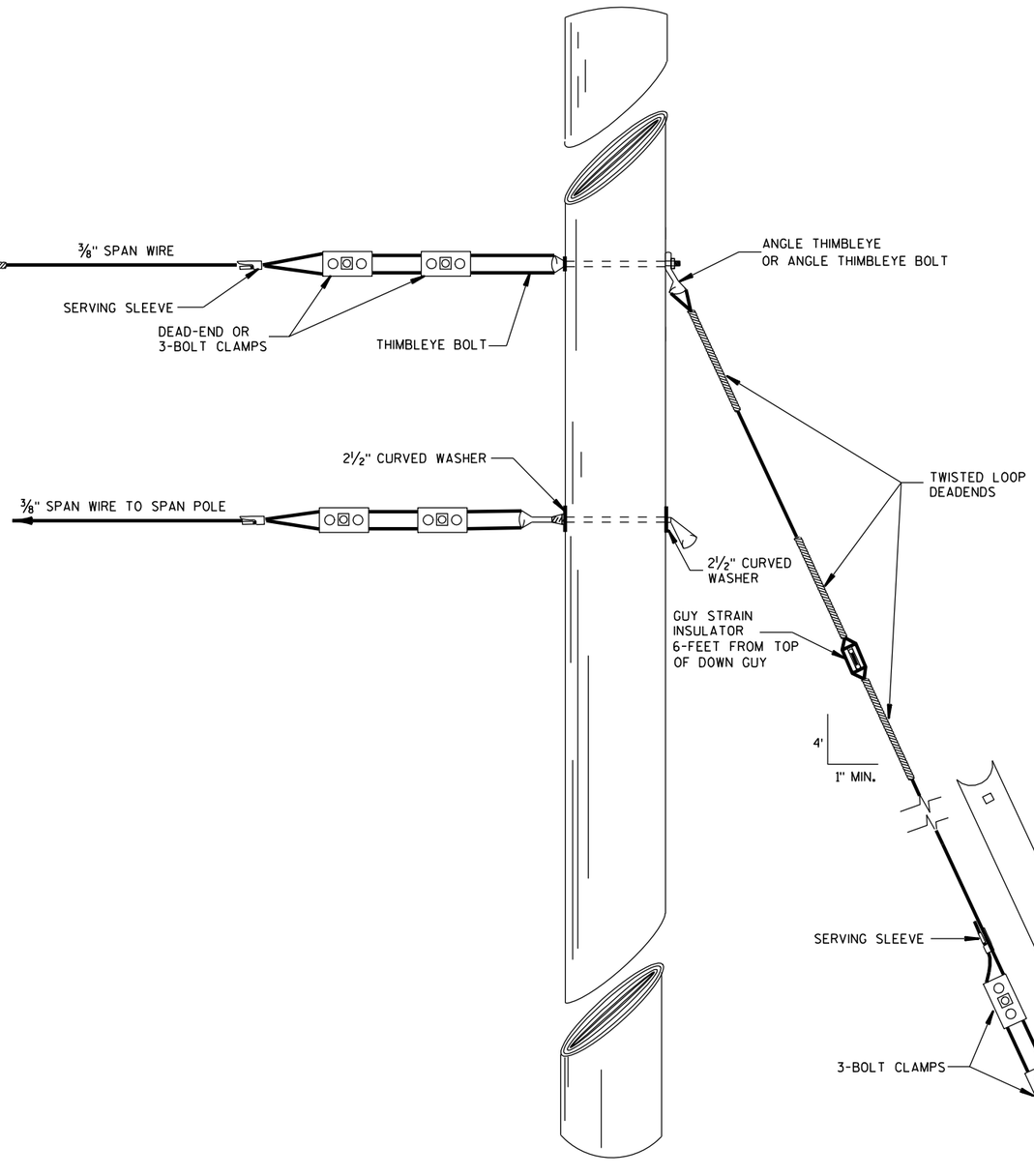
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 545 HWYS
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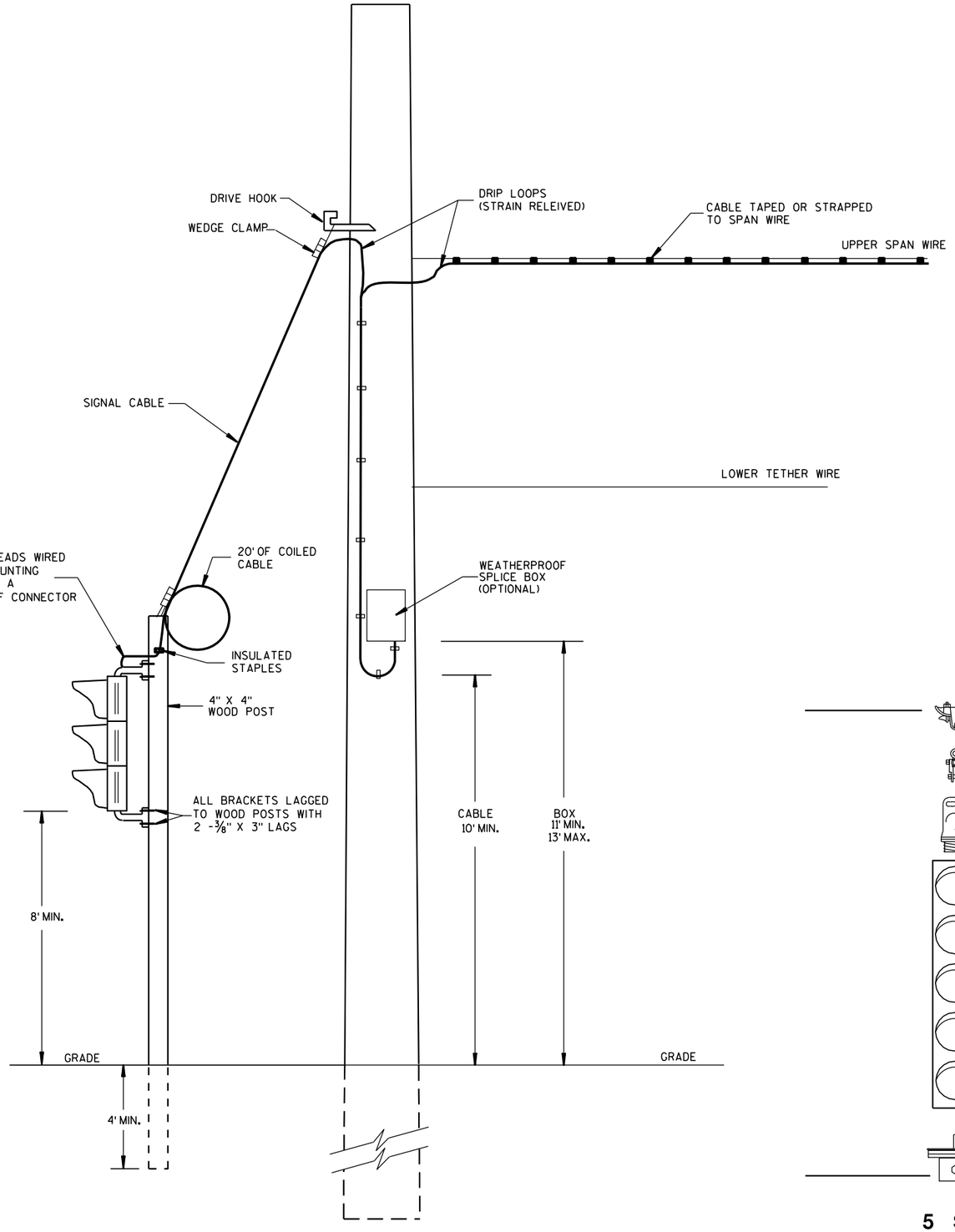
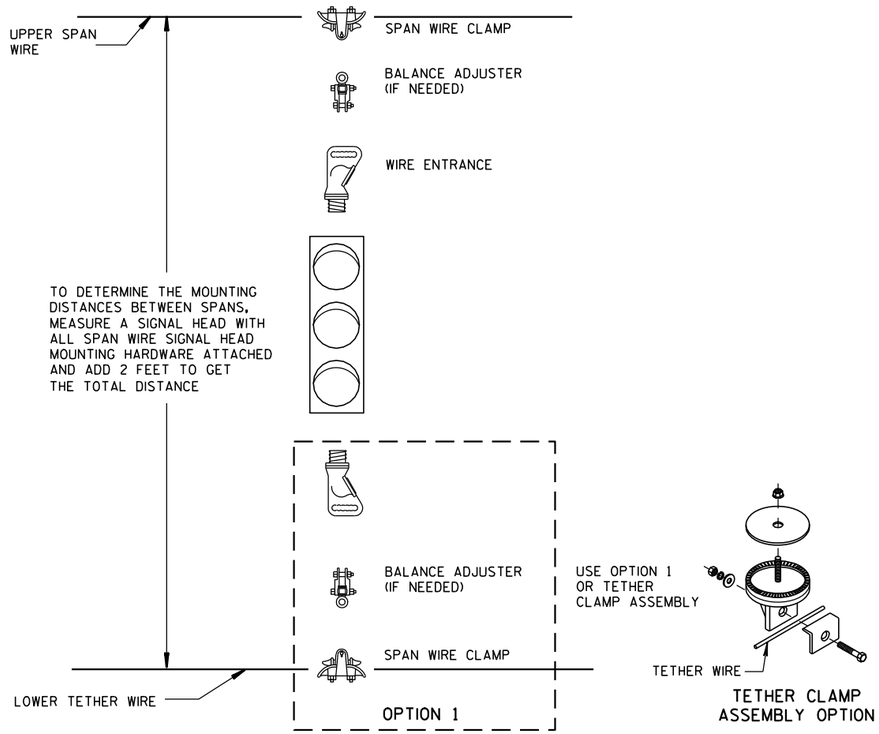
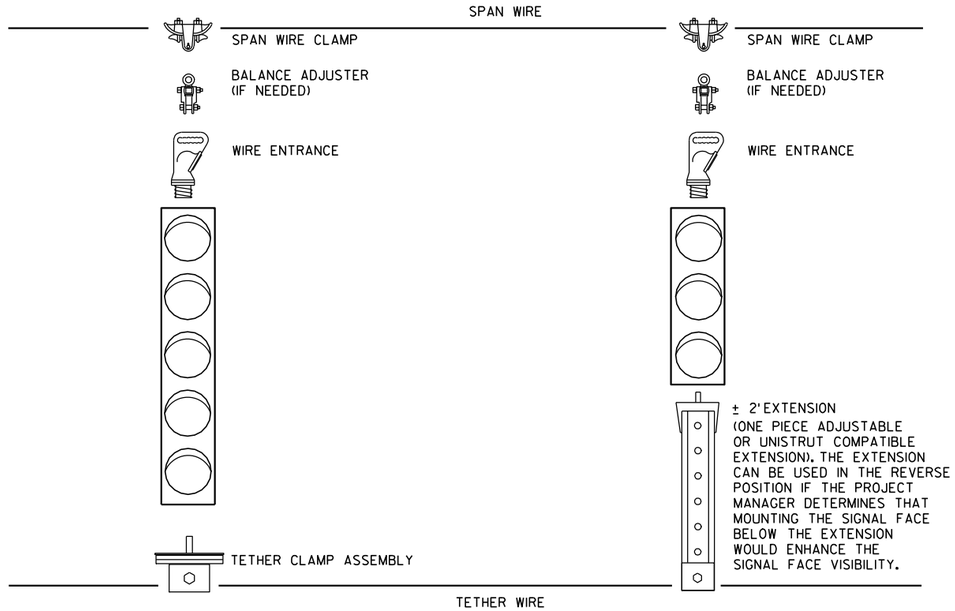


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Aganthangarayanan
STATE ELECTRICAL ENGI
FHWA

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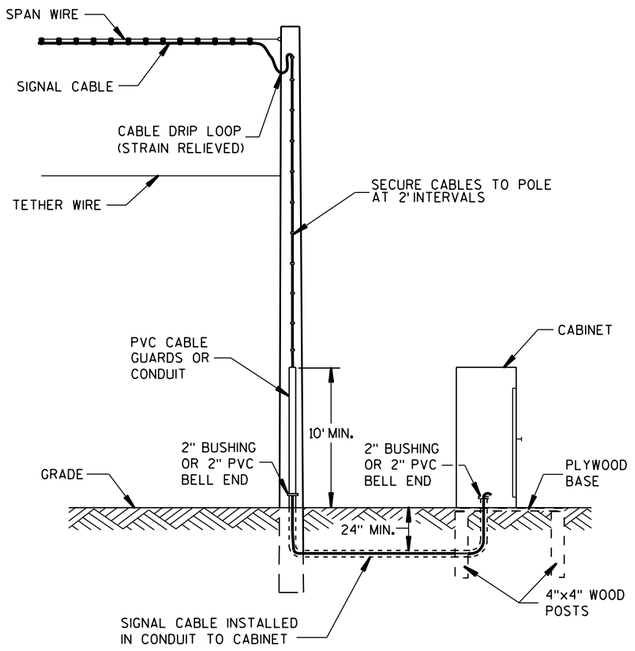
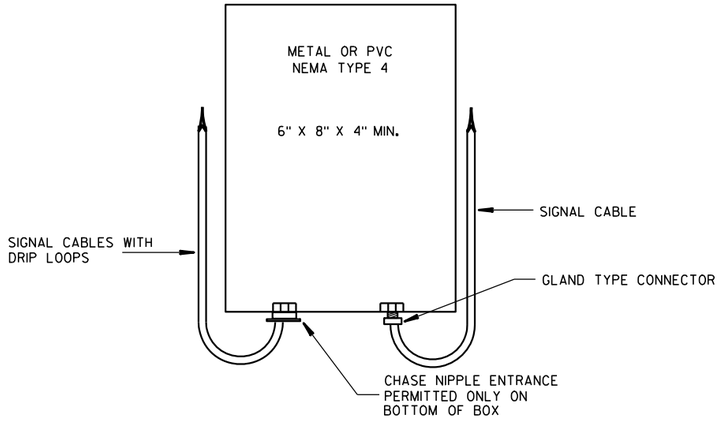
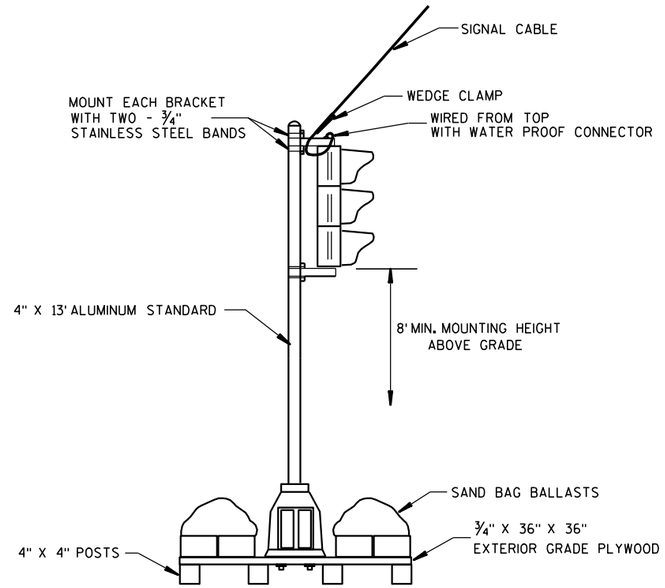
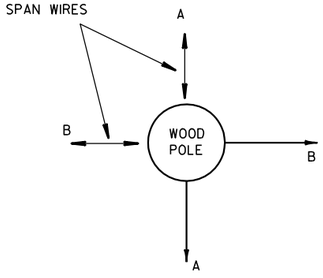




SPLICE BOX

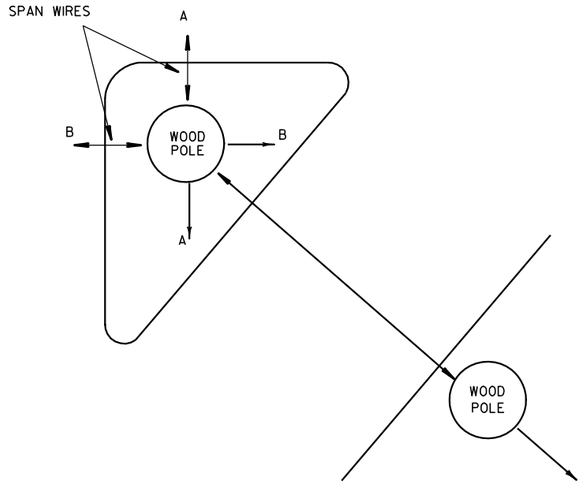


TYPICAL SKID TYPE TEMPORARY

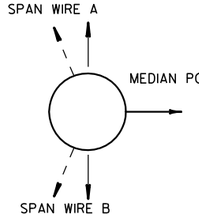


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08
DATE

/S/ Balu Aganthangayagan
STATE ELECTRICAL ENGI 547 HWYS

FHWA

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S.D.D. 9 G 1-3g

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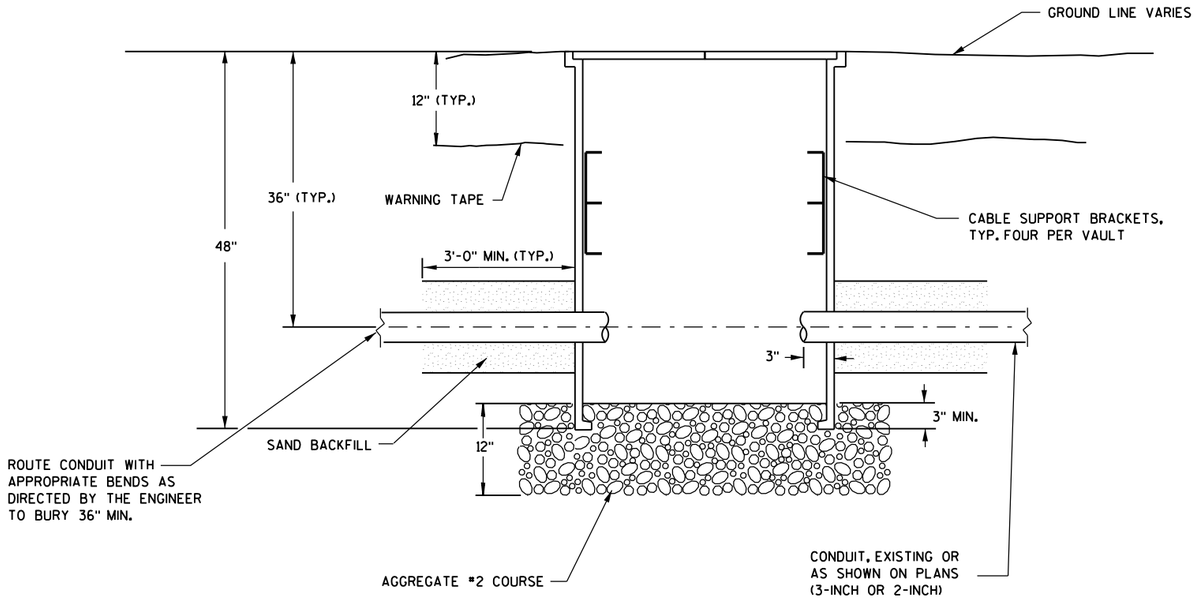
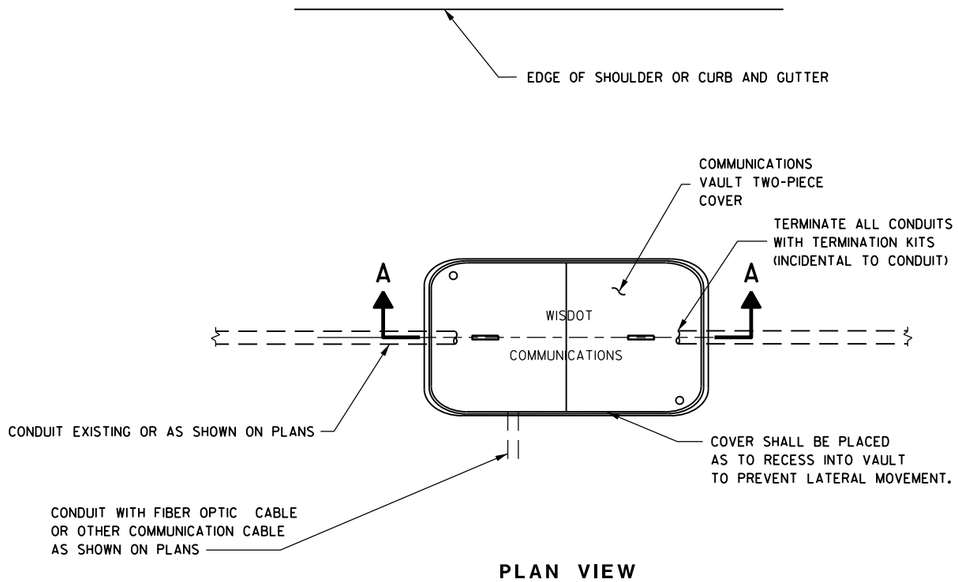
S.D.D. 9 G 1-3g



SECTION A-A



PLAN VIEW

COMMUNICATIONS VAULT

GENERAL NOTES

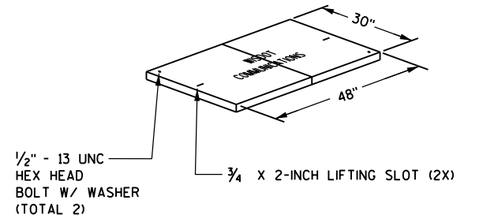
BOX SHALL HAVE AN OPEN BASE.

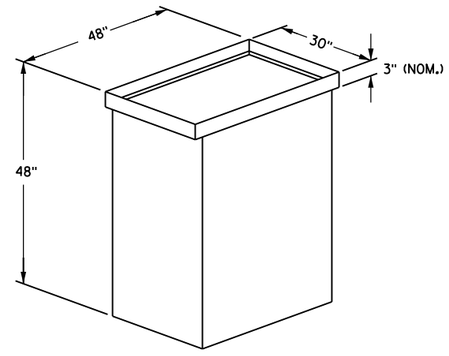
COVER SHALL BE DETECTABLE, AND HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.





ISOMETRIC VIEW

COMMUNICATION VAULT
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

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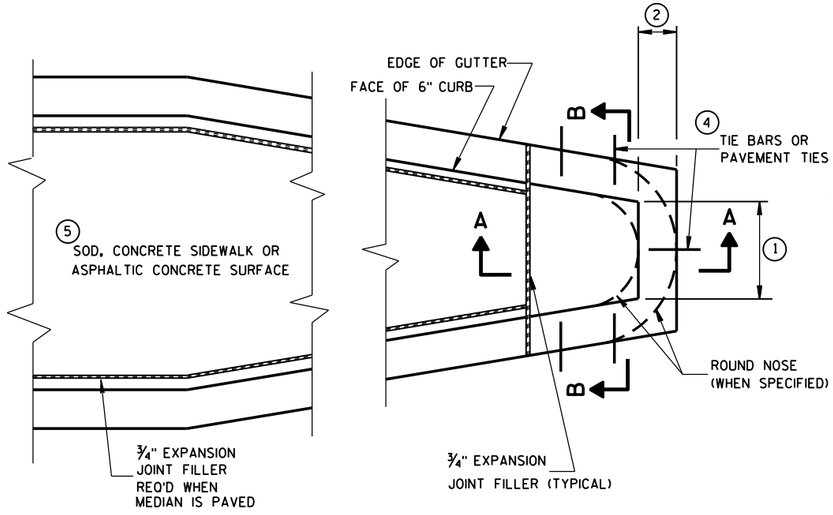
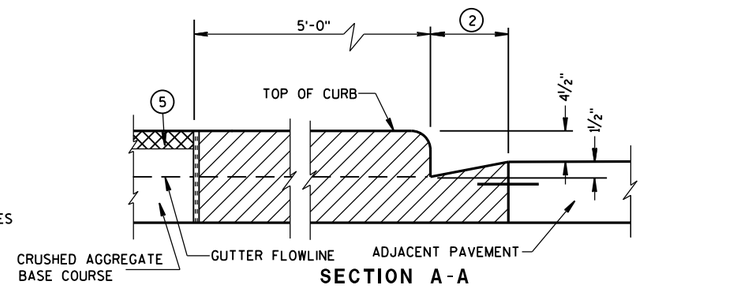
S.D.D. 9 H 9-1





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.

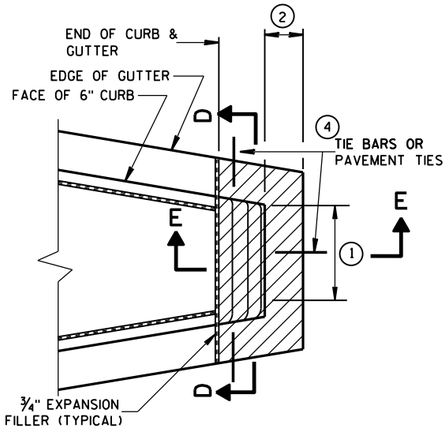
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

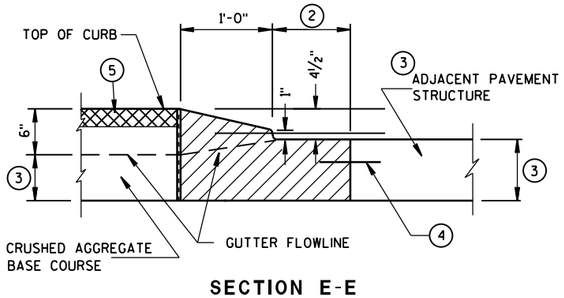
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

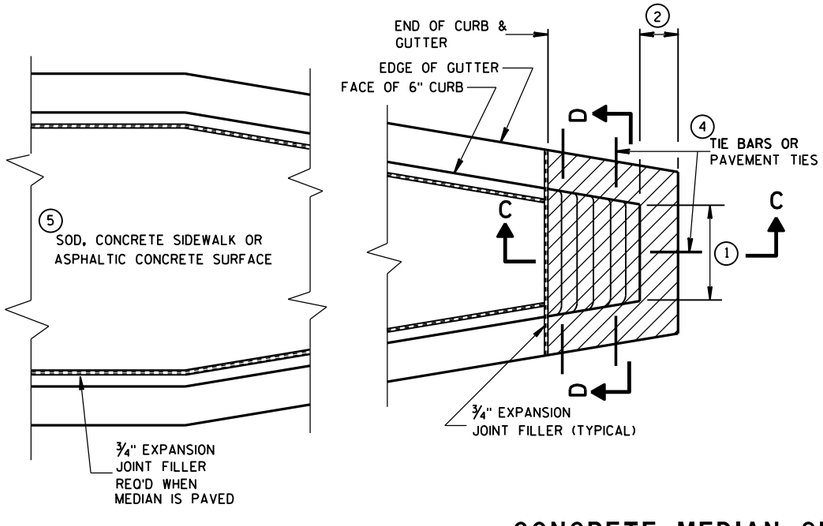
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

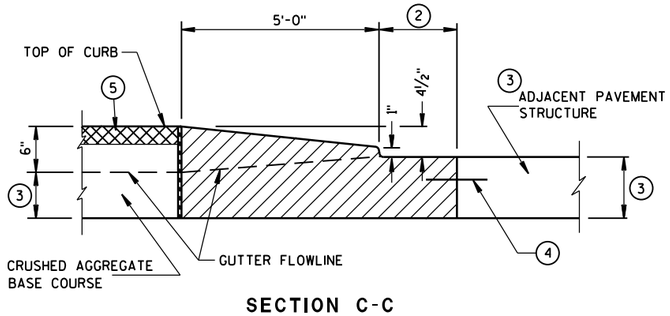




SECTION E-E

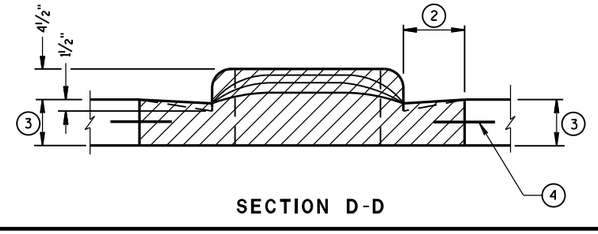
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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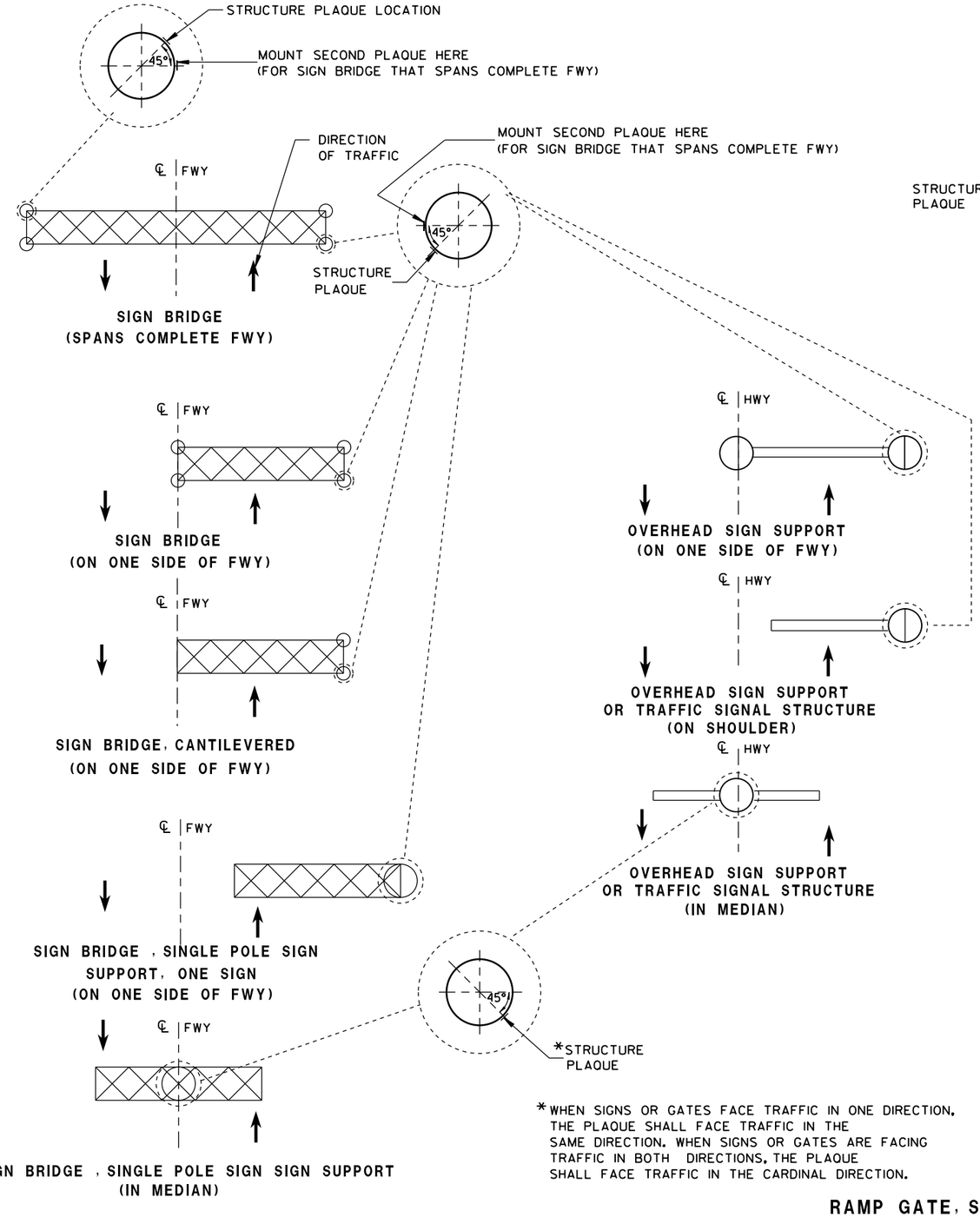
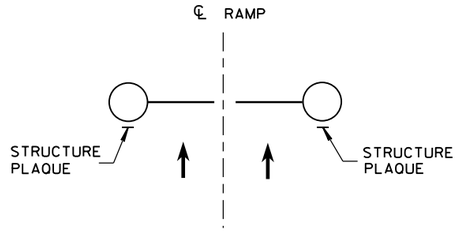
S.D.D. 11 B 2-2

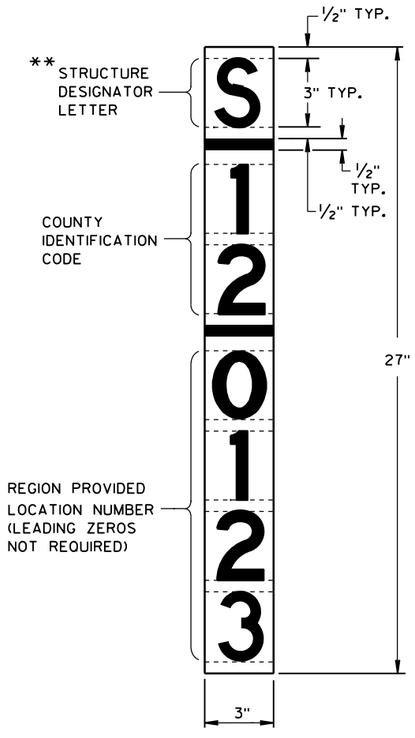


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

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.

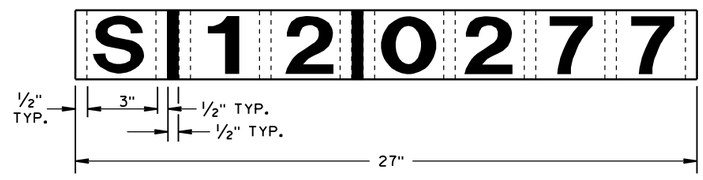
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

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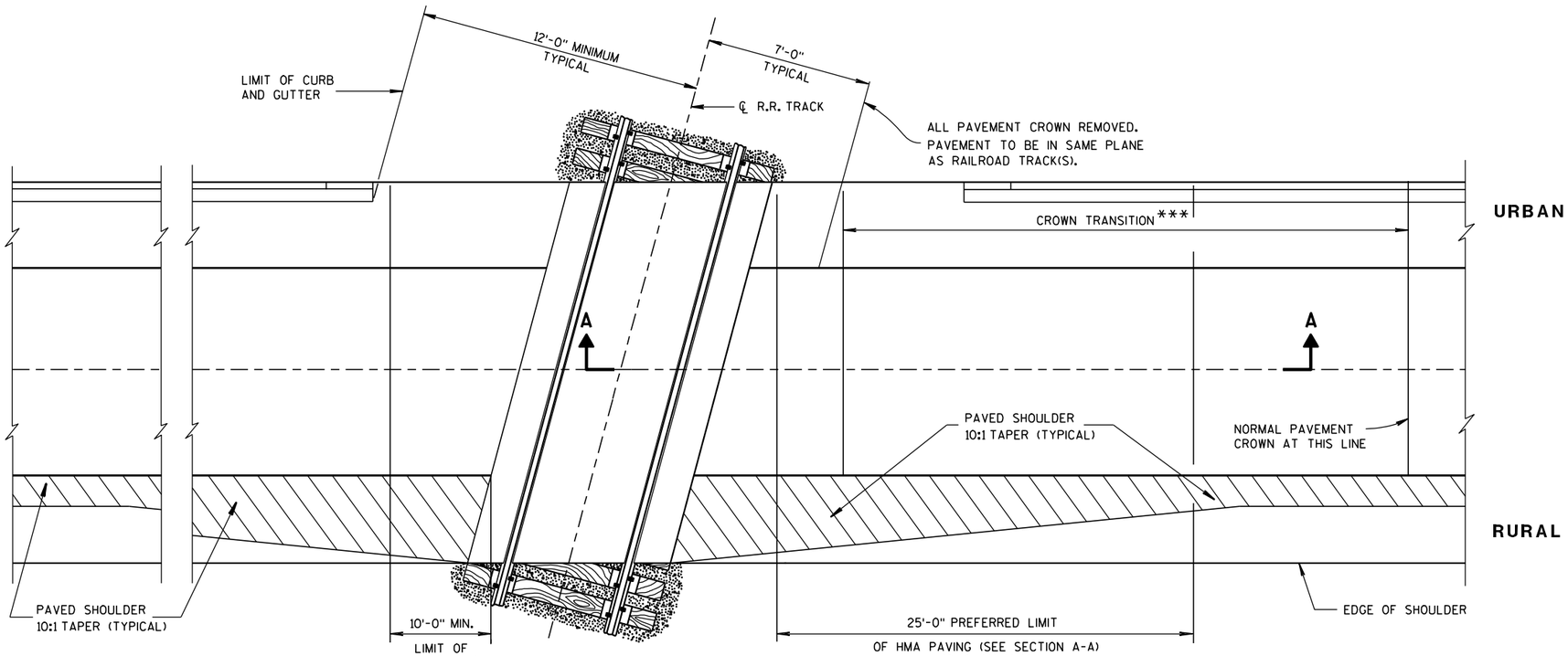
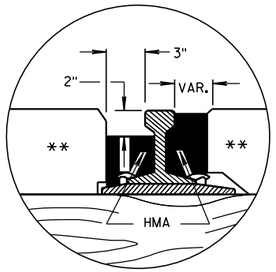
S.D.D. 12 A 4-3





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

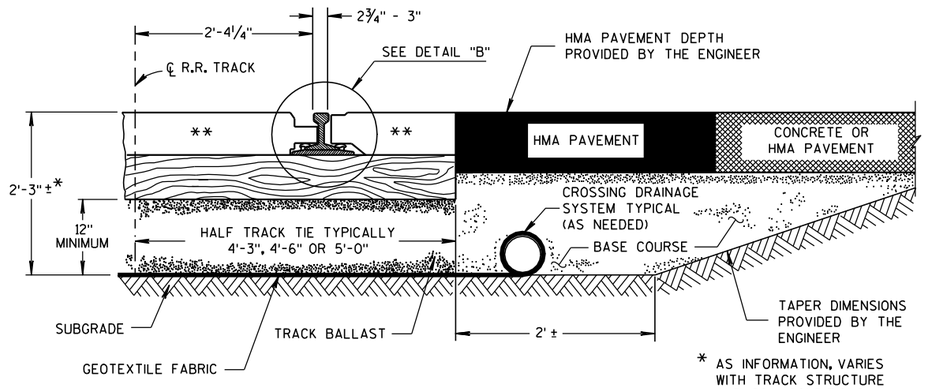
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

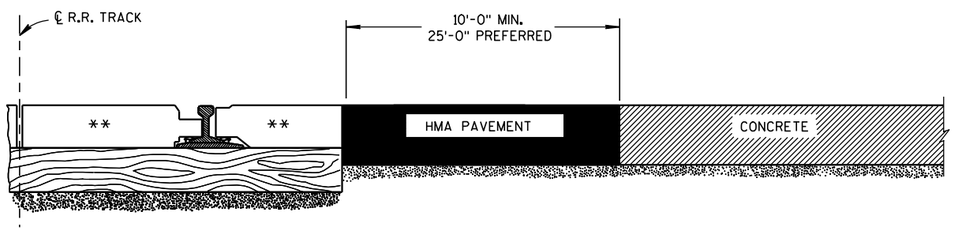
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

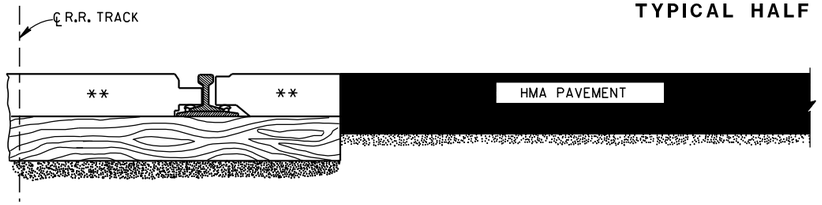


TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI 551 CTION
FHWA

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S.D.D. 13 B 1-10

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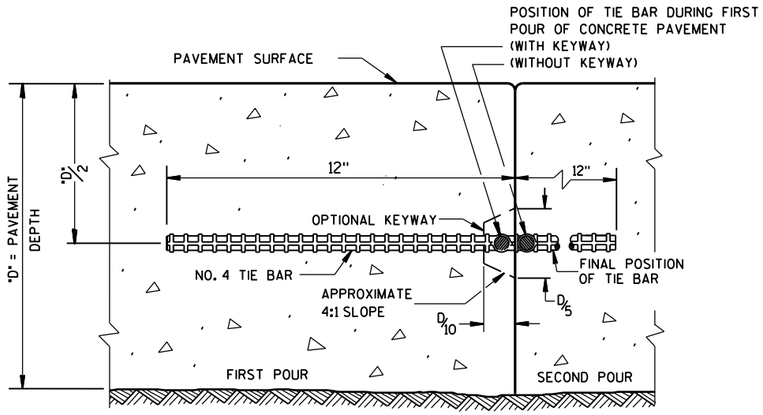
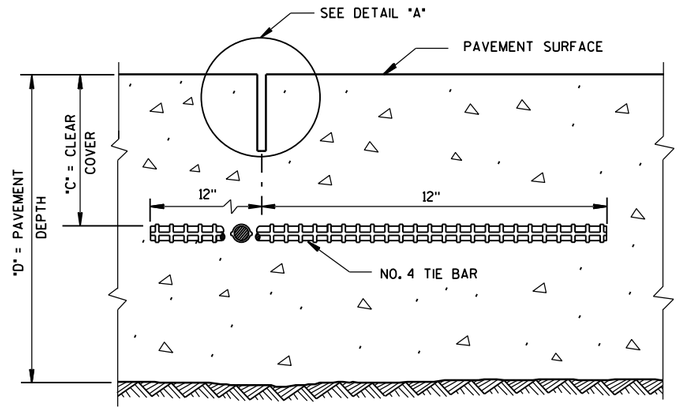
S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

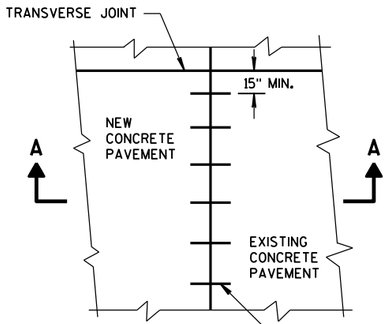
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

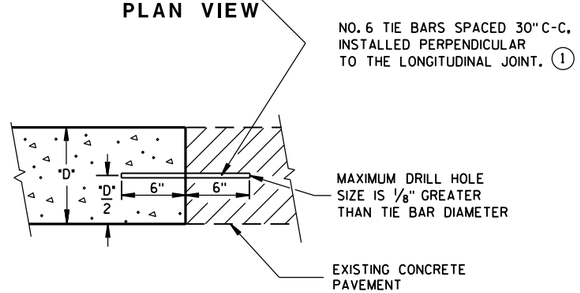
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

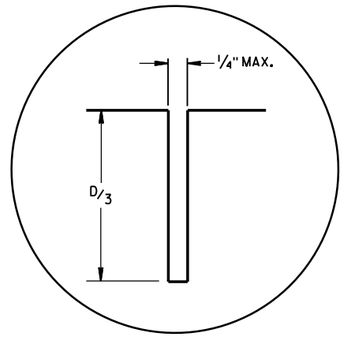


PLAN VIEW



SECTION A-A

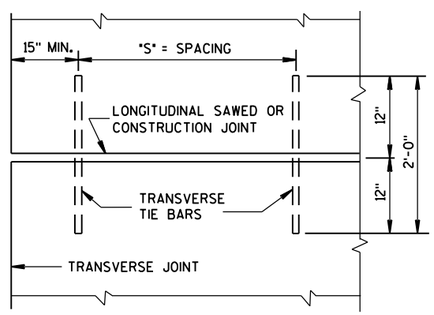
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

FHWA

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S.D.D. 13 C 1-16

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S.D.D. 13 C 1-16

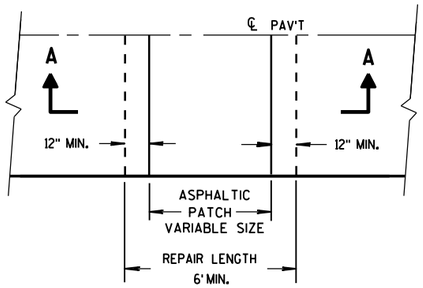
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

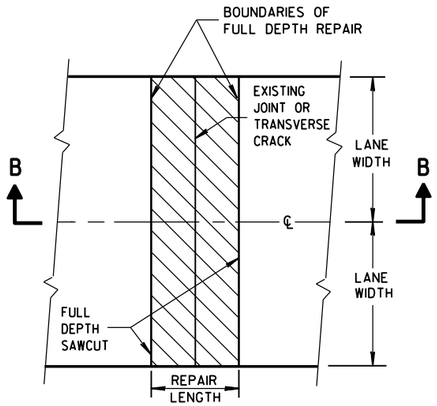
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

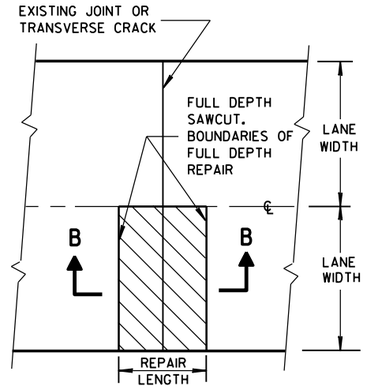
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



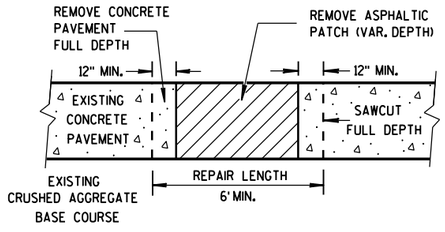
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

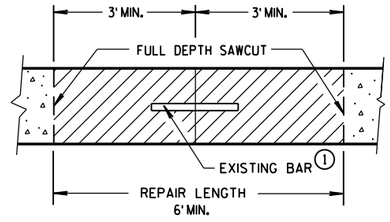
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 553

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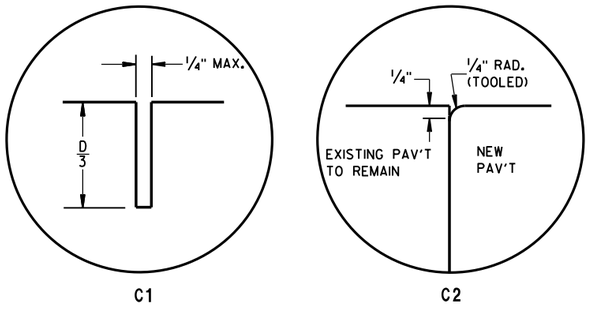
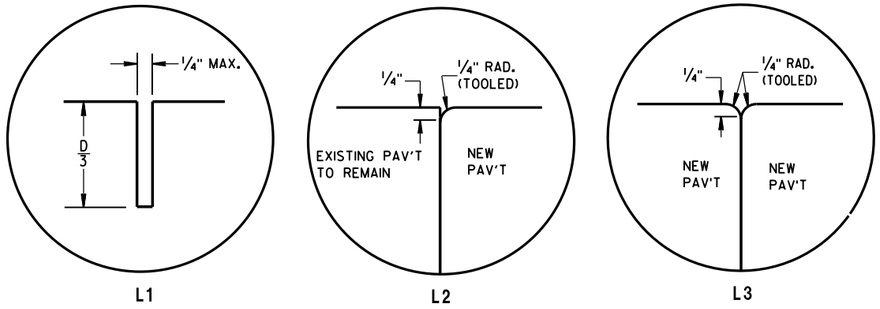
S.D.D. 13 C 9-11a



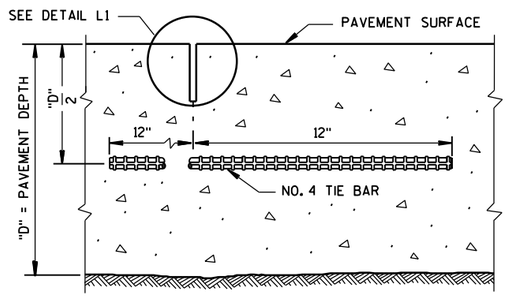
TRANSVERSE JOINTS

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"



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

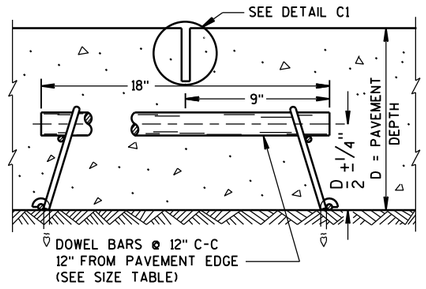
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

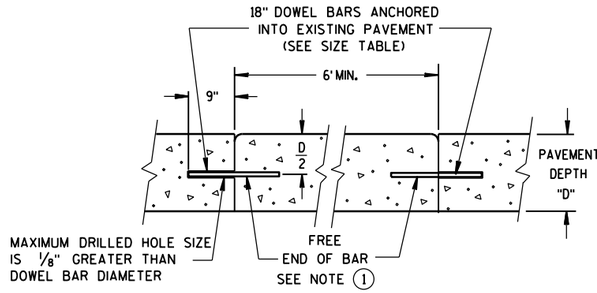
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

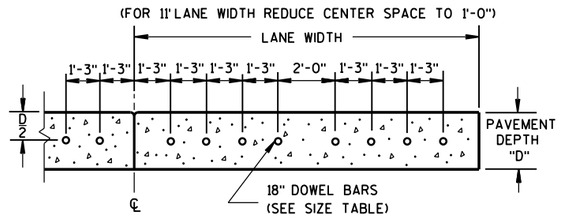


SECTION F-F

CONTRACTION JOINT



SECTION D-D

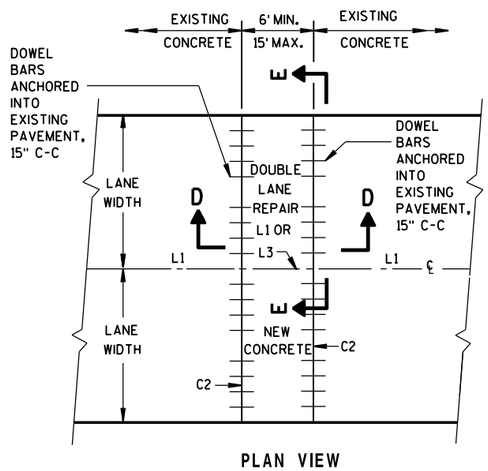


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

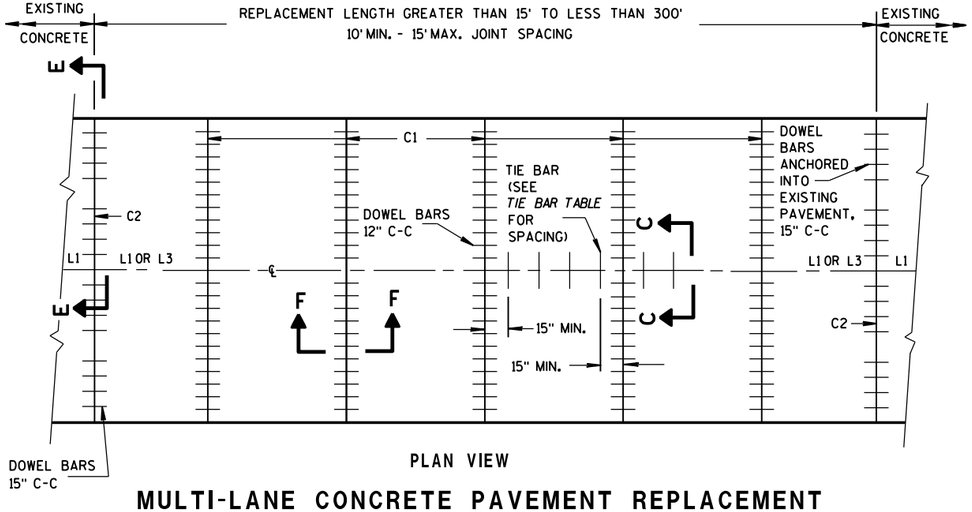
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 554

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S.D.D. 13 C 9-11b

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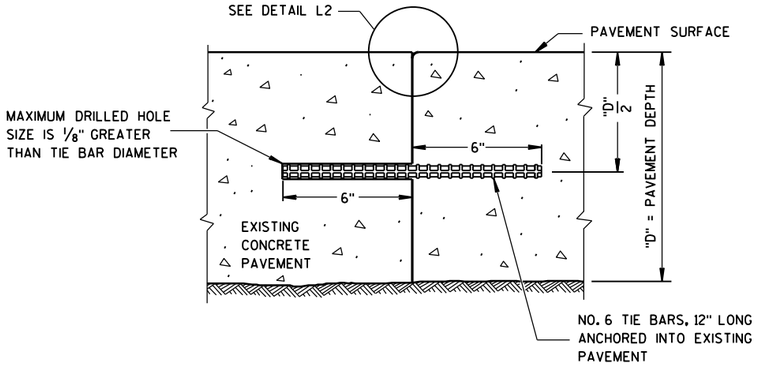


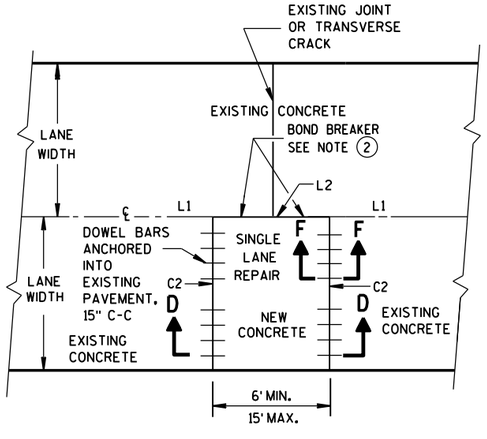
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

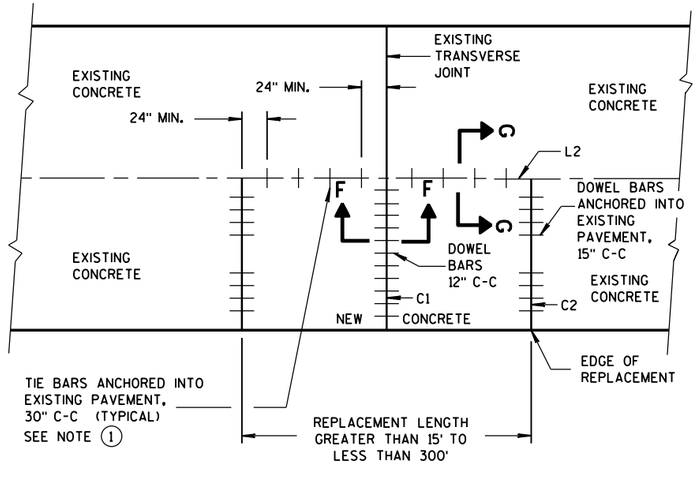
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE 555 IEER

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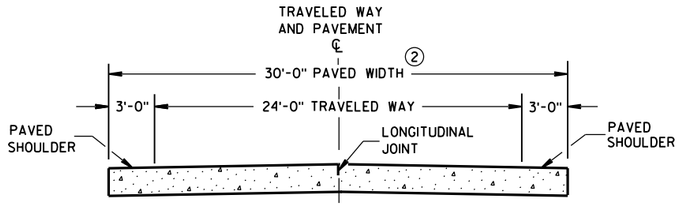
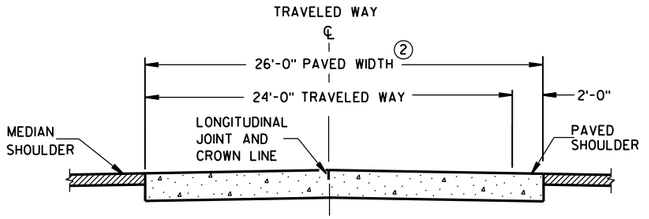
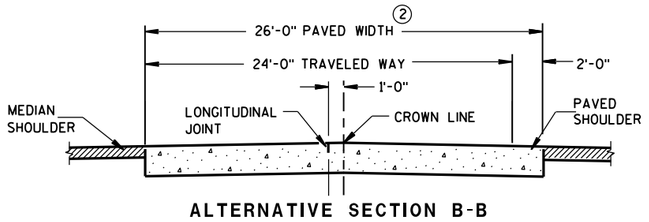


SECTION A-A ①

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

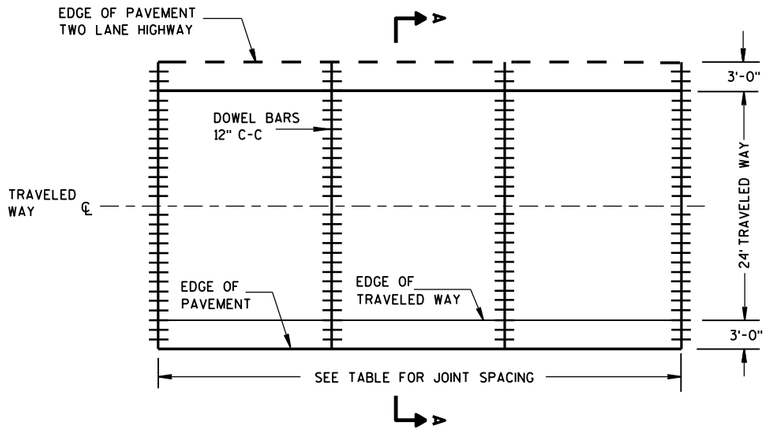
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

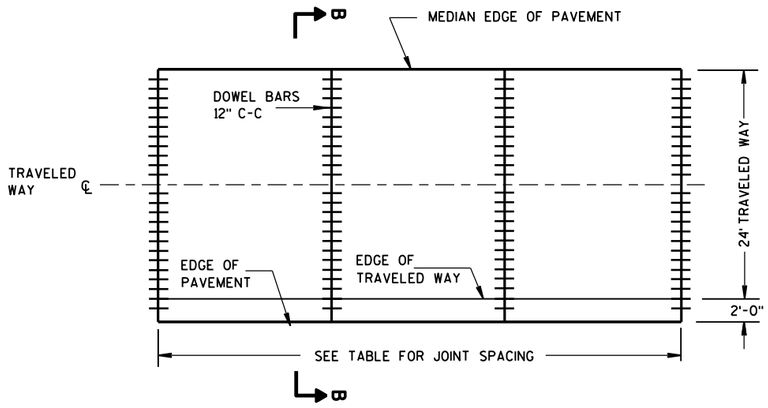
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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 556

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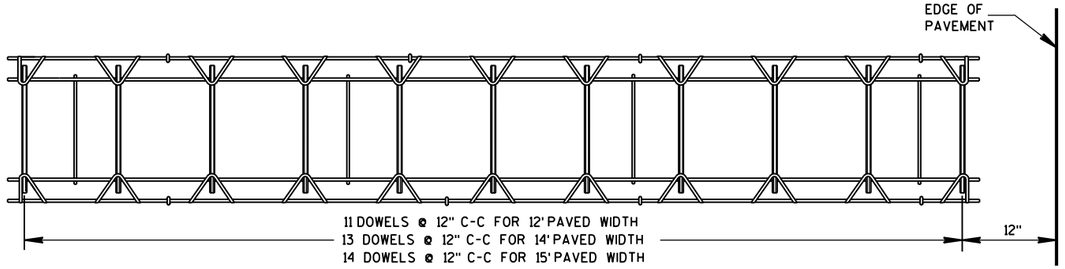
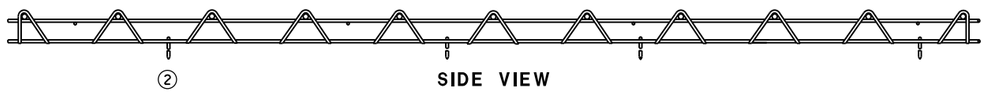


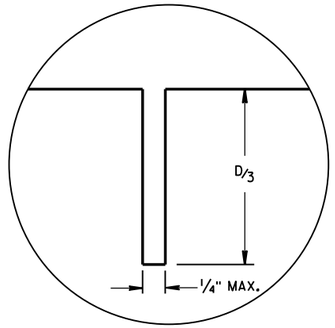
PLAN VIEW



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.

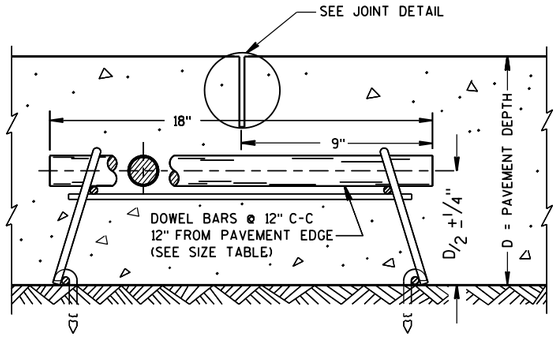
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

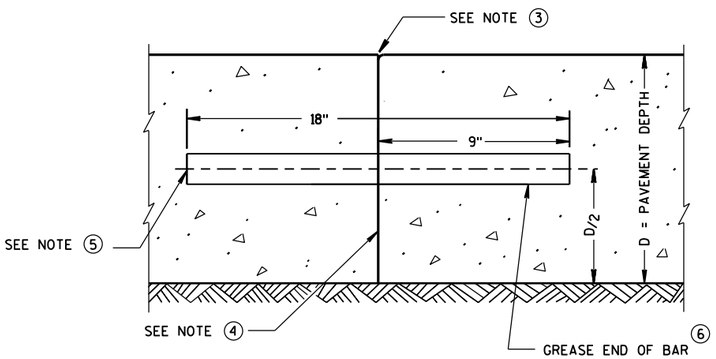
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

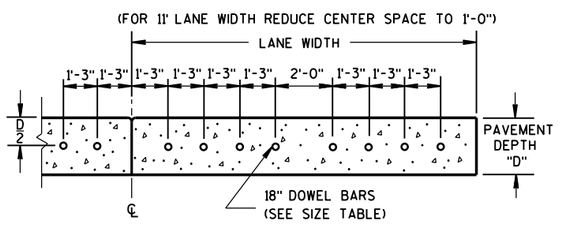
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



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 557 NEER
FHWA

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S.D.D. 13 C 11-11b

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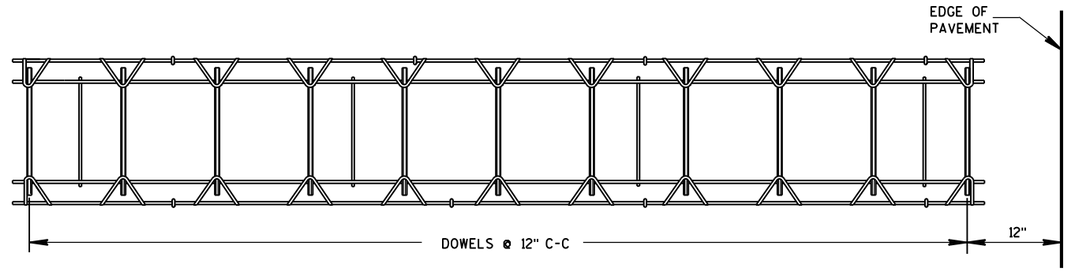
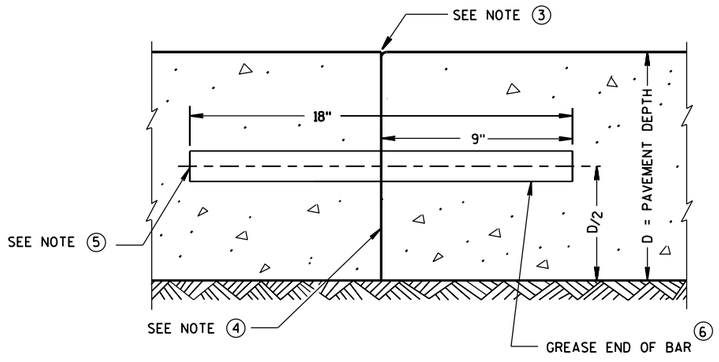
S.D.D. 13 C 11-11b



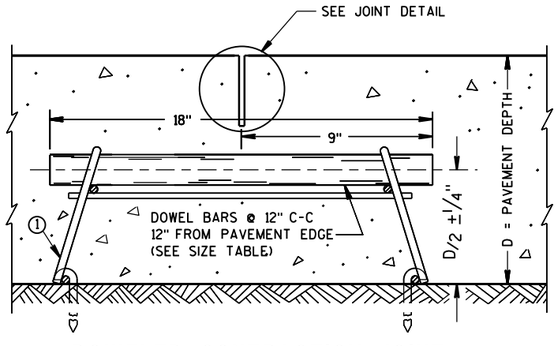
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



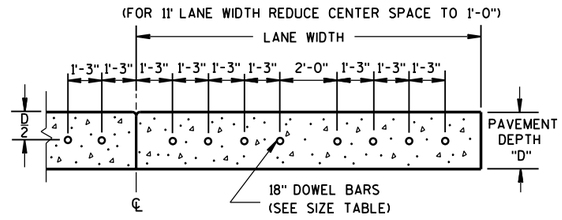
TRANSVERSE CONSTRUCTION JOINT



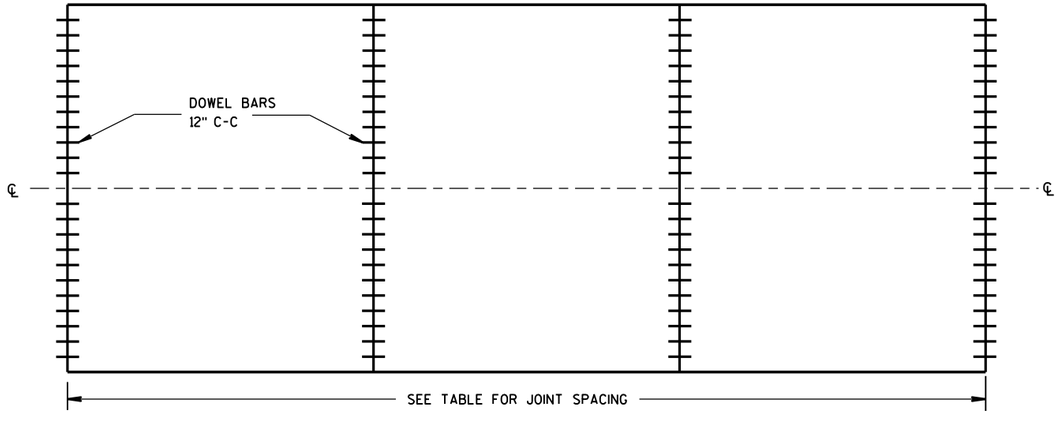
DOWELED CONTRACTION JOINT

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.

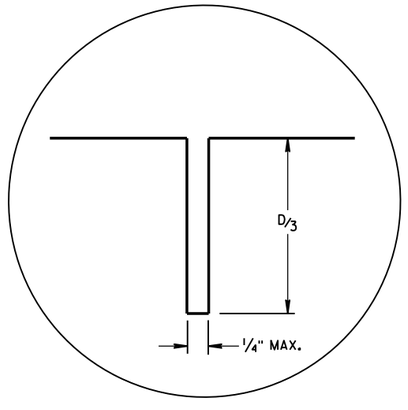
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

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S.D.D. 13 C 13-8

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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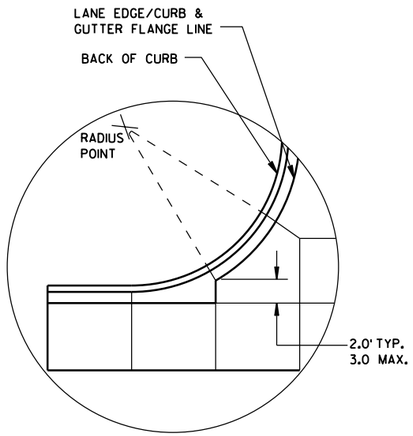
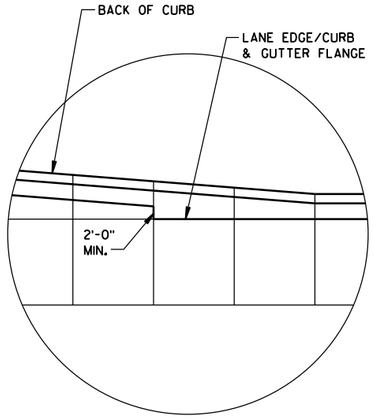


DETAIL "A"



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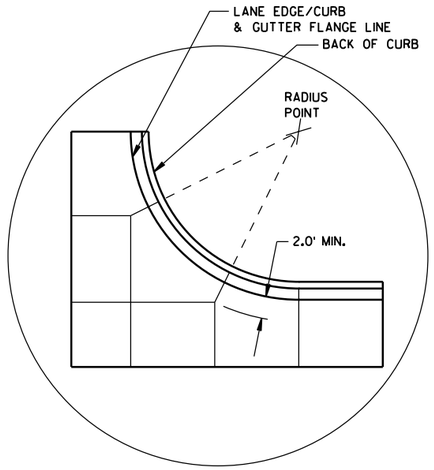

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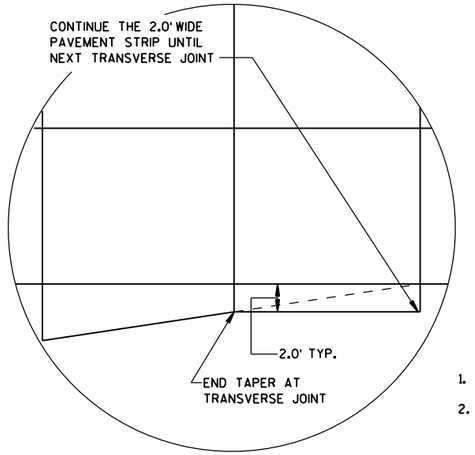


DETAIL "D"

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.

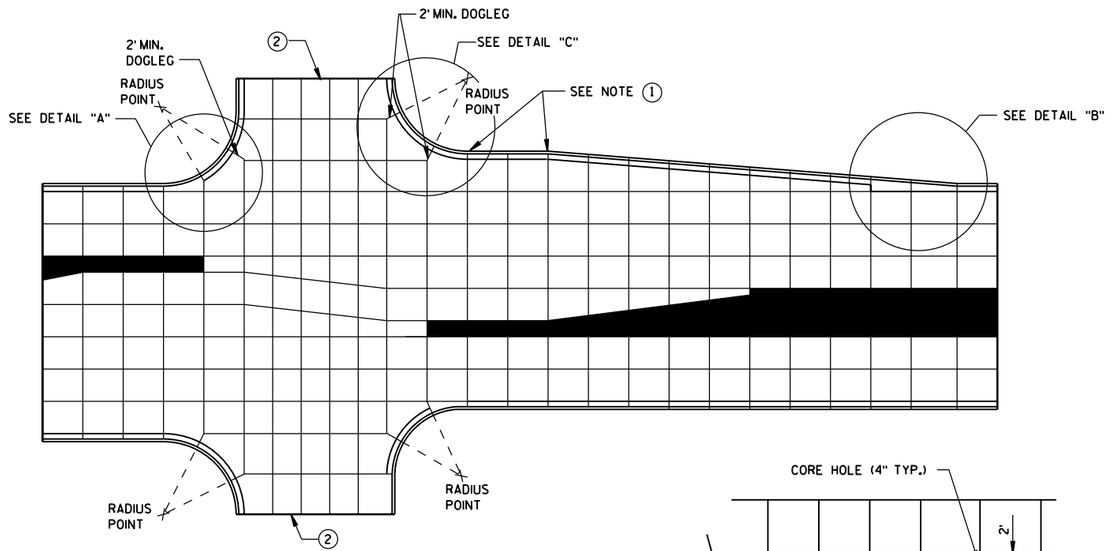
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

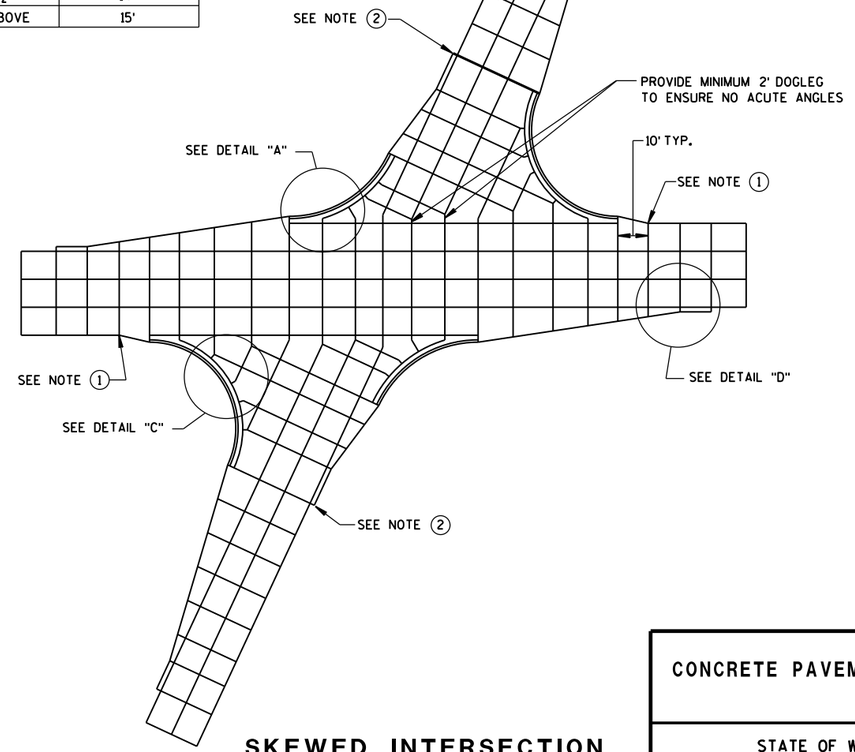
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



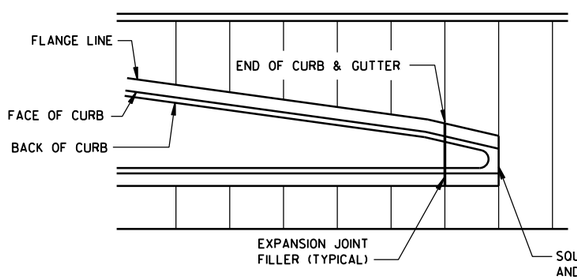
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

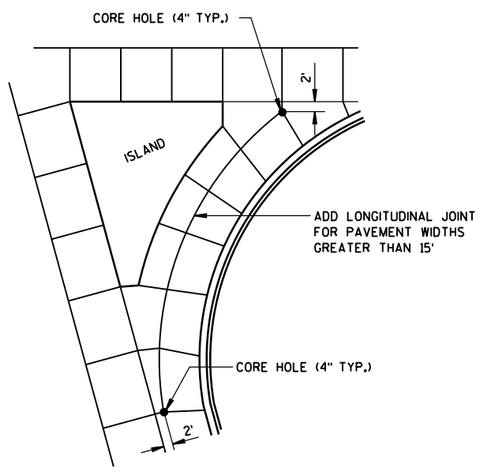
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

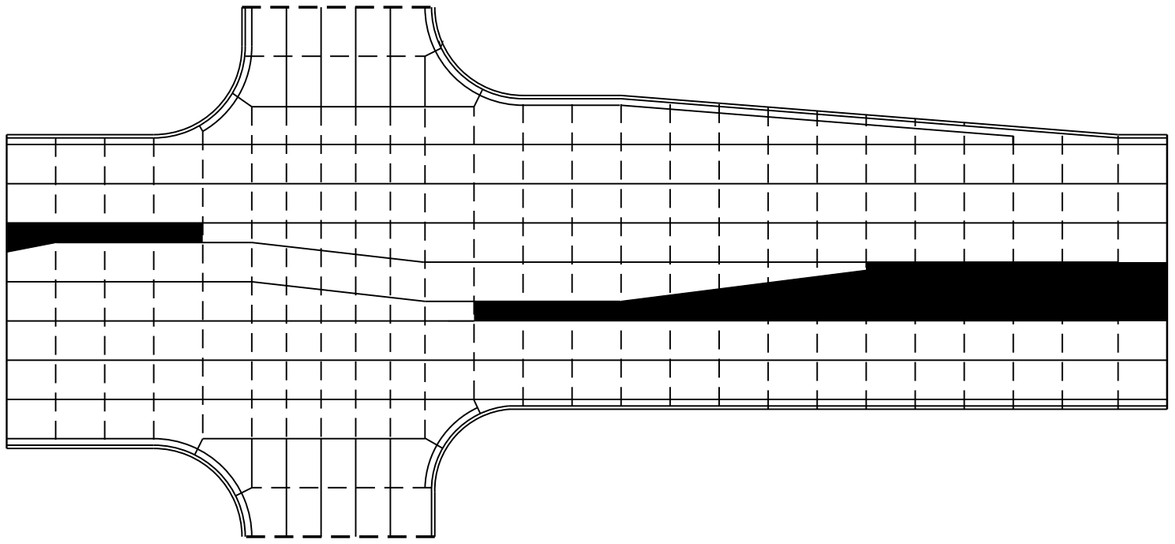
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

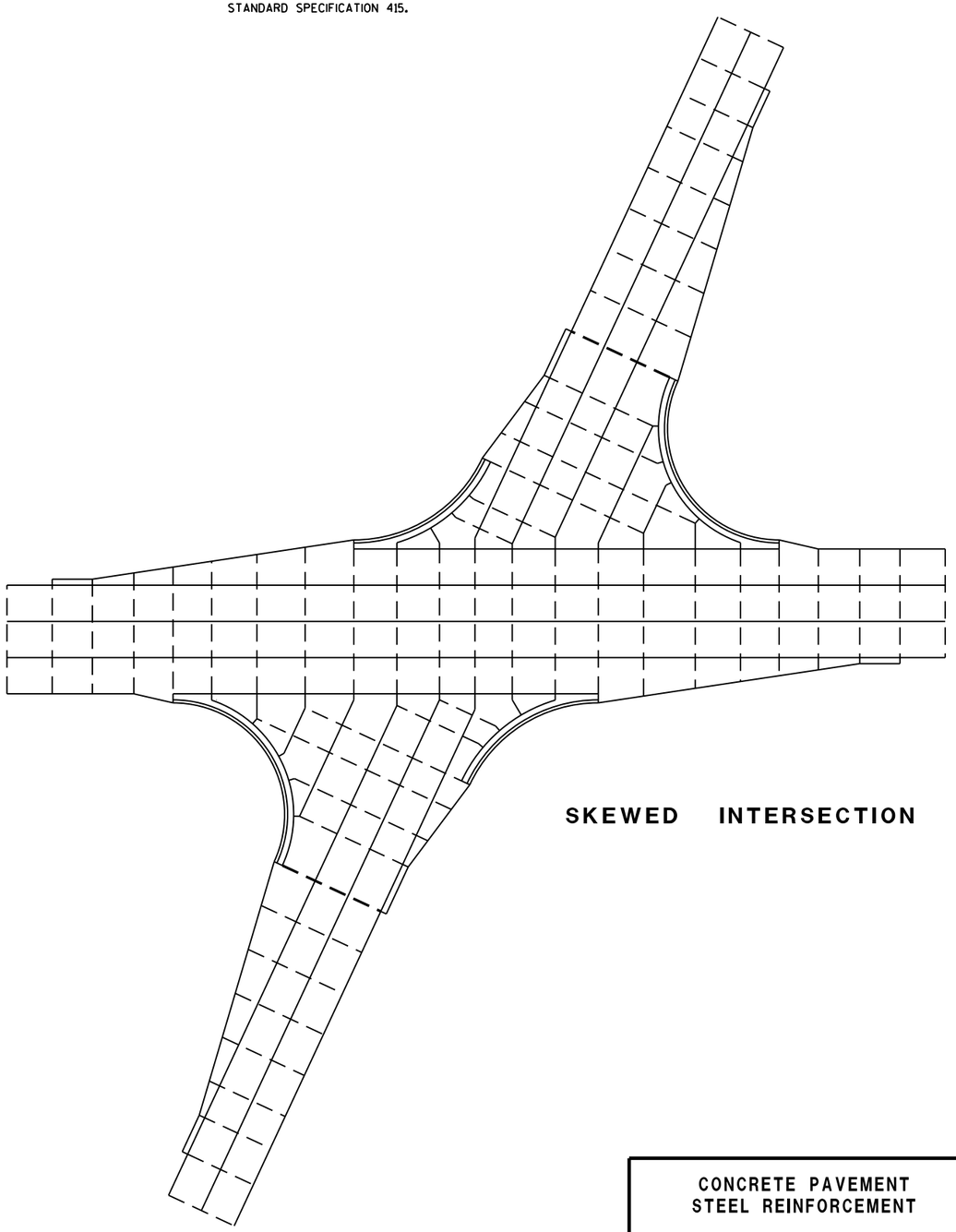
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

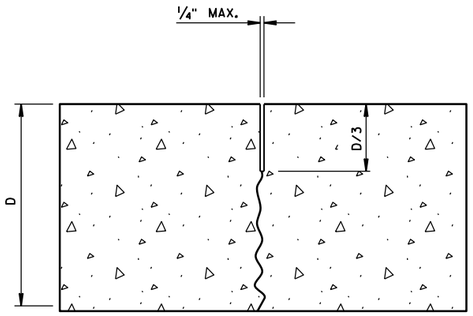
S.D.D. 13 C 18-2b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

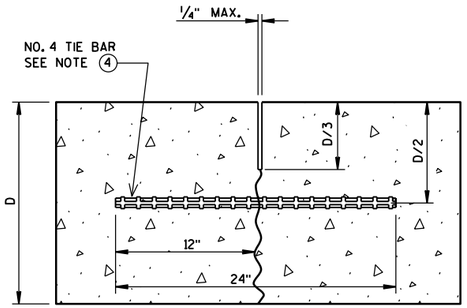
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 18-2b



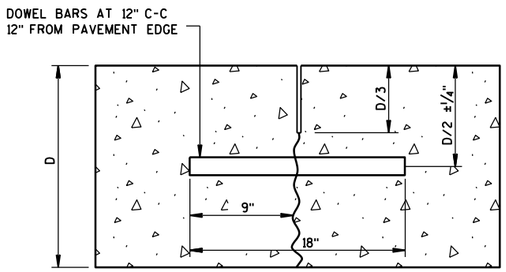
UNDOWELED-TRANSVERSE



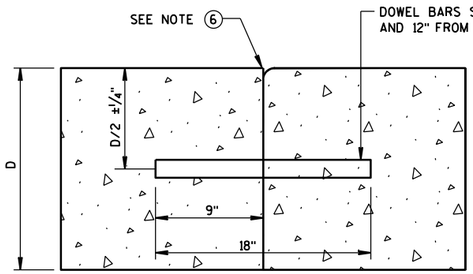
TIED LONGITUDINAL

GENERAL NOTES

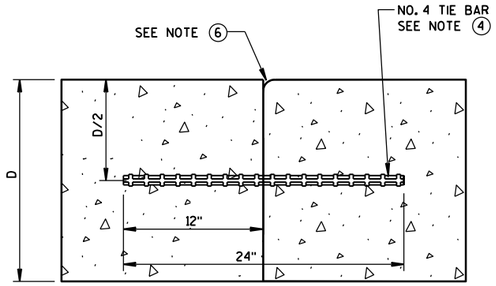
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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



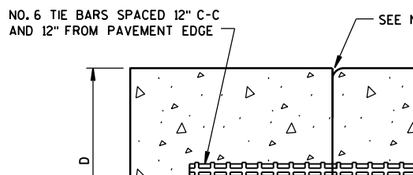
DOWELED TRANSVERSE



TIED LONGITUDINAL

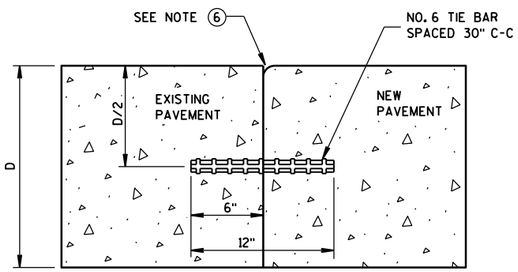
CONTRACTION JOINTS

SEE NOTE (2)



TIED TRANSVERSE

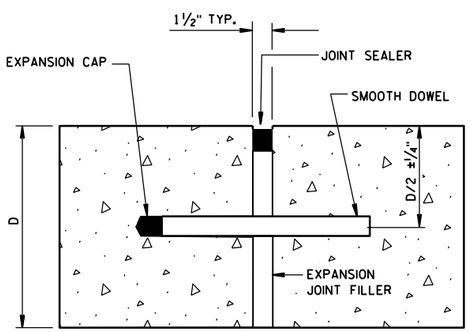
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

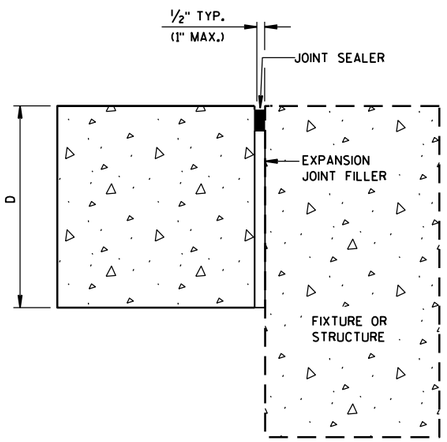
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

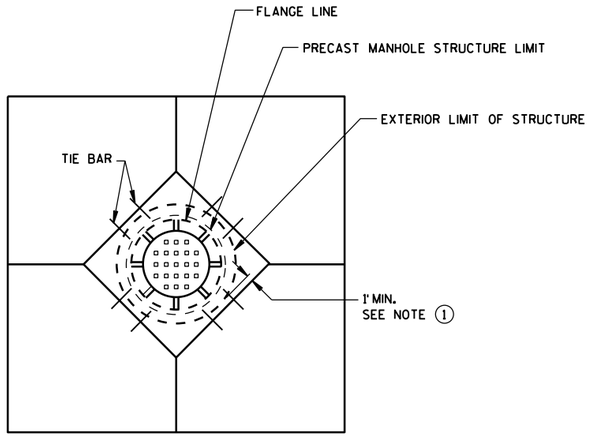
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

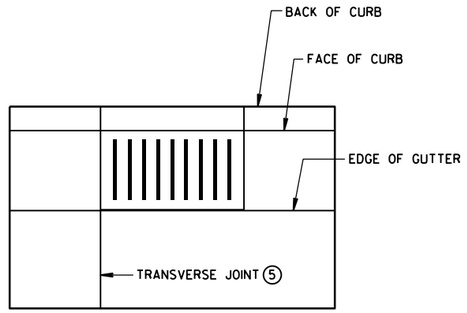
S.D.D. 13 C 18-2c

6

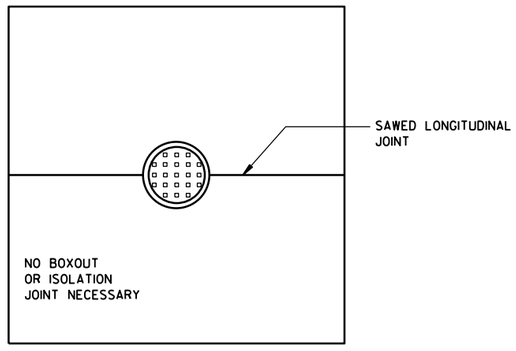
S.D.D. 13 C 18-2c



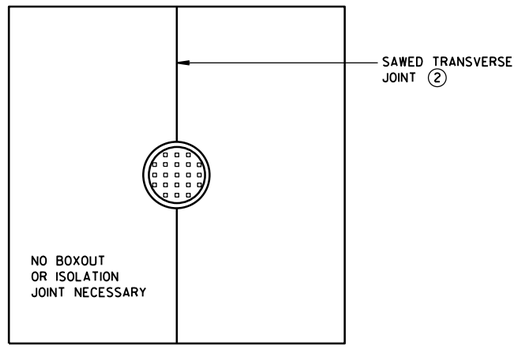
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



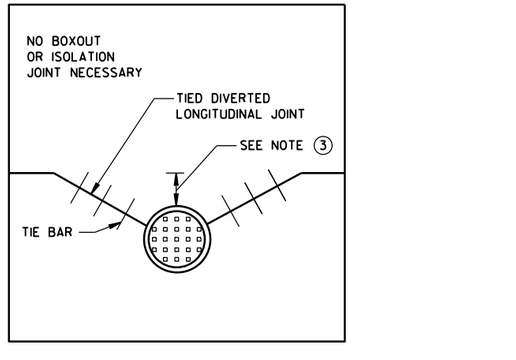
INLET WITH TRANSVERSE JOINT



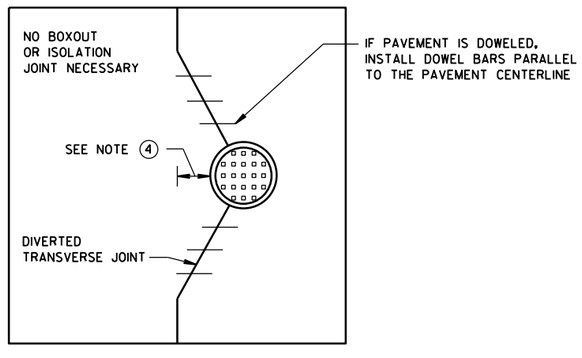
MANHOLE WITH LONGITUDINAL JOINT



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

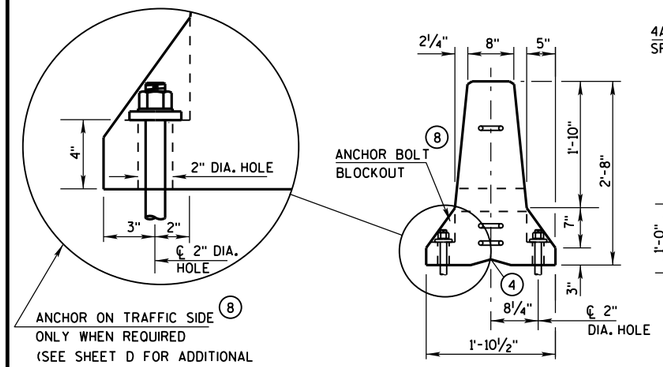
/S/ Deb Bischoff — PAVEMENT POLICY & DE

NEER

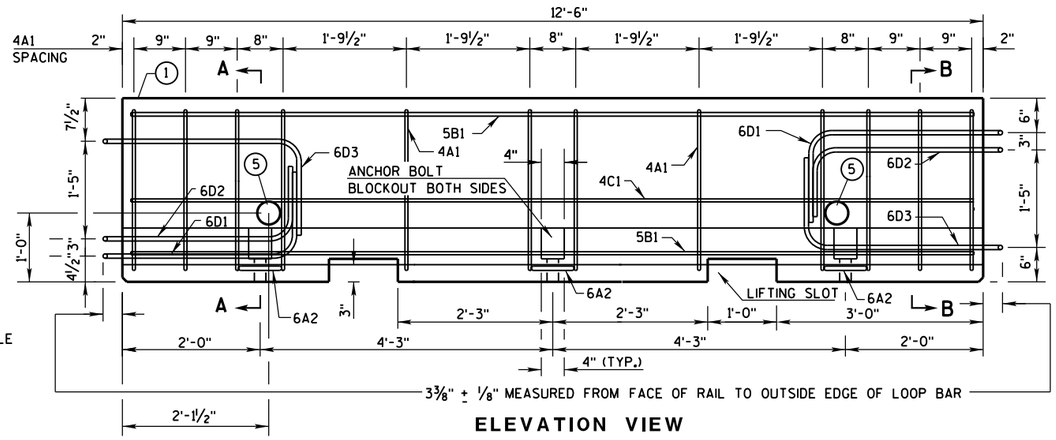
FHWA

6

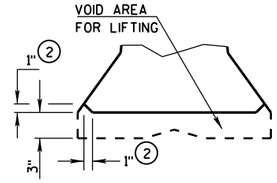
S.D.D. 13 C 18-2d



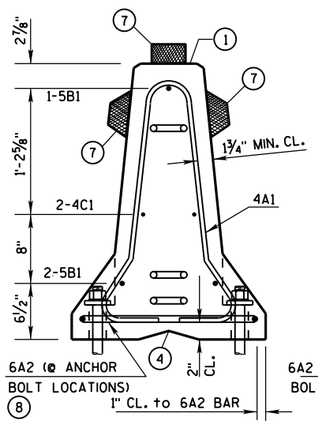
END VIEW



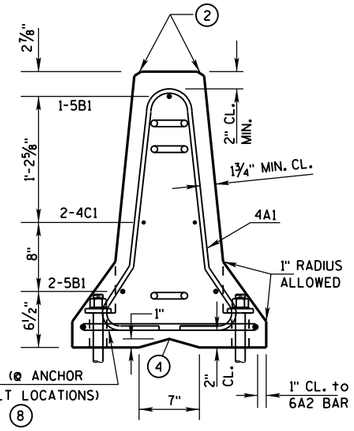
ELEVATION VIEW



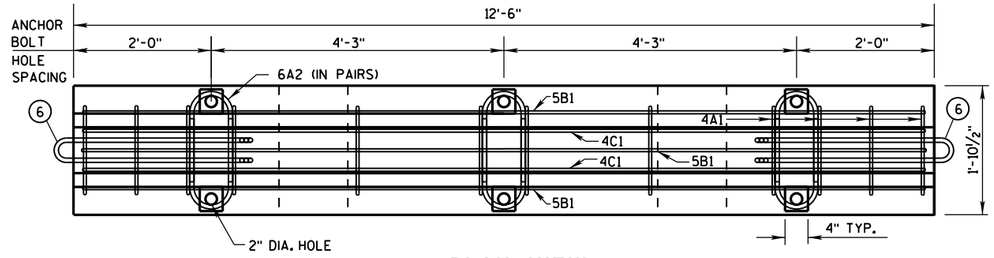
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

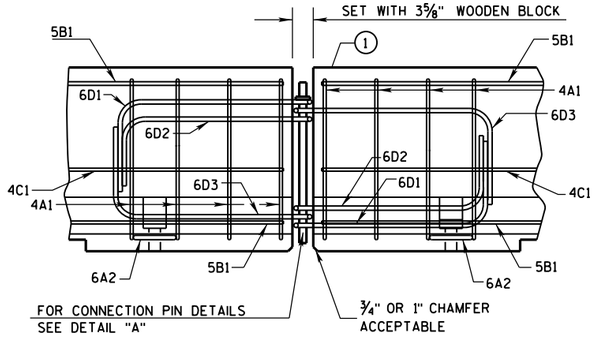


SECTION B-B
(STIRRUP PLACEMENT)

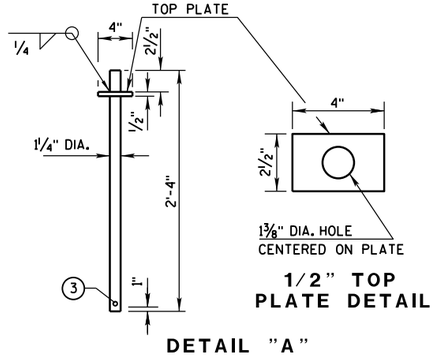


PLAN VIEW

DETAILS OF BARRIER SECTION

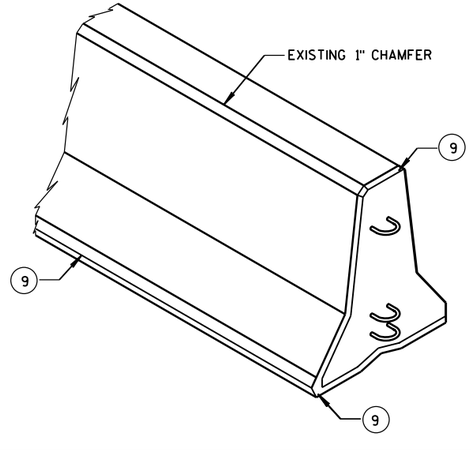


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
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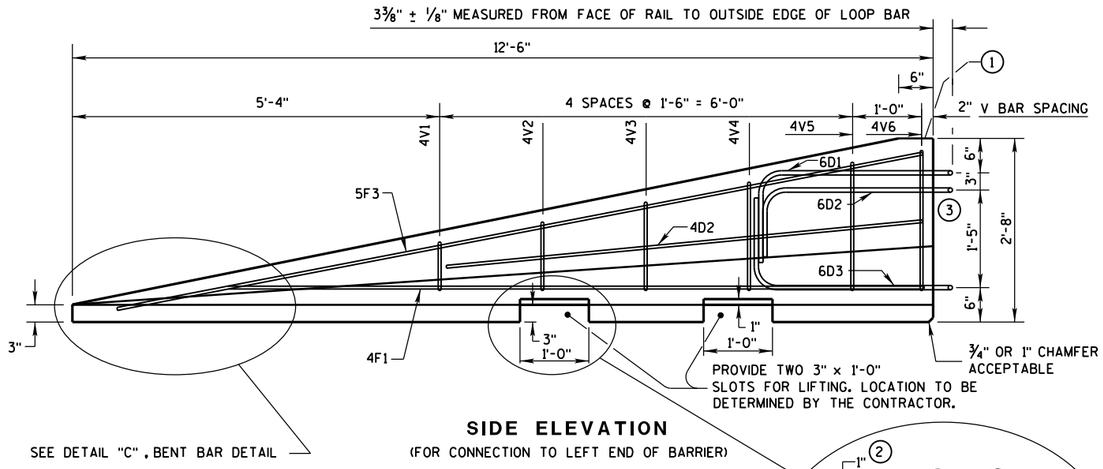
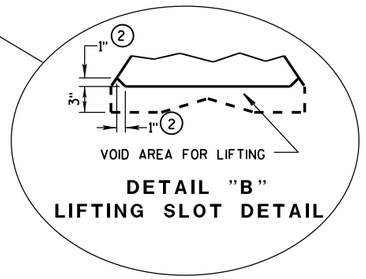
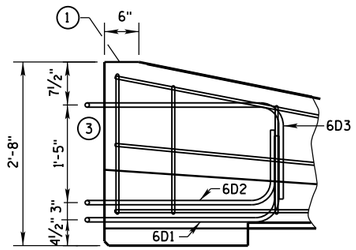


SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



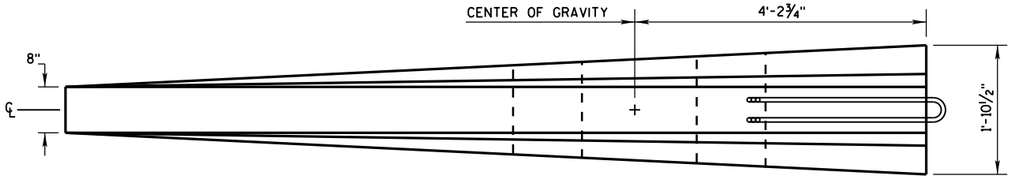
DETAIL "B"
LIFTING SLOT DETAIL



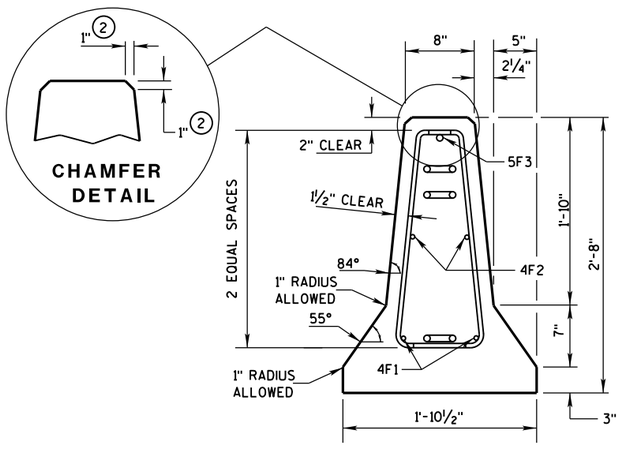
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

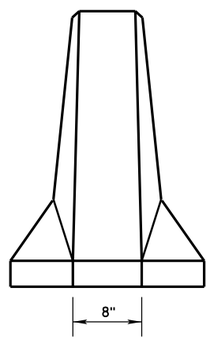
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



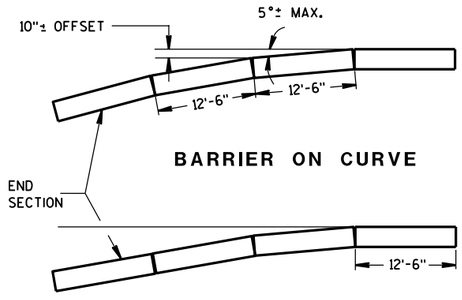
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 564

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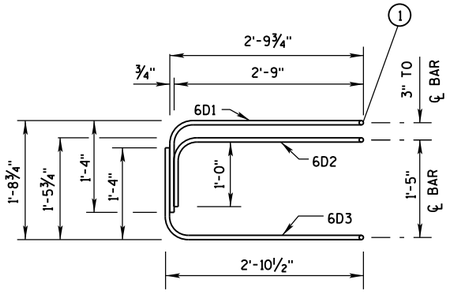
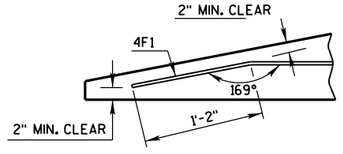
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

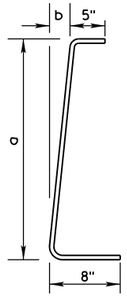
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

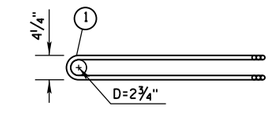
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

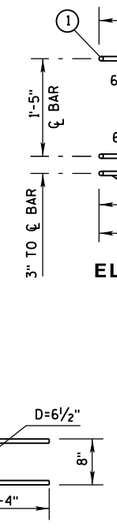
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

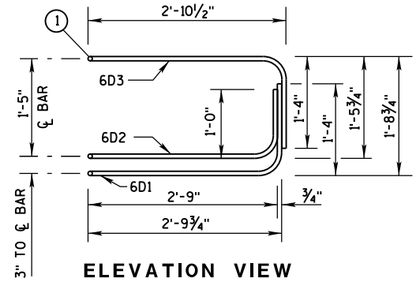
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



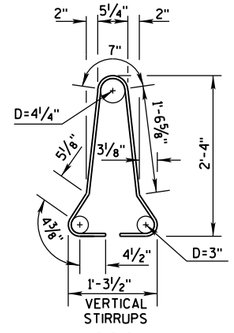
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

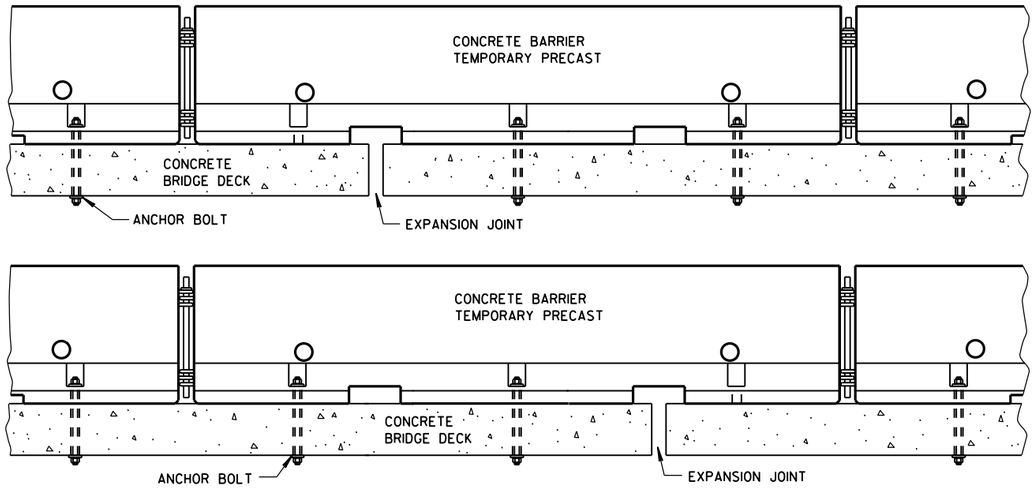
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 565

6

S.D.D. 14 B 7-14c

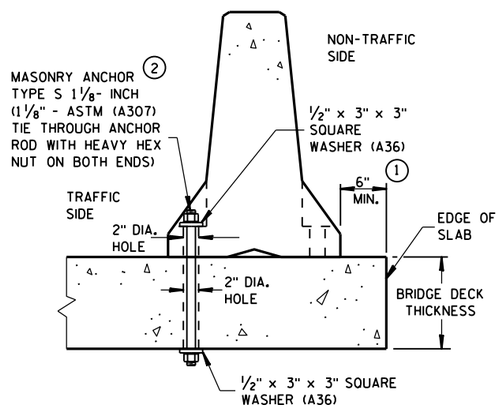
6

S.D.D. 14 B 7-14c



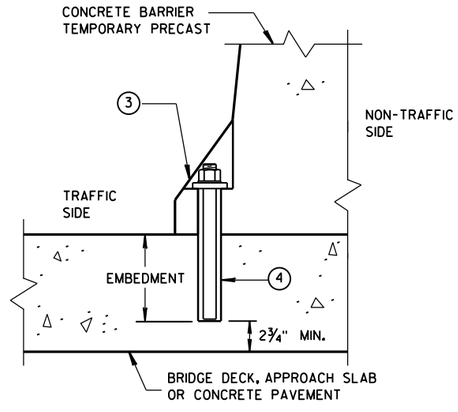
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

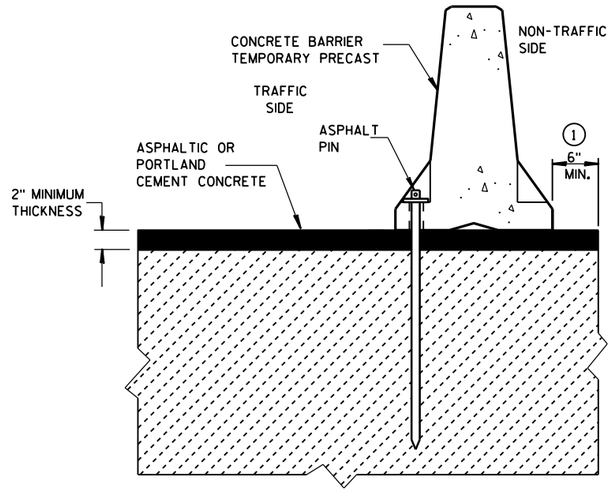
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

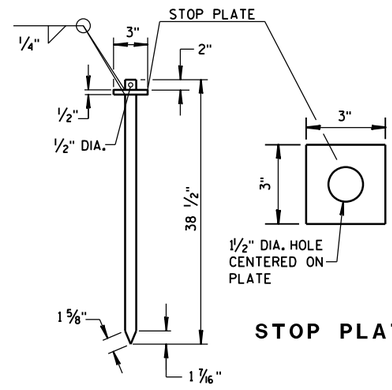
WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



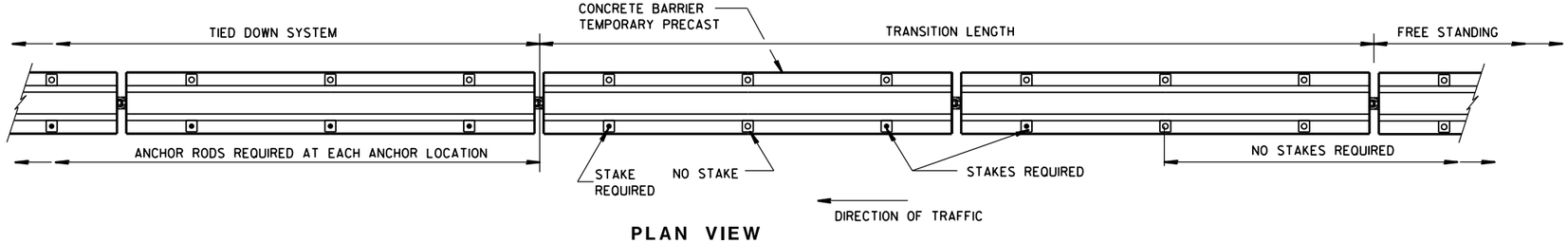


STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)

STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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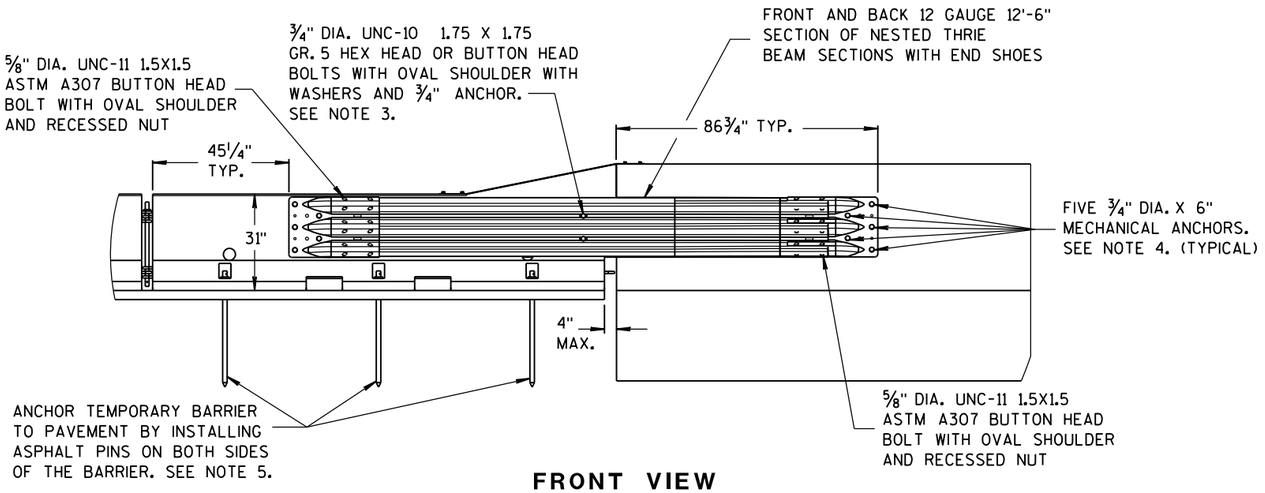
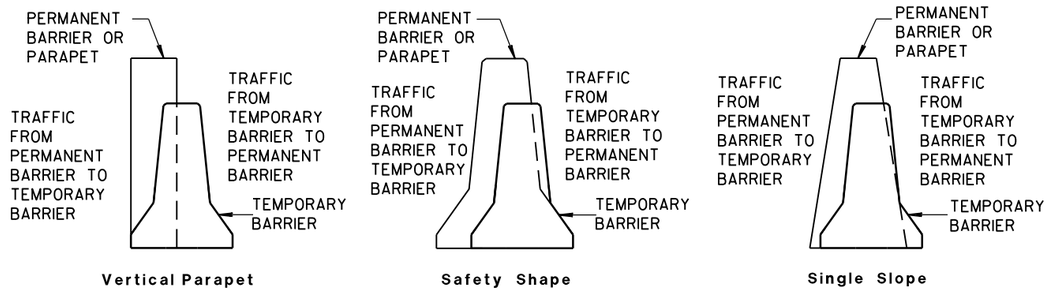
S.D.D. 14 B 7-14d



FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

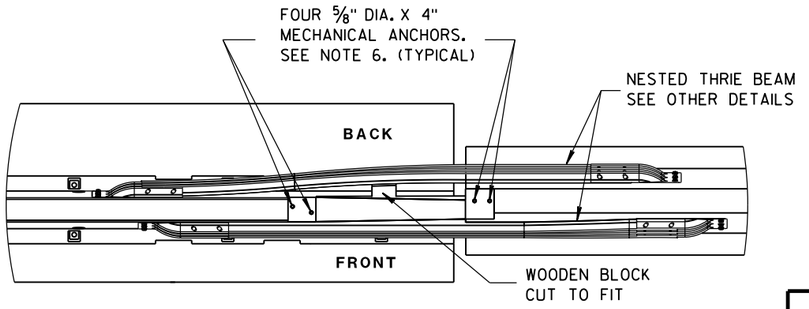
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW

FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 567

6

S.D.D. 14 B 7-14e

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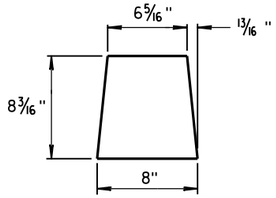
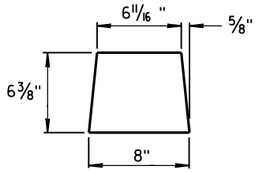
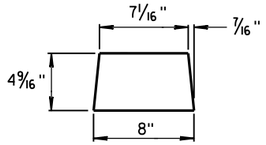
S.D.D. 14 B 7-14e



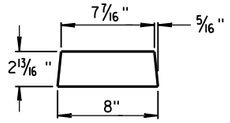
GUSSET 1



GUSSET 2

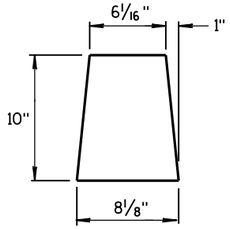


GUSSET 3

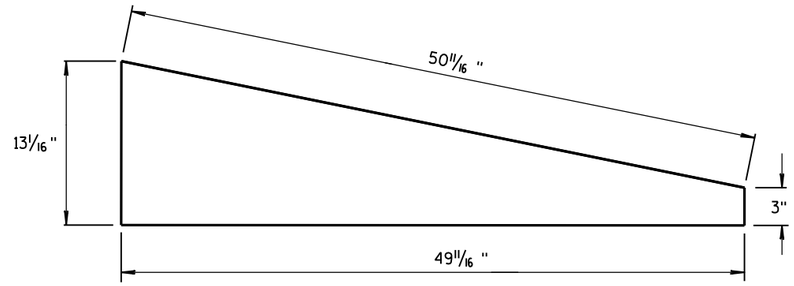


GUSSET 4

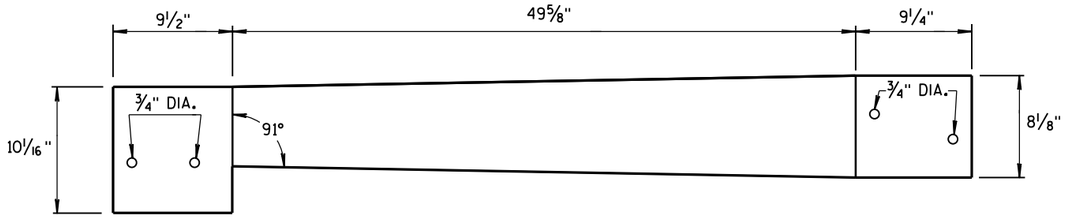
GUSSETS

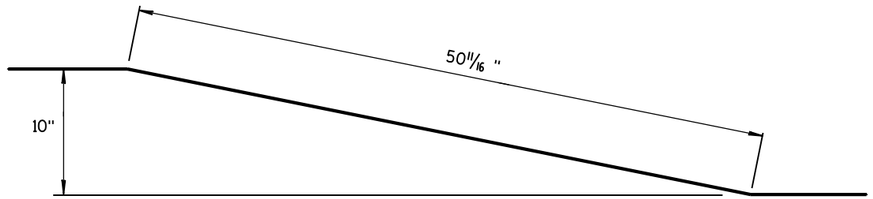


END PLATE



SIDE PLATE

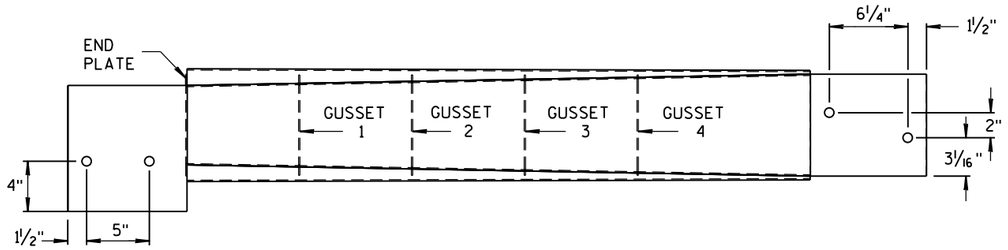


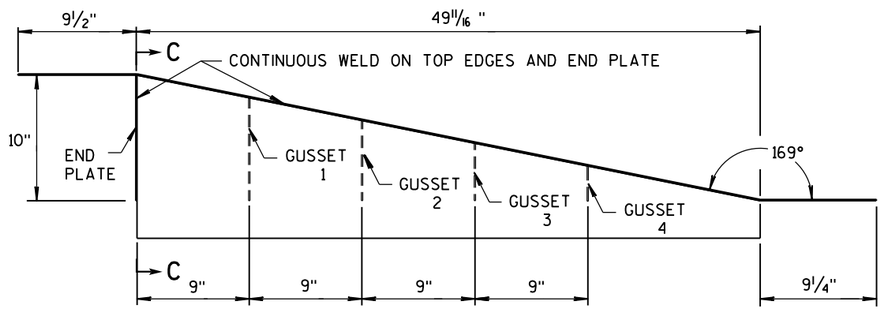


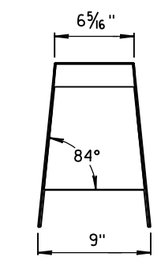
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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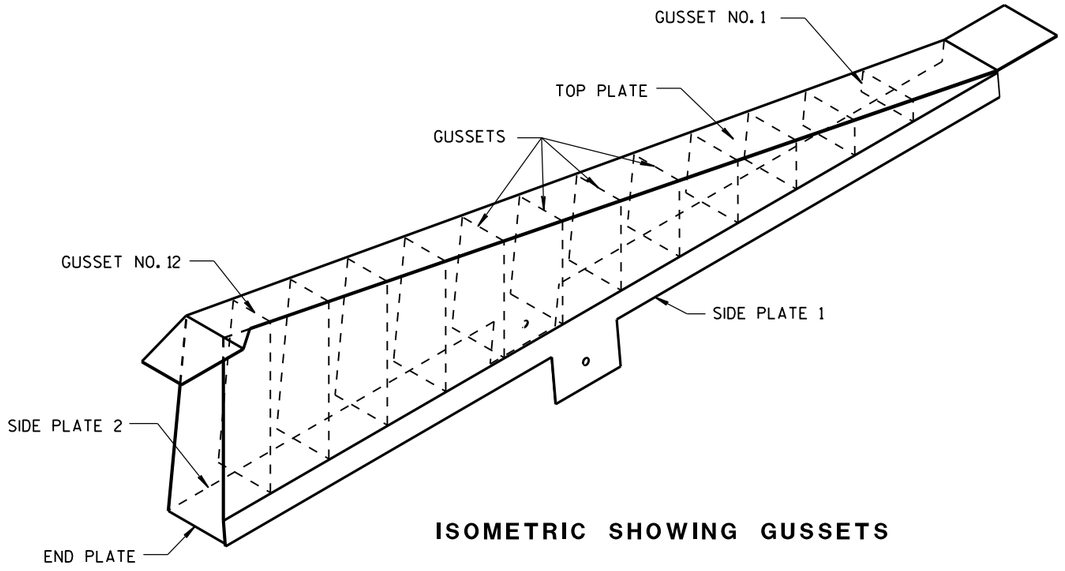
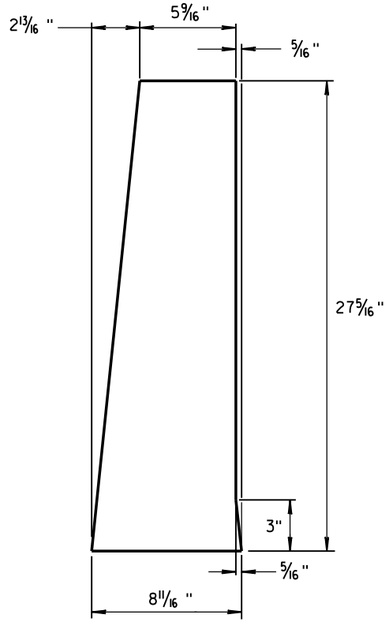
S.D.D. 14 B 7-14f

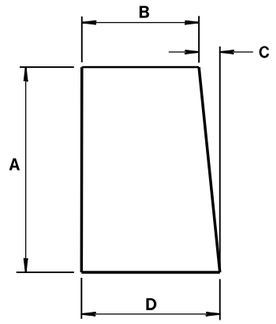


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



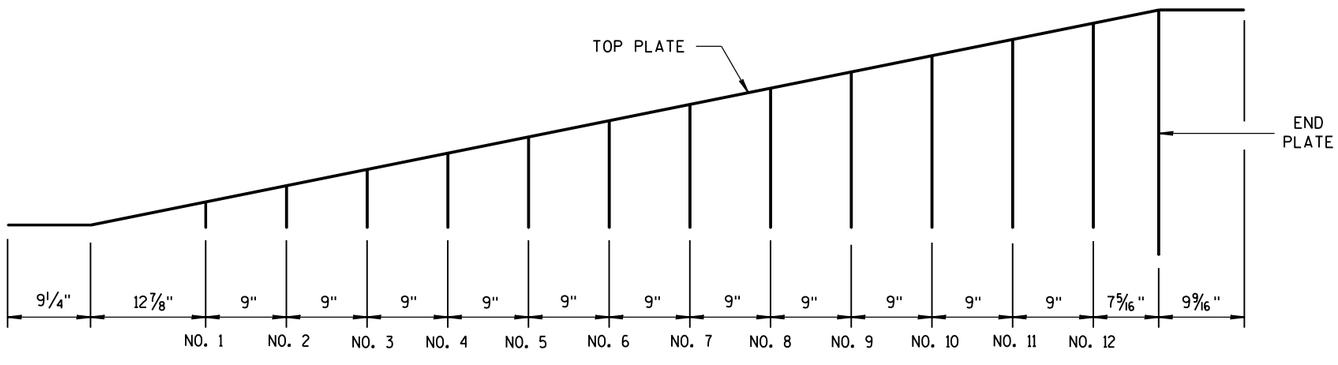
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

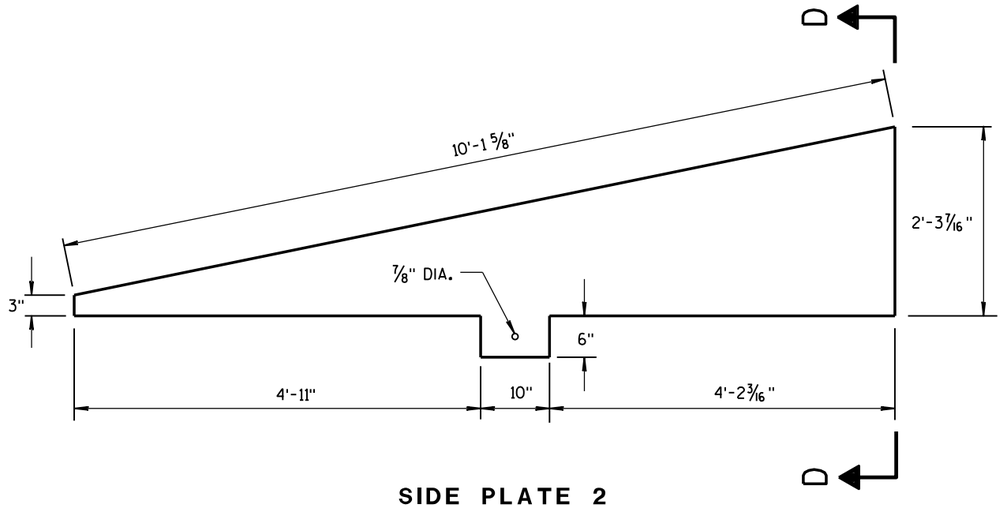
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

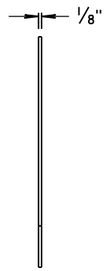
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

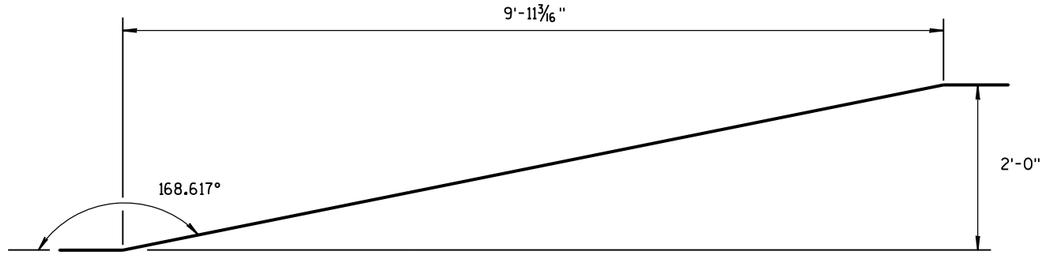
S.D.D. 14 B 7-14g



SIDE PLATE 2

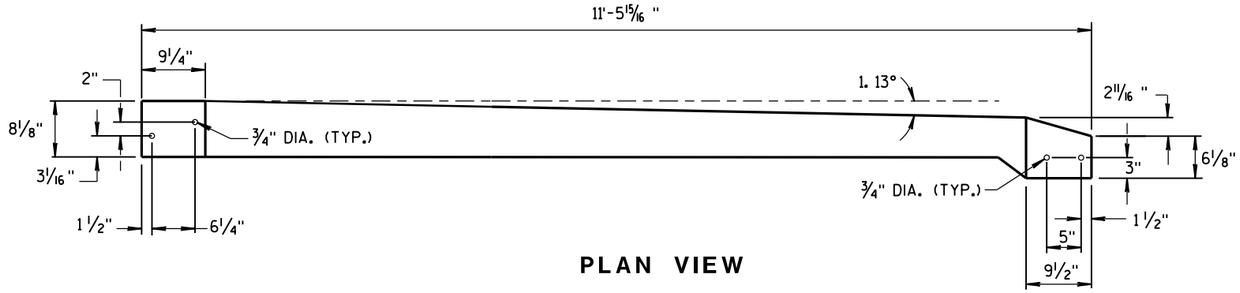


END VIEW



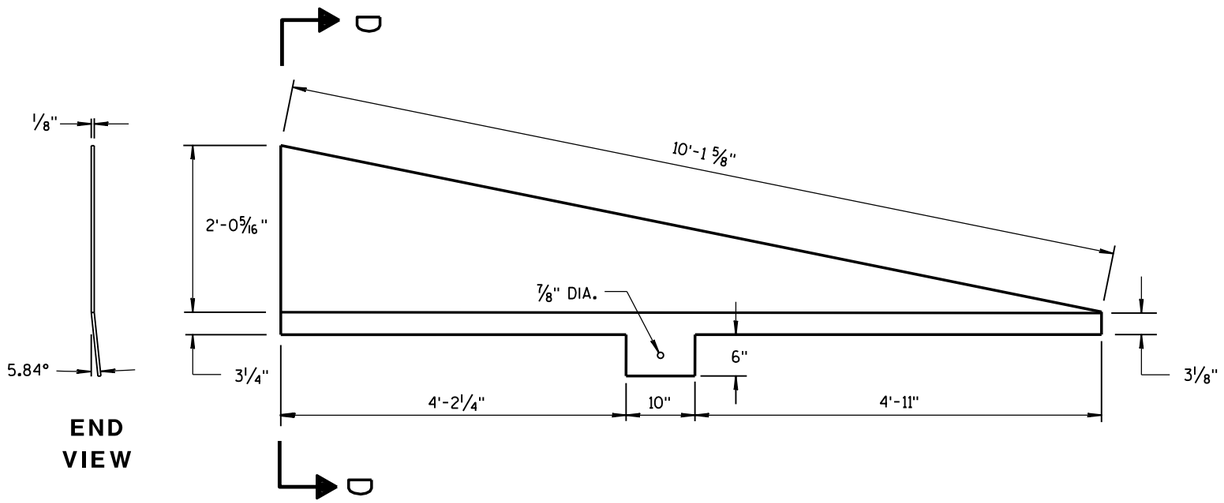
SIDE VIEW

TOP PLATE



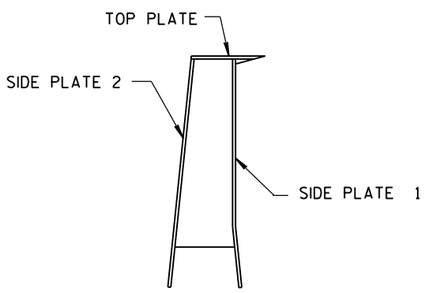
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

570

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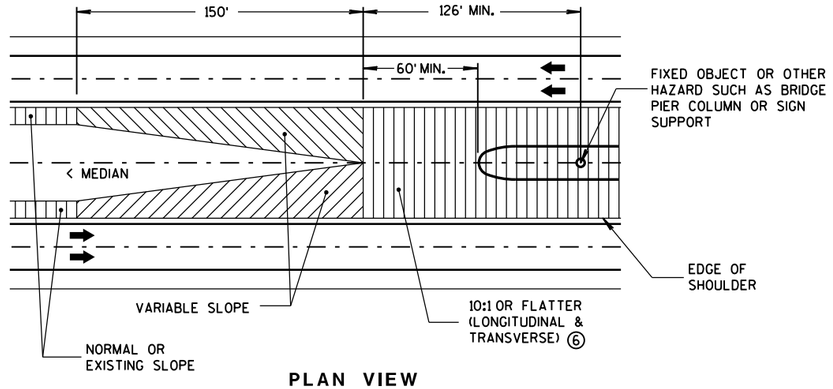
S.D.D. 14 B 7-14h

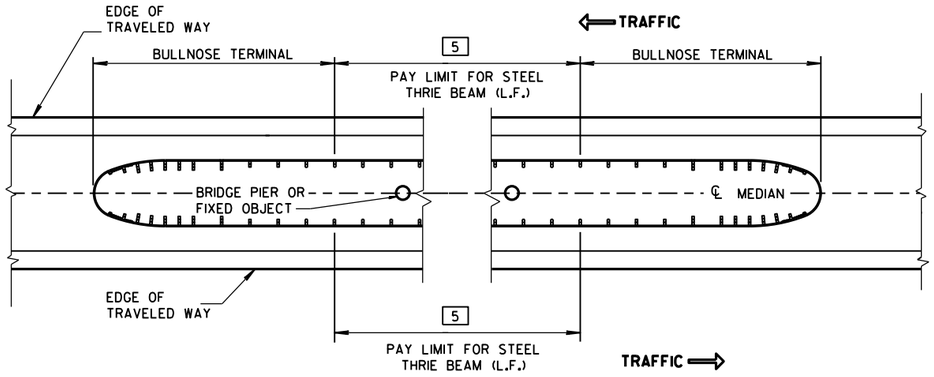
6

S.D.D. 14 B 7-14h

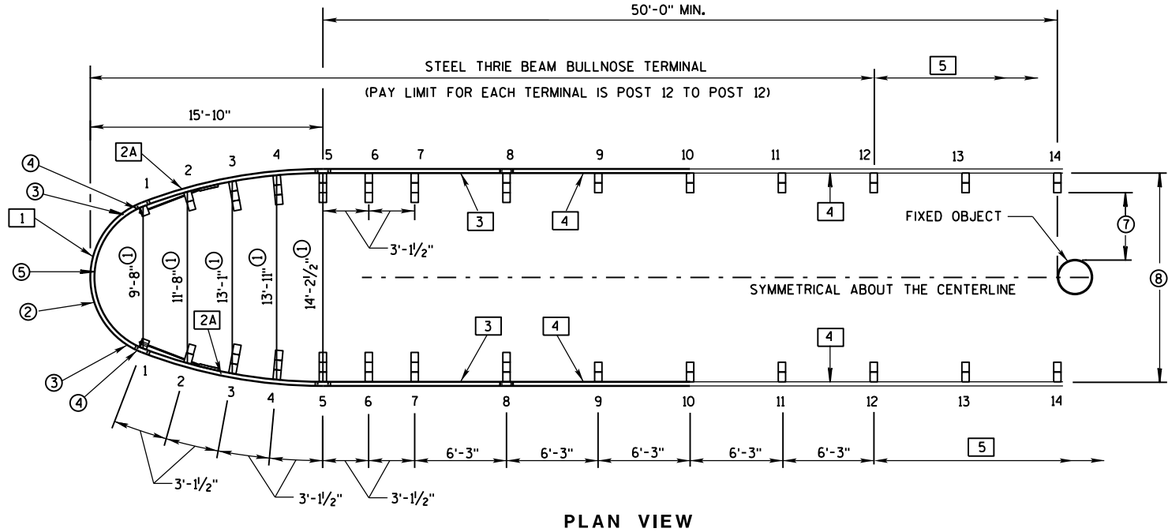


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

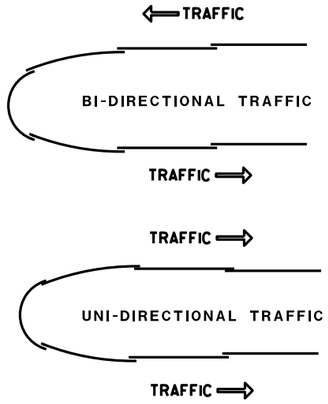


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

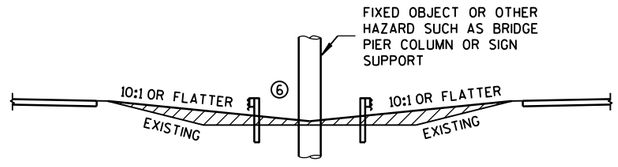
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

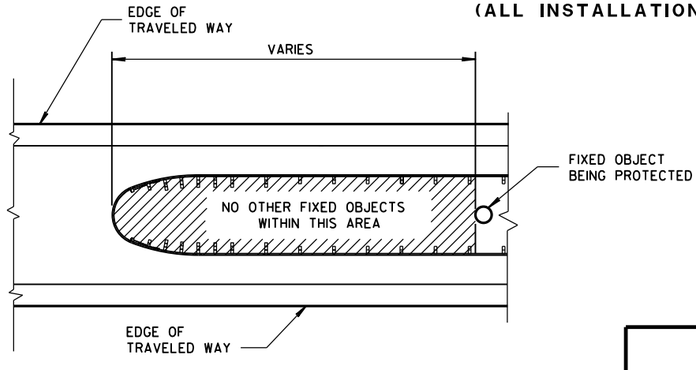
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

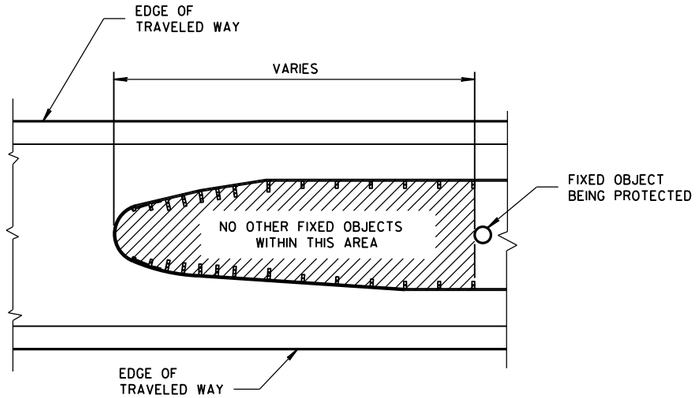


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

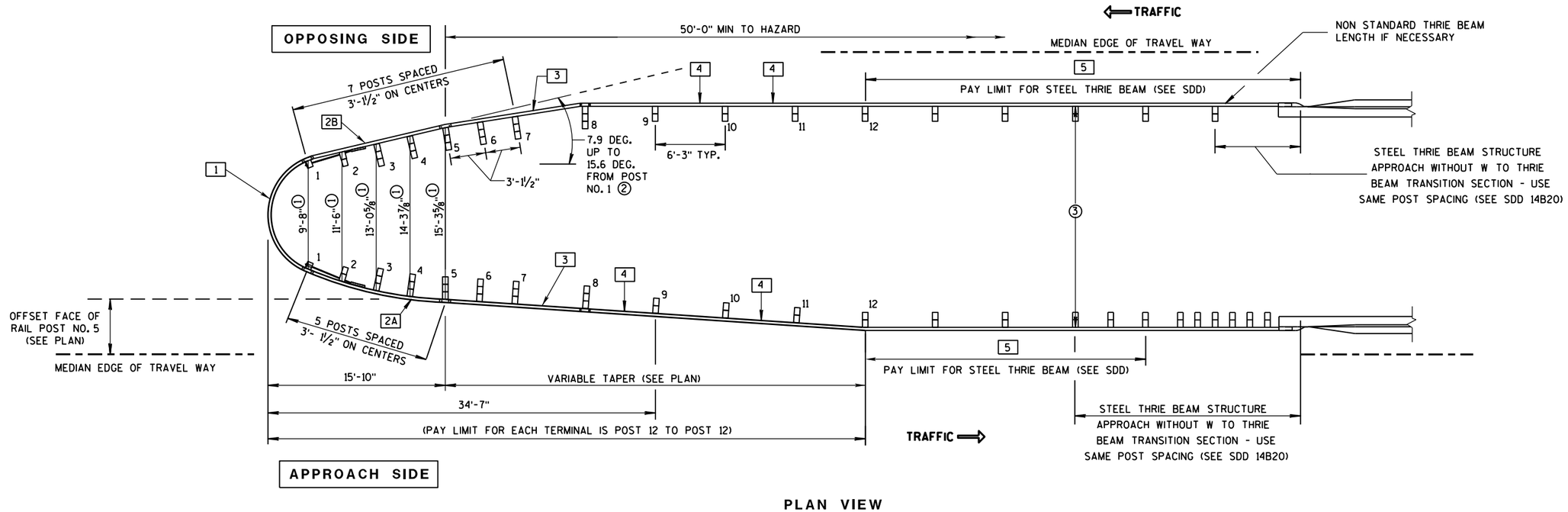
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

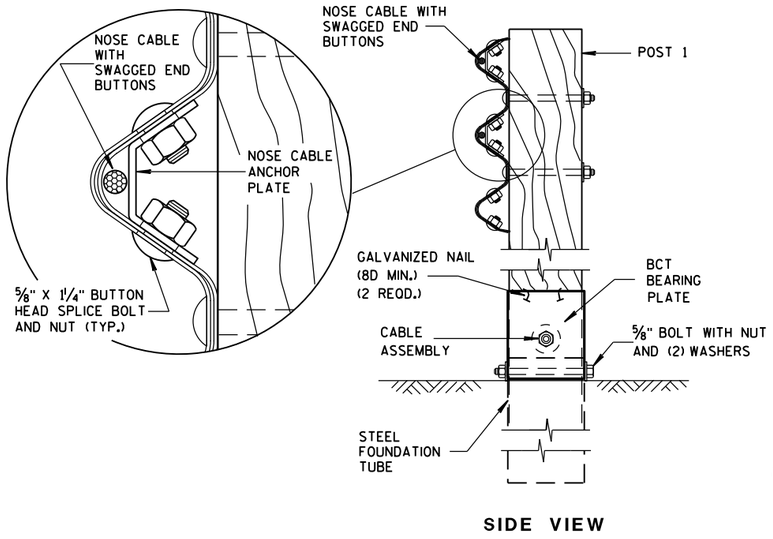
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

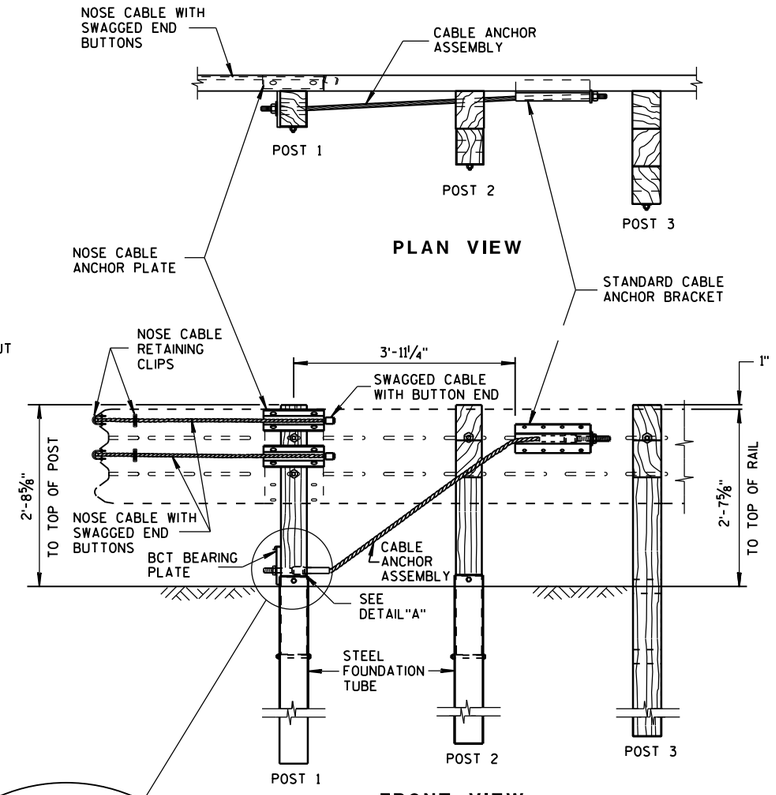
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



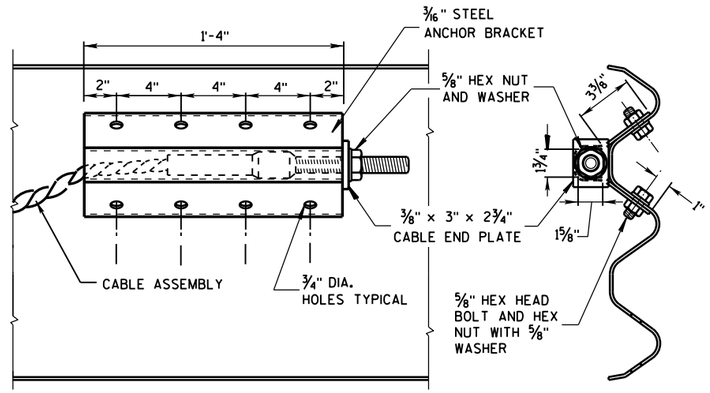
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

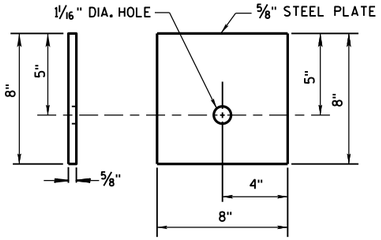
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

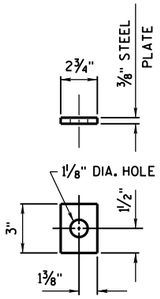


FRONT VIEW END VIEW

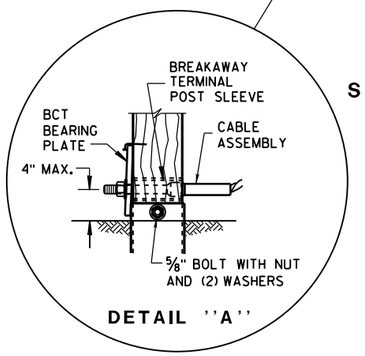
DETAILS OF CABLE ANCHOR BRACKET



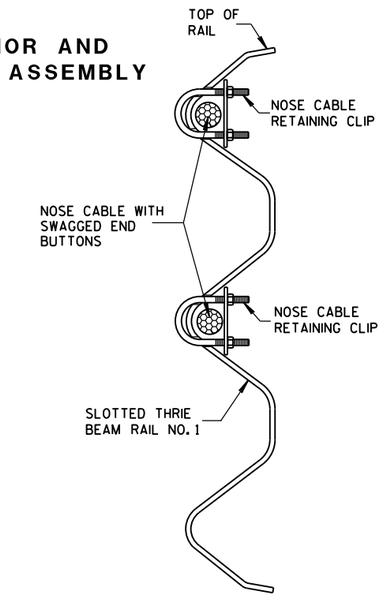
BCT BEARING PLATE



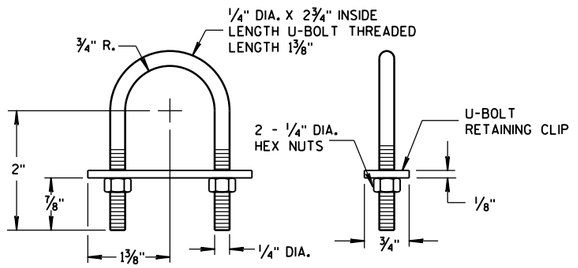
CABLE END PLATE



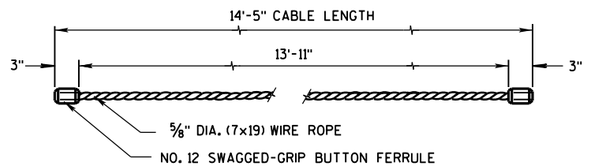
DETAIL ''A''



PLACEMENT OF NOSE CABLE RETAINING CLIP

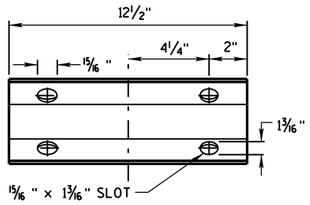


NOSE CABLE RETAINING CLIP

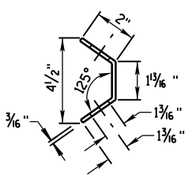


NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.



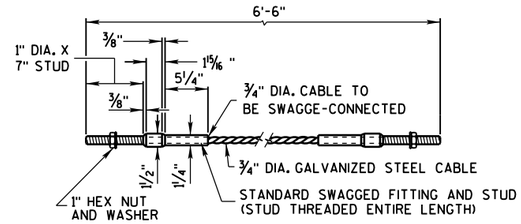
ELEVATION VIEW



END VIEW

NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



DETAILS OF CABLE ANCHOR ASSEMBLY

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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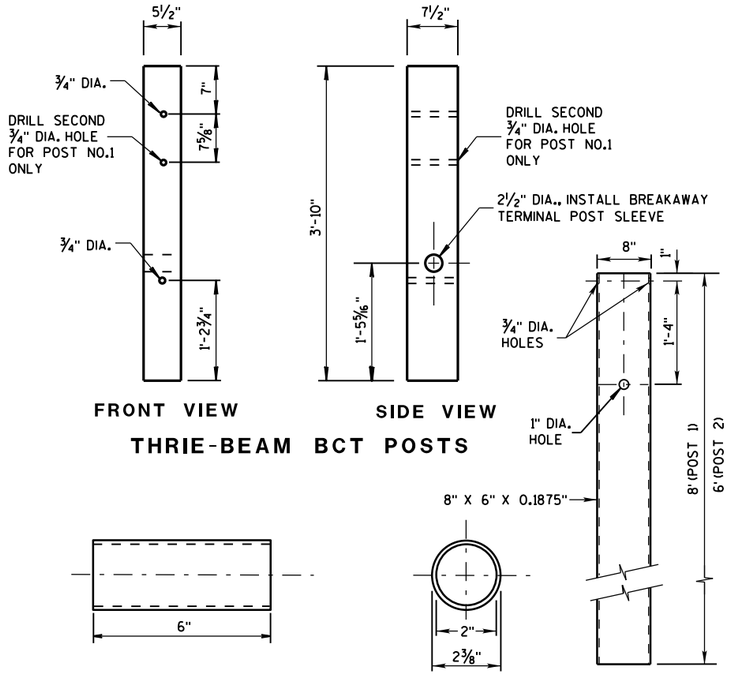
S.D.D. 14 B 26-3c

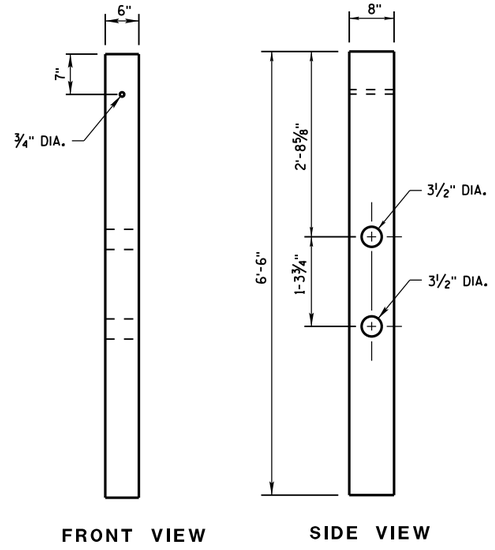


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

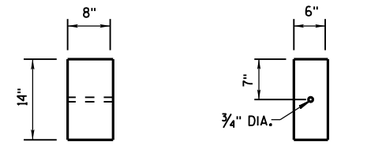


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

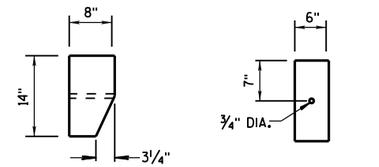
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



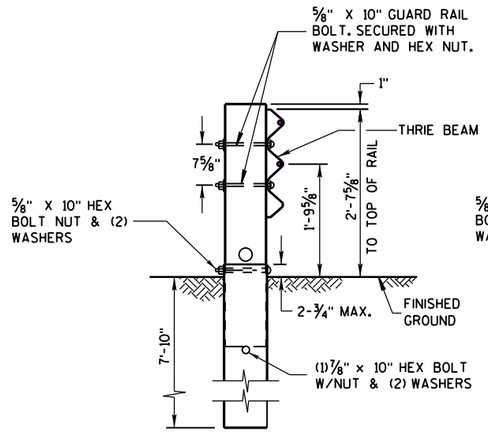
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



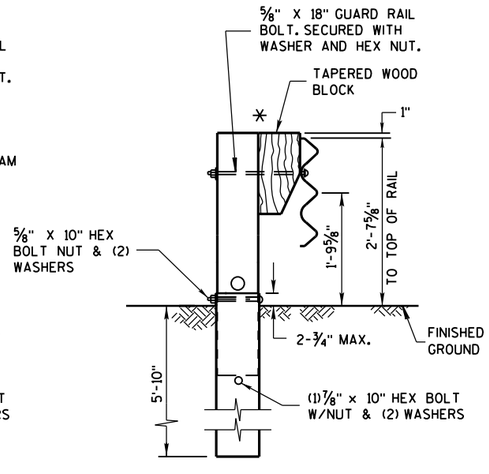
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



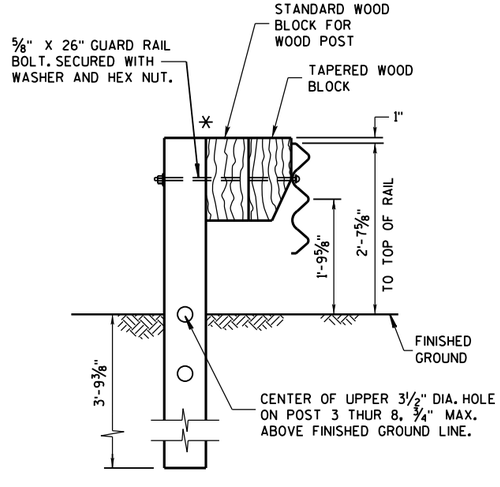
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



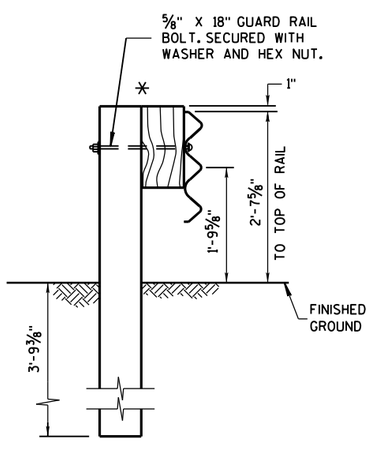
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 574

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S.D.D. 14 B 26-3d

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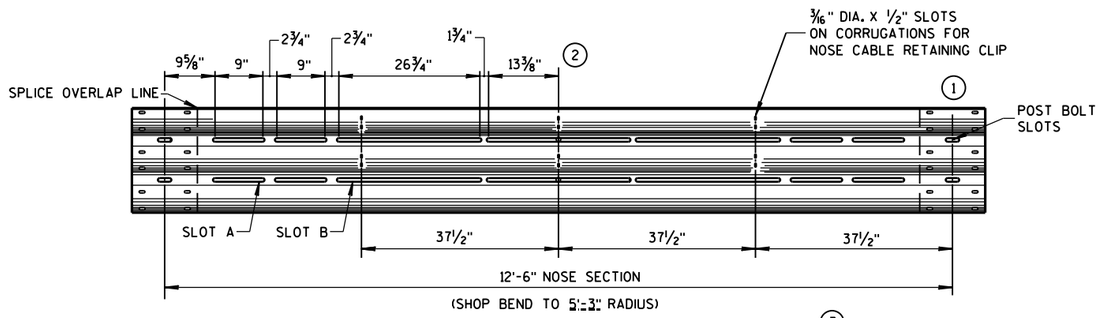
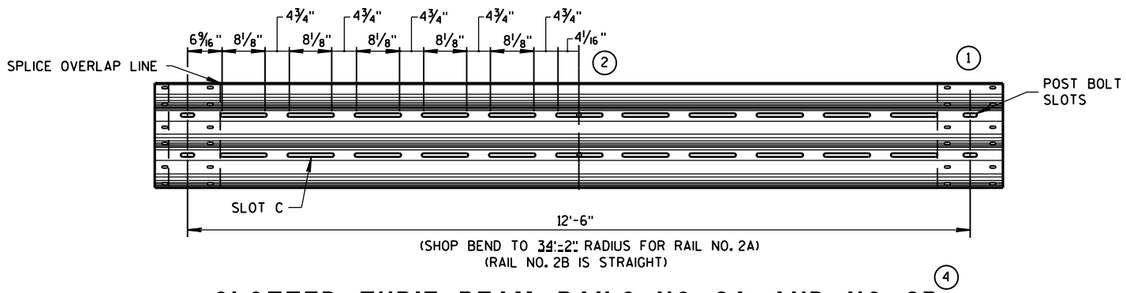
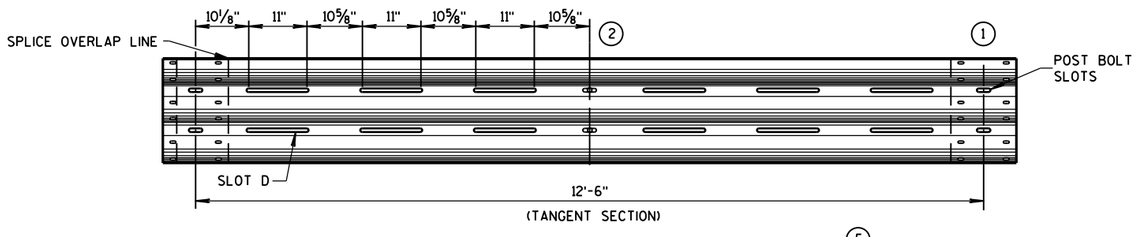
S.D.D. 14 B 26-3d



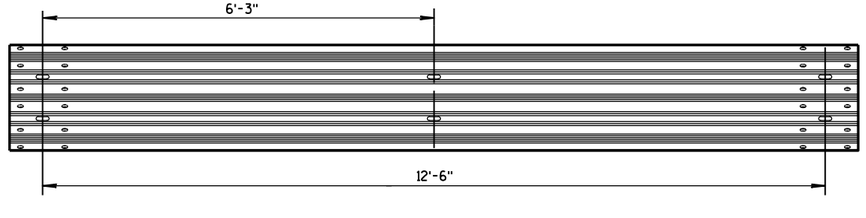
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

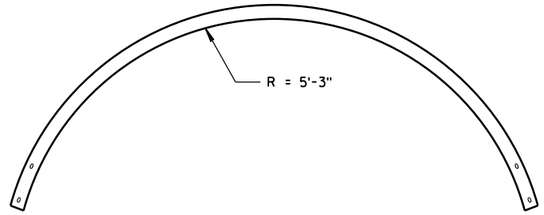
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

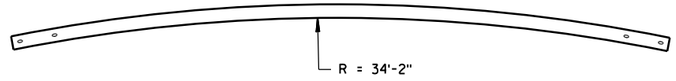
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



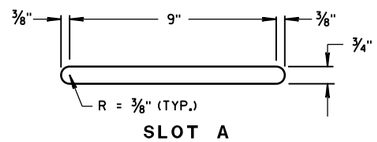
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

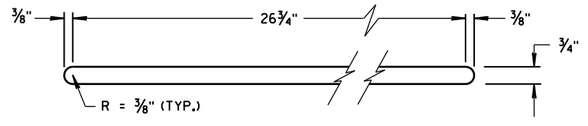


PLAN VIEW

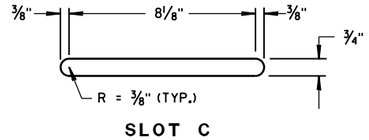
SLOTTED THRIE BEAM RAIL NO. 2A



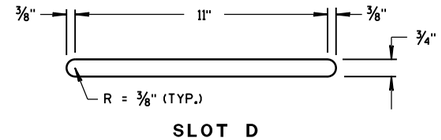
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
575
NT
FHWA

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S.D.D. 14 B 26-3e

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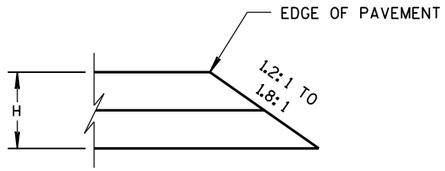
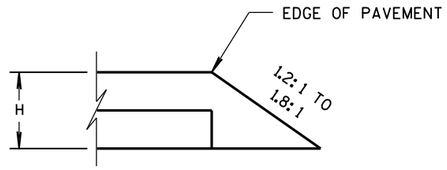
S.D.D. 14 B 26-3e



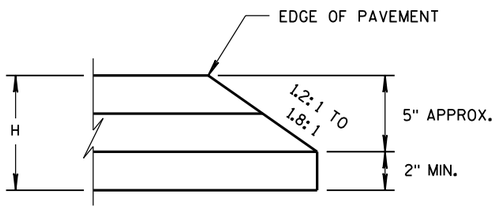
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



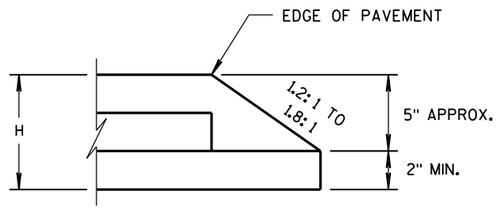
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

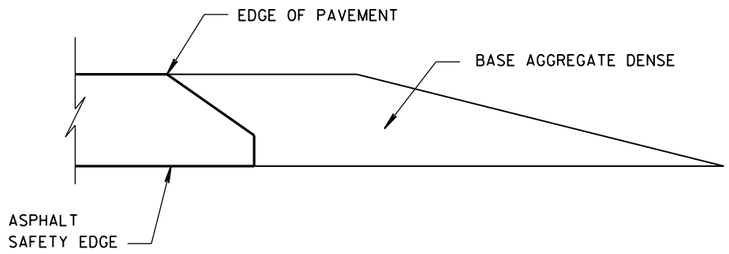
FOR H GREATER THAN 5"



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

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.

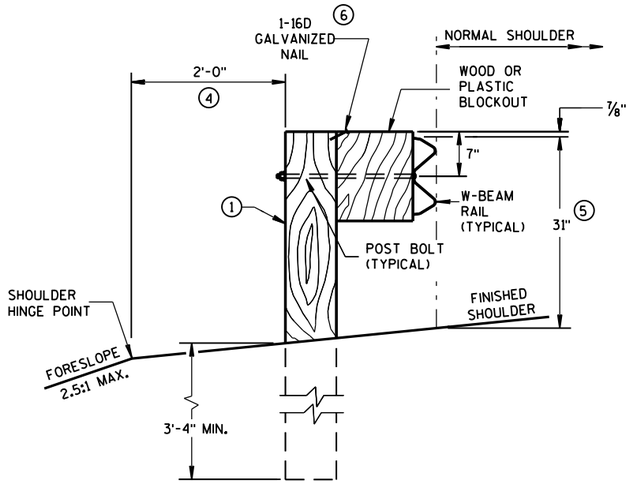
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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).

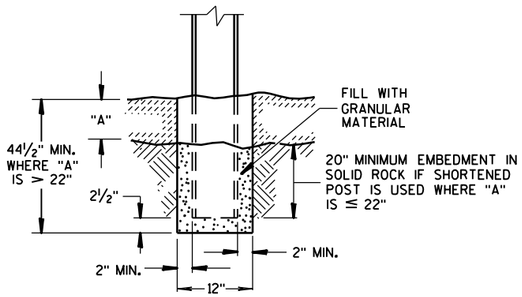
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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.



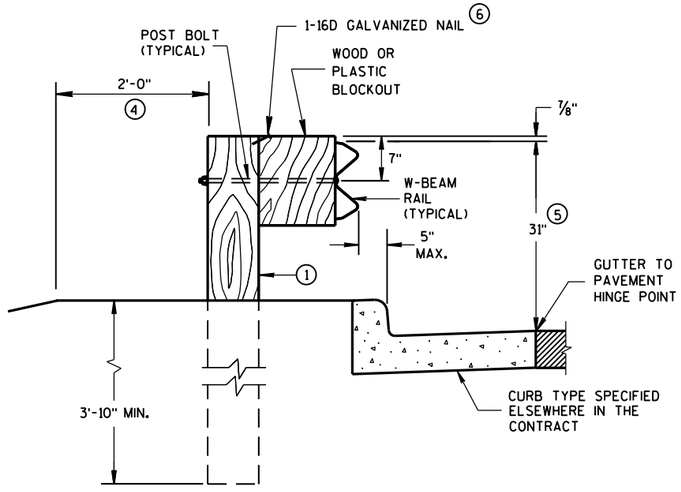
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



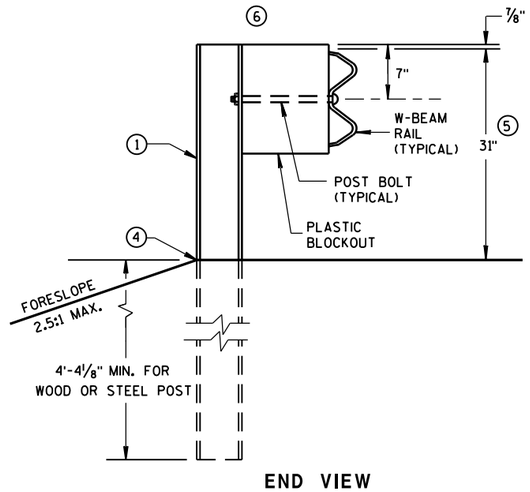
END VIEW

SETTING STEEL OR WOOD POST IN ROCK 3



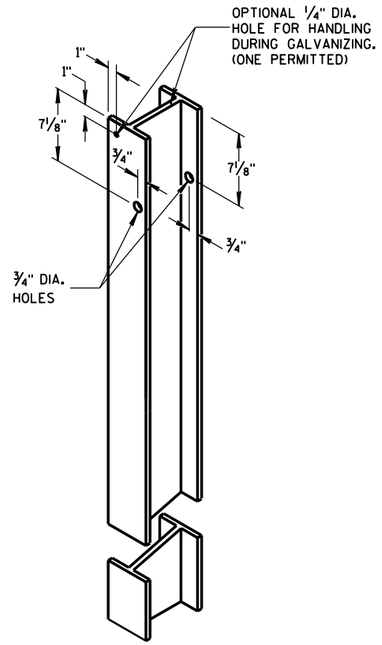
END VIEW

LOCATED ALONG A CURBED ROADWAY

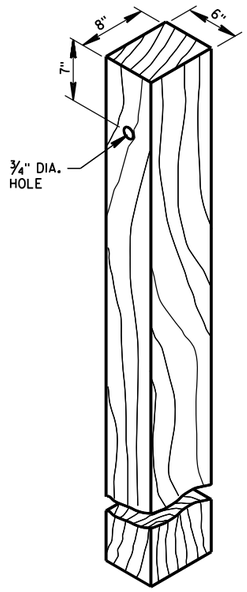


END VIEW

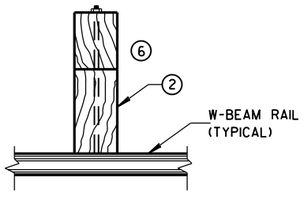
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



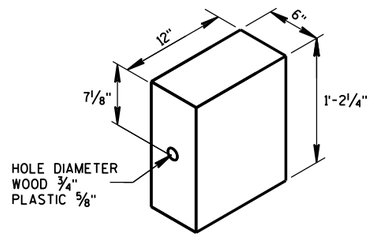
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) 1



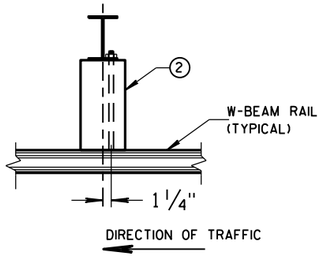
WOOD POST
(6" X 8") NOMINAL 1



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT 2

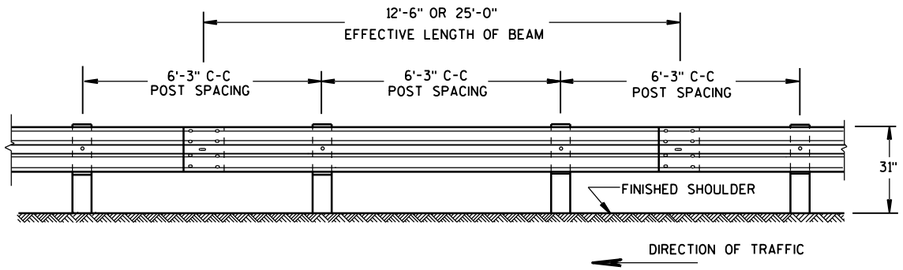


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

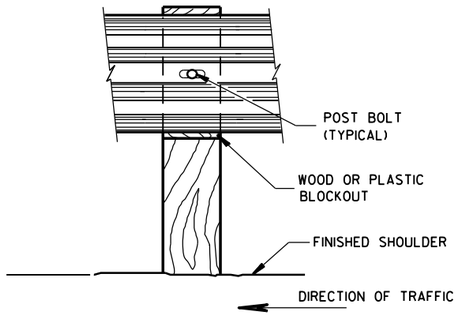
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-3a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

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.

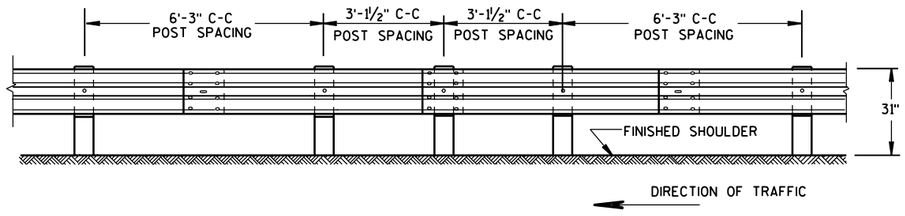
(9) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(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.

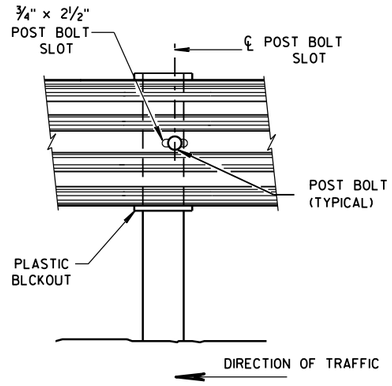
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

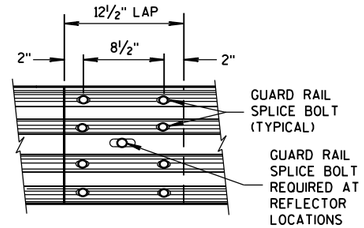


FRONT VIEW

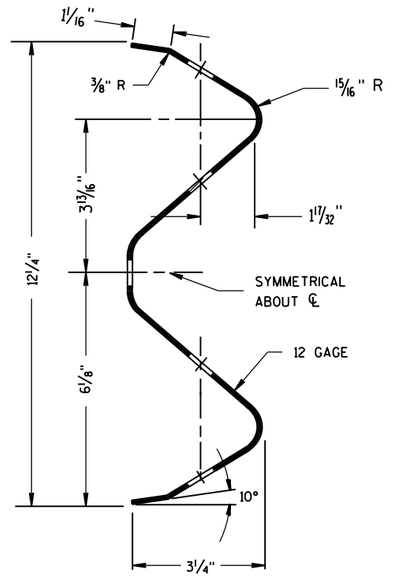
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



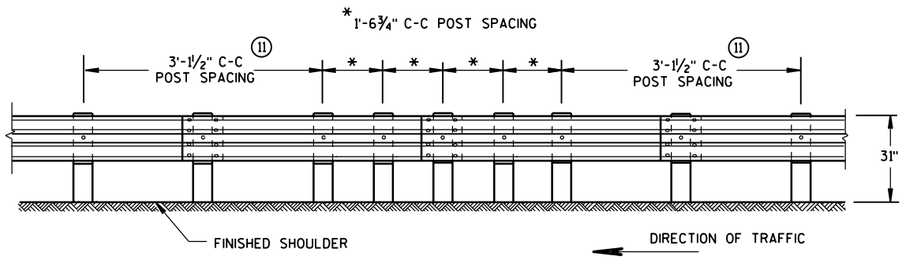
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

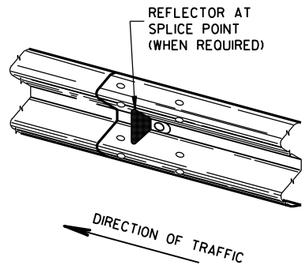


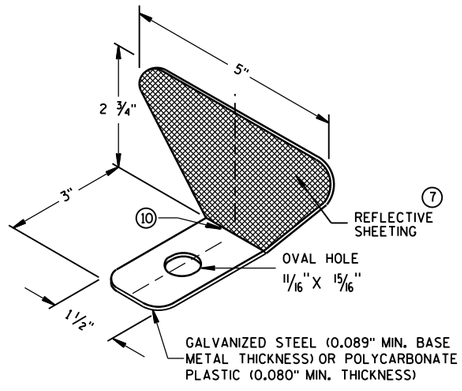
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





REFLECTOR SPACING (8)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (9)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (10)	

ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 578

6

S.D.D. 14 B 42-3b

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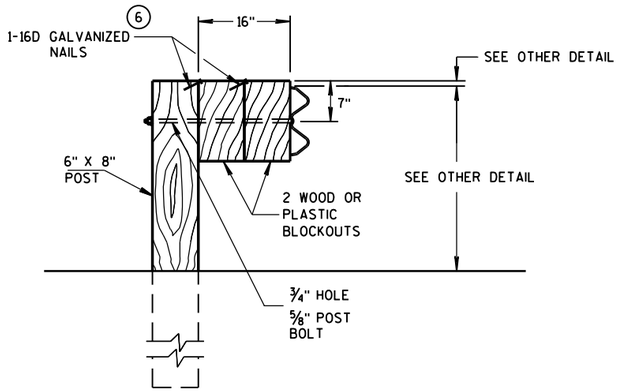
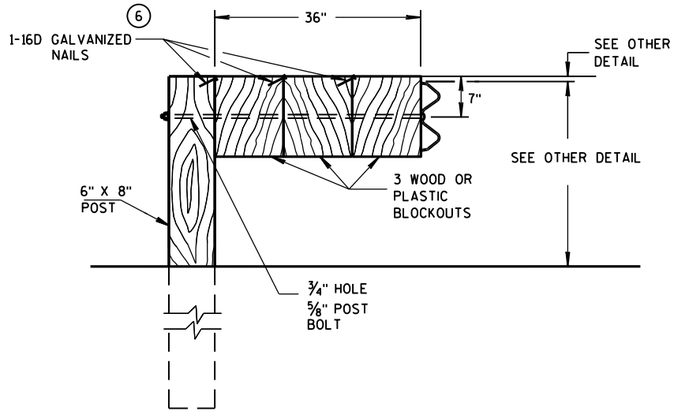
S.D.D. 14 B 42-3b



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.

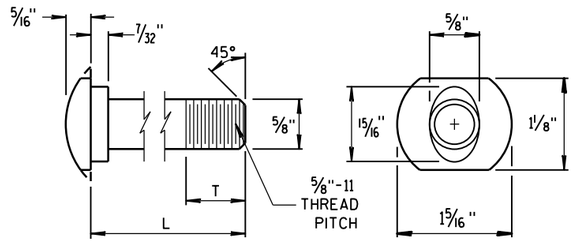


DETAIL FOR 36" BLOCKOUT DEPTH

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.

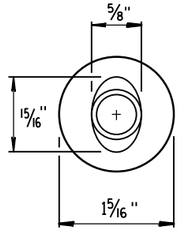
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

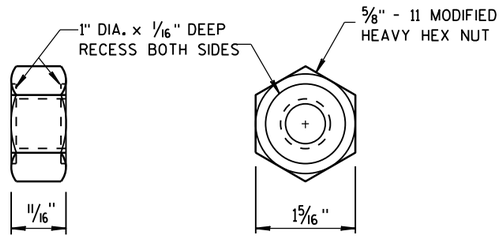


POST BOLT TABLE

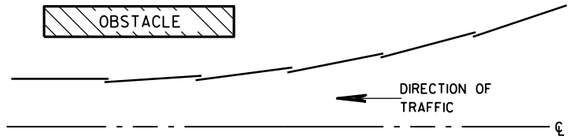
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

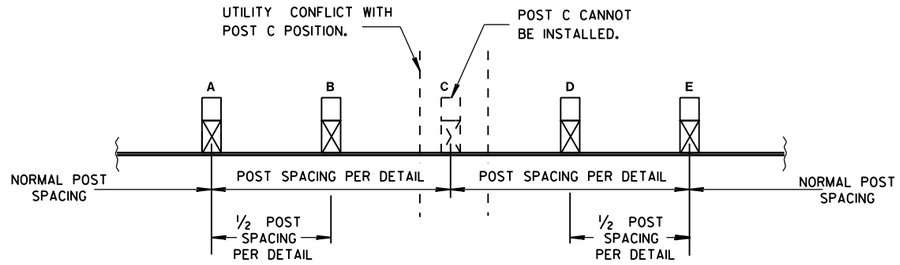


POST BOLT AND RECESS NUT

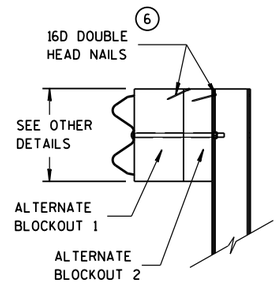


PLAN VIEW

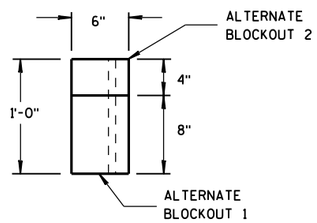
BEAM LAPPING DETAIL



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
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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.

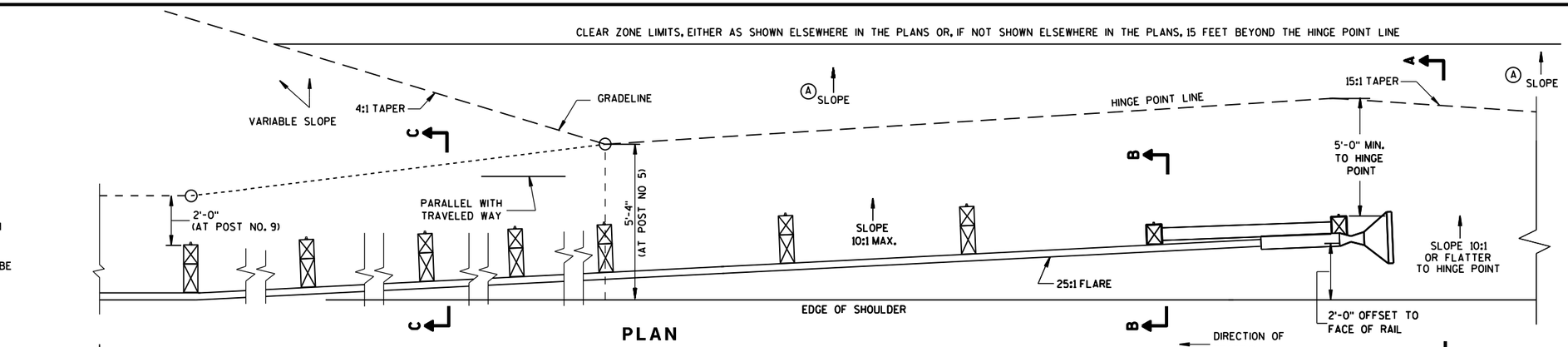
SEE SDD 14B42 FOR MORE INFORMATION.

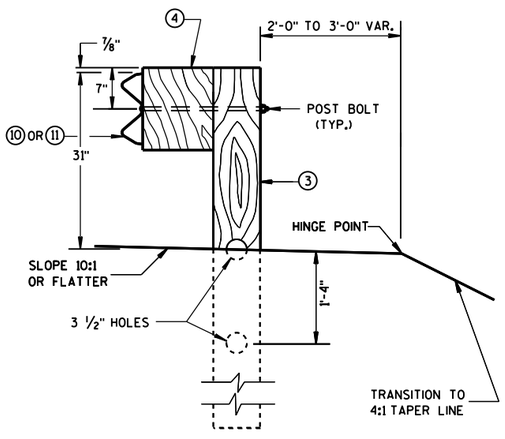
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

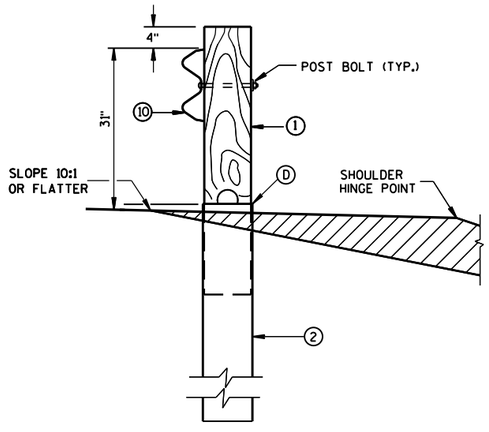
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

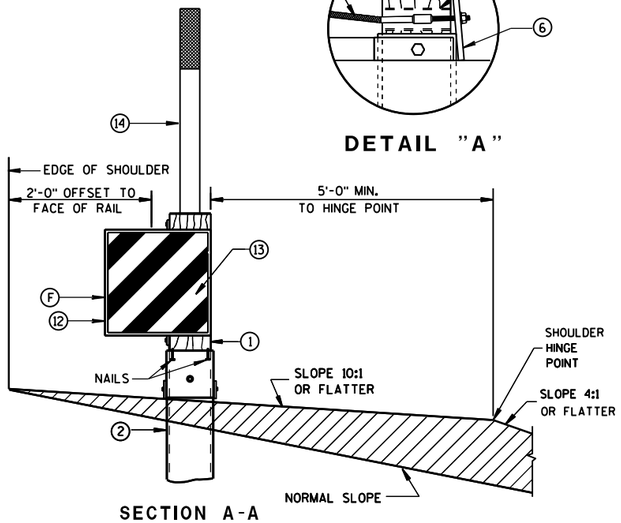




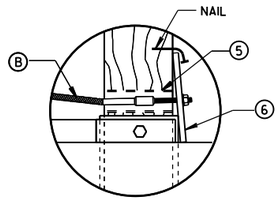
SECTION C-C
TYPICAL AT POST NOS. 3-9



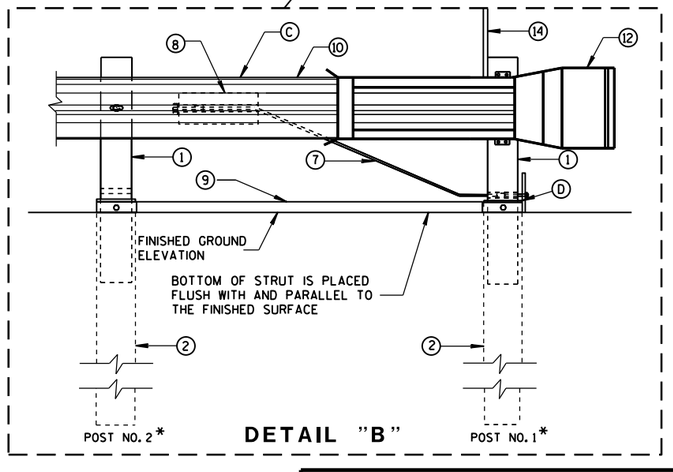
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



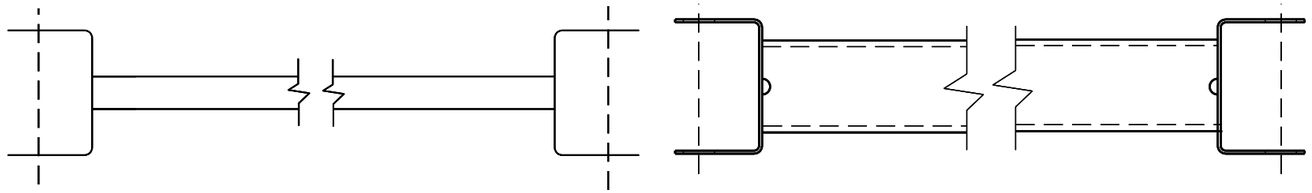
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 580

S.D.D. 14 B 44-2a

S.D.D. 14 B 44-2a

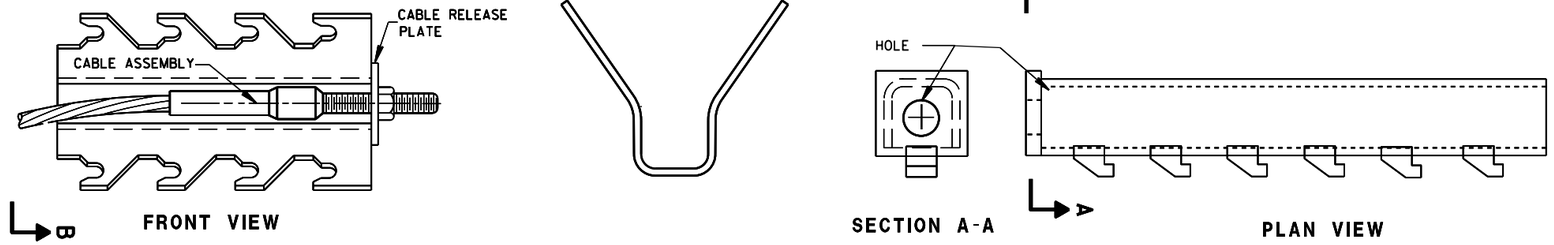


(9) (H)

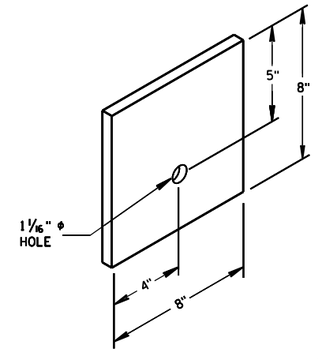
GENERIC GROUND STRUT

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)



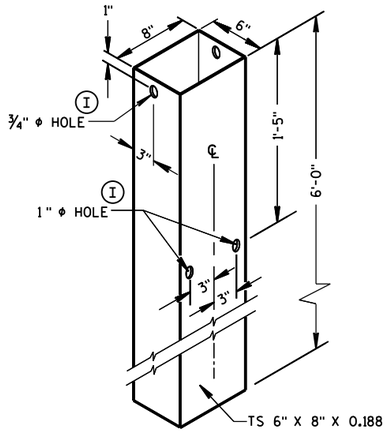
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

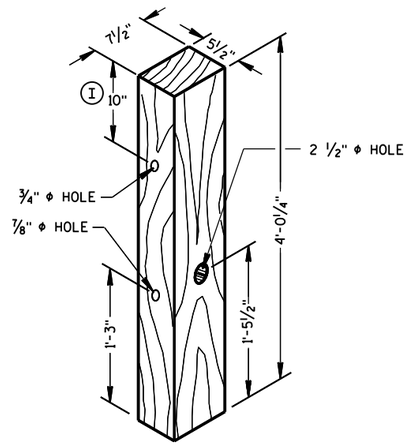
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

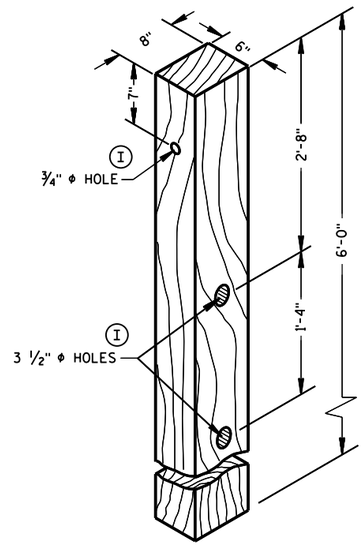


FOUNDATION TUBE (2)



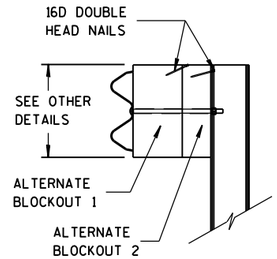
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

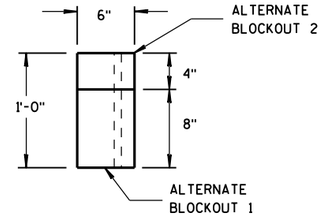


POSTS NUMBER 3-9

WOOD CRT POST (3)

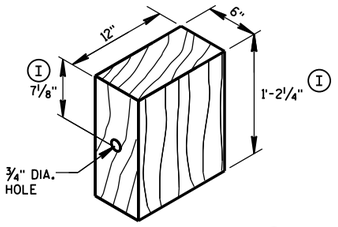


SIDE VIEW



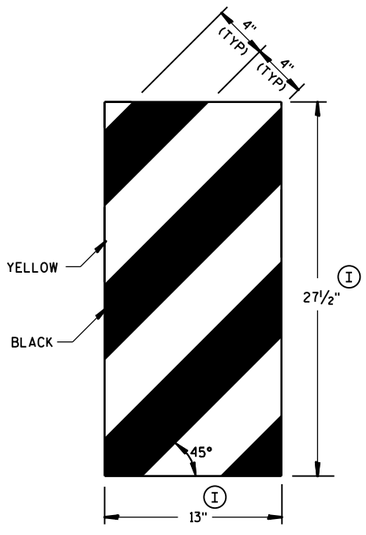
TOP VIEW

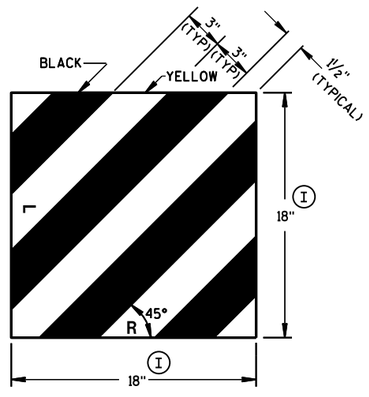
ALTERNATE WOOD BLOCKOUT DETAIL



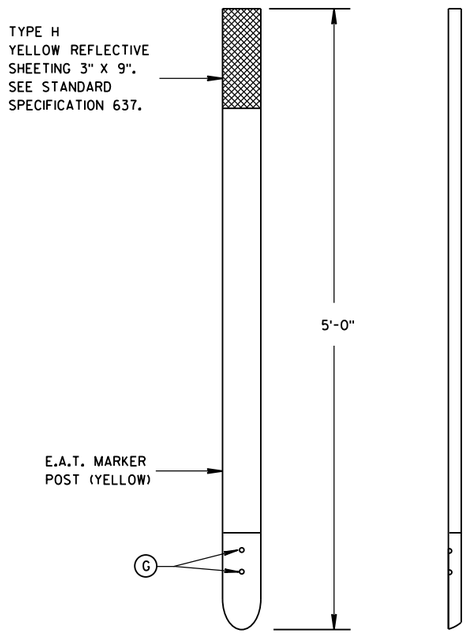
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





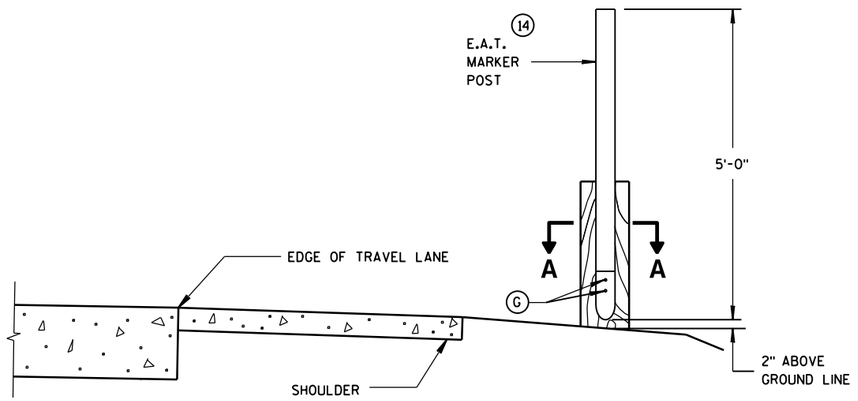
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

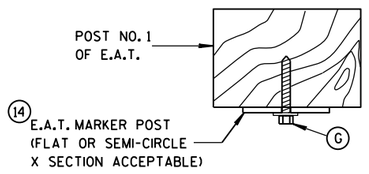
SIDE VIEW

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

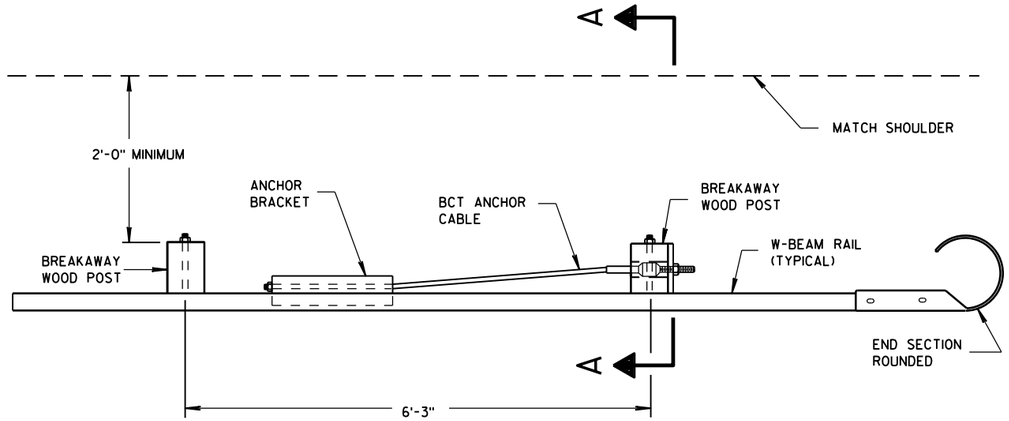
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

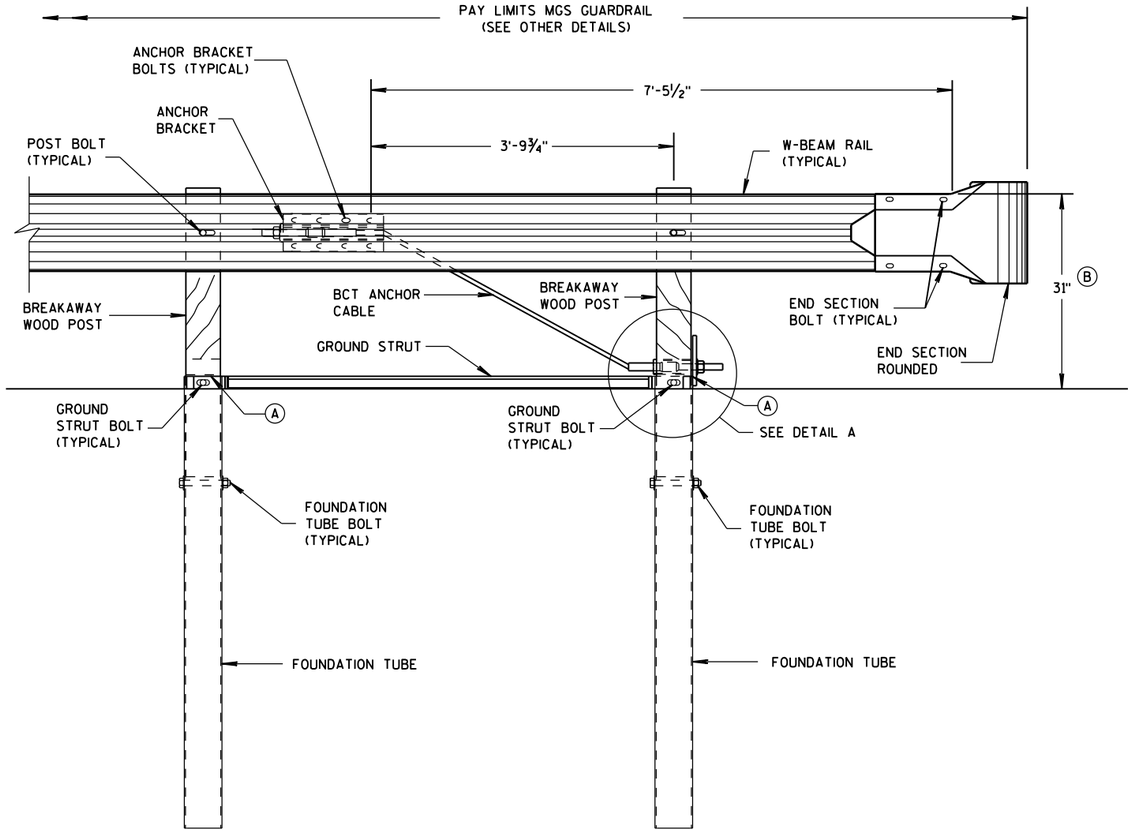
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-2c

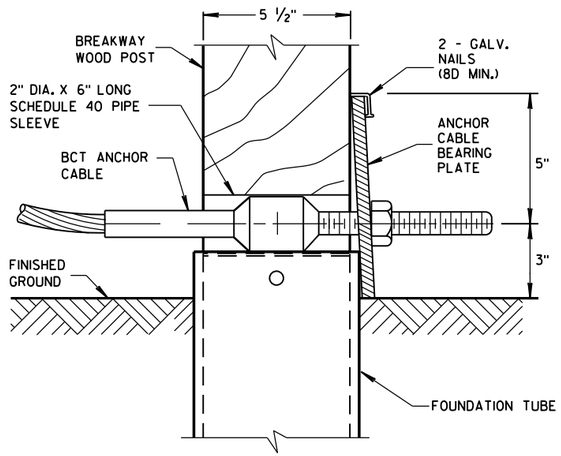


PLAN VIEW



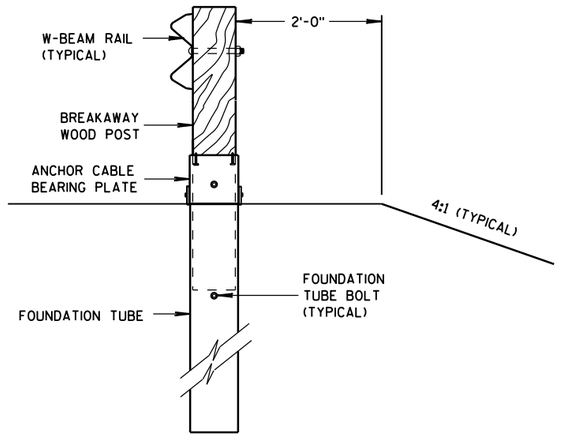
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

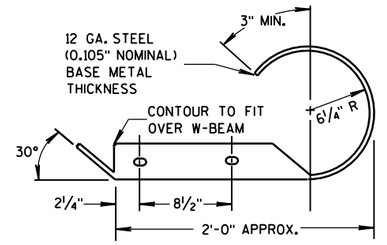
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

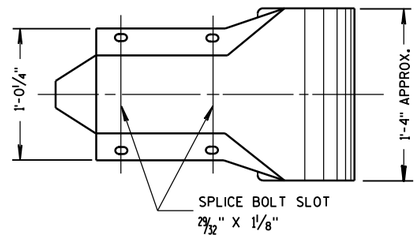
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



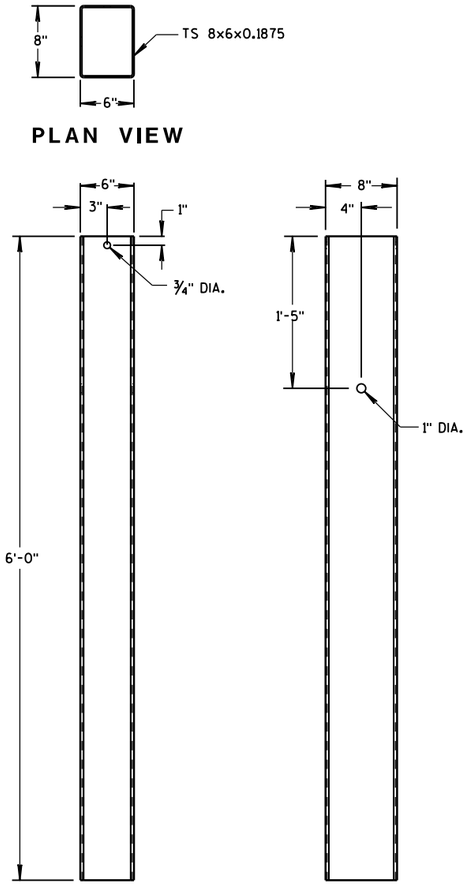
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

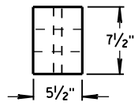
6
S.D.D. 14 B 47-2a



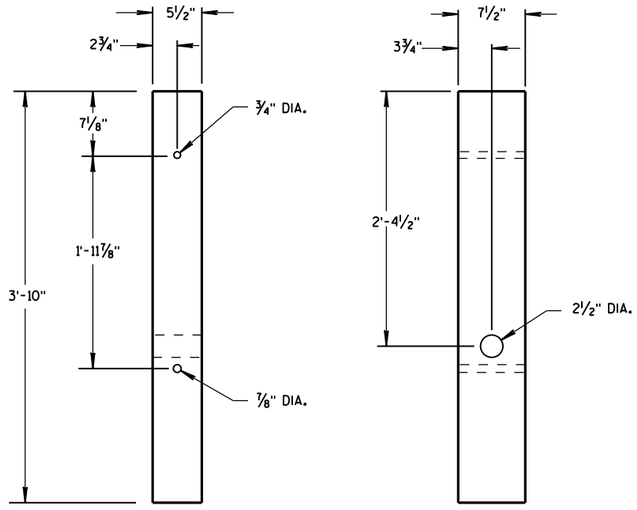
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW

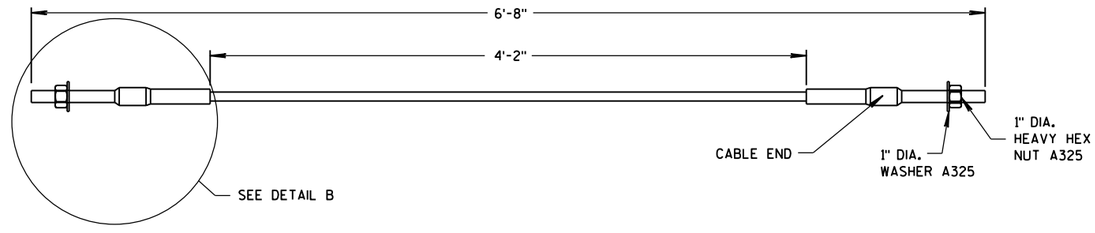


FRONT VIEW SIDE VIEW

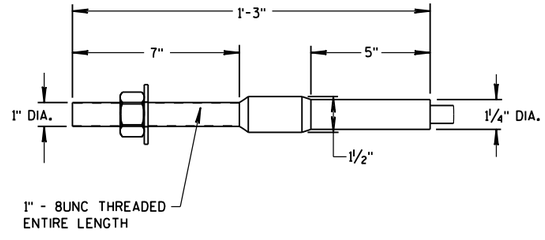
BREAKAWAY WOOD POST

GENERAL NOTES

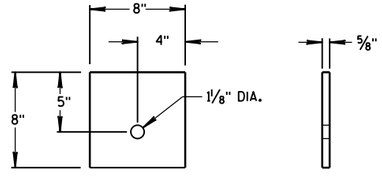
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

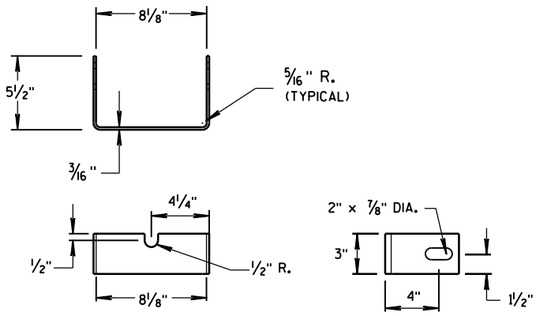
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

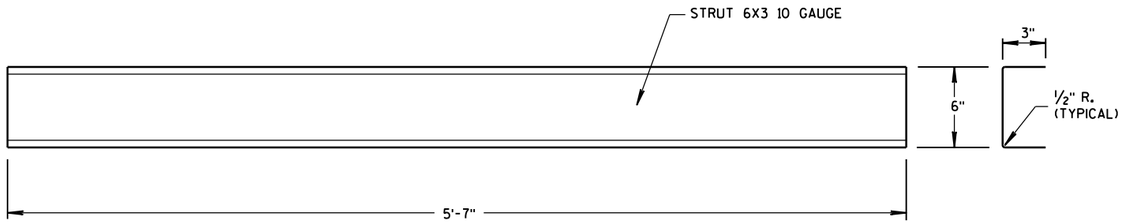
S.D.D. 14 B 47-2b

6

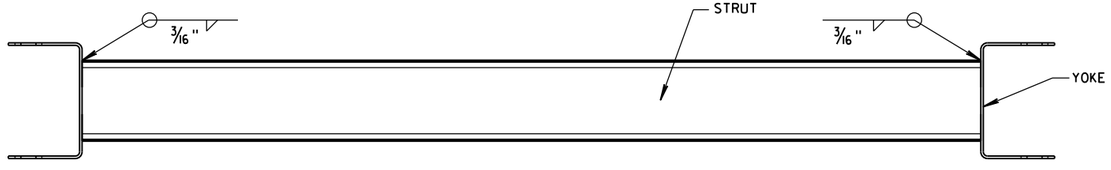
S.D.D. 14 B 47-2b



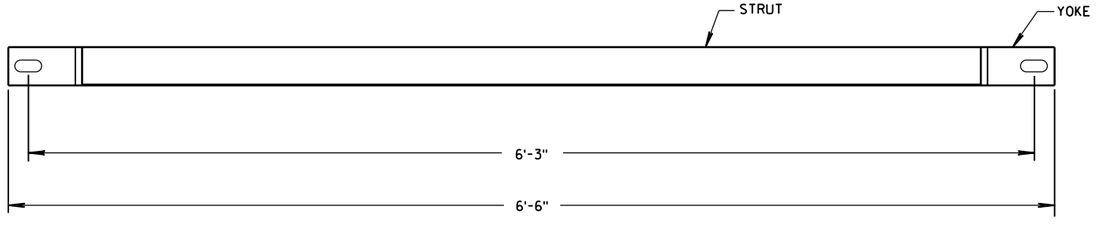
YOKE DETAIL



STRUT DETAIL

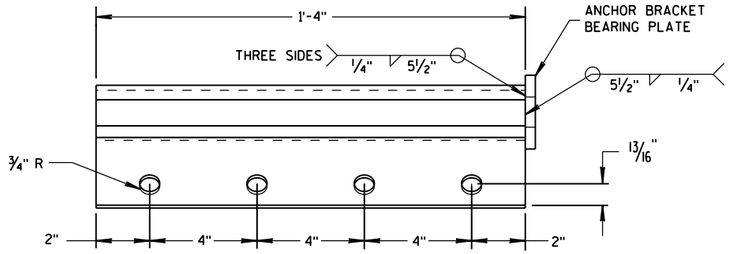


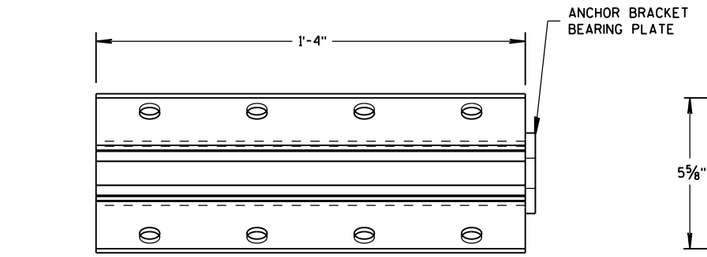
PLAN VIEW

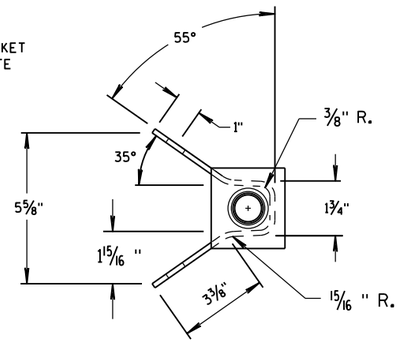


FRONT VIEW

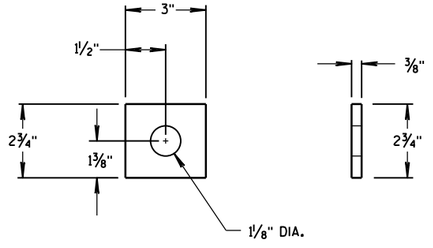
GROUND STRUT DETAIL







ANCHOR BRACKET



ANCHOR BRACKET BEARING PLATE

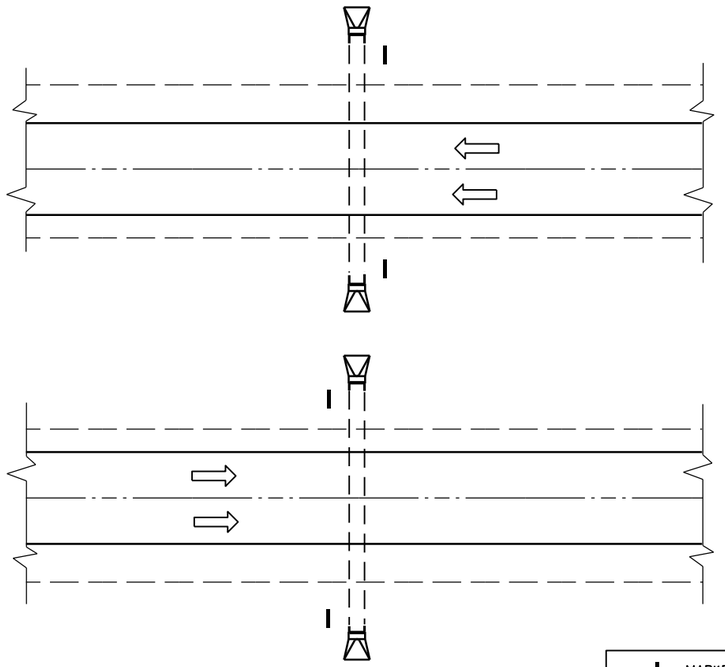
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

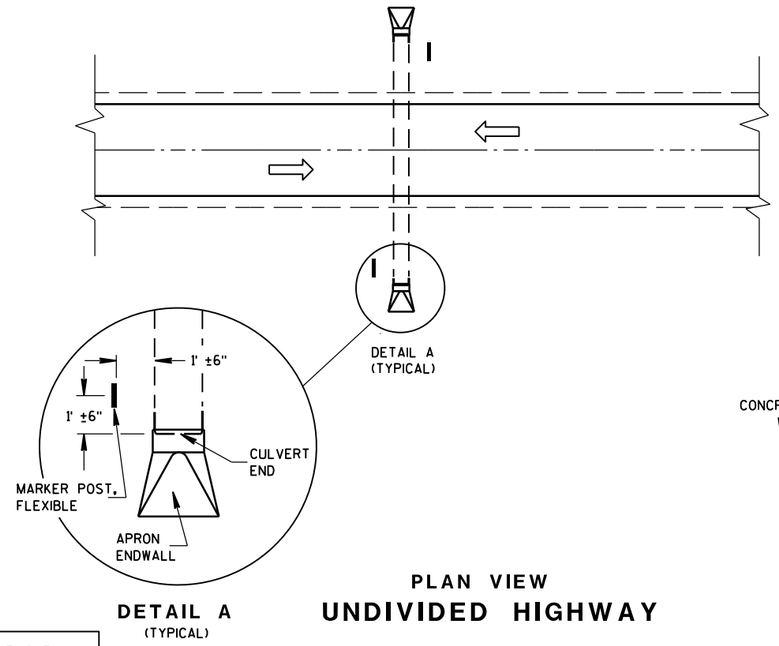
6

S.D.D. 14 B 47-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

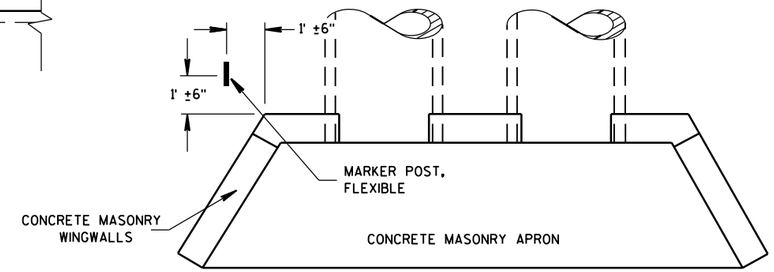
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

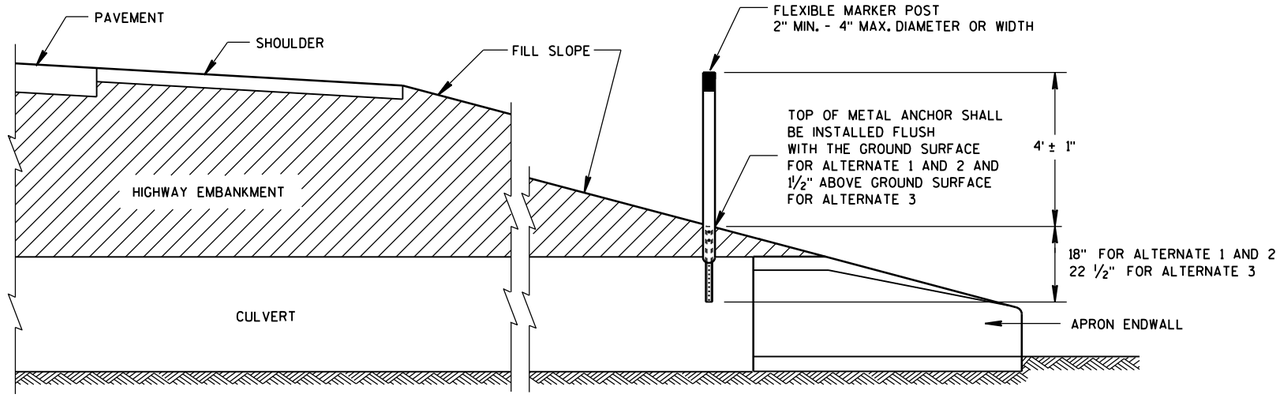
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

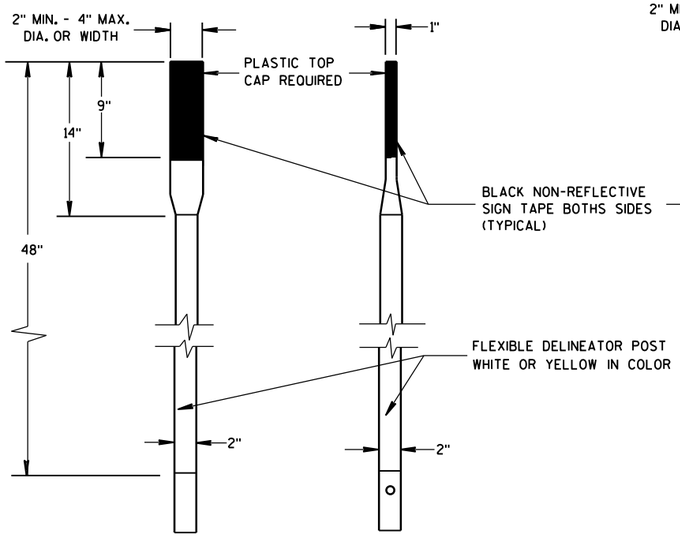
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

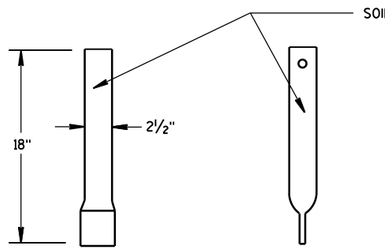
6

S.D.D. 15 A 3-2a

6

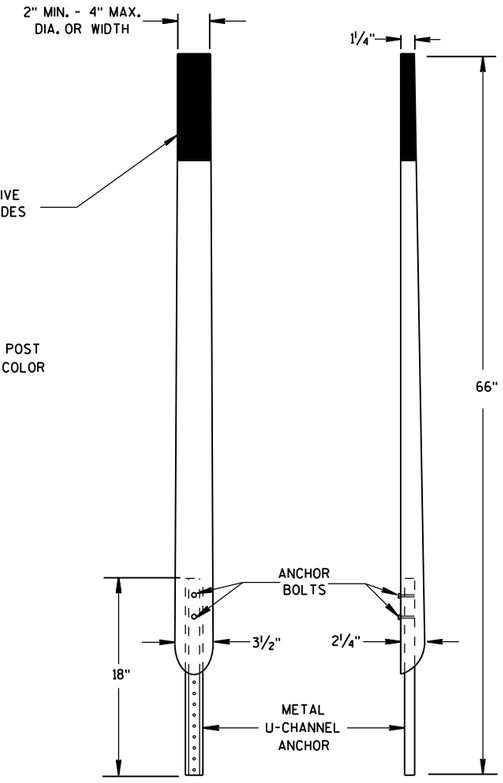
S.D.D. 15 A 3-2a





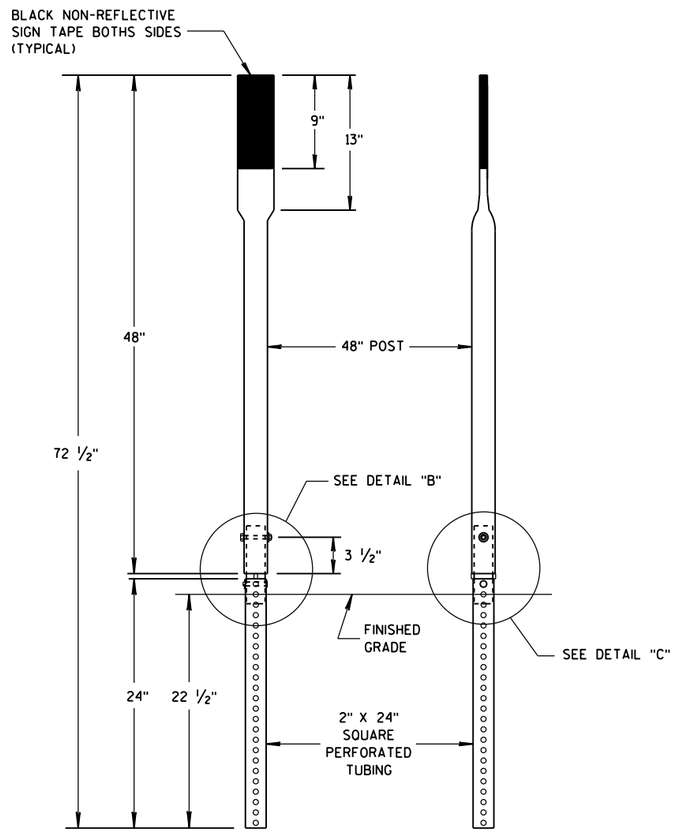
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

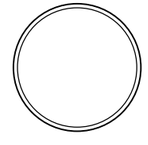
ALTERNATE 2



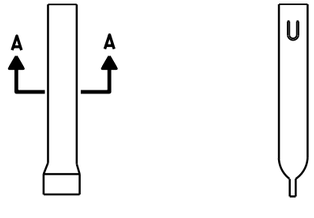
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

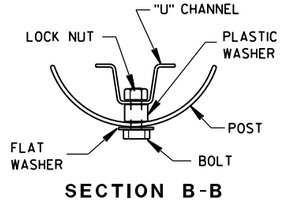


SECTION A-A

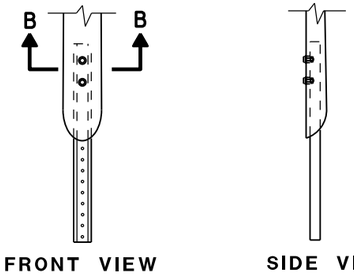


FRONT VIEW SIDE VIEW

ALTERNATE 1

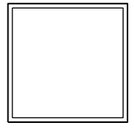


SECTION B-B

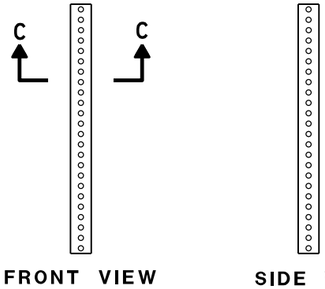


FRONT VIEW SIDE VIEW

ALTERNATE 2



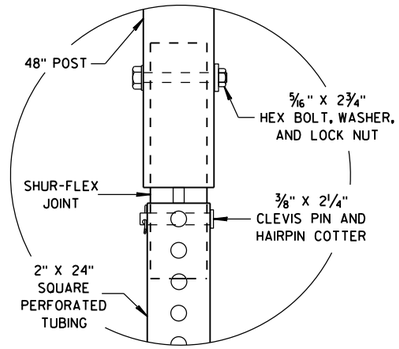
SECTION C-C



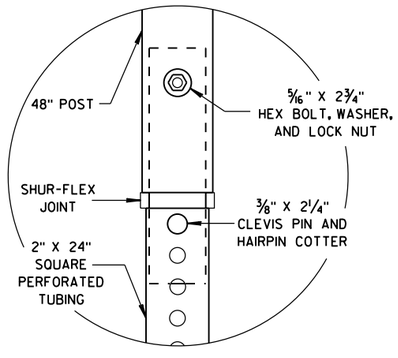
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

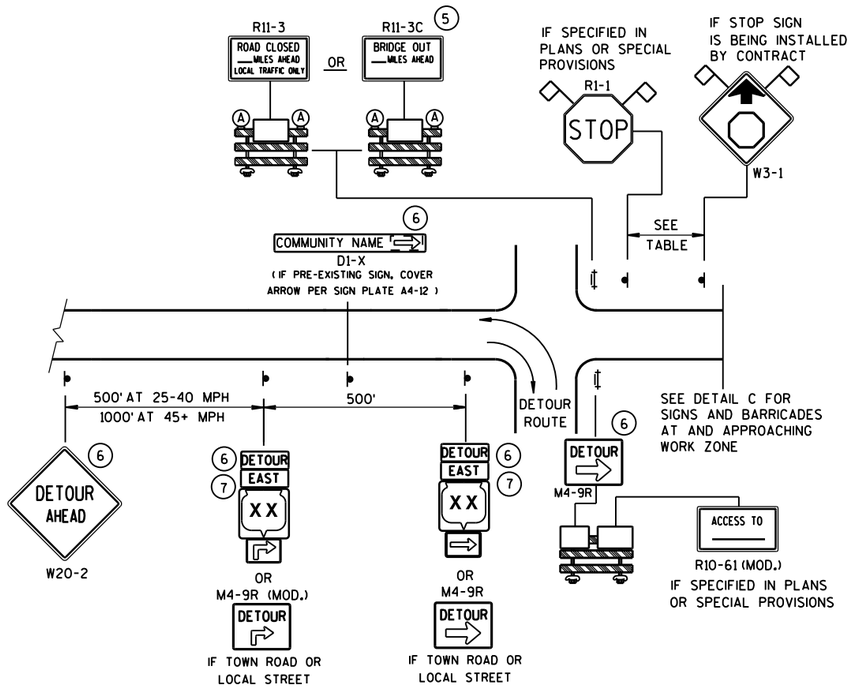
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

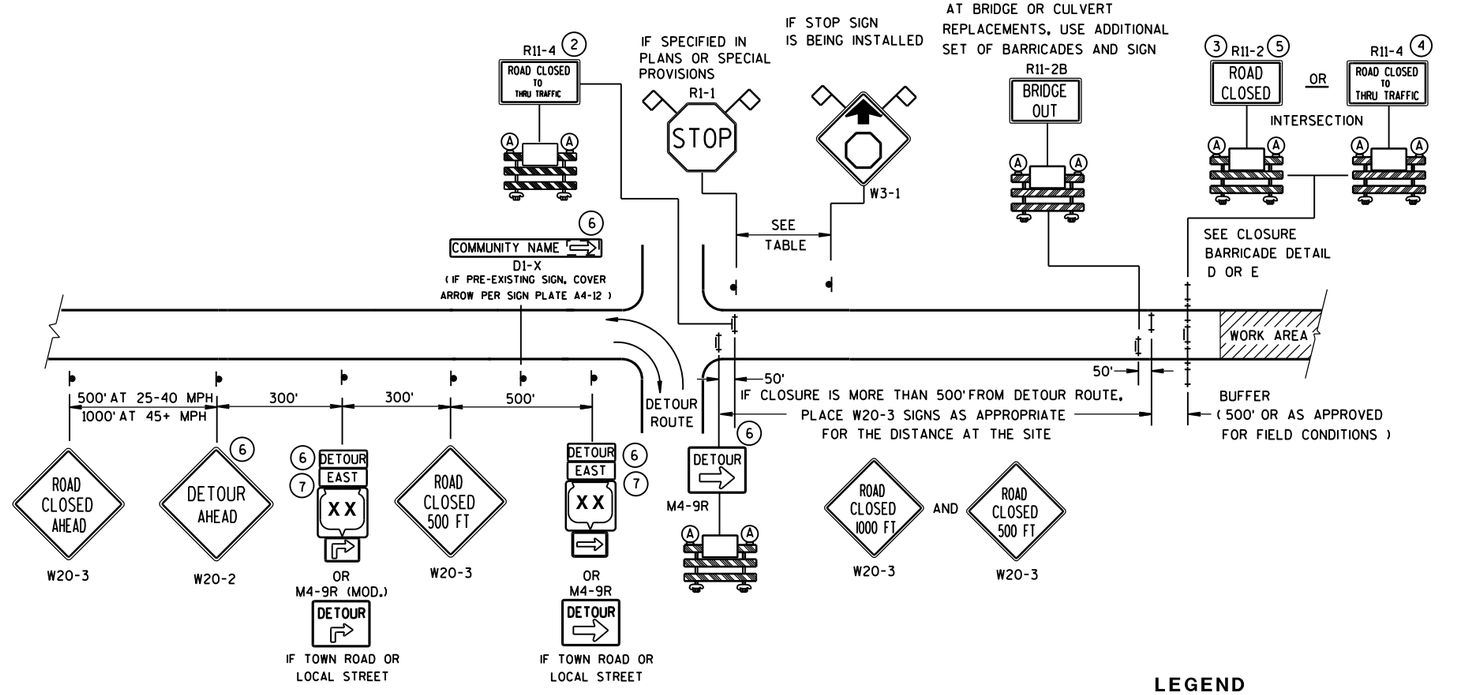
6

S.D.D. 15 A 3-2b



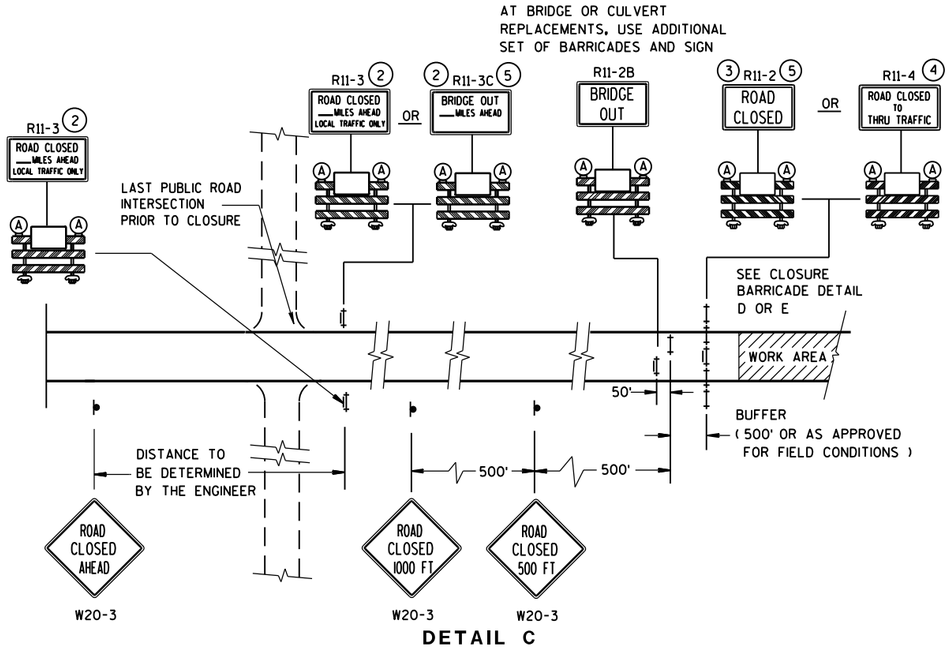
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

588

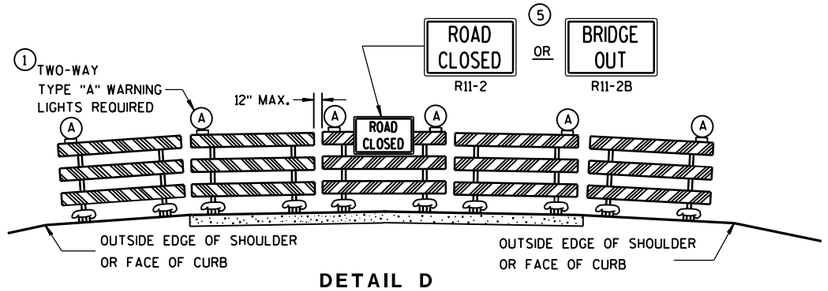
FHWA

6

S.D.D. 15 C 2-5a

6

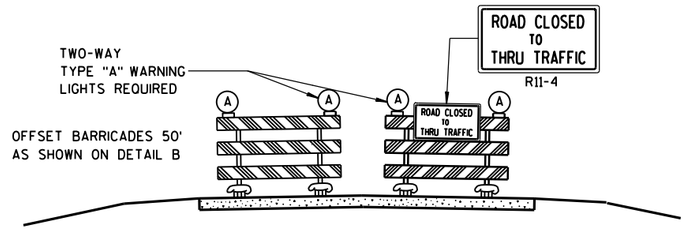
S.D.D. 15 C 2-5a



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.

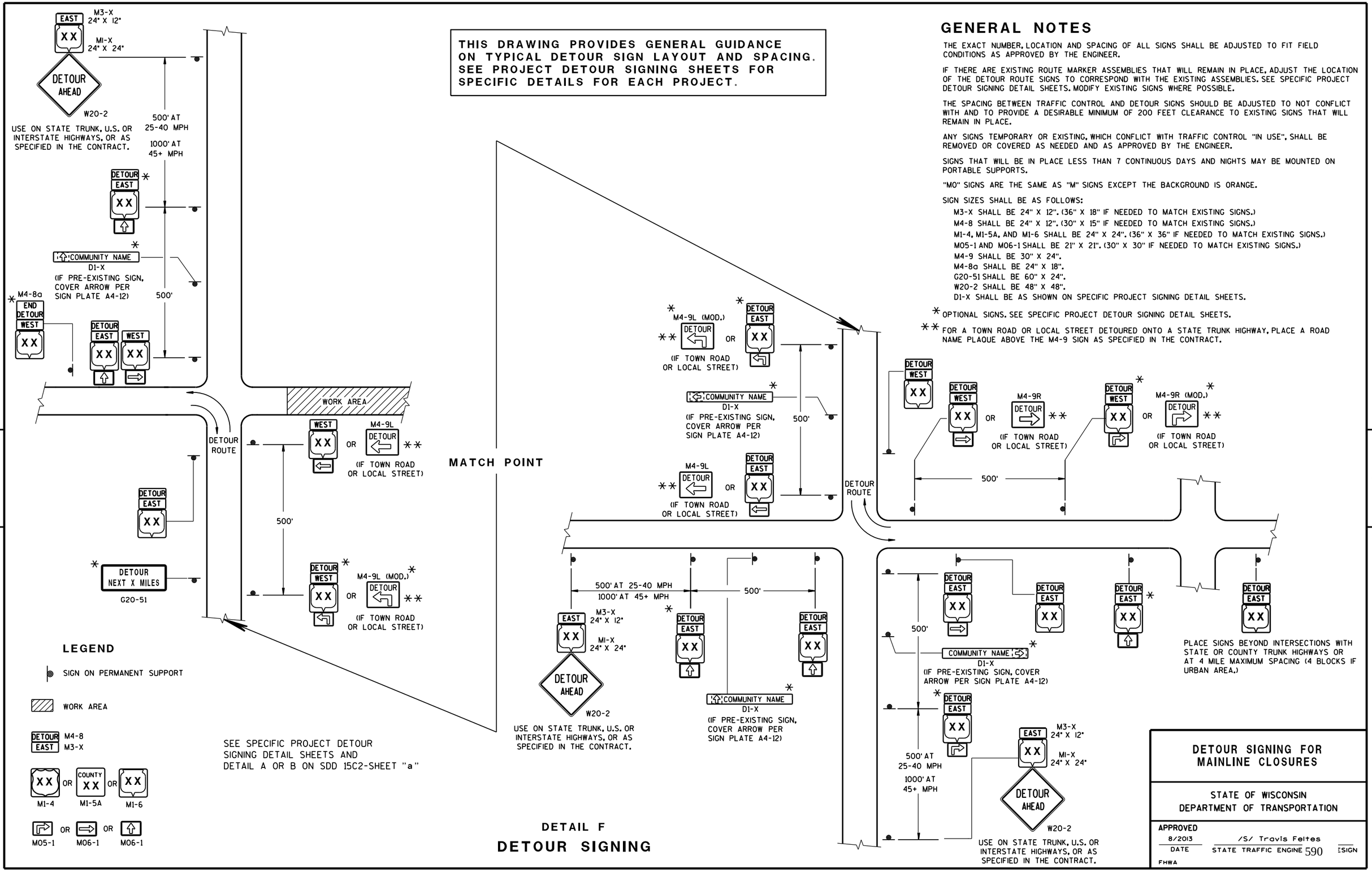
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

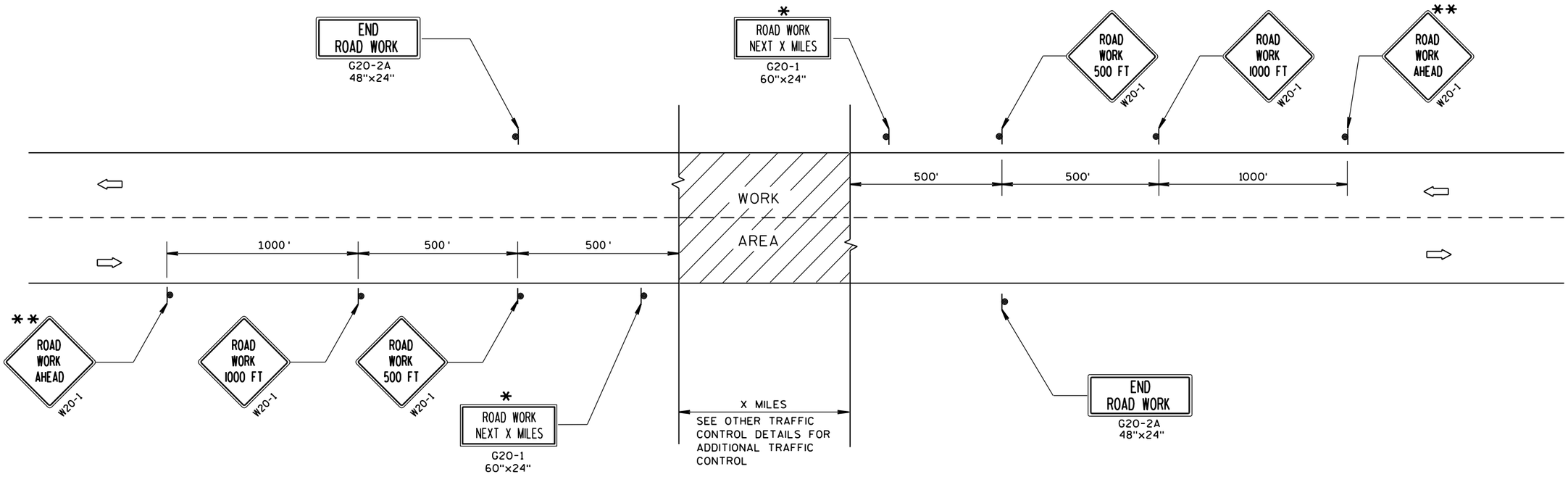
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6
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.

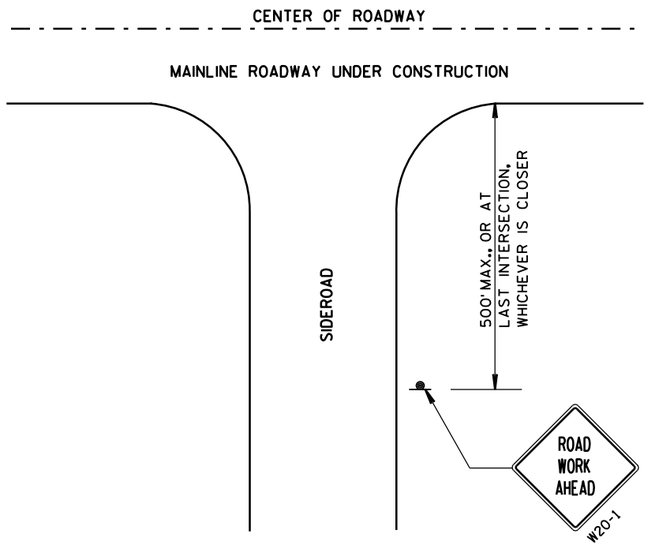
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

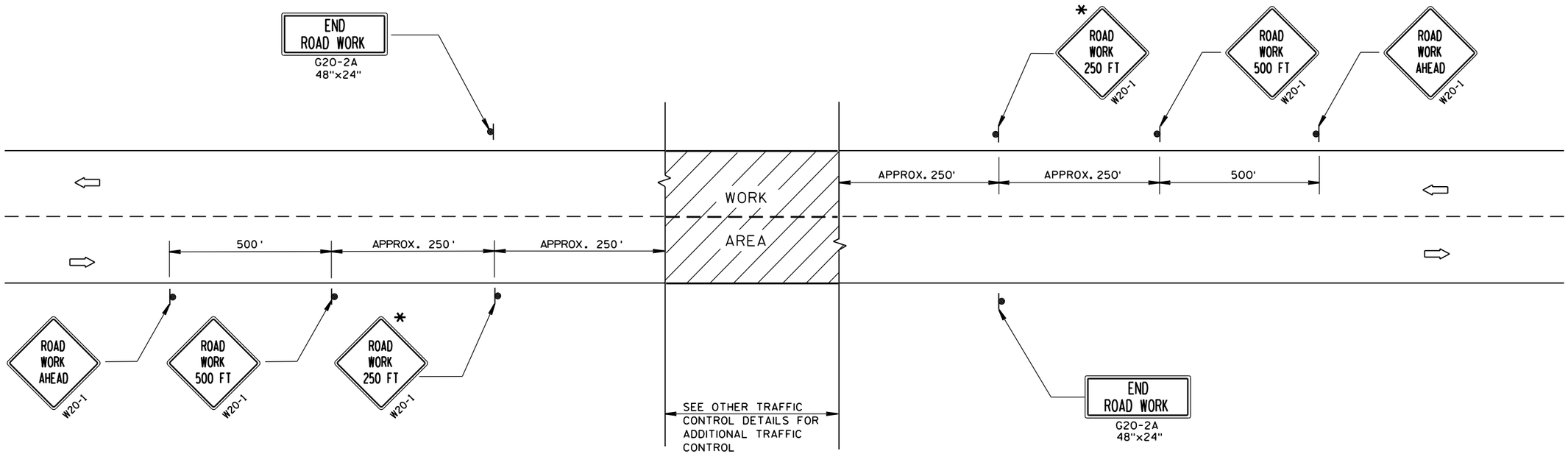
FHWA

6

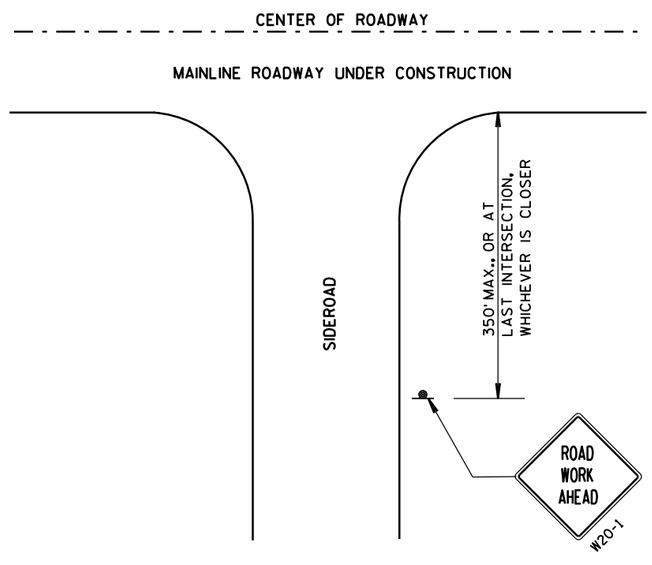
S.D.D. 15 C 4-2

6

S.D.D. 15 C 4-2



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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

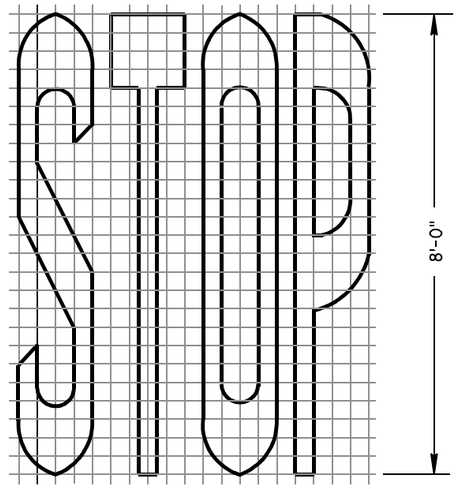
592 — SIGN

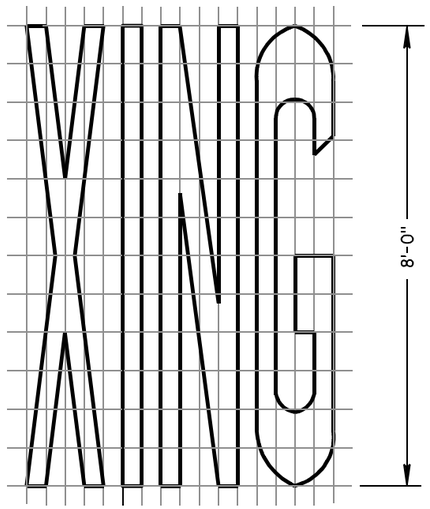
FHWA

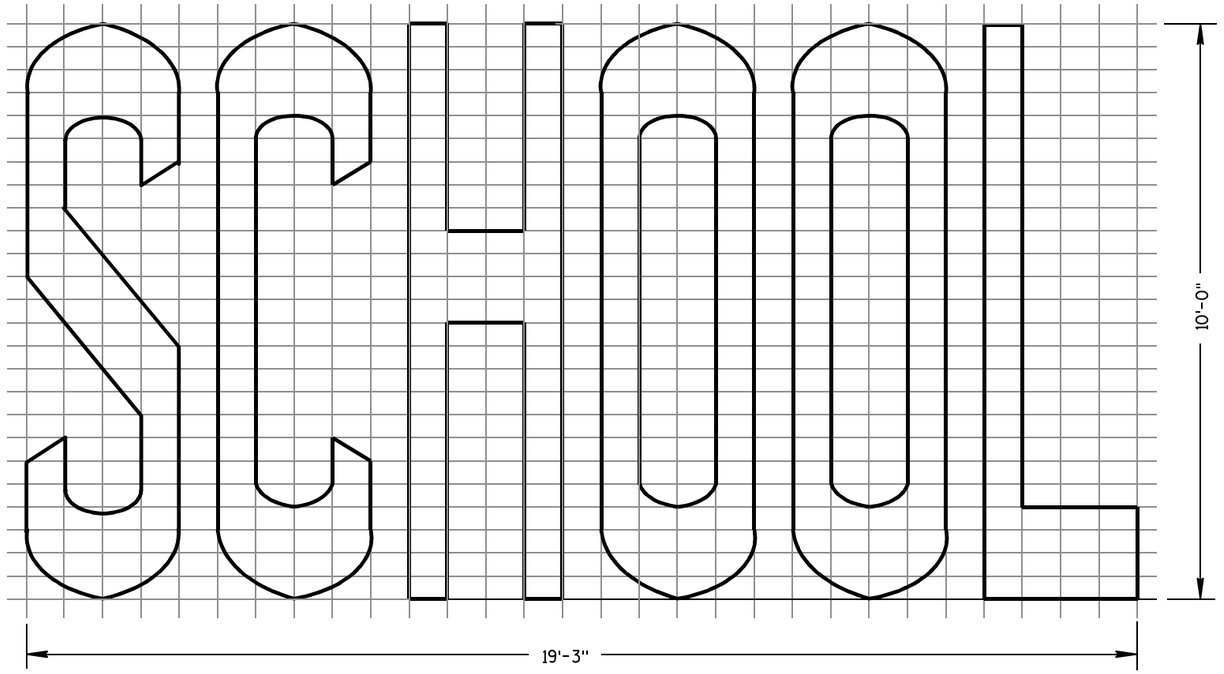
GENERAL NOTES

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.

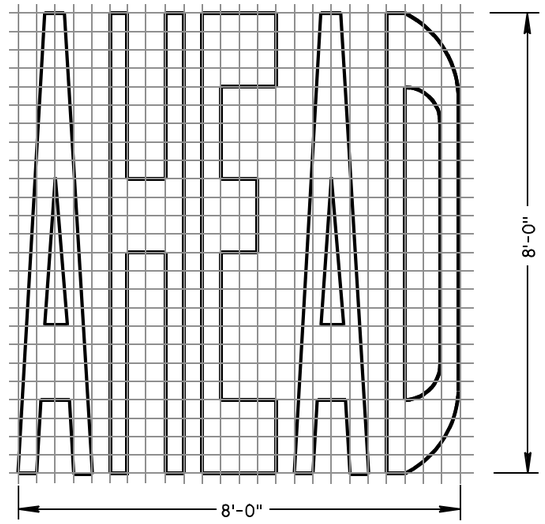
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

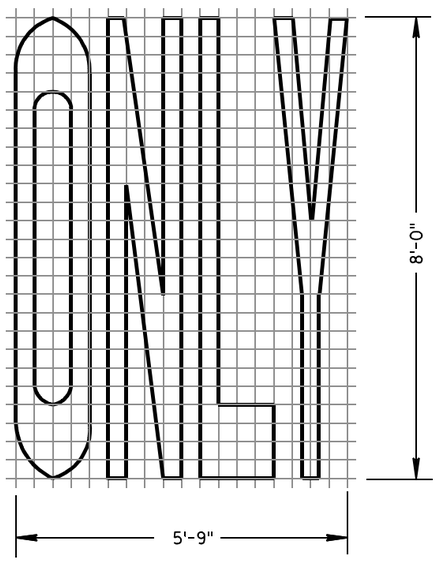


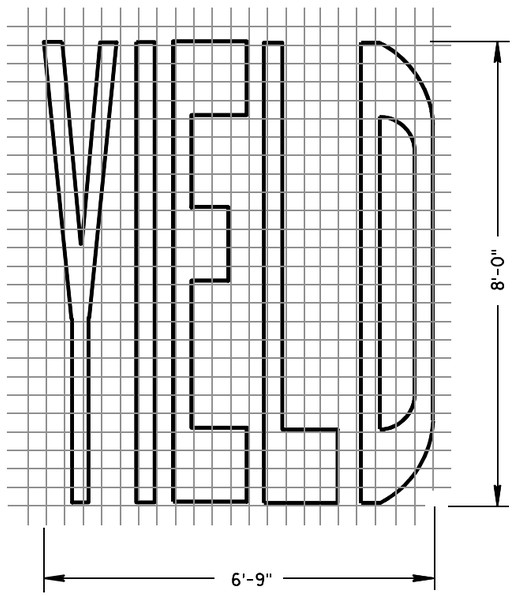


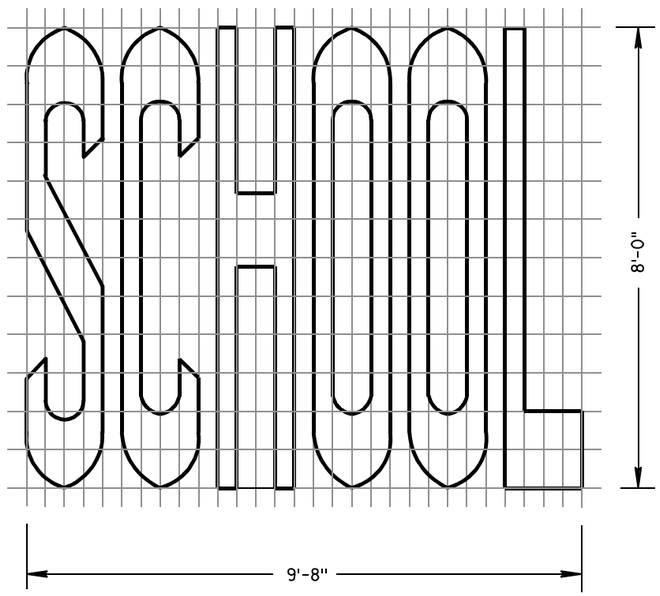


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

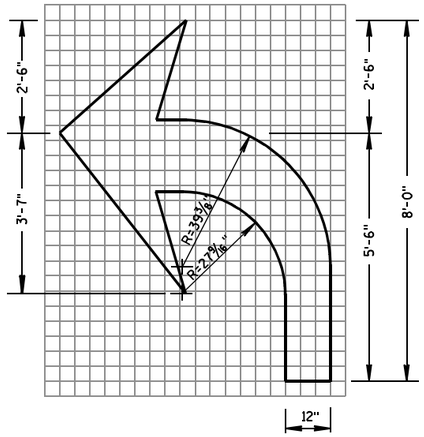
IGN

6

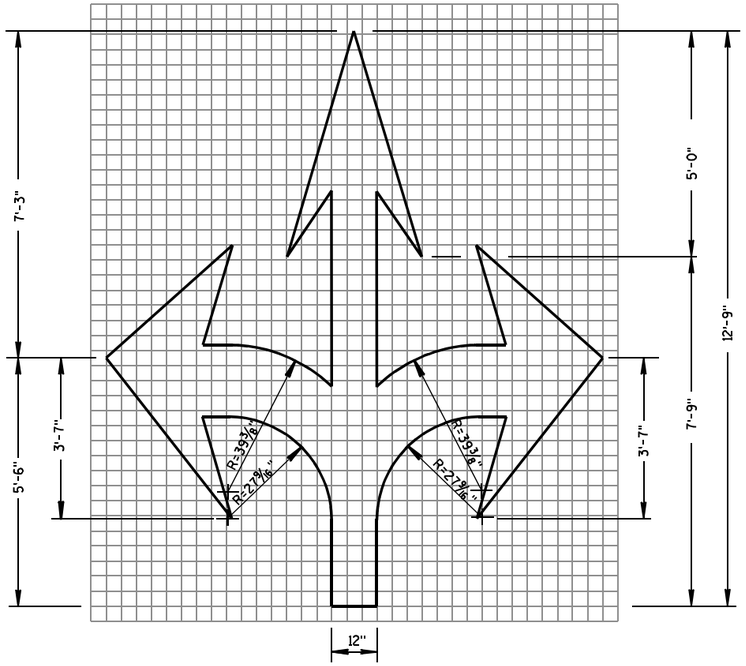
S.D.D. 15 C 7-12b

6

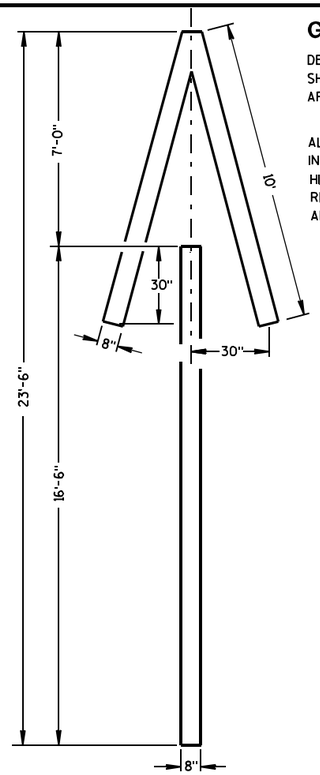
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

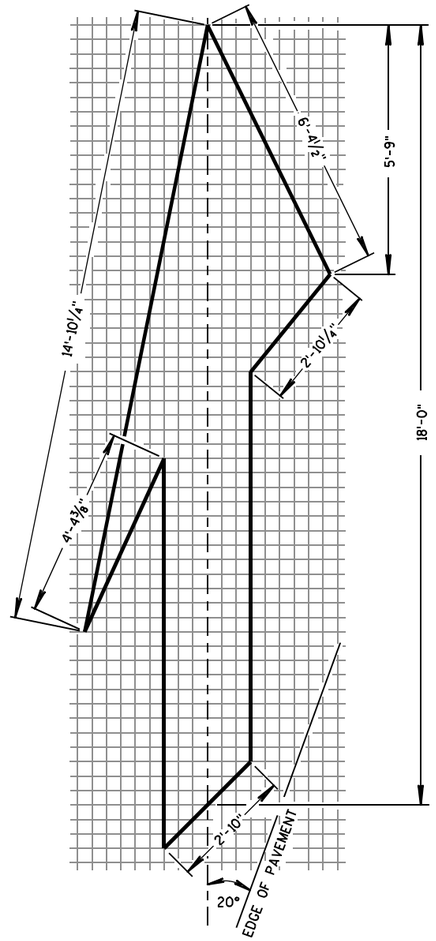


TYPE 4

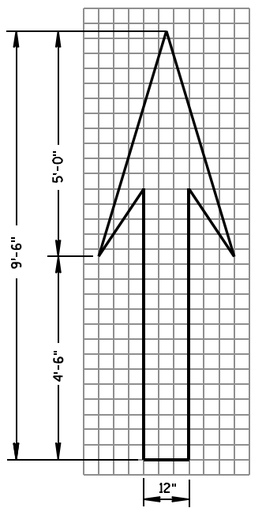
GENERAL NOTES

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.

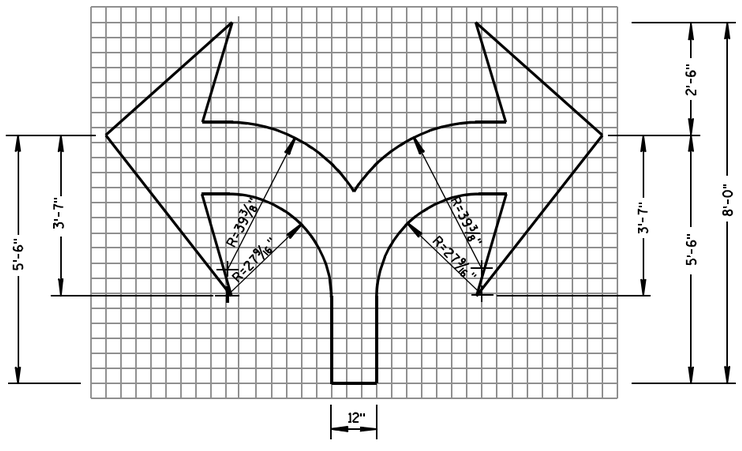
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW



TYPE 1



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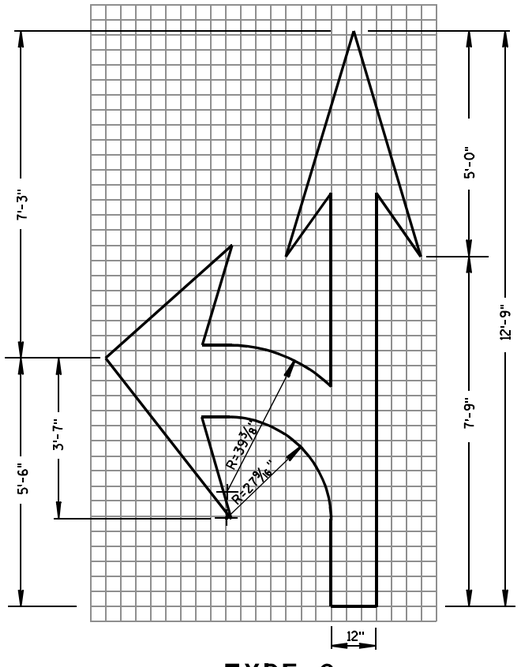

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12c

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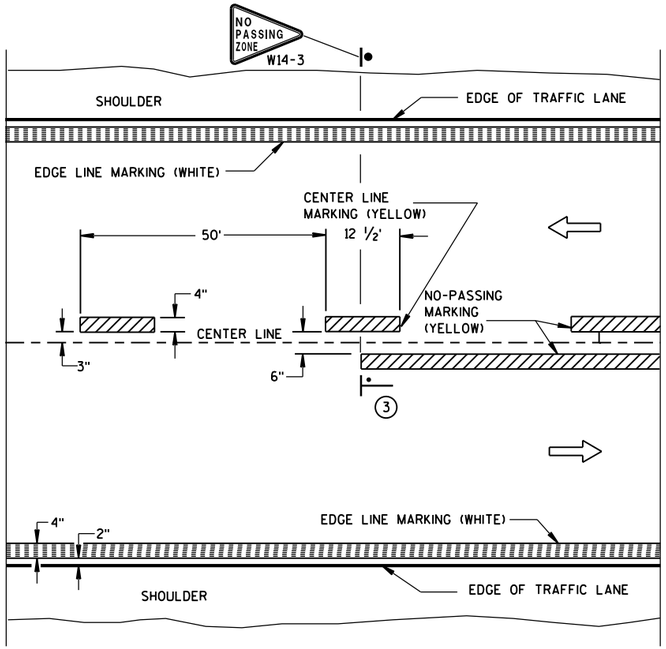
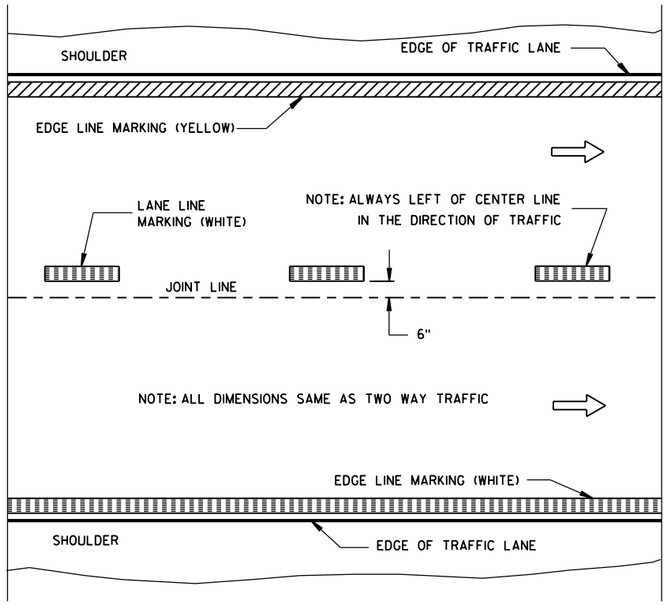
S.D.D. 15 C 7-12c

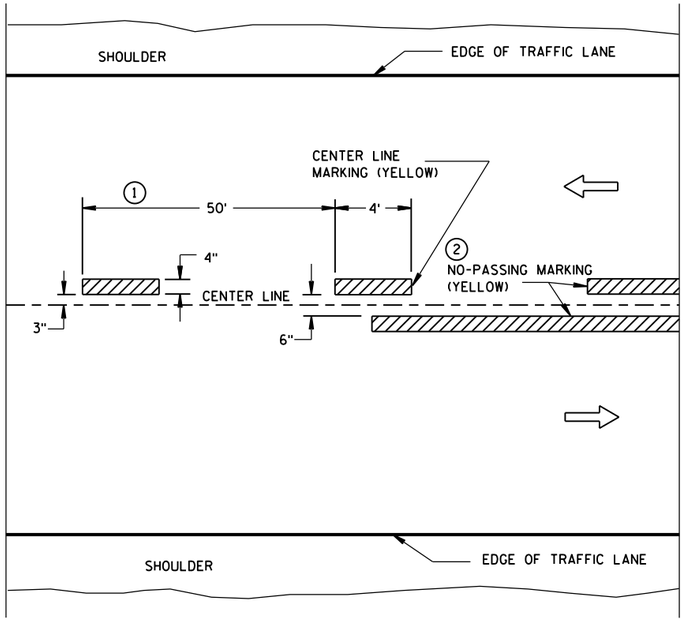


TWO WAY TRAFFIC

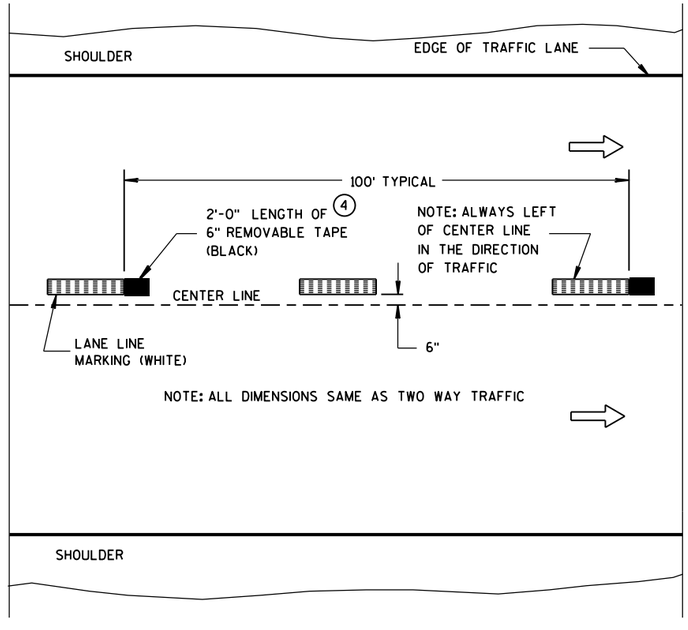


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

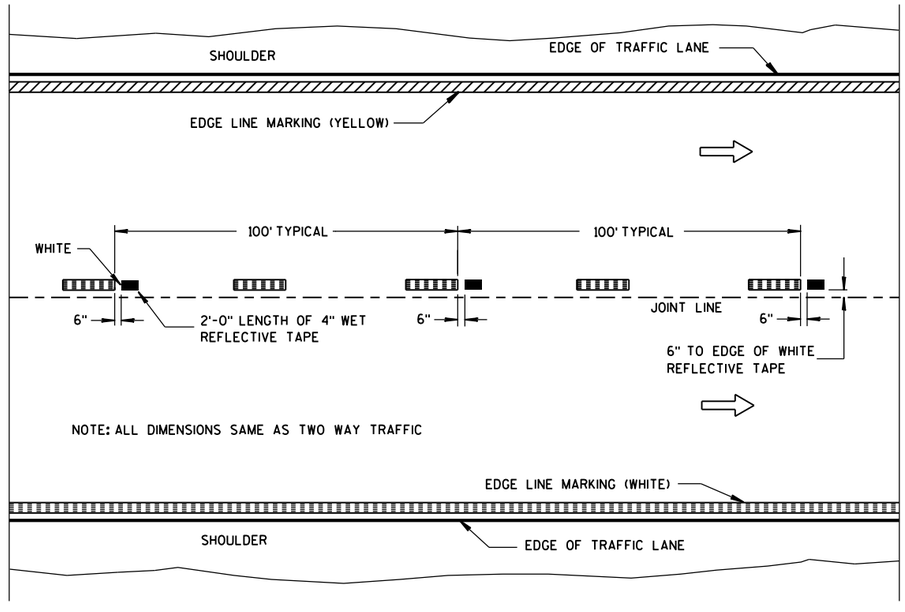
GENERAL NOTES

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 595
FHWA

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S.D.D. 15 C 8-16a

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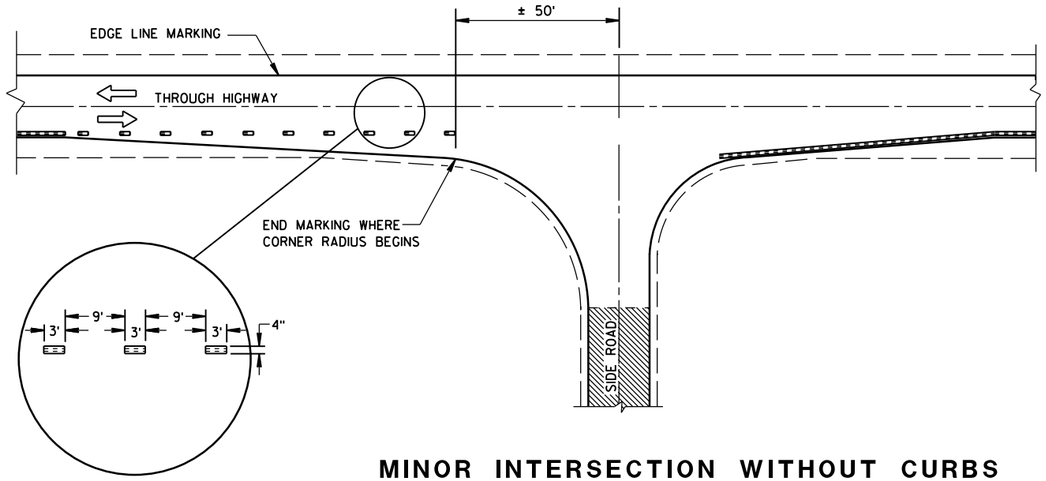
S.D.D. 15 C 8-16a



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.

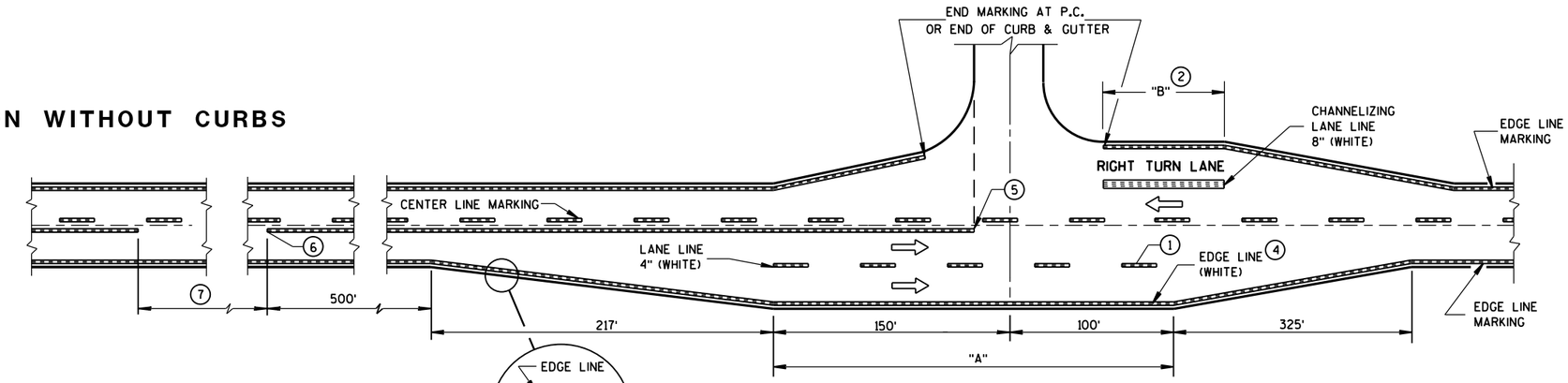
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

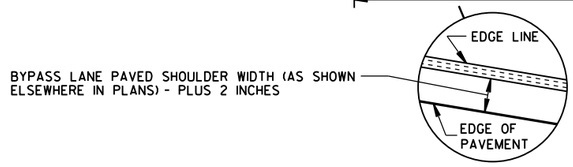
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

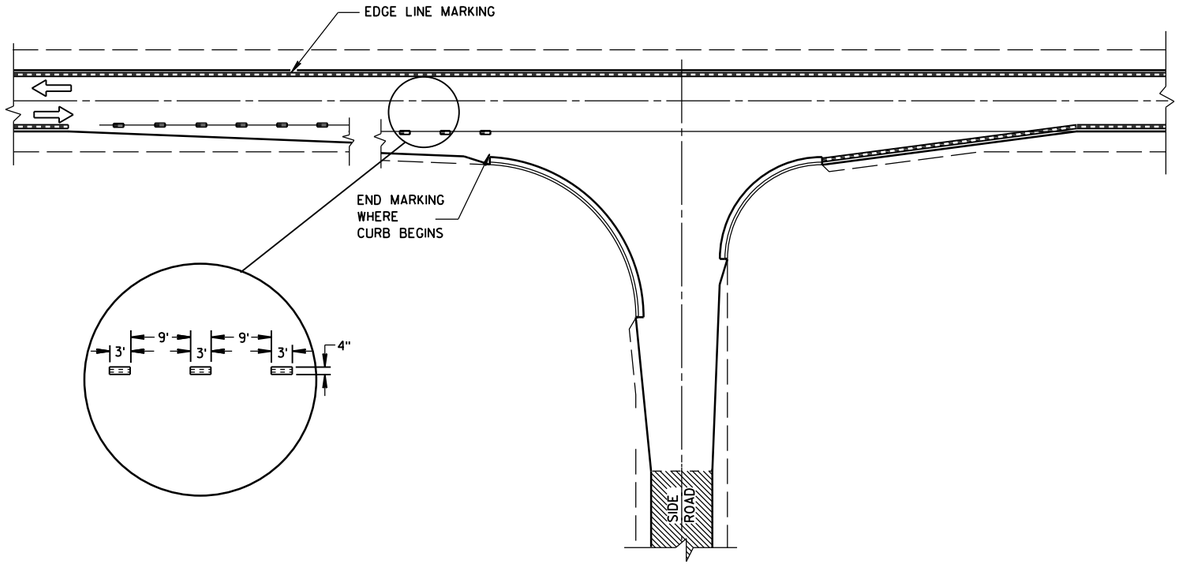
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





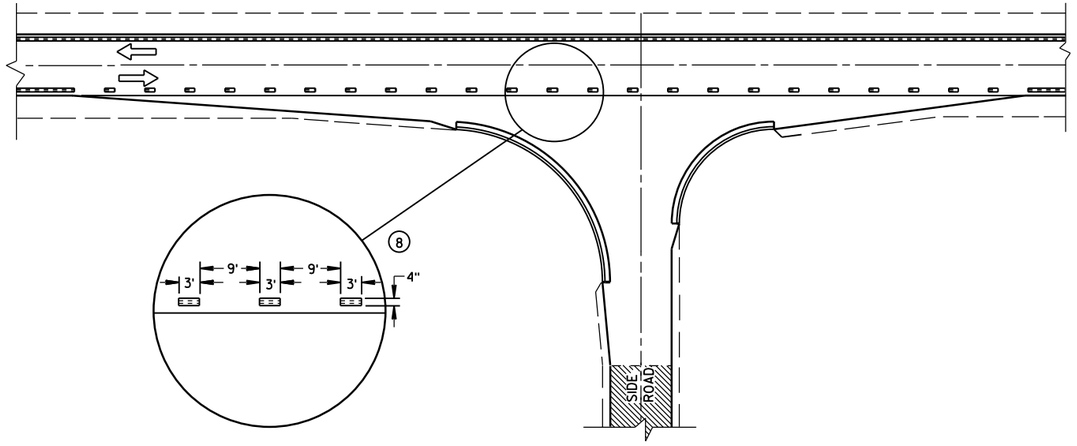
MAJOR INTERSECTIONS

(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 596

6

S.D.D. 15 C 8-16b

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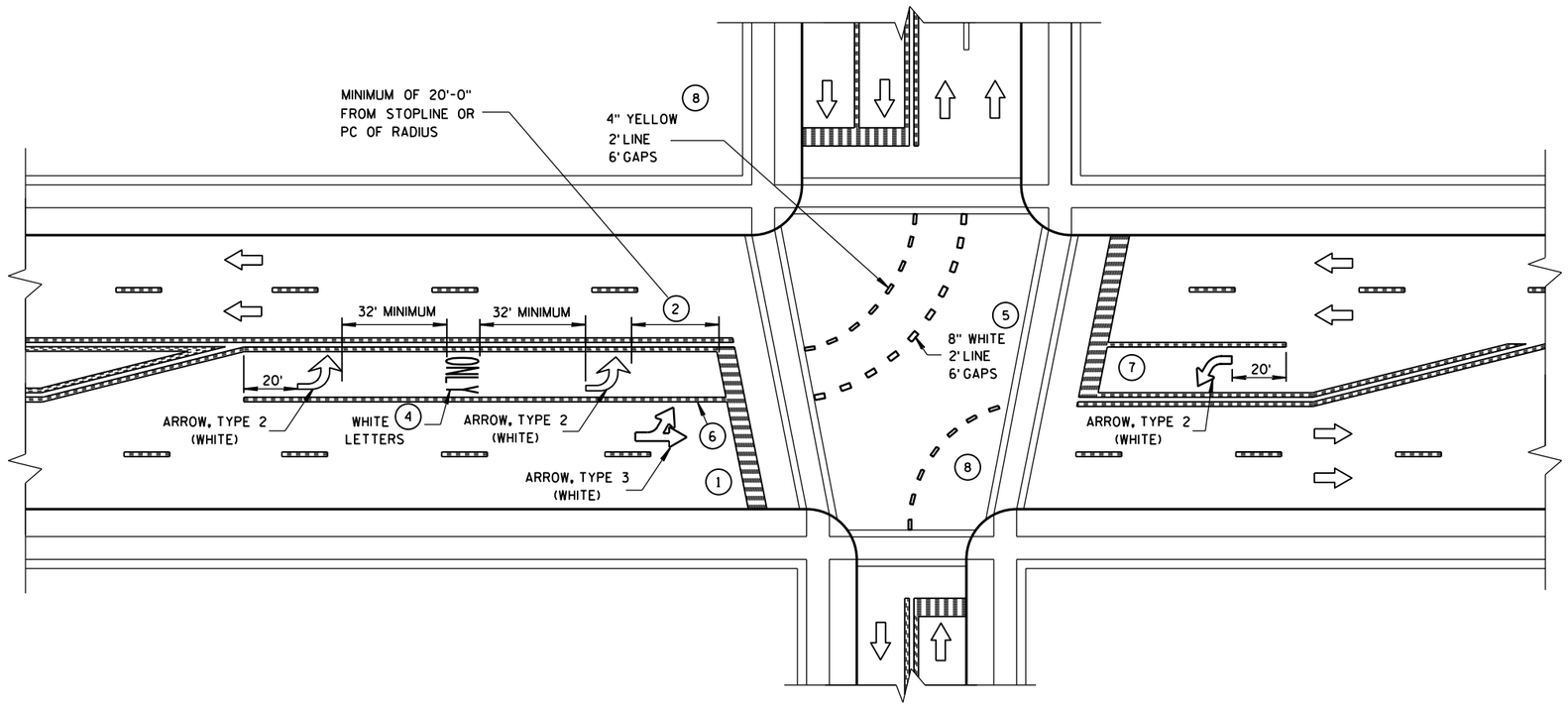
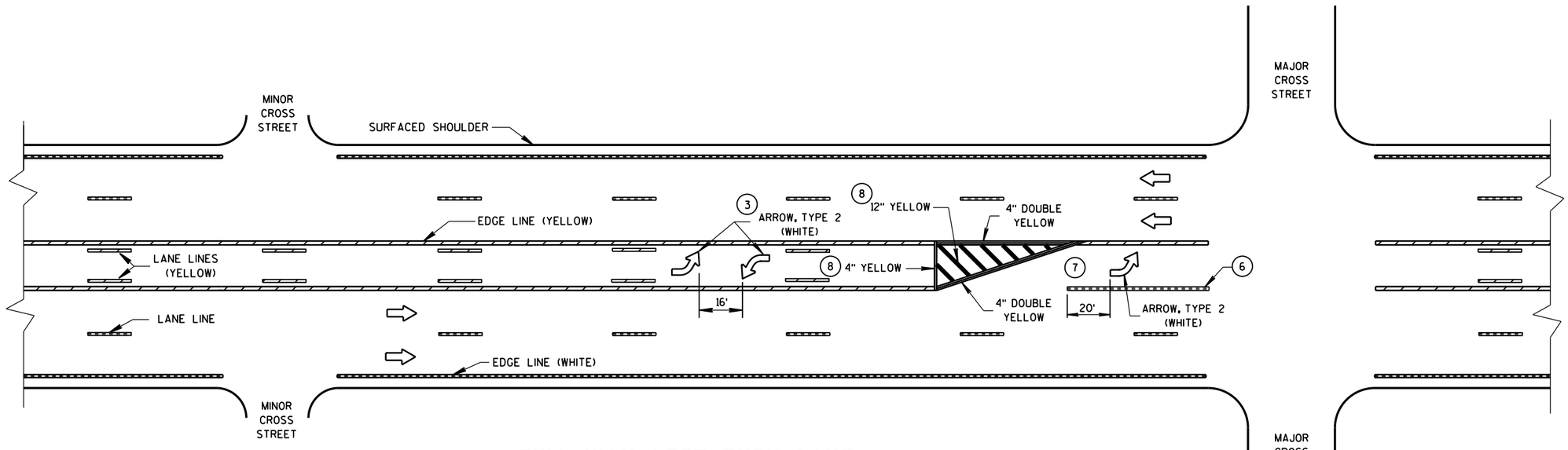
S.D.D. 15 C 8-16b



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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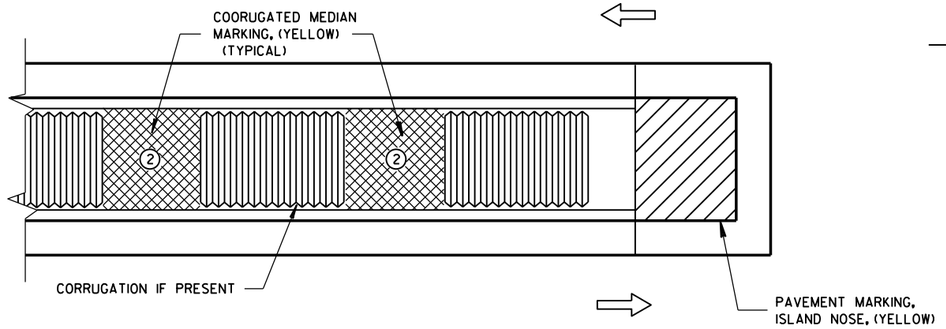
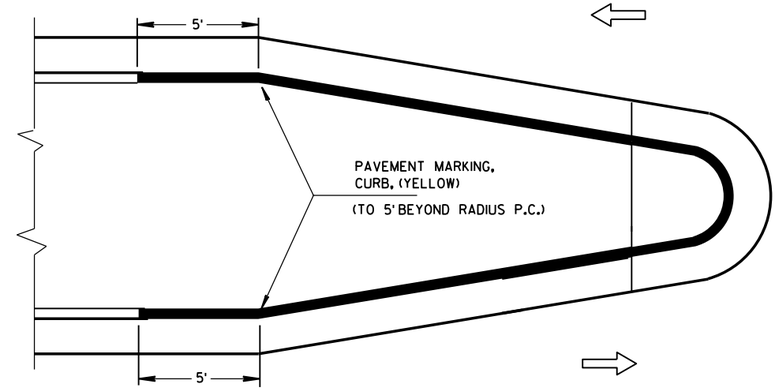
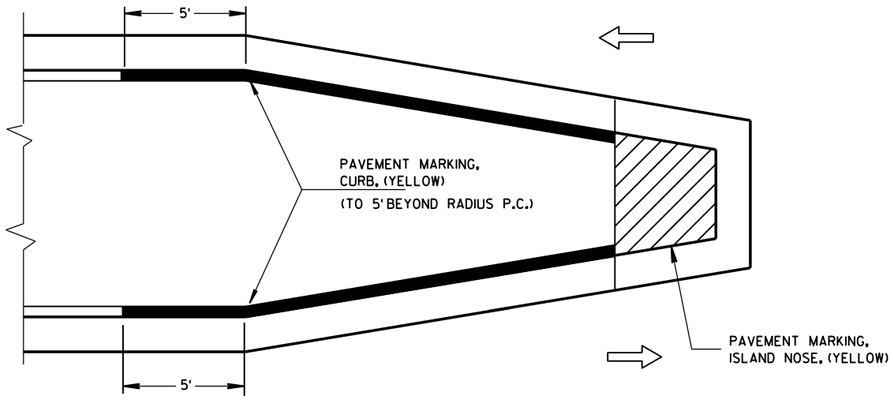
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

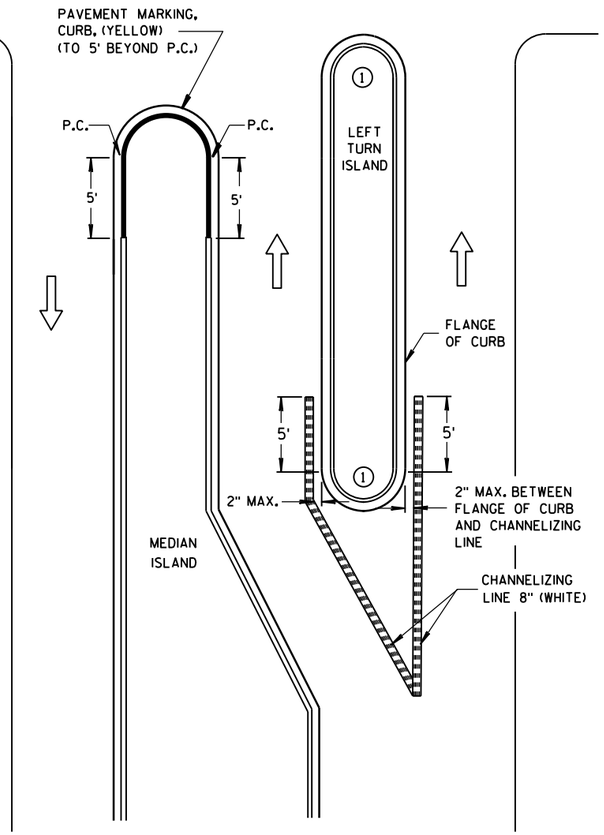


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

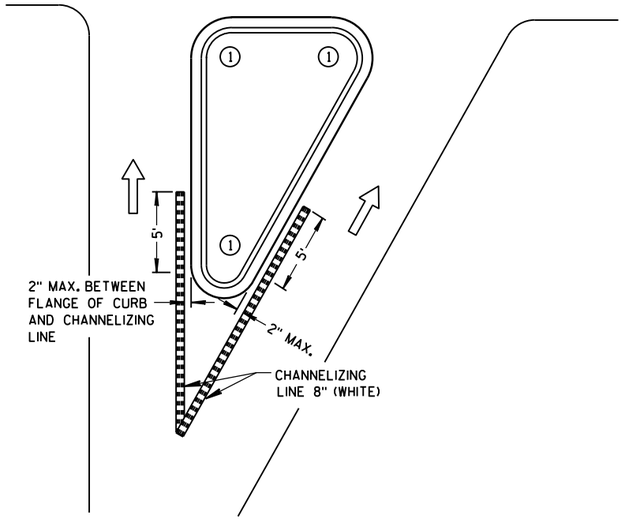


LEFT TURN & MEDIAN ISLAND

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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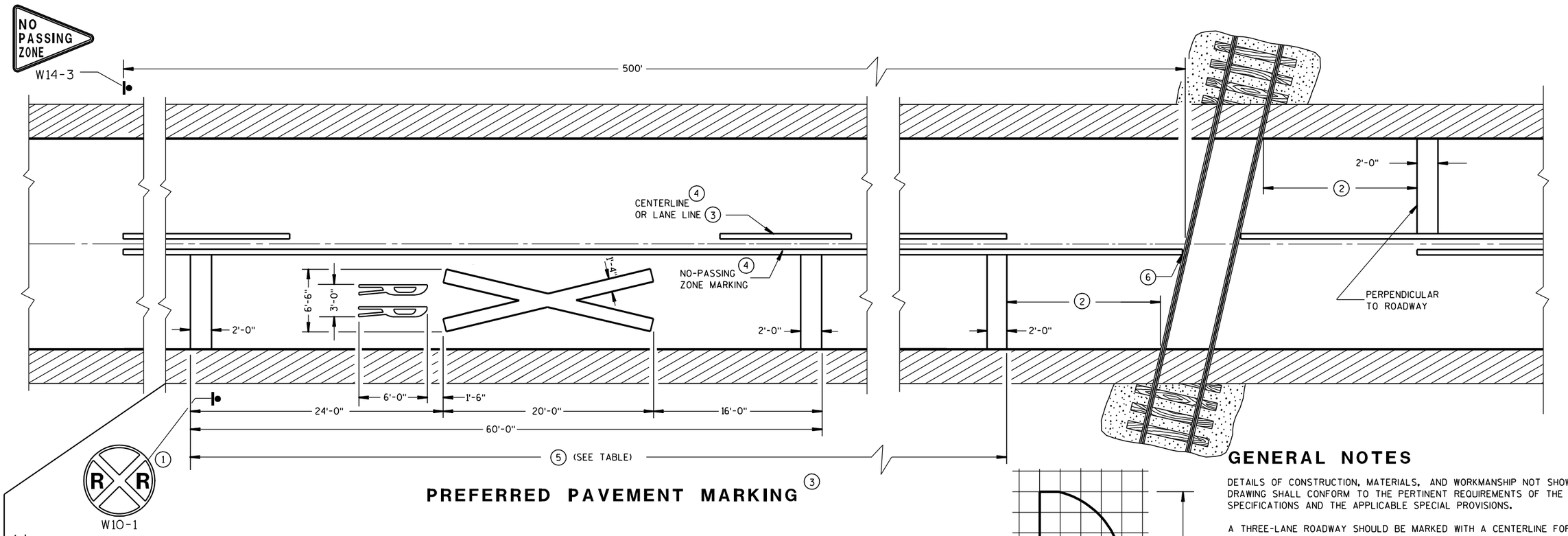
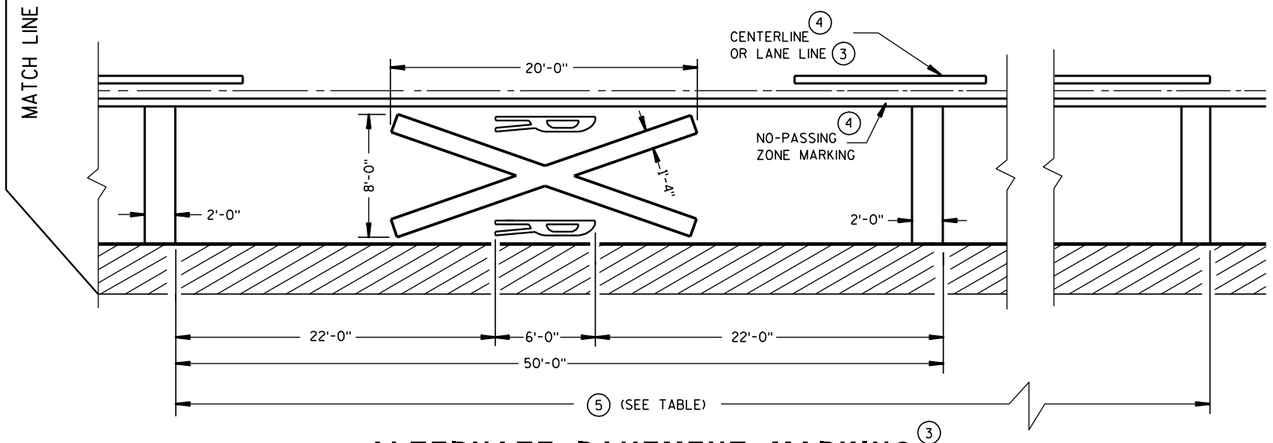
S.D.D. 15 C 8-16f



PREFERRED PAVEMENT MARKING 3

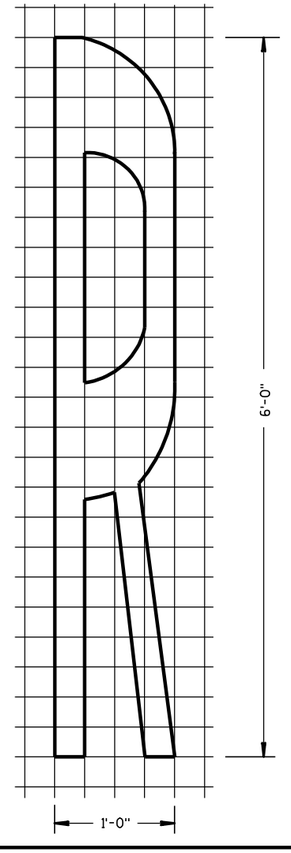


ALTERNATE PAVEMENT MARKING 3

5

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



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.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
2. MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
3. REFLECTIVE WHITE.
4. REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
5. TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1-9-2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

599

DESIGN

FHWA

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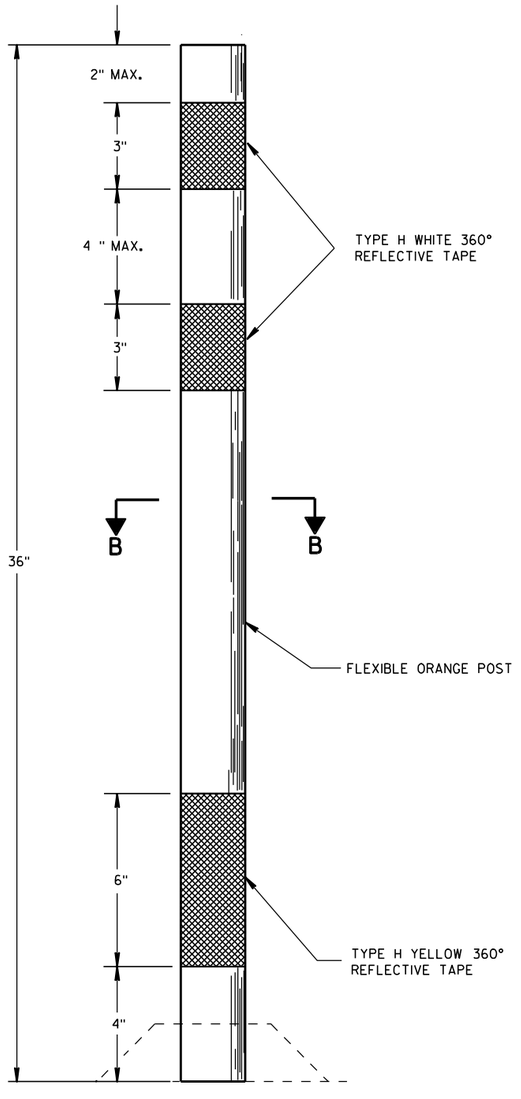
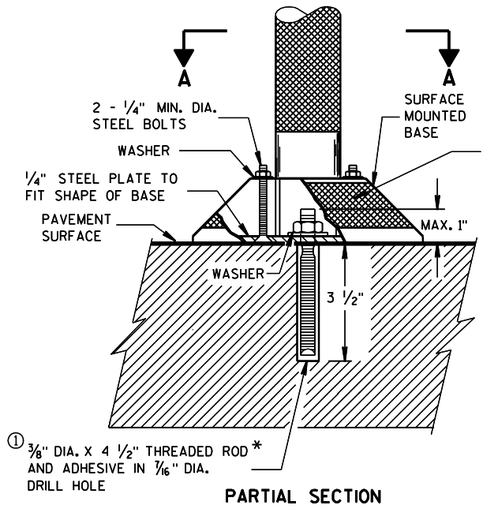
S.D.D. 15 C 9-9a

6

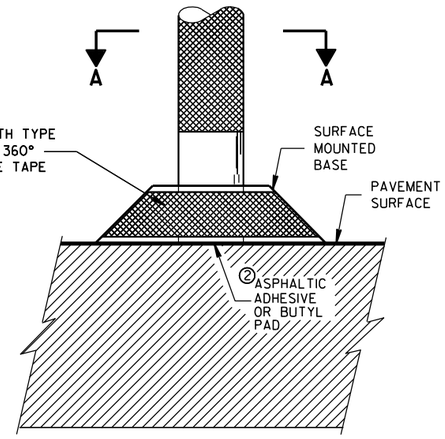
S.D.D. 15 C 9-9a



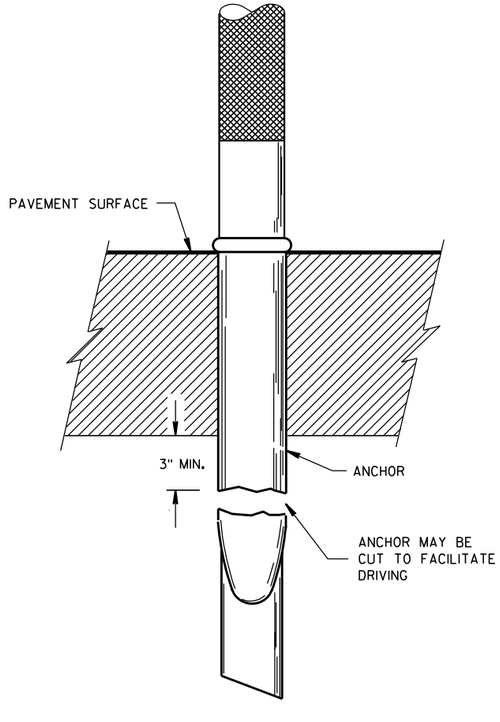
FLEXIBLE TUBULAR MARKER POST

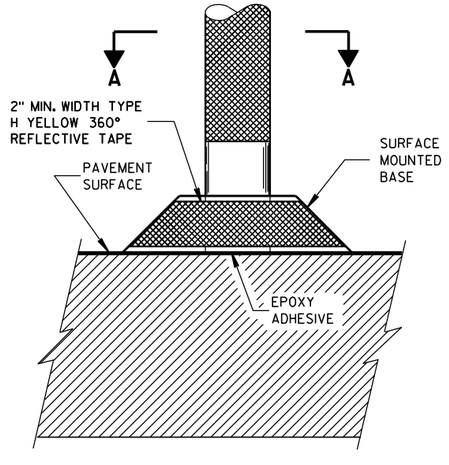


PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

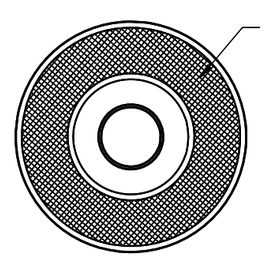
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

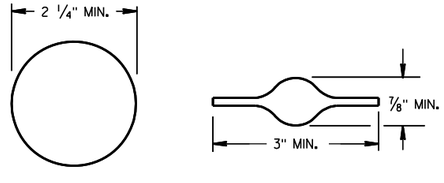
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 2/17/94 DATE /S/ Chester J. [illegible] DIRECTOR, OFFICE O 600 FHWA

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S.D.D. 15 C 11-5

6

S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

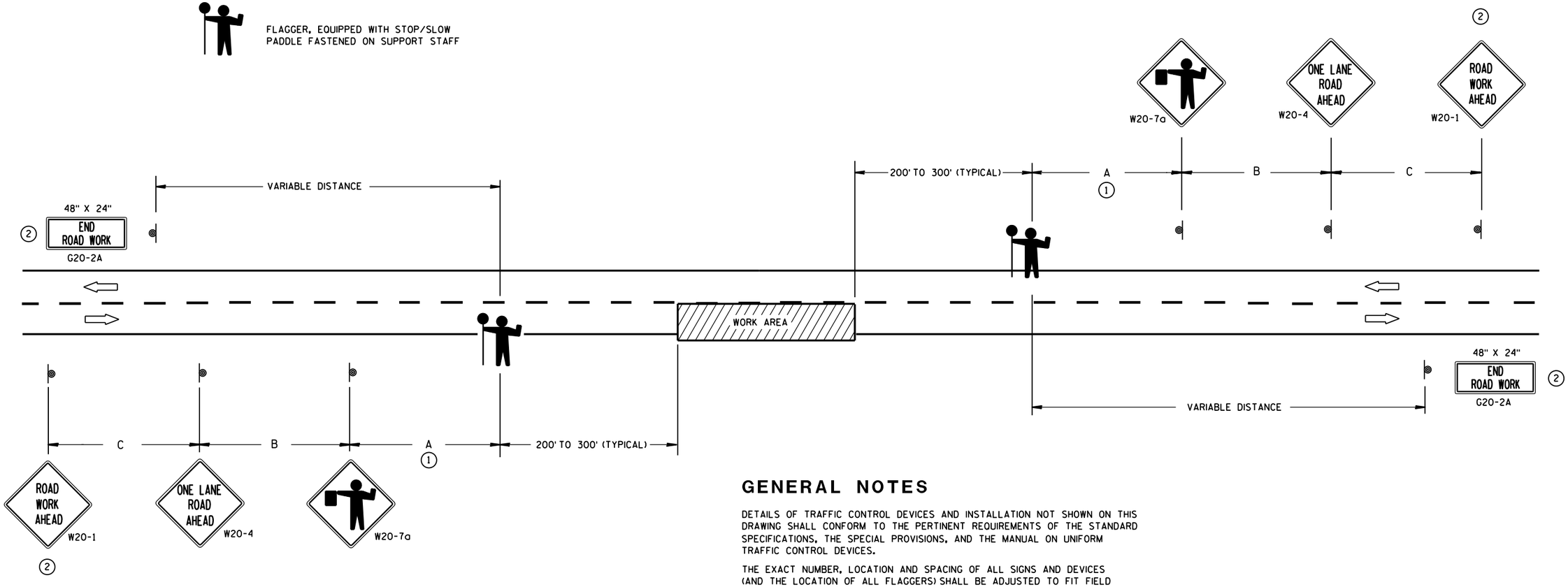
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

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 12-4

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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.

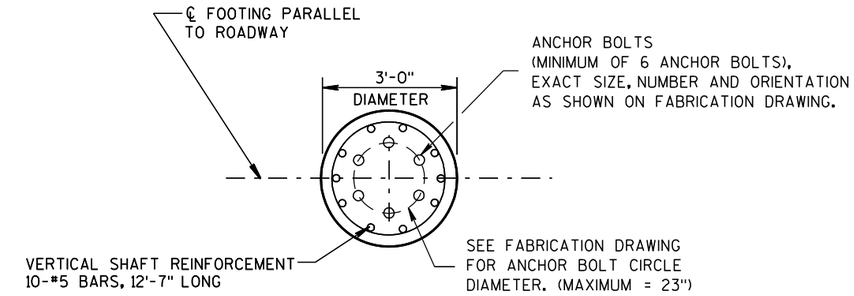
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

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.

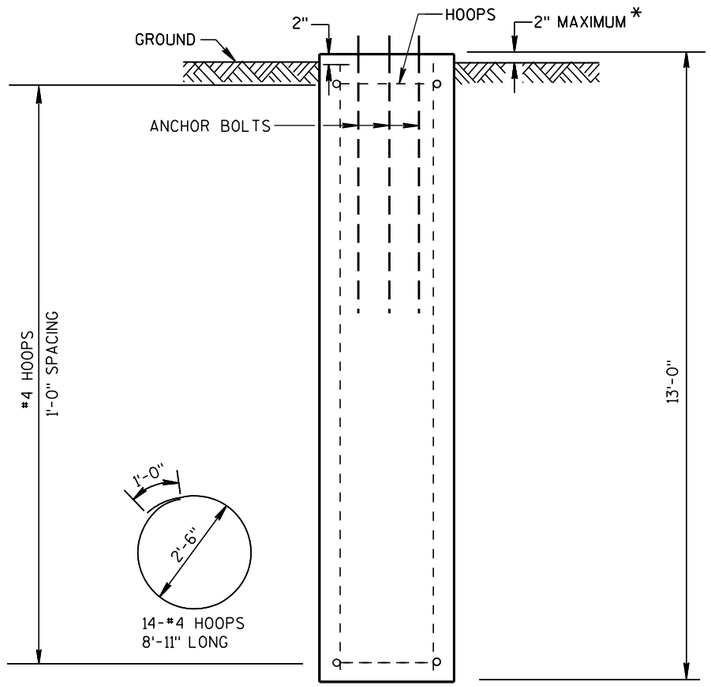
CONCRETE MASONRY ---------- fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ------ fy=60,000 p.s.i.
ANCHOR BOLTS ---------- AASHTO M314 GRADE 55

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

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/2009 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEE 602 IGN
FHWA

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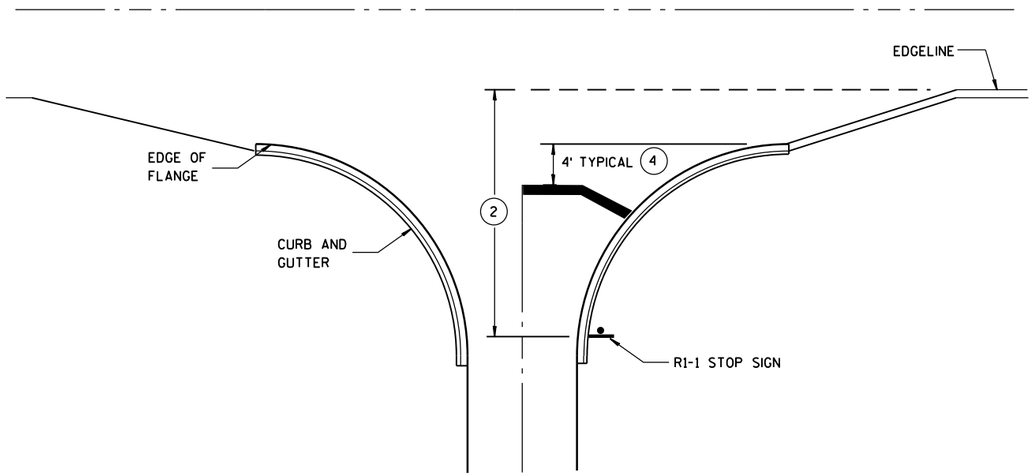
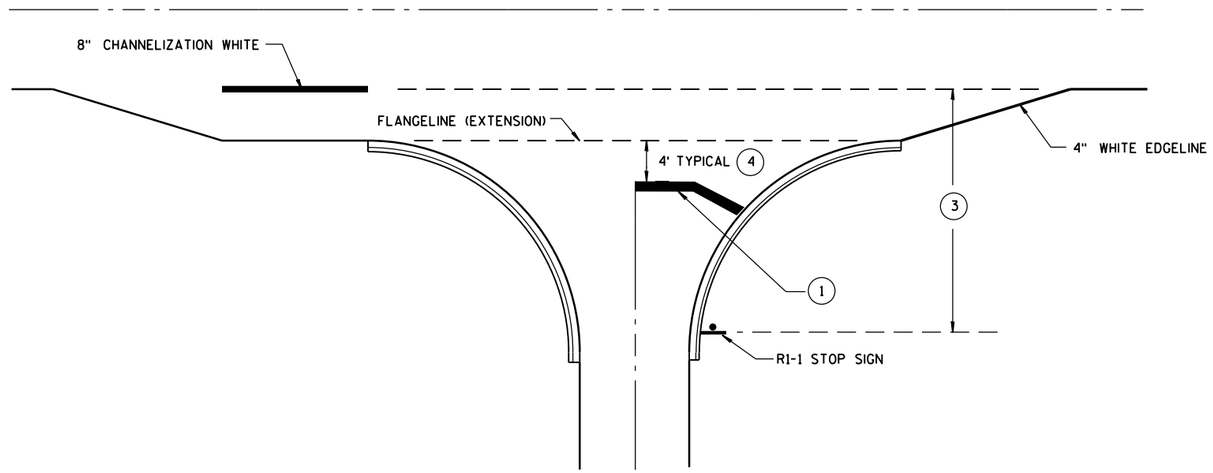
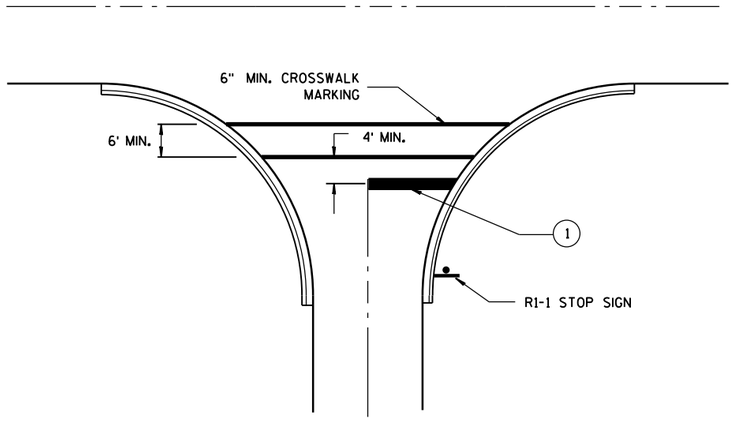


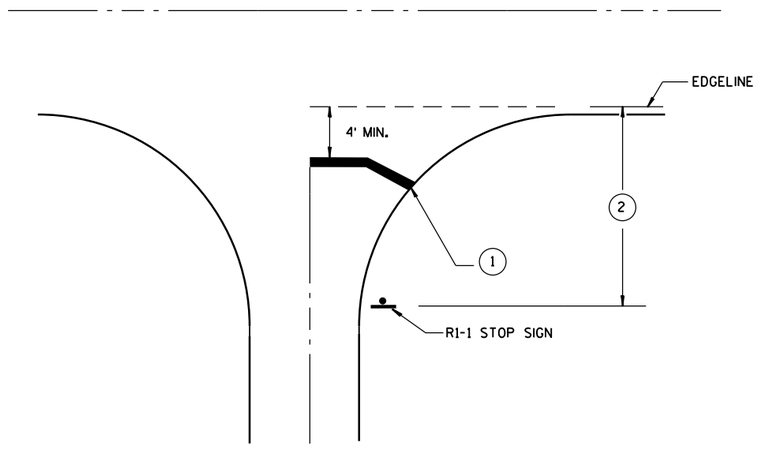
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

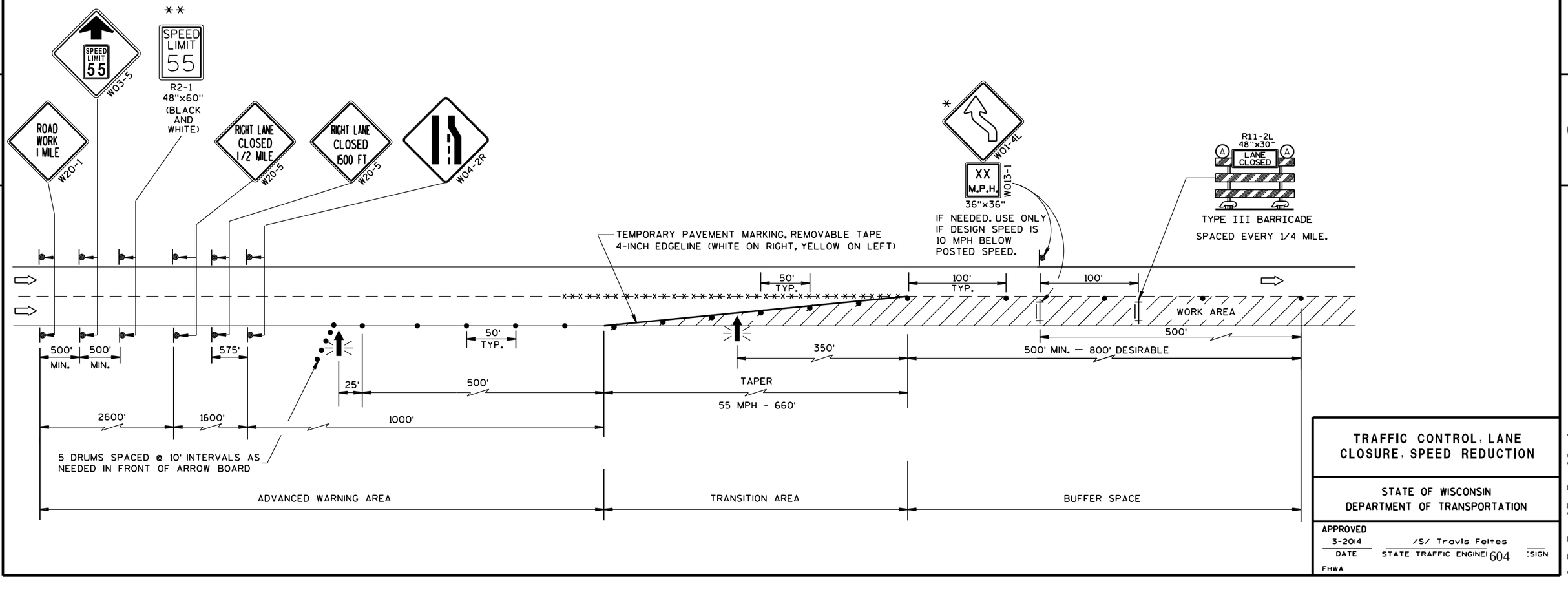
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
604 — DESIGN
FHWA

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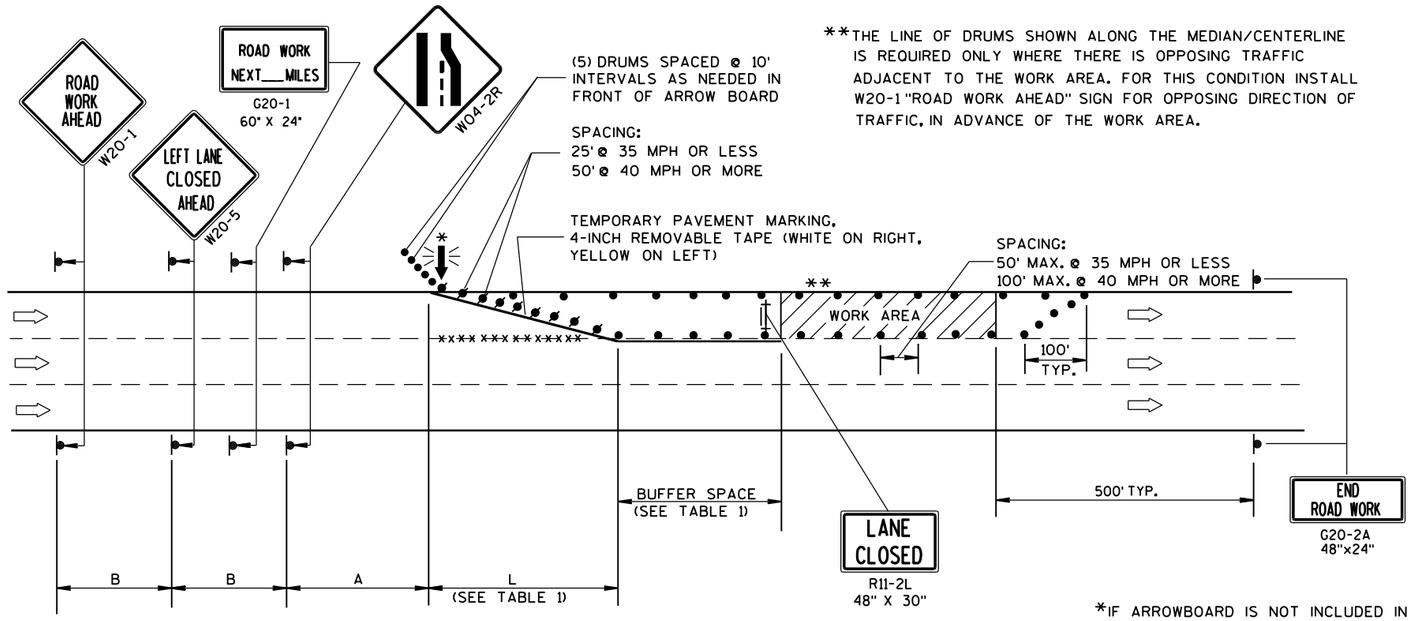
S.D.D. 15 D 12-4



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

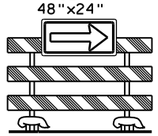


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS 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.

ALL SIGNS ARE 48"x48" 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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

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 D 20-2

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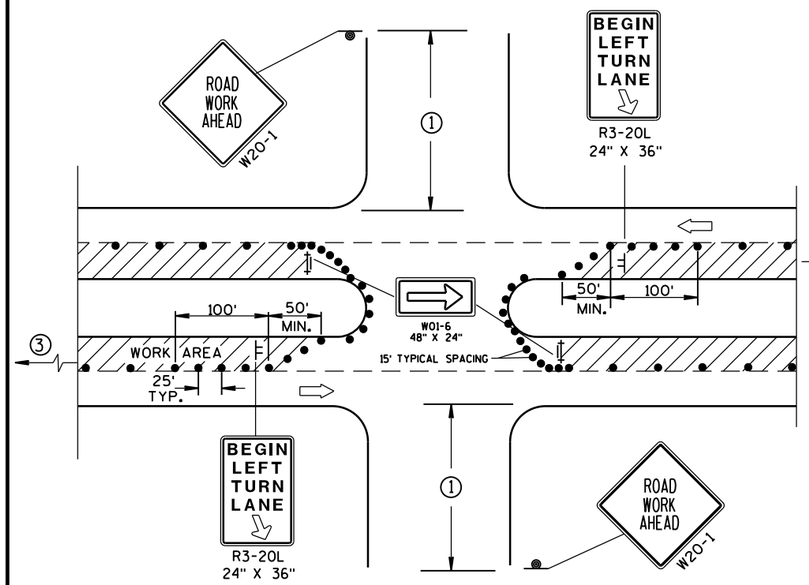
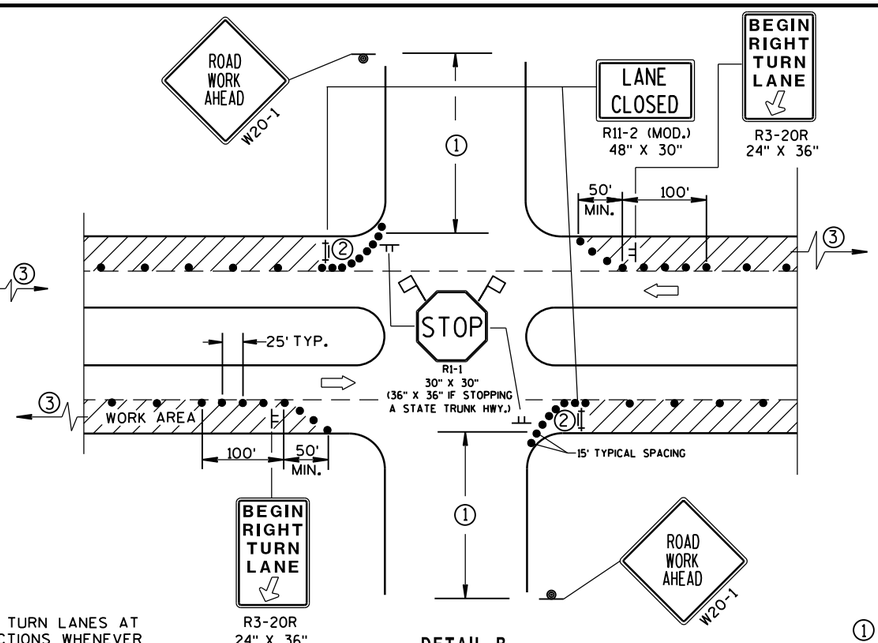
S.D.D. 15 D 20-2



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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.

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48"x48" 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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

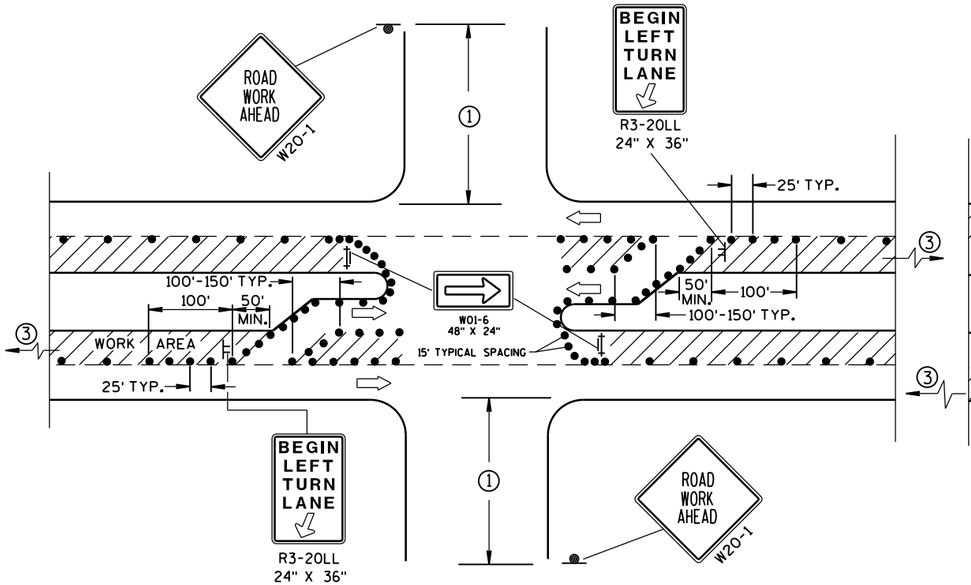
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

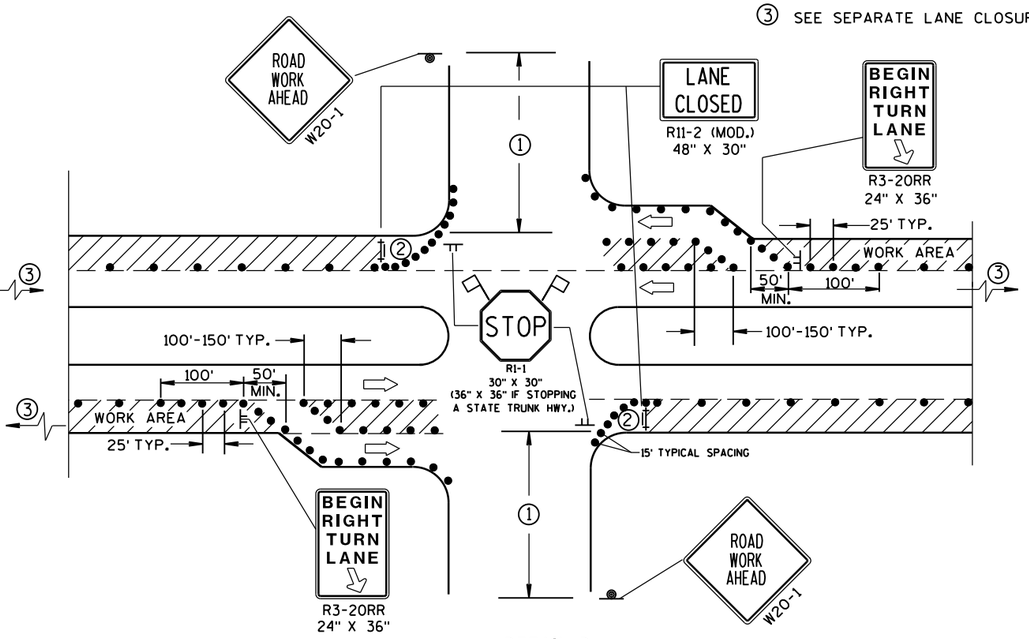
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

DESIGN

FHWA

6

S.D.D. 15 D 21-2

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLASHING ARROW BOARD

DIRECTION OF TRAFFIC

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE 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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

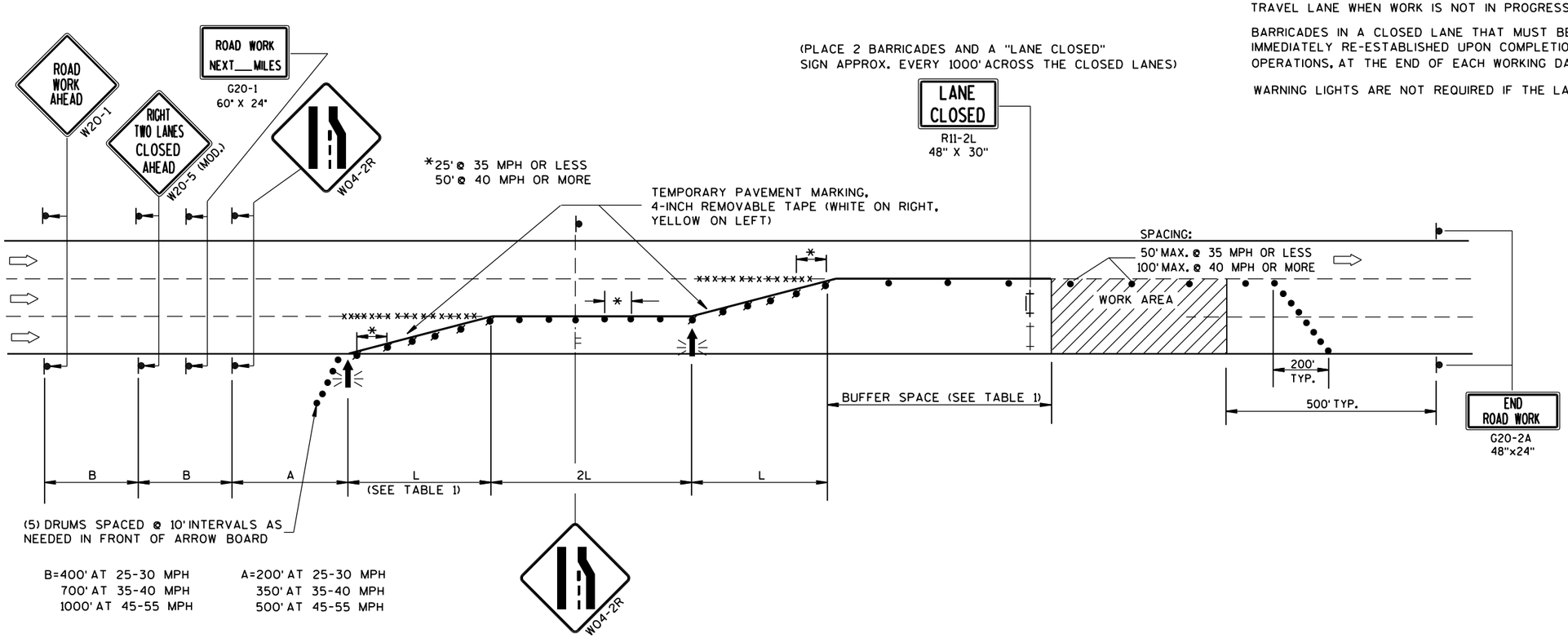
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

607

SIGN

FHWA

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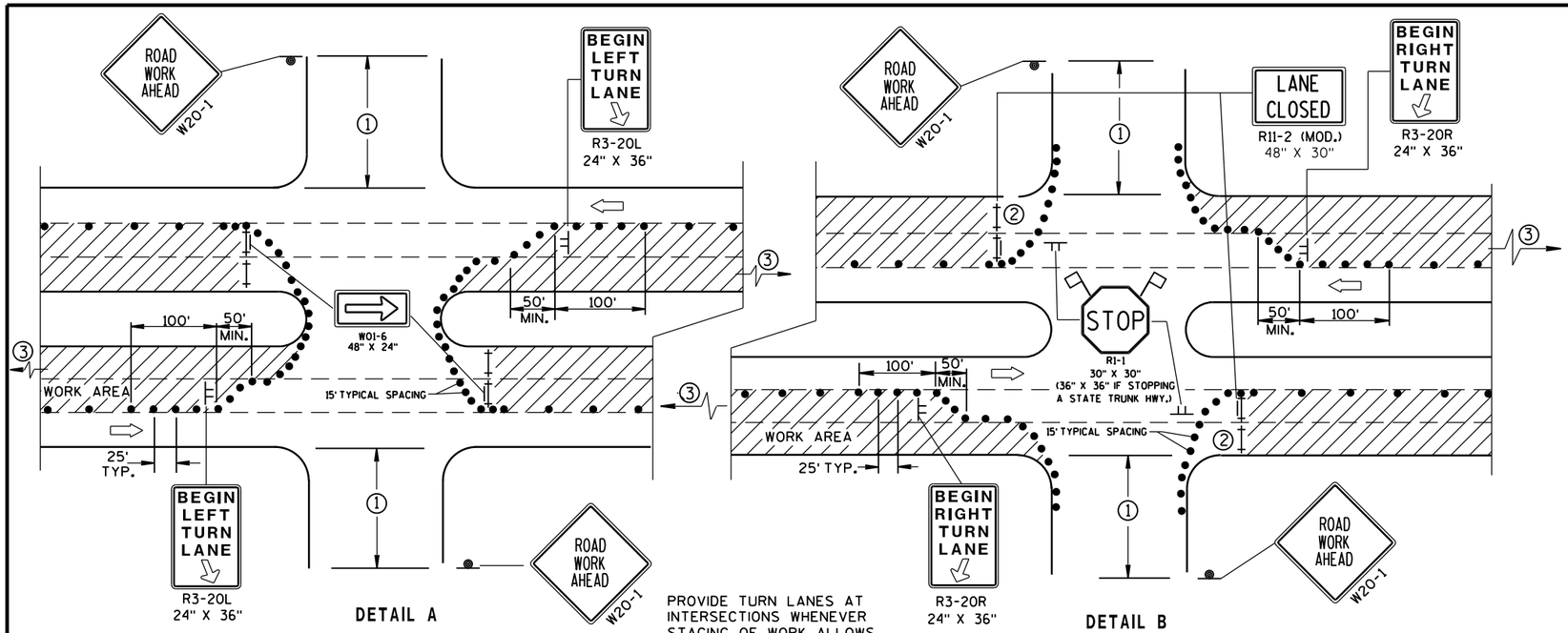
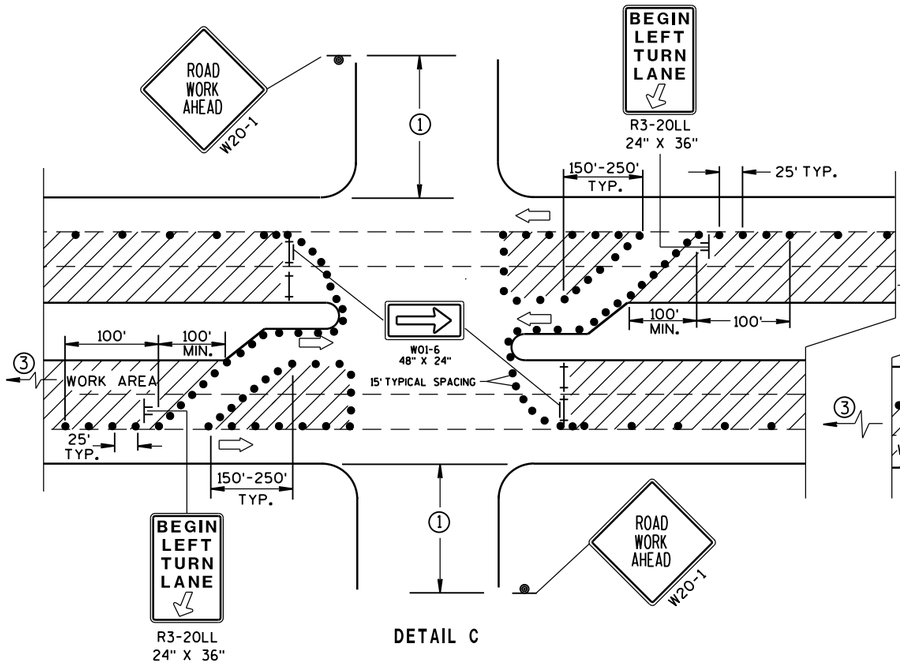
S.D.D. 15 D 22-2



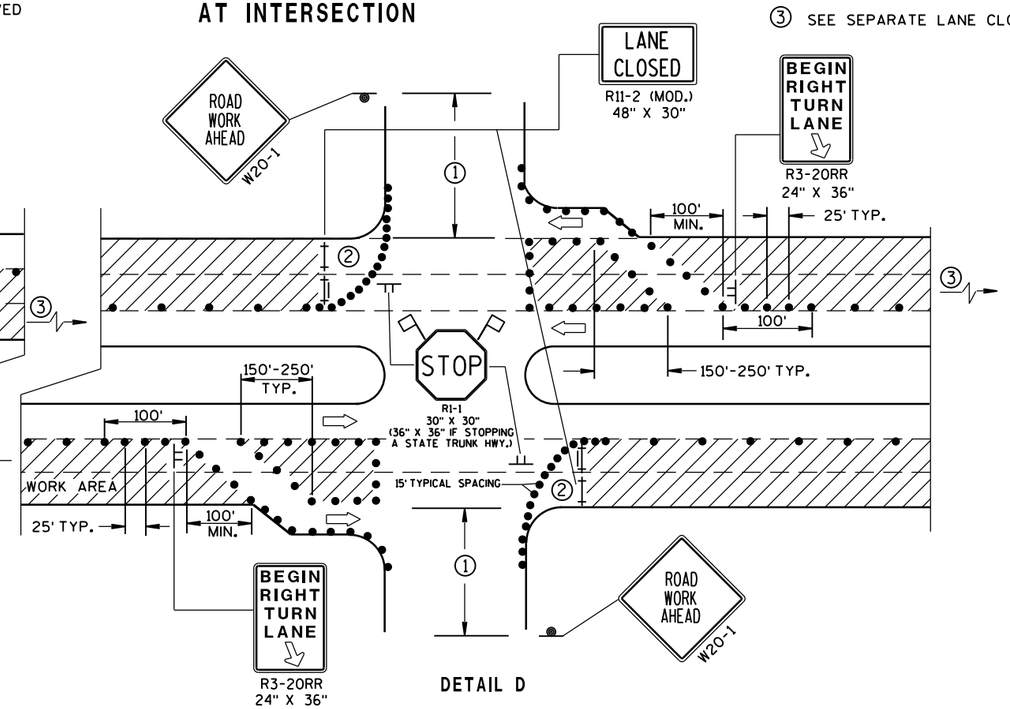
FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)



FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

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.

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48"x48" 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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

② ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 23-2

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

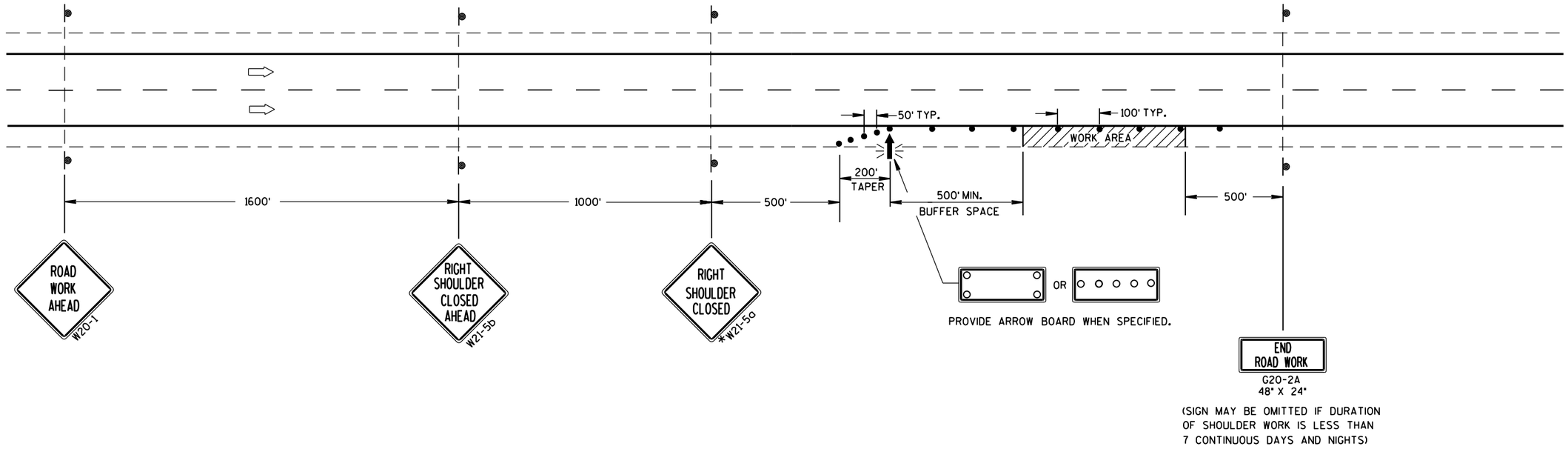
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

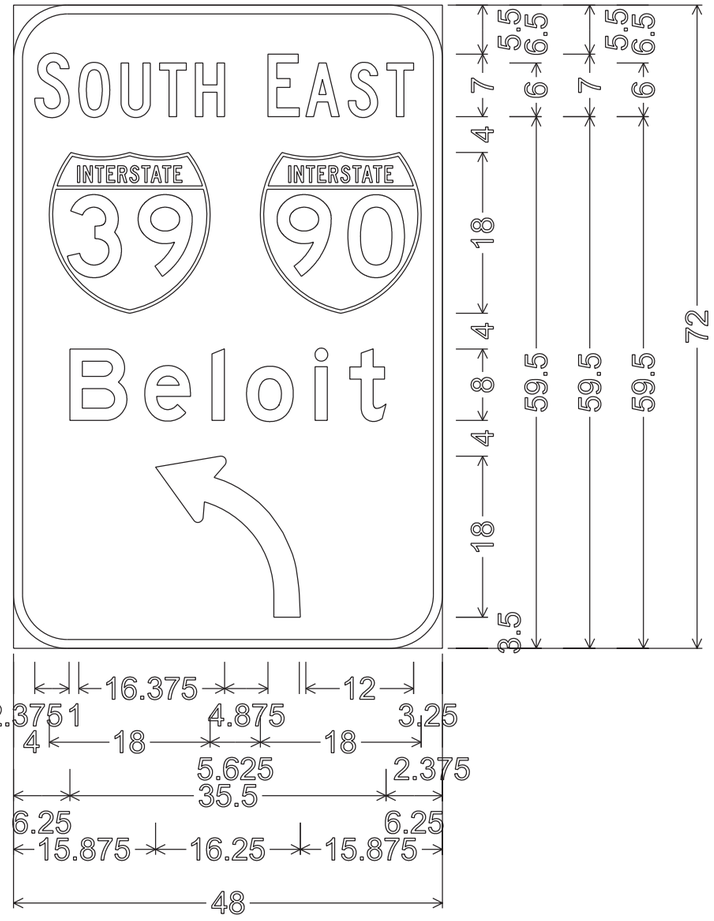
FHWA

6

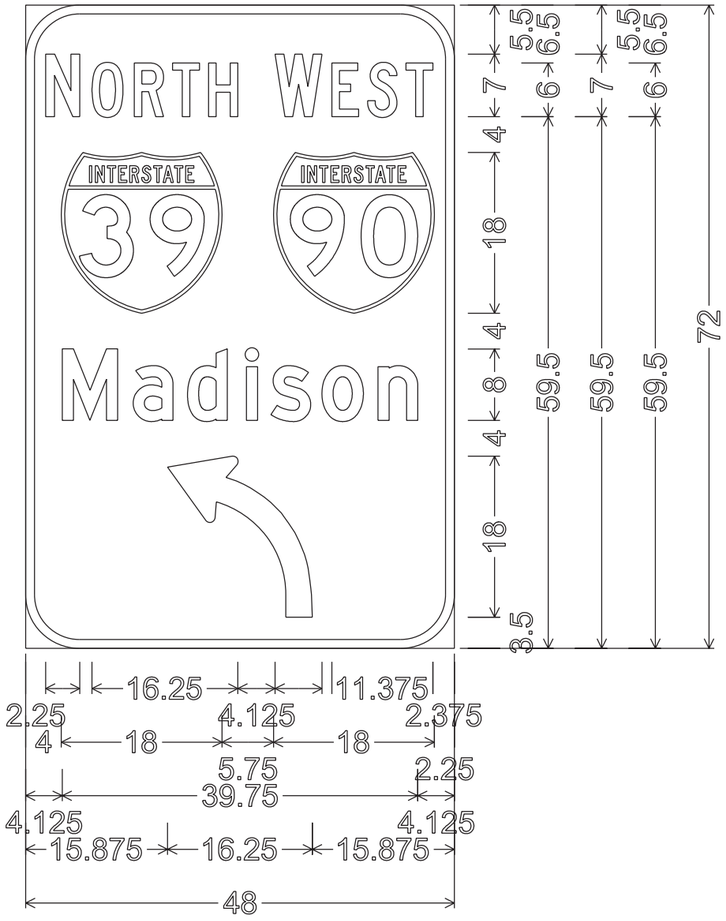
S.D.D. 15 D 27-2

NOTES

1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E except as noted



6.000" Radius, 1.000" Border, White on Green;
"SOUTH" C; "EAST" C;
"Beloit" E;



6.000" Radius, 1.000" Border, White on Green;
"NORTH" C; "WEST" C;
"Madison" D 75% spacing;

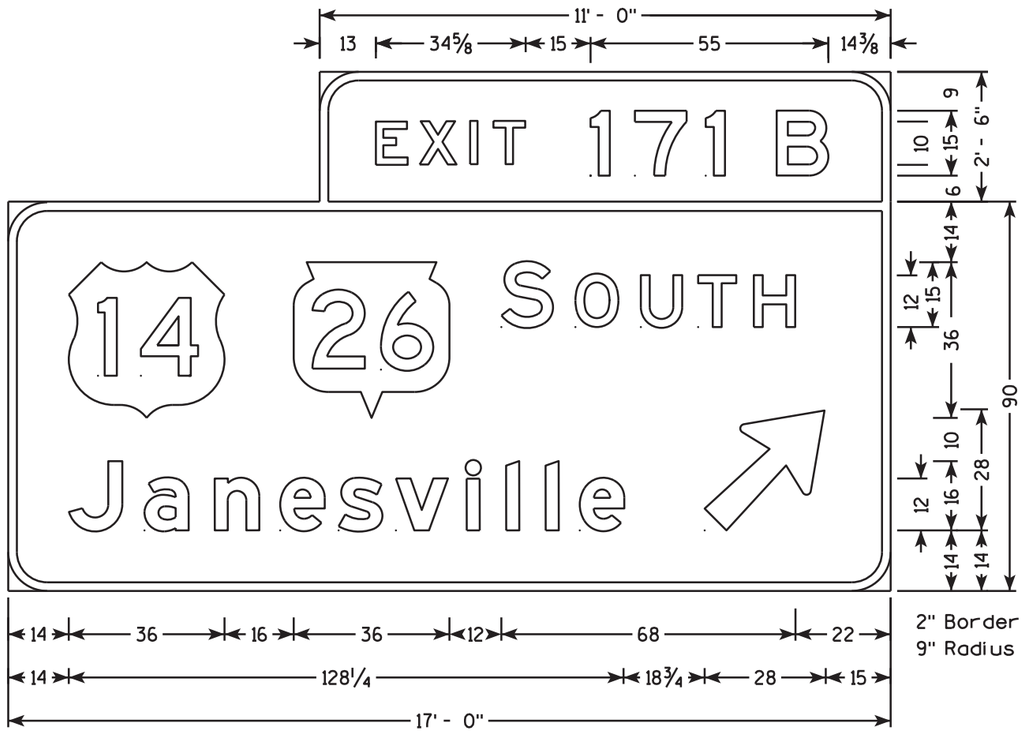
7

7

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO. 610	E

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E



7

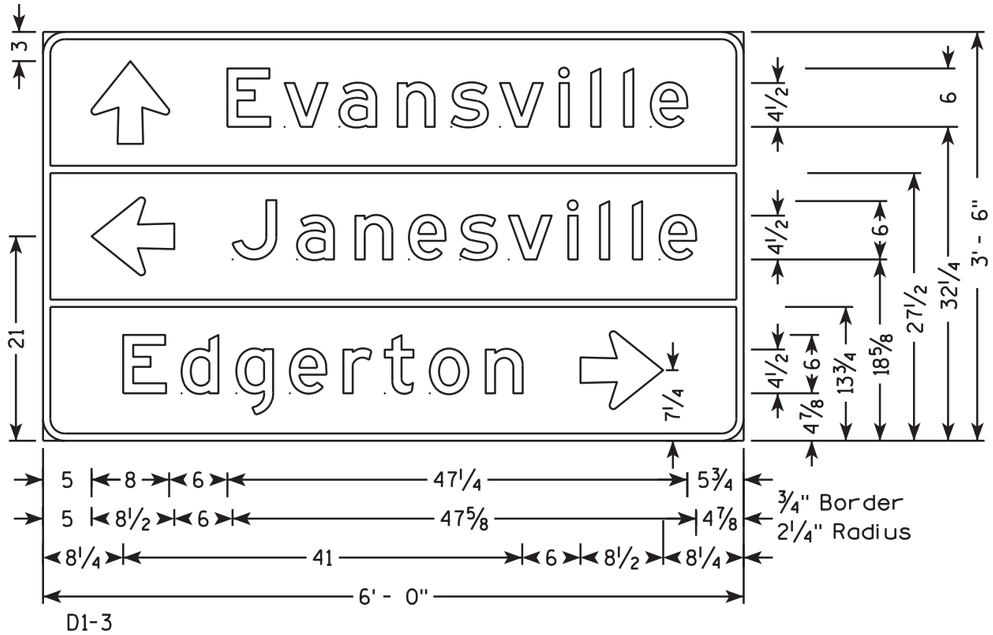
7

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E

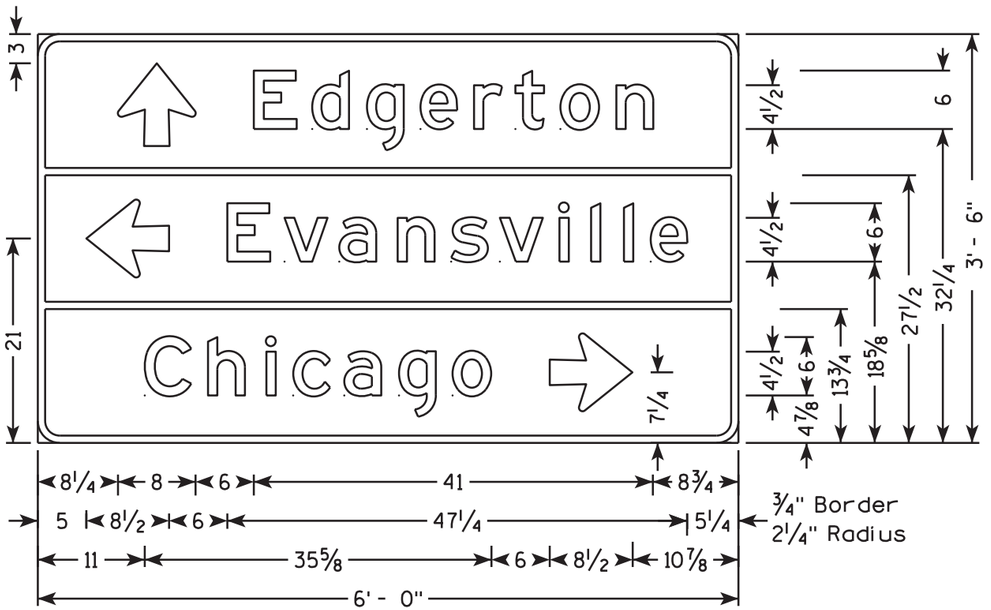
FILE NAME : C:\CAEFiles\Projects\tr_d1\1533A514.DGN PLOT DATE : 30-JUN-2014 12:04 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 35.025154:1.000000

NOTES

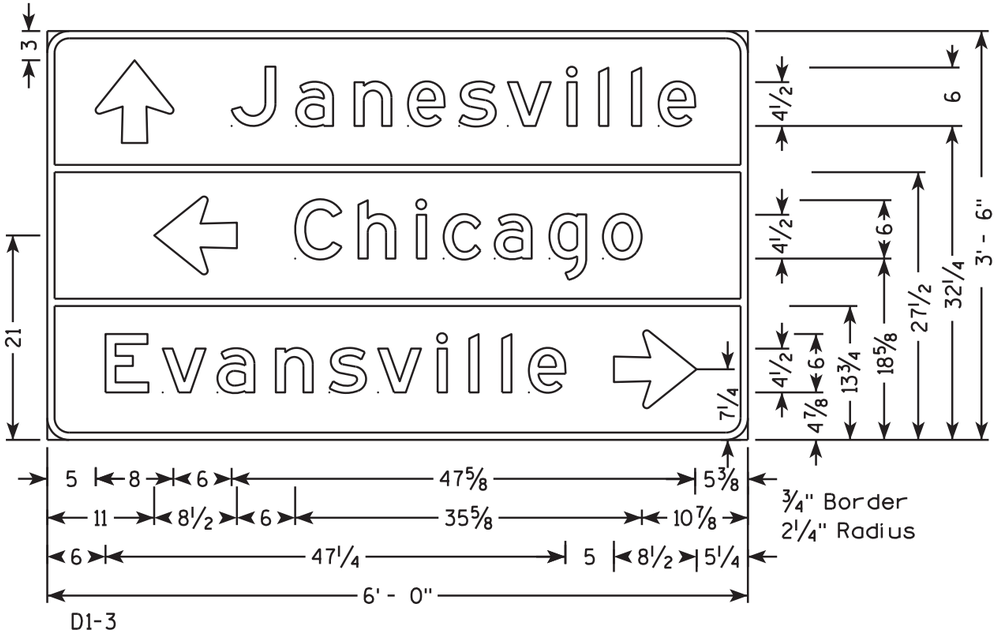
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



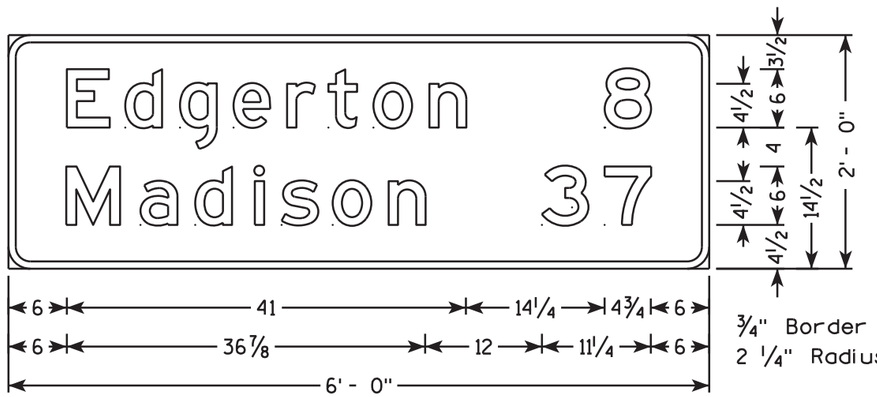
D1-3



D1-3



D1-3



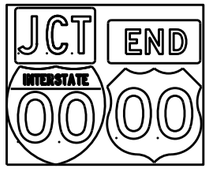
D2-2

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

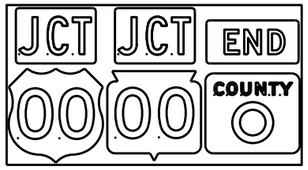
FILE NAME : C:\CAEFiles\Projects\tr_d1\1533A514.DGN PLOT DATE : 11-AUG-2014 09:29 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 15.566735:1.000000 WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

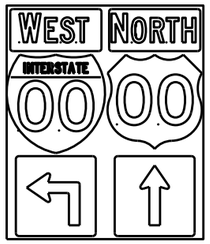


J1-2

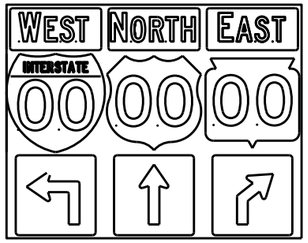


J1-3

J2-1



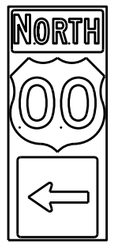
J2-2



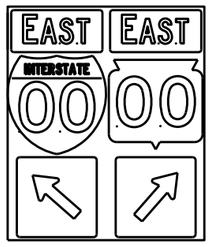
J2-3

JV

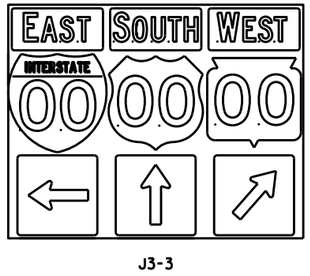
(Typical Vertical J-Assembly
See Note 10 and 11)



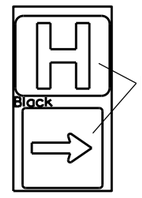
J3-1



J3-2

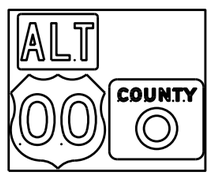


J3-3

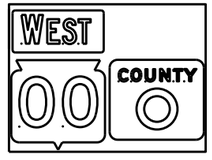


JH-1

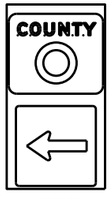
J4-1



J4-2



J4-2



J13-1

J12-1

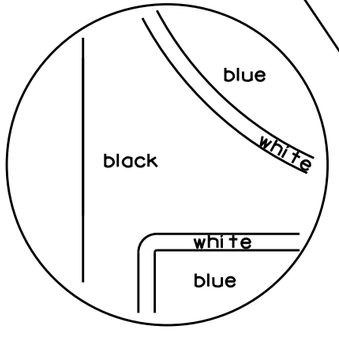
J32-1

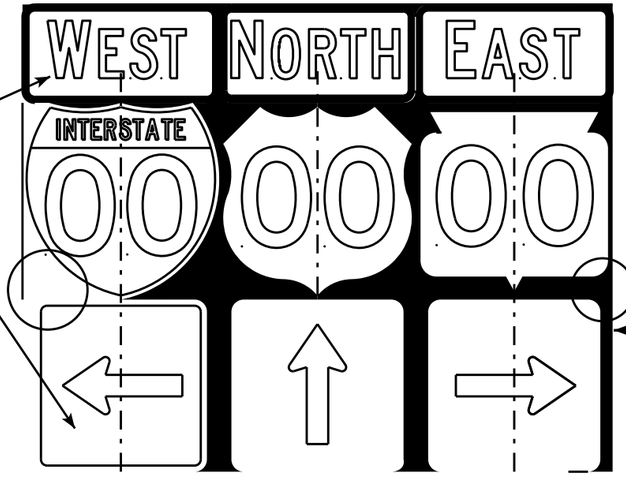
J33-1

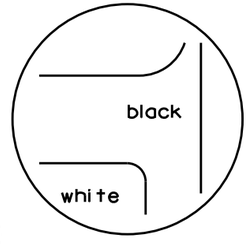
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

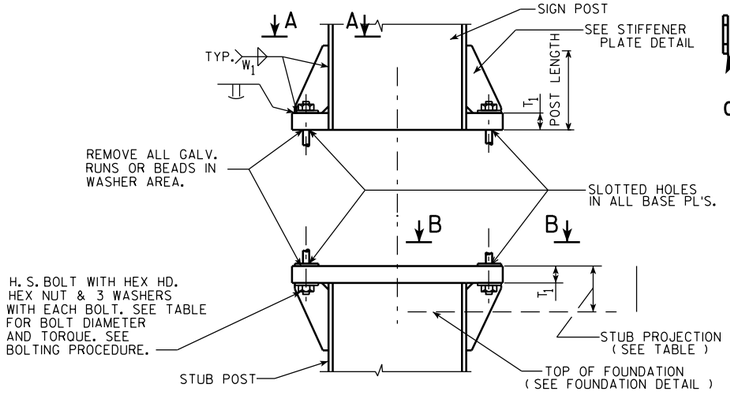
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

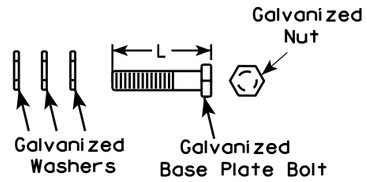
PROJECT NO: | SHEET NO: E

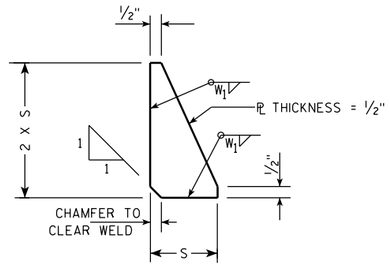
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



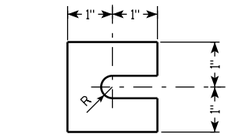
SIGN POST AND STUB POST ELEVATION





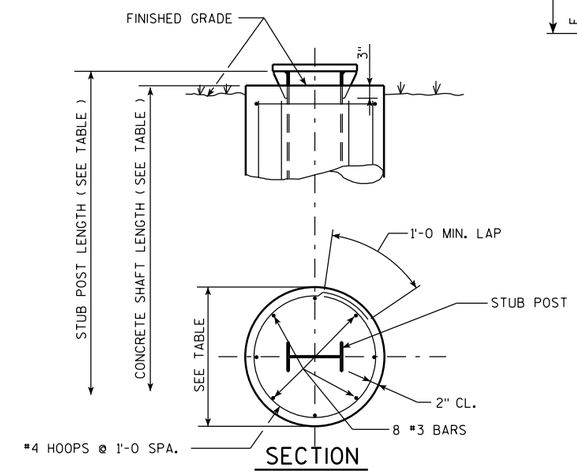
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

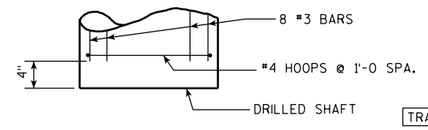


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

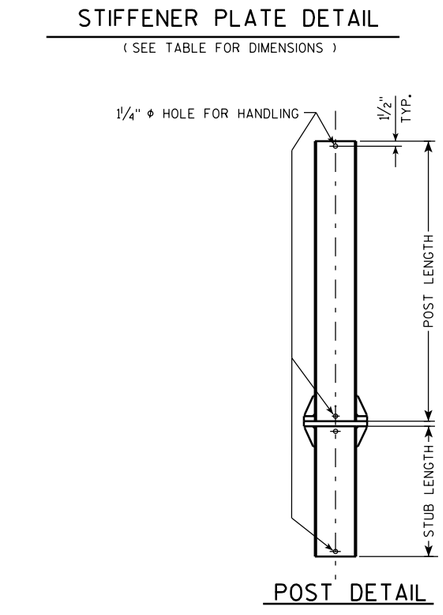
SHIM DETAIL



SECTION



FOUNDATION DETAIL



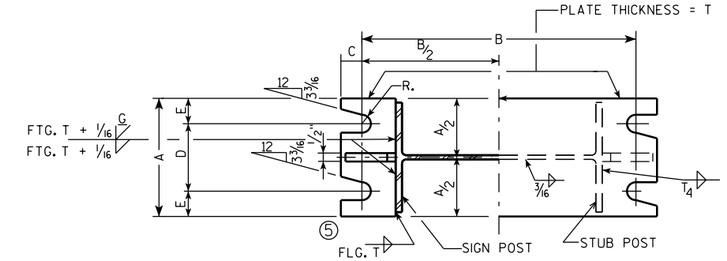
POST DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

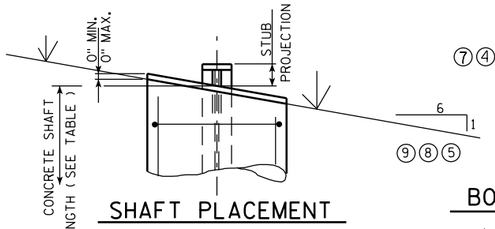
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

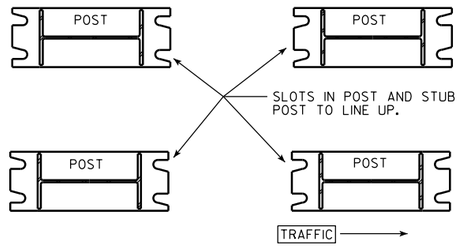
⑦



SECTION A-A SECTION B-B



SHAFT PLACEMENT



POST SLOT ORIENTATION ⑦

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE CONNECTION DATA TABLE														FOUNDATION DATA				②
L	X	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K	
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0#	④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5#	④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#	
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#	
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0#	③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch for State Traffic Engineer
DATE 6/30/14 PLATE NO. A3-1.15

NO.	DATE	REVISION
⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

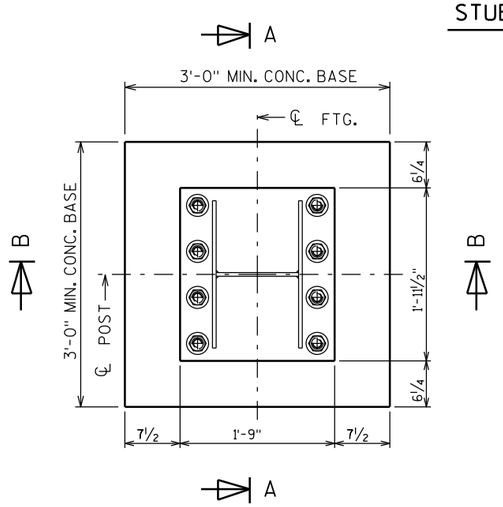
FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS
SHEET 614

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

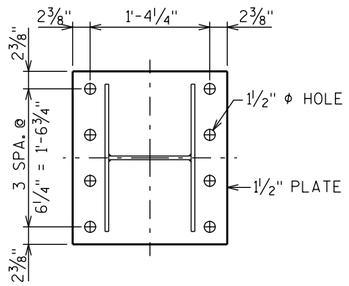
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 30-JUN-2014 10:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000

WISDOT/CADDS SHEET 42

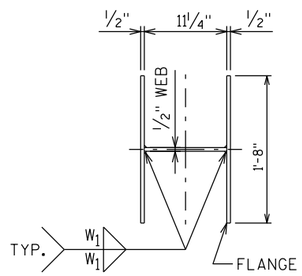
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



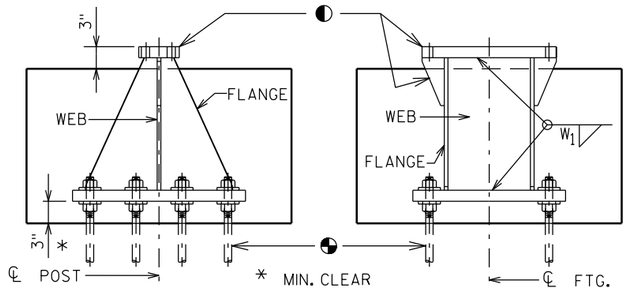
BASE PLATE



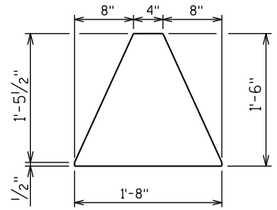
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



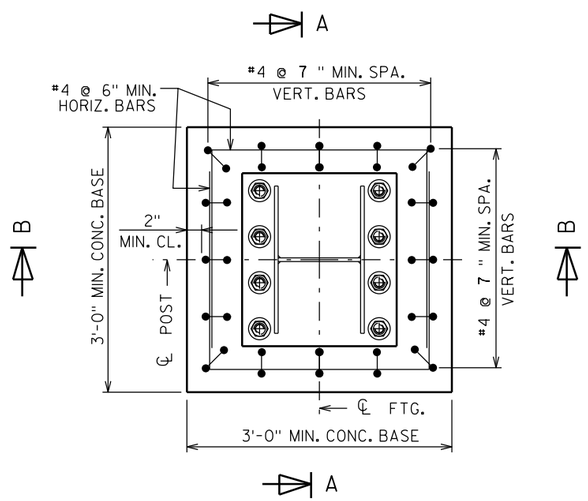
FLANGE

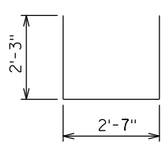
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

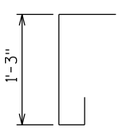
CONCRETE BASE SECTION





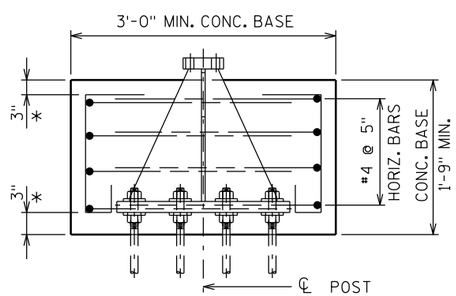
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



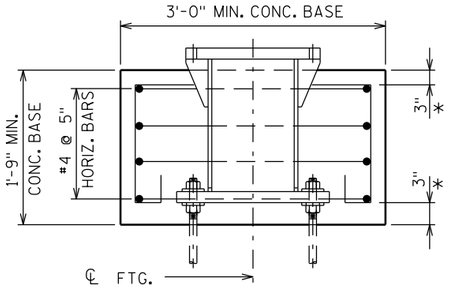
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

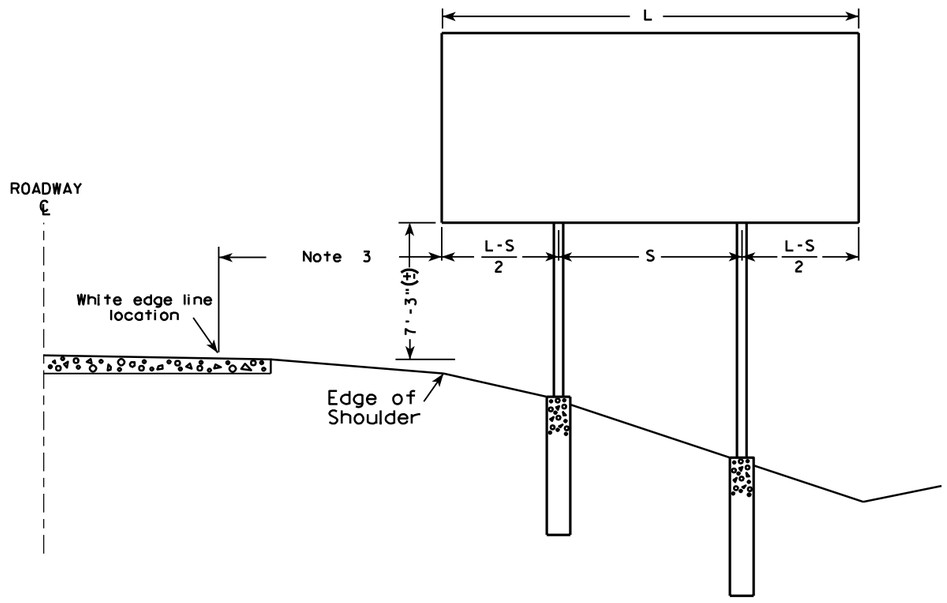
APPROVED Matthew R Rauch
for State Traffic Engineer

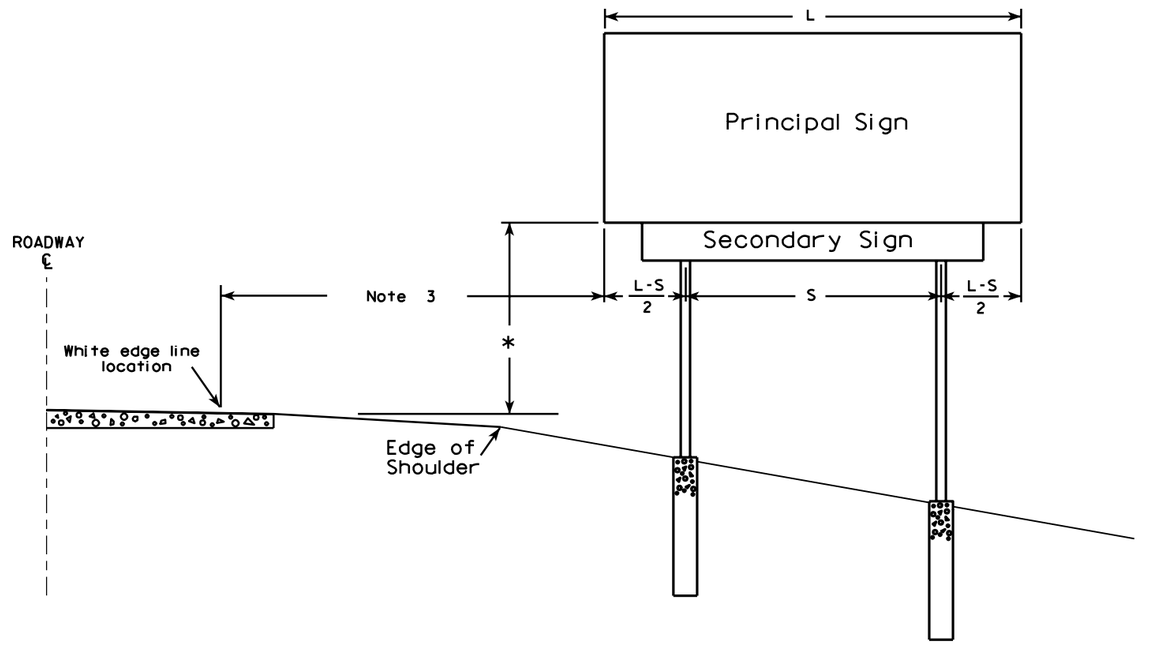
DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000

WISDOT/CADDS SHEET 42





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"(±).

7

7

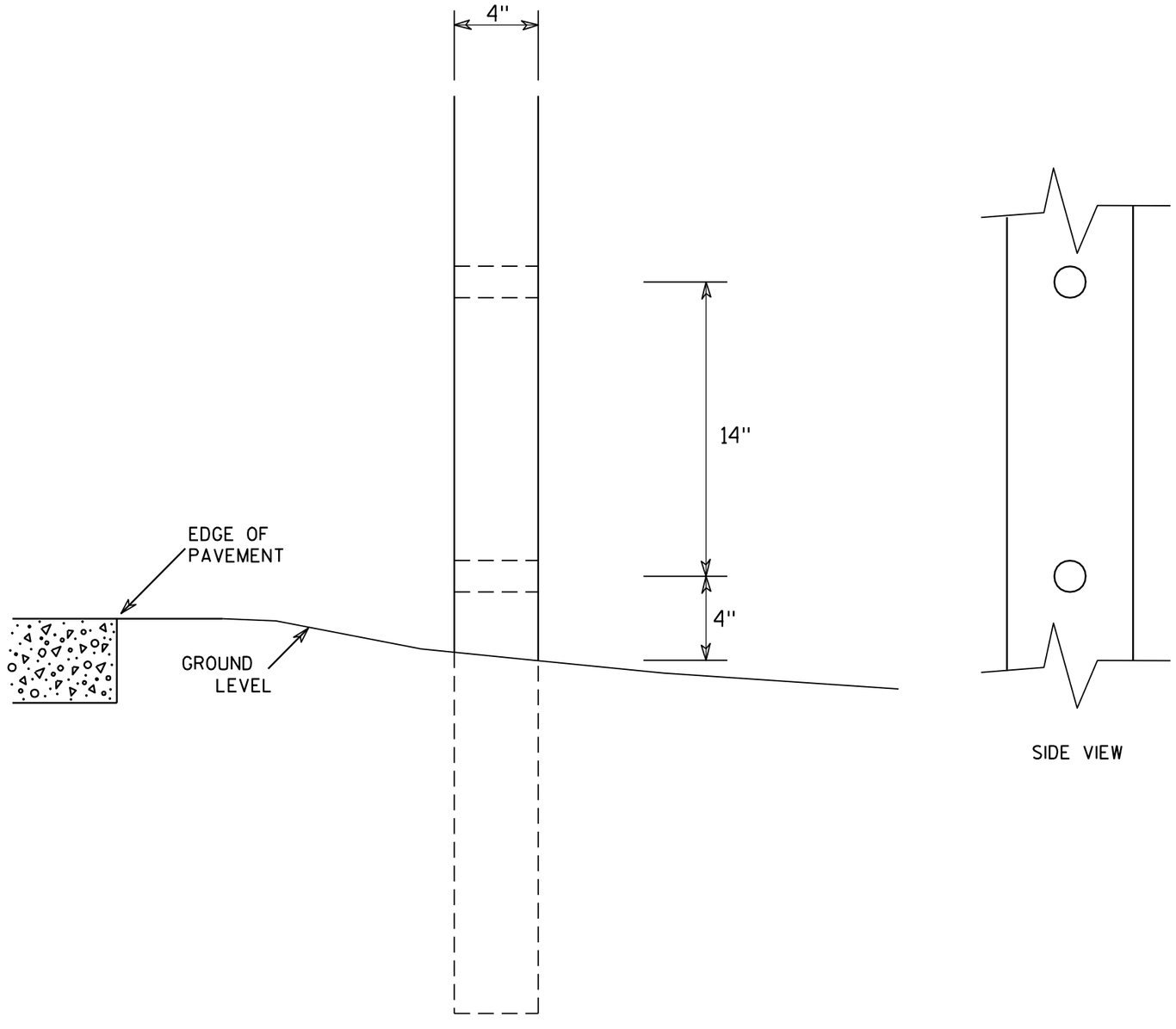
TYPICAL INSTALLATION
OF TYPE I SIGNS

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: 616	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.

7

7

4 X 6 WOOD POST MODIFICATIONS

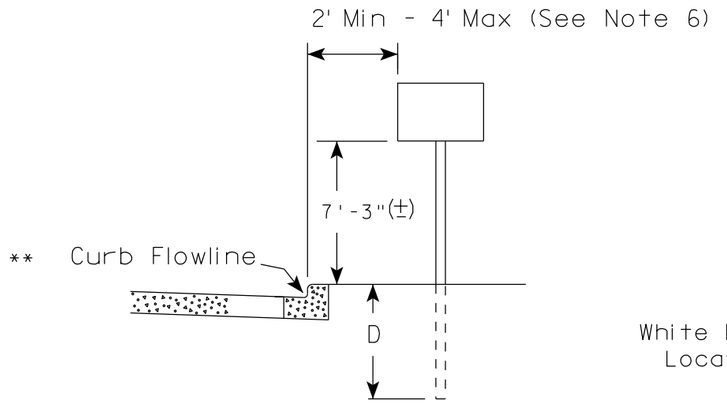
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

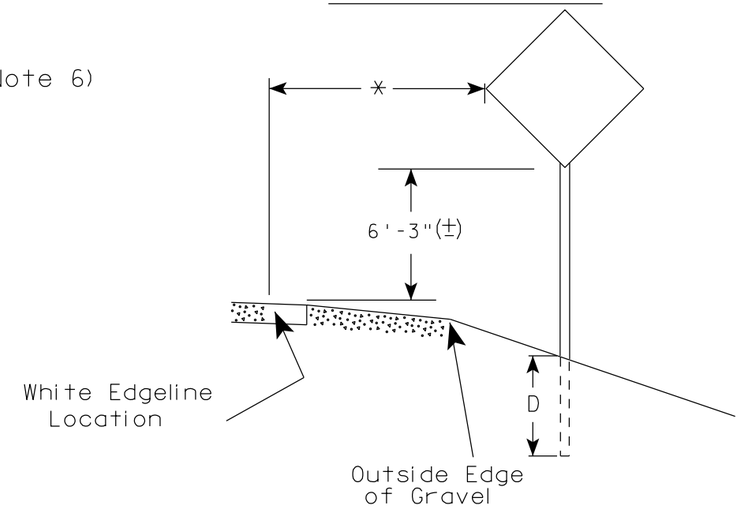
DATE 3/27/97 PLATE NO. A4-11.2

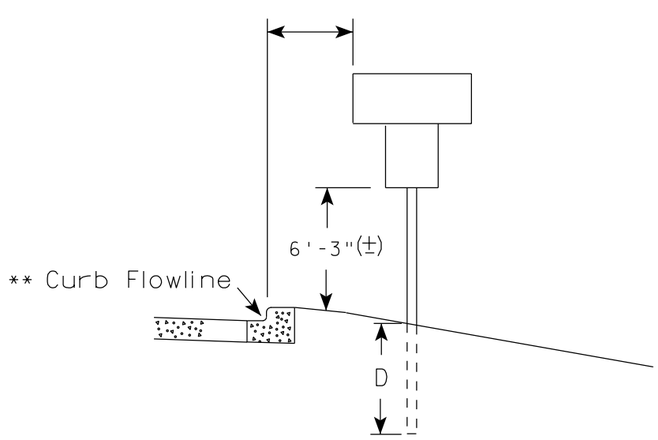
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 617	E

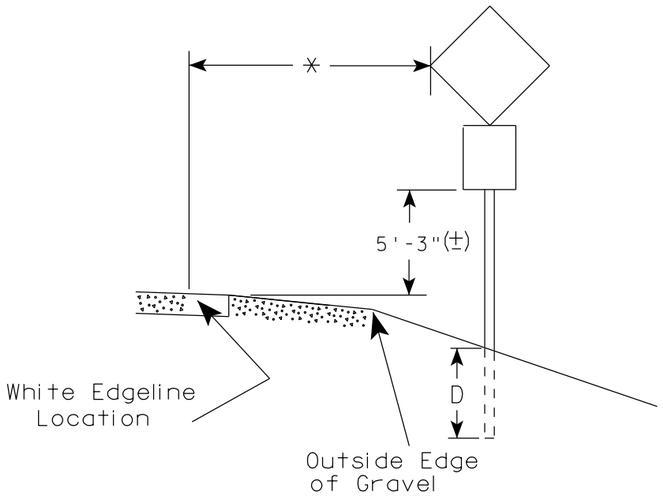
URBAN AREA



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 (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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

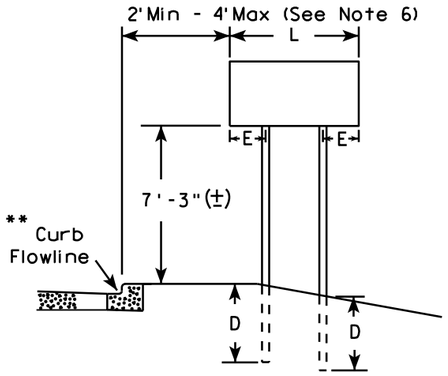
WISCONSIN DEPT OF TRANSPORTATION

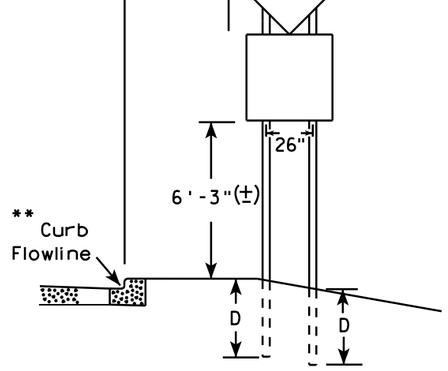
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE NO. A4-3.19

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

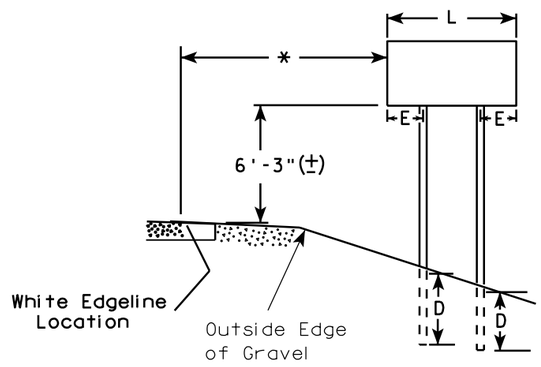
URBAN AREA

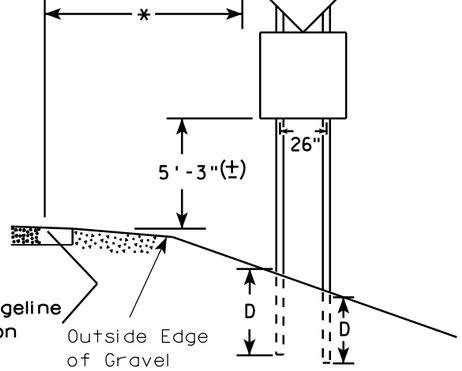




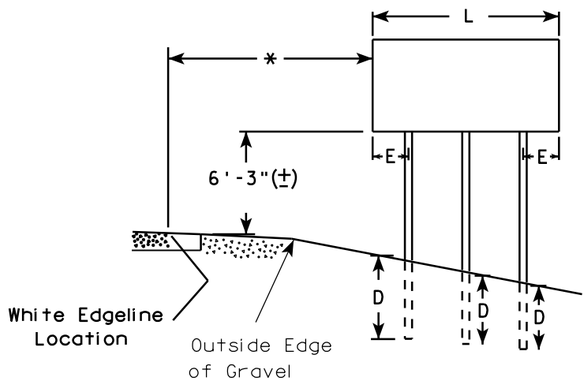
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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

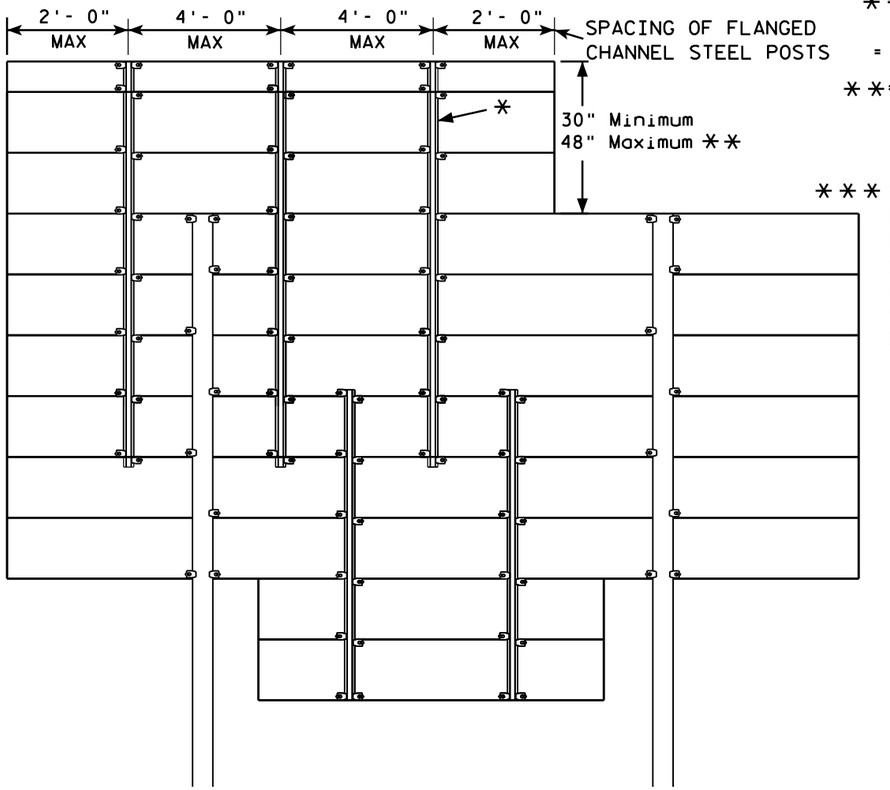
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE NO. AA-A 619 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

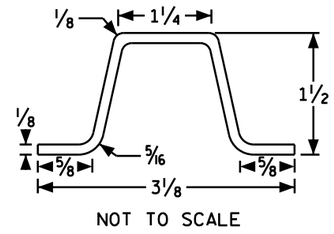


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

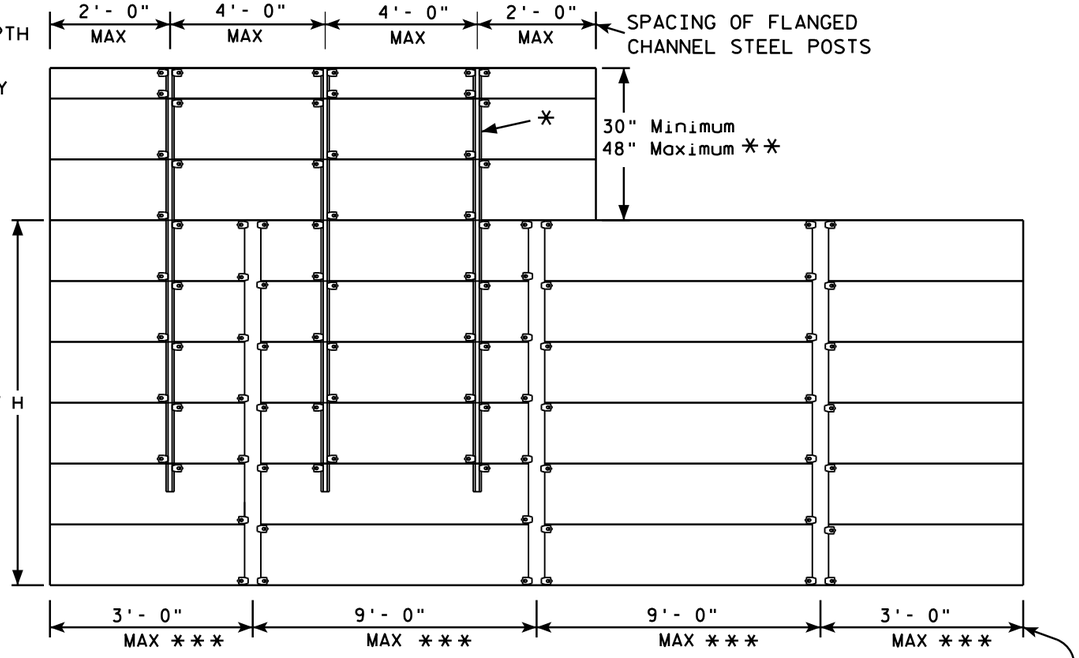
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

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.

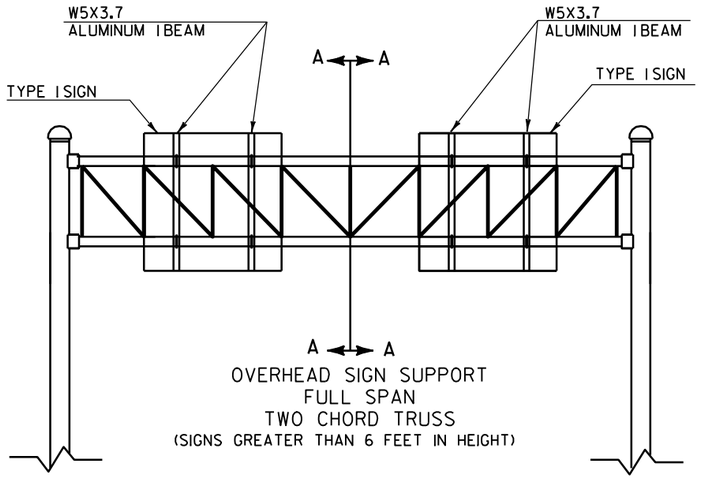
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

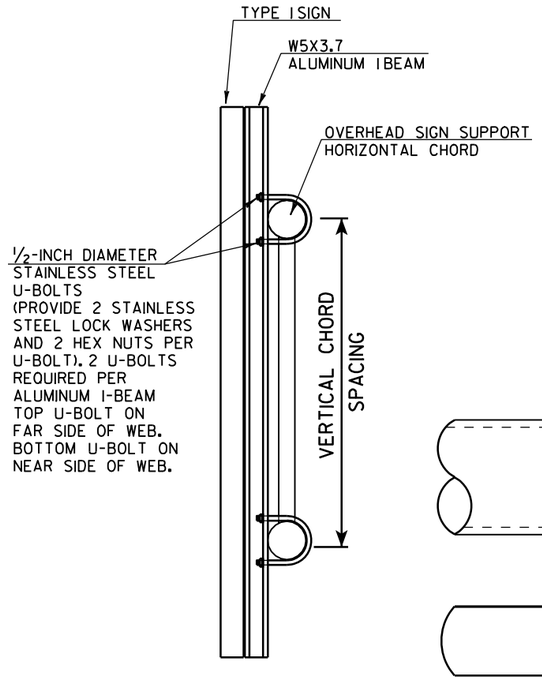
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 620 A4-6.12

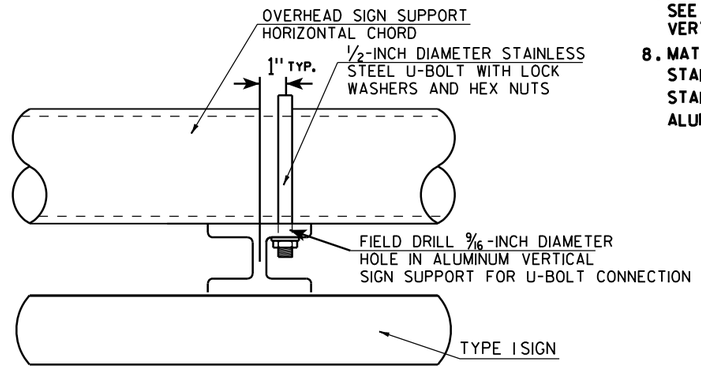
PROJECT NO:				SHEET NO:	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



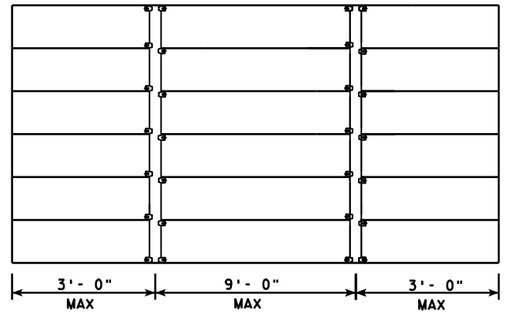
CUT SECTION A-A



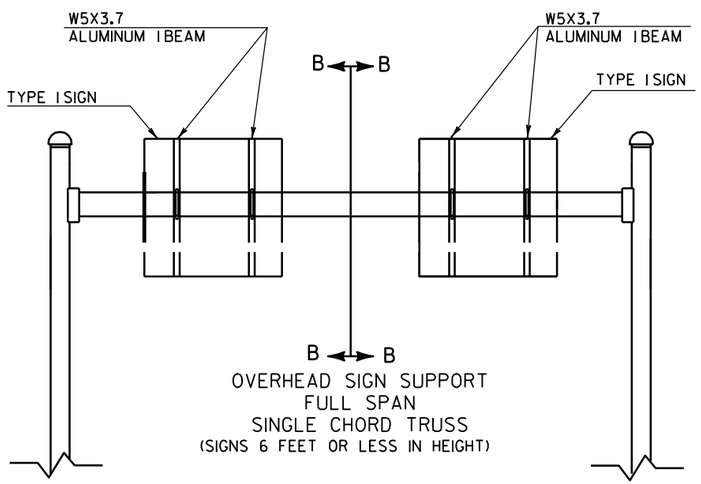
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

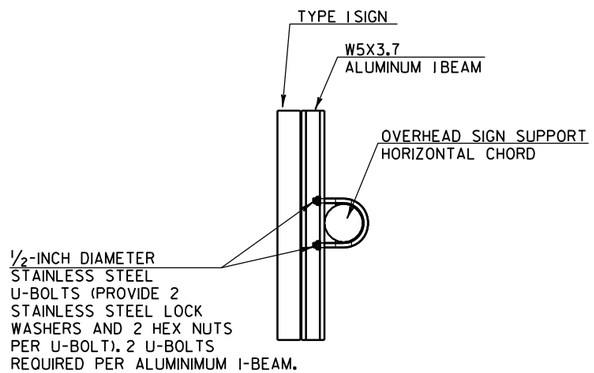
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE 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.



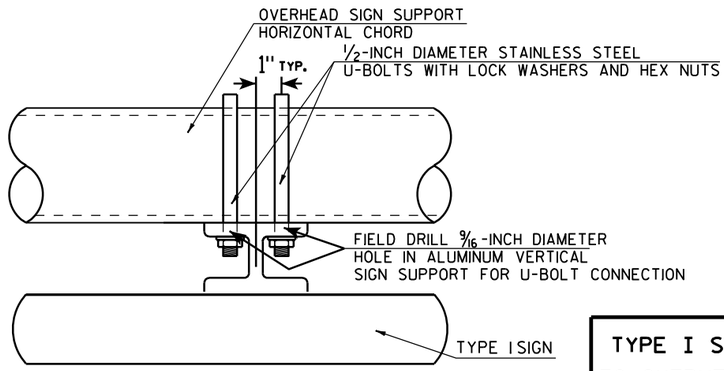
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



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

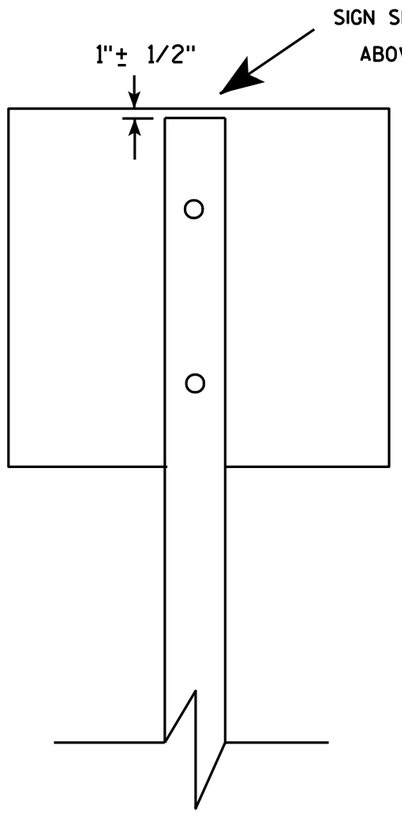
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

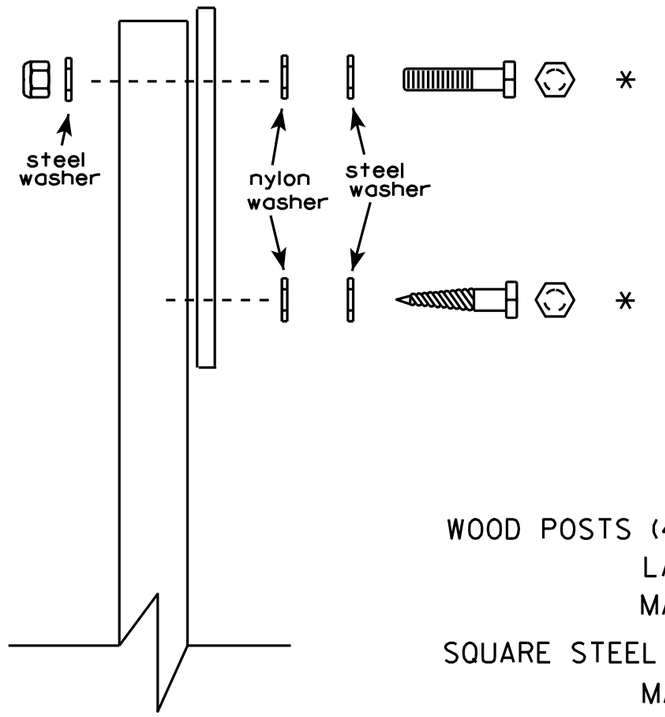
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/12 PLATE NO. A4-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 621	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

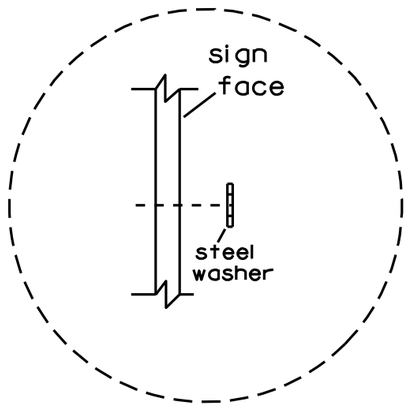
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

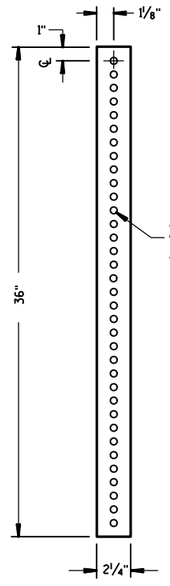
7

PROJECT NO:

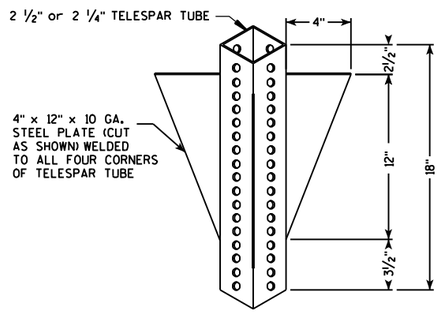
SHEET NO: 622 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

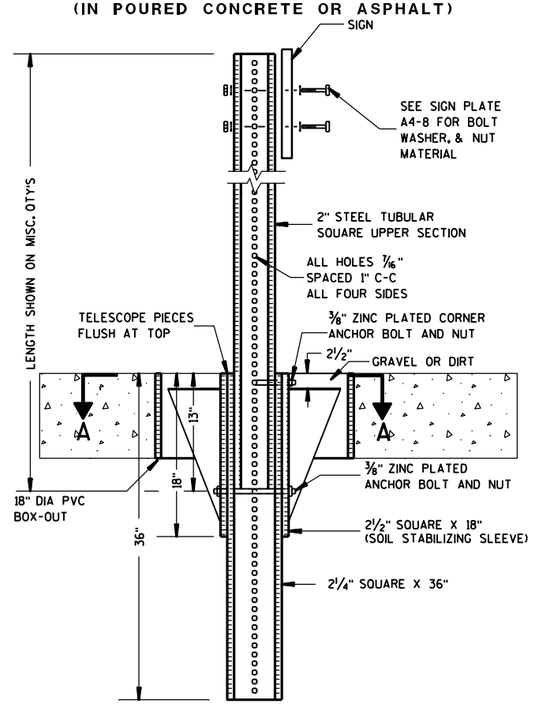
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



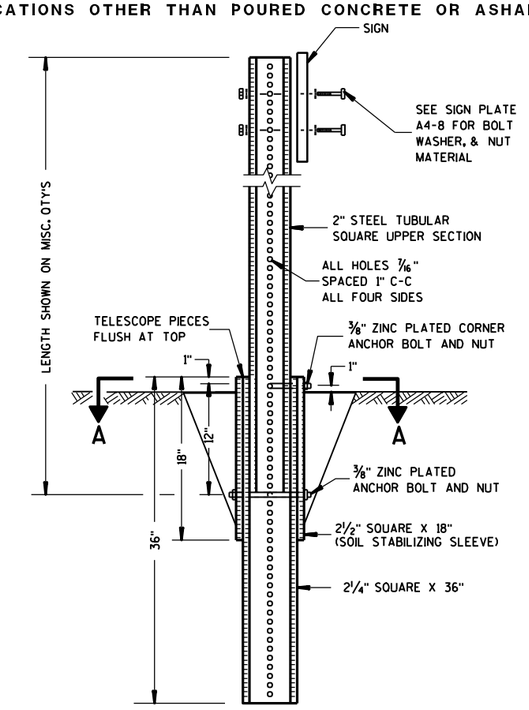
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

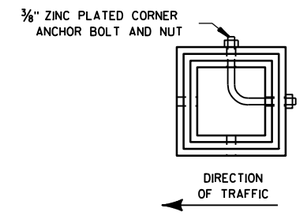


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

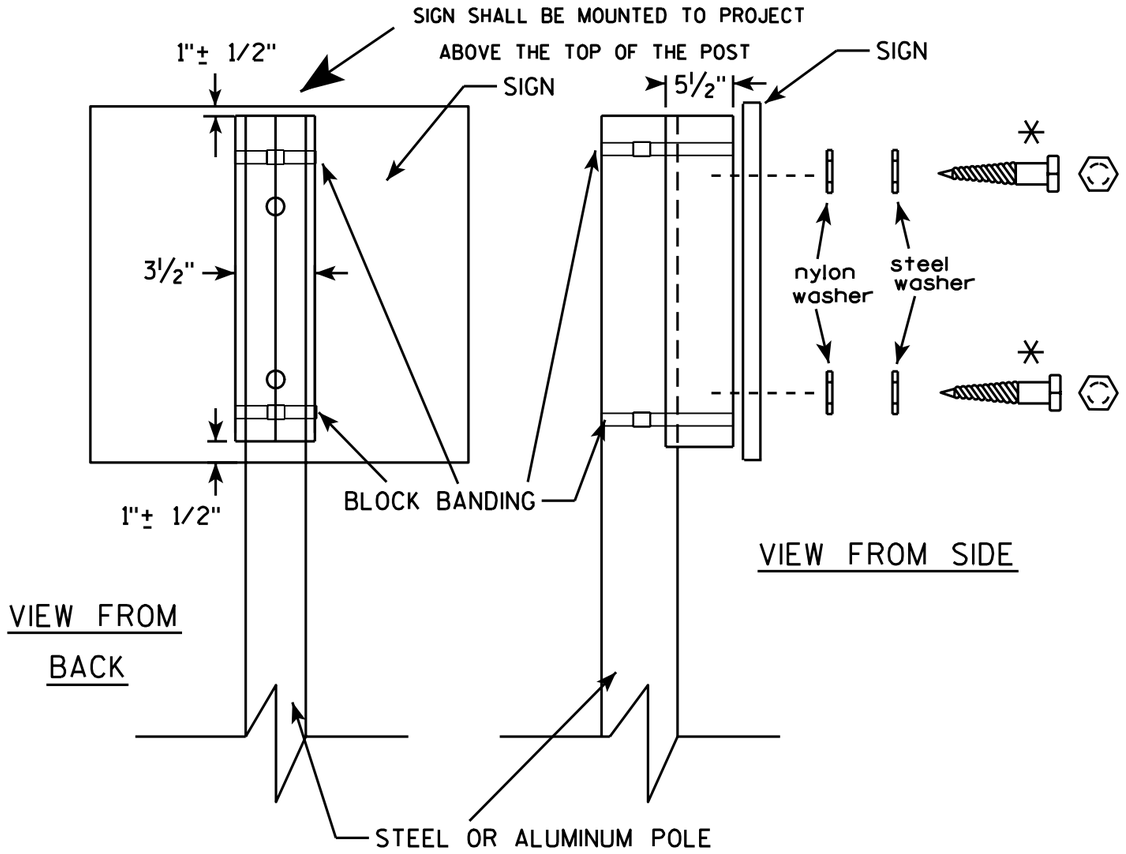
TUBULAR STEEL SIGN POST A4-9

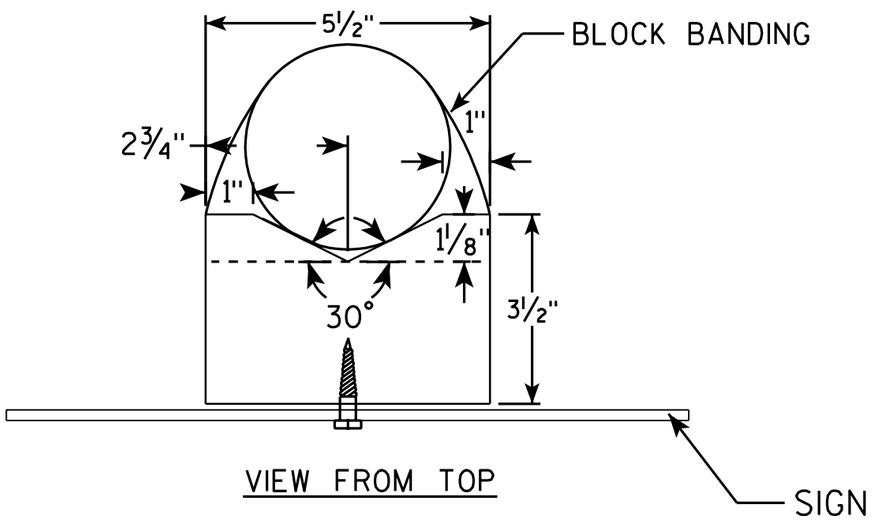
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 623	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)

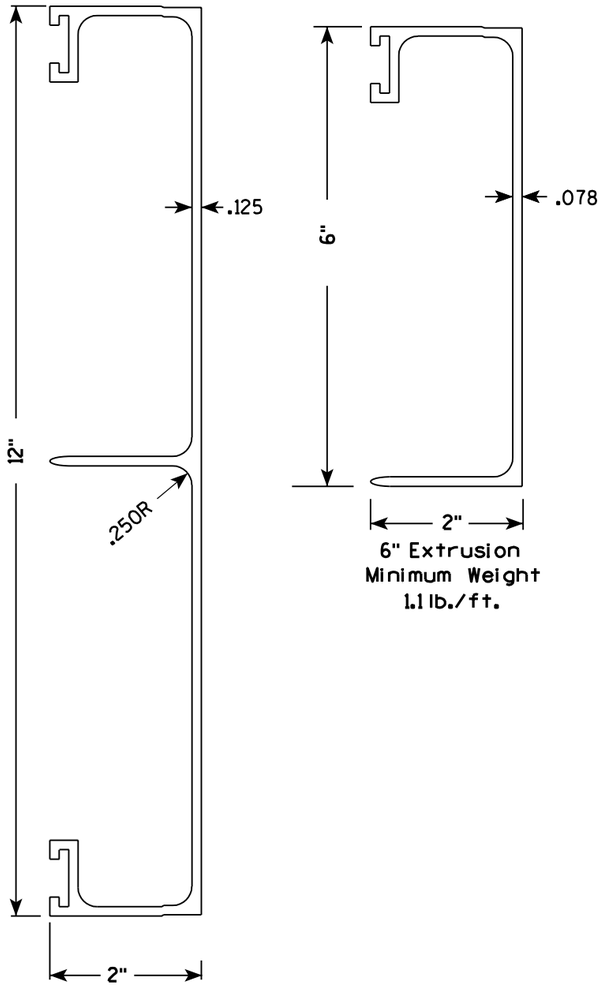
WISCONSIN DEPT OF TRANSPORTATION

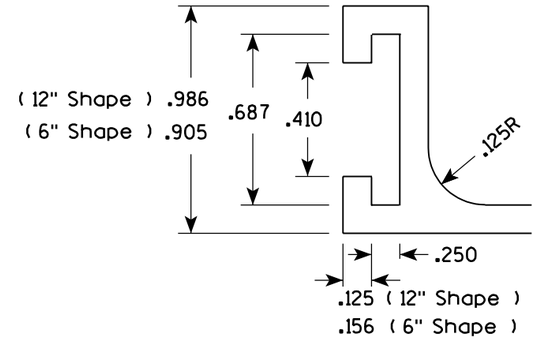
APPROVED Matthew R Rauch
for State Traffic Engineer

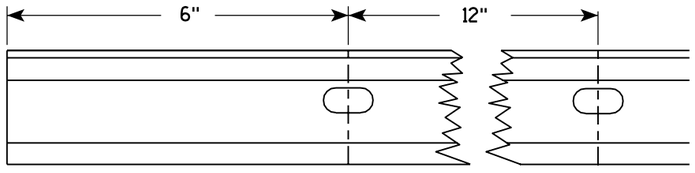
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO: | SHEET NO: 624 | E

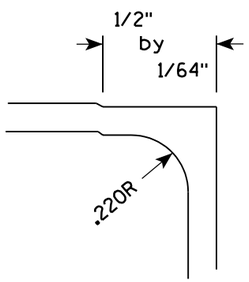
Extruded Shape







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.

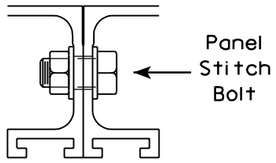


Hardware

STITCH BOLT, WASHER & NUT

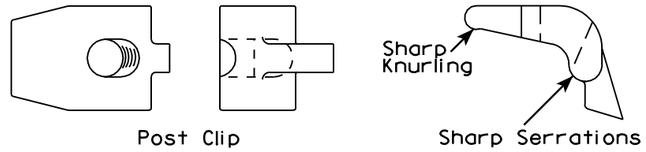
The hardware includes:

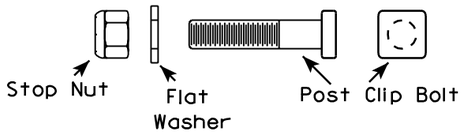
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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

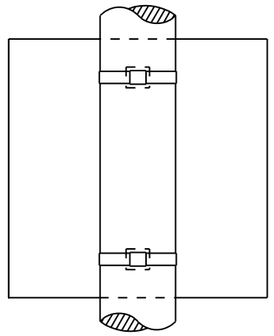
DATE 11/18/99 PLATE NO. A5-2.9

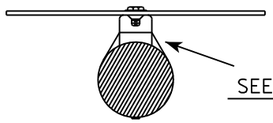
PROJECT NO:

SHEET NO: 625 E

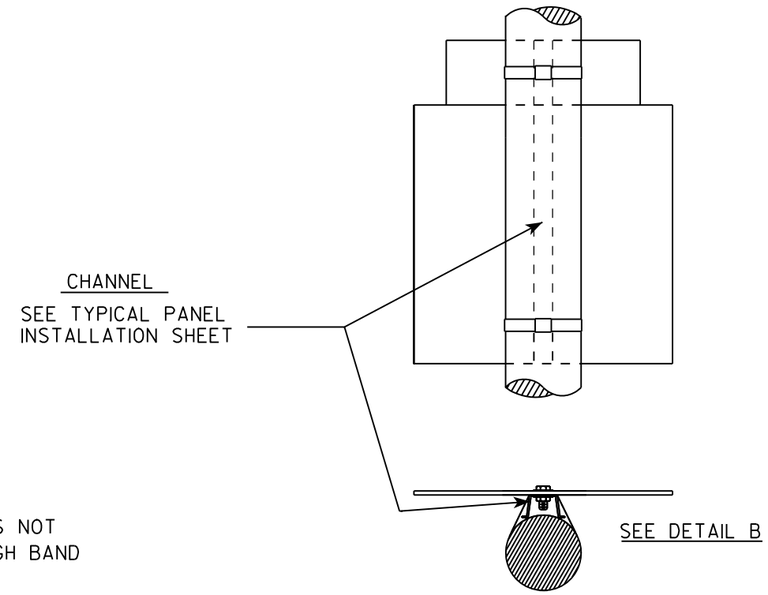
BANDING

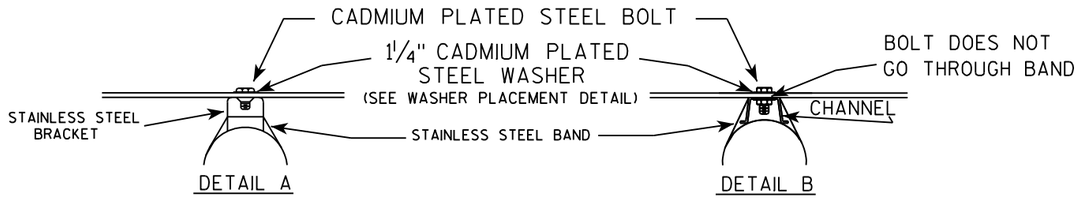
SINGLE SIGN



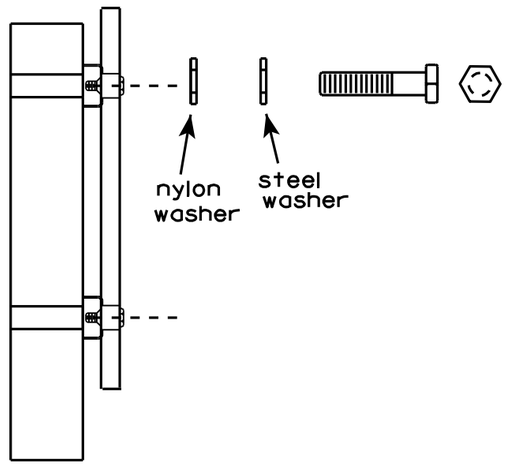


"J" ASSEMBLY





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.

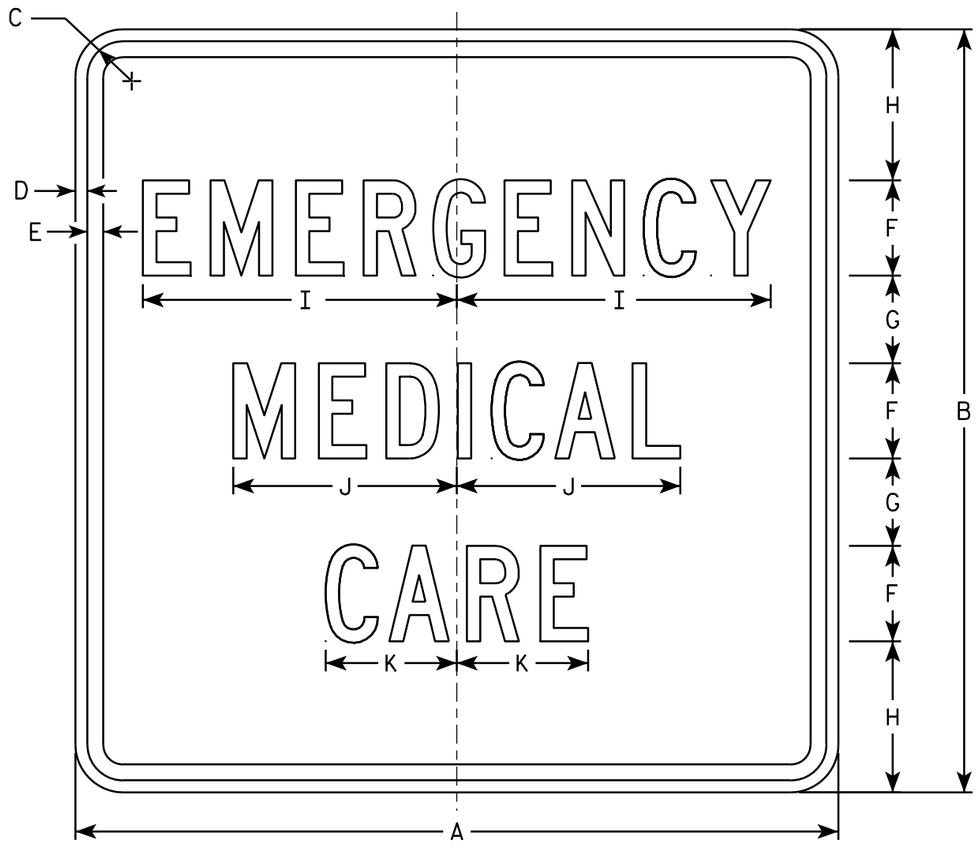
STANDARD SIGN
SIGN BANDING DETAILS

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: 626	E



D9-13C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
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.

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	24	1 1/8	3/8	1/2	3	2 3/4	4 3/4	9 7/8	7	4 1/8																4.0
3	36	36	1 5/8	5/8	3/4	5	4	6 1/2	16 1/2	11 3/4	6 7/8																9.0
4																											
5																											

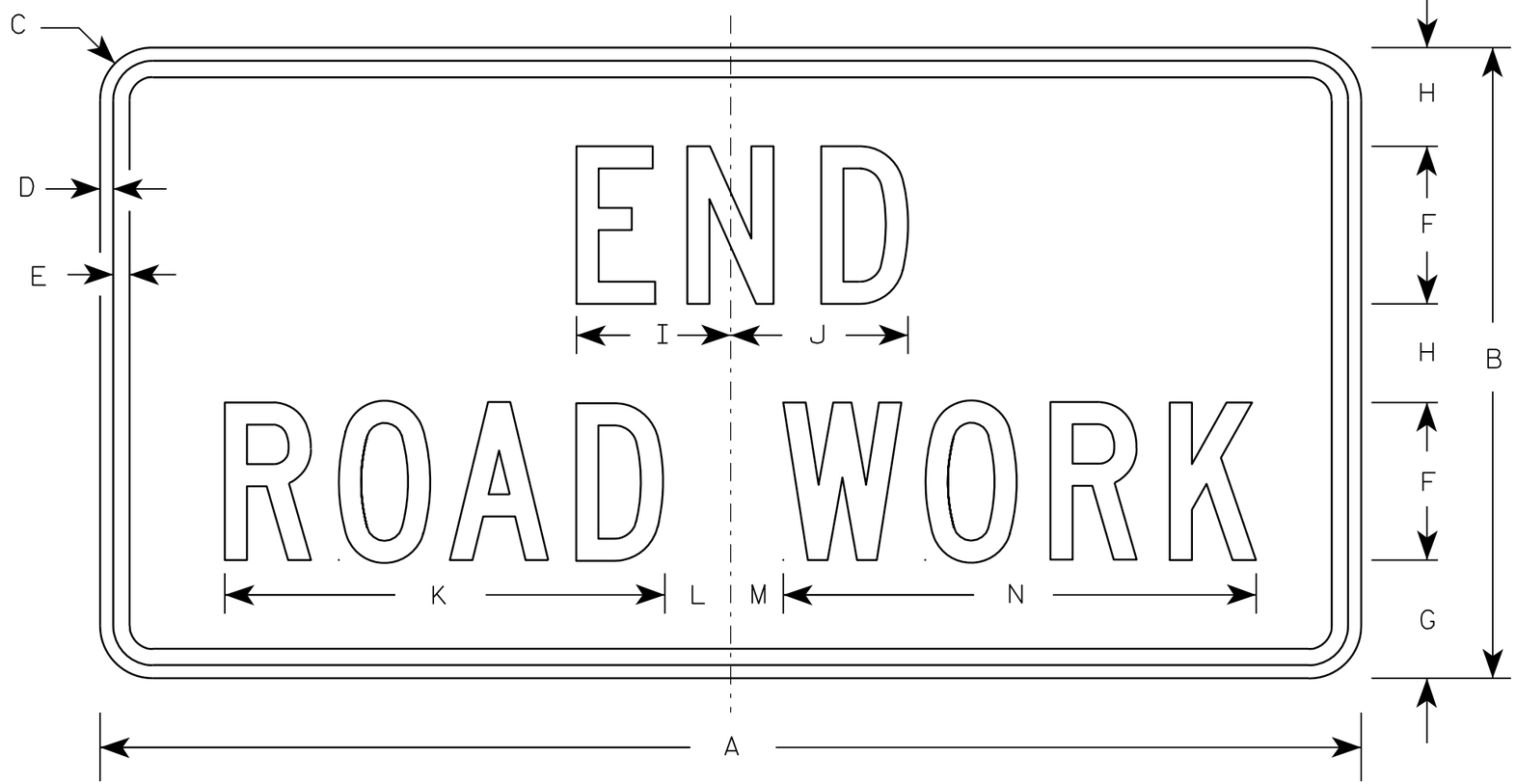
STANDARD SIGN
D9-13C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/12 PLATE NO. D9-13C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 627	E



G20-2A

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

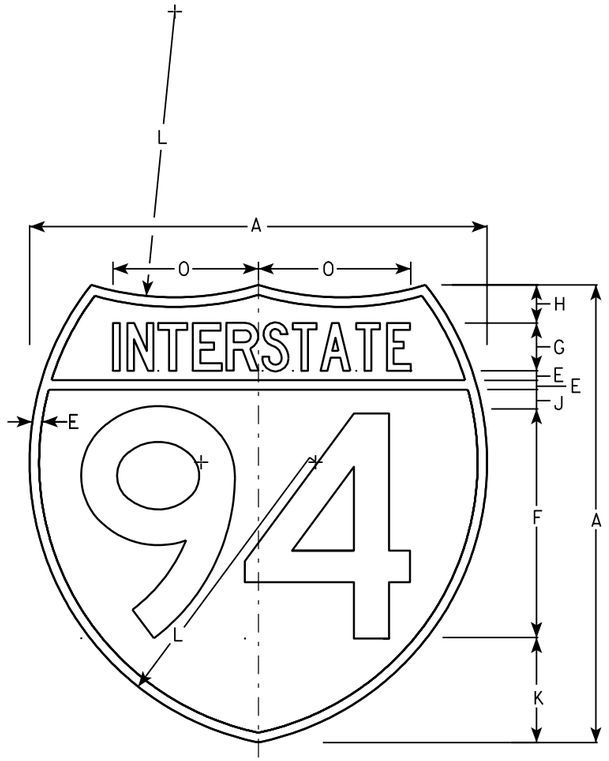
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

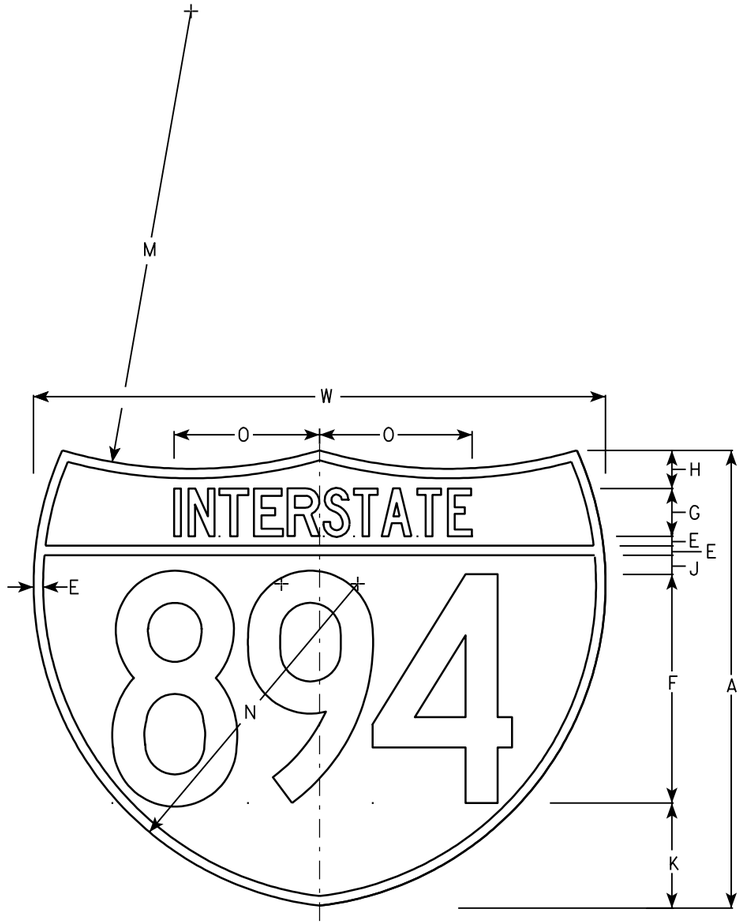
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 628	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

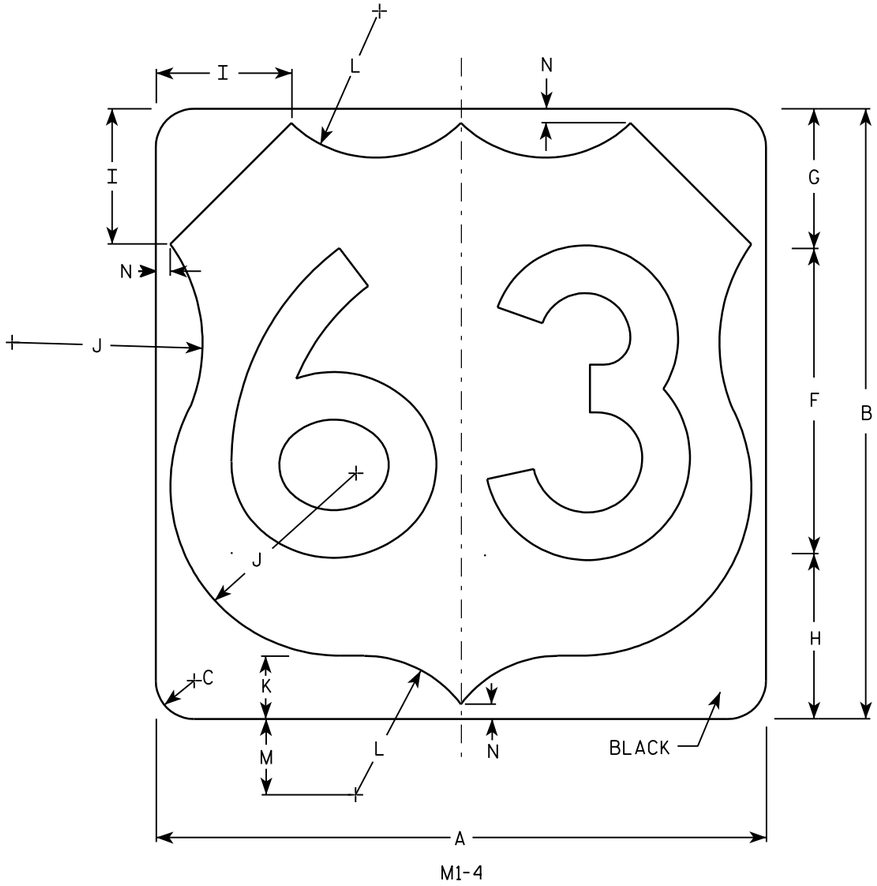
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

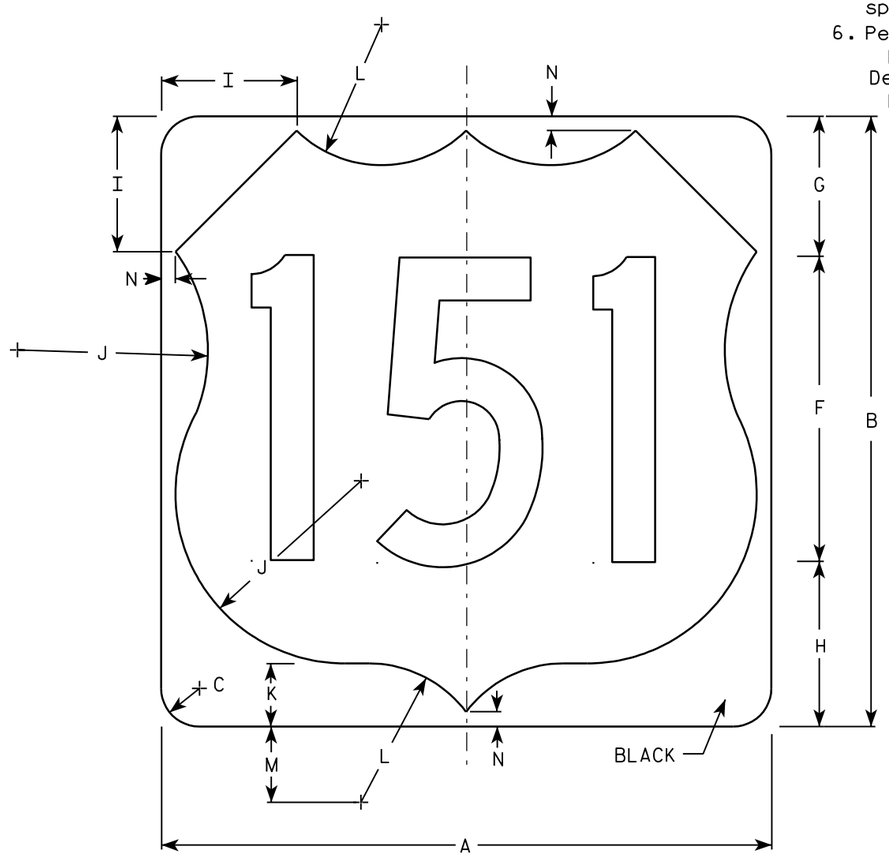
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 629	E

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 numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

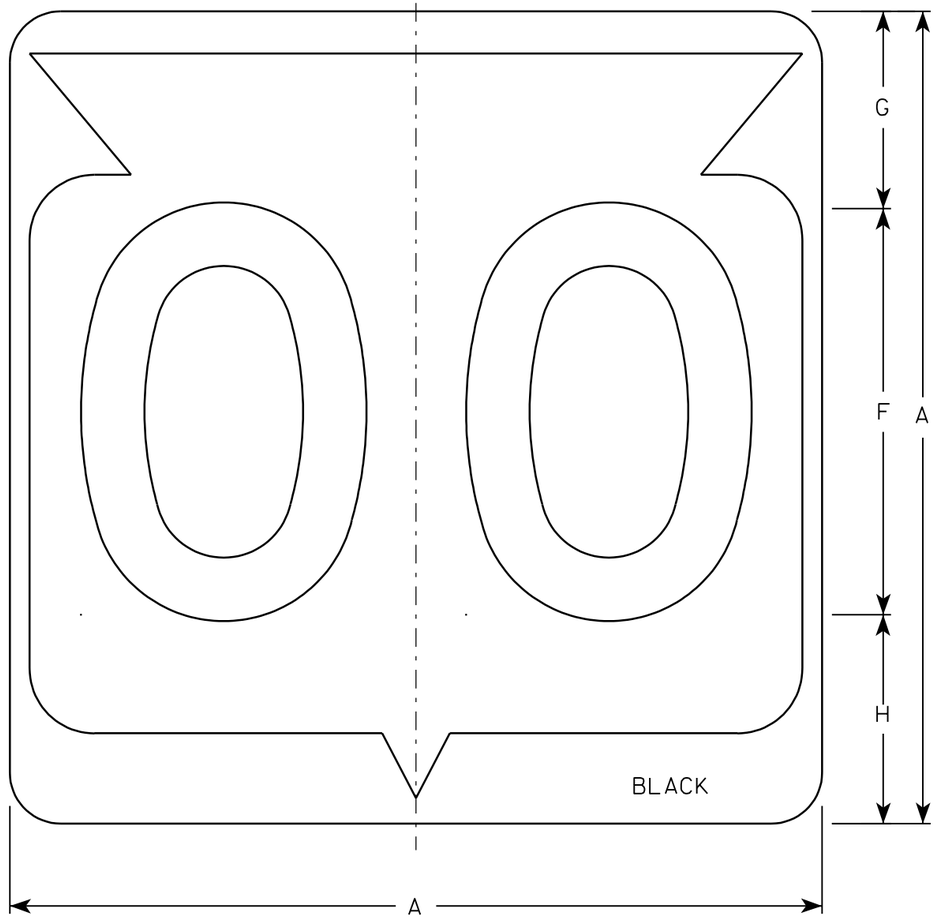
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

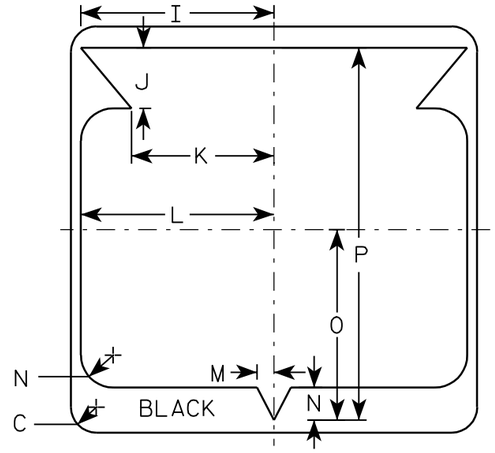
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 630 | E



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

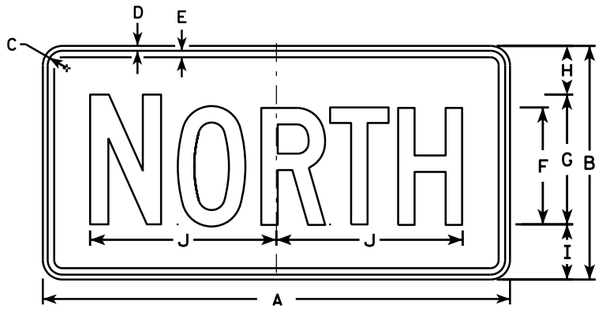
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

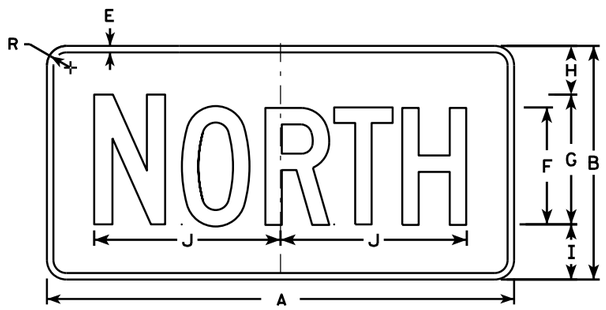
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 631	E



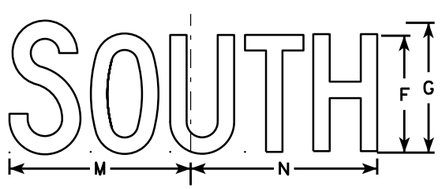
M3-1
MK3-1
MM3-1
MN3-1



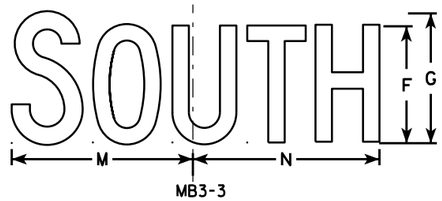
MB3-1

M3-2
MK3-2
MM3-2
MN3-2

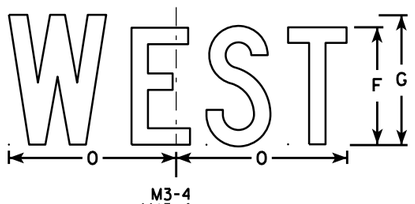
MB3-2



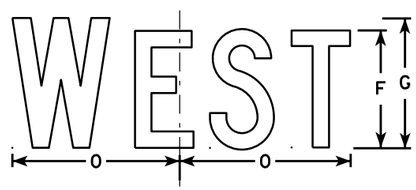
M3-3
MK3-3
MM3-3
MN3-3



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

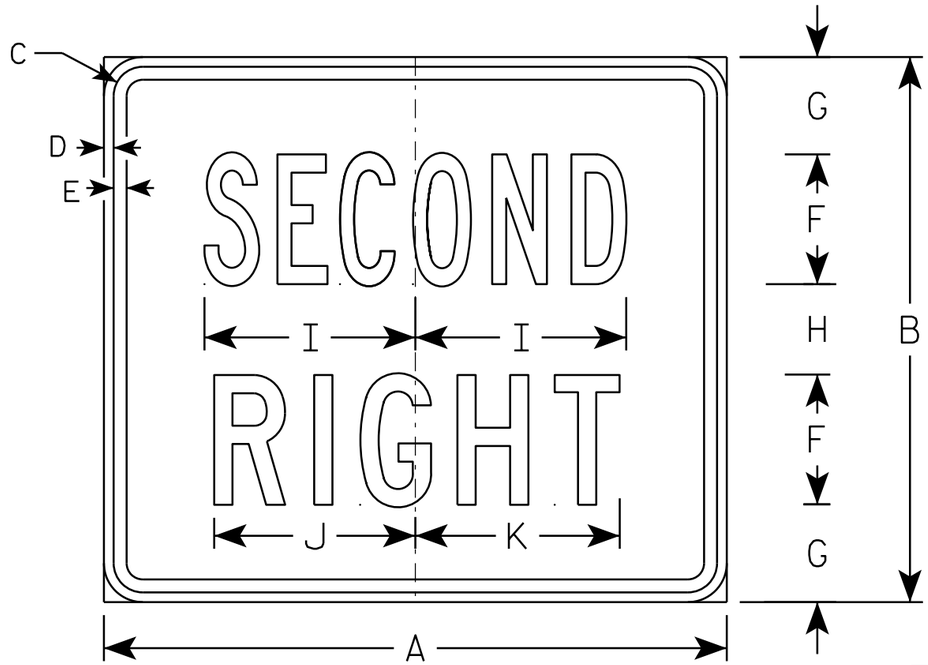
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

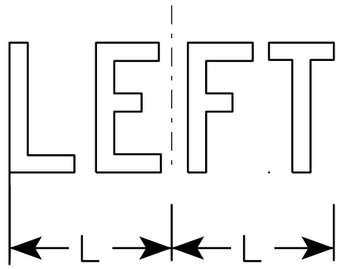
DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

7



M4-22R
MB4-22R
MK4-22R
MM4-22R
MN4-22R
MO4-22R
MP4-22R
MR4-22R



M4-22L
MB4-22L
MK4-22L
MM4-22L
MN4-22L
MO4-22L
MP4-22L
MR4-22L

NOTES

1. Sign is Type II - Type H except as Shown
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. M4-22 Background - White
   Message - Black
   MB4-22 Background - Blue
   Message - White
   MK4-22 Background - Green
   Message - White
   MM4-22 Background - White
   Message - Green
   MN4-22 Background - Brown
   Message - White
   MO4-22 Background - Orange - Type F Reflective
   Message - Black
   MP4-22 Background - White
   Message - Blue
   MR4-22 Background - Brown
   Message - Yellow

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	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	8 1/8	7 3/4	7 7/8																3.5
3	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	13 1/8	12 5/8	12 1/2																7.5
4																											
5																											

STANDARD SIGN
M4-22

WISCONSIN DEPT OF TRANSPORTATION

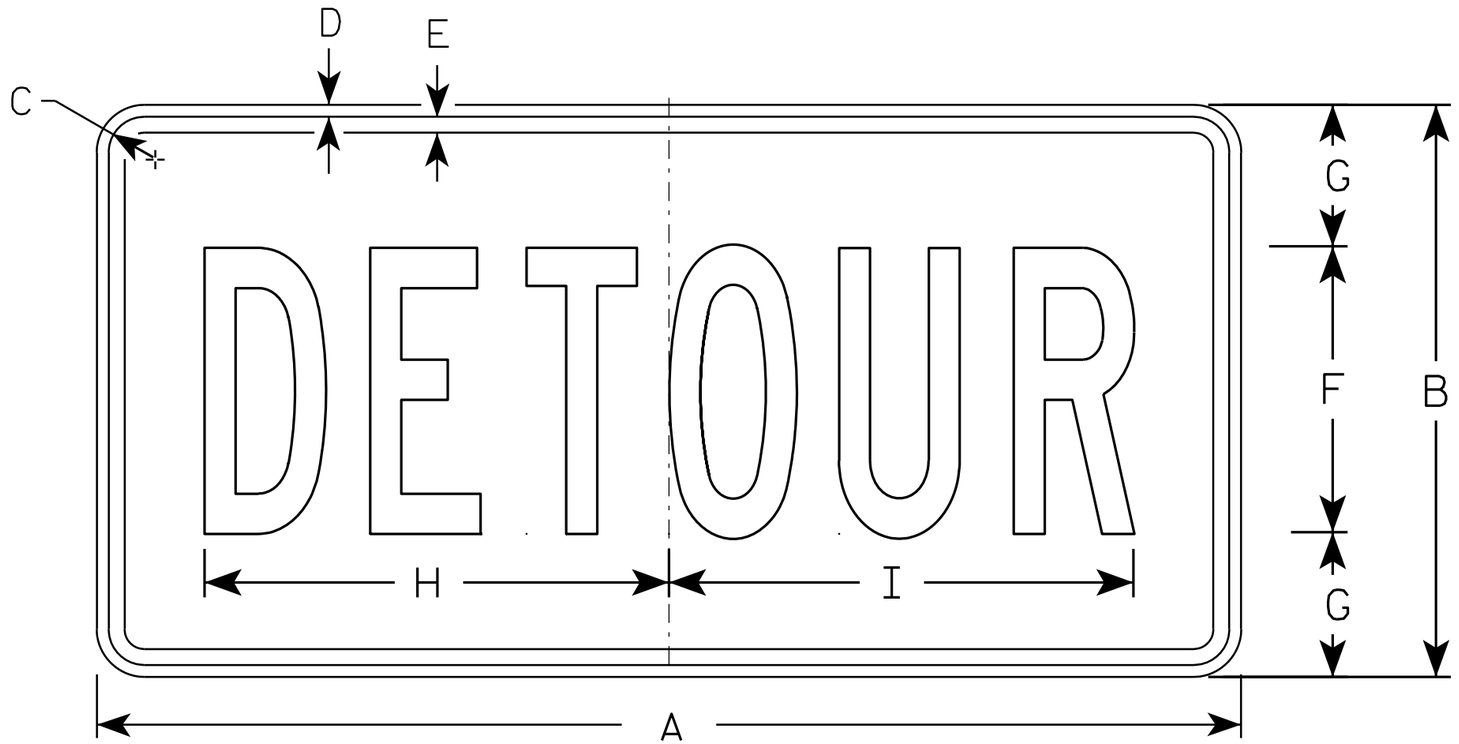
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/26/14 PLATE M4-22.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M422.DGN PLOT DATE : 02-JUL-2014 15:21 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42

7



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																											

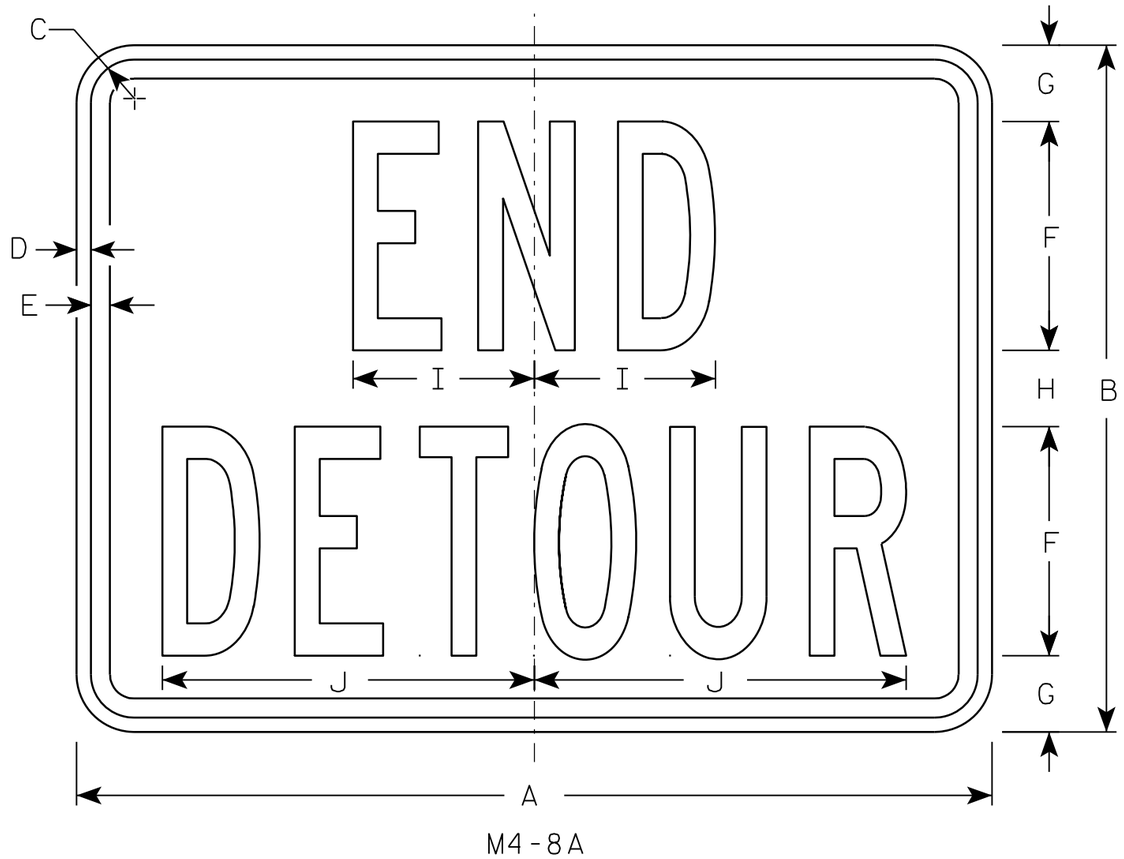
STANDARD SIGN
M4-8

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: 634	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																											

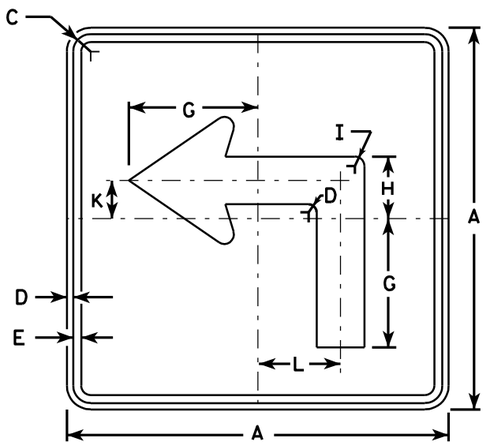
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

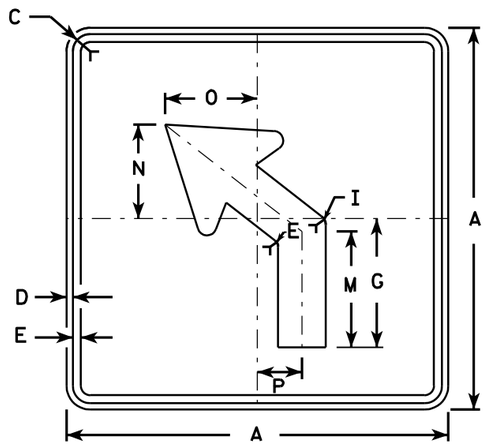
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

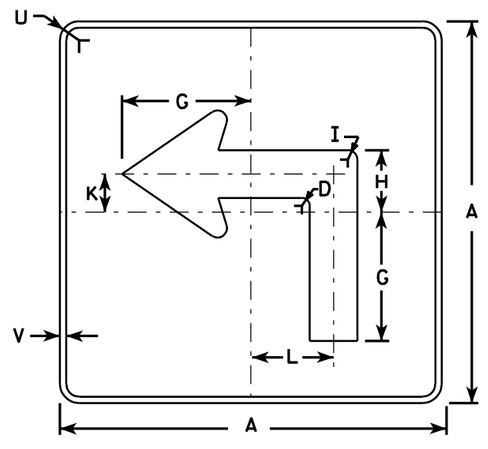
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 635	E



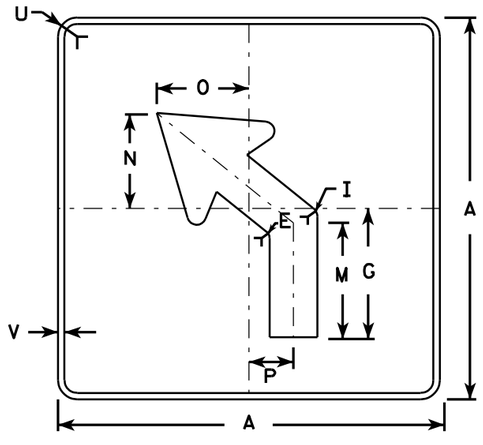
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



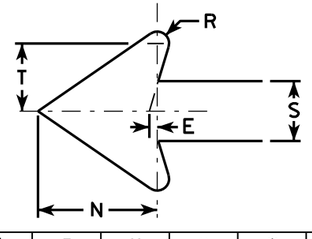
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

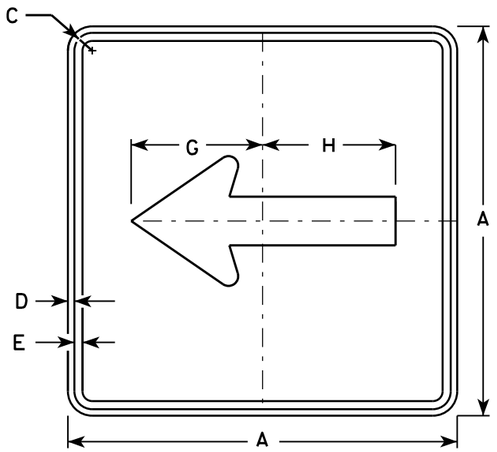
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

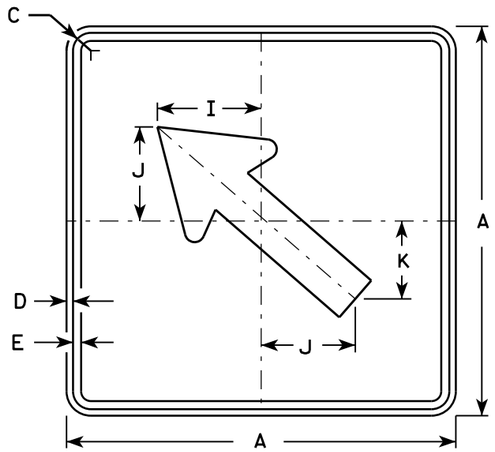
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 636	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



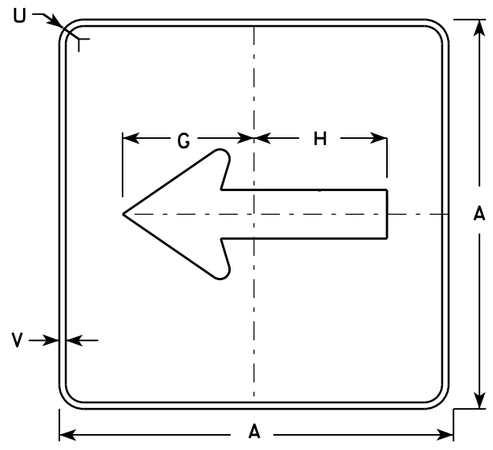
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



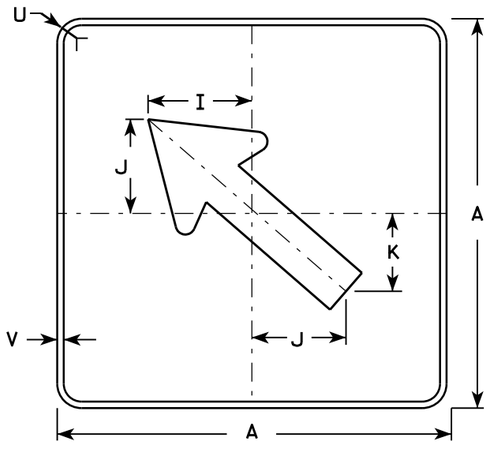
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

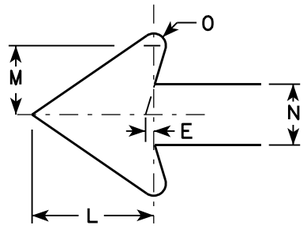
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

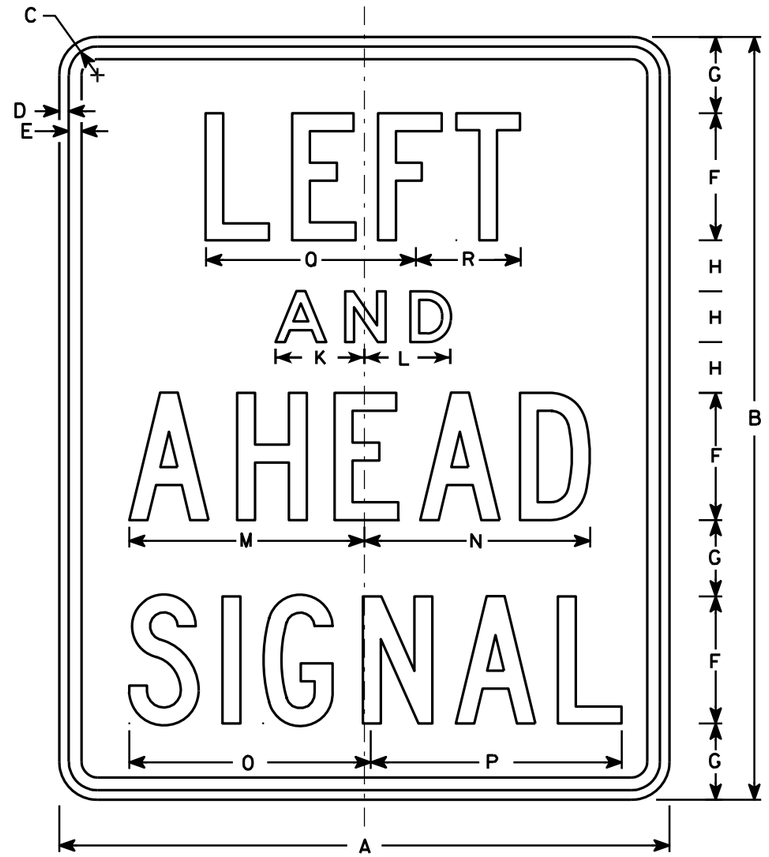
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

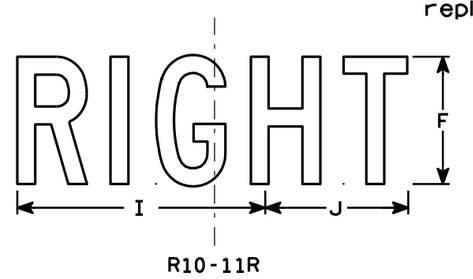
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 637 M6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R10-11L



R10-11R

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 except line 2 is 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. R10-11L is identical to R10-11R except LEFT replaces RIGHT.

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	24	30	1 1/8	3/8	1/2	5	3	2	7 3/4	7 5/8	3 1/2	3 3/8	9 1/4	8 7/8	9 1/2	9 7/8	6 1/4	6 1/8									5.0
2M	24	30	1 1/8	3/8	1/2	5	3	2	7 3/4	7 5/8	3 1/2	3 3/8	9 1/4	8 7/8	9 1/2	9 7/8	6 1/4	6 1/8									5.0
3																											
4																											
5																											

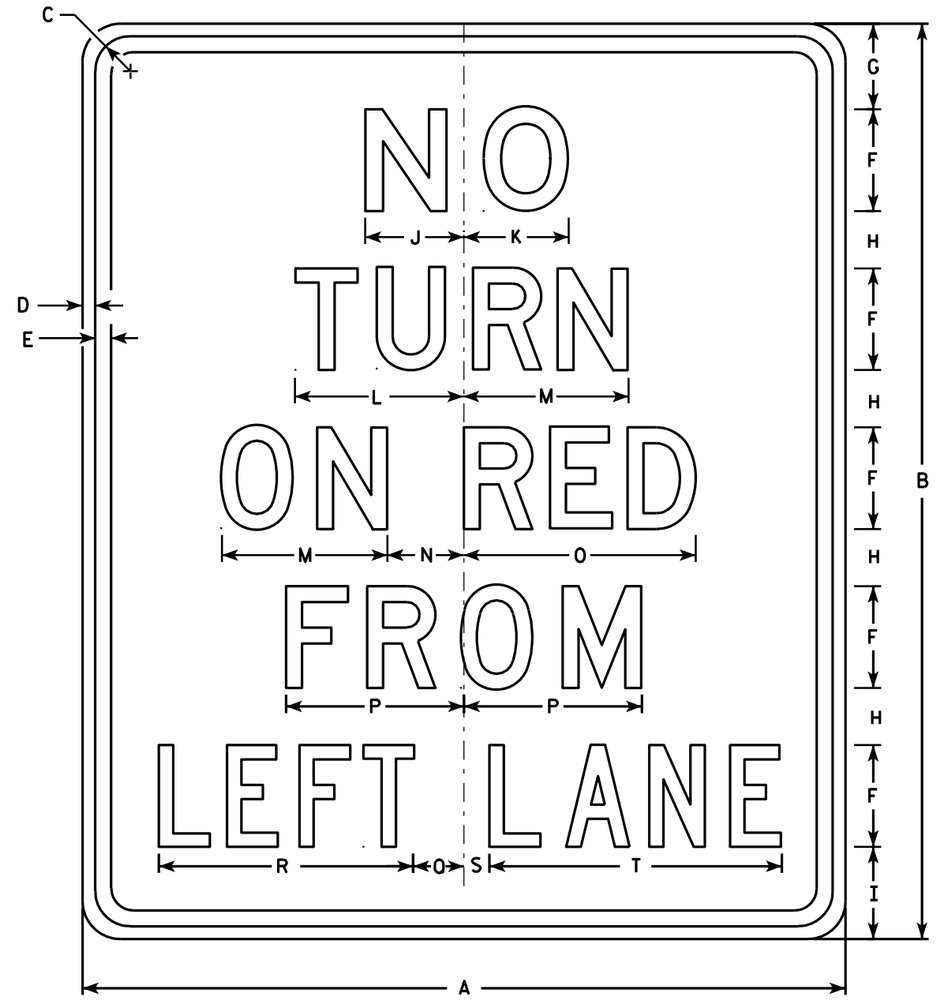
STANDARD SIGN
R10-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-11.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 638 | E



R10-11F

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 - 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 E.
   Lines 2, 3 and 4 are Series D.
   Line 5 is 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																											
2S	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
2M	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
3																											
4																											
5																											

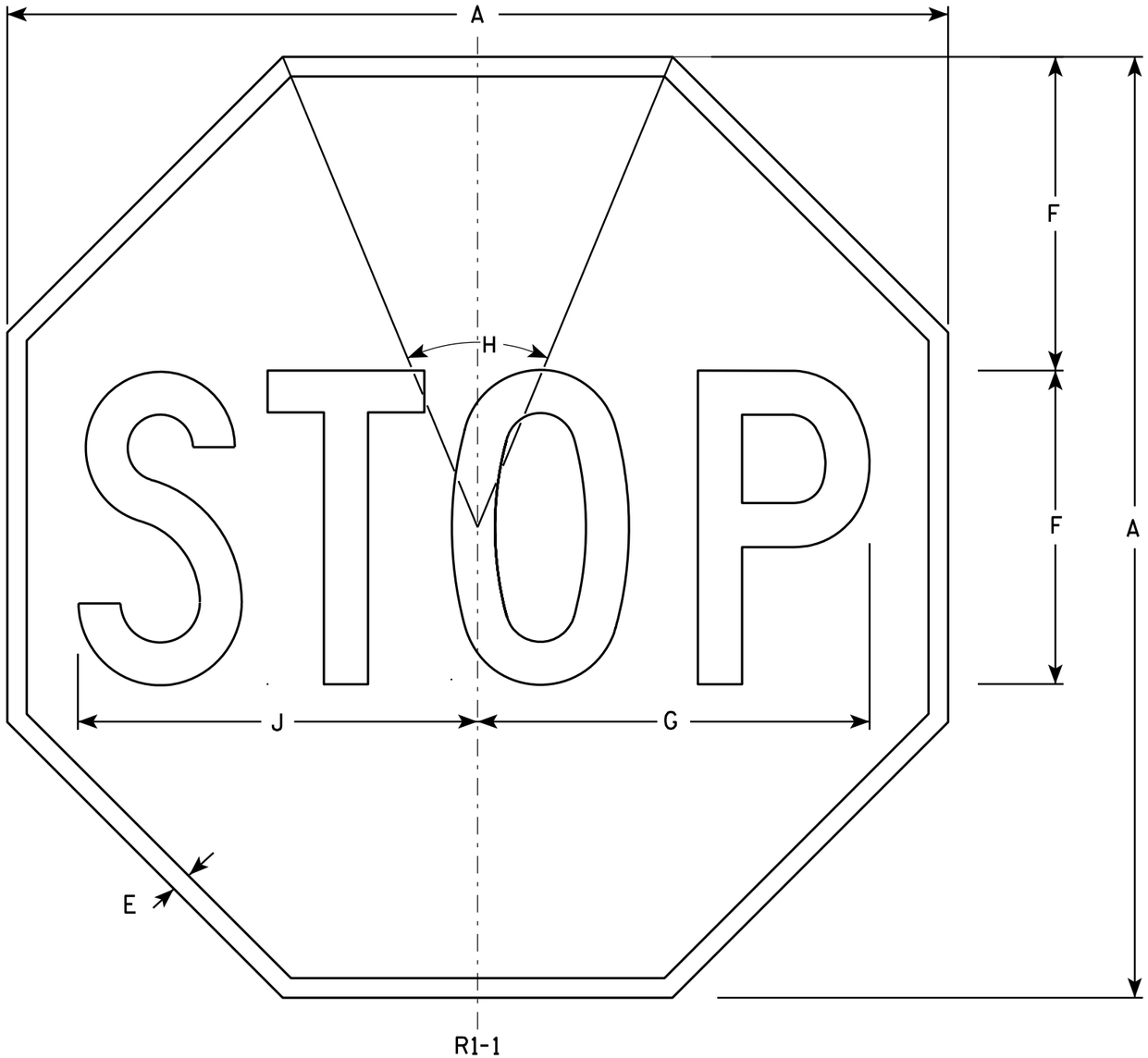
STANDARD SIGN
R10-11F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 639	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

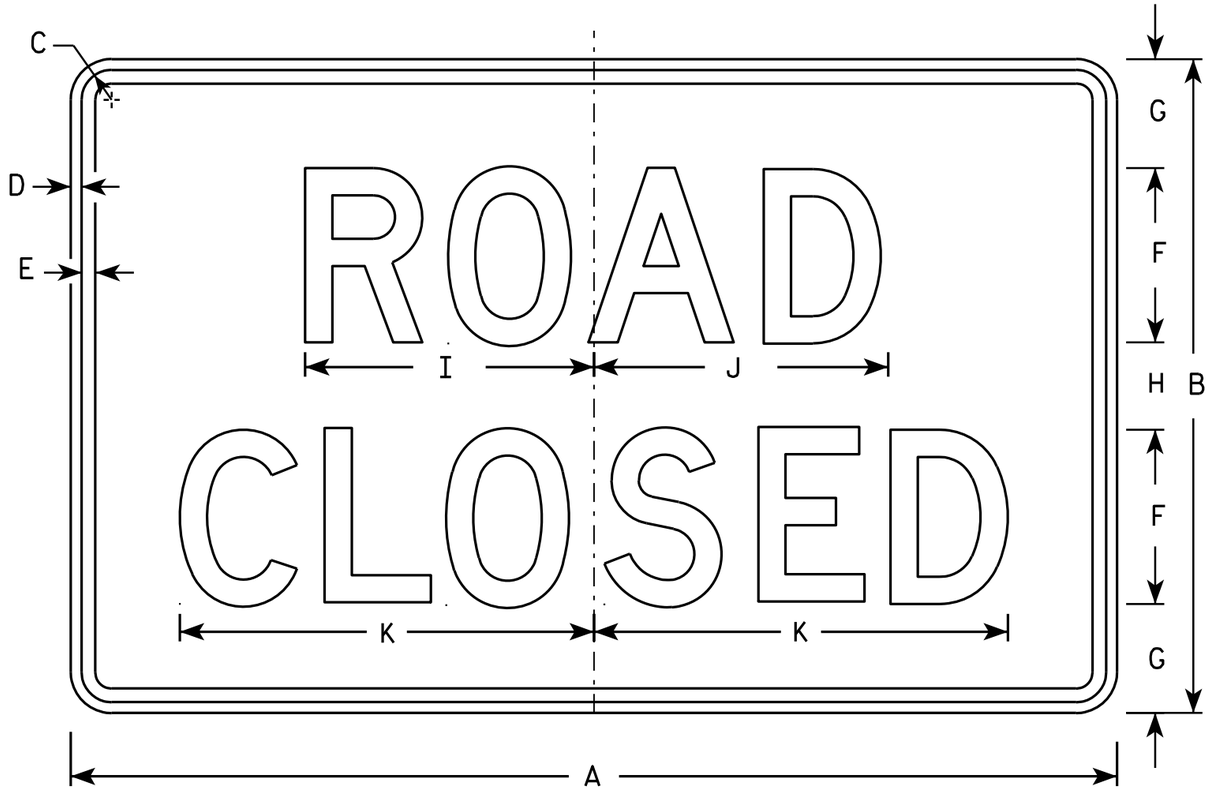
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

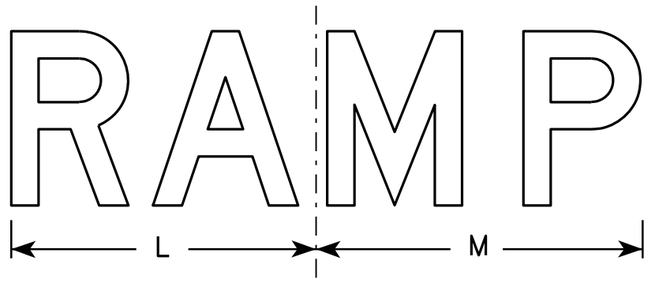
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 640	E



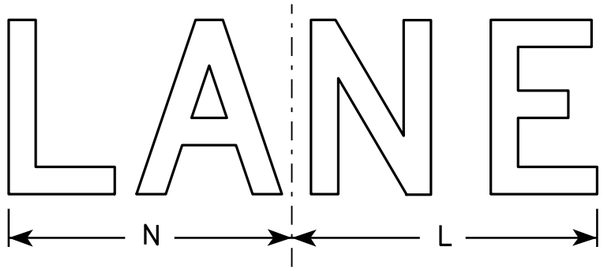
R11-2

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

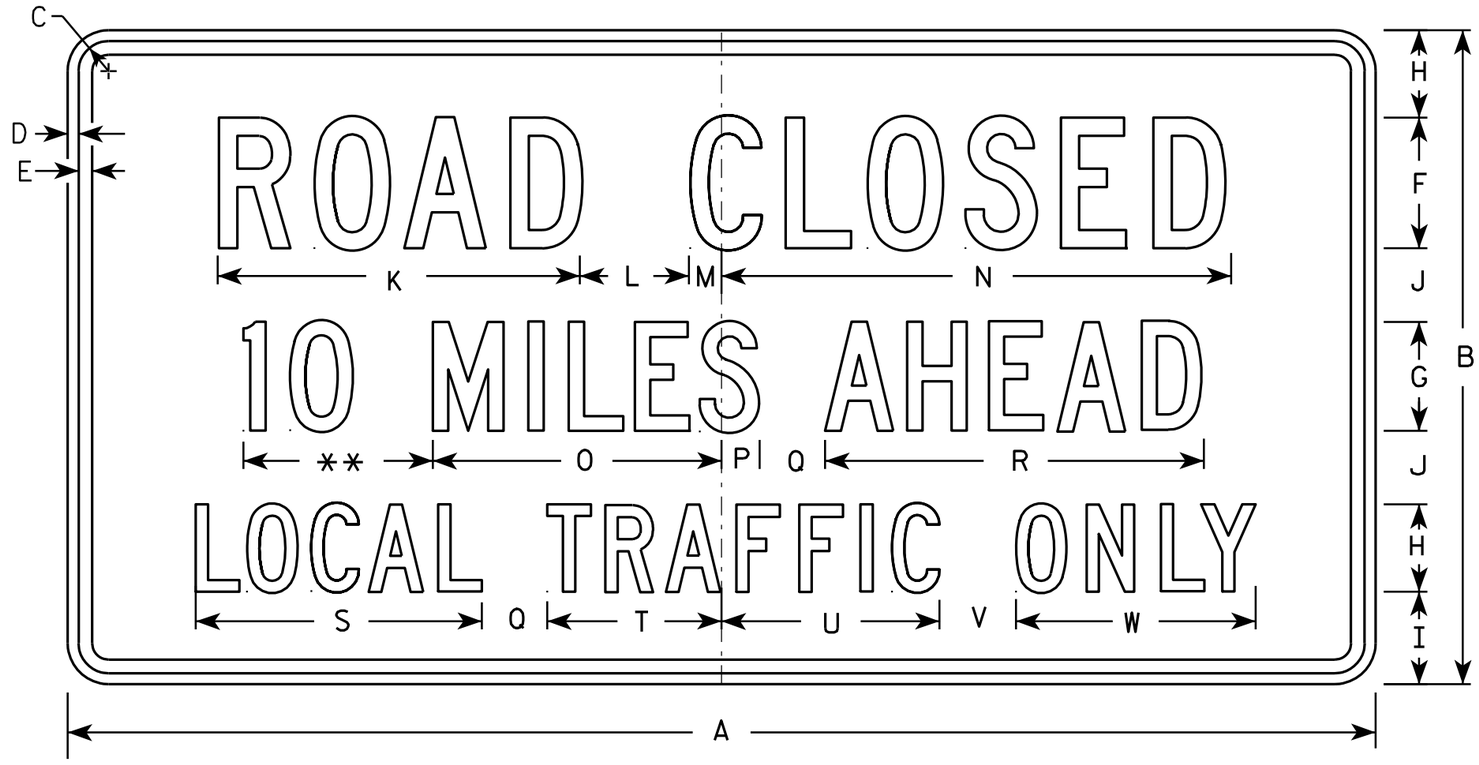
STANDARD SIGN
R11-2

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: 641 | E



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																											

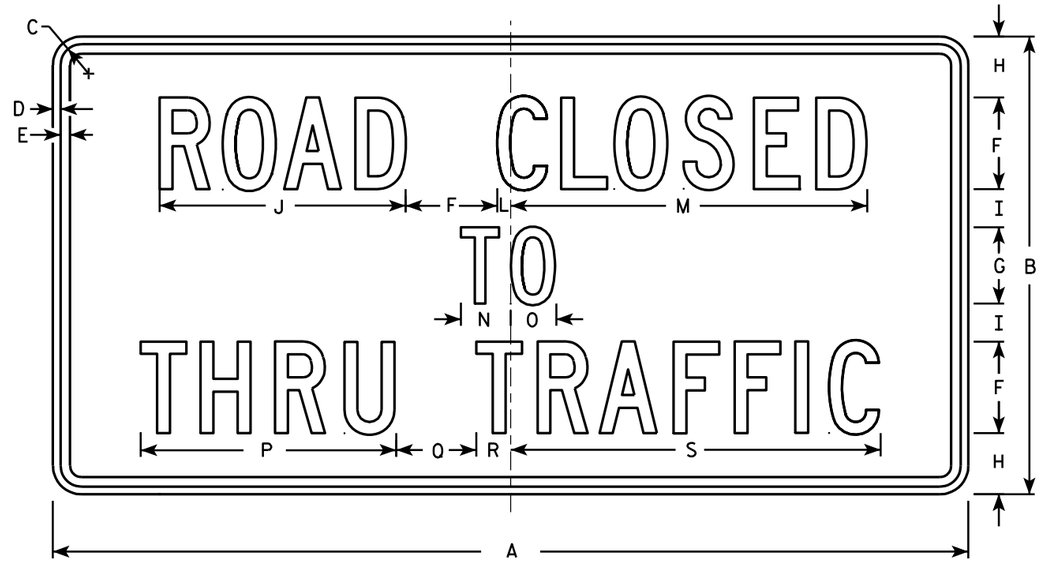
STANDARD SIGN
R11-3

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: 642	E



R11-4

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.

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	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

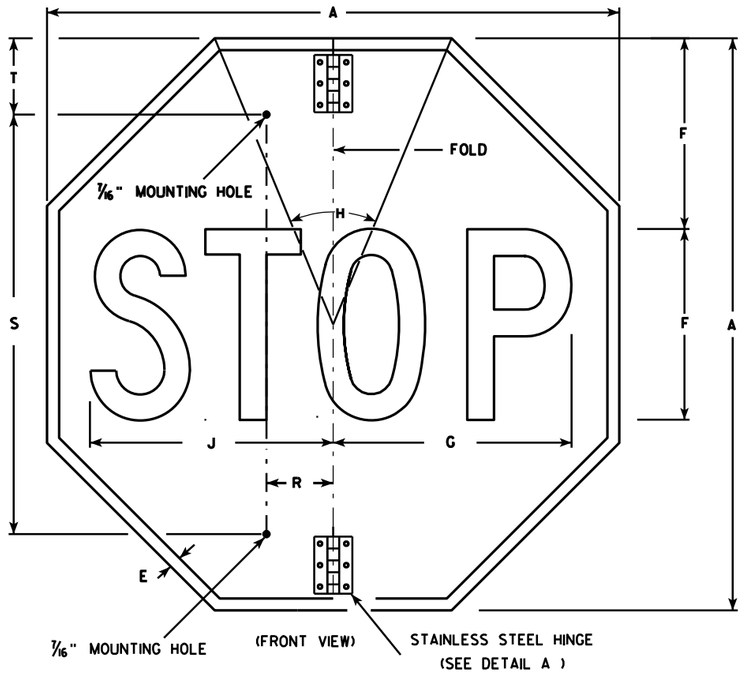
STANDARD SIGN
R11 - 4

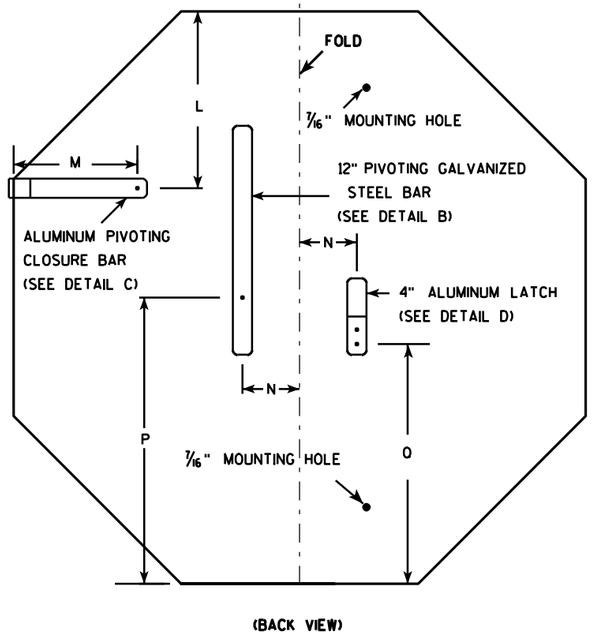
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

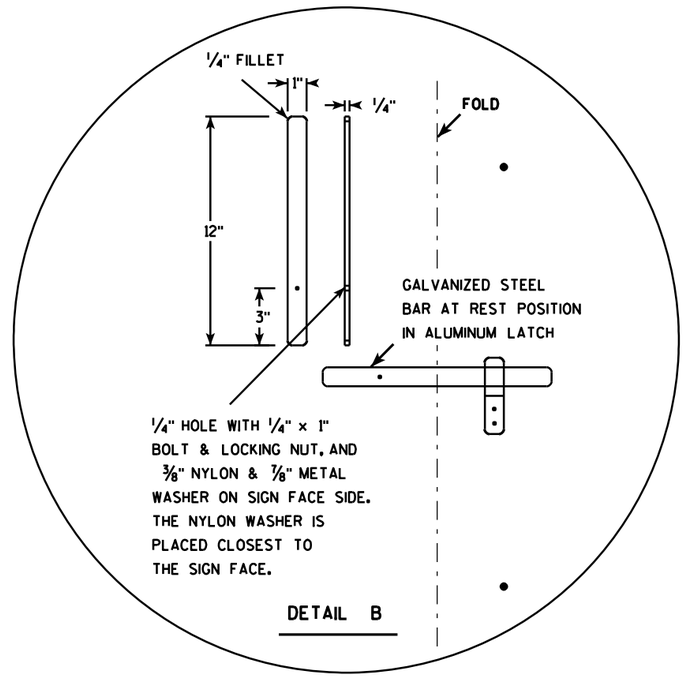
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 643 | E



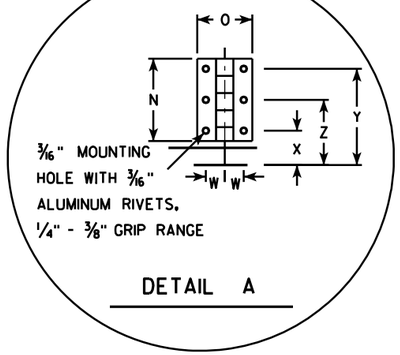


NOTES

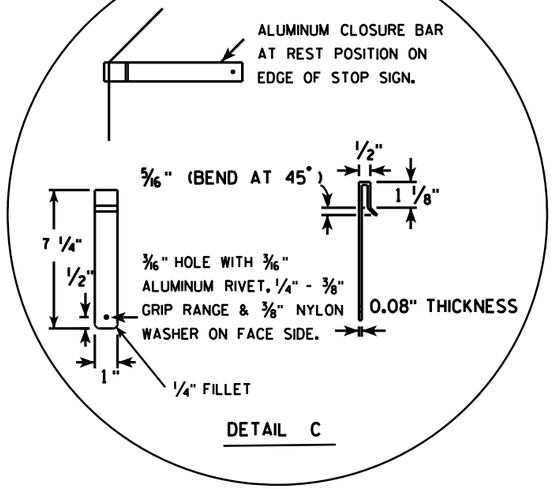
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



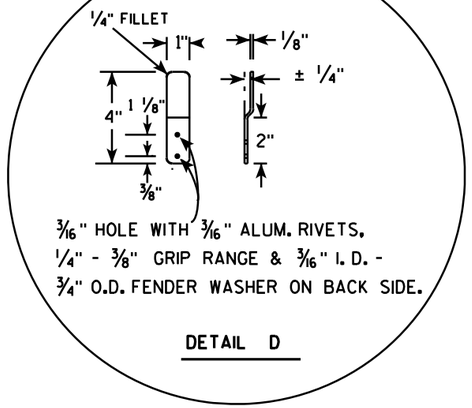
DETAIL B



DETAIL A



DETAIL C



DETAIL D

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				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

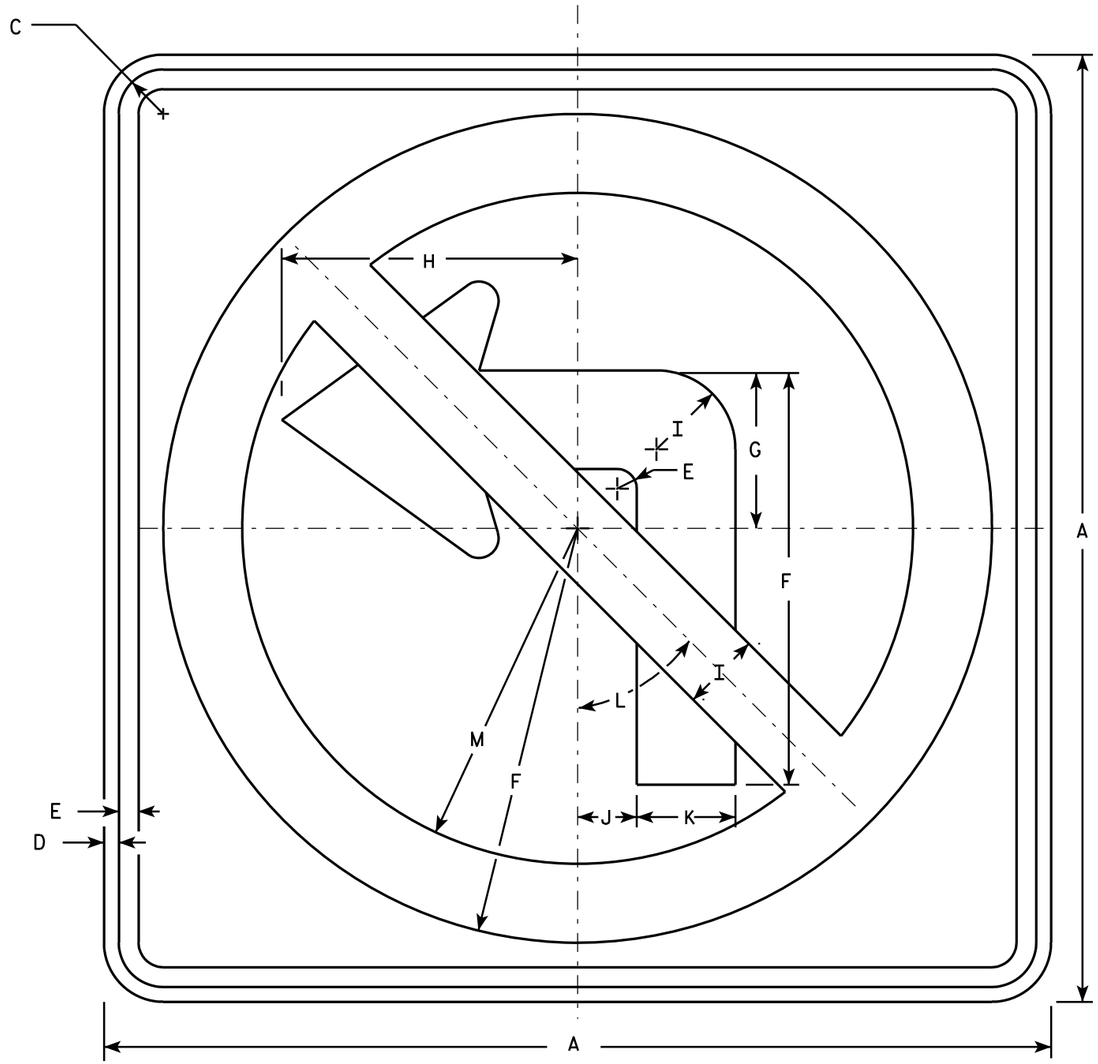
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

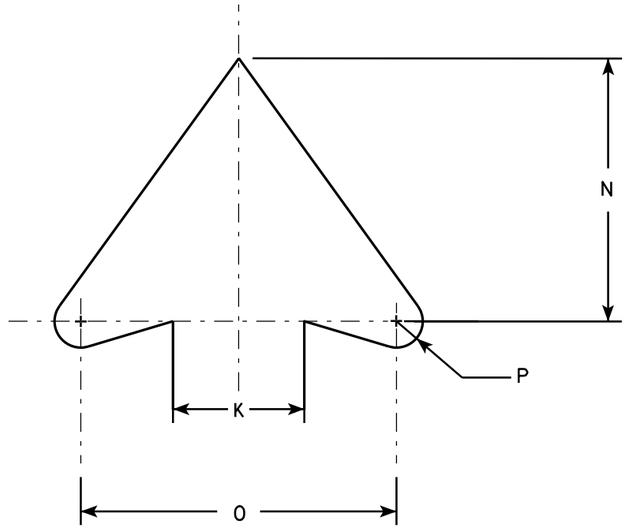
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 644 | E



R3-2

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 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											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											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											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											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											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

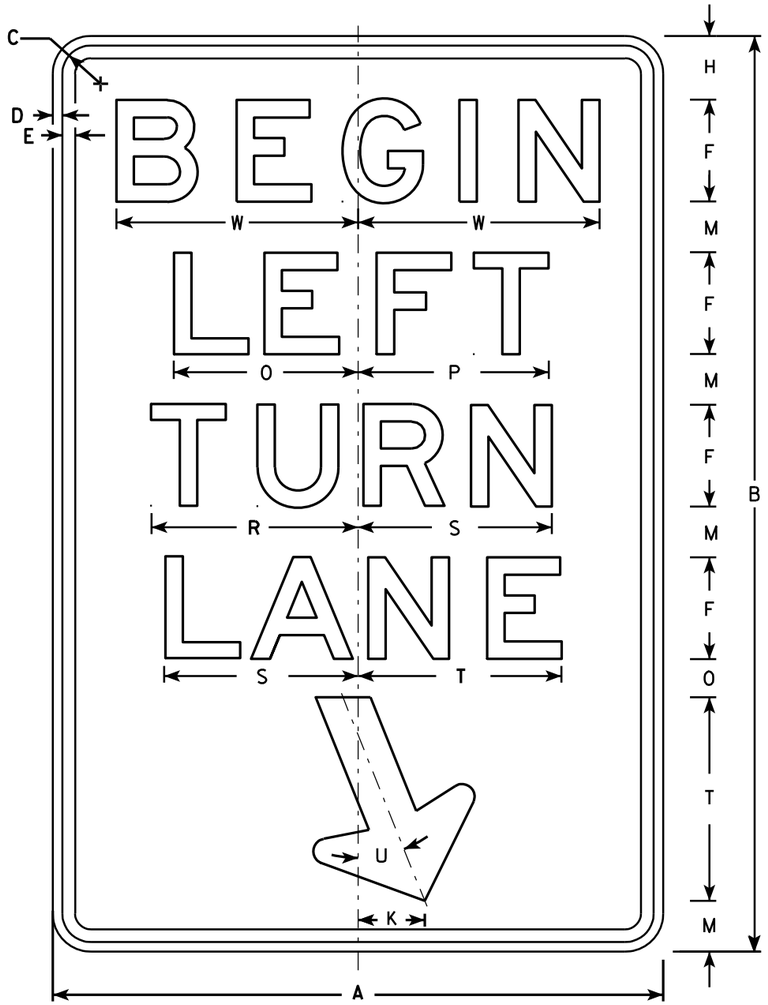
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 645	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R32.DGN PLOT DATE : 08-DEC-2010 14:41 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.760408:1.000000

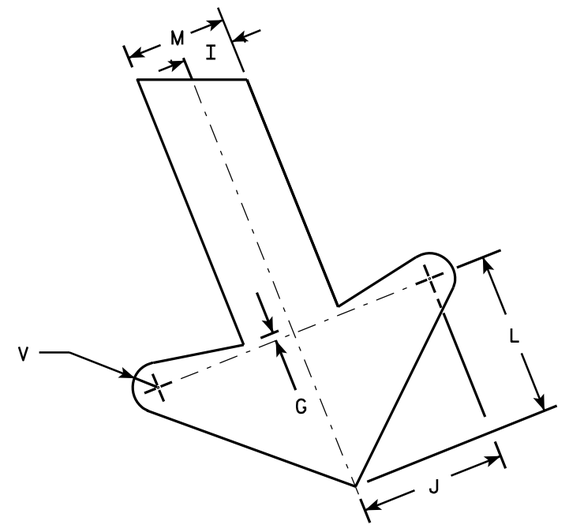
WISDOT/CADDS SHEET 42



R3-20L

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.



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	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

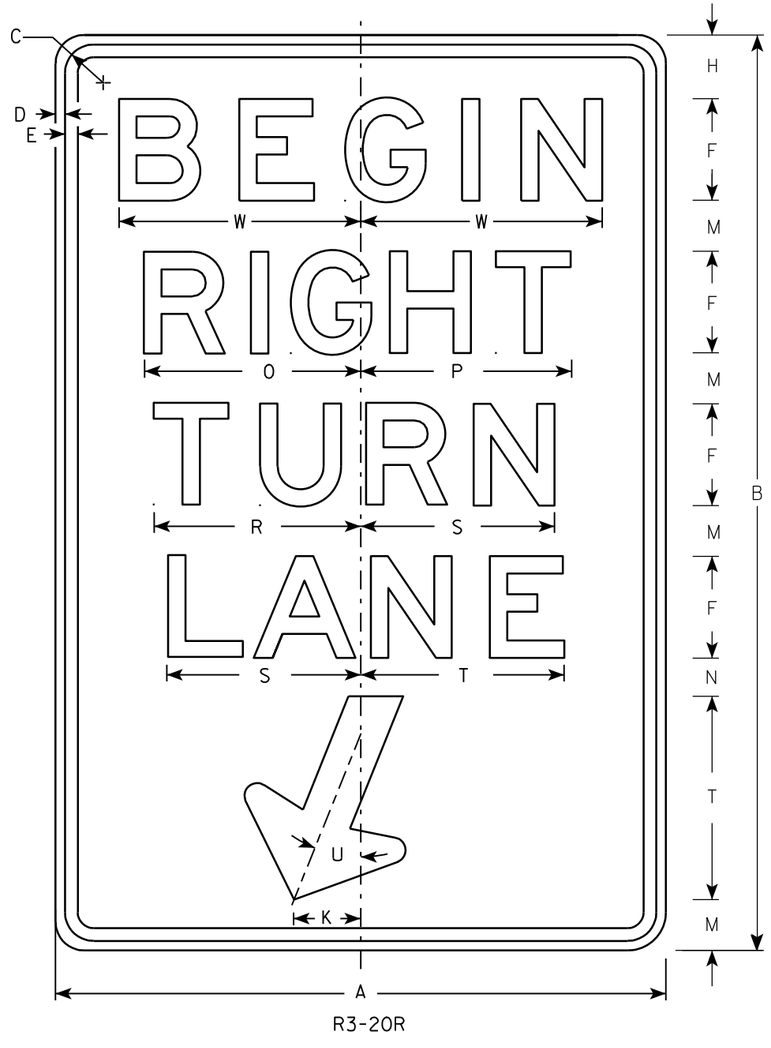
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

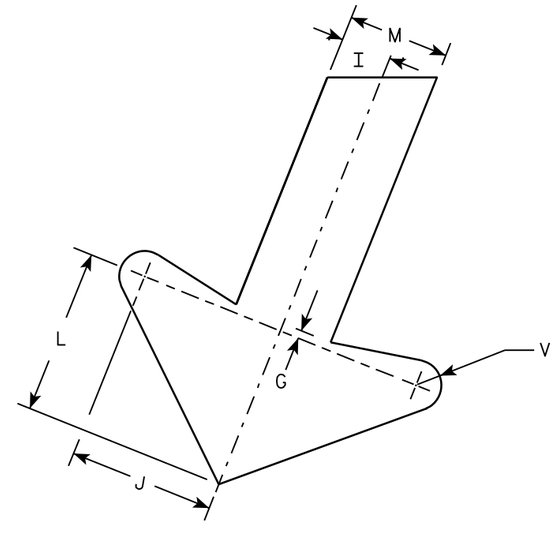
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 646 | E



R3-20R

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.



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	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

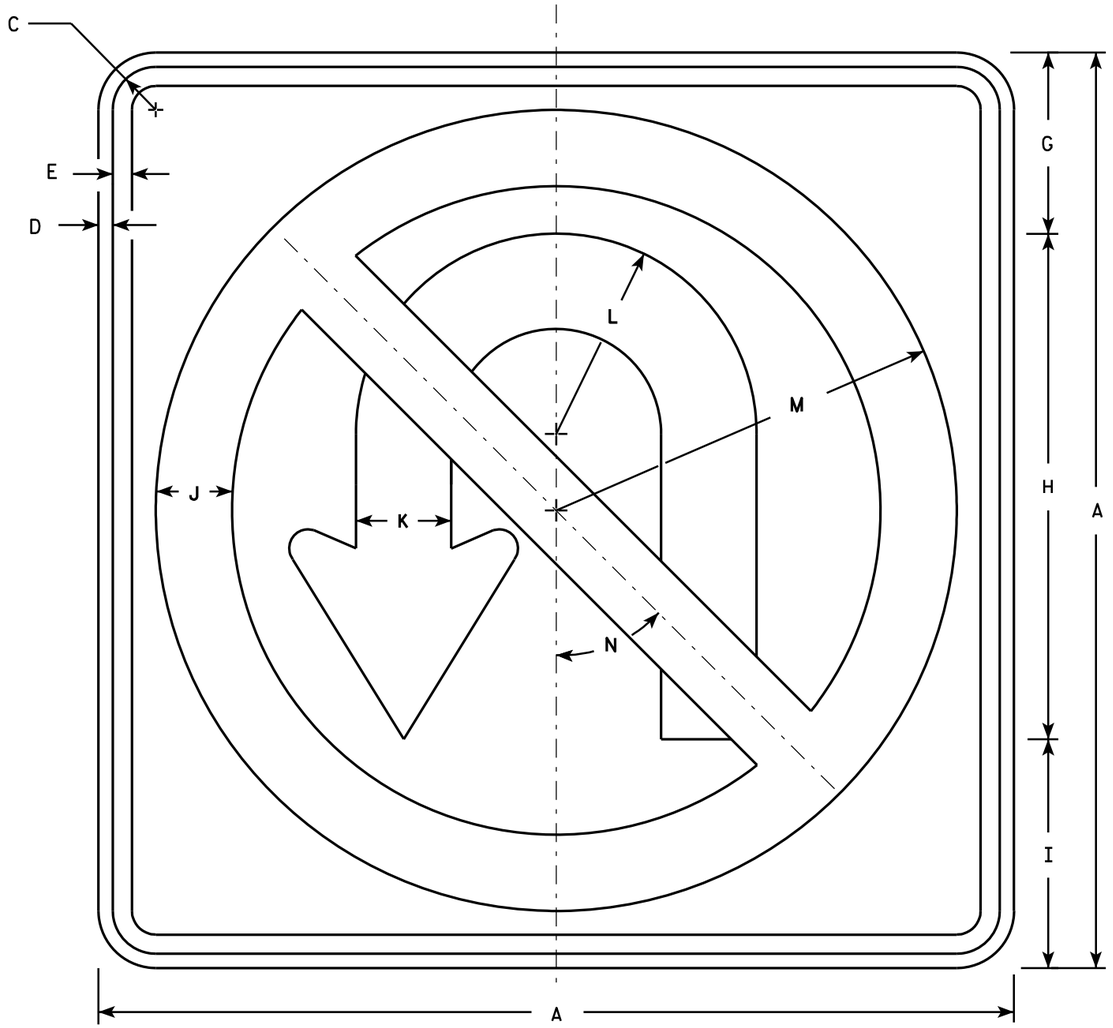
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

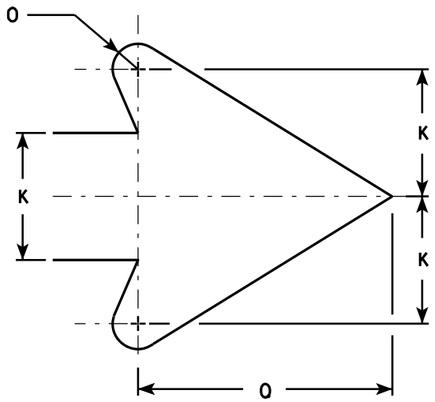
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 647 | E



R3-4

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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

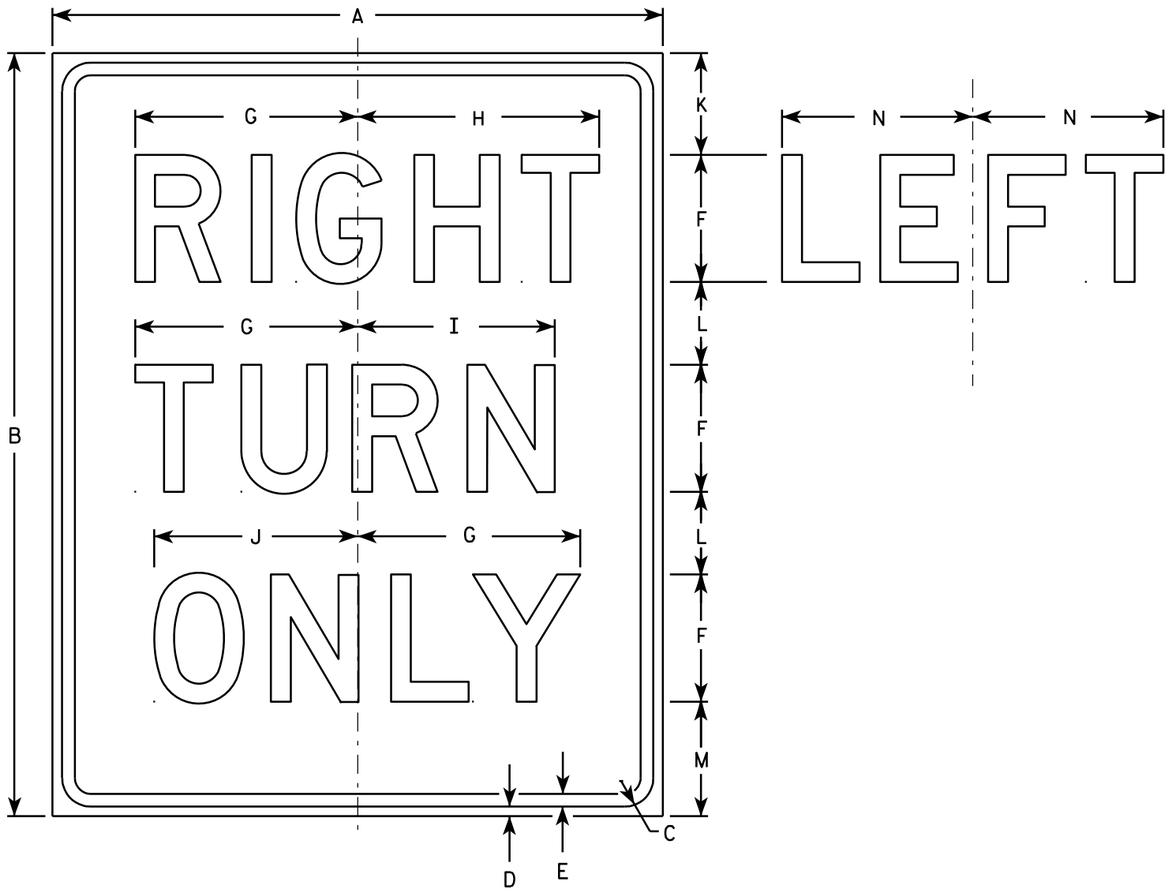
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 648	E



R3-53R

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. R3-53L same as R3-53R except LEFT is substituted for 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																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

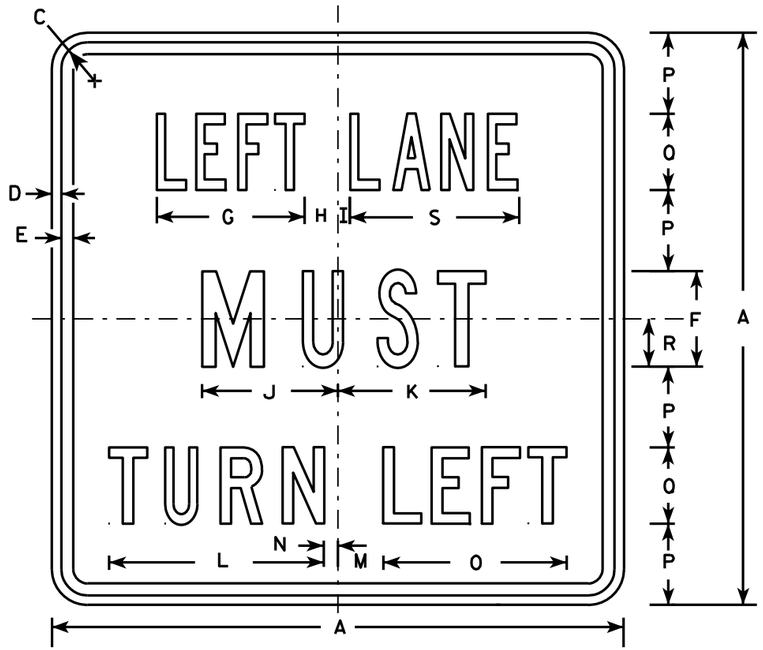
STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

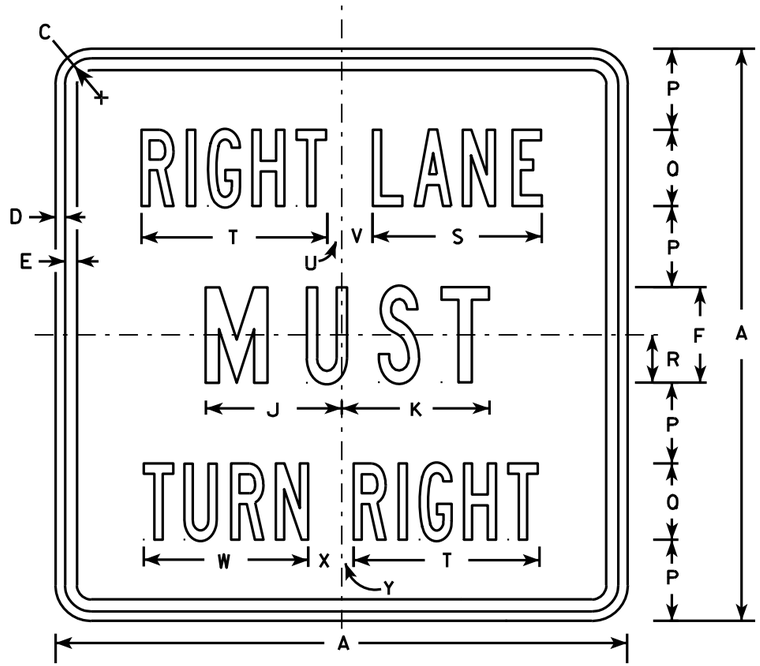
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 649	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																											

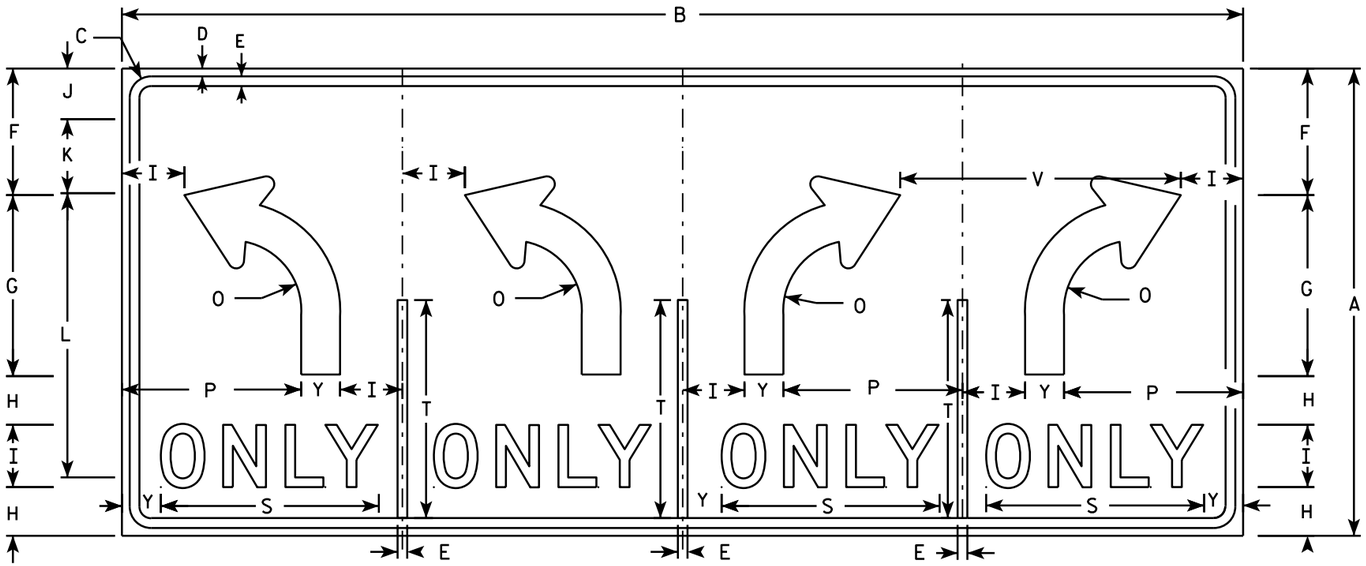
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

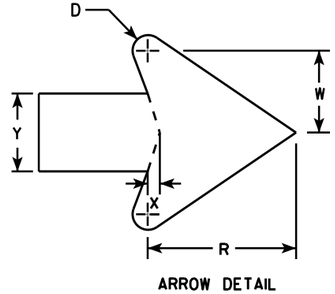
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 650	E



R3-8BBB

NOTES

1. Sign is Type II - Type H Reflective
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.



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	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4			4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4			4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
3																											
4	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4			6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0
5	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4			6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0

STANDARD SIGN
R3-8BBB

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/14 PLATE NO. R3-8BBB.1

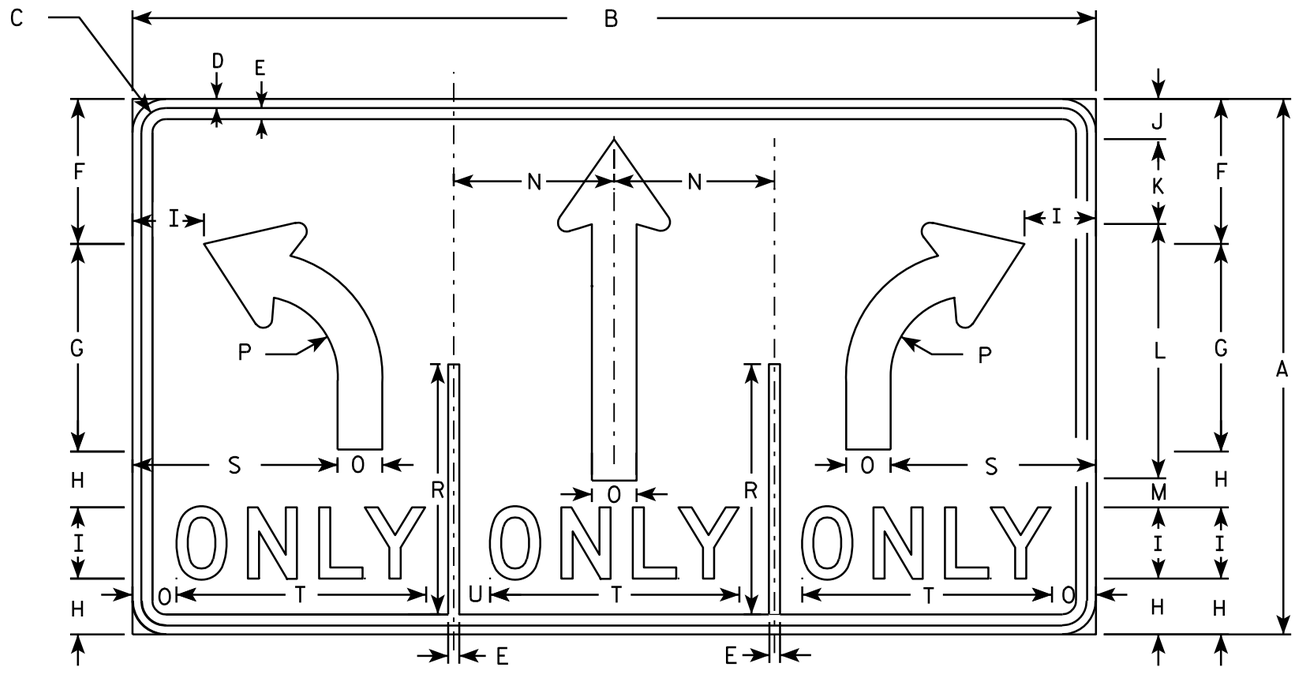
PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R38BBB.DGN PLOT DATE : 11-AUG-2014 10:08 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

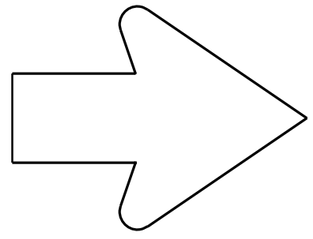
7 7



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

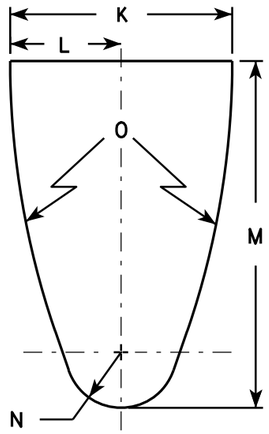
WISCONSIN DEPT OF TRANSPORTATION

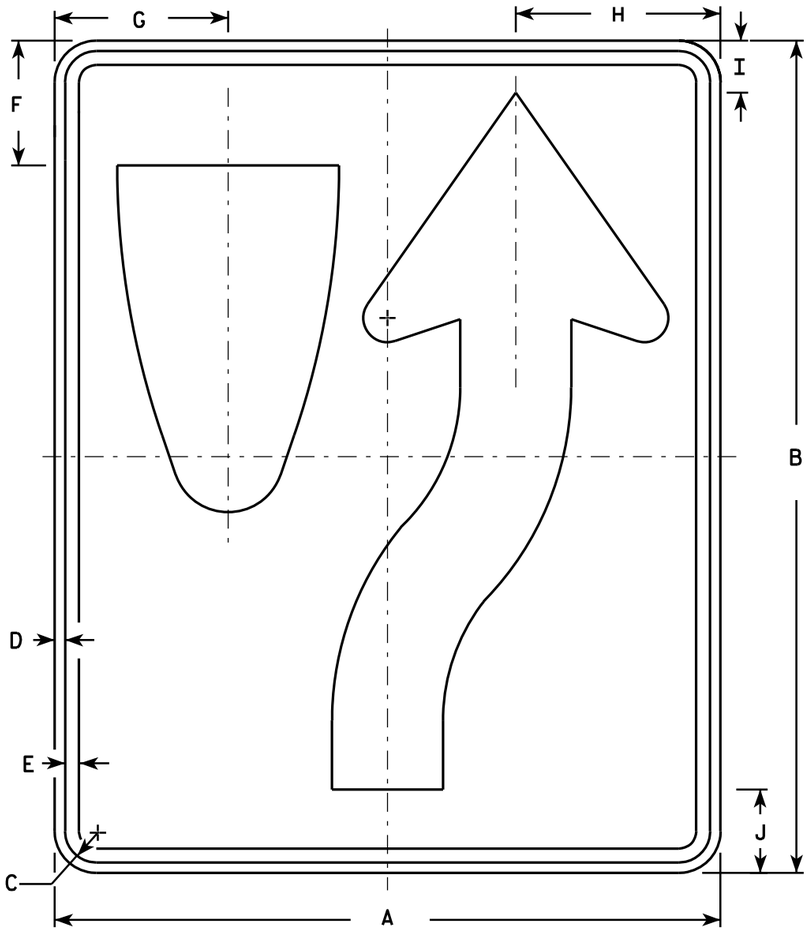
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

SHEET NO: 652 E

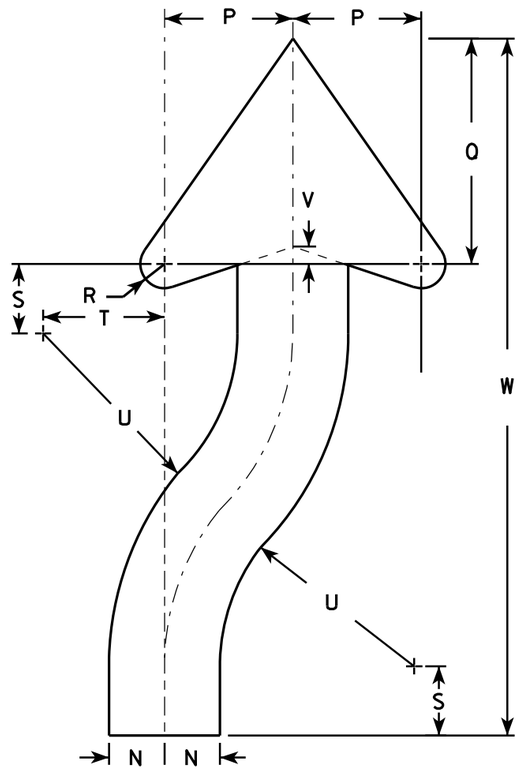




R4-7

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

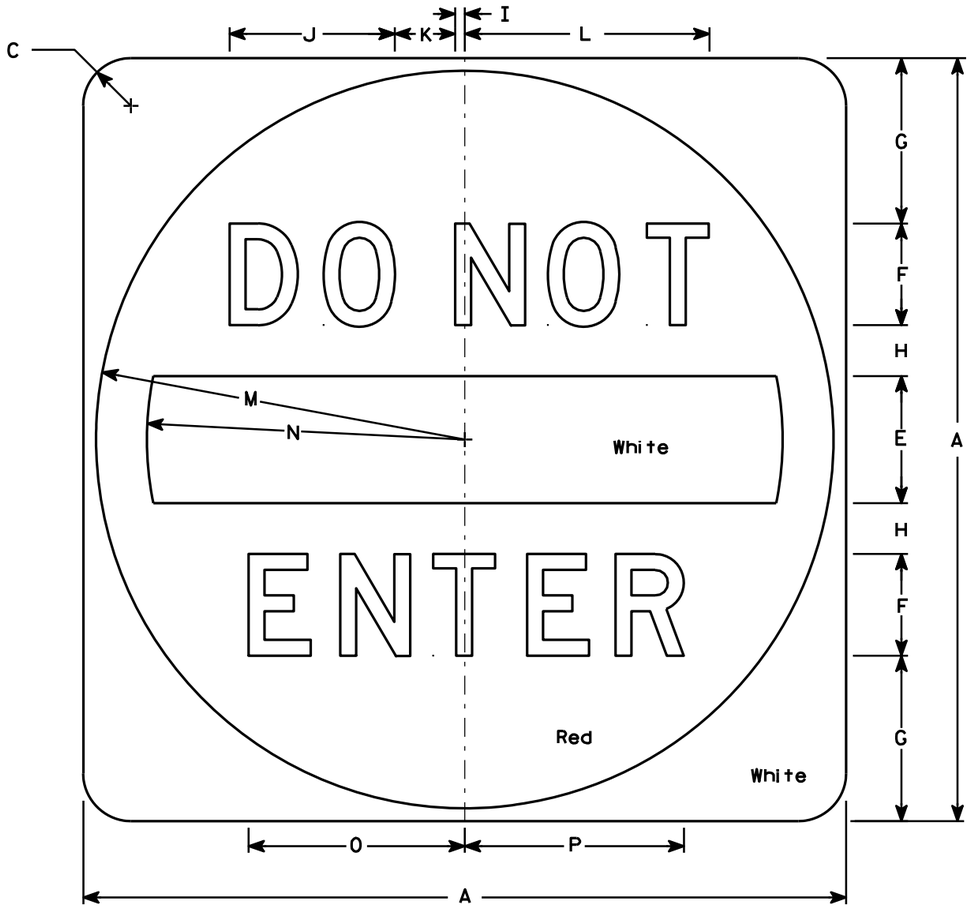
STANDARD SIGN
R4-7 & R4-8

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: 653	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

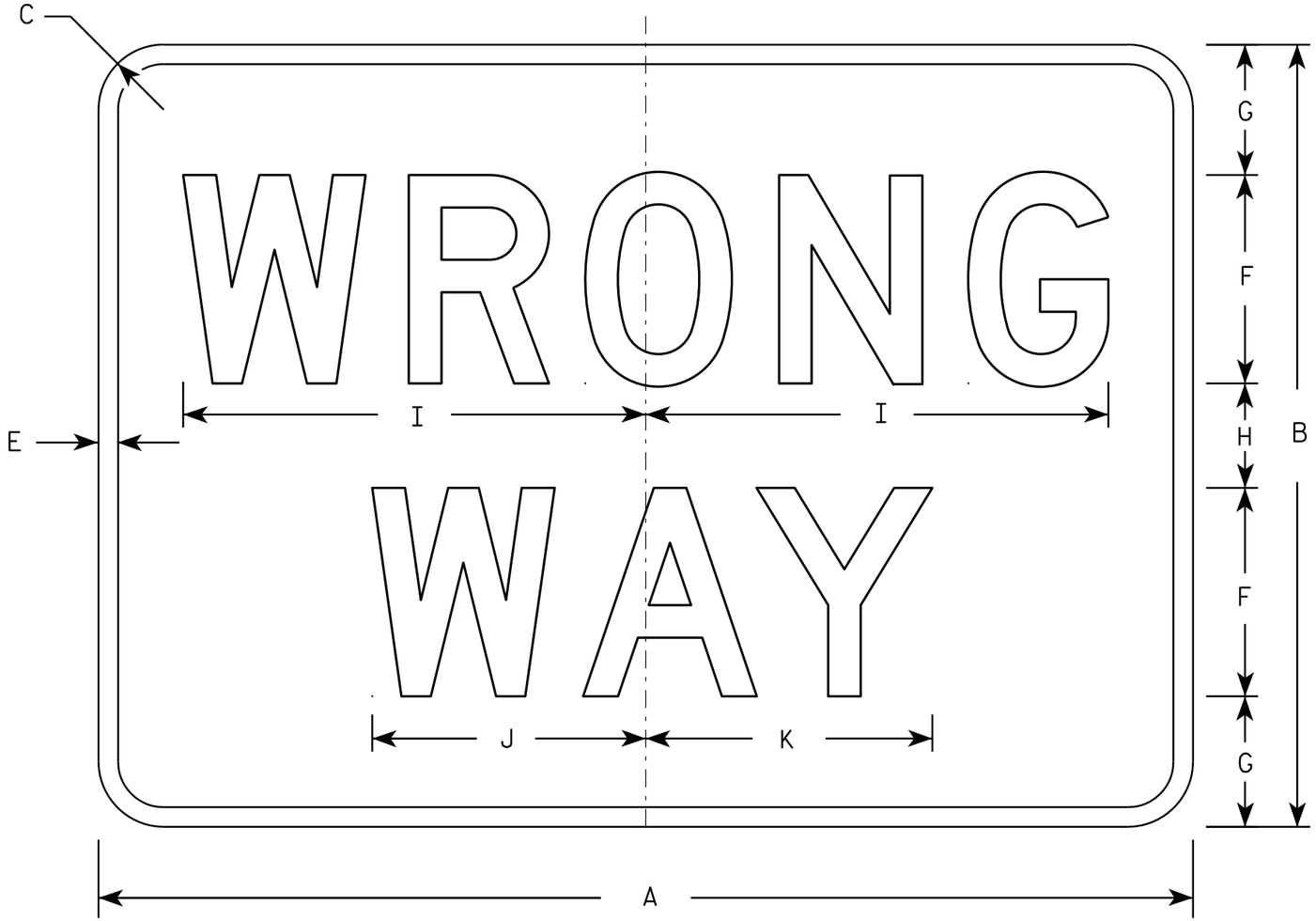
STANDARD SIGN
R5-1

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: 654 | E



R5-1A

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 - 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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

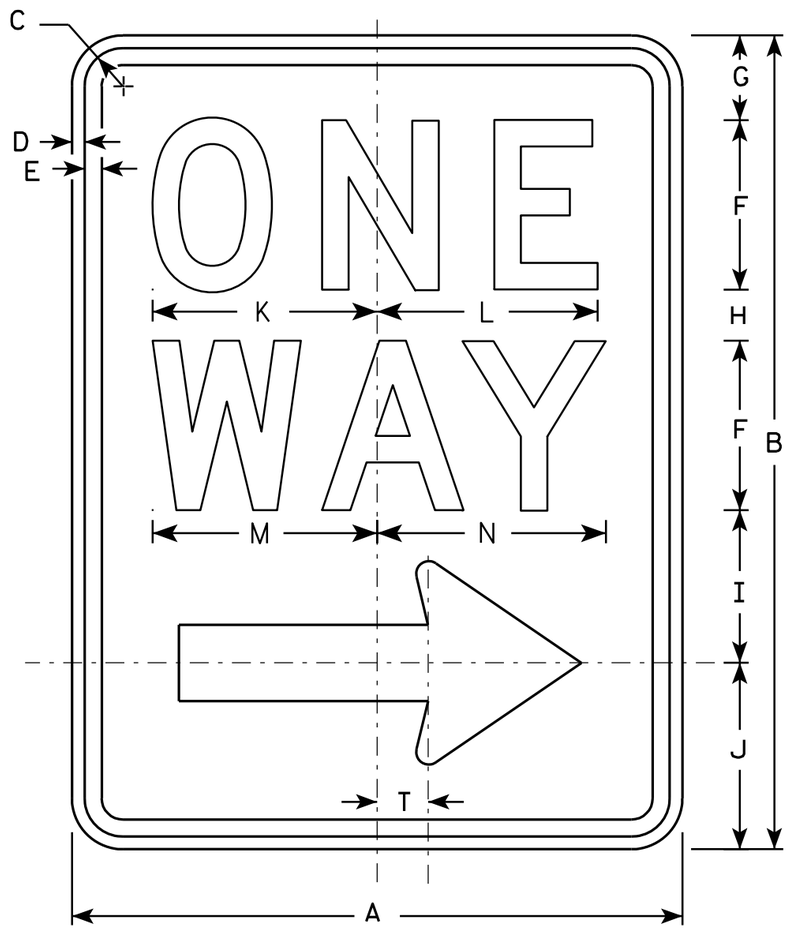
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

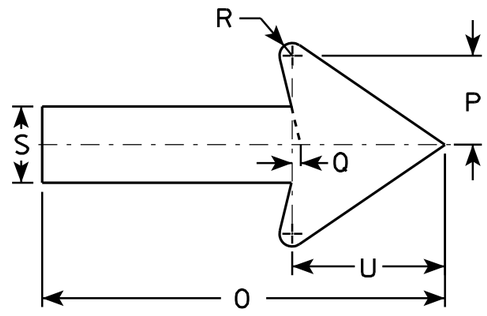
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 655	E



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	Q	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																										

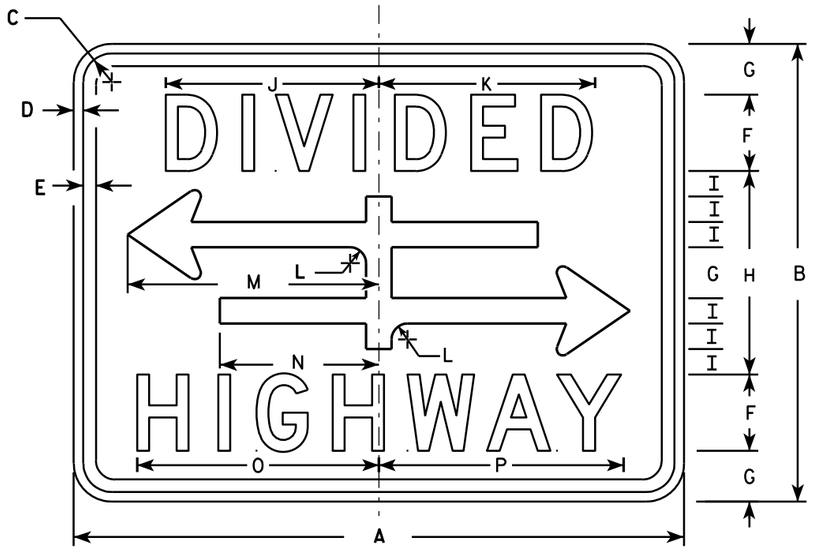
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

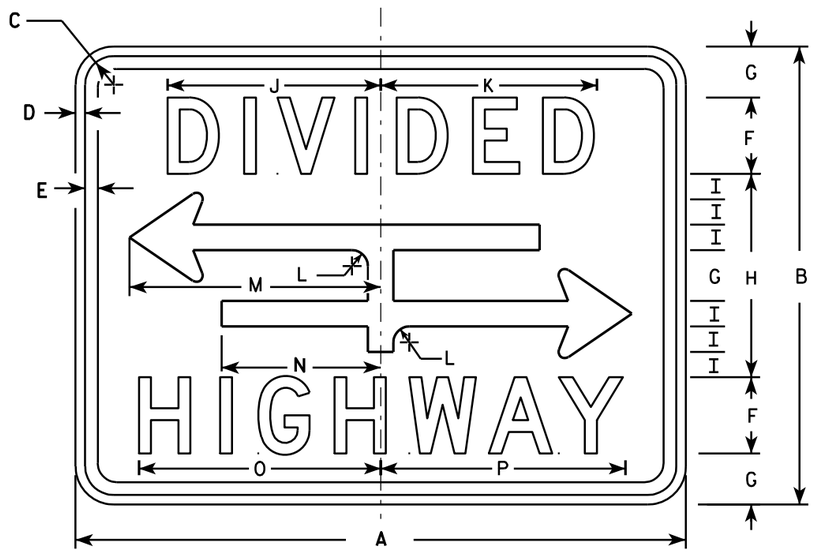
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 656	E



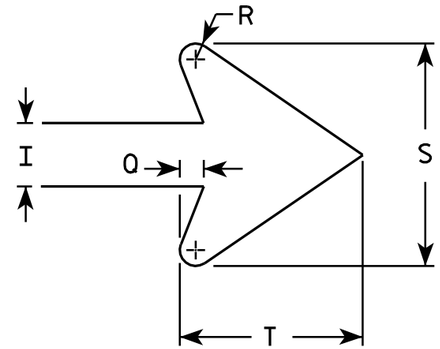
R6-3

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 - 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.



R6-3A



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	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

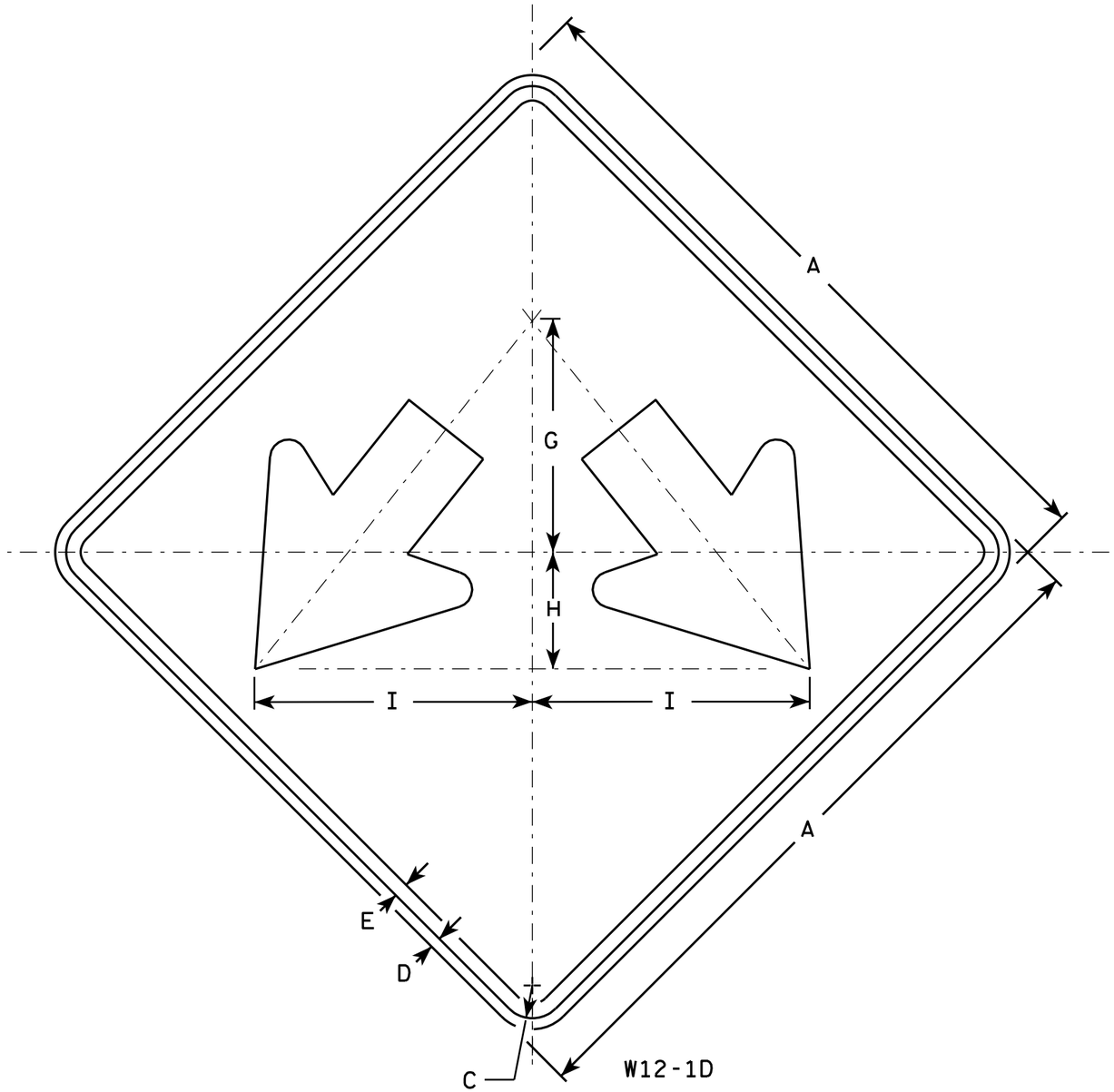
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

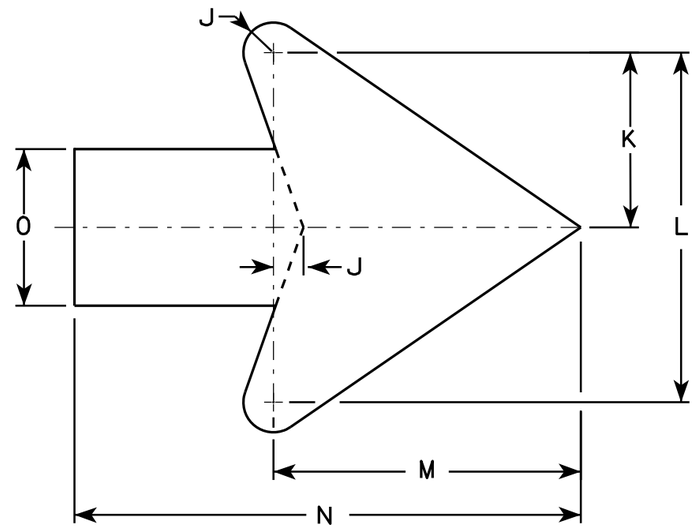
PROJECT NO:

SHEET NO: 657 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.



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	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

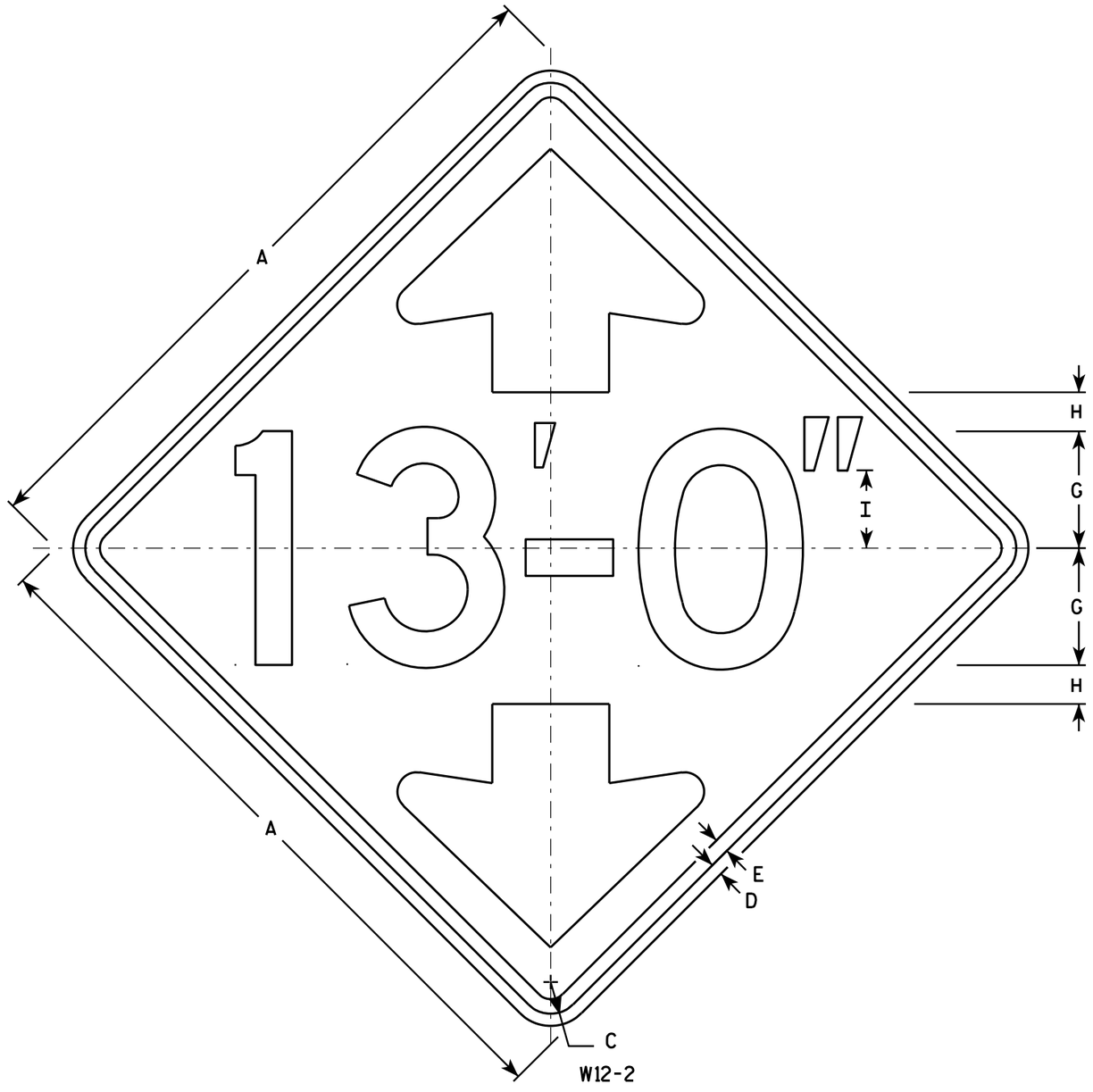
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

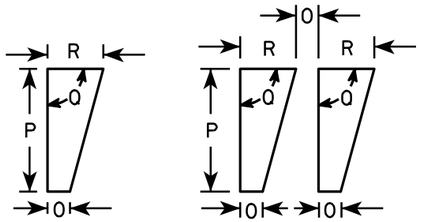
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 658	E



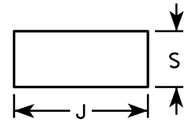
NOTES

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. 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. Substitute appropriate numerals and optically adjust spacing of numerals, hyphen, foot & inch marks to achieve proper balance.

Arrow Detail



Foot Mark & Inch Mark Detail



Hyphen 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		5	1 5/8	3 3/8	3 3/4	6 5/8	5 3/4	3/4	2 1/2	1/2	2 1/4	90°	1	1 5/8								6.25
2S	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
2M	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
3	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
4	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
5	48		2 1/4	3/4	1		8	2 5/8	5 1/2	5 7/8	10 5/8	9 1/4	1 3/8	4	5/8	3 5/8	90°	1 5/8	2 1/2								16.00

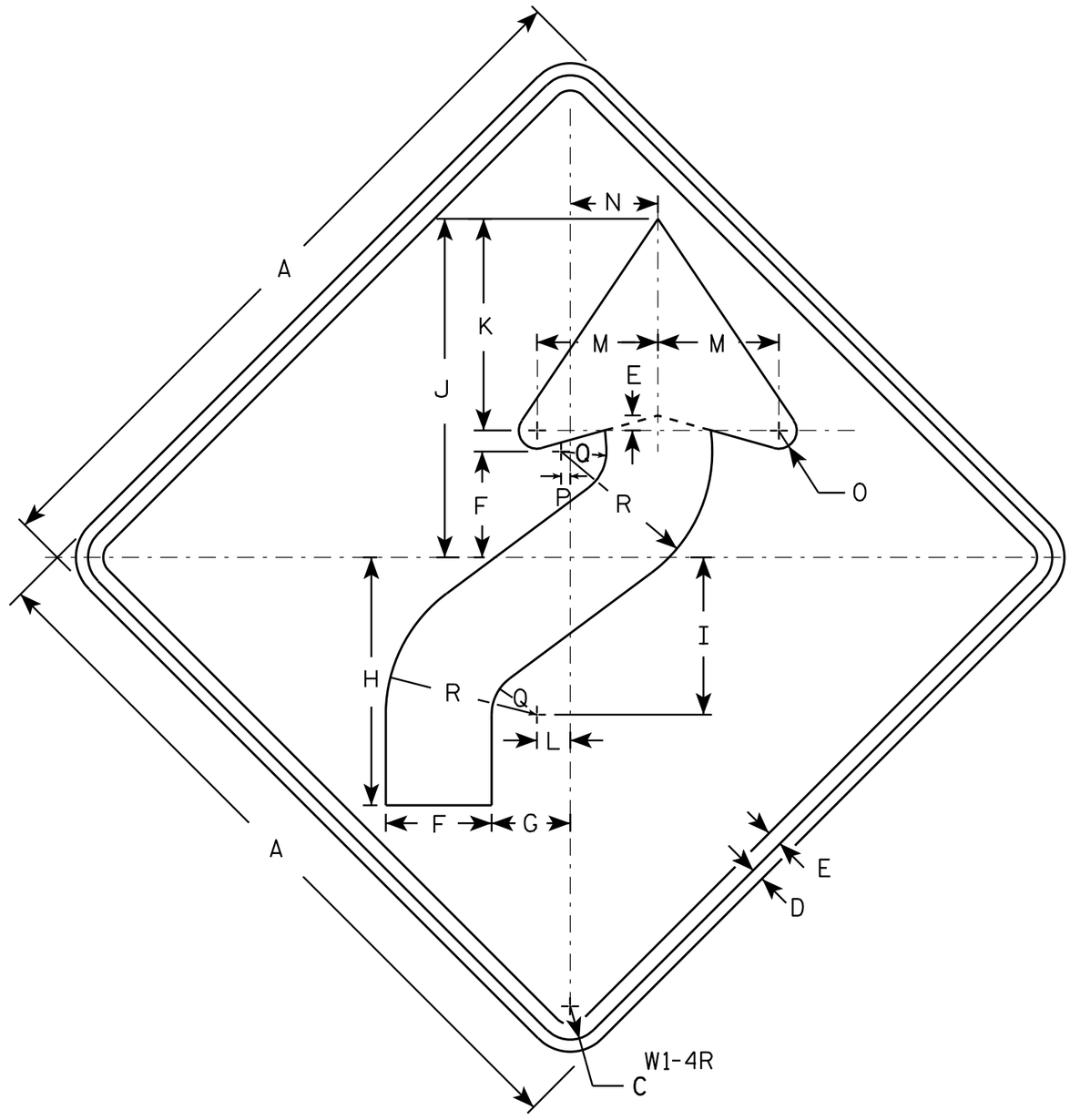
STANDARD SIGN
W12-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-2.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 659	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

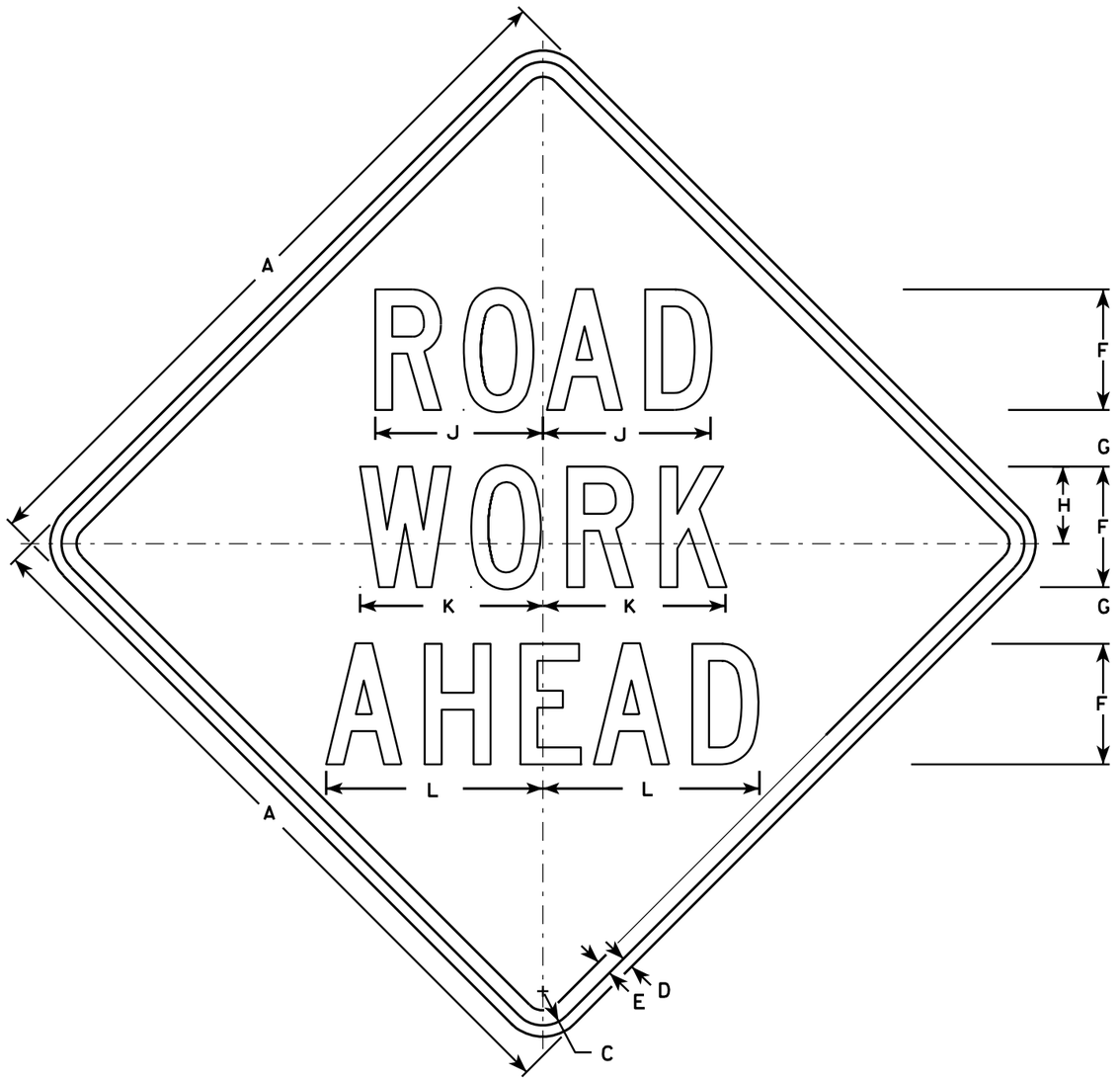
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

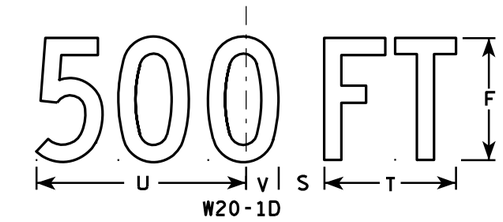
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

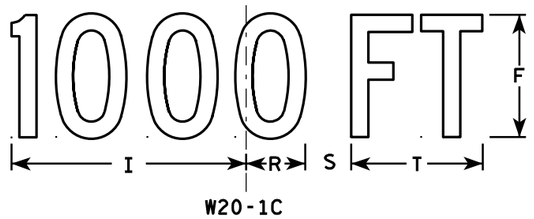
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 660 | E



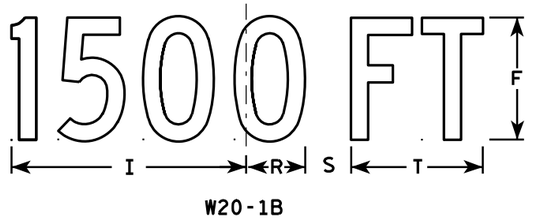
W20-1A



W20-1D

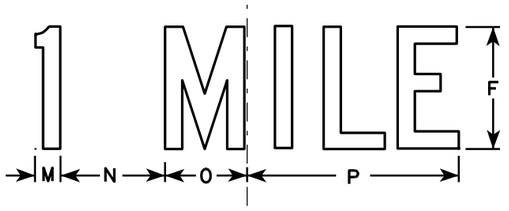


W20-1C



W20-1B

W20-1G



W20-1F

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 - 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.

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 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

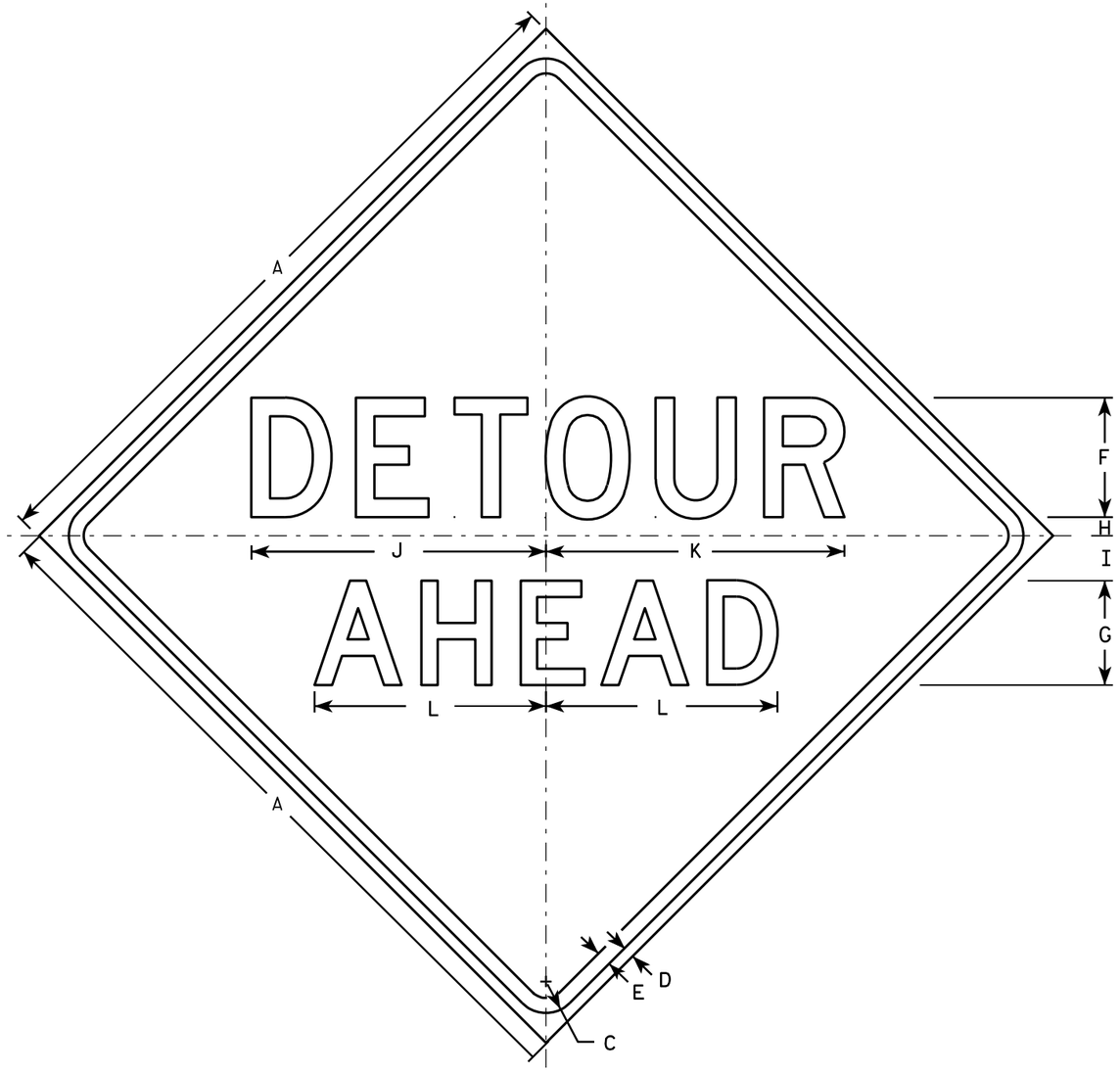
SHEET NO: 661 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

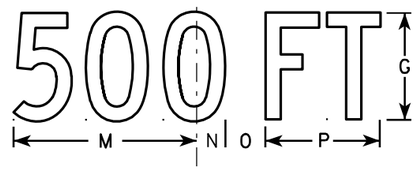
WISDOT/CADDS SHEET 42

7

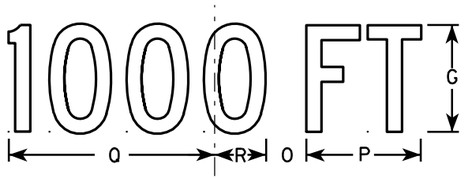
7



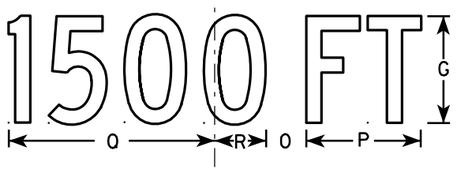
W20-2A



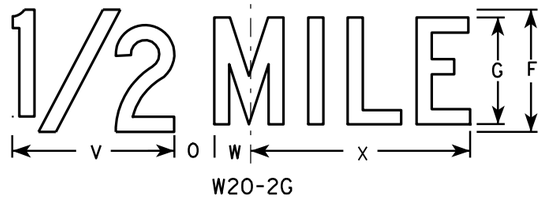
W20-2D



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	O	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

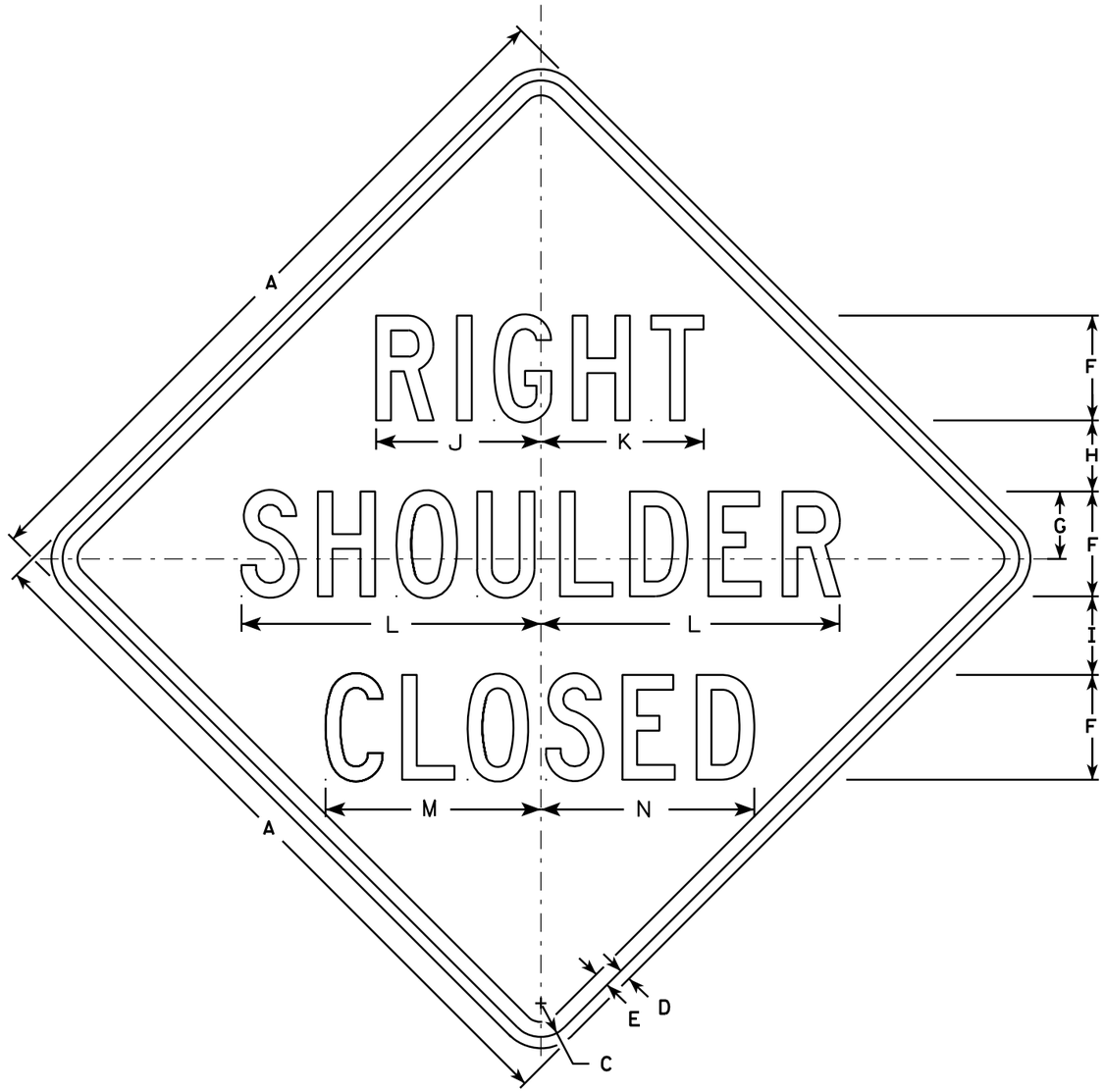
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

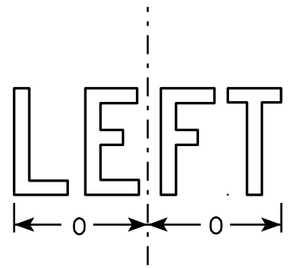
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 662 | E



W21-5A



W21-5AL

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 - 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	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

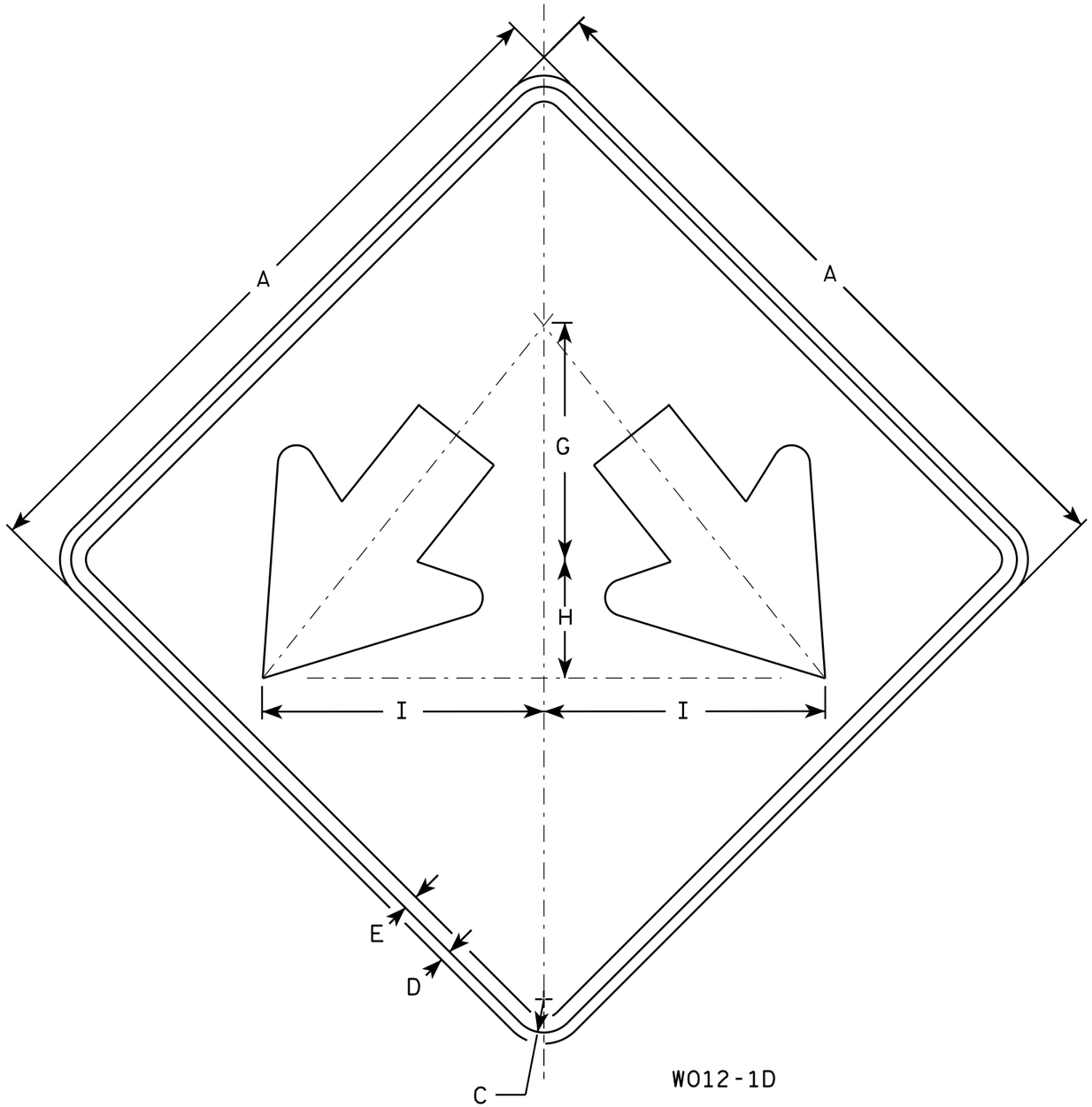
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

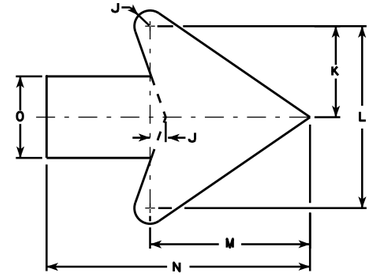
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 663 | E



W012-1D

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
2S	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
2M	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
3	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
4	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

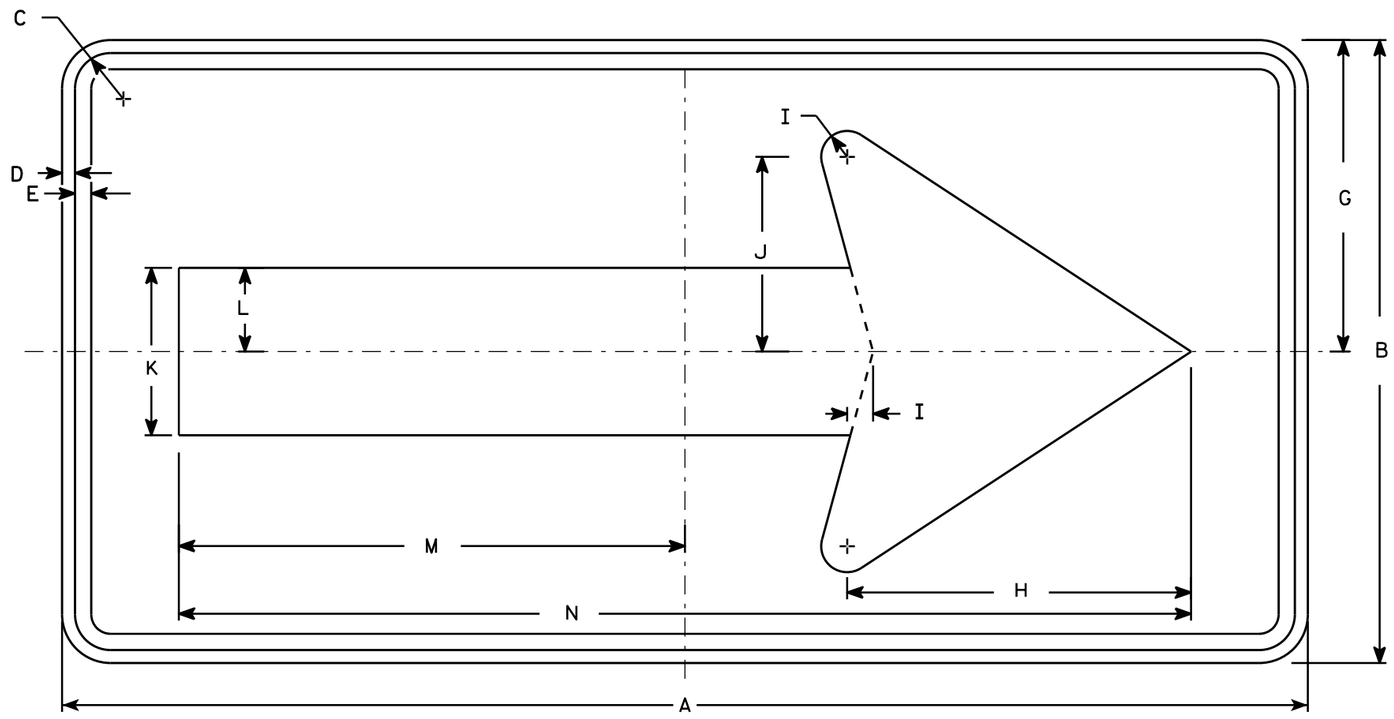
STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 664 W012-1D.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

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 - Mass Ordinate: [(Cut) - (Fill * Fill Factor)]

DIVISION 1-1/CAT. 1000 (STA 7+92 - STA 11+92): STAGE 1 CONSTRUCTION - NB USH 51 - SOUTH LEG 'TNA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
7+92		51.8	1.50	0						
8+00	8	44	1.50	0.1	14	0	0	14	0	14
8+50	50	45	1.50	0.64	82	3	1	96	1	92
9+00	50	39.3	1.50	0.97	78	3	1	174	3	166
9+50	50	34.9	1.50	6.02	69	3	6	243	11	223
10+00	50	31.6	1.50	6.6	62	3	12	305	26	267
10+50	50	34.1	1.92	2.85	61	3	9	366	38	313
11+00	50	39.9	5.25	2.7	68	7	5	434	45	368
11+50	50	48.6	8.25	5.41	82	12	8	516	54	428
11+92	42	46.3	10.75	0	74	15	4	590	60	481
					590	49	46			

DIVISION 2-1/CAT. 1000 (STA 16+83 - STA 21+70): STAGE 1 CONSTRUCTION - SB USH 51 - NORTH LEG 'TSA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
16+83		27.6	0.75	7.58						
17+00	17	56.3	10.75	8.5	26	4	5	26	7	16
17+50	50	42.6	11.90	0	92	21	8	118	17	77
18+00	50	42.6	11.92	0	79	22	0	197	17	133
18+50	50	66.3	11.95	0.06	101	22	0	298	17	212
19+00	50	66.7	12.00	0	123	22	0	421	17	313
19+50	50	56.5	10.75	0	114	21	0	535	17	406
20+00	50	55.5	1.50	0.92	104	11	1	639	18	497
20+50	50	61.2	1.50	0.06	108	3	1	747	19	601
21+00	50	67.8	1.50	0	119	3	0	866	19	718
21+50	50	63.6	1.50	0.06	122	3	0	988	19	837
21+70	20	61.4	1.50	0	46	1	0	1034	19	882
					1,034	133	15			

DIVISION 2-2/CAT. 1000 (STA 16+83 - STA 21+70): STAGE 2 CONSTRUCTION - SB USH 51 - NORTH LEG 'TSA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
16+98		9.67	10.75	0						
17+00	2	9.68	10.75	0	1	1	0	1	0	0
17+50	50	34.9	6.25	0	41	16	0	42	0	25
18+00	50	32.6	4.63	0	62	10	0	104	0	78
18+50	50	30.9	4.63	0	59	9	0	163	0	128
19+00	50	28.7	4.00	0	55	8	0	218	0	175
19+50	50	30.8	4.00	0	55	7	0	274	0	223
20+00	50	33.9	3.75	0	60	7	0	333	0	276
20+50	50	27.9	3.13	0	57	6	0	391	0	327
21+00	50	22.2	2.50	0	46	5	0	437	0	368
21+50	50	15.8	1.75	0	35	4	0	472	0	399
21+70	20	13.6	1.50	0	11	1	0	483	0	409
					483	74	0			

DIVISION 3-1/CAT. 1000 (STA 112+32 - STA 118+04): STAGE 1 CONSTRUCTION - WB USH 14 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
112+32		0	10.75	1.22						
112+50	18	22.6	9.17	0.19	8	7	0	8	1	0
113+00	50	56	5.42	2.09	73	14	2	80	3	57
113+50	50	47.4	2.17	20.3	96	7	21	176	30	119
114+00	50	40.5	0.75	18.5	81	3	36	258	77	151
114+50	50	39.5	0.75	10.9	74	1	27	332	112	188
115+00	50	42	0.75	20.4	75	1	29	407	150	224
115+50	50	43.6	0.75	3.89	79	1	23	486	179	273
116+00	50	45.1	0.75	3.22	82	1	7	569	188	345
116+50	50	46.2	0.75	3.13	85	1	6	653	196	421
117+00	50	47.9	0.75	1.11	87	1	4	740	201	501
117+50	50	49.1	0.75	0	90	1	1	830	202	588
118+00	50	51	0.75	0	93	1	0	923	202	680
118+04	4	4.56	0.75	0	4	0	0	927	202	684
					927	41	155			

DIVISION 5-1/CAT. 1000 (STA 52+66 - STA 53+22): STAGE 1 CONSTRUCTION - KETTERING STREET 'KTA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
52+66		5	5.00	0						
53+00	34	11.3	11.25	0	10	10	0	10	0	0
53+22	22	0	0.00	0	5	5	0	15	0	0
					15	15	0			

DIVISION 6-2/CAT. 1000 (STA 215+48 - STA 219+91): STAGE 2 CONSTRUCTION - WB USH 14 to NB STH 26 'CRA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
215+48		8.76	1.67	0						
215+50	2	10.5	1.67	0	1	0	0	1	0	1
216+00	50	38.4	6.92	0.17	45	8	0	46	0	38
216+50	50	30.2	4.07	0.19	63	10	0	109	1	91
217+00	50	34	4.07	0	59	8	0	169	1	142
217+50	50	34	5.42	0	63	9	0	232	1	196
218+00	50	31.9	5.42	0	61	10	0	293	1	247
218+50	50	32.8	6.17	0	60	11	0	353	1	297
219+00	50	28.7	3.92	0	57	9	0	410	1	344
219+50	50	18.4	1.67	0	44	5	0	453	1	383
219+91	41	9.76	1.67	0	21	3	0	475	1	401
					475	72	1			

DIVISION 7-1A/CAT. 1010 (STA 218+84 - STA 223+24): STAGE 2 CONSTRUCTION - EB USH 14 / LEXINGTON DRIVE 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
218+84		11.5	1.67	0						
219+00	16	17.3	1.67	0	9	1	0	9	0	8
219+50	50	34.6	3.17	0	48	4	0	57	0	51
220+00	50	50.1	6.92	0	78	9	0	135	0	120
220+50	50	62.4	9.17	0	104	15	0	239	0	209
221+00	50	85.1	9.17	0	137	17	0	376	0	329
221+50	50	94	9.17	0	166	17	0	541	0	478
222+00	50	78.3	11.67	0	160	19	0	701	0	618
222+50	50	78.5	11.67	0	145	22	0	846	0	742
223+00	50	95.2	19.67	0	161	29	0	1007	0	874
223+24	24	0.19	0.00	0	42	9	0	1049	0	907
					1,049	142	0			

DIVISION 7-2B/CAT. 1010 (STA 223+96 - STA 229+09): STAGE 2 CONSTRUCTION - WB USH 14 / LEXINGTON DRIVE 'HWA'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
223+96		0.21	0.00	0	151.36							
224+00	4	30.2	15.60	0	151.36	2	1	0	22	2	-23	24
224+50	50	94.1	12.33	0	151.36	115	26	0	280	117	-315	405
225+00	50	91.1	13.97	0	151.36	171	24	0	280	289	-606	844
225+50	50	84.9	12.80	0	151.36	163	25	0	280	452	-898	1273
226+00	50	74	12.80	0	151.36	147	24	0	280	599	-1189	1688
226+50	50	46.7	12.80	1.68	151.36	112	24	2	280	711	-1479	2066
227+00	50	26.6	9.30	6.88	108.06	68	20	8	240	779	-1718	2353
227+50	50	21	3.50	15.7	85.89	44	12	21	180	823	-1878	2545
228+00	50	20.8	3.50	17.6	64.06	39	6	31	139	861	-1982	2681
228+50	50	19.2	3.50	17.9	41.89	37	6	33	98	898	-2042	2771
229+00	50	11	3.50	5.84	20.06	28	6	22	57	926	-2073	2824
229+09	9	8.94	3.50	2.68	14.08	3	1	1	6	930	-2077	2830
						930	176	117	2144			

DIVISION 8-2A/CAT. 1020 (STA 230+72 - STA 235+36): STAGE 2 CONSTRUCTION - EB USH 14 / PONTIAC DRIVE 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
230+72		7.7	0.00	11.3						
231+00	28	12.7	15.60	17.2	11	8	15	11	19	-17
231+50	50	17.4	12.33	19.3	28	26	34	38	63	-59
232+00	50	19.9	13.97	15.9	35	24	33	73	105	-91
232+50	50	21.5	12.80	9.8	38	25	24	111	136	-108
233+00	50	38.1	12.80	5.45	55	24	14	166	155	-95
233+50	50	48.4	12.80	3.39	80	24	8	247	165	-49
234+00	50	48	9.30	3.62	89	20	6	336	174	11
234+50	50	51.4	3.50	1.8	92	12	5	428	180	85
235+00	50	42.8	3.50	1.85	87	6	3	515	185	161
235+36	36	77.4	3.50	0	80	5	1	595	186	235
					595	174	143			

DIVISION 8-2B/CAT. 1020 (STA 236+05 - STA 241+64): STAGE 2 CONSTRUCTION - WB USH 14 / PONTIAC DRIVE 'HWA'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	1.00 Note 1	1.3	Note 4
236+05		83.5	42.00	0	67.18							
236+50	45	59.3	13.00	0	67.18	119	46	0	112	119	-116	190
237+00	50	64.5	13.00	0	67.18	115	24	0	124	234	-246	409
237+50	50	63.9	13.00	0	68.86	119	24	0	126	352	-377	635
238+00	50	74.1	13.00	0	69.16	128	24	0	128	480	-510	872
238+50	50	73.8	13.00	0	71.29	137	24	0	130	617	-645	1120
239+00	50	52.5	13.00	2.16	72.05	117	24	2	133	734	-780	1348
239+50	50	42.6	13.00	5.69	47.73	88	24	7	111	822	-886	1518
240+00	50	40.6	11.00	12.1	38.76	77	22	17	80	899	-948	1635
240+50	50	35.4	6.00	14.2	29.34	70	16	24	63	969	-982	1723
241+00	50	21.4	3.00	17.4	19.76	53	8	29	45	1022	-991	1777
241+50	50	11.7	3.00	14.3	9.73	31	6	29	27	1053	-982	1792
241+64	14	8.41	3.00	9.97	6.84	5	2	6	4	1058	-978	1792
						1,058	244	115	1084			

DIVISION 9-1A/CAT. 1000 (STA 242+50 - STA 246+58): STAGE 1 CONSTRUCTION - EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
242+50		71.9	18.00	0.08						
243+00	50	79.5	12.00	0.04	140	28	0	140	0	112
243+50	50	110	1.00	0	176	12	0	316	0	276
244+00	50	0	0.75	0	102	2	0	418	0	376
244+50	50	24.5	0.75	0	23	1	0	441	0	398
245+00	50	68.1	0.75	0	86	1	0	527	0	482
245+26	26	24.2	13.20	0	44	7	0	571	0	520
245+31	5	0.02	0.75	0	2	1	0	573	0	521
245+50	19	42.2	27.20	0	15	10	0	588	0	526
246+00	50	18.5	0.75	7.05	56	26	7	644	9	548
246+50	50	9.65	0.75	7.96	26	1	14	670	27	554
246+58	8	7.97	0.75	7.04	3	0	2	673	30	554
					673	90	23			

DIVISION 9-3A/CAT. 1000 (STA 239+65 - STA 242+50): STAGE 3 CONSTRUCTION - EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
239+65		29.7	2.00	0						
240+00	35	28.8	3.00	0.19	38	3	0	38	0	34
240+50	50	42.2	7.00	0.39	66	9	1	104	1	90
241+00	50	39.9	14.00	0.25	76	19	1	179	2	146
241+50	50	51.3	19.00	5.53	84	31	5	264	9	193
242+00	50	66.9	25.00	1.01	110	41	6	373	16	254
242+50	50	71.9	40.00	0.08	129	60	1	502	18	321
					502	163	14			

DIVISION 9-4A/CAT. 1000 (STA 244+79 - STA 245+26): STAGE 4 CONSTRUCTION - EB USH 14 / IH-39/90 SB RAMP TERMINAL 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
239+65		8.16	5.00	2.29						
240+00	35	9.08	5.00	0.63	11	6	2	11	2	2
240+50	50	12.2	5.00	1.2	20	9	2	31	5	10
					31	16	4			

DIVISION 9-1B/CAT. 1000 (STA 244+95 - STA 246+35): STAGE 1 CONSTRUCTION - WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
245+95		35.6	0.75	2.3						
246+00	5	34	0.75	4.17	6	0	1	6	1	5
246+35	35	10.8	0.75	0	29	1	3	35	4	30
					35	1	3			

DIVISION 9-4B/CAT. 1000 (STA 244+15 - STA 250+33): STAGE 4 CONSTRUCTION - WB USH 14 / IH-39/90 SB RAMP TERMINAL 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
244+15		32.6	4.50	0.77						
244+50	35	38.1	4.50	0.4	46	6	1	46	1	39
245+00	50	36	4.50	0.23	69	8	1	114	2	99
245+35	35	34	4.50	0.01	45	6	0	160	2	138
246+35		84.7	1.00	0						
246+50	15	41.4	1.00	24.6	35	1	7	195	11	164
247+00	50	43.3	1.00	14.1	79	2	36	79	47	30
247+50	50	43.3	1.00	14.1	80	2	26	80	34	44
248+00	50	43.3	1.00	14.1	80	2	26	275	45	208
248+50	50	43.3	1.00	14.1	80	2	26	159	81	74
249+00	50	43.3	1.00	14.1	80	2	26	161	68	89
249+50	50	43.3	1.00	14.1	80	2	26	355	79	252
250+00	50	35.6	1.00	11.3	73	2	24	232	111	115
250+32	32	29	1.00	6.2	38	1	10	199	82	112
					786	35	209			

DIVISION 9-1C/CAT. 1000 (STA 922+56 - STA 926+16): STAGE 1 CONSTRUCTION - SB ON-RAMP 'HCA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
922+56		4.51	1.46	0.66						
923+00	44	10.1	1.46	0.05	12	2	1	12	1	9
923+50	50	63.3	1.46	0	68	3	0	80	1	54
924+00	50	55.9	0.00	0.34	110	1	0	190	1	132
924+50	50	43.5	0.00	1.25	92	0	1	282	3	231
925+00	50	6.99	0.00	13	47	0	13	329	20	279
925+50	50	0	0.00	86.9	6	0	92	335	141	190
926+00	50	14.1	0.00	8.24	13	0	88	348	255	88
926+16	16	34.3	0.00	0	14	0	2	363	258	95
					363	6	199			

DIVISION 9-1D/CAT. 1000 (STA 243+88 - STA 245+35): STAGE 1 CONSTRUCTION - SB ON-RAMP RT TURN 'HEAS'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
243+88		129	0.00	0.37						
244+00	12	141	0.00	0.31	60	0	0	60	0	60
244+50	50	162	0.00	0.1	281	0	0	341	1	341
245+00	50	7.78	0.00	34.7	158	0	32	499	43	456
245+22	22	0	0.00	82.4	3	0	48	502	105	398
245+35	13	0	0.00	28.1	0	0	27	502	139	363
					502	0	107			

DIVISION 9-2D/CAT. 1000 (STA 244+50 - STA 244+75): STAGE 2 CONSTRUCTION - SB ON-RAMP RT TURN 'HEAS'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
244+50		162.4	0.00	0.1						
244+75	25	149.4	0.00	0.21	144	0	0	144	0	144
					144	0	0			

DIVISION 9-1E/CAT. 1000 (STA 926+65 - STA 932+65): STAGE 1 CONSTRUCTION - SB OFF-RAMP 'HDA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
926+65		22	0.88	0.26						
927+00	35	42.1	0.88	0.94	42	1	1	42	1	39
927+50	50	45.8	0.88	16.1	81	2	16	123	21	99
928+00	50	214	0.88	10.1	240	2	24	363	53	306
928+50	50	34.9	0.88	41.4	230	2	48	593	115	472
929+00	50	129	0.88	131	151	2	160	745	323	414
929+50	50	113	0.88	25.2	224	2	145	969	511	448
930+00	50	41.5	0.88	10.8	143	2	33	1112	555	547
930+50	50	26.3	0.88	6.48	63	2	16	1175	576	587
931+00	50	17.8	0.88	3.51	41	2	9	1216	588	614
931+50	50	17.6	0.88	1.13	33	2	4	1249	593	640
932+00	50	17.2	0.88	1.06	32	2	2	1281	596	668
932+50	50	16.3	0.88	0	31	2	1	1312	597	696
932+65	15	14.4	0.88	0	9	0	0	1321	597	704
					1,321	19	459			

DIVISION 9-1F/CAT. 1000 (STA 925+90 - STA 926+65): STAGE 1 CONSTRUCTION - SB OFF-RAMP LT TURN TO EB USH 14 'HDAL'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
925+90		84	0.88	1.07						
926+00	10	70.8	0.88	6.36	29	0	1	29	2	27
926+50	50	81.7	0.88	6.04	141	2	11	170	17	151
926+65	15	83.3	0.88	5.2	46	0	3	216	21	192
					216	2	16			

DIVISION 10-1A/CAT. 1000 (STA 254+17 - STA 254+57): STAGE 1 CONSTRUCTION - EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
254+17		15.4	0.88	8.8						
254+50	33	15.9	0.88	7.22	19	1	10	19	13	5
254+57	7	17.8	0.88	1.87	4	0	1	23	14	8
					23	1	11			

DIVISION 10-4A/CAT. 1000 (STA 249+10 - STA 256+53): STAGE 4 CONSTRUCTION - EB USH 14 / IH-39/90 NB RAMP TERMINAL 'HEA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
249+10		18.4	0.75	0.24						
249+50	40	23.5	0.75	0	31	1	0	31	0	30
250+00	50	19.3	0.75	0.15	40	1	0	71	0	68
250+50	50	15.2	0.75	0.81	32	1	1	103	2	97
251+00	50	21.4	0.75	0.01	34	1	1	136	3	129
251+50	50	16.2	0.75	0.86	35	1	1	171	4	161
252+00	50	12.5	0.75	0.02	27	1	1	198	5	185
252+50	50	11.9	0.75	1.1	23	1	1	220	6	205
253+00	50	10.8	0.75	0.95	21	1	2	241	8	222
253+50	50	11.1	0.75	0.31	20	1	1	262	10	239
254+00	50	9.89	0.75	0.35	19	1	1	281	11	257
254+42	42	8.5	0.75	4.51	14	1	4	295	16	265
255+19		14.9	4.00	0.45						
255+50	31	14.4	0.75	0.1	17	3	0	312	16	278
256+00	50	14.5	0.75	7.62	27	1	7	27	9	16
256+50	50	16	0.75	0.82	28	1	8	28	10	17
256+53	3	16.4	0.75	0.58	2	0	0	314	16	280
					369	20	27			

DIVISION 10-1B/CAT. 1000 (STA 253+94 - STA 258+00): STAGE 1 CONSTRUCTION - WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
253+94		10.7	0.88	0.86						
254+00	6	10.9	0.88	1.19	2	0	0	2	0	2
254+50	50	19.6	0.88	10.2	28	2	11	31	14	15
255+00	50	33	0.88	0.12	49	2	10	79	27	49
255+28	28	64.1	2.34	0	50	2	0	130	27	98
255+50	22	8.7	2.34	0.86	30	2	0	159	27	125
255+65	15	9.09	2.34	0.47	5	1	0	164	28	128
256+00	35	66	2.34	0	49	3	0	213	28	174
256+49	49	0.08	2.34	0	60	4	0	273	28	229
256+66	17	63	2.34	7.99	20	1	3	293	31	244
257+00	34	48.3	2.34	11.3	70	3	12	363	47	296
257+50	50	108	2.34	0	144	4	10	507	60	422
258+00	50	117	2.34	0	208	4	0	716	60	626
					716	29	47			

DIVISION 10-3B/CAT. 1000 (STA 258+00 - STA 260+34): STAGE 3 CONSTRUCTION - WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
258+00		114	16.50	0						
258+50	50	91.3	16.50	0.03	191	31	0	191	0	160
259+00	50	68.7	15.50	0.03	148	30	0	339	0	278
259+50	50	56	14.75	0.75	115	28	1	454	1	365
260+00	50	51.8	10.25	0.06	100	23	1	554	2	441
260+34	34	65.3	1.25	0	74	7	0	628	2	507
					628	119	2			

DIVISION 10-4B/CAT. 1000 (STA 255+28 - STA 256+01): STAGE 4 CONSTRUCTION - WB USH 14 / IH-39/90 NB RAMP TERMINAL 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
255+28		8.91	0.75	0.76						
255+50	22	8.7	0.75	0.86	7	1	1	7	1	6
256+00	50	9.1	0.75	1.24	16	1	2	24	3	18
256+01	1	9.12	0.75	1.09	0	0	0	24	3	19
					24	2	3			

DIVISION 10-1C/CAT. 1000 (STA 913+60 - STA 920+31): STAGE 1 CONSTRUCTION - NB OFF-RAMP 'HBA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
913+60		37.5	0.88	0						
914+00	40	25.2	0.88	0	46	1	0	46	0	45
914+50	50	28.2	0.88	0	49	2	0	96	0	93
915+00	50	39.6	0.88	0	63	2	0	159	0	154
915+50	50	61.4	0.88	0	93	2	0	252	0	246
916+00	50	91.5	0.88	0	142	2	0	394	0	386
916+50	50	62	0.88	0	142	2	0	536	0	526
917+00	50	41.5	0.88	0.73	96	2	1	631	1	619
917+50	50	34.4	0.88	6.83	70	2	7	702	10	679
918+00	50	34.2	0.88	48.3	63	2	51	765	76	675
918+50	50	29	0.88	67.4	58	2	107	824	216	592
919+00	50	33.5	0.88	62	58	2	120	881	371	493
919+50	50	36.2	0.88	21.6	64	2	77	946	472	455
920+00	50	80	0.88	0.05	108	2	20	1053	498	535
920+31	31	0	0.88	0.15	46	1	0	1099	498	580
					1,099	22	383			

DIVISION 10-1D/CAT. 1000 (STA 920+30 - STA 921+06): STAGE 1 CONSTRUCTION - NB OFF-RAMP LT TURN TO WB USH 14 'HBAL'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
920+30		51.8	0.88	8.3						
920+50	20	41.8	0.88	3.67	35	1	4	35	6	28
921+00	50	81	0.88	4.44	114	2	8	148	16	130
921+06	6	65.3	0.88	0.15	16	0	1	165	16	146
					165	2	12			

DIVISION 10-1E/CAT. 1000 (STA 917+61 - STA 922+08): STAGE 1 CONSTRUCTION - NB ON-RAMP 'HAA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
		(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	1.00 Note 1	1.3	Note 4
917+61		38.7	0.00	0						
918+00	39	5.07	0.00	46.2	32	0	33	32	43	-12
918+50	50	50.4	0.00	9.98	51	0	52	83	111	-28
919+00	50	77.9	0.00	0	119	0	9	202	123	79
919+50	50	98.7	0.00	0.21	164	0	0	365	123	242
920+00	50	113	0.00	0.12	196	0	0	561	124	437
920+50	50	91.8	0.00	0.03	170	0	0	731	124	627
921+00	50	39	1.46	0.05	121	1	0	852	124	746
921+50	50	23	1.46	0.03	57	3	0	910	124	801
922+00	50	9.95	1.46	0	31	3	0	940	124	829
922+08	8	9.57	1.46	0	3	0	0	943	124	831
					943	7	95			

DIVISION 10-1F/CAT. 1000 (STA 255+19 - STA 256+66): STAGE 1 CONSTRUCTION - NB ON-RAMP RT TURN 'HWAN'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
255+19		1.78	0.00	0.41						
255+50	31	4.68	0.00	45.5	4	0	26	4	34	-31
256+00	50	89.8	0.00	0.35	87	0	42	91	89	2
256+50	50	64.1	0.00	12	142	0	11	234	104	129
256+66	16	51.3	0.00	14.9	34	0	8	268	115	153
					268	0	88			

DIVISION 10-2F/CAT. 1000 (STA 256+05 - STA 256+37): STAGE 2 CONSTRUCTION - NB ON-RAMP RT TURN 'HWAN'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
256+05		117.8	0.00	0						
256+37	32	159.6	0.00	0.12	164	0	0	164	0	164
					164	0	0			

DIVISION 11-2A/CAT. 1030 (STA 82+99 - STA 84+94): STAGE 2 CONSTRUCTION - USH 14 / DEERFIELD DRIVE 'DSR'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
82+99		70.9	1.67	0.66						
83+00	1	68.6	1.67	0.54	3	0	0	3	0	2
83+50	50	54	1.67	27.2	114	3	26	116	33	79
84+00	50	37.7	1.67	0.17	85	3	25	201	66	128
84+50	50	17.2	1.67	0.17	51	3	0	252	67	176
84+94	44	9.55	1.67	0.07	22	3	0	273	67	194
					273	12	52			

DIVISION 11-3A/CAT. 1030 (STA 82+99 - STA 84+04): STAGE 3 CONSTRUCTION - USH 14 / DEERFIELD DRIVE 'DSR'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
82+99		14.6	2.92	0						
83+00	1	17.3	4.17	0	1	0	0	1	0	0
83+08	8	25	13.75	0	6	3	0	7	0	4
83+50	42	23.3	9.79	0	38	18	0	44	0	23
84+00	50	17.7	4.17	0	38	13	0	82	0	48
84+04	4	17.3	3.75	0	3	1	0	85	0	50
					85	35	0			

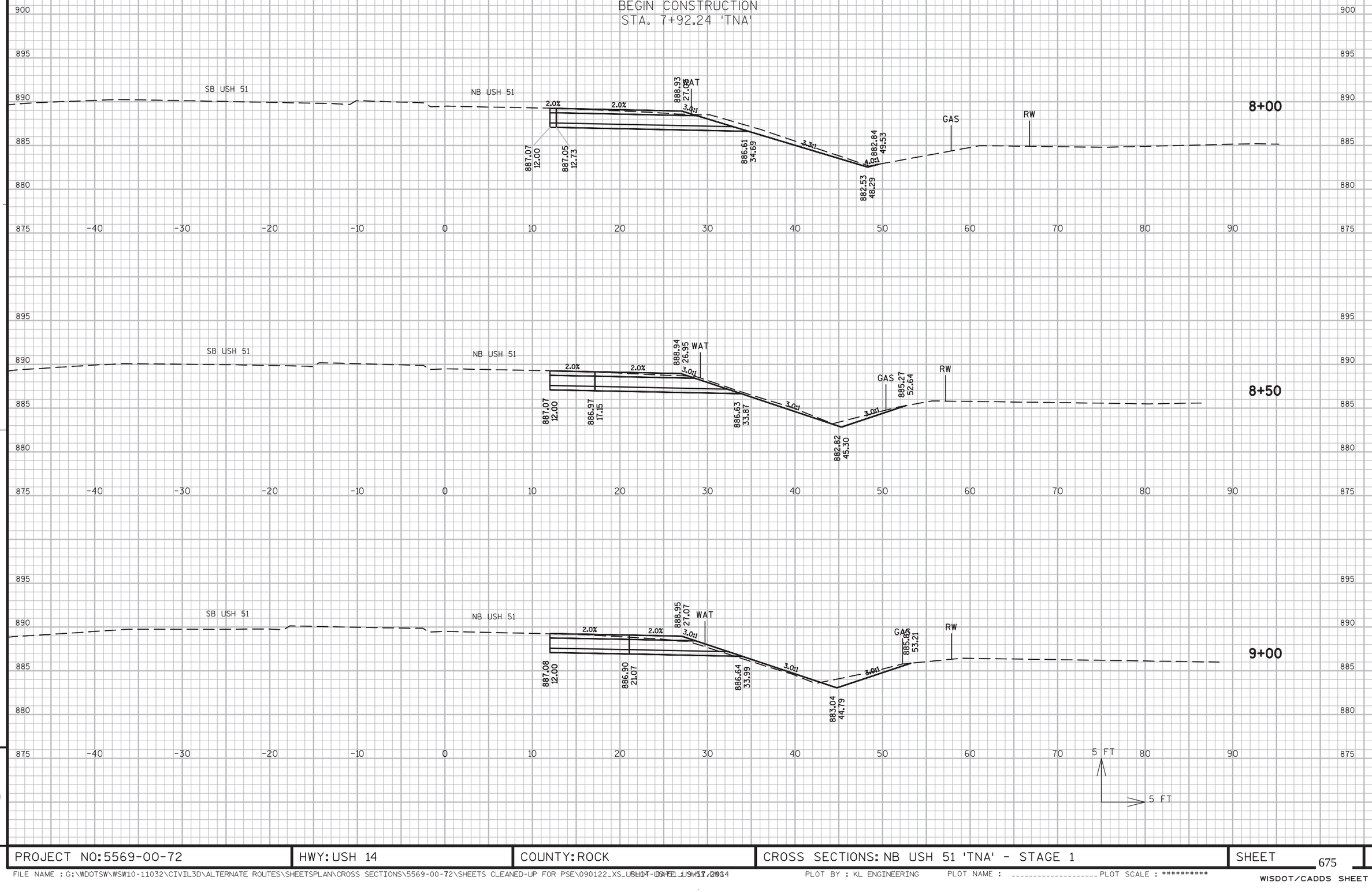
DIVISION 11-2B/CAT. 1030 (STA 260+34 - STA 265+32): STAGE 2 CONSTRUCTION - WB USH 14 / DEERFIELD DRIVE 'HWA'

STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
260+34		32.6	5.26	0.77						
260+50	16	38.1	5.26	0.4	21	3	0	21	0	17
261+00	50	36	4.67	0.23	69	9	1	90	1	76
261+50	50	34	4.38	0.01	65	8	0	154	1	132
262+00	50	41.4	4.38	29.5	70	8	27	224	37	159
263+56		84.7	54.00	0						
264+00	44	41.4	18.75	24.6	103	59	20	327	63	176
264+50	50	43.3	14.25	14.1	79	31	36	406	110	177
265+00	50	35.6	9.75	11.3	73	22	24	479	140	197
265+32	32	29	9.75	6.2	38	12	10	517	154	211
					517	152	118			

DIVISION 13-1/CAT. 1000 (STA 897+68 - STA 907+46): STAGE 1 CONSTRUCTION - NB IH-39/90 'NBB'

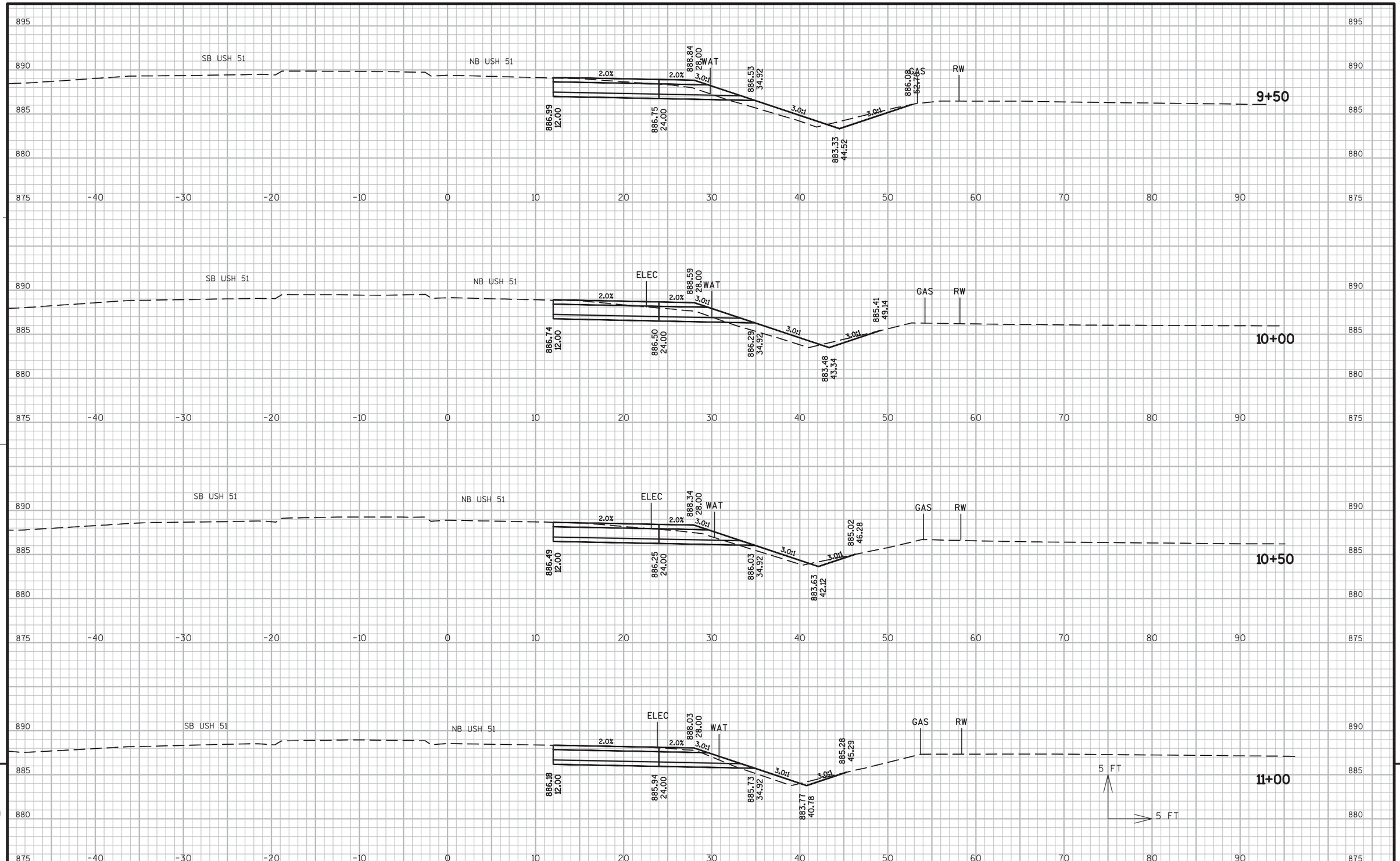
STATION	Distance	Area			Incremental Volume (Unadjusted)			Cumulative Vol		Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Cut 1.00 Note 1	Expanded Fill 1.3	Note 4
897+68		29.1	7.92	1.18						
898+00	32	29	7.92	2.44	34	9	2	34	3	22
898+50	50	29	7.92	3.02	54	15	5	88	9	55
899+00	50	29.2	7.92	4.57	54	15	7	142	18	85
899+50	50	27.4	7.92	7.35	52	15	11	194	33	108
900+00	50	29	7.92	7.88	52	15	14	247	51	127
900+50	50	28.8	7.92	7	54	15	14	300	69	148
901+00	50	31.4	7.92	7.38	56	15	13	356	86	172
901+50	50	30.3	7.92	8.5	57	15	15	413	106	195
902+00	50	29.7	7.92	12.4	56	15	19	468	131	211
902+50	50	32.2	7.92	12.7	57	15	23	526	161	224
903+00	50	30.2	7.92	16	58	15	27	584	195	232
903+50	50	30.5	7.92	18.4	56	15	32	640	237	232
904+00	50	29.4	7.92	24.1	55	15	39	695	288	222
904+50	50	29.9	7.92	25.5	55	15	46	750	347	203
905+00	50	30.7	7.92	29.9	56	15	51	806	414	177
905+50	50	30.9	7.92	34.4	57	15	60	863	492	142
906+00	50	33.2	7.92	29.7	59	15	59	922	569	110
906+50	50	32.3	7.92	30.6	61	15	56	983	641	83
907+00	50	34.2	9.50	21.6	62	16	48	1045	704	66
907+46	46	34.4	11.08	0	58	18	18	1103	728	83
					1,103	292	560			

BEGIN CONSTRUCTION
STA. 7+92.24 'TNA'



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB USH 51 'TNA' - STAGE 1	SHEET 675	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090122_XS_USH51-SHEET 1.dwg 1/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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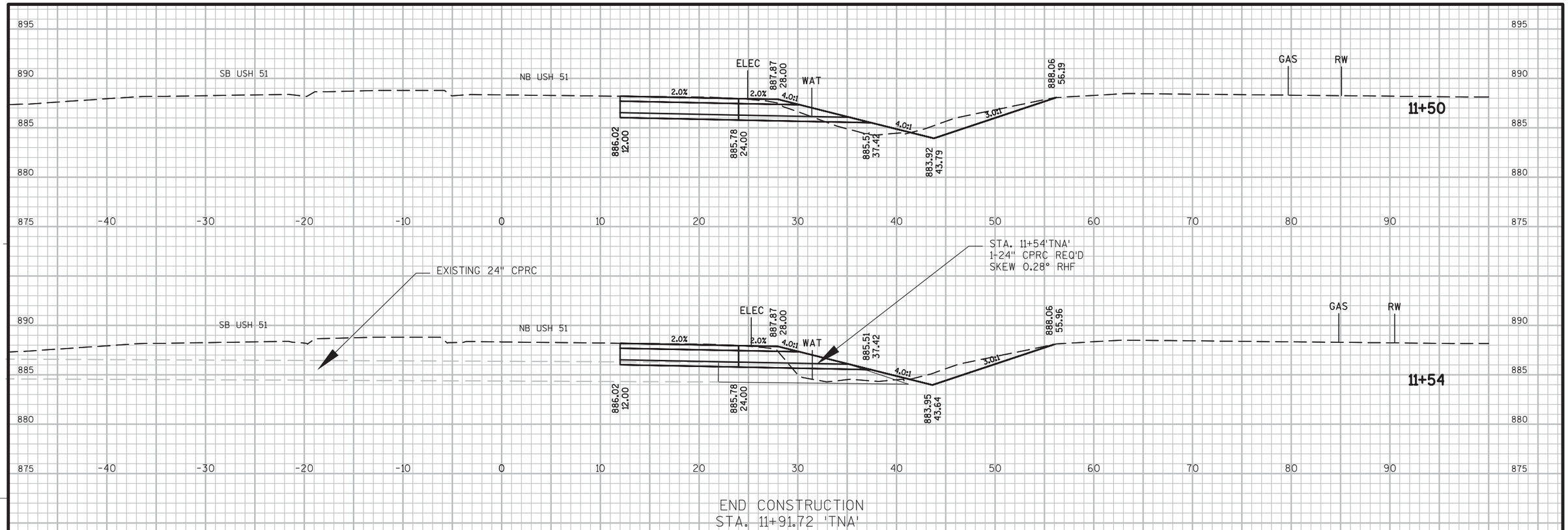
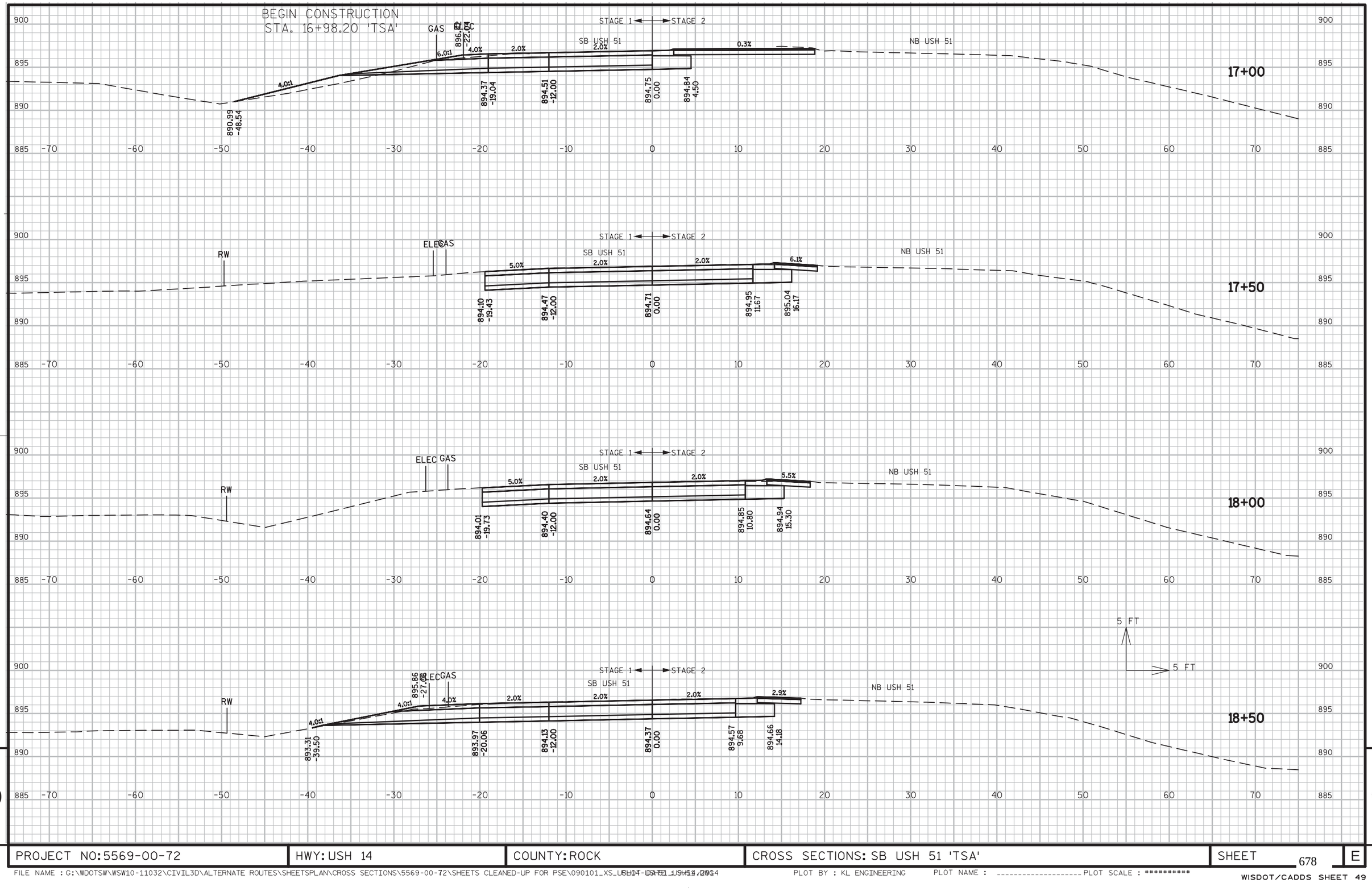
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB USH 51 'TNA' - STAGE 1	SHEET 676	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090122_XS_USH14-USH51_1.DWG 12/17/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

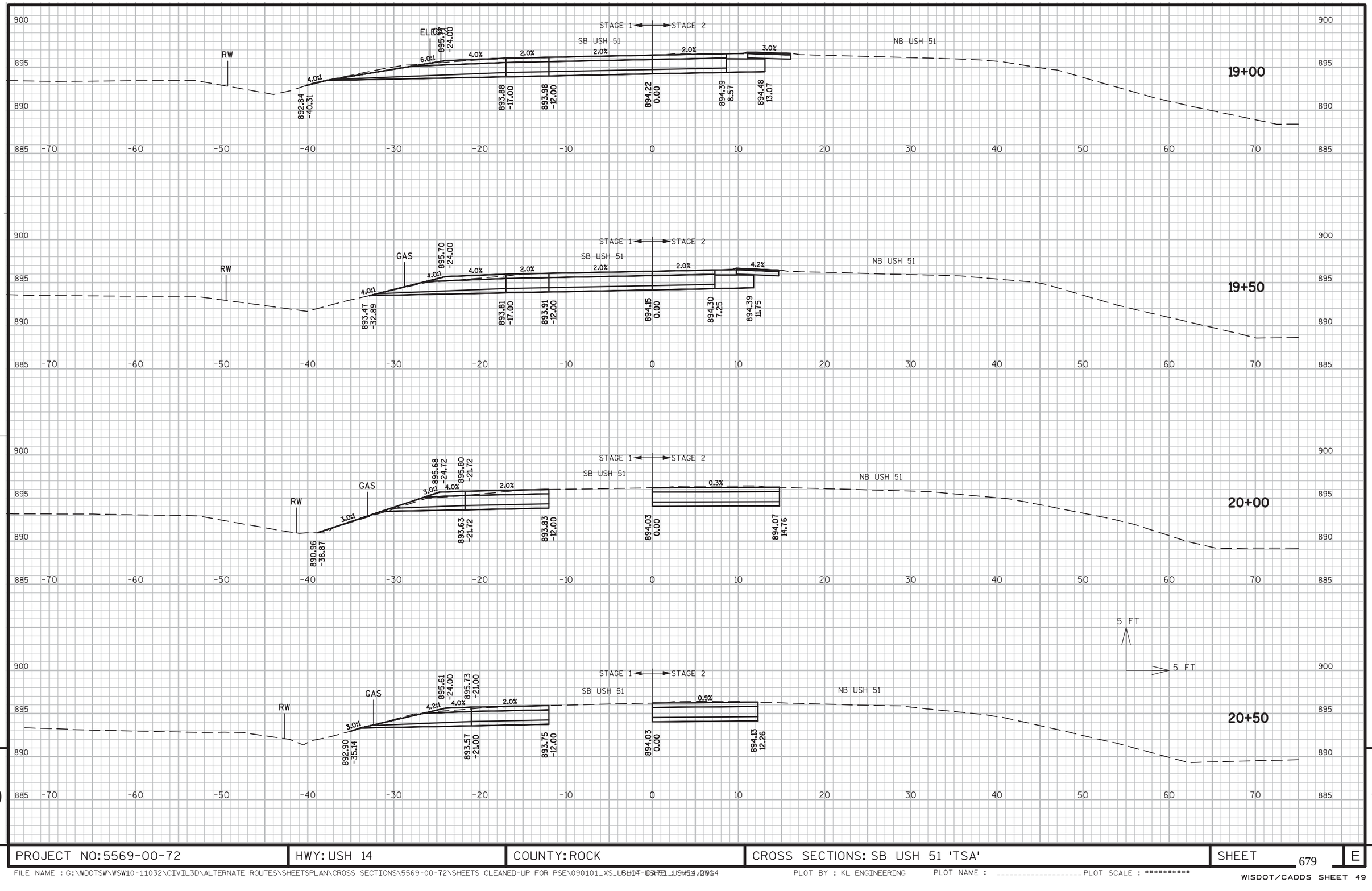


PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:NB USH 51 'TNA' - STAGE 1	SHEET 677	E



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB USH 51 'TSA'	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090101_XS_USH51-TSA-SHEET 1.DWG 11/5/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

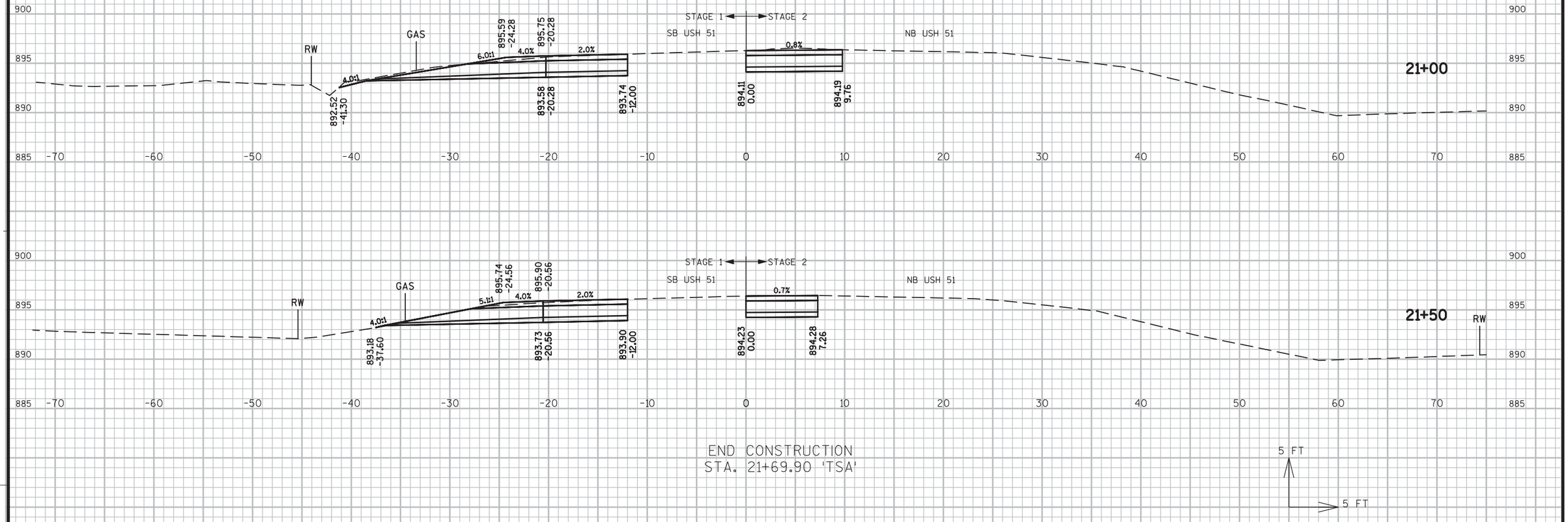


PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB USH 51 'TSA'	SHEET 679	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090101_XS_USH04-USH51_1 USH 51, 2014

PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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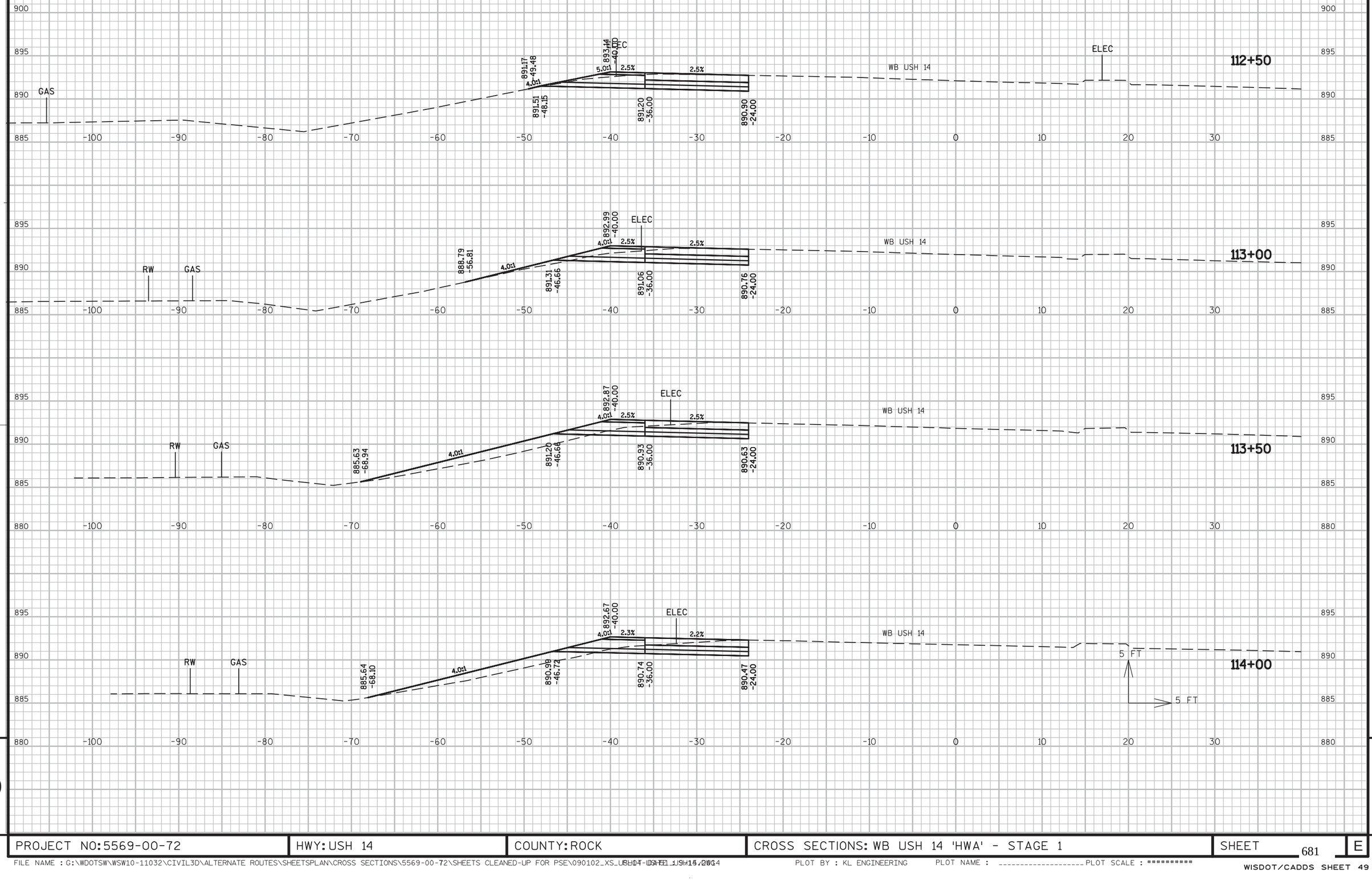
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB USH 51 'TSA'	SHEET 680	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090101_XS_USH51-DSHEET_USH51.DGN

PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

9

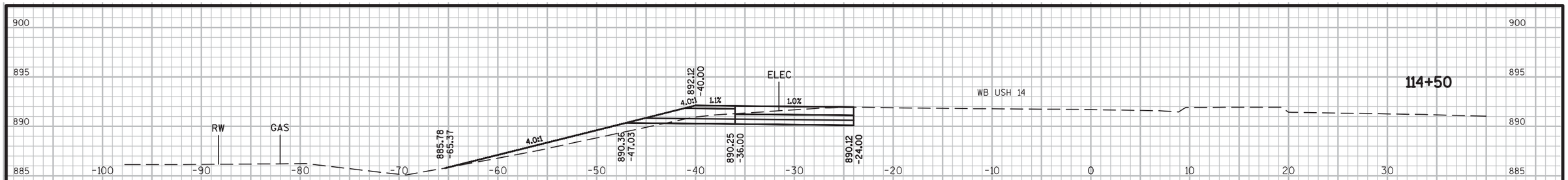


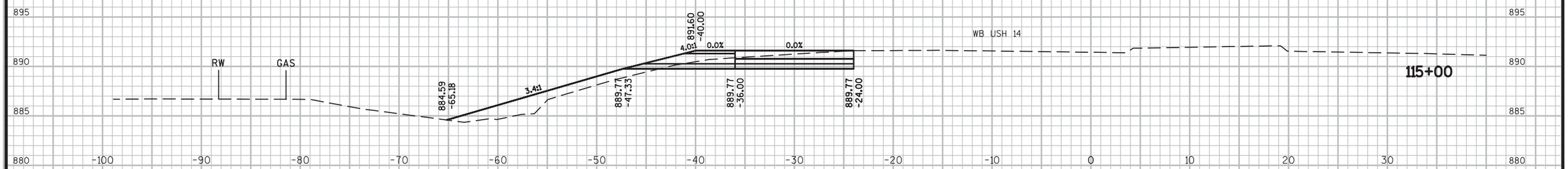
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGE 1	SHEET	E

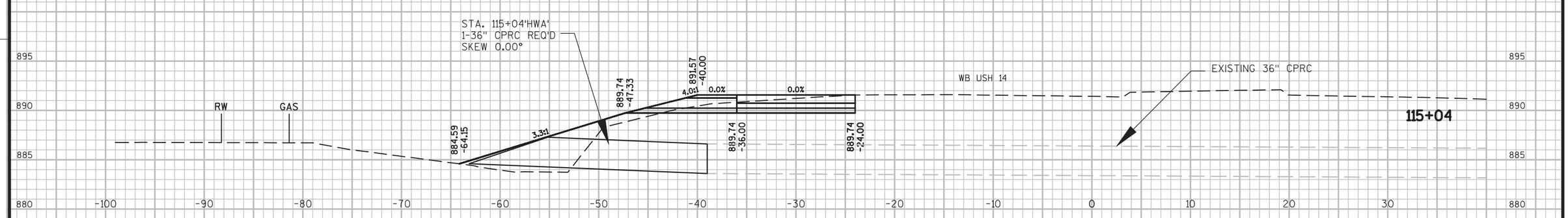
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090102_XS_USH14-STAGE1_JW15.dgn

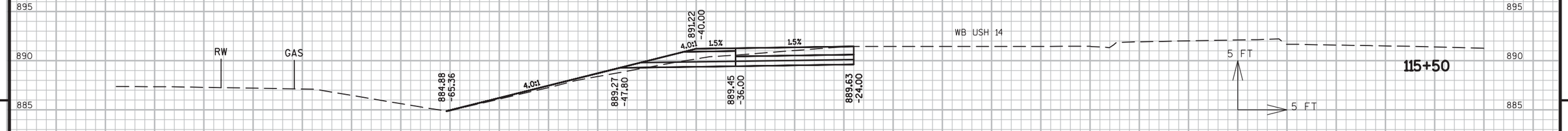
PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49









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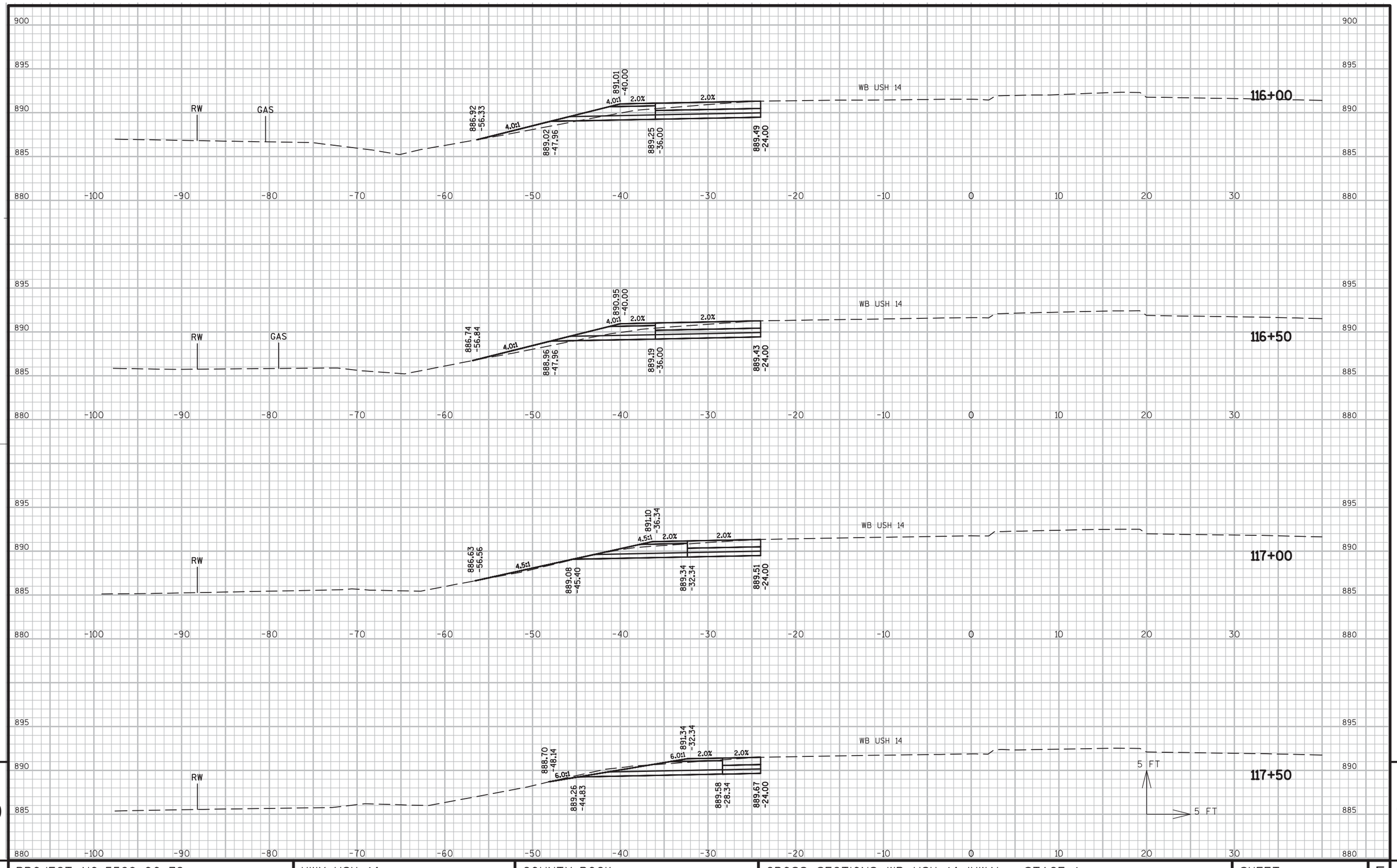
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGE 1	SHEET 682	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090102_XS_USH14-DATE 1 USH 14_2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

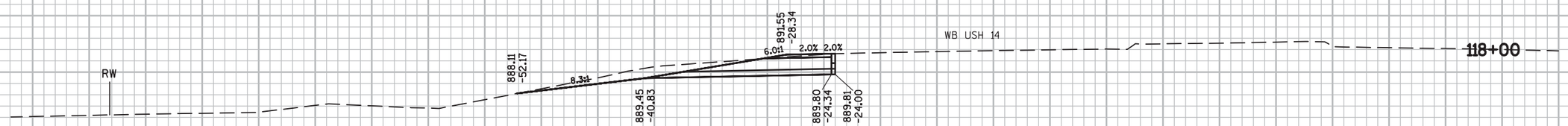
WISDOT/CADDS SHEET 49



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGE 1	SHEET 683	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090102_XS_USH14-DSHEET_USH14.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



5 FT

5 FT

9

9

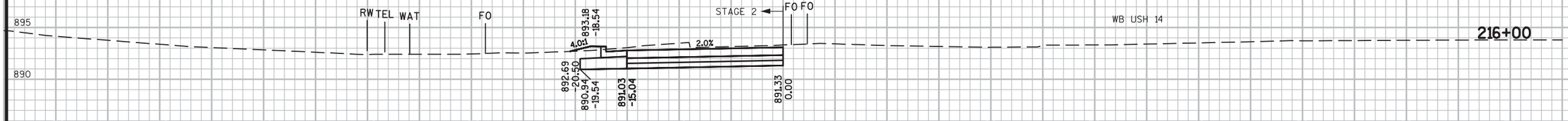
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:WB USH 14 'HWA' - STAGE 1	SHEET 684	E

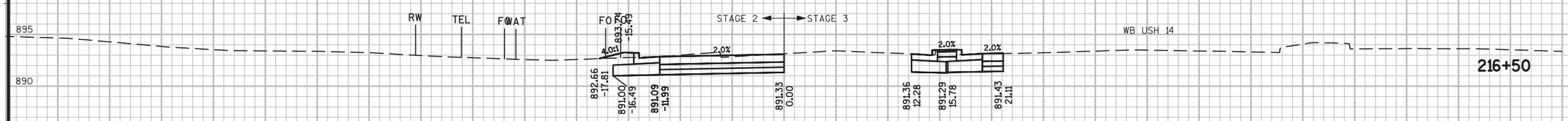
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090102_XS_USH14-DSHEET_USH14.DWG

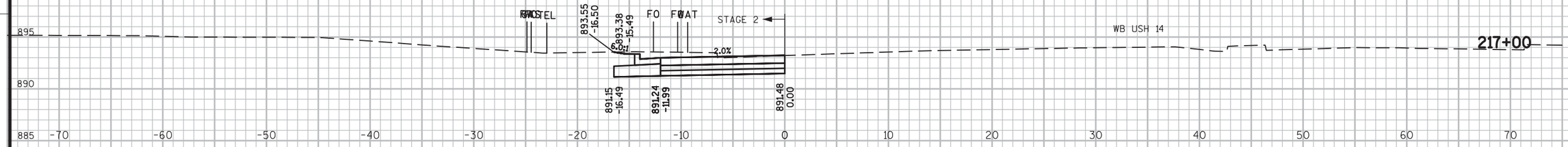
PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

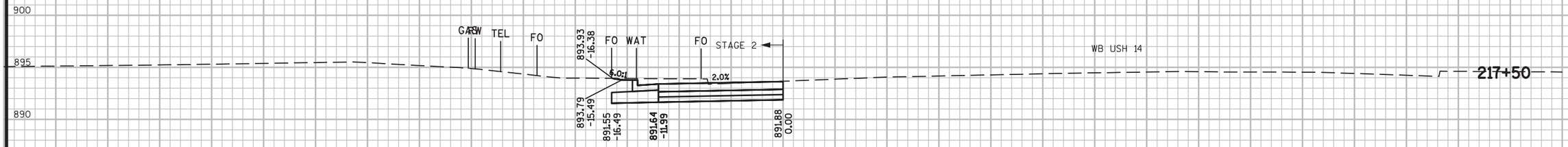
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 215+48.22 'CRA'



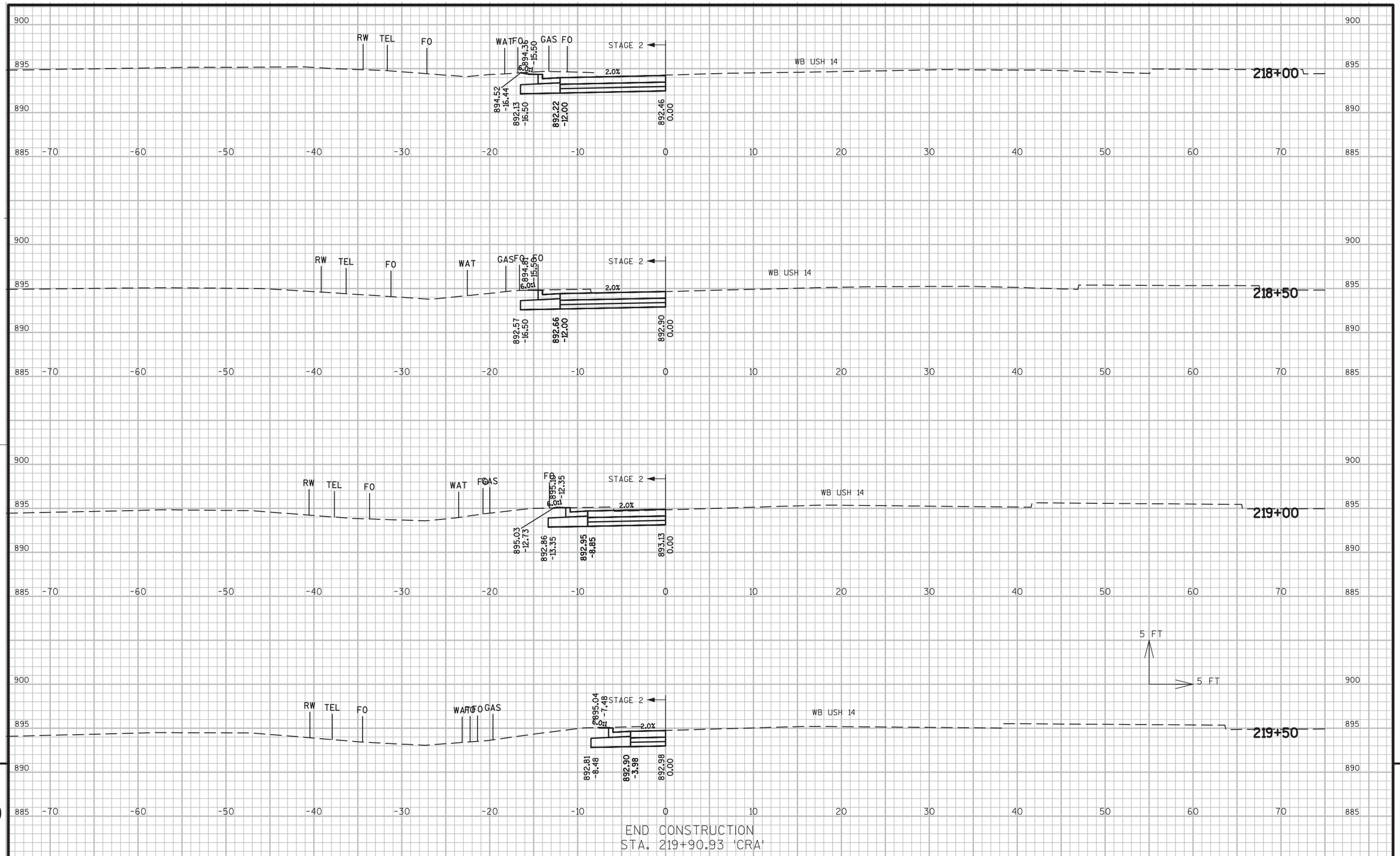






PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 RT TURN TO NB STH 26 'CRA'	SHEET 685	E

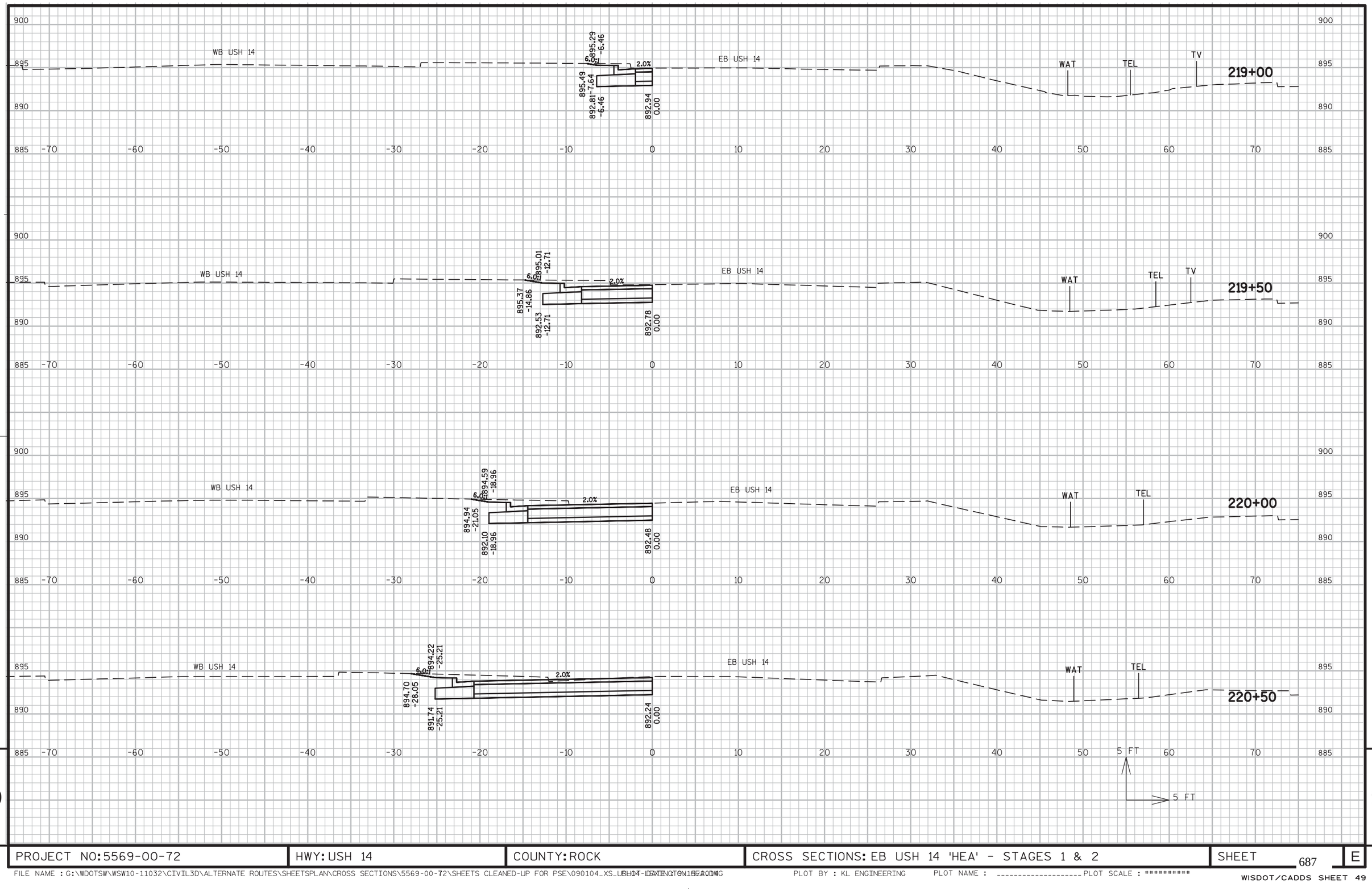
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090103_XS_USH14-STH26_USH14.DWG
PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 RT TURN TO NB STH 26 'CRA'	SHEET 686	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090103_XS_USH14-STH26_USH14.dgn 1/14/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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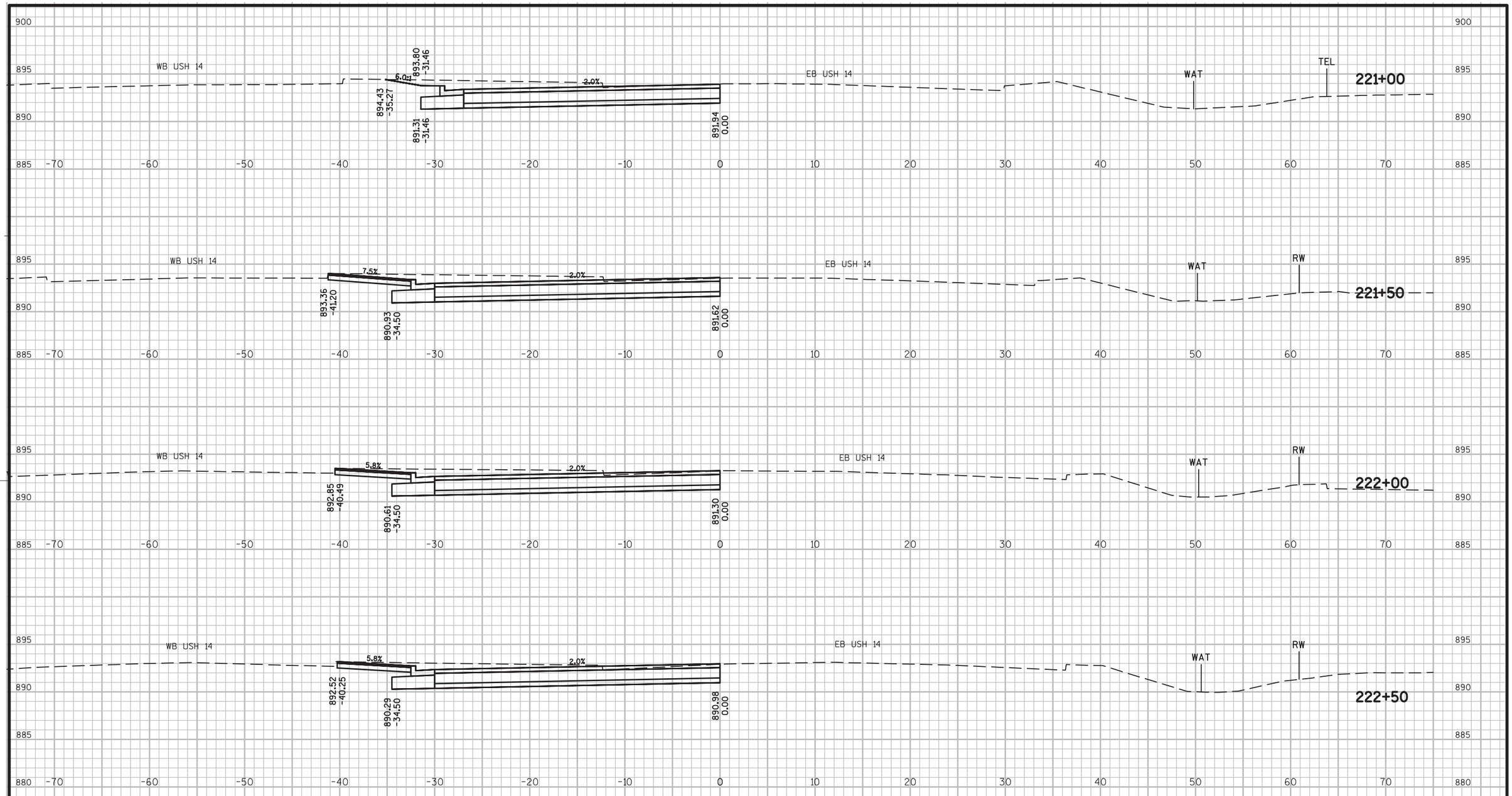
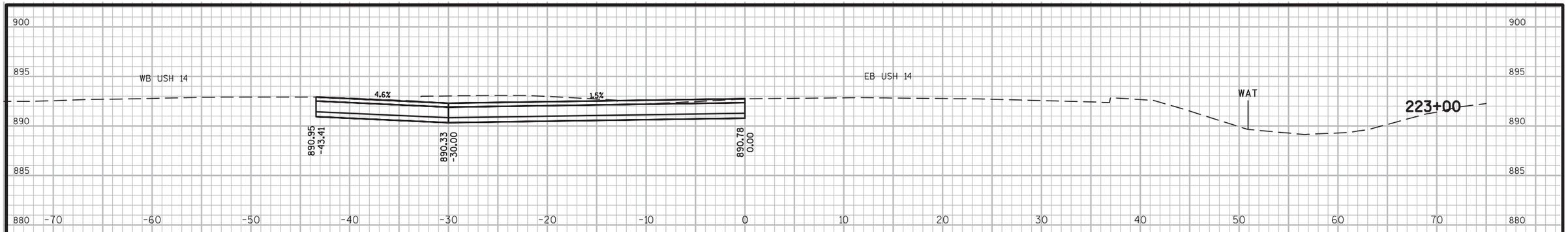
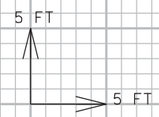
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGES 1 & 2	SHEET 687	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090104_XS_USH14-LOWING TO 15E2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

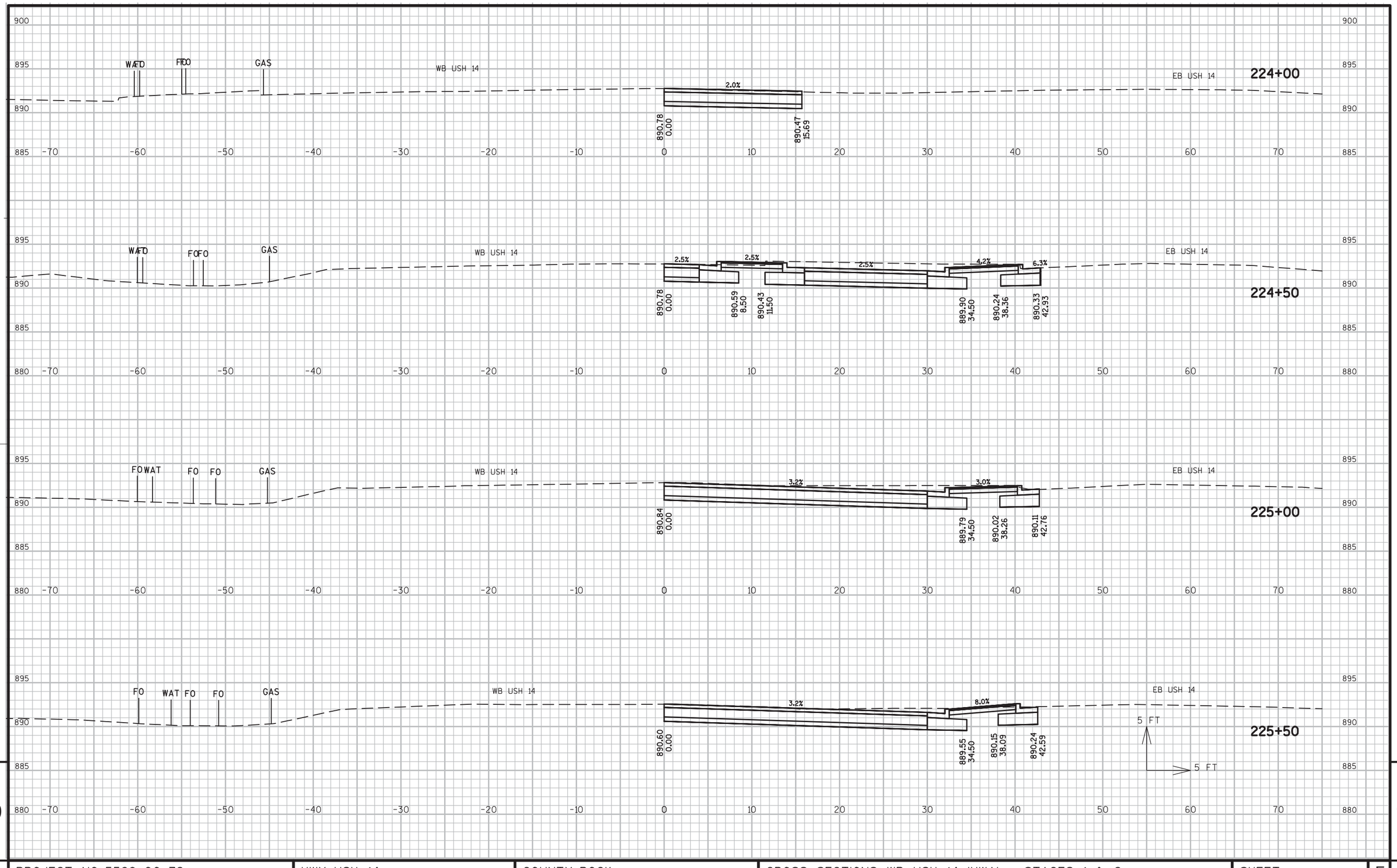

900
895
890
885
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
WB USH 14
EB USH 14
5.8%
2.0%
7.5%
893.80
-31.46
894.43
-35.27
891.31
-31.46
891.94
0.00
893.36
-41.20
890.93
-34.50
891.62
892.85
-40.49
890.61
891.30
892.52
-40.25
890.29
890.98
WAT
TEL
RW
221+00
221+50
222+00
222+50
5 FT
5 FT





PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGES 1 & 2	SHEET 689	E

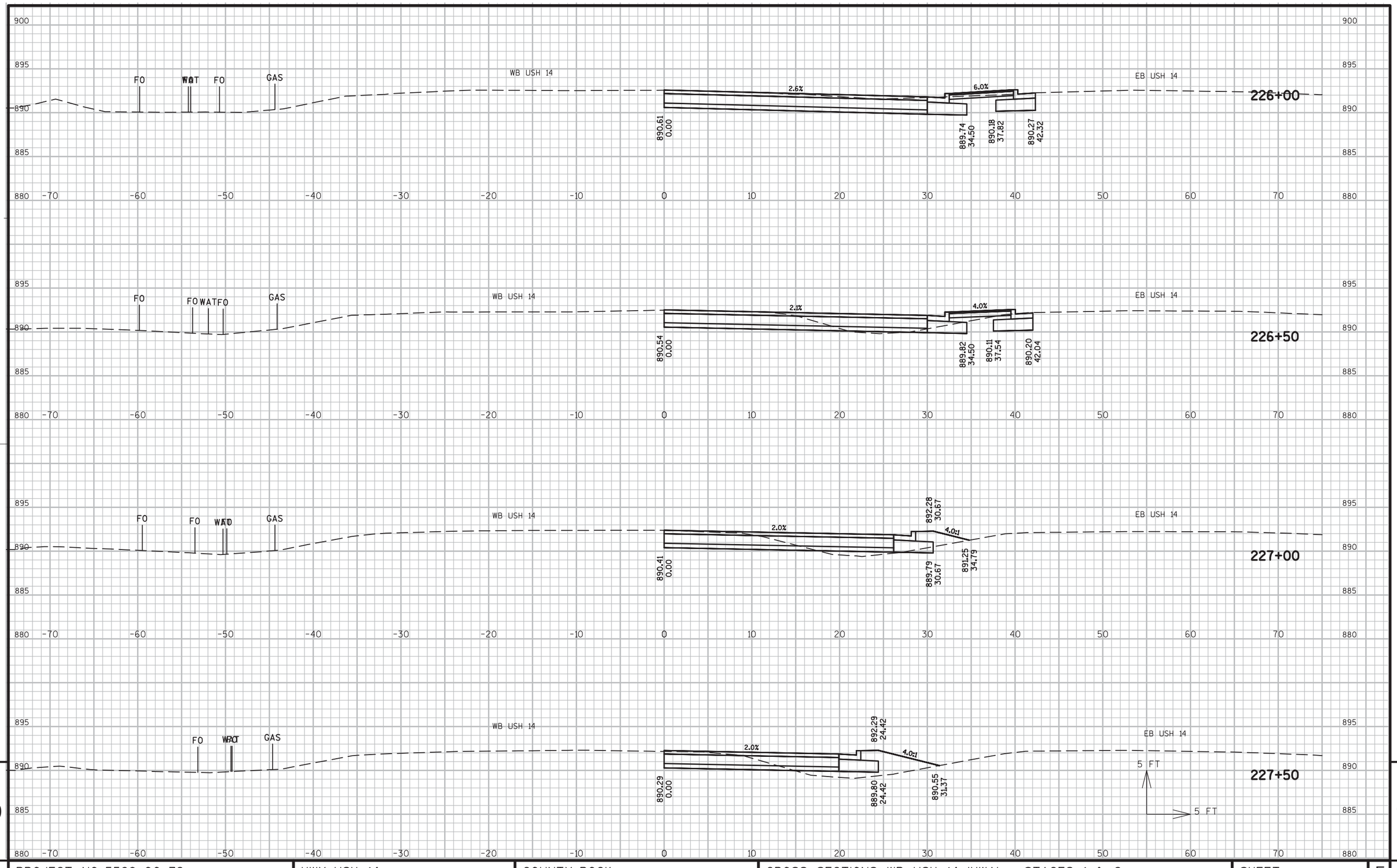
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090104_XS_USH14-LEXINGTON15EA2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:WB USH 14 'HWA' - STAGES 1 & 2	SHEET 690	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090105_XS_USH14-EXISTING-WB2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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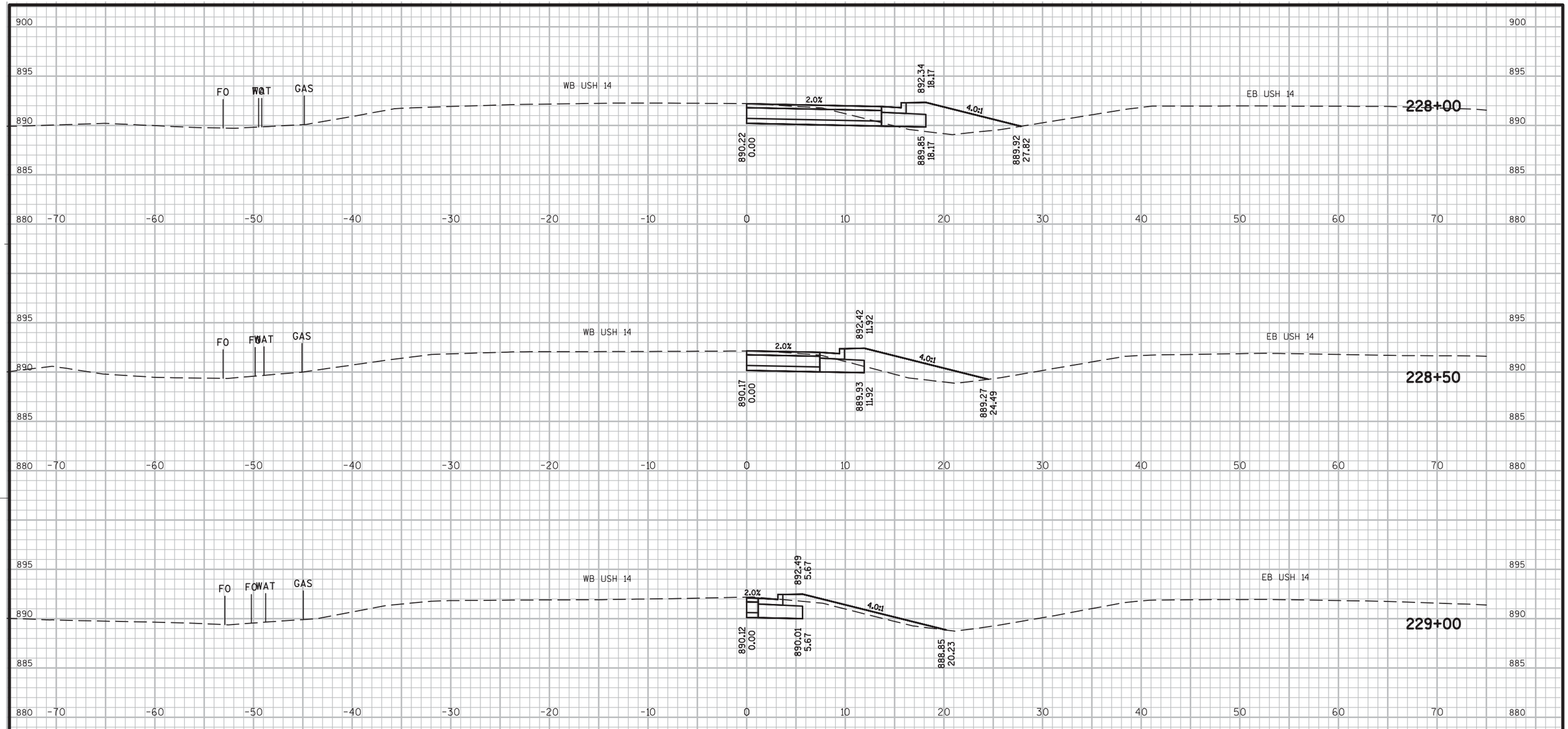
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:WB USH 14 'HWA' - STAGES 1 & 2	SHEET 691	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090105_XS_USH14-EXISTING-WB2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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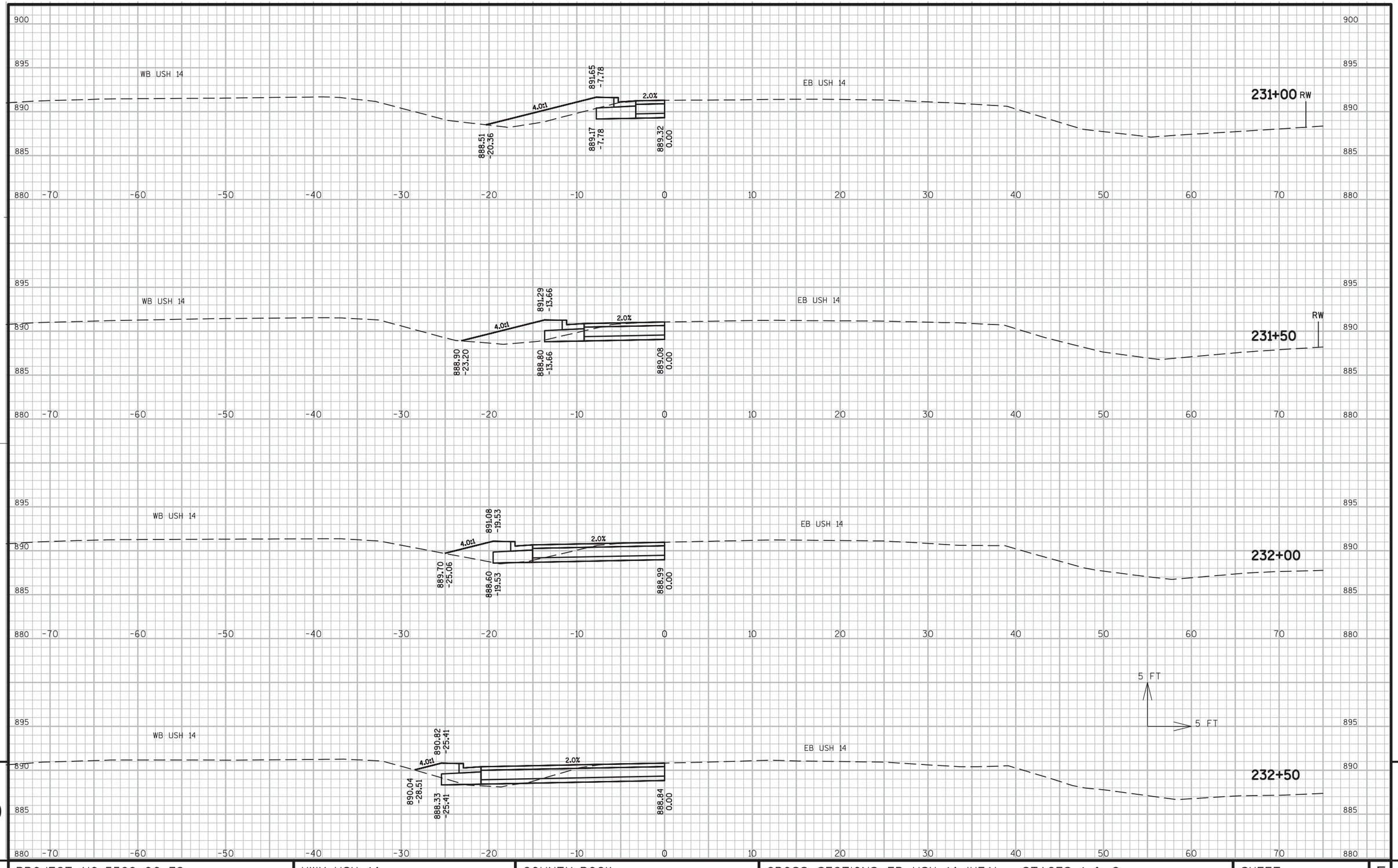
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:WB USH 14 'HWA' - STAGES 1 & 2	SHEET 692	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090105_XS_USH14-LEXINGTON_WB2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

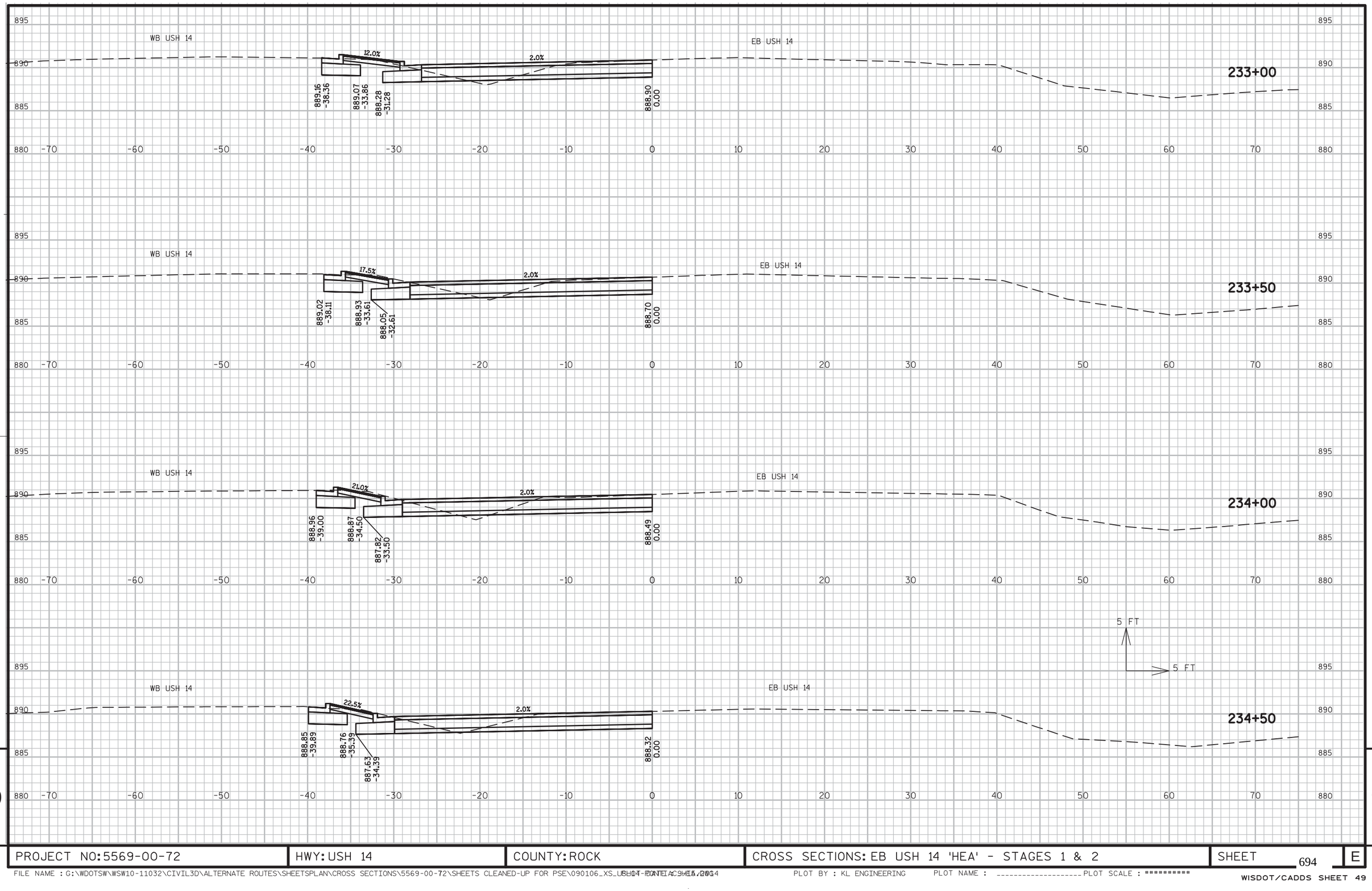
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGES 1 & 2	SHEET 693	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090106_XS_USH14-EBNTEA.C3HEA.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

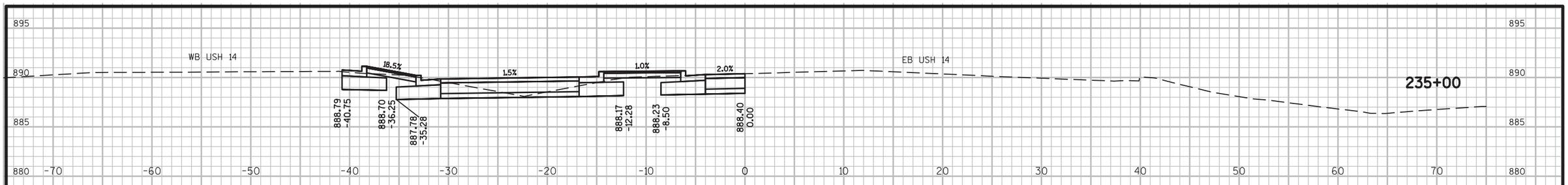
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGES 1 & 2	SHEET 694	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090106_XS_USH14-EBNTEA_SHEETS.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



5 FT

5 FT

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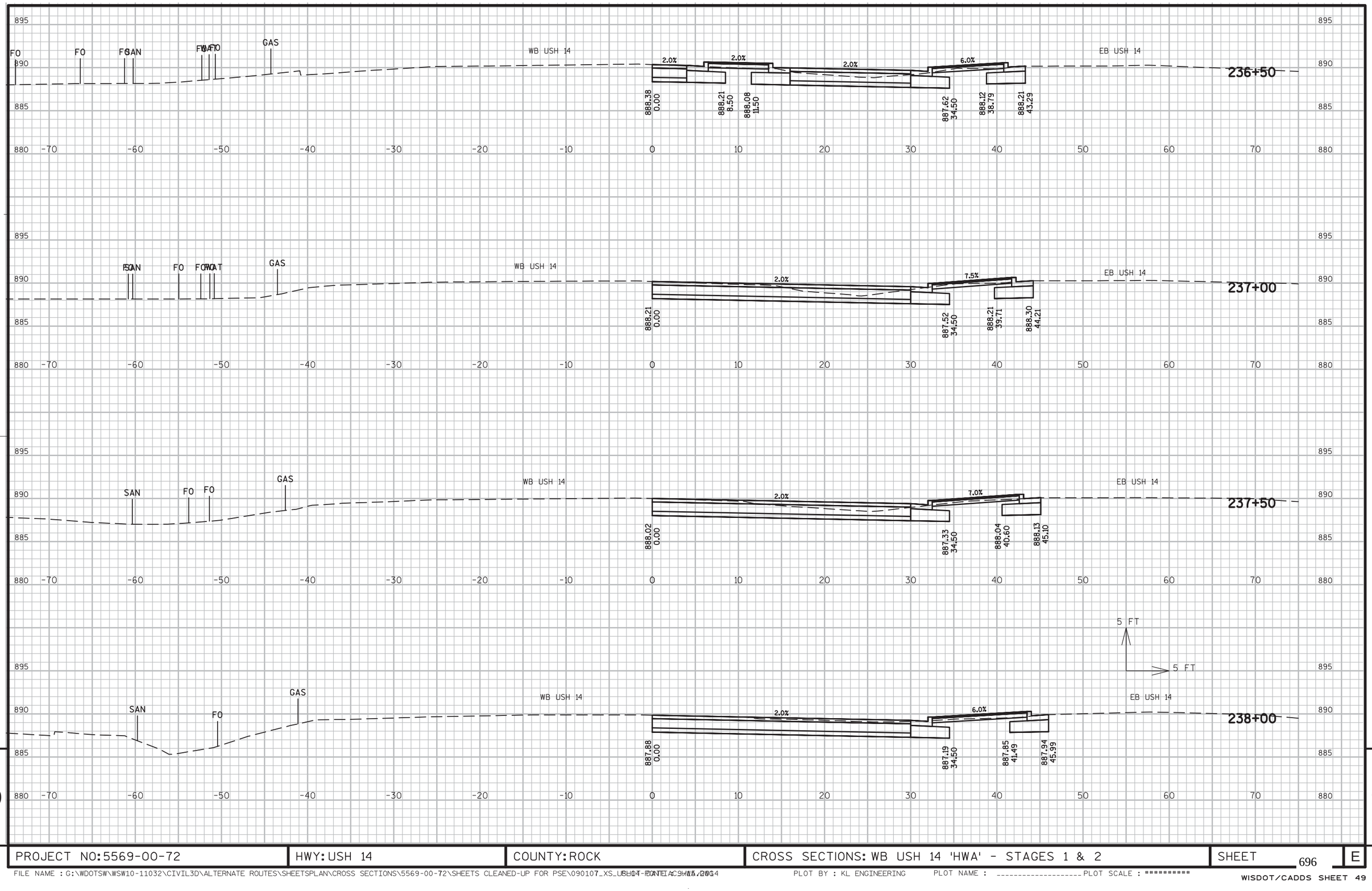
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:EB USH 14 'HEA' - STAGES 1 & 2	SHEET 695	E

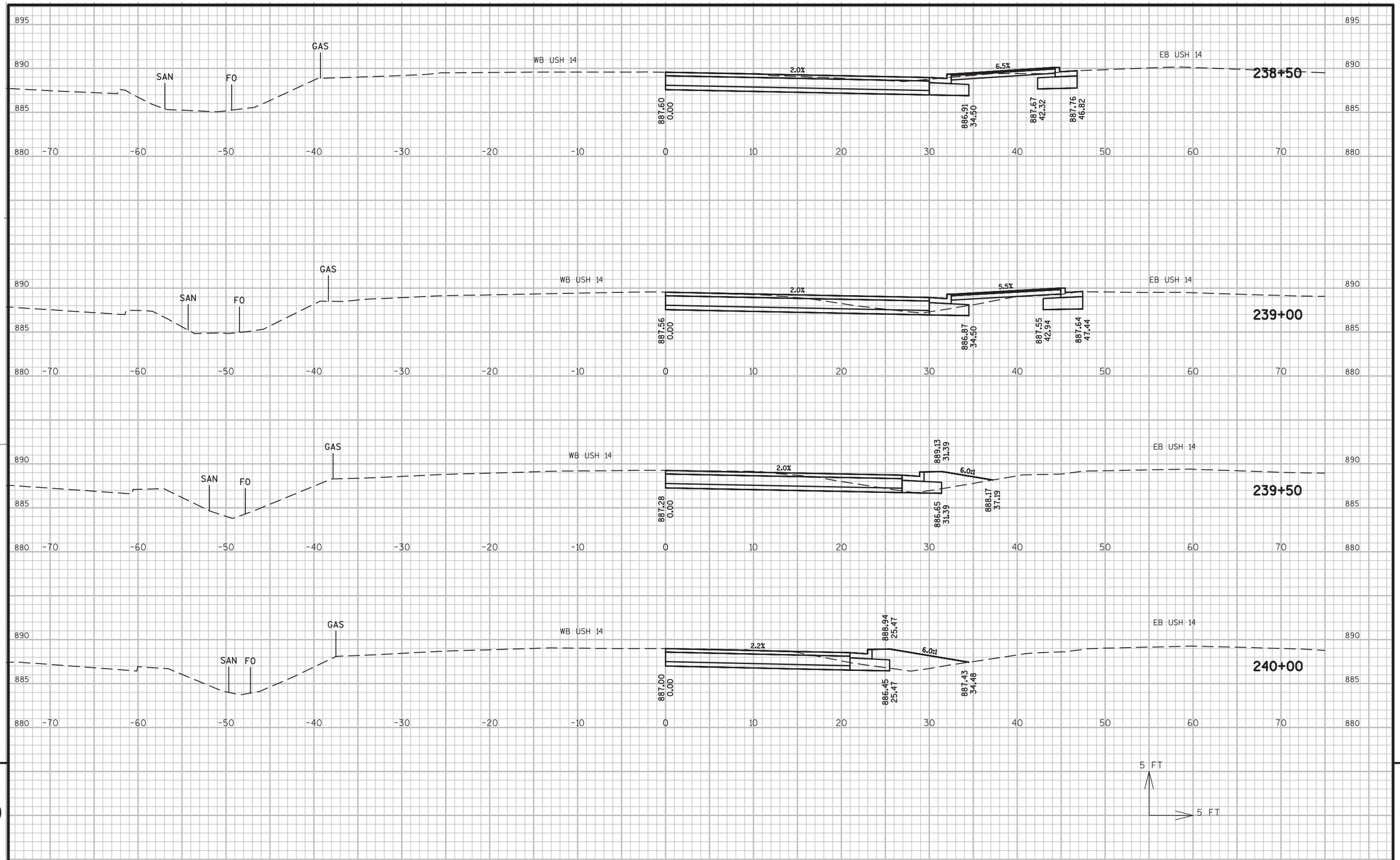


PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGES 1 & 2	SHEET 696	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090107_XS_USH14-BONTEA_C9HWA.DWG

PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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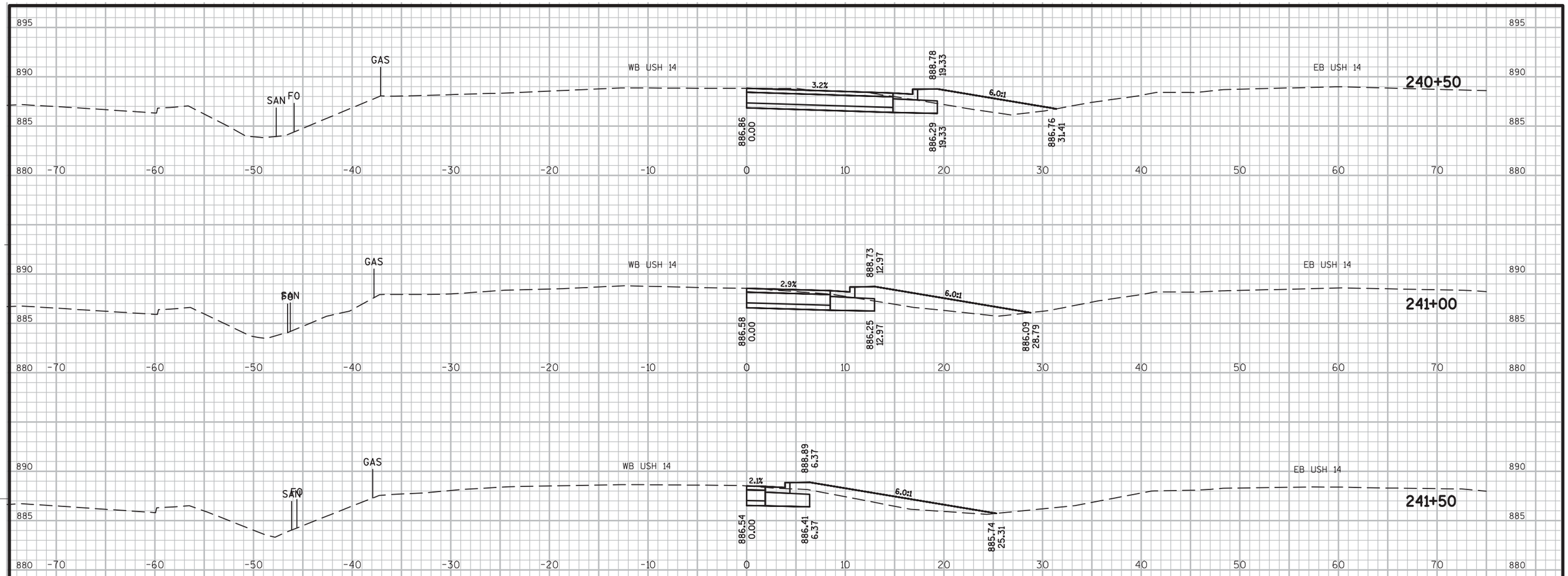
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGES 1 & 2	SHEET 697	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090107_XS_USH14-FONTANA.DWG 11/5/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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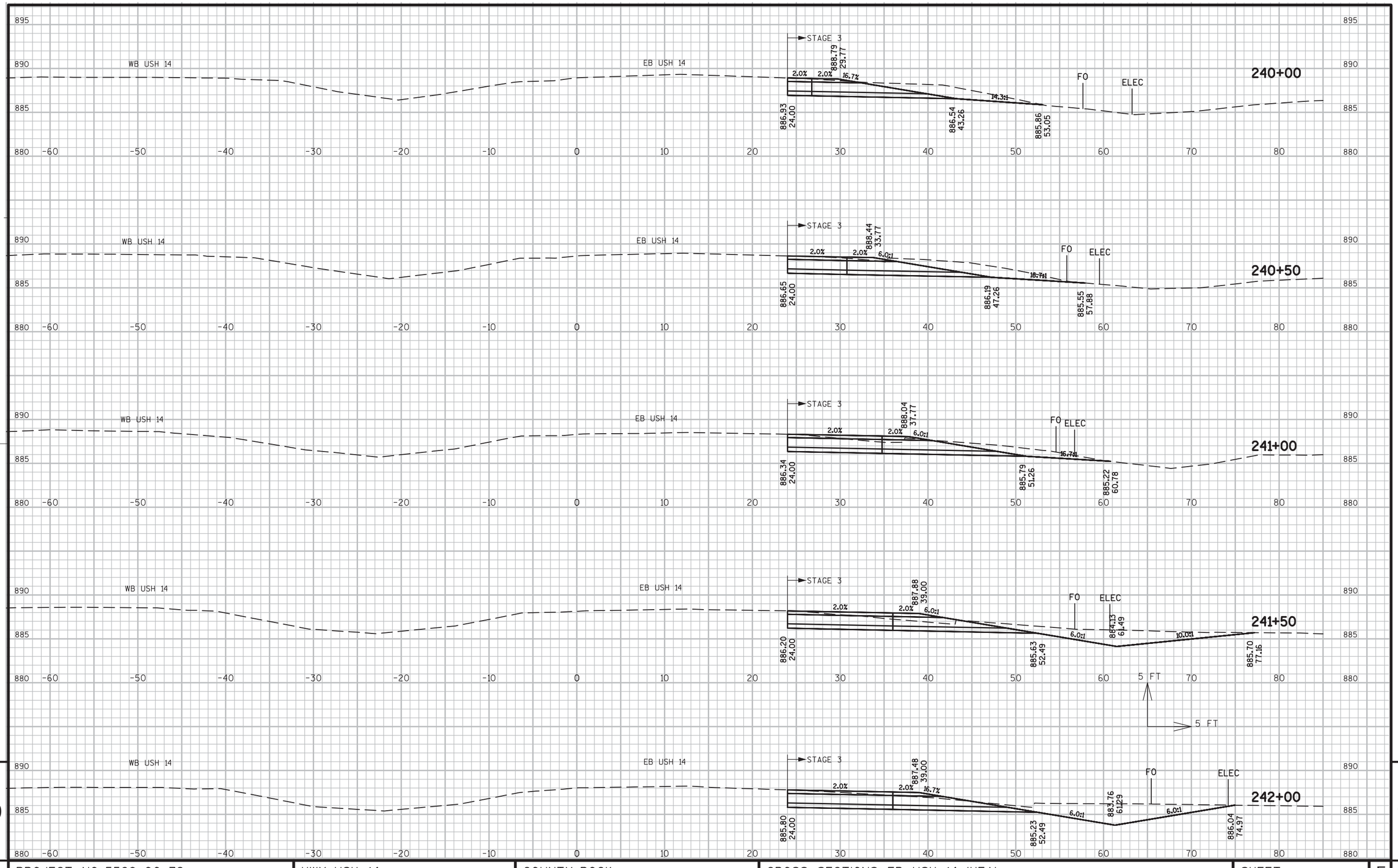
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGES 1 & 2	SHEET 698	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090107_XS_USH14-FONTANA9HWA.DWG

PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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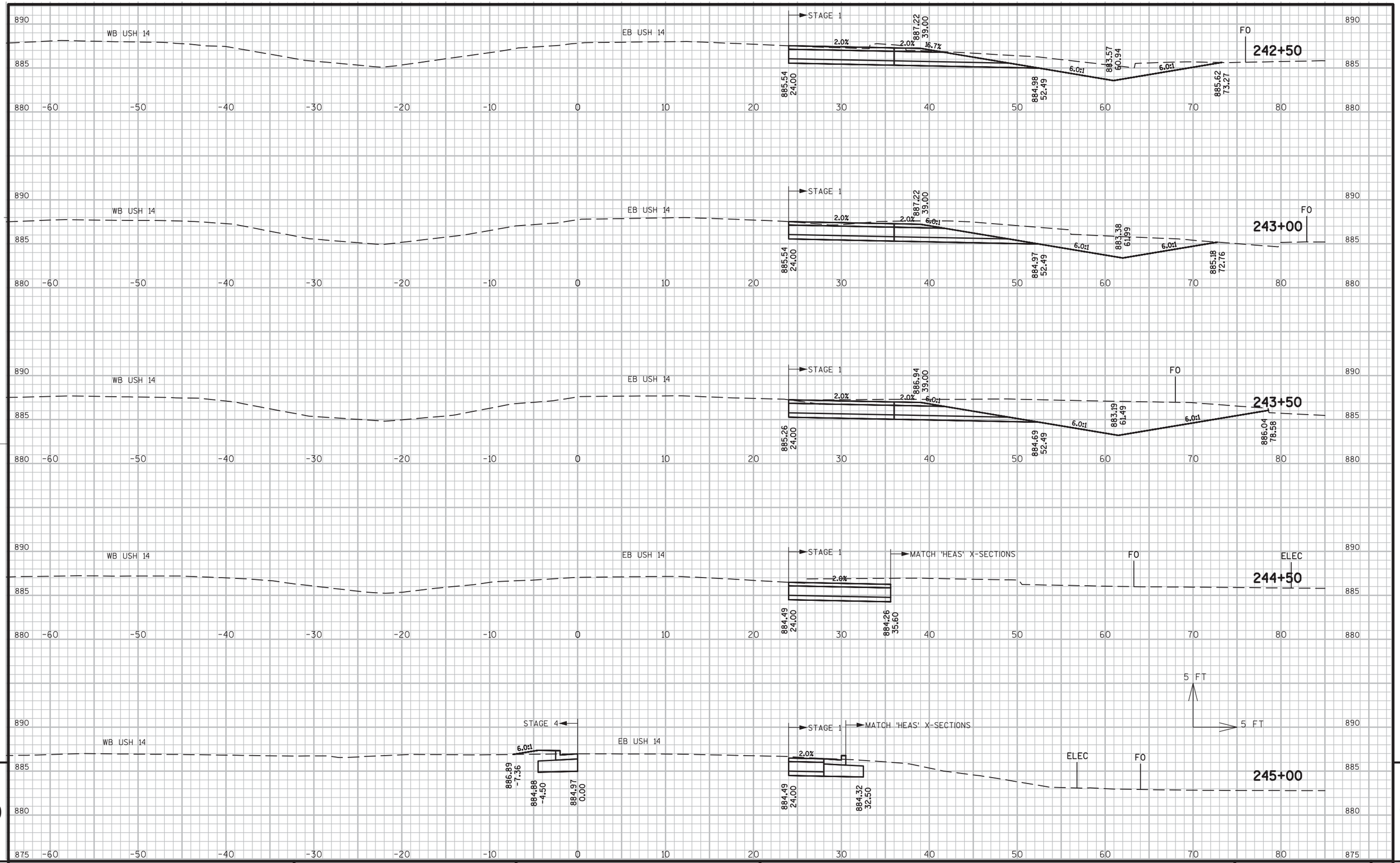
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA'	SHEET 699	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090118_XS_USH14-SHEET9.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

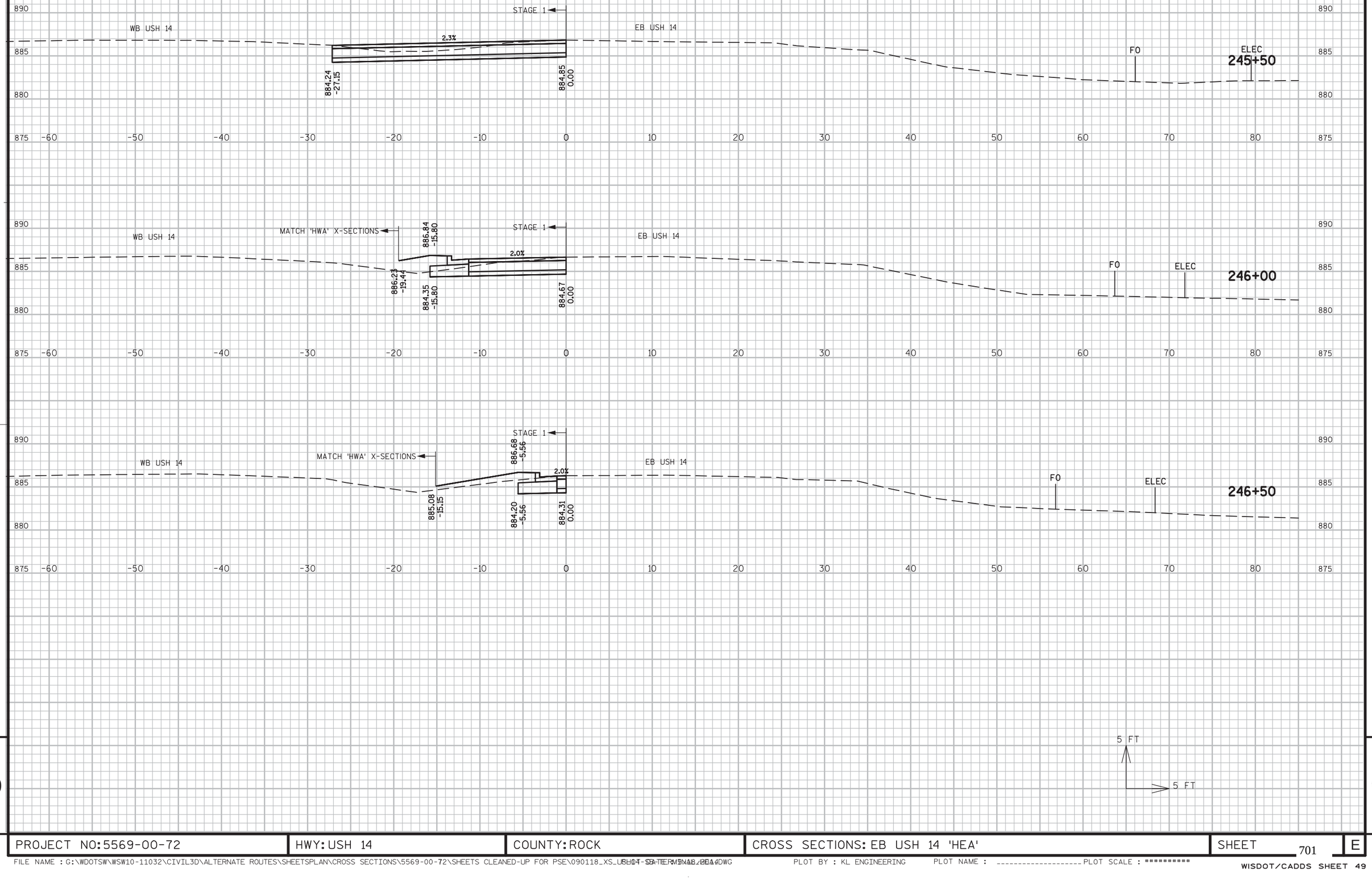
WISDOT/CADDS SHEET 49



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:EB USH 14 'HEA'	SHEET 700	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090118_XS_USH14-SHEETS-TERMINAL.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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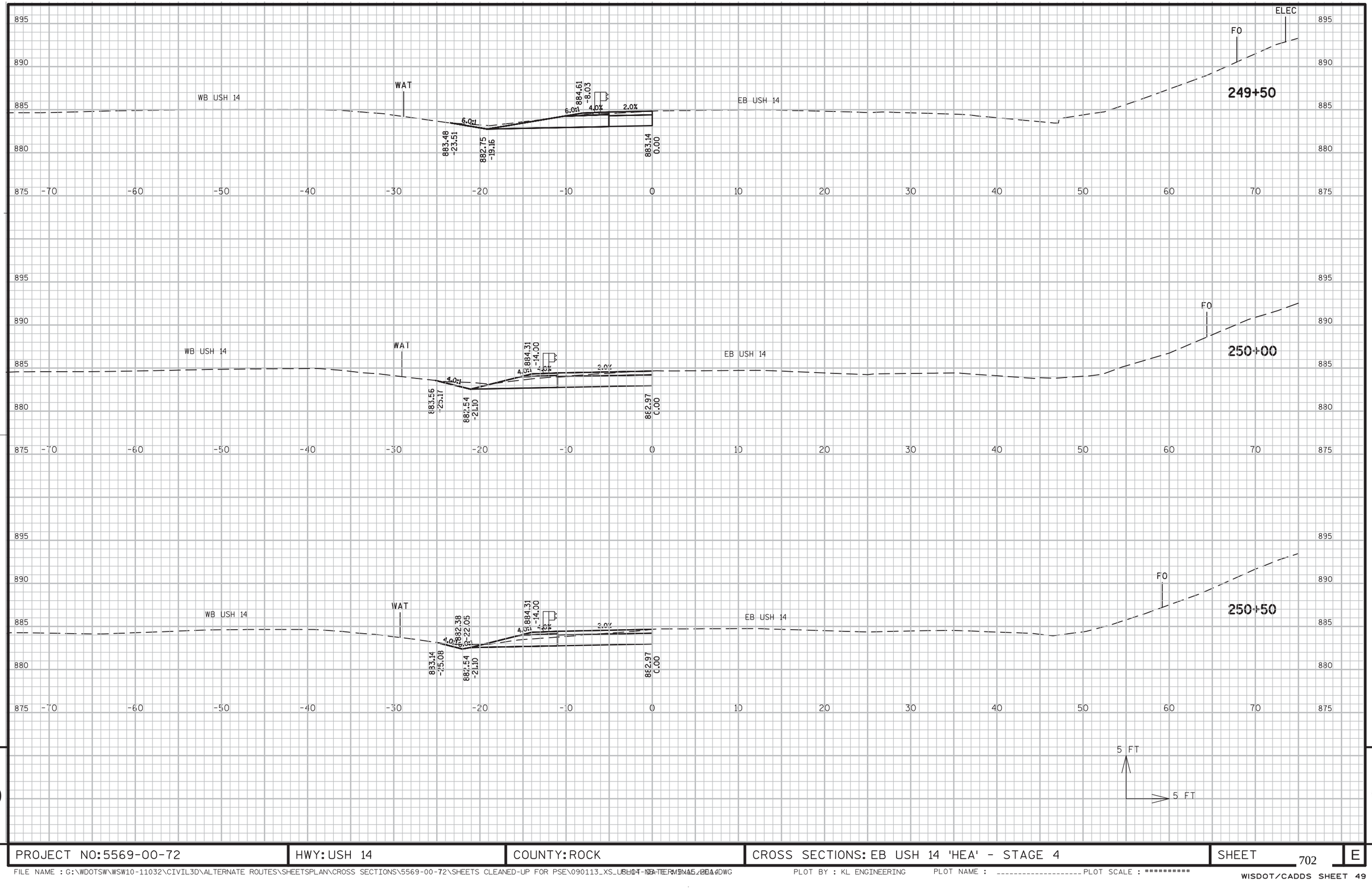
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA'	SHEET 701	E

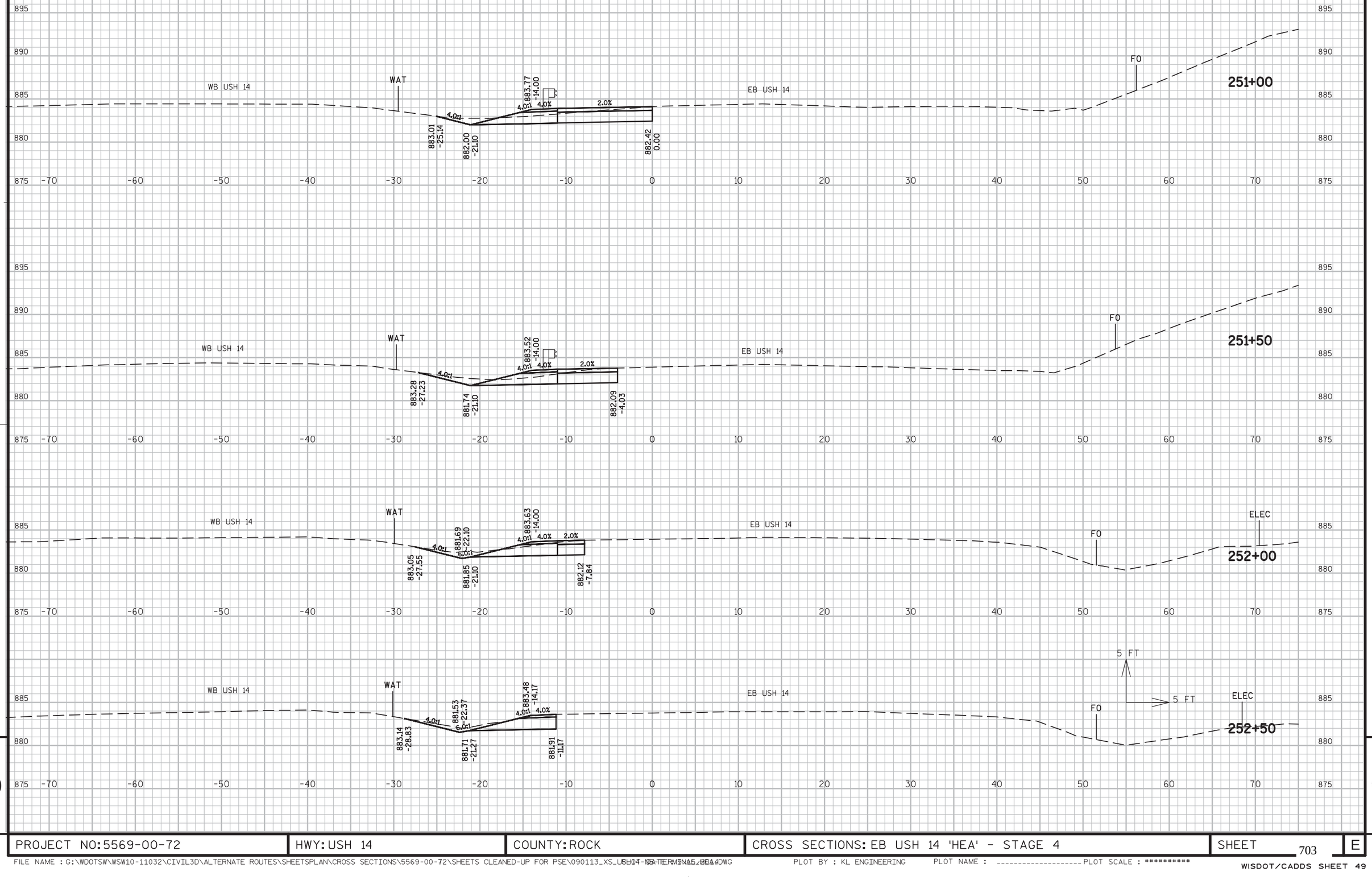
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090118_XS_USH14-SHEETS-TERMINAL_2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGE 4	SHEET 702	E

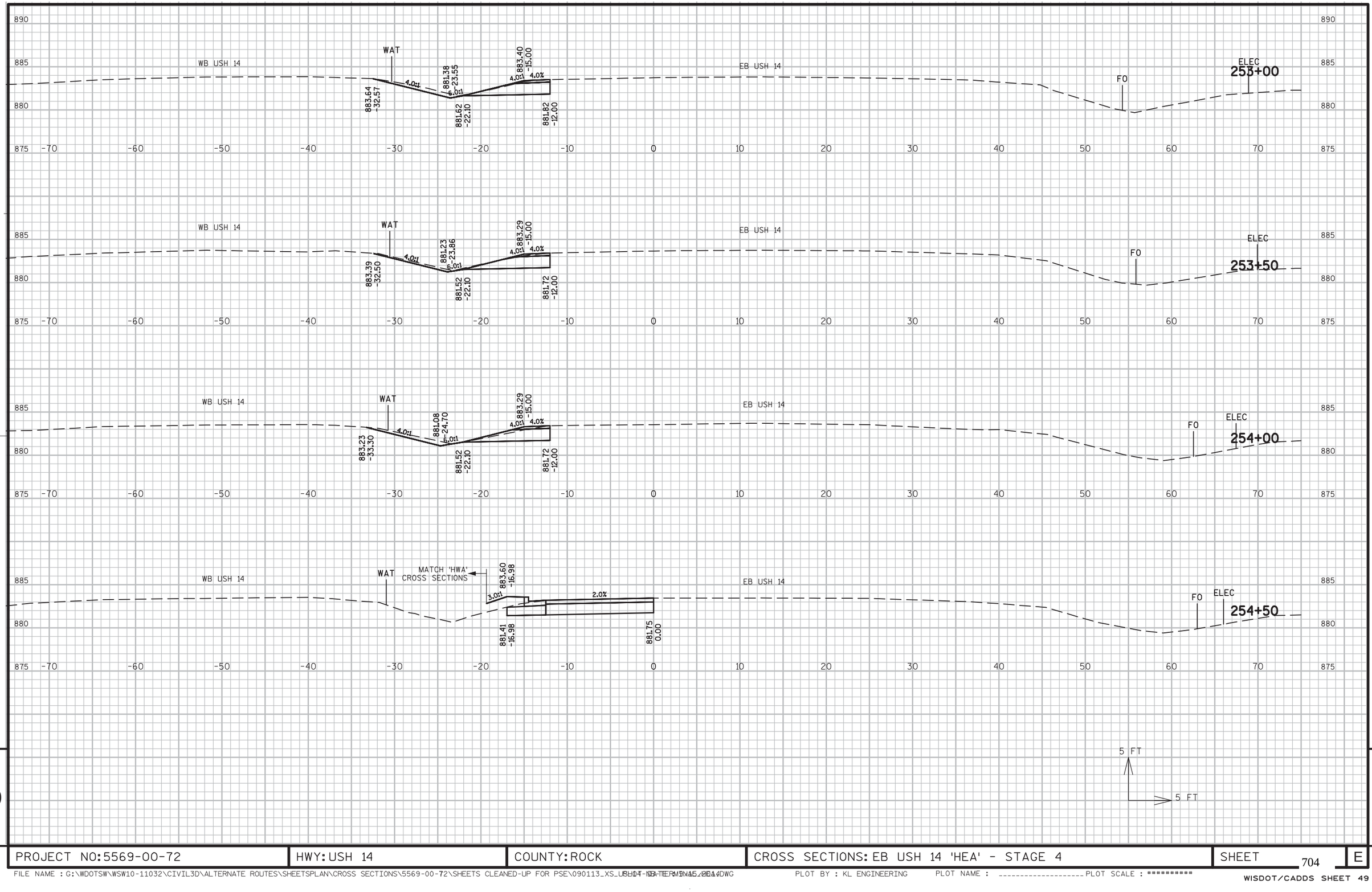
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090113_XS_USH14-GEA-TERMINAL.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGE 4	SHEET 703	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090113_XS_USH14-HEA-TERMINAL_2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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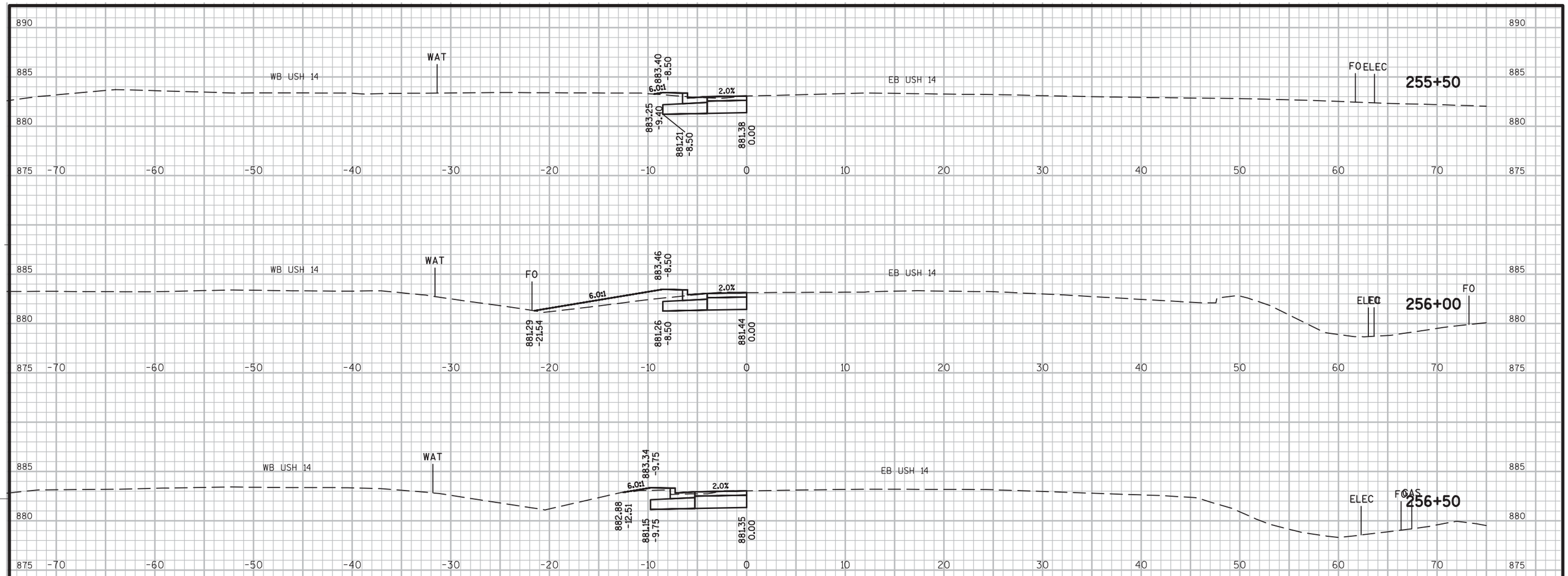
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGE 4	SHEET 704	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090113_XS_USH14-STA TERMINAL 2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

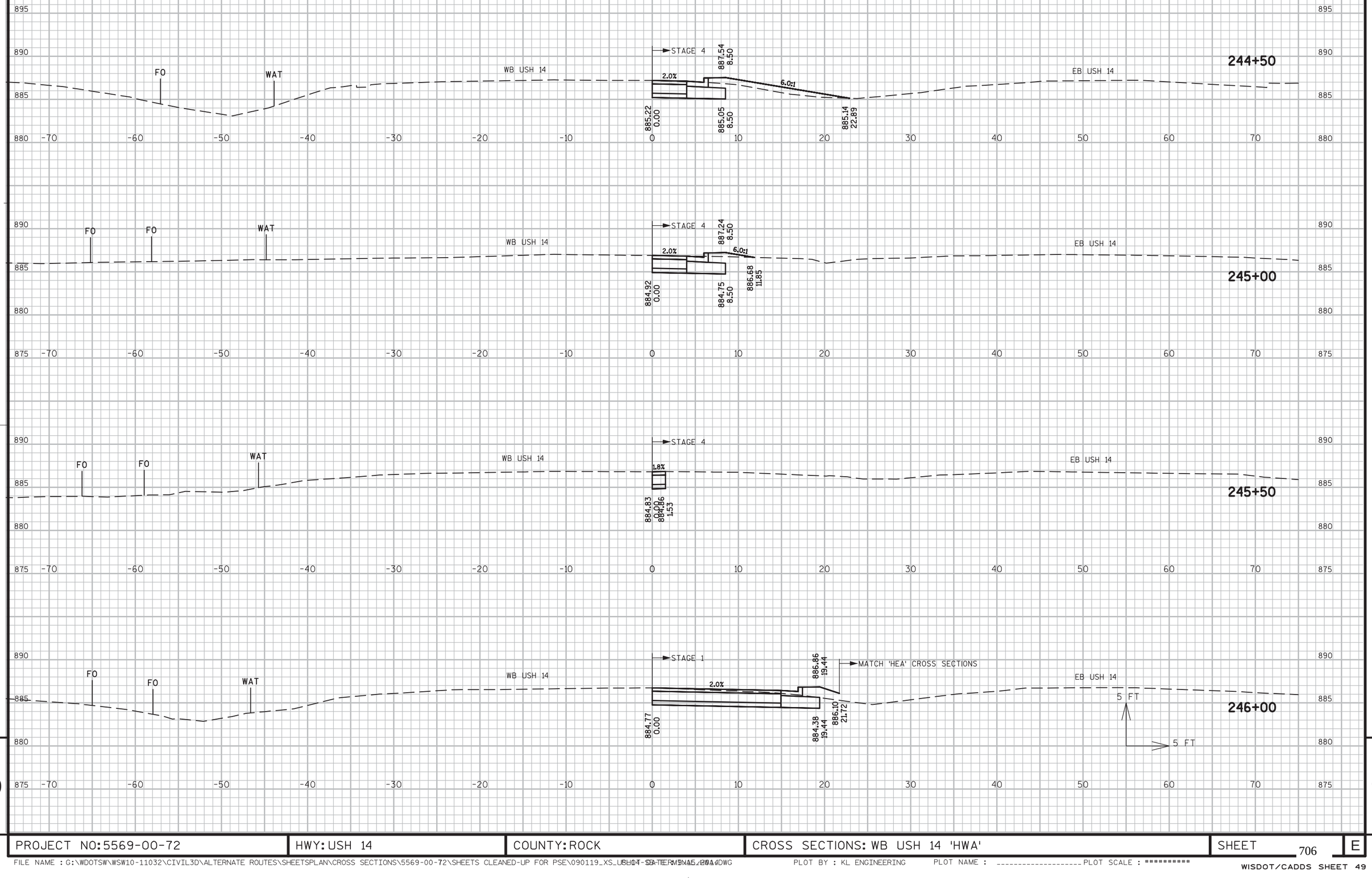
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: EB USH 14 'HEA' - STAGE 4	SHEET 705	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090113_XS_USH14-HEA-TERMINAL2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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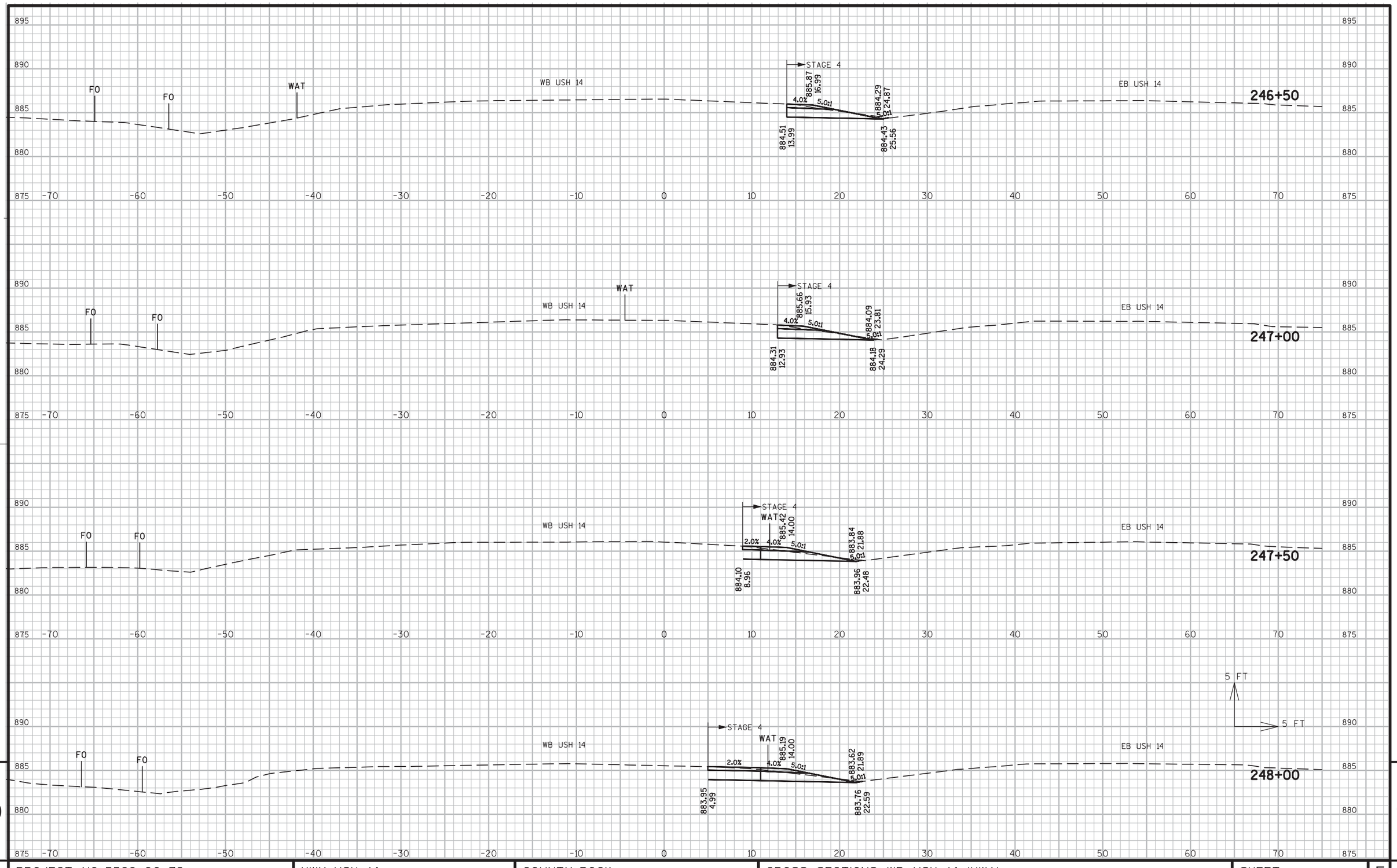
9

PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 706	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090119_XS_USH14-SHEETS_WB ALT 2.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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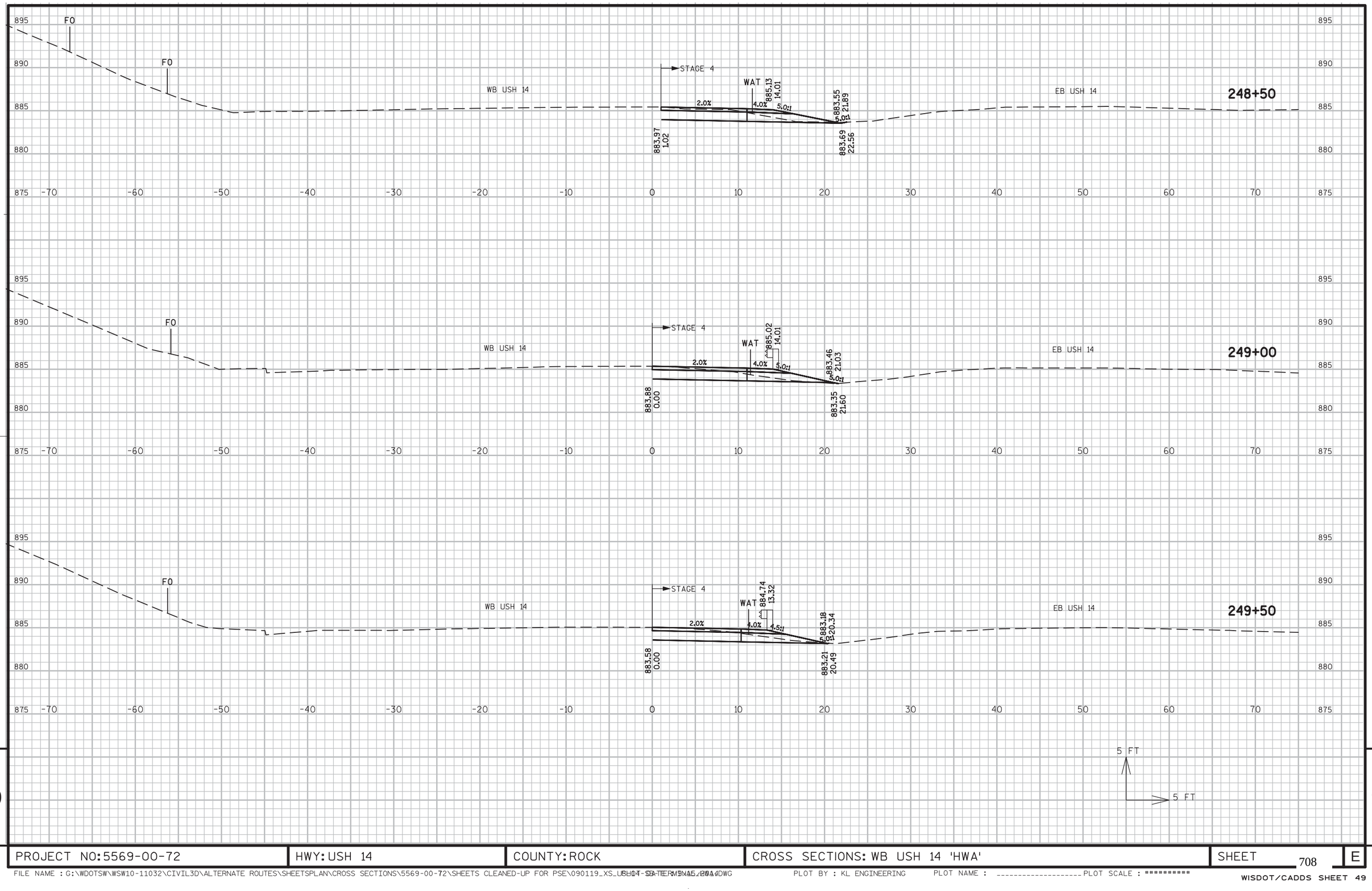
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 707	E



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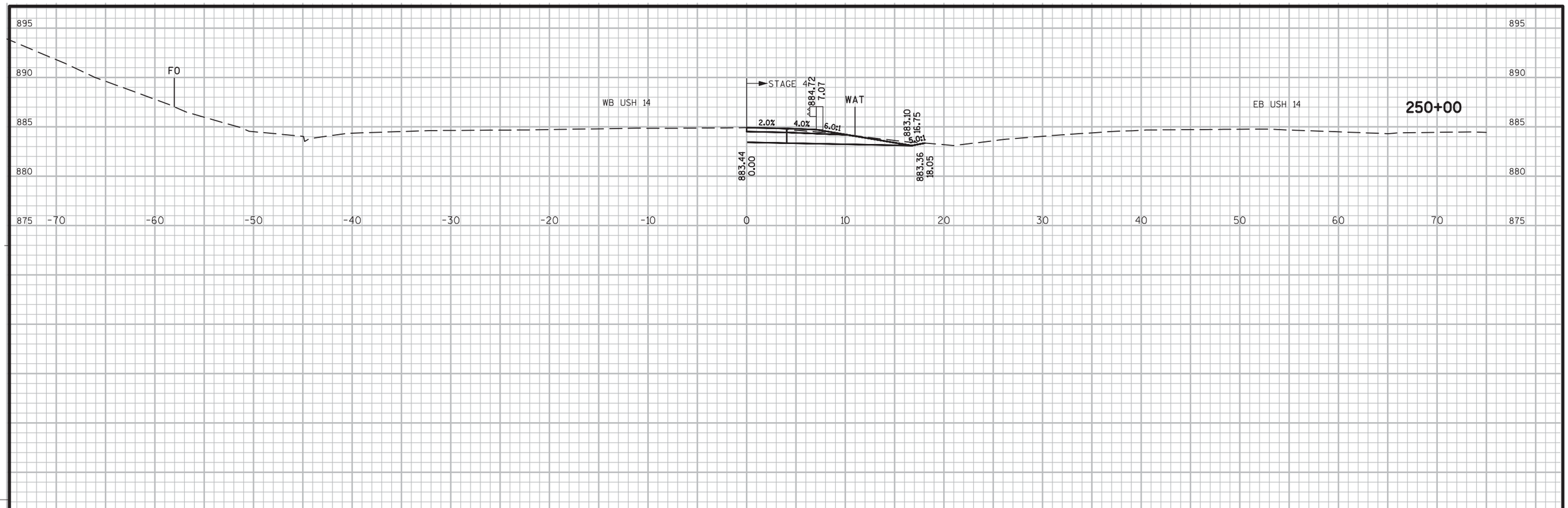
PROJECT NO:5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 708	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090119_XS_USH14-SECTIONS_WB_HWA.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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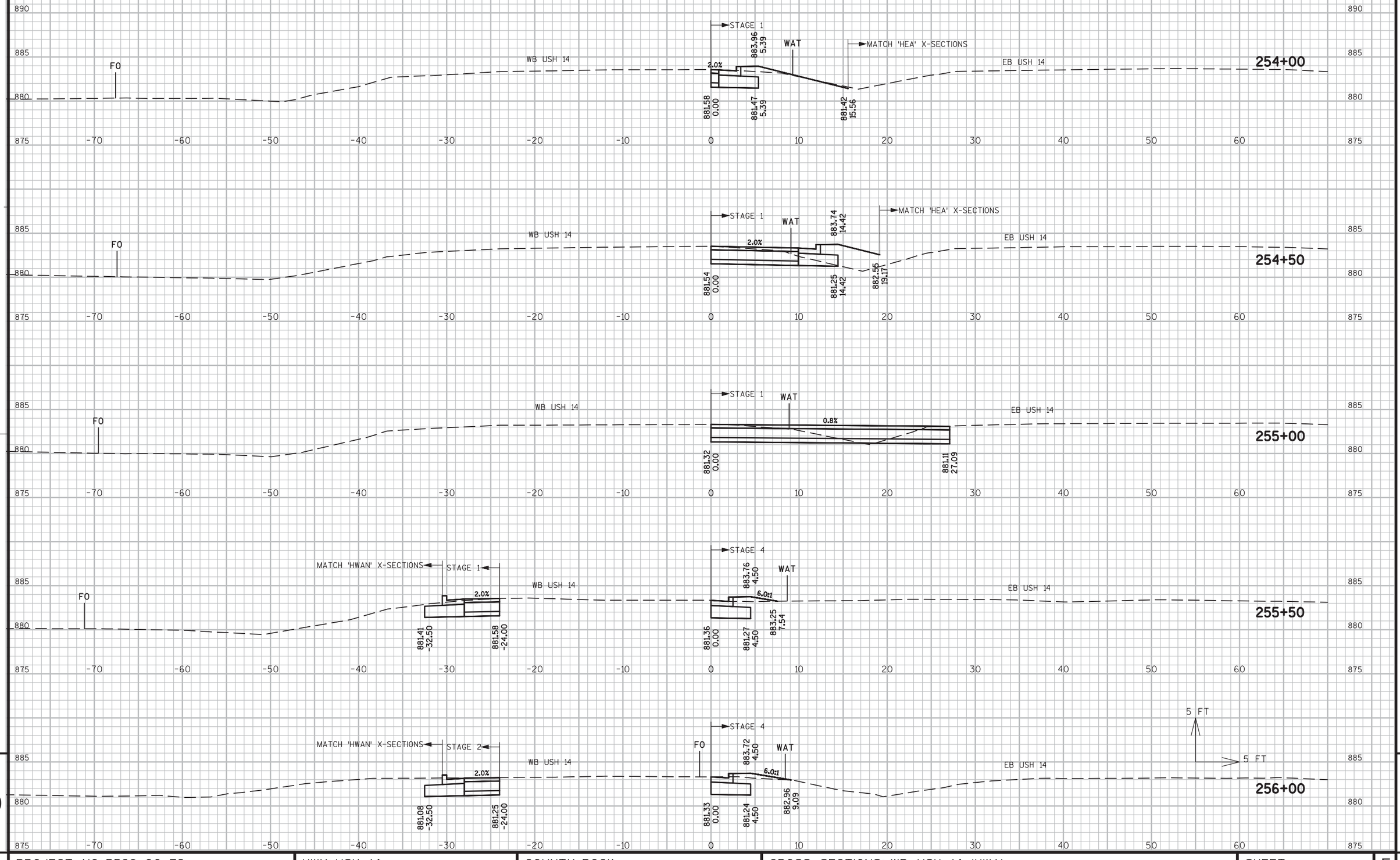
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:WB USH 14 'HWA'	SHEET 709	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090119_XS_USH14-SA-TERMINAL_HWA.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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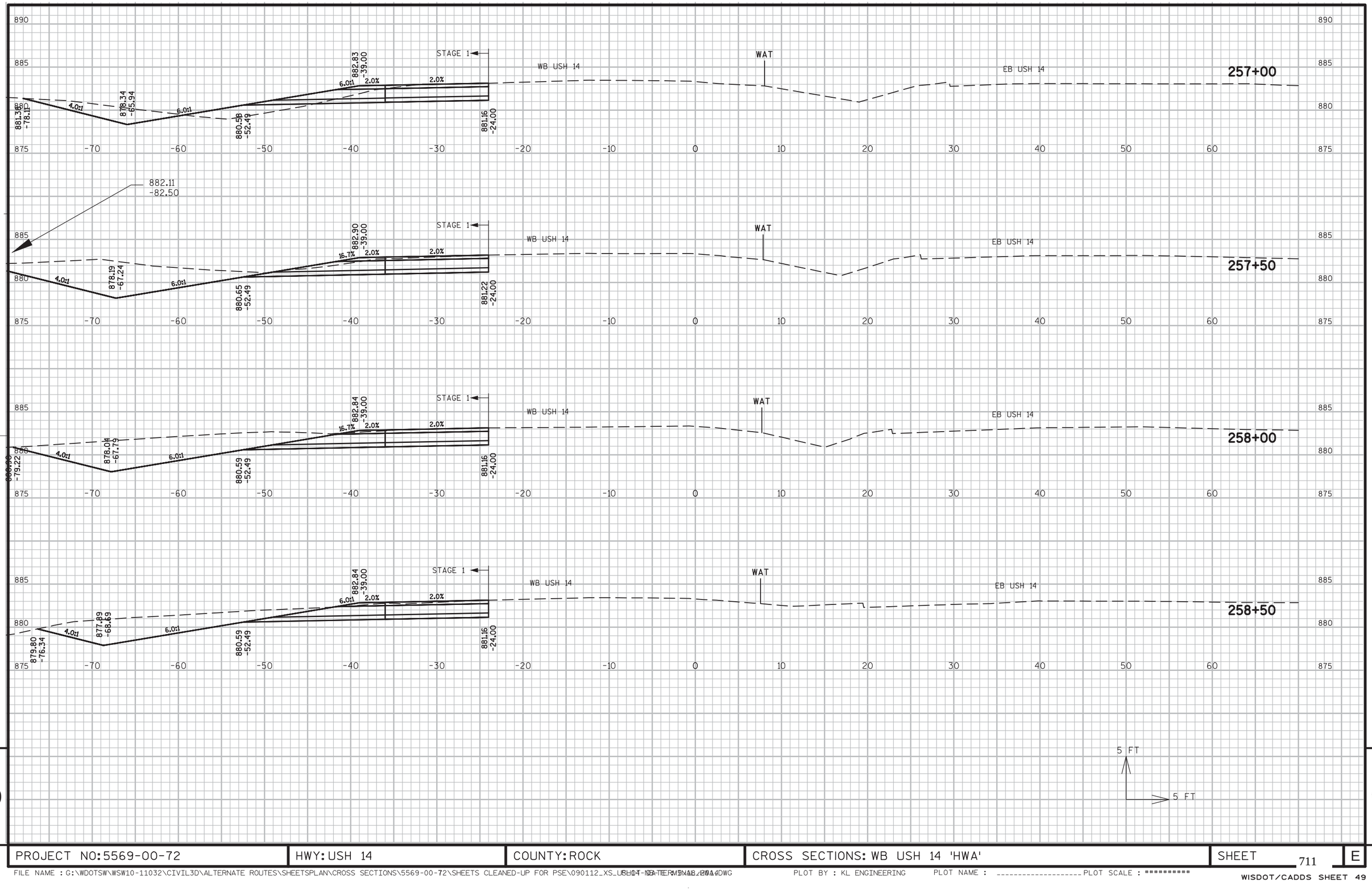
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 710	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090112_XS_USH14-WA-TERMINAL.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



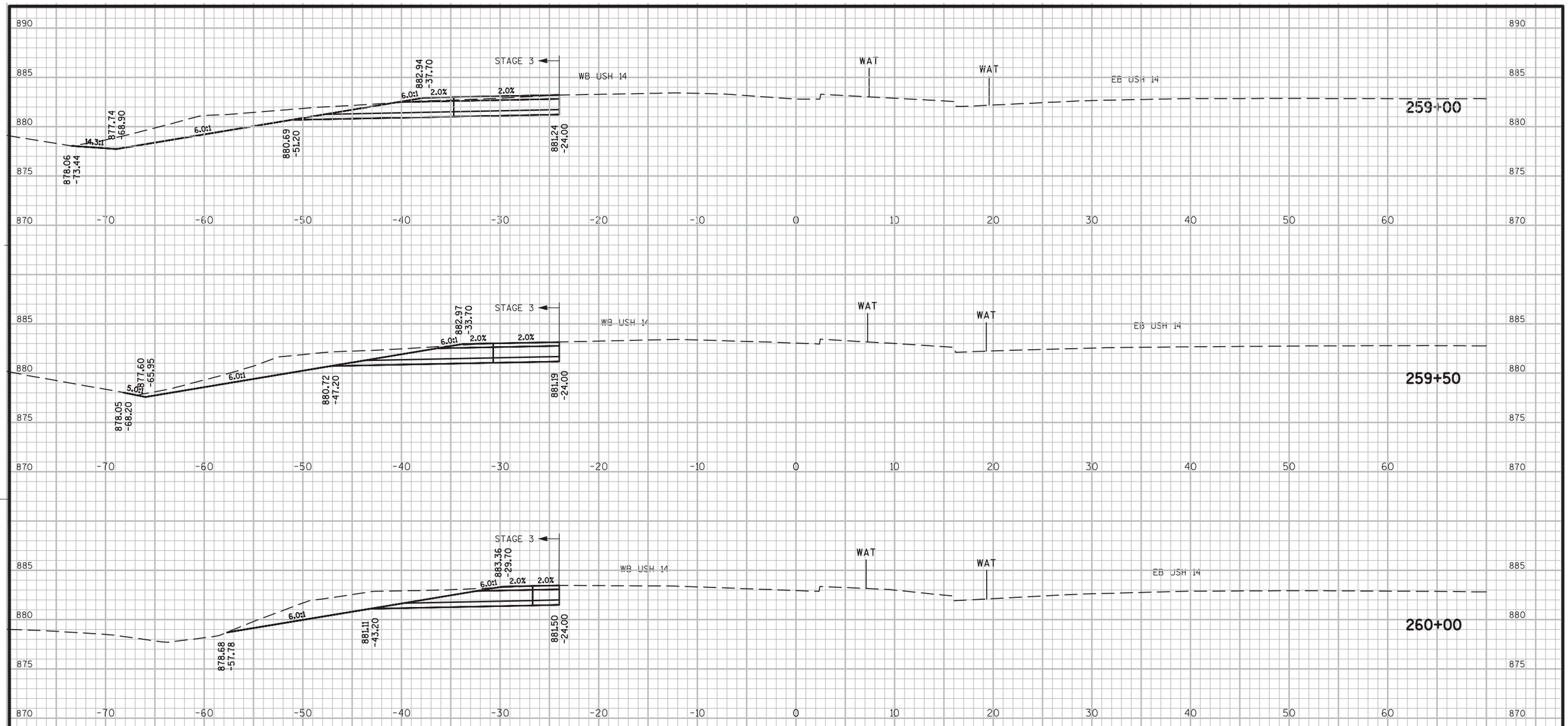
9

9

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 711	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090112_XS_USH14-WA-TEMP1AB_HWA.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



9

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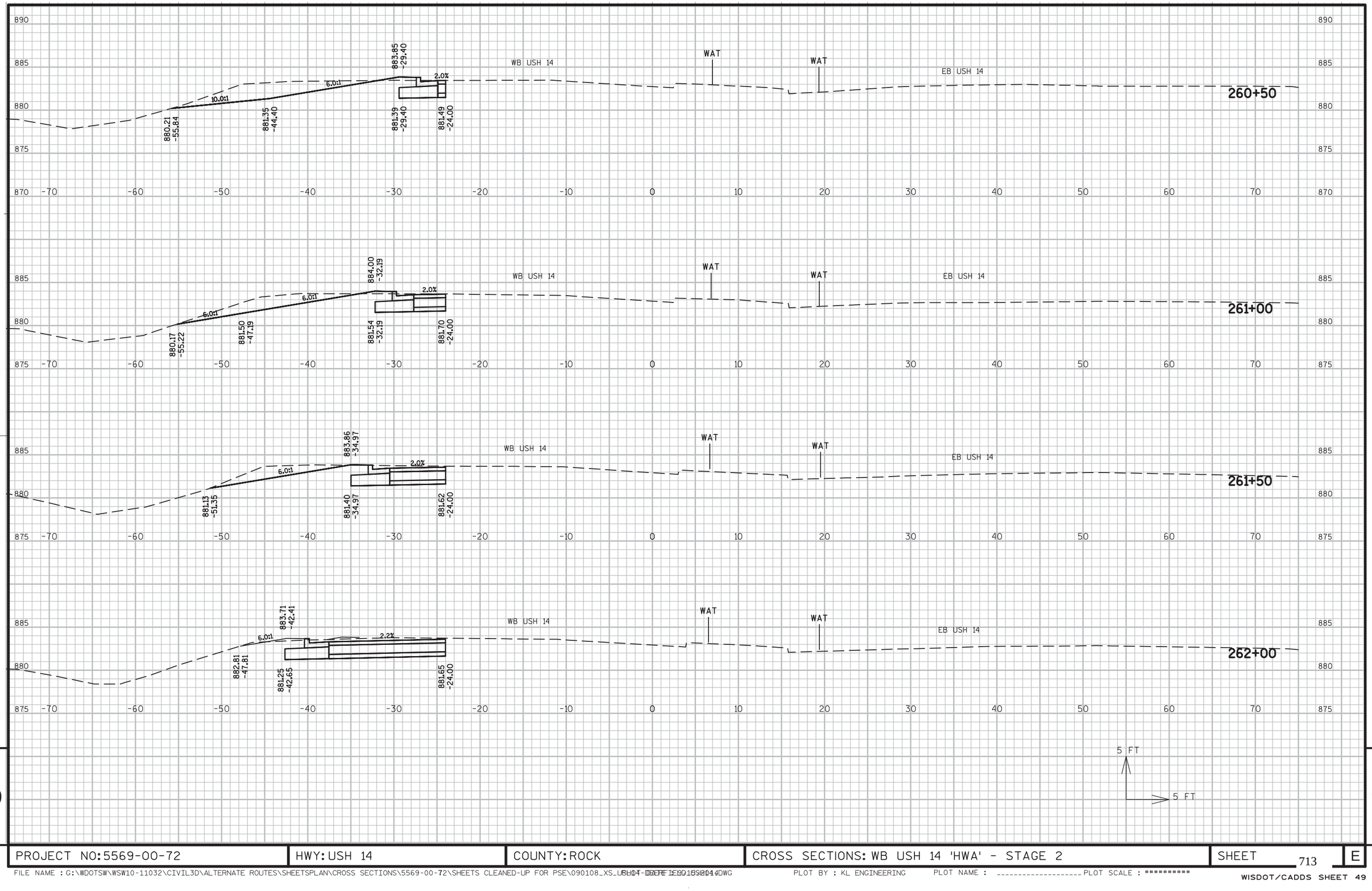
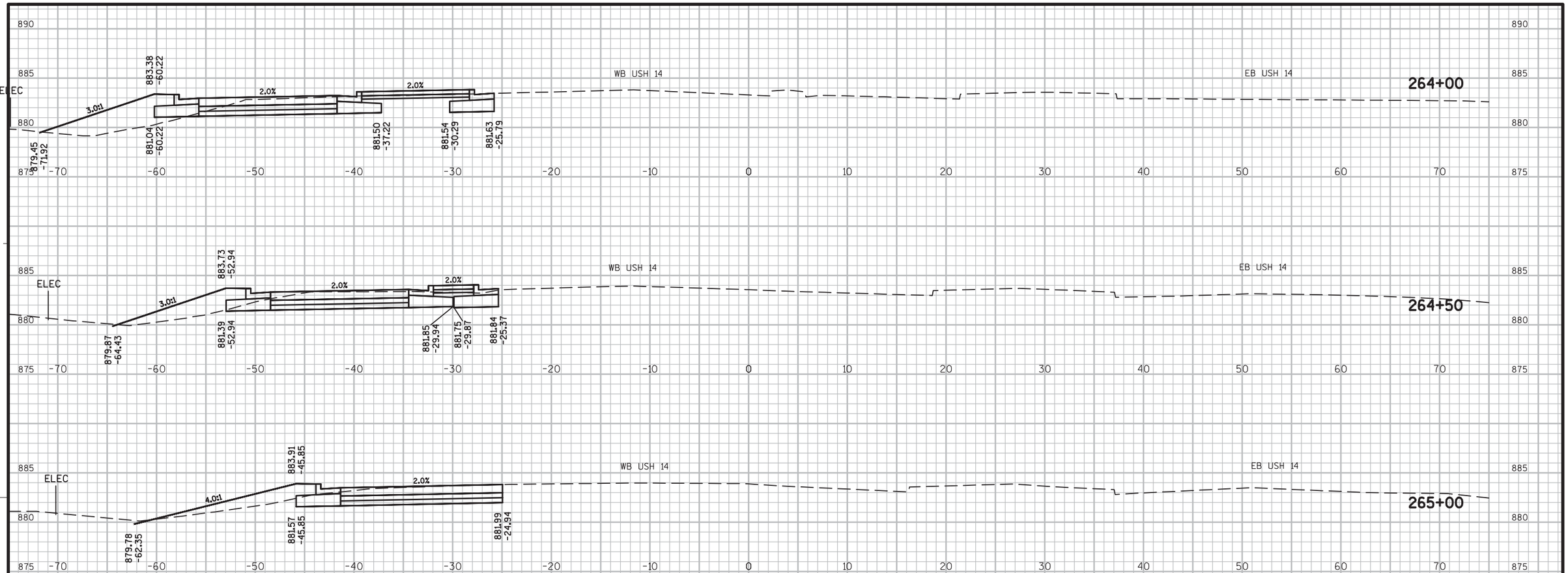
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA'	SHEET 712	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090112_XS_USH14-HWA-TERMINAL.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGE 2	SHEET 713	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090108_XS_USH14-DEREK.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********



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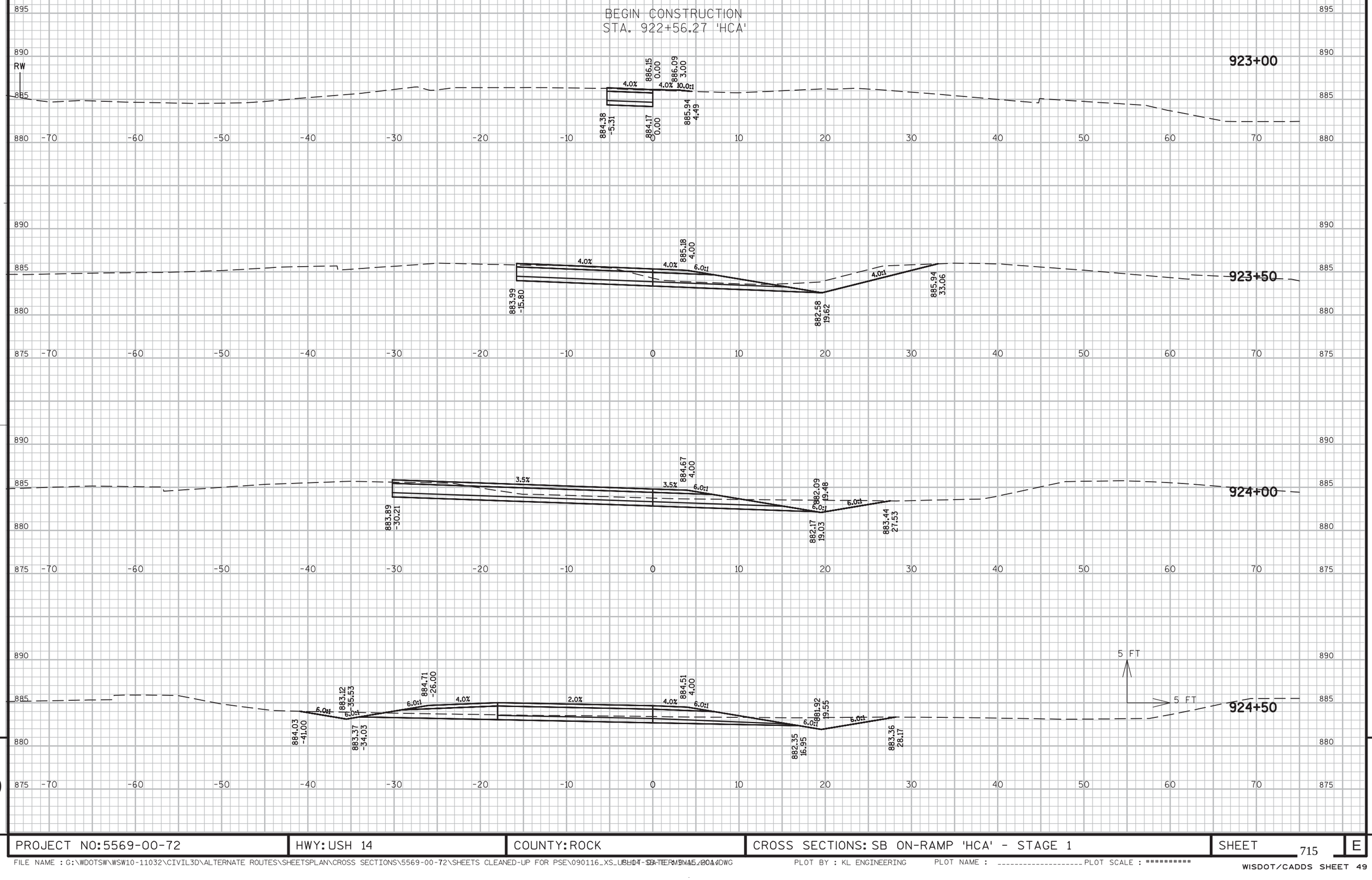
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 'HWA' - STAGE 2	SHEET 714	E

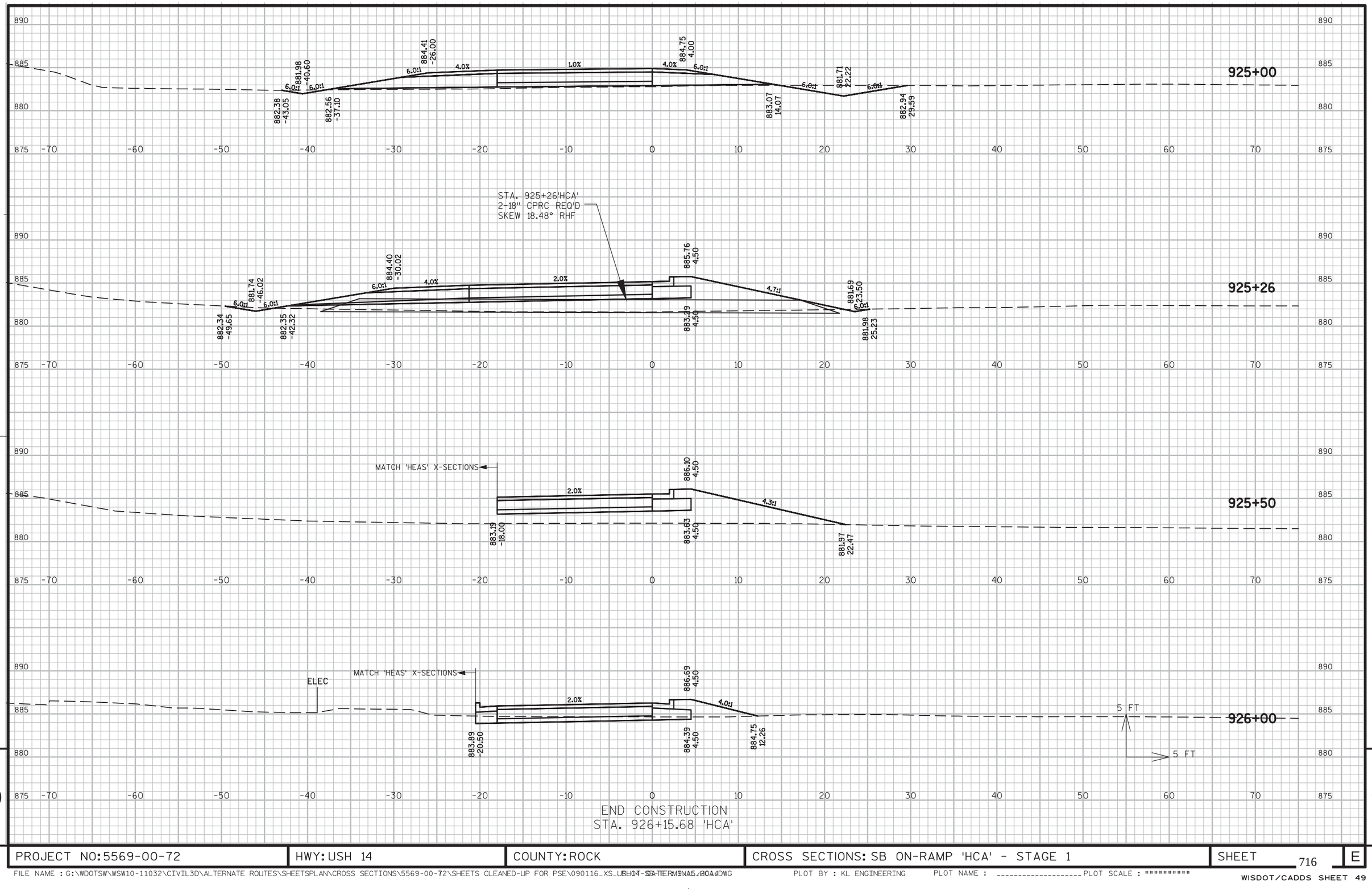
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090108_XS_USH14-DRAFT_ESG_15x22.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 922+56.27 'HCA'



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB ON-RAMP 'HCA' - STAGE 1	SHEET 715	E

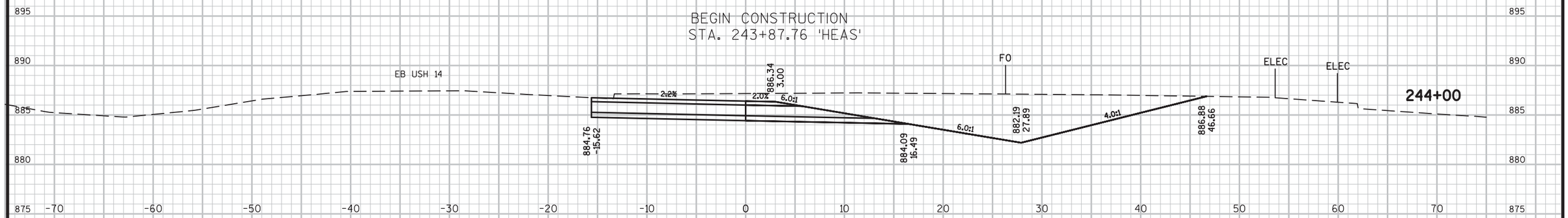


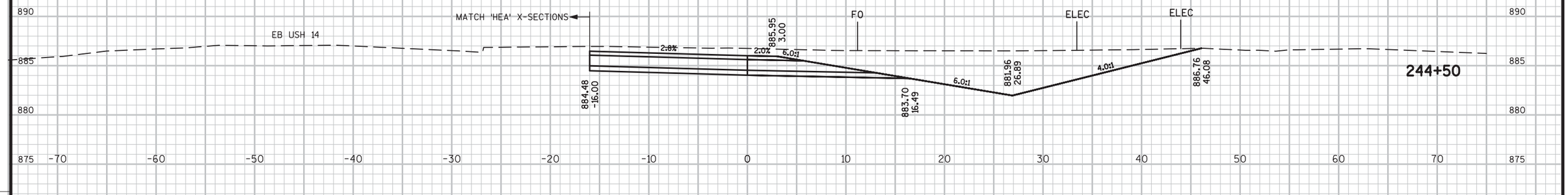
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB ON-RAMP 'HCA' - STAGE 1	SHEET 716	E

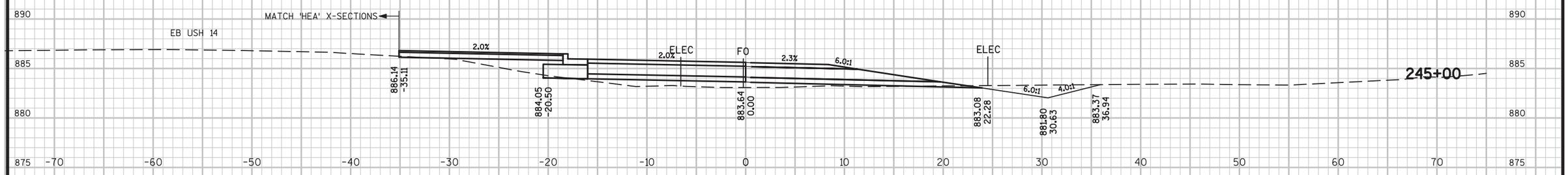
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090116_XS_USH14-SB-TERMINAL_2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 243+87.76 'HEAS'







END CONSTRUCTION
STA. 245+34.84 'HEAS'

5 FT
5 FT

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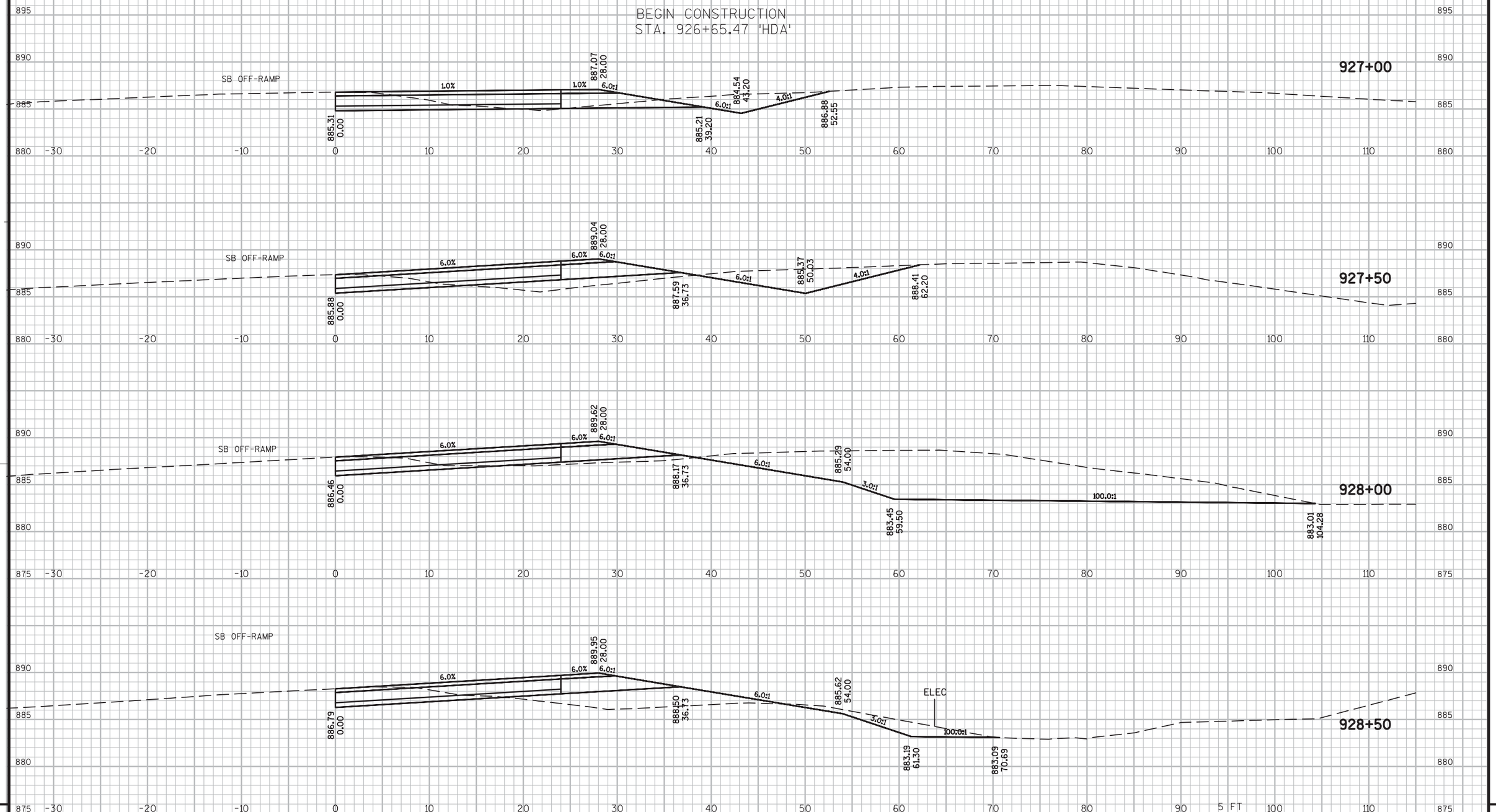
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB ON-RAMP RT TURN 'HEAS' - STAGE 1	SHEET 717 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090117_XS_USH14-SB-TERMINAL2013.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 926+65.47 'HDA'



9

9

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB OFF-RAMP 'HDA' - STAGE 1	SHEET 718	E

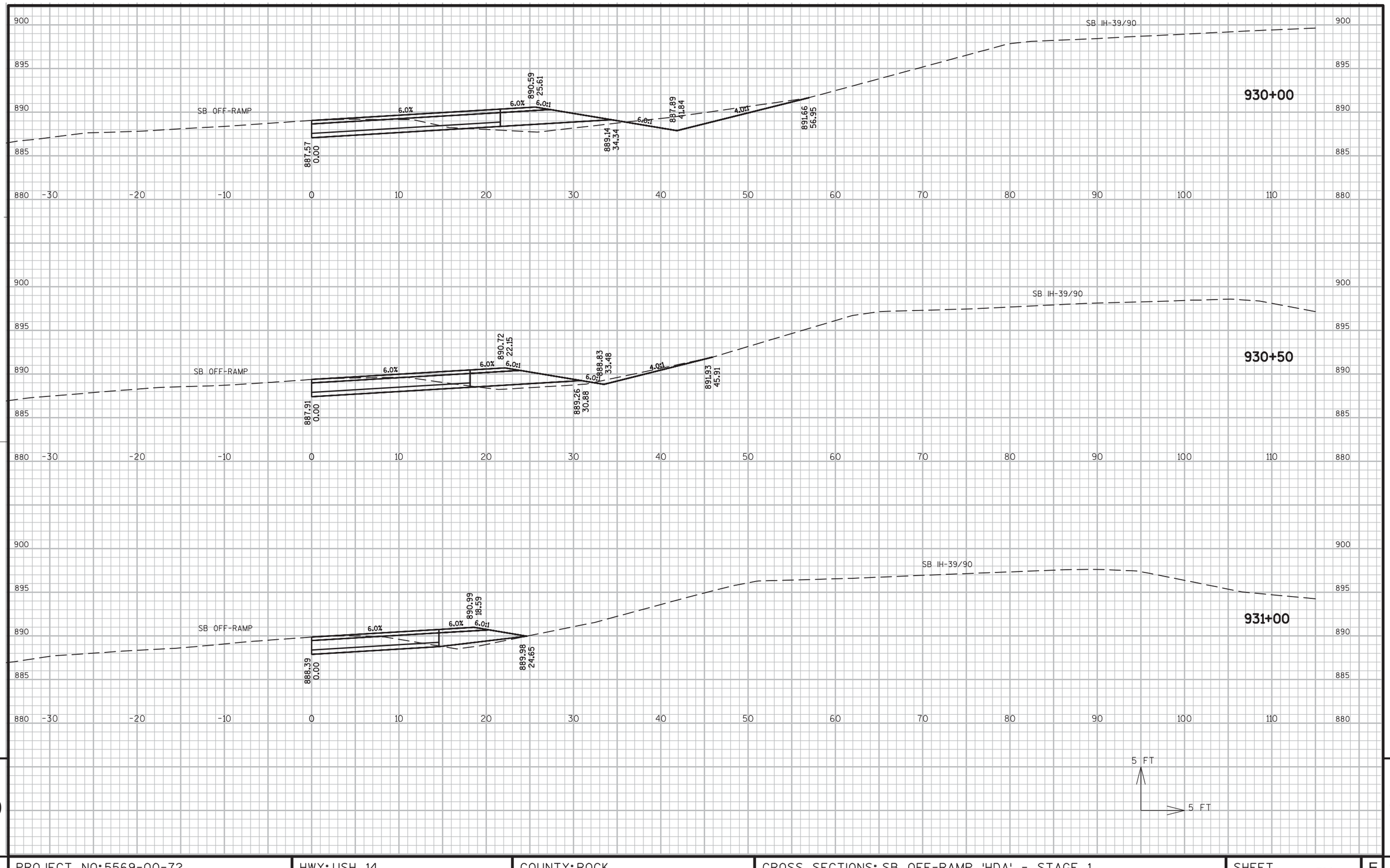
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090120_XS_USH14-STA-TERMINALS_2D14.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:SB OFF-RAMP 'HDA' - STAGE 1	SHEET 719	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090120_XS_USH14-STA TERMINAL 2DA4.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

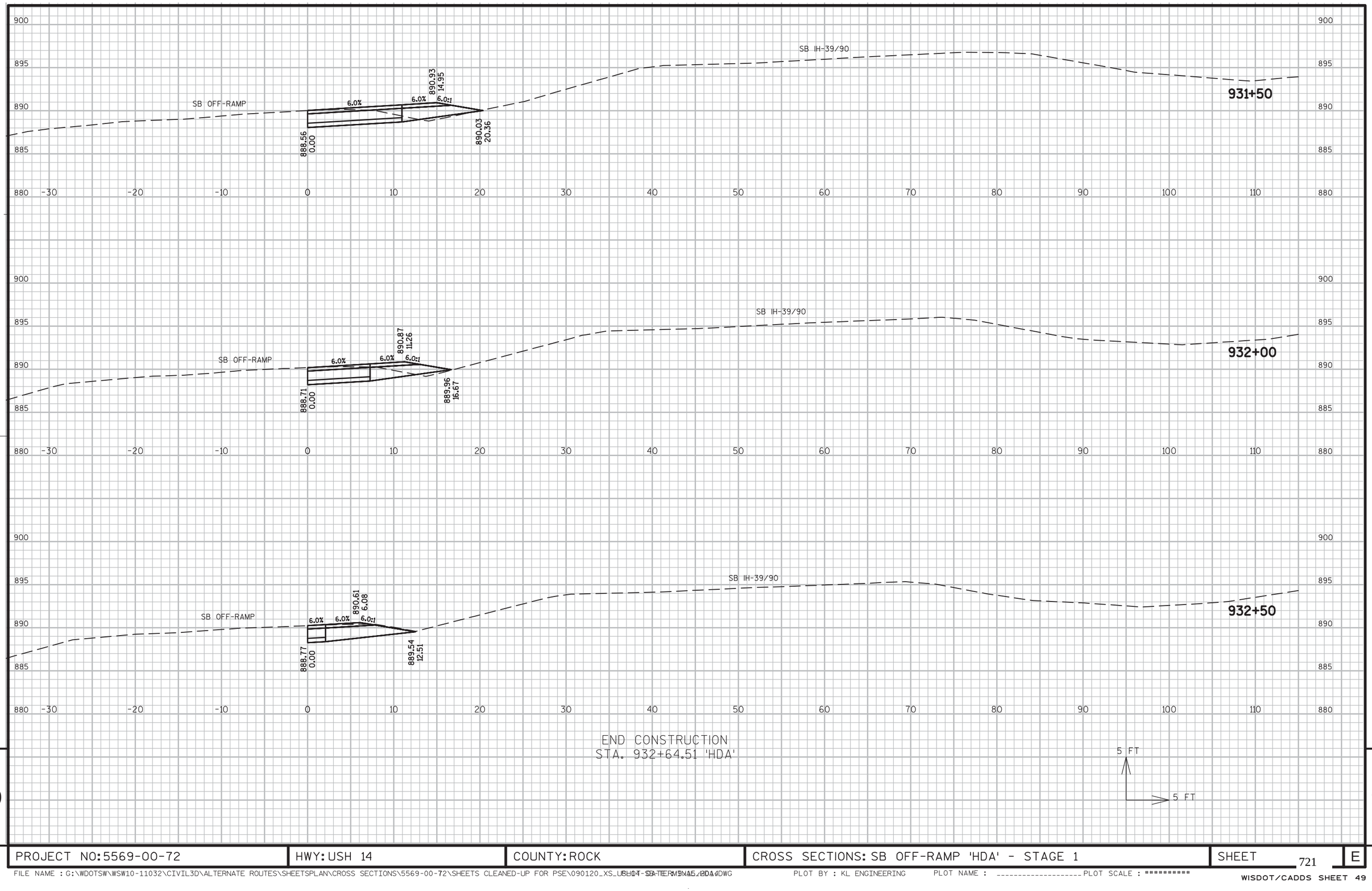
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB OFF-RAMP 'HDA' - STAGE 1	SHEET 720	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090120_XS_USH14-SB-TERMINAL2_HDA.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

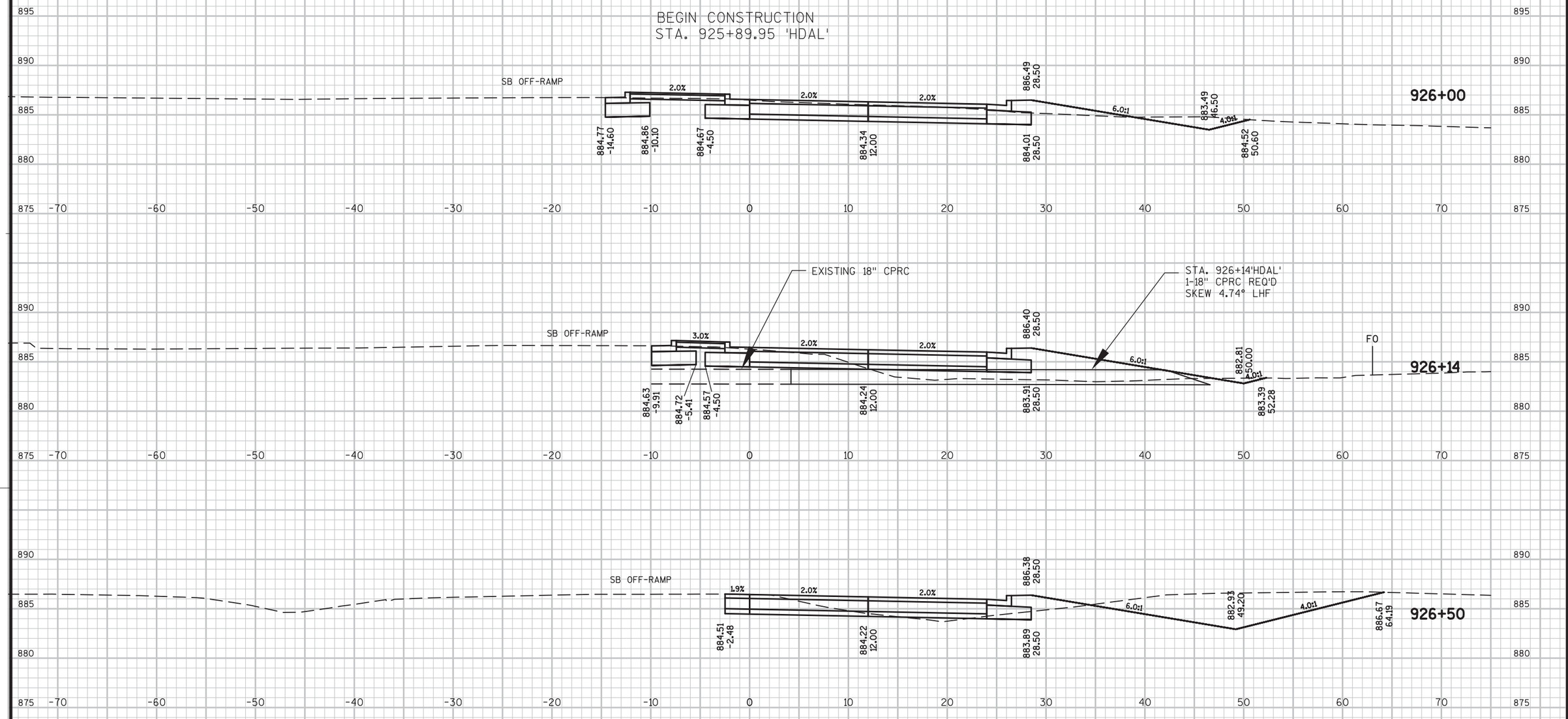
WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB OFF-RAMP 'HDA' - STAGE 1	SHEET 721	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090120_XS_USH14-SB-TERMINAL_HDA.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

BEGIN CONSTRUCTION
STA. 925+89.95 'HDAL'



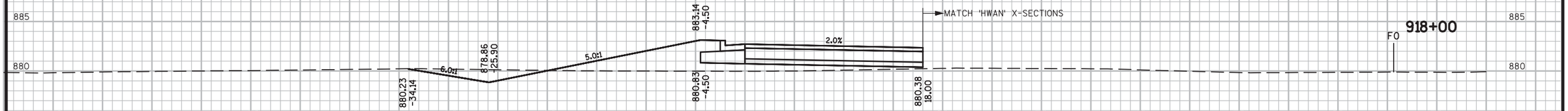
END CONSTRUCTION
STA. 926+65.47 'HDAL'

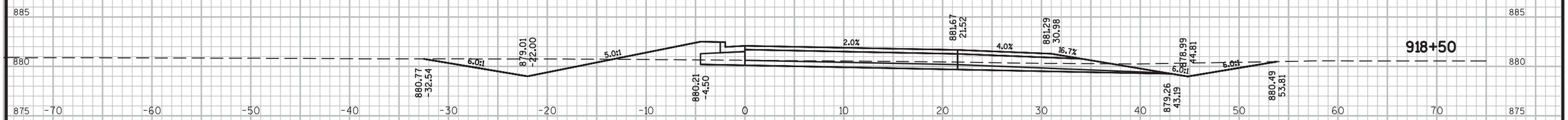
5 FT
5 FT

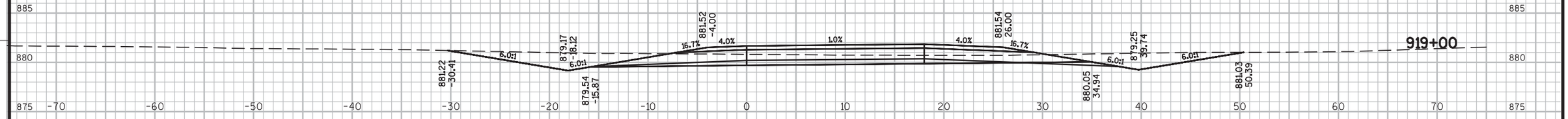
9

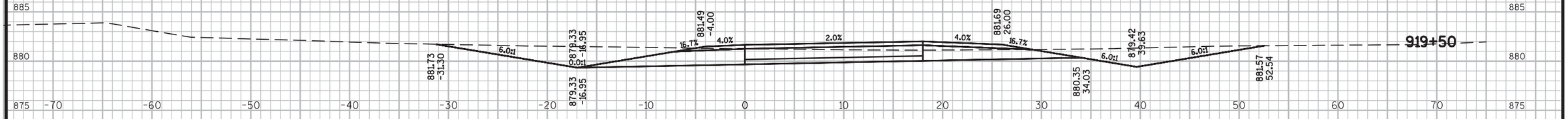
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB OFF-RAMP LEFT TURN TO EB USH 14 'HDAL' - STAGE 1	SHEET 722	E

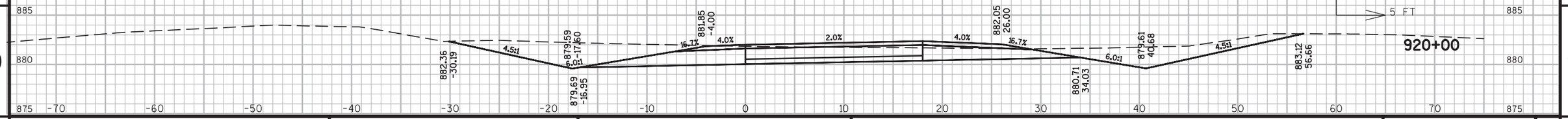
BEGIN CONSTRUCTION
STA. 917+61.01 'HAA'

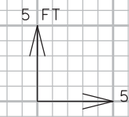








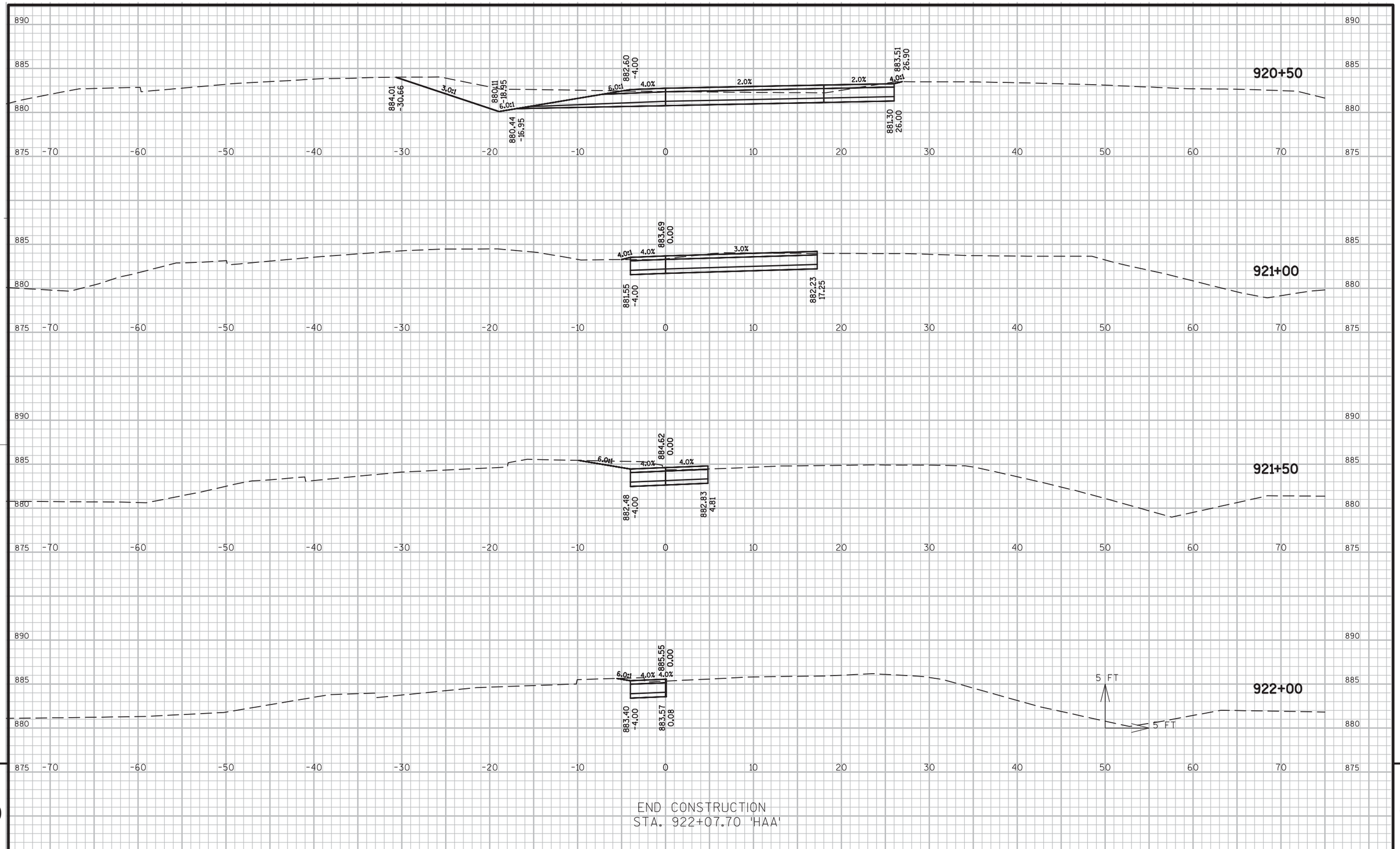




PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB ON-RAMP 'HAA' - STAGE 1	SHEET 723	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090110_XS_USH14-NB-TERMINAL2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

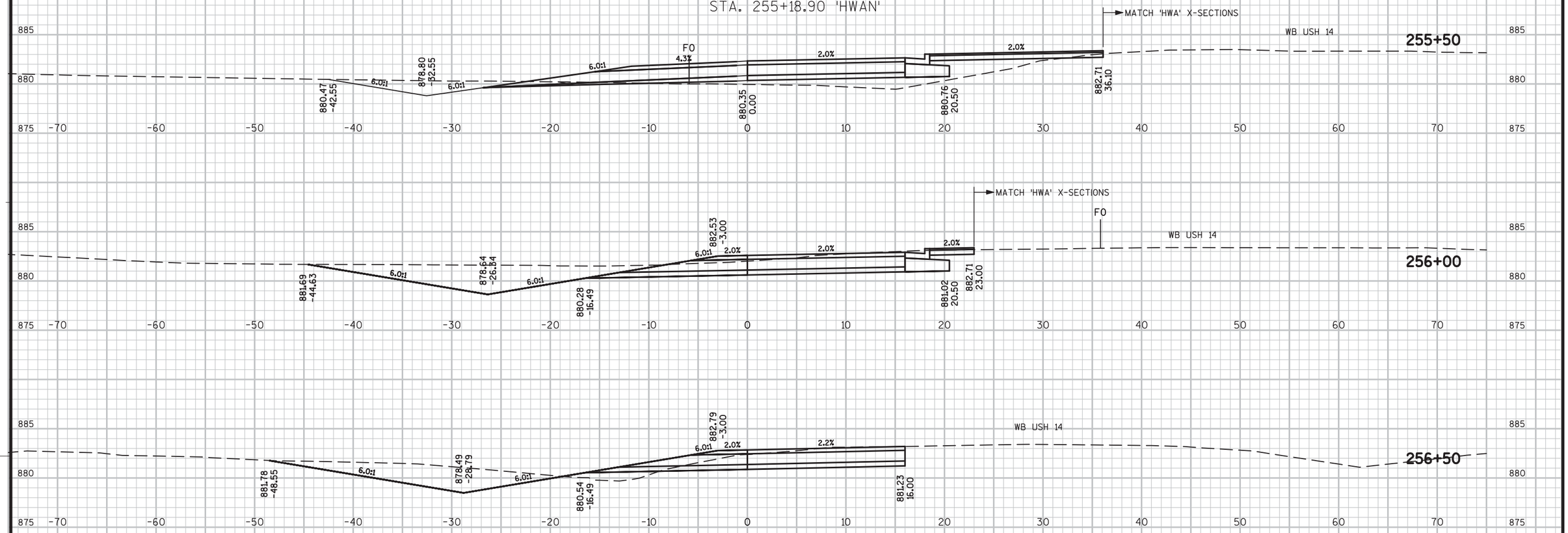
WISDOT/CADDS SHEET 49



END CONSTRUCTION
STA. 922+07.70 'HAA'

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB ON-RAMP 'HAA' - STAGE 1	SHEET 724	E

BEGIN CONSTRUCTION
STA. 255+18.90 'HWAN'



END CONSTRUCTION
STA. 256+65.99 'HWAN'

5 FT
5 FT

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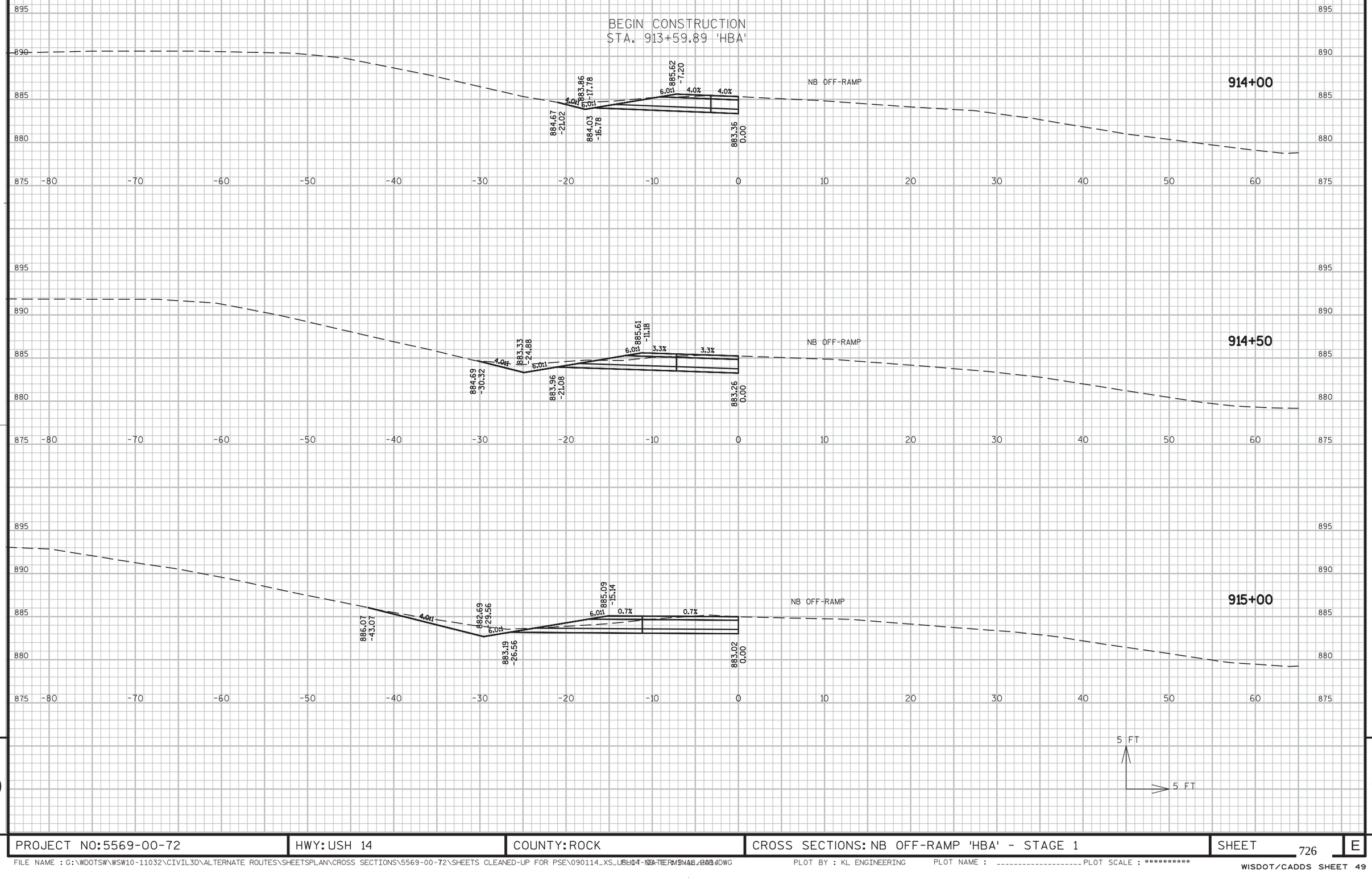
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: WB USH 14 TO NB ON-RAMP RT TURN 'HWAN' - STAGE 1	SHEET 725	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090111_XS_USH14-NB-TERMINAL2.DWG PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

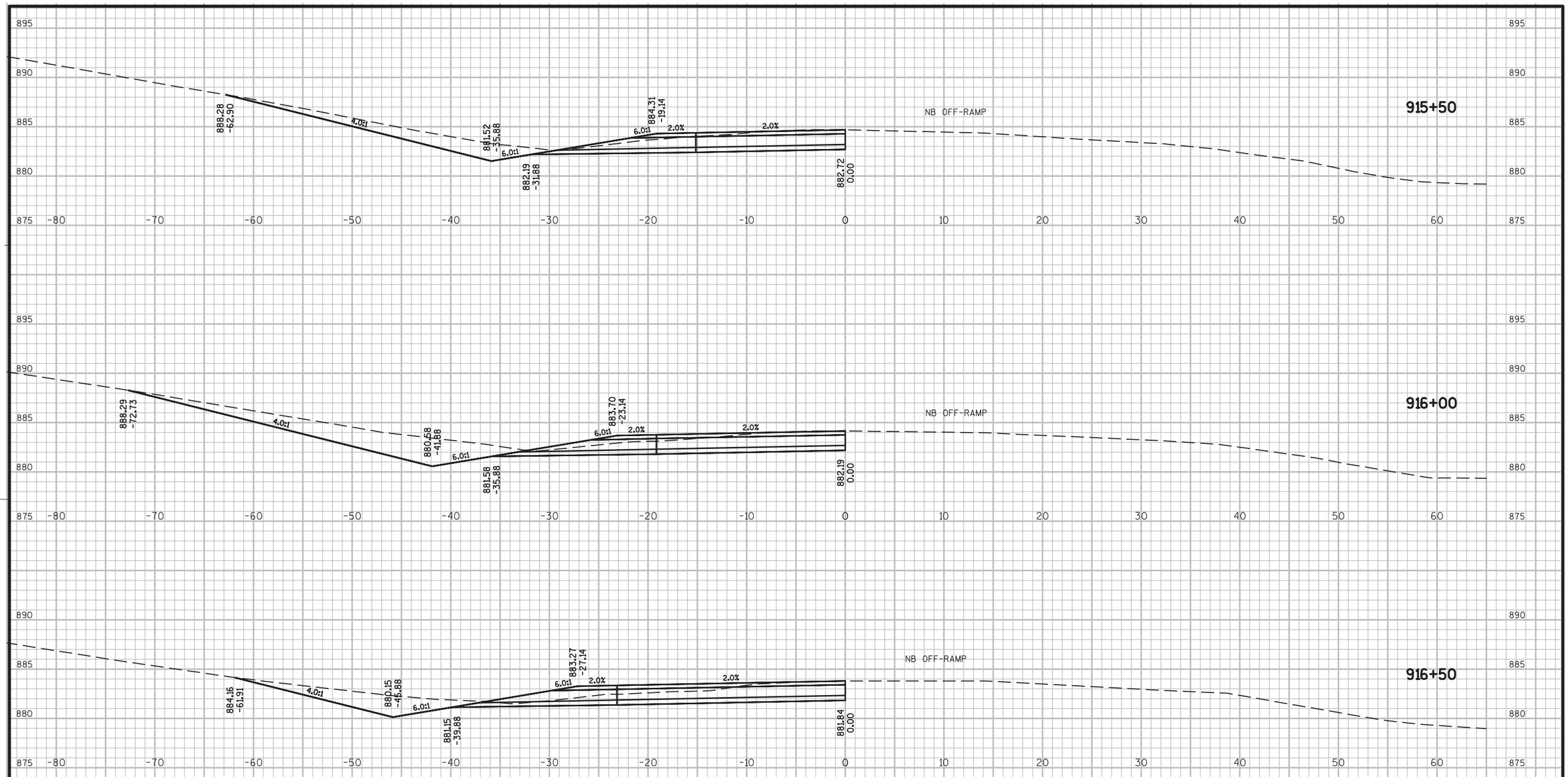
BEGIN CONSTRUCTION
STA. 913+59.89 'HBA'



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB OFF-RAMP 'HBA' - STAGE 1	SHEET 726	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090114_XS_USH14-NB-TERMINAL_HBA.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

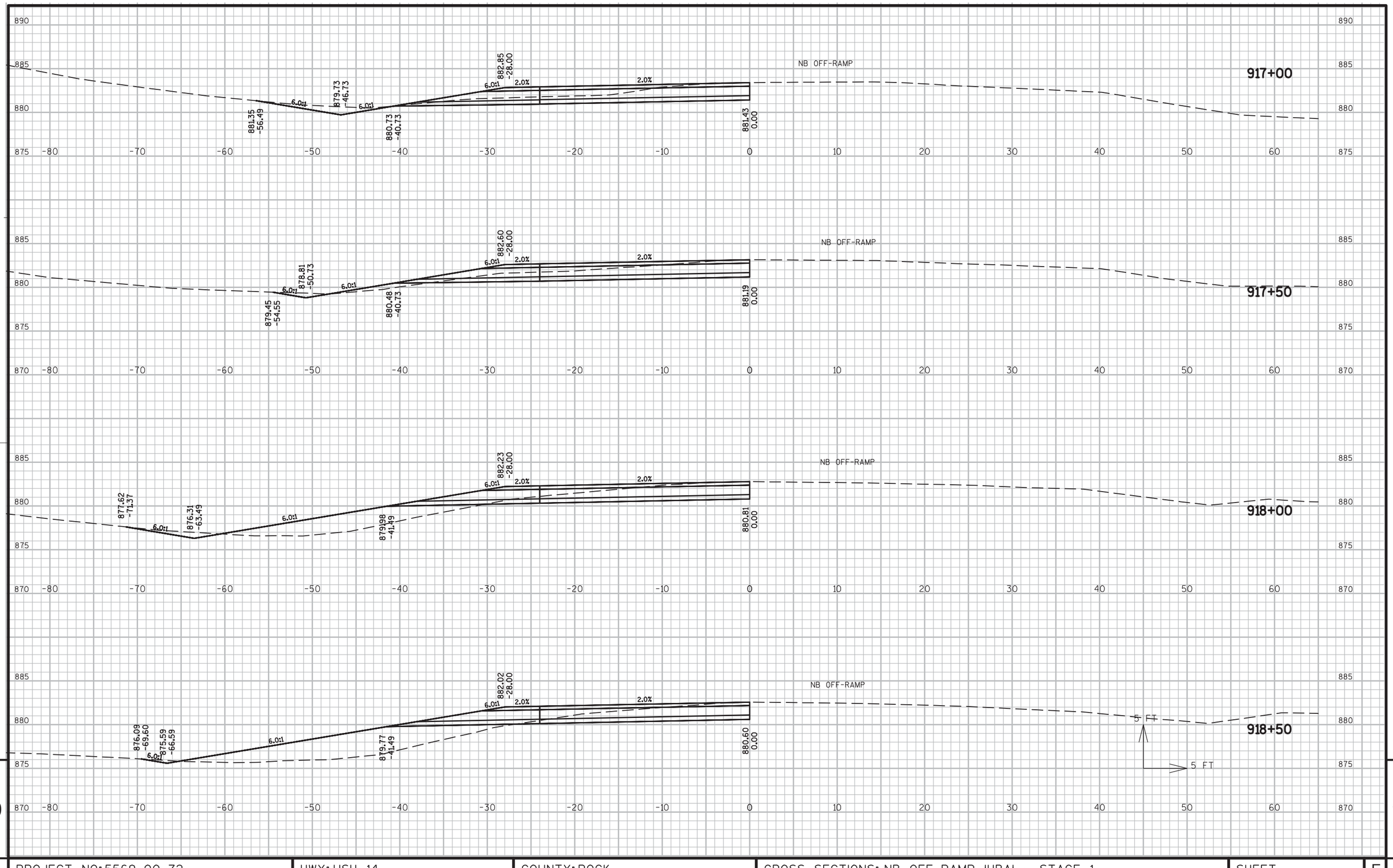
WISDOT/CADDS SHEET 49



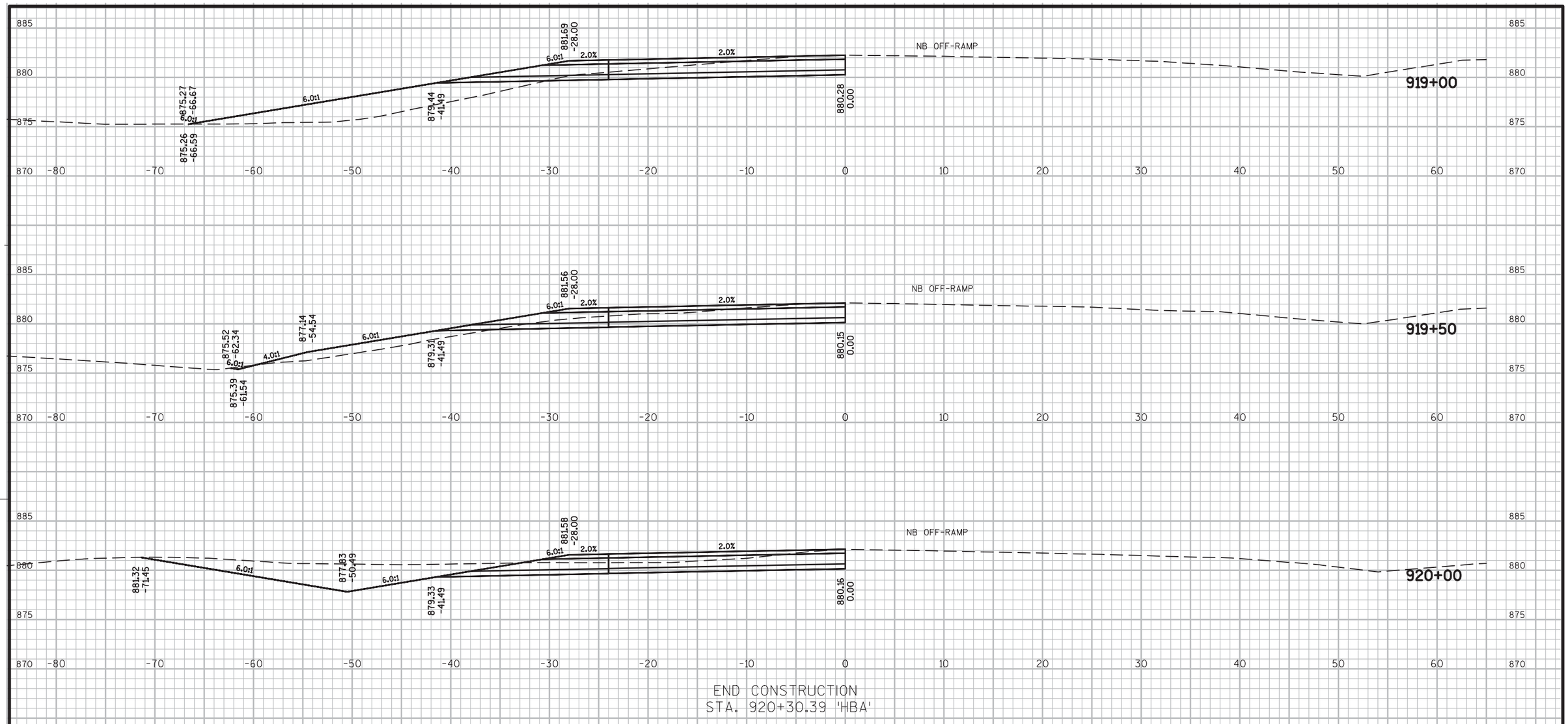
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB OFF-RAMP 'HBA' - STAGE 1	SHEET 727	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090114_XS_USH14-NB-TERMINAL.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB OFF-RAMP 'HBA' - STAGE 1	SHEET 728	E



9

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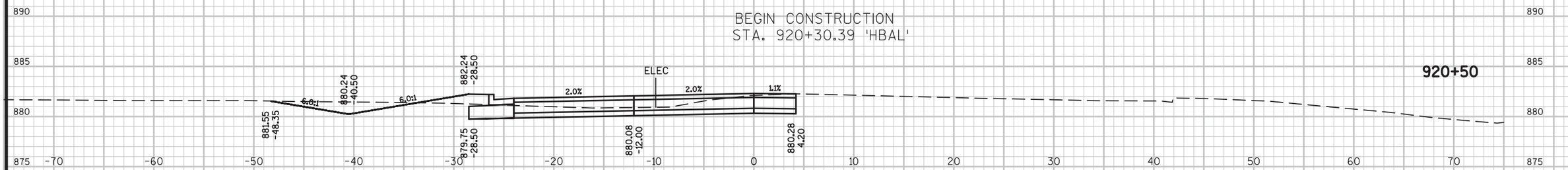
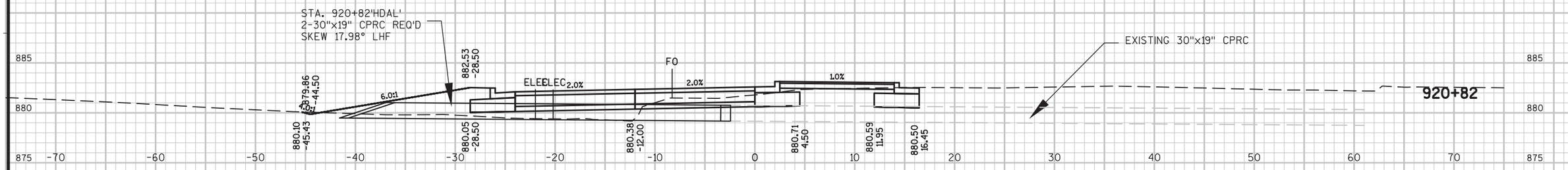
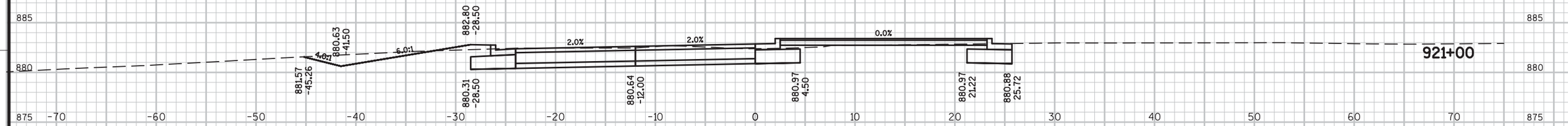
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB OFF-RAMP 'HBA' - STAGE 1	SHEET 729	E

BEGIN CONSTRUCTION
STA. 920+30.39 'HBAL'







END CONSTRUCTION
STA. 921+06.40 'HBAL'

9

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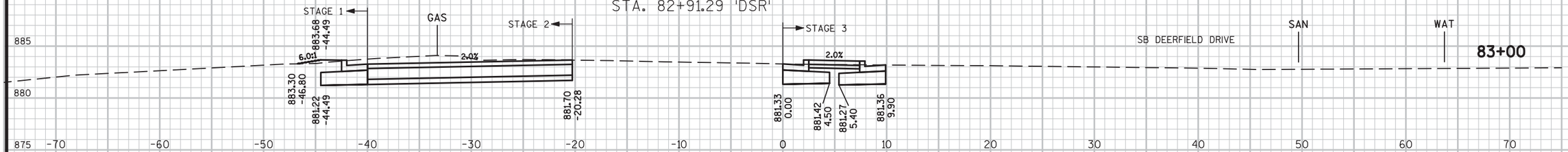
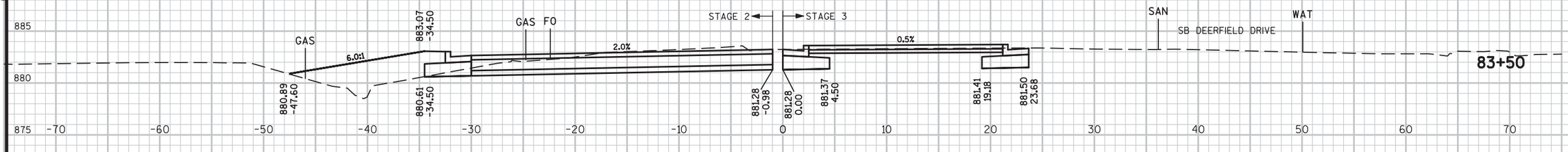
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB OFF-RAMP LEFT TURN TO WB USH 14 'HBAL' - STAGE 1	SHEET 730	E

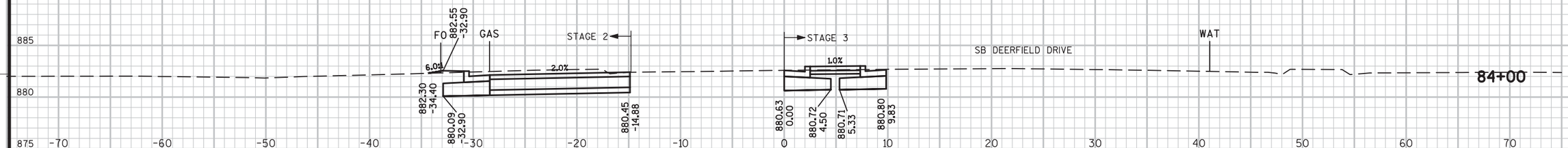
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090115_XS_USH14-NB-TERMINAL_2014.DWG PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

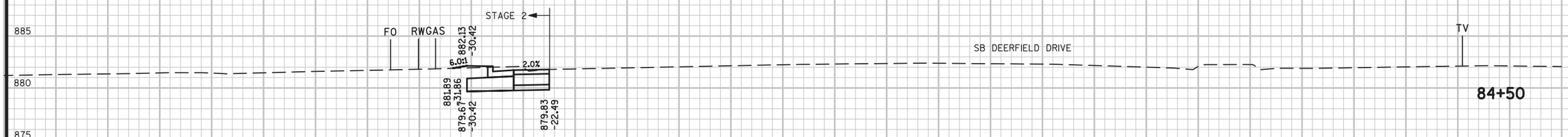
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 82+91.29 'DSR'







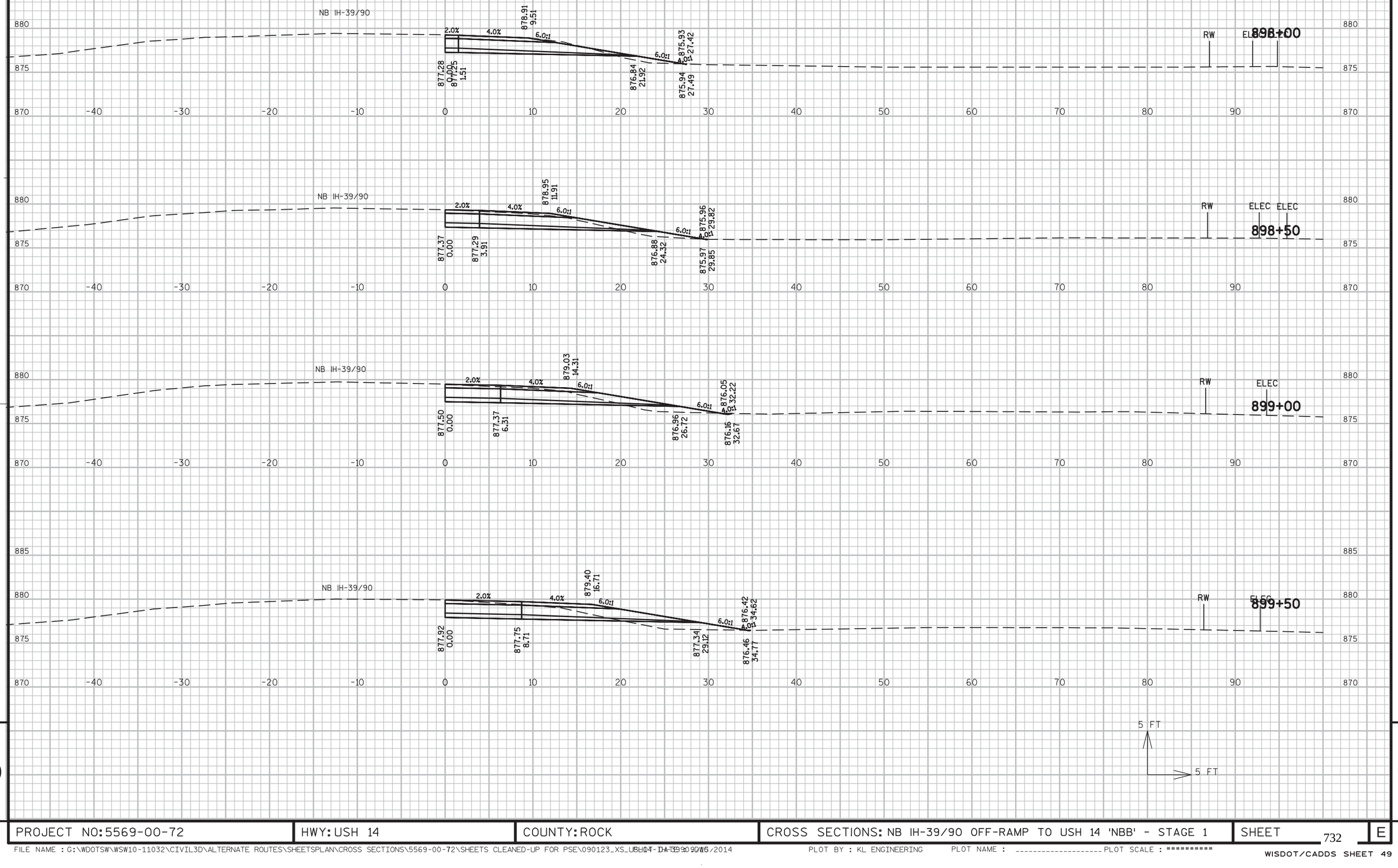


END CONSTRUCTION
STA. 84+89.36 'DSR'

5 FT
5 FT

PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: SB DEERFIELD DRIVE RT TURN 'DSR'	SHEET 731 E

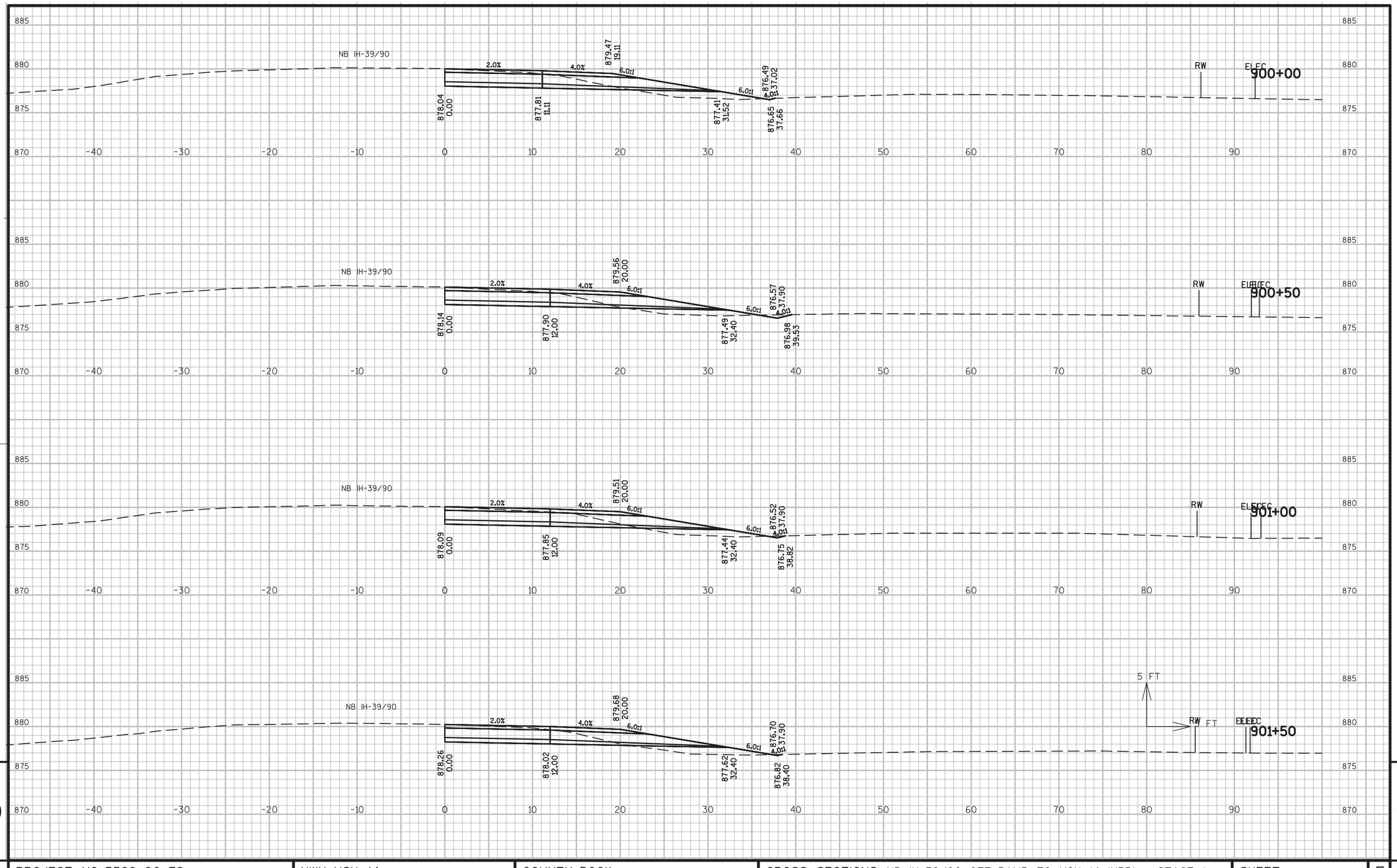
BEGIN CONSTRUCTION
STA. 897+68.46 'NBB'



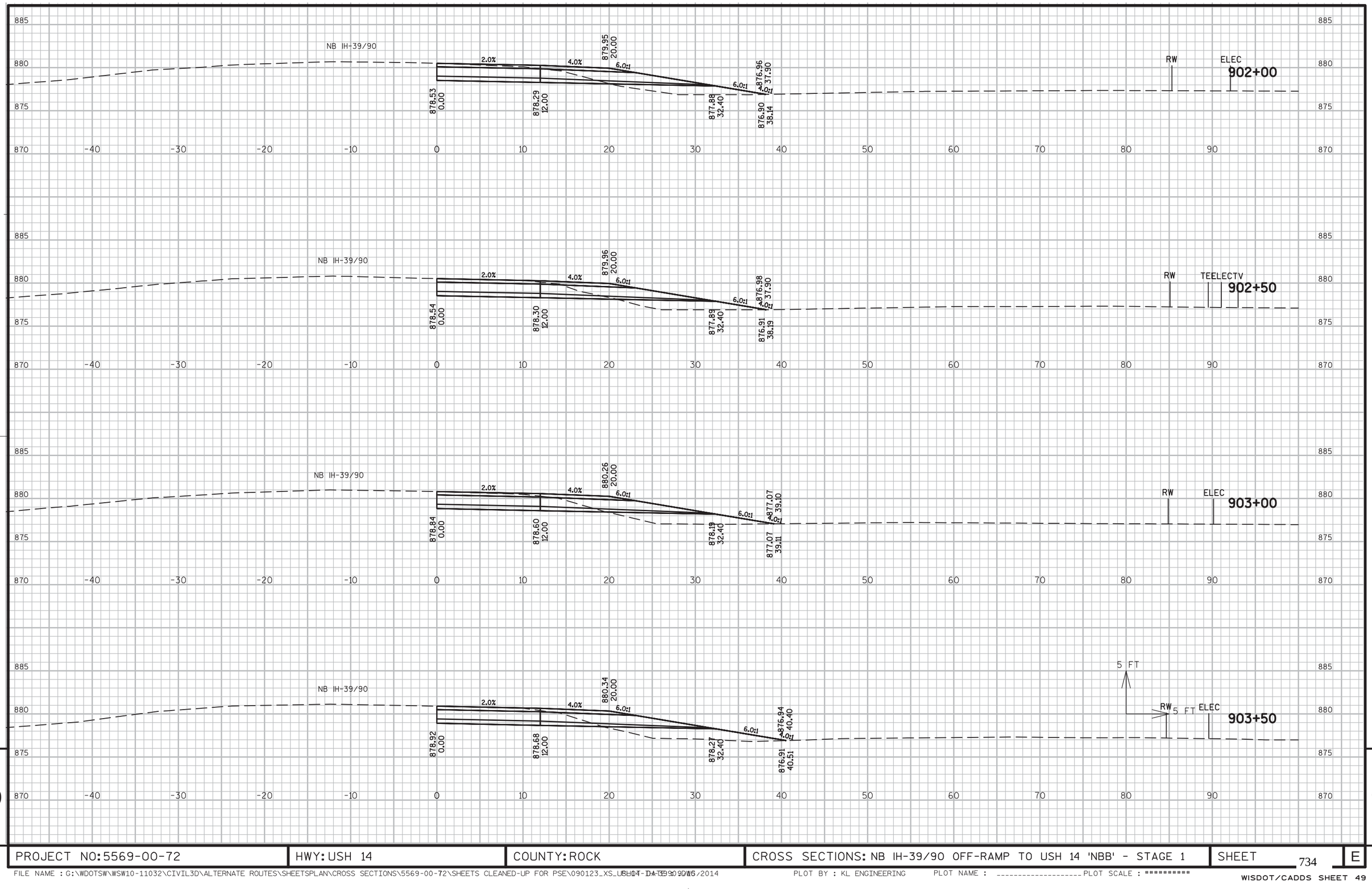
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 732	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\ALTERNATE ROUTES\SHEETSPLAN\CROSS SECTIONS\5569-00-72\SHEETS CLEANED-UP FOR PSE\090123_XS_USH14-DATA899+00.DWG 2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

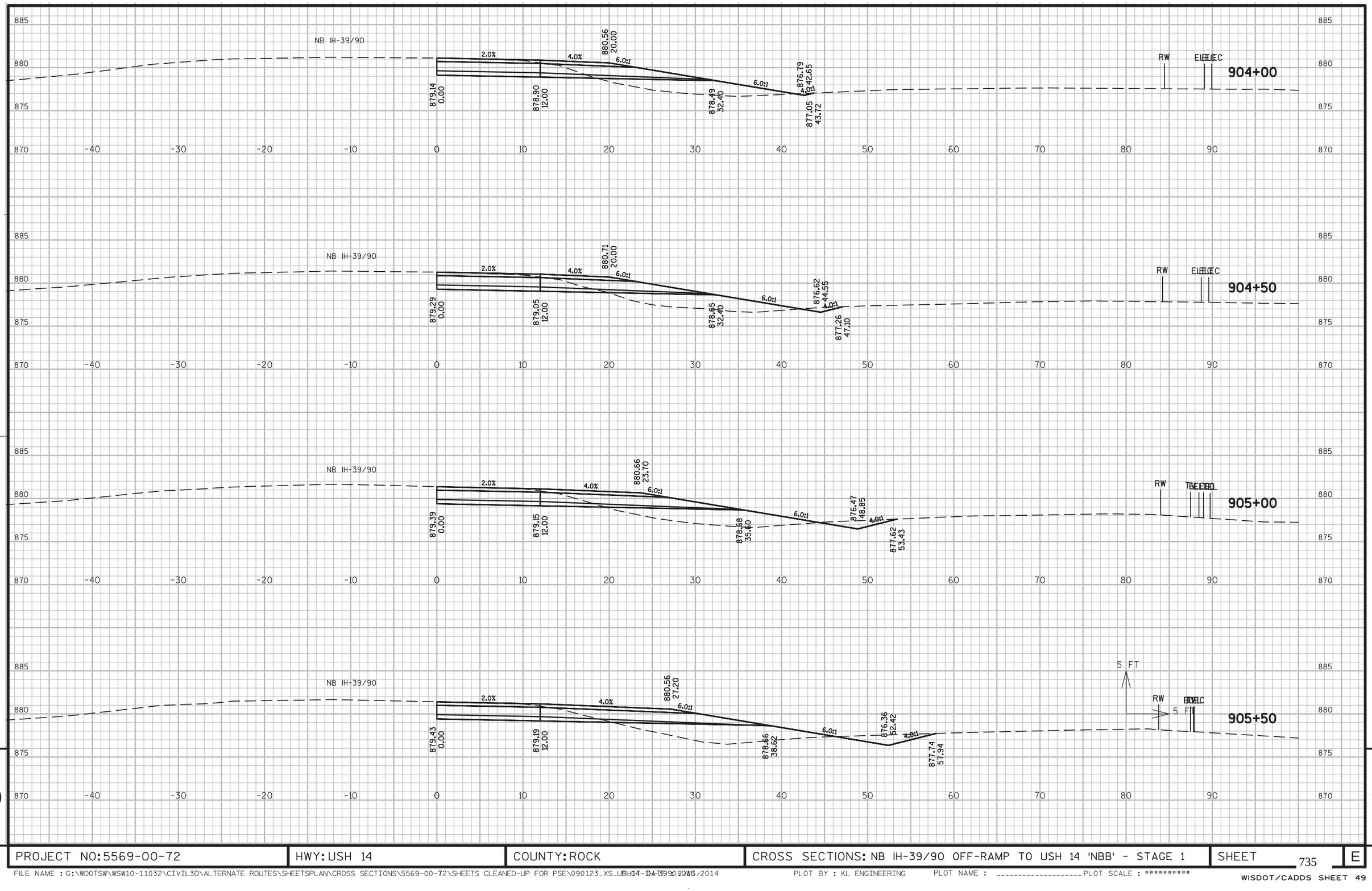
WISDOT/CADDS SHEET 49



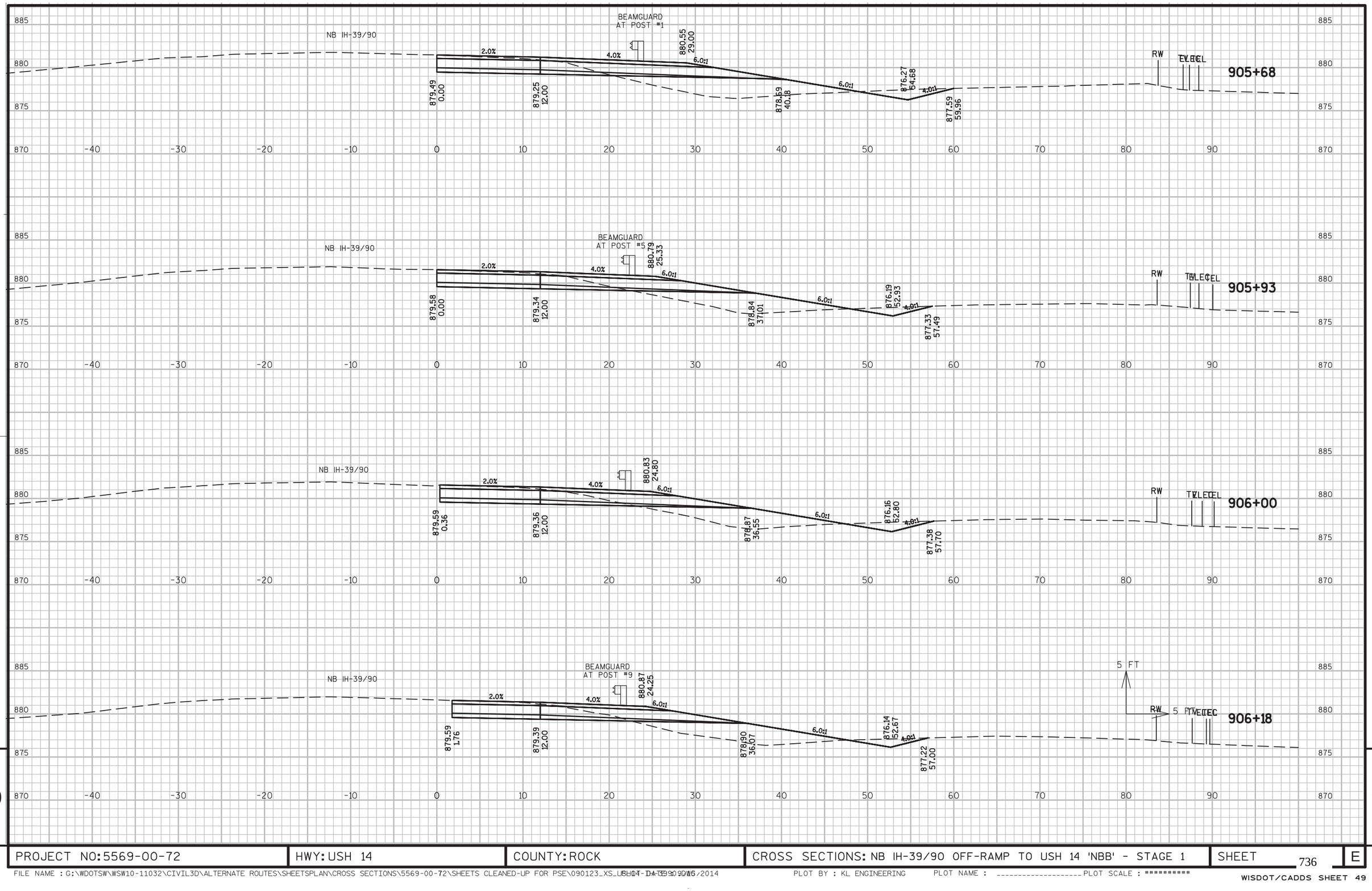
PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 733	E



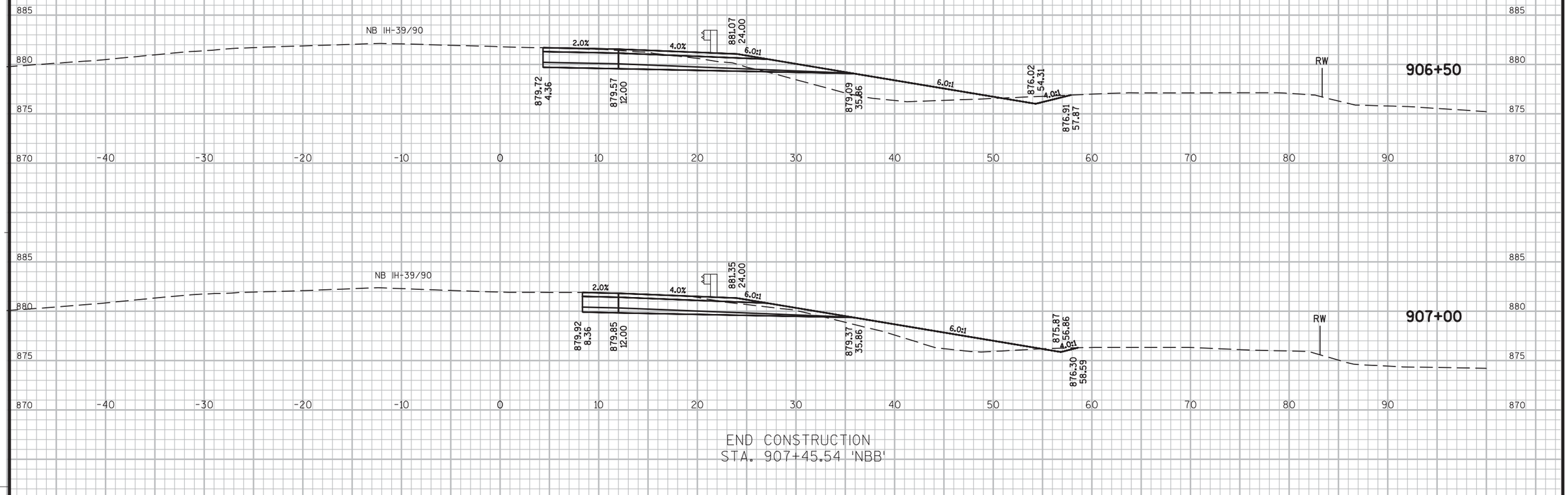
PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 734	E



PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 735	E



PROJECT NO: 5569-00-72	HWY: USH 14	COUNTY: ROCK	CROSS SECTIONS: NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 736	E



9

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PROJECT NO:5569-00-72	HWY:USH 14	COUNTY:ROCK	CROSS SECTIONS:NB IH-39/90 OFF-RAMP TO USH 14 'NBB' - STAGE 1	SHEET 737	E

Wisconsin Department of Transportation

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