MAD APRIL 2015

PROJECT ID: 5966-00-72, 5966-00-73
WITH: 5966-10-70, -71

COUNTY: ROCK

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 = 332

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BELOIT - JANESVILLE

TOWNLINE ROAD INTERSECTION

CTH G

ROCK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5966-00-72	———	—
5966-00-73	WISC 2015179	1

STATE PROJECT NUMBER	STATE PROJECT NUMBER
5966-00-72	5966-00-73

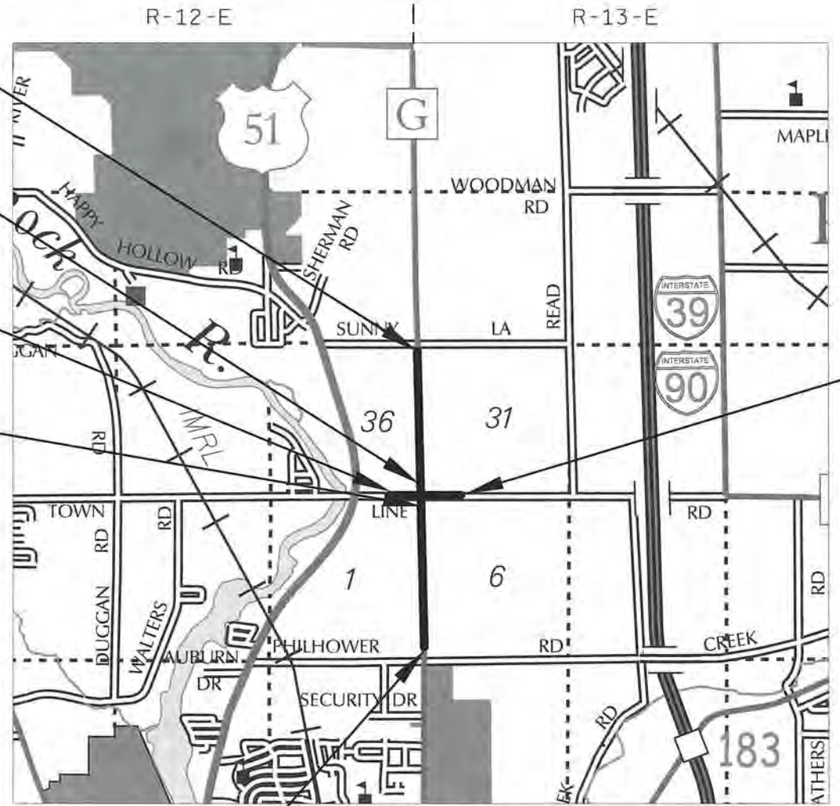
END PROJECT 5966-00-72
STA. 187+99.31'G'

END PROJECT 5966-00-73
STA. 137+66.79'G'

BEGIN CONSTRUCTION
STA. 203+48'TL'

BEGIN PROJECT 5966-00-73
STA. 135+71.07'G'
Y=233,073.86
X=496,445.77

BEGIN PROJECT 5966-00-72
STA. 83+77.76'G'
Y=238,301.05
X=496,345.00



END CONSTRUCTION
STA. 228+25'TL'

DESIGN DESIGNATION

			CTH G	TOWNLINE ROAD
A.A.D.T.	2015	=	8,300	3,800
A.A.D.T.	2035	=	11,300	5,400
D.H.V.	2035	=	1,390	---
D.D.		=	58/42	---
T.		=	3.6%	---
DESIGN SPEED		=	60 MPH	50 MPH
ESALS		=	2,890,800	1,343,200

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

LAYOUT
SCALE 0 — 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.974 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR ROCK COUNTY
2-6-15 (Date) Benjamin J. Lenhardt Jr. (DIRECTOR OF PUBLIC WORKS)

ORIGINAL PLANS PREPARED BY

Batterman
engineers surveyors planners
R.H. BATTERMAN & CO., INC.
2857 BARTELLS DRIVE
BELOIT, WI 53511
P 608.365.4464
TF 877.457.2235
608.365.1850

WISCONSIN
TODD W. NEEDHAM
E-38332
JANESVILLE
WI
PROFESSIONAL ENGINEER

DATE: 2/5/15 Todd Needham (PROFESSIONAL ENGINEER)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor BATTERMAN
Designer BATTERMAN
MANAGEMENT CONSULTANT KJOHNSON ENGINEERS

APPROVED FOR THE DEPARTMENT
DATE: 2/11/15 (Management Consultant Signature)

E

2

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 83 (2007).

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE, UTILITIES AND LOCAL GOVERNMENT BEFORE THE START OF CONSTRUCTION WORK.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS, BUT IS MEASURED AND PAID FOR AS EXCAVATION COMMON. THE LOCATION OF EBS SHALL BE DETERMINED BY THE ENGINEER.

SELECT CRUSHED MATERIAL SHALL BE USED IN ALL EBS AREAS. ALL EBS AREAS SHALL BE EXCAVATED TO DITCH LINES TO DRAIN.

ALL WASTE MATERIAL RESULTING FROM THE VARIOUS CONSTRUCTION OPERATIONS ADJACENT TO PAVEMENT UNDER TRAFFIC SHALL BE ENTIRELY REMOVED AND PROPERLY DISPOSED OF IMMEDIATELY OR AS DIRECTED BY THE ENGINEER.

PAVEMENT REMOVAL SHALL BE REMOVED TO AN EXISTING JOINT OR AS DIRECTED BY THE ENGINEER.

RADII DIMENSIONS FOR THE CURB & GUTTER ARE TO THE FLANGE OF THE CURB. CURB & GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

THE EXACT LOCATIONS OF ALL DRIVEWAY ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EROSION CONTROL FEATURES ARE SHOWN ON THE PLAN AND ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

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

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

RESTORATION OF EXPOSED SLOPE AND DITCHES SHALL TAKE PLACE NOT MORE THAN 7 DAYS AFTER FINISHED GRADING IS COMPLETE.

THE CONTRACTORS PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINT FROM BEING LOCATED WITHIN A DRIVING OR TURNING LANE.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/INCH.

ALL INLET RIM GRADES ARE TO THE FLANGE OF CURB.

OFFSETS FOR INLETS AND MANHOLES ARE TO CENTER OF STRUCTURE. OFFSETS FOR APRON ENDWALLS ARE TO END OF PIPE.

THE CONTRACTOR SHALL COORDINATE ALL UTILITY ADJUSTMENTS WITH THE APPROPRIATE UTILITY.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTY OWNERS ALONG THE PROJECT AT ALL TIMES.

THE CONTRACTOR SHALL PROTECT DROPOFFS, NEXT TO LOCAL TRAFFIC, LARGER THAN 2-INCHES WITH BASE AGGREGATE DENSE 1 1/4". PROTECTION OF DROPOFFS AND REMOVAL/REUSE OF BASE AGGREGATE DENSE 1 1/4" SHALL BE INCIDENTAL TO THE ITEM OF BASE AGGREGATE DENSE 1 1/4".

SOIL BORING TABLE		
STATION	OFFSET	RESULTS
92+54 'G'	9' RT	7" OF ASPHALT OVER 12" OF BASE AGGREGATE
103+54 'G'	8' RT	7 1/2" OF ASPHALT OVER 11 1/2" OF BASE AGGREGATE
114+54 'G'	8' RT	7" OF ASPHALT OVER 12" OF BASE AGGREGATE
125+54 'G'	8' RT	8" OF ASPHALT OVER 15" OF BASE AGGREGATE OVER 25" OF SILTY SAND MIXED WITH TOPSOIL OVER 3" OF ASPHALT
149+56 'G'	5' RT	7 1/2" OF ASPHALT OVER 15 1/2" OF BASE AGGREGATE
162+57 'G'	9' RT	7" OF ASPHALT OVER 12" OF BASE AGGREGATE
175+57 'G'	7' RT	8 1/2" OF ASPHALT OVER 11 1/2" BASE AGGREGATE
209+34 'TL'	8' RT	4" OF ASPHALT OVER 32" OF SILTY FINE TO COARSE SAND
219+33 'TL'	4' LT	10" OF ASPHALT OVER 14" OF SILT SAND

UTILITIES

ALLIANT ENERGY (GAS & ELECTRIC)
ATTN: DEAN COPP
935 WBR TOWNLINE ROAD
BELOIT, WI 53511
TELEPHONE: (608)364-6431
EMAIL: DEANCOPP@ALLIANTENERGY.COM

ROCK ENERGY COOPERATIVE
ATTN: LYNN MAIER
2815 KENNEDY ROAD
P.O. BOX 1758
JANESVILLE, WI 53543
TELEPHONE: (608) 289-4149
EMAIL: LYNNM@ROCK.COOP

CHARTER COMMUNICATIONS
ATTN: TOM PHILLIPS
2016 CRANSTON ROAD
BELOIT, WI 53511
TELEPHONE: (608)312-2222 EXT. 61862
EMAIL: THOMAS.PHILLIPS@CHARTER.COM

ATTN: RANDY STEURER
1348 PLAINFIELD AVENUE
JANESVILLE, WI 53545
TELEPHONE: (608)373-7544
EMAIL: RANDY.STEURER@CHARTER.COM

AMERICAN TRANSMISSION COMPANY (ATC)
ATTN: TOM BETTHAUSER
W234 N2000 RIDGEVIEW PARKWAY COURT
P.O. BOX 47
WAUKESHA, WI 53187
TELPHONE: (262)832-8717
EMAIL:TBETTHAUSER@ATCLLC.COM

AT&T WISCONSIN
ATTN: CAROL ANASON
316 W WASHINGTON AVENUE
MADSION WI 53703
TELEPHONE: (608) 252-2385
EMAIL: CA2624@ATT.COM

MCLEOD USA TELECOMMUNICATION SERVICES, INC. (WINDSTREAM)
ATTN: JIM KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD WI 53005
TELEPHONE: (262) 792-7938
EMAIL: JAMES.KOSTUCH@WINDSTREAM.COM

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

ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
ASPH	ASPHALT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
CL	CENTERLINE OR CLASS
CC	CENTER TO CENTER
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CMP	CORRUGATED METAL PIPE
CPRC	CULVERT PIPE CORRUGATED STEEL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAYS
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB & GUTTER
D	DEGREE OF CURVATURE
DHV	DESIGN HOURLY VOLUME
DIA	DIAMETER
DWY	DRIVEWAY
E	EAST
ELEV	ELEVATION
EW	ENDWALL
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EX	EXISTING
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FF	FACE TO FACE
FERT	FERTILIZER
FE	FEILD ENTRANCE
FG	FINISHED GRADE
FT	FOOT
GV	GAS VALVE
IE	INVERT ELEVATION
INL	INLET
INV	INVERT
IP	IRON PIPE
JCT	JUNCTION
LHF	LEFT HAND FORWARD
L	LENGTH
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
NC	NORMAL CROWN
N	NORTH
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PL	PROPERTY LINE
PE	PRIVATE ENTRANCE
R/RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RHF	RIGHT HAND FORWARD
SALV	SALVAGED
SAN	SANITARY SEWER
SHLDR	SHOULDER
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
STM	STORM SEWER
SE	SUPERELEVATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
TAN	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
TYP	TYPICAL
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WV	WATER VALVE
W	WELL
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

CTH G - HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-3	3.25"	LOWER LAYER	19.0 MM	PG 58-28
E-3	2.50"	UPPER LAYER	12.5 MM	PG 64-28

TOWNLINE RD. - HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-3	3.0"	LOWER LAYER	19.0 MM	PG 58-28
E-3	2.0"	UPPER LAYER	12.5 MM	PG 64-28

ORDER OF DETAIL SHEETS
GENERAL NOTES
PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
FINISHED TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
TRAFFIC SIGNALS
PAVEMENT MARKINGS
TRAFFIC CONTROL/CONSTRUCTION STAGING
ALIGNMENT DETAILS
CONTROL POINT TIES

DNR LIAISON
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: LAURA BUB
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
TELEPHONE: (608) 275-3485
EMAIL: LAURA.BUB@WISCONSIN.GOV

DESIGN CONTACT
R.H. BATTERMAN
ATTN: TODD NEEDHAM, P.E.
2857 BARTELLS DRIVE
BELOIT, WI 53511
TELEPHONE: (608) 365-4464
EMAIL: TNEEDHAM@RHBATTERMAN.COM

ROCK COUNTY HIGHWAY
DIRECTOR OF PUBLIC WORKS
BENJAMIN COOPMAN, JR., P.E.
3715 NEWVILLE ROAD
JANESVILLE, WI 53545
TELEPHONE: (608) 757-5450
EMAIL: COOPMAN@CO.ROCK.WI.US

WISDOT DESIGN CONTACT
I-39/90 SOUTH SEGMENT PROJECT MANAGER
STEVE MARSHALL P.E.
111 INTERSTATE BLVD.
EDGERTON, WI 53534
TELEPHONE: (608) 884-7134
EMAIL: STEVE.MARSHALL@DOT.WI.GOV

WISDOT CONSTRUCTION CONTACT
I-39/90 SOUTH SEGMENT PROJECT MANAGER
EMMANUEL YARTEY, P.E.
111 INTERSTATE BLVD.
EDGERTON, WI 53534
TELEPHONE: (608) 884-7131
EMAIL: EMMANUEL.YARTEY@DOT.WI.GOV

NOT A MEMBER OF DIGGERS HOTLINE

2

N

BEGIN CONSTRUCTION I.D. 5966-00-73
STA. 203+48.00'TL'

BEGIN PROJECT I.D. 5966-00-72
STA. 83+77.76'G' AHEAD

RESUME PROJECT I.D. 5966-10-70
STA. EQUATION 198+48.31'G'

PHILHOWER RD.

TOWNLINE RD.

CTH G

SUNNY LANE

PROJECT LIMITS 5966-00-73
STA. 135+71.07'G' TO 137+66.79'G'

SUSPEND PROJECT I.D. 5966-10-70
STA. EQUATION 83+77.93'G' BACK

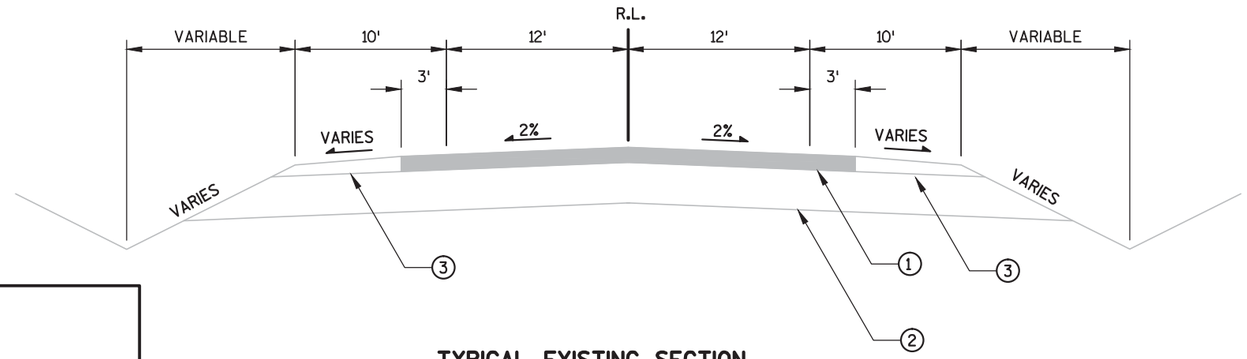
END PROJECT I.D. 5966-00-72
STA. 187+99.31'G'

END CONSTRUCTION I.D. 5966-00-73
STA. 228+25.00'TL'

PROJECT NO:5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_020201_PO.DWG PLOT DATE : 10/28/2014 2:59 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1IN:750FT
WISDOT/CADDS SHEET 42

2

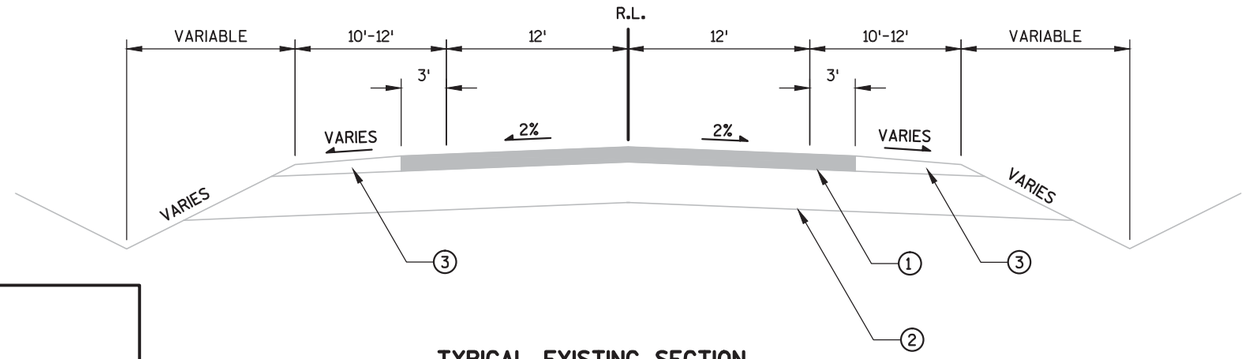


LEGEND

1. EXISTING 7"-9" ASPHALTIC PAVEMENT
2. EXISTING 11.5"-15.5" BASE AGGREGATE DENSE
3. EXISTING 7"-9" BASE AGGREGATE DENSE (SHLD.)

TYPICAL EXISTING SECTION

STA. 83+77'G' - STA. 187+99'G'

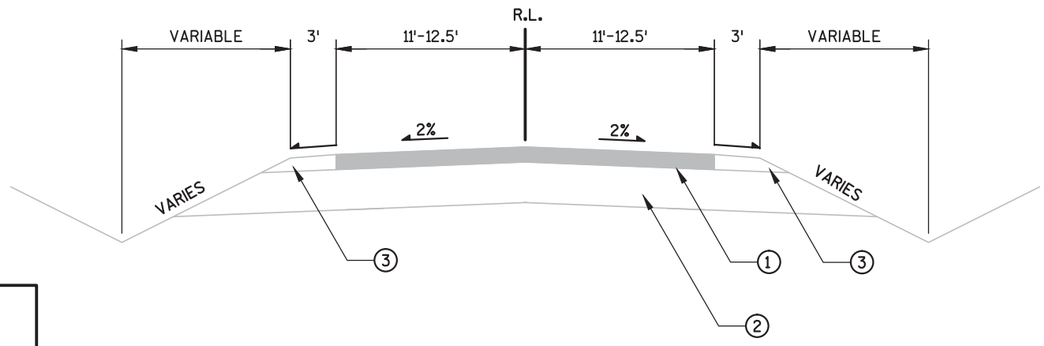


LEGEND

1. EXISTING 4" ASPHALTIC PAVEMENT
2. EXISTING 15" BASE AGGREGATE DENSE
3. EXISTING 4" BASE AGGREGATE DENSE (SHLD.)

TYPICAL EXISTING SECTION

STA. 203+48'TL' - STA. 213+75'TL'



LEGEND

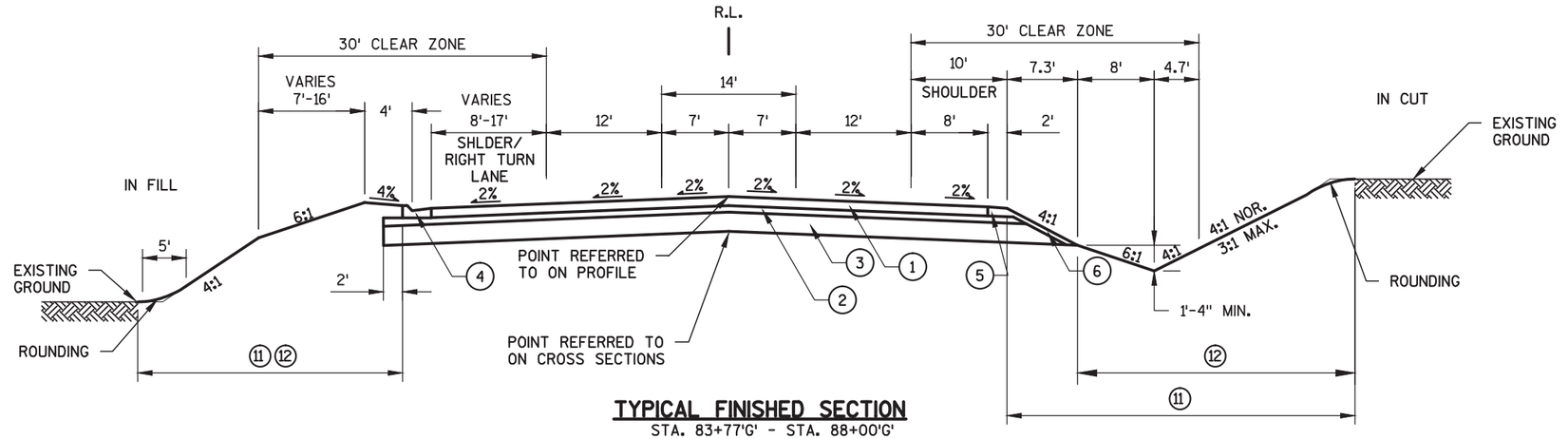
1. EXISTING 10" ASPHALTIC PAVEMENT
2. EXISTING 15" BASE AGGREGATE DENSE
3. EXISTING 10" BASE AGGREGATE DENSE (SHLD.)

TYPICAL EXISTING SECTION

STA. 215+00'TL' - STA. 228+25'TL'

PROJECT NO: 5996-00-72/73	HWY: CTH G	COUNTY: ROCK	EXISTING TYPICAL SECTIONS	SHEET 4	E

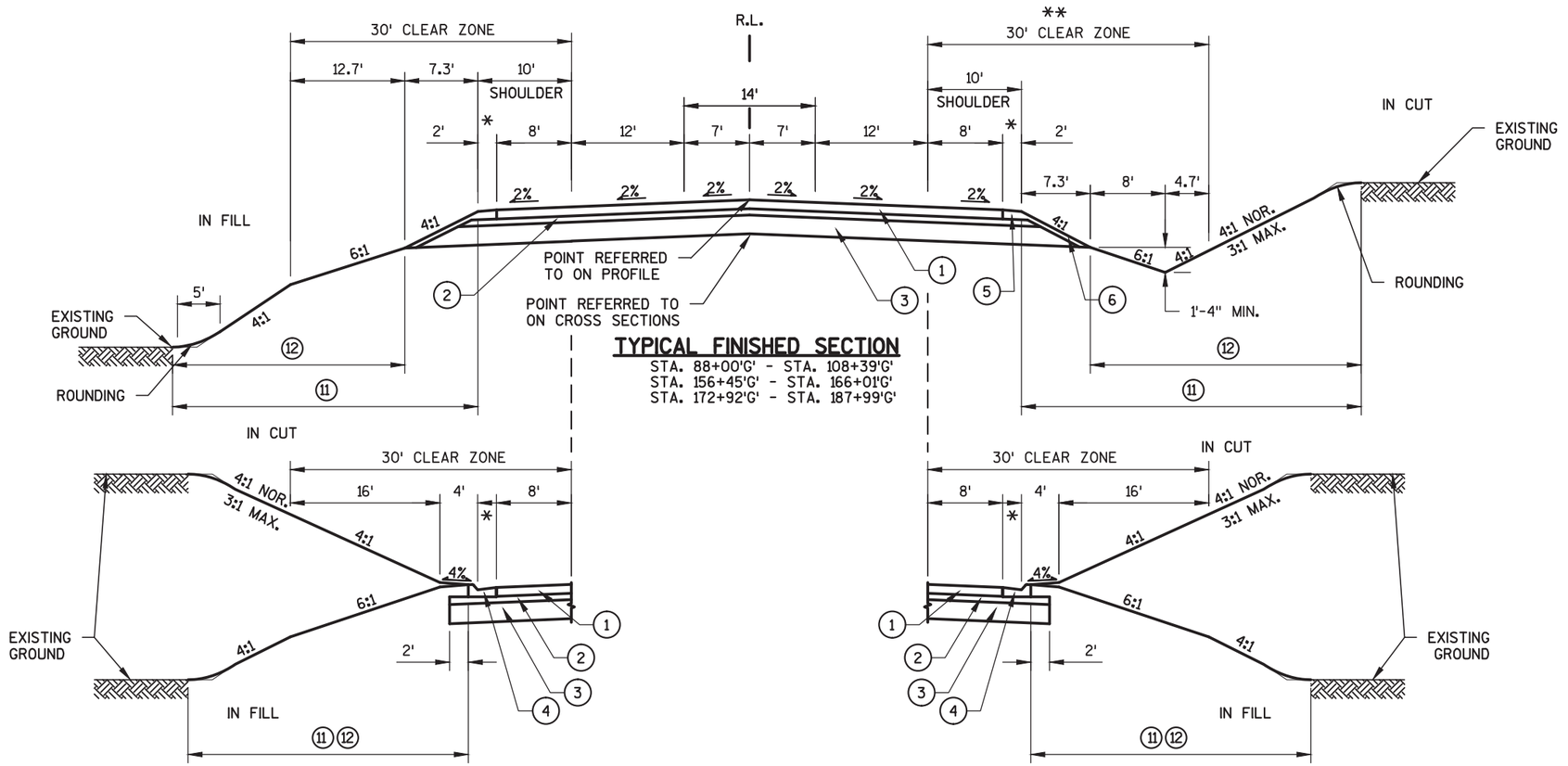
2



TYPICAL FINISHED SECTION
STA. 83+77'G' - STA. 88+00'G'

LEGEND

(1)	5.75-INCH HMA PAVEMENT, TYPE E-3
(2)	4-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH



TYPICAL FINISHED SECTION
STA. 88+00'G' - STA. 108+39'G'
STA. 156+45'G' - STA. 166+01'G'
STA. 172+92'G' - STA. 187+99'G'

***TYPICAL FINISHED CURB SECTION**
STA. 156+45'G'-161+00'G'

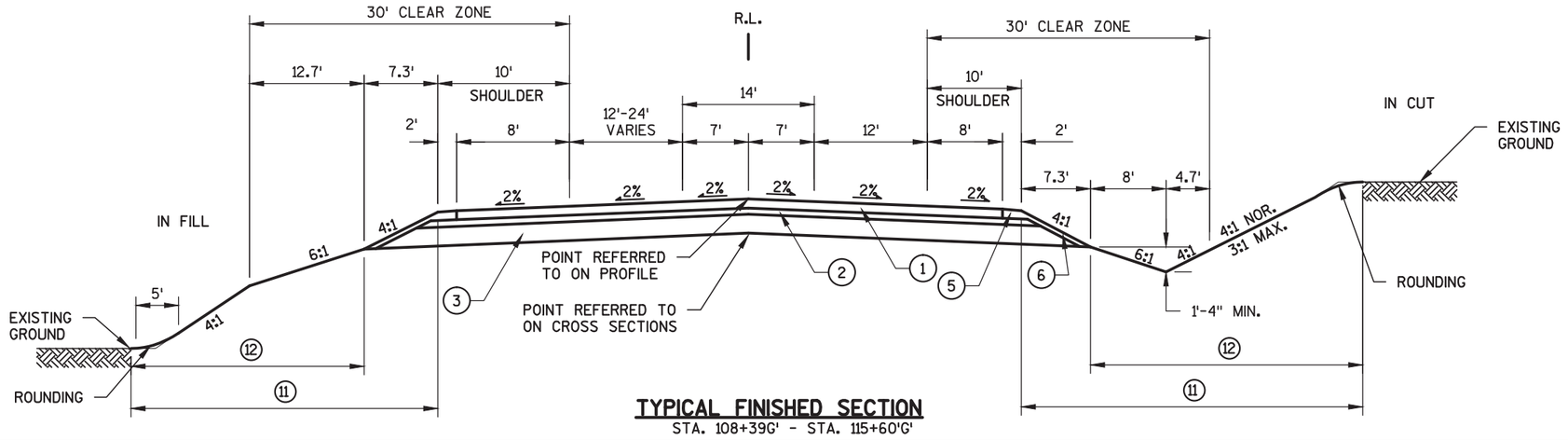
***TYPICAL FINISHED CURB SECTION**
STA. 156+45'G' - STA. 162+50'G'

LEGEND

(1)	5.75-INCH HMA PAVEMENT, TYPE E-3
(2)	4-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

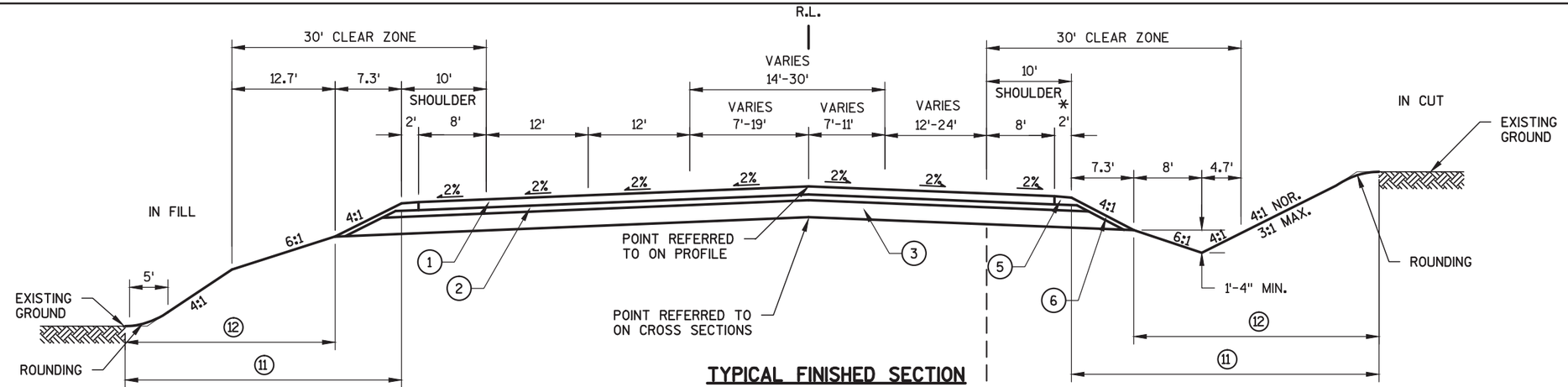
* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS
** STA. 105+50'G'-106+50'G' CLEAR ZONE IS 20'

PROJECT NO: 5996-00-72	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: CTH G	SHEET 6	E



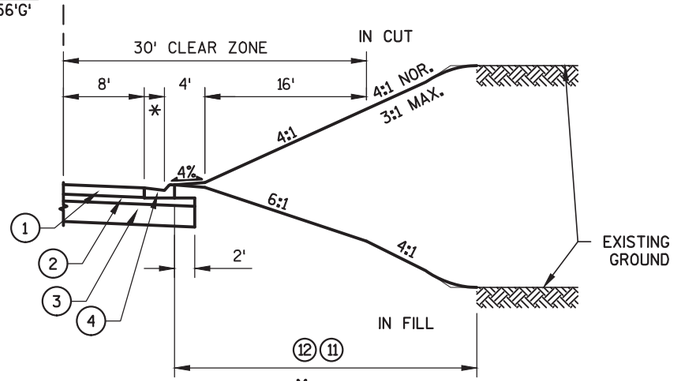
TYPICAL FINISHED SECTION

STA. 108+39G' - STA. 115+60'G'



TYPICAL FINISHED SECTION

STA. 115+60'G' - STA. 130+56'G'



*TYPICAL FINISHED CURB SECTION

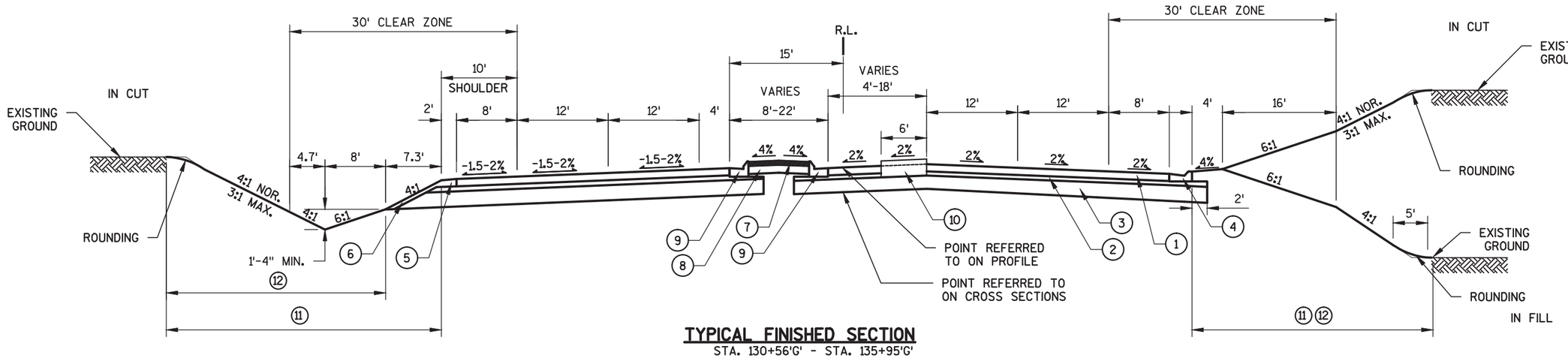
STA. 128+53'G' - STA. 130+56'G'

LEGEND

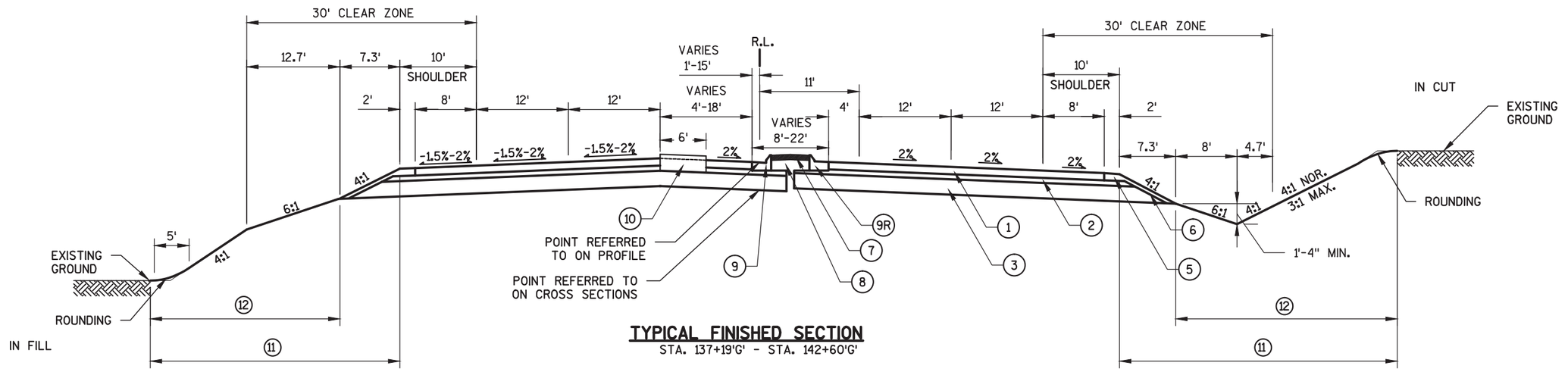
(1)	5.75-INCH HMA PAVEMENT, TYPE E-3
(2)	4-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS.

PROJECT NO: 5996-00-72	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: CTH G	SHEET 7	E



TYPICAL FINISHED SECTION
STA. 130+56'G' - STA. 135+95'G'

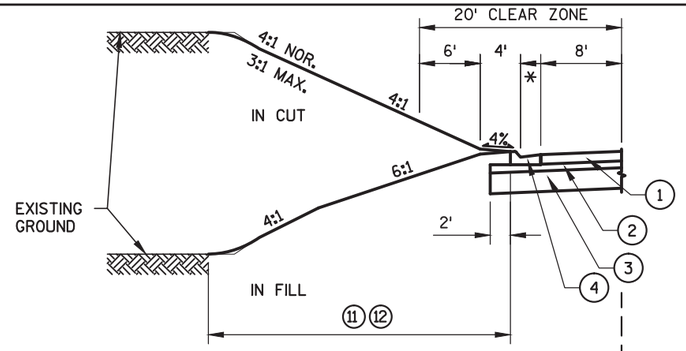


TYPICAL FINISHED SECTION
STA. 137+19'G' - STA. 142+60'G'

LEGEND

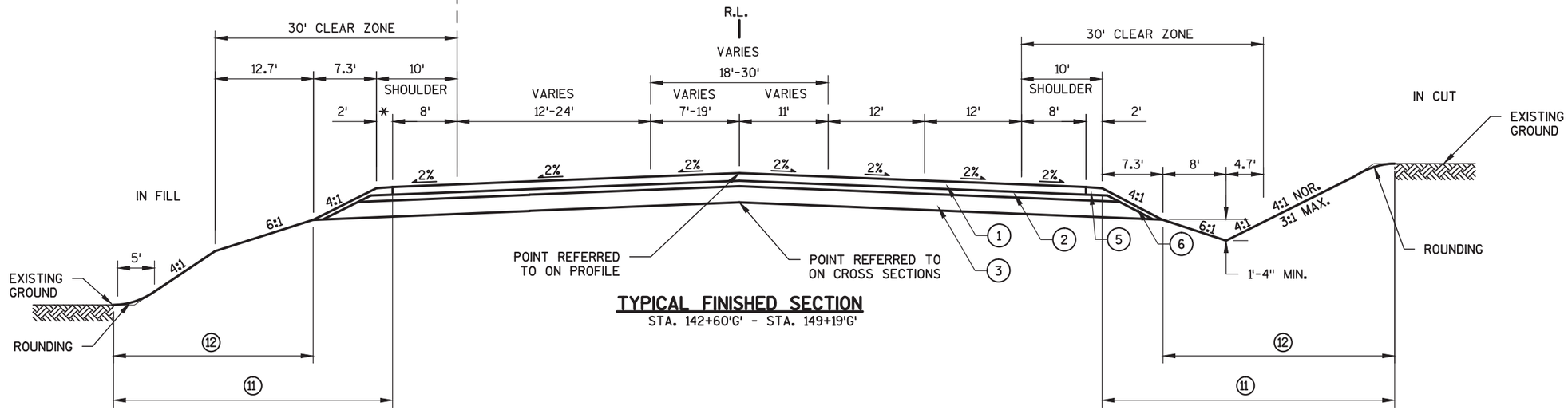
(1)	5.75-INCH HMA PAVEMENT, TYPE E-3
(2)	4-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(7)	CONCRETE SIDEWALK 4"
(8)	6-INCH BASE AGGREGATE DENSE 1 1/4"
(9)	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
(9R)	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J - REVERSE SLOPE
(10)	9-INCH CONCRETE CORRUGATED MEDIAN FLUSH - SEE CONSTRUCTION DETAIL
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

PROJECT NO: 5996-00-72	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: CTH G	SHEET 8	E



*TYPICAL FINISHED CURB SECTION

STA. 144+00'G'-147+25'G'



TYPICAL FINISHED SECTION

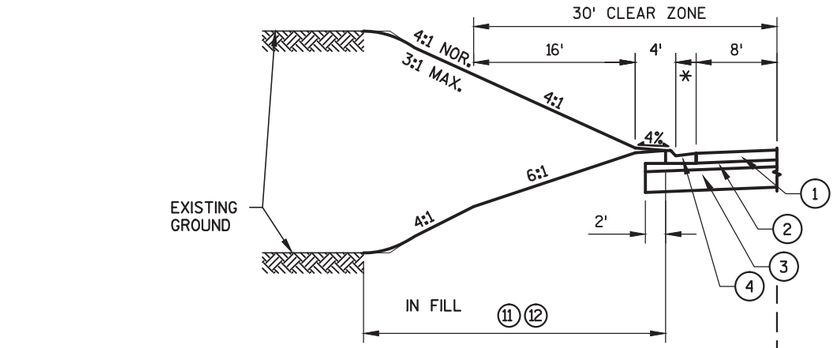
STA. 142+60'G' - STA. 149+19'G'

LEGEND

1	5.75-INCH HMA PAVEMENT, TYPE E-3
2	4-INCH BASE AGGREGATE DENSE 1¼-INCH
3	12-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
5	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
6	3-INCH BASE AGGREGATE DENSE 3/4-INCH
11	SEED, TEMPORARY SEED, FERTILIZER
12	SALVAGED TOPSOIL & MULCH

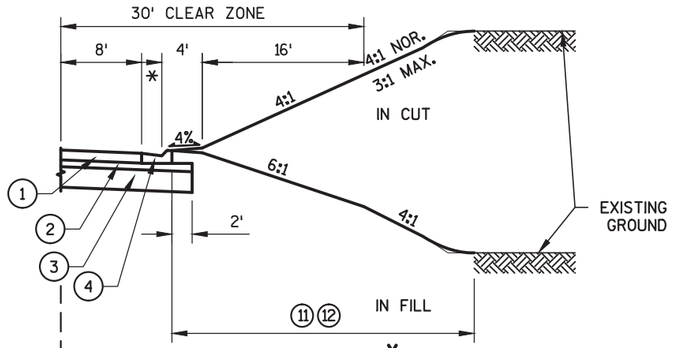
* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS.

PROJECT NO: 5996-00-72	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: CTH G	SHEET 9	E



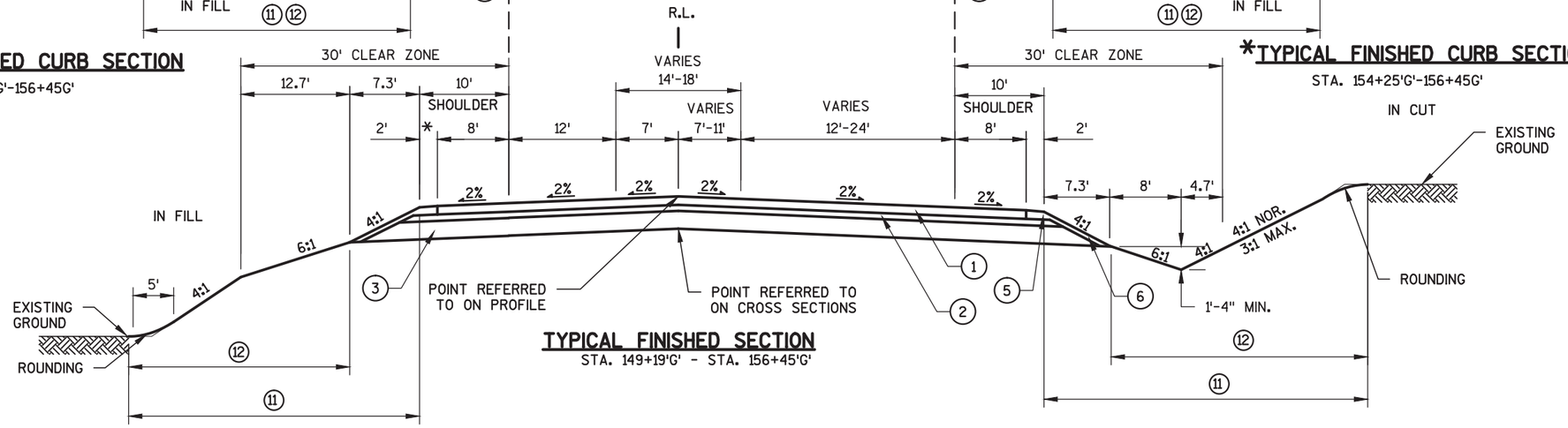
***TYPICAL FINISHED CURB SECTION**

STA. 153+40'G'-156+45G'



***TYPICAL FINISHED CURB SECTION**

STA. 154+25'G'-156+45G'



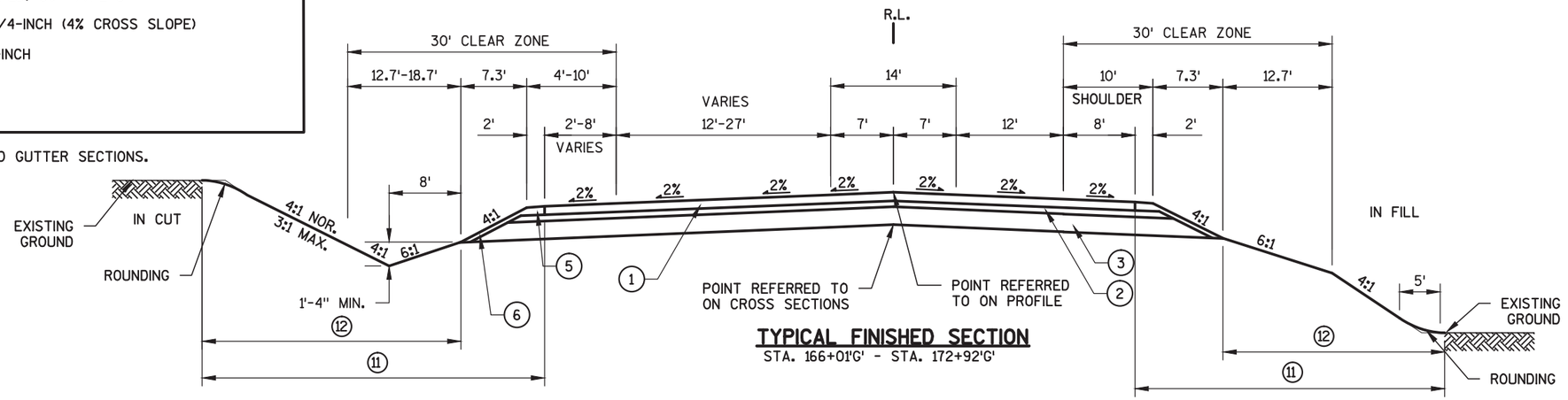
TYPICAL FINISHED SECTION

STA. 149+19'G' - STA. 156+45'G'

LEGEND

(1)	5.75-INCH HMA PAVEMENT, TYPE E-3
(2)	4-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5.75-INCH BASE AGGREGATE DENSE 3/4-INCH (4% CROSS SLOPE)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS.



TYPICAL FINISHED SECTION

STA. 166+01'G' - STA. 172+92'G'

PROJECT NO: 5996-00-72	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: CTH G	SHEET 10	E

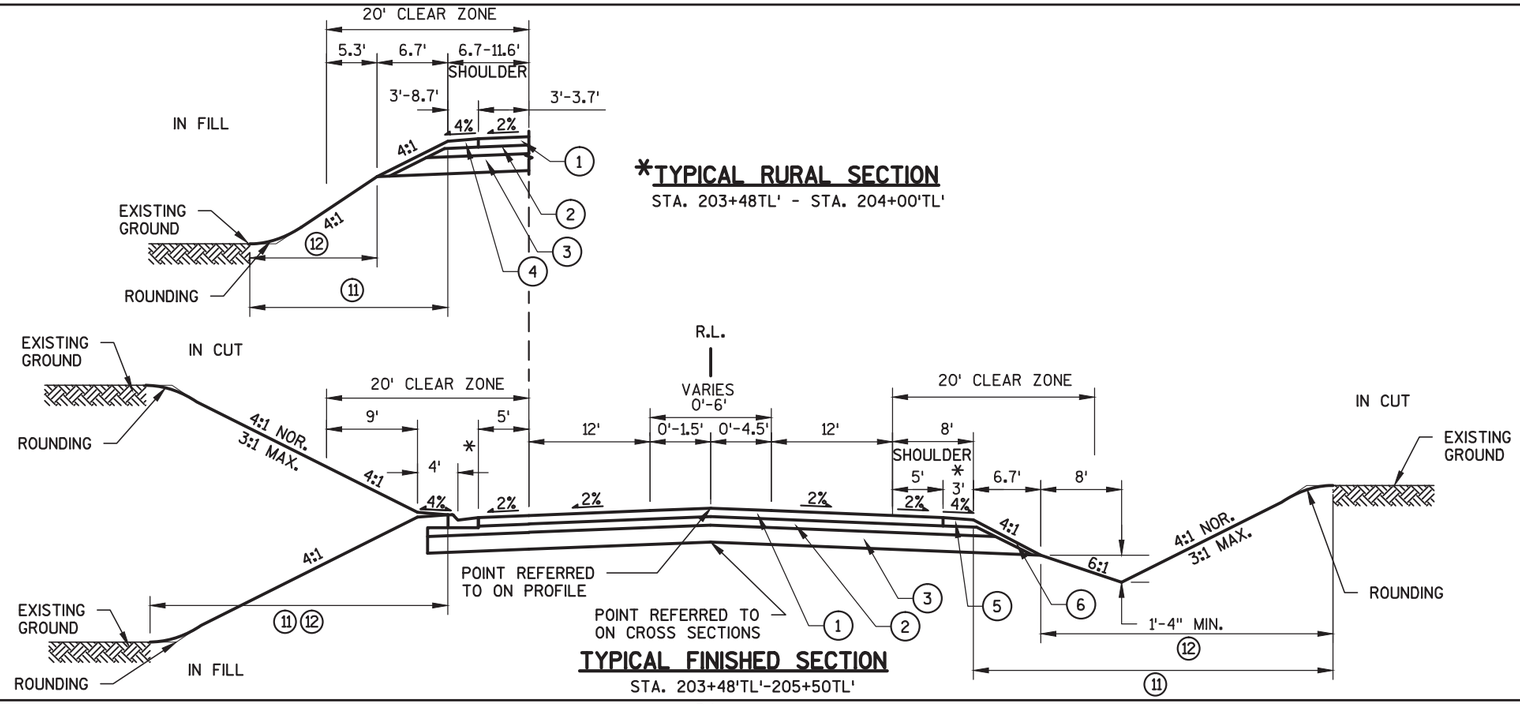
2

2

LEGEND

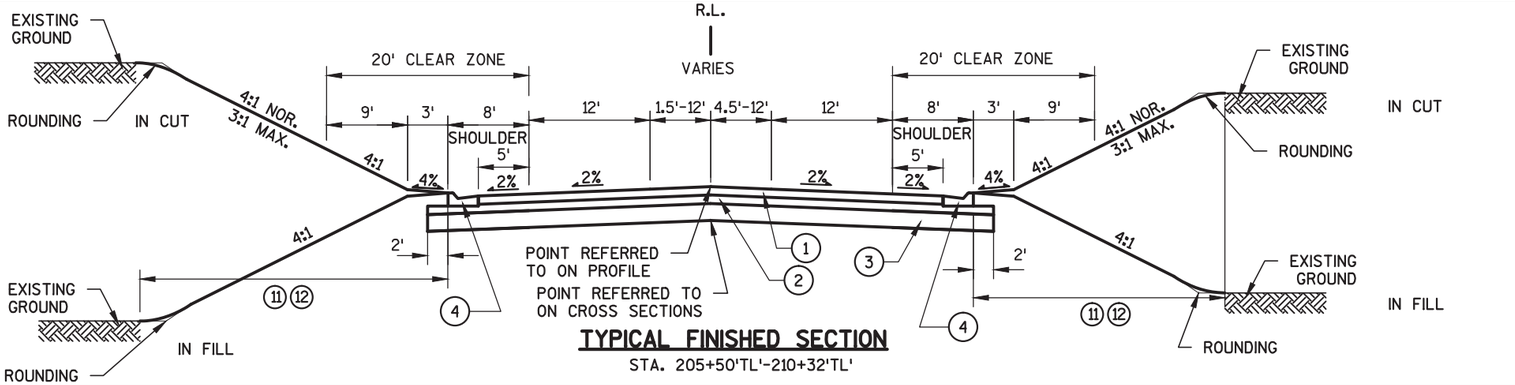
(1)	5-INCH HMA PAVEMENT, TYPE E-3
(2)	5-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	10-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5-INCH BASE AGGREGATE DENSE 3/4-INCH (4% SLOPED)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(7)	CONCRETE SIDEWALK 4"
(8)	6-INCH BASE AGGREGATE DENSE 1 1/4"
(9R)	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J - REVERSE SLOPE
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS.

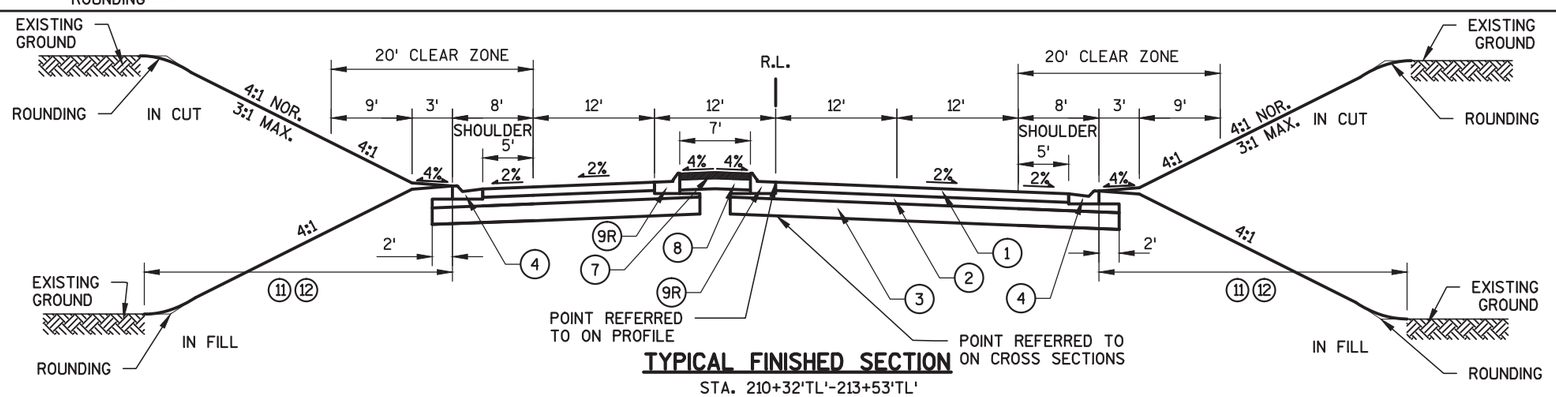


***TYPICAL RURAL SECTION**
STA. 203+48TL' - STA. 204+00'TL'

TYPICAL FINISHED SECTION
STA. 203+48'TL'-205+50TL'

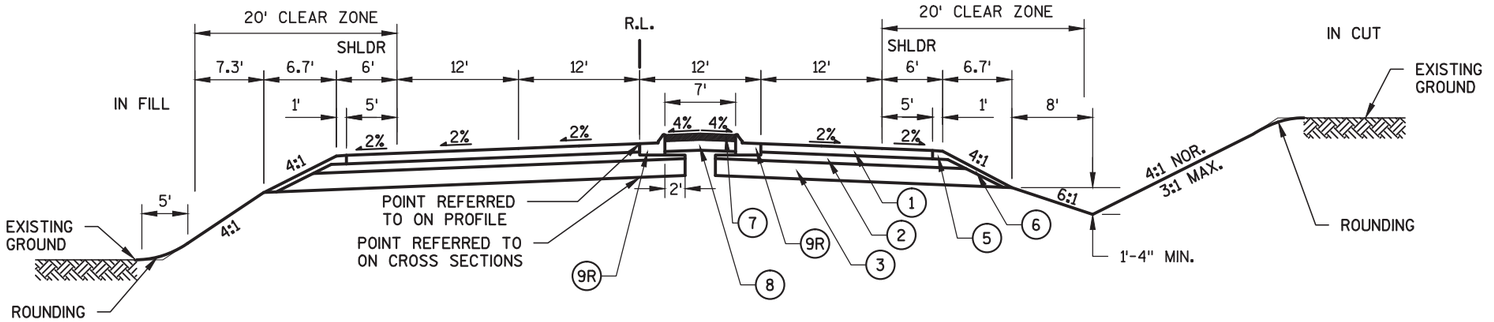


TYPICAL FINISHED SECTION
STA. 205+50'TL'-210+32'TL'



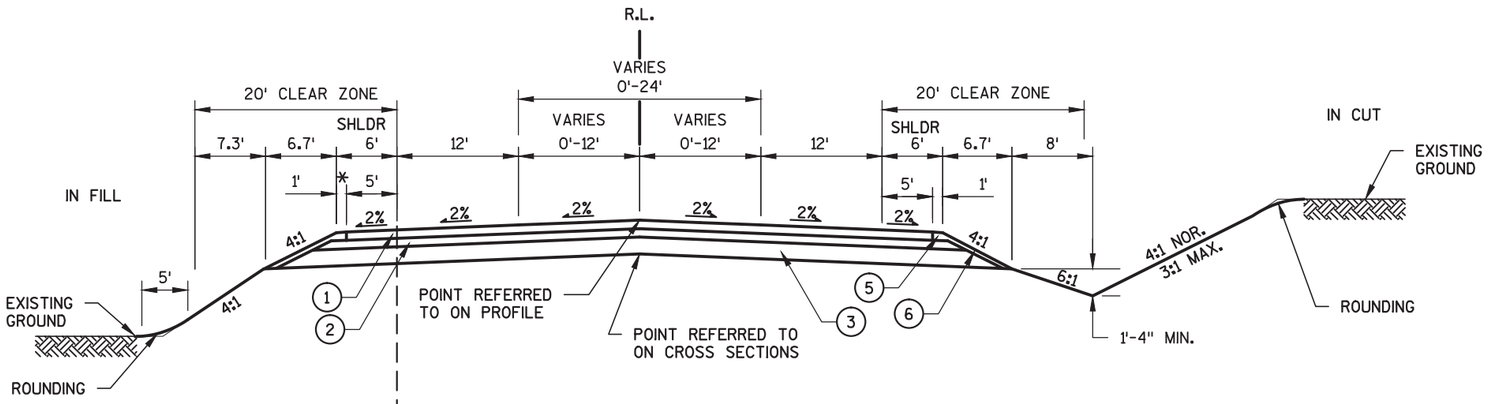
TYPICAL FINISHED SECTION
STA. 210+32'TL'-213+53'TL'

PROJECT NO: 5996-00-73	HWY: CTH G	COUNTY: ROCK	FINISHED TYPICAL SECTIONS: TOWNLINE ROAD	SHEET 11 E



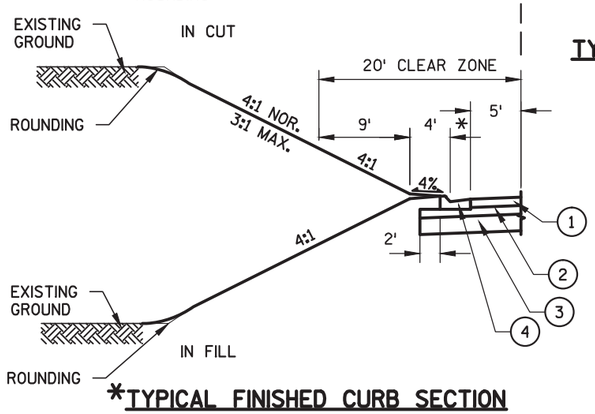
TYPICAL FINISHED SECTION

214+95'TL'-217+13'TL'



TYPICAL FINISHED SECTION

217+13'TL'-228+25TL'



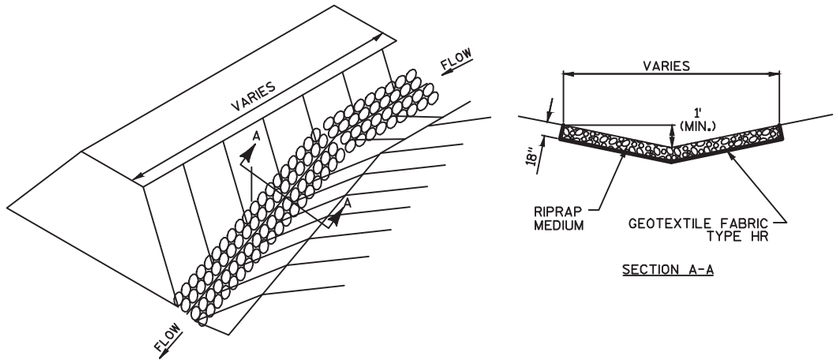
*TYPICAL FINISHED CURB SECTION

STA. 223+00'TL' - STA. 227+60'TL'

LEGEND

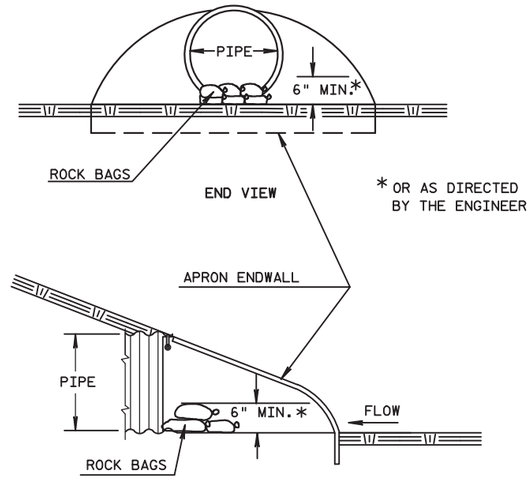
(1)	5-INCH HMA PAVEMENT, TYPE E-3
(2)	5-INCH BASE AGGREGATE DENSE 1¼-INCH
(3)	10-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE CURB AND GUTTER 4" SLOPED, 36" TYPE D
(5)	5-INCH BASE AGGREGATE DENSE 3/4-INCH (4% SLOPED)
(6)	3-INCH BASE AGGREGATE DENSE 3/4-INCH
(7)	CONCRETE SIDEWALK 4"
(8)	6-INCH BASE AGGREGATE DENSE 1 1/4"
(9R)	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J - REVERSE SLOPE
(11)	SEED, TEMPORARY SEED, FERTILIZER
(12)	SALVAGED TOPSOIL & MULCH

* SEE STATION LOCATIONS FOR CURB AND GUTTER SECTIONS.



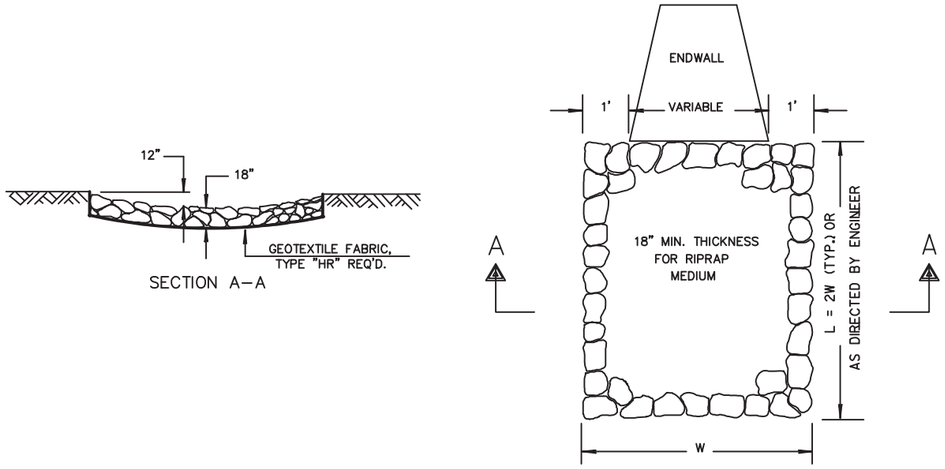
RIPRAP MEDIUM AND GEOTEXTILE FABRIC
TYPE HR AT CUT TO FILL TRANSITIONS

SEE EROSION CONTROL PLANS FOR LOCATIONS



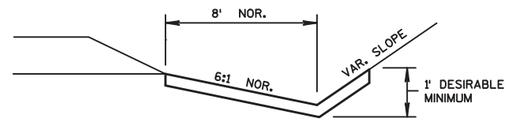
CULVERT PIPE CHECK

SEE EROSION CONTROL PLANS FOR LOCATIONS



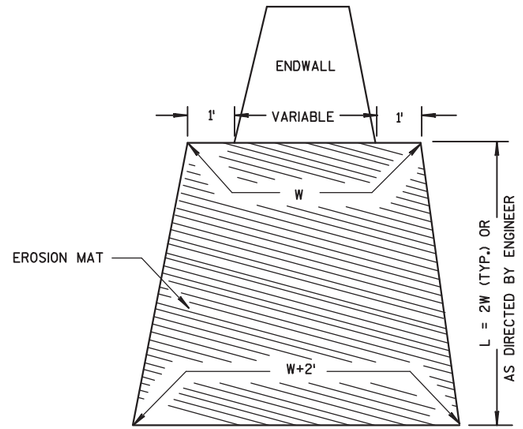
RIPRAP MEDIUM TREATMENT AT CULVERTS

SEE EROSION CONTROL PLAN FOR LOCATIONS



EROSION MAT DETAIL FOR DITCHES

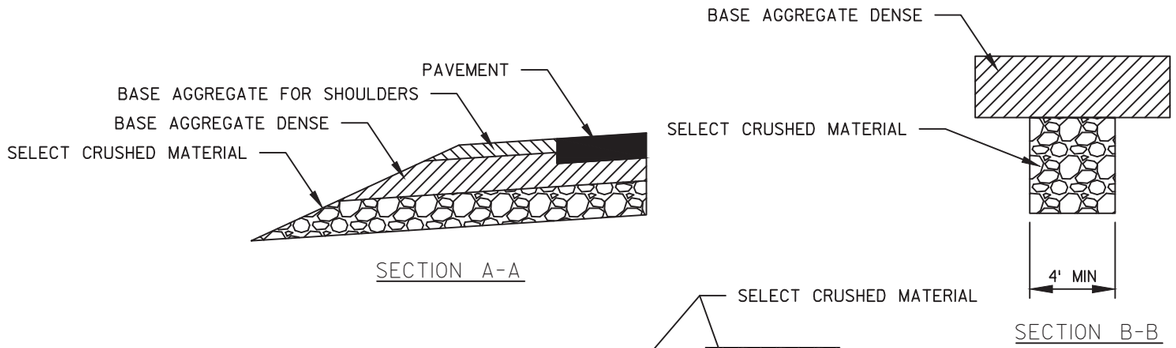
SEE EROSION CONTROL PLANS FOR LOCATIONS



EROSION MAT TREATMENT AT CULVERTS

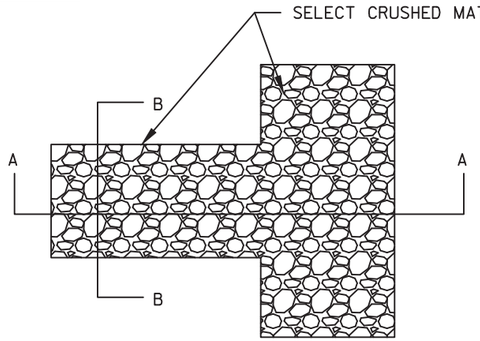
SEE EROSION CONTROL PLANS FOR LOCATIONS

PROJECT NO:5966-00-72/73	HWY:CTH G	COUNTY:ROCK	CONSTRUCTION DETAILS	SHEET 13	E



SECTION A-A

SECTION B-B

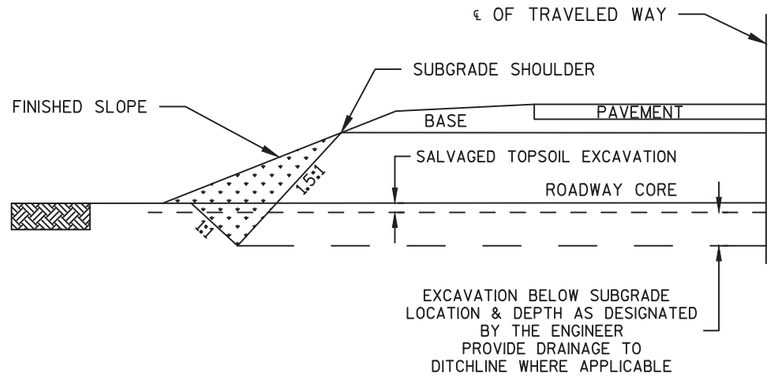


FRENCH DRAIN DETAIL

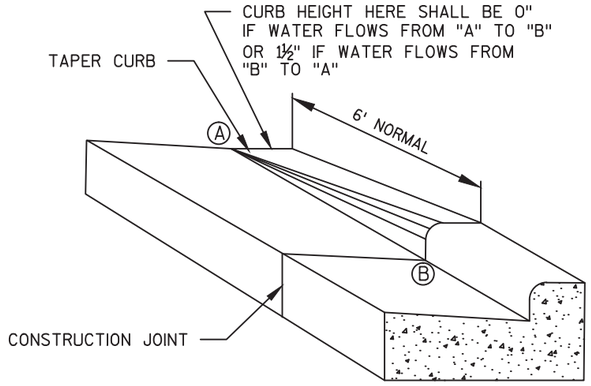
DRAINS ARE TO BE CONSTRUCTED AT EBS LOCATIONS.

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

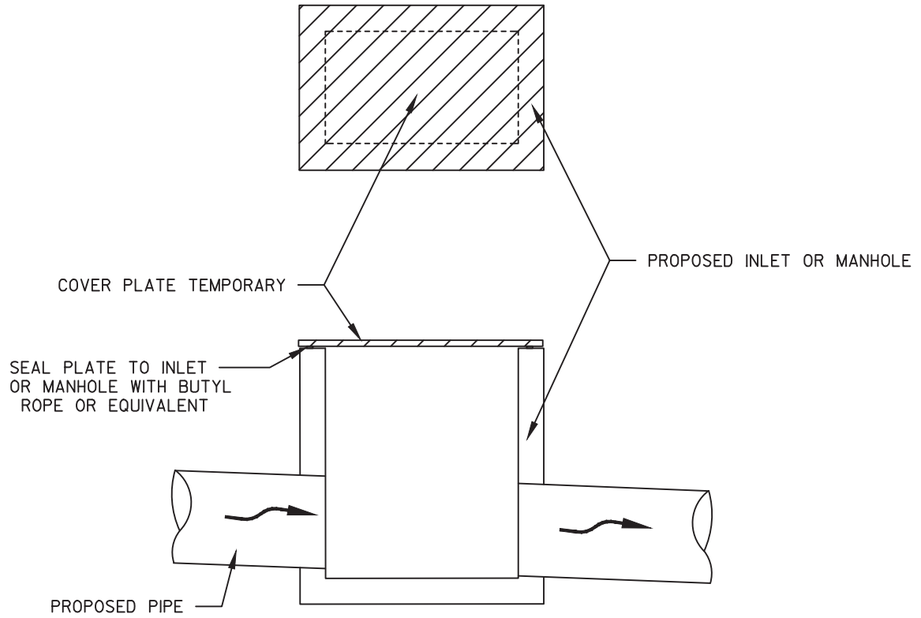
EXCAVATION TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL



DETAIL FOR EXCAVATION BELOW SUBGRADE

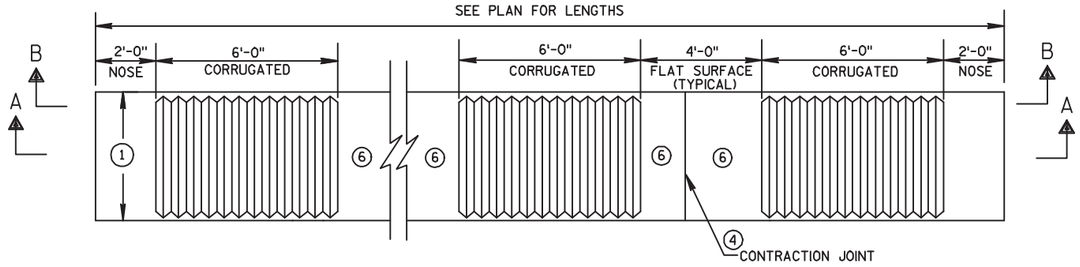


DETAIL OF CURB & GUTTER TERMINI



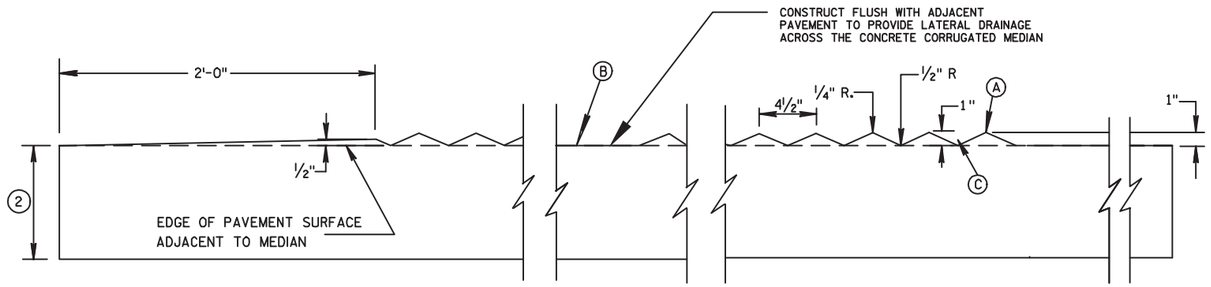
COVER PLATE TEMPORARY DETAIL
SEE STAGING PLAN FOR LOCATIONS

PROJECT NO:5966-00-72/73	HWY:CTH G	COUNTY:ROCK	CONSTRUCTION DETAILS	SHEET 14	E



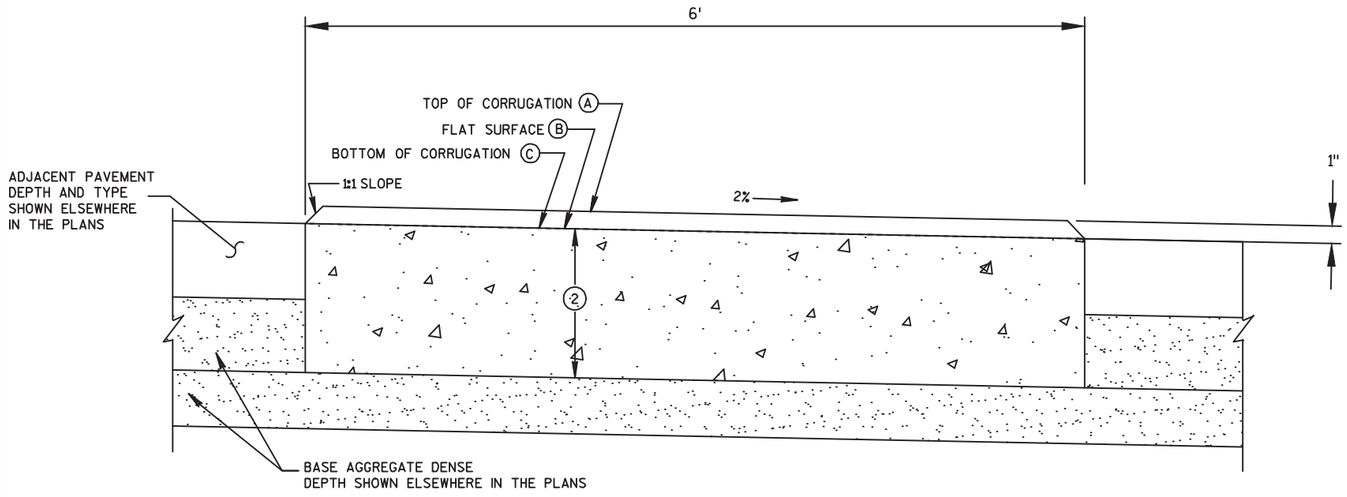
PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN FLUSH



SECTION A - A

LONGITUDINAL SECTION



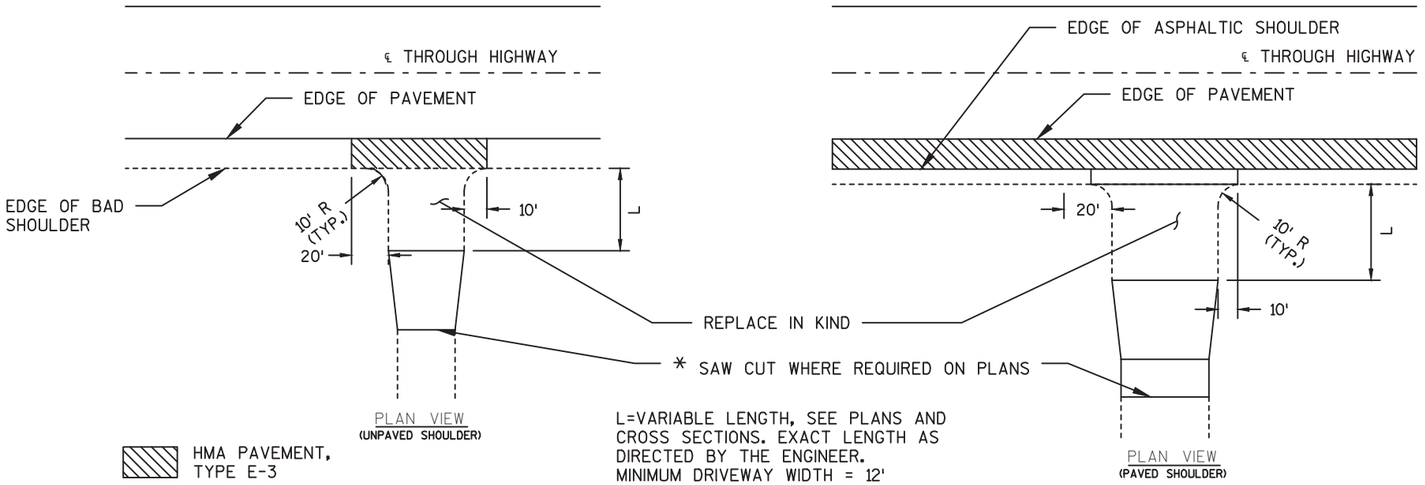
HALF CROSS SECTION

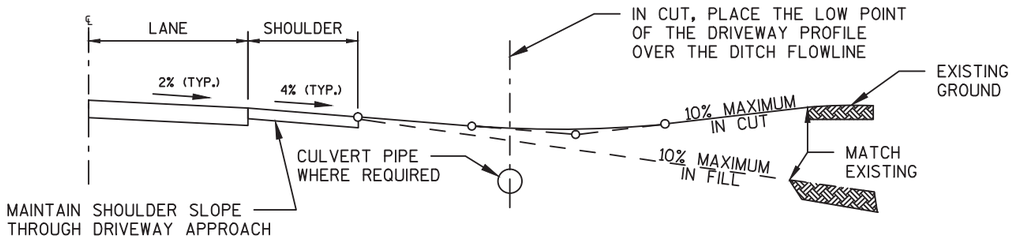
② CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT

GENERAL NOTES

1. SEE PLANS FOR WIDTH.
2. THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
   ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
   (1) NEW OR EXISTING CONCRETE PAVEMENT.
   (2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
   (3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.
4. CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.
5. SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.
6. YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.

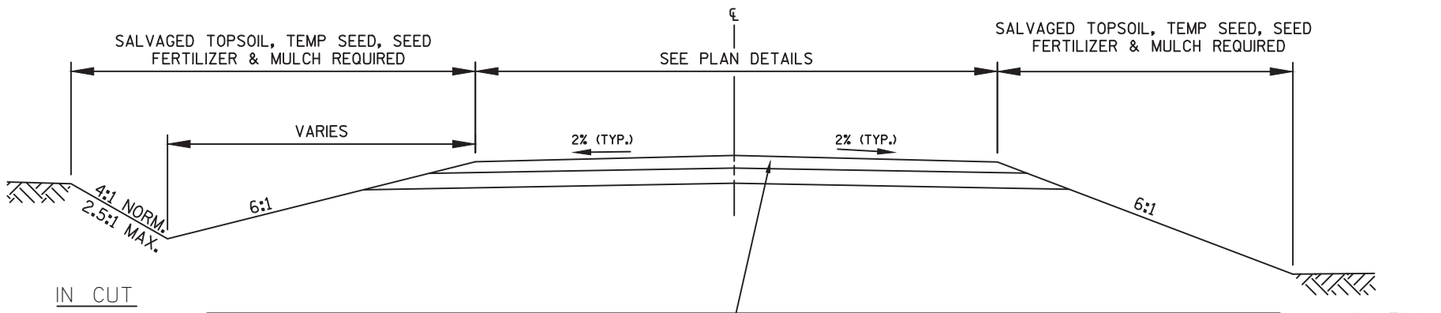
2





PROFILE VIEW

TYPICAL DRIVEWAY DETAILS

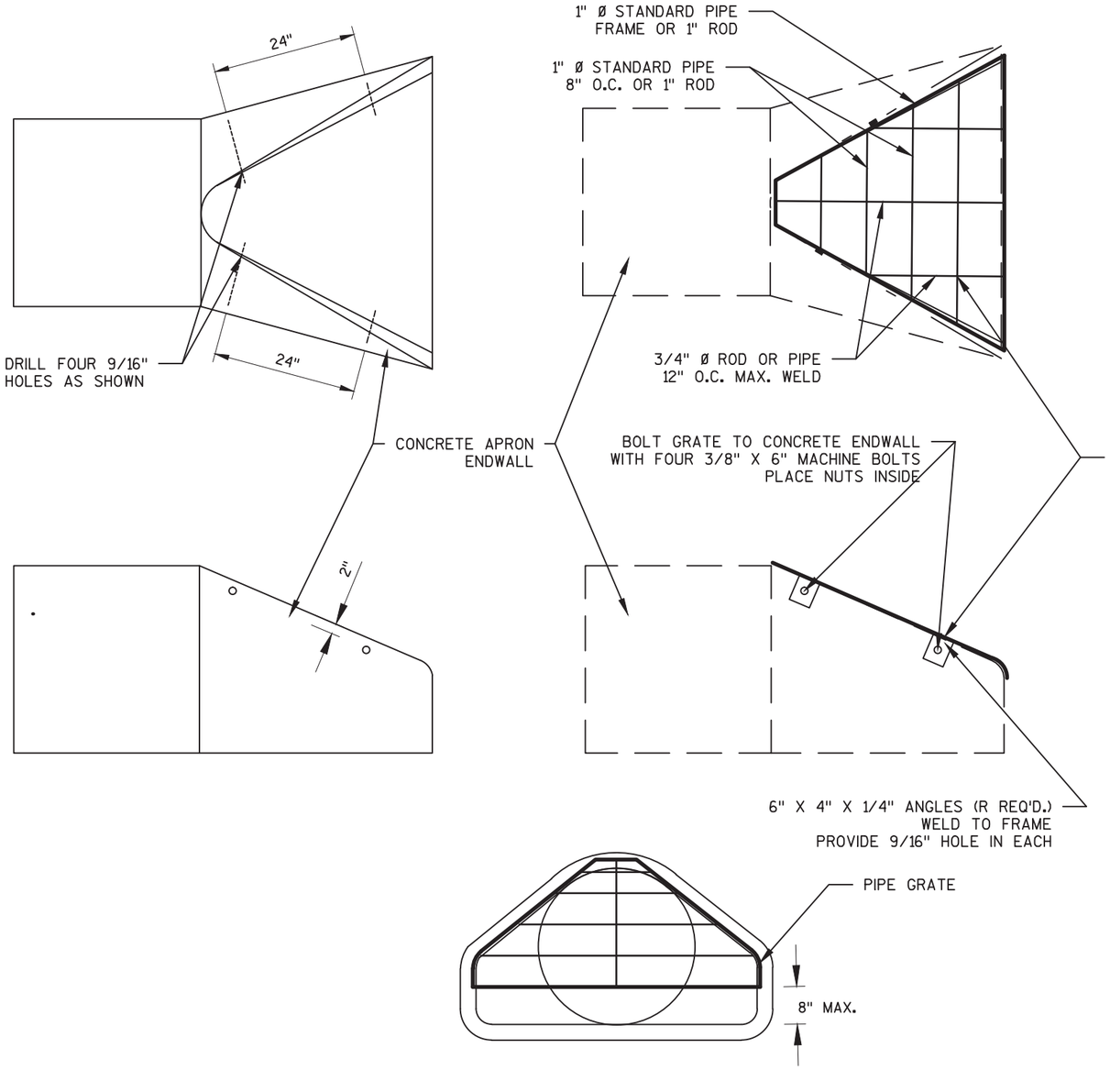


(BAD F.E.'S)
6" BASE AGGREGATE DENSE ¾" OVER
4" BASE AGGREGATE DENSE 1 ¼" OVER
10"-3" BASE AGGREGATE DENSE

(HMA P.E.'S)
3" ASPHALTIC SURFACE DRIVEWAYS OVER
4" BASE AGGREGATE DENSE 1 ¼" OVER
10"-3" BASE AGGREGATE DENSE

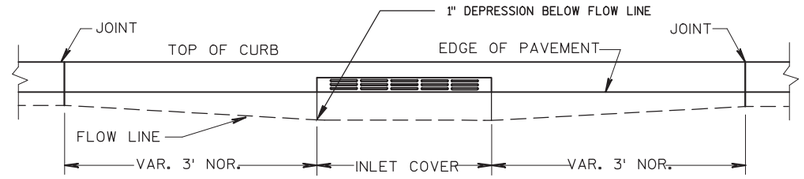
(HMA C.E.'S)
5" ASPHALTIC SURFACE DRIVEWAYS OVER
4" BASE AGGREGATE DENSE 1 ¼" OVER
10"-3" BASE AGGREGATE DENSE

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 16	E



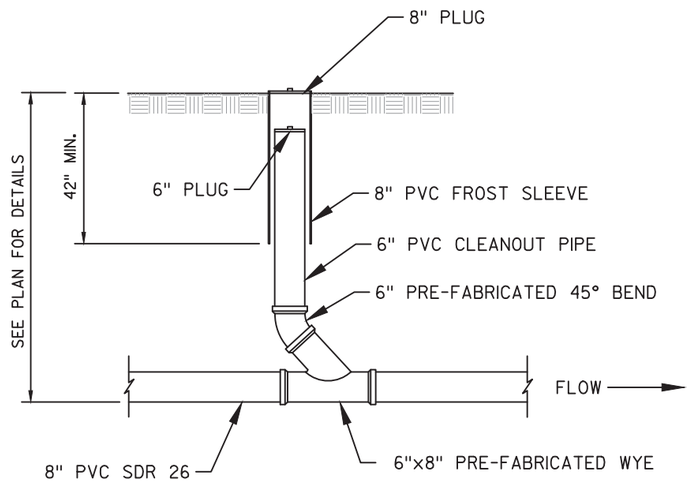
PIPE GRATE DETAIL

SEE PLAN & PROFILE FOR LOCATIONS



ELEVATION

DETAIL OF CURB AND GUTTER AT INLETS

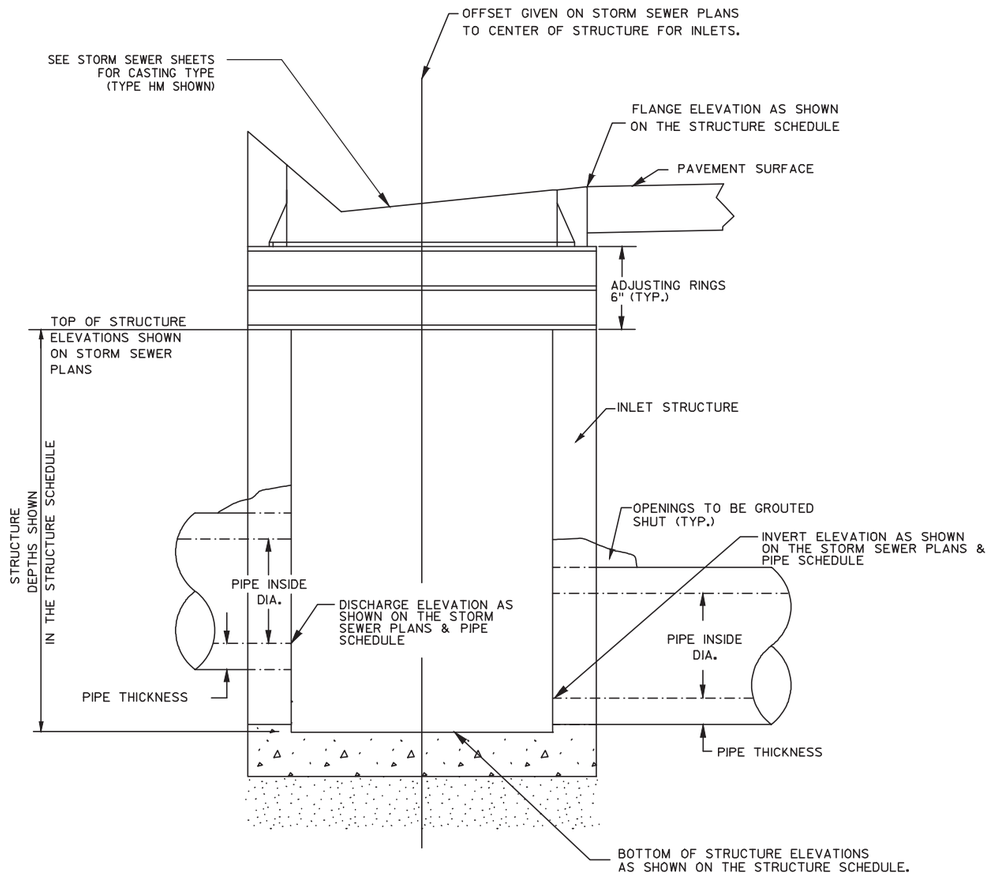


PVC CLEANOUT WITH SLEEVE

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-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT.

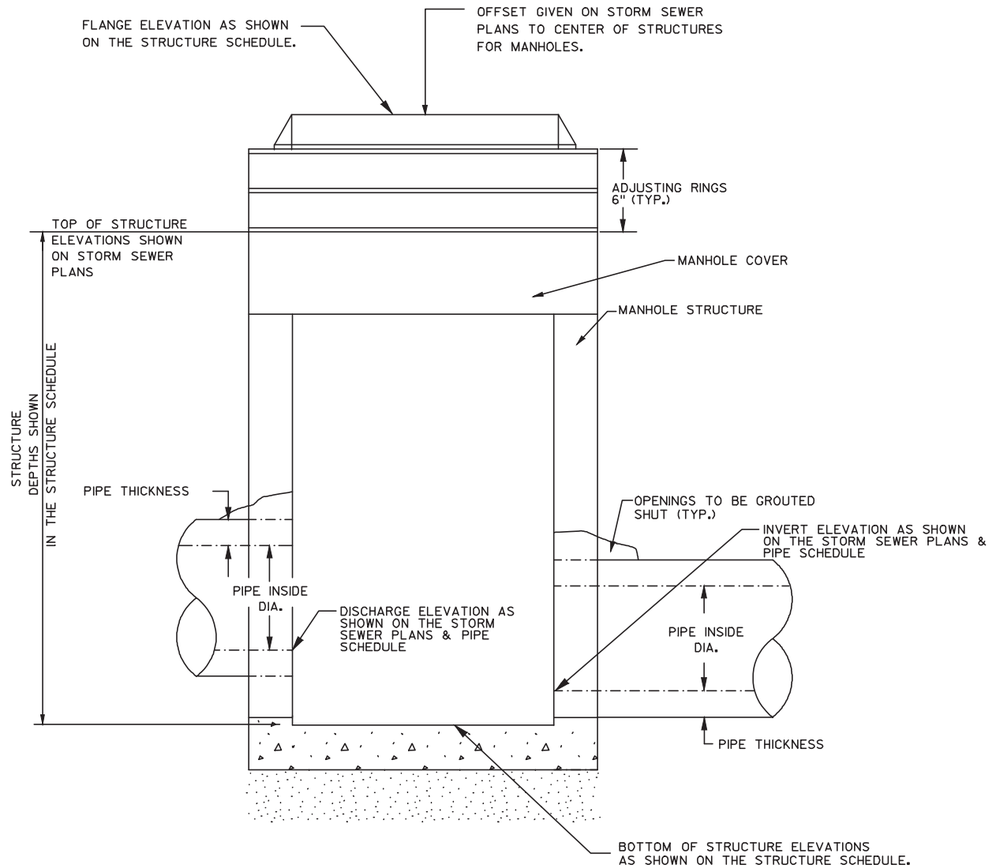


DETAIL OF INLET W/CASTING

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, S.D.D. FOR MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER.



DETAIL OF MANHOLE W/CASTING

2

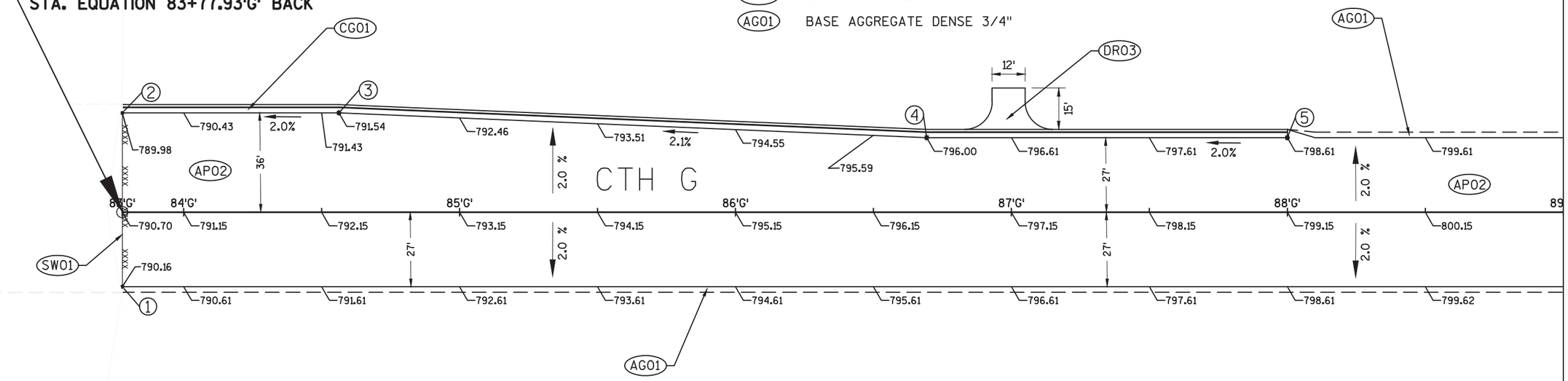
POINT	STATION	OFFSET	X	Y
1	83+77.76 'G'	27.0 RT	496,459.18	227,880.41
2	83+77.76 'G'	36.0 LT	496,396.18	227,881.07
3	84+56.28 'G'	36.0 LT	496,397.02	227,959.58
4	86+69.29 'G'	27.0 LT	496,408.27	228,172.50
5	88+00.00 'G'	27.0 LT	496,409.65	228,303.19

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

N

BEGIN PROJECT I.D. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83+77.93'G' BACK

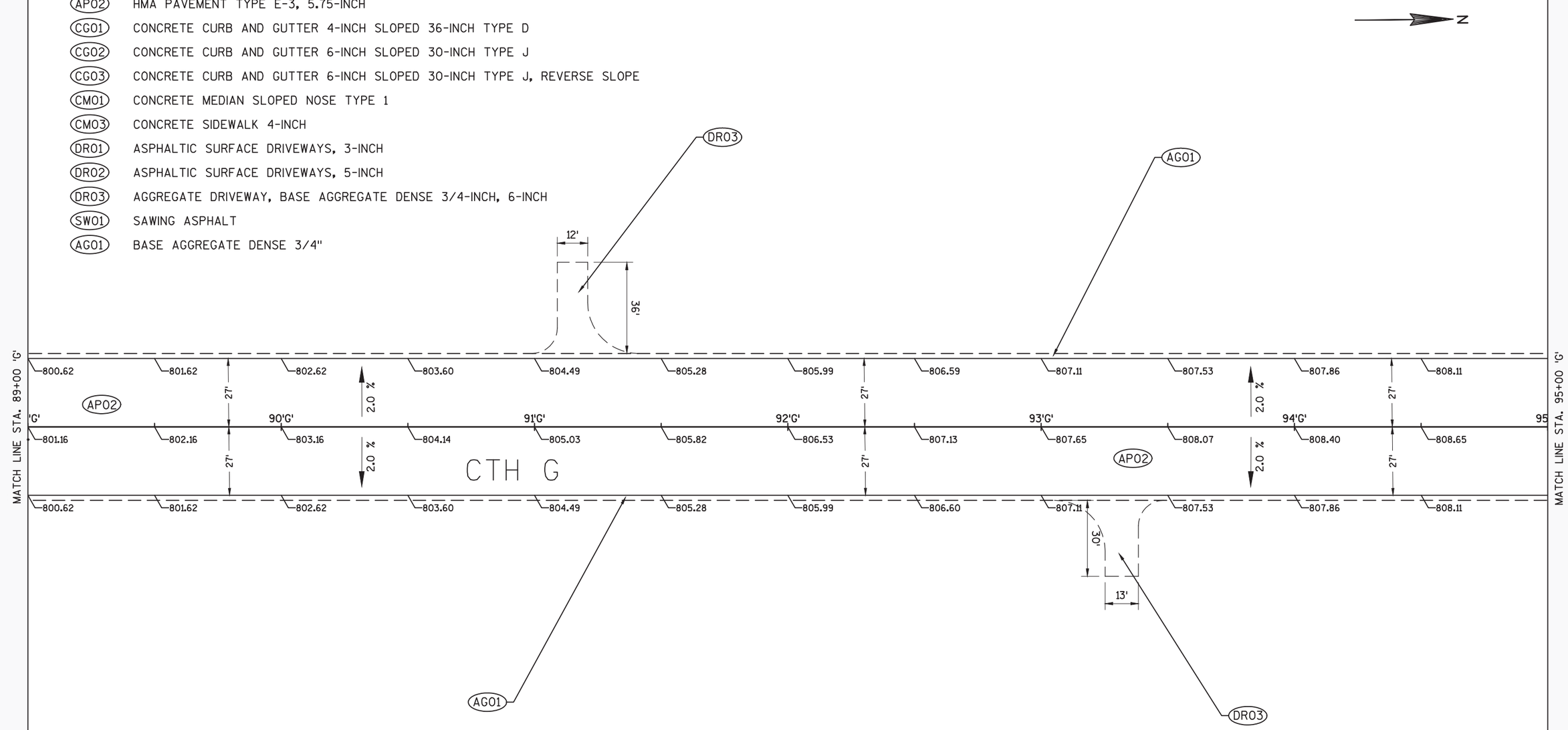


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:18 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:18 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 95+00 'G'

MATCH LINE STA. 101+00 'G'

'G' 96'G' 97'G' 98'G' 99'G' 100'G' 101

808.36 808.62 808.87 809.12 809.37 809.62 809.87 810.12 810.37 810.62 810.87 811.12

808.90 809.16 809.41 809.66 809.91 810.16 810.41 810.66 810.91 811.16 811.41 811.66

2.0 %

27'

AG01

AP02

CTH G

25'

12'

DR03

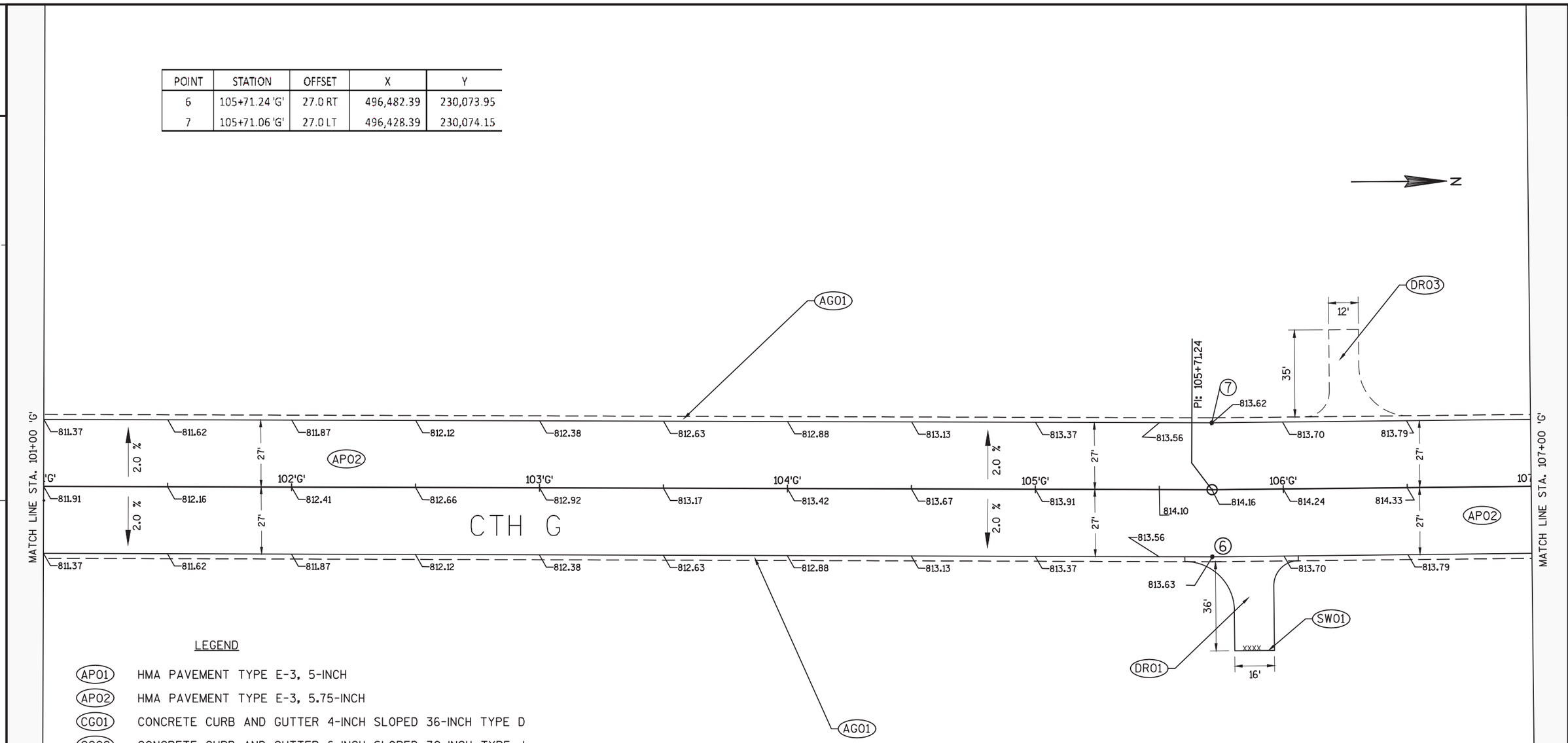
LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:18 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

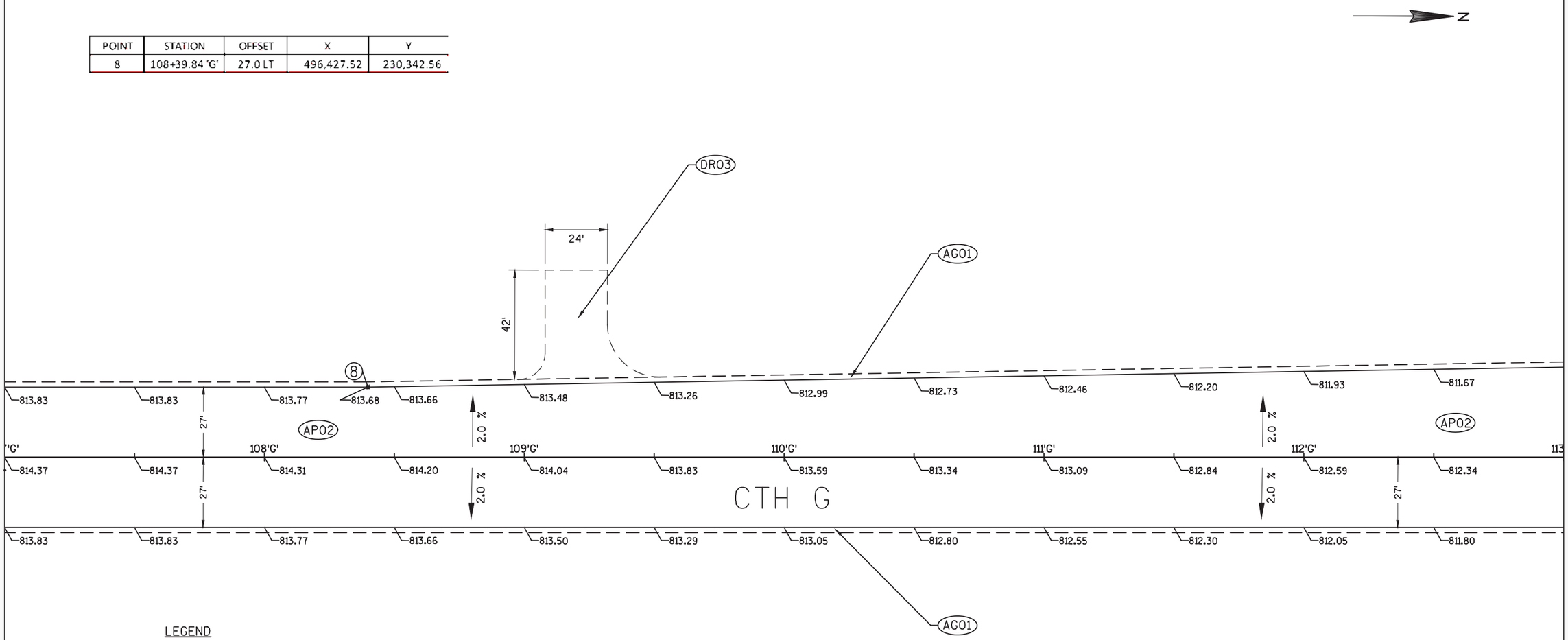
POINT	STATION	OFFSET	X	Y
6	105+71.24 'G'	27.0 RT	496,482.39	230,073.95
7	105+71.06 'G'	27.0 LT	496,428.39	230,074.15



LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

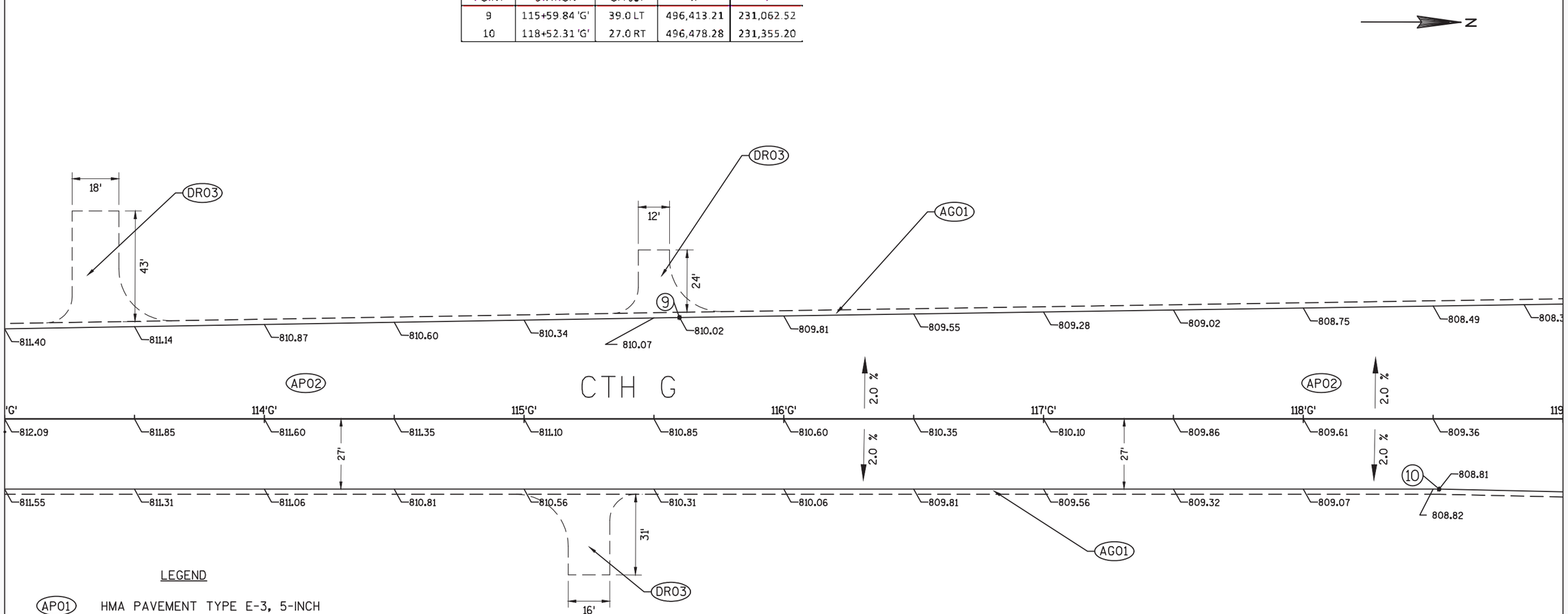
POINT	STATION	OFFSET	X	Y
8	108+39.84 'G'	27.0 LT	496,427.52	230,342.56



LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

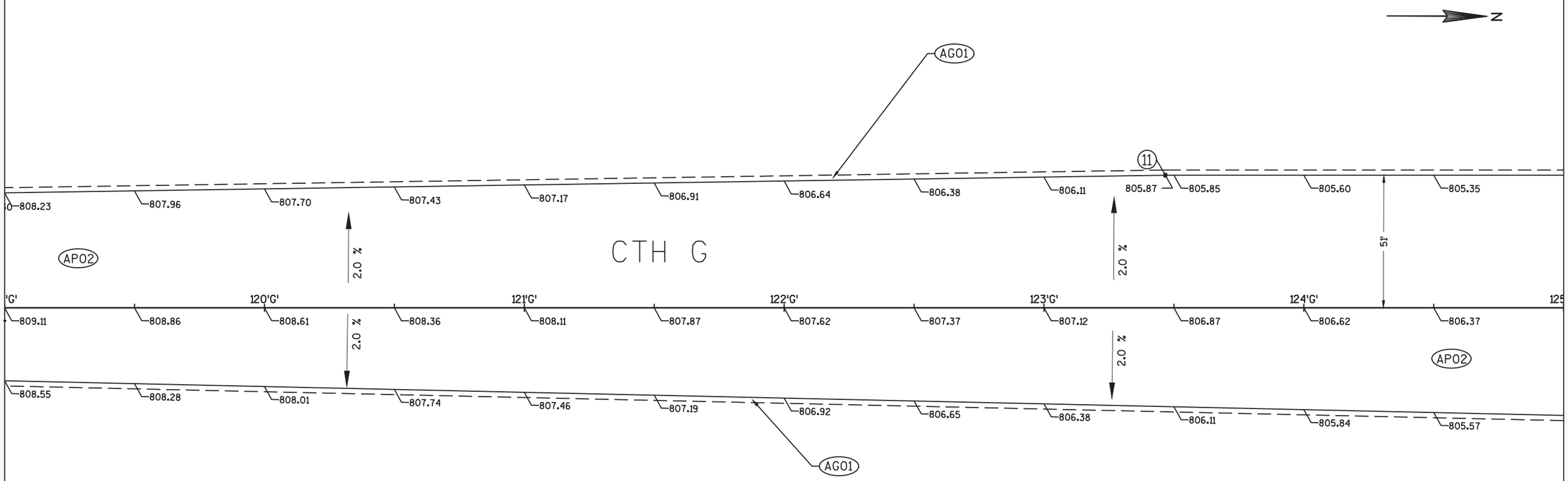
POINT	STATION	OFFSET	X	Y
9	115+59.84 'G'	39.0 LT	496,413.21	231,062.52
10	118+52.31 'G'	27.0 RT	496,478.28	231,355.20



LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

POINT	STATION	OFFSET	X	Y
11	123+46.69 'G'	51.0 LT	496,398.69	231,849.33



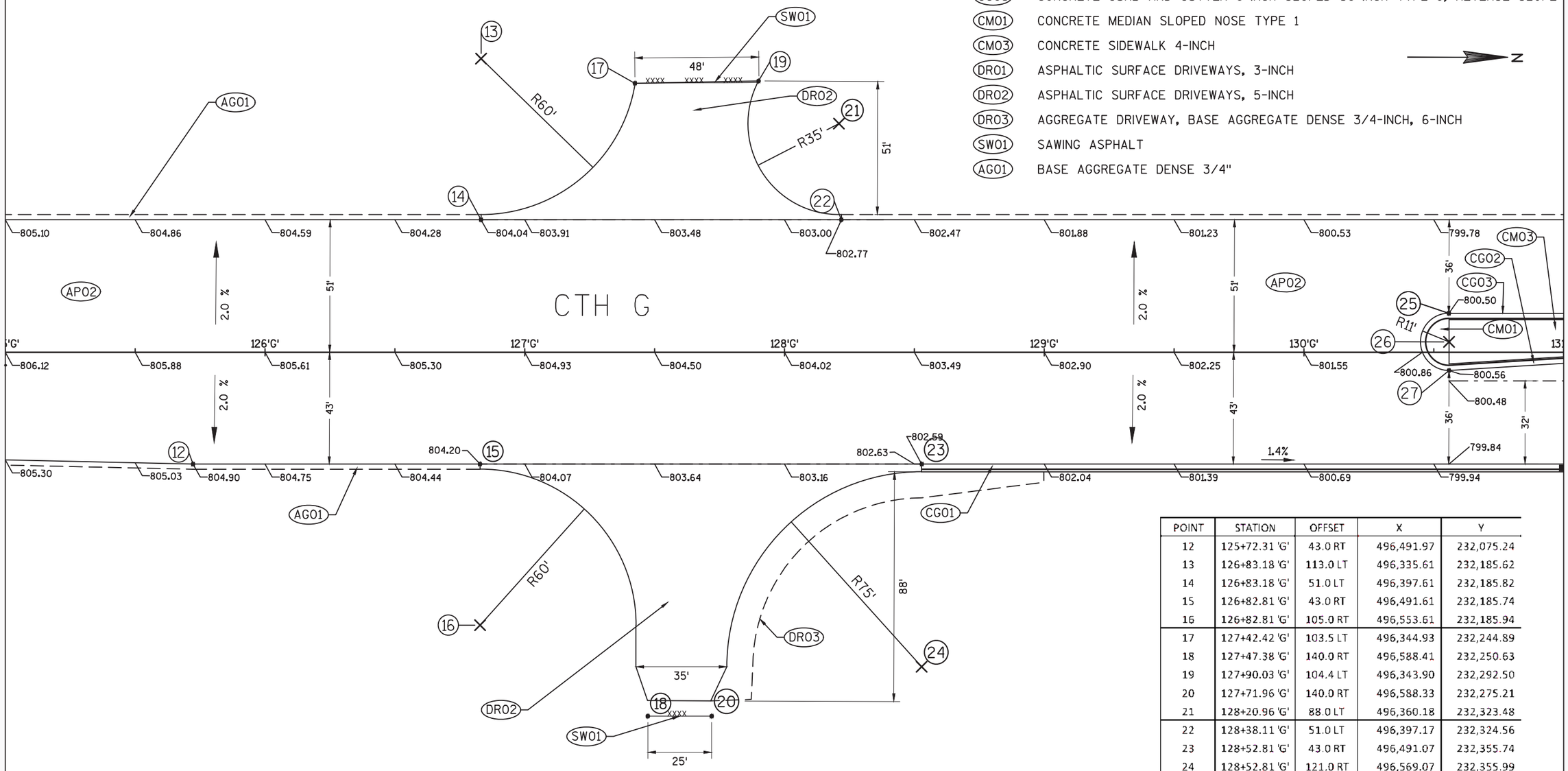
LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
AG01	BASE AGGREGATE DENSE 3/4"

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 25	E

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



POINT	STATION	OFFSET	X	Y
12	125+72.31 'G'	43.0 RT	496,491.97	232,075.24
13	126+83.18 'G'	113.0 LT	496,335.61	232,185.62
14	126+83.18 'G'	51.0 LT	496,397.61	232,185.82
15	126+82.81 'G'	43.0 RT	496,491.61	232,185.74
16	126+82.81 'G'	105.0 RT	496,553.61	232,185.94
17	127+42.42 'G'	103.5 LT	496,344.93	232,244.89
18	127+47.38 'G'	140.0 RT	496,588.41	232,250.63
19	127+90.03 'G'	104.4 LT	496,343.90	232,292.50
20	127+71.96 'G'	140.0 RT	496,588.33	232,275.21
21	128+20.96 'G'	88.0 LT	496,360.18	232,323.48
22	128+38.11 'G'	51.0 LT	496,397.17	232,324.56
23	128+52.81 'G'	43.0 RT	496,491.07	232,355.74
24	128+52.81 'G'	121.0 RT	496,569.07	232,355.99
25	130+55.79 'G'	15.0 LT	496,432.42	232,558.54
26	130+55.82 'G'	4.0 LT	496,443.42	232,558.60
27	130+55.82 'G'	7.0 RT	496,454.42	232,558.64

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

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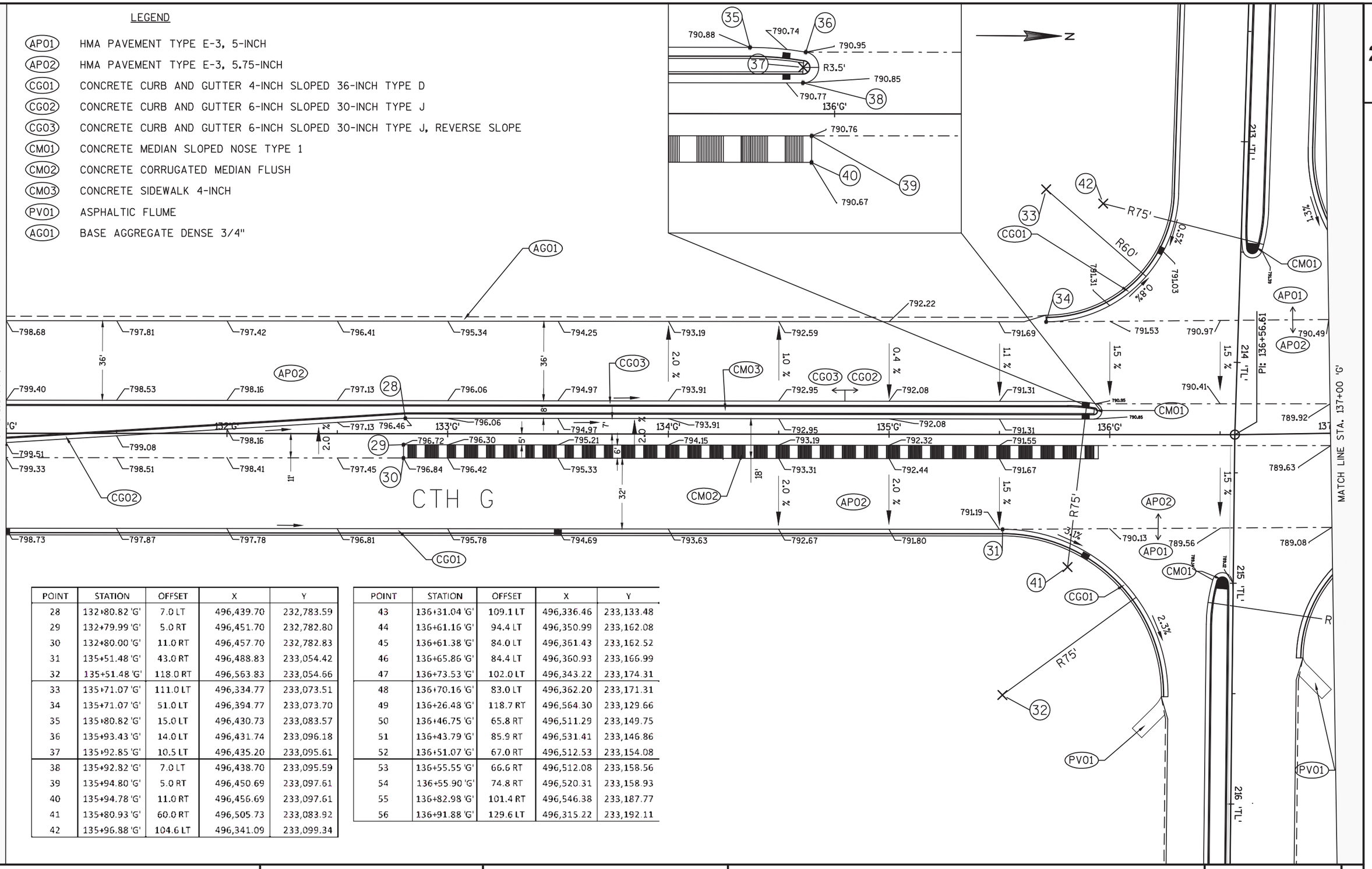
WISDOT/CADDS SHEET 42

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM02	CONCRETE CORRUGATED MEDIAN FLUSH
CM03	CONCRETE SIDEWALK 4-INCH
PV01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4"



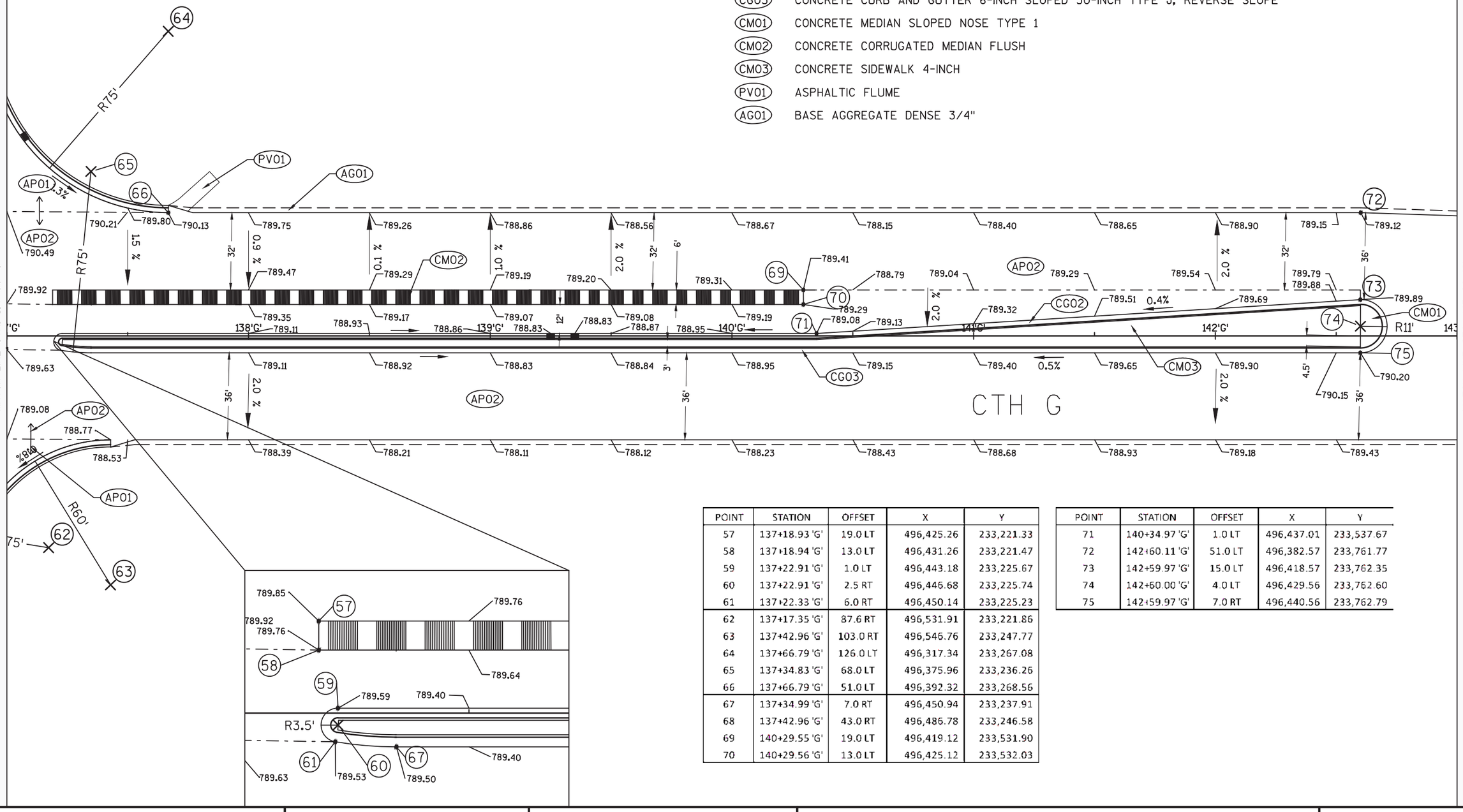
POINT	STATION	OFFSET	X	Y
28	132+80.82 'G'	7.0 LT	496,439.70	232,783.59
29	132+79.99 'G'	5.0 RT	496,451.70	232,782.80
30	132+80.00 'G'	11.0 RT	496,457.70	232,782.83
31	135+51.48 'G'	43.0 RT	496,488.83	233,054.42
32	135+51.48 'G'	118.0 RT	496,563.83	233,054.66
33	135+71.07 'G'	111.0 LT	496,334.77	233,073.51
34	135+71.07 'G'	51.0 LT	496,394.77	233,073.70
35	135+80.82 'G'	15.0 LT	496,430.73	233,083.57
36	135+93.43 'G'	14.0 LT	496,431.74	233,096.18
37	135+92.85 'G'	10.5 LT	496,435.20	233,095.61
38	135+92.82 'G'	7.0 LT	496,438.70	233,095.59
39	135+94.80 'G'	5.0 RT	496,450.69	233,097.61
40	135+94.78 'G'	11.0 RT	496,456.69	233,097.61
41	135+80.93 'G'	60.0 RT	496,505.73	233,083.92
42	135+96.88 'G'	104.6 LT	496,341.09	233,099.34

POINT	STATION	OFFSET	X	Y
43	136+31.04 'G'	109.1 LT	496,336.46	233,133.48
44	136+61.16 'G'	94.4 LT	496,350.99	233,162.08
45	136+61.38 'G'	84.0 LT	496,361.43	233,162.52
46	136+65.86 'G'	84.4 LT	496,360.93	233,166.99
47	136+73.53 'G'	102.0 LT	496,343.22	233,174.31
48	136+70.16 'G'	83.0 LT	496,362.20	233,171.31
49	136+26.48 'G'	118.7 RT	496,564.30	233,129.66
50	136+46.75 'G'	65.8 RT	496,511.29	233,149.75
51	136+43.79 'G'	85.9 RT	496,531.41	233,146.86
52	136+51.07 'G'	67.0 RT	496,512.53	233,154.08
53	136+55.55 'G'	66.6 RT	496,512.08	233,158.56
54	136+55.90 'G'	74.8 RT	496,520.31	233,158.93
55	136+82.98 'G'	101.4 RT	496,546.38	233,187.77
56	136+91.88 'G'	129.6 LT	496,315.22	233,192.11

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 27	E

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM02	CONCRETE CORRUGATED MEDIAN FLUSH
CM03	CONCRETE SIDEWALK 4-INCH
PV01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4"



POINT	STATION	OFFSET	X	Y
57	137+18.93 'G'	19.0 LT	496,425.26	233,221.33
58	137+18.94 'G'	13.0 LT	496,431.26	233,221.47
59	137+22.91 'G'	1.0 LT	496,443.18	233,225.67
60	137+22.91 'G'	2.5 RT	496,446.68	233,225.74
61	137+22.33 'G'	6.0 RT	496,450.14	233,225.23
62	137+17.35 'G'	87.6 RT	496,531.91	233,221.86
63	137+42.96 'G'	103.0 RT	496,546.76	233,247.77
64	137+66.79 'G'	126.0 LT	496,317.34	233,267.08
65	137+34.83 'G'	68.0 LT	496,375.96	233,236.26
66	137+66.79 'G'	51.0 LT	496,392.32	233,268.56
67	137+34.99 'G'	7.0 RT	496,450.94	233,237.91
68	137+42.96 'G'	43.0 RT	496,486.78	233,246.58
69	140+29.55 'G'	19.0 LT	496,419.12	233,531.90
70	140+29.56 'G'	13.0 LT	496,425.12	233,532.03

POINT	STATION	OFFSET	X	Y
71	140+34.97 'G'	1.0 LT	496,437.01	233,537.67
72	142+60.11 'G'	51.0 LT	496,382.57	233,761.77
73	142+59.97 'G'	15.0 LT	496,418.57	233,762.35
74	142+60.00 'G'	4.0 LT	496,429.56	233,762.60
75	142+59.97 'G'	7.0 RT	496,440.56	233,762.79

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

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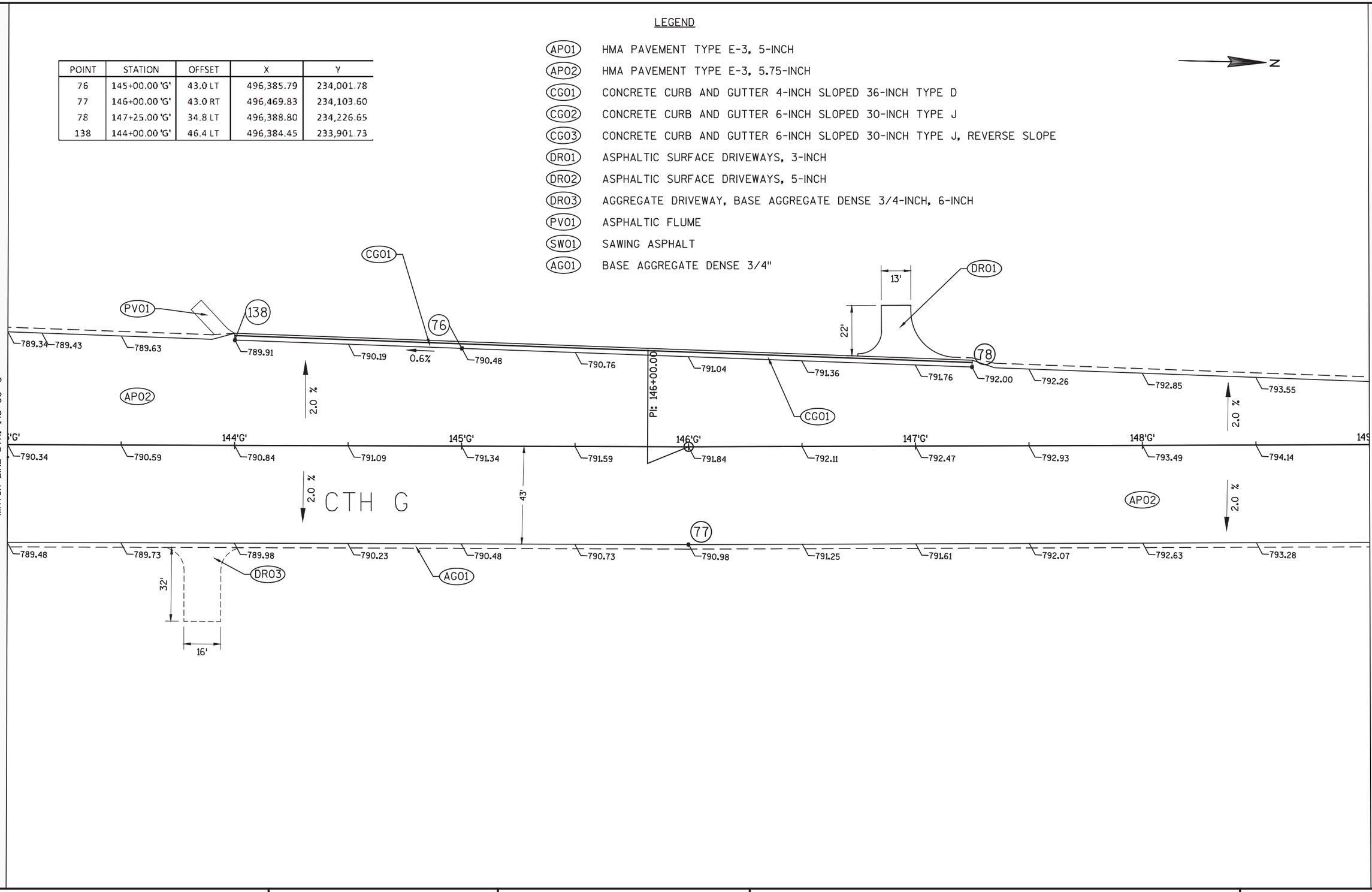
POINT	STATION	OFFSET	X	Y
76	145+00.00 'G'	43.0 LT	496,385.79	234,001.78
77	146+00.00 'G'	43.0 RT	496,469.83	234,103.60
78	147+25.00 'G'	34.8 LT	496,388.80	234,226.65
138	144+00.00 'G'	46.4 LT	496,384.45	233,901.73

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

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WISDOT/CADDS SHEET 42

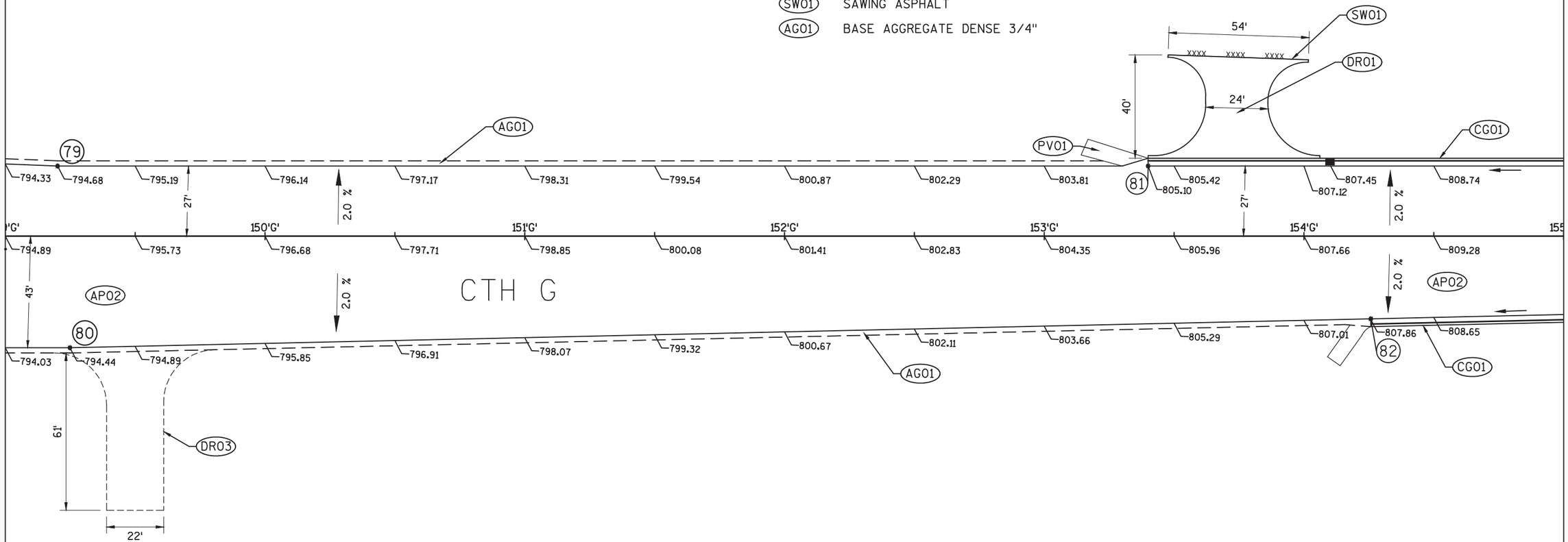
2

2

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

N



POINT	STATION	OFFSET	X	Y
79	149+20.15 'G'	27.0 LT	496,391.41	234,421.93
80	149+24.91 'G'	43.0 RT	496,461.26	234,428.54
81	153+40.00 'G'	27.0 LT	496,380.35	234,841.64
82	154+25.71'G'	31.9 LT	496,436.94	234,928.87

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 30	E

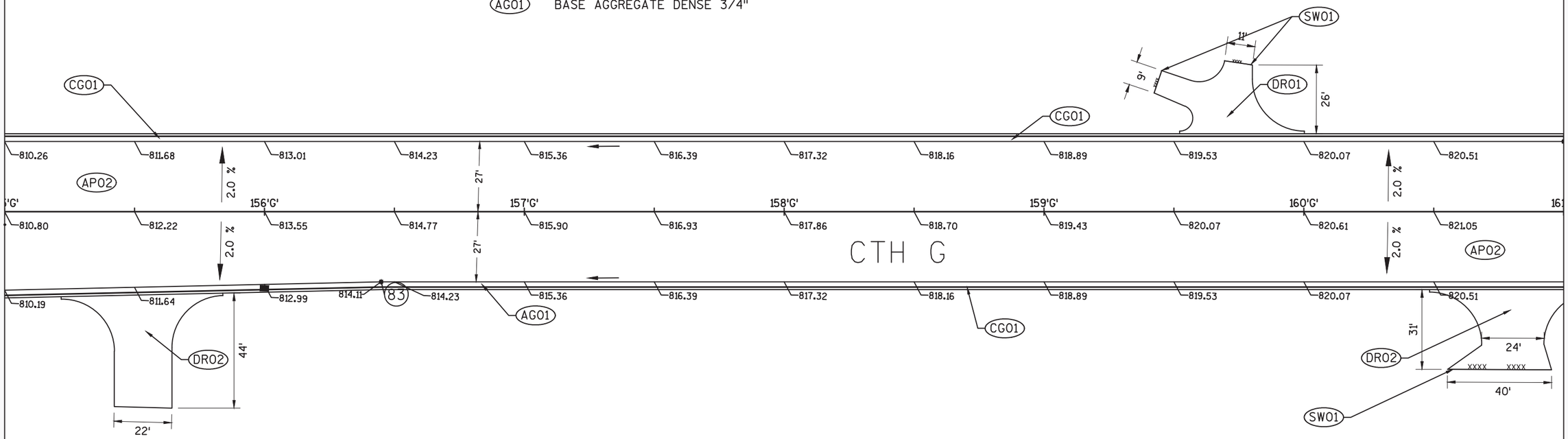
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:18 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

POINT	STATION	OFFSET	X	Y
83	156+44.91 'G'	27.0 RT	496,426.29	235,147.87

LEGEND

- (AP01) HMA PAVEMENT TYPE E-3, 5-INCH
- (AP02) HMA PAVEMENT TYPE E-3, 5.75-INCH
- (CG01) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (CG02) CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
- (CG03) CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
- (DR01) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
- (DR02) ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
- (DR03) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (PV01) ASPHALTIC FLUME
- (SW01) SAWING ASPHALT
- (AG01) BASE AGGREGATE DENSE 3/4"



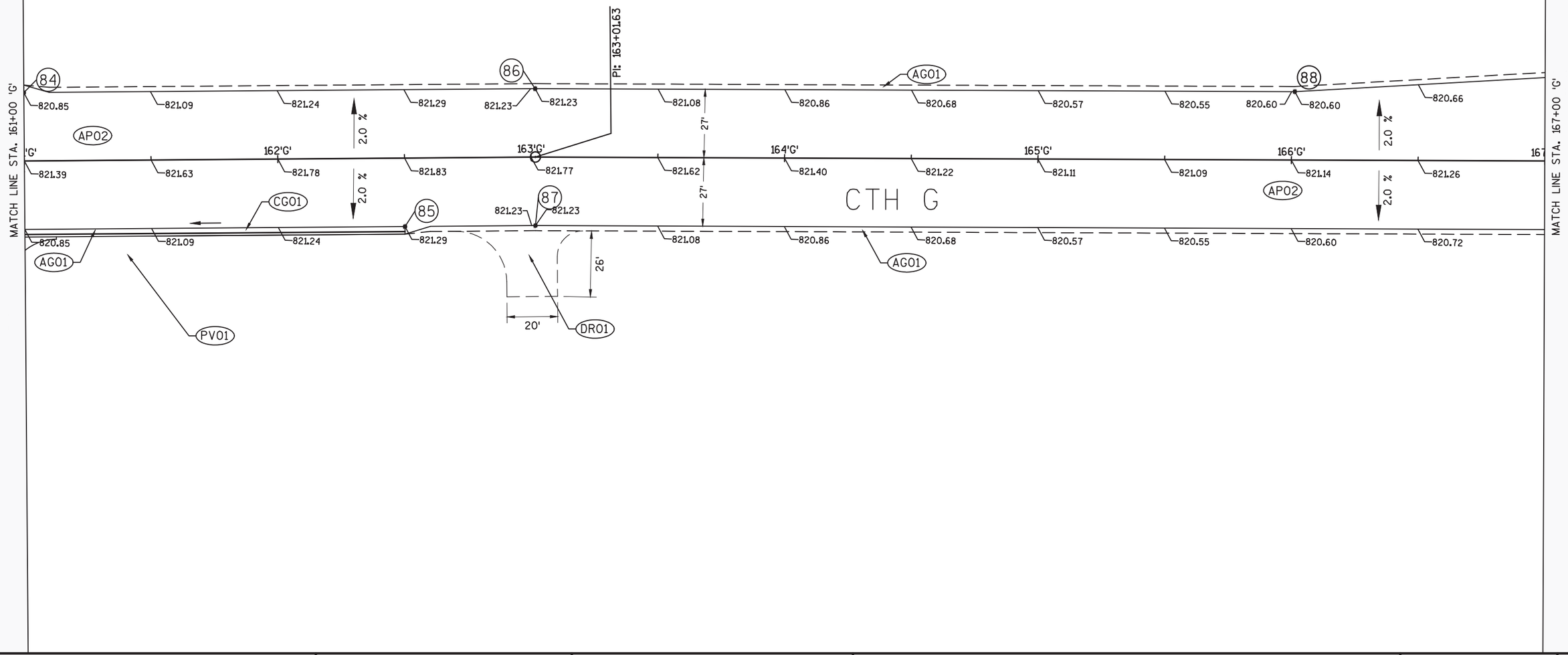
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:18 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

POINT	STATION	OFFSET	X	Y
84	161+00.00 'G'	27.0 LT	496,360.32	235,601.38
85	162+50.00 'G'	27.0 RT	496,410.35	235,752.75
86	163+01.63 'G'	27.0 LT	496,355.00	235,803.09
87	163+01.48 'G'	27.0 RT	496,408.99	235,804.21
88	166+01.25 'G'	27.0 LT	496,350.56	236,102.84

LEGEND

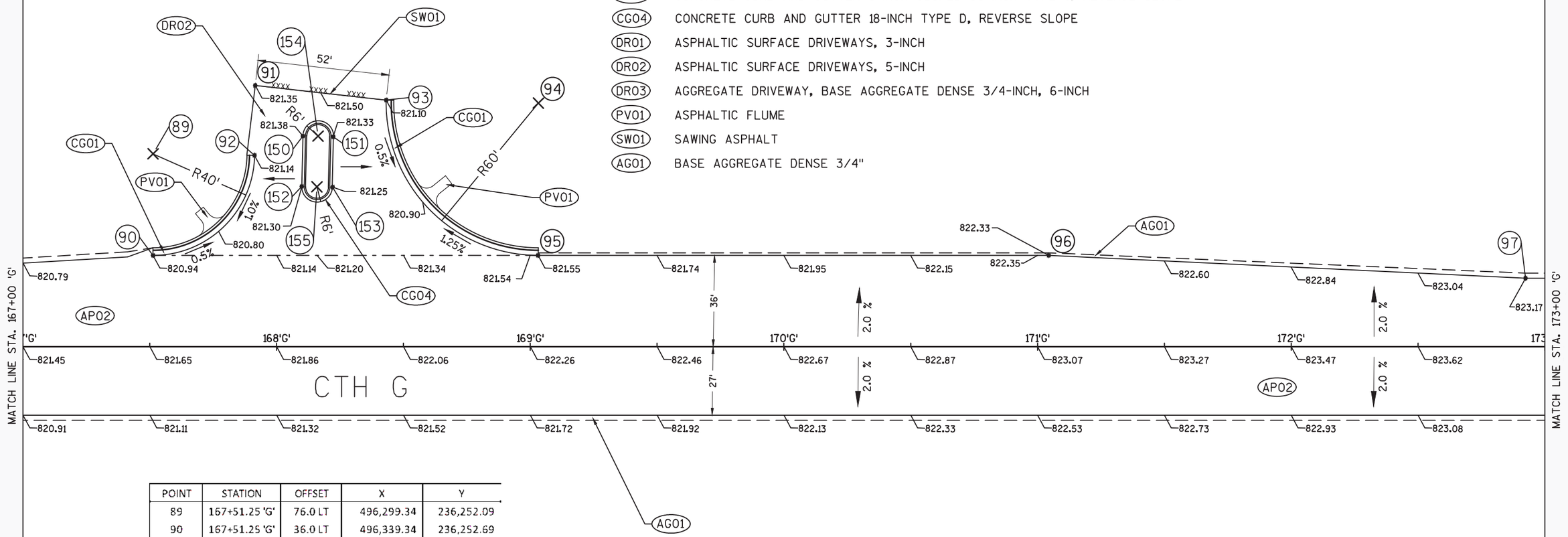
AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 32	E

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CG04	CONCRETE CURB AND GUTTER 18-INCH TYPE D, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



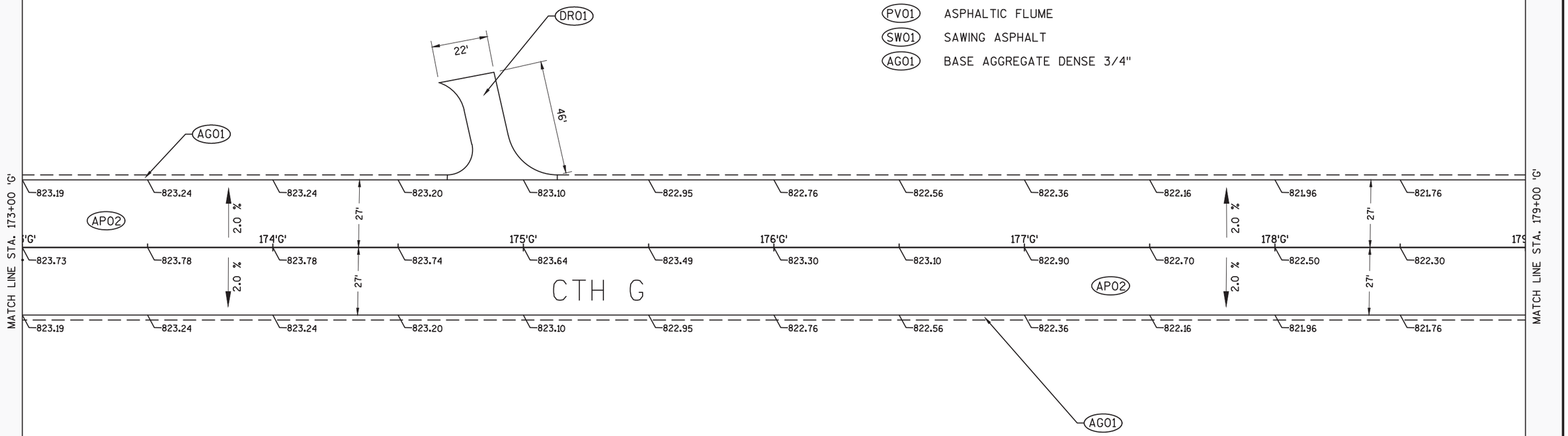
POINT	STATION	OFFSET	X	Y
89	167+51.25 'G'	76.0 LT	496,299.34	236,252.09
90	167+51.25 'G'	36.0 LT	496,339.34	236,252.69
91	167+91.54 'G'	75.4 LT	496,271.79	236,291.98
92	167+91.25 'G'	75.4 LT	496,299.32	236,292.09
93	168+43.19 'G'	97.2 LT	496,276.79	236,343.71
94	169+03.18 'G'	96.0 LT	496,277.09	236,403.71
95	169+03.08 'G'	36.0 LT	496,337.09	236,404.50
96	171+04.41 'G'	36.0 LT	496,334.11	236,605.81
97	172+92.41 'G'	27.0 LT	496,340.32	236,793.92
150	168+10.33 'G'	83.0 LT	496,291.47	236,311.07
151	168+22.33 'G'	83.0 LT	496,291.57	236,323.07
152	168+09.87 'G'	63.0 LT	496,311.33	236,310.90
153	168+22.04 'G'	63.0 LT	496,311.39	236,323.07
154	168+16.34 'G'	83.0 LT	496,291.38	236,317.07
155	168+16.34 'G'	63.0 LT	496,311.38	236,316.90

2

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

N

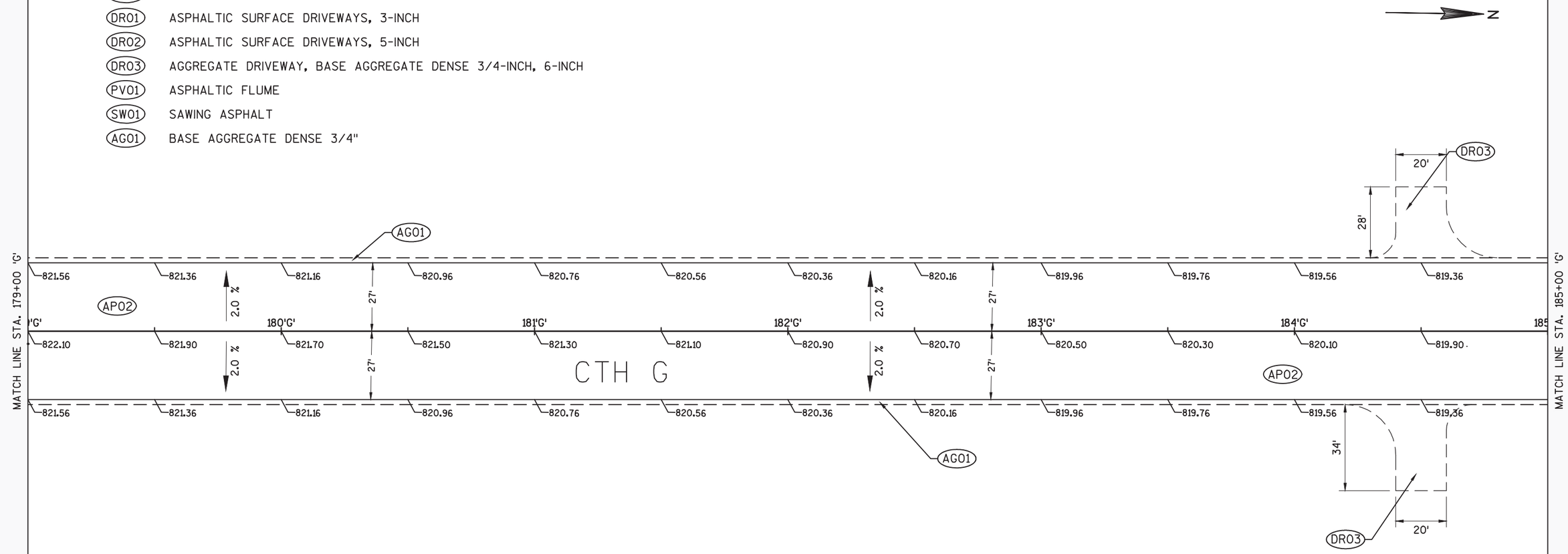


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:19 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"



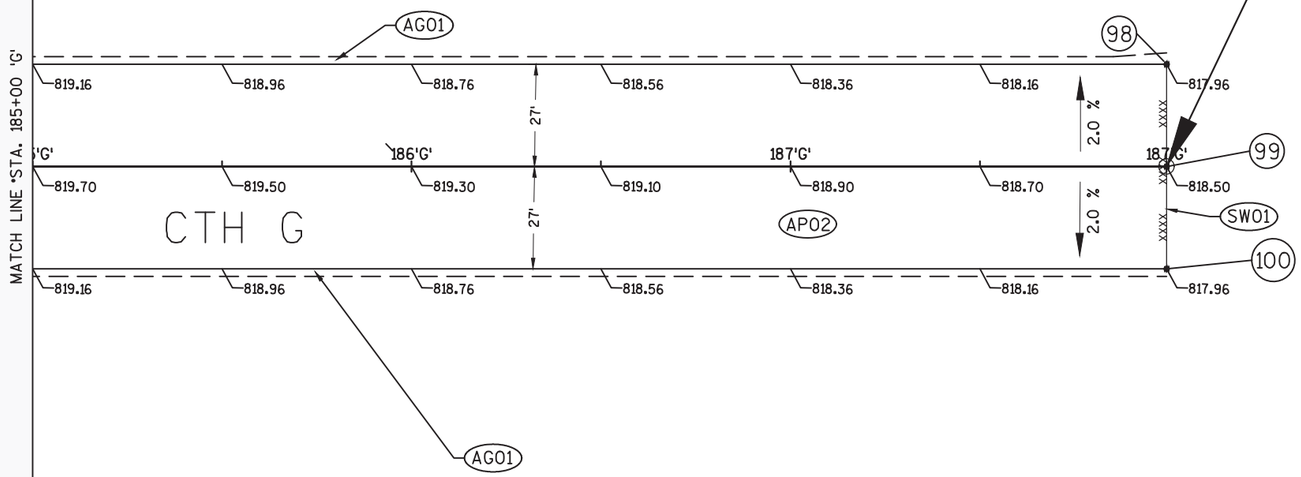
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 35	E

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

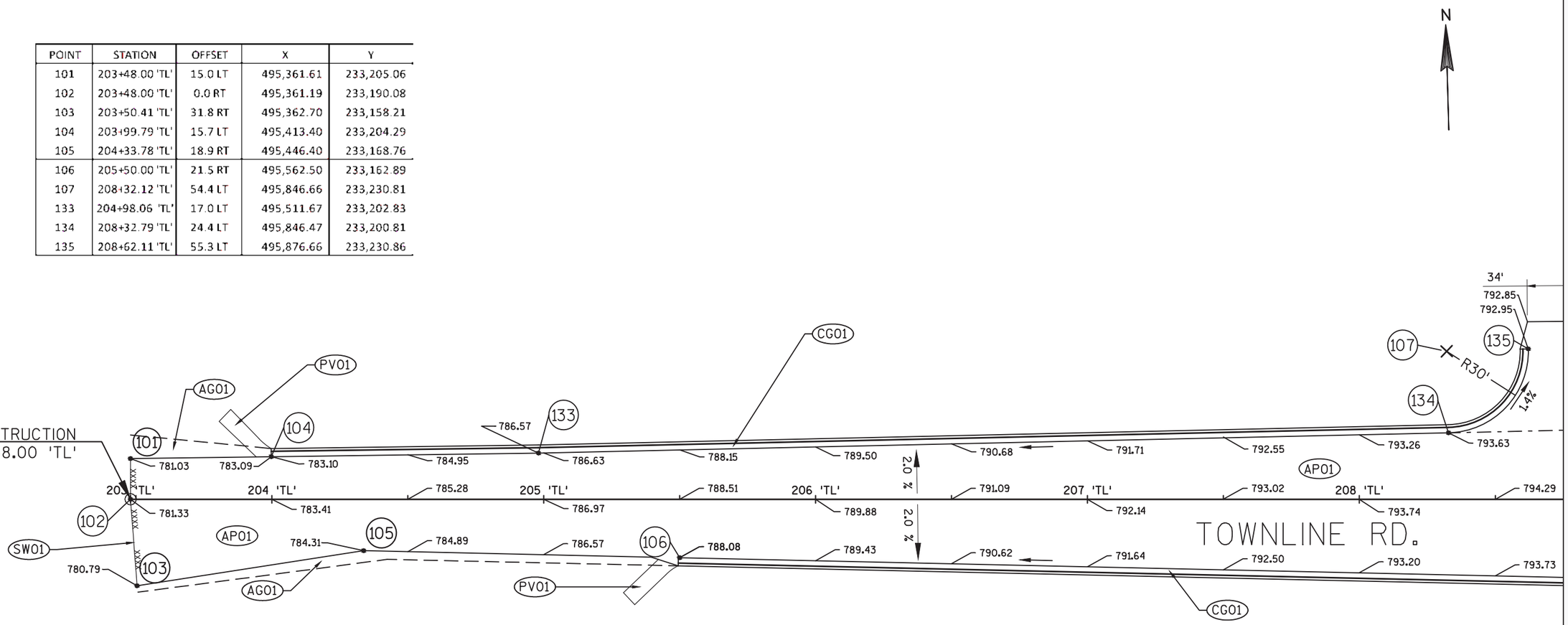
N

END PROJECT I.D. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'



POINT	STATION	OFFSET	X	Y
98	187+99.31 'G'	27.0 LT	496,318.00	238,300.65
99	187+99.32 'G'	0.0 RT	496,345.00	238,301.05
100	187+99.33 'G'	27.0 RT	496,372.00	238,301.45

POINT	STATION	OFFSET	X	Y
101	203+48.00 'TL'	15.0 LT	495,361.61	233,205.06
102	203+48.00 'TL'	0.0 RT	495,361.19	233,190.08
103	203+50.41 'TL'	31.8 RT	495,362.70	233,158.21
104	203+99.79 'TL'	15.7 LT	495,413.40	233,204.29
105	204+33.78 'TL'	18.9 RT	495,446.40	233,168.76
106	205+50.00 'TL'	21.5 RT	495,562.50	233,162.89
107	208+32.12 'TL'	54.4 LT	495,846.66	233,230.81
133	204+98.06 'TL'	17.0 LT	495,511.67	233,202.83
134	208+32.79 'TL'	24.4 LT	495,846.47	233,200.81
135	208+62.11 'TL'	55.3 LT	495,876.66	233,230.86

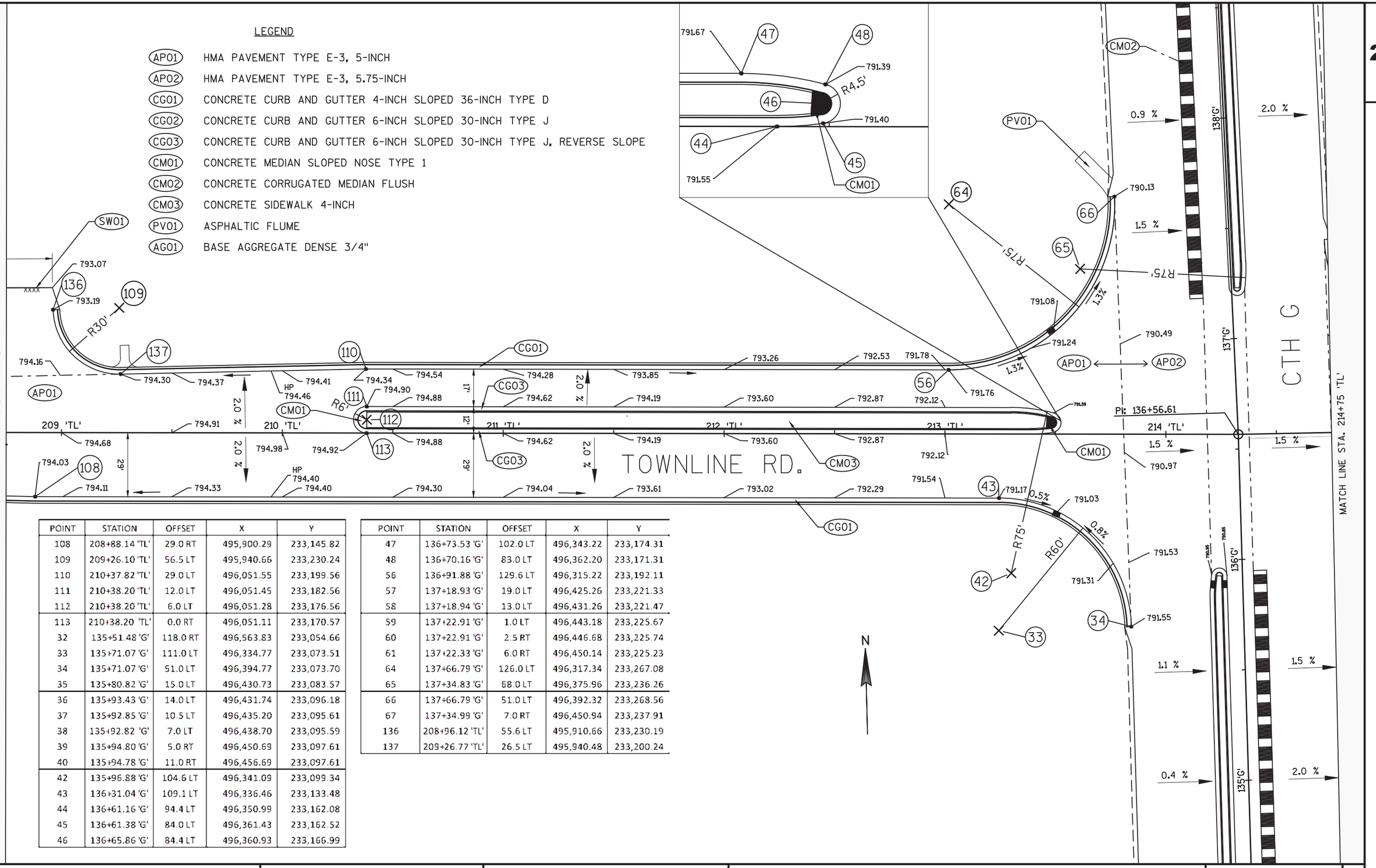


LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM02	CONCRETE CORRUGATED MEDIAN FLUSH
CM03	CONCRETE SIDEWALK 4-INCH
PV01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4"



POINT	STATION	OFFSET	X	Y
108	208+88.14 'TL'	29.0 RT	495,900.29	233,145.82
109	209+26.10 'TL'	56.5 LT	495,940.66	233,230.24
110	210+37.82 'TL'	29.0 LT	496,051.55	233,199.56
111	210+38.20 'TL'	12.0 LT	496,051.45	233,182.56
112	210+38.20 'TL'	6.0 LT	496,051.28	233,176.56
113	210+38.20 'TL'	0.0 RT	496,051.11	233,170.57
32	135+51.48 'G'	118.0 RT	496,563.83	233,054.66
33	135+71.07 'G'	111.0 LT	496,334.77	233,073.51
34	135+71.07 'G'	51.0 LT	496,394.77	233,073.70
35	135+80.82 'G'	15.0 LT	496,430.73	233,083.57
36	135+93.43 'G'	14.0 LT	496,431.74	233,096.18
37	135+92.85 'G'	10.5 LT	496,435.20	233,095.61
38	135+92.82 'G'	7.0 LT	496,438.70	233,095.59
39	135+94.80 'G'	5.0 RT	496,450.69	233,097.61
40	135+94.78 'G'	11.0 RT	496,456.69	233,097.61
42	135+96.88 'G'	104.6 LT	496,341.09	233,099.34
43	136+31.04 'G'	109.1 LT	496,336.46	233,133.48
44	136+61.16 'G'	94.4 LT	496,350.99	233,162.08
45	136+61.38 'G'	84.0 LT	496,361.43	233,162.52
46	136+65.86 'G'	84.4 LT	496,360.93	233,166.99

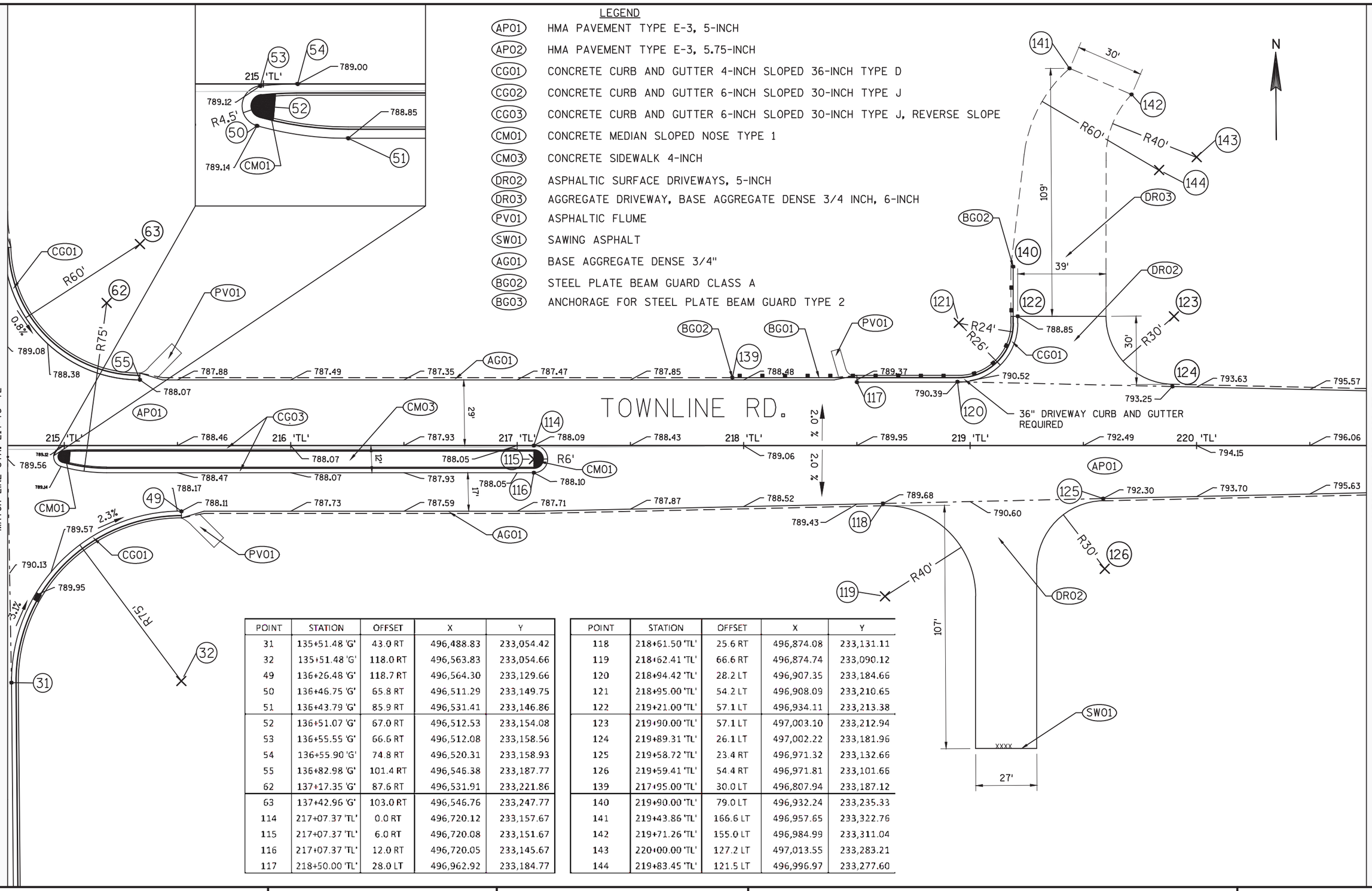
POINT	STATION	OFFSET	X	Y
47	136+73.53 'G'	102.0 LT	496,343.22	233,174.31
48	136+70.16 'G'	83.0 LT	496,362.20	233,171.31
56	136+91.88 'G'	129.6 LT	496,315.22	233,192.11
57	137+18.93 'G'	19.0 LT	496,425.26	233,221.33
58	137+18.94 'G'	13.0 LT	496,431.26	233,221.47
59	137+22.91 'G'	1.0 LT	496,443.18	233,225.67
60	137+22.91 'G'	2.5 RT	496,446.68	233,225.74
61	137+22.33 'G'	6.0 RT	496,450.14	233,225.23
64	137+66.79 'G'	126.0 LT	496,317.34	233,267.08
65	137+34.83 'G'	68.0 LT	496,375.96	233,236.26
66	137+66.79 'G'	51.0 LT	496,392.32	233,268.56
67	137+34.99 'G'	7.0 RT	496,450.94	233,237.91
136	208+96.12 'TL'	55.6 LT	495,910.66	233,230.19
137	209+26.77 'TL'	26.5 LT	495,940.48	233,200.24

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_021201_PD.DWG PLOT DATE : 10/30/2014 7:19 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 4-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4 INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"
BG02	STEEL PLATE BEAM GUARD CLASS A
BG03	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

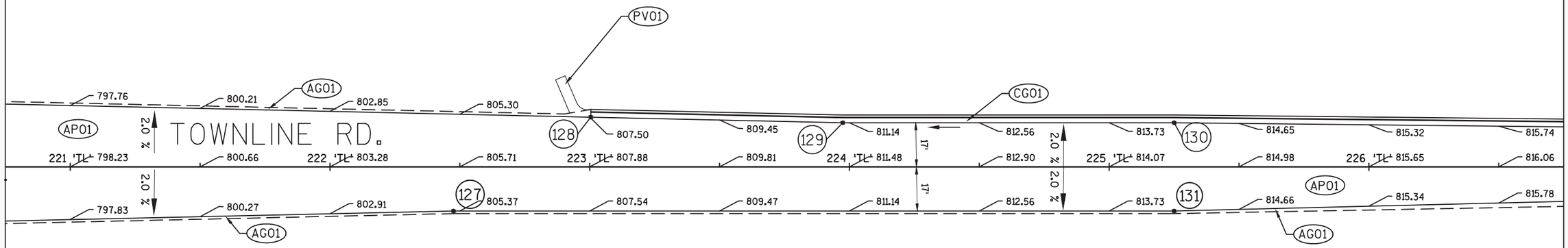


POINT	STATION	OFFSET	X	Y
31	135+51.48 'G'	43.0 RT	496,488.83	233,054.42
32	135+51.48 'G'	118.0 RT	496,563.83	233,054.66
49	136+26.48 'G'	118.7 RT	496,564.30	233,129.66
50	136+46.75 'G'	65.8 RT	496,511.29	233,149.75
51	136+43.79 'G'	85.9 RT	496,531.41	233,146.86
52	136+51.07 'G'	67.0 RT	496,512.53	233,154.08
53	136+55.55 'G'	66.6 RT	496,512.08	233,158.56
54	136+55.90 'G'	74.8 RT	496,520.31	233,158.93
55	136+82.98 'G'	101.4 RT	496,546.38	233,187.77
62	137+17.35 'G'	87.6 RT	496,531.91	233,221.86
63	137+42.96 'G'	103.0 RT	496,546.76	233,247.77
114	217+07.37 'TL'	0.0 RT	496,720.12	233,157.67
115	217+07.37 'TL'	6.0 RT	496,720.08	233,151.67
116	217+07.37 'TL'	12.0 RT	496,720.05	233,145.67
117	218+50.00 'TL'	28.0 LT	496,962.92	233,184.77

POINT	STATION	OFFSET	X	Y
118	218+61.50 'TL'	25.6 RT	496,874.08	233,131.11
119	218+62.41 'TL'	66.6 RT	496,874.74	233,090.12
120	218+94.42 'TL'	28.2 LT	496,907.35	233,184.66
121	218+95.00 'TL'	54.2 LT	496,908.09	233,210.65
122	219+21.00 'TL'	57.1 LT	496,934.11	233,213.38
123	219+90.00 'TL'	57.1 LT	497,003.10	233,212.94
124	219+89.31 'TL'	26.1 LT	497,002.22	233,181.96
125	219+58.72 'TL'	23.4 RT	496,971.32	233,132.66
126	219+59.41 'TL'	54.4 RT	496,971.81	233,101.66
139	217+95.00 'TL'	30.0 LT	496,807.94	233,187.12
140	219+90.00 'TL'	79.0 LT	496,932.24	233,235.33
141	219+43.86 'TL'	166.6 LT	496,957.65	233,322.76
142	219+71.26 'TL'	155.0 LT	496,984.99	233,311.04
143	220+00.00 'TL'	127.2 LT	497,013.55	233,283.21
144	219+83.45 'TL'	121.5 LT	496,996.97	233,277.60

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 39	E

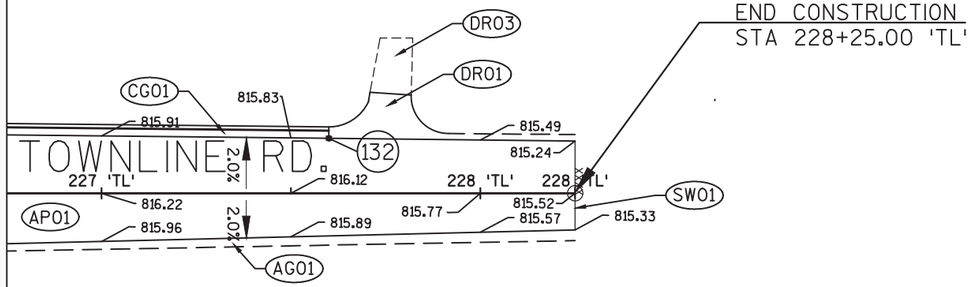
POINT	STATION	OFFSET	X	Y
127	222+47.56 'TL'	17.0 RT	497,260.19	233,137.25
128	223+00.43 'TL'	19.2 LT	497,313.28	233,173.07
129	223+97.43 'TL'	17.0 LT	497,410.27	233,170.31
130	225+25.00 'TL'	17.0 LT	497,537.84	233,169.50
131	225+25.00 'TL'	17.0 RT	497,537.62	233,135.50



LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM02	CONCRETE CORRUGATED MEDIAN FLUSH
CM03	CONCRETE SIDEWALK 4-INCH
PV01	ASPHALTIC FLUME
AG01	BASE AGGREGATE DENSE 3/4"

POINT	STATION	OFFSET	X	Y
132	227+60.00 'TL'	14.5 LT	497,772.82	233,165.51



LEGEND

AP01	HMA PAVEMENT TYPE E-3, 5-INCH
AP02	HMA PAVEMENT TYPE E-3, 5.75-INCH
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
CG03	CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J, REVERSE SLOPE
DR01	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
DR02	ASPHALTIC SURFACE DRIVEWAYS, 5-INCH
DR03	AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
PV01	ASPHALTIC FLUME
SW01	SAWING ASPHALT
AG01	BASE AGGREGATE DENSE 3/4"

2

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

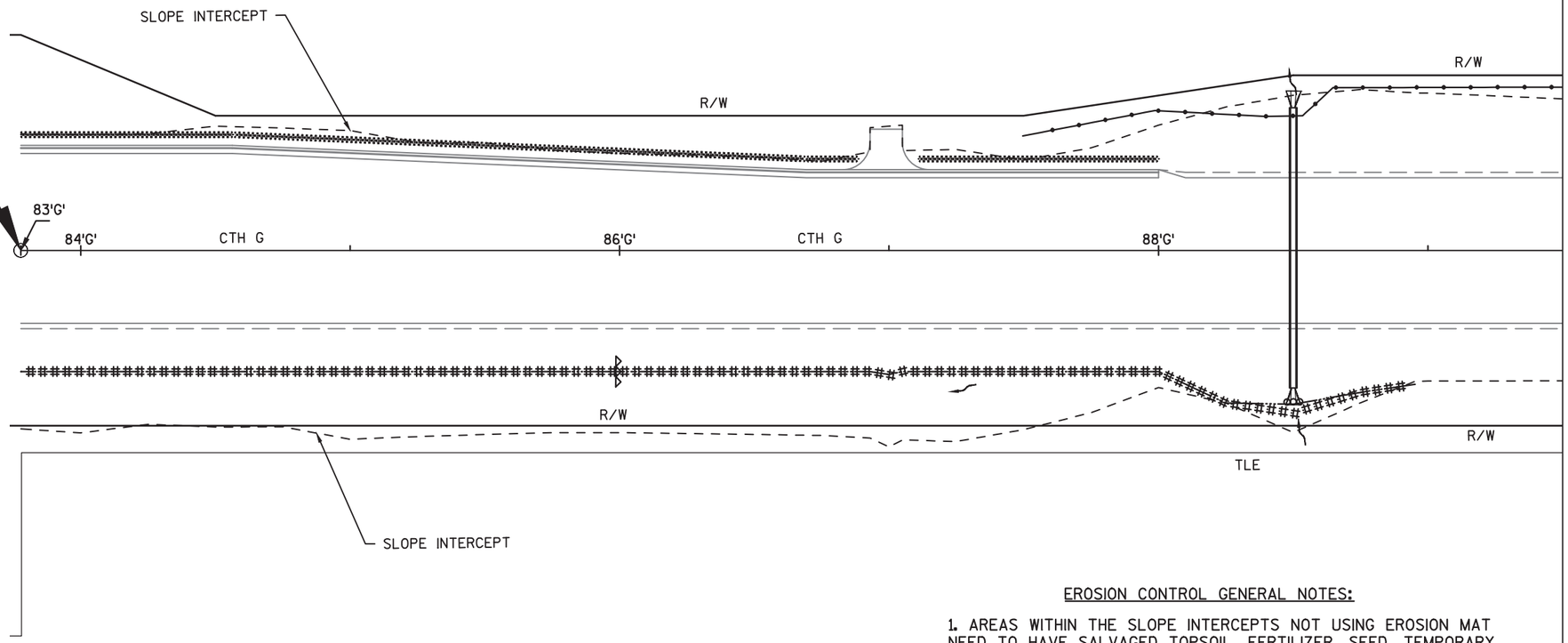
INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

BEGIN PROJECT I.D. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83+77.93'G' BACK



EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE SALVAGED TOPSOIL, FERTILIZER, SEED, TEMPORARY SEED, AND MULCH PLACED.

2.WHEN INLET PROTECTION TYPE A AND TYPE C ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND USE TYPE C AFTER THE INLET CASTINGS ARE IN PLACE.

3. RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE NOT MORE THAN 7 DAYS AFTER FINISHED GRADING IS COMPLETE.

2

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

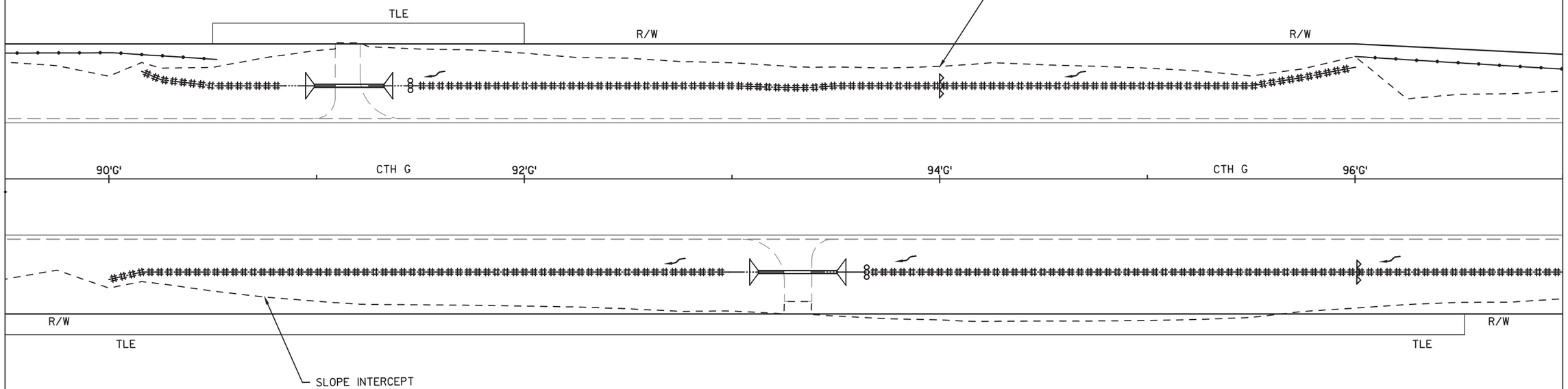
TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

N



EROSION CONTROL GENERAL NOTES:

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3. RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE NOT MORE THAN 7 DAYS AFTER FINISHED GRADING IS COMPLETE.

2

2

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

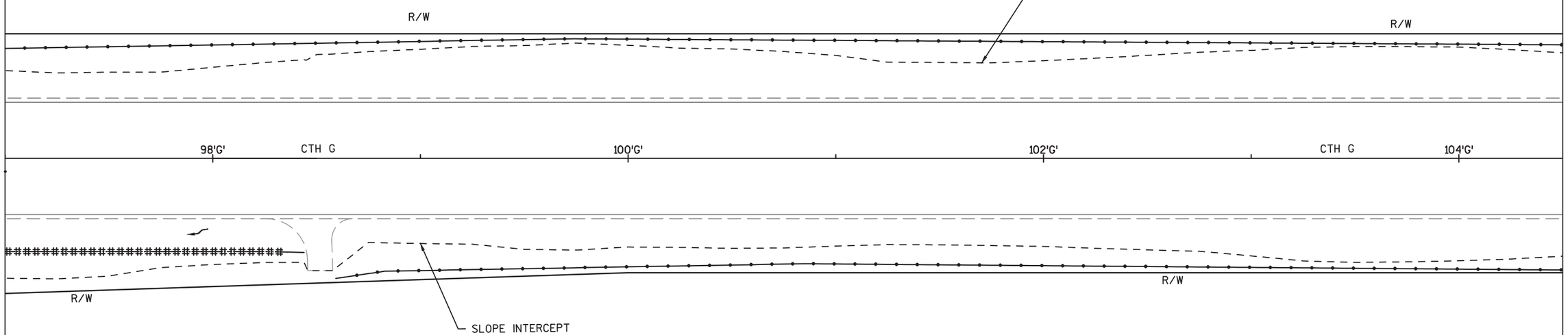
TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

N



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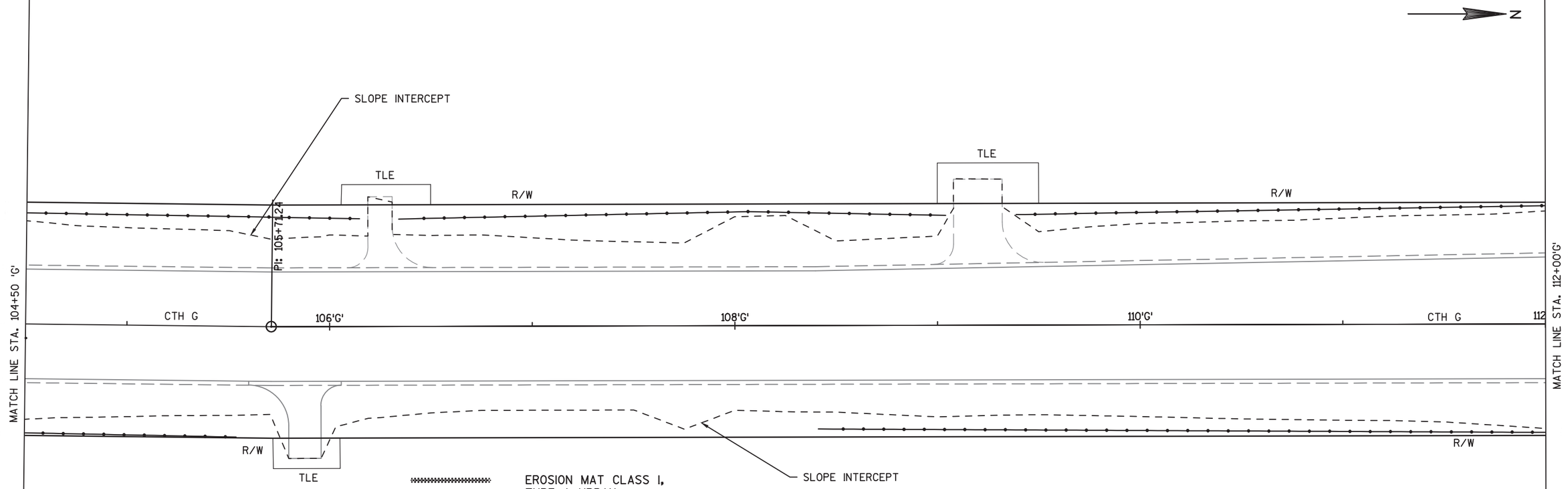
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 44	E

2



EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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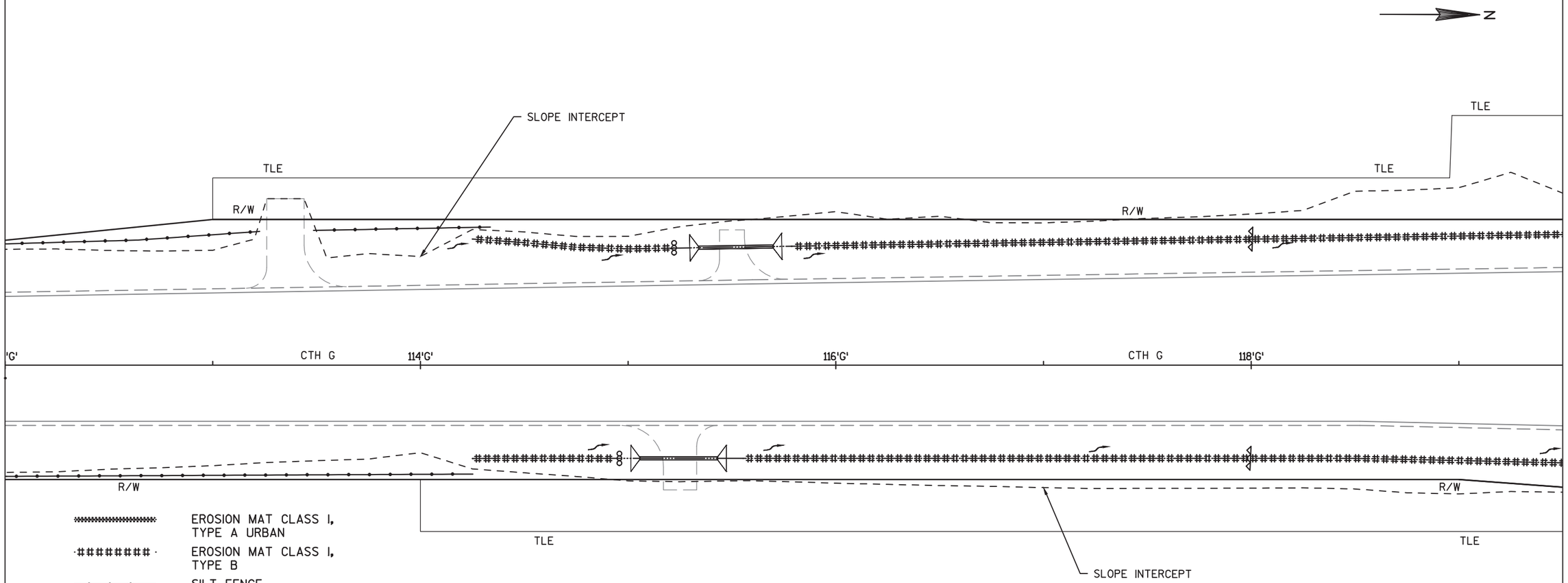

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EROSION MAT CLASS I, TYPE B

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RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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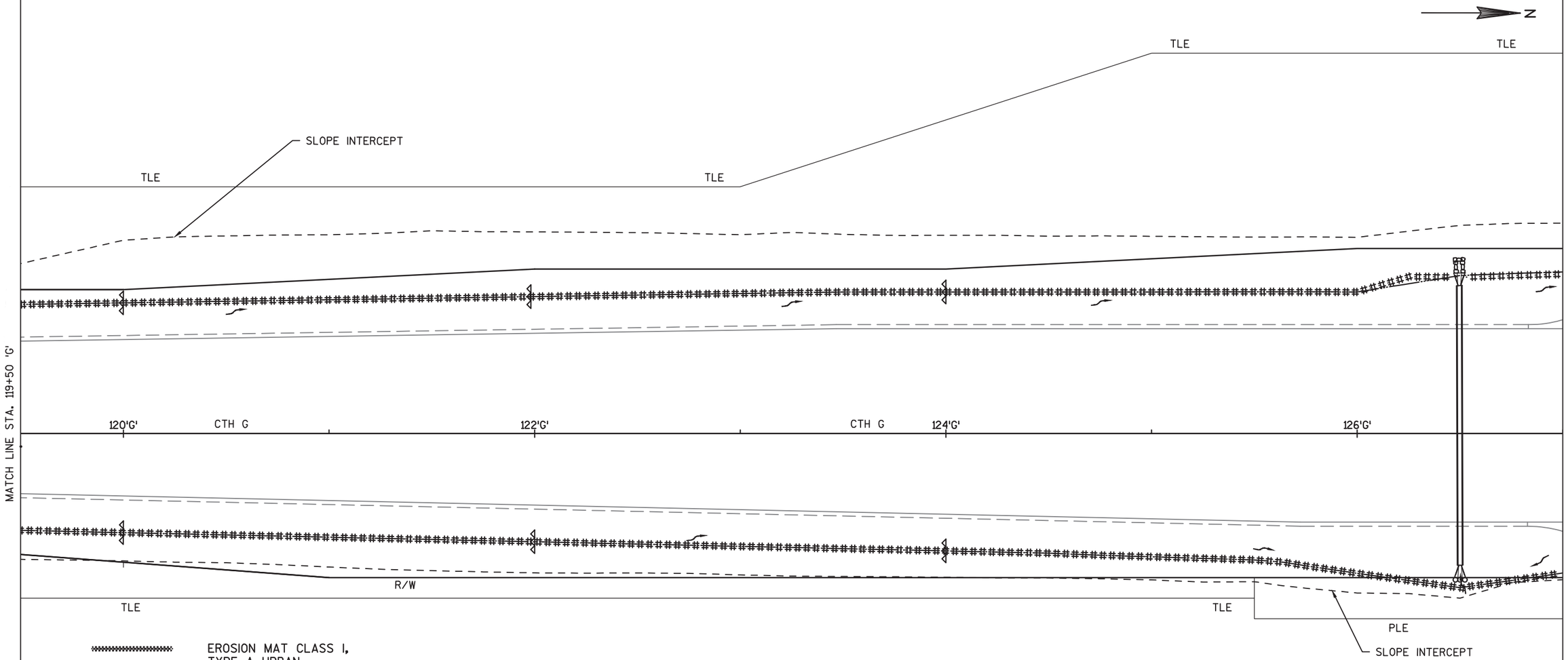

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EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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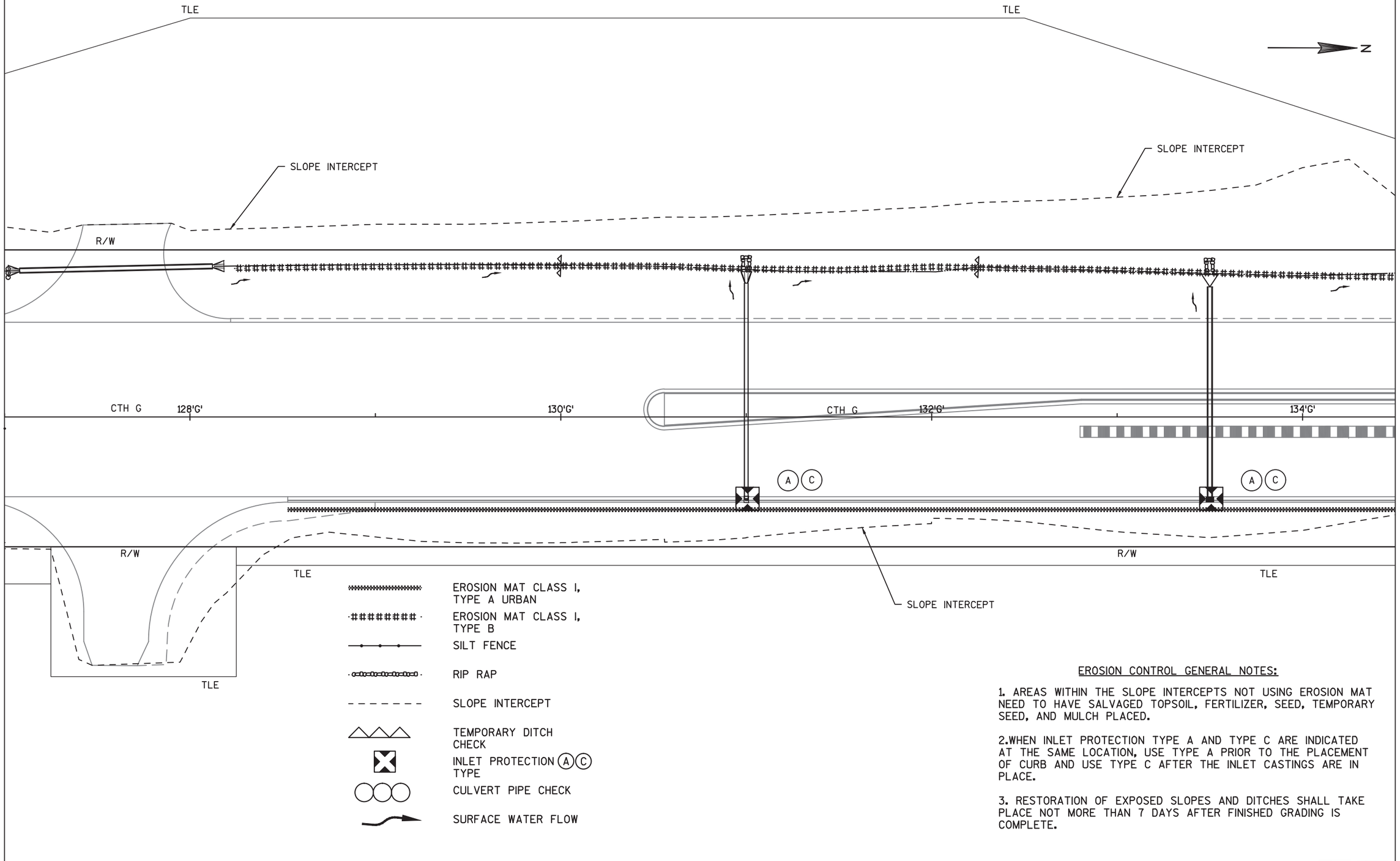

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EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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MATCH LINE STA. 134+50 'G'

MATCH LINE STA. 142+00'G'

TLE

TLE

TLE

212'TL'

214'TL'

216'TL'

PI: 136+56.61

R/W

R/W

R/W

SLOPE INTERCEPT

CTH G

136'G'

138'G'

CTH G

140'G'

142

(A)(C)

TOWNLINE ROAD

PLE

TLE

TLE

TLE

EROSION MAT CLASS I TYPE B

N

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 49	E

2

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

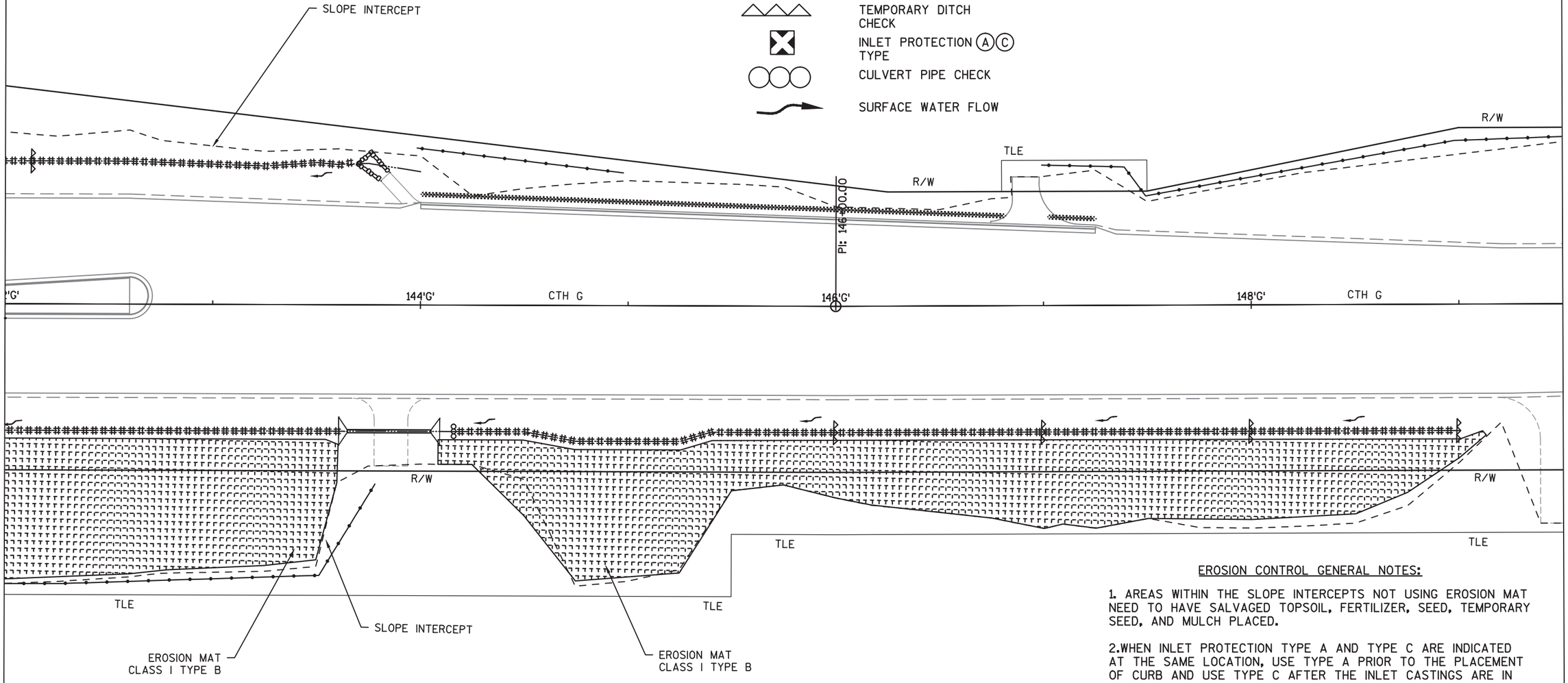
TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

N



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RIP RAP

SLOPE INTERCEPT

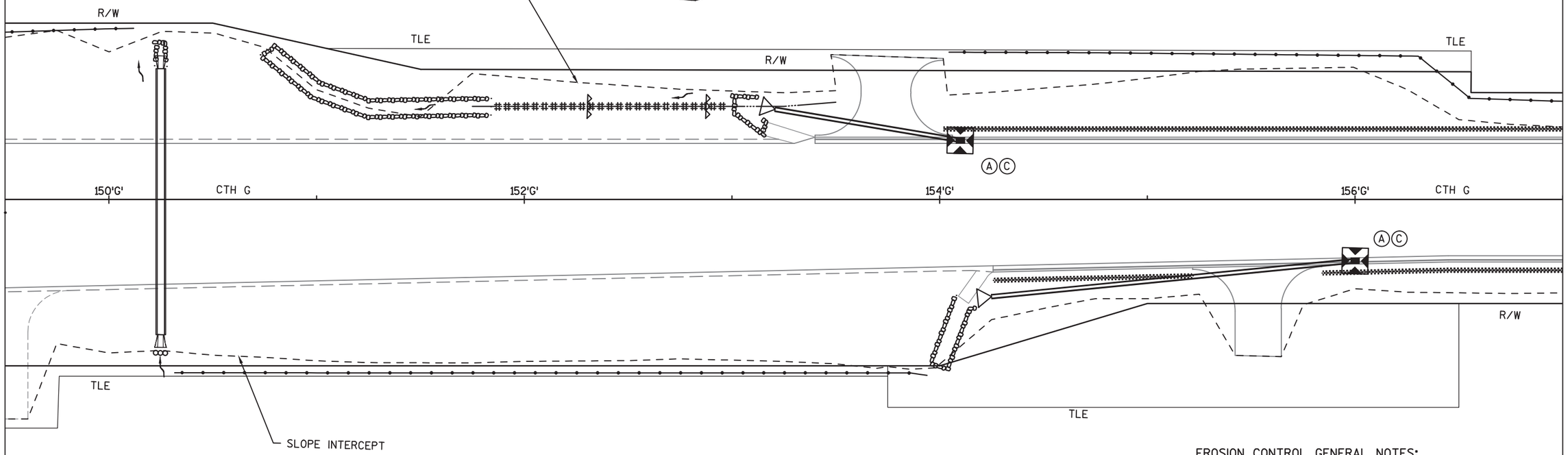
TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

N



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2

N

SLOPE INTERCEPT

TLE

TLE

R/W

R/W

PI: 163+01.63

158'G'

CTH G

160'G'

162'G'

CTH G

164'G'

MATCH LINE STA. 157+00 'G'

MATCH LINE STA. 164+50'G'

R/W

TLE

TLE

SLOPE INTERCEPT

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 52	E

2

N

SLOPE INTERCEPT

TLE

TLE

TLE

PLE

R/W

R/W

CTH G

166'G'

168'G'

170'G'

CTH G

172

MATCH LINE STA. 164+50 'G'

MATCH LINE STA. 172+00'G'

R/W

R/W

TLE

SLOPE INTERCEPT

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 53	E

2

N

MATCH LINE STA. 172+00 'G'

SLOPE INTERCEPT

TLE

TLE

PLE

R/W

TLE

TLE

'G'

CTH G

174'G'

176'G'

178'G'

CTH G

MATCH LINE STA. 179+50'G'

TLE

R/W

R/W

SLOPE INTERCEPT

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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2

2

N

SLOPE INTERCEPT

TLE

R/W

TLE

MATCH LINE STA. 179+50 'G'

180'G' CTH G

182'G' CTH G

184'G' CTH G

186'G' CTH G

MATCH LINE STA. 187+00'G'

R/W

R/W

SLOPE INTERCEPT

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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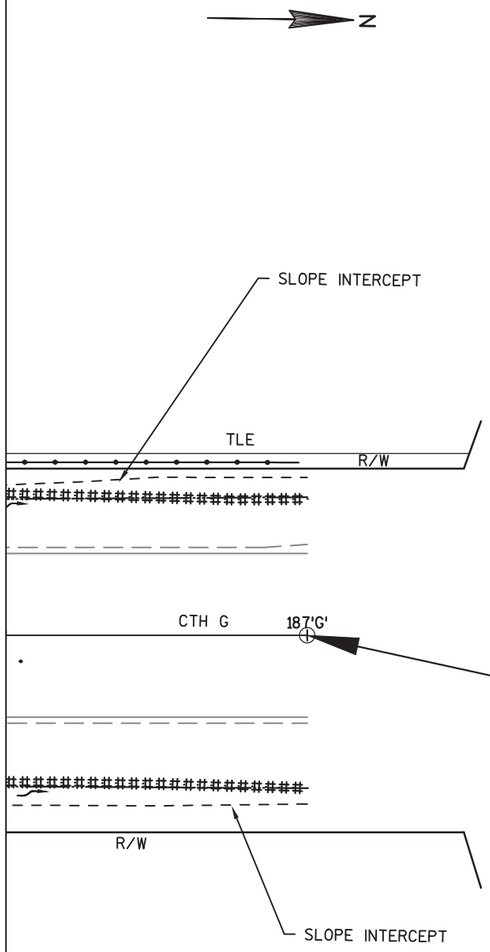
2



END PROJECT I.D. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'

EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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SILT FENCE

RIP RAP

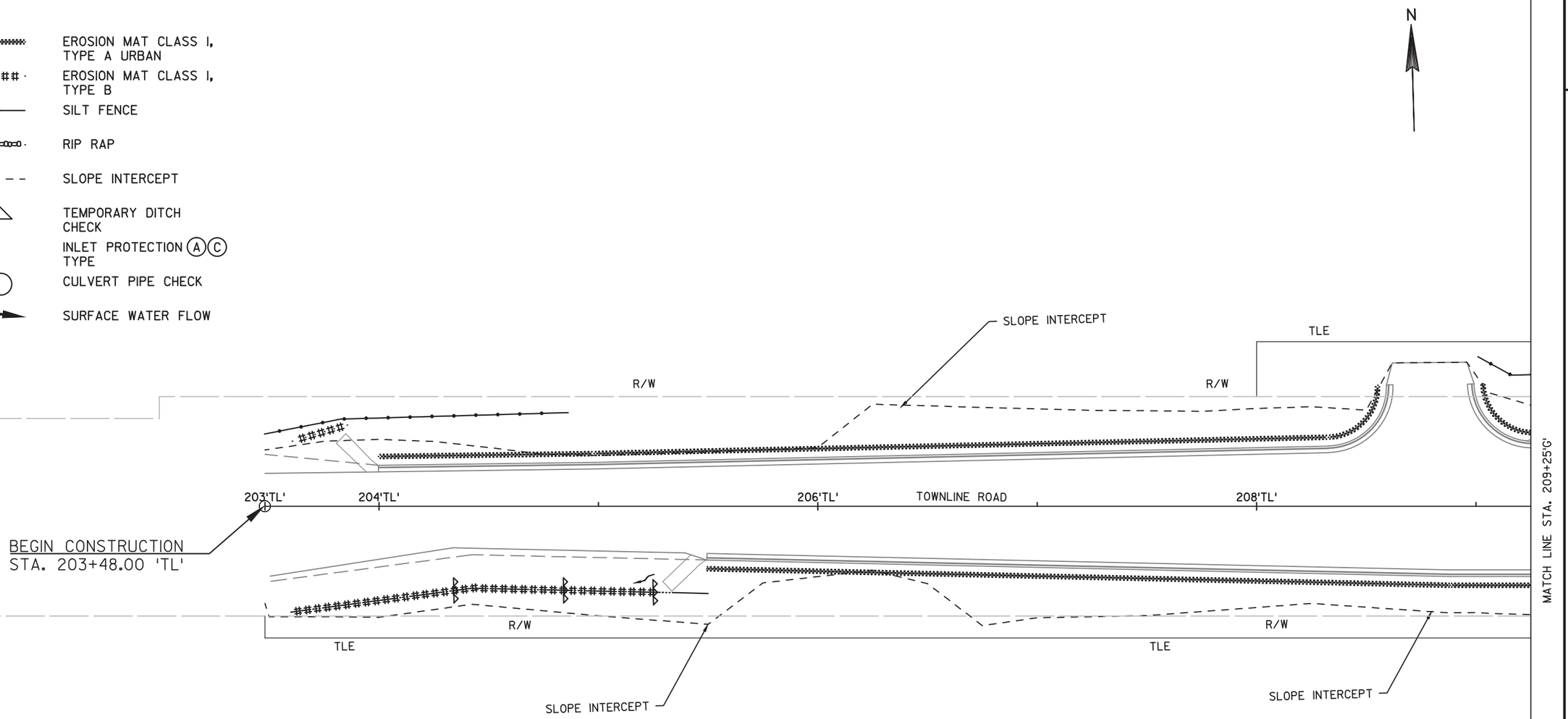
SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW



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EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

TLE

SLOPE INTERCEPT

TLE

R/W

MATCH LINE STA. 209+25 'G'

210'TL'

212'TL'

214'TL'

PI: 136+56.61

CTH G

138'G'

TOWNLINE ROAD

216'TL'

TLE

N

EROSION MAT CLASS I TYPE B FOR SLOPES

MATCH LINE STA. 216+75'G'

(A)(C)

R/W

TLE

SLOPE INTERCEPT

136'G'

CTH G

PLE

TLE

R/W

TLE

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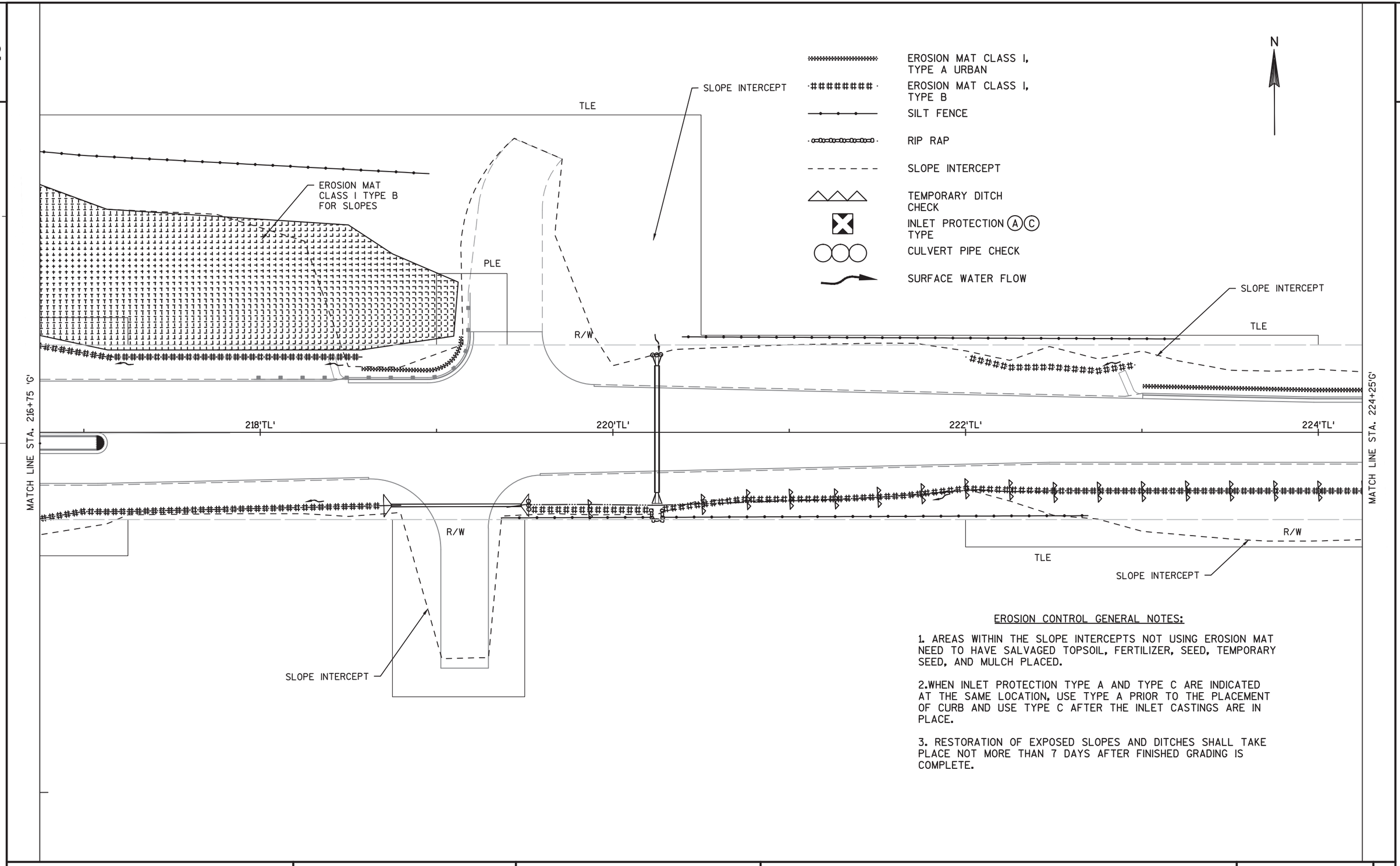
PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 58	E

2



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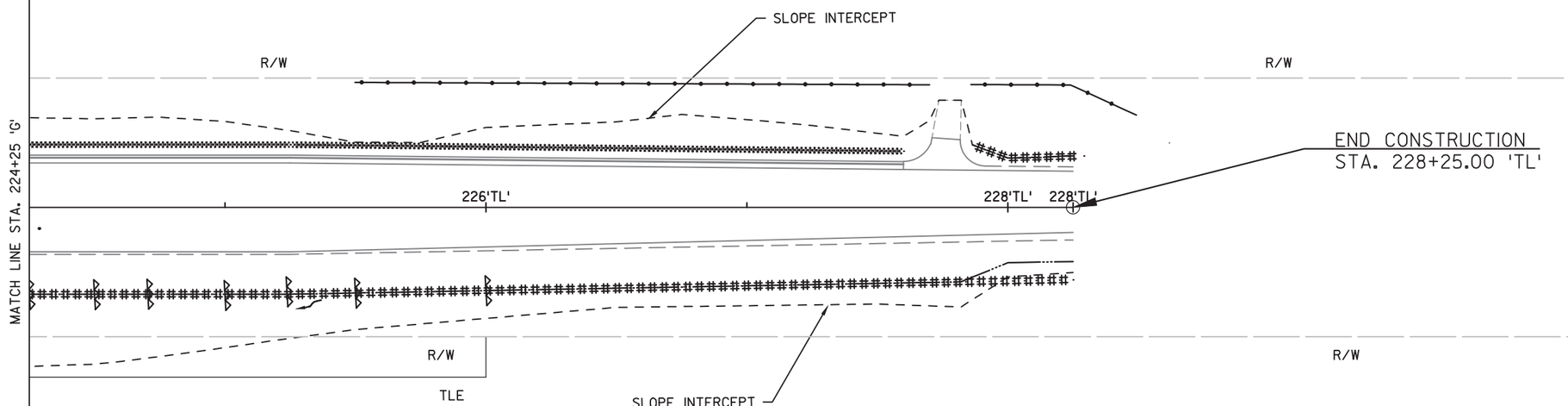
PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 59	E

2

N



EROSION MAT CLASS I, TYPE A URBAN

EROSION MAT CLASS I, TYPE B

SILT FENCE

RIP RAP

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

INLET PROTECTION (A)(C) TYPE

CULVERT PIPE CHECK

SURFACE WATER FLOW

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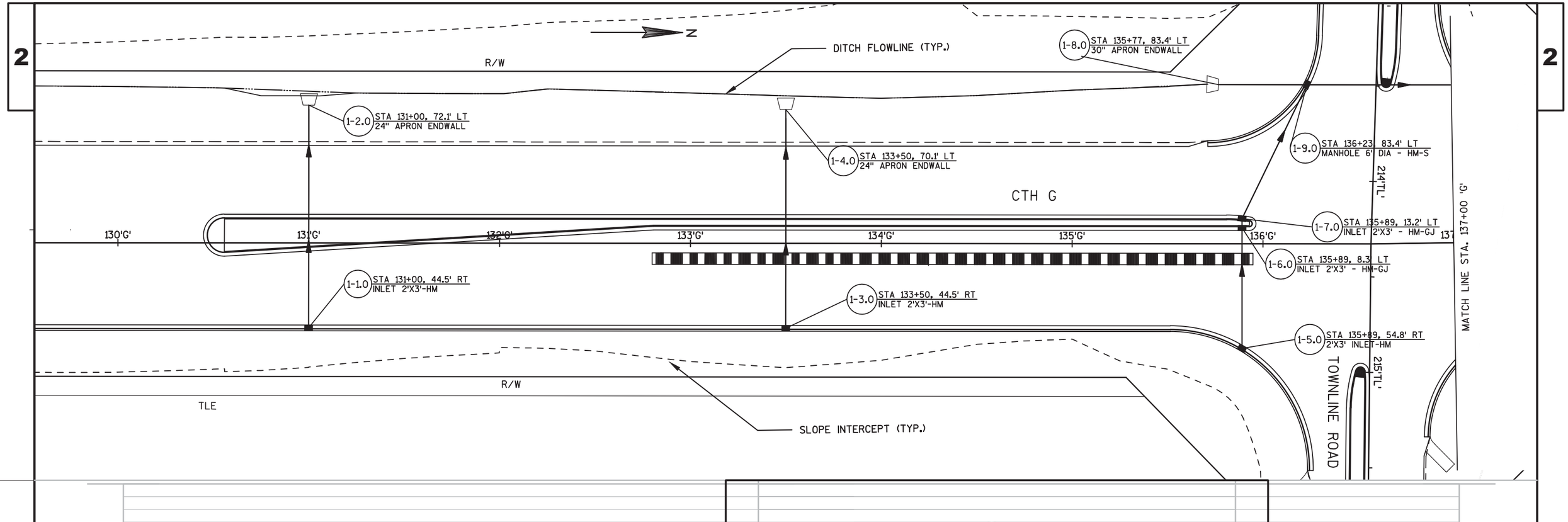
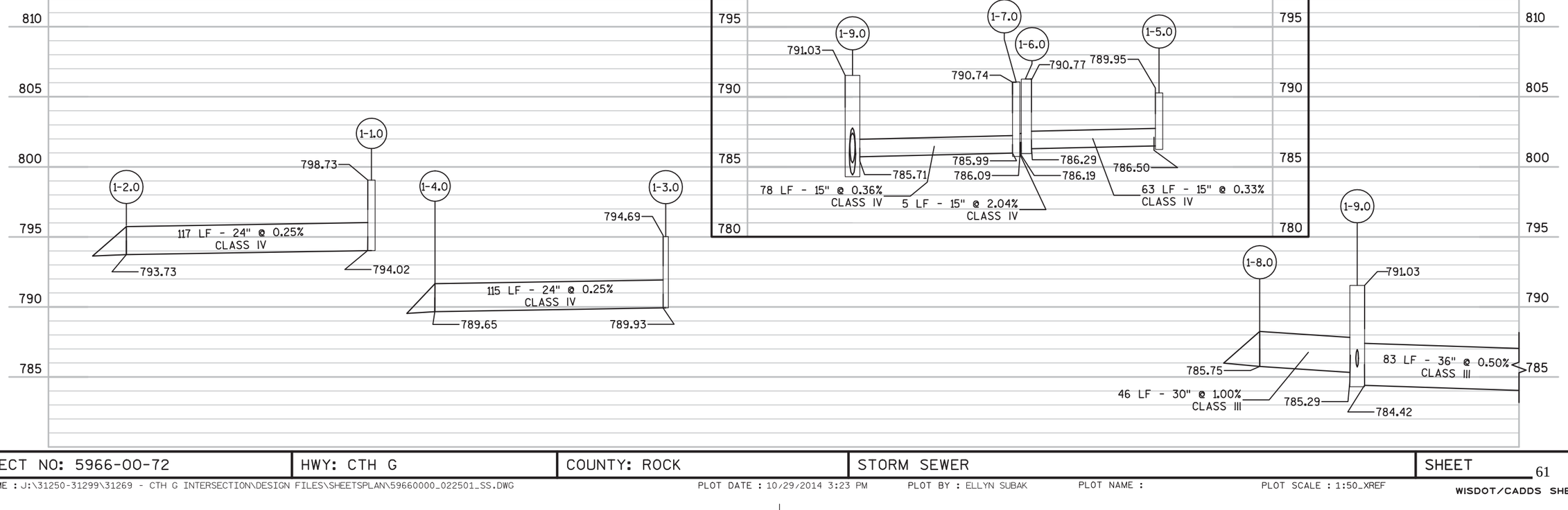
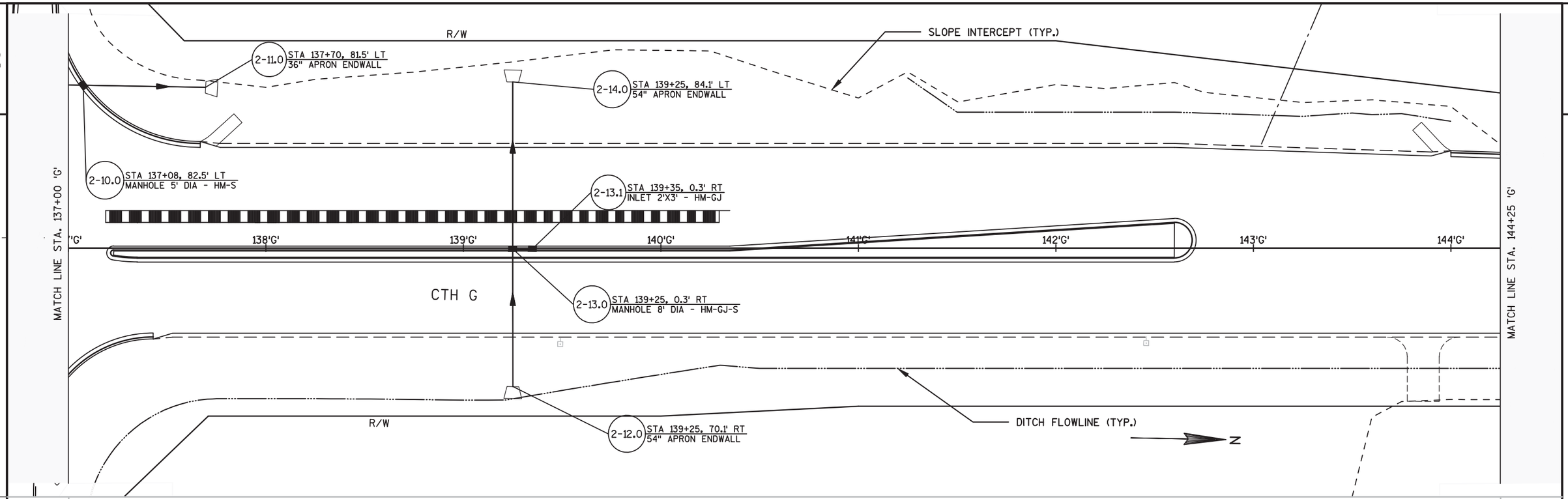
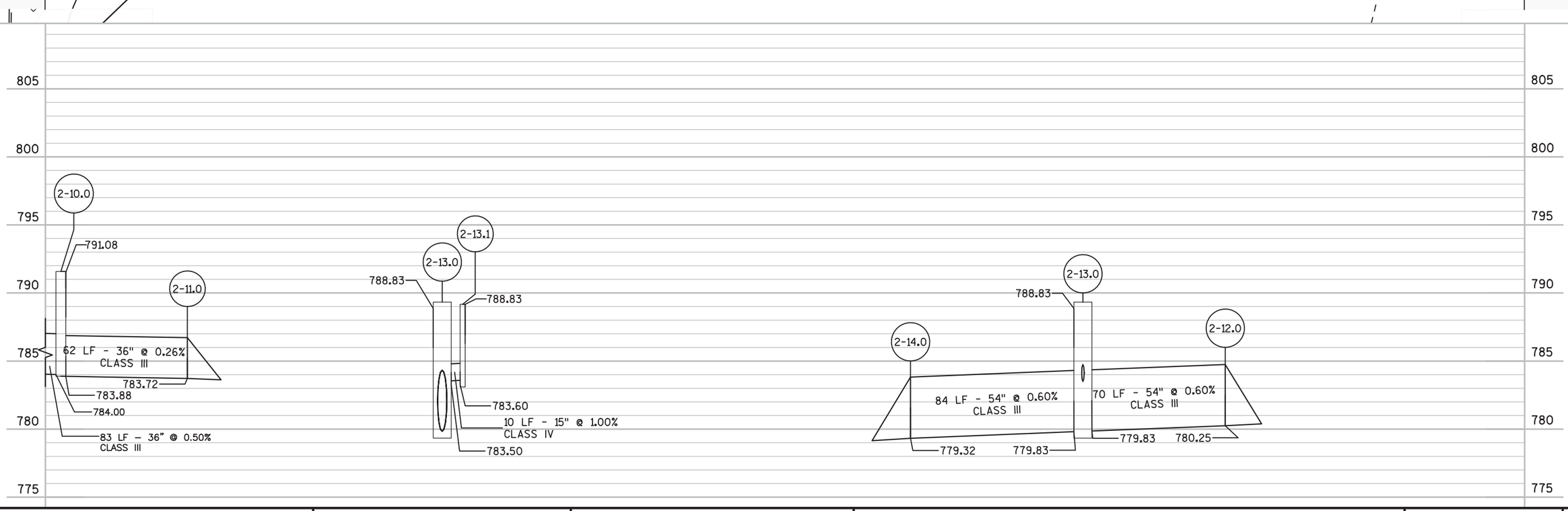




PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 61	E





PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 62	E

2

DITCH FLOWLINE (TYP.)

SLOPE INTERCEPT (TYP.)

TLE

R/W

N

HOUSE

SEPC

R/W

MATCH LINE STA. 151+50 'G'

3-16.0 STA 153+21, 43.4' LT
18" ENDWALL

3-15.0 STA 154+10, 28.5' LT
INLET 2'X3'-HM

152'G' 153'G' 154'G' 155'G' 156'G' 157'G' 158'G' 159'G'

CTH G

3-18.0 STA 154+25, 46.7' RT
18" ENDWALL

3-17.0 STA 156+00, 29.5' RT
INLET 2'X3'-HM

SS

SS

REMOVE 161 LF - 8" PVC
STORM PIPE

R/W

EXISTING 8" PVC STORM PIPE
(APPROXIMATE LOCATION)

R/W

TLE

3-20.0 STA 154+15, 86.9' RT
END 8" PVC PIPE
(PIPE END LOCATION MAY VARY BASED ON SITE CONDITIONS. ENGINEER IN FIELD TO DETERMINE FINAL LOCATION OF PIPE. PIPE SHALL BE LOCATED ON PRIVATE PROPERTY.)

TLE

3-19.0 STA 156+00, 56.0' RT
PVC CLEANOUT WITH SLEEVE
(FIELD VERIFY CONNECTION LOCATION)

820
815
810
805
800
795
790

3-19.0

3-17.0

812.99

3-20.0

3-18.0

3-15.0

807.44

3-16.0

807.00

805.00

806.76

805.00

187 LF - 8" PVC
SDR 26 @ 1.07%

176 LF - 18" @ 1.00%
CLASS III

EXISTING 8" PVC

ELEVATION MAY VARY BASED
ON FINAL LOCATION OF PIPE.

801.00

801.88

90 LF - 18" @ 0.97%
CLASS III

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 63	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

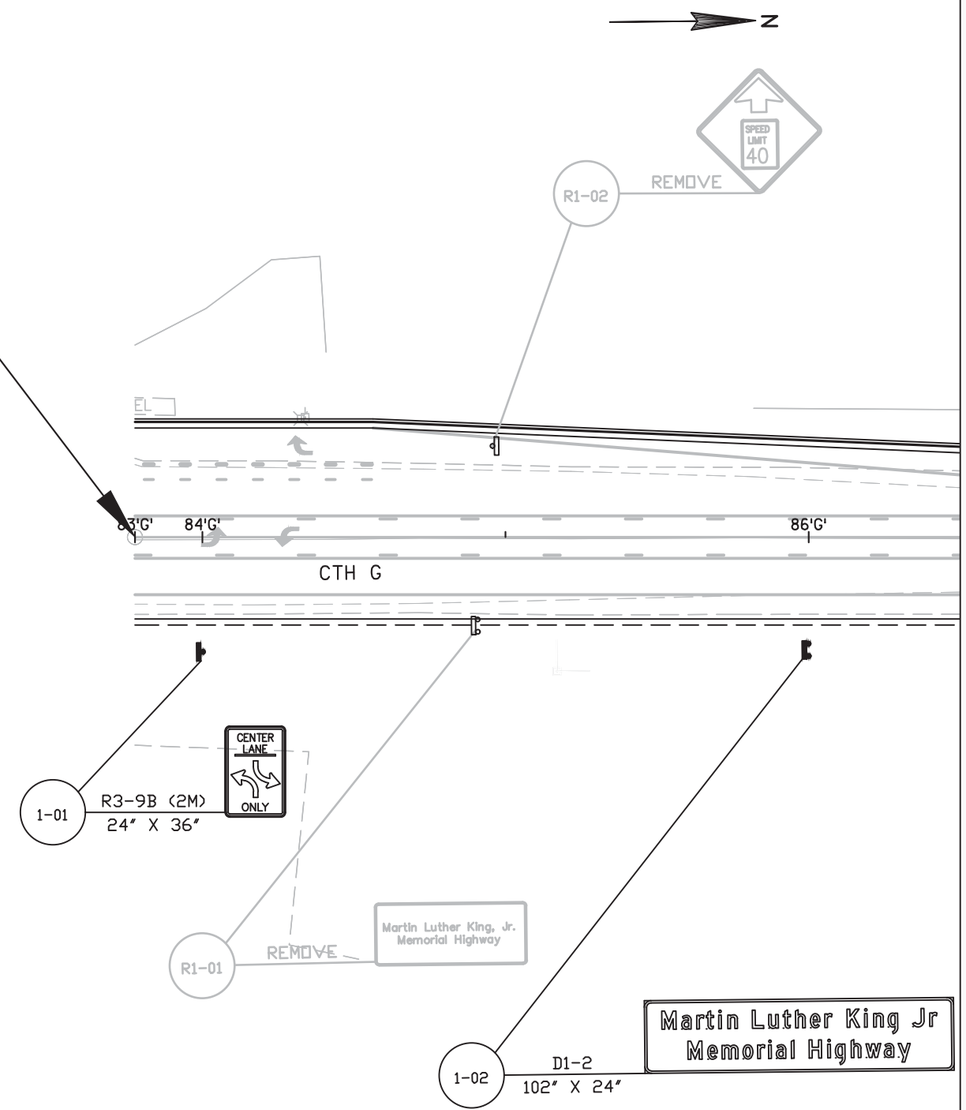
PROPOSED SIGN MOUNTED ON POLE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

BEGIN PROJECT I.D. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83+77.93'G' BACK



2

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 64	E

2

N

2-01 R4-4 (2M) 36" X 30"

BEGIN RIGHT TURN LANE
YIELD TO BIKES

R2-01 REMOVE

2-02 W2-1 (2M) 30" X 30"

MATCH LINE STA. 86+50 'G'

88'G' 90'G' 92'G' 94

CTH G

MATCH LINE STA. 94+00 'G'

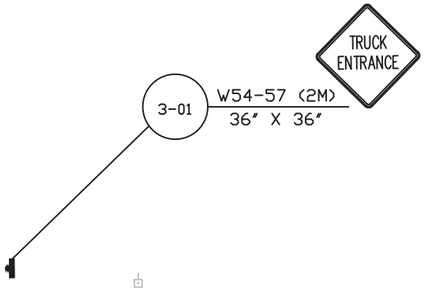
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- (xxx) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 65	E

2

N



MATCH LINE STA. 94+00 'G'

'G'

96'G'

98'G'

100'G'

CTH G

MATCH LINE STA. 101+50 'G'

MATCH LINE

MATCH LINE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx — DENOTES SIGN NUMBER

(X) — INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:28 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

2

N

SPEED LIMIT 45

4-02 R2-1 (2M) 30" X 36"

PI: 105+71.24

102'G' 104'G' 106'G' 108'G'

CTH G

MATCH LINE STA. 101+50 'G'

MATCH LINE STA. 109+00 'G'

SPEED LIMIT 45

4-01 R2-1 (2M) 30" X 36"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 67	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:28 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 109+00 'G'

110'G'

112'G'

114'G'

116'G'

CTH G

MATCH LINE STA. 116+50 'G'

MATCH LINE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:28 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

N

6-03 W4-2R (2M) 36" X 36"

6-02 R3-9B (2M) 24" X 36"

CENTER LANE ONLY

MATCH LINE STA. 116+50 'G'

118'G' 120'G' 122'G' 124

CTH G

MATCH LINE STA. 124+00 'G'

R6-01 REMOVE

TRUCKS ENTERING AND LEAVING

6-01 W54-57 (2M) 36" X 36"

TRUCK ENTRANCE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 69	E

2

N

MATCH LINE STA. 124+00 'G'

MATCH LINE STA. 131+50 'G'

'G'

126'G'

128'G'

130'G'

CTH G

7-01 W9-1R (2M) 36" X 36"

RIGHT LANE ENDS

7-04 R4-7 (2M) 24" X 30"

W5-54 (2M) 18" X 18" 7-05

R7-01 REMOVE

7-02 W3-3 (2M) 36" X 36"

7-03 R3-20L (2M) 24" X 36"

BEGIN LEFT TURN LANE

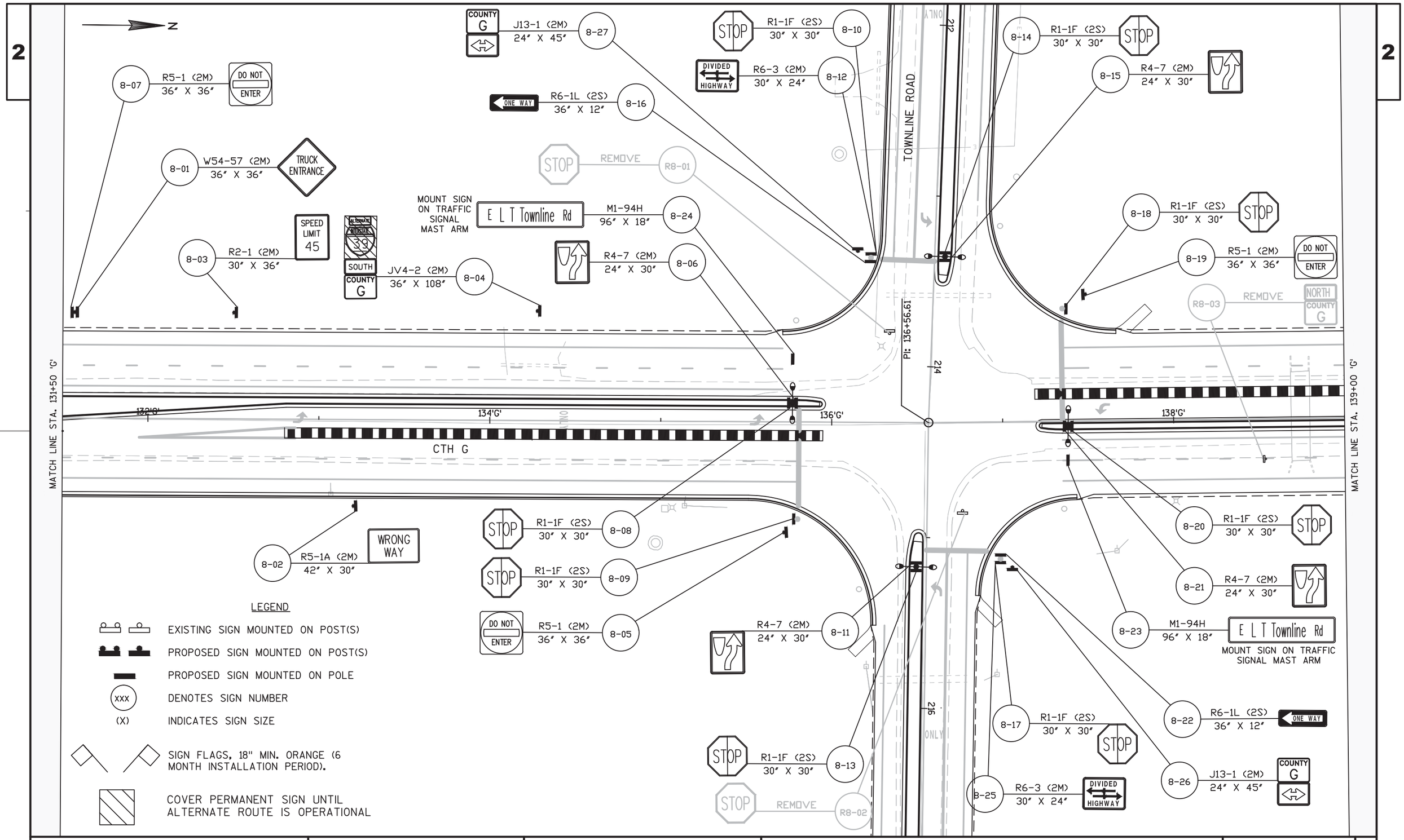
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- xxx — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:28 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:29 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

COVER PERMANENT SIGN UNTIL ALTERNATE ROUTE IS OPERATIONAL

N

9-04 R3-20L (2M) 24" X 36" — BEGIN LEFT TURN LANE

9-09 R4-7 (2M) 24" X 30"

9-02 R5-1A (2M) 42" X 30" — WRONG WAY

W5-54 (2M) 18" X 18" — 9-10

W3-3 (2M) 36" X 36" — 9-08

PI: 146+00.00

MATCH LINE STA. 139+00 'G'

ONLY

140'G' 142'G' 144'G' 146'G'

CTH G

MATCH LINE STA. 146+50 'G'

9-01 JV4-2 (2M) 36" X 108" — ALTERNATE WISCONSIN 39 NORTH COUNTY G

9-03 R2-1 (2M) 30" X 36" — SPEED LIMIT 45

9-06 R5-1 (2M) 36" X 36" — DO NOT ENTER

9-05 R3-9B (2M) 24" X 36" — CENTER LANE ONLY

9-07 W4-2R (2M) 36" X 36"

2

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:29 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

2

N

MATCH LINE STA. 146+50 'G'

148'G'

150'G'

152'G'

154

CTH G

MATCH LINE STA. 154+00 'G'

R10-01

REMOVE

DO NOT PASS

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_023201_PS.DWG PLOT DATE : 10/20/2014 11:29 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

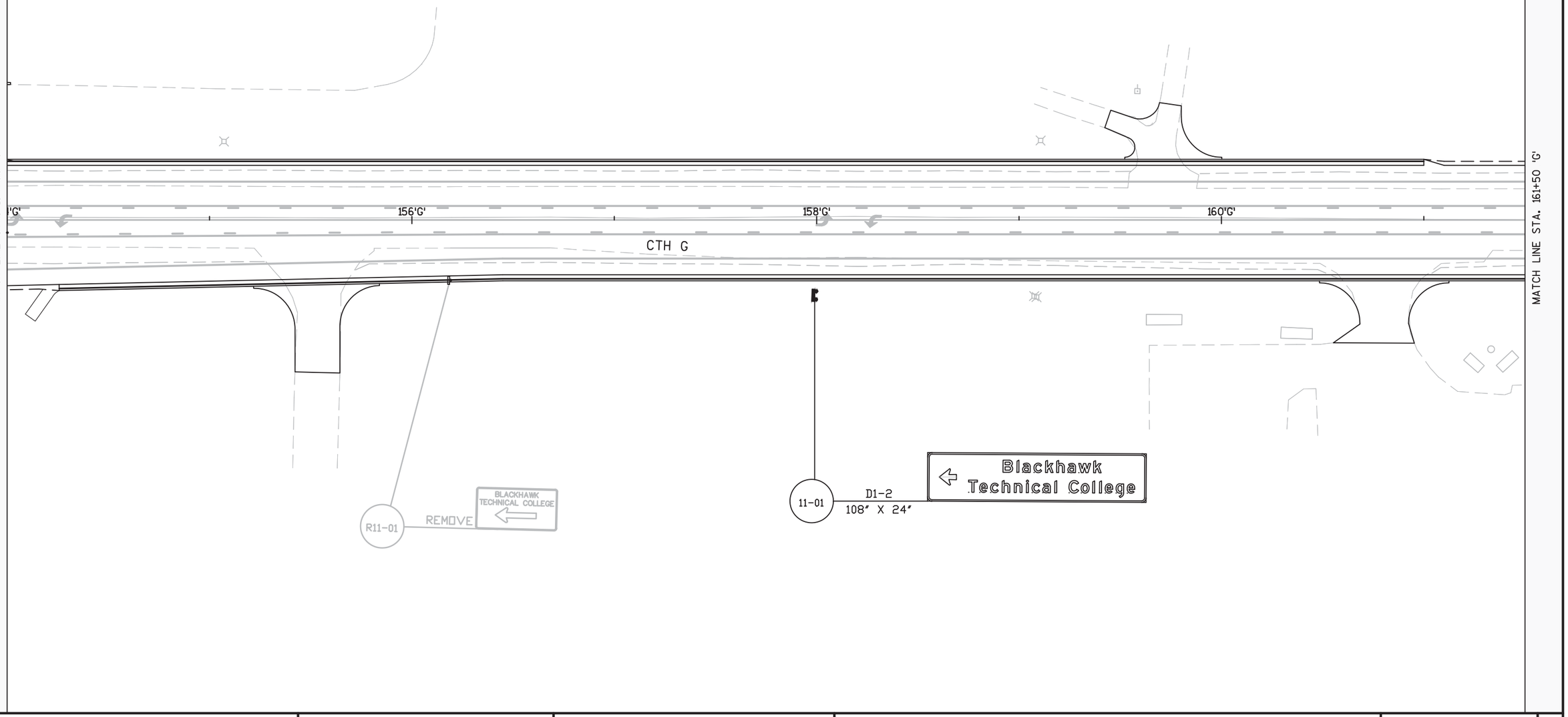
PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

N



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 74	E

2

N

12-01 R3-9B (2M) 24" X 36"

CENTER LANE ONLY

12-02 R2-1 (2M) 30" X 36"

SPEED LIMIT 45

M12-01 MOVE STOP

PI: 163+01.63

162'G' 164'G' 166'G' 168'G'

CTH G

MATCH LINE STA. 161+50 'G'

MATCH LINE STA. 169+00 'G'

R12-01 REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- xxx — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 75	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

N

MATCH LINE STA. 169+00 'G'

MATCH LINE STA. 176+50 'G'

ONLY

170'G' 172'G' 174'G' 176'G'

CTH G

13-01 R3-9B (2M) 24" X 36"

CENTER LANE ONLY

13-02 R2-1 (2M) 30" X 36"

SPEED LIMIT 45

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 76	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

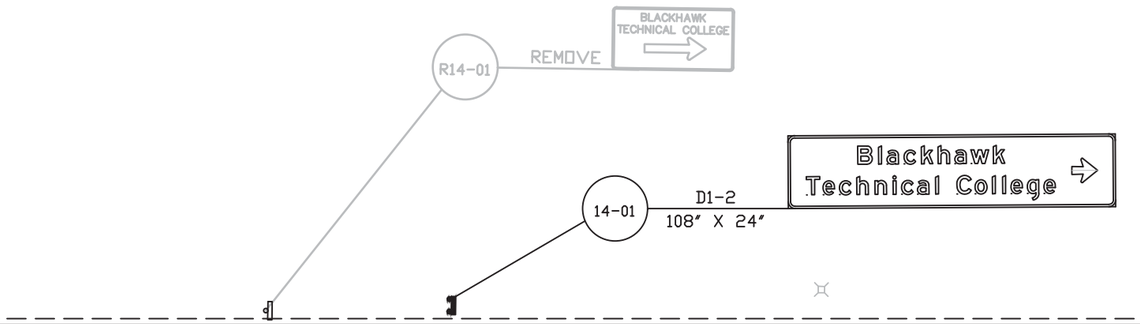
PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

N



MATCH LINE STA. 176+50 'G'

178'G'

180'G'

182'G'

184

CTH G

MATCH LINE

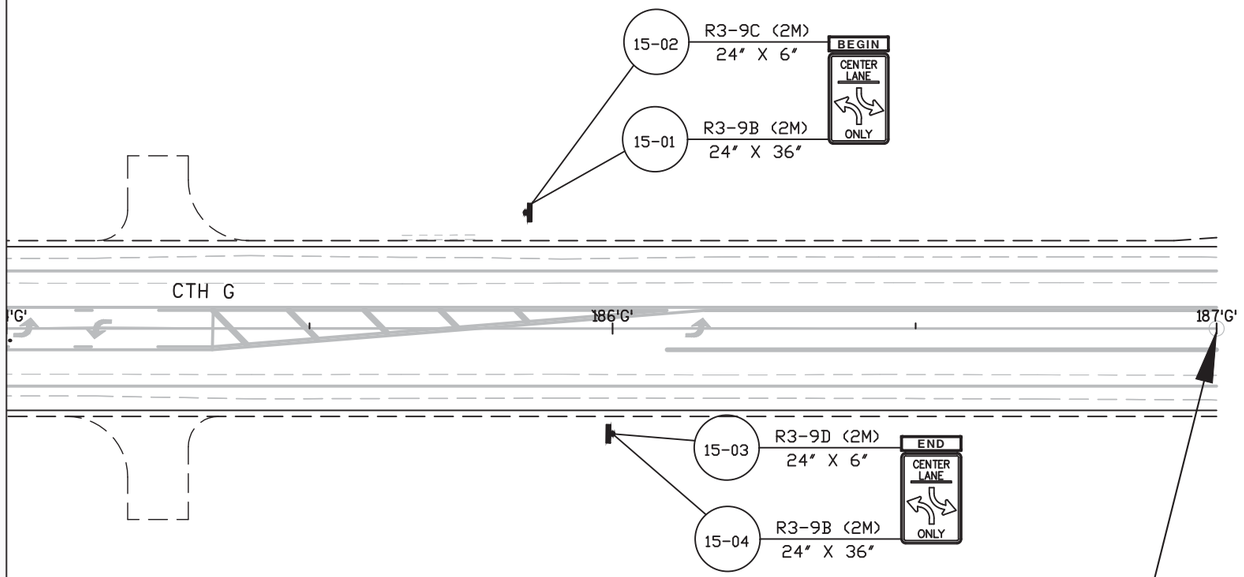
MATCH LINE STA. 184+00 'G'

2

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 77	E

2

N



END PROJECT I.D. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- (xxx) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 78	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

BEGIN CONSTRUCTION
STA. 203+48.00 'TL'

16-01 W3-3 (2M) (36" X 36")

R16-02 REMOVE

M16-01 MOVE NO PARKING THIS SIDE OF STREET

M16-02 MOVE STOP

QUARRY LN

SPEED LIMIT 45 REMOVE R16-04

M16-04 MOVE NO PARKING THIS SIDE OF STREET

16-03 R2-1 (2M) 30" X 36" SPEED LIMIT 45

M16-03 MOVE BUS STOP JTS

TOWNLINE ROAD

203 204 206 208 210

16-04 W3-3 (2M) 36" X 36"

16-02 J1-1 (2M) 24" X 39" JCT COUNTY G

16-09 R5-1 (2M) 36" X 36" DO NOT ENTER

16-07 R4-7 (2M) 24" X 30"

W5-54 (2M) 18" X 18" 16-08

R16-01 REMOVE STOP AHEAD

16-05 W6-1 (2M) 36" X 36"

PLACE 100' PRIOR TO BEGINNING OF PROJECT

R16-03 REMOVE JCT COUNTY G

16-06 R6-2L (2M) 30" X 36" ONE WAY

N

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 79	E

2

N

17-01 D1-2 108" X 24" — Blackhawk Technical College

17-04 R4-7 (2M) 24" X 30"

W5-54 (2M) 18" X 18" 17-05

17-02 W3-3 (2M) 36" X 36"

R17-01 REMOVE — BLACKHAWK TECHNICAL COLLEGE

218 220 222 224

TOWNLINE ROAD

MATCHLINE STA. 224+25 'TL'

M17-01 MOVE — TOWN OF TURTLE WELCOMES YOU

17-03 J1-1 (2M) 24" X 39" — JCT COUNTY G

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 80	E

2

N

R18-01 REMOVE

R18-02 REMOVE

TRUCKS ENTERING AND LEAVING

18-01 W6-1 (2M) 36" X 36"

18-02 W54-57 (2M) 36" X 36"

TRUCK ENTRANCE

END CONSTRUCTION
STA. 228+25.00 'TL'

226

228

TOWNLINE ROAD

MATCH LINE STA. 224+25 'TL'

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE

xxx DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SIGN FLAGS, 18" MIN. ORANGE (6 MONTH INSTALLATION PERIOD).

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET 81	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, 15' TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, 19' TYPE 9 POLE, 15'-30' ARM (OVERALL HEIGHT APPROX. 22 FEET)
- (XX) MONOTUBE BASE, 19' TYPE 12 POLE, 35'-55' ARM (OVERALL HEIGHT APPROX. 22 FEET)
- TWIN LUMINAIRE, 8' ARMS, 30' TYPE 4 POLE (OVERALL HEIGHT APPROX. 34 FEET)
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GRAYSHADE REPRESENTS EXISTING

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (FY)(Y) YELLOW ARROW
- (G) GREEN ARROW

N

CTH G

SPEED LIMIT = 45 MPH

TOWNLINE ROAD

PB1 PB4 PB5 PB6 PB7 PB8 PB10 PB11 PB12 PB13 PB16 PB17 PB18 PB19 PB21 PB22 PB23

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12

CB1

3-3" 2-3" 3"

20' 35'

213'TL' 214'TL' 215'TL' 216'TL'

4 - 6X20 3 TURNS EACH

2 - 6X20 3 TURNS EACH

134'G' 135'G' 136'G' 137'G' 138'G' 139'G'

6X20 4 TURNS

200' TO NEAR RIGHT SIGNAL

ONLY

*BENC EAST ELEVA

ATC

POLE #113631

POLE #61

RANS.

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF THE DETECTOR LOOP.
2. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

FEBRUARY 4, 2015

TRAFFIC CONTROL SIGNAL
CTH G & TOWNLINE ROAD
TOWNS OF BELOIT, TURTLE, LA PRAIRIE, AND ROCK
ROCK COUNTY

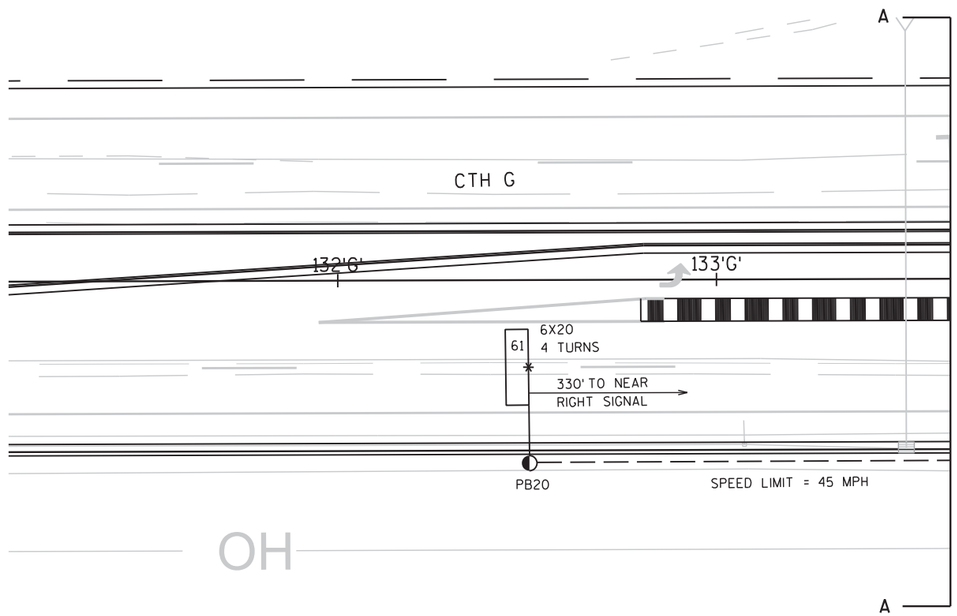
DESIGNED BY: TAD, INC.

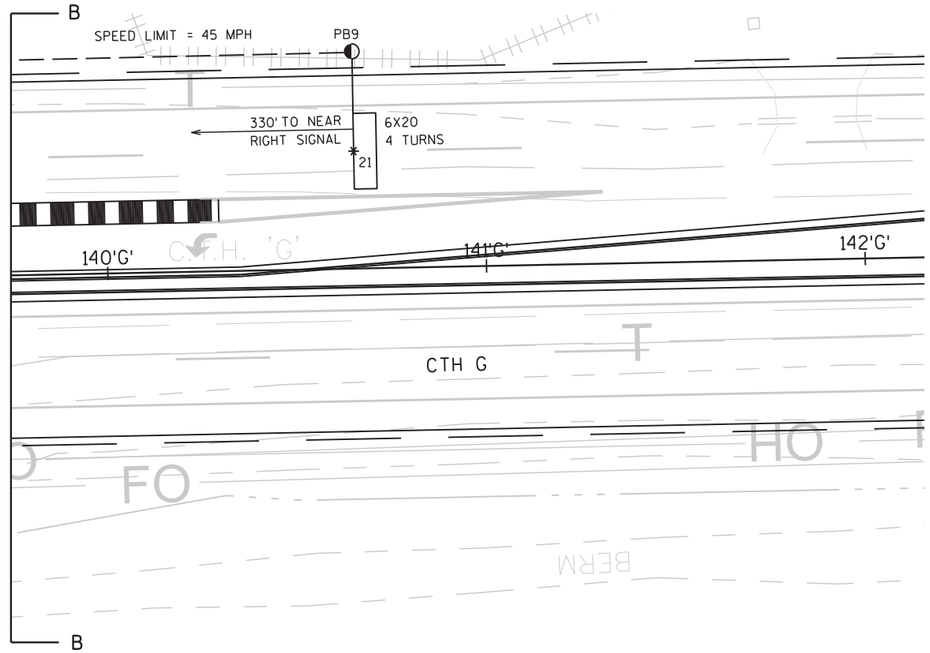
PAGE 1 OF 5

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 82 E

FILE NAME : signals.dgn PLOT DATE : 2/4/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / in.

WISDOT/CADDS SHEET 42



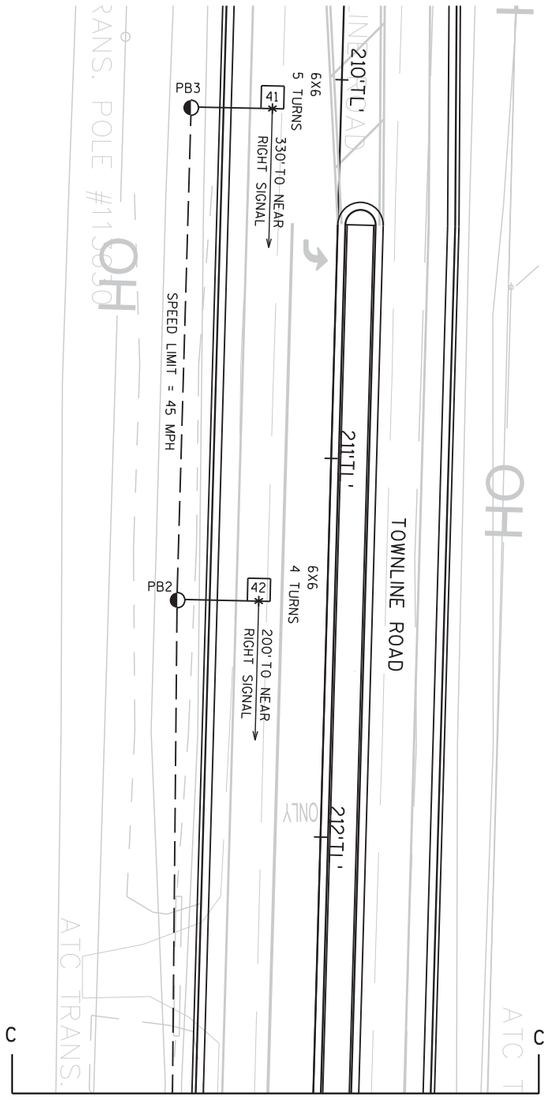


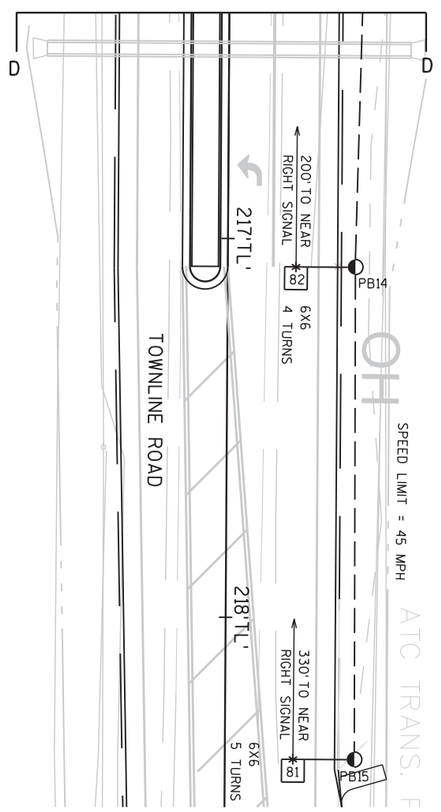
TRAFFIC CONTROL SIGNAL
CTH G & TOWNLINE ROAD
TOWNS OF BELOIT, TURTLE,
LA PRAIRIE, AND ROCK
ROCK COUNTY

DESIGNED BY: TAD, INC.

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 83	E

FILE NAME : signals.dgn PLOT DATE : 2/4/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / in.
WISDOT/CADDS SHEET 42





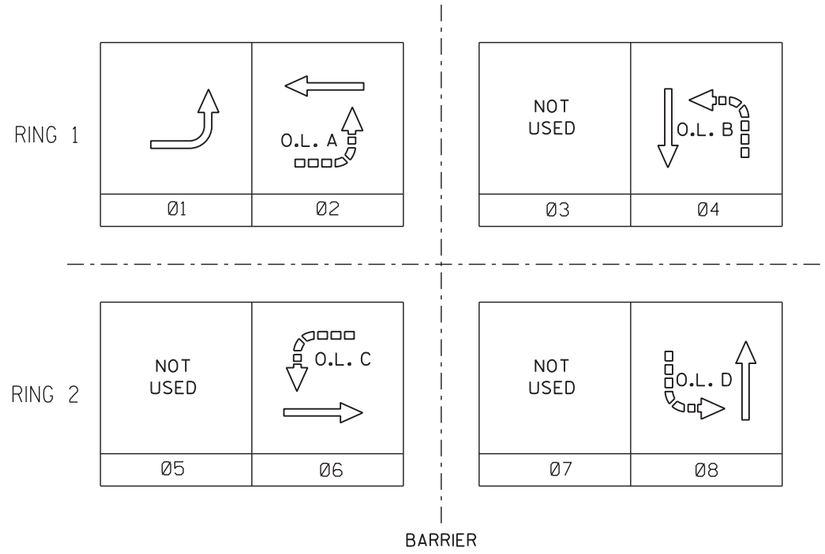
TRAFFIC CONTROL SIGNAL
CTH G & TOWNLINE ROAD
TOWNS OF BELOIT, TURTLE,
LA PRAIRIE, AND ROCK
ROCK COUNTY

DESIGNED BY: TAD, INC.

PAGE 3 OF 5

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 84	E

	HEAD NUMBERS	FLASH
Ø1	4,5,6	-
Ø2	7,8,9	R
Ø3		
Ø4	13,14,15	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	19,20,21	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	4,5,6	R
OLB	22,23,24	R
OLC	10,11,12	R
OLD	16,17,18	R



N

CONTROLLER LOGIC

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
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	

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR #(S)	21	11	41	23	45	43	81	61
ASSIGNED PHASE	2	1	4	2	4	4	8	6
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND			X				X	
DELAY								

19	17	23	21	27	25	31	29	DETECTOR INPUT
85	83							PLAN LOOP DETECTOR #(S)
8	8							ASSIGNED PHASE
VEH	VEH							OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR #(S)	22	12	42	24	46	44	82	62
ASSIGNED PHASE	2	1	4	2	4	4	8	6
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND			X				X	
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
86	84							PLAN LOOP DETECTOR #(S)
8	8							ASSIGNED PHASE
VEH	VEH							OPERATION MODE
								SWITCH
								EXTEND
								DELAY

CONTROLLER TYPE: EPAC
CABINET TYPE: TS2

TRAFFIC CONTROL SIGNAL
CTH G & TOWNLINE ROAD
TOWNS OF BELOIT, TURTLE,
LA PRAIRIE, AND ROCK
ROCK COUNTY

DESIGNED BY: TAD, INC.

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	SEQUENCE OF OPERATIONS	SHEET 85	E

FILE NAME : signals.dgn PLOT DATE : 2/4/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / in.
WISDOT/CADDS SHEET 42

PROJECT ID:	5966-00-72
INTERSECTION:	CTH G & TOWNLINE ROAD

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	JUMPER	# OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK	
SB1		12	13	RED	ORG	GRN							
			22				RED/BLK	ORG/BLK	GRN/BLK				
SB2		12	18				RED	ORG	GRN				
			23				RED/BLK	ORG/BLK	GRN/BLK				
SB3		12	20	RED	ORG	GRN							
			21	RED	ORG	GRN							
SB4		12	4				RED	ORG	BLK	GRN			
			7	RED/BLK	ORG/BLK	GRN/BLK							
SB5		12	5				RED	ORG	BLK	GRN			
			12				RED/BLK	ORG/BLK	GRN/BLK				
SB6		12	2	RED	ORG	GRN							
			3	RED	ORG	GRN							
SB7		12	16				RED	ORG	GRN				
			19	RED/BLK	ORG/BLK	GRN/BLK							
SB8		12	17				RED	ORG	GRN				
			24				RED/BLK	ORG/BLK	GRN/BLK				
SB9		12	14	RED	ORG	GRN							
			15	RED	ORG	GRN							
SB10		12	1	RED	ORG	GRN							
			10				RED/BLK	ORG/BLK	GRN/BLK				
SB11		12	6				RED	ORG	BLK	GRN			
			11				RED/BLK	ORG/BLK	GRN/BLK				
SB12		12	8	RED	ORG	GRN							
			9	RED	ORG	GRN							

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
SB1	PB1
SB2	PB4
SB3	PB6
SB4	PB7
SB5	PB10
SB6	PB12
SB7	PB13
SB8	PB16
SB9	PB17
SB10	PB18
SB11	PB21
SB12	PB23

LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB2
SB2	SB5
CB1	SB11
SB11	SB8

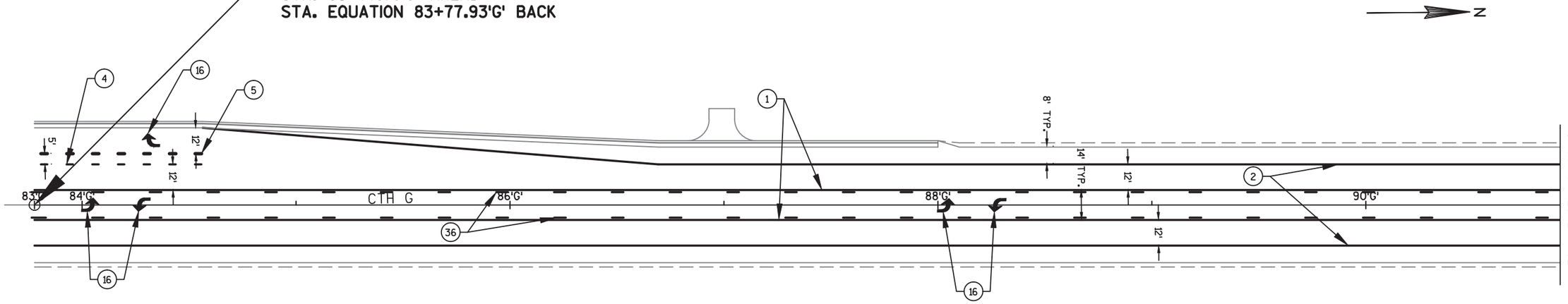
NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.

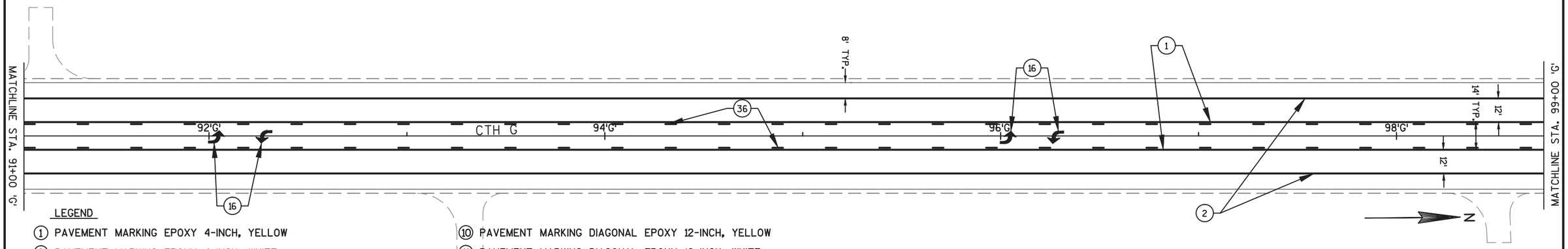
TRAFFIC CONTROL SIGNAL
CTH G & TOWNLINE ROAD
TOWNS OF BELOIT, TURTLE,
LA PRAIRIE, AND ROCK
ROCK COUNTY

DESIGNED BY: TAD, INC.

2

BEGIN PROJECT I.D. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83+77.93'G' BACK





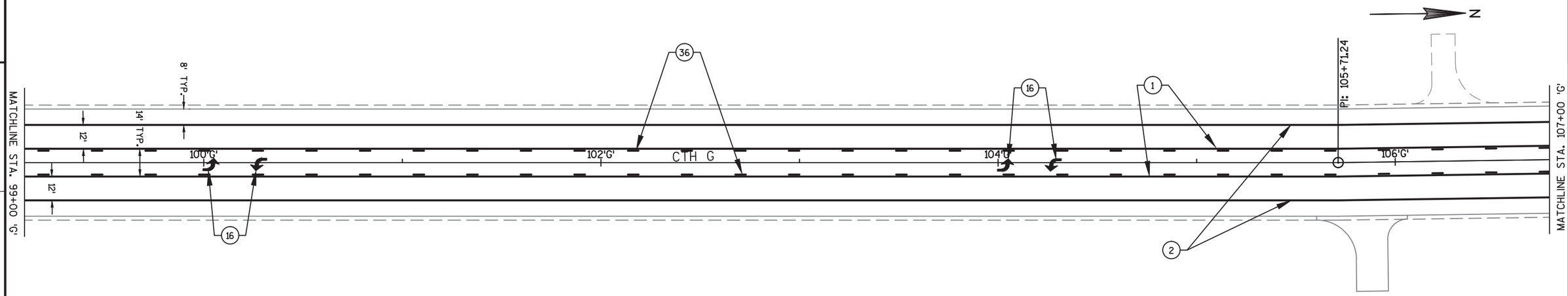
LEGEND

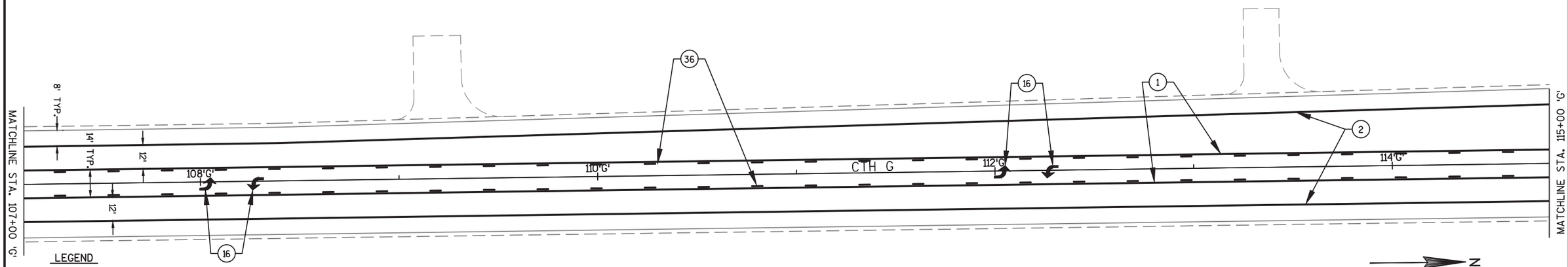
1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (3' LONG, 12' GAP)
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIPS (3' LONG, 12' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY STOPLINE EPOXY 18-INCH, WHITE
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. PAVEMENT MARKING WORDS EPOXY
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, YELLOW SKIPS (12.5' LONG, 37.5' GAP)

SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 87	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_023201_PM.DWG PLOT DATE : 10/29/2014 1:06 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF





LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (3' LONG, 12' GAP)
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIPS (3' LONG, 12' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY STOPLINE EPOXY 18-INCH, WHITE
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
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14. PAVEMENT MARKING WORDS EPOXY
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
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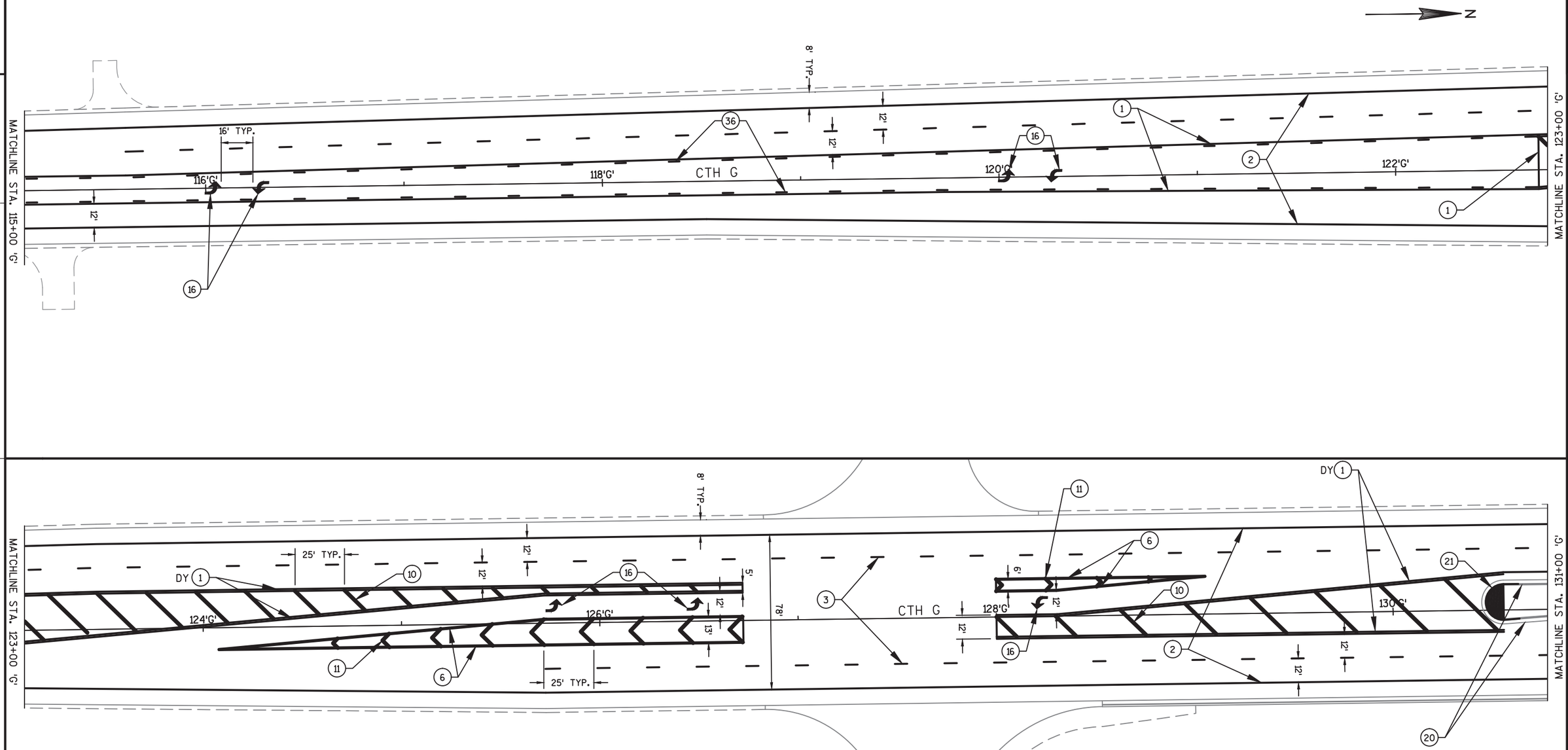
21. PAVEMENT MARKING ISLAND NOSE EPOXY
36. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIPS (12.5' LONG, 37.5' GAP)

SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 88	E

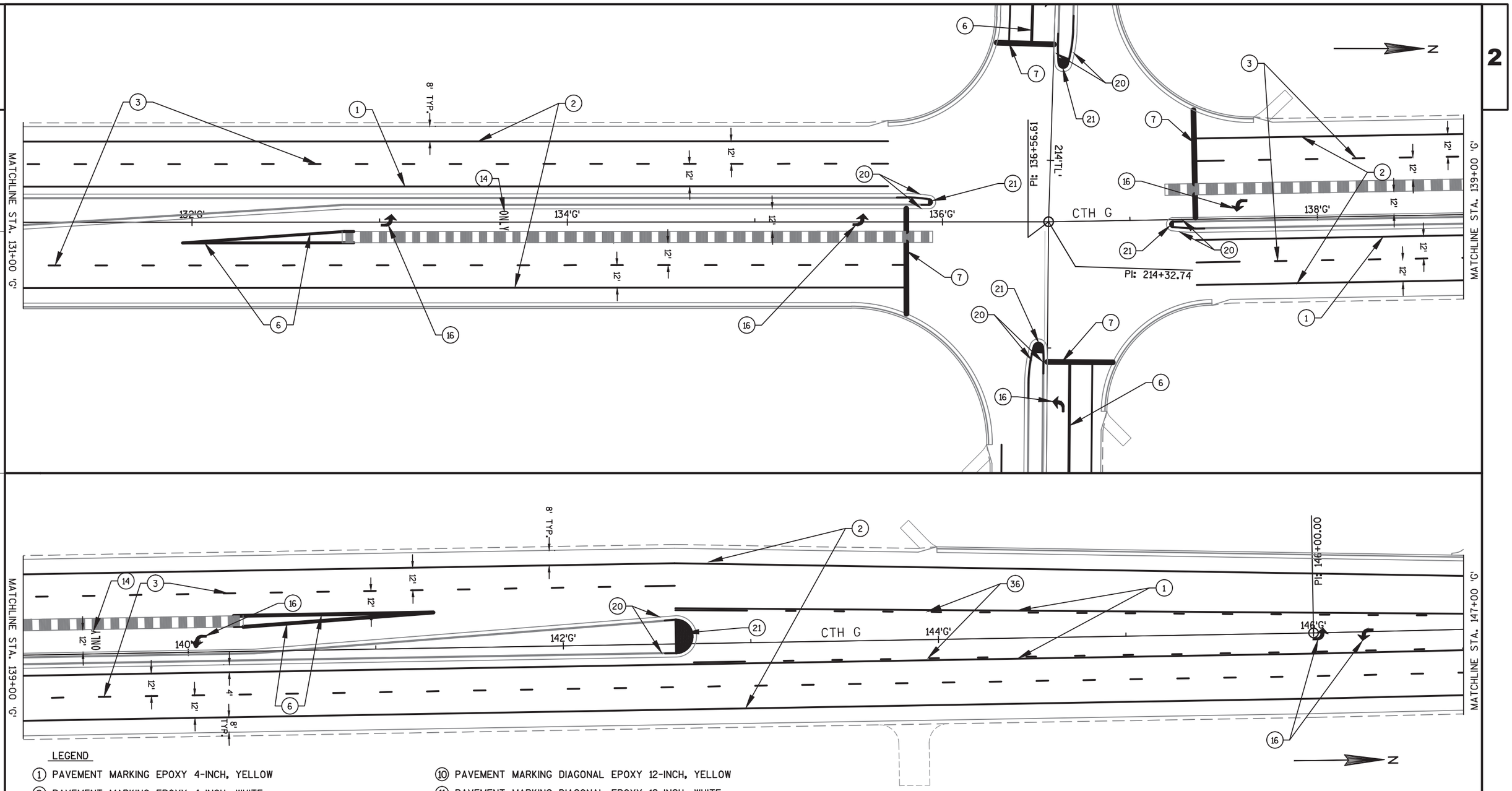


LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
(4) PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (3' LONG, 12' GAP)
(5) PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIPS (3' LONG, 12' GAP)
(6) PAVEMENT MARKING EPOXY 8-INCH, WHITE
(7) PAVEMENT MARKING EPOXY STOPLINE EPOXY 18-INCH, WHITE
(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
(14) PAVEMENT MARKING WORDS EPOXY
(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, YELLOW SKIPS (12.5' LONG, 37.5' GAP)
DY DENOTES 4" DOUBLE YELLOW

SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 89	E



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
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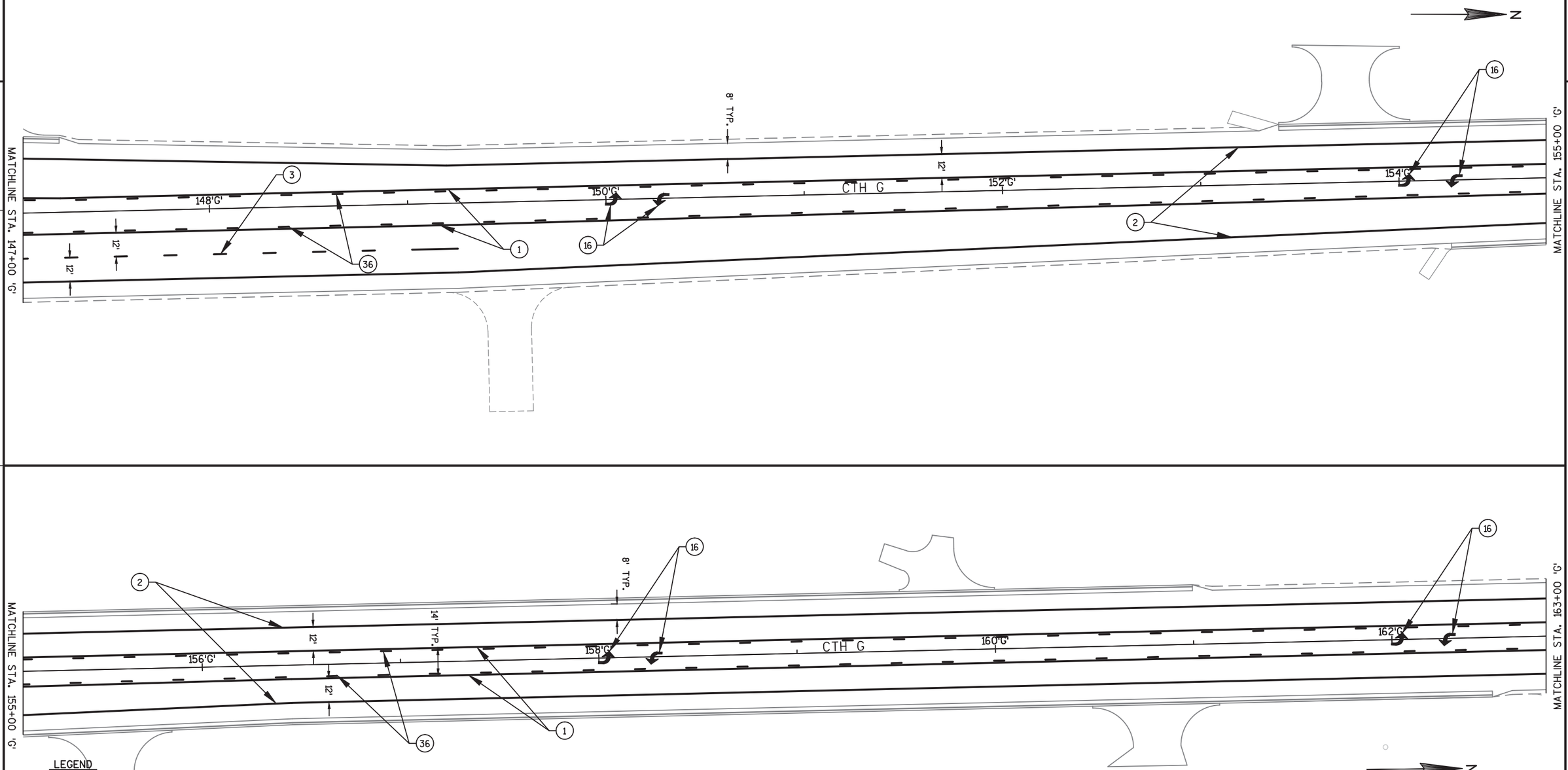
SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_023201_PM.DWG PLOT DATE : 10/29/2014 1:06 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 44



LEGEND

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6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY STOPLINE EPOXY 18-INCH, WHITE
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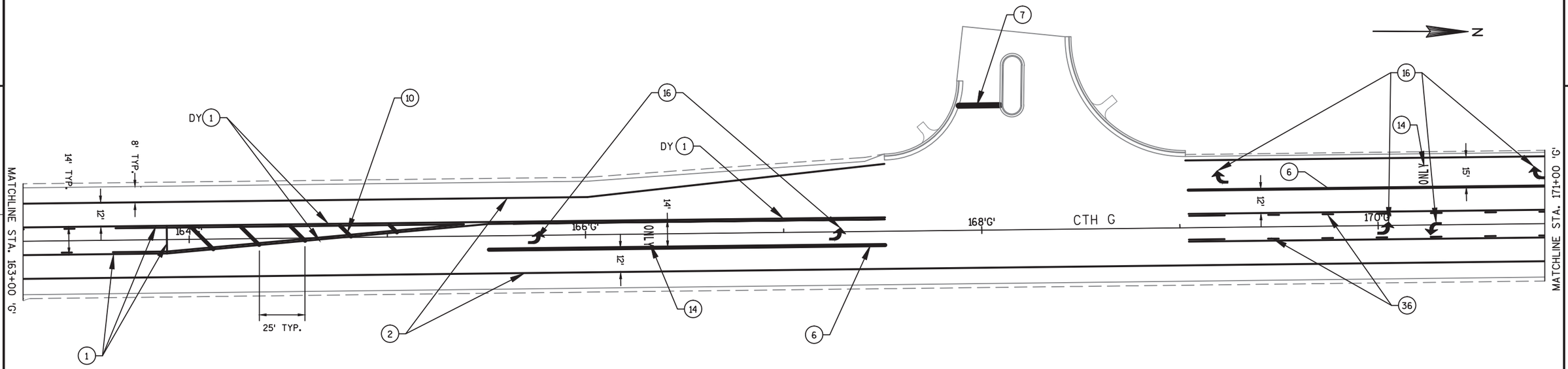
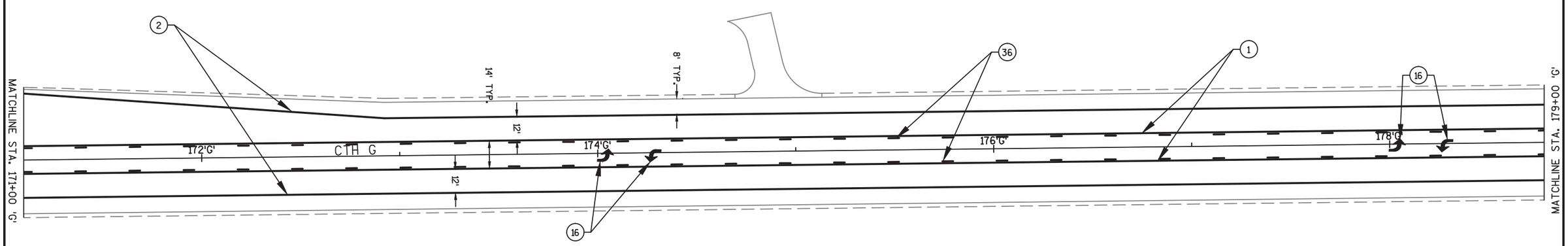
21. PAVEMENT MARKING ISLAND NOSE EPOXY
36. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIPS (12.5' LONG, 37.5' GAP)

SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 91	E





LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
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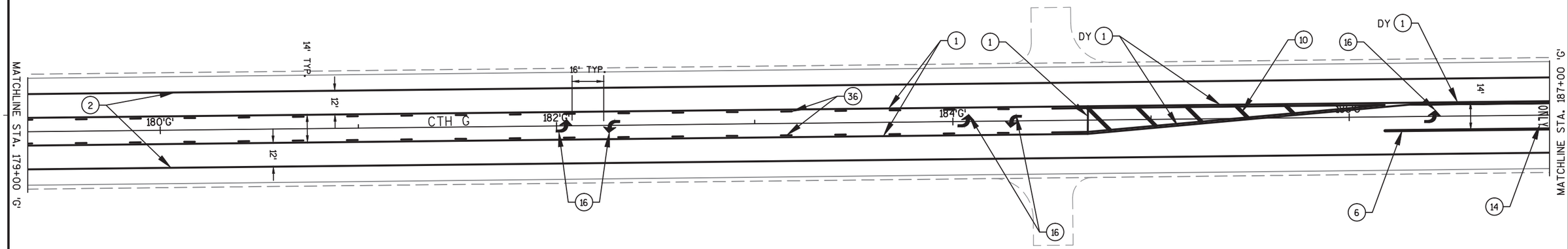
21. PAVEMENT MARKING ISLAND NOSE EPOXY
36. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIPS (12.5' LONG, 37.5' GAP)

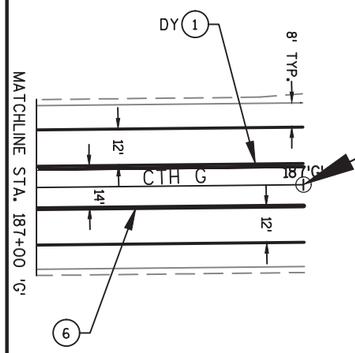
DY DENOTES 4" DOUBLE YELLOW

SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 92	E



SEE SDD PAVEMENT MARKING (LEFT TURN LANE) FOR PROPER INSTALLATION OF TWO WAY LEFT TURN LANE ARROWS.



END PROJECT I.D. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'

LEGEND

N

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
(4) PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (3' LONG, 12' GAP)
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(14) PAVEMENT MARKING WORDS EPOXY
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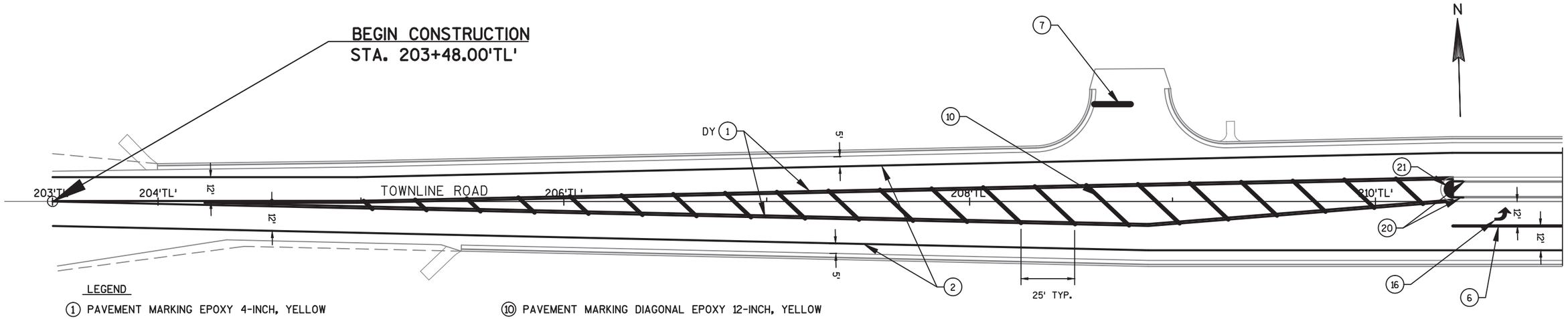
(21) PAVEMENT MARKING ISLAND NOSE EPOXY
(36) PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIPS (12.5' LONG, 37.5' GAP)
DY DENOTES 4" DOUBLE YELLOW

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_023201_PM.DWG PLOT DATE : 10/29/2014 1:07 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 44



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
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3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
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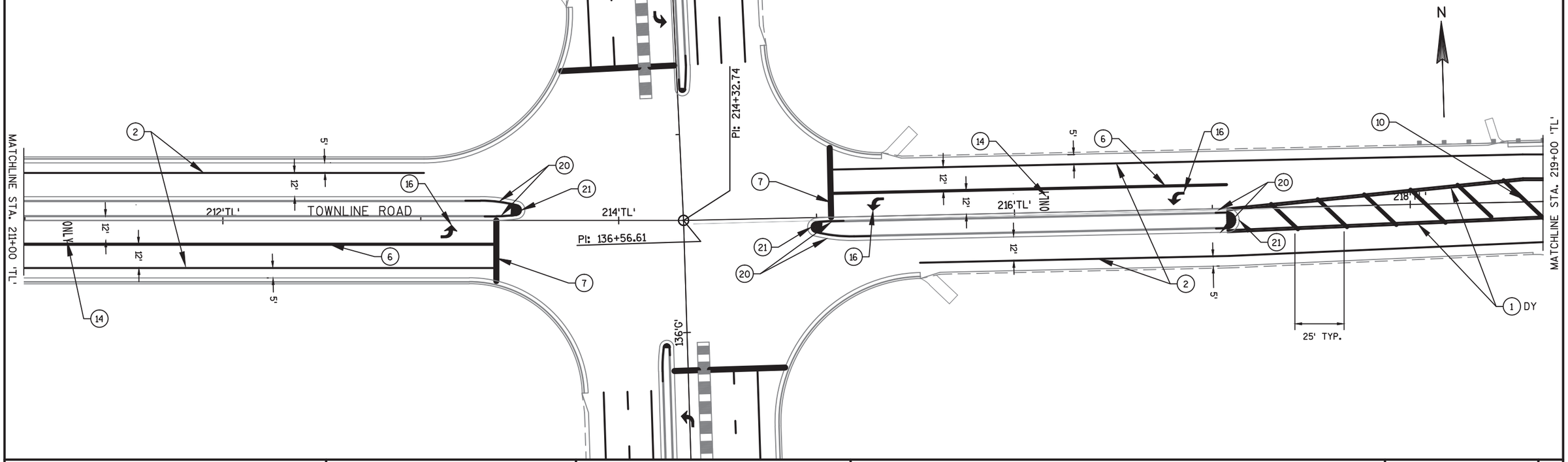
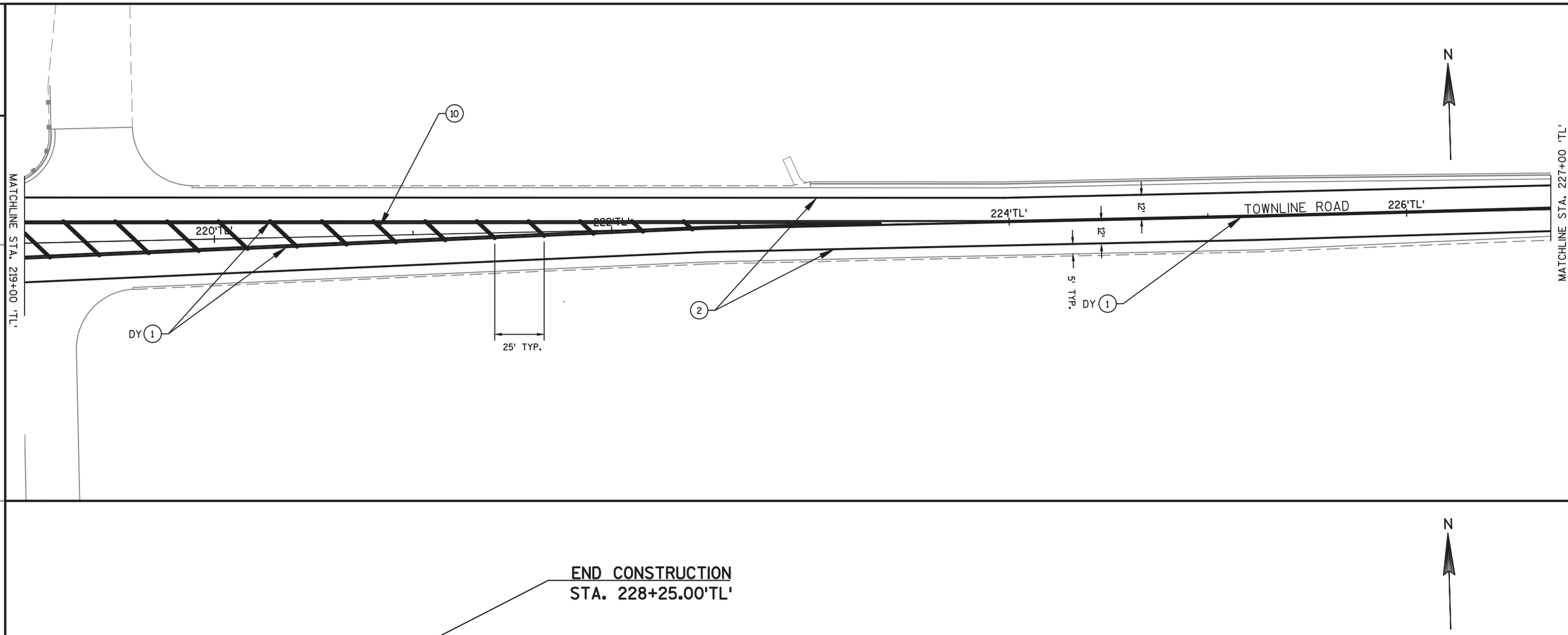
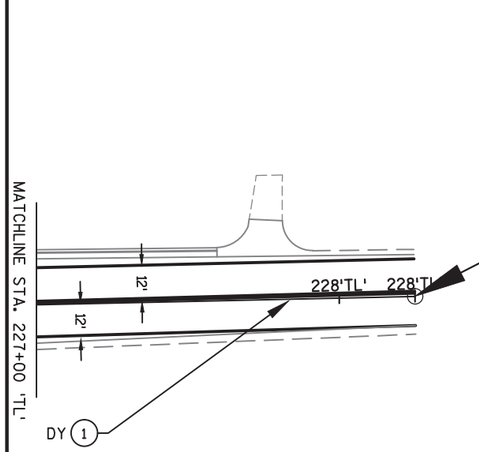
DY DENOTES 4" DOUBLE YELLOW



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 94	E





LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
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3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIPS (12.5' LONG, 37.5' GAP)
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6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
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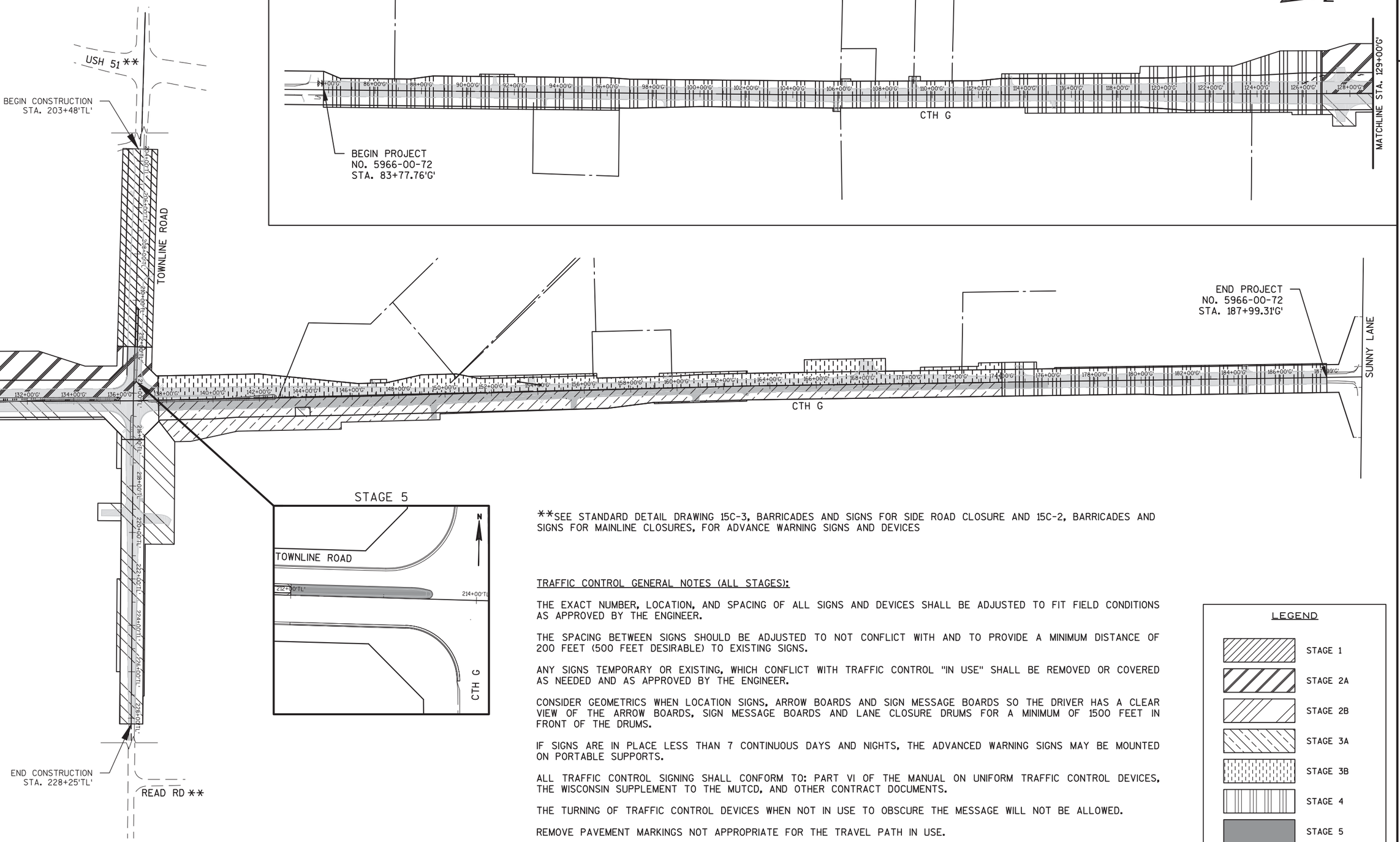
DY DENOTES 4" DOUBLE YELLOW

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	PAVEMENT MARKING	SHEET 95	E



**SEE STANDARD DETAIL DRAWING 15C-3, BARRICADES AND SIGNS FOR SIDE ROAD CLOSURE AND 15C-2, BARRICADES AND SIGNS FOR MAINLINE CLOSURES, FOR ADVANCE WARNING SIGNS AND DEVICES

TRAFFIC CONTROL GENERAL NOTES (ALL STAGES):

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 DISTANCE OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.

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.

CONSIDER GEOMETRICS WHEN LOCATION SIGNS, ARROW BOARDS AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

LEGEND

- STAGE 1
- STAGE 2A
- STAGE 2B
- STAGE 3A
- STAGE 3B
- STAGE 4
- STAGE 5

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGING OVERVIEW	SHEET 96 E

2

N

WORK AREA

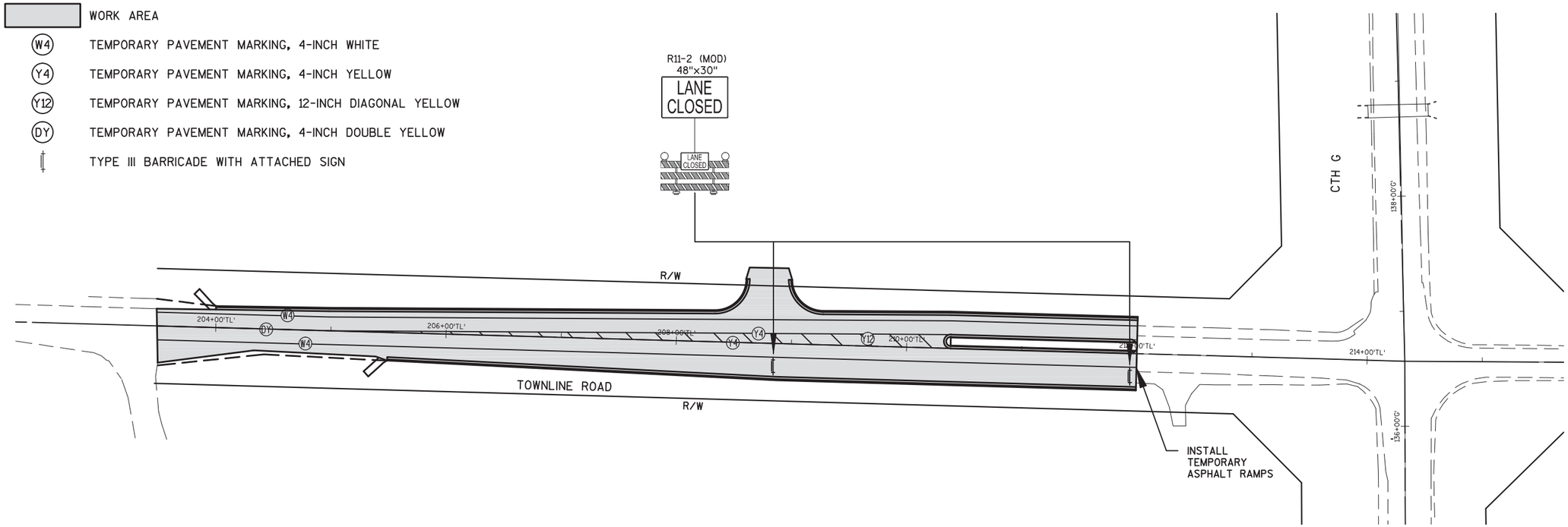
(W4) TEMPORARY PAVEMENT MARKING, 4-INCH WHITE

(Y4) TEMPORARY PAVEMENT MARKING, 4-INCH YELLOW

(Y12) TEMPORARY PAVEMENT MARKING, 12-INCH DIAGONAL YELLOW

(DY) TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW

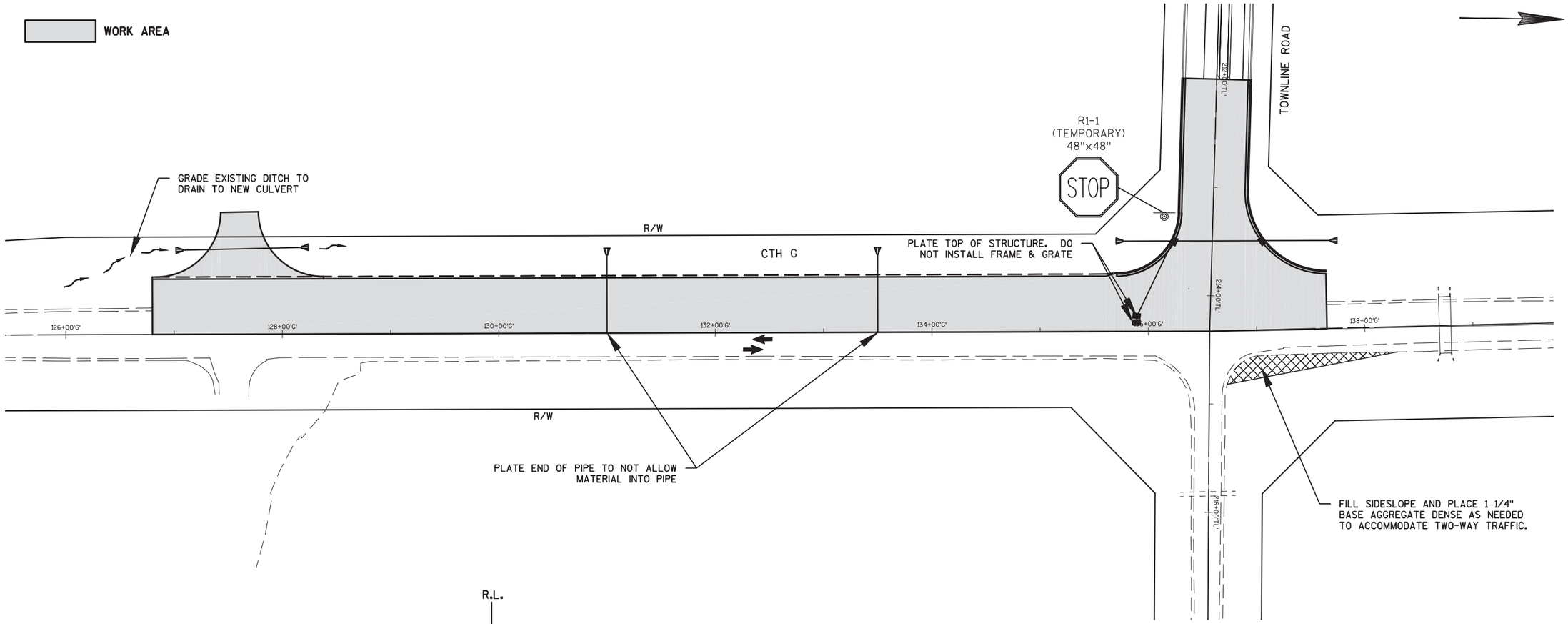
TYPE III BARRICADE WITH ATTACHED SIGN

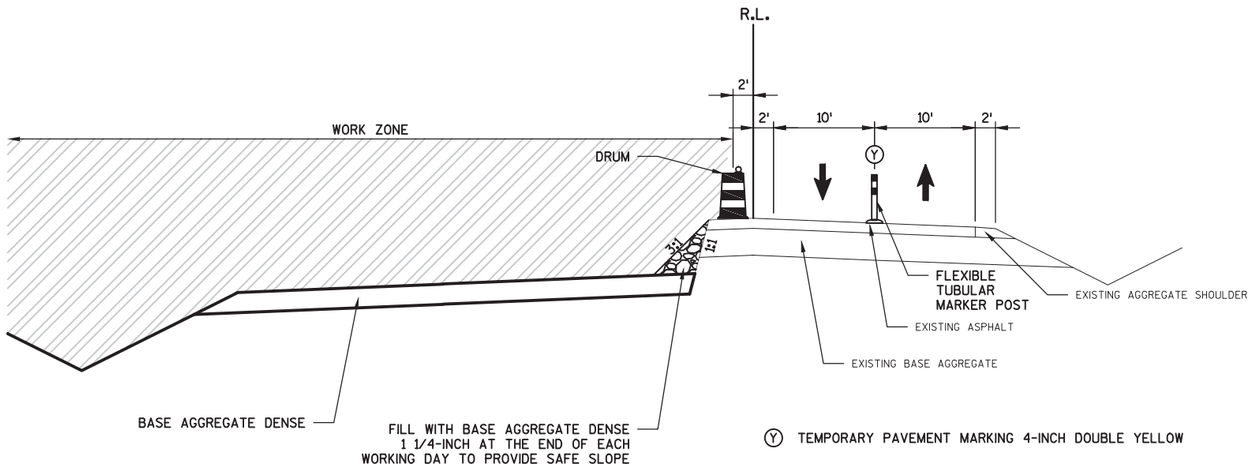


STAGE 1:

CONSTRUCT TOWNLINE ROAD (EAST OF CTH G FROM STATION 203+48 TO 212+00). INSTALL LOWER LAYER HMA AND CONSTRUCT ALL CURB AND GUTTER. INSTALL ASPHALT RAMPS FROM NEW HMA LAYER TO EXISTING ROADWAY AND INSTALL TEMPORARY PAVEMENT MARKINGS. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWINGS 15C-2, BARRICADES AND SIGNS FOR MAINLINE CLOSURES AND 15C-3, BARRICADES AND SIGNS FOR SIDEROAD CLOSURES FOR SIGNS AND DEVICE PLACEMENT.

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1	SHEET 97 E





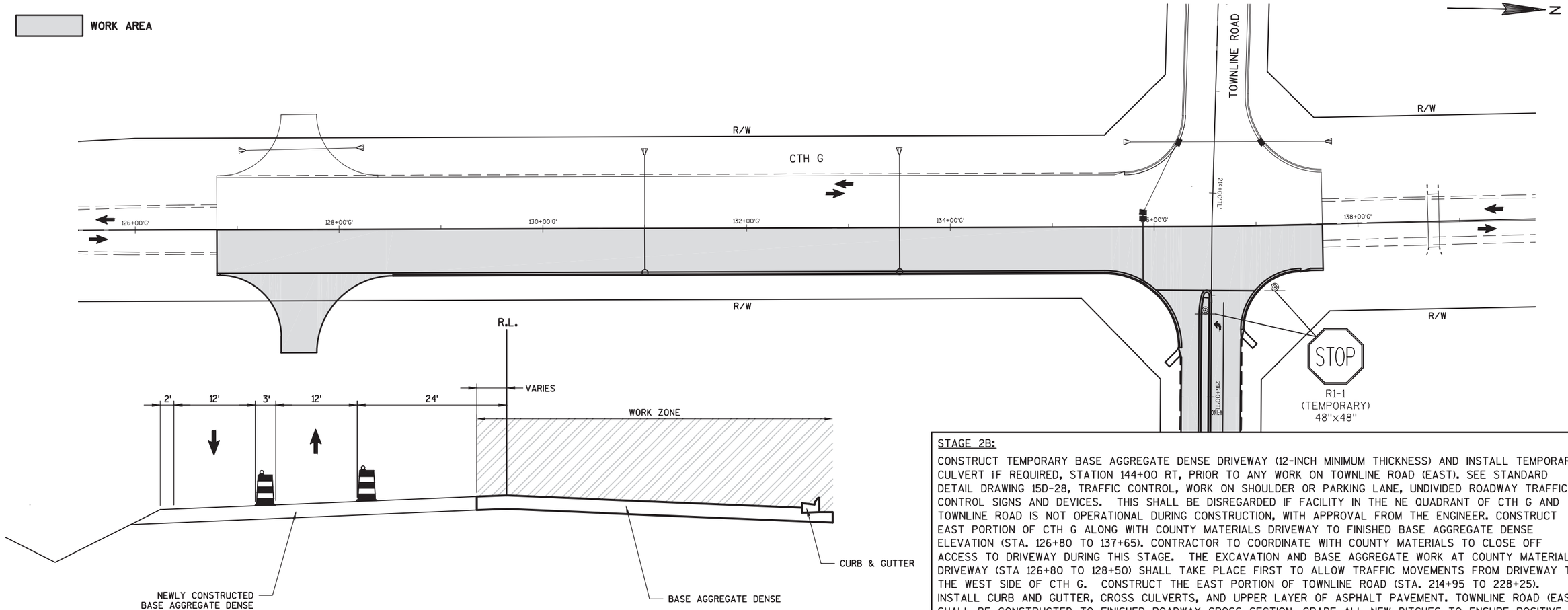
STAGING TYPICAL SECTION - STAGE 2A - CTH G

STA. 126+80'G' - STA. 137+65'G'

STAGE 2A:

CONSTRUCT WEST PORTION OF CTH G ROADWAY & SHOULDERS TO FINISHED BASE AGGREGATE DENSE GRADE (STA. 126+80 TO 137+65). INSTALL CURB AND GUTTER AT NORTHWEST QUADRANT OF INTERSECTION. CONSTRUCT DITCHES, CROSS CULVERTS, AND STORM SEWER TO MAINTAIN DRAINAGE. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWING 15D-6, TRAFFIC CONTROL, TWO LANE TWO WAY OPERATIONS; 15D-21, TRAFFIC CONTROL, INTERSECTION WITH SINGLE LANE CLOSURE; 15D-28 TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGNS AND DEVICES PLACEMENT.

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A	SHEET 98 E

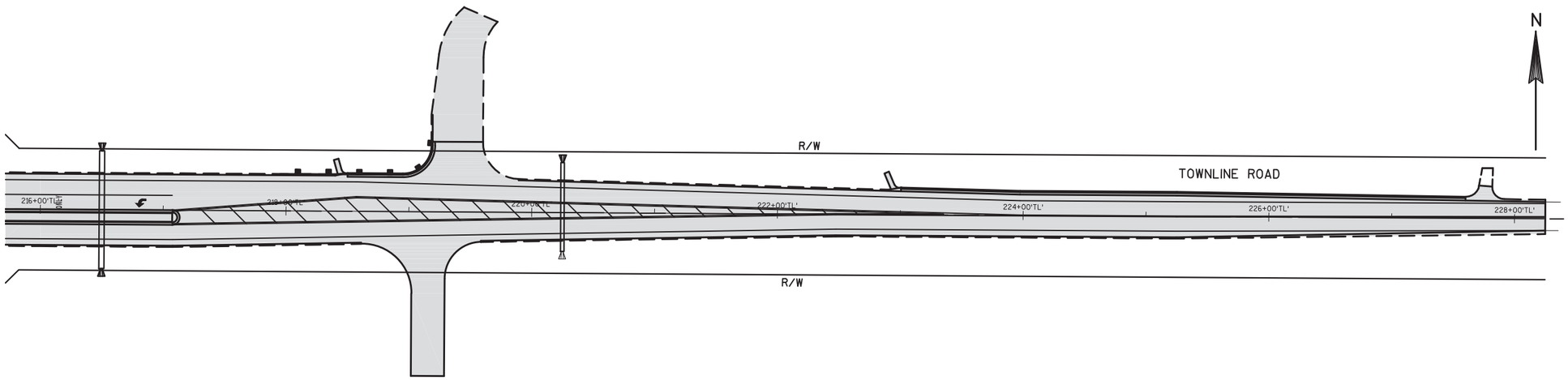


STAGING TYPICAL SECTION - STAGE 2B - CTH G

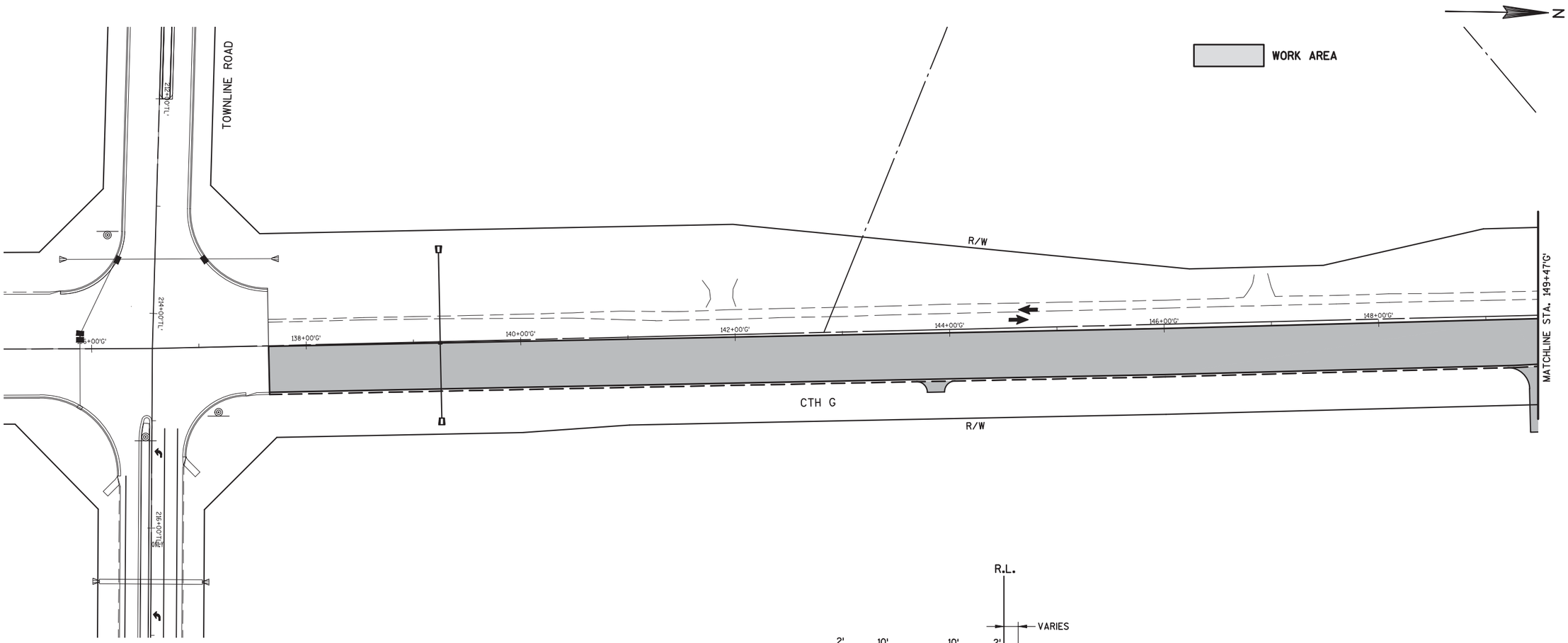
STA. 126+80'G' - STA. 137+65'G'

STAGE 2B:

CONSTRUCT TEMPORARY BASE AGGREGATE DENSE DRIVEWAY (12-INCH MINIMUM THICKNESS) AND INSTALL TEMPORARY CULVERT IF REQUIRED, STATION 144+00 RT, PRIOR TO ANY WORK ON TOWNLINE ROAD (EAST). SEE STANDARD DETAIL DRAWING 15D-28, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY TRAFFIC CONTROL SIGNS AND DEVICES. THIS SHALL BE DISREGARDED IF FACILITY IN THE NE QUADRANT OF CTH G AND TOWNLINE ROAD IS NOT OPERATIONAL DURING CONSTRUCTION, WITH APPROVAL FROM THE ENGINEER. CONSTRUCT EAST PORTION OF CTH G ALONG WITH COUNTY MATERIALS DRIVEWAY TO FINISHED BASE AGGREGATE DENSE ELEVATION (STA. 126+80 TO 137+65). CONTRACTOR TO COORDINATE WITH COUNTY MATERIALS TO CLOSE OFF ACCESS TO DRIVEWAY DURING THIS STAGE. THE EXCAVATION AND BASE AGGREGATE WORK AT COUNTY MATERIALS DRIVEWAY (STA 126+80 TO 128+50) SHALL TAKE PLACE FIRST TO ALLOW TRAFFIC MOVEMENTS FROM DRIVEWAY TO THE WEST SIDE OF CTH G. CONSTRUCT THE EAST PORTION OF TOWNLINE ROAD (STA. 214+95 TO 228+25). INSTALL CURB AND GUTTER, CROSS CULVERTS, AND UPPER LAYER OF ASPHALT PAVEMENT. TOWNLINE ROAD (EAST) SHALL BE CONSTRUCTED TO FINISHED ROADWAY CROSS SECTION. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWINGS 15C-2, BARRICADES AND SIGNS FOR MAINLINE CLOSURES; 15D-21, TRAFFIC CONTROL, INTERSECTION WITH SINGLE LANE CLOSURE; 15D-28 TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGN AND DEVICES PLACEMENT.



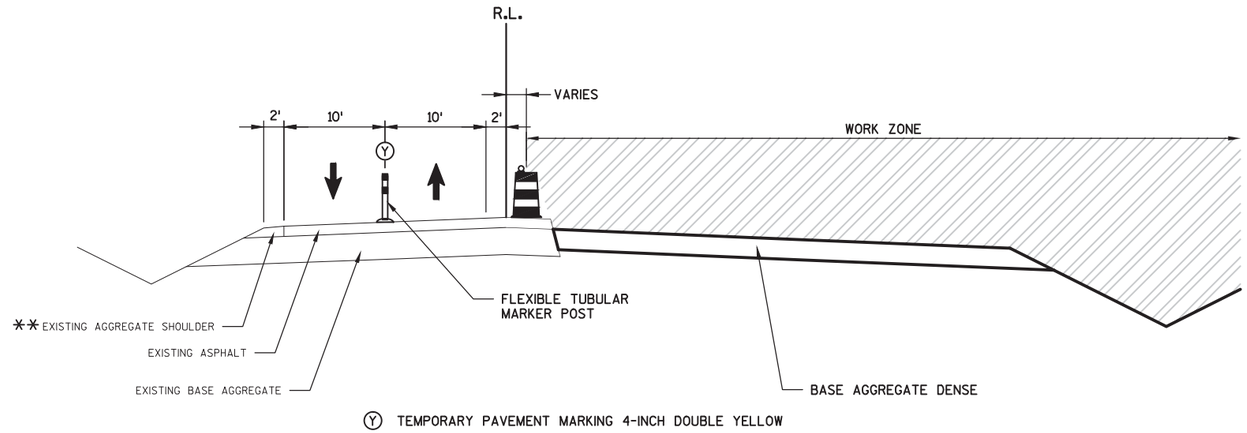
PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2B	SHEET 99 E



** CONTRACTOR SHALL ADD 1 1/4" BASE AGGREGATE DENSE WHERE REQUIRED TO ENSURE THERE IS NO DROP OFF FROM EXISTING ASPHALT PAVEMENT TO SHOULDER.

STAGE 3A:

CONSTRUCT EAST PORTION OF CTH G ROADWAY & SHOULDERS TO FINISHED BASE AGGREGATE DENSE GRADE (STA. 137+65 TO 176+00). CONSTRUCT DITCHES AND CULVERTS TO MAINTAIN DRAINAGE. SHORT TERM (4-6 HOURS) TEMPORARY CLOSURE TO INSTALL ROADWAY CULVERTS MAY BE NEEDED. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWING 15C-12, TRAFFIC CONTROL FOR LANE CLOSURES (SUITABLE FOR MOVING OPERATIONS); 15D-6, TRAFFIC CONTROL TWO LANE TWO WAY OPERATIONS; 15D-28, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGNS AND DEVICES PLACEMENT.

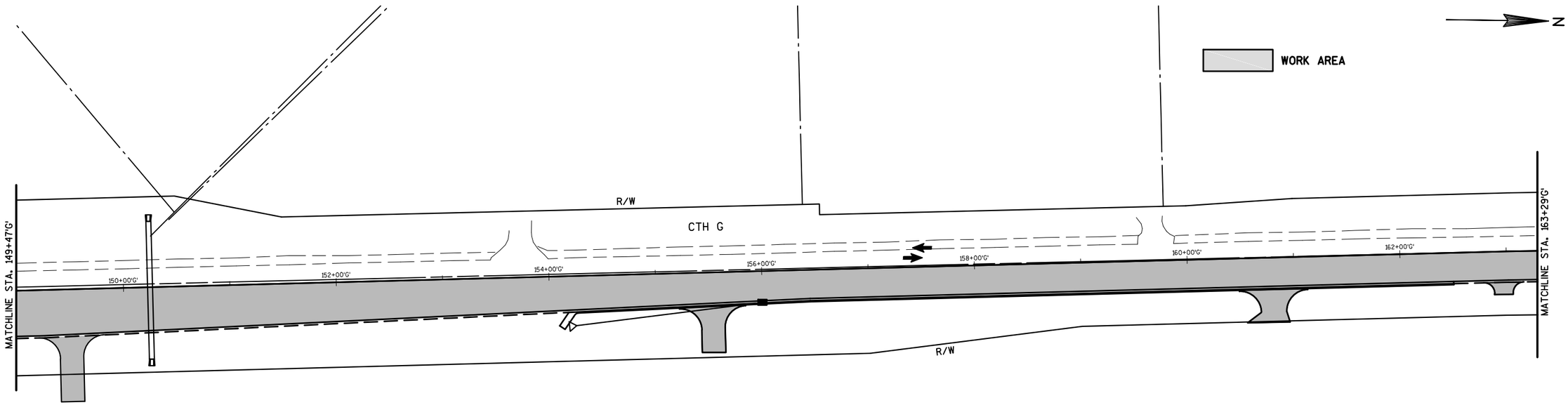


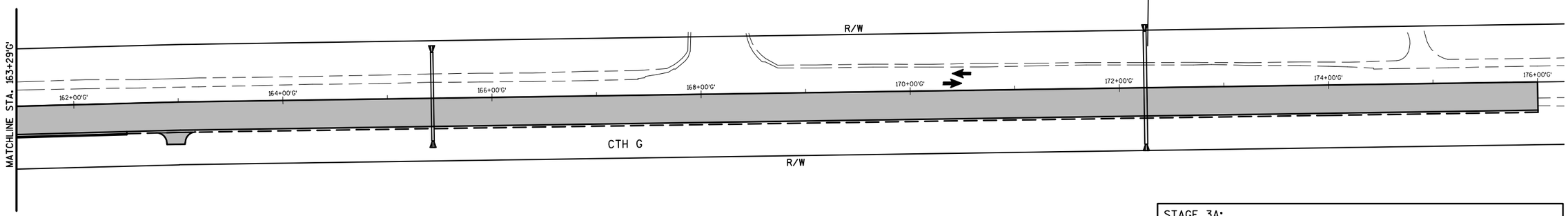
Y TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

STAGING TYPICAL SECTION - STAGE 3A - CTH G

STA. 137+65'G' - STA. 176+00'G'

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3A	SHEET 100 E

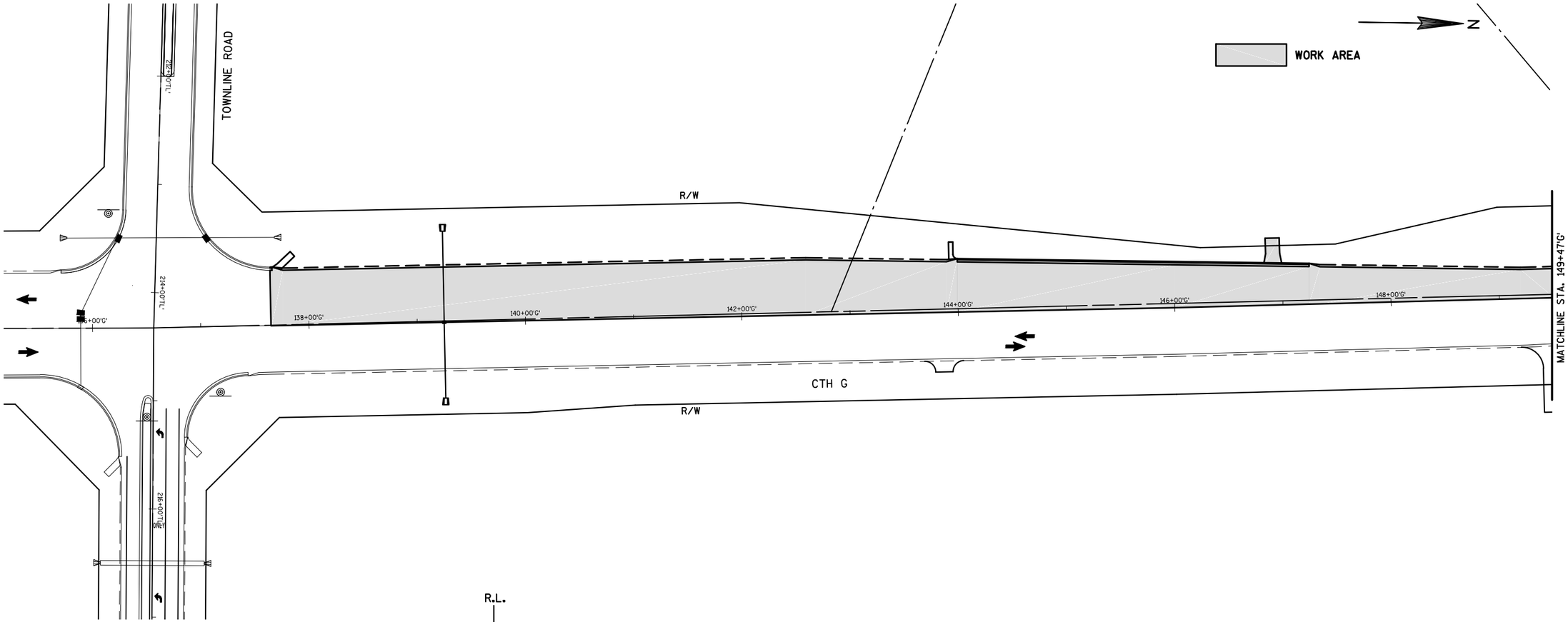


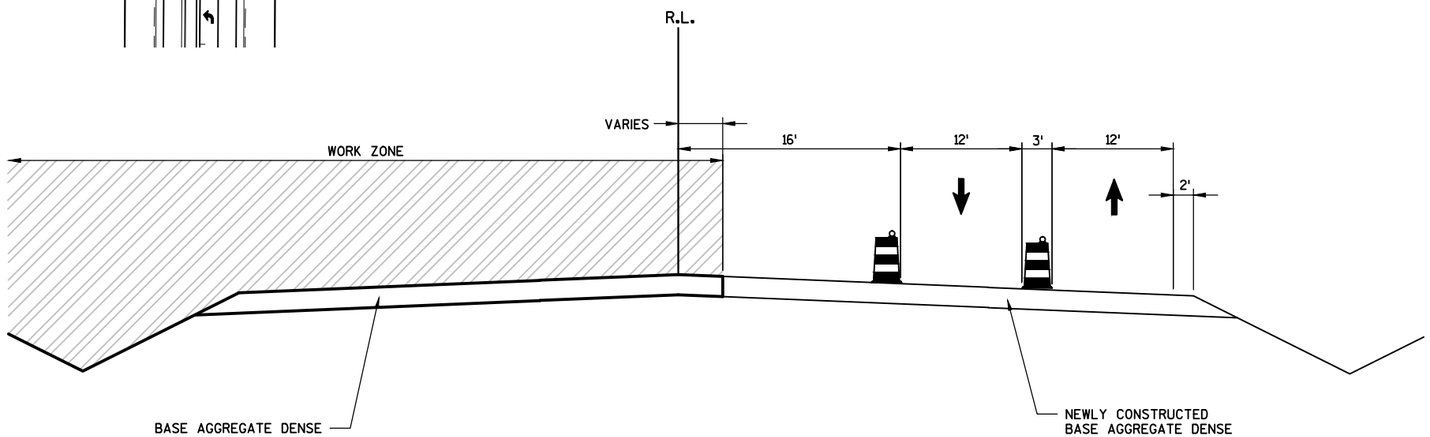


STAGE 3A:

CONSTRUCT EAST PORTION OF CTH G ROADWAY & SHOULDERS TO FINISHED BASE AGGREGATE DENSE GRADE (STA. 137+65 TO 176+00). CONSTRUCT DITCHES AND CULVERTS TO MAINTAIN DRAINAGE. SHORT TERM (4-6 HOURS) TEMPORARY CLOSURE TO INSTALL ROADWAY CULVERTS MAY BE NEEDED. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWING 15C-12, TRAFFIC CONTROL FOR LANE CLOSURES (SUITABLE FOR MOVING OPERATIONS); 15D-6, TRAFFIC CONTROL TWO LANE TWO WAY OPERATIONS; 15D-28, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGNS AND DEVICES PLACEMENT.

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3A	SHEET 101 E





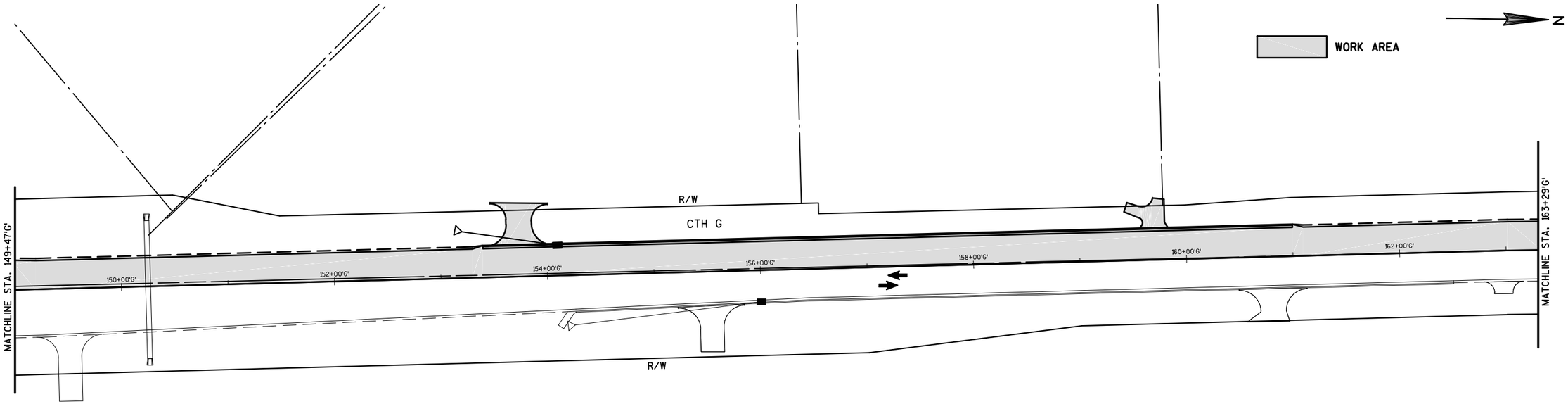
STAGE 3B:

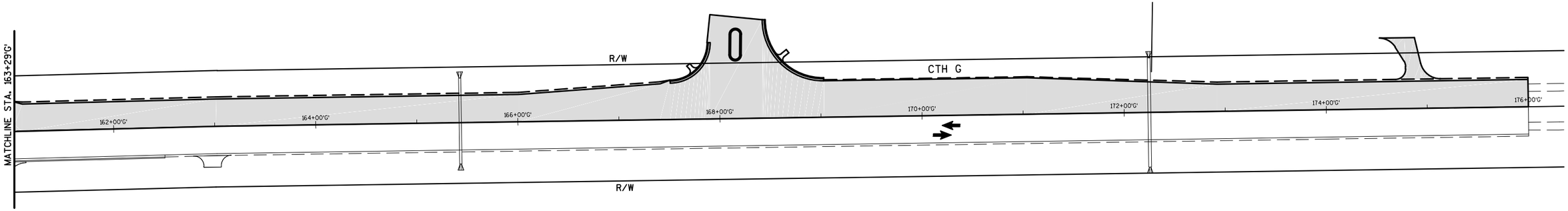
CONSTRUCT WEST PORTION OF CTH G ROADWAY & SHOULDERS TO FINISHED BASE AGGREGATE DENSE GRADE (STA. 137+65 TO 176+00). INSTALL ALL OUTSIDE CURB AND GUTTER (NO MEDIAN WORK). CONSTRUCT DITCHES AND CROSS CULVERTS TO MAINTAIN DRAINAGE. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWING 15D-28, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGNS AND DEVICES PLACEMENT.

STAGING TYPICAL SECTION - STAGE 3B - CTH G

STA. 137+65'G' - STA. 176+00'G'

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3B	SHEET 102 E

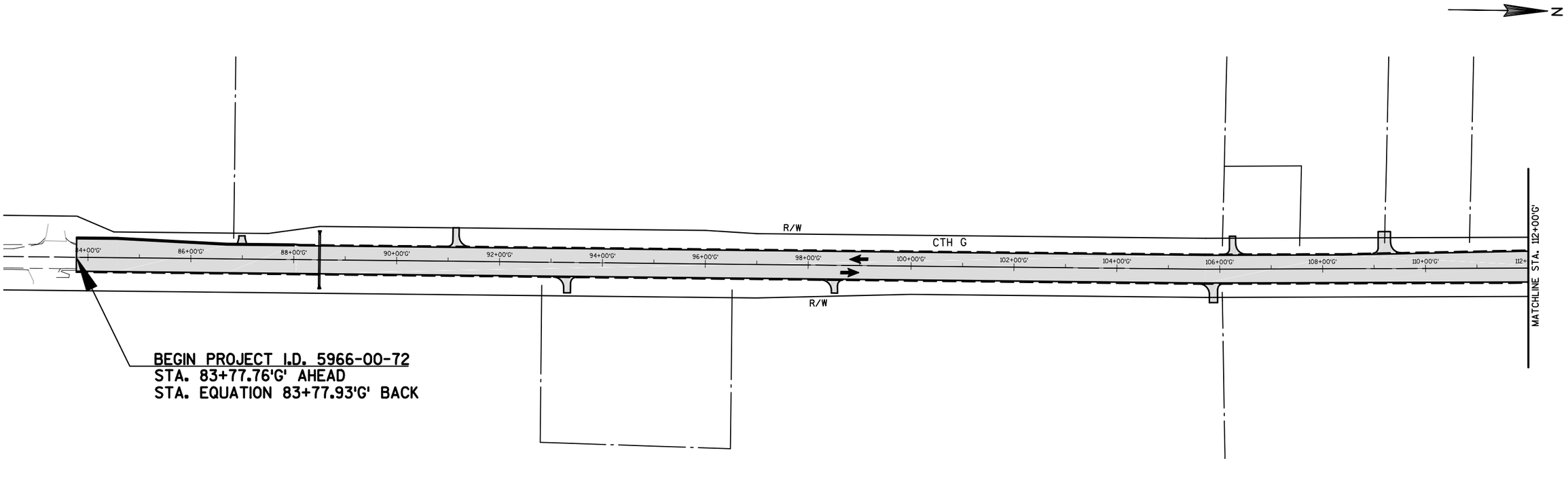




STAGE 3B:

CONSTRUCT WEST PORTION OF CTH G ROADWAY & SHOULDERS TO FINISHED BASE AGGREGATE DENSE GRADE (STA. 137+65 TO 176+00). CONSTRUCT DITCHES AND CROSS CULVERTS TO MAINTAIN DRAINAGE. GRADE ALL NEW DITCHES TO ENSURE POSITIVE DRAINAGE WITH EXISTING DITCHES/DRAINAGE STRUCTURES. SEE STANDARD DETAIL DRAWING 15D-28, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, FOR SIGNS AND DEVICES PLACEMENT.

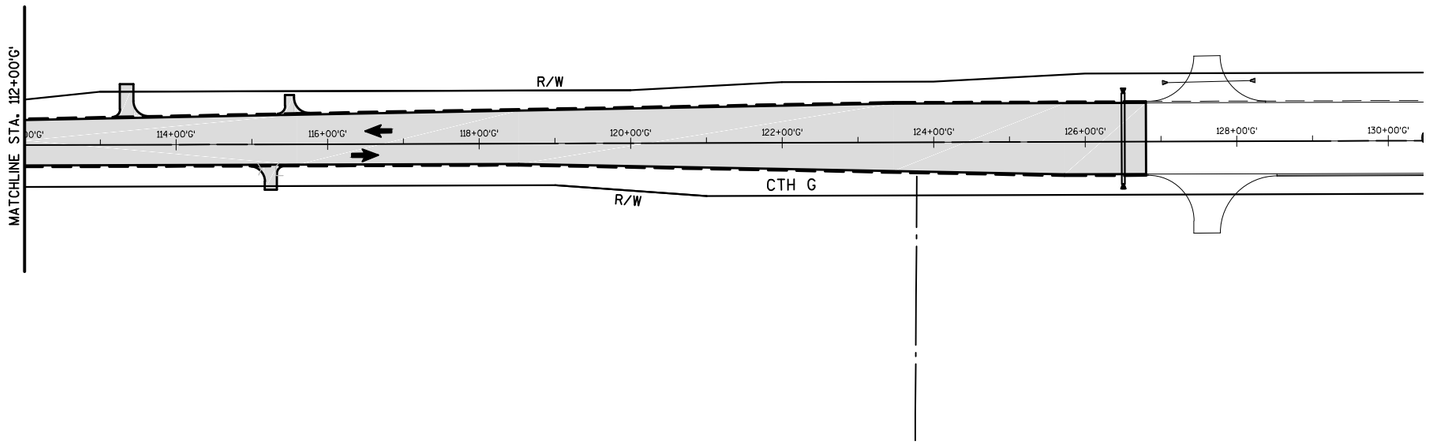
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3B	SHEET 103 E



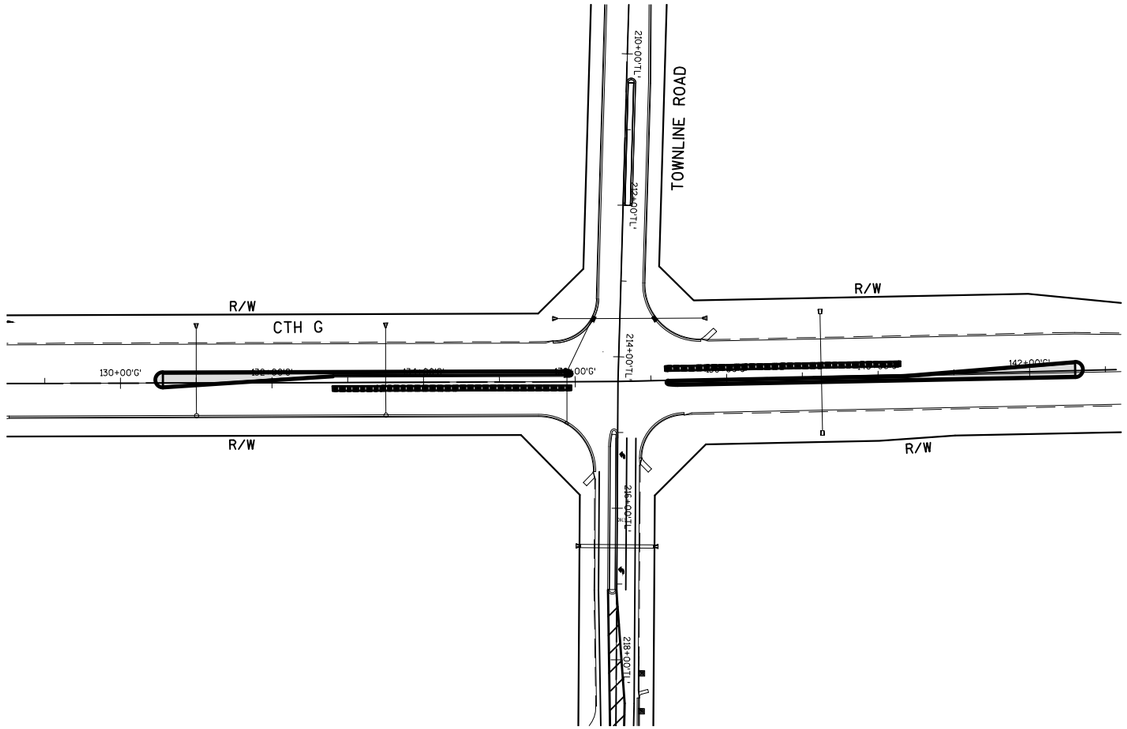
WORK AREA

STAGE 4:

CONSTRUCT REMAINING PORTION OF CTH G (83+77 - 126+80 & 176+00 - 187+99). CONTRACTOR TO MAINTAIN AT LEAST ONE 12' TRAVEL LANE FOR EMERGENCY ACCESS AND JTS/BTS BUS. REMAINING CONCRETE CURB & GUTTER AND CORRUGATED MEDIANS CAN BE INSTALLED WITHIN THE INERSECTION WITH THE EXCEPTION OF TOWNLINE ROAD MEDIAN, WEST OF CTH G. COMPLETE UPPER LAYER ASPHALT PAVING ON CTH G. FINISH INSTALLING TRAFFIC SIGNALS EXCEPT FOR THE MEDIAN SIGNAL WEST OF CTH G. SEE STANDARD DETAIL DRAWING 15C-2, BARRICADES AND SIGNS FOR MAINLINE CLOSURES, FOR SIGNS AND DEVICES PLACEMENT AT STATIONS 126+80 AND 176+00. SEE STANDARD DETAIL DRAWING 15D-21, TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, FOR SIGNS AND DEVICES PLACEMENT AT INTERSECTION.



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4	SHEET 104 E



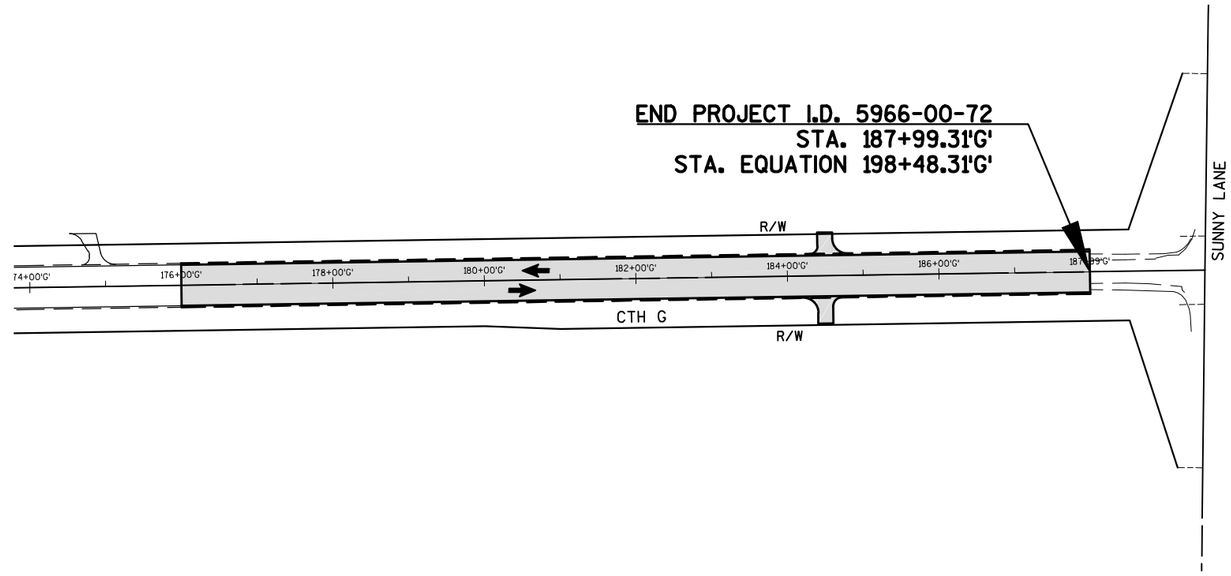
N

2

WORK AREA

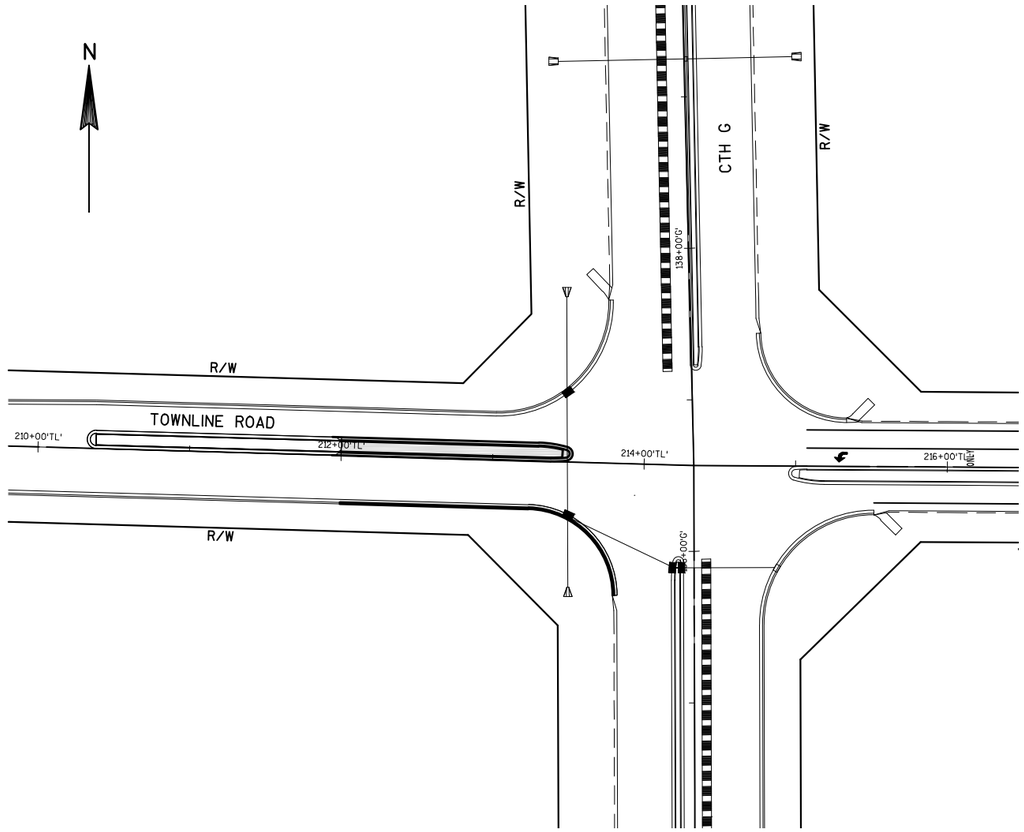
STAGE 4:

CONSTRUCT REMAINING PORTION OF CTH G (83+77 - 126+80 & 176+00 - 187+99). CONTRACTOR TO MAINTAIN AT LEAST ONE 12' TRAVEL LANE FOR EMERGENCY ACCESS AND JTS/BTS BUS. REMAINING CONCRETE CURB & GUTTER AND CORRUGATED MEDIANS CAN BE INSTALLED WITHIN THE INERSECTION WITH THE EXCEPTION OF TOWNLINE ROAD MEDIAN, WEST OF CTH G. COMPLETE UPPER LAYER ASPHALT PAVING ON CTH G. FINISH INSTALLING TRAFFIC SIGNALS EXCEPT FOR THE MEDIAN SIGNAL WEST OF CTH G. SEE STANDARD DETAIL DRAWING 15C-2, BARRICADES AND SIGNS FOR MAINLINE CLOSURES, FOR SIGNS AND DEVICES PLACEMENT AT STATIONS 126+80 AND 176+00. SEE STANDARD DETAIL DRAWING 15D-21, TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE, FOR SIGNS AND DEVICES PLACEMENT AT INTERSECTION.



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4	SHEET 105 E

2



WORK AREA

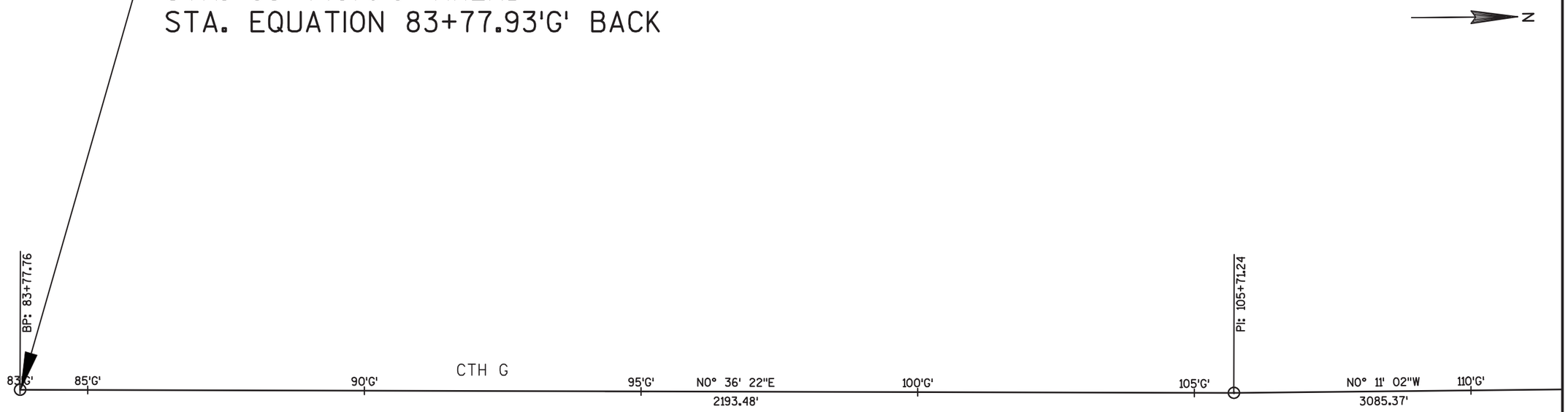
STAGE 5:

CONSTRUCT THE CONCRETE MEDIAN ON TOWNLINE ROAD WEST OF CTH G ONCE STRUCTURE B-53-20 IS OPEN TO TRAFFIC ON PROJECT 5966-10-70. PAVE UPPER LAYER ASPHALT PAVEMENT ON WEST LEG OF TOWNLINE ROAD. COMPLETE TRAFFIC SIGNAL INSTALLATION.

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 5	SHEET 106 E

2

BEGIN PROJECT ID. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83+77.93'G' BACK



CTH G		
B.P.	=	83+77.76
	X	496345.000
	Y	238301.050

CTH G		
P.I.	=	105+71.25
	X	496455.386
	Y	230074.053

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	ALIGNMENT DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_ALI DIAGRAM SHEETS.DWG PLOT DATE : 10/29/2014 1:31 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

205'TL'

1084.74'

S88° 22' 48"E

210'TL'

TOWNLINE ROAD

P.I. 136+56.61

CTH G & TOWNLINE RD.
P.I. = 136+56.61 'G'
214+32.74 'TL'
X 496445.491
Y 233159.408

115'G'

120'G'

CTH G

125'G'

N0° 11' 02"W130'G'

3085.37'

135'G'

PI: 214+32.74

140'G' N1° 07' 58"W CTH G

943.39'

215'TL'

TOWNLINE ROAD

220'TL'

1392.26'

S89° 38' 15"E

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	ALIGNMENT DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_ALI DIAGRAM SHEETS.DWG PLOT DATE : 10/29/2014 1:31 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

CTH G
P.I. = 146+00.00
X 496426.843
Y 234102.611

CTH G
P.I. = 163+01.63
X 496381.994
Y 235803.650

PI: 146+00.00

PI: 163+01.63

N1° 07' 58"W 145'G'
943.39'

150'G'

CTH G

155'G'

N1° 30' 37"W
1701.63'

160'G'

165'G'

N0° 50' 55"W
2497.68'

170'G'

CTH G

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	ALIGNMENT DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_ALI DIAGRAM SHEETS.DWG PLOT DATE : 10/29/2014 1:31 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

END PROJECT ID. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'

N

CTH G
E.P. = 187+99.31
X 496345.001
Y 238301.054

EP: 187+99.31

N0° 50' 55"W
2497.68'

170'G' 175'G' 180'G' 185'G' 187'G'

CTH G

2

PI: 146+00.00

N1° 07' 58"W 145'G'

943.39'

CTH G

140'G' N1° 07' 58"W

943.39'

PI: 214+32.74

BP: 203+48.00

TOWNLINE ROAD

203'TL' 205'TL' S88° 22' 46"E 210'TL' PI: 136+56.61 215'TL' TOWNLINE ROAD 220'TL' S89° 38' 15"E 225'TL' 228'TL'

1084.74' 1392.26'

EP: 228+25.00

N

2

TOWNLINE ROAD
B.P. = 203+48.00'TL'
X 495361.188
Y 233190.084

CTH G & TOWNLINE ROAD
P.I. = 214+32.74'TL'
136+56.61'G'
X 496445.491
Y 233159.408

TOWNLINE ROAD
E.P. = 228+25.00
X 497837.726
Y 233150.601

135'G'

CTH G

N0° 11' 02"W130'G'

3085.37'

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	ALIGNMENT DETAILS	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\31269_ALI DIAGRAM SHEETS.DWG PLOT DATE : 10/29/2014 1:31 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

A/C

W

BLDG

BLDG

W

W

WALLS

N

WALLS

WALLS

BL

CONC.

GRAVEL

GRAVEL

BP: 83+77.76'G'

84'G'

85'G'

86'G'

87'G'

POWER POLE

CTH G

47.7'

60.4'

CONTROL POINT # 22
3/4" REBAR, ELEV 786.24
STA. 80+94'G', 53.5' RT
X= 496482.65
Y= 227595.78

126.4'

INL

SW CORNER
OF BUILDING

FLAG

BLDG

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:46 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

N

108'G' 109'G' 110'G' 111'G' 112'G' 113'G' 114'G' 115'G'

CTH G

BENCHMARK ON ATC
TRANS. POLE #113637

POWER POLE

POWER POLE

221.8'

97.0'

99.3'

CONTROL POINT # 19
3/4" REBAR, ELEV. 819.01
STA. 111+76.50'G', 143.06' RT
X= 496596.50
Y= 230679.77

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET 113	E

2

2

N

SLAB

END OF DW CMCP

CONTROL POINT # 18
3/4" REBAR, ELEV 808.76
STA. 122+25.77'G', 33.13' LT
X= 496416.95
Y= 231728.47

17.5'

121'G' 122'G' 123'G' 124'G' 125'G' 126'G' 127'G' 128'G

123.6'

CTH G

192.5'

POWER POLE

ATC TRANS. POLE #113635

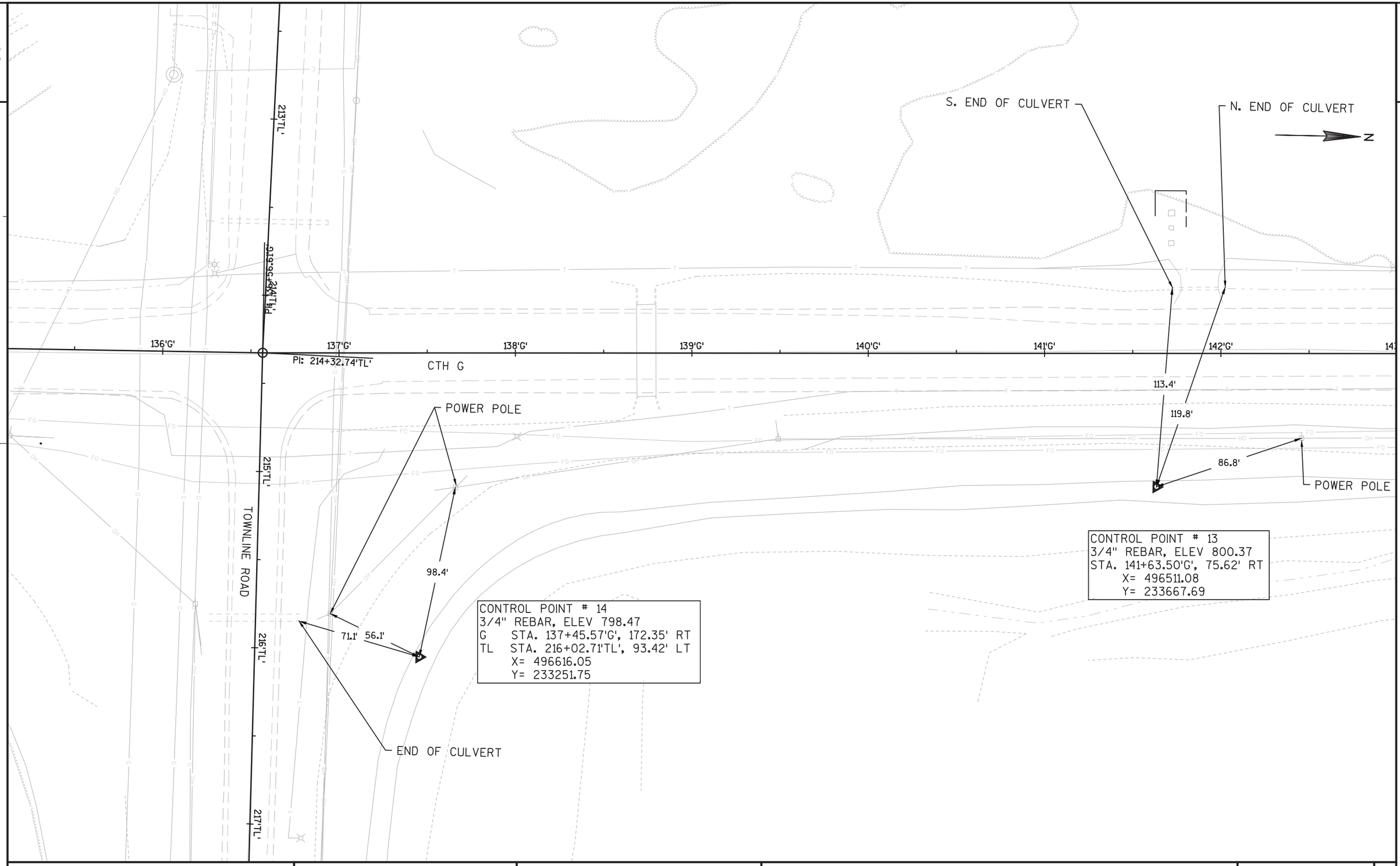
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:46 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:47 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 42

2

2

CONTROL POINT # 12
3/4" REBAR, ELEV 805.72
STA. 154+42.09'G', 37.44' LT
X= 496367.22
Y= 234943.42

N

SE CORNER OF BUILDING

NE CORNER OF BUILDING

BLDG

BLDG

HOUSE

85.5'

168.2'

154'G' 155'G' 156'G' 157'G' 158'G' 159'G' 160'G' 161'G'

CTH G

SW CORNER OF PARKING LOT

81.9'

73.0'

NW CORNER OF BUILDING

BLDG

CONTROL POINT # 11
3/4" REBAR, ELEV 819.34
STA. 160+42.11'G', 36.05' RT
X= 496424.87
Y= 235545.17

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:47 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

N

S. PC OF BLACKHAWK TECHNICAL COLLEGE ENT. CURB NOSE

S. PC OF BLACKHAWK TECHNICAL COLLEGE ENT. CURB NOSE

80.3'

80.4'

PI: 163+01.63'G'

163'G' 164'G' 165'G' 166'G' 167'G' 168'G' 169'G' 170'G'

CTH G

BLDG

CONTROL POINT # 10
3/4" REBAR, ELEV 820.00
STA. 168+14.24'G', 37.48' RT
X= 496411.88
Y= 236317.76

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:47 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

N

END OF CULVERT

EDGE OF PAVEMENT

EP: 187+99.31'G'

181'G' 182'G' 183'G' 184'G' 185'G' 186'G' 187'G' 187'G'

CTH G

107.3'

20.1'

CONTROL POINT # 8
3/4" REBAR, ELEV 815.80
STA. 186+40.05'G', 35.39' RT
X= 496382.75
Y= 238142.34

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_027301_CP.DWG PLOT DATE : 10/29/2014 1:47 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

N

BLDG
BLDG
BLDG
BLDG
BLDG
BLDG
BLDG
SHED
SHED
SHED
SHED
SHED
SHED

QUARRY LN

POWER POLE

CONTROL POINT # 16
3/4" REBAR, ELEV 795.10
STA. 209+86.06'TL', 86.30' LT
X= 496001.43
Y= 233258.31

ATC TRANS. POLE # 62

172.5'

78.5'

143.8'

CAUTION
H.P. GAS LINE

BP: 203+48.00'TL'

203'TL'
204'TL'
205'TL'
206'TL'
207'TL'
208'TL'
209'TL'
210'TL'
211'TL'

TOWNLINE ROAD

ATC TRANS. POLE #113630

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET 119	E

2

2

N

POWER POLE

218'TL' 219'TL' 220'TL' 221'TL' 222'TL' 223'TL' 224'TL' 225'TL'

TOWNLINE ROAD

160.2'

64.9'

POWER POLE

CONTROL POINT # 15
3/4" REBAR, ELEV 823.88
STA. 224+60.21'TL', 91.46' RT
X= 497472.36
Y= 233061.45

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CONTROL POINT TIES	SHEET 120	E

DATE 16FEB15 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	5966-00-72 QUANTITY	5966-00-73 QUANTITY
0010	201.0105	Clearing	STA	32.000	32.000	
0020	201.0120	Clearing	ID	304.000	304.000	
0030	201.0205	Grubbing	STA	32.000	32.000	
0040	201.0220	Grubbing	ID	304.000	304.000	
0050	203.0100	Removing Small Pipe Culverts	EACH	21.000	21.000	
0060	203.0200	Removing Old Structure (station) 001. 138+74 'G'	LS	1.000	1.000	
0070	203.0200	Removing Old Structure (station) 002. 150+24 'G'	LS	1.000	1.000	
0150	204.0150	Removing Curb & Gutter	LF	105.000	105.000	
0200	204.0195	Removing Concrete Bases	EACH	1.000	1.000	
0280	205.0100	Excavation Common	CY	114,200.000	101,250.000	12,950.000
0320	213.0100	Finishing Roadway (project) 001. 5966-00-72	EACH	1.000	1.000	
0330	213.0100	Finishing Roadway (project) 002. 5966-00-73	EACH	1.000		1.000
0360	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,600.000	4,200.000	400.000
0370	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	27,000.000	22,000.000	5,000.000
0380	305.0130	Base Aggregate Dense 3-Inch	TON	87,000.000	74,000.000	13,000.000
0410	312.0110	Select Crushed Material	TON	16,000.000	15,000.000	1,000.000
0540	455.0105	Asphaltic Material PG58-28	TON	900.000	750.000	150.000
0550	455.0120	Asphaltic Material PG64-28	TON	700.000	600.000	100.000
0560	455.0605	Tack Coat	GAL	4,900.000	3,900.000	1,000.000
0570	460.1103	HMA Pavement Type E-3	TON	28,100.000	24,000.000	4,100.000
0580	460.2000	Incentive Density HMA Pavement	DOL	18,100.000	15,450.000	2,650.000
0590	460.4000	HMA Cold Weather Paving	TON	7,025.000	6,000.000	1,025.000
0600	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	65,000.000	65,000.000	
0630	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	850.000	600.000	250.000
0650	465.0315	Asphaltic Flumes	SY	170.000	80.000	90.000
0970	521.0115	Culvert Pipe Corrugated Steel 15-Inch	LF	40.000	40.000	
0980	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	260.000	260.000	
1040	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	2.000	2.000	
1050	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	12.000	12.000	
1100	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	312.000	312.000	
1130	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	128.000	128.000	
1170	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	208.000	208.000	
1180	522.0336	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	96.000	96.000	
1210	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000	
1220	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	12.000	12.000	
1230	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000	
1240	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	3.000	3.000	
1250	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000	
1270	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	2.000	2.000	

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DATE 16FEB15 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	5966-00-72 QUANTITY	5966-00-73 QUANTITY
1330	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	88.000	88.000	
1340	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000	
1390	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	72.000	72.000	
1430	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	3,176.000	2,150.000	1,026.000
1450	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	5,812.000	3,299.000	2,513.000
1500	602.0405	Concrete Sidewalk 4-Inch	SF	9,930.000	6,360.000	3,570.000
1540	606.0200	Riprap Medium	CY	200.000	200.000	
1580	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	266.000	266.000	
1610	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	46.000	46.000	
1620	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	145.000	145.000	
1630	608.0354	Storm Sewer Pipe Reinforced Concrete Class III 54-Inch	LF	154.000	154.000	
1650	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	156.000	156.000	
1680	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	232.000	232.000	
1770	611.0627	Inlet Covers Type HM	EACH	5.000	5.000	
1780	611.0630	Inlet Covers Type HM-GJ	EACH	3.000	3.000	
1790	611.0633	Inlet Covers Type HM-GJ-S	EACH	1.000	1.000	
1800	611.0636	Inlet Covers Type HM-S	EACH	2.000	2.000	
1850	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000	
1860	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000	
1880	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000	
1910	611.3230	Inlets 2x3-FT	EACH	8.000	8.000	
1950	611.8120.S	Cover Plates Temporary	EACH	4.000	4.000	
1960	611.9800.S	Pipe Grates 001. 24-Inch	EACH	2.000	2.000	
1970	611.9800.S	Pipe Grates 002. 19 X 30-Inch	EACH	2.000	2.000	
2020	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	1.000		1.000
2040	614.0305	Steel Plate Beam Guard Class A	LF	100.000		100.000
2050	614.0345	Steel Plate Beam Guard Short Radius	LF	37.500		37.500
2080	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000		1.000
2130	616.0700.S	Fence Safety	LF	600.000		600.000
2150	619.1000	Mobilization	EACH	0.500	0.250	0.250
2170	620.0300	Concrete Median Sloped Nose	SF	640.000	420.000	220.000
2180	621.0100	Landmark Reference Monuments	EACH	15.000	15.000	
2200	624.0100	Water	MGAL	2,900.000	2,500.000	400.000
2220	625.0500	Salvaged Topsoil	SY	72,000.000	57,000.000	15,000.000
2230	627.0200	Mulching	SY	58,000.000	58,000.000	
2240	628.1504	Silt Fence	LF	13,000.000	13,000.000	
2250	628.1520	Silt Fence Maintenance	LF	13,000.000	13,000.000	
2260	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000	
2270	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000	
2280	628.2004	Erosion Mat Class I Type B	SY	27,500.000	27,500.000	
2290	628.2006	Erosion Mat Urban Class I Type A	SY	6,000.000	6,000.000	

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DATE 16FEB15 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	5966-00-72 QUANTITY	5966-00-73 QUANTITY
2310	628.6510	Soil Stabilizer Type B	ACRE	12.000	12.000	
2320	628.7005	Inlet Protection Type A	EACH	15.000	15.000	
2340	628.7015	Inlet Protection Type C	EACH	15.000	15.000	
2350	628.7504	Temporary Ditch Checks	LF	750.000	750.000	
2360	628.7555	Culvert Pipe Checks	EACH	120.000	120.000	
2370	628.7560	Tracking Pads	EACH	12.000	12.000	
2380	628.7570	Rock Bags	EACH	10.000	10.000	
2390	629.0205	Fertilizer Type A	CWT	56.000	56.000	
2400	630.0120	Seeding Mixture No. 20	LB	2,000.000	2,000.000	
2410	630.0140	Seeding Mixture No. 40	LB	300.000	300.000	
2420	630.0200	Seeding Temporary	LB	2,500.000	2,500.000	
2440	633.5100	Markers Row	EACH	12.000	12.000	
2450	633.5200	Markers Culvert End	EACH	23.000	23.000	
2480	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	17.000	17.000	
2490	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	32.000	32.000	
2500	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000	
2520	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	2.000	2.000	
2550	637.0620	Sign Flags Permanent Type II	EACH	8.000	8.000	
2560	637.2210	Signs Type II Reflective H	SF	428.000	428.000	
2570	637.2215	Signs Type II Reflective H Folding	SF	50.000	50.000	
2590	637.2230	Signs Type II Reflective F	SF	132.250	132.250	
2600	638.2102	Moving Signs Type II	EACH	6.000	6.000	
2610	638.2602	Removing Signs Type II	EACH	19.000	19.000	
2620	638.3000	Removing Small Sign Supports	EACH	23.000	23.000	
2630	638.4000	Moving Small Sign Supports	EACH	6.000	6.000	
2640	642.5401	Field Office Type D	EACH	0.500	0.250	0.250
2650	643.0100	Traffic Control (project) 001. 5966-00-72	EACH	1.000	1.000	
2660	643.0100	Traffic Control (project) 002. 5966-00-73	EACH	1.000		1.000
2690	643.0300	Traffic Control Drums	DAY	30,000.000	30,000.000	
2710	643.0420	Traffic Control Barricades Type III	DAY	4,000.000	4,000.000	
2720	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	500.000	500.000	
2730	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	500.000	500.000	
2740	643.0705	Traffic Control Warning Lights Type A	DAY	2,000.000	2,000.000	
2750	643.0715	Traffic Control Warning Lights Type C	DAY	10,000.000	10,000.000	
2760	643.0800	Traffic Control Arrow Boards	DAY	200.000	200.000	
2770	643.0900	Traffic Control Signs	DAY	4,000.000	4,000.000	
2780	643.0920	Traffic Control Covering Signs Type II	EACH	22.000	22.000	
2800	643.1050	Traffic Control Signs PCMS	DAY	700.000	700.000	
2860	645.0120	Geotextile Fabric Type HR	SY	630.000	630.000	
2880	646.0106	Pavement Marking Epoxy 4-Inch	LF	57,300.000	57,300.000	
2890	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,300.000	2,300.000	
2900	646.0600	Removing Pavement Markings	LF	6,000.000	6,000.000	
2920	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	60.000	60.000	
2950	647.0356	Pavement Marking Words Epoxy	EACH	6.000	6.000	
2960	647.0456	Pavement Marking Curb Epoxy	LF	120.000	120.000	
2980	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	235.000	235.000	
2990	647.0606	Pavement Marking Island Nose Epoxy	EACH	9.000	9.000	
3000	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	1,700.000	1,700.000	
3060	649.0200	Temporary Pavement Marking Reflective Paint 4-Inch	LF	14,000.000	14,000.000	

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DATE 16FEB15 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	5966-00-72 QUANTITY	5966-00-73 QUANTITY
3110	649.1500	Temporary Pavement Marking Diagonal 12-Inch	LF	200.000	200.000	
3140	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,450.000		1,450.000
3150	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,330.000		1,330.000
3180	652.0800	Conduit Loop Detector	LF	1,462.000		1,462.000
3190	653.0135	Pull Boxes Steel 24x36-Inch	EACH	11.000		11.000
3200	653.0140	Pull Boxes Steel 24x42-Inch	EACH	12.000		12.000
3230	654.0101	Concrete Bases Type 1	EACH	4.000		4.000
3240	654.0102	Concrete Bases Type 2	EACH	4.000		4.000
3270	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000		1.000
3290	655.0230	Cable Traffic Signal 5-14 AWG	LF	680.000		680.000
3300	655.0240	Cable Traffic Signal 7-14 AWG	LF	60.000		60.000
3320	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,485.000		2,485.000
3360	655.0320	Cable Type UF 2-10 AWG Grounded	LF	705.000		705.000
3370	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,370.000		1,370.000
3390	655.0615	Electrical Wire Lighting 10 AWG	LF	960.000		960.000
3430	655.0700	Loop Detector Lead In Cable	LF	5,590.000		5,590.000
3440	655.0800	Loop Detector Wire	LF	5,286.000		5,286.000
3450	656.0200	Electrical Service Meter Breaker Pedestal (location) 002. CTH G & Townline Road	LS	1.000		1.000
3490	657.0100	Pedestal Bases	EACH	4.000		4.000
3500	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000		4.000
3520	657.0315	Poles Type 4	EACH	4.000		4.000
3550	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000		4.000
3600	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	8.000		8.000
3640	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	21.000		21.000
3650	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	3.000		3.000
3680	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	21.000		21.000
3690	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	3.000		3.000
3730	658.0600	Led Modules 12-Inch Red Ball	EACH	12.000		12.000
3740	658.0605	Led Modules 12-Inch Yellow Ball	EACH	12.000		12.000
3750	658.0610	Led Modules 12-Inch Green Ball	EACH	12.000		12.000
3760	658.0615	Led Modules 12-Inch Red Arrow	EACH	12.000		12.000
3770	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	24.000		24.000
3780	658.0625	Led Modules 12-Inch Green Arrow	EACH	3.000		3.000
3840	658.5069	Signal Mounting Hardware (location) 005. CTH G & Townline Road	LS	1.000		1.000
3880	659.1125	Luminaires Utility LED C	EACH	8.000		8.000
3980	690.0150	Sawing Asphalt	LF	700.000	700.000	
4020	SPV.0060	Special 052. Baseline CPM Progress Schedule	EACH	1.000	1.000	
4030	SPV.0060	Special 053. CPM Progress Schedule Updates And Accepted Revisions	EACH	7.000	7.000	
4210	SPV.0060	Special 475. Concrete Bases Type 10, Contractor Supplied Anchor Bolts & Anchor Rod Templ	EACH	2.000		2.000
4220	SPV.0060	Special 476. Concrete Bases Type 13, Contractor Supplied Anchor Bolts & Anchor Rod Templ	EACH	2.000		2.000
4230	SPV.0060	Special 477. Poles Type 9	EACH	2.000		2.000

DATE 16FEB15 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	5966-00-72 QUANTITY	5966-00-73 QUANTITY
4240	SPV.0060	Special 478. Poles Type 12	EACH	2.000		2.000
4260	SPV.0060	Special 480. Monotube Arms 20-FT	EACH	2.000		2.000
4270	SPV.0060	Special 481. Monotube Arms 35-FT	EACH	2.000		2.000
4290	SPV.0060	Special 483. Traffic Signal Controller And Cabinet Fully Actuated 8-Phase	EACH	1.000		1.000
4310	SPV.0090	Special 100. Storm Sewer Pipe PVC 8-Inch	LF	187.000	187.000	
4340	SPV.0105	Special 055. Survey Project 5966-00-72	LS	1.000	1.000	
4350	SPV.0105	Special 056. Survey Project 5966-00-73	LS	1.000		1.000
4380	SPV.0105	Special 100. Connect To Existing Drain Tile With Cleanout	LS	1.000	1.000	
4530	SPV.0165	Special 001. Concrete Corrugated Median Flush	SF	3,780.000	3,780.000	
4550	SPV.0195	Special 051. QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	27,000.000	22,000.000	5,000.000

EXCAVATION SUMMARY

STAGE	From/To Station	Location	Common Excavation (1) (Item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.25			
5966-00-73											
STAGE 1	203+48-212+00 & 216+00-228+25	TOWNLINE RD	2955	200	348	2607	712	890	1717	1917	
STAGE 2A	135+71-137+65 & 212+00-213+50	CTH G SB	744	---	288	456	1130	1413	-957	---	USE 957 CY FROM (5966-00-72) STAGE 1
STAGE 2B	135+71-137+65 & 215+00-216+00	CTH G NB	791	---	214	577	1612	2015	-1438	---	USE 766 CY FROM (5966-00-72) STAGE 1
STAGE 2B	216+00-228+25	TOWNLINE RD	7960	200	994	6966	5035	6294	672	---	
	UNDISTRIBUTED			100	---	---	---	---	---	100	
SUBTOTAL			12450	500	1844	10606	8489	10611	-5	2017	
PROJECT 5966-00-73 SUBTOTAL (EXCAVATION COMMON)				12950							
5966-00-72											
STAGE 2A	126+80 - 135+71	CTH G SB	24229	---	493	23736	6	8	23729	22772	
STAGE 2B	126+80 - 135+71	CTH G NB	7462	---	512	6950	97	121	6829	5391	
STAGE 3A	137+65 - 176+00	CTH G NB	19798	850	1582	18216	11243	14054	4162	5012	
STAGE 3B	137+65 - 176+00	CTH G SB	5252	850	1902	3350	8216	10270	-6920	850	USE 6920 CY FROM STAGE 4 (83+77-126+80)
STAGE 4	83+77 - 126+80	CTH G	36759	4000	3422	33337	4440	5550	27787	19776	
STAGE 4	176+00 - 187+99	CTH G	270	1100	907	-637	3563	4454	-5091	320	USE 5091 FROM STAGE 4 (83+77 -126+80)
	UNDISTRIBUTED			680	---	---	---	---	---	680	
SUBTOTAL			93770	7480	8818	84952	27565	34456	50496	54801	
PROJECT 5966-00-72 SUBTOTAL (EXCAVATION COMMON)				101250							
TOTAL				114200	10662	95558	36054	45068	50491	56818	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

2) Salvaged/Unsuable Pavement Material is included in Cut.

3) EBS Excavation to be backfilled with Select Crushed Material and will be considered WASTE

4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

6) Expanded Fill. Factor = 1.25

7) 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.

CLEARING AND GRUBBING

STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
5966-00-72			
85+00 - 91+00	'G'	6	6
106+00 - 111+00	'G'	5	5
115+00 - 117+00	'G'	2	2
130+00 - 135+00	'G'	5	5
138+00 - 151+00	'G'	13	13
UNDISTRIBUTED		1	1
PROJECT 5966-00-72 TOTAL		32	32

CLEARING AND GRUBBING

STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
5966-00-72			
118+89	57' LT	16	16
158+45	33' LT	14	14
159+15	37' LT	26	26
161+16	55' RT	4	4
164+78	38' LT	19	19
165+80	37' LT	28	28
166+84	39' LT	20	20
167+73	53' LT	18	18
168+91	39' LT	20	20
169+43	37' LT	18	18
169+99	39' LT	15	15
170+52	38' LT	12	12
174+22	35' LT	16	16
174+49	33' LT	28	28
174+71	32' LT	20	20
UNDISTRIBUTED		30	30
PROJECT 5966-00-72 TOTAL		304	304

REMOVING OLD STRUCTURE

STATION	203.0200.001 REMOVING OLD STRUCTURE LS	203.0200.002 REMOVING OLD STRUCTURE LS	REMARKS
5966-00-72			
138+74'G'	1	---	C-9-45
150+24'G'	---	1	72" CMCP W/ WINGWALLS
PROJECT 5966-00-72 TOTAL	1	1	

REMOVING SMALL PIPE CULVERTS

	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
5966-00-72				
STAGE 2A	134+25'G'	26' LT	1	18" CMCP, D/W CULV
	212+36'TL'	37' RT	1	18" CMCP, D/W CULV
	213+58'TL'	RT/LT	1	30" CMCP, CROSS PIPE
STAGE 2A SUBTOTAL			3	
STAGE 2B	215+83'TL'	RT/LT	1	48" CMCP, CROSS PIPE
	216+83 'TL'	RT/LT	1	48" CMCP, CROSS PIPE
STAGE 2B SUBTOTAL			2	
STAGE 3A	145+16'G'	30' RT	1	18" CMCP, D/W CULV
	149+55'G'	43' RT	1	18" CMCP, D/W CULV
	163+00'G'	33' RT	1	18" CMCP, D/W CULV
STAGE 3A SUBTOTAL			3	
STAGE 3B	141+86'G'	37' LT	1	18" CMCP, D/W CULV
	153+80'G'	25' LT	1	18" CMCP, D/W CULV
	159+75'G'	34' LT	1	18" CMCP, D/W CULV
	165+23'G'	RL/LT	1	18"x24" CMCP, CROSS-PIPE
	172+26'G'	RT/LT	1	24" CMCP, CROSS PIPE
STAGE 3B SUBTOTAL			5	
STAGE 4	88+54'G'	RT/LT	1	24" CMCP, CROSS PIPE
	91+15'G'	LT	1	18" CMCP, D/W CULV
	93+30'G'	29' RT	1	18" CMCP, D/W CULV
	99+61'G'	35' RT	1	18" CMCP, D/W CULV
	115+25'G'	33' RT	1	18" CMCP, D/W CULV
	122+27'G'	28' LT	1	18" CMCP, D/W CULV
	179+50'G'	30' RT	1	18" CMCP, D/W CULV
	185+43'G'	30' LT	1	18" CMCP, D/W CULV
STAGE 4 SUBTOTAL			8	
PROJECT 5966-00-72 TOTAL			21	

REMOVING CURB AND GUTTER

STATION	204.0150 REMOVING CURB AND GUTTER LF	REMARKS
5966-00-72		
168+16'G'	105	BLACKHAWK TECH. ENT.
PROJECT 5966-00-72 TOTAL	105	

REMOVING CONCRETE BASES

STATION	204.0195 REMOVING CONCRETE BASES EA	REMARKS
5966-00-72		
168+16'G'	1	BLACKHAWK TECH. ENT.
PROJECT 5966-00-72 TOTAL	1	

BASE AGGREGATE ITEMS

STATION - STATION 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	624.0100 WATER MGAL	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.051 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON
5966-00-72								
STAGE 1	144+00 - ---	'G' RT	---	61	---	---	---	61
STAGE 1 SUBTOTAL			---	61	---	---	0	61
STAGE 2A	126+80 - 128+53	SB 'G'	4	327	1084	24	---	327
	128+53 - 130+56	SB 'G'	43	273	950	22	---	273
	130+56 - 135+71	SB 'G'	110	693	2410	64	---	693
STAGE 2A SUBTOTAL			157	1293	4445	110	0	1293
STAGE 2B	126+80 - 128+53	NB 'G'	4	322	1067	24	---	322
	128+53 - 130+56	NB 'G'	---	240	794	18	---	240
	130+56 - 135+71	NB 'G'	---	611	2016	48	---	611
STAGE 2B SUBTOTAL			4	1173	3877	90	0	1173
STAGE 3A	137+65 - 140+30	NB 'G'	56	303	1063	24	---	303
	140+30 - 142+60	NB 'G'	48	264	925	20	---	264
	142+60 - 146+00	NB 'G'	71	392	1373	34	---	392
	146+00 - 149+20	NB 'G'	67	367	1287	30	---	367
	149+20 - 153+39	NB 'G'	88	434	1533	40	---	434
	153+39 - 156+45	NB 'G'	18	286	965	24	---	286
	156+45 - 161+00	NB 'G'	---	386	1273	32	---	386
	161+00 - 163+02	NB 'G'	10	168	567	12	---	168
	163+02 - 166+00	NB 'G'	62	229	826	22	---	229
	166+00 - 171+04	NB 'G'	73	366	1290	32	---	366
	171+04 - 172+93	NB 'G'	39	142	512	10	---	142
	172+93 - 176+00	NB 'G'	52	227	809	20	---	227
STAGE 3A SUBTOTAL			584	3563	12422	300	0	3563
STAGE 3B	137+65 - 140+30	SB 'G'	97	374	1344	32	---	374
	140+30 - 142+60	SB 'G'	48	309	1075	26	---	309
	142+60 - 146+00	SB 'G'	29	420	1421	34	---	420
	146+00 - 149+20	SB 'G'	41	296	1022	24	---	296
	149+20 - 153+39	SB 'G'	88	317	1144	28	---	317
	153+39 - 156+45	SB 'G'	---	275	907	26	---	275
	156+45 - 161+00	SB 'G'	---	378	1249	30	---	378
	161+00 - 163+02	SB 'G'	42	153	552	14	---	153
	163+02 - 166+00	SB 'G'	62	225	814	18	---	225
	166+00 - 171+04	SB 'G'	73	594	2043	48	---	594
	171+04 - 172+93	SB 'G'	39	163	581	14	---	163
	172+93 - 176+00	SB 'G'	52	257	906	16	---	257
STAGE 3B SUBTOTAL			571	3760	13057	310	0	3760
STAGE 4	83+77 - 86+81	'G'	61	491	1691	23	---	491
	86+81 - 88+00	'G'	27	202	697	17	---	202
	88+00 - 105+71	'G'	743	2717	9807	236	---	2717
	105+71 - 108+40	'G'	113	441	1584	38	---	441
	108+40 - 115+60	'G'	302	1280	4565	110	---	1280
	115+60 - 118+52	'G'	122	546	1939	47	---	546
	118+52 - 126+80	'G'	347	1825	6414	155	---	1825
	176+00 - 187+99	'G'	503	1807	6532	174	---	1807
STAGE 4 SUBTOTAL			2218	9309	33229	800	0	9309
UNDISTRIBUTED			666	2840	6970	890	15000	2840
PROJECT 5966-00-72 SUBTOTAL			4200	22000	74000	2500	15000	22000

BASE AGGREGATE ITEMS

STATION - STATION 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	624.0100 WATER MGAL	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.051 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON
5966-00-73								
STAGE 1	203+48 - 212+00	'TL'	42	1583	3515	100	---	1583
STAGE 1 SUBTOTAL			42	1583	3515	100	0	1583
STAGE 2A								
	135+71 - 137+65	SB 'G'	---	608	2006	50	---	608
STAGE 2A SUBTOTAL			0	608	2006	50	0	608
STAGE 2B								
	135+71 - 137+65	NB 'G'	12	470	1566	30	---	470
	216+00 - 228+25	'TL'	280	1980	4679	120	---	1980
STAGE 2B SUBTOTAL			292	2450	6245	150	0	2450
UNDISTRIBUTED			66	359	1234	100	1000	359
PROJECT 5966-00-73 SUBTOTAL			400	5000	13000	400	1000	5000
TOTAL			4600	27000	87000	2900	16000	27000

CATEGORY 1000

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET 128	E

ASPHALT PAVEMENT ITEMS

	STATION - STATION	THICKNESS INCHES	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1103 HMA PAVEMENT TYPE E-3 TON	460.4000 HMA COLD WEATHER PAVING TON	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
5966-00-72								
STAGE 4	83+77 - 86+81	5.75	19	15	97	623	156	1824
	86+81 - 88+00	5.75	8	6	39	253	63	714
	88+00 - 105+71	5.75	106	82	531	3422	856	10626
	105+71 - 108+40	5.75	16	12	81	519	130	1614
	108+40 - 115+60	5.75	48	37	240	1545	386	4320
	115+60 - 118+52	5.75	22	17	111	716	179	1752
	118+52 - 126+80	5.75	78	60	390	2510	628	6624
	126+80 - 128+53	5.75	18	14	90	582	145	1384
	128+53 - 130+56	5.75	21	16	105	676	169	1624
	130+56 - 135+71	5.75	46	35	228	1465	366	2060
	137+65 - 140+30	5.75	24	18	117	757	189	1060
	140+30 - 142+60	5.75	20	16	101	653	163	920
	142+60 - 146+00	5.75	33	26	166	1070	267	2040
	146+00 - 149+20	5.75	27	21	136	873	218	1920
	149+20 - 153+39	5.75	31	23	153	982	246	2514
	153+39 - 156+45	5.75	20	15	98	630	157	1836
	156+45 - 161+00	5.75	27	21	136	878	220	2730
	161+00 - 163+02	5.75	12	9	61	391	98	1212
	163+02 - 166+00	5.75	18	14	90	579	145	1788
	166+00 - 171+04	5.75	35	27	173	1114	279	3024
	171+04 - 172+93	5.75	12	9	61	394	98	1134
	172+93 - 176+00	5.75	19	14	92	595	149	1842
	176+00 - 187+99	5.75	72	55	360	2317	579	7194
STAGE 4 SUBTOTAL			732	563	3656	23543	5886	61756
	UNDISTRIBUTED		18	37	244	457	114	3244
PROJECT 5966-00-72 SUBTOTAL			750	600	3900	24000	6000	65000
5966-00-73								
STAGE 1	203+48 - 212+00	3	41	---	220	740	185	---
STAGE 1 SUBTOTAL			41	0	220	740	185	---
STAGE 2B	214+95 - 228+25	5	57	38	306	1716	429	---
STAGE 2B SUBTOTAL			57	38	306	1716	429	---
STAGE 4	135+71 - 137+65	5.75	26	20	132	848	212	---
STAGE 4 SUBTOTAL			26	20	132	848	212	---
STAGE 5	203+48 - 212+00	2	---	27	220	493	123	---
	212+00 - 213+45	5	7	5	38	215	54	---
STAGE 5 SUBTOTAL			7	32	259	709	177	---
	UNDISTRIBUTED		19	10	83	87	22	---

PROJECT 5966-00-73 SUBTOTAL			150	100	1000	4100	1025	---
TOTAL			900	700	4900	28100	7025	65000

ASPHALT DRIVEWAYS

	STATION - STATION	THICKNESS INCHES	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
5966-00-72			
STAGE 4	87+00 'G' LT	3	4
	105+87 'G' RT	3	22
	127+50 'G' RT	5	174
	127+50 'G' LT	5	110
	146+90 'G' LT	3	6
	153+80 'G' LT	3	24
	155+53 'G' RT	5	24
	159+60 'G' LT	3	14
	160+75 'G' RT	5	32
	168+20 'G' LT	5	141
	UNDISTRIBUTED	VARIES	49
PROJECT 5966-00-72 SUBTOTAL			600
5966-00-73			
STAGE 1B	208+75'TL' LT	3	35
	219+10'TL'RT	5	116
	219+39'TL' LT	5	50
	227+75 'TL' LT	3	4
	UNDISTRIBUTED	VARIES	45
PROJECT 5966-00-73 SUBTOTAL			250
TOTAL			850

ASPHALT FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
5966-00-72			
STAGE 4			
	137+72'G'	54' LT	12
	144+00'G'	49' LT	12
	153+42'G'	31' LT	12
	154+18'G'	31' RT	12
	167+75'G'	48' LT	12
	168+75'G'	45' LT	12
	UNDISTRIBUTED	VARIES	8
PROJECT 5966-00-72 SUBTOTAL			80
5966-00-73			
STAGE 1B	203+94'TL'	27' LT	12
	205+45'TL'	22' RT	12
	209+30'TL'	30' LT	12
	215+37'TL'	32' LT	12
	215+50'TL'	32' RT	12
	218+53'TL'	29' LT	12
	222+96'TL'	21' LT	12
	UNDISTRIBUTED	VARIES	6
PROJECT 5966-00-73 SUBTOTAL			90
TOTAL			170

STEEL CULVERT PIPE SUMMARY

INLET LOCATION	INLET ELEV.	OUTLET LOCATION	OUTLET ELEV.	FLOW DIRECTION	521.0115 *CULVERT PIPE CORRUGATED STEEL 15-INCH LF	521.0118 *CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.1015 *APRON ENDWALLS FOR CORR. CULVERT PIPE 15-INCH EACH	521.1018 *APRON ENDWALLS FOR CORR. CULVERT PIPE 18-INCH EACH
5966-00-72								
STAGE 2B 219+48 'TL' 41.4' RT	787.91	218+74 'TL' 41.6' RT	786.70	E-W	---	74	---	2
STAGE 2B SUBTOTAL					---	74	---	2
STAGE 3A 144+12 'G' 60.9' RT	786.66	143+65 'G' 60.9' RT	786.46	N-S	---	40	---	2
162+80 'G' 44.9' RT	817.93	163+21 'G' 46.1' RT	817.67	S-N	40	---	2	---
STAGE 3A SUBTOTAL					40	40	2	2
STAGE 4 91+32 'G' 44.9' LT	801.75	90+99 'G' 44.9' LT	801.04	N-S	---	34	---	2
93+51 'G' 44.9' RT	804.23	93+13 'G' 44.9' RT	803.84	N-S	---	38	---	2
115+06 'G' 44.9' RT	807.21	115+43 'G' 44.9' RT	806.98	S-N	---	38	---	2
115+34 'G' 56.5' LT	806.85	115+70 'G' 57.0' LT	806.60	S-N	---	36	---	2
STAGE 4 SUBTOTAL					---	146	---	8
PROJECT 5966-00-72 TOTAL					40	260	2	12

*MINIMUM PIPE THICKNESS: STEEL 0.064 INCHES, ALUMINUM 0.06 INCHES

PIPE GRATES SUMMARY

STATION	LOCATION	611.9800.S PIPE GRATES 001. 24-INCH EACH	611.9800.S PIPE GRATES 002. 19 X 30-INCH EACH
5966-00-72			
165+43	'G' RT/LT		2
172+25	'G' RT/LT	2	
PROJECT 5966-00-72 TOTAL		2	2

CULVERT PIPE SUMMARY

INLET LOCATION	INLET ELEV.	OUTLET LOCATION	OUTLET ELEV.	FLOW DIRECTION	522.0124 CULVERT PIPE REINF. CONC. CLASS III 24-INCH LF	522.0142 CULVERT PIPE REINF. CONC. CLASS III 42-INCH LF	522.0324 CULVERT PIPE REINF. CONC. CLASS IV 24-INCH LF	522.0336 CULVERT PIPE REINF. CONC. CLASS IV 36-INCH LF	523.0419 CULVERT PIPE REINF. CONC. HORIZ. ELLIPTICAL CLASS HE IV 19x30-INCH LF	**522.1024 APRON ENDWALLS FOR CULVERT PIPE REINF. CONC. 24-INCH EACH	**522.1036 APRON ENDWALLS FOR CULVERT PIPE REINF. CONC. 36-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINF. CONC. 42-INCH EACH	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINF. CONC. HORIZ. ELLIPTICAL 19X30-INCH EACH	**633.5200 MARKERS CULVERT END EACH
5966-00-72														
STAGE 2A 127+08 'G' 78.9' LT	798.89	128+12 'G' 81.2' LT	797.40	S-N	104	---	---	---	---	2	---	---	---	---
STAGE 2A SUBTOTAL					104	---	---	---	---	2	---	---	---	---
STAGE 2B 216+50 'TL' 48' RT	781.70	216+50 'TL' 48' LT	781.50	S-N	---	---	---	96	---	---	2	---	---	2
220+25 'TL' 37.8' LT	790.11	220+25 'TL' 34.2' RT	790.00	N-S	---	---	72	---	---	2	---	---	---	2
STAGE 2B SUBTOTAL					---	---	72	96	---	2	2	---	---	4
STAGE 3B 150+25 'G' 65' RT	788.00	150+25 'G' 63' LT	786.00	E-W	---	128	---	---	---	---	---	2	---	2
165+43 'G' 42' RT	816.85	165+43 'G' 46' LT	816.43	E-W	---	---	---	---	88	---	---	---	2	2
172+25 'G' 46' RT	817.00	172+25 'G' 58' LT	815.70	E-W	104	---	---	---	---	2	---	---	---	2
STAGE 3B SUBTOTAL					104	128	---	---	88	2	---	2	2	6
STAGE 4 88+50 'G' 51' RT	794.25	88+50 'G' 53' LT	793.80	E-W	104	---	---	---	---	2	---	---	---	2
126+50 'G' 64' RT	799.90	126+50 'G' 72' LT	799.61	E-W	---	---	136	---	---	2	---	---	---	2
STAGE 4 SUBTOTAL					104	---	136	---	---	4	---	---	---	4
PROJECT 5966-00-72 TOTAL					312	128	208	96	88	10	2	2	2	14

**ADDITIONAL QUANTITIES LISTED ELSEWHERE

APRON ENDWALLS SUMMARY

522.1018 **522.1024 522.1030 **522.1036 522.1054

	STRUCTURE NO.	STATION	OFFSET	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	24-INCH EACH	30-INCH EACH	36-INCH EACH	54-INCH EACH
5966-00-72								
STAGE 2A	2-11	137+70	81.5' LT	---	---	---	1	---
	1-8	135+77	83.4' LT	---	---	1	---	---
STAGE 2A SUBTOTAL				---	---	1	1	---
STAGE 2B	1-2	131+00	72.1' LT	---	1	---	---	---
	1-4	133+50	70.1' RT	---	1	---	---	---
STAGE 2B SUBTOTAL				---	2	---	---	---
STAGE 3A	3-18	154+25	46.7' RT	1	---	---	---	---
STAGE 3A SUBTOTAL				1	---	---	---	---
STAGE 3B	2-12	139+25	70.1' RT	---	---	---	---	1
	2-14	139+25	84.1' LT	---	---	---	---	1
	3-16	153+21	43.4' LT	1	---	---	---	---
STAGE 3B SUBTOTAL				1	---	---	---	2
PROJECT 5966-00-72 TOTAL				2	2	1	1	2

** ADDITIONAL QUANTITIES LISTED ELSEWHERE

STORM SEWER PIPE SUMMARY

608.0318 608.0330 608.0336 608.0354 608.0415 608.0424 SPV.0090.100

	FROM STRUCTURE NO.	-	TO STRUCTURE NO.	INLET ELEV.	OUTLET ELEV.	SLOPE %	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 54-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	STORM SEWER PIPE PVC 8-INCH LF
5966-00-72													
STAGE 2A	2-10	-	2-11	783.88	783.72	0.26	---	---	62	---	---	---	---
	1-9	-	2-10	784.42	784.00	0.50	---	---	83	---	---	---	---
	1-8	-	1-9	785.75	785.29	1.00	---	46	---	---	---	---	---
	1-7	-	1-9	785.99	785.71	0.36	---	---	---	---	78	---	---
	1-6	-	1-7	786.19	786.09	2.04	---	---	---	---	5	---	---
STAGE 2A SUBTOTAL		-					---	46	145	---	83	---	---
STAGE 2B	1-5	-	1-6	786.50	786.29	0.33	---	---	---	---	63	---	---
	1-1	-	1-2	794.02	793.73	0.25	---	---	---	---	---	117	---
	1-3	-	1-4	789.93	789.65	0.25	---	---	---	---	---	115	---
STAGE 2B SUBTOTAL		-					---	---	---	---	63	232	---
STAGE 3A	3-17	-	3-18	806.76	805.00	1.00	176	---	---	---	---	---	---
	3-19	-	3-20	807.00	805.00	1.07	---	---	---	---	---	---	187
STAGE 3A SUBTOTAL		-					176	---	---	---	---	---	187
STAGE 3B	2-12	-	2-13	780.25	779.83	0.60	---	---	---	70	---	---	---
	2-13.1	-	2-13	783.60	783.50	1.00	---	---	---	---	10	---	---
	2-13	-	2-14	779.83	779.32	0.60	---	---	---	84	---	---	---
	3-15	-	3-16	801.88	801.00	0.97	90	---	---	---	---	---	---
STAGE 3B SUBTOTAL							90	---	---	154	10	---	---
PROJECT 5966-00-72 TOTAL							266	46	145	154	156	232	187

STORM SEWER STRUCTURE SUMMARY

611.0627 611.0630 611.0633 611.0636 611.2005 611.2006 611.2008 611.3230 611.8120.S ***633.5200 SPV.00105.100

	STRUCTURE NO.	STATION	OFFSET	FLANGE ELEV.	TOP OF STRUCTURE ELEV.	BOTTOM OF STRUCTURE ELEV.	INLET COVERS TYPE HM EACH	TYPE HM-GJ EACH	TYPE HM-GJ-S EACH	TYPE HM-S EACH	MANHOLES 5-FT DIA. EACH	6-FT DIA. EACH	8-FT DIA. EACH	INLETS 2x3 EACH	COVER PLATES TEMPORARY EACH	MARKERS CULVERT ENDS EACH	CONNECT TO EXISTING DRAIN TILE WITH CLEANOUT EACH
5966-00-72																	
STAGE 2A	2-11	137+70	81.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	2-10	137+08	82.5' LT	791.08	790.08	783.59	---	---	---	1	1	---	---	---	---	---	---
	1-9	136+23	83.4' LT	791.03	790.03	784.13	---	---	---	1	---	1	---	---	---	---	---
	1-8	135+77	83.4' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1-7	135+89	13.2' LT	790.74	789.74	785.80	---	1	---	---	---	---	---	1	1	---	---
	1-6	135+89	8.3' LT	790.77	789.77	786.00	---	1	---	---	---	---	---	1	1	---	---
STAGE 2A SUBTOTAL							---	2	---	2	1	1	---	2	2	2	---
STAGE 2B	1-5	135+89	54.8' RT	789.95	788.95	786.31	1	---	---	---	---	---	---	1	---	---	---
	1-1	131+00	44.5' RT	798.73	797.73	793.77	1	---	---	---	---	---	---	1	---	---	---
	1-2	131+00	72.1' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1-3	133+50	44.5' RT	794.69	793.69	789.68	1	---	---	---	---	---	---	1	---	---	---
	1-4	133+50	70.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
STAGE 2B SUBTOTAL							3	---	---	---	---	---	---	3	---	2	---
STAGE 3A	3-17	156+00	29.5' RT	812.99	811.99	806.55	1	---	---	---	---	---	---	1	---	---	---
	3-18	154+25	46.7' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	3-19	156+00	56.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	3-20	154+15	86.9' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
STAGE 3A SUBTOTAL							1	---	---	---	---	---	---	1	---	2	1
STAGE 3B	2-12	139+25	70.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	2-13	139+25	0.3' RT	788.83	787.83	779.33	---	---	1	---	---	---	1	---	1	---	---
	2-13.1	139+35	0.3' RT	788.83	787.83	783.35	---	1	---	---	---	---	---	1	1	---	---
	2-14	139+25	84.1' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	3-15	154+10	28.5' LT	807.44	806.44	801.67	1	---	---	---	---	---	---	1	---	---	---
	3-16	153+21	43.4' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
STAGE 3B SUBTOTAL							1	1	1	---	---	---	1	2	2	3	---
PROJECT 5966-00-72 TOTAL							5	3	1	2	1	1	1	8	4	9	1

** ADDITIONAL QUANTITIES LISTED ELSEWHERE

CATEGORY 1000

CURB AND GUTTER

			601.0407	601.0415	601.0553
			CONCRETE CURB & GUTTER 18-INCH TYPE D	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
	STATION - STATION	LOCATION	LF	LF	LF
5966-00-72					
STAGE 4	83+77'G'-88+00'G'	LT	---	---	423
	128+53'G'-136+27'G'	RT	---	---	814
	130+56'G'-135+93'G'	MEDIAN	---	1075	---
	137+23'G'-142+60'G'	MEDIAN	---	1075	---
	144+00'G'-147+25'G'	LT	---	---	325
	153+40'G'-161+00'G'	LT	---	---	760
	154+26'G'-162+50'G'	RT	---	---	824
	167+52'G'-167+92'G'	LT	---	---	60
	168+00'G'-169+03'G'	LT	72	---	93
PROJECT 5966-00-72 SUBTOTAL			72	2150	3299
5966-00-73					
STAGE 1B	204+00'TL'-208+63'TL'	LT	---	---	478
	208+96'TL'-212+00'TL'	LT	---	---	317
	205+50'TL'-212+00'TL'	RT	---	---	651
	210+38'TL'-212+00'TL'	MEDIAN	---	324	---
	218+50'TL'-219+21'TL'	LT	---	---	83
	223+00'TL'-227+60'TL'	LT	---	---	460
STAGE 1B SUBTOTAL			0	324	1989
STAGE 4	212+00'TL'-213+85'TL'	RT	---	---	214
	215+02'TL'-217+07'TL'	MEDIAN	---	410	---
	212+00'TL'-213+85'TL'	LT	---	---	220
	136+87'G'-137+43'G'	RT	---	---	90
STAGE 4 SUBTOTAL			0	410	524
STAGE 5	212+00'TL'-213+46'TL'	MEDIAN	---	292	---
STAGE 5 SUBTOTAL			0	292	0
PROJECT 5966-00-73 SUBTOTAL			0	1026	2513
TOTAL			72	3176	5812

CONCRETE SIDEWALK AND CORRUGATED MEDIAN

			602.0405	SPV.0165.01	620.0300
			CONCRETE SIDEWALK 4-INCH	CONCRETE CORRUGATED MEDIAN FLUSH	CONCRETE MEDIAN SLOPED NOSE
	STATION - STATION	LOCATION	SF	SF	SF
5966-00-72					
STAGE 4	130+56-135+93	G MEDIAN	3180	1890	210
	137+23-142+60	G MEDIAN	3180	1890	210
PROJECT 5966-00-72 SUBTOTAL			6360	3780	420
5966-00-73					
STAGE 1B	210+38-212+00	TL MEDIAN	1140	---	55
STAGE 1B SUBTOTAL			1140	---	55
STAGE 4	215+03-216+00	TL MEDIAN	1420	---	110
STAGE 4 SUBTOTAL			1420	---	110
STAGE 5	212+00-213+46	TL MEDIAN	1010	---	55
STAGE 5 SUBTOTAL			1010	---	55
PROJECT 5966-00-73 SUBTOTAL			3570	---	220
TOTAL			9930	3780	640

BEAM GUARD ITEMS

			614.0115	614.0305	614.0345	614.0390
			ACHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2	STEEL PLATE BEAM GUARD CLASS A	STEEL PLATE BEAM GUARD SHORT RADIUS	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
CATEGORY	STATION	LOCATION	EACH	LF	LF	EACH
5966-00-73						
STAGE 1B	217+95	'TL' LT	1	---	---	---
	217+95 - 218+95	'TL' LT	---	100	---	---
	218+95 - 219+20	'TL' LT	---	---	37.5	---
	219+20	'TL'LT	---	---	---	1
PROJECT 5966-00-73 TOTAL			1	100	37.5	1

CATEGORY 1000

EROSION CONTROL ITEMS

					628.1504	628.1520	628.2004	628.2006	628.7005	628.7015	628.7504	628.7555	628.7560	628.7570
	STATION		STATION	LOCATION	SILT FENCE	SILT FENCE MAINTENANCE	EROSION MAT CLASS I TYPE B	EROSION MAT URBAN CLASS I TYPE A	INLET PROTECTION TYPE A	INLET PROTECTION TYPE C	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECKS	TRACKING PADS	ROCK BAGS
					LF	LF	SY	SY	EACH	EACH	LF	EACH	EACH	EACH
5966-00-72														
STAGE 1	203+48	-	212+00	'TL' LT&RT	207	207	215	1270	---	---	36	---	2	---
STAGE 1 SUBTOTAL					207	207	215	1270	---	---	36	---	2	---
STAGE 2A	126+80	-	135+71	'G' LT	---	---	1028	---	---	---	24	6	2	---
	212+00	-	214+33	'TL' LT&RT	45	45	---	371	4	4	---	6	---	---
STAGE 2A SUBTOTAL					45	45	1028	371	4	4	---	12	2	---
STAGE 2B	126+80	-	135+51	'G' RT	69	69	27	621	2	2	---	---	2	---
	214+33	-	216+75	'TL' LT&RT	168	168	1461	168	1	1	---	7	---	---
	216+75	-	224+25	'TL' LT&RT	833	833	2893	170	---	---	192	11	---	---
	224+25	-	228+25	'TL' LT&RT	286	286	684	298	---	---	84	---	---	---
STAGE 2B SUBTOTAL					1356	1356	5065	1257	3	3	276	18	2	---
STAGE 3A	137+43	-	142+00	'G' RT	389	389	3568	---	2	2	---	8	1	---
	142+00	-	149+50	'G' RT	203	203	3557	---	---	---	48	5	---	---
	149+50	-	157+00	'G' RT	365	365	---	188	1	1	---	---	---	---
	157+00	-	164+50	'G' RT	---	---	107	432	---	---	---	3	---	---
	164+50	-	172+00	'G' RT	293	293	691	---	---	---	12	5	---	---
	172+00	-	176+00	'G' RT	403	403	43	---	---	---	---	6	1	---
STAGE 3A SUBTOTAL					1653	1653	7966	620	3	3	60	27	2	---
STAGE 3B	137+43	-	142+00	'G' LT	337	337	107	---	---	---	36	---	1	---
	142+00	-	149+50	'G' LT	360	360	228	270	---	---	---	---	---	---
	149+50	-	157+00	'G' LT	365	365	155	265	1	1	24	---	---	---
	157+00	-	164+50	'G' LT	186	186	401	332	---	---	12	---	---	---
	164+50	-	172+00	'G' LT	341	341	463	120	---	---	---	---	---	---
	172+00	-	176+00	'G' LT	159	159	---	---	---	---	---	---	1	---
STAGE 3B SUBTOTAL					1748	1748	1354	987	1	1	72	---	2	---
STAGE 4	83+78	-	89+50	'G' LT&RT	205	205	696	556	---	---	24	6	---	---
	89+50	-	97+00	'G' LT&RT	202	202	1541	---	---	---	48	10	---	---
	97+00	-	104+50	'G' LT&RT	1341	1341	181	---	---	---	---	---	---	---
	104+50	-	112+00	'G' LT&RT	1158	1158	---	---	---	---	---	---	---	---
	112+00	-	119+50	'G' LT&RT	433	433	1245	---	---	---	24	10	---	---
	119+50	-	126+80	'G' LT&RT	---	---	1943	---	---	---	72	6	---	---
	176+00	-	187+99	'G' LT&RT	1919	1919	874	---	---	---	24	---	---	---
STAGE 4 SUBTOTAL					5258	5258	6480	556	---	---	192	32	---	---
UNDISTRIBUTED					2733	2733	5392	939	4	4	114	31	2	10
PROJECT 5966-00-72 TOTAL					13000	13000	27500	6000	15	15	750	120	12	10

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
5966-00-72		
PROJECT	8	8
PROJECT 5966-00-72 TOTAL	8	8

RESTORATION ITEMS

	STAGE	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE #20 LB	630.0140 SEEDING MIXTURE #40 LB	630.0200 SEEDING TEMPORARY LB
5966-00-72								
	1	---	1915	0.66	2.1	15	46	92
	2A	4940	6159	1.39	4.8	184	14	204
	2B	3031	6253	0.63	7.9	238	68	340
	3A	14703	9404	3.04	11.3	389	65	486
	3B	7664	7723	1.58	6.3	217	36	272
	4 (83+77 - 126+80)	20158	21285	4.16	17.3	667	49	741
	4 (176+00 - 187+99)	3667	4926	0.76	3.7	157	---	157
	UNDISTRIBUTED	2837	2250	0.44	4.7	149	68	301
PROJECT 5966-00-72 SUBTOTAL		57000	58000	12	56	2000	300	2500
5966-00-73	1	3200	---	---	---	---	---	---
	2A	1800	---	---	---	---	---	---
	2B	9400	---	---	---	---	---	---
	UNDISTRIBUTED	600	---	---	---	---	---	---
PROJECT 5966-00-73 SUBTOTAL		15000	---	---	---	---	---	---
	TOTAL	72000	58000	12	56	2000	300	2500

RIP RAP ITEMS

	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
5966-00-72					
STAGE 2A	131+00	'G' 78' LT	4	15	24" EW
	133+50	'G' 77' LT	4	15	24" EW
	137+75	'G' 64' LT	14	44	ASP. FLUME
STAGE 2A SUBTOTAL			22	74	
STAGE 2B	215+48	'TL' 41' LT	7	25	ASP. FLUME
	215+66	'TL' 41' RT	6	21	ASP. FLUME
	216+50	'TL' 54' LT	7	23	36" EW
	220+25	'TL' 40' RT	4	15	24" EW
STAGE 2B SUBTOTAL			24	84	
STAGE 3A	154+00	'G' 46' RT	16	48	ASP. FLUME
STAGE 3A SUBTOTAL			16	48	
STAGE 3B	139+25	'G' 90' LT	10	31	54" EW
	143+85	'G' 60' LT	6	20	ASP. FLUME
	150+25	'G' 69' LT	3	13	42" EW
	151+84	'G' 41' LT	51	145	CUT/FILL
	153+00	'G' 46' RT	10	32	18" EW
	165+43	'G' 52' LT	3	12	18" EW
	172+25	'G' 64' LT	4	15	24" EW
STAGE 3B SUBTOTAL			87	268	
STAGE 4	126+50	'G' 72' LT	4	15	24" EW
			4	15	
		UNDISTRIBUTED	47	141	
PROJECT 5966-00-72 TOTAL			200	630	

CATEGORY 1000

PERMANENT SIGNING

SIGN NO.	SIGN CODE	SIGN SIZE	SIGN SIZE IN	X	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	634.0614 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	634.0622 POSTS WOOD 4X6 INCH 22 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	MESSAGE	REMARKS
5966-00-72 STAGE 4															
1-01	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
1-02	D1-2	CUSTOM	102	24	17.00	---	---	---	2	---	---	---	---	MLK JR. MEM HWY	
2-01	R4-4	2M	36	30	7.50	---	---	1	---	---	---	---	---	BEG RTL/YIELD TO BIKE	
2-02	W2-1	2M	30	30	---	---	6.25	1	---	---	---	---	---	INTERSECTION AHEAD	
3-01	W54-57	2M	36	36	---	---	9.00	---	1	---	---	---	---	TRUCK ENTRANCE	
4-01	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
4-02	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
6-01	W54-57	2M	36	36	---	---	9.00	---	1	---	---	---	---	TRUCK ENTRANCE	
6-02	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
6-03	W4-2R	2M	36	36	---	---	9.00	---	1	---	---	---	---	MERGE LEFT	
7-01	W9-1R	2M	36	36	---	---	9.00	---	1	---	---	---	---	RIGHT LANE ENDS	
7-02	W3-3	2M	36	36	---	---	9.00	---	1	---	---	---	2	SIGNAL AHEAD	
7-03	R3-20L	2M	24	36	6.00	---	---	1	---	---	---	---	---	BEGIN LT. TURN LANE	
7-04	R4-7	2M	24	30	5.00	---	---	1	---	---	---	---	---	KEEP RIGHT	
7-05	W5-54	2M	18	18	---	---	2.25	---	---	---	---	---	---	REFLECTIVE SQUARE	MOUNTED ON 7-04 POST
8-01	W54-57	2M	36	36	---	---	9.00	---	1	---	---	---	---	TRUCK ENTRANCE	
8-02	R5-1A	2M	42	30	8.75	---	---	1	---	---	---	---	---	WRONG WAY	
8-03	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
8-04	JV4-2	2M	36	108	27.00	---	---	---	---	---	---	1	---	J PANEL ROUTE ASSEMBLY	
8-05	R5-1	2M	36	36	9.00	---	---	---	---	---	1	---	---	DO NOT ENTER	
8-06	R4-7	2M	24	30	5.00	---	---	---	---	---	---	---	---	KEEP RIGHT	MOUNT ON SIGNAL POLE
8-07	R5-1	2M	36	36	9.00	---	---	---	---	---	---	---	---	DO NOT ENTER	MOUNTED ON 8-01 POST
8-08	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-09	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-10	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-11	R4-7	2M	24	30	5.00	---	---	---	---	---	---	---	---	KEEP RIGHT	MOUNT ON SIGNAL POLE
8-12	R6-3	2M	30	24	5.00	---	---	---	---	---	---	---	---	DIVIDED HIGHWAY	MOUNT ON SIGNAL POLE
8-13	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-14	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-15	R4-7	2M	24	30	5.00	---	---	---	---	---	---	---	---	KEEP RIGHT	MOUNT ON SIGNAL POLE
8-16	R6-1L	2S	36	12	3.00	---	---	---	---	---	---	---	---	ONE WAY LEFT	MOUNT ON SIGNAL POLE
8-17	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-18	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-19	R5-1	2M	36	36	9.00	---	---	---	---	---	---	---	---	DO NOT ENTER	MOUNT ON SIGNAL POLE
8-20	R1-1F	2S	30	30	---	6.25	---	---	---	---	---	---	---	FOLDING STOP SIGN	MOUNT ON SIGNAL POLE
8-21	R4-7	2M	24	30	5.00	---	---	---	---	---	---	---	---	KEEP RIGHT	MOUNT ON SIGNAL POLE
8-22	R6-1L	2S	36	12	3.00	---	---	---	---	---	---	---	---	ONE WAY LEFT	MOUNT ON SIGNAL POLE
8-23	M1-94H	CUSTOM	96	18	12.00	---	---	---	---	---	---	---	---	OVERHEAD CROSS STREET	MOUNT ON MONOTUBE ARM
8-24	M1-94H	CUSTOM	96	18	12.00	---	---	---	---	---	---	---	---	OVERHEAD CROSS STREET	MOUNT ON MONOTUBE ARM
8-25	R6-3	2M	30	24	5.00	---	---	---	---	---	---	---	---	DIVIDED HIGHWAY	MOUNT ON SIGNAL POLE
8-26	J13-1	2M	24	45	7.50	---	---	---	---	---	1	---	---	J PANEL ROUTE ASSEMBLY	
8-27	J13-1	2M	24	45	7.50	---	---	---	---	---	1	---	---	J PANEL ROUTE ASSEMBLY	
9-01	JV4-2	2M	36	108	27.00	---	---	---	---	---	---	1	---	J PANEL ROUTE ASSEMBLY	
9-02	R5-1A	2M	42	30	8.75	---	---	---	1	---	---	---	---	WRONG WAY	
9-03	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
9-04	R3-20L	2M	24	36	6.00	---	---	1	---	---	---	---	---	BEGIN LT. TURN LANE	
9-05	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
9-06	R5-1	2M	36	36	9.00	---	---	---	---	---	---	---	---	DO NOT ENTER	MOUNTED ON 9-03 POST
9-07	W4-2R	2M	36	36	---	---	9.00	---	1	---	---	---	---	MERGE LEFT	
9-08	W3-3	2M	36	36	---	---	9.00	1	---	---	---	---	2	SIGNAL AHEAD	
9-09	R4-7	2M	24	30	5.00	---	---	---	1	---	---	---	---	KEEP RIGHT	
9-10	W5-54	2M	18	18	---	---	2.25	---	---	---	---	---	---	REFLECTIVE SQUARE	MOUNTED ON 9-09 POST
11-01	D1-2	CUSTOM	108	24	18.00	---	---	2	---	---	---	---	---	BLACKHAWK TECH.	
12-01	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
12-02	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
13-01	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
13-02	R2-1	2M	30	36	7.50	---	---	---	1	---	---	---	---	SPEED LIMIT 45	
14-01	D1-2	CUSTOM	108	24	18.00	---	---	---	2	---	---	---	---	BLACKHAWK TECH.	
15-01	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
15-02	R3-9C	2M	24	6	1.00	---	---	---	---	---	---	---	---	BEGIN	MOUNTED ON 15-01 POST
15-03	R3-9D	2M	24	6	1.00	---	---	---	---	---	---	---	---	END	MOUNTED ON 15-04 POST
15-04	R3-9B	2M	24	36	6.00	---	---	---	1	---	---	---	---	TWLTL ONLY	
16-01	W3-3	2M	36	36	---	---	9.00	---	1	---	---	---	---	SIGNAL AHEAD	
16-02	J1-1	2M	24	39	6.50	---	---	---	---	1	---	---	---	JCT. CTH G	
16-03	R2-1	2M	30	36	7.50	---	---	---	---	1	---	---	---	SPEED LIMIT 45	
16-04	W3-3	2M	36	36	---	---	9.00	1	---	---	---	---	2	SIGNAL AHEAD	
16-05	W6-1	2M	36	36	---	---	9.00	1	---	---	---	---	---	DIVIDED HIGHWAY	
16-06	R6-2L	2M	30	36	7.50	---	---	1	---	---	---	---	---	ONE WAY LEFT	
16-07	R4-7	2M	24	30	5.00	---	---	---	1	---	---	---	---	KEEP RIGHT	
16-08	W5-54	2M	18	18	---	---	2.25	---	---	---	---	---	---	REFLECTIVE SQUARE	MOUNTED ON 16-07 POST
16-09	R5-1	2M	36	36	9.00	---	---	---	---	---	---	---	---	DO NOT ENTER	MOUNTED ON 16-03 POST
17-01	D1-2	CUSTOM	108	24	18.00	---	---	---	2	---	---	---	---	BLACKHAWK TECH.	
17-02	W3-3	2M	36	36	9.00	---	---	1	---	---	---	---	2	SIGNAL AHEAD	
17-03	J1-1	2M	24	39	6.50	---	---	---	1	---	---	---	---	JCT. CTH G	
17-04	R4-7	2M	24	30	5.00	---	---	1	---	---	---	---	---	KEEP RIGHT	
17-05	W5-54	2M	18	18	---	---	2.25	---	---	---	---	---	---	REFLECTIVE SQUARE	MOUNTED ON 17-04 POST
18-01	W6-1	2M	36	36	---	---	9.00	---	1	---	---	---	---	DIVIDED HIGHWAY	
18-02	W54-57	2M	36	36	---	---	9.00	1	---	---	---	---	---	TRUCK ENTRANCE	
PROJECT 5966-00-72 TOTAL					428.00	50.00	132.25	17	32	3	2	8			

CONTINUED ON NEXT SHEET

PAVEMENT MARKING

	STATION	-	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	647.0456 PAVEMENT MARKING CURB EPOXY LF	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH
STAGE 4	83+77	-	86+81	CTH G	543	733	15	---	---	---	---	---	---	3
	86+81	-	88+00	CTH G	238	290	---	---	---	---	---	---	---	---
	88+00	-	105+71	CTH G	3542	4428	---	---	---	---	---	---	---	10
	105+71	-	108+40	CTH G	538	673	---	---	---	---	---	---	---	2
	108+40	-	115+60	CTH G	1440	1800	---	---	---	---	---	---	---	2
	115+60	-	118+52	CTH G	662	735	---	---	---	---	---	---	---	2
	118+52	-	126+80	CTH G	1888	2787	542	---	---	---	263	140	---	4
	126+80	-	128+53	CTH G	435	212	112	---	---	---	28	26	---	1
	128+53	-	130+56	CTH G	508	812	102	10	---	1	163	8	---	---
	130+56	-	135+71	CTH G	1288	515	182	---	---	---	---	---	1	2
	135+71	-	137+65	CTH G	85	30	---	70	101	4	---	---	---	1
	137+65	-	140+30	CTH G	660	264	---	---	---	---	---	---	1	1
	140+30	-	142+60	CTH G	578	231	202	---	---	---	---	---	---	---
	142+60	-	146+00	CTH G	768	853	---	10	---	1	---	---	---	---
	146+00	-	149+20	CTH G	720	800	---	---	---	---	---	---	---	2
	149+20	-	153+39	CTH G	840	1050	---	---	---	---	---	---	---	2
	153+39	-	156+45	CTH G	614	768	---	---	---	---	---	---	---	2
	156+45	-	161+00	CTH G	910	1138	---	---	---	---	---	---	---	2
	161+00	-	163+02	CTH G	404	505	---	---	---	---	---	---	---	2
	163+02	-	166+00	CTH G	600	1061	50	---	---	---	52	---	---	1
	166+00	-	171+04	CTH G	856	820	350	---	33	---	---	---	2	5
	171+04	-	172+93	CTH G	376	470	---	---	---	---	---	---	---	---
	172+93	-	176+00	CTH G	616	770	---	---	---	---	---	---	---	2
	176+00	-	187+99	CTH G	2400	3149	181	---	---	---	52	---	---	7
	203+48	-	212+00	TOWNLINE	1706	2685	162	10	---	1	402	---	---	1
	215+10	-	228+25	TOWNLINE	2590	3314	200	10	35	1	405	---	1	2
STAGE 4 SUBTOTAL					25805	30893	2098	110	169	8	1365	174	5	56
STAGE 5	212+00	-	213+44	TOWNLINE	240	---	140	---	31	1	---	---	1	1
STAGE 5 SUBTOTAL					240	---	140	---	31	1	---	---	1	1
UNDISTRIBUTED					205	157	62	10	35	---	135	26	---	3
SUBTOTALS					26250	31050	2300	120	235	9	1500	200	6	60
PROJECT 5966-00-72 TOTAL					57300		2300	120	235	9	1700		6	60

TEMPORARY PAVEMENT MARKING

	STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0200 TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH WHITE LF	649.0200 TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH YELLOW LF	649.1500 TEMPORARY PAVEMENT MARKING DIAGONAL 12-INCH YELLOW LF
5966-00-72						
STAGE 1	CTH G	LT/RT		1704	1378	177
STAGE 2A	CTH G	RT	900		2000	
STAGE 3A	CTH G	LT	3900		8400	
UNDISTRIBUTED			1200	296	222	23
SUBTOTALS			6000	2000	12000	200
PROJECT 5966-00-72 TOTAL			6000	14000		200

CATEGORY 1000

SAWING PAVEMENT

	STATION	LOCATION	690.0150 SAWING ASPHALT LF	REMARKS
5966-00-72				
STAGE 1	203+48	'TL' RT/LT	47	RDWY MATCHLINE
	208+79	'TL' LT	34	DW MATCHLINE
	212+00	'TL' RT/LT	31	STAGE MATCHLINE
STAGE 1 SUBTOTAL			112	
STAGE 2A	126+80	'G' LT	22	RDWY MATCHLINE
	127+66	'G' LT	48	DW MATCHLINE
	137+67	'G' LT	22	RDWY MATCHLINE
STAGE 2A SUBTOTAL			92	
STAGE 2B	126+80	'G' RT	22	RDWY MATCHLINE
	127+60	'G' LT	25	DW MATCHLINE
	137+67	'G' RT	16	RDWY MATCHLINE
	219+16	'TL' RT	27	DW MATCHLINE
	228+25	'TL' RT/LT	24	RDWY MATCHLINE
STAGE 2B SUBTOTAL			114	
STAGE 3A	155+53	'G' RT	22	DW MATCHLINE
	160+75	'G' RT	40	DW MATCHLINE
	176+00	'G' RT	15	RDWY MATCHLINE
STAGE 3A SUBTOTAL			77	
STAGE 3B	153+75	'G' LT	54	DW MATCHLINE
	159+75	'G' LT	20	DW MATCHLINE
	168+17	'G' LT	52	DW MATCHLINE
	176+00	'G' LT	15	RDWY MATCHLINE
STAGE 3B SUBTOTAL			141	
STAGE 4	83+78	'G' RT/LT	46	RDWY MATCHLINE
	105+89	'G' RT	16	DW MATCHLINE
	187+99	'G' RT/LT	31	RDWY MATCHLINE
STAGE 4 SUBTOTAL			93	
UNDISTRIBUTED			71	
PROJECT 5966-00-72 TOTAL			700	

SAFETY FENCE

CATEGORY	STATION	LOCATION	616.0700.S SAFETY FENCE LF
5966-00-73			
STAGE 2B	215+75 - 217+25	'TL' RT	200
	222+00 - 226+00	'TL' RT	400
PROJECT 5966-00-73 TOTAL			600

LANDMARK REFERENCE MONUMENTS

	STATION	REMARKS	621.0100 LANDMARK REFERENCE MONUMENTS EACH	633.5100 MARKERS ROW EACH
5966-00-72				
	105+71'G'	W 1/4 COR. SECT. 6 T1N R13E	5	4
	136+57'G'	SW COR. SECT. 31 T2N R13E	5	4
	163+02'G'	W 1/4 COR. SECT. 31 T2N R13E	5	4
		PROJECT 5966-00-72 TOTAL	15	12

PROGRESS SCHEDULE

	LOCATION	SPV.0060.052 BASELINE CPM PROGRESS SCHEDULE EACH	SPV.0060.053 CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH
5966-00-72			
	PROJECT	1	7
	PROJECT 5966-00-72 TOTAL	1	7

REMOVING SIGNS

	SIGN NO.	STATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	MESSAGE	REMARKS
5966-00-72								
STAGE 2A	R1-01	84+91	1	2	---	---	MLK JR MEM. HWY	
	R1-02	84+95	1	1	---	---	SPD LMT 40 AHEAD	
	R2-01	89+51	1	1	---	---	4 WAY INTERSECTION AHEAD	
	R6-01	118+96	1	1	---	---	TRUCKS ENTERING AND LEAVING	
	R7-01	125+46	1	1	---	---	4 WAY INTERSECTION AHEAD	
	R8-01	213+81TL	1	1	---	---	STOP SIGN	
	R8-02	214+84TL	1	1	---	---	STOP SIGN	
	R8-03	138+54	1	1	---	---	CTH G	
	R10-01	150+67	1	1	---	---	DO NOT PASS	
	R11-01	156+19	1	2	---	---	<- BLACKHAWK TECH. COLLEGE	
	R12-01	163+53	1	1	---	---	PASSING LANE ENDS	
	M12-01	167+87	---	---	1	1	STOP SIGN	
	R14-01	177+39	1	2	---	---	BLACKHAWK TECH. COLLEGE ->	
	R16-01	203+81TL	1	1	---	---	STOP AHEAD	
	R16-02	205+96TL	1	1	---	---	STOP LIGHT AHEAD	
	R16-03	207+04TL	1	1	---	---	JCT CTH G	
	R16-04	210+64TL	1	1	---	---	SPEED LIMIT 45	
	M16-01	208+03TL	---	---	1	1	NO PARKING THIS SIDE	
	M16-02	208+59TL	---	---	1	1	STOP SIGN FOR QUARRY LN	
	M16-03	209+48TL	---	---	1	1	BUS STOP JTS	
	M16-04	210+64TL	---	---	1	---	NO PARKING	
	R17-01	223+97TL	1	2	---	---	BLACKHAWK TECH. COLLEGE ->	
	M17-01	217+10TL	---	---	1	2	TOWN OF TURTLE WELCOMES YOU	
	R18-01	224+82TL	1	1	---	---	STOP AHEAD	
	R18-02	225+88TL	1	1	---	---	TRUCKS ENTERING AND LEAVING	
PROJECT 5966-00-72 TOTAL			19	23	6	6		

TRAFFIC CONTROL ITEMS

10	LOCATION	STAGE	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.1050 PORTABLE CHANGEABLE MESSSAGE SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
5966-00-72												
	TOWNLINE ROAD	1	---	126	---	---	112	---	---	196	28	---
	CTH G	2A	1036	84	22	22	56	728	---	196	28	---
	TOWNLINE ROAD	2A	---	84	---	---	84	---	---	98	28	---
	CTH G	2B	1554	126	22	22	84	1092	---	210	42	---
	TOWNLINE ROAD	2B	---	84	---	---	42	---	---	189	42	---
	CTH G	3A	3960	180	80	80	120	1560	---	300	60	---
	TOWNLINE ROAD	3A	---	---	---	---	---	---	---	60	60	---
	CTH G	3B	3960	180	80	80	120	1560	---	300	60	---
	TOWNLINE ROAD	3B	---	---	---	---	---	---	---	60	60	---
	CTH G	4	4680	810	---	---	360	2340	---	1260	90	---
	TOWNLINE ROAD	4	---	---	---	---	---	---	---	90	90	---
	CTH G	5	---	---	---	---	---	---	---	28	28	2
	TOWNLINE ROAD	5	840	28	---	---	---	---	---	112	28	---
	UNDISTRIBUTED		13970	2298	296	296	1022	2720	200	901	56	20
PROJECT 5966-00-72 TOTAL			30000	4000	500	500	2000	10000	200	4000	700	22

CATEGORY 1000

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET 138	E

3

NON-METALLIC CONDUIT

LOCATION	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CTH G AT TOWNLINE RD	CB1-PB1	-	60
	PB1-SB1	15	-
	PB1-PB2	200	-
	PB2-PB3	130	-
	PB1-PB4	-	100
	PB4-PB5	15	-
	PB4-SB2	5	-
	PB4-PB6	-	80
	PB6-SB3	-	15
	PB6-PB7	-	80
	PB7-SB4	10	-
	PB7-PB8	195	-
	PB8-PB9	130	-
	PB7-PB10	-	150
	PB10-SB5	10	-
	PB10-PB11	25	-
	PB10-PB12	-	120
	PB12-SB6	-	10
	PB12-PB13	-	100
	PB13-SB7	15	-
	PB13-PB14	190	-
	PB14-PB15	130	-
	PB13-PB16	-	90
	PB16-SB8	10	-
	PB16-PB17	-	100
	PB17-SB9	-	15
	PB17-PB18	-	80
	PB18-SB10	10	-
	PB18-PB19	195	-
	PB19-PB20	130	-
	PB18-PB21	-	150
	PB21-SB11	10	-
	PB21-PB22	25	-
	PB21-PB23	-	110
	PB23-SB12	-	10
	PB23-CB1	-	60
TOTAL		1,450	1,330

PULL BOXES

LOCATION	PB NO.	STATION	OFFSET	653.0135 PULLBOXES STEEL 24X36-INCH EACH	653.0140 PULLBOXES STEEL 24X42-INCH EACH
CTH G AT TOWNLINE RD	PB1	213+32.4	44.6 RT	-	1
	PB2	211+38.6	39.5 RT	1	-
	PB3	210+08.6	39.5 RT	1	-
	PB4	213+30.7	6.1 LT	-	1
	PB5	213+17.9	6.1 LT	1	-
	PB6	213+29.5	44.4 LT	-	1
	PB7	213+29.5	70.9 LT	-	1
	PB8	139+35.4	57.1 LT	1	-
	PB9	140+65.4	57.1 LT	1	-
	PB10	137+30.0	2.9 RT	-	1
	PB11	137+56.3	2.9 RT	1	-
	PB12	137+29.3	62.7 RT	-	1
	PB13	215+25.5	37.7 LT	-	1
	PB14	217+07.3	33.7 LT	1	-
	PB15	318+37.3	34.2 LT	1	-
	PB16	215+25.5	6.0 RT	-	1
	PB17	215+25.5	53.4 RT	-	1
	PB18	135+84.3	62.1 RT	-	1
	PB19	133+80.5	48.2 RT	1	-
	PB20	132+50.5	48.2 RT	1	-
	PB21	135+84.0	11.0 LT	-	1
	PB22	135+59.0	11.0 LT	1	-
	PB23	135+84.0	65.1 LT	-	1
TOTAL				11	12

TRAFFIC SIGNAL CABLE

LOCATION	LOCATION	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CTH G AT TOWNLINE RD	CB1-SB1	-	-	75
	CB1-SB2	-	-	120
	CB1-SB3	-	-	170
	CB1-SB4	-	-	205
	CB1-SB5	-	-	280
	CB1-SB6	-	-	340
	CB1-SB7	-	-	345
	CB1-SB8	-	-	295
	CB1-SB9	-	-	250
	CB1-SB10	-	-	200
	CB1-SB11	-	-	130
	CB1-SB12	-	-	75
	SB1-HEAD 13	20	-	-
	SB1-HEAD 22	20	-	-
	SB2-HEAD 18	20	-	-
	SB2-HEAD 23	20	-	-
	SB3-HEAD 20	50	-	-
	SB3-HEAD 21	40	-	-
	SB4-HEAD 4	-	20	-
	SB4-HEAD 7	20	-	-
	SB5-HEAD 5	-	20	-
	SB5-HEAD 12	20	-	-
	SB6-HEAD 2	65	-	-
	SB6-HEAD 3	55	-	-
	SB7-HEAD 16	20	-	-
	SB7-HEAD 19	20	-	-
	SB8-HEAD 17	20	-	-
	SB8-HEAD 24	20	-	-
	SB9-HEAD 14	50	-	-
	SB9-HEAD 15	40	-	-
	SB10-HEAD 1	20	-	-
	SB10-HEAD 10	20	-	-
	SB11-HEAD 6	-	20	-
	SB11-HEAD 11	20	-	-
	SB12-HEAD 8	65	-	-
	SB12-HEAD 9	55	-	-
TOTAL		680	60	2,485

CONCRETE BASES

LOCATION	SB NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	SPV.0060.475 CONCRETE BASES TYPE 10 CONTRACTOR SUPPLIED ANCHOR BOLTS & ANCHOR ROD TEMPLATE EACH	SPV.0060.476 CONCRETE BASES TYPE 13 CONTRACTOR SUPPLIED ANCHOR BOLTS & ANCHOR ROD TEMPLATE EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CTH G AT TOWNLINE RD	CB1	136+07.0	91.0 LT	-	-	-	-	1
	SB1	136.22.5	96.4 LT	1	-	-	-	-
	SB2	136+65.8	97.0 LT	-	1	-	-	-
	SB3	213+16.2	37.6 LT	-	-	1	-	-
	SB4	137+35.5	65.9 LT	1	-	-	-	-
	SB5	137+38.3	3.0 RT	-	1	-	-	-
	SB6	137+35.4	51.3 RT	-	-	-	1	-
	SB7	137.00.0	80.1 RT	1	-	-	-	-
	SB8	136+49.8	84.4 RT	-	1	-	-	-
	SB9	136+16.4	97.7 RT	-	-	1	-	-
	SB10	135+80.3	56.8 RT	1	-	-	-	-
	SB11	135+80.0	11.0 LT	-	1	-	-	-
	SB12	135+79.0	59.4 LT	-	-	-	1	-
TOTAL				4	4	2	2	1

EQUIPMENT GROUNDING CONDUCTORS

LOCATION	LOCATION	655.0515 * ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) L.F.
CTH G AT TOWNLINE RD	CB1-SB1	45
	SB1-SB2	80
	SB2-SB3	75
	SB3-SB4	80
	SB4-SB5	110
	SB5-SB6	95
	SB6-SB7	90
	SB7-SB8	85
	SB8-SB9	90
	SB9-SB10	75
	SB10-SB11	105
	SB11-SB12	90
	SB12-CB1	45
TOTAL		1,065

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CATEGORY 1300
SHEET 1 OF 3

TRAFFIC DETECTOR LOOPS

LOCATION	LOOP NO.	HOME RUN PB	(1) STATION	(1) OFFSET	SIZE	NO. TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
CTH G AT TOWNLINE RD	11	PB22	135+54.8	1.0 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	115	208
	12	PB22	135+82.8	1.0 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	115	208
	21	PB9	140+65.4	31.0 LT	6 X 20	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	82	490	344
	22	PB8	139+35.4	31.0 LT	6 X 20	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	82	360	344
	23	PB11	137+60.0	6.8 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	265	208
	24	PB11	137+32.0	6.8 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	265	208
	41	PB3	210+08.1	18.1 RT	6 X 6	5	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	58	365	305
	42	PB2	211+38.1	18.1 RT	6 X 6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	58	235	244
	43	PB5	213+14.0	18.2 RT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	100	302
	44	PB5	213+42.0	18.2 RT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	100	302
	45	PB5	213+14.0	5.8 RT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	100	227
	46	PB5	213+42.0	5.8 RT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	100	227
	61	PB20	132+50.5	23.0 RT	6 X 20	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	490	336
	62	PB19	133+80.5	23.0 RT	6 X 20	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	88	360	370
	81	PB15	218+37.4	18.0 LT	6 X 6	5	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	48	620	252
	82	PB14	217+07.4	18.0 LT	6 X 6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	46	490	193
	83	PB16	215+30.0	18.2 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	255	290
	84	PB16	215+02.0	18.2 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	255	290
	85	PB16	215+30.0	6.0 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	255	214
	86	PB16	215+02.0	6.0 LT	6 X 20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	255	214
TOTAL									1,462	5,590	5,286

LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
(1) FINAL LOCATION TO BE DETERMINED BY ENGINEER IN FIELD

PULL BOX BONDING JUMPERS

LOCATION	LOCATION	655.0515 * ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) L.F.
CTH G AT TOWNLINE RD	SB1-PB1	25
	SB2-PB4	20
	SB3-PB6	30
	SB4-PB7	25
	SB5-PB10	25
	SB6-PB12	25
	SB7-PB13	30
	SB8-PB16	25
	SB9-PB17	30
	SB10-PB18	20
	SB11-PB21	25
	SB12-PB23	25
TOTAL		305

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING ELECTRICAL CABLE

LOCATION	LOCATION	655.0320 CABLE TYPE UF, 2-10 AWG GROUNDED L.F.
CTH G AT TOWNLINE RD	CB1-SB2	125
	SB2-SB5	220
	CB1-SB11	130
	SB11-SB8	230
TOTAL		705

LIGHTING ELECTRICAL WIRE

LOCATION	LOCATION	655.0615 ELECTRICAL WIRE, LIGHTING, 10 AWG L.F.
CTH G AT TOWNLINE RD	SB2-LUMINAIRE 1	120
	SB2-LUMINAIRE 2	120
	SB5-LUMINAIRE 1	120
	SB5-LUMINAIRE 2	120
	SB11-LUMINAIRE	120
	SB11-LUMINAIRE	120
	SB8-LUMINAIRE 1	120
	SB8-LUMINAIRE 2	120
TOTAL		960

MISCELLANEOUS ITEMS

LOCATION	ITEM NUMBER	UNIT	QUANTITY	DESCRIPTION
CTH G AT TOWNLINE RD	656.0200.002	LS	1	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	658.5069.005	LS	1	SIGNAL MOUNTING HARDWARE
	SPV.0060.483	EA	1	TRAFFIC SIGNAL CONTROLLER AND CABINET FULLY ACTUATED 8-PHASE

CATEGORY 1300
SHEET 2 OF 3

SIGNAL FACES

LOCATION	SB NO.	HEAD NO.	658.0110 TRAFFIC SIGNAL FACES 3-12 INCH VERTICAL R-Y-G EACH	658.0110 TRAFFIC SIGNAL FACES 3-12 INCH VERTICAL <-R<-Y<-FY EACH	658.0115 TRAFFIC SIGNAL FACES 4-12 INCH VERTICAL <-R<-Y<-FY<-G EACH	658.0215 BACKPLATES SIGNAL FACE 3-SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4-SECTION 12-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
CTH G AT TOWNLINE RD	SB1	13	1	-	-	1	-	1	1	1	-	-	-
		22	-	1	-	1	-	-	-	-	1	2	-
	SB2	18	-	1	-	1	-	-	-	-	1	2	-
		23	-	1	-	1	-	-	-	-	1	2	-
	SB3	20	1	-	-	1	-	1	1	1	-	-	-
		21	1	-	-	1	-	1	1	1	-	-	-
	SB4	4	-	-	1	-	1	-	-	-	1	2	1
		7	1	-	-	1	-	1	1	1	-	-	-
	SB5	5	-	-	1	-	1	-	-	-	1	2	1
		12	-	1	-	1	-	-	-	-	1	2	-
	SB6	2	1	-	-	1	-	1	1	1	-	-	-
		3	1	-	-	1	-	1	1	1	-	-	-
	SB7	16	-	1	-	1	-	-	-	-	1	2	-
		19	1	-	-	1	-	1	1	1	-	-	-
	SB8	17	-	1	-	1	-	-	-	-	1	2	-
		24	-	1	-	1	-	-	-	-	1	2	-
	SB9	14	1	-	-	1	-	1	1	1	-	-	-
		15	1	-	-	1	-	1	1	1	-	-	-
	SB10	1	1	-	-	1	-	1	1	1	-	-	-
		10	-	1	-	1	-	-	-	-	1	2	-
	SB11	6	-	-	1	-	1	-	-	-	1	2	1
		11	-	1	-	1	-	-	-	-	1	2	-
	SB12	8	1	-	-	1	-	1	1	1	-	-	-
		9	1	-	-	1	-	1	1	1	-	-	-
TOTAL			12	9	3	21	3	12	12	12	12	24	3

SIGNAL BASES, POLES, ARMS, AND LUMINAIRES

LOCATION	SB NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0315 POLES TYPE 4 EACH	SPV.0060.477 POLES TYPE 9 EACH	SPV.0060.478 POLES TYPE 12 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	SPV.0060.480 MONOTUBE ARMS 20-FT EACH	SPV.0060.481 MONOTUBE ARMS 35-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FOOT EACH
CTH G AT TOWNLINE RD	SB1	1	-	-	-	-	1	-	-	-	-
	SB2	-	1	1	-	-	-	-	-	2	2
	SB3	-	-	-	1	-	-	1	-	-	-
	SB4	1	-	-	-	-	1	-	-	-	-
	SB5	-	1	1	-	-	-	-	-	2	2
	SB6	-	-	-	-	1	-	-	1	-	-
	SB7	1	-	-	-	-	1	-	-	-	-
	SB8	-	1	1	-	-	-	-	-	2	2
	SB9	-	-	-	1	-	-	1	-	-	-
	SB10	1	-	-	-	-	1	-	-	-	-
	SB11	-	1	1	-	-	-	-	-	2	2
	SB12	-	-	-	-	1	-	-	1	-	-
TOTAL		4	4	4	2	2	4	2	2	8	8

CATEGORY 1300
SHEET 3 OF 3

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	● (SET)	PROPERTY LINE	
R/W STANDARD	▲ (SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	◎	CORPORATE LIMITS	
SECTION CORNER SYMBOL		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		NO ACCESS (BY ACQUISTION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD	OH	
TRANSMISSION LINES ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

NOTES:

DISTANCES SHOWN FROM THE RIGHT-OF-WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

POSITIONS ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" x 24" REBAR) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

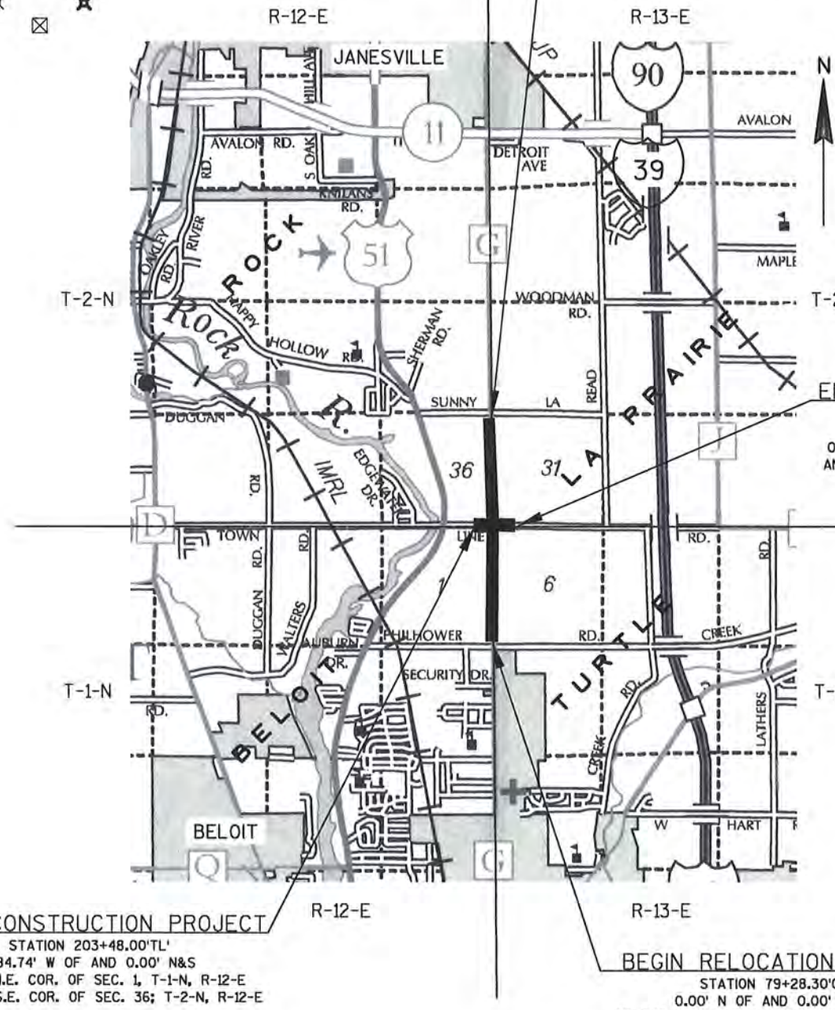
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON-ACQUISTION AREAS ARE INTENDED TO REESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENT.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.



END RELOCATION ORDER
STATION 200+00'G'
0.00' S OF AND 0.00' E&W
OF THE N.E. COR. OF SEC. 36, T-2-N, R-12-E
AND THE N.W. COR. OF SEC. 31; T-2-N, R-13-E

END CONSTRUCTION PROJECT
STATION 228+25.00'TL'
1392.26' E OF AND 0.00' N&S
OF THE N.W. COR. OF SEC. 6, T-1-N, R-13-E
AND THE S.W. COR. OF SEC. 31; T-2-N, R-13-E

BEGIN CONSTRUCTION PROJECT
STATION 203+48.00'TL'
1084.74' W OF AND 0.00' N&S
OF THE N.E. COR. OF SEC. 1, T-1-N, R-12-E
AND THE S.E. COR. OF SEC. 36; T-2-N, R-12-E

BEGIN RELOCATION ORDER
STATION 79+28.30'G'
0.00' N OF AND 0.00' E&W
OF THE S.E. COR. OF SEC. 1, T-1-N, R-12-E
AND THE S.W. COR. OF SEC. 6; T-1-N, R-13-E

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF COUNTY G CENTERLINE = 2.087 MI.
TOTAL NET LENGTH OF TOWNLINE ROAD CENTERLINE = 0.469 MI.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5966-00-00	4.01	15
FEDERAL PROJECT NUMBER ----------		

PLAT OF RIGHT-OF-WAY REQUIRED FOR

BELOIT - JANESVILLE
TOWNLINE ROAD INTERSECTION

CTH G — ROCK COUNTY

CONSTRUCTION PROJECT NUMBER
5966-00-72/73 & 5966-10-70

REVISION DATE

ACCEPTED FOR

COUNTY OF ROCK

10-18-13 (DATE) Benjamin J. Coopman (Signature & Title of Official)

Batterman
engineers surveyors planners
R.H. BATTERMAN & CO., INC.
2857 BARTELLS DRIVE
BELOIT, WI 53511
P 608-365-4464
TF 877-457-2235
F 608-365-1850

WISCONSIN
JEFFREY R. GARDE
S-2766
BRODHEAD
WIS.
LAND SURVEYOR

DATE: 10/2/2013 (REGISTERED LAND SURVEYOR)

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_040101_RW.DWG PLOT DATE : 10/8/2013 9:08 AM PLOT BY : CARYN MELLOM PLOT NAME : ----------

WISDOT/CADDS SHEET 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO THE COUNTY.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES OR SQUARE FEET REQUIRED			TOTAL ACRES REMAINING	P.L.E. ACRES	T.L.E. ACRES	HE ACRES
					NEW	EXISTING	TOTAL				
1	4.04	HANSON HOLDINGS LLC	FEE	58.42	0.48	0.03	0.51	57.91	---	---	---
2[1]	4.04, 4.05, 4.06, 4.07, 4.08, 4.13	KIP LLC	FEE & T.L.E.	208.36	2.93	---	2.93	205.43	---	3.89	---
3	4.04, 4.05, 4.06	PRAIRIE AVENUE CONCRETE INC	FEE & T.L.E.	110.30	0.92	0.03	0.95	109.35	---	0.45	---
4	4.05	MARIA A HUARACHA	FEE & T.L.E.	2.58	0.13	---	0.13	2.45	---	0.08	---
6	4.06	WISCONSIN POWER AND LIGHT COMPANY CO	FEE & T.L.E.	125.02	0.02	---	0.02	125.00	---	0.01	---
7	4.06, 4.07	WISCONSIN AGGREGATE CO	FEE & T.L.E.	70.85	0.54	---	0.54	70.31	---	0.43	---
8	4.07, 4.08, 4.14	CMC-BELOIT LLC	FEE, P.L.E., T.L.E.	79.34	0.65	1.38	2.03	77.31	0.15	0.67	---
9[1]	4.08, 4.09, 4.13	WISCONSIN HOMESITES ROCKVALE LLC	FEE & T.L.E.	87.39	0.63	---	0.63	86.76	---	0.28	---
10	4.09, 4.10	UNKNOWN	FEE	UNDETERMINED	40 SQUARE FEET	---	40 SQUARE FEET	UNDETERMINED	---	---	---
11	4.09	JANE M BURKHEIMER	FEE & T.L.E.	3.82	0.39	---	0.39	3.43	---	0.02	---
12[1]	4.08, 4.09, 4.14	BEDROCK GRINDING LLC	H.E, P.L.E., T.L.E.	38.66	---	1.25	1.25	37.41	0.09	2.91	0.92
13	4.14	CAROLYN S. POLLOCK	FEE	5.00	0.00	0.14	0.14	4.86	---	---	---
14	4.09, 4.10	RELIABLE PROPERTIES LLC	FEE & T.L.E.	5.46	0.02	---	0.02	5.44	---	0.14	---
16	4.10	DONALD B & OPAL C CHAPLO	FEE & T.L.E.	12.02	0.03	---	0.03	11.99	---	0.08	---
17[2]	4.09, 4.10	WILLIAM N. YOSS	FEE & T.L.E.	38.17	0.53	---	0.53	37.64	---	0.44	---
18	4.10, 4.11	BLACKHAWK TECHNICAL INSTITUTE	FEE, P.L.E., T.L.E.	75.23	0.32	---	0.32	74.91	0.03	0.47	---
19	4.11	DONALD H. TESKE	FEE, P.L.E., T.L.E.	3.21	0.14	---	0.14	3.07	0.02	0.17	---
21[1]	4.10, 4.11	ARNDT FARMS INC	FEE & T.L.E.	78.33	0.38	---	0.38	77.95	---	0.05	---
22	4.11, 4.12	ARTHUR T. DONALDSON	FEE & T.L.E.	36.06	0.46	0.16	0.62	35.44	---	0.14	---
23[1]	4.11, 4.12	DELTA K. ENTERPRISES LLC	FEE	78.33	0.64	0.16	0.80	77.53	---	---	---
40	4.04, 4.05	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
41	4.04-4.12	AT&T WISCONSIN (WISCONSIN BELL, INC)	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
42	4.05-4.11, 4.13, 4.14	WISCONSIN POWER AND LIGHT COMPANY ELECTRICAL	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
43	4.06-4.11	MCLEOD USA TELECOMMUNICATION SERVICES, INC. (PAETEC/WINDSTREAM)	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
44	4.08, 4.13, 4.14	WISCONSIN POWER AND LIGHT COMPANY GAS	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
45	4.06, 4.07, 4.08, 4.13, 4.14	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---
46	4.12	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS	---	---	---	---	---	---	---	---

4

REVISION DATE 02-19-2014 07-15-2014 ---

DATE 10-2-2013

SCALE, FEET N/A

HWY: CTH G

COUNTY: ROCK

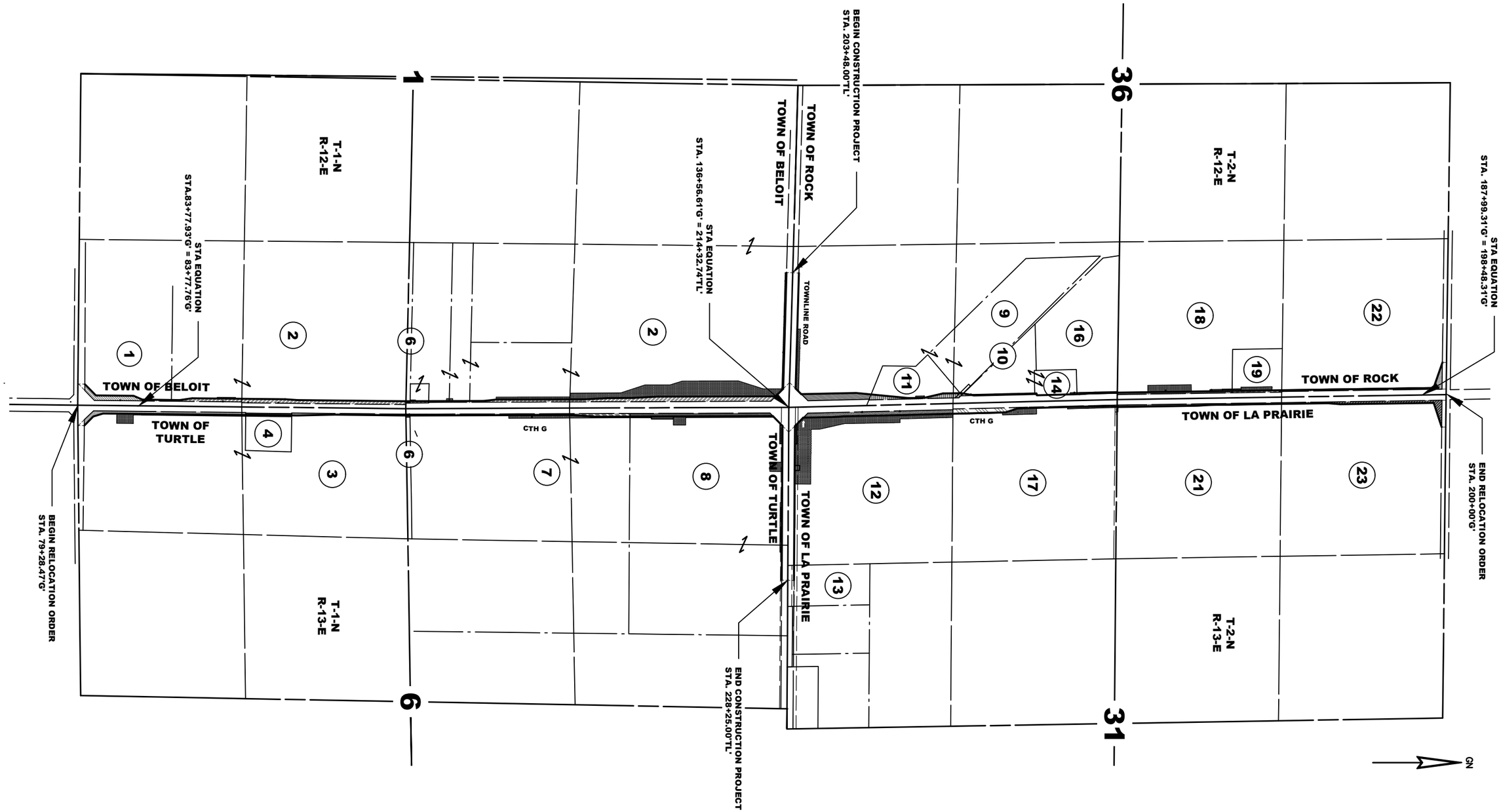
STATE R/W PROJECT NUMBER 5966-00-00

CONSTRUCTION PROJECT NUMBER 5966-00-72/73 & 5966-10-70

PLAT SHEET 4.02

PS&E SHEET 143

E



REVISION DATE 02-19-2014 07-15-2014 ----------	DATE 10-2-2013	SCALE. FEET 0 400 800	HWY: CTH G	STATE R/W PROJECT NUMBER 5966-00-00	PLAT SHEET 4.03
---------- ---------- ---------- ----------	GRID FACTOR NA		COUNTY: ROCK	CONSTRUCTION PROJECT NUMBER 5966-00-72/73 & 5966-10-70	PS&E SHEET 144 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG PLOT DATE : 7/15/2014 1:21 PM PLOT BY : CARYN MELLOM PLOT NAME : _____ PLOT SCALE : 1:800

WISDOT/CADDS SHEET 75

TOWN OF BELOIT

TOWN OF TURTLE

PHILHOWER ROAD

CTH G/PRAIRIE AVENUE

N

BEGIN RELOCATION ORDER
STATION 79+28.47'G'
Y=227431.253
X=496427.428

FOUND CAST IRON MONUMENT
Y = 227457.165
X = 493757.824

FOUND CAST IRON MONUMENT
Y = 227431.253
X = 496427.428

FOUND CAST IRON MONUMENT
Y = 227455.088
X = 498766.446

FOUND PIN IN MONUMENT BOX
Y = 230074.053
X = 496455.386

SECTION LINE
SE CORNER OF SEC. 1 TO S ¼ CORNER OF SEC. 1
2669.73' S89°26'38"E
N00° 33' 22"E 56.36'
N89° 26' 38"W 169.95'
S89° 24' 58"W 165.31'
SECTION LINE
SW CORNER OF SEC. 6 TO S ¼ CORNER OF SEC. 6
2339.14' N89°24'58"E
S00° 35' 02"E 52.04'

R/W
33.0'
55.3'
33.0'
45.7'

¾"IP
1"IP

1 HANSON HOLDINGS, LLC

2 KIP, LLC

3 PRAIRIE AVENUE CONCRETE INC

STATION EQUATION:
83+77.93 STA. BACK =
83+77.76 STA. AHEAD

SLOPE INTERCEPT

1000 79+84.68 170.00'
1001 80+75.17 80.00'
1002 83+77.93 STA. BACK 80.00'
1003 84+50.00 50.00'
1004 87+50.00 50.00'
1005 88+50.00 65.00'
1055 81+35.17 65.00'
1056 80+55.03 89.93'
1057 79+83.93 164.19'

41 AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND

ROCK ENERGY COOPERATIVE OVERHEAD 40

40.0'
45.0'
52.0'

E-1
E-2

WALLS

P.L.

SE-SE
SW-SW

BLDG

WISCONSIN POWER AND LIGHT COMPANY GASMAIN

R/L = SEC. LINE
2642.95' N0°36'22"E

T.L.E. DRIVEWAY
0.03 AC

TLE: 65.00' & 75.00'
90+50.00

MATCHLINE STATION 91+00

AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND

WISCONSIN POWER AND LIGHT COMPANY OVERHEAD ELECTRIC

AT&T WISCONSIN (WISCONSIN BELL, INC) FIBER OPTIC

MCLEOD USA TELECOMMUNICATION SERVICES, INC. (PAETEC/WINDSTREAM) FIBER OPTIC

T.L.E. SLOPES & DRIVEWAY 0.45 AC

TLE: 65.00' & 143.00'
82+44.17

TLE: 75.00' & 143.00'
83+78.00

41 AT&T WISCONSIN (WISCONSIN BELL, INC) EASEMENT RELEASE PARCELS 3,4 VOL 40/PG 106-107/DOC. 498472

41 AT&T WISCONSIN (WISCONSIN BELL, INC) EASEMENT RELEASE PARCELS 3,4 VOL 55/PG 503-504/DOC 589009

77 78 79 80 81 82 83 84 87 88 89 90 9

BASIS OF CTH G EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
BASIS OF PHILHOWER EXISTING R/W
ROAD RECORDS - PG 73, BOOK 1, BELOIT TOWNSHIP
PG 102 OF RECORDS, TURTLE TOWNSHIP

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	OWNER	TYPE	LOCATION
E-1	PRAIRIE AVENUE CONCRETE, INC.	BLOCK WALL	STA. 82+97, 36' RT
E-2	PRAIRIE AVENUE CONCRETE, INC.	BLOCK WALL & LIMESTONE BLOCK	STA. 82+69, 36' RT

R/W COURSE TABLE

COURSE	LENGTH	BEARING
1000 - 1001	127.63'	N45° 27' 02"E
1001 - 1002	302.76'	N00° 36' 22"E
1002 - 1003	78.22'	N23° 09' 30"E
1003 - 1004	300.00'	N00° 36' 22"E
1004 - 1005	101.12'	N07° 55' 29"W
1005 - 1006	750.00'	N00° 36' 22"E
1054 - 1055	1565.00'	S00° 36' 22"W
1055 - 1056	83.93'	S16° 40' 31"E
1056 - 1057	102.81'	S45° 38' 21"E

REVISION DATE			
02-19-2014	07-15-2014(NC)		

DATE 10-2-2013
GRID FACTOR N/A

SCALE. FEET
0 50 100

HWY: CTH G
COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73 & 5966-10-70

PLAT SHEET 4.04
PS&E SHEET 145

E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG
PLOT DATE : 7/15/2014 3:15 PM
PLOT BY : CARYN MELLOM
PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 75

TOWN OF BELOIT

SE-SE | NE-SE

GN

4 | 4

MATCHLINE STATION 91+00

MATCHLINE STATION 105+00

T.L.E. DRIVEWAY 0.03 AC

TLE: 65.00' & 75.00'

92+00.00

1/16 LINE

40 ROCK ENERGY COOPERATIVE OVERHEAD

ROCK ENERGY COOPERATIVE OVERHEAD (40)

AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND (41)

1006 96+00.00 65.00'

1007 97+00.00 90.00'

SLOPE INTERCEPT

40.0' | 33.0'

¾" I.P.

P.L.

CTH G/PRAIRIE AVENUE

1 92 93 94 95 96 97 98 99 100 101 102 103 104 10

AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND

R/L = SEC. LINE
2642.95' N0°36'22"E

E-3 | E-4

AT&T WISCONSIN (WISCONSIN BELL, INC) FIBER OPTIC

82.5'

45.0' | 28.4' | 33.6' | 50.0' | 45.0'

BLDG | BLDG | BLDG

T.L.E. SLOPES/ DRIVEWAY 0.08 AC

97+00.00 65.00' 1054

96+52.69 TLE: 65.00' & 75.00'

100+00.00 55.00' 1053

MCLEOD USA TELECOMMUNICATION SERVICES, INC. (PAETEC/WINDSTREAM) FIBER OPTIC

SLOPE INTERCEPT

WISCONSIN POWER AND LIGHT COMPANY OVERHEAD ELECTRIC

AT&T WISCONSIN (WISCONSIN BELL, INC) (41)
EASEMENT RELEASE PARCELS 3,4
VOL 40/PG 106-107/DOC 498472

AT&T WISCONSIN (WISCONSIN BELL, INC) (41)
EASEMENT RELEASE PARCELS 3,4
VOL 55/PG 503-504/DOC 589009

(2) KIP, LLC

(4) MARIA A. HUARACHA
LOT 1
C.S.M.
VOL. 15 PG 180-182

(3) PRAIRIE AVENUE CONCRETE INC

FOUND CAST IRON MONUMENT
Y = 227431.253
X = 496427.428

FOUND PIN IN MONUMENT BOX
Y = 230074.053
X = 496455.386

T 1 N R 12 E 1 6 7 12 — T 1 N R 13 E

SW-SW | NW-SW

1/16 LINE

P.L.

(42) WISCONSIN POWER AND LIGHT COMPANY
UNDERGROUND ELECTRIC

TOWN OF TURTLE

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
CSM VOL. 15 PGS. 180-182

ENCROACHMENT TABLE

ENCROACHMENT NUMBER	OWNER	TYPE	LOCATION
E-3	MARIA A. HUARACHA	FENCE	STA. 93+04-93+12, 48' RT
E-4	MARIA A. HUARACHA	FENCE	STA. 93+56-93+54, 48' RT

R/W COURSE TABLE

COURSE	LENGTH	BEARING
1005 - 1006	750.00'	N00° 36' 22"E
1006 - 1007	100.12'	N03° 28' 07"E
1007 - 1008	871.98'	N00° 36' 22"E
1052 - 1053	572.71'	S00° 36' 22"W
1053 - 1054	300.17'	S01° 18' 11"E
1054 - 1055	1565.00'	S00° 36' 22"W

REVISION DATE			
	02-19-2014	07-15-2014(NC)	

DATE 10-2-2013

GRID FACTOR N/A

SCALE, FEET 0 50 100

HWY: CTH G

COUNTY: ROCK

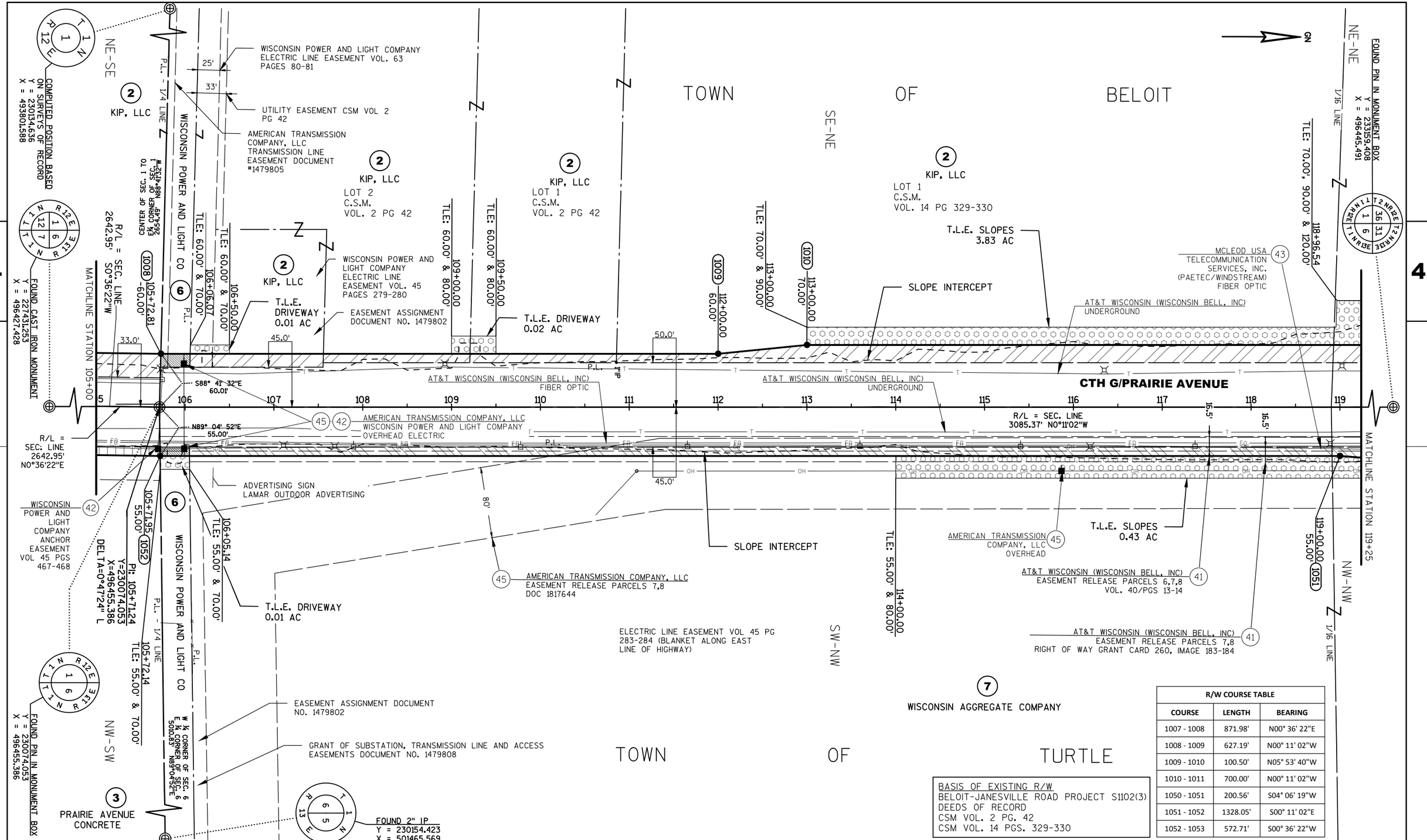
STATE R/W PROJECT NUMBER 5966-00-00

CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.05

PS&E SHEET 146 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG PLOT DATE : 7/15/2014 3:16 PM PLOT BY : CARYN MELLOM PLOT NAME : PLOT SCALE : 1:100_XREF



R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1007 - 1008	871.98'	N00° 36' 22"E
1008 - 1009	627.19'	N00° 11' 02"W
1009 - 1010	100.50'	N05° 53' 40"W
1010 - 1011	700.00'	N00° 11' 02"W
1050 - 1051	200.56'	S04° 06' 19"W
1051 - 1052	1328.05'	S00° 11' 02"E
1052 - 1053	572.71'	S00° 36' 22"W

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
CSM VOL. 2 PG. 42
CSM VOL. 14 PGS. 329-330

REVISION DATE	02-19-2014	07-15-2014(NC)	

DATE 10-2-2013
GRID FACTOR N/A
SCALE. FEET 0 50 100
HWY: CTH G
COUNTY: ROCK
STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73
PLAT SHEET 4.06
PS&E SHEET 147 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG
PLOT DATE : 7/15/2014 3:17 PM
PLOT BY : CARYN MELLOM
PLOT NAME : _____ PLOT SCALE : 1:100_XREF

TOWN OF BELOIT

NE-NE

GN

(2) KIP, LLC

T.L.E. SLOPES
3.83 AC

SLOPE INTERCEPT

FOUND PIN IN MONUMENT BOX
Y = 233359.408
X = 496445.491

T1N R12E 1 6 — T2N R12E 36 31 — T1N R13E 1 6 — T2N R13E 36 31

(1011) 120+00.00 70.00'
(1012) 122+00.00 80.00'
122+99.81 TLE: 120.00'
(1013) 124+00.00 80.00'
125+00.00 TLE: 185.00'
(1014) 126+00.00 90.00'
127+00.00 TLE: 185.00'
128+00.21 TLE: 215.00'
132+50.00 TLE: 215.00'

MATCHLINE STATION 119+25

MATCHLINE STATION 133+00

AT&T WISCONSIN (WISCONSIN BELL, INC)
UNDERGROUND

50.0'

P.L.

AT&T WISCONSIN (WISCONSIN BELL, INC)
FIBER OPTIC (41)

AT&T WISCONSIN (WISCONSIN BELL, INC)
UNDERGROUND

CTH G/PRAIRIE AVENUE

120 121 122 123 124 125 126 127 128 129 130 131 132 13

R/L = SEC. LINE
3085.37' N0°11'02"W

WISCONSIN POWER AND LIGHT COMPANY
OVERHEAD ELECTRIC

16.5'

P.L.

80'

45.0'

(43) MCLEOD USA
TELECOMMUNICATION
SERVICES, INC.
(PAETEC/WINDSTREAM)
FIBER OPTIC

121+00.00
70.00'
(1050)

P.L.

T.L.E. SLOPES
0.04 AC

TLE: 70.00' & 80.00'
PLE: 70.00' & 90.00'
125+50.00

PLE: 70.00' & 90.00'
TLE: 70.00' & 140.00'
127+25.00

TLE: 80.00' & 140.00'
128+25.00

WALLS

(45) AMERICAN TRANSMISSION
COMPANY, LLC
OVERHEAD

AT&T WISCONSIN (WISCONSIN BELL, INC)
FIBER OPTIC

AT&T WISCONSIN (WISCONSIN BELL, INC)
EASEMENT RELEASE PARCELS 6,7,8
VOL. 40/PGS 13-14 (41)

AMERICAN TRANSMISSION COMPANY, LLC
EASEMENT RELEASE PARCELS 7,8
DOC 1817644 (45)

(8) CMC-BELOIT, LLC

(7) WISCONSIN AGGREGATE COMPANY

SLOPE
INTERCEPT

P.L.E. SLOPES AND CULVERT
0.08 AC

T.L.E. DRIVEWAY
& SLOPES
0.32 AC

(41) AT&T WISCONSIN (WISCONSIN BELL, INC)
EASEMENT RELEASE PARCELS 7,8
RIGHT OF WAY GRANT CARD 260, IMAGE 183-184

(42) WISCONSIN POWER AND LIGHT COMPANY
UNDERGROUND ELECTIC

T1N R12E 1 6 — T1N R13E 1 6

FOUND PIN IN MONUMENT BOX
Y = 230074.053
X = 496455.386

TOWN OF TURTLE

NW-NW

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD

R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1010 - 1011	700.00'	N00° 11' 02"W
1011 - 1012	200.25'	N03° 02' 46"W
1012 - 1013	200.00'	N00° 11' 02"W
1013 - 1014	200.25'	N03° 02' 46"W
1014 - 1015	951.40'	N00° 11' 02"W
1049 - 1050	1428.34'	S00° 11' 02"E
1050 - 1051	200.56'	S04° 06' 19"W

REVISION DATE	02-19-2014	07-15-2014(NC)	

DATE 10-2-2013
GRID FACTOR N/A

SCALE. FEET
0 50 100

HWY: CTH G
COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.07
PS&E SHEET 148 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG
PLOT DATE : 7/15/2014 3:18 PM
PLOT BY : CARYN MELLOM
PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 75

BASIS OF CTH G EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
BASIS OF TOWNLINE EXISTING R/W (WEST)
WARRANTY DEED TO ROCK COUNTY HIGHWAY COMMISSION, VOL 149/PG 378
BASIS OF TOWNLINE EXISTING R/W (EAST)
TOWN OF TURTLE ROAD PROJECT, PG 5

FOUND BRASS DISK
Y = 233232.775
X = 493852.227

TOWN OF BELOIT

NE-NE

WISCONSIN POWER AND LIGHT COMPANY
ELECTRIC LINE EASEMENT
VOL 48 MISC PG 130-131

WISCONSIN POWER AND LIGHT COMPANY GASMAIN
(44) EASEMENT RELEASE PARCEL 2
DOC 1583711

WISCONSIN POWER AND LIGHT COMPANY
(44) GASMAIN

AMERICAN TRANSMISSION COMPANY, LLC
WISCONSIN POWER AND LIGHT COMPANY
(42)(45) OVERHEAD ELECTRIC

(2) KIP, LLC

T.L.E. SLOPES
3.83 AC

SEE SHT. NO. 4.13
MATCHLINE STATION 210+50

WISCONSIN POWER AND LIGHT COMPANY GASMAIN

WISCONSIN POWER
AND LIGHT COMPANY
OVERHEAD ELECTRIC

(42) WISCONSIN POWER AND LIGHT COMPANY
EASEMENT RELEASE PARCEL 9
VOL 70/PG 289-290/DOC. 654986

(45) AMERICAN TRANSMISSION COMPANY, LLC
EASEMENT RELEASE PARCEL 9

WISCONSIN POWER AND LIGHT COMPANY
OVERHEAD
AMERICAN TRANSMISSION COMPANY, LLC
OVERHEAD

T.L.E. SLOPES/DRIVEWAY
0.28 AC

SLOPE INTERCEPT

TOWN OF ROCK

SE-SE

(9) WISCONSIN HOMESITES
ROCKVALE, LLC

FOUND PIN IN MONUMENT BOX
Y = 235803.650
X = 496381.994

MATCHLINE STATION 133+00

MATCHLINE STATION 141+25

AMERICAN TRANSMISSION COMPANY, LLC
(45) EASEMENT RELEASE PARCELS 7,8
DOC 1817644

MCLEOD USA TELECOMMUNICATION
(43) SERVICE, INC. (PAETEC/WINDSTREAM)
FIBER OPTIC

PI: 136+56.61 = 214+32.74
Y=233159.408
X=496445.491

CTH G DELTA=0°56'56" L
TOWNLINE DELTA=1°15'29"

3085.37' N0°11'02"W
R/L = SEC. LINE

943.39' N1°07'58"W
REFERENCE LINE

SECTION LINE
2645.00' N1°22'32"W

AT&T WISCONSIN (WISCONSIN BELL, INC)
UNDERGROUND

AT&T WISCONSIN (WISCONSIN BELL, INC)
UNDERGROUND

HIGHWAY EASEMENT
0.92 ACCRES

CTH G/PRAIRIE AVENUE

(41) AT&T WISCONSIN (WISCONSIN BELL, INC)
FIBER OPTIC

(43) MCLEOD USA TELECOMMUNICATION
SERVICE, INC.
(PAETEC/WINDSTREAM)
FIBER OPTIC

(41) AT&T WISCONSIN
(WISCONSIN BELL, INC)
EASEMENT RELEASE PARCEL 12
ROW GRANT CARD 264, IMAGE 981

AMERICAN TRANSMISSION COMPANY, LLC
(45) EASEMENT RELEASE PARCELS 7,8
DOC 1817644

AT&T WISCONSIN (WISCONSIN BELL, INC)
(41) EASEMENT RELEASE PARCELS 7,8
RIGHT OF WAY GRANT CARD 260, IMAGE 183-184

WISCONSIN POWER
(42) AND LIGHT
COMPANY
OVERHEAD ELECTRIC

AT&T WISCONSIN (WISCONSIN BELL, INC)
(41) EASEMENT RELEASE PARCELS 6,7,8
VOL. 40/PGS 13-14

T.L.E. DRIVEWAY
& SLOPES
0.32 AC

WISCONSIN POWER AND
LIGHT COMPANY GASMAIN

FOUND PIN IN MONUMENT BOX
Y = 230074.053
X = 496455.386

FOUND PIN IN MONUMENT BOX
Y = 233159.408
X = 496445.491

(8) CMC-BELOIT, LLC

135+83.83
PLE: 291.58'

136+04.33
PLE: 291.78'

P.L.E.
CULVERT
0.07 AC

P.L.E. CULVERT, 0.05 AC

WISCONSIN POWER AND LIGHT COMPANY
(42) EASEMENT RELEASE PARCEL 8
DOC 1817643

WISCONSIN POWER AND LIGHT COMPANY GASMAIN
(44) EASEMENT RELEASE PARCEL 8
DOC 1583712

T.L.E. DRIVEWAY
0.17 AC

218+75.00
TLE: 49.50' & 150.00'

NW-NW

TOWNLINE ROAD

(44) WISCONSIN POWER AND LIGHT COMPANY GASMAIN
EASEMENT RELEASE PARCEL 12
VOL 478/PGS 139-140/DOC 800695

(42) WISCONSIN POWER AND LIGHT COMPANY
EASEMENT RELEASE PARCEL 12
VOL 70/PGS 295-296/DOC 654989

(45) AMERICAN TRANSMISSION COMPANY, LLC
EASEMENT RELEASE PARCEL 12

SW-SW

(12) BEDROCK GRINDING, LLC

T.L.E. SLOPES/DRIVEWAY
2.91 AC

MATCHLINE STATION 218+98
SEE SHT. NO. 4.14

TOWN OF TURTLE

TOWN OF LAPRAIRIE

FOUND SURVEY SPIKE
Y = 233144.099
X = 498872.639

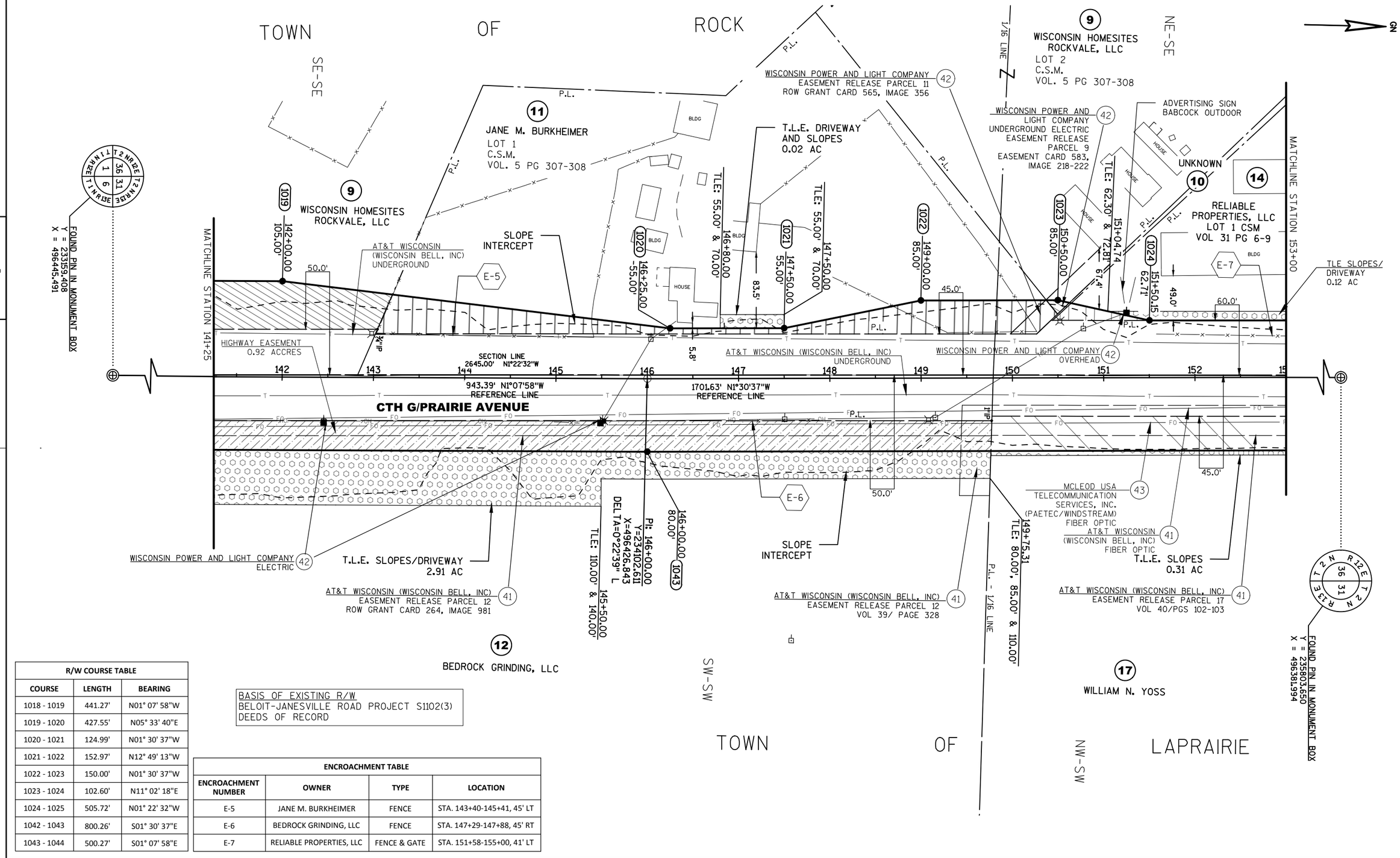
WISCONSIN POWER AND LIGHT COMPANY GASMAIN
(44) EASEMENT RELEASE PARCEL 8
VOL 266/PG 192

R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1014 - 1015	951.40'	N00° 11' 02"W
1015 - 1016	84.14'	N44° 48' 26"W
1016 - 1058	937.14'	N88° 22' 46"W
1059 - 1017	931.19'	S88° 22' 46"E
1017 -1018	64.19'	N44° 36' 27"E
1018- 1019	441.27'	N01° 07' 58"W
1043 - 1044	500.27'	S01° 07' 58"E
1044 -1045	100.12'	S03° 59' 42"E
1045 - 1046	229.14'	S01° 07' 58"E
1046 - 1047	95.23'	S44° 59' 28"E
1047 - 1061	1242.52'	S89° 38' 15"E
1060 - 1048	1242.31'	N89° 38' 15"W
1048 - 1049	110.90'	S45° 35' 37"W
1049 - 1050	1428.34'	S00° 11' 02"E

REVISION DATE			
02-19-2014	07-15-2014(NC)		

DATE 10-2-2013
GRID FACTOR NA
SCALE. FEET 0 50 100
HWY: CTH G
COUNTY: ROCK
STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73
PLAT SHEET 4.08
PS&E SHEET 149 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG
PLOT DATE : 7/15/2014 5:28 PM
PLOT BY : CARYN MELLOM
PLOT NAME : _____ PLOT SCALE : 1:100_XREF



R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1018 - 1019	441.27'	N01° 07' 58"W
1019 - 1020	427.55'	N05° 33' 40"E
1020 - 1021	124.99'	N01° 30' 37"W
1021 - 1022	152.97'	N12° 49' 13"W
1022 - 1023	150.00'	N01° 30' 37"W
1023 - 1024	102.60'	N11° 02' 18"E
1024 - 1025	505.72'	N01° 22' 32"W
1042 - 1043	800.26'	S01° 30' 37"E
1043 - 1044	500.27'	S01° 07' 58"E

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	OWNER	TYPE	LOCATION
E-5	JANE M. BURKHEIMER	FENCE	STA. 143+40-145+41, 45' LT
E-6	BEDROCK GRINDING, LLC	FENCE	STA. 147+29-147+88, 45' RT
E-7	RELIABLE PROPERTIES, LLC	FENCE & GATE	STA. 151+58-155+00, 41' LT

REVISION DATE	02-19-2014	07-15-2014			
DATE 10-2-2013	SCALE, FEET 0 50 100	HWY: CTH G	STATE R/W PROJECT NUMBER 5966-00-00	PLAT SHEET	4.09
GRID FACTOR NA		COUNTY: ROCK	CONSTRUCTION PROJECT NUMBER 5966-00-72/73	PS&E SHEET	150 E

TOWN OF ROCK

TOWN OF LAPRAIRIE

CTH G/PRAIRIE AVENUE

MATCHLINE STATION 153+00

MATCHLINE STATION 164+00

SECTION LINE
2645.00' N1°22'32"W

REFERENCE LINE
1701.63' N1°30'37"W

NE-SE

SE-NE

NW-SW

SW-NW

10 UNKNOWN

14 RELIABLE PROPERTIES, LLC
LOT 1
C.S.M.
VOL. 31 PG 6-9

14 RELIABLE PROPERTIES, LLC
LOT 3
C.S.M.
VOL. 10 PG 93-95

16 DONALD B. & OPAL C. CHAPLO
LOT 4
C.S.M.
VOL. 10 PG 93-95

17 WILLIAM N. YOSS

18 BLACKHAWK TECHNICAL INSTITUTE

21 ARNDT FARMS INC.

FOUND PIN IN MONUMENT BOX
Y = 233159.408
X = 496445.491

FOUND ALUMINUM MONUMENT
Y = 235884.063
X = 491196.665

FOUND PIN IN MONUMENT BOX
Y = 235803.650
X = 496381.994

FOUND ALUMINUM MONUMENT
Y = 235159.342
X = 501631.235

E ¼ CORNER OF SEC. 36 TO W ¼ CORNER OF SEC. 36
5985.95' S89°06'42"E

W ¼ CORNER OF SEC. 31 TO E ¼ CORNER OF SEC. 31
2609.75' S89°30'59"E

P.I. - 1/4 LINE

P.L.

BLDG

HOUSE

E-8 T.L.E. DRIVEWAY/SLOPES 0.12 AC

E-9

E-10

E-11

1026 156+55.84 -51.52'

TLE: 61.52' & 71.52'

1025 156+55.86 61.52'

159+25.00

TLE: 50.89' & 65.00'

42 WISCONSIN POWER AND LIGHT COMPANY OVERHEAD

T.L.E. DRIVEWAY 0.02 AC

1027 160+00.12 50.71'

1028 161+00.00 55.00'

T.L.E. DRIVEWAY/SLOPES 0.08 AC

SLOPE INTERCEPT

1029 163+03.30 -55.00'

TLE: 55.00' & 65.00'

AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND

AT&T WISCONSIN (WISCONSIN BELL, INC) FIBER OPTIC

41 AT&T WISCONSIN (WISCONSIN BELL, INC) UNDERGROUND

S89° 06' 42"E 55.03'

S89° 30' 59"E 60.04'

R/L = SEC. LINE 2649.37' N0°50'55"W

154+00.00 80.00' 1042

TLE: 85.00' & 153+75.00 100.00'

155+00.00 50.00' 1041

T.L.E. SLOPES 0.31 AC

TLE: 50.00' & 156+50.00 100.00'

41 AT&T WISCONSIN (WISCONSIN BELL, INC) EASEMENT RELEASE PARCEL 17 VOL 40/PGS 102-103/DOC 498470

159+00.00 TLE: 50.00' & 65.00'

T.L.E. SLOPES 0.13 AC

43 MCLEOD USA TELECOMMUNICATION SERVICES, INC. (PAETEC/WINDSTREAM) FIBER OPTIC

ADVERTISING SIGN EASEMENT CARD 240 IMAGE 145-147

ADVERTISING SIGN LAMAR OUTDOOR ADVERTISING

162+50.00 50.00' 1064

162+99.37 TLE: 60.00' & 65.00'

162+99.54 60.00' 1040

DELTA=0°39'42" R

Pt: 163+01.63
Y=235803.650
X=496381.994

R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1024 - 1025	505.72'	N01° 22' 32"W
1025 - 1026	10.00'	N88° 37' 28"E
1026 - 1027	344.28'	N01° 22' 32"W
1027 - 1028	99.97'	N03° 58' 13"W
1028 - 1029	203.94'	N01° 30' 37"W
1029 - 1030	2547.70'	N00° 50' 55"W
1063 - 1040	649.76'	S00° 50' 55"E
1040 - 1064	50.54'	S09° 52' 44"W
1064 - 1041	750.00'	S01° 30' 37"E
1041 - 1042	104.40'	S18° 12' 34"E
1042 - 1043	800.26'	S01° 30' 37"E

ENCROACHMENT TABLE			
ENCROACHMENT NUMBER	OWNER	TYPE	LOCATION
E-8	RELIABLE PROPERTIES, LLC	SIGN	STA. 153+37, 45' LT
E-9	WILLIAM N. YOSS	BOLLARD	STA. 160+64, 42' RT
E-10	WILLIAM N. YOSS	BOLLARD	STA. 160+96, 43' RT
E-11	WILLIAM N. YOSS	FENCE & GATE	STA. 159+13-162+66, 41' RT

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
CSM VOL. 1 PG. 307-308
CSM VOL. 31 PGS. 6-9
CSM VOL. 10 PGS 93-95

REVISION DATE			
02-19-2014	07-15-2014		

DATE 10-2-2013

GRID FACTOR NA

SCALE. FEET 0 50 100

HWY: CTH G

COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00

CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.10

PS&E SHEET 151 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG PLOT DATE : 7/15/2014 2:06 PM PLOT BY : CARYN MELLOM PLOT NAME : ----------PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 75

TOWN OF ROCK

TOWN OF LAPRAIRIE

GN

WISCONSIN POWER AND LIGHT COMPANY
UNDERGROUND ELECTRIC LINE FACILITY
EASEMENT DOCUMENT NO 1578480

SE-NE

NE-NE

SW-NW

NW-NW

18 BLACKHAWK TECHNICAL INSTITUTE

19 DONALD H. TESKE
LOT 1
C.S.M.
VOL. 2 PG 285-286

22 ARTHUR T. DONALDSON

21 ARNDT FARMS INC.

23 DELTA K ENTERPRISES, LLC

FOUND PIN IN MONUMENT BOX
Y = 235803.650
X = 496381.994

FOUND CAST IRON MONUMENT
Y = 238452.732
X = 496342.754

MATCHLINE STATION 164+00

MATCHLINE STATION 177+25

P.L. - 1/16 LINE

CTH G/PRAIRIE AVENUE

R/L = SEC. LINE
2649.37' N0°50'55"W

P.L.

TLE: 55.00' & 110.00'
165+50.00

TLE: 55.00' & 110.00'
169+00.00

42 WISCONSIN POWER AND LIGHT COMPANY OVERHEAD

T.L.E. DRIVEWAY
0.44 AC

SLOPE INTERCEPT

T.L.E. SLOPES
0.03 AC

TLE: 55.00' & 70.00'
170+50.00

P.L.E. CULVERT
0.03 AC

TLE & PLE: 70.00'
171+50.00

40.0'

1"IP

PLE: 55.00' & 70.00'
TLE: 55.00' & 85.00'
172+99.99

P.L.E. CULVERT
0.02 AC

T.L.E. DRIVEWAY
& SLOPES
0.17 AC

97.5'

TLE: 55.00' & 85.00'
175+50.00

74.4'

41 AT&T WISCONSIN
(WISCONSIN BELL, INC)
UNDERGROUND

45.0'

WISCONSIN POWER AND LIGHT COMPANY ELECTRIC 42

AT&T WISCONSIN
(WISCONSIN BELL, INC)
UNDERGROUND

43 MCLEOD USA TELECOMMUNICATION SERVICES, INC. (PAETEC/WINDSTREAM)
FIBER OPTIC

SLOPE INTERCEPT

169+50.00
TLE: 60.00'
169+50.00
60.00'
1063

170+50.00
55.00'
1062

T.L.E. SLOPES
0.05 AC

AT&T WISCONSIN (WISCONSIN BELL, INC) 41
EASEMENT RELEASE PARCEL 21
VOL 39/PG 289-290

16.5'

TLE: 55.00' & 60.00'
174+00.00

AT&T WISCONSIN
(WISCONSIN BELL, INC)
FIBER OPTIC

45.0'

R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1029 - 1030	2547.70'	N00° 50' 55"W
1039 - 1062	950.00'	S00° 50' 55" E
1062 - 1063	100.12'	S03° 42' 40' E
1063 - 1040	649.76'	S00° 50' 55"E

BASIS OF EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
CSM VOL. 10 PGS. 93-95
CSM VOL. 2 PGS. 285-286

REVISION DATE			
02-19-2014	07-15-2014(NC)		

DATE 10-2-2013

GRID FACTOR NA

SCALE, FEET
0 50 100

HWY: CTH G

COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00

CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.11

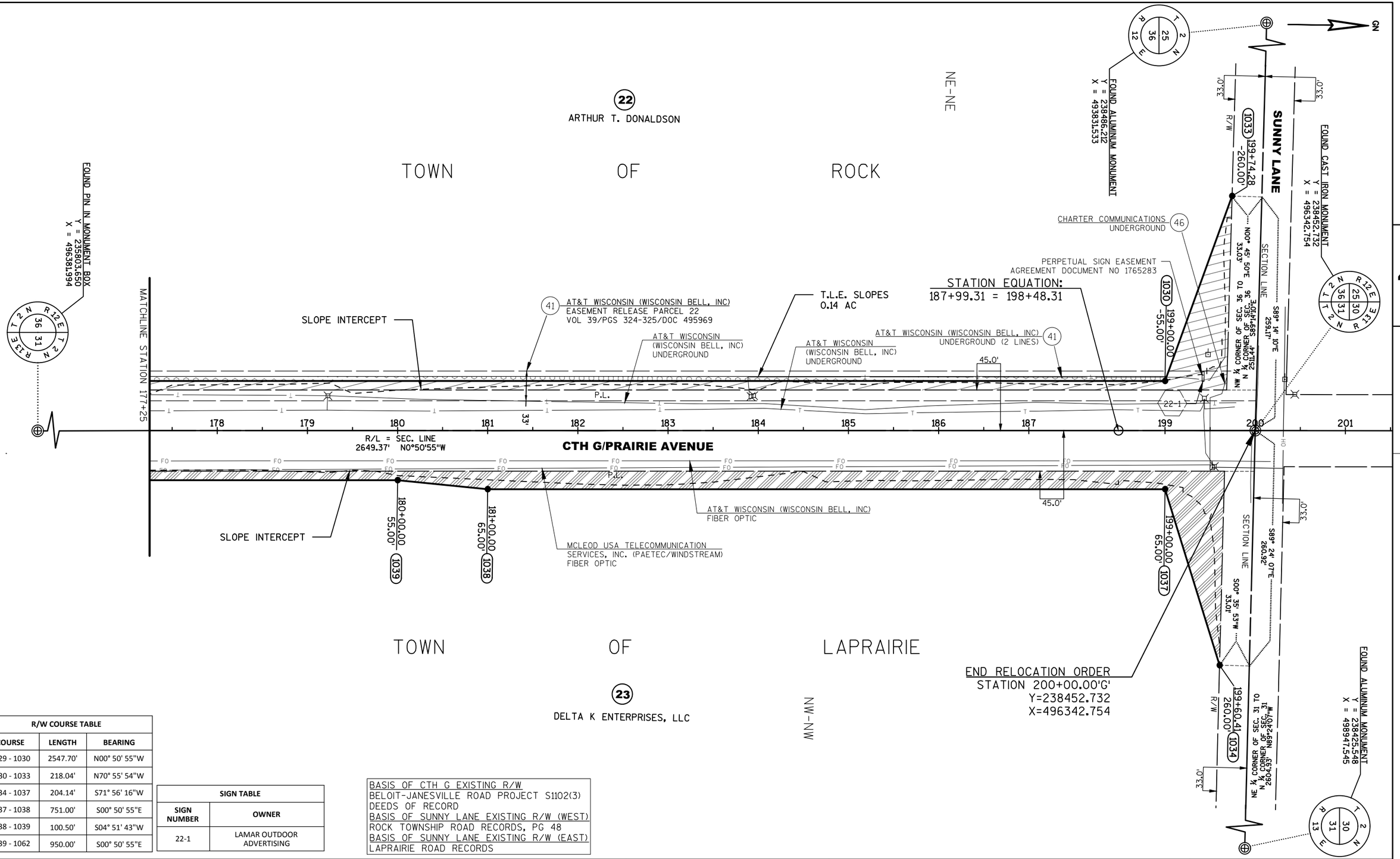
PS&E SHEET 152

E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG

PLOT DATE : 7/15/2014 3:20 PM PLOT BY : CARYN MELLOM PLOT NAME : _____PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 75



R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1029 - 1030	2547.70'	N00° 50' 55"W
1030 - 1033	218.04'	N70° 55' 54"W
1034 - 1037	204.14'	S71° 56' 16"W
1037 - 1038	751.00'	S00° 50' 55"E
1038 - 1039	100.50'	S04° 51' 43"W
1039 - 1062	950.00'	S00° 50' 55"E

SIGN TABLE	
SIGN NUMBER	OWNER
22-1	LAMAR OUTDOOR ADVERTISING

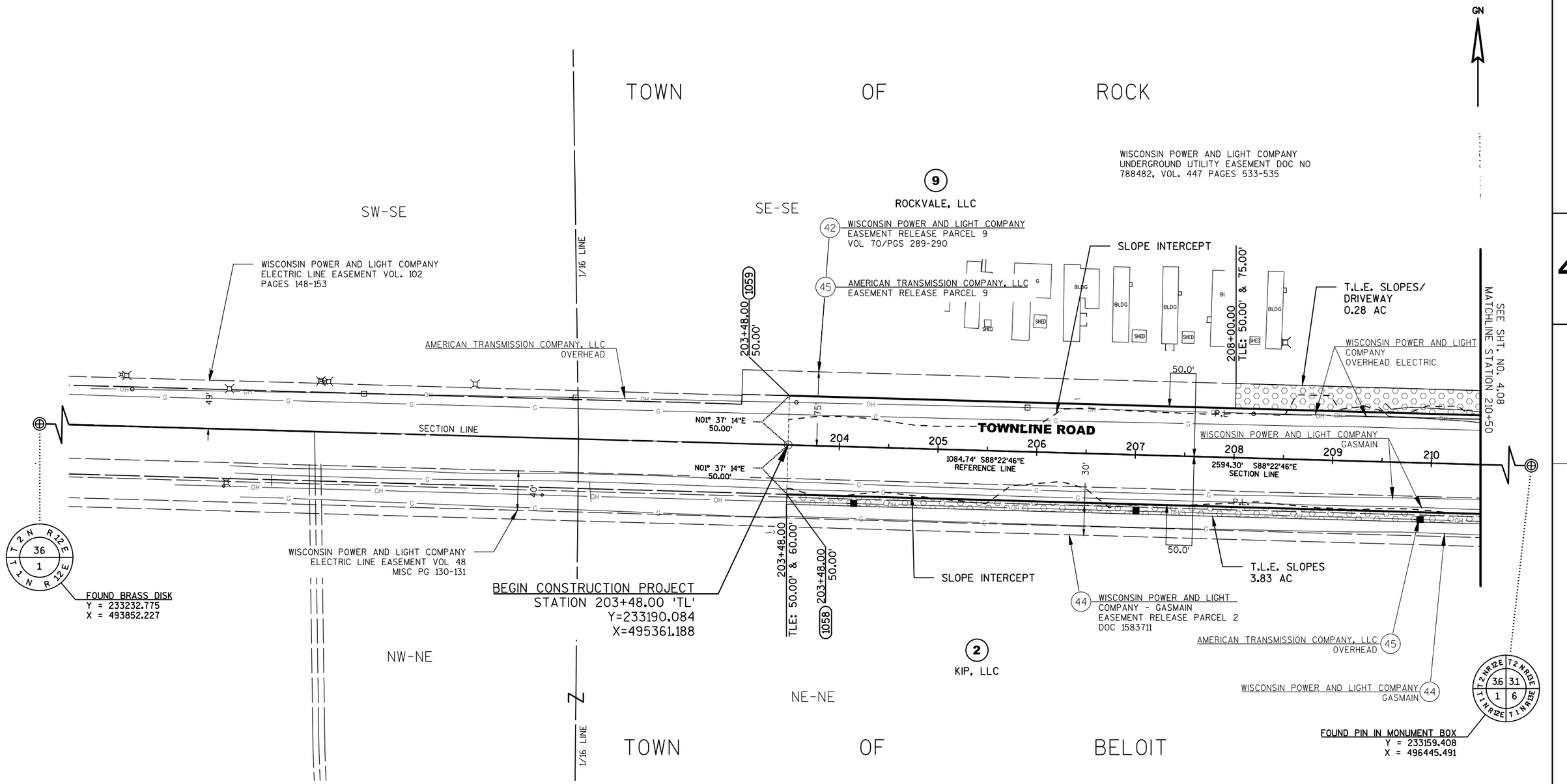
BASIS OF CTH G EXISTING R/W
BELOIT-JANESVILLE ROAD PROJECT S1102(3)
DEEDS OF RECORD
BASIS OF SUNNY LANE EXISTING R/W (WEST)
ROCK TOWNSHIP ROAD RECORDS, PG 48
BASIS OF SUNNY LANE EXISTING R/W (EAST)
LAPRAIRIE ROAD RECORDS

REVISION DATE			
	02-19-2014	07-15-2014(NC)	

DATE 10-2-2013
GRID FACTOR NA
SCALE, FEET 0 50 100
HWY: CTH G
COUNTY: ROCK
STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73 & 5966-10-70
PLAT SHEET 4.12
PS&E SHEET 153
E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG PLOT DATE : 7/15/2014 5:26 PM PLOT BY : CARYN MELLOM PLOT NAME : _____PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 75



R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1016 - 1058	937.14'	N88° 22' 46"W
1059 - 1017	931.19'	S88° 22' 46"E

BASIS OF TOWNLINE EXISTING R/W (WEST)
WARRANTY DEED TO ROCK COUNTY
HIGHWAY COMMISSION, VOL 149/PG 378

REVISION DATE			
	02-19-2014	07-15-2014(NC)	

DATE 10-2-2013
GRID FACTOR NA

SCALE, FEET
0 50 100

HWY: CTH G
COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.13
PS&E SHEET 154

E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG
PLOT DATE : 7/15/2014 3:23 PM
PLOT BY : CARYN MELLOM
PLOT NAME : _____ PLOT SCALE : 1:100_XREF

GN

SW-SW

TOWN OF LAPRAIRIE

SE-SW

4

4

MATCHLINE STATION 218+98
SEE SHT. NO. 4.08

220+50.00
TLE: 55.00' & 180.00'

220+00.00
PLE: 49.50' & 90.00'

219+40.00
PLE: 49.50' & 90.00'

(12) BEDROCK GRINDING, LLC

(44) WISCONSIN POWER AND LIGHT COMPANY - GASMAIN
EASEMENT RELEASE PARCEL 12
VOL 478/PGS 139-140/DOC 800695

WISCONSIN POWER AND LIGHT COMPANY
OVERHEAD ELECTRIC

(42) WISCONSIN POWER AND LIGHT COMPANY
EASEMENT RELEASE PARCEL 12
VOL 70/PGS 295-296/DOC 654989

(45) AMERICAN TRANSMISSION COMPANY, LLC
EASEMENT RELEASE PARCEL 12

P.L.E. BEAMGUARD
0.04 AC

T.L.E. SLOPES/
DRIVEWAY
2.91 AC

224+00.00
TLE: 49.50' & 55.00'

49.5'

AMERICAN TRANSMISSION COMPANY, LLC
OVERHEAD

SLOPE INTERCEPT

PL - 1/16 LINE

(13) CAROLYN S. POLLOCK

228+25.00 (1061)
49.50'

P.L.

PEGGY J. CROSBY
LOT 1
C.S.M.
VOL. 15 PG 21-22

UTILITY EASEMENT
VOL. 15 PAGES 21-22

WISCONSIN POWER AND LIGHT
COMPANY - GAS LINE
EASEMENT VOL. 478 PAGES 143-144

40.0'

20'

10'

R/W

S00° 21' 45"W
49.50'

WISCONSIN POWER AND LIGHT COMPANY
GASMAIN

TOWNLINE ROAD

219 220 221 222 223 224 226 227 228

SECTION LINE
2427.20' S89°38'15"E
1392.26' S89°38'15"E
REFERENCE LINE

SECTION LINE

S00° 21' 45"W
49.50'

R/W

49.5'

(44) WISCONSIN POWER AND
LIGHT COMPANY
GASMAIN
EASEMENT RELEASE PARCEL 8
DOC 1583712

222+00.00
TLE: 49.50' & 65.00'

WISCONSIN POWER AND LIGHT COMPANY
GASMAIN

(44) WISCONSIN POWER AND LIGHT COMPANY
- GASMAIN
EASEMENT RELEASE PARCEL 8
VOL 266/PG 192

T.L.E. SLOPES
0.14 AC

226+00.00
TLE: 49.50' & 65.00'

SLOPE INTERCEPT

228+25.00 (1060)
49.50'

WISCONSIN POWER AND LIGHT COMPANY
OVERHEAD ELECTRIC

P.L.

WALL

219+50.00
TLE: 49.50' & 150.00'

(42) WISCONSIN POWER AND
LIGHT COMPANY
EASEMENT RELEASE PARCEL 8
DOC 1817643

NW-NW

(8) CMC-BELOIT, LLC

NE-NW

END CONSTRUCTION PROJECT
STATION 228+25.00 'TL'
Y=233150.601
X=497837.726

(44) WISCONSIN POWER AND LIGHT COMPANY
GASMAIN

MEMORANDUM OF EXCLUSIVE QUARRYING AGREEMENT
DOCUMENT NO. 1927446

TOWN OF TURTLE

1/16 LINE

T.L.E. DRIVEWAY
0.17 AC

T2NR12E T2NR13E
36 31
1 6
T1NR12E T1NR13E

FOUND PIN IN MONUMENT BOX
Y = 233159.408
X = 496445.491

T2N R13E
6

FOUND SURVEY SPIKE
Y = 233144.099
X = 498872.639

R/W COURSE TABLE		
COURSE	LENGTH	BEARING
1047 - 1061	1242.52'	S89° 38' 15"E
1060 - 1048	1242.31'	N89° 38' 15"W

BASIS OF TOWNLINE EXISTING R/W (EAST)
DEEDS OF RECORD
CSM VOL. 15 PG. 21-22
TOWN OF TURTLE ROAD PROJECT, PG 5

REVISION DATE			
02-19-2014	07-15-2014(NC)		

DATE 10-2-2013
GRID FACTOR NA

SCALE, FEET
0 50 100

HWY: CTH G
COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00
CONSTRUCTION PROJECT NUMBER 5966-00-72/73

PLAT SHEET 4.14
PS&E SHEET 155 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG PLOT DATE : 7/15/2014 3:24 PM PLOT BY : CARYN MELLOM PLOT NAME : _____PLOT SCALE : 1:100_XREF

4

Point Table		
Point #	Y	X
1000	227489.260	496258.032
1001	227578.793	496348.984
1002	227881.539	496352.187
1003	227953.458	496382.950
1004	228253.441	496386.123
1005	228353.594	496372.182
1006	229103.552	496380.115
1007	229203.493	496386.173
1008	230075.423	496395.389
1009	230702.614	496393.370
1010	230802.582	496383.049
1011	231502.578	496380.804
1012	231702.545	496370.163
1013	231902.544	496369.521
1014	232102.511	496358.880
1015	233053.910	496355.829
1016	233113.602	496296.536
1017	233213.730	496293.415
1018	233259.430	496338.493
1019	233700.612	496329.770
1020	234126.151	496371.203
1021	234251.108	496367.908
1022	234400.265	496333.965

Point Table		
Point #	Y	X
1023	234550.213	496330.013
1024	234650.913	496349.658
1025	235156.483	496337.517
1026	235156.724	496347.514
1027	235500.906	496339.249
1028	235600.639	496332.327
1029	235804.503	496326.964
1030	238351.928	496289.241
1033	238423.161	496083.163
1034	238417.001	496603.312
1037	238353.706	496409.228
1038	237602.784	496420.351
1039	237502.647	496411.833
1040	235803.143	496442.018
1041	235003.615	496453.105
1042	234904.440	496485.730
1043	234104.456	496506.822
1044	233604.289	496516.711
1045	233504.407	496523.687
1046	233275.309	496528.216
1047	233207.960	496595.545
1048	233108.960	496595.129
1049	233031.358	496515.902

Point Table		
Point #	Y	X
1050	231603.027	496520.483
1051	231402.980	496506.124
1052	230074.935	496510.391
1053	229502.260	496504.340
1054	229202.171	496511.166
1055	227637.257	496494.611
1056	227556.857	496518.695
1057	227484.978	496592.195
1058	233140.104	495359.774
1059	233240.064	495362.602
1060	233101.102	497837.413
1061	233200.100	497838.039
1062	236552.751	496425.904
1063	236452.836	496432.384
1064	235753.354	496433.337

4

REVISION DATE	02-19-2014	07-15-2014	----------
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DATE 10-2-2013

GRID FACTOR NA

SCALE, FEET
N/A

HWY: CTH G

COUNTY: ROCK

STATE R/W PROJECT NUMBER 5966-00-00

CONSTRUCTION PROJECT NUMBER 5966-00-72/73 & 5966-10-70

PLAT SHEET 4.15

PS&E SHEET ----- 156

E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\RW\31269_ROW PLAT.DWG

PLOT DATE : 7/15/2014 1:22 PM

PLOT BY : CARYN MELLOM

PLOT NAME : ----------

LEGEND

X — CLEARING & GRUBBING (PAID FOR BY INCH DIAMETER)

CLEARING & GRUBBING (PAID FOR BY STATION)

HANSON HOLDINGS, LLC

KIP, LLC

STATION 87+00'G' LT
RECONSTRUCT PE, HMA
REMOVE 1-18" CMCP

ROCK ENERGY COOPERATIVE
OVERHEAD ELECTRIC

STATION 91+15'G' LT
RECONSTRUCT FE, BAD
1-34' CMCP, 18-INCH
2-AEW'S
REMOVE 1-18" CMCP

AT&T WISCONSIN
UNDERGROUND TELEPHONE

STATION 88+54'G'
REMOVE 1-24" CMCP

BP: 83+77.76'G'

SLOPE INTERCEPT

PHILHOWER ROAD

CTH G

MATCHLINE STA. 94+00'G'

ALLIANT ENERGY
GAS

SLOPE INTERCEPT

ALLIANT ENERGY
OVERHEAD ELECTRIC

CLEARING AND GRUBBING
STA. 85+00'G' - 91+00'G'

STATION 88+50'G'
1-104' CPRC CL-III, 24"
2-RC AEW'S

AT&T WISCONSIN
UNDERGROUND FIBER OPTIC

WINDSTREAM
UNDERGROUND FIBER OPTIC

STATION 93+35'G' RT
RECONSTRUCT PE, BAD
1-38' CMCP, 18-INCH
2-AEW'S
REMOVE 1-18" CMCP

PRAIRIE AVENUE CONCRETE, INC

BEGIN PROJECT NO. 5966-00-72
STA. 83+77.76'G' AHEAD
STA. EQUATION 83.77.91'G' BACK
X=496432.1826
Y=227880.6927

VPC STA 90+15.84
VPC EL 803.48

VPI STA 92+15.84
VPI EL 807.48

EXISTING GROUND

2.00%

1.62%

STA 83+77.76
EL 790.70

DITCH LEFT

FINISHED PROFILE

DITCH RIGHT

VCL = 400.00
K = 266.53

STA. 88+50'G'
1-24" CPRC CL-III REQUIRED
SKEW 0°
IE(E) = 794.25
IE(W) = 793.80

83'G84'G'	86'G'	88'G'	NO° 36' 21.98"E	90'G'	92'G'	94

810	800	790	780

787.31	787.09	787.01	787.06	787.26	787.59	788.07	788.69	789.44	790.25	791.43	791.15	792.58	792.15	793.67	793.15	794.74	794.15	795.85	795.15	797.01	796.15	798.11	797.15	799.13	798.15	800.06	799.15	801.21	800.15	802.33	801.16	803.43	802.16	804.51	803.16	805.53	804.14	806.52	805.03	807.49	805.82	808.34	806.53	809.03	807.13	809.64	807.65	810.06	808.07	810.25	808.40
79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 157 E

N

LEGEND

X CLEARING & GRUBBING (PAID FOR BY INCH DIAMETER)

CLEARING & GRUBBING (PAID FOR BY STATION)

KIP, LLC

ROCK ENERGY COOPERATIVE OVERHEAD ELECTRIC

P.I. STA. 105+71.25
Y= 230074.053
X= 496455.386
DELTA= 0°47'23.64"

CLEARING AND GRUBBING STA. 106+00'G' - 111+00'G'

KIP, LLC

KIP, LLC

STATION 106+25'G' LT RECONSTRUCT FE, BAD

SLOPE INTERCEPT

AT&T WISCONSIN UNDERGROUND TELEPHONE

P.I. 105+71.24'G'

P.L.

P.L.

T.L.E.

R/W

MATCHLINE STA. 94+00'G'

MATCHLINE STA. 109+00'G'

96'G' 98'G' 100'G' 102'G' N0° 36' 21.98"E 104'G' 106'G' N0° 11' 01.51"W 108'G'

CTH G

R/W

T.L.E.

T.L.E.

STATION 99+61'G' RT REMOVE 1-18" CMCP

AMERICAN TRANSMISSION COMPANY OVERHEAD ELECTRIC

AT&T WISCONSIN UNDERGROUIND FIBER OPTIC

ALLIANT ENERGY OVERHEAD ELECTRIC

SLOPE INTERCEPT

WINDSTREAM UNDERGROUND FIBER OPTIC

BLDG

MARIA HUARACHA

P.L.

P.L.

P.L.

STATION 98+50'G' RT RECONSTRUCT FE, BAD

PRAIRIE AVENUE CONCRETE, INC

WISCONSON POWER & LIGHT COMPANY

STATION 105+90'G' RT RECONSTRUCT PE, HMA

WISCONSIN AGGREGATE COMPANY

5

5

830

820

810

800

VPT STA 94+15.84
VPT EL 808.48

VPC STA 104+65.84
VPC EL 813.75

HIGH POINT STA 107+16.81
HIGH POINT EL 814.38

FINISHED PROFILE

0.50%

EXISTING GROUND

VPI STA 107+15.84
VPI EL 815.00

DITCH LEFT

DITCH RIGHT

94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109
808.40	808.65	808.90	809.16	809.41	809.66	809.91	810.16	810.41	810.66	810.91	811.16	811.41	811.66	811.91	812.16	812.41	812.66	812.92	813.17	813.42	813.67	813.91	814.10	814.24	814.33	814.37	814.37	814.31	814.20	814.04

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\PLAN & PROFILE\59660000_050101_PP_CTH G.DWG PLOT DATE : 10/30/2014 2:39 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

LEGEND

X CLEARING & GRUBBING (PAID FOR BY INCH DIAMETER)

CLEARING & GRUBBING (PAID FOR BY STATION)

KIP, LLC

KIP, LLC

KIP, LLC

N

P.L.

P.L.

P.L.

STATION 109+25'G' LT
RECONSTRUCT FE, BAD

CLEARING AND GRUBBING
STA. 106+00'G' - 111+00'G'

STATION 113+35'G' LT
RECONSTRUCT FE, BAD

SLOPE INTERCEPT

STATION 115+50'G' LT
RECONSTRUCT FE, BAD
1-36" CMCP, 18-INCH
2-AEW'S

CLEARING AND GRUBBING
STA. 115+00'G' - 117+00'G'

AT&T WISCONSIN
UNDERGROUND
TELEPHONE

STATION 122+27'G' LT
REMOVE DRIVEWAY, BAD
REMOVE 1-18" CMCP

T.L.E.

T.L.E.

T.L.E.

R/W

MATCHLINE STA. 109+00'G'

MATCHLINE STA. 124+00'G'

110'G' 112'G' 114'G' 116'G' 118'G' 120'G' 122'G' 124

CTH G

R/W

R/W

T.L.E.

T.L.E.

SLOPE INTERCEPT

WINDSTREAM
UNDERGROUND
FIBER OPTIC

AT&T WISCONSIN
UNDERGROUND
FIBER OPTIC

AMERICAN TRANSMISSION COMPANY
OVERHEAD ELECTRIC

STATION 115+25'G' RT
RECONSTRUCT FE, BAD
1-38' CMCP, 18-INCH
2-AEW'S
REMOVE 1-18" CMCP

ALLIANT ENERGY
OVERHEAD ELECTRIC

WISCONSIN AGGREGATE COMPANY

P.L.

5

5

830

820

810

800

VPT STA 109+65.84
VPT EL 813.76

EXISTING GROUND

0.50%

FINISHED PROFILE

DITCH LEFT

DITCH RIGHT

812.10 814.04 | 811.94 813.83 | 811.84 813.59 | 811.68 813.34 | 811.59 813.09 | 811.58 812.84 | 811.44 812.59 | 811.31 812.34 | 811.19 812.09 | 811.12 811.85 | 811.04 811.60 | 810.94 811.35 | 810.87 811.10 | 810.83 810.85 | 810.79 810.60 | 810.65 810.35 | 810.55 810.10 | 810.51 809.86 | 810.40 809.61 | 810.15 809.36 | 809.94 809.11 | 809.93 808.86 | 809.83 808.61 | 809.74 808.36 | 809.62 808.11 | 809.46 807.87 | 809.46 807.62 | 809.43 807.37 | 809.32 807.12 | 809.21 806.87 | 809.10 806.62

109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\PLAN & PROFILE\59660000_050101_PP_CTH G.DWG PLOT DATE : 10/30/2014 2:39 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

STATION 127+50'G' LT
RECONSTRUCT CE, HMA
1-104' CPRC CL III, 24"
2-AEW'S

T.L.E.

T.L.E.

KIP, LLC

STATION 134+25'G' LT
REMOVE DRIVEWAY, BAD
REMOVE 1-18" CMCP

PI STA.=136+56.61 'G'
214+32.74 'TL'
Y= 233159.4080
X= 496445.4910
DELTA= 0°56'56.04"

SLOPE INTERCEPT

AT&T WISCONSIN
UNDERGROUND
TELEPHONE

AT&T WISCONSIN
UNDERGROUND
FIBER OPTIC

CLEARING AND GRUBBING
STA. 130+00'G' - 135+00'G'

CLEARING & GRUBBING
STA. 138+00'G'
- 146+00'G'

STATION 213+58'TL'
REMOVE 1-30" CMCP

ALLIANT ENERGY
GAS

MATCHLINE STA. 124+00'G'

MATCHLINE STA. 139+00'G'

SLAB

R/W

R/W

214'TL'

PI: 136+56.61'G'

126'G'

128'G'

NO° 11' 01.51"W

130'G'

132'G'

134'G'

136'G'

N1° 07' 57.58"W 138'G'

CTH G

PI: 214+32.74'TL'

T.L.E.

P.L.E.

R/W

T.L.E.

R/W

STATION 126+50'G'
1-136' CPRC CL-IV, 24"
2-RC AEW'S

STATION 127+50'G' RT
RECONSTRUCT CE, HMA

T.L.E.

ALLIANT ENERGY
OVERHEAD ELECTRIC

WINDSTREAM
UNDERGROUND
FIBER OPTIC

SLOPE INTERCEPT

89°27'14"

STATION 138+75'G'
REMOVE STRUCTURE
C-53-9-60
5' HIGH BY 10' WIDE BOX
52' OVERALL LENGTH

AMERICAN TRANSMISSION COMPANY
OVERHEAD ELECTRIC

TOWNLINE ROAD

216'TL'

ALLIANT ENERGY
OVERHEAD ELECTRIC

STATION 215+83'TL'
REMOVE 1-48" CMCP

ALLIANT ENERGY
UNDERGROUND
ELECTIC

CMC-BELOIT, LLC

STATION 216+50'TL'
1-72' CPRC CL-IV, 36"
2-RC AEW'S

LEGEND

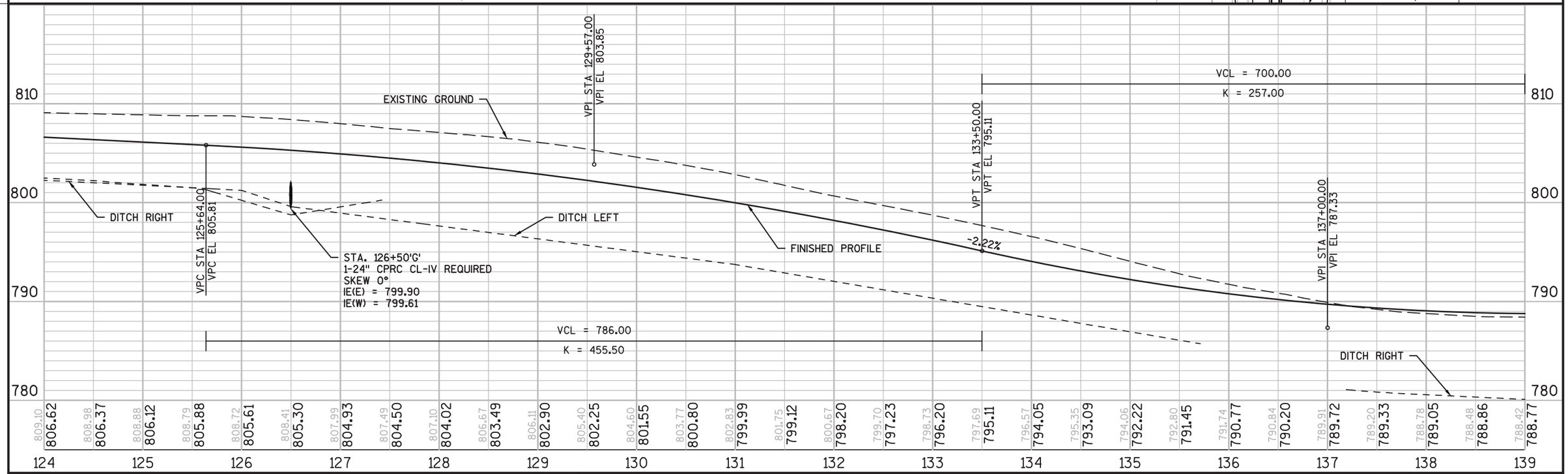
X — CLEARING & GRUBBING (PAID FOR BY INCH DIAMETER)

CLEARING & GRUBBING (PAID FOR BY STATION)

N

5

5



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 160	E

LEGEND

X CLEARING & GRUBBING (PAID FOR BY INCH DIAMETER)

CLEARING & GRUBBING (PAID FOR BY STATION)

ROCKVALE, LLC

STATION 141+85'G' LT
REMOVE DRIVEWAY, BAD
REMOVE 1-18" CMCP

CLEARING & GRUBBING
STA. 138+00'G'- 146+00'G'

JANE BURKHEIMER

STATION 146+90'G' LT
RECONSTRUCT PE, HMA

CLEARING & GRUBBING
STA. 146+00'G'-
148+00'G'

ROCKVALE, LLC

RELIABLE PROPERTIES

CLEARING & GRUBBING
STA. 148+00'G'-
151+00'G'

STATION 153+80'G' LT
RECONSTRUCT PE, HMA
REMOVE 1-18" CMCP

SLOPE INTERCEPT

R/W

T.L.E.

MATCHLINE STA. 139+00'G'

MATCHLINE STA. 154+00'G'

CTH G

140'G' 142'G' N1° 07' 57.58"W 144'G' 146'G' N1° 30' 37.01"W 148'G' 150'G' 152'G'

PI: 146+00.00

AT&T WISCONSIN
UNDERGROUND
FIBER OPTIC

WINDSTREAM
UNDERGROUND
FIBER OPTIC

PI STA= 146+00.00
Y= 234102.6113
X= 496426.8427
DELTA= 0°2239.36"

AT&T WISCONSIN
UNDERGROUND
TELEPHONE

STATION 150+25'G'
1-128' CPRC CL-III, 42"
2-RC AEW'S

STATION 150+25'G'
REMOVE STRUCTURE
1-72" CMCP WITH
CONCRETE HEADWALLS

ALLIANT ENERGY
OVERHEAD ELECTRIC

SLOPE INTERCEPT

STATION 143+87'G' RT
RECONSTRUCT PE, BAD
1-40' CMCP, 18"
2-AEW'S

STATION 145+16'G' RT
REMOVE DRIVEWAY, BAD
REMOVE 1-18" CMCP

BEDROCK GRINDING, LLC

STATION 149+55'G' RT
RECONSTRUCT FE, BAD
REMOVE 1-18" CMCP

CLEARING & GRUBBING
STA. 145+00'G'- 150+00'G'

WILLIAM YOSS

VCL = 700.00
K = 257.00

LOW POINT STA 139+21.32
LOW POINT EL 788.76

STA. 139+25'G'
1-54" SSPRC CL-III REQUIRED
SKEW 0°
IE(E) = 779.83
IE(W) = 779.32

0.50%

DITCH RIGHT

DITCH LEFT

VCL = 760.00
K = 259.35

VPC STA 146+16.61
VPC EL 791.92

FINISHED PROFILE

VPI STA 149+96.61
VPI EL 793.83

3.45%

VPC STA 153+76.61
VPC EL 806.86

DITCH LEFT

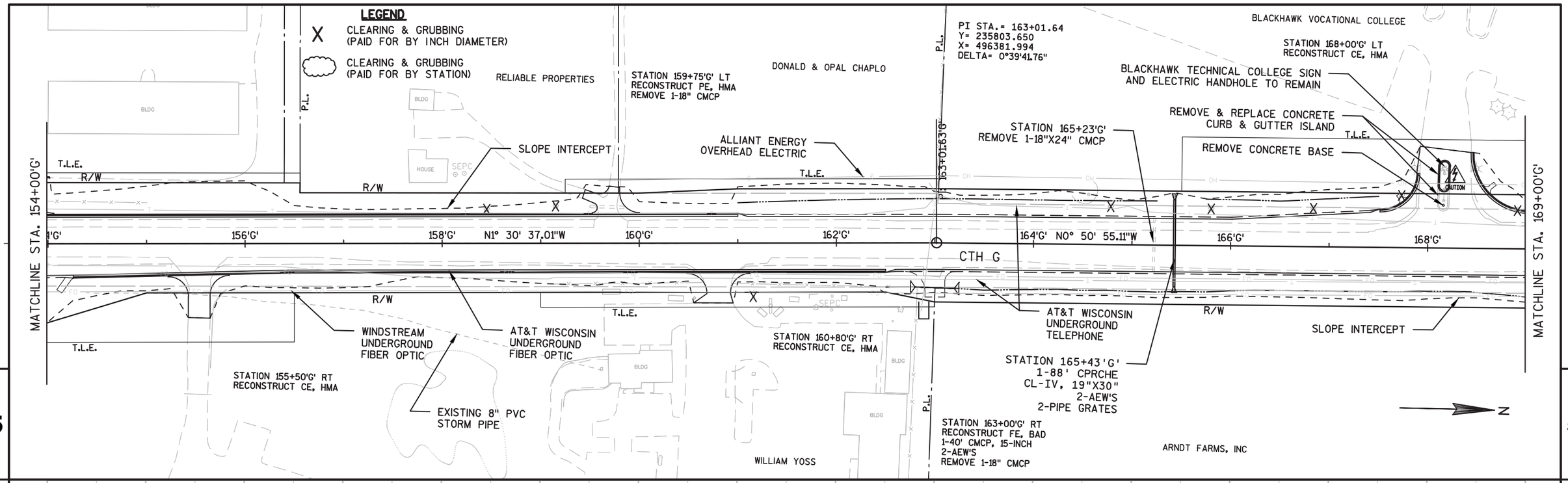
EXISTING GROUND

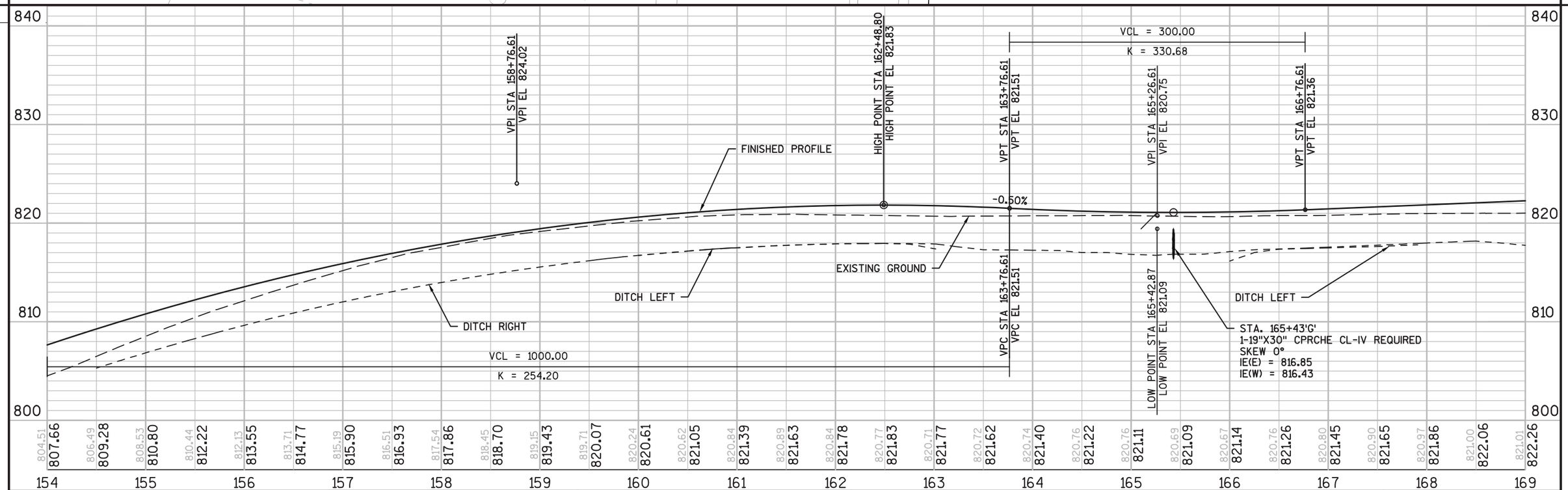
STA. 150+25'G'
1-42" CPRC CL-III REQUIRED
SKEW 0°
IE(E) = 788.00
IE(W) = 786.00

139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154
788.42 788.77	788.39 788.78	788.46 788.88	788.64 789.09	788.83 789.34	789.09 789.59	789.34 789.84	789.57 790.09	789.83 790.34	790.22 790.59	790.58 790.84	790.94 791.09	791.18 791.34	791.67 791.59	792.00 791.84	792.25 792.11	792.62 792.47	792.99 792.93	793.47 793.49	793.89 794.14	794.26 794.89	794.62 795.73	795.14 796.68	795.70 797.71	796.53 798.85	797.56 800.08	798.71 801.41	799.86 802.83	801.23 804.35	802.78 805.96	804.51 807.66

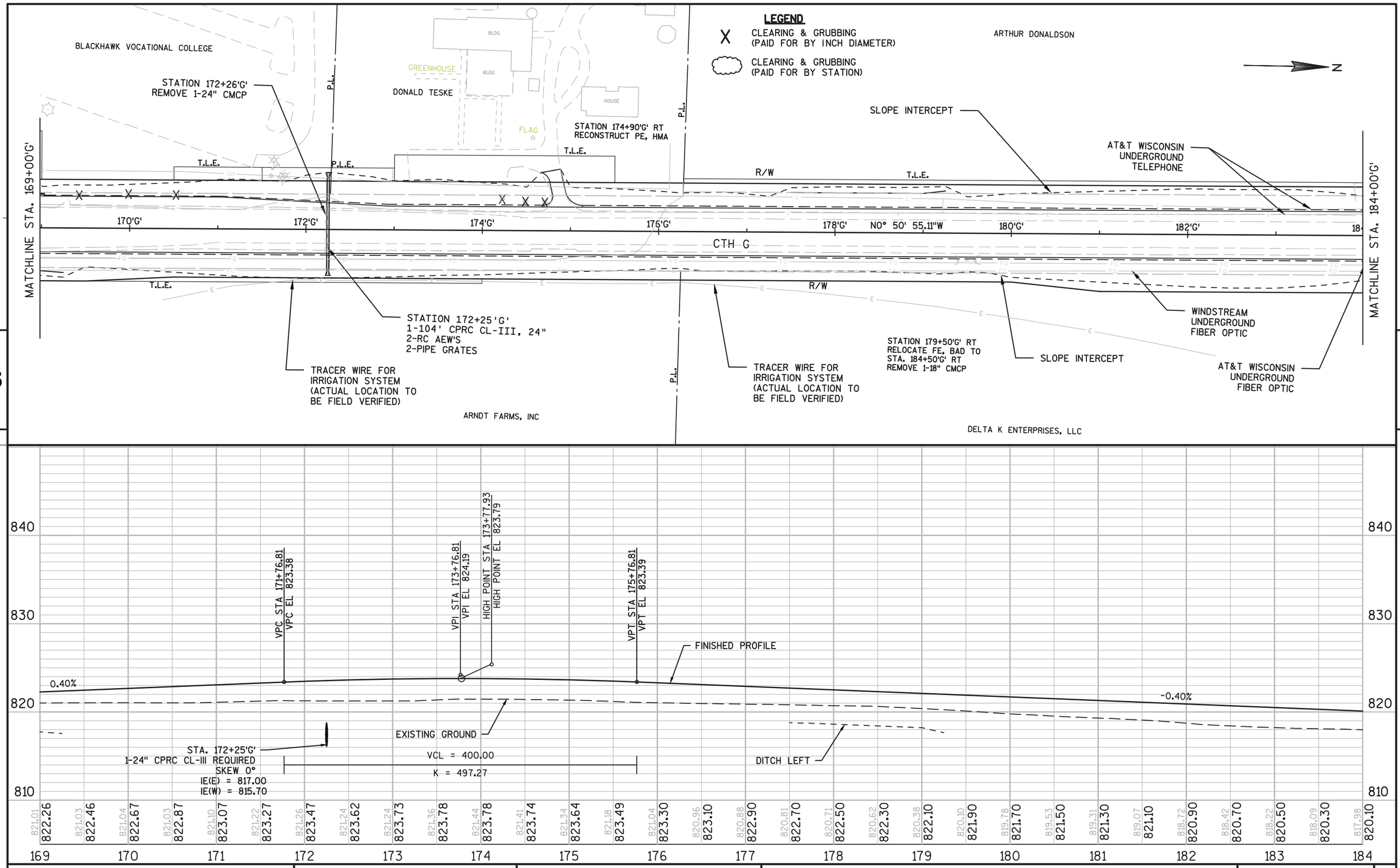
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\PLAN & PROFILE\59660000_050101_PP_CTH G.DWG PLOT DATE : 10/30/2014 2:39 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44





PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 162	E



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 163 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\PLAN & PROFILE\59660000_050101_PP_CTH G.DWG PLOT DATE : 10/30/2014 2:40 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

ARTHUR DONALDSON

STATION 184+50'G' LT
RELOCATED FE, BAD

STATION 185+43'G' LT
RELOCATE FE, BAD TO
STA. 184+50'G' LT
REMOVE 1-18" CMCP

SLOPE INTERCEPT

AT&T WISCONSIN
UNDERGROUND
TELEPHONE

R/W

T.L.E.

EP 187+99.31'G'

MATCHLINE STA. 184+00'G'

4'G'

CTH G

186'G'

N0° 50' 55.11"W

187'G'

R/W

AT&T WISCONSIN
UNDERGROUND
FIBER OPTIC

WINDSTREAM
UNDERGROUND
FIBER OPTIC

SLOPE INTERCEPT

SUNNY LANE

STATION 184+50'G' RT
RELOCATED FE, BAD

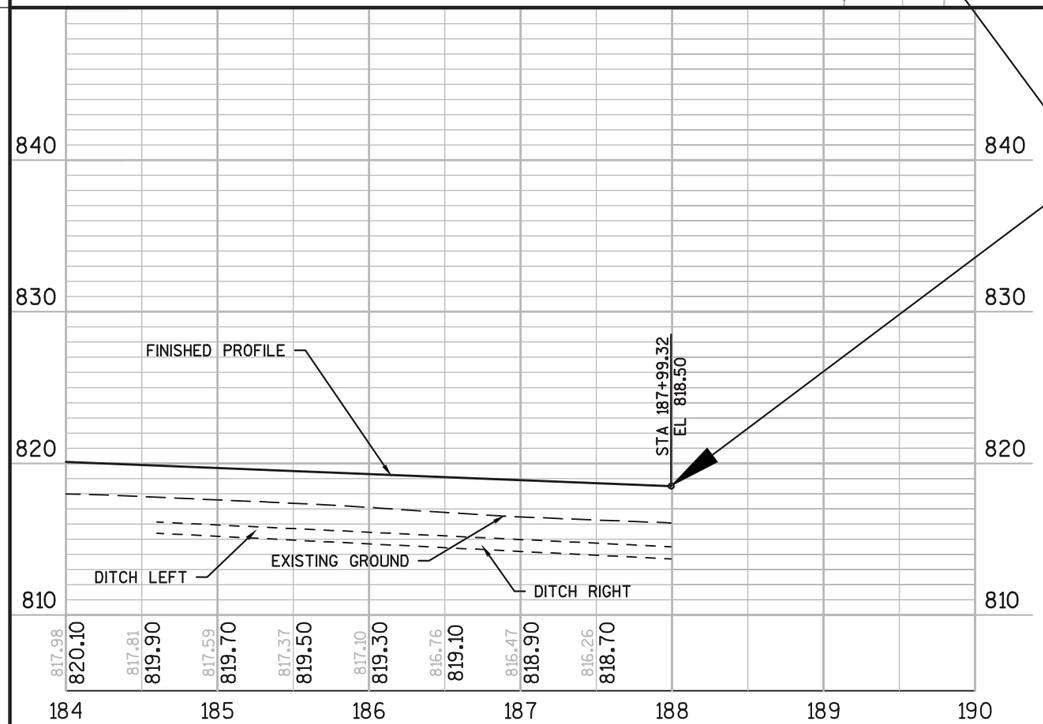
DELTA K ENTERPRISES, LLC

LEGEND

X — CLEARING & GRUBBING
(PAID FOR BY INCH DIAMETER)

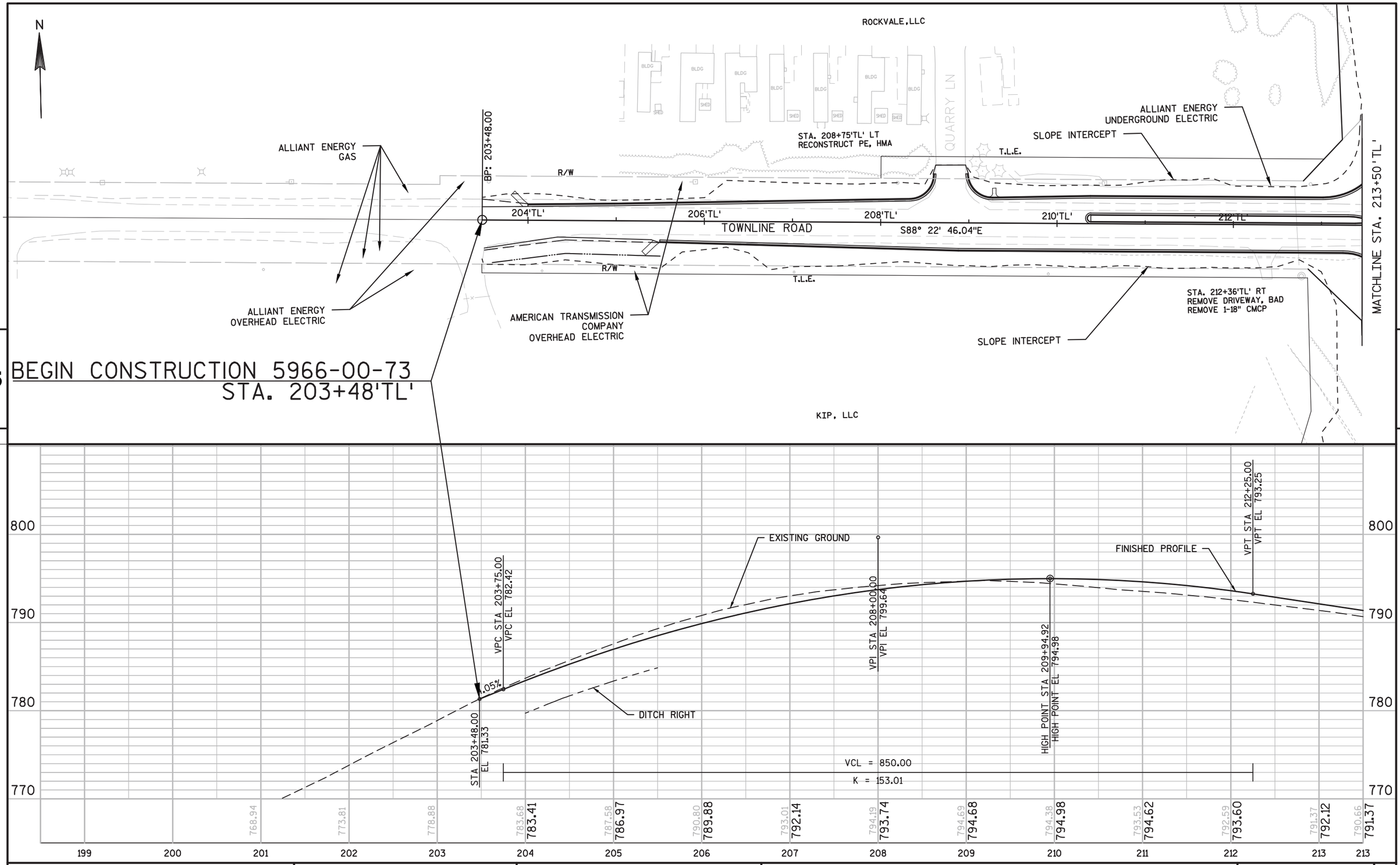
CLEARING & GRUBBING
(PAID FOR BY STATION)

N



END PROJECT NO. 5966-00-72
STA. 187+99.31'G'
STA. EQUATION 198+48.31'G'

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET	E



PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: TOWNLINE ROAD	SHEET 165 E

BEDROCK GRINDING, LLC

CAROLYN S. POLLOCK

CMC-BELOIT, LLC

N

PI: 136+56.61'G'

T.L.E.

STEEL PLATE BEAM GUARD CLASS A
STA.217+95'TL' - STA. 218+95'TL'

STA. 219+39'TL' LT
RECONSTRUCT CE, HMA & BAD

AMERICAN TRANSMISSION
COMPANY
OVERHEAD ELECTRIC

STEEL PLATE BEAM GUARD
SHORT RADIUS AND TERMINAL
(SEE PLAN DETAILS)

DRIVEWAY CURB & GUTTER
STA.218+50'TL' - STA.219+21'TL'

SLOPE INTERCEPT

P.L.E.

STA. 216+50'TL'
1-96' CPRC CL-IV, 36"
2-RC AEW'S

P.L.E.

T.L.E.

R/W

P.L.

STA. 227+75'TL' LT
RECONSTRUCT PE,
HMA & BAD

EP: 228+25.00

138'G'

PI: 214+32.74

87°14'48"

MATCHLINE STA. 213+50'TL'

214'TL' 216'TL' 218'TL' 220'TL' 222'TL' 224'TL' 226'TL' 228'TL' 228'TL'

TOWNLINE ROAD

S89° 38' 15.22"E

R/W

P.L.E.

ALLIANT ENERGY
GAS

STA. 215+83'TL'
REMOVE 1-48" CMCP

INSTALL SAFETY FENCE

STA. 220+25'TL'
1-72' CPRC CL-IV, 24"
2-RC AEW'S

T.L.E.

INSTALL SAFETY FENCE

SLOPE INTERCEPT

ALLIANT ENERGY
OVERHEAD ELECTRIC

T.L.E.

STA. 219+10'TL' RT
RECONSTRUCT CE, HMA
1-74' CMCP, 18-INCH
2-AEW'S

CTH G

STA. 213+58'TL'
REMOVE 1-30" CMCP

END CONSTRUCTION 5966-00-73
STA. 228+25'TL'

5

5

VCL = 670.00
K = 97.56

VCL = 635.00
K = 99.04

VPC STA 215+05.05
VPC EL 789.04

LOW POINT STA 216+51.75
LOW POINT EL 787.93

VPI STA 218+40.05
VPI EL 784.00

VPC STA 221+75.05
VPC EL 801.97

VPT STA 221+75.05
VPT EL 801.97

VPI STA 224+92.95
VPI EL 819.00

HIGH POINT STA 227+06.32
HIGH POINT EL 816.22

VPT STA 228+10.05
VPT EL 815.67

STA 228+25.00
EL 815.52

-1.50%

5.36%

1.05%

FINISHED PROFILE

STA. 216+50'TL'
1-36"CPRC CL-IV REQUIRED
SKEW 0°
IE = 781.70
IE = 781.50

STA. 220+25'TL'
1-24" CPRC CL-IV REQUIRED
SKEW 0°
IE = 790.11
IE = 790.00

DITCH LEFT

DITCH RIGHT

DITCH RIGHT

EXISTING GROUND

790.66	790.22	790.27	789.66	788.84	788.08	787.52	787.15	786.91	787.04	787.73	788.76	789.81	790.94	792.33	794.29	796.92	800.29	804.00	807.72	811.00	813.84	815.81	816.43	816.28	816.04	815.96	815.91	815.88	815.72
791.37	790.62	789.87	789.11	788.46	788.07	787.93	788.05	788.43	789.06	789.95	791.09	792.49	794.15	796.06	798.23	800.66	803.28	805.71	807.88	809.81	811.48	812.90	814.07	814.98	815.65	816.06	816.22	816.12	815.77

214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	228

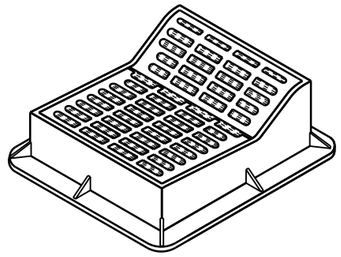
PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: TOWNLINE ROAD	SHEET	E

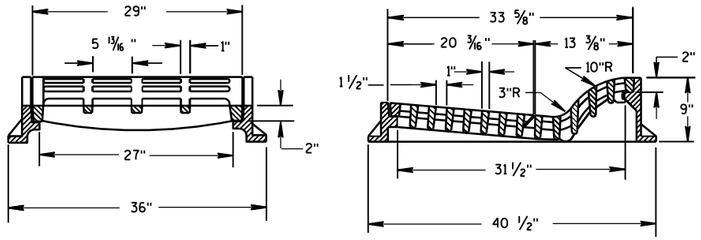
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\PLAN & PROFILE\59660000_050102_PP_TOWNLINE.DWG PLOT DATE : 10/29/2014 2:57 PM PLOT BY : ELLYN SUBAK PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

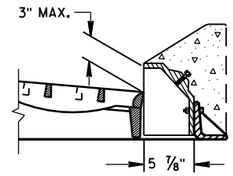
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-05	CONCRETE BASE TYPE 10
09C12-05A	CONCRETE BASE TYPE 13
09C12-05B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-13C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-06A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-06C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-06E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
11B02-02	CONCRETE MEDIAN NOSE
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
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
15A01-11	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
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
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)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
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
15C21-05	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C29-03A	BICYCLE LANE MARKING
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

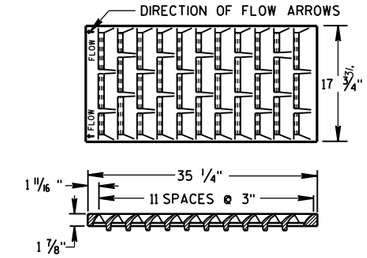
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

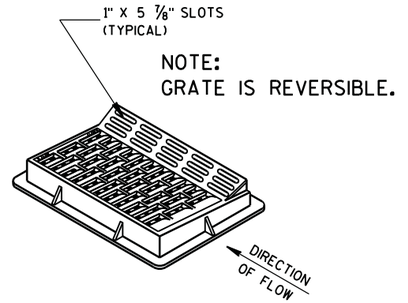
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

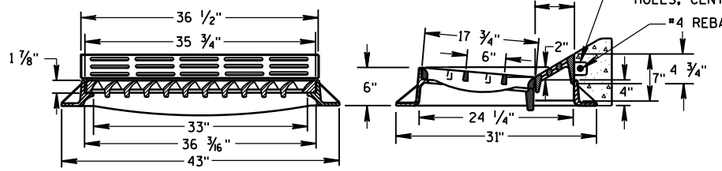
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.





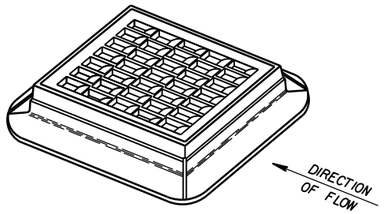
NOTE:
GRATE IS REVERSIBLE.

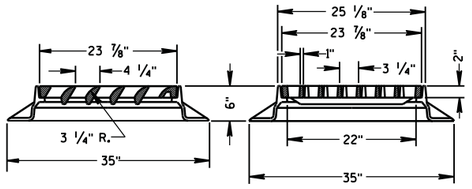


TYPE "HM"

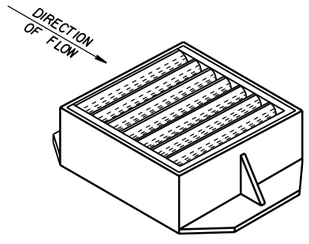
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

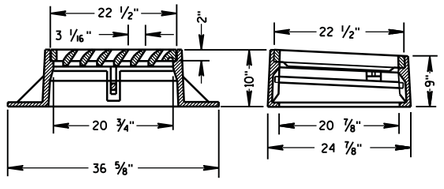
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



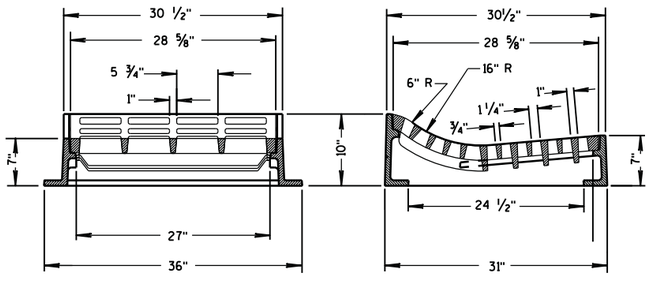


TYPE "S"



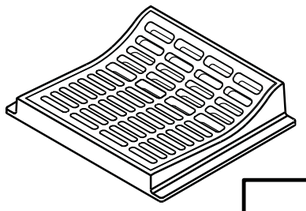


TYPE "V"



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

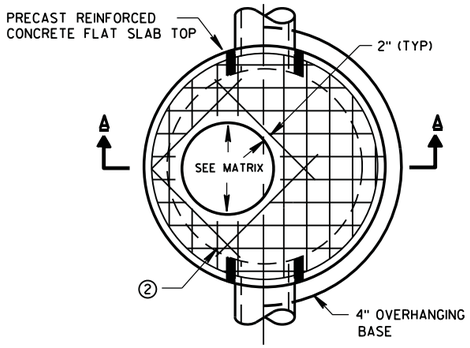
FHWA

6

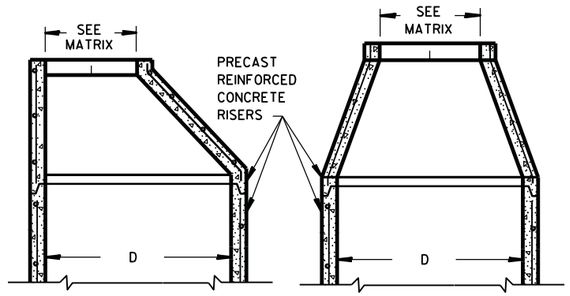
S.D.D. 8 A 5-19c

6

S.D.D. 8 A 5-19c

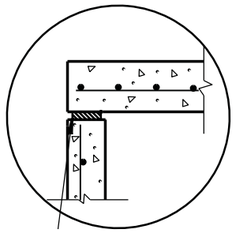


PLAN VIEW CIRCULAR OPENING

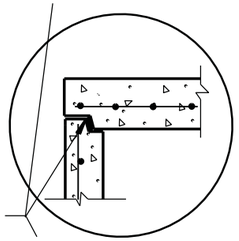


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

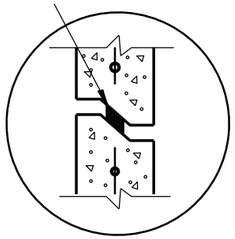


TOP WITH PLAIN END JOINT



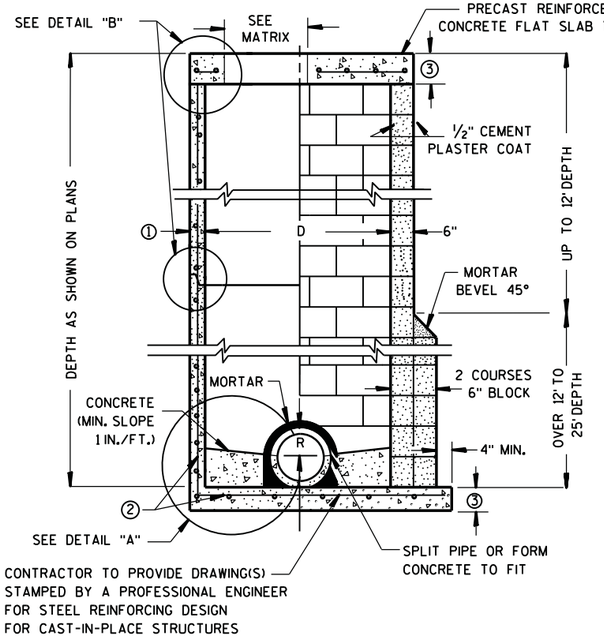
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



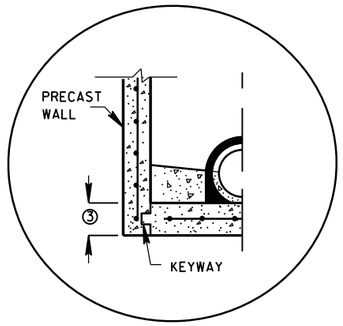
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

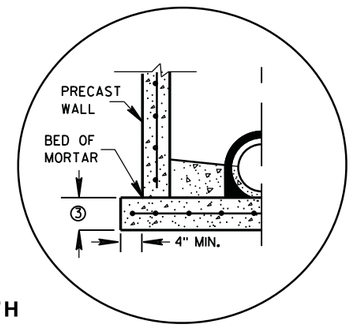


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

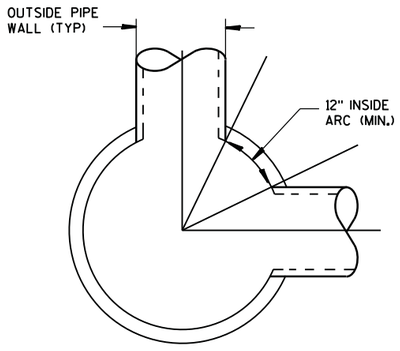


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

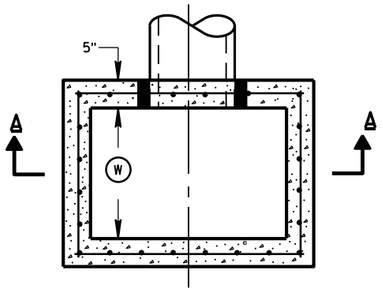
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

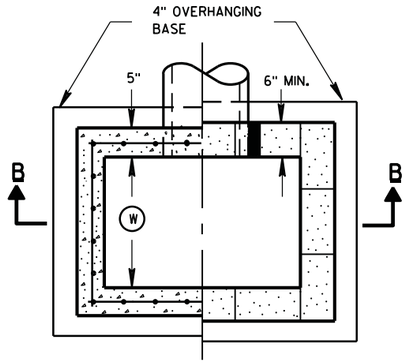
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

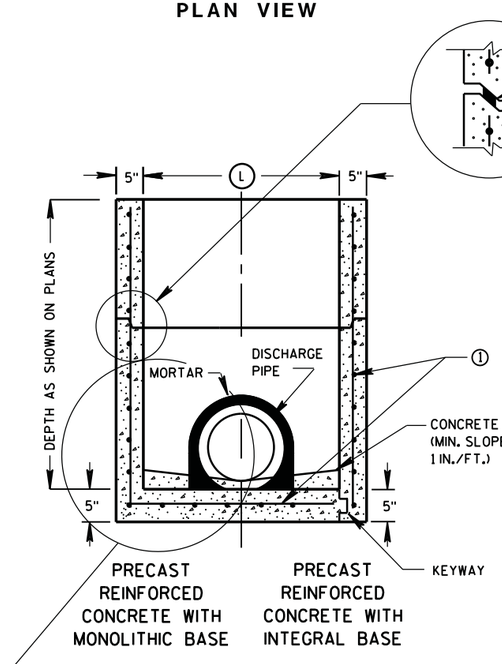
6
S.D.D. 8 B 9-1



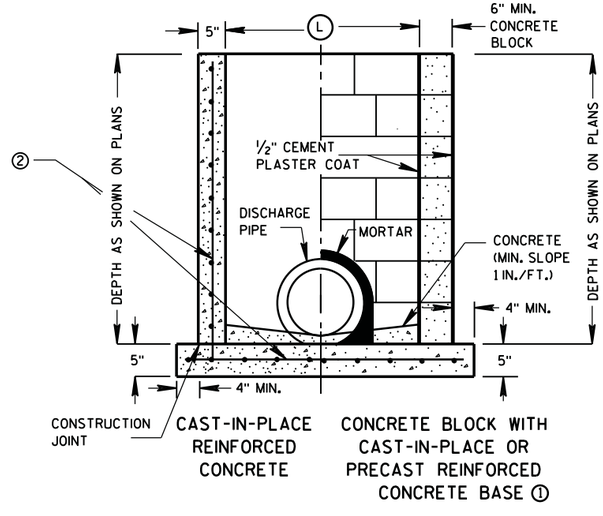
PLAN VIEW



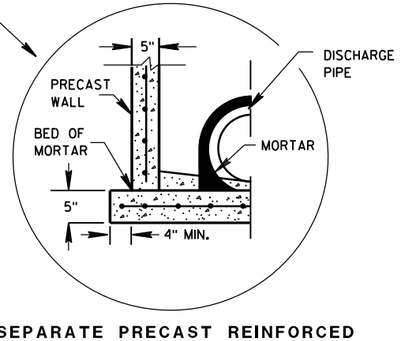
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

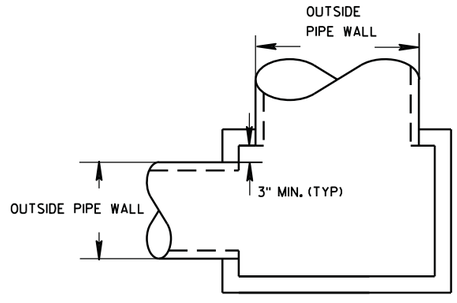
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

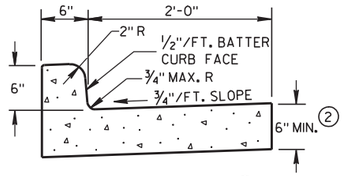
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

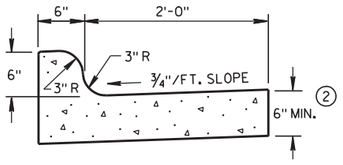
APPROVED
6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

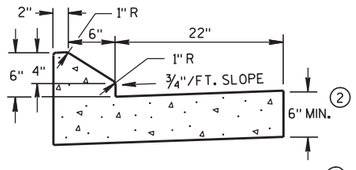
6
S.D.D. 8 C 7-1



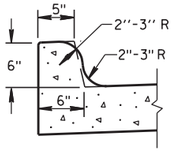
TYPES A & D (1)



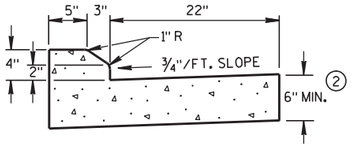
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

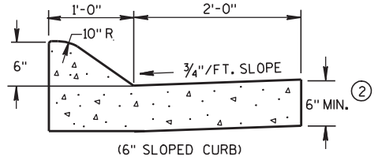


OPTIONAL CURB SHAPE
FOR TYPES K & L (1)

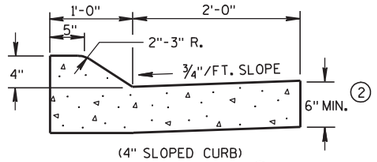


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

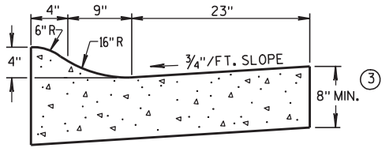


(6" SLOPED CURB)



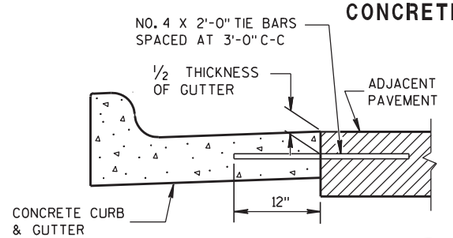
(4" SLOPED CURB)

TYPES A & D (1)

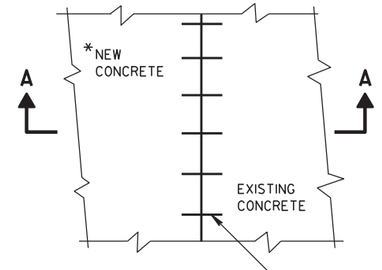


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

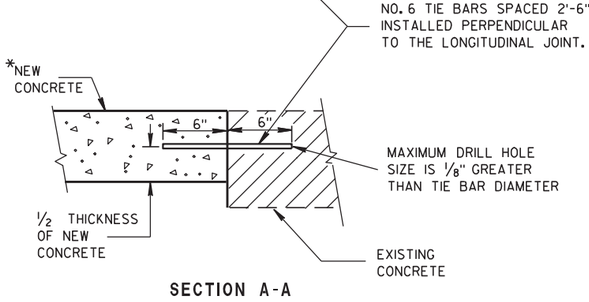


TYPICAL TIE BAR LOCATION (1)



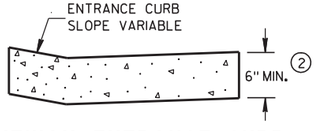
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

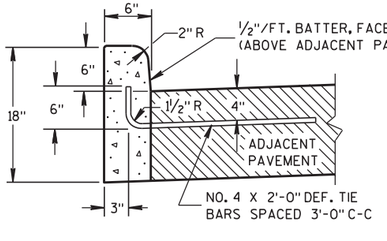


SECTION A-A

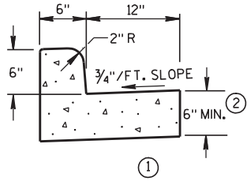
TIE BARS DRILLED
INTO EXISTING PAVEMENT



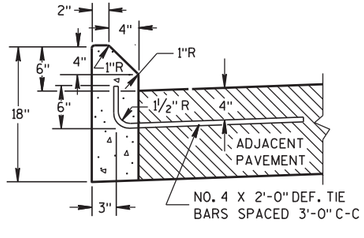
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D

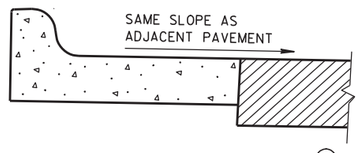


(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

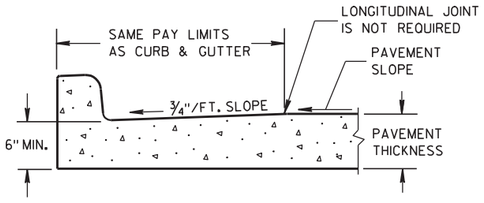


(1)
TYPES G & J

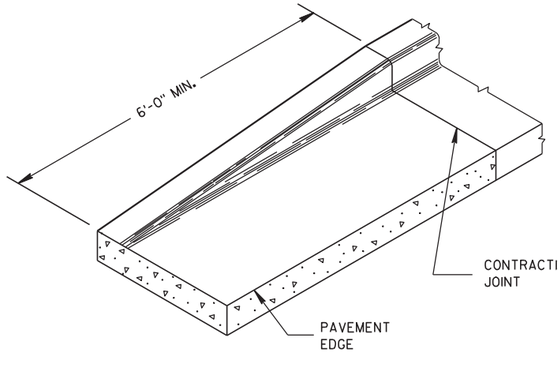
CONCRETE CURB



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

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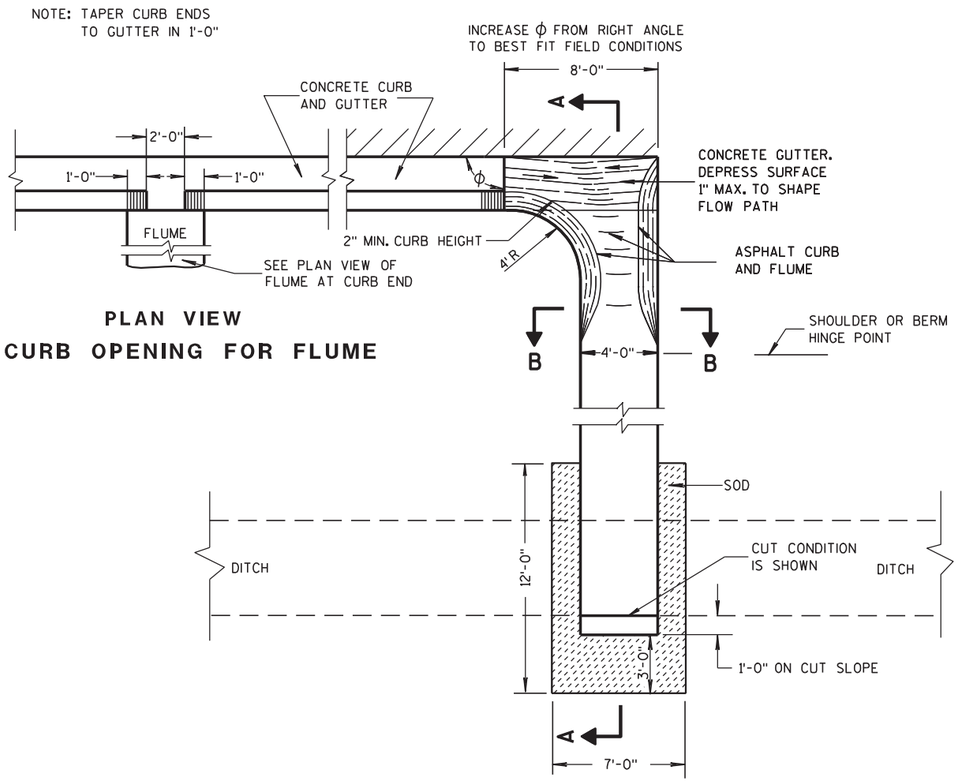
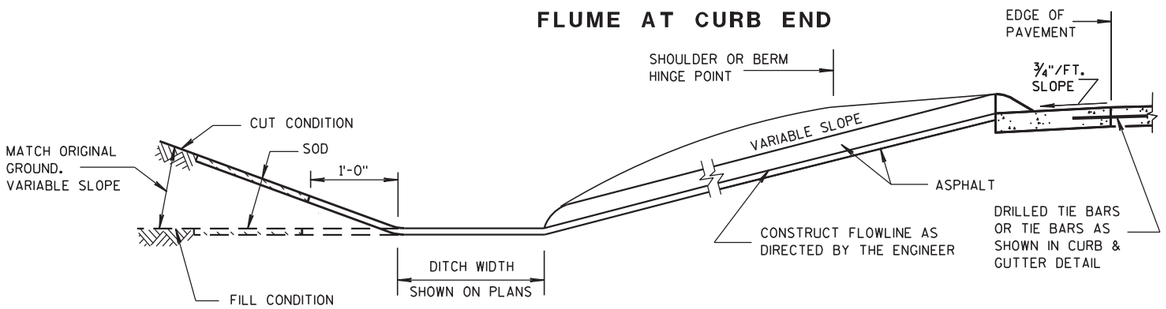
ASPHALTIC FLUME

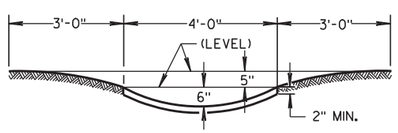


PLAN VIEW
CURB OPENING FOR FLUME

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.

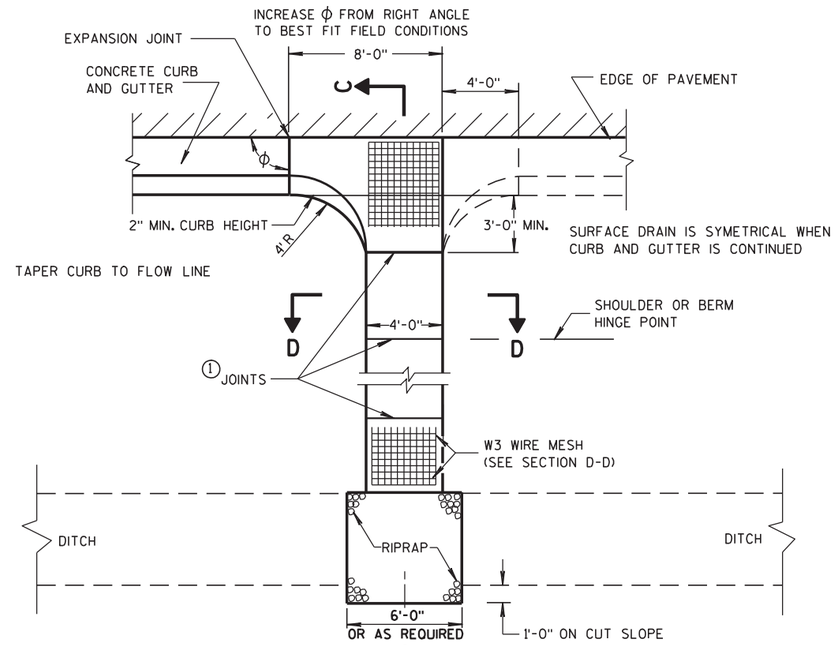
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

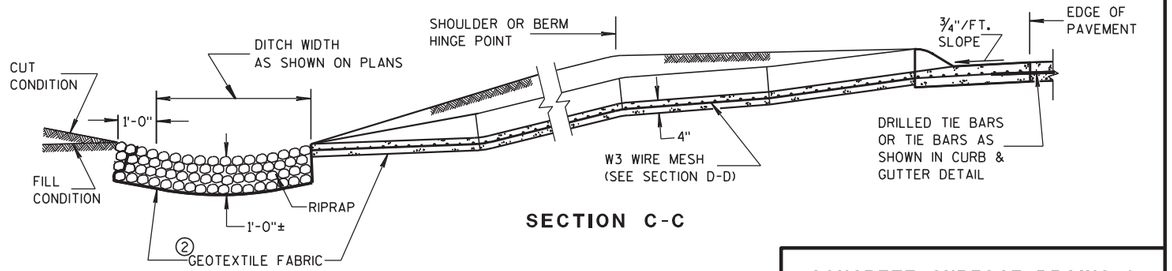
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

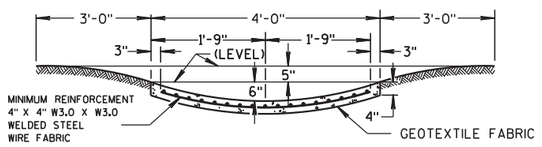
③ CONCRETE SURFACE DRAIN



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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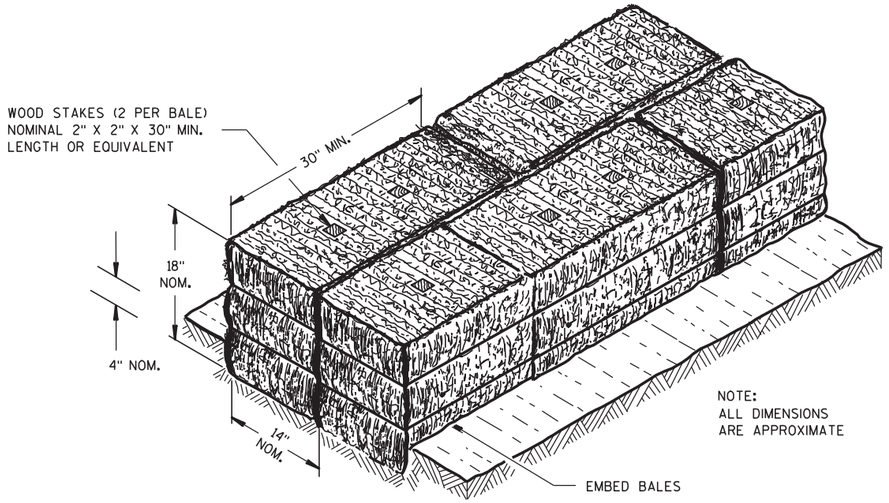
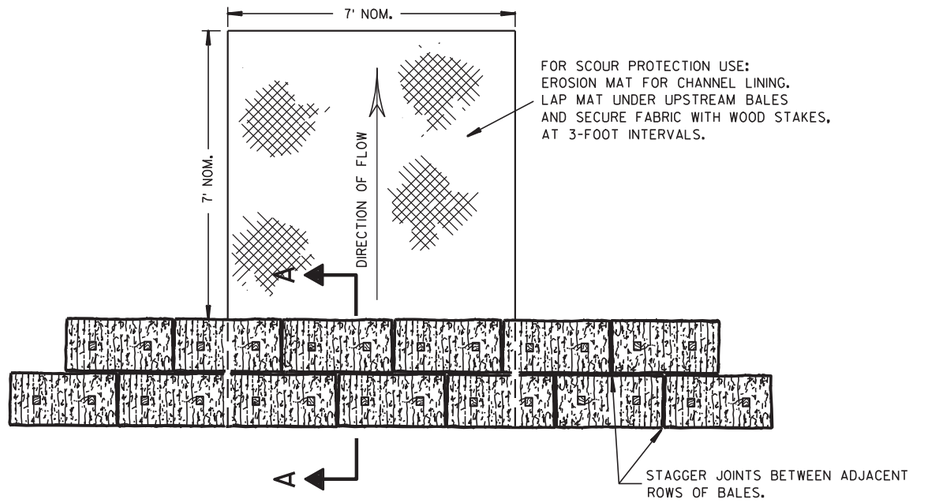
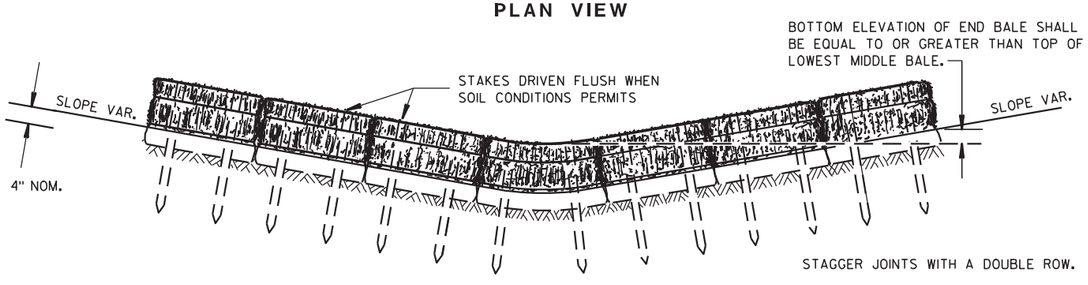
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



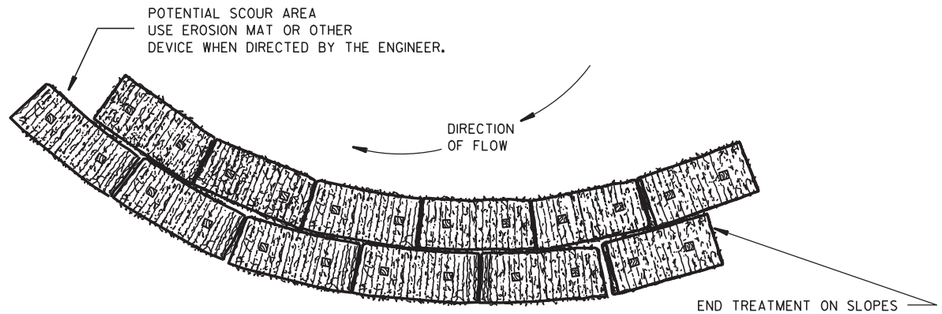
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

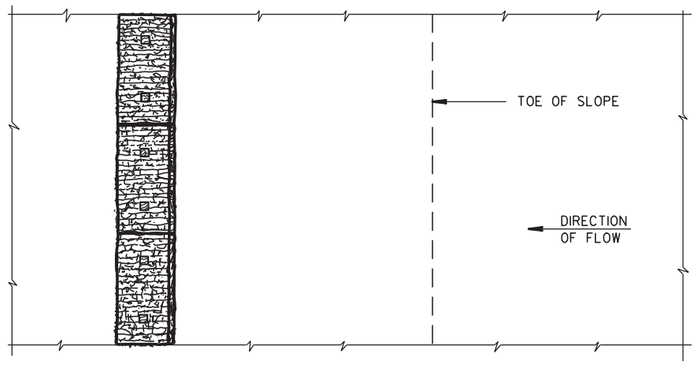
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

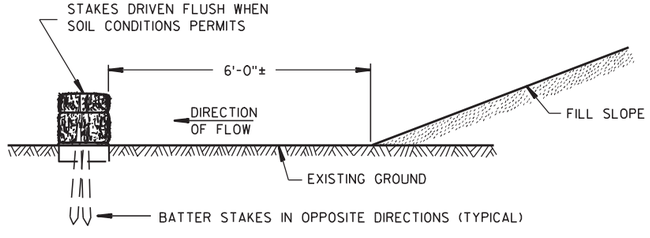


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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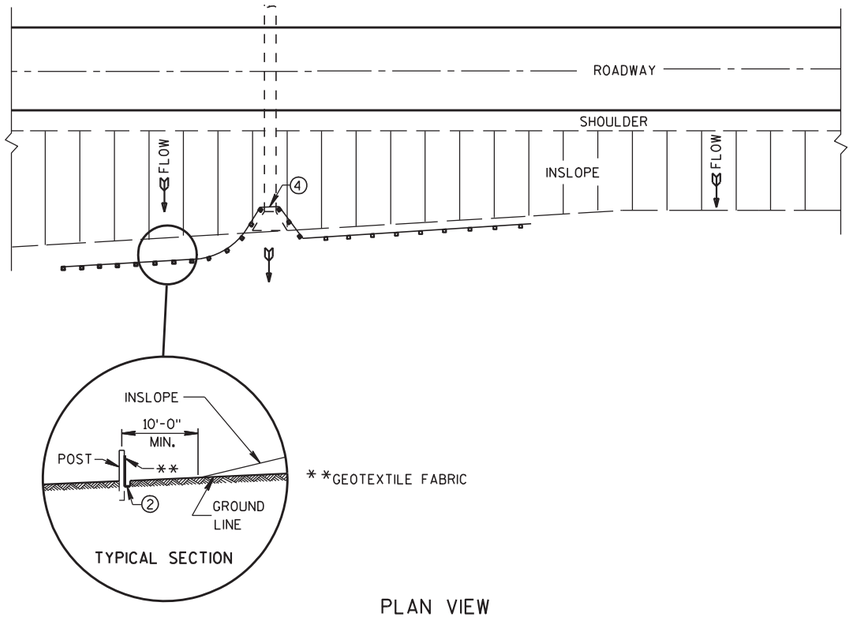
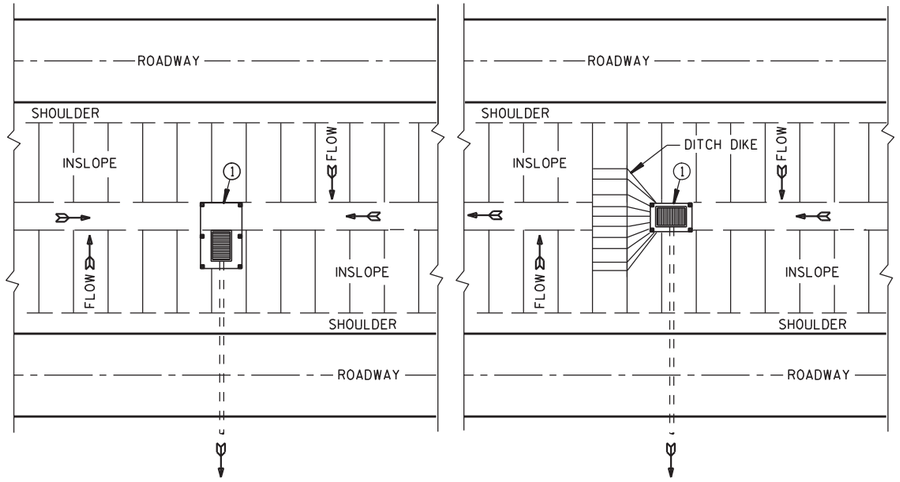
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



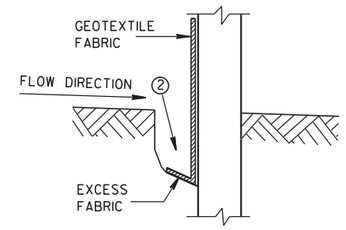
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

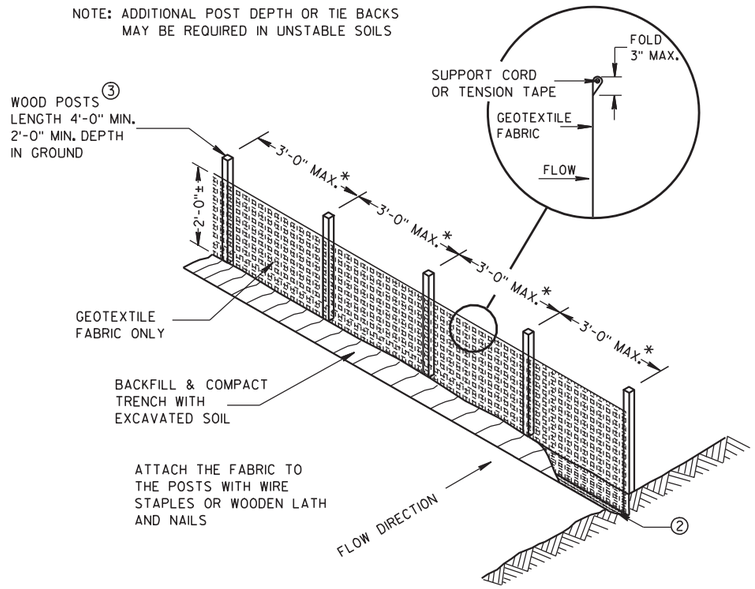
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

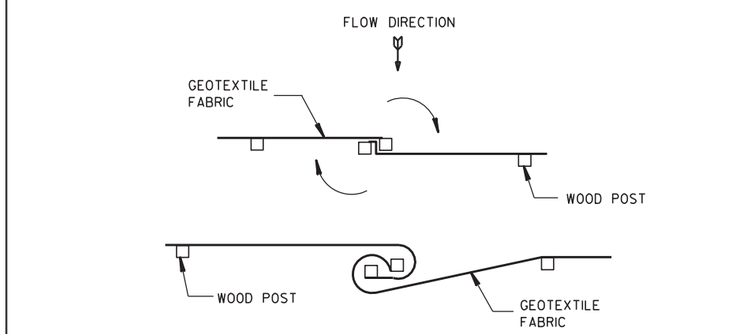
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



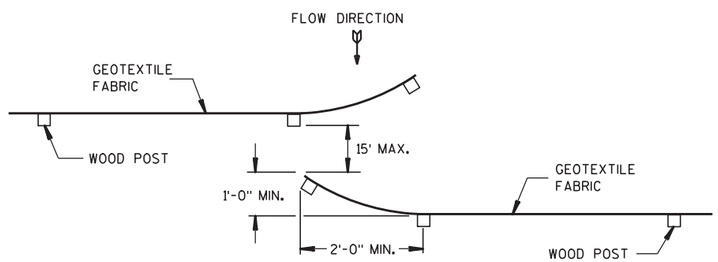
TRENCH DETAIL



SILT FENCE

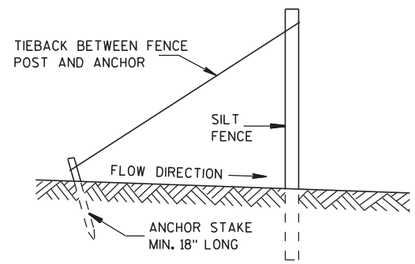


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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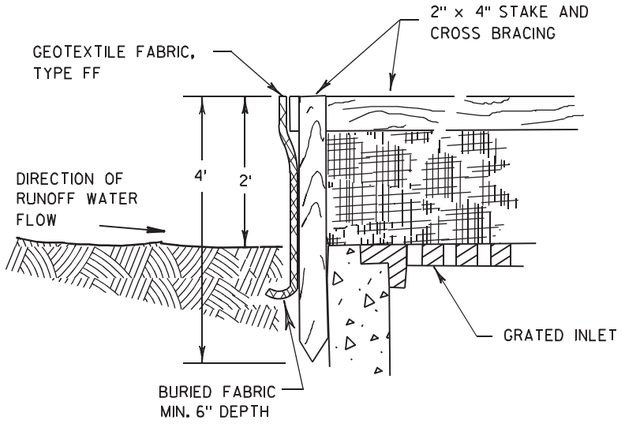
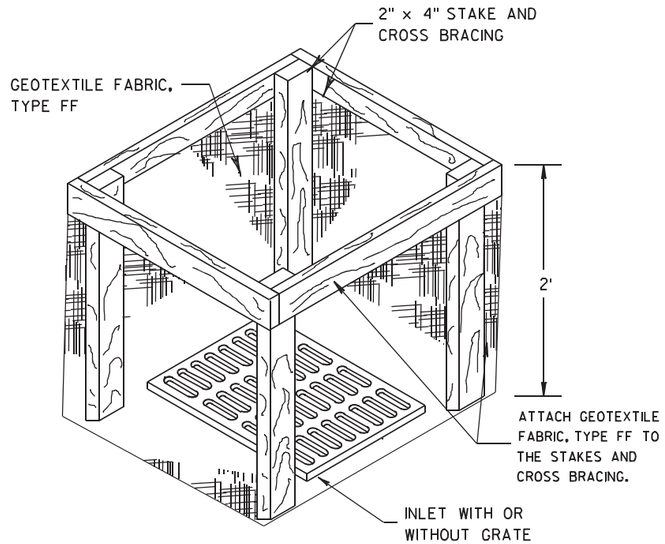
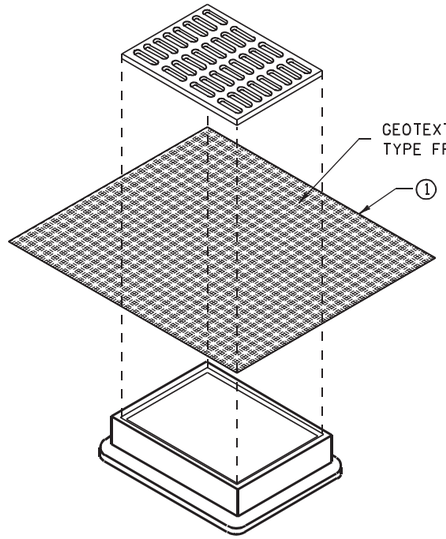
S.D.D. 8 E 9-6



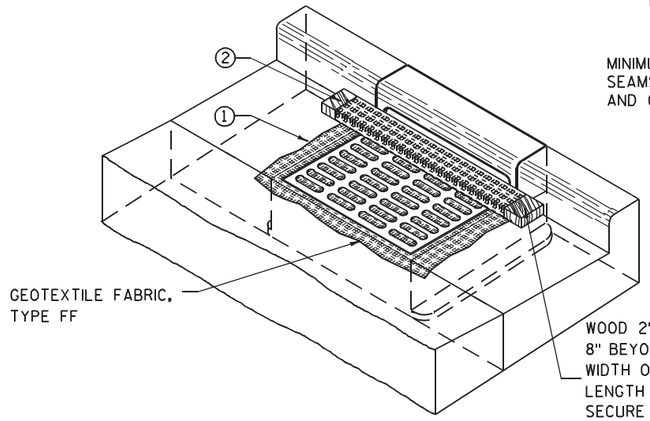


INLET PROTECTION, TYPE A

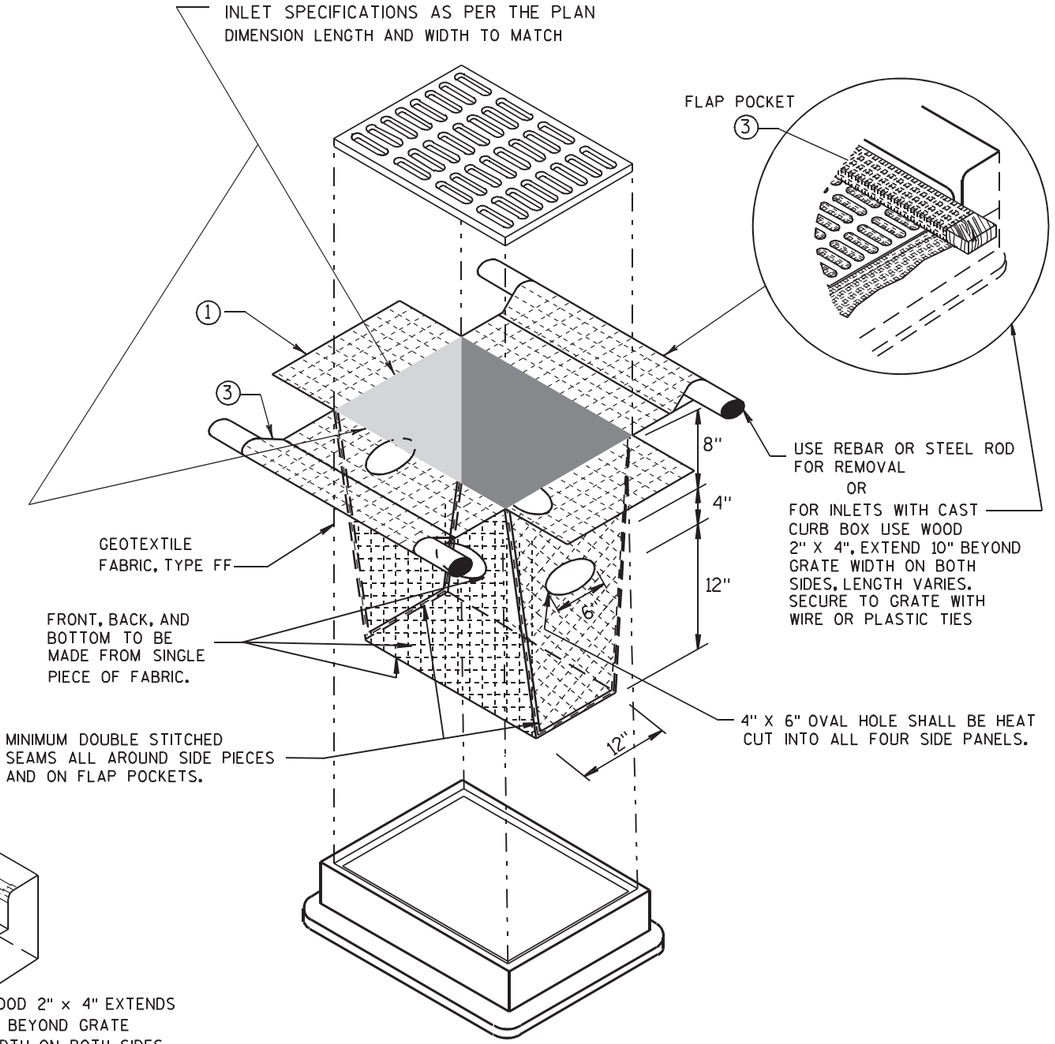


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE 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

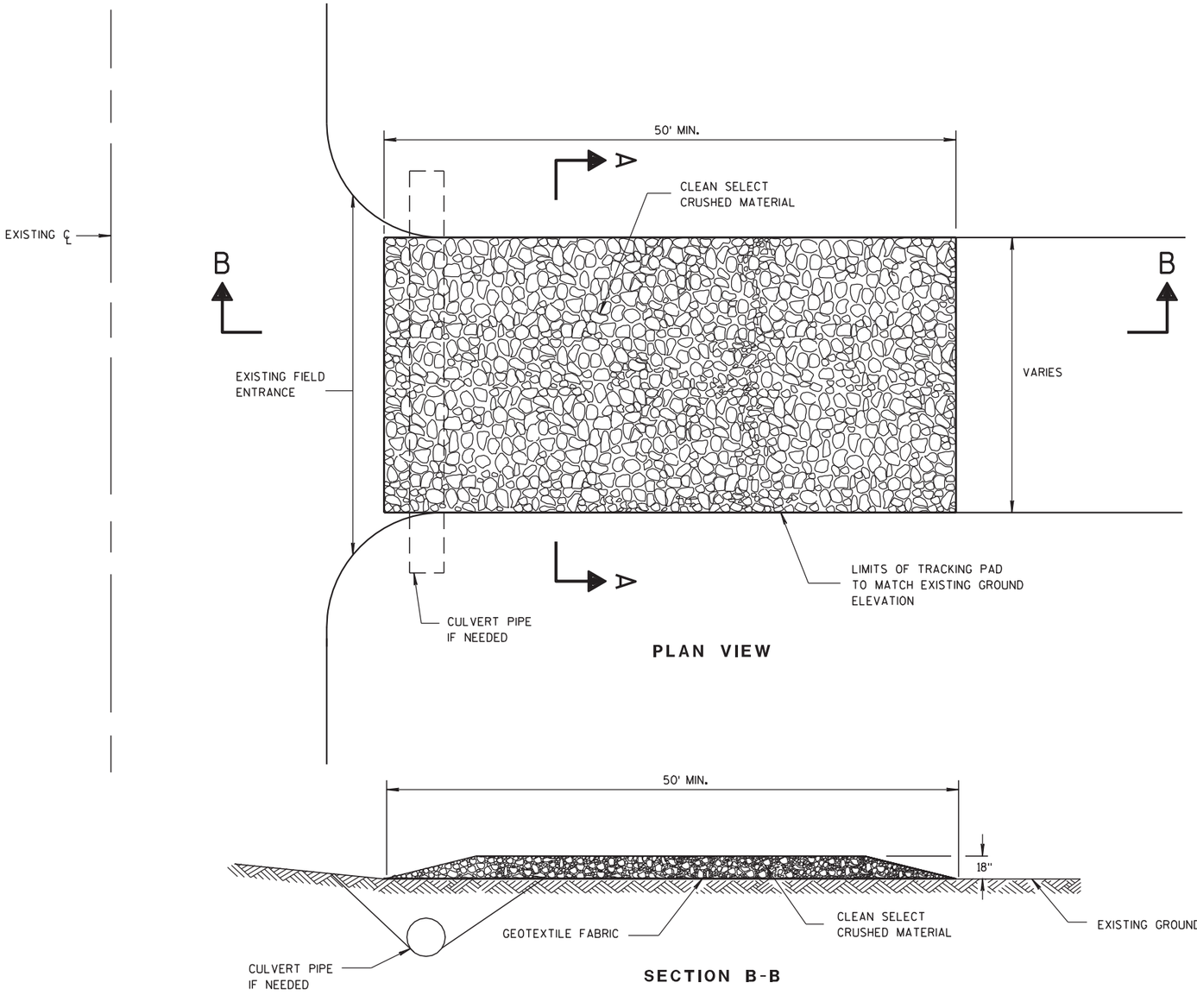
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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.

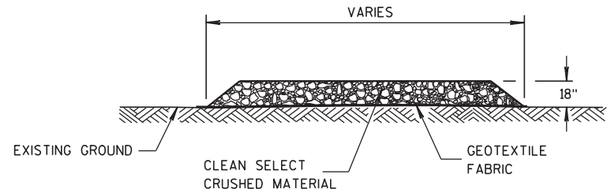
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zona ROADWAY STANDARDS ENGINEER

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

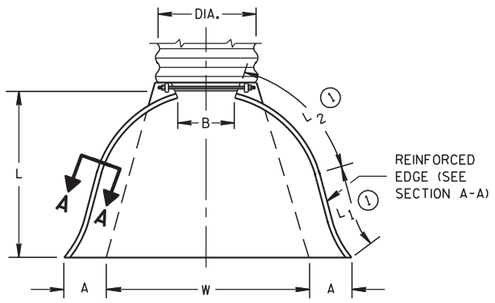
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

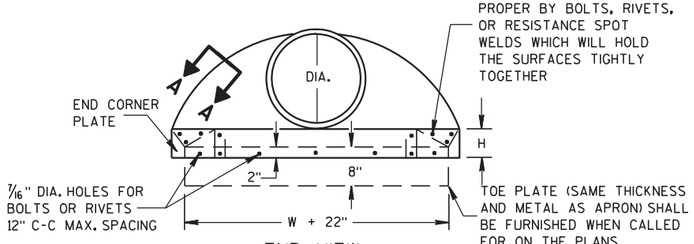
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	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

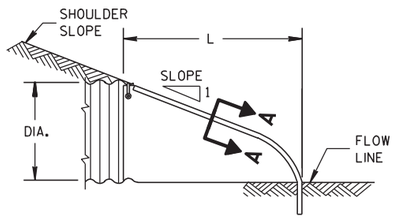
*MINIMUM
**MAXIMUM



PLAN VIEW

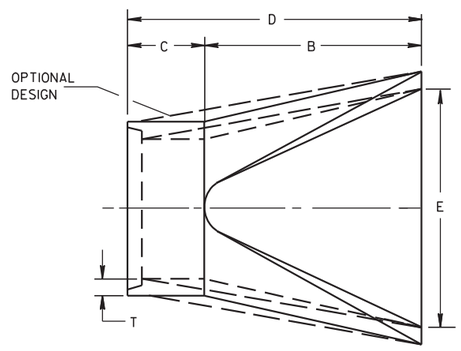


END VIEW

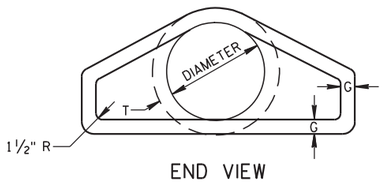


SIDE ELEVATION

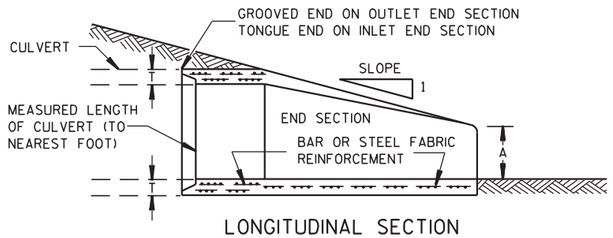
METAL ENDWALLS



PLAN

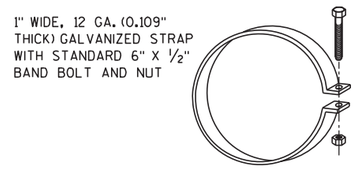


END VIEW



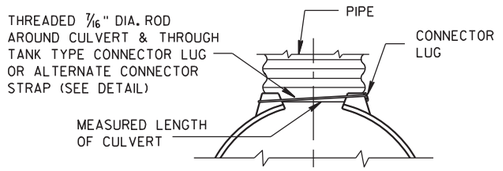
LONGITUDINAL SECTION

CONCRETE ENDWALLS

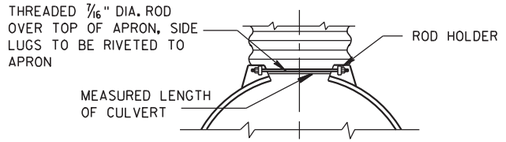


ALTERNATE FOR TYPE 1 CONNECTION

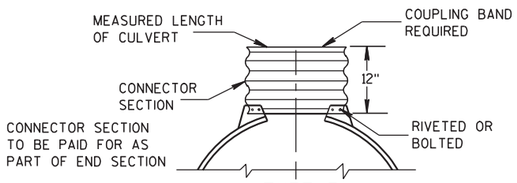
END SECTION CONNECTOR STRAP



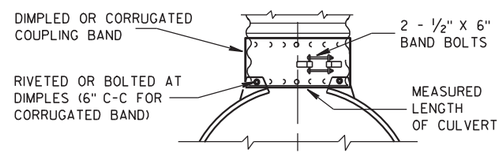
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

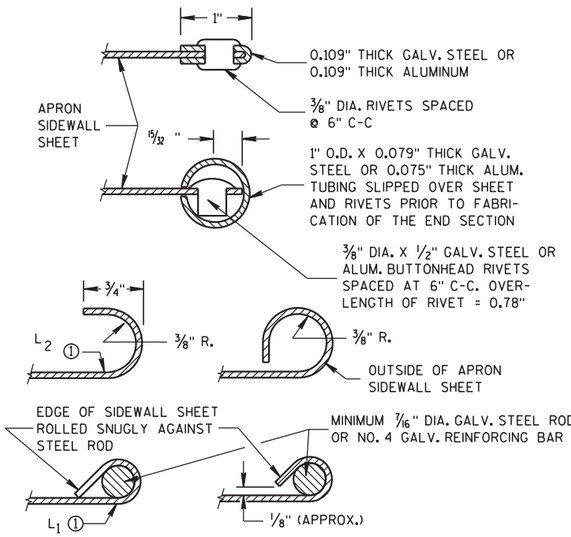
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

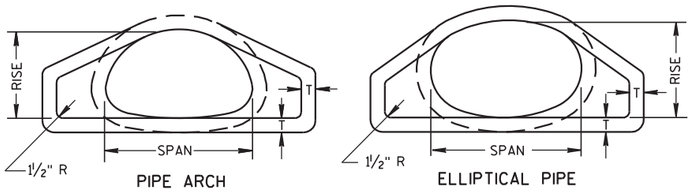
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

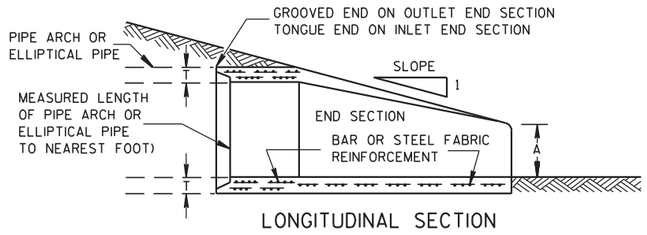
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOP NEER
FHWA

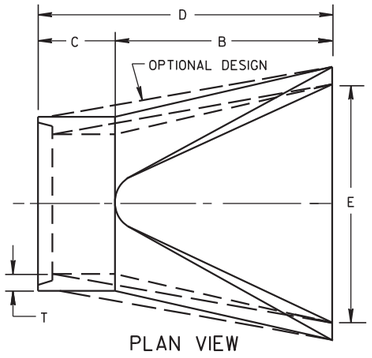
6
S.D.D. 8 F 1-11



END VIEW

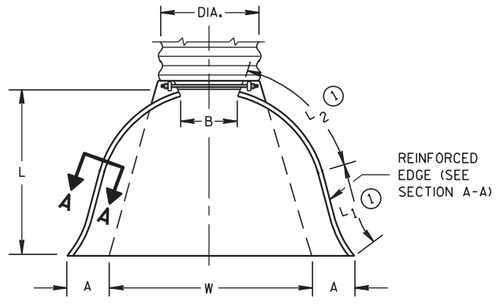


LONGITUDINAL SECTION

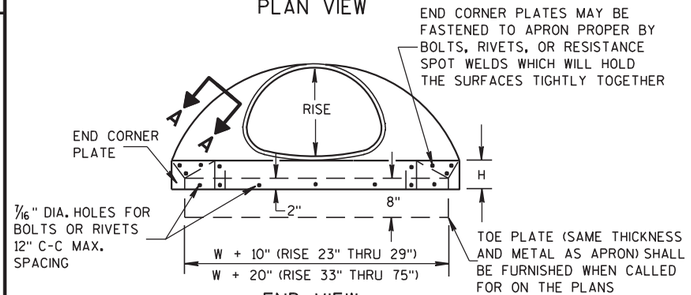


PLAN VIEW

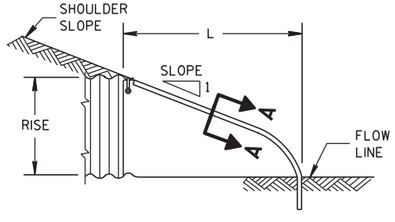
CONCRETE ENDWALLS



PLAN VIEW

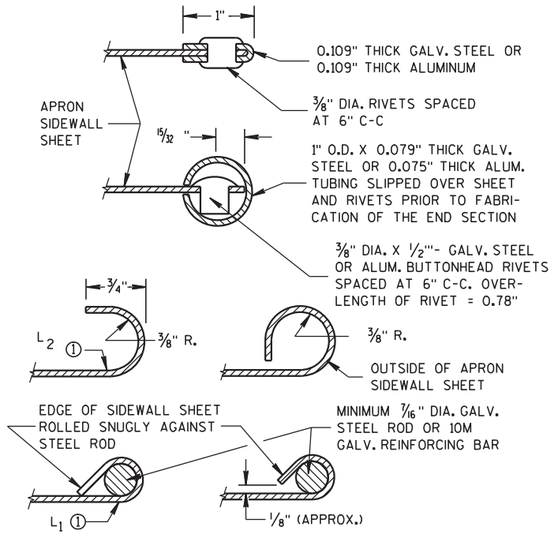


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

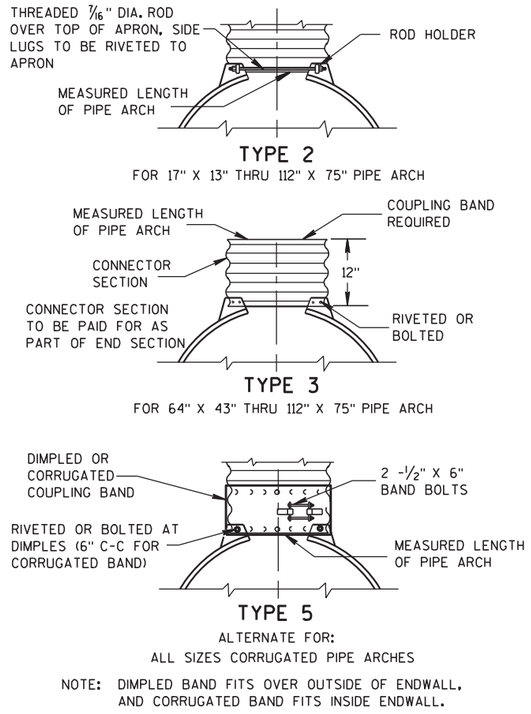
EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
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



NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

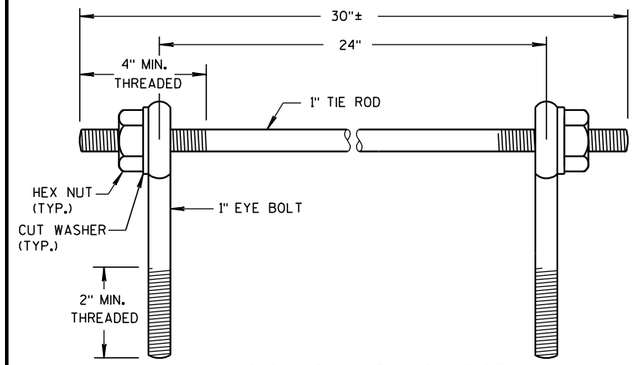
① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

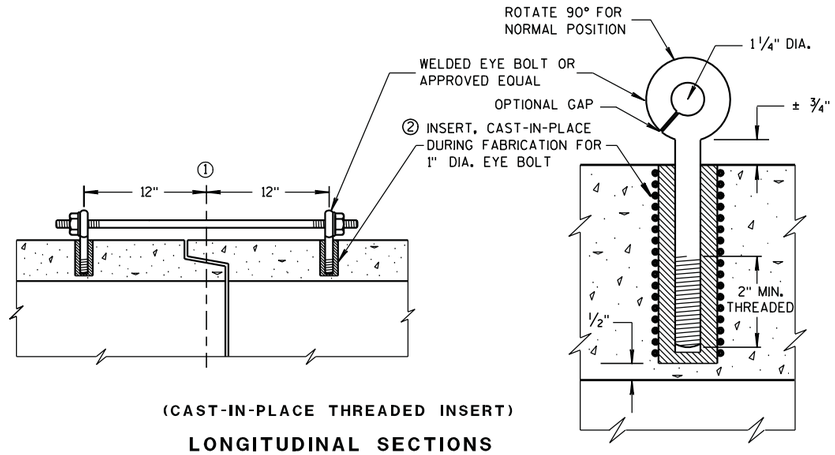
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

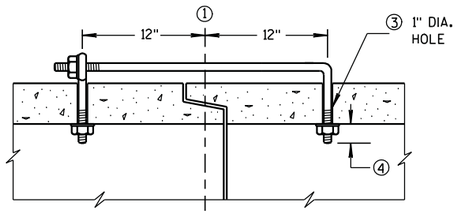
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

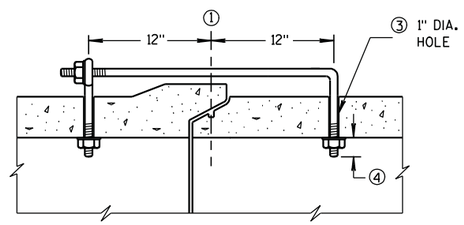
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

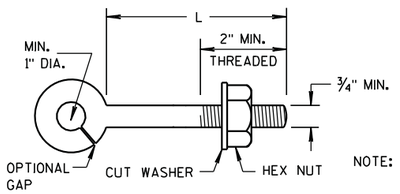


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

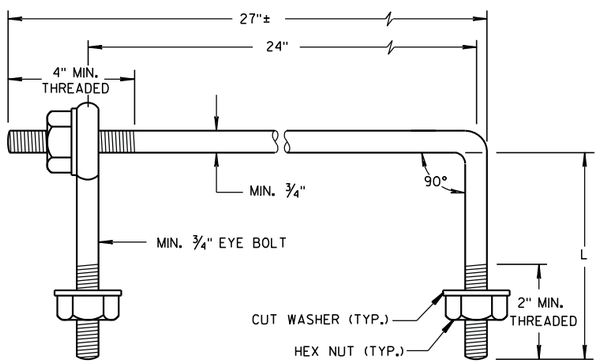
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

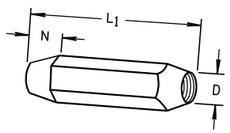
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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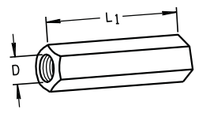
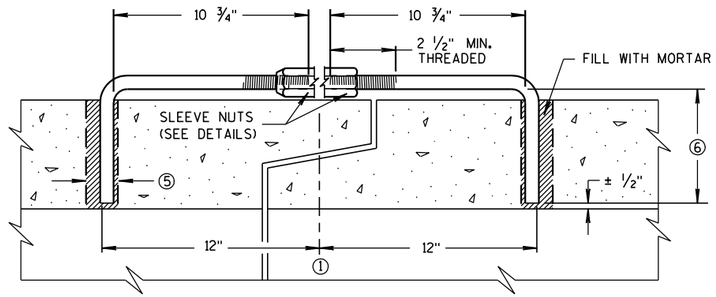


PLAIN

RIGHT AND LEFT THREADS

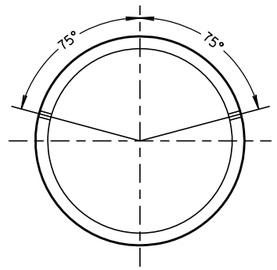
SLEEVE NUTS



LONGITUDINAL SECTION

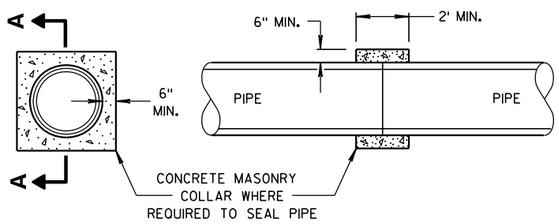
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
179
FHWA

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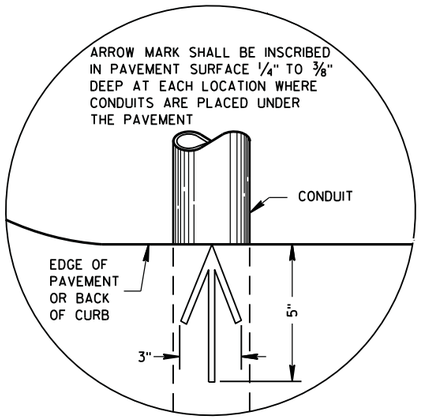
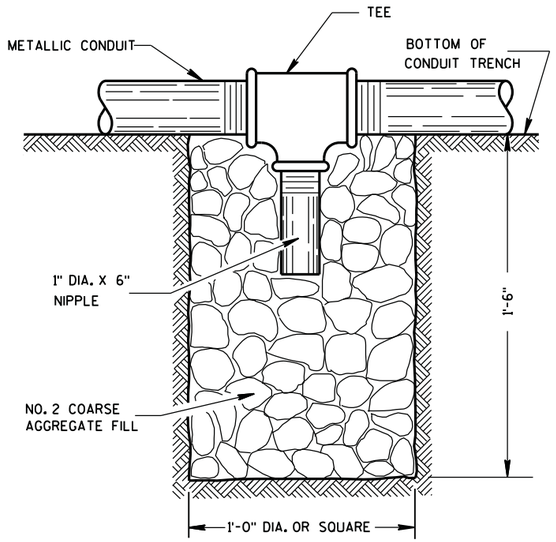
S.D.D. 8 F 4-7



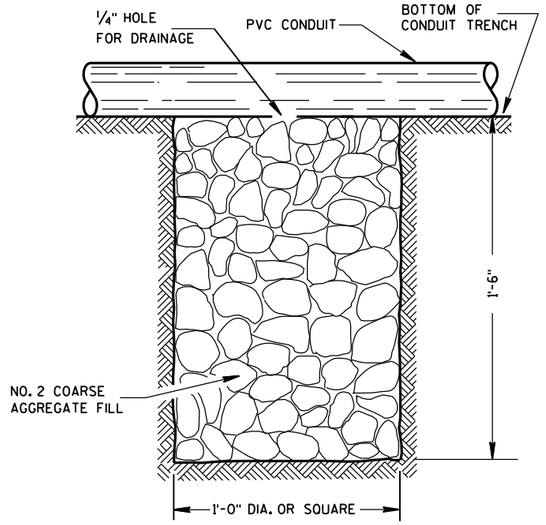
PLAN VIEW

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.

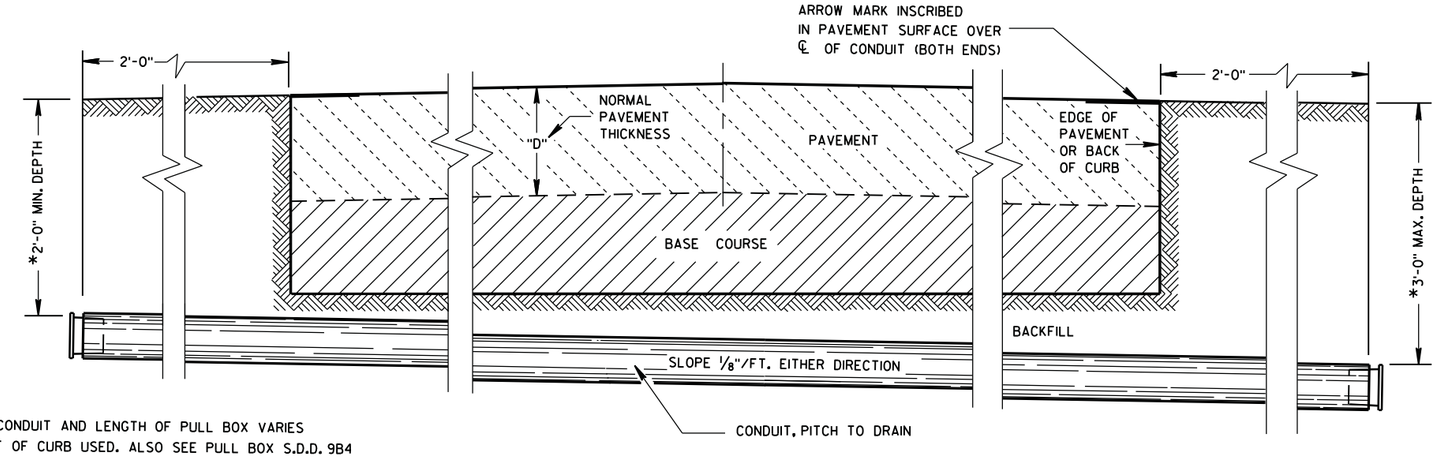
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

6

S.D.D. 9 B 2-8

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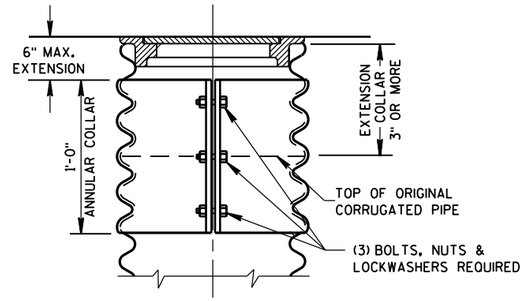
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

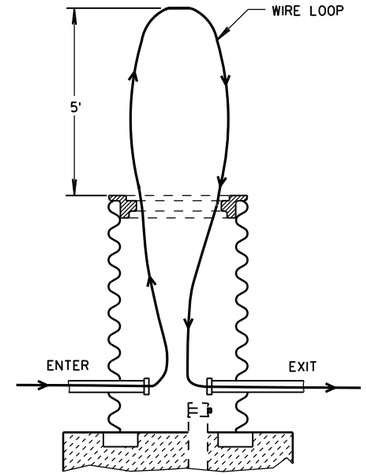
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

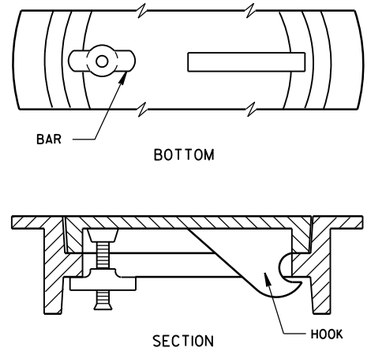
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

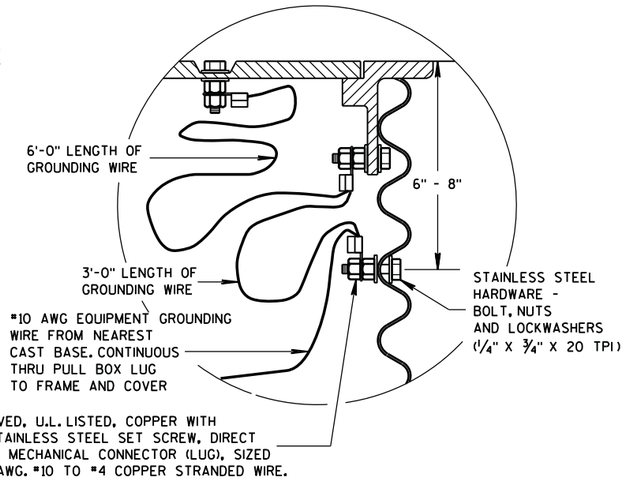


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

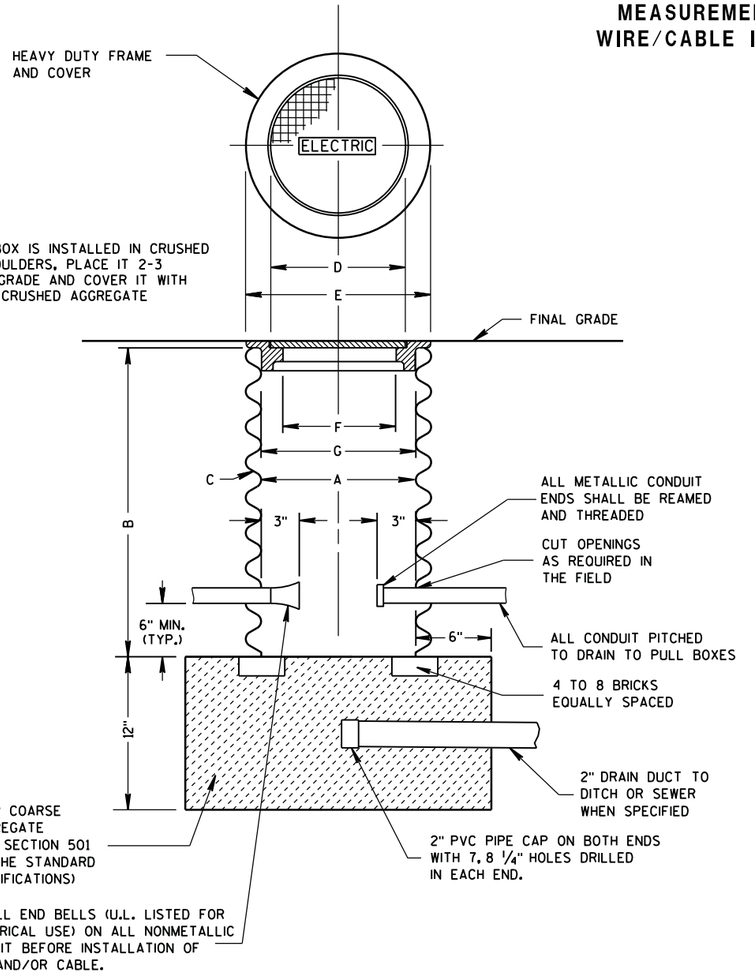


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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.

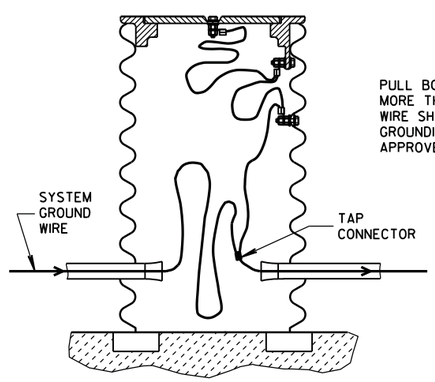
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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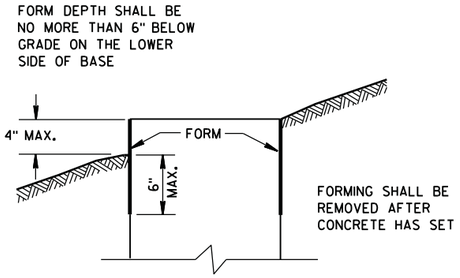
S.D.D. 9 B 4-11



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.

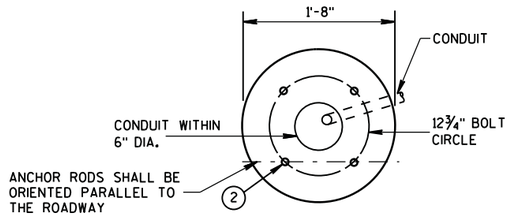
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

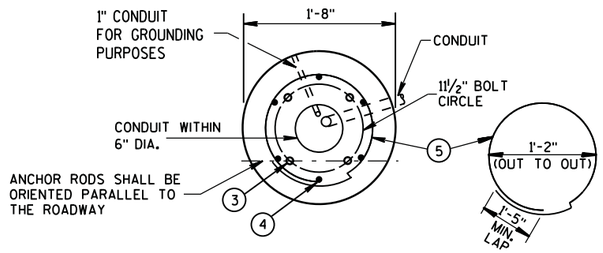
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

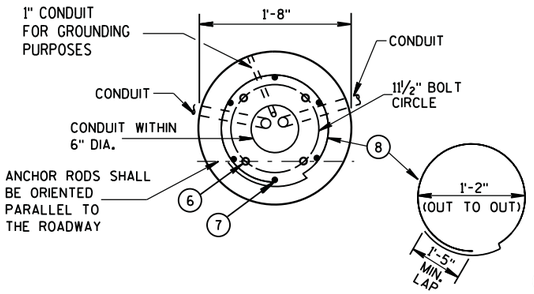
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

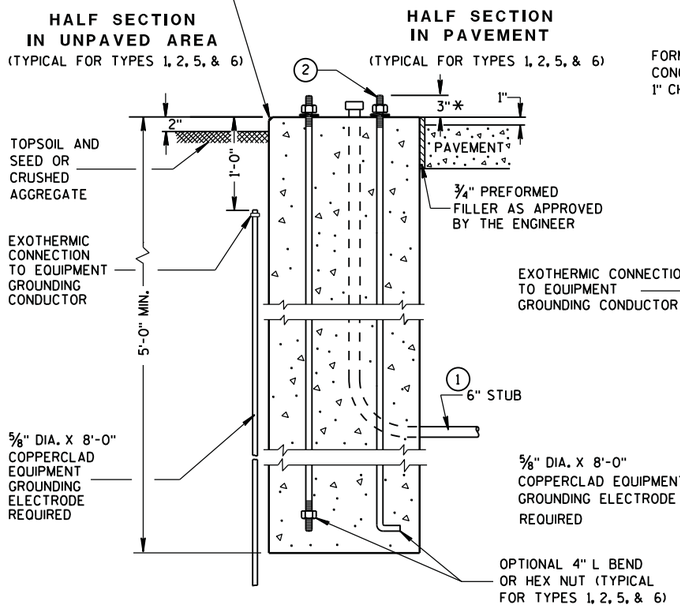






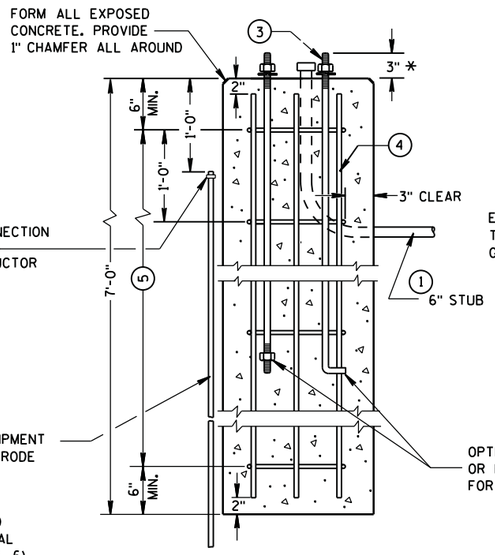
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

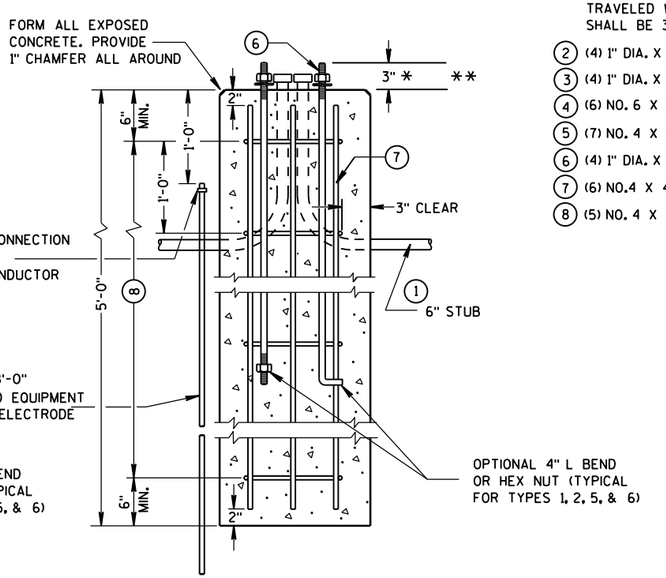


HALF SECTION IN PAVEMENT

(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

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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.

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.

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, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

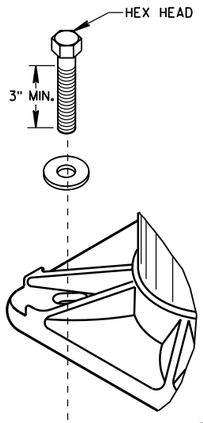
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

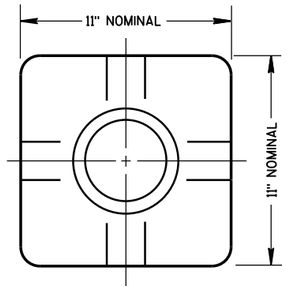
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

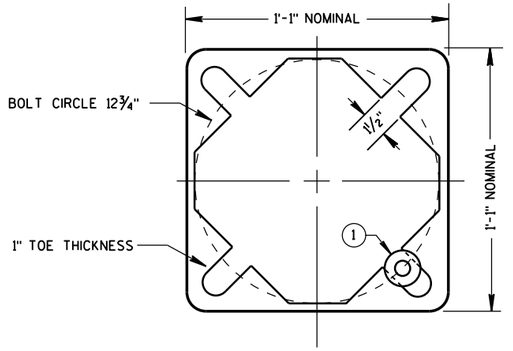
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

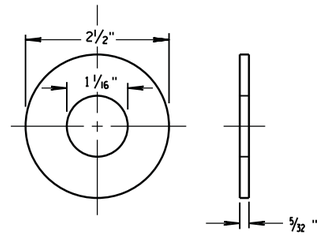




TOP VIEW
(PEDESTAL BASE)

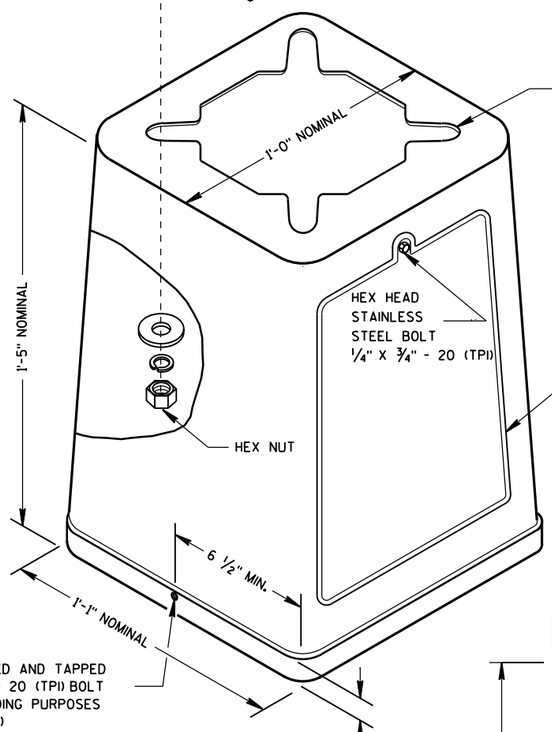


BOTTOM VIEW
(PEDESTAL BASE)

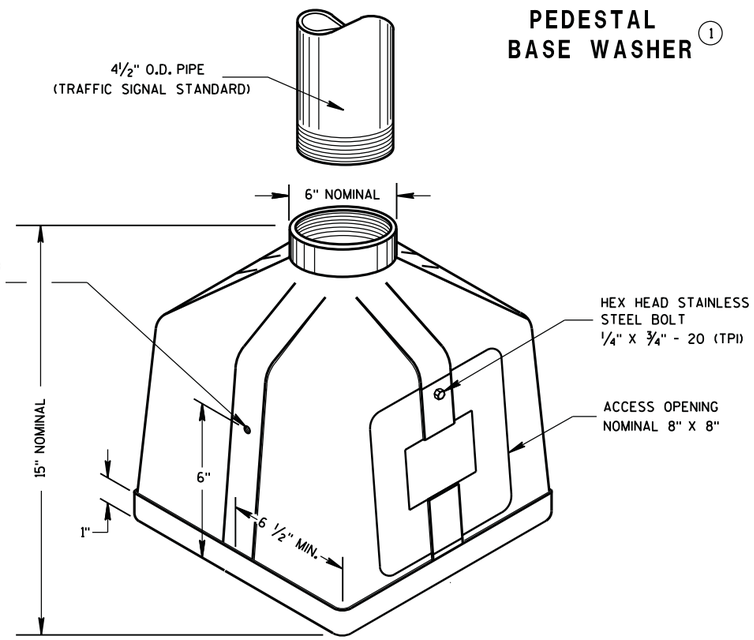


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

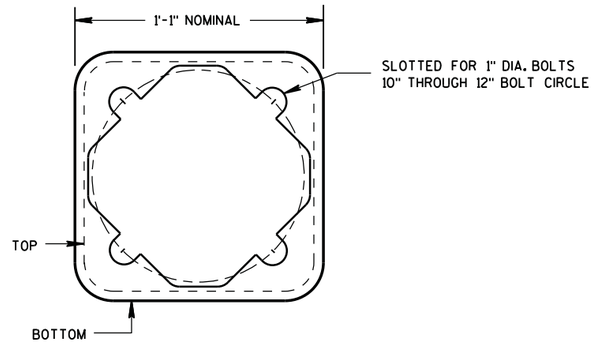


ISOMETRIC VIEW

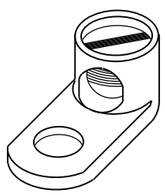


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

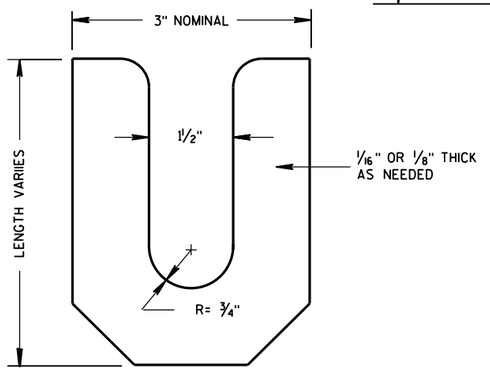


TYPICAL MECHANICAL CONNECTOR LUG

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
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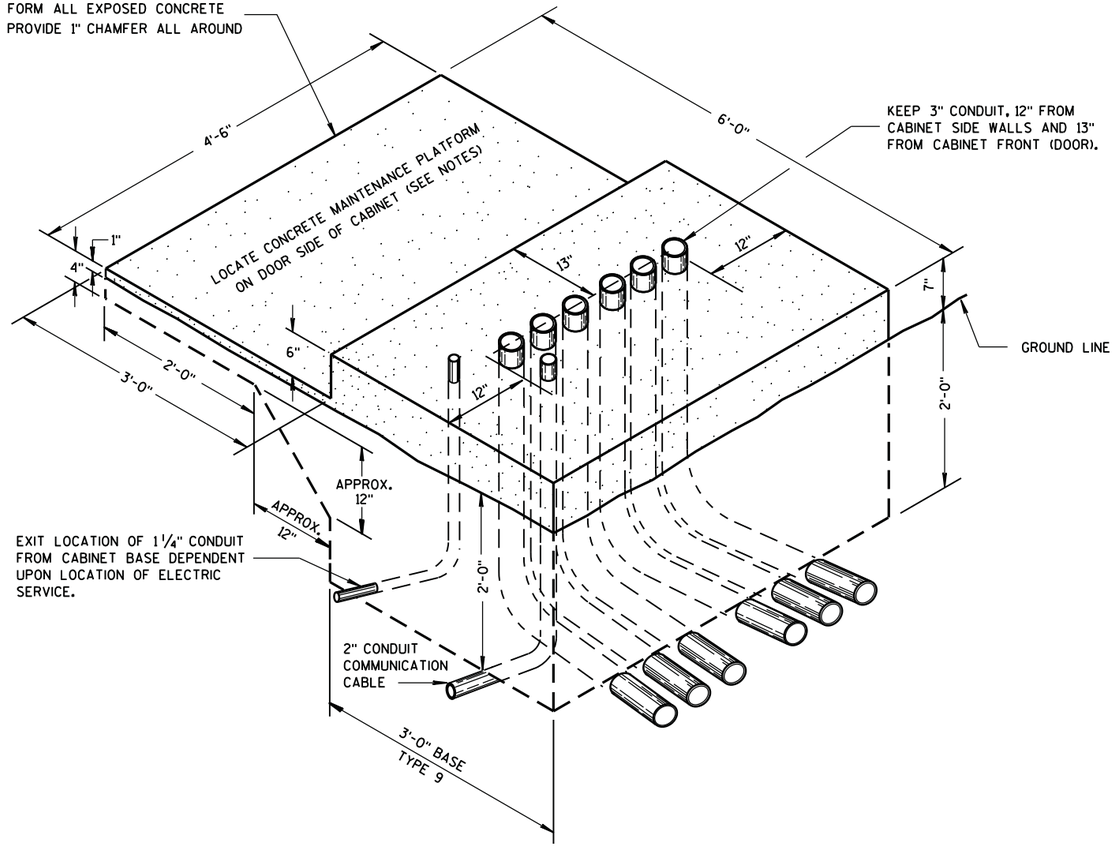
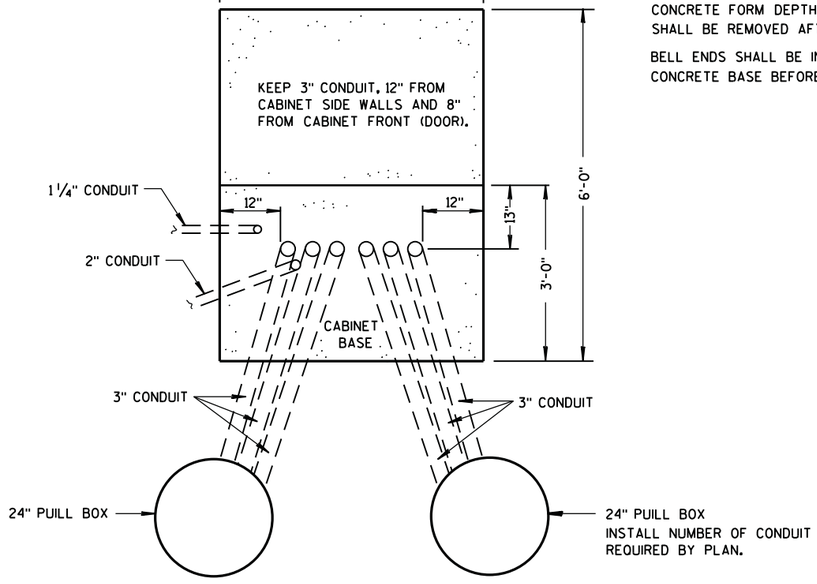


ISOMETRIC VIEW

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 WITH A PULLOUT STRENGTH OF 9,000 LBS. 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
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 C 6-7

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).

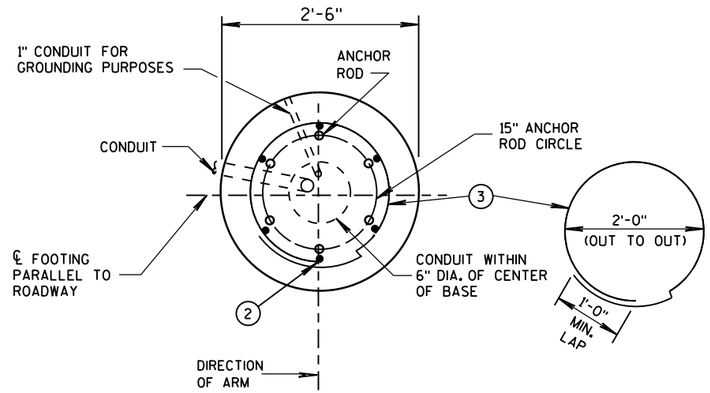
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

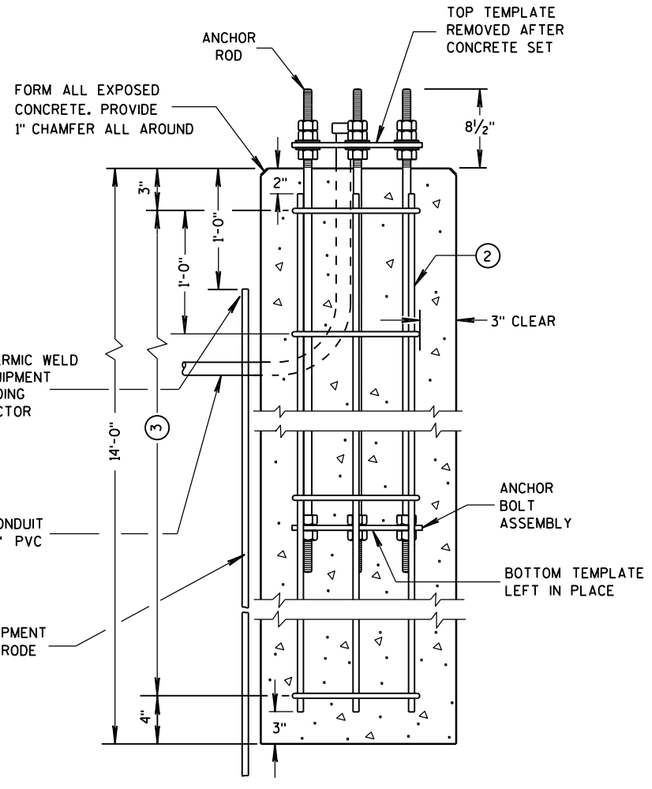
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 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.

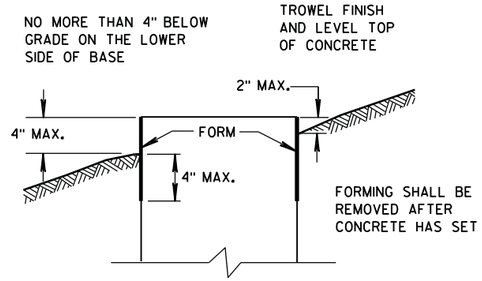
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



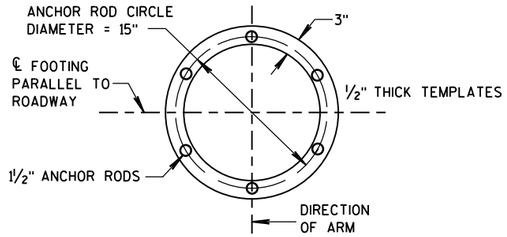


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

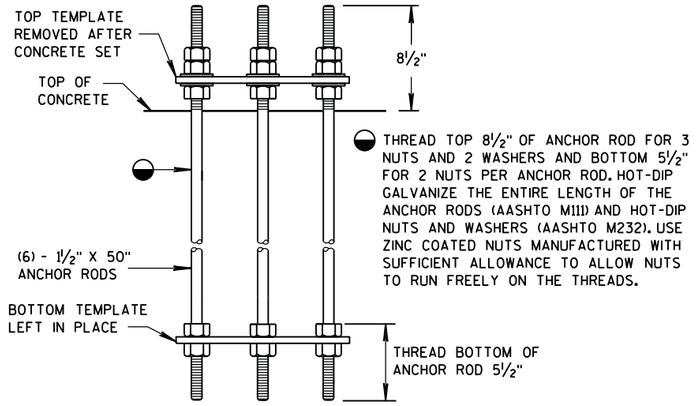
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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
Sept. 2014 — DATE
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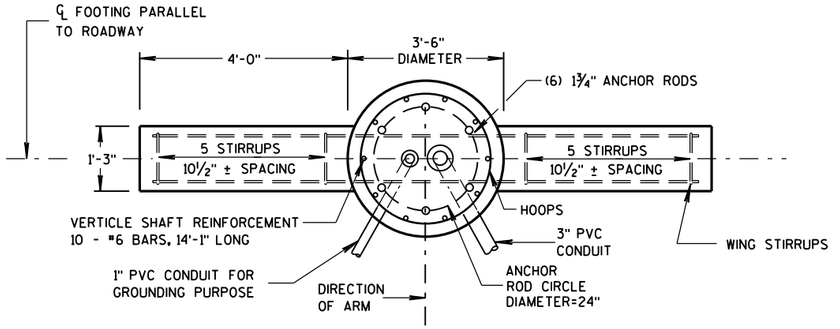
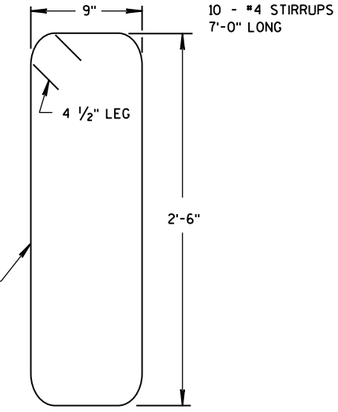
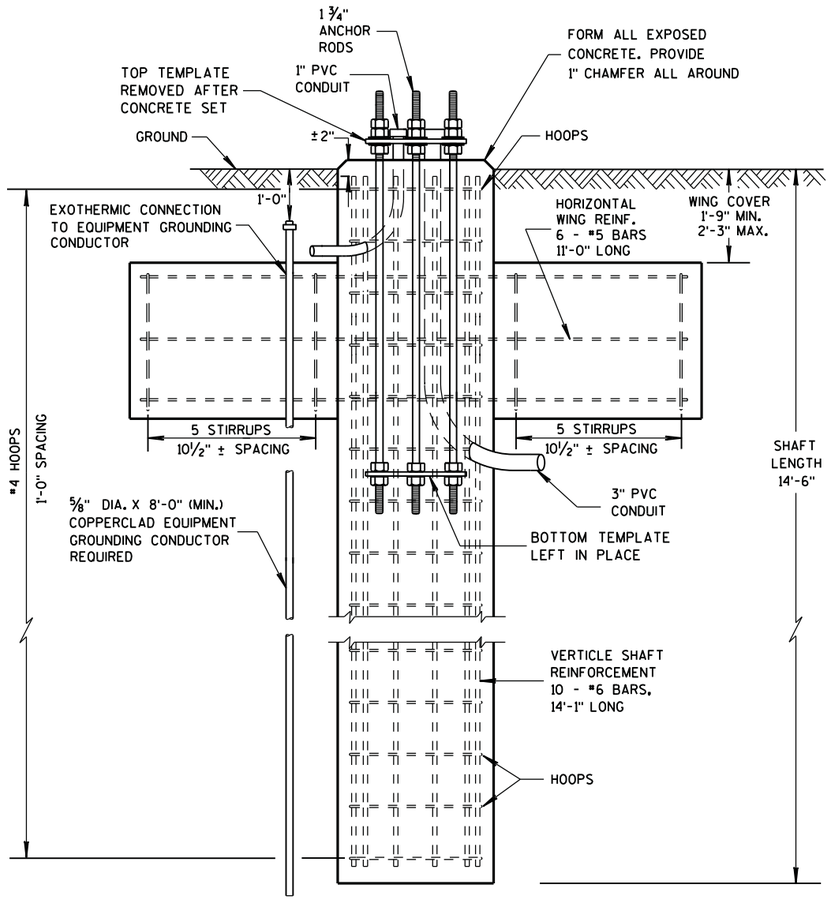


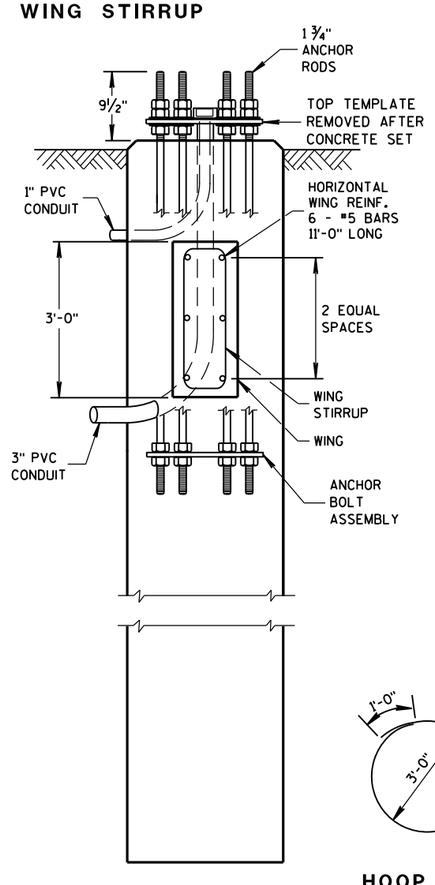
PLAN VIEW



WING STIRRUP

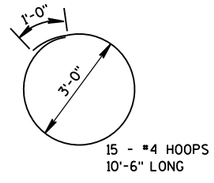


ELEVATION VIEW



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 TRANSPOI

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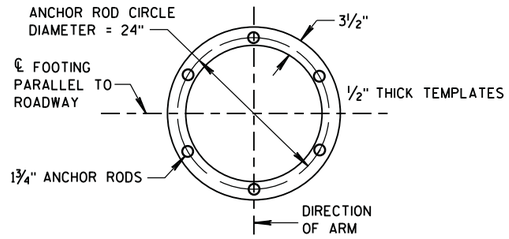
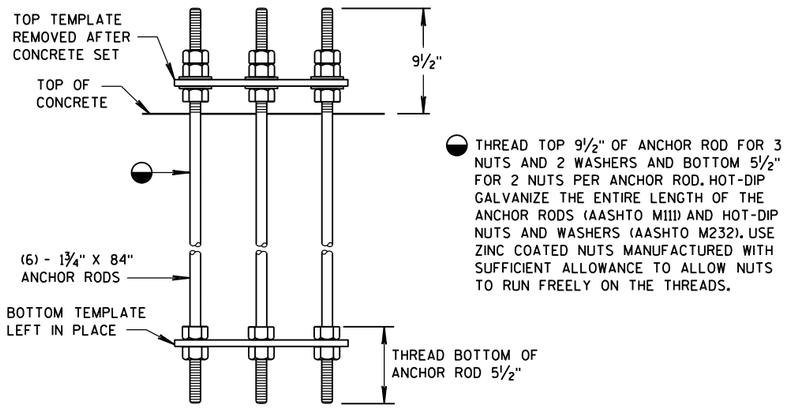
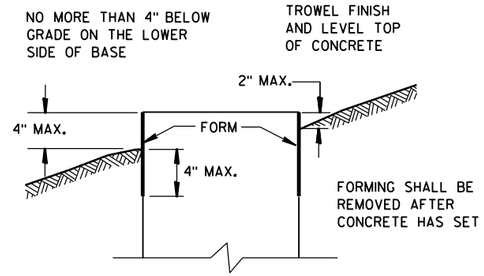


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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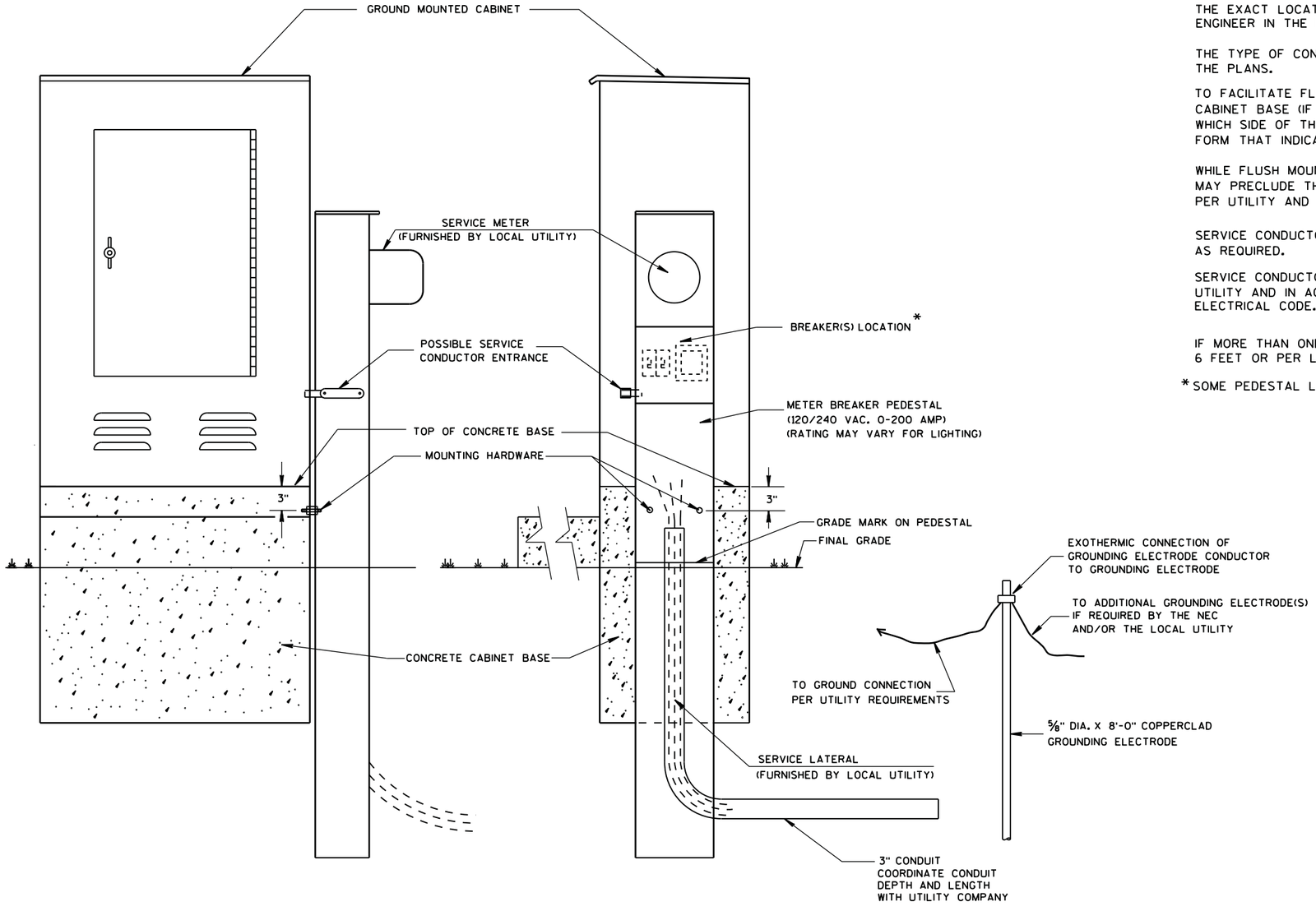
S.D.D. 9 C 12-5b



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.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

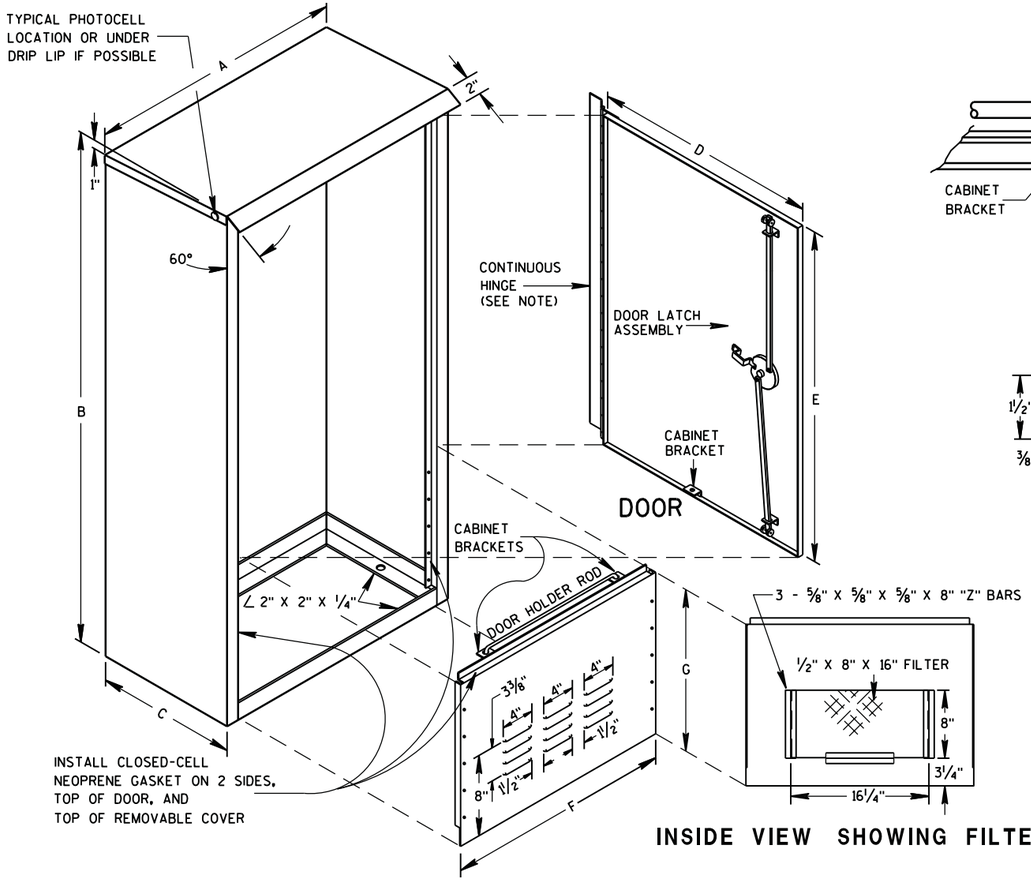
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

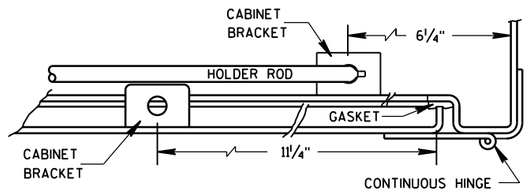
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

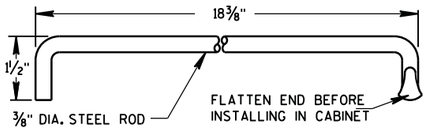


INSIDE VIEW SHOWING FILTER

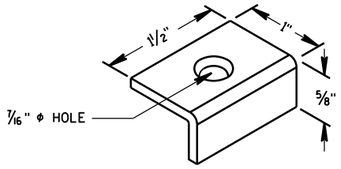
REMOVABLE COVER



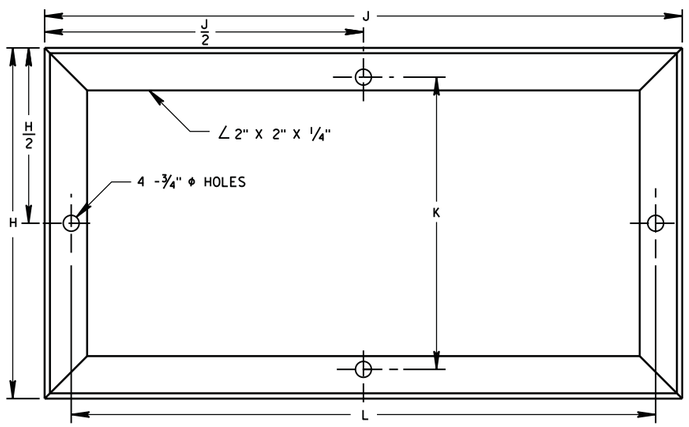
HINGE & DOOR HOLDER



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

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.

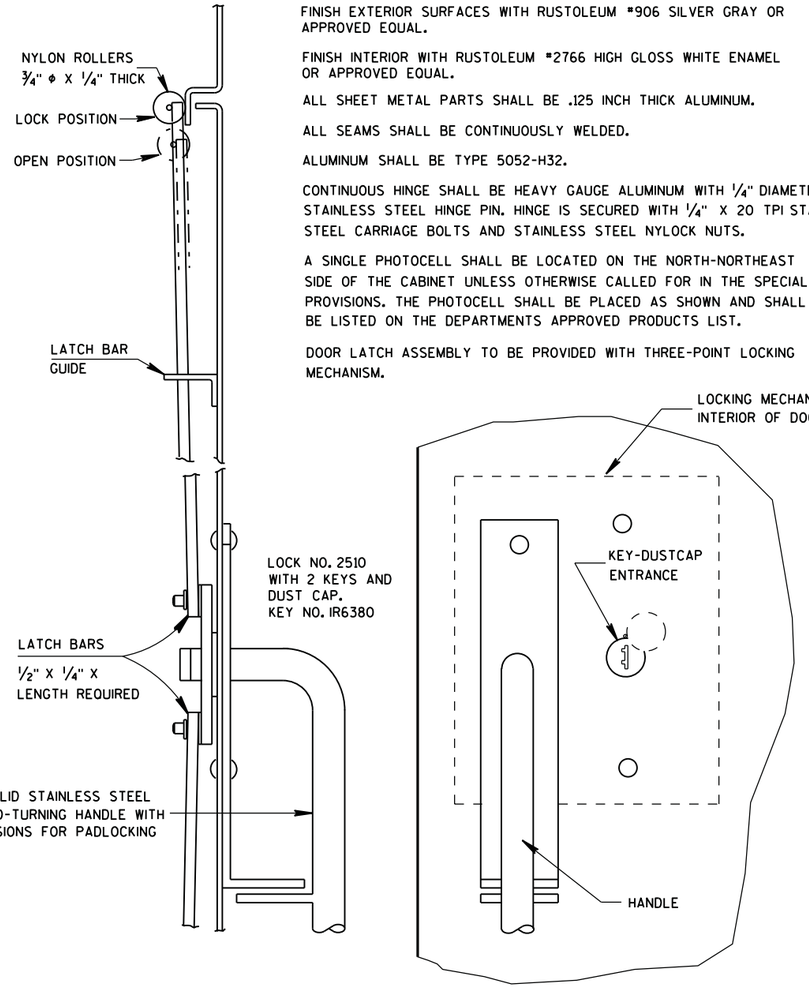
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

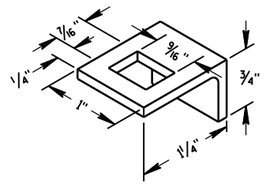
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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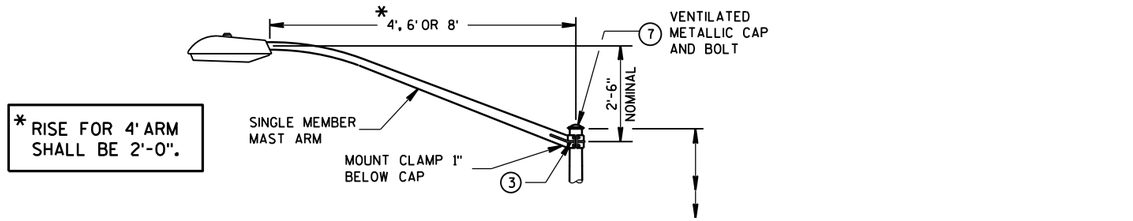
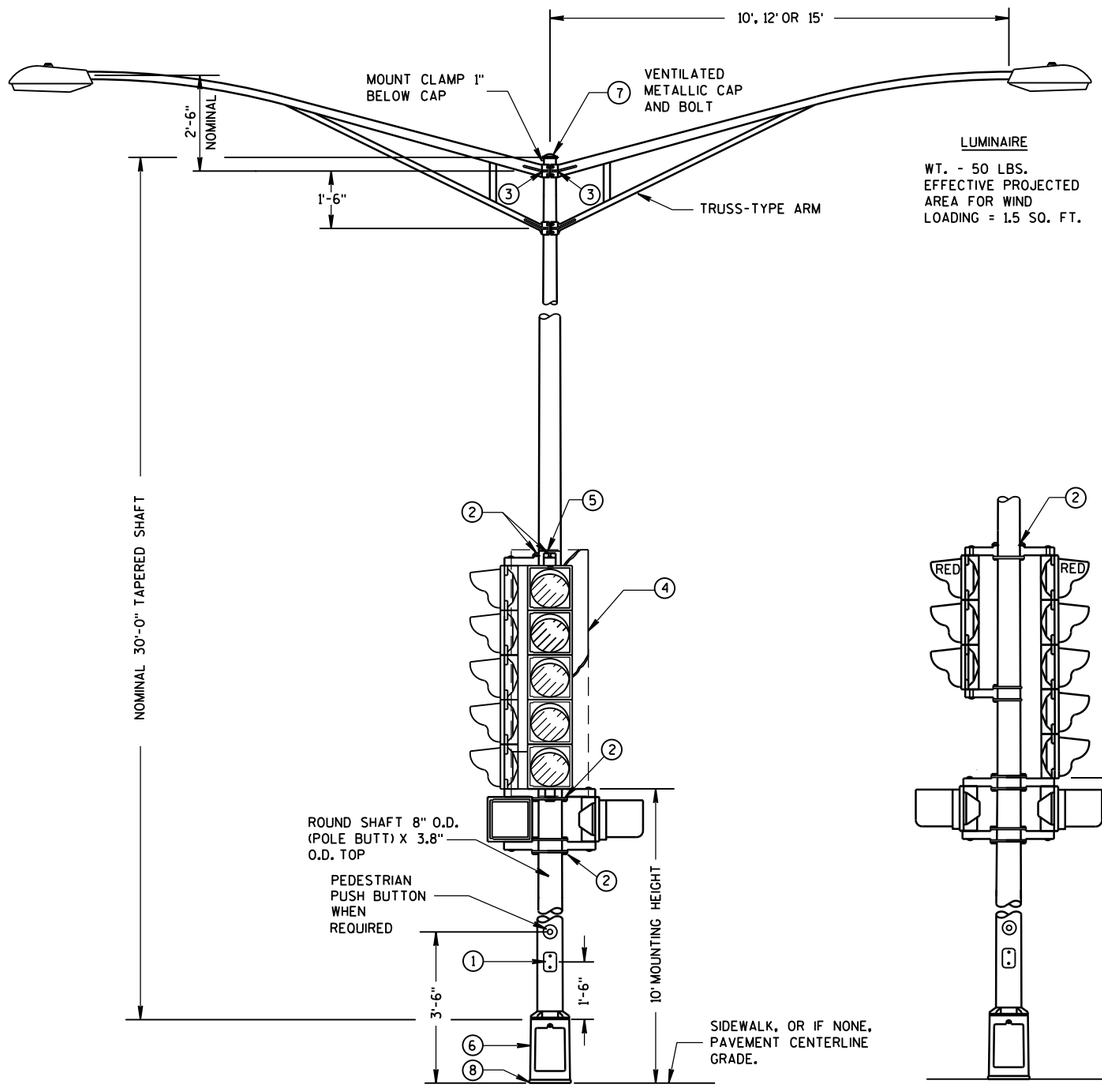
S.D.D. 9 D 2-3

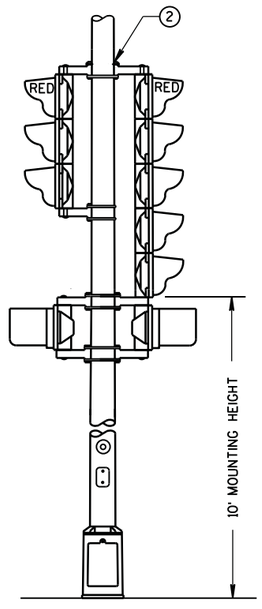




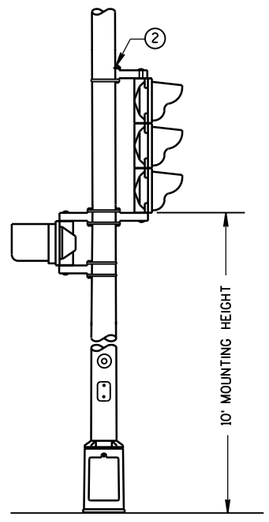
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

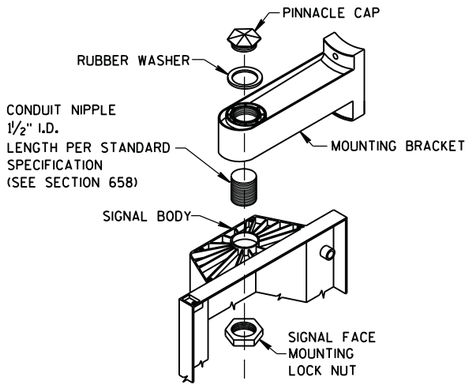


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



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.

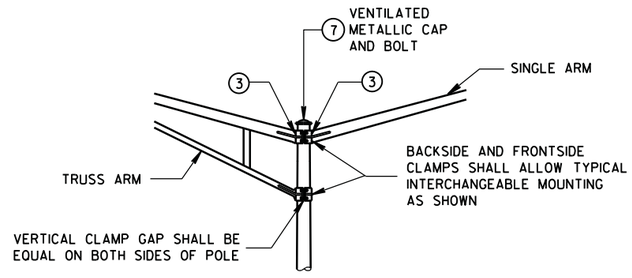
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(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 TRANSPOI

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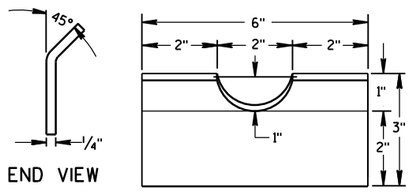
S.D.D. 9 E 1-13c

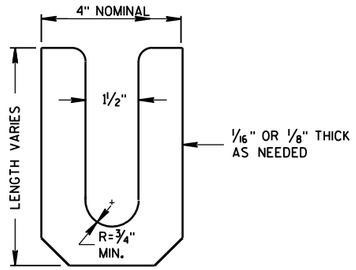


END VIEW

FRONT VIEW

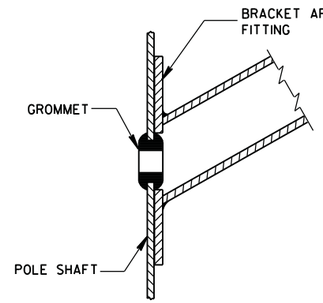
RECTANGULAR CLAMP SHIM

(4 TO A SET)

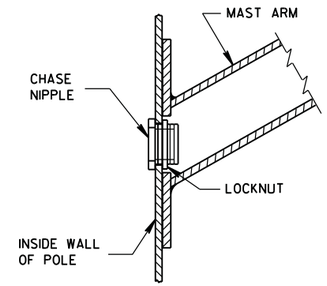


LEVELING SHIM (15)

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".

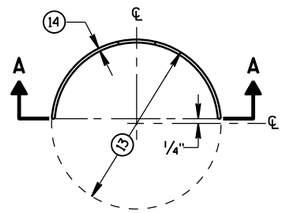
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

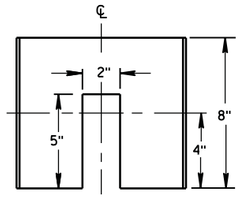
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



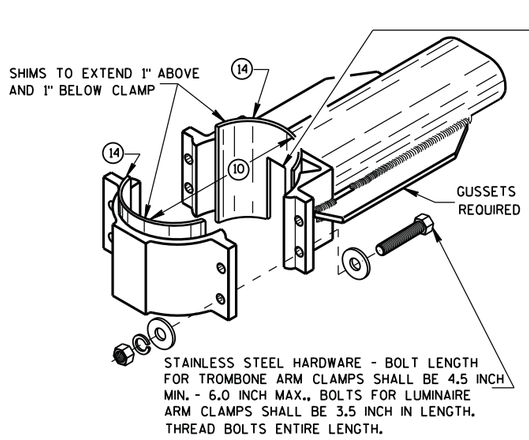
PLAN VIEW



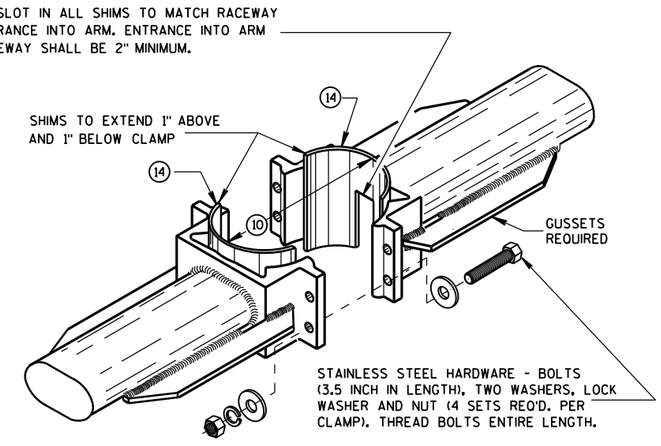
SECTION A-A

CIRCULAR CLAMP SHIM

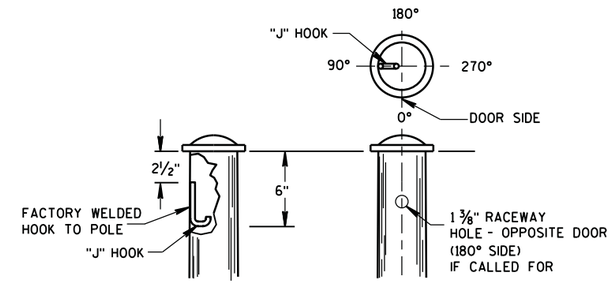
(2 TO A SET)



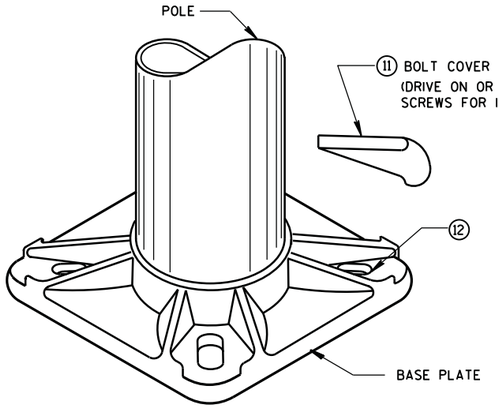
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



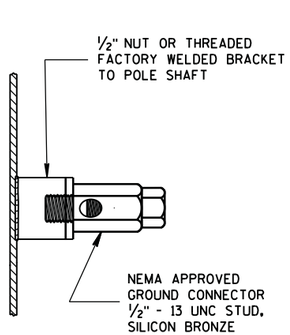
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

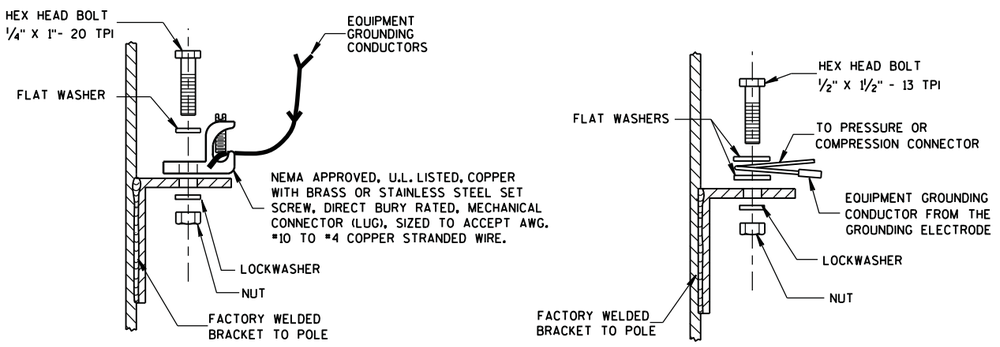


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

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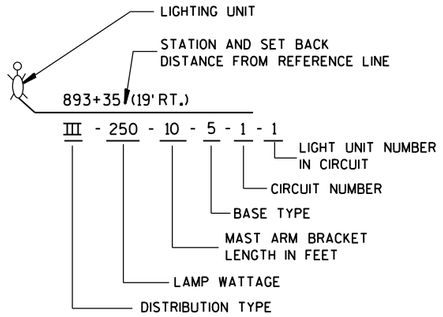
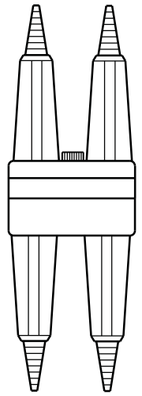
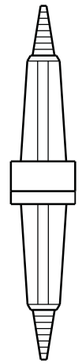


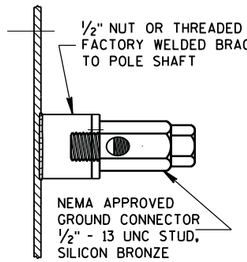
LIGHTING UNIT CODE
(TYPICAL)

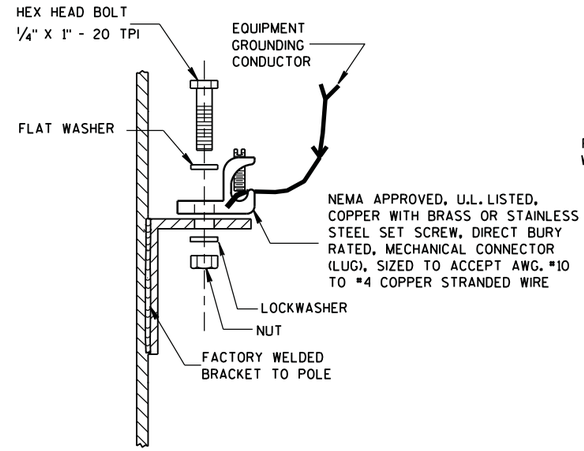


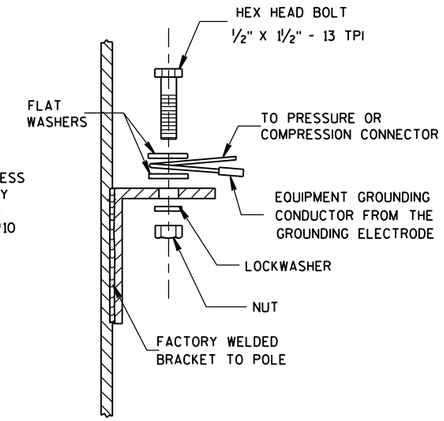
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



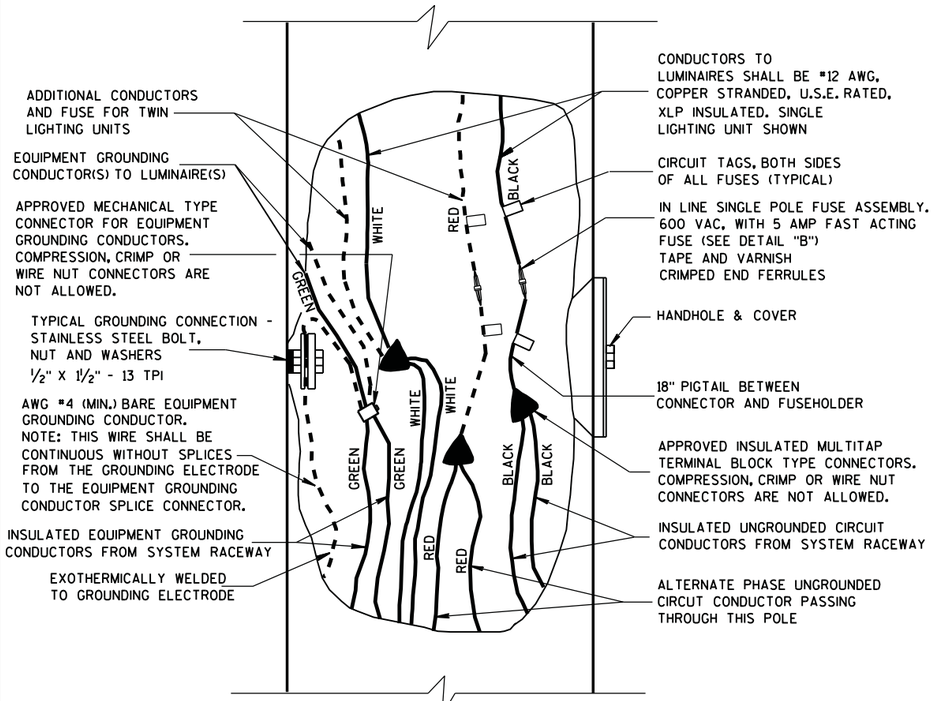
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



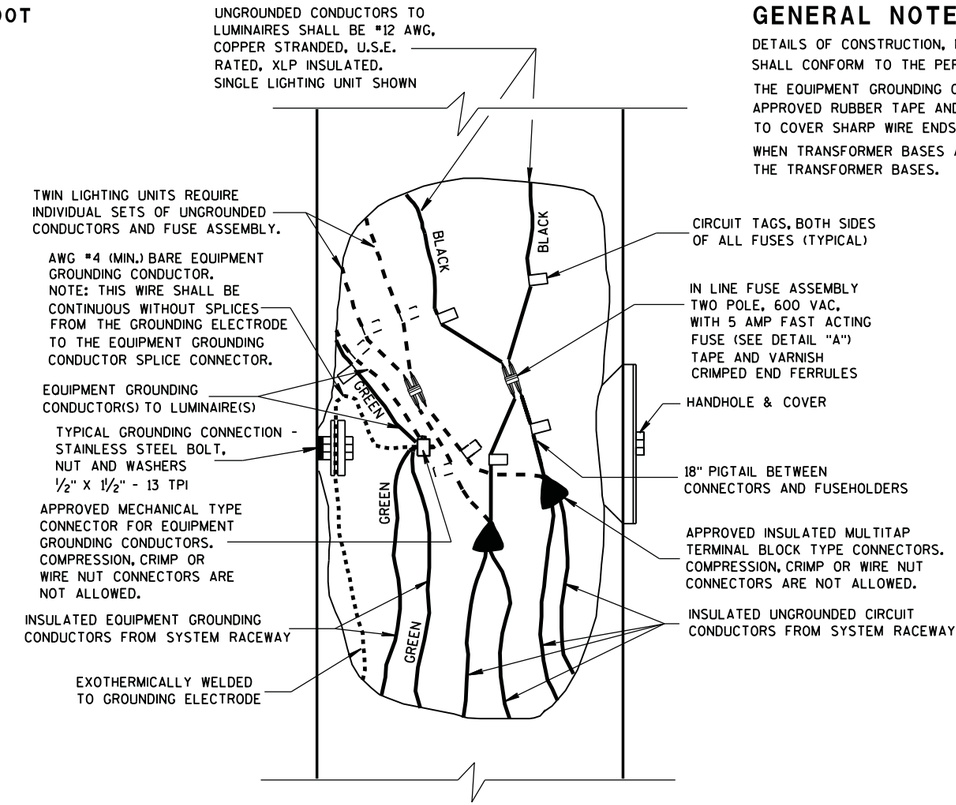




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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

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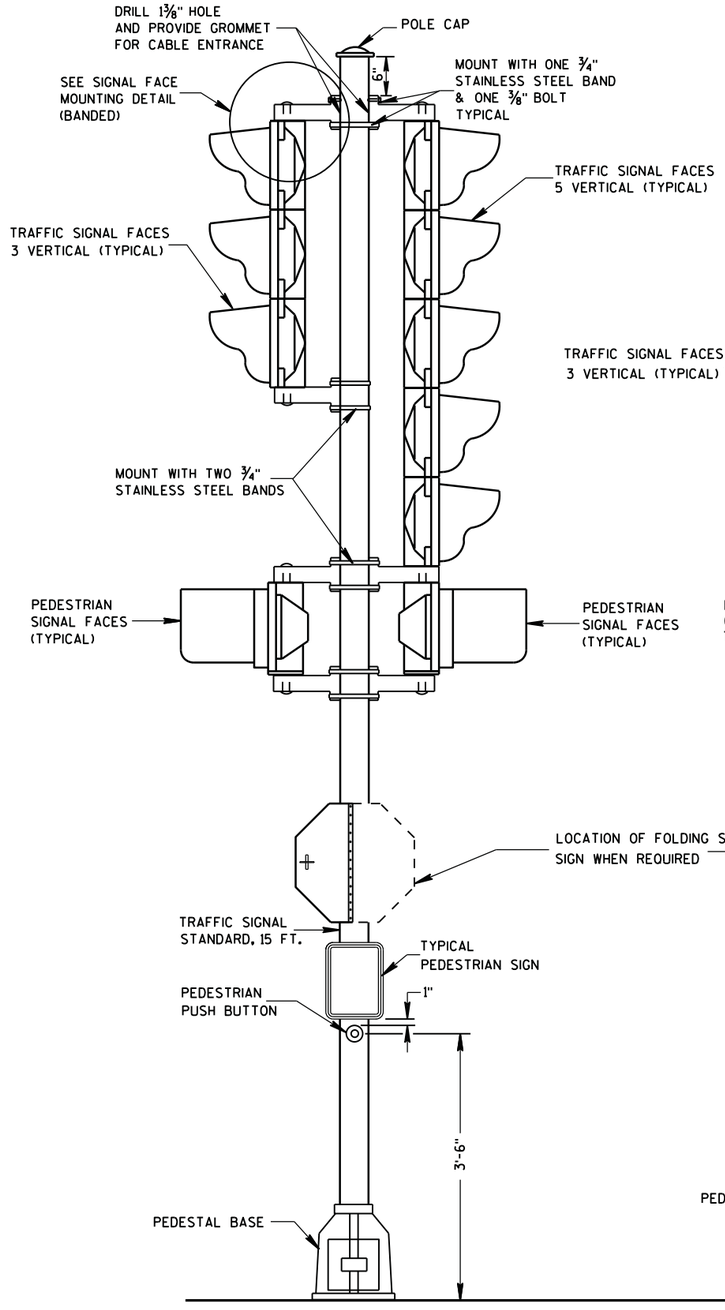
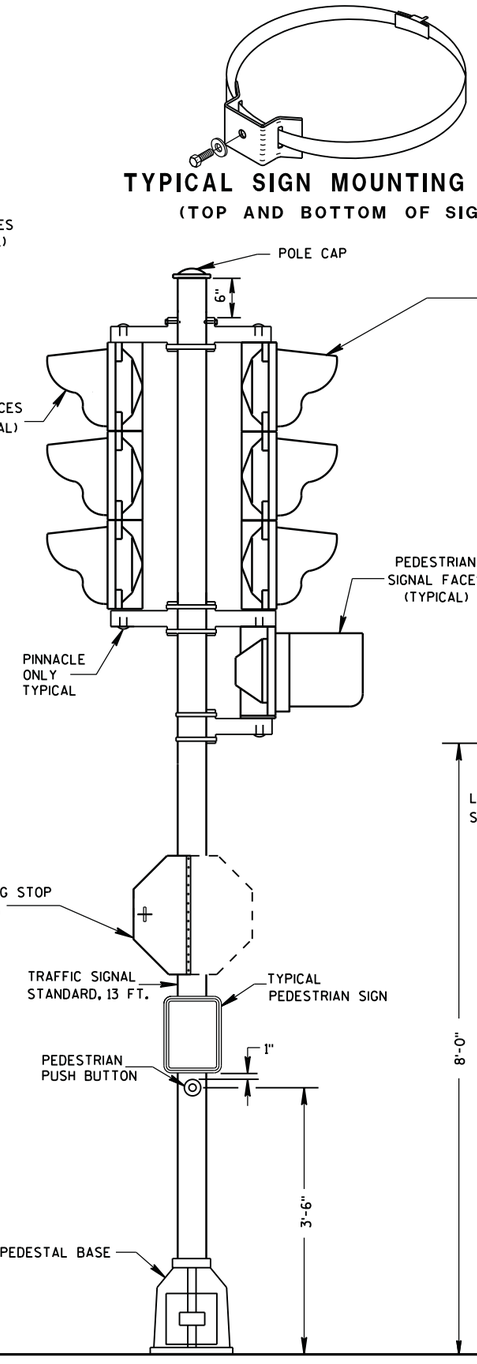
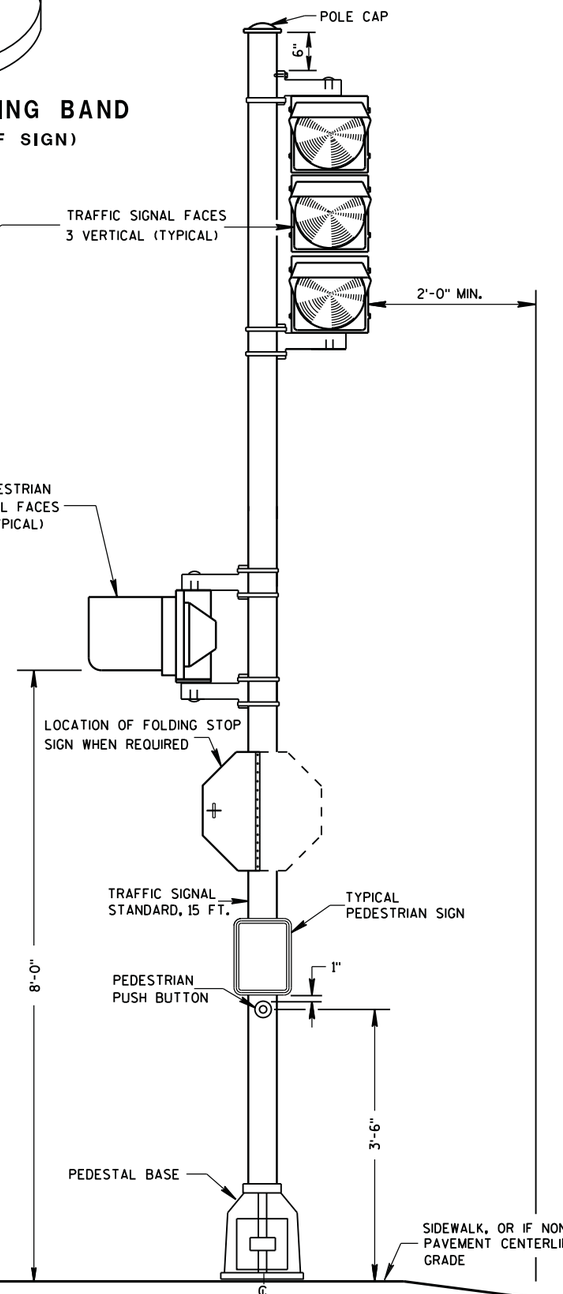


TRAFFIC SIGNAL STANDARD-15 FT.



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.

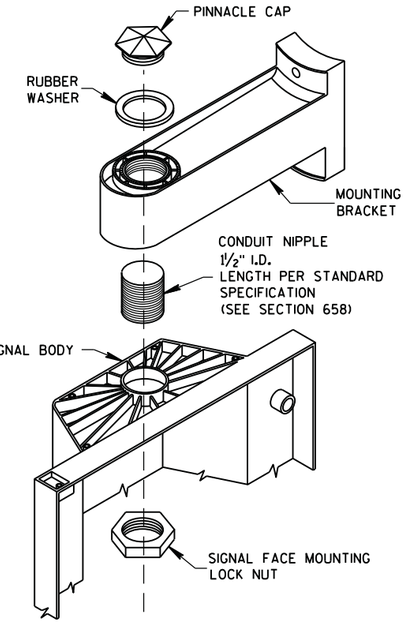
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.

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30'-0" MAX.

8'-0" *

15'-0" MAX.

SEE ARM CONNECTION DETAIL

SIGN 18" X 108"

**

* 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.

25'-6" MAXIMUM MOUNTING HEIGHT

17'-6" MINIMUM MOUNTING HEIGHT

ROADWAY PAVEMENT

R4-7
24" x 30"

19'-0"

10'-0"

3'-6"

POLE: (.14"/FT. TAPER)
1 PIECE (NO WELDED POLE SECTIONS)
POLE BUTT DIA. = 11.50"

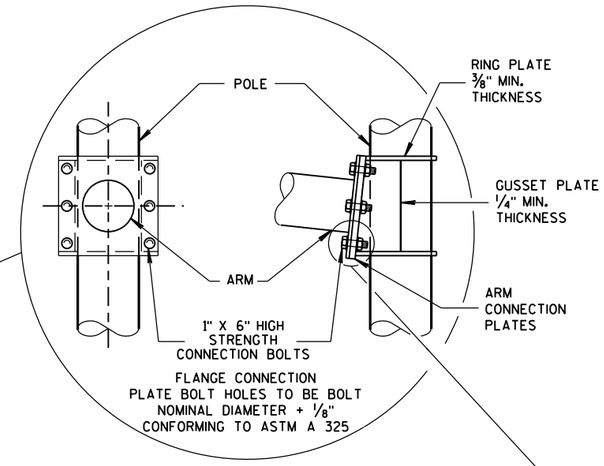
PEDESTRIAN PUSH BUTTON

TYPICAL PEDESTRIAN SIGN

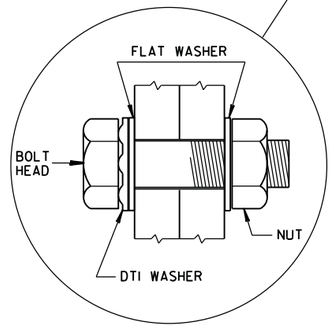
ANCHOR RODS:
FY=55 KSI
ASTM F1554 GR 55
ROD CIRCLE = 15"
ANCHOR ROD DIAM. 1½"
GALVANIZED. (6 ANCHOR RODS)

MAXIMUM BASE PLATE THICKNESS = 2½"

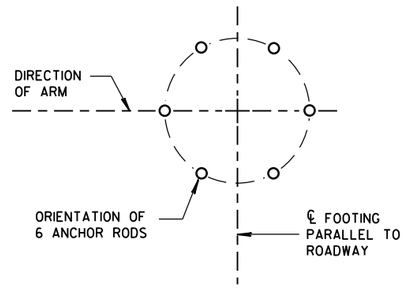
FOLDING STOP SIGN
30" x 30"



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	
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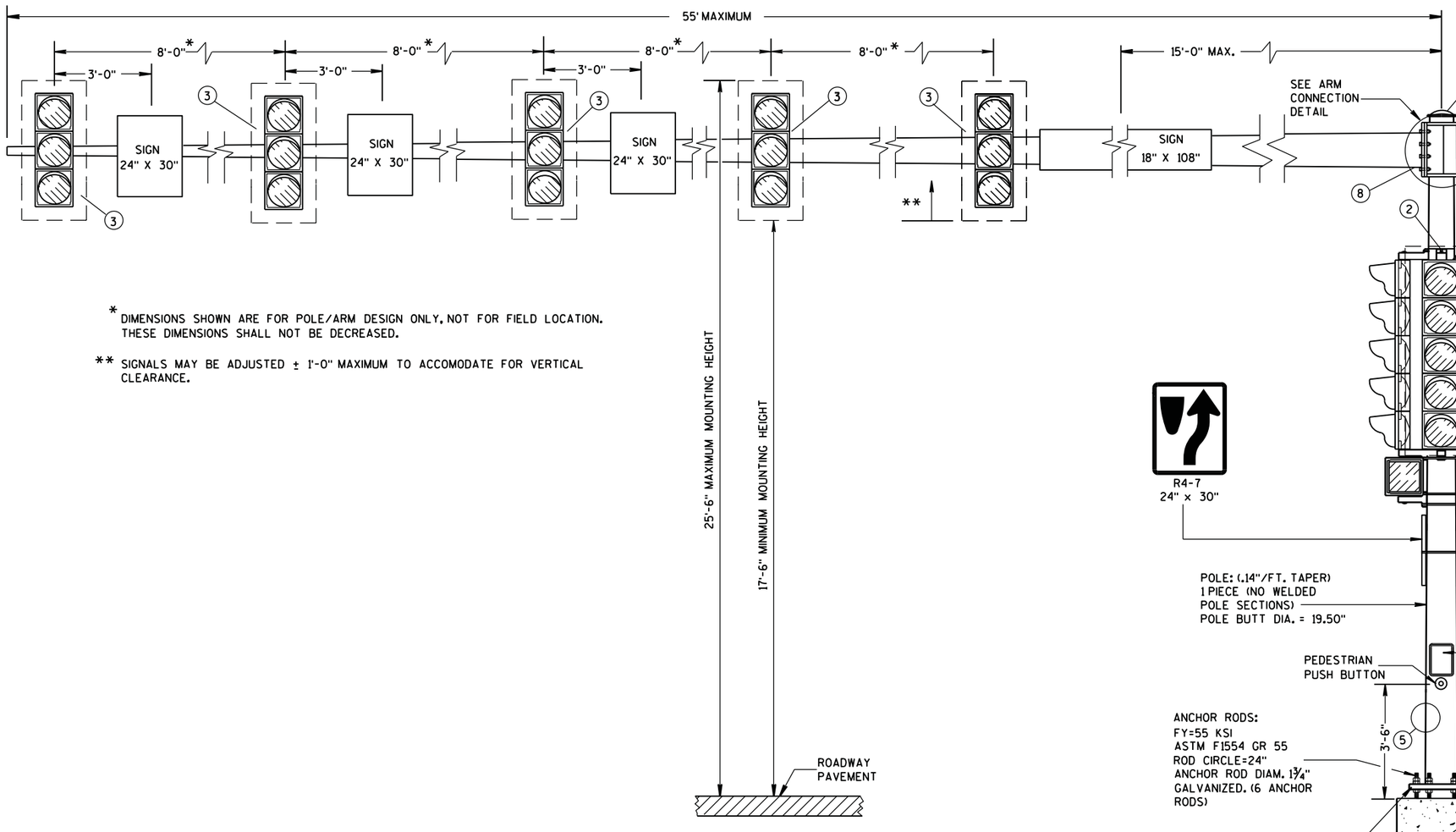
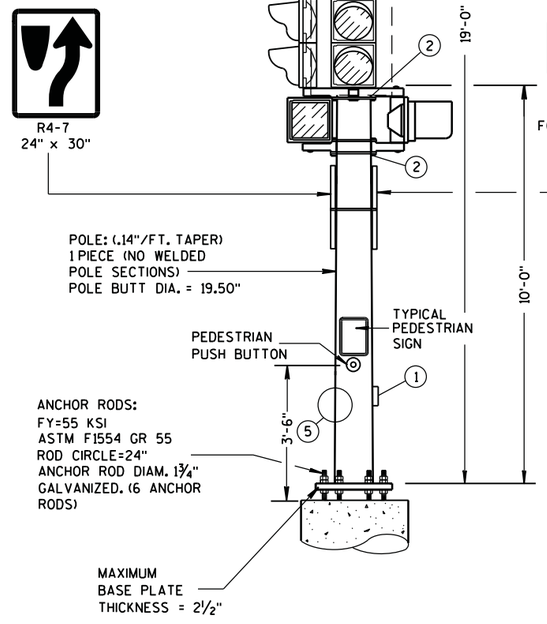
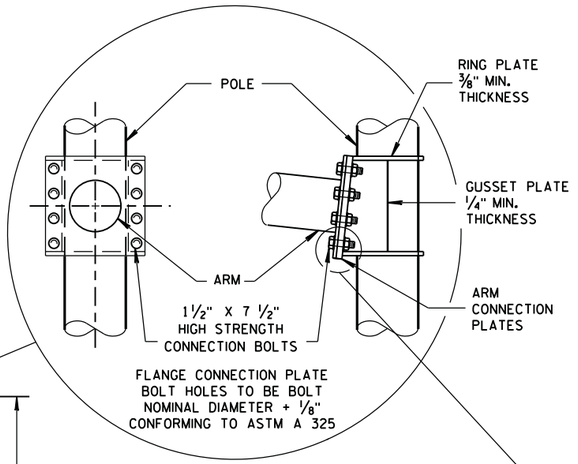


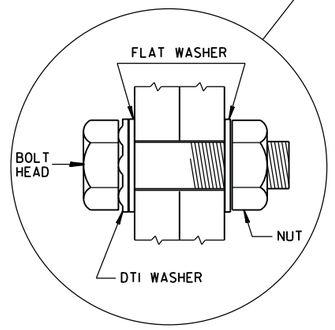
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

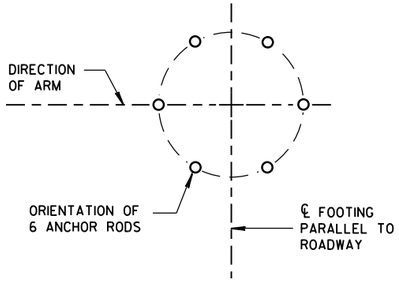




8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE
35' - 55' MONOTUBE ARM

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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.

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.

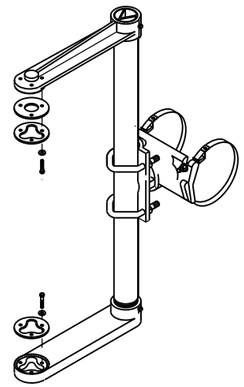
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

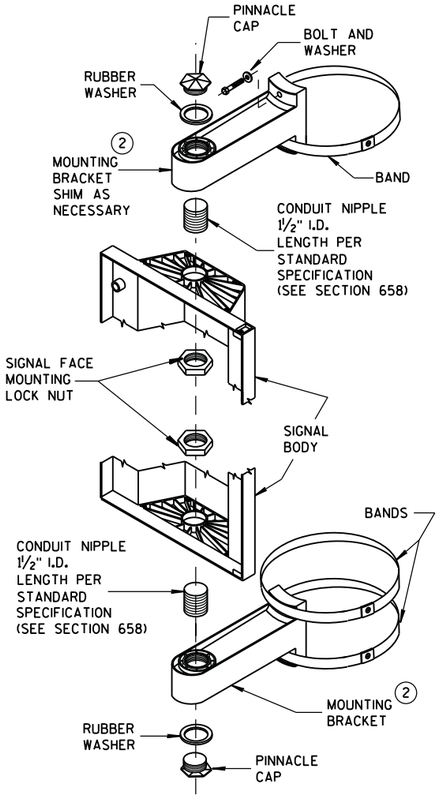
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

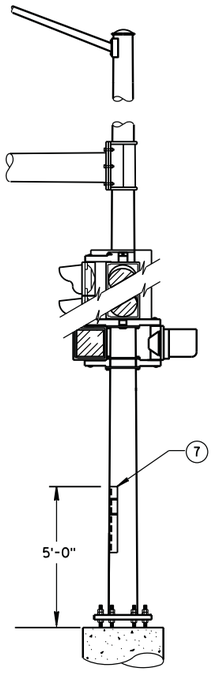


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

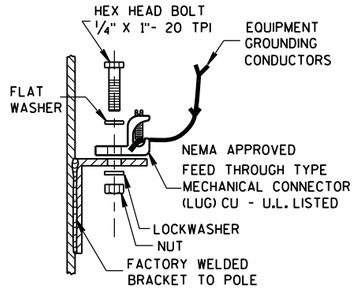
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

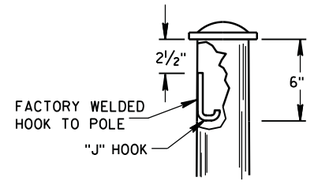


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



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

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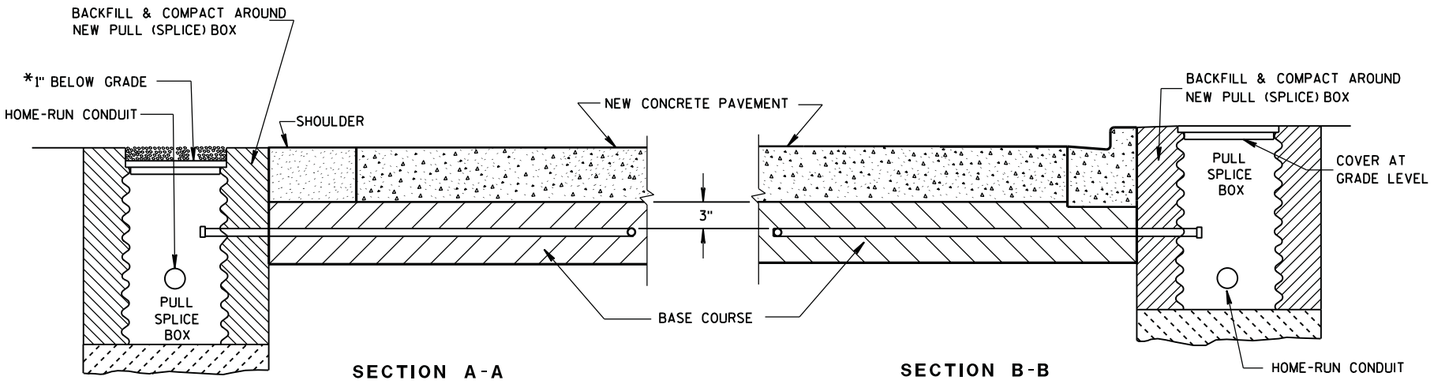


SECTION A-A
NO CURB & GUTTER

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

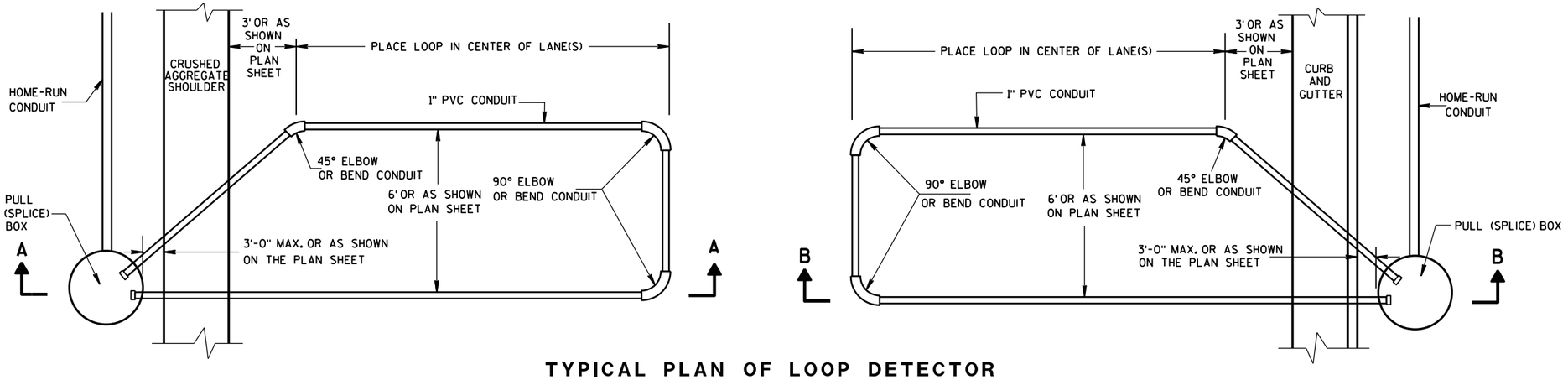
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT 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 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

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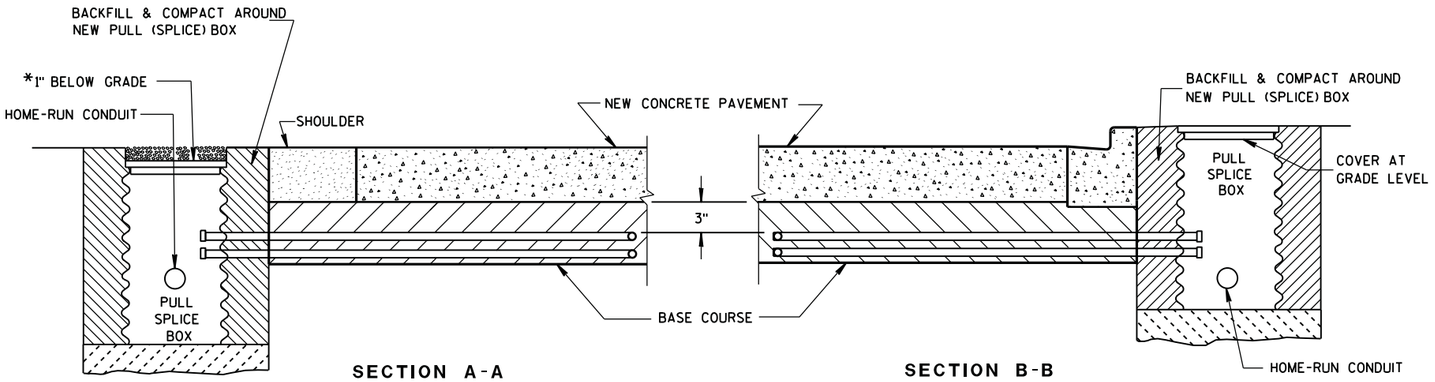
S.D.D. 9 F 15-4a



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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

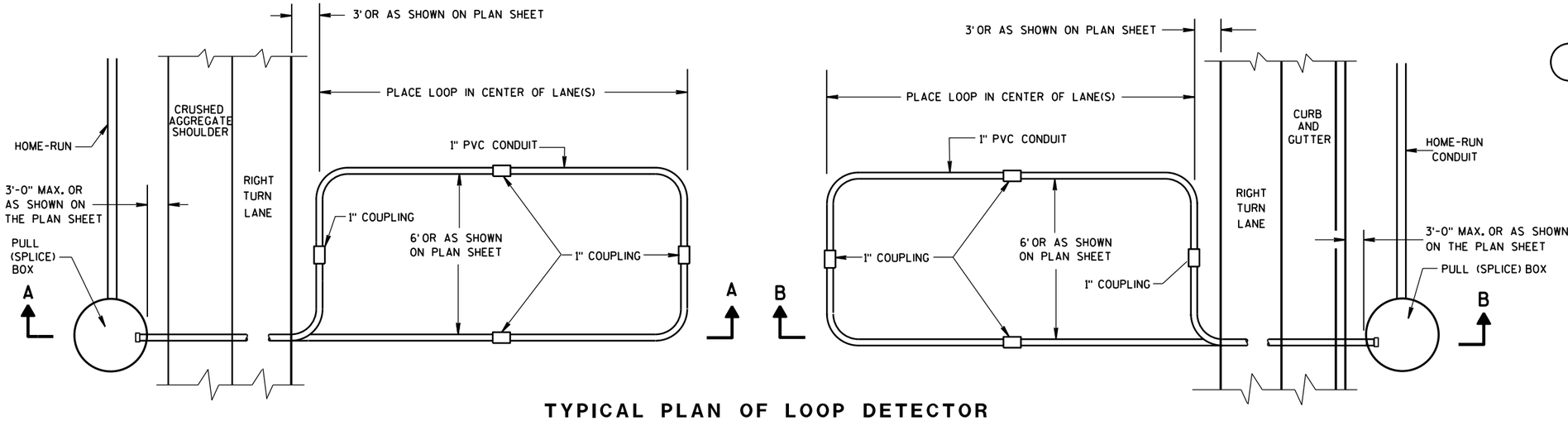
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

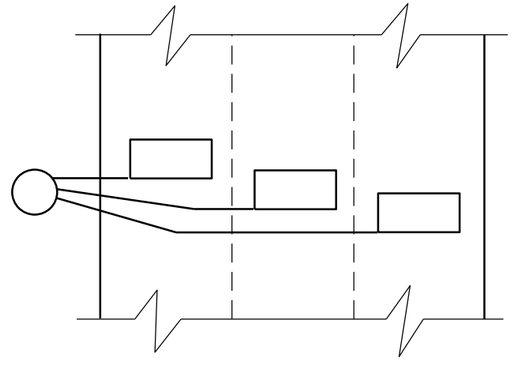
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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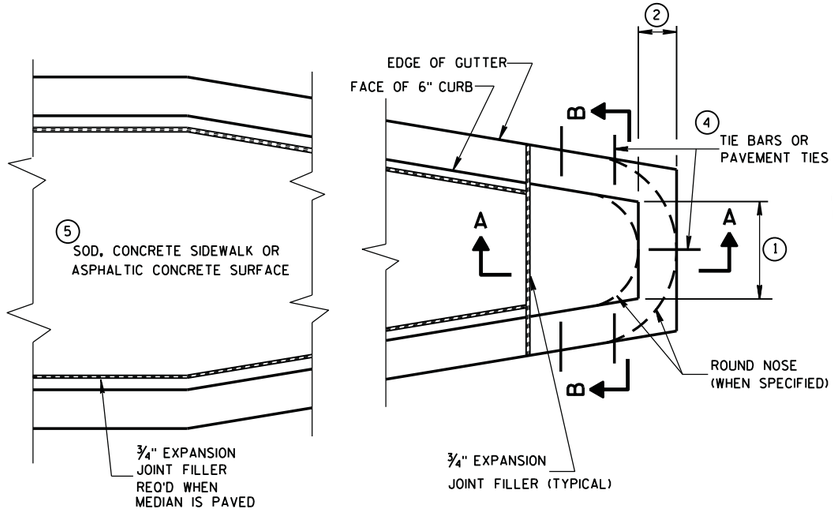
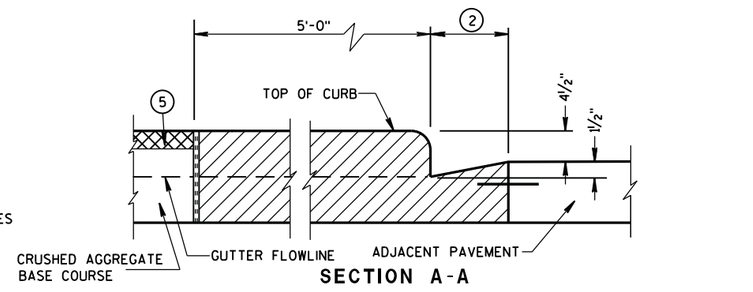
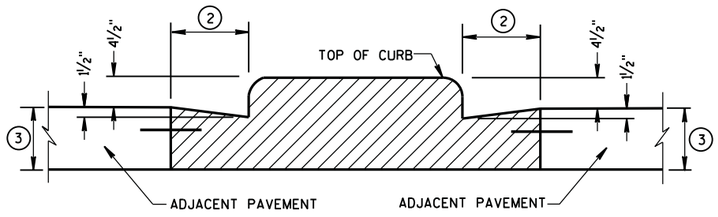
S.D.D. 9 F 15-4b







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.

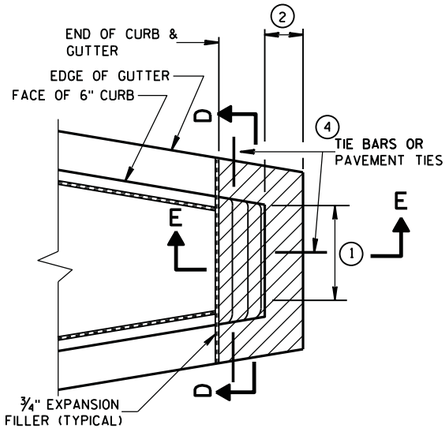
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

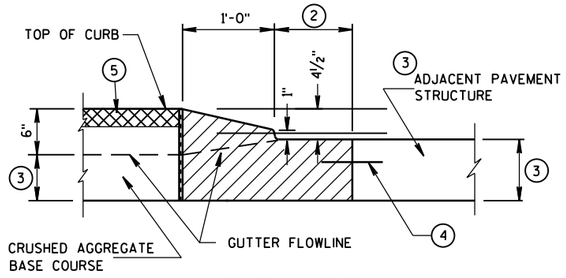
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

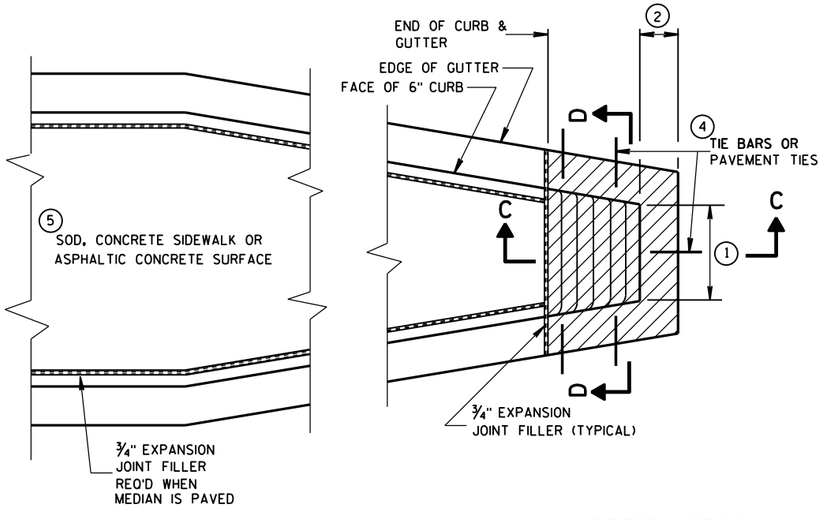
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



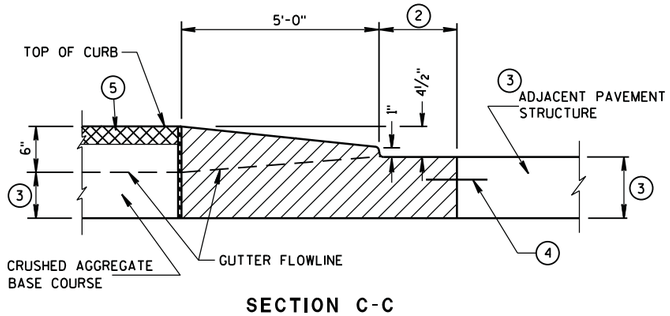


SECTION E-E

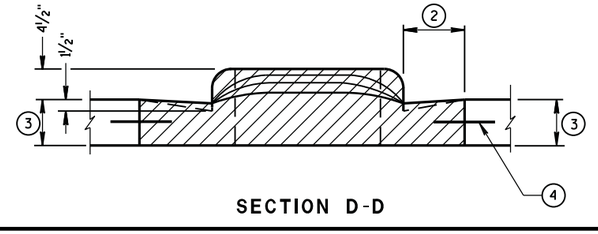
CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION C-C



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

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S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2

GENERAL NOTES

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

(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.

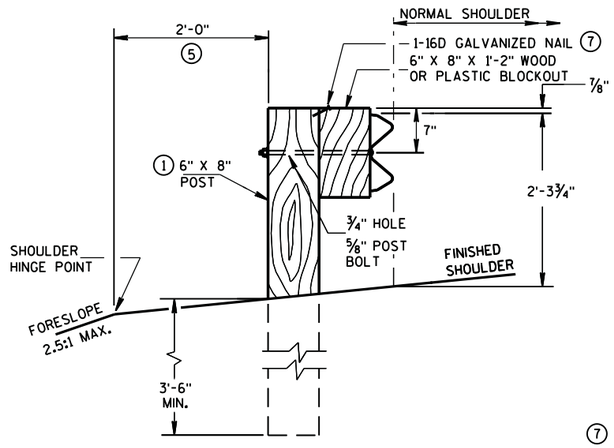
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(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.

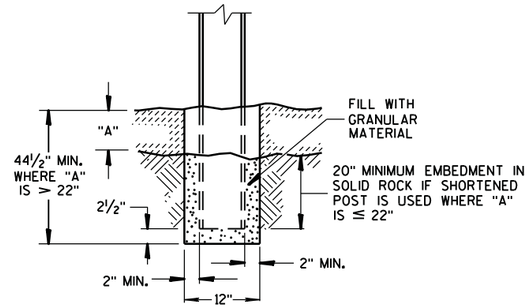
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

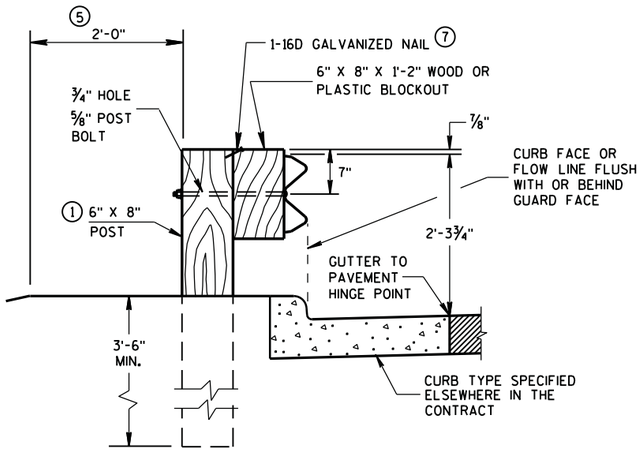
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



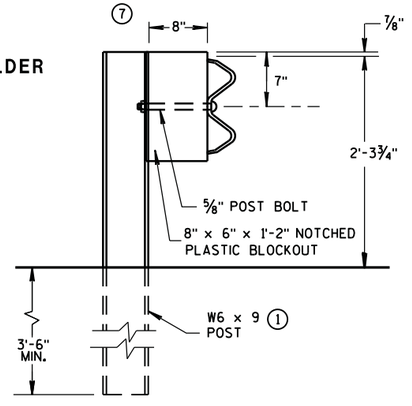
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



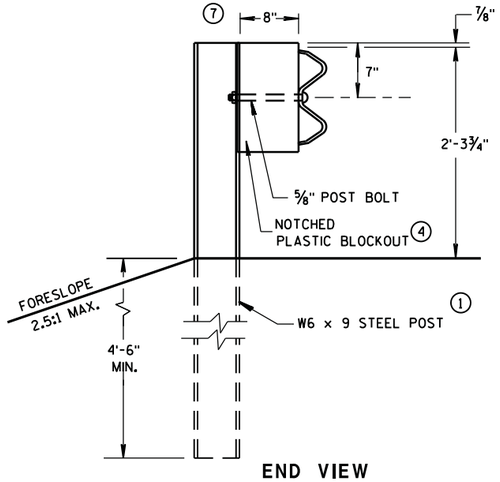
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



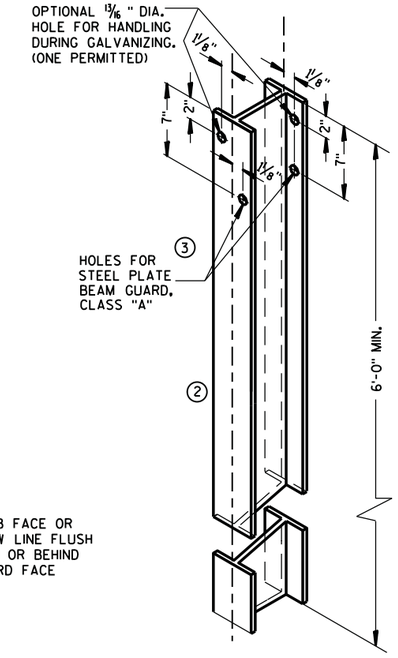
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION

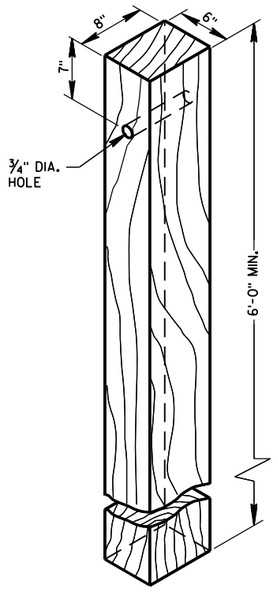


END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

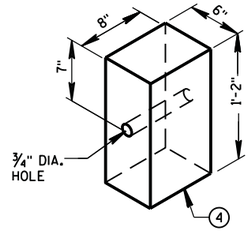


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

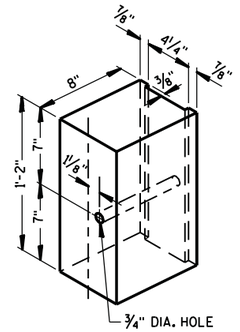
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



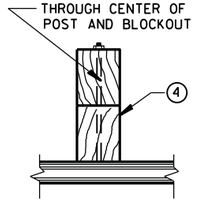
WOOD POST
(6"X8") NOMINAL



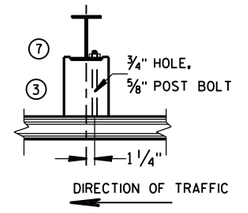
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



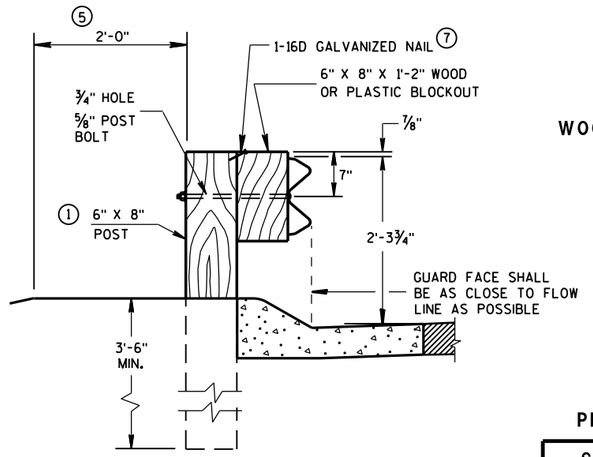
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 200

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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S.D.D. 14 B 15-8a

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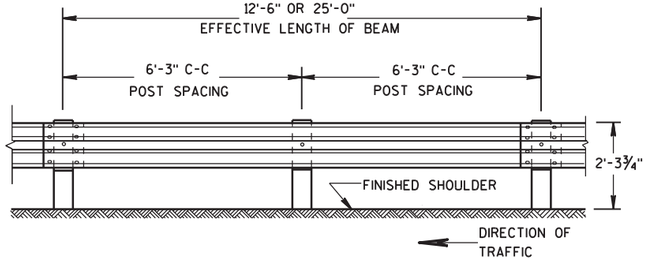
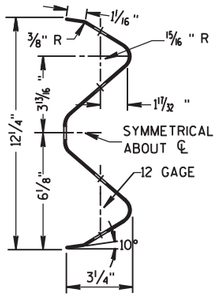
S.D.D. 14 B 15-8a

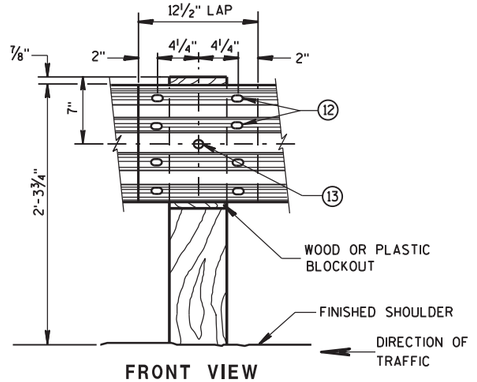


FRONT VIEW

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.

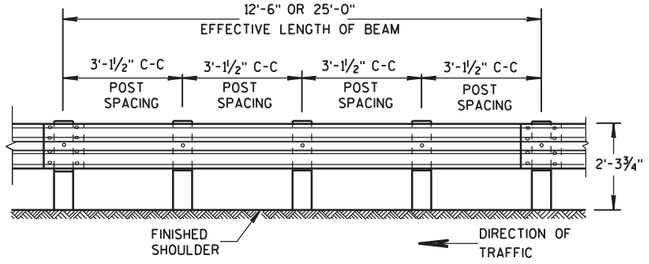
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(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.

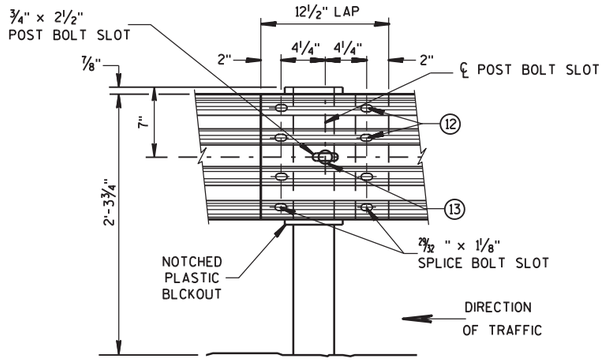
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

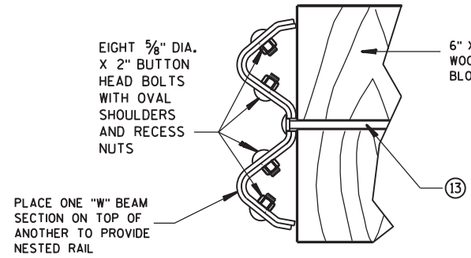
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

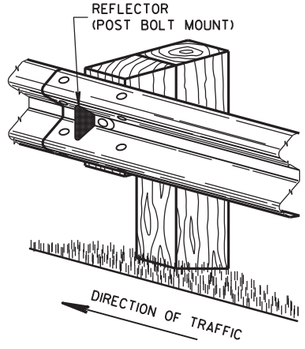


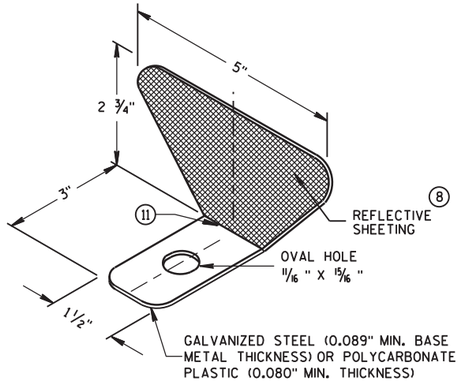
NESTED W BEAM (NW)

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'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 201

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S.D.D. 14 B 15-8b

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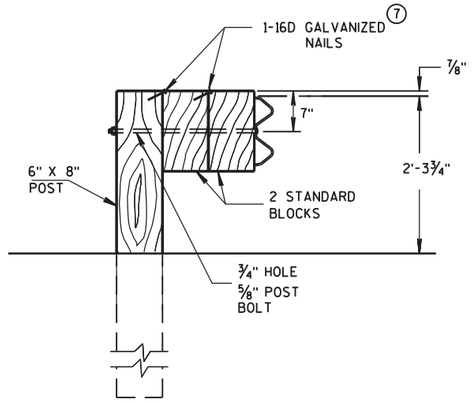
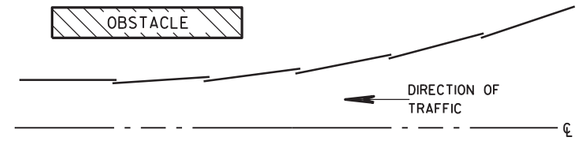
S.D.D. 14 B 15-8b

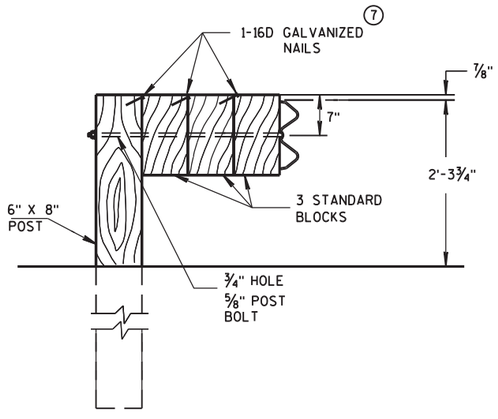


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

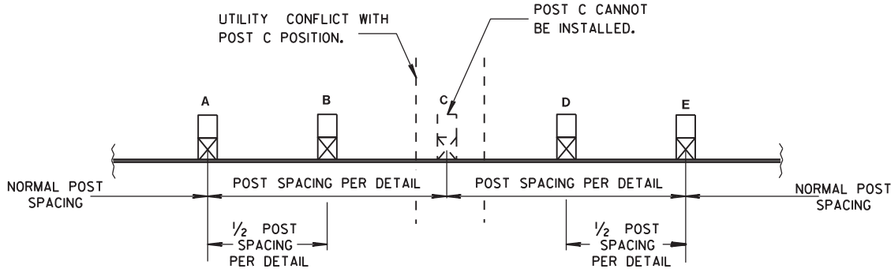


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

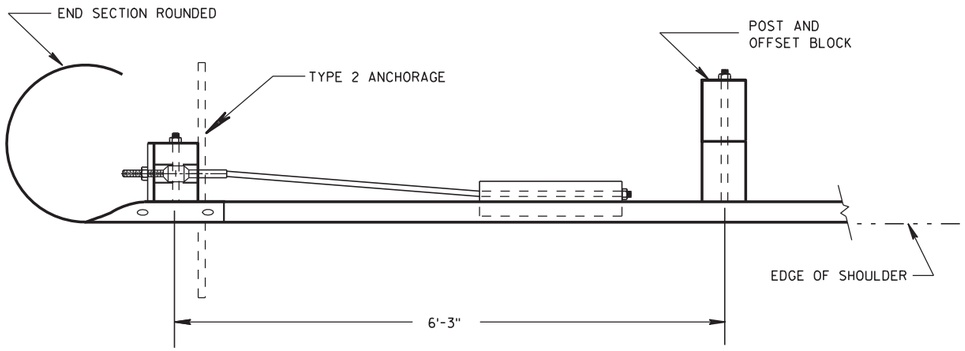
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

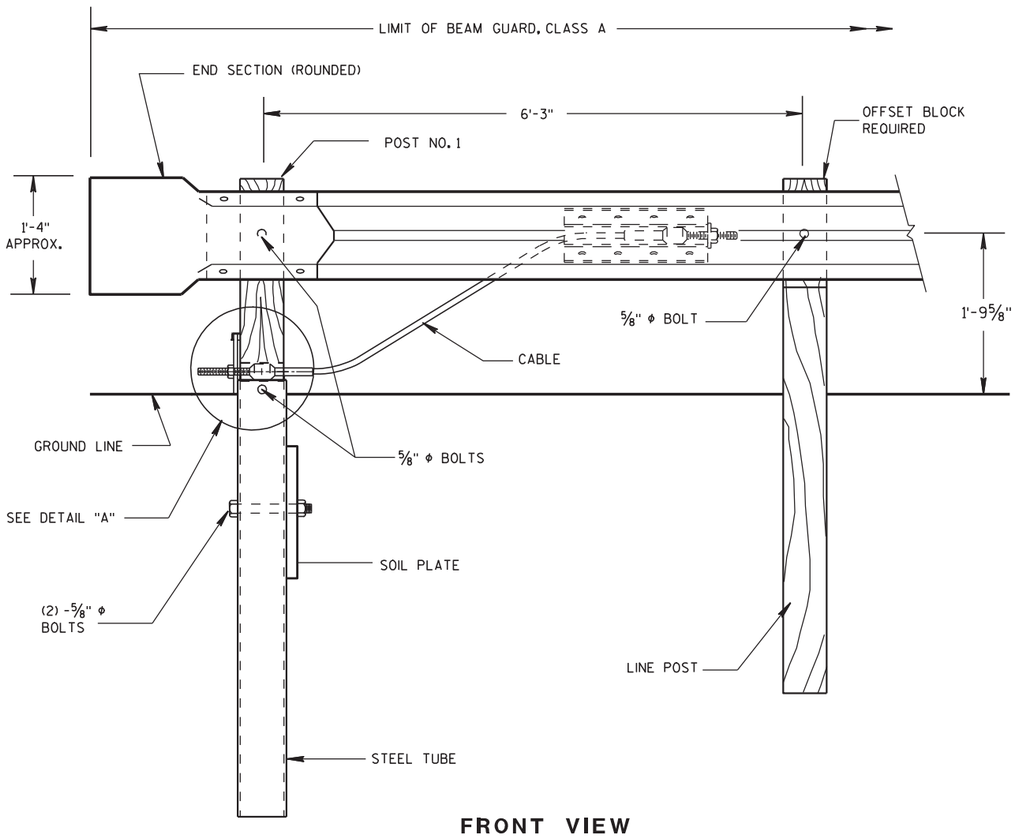
S.D.D. 14 B 15-8c

6

S.D.D. 14 B 15-8c



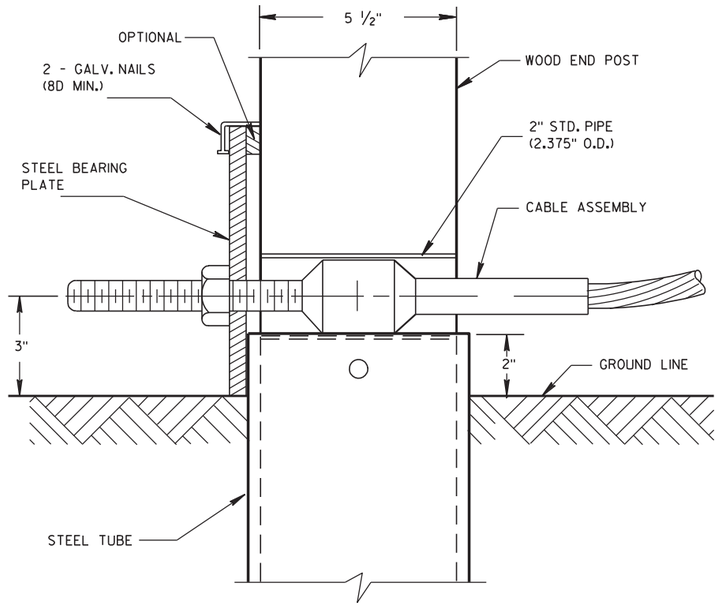
PLAN VIEW



FRONT VIEW

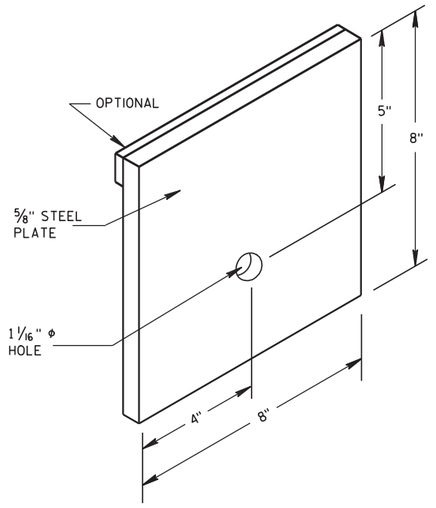
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



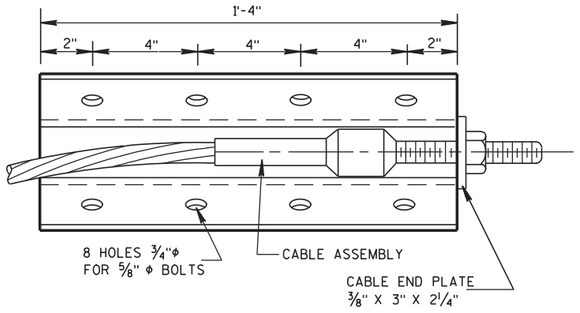
STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

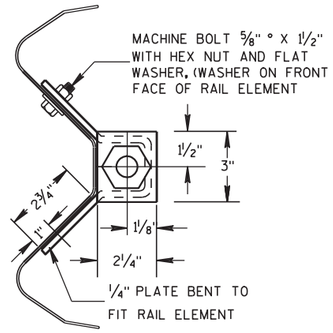
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 16-4a

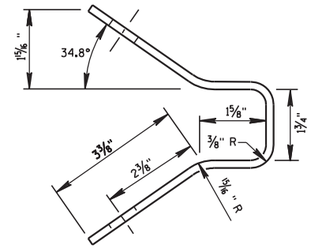


FRONT VIEW

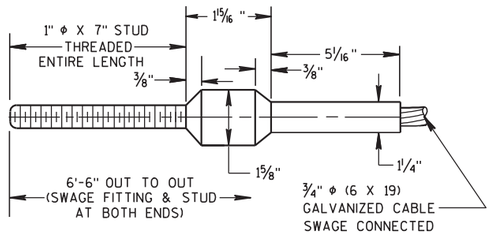


END VIEW

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)

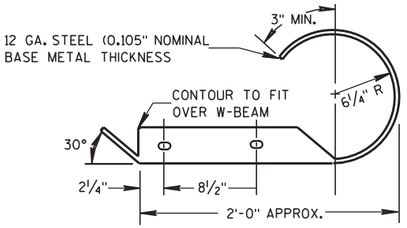
GENERAL NOTES

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.

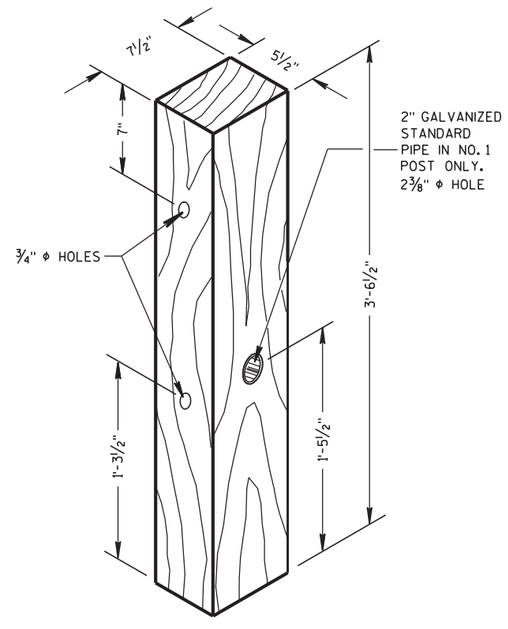
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

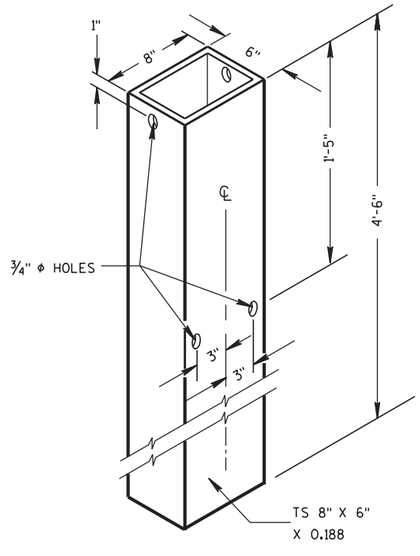
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

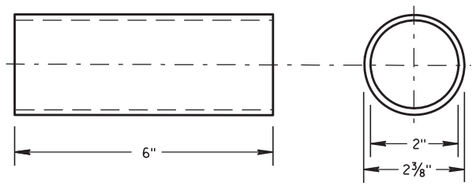


WOOD BREAKAWAY POST



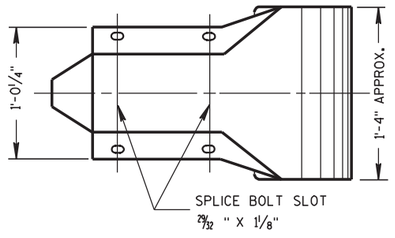
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

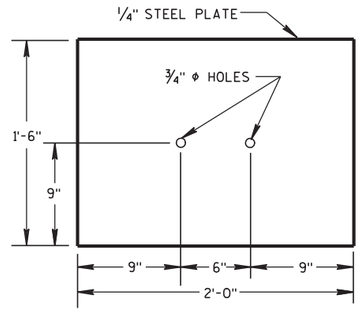


BREAKAWAY TERMINAL POST SLEEVE

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

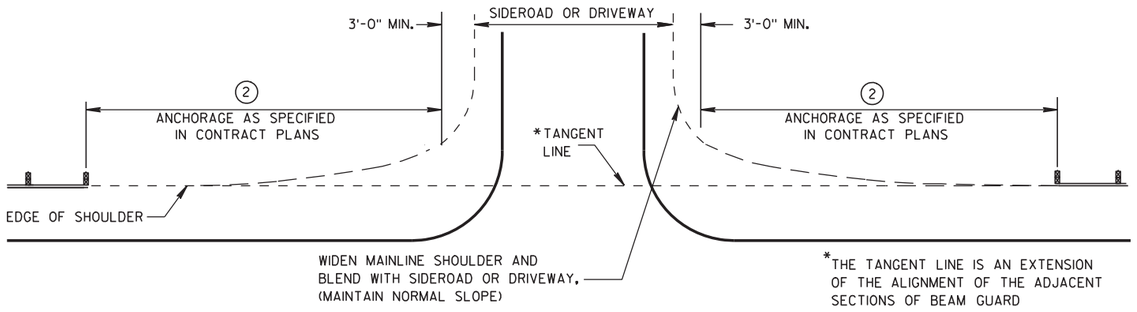
APPROVED
8/21/2007 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
204
ENT
FHWA

6

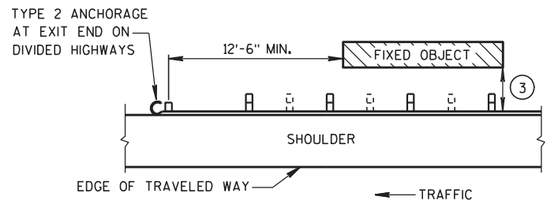
S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH 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.

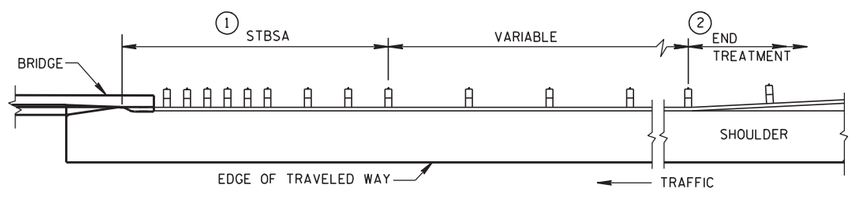
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

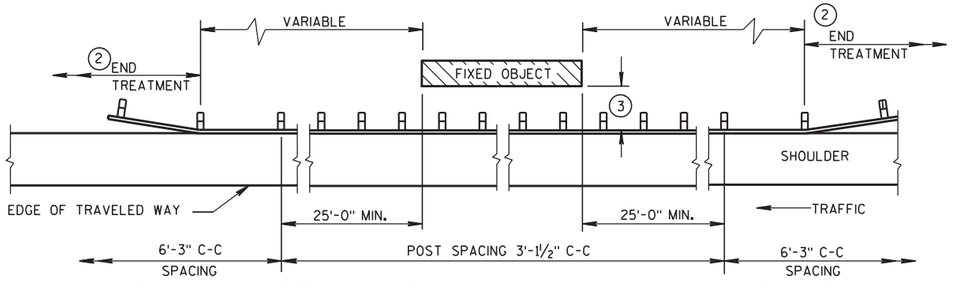
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

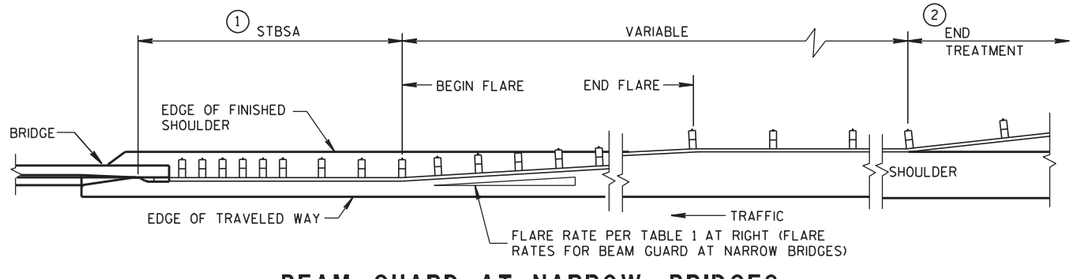


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

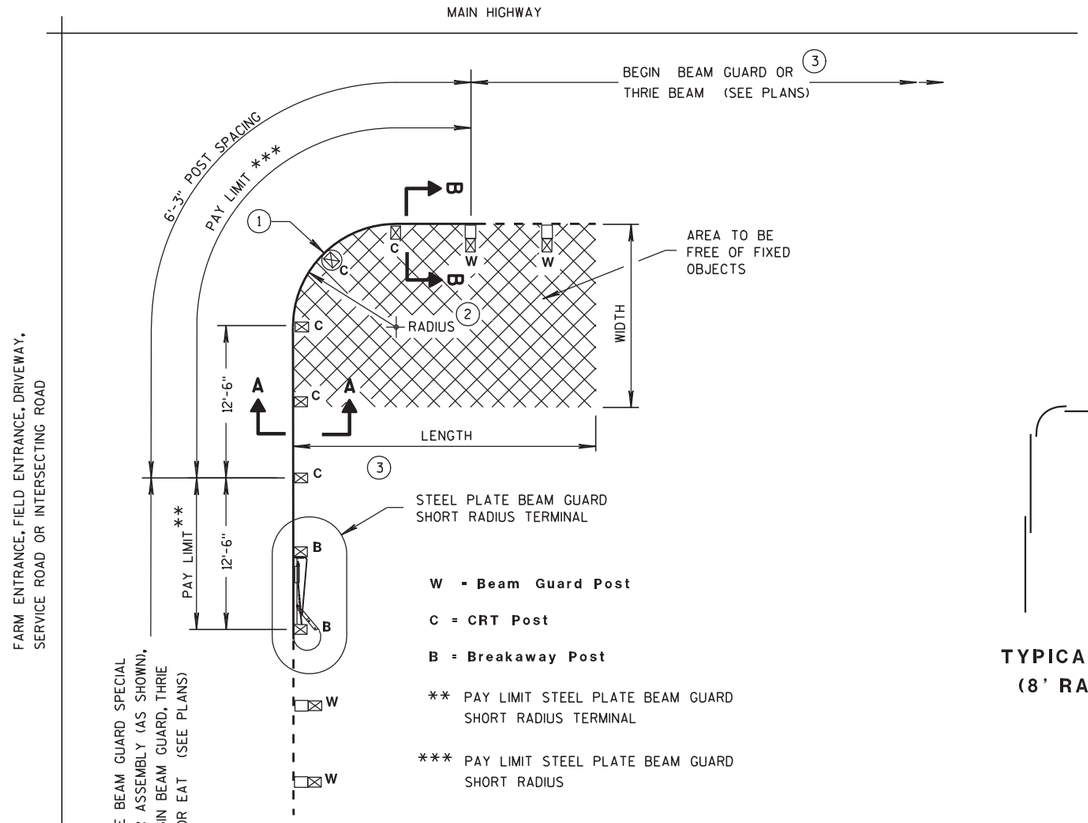
STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

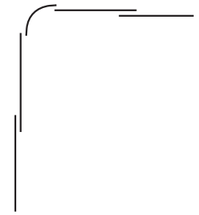
APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 18-6a



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

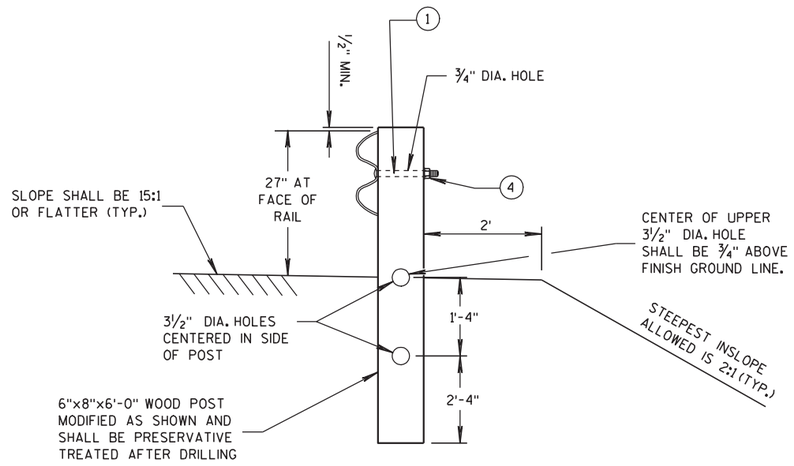
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

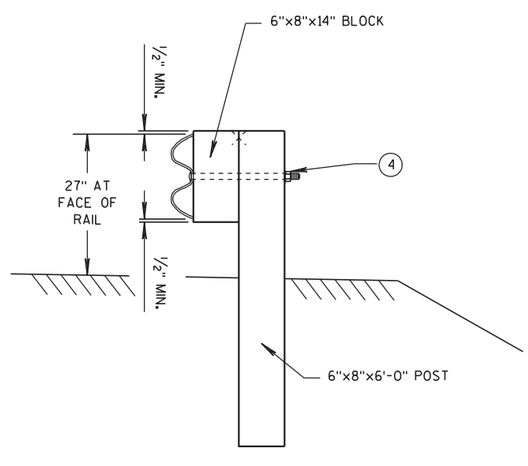
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	* NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	206

6

S.D.D. 14 B 27-1a

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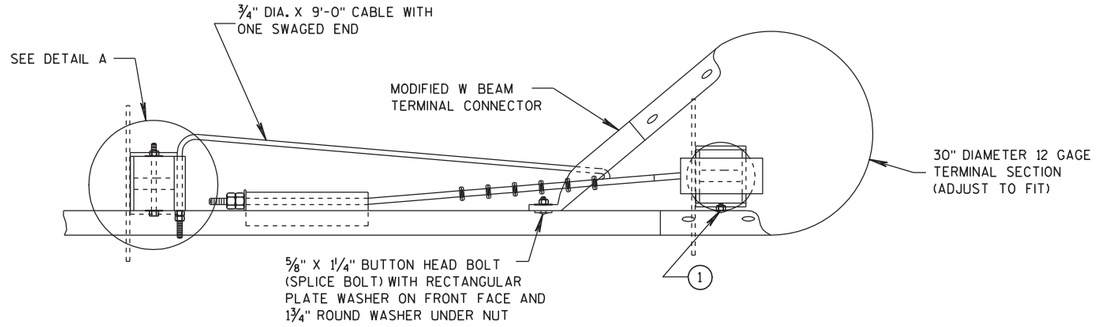
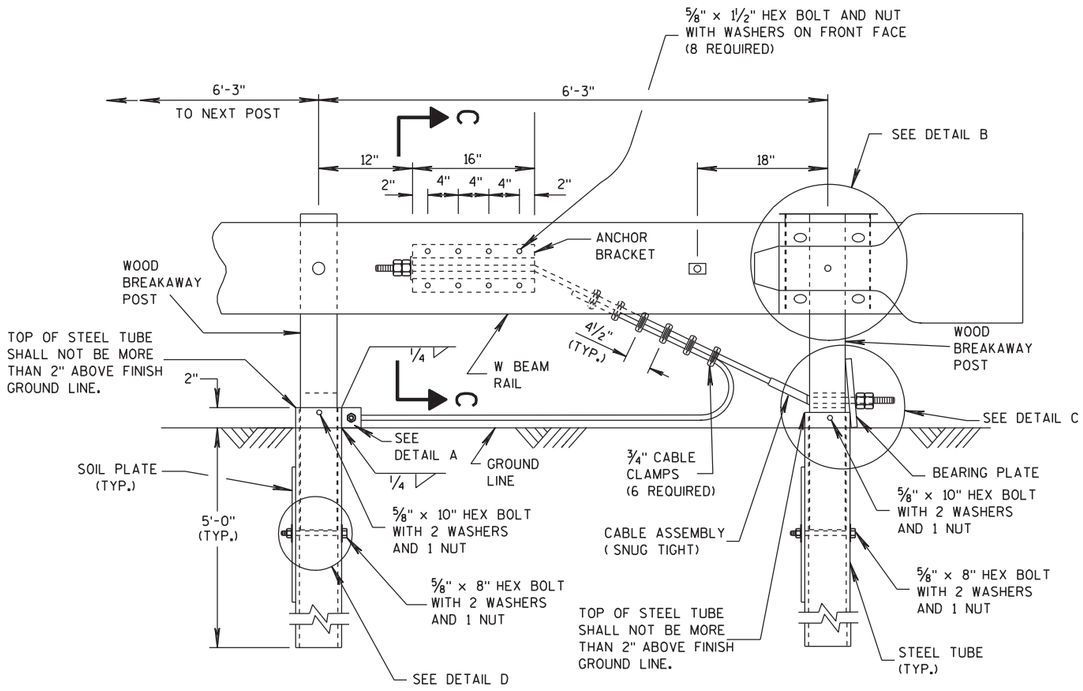
S.D.D. 14 B 27-1a



PLAN VIEW



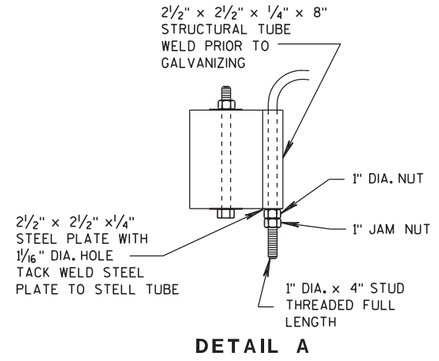
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

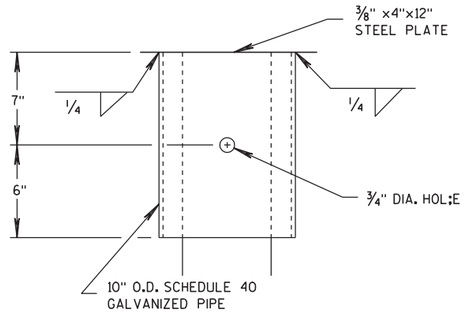
GENERAL NOTES

1. ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 27-1b

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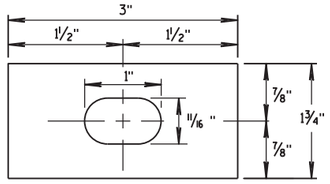
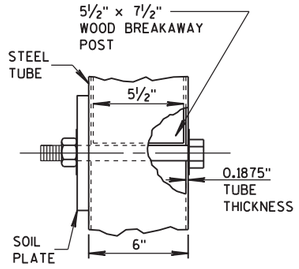
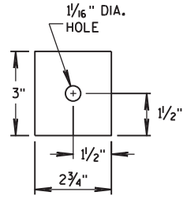
S.D.D. 14 B 27-1b



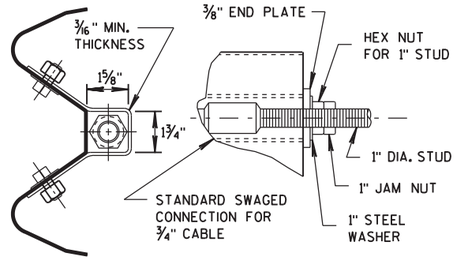
RECTANGULAR PLATE WASHER



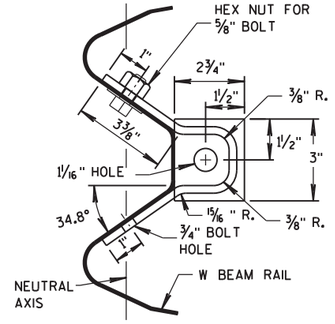
DETAIL D



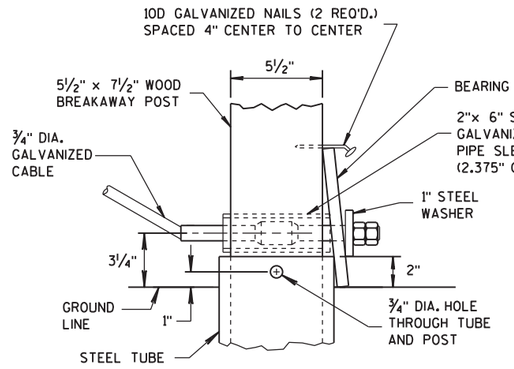
END PLATE



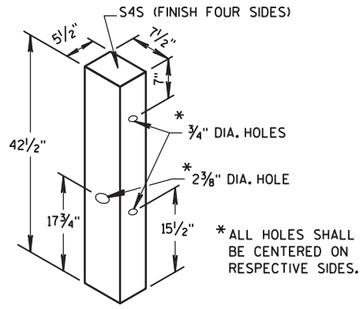
SECTION C-C
(END PLATE REMOVED)



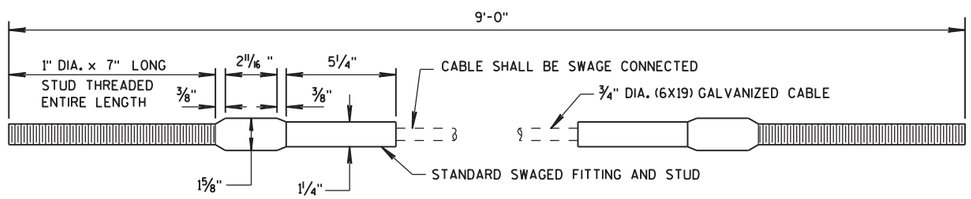
ANCHOR BRACKET



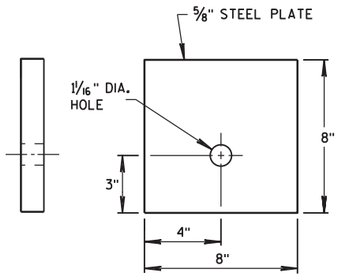
DETAIL C



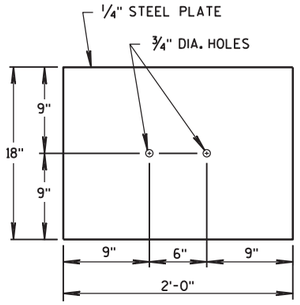
WOOD BREAKAWAY POST



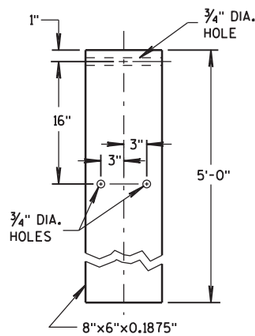
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

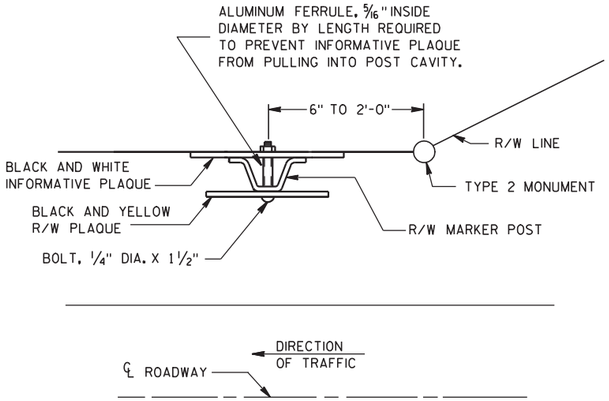
APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

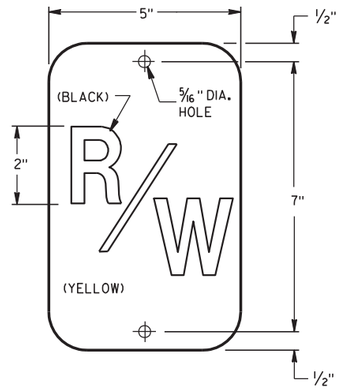
S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c

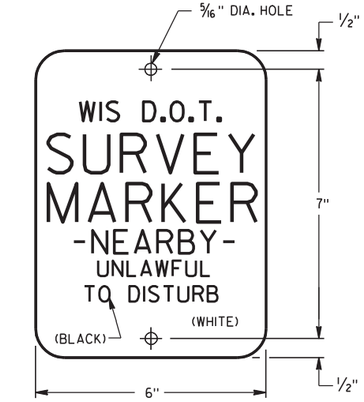


PLAN VIEW



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

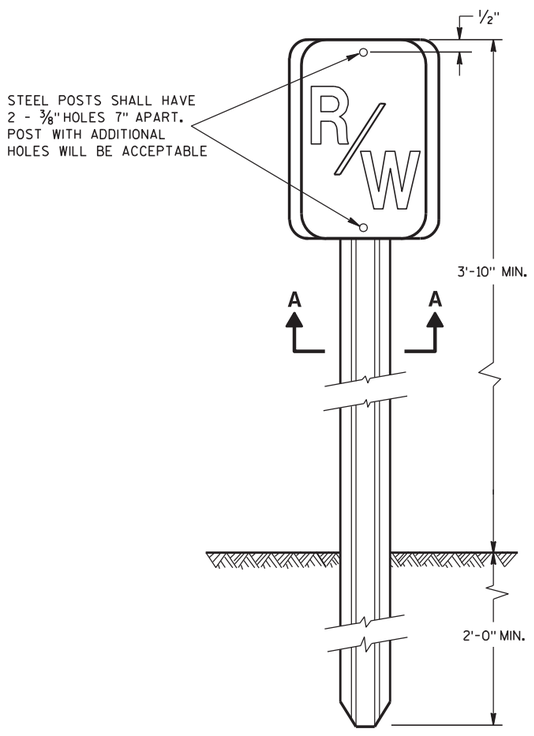
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

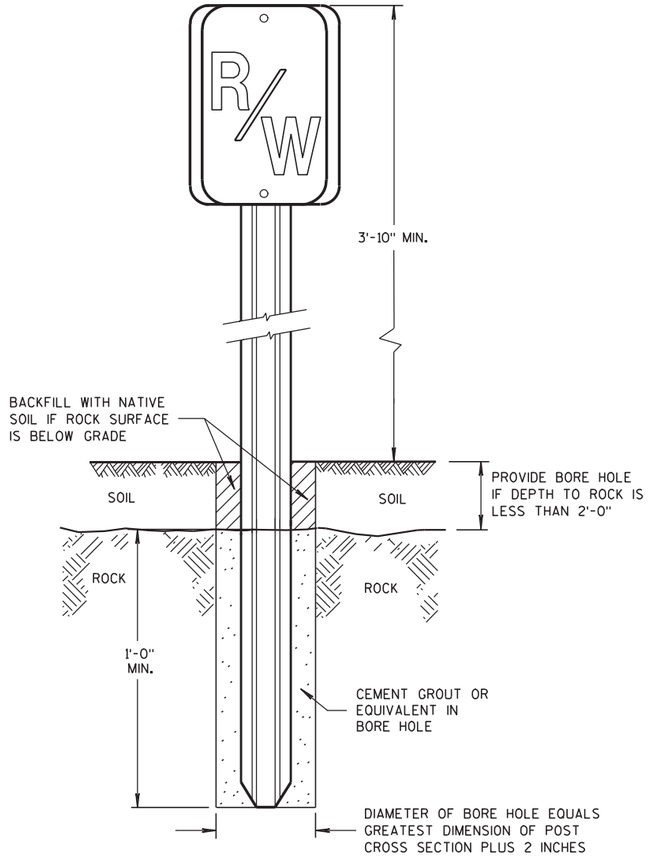
STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

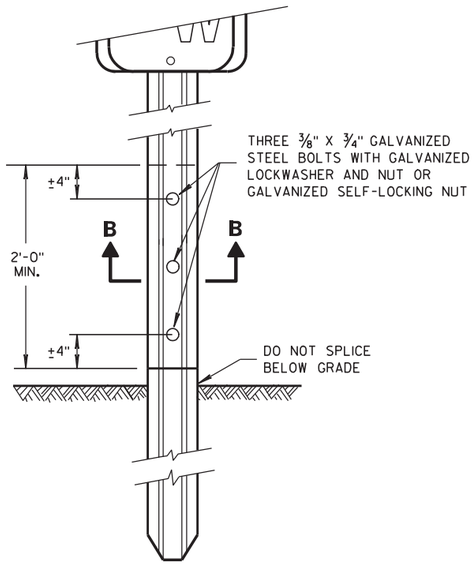
FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



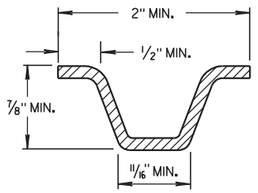
FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION (1)

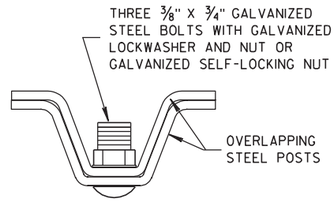


FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.

SECTION A-A



SECTION B-B

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/27/09 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER

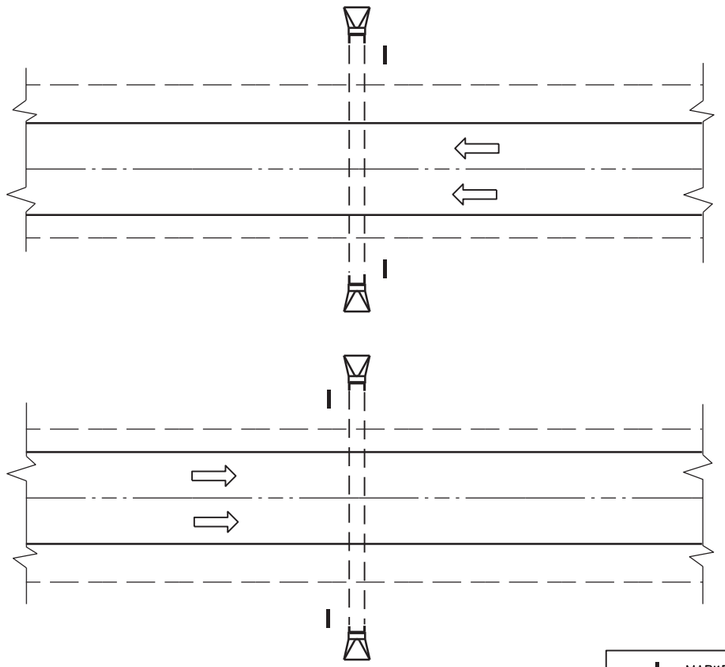
FHWA

6

S.D.D. 15 A 1-11

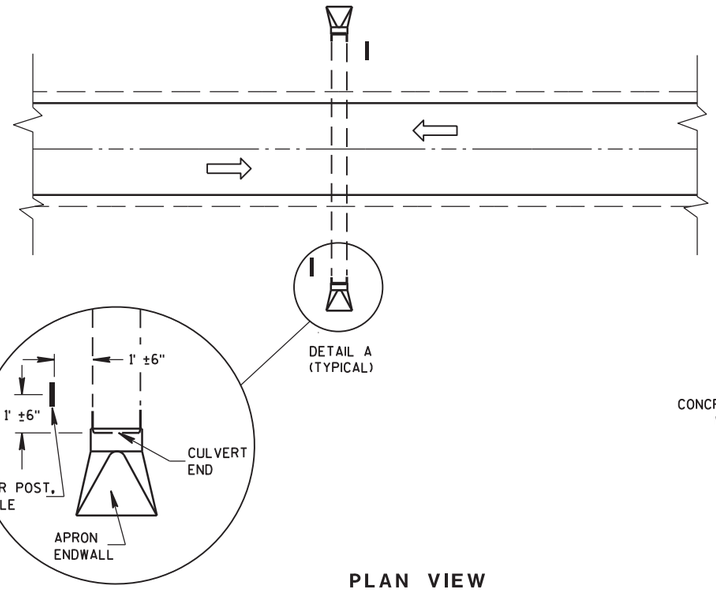
6

S.D.D. 15 A 1-11



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

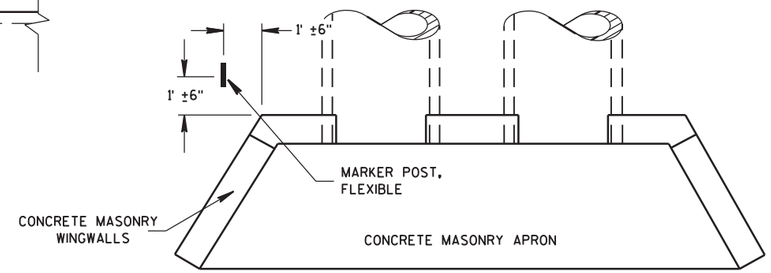
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

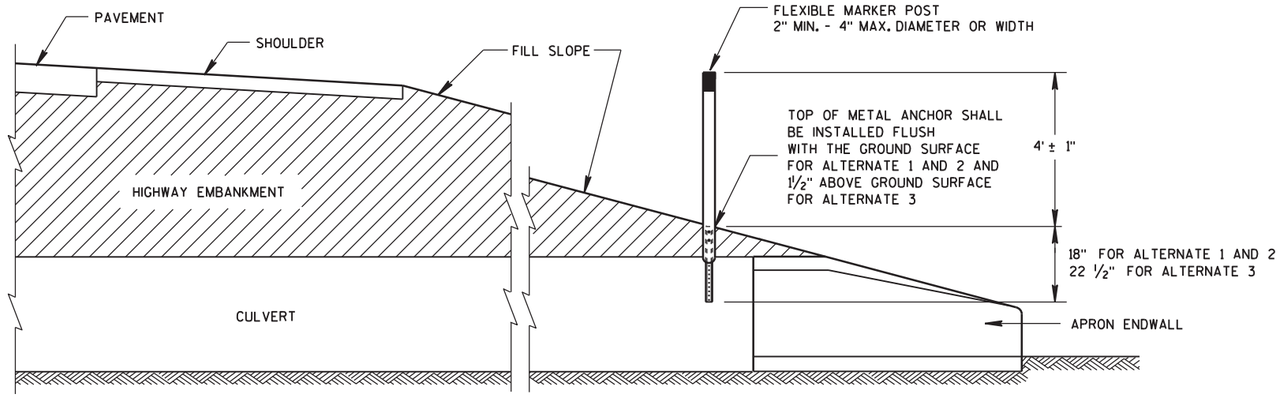
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

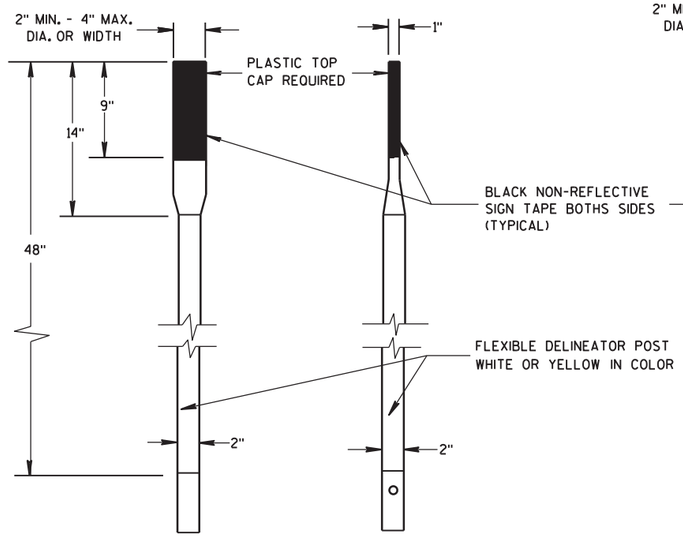
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

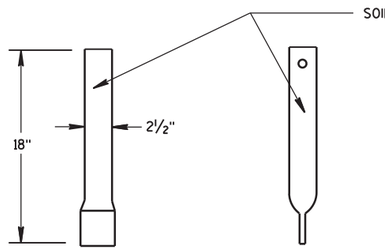
6

S.D.D. 15 A 3-2a

6

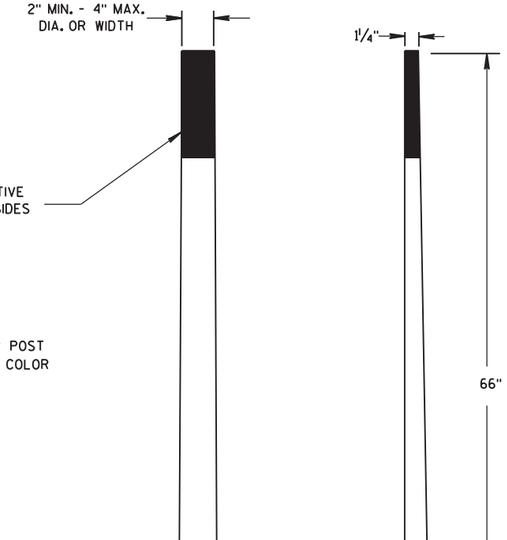
S.D.D. 15 A 3-2a





FRONT VIEW SIDE VIEW

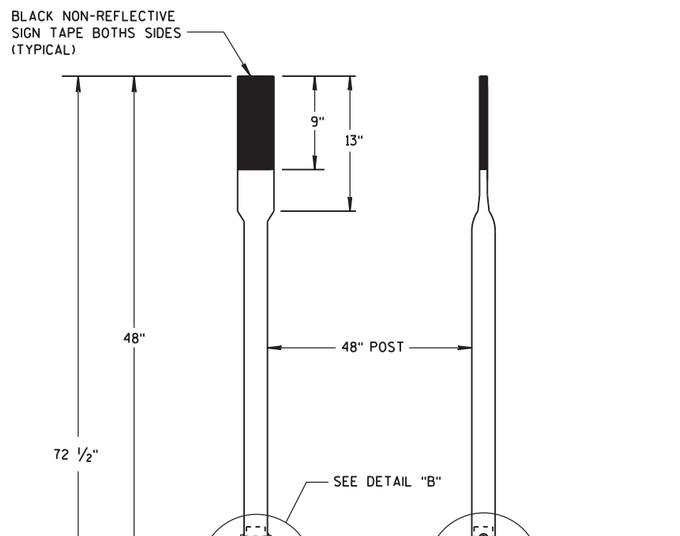
ALTERNATE 1



FRONT VIEW SIDE VIEW

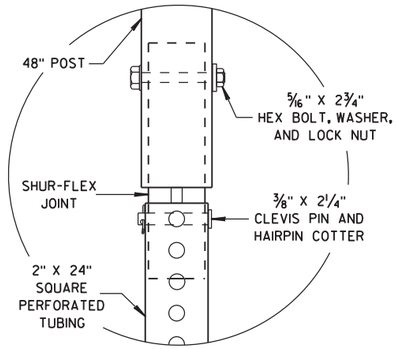
ALTERNATE 2

FLEXIBLE MARKER POSTS

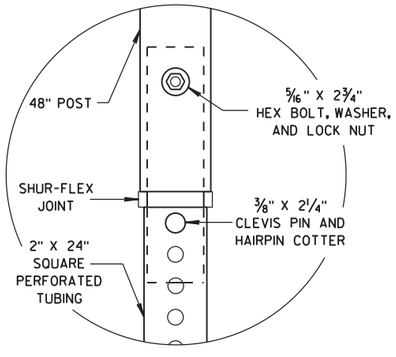


FRONT VIEW SIDE VIEW

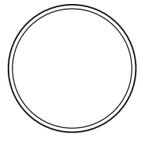
ALTERNATE 3



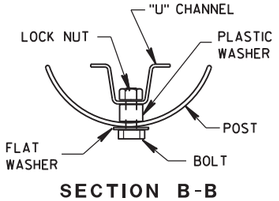
DETAIL B



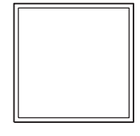
DETAIL C



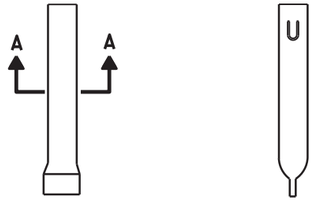
SECTION A-A



SECTION B-B

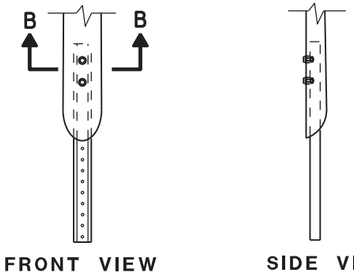


SECTION C-C



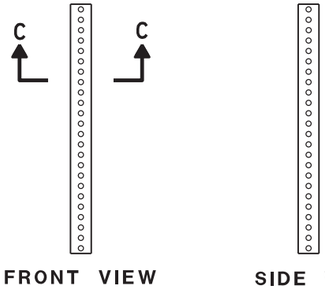
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

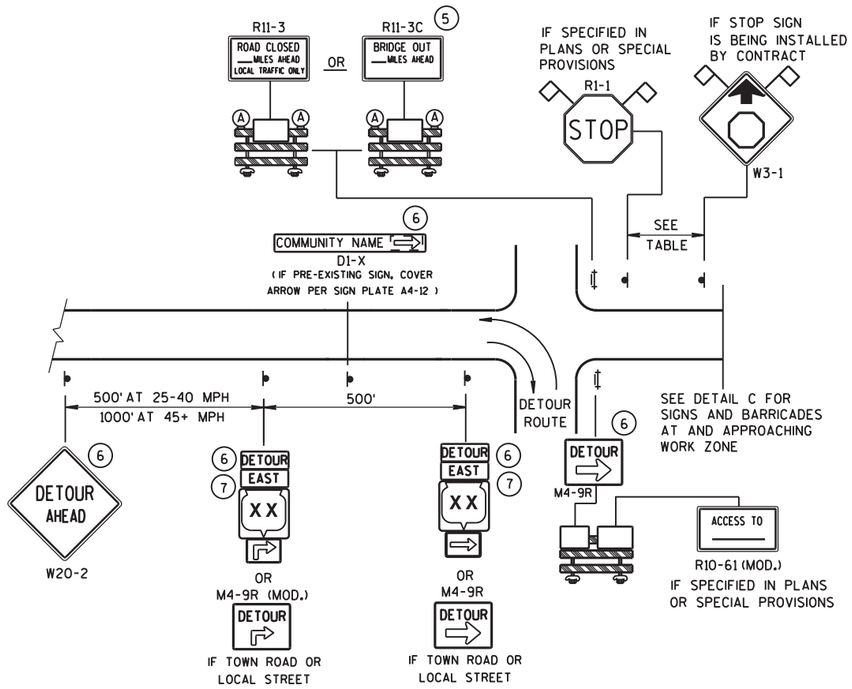
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

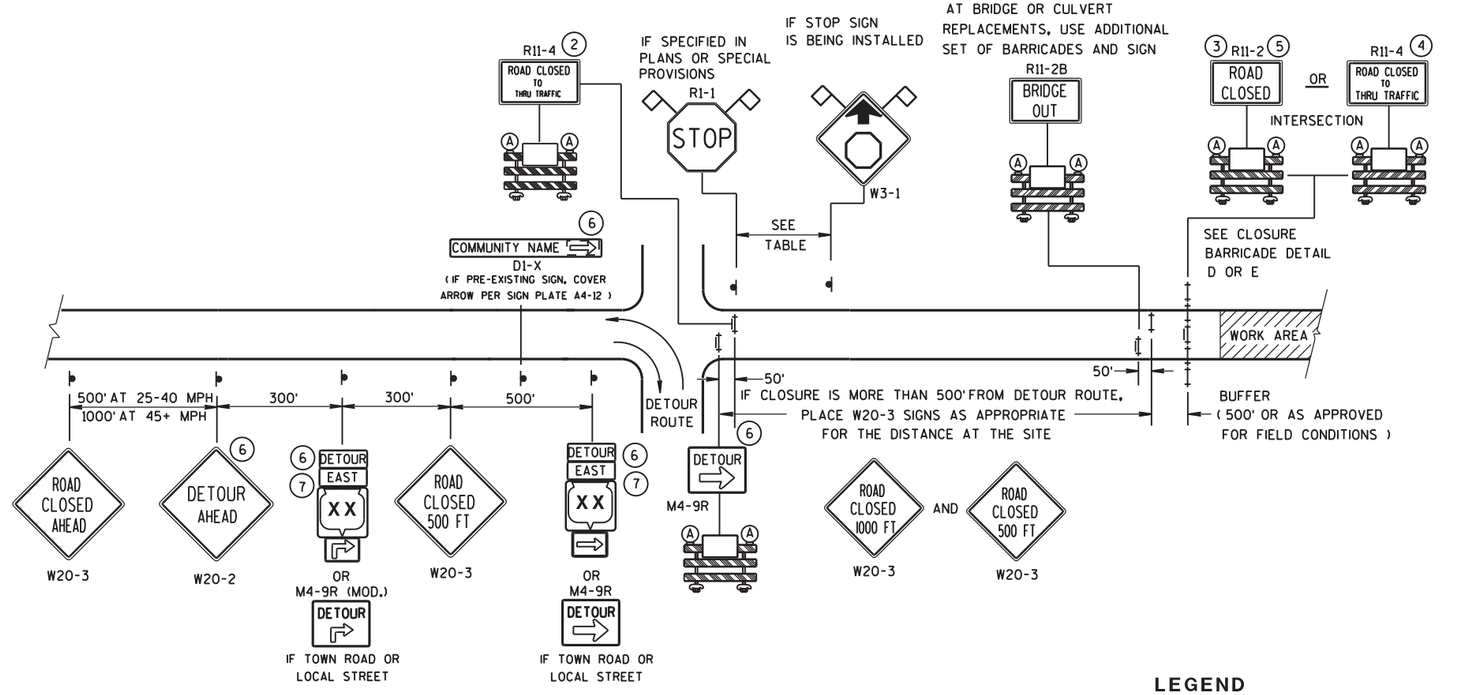
6

S.D.D. 15 A 3-2b



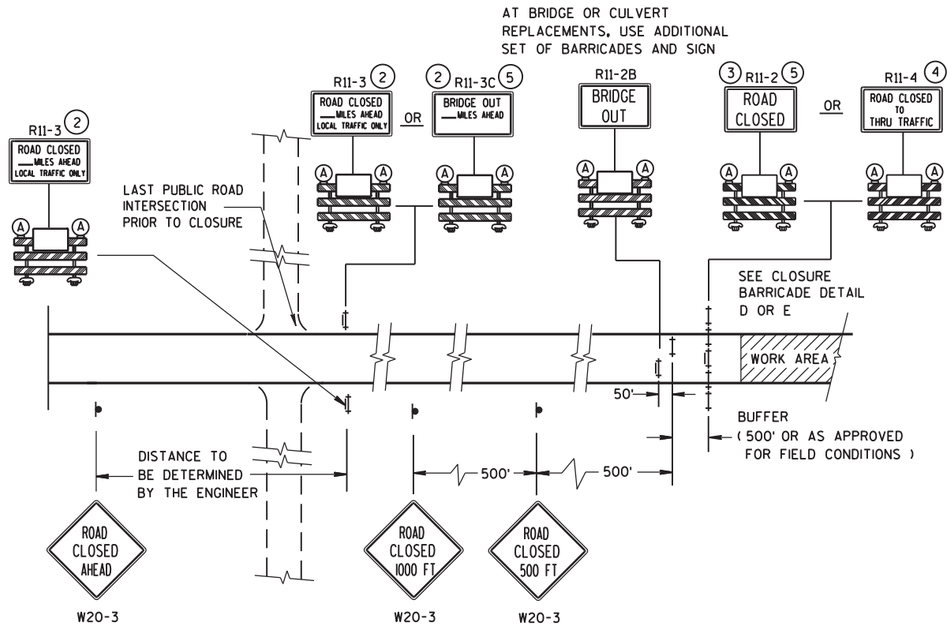
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

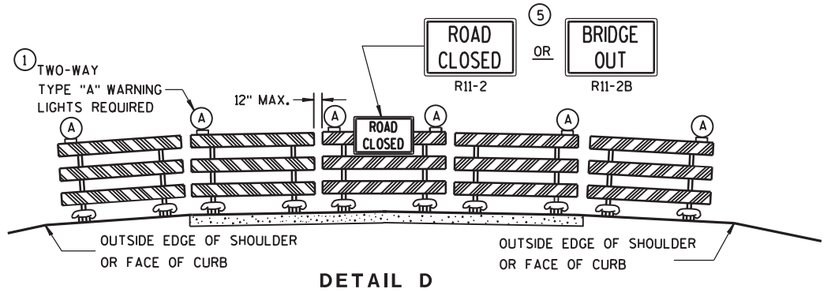
FHWA

6

S.D.D. 15 C 2-5a

6

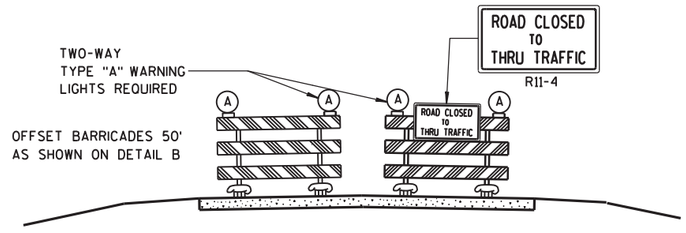
S.D.D. 15 C 2-5a



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

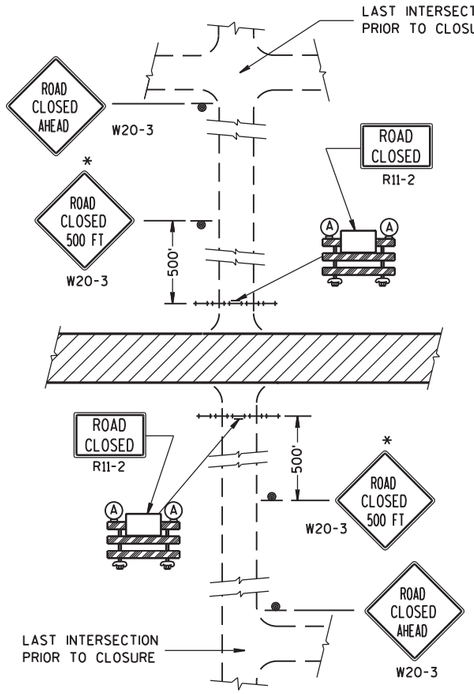
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

DESIGN

FHWA

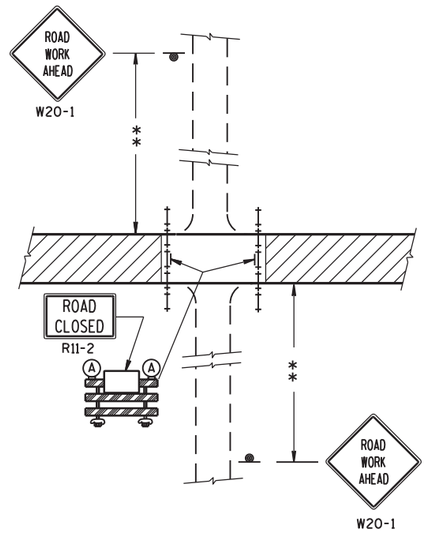
6

S.D.D. 15 C 2-5b



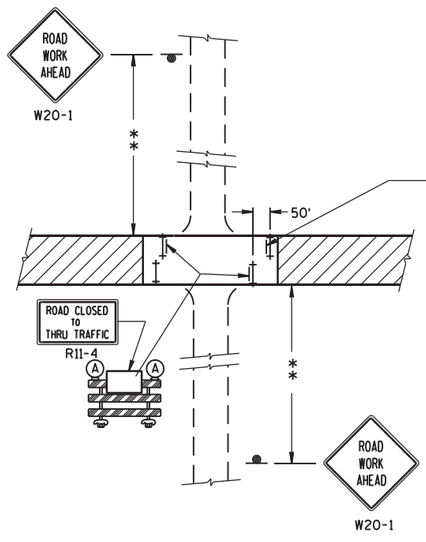
DETAIL 1

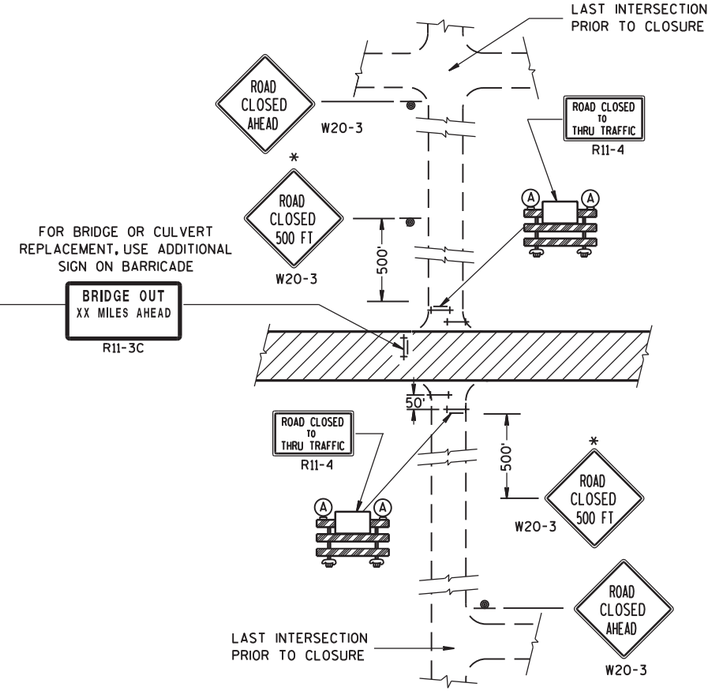
(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

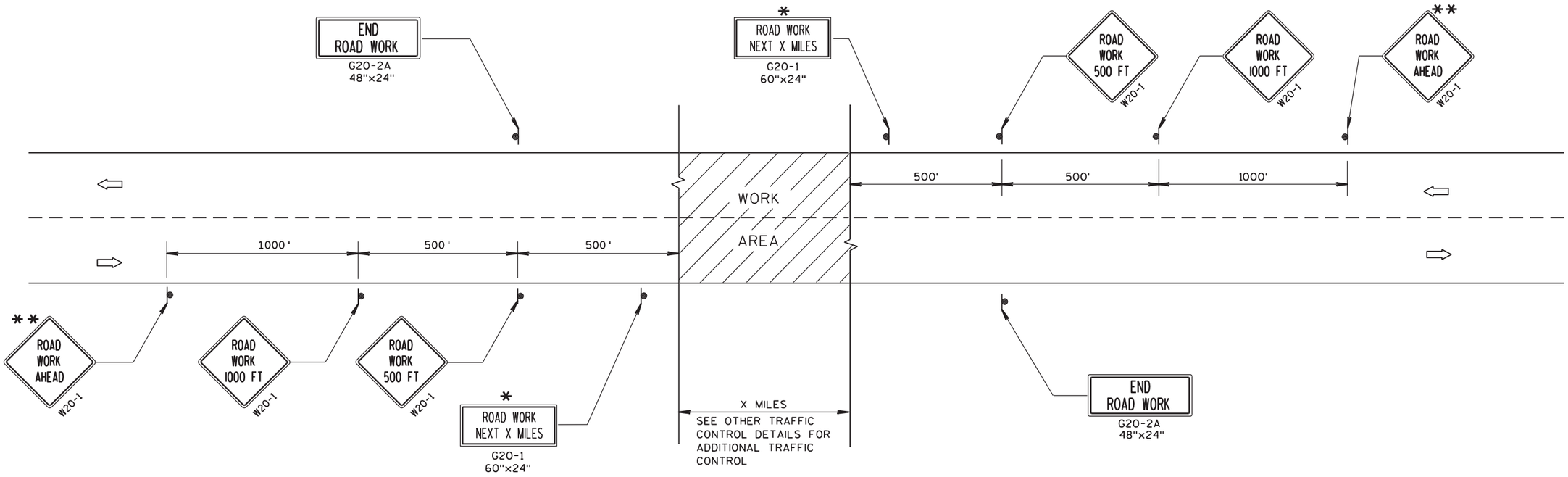
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 3-2

6

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.

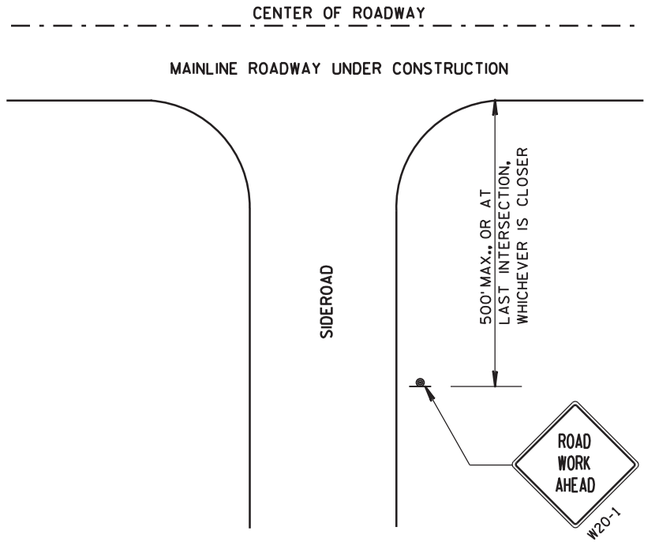
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

APPROVED

8/2013	/S/ Travis Feltes	SIGN
DATE	STATE TRAFFIC ENGINEER	

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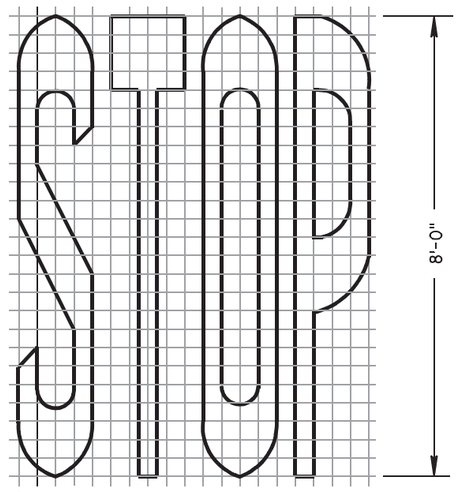
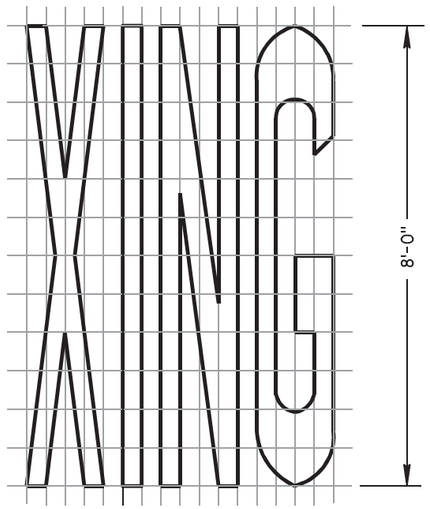
S.D.D. 15 C 4-2

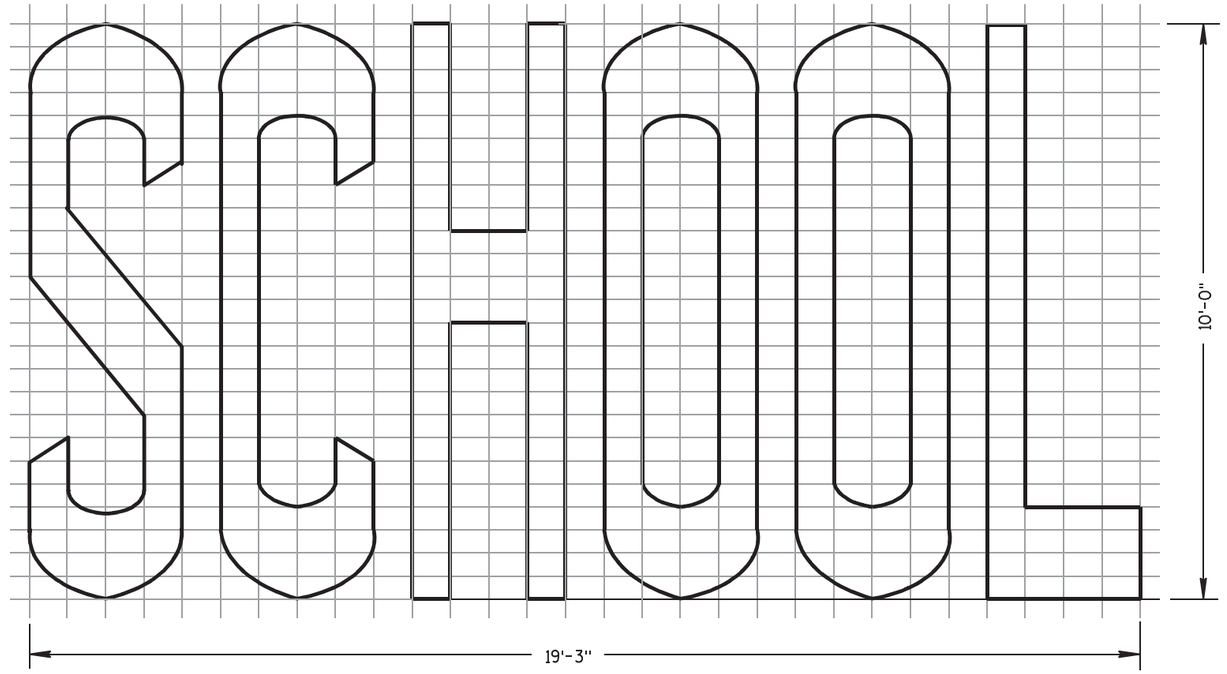
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

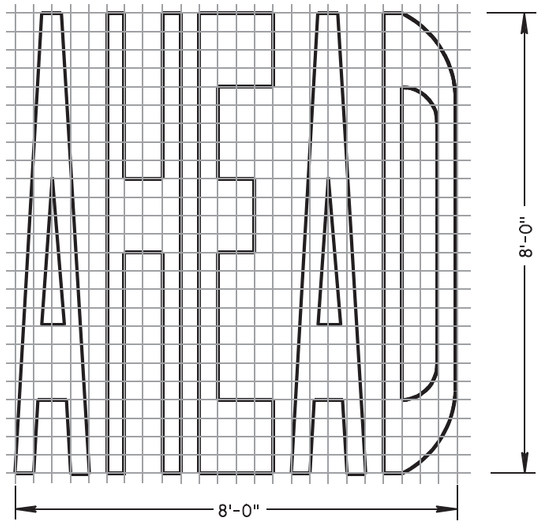
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

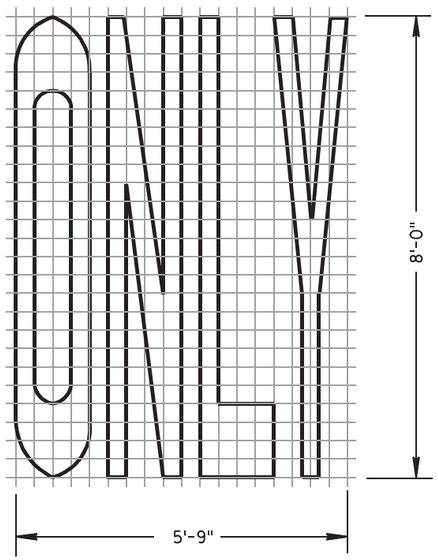


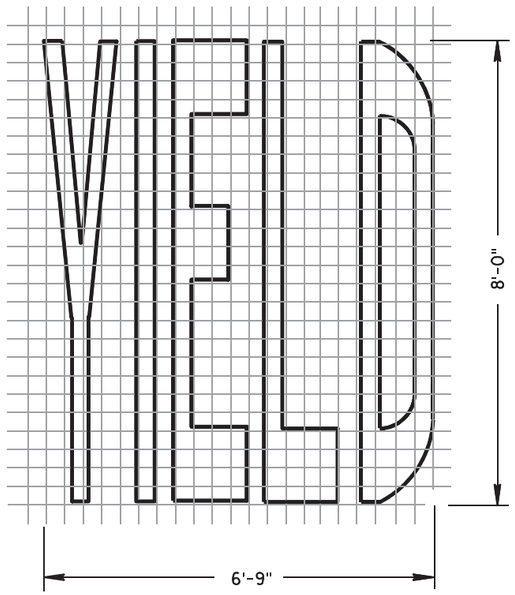


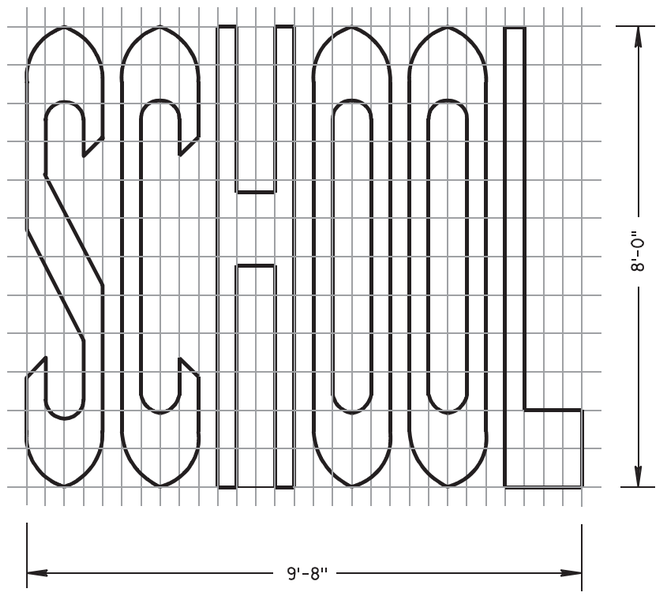


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12b

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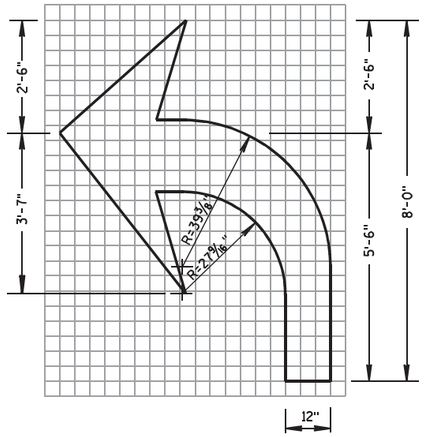
S.D.D. 15 C 7-12b



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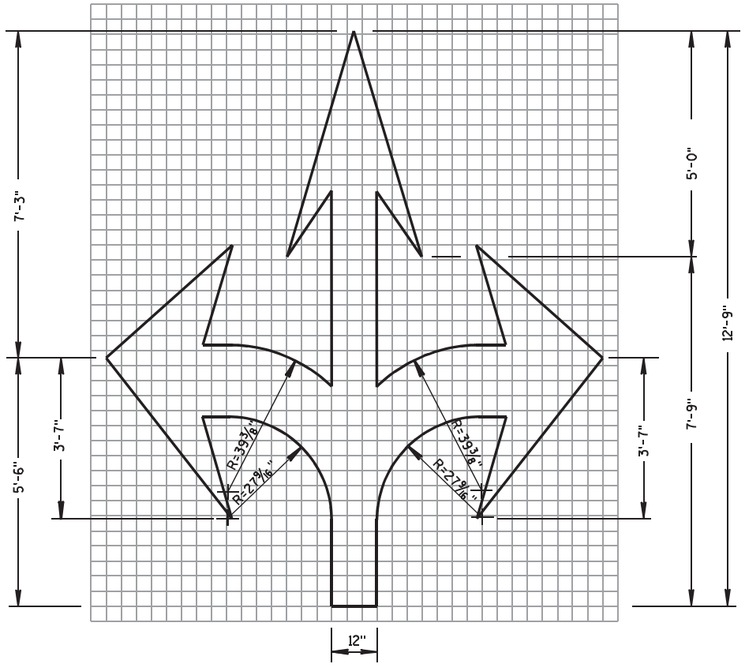
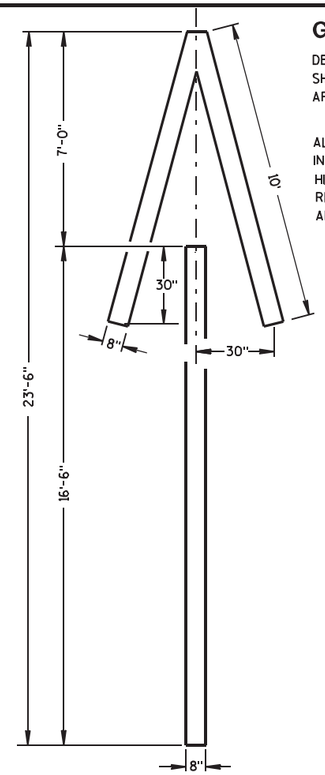


TYPE 6



TYPE 4

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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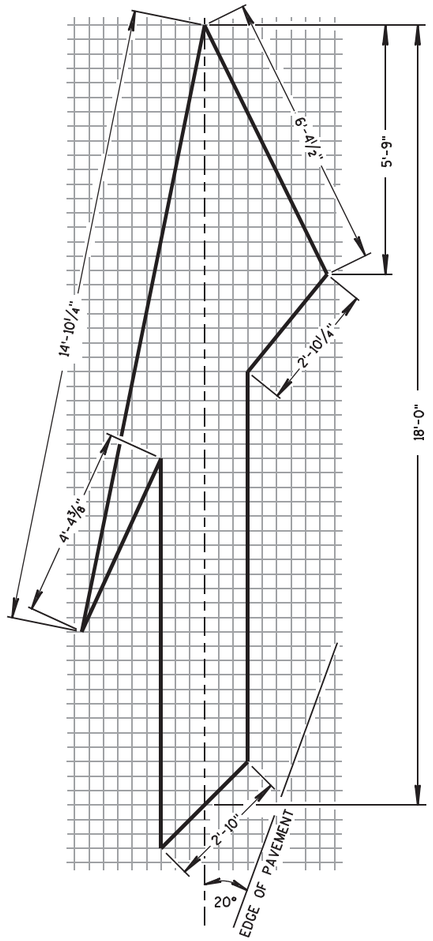
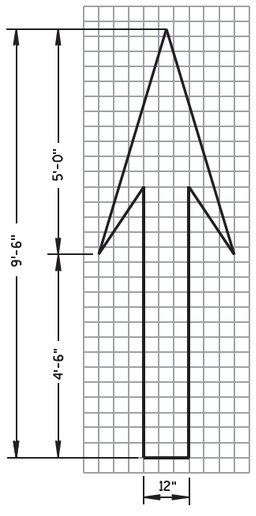
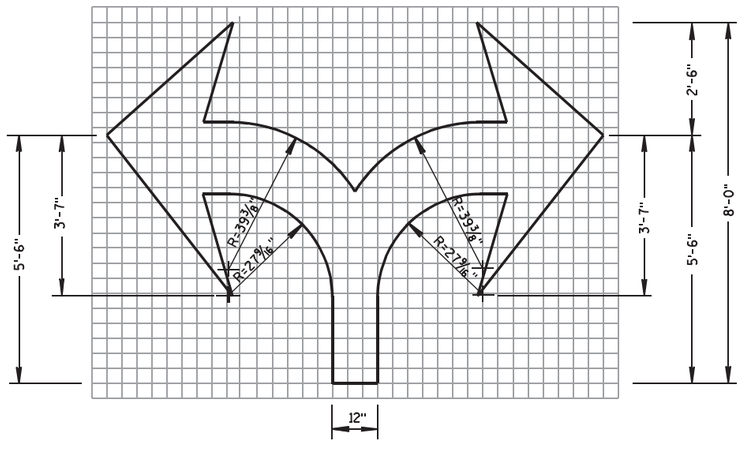


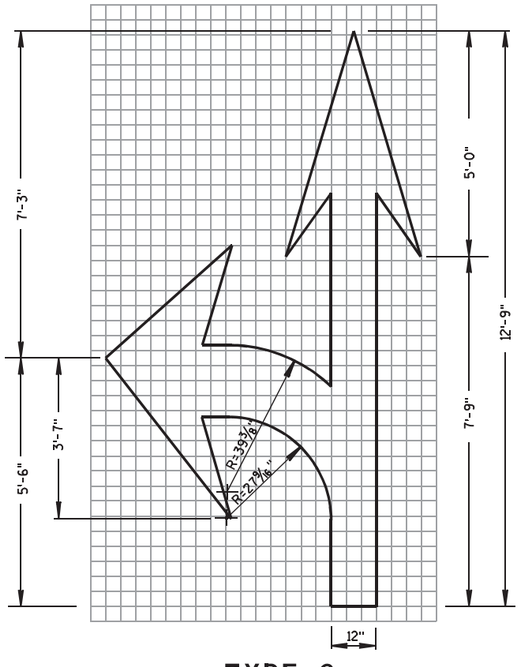
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12c

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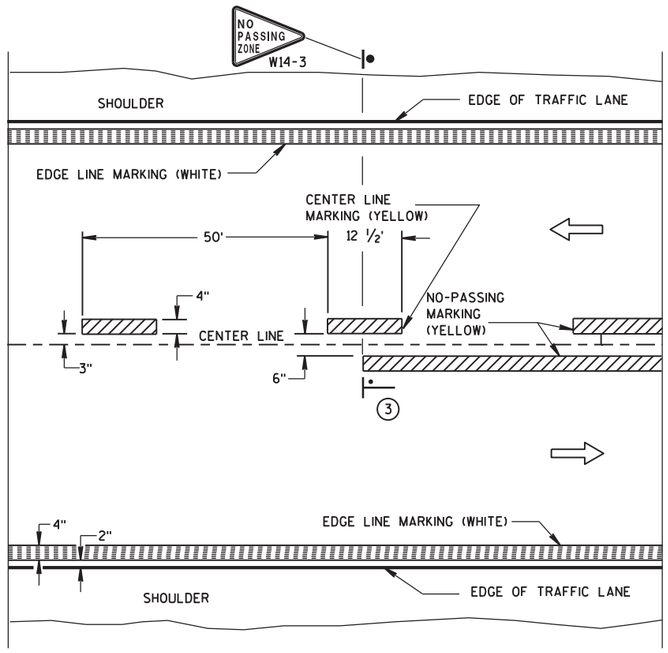
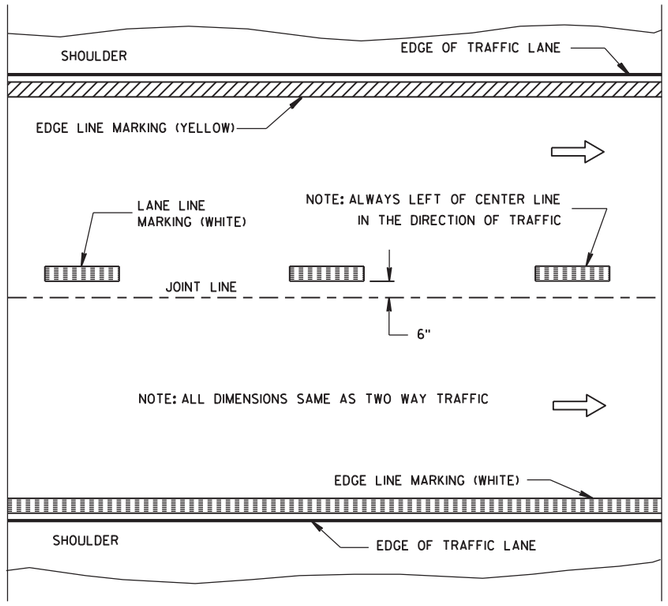
S.D.D. 15 C 7-12c

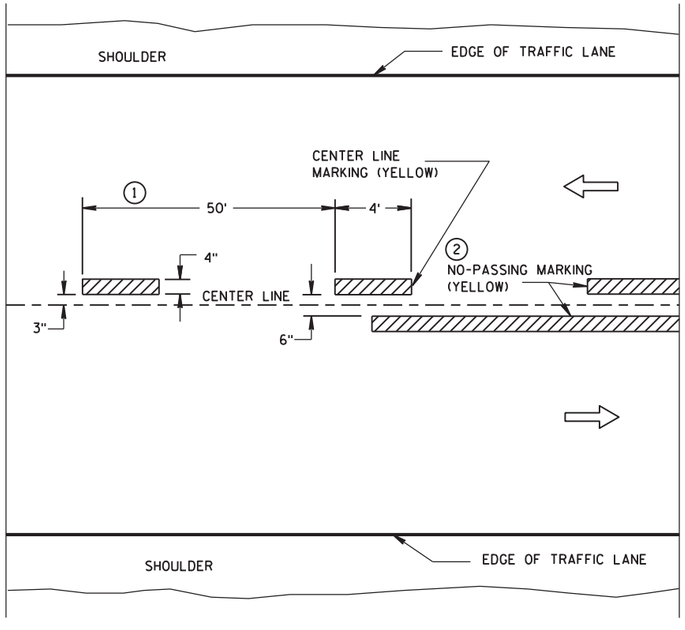


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



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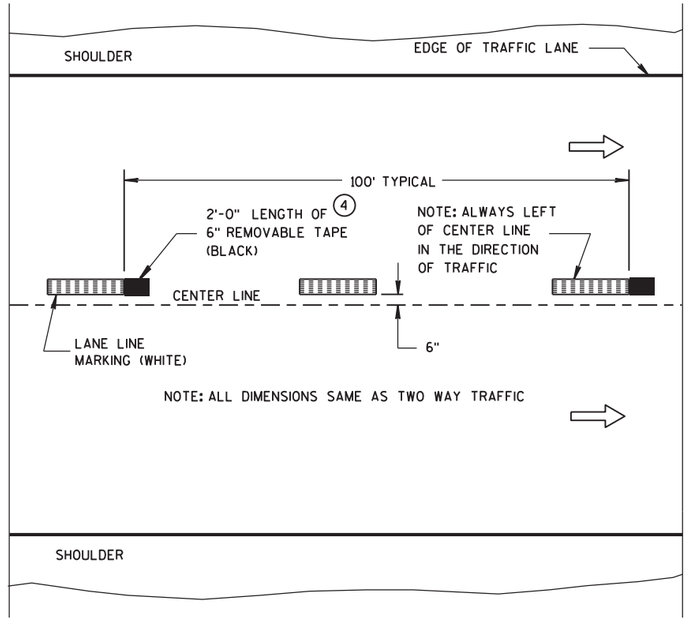


ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

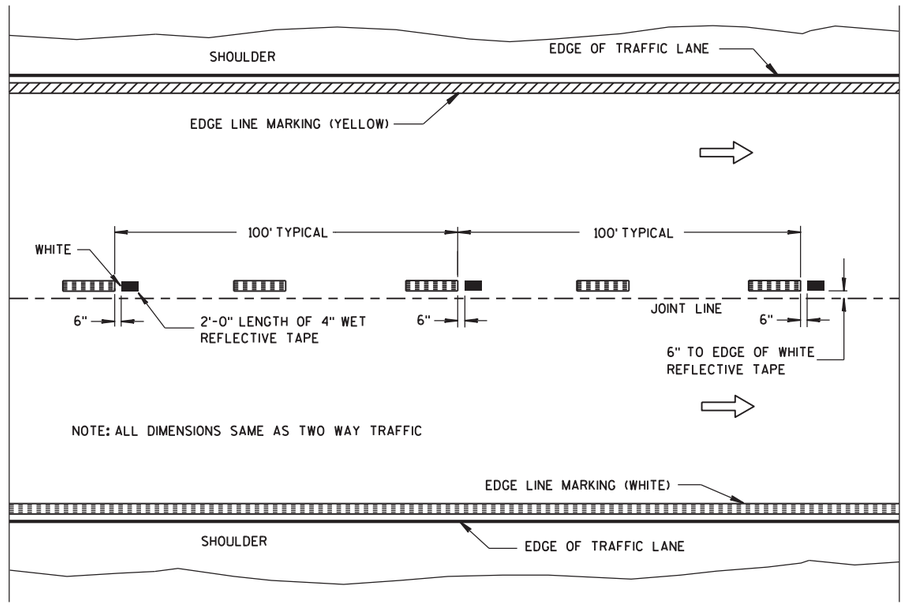
GENERAL NOTES

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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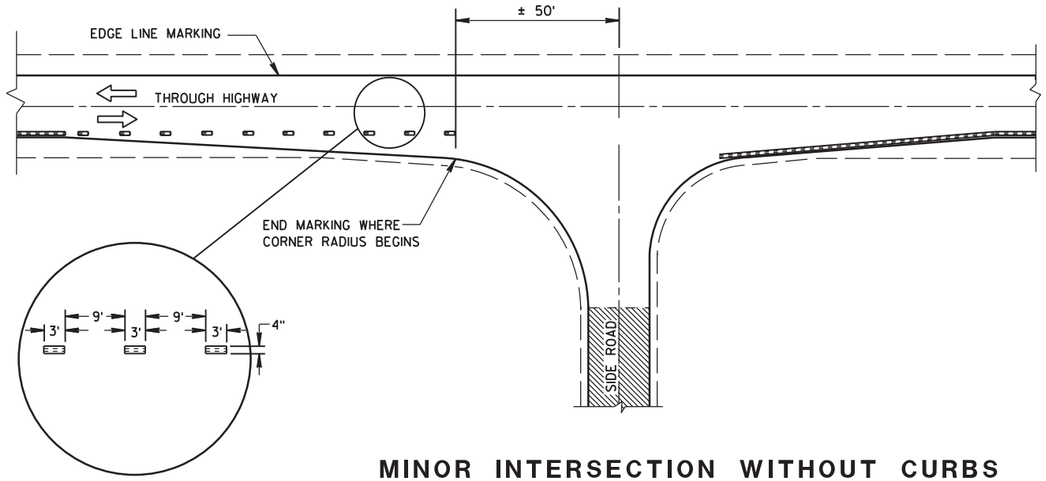
S.D.D. 15 C 8-16a



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.

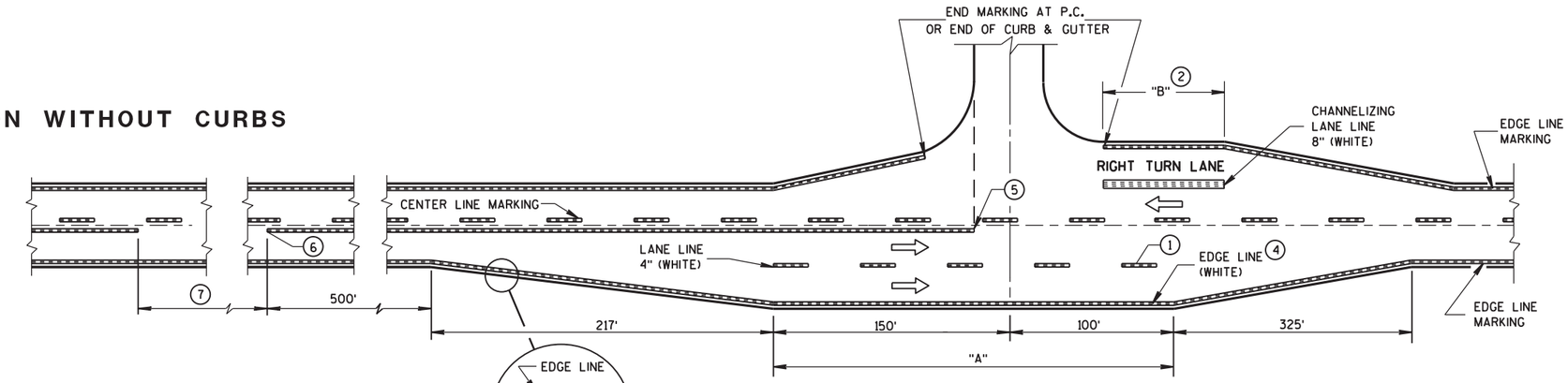
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

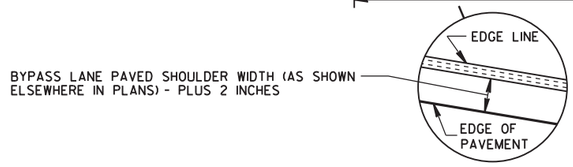
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

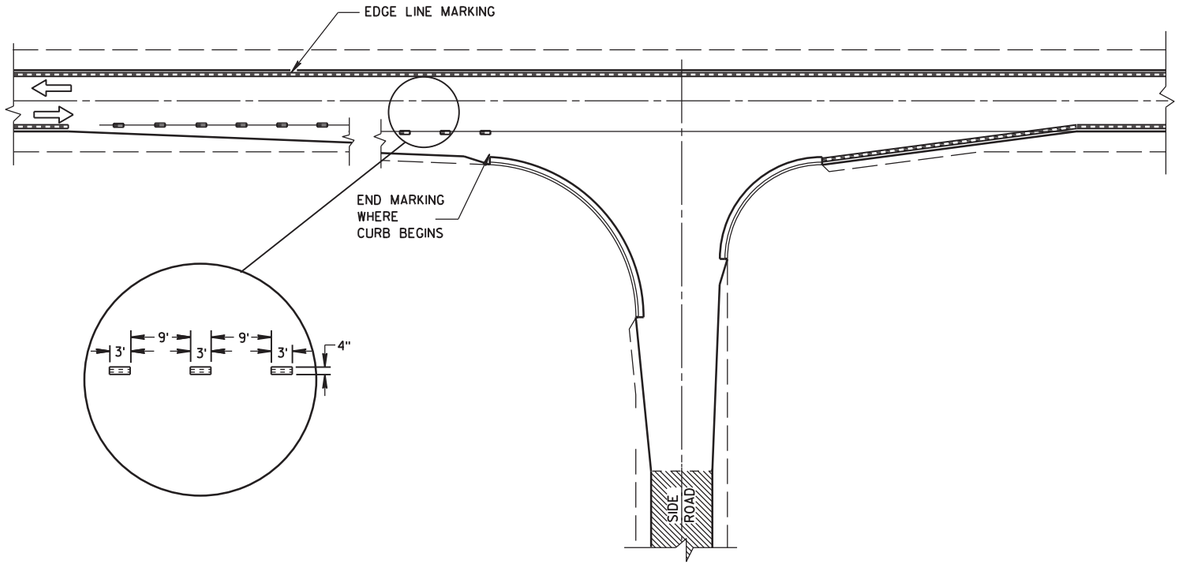
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





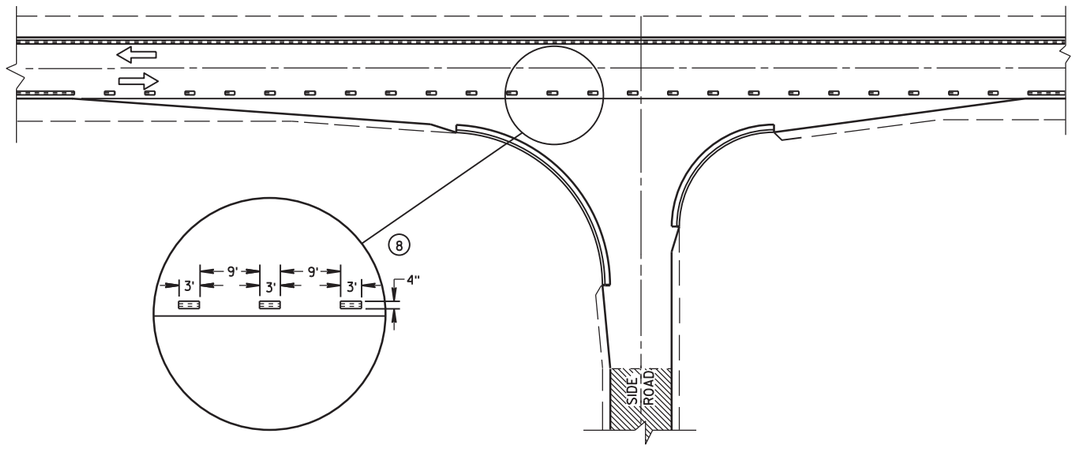
MAJOR INTERSECTIONS

(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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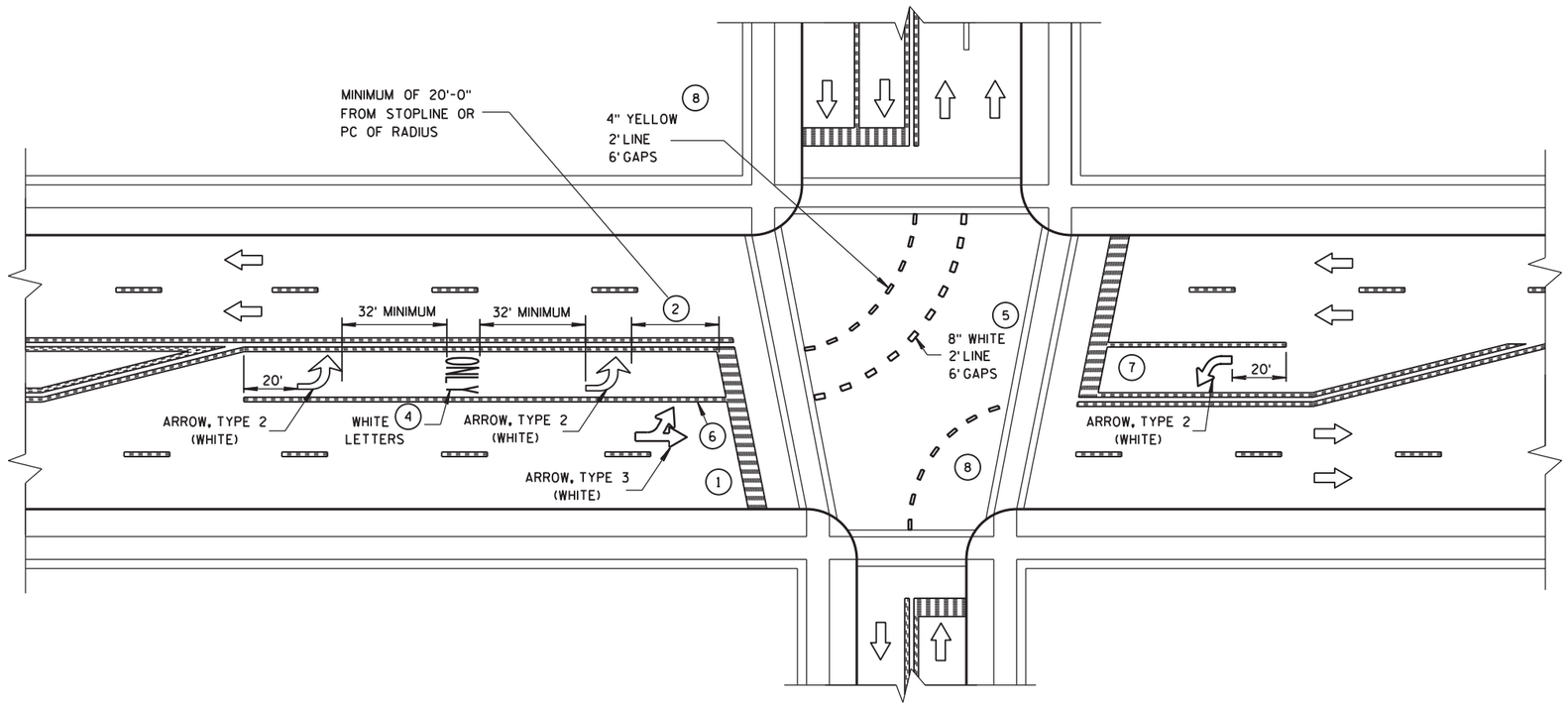
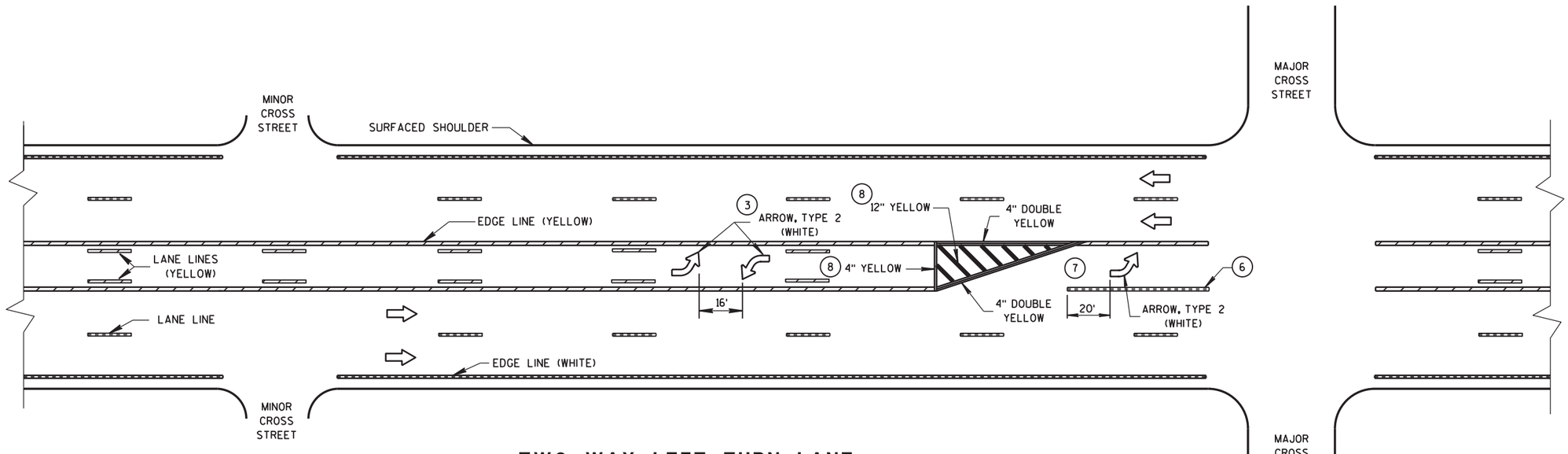
S.D.D. 15 C 8-16b



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

6

S.D.D. 15 C 8-16e

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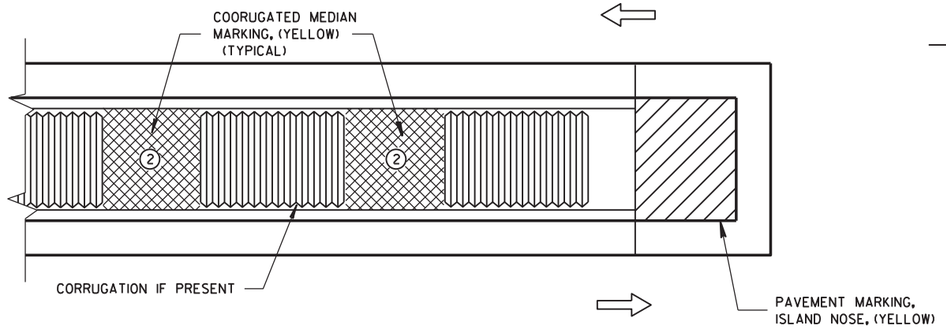
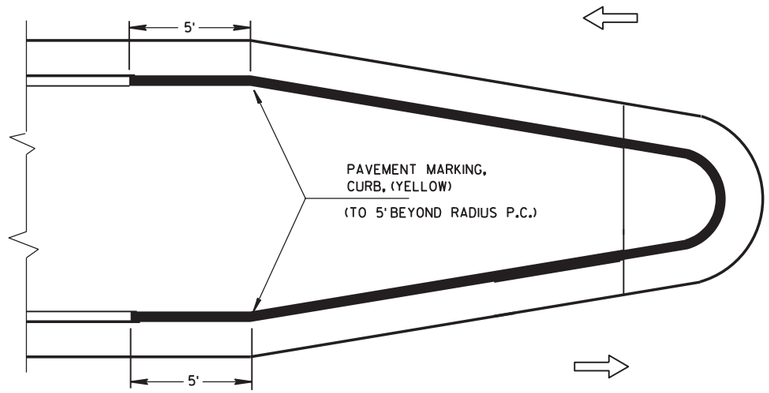
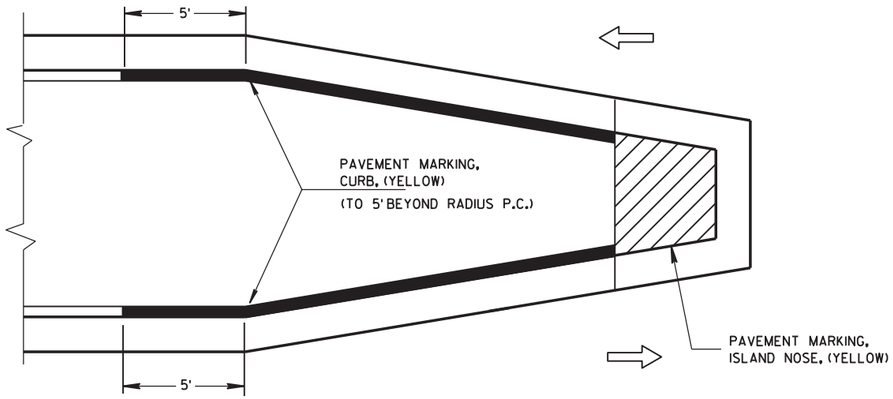
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

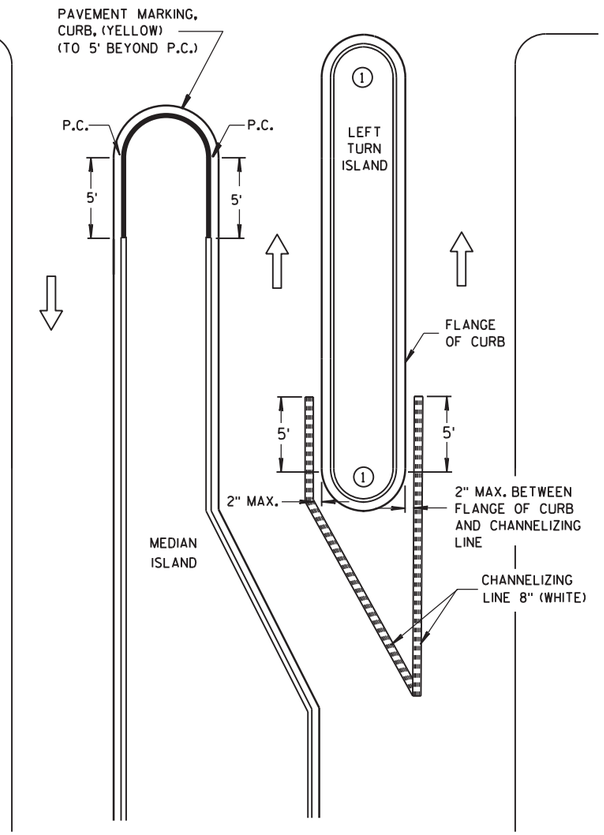


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

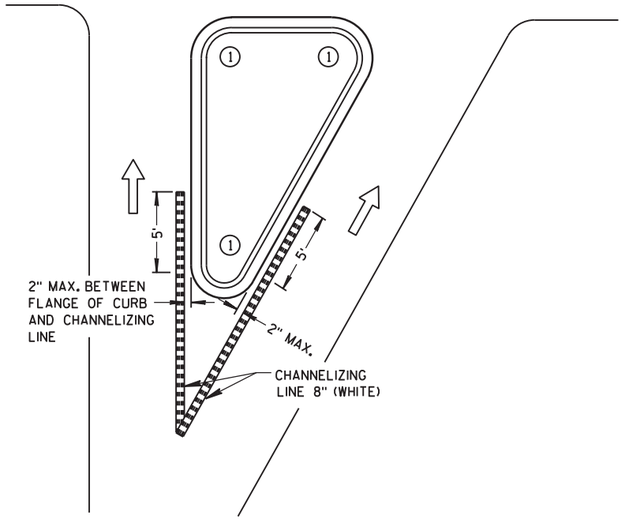


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 8-16f

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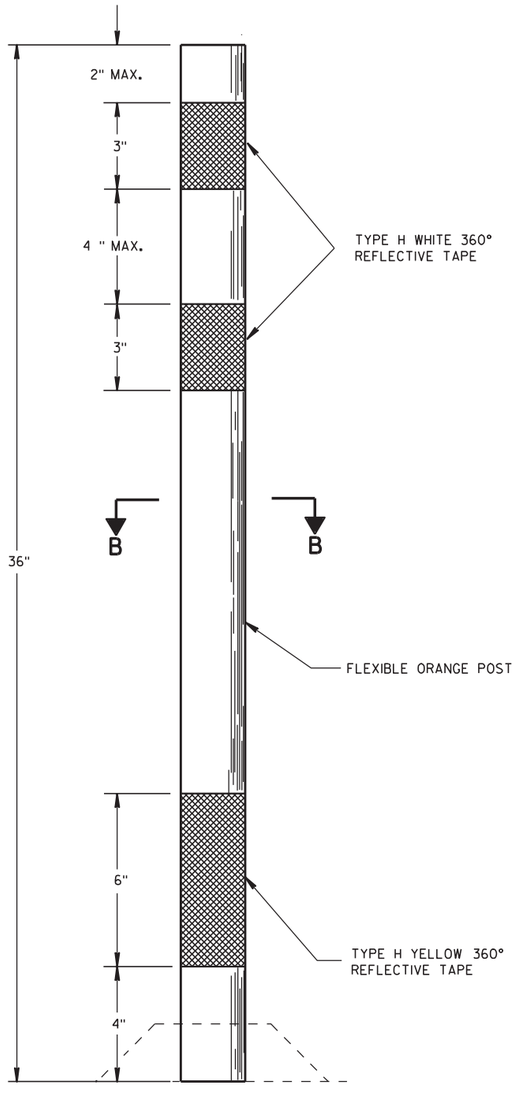
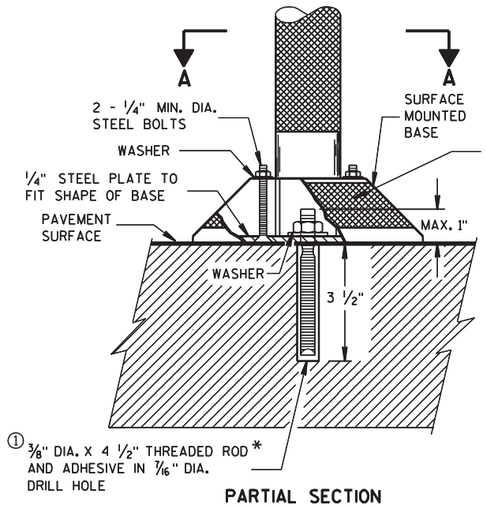
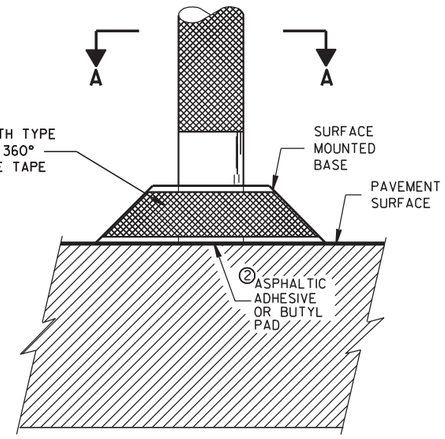
S.D.D. 15 C 8-16f



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

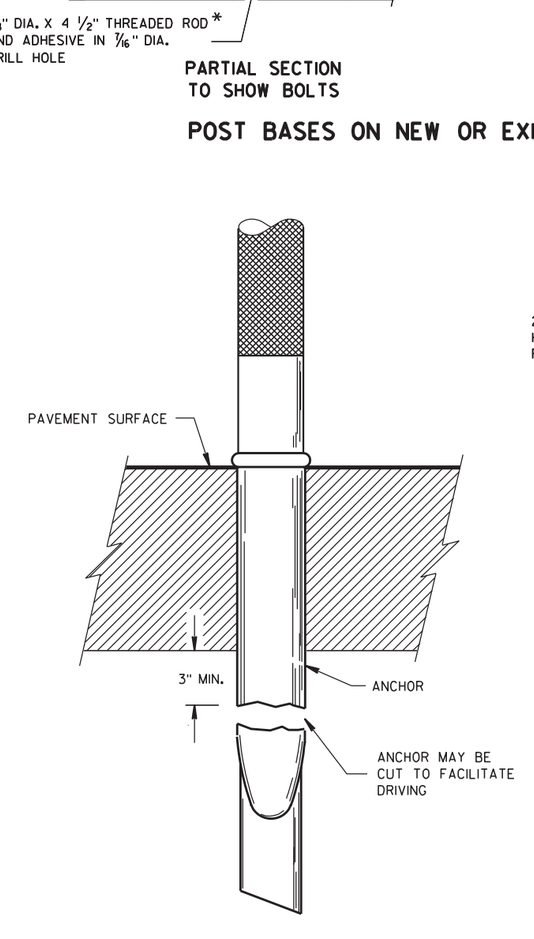
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

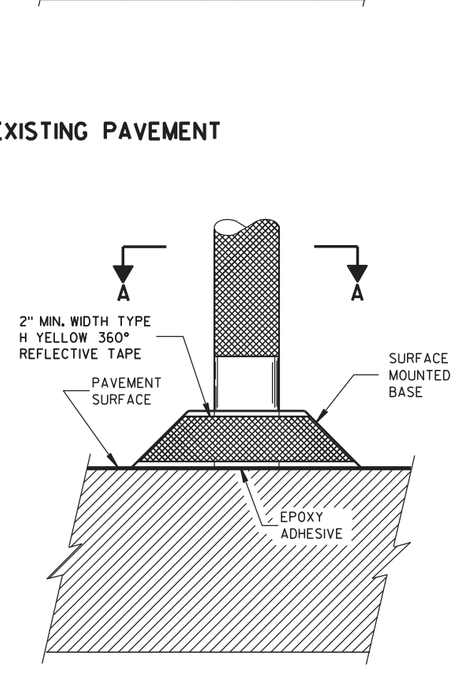
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

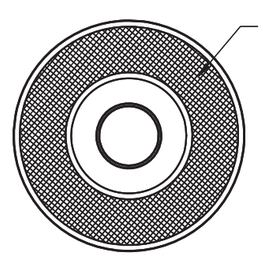
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



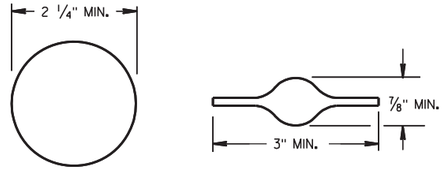
POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED





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

FHWA

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

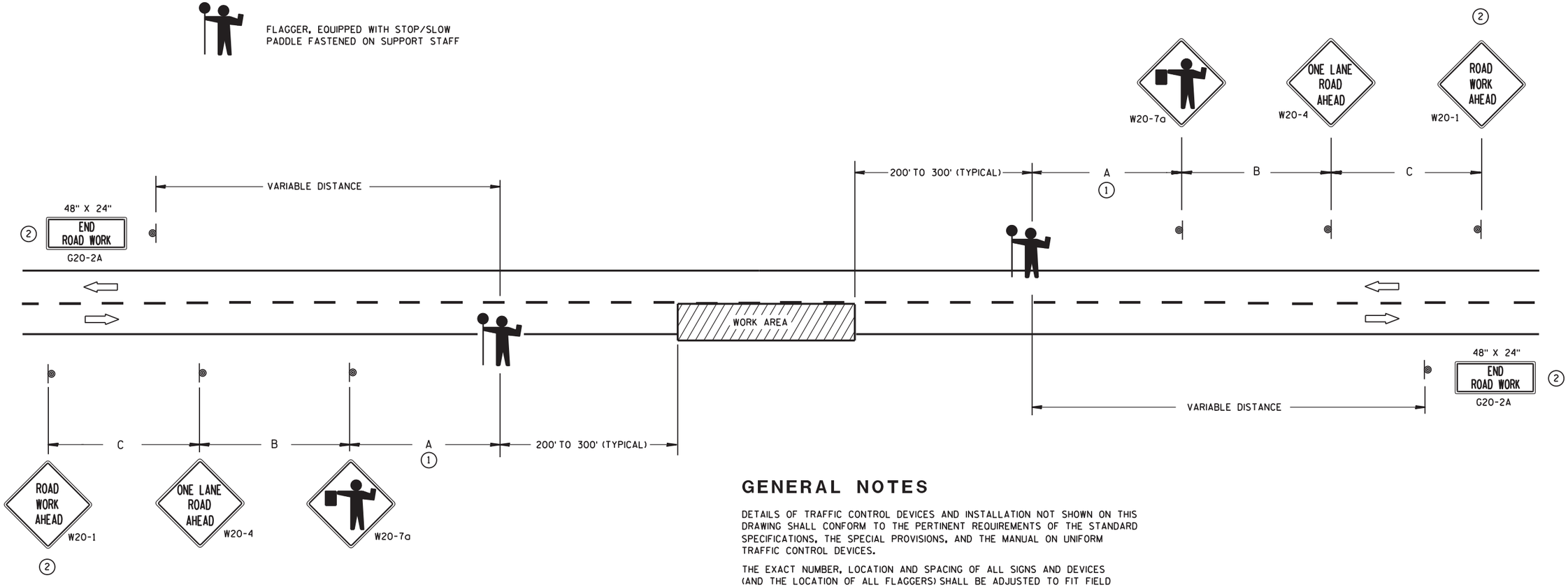
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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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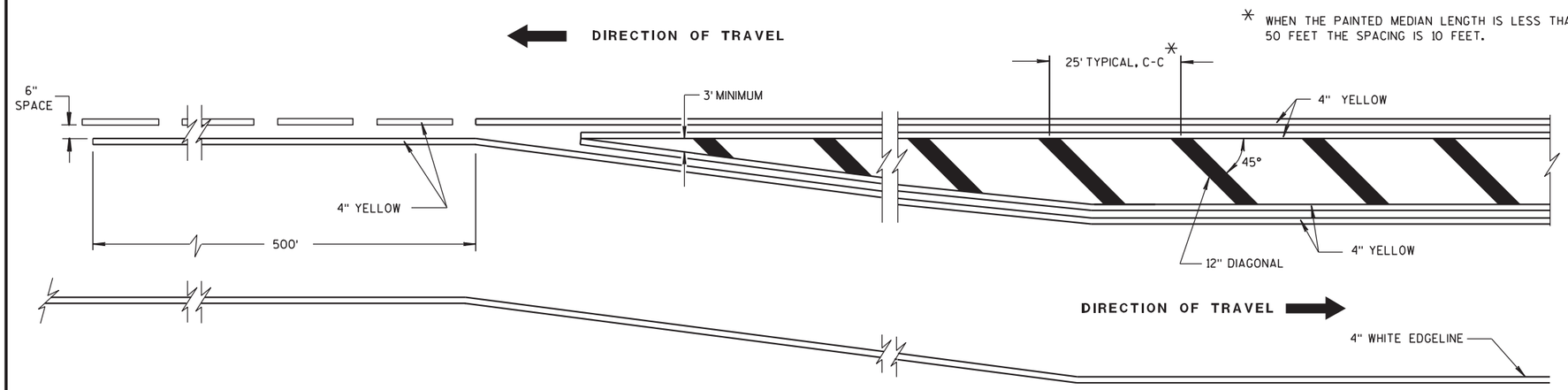
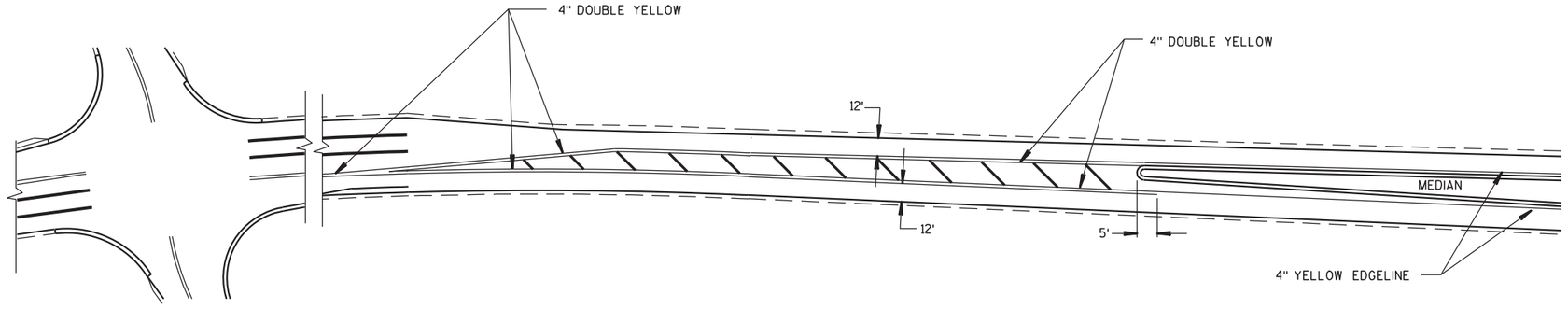
S.D.D. 15 C 12-4



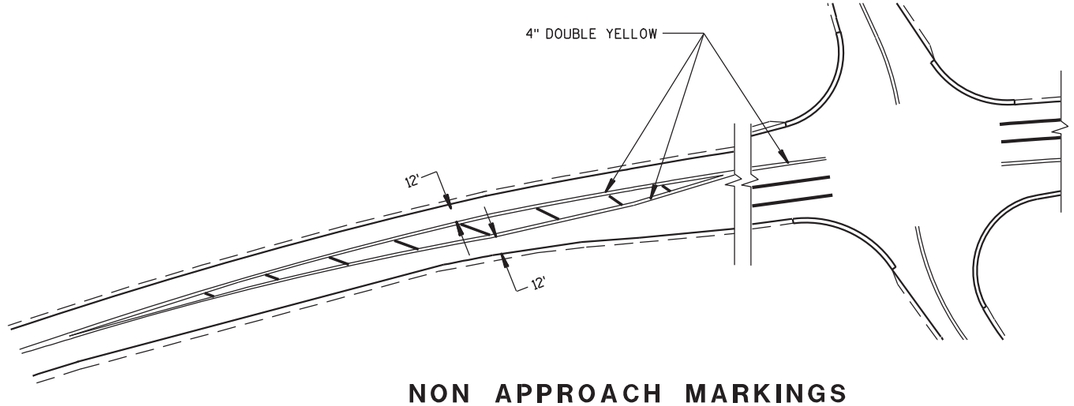
MEDIAN ISLAND DETAIL

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 ENGINEE 224 IGN
FHWA	

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S.D.D. 15 C 18-3

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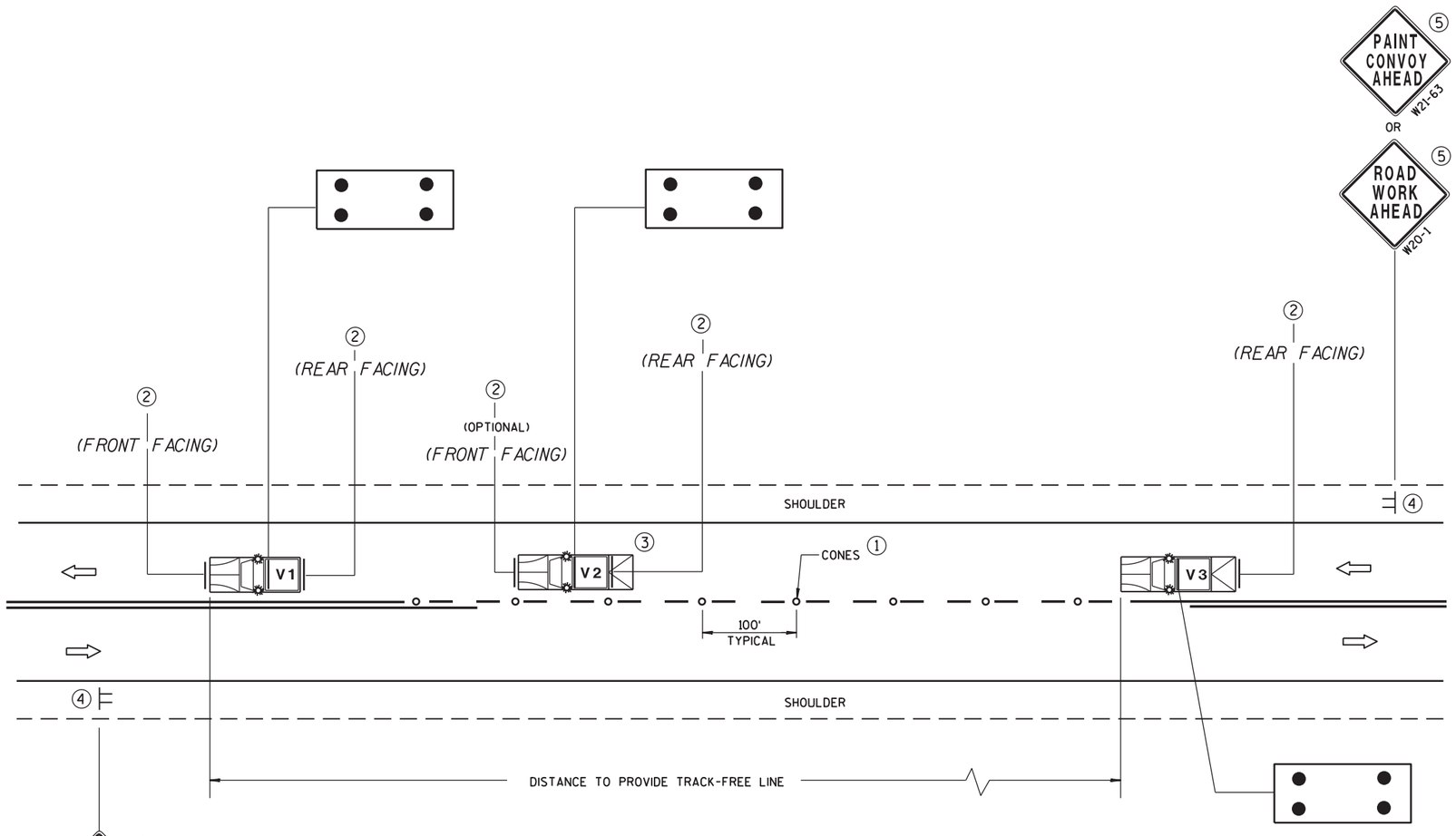
S.D.D. 15 C 18-3



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 FHWA	/S/ Travis Feltes STATE TRAFFIC E 225

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S.D.D. 15 C 19-2a

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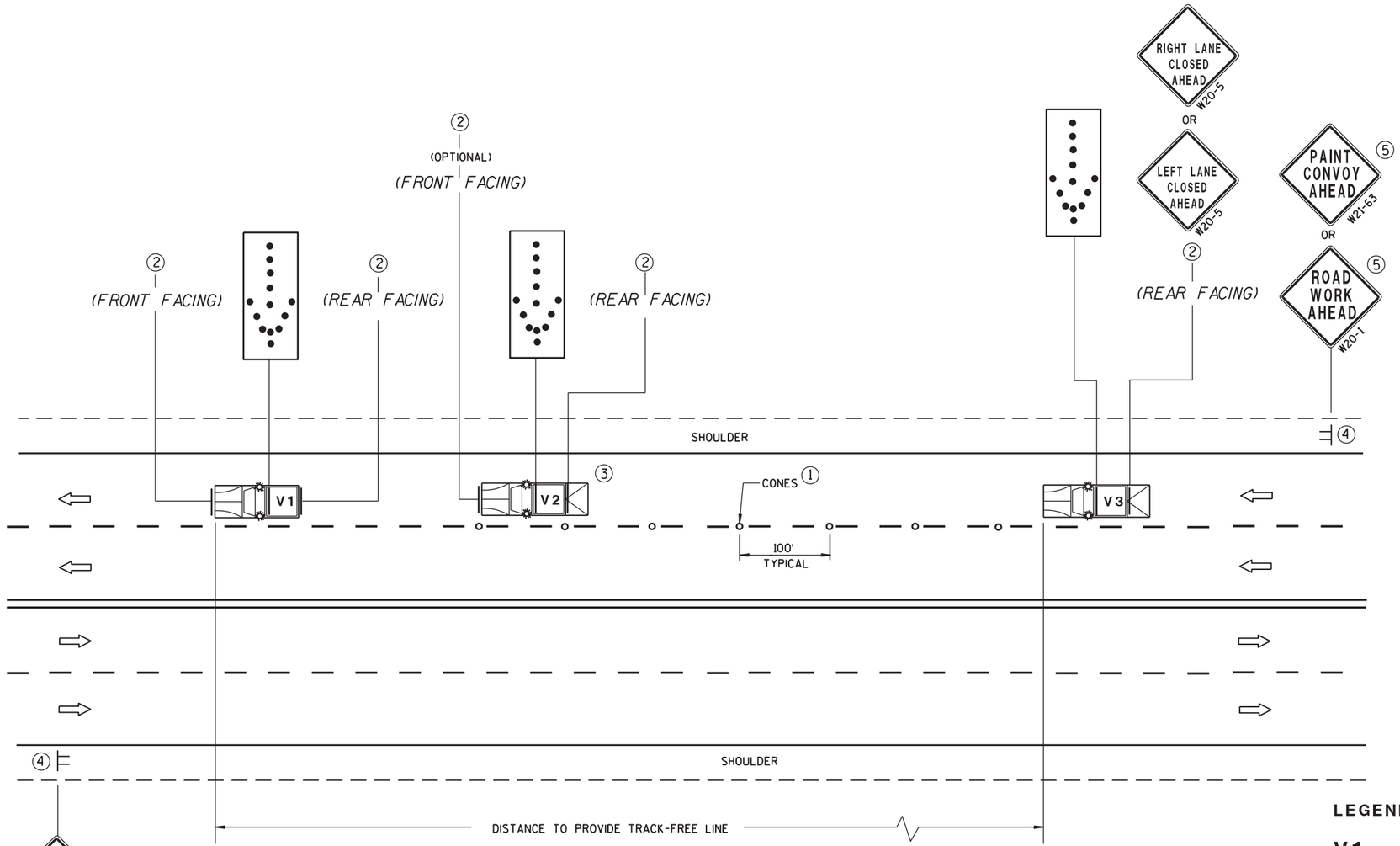
S.D.D. 15 C 19-2a



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

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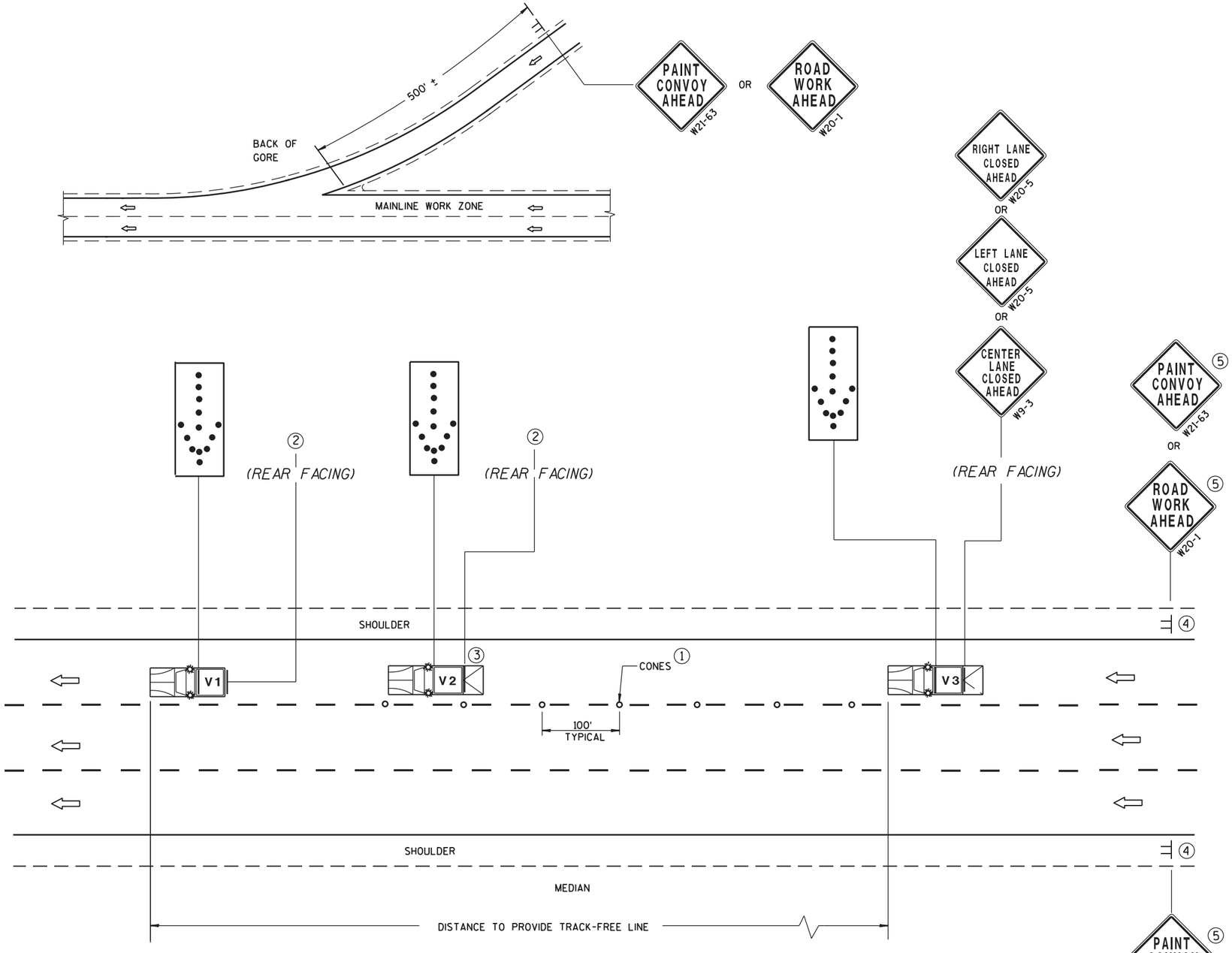
S.D.D. 15 C 19-2b



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

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

SYMBOLS

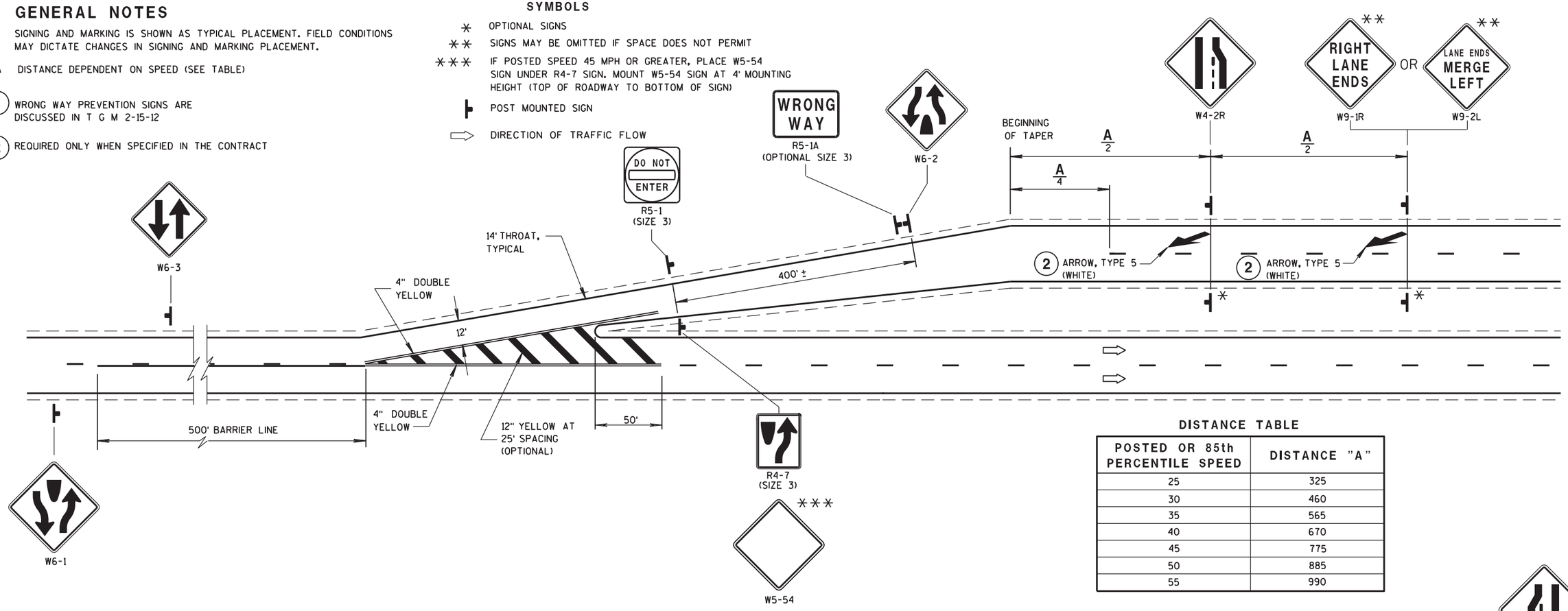
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

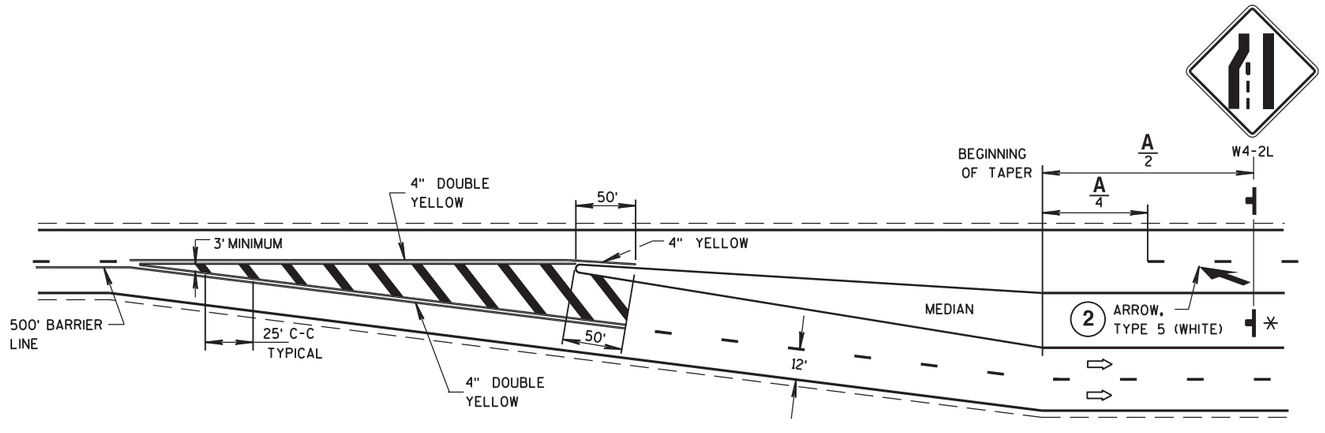
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

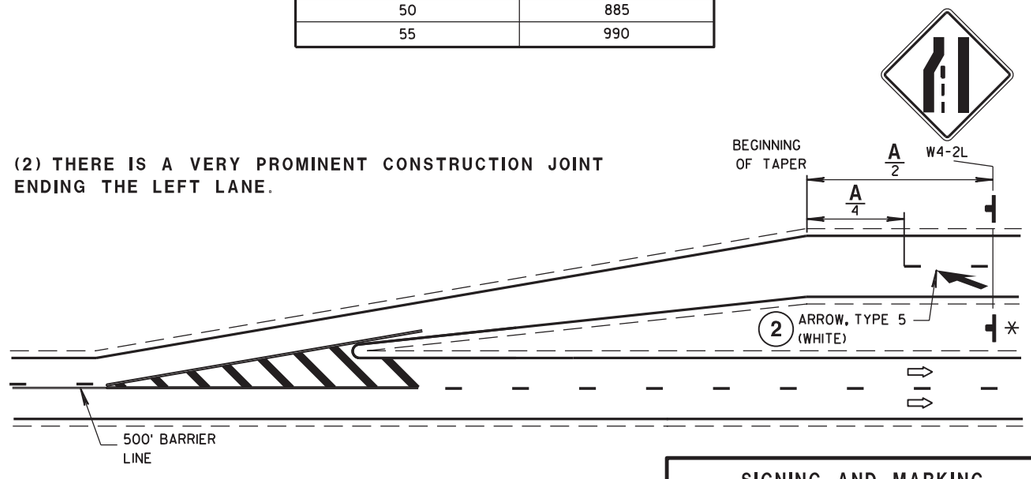
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.





SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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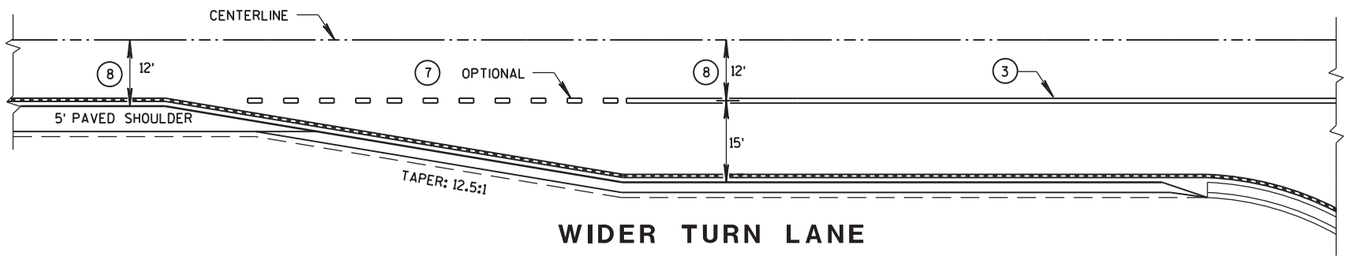
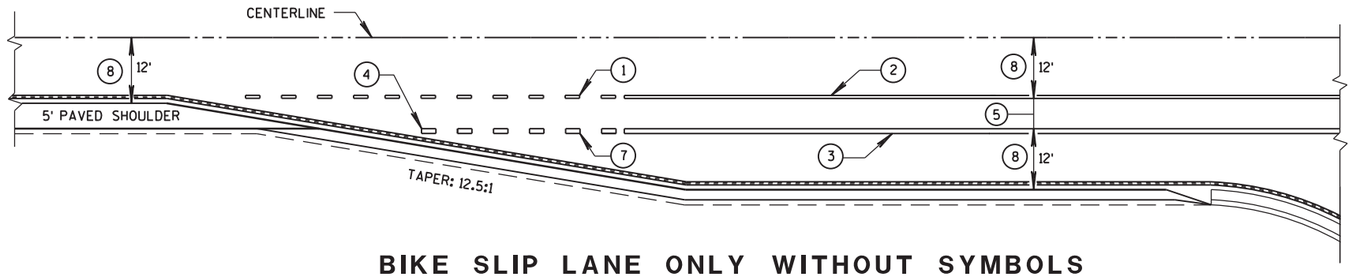
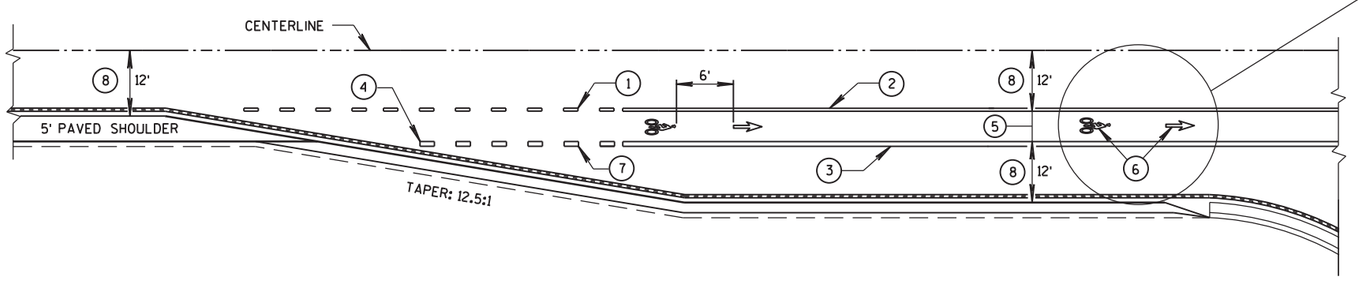
S.D.D. 15 C 21-5



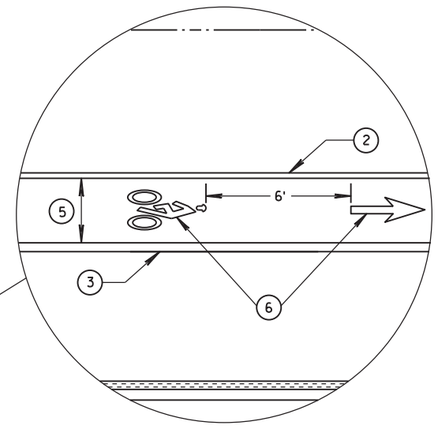
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE. BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

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S.D.D. 15 C 29-3a

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S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

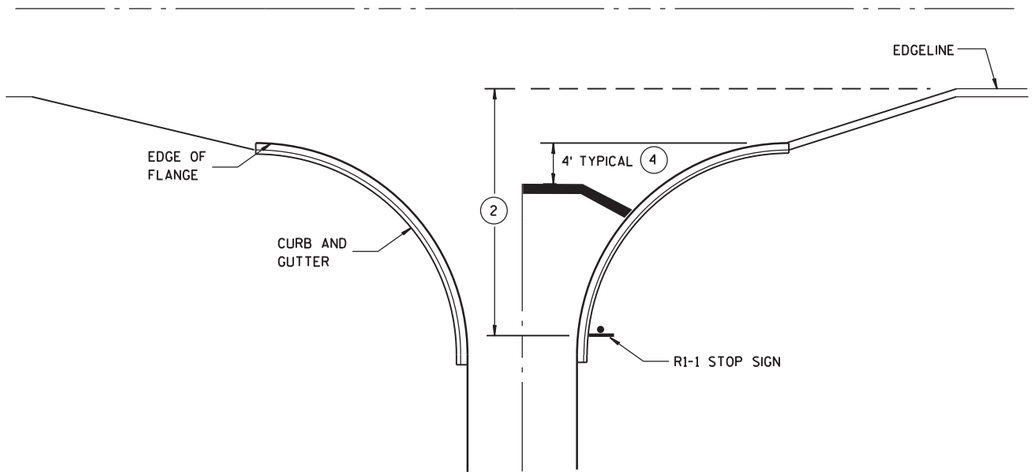
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

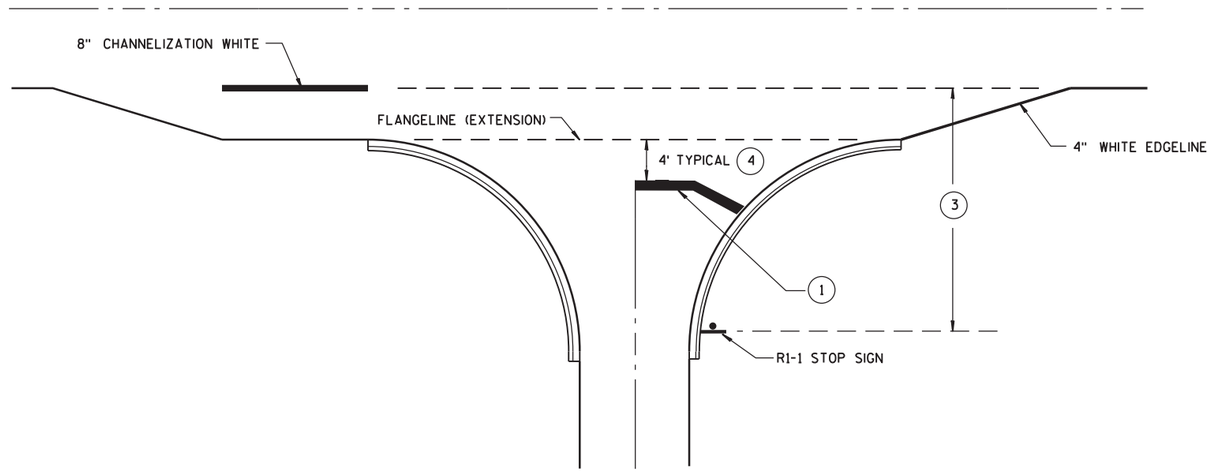
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

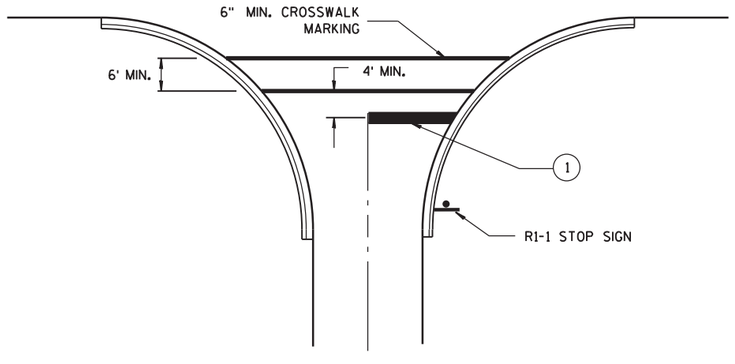
FHWA



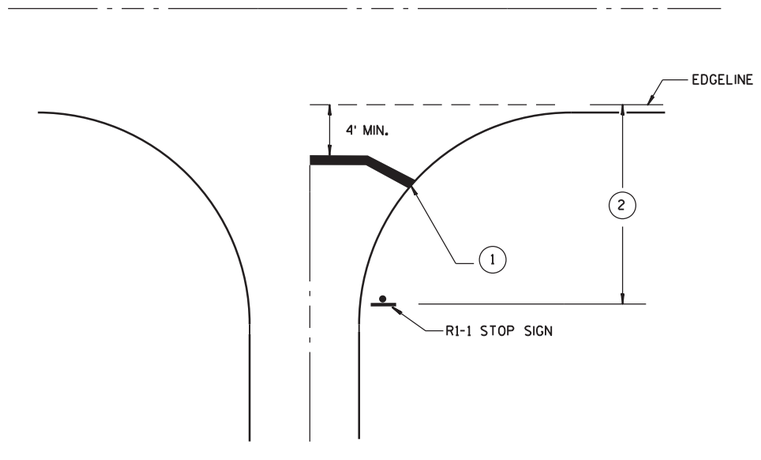
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

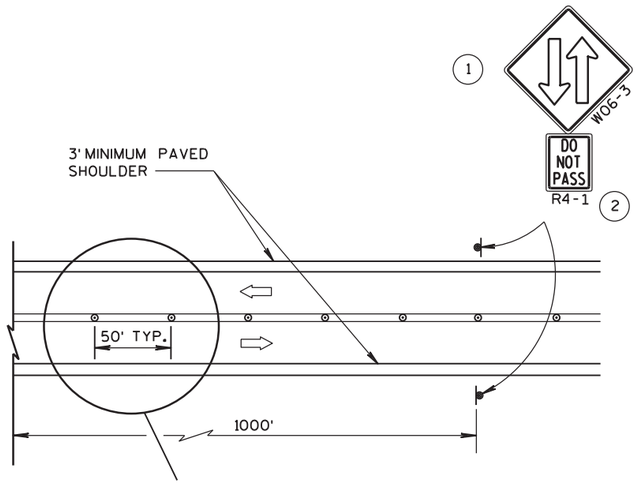
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

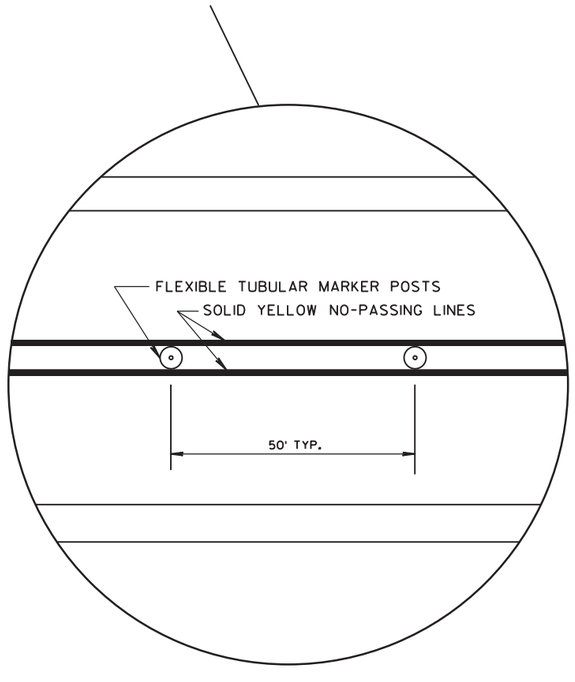
FHWA

6

S.D.D. 15 C 33-1



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

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.

(1)

W057-51
48"x24"

R4-1 (2)

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"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

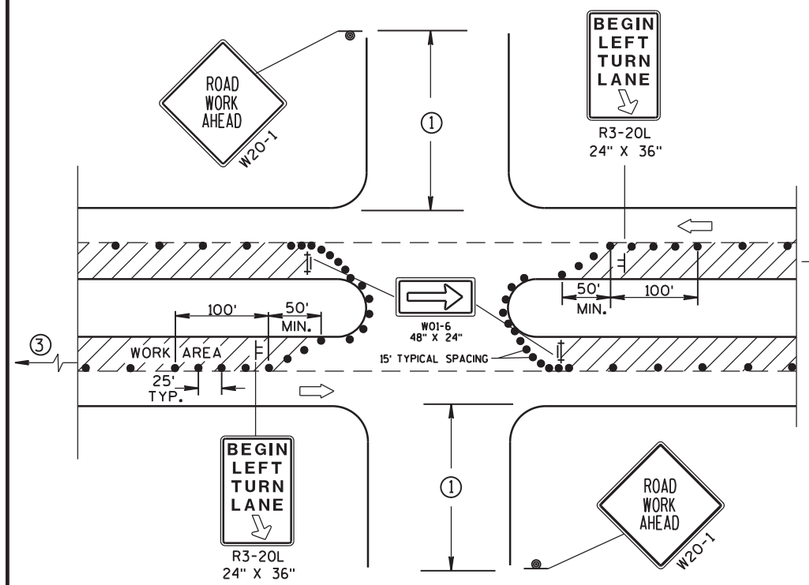
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN

FHWA

6

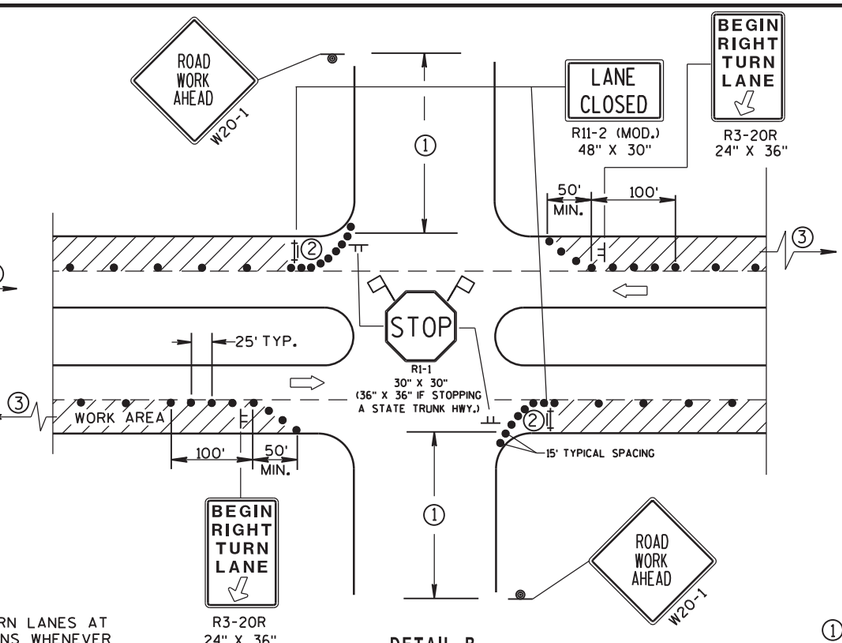
S.D.D. 15 D 6-3



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.

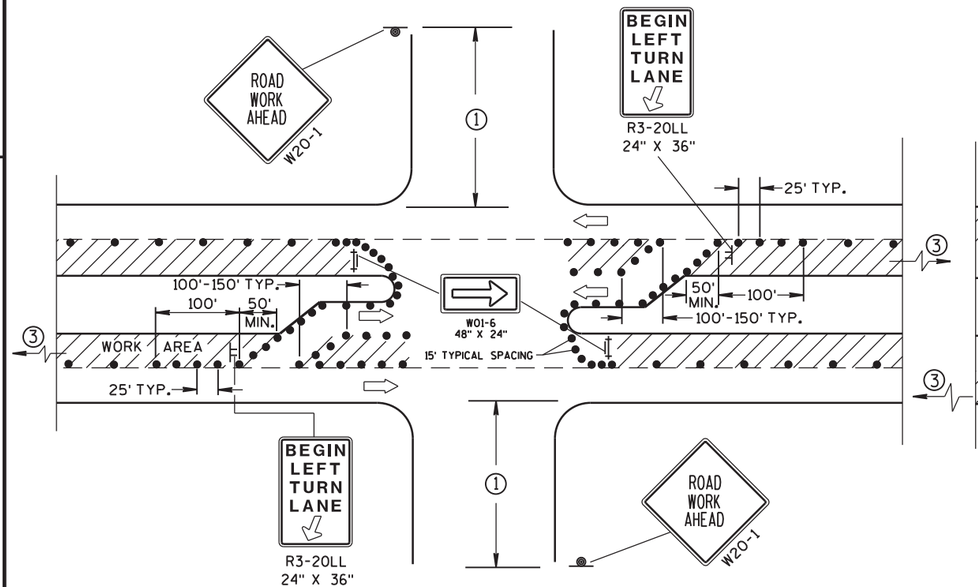
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

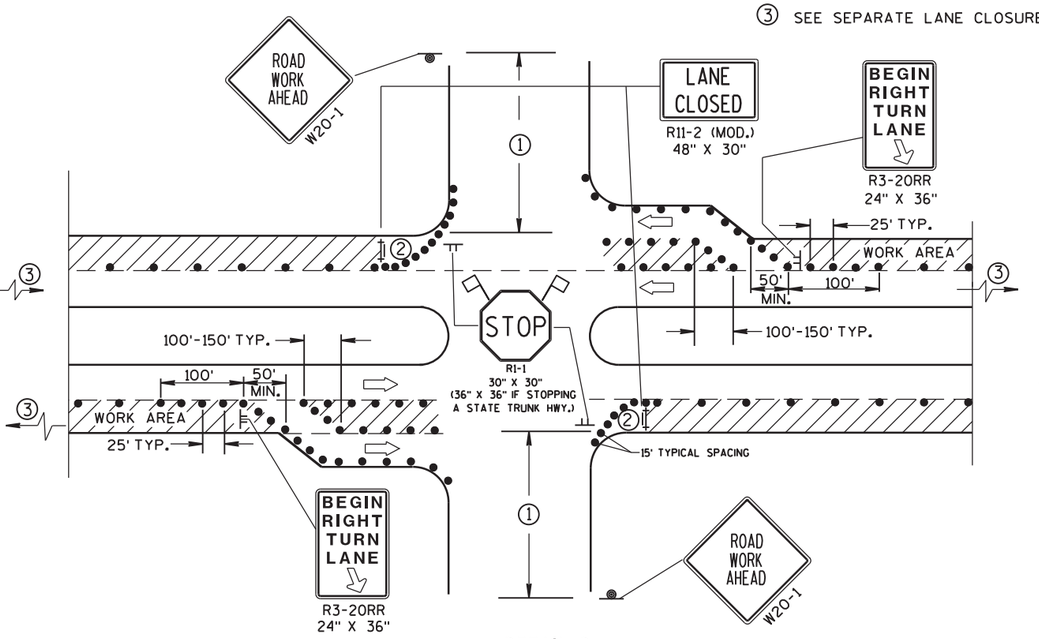
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

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

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.

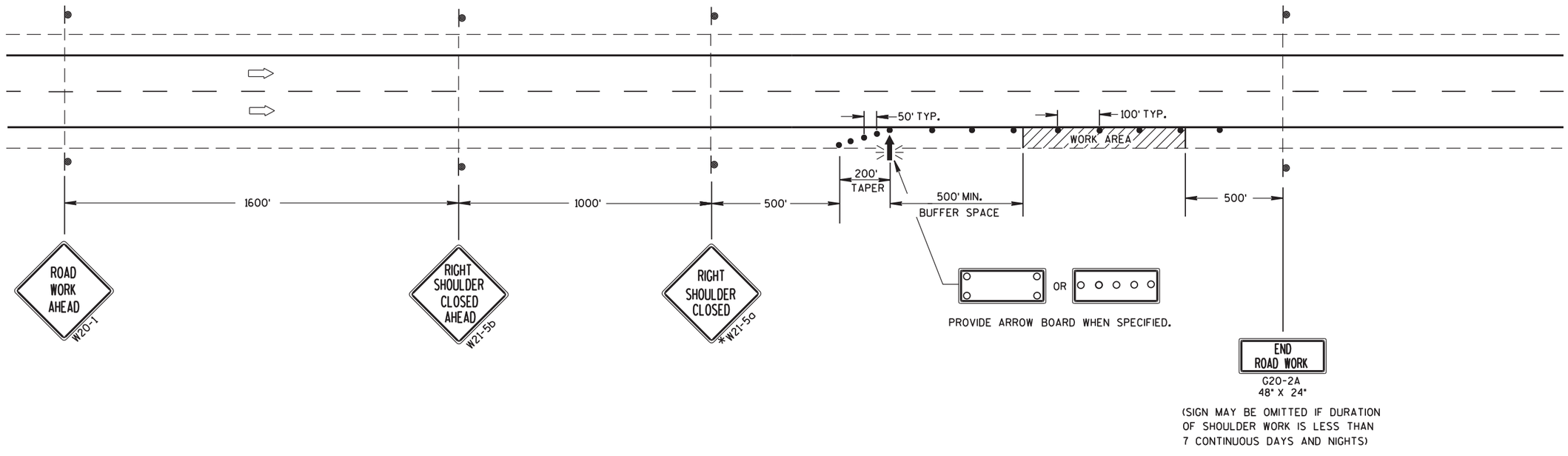
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 ENGINE ESIGN

FHWA

6

S.D.D. 15 D 27-2

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.

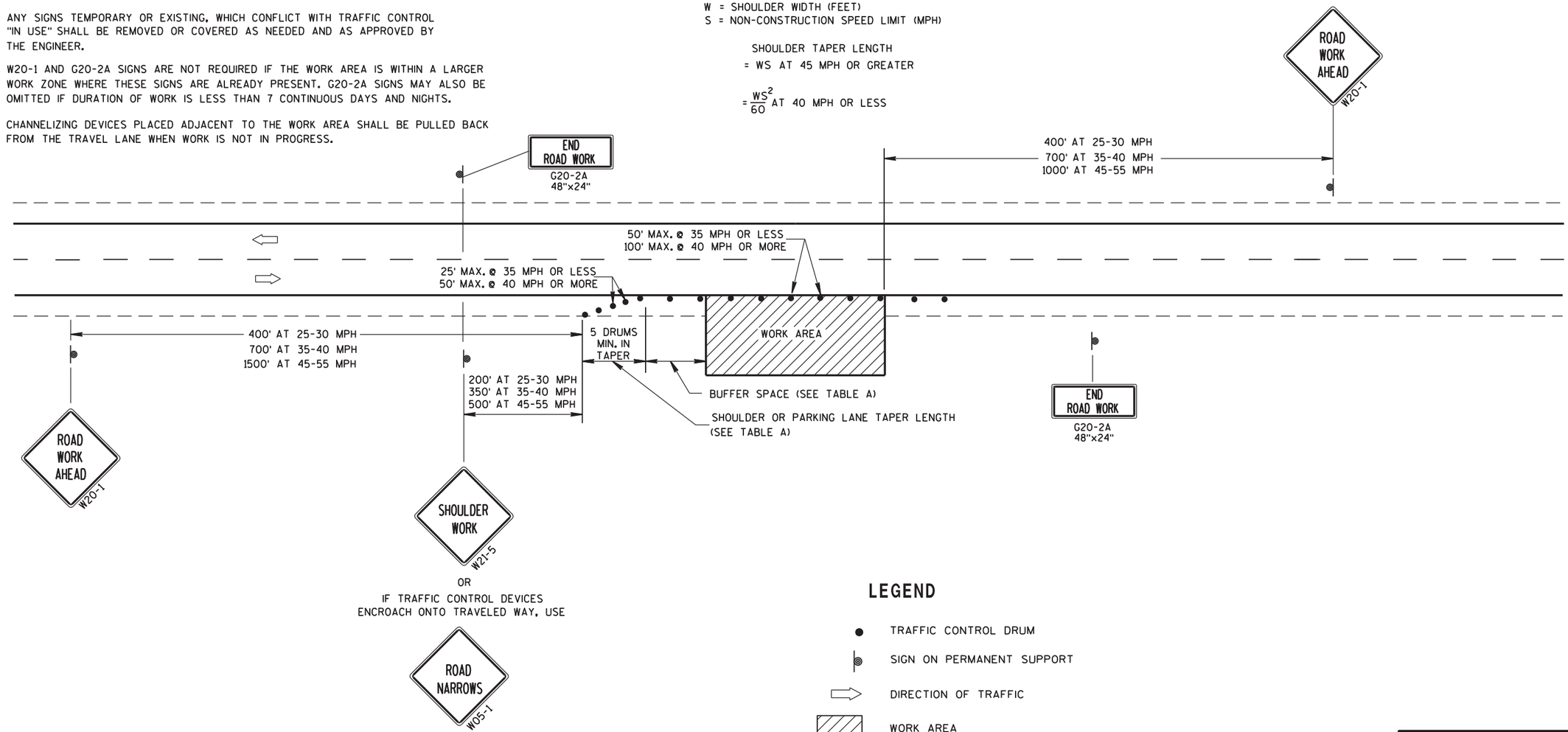
TABLE A

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

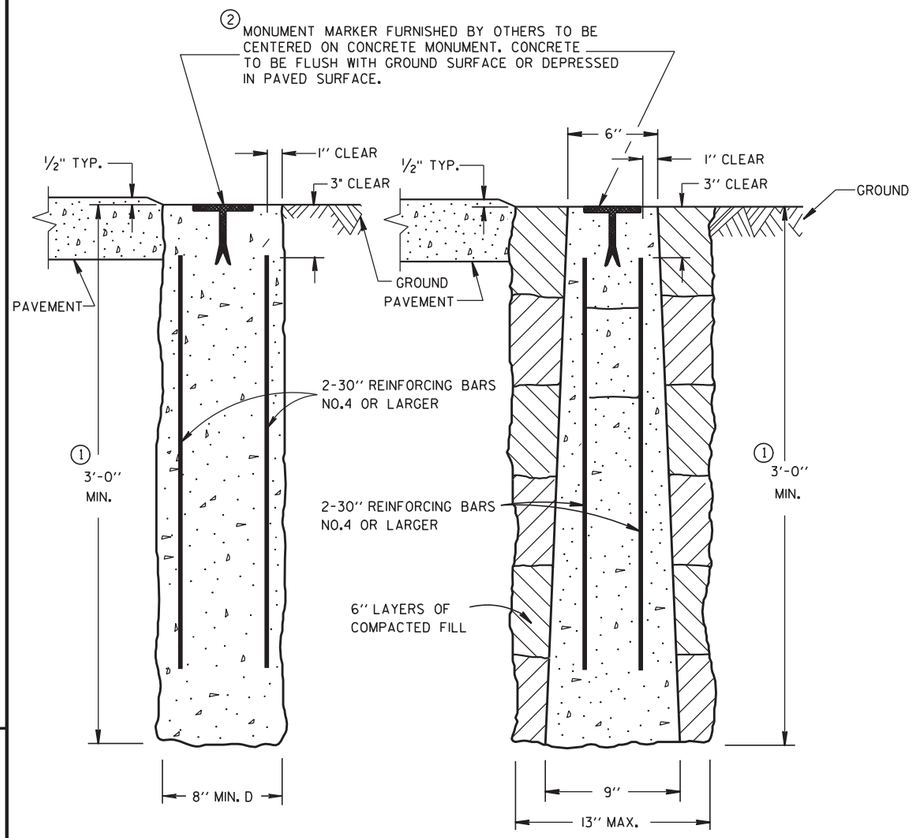
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

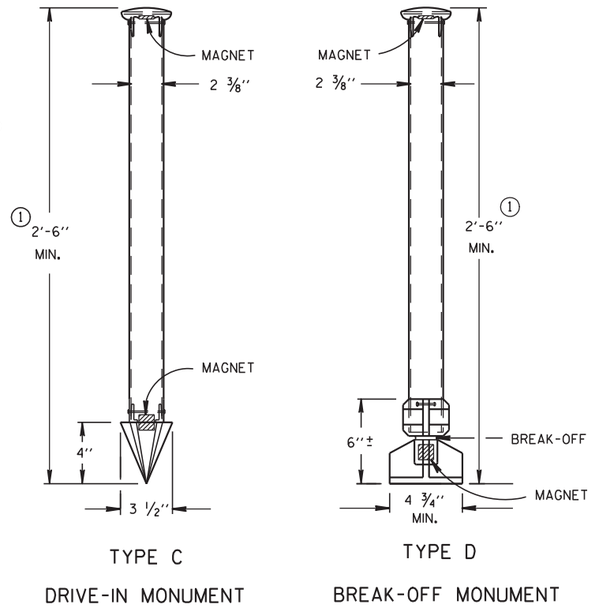
S.D.D. 15 D 28-2



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C TYPE D

DRIVE-IN MONUMENT BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

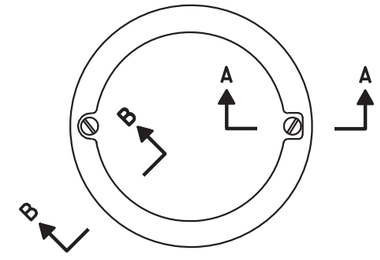
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

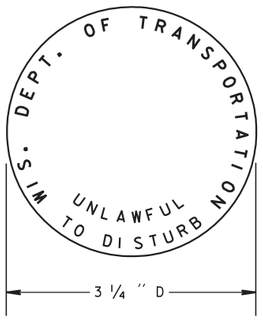
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

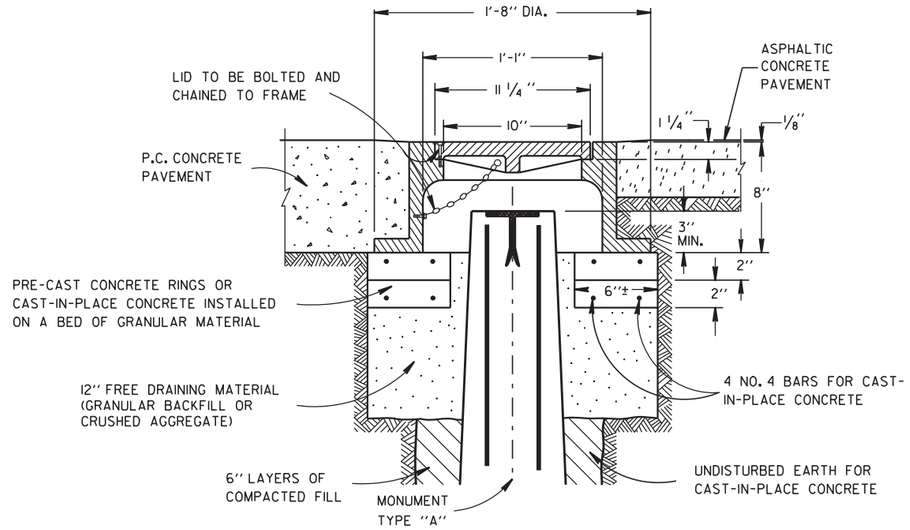
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

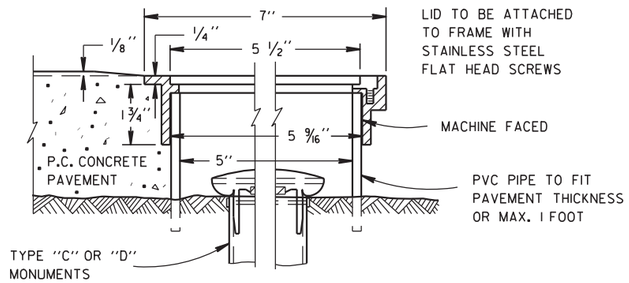


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

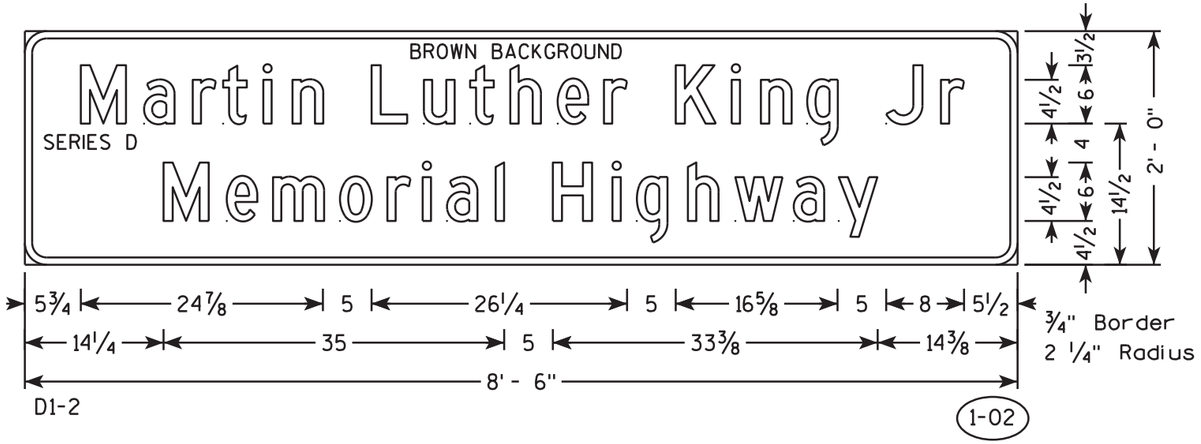
APPROVED

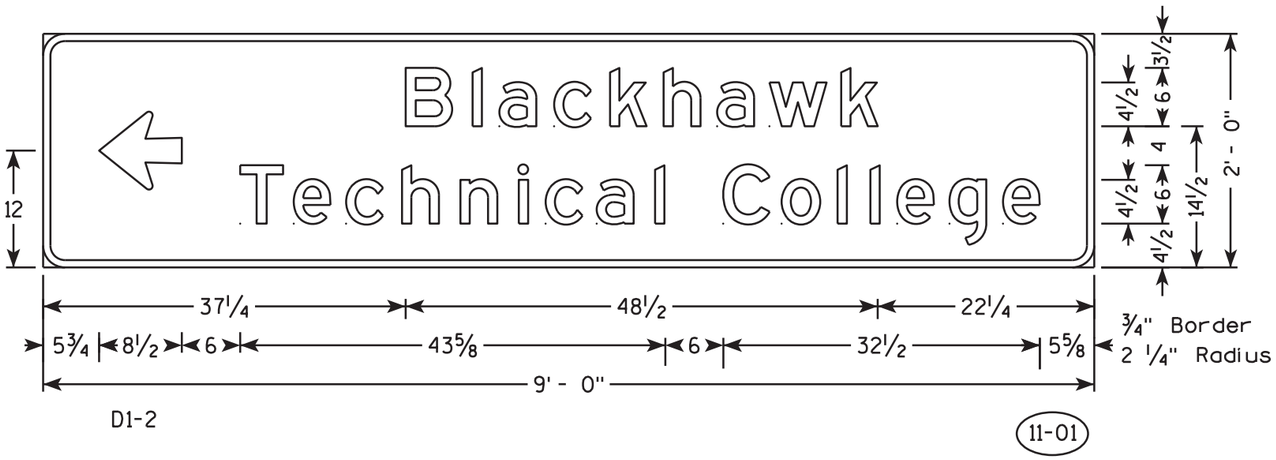
9/22/1999 DATE

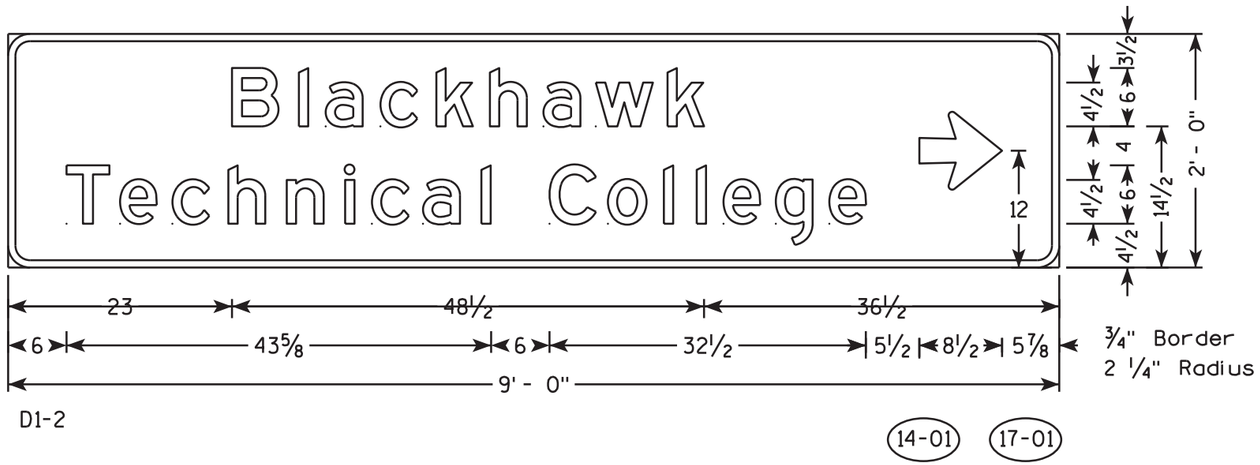
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

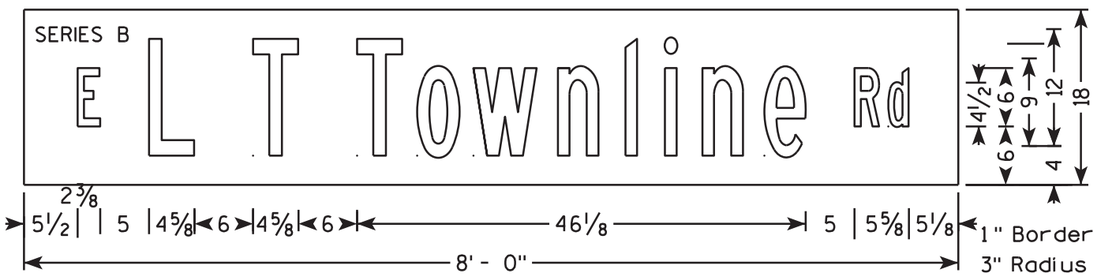
FHWA

6 S.D.D. 16 A 1-6









NOTES

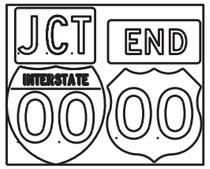
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN except as Shown
   Message - WHITE
3. Message Series - E except as Shown

PROJECT NO: 5966-00-72/73	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E

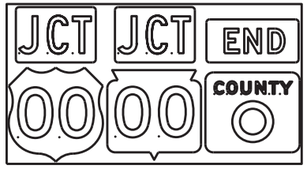
FILE NAME : C:\CAEFiles\Projects\tr_d1\1537A014.DGN PLOT DATE : 15-OCT-2014 11:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 15.566735:1.000000 WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

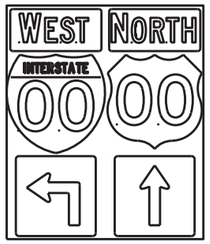


J1-2

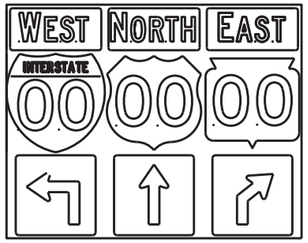


J1-3

J2-1



J2-2

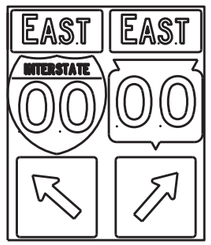


J2-3

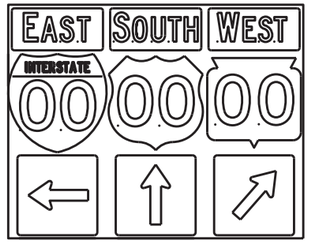
JV

(Typical Vertical J-Assembly
See Note 10 and 11)

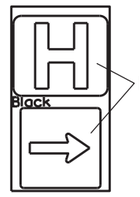
J3-1



J3-2



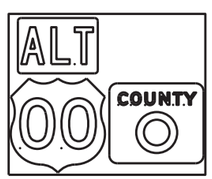
J3-3



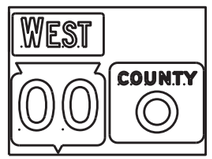
Blue Background

JH-1

J4-1



J4-2



J4-2

J13-1

J12-1

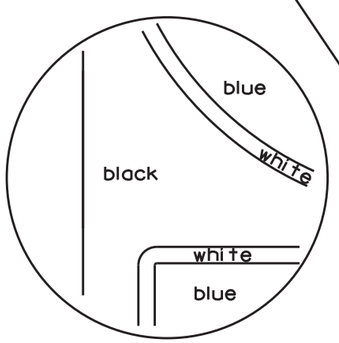
J32-1

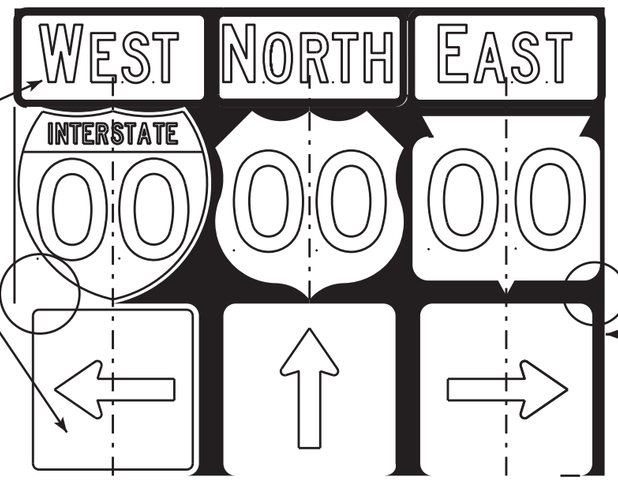
J33-1

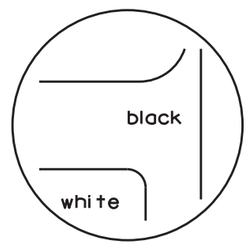
J23-1

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

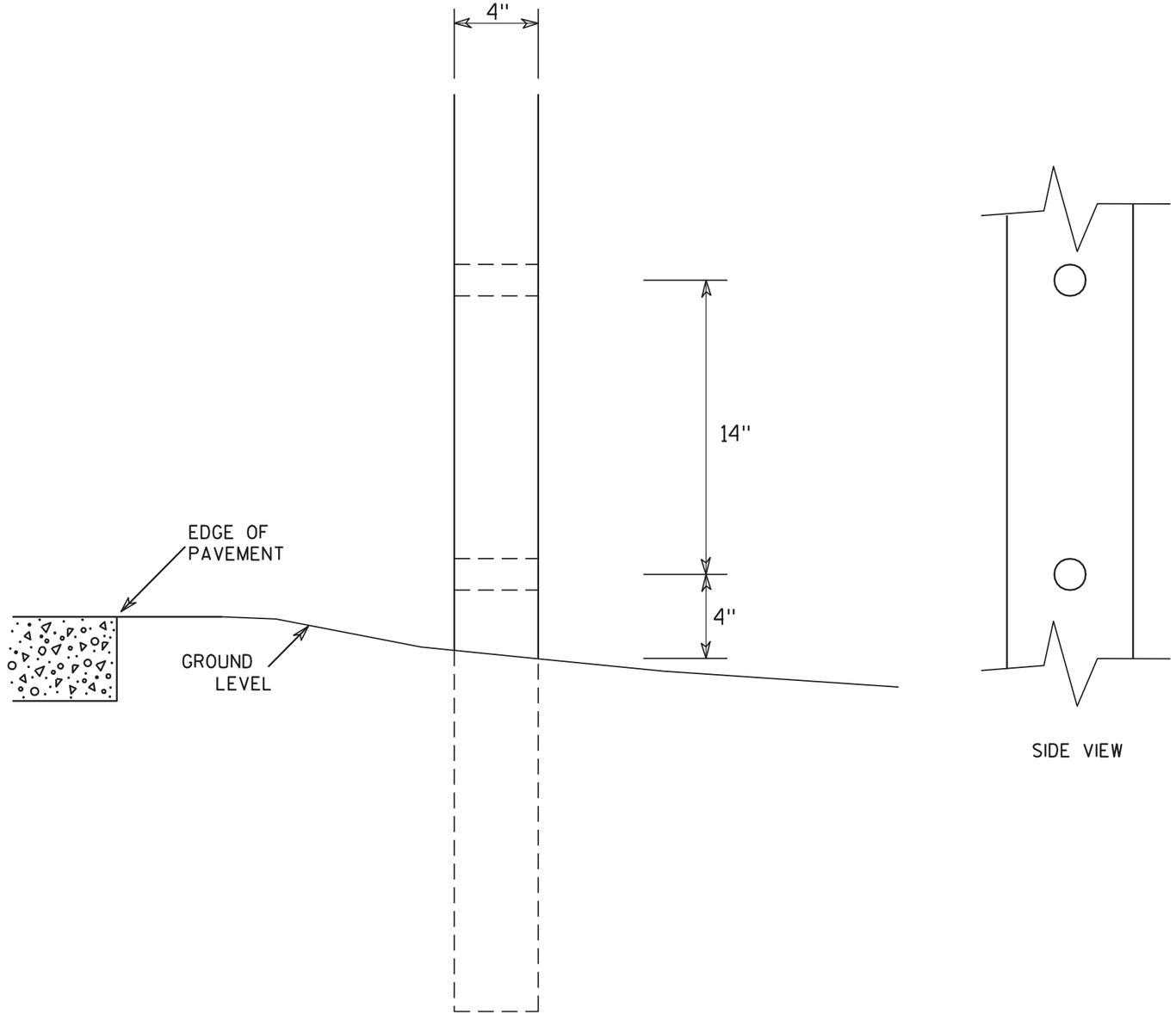
DATE 2/06/14 PL... A2-1S.8

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.

7

7

4 X 6 WOOD POST MODIFICATIONS

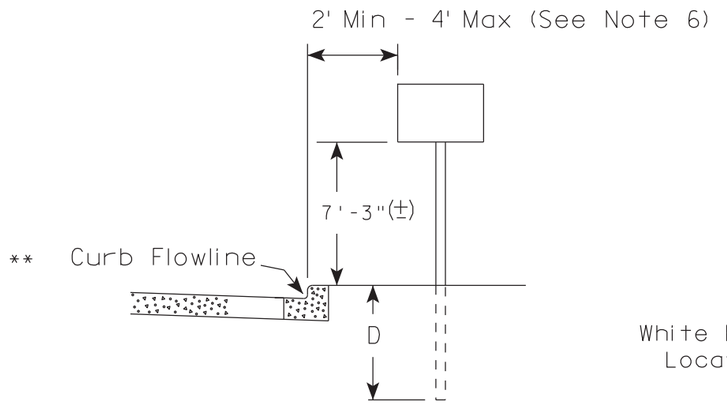
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

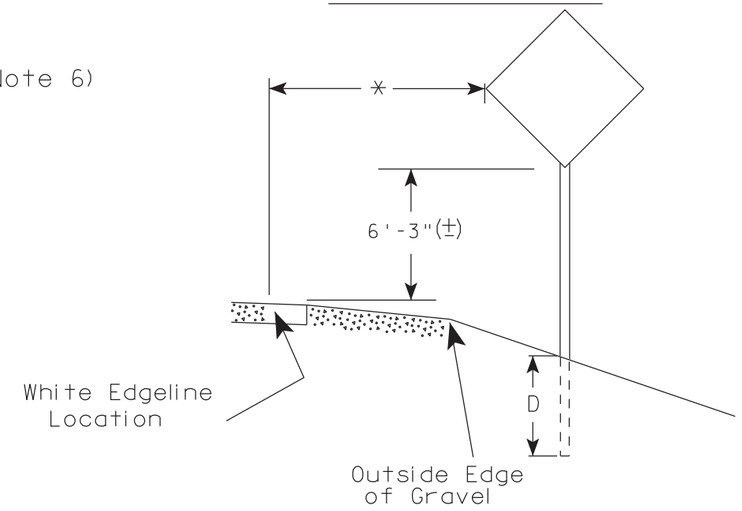
DATE 3/27/97 PLATE NO. A4-11.2

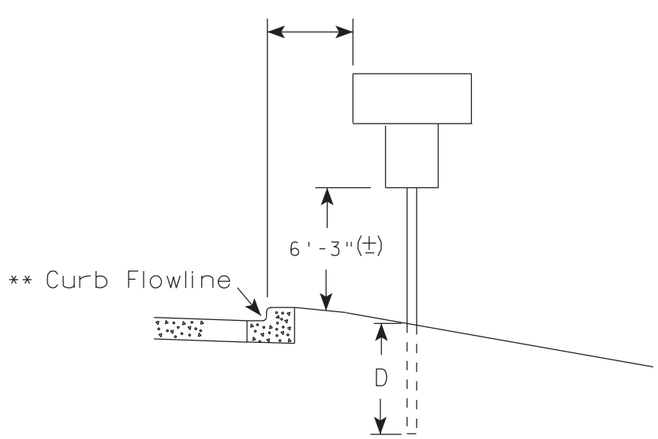
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E

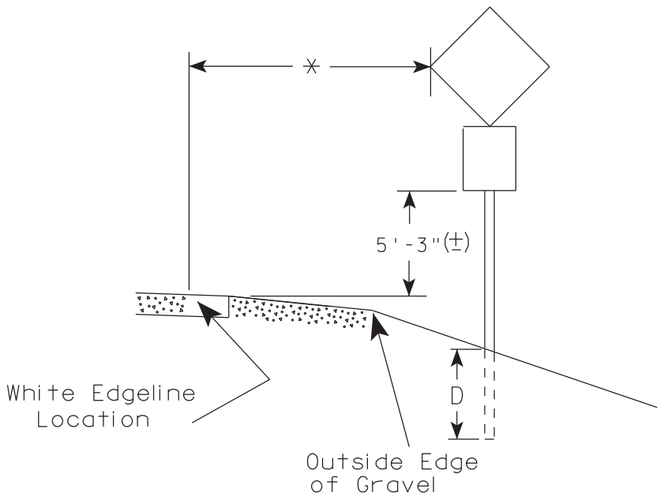
URBAN AREA



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 signs shall be mounted at a height of 5'-3" (±) or as directd 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'

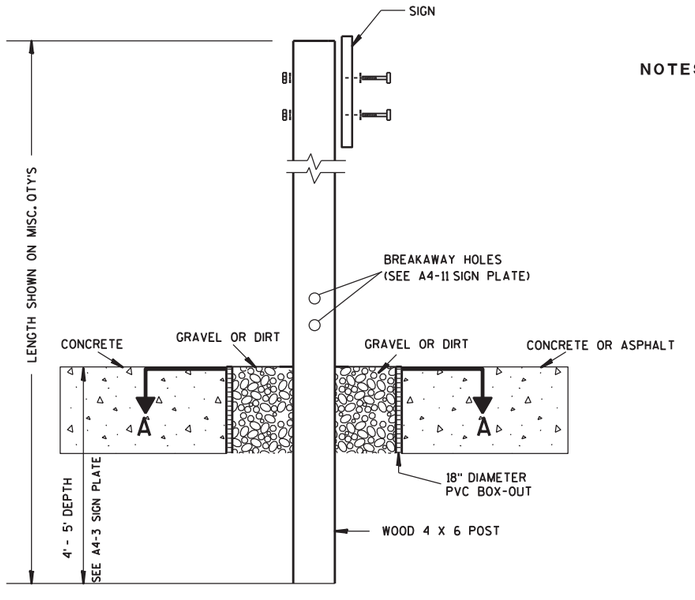
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

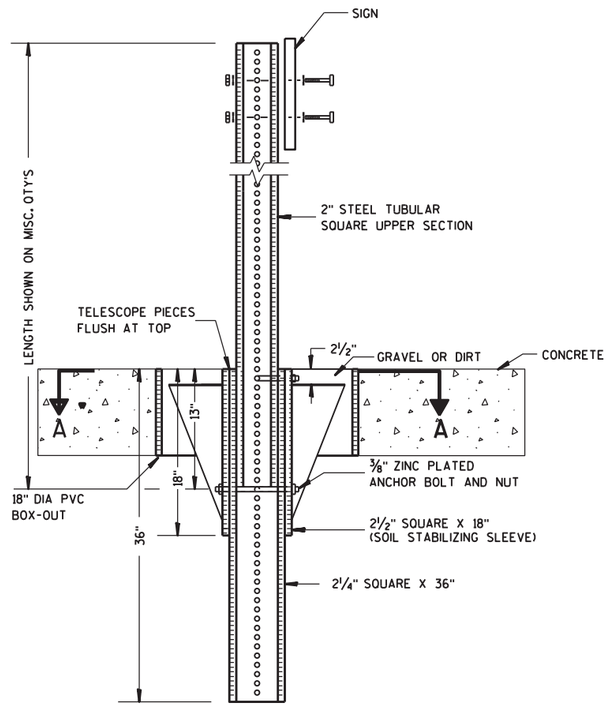
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

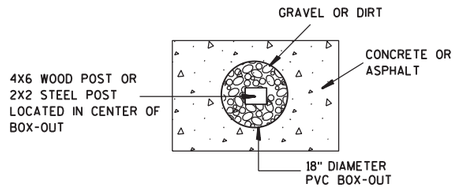
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

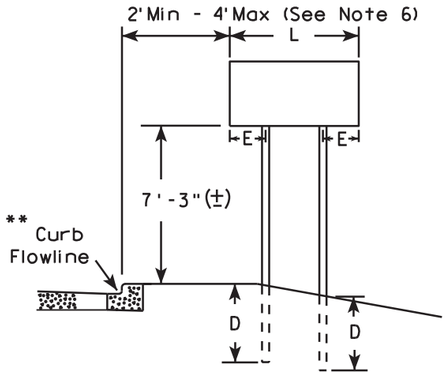
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

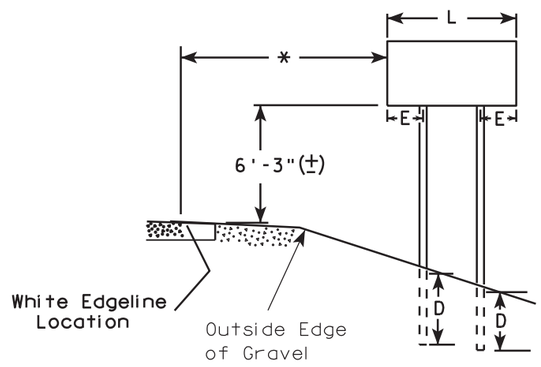
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

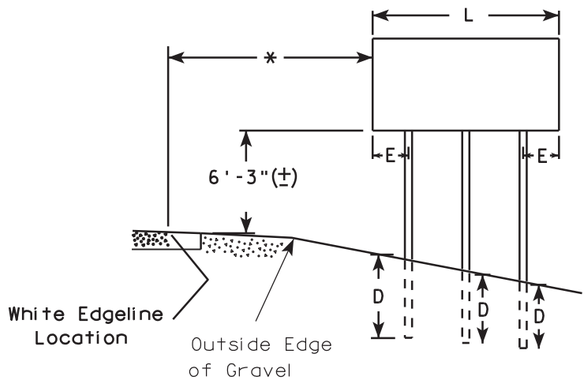
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

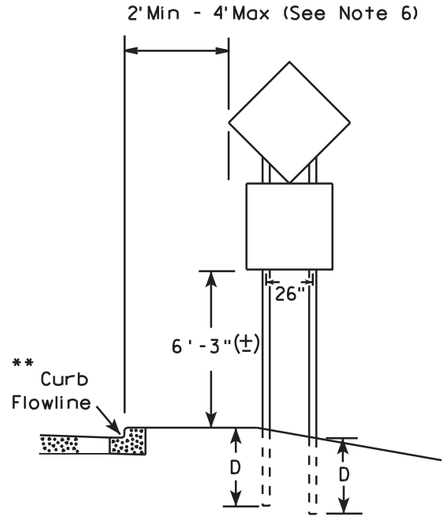
URBAN AREA



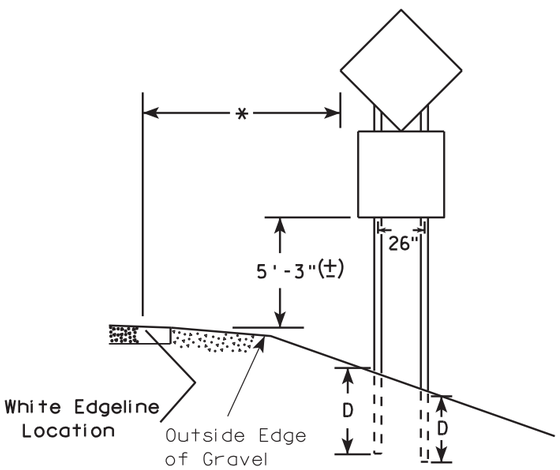
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



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 signs 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'

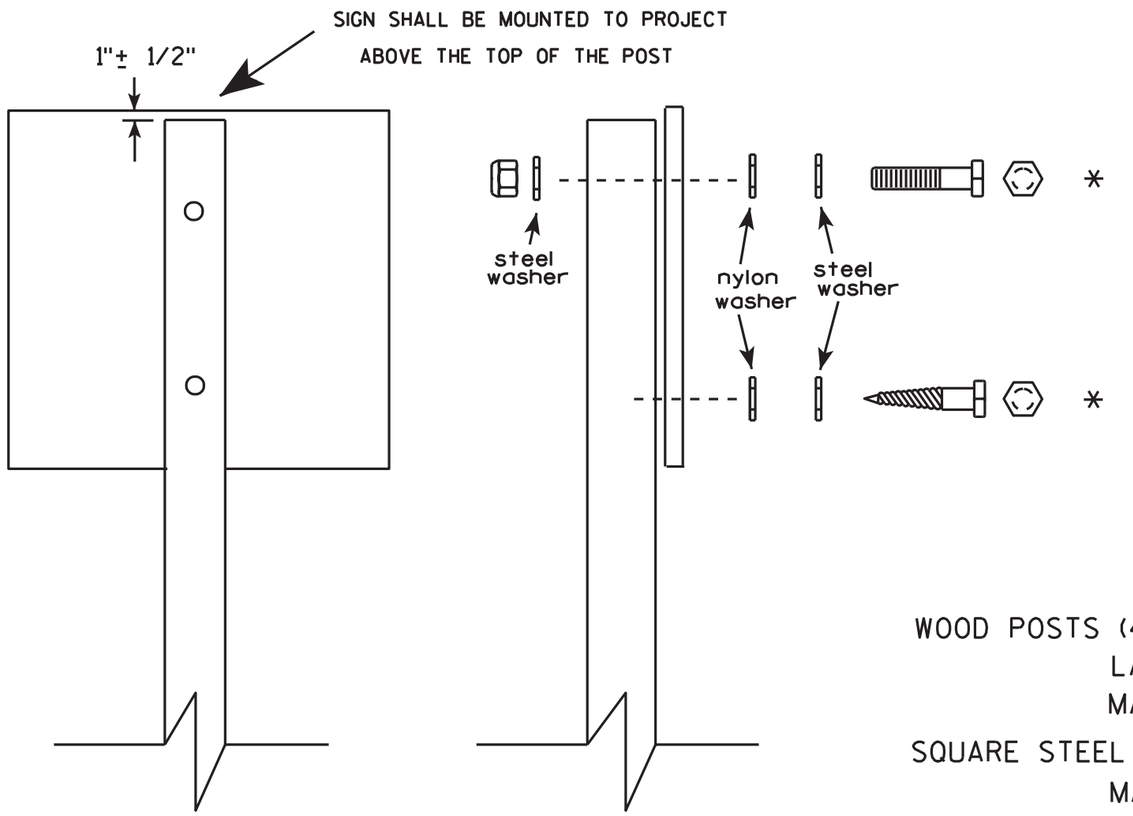
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 241 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	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

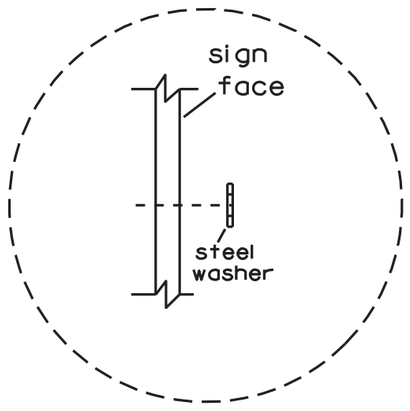
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

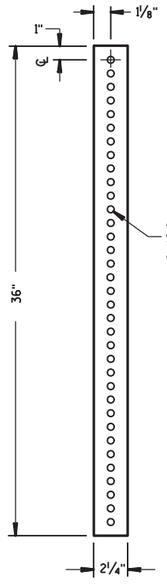
7

PROJECT NO:

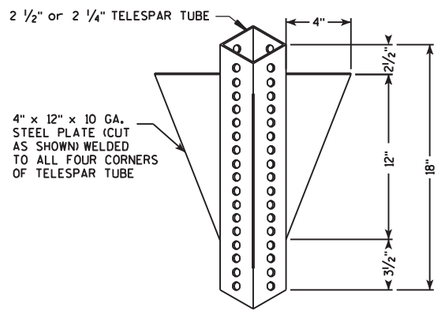
SHEET NO: 242 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

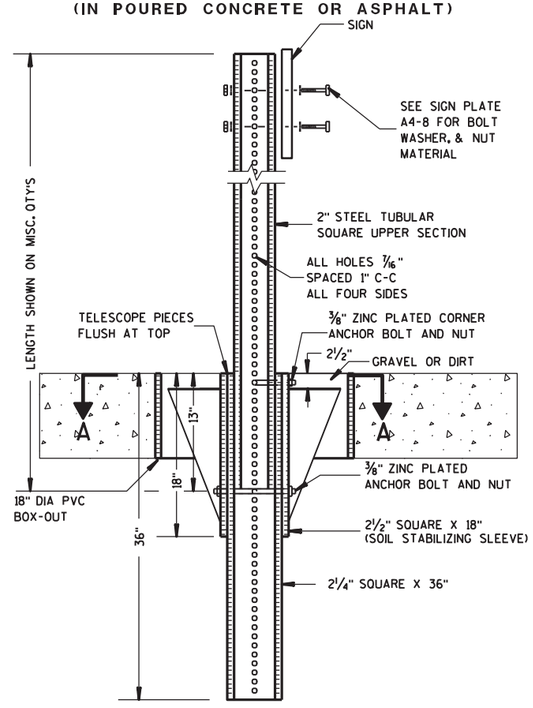
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



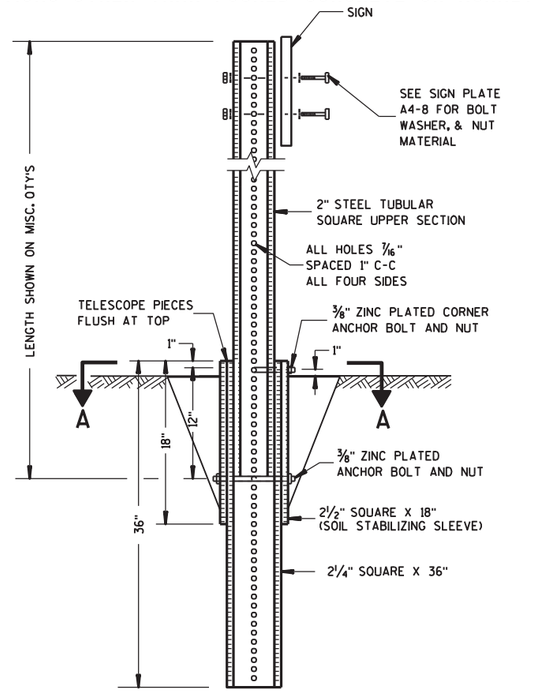
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

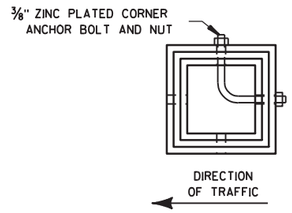


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

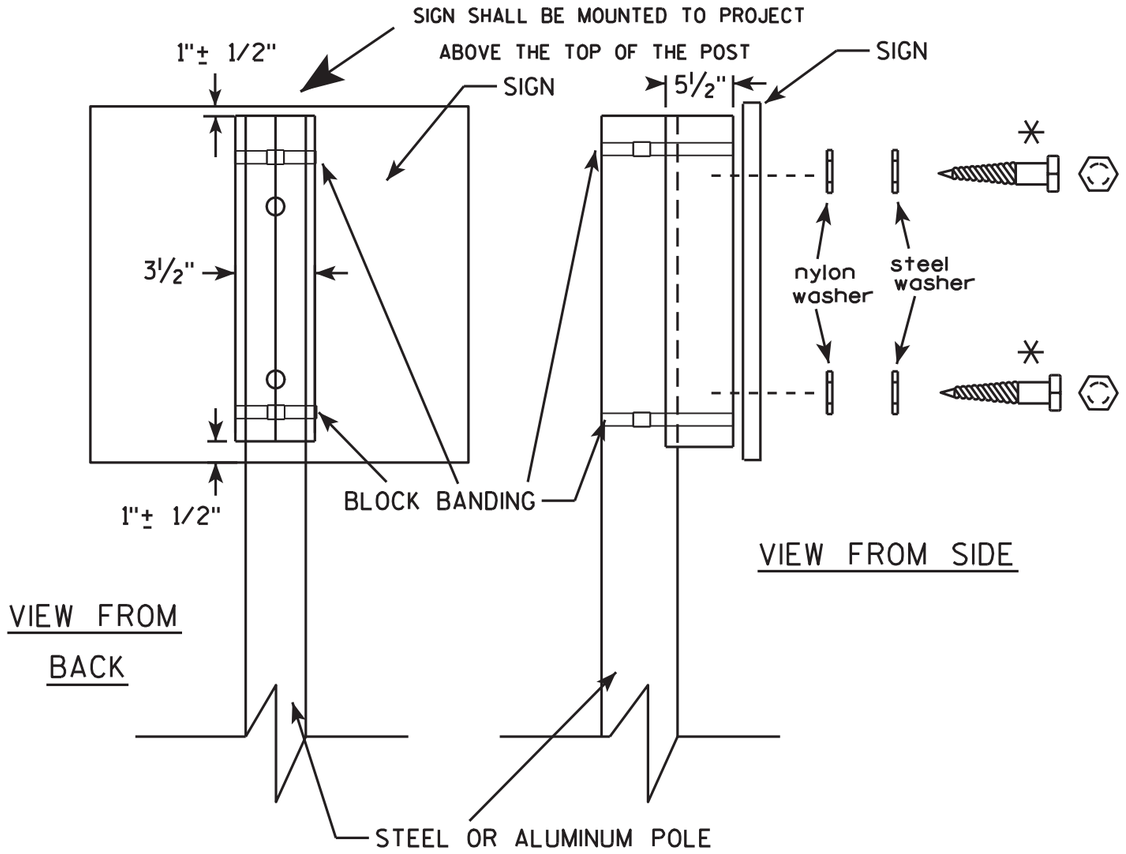
TUBULAR STEEL SIGN POST A4-9

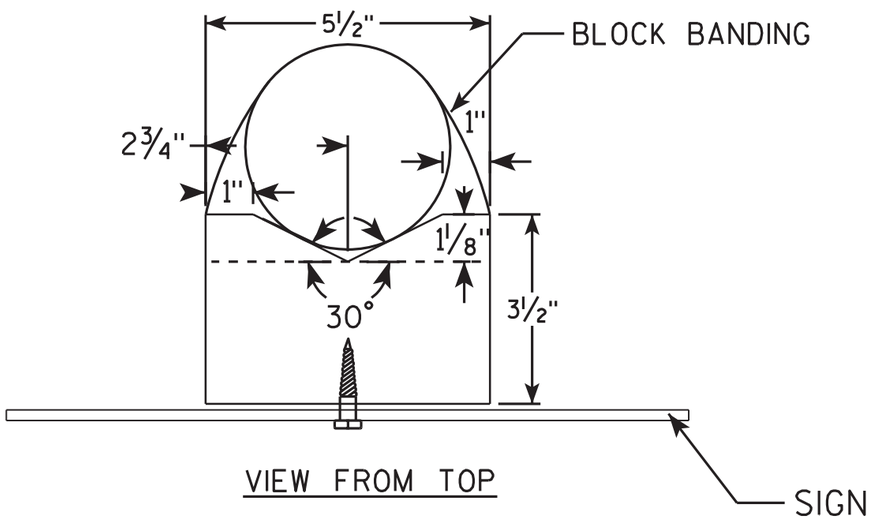
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	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

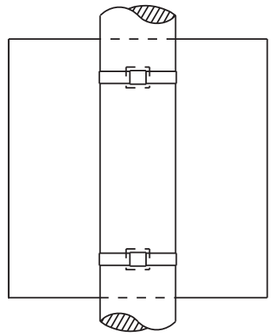
DATE 7/12/07 PLATE NO. A5-10.1

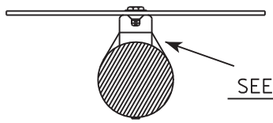
PROJECT NO:

SHEET NO: 244 E

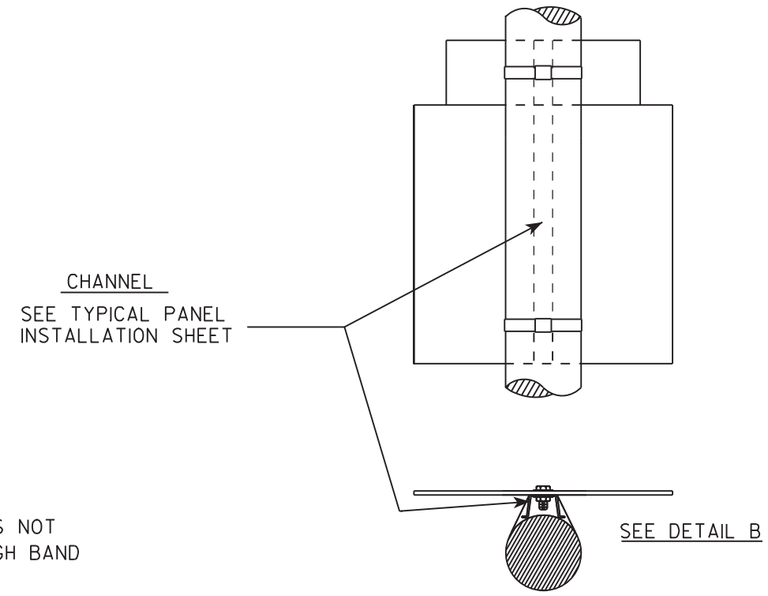
BANDING

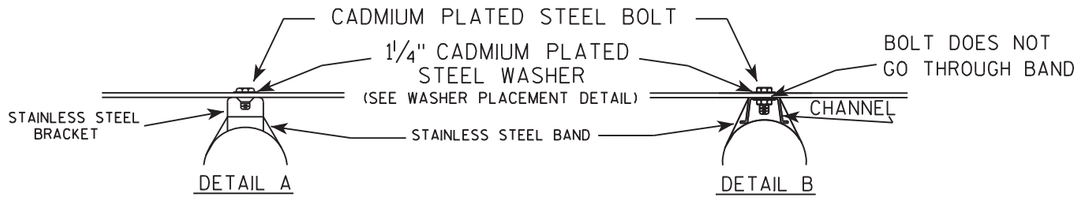
SINGLE SIGN



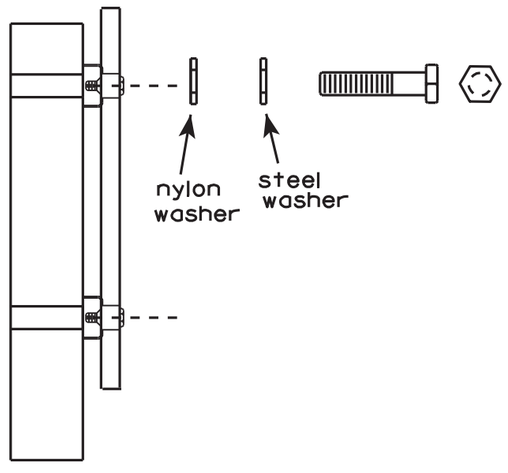


"J" ASSEMBLY





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.

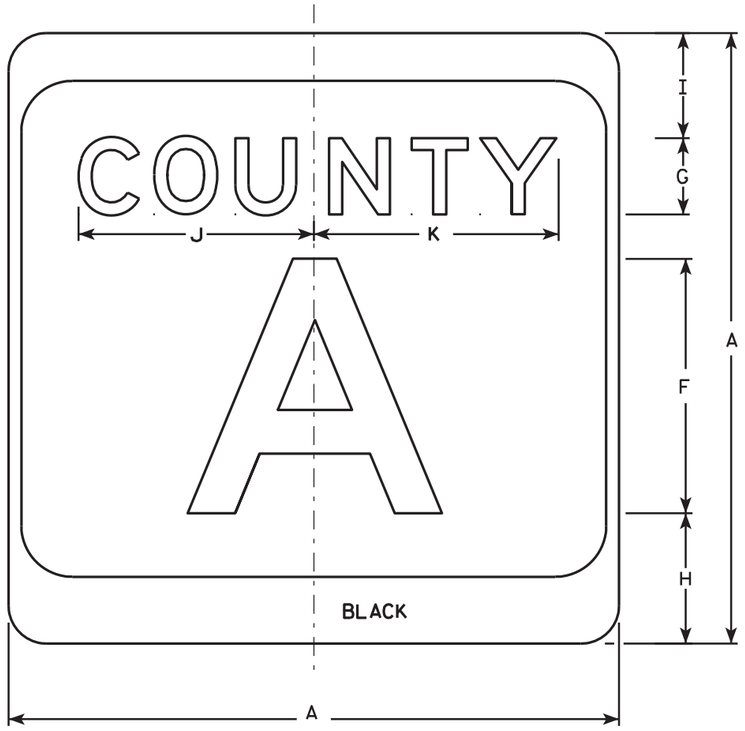
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

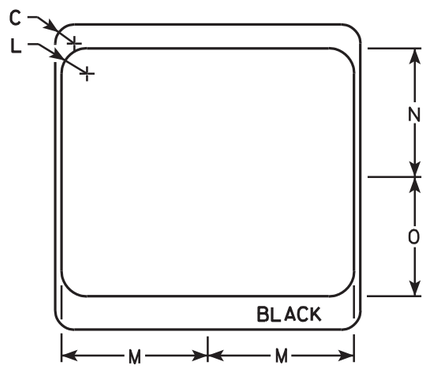
APPROVED Matthew R Rauch
for State Traffic Engineer

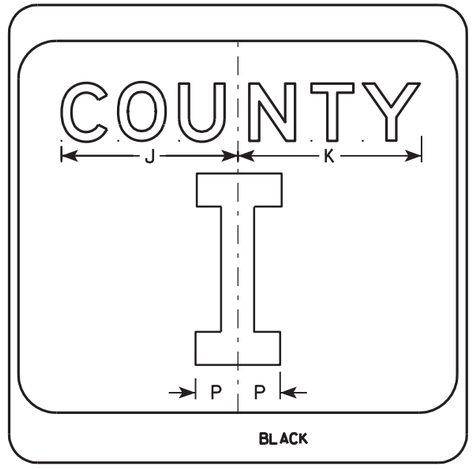
DATE 8/16/13 PLATE NO. A5-9.3

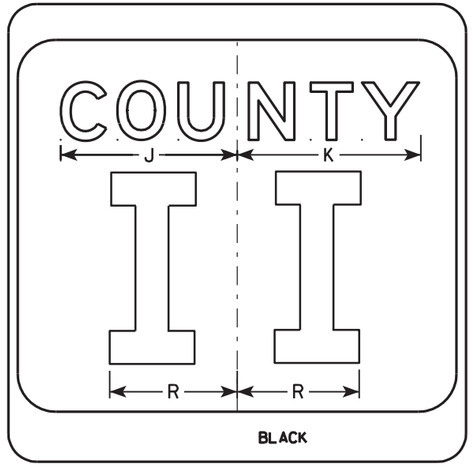
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 245	E



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

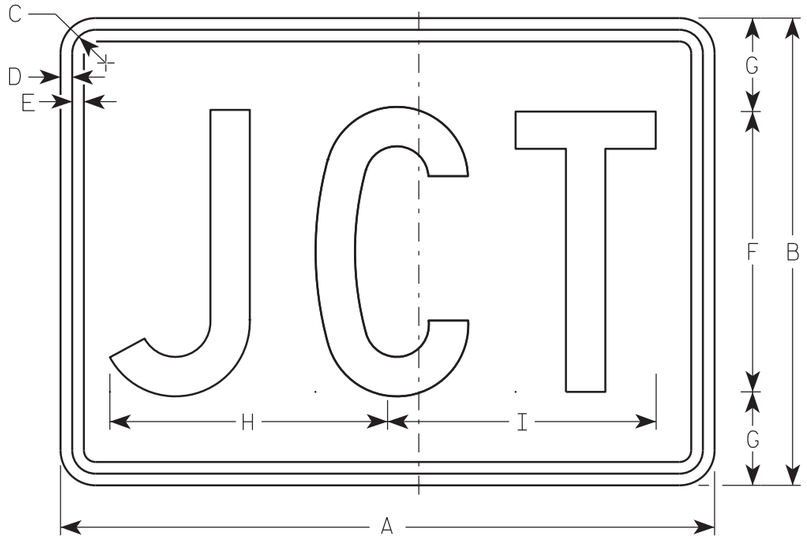
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

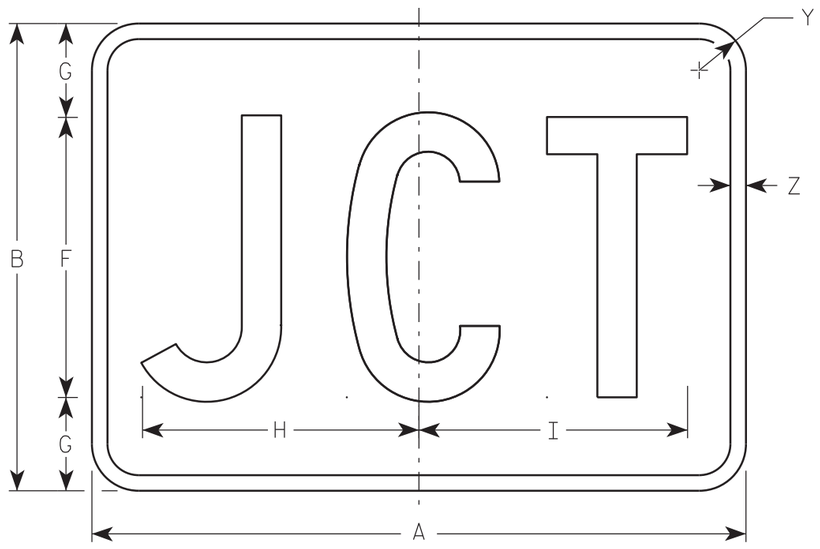
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	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

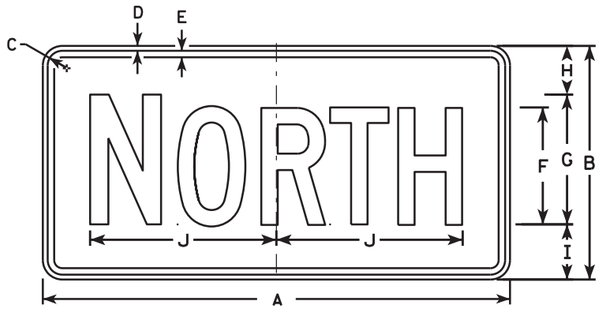
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

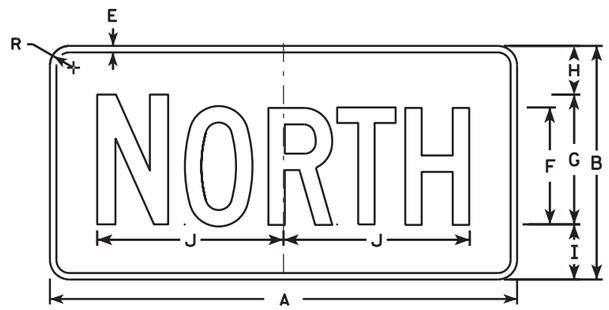
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 247 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



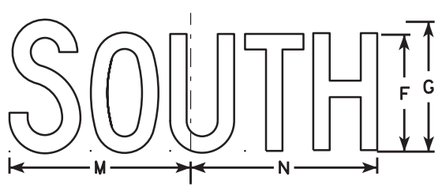
M3-1
MK3-1
MM3-1
MN3-1



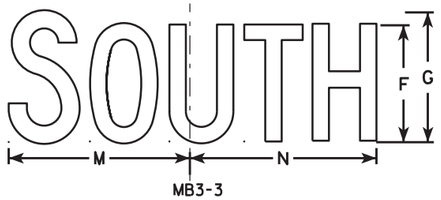
MB3-1

M3-2
MK3-2
MM3-2
MN3-2

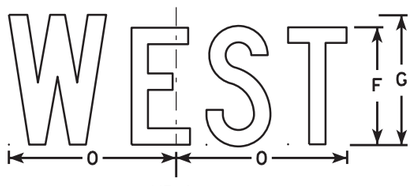
MB3-2



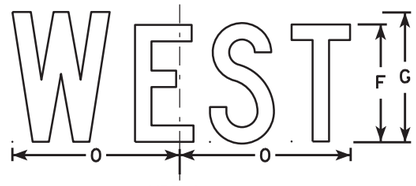
M3-3
MK3-3
MM3-3
MN3-3



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

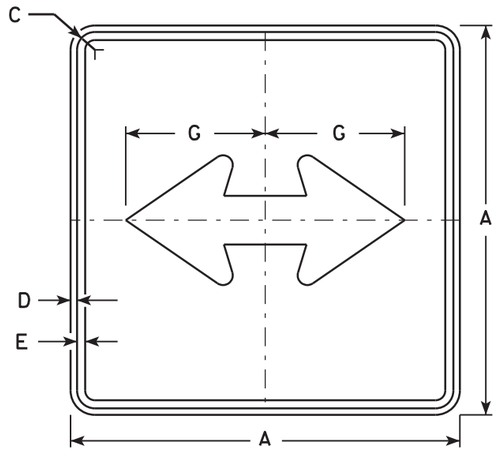
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

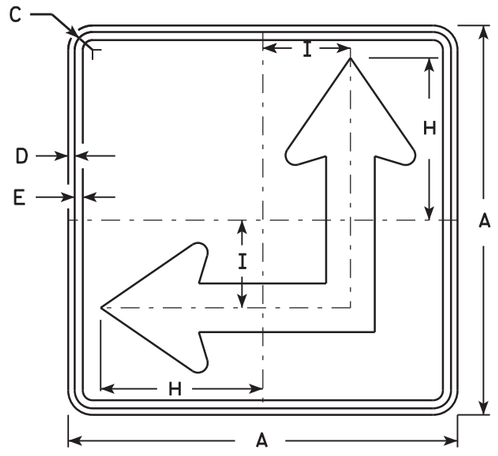
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

7

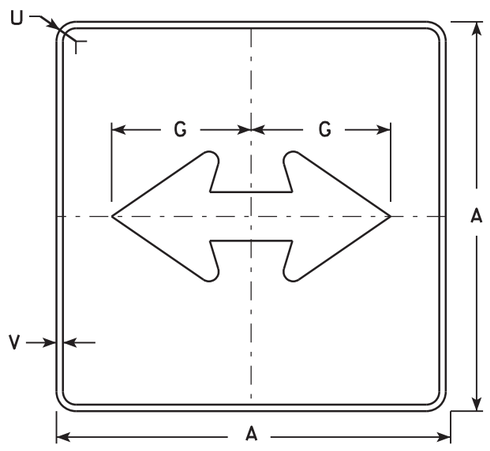
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 30-JUN-2014 12:53 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000 WISDOT/CADDS SHEET 42



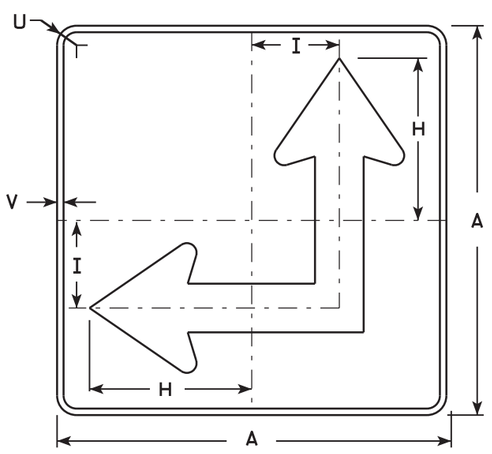
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



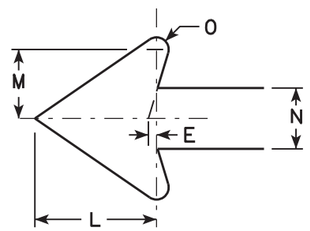
MB6-4



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

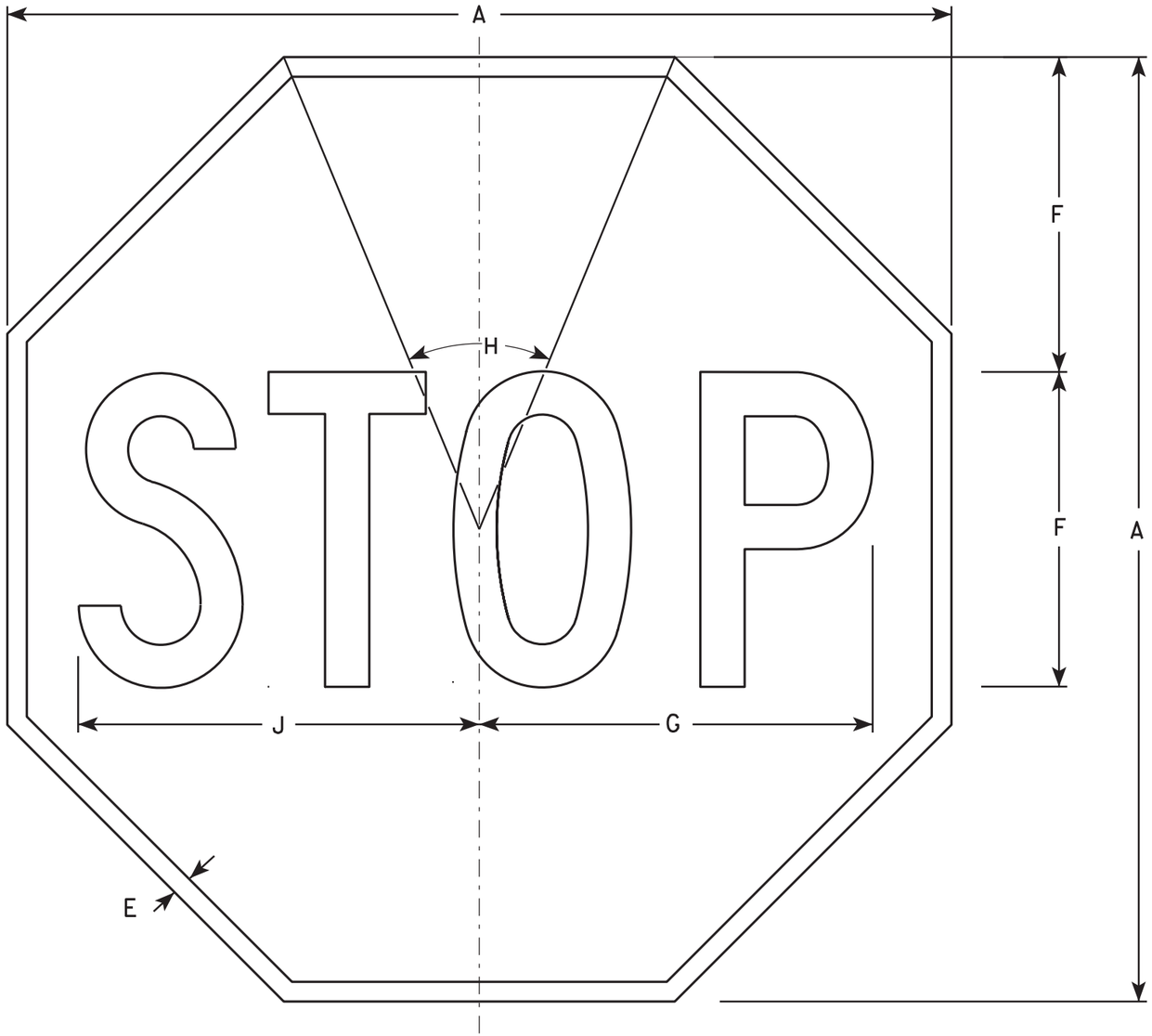
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE 249 M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 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

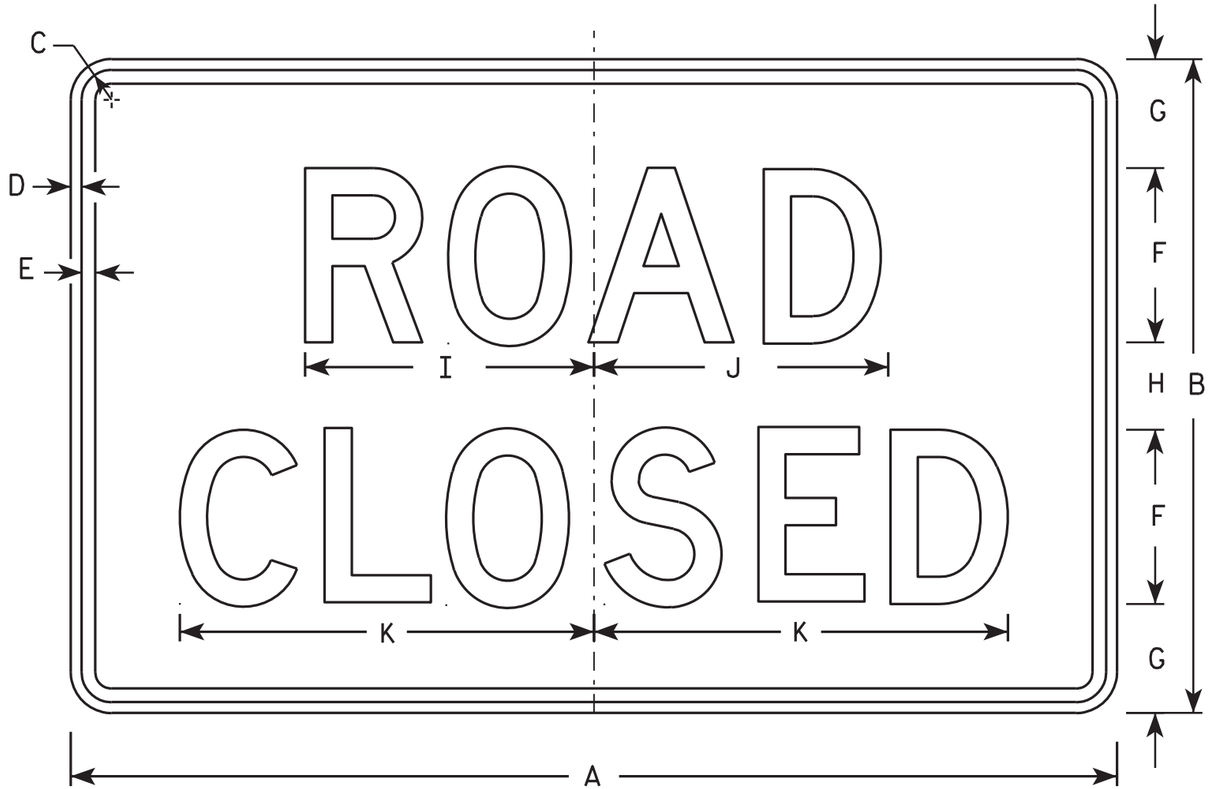
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

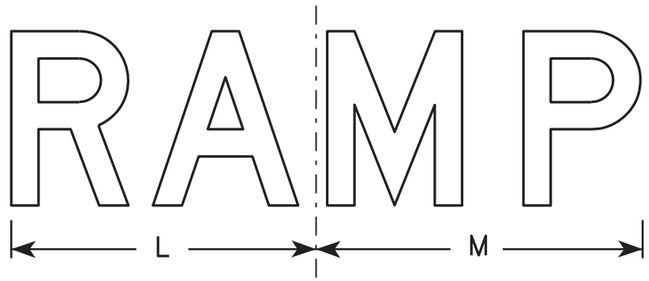
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 250	E



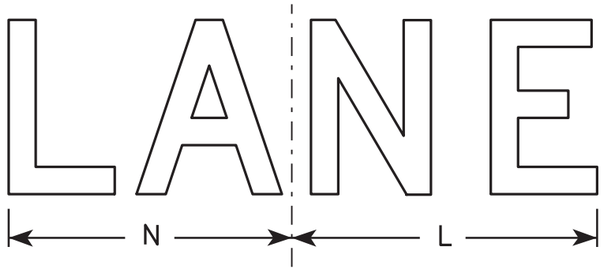
R11-2

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

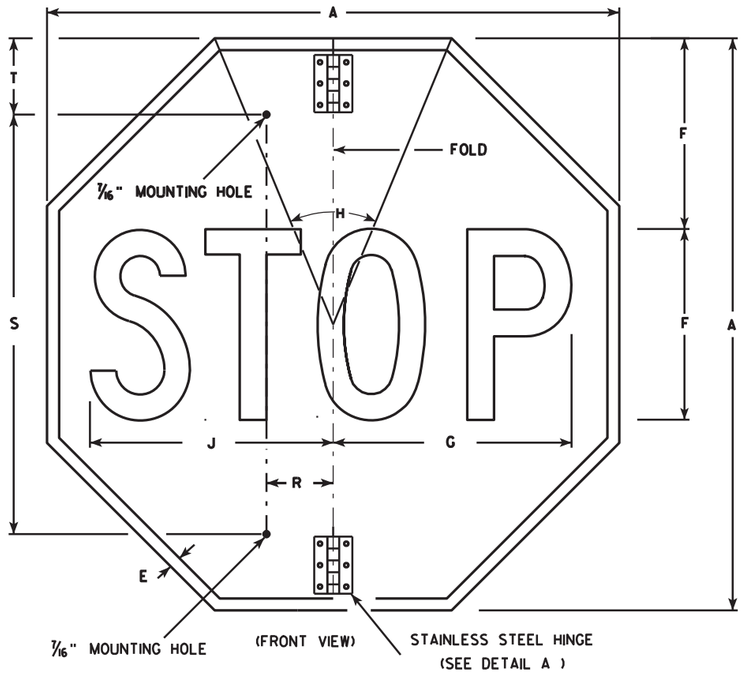
STANDARD SIGN
R11-2

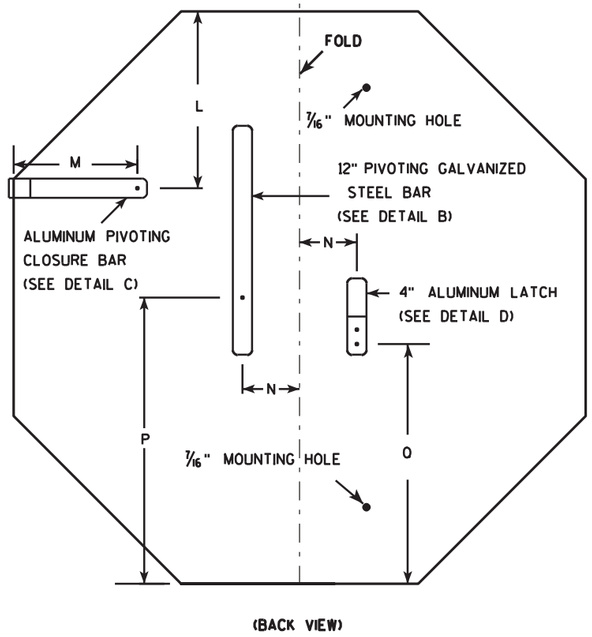
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

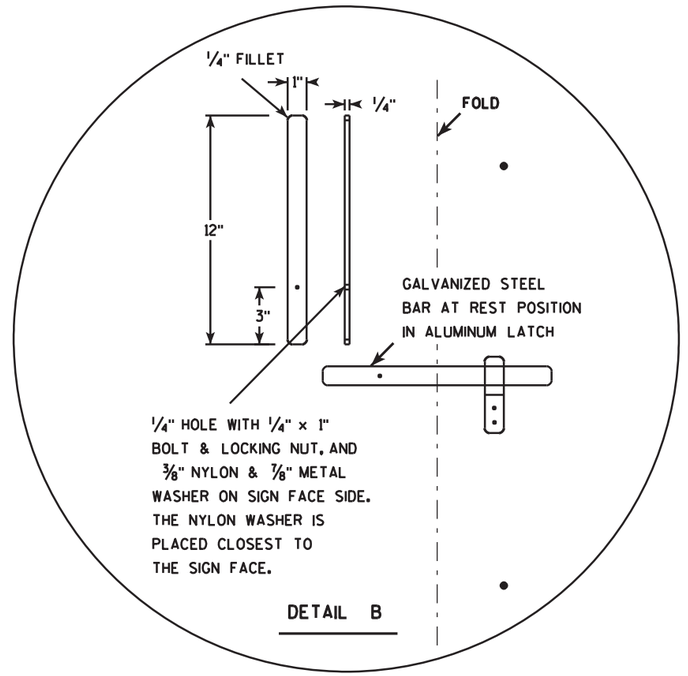
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



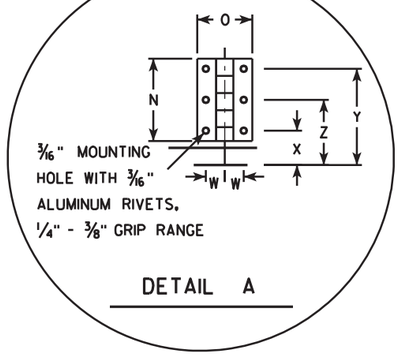


NOTES

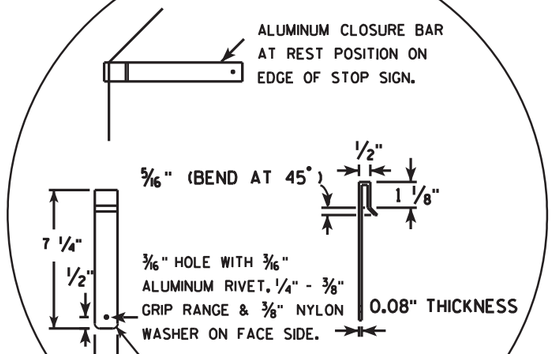
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



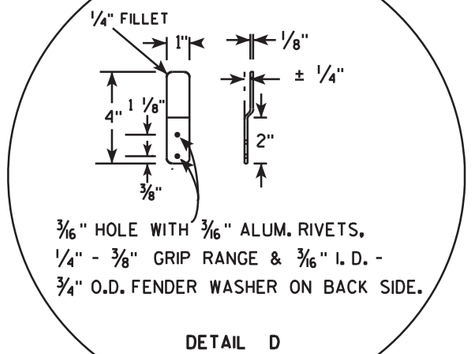
DETAIL B



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																											

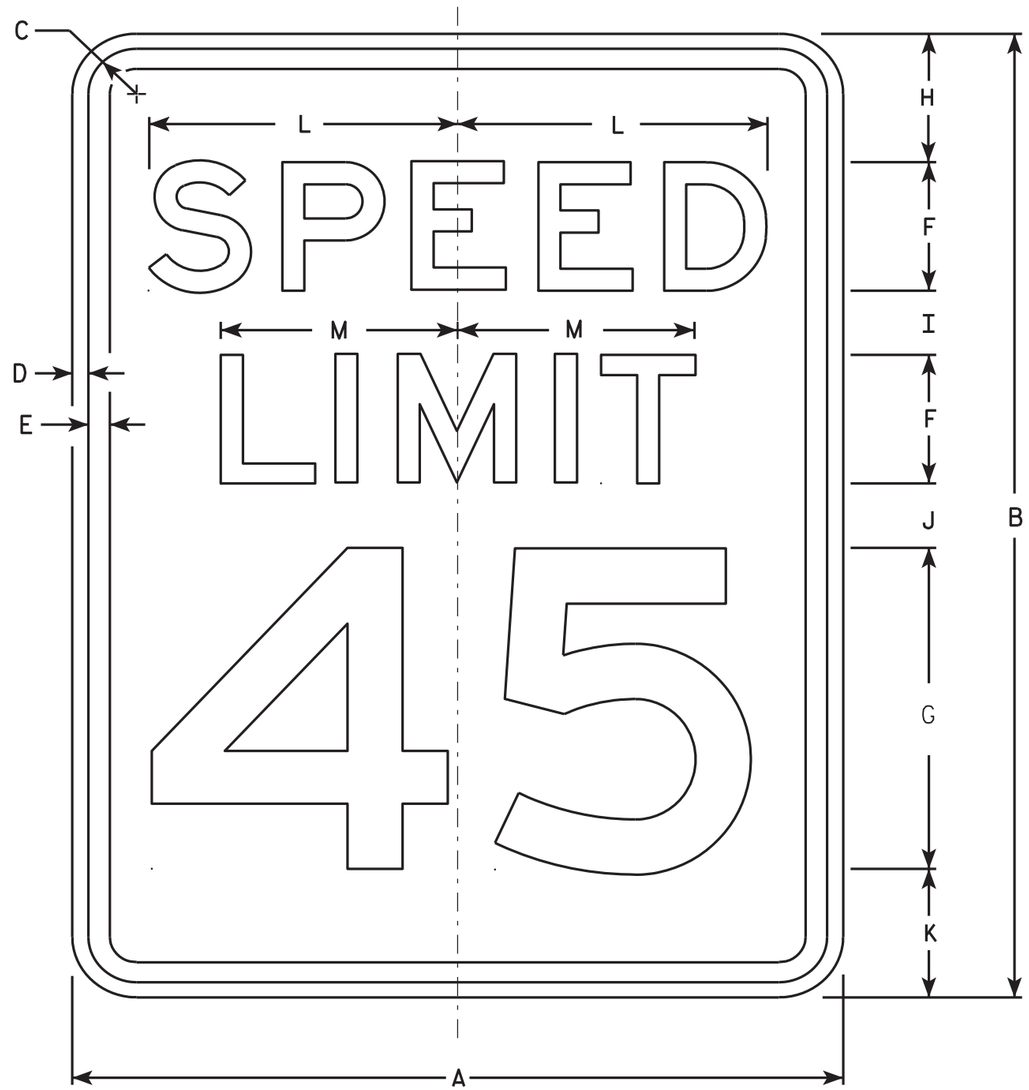
STANDARD SIGN
R1-1F

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: 252 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

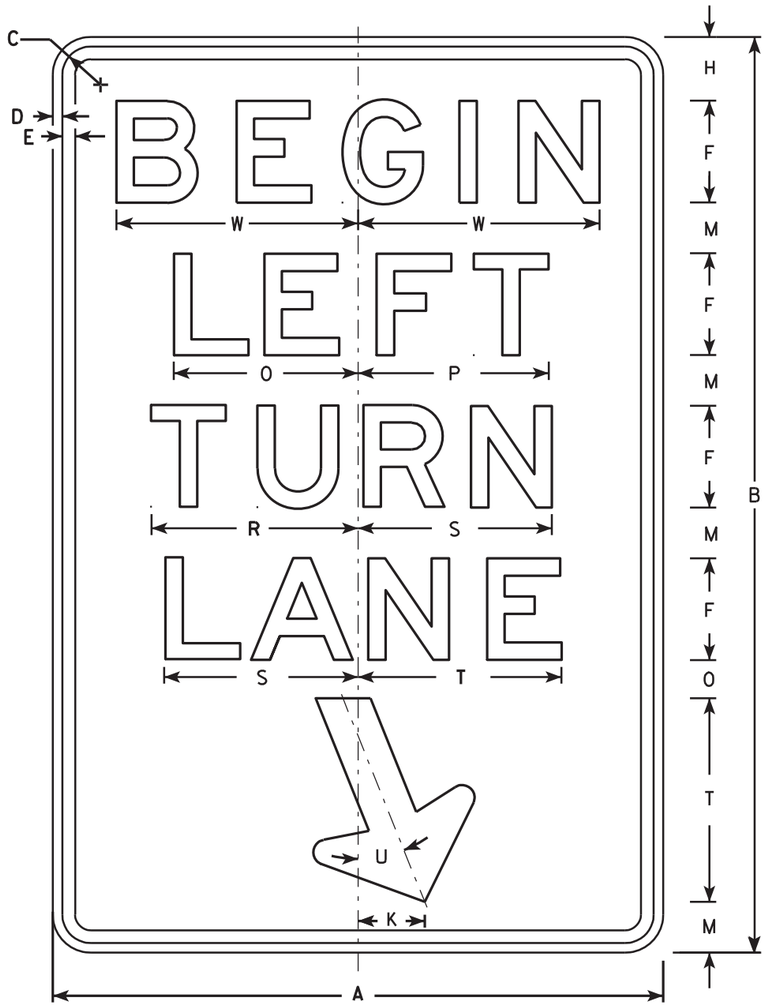
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

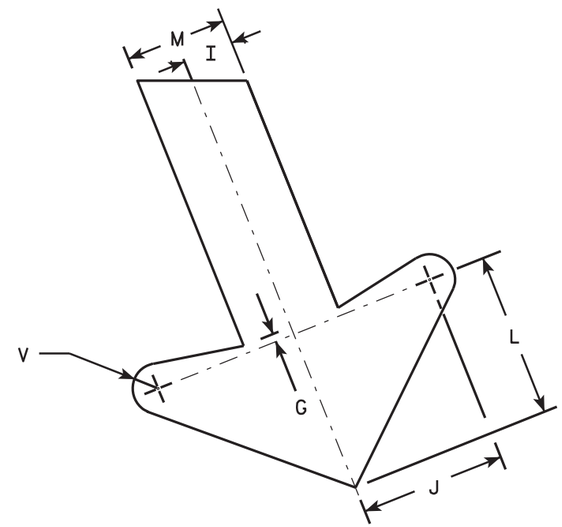
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 253 | E



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																											

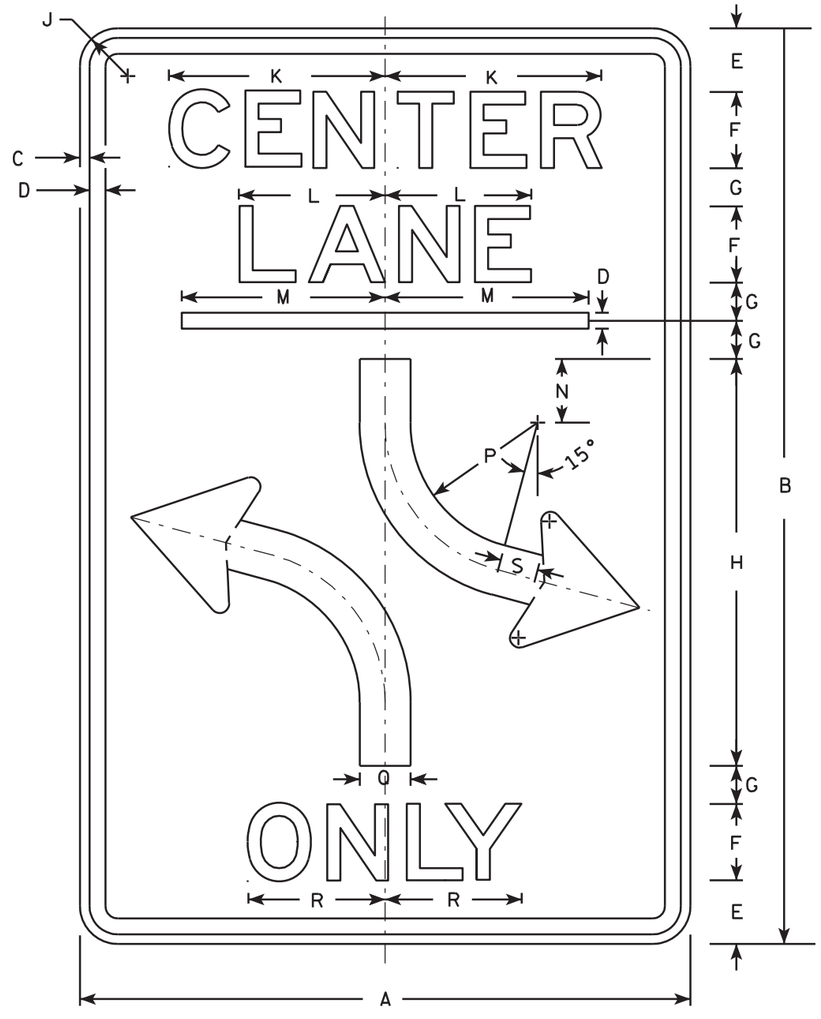
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

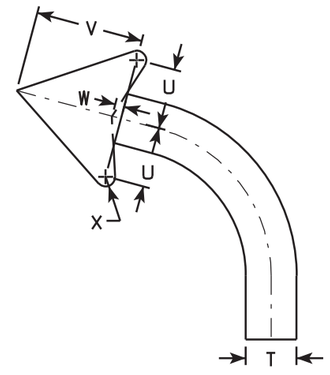
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E



R3-9B

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	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

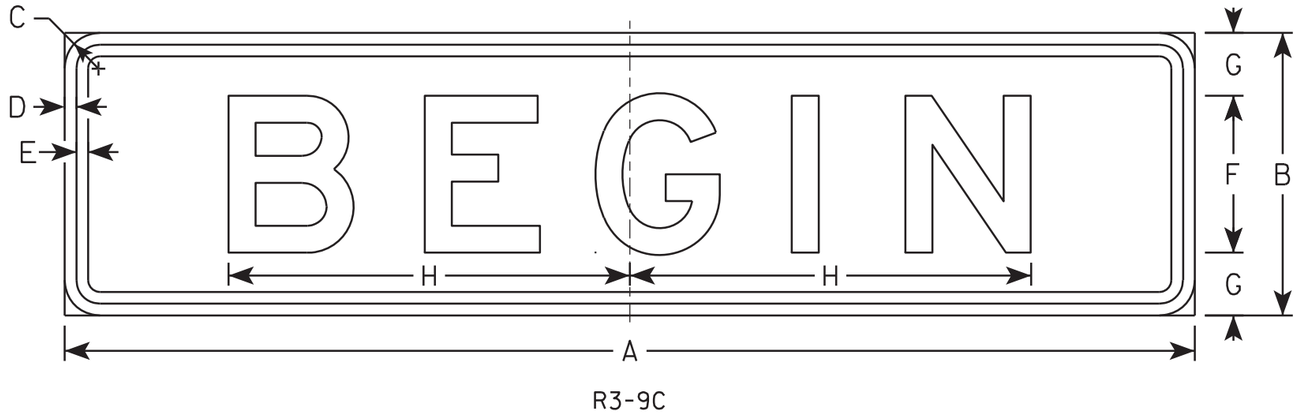
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

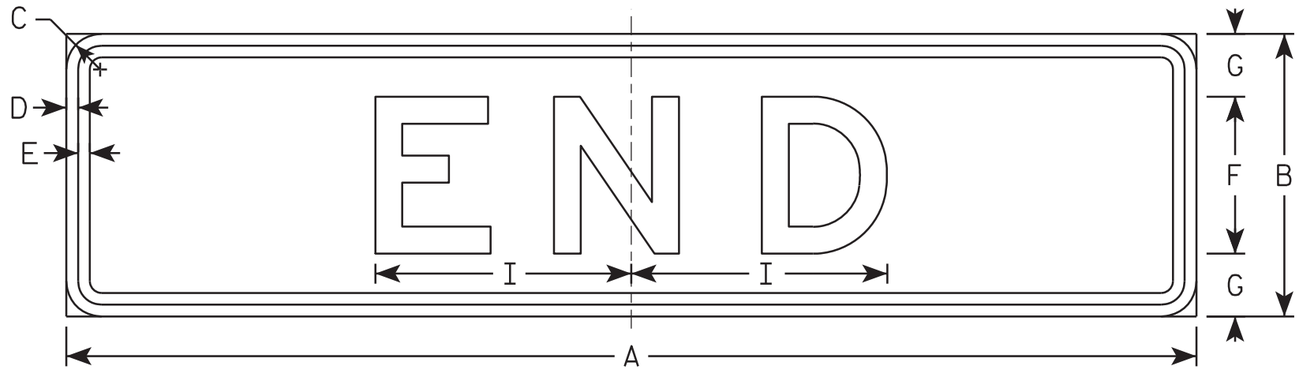
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 255 | E



R3-9C

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.



R3-9D

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	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

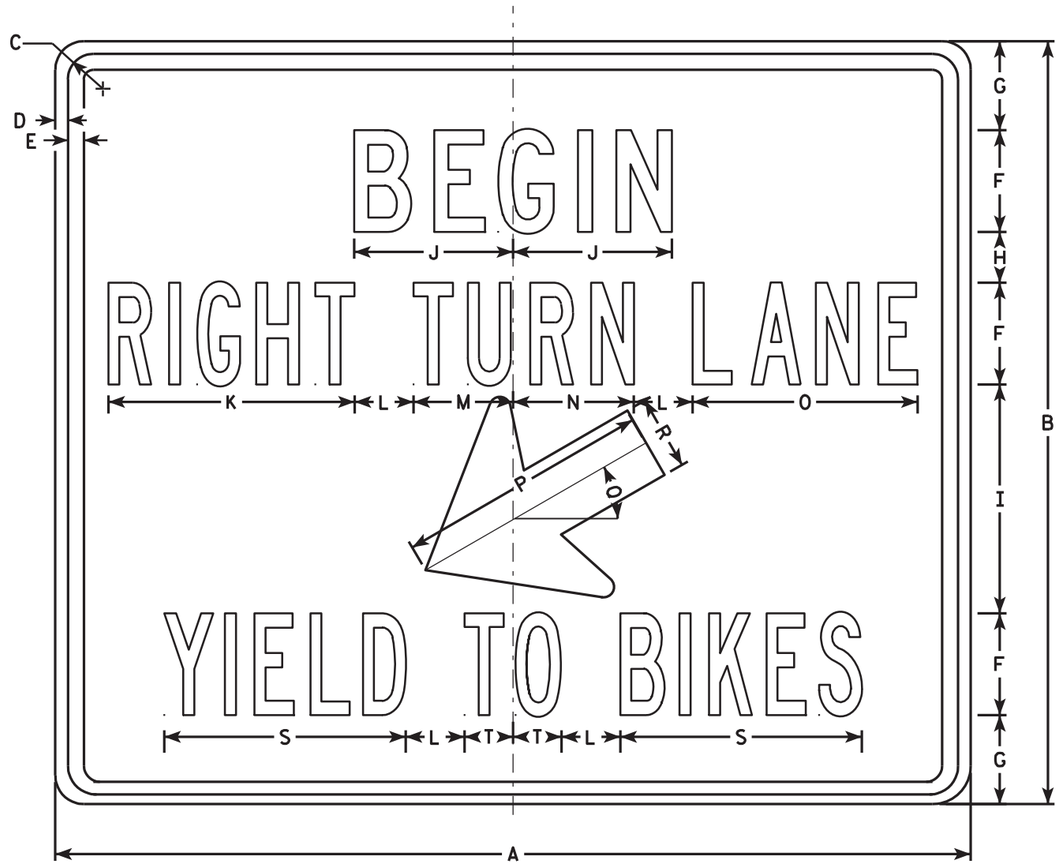
STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 256	E



R4-4

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 - 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 C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

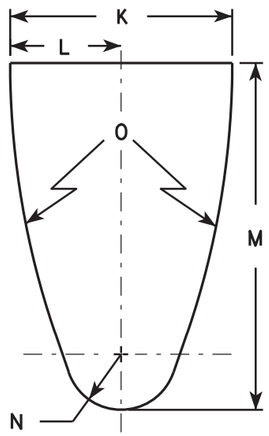
STANDARD SIGN
R4-4

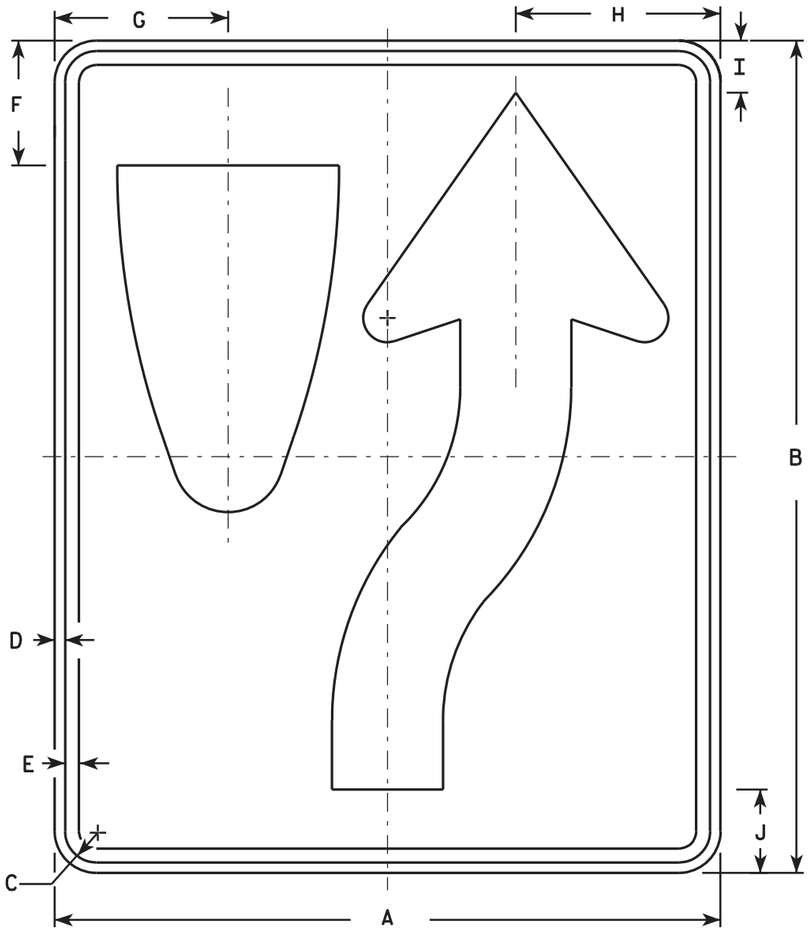
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 257	E

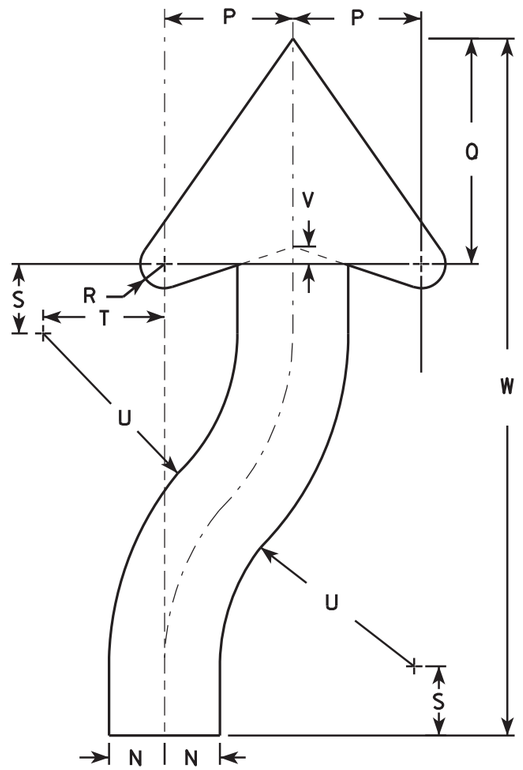




R4-7

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

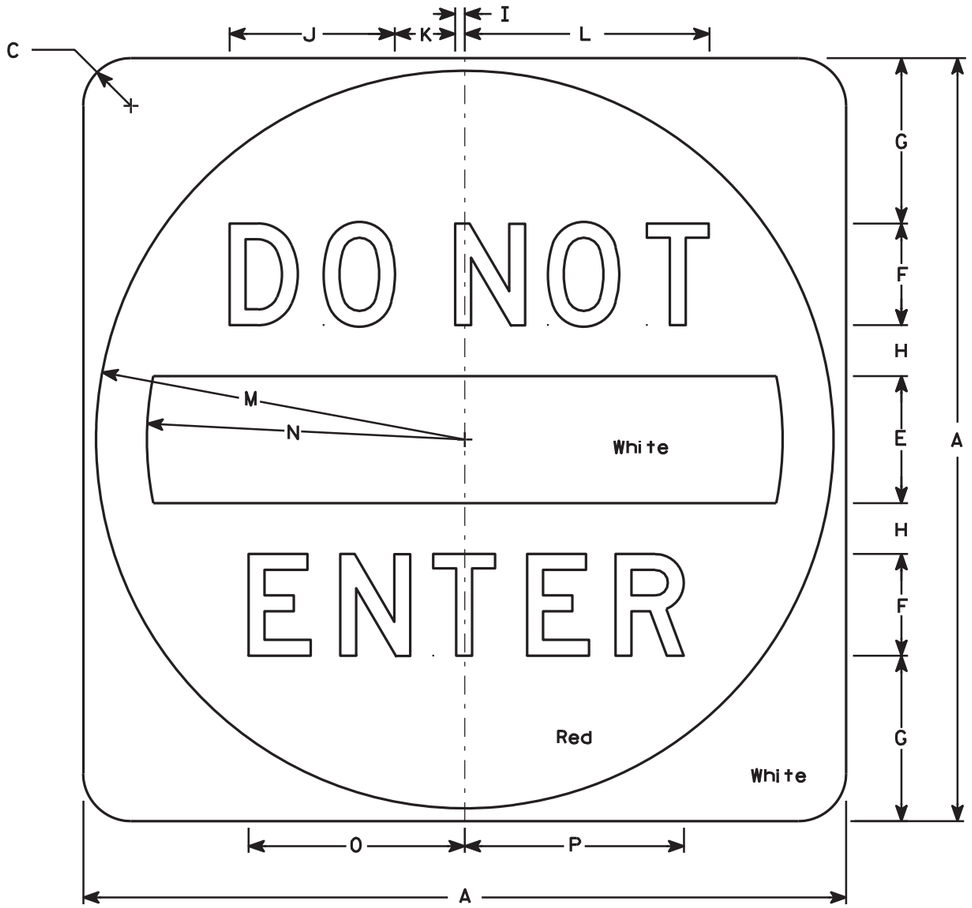
STANDARD SIGN
R4-7 & R4-8

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: 258	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

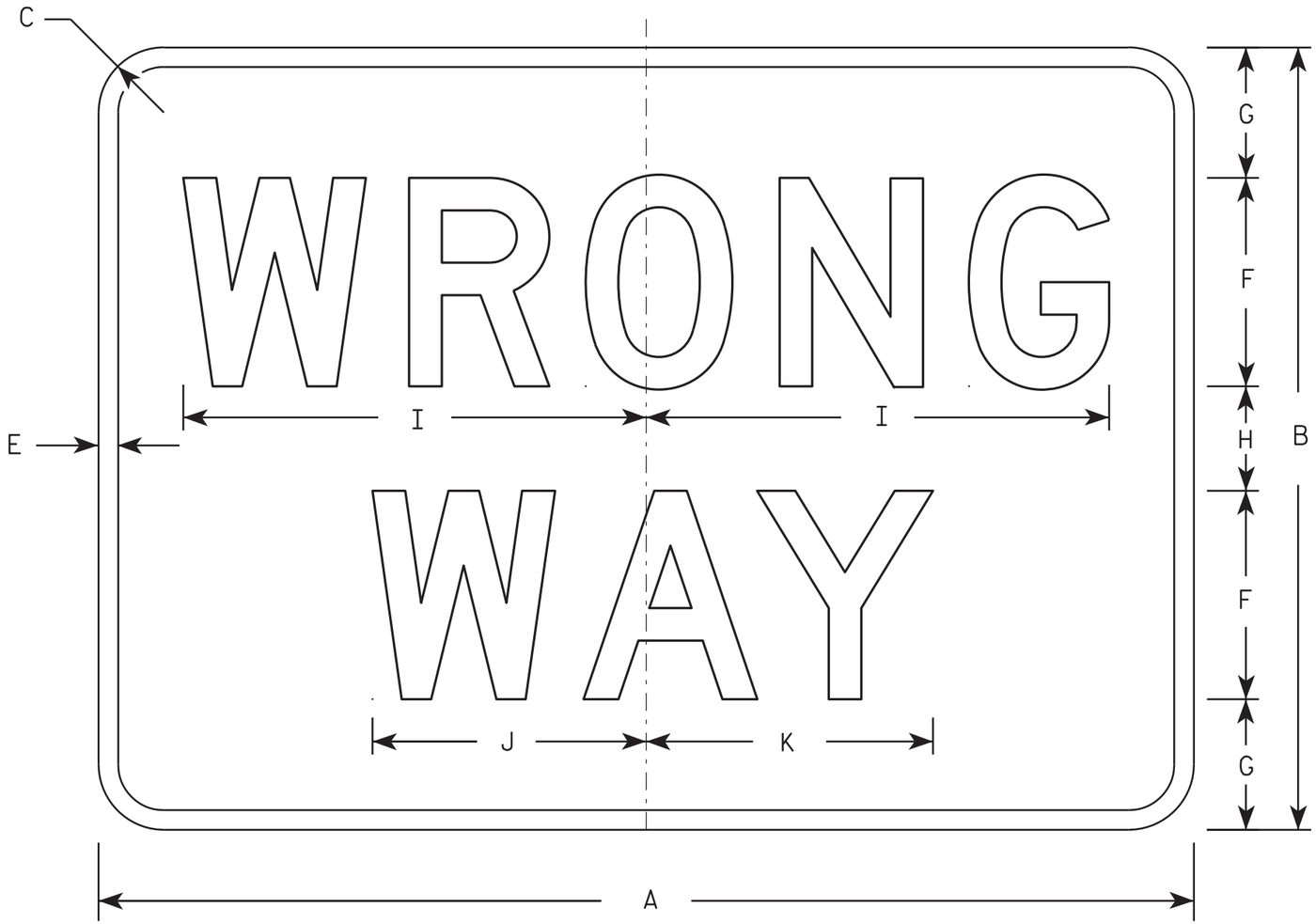
STANDARD SIGN
R5-1

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: 259 | 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

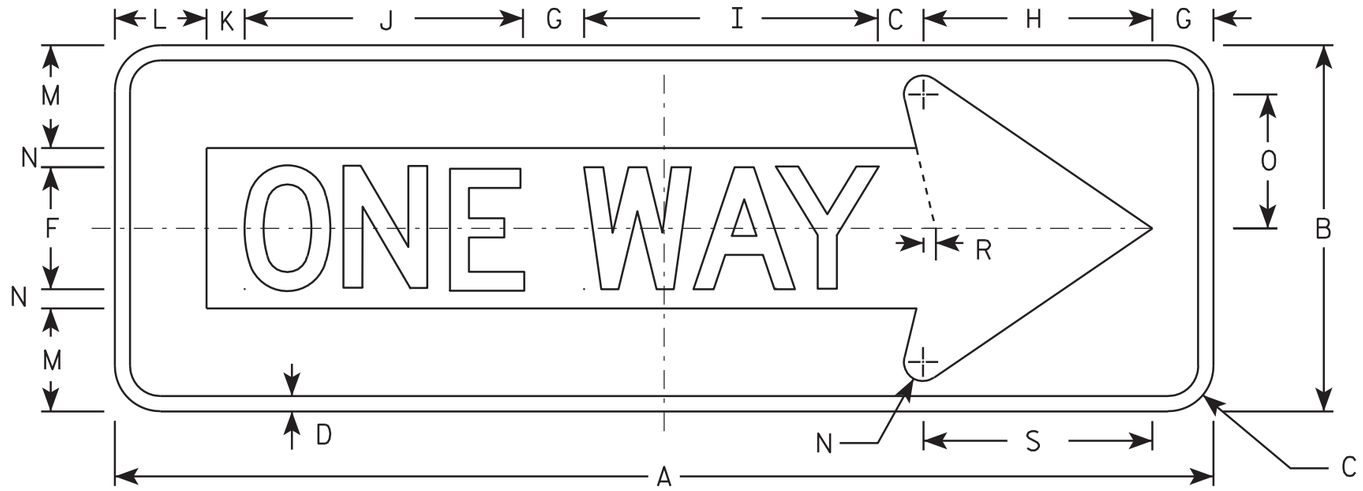
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

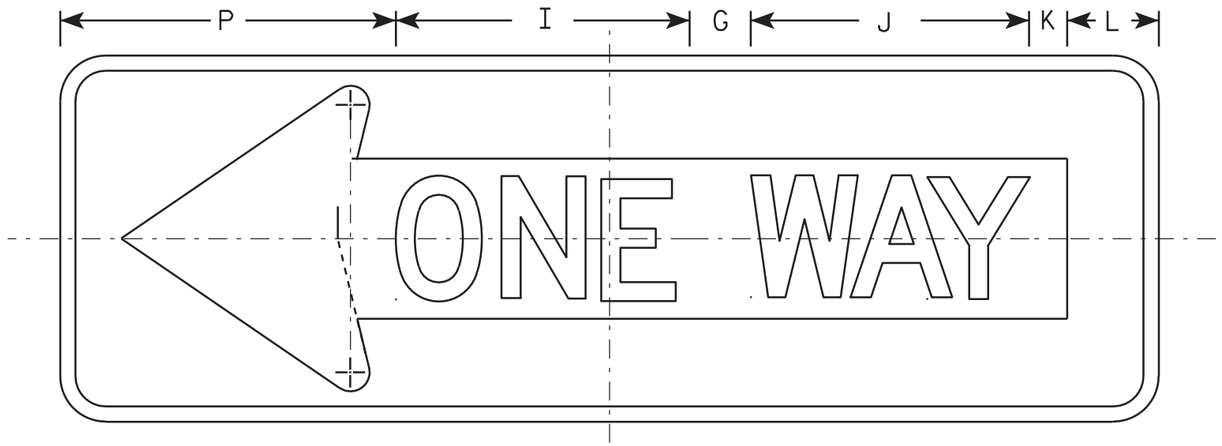
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

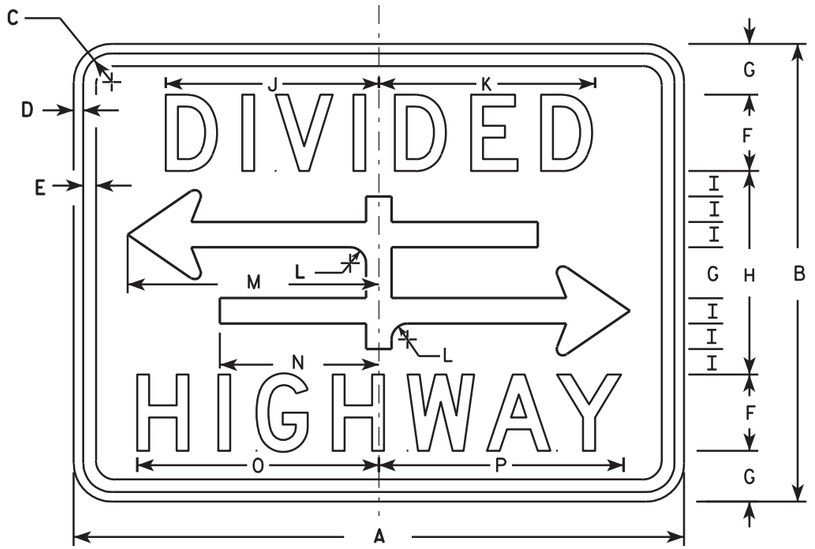
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

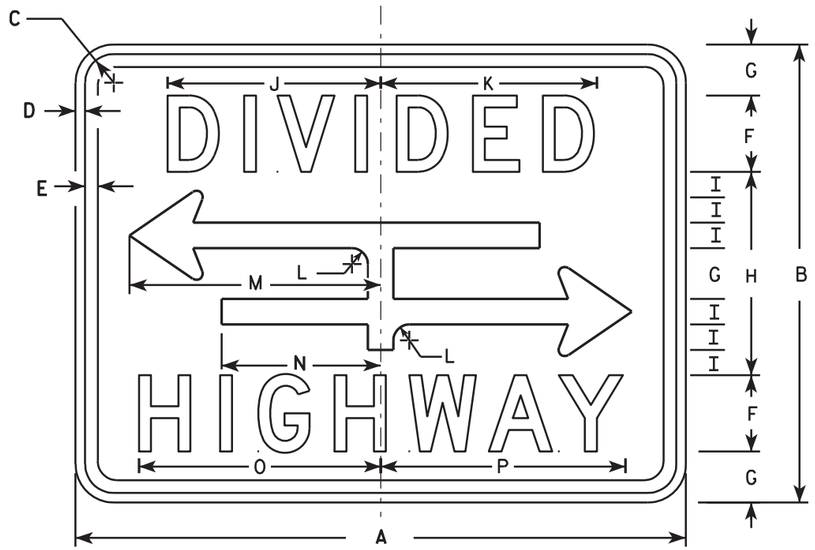
SHEET NO: 261 E



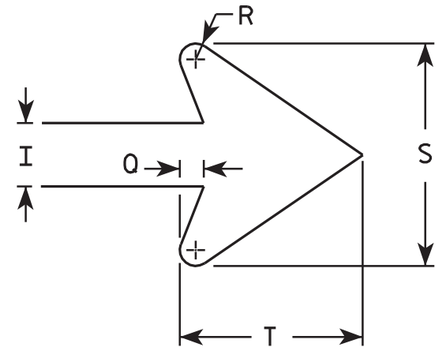
R6-3

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

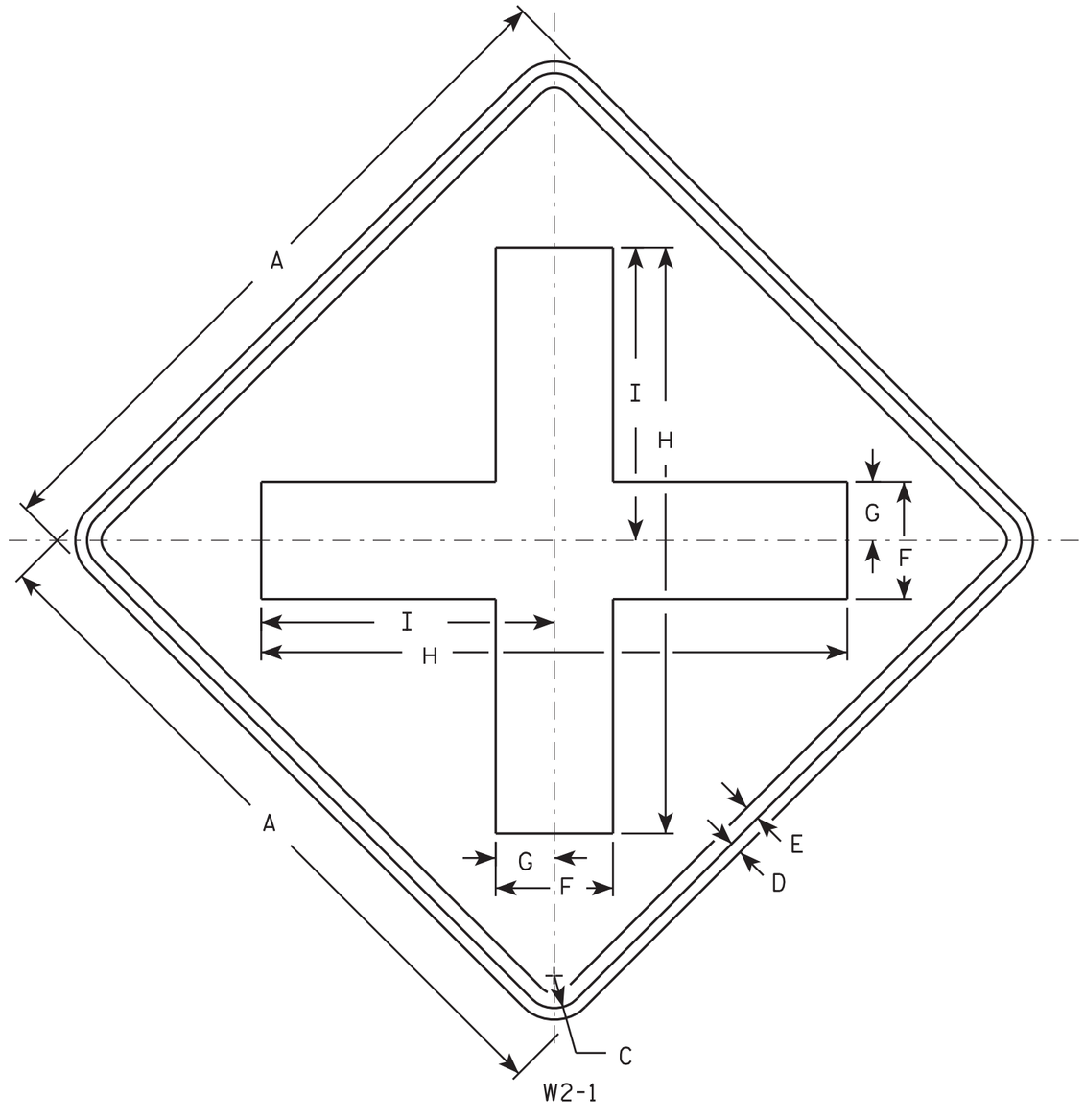
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 262 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.

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	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

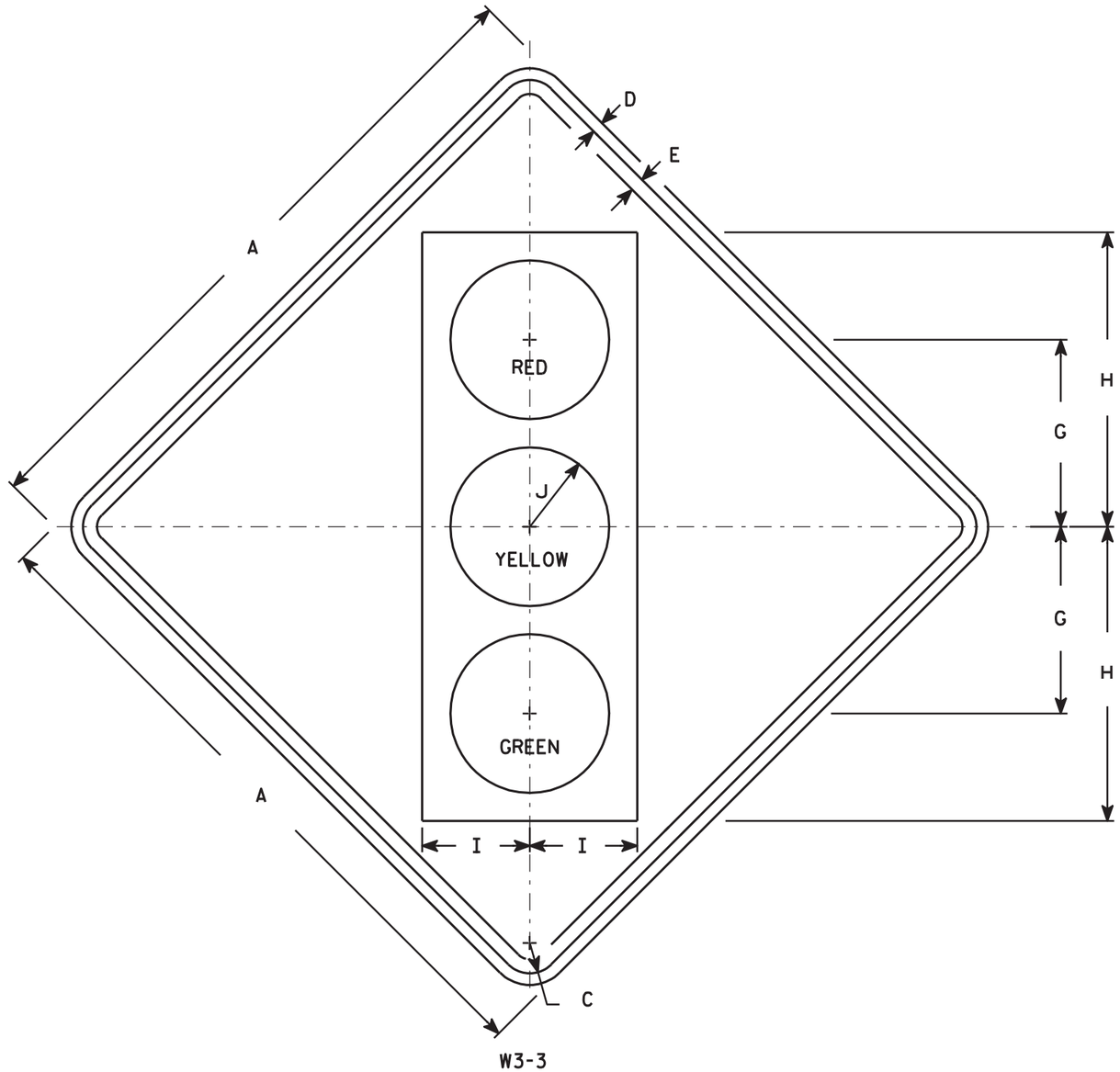
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 263	E



W3-3

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 - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

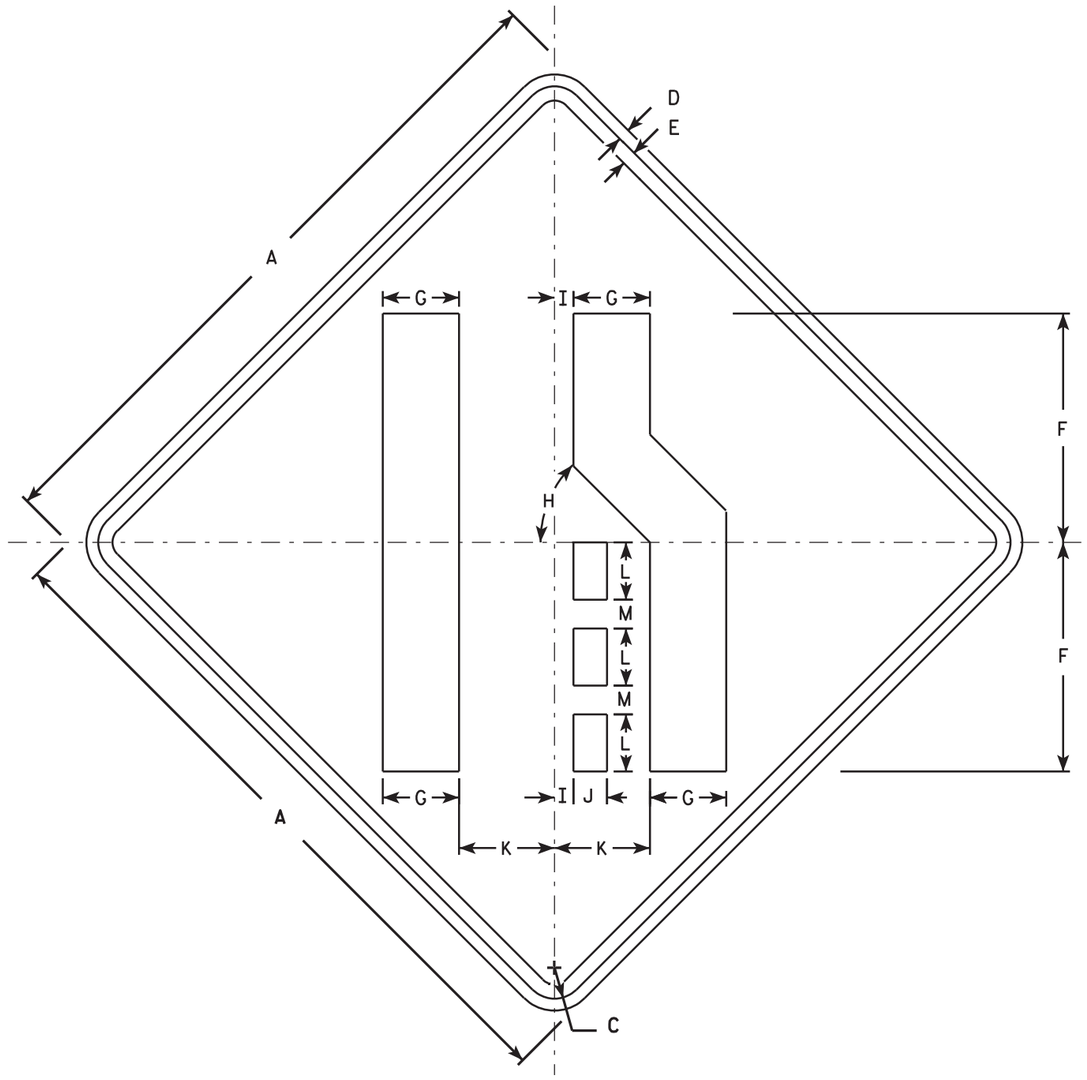
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 264	E



W4-2R

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. W4-2L is the same as W4-2R except the symbol 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	30		1 3/8	1/2	5/8	10	3 3/8	45°	1/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

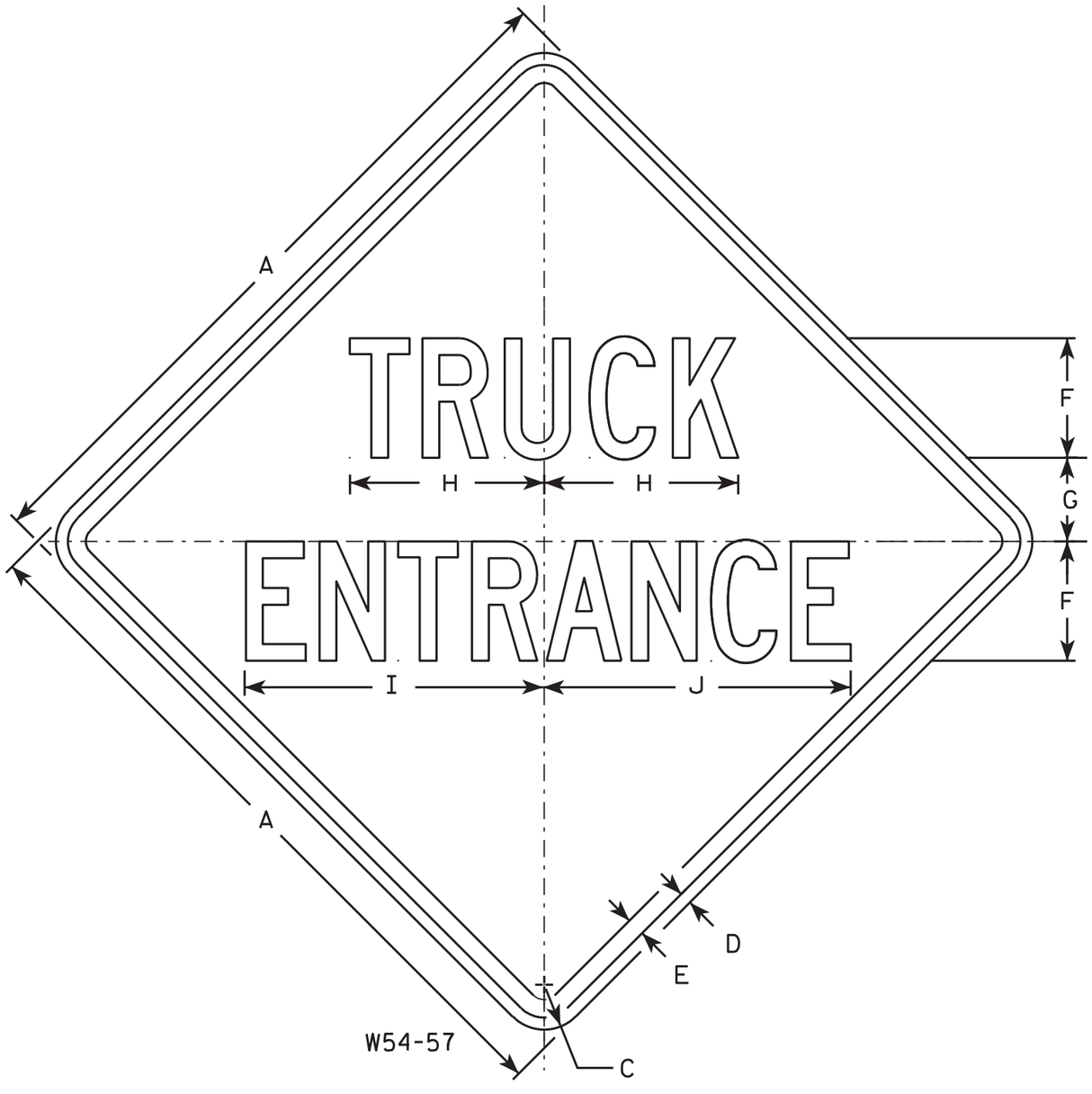
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 265 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 - 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	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25
2M	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
4																											
5																											

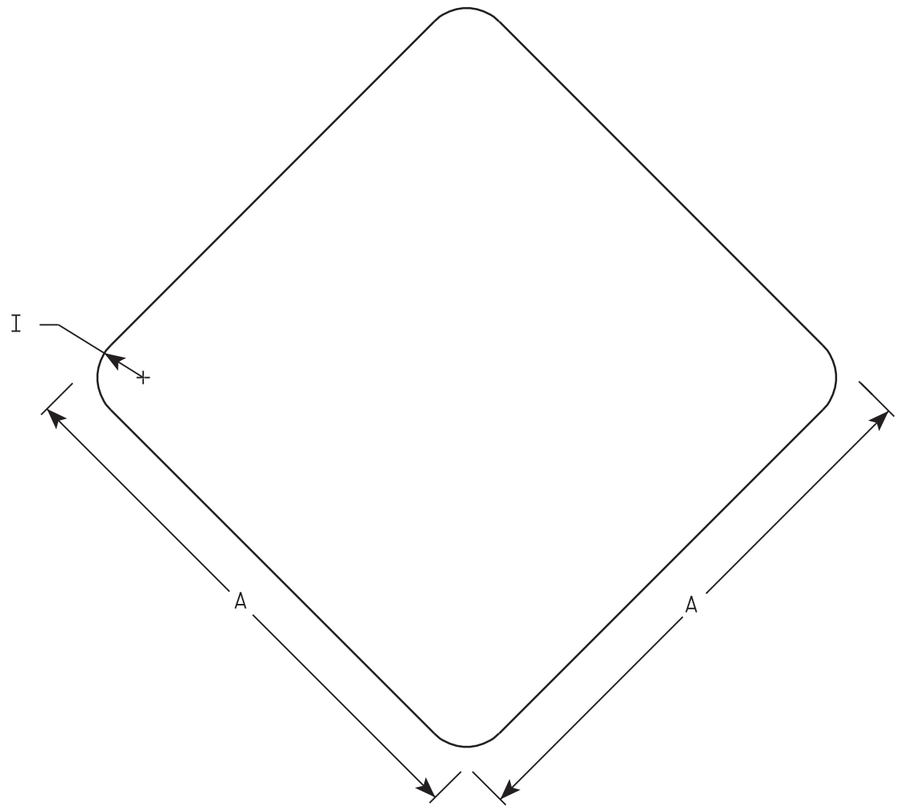
STANDARD SIGN
W54-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W54-57.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

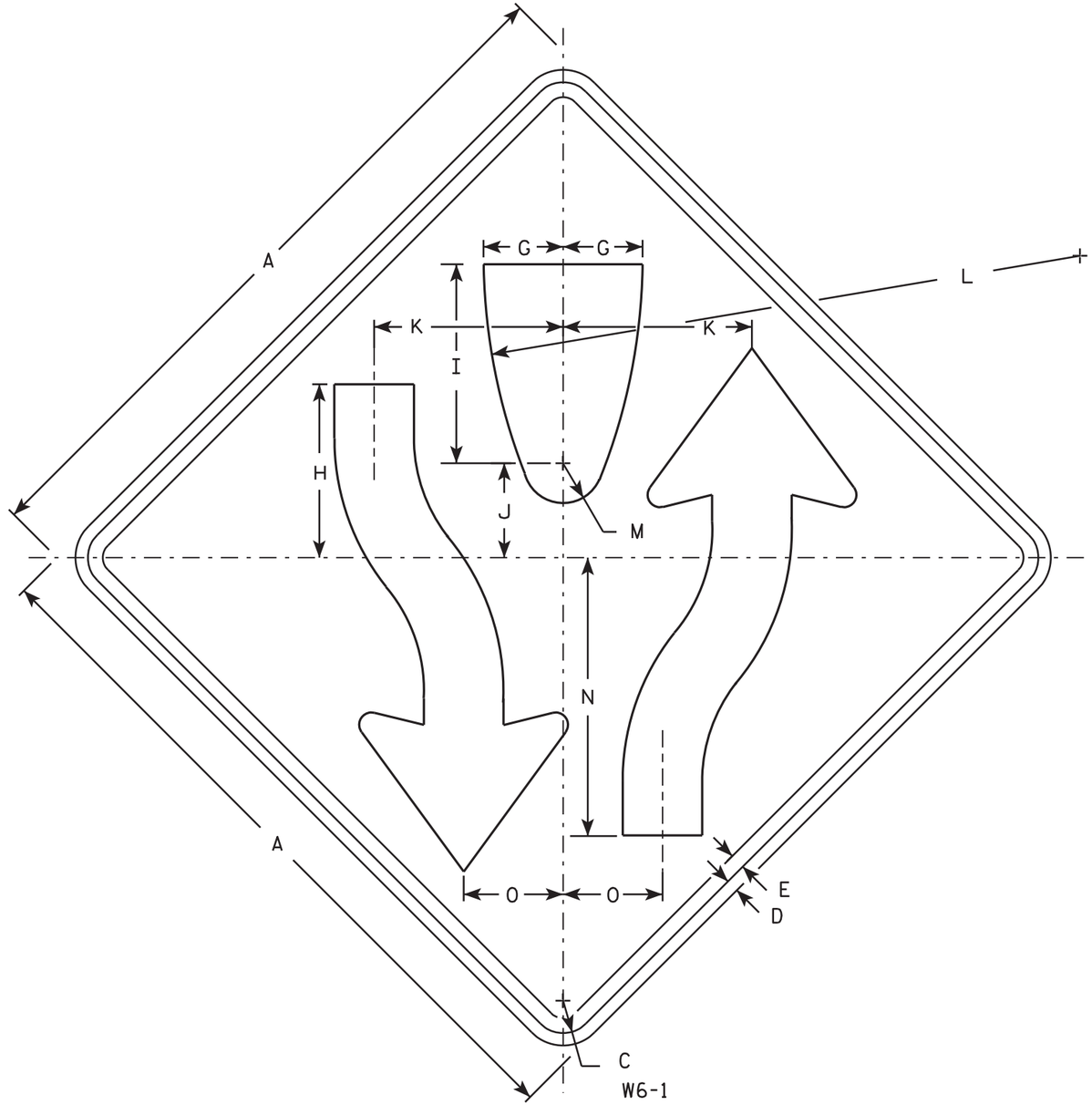
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

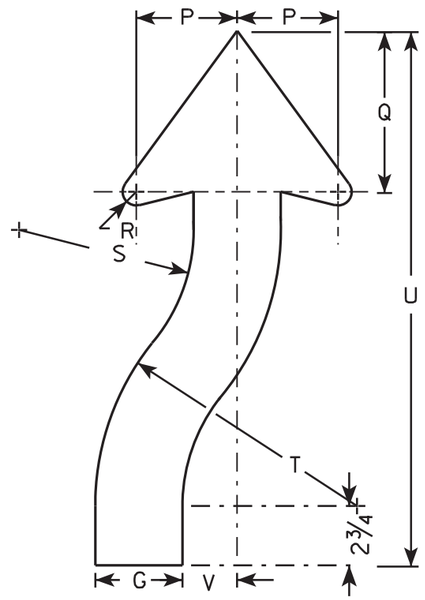
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 267 | 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. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

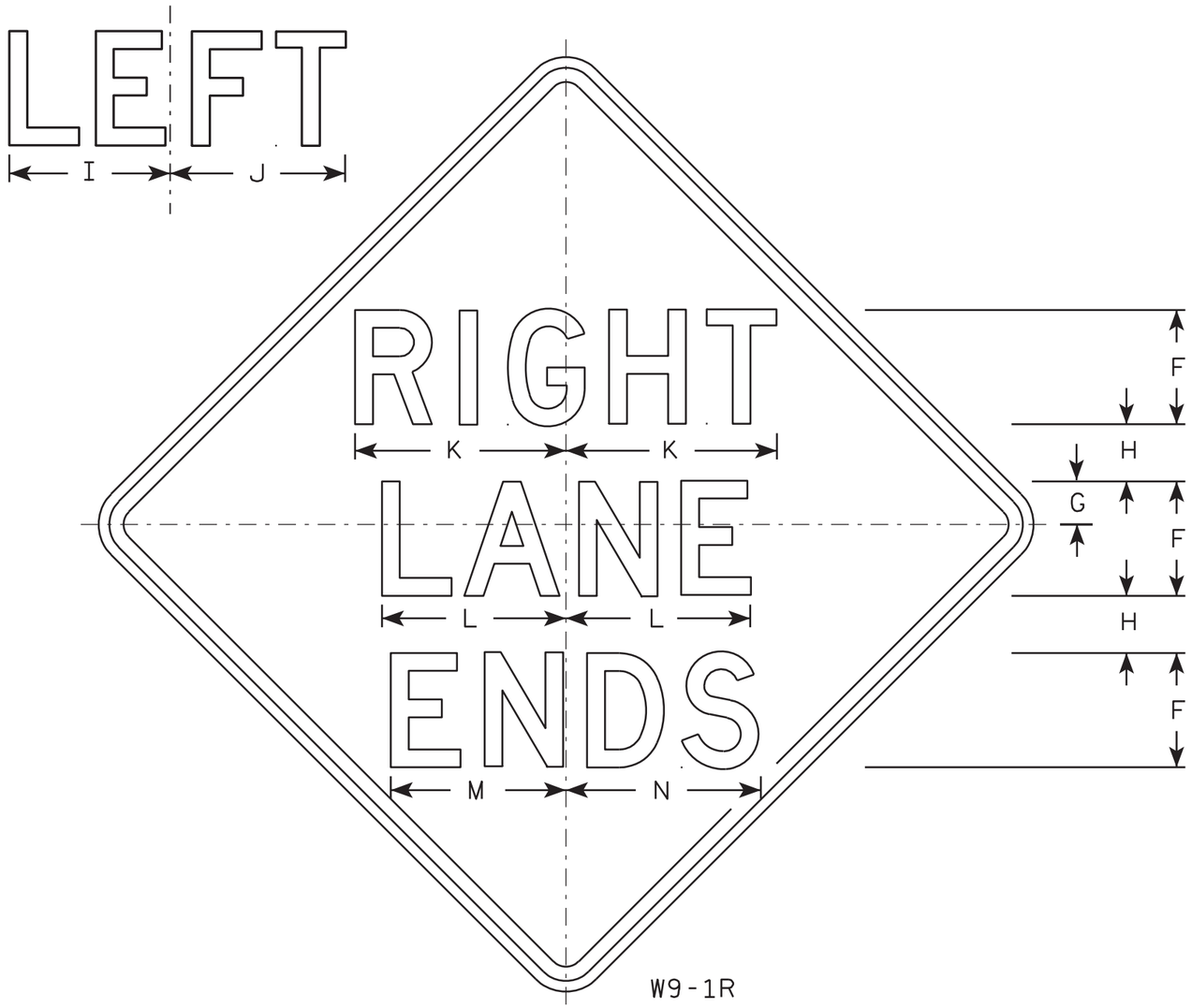
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W9-1R

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. W9-1L same as W9-1R except the word Left replaces 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	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 269 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

CTH G EARTHWORK SUMMARY

CTH G - STAGE 4 SOUTH

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
83+77.93	8378	0	242	21	0	0	0	0	0	0	0	0	0	0
83+77.76	8378	0	242	21	0	0	0	0	-2	0	0	-2	0	-1
84+00	8400	22	257	21	0	0	0	0	206	18	0	204	0	186
85+00	8500	100	274	21	1	0	0	0	982	80	2	1186	2	1087
86+00	8600	100	250	21	0	0	0	0	970	80	2	2156	5	1975
87+00	8700	100	248	21	0	0	0	0	923	80	0	3079	5	2818
88+00	8800	100	155	21	13	0	0	0	748	80	25	3827	36	3455
89+00	8900	100	146	21	65	0	0	0	559	80	145	4386	218	3753
90+00	9000	100	167	21	22	0	0	0	580	80	161	4966	419	4052
91+00	9100	100	348	21	0	0	0	0	954	80	41	5920	470	4875
92+00	9200	100	365	21	0	0	0	0	1320	80	0	7239	470	6115
93+00	9300	100	365	21	0	0	0	0	1350	80	0	8590	471	7386
94+00	9400	100	403	21	0	0	0	0	1421	80	0	10011	471	8727
95+00	9500	100	412	21	0	0	0	0	1509	80	0	11520	471	10156
96+00	9600	100	263	21	0	0	0	0	1250	80	0	12770	471	11327
97+00	9700	100	153	21	6	0	0	0	770	80	11	13540	485	12004
98+00	9800	100	100	21	28	0	0	0	469	80	62	14009	563	12315
99+00	9900	100	90	21	44	0	0	0	351	80	133	14360	729	12421
100+00	10000	100	26	21	70	0	0	0	214	80	212	14574	994	12290
101+00	10100	100	15	21	60	0	0	0	74	80	241	14648	1295	11984
102+00	10200	100	10	21	49	0	0	0	45	80	201	14693	1546	11698
103+00	10300	100	1	21	83	0	0	0	20	80	244	14713	1850	11334
104+00	10400	100	0	21	114	0	0	0	2	80	365	14714	2306	10800
105+00	10500	100	0	21	82	0	0	0	0	80	364	14715	2761	10266
105+71.24	10571	71	1	21	52	0	0	0	2	57	177	14717	2982	9990
106+00	10600	29	0	21	61	0	0	0	1	23	60	14718	3057	9893
107+00	10700	100	0	21	77	0	0	0	0	80	255	14718	3376	9496
108+00	10800	100	0	21	50	0	0	0	0	80	236	14718	3670	9122
109+00	10900	100	0	21	64	0	0	0	0	80	212	14718	3935	8777
110+00	11000	100	1	21	69	0	0	0	1	80	246	14719	4244	8390
111+00	11100	100	9	21	66	0	0	0	19	80	250	14738	4556	8017
112+00	11200	100	26	21	78	0	0	0	66	80	266	14804	4889	7670
113+00	11300	100	37	21	64	0	0	0	117	80	263	14921	5217	7380
114+00	11400	100	54	21	37	0	0	0	168	80	187	15089	5451	7234
115+00	11500	100	126	21	1	0	0	0	333	80	70	15423	5539	7401
116+00	11600	100	226	21	0	0	0	0	653	80	1	16076	5540	7973
117+00	11700	100	223	21	1	0	0	0	832	80	2	16908	5543	8724
118+00	11800	100	265	21	0	0	0	0	904	80	2	17812	5545	9545
119+00	11900	100	326	21	0	0	0	0	1093	80	0	18905	5545	10559
120+00	12000	100	480	21	1	0	0	0	1492	80	1	20397	5546	11971
121+00	12100	100	551	21	0	0	0	0	1909	80	1	22306	5548	13798
122+00	12200	100	618	21	0	0	0	0	2163	80	0	24469	5548	15881
123+00	12300	100	643	21	0	0	0	0	2334	80	1	26803	5549	18135
124+00	12400	100	700	21	0	0	0	0	2486	80	1	29290	5549	20542

CONTINUED ON NEXT PAGE

CTH G EARTHWORK SUMMARY (CONTINUED)

CTH G - STAGE 4 SOUTH

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
125+00	12500	100	713	21	0	0	0	0	2616	80	0	31906	5550	23078
126+00	12600	100	730	21	0	0	0	0	2672	80	0	34578	5550	25670
126+80	12680	80	742	21	0	0	0	0	2181	64	0	36759	5550	27787
											Total	36759	5550	27787

CTH G - STAGE 2A

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
126+80	12680	0	571	14	0	0	0	0	0	0	0	0	0	0
127+00	12700	20	576	14	0	0	0	0	425	11	0	425	0	414
128+00	12800	100	620	14	0	0	0	0	2214	54	0	2638	0	2574
129+00	12900	100	730	14	0	0	0	0	2500	54	0	5138	0	5020
130+00	13000	100	800	14	0	0	0	0	2834	54	1	7972	1	7800
131+00	13100	100	850	14	0	0	0	0	3056	54	1	11028	1	10801
132+00	13200	100	850	14	0	0	0	0	3148	54	0	14176	1	13896
133+00	13300	100	850	14	0	0	0	0	3148	54	0	17324	1	16990
134+00	13400	100	831	14	0	0	0	0	3113	54	0	20437	1	20049
135+00	13500	100	503	14	0	0	0	0	2471	54	0	22908	1	22467
135+71	13571	71	333	14	2	0	0	0	1100	38	3	24008	5	23525
136+00	13600	29	80	14	2	0	0	0	222	16	2	24229	8	23729
											Total	24229	8	23729

CTH G - STAGE 2B

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
126+80	12680	0	172	15	8	0	0	0	0	0	0	0	0	0
127+00	12700	20	151	15	8	0	0	0	120	11	6	120	7	101
128+00	12800	100	275	15	0	0	0	0	789	56	15	908	26	816
129+00	12900	100	285	15	0	0	0	0	1037	56	0	1945	26	1797
130+00	13000	100	317	15	0	0	0	0	1115	56	0	3060	26	2856
131+00	13100	100	284	15	0	0	0	0	1113	56	0	4172	26	3913
132+00	13200	100	193	15	4	0	0	0	882	56	8	5054	36	4729
133+00	13300	100	208	15	0	0	0	0	743	56	8	5797	45	5406
134+00	13400	100	191	15	0	0	0	0	740	56	0	6537	45	6090
135+00	13500	100	120	15	0	0	0	0	576	56	0	7113	45	6611
135+71	13571	71	79	15	30	0	0	0	262	40	39	7374	94	6784
136+00	13600	29	85	15	10	0	0	0	88	16	21	7462	121	6829
											Total	7462	121	6829

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CTH G EARTHWORK SUMMARY (CONTINUED)

CTH G - STAGE 3A														
			AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
137+65	13765	0	35	11	162	0	0	0	0	0	0	0	0	0
138+00	13800	35	421	11	168	0	0	0	295	14	214	295	267	14
139+00	13900	100	548	11	364	0	0	0	1794	41	985	2089	1498	535
140+00	14000	100	489	11	248	0	0	0	1920	41	1132	4010	2913	999
141+00	14100	100	488	11	128	0	0	0	1809	41	696	5819	3783	1898
142+00	14200	100	482	11	125	0	0	0	1796	41	470	7615	4370	3065
143+00	14300	100	379	11	139	0	0	0	1593	41	490	9209	4982	4005
144+00	14400	100	134	11	26	0	0	0	950	41	306	10159	5365	4532
145+00	14500	100	410	11	100	0	0	0	1008	41	234	11167	5657	5207
146+00	14600	100	277	11	0	0	0	0	1272	41	185	12439	5889	6206
146+00	14600	0	277	11	0	0	0	0	0	0	0	12439	5889	6206
147+00	14700	100	423	11	0	0	0	0	1296	41	0	13735	5889	7461
148+00	14800	100	740	11	0	0	0	0	2154	41	0	15889	5889	9574
149+00	14900	100	97	11	17	0	0	0	1550	41	31	17440	5928	11044
150+00	15000	100	5	11	245	0	0	0	190	41	485	17630	6534	10586
151+00	15100	100	0	11	292	0	0	0	10	41	995	17640	7777	9312
152+00	15200	100	0	11	259	0	0	0	0	41	1020	17640	9052	7996
153+00	15300	100	1	11	225	0	0	0	1	41	896	17641	10172	6836
154+00	15400	100	0	11	272	0	0	0	1	41	920	17643	11322	5646
155+00	15500	100	42	11	43	0	0	0	78	41	584	17720	12052	4953
156+00	15600	100	8	11	22	0	0	0	93	41	121	17814	12203	4854
157+00	15700	100	30	11	13	0	0	0	71	41	64	17885	12283	4804
158+00	15800	100	53	11	1	0	0	0	153	41	25	18038	12315	4884
159+00	15900	100	43	11	7	0	0	0	178	41	16	18216	12335	5000
160+00	16000	100	39	11	10	0	0	0	152	41	32	18368	12375	5071
161+00	16100	100	42	11	3	0	0	0	150	41	23	18517	12403	5151
162+00	16200	100	22	11	11	0	0	0	120	41	25	18637	12434	5199
163+00	16300	100	38	11	0	0	0	0	112	41	20	18749	12459	5244
163+01.63	16302	2	38	11	0	0	0	0	2	1	0	18751	12459	5246
164+00	16400	98	39	11	2	0	0	0	141	41	4	18892	12464	5341
165+00	16500	100	46	11	5	0	0	0	159	41	13	19051	12480	5442
166+00	16600	100	49	11	1	0	0	0	176	41	11	19227	12494	5563
167+00	16700	100	57	11	0	0	0	0	196	41	2	19423	12497	5715
168+00	16800	100	46	11	0	0	0	0	191	41	0	19613	12497	5865
169+00	16900	100	23	11	3	0	0	0	128	41	5	19742	12503	5945
170+00	17000	100	4	11	16	0	0	0	49	41	35	19791	12547	5909
171+00	17100	100	0	11	57	0	0	0	7	41	136	19798	12717	5705
172+00	17200	100	0	11	90	0	0	0	0	41	272	19798	13057	5324
173+00	17300	100	0	11	81	0	0	0	0	41	315	19798	13451	4888
174+00	17400	100	0	11	55	0	0	0	0	41	252	19798	13766	4532
175+00	17500	100	0	11	34	0	0	0	0	41	166	19798	13974	4283
176+00	17600	100	0	11	0	0	0	0	0	41	64	19798	14054	4162
											Total	19798	14054	4162

CONTINUED ON NEXT PAGE

CTH G EARTHWORK SUMMARY (CONTINUED)

CTH G - STAGE 3B														
			AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
137+65	13765	0	0	13	0	0	0	0	0	0	0	0	0	0
138+00	13800	35	31	13	260	0	0	0	20	17	168	20	210	-207
139+00	13900	100	26	13	322	0	0	0	106	50	1077	126	1557	-1497
140+00	14000	100	18	13	357	0	0	0	81	50	1258	207	3129	-3038
141+00	14100	100	35	13	85	0	0	0	98	50	819	305	4152	-4013
142+00	14200	100	140	13	0	0	0	0	324	50	158	629	4349	-3936
143+00	14300	100	104	13	2	0	0	0	452	50	4	1081	4354	-3538
144+00	14400	100	75	13	2	0	0	0	332	50	8	1413	4363	-3266
145+00	14500	100	113	13	0	0	0	0	349	50	4	1761	4369	-2972
146+00	14600	100	95	13	2	0	0	0	385	50	3	2147	4373	-2640
146+00	14600	0	95	13	2	0	0	0	0	0	0	2147	4373	-2640
147+00	14700	100	66	13	14	0	0	0	298	50	29	2445	4408	-2427
148+00	14800	100	55	13	45	0	0	0	224	50	108	2669	4544	-2388
149+00	14900	100	35	13	114	0	0	0	167	50	294	2836	4911	-2638
150+00	15000	100	17	13	185	0	0	0	96	50	553	2932	5603	-3283
151+00	15100	100	0	13	88	0	0	0	31	50	505	2963	6234	-3933
152+00	15200	100	30	13	41	0	0	0	55	50	240	3019	6534	-4227
153+00	15300	100	13	13	54	0	0	0	79	50	177	3098	6755	-4419
154+00	15400	100	2	13	78	0	0	0	27	50	245	3124	7061	-4747
155+00	15500	100	1	13	58	0	0	0	4	50	251	3128	7374	-5106
156+00	15600	100	10	13	43	0	0	0	20	50	186	3148	7606	-5368
157+00	15700	100	34	13	2	0	0	0	81	50	82	3230	7709	-5439
158+00	15800	100	53	13	2	0	0	0	160	50	7	3390	7717	-5337
159+00	15900	100	53	13	12	0	0	0	196	50	27	3586	7750	-5224
160+00	16000	100	38	13	15	0	0	0	169	50	50	3754	7813	-5167
161+00	16100	100	32	13	5	0	0	0	130	50	38	3884	7860	-5134
162+00	16200	100	30	13	5	0	0	0	115	50	20	4000	7886	-5094
163+00	16300	100	25	13	12	0	0	0	103	50	33	4102	7926	-5081
163+01.63	16302	2	25	13	13	0	0	0	2	1	1	4104	7927	-5081
164+00	16400	98	31	13	10	0	0	0	101	49	40	4205	7978	-5080
165+00	16500	100	32	13	21	0	0	0	117	50	56	4321	8048	-5083
166+00	16600	100	34	13	9	0	0	0	122	50	55	4444	8116	-5078
167+00	16700	100	60	13	2	0	0	0	174	50	21	4618	8142	-4980
168+00	16800	100	128	13	0	0	0	0	349	50	5	4967	8148	-4687
169+00	16900	100	11	13	8	0	0	0	258	50	15	5224	8167	-4497
170+00	17000	100	2	13	25	0	0	0	24	50	62	5248	8244	-4601
171+00	17100	100	0	13	68	0	0	0	4	50	174	5252	8461	-4864
172+00	17200	100	0	13	106	0	0	0	0	50	324	5252	8866	-5318
173+00	17300	100	0	13	108	0	0	0	0	50	397	5252	9363	-5864
174+00	17400	100	0	13	76	0	0	0	0	50	342	5252	9790	-6341
175+00	17500	100	0	13	44	0	0	0	0	50	223	5252	10069	-6669
176+00	17600	100	0	13	43	0	0	0	1	50	161	5252	10270	-6920
											Total	5252	10270	-6920

CONTINUED ON NEXT PAGE

CTH G EARTHWORK SUMMARY (CONTINUED)

CTH G - STAGE 4 NORTH													
			AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
176+00	17600	0	1	20	68	0	0	0	0	0	0	0	0	0
177+00	17700	100	0	20	67	0	0	0	1	76	250	1	312	-387
178+00	17800	100	14	20	36	0	0	0	26	76	190	27	550	-675
179+00	17900	100	13	20	37	0	0	0	50	76	135	77	719	-869
180+00	18000	100	0	20	65	0	0	0	25	76	188	102	954	-1155
181+00	18100	100	0	20	99	0	0	0	0	76	303	102	1333	-1609
182+00	18200	100	0	20	151	0	0	0	0	76	463	102	1911	-2263
183+00	18300	100	0	20	149	0	0	0	0	76	555	102	2605	-3033
184+00	18400	100	0	20	86	0	0	0	0	76	436	102	3150	-3653
185+00	18500	100	9	20	57	0	0	0	17	76	267	119	3483	-4045
186+00	18600	100	9	20	68	0	0	0	34	76	233	153	3774	-4378
187+00	18700	100	17	20	74	0	0	0	49	76	263	202	4104	-4733
187+99.31	18799	99	19	20	78	0	0	0	67	75	280	270	4454	-5091
											Total	270	4454	-5091

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_EW_TOWNLINE.DWG PLOT DATE : 10/30/2014 1:51 PM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 0.999999

WISDOT/CADDS SHEET 49

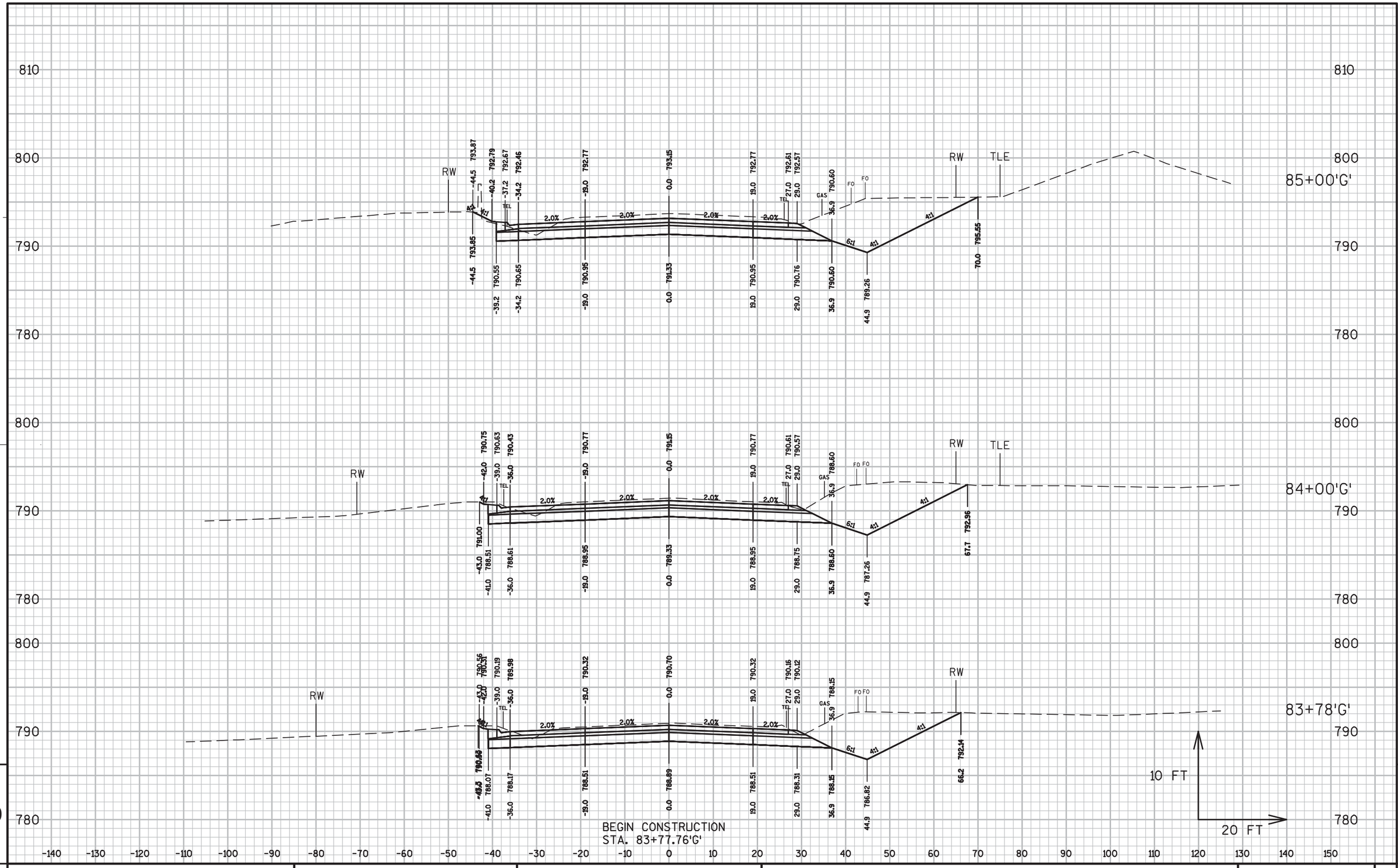
TOWNLINE RD. EARTHWORK SUMMARY

TOWNLINE ROAD - STAGE 1

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
203+48	20348	0	51	16	2	0	0	0	0	0	0	0	0	0
204+00	20400	52	116	16	1	0	0	0	161	31	3	161	3	127
205+00	20500	100	150	16	0	0	0	0	493	60	1	654	5	558
206+00	20600	100	150	16	7	0	0	0	556	60	13	1210	21	1036
207+00	20700	100	150	16	162	0	0	0	556	60	312	1765	411	1141
208+00	20800	100	150	16	162	0	0	0	556	60	599	2321	1160	887
209+00	20900	100	133	16	11	0	0	0	493	60	42	2813	1212	1267
210+00	21000	100	49	16	30	0	0	0	337	60	76	3151	1307	1450
211+00	21100	100	19	16	54	0	0	0	126	60	155	3277	1501	1322
212+00	21200	100	24	16	54	0	0	0	80	60	200	3357	1751	1091
213+00	21300	100	39	16	51	0	0	0	118	60	194	3475	1993	907
214+00	21400	100	82	16	83	0	0	0	224	60	248	3699	2303	760
											Total	3,699	2,303	760

TOWNLINE ROAD - STAGE 2B

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
215+00	21500	0	74	25	484	0	0	0	0	0	0	0	0	0
216+00	21600	100	350	25	218	0	0	0	784	91	1301	784	1626	-933
217+00	21700	100	400	25	257	0	0	0	1389	91	880	2173	2726	-735
218+00	21800	100	220	25	187	0	0	0	1149	91	823	3322	3755	-706
219+00	21900	100	3	25	151	0	0	0	415	91	627	3737	4538	-1166
220+00	22000	100	10	25	297	0	0	0	36	91	1101	3772	5915	-2598
221+00	22100	100	0	25	206	0	0	0	18	91	931	3790	7079	-3836
222+00	22200	100	0	25	147	0	0	0	0	91	653	3790	7895	-4743
223+00	22300	100	256	25	2	0	0	0	475	91	276	4265	8240	-4704
224+00	22400	100	500	25	0	0	0	0	1401	91	3	5666	8244	-3398
225+00	22500	100	380	25	0	0	0	0	1630	91	0	7296	8244	-1860
226+00	22600	100	105	25	5	0	0	0	899	91	10	8195	8256	-1065
227+00	22700	100	56	25	16	0	0	0	299	91	39	8494	8305	-905
228+00	22800	100	56	25	1	0	0	0	208	91	3	8701	8308	-792
228+25	22825	25	52	25	1	0	0	0	50	23	1	8751	8309	-766
											Total	8,751	8,309	-766

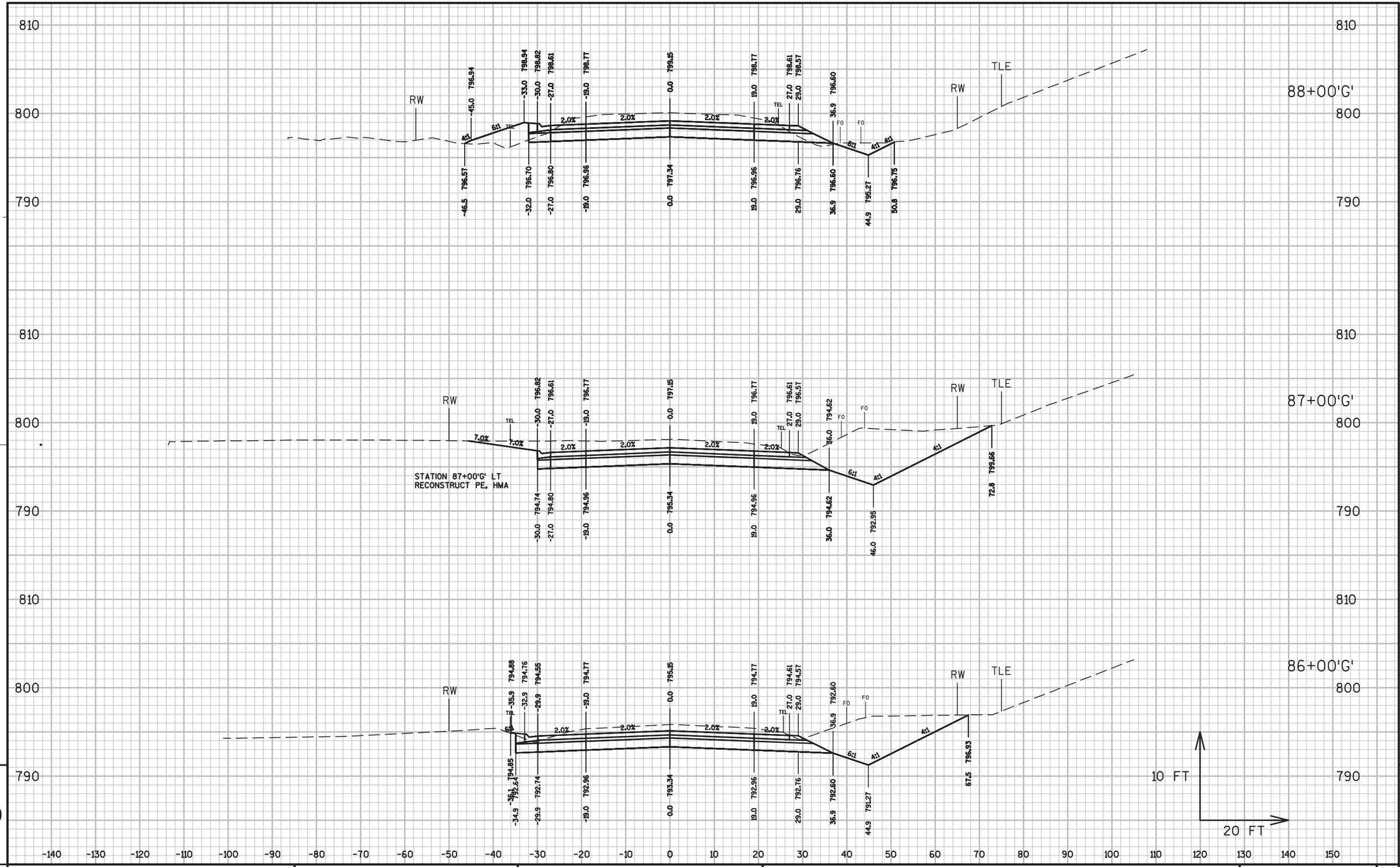


9

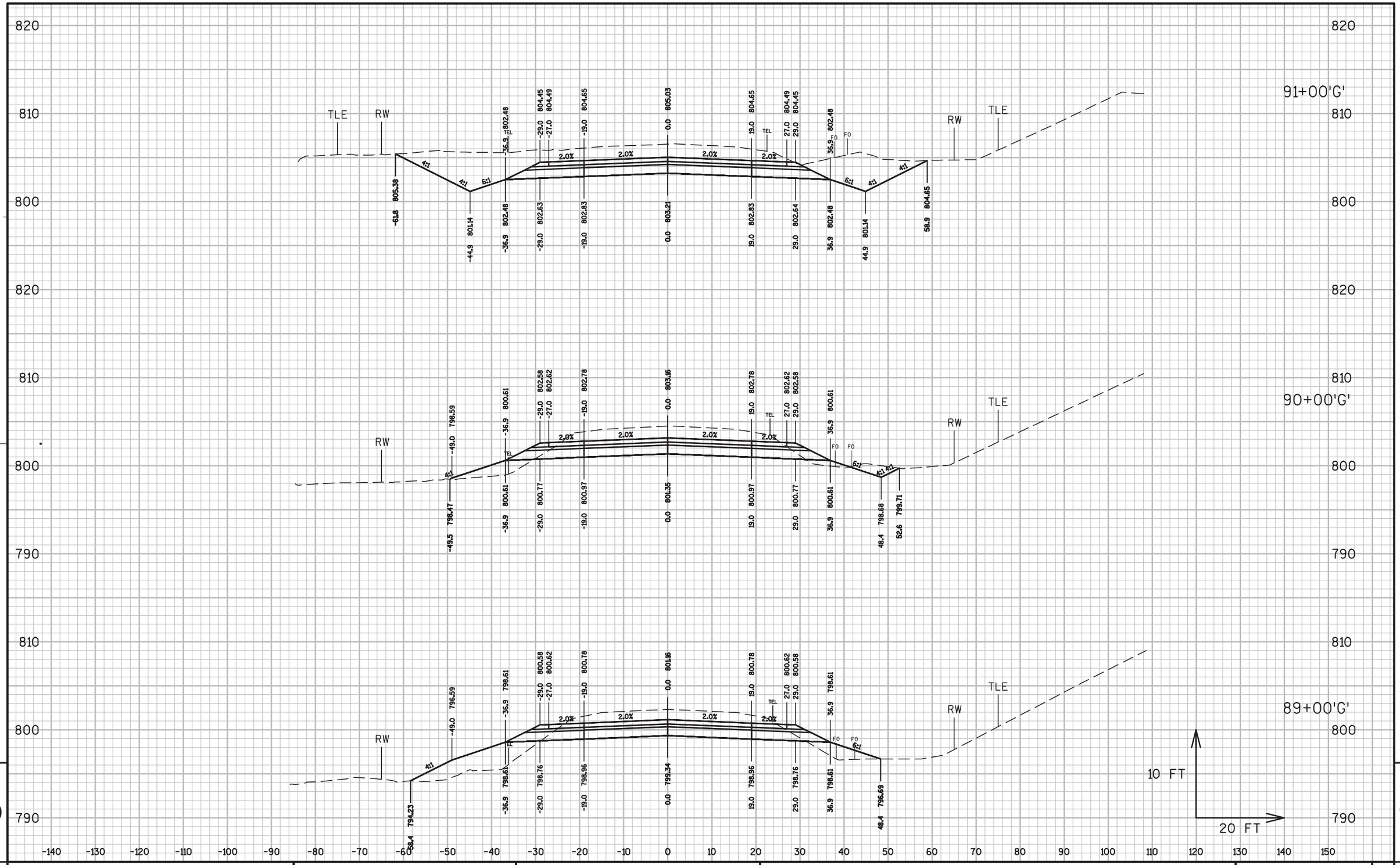
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 276	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 3:59 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

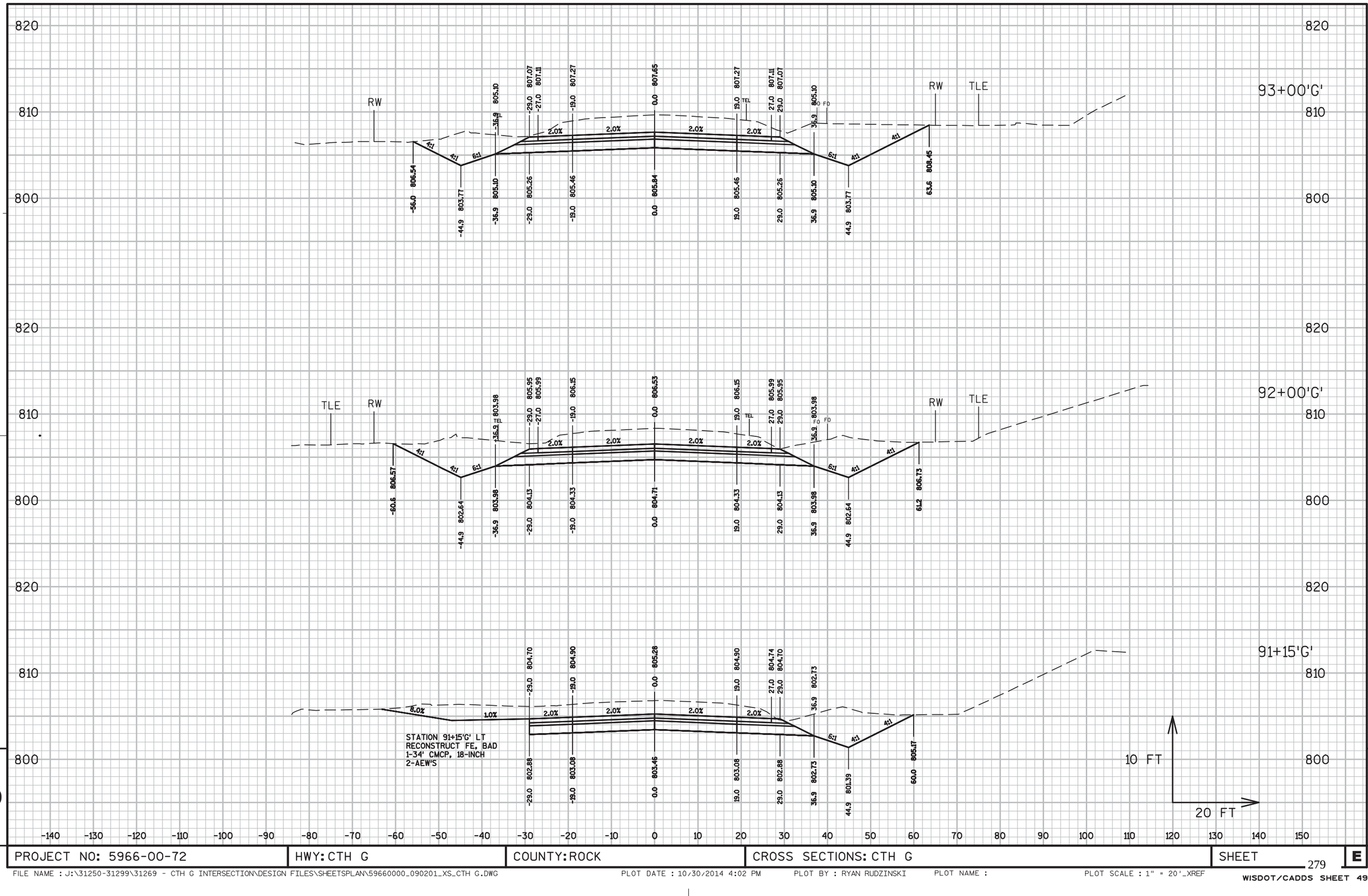


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 277 E



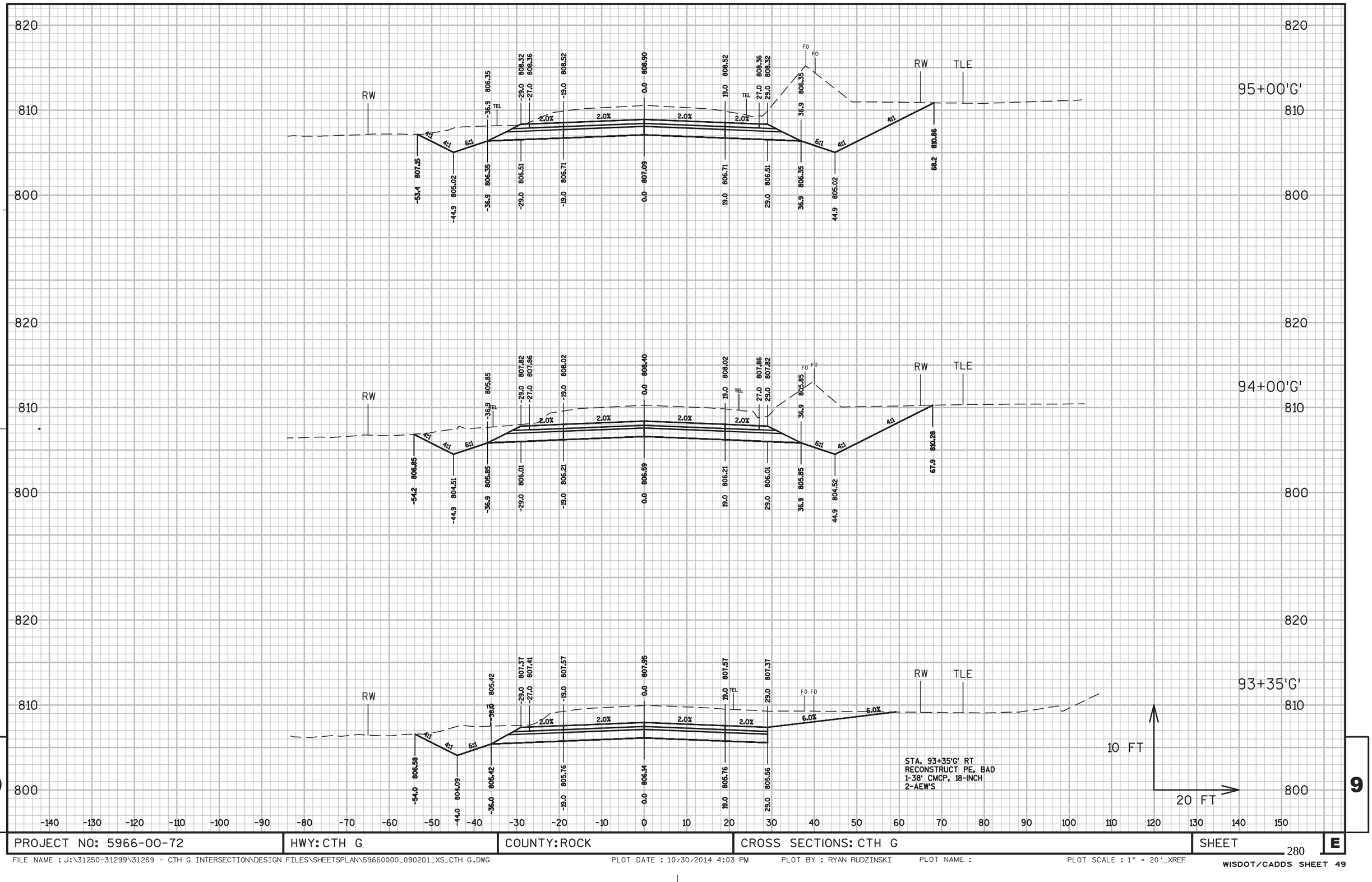
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 278	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:01 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

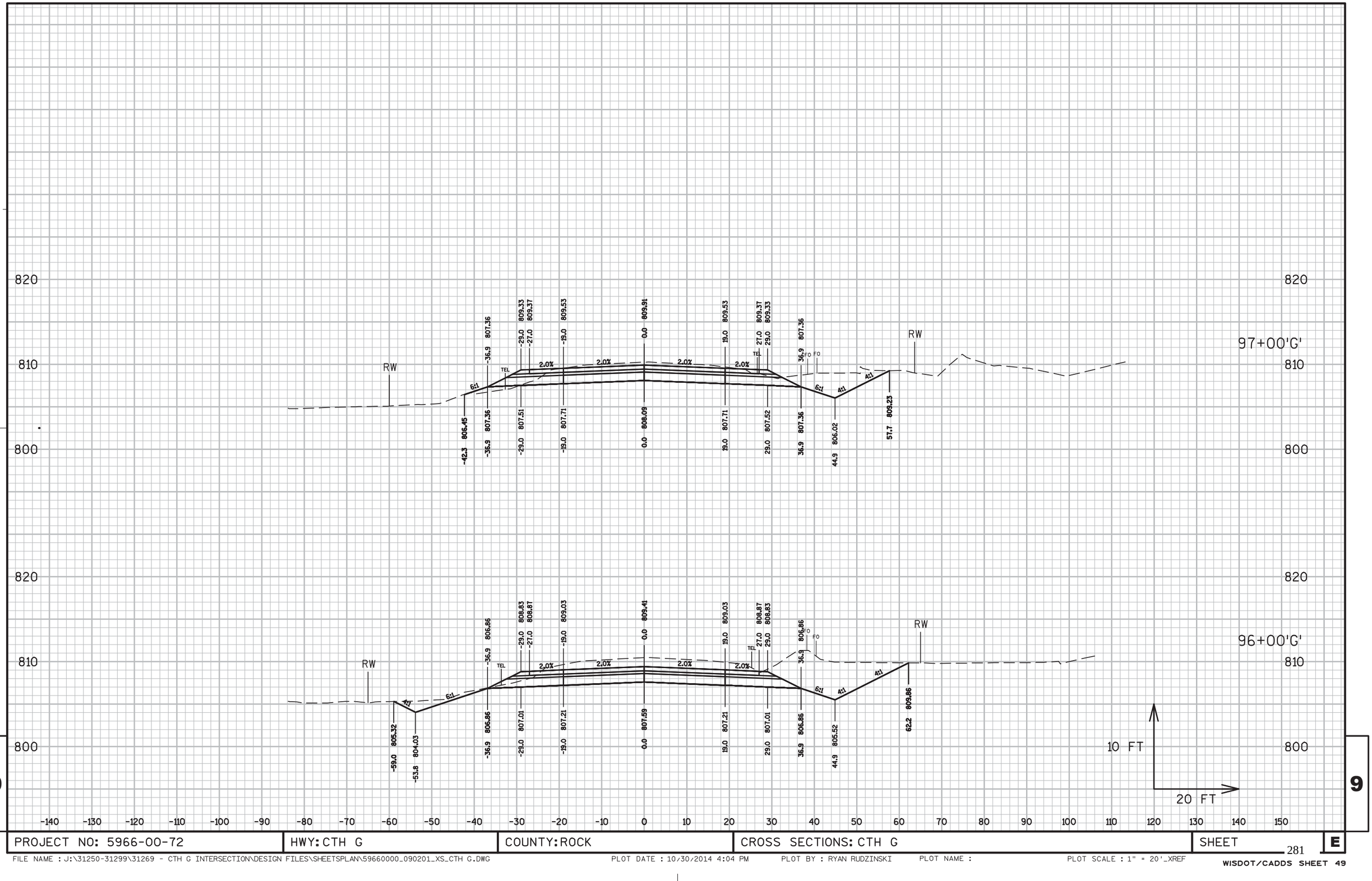


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:02 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

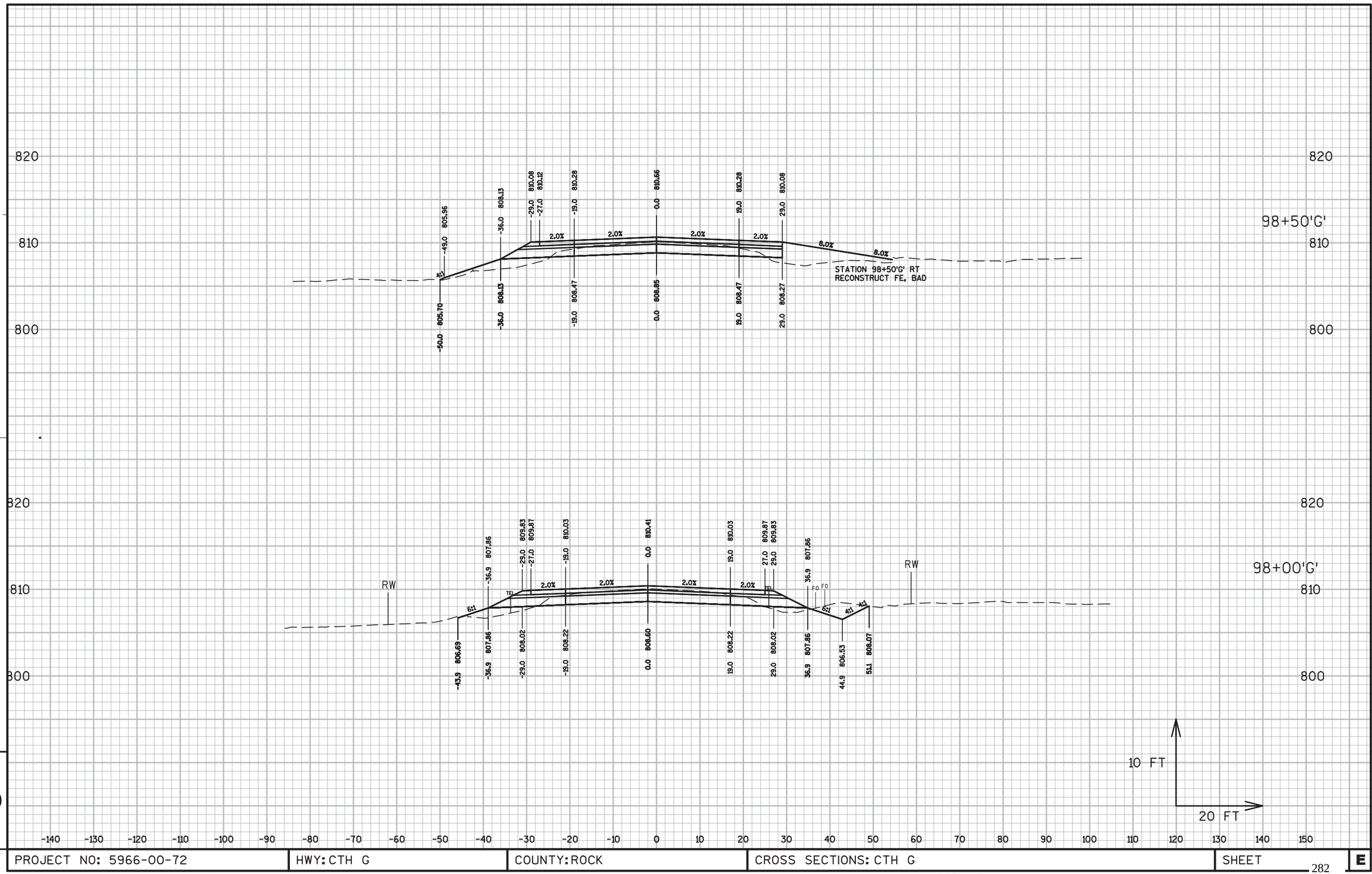


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 280	E

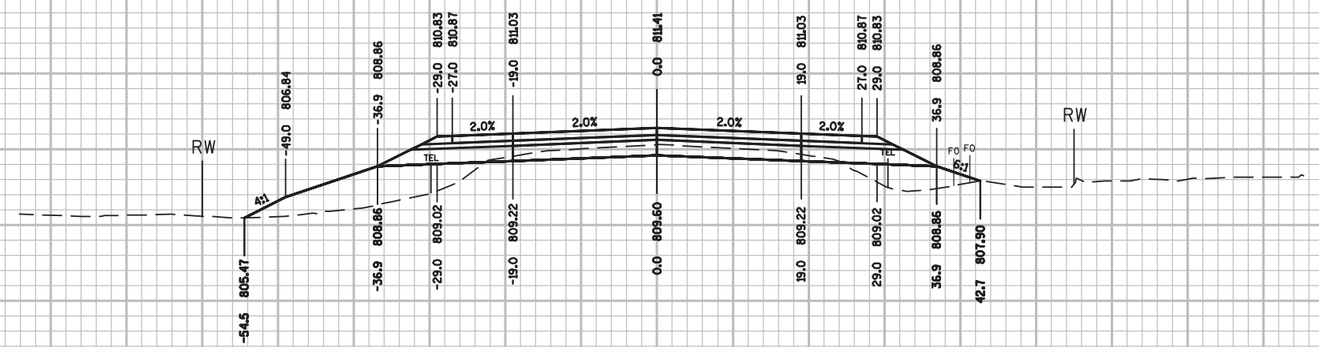


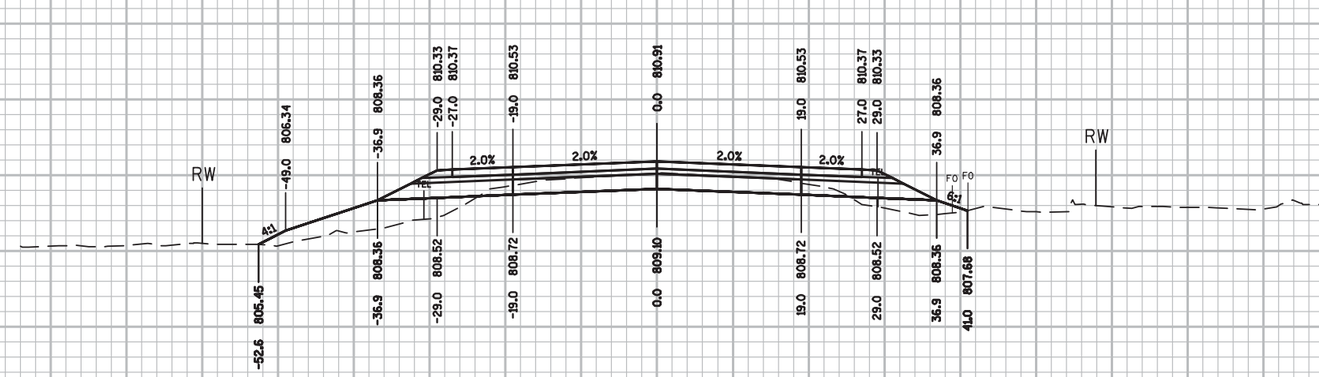
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

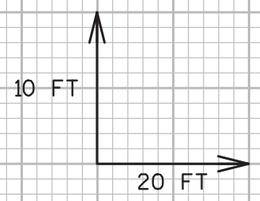
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:04 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 282 E







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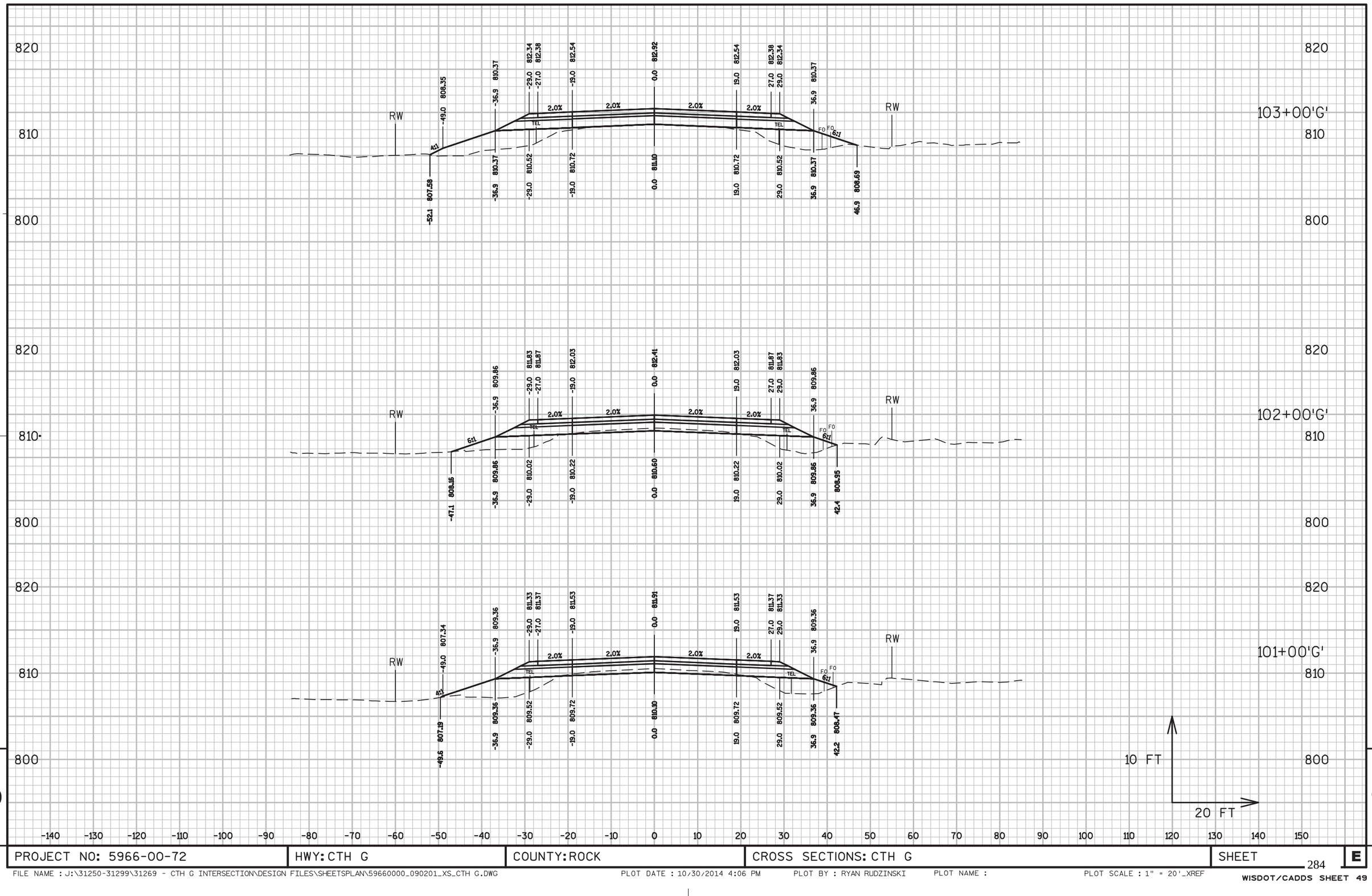
9 9

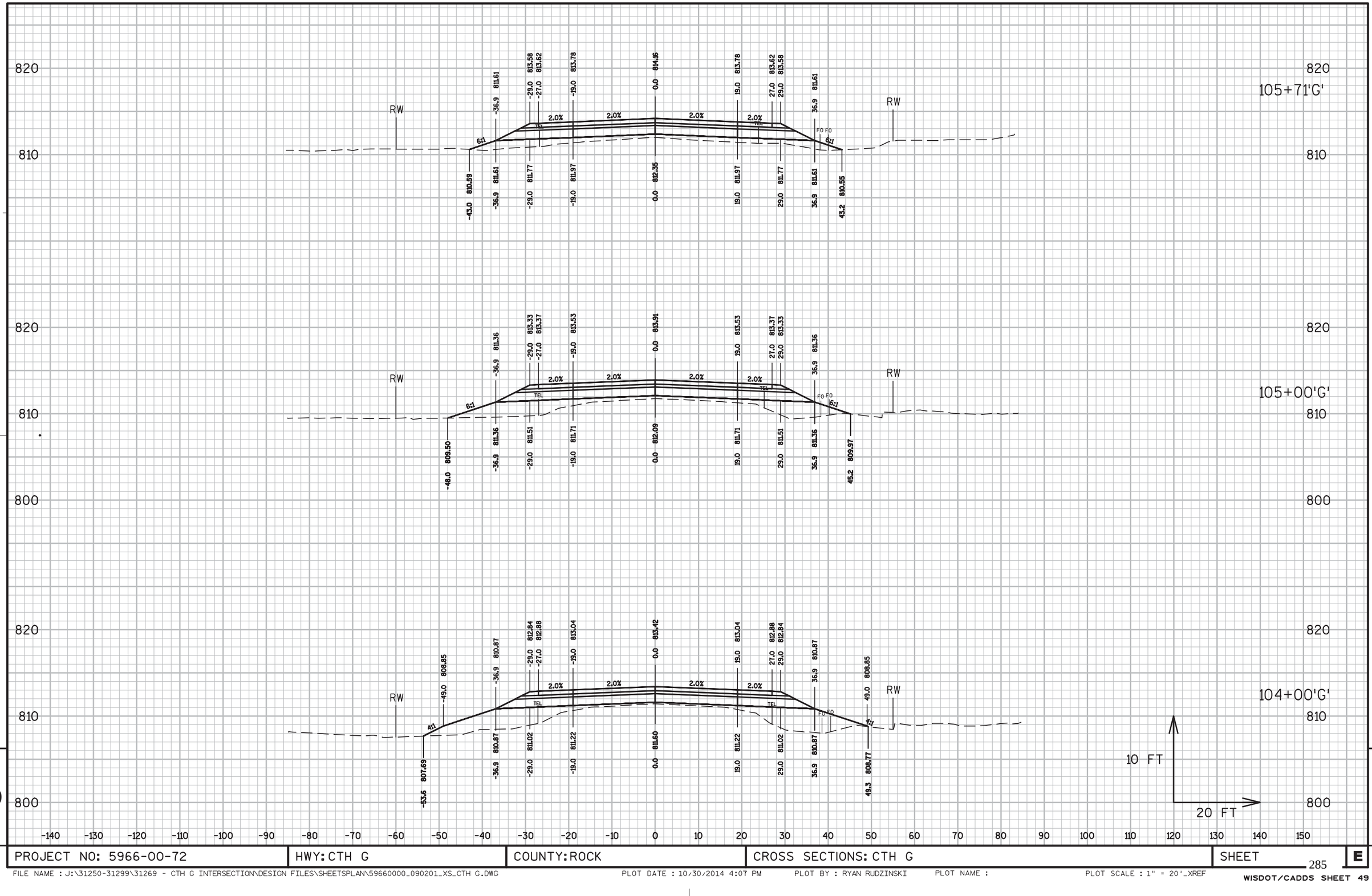
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:05 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



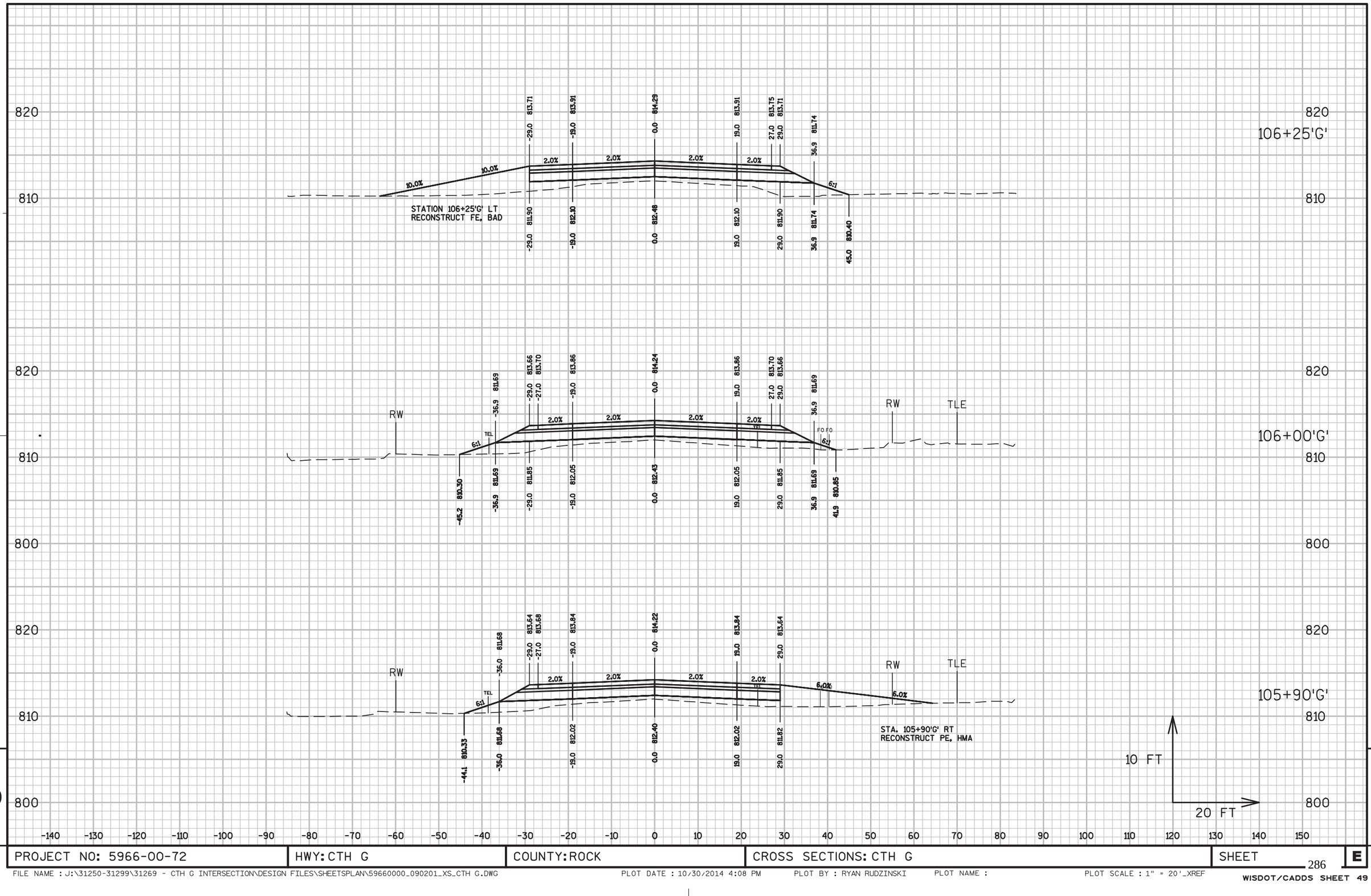
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 284	E

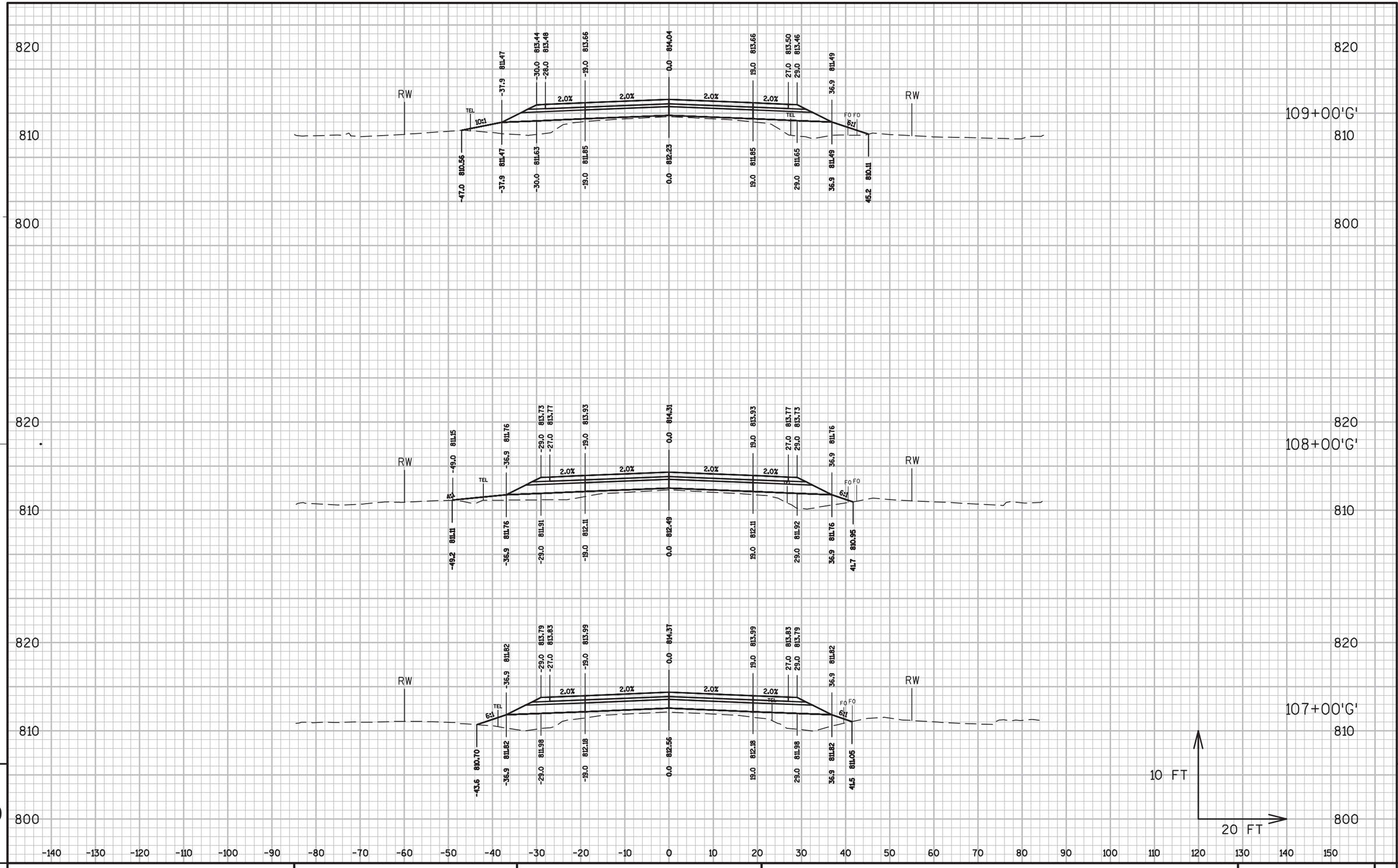


9

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

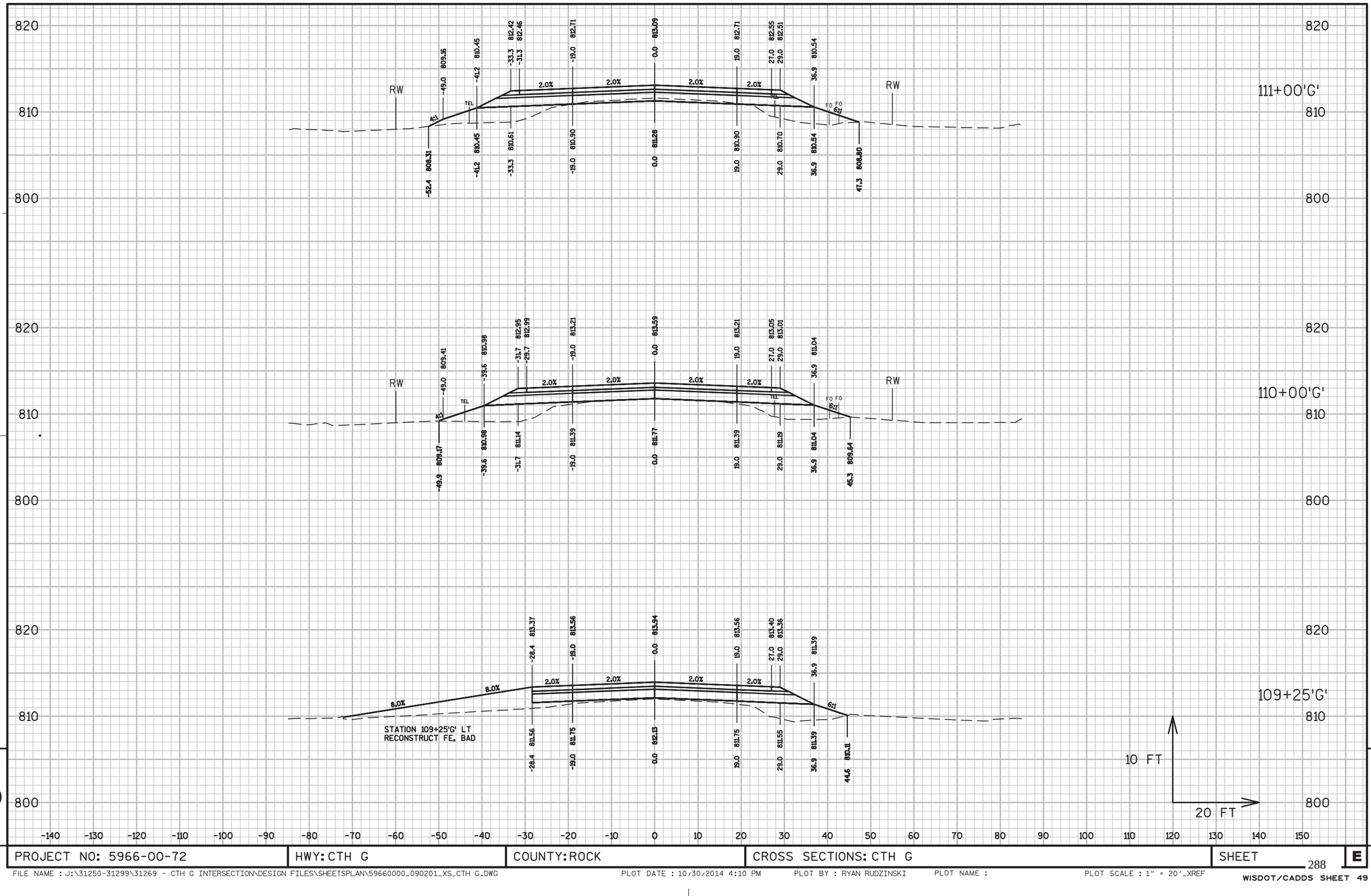
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:07 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF


106+25'G'
STATION 106+25'G' LT
RECONSTRUCT FE, BAD
106+00'G'
RW
TLE
TEL
TEL
FO FO
105+90'G'
STA. 105+90'G' RT
RECONSTRUCT PE, HMA
10 FT
20 FT



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 287	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:09 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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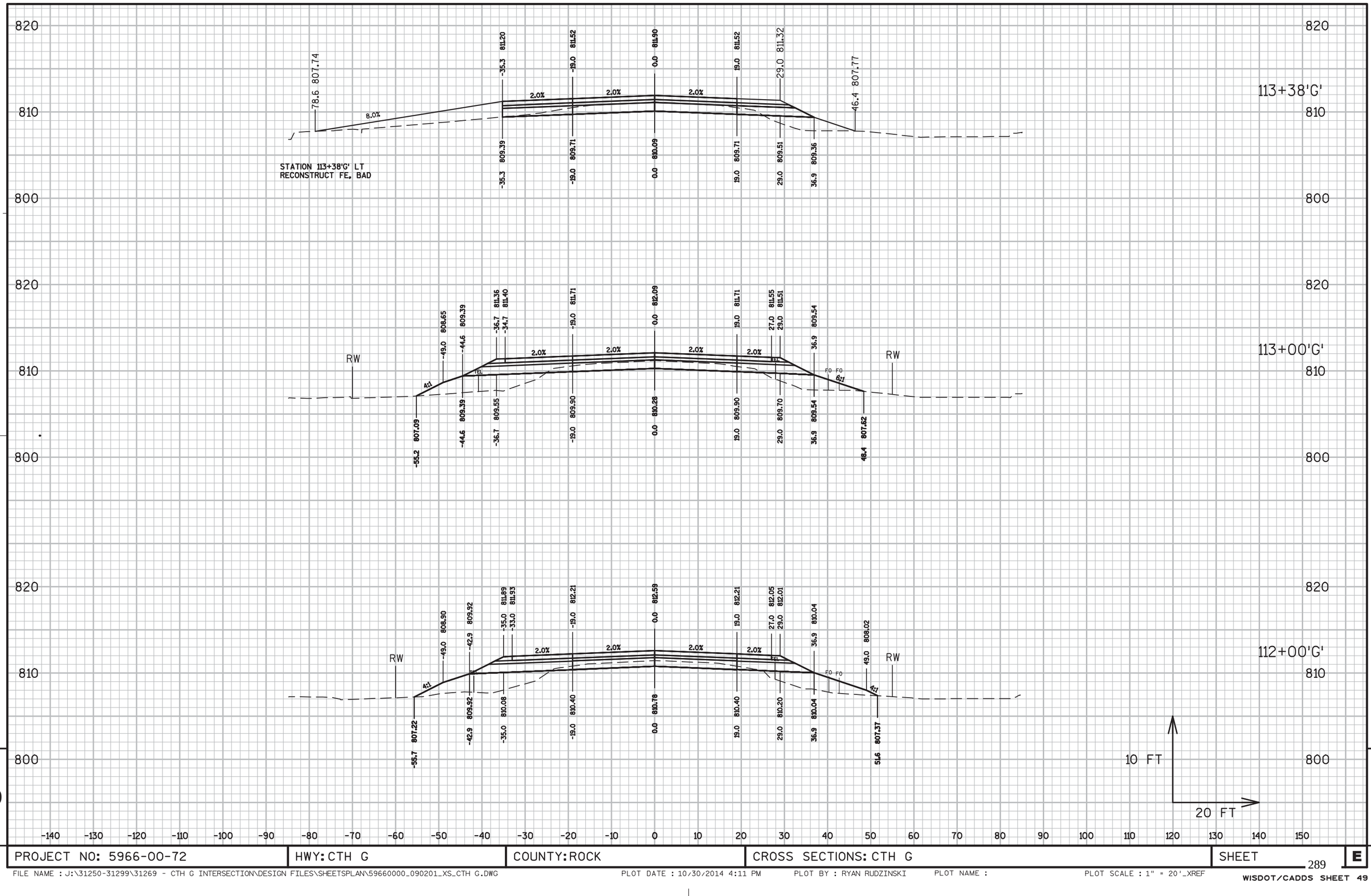
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 288	E

9

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:10 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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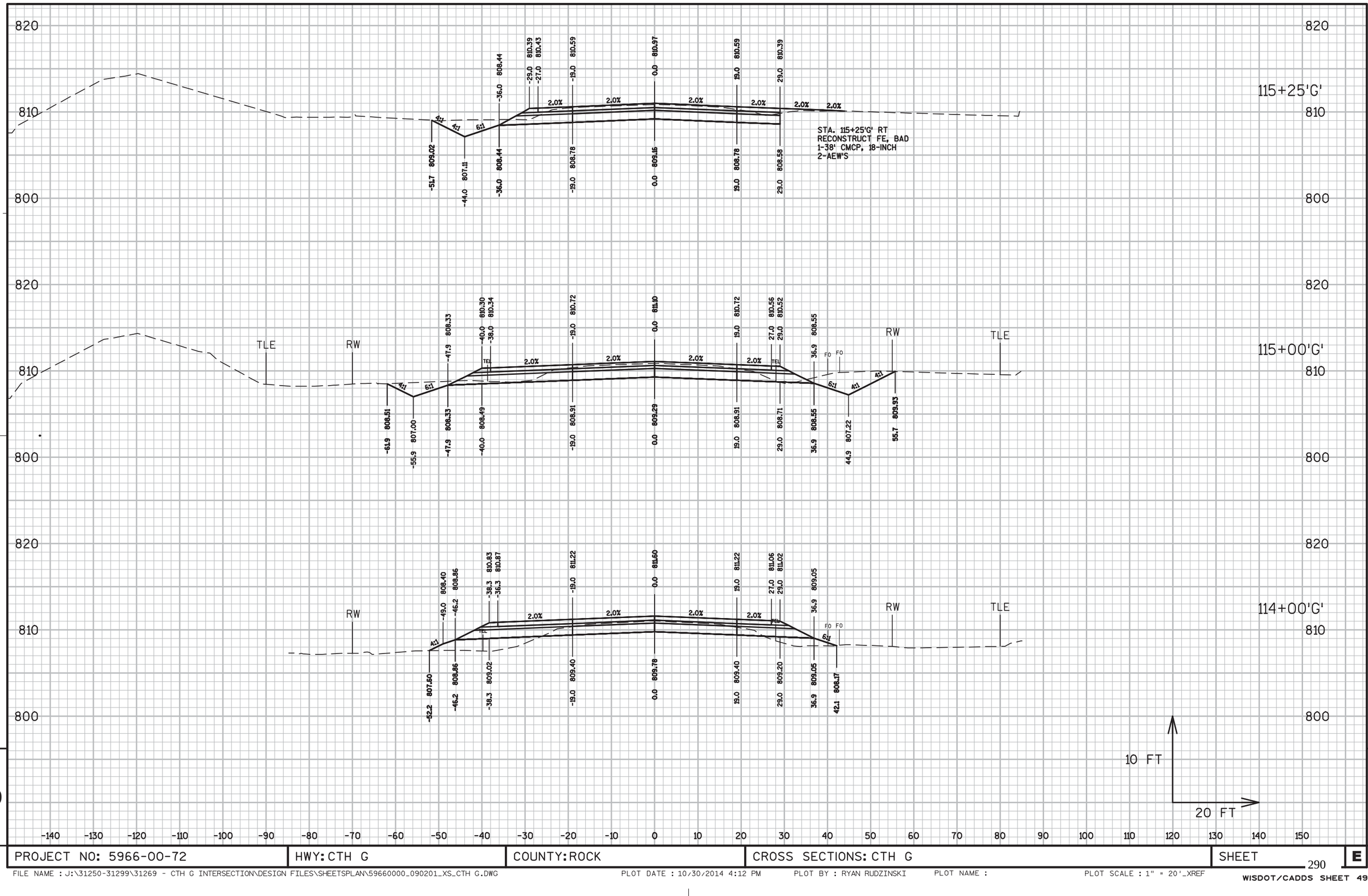
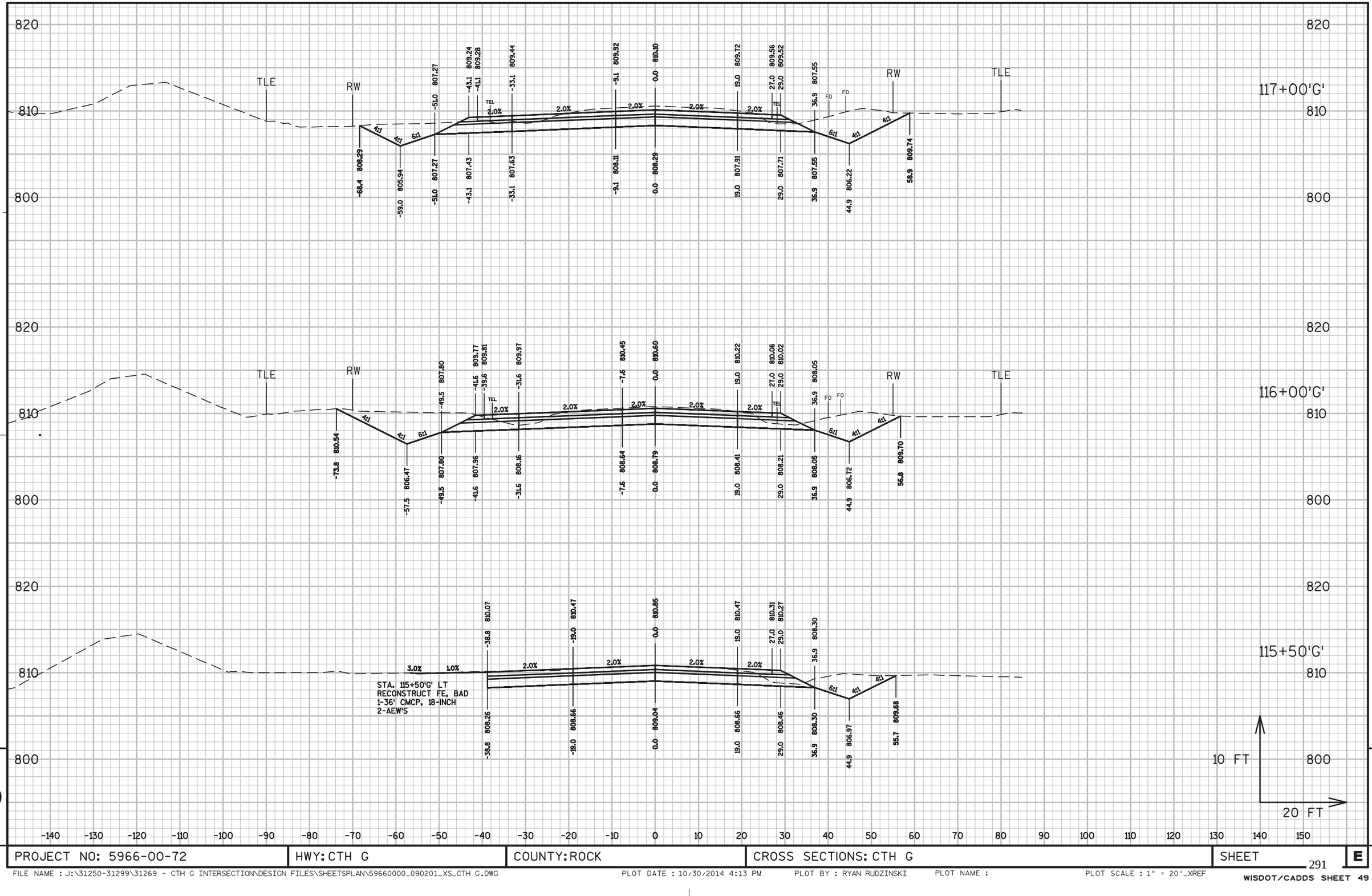
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 289	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:11 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

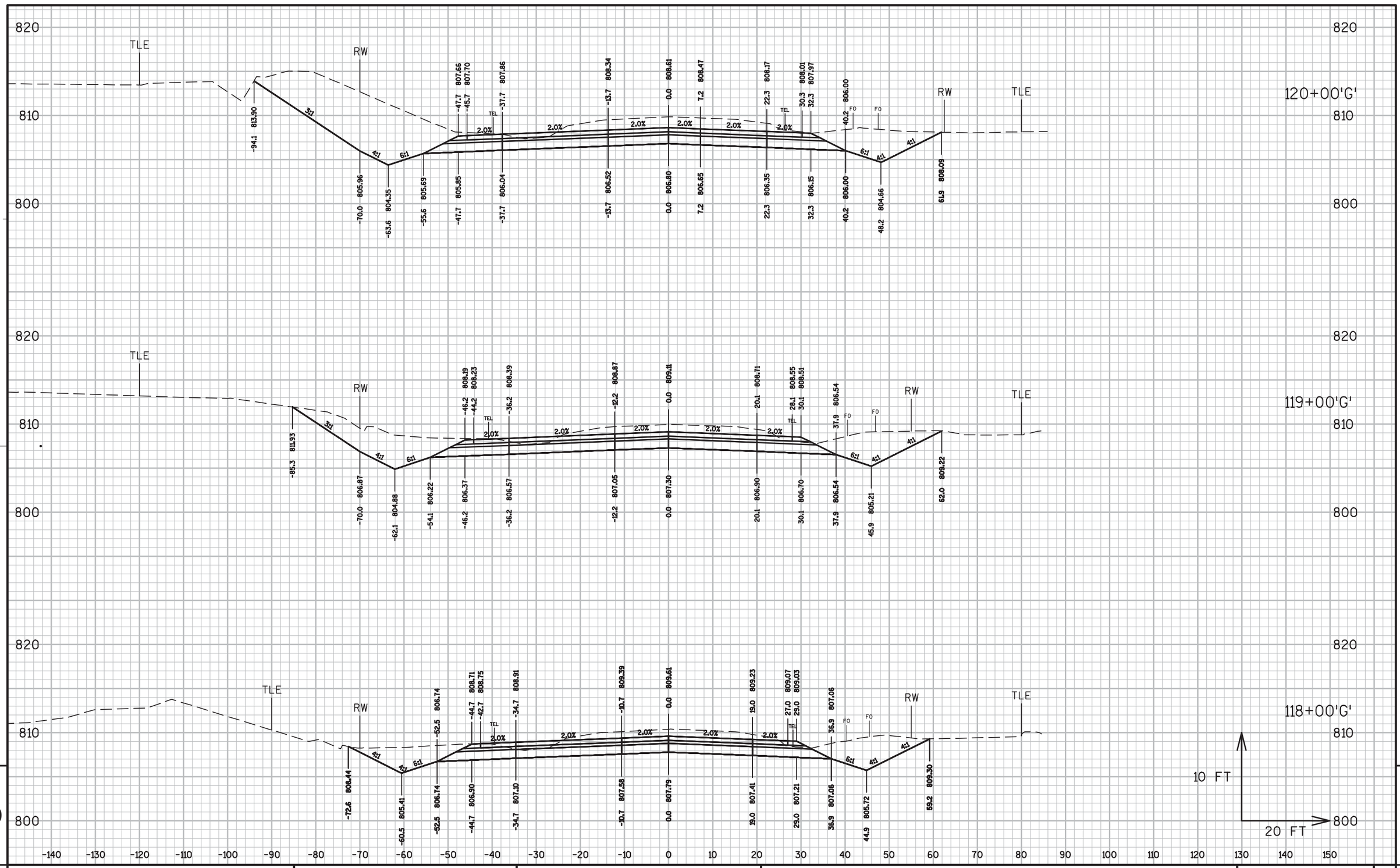

115+25'G'
STA. 115+25'G' RT
RECONSTRUCT FE, BAD
1-38' CMCP, 18-INCH
2-AEW'S
115+00'G'
TLE
RW
RW
TLE
114+00'G'
RW
TLE
10 FT
20 FT



9

9

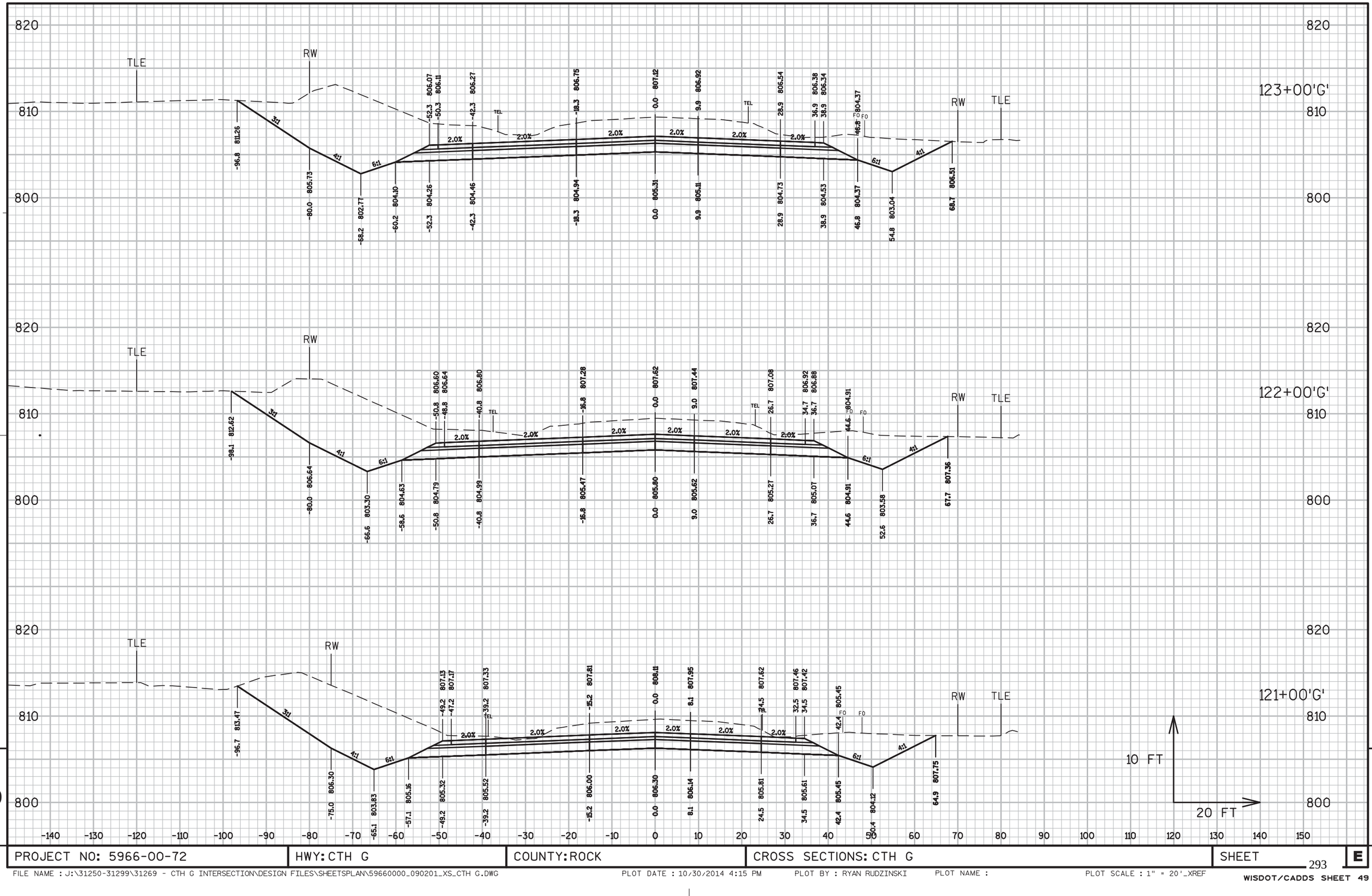
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 291	E



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 292	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:14 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

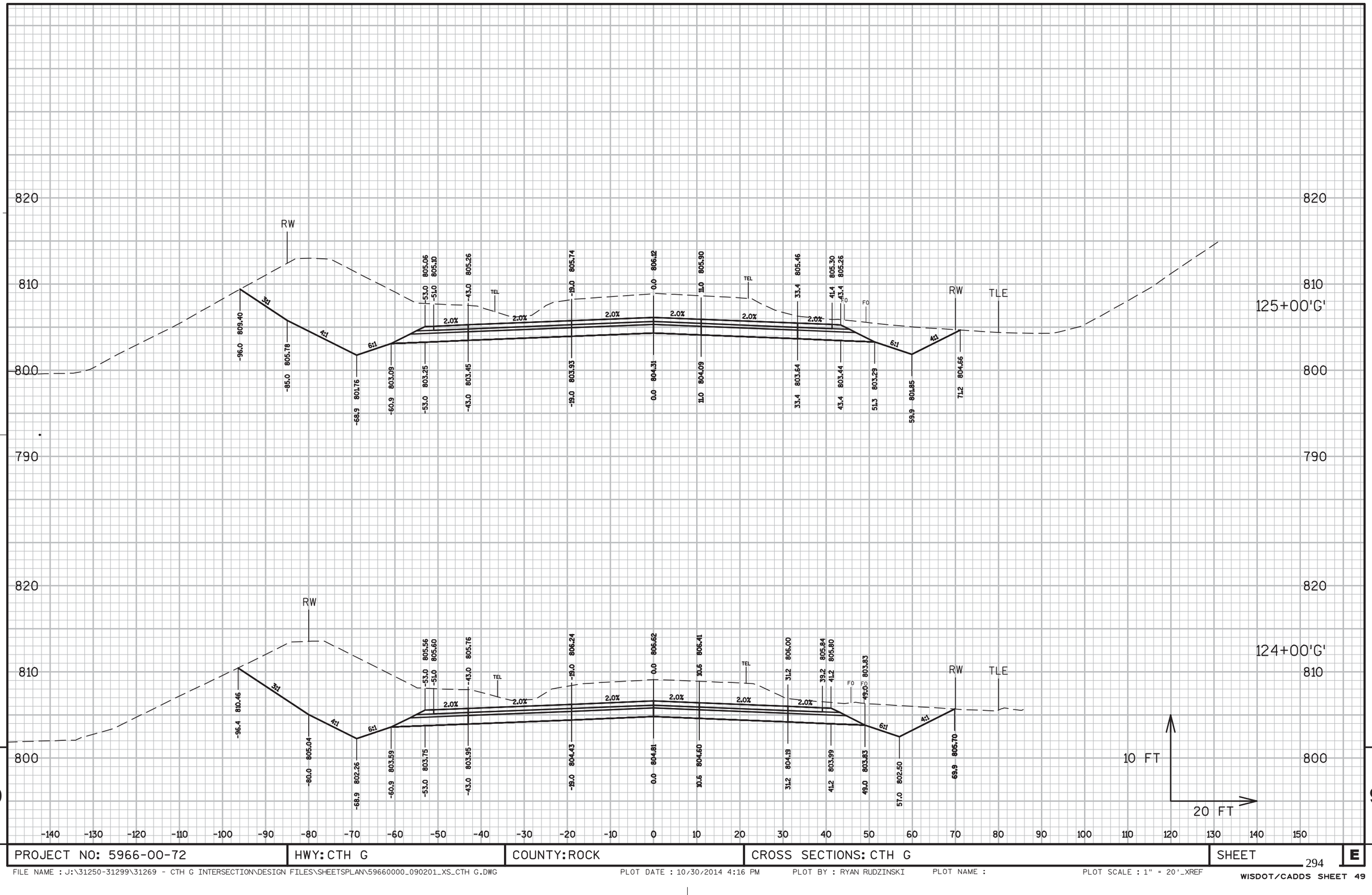


9

9

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

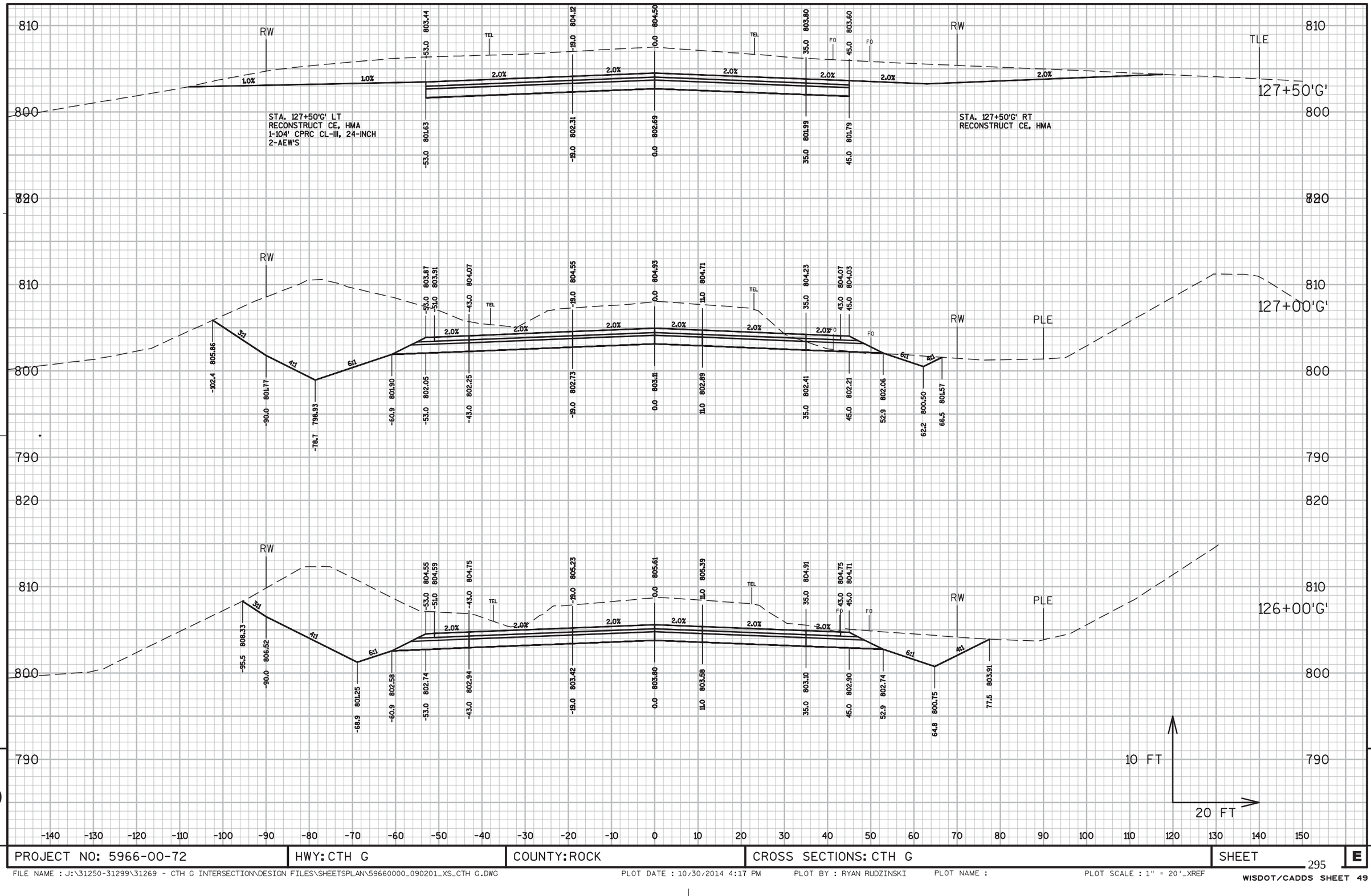
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:15 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



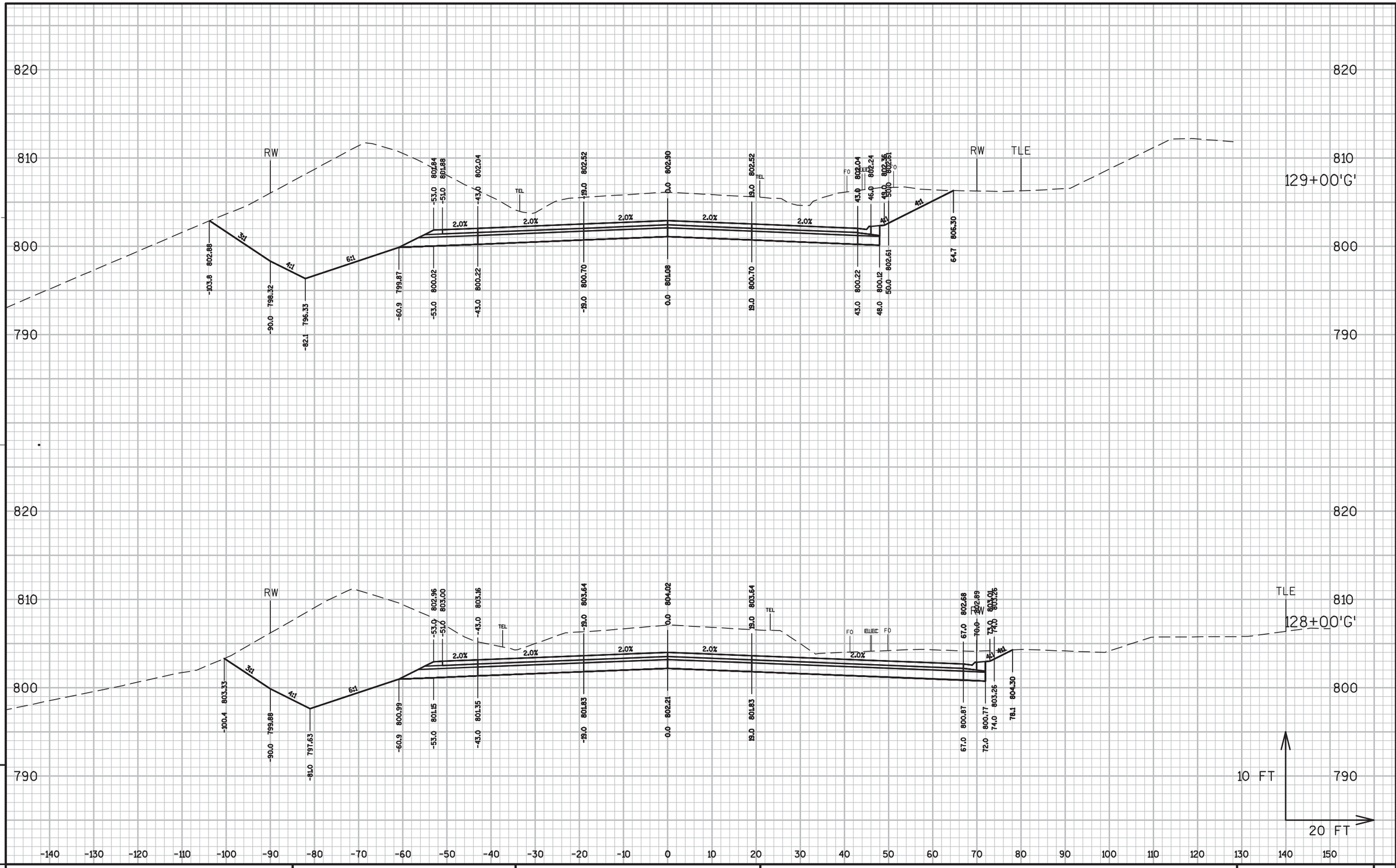
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 294	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:16 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

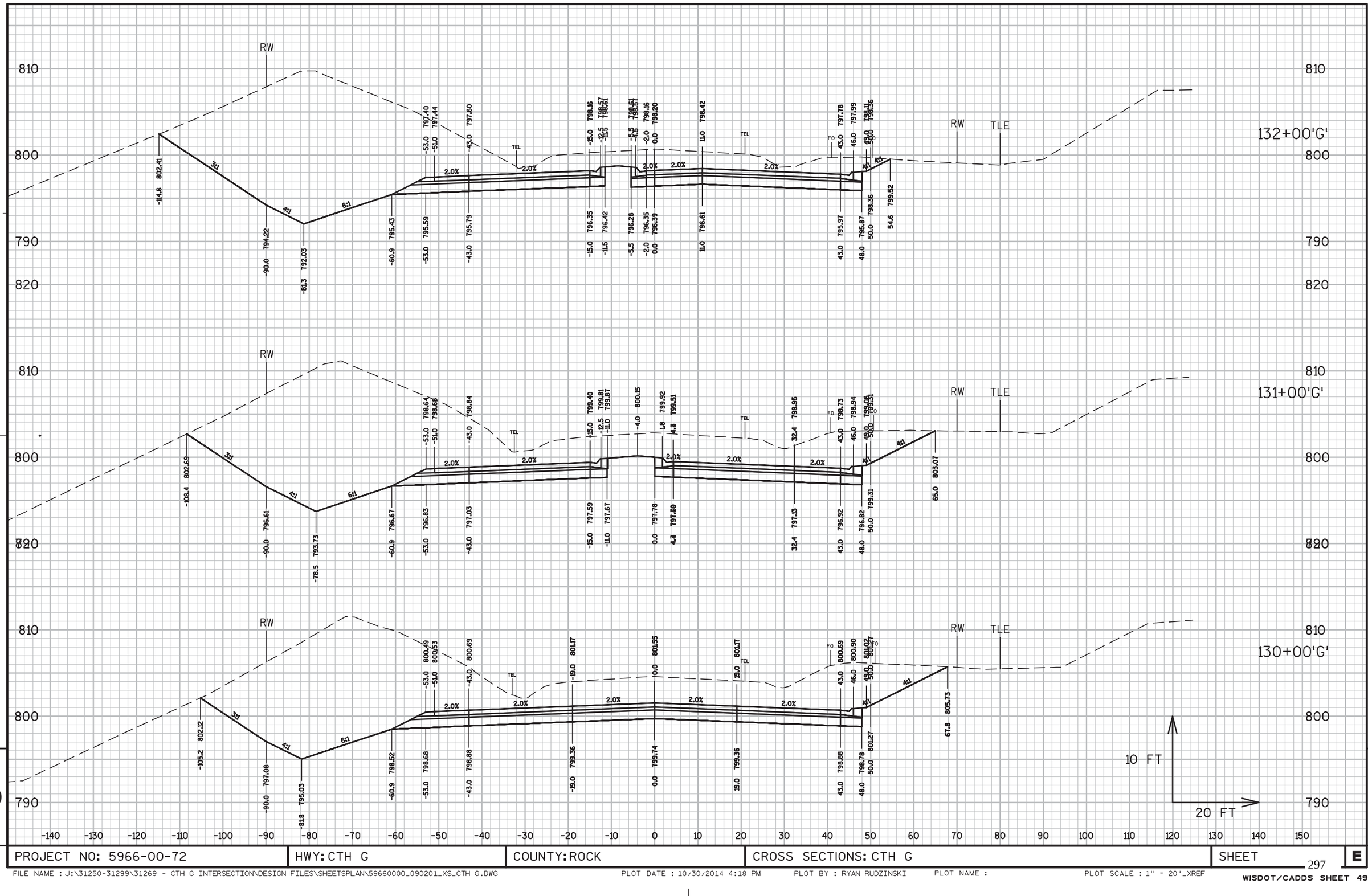


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 295	E



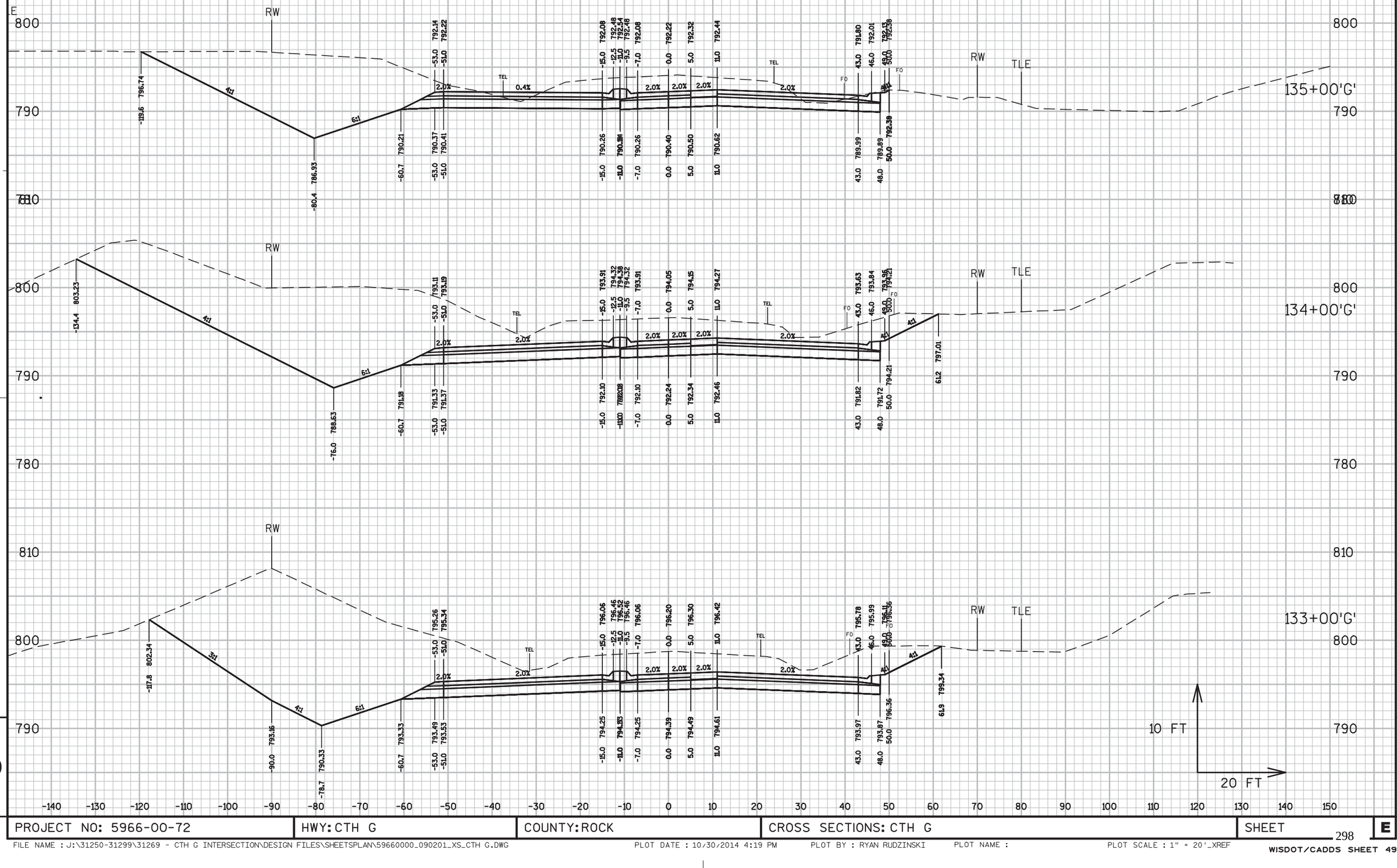
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:17 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:18 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



9

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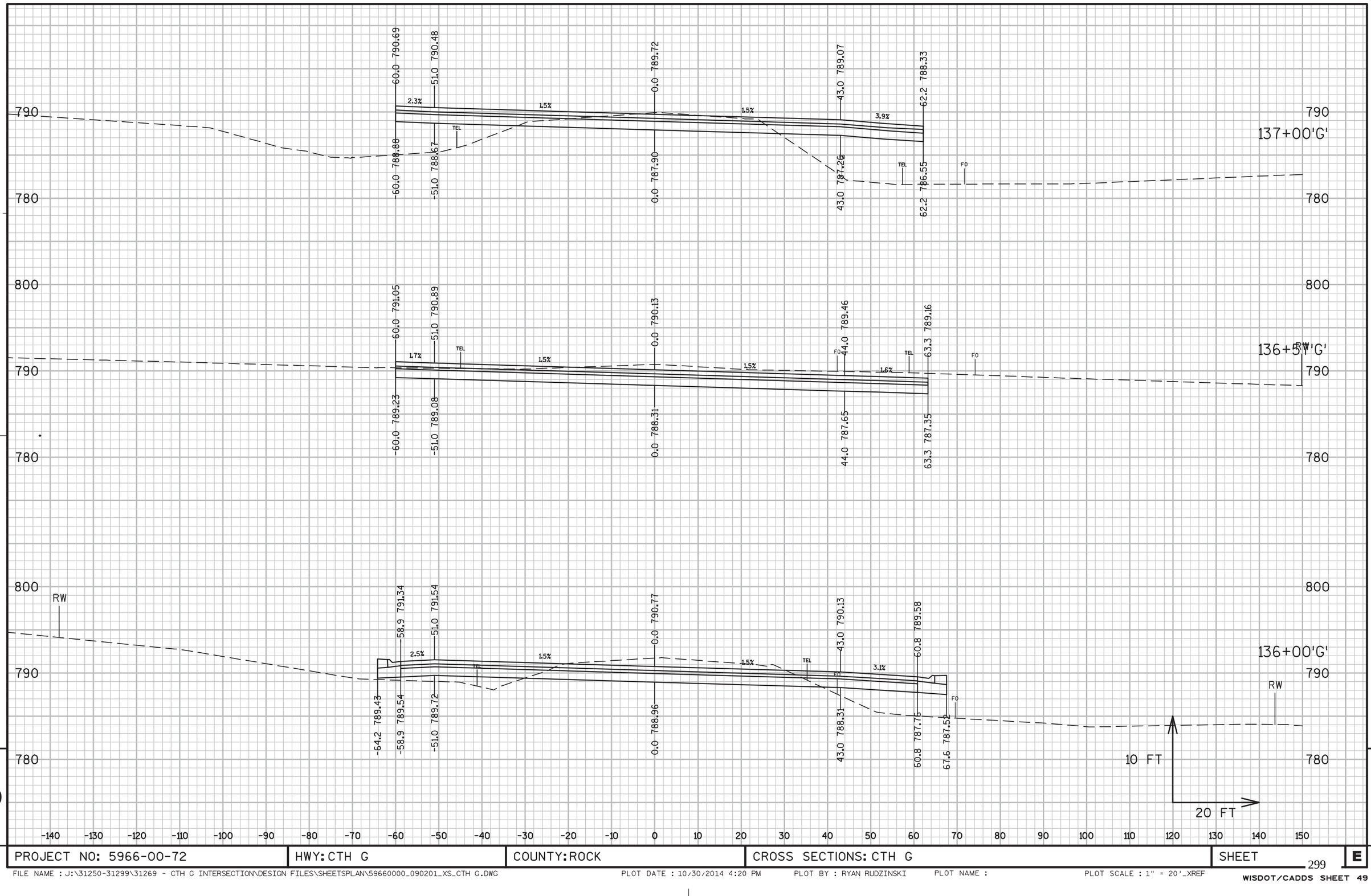
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 298	E

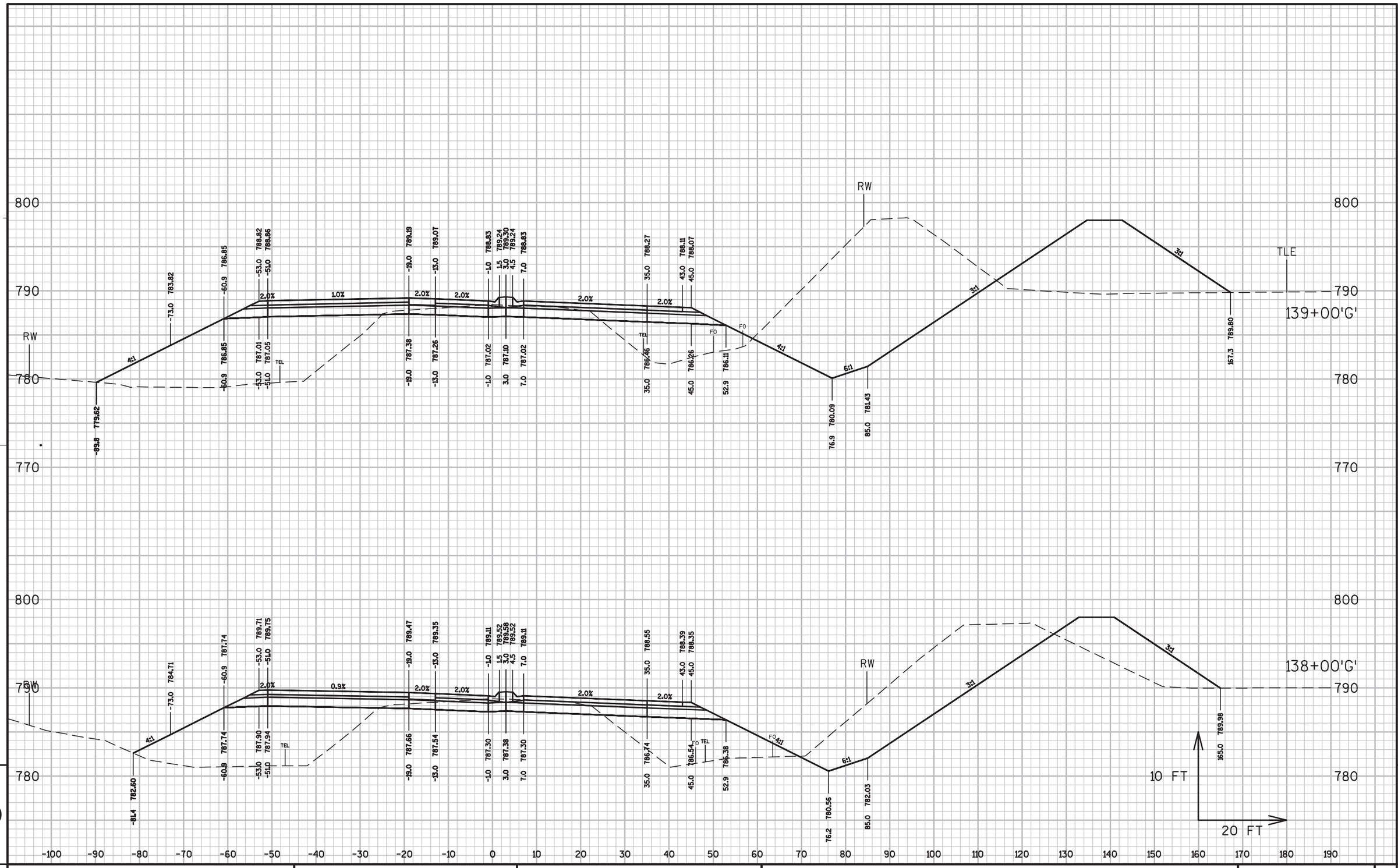
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG
PLOT DATE : 10/30/2014 4:19 PM
PLOT BY : RYAN RUDZINSKI
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 299	E

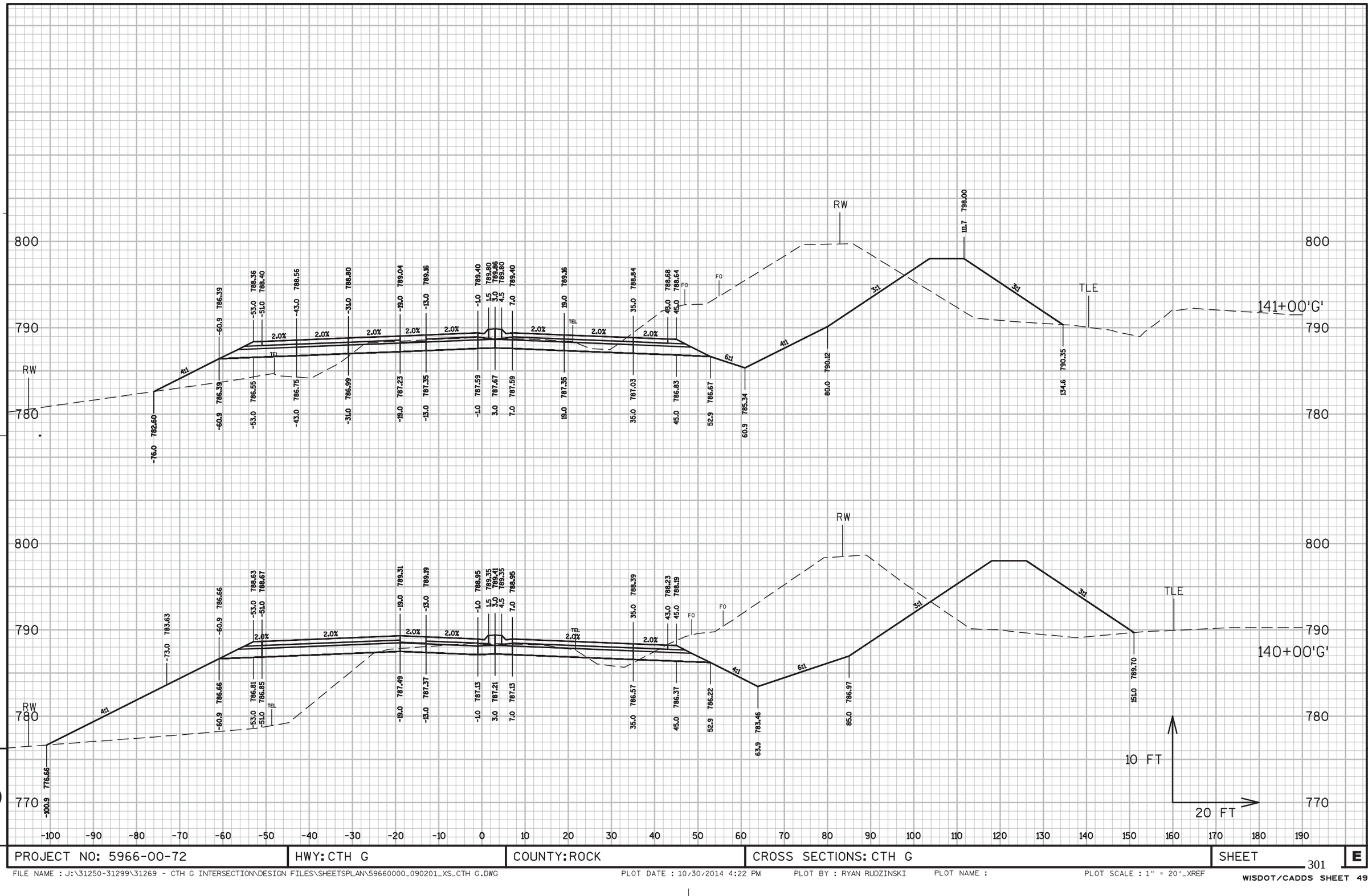
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:20 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 300	E

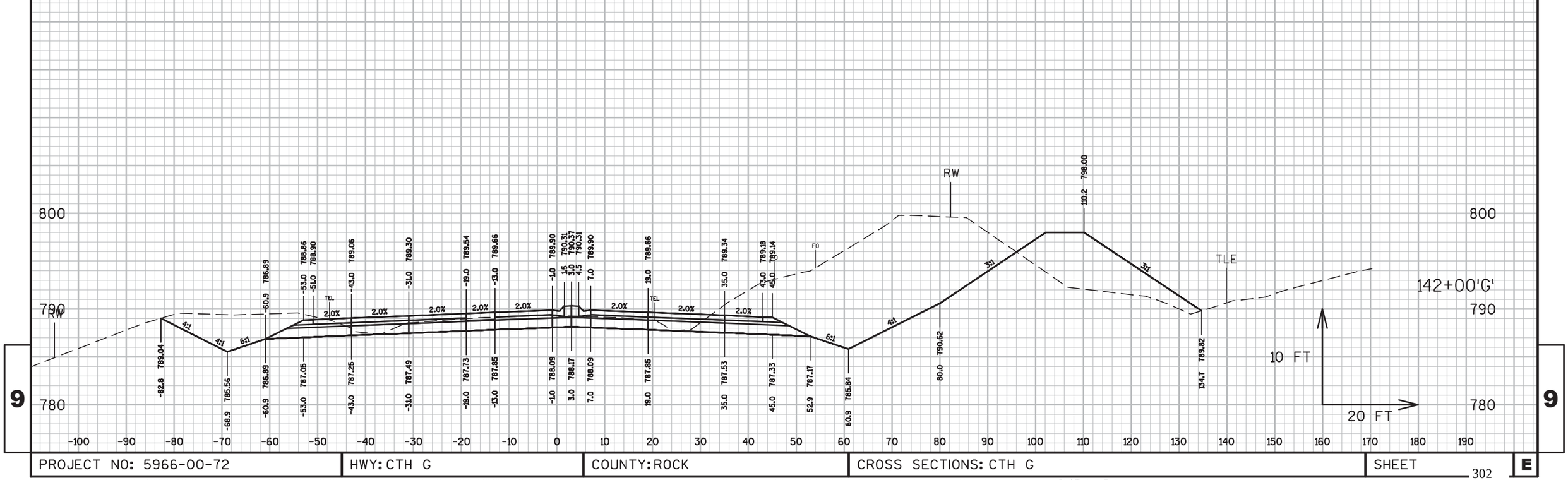
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:21 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 301	E

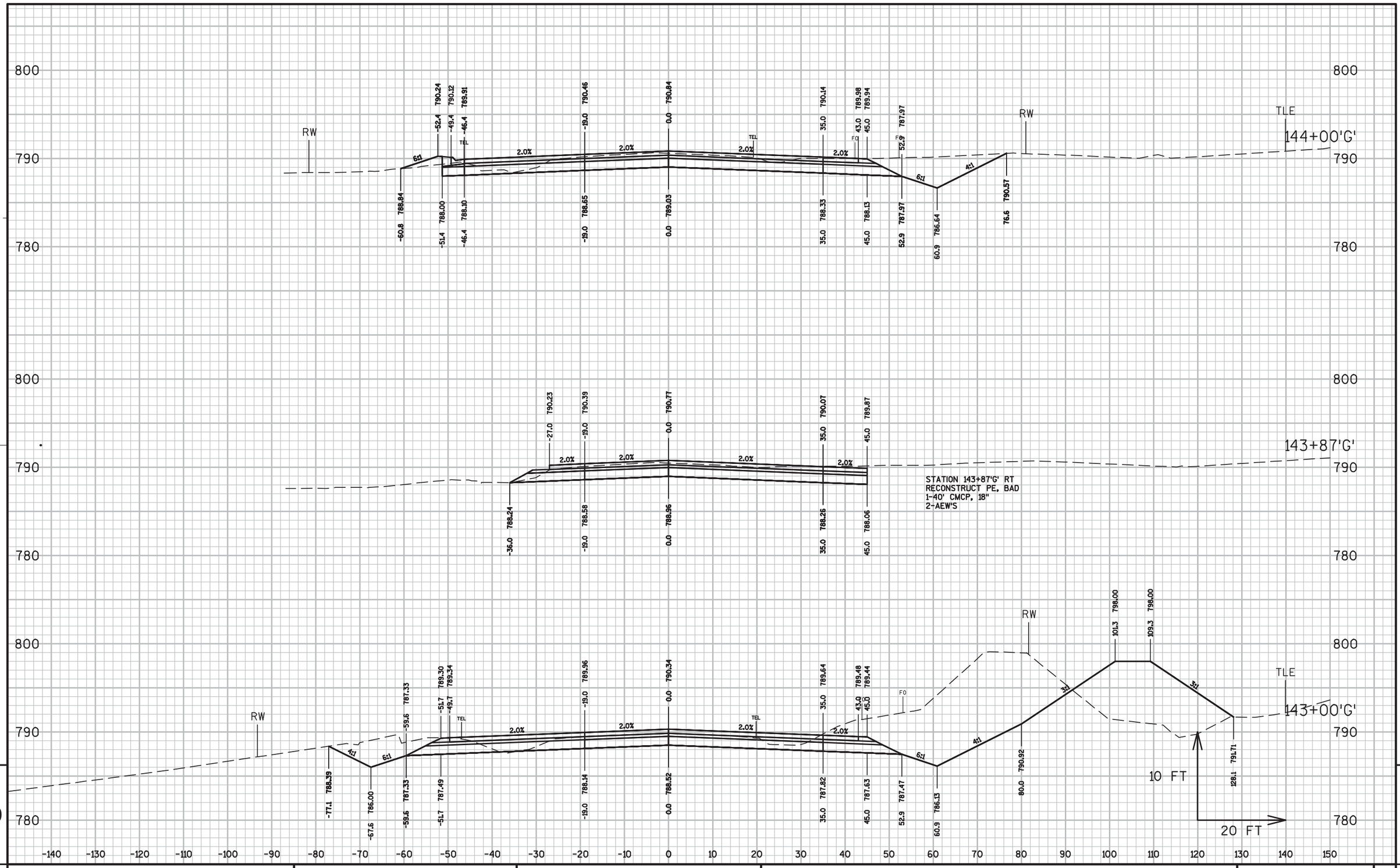
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:22 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:23 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

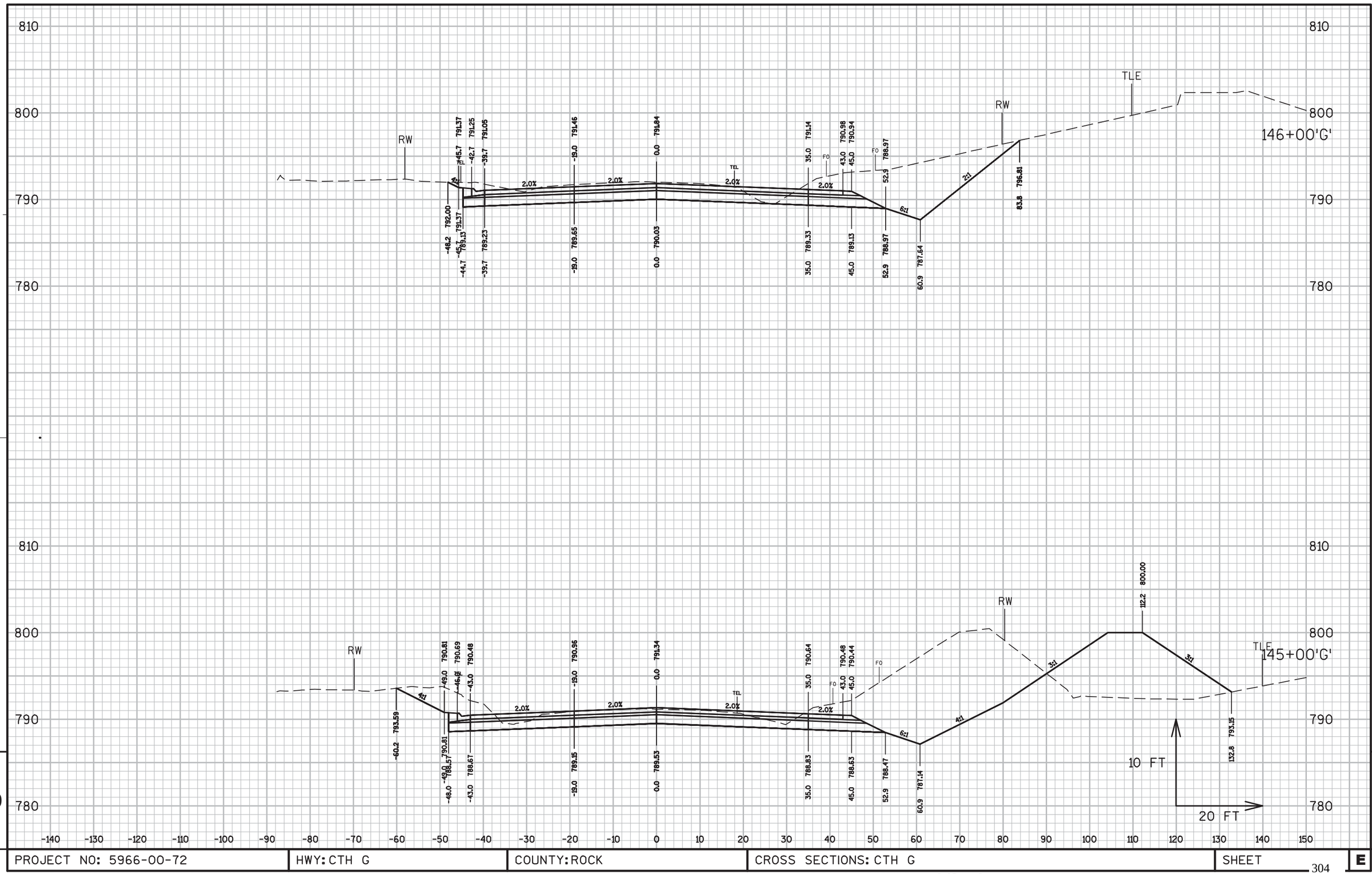


9

9

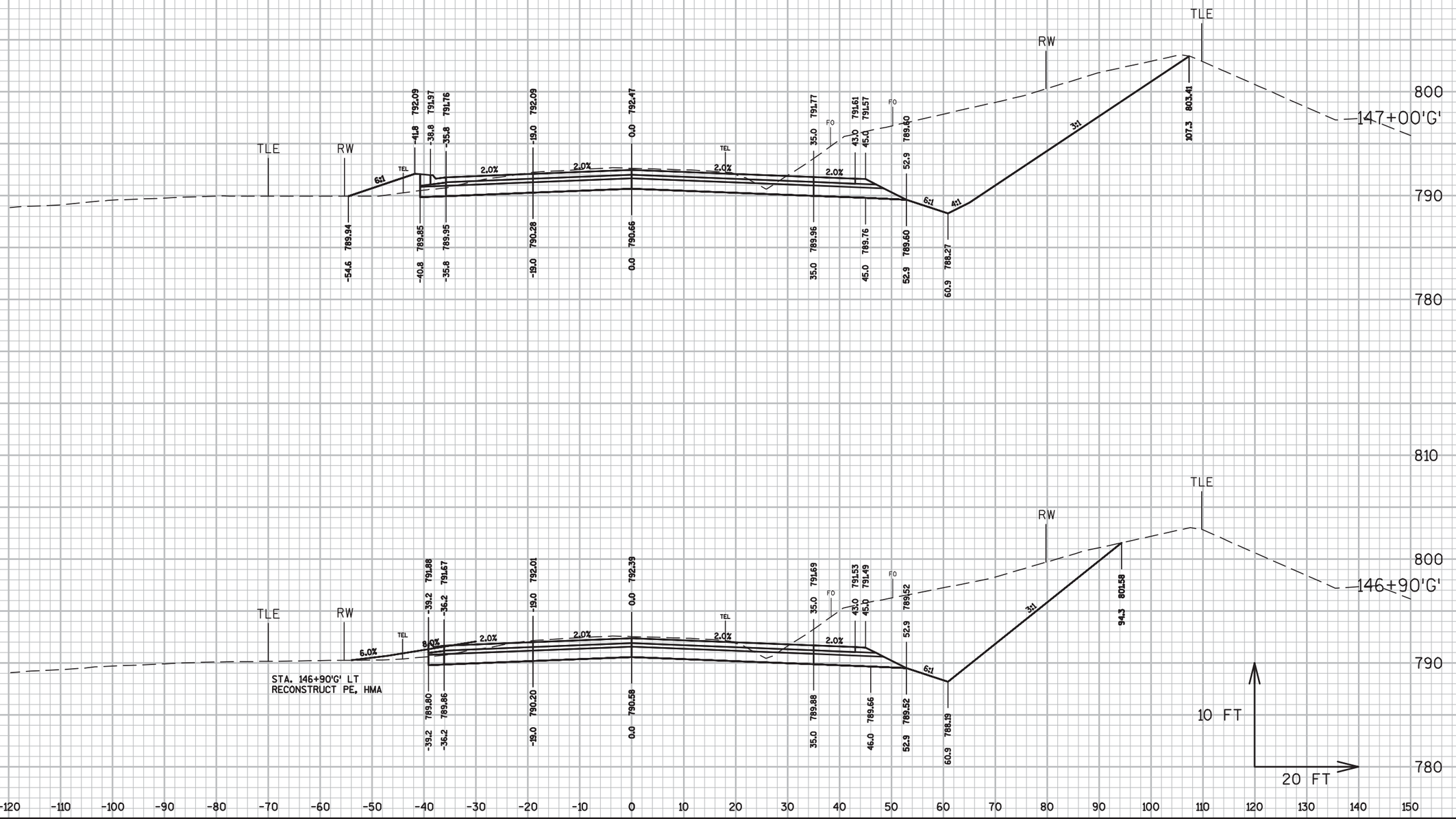
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:24 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

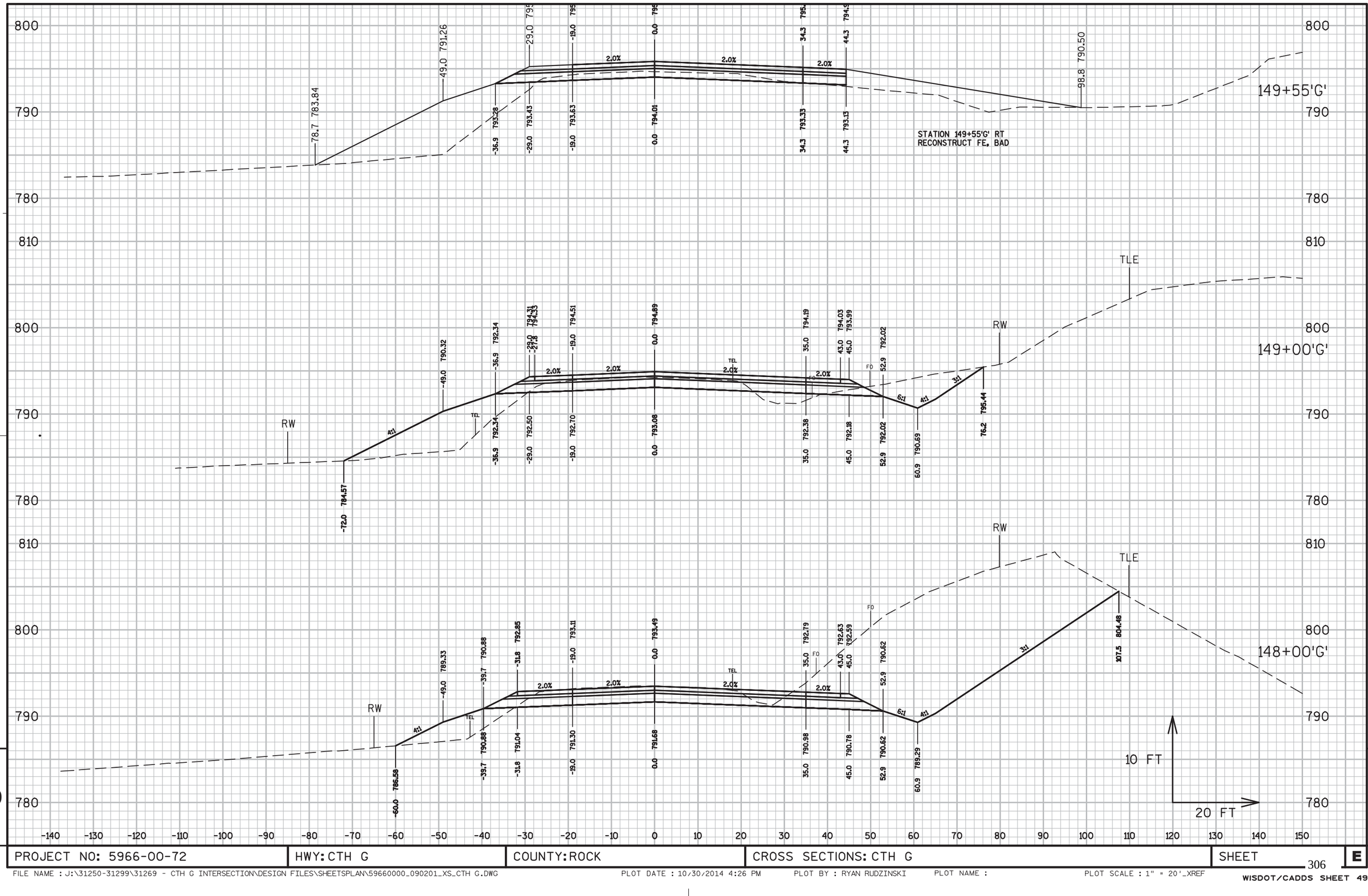
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:25 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

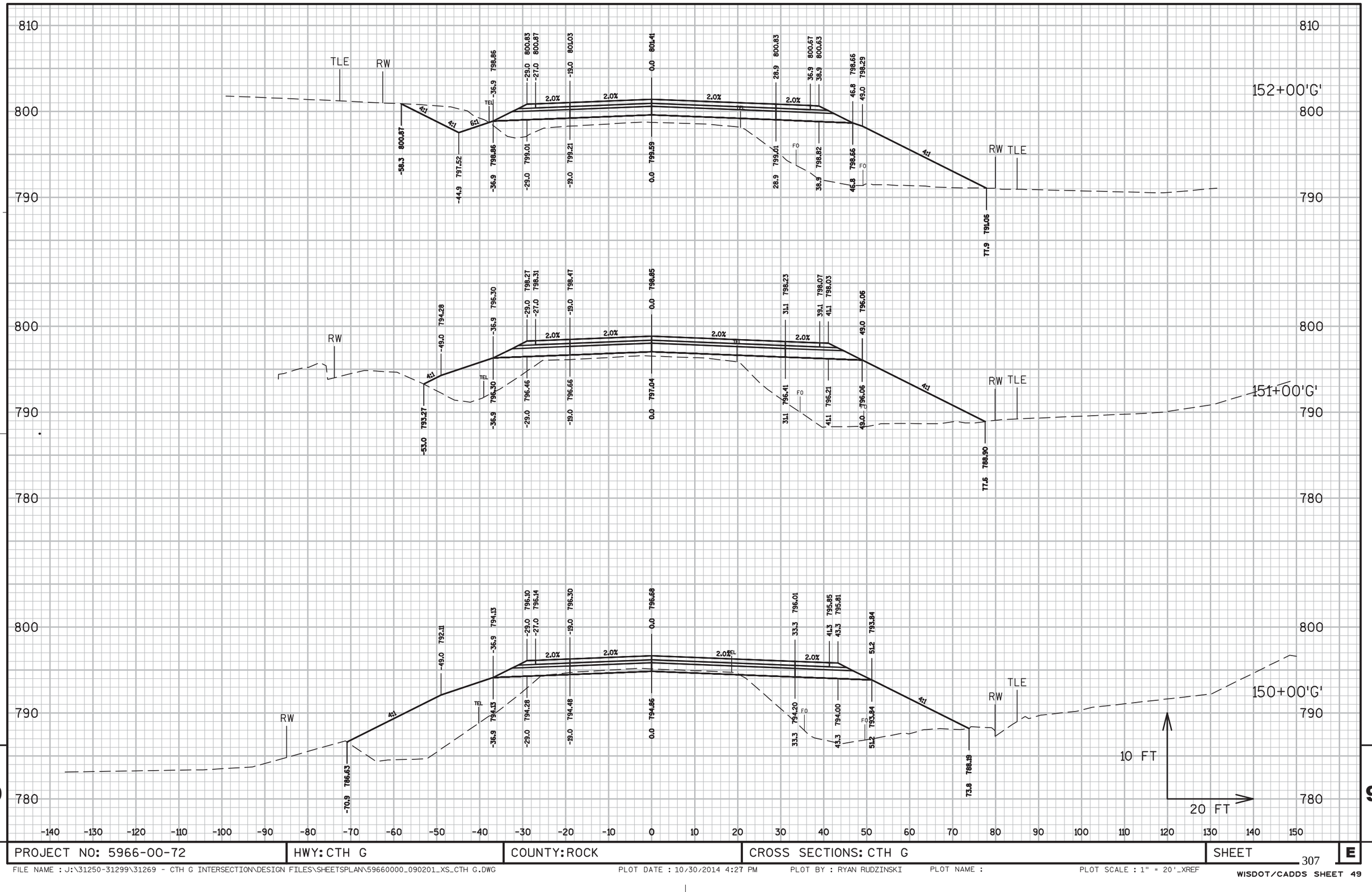


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 305	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:26 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

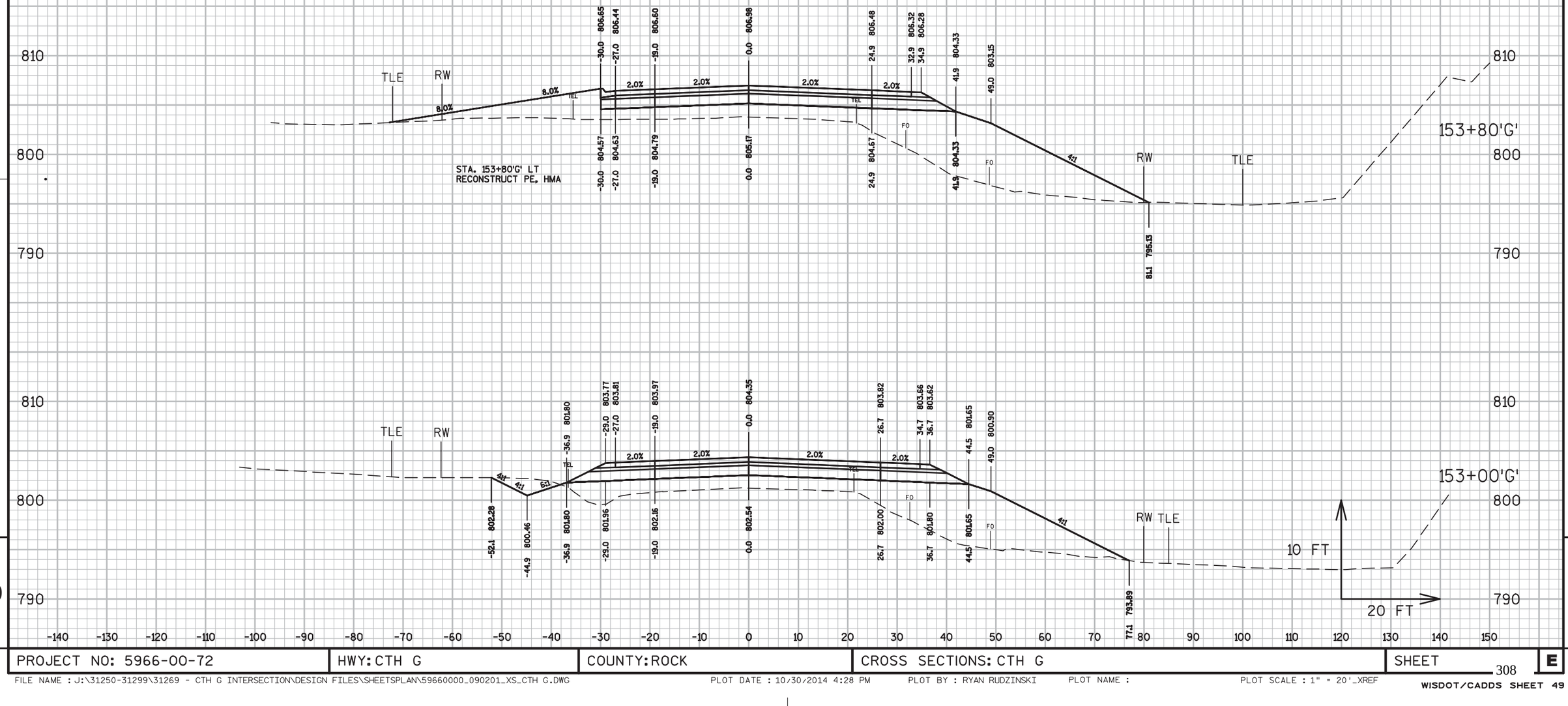
WISDOT/CADDS SHEET 49


800
790
780
810
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
783.84
78.7
791.26
49.0
793.28
-36.9
793.43
-29.0
793.63
-19.0
794.01
0.0
793.33
34.3
793.13
44.3
790.50
98.8
149+55'G'
STATION 149+55'G' RT
RECONSTRUCT FE, BAD
RW
784.57
-72.0
790.32
-49.0
792.34
-36.9
794.31
794.33
-28.0
-27.8
794.51
-19.0
794.89
0.0
794.19
35.0
794.03
793.99
43.0
45.0
792.02
52.9
TEL
FO
2.0%
4:1
6:1
3:1
792.50
792.70
793.08
792.38
792.18
790.69
60.9
795.44
76.2
TLE
149+00'G'
789.33
-49.0
790.88
-39.7
792.85
-31.8
793.11
-19.0
793.49
0.0
792.79
792.63
792.59
790.62
804.48
107.5
148+00'G'
785.58
-60.0
790.88
791.04
791.30
791.68
790.98
790.78
790.62
789.29
10 FT
20 FT
9
PROJECT NO: 5966-00-72
HWY: CTH G
COUNTY: ROCK
CROSS SECTIONS: CTH G
SHEET
306
E
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG
PLOT DATE : 10/30/2014 4:26 PM
PLOT BY : RYAN RUDZINSKI
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 307	E

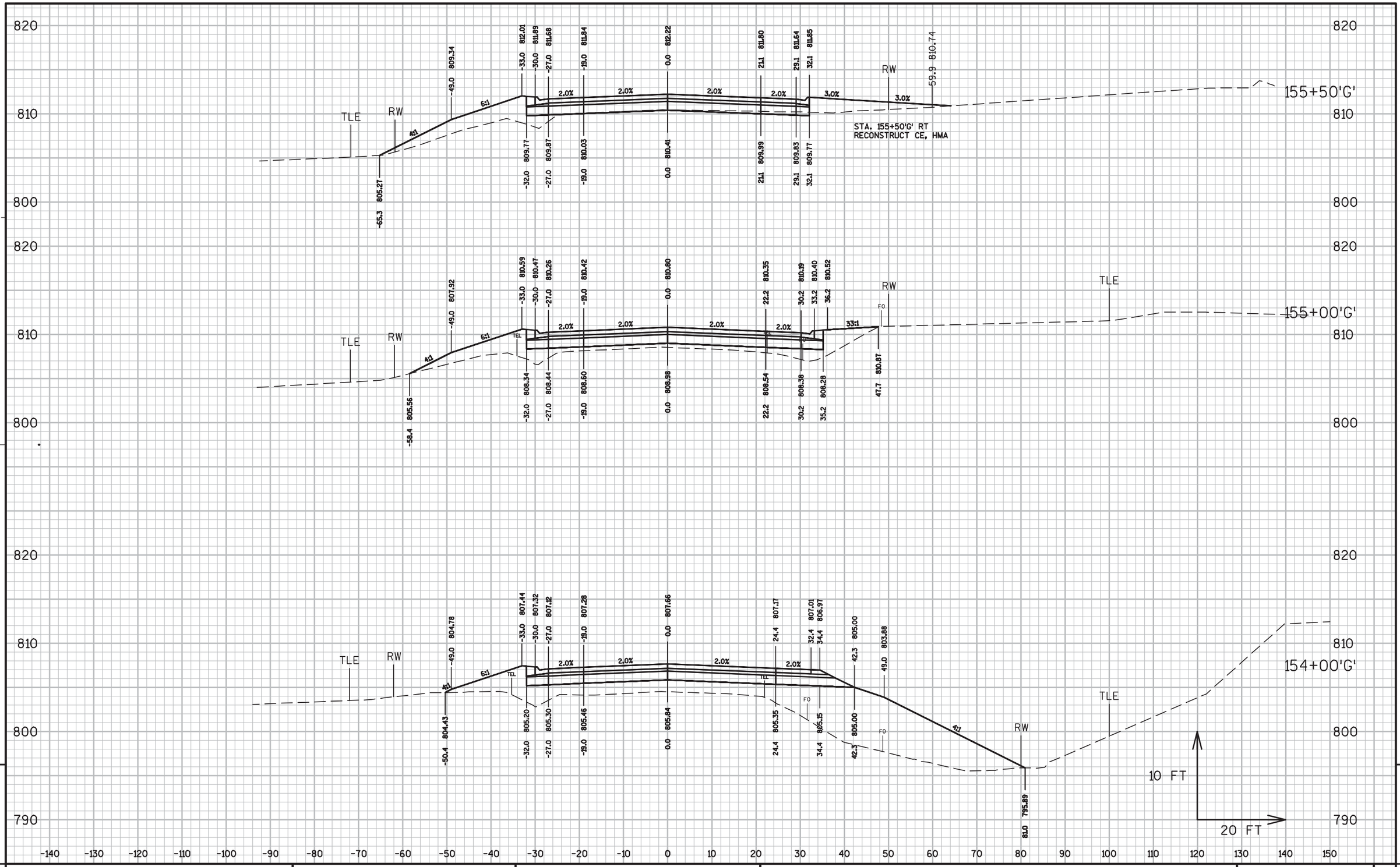
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:27 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



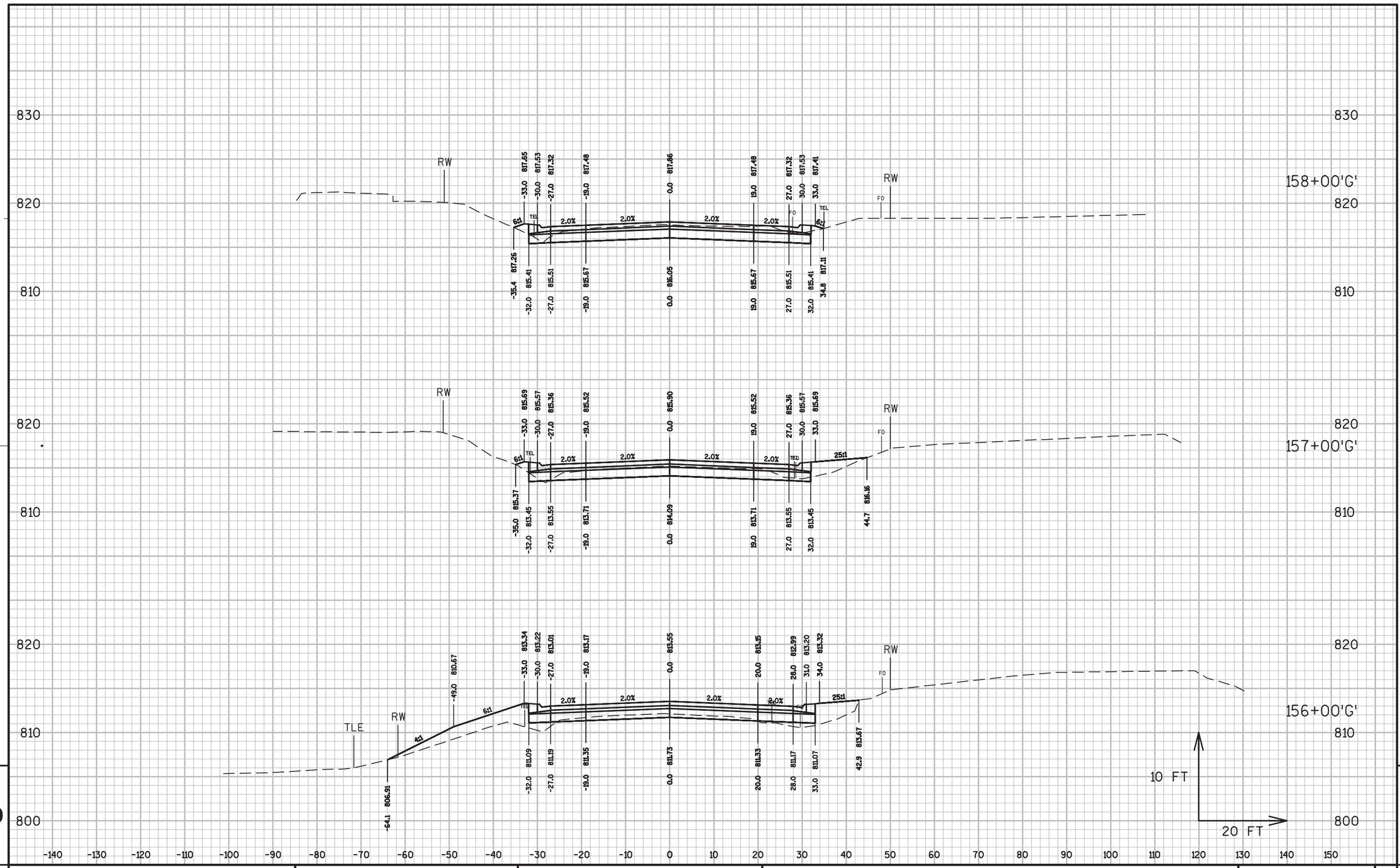
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 308	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:28 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



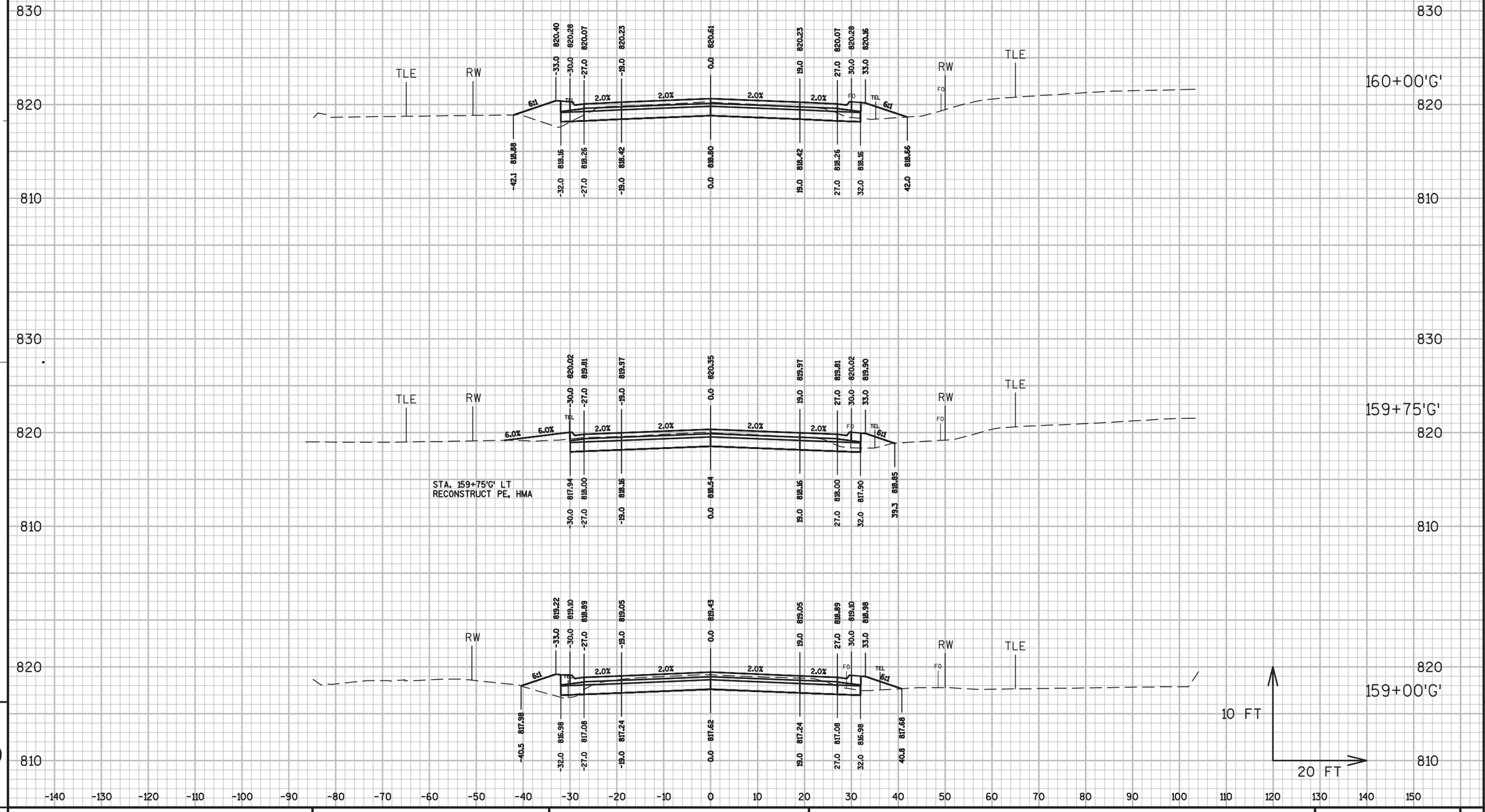
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 310	E

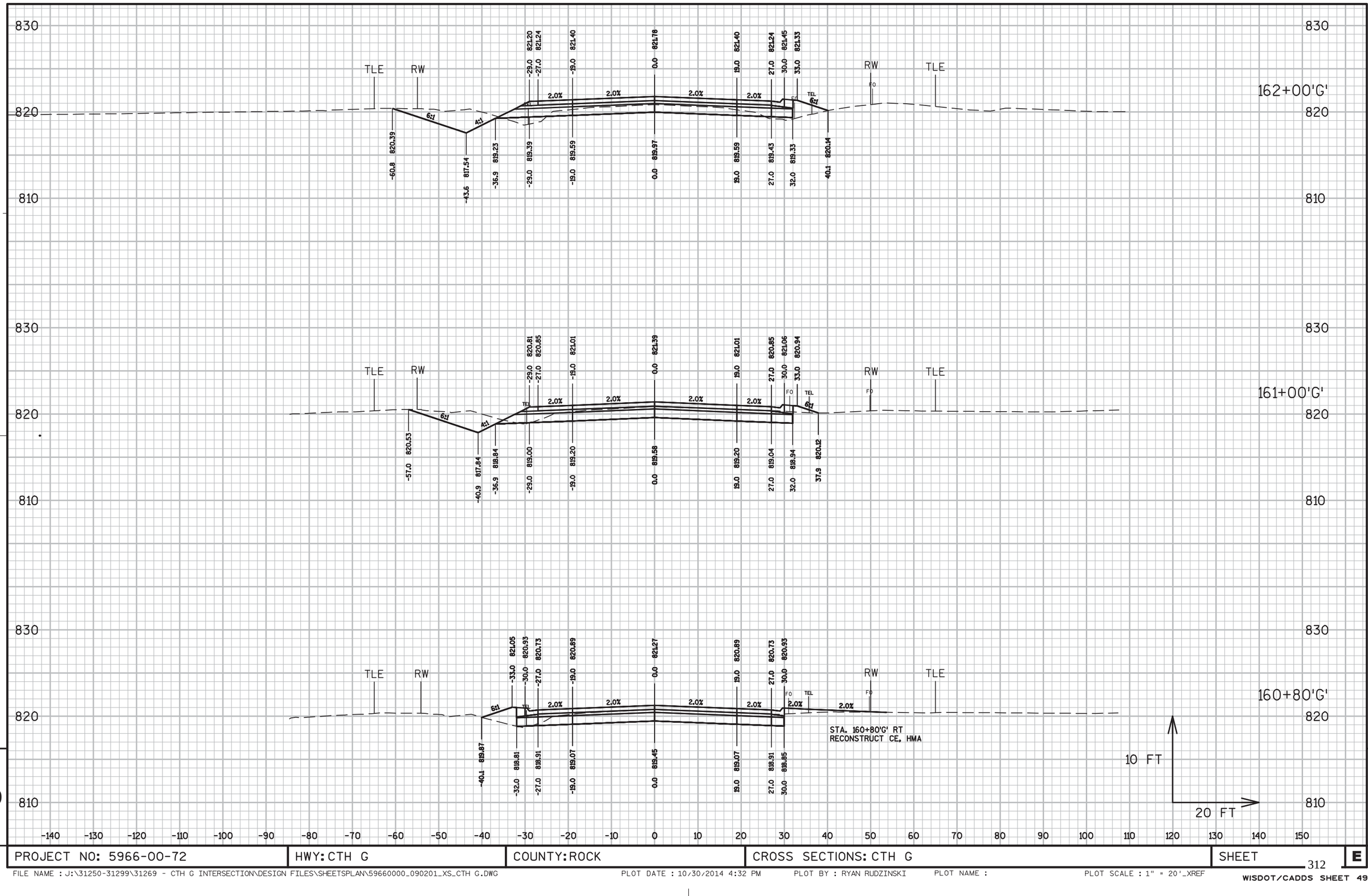
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:30 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



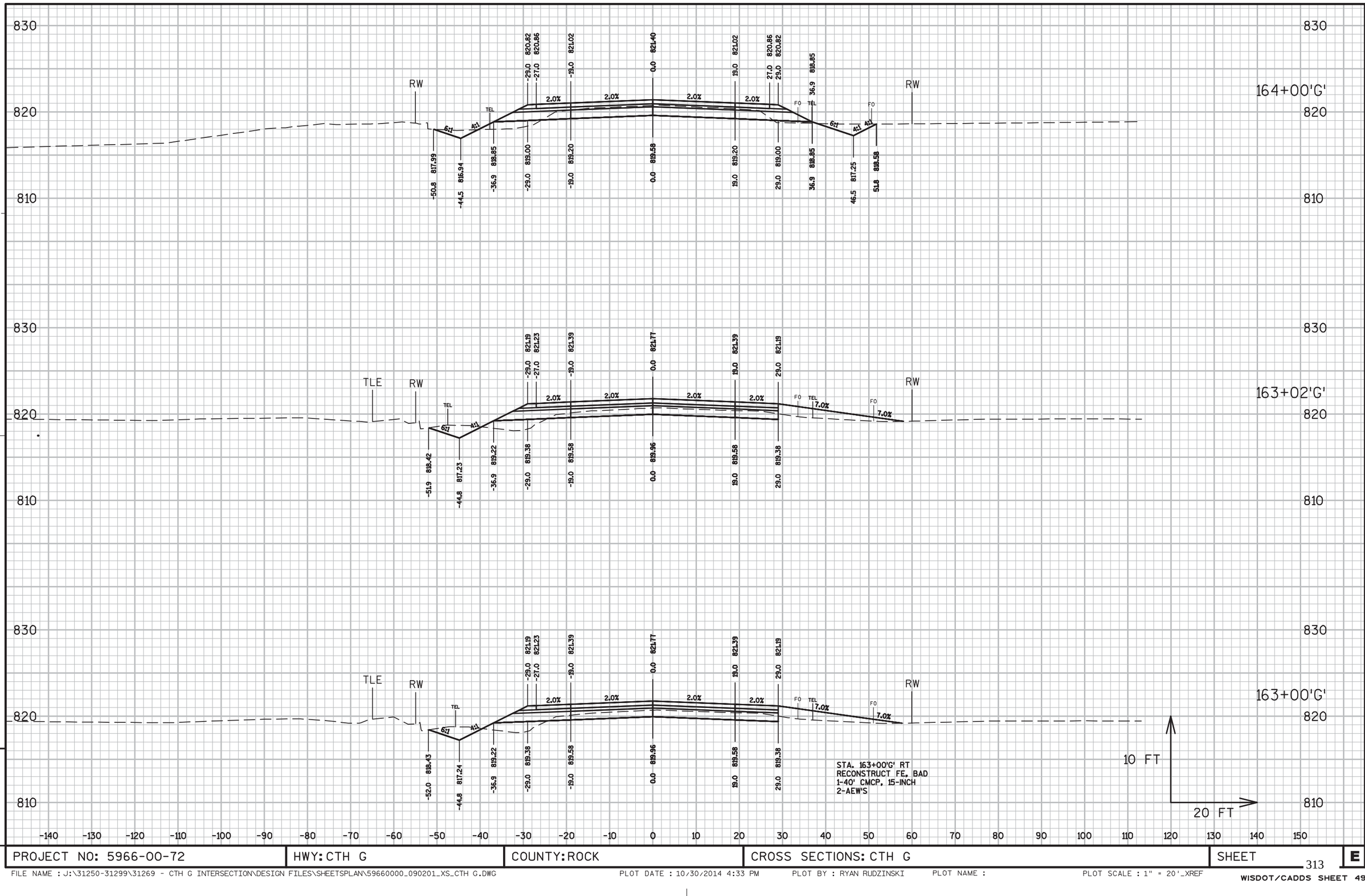
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 311	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:31 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 312	E

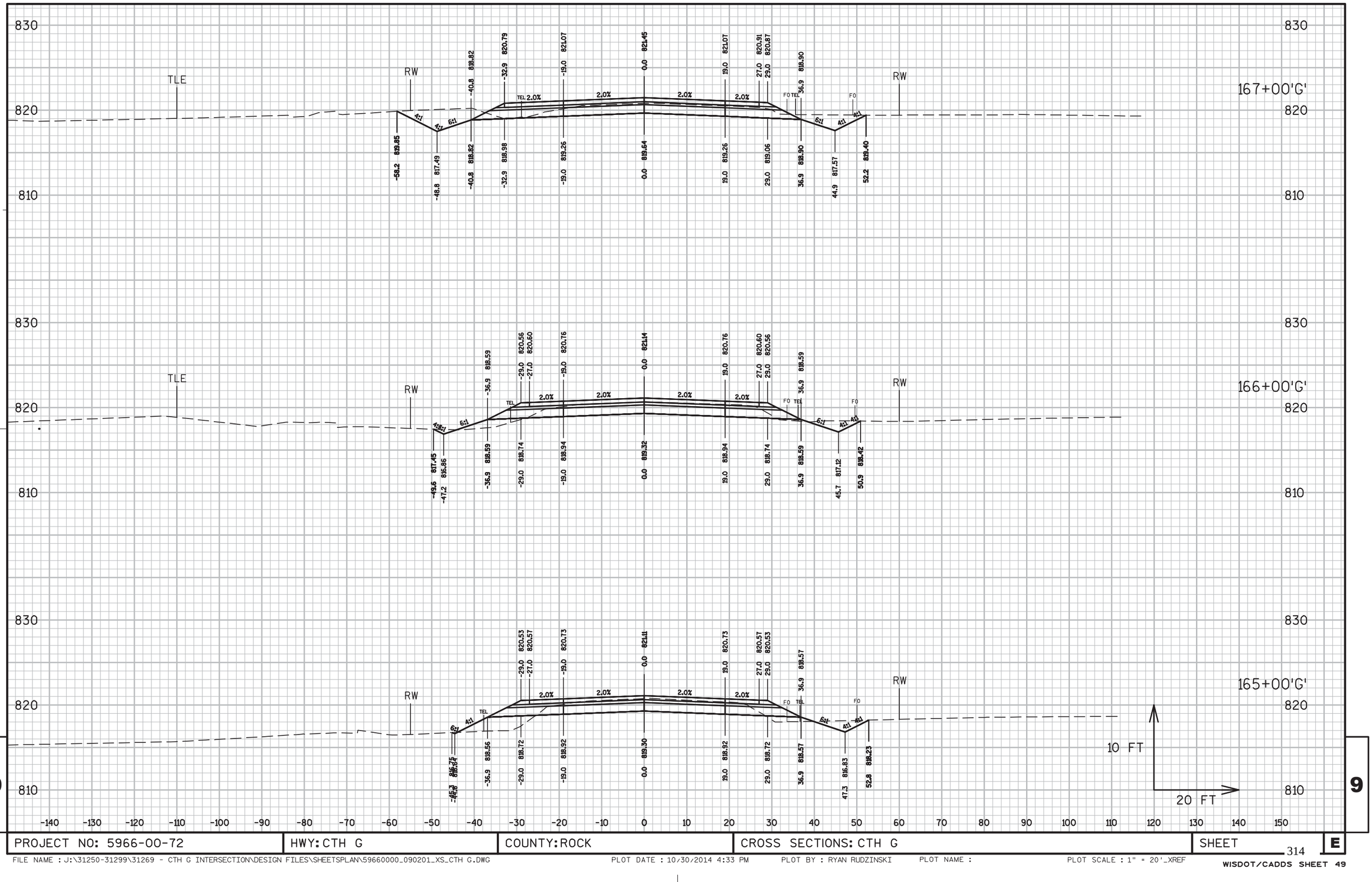
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:32 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



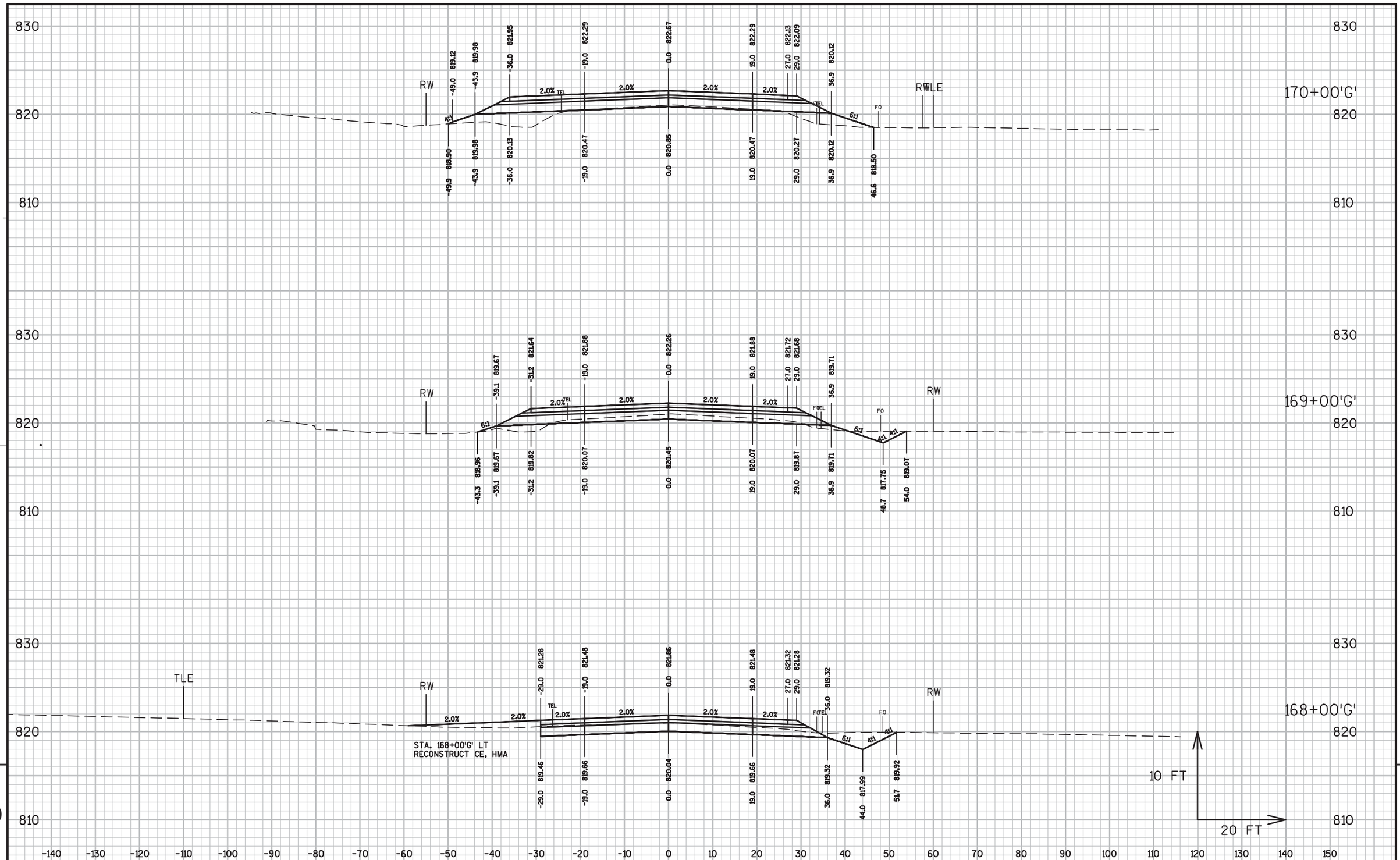
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 313	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:33 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

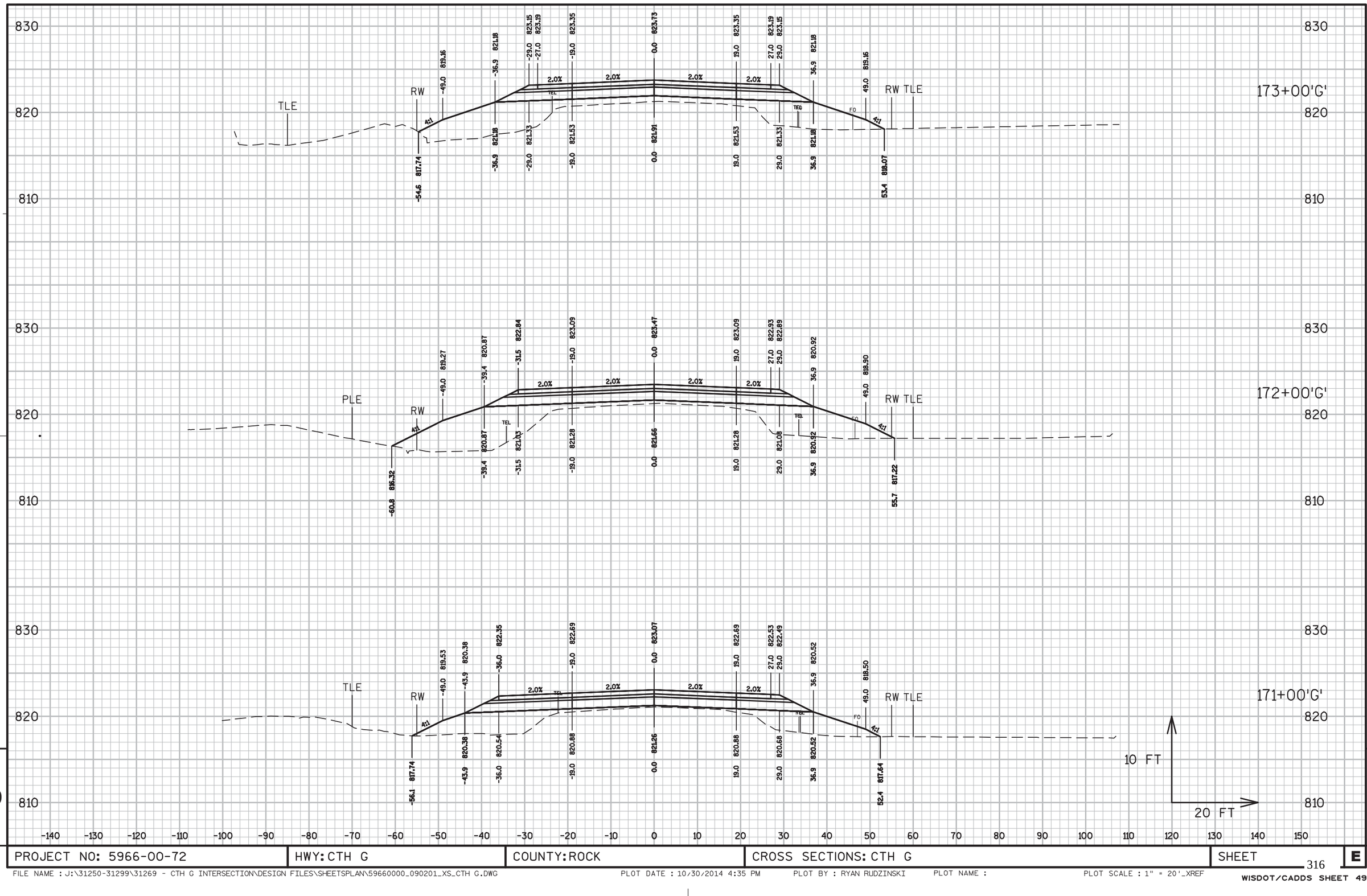


PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 314	E



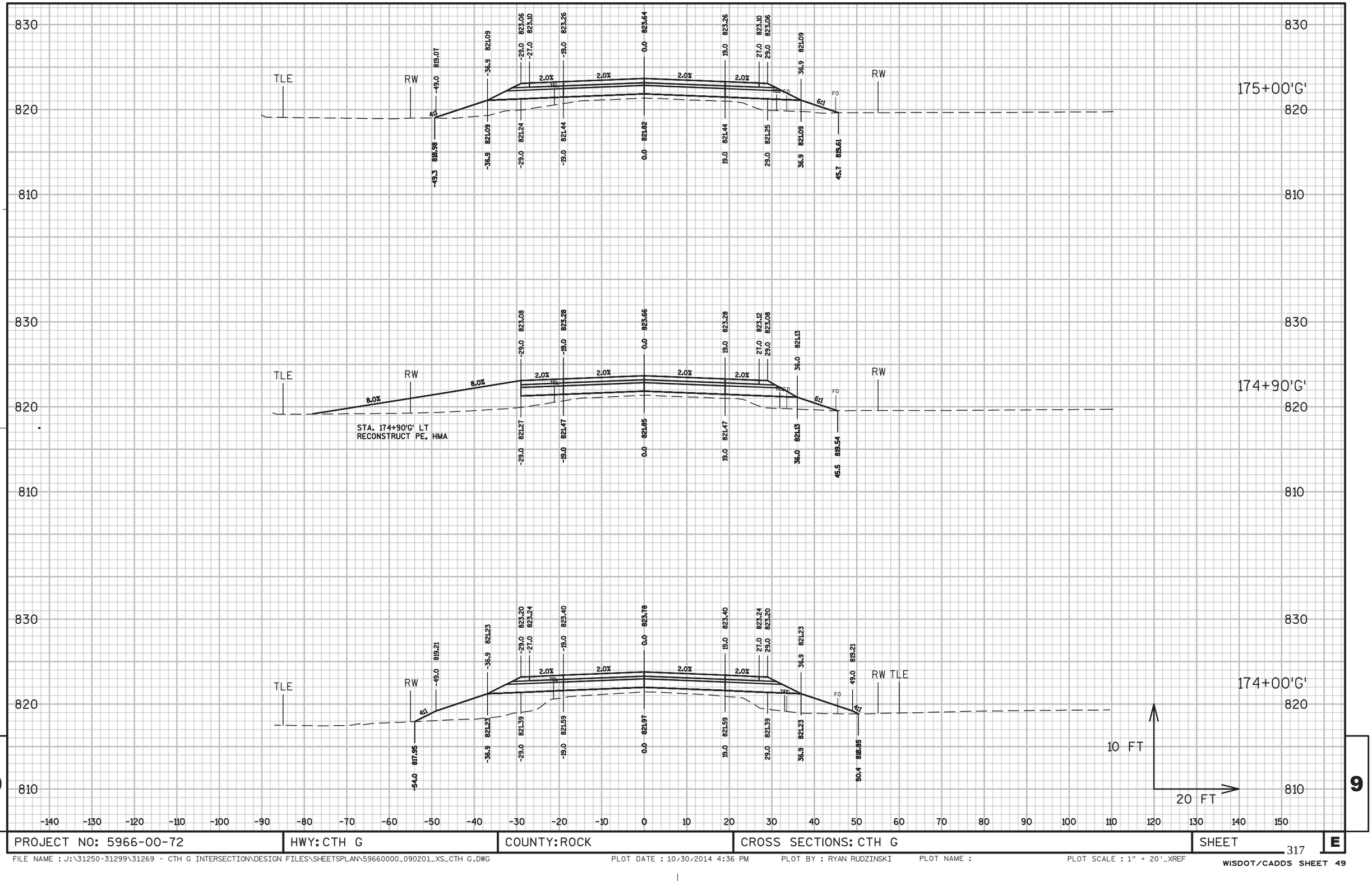
9

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 315	E



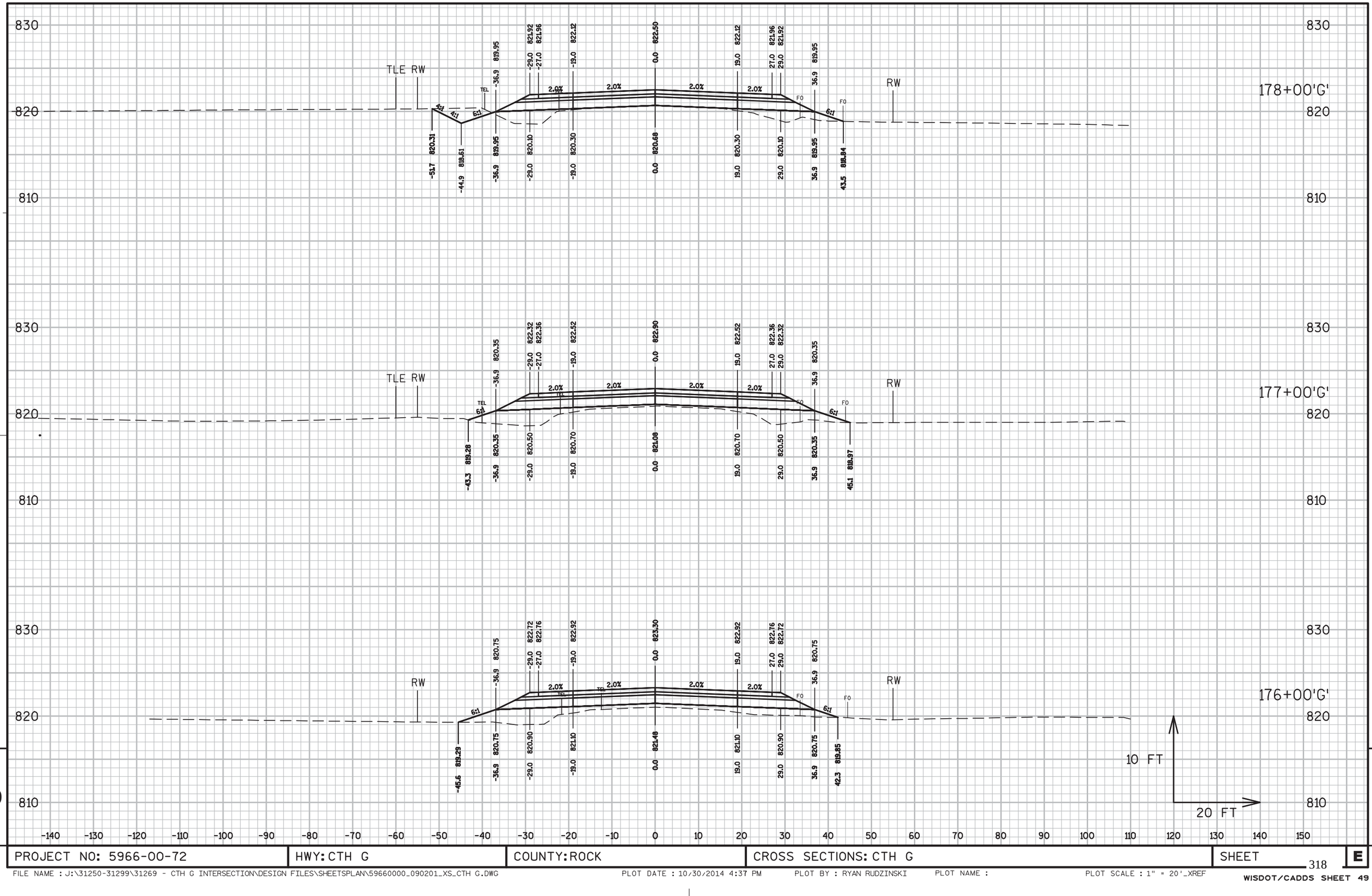
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:35 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:36 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

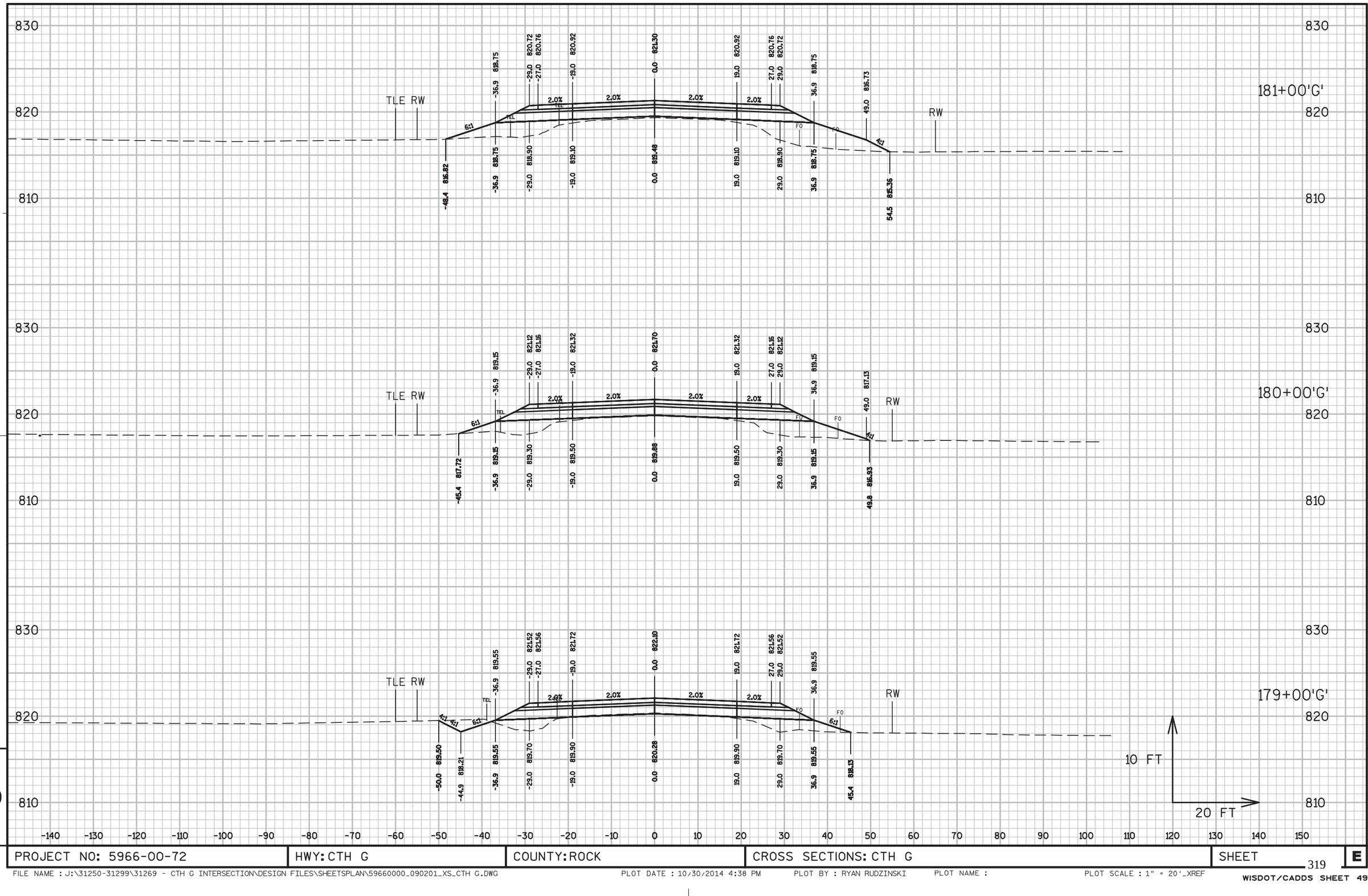


9

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 318	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:37 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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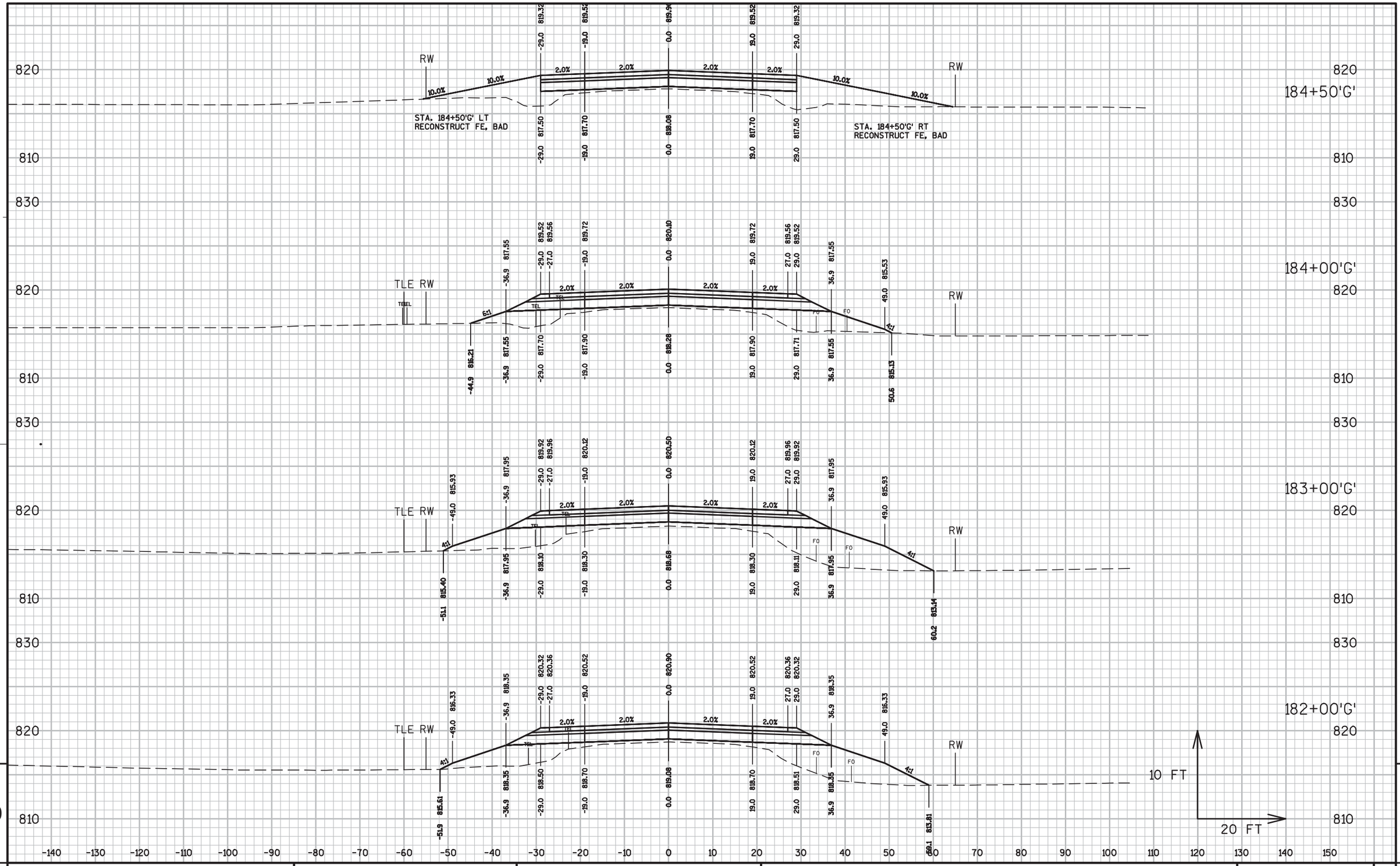
PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 319	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:38 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 320	E

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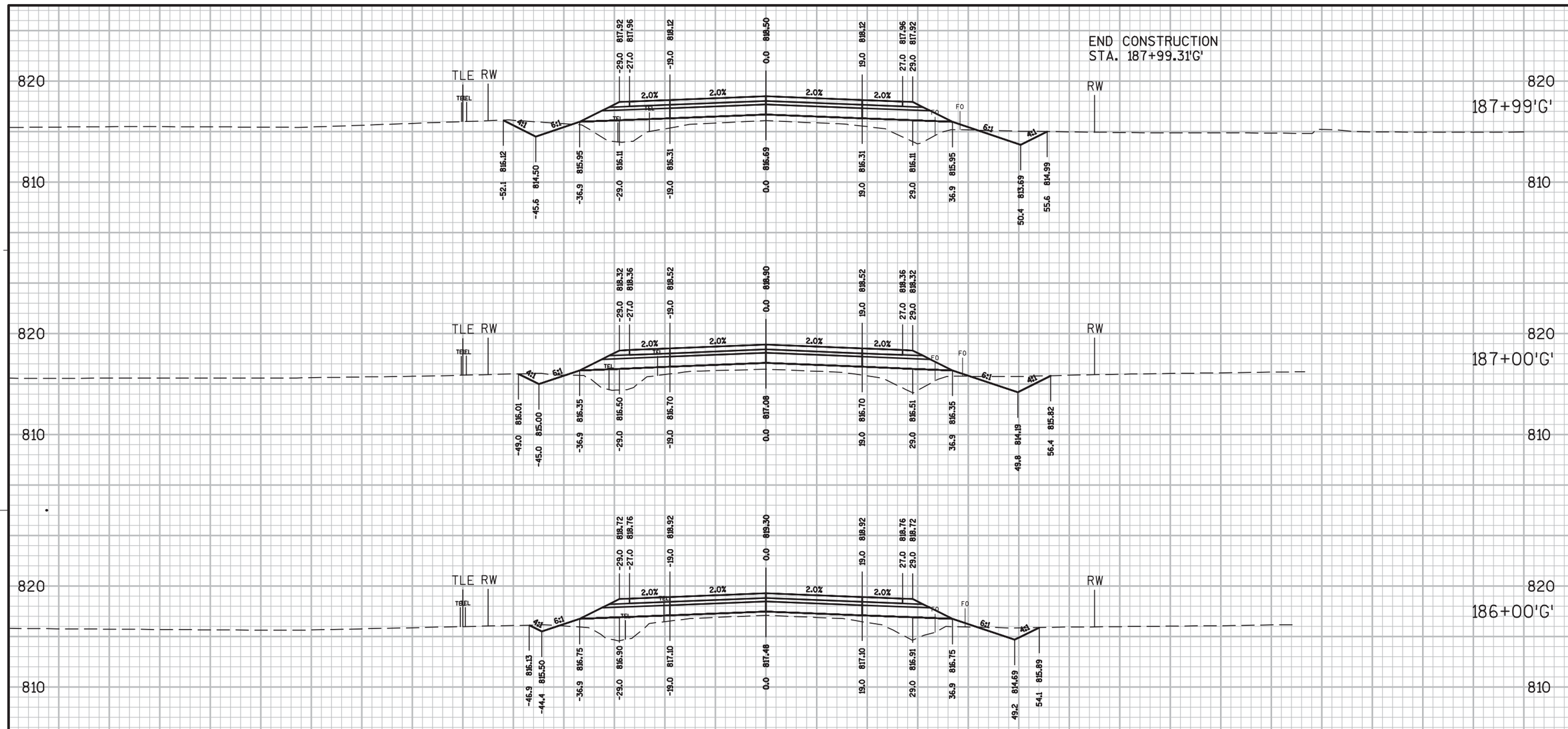
PLOT DATE : 10/30/2014 4:38 PM
PLOT BY : RYAN RUDZINSKI
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

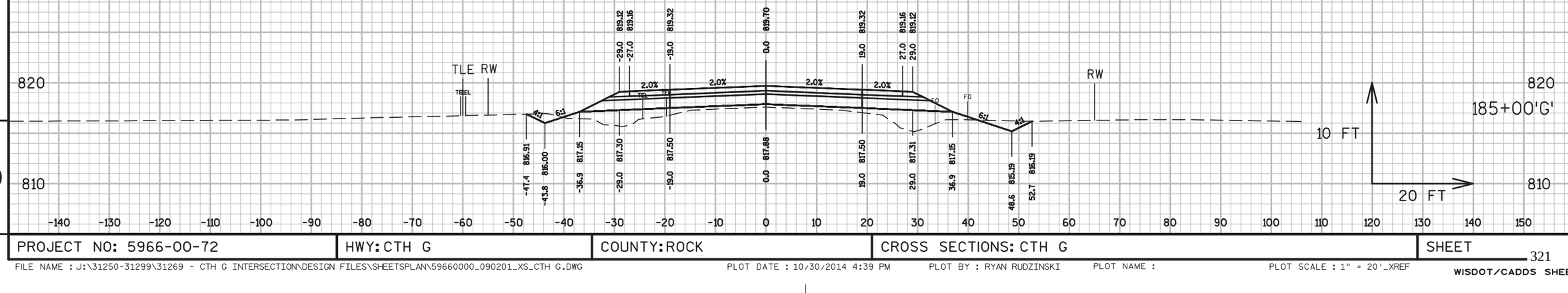
END CONSTRUCTION
STA. 187+99.31'G'



187+99'G'

187+00'G'

186+00'G'



185+00'G'

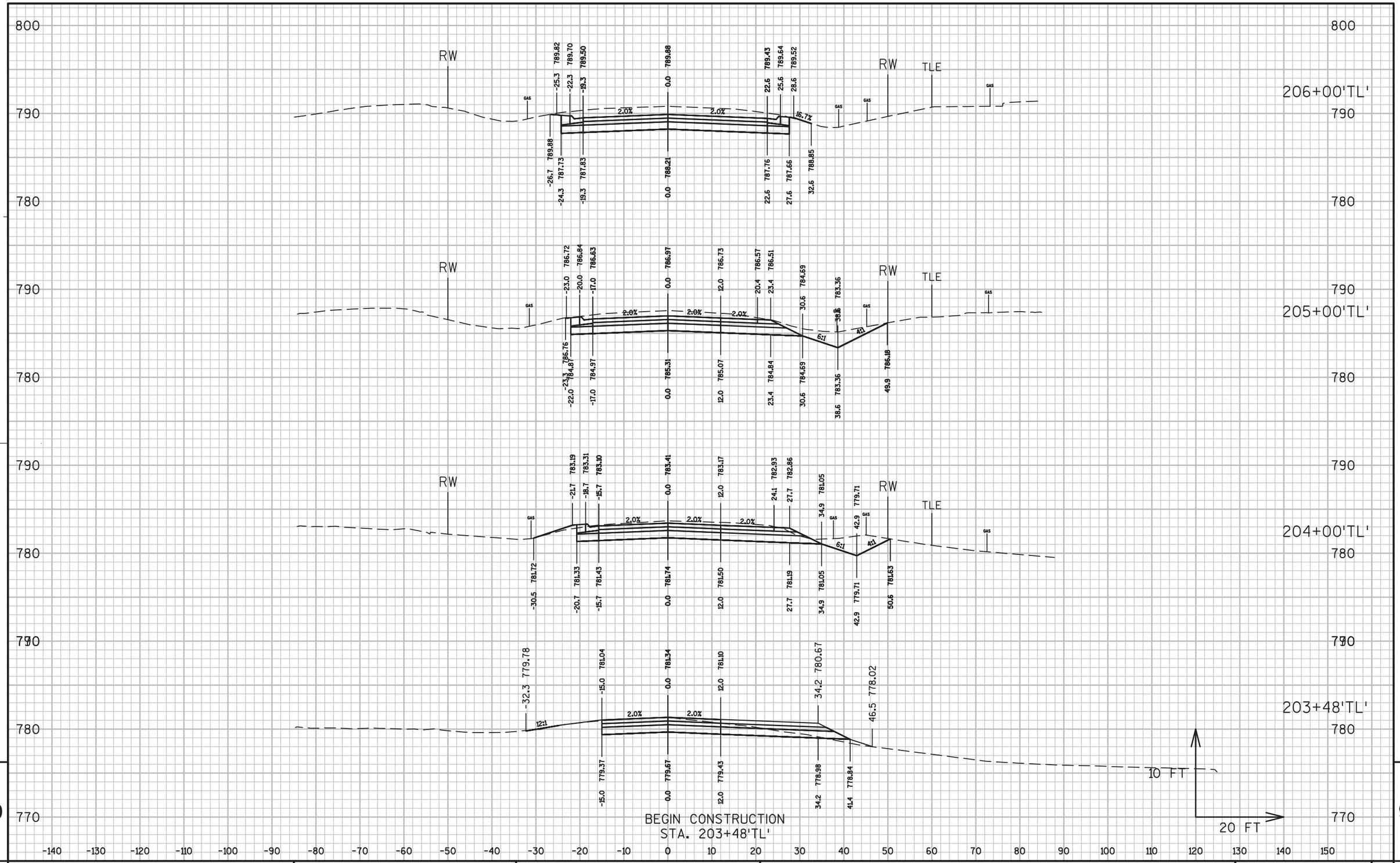
9

9

PROJECT NO: 5966-00-72	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET	E

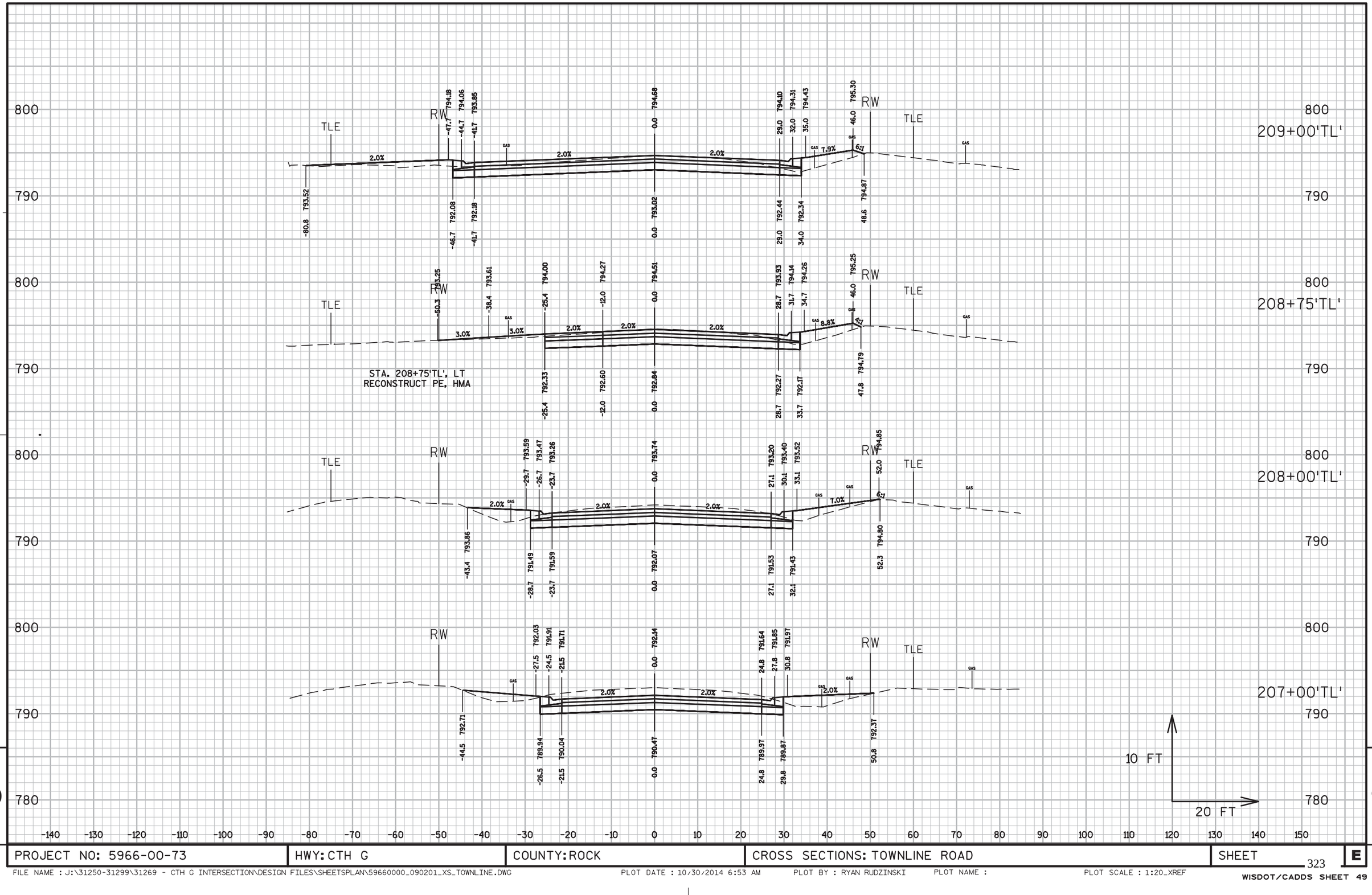
FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_CTH G.DWG PLOT DATE : 10/30/2014 4:39 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



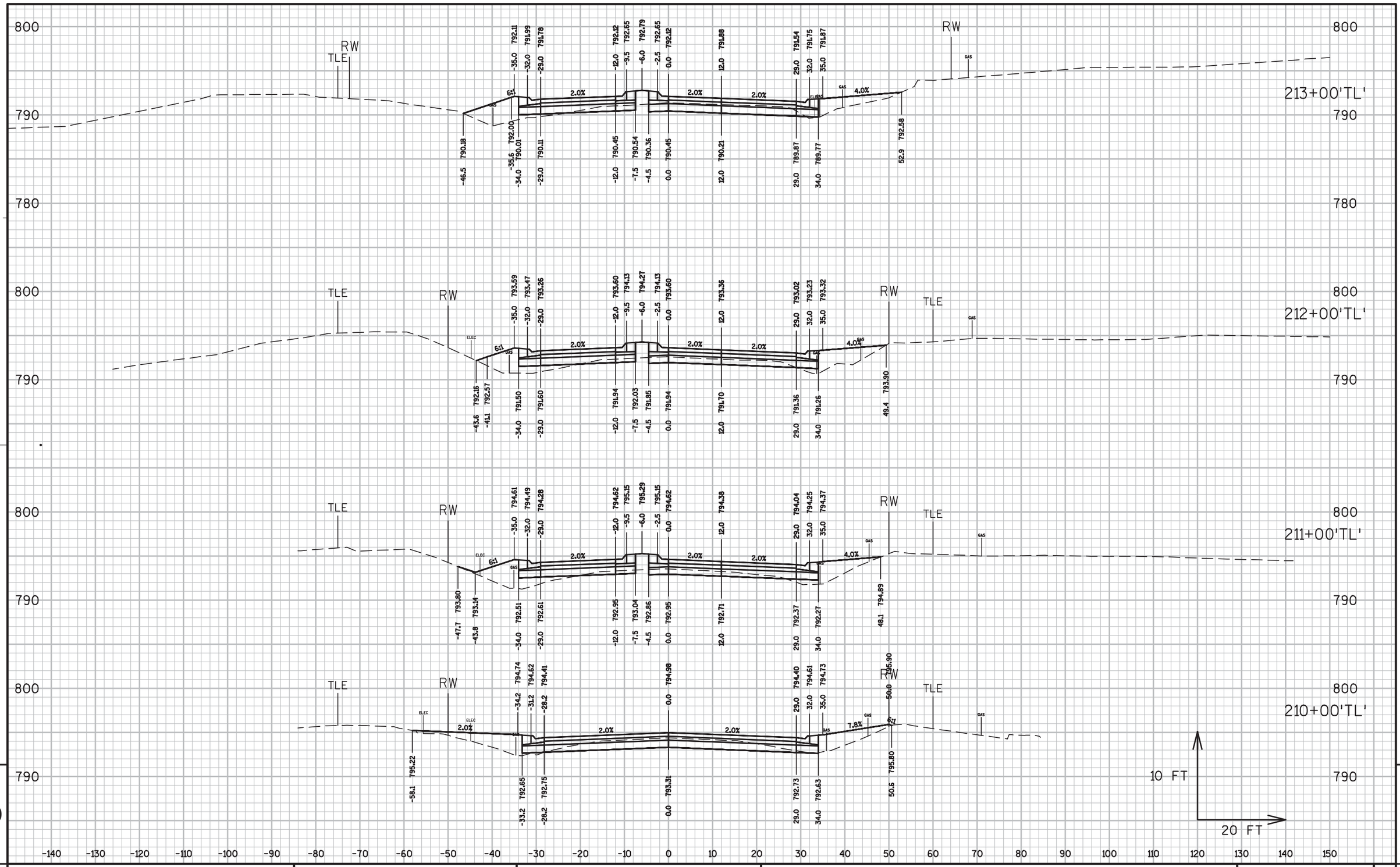
PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 8:10 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

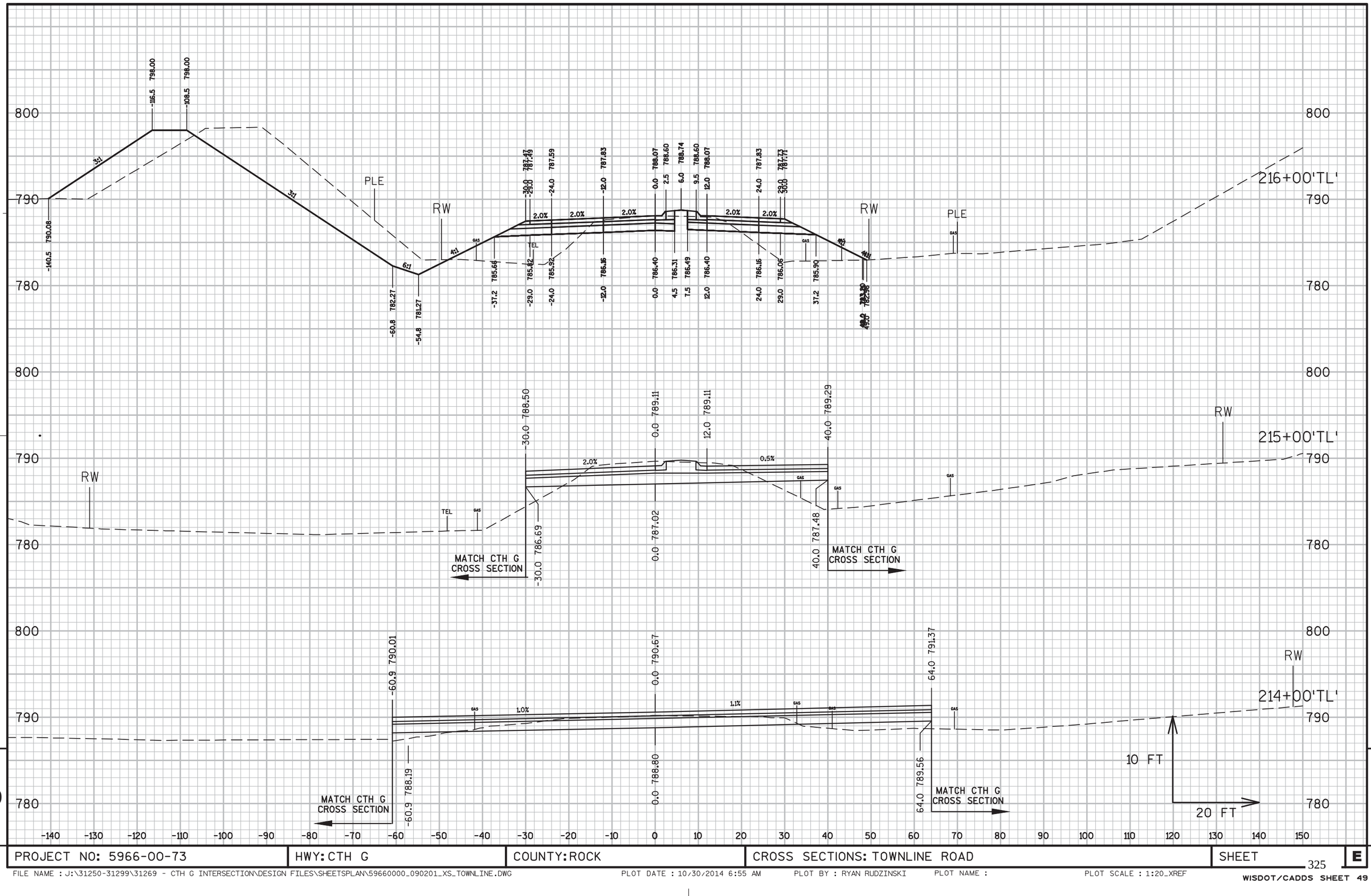


PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 6:53 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



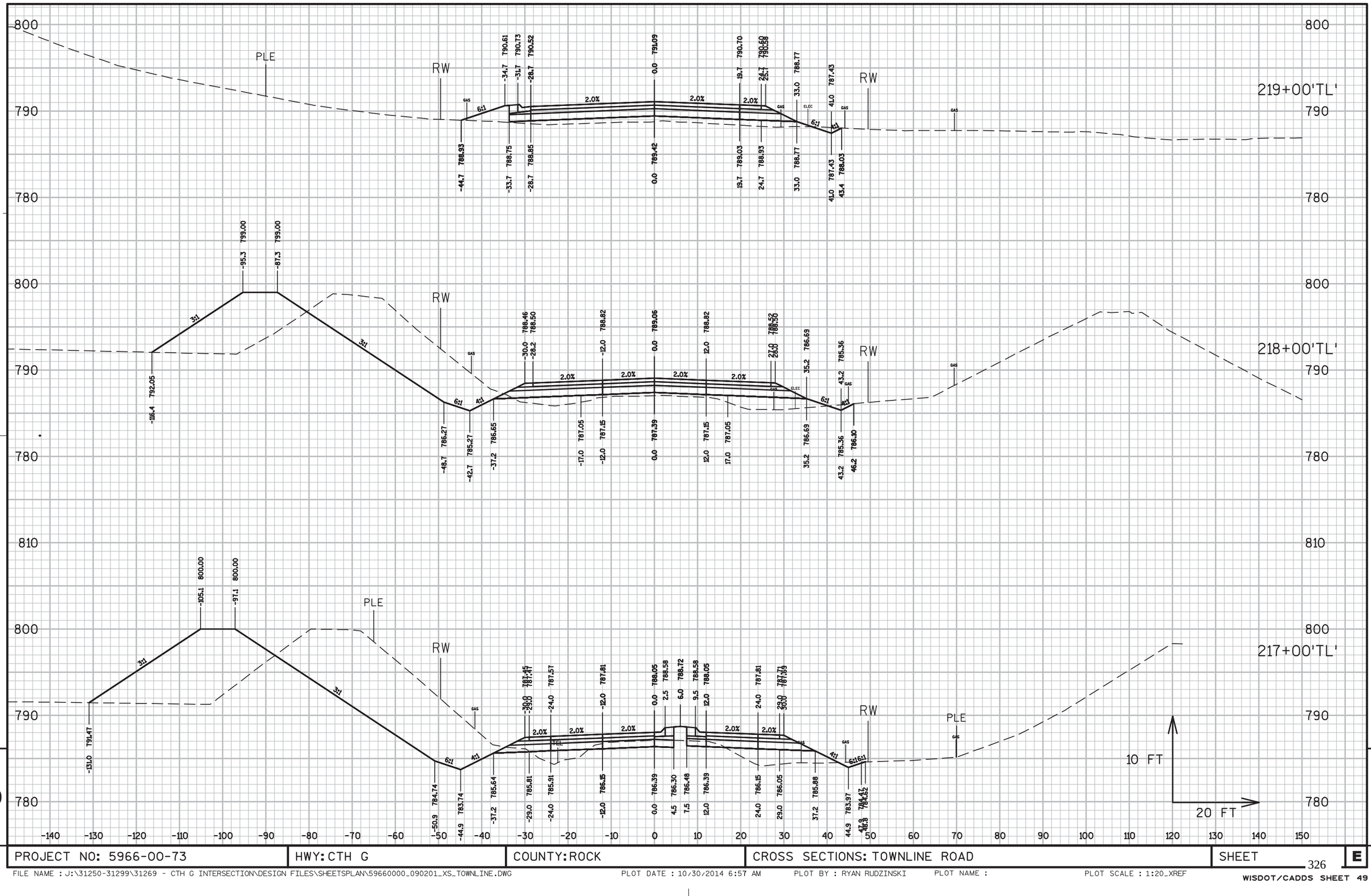
PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET	E



PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET 325 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 6:55 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF

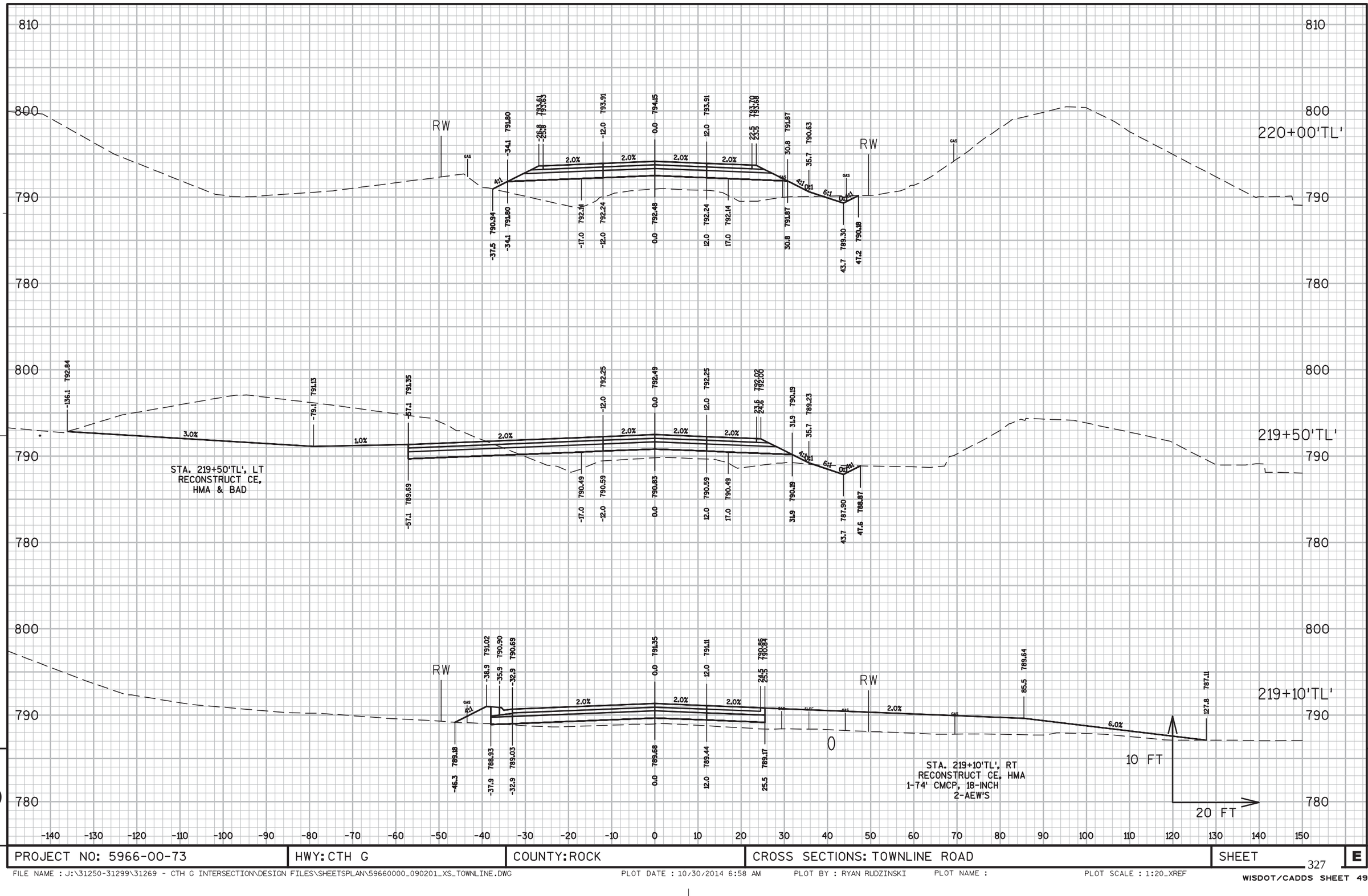
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET 326	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 6:57 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF

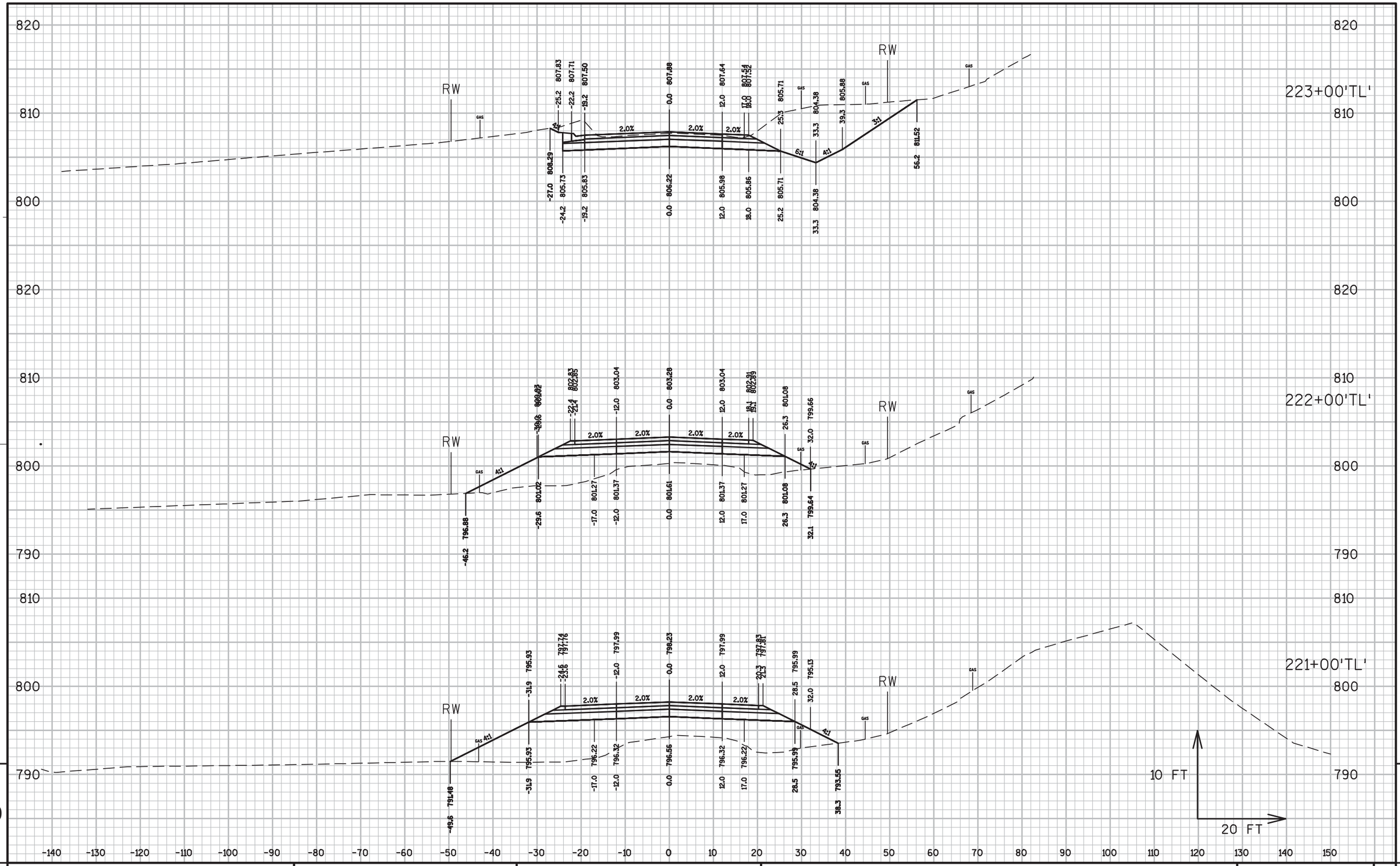
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET 327	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 6:58 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



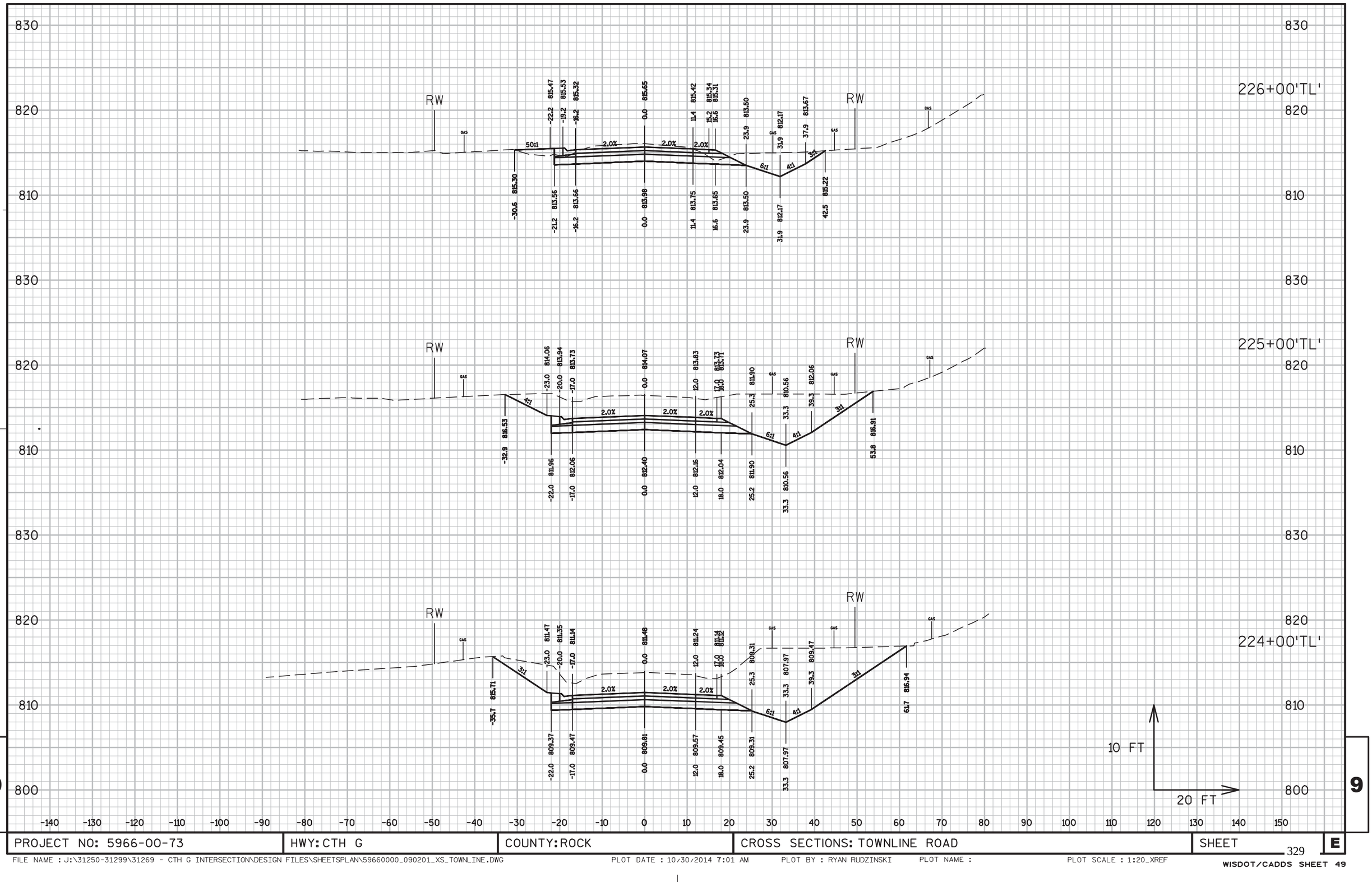
9

9

PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET	E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 6:59 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF

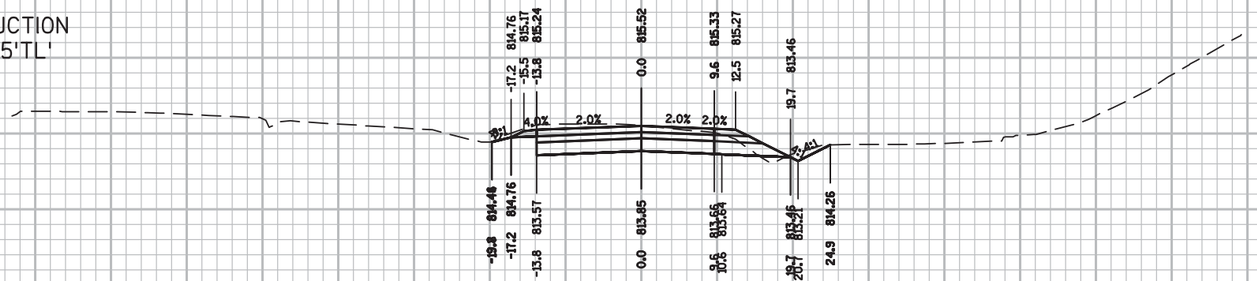
WISDOT/CADDS SHEET 49



PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET 329 E

FILE NAME : J:\31250-31299\31269 - CTH G INTERSECTION\DESIGN FILES\SHEETSPLAN\59660000_090201_XS_TOWNLINE.DWG PLOT DATE : 10/30/2014 7:01 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA. 228+25'TL'



PROJECT NO: 5966-00-73	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE ROAD	SHEET 330

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD APRIL 2015

PROJECT ID: 5966-10-70, 5966-10-71
WITH: 5966-00-72, -73

COUNTY: ROCK

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 = 1250

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

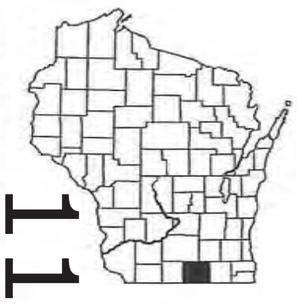
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5966-10-70	———	—
5966-10-71	———	—

CTH G, BELOIT - JANESVILLE
HUEBBE PARKWAY TO STH 11
CTH G
ROCK COUNTY

STATE PROJECT NUMBER
5966-10-70

BRODHEAD - JANESVILLE
CTH G INTERSECTION
STH 11
ROCK COUNTY

STATE PROJECT NUMBER
5966-10-71



DESIGN DESIGNATION

		NORTH SEGMENT	SOUTH SEGMENT
A.A.D.T. 2015	=	8,250	12,900
A.A.D.T. 2035	=	10,750	16,900
D.H.V. 2035	=	10.2%	10.8%
D.D.	=	59/41	59/41
T. A.A.D.T.	=	9.5%	9.5%
DESIGN SPEED	=	60 MPH	40 MPH
ESALS	=	2,022,100	3,190,100

BEGIN PROJECT 5966-10-71
STA. 194'AE'+74.26
Y = 251708.7539
X = 495420.8495

B-53-291

C-53-8

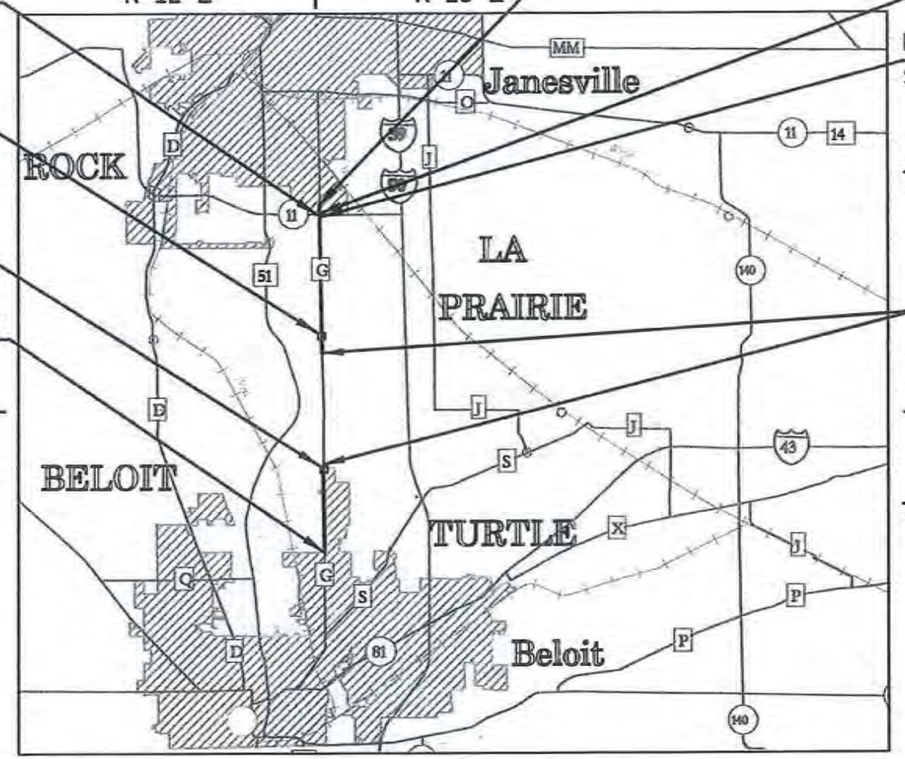
BEGIN PROJECT 5966-10-70
STA. 10'G'+20.84
Y = 220524.2900
X = 496351.9731

END CONSTRUCTION 5966-10-71
STA. 342'G'+22.11

END PROJECT 5966-10-71
STA. 217'AE'+44.61

END PROJECT 5966-10-70
STA. 331'G'+46.61

EXCEPTION TO NET CENTERLINE
STA. 198'G'+48.31
STA. 83'G'+77.76



CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

TOTAL NET LENGTH OF CENTERLINE 5966-10-70 = 3.912 MILES
TOTAL NET LENGTH OF CENTERLINE 5966-10-71 = 0.430 MILES

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) NAD83 (2007), ROCK COUNTY.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD 88 (2007)

ACCEPTED FOR
ROCK COUNTY
Benjamin J. Coopman
10-23-14 (Date)
Director of Public Works (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY
AECOM
WISCONSIN
RICHARD G. LE MAHIEU
E-20697
SHEBOYGAN FALLS
WI
PROFESSIONAL ENGINEER
10.14.2014 (Date)
Richard G. LeMahieu (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	STEVE MARSHALL
Regional Examiner	JIM BUSCHKOPF
Regional Supervisor	KIM SCHAUDER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 10-24-2014 (Signature)

E

2

GENERAL NOTES

THE LOCATION OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE 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 RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

CROSS DRAIN PIPES ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, SHALL BE ADJUSTED TO FIT THE EXISTING FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.

STATION, OFFSET, AND ELEVATIONS FOR STORM SEWER ENDWALLS ARE SHOWN AT THE PIPE END. THE LENGTH OF THE PIPE ENDWALL IS ADDITIONAL.

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING LANE.

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 110 LBS/SY/IN OF DEPTH.

EXCAVATION BELOW SUBGRADE (EBS), FOR THE REMOVAL OF UNSUITABLE MATERIAL, AS SHOWN ON THE PLANS IS MEASURED AND PAID FOR AS EXCAVATION COMMON. EXACT LOCATIONS FOR REMOVING UNSUITABLE MATERIAL WILL BE DETERMINED BY THE ENGINEER.

SALVAGED TOPSOIL, SEEDING, MULCHING, AND FERTILIZER HAVE BEEN COMPUTED BY A DIRECT MEASUREMENT ON THE CROSS SECTIONS PLUS FIVE (5) FEET BEYOND THE TOE OF THE SLOPE

CONTSTRUCT HMA PAVEMENT E-3 IN TWO LAYERS WITH MATERIALS AND THICKNESS AS FOLLOWS:

ROADWAY SEGMENT	LAYER	THICKNESS INCHES	ASPH. MAT'L	AGG. GRADATION
HUEBBE PARKWAY - PHILHOWER ROAD:	UPPER	2 ¼	PG 64-28	12.5 mm
(5 ¾ -INCH TOTAL)	LOWER	3 ½	PG 58-28	19.0 mm
SUNNY LANE - STA. 301'G'+00:	UPPER	2 ¼	PG 58-28	12.5 mm
(5 ¾ -INCH TOTAL)	LOWER	3 ½	PG 58-28	19.0 mm
STA. 301'G'+00 - STA. 342'G'+22:	UPPER	2 ¼	PG 64-28	12.5 mm
(5 ¾ -INCH TOTAL)	LOWER	3 ½	PG 58-28	19.0 mm
INMAN PARKWAY AND CTH BT:	UPPER	2 ¼	PG 58-28	12.5 mm
(5 -INCH TOTAL)	LOWER	2 ¾	PG 58-28	19.0 mm
PHILHOWER RD & BOMBARDIER DWY:	UPPER	2	PG 58-28	12.5 mm
(4 ½ -INCH TOTAL)	LOWER	2 ½	PG 58-28	19.0 mm
STH 11 SHOULDERS & ALL OTHER SIDEROADS	UPPER	1 ¾	PG 58-28	12.5 mm
(3 ½ -INCH TOTAL)	LOWER	1 ¾	PG 58-28	12.5 mm
ASPHALTIC SURFACE 3-INCH	UPPER	3		

ABBREVIATIONS

AP	ACCESS POINT/ DRIVEWAY CONNECTION
AR	ACCESS RIGHTS
AC.	ACRES
ET.AL.	AND OTHERS
℄ OR C/L	CENTERLINE
CMCP	CORRUGATED METAL CULVERT PIPE
CSM	CERTIFIED SURVEY MAP
COR.	CORNER
D	DEGREE OF CURVE
D.D.	DIRECTION DISTRIBUTION
D.H.V.	DESIGN HOUR VOLUME
DOC.	DOCUMENT
E.	EAST
EASE.	EASEMENT
EL OR ELEV	ELEVATION
E.S.A.L.	EQUIVALENT SINGLE AXLE LOAD
EXIST.	EXISTING
H.E.	HIGHWAY EASEMENT
HMA	HOT MIX ASPHALT
IP OR I.P.	IRON PIN
L	LENGTH OF CURVE
LN	LANE
LT. OR LT	LEFT
MAX.	MAXIMUM

ABBREVIATIONS CONT.

MIN.	MINIMUM
MON.	MONUMENT
MP	ROADWAY MILEAGE
N.	NORTH
P.	PAGE
PLE	PERMANENT LIMITED EASEMENT
PL	PROPERTY LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RD.	ROAD
(100')	RECORDED AS
R	RADIUS
℞ OR R/L	REFERENCE LINE
ROR	RELEASE OF RIGHTS
REM.	REMAINING
RT OR RT.	RIGHT
R/W	RIGHT-OF-WAY
S.	SOUTH
S.E.	SUPEREVELVATION
SEC.	SECTION
SF	SQUARE FEET
STA.	STATION
T	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
T. %	TRUCK (PERCENT OF)
V.	VOLUME
W.	WEST

WISDOT

WISDOT I-39/90 DESIGN
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STEVE.MARSHALL@DOT.WI.GOV

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EMMANUEL YARTEY
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EDGERTON, WI 53534
PHONE: (608)884-7131
EMMANUEL.YARTEY@DOT.WI.GOV

ROCK COUNTY SURVEYOR

COUNTY SURVEYOR
JASON HOULE
ROCK COUNTY COURTHOUSE
1ST FLOOR COURTHOUSE EAST
51 SOUTH MAIN ST
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HOULE@CO.ROCK.WI.US

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SHEBOYGAN, WI 53083
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RICK.LEMAHIEU@AECOM.COM

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BEN COOPMAN
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ROCK COUNTY
3715 NEWVILLE ROAD
JANESVILLE, WI 53545
(608) 757-5450
COOPMAN@CO.ROCK.WI.US

UTILITIES

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DE PERE, WI 54115-6113
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(608) 364-6690
FLESCHM@CI.BELOIT.WI.US

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CITY OF JANESVILLE - STREET LIGHTING/ SEWER/WATER
18 N JACKSON ST
P.O. BOX 5005
JANESVILLE, WI 53545-5005
(608) 755-3171
RYAND@CI.JANESVILLE.WI.US

DENA DRAMM
WISCONSIN DOT SIGNALS
DTSD SW REGION (MADISON)
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-5360
DENA.DRAMM@DOT.WI.GOV

CAROL ANASON
AT&T WISCONSIN - COMMUNICATION LINE
316 W WASHINGTON AVE
MADISON, WI 53703
(608) 252-2385
CA2624@ATT.COM

UTILITIES CONT.

TOM PHILLIPS
CHARTER COMMUNICATIONS - COMMUNICATION LINE
2701 DANIELS ST.
MADISON, WI 53718
(608) 373-7537
THOMAS.PHILIPS@CHARTERCOM.COM

JIM KOSTUCH
WINDSTREAM TELECOMMUNICATION SERVICES INC - COMMUNICATION LINE
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
(262) 792-7938
JAMES.KOSTUCH@WINDSTREAM.COM

BEN COOPMAN
DIRECTOR OF PUBLIC WORKS / HIGHWAY COMMISSIONER
ROCK COUNTY
3715 NEWVILLE ROAD
JANESVILLE, WI 53545
(608) 757-5450
COOPMAN@CO.ROCK.WI.US

LYNN MAIER
ROCK ENERGY COOPERATIVE - ELECTRICITY
P.O. BOX 1758
JANESVILLE, WI 53547-1758
(608) 752-4550
LYNNM@ROCK.COOP

2

TYPICAL SECTION AND DETAIL SHEET INDEX

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PROJECT OVERVIEW
TYPICAL SECTIONS
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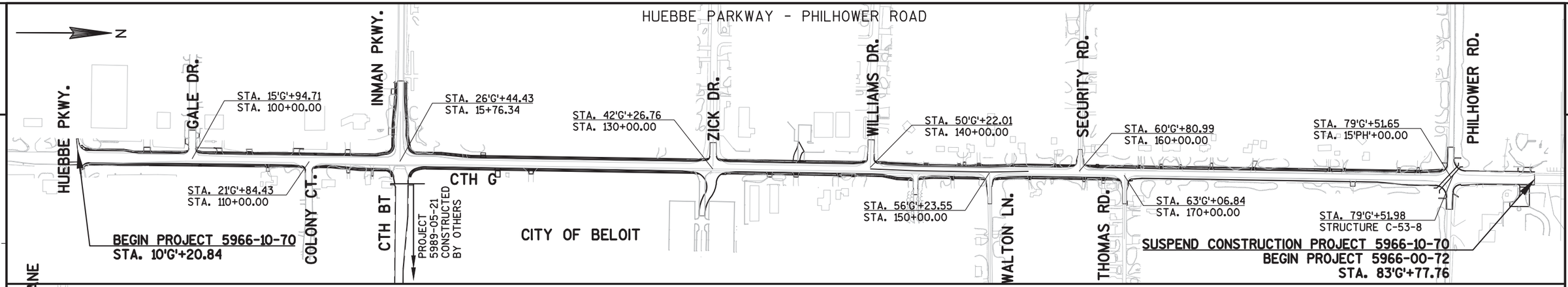
PERMANENT MARKING
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT DIAGRAM

WISDNR

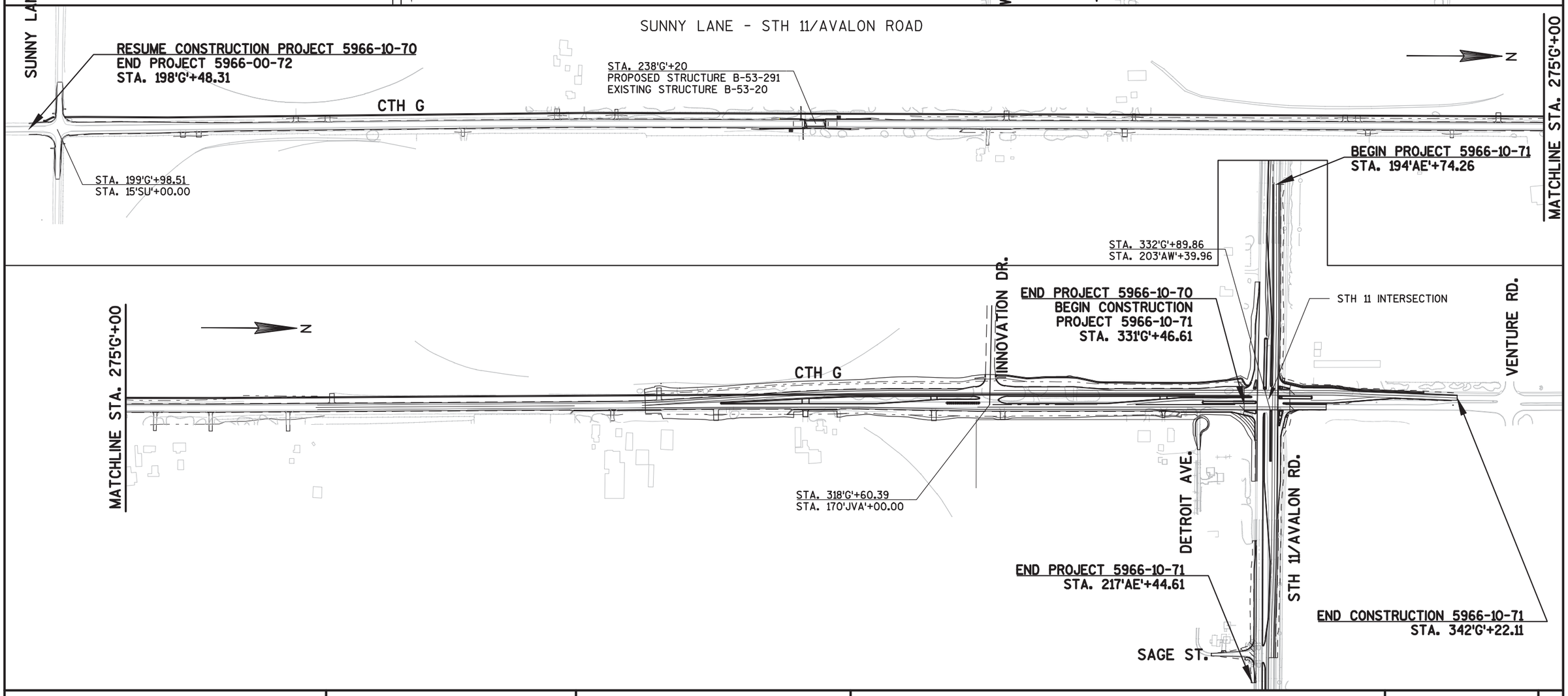
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(SOUTH CENTRAL REGION)
ROCK COUNTY:
LAURA BUB
3911 FISH HATCHERY RD
FITCHBURG, WI 53711-5397
PHONE: (608)275-3485
LAURA.BUB@WISCONSIN.GOV

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

HUEBBE PARKWAY - PHILHOWER ROAD



SUNNY LANE - STH 11/AVALON ROAD



PROJECT NO: 5996-10-70	HWY: CTH G	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\020201_PO.DWG PLOT DATE : 10/27/2014 11:45 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : PLOT SCALE : 1:500_XREF
WISDOT/CADDS SHEET 42

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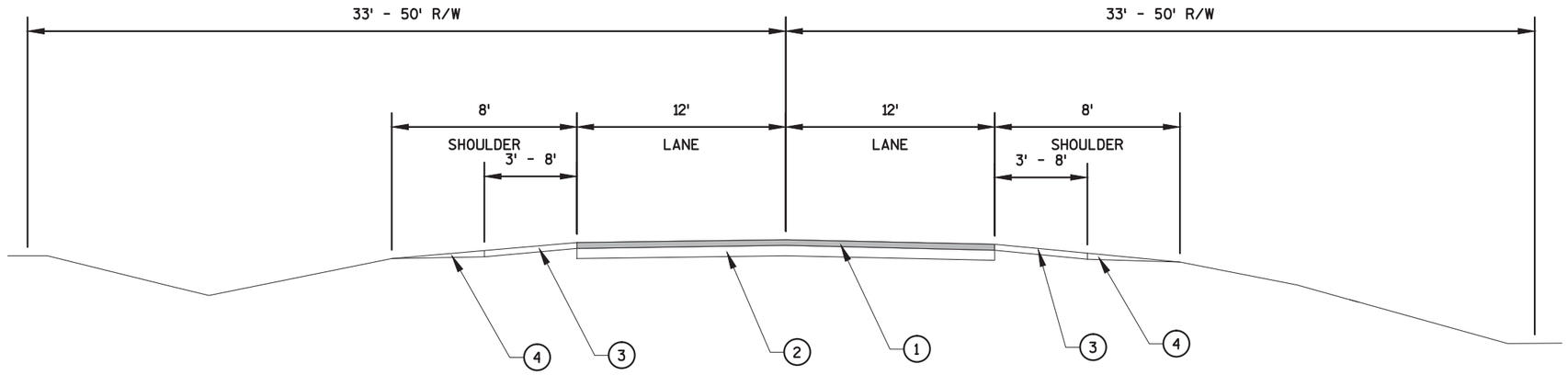


EXISTING TYPICAL SECTION - CTH G

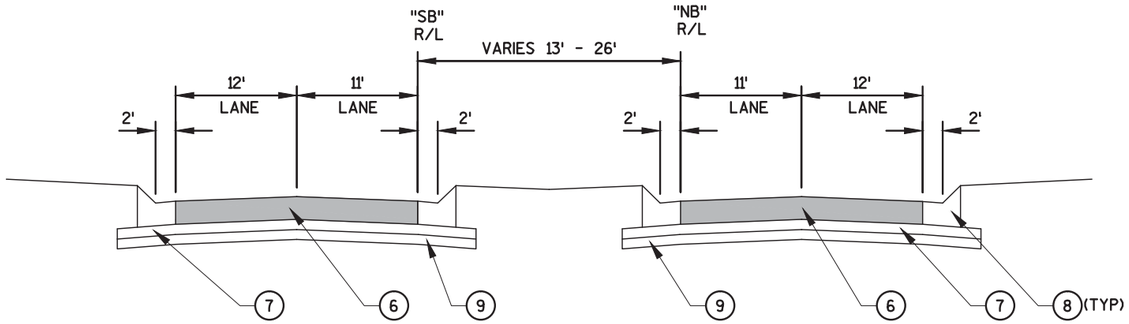
HUEBBE PKWY. - PHILHOWER RD.
STA 10'G'+00 TO STA 83'G'+78
W. SUNNY LN. - STH 11 (AVALON RD.)
STA 198'G'+48 TO STA 331'G'+40.84

LEGEND

(1)	5" - 9" ASPHALT PAVEMENT
(2)	3" - 12" AGGREGATE BASECOURSE
(3)	3" - 4½" ASPHALT SHOULDER
(4)	AGGREGATE SHOULDER

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 4	E

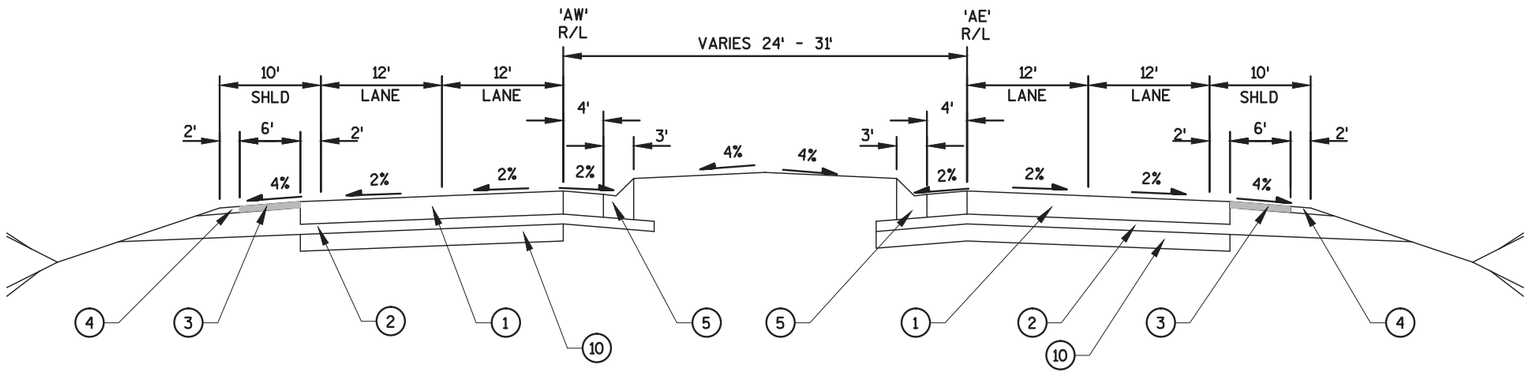
2



EXISTING TYPICAL SECTION - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+73.66 - STA. 342'G'+22.11



EXISTING TYPICAL SECTION - STH 11

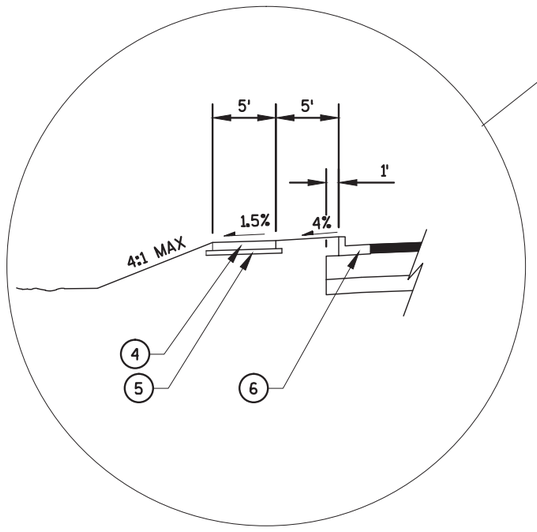
WEST AND EAST OF CTH G

STA. 194'AE'+74.26 - STA. 217'AE'+44.61

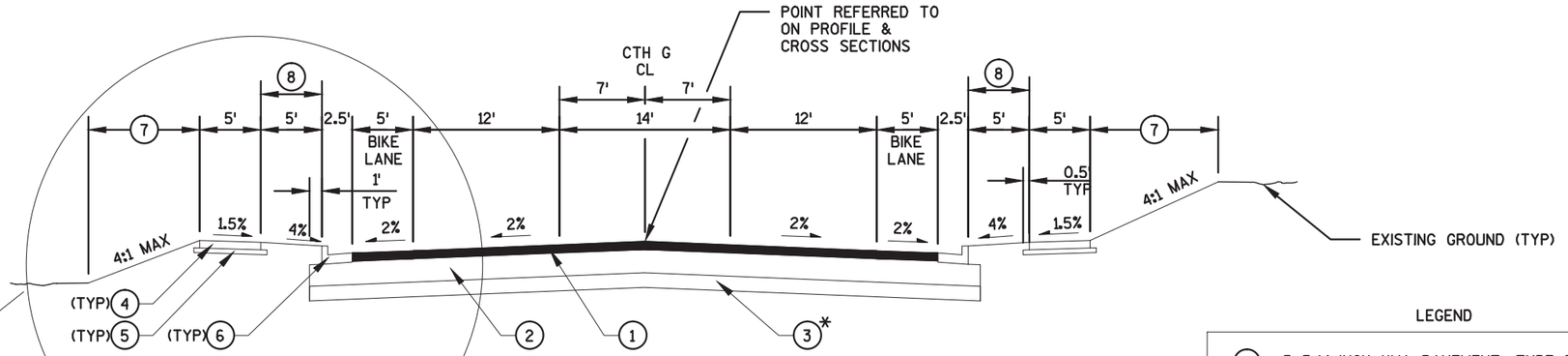
LEGEND

1	10-INCH CONCRETE PAVEMENT
2	6-INCH BASE AGGREGATE DENSE 1¼"
3	3½-INCH HMA PAVEMENT
4	3½-INCH BASE AGGREGATE DENSE ¾"
5	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
6	7-INCH ASPHALT PAVEMENT
7	8-INCH BASE AGGREGATE DENSE ¼"
8	CONCRETE CURB & GUTTER 30-INCH TYPE D
9	12-INCH BASE AGGREGATE DENSE 3"
10	16-INCH SELECT CRUSHED MATERIAL

2



SIDEWALK SECTION
VARIOUS LOCATIONS - SEE CROSS SECTIONS



TYPICAL FINISHED SECTION - CTH G

HUEBBE PKWY. - THOMAS DR.
STA 10'G'+20.84 - STA 63'G'+43.41

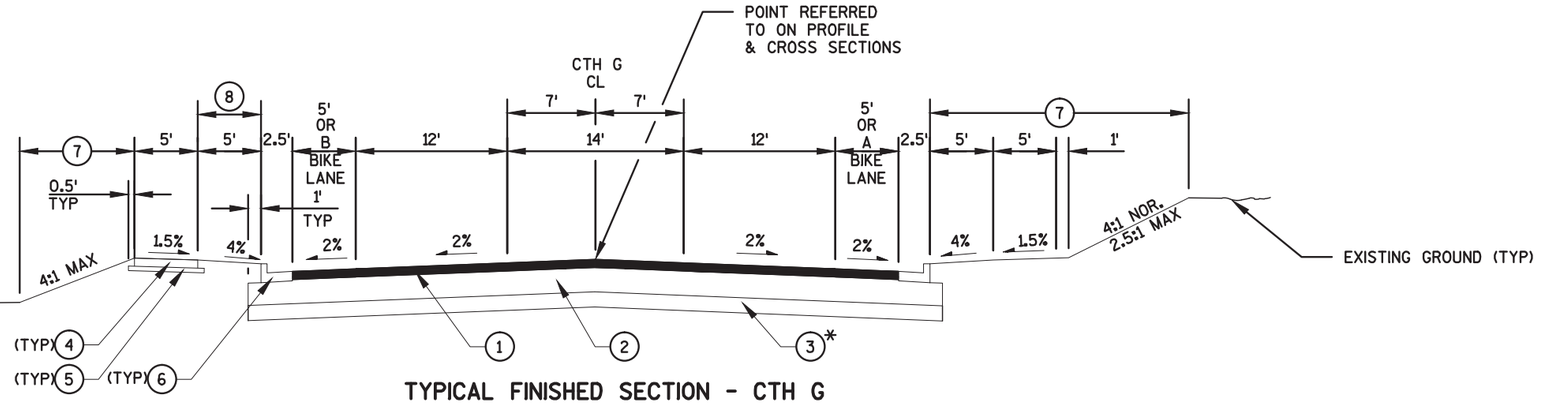
* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 20'G'+50.00 - STA 29'G'+00.00
* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 48'G'+00.00 - STA 63'G'+43.41

NOTE: SEE TYPICAL FINISHED NB & SB RIGHT TURN LANE SECTION - CTH G FOR PARTIAL TYPICAL FINISHED SECTION INCLUDING RIGHT TURN LANE

LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	16-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE SIDEWALK 5-INCH
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
8	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND EROSION MAT

STATION RANGE	A	B
STA 75'G'+82.89 - 77'G'+32.89	5' - 17'	N/A
STA 77'G'+97.41 - 78'G'+97.40	N/A	5' - 12'

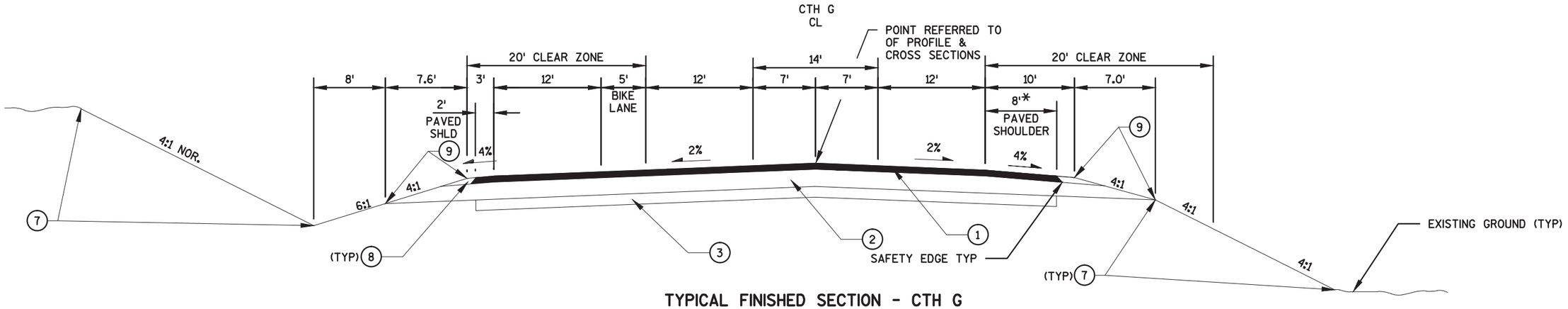


TYPICAL FINISHED SECTION - CTH G

THOMAS DR. - PHILHOWER RD.
STA 63'G'+43.41 - STA 80'G'+00

* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 63'G'+43.41 - STA 69'G'+00.00

NOTE: SEE TYPICAL FINISHED NB & SB RIGHT TURN LANE SECTION - CTH G FOR PARTIAL TYPICAL FINISHED SECTION INCLUDING RIGHT TURN LANE



TYPICAL FINISHED SECTION - CTH G

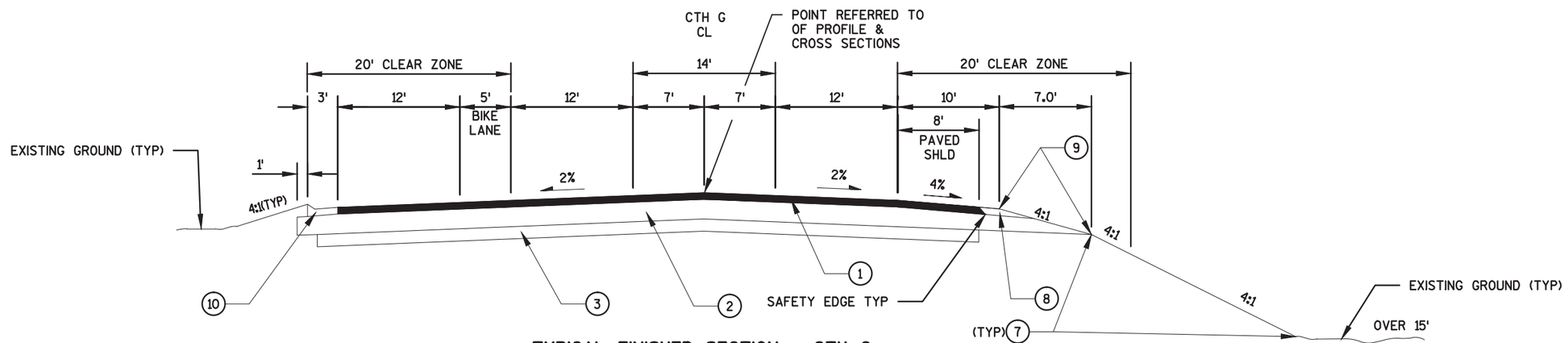
PHILHOWER RD. - NORTH OF PHILHOWER RD.

STA 80'G'+00 - STA 82'G'+92

* VARIES 15' TO 8' STA. 80'G'+05.95 - STA. 81'G'+05.95

LEGEND

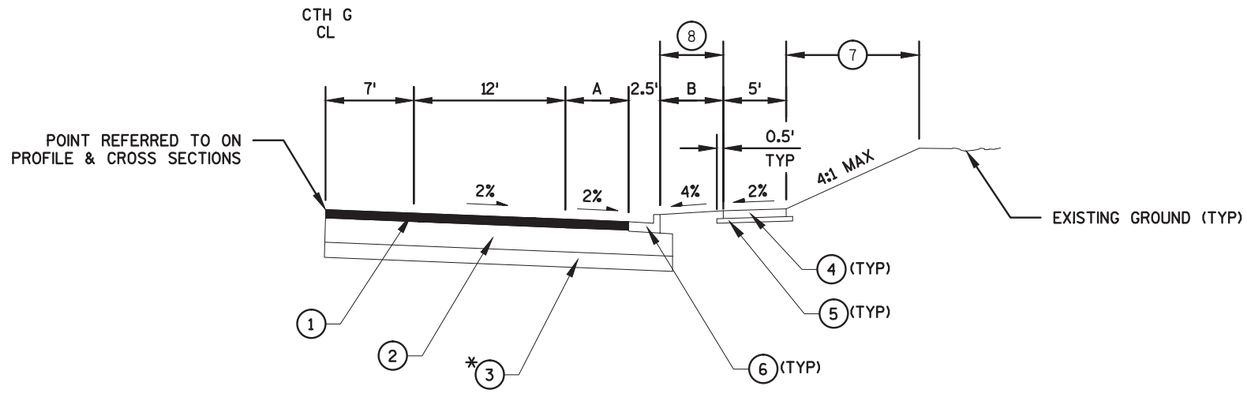
(1)	5 3/4-INCH HMA PAVEMENT, TYPE E-3
(2)	16-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(3)	6-INCH BASE AGGREGATE DENSE 3-INCH
(7)	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
(8)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED AND TEMPORARY SEED
(10)	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D



TYPICAL FINISHED SECTION - CTH G

PHILHOWER RD. - NORTH OF PHILHOWER RD.

STA 82'G'+92 - STA 83'G'+78



TYPICAL FINISHED NB RIGHT TURN LANE SECTION - CTH G

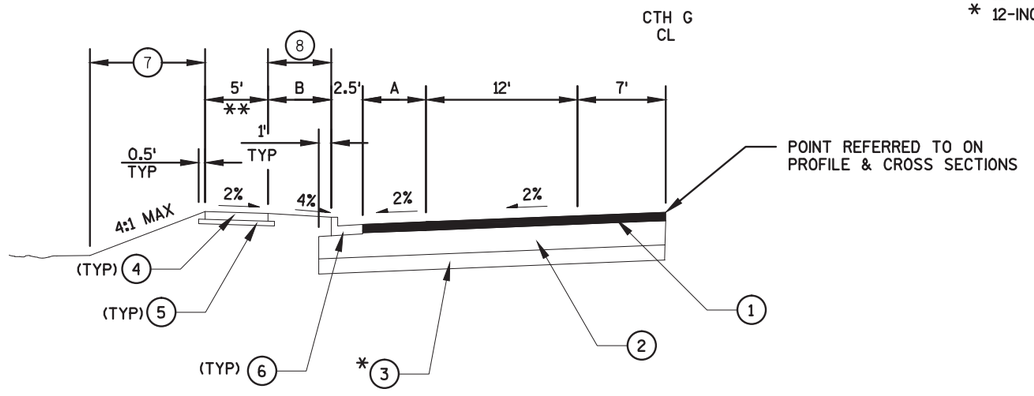
LOCATION	A	B
COLONY COURT SOUTH	5' - 10'	5' - 0'
COLONY COURT NORTH	10' - 5'	0' - 5'
INMAN PARKWAY SOUTH	5' - 17'	5'
INMAN PARKWAY NORTH	5'	5'
BOMBARDIER DRIVEWAY SOUTH	5' - 10'	5' - 0'
BOMBARDIER DRIVEWAY NORTH	10' - 5'	0' - 5'
YMCA DRIVEWAY SOUTH	5' - 17'	5'
YMCA DRIVEWAY NORTH	10' - 5'	5'
WALTON DRIVE SOUTH	5' - 10'	5' - 0'
WALTON DRIVE NORTH	10' - 5'	0' - 5'
THOMAS ROAD SOUTH	5' - 10'	5' - 0'
THOMAS ROAD NORTH	10' - 5'	0' - 5'

SEE PLAN DETAIL FOR STATION RANGE

* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 20'G'+50.00 - STA 29'G'+00.00
* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 64'G'+00.00 - STA 69'G'+00.00

LOCATION	A	B
HUEBBE PARKWAY	17' - 5'	0' - 5'
GALE DRIVE SOUTH	5' - 10'	5' - 0'
GALE DRIVE NORTH	10' - 5'	0' - 5'
INMAN PARKWAY SOUTH	5' - 15'	5'
INMAN PARKWAY NORTH	17' - 5'	5'
ZICK DRIVE SOUTH	5' - 10'	5' - 0'
ZICK DRIVE NORTH	10' - 5'	0' - 5'
WILLIAMS DRIVE SOUTH	5' - 10'	5' - 0'
WILLIAMS DRIVE NORTH	10' - 5'	0' - 5'
SECURITY ROAD SOUTH	5' - 10'	5' - 0'
SECURITY ROAD NORTH	10' - 5'	0' - 5'

SEE PLAN DETAIL FOR STATION RANGE



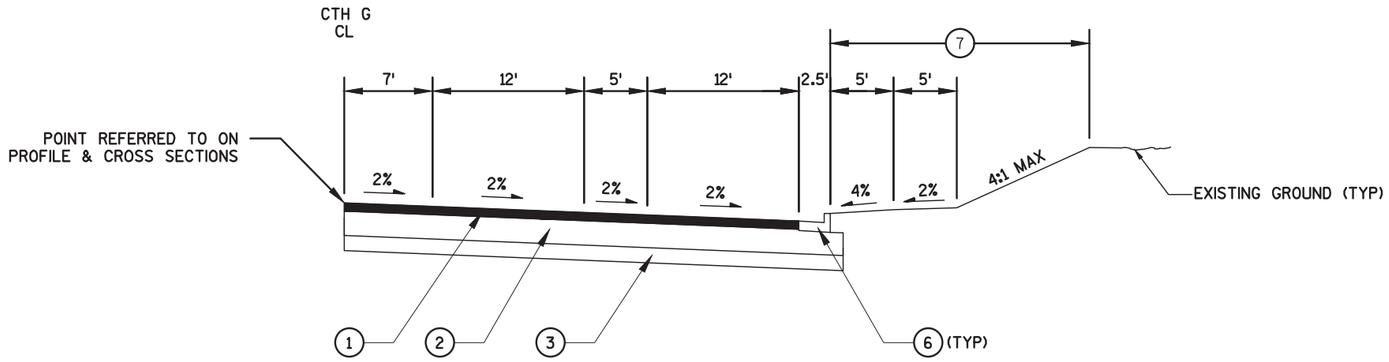
TYPICAL FINISHED SB RIGHT TURN LANE SECTION - CTH G

** 6' STA. 10'G'+22 - STA. 12'G'+99.29

LEGEND

1. 5 3/4-INCH HMA PAVEMENT, TYPE E-3
2. 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3. 6-INCH BASE AGGREGATE DENSE 3-INCH
4. CONCRETE SIDEWALK 5-INCH
5. 3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. TOPSOIL, TEMPORARY SEED, SEED FERTILIZER AND MULCH
8. TOPSOIL, TEMPORARY SEED, SEED FERTILIZER AND EROSION MAT

2

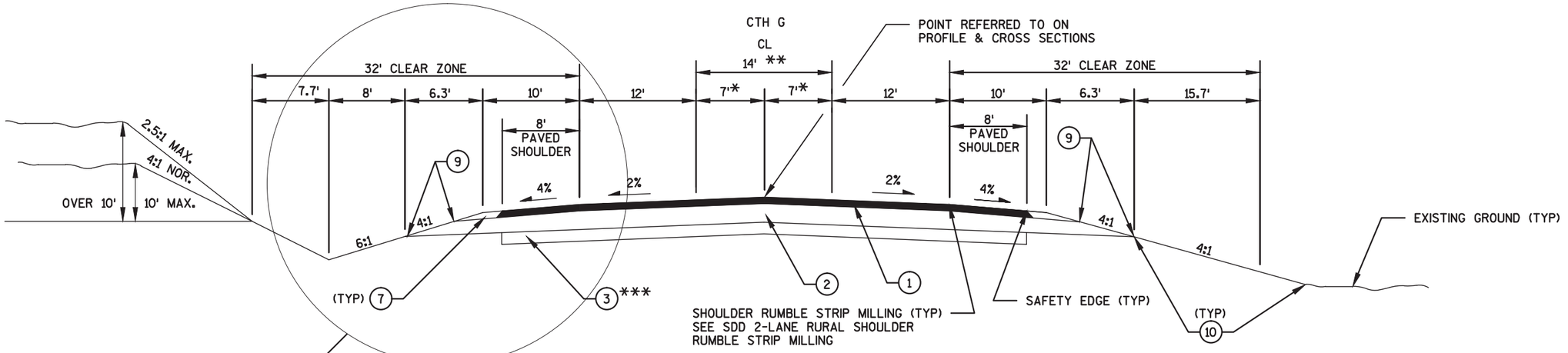


TYPICAL FINISHED NB RIGHT TURN LANE SECTION - CTH G

PHILHOWER RD. SOUTH

LEGEND

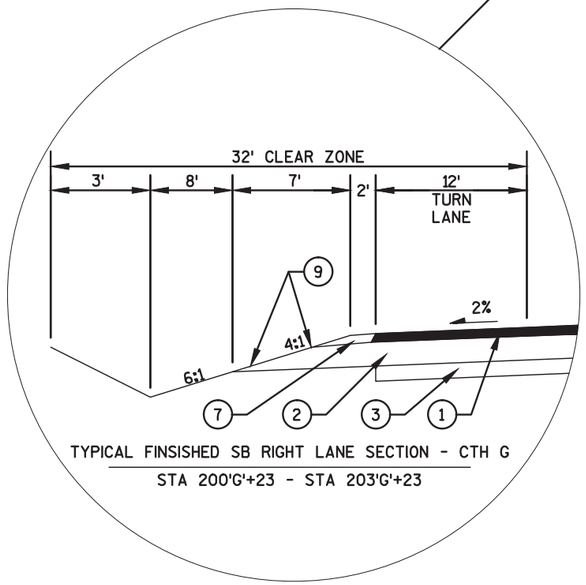
1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	16-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	TOPSOIL, TEMPORARY SEED, SEED FERTILIZER AND MULCH



TYPICAL FINISHED SECTION - CTH G

SUNNY LANE - INNOVATION DR.
STA 198'G'+48 - STA 208'G'+50

* VARIES 7' TO 0' STA 205'G'+00 - STA 208'G'+50
** VARIES 14' TO 0' STA 205'G'+00 - STA 208'G'+50
*** 12-INCH BASE AGGREGATE DENSE 3-INCH STA 201'G'+00.00 - STA 208'G'+50.00

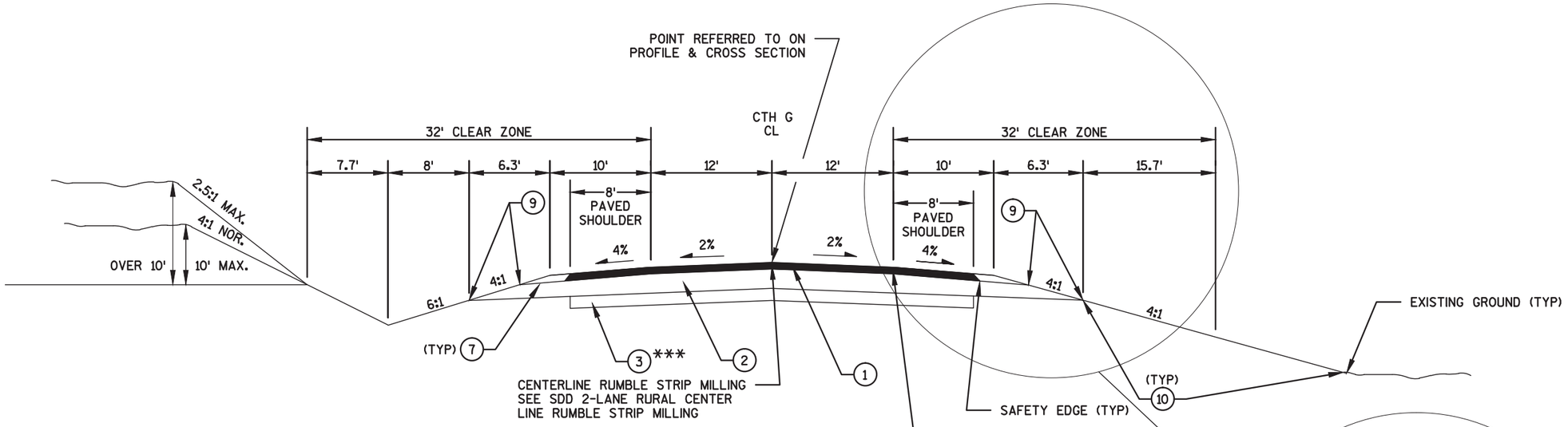


TYPICAL FINSISHED SB RIGHT LANE SECTION - CTH G
STA 200'G'+23 - STA 203'G'+23

LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE SIDEWALK 5-INCH
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	BASE AGGREGATE DENSE 3/4-INCH
8	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
9	FERTILIZE AND SEED
10	TOPSOIL, FERTILIZER, SEED AND MULCH
11	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

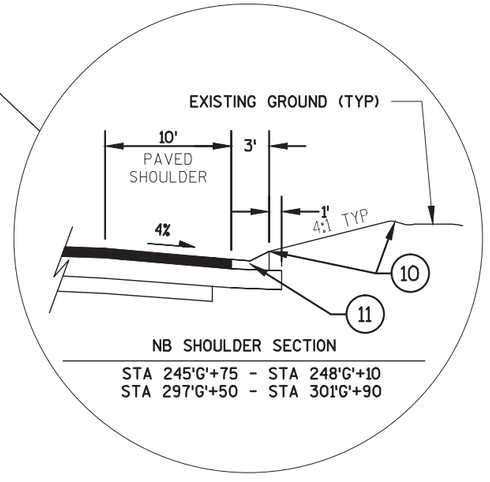
2



*** 12-INCH BASE AGGREGATE DENSE 3-INCH STA 208'G'+50.00 - STA 211G'+00.00
*** 12-INCH BASE AGGREGATE DENSE 3-INCH STA 231'G'+00.00 - STA 237'G'+10.52
*** 12-INCH BASE AGGREGATE DENSE 3-INCH STA 251'G'+00.00 - STA 261'G'+00.00

TYPICAL FINISHED SECTION - CTH G

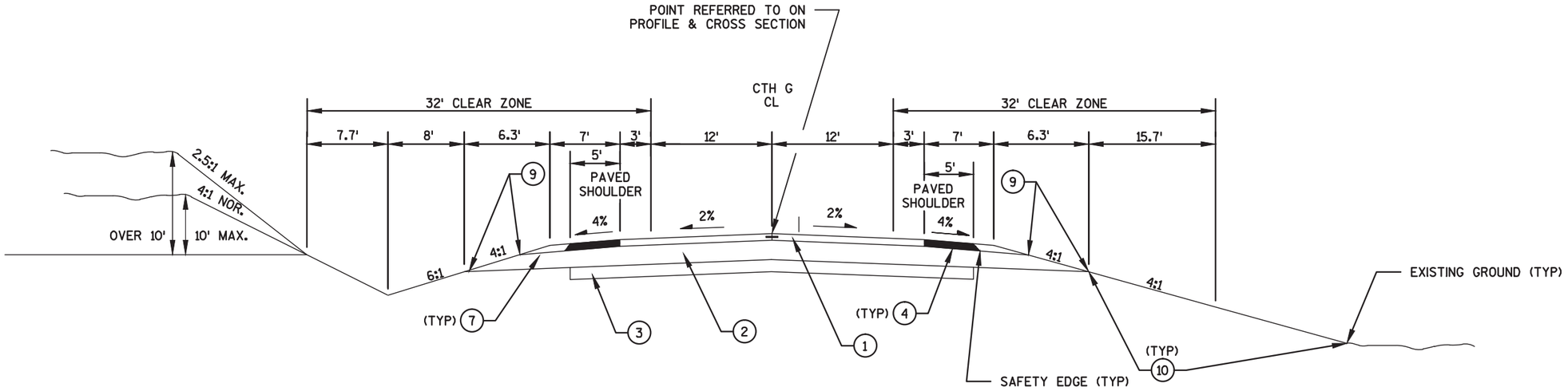
SUNNY LANE - INNOVATION DR.
STA 208'G'+50 TO STA 237'G'+10.52
STA 239'G'+30.92 TO STA 301'G'+04.81



NB SHOULDER SECTION
STA 245'G'+75 - STA 248'G'+10
STA 297'G'+50 - STA 301'G'+90

LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE SIDEWALK 5-INCH
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	BASE AGGREGATE DENSE 3/4-INCH
8	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
9	FERTILIZE AND SEED
10	TOPSOIL, FERTILIZER, SEED AND MULCH
11	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

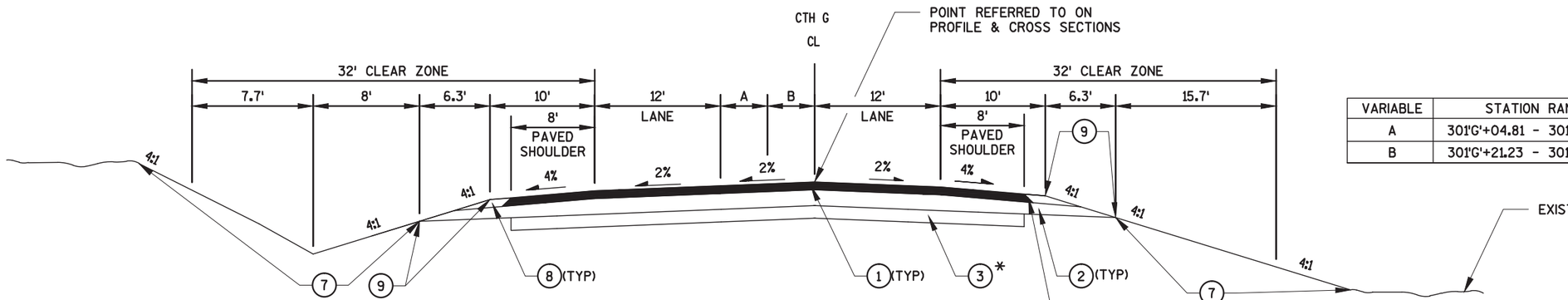


TYPICAL FINISHED SECTION - CTH G

SUNNY LANE - INNOVATION DR.
STA 237'G'+10.52 TO STA 237'G'+73.73
STA 238'G'+67.70 TO STA 239'G'+30.92

LEGEND

1	8 1/2-INCH DOWELED & TINED CONCRETE PAVEMENT
2	11 3/4-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	12-INCH BASE AGGREGATE DENSE 3-INCH
4	5 3/4-INCH HMA PAVEMENT, TYPE E-3
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	BASE AGGREGATE DENSE 3/4-INCH
8	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
9	FERTILIZE AND SEED
10	TOPSOIL, FERTILIZER, SEED AND MULCH
11	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D



VARIABLE	STATION RANGE	DIMENSION
A	301'G'+04.81 - 301'G'+69.72	0.00' - 2.03'
B	301'G'+21.23 - 301'G'+69.72	0.00' - 3.69'

TYPICAL FINISHED SECTION - CTH G

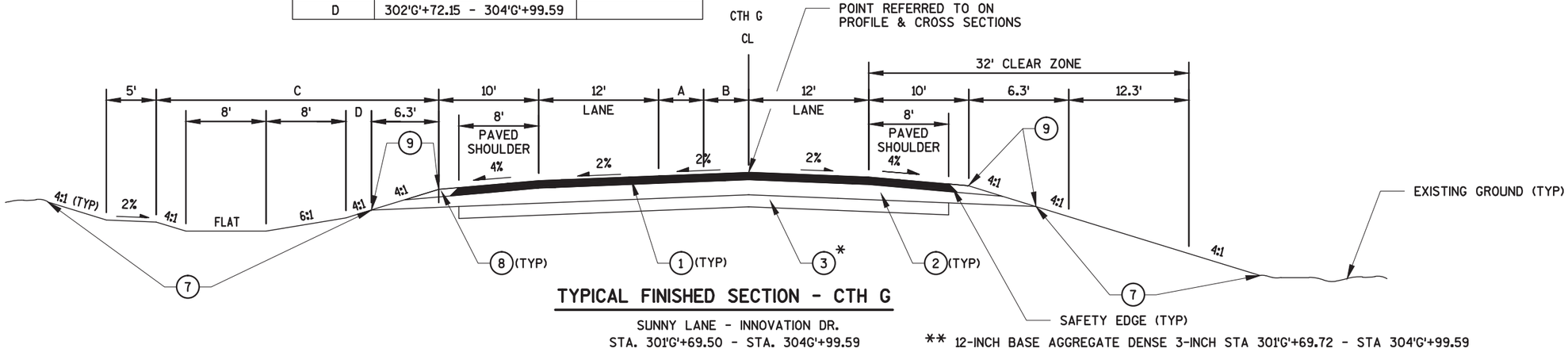
SUNNY LANE - INNOVATION DR.
STA. 301'G'+04.81 - STA. 301G'+69.50

* 12-INCH BASE AGGREGATE DENSE 3-INCH STA 301'G'+00.00 - STA 301'G'+69.72

LEGEND

(1)	5 3/4-INCH HMA PAVEMENT, TYPE E-3
(2)	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(3)	6-INCH BASE AGGREGATE DENSE 3-INCH
(7)	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
(8)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED AND TEMPORARY SEED
(10)	2-INCH ASPHALTIC SURFACE

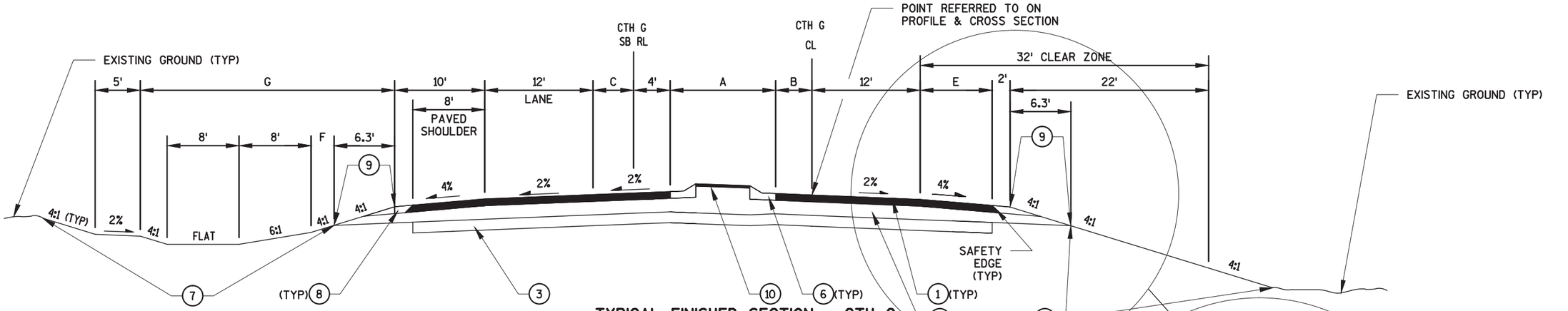
VARIABLE	STATION RANGE	DIMENSION
A	301'G'+69.72 - 304'G'+99.59	2.03' - 6.58'
B	301'G'+69.72 - 310'G'+99.59	3.69' - 15.84'
C	301'G'+69.86 - 302'G'+72.15	60.50' - 47.77'
C	302'G'+72.15 - 304'G'+99.59	47.77' - 44.40'
D	301'G'+69.86 - 302'G'+72.15	
D	302'G'+72.15 - 304'G'+99.59	



TYPICAL FINISHED SECTION - CTH G

SUNNY LANE - INNOVATION DR.
STA. 301'G'+69.50 - STA. 304G'+99.59

** 12-INCH BASE AGGREGATE DENSE 3-INCH STA 301'G'+69.72 - STA 304'G'+99.59



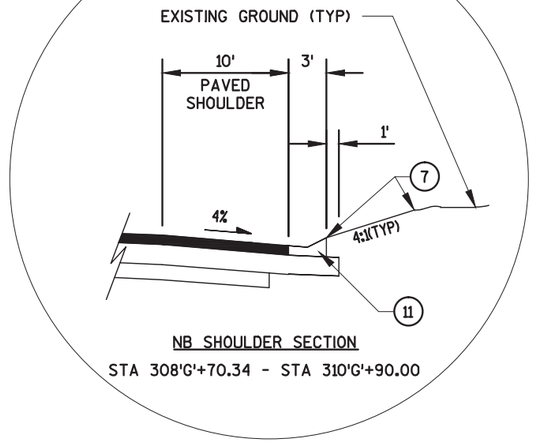
TYPICAL FINISHED SECTION - CTH G

SUNNY LANE - INNOVATION DR.
STA. 304'G'+99.59 - STA 316+40.00

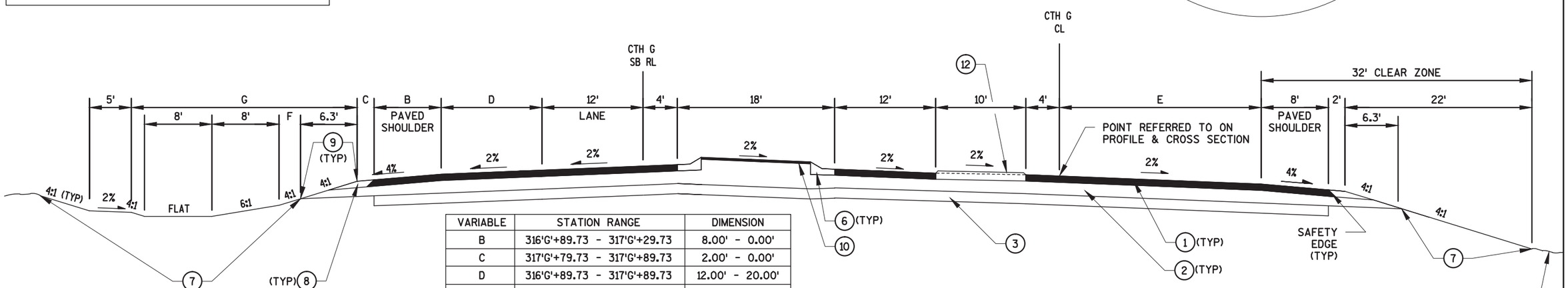
LEGEND

(1)	5 3/4-INCH HMA PAVEMENT, TYPE E-3
(2)	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(6)	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J (REVERSE SLOPE)
(7)	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
(8)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED AND TEMPORARY SEED
(10)	2-INCH ASPHALTIC SURFACE
(11)	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
(12)	CONCRETE CORRUGATED MEDIAN

VARIABLE	STATION RANGE	DIMENSION
A	304'G'+99.59 - 312'G'+90.00	8.00' - 39.75'
A	312'G'+90.00 - 316'G'+15.00	39.75' - 18.00'
B	312'G'+90.00 - 316'G'+15.00	4.00' - 26.00'
C	304'G'+99.59 - 308'G'+63.25	6.58' - 12.00'
E	308'G'+52.34 - 308'G'+62.34	8.00' - 10.00'
E	310'G'+90.00 - 311'G'+10.00	10.00' - 8.00'
F		
G	SEE PLAN DETAILS	VARIES BETWEEN 41.00' - 53.00'



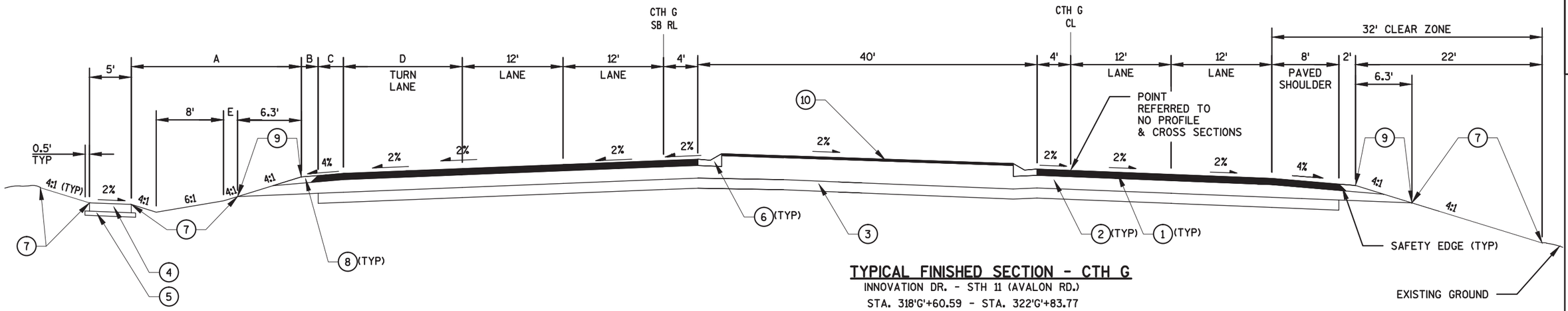
NB SHOULDER SECTION
STA 308'G'+70.34 - STA 310'G'+90.00



VARIABLE	STATION RANGE	DIMENSION
B	316'G'+89.73 - 317'G'+29.73	8.00' - 0.00'
C	317'G'+79.73 - 317'G'+89.73	2.00' - 0.00'
D	316'G'+89.73 - 317'G'+89.73	12.00' - 20.00'
E	316'G'+40.00 - 318'G'+00.00	20.80' - 24.00'
F		
G	316+40.00 - 318+60.59	VARIES BETWEEN 46.00' - 47.00'

TYPICAL FINISHED SECTION - CTH G

SUNNY LANE - INNOVATION DR.
STA. 316'G'+40.00 - STA. 318'G'+60.59



TYPICAL FINISHED SECTION - CTH G

INNOVATION DR. - STH 11 (AVALON RD.)
STA. 318'G'+60.59 - STA. 322'G'+83.77

VARIABLE	STATION RANGE	DIMENSION
A	318'G'+60.59 - 322'G'+83.77	VARIES BETWEEN 48.00' - 41.8'
B	319'G'+38.88 - 319'G'+42.18	0.00' - 1.00'
C	319'G'+42.18 - 319'G'+48.88	0.00' - 2.00'
D	319'G'+38.88 - 319'G'+48.88	25.00' - 21.00'
D	319'G'+48.88 - 319'G'+88.88	21.00' - 17.00'
E		

LEGEND

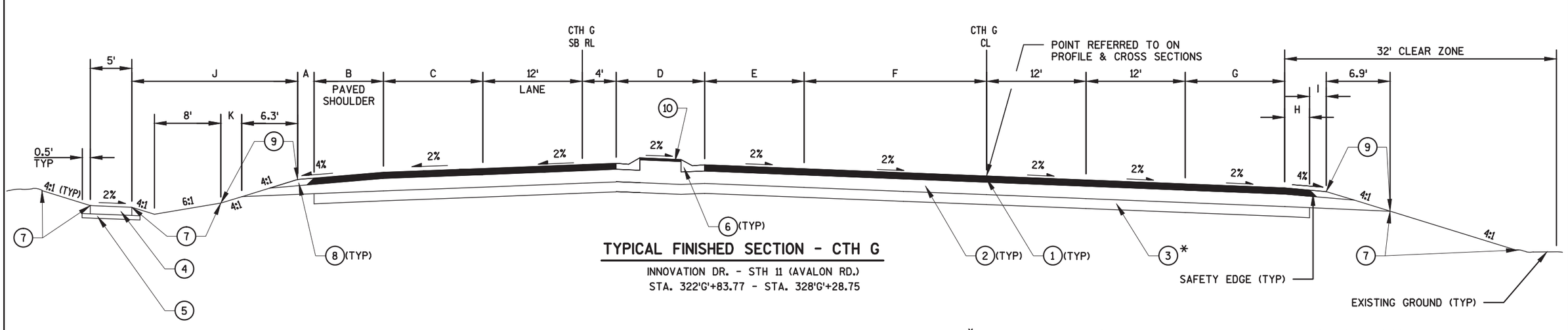
(1)	5 3/4-INCH HMA PAVEMENT, TYPE E-3
(2)	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(3)	12-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE SIDEWALK 5-INCH
(5)	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(6)	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
(7)	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
(8)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED AND TEMPORARY SEED
(10)	2-INCH ASPHALTIC SURFACE

2

LEGEND

(1)	5 3/4-INCH HMA PAVEMENT, TYPE E-3
(2)	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(3)	6-INCH BASE AGGREGATE DENSE 3-INCH
(4)	CONCRETE SIDEWALK 5-INCH
(5)	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(6)	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
(7)	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
(8)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED AND TEMPORARY SEED
(10)	2-INCH ASPHALTIC SURFACE

VARIABLE	STATION RANGE	DIMENSION
A	324'G'+08.81 - 324'G'+21.27	1.00' - 2.00'
B	324'G'+21.27 - 324'G'+96.27	2.00' - 8.00'
C	322'G'+83.77 - 324'G'+96.27	29.00' - 12.00'
D	324'G'+53.88 - 328'G'+28.75	40.00' - 10.00'
E	324'G'+53.88 - 325'G'+53.87	4.00' - 12.00'
F	325'G'+53.87 - 328'G'+28.75	0.00' - 22.00'
G	326'G'+68.75 - 328'G'+18.75	0.00' - 12.00'
H	326'G'+68.75 - 327'G'+31.13	8.00' - 3.00'
I	327'G'+31.13 - 327'G'+56.16	2.00' - 0.00'
J	322'G'+83.77 - 328'G'+28.75	VARIES BETWEEN 41.8' - 24.15'
K		

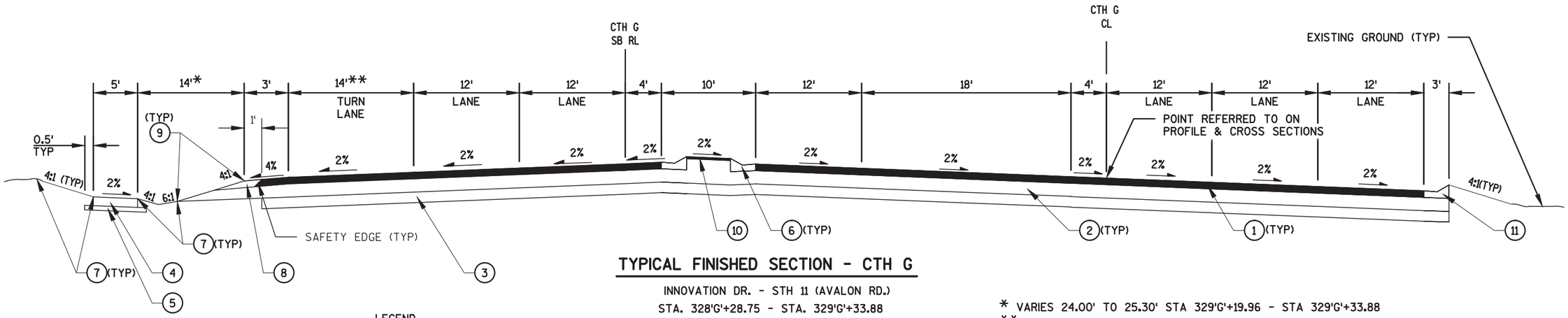


TYPICAL FINISHED SECTION - CTH G

INNOVATION DR. - STH 11 (AVALON RD.)
STA. 322'G'+83.77 - STA. 328'G'+28.75

*12-INCH BASE AGGREGATE DENSE 3-INCH STA 322'G'+83.77 - STA 325'G'+50.00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 16	E



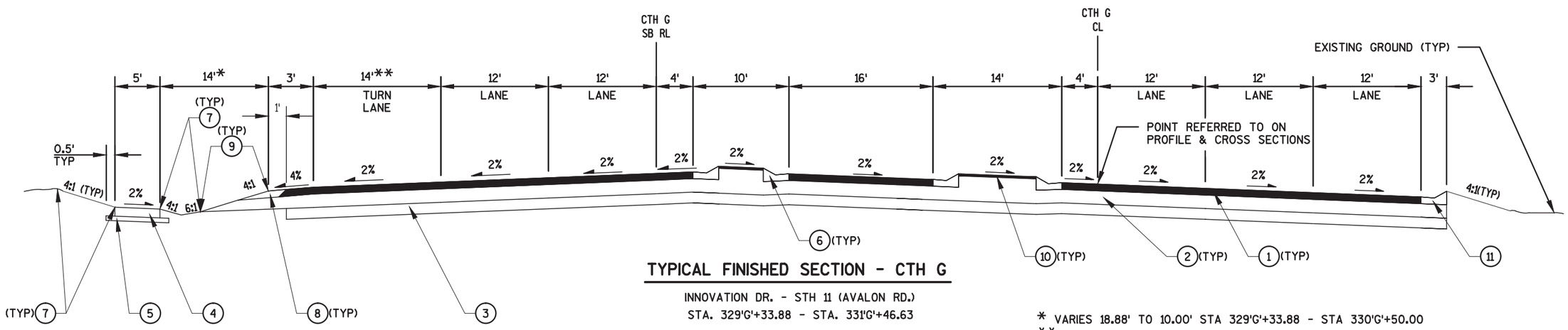
TYPICAL FINISHED SECTION - CTH G

INNOVATION DR. - STH 11 (AVALON RD.)
STA. 328'G'+28.75 - STA. 329'G'+33.88

* VARIES 24.00' TO 25.30' STA 329'G'+19.96 - STA 329'G'+33.88
** VARIES 8.00' TO 9.12' STA 329'G'+19.96 - STA 329'G'+33.88

LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE SIDEWALK 5-INCH
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
7	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
8	BASE AGGREGATE DENSE 3/4-INCH
9	FERTILIZE, SEED AND TEMPORARY SEED
10	2-INCH ASPHALTIC SURFACE
11	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

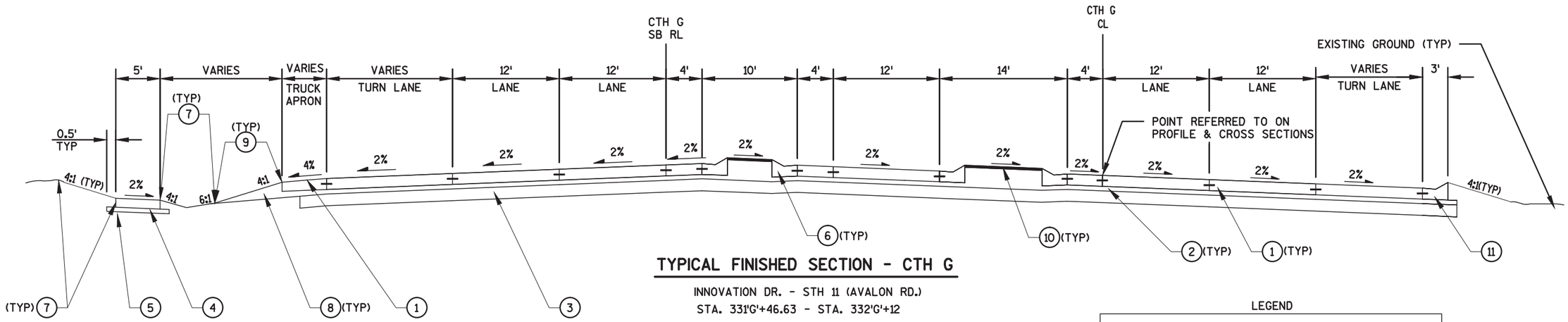


TYPICAL FINISHED SECTION - CTH G

INNOVATION DR. - STH 11 (AVALON RD.)
STA. 329'G'+33.88 - STA. 331'G'+46.63

* VARIES 18.88' TO 10.00' STA 329'G'+33.88 - STA 330'G'+50.00
** VARIES 9.12' TO 18.00' STA 329'G'+33.88 - STA 330'G'+50.00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 17	E

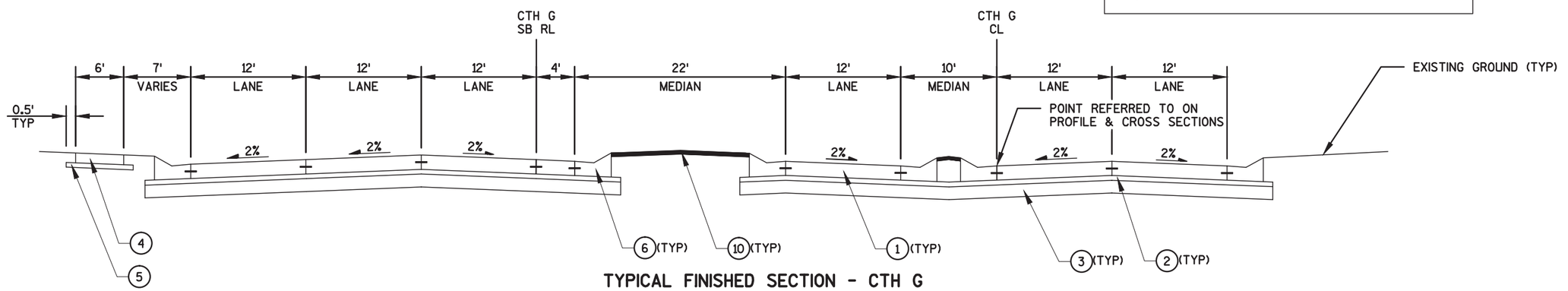


TYPICAL FINISHED SECTION - CTH G

INNOVATION DR. - STH 11 (AVALON RD.)
STA. 331'G'+46.63 - STA. 332'G'+12

LEGEND

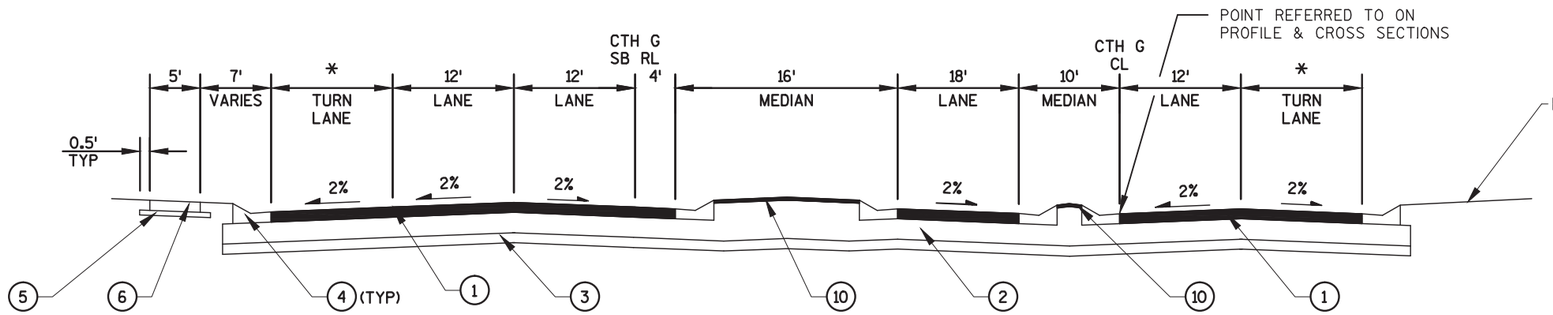
1	CONCRETE PAVEMENT 10" DOWELED & TINED
2	6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	16-INCH SELECT CRUSHED MATERIAL
4	CONCRETE SIDEWALK 5-INCH
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
7	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER AND MULCH
8	BASE AGGREGATE DENSE 3/4-INCH
9	FERTILIZE, SEED AND TEMPORARY SEED
10	2-INCH ASPHALTIC SURFACE
11	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
12	3½" HMA PAVEMENT TYPE E-0.3



TYPICAL FINISHED SECTION - CTH G

STH 11 (AVALON RD.) - VENTURE RD.
STA. 333'G'+20 - STA. 333'G'+77

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 18	E



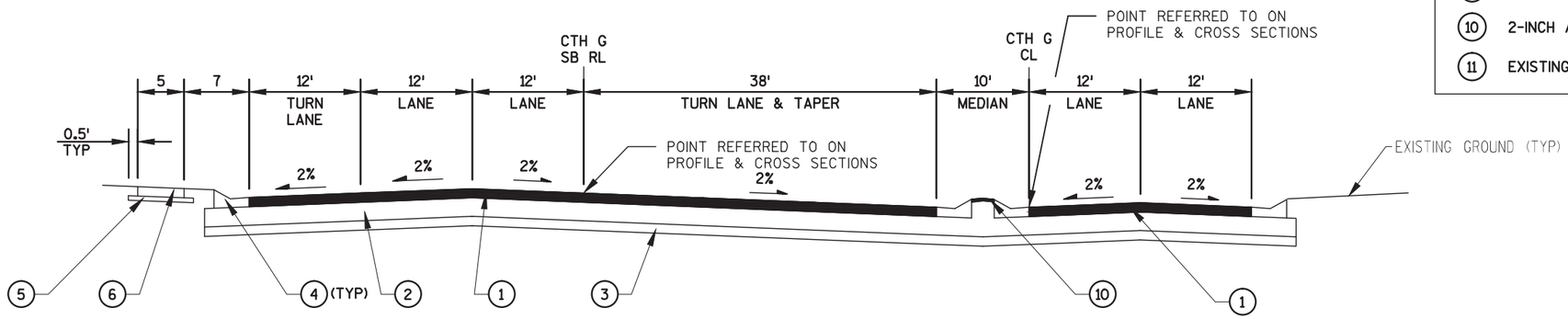
* VARIES 26.59' - 12' BETWEEN STA 333'G'+77 - STA 334'G'+40.14
** VARIES 8.5' - 0' BETWEEN STA 333'G'+83 - STA 334'G'+19.81

TYPICAL FINISHED SECTION - CTH G

STH 11 (AVALON RD.) - VENTURE RD.
STA. 333'G'+77 - STA. 334'G'+90.36

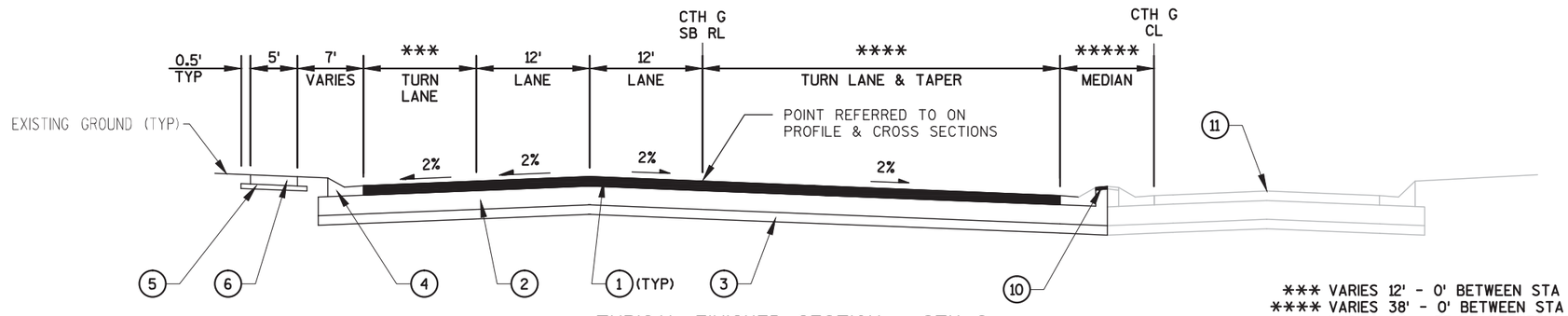
LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE CURB & GUTTER 30-INCH TYPE D
5	3-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	CONCRETE SIDEWALK 5-INCH
10	2-INCH ASPHALTIC SURFACE
11	EXISTING PAVEMENT STRUCTURE TO REMAIN



TYPICAL FINISHED SECTION - CTH G

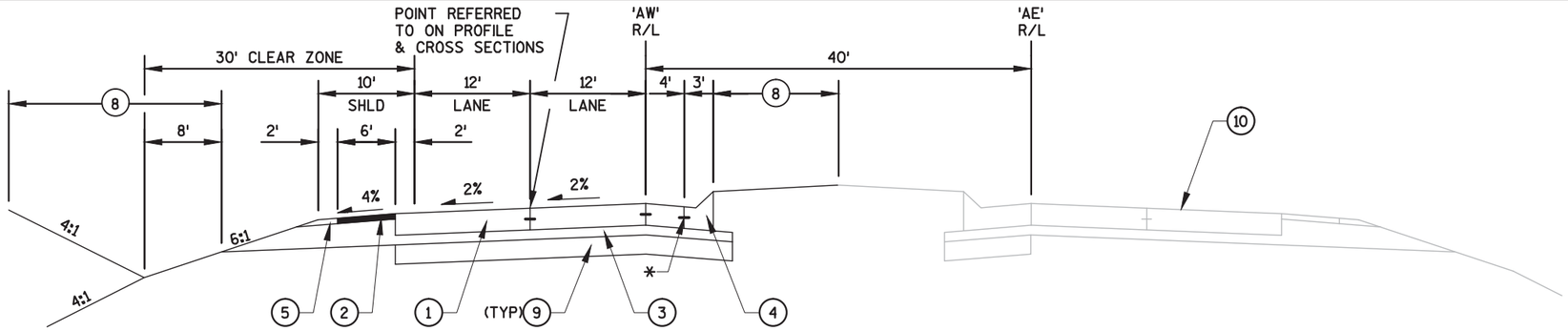
STH 11 (AVALON RD.) - VENTURE RD.
STA. 334'G'+90.36 - STA. 335'G'+60.71



TYPICAL FINISHED SECTION - CTH G

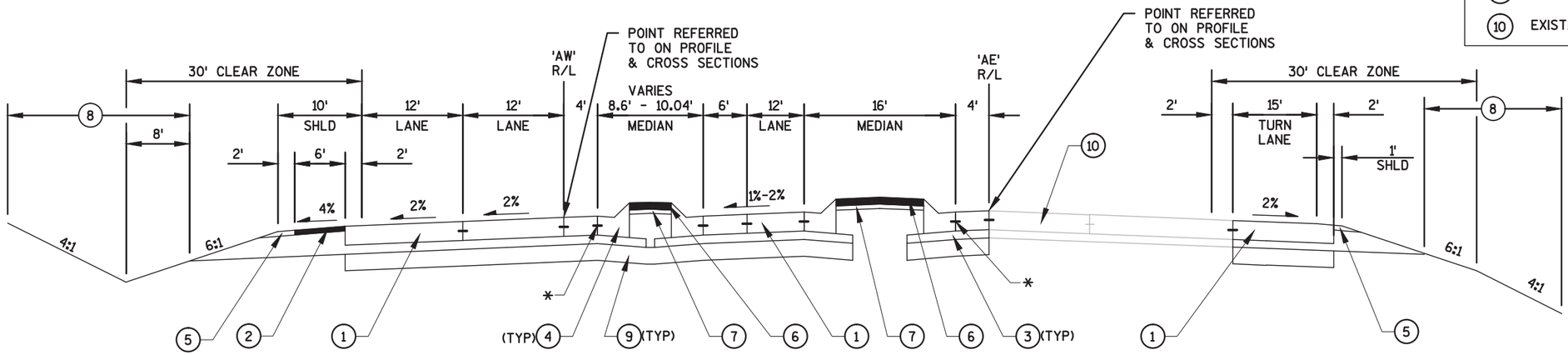
STH 11 (AVALON RD.) - VENTURE RD.
STA. 335'G'+60.71 - STA. 341'G'+93

*** VARIES 12' - 0' BETWEEN STA 335'G'+91.43 - STA 337'G'+23.37
**** VARIES 38' - 0' BETWEEN STA 335'G'+91.14 - STA 339'G'+10.75
***** VARIES 10' - 35.63' BETWEEN STA 335'G'+91.14 - STA 339'G'+10.75
***** VARIES 35.63' - 29.79' BETWEEN STA 339'G'+10.75 - STA 340'G'+74.71
***** VARIES 29.79' - 14.38' BETWEEN STA 340'G'+74.71 - STA 341'G'+94.76



TYPICAL FINISHED SECTION - STH 11

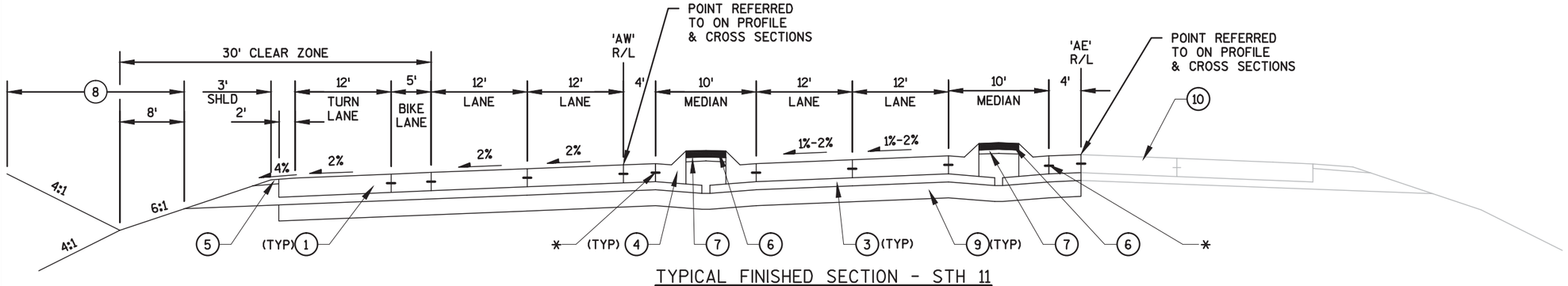
STA. 192'AW'+28 - STA. 194'AW'+74.37 WEST OF CTH G
STA. 211'AW'+32 - STA. 216'AW'+17 EAST OF CTH G



TYPICAL FINISHED SECTION - STH 11

WEST OF CTH G
STA. 194'AW'+74.37 - STA. 203'AW'+20

* OPTIONAL JOINT.
IF USED, INSTALL TIE BAR



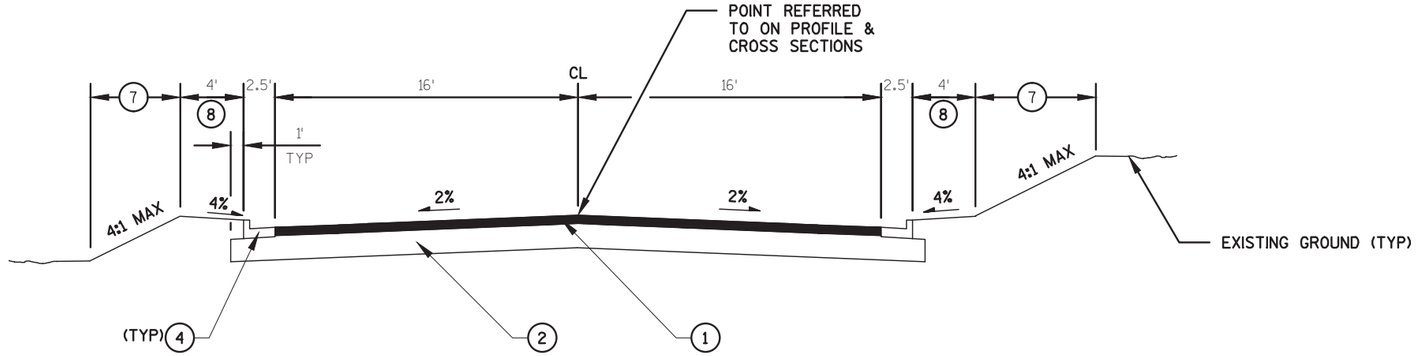
TYPICAL FINISHED SECTION - STH 11

EAST OF CTH G
STA. 203'AW'+20 - STA. 211'AW'+32

LEGEND

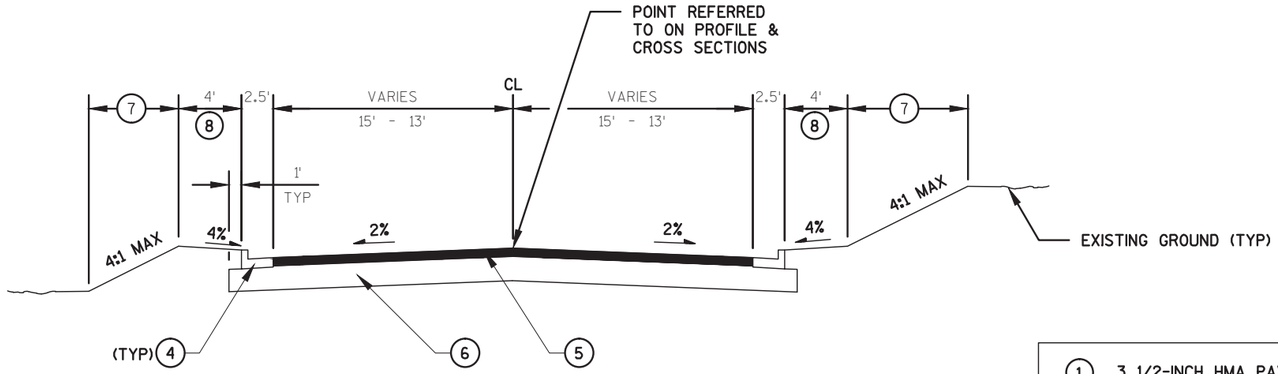
1	CONCRETE PAVEMENT 10" DOWELED & TINED
2	3½" HMA PAVEMENT TYPE E-3
3	6" BASE AGGREGATE DENSE 1¼"
4	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
5	3½" BASE AGGREGATE DENSE ¾-INCH
6	2-INCH ASPHALTIC SURFACE
7	3" BASE AGGREGATE DENSE 1¼-INCH
8	TOPSOIL, FERTILIZER, TEMPORARY SEEDING, SEED AND MULCH
9	16" SELECT CRUSHED MATERIAL
10	EXISTING PAVEMENT STRUCTURE TO REMAIN

2



TYPICAL FINISHED SECTION - COLONY CT

STA 110'C0'+51 - STA 111'C0'+27

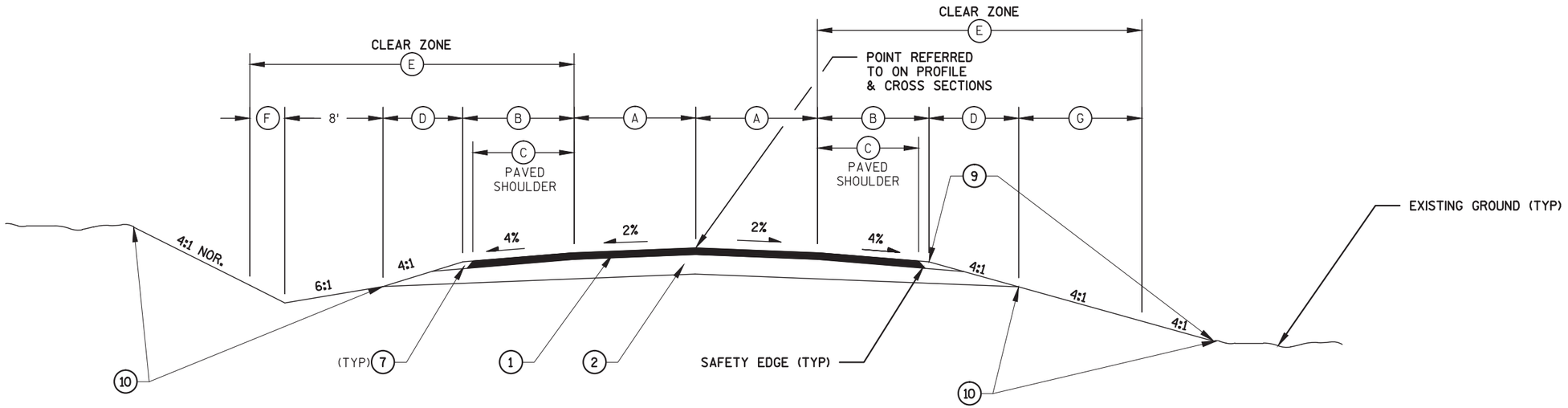


TYPICAL FINISHED SECTION - BOMBARDIER DRIVEWAY

STA 130'Z'+29 - STA 132'Z'+60

LEGEND

1	3 1/2-INCH HMA PAVEMENT, TYPE E-3
2	8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
4	CONCRETE CURB & GUTTER 30-INCH TYPE D
5	4 1/2-INCH HMA PAVEMENT, TYPE E-3
6	12" BASEAGGREGATE DENSE 1 1/4-INCH
7	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
8	TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND EROSION MAT

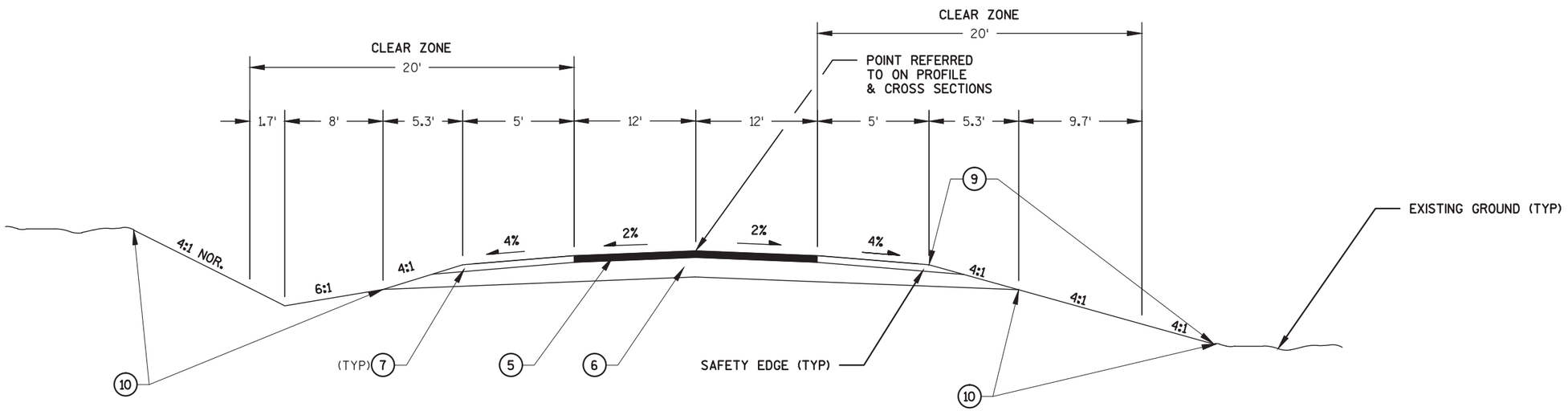


TYPICAL FINISHED SECTION - SIDEROADS

	(A)	(B)	(C)	(D)	(E)	(F)	(G)
GALE DRIVE	12'	6'	6'	5.3'	10'	N/A	N/A
ZICK DRIVE	12'	4'	4'	5.4'	10'	N/A	0.6'
WILLIAMS DRIVE	12'	4'	4'	5.4'	10'	N/A	0.6'
YMCA DRIVEWAY	11'	N/A	N/A	5.8'	10'	4.2'	4.2'
WALTON LANE	10'	N/A	N/A	5.8'	10'	4.2'	4.2'
SECURITY ROAD	10'	N/A	N/A	5.8'	10'	4.2'	4.2'
THOMAS ROAD	10'	N/A	N/A	5.8'	10'	4.2'	4.2'
SUNNY LANE	12'	5'	0'	5.3'	20'	1.7'	9.7'
DETROIT AVENUE	10'	3'	0'	N/A	N/A	N/A	N/A
SAGE STREET	6.08' - 15'	0'	0'	N/A	N/A	N/A	N/A

LEGEND

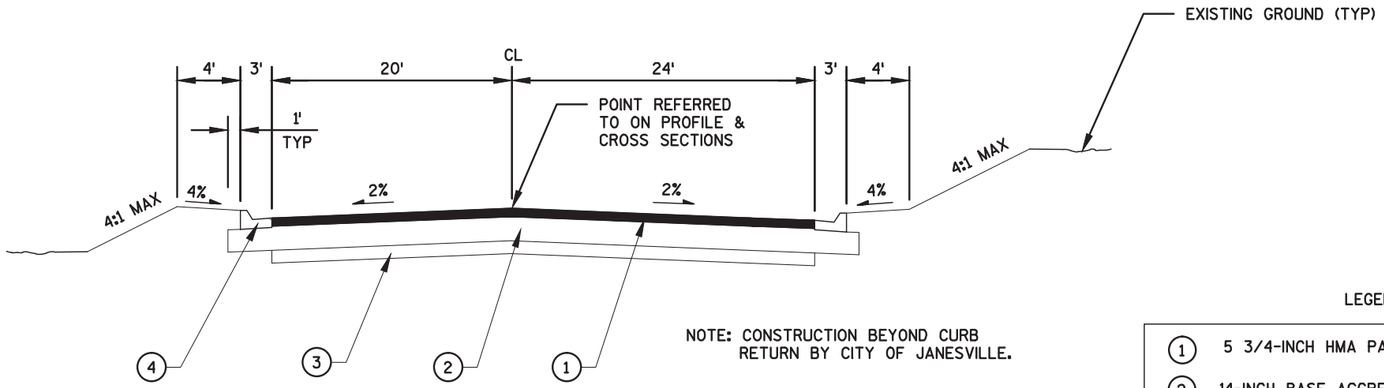
(1)	3 1/2-INCH HMA PAVEMENT, TYPE E-3
(2)	8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(4)	CONCRETE SIDEWALK 5-INCH
(5)	4 1/2-INCH PAVEMENT TYPE E-3
(6)	12-INCH BASE AGGREGATE DENSE 1 1/4-INCH
(7)	BASE AGGREGATE DENSE 3/4-INCH
(9)	FERTILIZE, SEED & TEMPORARY SEED
(10)	TOPSOIL, FERTILIZER, TEMPORARY SEED, SEED AND MULCH



TYPICAL FINISHED SECTION - PHILHOWER ROAD

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 22	E

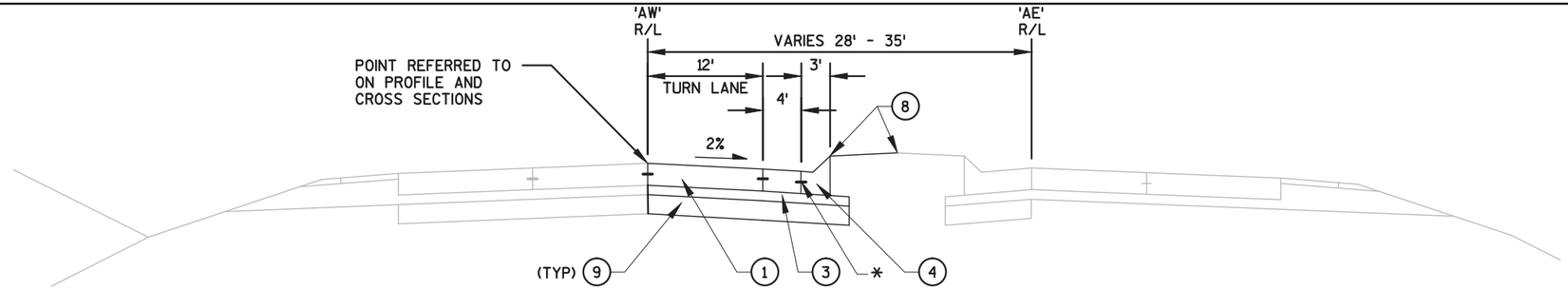
2



TYPICAL FINISHED SECTION - INNOVATION DRIVE

LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

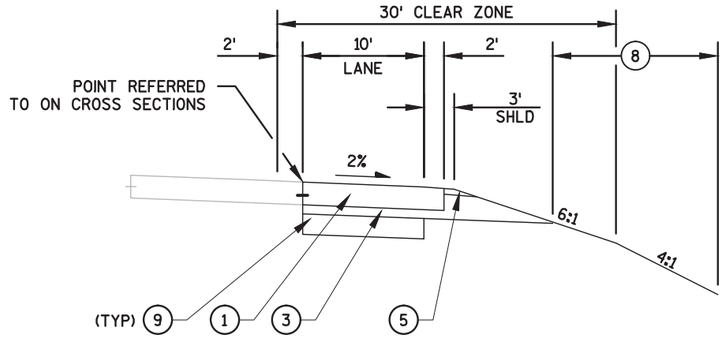


TYPICAL FINISHED SECTION - STH 11 - LEFT TURN LANE AT SAGE ST

STA. 216'AW'+17 - STA. 222'AW'+29.57 EAST OF CTH G

LEGEND

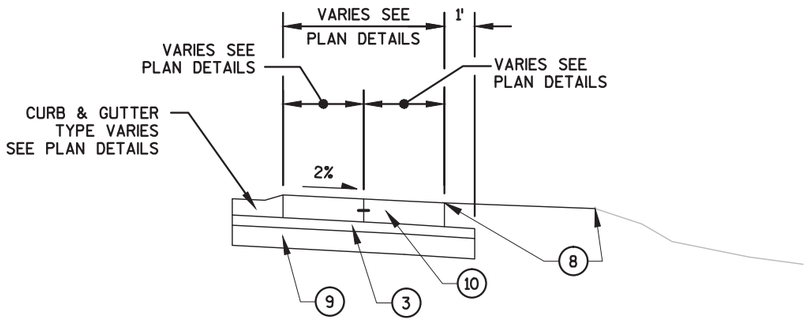
1	CONCRETE PAVEMENT 10" DOWELED & TINED
3	6" BASE AGGREGATE DENSE 1¼"
4	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
5	3½" BASE AGGREGATE DENSE ¾-INCH
8	TOPSOIL, FERTILIZER, TEMPORARY SEEDING, SEED AND MULCH
9	16" SELECT CRUSHED MATERIAL
10	CONCRETE PAVEMENT 10" WITH COLORING CONCRETE (RED)



TYPICAL FINISHED SECTION - STH 11 - RIGHT TURN LANE AT SAGE ST

STA. 210'AE'+53 - STA. 217'AE'+45 EAST OF CTH G

* OPTIONAL JOINT.
IF USED, INSTALL TIE BAR

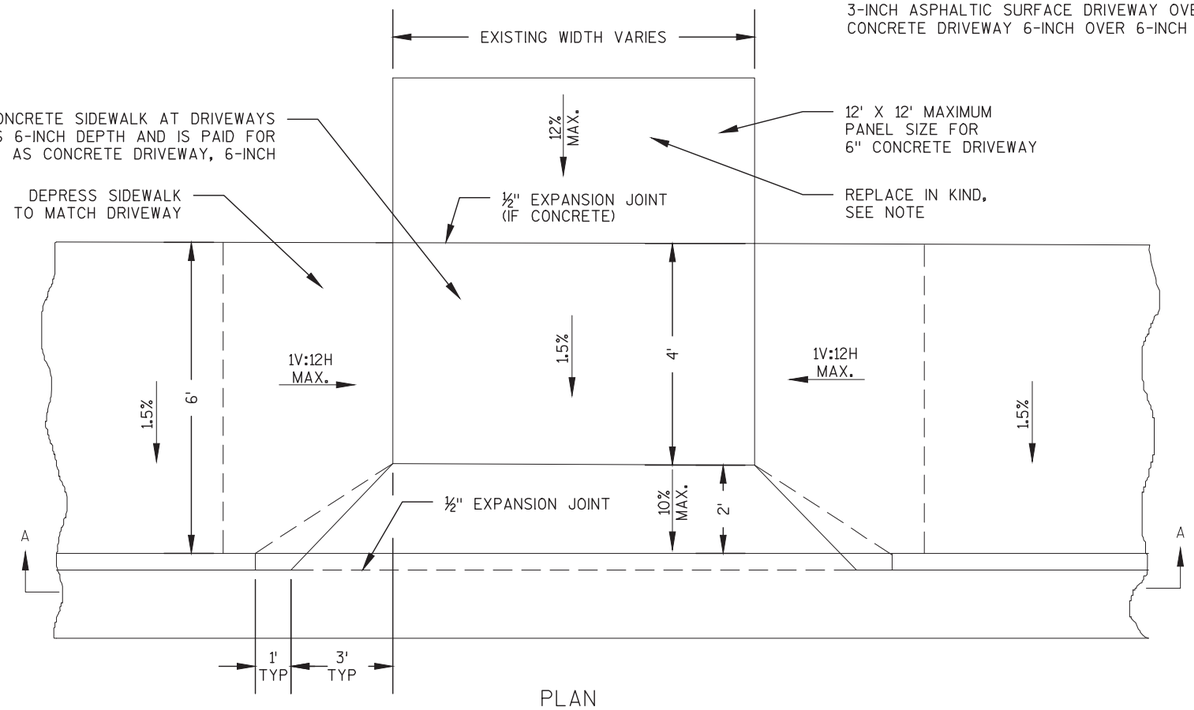


TYPICAL FINISHED SECTION - STH 11 - TRUCK APRONS

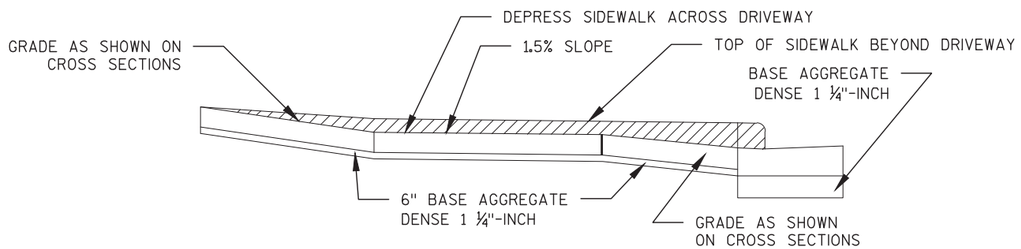
SECTION A-A

DRIVEWAY REPLACEMENT BEHIND SIDEWALK

6-INCH BASE AGG. DENSE 1¼-INCH
3-INCH ASPHALTIC SURFACE DRIVEWAY OVER 6-INCH BASE AGG. DENSE 1¼-INCH
CONCRETE DRIVEWAY 6-INCH OVER 6-INCH BASE AGG. DENSE 1¼-INCH



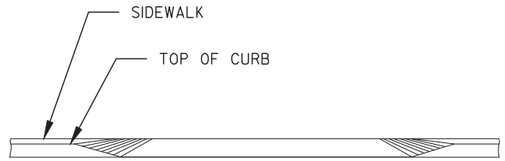
PLAN



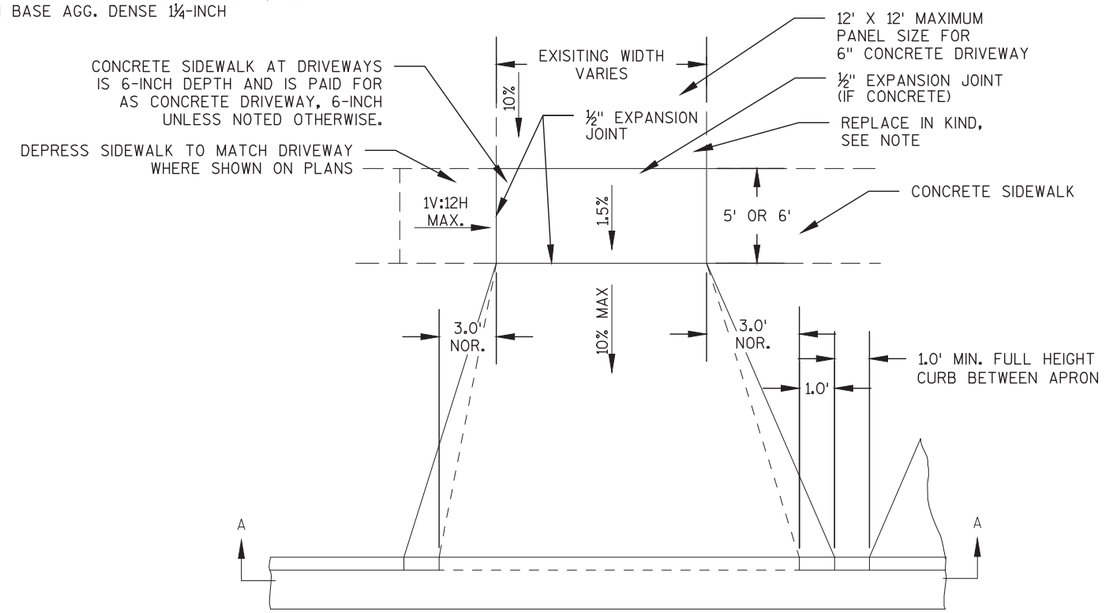
PROFILE

URBAN DRIVEWAY DETAIL

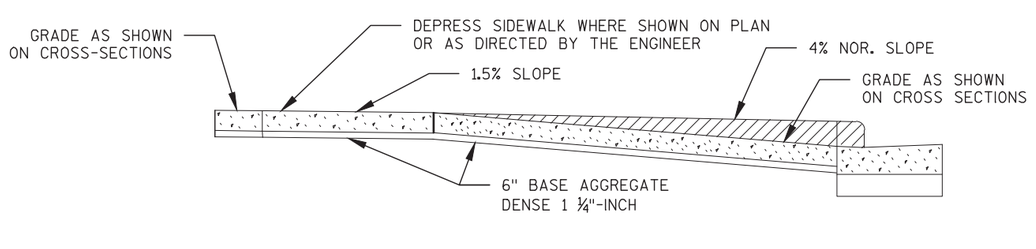
FOR USE IN AREAS WHERE SIDEWALK IS ADJACENT TO BACK OF CURB



SECTION A-A



PLAN

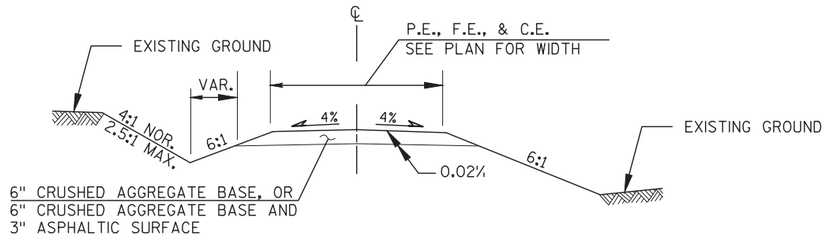


PROFILE

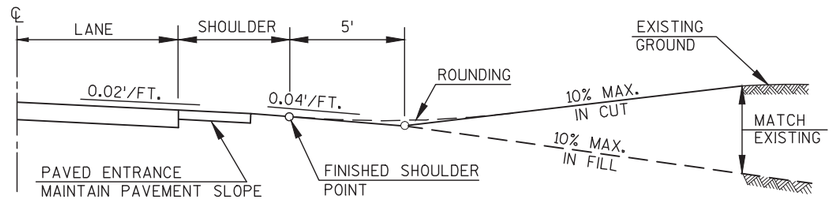
URBAN DRIVEWAY DETAIL

FOR USE IN AREAS WITH GRASS TERRACE

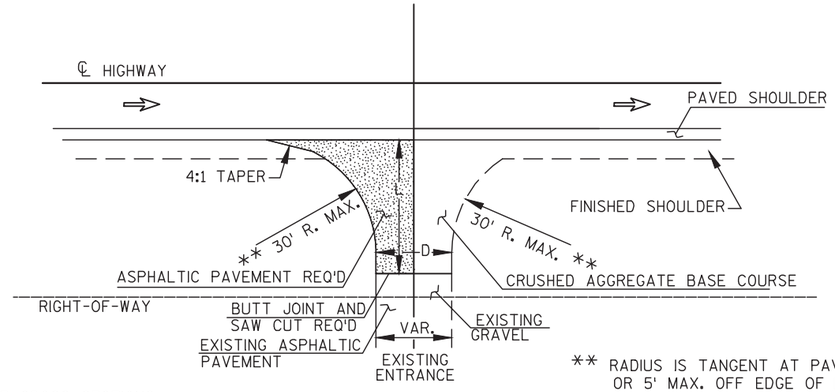
2



TYPICAL CROSS SECTION



PROFILE VIEW



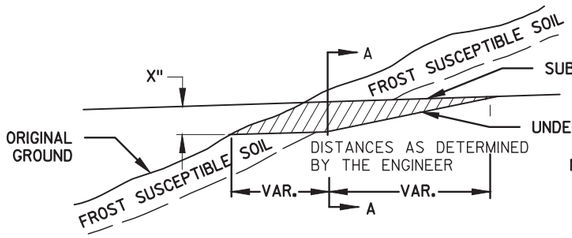
L=SEE CROSS SECTIONS

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

D=DRIVEWAY WIDTH (SEE PLAN)

PLAN VIEW

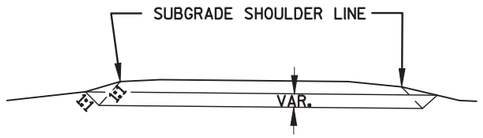
RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)
(FOR NEW CONSTRUCTION)



NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

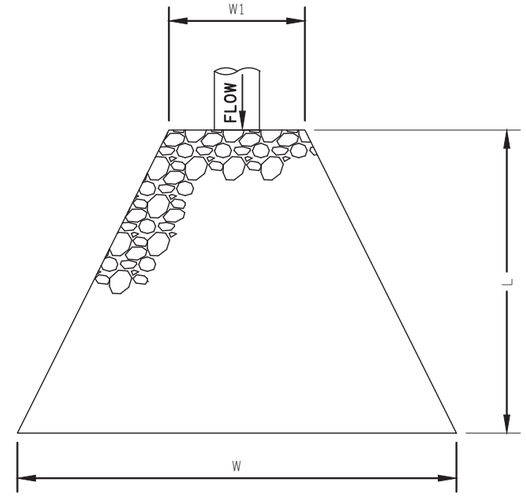
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

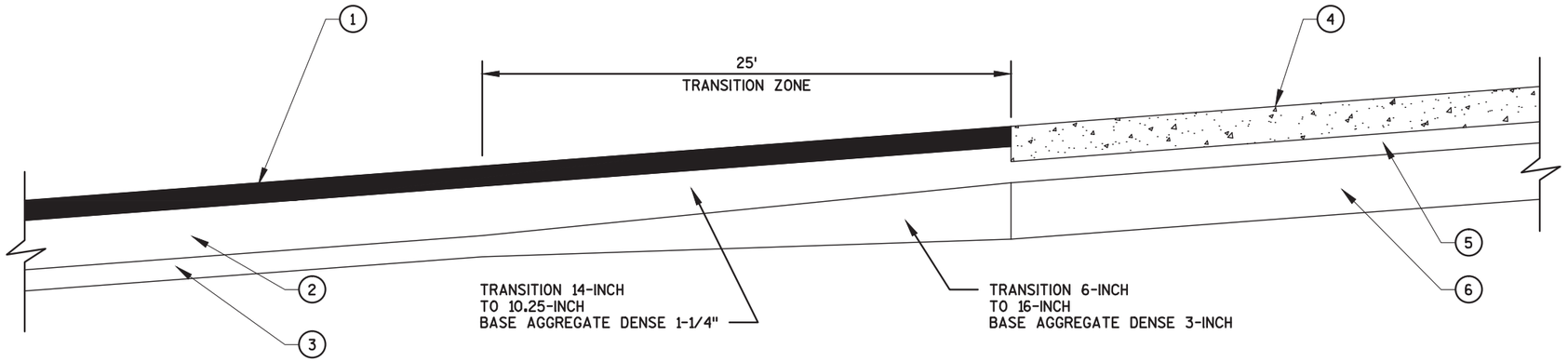
DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS



CONFIGURATION OF RIPRAP BLANKET

STATION	LOCATION	L(FT)	W1(FT)	W(FT)	DEPTH
78'G'+70 - 79'G'+02	RT	12.0	31.0	30.0	1'
80'G'+05 - 80'G'+51	LT	18.6	28.0	49.0	1'
233'G'11 - 233'G'+43	LT	33.5	15.0	33.0	1'
237'G'+46	LT	4.5	6.0	6.0	1'
237'G'+57	RT	4.5	6.0	6.0	1'
274'G'+67	RT	15.6	7.5	15.0	1'
275'G'+57 - 276'G'+12	RT	52.8	25.3	53.1	1.5'
278'G'+27 - 278'G'+83	RT	56.2	25.1	47.5	1'
279'G'+67 - 280'G'+91	RT	124.5	42.7	55.3	1'
282'G'+59 - 282'G'+80	RT	21.5	16.6	35.4	1'
284'G'+62 - 285'G'+18	LT	55.4	20.0	27.0	1'
297'G'+01 - 297'G'+44	RT	43.0	6.0	13.3	1'
301'G'+03 - 301'G'+59	LT	56.3	19.7	30.4	1'
304'G'+04 - 304'G'+47	RT	42.9	6.0	13.3	1'
308'G'+04 - 308'G'+47	RT	43.5	6.0	13.3	1'
315'G'+18 - 315'G'+52	RT	34.0	10.9	20.5	1'
317'G'+33 - 317'G'+88	LT	55.7	13.0	28.1	1'
318'G'+68 - 319'G'+02	RT	31.0	6.4	16.0	1'

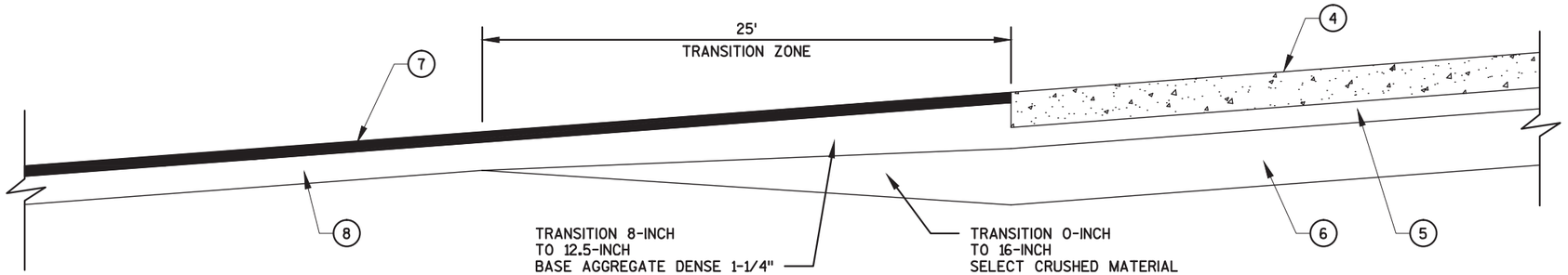
2



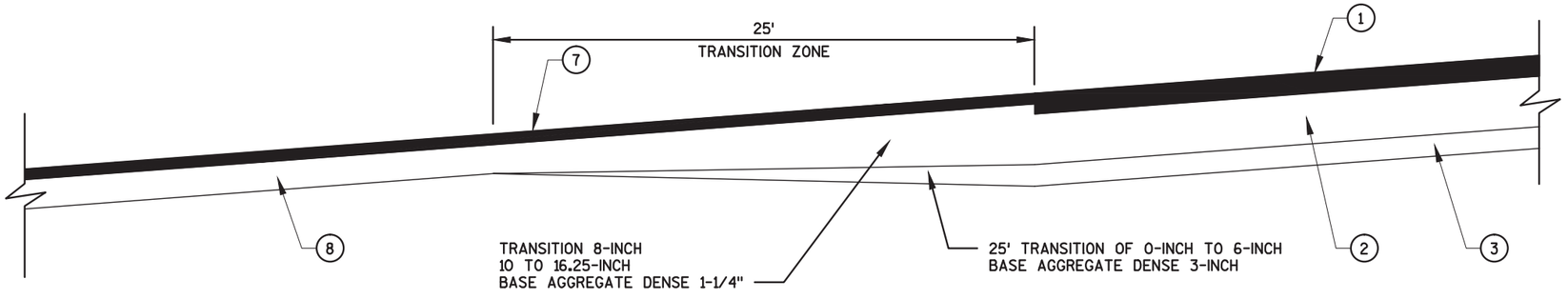
LEGEND

1	5 3/4-INCH HMA PAVEMENT, TYPE E-3
2	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3	6-INCH BASE AGGREGATE DENSE 3-INCH
4	CONCRETE PAVEMENT 10-INCH DOWELED & TINED
5	6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
6	16-INCH SELECT CRUSHED MATERIAL
7	3 1/2-INCH HMA PAVEMENT, TYPE E-3
8	8-INCH BASE AGGREGATE DENSE 1 1/4-INCH

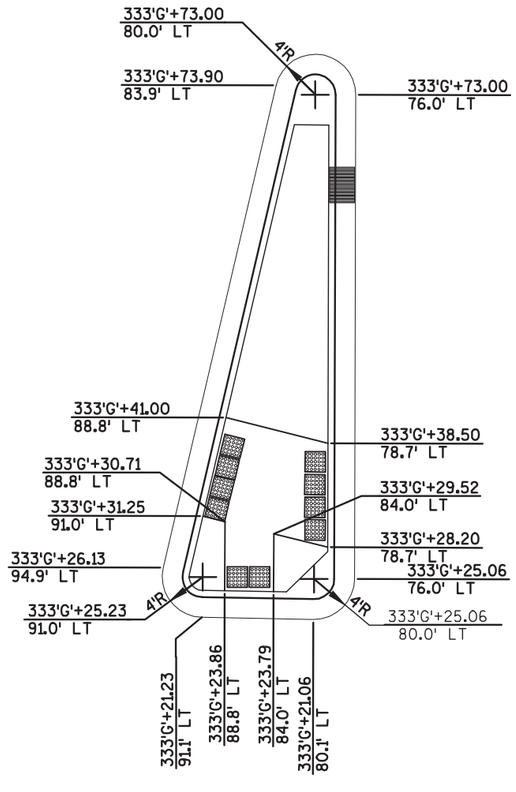
PAVEMENT BASE TRANSITION DETAIL, CTH G AT STH 11



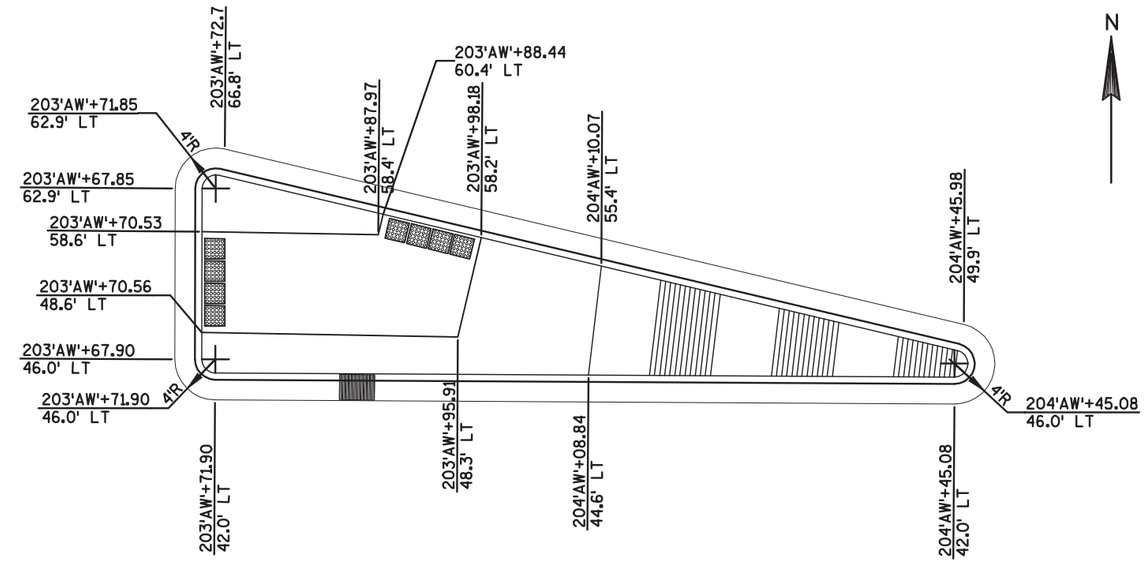
PAVEMENT BASE TRANSITION DETAIL, SIDEROADS AT STH 11



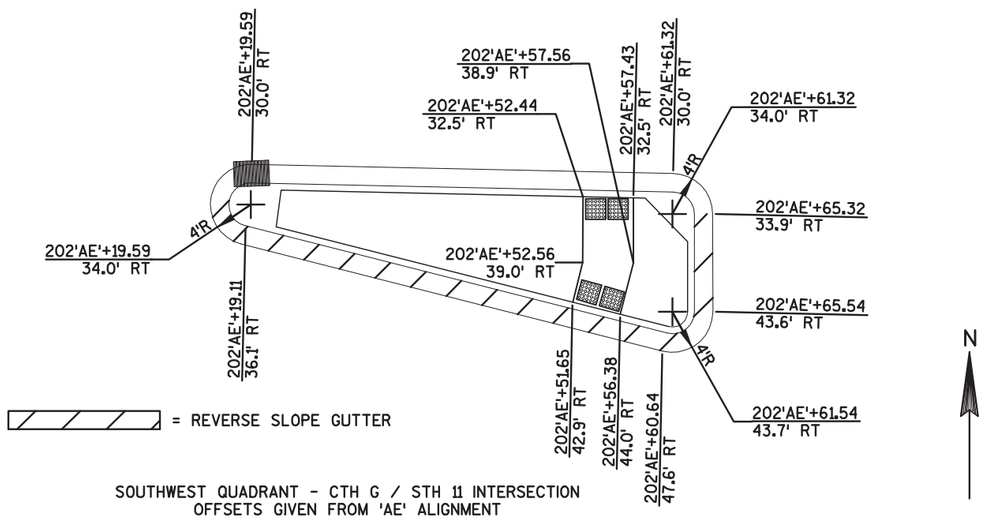
PAVEMENT BASE TRANSITION DETAIL, SIDEROADS AT CTH G



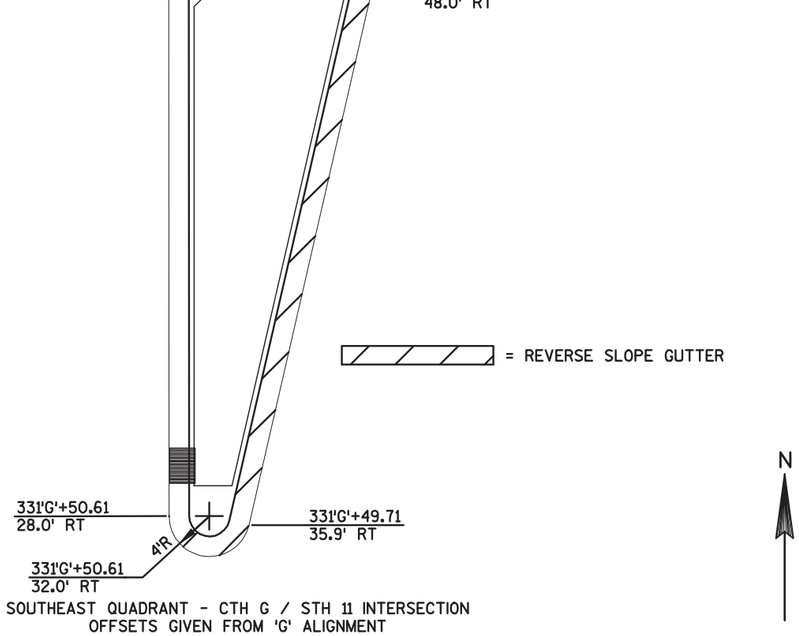
NORTHWEST QUADRANT - CTH G / STH 11 INTERSECTION
OFFSETS GIVEN FROM 'G' ALIGNMENT



NORTHEAST QUADRANT - CTH G / STH 11 INTERSECTION
OFFSETS GIVEN FROM 'AW' ALIGNMENT



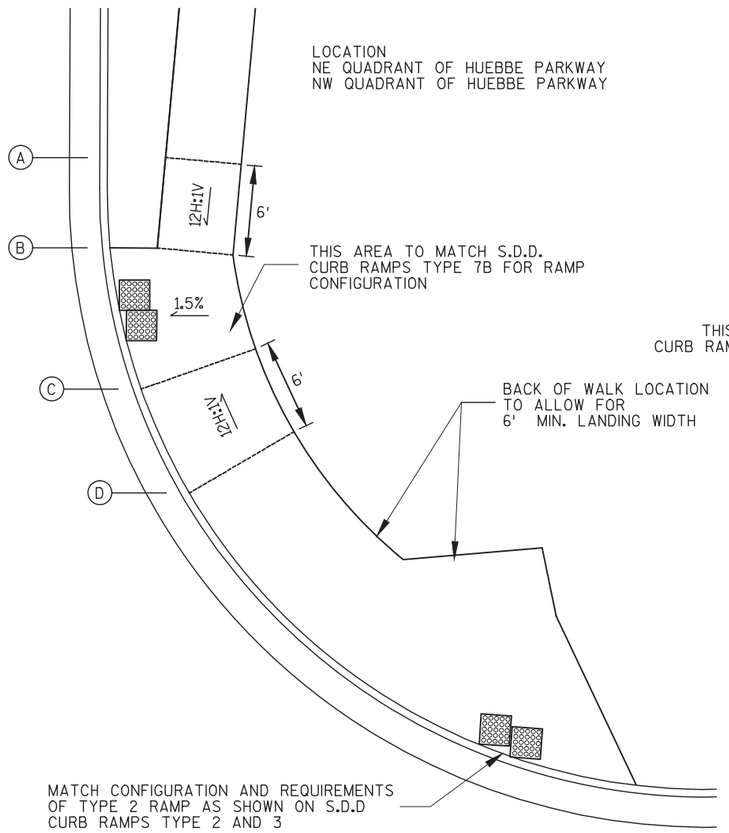
SOUTHWEST QUADRANT - CTH G / STH 11 INTERSECTION
OFFSETS GIVEN FROM 'AE' ALIGNMENT



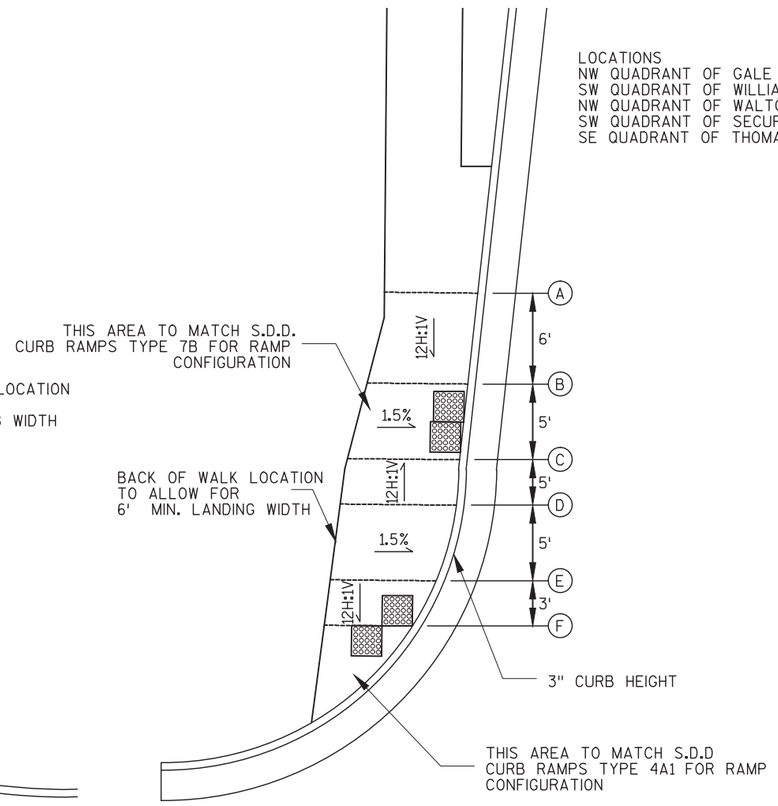
SOUTHEAST QUADRANT - CTH G / STH 11 INTERSECTION
OFFSETS GIVEN FROM 'G' ALIGNMENT

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 29	E

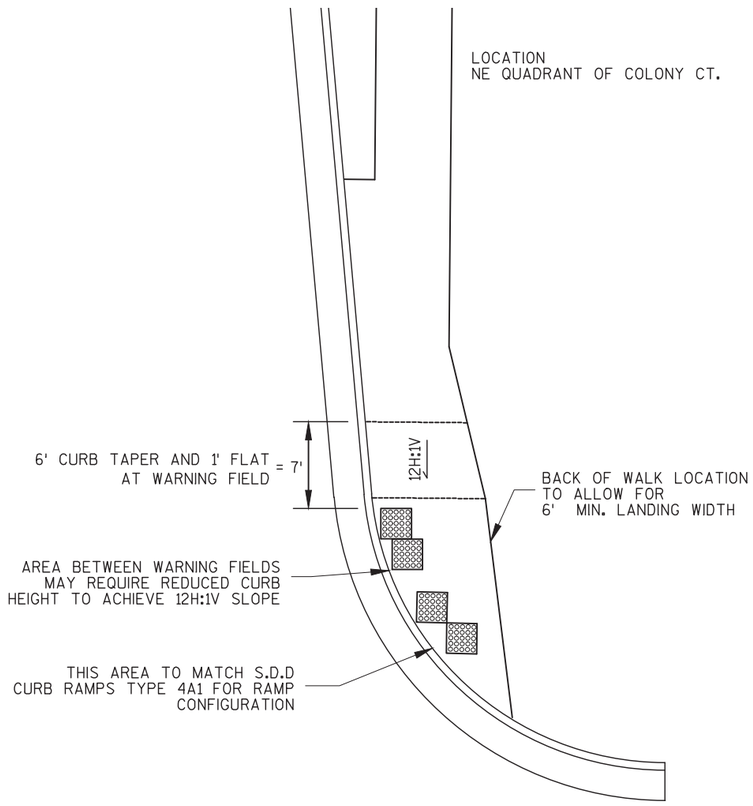
RAMP TYPE 2/7B MODIFIED



RAMP TYPE 4A1/7B MODIFIED

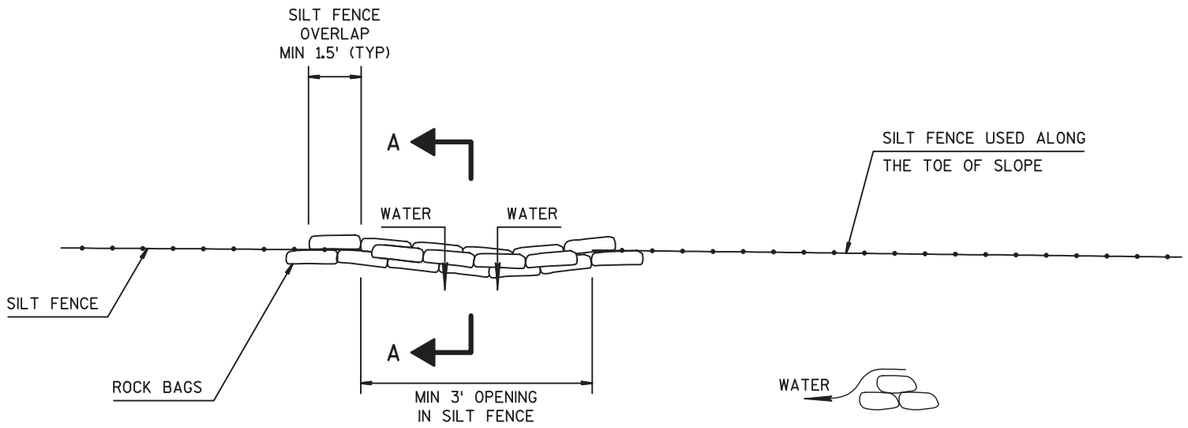


RAMP TYPE 4A1 MODIFIED



STATION

LOCATION	A	B	C	D	E	F
NE QUADRANT OF HUEBBE PKWY.	10'G'+76.5	10'G'+70.6	10'G'+61.2	10'G'+54.4	--	--
NW QUADRANT OF HUEBBE PKWY.	10'G'+74.9	10'G'+68.9	10'G'+60.1	10'G'+53.3	--	--
NW QUADRANT OF GALE DR.	16'G'+44.3	16'G'+38.3	16'G'+33.3	16'G'+30.3	16'G'+25.3	16'G'+22.3
SW QUADRANT OF WILLIAMS DR.	49'G'+73.4	49'G'+79.4	49'G'+84.4	49'G'+87.4	49'G'+92.4	49'G'+95.4
NW QUADRANT OF WALTON DR.	56'G'+72.2	56'G'+66.2	56'G'+61.2	56'G'+58.2	56'G'+53.2	56'G'+50.2
SW QUADRANT OF SECURITY DR.	60'G'+26.0	60'G'+32.0	60'G'+37.0	60'G'+40.0	60'G'+45.0	60'G'+48.0
SE QUADRANT OF THOMAS RD.	62'G'+58.1	62'G'+64.1	62'G'+69.1	62'G'+72.1	62'G'+77.1	62'G'+80.1

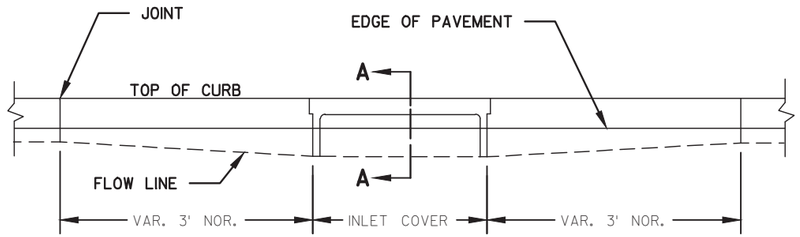


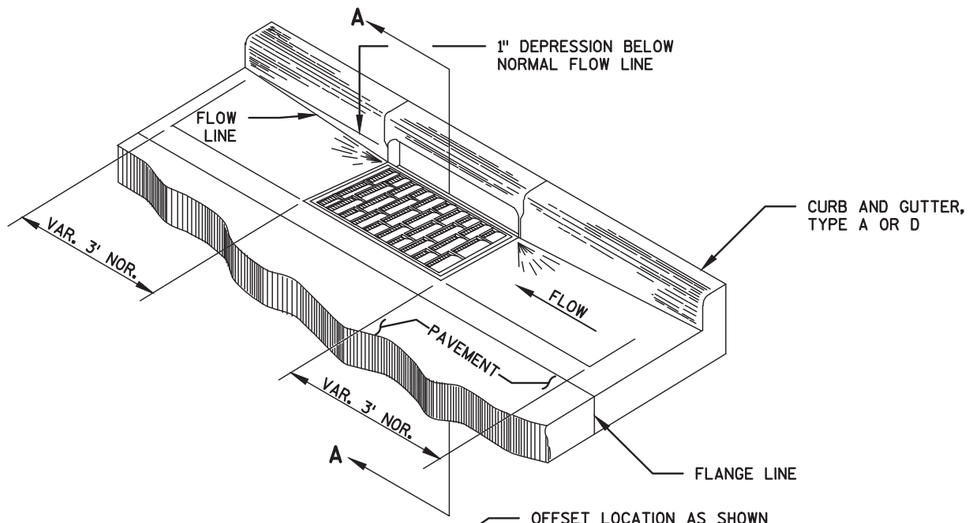
SECTION A-A

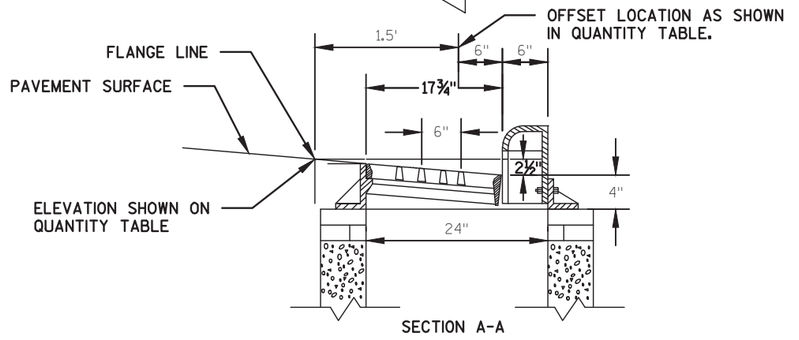
TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS



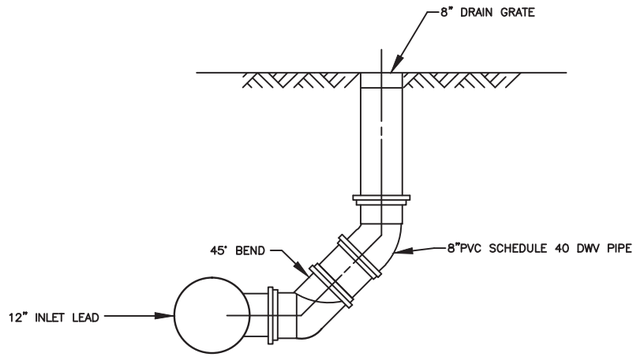




SECTION A-A

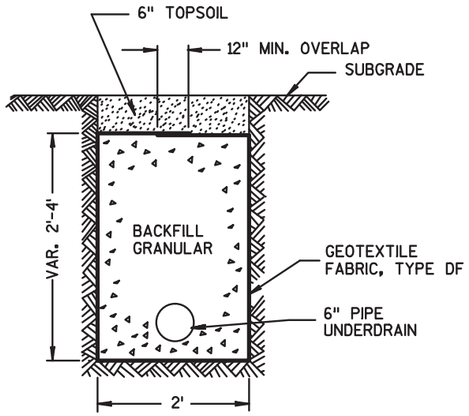
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE-H COVER WITH 2X3-FOOT COVER SHOWN)

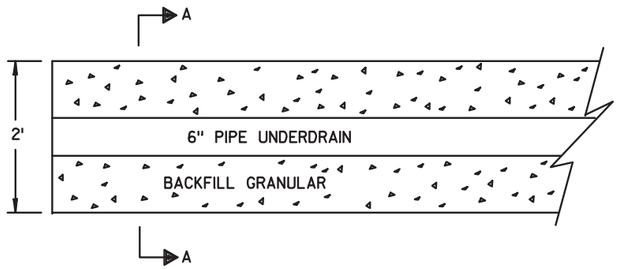


EM E E E

NTS

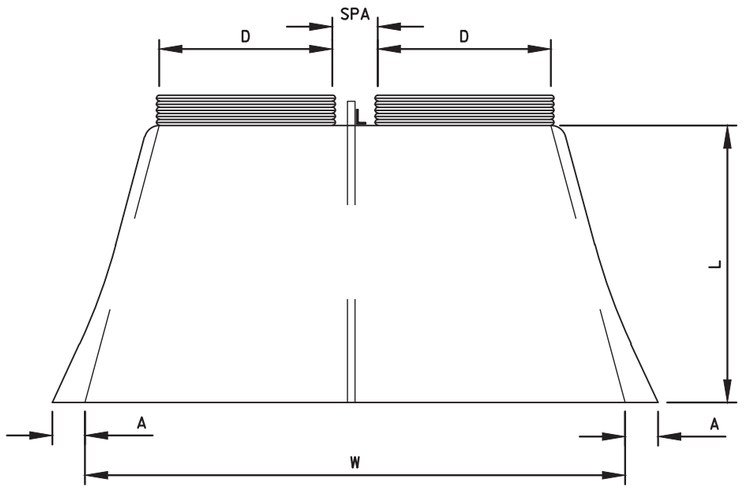


SECTION A-A
(WITH PIPE UNDERDRAIN)

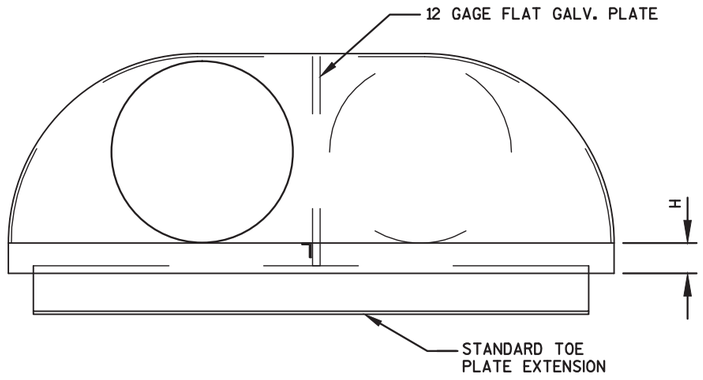


PLAN VIEW
UNDERDRAIN DETAIL

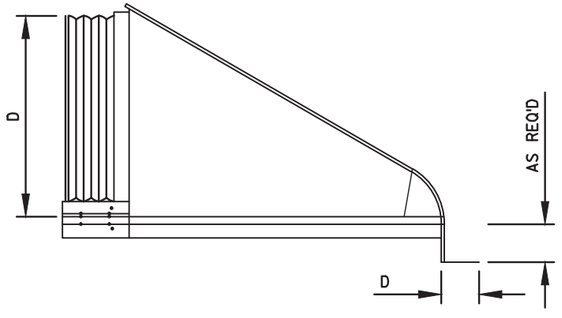
STA 205'AW'+80 - STA 213'AW'+00
STH 11



PLAN

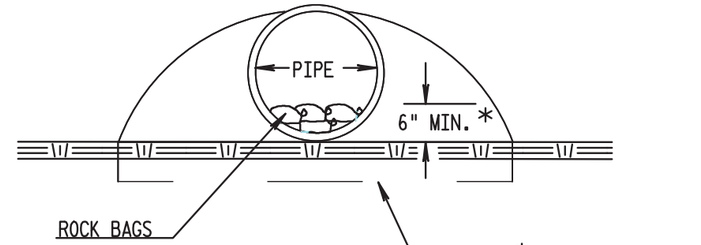


ELEVATION



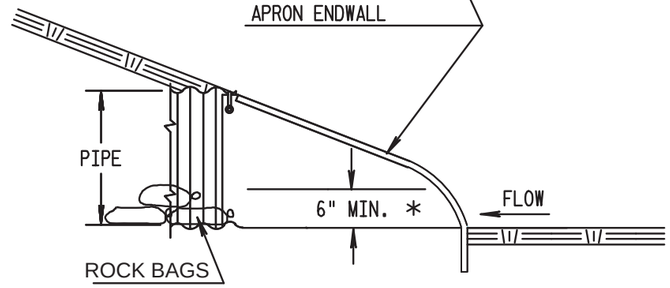
SIDE VIEW

APRON ENDWALLS TWIN CULVERT PIPE STEEL DETAIL



END VIEW

* OR AS DIRECTED BY THE ENGINEER

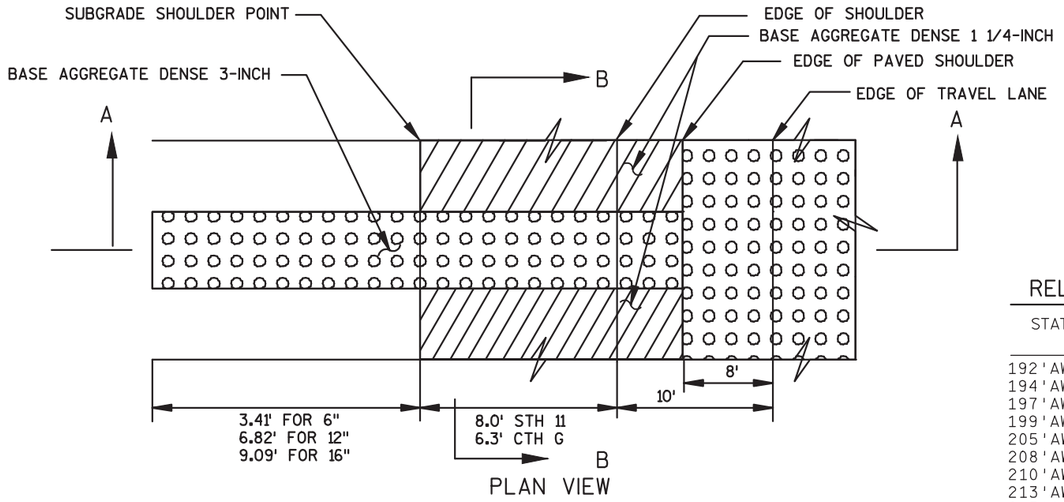


SIDE VIEW

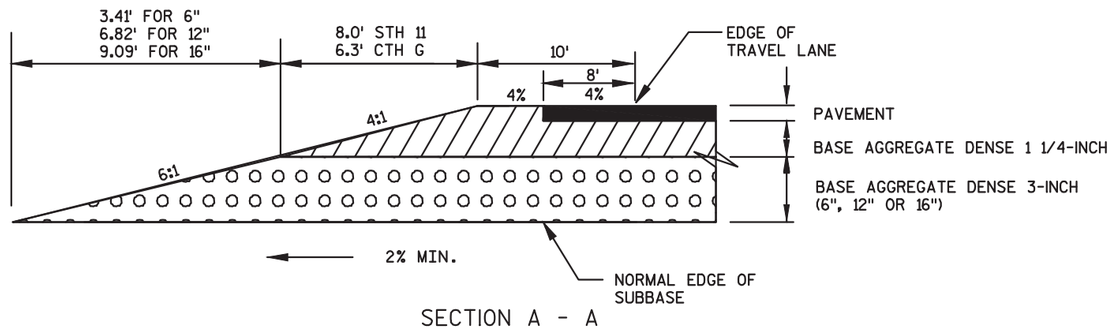
CULVERT PIPE CHECK

PIPE DIA. (D) (IN.)	SPA. (IN.)	GAGE	A	H	L	W	REINFORCING ANGLE
24	12	16	10	6	41	84	5 X 3 X 1/4
36	18	14	14-1/2	9	60	126	5 X 3 X 1/4
42	21	12	17	10-1/2	69	147	5 X 3 X 1/4
48	24	12	18-1/2	12	79	162	6 X 4 X 7/16
72	36	12/10	18	12	88-1/2	228	6 X 4 X 7/16

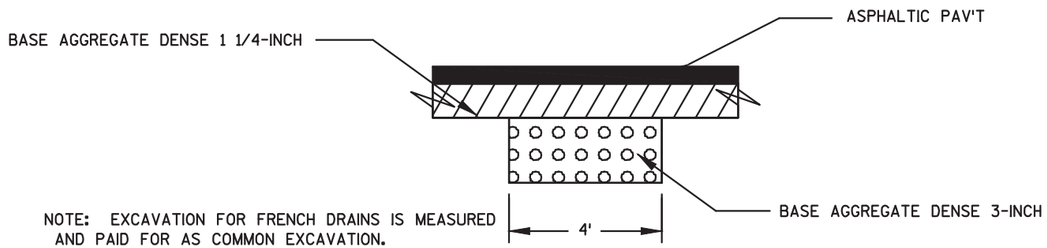
LOCATION	SIZE
STA 276'G'+44	72-INCH
STA 279'G'+25	72-INCH
STA 283'G'+16	42-INCH
STA 285'G'+38	24-INCH
STA 301'G'+91	48-INCH
STA 315'G'+79	36-INCH



PLAN VIEW



SECTION A - A



SECTION B - B

RELIEF TRENCH DETAIL

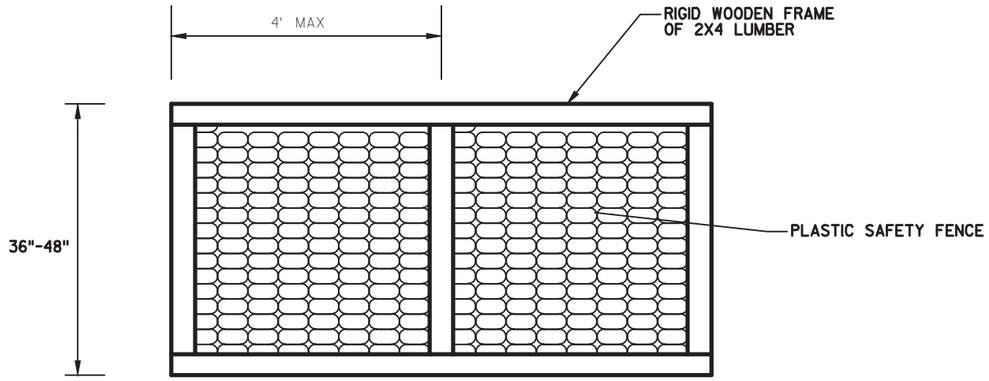
RELIEF TRENCHES - SELECT CRUSHED MATERIAL

STATION	LOCATION	BASE AGGREGATE DEPTH	DENSE 3-INCH TONS
192'AW'+30	LT	16"	8
194'AW'+80	LT	16"	8
197'AW'+30	LT	16"	8
199'AW'+80	LT	16"	8
205'AW'+80	LT	16"	8
208'AW'+30	LT	16"	8
210'AW'+80	LT	16"	8
213'AW'+30	LT	16"	8
215'AW'+80	LT	16"	8

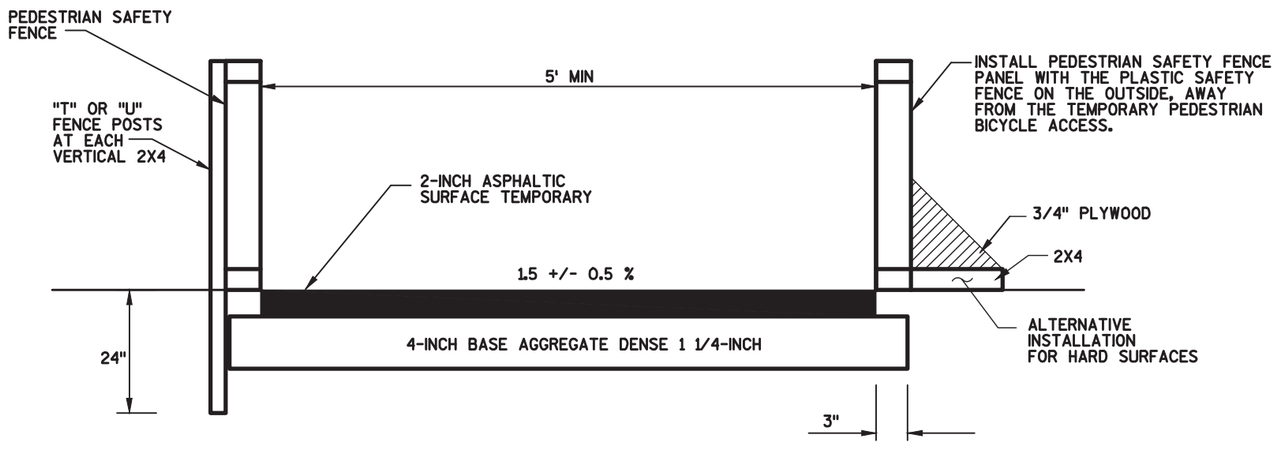
RELIEF TRENCHES - BASE AGGREGATE DENSE 3-INCH

STATION	LOCATION	BASE AGGREGATE DEPTH	DENSE 3-INCH TONS
80'G'+06	RT	6"	1.5
80'G'+30	LT	6"	1.5
201'G'+81	LT & RT	6"	3
204'G'+30	LT & RT	12"	8
206'G'+80	LT & RT	12"	8
209'G'+30	LT & RT	6"	3
213'G'+40	LT & RT	6"	3
216'G'+00	LT & RT	6"	3
218'G'+50	LT & RT	6"	3
221'G'+00	LT & RT	6"	3
223'G'+50	LT & RT	6"	3
226'G'+00	LT & RT	6"	3
228'G'+50	LT & RT	6"	3
231'G'+00	LT & RT	6"	3
233'G'+00	LT & RT	6"	3
235'G'+50	LT & RT	12"	8
236'G'+20	LT & RT	12"	8
239'G'+00	LT & RT	6"	3
241'G'+50	LT & RT	6"	3
244'G'+00	LT & RT	12"	8
246'G'+50	LT	12"	4
249'G'+00	LT & RT	6"	3
251'G'+50	LT & RT	6"	3
254'G'+10	LT & RT	6"	3
256'G'+50	LT & RT	6"	3
259'G'+00	LT & RT	6"	3
261'G'+50	LT & RT	6"	3
264'G'+00	LT & RT	6"	3
266'G'+50	LT & RT	6"	3
269'G'+00	LT & RT	12"	8
271'G'+50	LT & RT	12"	8
274'G'+00	LT & RT	12"	8
276'G'+25	LT & RT	12"	8
277'G'+27	LT & RT	12"	8
279'G'+75	LT & RT	6"	3
282'G'+25	LT & RT	6"	3
284'G'+75	LT & RT	6"	3
287'G'+25	LT & RT	6"	3
289'G'+75	LT & RT	6"	3
292'G'+25	LT & RT	6"	3
294'G'+75	LT & RT	6"	3
297'G'+25	LT & RT	6"	3
297'G'+75	LT	6"	1.5
302'G'+25	LT & RT	6"	3
304'G'+55	RT	12"	4
304'G'+75	LT	12"	4
307'G'+25	RT	12"	4
307'GSB'+25	LT	12"	4
309'GSB'+75	LT	12"	4
312'G'+25	RT	12"	4
312'GSB'+25	LT	12"	4
314'G'+75	RT	12"	4
314'GSB'+75	LT	12"	4
317'G'+25	RT	12"	4
317'GSB'+25	LT	12"	4
319'G'+75	RT	12"	4
319'GSB'+75	LT	12"	4
322'G'+25	RT	12"	4
322'GSB'+25	LT	12"	4
324'G'+75	RT	12"	4
324'GSB'+75	LT	12"	4
327'G'+15	RT	6"	1.5
327'GSB'+25	LT	6"	1.5
329'GSB'+75	LT	6"	1.5

2

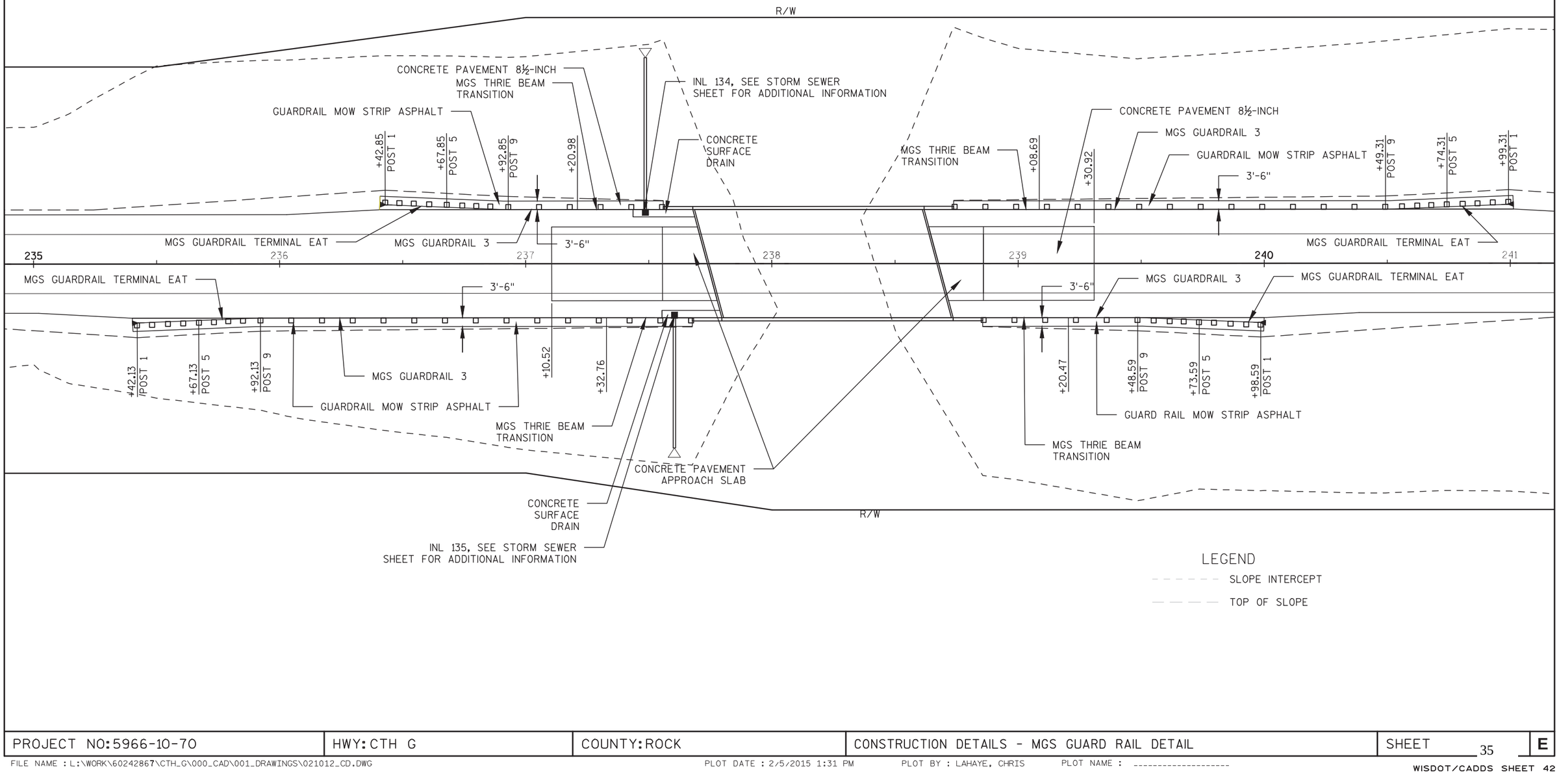


PEDESTRIAN SAFETY FENCE



TEMPORARY PEDESTRIAN/BICYCLE ACCESS

SEE S.D.D. GUARDRAIL MOW STRIP FOR
MOW STRIP BLOCK OUT DEMENSIONS



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CONSTRUCTION DETAILS - MGS GUARD RAIL DETAIL	SHEET 35	E

2

N

PC 79'G'+05.82, 20'RT

12.5' RAIL HEIGHT TRANSITION

87.5' STEEL PLATE BEAM GUARD CLASS A
78'G'+18.32 TO 79'G'+05.82

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

CTH G

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

32' RADIUS

POST 1
77'G'+68.32, 22'RT

POST 3
77'G'+80.82, 22'RT

POST 9
78'G'+18.32, 20'RT

PHILHOWER RD.

PT 15'PH'+52, 14'RT

12.5' RAIL HEIGHT TRANSITION

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

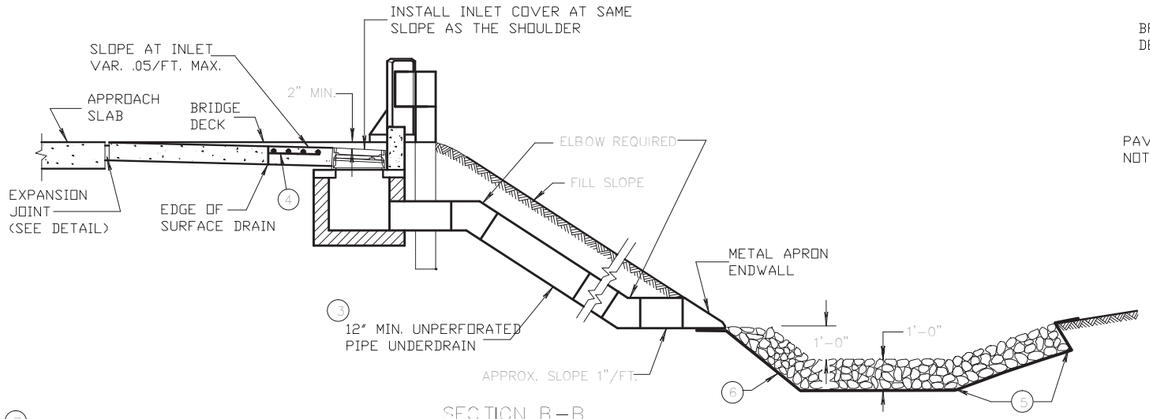
END POST 15'PH'+64,14'RT

NOTES:

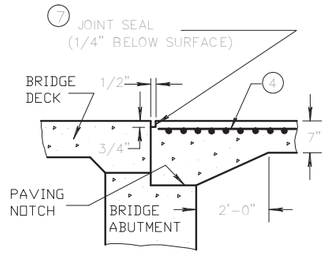
1. CONSTRUCT IN STAGE 1.
2. GRADE TO STAGE 1 LIMITS BETWEEN 76'G'+00 AND 78'G'+50 PRIOR TO INSTALLING BEAM GUARD OR CONSTRUCTING C-53-08 EAST EXTENSION.
3. REMOVE TEMPORARY BEAM GUARD AT THE COMPLETION OF STAGE 1.
4. STORE SALVAGED BEAM GUARD SHORT RADIUS COMPONENTS ON SITE FOR PICK-UP BY ROCK CO. HIGHWAY DEPT.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - TEMPORARY BEAM GUARD	SHEET	E

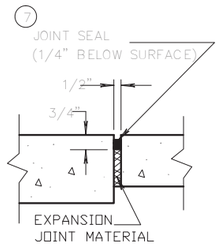
FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021013_CD.DWG PLOT DATE : 2/5/2015 1:32 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



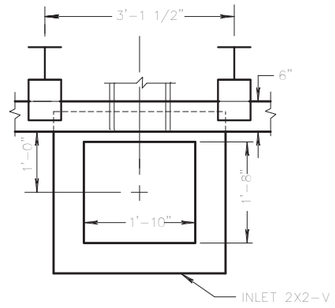
SECTION B–B



SECTION D–D



EXPANSION JOINT DETAIL



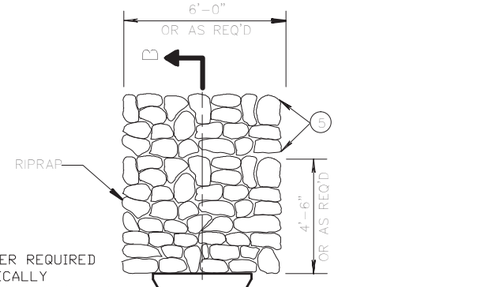
PLAN VIEW

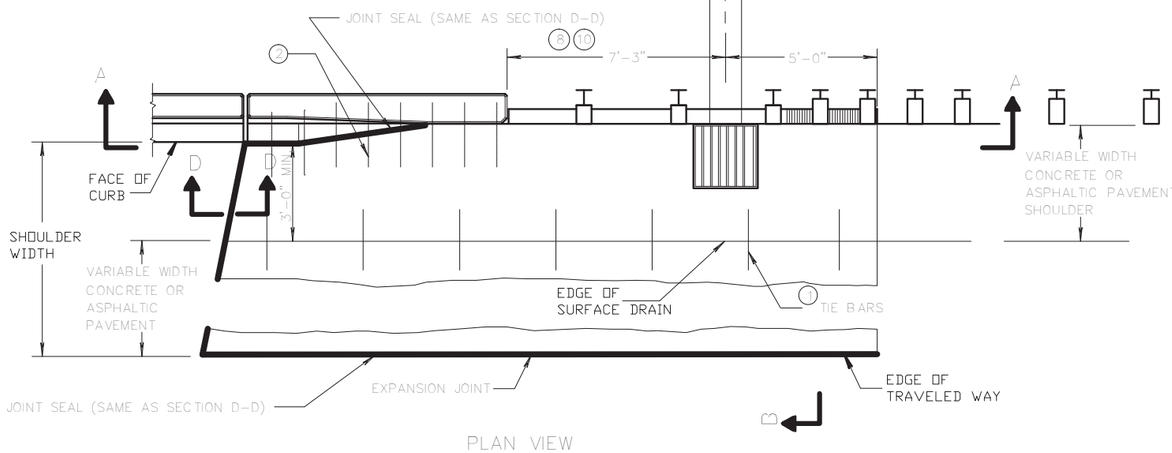
GENERAL NOTES

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

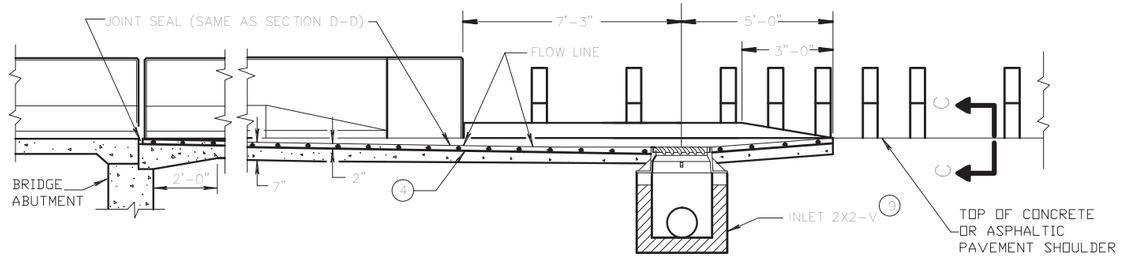
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.
2. NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.
4. MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.
5. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.
6. GEOTEXTILE FABRIC, TYPE 'R' OR TYPE 'HR', DEPENDENT ON RIPRAP TYPE
7. HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.
8. THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING IS 3'-1 1/2", PRIOR TO THE REDUCED SPACING OF 1'-6 3/4".
9. SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C7 FOR DETAILS.
10. SEE CURRENT STANDARD DETAIL DRAWING 14B45 FOR MGS POST SPACING DETAILS.

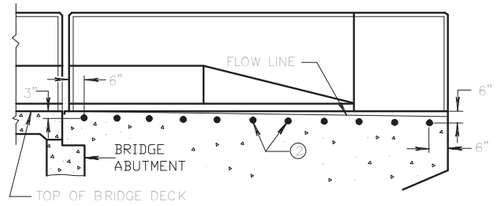




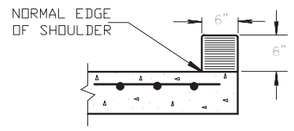
PLAN VIEW



SECTION A–A



LOCATION OF TIE BARS IN WINGWALL



SECTION C–C

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CONCRETE SURFACE DRAIN DETAIL	SHEET 37	E

2

N

HUEBBE PKWY.

2820 PRAIRIE LLC

CARITAS, INC.

PL

+38.41, 63.2' LT

EXISTING R/W

SLOPE INTERCEPT

CONCRETE CURB & GUTTER
30-INCH TYPE D

PROPOSED R/W

+49.91, 56.0' LT

+99.29, 36.5' LT

+82.80, 55.8' LT

+63.93

+48.81

+23.81

6"

TLE

EXISTING R/W

5'

5'

CONC.

34'

2 / 7-B
MODIFIED

36'

HMA

36'

24'

BEGIN PROJECT 5966-10-70
STA 10'G'+20.84

9'G'

10'G'

11'G'

12'G'

13'G'

14'G'

15

MATCHLINE STA. 15'G'+00

CTH G

HMA

2 / 7-B
MODIFIED

24'

CONC.

5'

5'

+74.52

EXISTING R/W

TLE

TLE

SLOPE INTERCEPT

+89.79, 36.5' RT

+70.12, 34.8' RT

+50.07, 46.1' RT

CONCRETE SIDEWALK
5-INCH (REPLACE
SUNKEN PAVEMENT)

EXISTING R/W

BELOIT HEALTH SYSTEMS INC

BELOIT HEALTH SYSTEM, INC.

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(1)	42'	10'G'+63.93	78.00', LT	220567.70	496274.19	FLANGE
(2)	35.5'	10'G'+71.93	78.18', LT	220575.70	496274.04	B. O. W.
(3)	42'	10'G'+74.52	66.00', RT	220577.58	496418.24	FLANGE
(4)	31.5'	10'G'+74.52	66.00', RT	220577.58	496418.24	B. O. W.

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021201_PD.DWG PLOT DATE : 2/12/2015 4:57 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========== WISDOT/CADDS SHEET 42

CARITAS, INC.

HERITAGE BANK BELOIT, D/B/A BMO HARRIS BANK

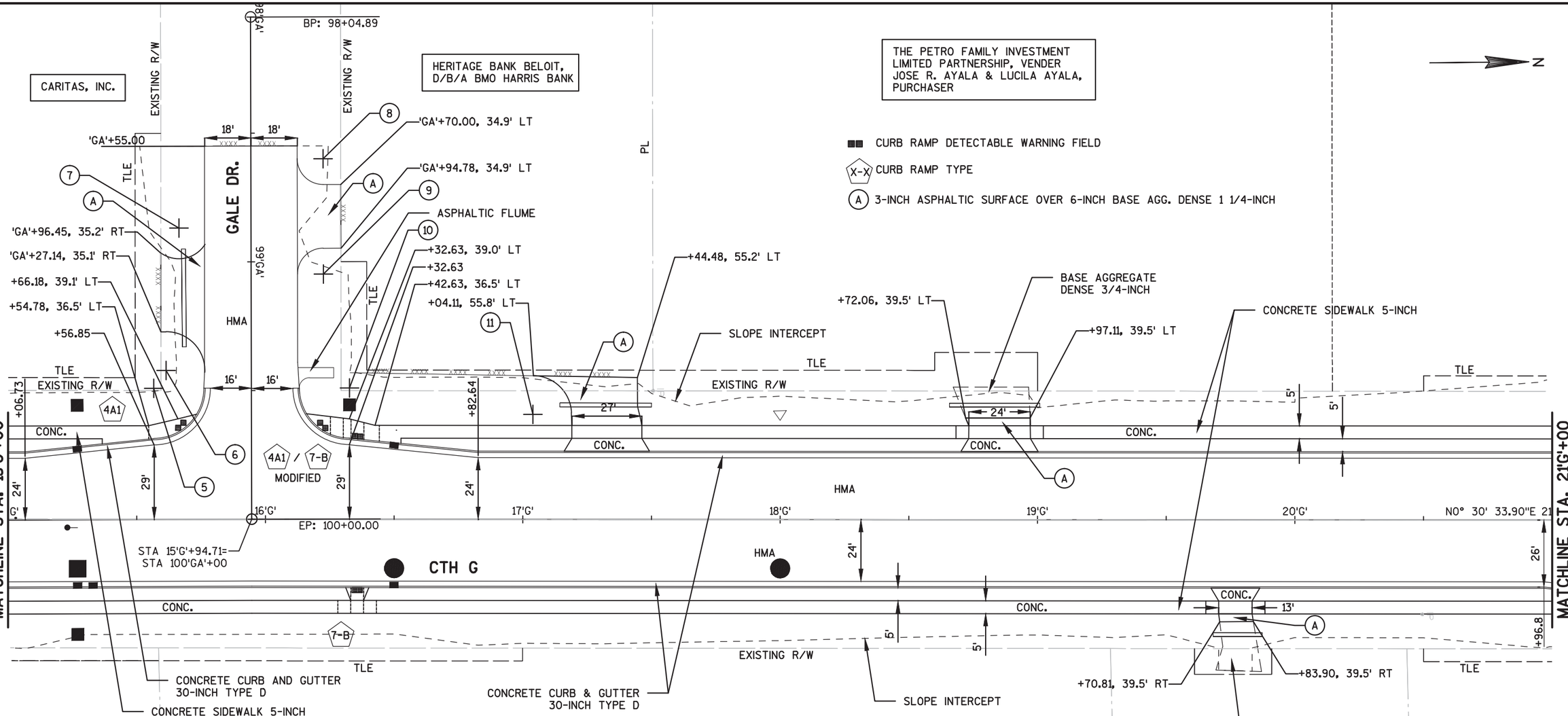
THE PETRO FAMILY INVESTMENT LIMITED PARTNERSHIP, VENDER JOSE R. AYALA & LUCILA AYALA, PURCHASER

N

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH



BELOIT HEALTH SYSTEM, INC.

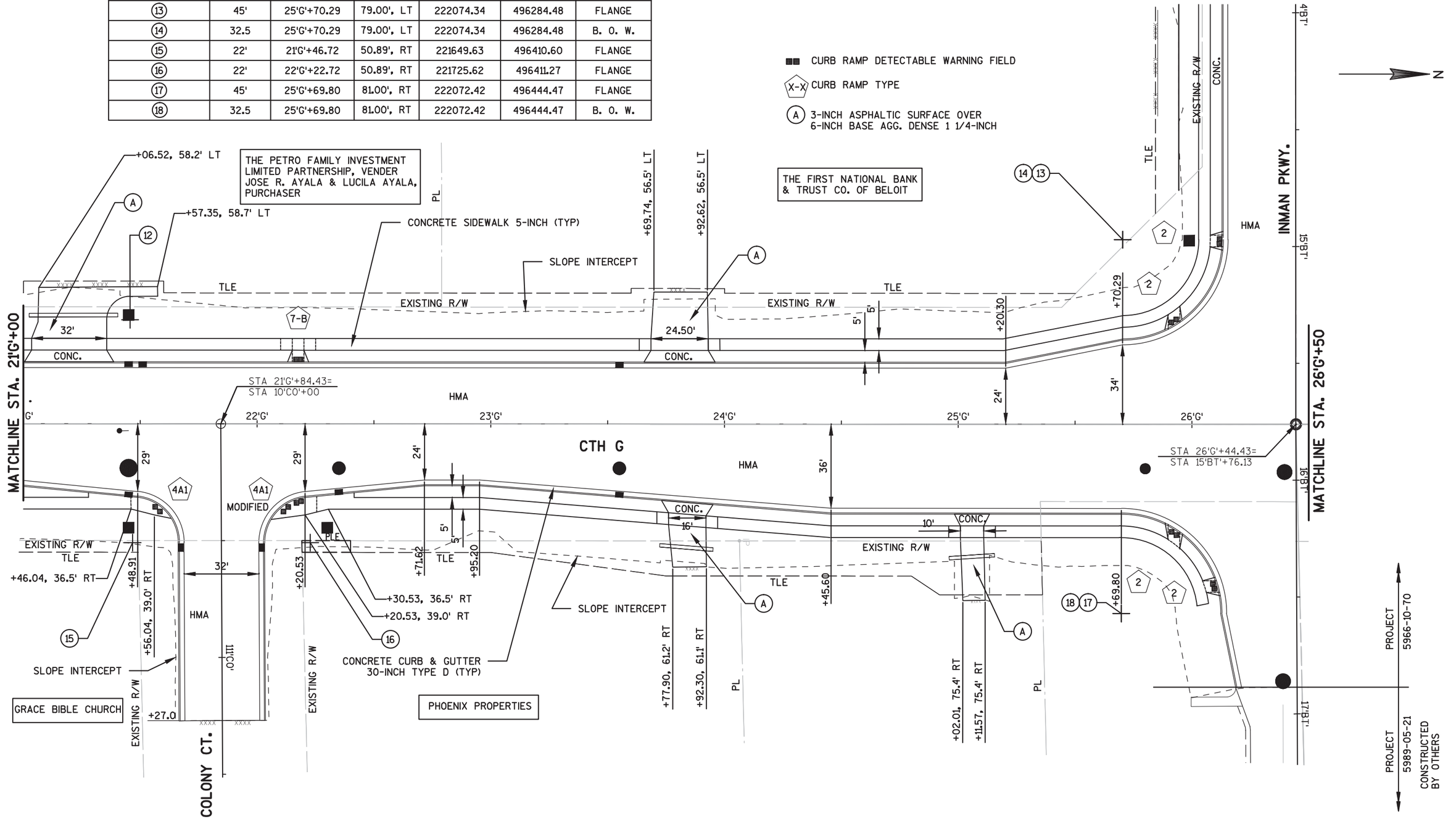
BELOIT HEALTH SYSTEM, INC.

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(5)	22'	15'G'+56.74	51.00', LT	221060.37	496303.61	FLANGE
(6)	15'	99'GA'+42.14	33.18', RT	221065.25	496296.74	DRIVEWAY
(7)	12'	98'GA'+86.76	28.10', RT	221070.66	496241.40	DRIVEWAY
(8)	10'	98'GA'+60.00	28.00', LT	221126.92	496214.97	DRIVEWAY
(9)	10'	99'GA'+04.78	28.00', LT	221126.65	496259.75	DRIVEWAY
(10)	22'	16'G'+32.63	51.00', LT	221136.45	496304.14	FLANGE
(11)	15'	17'G'+03.88	40.81', LT	221207.61	496314.96	DRIVEWAY

DANIEL A. HAHN & STEVEN A. HAHN

GRACE BIBLE CHURCH

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(12)	10'	21'G'+45.61	44.48', LT	221649.36	496315.22	DRIVEWAY
(13)	45'	25'G'+70.29	79.00', LT	222074.34	496284.48	FLANGE
(14)	32.5	25'G'+70.29	79.00', LT	222074.34	496284.48	B. O. W.
(15)	22'	21'G'+46.72	50.89', RT	221649.63	496410.60	FLANGE
(16)	22'	22'G'+22.72	50.89', RT	221725.62	496411.27	FLANGE
(17)	45'	25'G'+69.80	81.00', RT	222072.42	496444.47	FLANGE
(18)	32.5	25'G'+69.80	81.00', RT	222072.42	496444.47	B. O. W.



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 40 E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021203_PD.DWG PLOT DATE : 2/12/2015 4:59 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

A 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

N

INMAN PRAIRIE LLC

INMAN PKWY.

MATCHLINE STA. 26'G'+50

MATCHLINE STA. 32'G'+50

20 19

SLOPE INTERCEPT

CONCRETE SIDEWALK 5-INCH (TYP)

BASE AGGREGATE DENSE 3/4-INCH

+53.00, 39.5' LT

+77.00, 39.5' LT

TLE

EXISTING R/W

+28.05

+52.78

+03.28

5'

CONC.

24'

A

HMA

36'

27'G' 28'G' 29'G' 30'G' 31'G' 32'G'

CTH G

65'

+78.33

+19.58

+92.13

+28.00, 39.5' RT

+52.00, 39.5' RT

SLOPE INTERCEPT

CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP)

BASE AGGREGATE DENSE 3/4-INCH

PROJECT 5966-10-70

PROJECT 5989-05-21 CONSTRUCTED BY OTHERS

EXISTING R/W

24 23

26 25

22 21

PL

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
19	45'	27'G'+28.05	81.03', LT	222232.34	496284.11	FLANGE
20	32.5	27'G'+28.05	81.03', LT	222232.34	496284.11	B. O. W.
21	150'	27'G'+78.33	174.00', RT	222279.59	496539.72	FLANGE
22	137.5	27'G'+78.33	174.00', RT	222279.59	496539.72	B. O. W.
23	50'	27'G'+39.17	81.99', RT	222241.52	496447.25	FLANGE
24	37.5	27'G'+39.17	81.99', RT	222241.52	496447.25	B. O. W.
25	100'	27'G'+86.20	98.95' RT	222288.35	496464.77	FLANGE
26	87.5	27'G'+86.20	98.95' RT	222288.35	496464.77	B. O. W.

B.R.P., U.S., INC.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 41	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021204_PD.DWG PLOT DATE : 2/12/2015 4:59 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========= WISDOT/CADDS SHEET 42

2

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

A 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

N

INMAN PRAIRIE LLC

CONCRETE SIDEWALK 5-INCH (TYP)

SLOPE INTERCEPT

TLE

EXISTING R/W

CONC.

5'

6"

24'

HMA

33'G'

34'G'

35'G'

36'G'

37'G'

38'G'

MATCHLINE STA. 32'G'+50

MATCHLINE STA. 38'G'+50

CTH G

CONC.

CONC.

5'

5'

EXISTING R/W

TLE

20'

TAPER CURB HEAD TO MATCH SIDEWALK

SLOPE INTERCEPT

A

+98.14, 52.5' RT

+18.14, 52.5' RT

CONCRETE CURB AND GUTTER 30-INCH TYPE D (TYP)

B.R.P., U.S., INC.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 42	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021205_PD.DWG PLOT DATE : 2/12/2015 5:00 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********

WISDOT/CADDS SHEET 42

INMAN PRAIRIE LLC

PL

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

TLE

SLOPE INTERCEPT

CONCRETE SIDEWALK 5-INCH (TYP)

EXISTING R/W

+87.75, 36.5' LT

+88.38

+97.75, 39.0' LT

ZICK DR.

HMA

+80.00

+55.46, 39.0' LT

+65.16, 36.5' LT

+38.56

+14.56

MATCHLINE STA. 38'G'+50

MATCHLINE STA. 44'G'+50

39'G' 40'G' 41'G' 42'G' 43'G' 44'G'

130'Z'

STA 42'G'+26.76=
STA 130'Z'+00

CTH G

HMA

+73.45

+22.46

+30.47, 36.8' RT

+43.12, 39.9' RT

+50.27

+97.98

+82.12, 39.5' RT

+94.12, 36.5' RT

EXISTING R/W

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP)

SLOPE INTERCEPT

+80.27

131'Z'

+56.65

SLOPE INTERCEPT

BOMBARDIER DRIVEWAY

132'Z'

+60.81

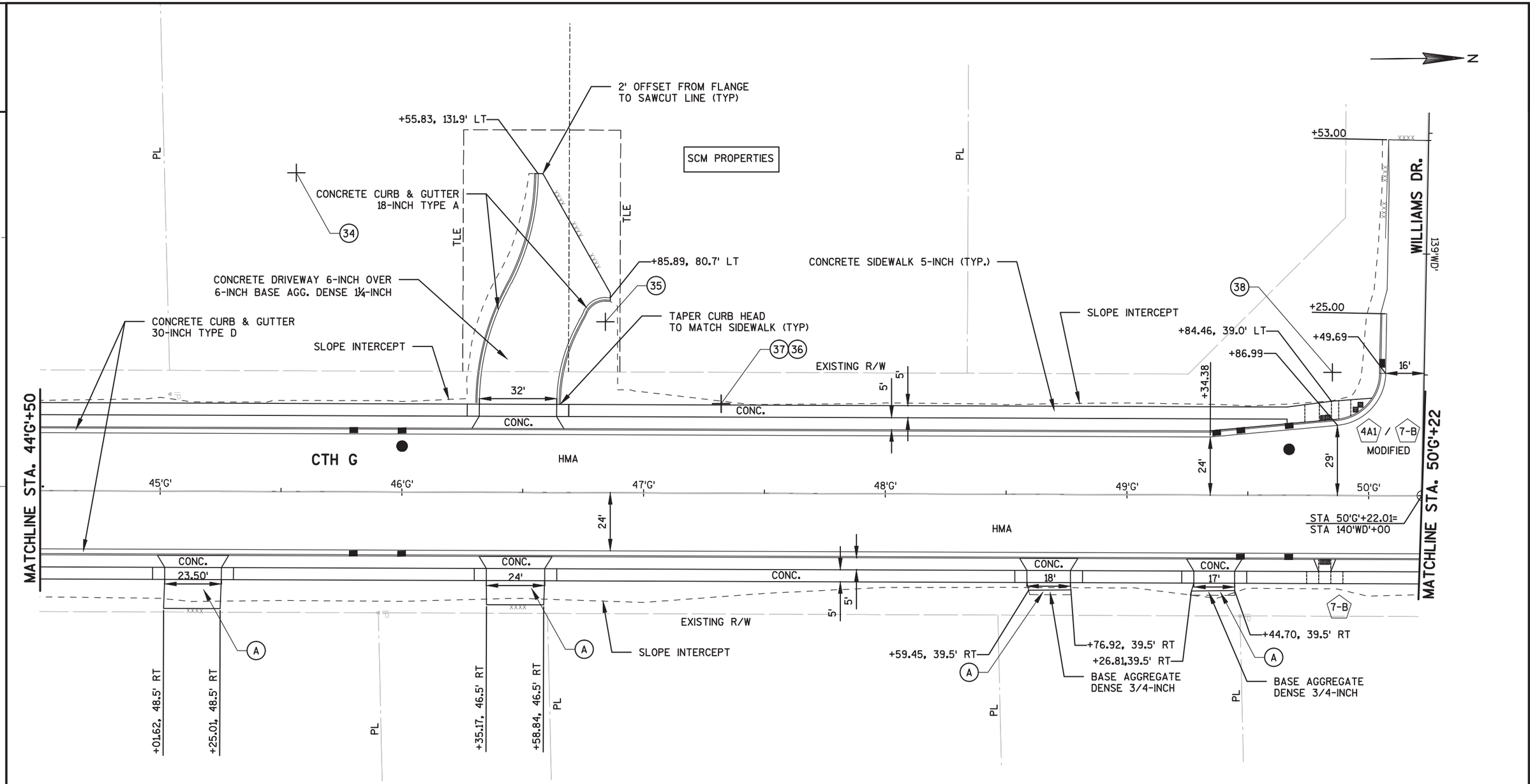
TLE

PL

B.R.P., U.S., INC.

B.R.P., U.S., INC.

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(27)	22'	41'G'+88.38	51.00', LT	223692.22	496331.53	FLANGE
(28)	22'	42'G'+64.53	51.00', LT	223768.35	496332.43	FLANGE
(29)	136'	131'Z'+46.64	119.99', RT	223609.59	496455.51	N. FLANGE
(30)	75'	41'G'+22.46	104.00', RT	223624.45	496485.73	S. FLANGE
(31)	55'	42'G'+97.98	84.00', RT	223800.19	496467.82	FLANGE
(32)	197.20'	131'Z'+43.73	180.89', LT	223859.05	496623.74	S. FLANGE
(33)	162'	132'Z'+58.50	175.00', LT	223849.76	496632.12	N. FLANGE



RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
34	100'	45'G'+55.83'	131.95', LT	224060.61	496254.96	S. FLANGE
35	10'	46'G'+83.95'	70.70', LT	224187.98	496317.73	N. FLANGE
36	100'	47'G'+31.91'	36.98', LT	224235.54	496352.02	S. FLANGE
37	68'	47'G'+31.91'	36.98', LT	224235.54	496352.02	N. FLANGE
38	22'	49'G'+84.81'	50.89', LT	224488.58	496341.12	FLANGE

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

A 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 44	E

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

N

WILLIAMS DR.

13'WD.

+53.00

+25.00

+50.47, 39.8' LT

(39)

+60.53, 37.5' LT

+57.18

+92.49, 38.4' LT

HMA

16'

4A1

+09.75

CONCRETE SIDEWALK 5-INCH (TYP)

CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING R/W

5'

5'

+48.72, 36.5' LT

+74.99, 32.5' LT

PL

+91.58, 39.0' LT

+15.58, 39.0' LT

(A)

SLOPE INTERCEPT

+61.15, 39.0' LT

+77.26, 39.0' LT

PL

ROBERT N. PETERSEN & DEBRA L. PETERSEN

+90.57, 47.5' LT

+02.92, 47.5' LT

(A)

+24.99, 32.5' LT

PL

KENNETH M. DRAEVING & JUDITH M. DRAEVING

+49.99, 36.5' LT

+60.99, 42.9' LT

+79.12, 42.9' LT

(A)

PROPOSED R/W

5'

5'

EXISTING R/W

16.5'

CONC.

12.5'

CONC.

18.5'

CONC.

CONC.

24'

CONC.

29'

HMA

24'

CTH G

STA 52'G'+50.01=
STA 140'Y'+00

6'

51'G'

52'G'

53'G'

54'G'

55'G'

56'G'

MATCHLINE STA. 50'G'+22.01

MATCHLINE STA. 56'G'+23.55

24'

36'

36'

29'

24'

HMA

24'

29'

4A1

CONC.

5'

+85.02

5'

+58.70

PROPOSED R/W

22'

+80.10

EXISTING R/W

CONC.

18'

PROPOSED R/W

TLE

5'

5'

TLE

+33.60

+37.02

15.6'

+89.89

+86.26, 36.5' RT

(42)

+47.69

+96.26, 39.0' RT

HMA

13'

+74.00

SLOPE INTERCEPT

+21.74

(40)

2

2

(41)

+59.73

+64.46, 11.0' RT

HMA

+69.53, 11.0' LT

+00.01, 11.0' RT

141'V'

+00.01, 11.0' LT

+20.00

+27.48, 39.5' RT

+44.64, 39.5' RT

BASE AGGREGATE DENSE 3/4-INCH

(A)

ARTHUR T. DONALDSON

KENNETH M. DRAEVING & JUDITH M. DRAEVING

YMCA SPORTS COMPLEX DRIVEWAY

WALTON DR.

151'WD.

+29.15

10'

+60.00

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(39)	22'	50'G'+59.46'	50.88', LT	224564.54	496343.04	FLANGE
(40)	20'	52'G'+21.65'	56.00', RT	224722.53	496456.04	FLANGE
(41)	20'	52'G'+82.10'	48.90', RT	224784.51	496450.45	FLANGE
(42)	22'	55'G'+87.70'	50.89', RT	225090.06	496456.12	FLANGE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 45	E

2

EMMA L. WEIDEMANN

KENNETH M. DRAEVING
& JUDITH M. DRAEVING

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

N

SECURITY DR.

EXISTING R/W

EXISTING R/W

+85.00

+85.00

159'SR'

+09.42

10'

10'

+10.35

HMA

+34.64, 40.5' LT

+46.64, 40.5' LT

+62.42, 40.5' LT

+74.21, 40.5' LT

SLOPE INTERCEPT

CONCRETE SIDEWALK 5-INCH (TYP)

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP)

(A)

BASE AGGREGATE
DENSE 3/4-INCH

+47.84, 39.5' LT

+59.23, 39.5' LT

(43)

+38.66

16'

16'

+39.12

(44)

SLOPE INTERCEPT

PROPOSED R/W

+20.10

5'

5'

+93.00

+45.02

EXISTING R/W

+16.65

7-B

CONC.

12'

CONC.

CONC.

11'

CONC.

4A1 / 7-B
MODIFIED

4A1

CONC.

12'

CONC.

+69.01

MATCHLINE STA. 56'G'+23.55

STA 56'G'+23.79=
STA 150'WL'+00

HMA

CTH G

24'

24'

24'

29'

29'

24'

57'G'

58'G'

59'G'

60'G'

61'G'

62'G'

STA 60'G'+81.16=
STA 160'SR'+00

HMA

MATCHLINE STA. 62'G'+25

4A1 / 7-B
MODIFIED

29'

24'

24'

CONC.

13'

CONC.

EXISTING R/W

5'

7-B

5'

TLE

CONC.

12'

CONC.

CONC.

16'

CONC.

TLE

+18.16

+19.28

15'

EXISTING R/W

HMA

10'

+73.39, 36.5' RT

+58.86

+63.39, 39.0' RT

+21.41, 39.7' RT

+34.03, 39.5' RT

SLOPE INTERCEPT

(A)

+46.70

(45)

BASE AGGREGATE
DENSE 3/4-INCH

ASPHALTIC SURFACE
DRIVEWAY

+74.00

15'WL

WALTON DR.

PL

PL

KRUEGER REVOCABLE LIVING TRUST

+95.80, 46.5' RT

+07.83, 46.5' RT

ANTHONY P. MEYER

+92.25, 39.5' RT

+08.05, 39.5' RT

PL

PL

BASE AGGREGATE
DENSE 3/4-INCH

+60.00

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(43)	22'	60'G'+42.83'	50.90', LT	225546.37	496353.81	FLANGE
(44)	22'	61'G'+18.83'	50.90', LT	225622.36	496354.73	FLANGE
(45)	22'	56'G'+60.97'	50.90', RT	225164.88	496455.86	FLANGE

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021209_PD.DWG PLOT DATE : 2/12/2015 5:03 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========== WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 62'G'+25

MATCHLINE STA. 68'G'+25

PL

PL

PL

PL

MARGARET VENTURINI

PETER F. VENTURINI &
KANDACE L. VENTURINI

+72.77, 40.5' LT

+88.30, 40.5' LT

+83.43, 46.5' LT

+99.37, 46.5' LT

+81.61, 46.5' LT

+92.33, 46.5' LT

+39.69, 56.5' LT

+51.42, 56.5' LT

CONCRETE SIDEWALK
5-INCH (TYP)

EXISTING R/W

SLOPE INTERCEPT

TLE

7-B

16'

17'

14'

CONC.

5'

5'

24'

STA 63'G'+07.01=
STA 170'TR'+00

63'G'

64'G'

65'G'

66'G'

67'G'

68'G'

CTH G

5'

+71.79

29'

4A1 / 7-B
MODIFIED

CONC.

PROPOSED R/W

16'

+68.87, 36.5' RT

46

+78.87, 39.0' RT

+50.45

+79.27

10'

ANTHONY P. MEYER

THOMAS RD.

17'TR'

10'

+90.98

+55.00

EXISTING R/W

EXISTING R/W

29'

4A1

24'

+43.42

+95.29

16'

+45.92, 39.0' RT

FORM SIDEWALK AROUND
POWER POLE

47

+61.53

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP)

EXISTING R/W

SLOPE INTERCEPT

TLE

PL

ROCK COUNTY CHRISTIAN SCHOOL ASSOC., INC.

■■ CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
46	22'	62'G'+69.60'	50.89', RT	225771.90	496458.33	FLANGE
47	22'	63'G'+45.61'	50.89', RT	225847.90	496459.25	FLANGE

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021210_PD.DWG PLOT DATE : 2/12/2015 5:04 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

A 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

N

RAMIRO FIGUEROA & MARIA I. FIGUEROA

PL

FRANK L. CARR

PL

DEANNE S. LUETH

PETER F. VENTURINI & KANDACE L. VENTURINI

BASE AGGREGATE DENSE 3/4-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP)

CONCRETE SIDEWALK 5-INCH

SLOPE INTERCEPT

+36.24, 43.5' LT

+45.33, 43.5' LT

+10.84, 41.5' LT

+22.21, 41.5' LT

A

TLE

EXISTING R/W

TLE

5'

5'

12'

CONC.

CONC.

12'

CONC.

12'

CONC.

24'

HMA

MATCHLINE STA. 68'G'+25

69'G'

70'G'

71'G'

72'G'

73'G'

74'G'

MATCHLINE STA. 74'G'+25

CTH G

HMA

EXISTING R/W

TLE

PLE

SLOPE INTERCEPT

EXISTING R/W

ROCK COUNTY CHRISTIAN SCHOOL ASSOC., INC.

PROJECT NO: 5966-10-01	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 48	E

DEANNE S. LUETH

DEBRA L. FIELD & ROBERT C. FIELD

ROCK COUNTY CHRISTIAN SCHOOL ASSOC., INC.

N

MATCHLINE STA. 74'G'+25

MATCHLINE STA. 79'G'+51.65

CTH G

PHILHOWER RD.

14'PAV.

TLE

EXISTING R/W

SLOPE INTERCEPT

CONCRETE SIDEWALK 5-INCH

BASE AGGREGATE DENSE 3/4-INCH

+84.66, 39.5' LT

+98.66, 39.5' LT

+84.59, 50.5' LT

+95.47, 51.2' LT

+96.84, 36.5' LT

+97.58

+97.02, 43.5' LT

+43.23

+29.62

ASPHALTIC FLUME

CONCRETE CURB & GUTTER 6-INCH SLOPED FACE 36-INCH TYPE D

5'

5'

14'

12'

24'

31'

36'

75'G'

76'G'

77'G'

78'G'

79'G'

+83.06

+33.06

24'

+48.00, 48.5' RT

+72.00, 48.5' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D

PROPOSED R/W

CULVERT C-53-08 EXTENSION SEE STRUCTURE PLANS

+96.85

+56.74

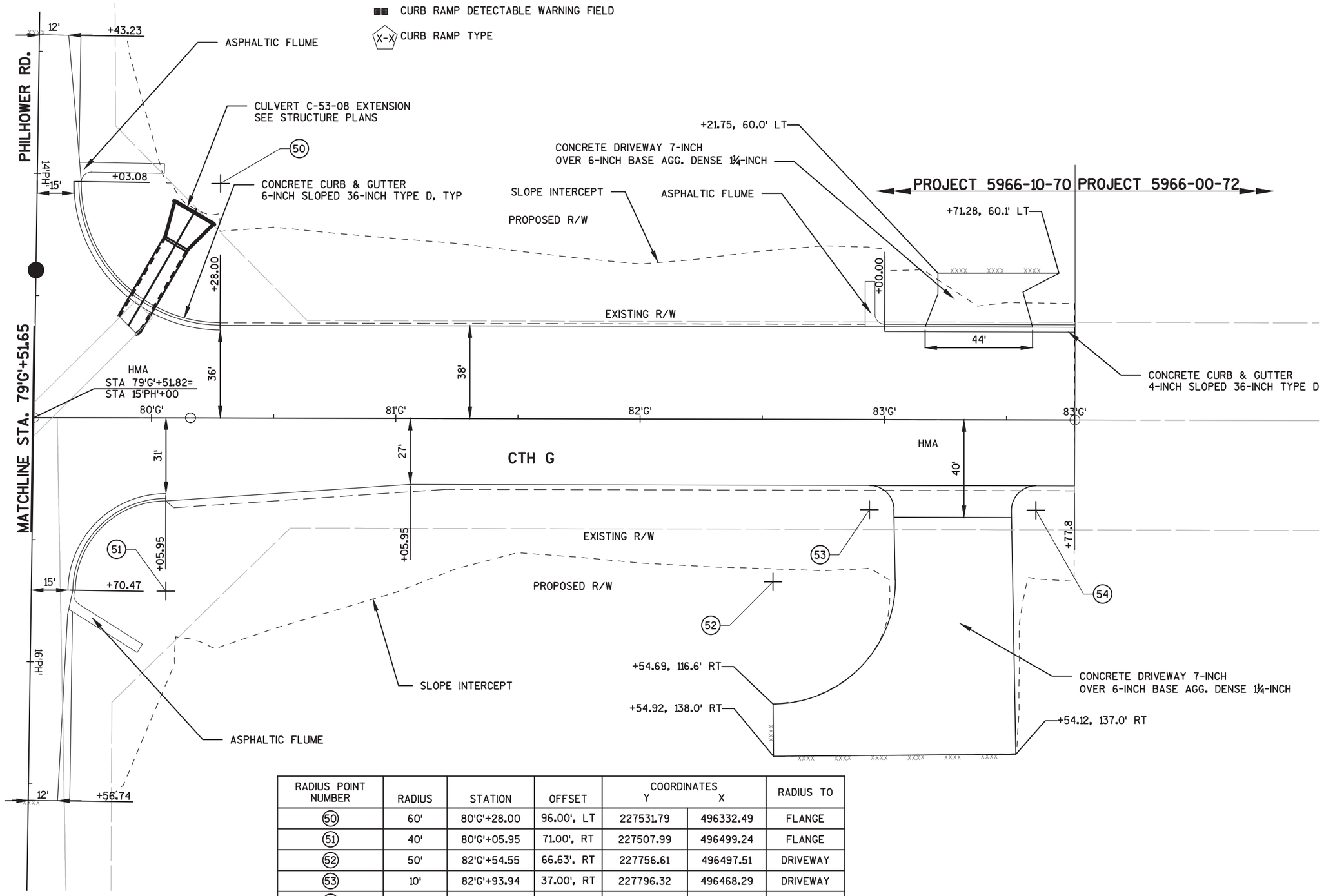
16'Ht.

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

(A) 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIOUS TO
(48)	40'	78'G'+97.58	71.00', LT	227401.22	496356.06	FLANGE
(49)	60'	78'G'+75.79	96.00', LT	227377.43	496522.79	FLANGE



RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
50	60'	80'G'+28.00	96.00', LT	227531.79	496332.49	FLANGE
51	40'	80'G'+05.95	71.00', RT	227507.99	496499.24	FLANGE
52	50'	82'G'+54.55	66.63', RT	227756.61	496497.51	DRIVEWAY
53	10'	82'G'+93.94	37.00', RT	227796.32	496468.29	DRIVEWAY
54	10'	83'G'+62.04	37.00', RT	227864.41	496469.01	DRIVEWAY

2

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

A 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGG. DENSE 1 1/4-INCH

INMAN PRAIRIE, LLC.

CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP)

CONCRETE SIDEWALK 5-INCH (TYP)

GRADE PAD FOR SIGNAL CONTROLLER

+26.00, 72.0' LT

+15.00, 71.0' LT

+03.00, 62.0' LT

+00.00, 51.8' LT

+95.40

SLOPE INTERCEPT

PROPOSED R/W

EXISTING R/W

+42.46

+92.46

+45.40

CONC.

16.95'

29'

5'

5'

29'

39'

INMAN PKWY.

CTH G

CONC.

12'BT'

13'BT'

14'BT'

15'BT'

17'

5'

17'

26'

16.67'

5'

+70.00

+80.00

+42.94

EXISTING R/W

CONC.

PROPOSED R/W

TLE

+92.51

+97.06

SLOPE INTERCEPT

+10.77, 46.7' RT

+37.83, 47.1' RT

A

SEE MAINLINE PLAN DETAILS
FOR CURB RADIUS LAYOUT INFORMATION

THE FIRST NATIONAL BANK
& TRUST CO. OF BELOIT

N

28'G'

27'G'

26'G'

25'G'

TLE

SLOPE INTERCEPT

PROJECT 5966-10-70

PROJECT 5989-05-21 BY OTHERS

ASPHALT FLUME (BY OTHERS)

+88.60

STA 15'BT'+76.13=
STA 26'G'+44.43

41'

16'BT'

17'BT'

30'

23.6'

20'

+56.74

+88.60

+06.79

ASPHALT FLUME (BY OTHERS)

SLOPE INTERCEPT

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021230_PD.DWG PLOT DATE : 2/13/2015 11:31 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========== WISDOT/CADDS SHEET 42

2

2

ARTHUR T. DONALDSON & VIVID INC.

ARNDT FARMS, INC.

N

PLE

PLE

SLOPE INTERCEPT

SLOPE INTERCEPT

HMA

27'

+50.80

201'G'

58

+87.80

31'

+77

31'

PROPOSED R/W

PROPOSED R/W

57

31'

+51.10

+32.20

+00

17'

+46.20

+06.10

+68.90

+78.90

+54.10

+00

17'

+37.24

12'

+55.0

12'SU'

13'SU'

14'SU'

15'

15'

200'G'

15'

15'

16'SU'

17'SU'

18'SU'

12'

12'

12'

12'

12'

12'

HMA

SUNNY LN.

+00

17'

+46.20

+21.10

+31.10

+94

+54.10

+00

17'

+35.94

12'

+55.0

SLOPE INTERCEPT

SLOPE INTERCEPT

ASPHALTIC FLUME (TYP)

56

+46.20

31'

HMA

31'

+19.90

30'

+9.90

55

199'G'

CONCRETE CURB AND GUTTER 6-INCH
SLOPED 36-INCH TYPE D (TYP)

27'

+85.80

CTH G

PROJECT
5966-10-70

27'

PROJECT
5966-00-72

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(55)	60'	199'G'+19.92	91.00', RT	237374.01	496434.93	FLANGE
(56)	40'	199'G+46.22	71.00', LT	238397.91	496272.56	FLANGE
(57)	40'	200'G+50.9	71.00', RT	238504.57	496413.02	FLANGE
(58)	60'	200'G+77.09	91.00', LT	23858.47	496250.66	FLANGE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN: PLAN DETAIL	SHEET 52	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021214_PD.DWG PLOT DATE : 2/12/2015 5:08 PM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

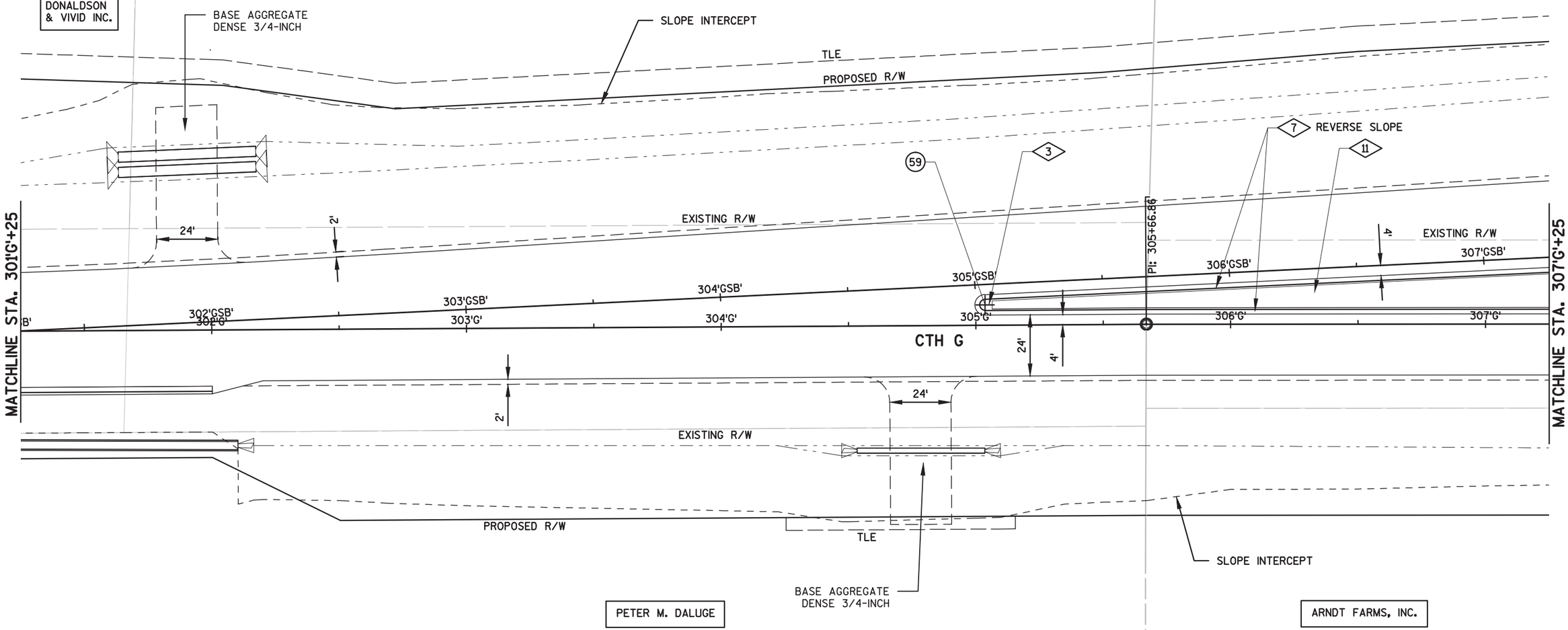
3 CONCRETE MEDIAN SLOPED NOSE TYPE 1

11 2-INCH ASPHALTIC SURFACE

N

CITY OF JANESVILLE

ARTHUR T. DONALDSON & VIVID INC.



PETER M. DALUGE

ARNDT FARMS, INC.

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(59)	4'	305'G'+03.59'	8.00', LT	248955.95	496280.98	FLANGE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: CTH G	SHEET 53	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021218_PD.DWG PLOT DATE : 2/12/2015 4:54 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

11 2-INCH ASPHALTIC SURFACE

13 3-INCH ASPHALTIC SURFACE

CITY OF JANESVILLE

N

SLOPE INTERCEPT

TLE

PROPOSED R/W

SB CTH G

PC: 308+64.84

'G'+14.50

'G'+46.61

2'

16'

4'

36'

308'GSB'

309'GSB'

310'GSB'

311'GSB'

312'GSB'

313'GSB'

EXISTING R/W

7 REVERSE SLOPE

'G'+90.00

MATCHLINE STA. 307'G'+25

MATCHLINE STA. 313'G'+25

308'G'

309'G'

310'G'

311'G'

312'G'

313'G'

NB CTH G

24'

26'

4'

'G'+11.60

'G'+49.54

25'

2'

'G'+52.34

'G'+70.34

'G'+10.00

'G'+90.00

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

60

61

'G'+17.03, 60.0' RT

'G'+42.29, 60.0' RT

ASPHALT FLUME

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

SLOPE INTERCEPT

PL

PL

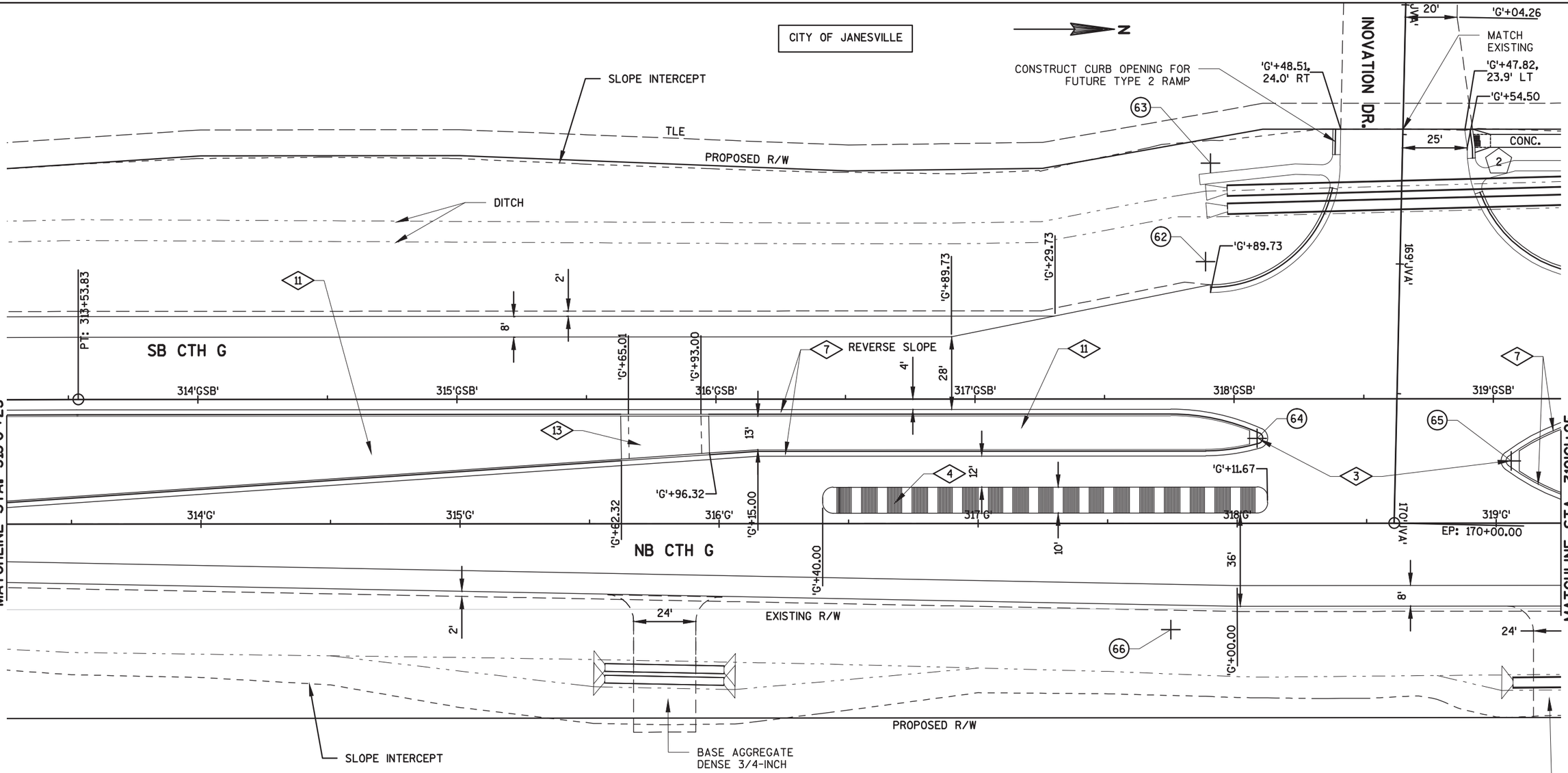
ARNDT FARMS, INC.

DALE A. SANDERSON & EILEEN E. SANDERSON

ARNDT FARMS, INC.

3-INCH ASPHALTIC SURFACE
DRIVEWAY OVER 6-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
60	10'	309'G'+07.03'	35.00', RT	249359.47	496323.38	DRIVEWAY
61	10'	309'G'+52.29'	35.00', RT	249404.73	496323.35	DRIVEWAY



CURB RAMP DETECTABLE WARNING FIELD YELLOW

X-X CURB RAMP TYPE

ARNDT FARMS, INC.

7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

3 CONCRETE MEDIAN SLOPED NOSE TYPE 1

4 CONCRETE CORRUGATED MEDIAN

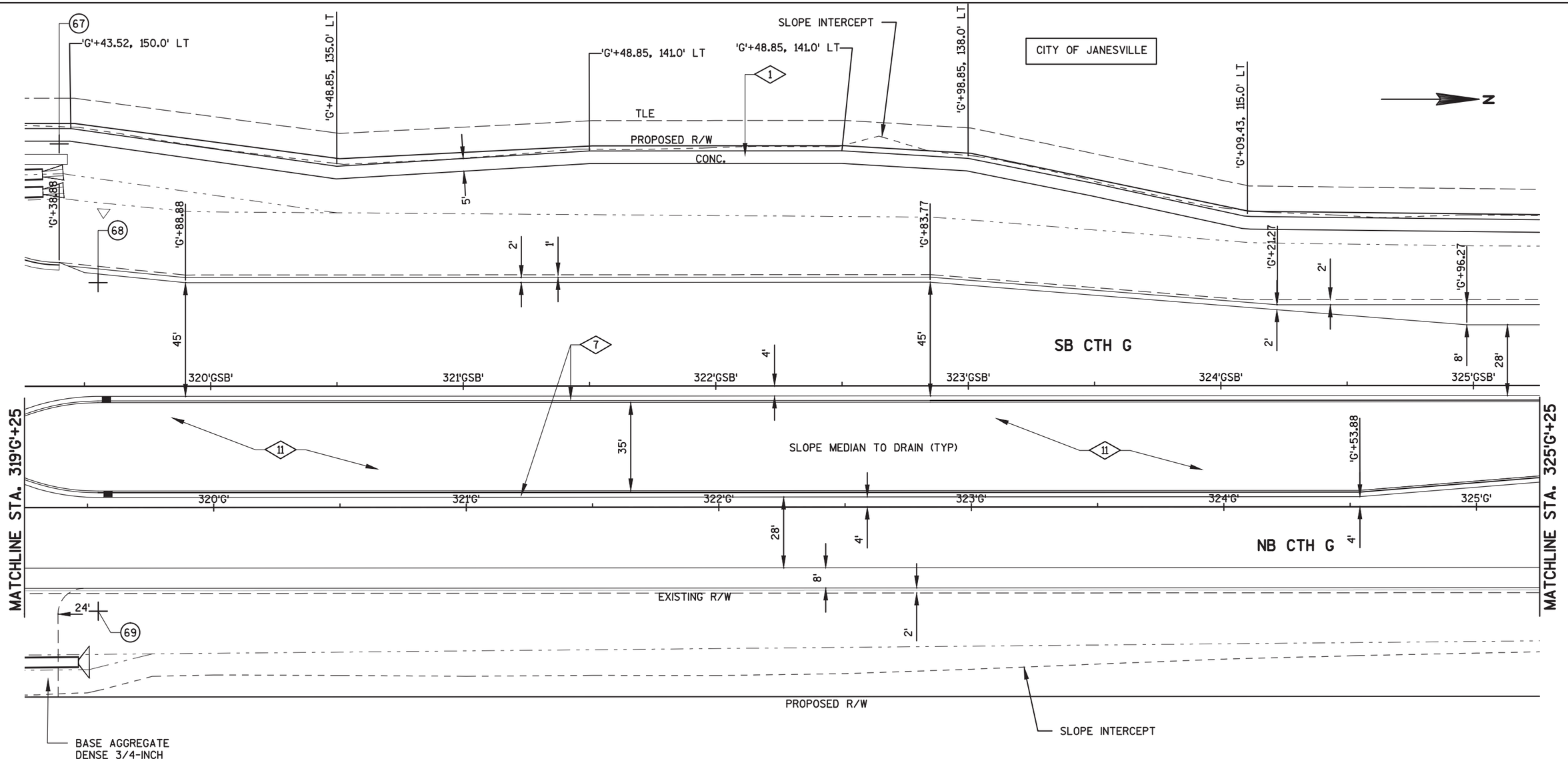
11 2-INCH ASPHALTIC SURFACE

13 3-INCH ASPHALTIC SURFACE

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
62	75	317'G'+87.87'	101.00', LT	250240.22	496186.84	MEDIAN FL.
63	50	317'G'+89.73'	139.00', LT	250242.05	496148.84	FLANGE
64	4	318'G'+07.67'	32.82', RT	250260.06	496255.01	FLANGE
65	4	319'G'+05.87'	24.00', RT	250358.27	496263.77	FLANGE
66	85	317'G'+74.33'	41.00', RT	250226.76	496328.85	MEDIAN FL.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: CTH G	SHEET 55	E

2



GWENDOL B. DALUGE

1 CONCRETE SIDEWALK 5-INCH

7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

11 2-INCH ASPHALTIC SURFACE

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
67	50'	319'G'+38.88'	144.00', LT	250391.20	496143.75	FLANGE
68	85'	319'G'+54.20'	89.00', LT	250406.56	496198.74	MEDIAN FL.
69	85'	319'G'+54.20'	41.00', RT	250406.64	496328.74	MEDIAN FL.

2

N

1	CONCRETE SIDEWALK 5-INCH
7	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
3	CONCRETE MEDIAN SLOPED NOSE TYPE 1
5	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
11	2-INCH ASPHALTIC SURFACE
13	3-INCH ASPHALTIC SURFACE

CITY OF JANESVILLE

'G'+68.09, 113.1' LT

'G'+64.41, 112.3' LT

'G'+48.93, 111.6' LT

'G'+42.84, 111.2' LT

'G'+19.40, 112.4' LT

HAND FORM SIDEWALK NEAR AT&T PEDESTAL IN THIS AREA

SLOPE INTERCEPT

TLE

PROPOSED R/W

CONC.

5'

'G'+19.86

2'

8'

SB CTH G

326'GSB'

327'GSB'

328'GSB'

329'GSB'

'G'+19.85

'G'+57.82

28'

SLOPE MEDIAN TO DRAIN (TYP)

'G'+22.85

'G'+54.82

34'

MATCHLINE STA. 325'G'+25

326'G'

327'G'

328'G'

329'G'

NB CTH G

16'

9'

'G'+33.88

MATCHLINE STA. 329'G'+75

24'

8'

3'

36'

2'

'G'+68.75

'G'+43.69

13.4'

'G'+56.15

DITCH

'G'+18.75

'G'+28.75

PROPOSED R/W

SLOPE INTERCEPT

BASE AGGREGATE DENSE 3/4-INCH

PL

GWENDOL B. DALUGE

GARIT E. BROEGE & BARBARA L. BROEGE

SLOPE INTERCEPT

DETROIT AVE

11.00° RT

BP: 170+00.00

PC: 170+85.64

PT: 170+85.75

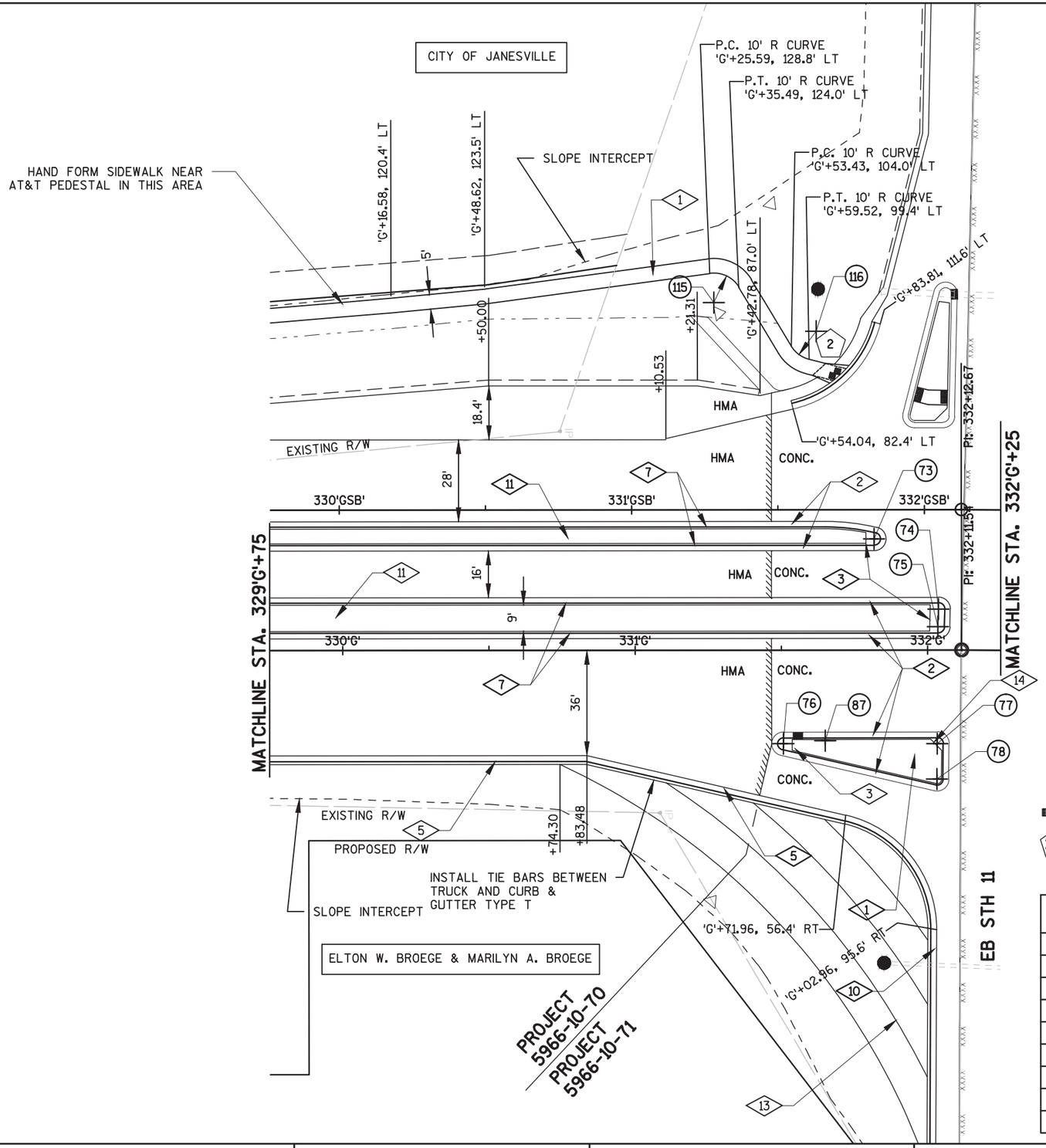
PROPOSED R/W

PI: 170+90.98

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
(71)	4	329'G'+37.88	14.00', LT	251390.29	496273.14	FLANGE
(72)	4	329'G'+37.88	8.00', LT	251390.29	496279.13	FLANGE

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	PLAN DETAIL: CTH G	SHEET 57	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021222_PD.DWG PLOT DATE : 2/12/2015 4:43 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



1. CONCRETE SIDEWALK 5-INCH
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
3. CONCRETE MEDIAN SLOPED NOSE, TYPE 1
5. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
7. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
10. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
11. 2-INCH ASPHALTIC SURFACE
13. COLORING CONCRETE (RED) & CONCRETE PAVEMENT 10-INCH
14. CONCRETE MEDIAN SLOPED NOSE, TYPE 2

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
73	4'	331'G'+81.73'	38.00', LT	251634.12	496248.98	FLANGE
74	4'	332'G'+03.67'	14.00', LT	251656.07	496272.98	FLANGE
75	4'	332'G'+03.53'	8.00', LT	251655.94	496278.97	FLANGE
76	4'	331'G'+50.61'	32.00', RT	251603.04	496319.00	FLANGE
77	4'	332'G'+03.23'	32.00', RT	251655.66	496318.97	FLANGE
78	4'	332'G'+03.18'	44.14', RT	251655.61	496331.11	FLANGE
87	75'	331'G'+65.00'	31.00', RT	251617.43	496318.00	MEDIAN FL.
115	10'	331'G'+26.92	118.89', LT	251579.26	496168.13	SIDEWALK
116	10'	331'G'+61.99	109.12', LT	251614.34	496177.88	SIDEWALK

1 CONCRETE SIDEWALK 5-INCH
2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
3 CONCRETE MEDIAN SLOPED NOSE, TYPE 1
5 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
8 CONCRETE CURB & GUTTER 30-INCH TYPE D
9 CONCRETE CURB & GUTTER 30-INCH TYPE A
10 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
11 2-INCH ASPHALTIC SURFACE
13 COLORING CONCRETE (RED) & CONCRETE PAVEMENT 10-INCH
14 CONCRETE MEDIAN SLOPED NOSE, TYPE 2
15 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G
16 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J

N

MATCHLINE STA. 332'G'+25

MATCHLINE STA. 337'G'+25

BIKE PATH

TRANSITION CURB OVER 10'

'G'+54.88, 103.7' LT

'G'+40.14, 84.0' LT

'G'+42.30, 103.0' LT

CITY OF JANESVILLE

TLE

EXISTING R/W

'G'+91.43, 84.0' LT

SLOPE INTERCEPT

'G'+96.99, 82.5' LT

28'

CONC.

'G'+23.37, 67.0' LT

PI: 335+93.54

HMA

SB CTH G

333'GSB'

334'GSB'

335'GSB'

336'GSB'

337'GSB'

32'

4'

36'

11'

CONC.

HMA

18'

5'

'G'+91.14, 10.0' LT

333'G'

334'G'

335'G'

336'G'

337'G'

PI: 203+40.53

PI: 203+39.96

NB CTH G

24'

'G'+60.71, 24.0' RT

TRANSITION CURB TYPE OVER 10'

EXISTING R/W

EB STH 11

WB STH 11

'G'+83.03, 32.5' RT

'G'+19.81, 24.0' RT

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

*=CONCRETE CURB PEDESTRIAN NOT REQUIRED

SLOPE INTERCEPT

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
72	75	333'G'+61.43	75.00', LT	251814.04	496212.37	FLANGE
79	4'	333'G'+25.23	91.03', LT	251777.88	496196.24	FLANGE
80	4'	333'G'+25.06	80.00', LT	251777.69	496207.27	FLANGE
81	4'	333'G'+73.00	80.00', LT	251825.62	496207.40	FLANGE
82	4'	333'G'+24.47	40.00', LT	251776.98	496247.27	FLANGE
83	4'	333'G'+24.35	32.00', LT	251776.84	496255.27	FLANGE
84	4'	333'G'+44.70	6.00', LT	251939.00	496281.32	FLANGE
85	4'	334'G'+86.48	40.00', LT	251935.95	496247.70	FLANGE
86	4'	334'G'+86.36	32.00', LT	251938.86	496255.70	FLANGE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: CTH G	SHEET 59	E

2

1 CONCRETE SIDEWALK 5-INCH

7 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

N

DEERE & COMPANY

JANESVILLE 1031 LLC ETAL

PL

+25.05, 36.0' LT

28'

1

7

TLE

PROPOSED R/W

SLOPE INTERCEPT

END CONSTRUCTION
STA. 342'G'+22.11

PI: 336+12.30'GSB'

EP: 341+94.76'GSB'

EXISTING R/W

CONC.

EXISTING SIDEWALK

HMA

SB CTH G

24'

5'

5'

338'GSB'

339'GSB'

340'GSB'

341'GSB'

HMA

HMA

35.63'

338'G'

339'G'

340'G'

341'G'

342'G'

343'G'

NB CTH G

EXISTING R/W

MATCHLINE STA. 337'G'+25

MATCHLINE STA. 343'G'+25

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: CTH G	SHEET 60	E

2

2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

N

BIKE PATH

'AE'+19.90, 24.7' LT

'AE'+24.39, 28.4' LT

'AE'+10.00, 29.9' LT

CONC.

WB STH 11

EB STH 11

183'AE'

184'AE'

185'AE'

186'AE'

187'AE'

188'AE'

MATCHLINE STA. 188'AE'+75

'AE'+46.43, 4.0' LT

BEGIN CONSTRUCTION
STA. 184'AE'+19.90

ADJUST INLET COVER

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	PLAN DETAIL: STH 11	SHEET 61	E

2

2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

N

SLOPE INTERCEPT

BIKE PATH

EXISTING R/W

BP: 192+18.82

WB STH 11

CONC.

193'AW'

194'AW'

'AW'+28.51

4'

4'

MATCHLINE STA. 188'AE'+75

189'AE'

190'AE'

191'AE'

192'AE'

193'AE'

194'AE'

EB STH 11

MATCHLINE STA. 194'AE'/AW'+75

2

EXISTING R/W

ADJUST INLET COVER

BEGIN PROJECT 5966-10-71
STA 194'AE'+74.26

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 62	E

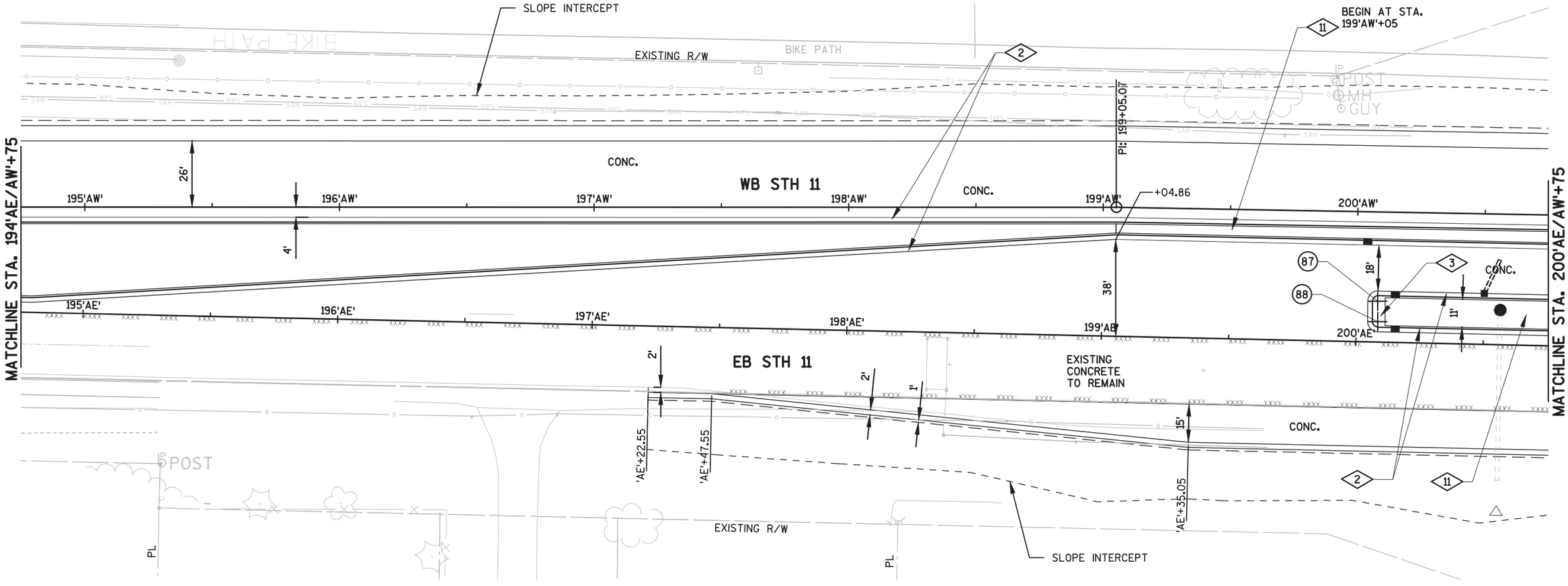
2

N

2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

3 CONCRETE MEDIAN SLOPED NOSE TYPE 1

11 2-INCH ASPHALTIC SURFACE



RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
87	4	200'AE+08.29'	16.00', LT	251713.05	495955.10	FLANGE
88	4	200'AE'+08.44'	8.00', LT	251705.05	495955.08	FLANGE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 63	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021226_PD.DWG PLOT DATE : 2/12/2015 5:01 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

CITY OF JANESVILLE

EXISTING R/W

SLOPE INTERCEPT

SB CTH G

NB CTH G

HMA

CONC.

BIKE PATH

'AW'+24.38, 26.0' LT

'AW'+74.38, 30.0' LT

'AW'+02.11, 63.4' LT

'AW'+67.30, 48.4' LT

'AW'+99.18, 41.0' LT

PI: 203+39.96

PI: 203+40.53

PI: 332+11.54

333'6'

332'6'

331'6'

WB STH 11

EB STH 11

EXISTING CONC. TO REMAIN

201'AW'

202'AW'

203'AW'

204'AW'

205'AW'

206'AW'

201'AE'

202'AE'

203'AE'

204'AE'

205'AE'

206'AE'

30'

34'

24'

32'

41'

18'

11'

15'

4'

5'

8'

TYP

'AW'+65.05, 41.0' RT

'AE'+20.52, 53.8' RT

'AE'+20.00, 34.0' RT

INSTALL JOINTS AT 12' SPACING

LAYOUT TRANSVERSE JOINTS AS SHOWN ON S.D.D. CONCRETE PAVEMENT JOINTING

INSTALL TIE BARS ON LONGITUDINAL JOINTS. SEE TYPICAL SECTION

ELTON W. BROEGE & MARILYN A. BROEGE

PROPOSED R/W

PL

TLE

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

MATCHLINE STA. 200'AE/AW'+75

MATCHLINE STA. 206'AE/AW'+75

PROJECT 5966-10-71

PROJECT 5966-10-70

1 CONCRETE SIDEWALK 5-INCH
2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
3 CONCRETE MEDIAN SLOPED NOSE TYPE 1
4 CONCRETE CORRUGATED MEDIAN
5 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
11 2-INCH ASPHALTIC SURFACE
12 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
13 COLORING CONCRETE (RED) & CONCRETE PAVEMENT 10-INCH
14 CONCRETE MEDIAN SLOPED NOSE TYPE 2
15 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G
16 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
17 CONCRETE SIDE WALK 10-INCH SPECIAL
18 3-INCH ASPHALTIC SURFACE OVER 7-INCH BASE AGGREGATE DENSE 1 1/4-INCH

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 64	E

2

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
89	40'	204'AE'+36.29'	74.00', RT	251615.43	496382.40	FLANGE
90	240'	205'AE'+98.46'	262.84', RT	251426.00	496543.89	ASPH.
91	40'	202'AE'+21.26'	95.03', RT	251597.38	496165.58	FLANGE
92	40'	204'AW'+11.11'	102.38', LT	251844.24	496358.92	FLANGE
93	4'	202'AW'+46.70'	9.01', RT	251734.91	496193.77	FLANGE
94	4'	202'AE'+60.49'	8.00', LT	251699.53	496207.06	FLANGE
95	4'	202'AE'+60.34'	16.00', LT	251707.53	496207.08	FLANGE
96	4'	202'AE'+19.59'	33.99', RT	251658.44	496165.26	FLANGE

CURB RAMP DETECTABLE WARNING FIELD

X-X CURB RAMP TYPE

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
97	4'	202'AE'+61.32'	33.99', RT	251657.53	496206.97	FLANGE
98	4'	202'AE'+61.54'	43.67', RT	251647.84	496206.98	FLANGE
99	4'	203'AE'+86.49'	10.41', LT	251700.01	496332.91	FLANGE
100	75'	204'AW'+04.80'	79.00', LT	251768.54	496351.46	MEDIAN FL.
101	3.17'	203'AW'+72.99'	9'.00', RT	251733.08	496320.15	FLANGE
102	4'	203'AW'+71.80'	50.91', LT	251793.00	496319.31	FLANGE
103	4'	203'AW'+71.86'	34.00', LT	251776.09	496319.27	FLANGE
104	4'	204'AW'+45.03'	34.00', LT	251775.67	496392.44	FLANGE
105	75'	202'AW'+34.75'	79.00', RT	251665.14	496180.59	MEDIAN FL.
106	75'	202'AW'+34.99'	56.96', LT	251801.07	496183.22	MEDIAN FL.
107	3.17'	206'AW'+22.19'	9.00', RT	251731.64	496569.35	FLANGE
108	40'	201'AW'+96.21'	71.88', LT	251816.67	496144.72	FLANGE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 65	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\021232_PD.DWG PLOT DATE : 2/12/2015 5:06 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

N

PL

'AW'+26.97, 41.0' LT

'AW'+67.49, 31.8' LT

'AW'+14.46, 26.0' LT

BIKE PATH

SLOPE INTERCEPT

EXISTING R/W

6'

PC: 209+39.96

26'

CONC.

2 (TYP)

WB STH 11

207'AW' 208'AW' 209'AW' 210'AW' 211'AW' 212'AW'

'AW'+27.13, 38.0' RT

'AW'+31.55, 4' RT

MATCHLINE STA. 206'AE/AW'+75

MATCHLINE STA. 212'AE/AW'+75

207'AE' 208'AE' 209'AE' 210'AE' 211'AE' 212'AE'

EB STH 11

HMA

2'

6'

'AE'+27.70, 26.0' RT

EXISTING R/W

'AE'+28.63, 28.0' RT

'AE'+53.63, 28.0' RT

HMA

CONC.

2'

1'

'AE'+74.71, 38' RT

SLOPE INTERCEPT

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 66	E

2

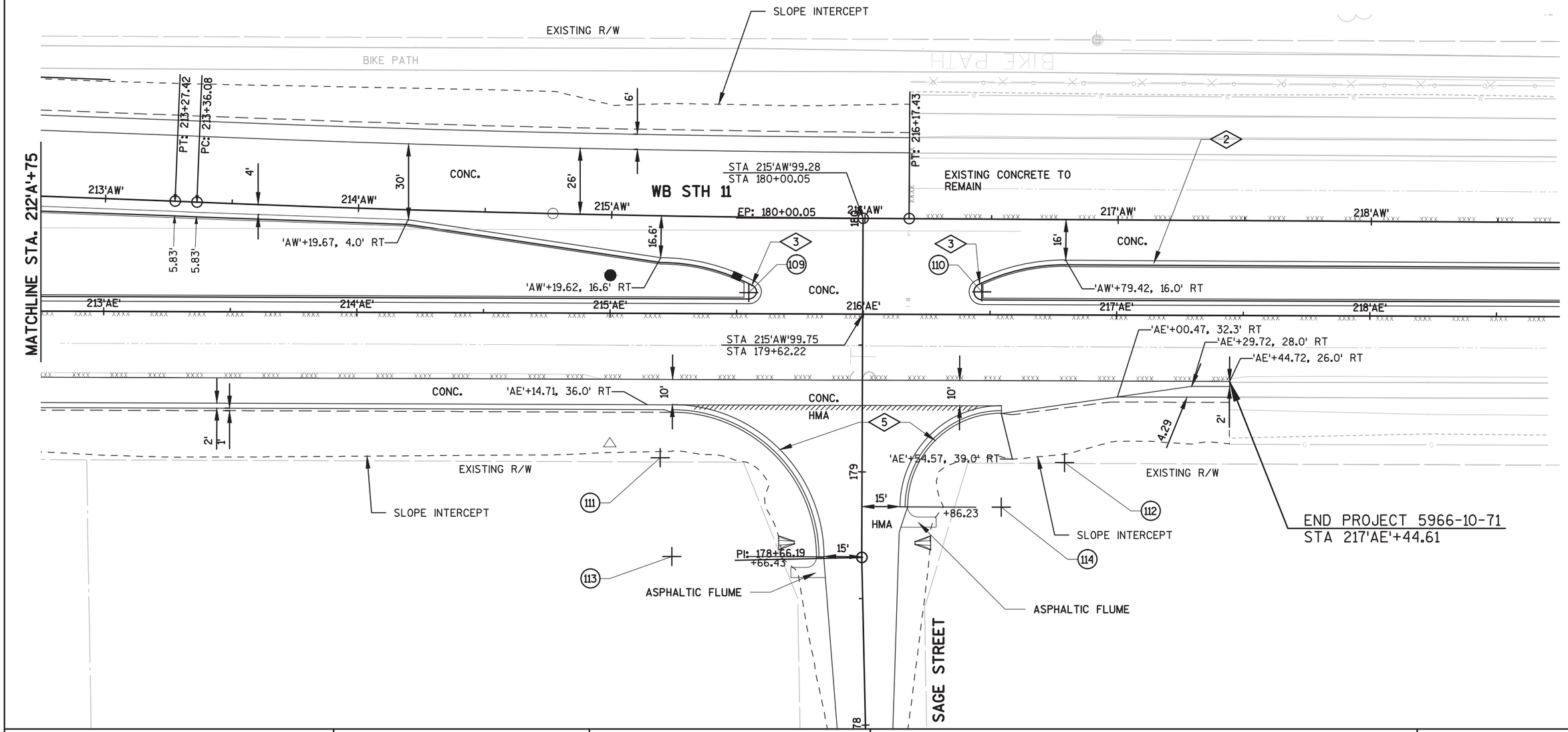
2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

3 CONCRETE MEDIAN SLOPED NOSE TYPE 1

5 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

RADIUS POINT NUMBER	RADIUS	STATION	OFFSET	COORDINATES Y	COORDINATES X	RADIUS TO
109	5'	215'AE'+54.66'	8.34', LT	251693.72	497501.06	FLANGE
110	5'	216'AE'+46.71'	9.00', LT	251694.05	497593.11	FLANGE
111	79'	215'AE'+19.69'	57.01', RT	251628.50	497466.11	MEDIAN FL.
112	80'	216'AE'+79.69'	58.36', RT	251626.57	497625.85	MEDIAN FL.
113	60'	215'AE'+24.71'	96.00', RT	251589.49	497470.73	FLANGE
114	40'	216'AE'+54.71'	76.00', RT	251609.02	497600.81	FLANGE

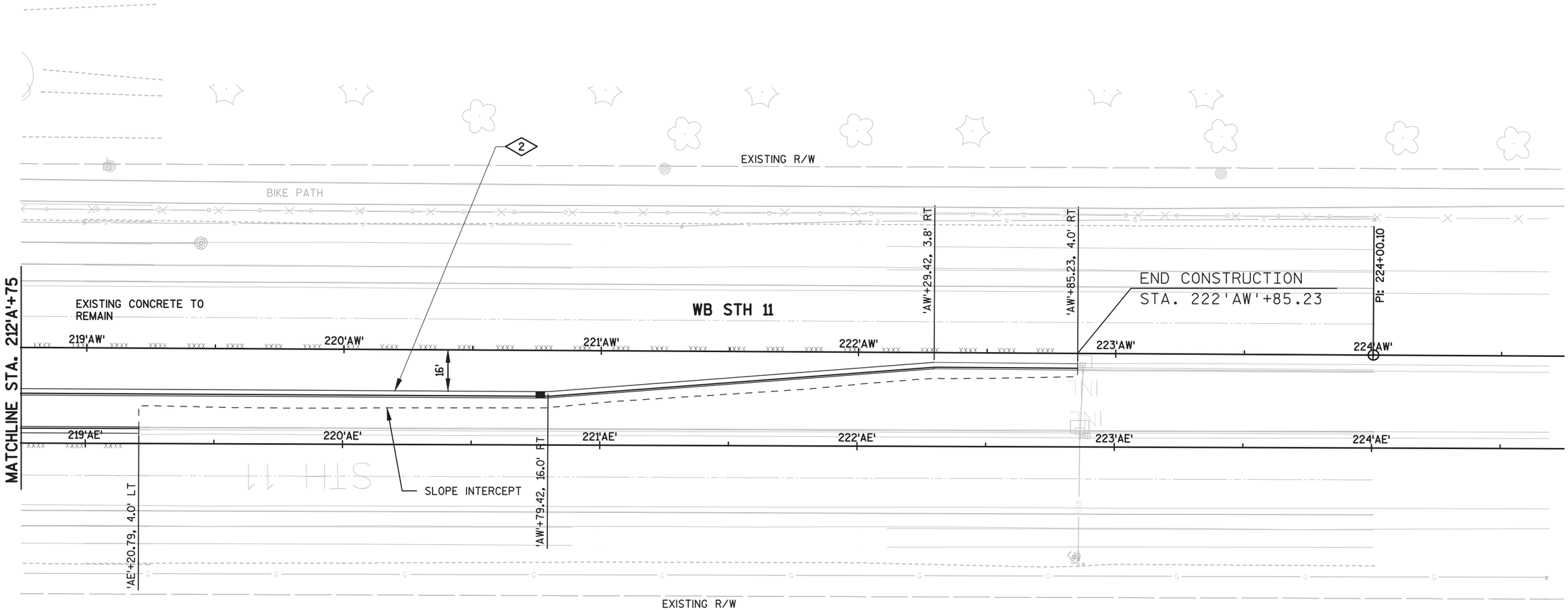
N



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 67	E

2 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

N



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL: STH 11	SHEET 68	E

2

N

HUEBBE PKWY.

INL 1

MH 1

MH 56

MH 2

INL 24

CTH G

MATCHLINE STA. 15'G'+00

9'G' 10'G' 11'G' 12'G' 13'G' 14'G' 15

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 69	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021301_PG.DWG PLOT DATE : 1/12/2015 4:40 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

GALE DR.

MATCHLINE STA. 15'G'+00

MATCHLINE STA. 21'G'+00

CTH G

INL 3

INL 9

MH 3

MH 4

MH 5

INL 5

INL 7

INL 10

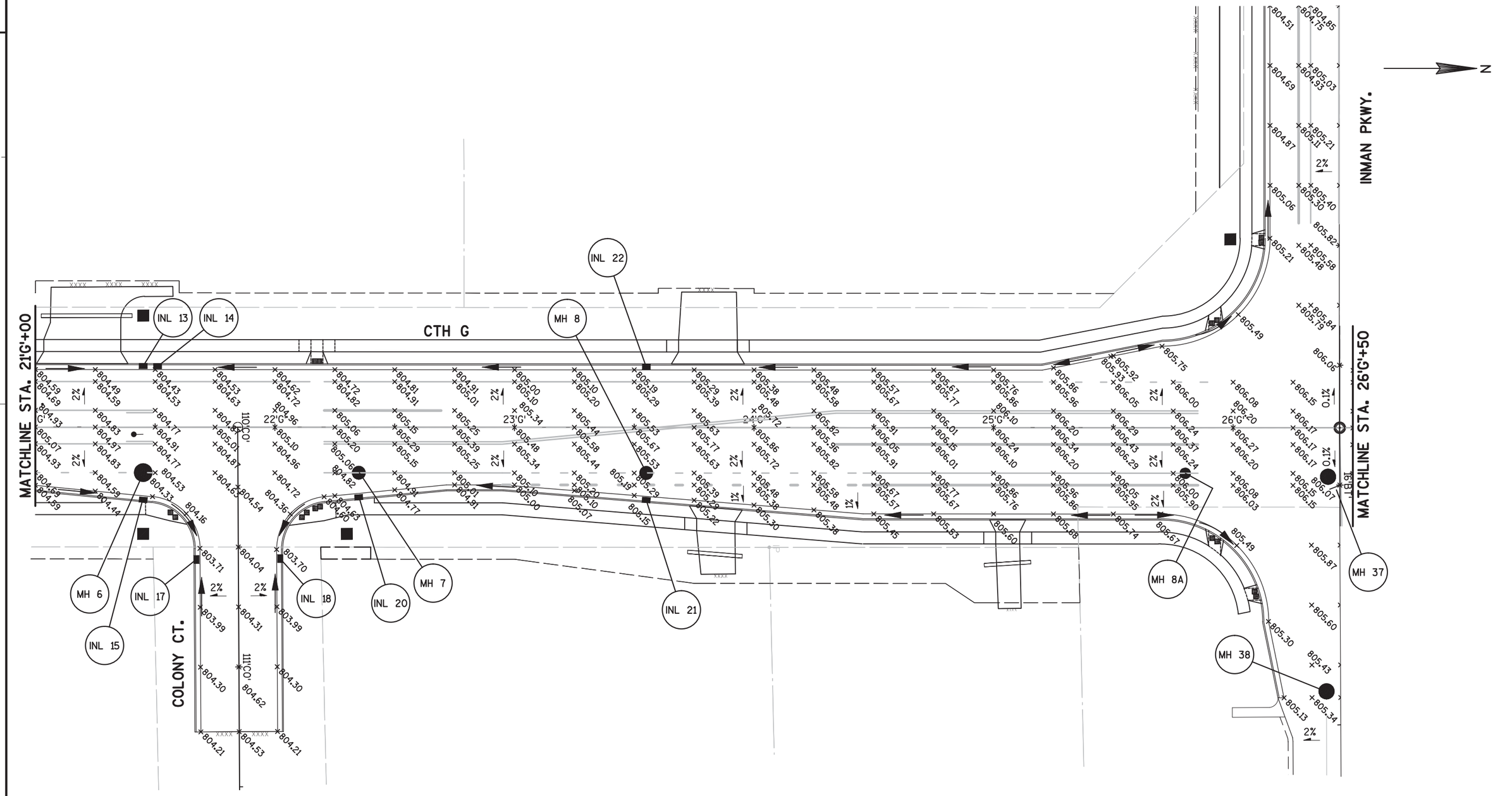
NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 70	E

FILE NAME : L:\WORK\TH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021302_PG.DWG PLOT DATE : 1/12/2015 4:40 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 71	E

2

2

N

INMAN PKWY.

INL 26

MATCHLINE STA. 26'G+50

MATCHLINE STA. 32'G+50

CTH G

MH 13

INL 28

INL 27

MH 9

MH 33

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 72	E

2

2

N

INL 29

INL 30

INL 33

CTA. 32'G+50

CTH G

MATCHLINE STA. 32'G+50

MATCHLINE STA. 38'G+50

MH 10

MH 11

INL 31

INL 32

INL 34

NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 73	E

2

N

MATCHLINE STA. 38'G'+50

MATCHLINE STA. 44'G'+50

E. ZICK DR.

CTH G

BOMBARDIER DRIVEWAY

INL 35

INL 36

INL 37

INL 38

INL 39

INL 40

INL 41

MH 12

MH 14

39'G'

40'G'

41'G'

42'G'

43'G'

44'G'

NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 74	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021306_PG.DWG PLOT DATE : 1/12/2015 4:44 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

WILLIAMS DR.

CTH G

MATCHLINE STA. 44'G'+50

MATCHLINE STA. 50'G'+22

INL 84 MH 15 INL 42 INL 43 INL 85 INL 86 INL 82 MH 16 INL 44 INL 46 INL 83 INL 45

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 75	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021307_PG.DWG PLOT DATE : 1/12/2015 4:45 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : PLOT SCALE : ********

2

N

MATCHLINE STA. 50'G'+22.01

WILLIAMS DR.

13'WD

MH 17

INL 48

INL 49

MH 18

MH 19

MH 20

MH 21

CTH G

MH 34

INL 50

INL 54

INL 52

INL 136

YMCA SPORTS COMPLEX DRIVEWAY

WALTON DR.

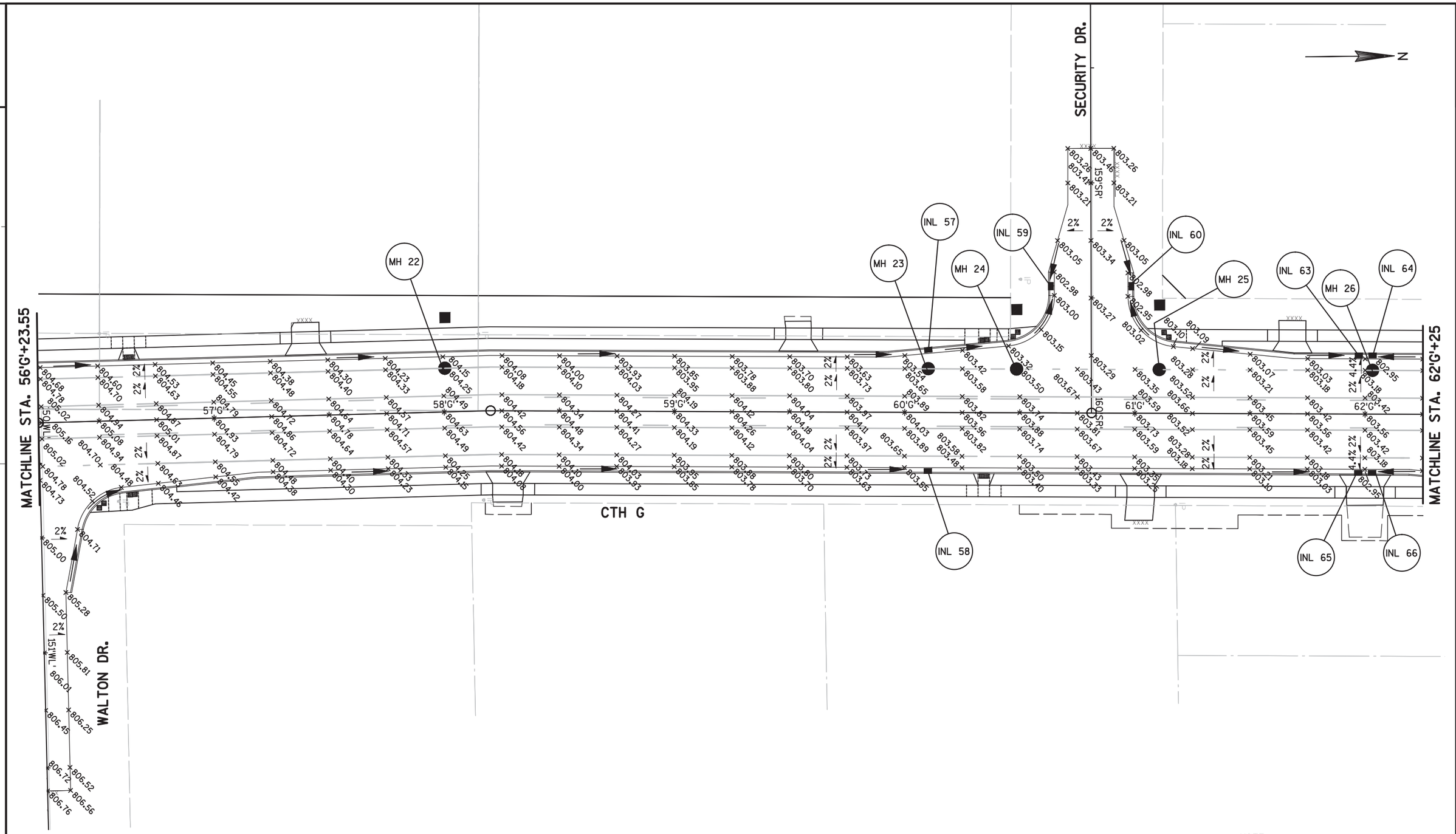
MATCHLINE STA. 56'G'+23.55

NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 76	E

2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 77	E

2

N

CTH G

MATCHLINE STA. 62'G'+25

MATCHLINE STA. 68'G'+25

MH 27

INL 69

MH 28

INL 67

INL 68

INL 70

THOMAS RD.

171'TR'

63'G'

64'G'

65'G'

66'G'

67'G'

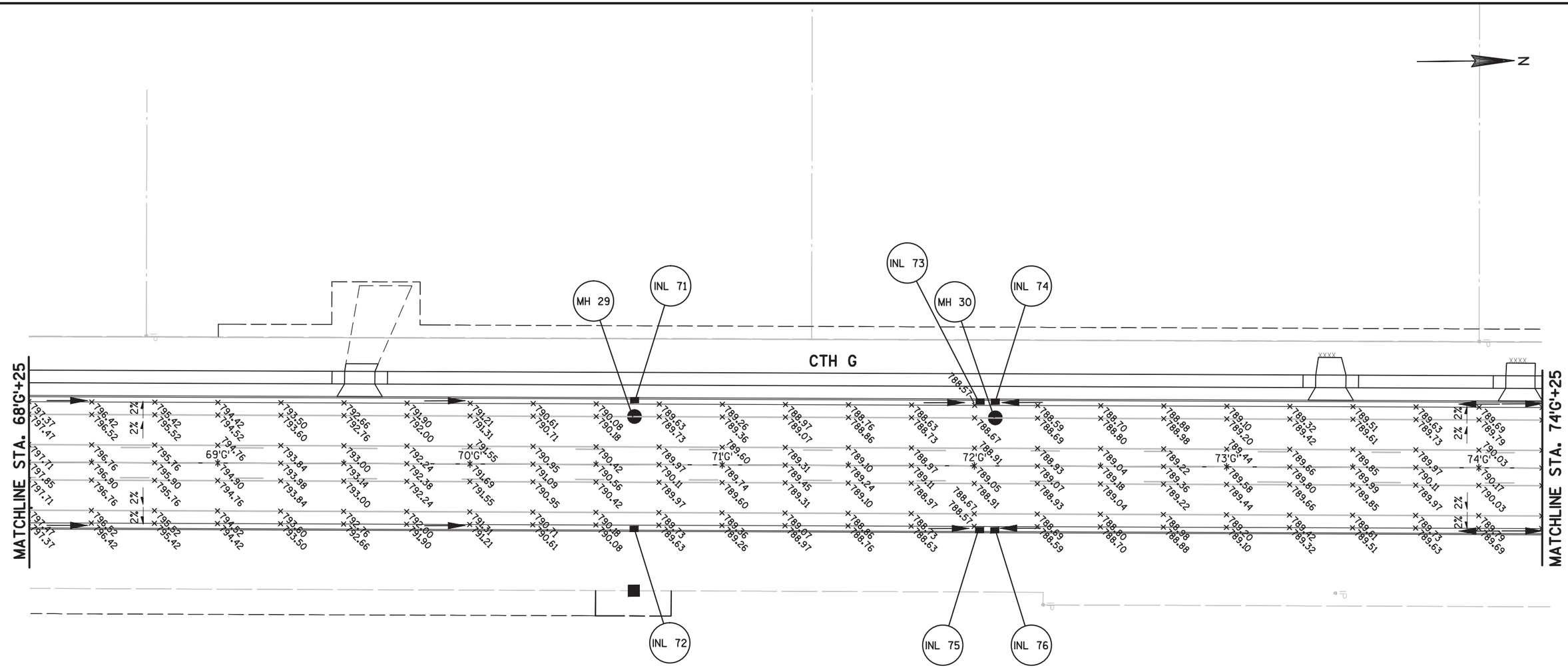
68'G'

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 78	E

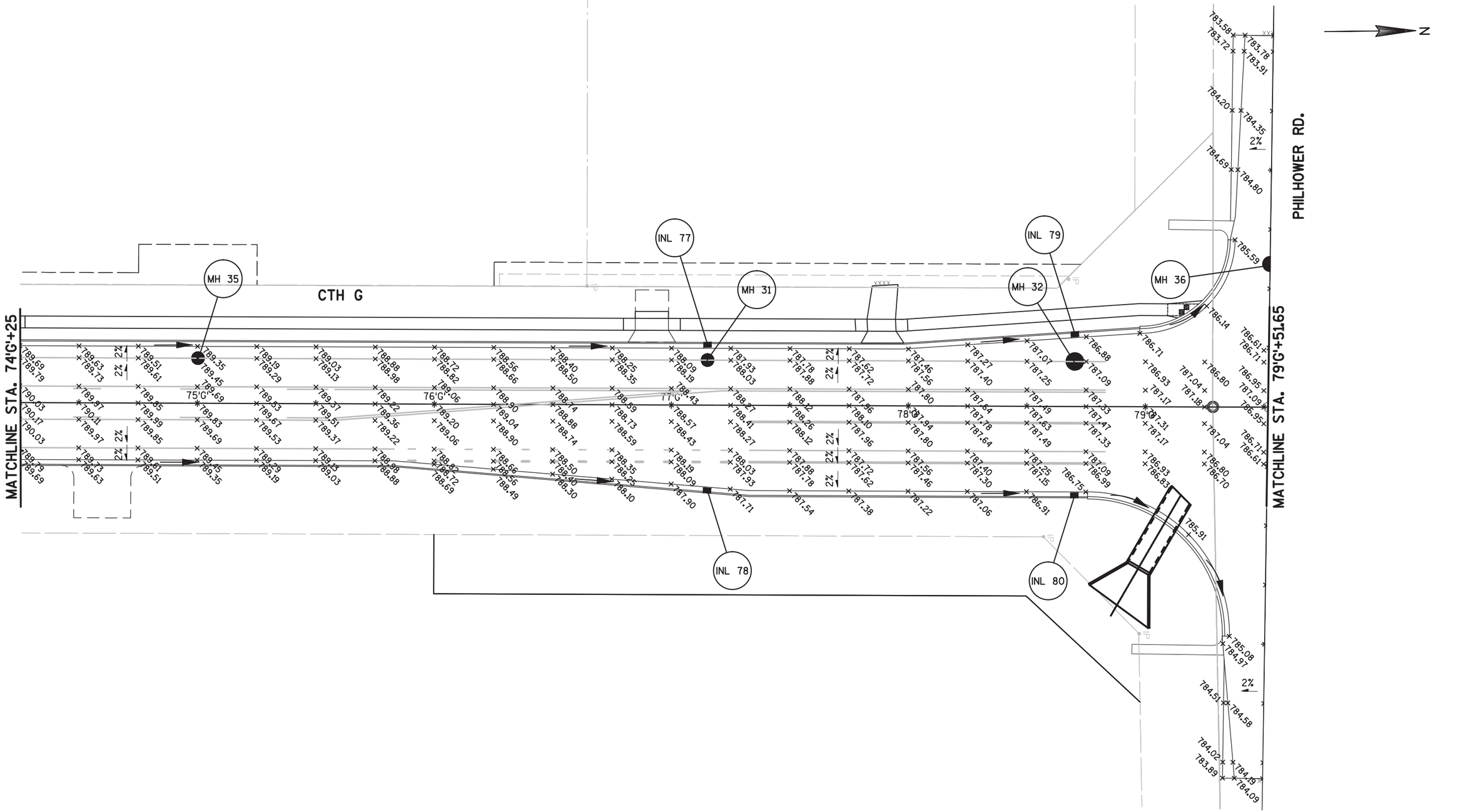
2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 79	E



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 80	E

2

N

PROJECT 5966-10-70 PROJECT 5966-00-72

PHILHOWER RD.

MATCHLINE STA. 79'G'+51.65

CTH G

MH 36

80'G'

81'G'

82'G'

83'G'

15'Rt

16'Rt

2%

4%

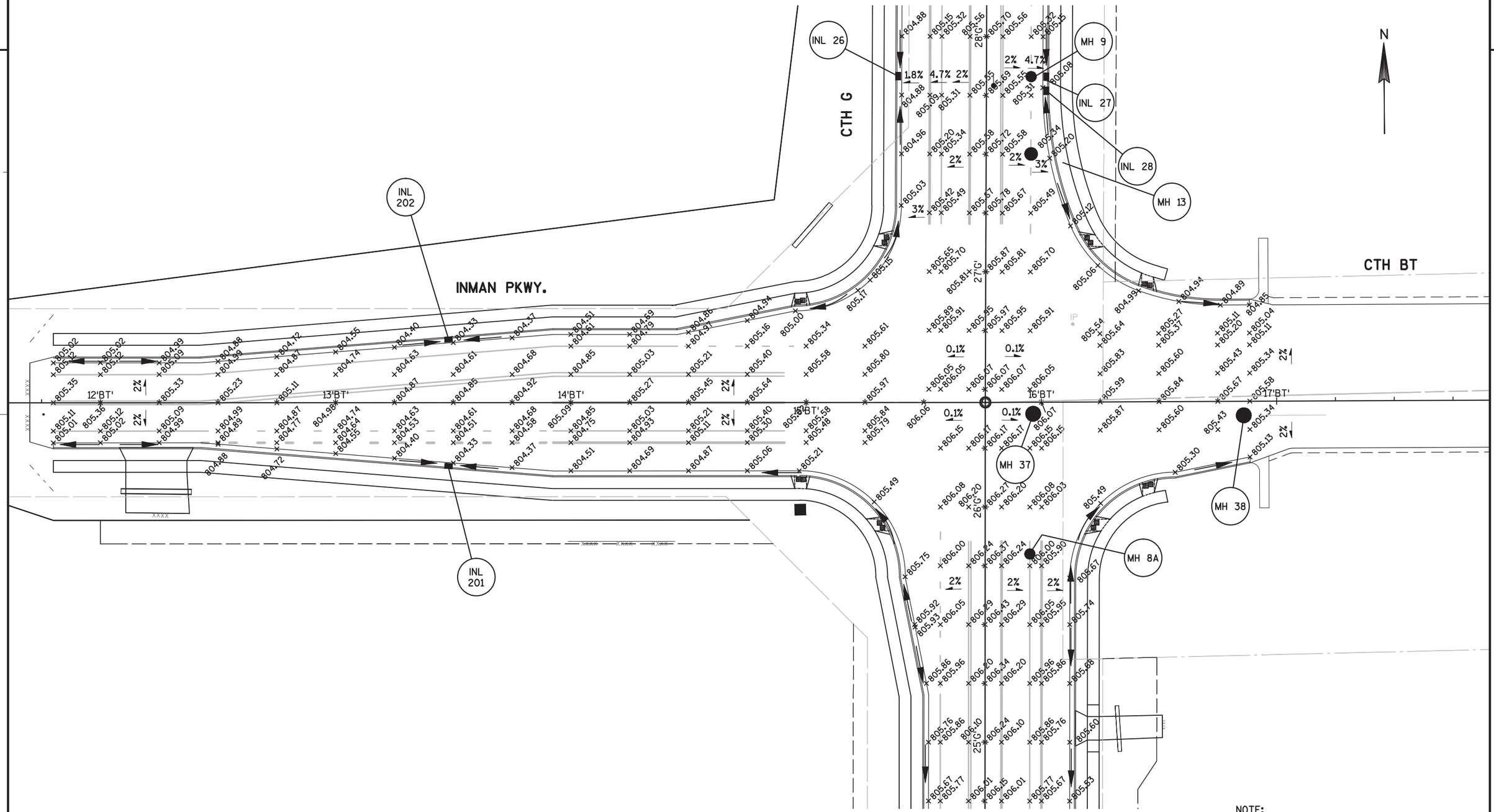
NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 81	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021313_PG.DWG PLOT DATE : 1/12/2015 4:50 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42

2



NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 82	E

2

MATCHLINE STA. 201'G'+50

N

SUNNY LN

12'SU' 13'SU' 14'SU' 16'SU' 17'SU' 18'SU'

201'G' 199'G' 198'G'

CTH G

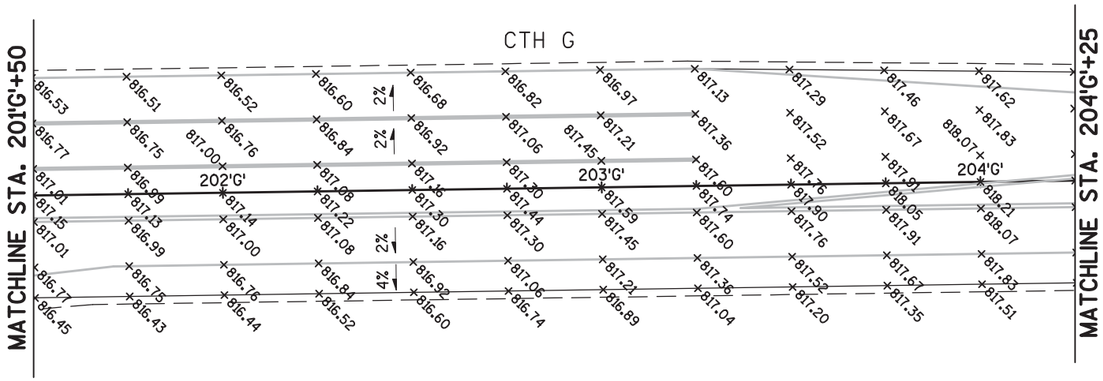
PROJECT 5966-10-70

PROJECT 5966-00-72

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 83	E

2

N



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 84	E

2

2

N

CTH G

MATCHLINE STA. 204'G'+25

205'G' 206'G' 207'G' 208'G' 209'G' 210'G'

817.79 817.98 818.22 818.36 817.98 817.66
817.95 818.14 818.38 818.52 816.14 817.82
819.12 818.29 818.53 818.67 818.53 817.97
818.69 818.13 818.44 818.83 818.69 818.44 818.12
818.29 818.61 818.98 818.61 818.29
4% 2% 4% 2%
818.46 818.77 819.13 818.77 819.45
818.62 818.94 819.29 818.94 818.62
818.78 819.10 819.44 819.10 818.78
818.95 819.27 819.60 819.27 818.95
819.11 819.43 819.75 819.43 819.11
819.28 819.60 819.91 819.60 819.27
819.44 819.76 820.06 819.76 819.44
819.61 819.93 820.21 819.92 819.60
819.77 820.09 820.37 820.09 819.77
819.93 820.25 820.52 820.25 819.93
820.10 820.41 820.68 820.41 820.10
820.26 820.58 820.83 820.58 820.26
820.42 820.74 820.98 820.74 820.42
820.55 820.87 821.11 820.87 820.55
820.67 820.99 821.23 820.99 820.67
820.77 821.09 821.33 821.09 820.77
4% 2% 2% 4%
820.87 821.19 821.43 821.19 820.87
820.94 821.26 821.50 821.26 820.94
821.01 821.33 821.57 821.33 821.01

STA 210'G'+25 TO STA 295'G'+25:
PAVING GRADE SHEETS OMITTED. SEE CROSS SECTIONS FOR PAVEMENT ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 85	E

2

N

CTH G

821.77 821.94 822.11 822.28 822.45 822.62 822.79 822.96 823.13 823.30 823.47 823.64 823.81 823.98 824.15 824.32 824.49 824.66 824.79 824.92 825.04 825.16 825.28 825.40
822.09 822.26 822.43 822.60 822.77 822.94 823.11 823.28 823.45 823.62 823.79 823.96 824.13 824.30 824.47 824.64 824.81 824.98 825.11 825.24 825.36 825.48 825.60 825.72
822.33 822.50 822.67 822.84 823.01 823.18 823.35 823.52 823.69 823.86 824.03 824.20 824.37 824.54 824.71 824.88 825.05 825.22 825.35 825.48 825.61 825.74 825.87 826.01
822.09 822.26 822.43 822.60 822.77 822.94 823.11 823.28 823.45 823.20 823.29 823.39 823.56 823.73 823.90 824.07 824.24 824.41 824.58 824.71 824.84 824.97 825.10 825.23 825.37

4% 2% 2% 4% 4%

296'G' 297'G' 298'G' 299'G' 300'G' 301'G'

MATCHLINE STA. 301'G'+25

STA 210'G'+25 TO STA 295'G'+25:
PAVING GRADE SHEETS OMITTED. SEE CROSS SECTIONS FOR PAVEMENT ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 86	E

2

N

MATCHLINE STA. 301'G'+25

MATCHLINE STA. 307'G'+25

302'GSB'

303'GSB'

304'GSB'

305'GSB'

306'GSB'

307'GSB'

CTH G

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 87	E

2

N

SB CTH G

MATCHLINE STA. 307'G'+25

MATCHLINE STA. 313'G'+25

308'GSB' 309'GSB' 310'GSB' 311'GSB' 312'GSB' 313'GSB'

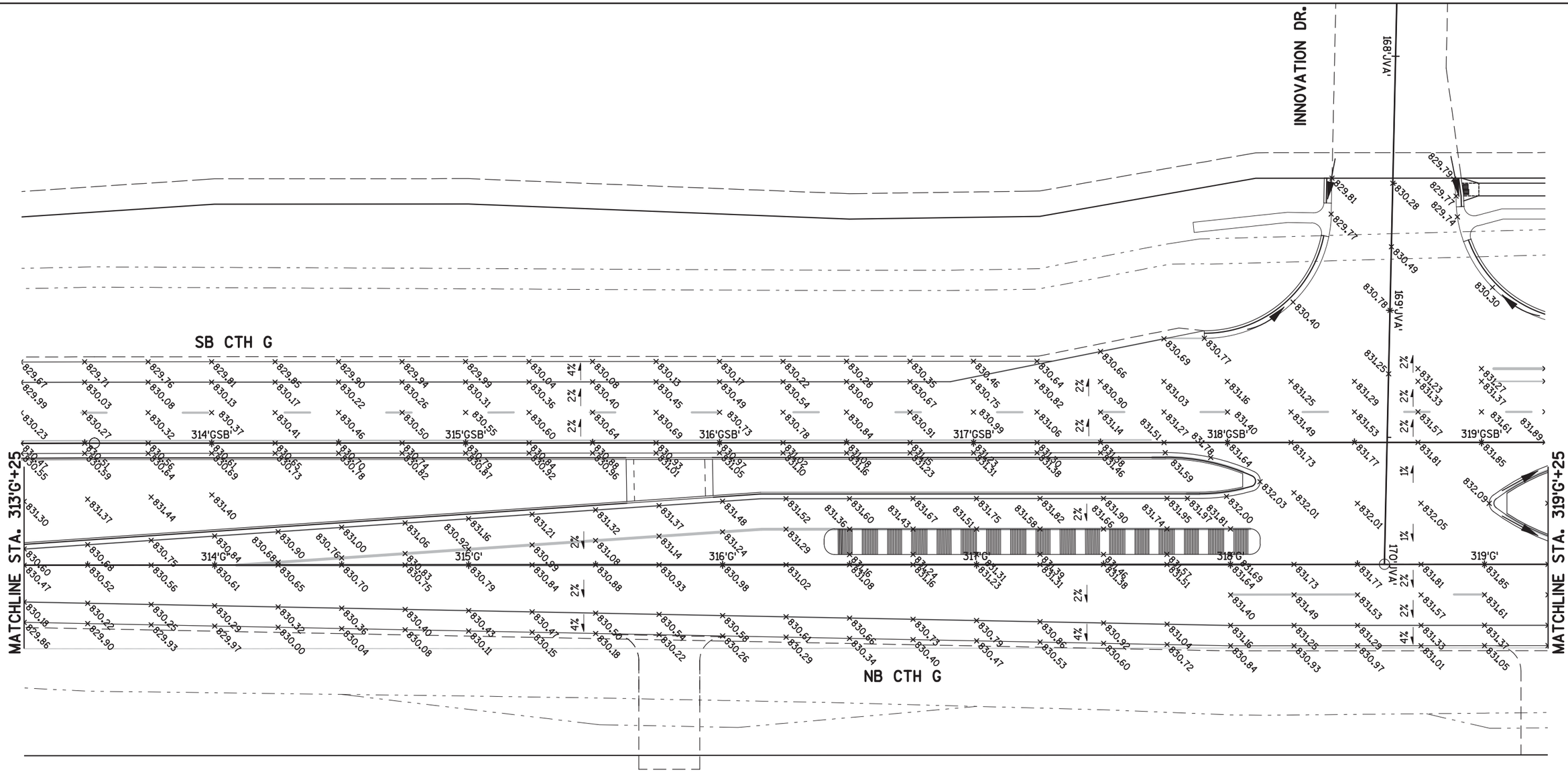
308'G' 309'G' 310'G' 311'G' 312'G' 313'G'

NB CTH G

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 88	E

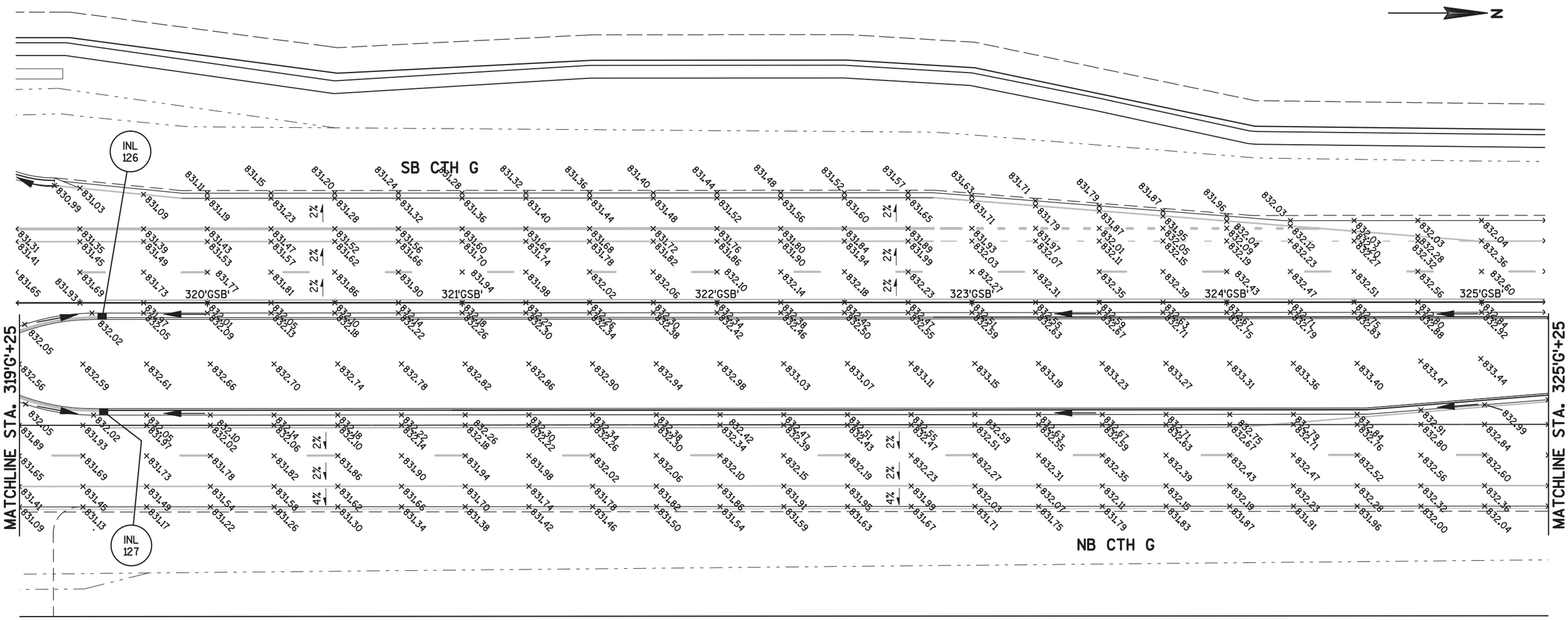
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\021320_PG.DWG PLOT DATE : 1/12/2015 4:54 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 89	E

2

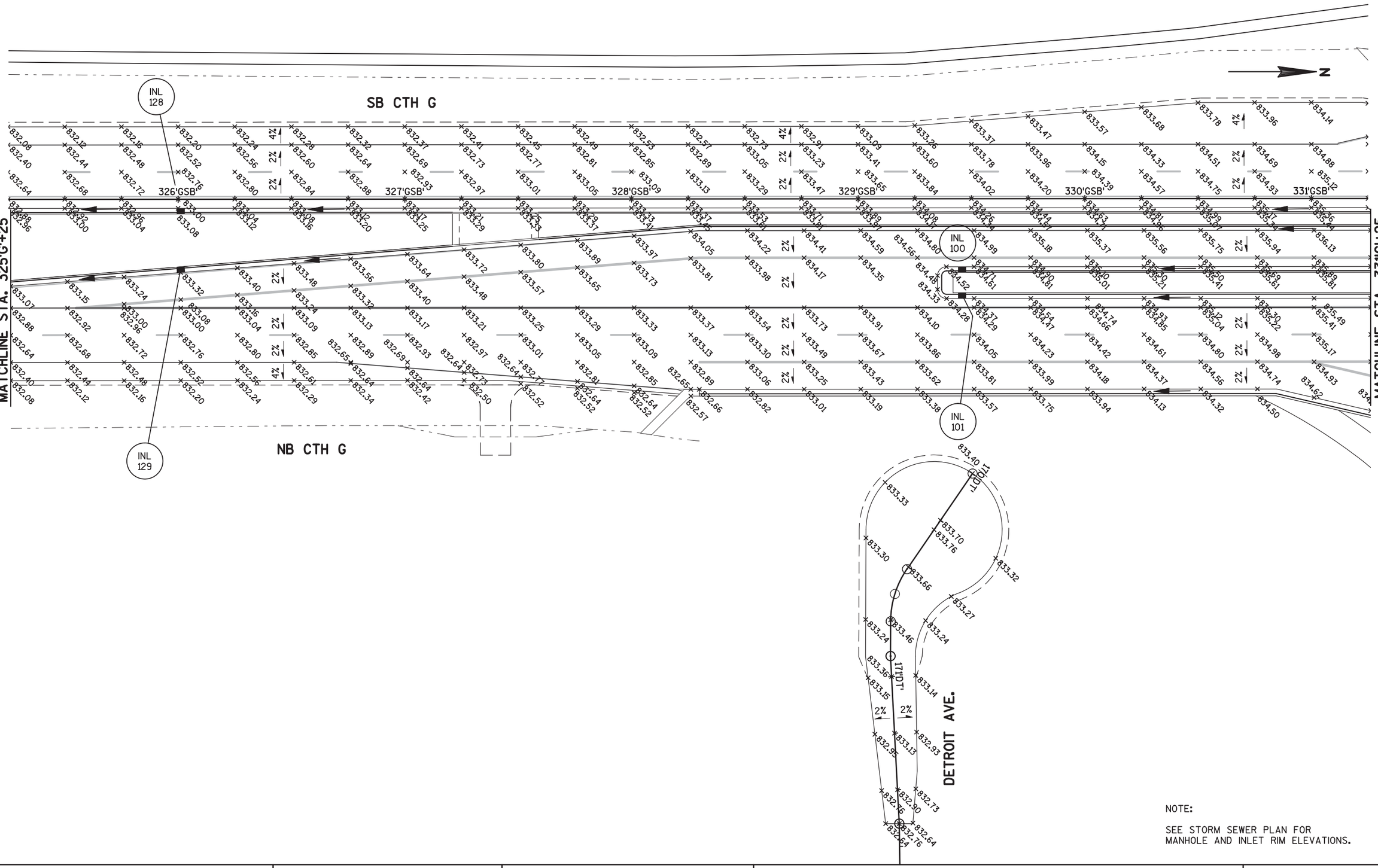


NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 90	E

2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 91	E

2

N

PROJECT 5966-10-70
PROJECT 5966-10-71

WB STH 11

SB CTH G

NB CTH G

EB STH 11

MATCHLINE STA. 331'G'+25

MATCHLINE STA. 337'GSB'+25

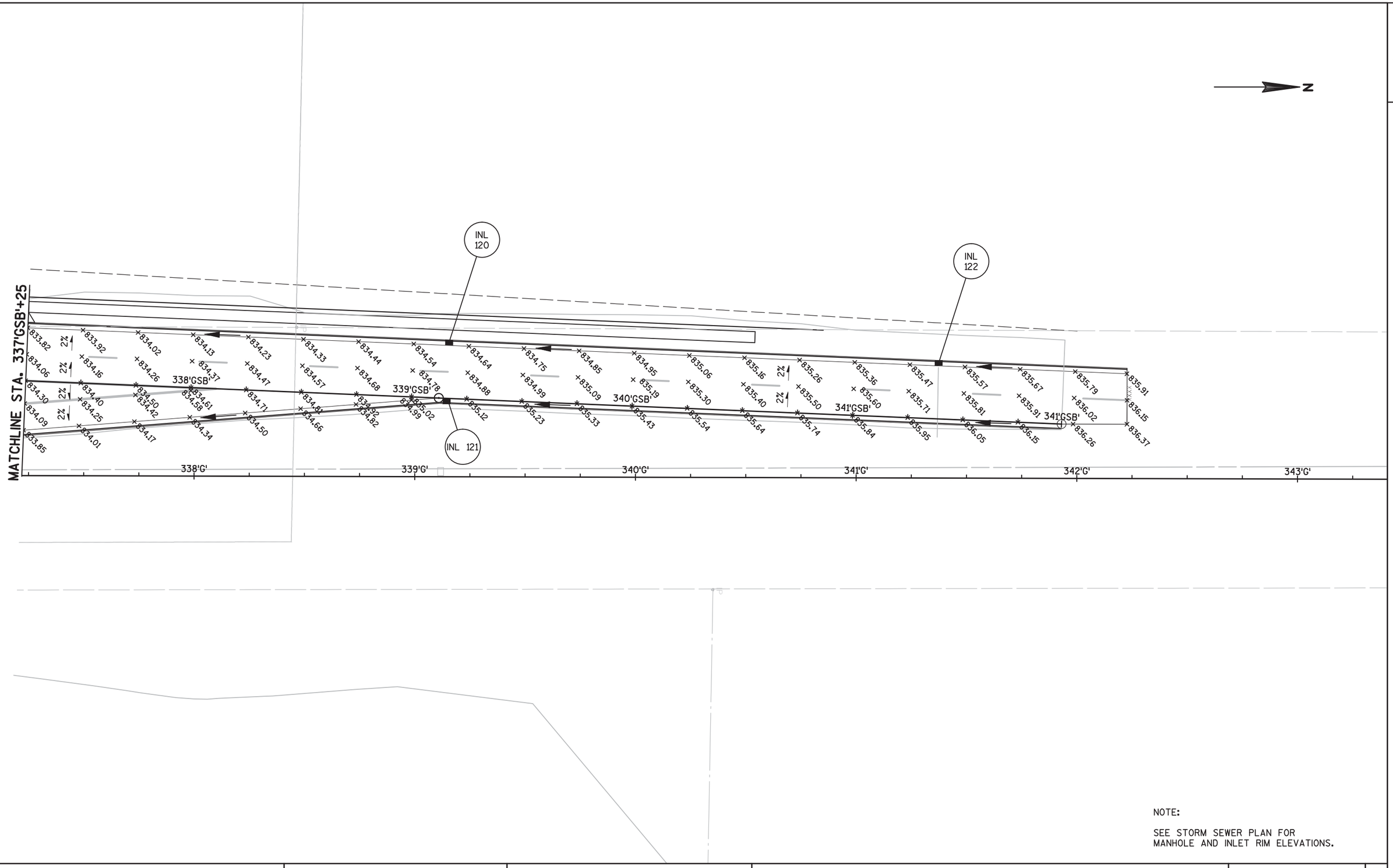
INL 106
INL 102
INL 107
INL 108
INL 109
INL 114
INL 115
INL 116
INL 117
INL 118
INL 119
INL 123
INL 125
INL 130
INL 131

NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70, -71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 92	E

2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 93	E

2

N

WB STH 11

834.50 834.51 834.34 834.35 834.55 834.39 834.57 834.59 834.42 834.61 834.46 834.63 834.47 834.68 834.50 834.73 834.53 834.75 834.57 834.61 834.80 834.64 834.83 834.66 834.84 834.62 834.84 834.66 834.85 834.66 834.88 834.71 834.91 834.76 834.92 834.78 834.58

183'AE' 184'AE' 185'AE' 186'AE' 187'AE' 188'AE'

834.78 834.86 834.81 834.89 834.84 834.92 834.87 834.95 834.89 834.97

EB STH 11

MATCHLINE STA. 188'AE'+75

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	PAVING GRADES	SHEET 94	E

2

N

INL
103

WB STH 11

MATCHLINE STA. 188'AE'+75

189'AE'

190'AE'

191'AE'

192'AE'

193'AE'

194'AE'

193'AW'

194'AW'

4%

2%

2%

2%

MATCHLINE STA. 194'AE/AW'+75

EB STH 11

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	PAVING GRADES	SHEET 95	E

2

N

WB STH 11

MATCHLINE STA. 194'AE/AW'+75

MATCHLINE STA. 200'AE/AW'+75

EB STH 11

INL 105

INL 104

INL 132

TI 2

MH 51

NOTE:

SEE STORM SEWER PLAN FOR MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 96	E

2

N

SB CTH G

NB CTH G

WB STH 11

EB STH 11

INL 123

INL 114

INL 109

INL 125

INL 108

INL 107

INL 106

INL 102

MATCHLINE STA. 200'AE/AW'+75

MATCHLINE STA. 206'AE/AW'+75

201'AW'

202'AW'

203'AW'

204'AW'

205'AW'

206'AW'

201'AE'

202'AE'

203'AE'

204'AE'

205'AE'

206'AE'

PROJECT 5966-10-71

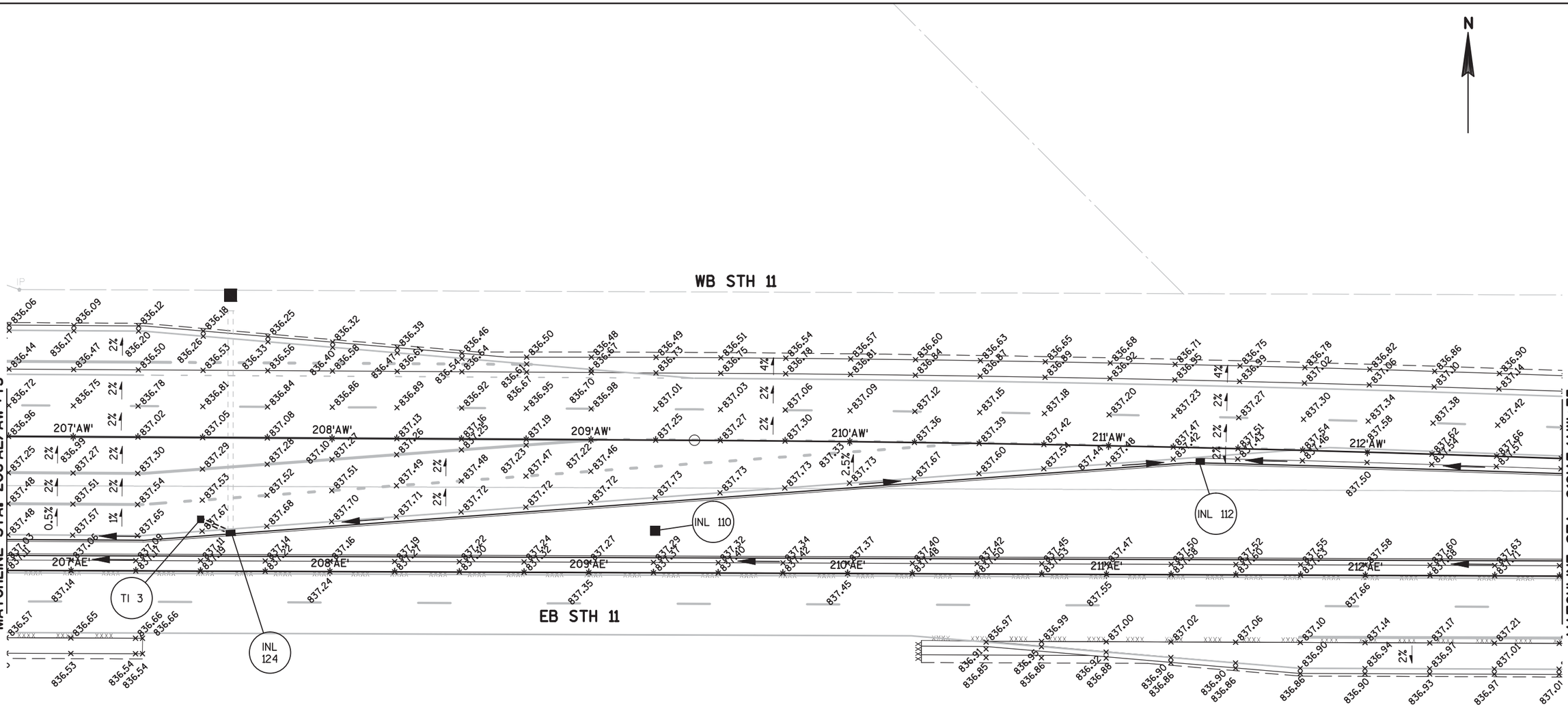
PROJECT 5966-10-70

NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-70, -71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 97	E

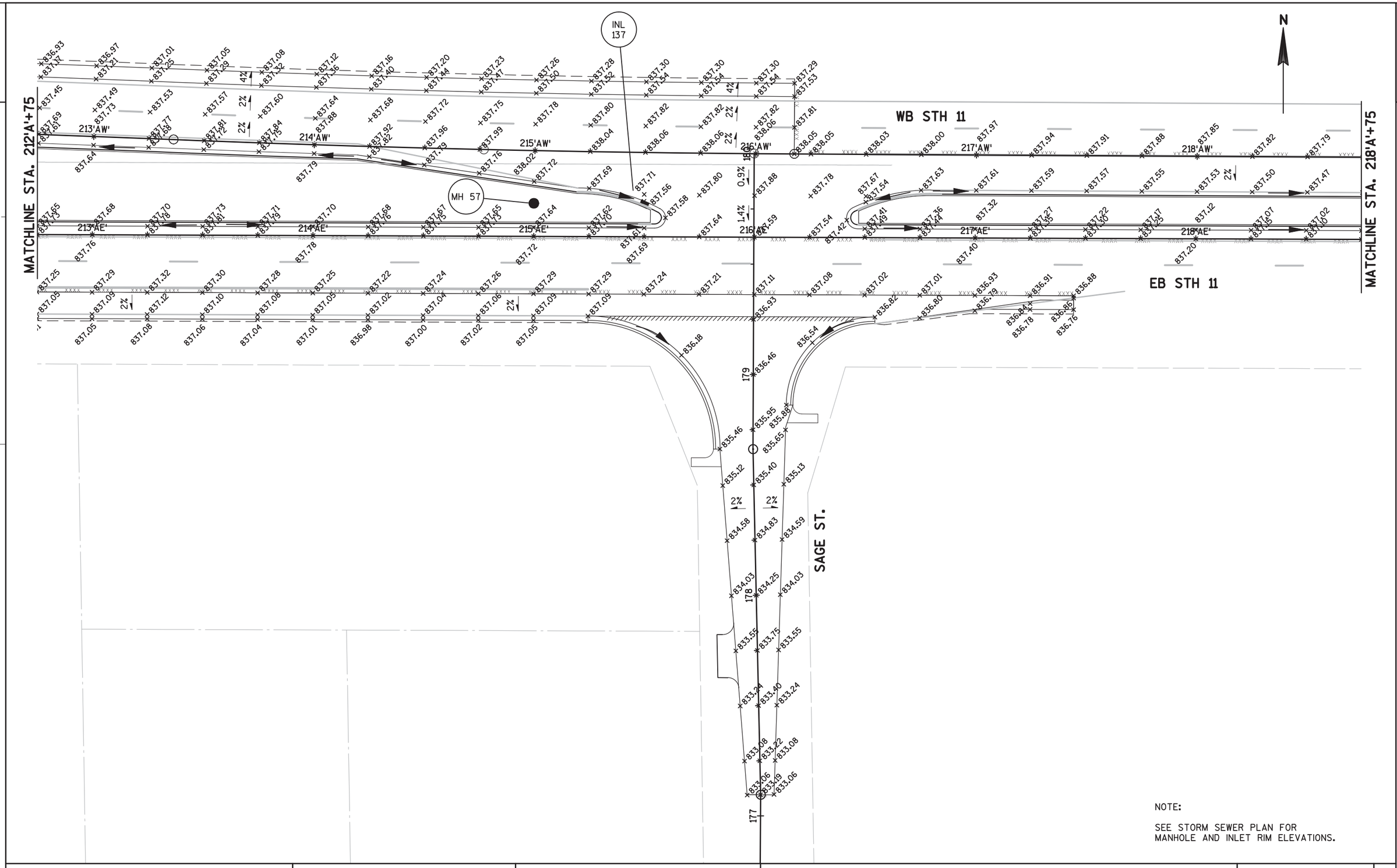
2



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 98	E



NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

2

2

N

MATCHLINE STA. 218'A'+75

STH 11 WB

837.76 219'AW' 837.73 837.70 837.67 837.64 220'AW' 837.62 837.59 837.56 837.53 221'AW' 837.50 837.47 837.44 837.41 222'AW' 837.38 837.35 837.32 837.29 837.26 837.23 837.20 837.18 837.14 837.10 223'AW' 224'AW'

837.44 837.42 837.39 2% 837.36 837.33 837.30 837.27 837.24 837.21 837.21 2% 837.22 837.23 837.24 837.25 837.02

836.97 836.93 836.88 836.86 837.05 837.01

219'AE' 220'AE' 221'AE' 222'AE' 223'AE' 224'AE'

STH 11 EB

INL 111

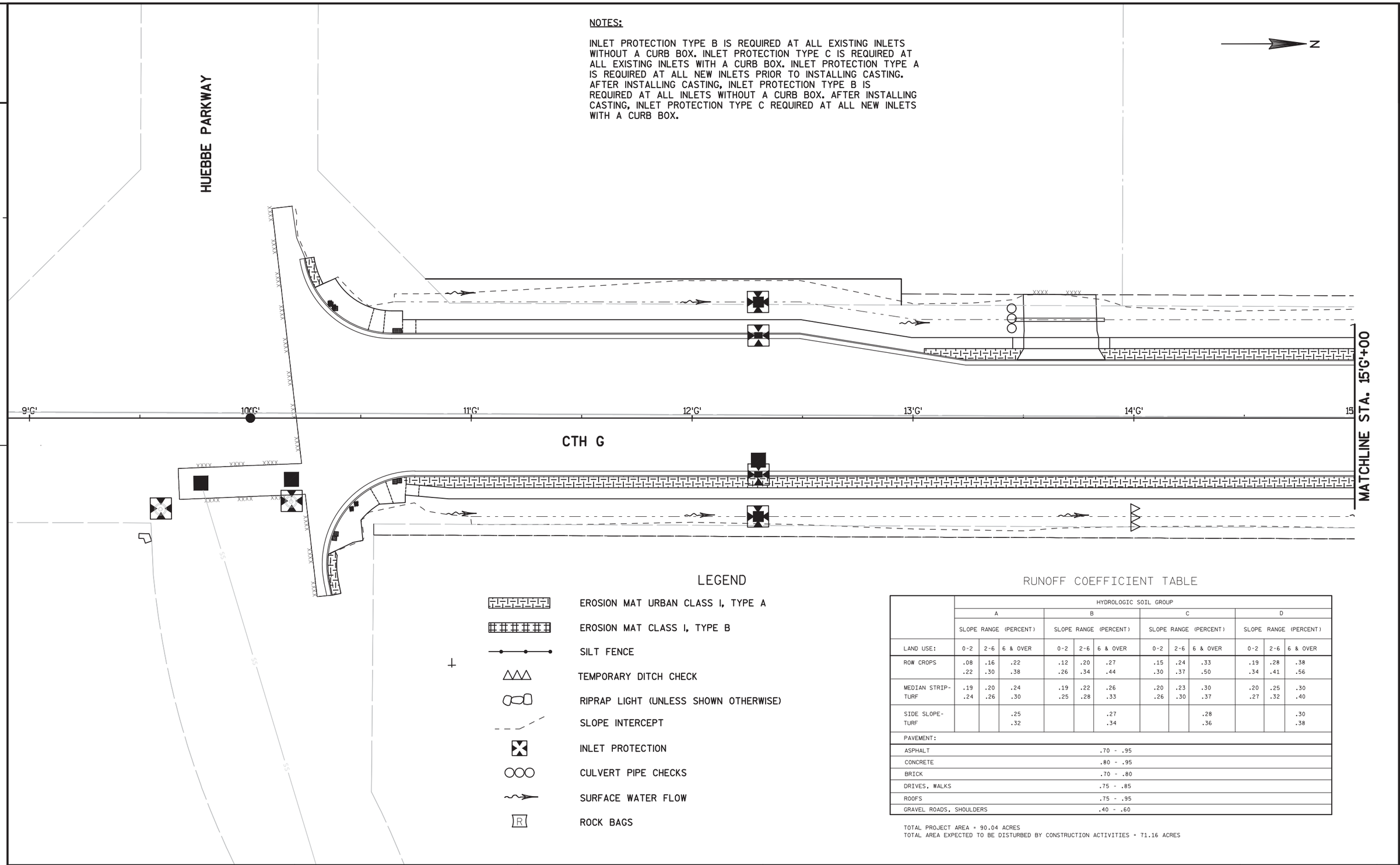
NOTE:

SEE STORM SEWER PLAN FOR
MANHOLE AND INLET RIM ELEVATIONS.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	PAVING GRADES	SHEET 100	E

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

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											

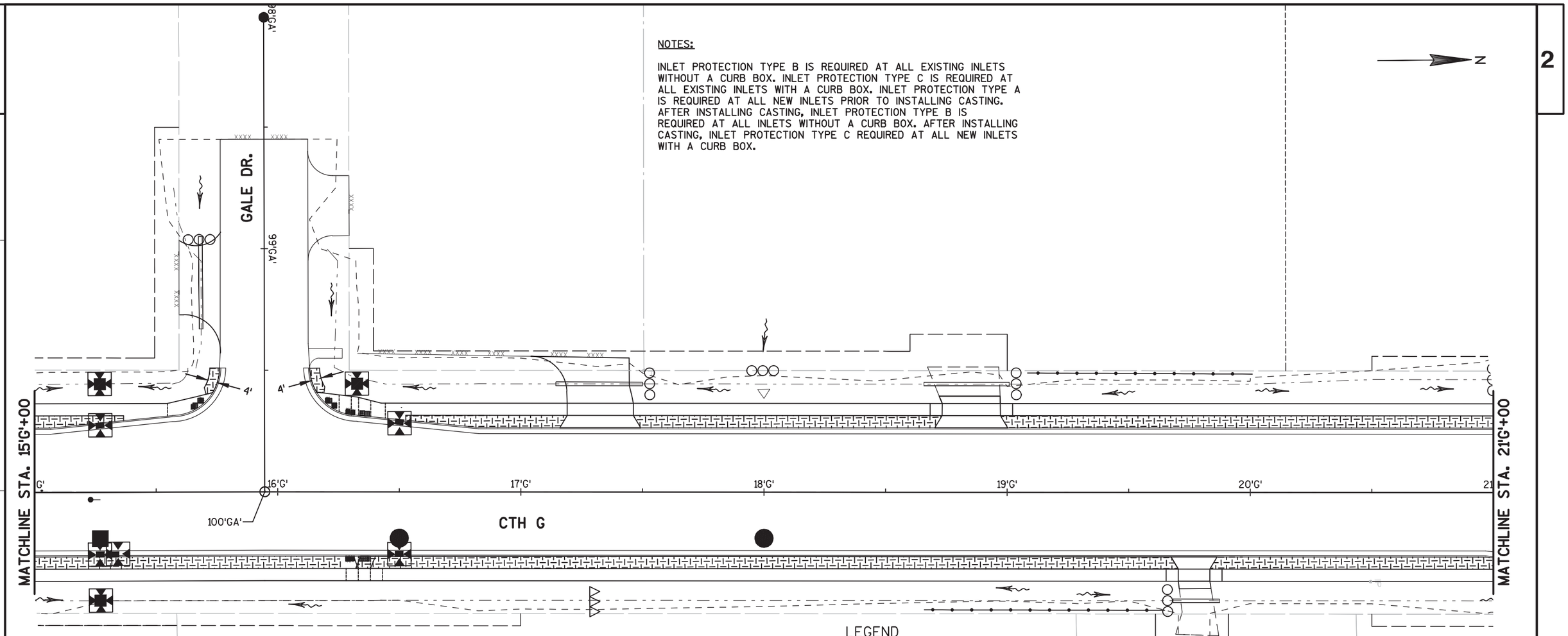
TOTAL PROJECT AREA = 90.04 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 71.16 ACRES

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 101	E

2

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

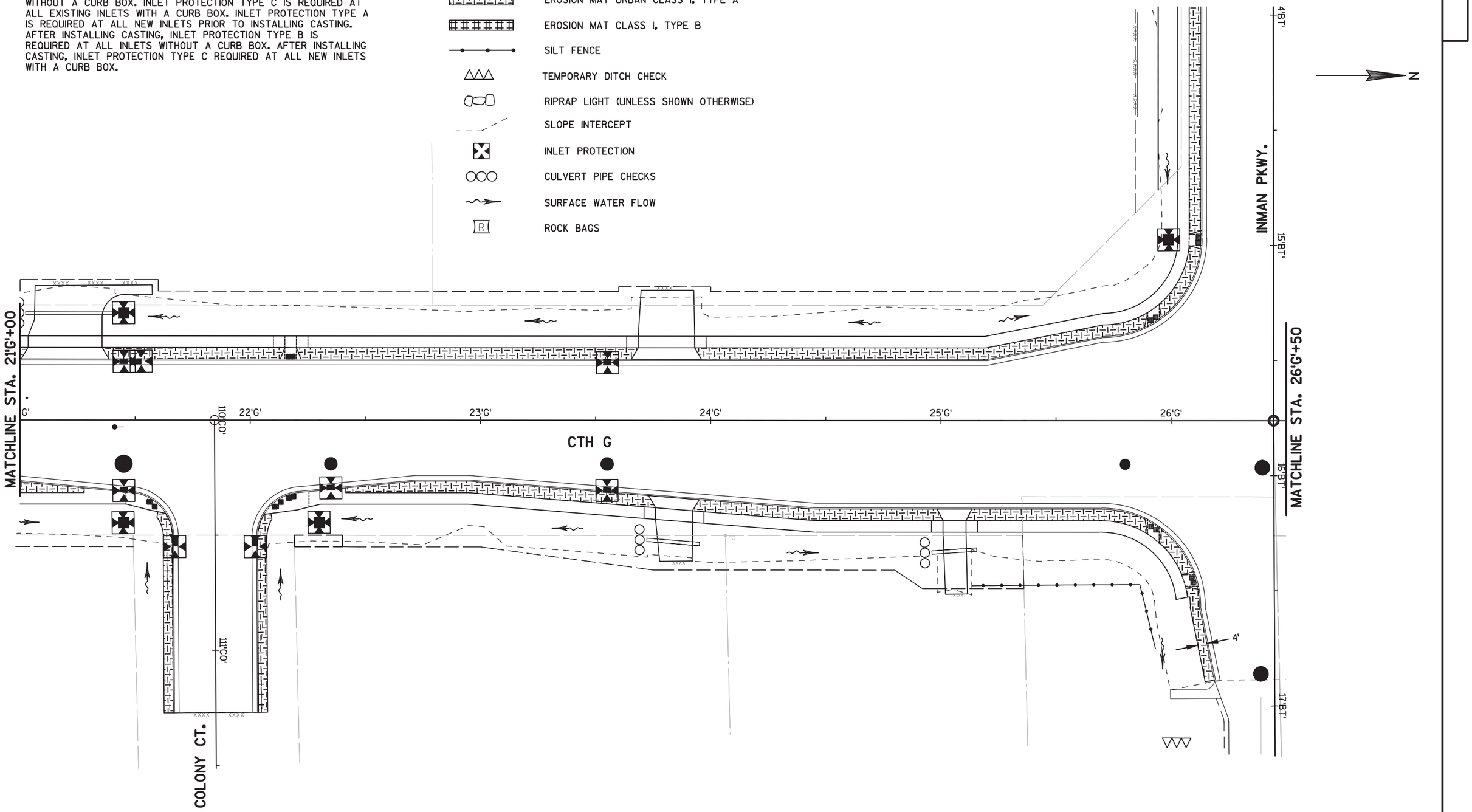
FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022002_EC.DWG PLOT DATE : 2/4/2015 10:41 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

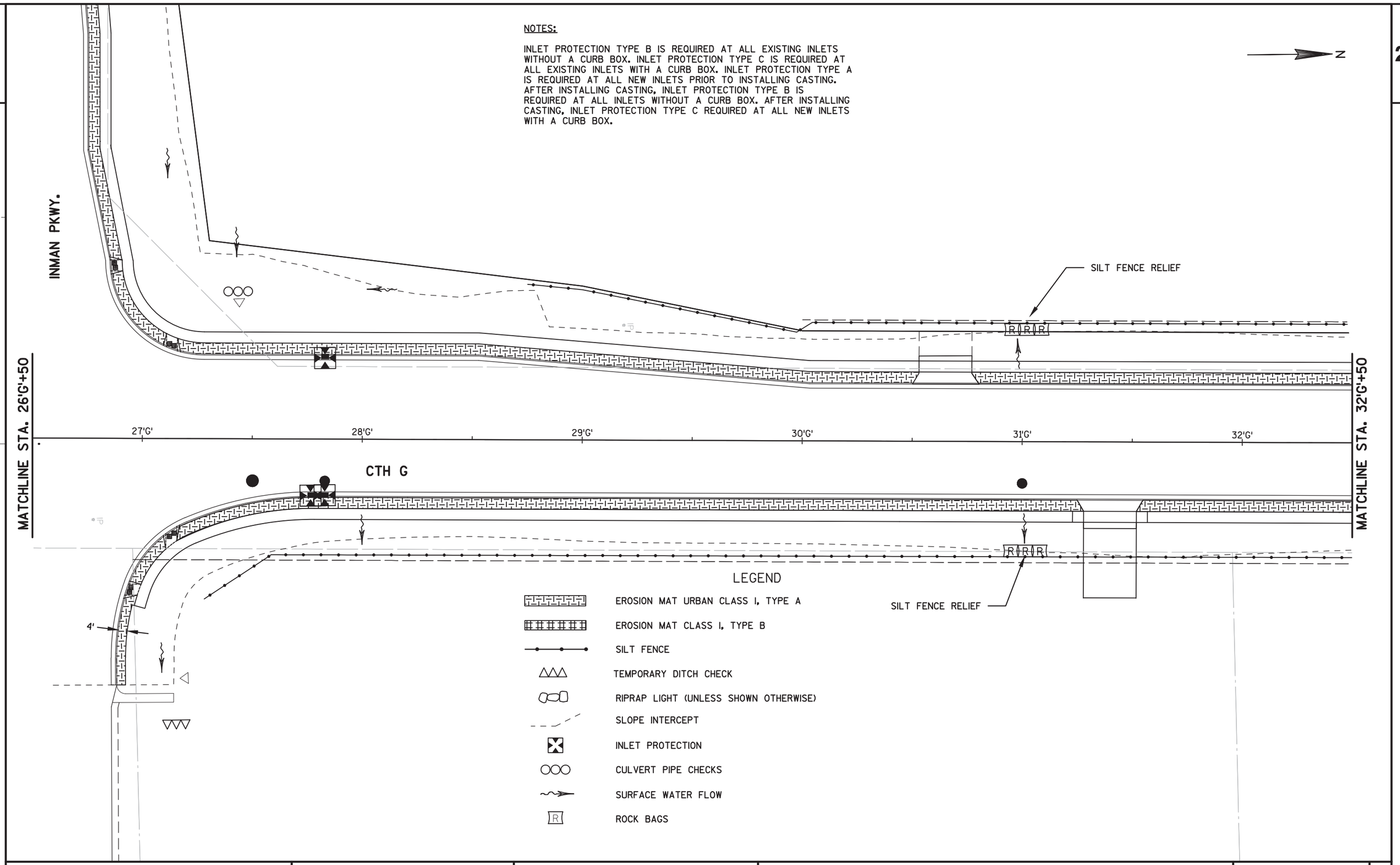


PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN DETAIL	SHEET 103	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022003_EC.DWG PLOT DATE : 2/4/2015 10:42 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



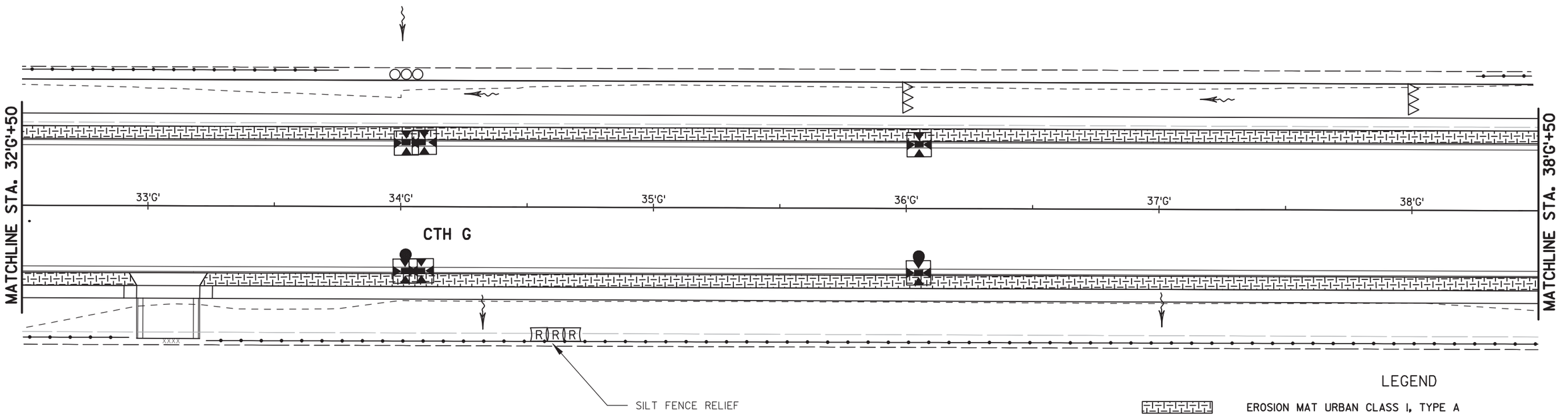
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022004_EC.DWG PLOT DATE : 2/4/2015 10:43 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========= WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N

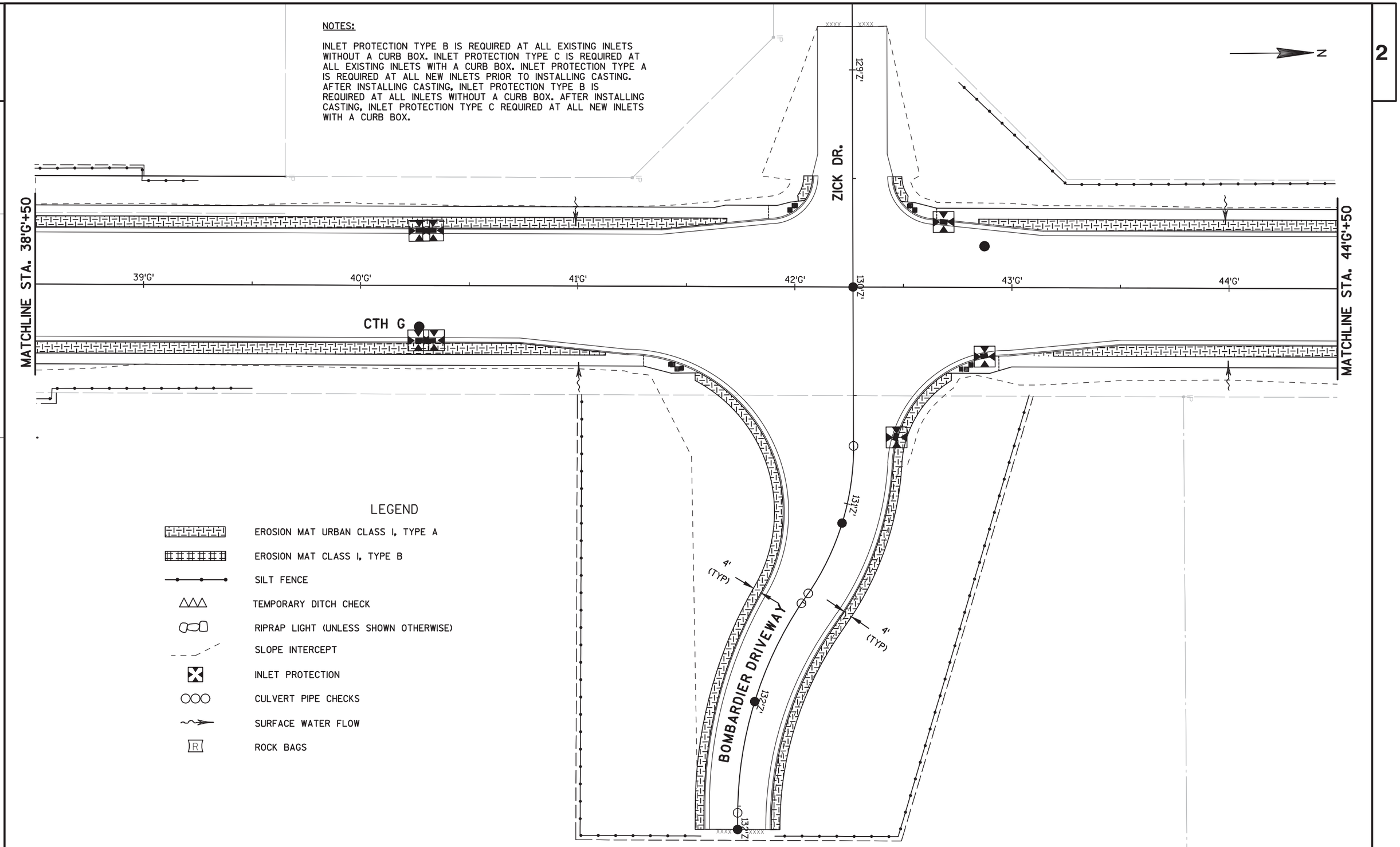


LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



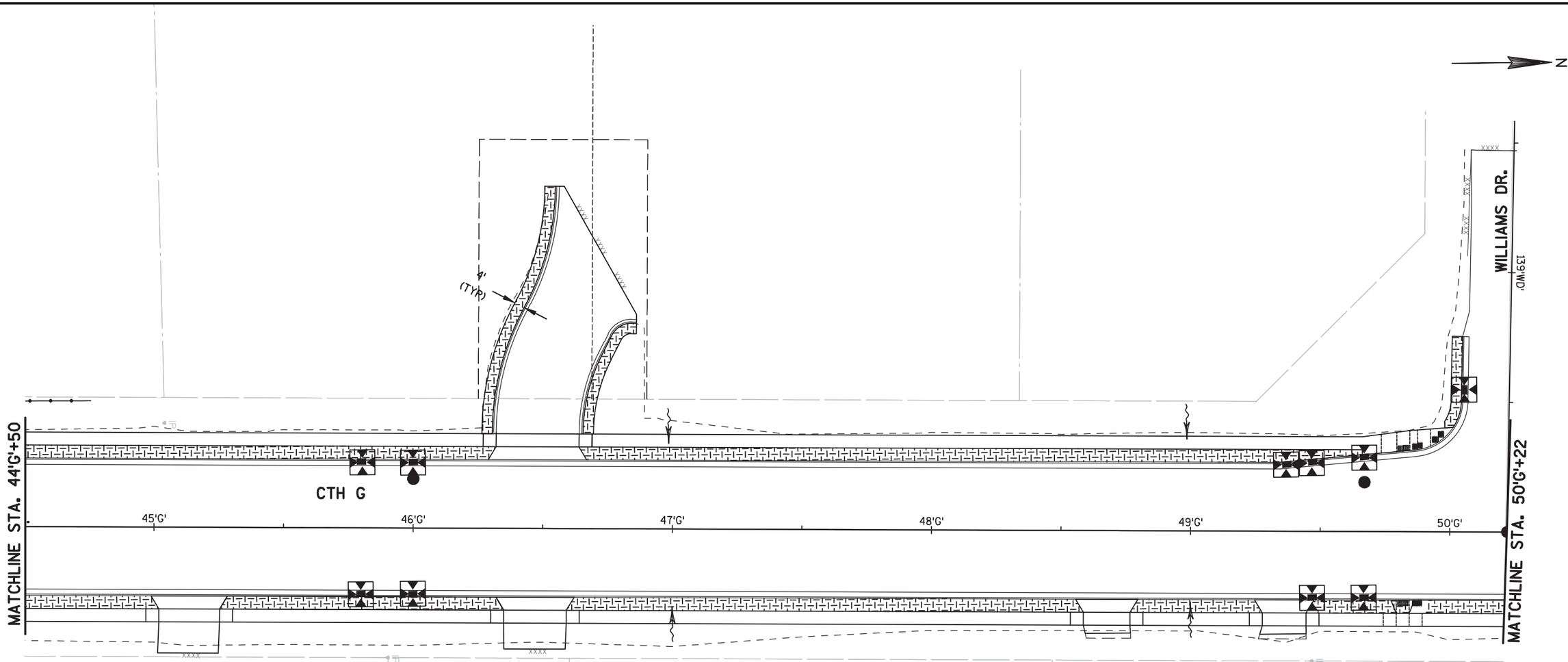
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022006_EC.DWG PLOT DATE : 2/4/2015 10:45 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2



NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 107	E

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N

WILLIAMS DR.

133'WD.

4'
(TYP)

CTH G

140'WD.

MATCHLINE STA. 50'G'+22.01

51'G'

52'G'

53'G'

54'G'

55'G'

56'G'

MATCHLINE STA. 56'G'+23.55

141'

YMCA SPORTS COMPLEX DRIVEWAY

WALTON DR.

151'WD.

LEGEND

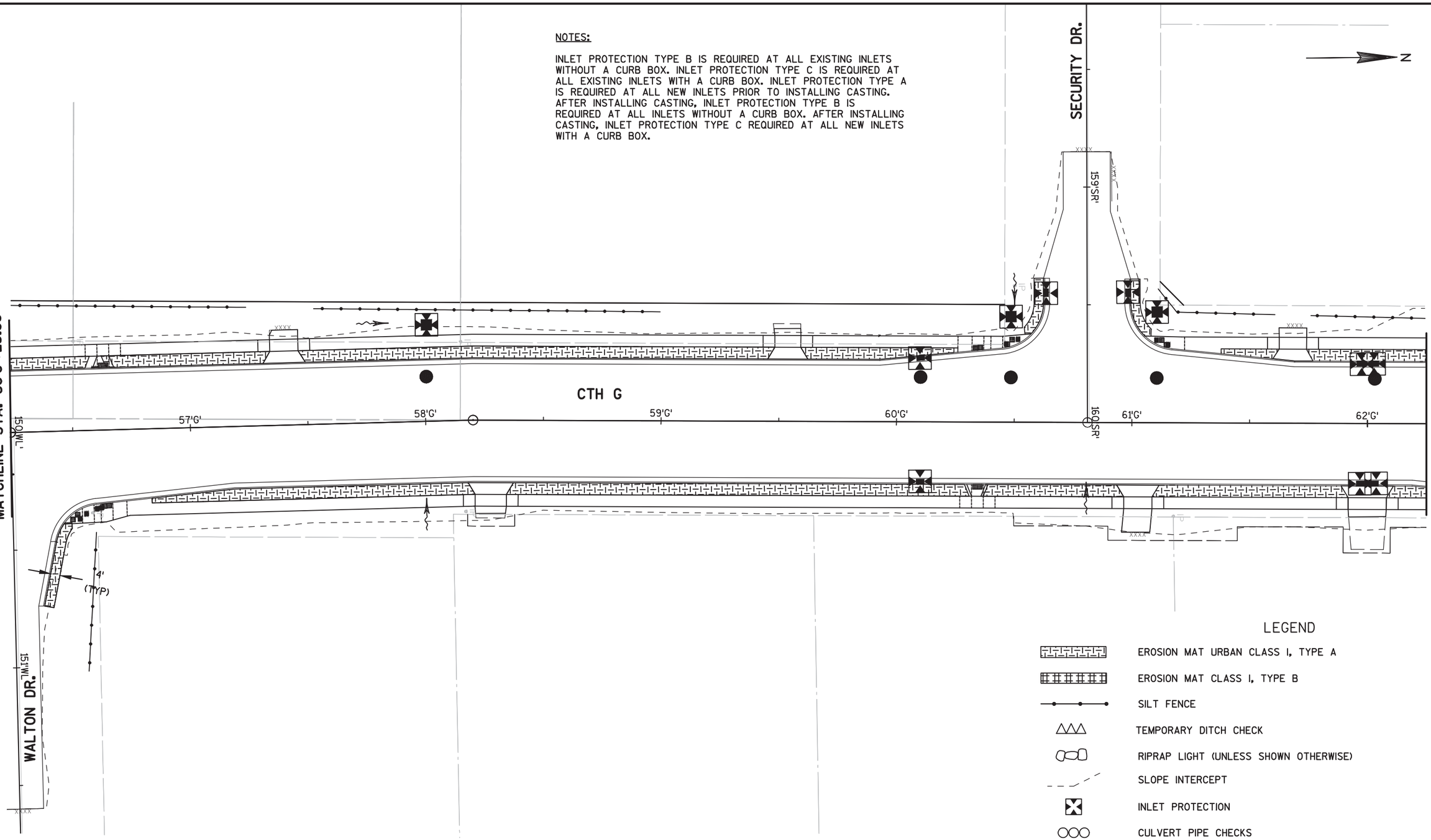
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 108	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022008_EC.DWG PLOT DATE : 2/4/2015 10:46 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ========== WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



LEGEND

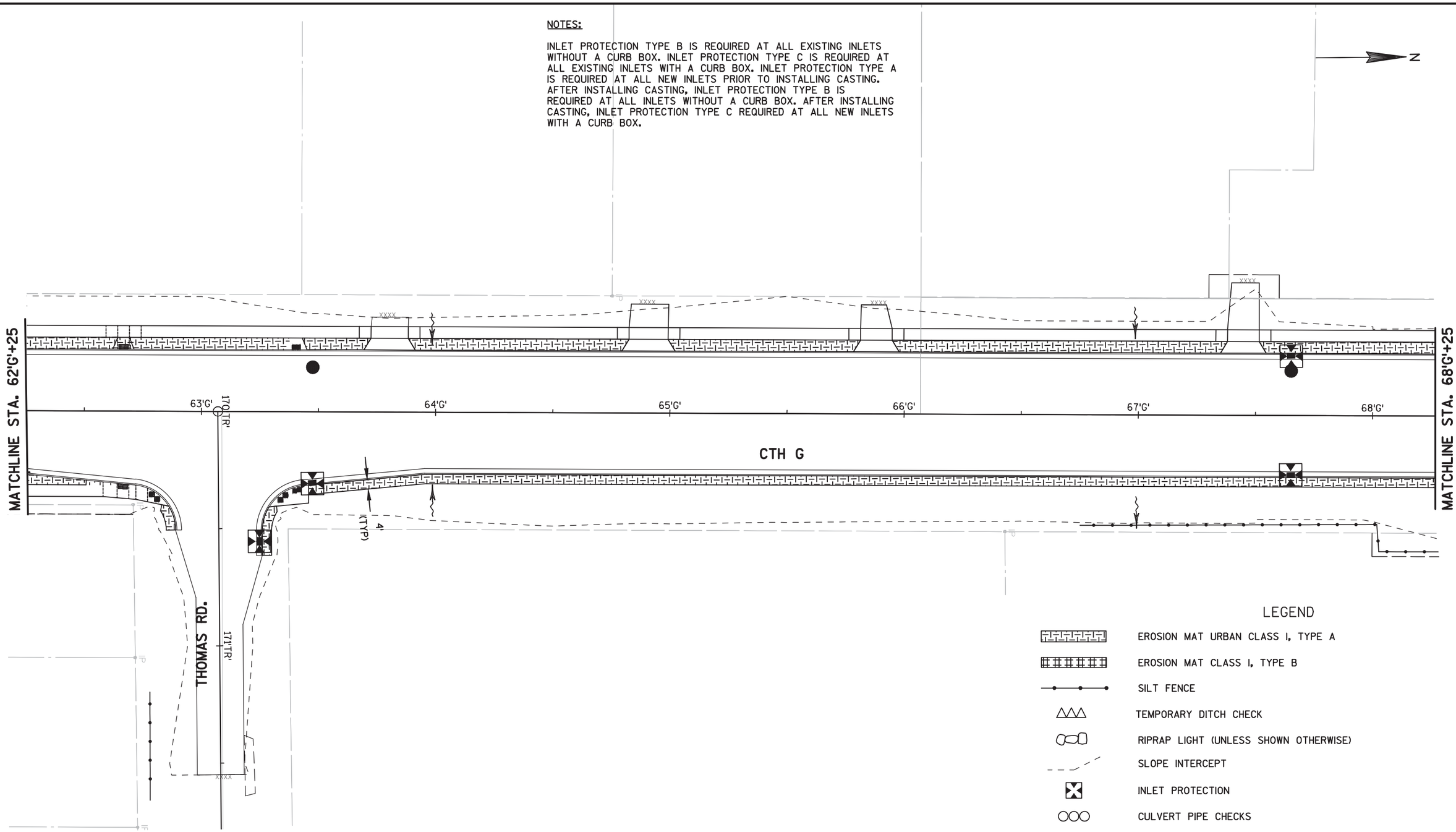
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022009_EC.DWG PLOT DATE : 2/4/2015 10:47 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

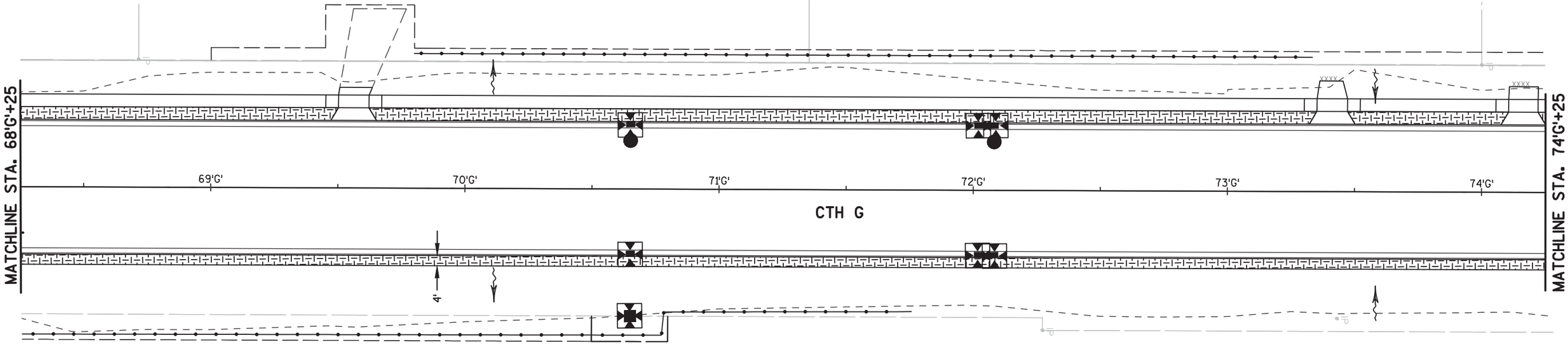


2

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N



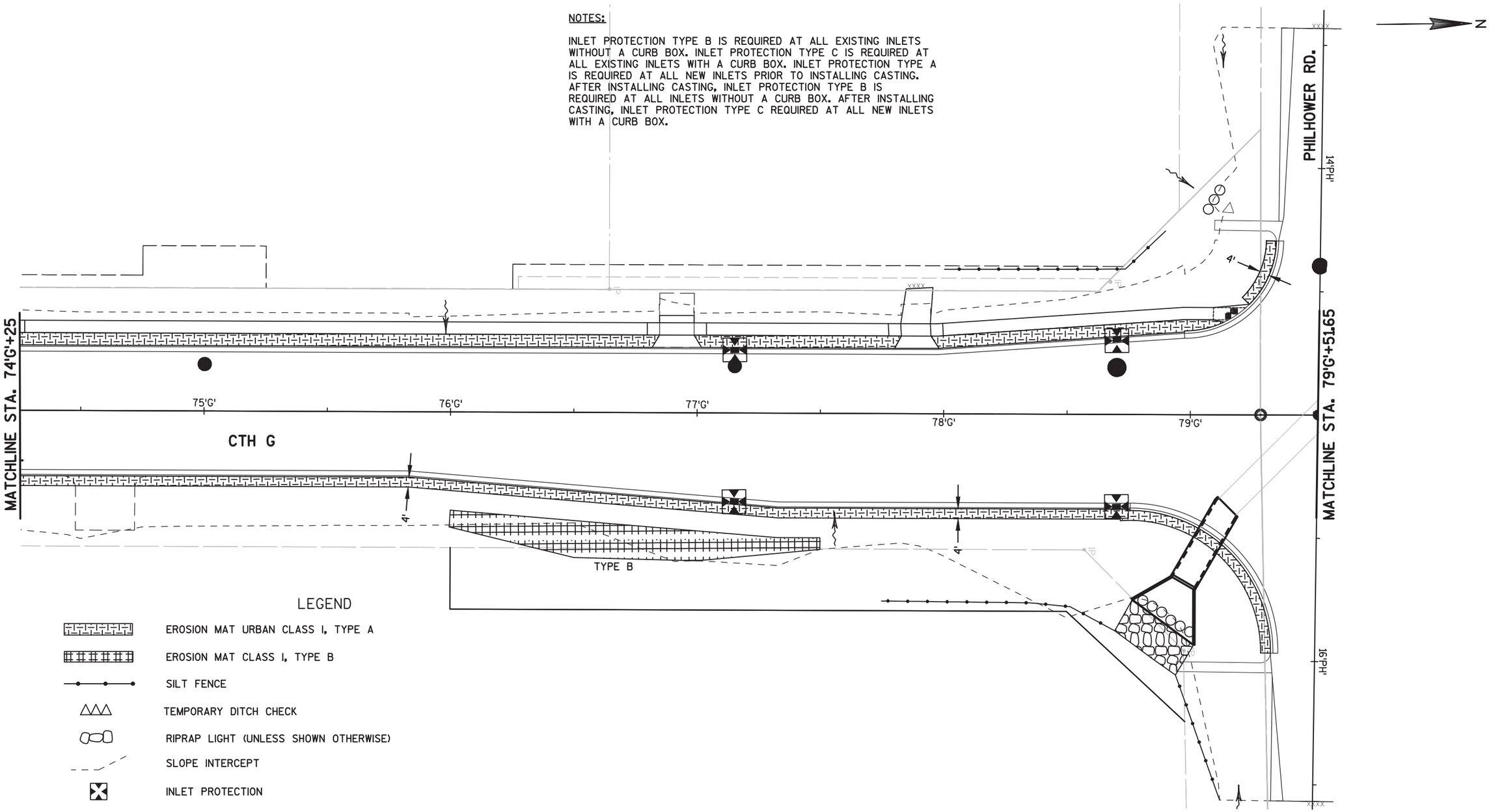
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 111	E

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022012_EC.DWG PLOT DATE : 2/4/2015 10:50 AM PLOT BY : WEBER, JESSE PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N

PHILHOWER RD.

MATCHLINE STA. 79'G'+5165

PROJECT 5966-10-70 PROJECT 5966-00-72

14'PH'

15'PH'

16'PH'

4'

80'G' 81'G' 82'G' 83'G' 83'G'

CTH G

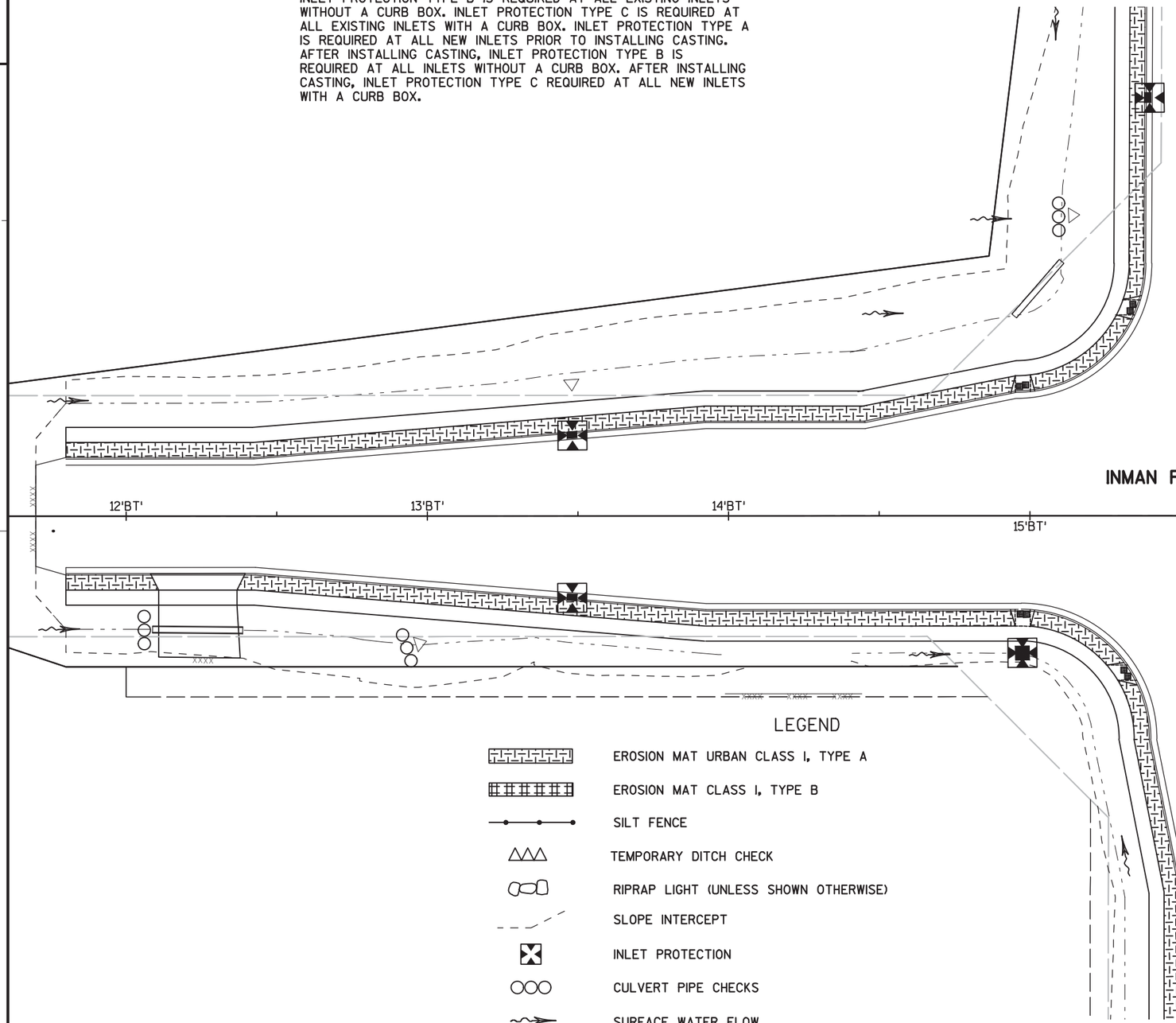
LEGEND

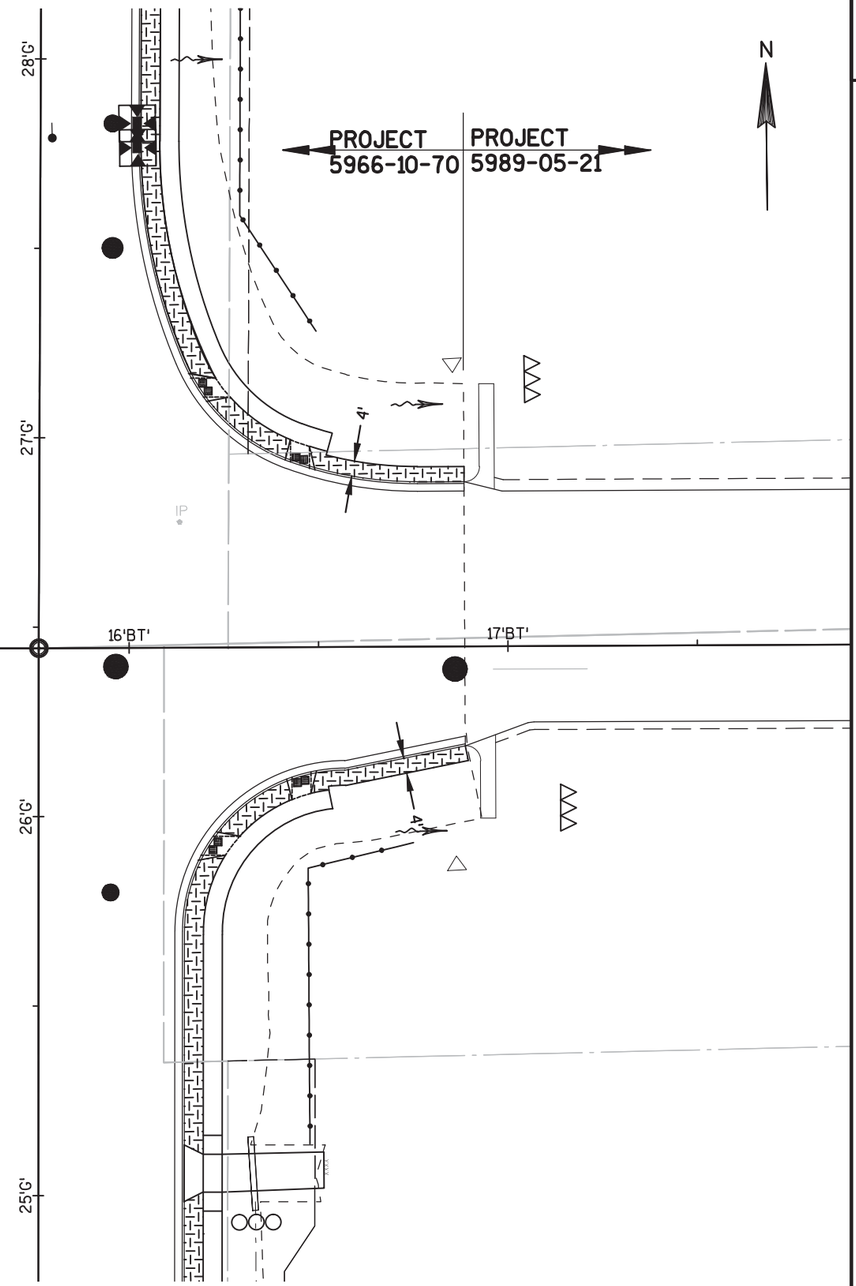
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 113	E

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.



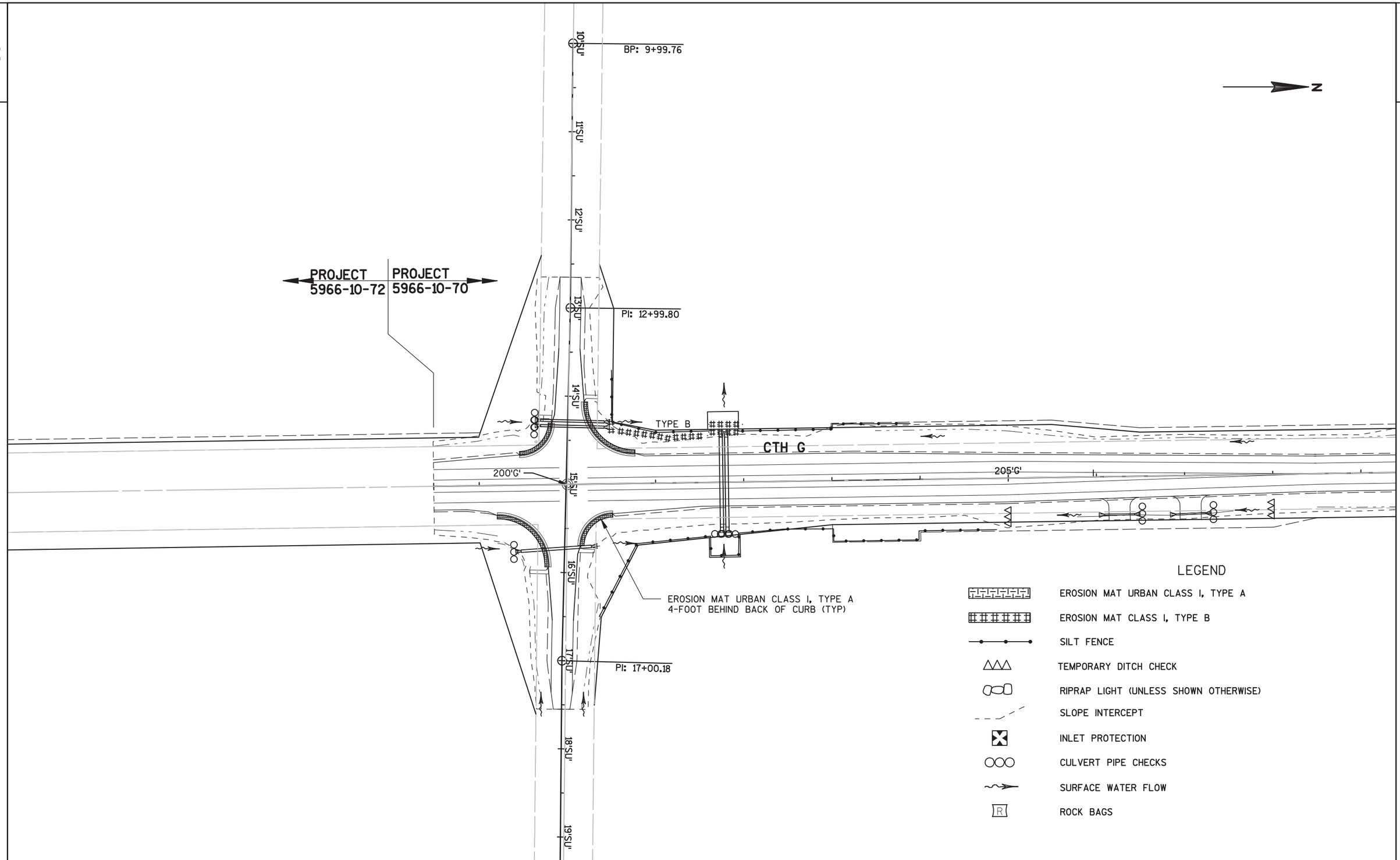


LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 114	E

2



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022015_EC.DWG PLOT DATE : 2/4/2015 10:52 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

2

2

N

CTH G

210'G'

215'G'

220'G'

TYPE B

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022016_EC.DWG PLOT DATE : 2/4/2015 10:53 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

N

+50'G', 29.8' LT
+50'G', 43.1' LT
+98'G', 44.0' LT
+98'G', 71.0' LT
+01'G', 59.4' LT
+00'G', 29.8' LT

SEE STRUCTURE PLAN B-53-291
FOR EROSION CONTROL DEVICES
AT THE BRIDGE.

RIPRAP LIGHT

TYPE B
TYPE B

225'G'
230'G'
CTH G
235'G'

+00'G', 29.8' RT
+62'G', 65.9' RT
+01'G', 77.2' RT

TYPE B

+50'G', 29.8' RT
+50'G', 43.7' RT

+96'G', 44.5' RT
+58'G', 78.3' RT
+98'G', 89.2' RT

R R R

SILT FENCE RELIEF

RIPRAP LIGHT

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- R ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 117	E

2

N

+00'G', 33.4' LT

+03'G', 92.5' LT

+03'G', 48.8' LT

+50'G', 46.3' LT

+98'G', 81.5' LT

+50'G', 33.0' LT

TYPE B

TYPE B

240'G'

245'G'

CTH G

250'G'

TYPE B

TYPE B

+00'G', 29.8' RT

+13'G', 94.7' RT

SILT FENCE RELIEF

+33'G', 94.7' RT

+00'G', 43.1' RT

+00'G', 43.1' RT

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

+00'G', 29.8' RT

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

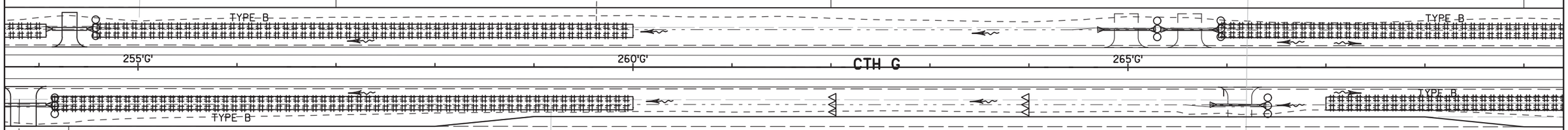
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022018_EC.DWG PLOT DATE : 2/4/2015 10:54 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

N



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 119	E

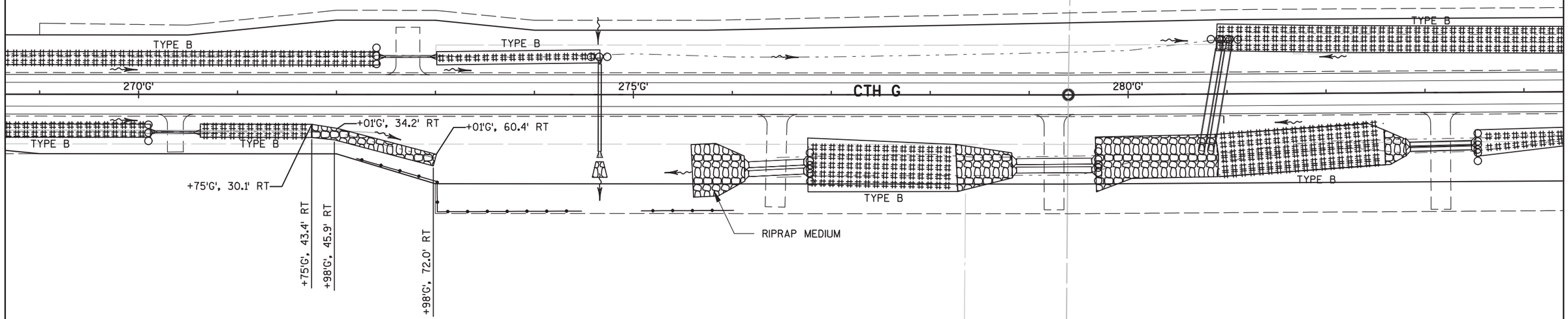
2

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

N



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 120	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022020_EC.DWG PLOT DATE : 2/4/2015 10:56 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

2

N

TYPE B

TYPE B

TYPE B

TYPE B

285'G'

290'G'

295'G'

CTH G

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 121	E

2

2

N

+76'G', 68.2' LT
+15'G', 76.4' LT
+31'G', 76.5' LT
+76'G', 60.1' LT
+27'G', 60.8' LT

TYPE B
TYPE B
310'GSB'
305'GSB'
305'G'
310'G'
300'G'

CTH G

TYPE B
TYPE B
TYPE B

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022022_EC.DWG
PLOT DATE : 2/4/2015 10:57 AM
PLOT BY : WEBER, JESSE
PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

2

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

INNOVATION DRIVE

TYPE B

TYPE B

315'GSB'

320'GSB'

325'GSB'

315'G'

320'G'

325'G'

CTH G

TYPE B

TYPE B

TYPE B

DETROIT AVE.

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022023_EC.DWG PLOT DATE : 2/4/2015 10:58 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N

EROSION MAT URBAN CLASS I, TYPE A
BETWEEN BACK OF CURB & SIDEWALK

TYPE B

330'GSB'

330'G'

335'GSB'

335'G'

340'GSB'

341'GSB'

340'G'

CTH G

EROSION MAT URBAN CLASS I, TYPE A
4-FOOT BEHIND BACK OF CURB (TYP)

200'AE'

200'AW'

DETROIT AVE.

SILT FENCE RELIEF

205'AE'

205'AW'

STH 11 EB

STH 11 WB

PROJECT 5966-10-70

PROJECT 5966-10-71

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

PROJECT NO: 5966-10-70, 71	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 124	E

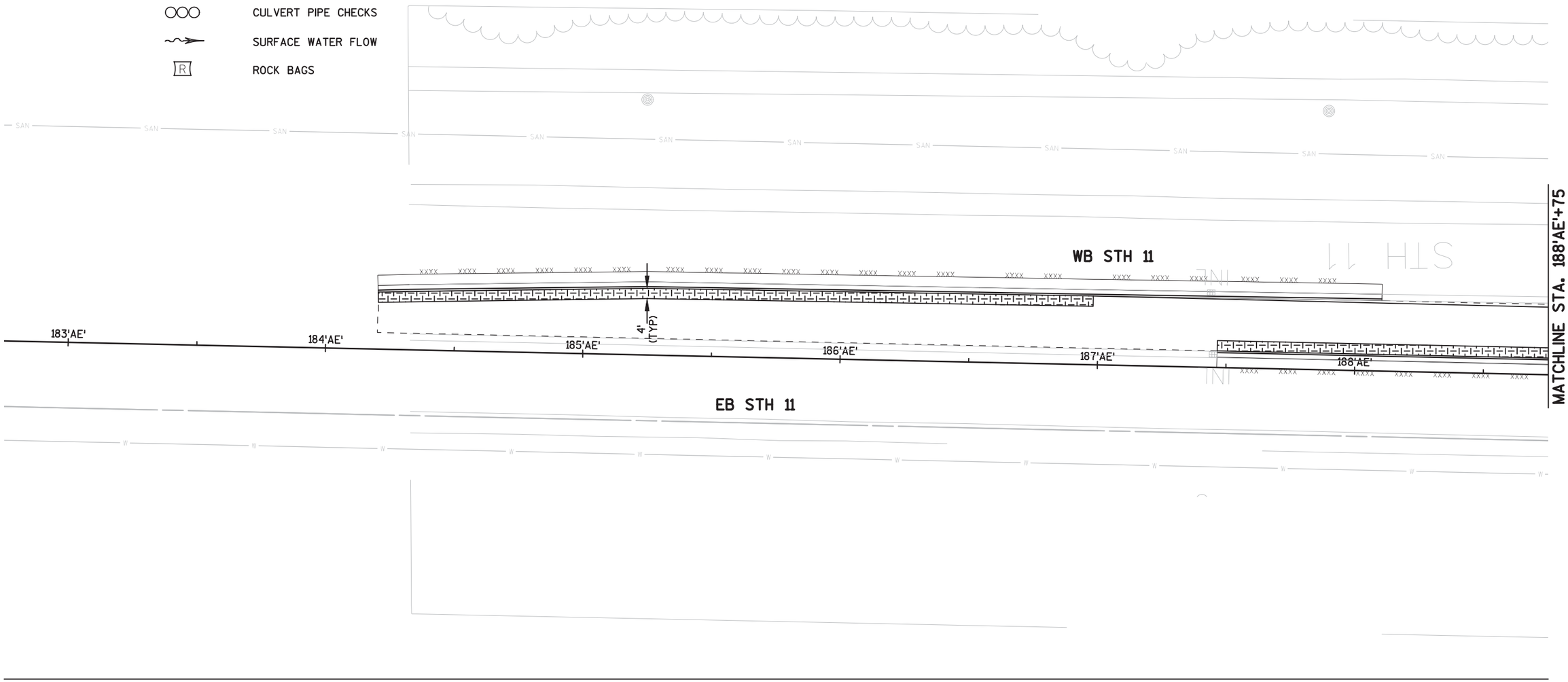
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N



2

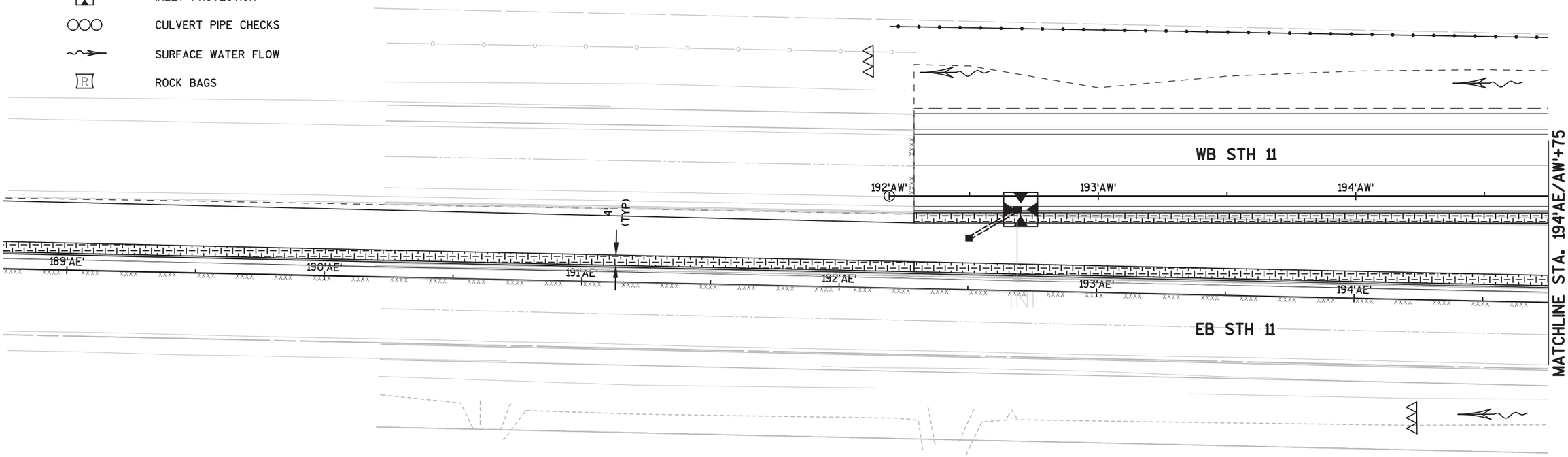
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

N



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022025_EC.DWG PLOT DATE : 2/4/2015 11:01 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

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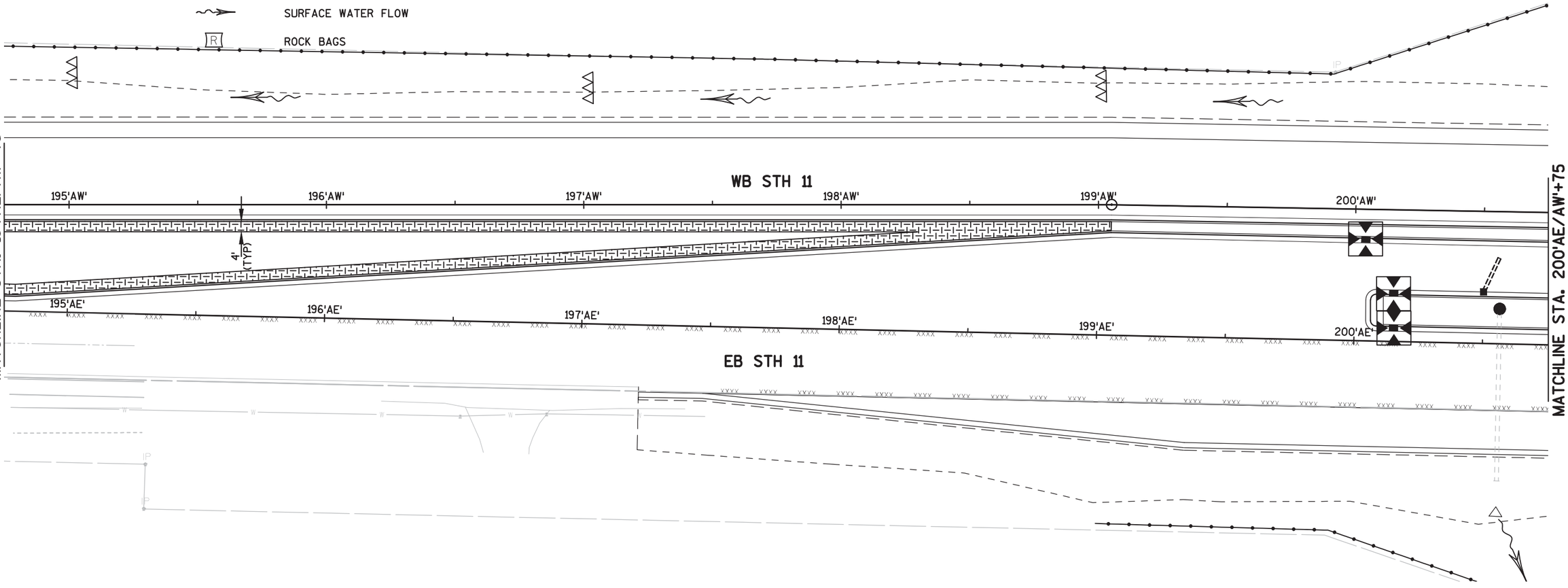


PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 127	E

2

N

SB CTH G

NB CTH G

4'(TYP)

334'GSB'

334'G'

333'GSB'

333'G'

332'GSB'

332'G'

331'GSB'

331'G'

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

WB STH 11

201'AW' 202'AW' 203'AW' 204'AW' 205'AW' 206'AW'

MATCHLINE STA. 200'AE/AW'+75

201'AE' 202'AE' 203'AE' 204'AE' 205'AE' 206'AE'

MATCHLINE STA. 206'AE/AW'+75

EB STH 11

PROJECT 5966-10-71

PROJECT 5966-10-70

TYPE B

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022027_EC.DWG PLOT DATE : 2/4/2015 11:02 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

WB STH 11

207'AW' 208'AW' 209'AW' 210'AW' 211'AW' 212'AW'

4" (TYP.)

207'AE' 208'AE' 209'AE' 210'AE' 211'AE' 212'AE'

EB STH 11

MATCHLINE STA. 206'AE/AW'+75

MATCHLINE

MATCHLINE STA. 212'AE/AW'+75

MATCHLINE

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 129	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022028_EC.DWG PLOT DATE : 2/4/2015 11:04 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

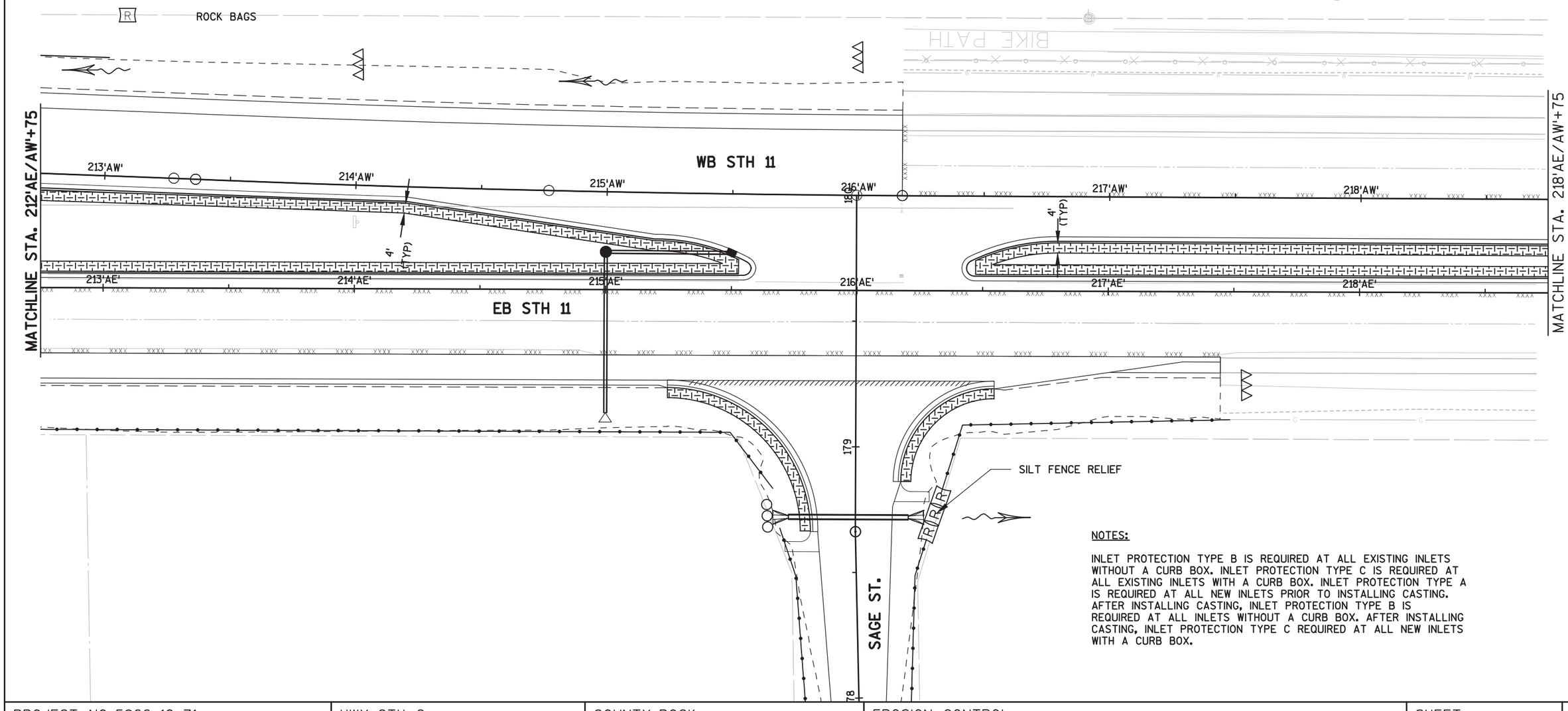
2

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

N



NOTES:

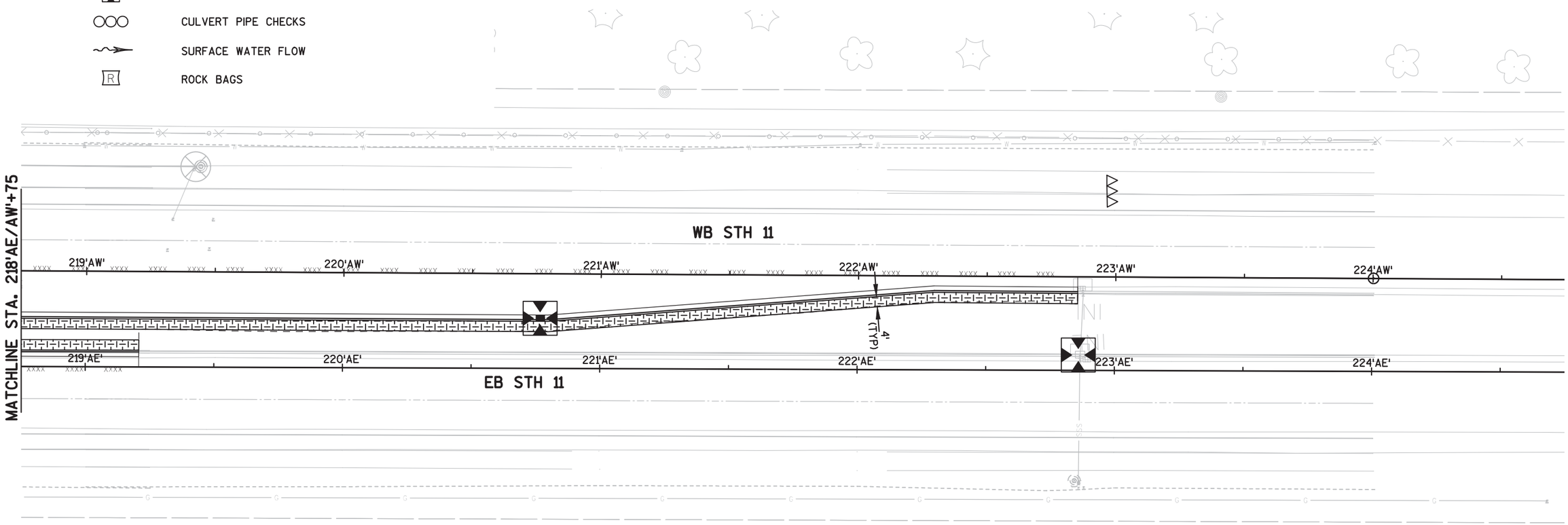
INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EROSION CONTROL	SHEET 130	E

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- RIPRAP LIGHT (UNLESS SHOWN OTHERWISE)
- SLOPE INTERCEPT
- INLET PROTECTION
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ROCK BAGS

N



NOTES:

INLET PROTECTION TYPE B IS REQUIRED AT ALL EXISTING INLETS WITHOUT A CURB BOX. INLET PROTECTION TYPE C IS REQUIRED AT ALL EXISTING INLETS WITH A CURB BOX. INLET PROTECTION TYPE A IS REQUIRED AT ALL NEW INLETS PRIOR TO INSTALLING CASTING. AFTER INSTALLING CASTING, INLET PROTECTION TYPE B IS REQUIRED AT ALL INLETS WITHOUT A CURB BOX. AFTER INSTALLING CASTING, INLET PROTECTION TYPE C REQUIRED AT ALL NEW INLETS WITH A CURB BOX.

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

HUEBBE PKWY.

INL 23 STA 12+30'G', 52.5' L
INLET MEDIAN 1 GRATE - MS

STA. 13+66'G', LT
1 - 18" CP CL III

STA 12+30'G', 37.5' L
INLET 2X3-FT - H
INL 1

MH 1 STA 9+78'G', 29.4' R
MANHOLE 6X6-FT - J

MH 56 STA 10+19'G', 27.7' R
MANHOLE 6X6-FT - J

9'G' 10'G' 11'G' 12'G' 13'G' 14'G' 15'G'

REMOVE MANHOLE

REMOVE MANHOLE

REMOVE MANHOLE

MH 2 STA 12+30'G', 19.0' R
MANHOLE 6X6-FT - J

CTH G

REMOVE STORM SEWER 36-INCH

CONNECT STUB TO INLET

STA 12+30'G', 25.5' R
INLET 2X3-FT - H
INL 2

INL 24 STA 12+30'G', 44.5' R
INLET MEDIAN 1 GRATE - MS

REMOVE STORM SEWER 36-INCH

REMOVE STORM SEWER 36-INCH

EXISTING GROUND

PROPOSED GROUND

MH 1 RIM 805.57

MH 56 RIM 805.84

MH 2 RIM 804.97

34X53-INCH SSPRCHE 212' @ 0.14%

34X53-INCH SSPRCHE CL IV 297' @ 0.14%

797.73

797.78

797.79

798.08

798.08

34X53-INCH SSPRCHE 41' @ 0.14%

810 805 800 795

MH 56 RIM 805.84

12-INCH SSPRC 7' @ 1.00%
EX 12" STORM SEWER

800.20

800.16

12-INCH SSPRC CL IV 7' @ 1.08%

INL 23 INL 1 MH 2 INL 2 INL 24

RIM 802.92 RIM 804.63 RIM 804.97 RIM 804.87 RIM 802.97

800.84 800.72 800.70 800.18 801.38 801.23 801.21 801.20

12-INCH SSPRC 19' @ 0.95%

15-INCH SSPRC CL IV 56' @ 1.01%

15-INCH SSPRC 15' @ 1.00%

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 132	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022501_SS.DWG PLOT DATE : 2/10/2015 9:47 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

TEMPORARY DRAINAGE RISER

STA. 99'GA'+15, RT
1-18" CP CL III

INL 4 STA 15+27'G', 44.5' L
INLET MEDIAN 1 GRATE - MS

INL 8 STA 16+33'G', 44.5' L
INLET MEDIAN 1 GRATE - MS

STA. 17'G'+32, LT
1 - 18" CP CL III

EW 1 STA 18+00'G', 38.5' L
APRON ENDWALL CPRC 12-INCH

STA. 18'G'+33, LT
1 - 18" CP CL III

GALE DR.

INL 9 STA 16+50'G', 28.8' L
INLET 2X3-FT - H

INL 3 STA 15+27'G', 27.5' L
INLET 2X3-FT - H

15'G' 16'G' 17'G' 18'G' 19'G' 20'G' 21'G'

MH 3 STA 15+27'G', 19.0' R
MANHOLE 8-FT - J

REMOVE MANHOLE

MH 4 STA 16+50'G', 19.0' R
MANHOLE 7-FT - J

CTH G

REMOVE STORM SEWER 12-INCH

INL 7 STA 15+33'G', 25.5' R
INLET 2X3-FT - H

INL 10 STA 16+50'G', 25.5' R
INLET 2X3-FT - H

MH 5 STA 18+00'G', 19.0' R
MANHOLE 7-FT - J

INL 5 STA 15+27'G', 25.5' R
INLET 2X3-FT - H

REMOVE STORM SEWER 12-INCH

REMOVE STORM SEWER 36-INCH

REMOVE MANHOLE

STA. 19'G'+78, RT
1 - 18" CP CL III
INSTALL DURING STAGE 1

INL 6 STA 15+27'G', 44.5' R
INLET MEDIAN 1 GRATE - MS

EXISTING GROUND
PROPOSED GROUND

MH 3 RIM 803.79
MH 4 RIM 804.25
MH 5 RIM 804.85

29X45-INCH SSPRCHE CL IV 123' @ 0.14%
798.48 798.50

29X45-INCH SSPRCHE CL IV 150' @ 0.10%
798.65 798.66

29X45-INCH SSPRCHE CL IV 345' @ 0.10%
798.80 798.81

18-INCH SSPRC CL IV 47' @ 0.99%

MH 3: INL 4 RIM 801.83; INL 3 RIM 803.70; INL 5 RIM 803.79; INL 6 RIM 803.68; RIM 801.79
799.60 799.44 799.46 799.02 799.23 799.21 799.19 799.39

21-INCH SSPRC CL IV 7' @ 1.00%
18-INCH SSPRC 17' @ 1.00%

21-INCH SSPRC 19' @ 1.00%

INL 7 RIM 803.68; INL 5 RIM 803.68
799.69 799.65

12-INCH SSPRC 6' @ 1.00%

12-INCH SSPRC 23' @ 0.98%

INL 8 RIM 802.32; INL 9 RIM 804.25; MH 4 RIM 804.08; INL 10 RIM 804.15
800.44 800.64 800.42 799.99 800.49 800.47

12-INCH SSPRC CL IV 48' @ 1.00%

12-INCH SSPRC CL IV 7' @ 1.00%

EW 1; MH 5 RIM 804.85
801.90 801.01

12-INCH SSPRC CL IV 58' @ 1.65%

PROJECT NO: 5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 133	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

STA. 21+21'G', LT
1 - 18" CP CL III

INL 12 STA 21+45'G', 46.5' L
INLET MEDIAN 1 GRATE - MS

INL 13 STA 21+45'G', 25.5' L
INLET 2X3-FT H

INL 14 STA 21+51'G', 25.4' L
INLET 2X3-FT H

INL 22 STA 23+55'G', 25.3' L
INLET 2X3-FT H

TEMPORARY DRAINAGE RISER

MH 6 STA 21+45'G', 19.0' R
MANHOLE 7-FT - J

INL 15 STA 21+45'G', 30.3' R
INLET 2X3-FT H

MH 8 STA 23+55'G', 19.0' R
MANHOLE 5-FT - J

MH 8A STA 25+80'G', 19.0' R
MANHOLE 5-FT - J

INL 17 STA 21+67'G', 53.0' R
INLET 2X3-FT H

STA. 23+84'G', RT
1 - 18" CP CL III
INSTALL DURING STAGE 1

MH 7 STA 22+35'G', 19.0' R
MANHOLE 5-FT - J

INL 20 STA 22+35'G', 29.2' R
INLET 2X3-FT H

INL 16 STA 21+45'G', 44.5' R
INLET MEDIAN 1 GRATE - MS

INL 18 STA 22+02'G', 53.0' R
INLET 2X3-FT H

INL 19 STA 22+30'G', 44.5' R
INLET MEDIAN 1 GRATE - MS

INL 21 STA 23+55'G', 30.3' R
INLET 2X3-FT H

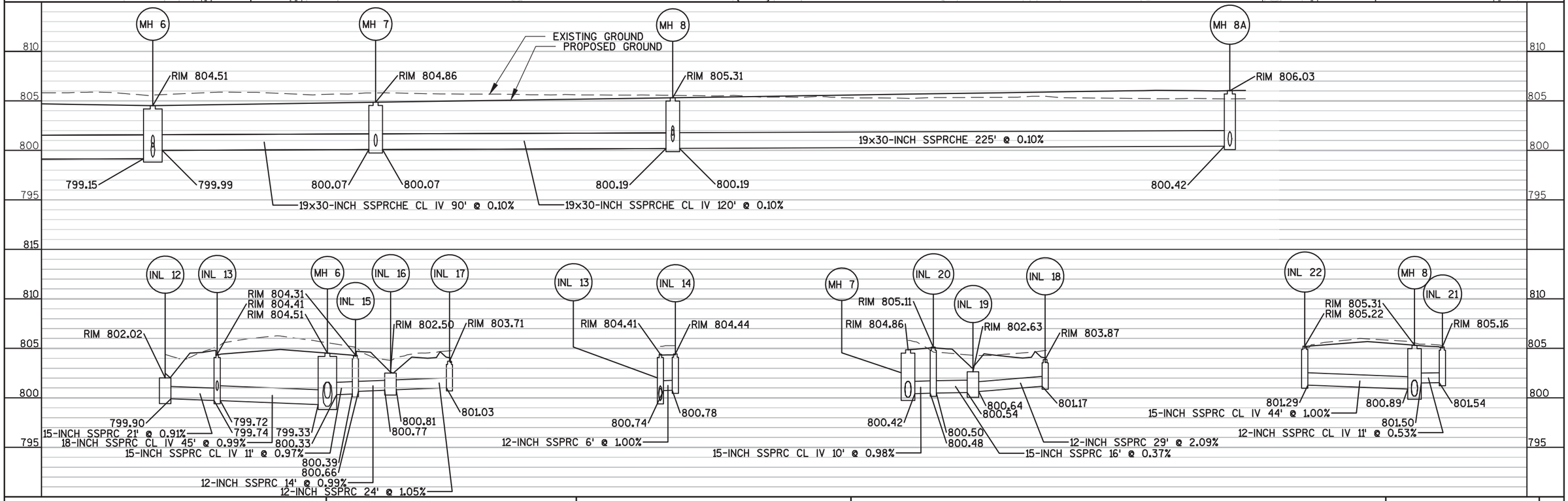
STA. 25+06'G', RT
1 - 18" CP CL III

INMAN PKWY.

COLONY CT.

CTH G

21'G' 22'G' 23'G' 24'G' 25'G' 26'G' 27'G'



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 134	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

STA 15+00'BT', LT
1 - 24" CP CL III

STA 13+48'BT', 41.5' L
APRON ENDWALL CPRC 12-INCH
EW 3

INL 202
STA 13+48'BT', 26.9' L
INLET 2X3-FT H

N

CTH G

STA 16+86'BT', 72.2' L
APRON ENDWALL CPRC 24-INCH
EW 38

11'BT' 12'BT' 13'BT' 14'BT' 15'BT' 16'BT' 17'BT'

INMAN PKWY.

27'G'

26'G'

STA 15+96'BT', 4.9' R
MANHOLE 6-FT - J
MH 37

STA 26+39'BT', 109.9' R
MANHOLE 6-FT - J
MH 38

STA 12+24'BT', RT
1 - 18" CP CL III

STA 13+00'BT', 41.5' R
APRON ENDWALL CPRC 18-INCH
EW 2

STA 13+48'BT', 27.0' R
INLET 2X3-FT H
INL 201

STA 14+97'BT', 45.6' R
INLET MEDIAN 1 GRATE - MS
INL 25

STA 16+86'BT', 55.3'
APRON ENDWALL CPRC 24-INCH
EW 37

MH 8A
STA 25+80'G', 19.0' R
MANHOLE 5-FT - J

EW 2 INL 201 INL 25 MH 8A

EXISTING GROUND
PROPOSED GROUND

RIM 804.65 RIM 804.04 RIM 806.03

802.33

801.16 801.13
18-INCH SSPRC 50' @ 2.38%

18-INCH SSPRC 151' @ 0.11%

800.97 800.96

18-INCH SSPRC 99' @ 0.55%

800.43 800.42

19X30-INCH SSPRCHE 225' @ 0.10%

810 805 800 795 815

INL 202 EW 3 MH 37 MH 38 EW 38 MH 38 EW 37

RIM 804.33 RIM 806.09 RIM 805.47 RIM 805.47

802.16 802.12
12-INCH SSPRC 15' @ 0.34%

799.63 799.63
30-INCH SSPRC 110' @ 0.12%

30-INCH SSPRC 90' @ 0.12%

799.52 799.52 799.51
30-INCH SSPRC 10' @ 0.12%

30-INCH SSPRC FROM PROJECT 5989-05-72
(CONSTRUCTED BY OTHERS)

801.86 801.79

800.10 800.14
24-INCH SSPRC 78' @ 2.35%
24-INCH SSPRC 49' @ 3.58%

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 135	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022506_SS.DWG PLOT DATE : 10/29/2014 4:08 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

EW 4 STA 27+44'G', 59.9' L
APRON ENDWALL CPRC 24-INCH

TEMPORARY DRAINAGE RISER

INL 26 STA 27+83'G', 37.5' L
INLET 2X3-FT - H

MH 9 STA 27+83'G', 19.0' R
MANHOLE 4-FT - J

INL 27 STA 27+83'G', 25.5' R
INLET 2X3-FT - H

INL 28 STA 27+77'G', 25.5' R
INLET 2X3-FT - H

MH 13 STA 27+50'G', 19.1' R
MANHOLE 5-FT - J

18' - CULVERT PIPE TEMPORARY ARCH 28X20-INCH
INSTALL DURING STAGE 1

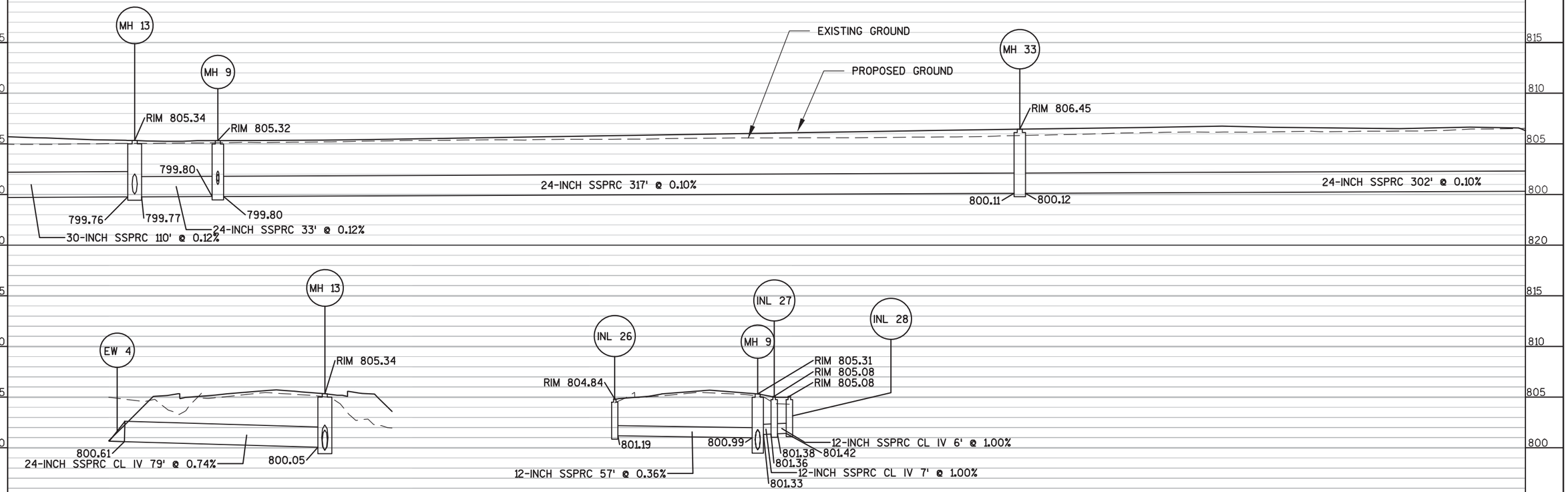
MH 33 STA 31+00'G', 19.0' R
MANHOLE 4-FT - J

27'G' 28'G' 29'G' 30'G' 31'G' 32'G' 33'G'

CTH G

SIGN

SIGN



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 136	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS
CLASS III PIPE UNLESS NOTED OTHERWISE

N

STA 34+02'G', 25.5' L
INLET 2X3-FT - H
INL 29

EW 5
STA 34+02'G', 38.4' L
APRON ENDWALL CPRC 12-INCH

INL 30
STA 34+08'G', 25.5' L
INLET 2X3-FT - H

INL 33
STA 36+05'G', 25.5' L
INLET 2X3-FT - H

TEMPORARY DRAINAGE RISER

33'G' 34'G' 35'G' 36'G' 37'G' 38'G' 39'G'

CTH G

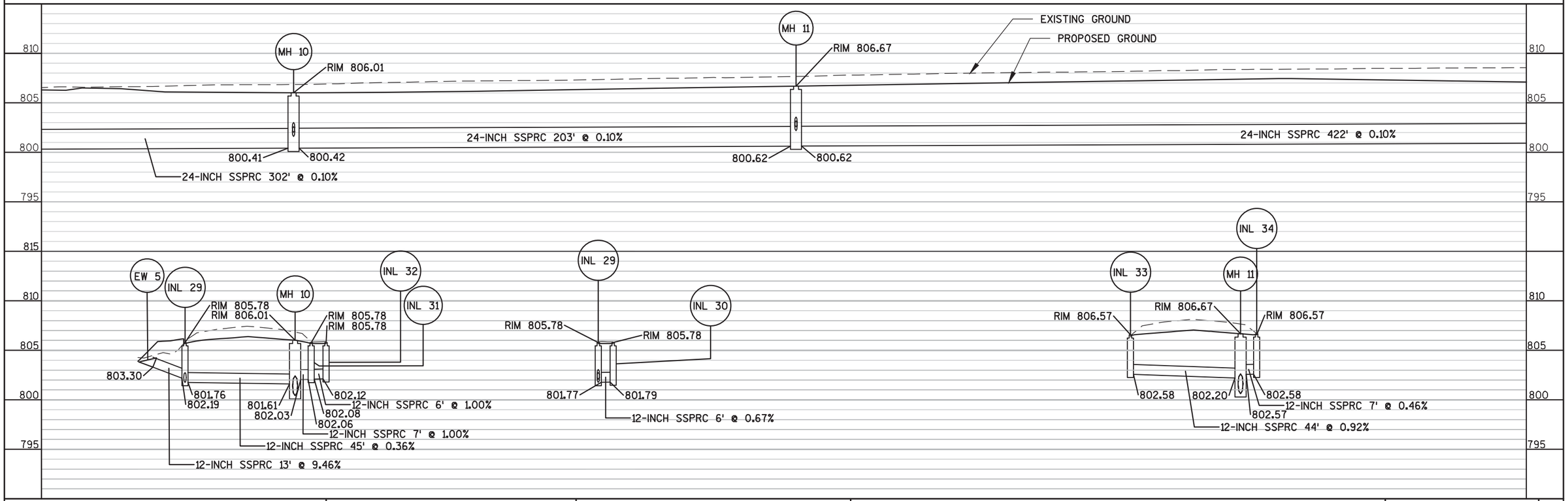
STA 34+02'G', 25.5' R
INLET 2X3-FT - H
INL 31

MH 10
STA 34+02'G', 19.0' R
MANHOLE 4-FT - J

INL 32
STA 34+08'G', 25.5' R
INLET 2X3-FT - H

MH 11
STA 36+05'G', 19.0' R
MANHOLE 4-FT - J

INL 34
STA 36+05'G', 25.5' R
INLET 2X3-FT - H



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 137	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

INL 35 STA 40+27'G', 25.5' L INLET 2X3-FT - H

INL 36 STA 40+33'G', 25.5' L INLET 2X3-FT - H

INL 39 STA 42+68'G', 30.1' L INLET 2X3-FT - H

MH 14 STA 42+87'G', 19.0' L MANHOLE 4-FT - J

ZICK DR.

CTH G

34' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

13' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

45° BEND

STA 40+27'G', 19.0' R MANHOLE 4-FT - J MH 12

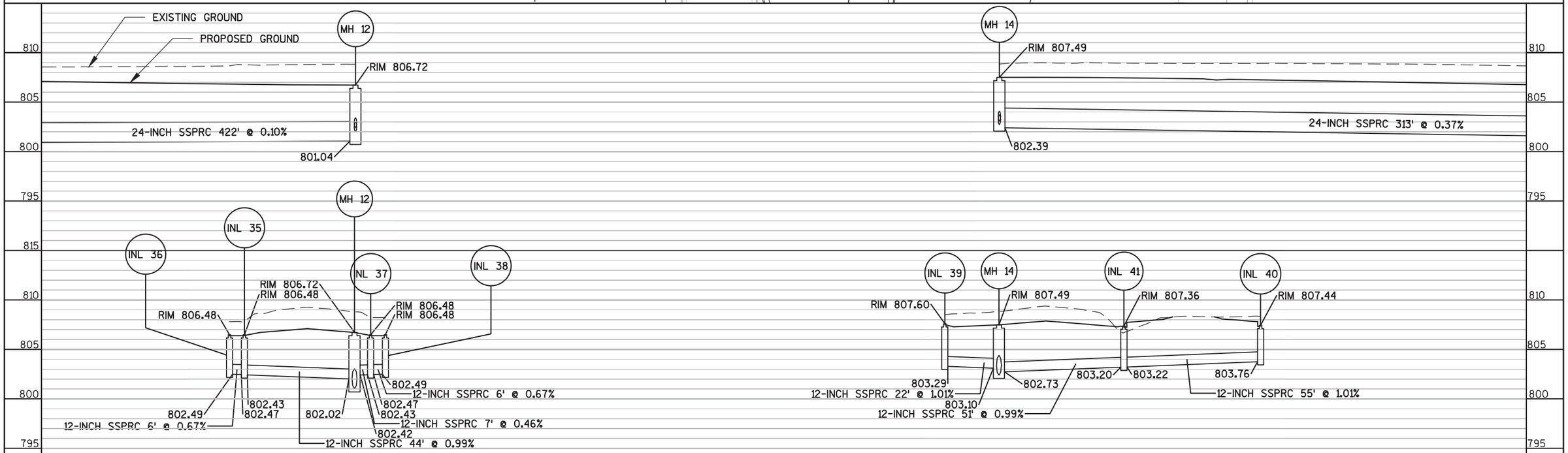
INL 38 STA 40+33'G', 25.5' R INLET 2X3-FT - H

INL 37 STA 40+27'G', 25.5' R INLET 2X3-FT - H

INL 41 STA 42+87'G', 31.5' R INLET 2X3-FT - H

INL 40 STA 42+47'G', 68.9' R INLET 2X3-FT - H

10' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 138	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

INL 84 STA 45+80'G', 25.5' L INLET 2X3-FT - H

INL 42 STA 46+00'G', 25.5' L INLET 2X3-FT - H

MH 15 STA 46+00'G', 19.0' L MANHOLE 4-FT - J

STA 49+47'G', 26.8' L INLET 2X3-FT - H INL 82

STA 49+37'G', 25.8' L INLET 2X3-FT - H INL 86

STA 50+05'G', 54.7' L INLET 2X3-FT - H INL 46

STA 49+67'G', 28.8' L INLET 2X3-FT - H INL 44

INL 47 STA 50+63'G', 51.1' L INLET MEDIAN 1 GRATE - MS

WILLIAMS DR.

CTH G

45'G' 46'G' 47'G' 48'G' 49'G' 50'G' 140'CWD 51'G'

25' - CULVERT PIPE TEMPORARY 12-INCH INSTALL DURING STAGE 1

MH 16 STA 49+67'G', 19.0' L MANHOLE 4-FT - J

INL 43 STA 46+00'G', 25.5' R INLET 2X3-FT - H

INL 85 STA 45+80'G', 25.5' R INLET 2X3-FT - H

22' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

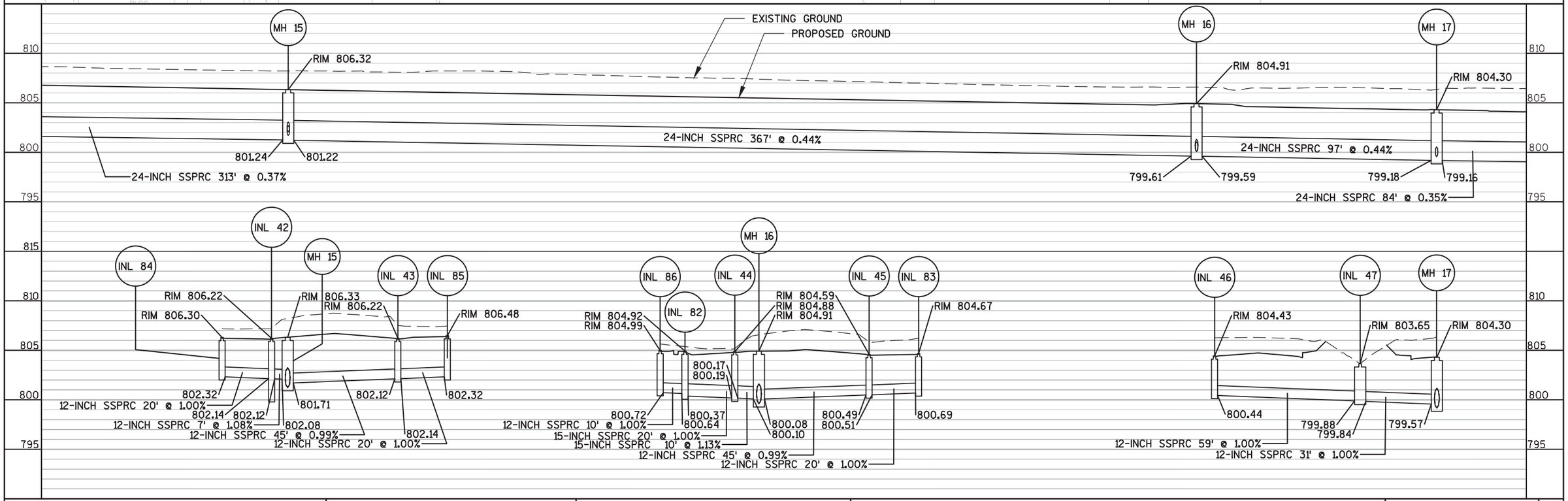
20' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

20' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

INL 45 STA 49+67'G', 25.5' R INLET 2X3-FT - H

INL 83 STA 49+47'G', 25.5' R INLET 2X3-FT - H

MH 17 STA 50+63'G', 20.1' L MANHOLE 4-FT - J



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 139	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022513_SS.DWG PLOT DATE : 10/29/2014 4:32 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40 XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

STA 51+50'G', 25.3' L
INLET 2X3-FT - H
INL 49

STA 51+44'G', 25.4' L
INLET 2X3-FT - H
INL 48

MH 18
STA 51+50'G', 19.4' L
MANHOLE 5-FT - J

EW 6
STA 52+51'G', 37.2' L
APRON ENDWALL CPRC 12-INCH

MH 19
STA 52+49'G', 19.1' L
MANHOLE 5-FT - J

MH 20
STA 53+00'G', 19.0' L
MANHOLE 5-FT - J

EW 7
STA 53+50'G', 34.1' L
APRON ENDWALL CPRC 12-INCH

MH 21
STA 53+50'G', 19.0' L
MANHOLE 5-FT - J

MH 34
STA 56+00'G', 19.0' L
MANHOLE 5-FT - J

51'G' 52'G' 53'G' 54'G' 55'G' 56'G' 57'G'

140'W'

150'W

CTH G

TEMPORARY DRAINAGE RISER

STA 55+75, 28.9' R
INLET 2X3-FT - H
INL 136

STA 51+65'G', 37.2' R
INLET 2X3-FT - H
INL 50

STA 52+64'G', 51.2' R
INLET 2X3-FT - H
INL 52

YMCA DRIVEWAY

INL 54
STA 53+00'G', 28.6' R
INLET 2X3-FT - H

INL 53
STA 53+00'G', 47.5' R
INLET MEDIAN 1 GRATE - MS

25' - CULVERT PIPE TEMPORARY 12-INCH
INSTALL DURING STAGE 1

40' - CULVERT PIPE TEMPORARY 12-INCH
INSTALL DURING STAGE 1

WALTON LN.

EXISTING GROUND
PROPOSED GROUND

MH 18 RIM 804.09
MH 19 RIM 804.25
MH 20 RIM 804.43
MH 21 RIM 804.61
MH 34 RIM 804.85

798.88
798.33
24-INCH SSPRC 84' @ 0.35%
30-INCH SSPRC 99' @ 0.28%

798.07
797.55
36-INCH SSPRC 50' @ 0.20%
797.47
797.45
36-INCH SSPRC 50' @ 0.20%
797.37
797.35

36-INCH SSPRC 250' @ 0.20%

796.87
796.85
36-INCH SSPRC 200' @ 0.20%

INL 48 RIM 803.82
INL 49 RIM 803.82
MH 18 RIM 804.03
INL 50 RIM 803.64

799.44
798.68
799.35
15-INCH SSPRC 6' @ 1.18%
799.38
799.40
15-INCH SSPRC 6' @ 1.00%
799.21
12-INCH SSPRC 18' @ 15.61%
15-INCH SSPRC 59' @ 0.97%

EW 6
MH 19 RIM 804.25

802.50
800.11
15-INCH SSPRC 48' @ 1.01%

MH 20 RIM 804.26
RIM 804.43
798.75
12-INCH SSPRC 19' @ 1.12%
INL 54
INL 53 RIM 803.04
799.19
799.21
12-INCH SSPRC 37' @ 1.01%
799.38
INL 52 RIM 805.29
799.68
800.02
12-INCH SSPRC 15' @ 15.44%

EW 7
MH 21 RIM 804.61

802.15
800.25

MH 34 RIM 804.85
INL 136 RIM 804.77

800.99
800.49
12-INCH SSPRC 54' @ 1.00%

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 140	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

INL 56 STA 58+01'G', 41.0' L INLET MEDIAN 1 GRATE- MS

MH 22 STA 58+01'G', 19.0' L MANHOLE 5-FT - J

STA 60+63'G', 55.1' L INLET 2X3-FT - H INL 59

STA 60+49'G', 44.9' L INLET MEDIAN 1 GRATE- MS INL 61

STA 60+49'G', 19.0' L MANHOLE 5-FT - J MH 24

STA 60+10'G', 27.2' L INLET 2X3-FT - H INL 57

STA 60+10'G', 19.0' L MANHOLE 5-FT - J MH 23

INL 60 STA 60+98'G', 55.2' L INLET 2X3-FT - H

INL 62 STA 61+11'G', 47.1' L INLET MEDIAN 1 GRATE- MS

MH 25 STA 61+11'G', 19.0' L MANHOLE 5-FT - J

INL 63 STA 61+97'G', 25.5' L INLET 2X3-FT - H

INL 64 STA 62+03'G', 25.5' L INLET 2X3-FT - H

MH 26 STA 62+03'G', 19.0' L MANHOLE 5-FT - J

N

SECURITY RD.

57'G' 58'G' 59'G' 60'G' 61'G' 62'G' 63'G'

159'SR' 170'TR'

CTH G

TEMPORARY DRAINAGE RISER

24' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

24' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

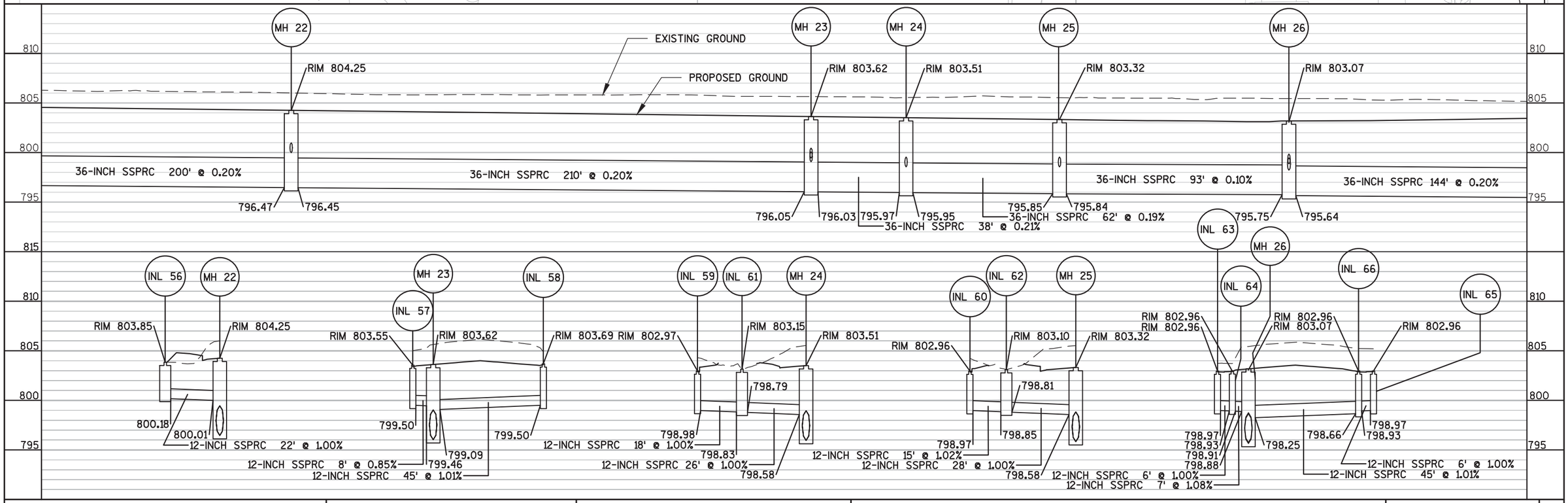
29' - CULVERT PIPE TEMPORARY 18-INCH INSTALL DURING STAGE 1

INL 58 STA 60+10'G', 25.5' R INLET 2X3-FT - H

INL 66 STA 62+03'G', 25.5' R INLET 2X3-FT - H

INL 65 STA 61+97'G', 25.5' R INLET 2X3-FT - H

THOMAS RD.



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 141 E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022517_SS.DWG PLOT DATE : 2/10/2015 11:05 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40 XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

MH 27 STA 63+47'G', 19.0' L
MANHOLE 5-FT - J

INL 69 STA 67+65'G', 25.5' L
INLET 2X3-FT - H

MH 28 STA 67+65'G', 19.0' L
MANHOLE 5-FT - J

63'G' 64'G' 65'G' 66'G' 67'G' 68'G' 69'G'

170' R'

CTH G

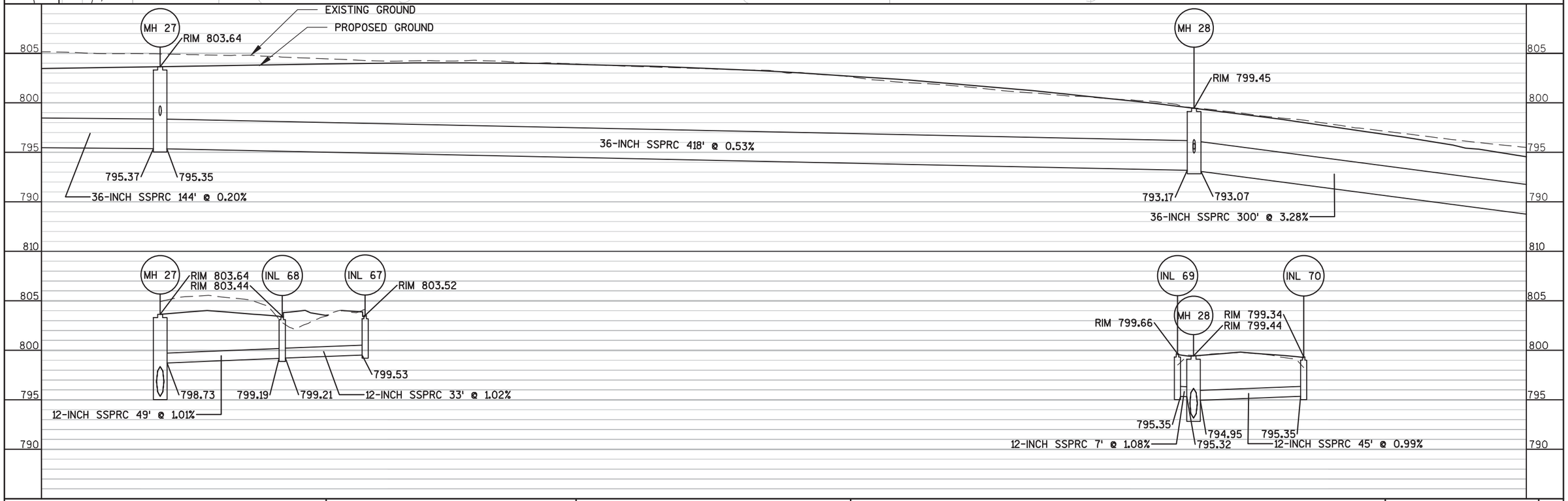
36' - CULVERT PIPE TEMPORARY 12-INCH
INSTALL DURING STAGE 1

THOMAS RD

INL 68 STA 63+47'G', 30.3' R
INLET 2X3-FT - H

INL 67 STA 63+25'G', 55.3' R
INLET 2X3-FT - H

INL 70 STA 67+65'G', 25.5' R
INLET 2X3-FT - H



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 142	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

INL 71 STA 70+65'G', 25.5' L INLET 2X3-FT - H

MH 29 STA 70+65'G', 19.0' L MANHOLE 5-FT - J

INL 73 STA 72+02'G', 25.5' L INLET 2X3-FT - H

INL 74 STA 72+08'G', 25.5' L INLET 2X3-FT - H

MH 30 STA 72+08'G', 19.0' L MANHOLE 5-FT - J

N

69'G' 70'G' 71'G' 72'G' 73'G' 74'G' 75'G'

CTH G

TEMPORARY DRAINAGE RISER

INL 72 STA 70+65'G', 25.5' R INLET 2X3-FT - H

INL 81 STA 70+65'G', 50.0' R INLET MEDIAN 1 GRATE - MS

INL 76 STA 72+08'G', 25.5' R INLET 2X3-FT - H

INL 75 STA 72+02'G', 25.5' R INLET 2X3-FT - H

EXISTING GROUND
PROPOSED GROUND

MH 29 RIM 789.90

MH 30 RIM 788.67

36-INCH SSPRC 300' @ 3.28%

783.40 783.29

36-INCH SSPRC 143' @ 0.63%

782.43 782.40

36-INCH SSPRC 292' @ 0.24%

INL 71 RIM 789.82

MH 29 RIM 789.90 RIM 789.82

INL 72 INL 81 RIM 787.73

785.84 12-INCH SSPRC 7' @ 1.08%

784.07 785.81 12-INCH SSPRC 45' @ 1.01%

784.48 12-INCH SSPRC 24' @ 0.98%

784.71 784.50

INL 73 RIM 788.57 RIM 788.57

INL 74 MH 30 RIM 788.67 RIM 788.57

INL 76 INL 75 RIM 788.57

784.11 784.49 784.52 784.54 784.58 12-INCH SSPRC 7' @ 1.00%

784.11 784.49 784.52 784.54 784.58 12-INCH SSPRC 6' @ 1.00%

784.52 784.54 784.58 12-INCH SSPRC 45' @ 1.01%

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 143	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

MH 35 STA 75+00'G', 19.0' L MANHOLE 5-FT - J

INL 77 STA 77+15'G', 25.5' L INLET 2X3-FT - H

MH 31 STA 77+15'G', 19.0' L MANHOLE 5-FT - J

STA 78+84'G', 93.3' L APRON ENDWALL CPRC 24-INCH EW 8

STA 78+70'G', 30.5' L INLET 2X3-FT - H INL 79

MH 32 STA 78+70'G', 19.0' L MANHOLE 7-FT - J

EW 9 STA 80+02'G', 91.6' L APRON ENDWALL CPRC 36-INCH

MH 36 STA 14+40'PH', 0.0' MANHOLE 6-FT - J

75'G' 76'G' 77'G' 78'G' 79'G' 15+PH 80'G' 81'G

CTH G

TEMPORARY DRAINAGE RISER

INL 78 STA 77+15'G', 36.0' R INLET 2X3-FT - H

STA 78+70'G', 37.5' R INLET 2X3-FT - H INL 80

PHILHOWER RD.

N

MH 35 RIM 789.45

EXISTING GROUND

PROPOSED GROUND

MH 31 RIM 788.10

MH 32 RIM 787.12

MH 36 RIM 785.91

EW 9

36-INCH SSPRC 215' @ 0.24%

36-INCH SSPRC 155' @ 0.23%

36-INCH SSPRC 92' @ 1.99%

36-INCH SSPRC 58' @ 1.97%

36-INCH SSPRC 292' @ 0.24%

781.70

781.71

781.20

781.18

780.85

780.77

779.07

778.94

777.86

790 785 780 775

EW 8 MH 36 RIM 785.91

780.42

779.57

24-INCH SSPRC 41' @ 2.24%

INL 77 RIM 787.99

MH 31 RIM 788.10

INL 78 RIM 788.15

783.99

783.64

783.96

784.16

12-INCH SSPRC 7' @ 1.23%

12-INCH SSPRC 55' @ 1.02%

MH 32

INL 79 RIM 787.04

RIM 787.12

INL 80 RIM 786.78

783.05

782.27

782.98

782.79

12-INCH SSPRC 57' @ 1.01%

12-INCH SSPRC 12' @ 1.04%

790 785 780 775 795

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 144	E

2

VIVID INC

N

GUY

GUY

STA 237+49'G', 83.7' L
APRON ENDWALL CULVERT PIPE STEEL 12-INCH
EW 39

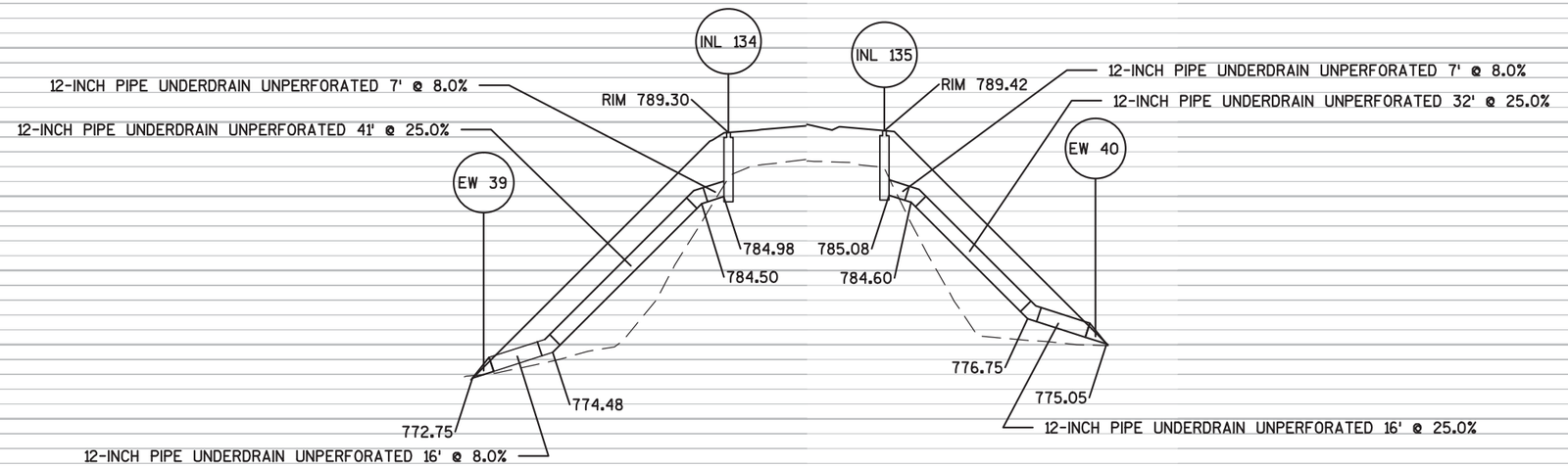
INL 134
STA 237+49'G', 20.9' L
INLET 2X2-FT - V

235'G'
236'G'
237'G'
238'G'
239'G'
240'G'
241'G'

CTH G

INL 135
STA 237+60'G', 20.9' R
INLET 2X2-FT - V

STA 237+60'G', 74.9' R
APRON ENDWALL CULVERT PIPE STEEL 12-INCH
EW 40



PROJECT NO:5996-10-70	HWY:CTH G	COUNTY:ROCK	STORM SEWER	SHEET 145 - E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

INNOVATION DRIVE

CTH G SB

CTH G

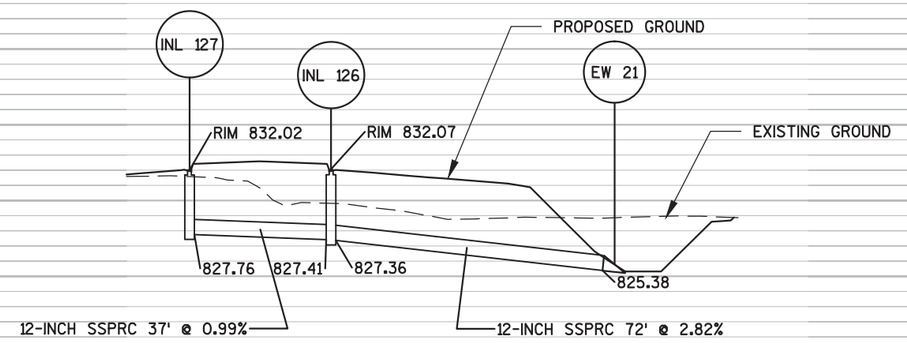
EW 21 STA 319+56'G', 114.4' L
APRON ENDWALL CPRC 12-INCH

INL 126 STA 319+58'G', 42.7' L
INLET 2X3-FT - HM-GJ

INL 127 STA 319+58'G', 5.4' L
INLET 2X3-FT - HM-GJ

317'GSB' 318'GSB' 319'GSB' 320'GSB' 321'GSB' 322'GSB'

317'G 318'G 319'G 320'G 321'G 322'G



PROJECT NO:5996-10-70	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 146	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS
CLASS III PIPE UNLESS NOTED OTHERWISE

N

STA 326+00'G', 96.4' L
APRON ENDWALL CPRC 12-INCH
EW 22

CTH G SB

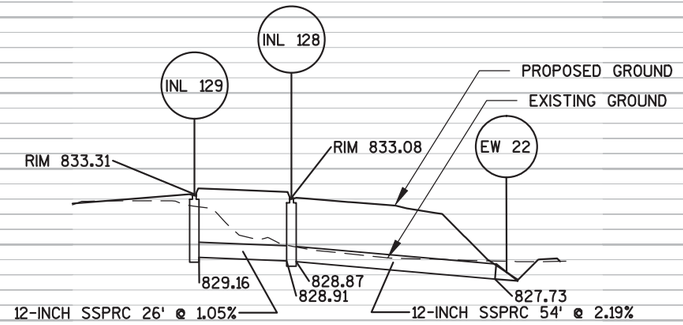
323'GSB' 324'GSB' 325'GSB' 326'GSB' 327'GSB' 328'GSB'

INL 128 STA 326+00'G', 42.7' L
INLET 2X3-FT - HM-GJ

INL 129 STA 326+00'G', 17.0' L
INLET 2X3-FT - HM-GJ

323'G' 324'G' 325'G' 326'G' 327'G' 328'G'

CTH G



855 850 845 840 835 830 825 820 815

PROJECT NO:5996-10-70	HWY: CTH G	COUNTY:ROCK	STORM SEWER	SHEET 147	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022524.5_SS.DWG PLOT DATE : 10/29/2014 4:18 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 41

2

STA 329+03'G', 96.4' L
APRON ENDWALL CPRC 12-INCH
EW 11

CTH G SB

328'GSB' 329'GSB' 330'GSB' 331'GSB' 332'GSB' 333'GSB'

PROJECT 5966-10-70

PROJECT 5966-10-71

INL 100 STA 329+45'G', 16.7' L
INLET 2X3-FT - HM-GJ

CTH G

328'G' 329'G' 330'G' 331'G' 332'G' 333'G'

INL 101 STA 329+45'G', 5.3' L
INLET 2X3-FT - HM-GJ

STA 331+56'G', 29.3' R
INLET 2X3-FT - HM-GJ
INL 102

STA 331+28'G', 83.8' R
APRON ENDWALL CPRC 12-INCH
EW 12

REMOVE APRON ENDWALL

STA 331+85'G', 106.9' R
MANHOLE 4-FT - J
MH 55

STA 331+46'G', 105.4' R
APRON ENDWALL CPRC 15-INCH
EW 13

203'AE'

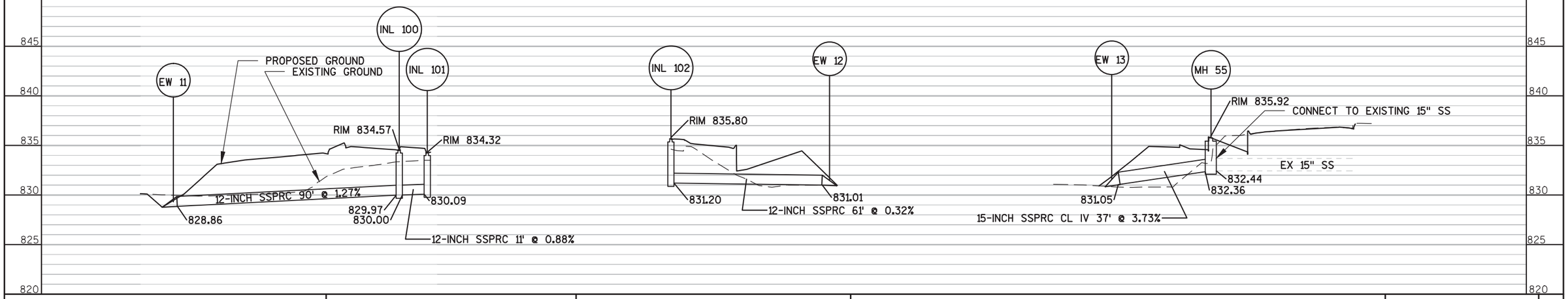
203'AW'

204'AE'

EB STH 11

WB STH 11

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE



PROJECT NO: 5996-10-70, 71	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 148	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

2

2

EB STH 11

WB STH 11

CTH G SB

CTH G

INL 115 STA 334+81'GSB', 37.3' L
INLET 2X3-FT - HM-GJ

INL 116 STA 334+81'GSB', 5.3' R
INLET 2X3-FT - HM-GJ

INL 117 STA 334+81'GSB', 18.7' R
INLET 2X3-FT - HM-GJ

INL 130 STA 334+81'GSB', 73.3' R
INLET 2X3-FT - HM-GJ

EW 17 STA 334+81'GSB', 93.4' R
APRON ENDWALL CPRC 12-INCH

INL 131 STA 336+74'GSB', 29.8' L
INLET 2X3-FT - HM-GJ

INL 118 STA 336+68'GSB', 30.3' L
INLET 2X3-FT - HM-GJ

INL 119 STA 336+71'GSB', 30.2' R
INLET 2X3-FT - HM-GJ

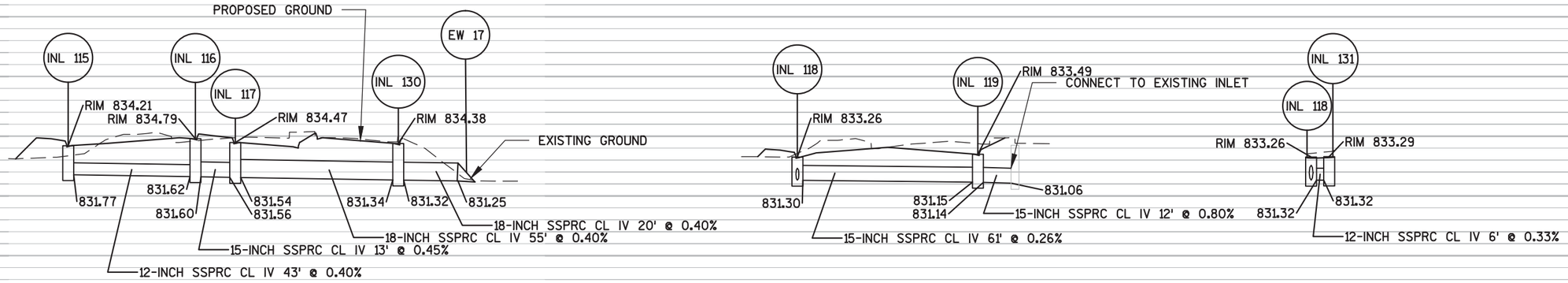
REMOVE INLET

REMOVE INLET

332'GSB' 333'GSB' 334'GSB' 335'GSB' 336'GSB' 337'GSB' 338'GSB'

332'G' 333'G' 334'G' 335'G' 336'G' 337'G' 338'G'

203'AE' 203'AW' 204'AE' 204'AW'



PROJECT NO:5996-10-71	HWY:CTH G	COUNTY:ROCK	STORM SEWER	SHEET 149	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

REMOVE INLET

INL 120 STA 339+16'GSB', 25.3' L
INLET 2X3-FT - HM-GJ

INL 121 STA 339+16'GSB', 1.3' R
INLET 2X3-FT - HM-GJ

REMOVE INLET

REMOVE INLET

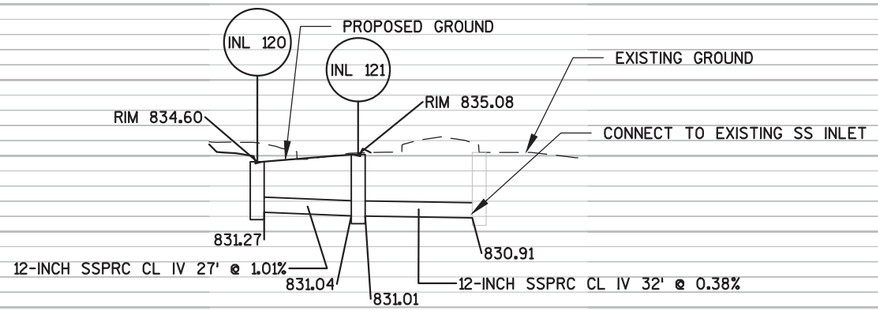
INL 122 STA 341+38'GSB', 25.3' L
INLET 2X3-FT - HM-GJ

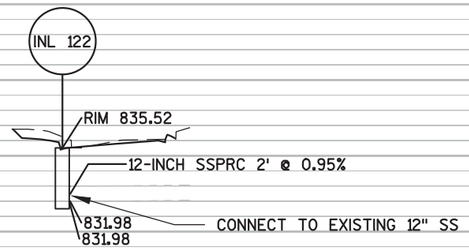
338'GSB' 339'GSB' 340'GSB' 341'GSB' 341'GSB'

338'G' 339'G' 340'G' 341'G' 342'G' 343'G'

CTH G SB

CTH G





855 850 845 840 835 830 825 820 815

PROJECT NO:5996-10-71	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 150	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

TI 1 STA 192+50'AE', 20.0' L
INLET 2X2-FT - B

INL 103 STA 192+69'AW', 5.3' R
INLET 2X3-FT - HM-GJ

22' - 12-INCH SSPRC TEMPORARY CORE HOLE IN EXISTING INLET

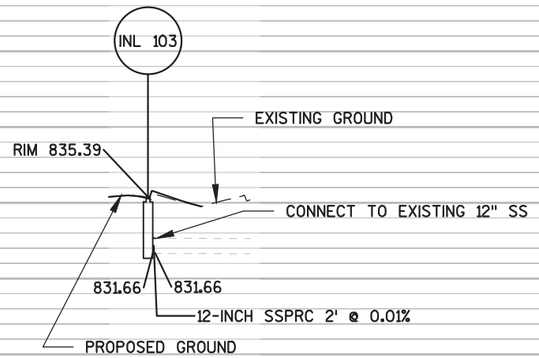
WB STH 11

193'AW' 194'AW' 195'AW' 196'AW' 197'AW' 198'AW'

193'AE' 194'AE' 195'AE' 196'AE' 197'AE' 198'AE'

EB STH 11

CONSTRUCT TEMPORARY DRAINAGE STRUCTURES DURING STAGE 1



PROJECT NO:5996-10-71	HWY: CTH G	COUNTY:ROCK	STORM SEWER	SHEET 151	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

STA 200+57'AE', 63.3' R
APRON ENDWALL CPRC 18-INCH
EW 19

REMOVE APRON ENDWALL

REMOVE APRON ENDWALL

STA 331+63'GSB', 132.4' L
MANHOLE 4-FT - J
MH 50

STA 331+49'GSB', 102.6' L
APRON ENDWALL CPRC 18-INCH
EW 15

STA 331+32'GSB', 67.7' L
APRON ENDWALL CPRC 24-INCH
EW 14

EB STH 11

WB STH 11

201'AE'

202'AE'

201'AW'

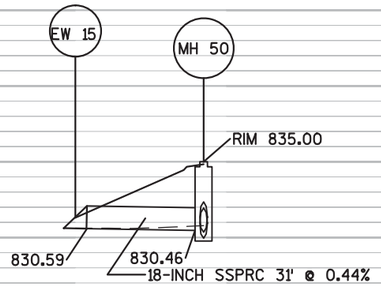
202'AW'

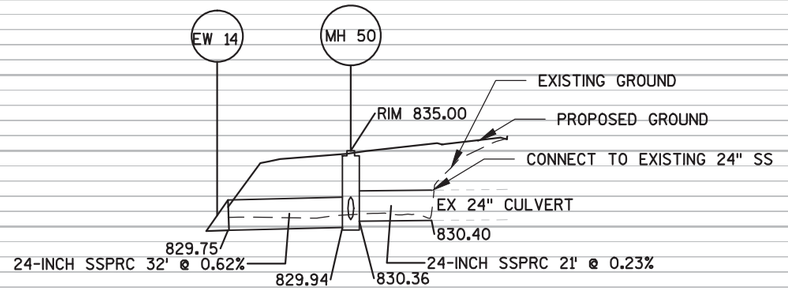
REMOVE APRON ENDWALL

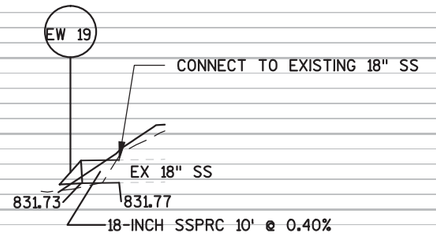
N

2

2







855 850 845 840 835 830 825 820 815

PROJECT NO:5996-10-71	HWY:CTH G	COUNTY:ROCK	STORM SEWER	SHEET 152	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

STA 202+18'AW', 73.2' L
APRON ENDWALL CPRC 12-INCH
EW 16

CONSTRUCT TEMPORARY DRAINAGE STRUCTURES DURING STAGE 1

INL 105 STA 200+04'AE', 39.3' L
INLET 2X3-FT - HM-GJ

INL 104 STA 200+15'AE', 18.7' L
INLET 2X3-FT - HM-GJ

STA 202+22'AW', 71.6' L
MANHOLE 4-FT - J
MH 54

CONCRETE COLLAR REQ'D

STA 202+62'AW', 73.0' L
INLET 2X3-FT - HM-GJ
INL 123

CTH G SB

CTH G

EW 18 STA 204+19'AW', 86.0' L
APRON ENDWALL CPRC 12-INCH

MH 52 STA 204+15'AW', 77.0' L
MANHOLE 4-FT - J

N

INL 114 STA 203+86'AW', 31.3' L
INLET 2X3-FT - HM-GJ

INL 109 STA 204+50'AW', 12.7' R
INLET 2X3-FT - HM-GJ

WB STH 11

200'AW' 201'AW' 202'AW' 203'AW' 204'AW' 205'AW'

333'GSB' 333'G'

REMOVE STORM SEWER 18-INCH 20'

REMOVE INLET

TI 2 STA 200+50'AE', 20.0' L
INLET 2X2-FT - B

15' - 12-INCH SSPRC TEMPORARY CORE HOLE IN EXISTING INLET

INL 125 STA 203+86'AW', 5.3' R
INLET 2X3-FT - HM-GJ

REMOVE INLET

INL 108 STA 204+50'AW', 39.3' R
INLET 2X3-FT - HM-GJ

200'AE' 201'AE' 202'AE' 203'AE' 204'AE' 205'AE'

STA 200+15'AE', 5.3' L
INLET 2X3-FT - HM-GJ
INL 132

MH 51 STA 200+56'AE', 13.5' L
MANHOLE 4-FT - J

EB STH 11

INL 106 STA 202+20'AE', 30.9' R
INLET 2X3-FT - V

REMOVE STORM SEWER 18-INCH 20'

INL 107 STA 204+50'AE', 5.3' L
INLET 2X3-FT - HM-GJ

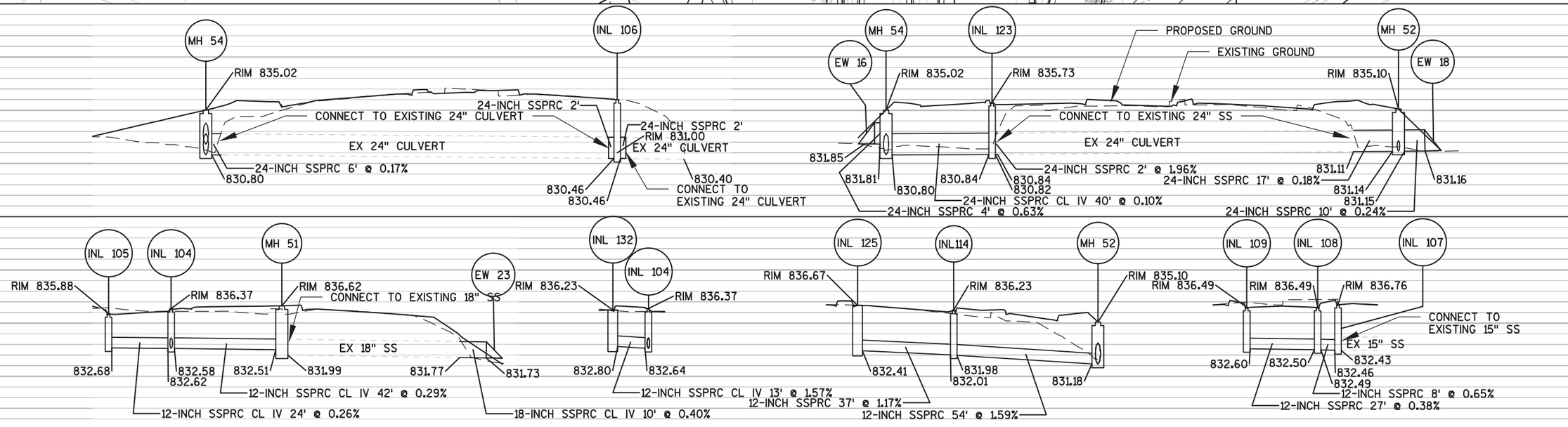
REMOVE INLET

REMOVE INLET

332'GSB' 332'G'

CONCRETE COLLAR REQ'D

EW 23 STA 200+57'AE', 63.3' R
APRON ENDWALL CPRC 18-INCH



PROJECT NO:5996-10-71	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 153 E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022530_SS.DWG PLOT DATE : 10/22/2014 10:38 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

INL 113 STA 205+80'AW', 60.0' L
INLET MEDIAN 1 GRATE - MSA

REMOVE APRON ENDWALL
CONCRETE COLLAR REQ'D

208+00'AW', 51.3' LT
208+68'AW', 44.0' LT
208+50'AW', 47.5' LT
209+00'AW', 47.0' LT
210+00'AW', 47.0' LT
PIPE UNDERDRAIN 6-INCH (SEE DETAIL)
211+00'AW', 44.0' LT
212+00'AW', 47.0' LT

WB STH 11

INL 133 STA 207+60'AW', 55.1' L
INLET MEDIAN 1 GRATE - MSA
SLOPED OPTION

206'AW' 207'AW' 208'AW' 209'AW' 210'AW' 211'AW' 212'AW

13' - 12-INCH SSPRC TEMPORARY CORE HOLE IN EXISTING INLET

REMOVE INLET

INL 124 STA 207+61'AW', 36.6' R
INLET 2X3-FT - HM-GJ

STA 207+50'AE', 20.0' L
INLET 2X2-FT - B
TI 3

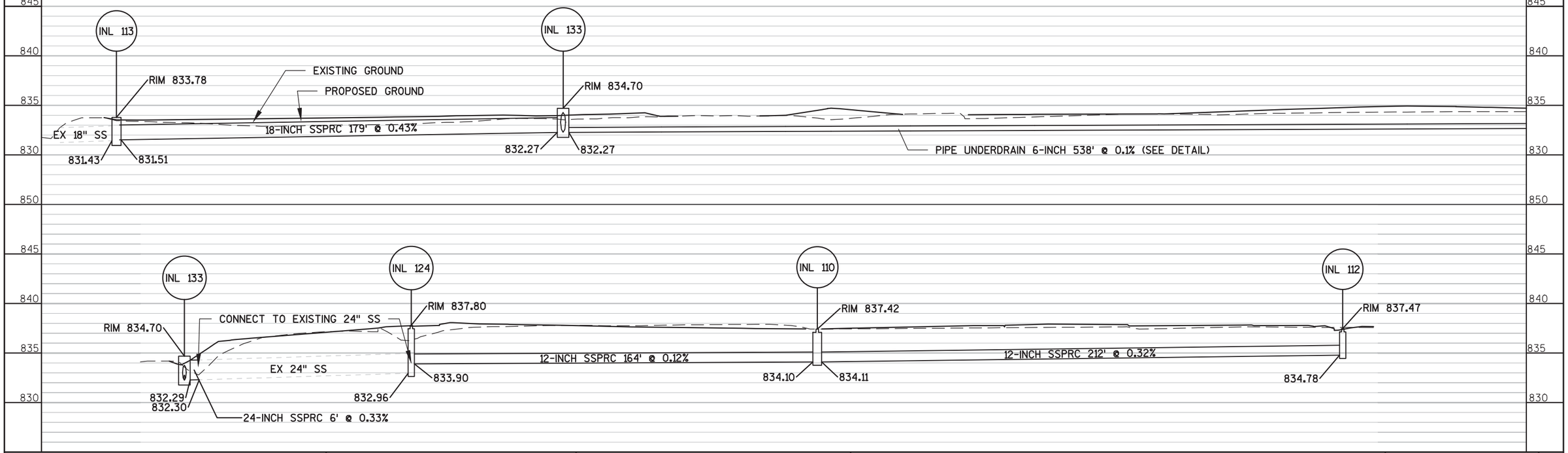
INL 112 STA 211+36'AW', 5.3' R
INLET 2X3-FT - HM-GJ

206'AE' 207'AE' 208'AE' 209'AE' 210'AE' 211'AE' 212'AE

EB STH 11

INL 110 STA 209+25'AW', 35.0' R
INLET MEDIAN 1 GRATE - MS

CONSTRUCT TEMPORARY DRAINAGE STRUCTURES DURING STAGE 1



PROJECT NO:5996-10-71	HWY:CTH G	COUNTY:ROCK	STORM SEWER	SHEET 154	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022531_SS.DWG PLOT DATE : 10/22/2014 10:45 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40 XREF

WISDOT/CADDS SHEET 41

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

213+00'AW', 47.0' LT

PIPE UNDERDRAIN 6-INCH (SEE DETAIL)

WB STH 11

213'AW' 214'AW' 215'AW' 216'AW' 217'AW' 218'AW'

MH 57 STA 215+00'AE', 15.0' L MANHOLE 4-FT - J

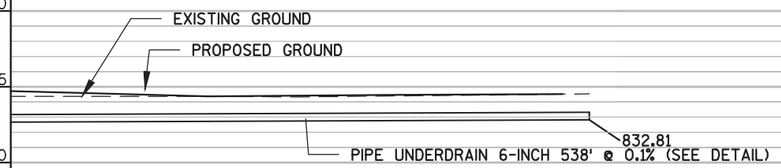
INL 137 STA 215+50'AE', 14.8' L INLET 2X3-FT - HM-GJ

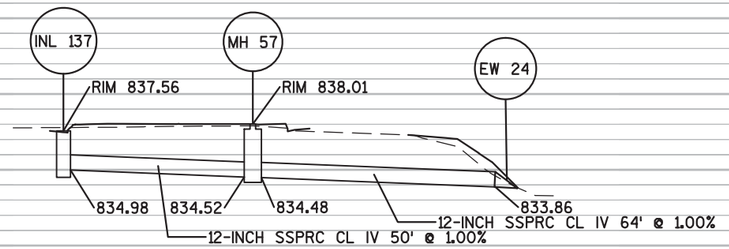
213'AE' 214'AE' 215'AE' 216'AE' 217'AE' 218'AE'

EB STH 11

EW 24 STA 215+00'AE', 49.0' R APRON ENDWALL CPRC 12-INCH

18" RCP





NOTES:

1. SAWING CONCRETE - SAW OUTSIDE LANE IN STAGE 1A, SAW MEDIAN LANE IN STAGE 1B. SAW AT 5' FROM C.L. OF STORM SEWER.
2. INSTALL STORM SEWER FROM E.B. CENTER LINE TO ENDWALL IN STAGE 1A. INSTALL REMAINDER OF STORM SEWER TO INL 137 IN STAGE 1B.
3. REPLACE PAVEMENT WITH 6" ASPHALTIC SURFACE PATCHING PLACED IN 3 - 2" LAYERS. PLACE OUTSIDE LANE IN STAGE 1A. PLACE MEDIAN LANE IN STAGE 1B.
4. PLACE PERMANENT CONCRETE PAVEMENT 10-INCH IN MEDIAN LANE IN STAGE 3 AND OUTSIDE LANE IN STAGE 4.

PROJECT NO: 5996-10-71	HWY: CTH G	COUNTY: ROCK	STORM SEWER	SHEET 155	E

NOTE: CONSTRUCT ALL PROPOSED STORM SEWER AS CLASS III PIPE UNLESS NOTED OTHERWISE

N

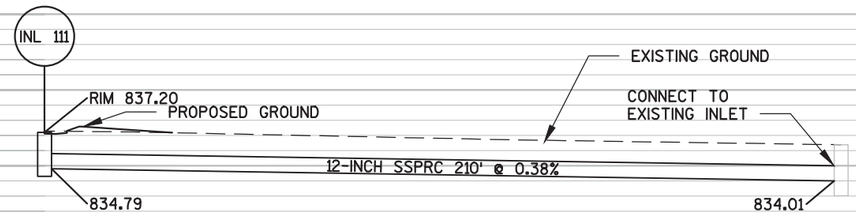
WB STH 11

INL 111 STA 220+76'AW', 17.3' R
INLET 2X3-FT - HM-GJ

219'AW' 220'AW' 221'AW' 222'AW' 223'AW' 224'AW'

219'AE' 220'AE' 221'AE' 222'AE' 223'AE' 224'AE'

EB STH 11



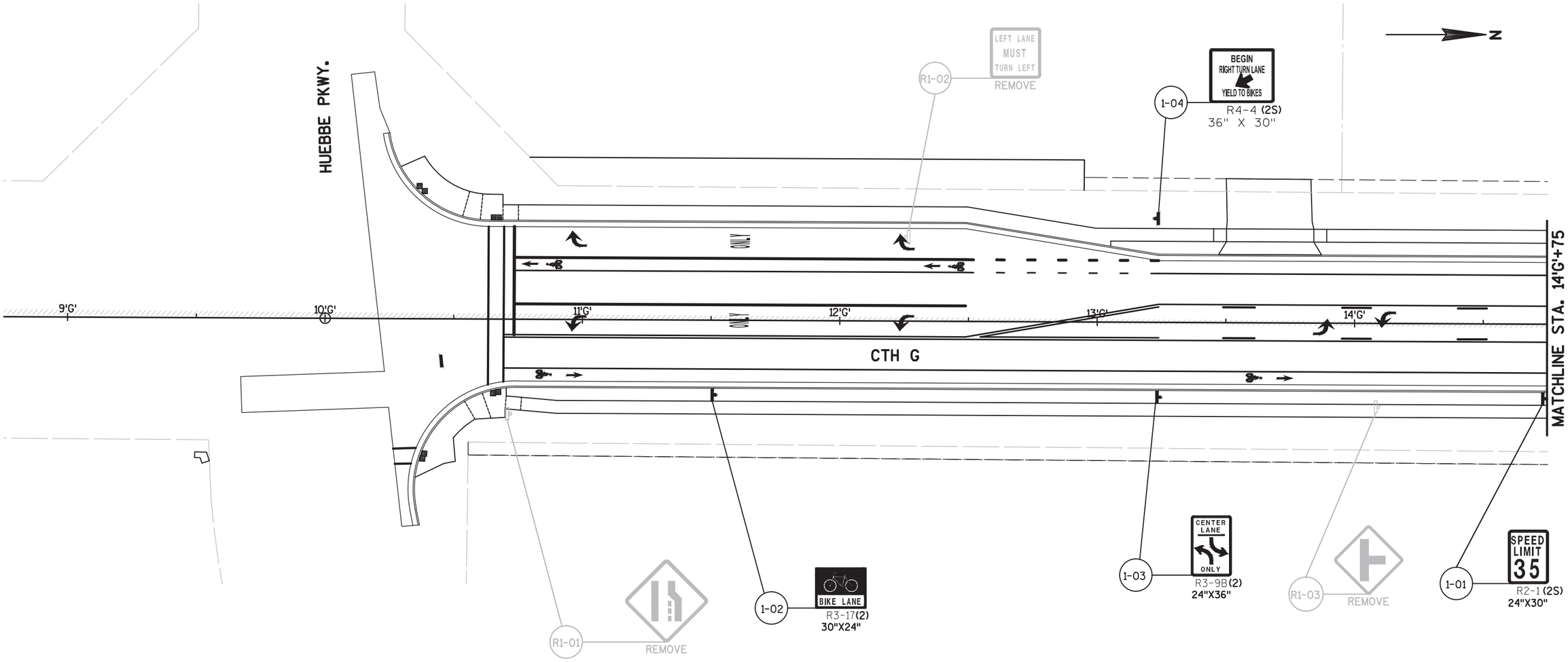
855 850 845 840 835 830 825 820 815

PROJECT NO:5996-10-71	HWY: CTH G	COUNTY:ROCK	STORM SEWER	SHEET 156	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\022532_SS.DWG PLOT DATE : 10/29/2014 4:25 PM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 41

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023201_PS.DWG PLOT DATE : 2/13/2015 11:54 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

N

STOP
R1-1(2S)
30" X 30"
2-01

STOP
REMOVE
R2-01

GALE DR.

99'GA'

M2-01
E GALE DR 1800
S PRAIRIE AVE 2900
MOVE BY OTHERS

BUSINESS OWNER TO MOVE
NORTH EAST BUSINESS PARK SIGN

MATCHLINE STA. 14'G'+75

15'G'

16'G'

17'G'

18'G'

19'G'

20'G'

CTH G

MATCHLINE STA. 20'G'+75

2-02

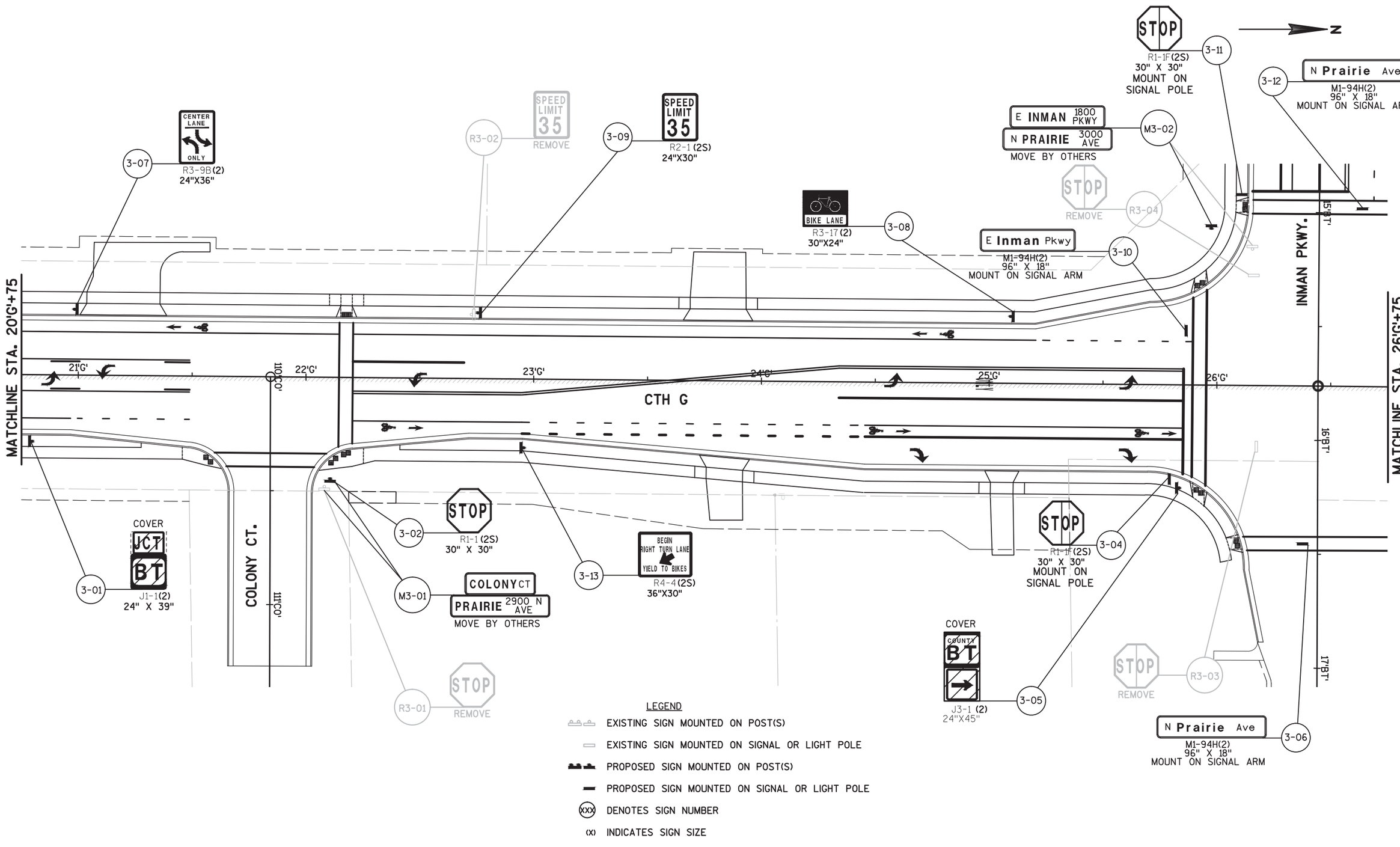
BIKE LANE
R3-17(2)
30"X24"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 158	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 159	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

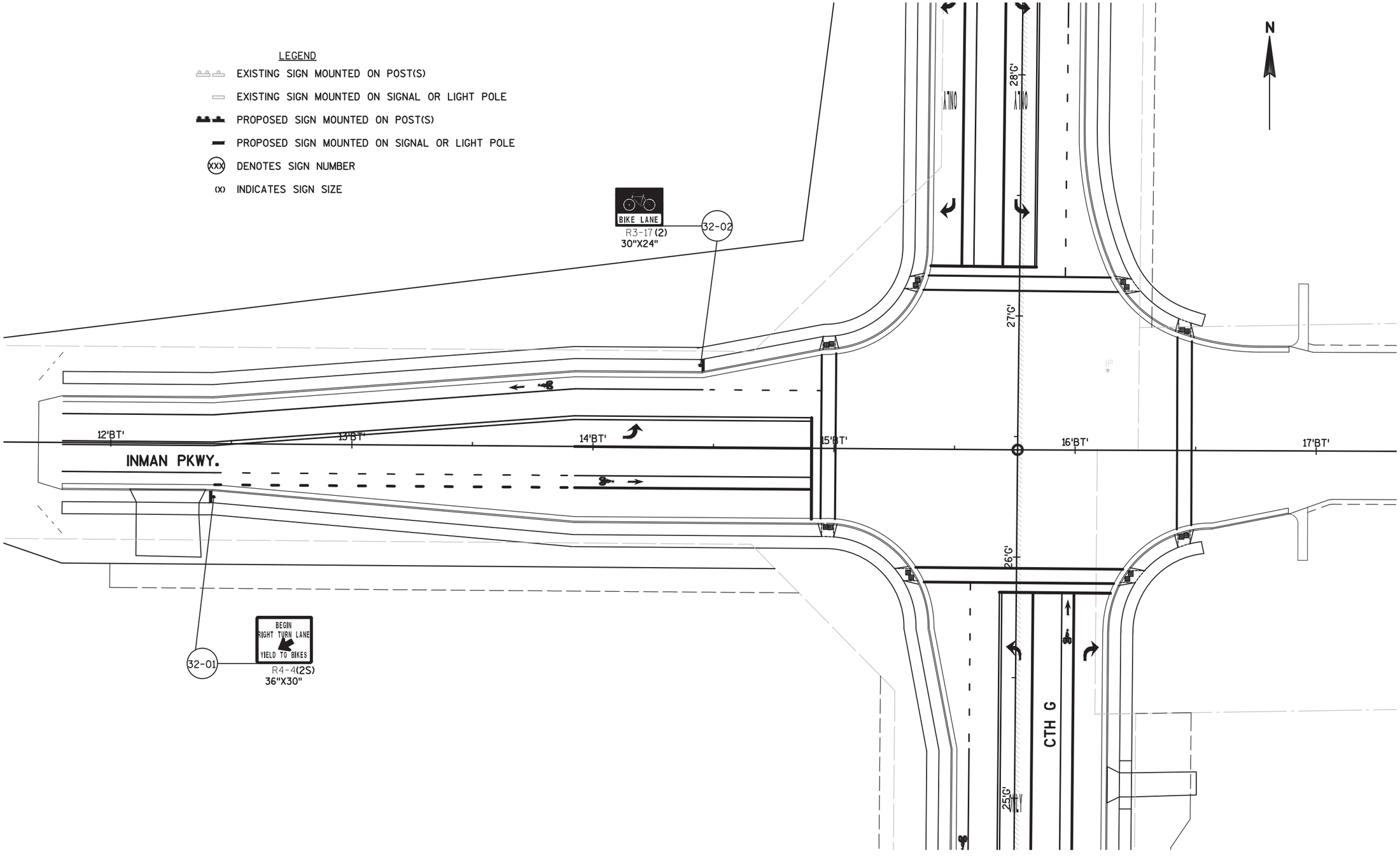
EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 160	E

2

N

INMAN PKWY.

MATCHLINE STA. 26'G'+75

MATCHLINE STA. 32'G'+75

CTH G

27'G' 28'G' 29'G' 30'G' 31'G' 32'G'

4-01 R1-1F(2S) 30" X 30" MOUNT ON SIGNAL POLE

4-02 E Inman Pkwy M1-9S(2) 96" X 18" MOUNT ON SIGNAL ARM

4-03 R1-1F(2S) 30" X 30" MOUNT ON SIGNAL POLE

4-04 BIKE LANE R3-17(2) 30" X 24"

4-05 SPEED LIMIT 40 R2-1(2S) 24" X 30"

4-06 CENTER LANE ONLY R3-9B(2) 24"X36"

4-08 ALTERNATE INTERSTATE 39 COUNTY G J3-2(2) 48" X 57"

4-09 COVER ALTERNATE INTERSTATE 39 COUNTY BT J3-2(2) 48" X 57"

4-10 COVER ALTERNATE INTERSTATE 39 COUNTY G JV4-2(2) 24" X 60"

4-11 COVER ALTERNATE INTERSTATE 39 J2-1(2) 24" X 57"

4-12 BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4(2S) 36"X30"

R4-01 RIGHT LANE MUST TURN RIGHT REMOVE

R4-02 STOP REMOVE

R4-03 SPEED LIMIT 40 REMOVE

R4-04 RIGHT LANE MUST TURN RIGHT REMOVE

R4-05 REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 161	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023201_PS.DWG PLOT DATE : 2/13/2015 11:54 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

2

COVER

JCT COUNTY BT

5-01

J1-1(2)
24" X 39"

SPEED LIMIT 40

R2-1(2S)
24"X30"

5-02

MATCHLINE STA. 32'G'+75

CTH G

33'G'

34'G'

35'G'

36'G'

37'G'

38'G'

MATCHLINE STA. 38'G'+75

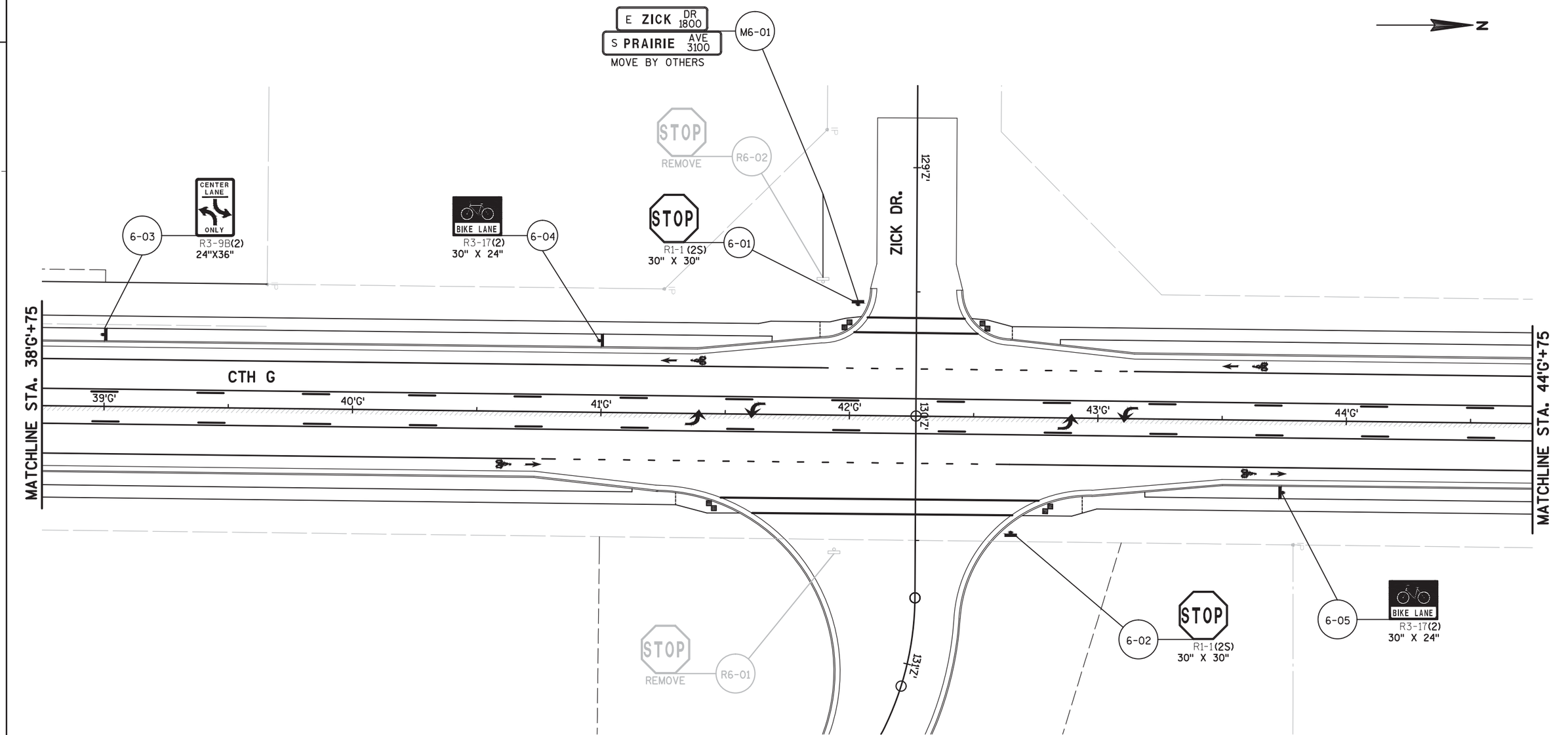
EXISTING STOP SIGN TO REMAIN IN PLACE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PERMANENT SIGNING	SHEET 162	E

2

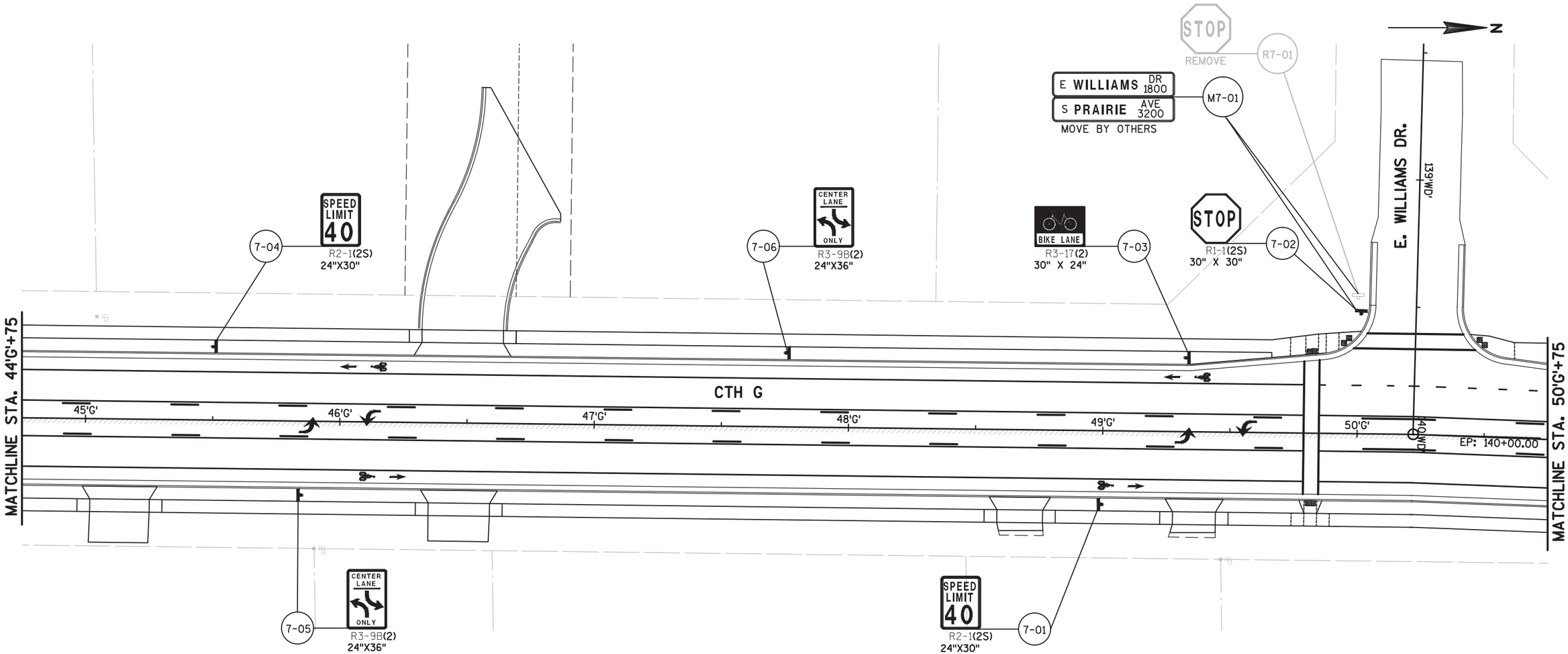


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PERMANENT SIGNING	SHEET 163	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

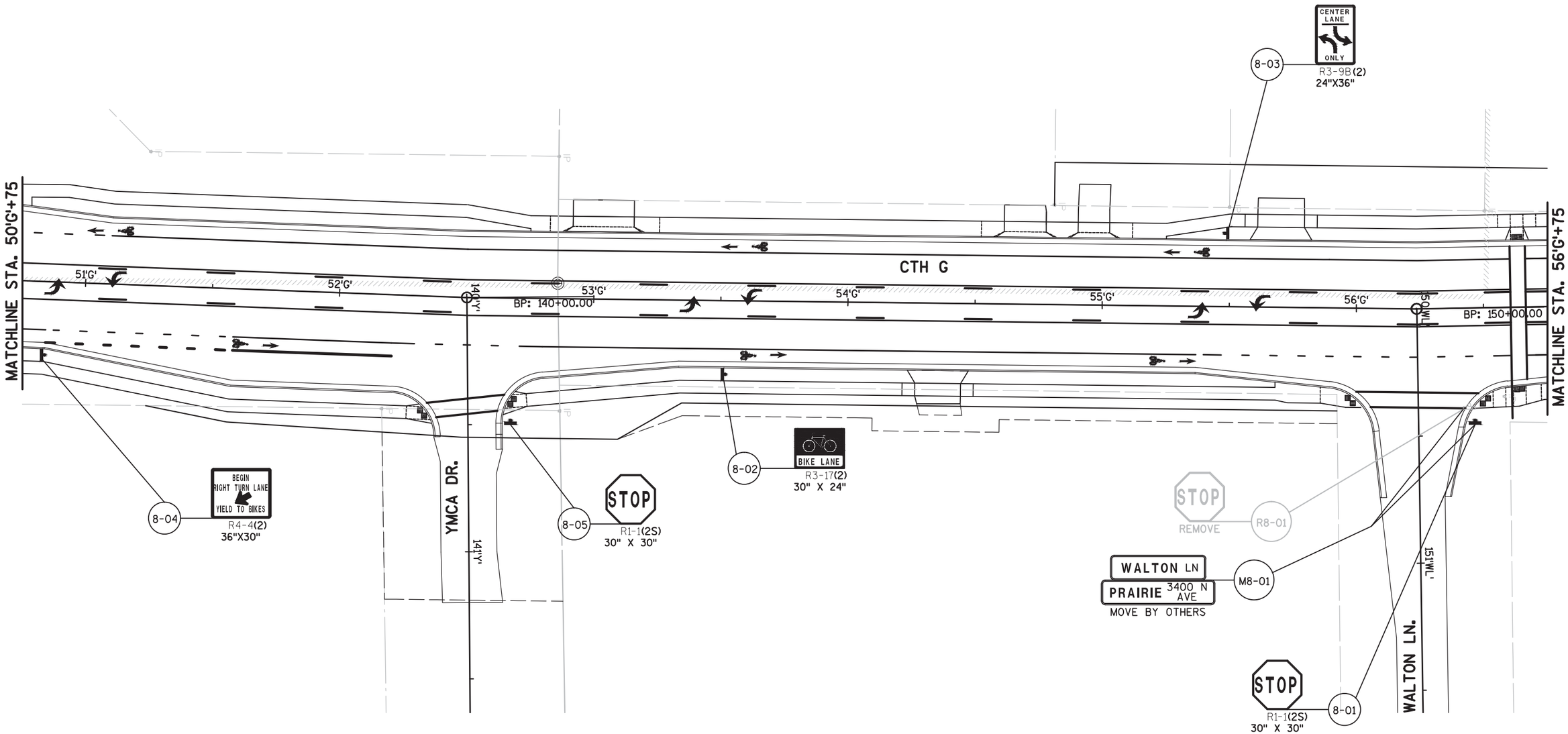
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 164	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023201_PS.DWG PLOT DATE : 2/13/2015 11:54 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

STOP
REMOVE
R9-01

E SECURITY RD 1800
S PRAIRIE AVE 3300
MOVE BY OTHERS
M9-01

BIKE LANE
R3-17(2)
30" X 24"
9-04

STOP
R1-1(2S)
30" X 30"
9-02

E SECURITY RD.
159SR

MATCHLINE STA. 56'G'+75

57'G'
58'G'
59'G'
60'G'
160SR
61'G'
EP: 160+00.00
62'G'

MATCHLINE STA. 62'G'+75

CENTER LANE ONLY
R3-9B(2)
24"X36"
9-01

BIKE LANE
R3-17(2)
30" X 24"
9-03

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 166	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023201_PS.DWG PLOT DATE : 2/13/2015 11:54 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

MATCHLINE STA. 62'G'+75

MATCHLINE STA. 68'G'+75

CTH G

63'G'

64'G'

65'G'

66'G'

67'G'

68'G'

BP: 170+00.00

170 LT

171 LT

THOMAS ST.

R10-02 REMOVE

10-04 R3-9B(2) 24"X36"

10-03 R2-1(2S) 24"X30"

10-01 R1-1(2S) 30" X 30"

M10-01 THOMAS ST / PRAIRIE 3500 N AVE MOVE BY OTHERS

R10-03 REMOVE

10-06 R3-17(2) 30" X 24"

R10-01 REMOVE

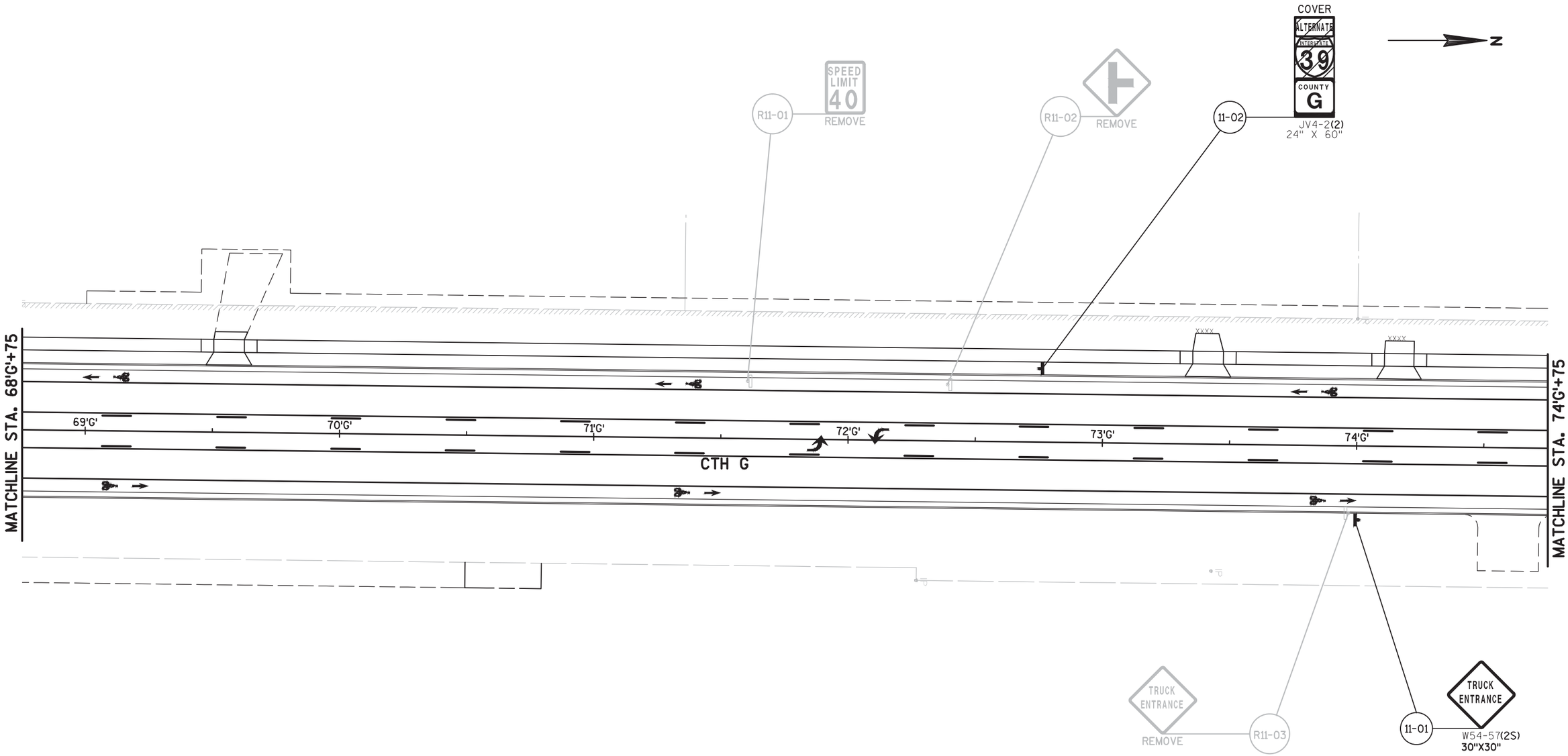
10-02 R2-1(2S) 24"X30"

10-05 R3-9B(2) 24"X36"

R10-04 REMOVE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 167	E

2



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 168	E

2

N

MATCHLINE STA. 74'G'+75

75'G'

76'G'

77'G'

78'G'

79'G'

80'G'

CTH G

141'PH'

151'PH'

MATCHLINE STA. 80'G'+75

PHILHOWER RD

16'PH'

12-01 CENTER LANE ONLY
R3-9B(2)
24"X36"

12-03 SPEED LIMIT 40
R2-1(2S)
24"X30"

12-02 BIKE LANE
R3-17(2)
30" X 24"

SPEED LIMIT 40
REMOVE
R12-01

STOP
REMOVE
R12-03

12-05 STOP
R1-1(2S)
30" X 30"

M12-03 WEIGTH LIMIT CLASS B
MOVE BY OTHERS

12-07 BEGIN RIGHT TURN LANE YIELD TO BIKES
R4-4(2)
36"X30"

12-08 R3-17(2)
30" X 24"
BIKE LANE

12-09 ENDS
R3-17B(2)
30" X 12"

S CTH G RD 3500
E PHILHOWER RD 1000
MOVE BY OTHERS
M12-01

SPEED LIMIT 45
REMOVE
R12-02

NO THRU TRUCKS LIMIT 15 TONS
MOVE BY OTHERS
M12-02

SPEED LIMIT 45
R2-1(2S)
24"X30"
12-04

R12-04 STOP
REMOVE

12-06 STOP
R1-1(2S)
30" X 30"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023202_PS.DWG PLOT DATE : 2/13/2015 11:55 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

N

PROJECT 5966-10-70 | PROJECT 5966-00-72

MATCHLINE STA. 80'G'+75

ONLY

ONLY

81'G'

82'G'

CTH G

83'G'

83'G'

13-02

SPEED LIMIT 45

R2-1

24"X36"

SPEED LIMIT 55

R13-01

REMOVE

COVER

ALTERNATE

COUNTY G

INTERSTATE 39

13-01

J4-2 (2)

48"X36"

EXISTING STOP SIGN TO BE REMOVED BY BUSINESS

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 170	E

2

N

SUNNY LN.

14'SU'

16'SU'

BLACKHAWK TECHNICAL COLLEGE
D1-2
108" X 24"
PLACE AT 12'SU'+50
14-02

STOP
R1-1(2S)
30" X 30"
14-03

SPEED LIMIT 45
R2-1(2S)
24"X30"
14-01

STOP
REMOVE
R14-01

SPEED LIMIT 45
R2-1(2S)
24"X30"
14-05

SPEED LIMIT 45
REMOVE
R14-03

199'G'
200'G'
201'G'
202'G'
203'G'
204'G'

CTH G

MATCHLINE STA. 204'G'+25

BLACKHAWK TECH
REMOVE
R14-02

WEIGTH LIMIT CLASS B
MOVE BY OTHERS
M14-01

E SUNNY LANE RD 1000
S COUNTY ROAD G 5600
MOVE BY OTHERS
M14-02

STOP
REMOVE
R14-04

STOP
R1-1(2S)
30" X 30"
14-04

SPEED LIMIT 55
R2-1(2S)
24"X30"
14-06

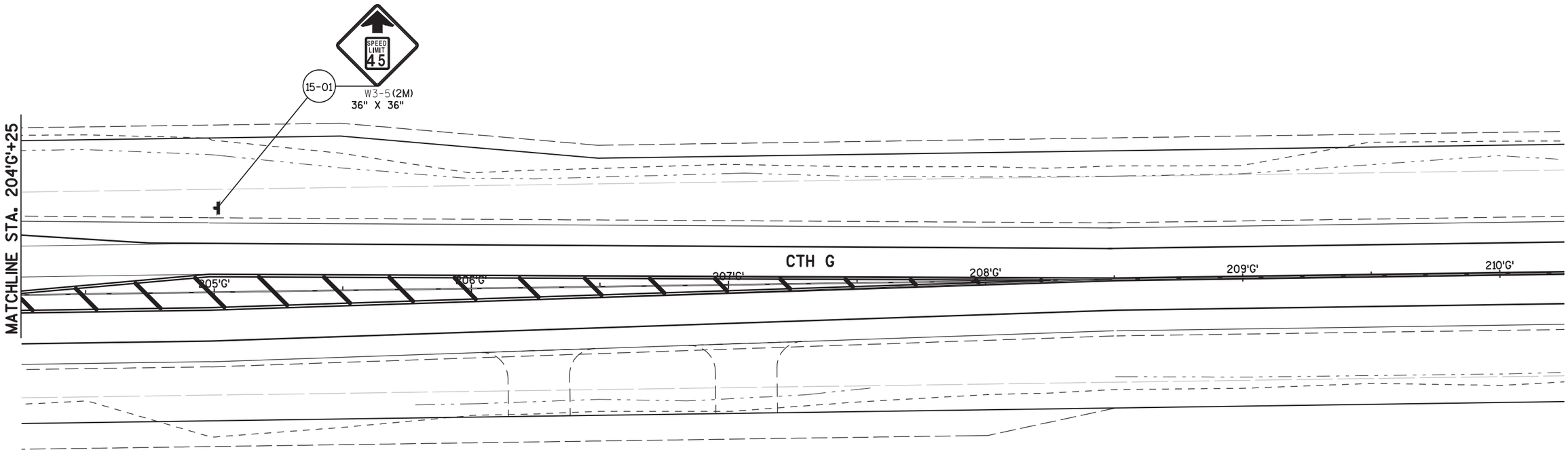
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 171	E

2

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

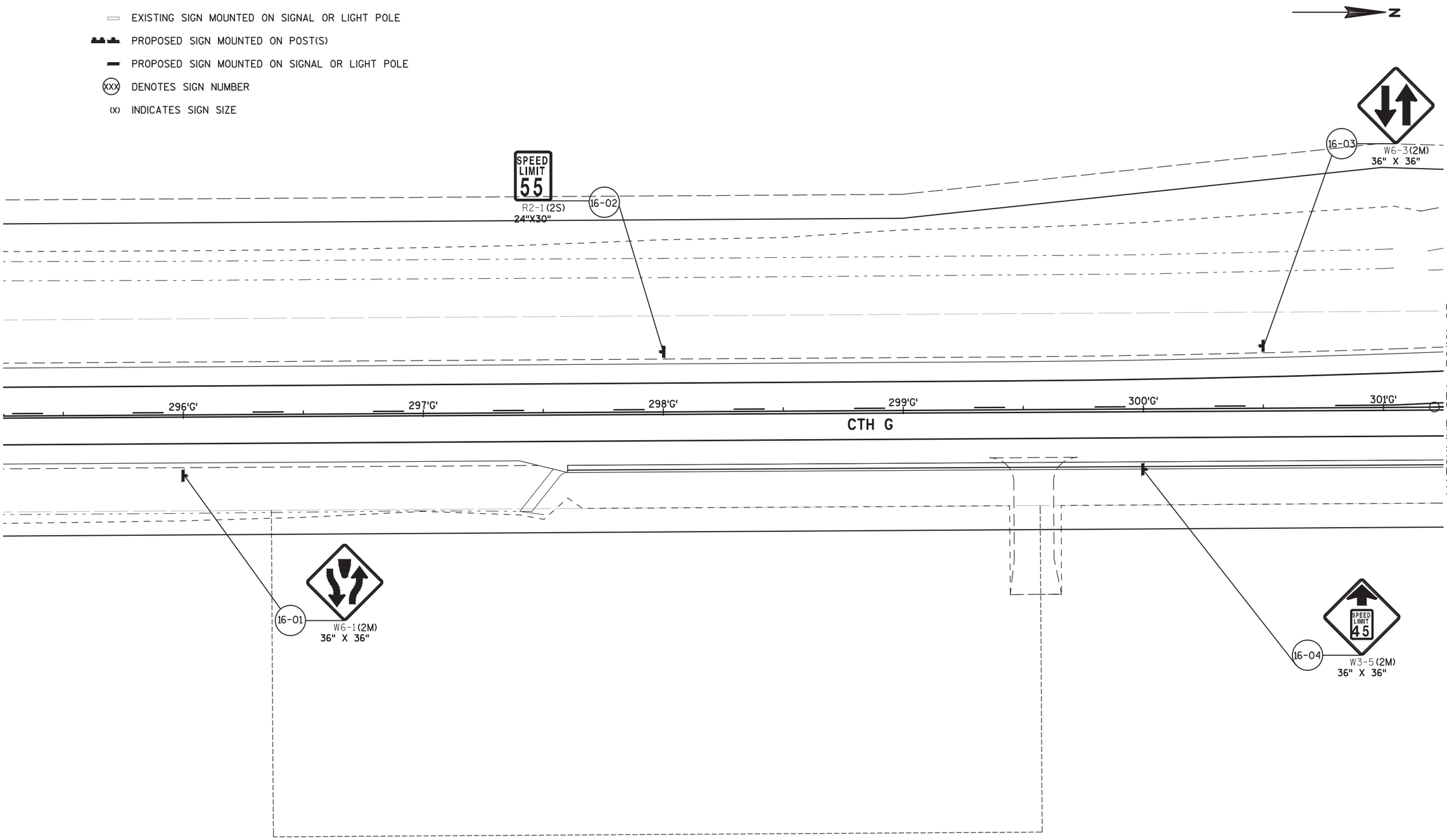
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023202_PS.DWG PLOT DATE : 2/13/2015 11:55 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 173	E

2

N

ONE WAY
R6-2L(2)
24"X30"
OFFSET SIGN SO IT DOES NOT BLOCK VIEW OF SIGN 17-04
17-05

DO NOT ENTER
R5-1(2S)
30" X 30"
17-04

MATCHLINE STA. 301'G+25

302'GSB'
303'GSB'
304'GSB'
305'GSB'
306'GSB'
307'GSB'
302'G'
303'G'
304'G'
305'G'
306'G'
307'G'

CTH G

MATCHLINE STA. 307'G+25

SPEED LIMIT 45
R2-1(2S)
24"X30"
17-01

R4-7(3)
36" X 48"
17-02

W5-54S(2M)
18" X 18"
17-03

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 174	E

2

N

ONE WAY
R6-2L(2)
24"X30"
OFFSET SIGN SO IT DOES NOT BLOCK VIEW OF SIGN 18-01
18-05

WRONG WAY
R5-1A(2M)
42"X30"
18-01

18-02
W6-2(2M)
36" X 36"

18-03
W4-2R(2M)
36" X 36"

MATCHLINE STA. 307'G'+25

308'GSB'
309'GSB'
310'GSB'
311'GSB'
SB CTH G
312'GSB'
313'GSB'

308'G'
309'G'
310'G'
311'G'
312'G'
313'G'

NB CTH G

MATCHLINE STA. 313'G'+25

BEGIN LEFT TURN LANE
R3-20L (2)
24" X 36"
18-04

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023202_PS.DWG PLOT DATE : 2/13/2015 11:55 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1:40_XREF

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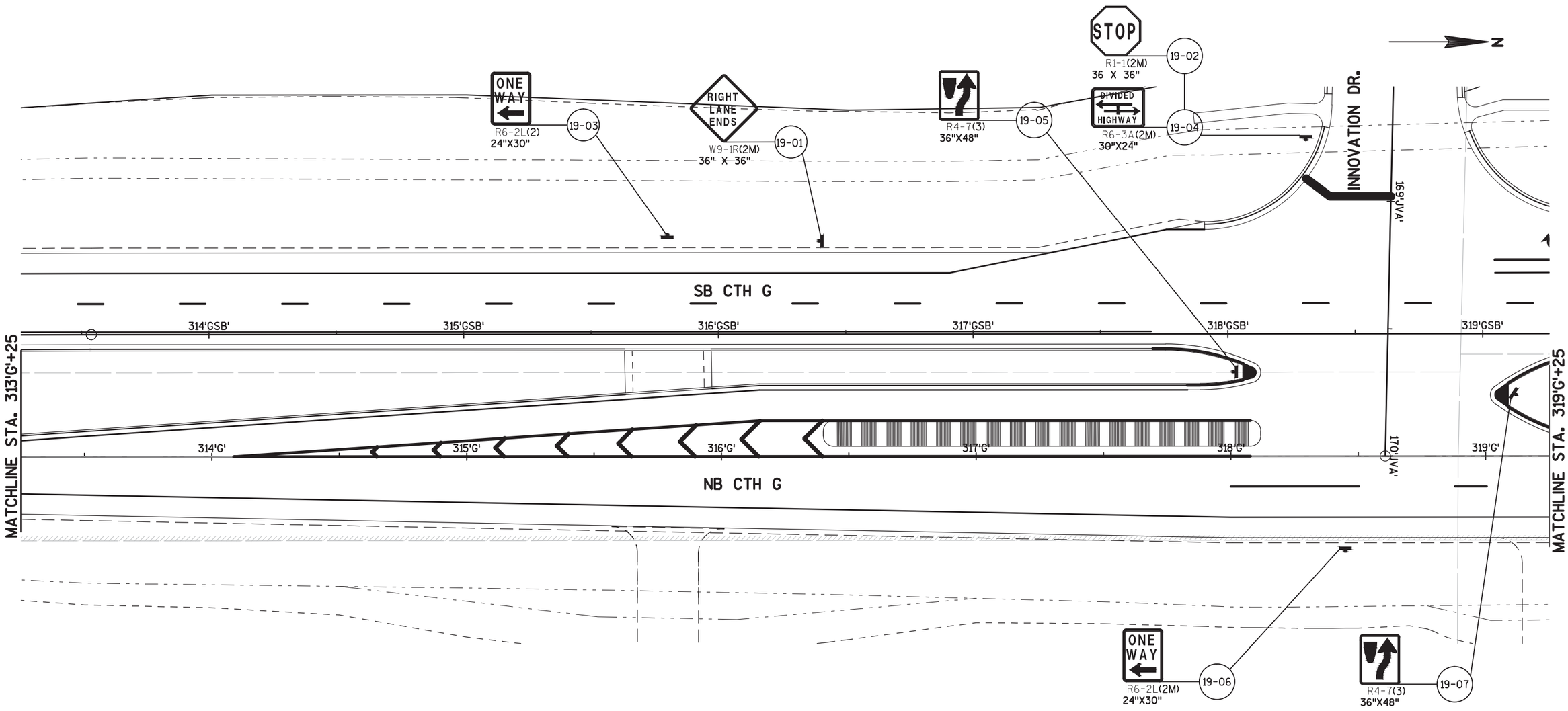
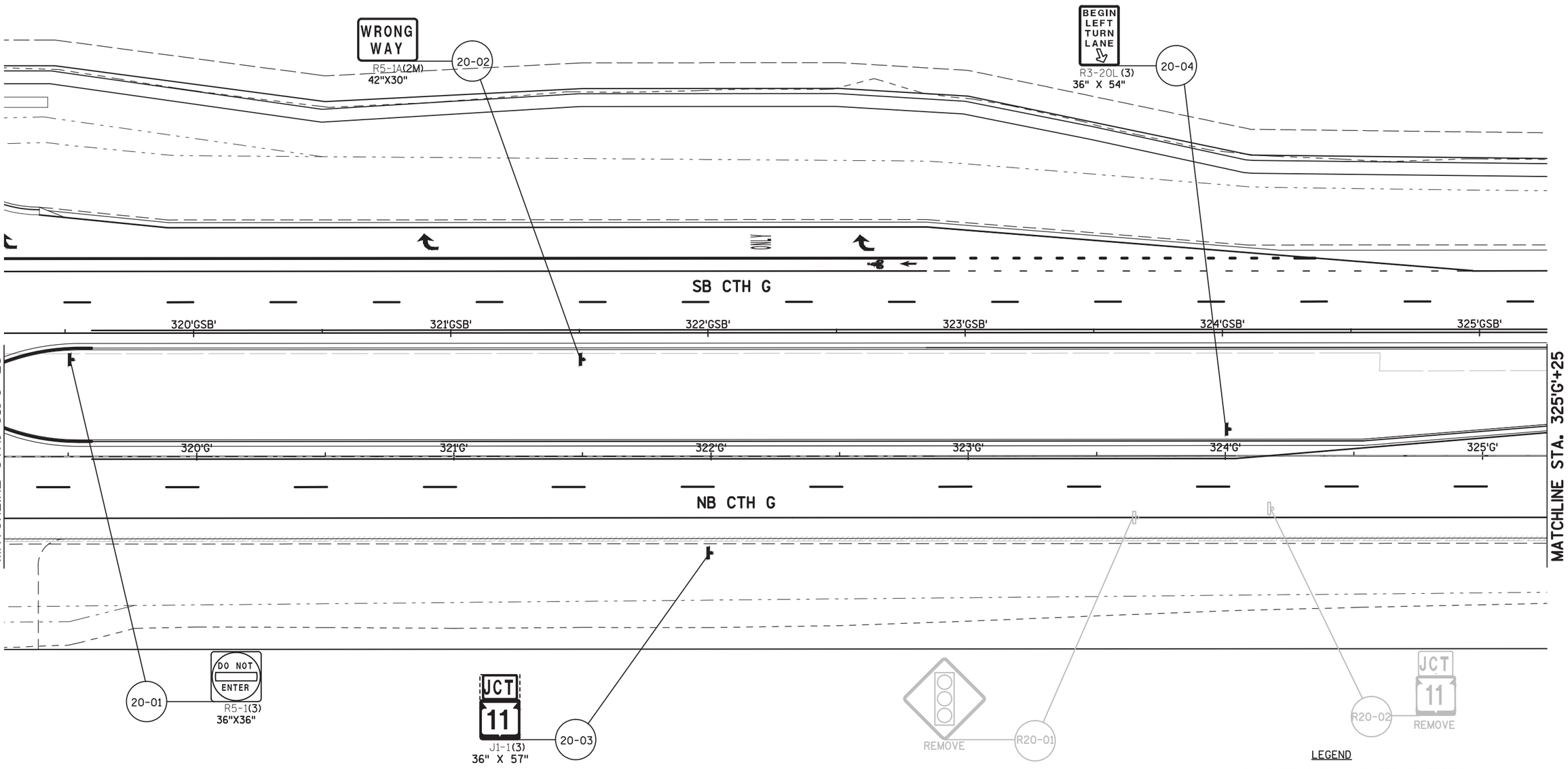


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 176	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 177	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

21-12 — Martin Luther King Jr Memorial Highway — D1-2 102" X 24"

21-11 — ONE WAY — R6-2L(2) 24"X30"

R21-03 — SPEED LIMIT 55 / COUNTY G — REMOVE

21-10 — WEST 11 — J3-1(3) 36" X 84"

21-05 — SPEED LIMIT 45 — R2-1(3) 36"X48"

R21-06 — Martin Luther King Jr Memorial Highway — REMOVE

21-06 — COVER ALTERNATE / COUNTY G / INTERSTATE 39 — J4-2(3) 72"x54"

N

SB CTH G

326'GSB' 327'GSB' 328'GSB' 329'GSB' 330'GSB' 331'GSB'

MATCHLINE STA. 325'G'+25

326'G' 327'G' 328'G' 329'G' 330'G' 331'G'

NB CTH G

MATCHLINE STA. 331'G'+25

21-01 — W3-3(3) 36" X 36"

R21-01 — REMOVE

R21-02 — ONLY ONLY ONLY — REMOVE

21-08 — W5-56 (2S) 18"X18"

21-07 — W5-56 (2S) 18"X18"

21-09 — W5-56 (2S) 18"X18"

21-04 — BEGIN LEFT TURN LANE — R3-20LL(3) 36"x54"

21-03 — WRONG WAY — R5-1A(3) 42"X30"

21-02 — COVER EAST ALTERNATE 11 / INTERSTATE 39 — J3-2(3) 72"x84"

R21-05 — E DETROIT AVE 1000 / S COUNTY RD G 3100 — REMOVE

R21-04 — STOP — REMOVE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 178	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023203_PS.DWG PLOT DATE : 2/13/2015 11:56 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

BLDG.

STOP
REMOVE
R22-03

202'AE'

202'AW'

R22-06
STOP
REMOVE

11
BIKE ROUTE
R22-07
REMOVE

R22-10
REMOVE

332'GSB'
333'GSB'
334'GSB'
335'GSB'
336'GSB'
337'GSB'

203'AE'

203'AW'

SB CTH G

MATCHLINE STA. 331'G'+25

332'G'
333'G'
334'G'
335'G'
336'G'
337'G'

NB CTH G

MATCHLINE STA. 337'G'+25

204'AE'

204'AW'

EB STH 11

WB STH 11

11
STOP
REMOVE
R22-01

R22-02
REMOVE

R22-08
NORTH
COUNTY
G
REMOVE

R22-09
SPEED
LIMIT
35
REMOVE

STOP
R22-05
REMOVE

STATE HWY 11
S COUNTY G
R22-04
REMOVE

205'AE'

205'AW'

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING (SIGN REMOVALS)	SHEET 179	E

2

N

23-05 — ONE WAY — R6-2R(2) 24"X30" 6' MOUNTING HEIGHT PLACE 1' FROM CURB FACE

23-04 — STOP — R1-1F(2M) 36"X36" MOUNT ON SIGNAL POLE

23-03 — R4-7(2M) 24"X30" MOUNT ON SIGNAL POLE

23-11 — YIELD — R1-2(2S) 36" X 31" MOUNT ON LIGHT POLE

23-10 — DIVIDED HIGHWAY — R6-3(2M) 30"X24" MOUNT ABOVE STOP SIGN

23-09 — STOP — R1-1F(2S) 30"X30" MOUNT ON SIGNAL POLE

23-12 — W12-1D(2S) 24" X 24" 2' MOUNT HEIGHT

23-13 — DO NOT ENTER — R5-1(2M) 36"X36" MOUNT ON SIGNAL POLE

23-14 — BEGIN LEFT TURN LANE — R3-20LL(2M) 24"x36"

23-20 — ONE WAY — R6-2R(2) 24"X30"

202'AE'

202'AW'

203'AE'

203'AW'

332'GSB'

333'GSB'

334'GSB'

SB CTH G

335'GSB'

336'GSB'

337'GSB'

MATCHLINE STA. 331'G'+25

332'G'

333'G'

334'G'

335'G'

NB CTH G

336'G'

337'G'

MATCHLINE STA. 337'G'+25

204'AE'

204'AW'

205'AE'

205'AW'

EB STH 11

WB STH 11

23-01 — W12-1D(3) 30" X 30" 2' MOUNT HEIGHT

23-02 — YIELD — R1-2(2M) 48" X 42"

23-18 — DO NOT ENTER — R5-1(2M) 36"X36" MOUNT ON SIGNAL POLE

23-16 — DIVIDED HIGHWAY — R6-3(2M) 30"X24" MOUNT ABOVE STOP SIGN

23-15 — STOP — R1-1F(2M) 36"X36" MOUNT ON SIGNAL POLE

23-19 — ONE WAY — R6-2R(2) 24"X30" 6' MOUNTING HEIGHT PLACE 1' FROM CURB FACE

23-22 — STOP — R1-1F(2M) 36"X36" MOUNT ON SIGNAL POLE

23-21 — R4-7(2M) 24"X30" MOUNT ON SIGNAL POLE

23-23 — COUNTY G — M1-5A 24"X24"

23-24 — SPEED LIMIT 35 — R2-1(2M) 24"X30"

LEGEND

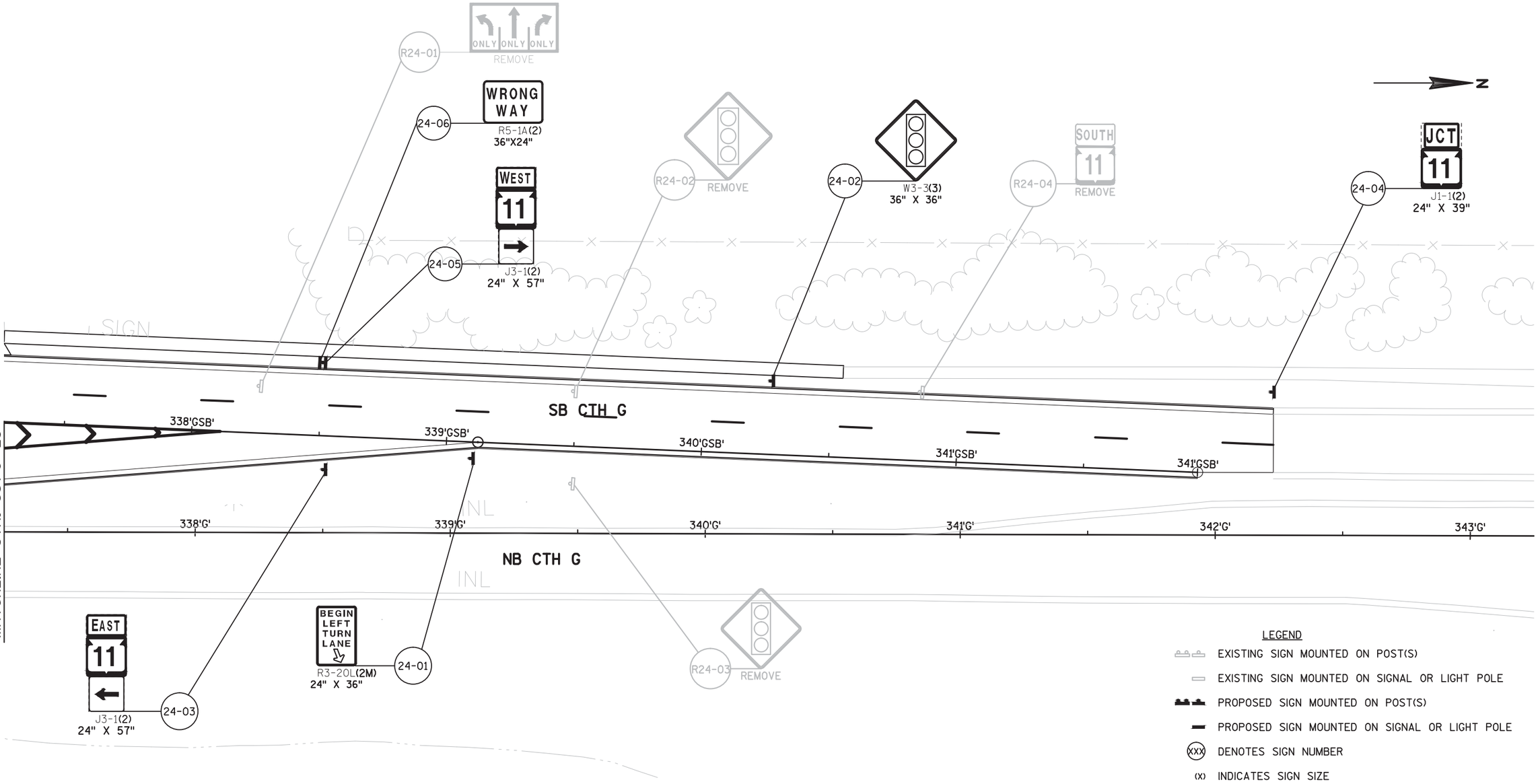
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023203_PS.DWG PLOT DATE : 2/13/2015 11:57 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE :

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CTH G PERMANENT SIGNING	SHEET 181	E

2

2

N

JCT COUNTY G
J1-1(4)
36" X 57"
25-02

JCT COUNTY G
REMOVE
R25-02

25-04
W3-3(4)
48" X 48"

REMOVE
R25-04

WB STH 11

192'AW'
193'AW'
194'AW'

189'AE'
190'AE'
191'AE'
192'AE'
193'AE'
194'AE'

EB STH 11

MATCHLINE STA. 194'AE/AW'+75

25-01
JCT COUNTY G
J1-1(4)
36" X 57"

JCT COUNTY G
REMOVE
R25-01

W3-3(4)
48" X 48"
25-03

REMOVE
R25-03

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET 182	E

2

N

SPEED LIMIT 55
R2-1(4)
36"X48"
26-07

BEGIN LEFT TURN LANE
R3-20LL(3)
36"x54"
26-03

WEST 11
J4-1(3)
36" X 54"
26-04

BIKE PATH

WB STH 11

195'AW' 196'AW' 197'AW' 198'AW' 199'AW' 200'AW'

MATCHLINE STA. 194'AE/AW'+75

MATCHLINE STA. 200'AE/AW'+75

195'AE' 196'AE' 197'AE' 198'AE' 199'AE' 200'AE'

EB STH 11

BEGIN LEFT TURN LANE
R3-20L(3)
36" X 54"
26-01

COUNTY G
J13-1(4)
36" X 66"
26-05

BEGIN RIGHT TURN LANE YIELD TO BIKES
R4-4(2M)
36"X30"
26-06

WRONG WAY
R5-1A(4)
42"X30"
26-02

WRONG WAY
REMOVE
R26-01

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET 183	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023203_PS.DWG PLOT DATE : 2/13/2015 11:57 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

STOP
REMOVE
R27-04
NO MOTOR VEHICLES
REMOVE
R27-05
WEST 11
REMOVE
R27-03
SB CTH G
NB CTH G
334'GSB'
334'G'
333'GSB'
333'G'
332'GSB'
332'G'
331'GSB'
331'G'
R27-07
BIKE ROUTE
REMOVE
R27-08
STOP
REMOVE
R27-09
NO MOTOR VEHICLES
REMOVE
COUNTY G
DO NOT ENTER
R27-10
REMOVE
N
BIKE PATH
WB STH 11
R23-14
MATCHLINE STA. 200'AE/AW'+75
201'AW'
202'AW'
203'AW'
204'AW'
205'AW'
206'AW'
201'AE'
202'AE'
203'AE'
204'AE'
205'AE'
206'AE'
MATCHLINE STA. 206'AE/AW'+75
EB STH 11
MH
MH
STOP
REMOVE
R27-01
COUNTY G
DO NOT ENTER
R27-02
STOP
REMOVE
STOP
R27-06
REMOVE
EAST 11
R27-11
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 SIGN REMOVALS	SHEET 184	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023204_PS.DWG PLOT DATE : 2/13/2015 11:58 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

N

SB CTH G

NB CTH G

334'GSB'

334'G'

333'GSB'

333'G'

332'GSB'

332'G'

331'GSB'

331'G'

BIKE PATH

MATCHLINE STA. 200'AE/AW'+75

MATCHLINE STA. 206'AE/AW'+75

WB STH 11

EB STH 11

201'AW' 202'AW' 203'AW' 204'AW' 205'AW' 206'AW'

201'AE' 202'AE' 203'AE' 204'AE' 205'AE' 206'AE'

28-01 — W12-1D(3) 30" X 30" 2' MOUNT HEIGHT

28-02 — R1-1F(3) STOP 36" X 36" MOUNT ON SIGNAL POLE

28-03 — R6-3(2) DIVIDED HIGHWAY 30"X24" MOUNT ABOVE STOP SIGN

28-05 — R1-2(3) YIELD 48" X 42" MOUNT ON LIGHT POLE

28-06 — R6-2R(2) ONE WAY 24"X30" 6' MOUNTING HEIGHT PLACE 1' FROM CURB FACE

28-07 — M1-94S Beloit Ave 96"X18" MOUNT ON MONOTUBE ARM

28-08 — R5-3 NO MOTOR VEHICLES 24"X24"

28-09 — R1-1F(3) STOP 36" X 36" MOUNT ON SIGNAL POLE

28-10 — R4-7(3) 36"X48" MOUNT ON SIGNAL POLE

28-11 — R5-1(3) DO NOT ENTER 36"X36" MOUNT ON SIGNAL POLE

28-12 — W12-1D(3) 30" X 30" 2' MOUNT HEIGHT

28-13 — R1-1F(3) STOP 36" X 36" MOUNT ON SIGNAL POLE

28-14 — R6-3(2) DIVIDED HIGHWAY 30"X24" MOUNT ABOVE STOP SIGN

28-16 — R1-2(3) YIELD 48" X 42" MOUNT ON LIGHT POLE

28-17 — R5-3(2M) NO MOTOR VEHICLES 24"X24"

28-18 — R3-20LL(2M) BEGIN LEFT TURN LANE 24"x36"

28-19 — M1-94S(2) Beloit Ave 96"X18" MOUNT ON MONOTUBE ARM

28-20 — R5-1(3) DO NOT ENTER 36"X36" MOUNT ON SIGNAL POLE

28-21 — R6-2R(2) ONE WAY 24"X30" 6' MOUNTING HEIGHT PLACE 1' FROM CURB FACE

28-22 — R4-7(3) 36"X48" MOUNT ON SIGNAL POLE

28-23 — R1-1F(3) STOP 36" X 36" MOUNT ON SIGNAL POLE

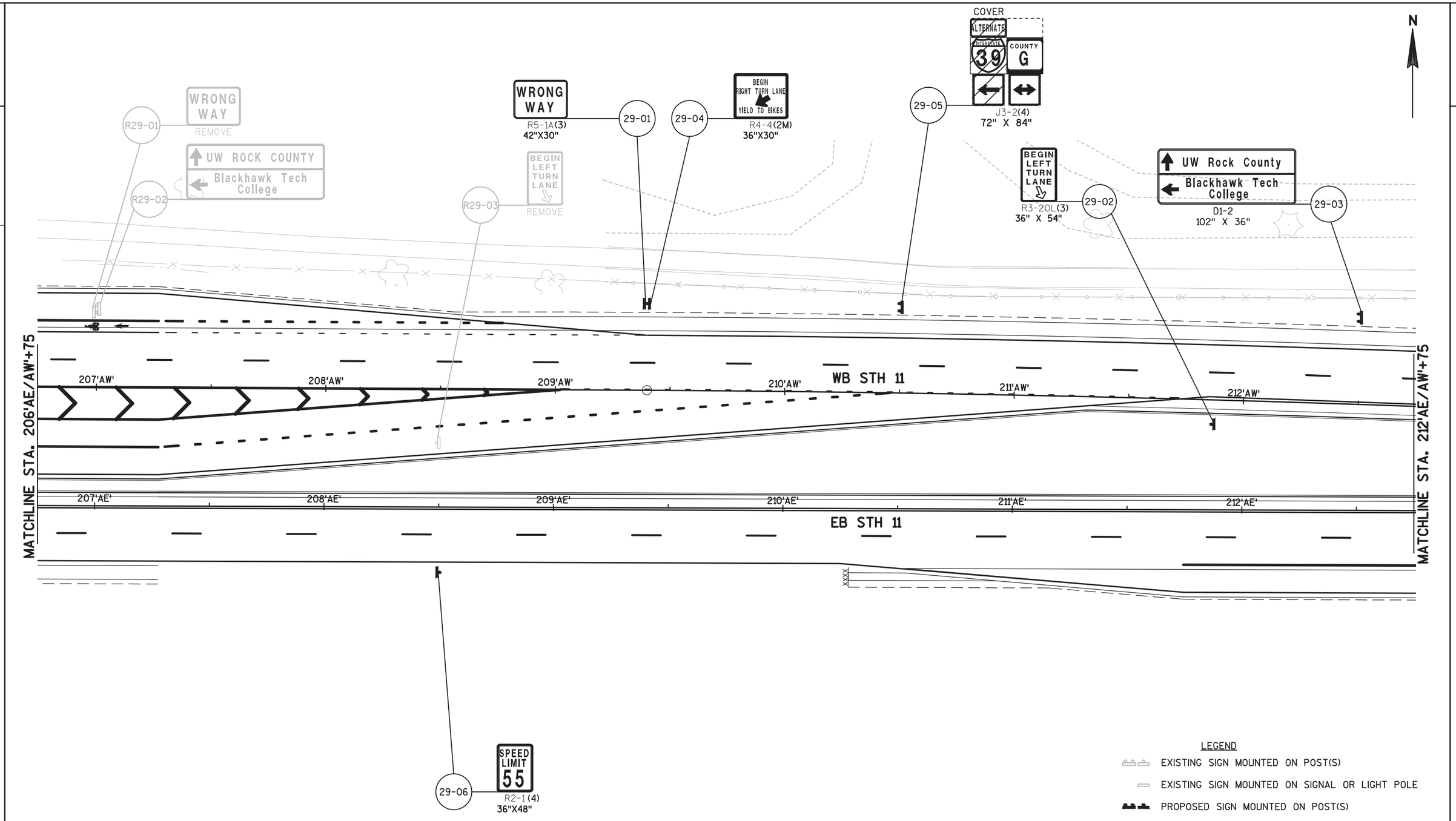
28-24 — J4-2(4) COVER EAST ALTERNATE 11 INTERSTATE 39 72" X 54"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET 185	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023203_PS.DWG PLOT DATE : 2/13/2015 11:58 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

MATCHLINE STA. 212'A'+75

MATCHLINE STA. 218'A'+75

WB STH 11

213'AW' 214'AW' 215'AW' 216'AW' 217'AW' 218'AW'

213'AE' 214'AE' 215'AE' 216'AE' 217'AE' 218'AE'

EB STH 11

SAGE ST.

179

178

30-09 W3-3 (4) 48"X48"

30-10

30-03 R4-7(4) 36"X48"

30-04 R6-2L(2) 24"X30"

R30-02 REMOVE

R30-03 REMOVE

R30-04 REMOVE

R30-05 JCT COUNTY G REMOVE

R30-06 JCT COUNTY G REMOVE

30-11 DO NOT ENTER R5-1(3) 36" X 36"

30-01 COVER ALTERNATE WEST INTERSTATE 39 11 J2-2(4) 72" X 84"

30-2 COVER ALTERNATE WEST INTERSTATE 39 11 J2-2(4) 72" X 84"

30-05 WRONG WAY R5-1A(4) 42"X30"

R30-01 WRONG WAY REMOVE

30-06 DO NOT ENTER R5-1(4) 36" X 36"

R30-07 DO NOT ENTER REMOVE

R30-08 STOP DIVIDED HIGHWAY REMOVE

M30-01 S SAGE ST E STATE RD 11 MOVE BY OTHERS

30-07 STOP R1-1(2M) 36" X 36"

30-08 DIVIDED HIGHWAY R6-3A(2M) 30"X24"

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET 187	E

2

N

31-03

WRONG WAY

R5-1A(4)

42"X30"

31-01

JCT COUNTY G

J1-1(3)

36" X 57"

31-02

JCT COUNTY G

J1-1(3)

36" X 57"

H

WB STH 11

MATCHLINE STA. 218'A'+75

219'AW' 220'AW' 221'AW' 222'AW' 223'AW' 224'AW'

219'AE' 220'AE' 221'AE' 222'AE' 223'AE' 224'AE'

EB STH 11

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PERMANENT SIGNING	SHEET 188	E

2

2

N

HUEBBE PKWY.

STA. 11+62, 46'LT
III-95-A-A-1-20

STA. 13+32, 28'LT
III-95-A-A-1-19

9'G' 10'G' 11'G' 12'G' 13'G' 14'G' 15

MATCHLINE STA. 15'G'+00

CTH G

STA. 10+77, 28'RT
III-95-A-A-2-20

STA. 12+47, 28'RT
III-95-A-A-2-19

STA. 14+17, 28'RT
III-95-A-A-2-18

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 189	E

2

2

N

GALE DR.

99+00

STA. 15+02, 28'LT
III-95-A-A-1-18

STA. 15+13, 29.5'LT
PB1

STA. 16+67, 29.5'LT
PB2

STA. 16+72, 29'LT
III-95-A-A-1-17

STA. 18+42, 28'LT
III-95-A-A-1-16

STA. 20+12, 28'LT
III-95-A-A-1-15

MATCHLINE STA. 15'G'+00

16'G'

17'G'

18'G'

19'G'

20'G'

MATCHLINE STA. 21'G'+00

CTH G

STA. 15+87, 28'RT
III-95-A-A-2-17

STA. 17+57, 28'RT
III-95-A-A-2-16

STA. 19+27, 28'RT
III-95-A-A-2-15

STA. 20+97, 28'RT
III-95-A-A-2-14

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 190	E

2

N

INMAN PKWY.

MATCHLINE STA. 21'G'+00

MATCHLINE STA. 26'G'+50

CTH G

COLONY CT.

STA. 21+82, 28'LT
III-95-A-A-1-14

STA. 23+52, 28'LT
III-95-A-A-1-13

STA. 25+55, 37'LT
PB3

STA. 24+92, 28'LT
III-95-A-A-1-12

21'G' 22'G' 23'G' 24'G' 25'G' 26'G'

STA. 21+02, 29.5'RT
PB26

STA. 22+62, 29'RT
III-95-A-A-2-13

STA. 22+57, 30'RT
PB25

STA. 24+37, 39'RT
III-95-A-A-2-12

STA. 25+70, 38'RT
PB24

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 191	E

2

2

N

INMAN PKWY.

STA. 27+86, 40'LT
PB4

STA. 27+91, 40'LT
III-95-A-A-1-11

STA. 29+57, 31.5'LT
III-95-A-A-1-10

STA. 31+29, 28'LT
III-95-A-A-1-9

MATCHLINE STA. 26'G'+50

27'G' 28'G' 29'G' 30'G' 31'G' 32'G'

MATCHLINE STA. 32'G'+50

CTH G

STA. 27+86, 28'RT
PB23

STA. 28+73, 28'RT
III-95-A-A-2-11

STA. 30+42, 28'RT
III-95-A-A-2-10

STA. 32+16, 28'RT
III-95-A-A-2-9

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 192	E

2

N

STA. 33+03, 28'LT
III-95-A-A-1-8

STA. 34+77, 28'LT
III-95-A-A-1-7

STA. 36+51, 28'LT
III-95-A-A-1-6

STA. 38+25, 28'LT
III-95-A-A-1-5

MATCHLINE STA. 32'G+50

MATCHLINE STA. 38'G+50

33'G' 34'G' 35'G' 36'G' 37'G' 38'G'

CTH G

STA. 33+90, 28'RT
III-95-A-A-2-8

STA. 35+64, 28'RT
III-95-A-A-2-7

STA. 37+38, 28'RT
III-95-A-A-2-6

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- III — IES/ANSI DISTRIBUTION TYPE
- 95 — LAMP WATTAGE
- A — LIGHTING UNIT TYPE
- A — ELECTRICAL SERVICE
- 1 — CIRCUIT NUMBER
- 1 — LIGHTING UNIT NUMBER

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 193	E

2

2

N

ZICK DR.

MATCHLINE STA. 38'G'+50

MATCHLINE STA. 44'G'+50

39'G'

40'G'

41'G'

42'G'

43'G'

44'G'

CTH G

STA. 39+99, 28'LT
III-95-A-A-1-4

STA. 41+73, 32'LT
PB5

STA. 41+68, 31.5'LT
III-95-A-A-1-3

STA. 43+06, 29'LT
PB6

STA. 43+44, 28'LT
III-95-A-A-1-2

STA. 39+12, 28'RT
III-95-A-A-2-5

STA. 40+86, 29'RT
III-95-A-A-2-4

STA. 40+91, 31'RT
PB22

STA. 42+92, 34'RT
III-95-A-A-2-3

STA. 42+89, 35'RT
PB21

STA. 44+28, 28'RT
III-95-A-A-2-2

BOMBARDIER DRIVEWAY

1297'

1307'

1317'

1327'

1337'

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A+A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 194	E

2

N

WILLIAMS DR.

139'WD'

MATCHLINE STA. 44'G'+50

MATCHLINE STA. 50'G'+22

CTH G

45'G' 46'G' 47'G' 48'G' 49'G' 50'G'

STA. 45+16, 28'LT
III-95-A-A-1-1

STA. 46+10, 40'LT
ELECTRIC SERVICE "A"
CONTROL CABINET "A"

STA. 46+10, 28'LT
PB7

4-3"C

3-2"C
(1-2" SPARE)

STA. 46+77, 28'LT
III-95-A-A-3-1

STA. 48+32, 28'LT
III-95-A-A-3-2

STA. 49+82, 37'LT
PB8

STA. 49+77, 32'LT
III-95-A-A-3-3

STA. 46+10, 28'RT
PB20

STA. 45+94, 28'RT
III-95-A-A-2-1

STA. 47+57, 28'RT
III-95-A-A-4-1

STA. 49+12, 28'RT
III-95-A-A-4-2

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 195	E

2

2

N

MATCHLINE STA. 50'G'+22.01

MATCHLINE STA. 56'G'+23.55

139'MD'

STA. 50+80, 31'LT
PB9

STA. 51+49, 28'LT
Ⅲ-95-A-A-3-4

STA. 53+20, 28'LT
Ⅲ-95-A-A-3-5

STA. 55+09, 28'LT
Ⅲ-95-A-A-3-6

51'G'

52'G'

53'G'

54'G'

55'G'

56'G'

STA. 50+66, 28'RT
Ⅲ-95-A-A-4-3

STA. 52+25, 40.5'RT
PB19

STA. 52+77, 33.5'RT
Ⅲ-95-A-A-4-4

STA. 52+72, 34.5'RT
PB18

STA. 54+00, 28'RT
Ⅲ-95-A-A-4-5

STA. 55+75, 32.5'RT
Ⅲ-95-A-A-4-6

STA. 55+91, 34'RT
PB17

141'V'

YMCA SPORTS
COMPLEX DRIVEWAY

WALTON DR.

151'MD'

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
Ⅲ-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 196	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023508_LP.DWG PLOT DATE : 10/14/2014 10:55 AM PLOT BY : BRENDEL, KEN PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

2

N

SECURITY DR.

151'SR'

MATCHLINE STA. 56'G'+23.55

MATCHLINE STA. 62'G'+25

WALTON DR.

151'WL'

57'G'

58'G'

59'G'

60'G'

61'G'

62'G'

STA. 56+53, 28'LT
III-95-A-A-3-7

STA. 58+33, 28'LT
III-95-A-A-3-8

STA. 60+15, 30.5'LT
PB10

STA. 60+10, 30'LT
III-95-A-A-3-9

STA. 61+54, 29.5'LT
PB11

STA. 61+81, 28'LT
III-95-A-A-3-10

STA. 57+50, 28'RT
III-95-A-A-4-7

STA. 57+08, 29'RT
PB16

STA. 59+20, 28'RT
III-95-A-A-4-8

STA. 60+80, 28'RT
III-95-A-A-4-9

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 197	E

2

2

N

STA. 63+55, 28'LT
III-95-A-A-3-11

STA. 65+29, 28'LT
III-95-A-A-3-12

STA. 67+03, 28'LT
III-95-A-A-3-13

MATCHLINE STA. 62'G'+25

63'G'

64'G'

65'G'

66'G'

67'G'

68'G'

MATCHLINE STA. 68'G'+25

CTH G

STA. 62+56, 31.5'RT
PB15

STA. 62+53, 31'RT
III-95-A-A-4-10

STA. 63+55, 32'RT
PB14

STA. 64+42, 28'RT
III-95-A-A-4-11

STA. 66+16, 28'RT
III-95-A-A-4-12

STA. 67+90, 28'RT
III-95-A-A-4-13

THOMAS RD.

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 198	E

2

N

STA. 68+77, 28'LT
III-95-A-A-3-14

STA. 70+51, 28'LT
III-95-A-A-3-15

STA. 72+25, 28'LT
III-95-A-A-3-16

STA. 73+96, 28'LT
III-95-A-A-3-17

MATCHLINE STA. 68'G'+25

69'G' 70'G' 71'G' 72'G' 73'G' 74'G'

CTH G

MATCHLINE STA. 74'G'+25

STA. 69+64, 28'RT
III-95-A-A-4-14

STA. 71+38, 28'RT
III-95-A-A-4-15

STA. 73+12, 28'RT
III-95-A-A-4-16

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-01	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 199	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023511_LP.DWG PLOT DATE : 10/14/2014 10:59 AM PLOT BY : BRENDEL, KEN PLOT NAME : PLOT SCALE : *********

2

2

N

PHILHOWER RD.

14'PH'

MATCHLINE STA. 74'G'+25

MATCHLINE STA. 79'G'+51.65

75'G'

76'G'

77'G'

78'G'

79'G'

CTH G

STA. 75+73, 28'LT
III-95-A-A-3-18

STA. 77+39, 28'LT
III-95-A-A-3-19

STA. 79+04, 35.5'LT
III-95-A-A-3-20

STA. 74+86, 28'RT
III-95-A-A-4-17

STA. 76+56, 34'RT
III-95-A-A-4-18

STA. 78+26, 40'RT
III-95-A-A-4-19

STA. 78+63, 34'RT
PB13

16'PH'

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 200	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023512_LP.DWG PLOT DATE : 10/9/2014 3:00 PM PLOT BY : BRENDEL, KEN PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

PROJECT 5966-10-70 PROJECT 5966-00-72

PHILHOWER RD.

14'PH'

44'

MATCHLINE STA. 79'G'+51.65

80'G' 10 81'G' 82'G' 83'G' 83'G'

CTH G

STA. 79+99, 36'RT
III-95-A-A-4-20

STA. 79+90, 38.5'RT
PB12

16'PH'

LIGHTING PLAN LEGEND

- ELECTRIC SERVICE
- LIGHTING PULL BOX
- DECORATIVE LIGHTING ASSEMBLY LED "A"
- CONDUIT 2" NON-METALLIC UNLESS OTHERWISE NOTED

STA. 14+60, 28'LT
III-95-A-A-1-1

- LIGHTING UNIT NUMBER
- CIRCUIT NUMBER
- ELECTRICAL SERVICE
- LIGHTING UNIT TYPE
- LAMP WATTAGE
- IES/ANSI DISTRIBUTION TYPE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN LIGHTING	SHEET 201	E

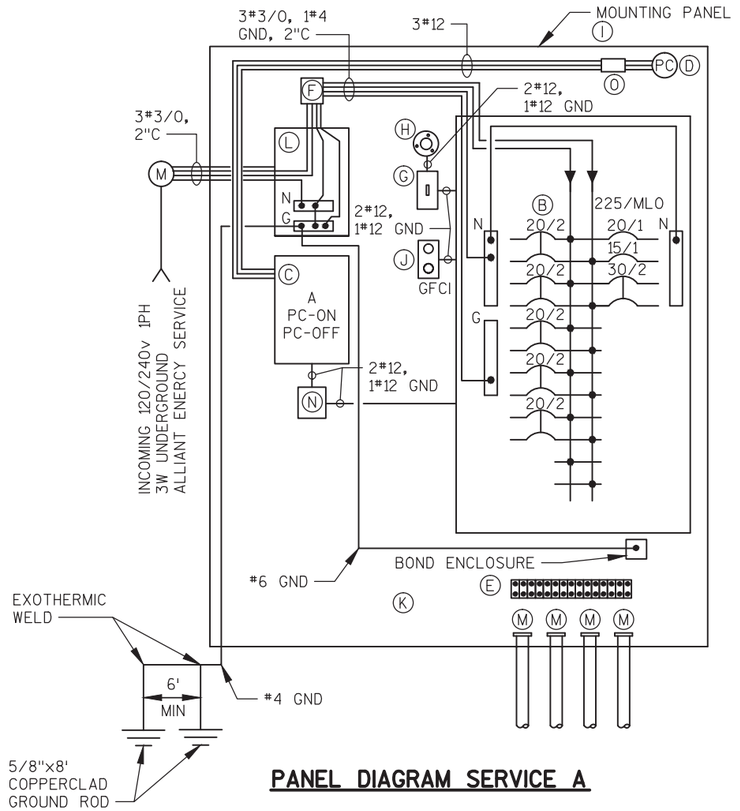
FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\023513_LP.DWG PLOT DATE : 10/9/2014 3:04 PM PLOT BY : BRENDEL, KEN PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

SURFACE MOUNTED NEMA1
120 / 240 V, 1 PHASE, 3 WIRE
RATING 35,000 A.I.C.

PANEL SCHEDULE
LP A

225A MAIN LUGS
225A MAIN BUS
225A GRD. BUS

CKT. NO.	TRIP/P	DESCRIPTION	PHASE A	PHASE B	DESCRIPTION	TRIP/P	CKT. NO.
1	20/2	LIGHTING CIRCUIT-1	-		LIGHT AND RECEPTACLE IN ENCLOSURE	20/1	2
				-	CONTROL/CONTACTOR A	15/1	4
3	20/2	LIGHTING CIRCUIT-2	-		SURGE PROTECTION	30/2	6
				-			
5	20/2	LIGHTING CIRCUIT-3	-		SPACE	-	8
				-	SPACE	-	10
7	20/2	LIGHTING CIRCUIT-4	-		SPACE	-	12
				-	SPACE	-	14
9	20/2	SPARE	-		SPACE	-	16
				-	SPACE	-	18
11	-	SPACE	-		SPACE	-	20
13	-	SPACE		-	SPACE	-	22
15	-	SPACE	-		SPACE	-	24
			-	-			



PANEL DIAGRAM SERVICE A

NOTES:

1. ALL LIGHTING CIRCUIT WIRING TYPE DIRECT BURIAL. IN ADDITION, THE CONTRACTOR SHALL PROVIDE ALL THE NECESSARY ACCESSORIES AND HARDWARE REQUIRED FOR A COMPLETE WORKING INSTALLATION.
2. GROUND WIRE REQUIRED FOR EACH LIGHTING CIRCUIT.
3. ALL CONTROL WIRING IN ENCLOSURE SHALL BE COLOR CODED #12 AWG, THWN/THHN UNLESS OTHERWISE NOTED.
4. ALL POWER AND CONTROL WIRING SHALL BE NEATLY TRAINED, LABELED AND SUPPORTED.
5. THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO INSTALLATION AT THE SITE.
6. THE CONTRACTOR SHALL COMPLY WITH ALLIANT ENERGY FOR SERVICE INSTALLATION REQUIREMENTS.
7. PROVIDE MIN. #10 AWG. FROM PANEL BOARD TO CONTACTORS AND FROM CONTACTORS TO TERMINATION STRIP (E).
8. SEAL CONDUIT OPENINGS WITH DUCT SEAL.
9. ENCLOSURE SHALL BE GROUNDED.
10. DETAILS DO NOT SHOW BRANCH CIRCUITS TERMINATING TO CABINET. REFER TO PLANS REGARDING CIRCUITS PENETRATING LIGHTING CABINET.

EQUIPMENT:

(A) ELECTRICAL CONTRACTOR SHALL ARRANGE FOR A ALLIANT ENERGIES APPROVED 0-200A, 1PH, 3W, 120/240V MAIN BREAKER TYPE METER PEDESTAL WITH PADLOCK PROVISIONS IN THE ON AND OFF POSITION. TIME AND USE METER BY ALLIANT ENERGY.

(B) 225A MLO, 120/240V, 1 PH, 3W, 24-POLE PANEL BOARD WITH THE FOLLOWING BRANCH BREAKERS: (LIGHTING PANEL A), 5-20A/2P, 1-20A/1P, 1-15A/1P, 1-30A/2P. ALL CIRCUIT BREAKERS RATED 35K AIC, MIN.BOLT-ON. PROVIDE COPPER BUS AS INDICATED. PROVIDE SPARE CIRCUIT BREAKERS AS INDICATED.

(C) SERVICE A, 10-POLE, MIN 30A, RATED 240V, HEAVY DUTY TYPE RATED FOR BALLAST LIGHTING LOAD. MECHANICALLY OPERATED, ELECTRICALLY HELD CONTACTOR WITH 120V CONTROL COIL, 2 WIRE INTERFACE RELAY AND LEGEND PLATE IN FACTORY ASSEMBLED NEMA 1 ENCLOSURE.

(D) PHOTOCELL MOUNTED ON ENCLOSURE.

(E) FIELD WIRING TERMINATION STRIP. QUANTITY AS REQUIRED FOR WIRING. SQUARE D #LBA162101 OR EQUAL. PROVIDE TERMINATIONS FOR NEUTRALS AND CURRENT CARRYING CONTRACTORS, RATED 600V., TIN PLATED COPPER, 1P, 1#14-2/0 MAIN, 1-#14-2/0 BRANCH.

(F) SURGE ARRESTER, (2P-650V)

(G) SINGLE POLE, 15A SWITCH IN A NEMA 1 ENCLOSURE WITH PORCELAIN LAMP HOLDER, RATED AT 120/277 VAC.

(H) PORCELAIN LAMP HOLDER, 600W, 600V, MOUNTED ON A NEMA 1 ENCLOSURE, WITH 25W, 120V INCANDESCENT LAMP.

(I) LIGHTING CONTROL CABINET SHALL BE MOUNTED ON A CONTROL CABINET BASE. CONTRACTOR SHALL VERIFY CABINET SIZE AND ADJUST AS NECESSARY. PROVIDE HOLES (WINDOWS) IN SIDE AND BACK OF ENCLOSURE WITH PLASTIC COVER ON INSIDE OF ENCLOSURE SIZED TO ALLOW AMBIENT LIGHT TO OPERATE PHOTOCELL. VERIFY WITH ENGINEER.

(J) 20A, 2 POLE, 3W GFCI DUPLEX RECEPTACLE MOUNTED IN A NEMA 1 ENCLOSURE, RATED AT 120/277 VAC.

(K) ELECTRICAL CONTRACTOR TO DETERMINE EXACT SIZE CONTROL CABINET.

(L) 200A, 2 POLE 120/240V SINGLE PHASE, 3W ENCLOSED MAIN CIRCUIT BREAKER, UL SUITABLE FOR SERVICE ENTRANCE IN NEMA 1 ENCLOSURE. 35K AIC. MIN.

(M) CONDUIT TO PULLBOXES SHALL BE CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH.

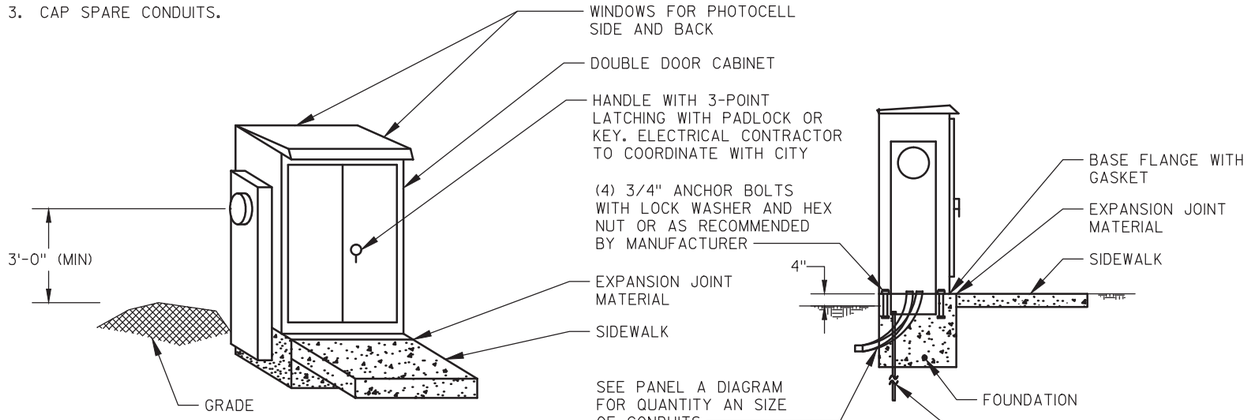
(N) 3 POSITION SWITCH MARKED "ON, OFF, AUTO", TO BYPASS THE PHOTO CONTROL. LABEL SWITCH "PHOTO CONTROL BYPASS".

(O) PHOTOCELL TERMINAL BLOCK.

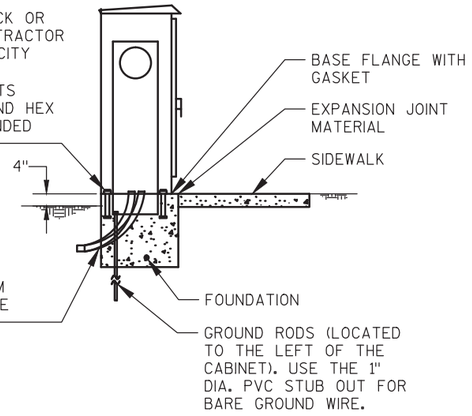
NOTES

1. ELECTRICAL CONTRACTOR TO PROVIDE GRAVEL BASE AND REINFORCEMENT AS REQUIRED FOR STRUCTURAL INTEGRITY OF CONCRETE FOUNDATION.
2. CABINET TO OPEN TOWARDS WALKWAY.
3. CAP SPARE CONDUITS.

NOTE: THIS DETAIL DOES NOT SHOW BRANCH CIRCUITS TERMINATING TO CABINET. REFER TO PLANS REGARDING CIRCUITS PENETRATING LIGHTING CABINET.



CABINET VIEW FOR SERVICE A



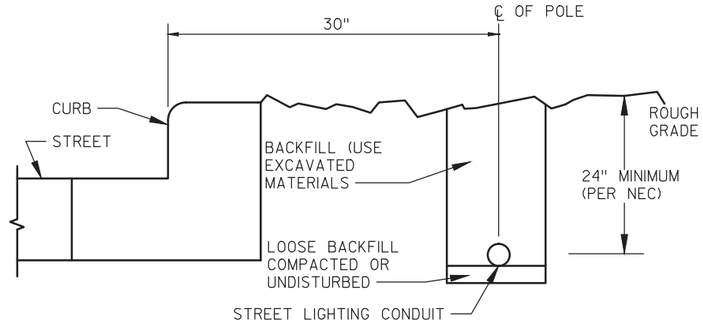
LEFT SIDE VIEW OF CABINET FOR SERVICE A

NOTES

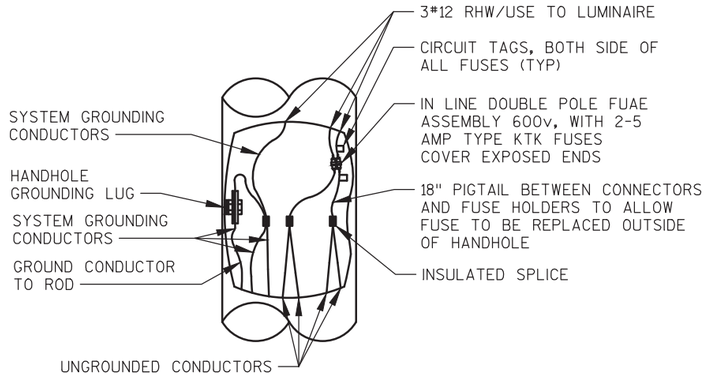
1. ALL CONTROL WIRING SHALL BE COLOR CODED #12 AWG, USE UNLESS OTHERWISE NOTED.
2. ALL POWER AND CONTROL WIRING SHALL BE NEATLY TRAINED, LABELLED AND SUPPORTED.
3. THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO INSTALLATION AT THE SITE.
4. THE CONTRACTOR SHALL COMPLY WITH ALLIANT ENERGY FOR SERVICE INSTALLATION REQUIREMENTS.

1. EXTEND APPROPRIATELY SIZED CONDUCTORS FROM THE CONTACTORS TO THE FIELD TERMINATION STRIP.
2. SEAL CONDUIT OPENINGS WITH DUCT SEAL.
3. ENCLOSURE SHALL BE GROUNDED.
4. SEE PANEL DETAILS FOR PANEL DIAGRAMS, EQUIPMENT AND SCHEDULES.
5. FOR LIGHTING CONTROL CABINETS A AND B SEE S.D.D. SIGNAL OR LIGHTING CONTROL CABINET. CABINET SHALL BE TYPE 304 14 GAUGE STAINLESS STEEL.

LIGHTING CONTROL CABINET
NTS

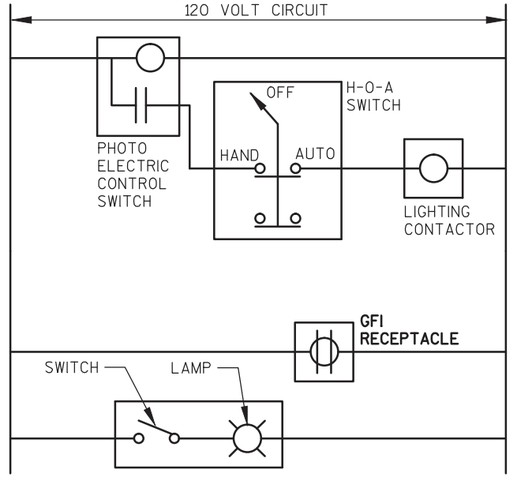


CONDUIT LOCATION DETAIL
NTS

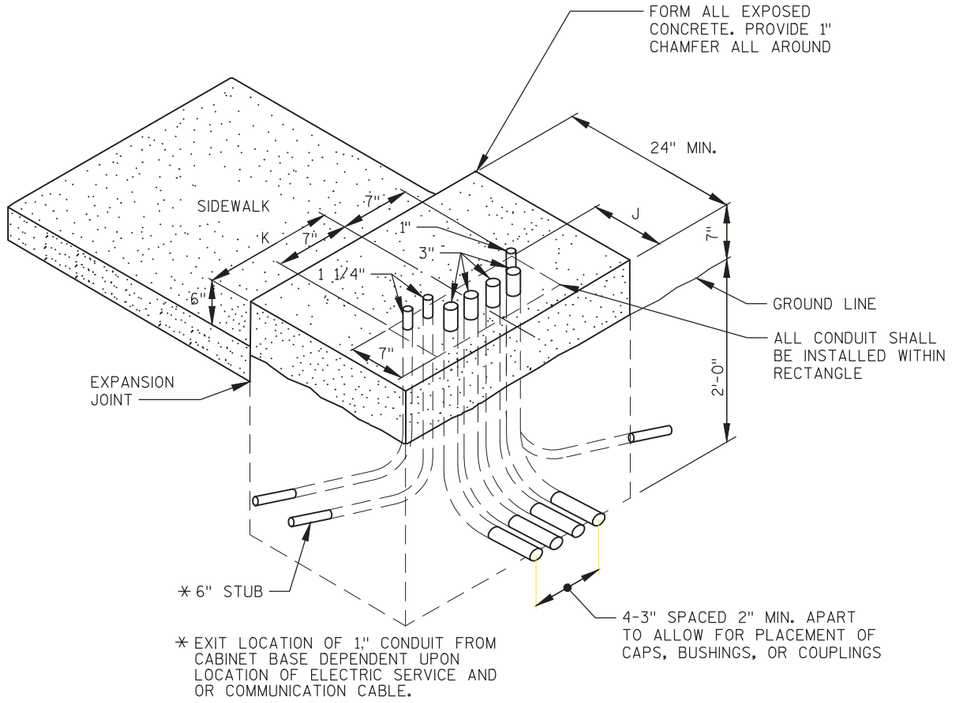


CUT AWAY OF TYPICAL POLE

POLE LIGHTING DETAIL AT HANDHOLE-TYPE A
NTS



LIGHTING CONTROL CABINET A CONTROL DIAGRAM
NTS



TYPE 9

CONCRETE CONTROL CABINET BASE
NTS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR 1/2 INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 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 MINIUM 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 SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL SIX TWO INCH CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

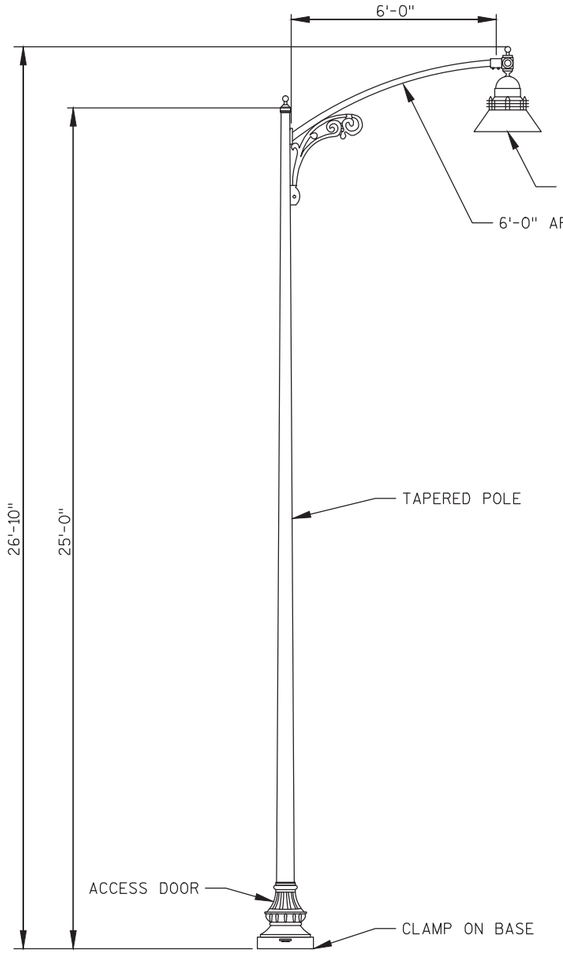
THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 1" IN LENGTH ON EACH END OF THE ROD.

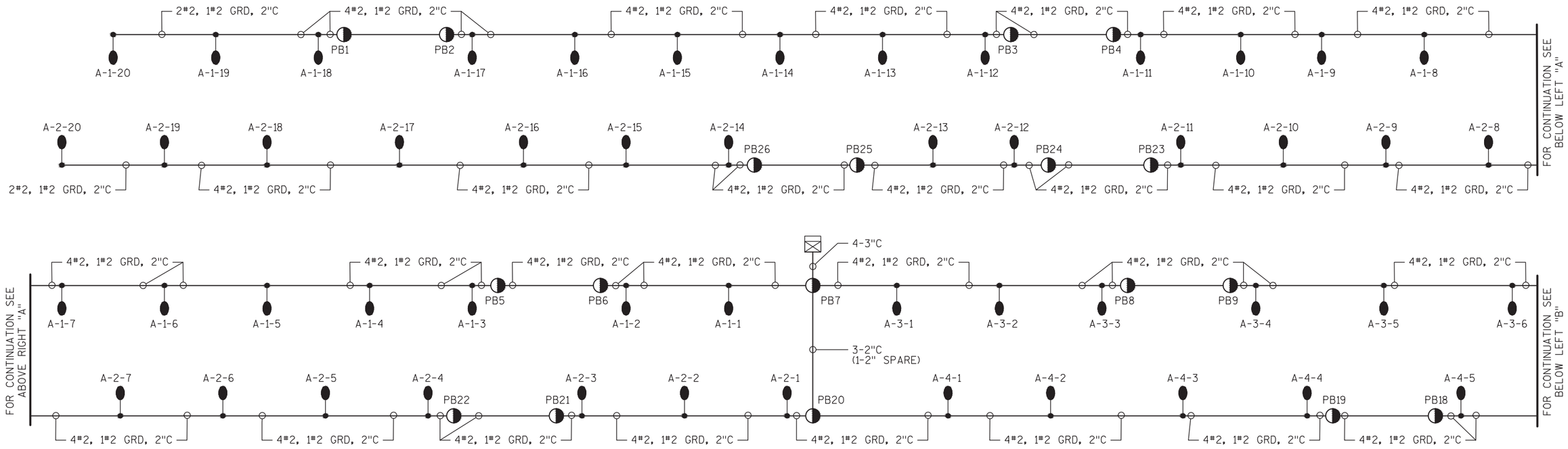
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

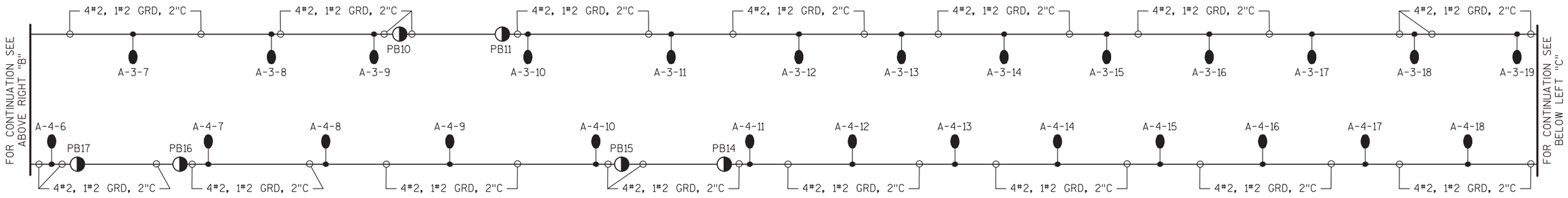
WHEN THIS DRAWING IS USED FOR STREET LIGHTING CABINET BASES, CONDUIT MAY BE DIFFERENT AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

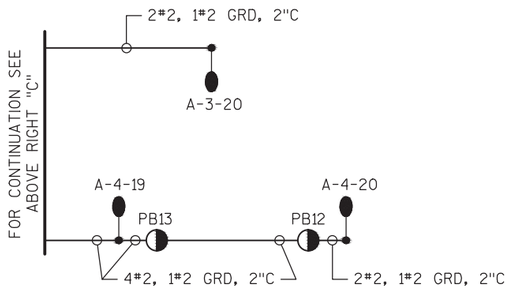
VERIFY ALL DIMENSIONS WITH LIGHTING CABINET PRIOR TO CONSTRUCTION.



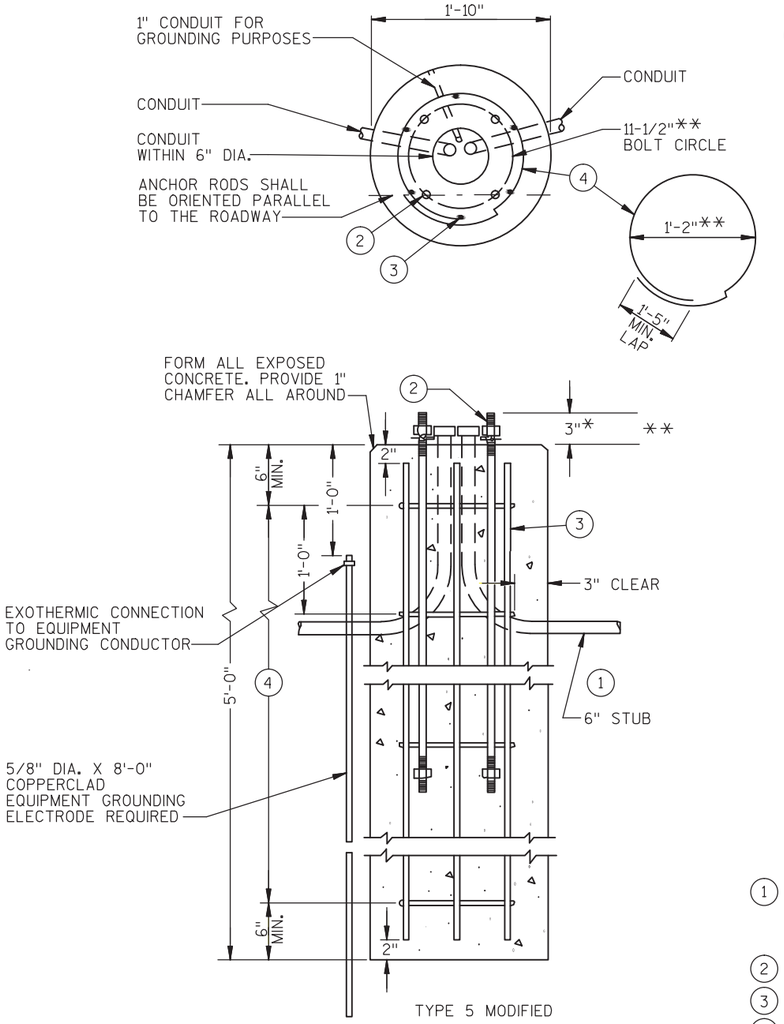
DECORATIVE LIGHTING ASSEMBLY LED "A"
NTS







PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	WIRING DIAGRAMS	SHEET 205	E



DECORATIVE LIGHT ASSEMBLY CONCRETE BASE
NTS

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 CONDIT 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.

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 MATALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, AHALL 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 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE 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.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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).

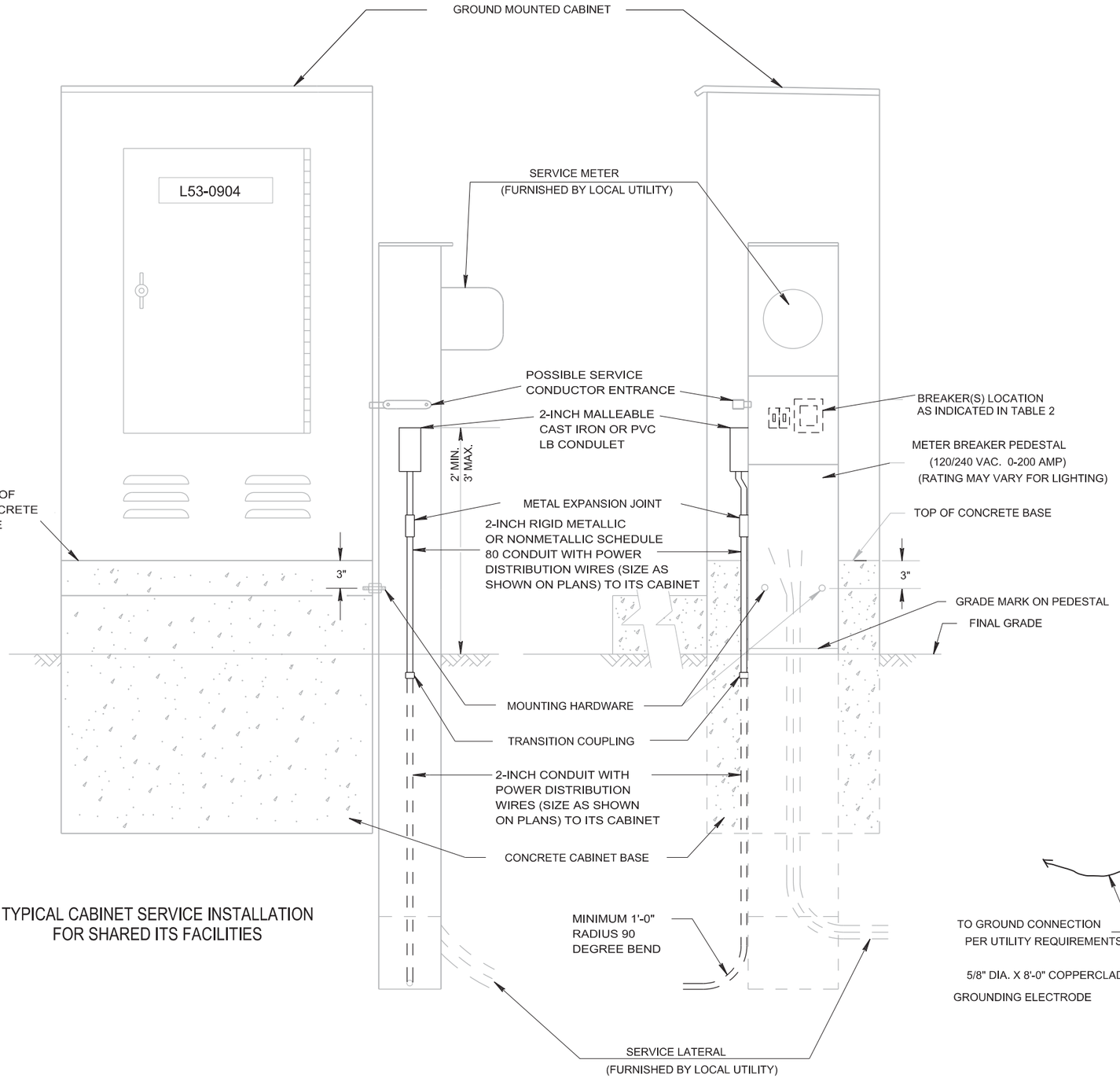
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) ANCHOR BOLTS 4-1 INCH DIAMETER, 3'-6" INCHES LONG.

(3) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(4) (5) NO.4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

** VERIFY WITH APPROVED SHOP DRAWINGS PRIOR TO CONSTRUCTION.



TYPICAL CABINET SERVICE INSTALLATION
FOR SHARED ITS FACILITIES

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.

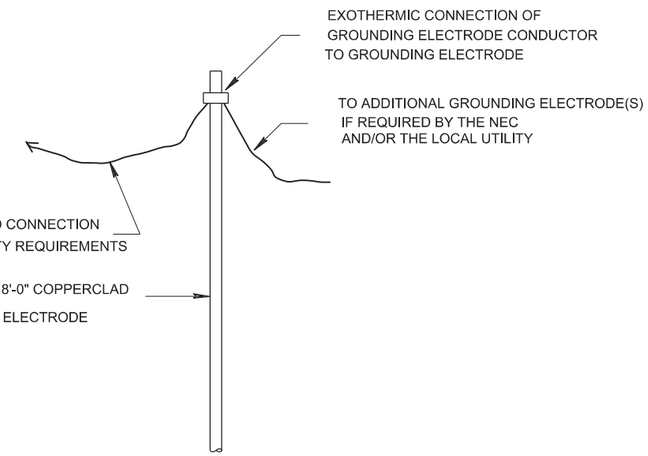
*NOTE: MAIN BREAKER SIZE MAY BE INCREASED IF MAXIMUM POWER DRAW IS EXPECTED TO EXCEED 100 AMPS.

TABLE 1
STANDARD BREAKER SIZES + LABELS

DEVICE TYPE	BREAKER SIZE	BREAKER LABEL
MAIN	*100 AMPS (2P)	MAIN
CCTV	30 AMPS	CCTV
SPARE	30 AMPS	SPARE

TABLE 2
BREAKER SIZES BY LOCATION

LOCATION	ID	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
STH 11 & CTH G	L53-0904 CCTV-53-0123	100 AMPS (2P)	30 AMPS	30 AMPS (SPARE)	



CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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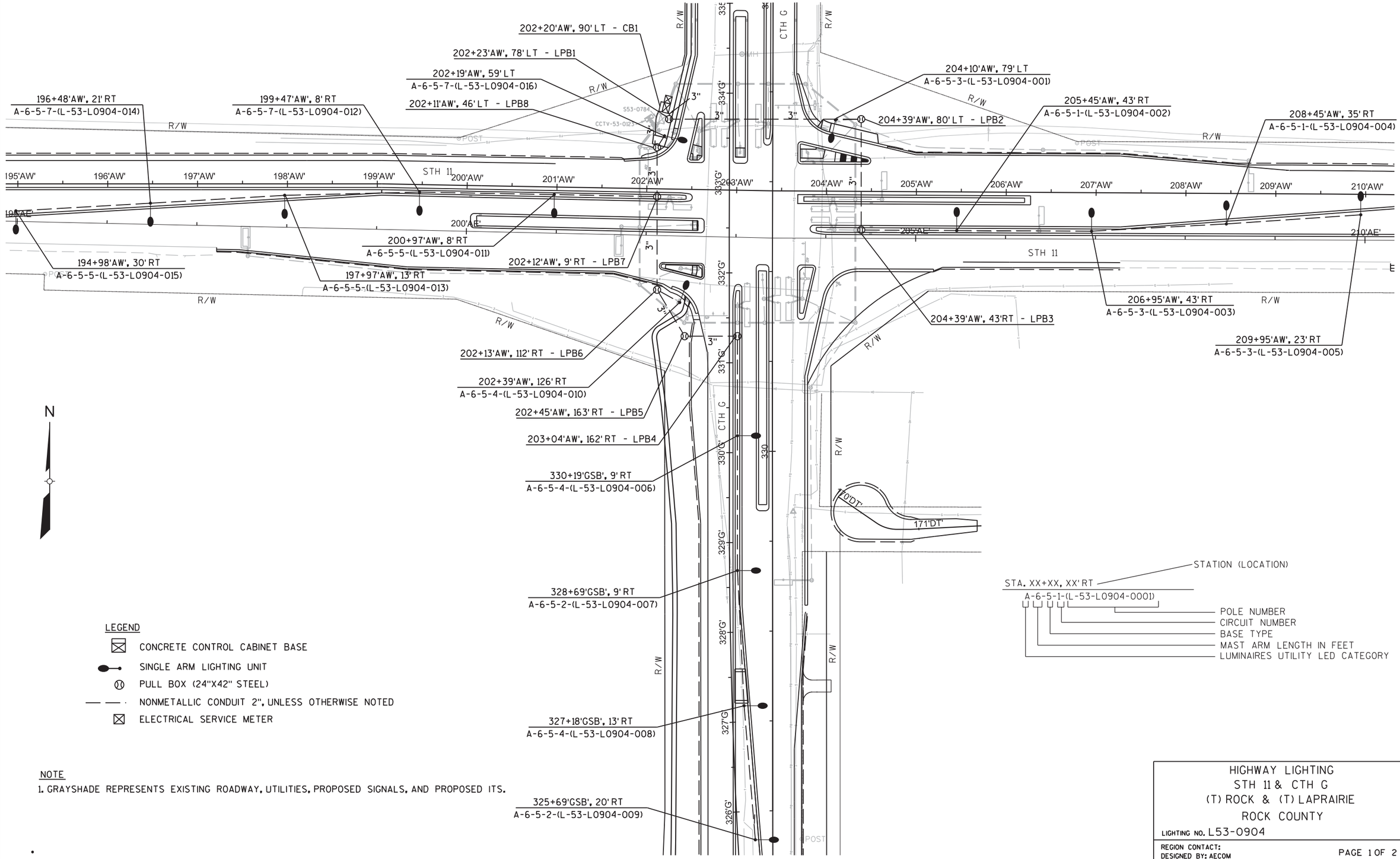

N

LEGEND

- CONCRETE CONTROL CABINET BASE
- SINGLE ARM LIGHTING UNIT
- PULL BOX (24"X42" STEEL)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- ELECTRICAL SERVICE METER

NOTE

1. GRAYSHADE REPRESENTS EXISTING ROADWAY, UTILITIES, PROPOSED SIGNALS, AND PROPOSED ITS.

STA. XX+XX, XX'RT — STATION (LOCATION)

A-6-5-1-(L-53-L0904-0001)

- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH IN FEET
- LUMINAIRES UTILITY LED CATEGORY

HIGHWAY LIGHTING
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

LIGHTING NO. L53-0904

REGION CONTACT:
DESIGNED BY: AECOM

PAGE 1 OF 2

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	LIGHTING PLAN	SHEET 208	E

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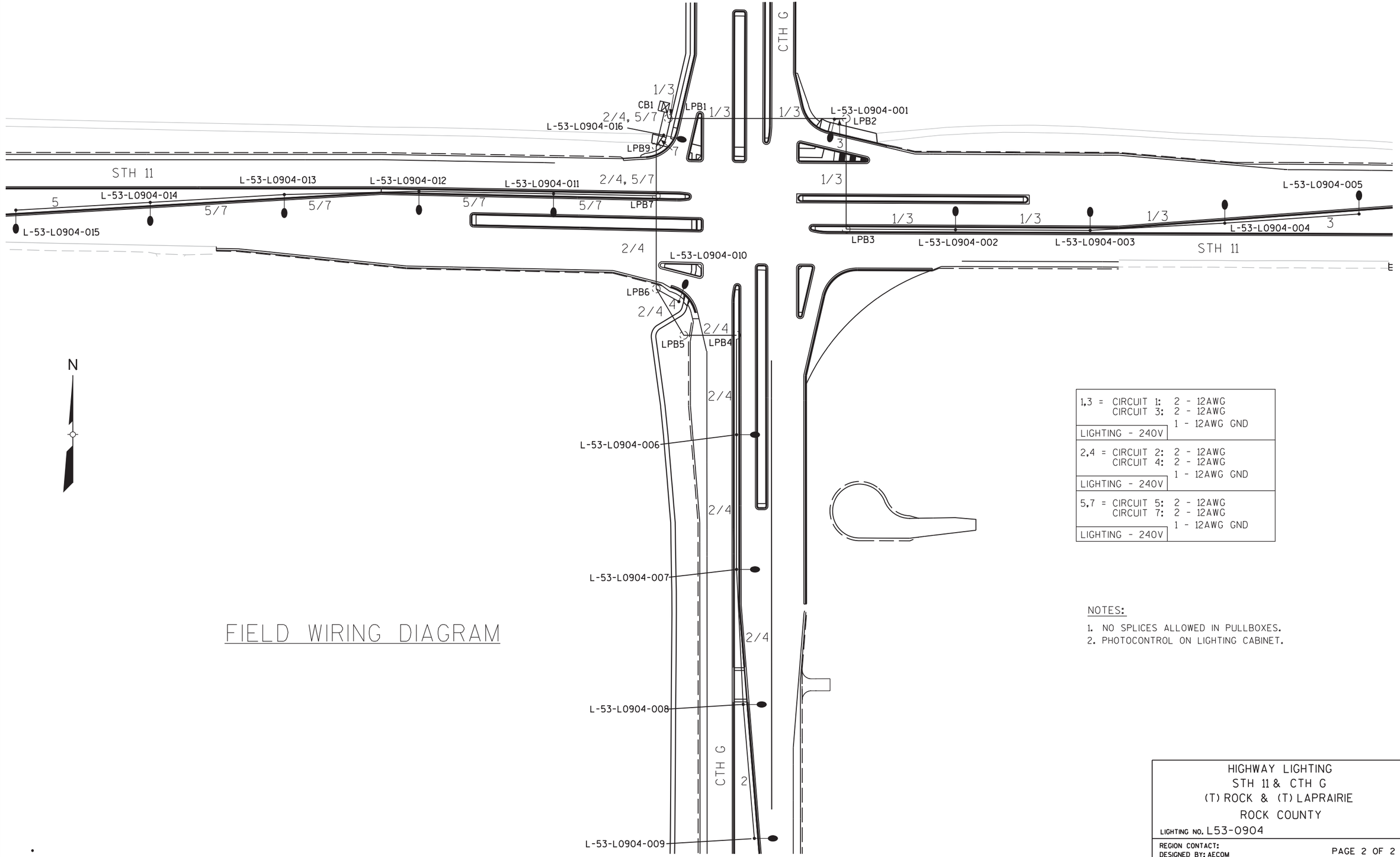
WISDOT/CADDS SHEET 42

2



1,3 = CIRCUIT 1:	2 - 12AWG
CIRCUIT 3:	2 - 12AWG
	1 - 12AWG GND
LIGHTING - 240V	
2,4 = CIRCUIT 2:	2 - 12AWG
CIRCUIT 4:	2 - 12AWG
	1 - 12AWG GND
LIGHTING - 240V	
5,7 = CIRCUIT 5:	2 - 12AWG
CIRCUIT 7:	2 - 12AWG
	1 - 12AWG GND
LIGHTING - 240V	

FIELD WIRING DIAGRAM

NOTES:

1. NO SPLICES ALLOWED IN PULLBOXES.
2. PHOTOCONTROL ON LIGHTING CABINET.

HIGHWAY LIGHTING
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

LIGHTING NO. L53-0904

REGION CONTACT:
DESIGNED BY: AECOM

PAGE 2 OF 2

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	LIGHTING PLAN	SHEET 209	E

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PLOT DATE: 10/29/2014
PLOT TIME: 11:11:36 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 332'G'+25

EB STH 11

202'AE'

202'AW'

203'AE'

203'AW'

204'AE'

204'AW'

205'AE'

205'AW'

333'GSB'

334'GSB'

335'GSB'

336'GSB'

337'GSB'

338'GSB'

PI: 335+95.64

MATCHLINE STA. 338'G'+25

SEE NOTES

PI: 203+40.53

PI: 203+39.96

333'G'

334'G'

335'G'

336'G'

337'G'

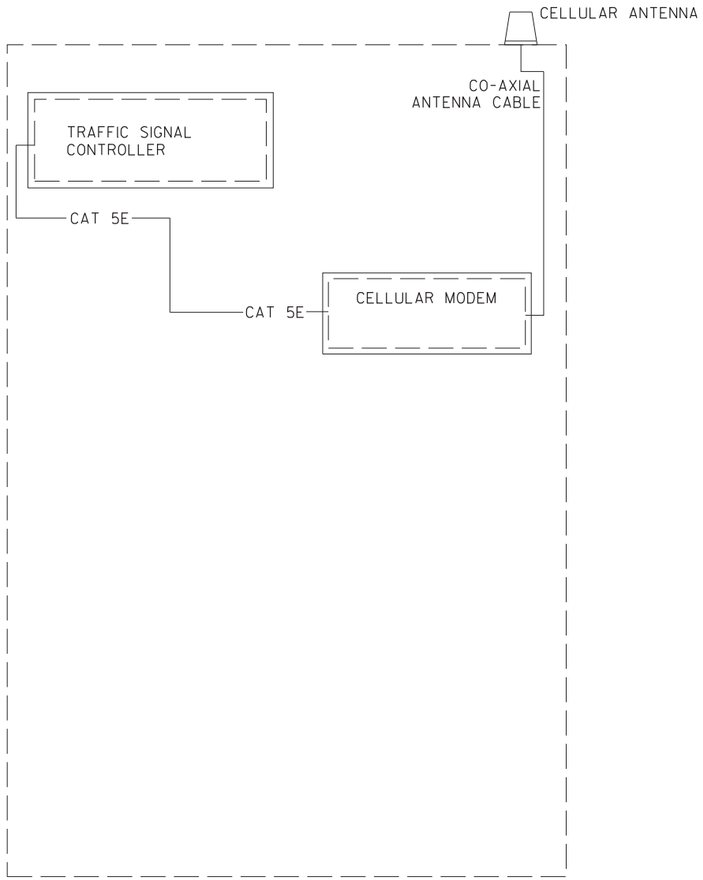
338'G'

BLDG.

NOTES:

1. REMOVE CONCRETE BASE.
2. KEEP LIGHT IN OPERATION UNTIL COMPLETION OF STAGE 2A.
3. MOVE AND RE-ERECT EXISTING STREET LIGHT, CONCRETE BASE TYPE 5 REQ'D.
4. CENTER BASE IN MEDIAN.
5. CONNECT EXISTING CONDUIT INTO NEW BASE AND RECONNECT WITH EXISTING CIRCUIT.

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STREET LIGHT RELOCATION	SHEET 210	E



TRAFFIC SIGNAL CABINET
STH 11 & CTH G
(S53-0784)

TRAFFIC SIGNAL CABINET DETAIL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

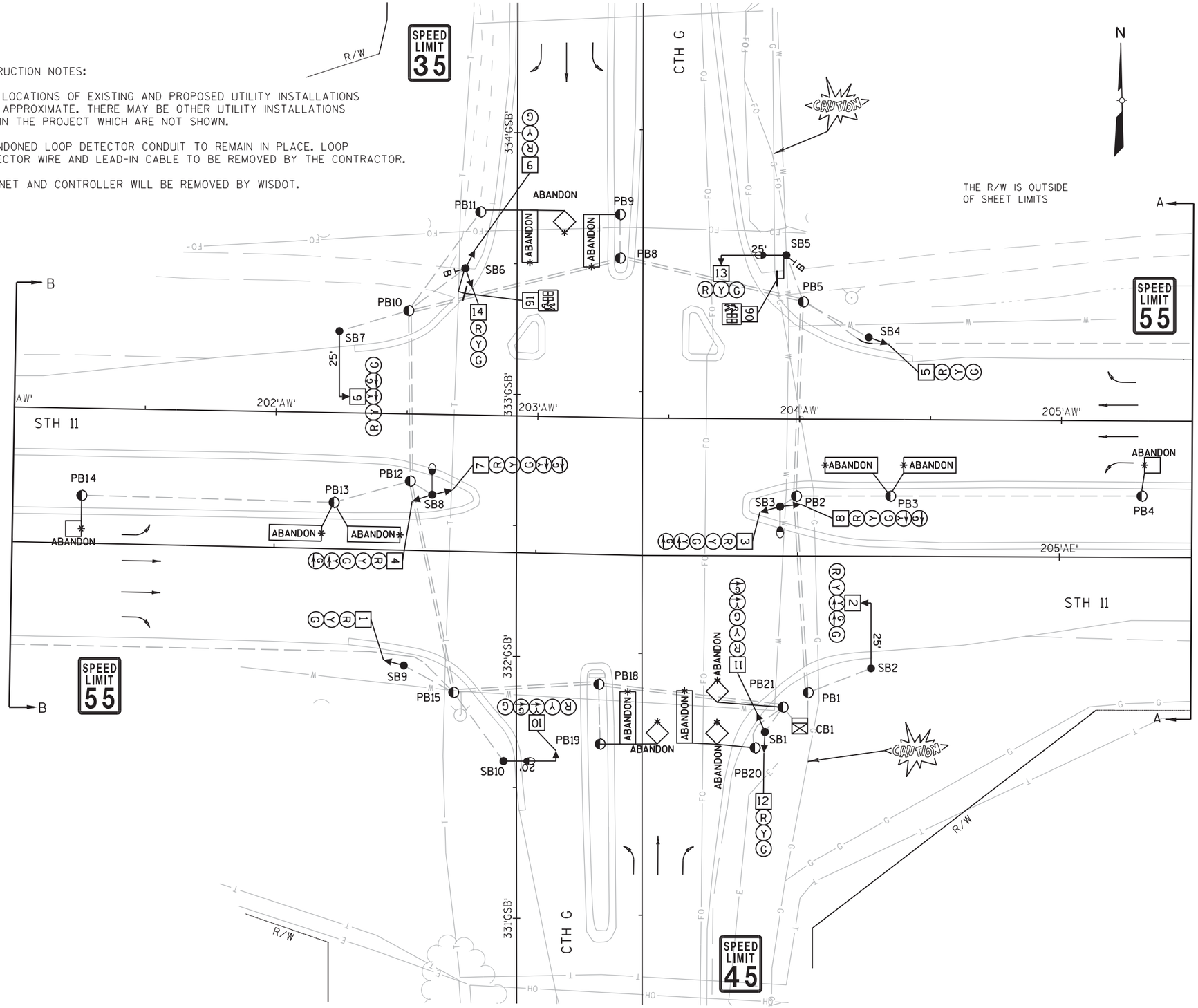
PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	CABINET DETAILS	SHEET 211	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Cabinet Detail.dgn
BATCH PRINT SHEET 1 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:11 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER WILL BE REMOVED BY WISDOT.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE LED-C (UNLESS OTHERWISE NOTED), TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 2

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 212	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\removal_sh1_STH 11.dgn
BATCH PRINT SHEET 2 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\MS_Printing\Pen_Tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:15 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2

THE R/W IS OUTSIDE
OF SHEET LIMITS

B

195'AW' 196'AW' 197'AW' 198'AW' 199'AW' 200'AW' 201

195'AE' 200'AE'

STH 11

ABANDON

PB17

ABANDON

PB16

SPEED LIMIT 55

THE R/W IS OUTSIDE
OF SHEET LIMITS

B

A

IP

R/W

SPEED LIMIT 55

R/W

N

PB6

PB7

ABANDON

206'AW' 207'AW' 208'AW' 209'AW' 210'AW'

210'AE'

STH 11

A

R/W

R/W

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 2

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 213	E

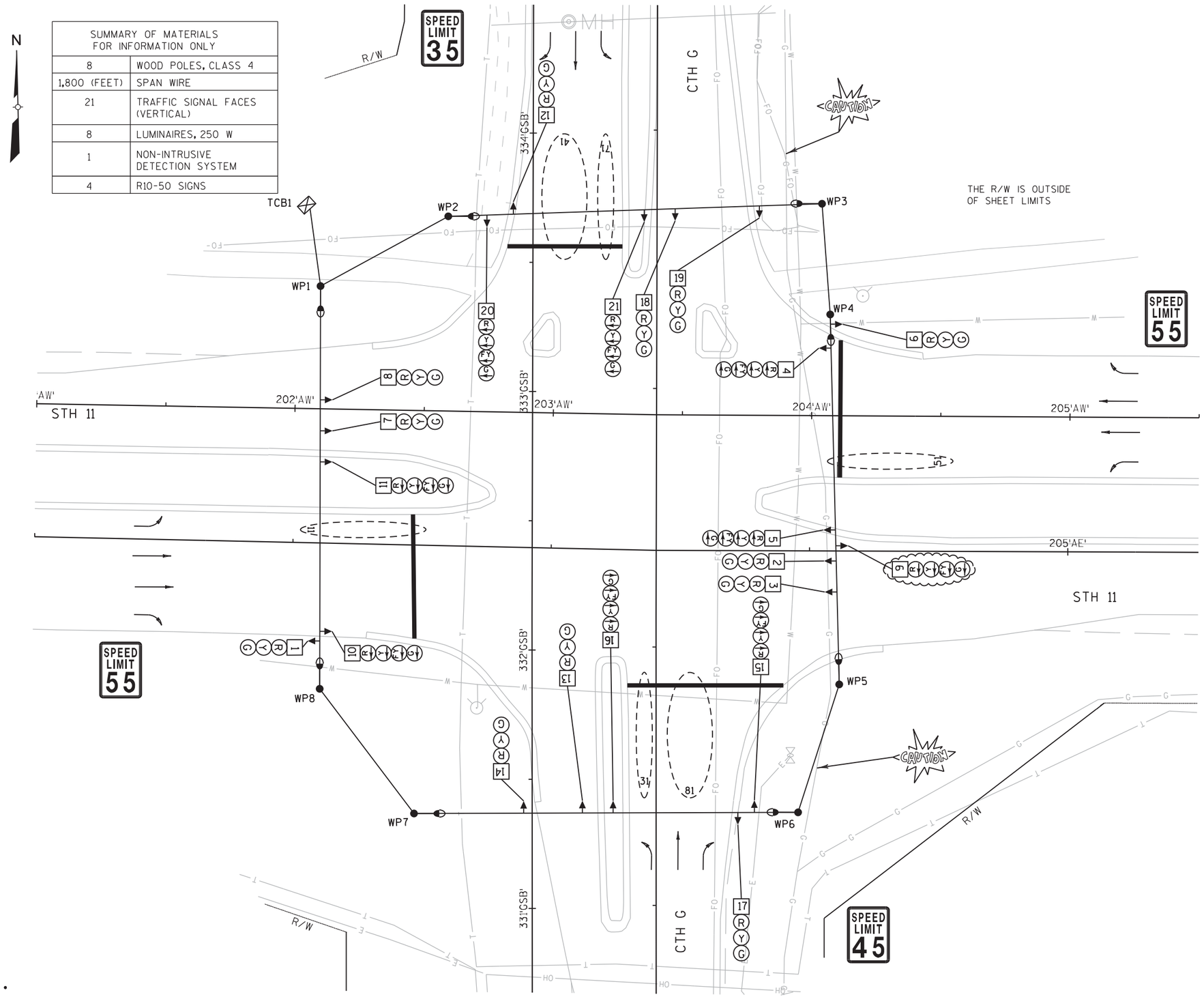
FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\removal_sh2_STH 11.dgn
BATCH PRINT SHEET 3 OF 28

PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\MS_Printing\Pen_Tables\AE_WisDOT_Traffic.tbl

PLOT DATE: 10/29/2014
PLOT TIME: 10:51:20 AM

PLOT SCALE: 1:40

SUMMARY OF MATERIALS FOR INFORMATION ONLY	
8	WOOD POLES, CLASS 4
1,800 (FEET)	SPAN WIRE
21	TRAFFIC SIGNAL FACES (VERTICAL)
8	LUMINAIRES, 250 W
1	NON-INTRUSIVE DETECTION SYSTEM
4	R10-50 SIGNS



CONSTRUCTION NOTES:

1. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
2. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE.
6. CONTRACTOR TO MOUNT R10-50 SIGNS (LEFT TURN YIELD TO FLASHING YELLOW ARROW) NEXT TO HEADS 5, 11, 16, AND 21. REMOVE OR COVER SIGNS WHEN THE FLASHING YELLOW ARROW IS NOT IN USE.
7. ALL LUMINAIRES ARE 250 W HPS UNLESS OTHERWISE NOTED.

LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 15

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE	SHEET 214	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh1_STH 11.dgn
BATCH PRINT SHEET 4 OF 28
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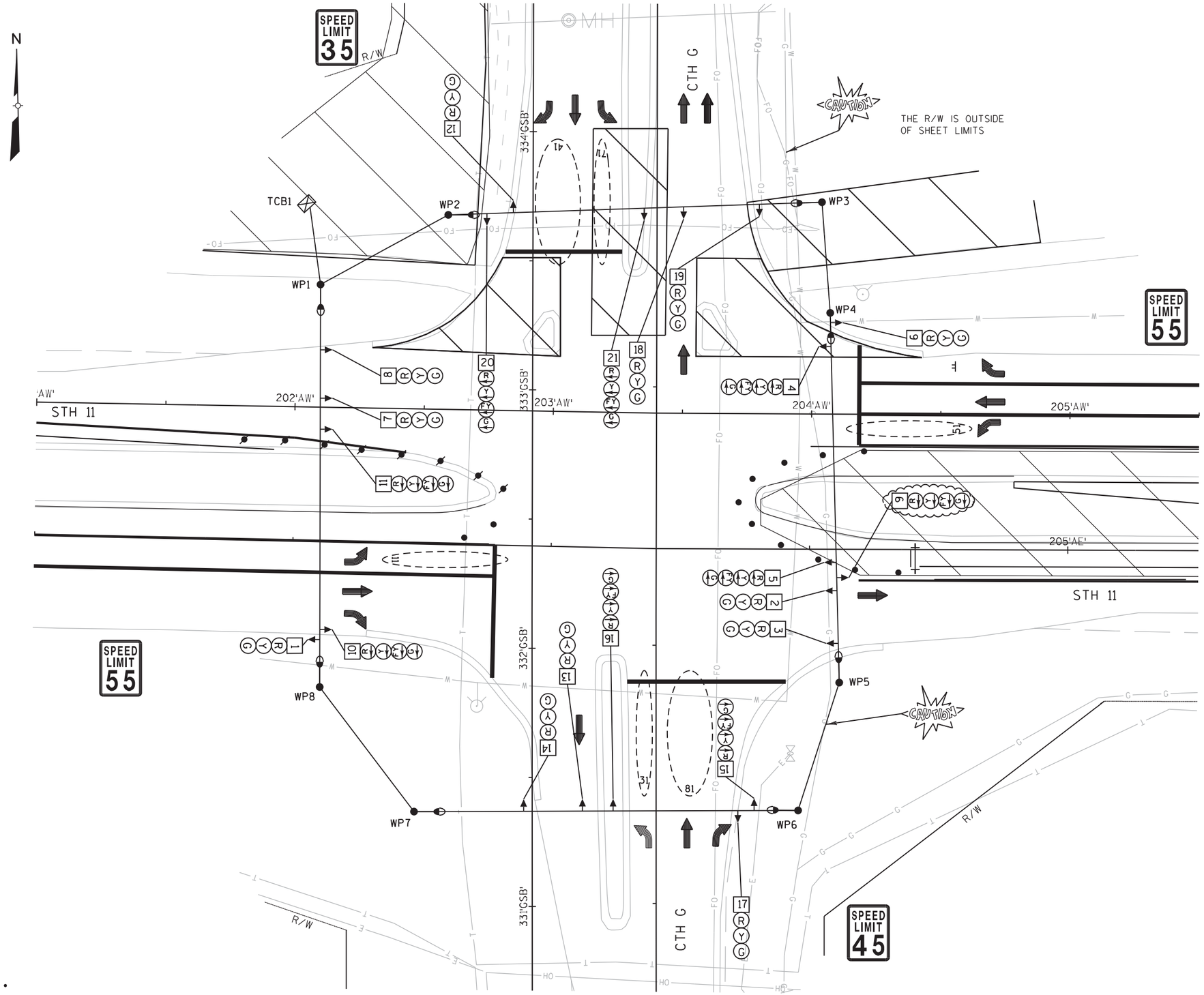
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:24 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

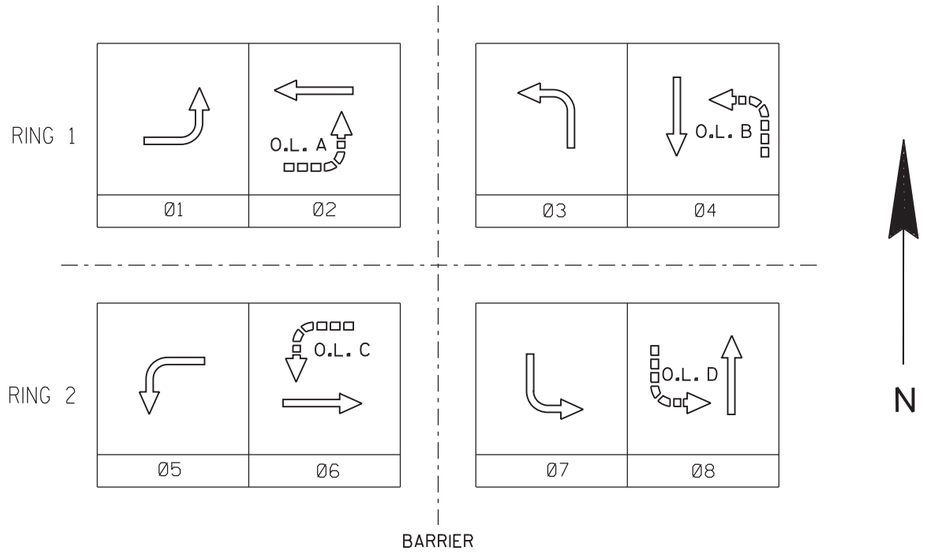
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 215	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh2_STH 11.dgn
BATCH PRINT SHEET 5 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:28 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4, 5	-
Ø2	6, 7, 8	R
Ø3	20, 21	-
Ø4	12, 13, 14	R
Ø5	9, 10, 11	-
Ø6	1, 2, 3	R
Ø7	15, 16	-
Ø8	17, 18, 19	R

O.L. ASSIGNMENTS		
OLA	4,5	R	1+2
OLB	20, 21	R	3+4
OLC	9, 10, 11	R	5+6
OLD	15, 16	R	7+8



CONTROLLER LOGIC

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

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	

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

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
31		X			3	3					
41		X			4	4					
51		X			5	5					
71		X			7	7					
81		X			8	8					

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

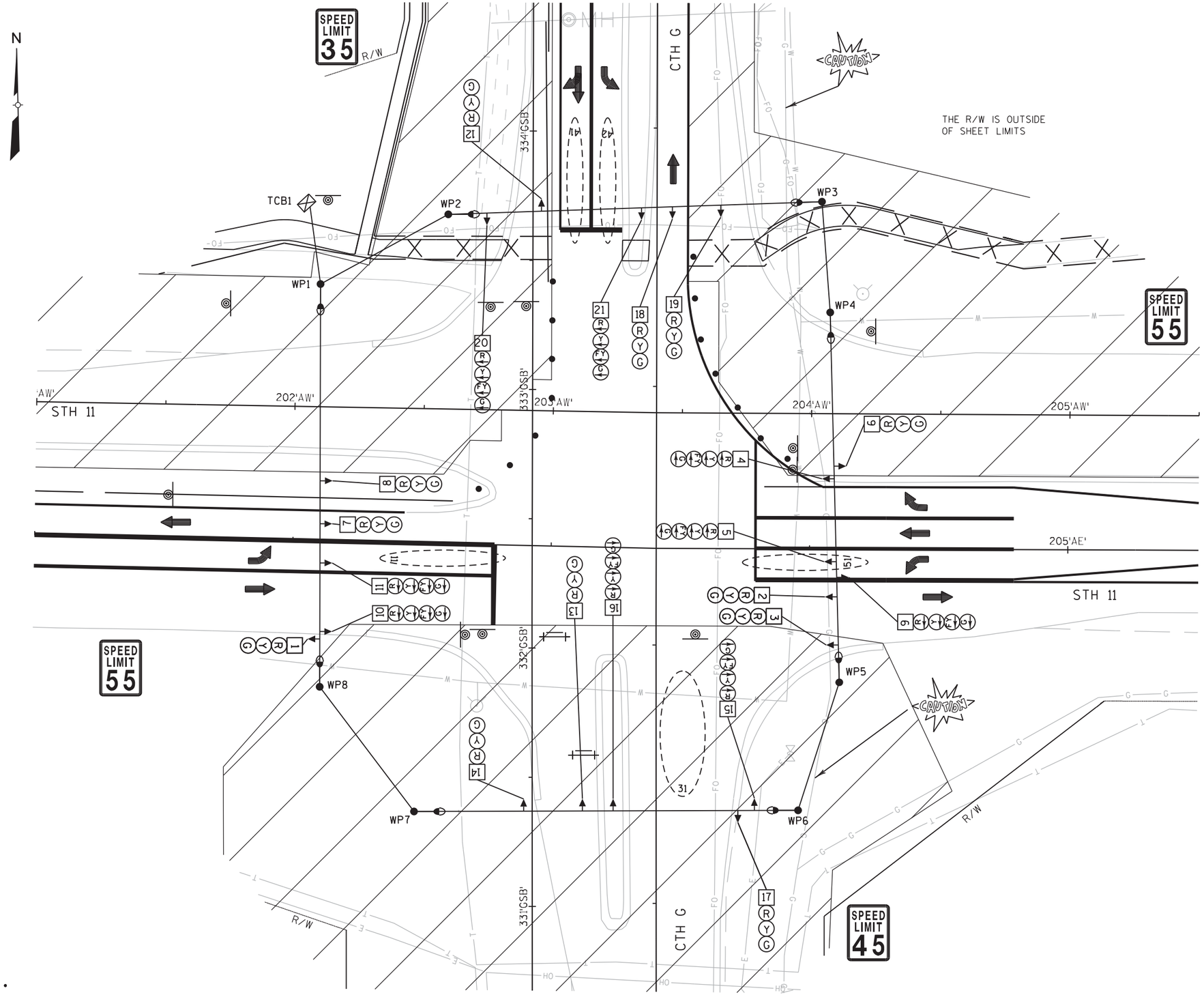
SIGNAL NO. S53-0784

CONTROLLER TYPE: TEMP

DATE OCTOBER 2014

PROJECT NUMBER: 5966-10-71 | HWY: STH 11 | COUNTY: ROCK | TEMPORARY SEQUENCE OF OPERATIONS - PRECON & STAGE 1 | SHEET 216 | E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Temp_sequence_STH 11_sh3.dgnPRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
BATCH PRINT SHEET 6 OF 28
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:30 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.
2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 4 OF 15

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2a	SHEET 217	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh4_STH 11.dgn
BATCH PRINT SHEET 7 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
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PLOT TIME: 10:51:36 AM
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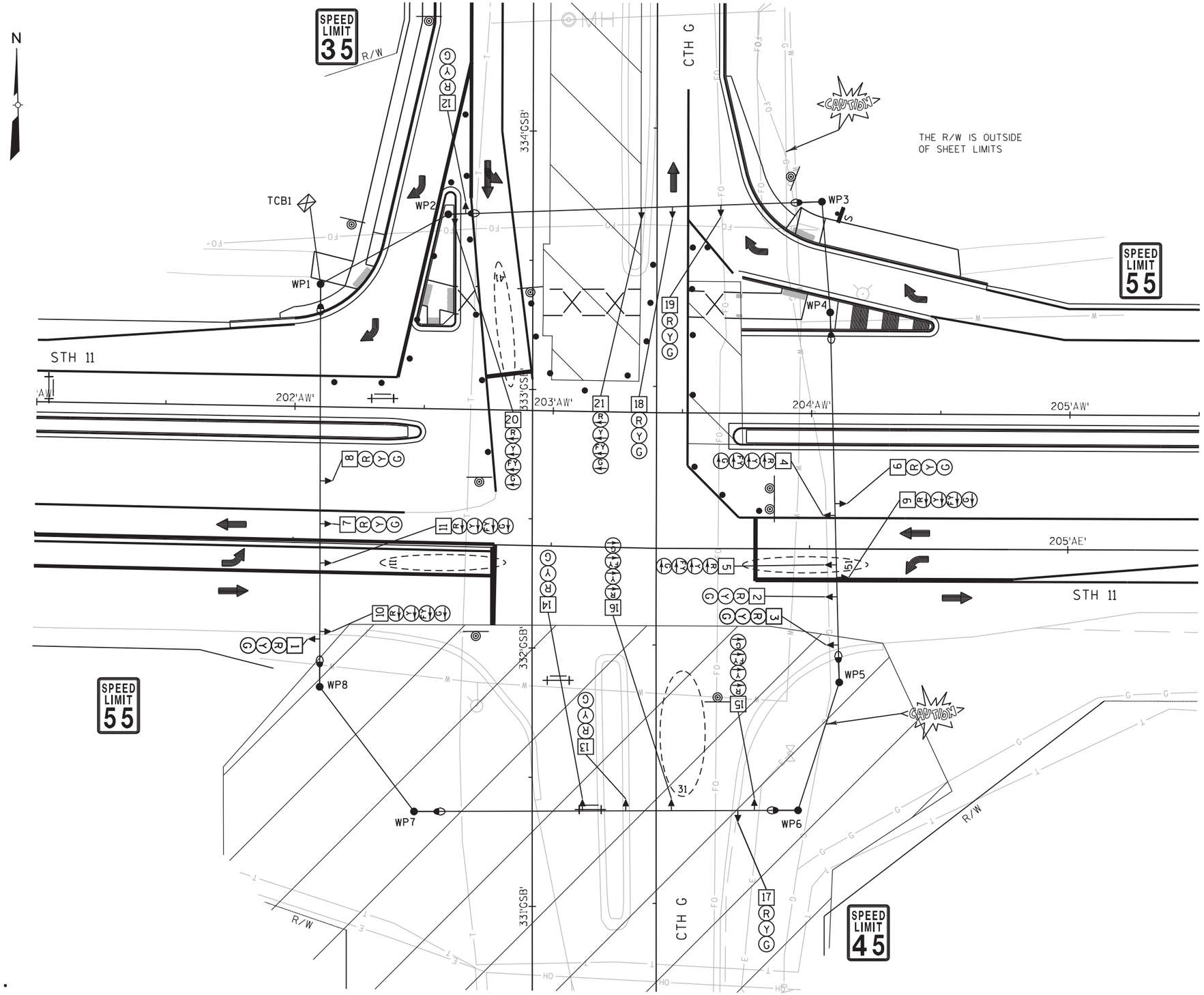
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- Y — YIELD SIGN
- S — STOP SIGN
- (R)(Y)(G) — SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.
2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 5 OF 15

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2b	SHEET 218	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh5_STH 11.dgn
BATCH PRINT SHEET 8 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
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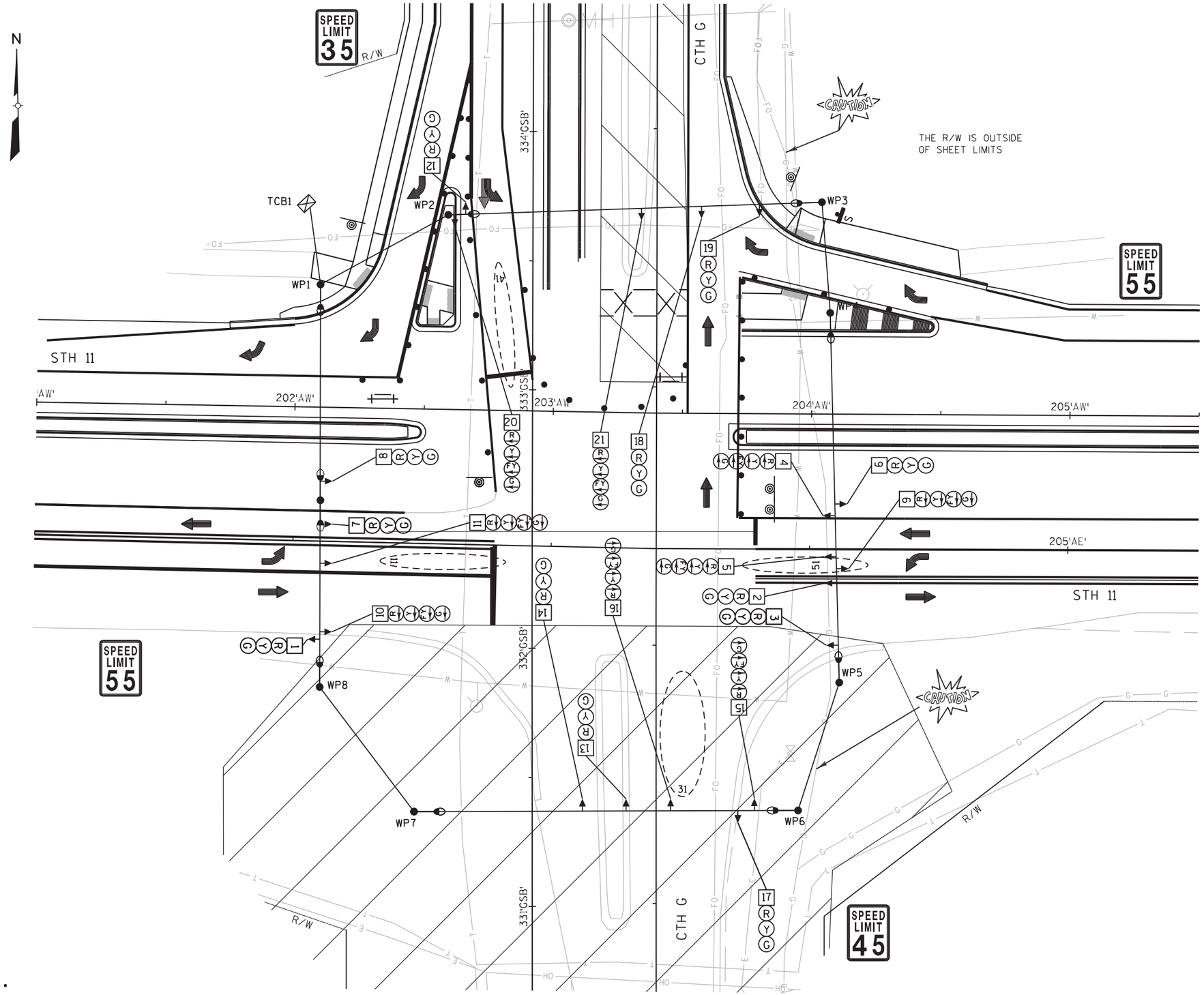
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:41 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.

2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 6 OF 15

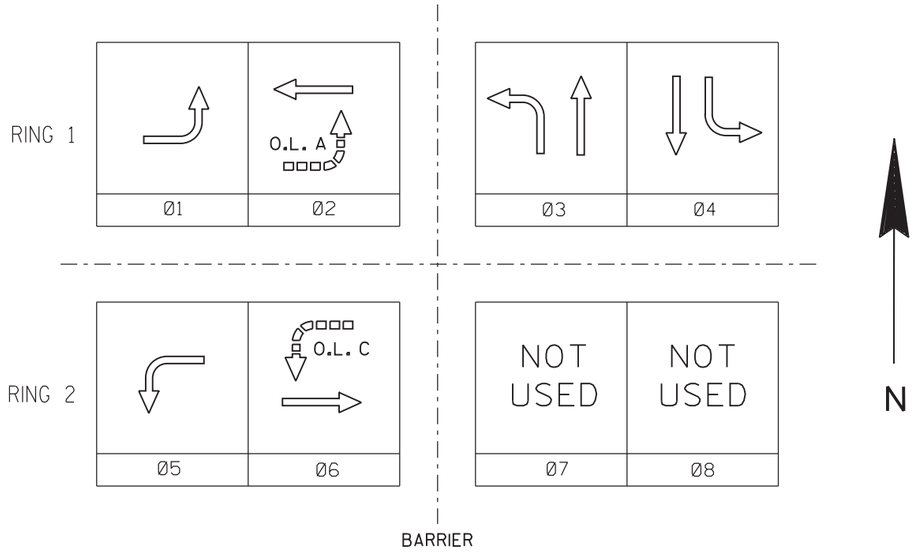
PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2c	SHEET 219	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh6_STH 11.dgn
BATCH PRINT SHEET 9 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:45 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2

	HEAD NUMBERS	FLASH
Ø1	4, 5	-
Ø2	6, 7, 8	R
Ø3	17, 18, 19, 20, 21	R
Ø4	12, 13, 14, 15, 16	R
Ø5	9, 10, 11	-
Ø6	1, 2, 3	R
Ø7		
Ø8		

		O.L. ASSIGNMENTS
OLA	4, 5	1+2
OLB		
OLC	9, 10, 11	5+6
OLD		



CONTROLLER LOGIC

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

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	

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

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
31		X			3	3					
41		X			4	4					
42		X			4	4					
51		X			5	5					

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

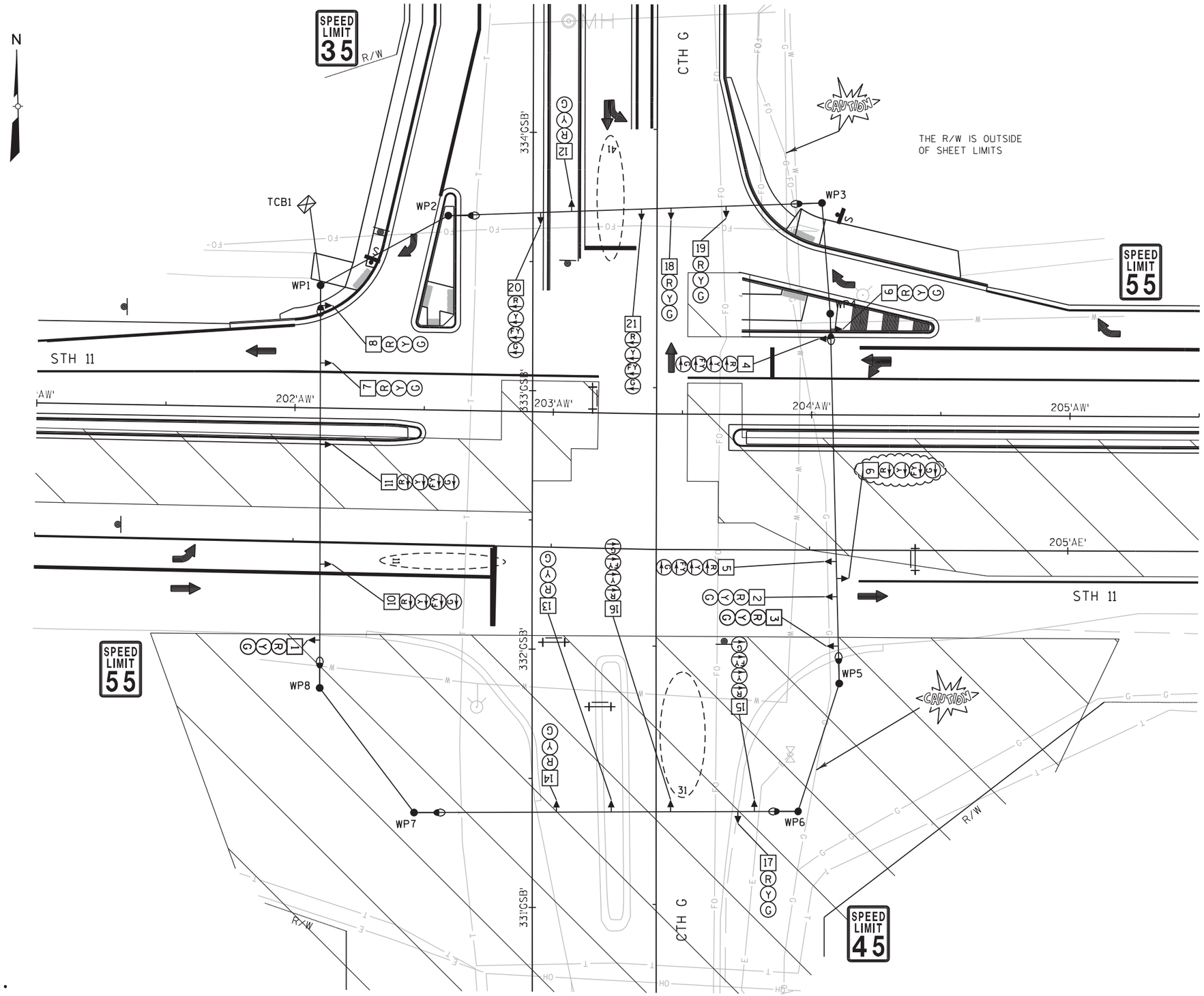
SIGNAL NO. S53-0784

CONTROLLER TYPE: TEMP

DATE OCTOBER 2014

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY SEQUENCE OF OPERATIONS - STAGE 2a, 2b, & 2c	SHEET 220	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Temp_sequence_STH 11_sh7.dgnPRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
BATCH PRINT SHEET 10 OF 28
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:48 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.

2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

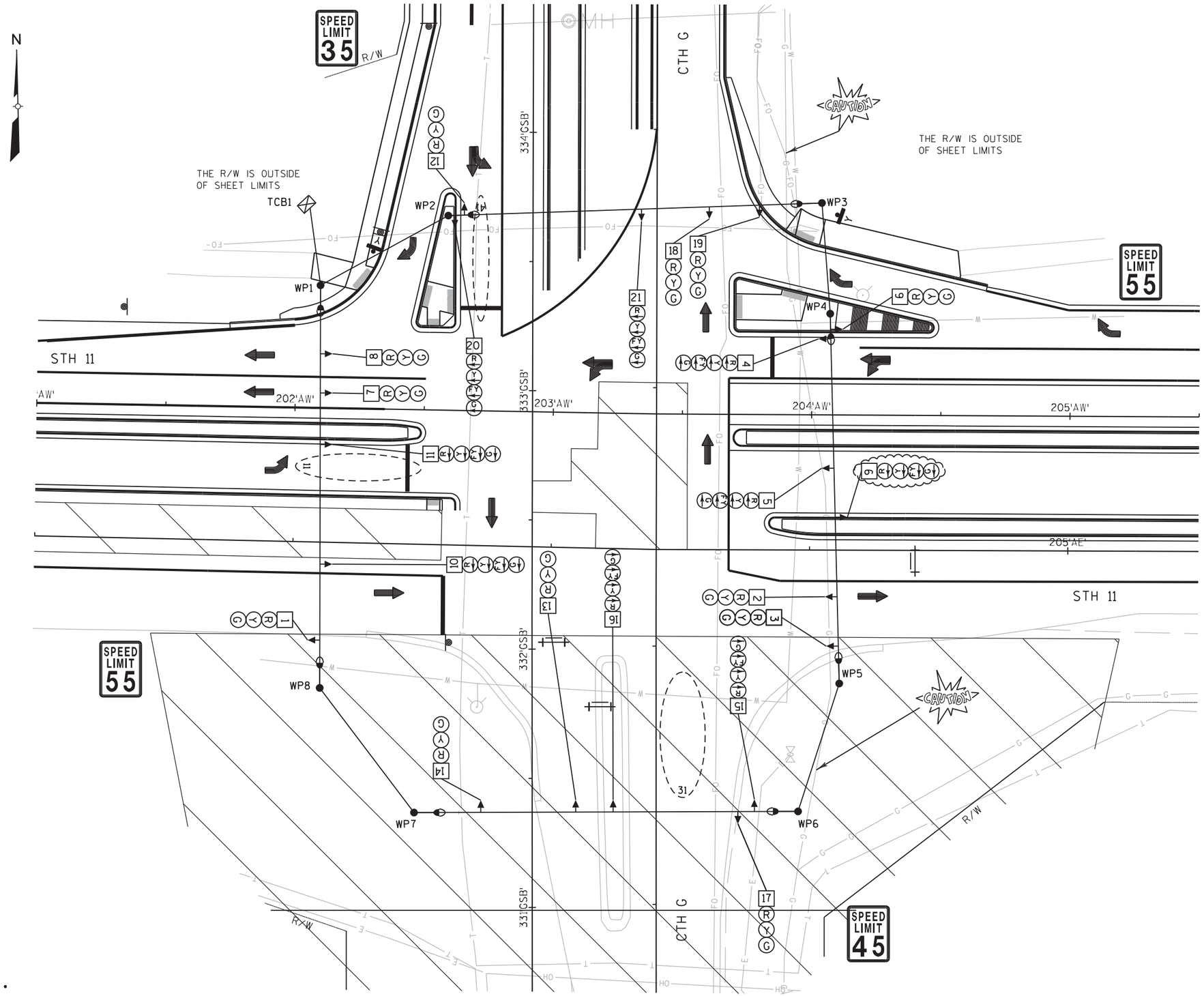
TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3a	SHEET 221	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh8_STH 11.dgn
BATCH PRINT SHEET 11 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:53 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.
2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

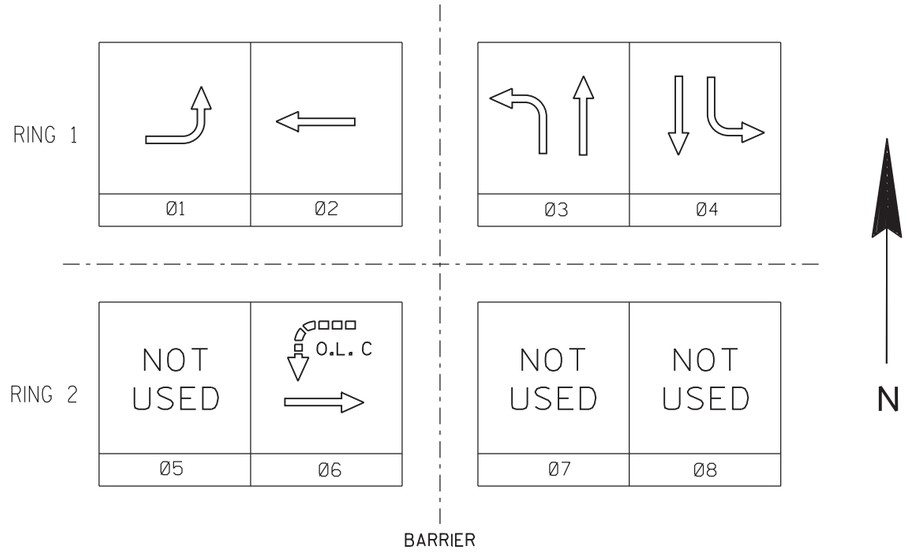
PAGE 9 OF 15

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3b & 3c	SHEET 222	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh9_STH 11.dgn
BATCH PRINT SHEET 12 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:51:58 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4, 5	-
Ø2	6, 7, 8	R
Ø3	17, 18, 19, 20, 21	R
Ø4	12, 13, 14, 15, 16	R
Ø5		
Ø6	1, 2, 3	R
Ø7		
Ø8		

O.L. ASSIGNMENTS	
OLA	
OLB	
OLC	5+6
OLD	



CONTROLLER LOGIC

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

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	

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

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
31		X			3	3					
41		X			4	4					

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

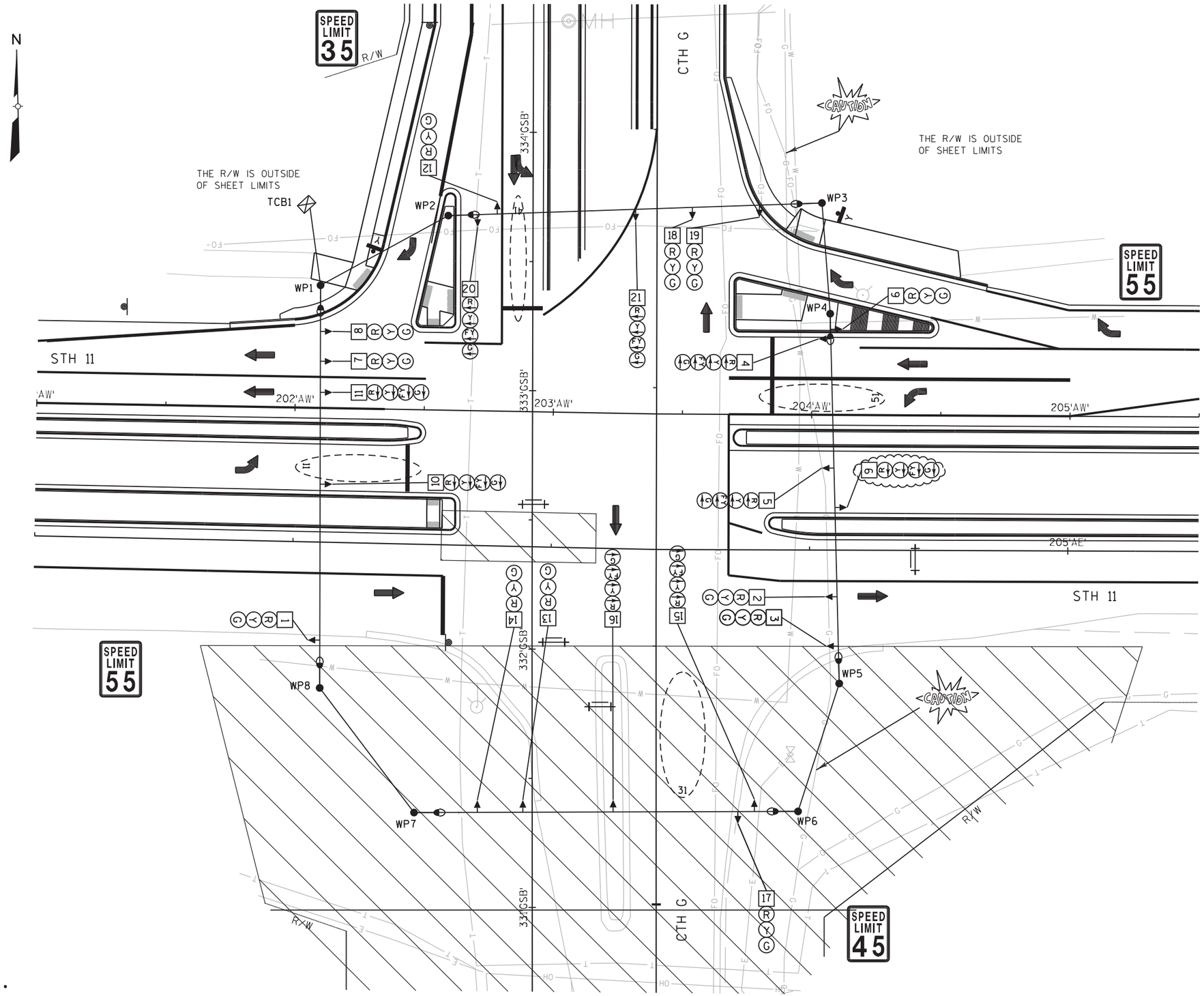
SIGNAL NO. S53-0784

CONTROLLER TYPE: TEMP

DATE OCTOBER 2014

PROJECT NUMBER: 5966-10-71 | HWY: STH 11 | COUNTY: ROCK | TEMPORARY SEQUENCE OF OPERATIONS - STAGE 3a, 3b, & 3c | SHEET 223 E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Temp_sequence_STH 11_sh10.dgn PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
BATCH PRINT SHEET 13 OF 28 PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014 PLOT TIME: 10:52:01 AM PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.
2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 81 AND SIGNAL HEADS 20 & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

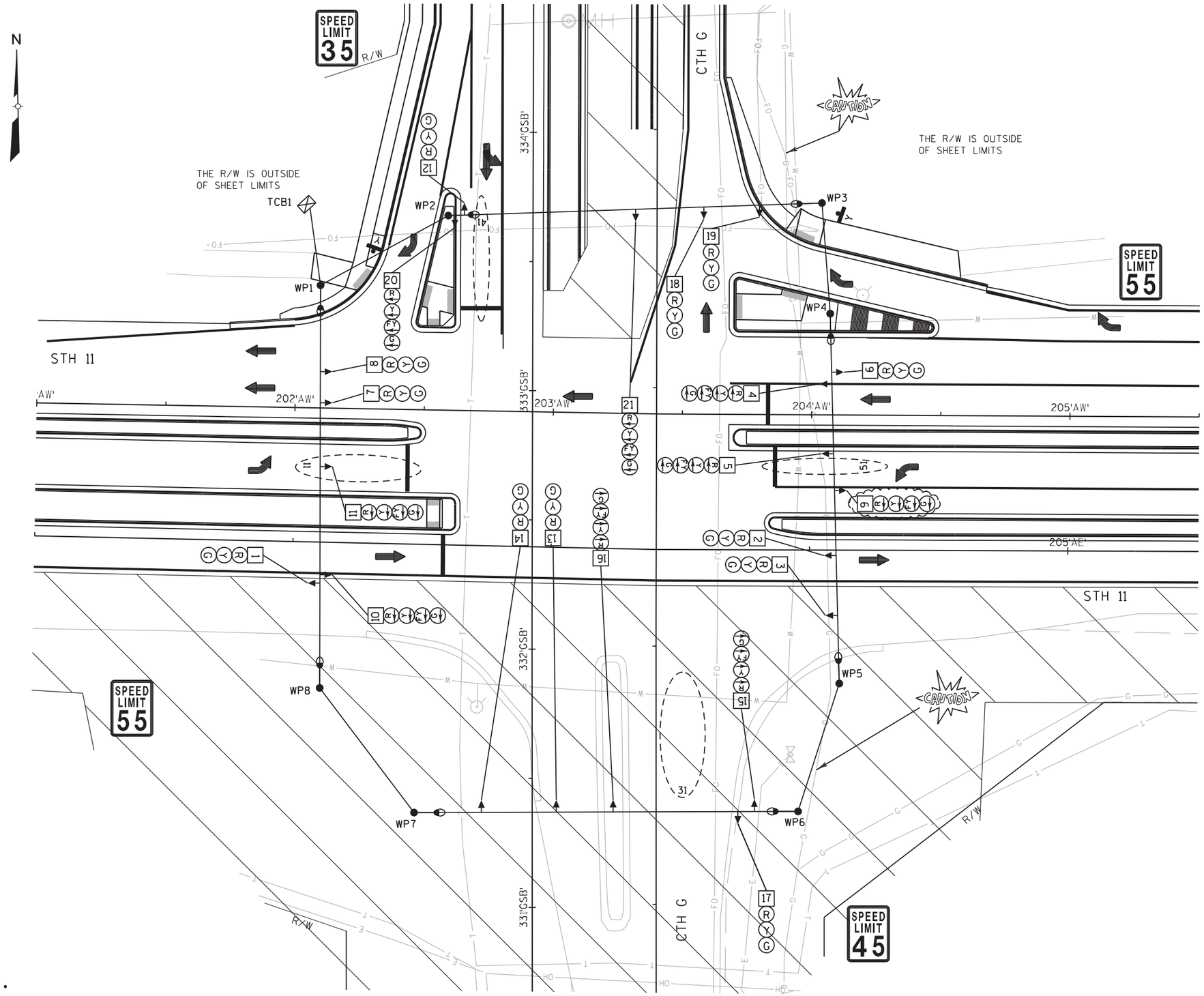
TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3d	SHEET 224	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh11_STH 11.dgn
BATCH PRINT SHEET 14 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:16 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

NOTES:

1. THE SOUTH APPROACH WILL BE CLOSED TO THRU TRAFFIC DURING STAGES 2A - 4. THE SOUTH APPROACH WILL REMAIN OPEN TO LOCAL TRAFFIC ONLY.
2. ADJUST THE LOCATION OF THE NON-INTRUSIVE SIGNAL DETECTION AREA 31 AND SIGNAL HEADS 18, 19, 20, & 21 AS NEEDED TO BEST ACCOMMODATE VEHICLE STOPPING LOCATIONS ON THE SOUTH APPROACH.

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

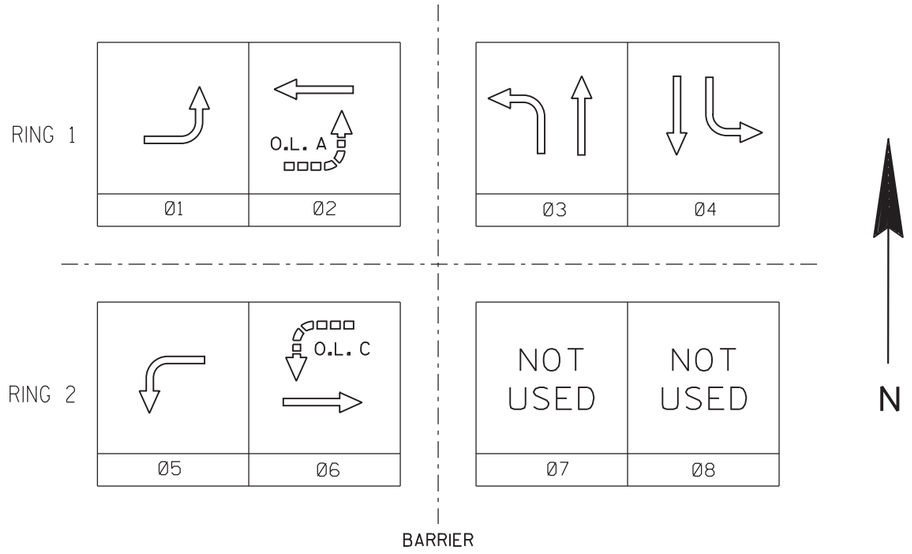
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 225	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh12_STH 11.dgn
BATCH PRINT SHEET 15 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:22 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4, 5	-
Ø2	6, 7, 8	R
Ø3	17, 18, 19, 20, 21	R
Ø4	12, 13, 14, 15, 16	R
Ø5	9, 10, 11	-
Ø6	1, 2, 3	R
Ø7		
Ø8		

			O.L. ASSIGNMENTS
OLA	4, 5		1+2
OLB			
OLC	9, 10, 11		5+6
OLD			



CONTROLLER LOGIC

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

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	

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

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
31		X			3	3					
41		X			4	4					
51		X			5	5					

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

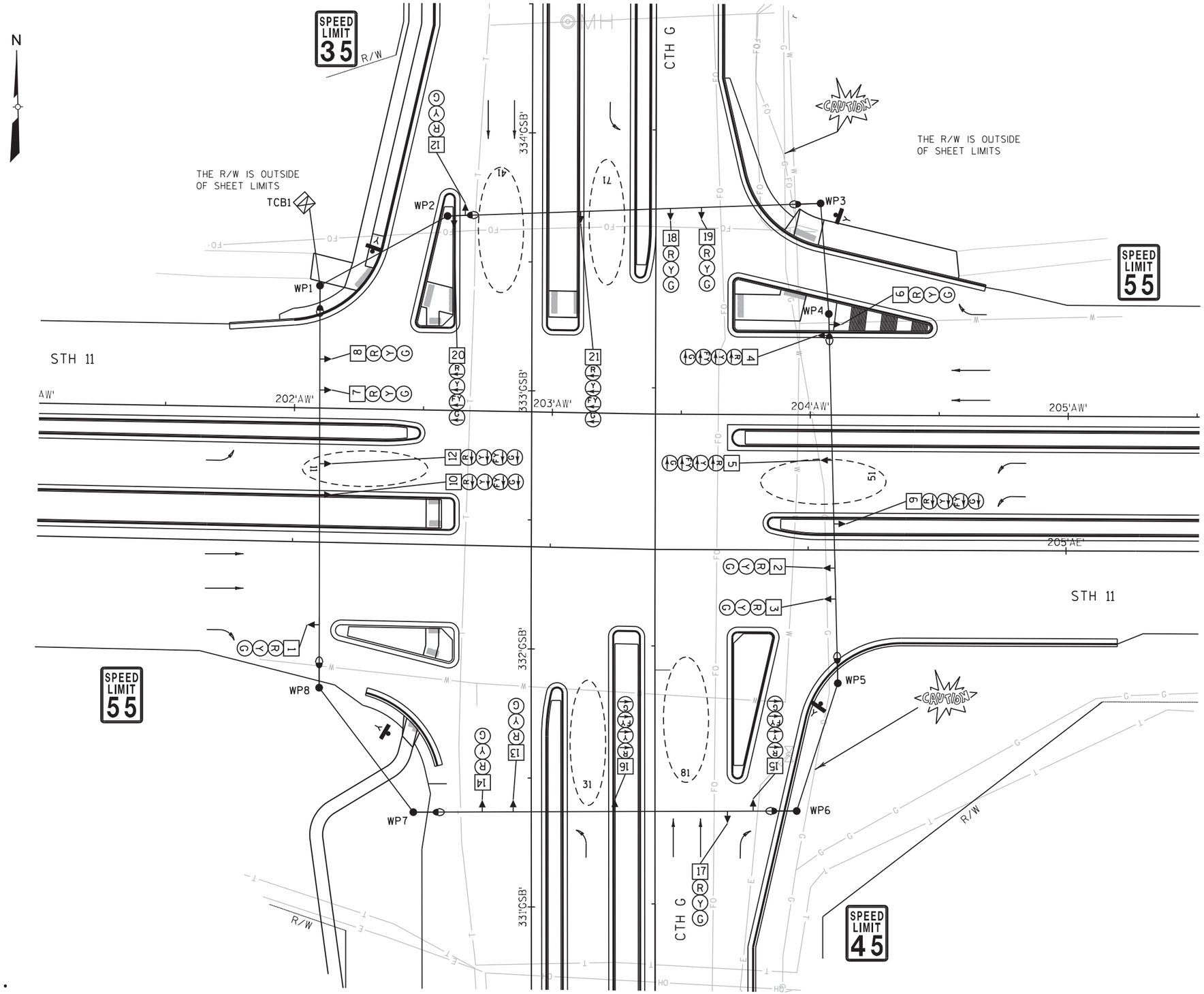
SIGNAL NO. S53-0784

CONTROLLER TYPE: TEMP

DATE OCTOBER 2014

PROJECT NUMBER: 5966-10-71 | HWY: STH 11 | COUNTY: ROCK | TEMPORARY SEQUENCE OF OPERATIONS - STAGE 3d & 4 | SHEET 226 E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Temp_sequence_STH 11_sh13.dgn PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
BATCH PRINT SHEET 16 OF 28 PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014 PLOT TIME: 10:52:24 AM PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- SPAN WIRE
- LUMINAIRE (250 W)
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- NON-INTRUSIVE DETECTION AREA
- YIELD SIGN
- STOP SIGN
- SIGNAL HEAD TO BE BAGGED
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

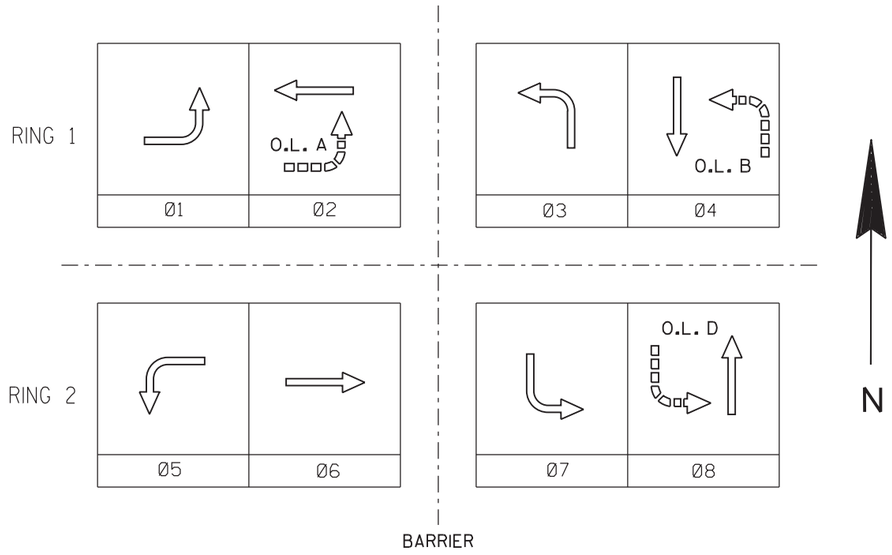
PAGE 14 OF 15

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - POSTCONSTRUCTION	SHEET 227	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\temp_sig_sh14_STH 11.dgn
BATCH PRINT SHEET 17 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:29 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4, 5	-
Ø2	6, 7, 8	R
Ø3	20, 21	-
Ø4	12, 13, 14	R
Ø5	9, 10, 11	-
Ø6	1, 2, 3	R
Ø7	15, 16	-
Ø8	17, 18, 19	R

			O.L. ASSIGNMENTS
OLA	4, 5	R	1+2
OLB	20, 21	R	3+4
OLC			5+6
OLD	15, 16	R	



CONTROLLER LOGIC

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

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	

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

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
31		X			3	3					
41		X			4	4					
51		X			5	5					
71		X			7	7					
81		X			8	8					

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRE
ROCK COUNTY

SIGNAL NO. S53-0784

CONTROLLER TYPE: TEMP

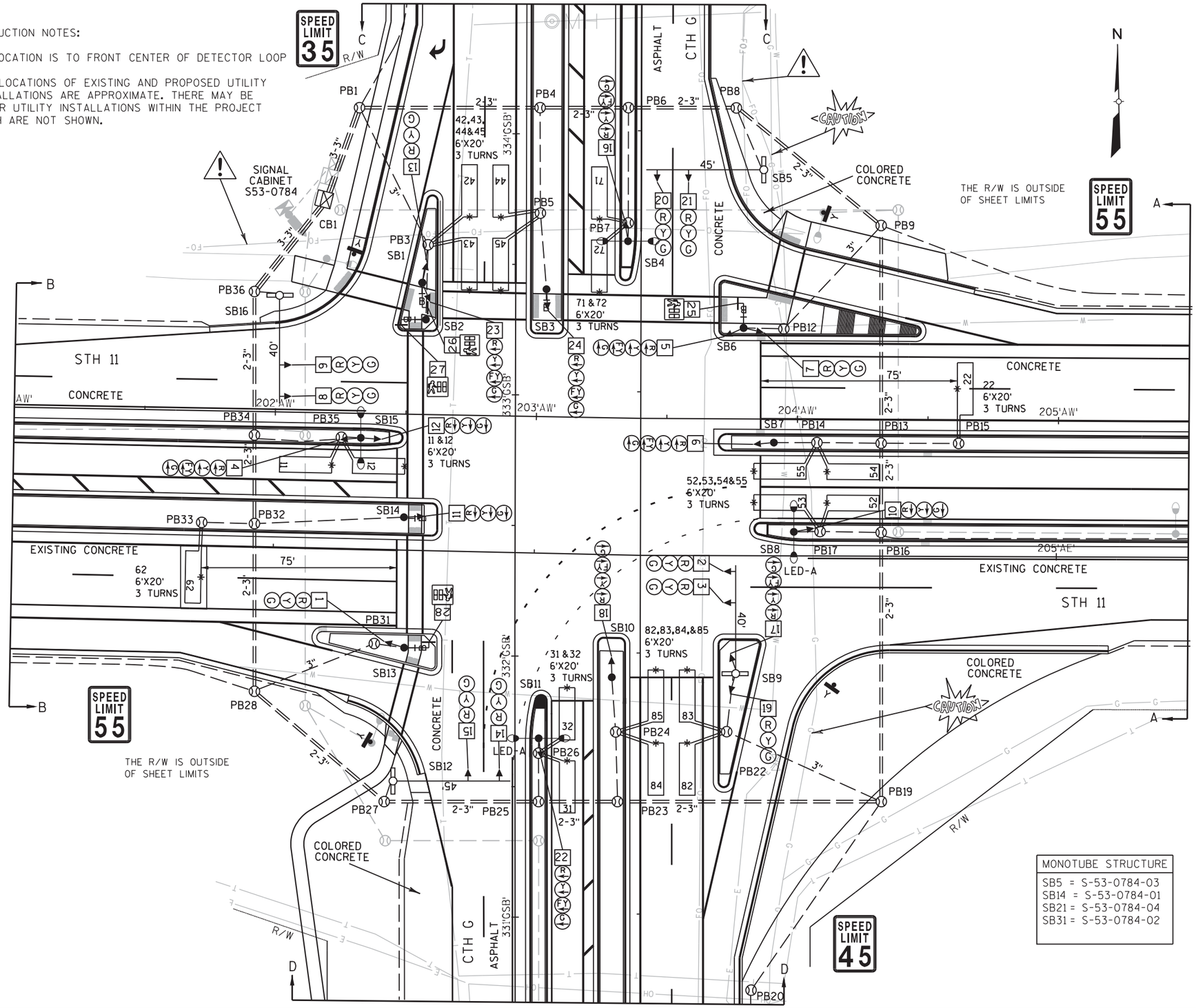
DATE OCTOBER 2014

PROJECT NUMBER: 5966-10-71 | HWY: STH 11 | COUNTY: ROCK | TEMPORARY SEQUENCE OF OPERATIONS - POST CONSTRUCTION | SHEET 228 E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Temp_sequence_STH 11_sh15.dgn PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
BATCH PRINT SHEET 18 OF 28 PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014 PLOT TIME: 10:52:32 AM PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE LED-B (UNLESS OTHERWISE NOTED), TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- Y YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURE
SB5 = S-53-0784-03
SB14 = S-53-0784-01
SB21 = S-53-0784-04
SB31 = S-53-0784-02

TRAFFIC CONTROL SIGNAL

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784 CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ STATE TRAFFIC ENGINEER

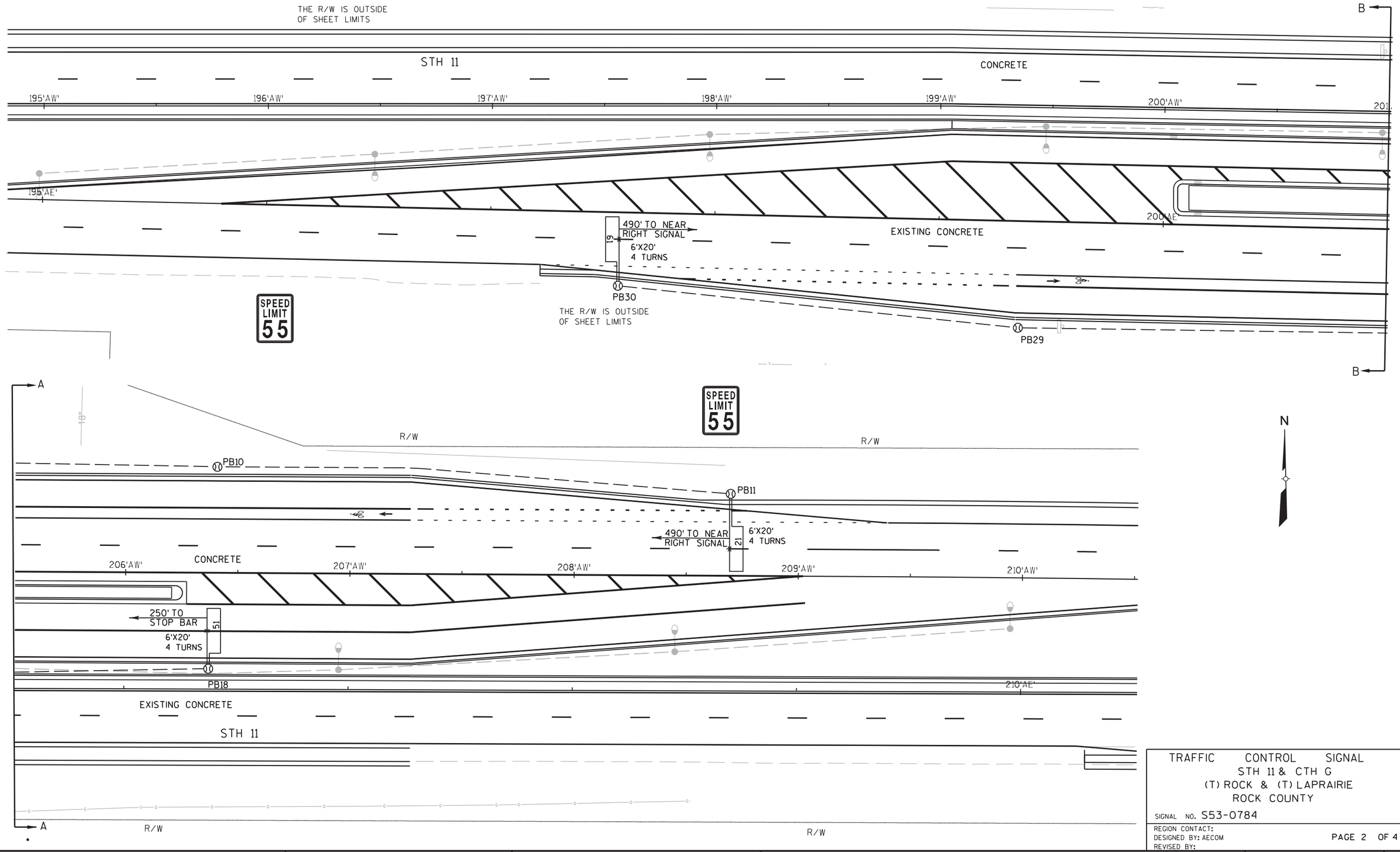
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 4

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 229	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\sigplan_STH 11_shl.dgn
BATCH PRINT SHEET 19 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:38 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

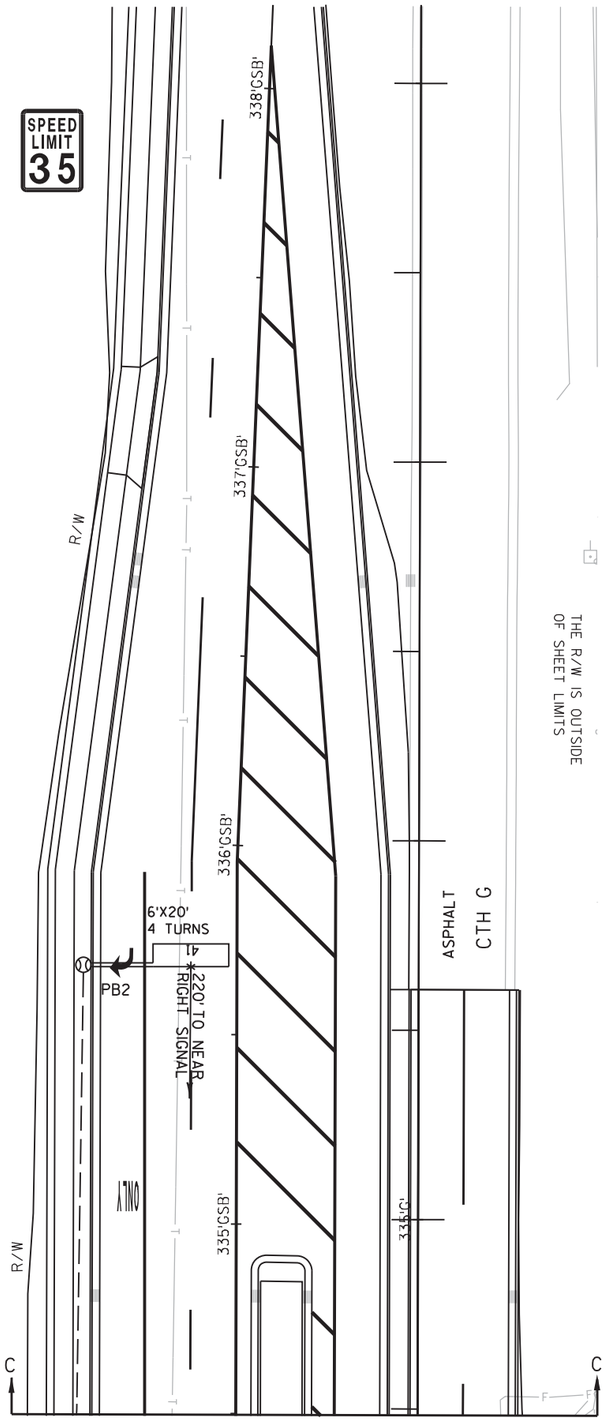
SIGNAL NO. S53-0784

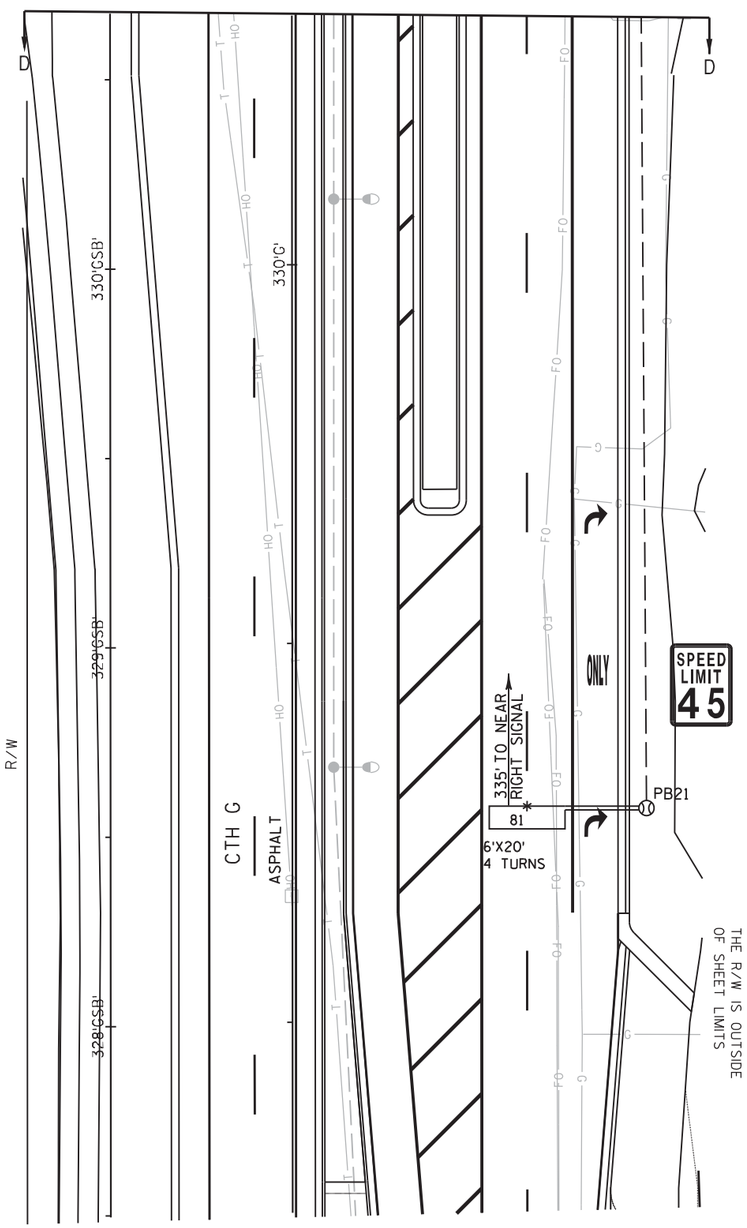
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 4

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 230	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\sigplan_STH 11_sh2.dgn
BATCH PRINT SHEET 20 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
PEN TABLE: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\pen tables\AE_WisDOT_Traffic.tbl
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:43 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42





N

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 3 OF 4

PROJECT NUMBER: 5966-10-71	HWY: STH 11	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 231	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\sigplan_STH 11_sh3.dgn
BATCH PRINT SHEET 21 OF 28
PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF_11 x 17 Traffic Signals.plt
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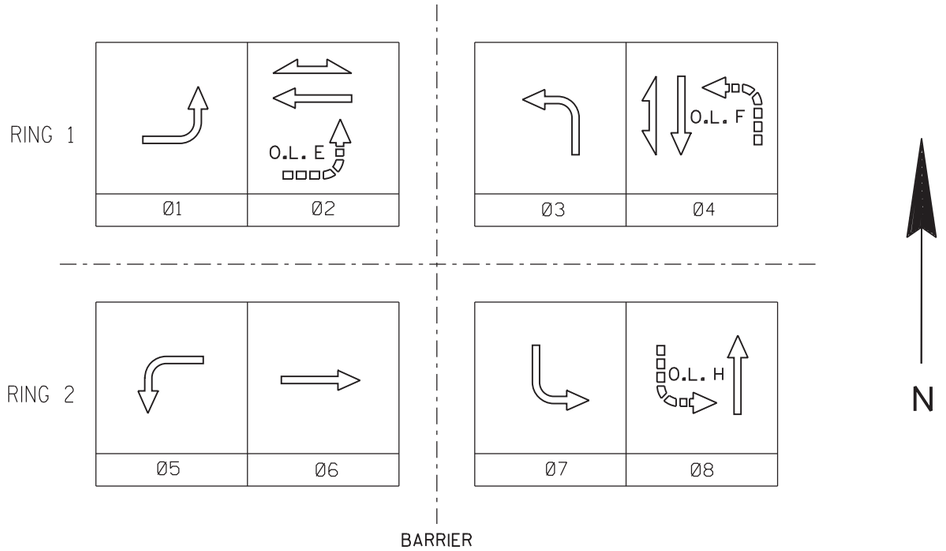
PLOT DATE: 10/29/2014
PLOT TIME: 10:52:48 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5,6	R
Ø2	7,8,9	R
Ø3	22,23,24	R
Ø4	13,14,15	R
Ø5	10,11,12	R
Ø6	1,2,3	R
Ø7	16,17,18	R
Ø8	19,20,21	R
Ø2P	25,26	-
Ø4P	27,28	-
Ø6P		-
Ø8P		-
OLE	4,5,6	-
OLF	22,23,24	-
OLG		-
OLH	16,17,18	-

O.L. ASSIGNMENTS
1+2
3+4
7+8



CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

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	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR *(S)	11	21	31	41	43	45	52	54
PHASE CALLED	1	2	3	4	4	4	5	5
PHASE EXTENDED	1	2	3	4	4	4	5	5
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH				X				
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
61	71	81	83	85				PLAN LOOP DETECTOR *(S)
6	7	8	8	8				PHASE CALLED
6	7	8	8	8				PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
		X						EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR *(S)	12	22	32	42	44	51	53	55
PHASE CALLED	1	2	3	4	4	5	5	5
PHASE EXTENDED	1	2	3	4	4	5	5	5
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH						X		
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
62	72	82	84					PLAN LOOP DETECTOR *(S)
6	7	8	8					PHASE CALLED
6	7	8	8					PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TRAFFIC CONTROL SIGNAL
STH 11 & CTH G
(T)ROCK & (T)LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 4 OF 4

PROJECT NUMBER: 5966-10-71 | HWY: STH 11 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 232 | E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\Econolite_STH 11.dgn
BATCH PRINT SHEET 22 OF 28
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PLOT DATE: 10/29/2014
PLOT TIME: 10:52:51 AM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

STH 11 & CTH G TRAFFIC SIGNAL CABLING CHART 14 AWG					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	15/C	13	SB	R	R
				Y	O
				G	G
		23	NB LT	R	R/BK
				Y	O/BK
				FY	BK/W
				G	G/BK
		26	Ø2 PED (N LEG)	DW	BK
				W	BU
				PB	W/BK
CABINET TO SB2	7/C	27	Ø4 PED (W LEG)	DW	BK
				W	BU
				PB	W/BK
CABINET TO SB3	9/C	24	NB LT	R	R
				Y	O
				FY	BU
				G	G
		-	Ø2 PED (N LEG)	PB	W/BK
CABINET TO SB4	7/C	16	SB LT	R	R
				Y	O
				FY	BU
				G	G
CABINET TO SB5	7/C	20	NB	R	R
				Y	O
				G	G
		21	NB	R	R
				Y	O
				G	G
CABINET TO SB6	15/C	7	WB	R	R
				Y	O
				G	G
		5	EB LT	R	R/BK
				Y	O/BK
				FY	BK/W
				G	G/BK
		25	Ø2 PED (N LEG)	DW	BK
				W	BU
				PB	W/BK
CABINET TO SB7	7/C	6	EB LT	R	R
				Y	O
				FY	BU
				G	G
CABINET TO SB8	7/C	10	WB LT	R	R
				Y	O
				G	G
CABINET TO SB9	15/C	19	NB	R	R
				Y	O
				G	G
		2	EB	R	R/BK
				Y	O/BK
				G	G/BK
		3	EB	R	R/BK
				Y	O/BK
				G	G/BK
		17	SB LT	R	R/W
				Y	BU/W
				FY	BK/W
				G	G/W
CABINET TO SB10	7/C	18	SB LT	R	R
				Y	O
				FY	BU
				G	G
CABINET TO SB11	7/C	22	NB LT	R	R
				Y	O
				FY	BU
				G	G

STH 11 & CTH G TRAFFIC SIGNAL CABLING CHART 14 AWG					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB12	7/C	14	SB	R	R
				Y	O
				G	G
		15	SB	R	R
				Y	O
				G	G
CABINET TO SB13	9/C	1	EB	R	R
				Y	O
				G	G
		28	Ø4 PED (W LEG)	DW	BK
				W	BU
				PB	W/BK
CABINET TO SB14	9/C	11	WB LT	R	R
				Y	O
				G	G
		-	Ø4 PED (W LEG)	PB	W/BK
CABINET TO SB15	9/C	4	EB LT	R	R/BK
				Y	BU
				FY	BK
				G	G/BK
		12	WB LT	R	R
				Y	O
				G	G
CABINET TO SB16	7/C	8	WB	R	R
				Y	O
				G	G
		9	WB	R	R
				Y	O
				G	G

STH 11 & CTH G LIGHTING CABLING CHART TYPE UF 2-12 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB4	N LEG MEDIAN
	SB4 TO SB8	E LEG MEDIAN
	CABINET TO SB15	W LEG MEDIAN
	SB15 TO SB11	S LEG MEDIAN

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB3	SB1
PB4	SB3
PB5	SB3
PB6	SB4
PB7	SB4
PB8	SB5
PB9	SB5
PB12	SB6
PB13	SB7
PB14	SB7
PB16	SB8
PB17	SB8
PB19	SB9
PB22	SB9
PB23	SB10
PB24	SB10
PB25	SB11
PB26	SB11
PB27	SB12
PB28	SB13
PB31	SB13
PB32	SB14
PB34	SB15
PB35	SB15
PB36	SB16

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	CB1

STH 11 & CTH G
(T) ROCK & (T) LAPRAIRIE
ROCK COUNTY

SIGNAL NO. S53-0784

CONTROLLER TYPE: ASC/3

DATE OCTOBER 2014 PAGE NO. 1 OF 1

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\cable_STH 11_sh01.dgn
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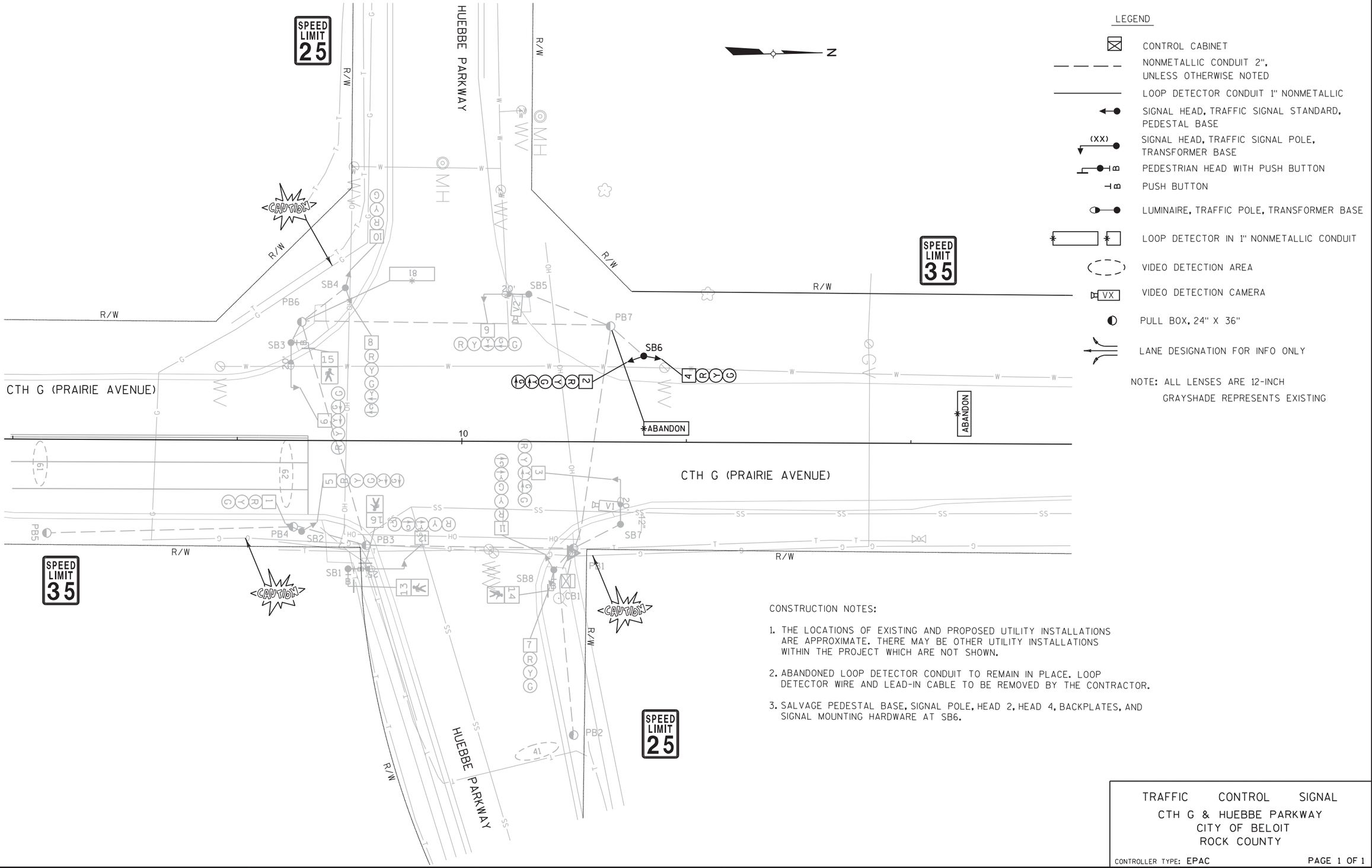
WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. SALVAGE PEDESTAL BASE, SIGNAL POLE, HEAD 2, HEAD 4, BACKPLATES, AND SIGNAL MOUNTING HARDWARE AT SB6.

TRAFFIC CONTROL SIGNAL
CTH G & HUEBBE PARKWAY
CITY OF BELOIT
ROCK COUNTY

CONTROLLER TYPE: EPAC

PROJECT NUMBER: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 234	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\removal_sh1_Huebbe.dgn
BATCH PRINT SHEET 1 OF 5
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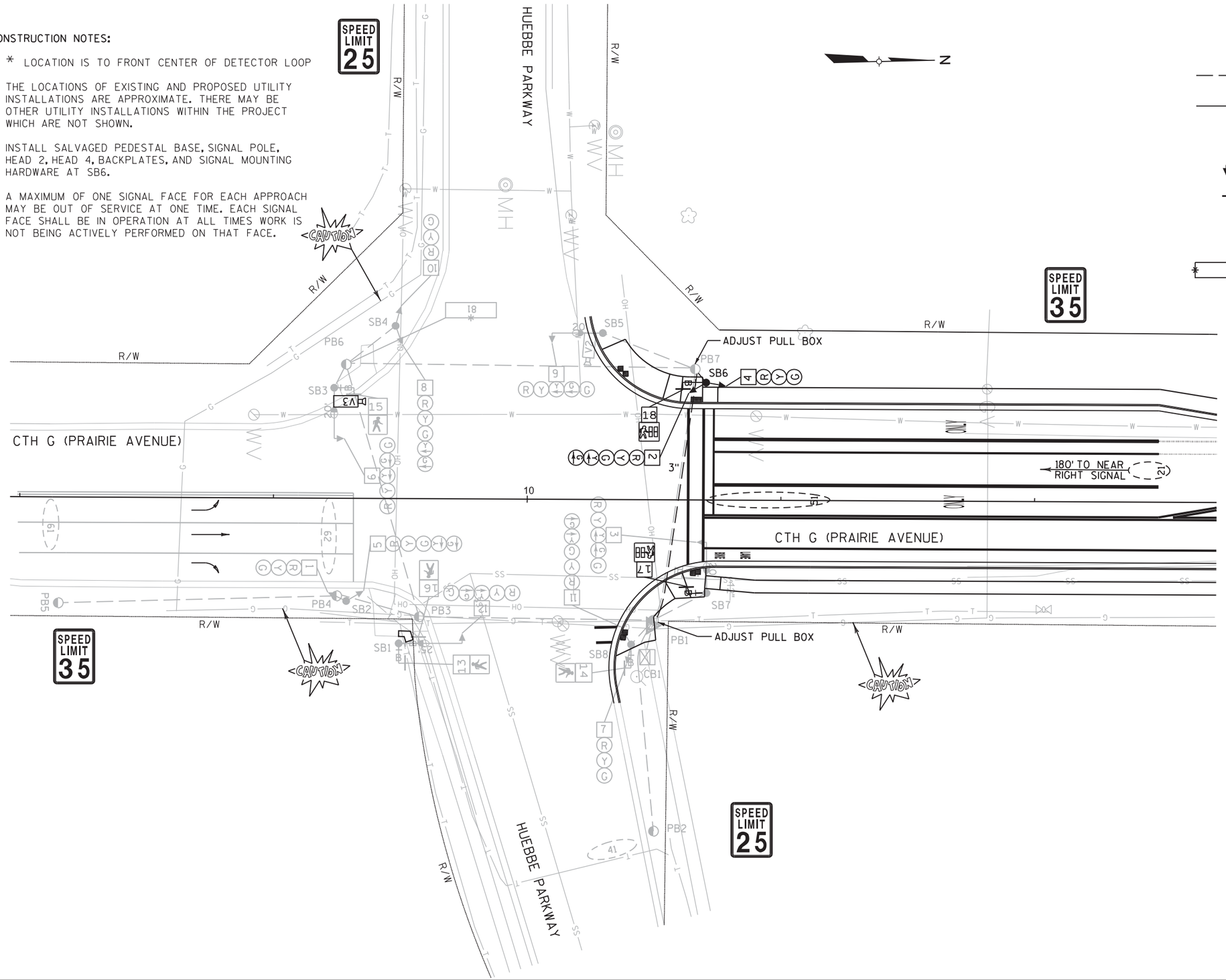
PLOT DATE: 10/28/2014
PLOT TIME: 1:44:27 PM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL SALVAGED PEDESTAL BASE, SIGNAL POLE, HEAD 2, HEAD 4, BACKPLATES, AND SIGNAL MOUNTING HARDWARE AT SB6.
4. A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
CTH G & HUEBBE PARKWAY
CITY OF BELOIT
ROCK COUNTY

CONTROLLER TYPE: EPAC

PROJECT NUMBER: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 235	E

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BATCH PRINT SHEET 2 OF 5
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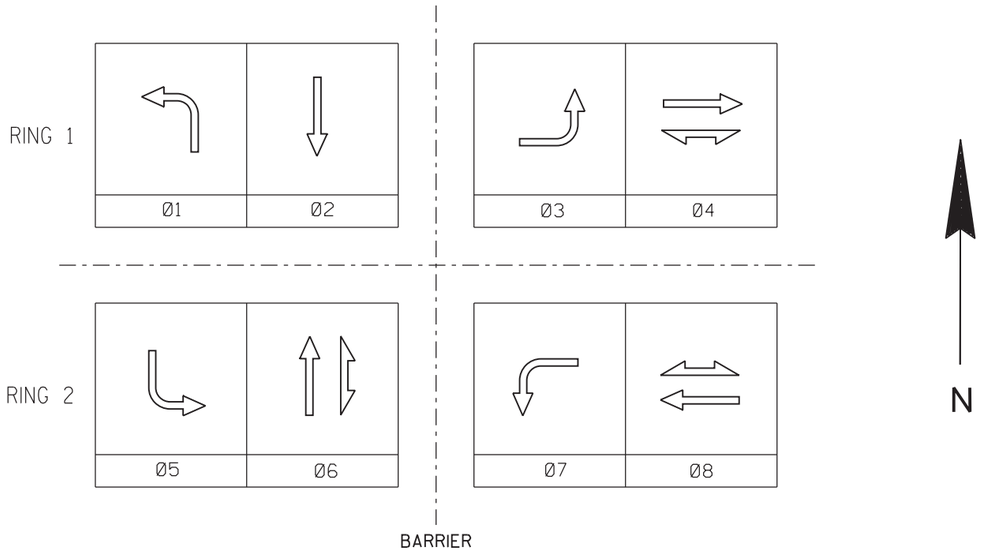
PLOT TIME: 1:44:31 PM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

2

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



DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21		X			2	2					VIDEO
41	EXISTING	X			4	4					VIDEO
51		X			5	5					VIDEO
61	EXISTING	X			6	6					VIDEO
62	EXISTING	X			6	6					VIDEO
81	EXISTING	X			8	8					EXISTING

CONTROLLER LOGIC

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

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

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.)

TRAFFIC CONTROL SIGNAL
CTH G & HUEBBE PARKWAY
CITY OF BELOIT
ROCK COUNTY

CONTROLLER TYPE: EPAC

PROJECT NUMBER: 5966-10-70 | HWY: CTH G | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 236 | E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\sequence_Huebbe.dgn
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PLOT TIME: 1:44:32 PM
PLOT SCALE: 1:40
WISDOT/CADDS SHEET 42

STH 11 & CTH G TRAFFIC SIGNAL CABLING CHART 14 AWG					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB6	15/C	4	NB	R	R
				Y	O
				G	G
		2	SB	R	R/BK
				Y	O/BK
				G	G/BK
				$\underline{Y}$	BU/BK
				$\underline{G}$	G/W
		18	∅4 PED	DW	BK
				W	BU
				PB	W/BK
CABINET TO SB7	12/C	3	EB	R	R
				Y	O
				G	G
				$\underline{Y}$	O/BK
				$\underline{G}$	G/BK
		17	∅4 PED	DW	BK
				W	BU
				PB	W/BK

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. REESTABLISH ALL EQUIPMENT GROUNDING CONDUCTORS AND PULL BOX BONDING AT SB6 AND SB7 PER WISCONSIN ELECTRIC CODE.

CTH G & HUEBBE PARKWAY
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

CONTROLLER TYPE: EPAC

DATE OCTOBER 2014 PAGE NO. 1 OF 1

PROJECT NUMBER: 5966-10-70 | HWY: CTH G | COUNTY: ROCK | CABLE ROUTING | SHEET 237 | E

2

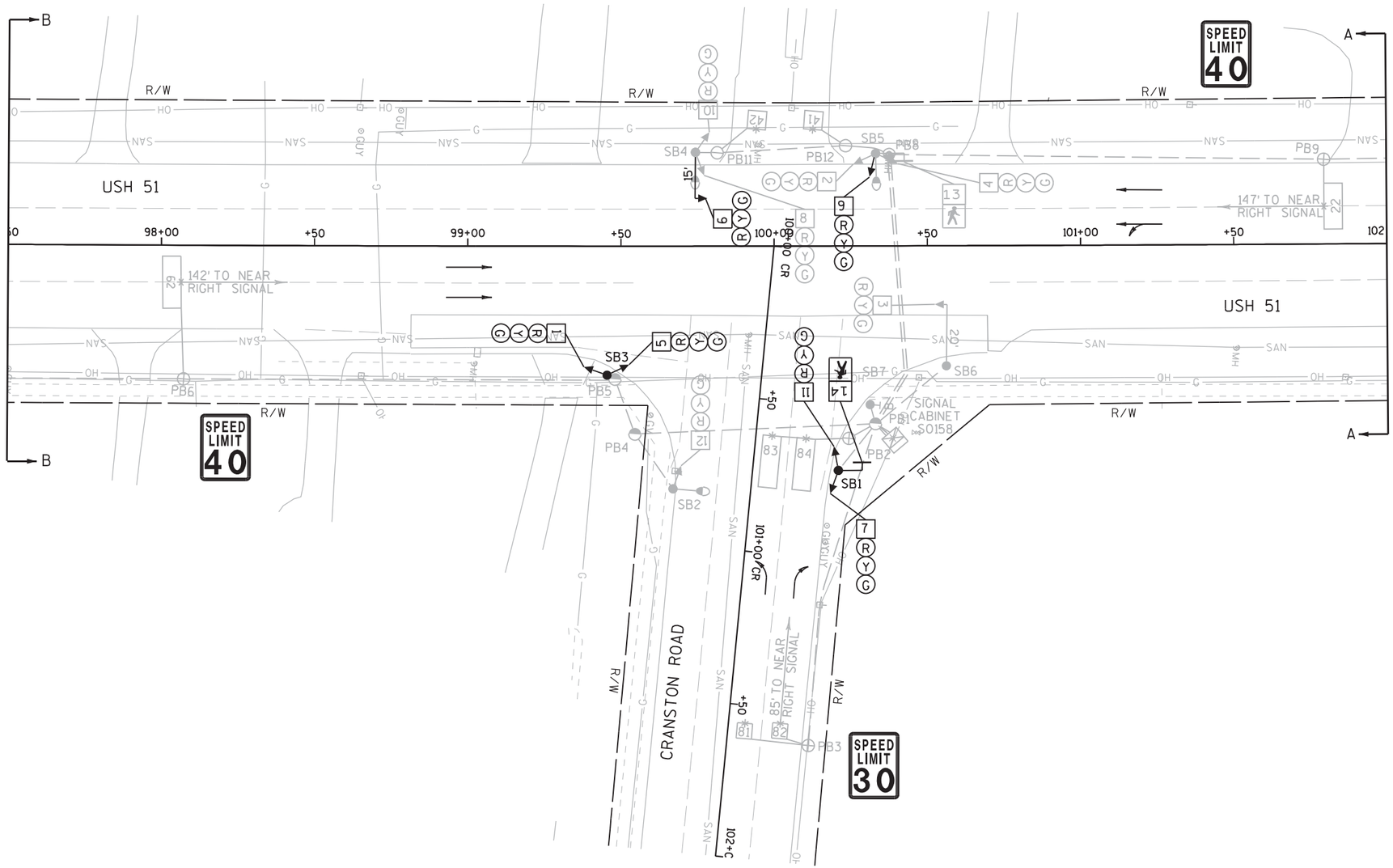
CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.

3. SALVAGE TRAFFIC SIGNAL HEADS 11 & 14, BACKPLATE, AND MOUNTING HARDWARE AT SB1.

4. SALVAGE TRAFFIC SIGNAL HEAD 1, BACKPLATE, AND MOUNTING HARDWARE AT SB3.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 18" X 24"
- PULL BOX, 12" X 24"
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
US 51 & CRANSTON RD
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 2

PROJECT NUMBER: 5966-10-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 238	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\USH 51 & Cranston\removal_sheet.dgn
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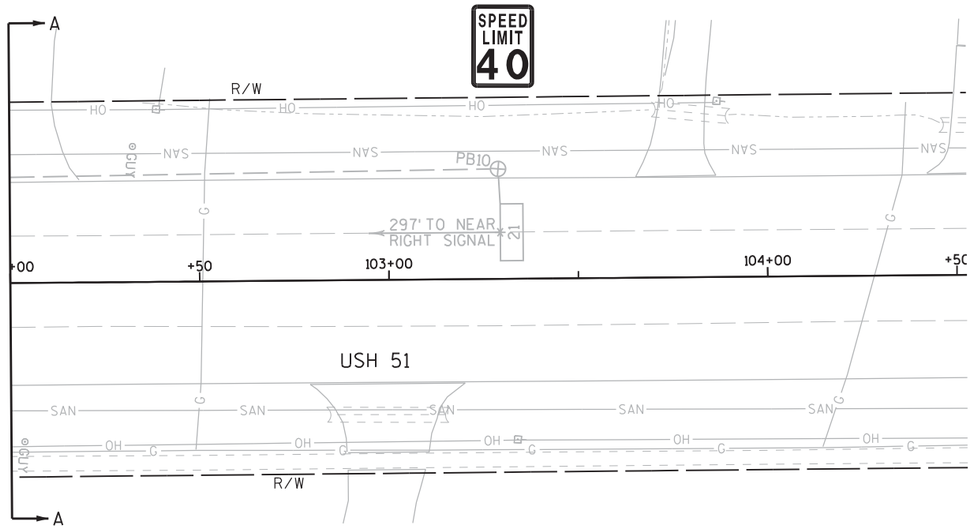
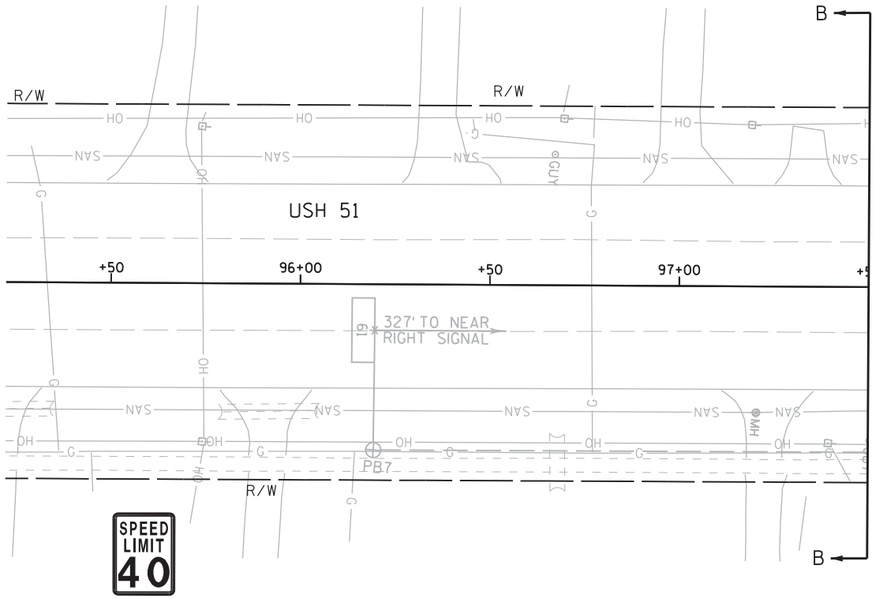
WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
USH 51 & CRANSTON RD
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 2

PROJECT NUMBER: 5966-10-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 239	E

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\USH 51 & Cranston\removal_sheet.dgn
BATCH PRINT SHEET 2 OF 7
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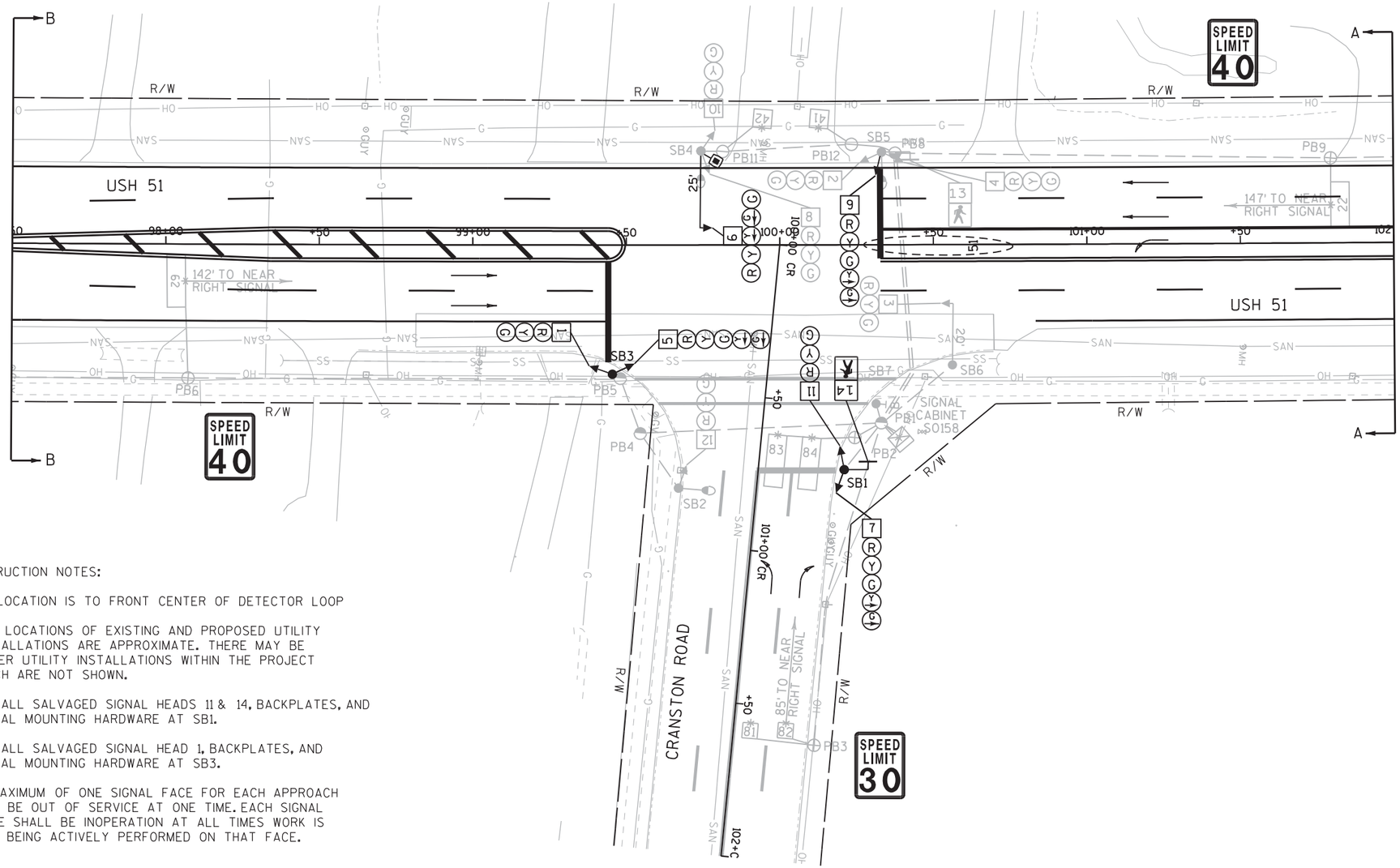
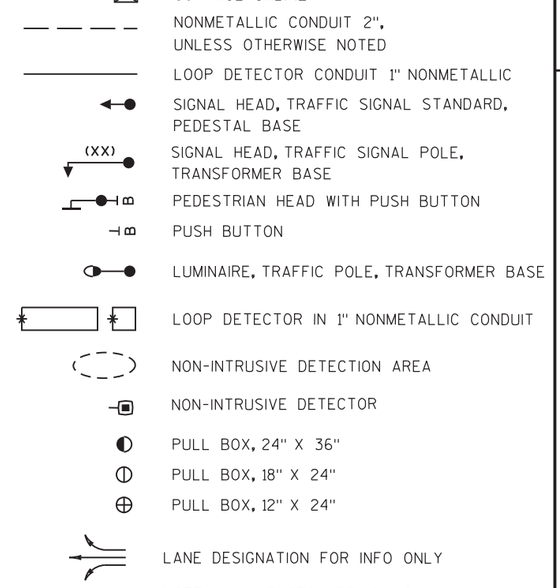
PLOT TIME: 10:37:59 AM
PLOT SCALE: 1:479.999





CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL SALVAGED SIGNAL HEADS 11 & 14, BACKPLATES, AND SIGNAL MOUNTING HARDWARE AT SB1.
4. INSTALL SALVAGED SIGNAL HEAD 1, BACKPLATES, AND SIGNAL MOUNTING HARDWARE AT SB3.
5. A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE INOPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

REVISION				
Rev. No.	ADD SOUTHBOUND LEFT-TURN PHASE ADD WESTBOUND RIGHT-TURN OVERLAP			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1	Date	By	Date	By

TRAFFIC CONTROL SIGNAL

USH 51 & CRANSTON RD
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158 CONTROLLER TYPE: M52

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER

APPROVED
Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

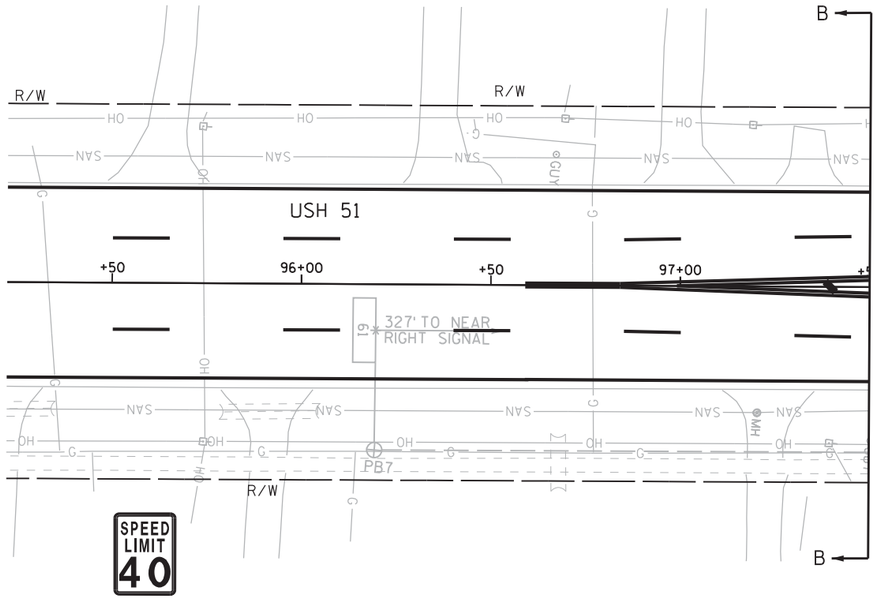
INITIAL INSTALLATION 11/09

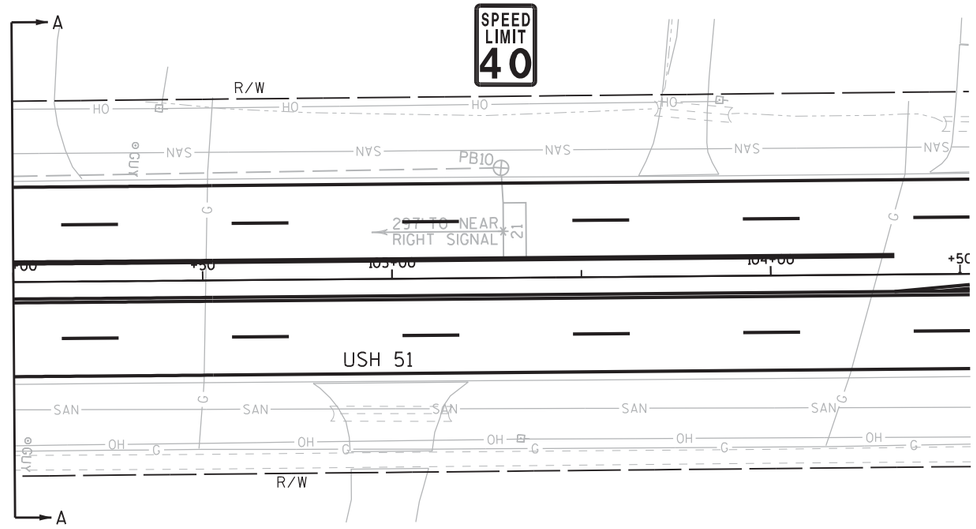
PAGE 1 OF 3

PROJECT NUMBER: 5966-10-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 240	E

2

N





TRAFFIC CONTROL SIGNAL
USH 51 & CRANSTON RD
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

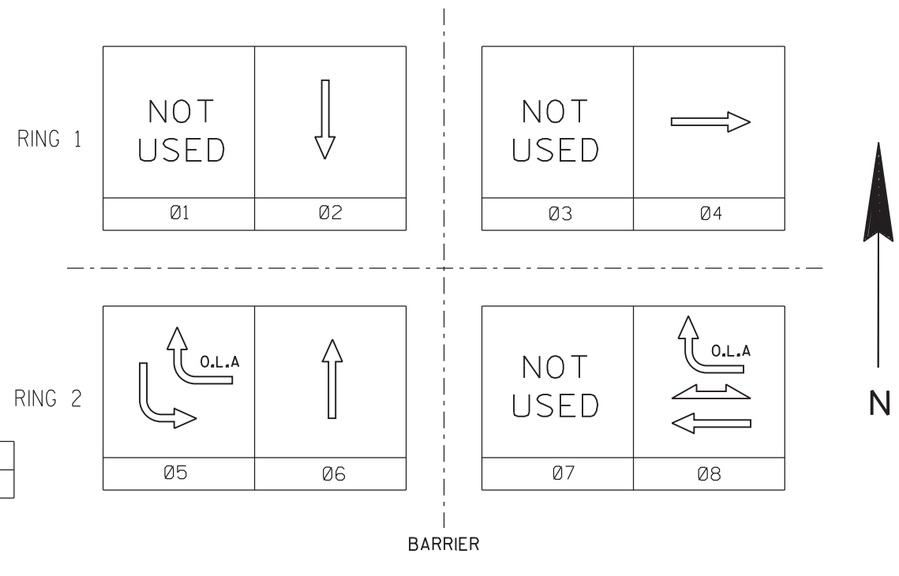
PAGE 2 OF 3

PROJECT NUMBER: 5966-10-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 241	E

2

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	10,11,12	R
Ø5	5,6	-
Ø6	1,2,3	R
Ø7		
Ø8	7,8,9	R
Ø2P		
Ø4P		
Ø6P		
Ø8P	13,14	-
OLA	7,8	-

O.L. ASSIGNMENTS
5+8



DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	EXISTING	X			2	2				6X15	
22	EXISTING	X			2	2				6X15	
41	EXISTING		X		4					6X6	
42	EXISTING		X		4					6X6	
51		X			5	5					
61	EXISTING	X			6	6				6X17	
62	EXISTING	X			6	6				6X17	
81	EXISTING	X			8	8			X	5X5	
82	EXISTING	X			8	8			X	5X5	
83	EXISTING	X			8	8				5X17	
84	EXISTING	X			8	8		X		5X17	

CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	x
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	

TYPE OF REMOTE COMMUNICATION	
NONE	x
FIBER	
CELL MODEM	
PHONE	

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	

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.)

TRAFFIC CONTROL SIGNAL
USH 51 & CRANSTON RD
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\USH 51 & Cranston\sequence_Cranston.dgn
BATCH PRINT SHEET 5 OF 7
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PLOT DATE: 10/29/2014
PLOT TIME: 10:38:09 AM
PLOT SCALE: 1:479.999

2

STH 11 & CTH G TRAFFIC SIGNAL CABLING CHART 14 AWG					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	12/C	7	WB	R	R
				Y	O
				G	G
				Y	BK/W
				G	BU/BK
		11	EB	R	R/BK
				Y	O/BK
				G	G/BK
		14	Ø8 PED (N LEG)	DW	BK
				W	BU
CABINET TO SB3	12/C	1	NB	R	R
				Y	O
				G	G
		5	SB	R	R/BK
				Y	O/BK
				G	G/BK
				Y	BK
				G	BU
CABINET TO SB4	15/C	8	WB	R	R
				Y	O
				G	G
		10	EB	R	R/BK
				Y	O/BK
				G	G/BK
		6	SB	R	R/W
				Y	BK/W
				G	G/W
				Y	BK
				G	BU
CABINET TO SB5	19/C	2	NB	R	R
				Y	O
				G	G
		4	SB	R	R/BK
				Y	O/BK
				G	G/BK
		9	WB	R	R/W
				Y	O/W
				G	G/W
				Y	BK/W
				G	BU/BK
		13	Ø8 PED (N LEG)	DW	BK
				W	BU

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. REESTABLISH ALL EQUIPMENT GROUNDING CONDUCTORS AND PULL BOX BONDING AT SB1, SB3, SB4, AND SB5 PER WISCONSIN ELECTRIC CODE.

US 51 & CRANSTON RD.
TOWN OF BELOIT
ROCK COUNTY

SIGNAL NO. S53-0158

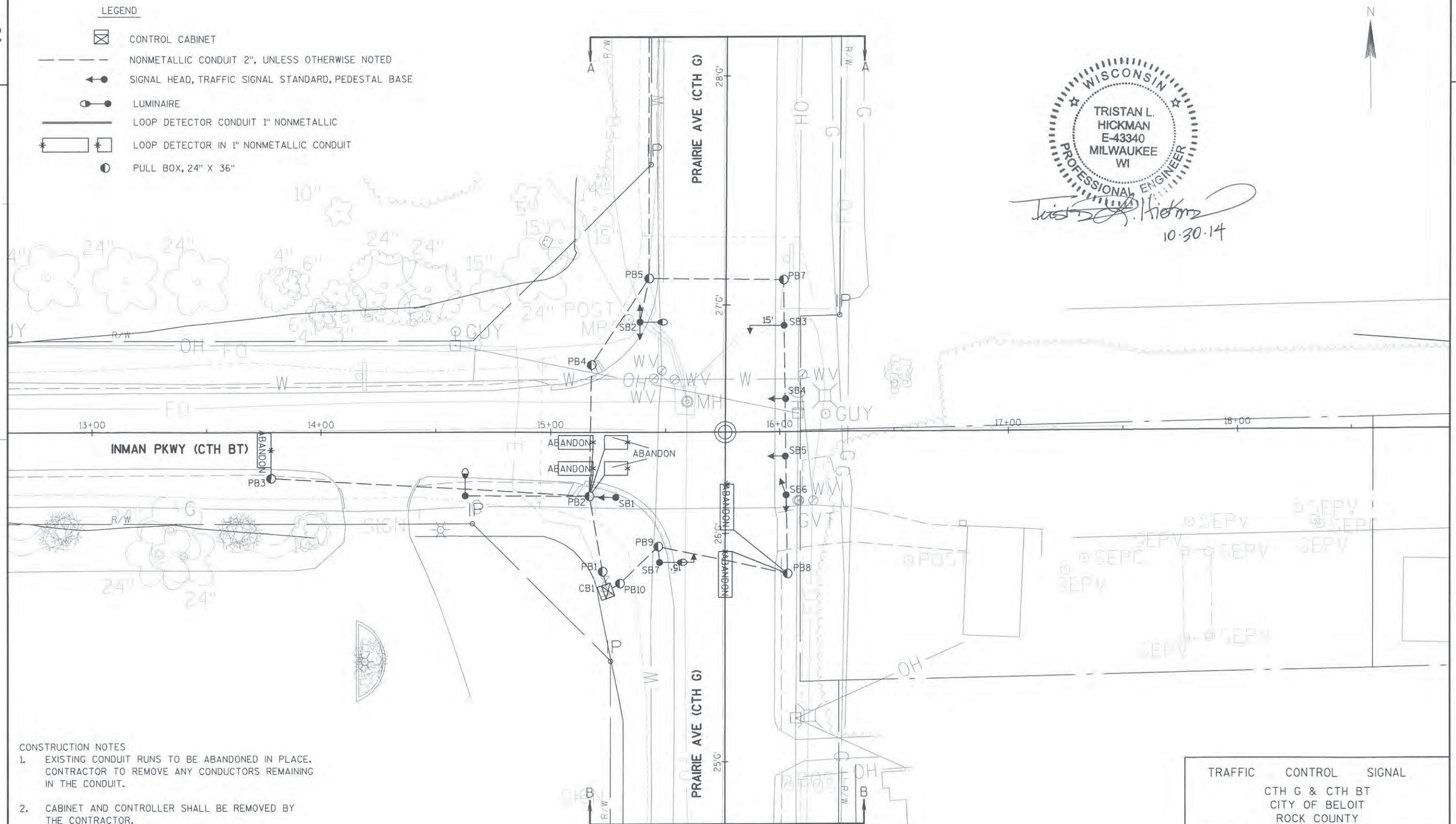
CONTROLLER TYPE: M52

DATE OCTOBER 2014 PAGE NO. 1 OF 1

PROJECT NUMBER: 5966-10-70 | HWY: USH 51 | COUNTY: ROCK | CABLE ROUTING | SHEET 243 | E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LUMINAIRE
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"



WISCONSIN
TRISTAN L. HICKMAN
E-43340
MILWAUKEE
WI
PROFESSIONAL ENGINEER

10·30·14

CONSTRUCTION NOTES

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. CABINET AND CONTROLLER SHALL BE REMOVED BY THE CONTRACTOR.

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

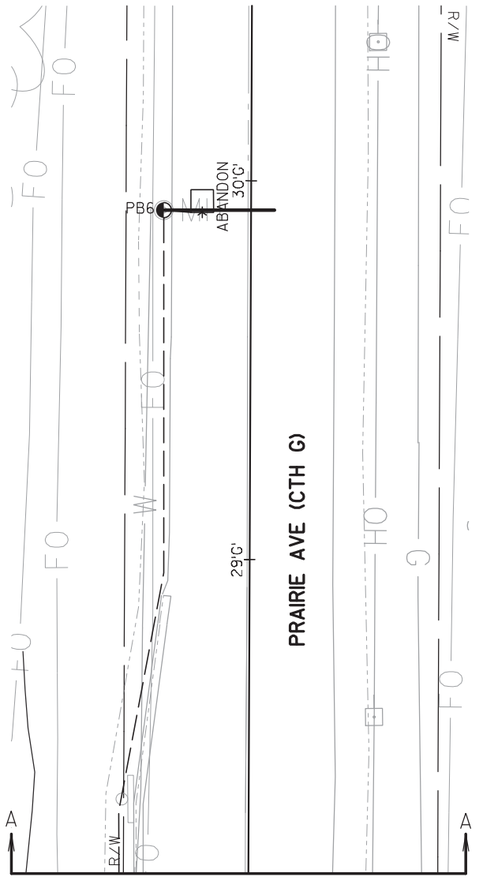
COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

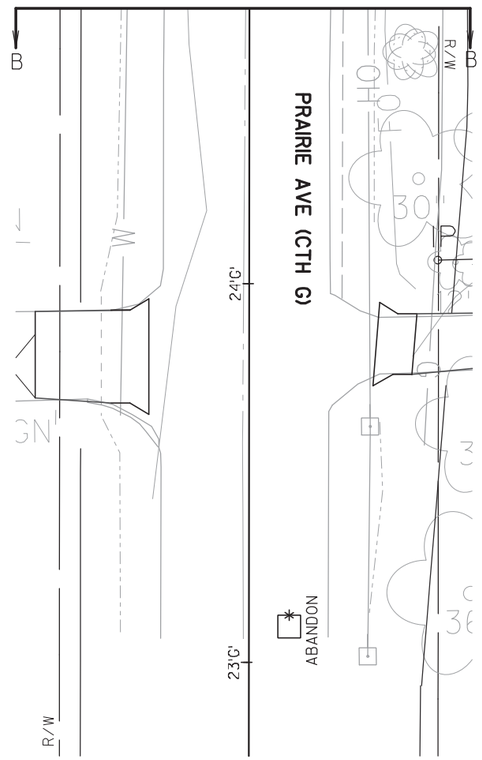
PAGE 1 OF 2

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 244 E

FILE NAME : U:\45035100\Traffic Signal Design\dgn\024001_rp.dgn PLOT DATE : 10/30/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42





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TRAFFIC CONTROL SIGNAL

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

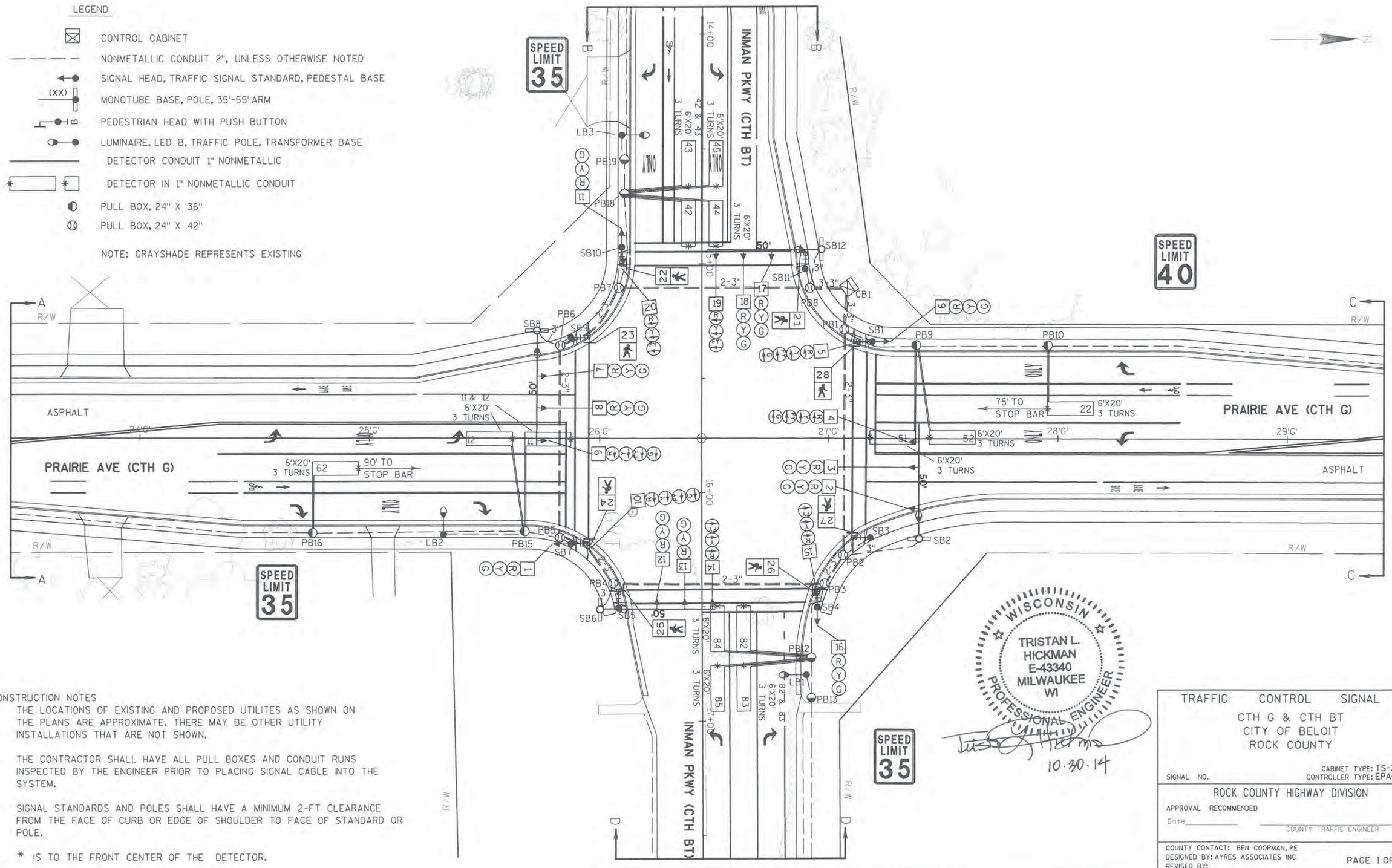
PAGE 2 OF 2

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 245	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, LED B, TRAFFIC POLE, TRANSFORMER BASE
- DETECTOR CONDUIT 1" NONMETALLIC
- DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS THAT ARE NOT SHOWN.
2. THE CONTRACTOR SHALL HAVE ALL PULL BOXES AND CONDUIT RUNS INSPECTED BY THE ENGINEER PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. SIGNAL STANDARDS AND POLES SHALL HAVE A MINIMUM 2-FT CLEARANCE FROM THE FACE OF CURB OR EDGE OF SHOULDER TO FACE OF STANDARD OR POLE.
4. * IS TO THE FRONT CENTER OF THE DETECTOR.

WISCONSIN
TRISTAN L. HICKMAN
E-43340
MILWAUKEE WI
PROFESSIONAL ENGINEER
10.30.14

TRAFFIC CONTROL SIGNAL
CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.
CABINET TYPE: TS-2
CONTROLLER TYPE: EPAC M51

ROCK COUNTY HIGHWAY DIVISION
APPROVAL RECOMMENDED
Date _____ COUNTY TRAFFIC ENGINEER

COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

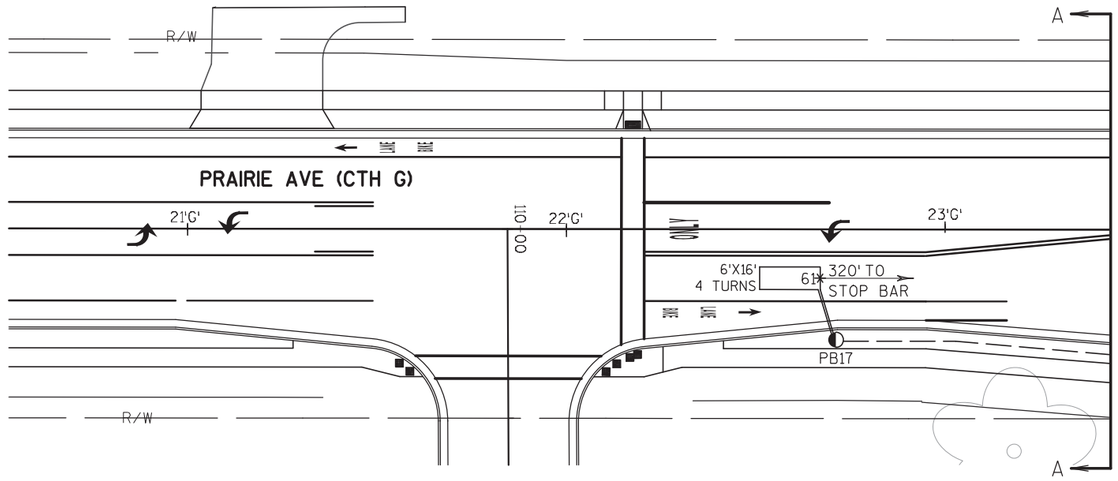
PAGE 1 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : U:\45035100\Traffic Signal Design\dgn\024001_sp.dgn PLOT DATE : 10/30/2014 PLOT BY : fuckmant PLOT NAME : PLOT SCALE : 1:40

2

N



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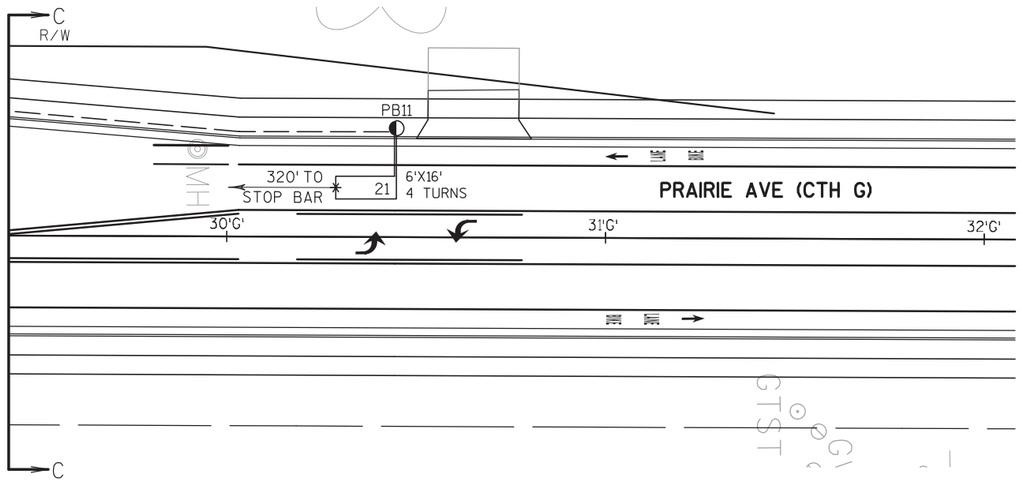


TRAFFIC CONTROL SIGNAL

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

CONTROLLER TYPE: EPAC M51

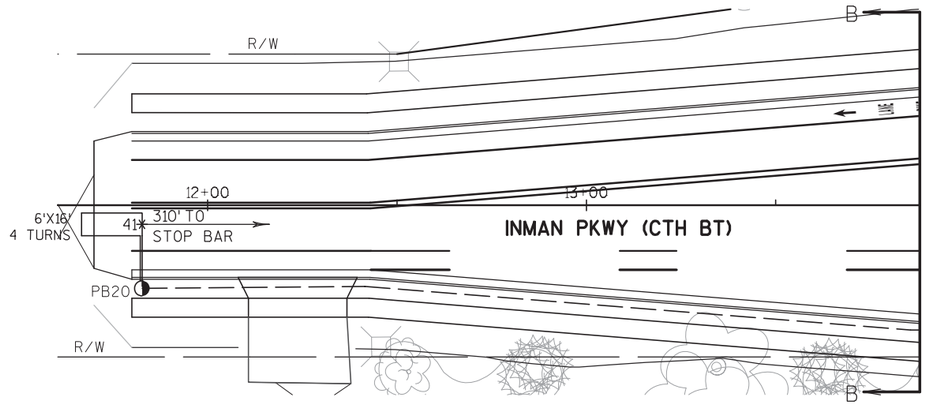
COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 247	E

2

N



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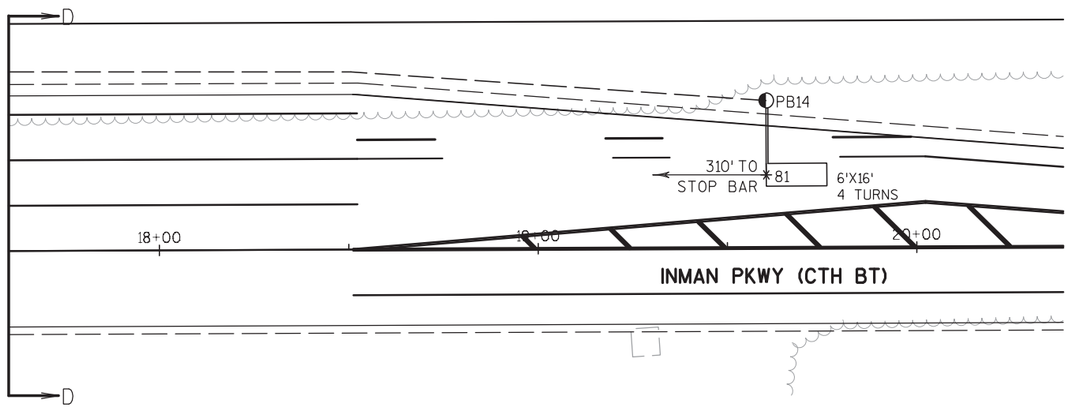


TRAFFIC CONTROL SIGNAL

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

CONTROLLER TYPE: EPAC M51

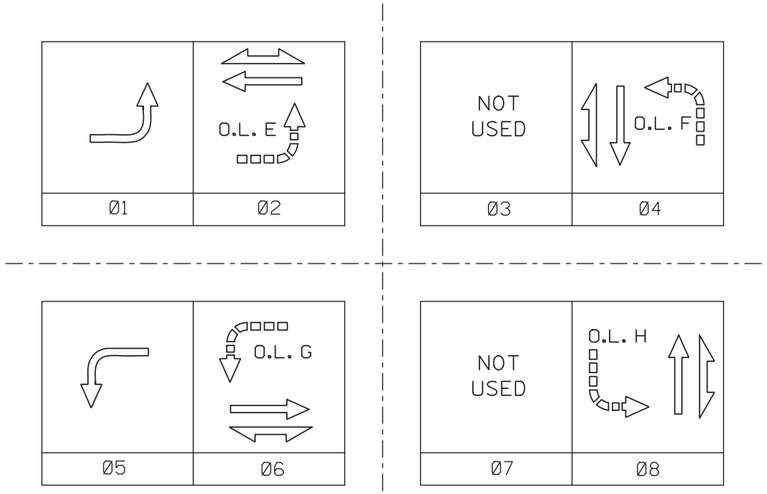
COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

PAGE 3 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 248	E

	HEAD NUMBERS	FLASH
ϕ1	4, 5	
ϕ2	6, 7, 8	R
ϕ3		
ϕ4	11, 12, 13	R
ϕ5	9, 10	
ϕ6	1, 2, 3	R
ϕ7		
ϕ8	16, 17, 18	R
ϕ2 PED	21, 22	
ϕ4 PED	23, 24	
ϕ6 PED	25, 26	
ϕ8 PED	27, 28	

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE	9, 10	R	ϕ2
OLF	14, 15	R	ϕ4
OLG	4, 5	R	ϕ6
OLH	19, 20	R	ϕ8



N

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				X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	

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	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

SYSTEM INFORMATION	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	12	21	41	43	45	52	61	81
PHASE CALLED		2		4	4		6	
PHASE EXTENDED	1	2	4	4	4	5	6	8
DISCONNECT TIME								
CALLING DELAY					20			
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
83	85							DETECTOR #(S)
8	8							PHASE CALLED
8	8							PHASE EXTENDED
								DISCONNECT PHASE
	20							CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	11	22	42	44	51	62	84	82
PHASE CALLED	1	2			5	6		
PHASE EXTENDED	1	2	4	4	5	6	8	8
DISCONNECT TIME	15	40			15	40		
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. ---- CABINET TYPE: TS2

CONTROLLER TYPE: EPAC M51

DATE 10/14 PAGE NO. 1 OF 1

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC SIGNAL SEQUENCE OF OPERATIONS	SHEET 249	E

2

CTH G & CTH BT
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	12/C	5	NB LT	←R	R/BK
				←Y	O/BK
				←FY	BK/W
				←G	G/BK
		6	SB	R	R
				Y	O
				G	G
		28	WB PED	DW	BK
				W	BU
				BUTTON	W/BK
CABINET TO SB2	12/C	2	NB	R	R
				Y	O
				G	G
		3	NB	R	R/BK
				Y	O/BK
				G	G/BK
		4	NB LT	←R	BL/BK
				←Y	BL
				←FY	BK/W
				←G	WT/BK
CABINET TO SB3	5/C	27	WB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB4	9/C	15	EB LT	←R	R/BK
				←Y	O/BK
				←G	G/BK
		16	WB	R	R
				Y	O
				G	G
		26	NB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB5	5/C	25	NB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB6	12/C	12	EB	R	R
				Y	O
				G	G
		13	EB	R	R/BK
				Y	O/BK
				G	G/BK
		14	EB LT	←R	BL/BK
				←Y	BL
				←FY	BK/W
				←G	WT/BK
CABINET TO SB7	12/C	1	NB	R	R
				Y	O
				G	G
		10	SB LT	←R	BL/BK
				←Y	BL
				←FY	BK/W
				←G	WT/BK
		24	EB PED	DW	BK
				W	W
				BUTTON	W/BK

CTH G & CTH BT
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB8	12/C	7	SB	R	R
				Y	O
				G	G
		8	SB	R	R/BK
				Y	O/BK
				G	G/BK
		9	SB LT	←R	BL/BK
				←Y	BL
				←FY	BK/W
				←G	WT/BK
CABINET TO SB9	5/C	23	EB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB10	9/C	11	EB	R	R
				Y	O
				G	G
		20	WB LT	←R	R/BK
				←Y	O/BK
				←G	G/BK
		22	NB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB11	5/C	21	NB PED	DW	BK
				W	W
				BUTTON	W/BK
CABINET TO SB12	12/C	17	WB	R	R
				Y	O
				G	G
		18	WB	R	R/BK
				Y	O/BK
				G	G/BK
		19	WB LT	←R	BL/BK
				←Y	BL
				←FY	BK/W
				←G	WT/BK

CTH G & CTH BT
LIGHTING CABLING CHART
NO. 12 UF

CABLE	CABLE RUN	LOCATION
2/C WITH GROUND	CABINET TO SB2	NE QUADRANT
	SB2 TO LB1	NE QUADRANT
	LB1 TO SB6	SE QUADRANT
	SB6 TO LB2	SE QUADRANT
2/C WITH GROUND	CABINET TO SB12	NW QUADRANT
	SB12 TO LB3	SW QUADRANT
	LB3 TO SB8	SW QUADRANT

TRAFFIC CONTROL SIGNALS
CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

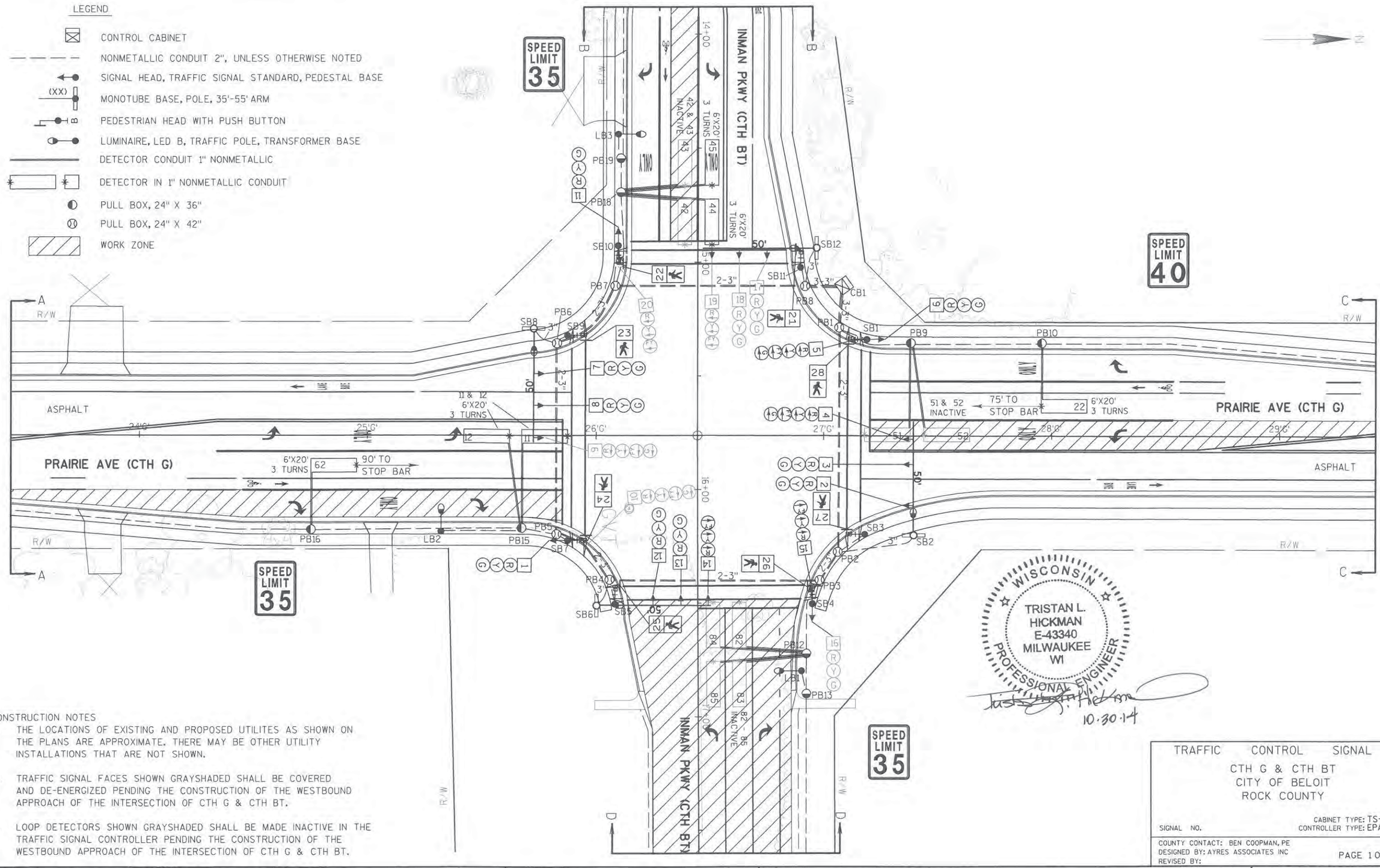
SCALE 0 5' 10' 20'

DIST. CONTACT: B. COOPMAN, P.E. PAGE 1 OF 1

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CABLE ROUTING PLAN	SHEET 250	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, LED B, TRAFFIC POLE, TRANSFORMER BASE
- DETECTOR CONDUIT 1" NONMETALLIC
- DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- WORK ZONE



CONSTRUCTION NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS THAT ARE NOT SHOWN.
2. TRAFFIC SIGNAL FACES SHOWN GRAYSHADED SHALL BE COVERED AND DE-ENERGIZED PENDING THE CONSTRUCTION OF THE WESTBOUND APPROACH OF THE INTERSECTION OF CTH G & CTH BT.
3. LOOP DETECTORS SHOWN GRAYSHADED SHALL BE MADE INACTIVE IN THE TRAFFIC SIGNAL CONTROLLER PENDING THE CONSTRUCTION OF THE WESTBOUND APPROACH OF THE INTERSECTION OF CTH G & CTH BT.

WISCONSIN
TRISTAN L. HICKMAN
E-43340
MILWAUKEE
WI
PROFESSIONAL ENGINEER
10.30.14

TRAFFIC CONTROL SIGNAL
CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.
CABINET TYPE: TS-2
CONTROLLER TYPE: EPAC M51
COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:
PAGE 1 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	INTERIM TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : U:\45035100\Traffic Signal Design\dgn\024002_sp.dgn PLOT DATE : 10/30/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

2

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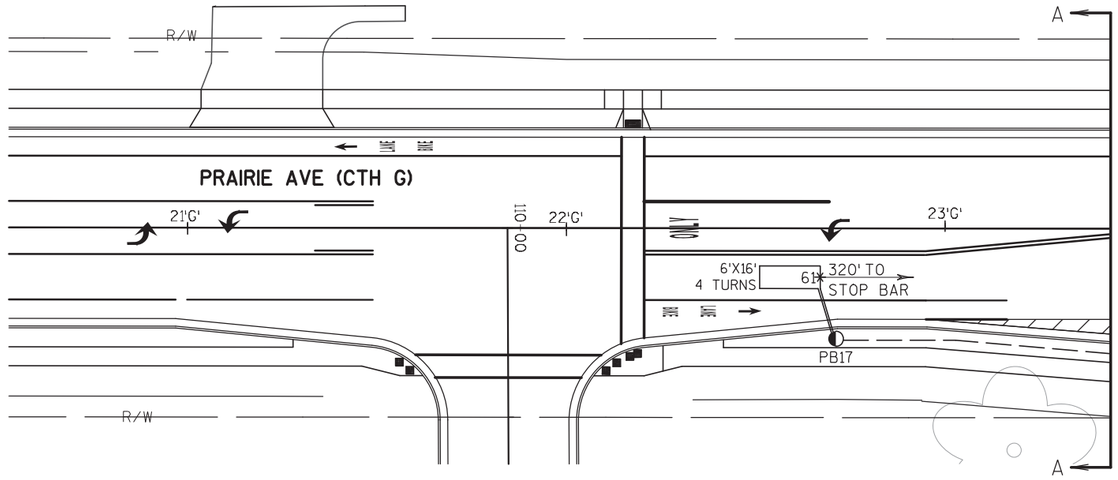

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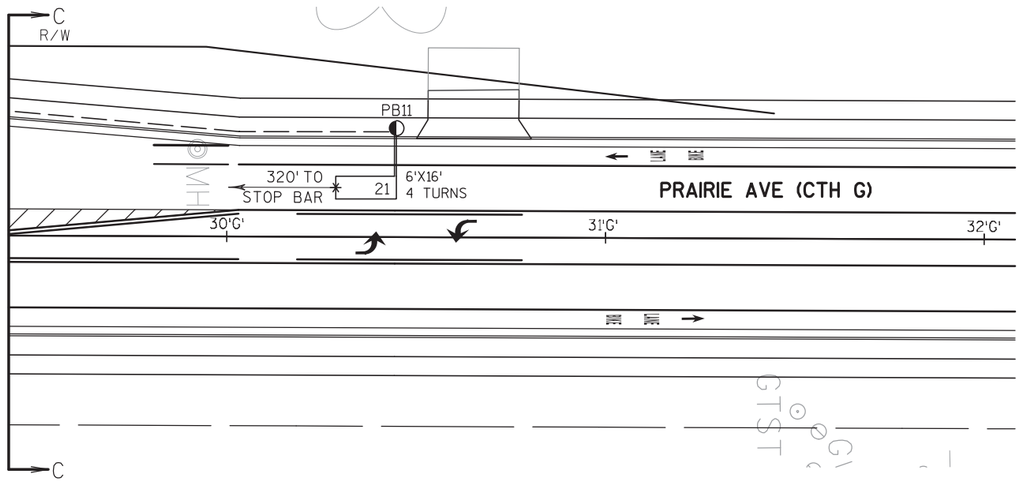

TRAFFIC CONTROL SIGNAL

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO.

CONTROLLER TYPE: EPAC M51

COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	INTERIM TRAFFIC SIGNAL PLAN	SHEET 252	E

FILE NAME : U:\45035100\Traffic Signal Design\dgn\024002_sp.dgn PLOT DATE : 10/30/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

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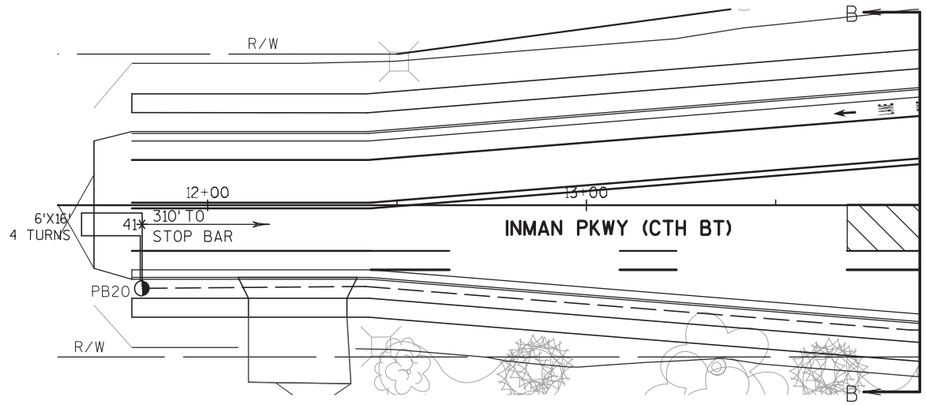

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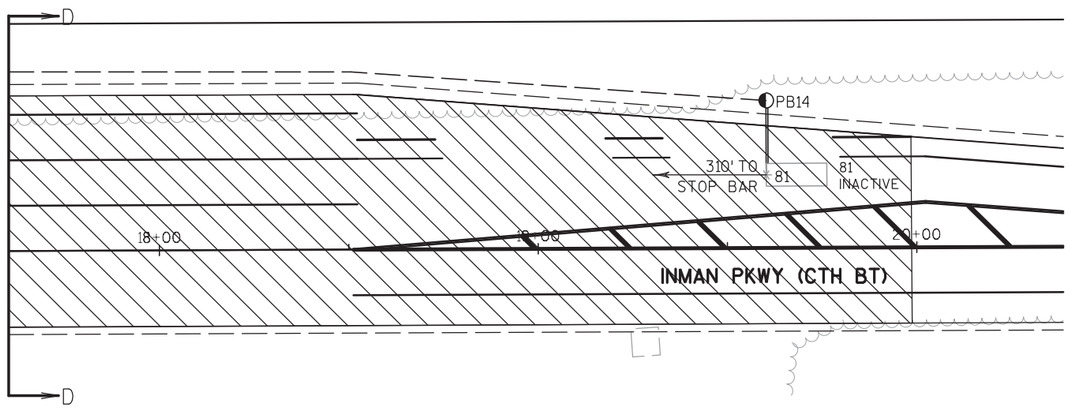


TRAFFIC CONTROL SIGNAL

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC M51

COUNTY CONTACT: BEN COOPMAN, PE
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY:

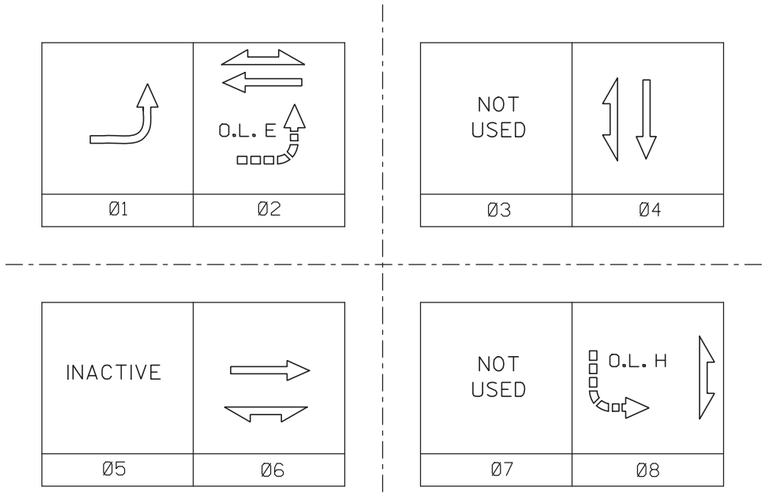
PAGE 3 OF 3

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	INTERIM TRAFFIC SIGNAL PLAN	SHEET 253	E

FILE NAME : U:\45035100\Traffic Signal Design\dgn\024002_sp.dgn PLOT DATE : 10/30/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

	HEAD NUMBERS	FLASH
ϕ1	4, 5	
ϕ2	6, 7, 8	R
ϕ3		
ϕ4	11, 12, 13	R
ϕ5	9, 10	
ϕ6	1, 2, 3	R
ϕ7		
ϕ8	16, 17, 18	R
ϕ2 PED	21, 22	
ϕ4 PED	23, 24	
ϕ6 PED	25, 26	
ϕ8 PED	27, 28	

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE	9, 10	R	ϕ2
OLF	14, 15	R	ϕ4
OLG	4, 5	R	ϕ6
OLH	19, 20	R	ϕ8



NOTES
1. FACES 9, 10, 16, 17, 18, 19 AND 20 SHALL BE COVERED AND DE-ENERGIZED UNDER THE TEMPORARY CONDITION.

N

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	

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	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

SYSTEM INFORMATION	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	12	21	41	43	45	52	61	81
PHASE CALLED		2			4		6	
PHASE EXTENDED	1	2	4		4	5	6	8
DISCONNECT TIME								
CALLING DELAY					20			
EXTENSION STRETCH								
LOOP FUNCTION				INACTIVE		INACTIVE		INACTIVE

19	17	23	21	27	25	31	29	DETECTOR INPUT
83	85							DETECTOR #(S)
8	8							PHASE CALLED
8	8							PHASE EXTENDED
								DISCONNECT PHASE
	20							CALLING DELAY
								EXTENSION STRETCH
INACTIVE	INACTIVE							LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	11	22	42	44	51	62	84	82
PHASE CALLED	1	2			5	6		
PHASE EXTENDED	1	2		4	5	6	8	8
DISCONNECT TIME	15	40			15	40		
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION			INACTIVE		INACTIVE		INACTIVE	INACTIVE

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

CTH G & CTH BT
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. ---- CABINET TYPE: TS2

CONTROLLER TYPE: EPAC M51

DATE: 10/14 PAGE NO. 1 OF 1

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	INTERIM TRAFFIC SIGNAL SEQUENCE OF OPERATIONS	SHEET 254	E

2

GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL 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 TECHNICAL 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 OTHER THAN MINOR ADJUSTMENTS.

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.

NO TEST BORING WERE MADE WHERE CONDUITS, PULL BOXES, COMMUNICATION VAULTS, 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 (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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

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.

DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5367), OR SECONDARY (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CCTV CAMERAS, COMMUNICATION VAULTS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
ITS POLE MOUNTED CABINET	
MICROWAVE DETECTOR	
DETECTOR ZONE	
WOOD POLE	
ITS CONDUIT	
PULL BOX 24X42	
METER BREAKER PEDESTAL	
ELECTRICAL SERVICE BREAKER DISCONNECT BOX	

NOTE: EXISTING COMPONENTS SHOWN IN GRAY SHADE

ITS STANDARD ABBREVIATIONS

CCTV	CLOSED CIRCUIT TELEVISION
SDS	SYSTEM DETECTOR STATION
PB	PULL BOX

CONTACTS

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WisDOT STATEWIDE TRAFFIC OPERATIONS CENTER
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MILWAUKEE, WI 53203
DEAN BEEKMAN
(414)227-2154
dean.beekman@dot.wi.gov
DON SCHELL
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ITS DESIGNER
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(608)828-8161
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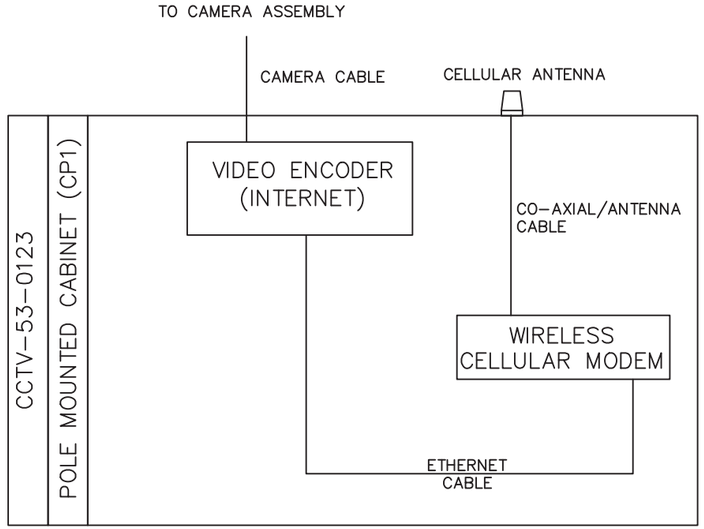
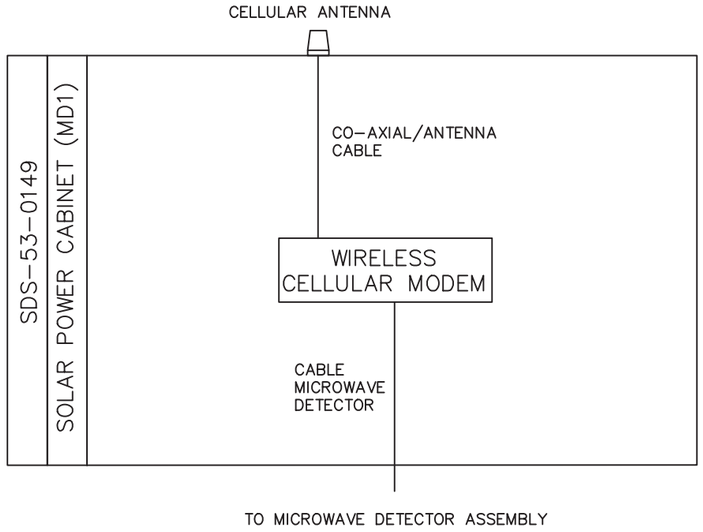
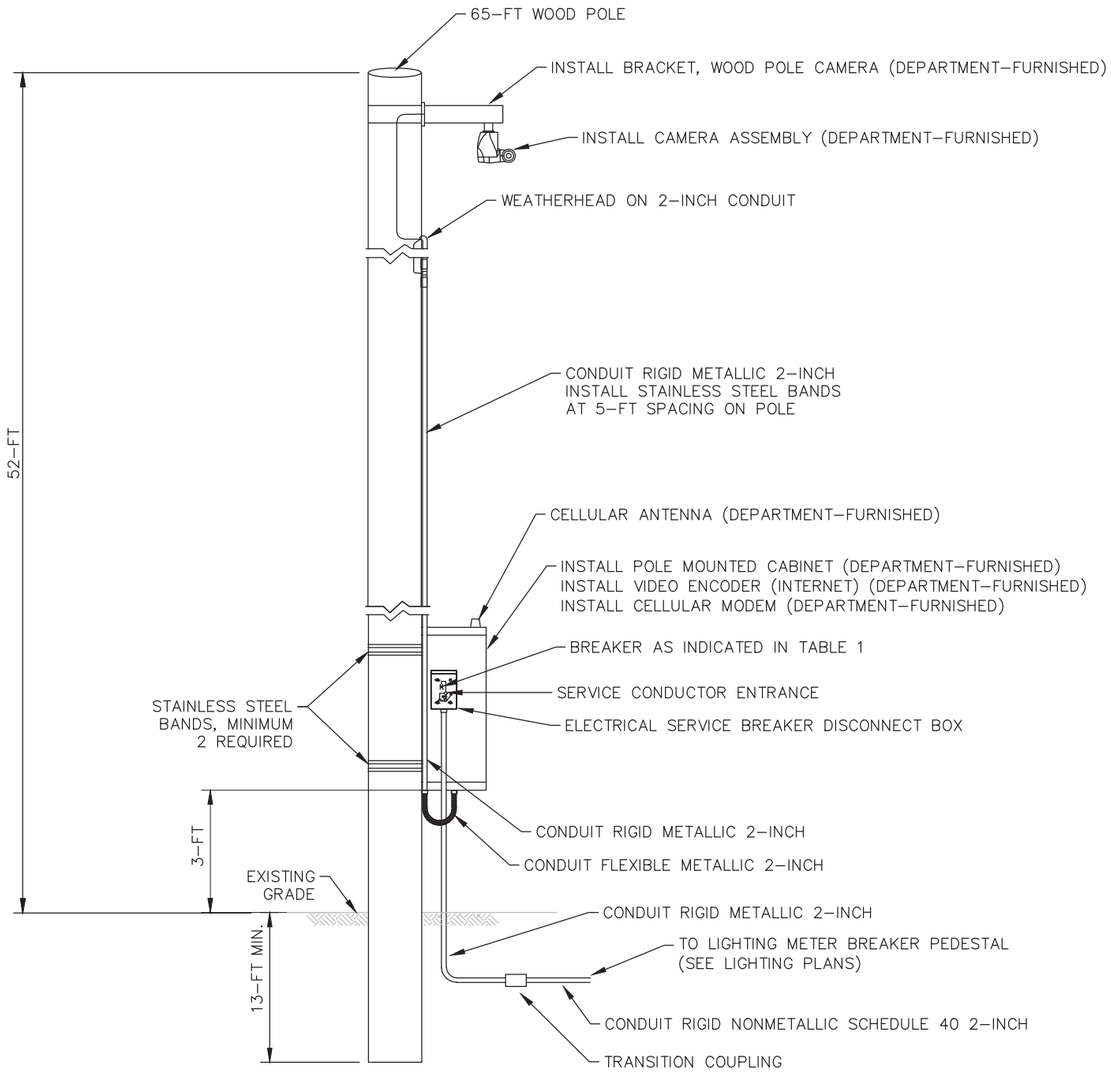
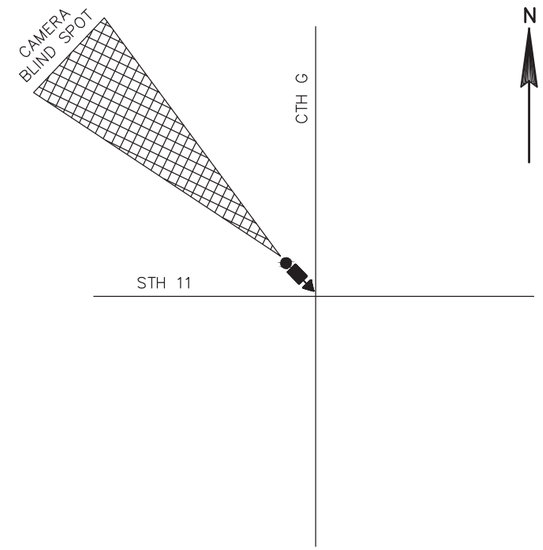


CCTV-53-0123
STH 11 @ CTH G



SDS-53-0149
CTH G @ 1.3 MILES SOUTH OF STH 11





CAMERA ORIENTATION DETAIL

GENERAL NOTES:
1. FINAL CABINET LOCATION TO BE AS SHOWN ON PLANS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

2. SECURE LOOSE CABLES TO POLE AT 5–FT INTERVALS.

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

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

5. CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

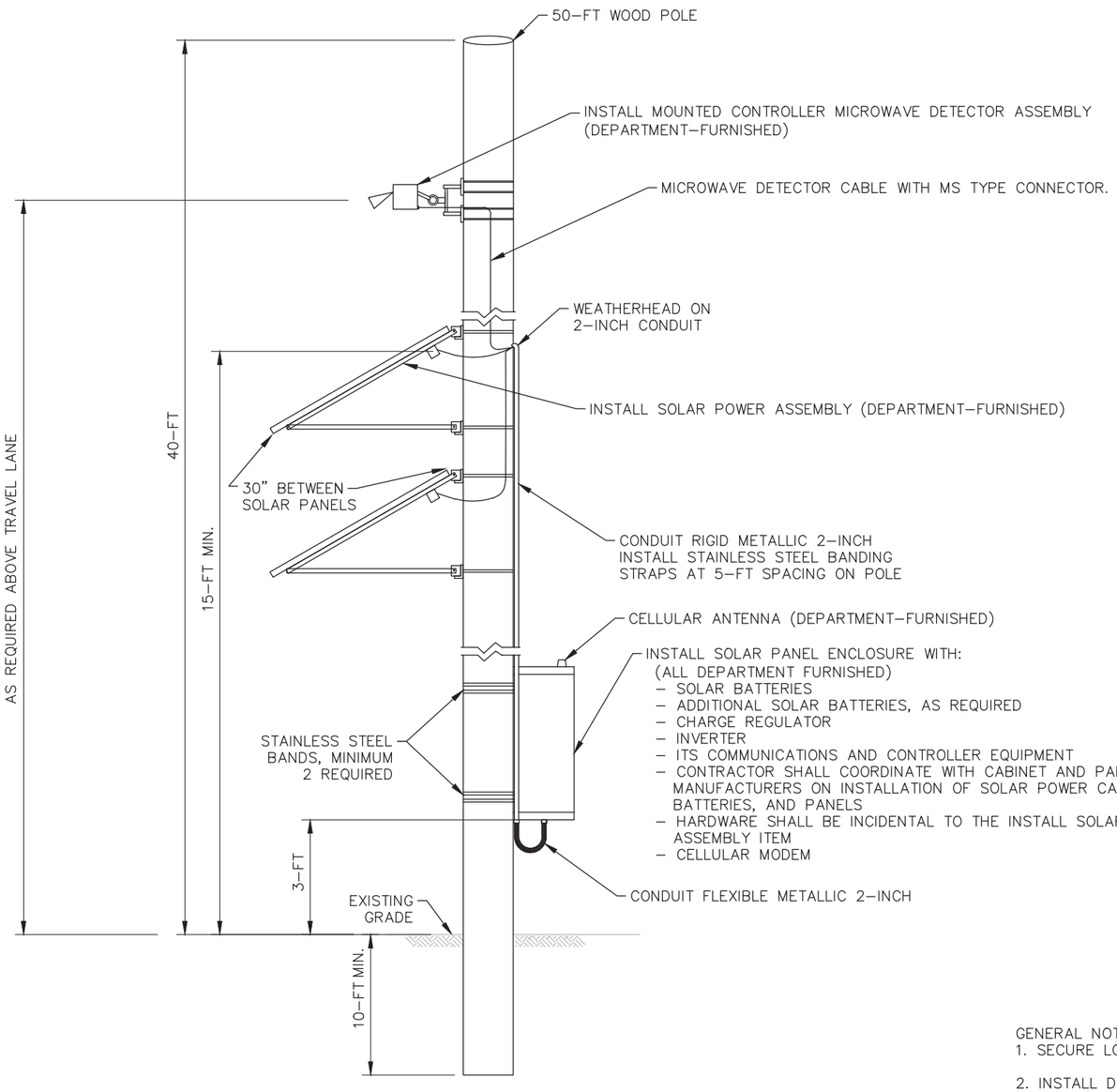
TABLE 1
BREAKER SIZES BY LOCATION

LOCATION	ID	MAIN BREAKER SIZE
STH 11 & CTH G	CCTV–53–0123	30 AMPS

CCTV–53–0123
STH 11 @ CTH G

PROJECT NO: 5966–10–70	HWY: STH 11	COUNTY: ROCK	ITS CONSTRUCTION DETAILS	SHEET 257	E

2



SDS–53–0149
CTH G @ 1.3 MIN SOUTH OF STH 11
STATION 264+00

GENERAL NOTES:
1. SECURE LOOSE CABLES TO POLE AT 5–FT INTERVALS.

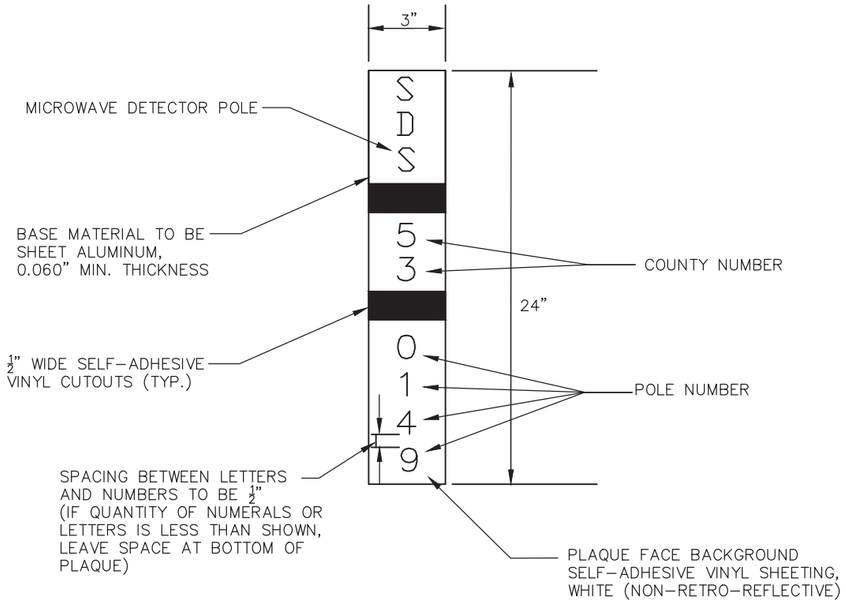
2. INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

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

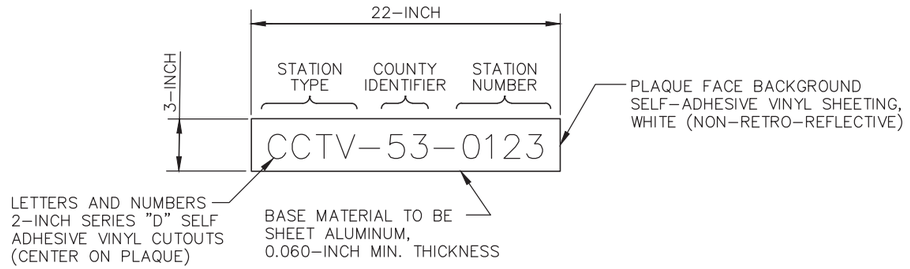
4. ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

5. CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

2 NOT TO SCALE



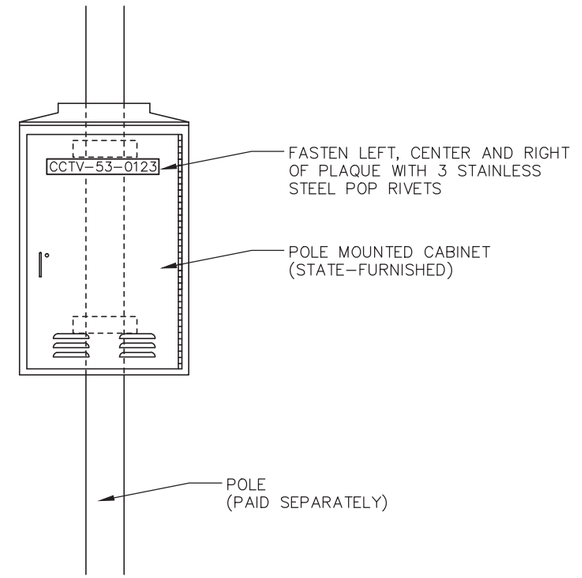
POLE IDENTIFICATION PLAQUE DETAIL



CONTROL CABINET IDENTIFICATION PLAQUE DETAIL

MICROWAVE DETECTOR FIELD

SOLAR CABINET IDENTIFICATION PLAQUE DETAIL



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)

ELEVATION VIEW

PLAQUES SEQUENCE IDENTIFICATION

LEGEND STATION TYPE

CCTV – CLOSED CIRCUIT TELEVISION
SDS – SYSTEM DETECTOR STATION

CONTROL CABINET NOTES

TWO PLAQUES PER CABINET 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 NOTE 2, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.

COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.

2

CONSTRUCTION NOTES

1. SEE LIGHTING PLANS FOR ELECTRIC SERVICE METER BREAKER PEDESTAL DETAILS.

CONNECT INTO METER BREAKER PEDESTAL AT LIGHTING CABINET (SEE LIGHTING PLANS)

(1) CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(3) ELECTRICAL WIRE LIGHTING 6 AWG

CCTV-53-0123
(1) 65-FOOT WOOD POLE
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL VIDEO ENCODER (DEPARTMENT-FURNISHED)
(1) INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX
(2) PLAQUES SEQUENCE IDENTIFICATION

CAMERA ARM ALIGNMENT ALIGN BOLT CIRCLE TO BE SQUARE TO THIS LINE

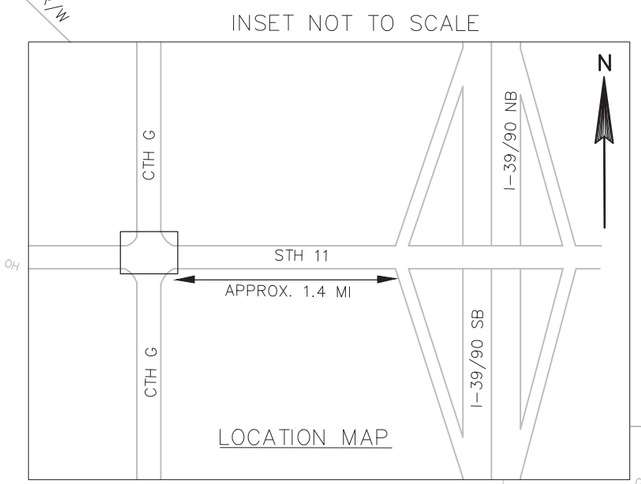
CP1

CTH G/PRAIRIE RD

STH 11

R/W

INSET NOT TO SCALE



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:

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
WOOD POLE	
ITS CONDUIT	
METER BREAKER PEDESTAL	

NOTE: GREYSHADE REPRESENTS EXISTING

ITS STANDARD ABBREVIATIONS

CCTV ------ CLOSED CIRCUIT TELEVISION

PROJECT NO: 5966-10-70	HWY: STH 11	COUNTY: ROCK	ITS PLANS	SHEET 260	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\406_CIVIL\406.3_ITS\CTH G\STH 11 & CTH G DESIGN_DESIGN\STH 11 & CTH G.DWG PLOT DATE : 10/23/2014 10:05 AM PLOT BY : MELENDEZ, WILLIAM PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

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:

ITS LEGEND

DESCRIPTION	SYMBOL
MICROWAVE DETECTOR	◆
WOOD POLE	●
DETECTOR ZONE	<--->

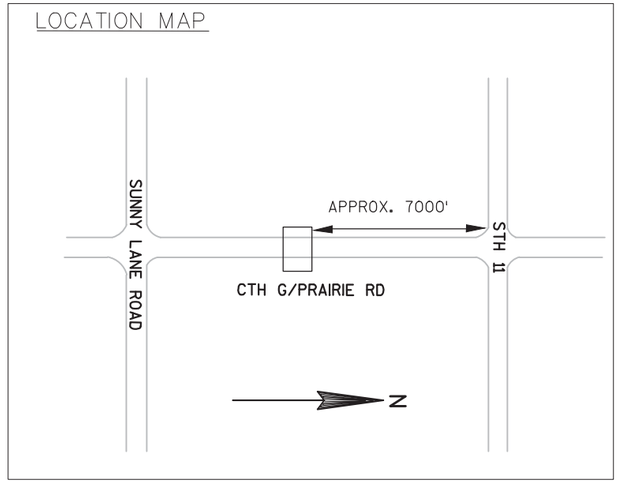
NOTE: GREYSHADE REPRESENTS EXISTING

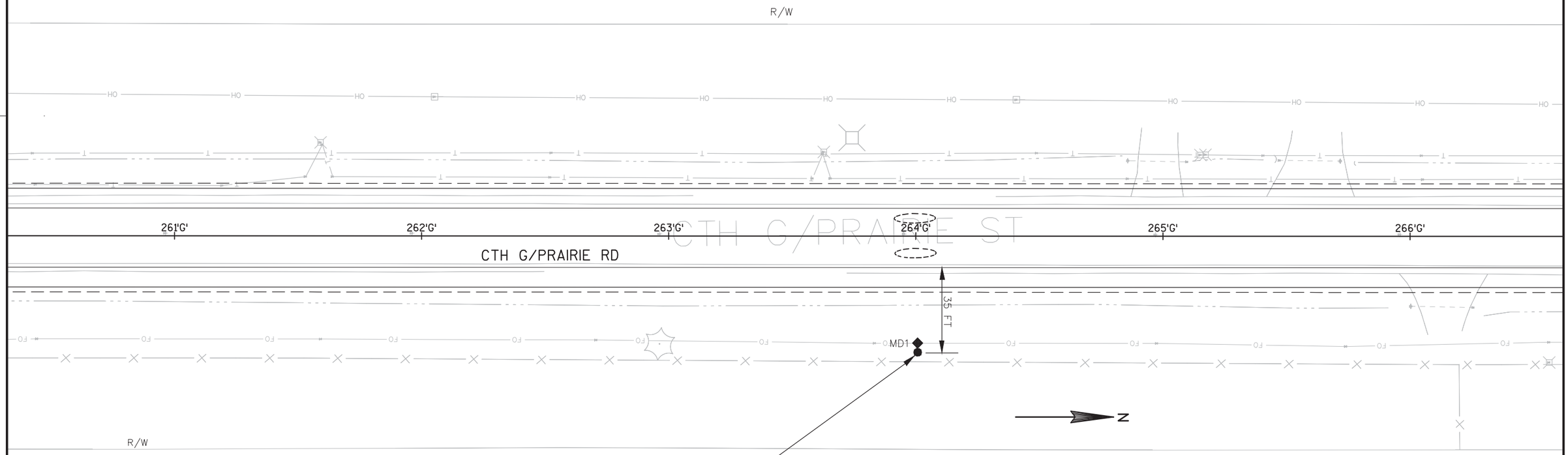
ITS STANDARD ABBREVIATIONS

SDS ------- SYSTEM DETECTOR STATION

INSET NOT TO SCALE

LOCATION MAP

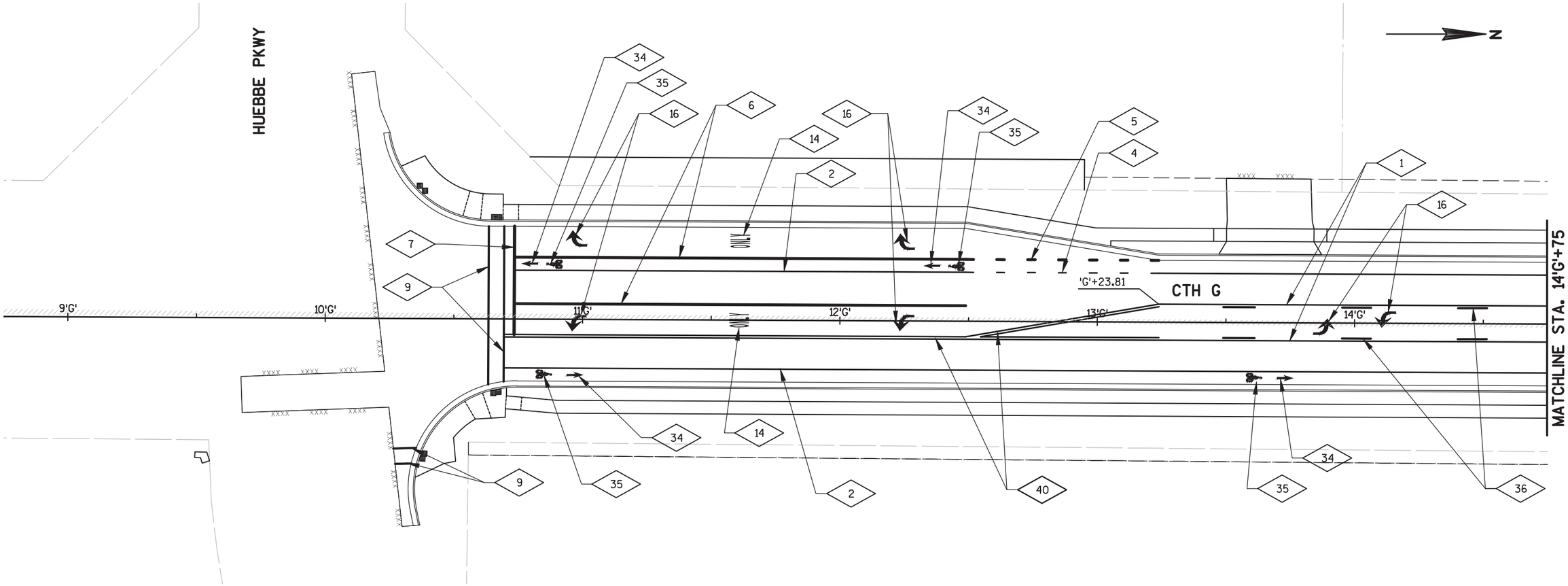




SDS-53-0149
(1) 50-FOOT WOOD POLE
(1) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL SOLAR POWER ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL CELLULAR MODEM (DEPARTMENT-FURNISHED)
(2) PLAQUES SEQUENCE IDENTIFICATION

PROJECT NO: 5966-10-70	HWY: STH 11	COUNTY: ROCK	ITS PLANS	SHEET 261	E

2



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH

9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

14 PAVEMENT MARKING WORDS EPOXY WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

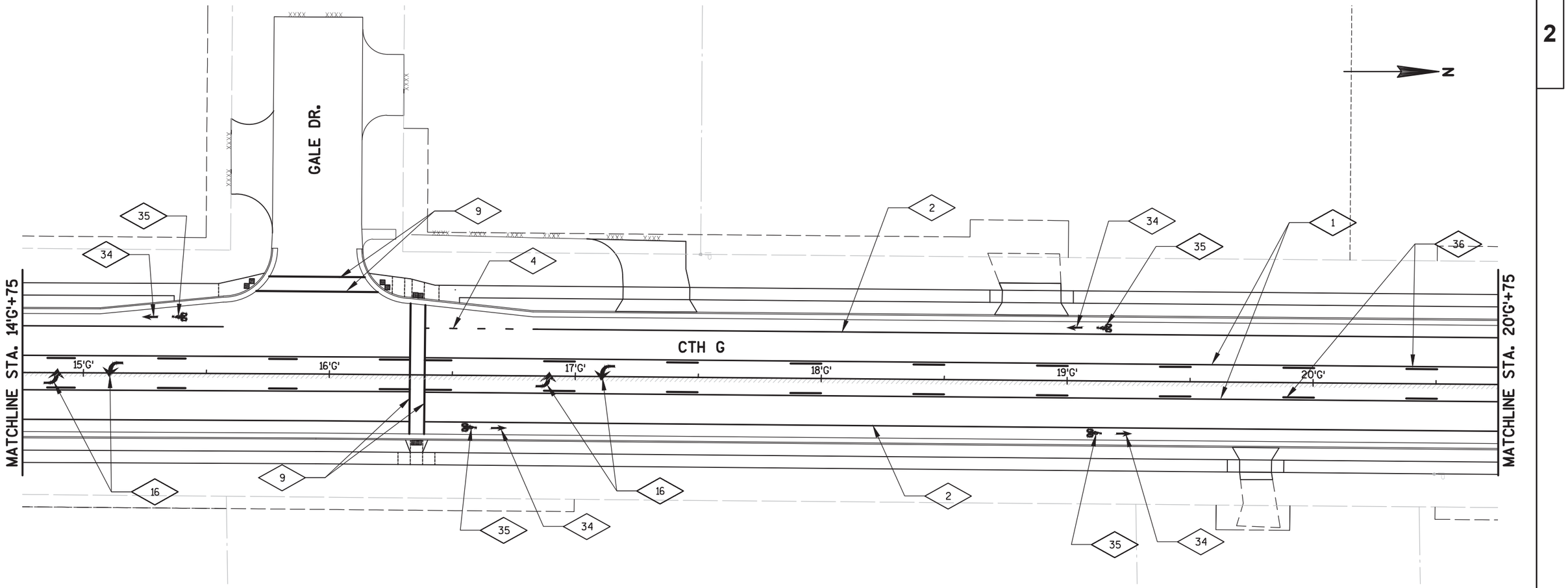
35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 262	E

2



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

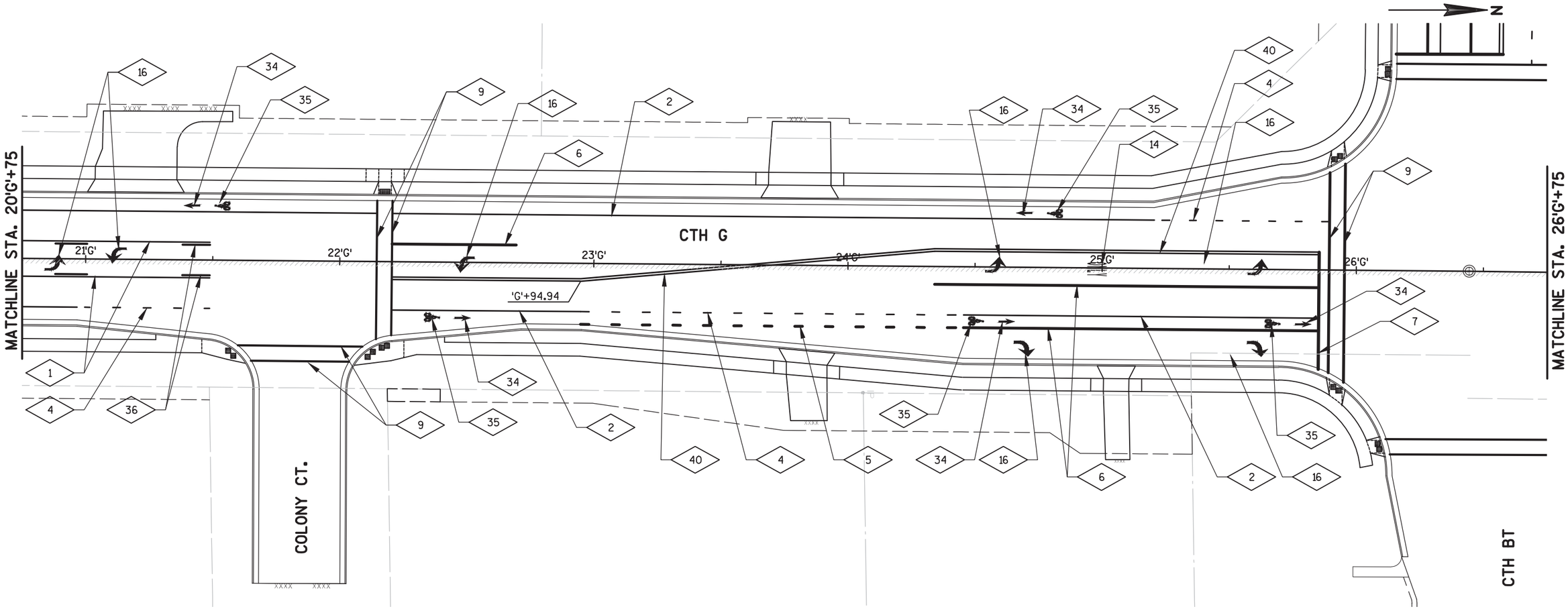
16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

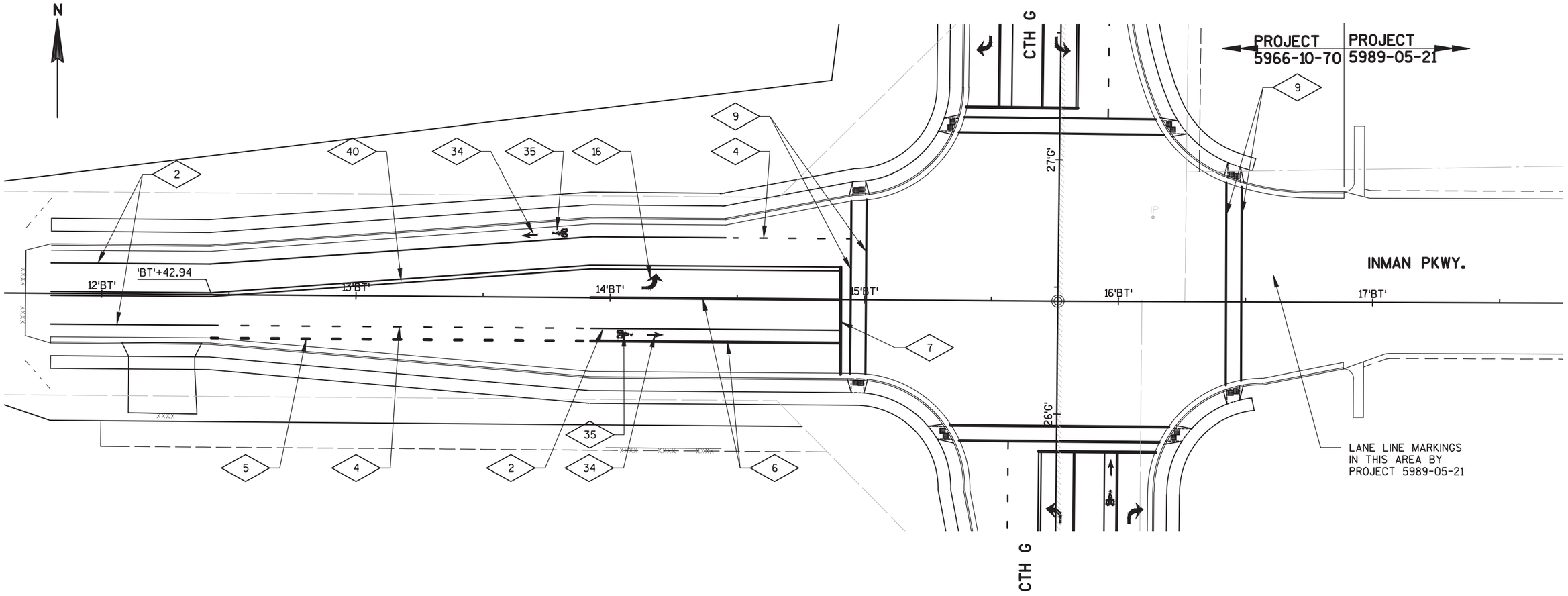
36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 263	E



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
5	PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
14	PAVEMENT MARKING WORDS EPOXY WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP
40	PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 264	E



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH

9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 265	E

2

N

CTH BT

MATCHLINE STA. 26'G'+75

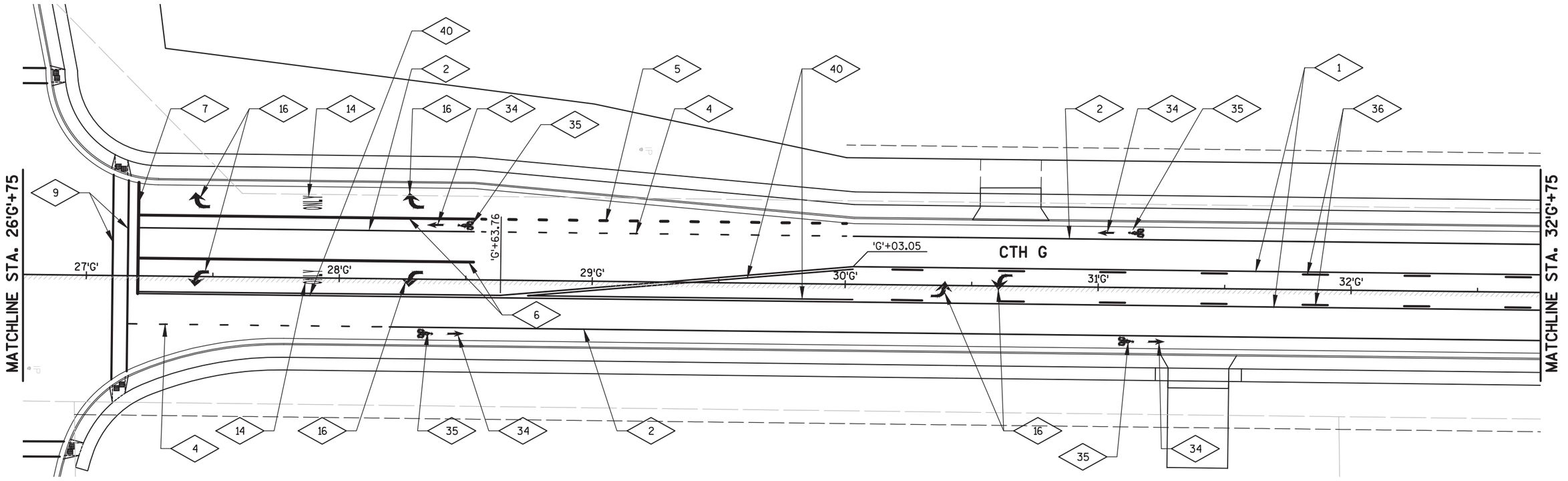
MATCHLINE STA. 32'G'+75

CTH G

'G'+03.05

'G'+63.76

27'G' 28'G' 29'G' 30'G' 31'G' 32'G'



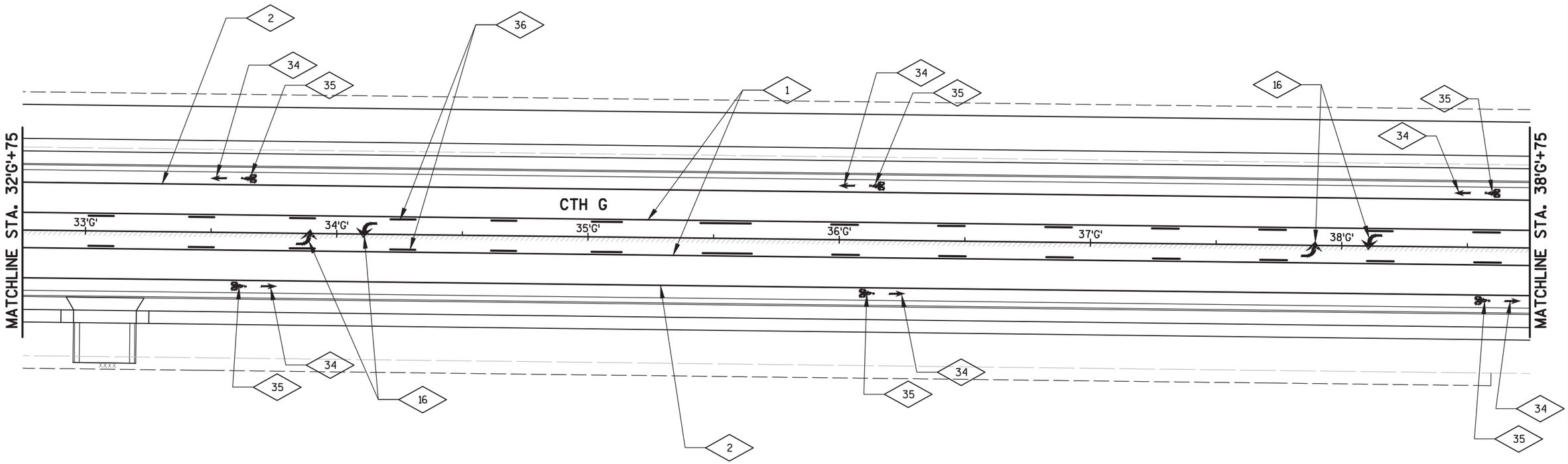
CTH BT

1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
5	PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
14	PAVEMENT MARKING WORDS EPOXY WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP
40	PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 266	E

2

N



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 267	E

2

N

ZICK DR.

CTH G

MATCHLINE STA. 38'G'+75

MATCHLINE STA. 44'G'+75

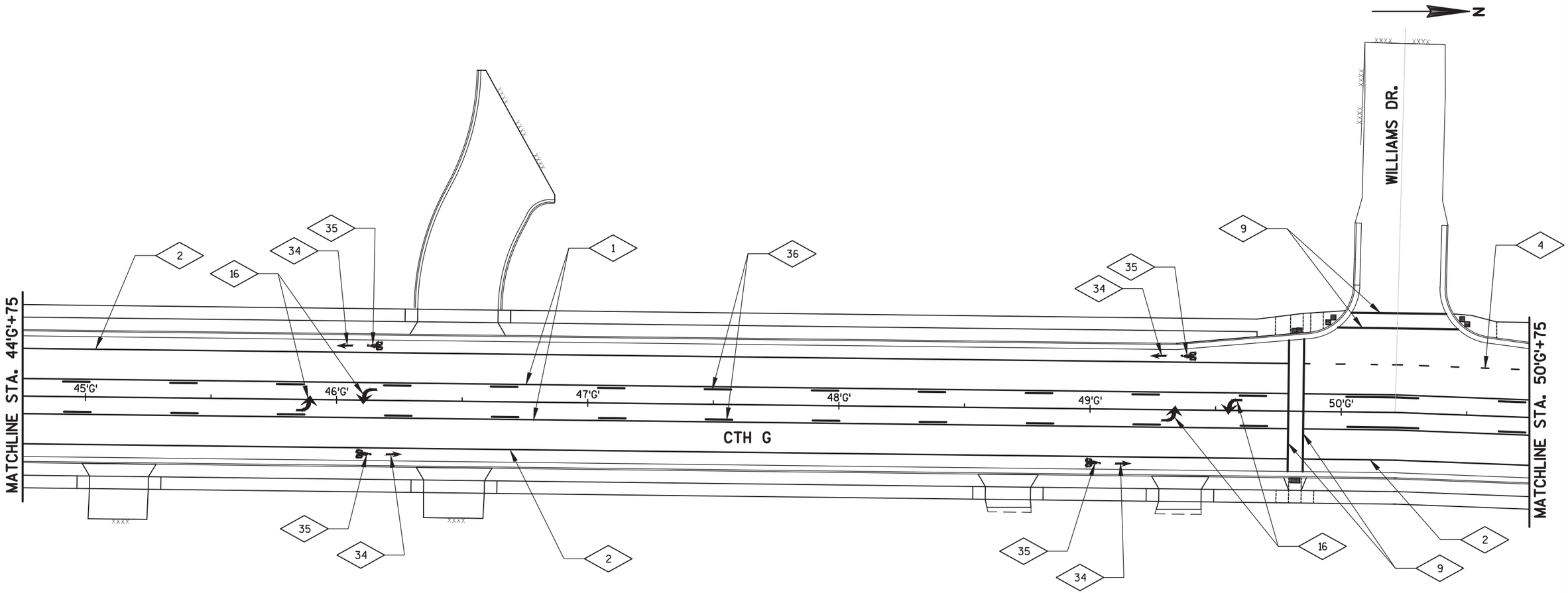
39'G' 40'G' 41'G' 42'G' 43'G' 44'G'

BOMBARDIER DRIVEWAY

1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 268 E

2

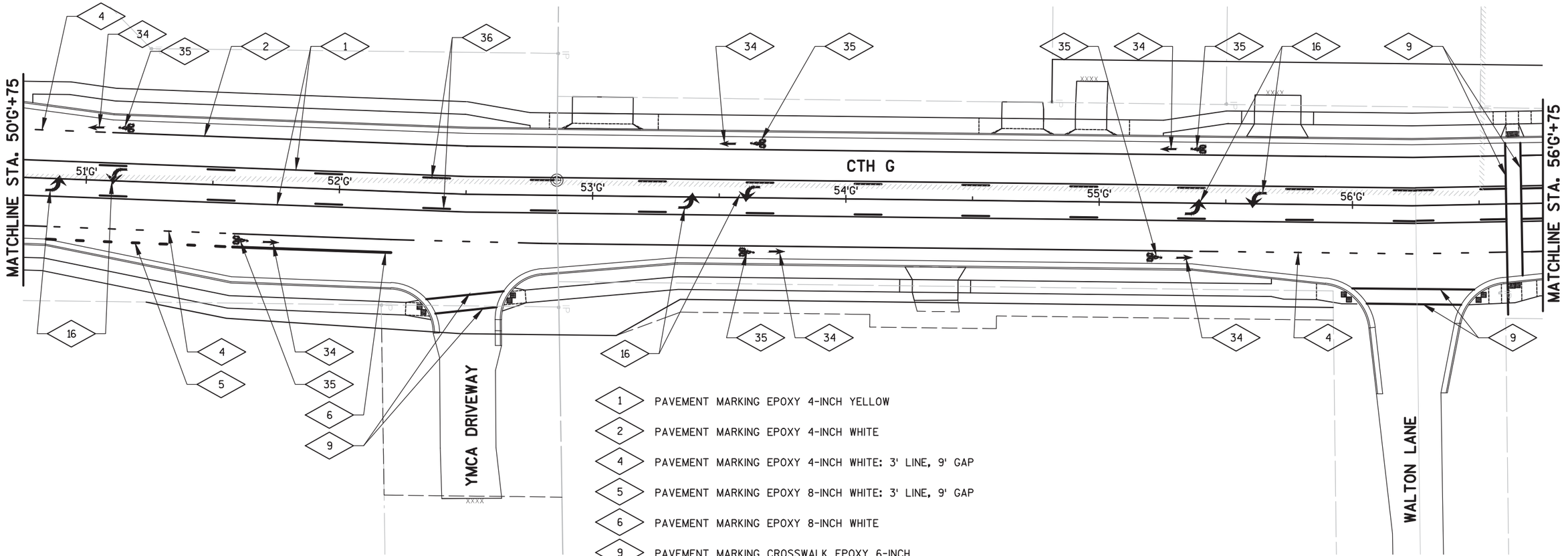


1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 269 E

2

N



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

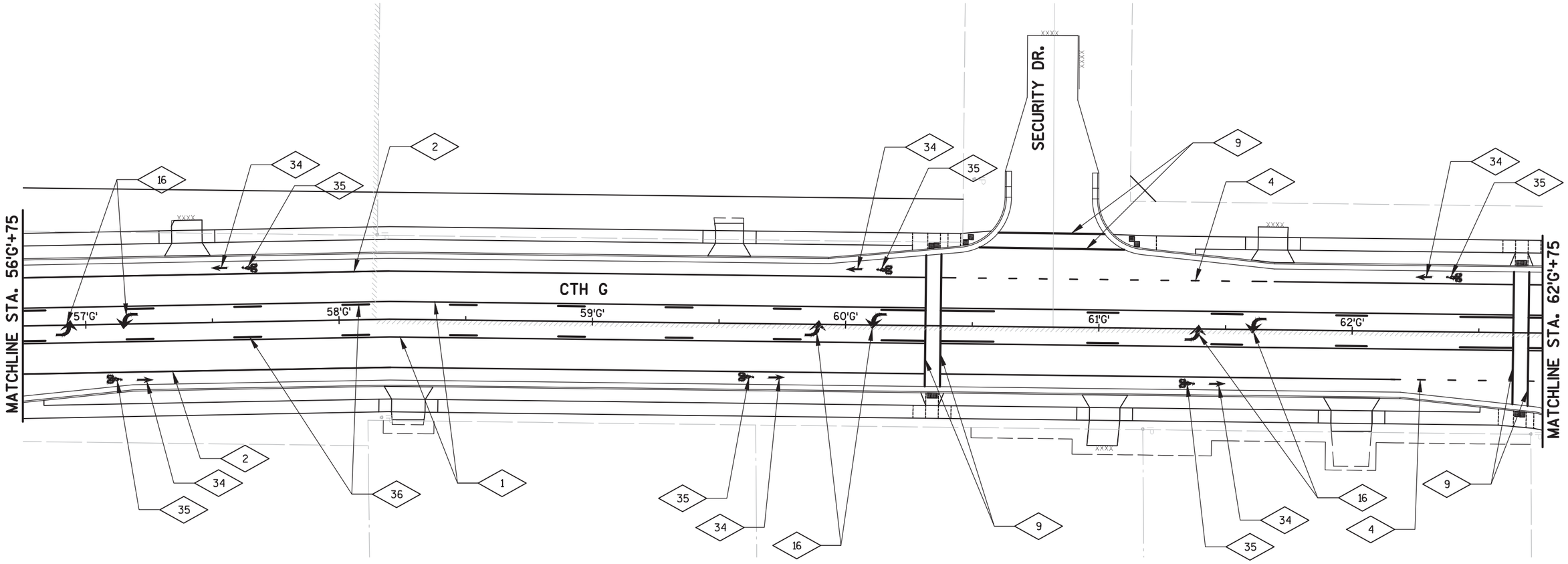
35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 270	E

2

N



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 271	E

2

N

MATCHLINE STA. 62'G'+75

MATCHLINE STA. 68'G'+75

CTH G

63'G' 64'G' 65'G' 66'G' 67'G' 68'G'

THOMAS DR.

XXXX

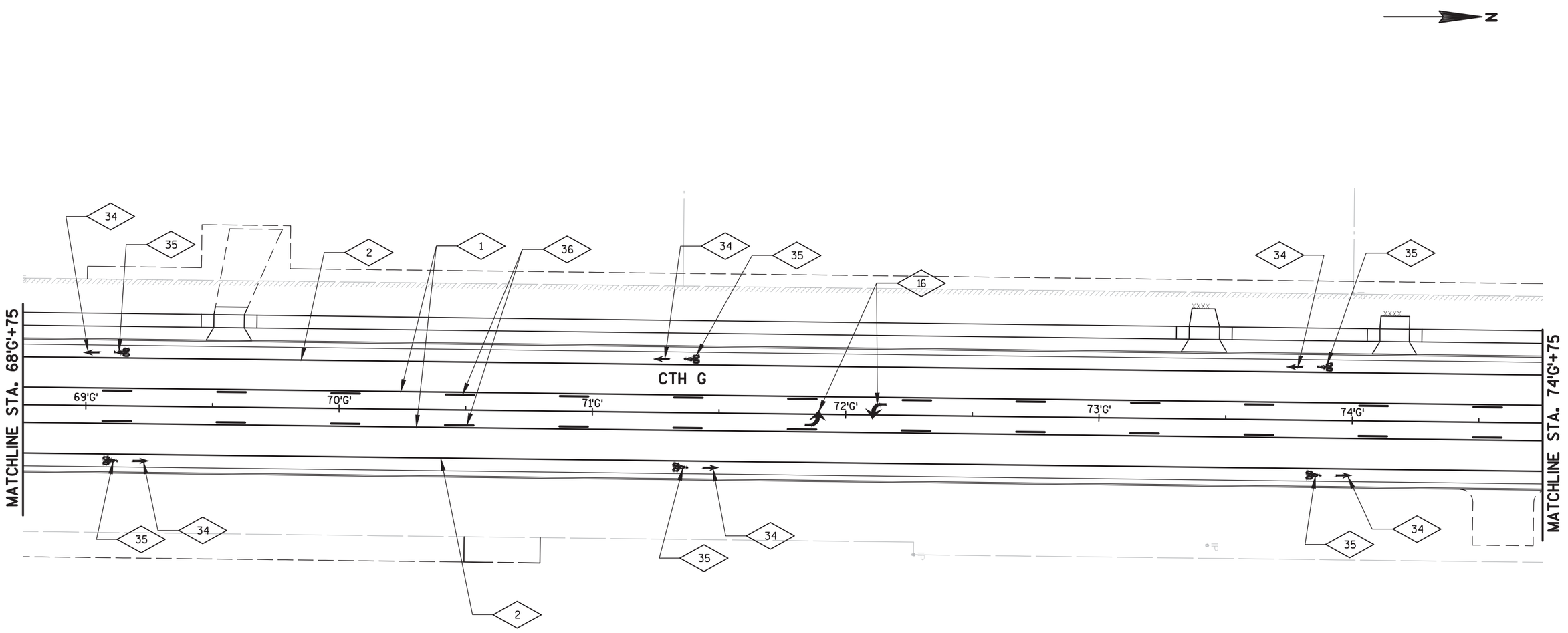
1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 272	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\024510_PM.DWG PLOT DATE : 2/5/2015 1:57 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

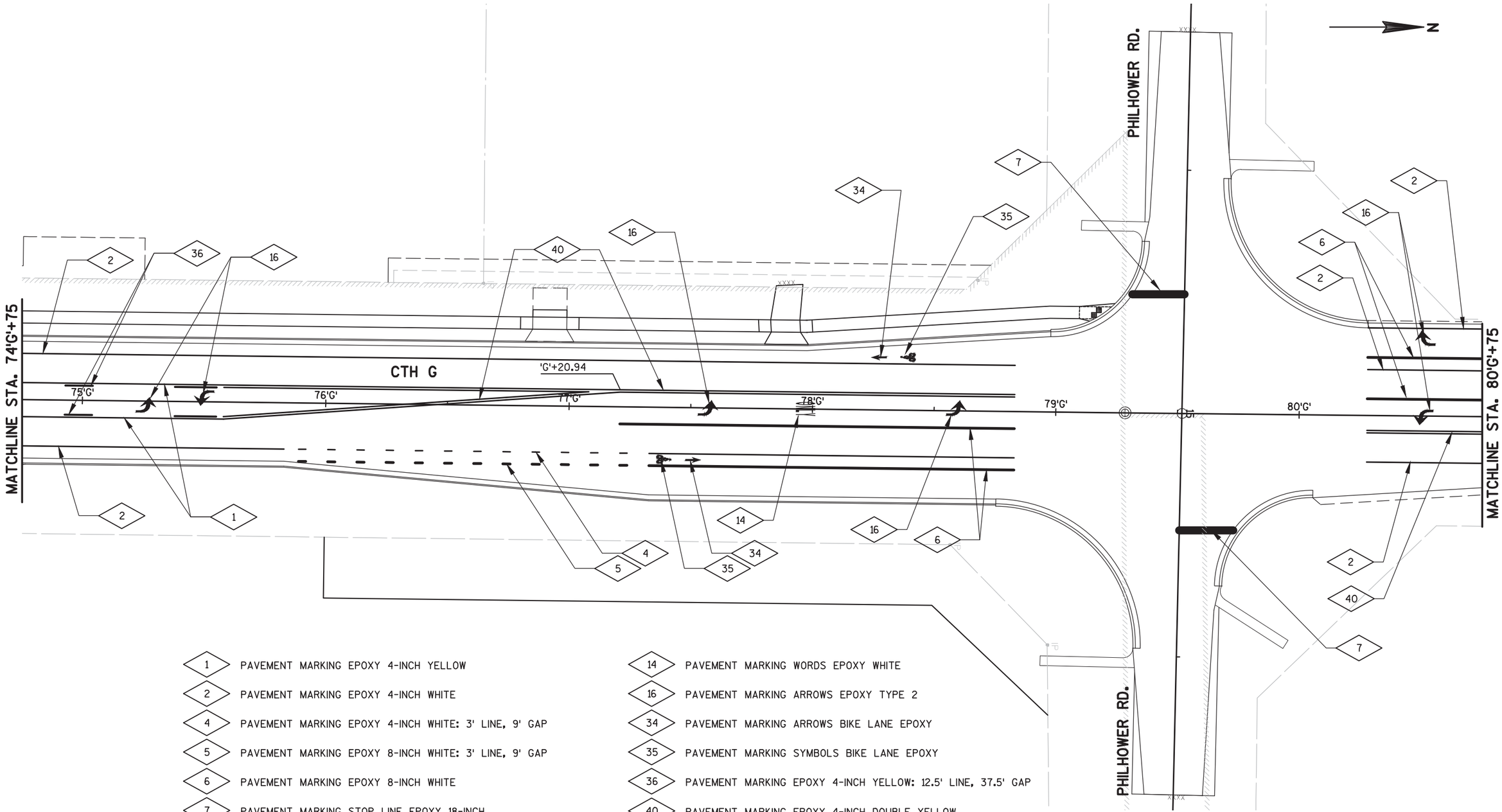
2



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 273	E

2



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH

14 PAVEMENT MARKING WORDS EPOXY WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

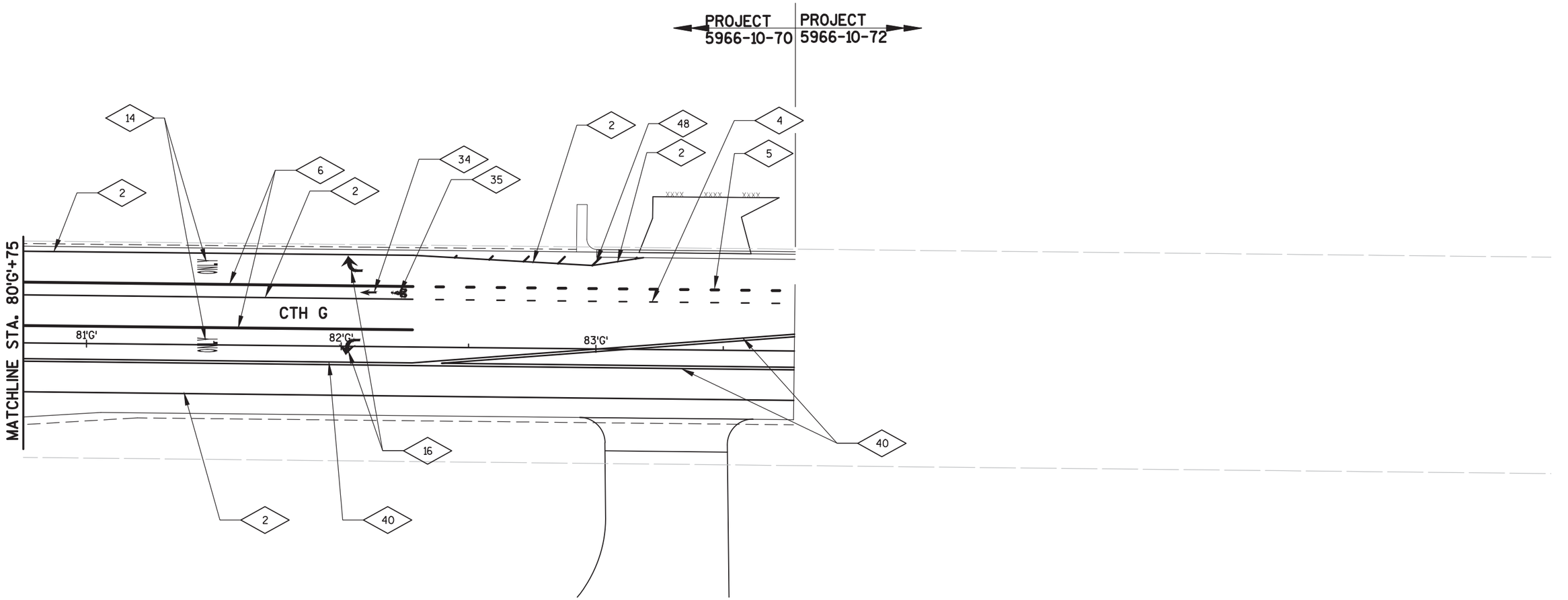
40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 274	E

2

N

PROJECT 5966-10-70 | PROJECT 5966-10-72



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

14 PAVEMENT MARKING WORDS EPOXY WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

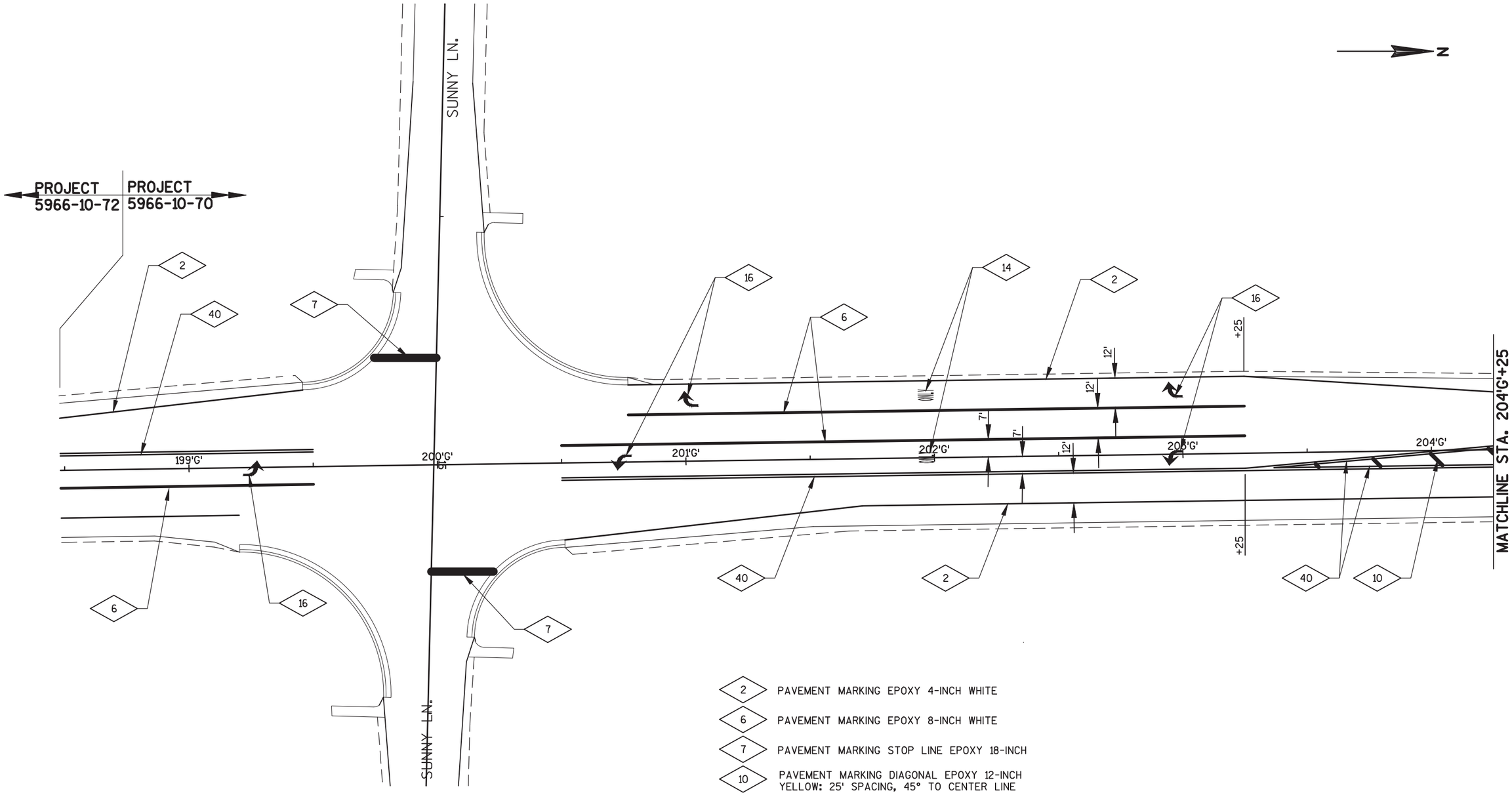
36 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

48 PAVEMENT MARKING DIAGONAL EPOXY 6-INCH WHITE: 14' APART, 45° TO CENTER LINE

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 275	E

2



2 PAVEMENT MARKING EPOXY 4-INCH WHITE

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH

10 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW: 25' SPACING, 45° TO CENTER LINE

14 PAVEMENT MARKING WORDS EPOXY WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 276	E

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WISDOT/CADDS SHEET 42

2

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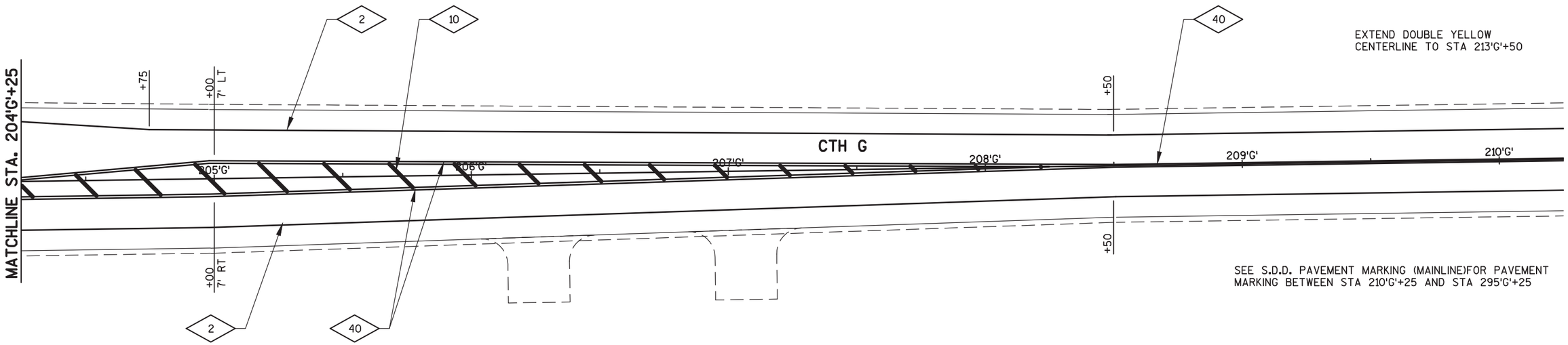


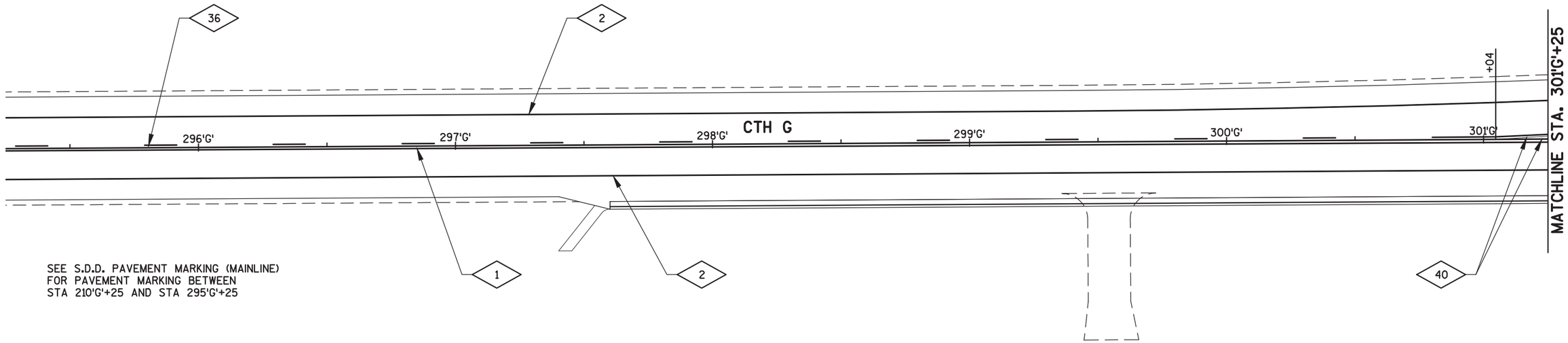
EXTEND DOUBLE YELLOW CENTERLINE TO STA 213'G'+50

SEE S.D.D. PAVEMENT MARKING (MAINLINE)FOR PAVEMENT MARKING BETWEEN STA 210'G'+25 AND STA 295'G'+25

2	PAVEMENT MARKING EPOXY 4-INCH WHITE
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW: 25' SPACING, 45° TO CENTER LINE
40	PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 277	E

2

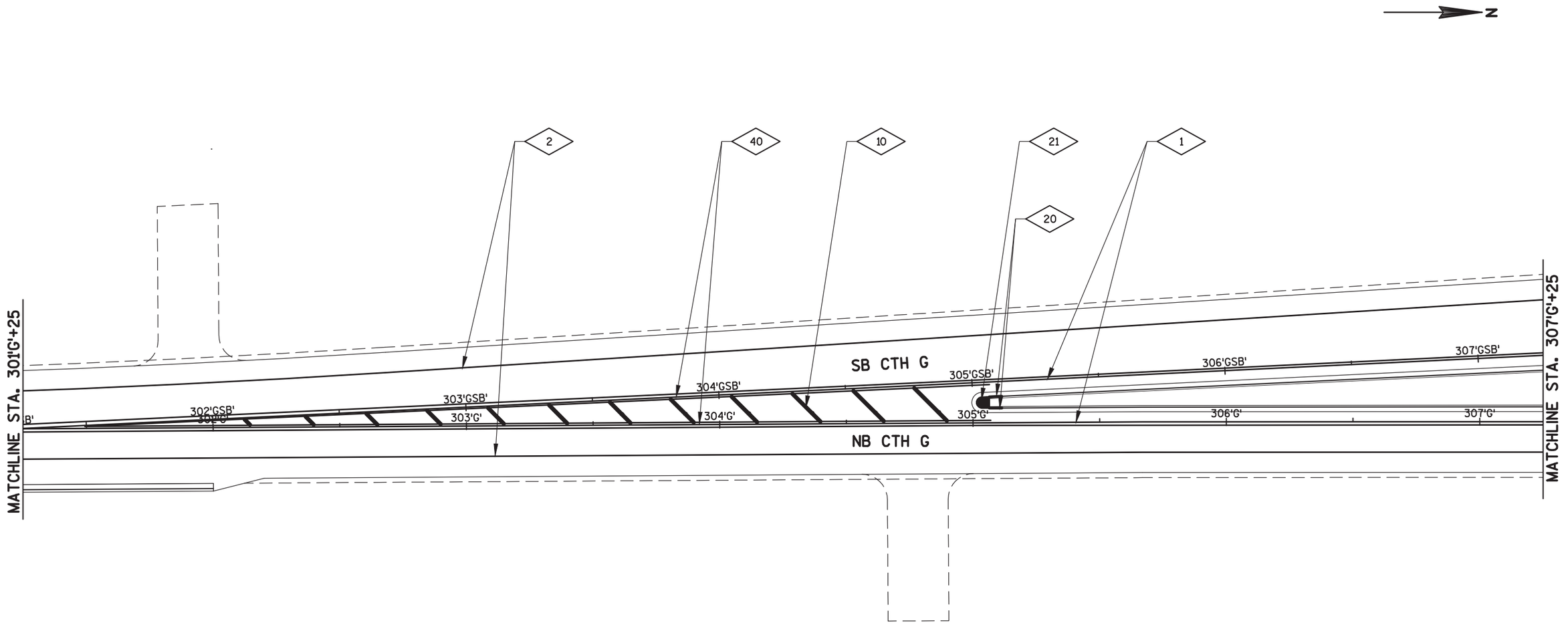


SEE S.D.D. PAVEMENT MARKING (MAINLINE)
FOR PAVEMENT MARKING BETWEEN
STA 210'G'+25 AND STA 295'G'+25

1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
36	PAVEMENT MARKING EPOXY 4-INCH YELLOW: 12.5' LINE, 37.5' GAP
40	PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 278	E

2



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

10 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW: 25' SPACING, 45° TO CENTER LINE

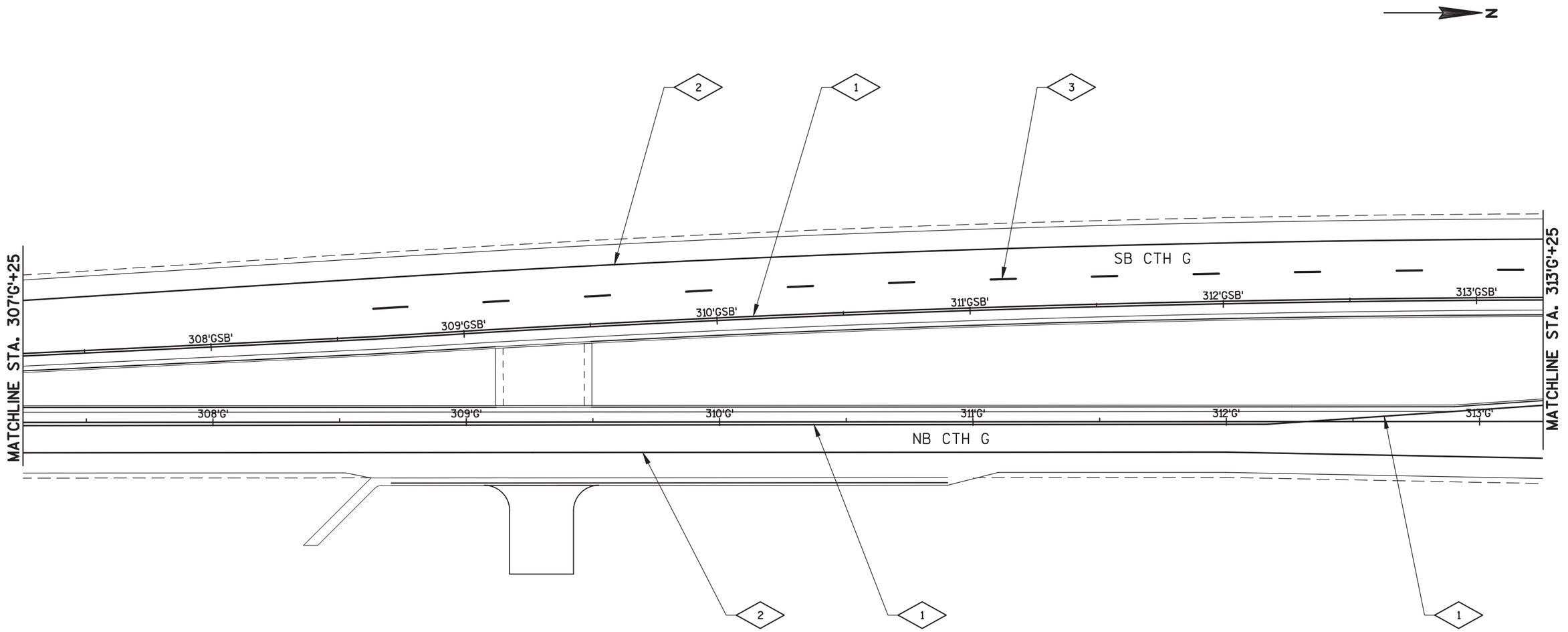
20 PAVEMENT MARKING CURB EPOXY YELLOW

21 PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 279	E

2



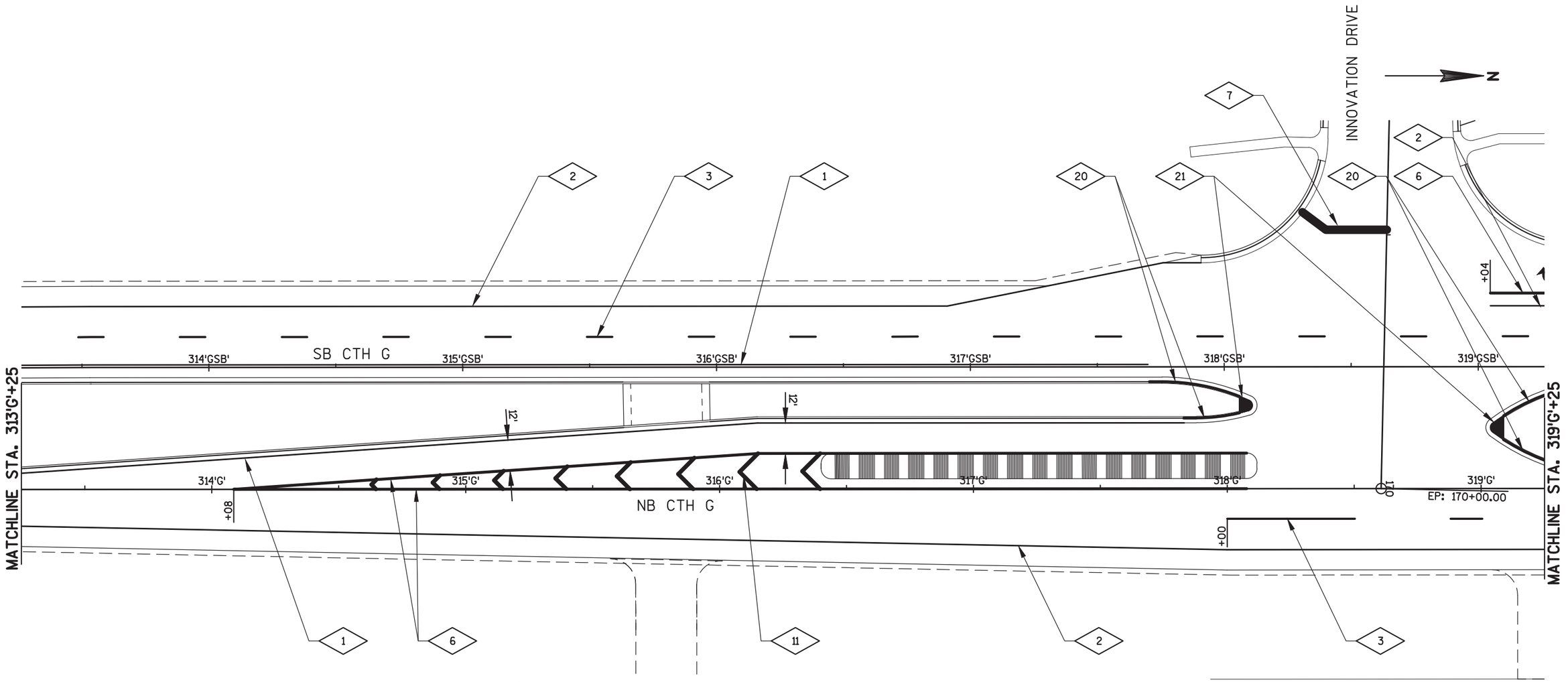
1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 280	E

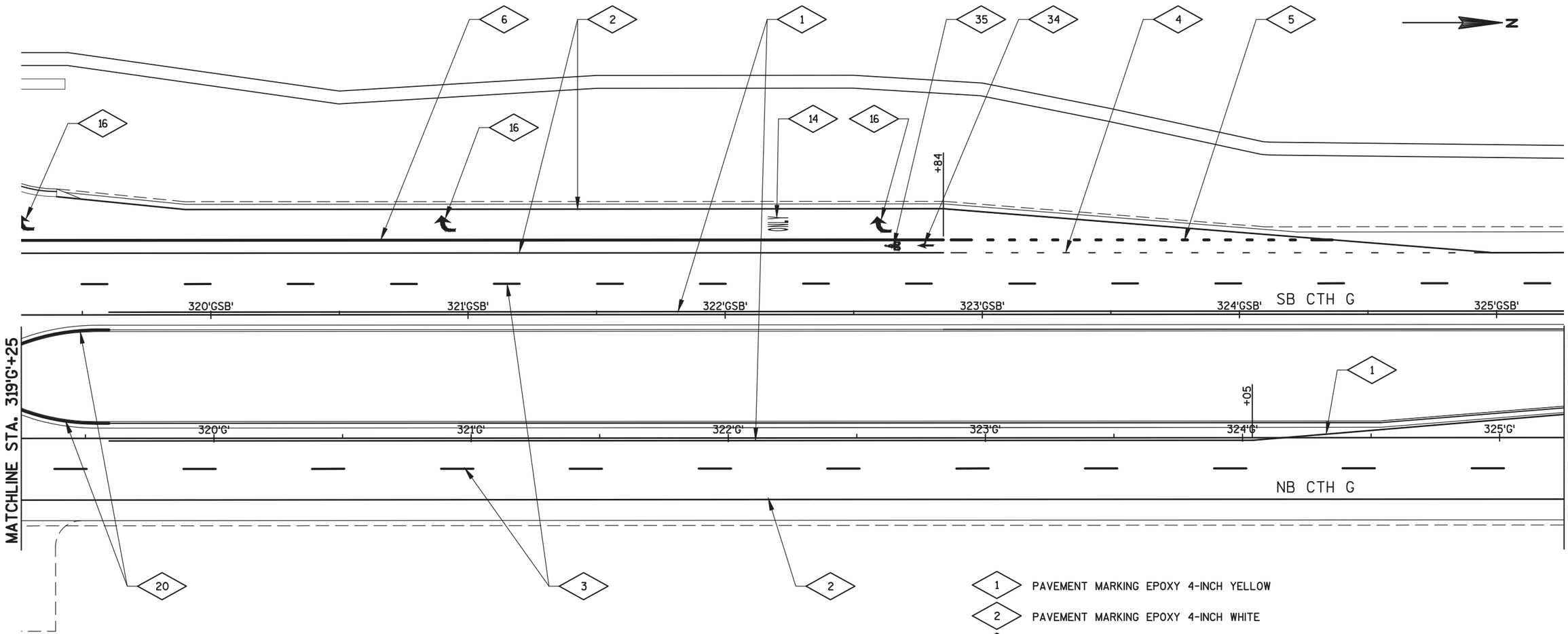
2



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
20	PAVEMENT MARKING CURB EPOXY YELLOW
21	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 281 E

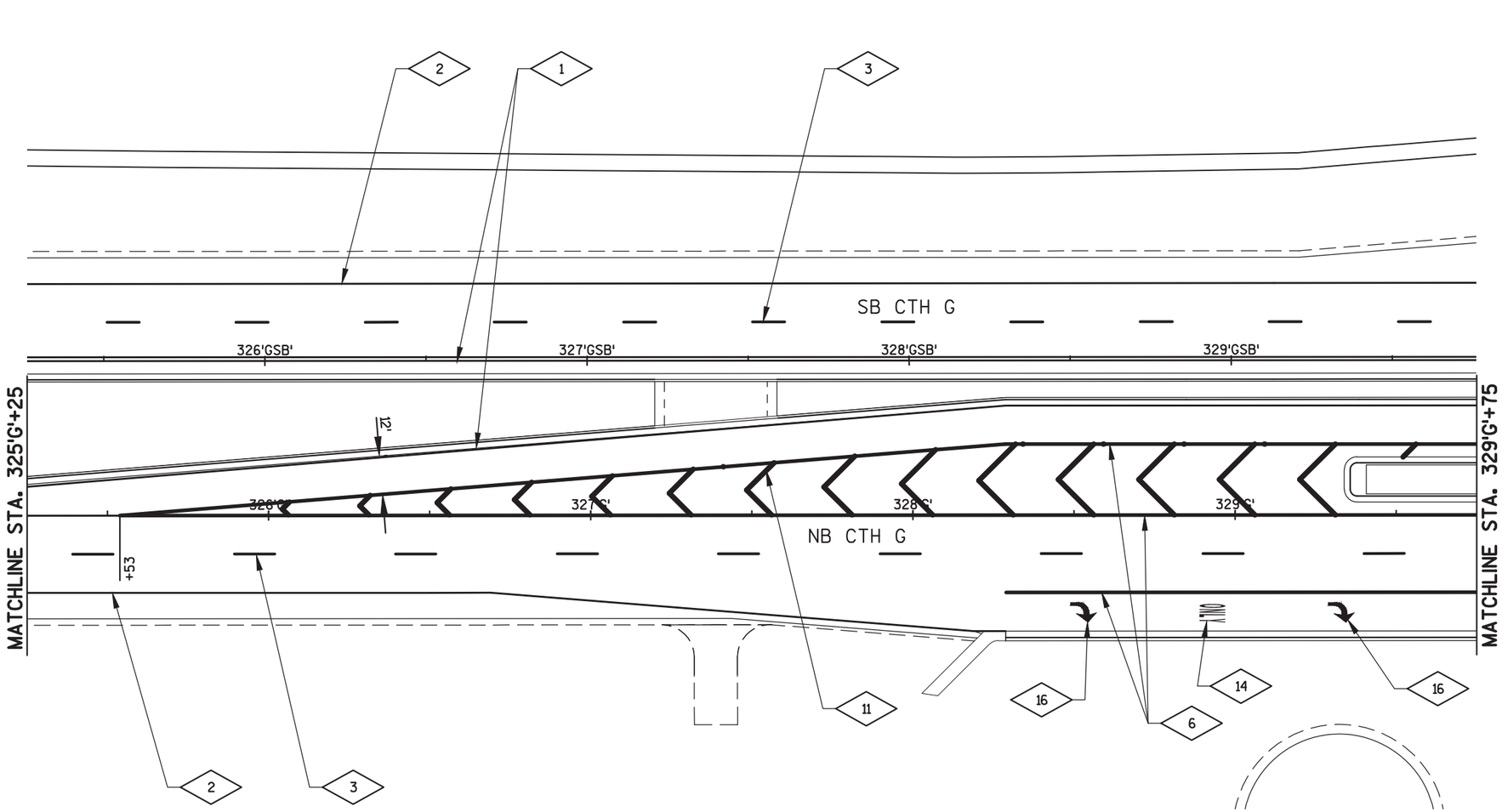
2



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
5	PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP
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
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 282	E

2

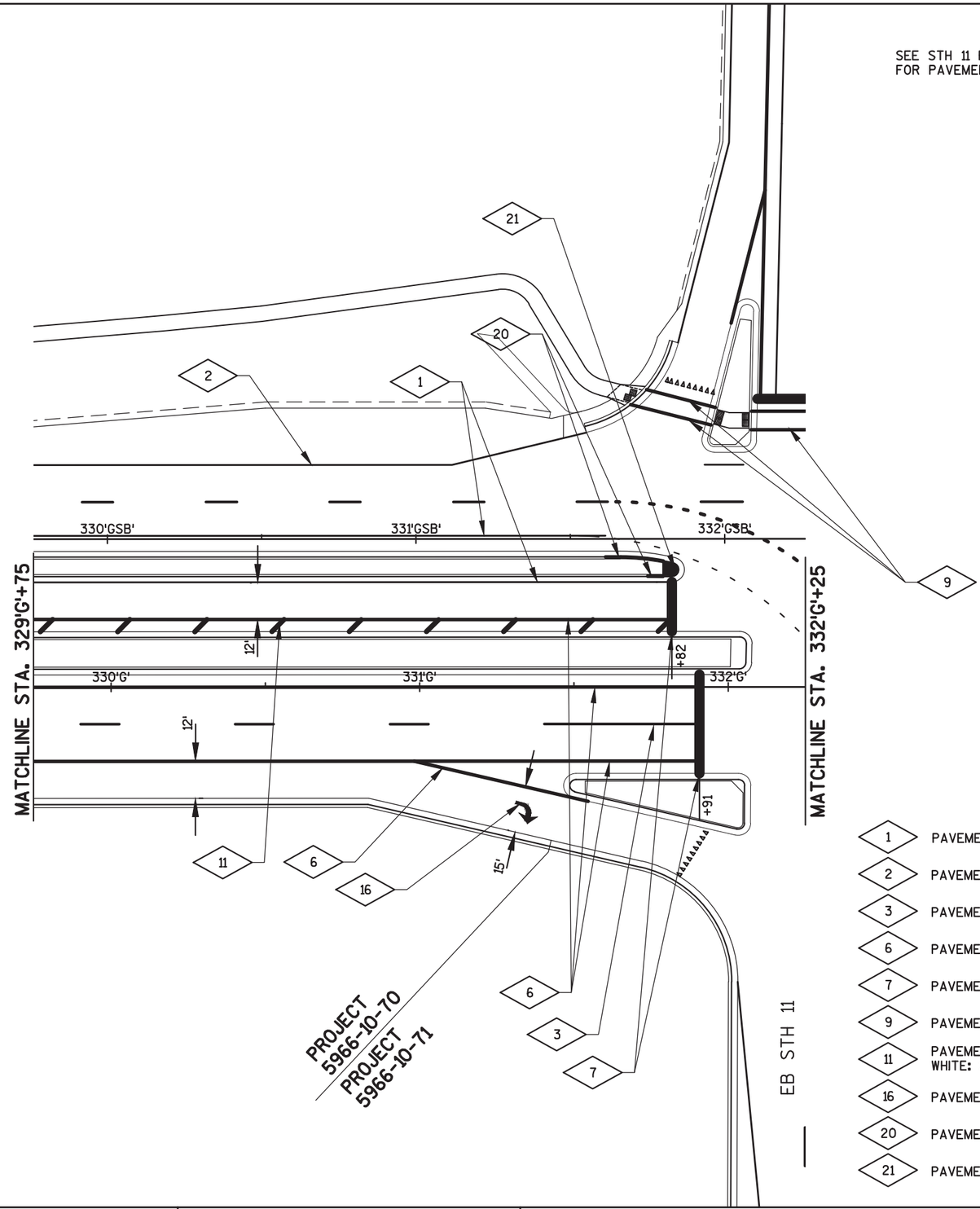


1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
14	PAVEMENT MARKING WORDS EPOXY WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2

2

N

SEE STH 11 PAVEMENT MARKING SHEETS
FOR PAVEMENT MARKINGS ALONG STH 11



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
20	PAVEMENT MARKING CURB EPOXY YELLOW
21	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW

PROJECT NO: 5966-10-70, 71	HWY: CTH G	COUNTY: ROCK	CTH G PAVEMENT MARKING	SHEET 284	E

2

N

SEE STH 11 PAVEMENT MARKING SHEETS
FOR PAVEMENT MARKINGS ALONG STH 11

MATCHLINE STA. 332'G'+25

MATCHLINE STA. 337'G'+25

202'AE'

202'AW'

203'AE'

203'AW'

204'AE'

204'AW'

205'AE'

205'AW'

EB STH 11

WB STH 11

SB CTH G

NB CTH G

333'GSB'

334'GSB'

335'GSB'

336'GSB'

337'GSB'

333'G'

334'G'

335'G'

336'G'

337'G'

'G'+90.66

15'

12'

+93

+43

+46

41

7

6

16

14

3

11

9

21

20

3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
9	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
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 YELLOW
41	PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 285	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\024533_PM.DWG PLOT DATE : 2/5/2015 2:01 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

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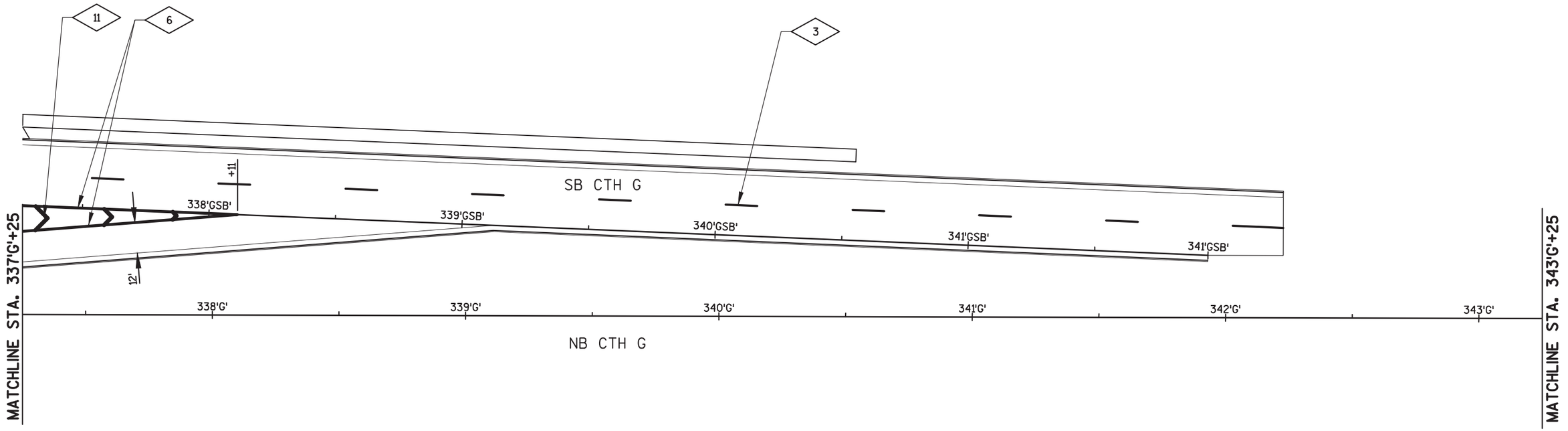


3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

11 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CTH G PAVEMENT MARKING	SHEET 286	E

2

N

START WESTBOUND LANE LINE 3 MARKING AT STA 180'AW'+00

START WESTBOUND MEDIAN EDGE LINE 1 MARKING AT STA 185'AW'+00

START EASTBOUND LANE LINE 3 MARKING AT STA 168'AE'+00

START EASTBOUND MEDIAN EDGE LINE 1 MARKING AT STA 185'AE'+00

1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

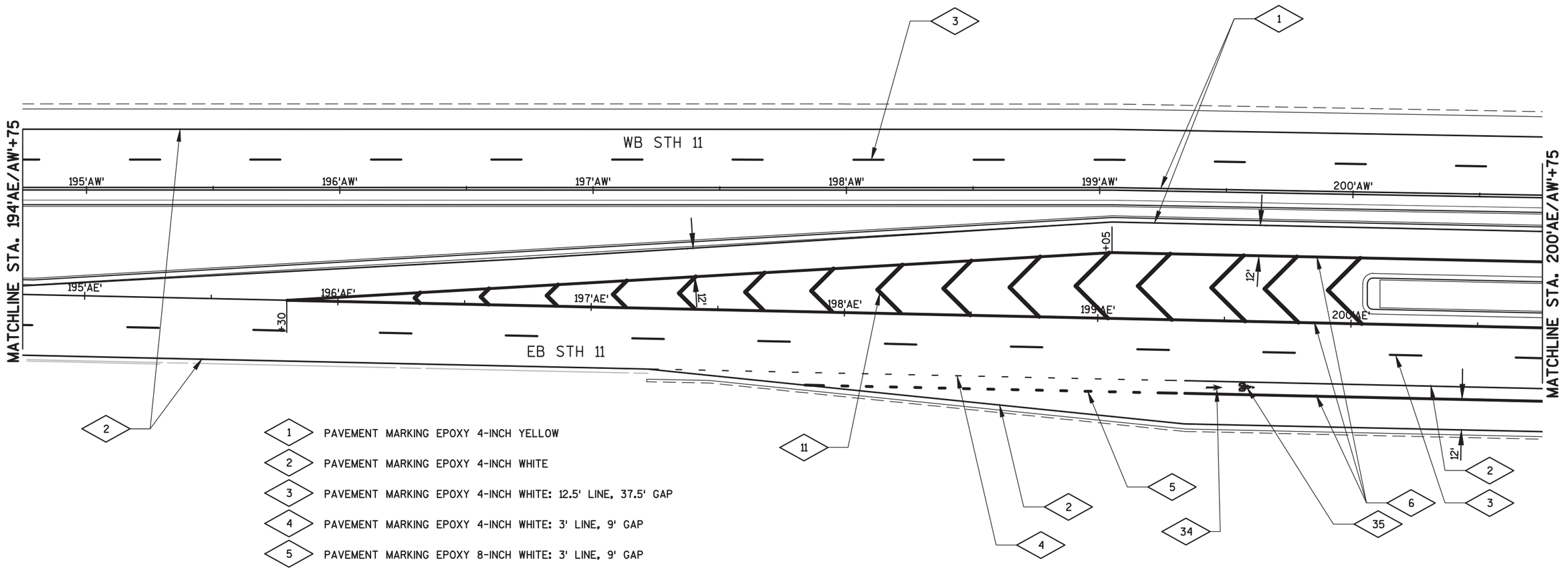
2 PAVEMENT MARKING EPOXY 4-INCH WHITE

3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PAVEMENT MARKING	SHEET 287	E

2

N



1	PAVEMENT MARKING EPOXY 4-INCH YELLOW
2	PAVEMENT MARKING EPOXY 4-INCH WHITE
3	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
4	PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP
5	PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP
6	PAVEMENT MARKING EPOXY 8-INCH WHITE
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
34	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
35	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	STH 11 PAVEMENT MARKING	SHEET 288	E

2

SEE CTH G PAVEMENT MARKING SHEETS
FOR PAVEMENT MARKING ALONG CTH G

N

SB CTH G

NB CTH G

1 PAVEMENT MARKING EPOXY 4-INCH YELLOW
2 PAVEMENT MARKING EPOXY 4-INCH WHITE
3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6 PAVEMENT MARKING EPOXY 8-INCH WHITE
7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH
9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

MATCHLINE STA. 200'AE/AW'+75

MATCHLINE STA. 206'AE/AW'+75

WB STH 11

EB STH 11

PROJECT 5966-10-71

PROJECT 5966-10-70

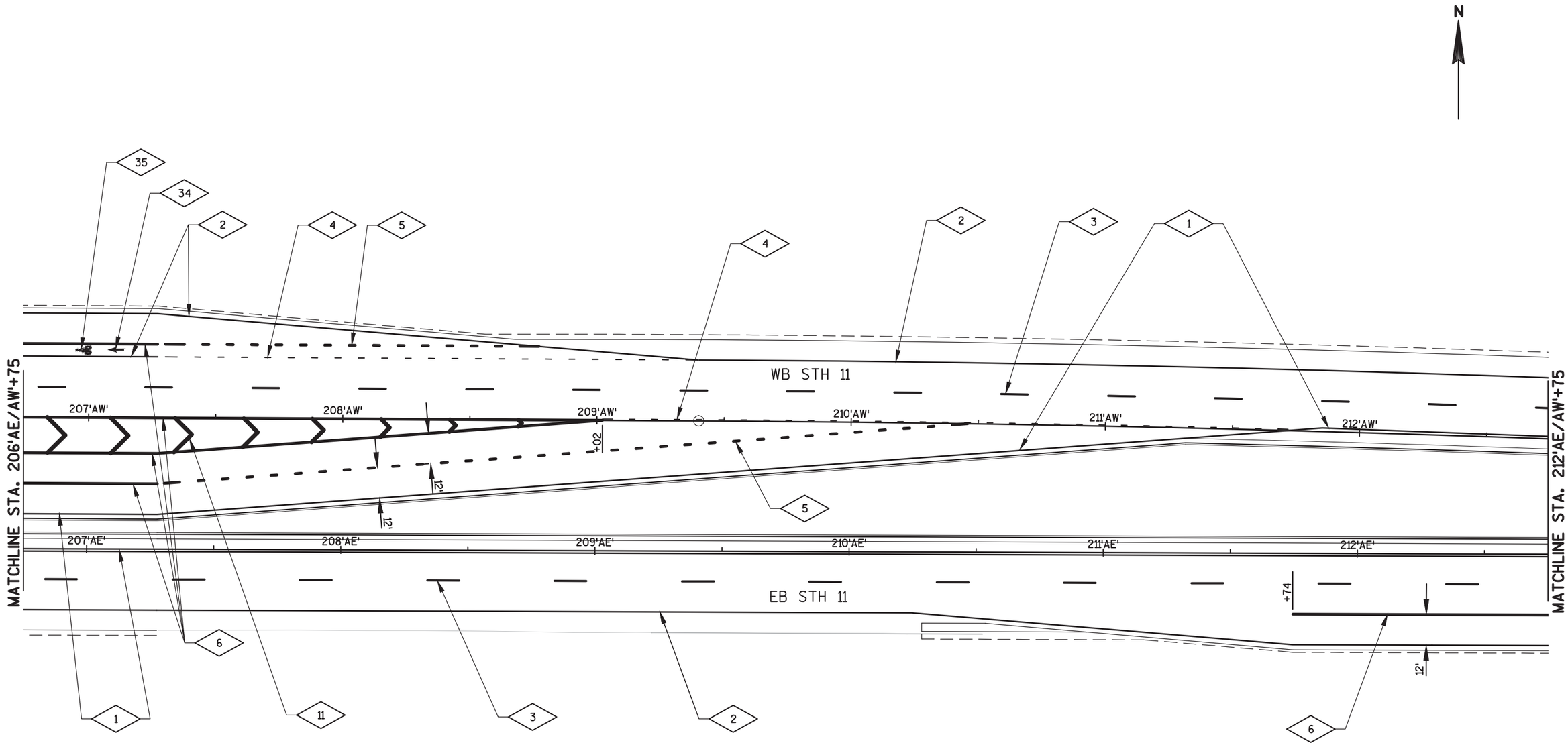
11 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE
20 PAVEMENT MARKING CURB EPOXY YELLOW
21 PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
26 PAVEMENT MARKING EPOXY 8-INCH WHITE: 2' LINE, 6' GAP
37 PAVEMENT MARKING EPOXY 4-INCH YELLOW: 2' LINE, 6' GAP
41 PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	STH 11 PAVEMENT MARKING	SHEET 289	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\024527_PM.DWG PLOT DATE : 2/5/2015 2:03 PM PLOT BY : WEBER, JESSE PLOT NAME : ----------PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

4 PAVEMENT MARKING EPOXY 4-INCH WHITE: 3' LINE, 9' GAP

5 PAVEMENT MARKING EPOXY 8-INCH WHITE: 3' LINE, 9' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

11 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE: 25' SPACING, 45° TO CENTER LINE

34 PAVEMENT MARKING ARROWS BIKE LANE EPOXY

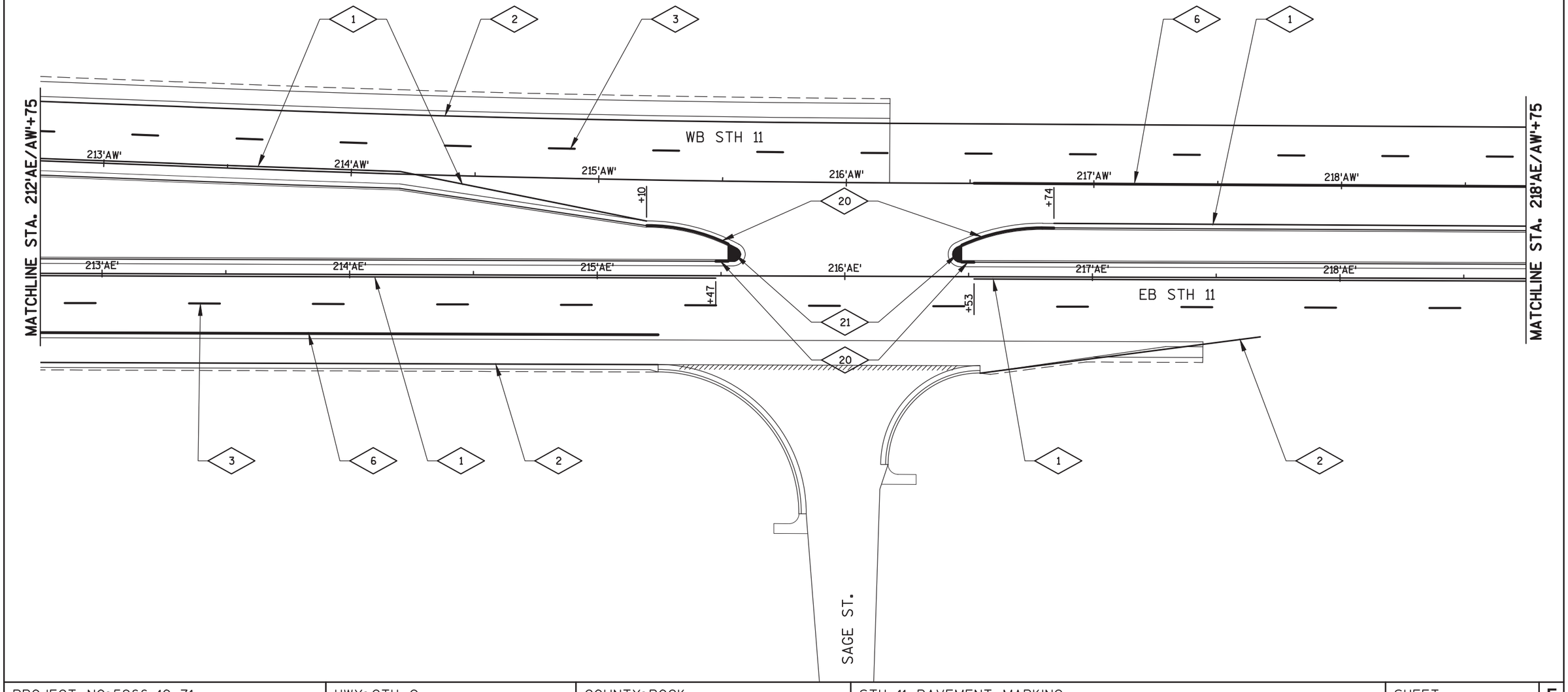
35 PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	STH 11 PAVEMENT MARKING	SHEET 290	E

2

1 PAVEMENT MARKING EPOXY 4-INCH YELLOW
2 PAVEMENT MARKING EPOXY 4-INCH WHITE
3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP
6 PAVEMENT MARKING EPOXY 8-INCH WHITE
20 PAVEMENT MARKING CURB EPOXY YELLOW
21 PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW

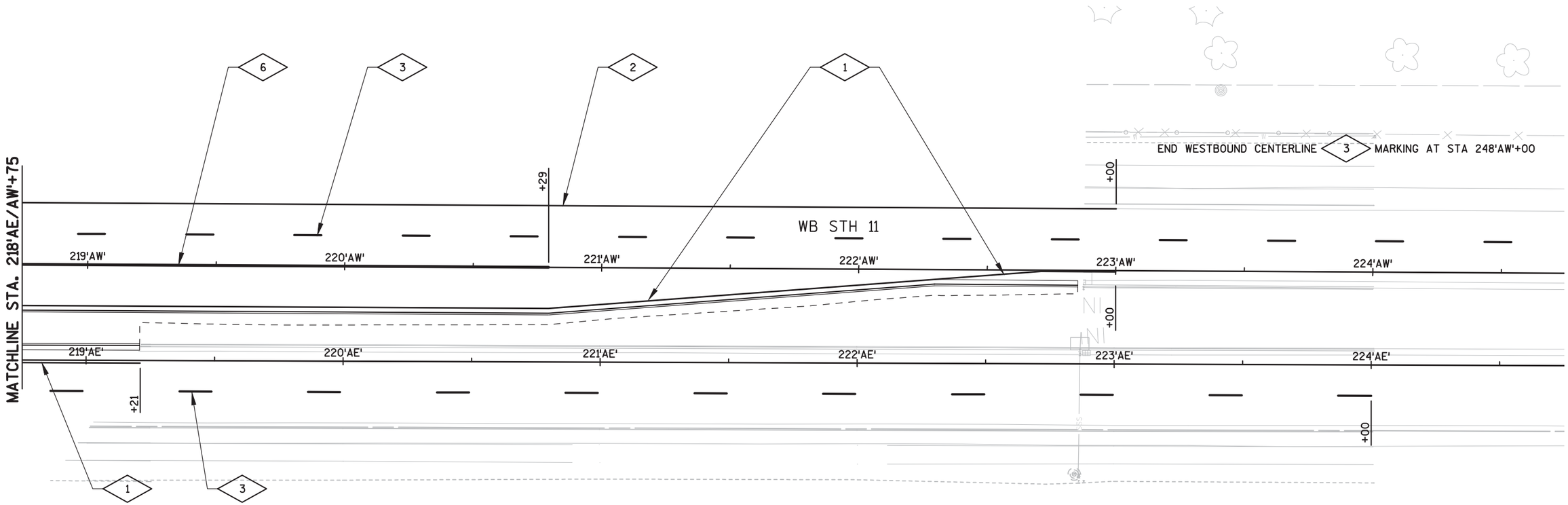
N



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	STH 11 PAVEMENT MARKING	SHEET 291	E

2

N



1 PAVEMENT MARKING EPOXY 4-INCH YELLOW

2 PAVEMENT MARKING EPOXY 4-INCH WHITE

3 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

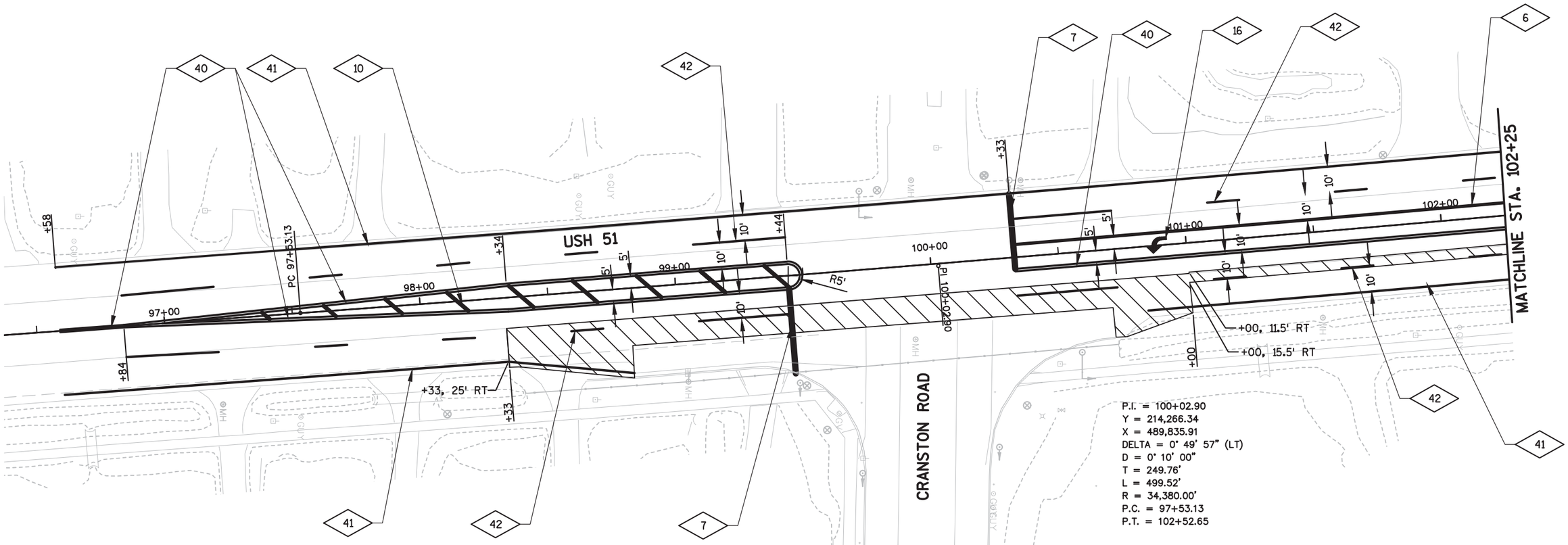
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	STH 11 PAVEMENT MARKING	SHEET 292	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\024530_PM.DWG PLOT DATE : 2/5/2015 2:05 PM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

REMOVE EXISTING PAVEMENT MARKINGS
STA 96+58 TO STA 102+25
4-INCH WHITE EDGELINE
4-INCH WHITE LANE LINE DASHES
4-INCH DOUBLE YELLOW CENTERLINE
18-INCH WHITE STOPLINES

N



P.I. = 100+02.90
Y = 214,266.34
X = 489,835.91
DELTA = 0° 49' 57" (LT)
D = 0° 10' 00"
T = 249.76'
L = 499.52'
R = 34,380.00'
P.C. = 97+53.13
P.T. = 102+52.65

6 PAVEMENT MARKING EPOXY 8-INCH WHITE

7 PAVEMENT MARKING STOPLINE EPOXY 18-INCH WHITE

10 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW: 25' SPACING, 45° TO CENTER LINE

14 PAVEMENT MARKING WORDS EPOXY WHITE

16 PAVEMENT MARKING ARROWS EPOXY TYPE 2

40 PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW

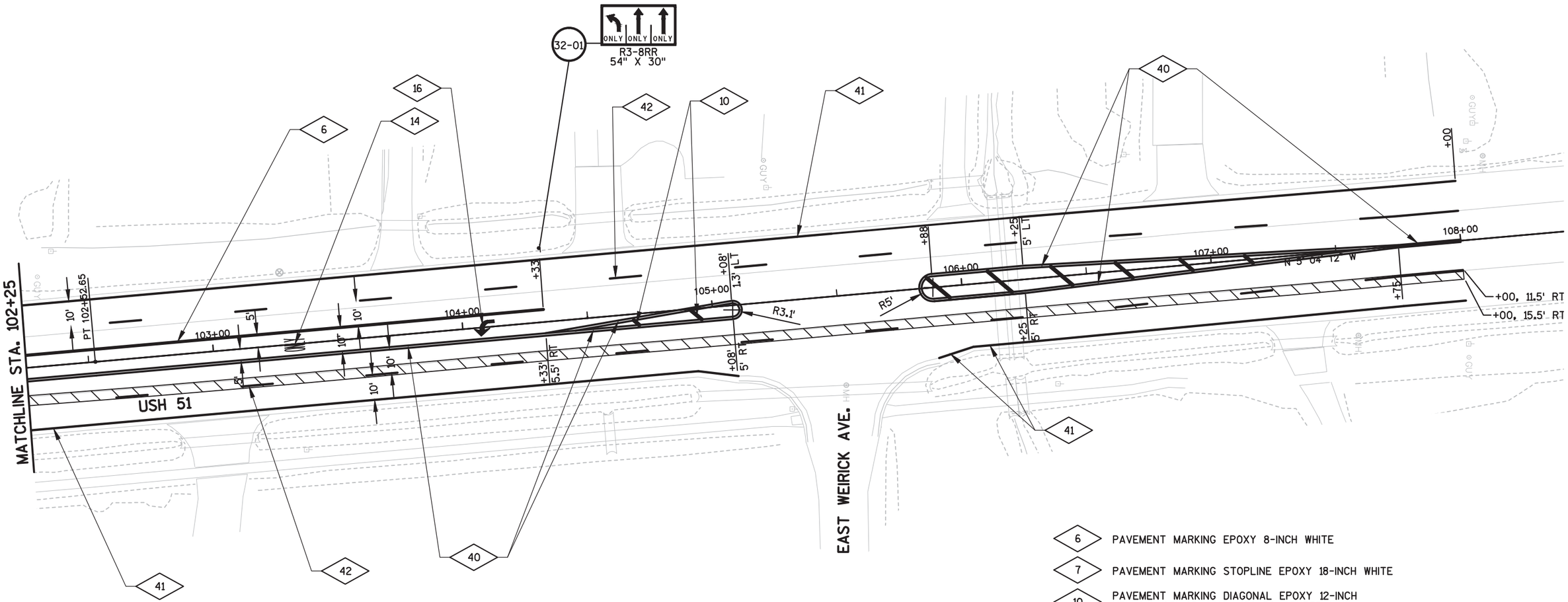
41 PAVEMENT MARKING EPOXY 4-INCH WHITE

42 PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

REMOVING ASPHALTIC SURFACE MILLING (1¾-INCH DEPTH)
ASPHALTIC SURFACE PATCHING 1¾-INCH

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	USH 51 & CRANSTON RD. PAVEMENT MARKING	SHEET 293	E

REMOVE EXISTING PAVEMENT MARKINGS
STA 102+25 TO STA 108+00
4-INCH WHITE EDGELINE
4-INCH WHITE LANE LINE DASHES
4-INCH DOUBLE YELLOW CENTERLINE



REMOVING ASPHALTIC SURFACE MILLING (1¾-INCH DEPTH)
ASPHALTIC SURFACE PATCHING 1¾-INCH

6	PAVEMENT MARKING EPOXY 8-INCH WHITE
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH WHITE
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW: 25' SPACING, 45° TO CENTER LINE
14	PAVEMENT MARKING WORDS EPOXY WHITE
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2
40	PAVEMENT MARKING EPOXY 4-INCH DOUBLE YELLOW
41	PAVEMENT MARKING EPOXY 4-INCH WHITE
42	PAVEMENT MARKING EPOXY 4-INCH WHITE: 12.5' LINE, 37.5' GAP

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	USH 51 & CRANSTON RD. PAVEMENT MARKING	SHEET 294	E

TRAFFIC CONTROL AND CONSTRUCTION STAGING

Segment 1 CTH G from Huebbe Parkway – Philhower Road (Project 5966-10-70)

Stage 1 – Mainline

Traffic

- Maintain CTH G open to 2-way through traffic by moving centerline west 2 feet and creating two 10-foot travel lanes.
- Flag traffic for storm sewer lead construction conforming to requirements of S.D.D. "Traffic Control for Lane Closure (Suitable for Moving Operations)".

Construction

- Construct temporary roadway widening and temporary drainage from Huebbe Parkway to Philhower Road.
- Construct trunk storm sewer from Huebbe Parkway to Zick Drive including inlets on the east side. Construct storm leads for west side inlets to the centerline of CTH G, install temporary bulkhead and place temporary asphalt surface over inlet trenches. Place temporary cover plates on inlets that fall within the temporary roadway.
- Construct eastern extension of box culvert C-53-08.
- Construct temporary curb ramps on Huebbe Parkway.

Stage 1A – Storm sewer connection at Huebbe Parkway

Timing

- Construct between 8:00 pm and 6:00 am Monday night through Thursday night.

Traffic

- Close the northbound right turn lane on CTH G.
- Maintain one lane of traffic in each direction on Huebbe Parkway east of CTH G.

Construction

- Remove and replace existing storm manhole and construct storm sewer to the centerline of Huebbe Parkway.
- Place base aggregate surfacing and reopen for traffic.

Stage 1B – Storm sewer connection at Huebbe Parkway

Timing

- Construct between 8:00 pm and 6:00 am Monday night through Thursday night.

Traffic

- Close the westbound right turn lane and westbound through traffic lane on Huebbe Parkway.
- Maintain one lane of traffic in each direction on Huebbe Parkway east of CTH G.

Construction

- Remove and replace existing storm sewer from the centerline to the north edge of Huebbe Parkway.
- Place base aggregate surfacing and reopen for traffic.

Stage 1C – Storm sewer connection at Huebbe Parkway

Timing

- Construct between 8:00 pm and 6:00 am Monday night through Thursday night.

Traffic

- Follow Stage 1A traffic requirements except for temporary pavement marking for work on south half of Huebbe Parkway.
- Follow Stage 1B traffic requirements except for temporary pavement marking for work on north half of Huebbe Parkway.

Construction

- Place permanent asphalt paving over storm sewer trench.

Stage 1 USH 51 and Cranston Road

Timing

- Construct prior to starting Stage 2 on CTH G between Huebbe Parkway and Philhower Road.
- Construct prior to signing CTH G detour and closing CTH G from Philhower Road to STH 11.

Traffic

- Construct under traffic, maintaining at least one traffic lane in each direction on USH 51 and Cranston Road conforming to requirements of S.D.D. "Traffic Control for Lane Closure (Suitable for Moving Operations)" and/or S.D.D. "Traffic Control, Single Lane Closure, Non-Freeway/Expressway".

Construction

- Traffic signal modifications.
- Asphaltic surface milling and placement of asphaltic surface detour.
- Removal of existing pavement marking and placing of new pavement markings.

Segment 1 CTH G from Huebbe Parkway – Philhower Road (Project 5966-10-70)

Stage 2 – Mainline

Traffic

- Post detour using Cranston Road, USH 51 and STH 11.
- Close CTH G to through traffic between Huebbe Parkway and Philhower Road.
- Maintain two-lane access (10-foot minimum lanes) for adjacent property owners using a portion of the northbound lane and the temporary widening constructed in Stage 1.
- Maintain local access traffic through the work zone for Gale Drive, Inman Parkway, East Zick Drive, East Williams Drive, East Security Road and Philhower Road.
- Sidewalk completed in Stage 2 will be closed to pedestrians until sidewalk is completed on the east side of CTH G in Stage 3.

Construction

- Construct trunk storm sewer from Zick Drive to Philhower Road including inlets on the west side. Construct inlet leads for east side inlets to the centerline of CTH G and place temporary bulkhead.
- Complete inlet leads and construct west side storm inlets between Huebbe Parkway and Zick Drive.
- Construct western extension of box culvert C-53-08.
- Construct southbound side of CTH G.
- Construct pipe cross culvert north of Philhower Road in stages to allow for local access. Start culvert installation on a Monday and complete installation of the culvert within 5 working days after starting.

Stage 2A – Inman Parkway

Traffic

- Close Inman Parkway to through traffic. Allow for two-way local access traffic using flagging during work hours. Allow for two-way traffic outside of working hours using temporary base aggregate surface.

Construction

- Remove traffic signal.
- Construct westbound portion of Inman Parkway and north side inlets.
- Construct northwest quadrant portion of traffic signal bases and conduit.

Stage 2B – Inman Parkway

Traffic

- Close Inman Parkway to through traffic. Allow for two-way local access traffic using flagging during work hours. Allow for two-way traffic outside of working hours using temporary base aggregate surface.

Construction

- Construct storm sewer and south side inlets.
- Construct eastbound portion of Inman Parkway.
- Construct southwest quadrant portion of traffic signal bases and conduit.

Stage 3 – Mainline

Traffic

- Continue detour using Cranston Road, USH 51 and STH 11.
- Close CTH G to through traffic between Huebbe Parkway and Philhower Road.
- Maintain two-lane access (10-foot minimum lanes) for adjacent property owners using the southbound half of CTH G.
- Maintain local access traffic through the work zone for Colony Court, Walton Lane, Thomas Drive and Philhower Road.

Construction

- Complete inlet leads and construct east side storm inlets between Zick Drive and Philhower Road.
- Construct southbound side of CTH G.
- Construct southeast and northeast quadrant portions of traffic signal bases and conduit at Inman Parkway.
- Complete traffic signal installation at Inman Parkway.
- Perform pavement marking and signing.

Segment 3 – CTH G from Sunny Lane – STH 11 (Project 5966-10-70)

All Stages – Mainline

Traffic

- Detour through traffic using Cranston Road, USH 51 and STH 11.
- Close CTH G to through traffic from project limit south of Sunny Lane to STH 11.
- Do not start removal of B-53-20 until Stage 2A of Segment 2 is completed to allow County Materials beam trucks to access STH 11.
- Maintain access for adjacent property owners on a minimum 15-foot wide base aggregate surface. Provide access to property owners south of B-53-291 from Sunny Lane. Provide access for property owners north of B-53-291 from STH 11. Maintain local access through the work zone for Sunny Lane.
- Maintain access to Detroit Avenue from CTH G until Sage Street/STH 11 intersection construction is completed.

Construction

- Construct CTH G from project limit south of Sunny Lane to STH 11 including structure B-53-291.

2

Segment 4 – STH 11 and CTH G from STH 11 to Venture Court (Project 5966-10-71)

Stage 1A

Traffic

- Close the outside eastbound lane of STH 11 for one night only Monday through Thursday between 8:00 pm and 6:00 am to construct the south portion of the storm sewer at Sage Street. Maintain one lane of traffic (12-foot minimum width) on eastbound STH 11. Maintain all existing traffic lanes on westbound STH 11 and in both directions on CTH G north of STH 11.

Construction

- Construct storm sewer across the outside lane and shoulder of eastbound STH 11 at Sage Street.
- Place temporary asphalt surface.

Stage 1B

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the outside lanes.
- Maintain all existing traffic lanes on northbound CTH G north of STH 11.
- Maintain one southbound through traffic lane (12-foot minimum width) and left and right turn lanes on southbound CTH G north of STH 11.
- Maintain existing traffic conditions on CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using existing pavement.
- Close the westbound STH 11 right turn lane to CTH G and the southbound CTH G right turn lane to STH 11 for one night only Monday through Thursday between 8:00 pm and 6:00 am to remove the right turn islands.
- Close the westbound STH 11 right turn lane to CTH G and the southbound CTH G left turn lane to STH 11 for one night only Monday night through Thursday night between 8:00 pm and 6:00 am to construct the temporary bicycle/pedestrian crossing across the CTH G median.

Construction

- Remove the westbound STH 11 right turn islands at the CTH G intersection and place temporary asphalt pavement.
- Construct culvert extensions and storm sewer in the northeast and northwest quadrants of the STH 11/CTH G intersection. Construct temporary drainage pipes and structures in the median of STH 11.
- Construct median crossovers on STH 11 and temporary roadway widening along the median side of eastbound STH 11. Construct as permanent pavement the portion of the westbound STH 11 left turn lane at Sage Street that lies within the median crossover.
- Construct temporary turn lanes at the STH 11/CTH G intersection.
- Construct the permanent sidewalk on the west side of southbound CTH G and the temporary bicycle path connections along the north side of STH 11 at the CTH G intersection.
- Install temporary traffic signal and remove the existing traffic signal.
- Allow for City of Janesville sanitary sewer construction across CTH G south of STH 11 after installation of the temporary traffic signal.

Stage 2A

Traffic

- Do not start Stage 2A until Stage 2A of Segment 2 is completed to allow County Materials beam trucks to access STH 11.
- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the median crossovers and the eastbound roadway of STH 11. Maintain a 12' eastbound left turn lane and 12' eastbound and westbound right turn lanes at the CTH G intersection.
- Maintain one lane of traffic (12-foot minimum width) in each direction on CTH G on the existing roadways. Maintain the existing southbound left turn lane at the STH 11 intersection. Combine the southbound right turn lane with the through lane.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.
- Maintain access for local traffic to CTH G south of STH 11.

Construction

- Construct the new westbound STH 11 through lanes including the median curb and gutter except for a gap at CTH G. Construct the westbound STH 11 right turn lane.
- Construct the southbound outside lane on CTH G north of STH 11 and the southbound right turn lane.
- Construct the northbound outside lane on CTH G north of STH 11.
- Construct both temporary and permanent portions of the westbound right turn island.
- Construct the temporary bicycle path connections along the north side of STH 11 at the CTH G intersection.
- Construct permanent bicycle path in the northeast quadrant of the CTH G/STH 11 intersection.

Segment 4 – STH 11 and CTH G from STH 11 to Venture Court (Project 5966-10-71)

Stage 2B

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the median crossovers and the eastbound roadway of STH 11. Maintain a 12' eastbound left turn lane and 12' eastbound right turn lanes at the CTH G intersection.
- Provide a westbound to northbound right turn lane (12-foot minimum width) on the new westbound roadway of STH 11.
- Provide a southbound to westbound right turn lane (12-foot minimum width) on the new westbound roadway of STH 11.
- Maintain one lane of traffic (12-foot minimum width) for southbound CTH G on the newly constructed lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on the existing northbound median lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.
- Maintain CTH G traffic through the STH 11 intersection with flagging for one night between 8:00 pm and 6:00 am Monday through Thursday to construct temporary asphalt ramps between the existing and new pavement.

Construction

- Construct CTH G southbound median lane.
- Construct CTH G southbound left turn lane permanent pavement areas, including the westbound STH 11 outside lane gap.
- Construct CTH G southbound left turn lane temporary pavement areas.
- Construct the westbound STH 11 pavement gap area at the northbound outside lane of CTH G.
- Construct temporary asphalt ramps in the STH 11/CTH G intersection.

Stage 2C

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the median crossovers and the eastbound roadway of STH 11. Maintain a 12' eastbound left turn lane and 12' eastbound right turn lanes at the CTH G intersection.
- Provide a westbound to northbound right turn lane (12-foot minimum width) on the new westbound roadway of STH 11.
- Provide a southbound to westbound right turn lane (12-foot minimum width) on the new westbound roadway of STH 11.
- Maintain one lane of traffic (12-foot minimum width) for southbound CTH G on the newly constructed lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on the newly constructed outside lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.
- Maintain CTH G traffic through the STH 11 intersection with flagging for one night between 8:00 pm and 6:00 am Monday through Thursday to construct temporary asphalt ramps between the existing and new pavement.

Construction

- Construct median between CTH G left turn lane and CTH G northbound median lane.
- Construct temporary pavement at the south end of the CTH G median north of STH 11.
- Construct temporary asphalt ramps in the STH 11/CTH G intersection.

Stage 3A

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the outside lanes.
- Maintain a southbound through/left turn lane and a right turn lane (12-foot minimum width) on CTH G using the newly constructed right and left turn lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on the newly constructed outside lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.
- Maintain CTH G traffic through the STH 11 intersection with flagging for one night between 8:00 pm and 6:00 am Monday through Thursday to construct temporary asphalt ramps between the existing and new pavement.

Construction

- Remove the median crossovers, replace the median curb and gutter and restore the median.
- Construct eastbound and westbound left turn lanes on STH 11 at CTH G.
- Construct the north side of the eastbound slotted left turn island.
- Construct the westbound STH 11 median lane pavement gap area at the southbound and northbound outside lanes of CTH G.
- Construct temporary asphalt ramps in the STH 11/CTH G intersection.
- Complete construction of the westbound left turn lane at Sage Street.

Segment 4 – STH 11 and CTH G from STH 11 to Venture Court (Project 5966-10-71)

Stage 3B

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the outside lanes.
- Maintain a southbound through/left turn lane and a right turn lane (12-foot minimum width) on CTH G using the newly constructed right turn and through lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on the newly constructed outside lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.

Construction

- Construct the remaining portion of the eastbound slotted left turn island and the adjacent eastbound pavement.
- Construct additional pavement in the middle of the CTH G/STH 11 intersection.

Stage 3C

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the outside lanes.
- Maintain a southbound through/left turn lane and a right turn lane (12-foot minimum width) on CTH G using the newly constructed right turn and through lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on temporary pavement and the newly constructed median lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.

Construction

- Construct the remaining portion of the eastbound slotted left turn island and the adjacent eastbound pavement.
- Construct additional pavement on the CTH G northbound through lane of the CTH G/STH 11 intersection.

Stage 3D

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the outside lanes.
- Maintain a southbound through/left turn lane and a right turn lane (12-foot minimum width) on CTH G using the newly constructed right turn and left turn lanes. Maintain one lane of traffic (12-foot minimum width) for northbound CTH G on temporary pavement and the newly constructed median lane.
- Maintain access for local traffic to CTH G south of STH 11.
- Maintain access on the bicycle path across CTH G using temporary and permanent pavement.

Construction

- Construct final portion of southbound CTH G pavement in the STH 11 intersection.

Stage 4

Traffic

- Maintain one lane of traffic (12-foot minimum width) in each direction on STH 11 using the median lanes.
- Maintain one lane of traffic (12-foot minimum width) on northbound CTH G north of STH 11 using the outside lane.
- Maintain one southbound through/left lane (12-foot minimum width) and a right turn lane on southbound CTH G north of STH 11 using the newly constructed through traffic and right turn lanes.
- Maintain one eastbound and one westbound left turn lane on STH 11 using the newly constructed lanes.
- Maintain access on the bicycle path across CTH G using the permanent pavement.
- Maintain access for local traffic to CTH G south of STH 11.

Construction

- Remove the temporary pavement and construct the remaining portion of the CTH G southbound left turn lane.
- Construct the eastbound STH 11 right turn lanes at CTH G and at Sage Street.

2

GENERAL NOTES: 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 TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

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.

IF LANE CLOSURES ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

PAVEMENT MARKING NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

ALL SIGNS ARE 48"X48" UNLESS INDICATED OTHERWISE.

SIGNS WITH 'WO' IN THE PREFIX OF THE SIGN LABEL ARE ORANGE.

LEGEND: TEMPORARY PAVEMENT MARKING (ALL STAGES)

RMPM	REMOVE PAVEMENT MARKINGS (DESCRIPTION)
RT-4W	REMOVABLE TAPE 4-INCH (WHITE)
RT-4Y	REMOVABLE TAPE 4-INCH (YELLOW)
4W	4-INCH (WHITE)
4Y	4-INCH (YELLOW)
4DY	4-INCH (DOUBLE YELLOW)
4W-LL	4-INCH (WHITE) (LANE LINE) (12.5' LINE, 37.5' GAPS)
4W-DL	4-INCH (WHITE) (DOTTED LINE) (3' LINE, 12' GAPS)
4Y-EL	4-INCH (YELLOW) (EXTENSION LINE) (2' LINE, 6' GAPS)
4W-EL	4-INCH (WHITE) (EXTENSION LINE) (2' LINE, 6' GAPS)
RT-4W-DL	REMOVABLE TAPE 4-INCH (WHITE) (DOTTED LINE) (3' LINE, 12' GAP)
RT-4W-LL	REMOVABLE TAPE 4-INCH (WHITE) (LANE LINE) (12.5' LINE, 37.5' GAPS)
RT-4DY	REMOVABLE TAPE 4-INCH DOUBLE YELLOW
RT-4Y-EL	REMOVABLE TAPE 4-INCH (YELLOW) (EXTENSION LINE) (2' LINE, 6' GAPS)
6W	6-INCH (WHITE)
RT-6W	REMOVABLE TAPE 6-INCH (WHITE)
8W	8-INCH (WHITE)
RT-8W	REMOVABLE TAPE 8-INCH (WHITE)
8W-LD	8-INCH (WHITE) (LANE DROP) (3' LINE, 9' GAP)
8W-EL	8-INCH (WHITE) (EXTENSION LINE) (2' LINE, 6' GAPS)
SL-12	STOP LINE 12-INCH
SLRT-12	STOP LINE REMOVABLE TAPE 12-INCH
SL-18	STOP LINE 18-INCH
SLRT-18	STOP LINE REMOVABLE TAPE 18-INCH
D-12W	DIAGONAL 12-INCH (WHITE)
D-12Y	DIAGONAL 12-INCH (YELLOW)
DRT-12W	DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
DRT-12Y	DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
RPM-W	TEMPORARY RAISED PAVEMENT MARKER (WHITE)
RPM-Y	TEMPORARY RAISED PAVEMENT MARKER (YELLOW)
E4W	EPOXY 4-INCH (WHITE)
E4Y	EPOXY 4-INCH (YELLOW)
E4W-LL	EPOXY 4-INCH (WHITE) (LANE LINE) (12.5' LINE, 37.5' GAPS)
E4W-LD	EPOXY 4-INCH (WHITE) (LANE DROP) (3' LINE, 9' GAP)
E6W	EPOXY 6-INCH (WHITE)
E8W	EPOXY 8-INCH (WHITE)
E8W-LD	EPOXY 8-INCH (WHITE) (LANE DROP) (3' LINE, 9' GAP)
E8W-EL	EPOXY 8-INCH (WHITE) (EXTENSION LINE) (2' LINE, 6' GAPS)
ESL-18	EPOXY STOP LINE 18-INCH
EA1	EPOXY ARROW TYPE 1
EA2	EPOXY ARROW TYPE 2
EA3	EPOXY ARROW TYPE 3
EA5	EPOXY ARROW TYPE 5
EA6	EPOXY ARROW TYPE 6
EA7	EPOXY ARROW TYPE 7

A1	ARROW TYPE 1
A2	ARROW TYPE 2
A3	ARROW TYPE 3
A6	ARROW TYPE 6
A7	ARROW TYPE 7
WO	WORDS

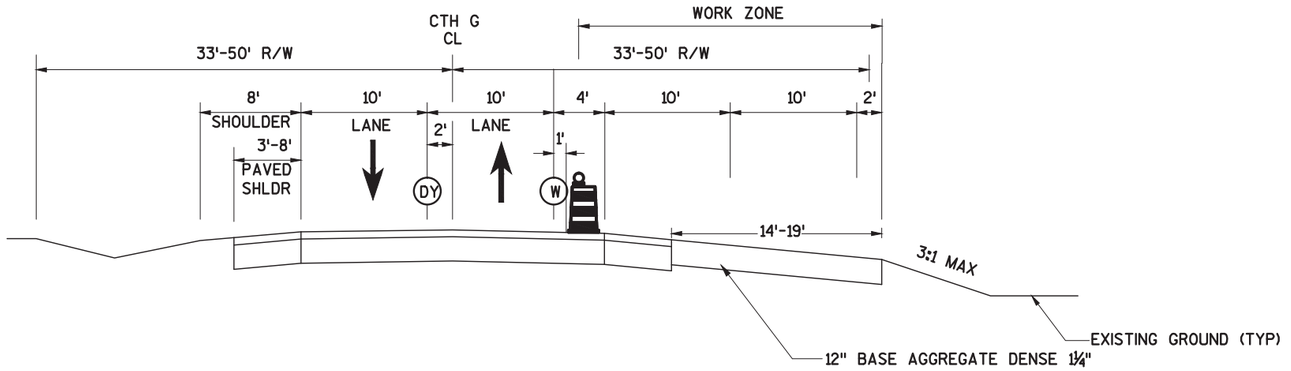
COVER

TRAFFIC CONTROL COVERING SIGNS TYPE II

LEGEND: SYMBOLS ALL STAGES

	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
	TRAFFIC CONTROL VERTICAL PANEL 8-INCH DOUBLE
	SIGN ON WOOD SUPPORT
	SIGN ON PORTABLE SUPPORT (5' MIN MOUNTING HEIGHT)
A	TRAFFIC CONTROL TYPE A LIGHT
xxxx	SAWCUT (SAWING ASPHALT OR SAWING CONCRETE)
	FLASHING ARROW BOARD
	WORK ZONE
	TEMPORARY PAVEMENT
	DIRECTION OF TRAFFIC
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
MB	PORTABLE CHANGEABLE MESSAGE BOARD
	CRASH CUSHION TEMPORARY
	FENCE SAFETY
	PEDESTRIAN SAFETY FENCE
CP-XX	COVER PLATE TEMPORARY (NUMBER)
TPP	TEMPORARY PAVEMENT PATCH
	FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
	DELINEATORS TEMPORARY
	TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN

2

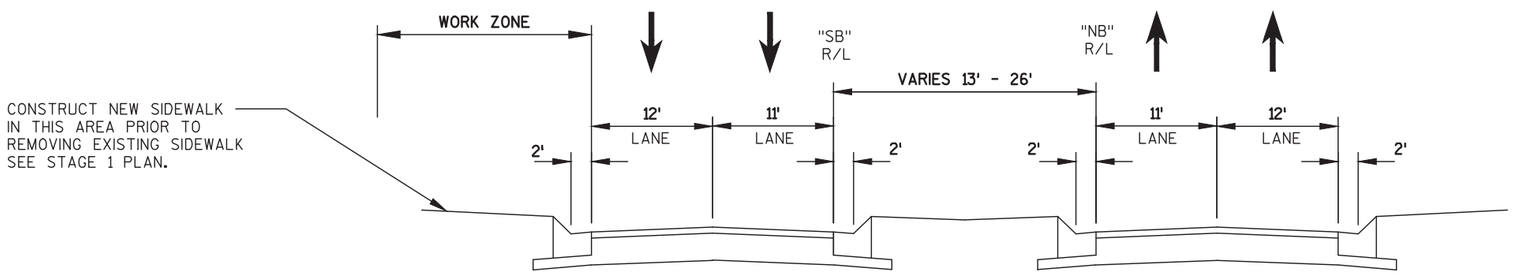


STAGING TYPICAL SECTIONS - STAGE 1

HUEBBE PKWY - PHILHOWER RD

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

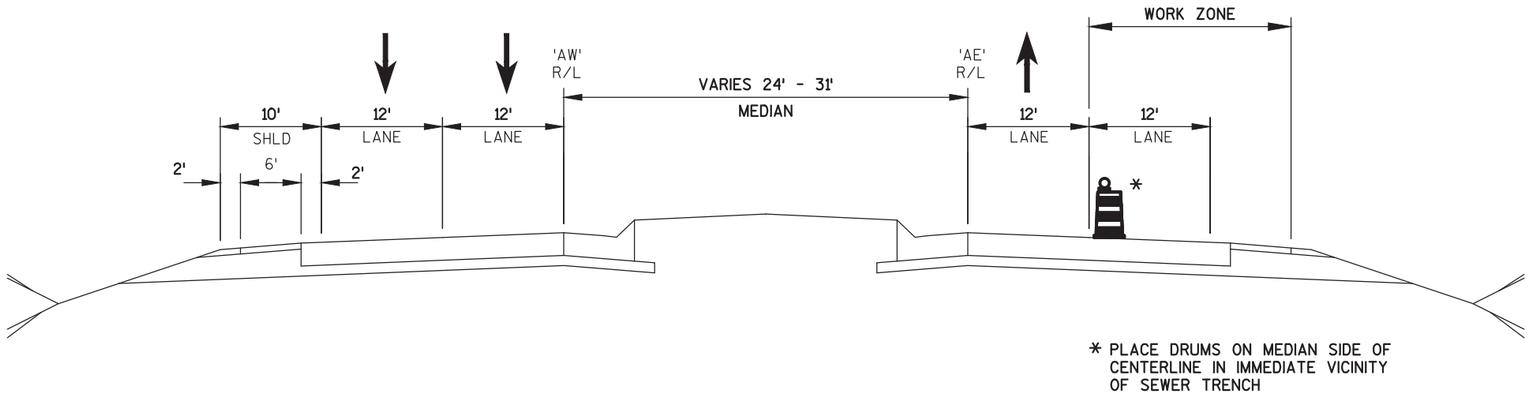


STAGING TYPICAL SECTION - STAGE 1 CTH G

STH 11 (AVALON RD.) - VENTURE RD.

PROJECT NO: 5966-10-70,-71	HWY: CTH G	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 298 E

2



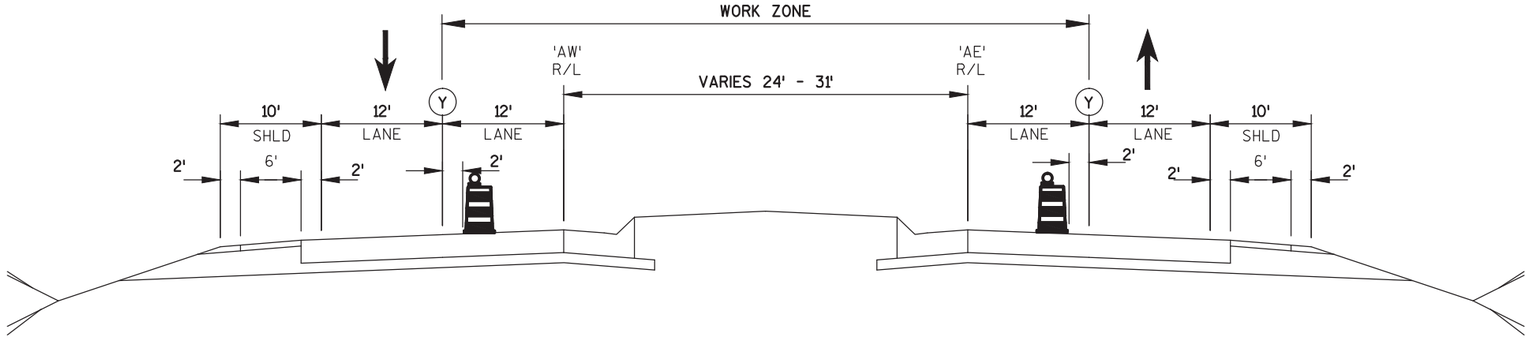
* PLACE DRUMS ON MEDIAN SIDE OF CENTERLINE IN IMMEDIATE VICINITY OF SEWER TRENCH

STAGING TYPICAL SECTION - STAGE 1A STH 11

STA. 192'AW'+28 - STA. 216'AW'+17 WEST AND EAST OF CTH G

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

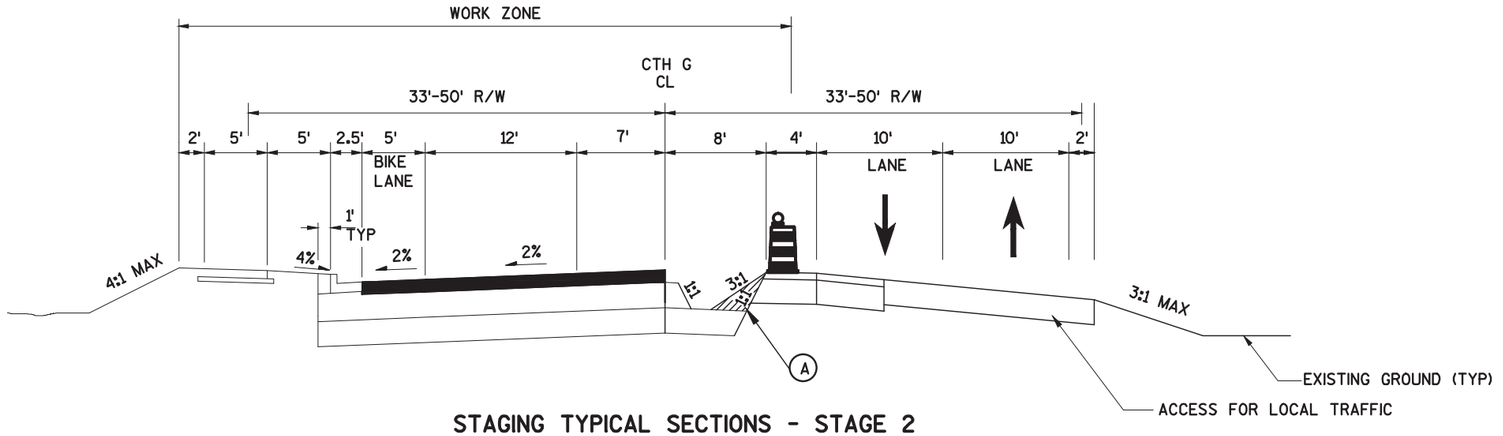


STAGING TYPICAL SECTION - STAGE 1B STH 11

STA. 192'AW'+28.51 - STA. 216'AW'+17.43 WEST AND EAST OF CTH G

PROJECT NO: 5966-10-70,-71	HWY: CTH G	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 299	E

2



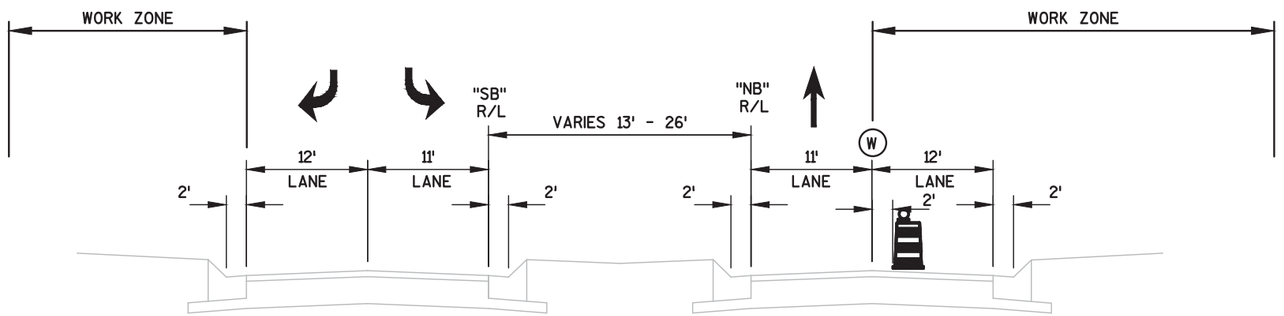
STAGING TYPICAL SECTIONS - STAGE 2

HUEBBE PKWY - PHILHOWER RD

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

- (A) FILL WITH BASE AGGREGATE DENSE 1 1/4-INCH AT THE END OF EACH WORKING DAY TO PROVIDE SAFE SLOPE

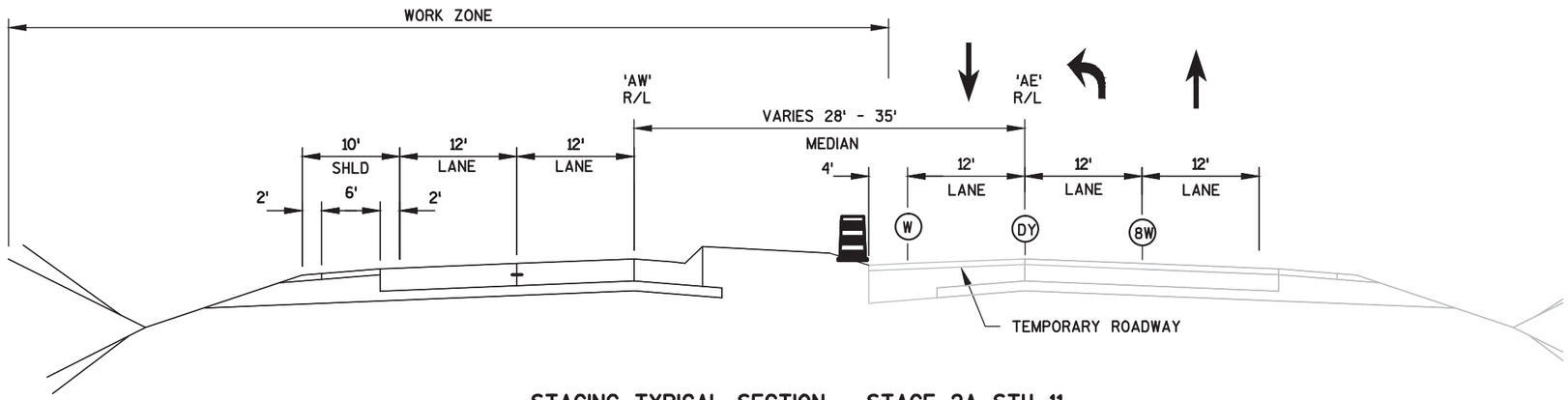


STAGING TYPICAL SECTION - STAGE 2A CTH G

STH 11 (AVALON RD.) - VENTURE RD.

PROJECT NO: 5966-10-70,-71	HWY: CTH G	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 300 E

2

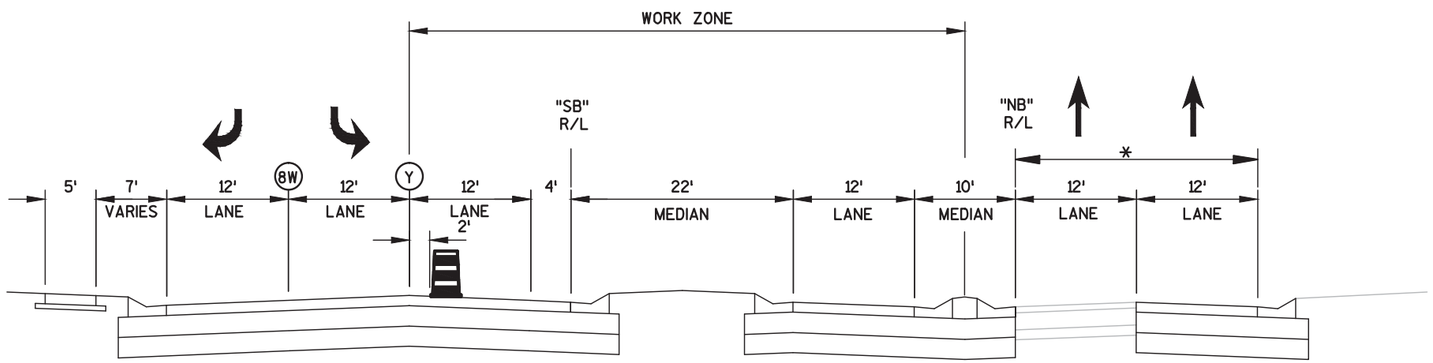


STAGING TYPICAL SECTION - STAGE 2A STH 11

STA. 192'AW'+28.51 - STA. 216'AW'+17.43 WEST AND EAST OF CTH G

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8Y) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



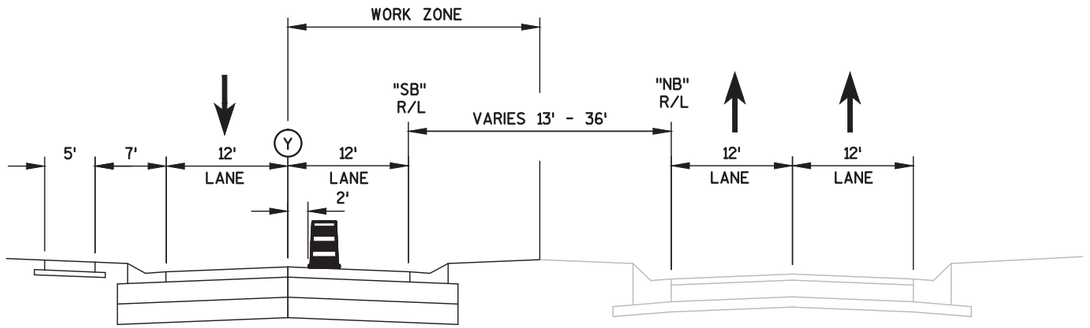
STAGING TYPICAL SECTION - STAGE 2B - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+20 - STA. 339'G'+10

* STA. 333'G'+20 - STA. 334'G'+65

2



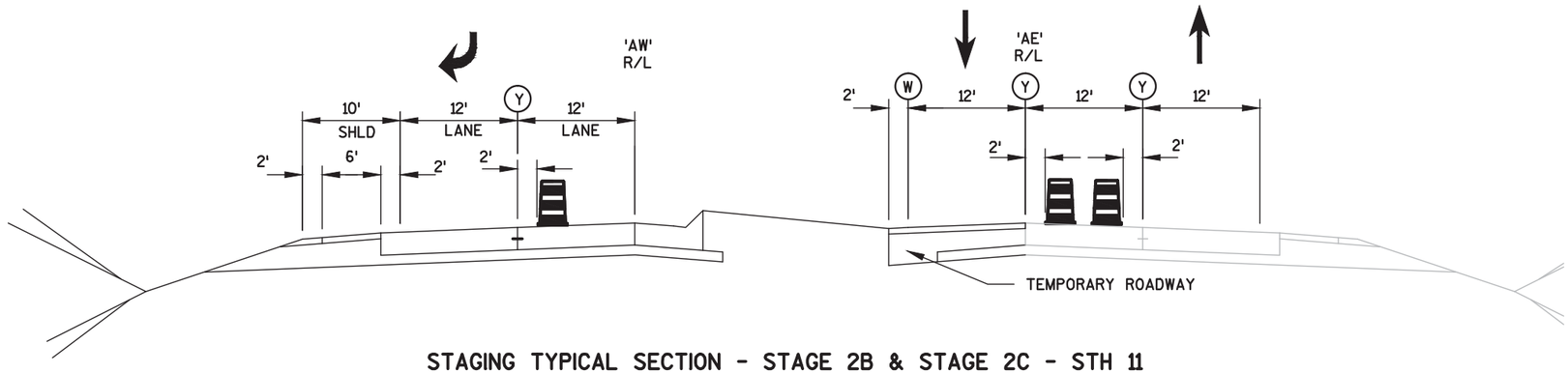
STAGING TYPICAL SECTION - STAGE 2B - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 339'G'+10 - STA. 342'G'+22.58

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 2B & STAGE 2C - STH 11

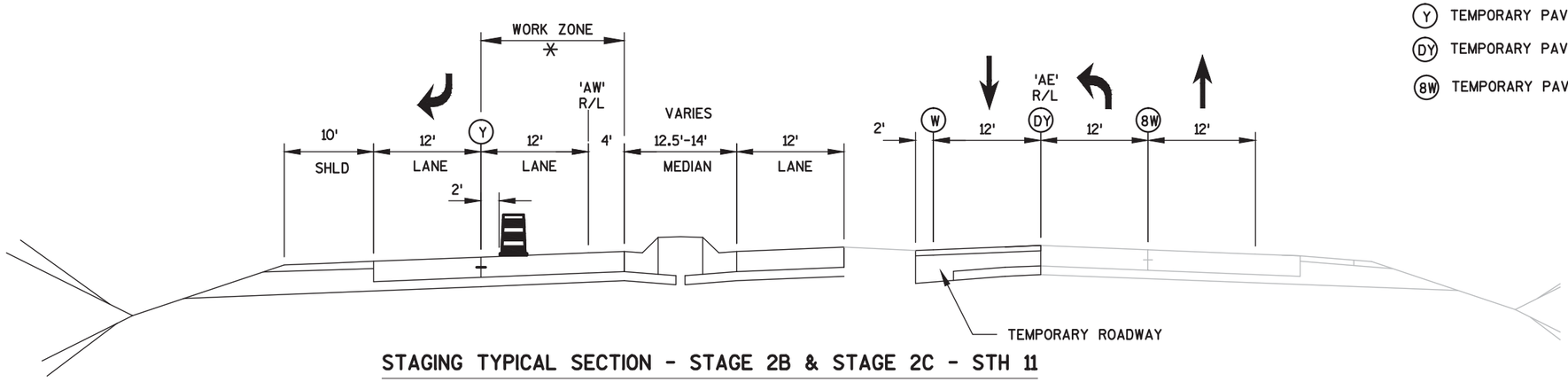
STA. 192'AW'+28 - STA. 195'AW'+23 WEST OF CTH G
STA. 211'AW'+32 - STA. 216'AW'+17 EAST OF CTH G

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY: ROCK	STAGING TYPICAL SECTIONS	SHEET 302	E

2

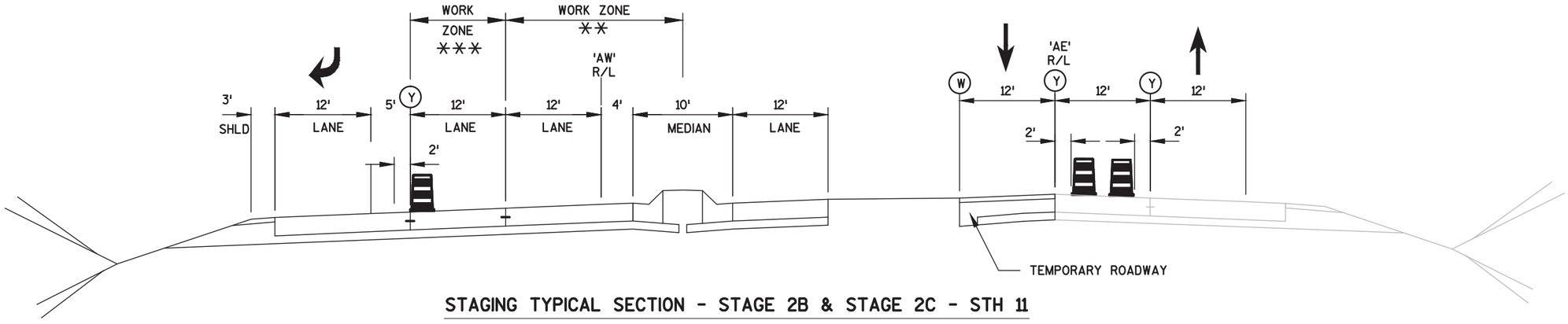
LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 2B & STAGE 2C - STH 11

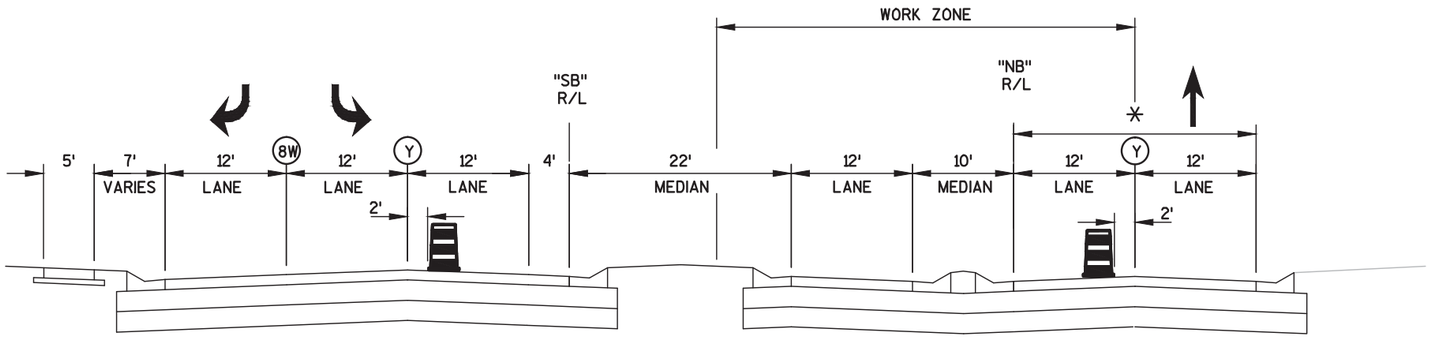
STA. 195'AW'+23 - STA. 203'AW'+20 WEST OF CTH G
✳ WORK ZONE STA. 202'AW'+98 - STA. 203'AW'+33 STAGE 2B
✳ WORK ZONE STA. 203'AW'+17 - STA. 203'AW'+52 STAGE 2C



STAGING TYPICAL SECTION - STAGE 2B & STAGE 2C - STH 11

STH 11 (AVALON RD.) - VENTURE RD.
STA. 203'AW'+20 - STA. 211'AW'+32 EAST OF CTH G
✳✳ WORK ZONE STA. 203'AW'+52 - STA. 203'AW'+73 STAGE 2B
✳✳✳ WORK ZONE STA. 203'AW'+17 - STA. 203'AW'+52 STAGE 2C

2



STAGING TYPICAL SECTION - STAGE 2C - CTH G

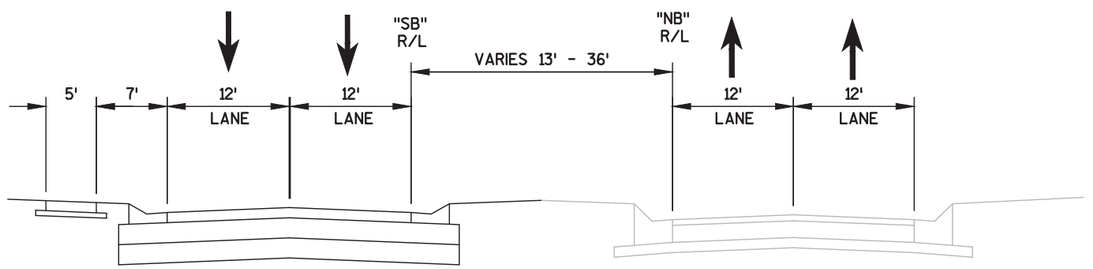
STH 11 (AVALON RD.) - VENTURE RD.

✳ STA. 333'G'+20 - STA. 339'G'+10

STA. 333'G'+20 - STA. 334'G'+65

LEGEND

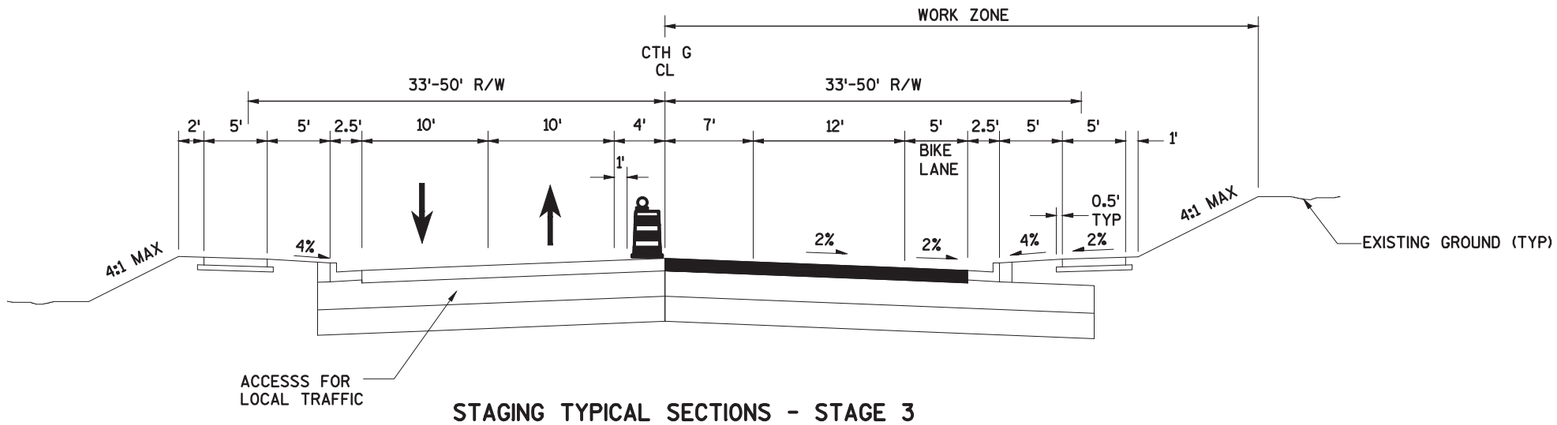
- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 2C - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 339'G'+10 - STA. 342'G'+22.58

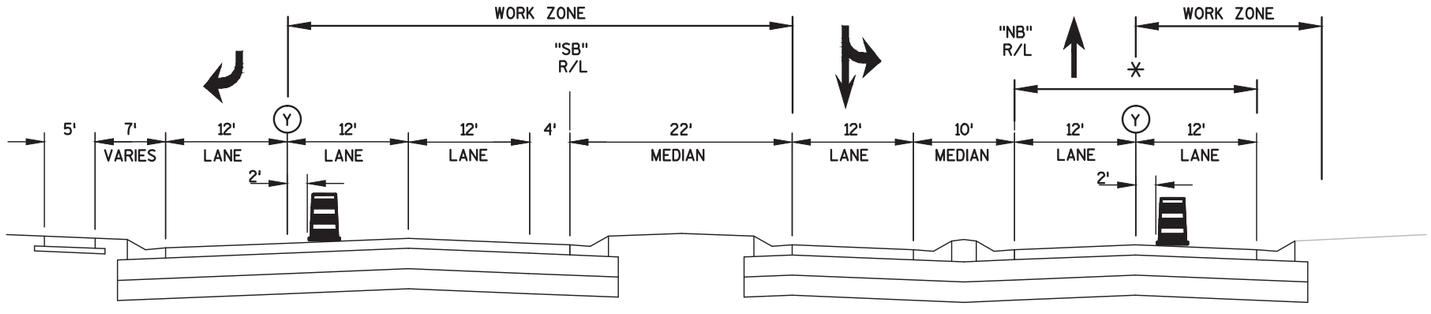


STAGING TYPICAL SECTIONS - STAGE 3

HUEBBE PKWY - PHILHOWER RD

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 3A - CTH G

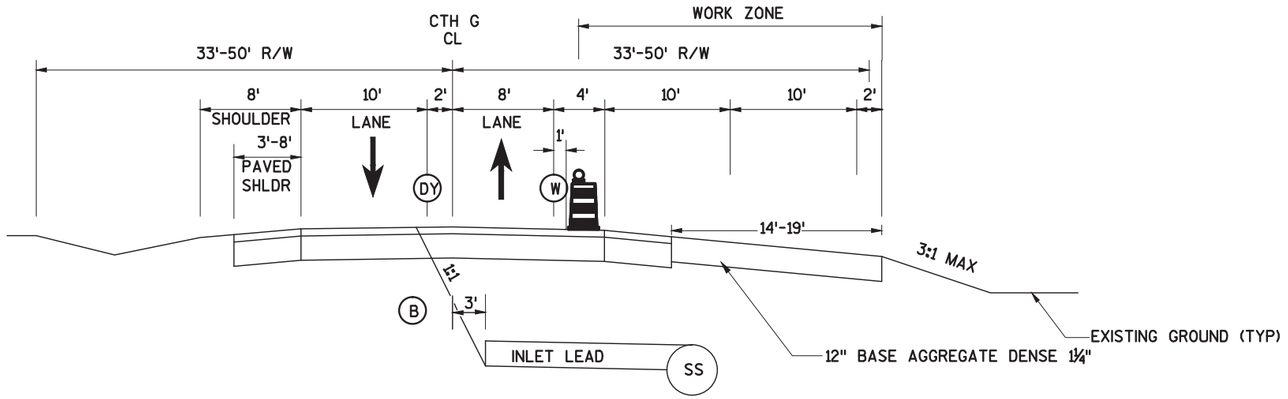
STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+20 - STA. 339'G'+10

✳ STA. 333'G'+20 - STA. 334'G'+65

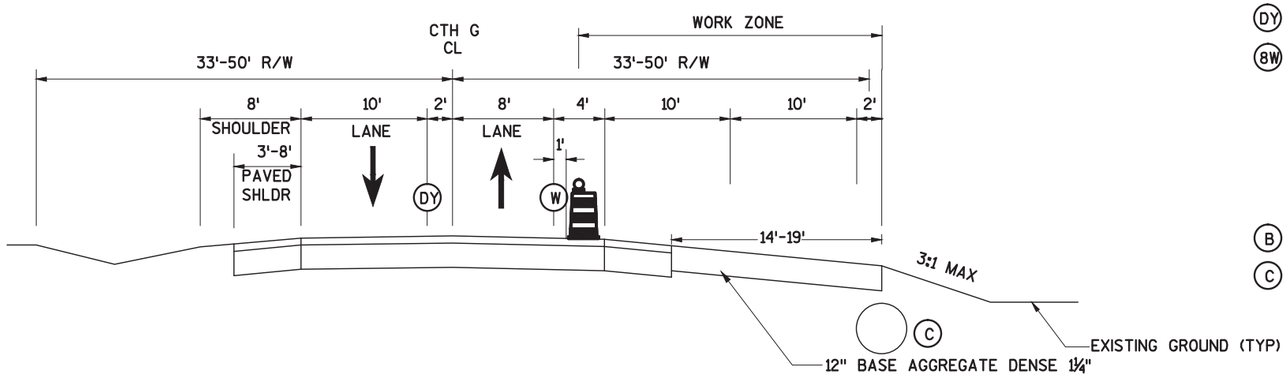
PROJECT NO:5966-10-70,-71	HWY:CTH G	COUNTY:ROCK	STAGING TYPICAL SECTIONS	SHEET 305	E

2



STAGING TYPICAL SECTIONS - STAGE 1

HUEBBE PKWY - ZICK DR



STAGING TYPICAL SECTIONS - STAGE 1

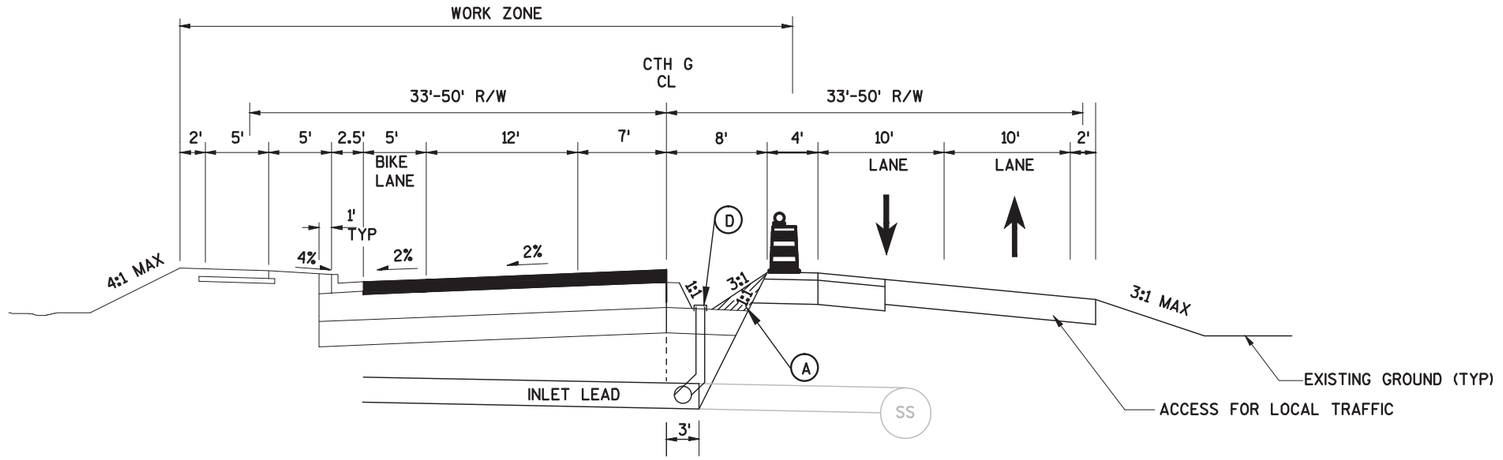
ZICK DR - PHILHOWER RD

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

- (B) FLAGGING NEEDED FOR INLET LEAD CONSTRUCTION
- (C) TEMPORARY CULVERTS REQUIRED AT DRIVEWAYS AND TEMPORARY CULVERT EXTENSIONS REQUIRED AT THE YMCA DRIVEWAY, WALTON LN., & THOMAS RD.

2



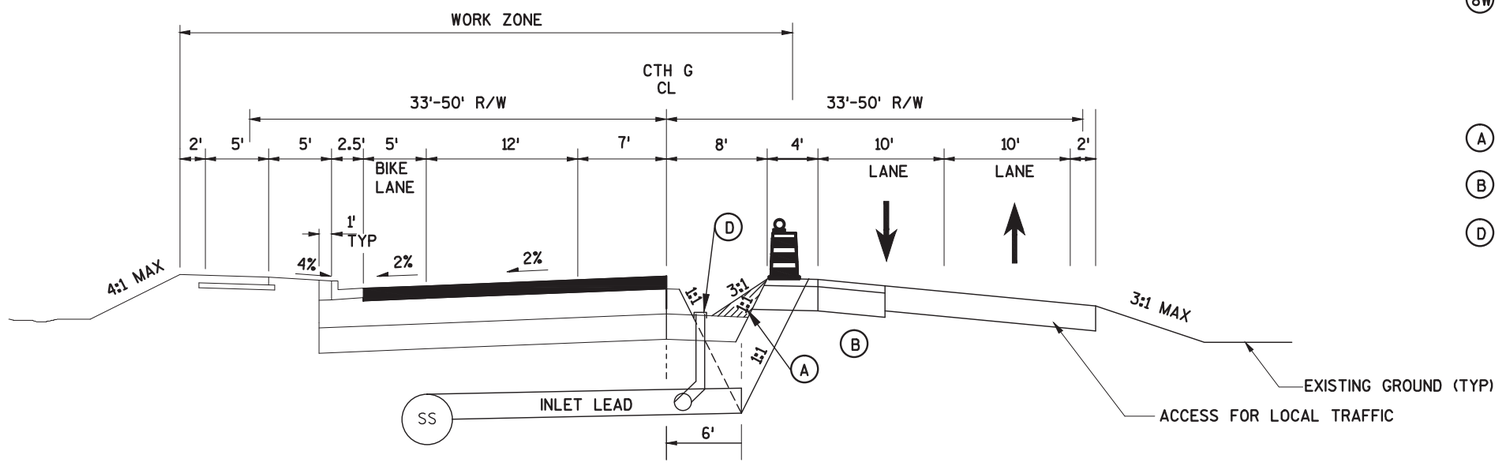
STAGING TYPICAL SECTIONS - STAGE 2

HUEBBE PKWY - ZICK DR

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

- (A) FILL WITH BASE AGGREGATE DENSE 1 1/4-INCH AT THE END OF EACH WORKING DAY TO PROVIDE SAFE SLOPE
- (B) FLAGGING NEEDED FOR INLET LEAD CONSTRUCTION
- (D) TEMPORARY DRAINAGE RISER LOCATE AT PROFILE SAG POINTS

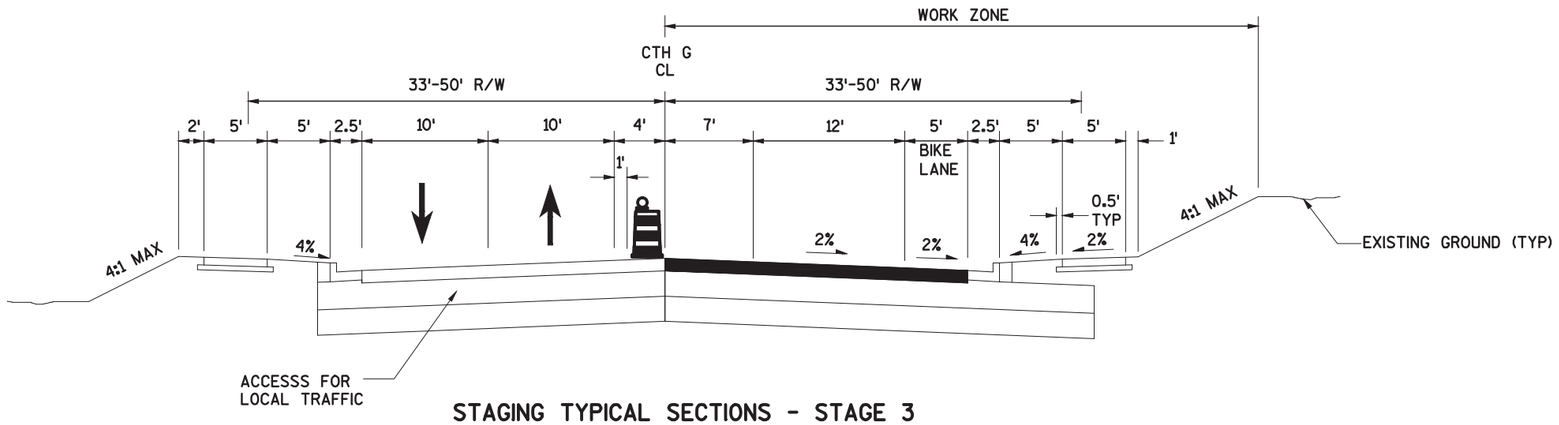


STAGING TYPICAL SECTIONS - STAGE 2

ZICK DR - PHILHOWER RD

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	STAGING TYPICAL SECTIONS FOR STORM SEWER	SHEET 307 E

2

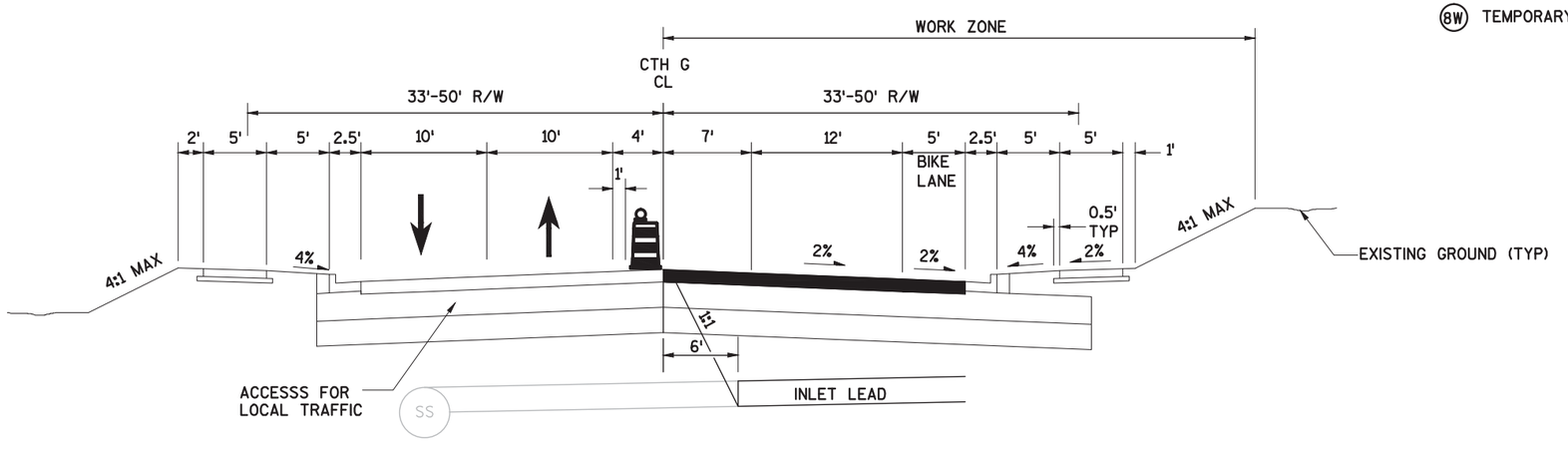


STAGING TYPICAL SECTIONS - STAGE 3

HUEBBE PKWY - ZICK DR

LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



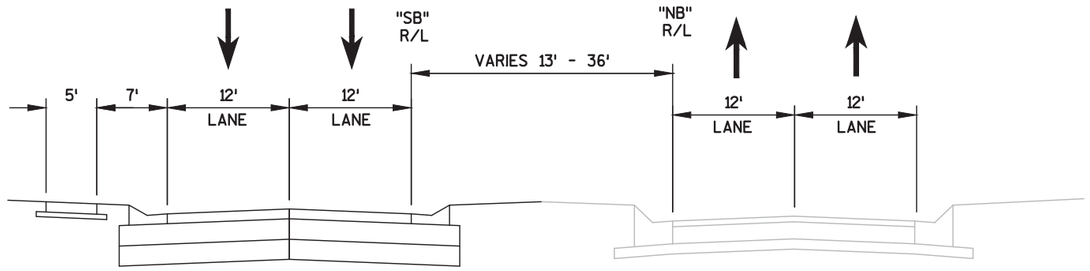
STAGING TYPICAL SECTIONS - STAGE 3

ZICK DR - PHILHOWER RD

2

LEGEND

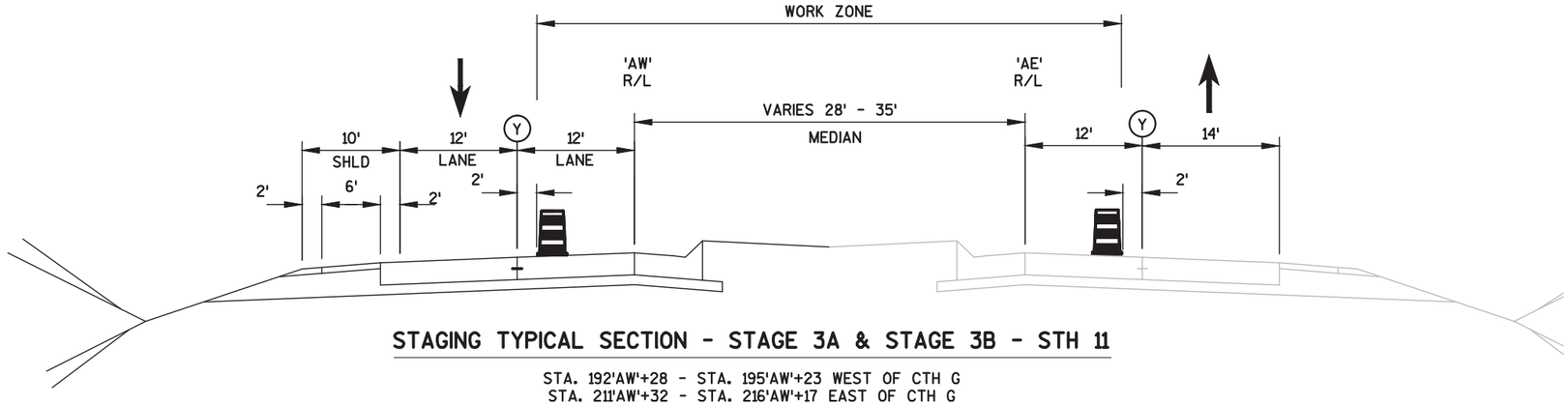
- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 3A, 3B, 3C & 3D - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 339'G'+10 - STA. 342'G'+22.58

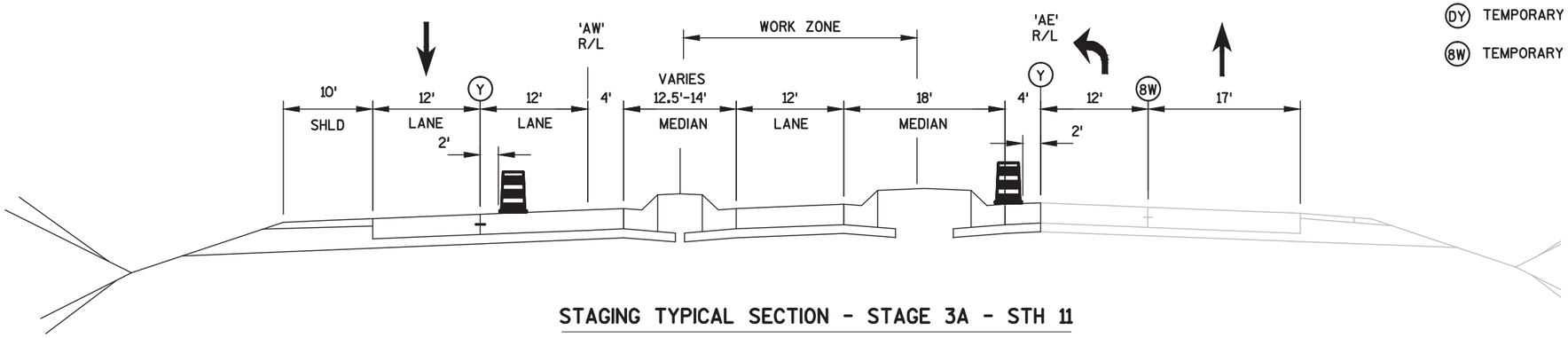


STAGING TYPICAL SECTION - STAGE 3A & STAGE 3B - STH 11

STA. 192'AW'+28 - STA. 195'AW'+23 WEST OF CTH G
STA. 211'AW'+32 - STA. 216'AW'+17 EAST OF CTH G

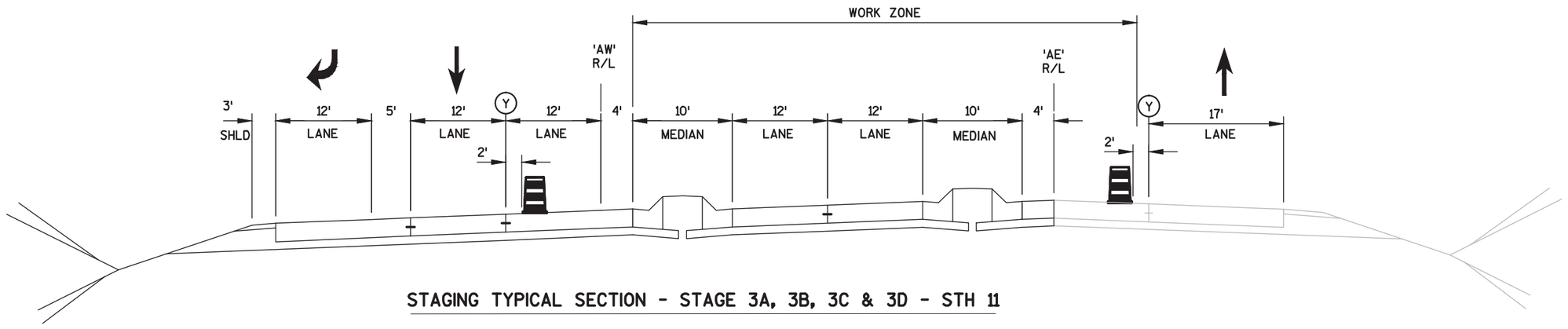
LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 3A - STH 11

STA. 195'AW'+23 - STA. 203'AW'+20 WEST OF CTH G

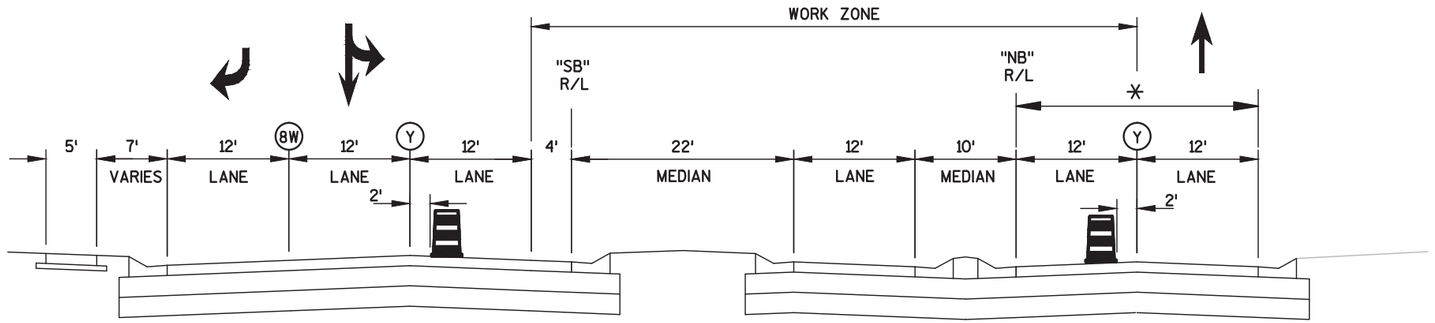


STAGING TYPICAL SECTION - STAGE 3A, 3B, 3C & 3D - STH 11

STA. 203'AW'+20 - STA. 211'AW'+32 EAST OF CTH G

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	STAGING TYPICAL SECTIONS	SHEET 310	E

2



STAGING TYPICAL SECTION - STAGE 3B - CTH G

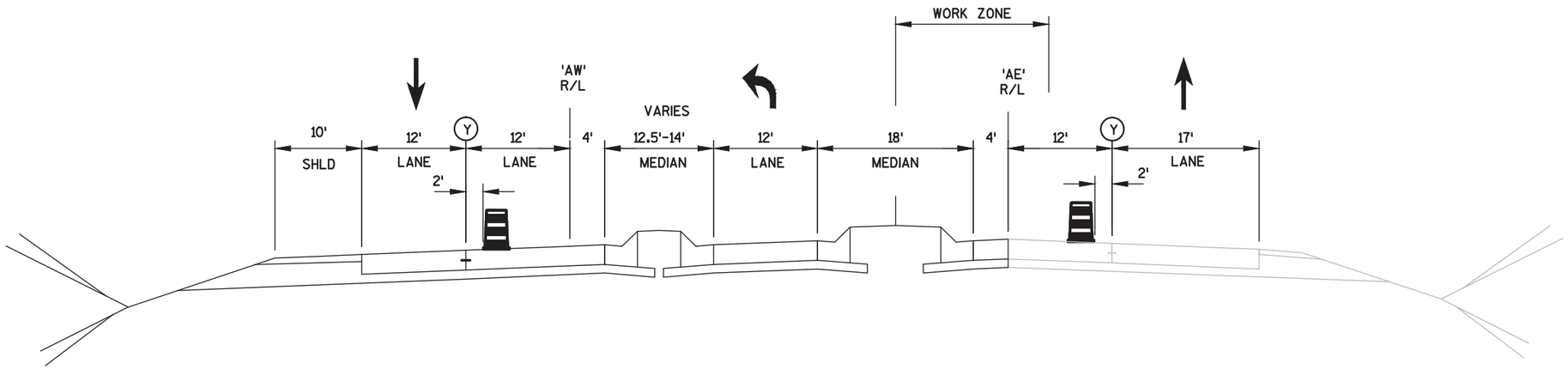
STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+20 - STA. 339'G'+10

⚹ STA. 333'G'+20 - STA. 334'G'+65

LEGEND

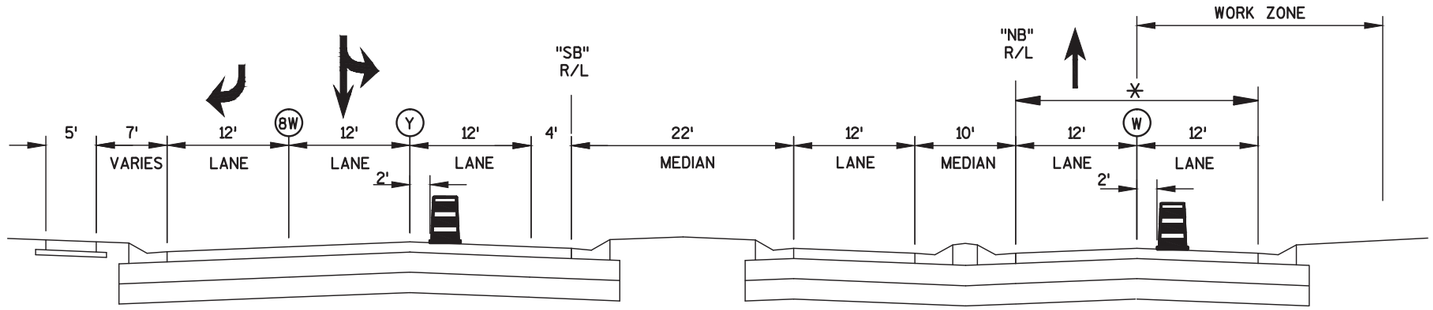
- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 3B, 3C & 3D - STH 11

STA. 195'AW'+23 - STA. 203'AW'+20 WEST OF CTH G

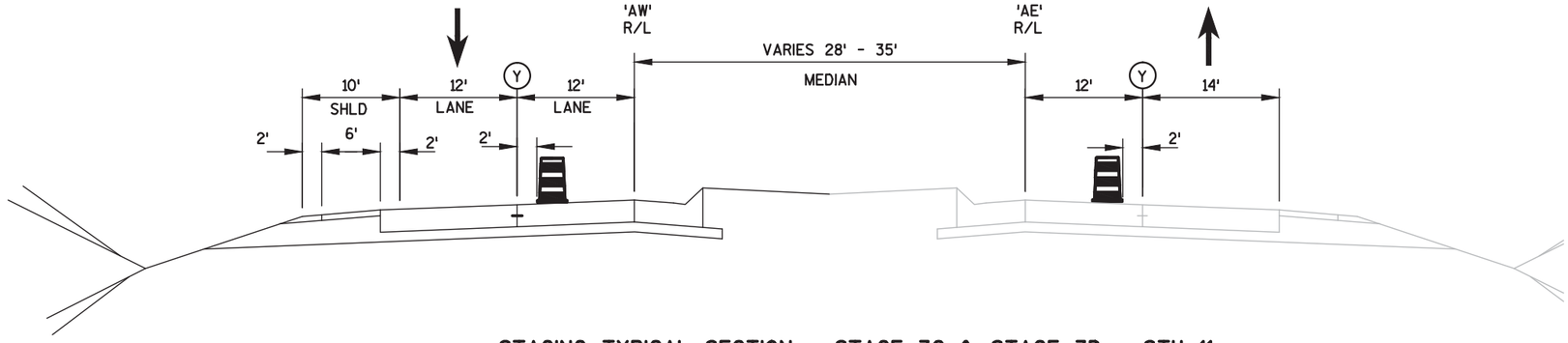
2



STAGING TYPICAL SECTION - STAGE 3C - CTH G

STH 11 (AVALON RD.) - VENTURE RD.
STA. 333'G'+20 - STA. 339'G'+10

✳ STA. 333'G'+20 - STA. 334'G'+65



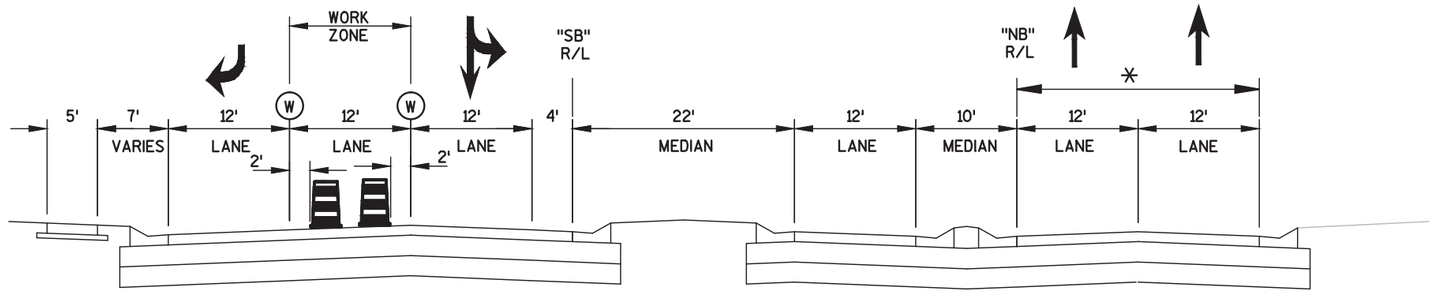
LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

STAGING TYPICAL SECTION - STAGE 3C & STAGE 3D - STH 11

STA. 192'AW'+28 - STA. 195'AW'+23 WEST OF CTH G
STA. 211'AW'+32 - STA. 216'AW'+17 EAST OF CTH G

WORK ZONE LOCATED BETWEEN STA. 200'AW'+00 AND STA. 203'AW'+36



STAGING TYPICAL SECTION - STAGE 3D - CTH G

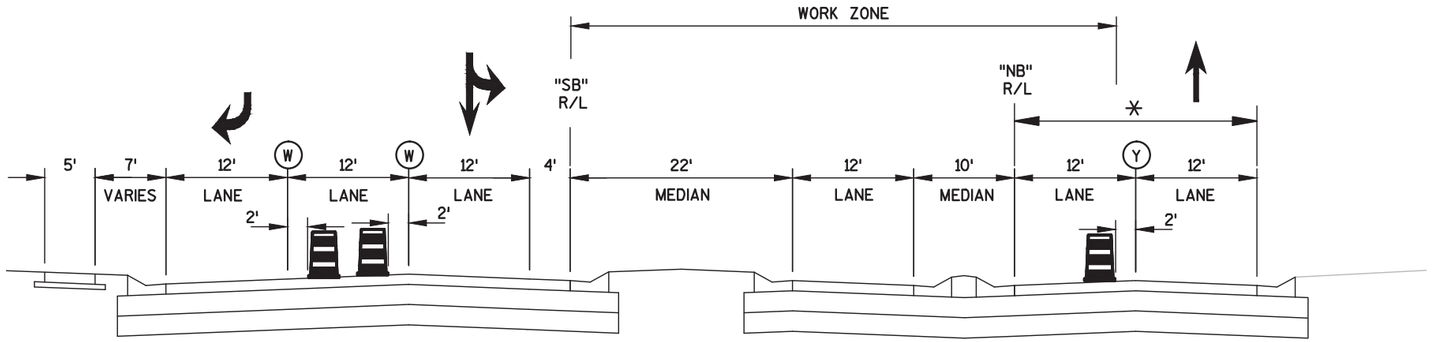
STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+20 - STA. 339'G'+10

✳ STA. 333'G'+20 - STA. 334'G'+65

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	STAGING TYPICAL SECTIONS	SHEET 312	E

2



STAGING TYPICAL SECTION - STAGE 4 - CTH G

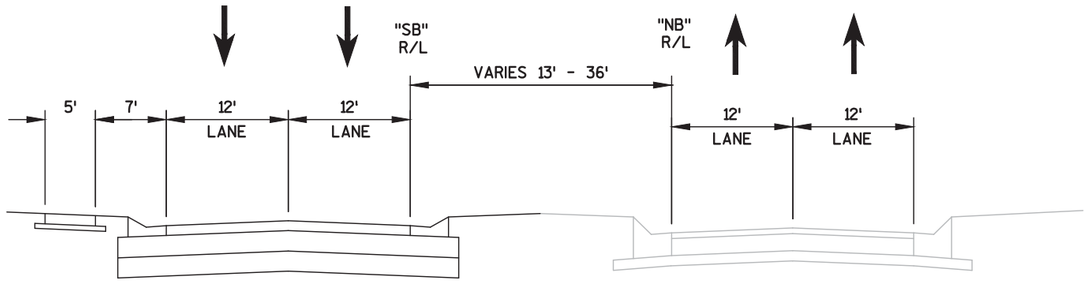
STH 11 (AVALON RD.) - VENTURE RD.

STA. 333'G'+20 - STA. 339'G'+10

✳ STA. 333'G'+20 - STA. 334'G'+65

LEGEND

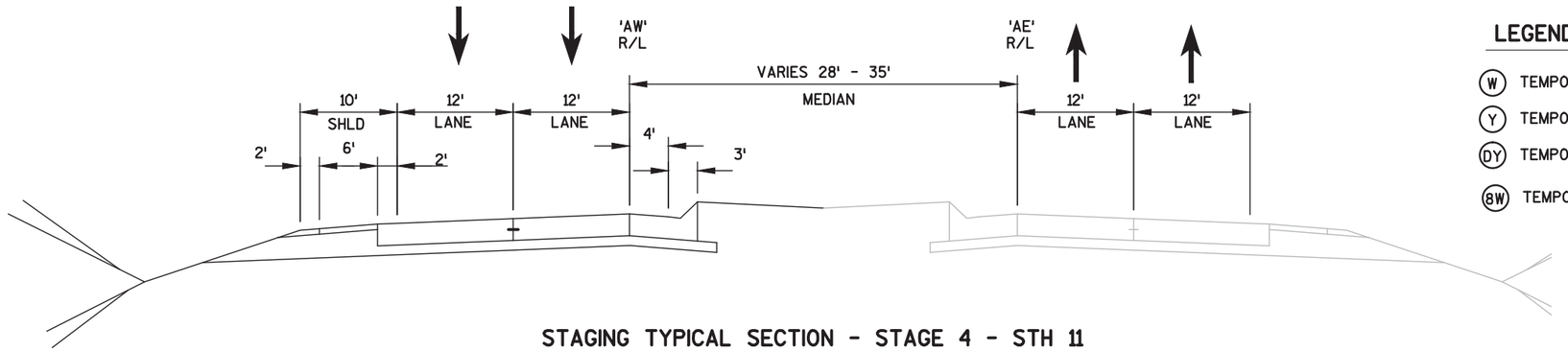
- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE



STAGING TYPICAL SECTION - STAGE 4 - CTH G

STH 11 (AVALON RD.) - VENTURE RD.

STA. 339'G'+10 - STA. 342'G'+22.58

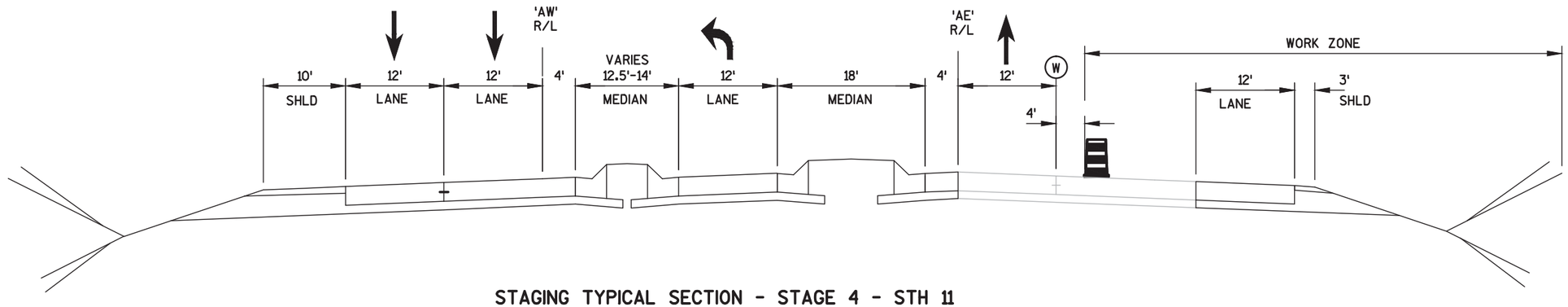


LEGEND

- (W) TEMPORARY PAVEMENT MARKING 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING 4-INCH YELLOW
- (DY) TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
- (8W) TEMPORARY PAVEMENT MARKING 8-INCH WHITE

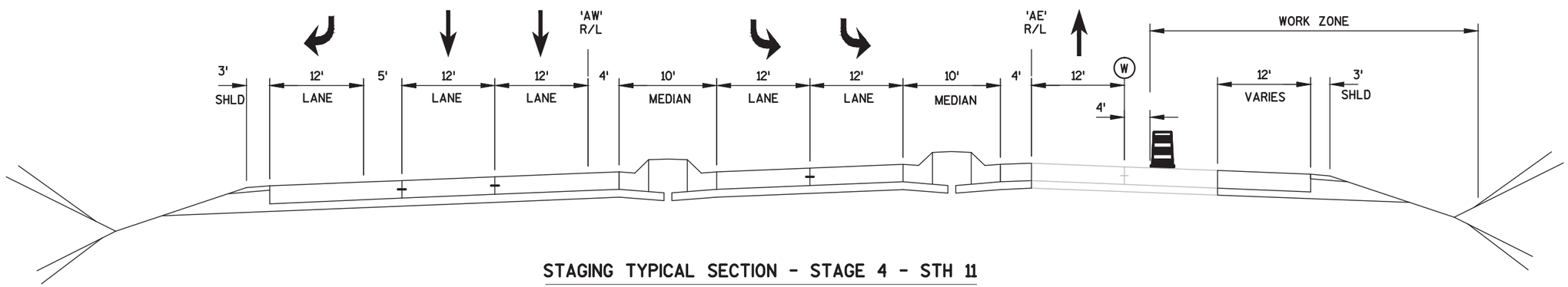
STAGING TYPICAL SECTION - STAGE 4 - STH 11

STA. 192'AW'+28 - STA. 195'AW'+23 WEST OF CTH G
STA. 211'AW'+32 - STA. 216'AW'+17 EAST OF CTH G



STAGING TYPICAL SECTION - STAGE 4 - STH 11

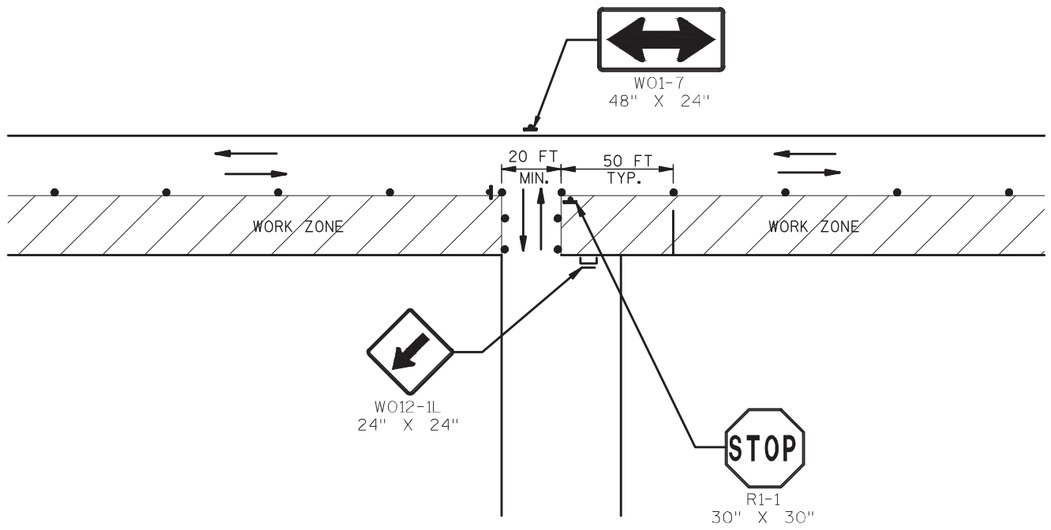
STA. 195'AW'+23 - STA. 203'AW'+20 WEST OF CTH G



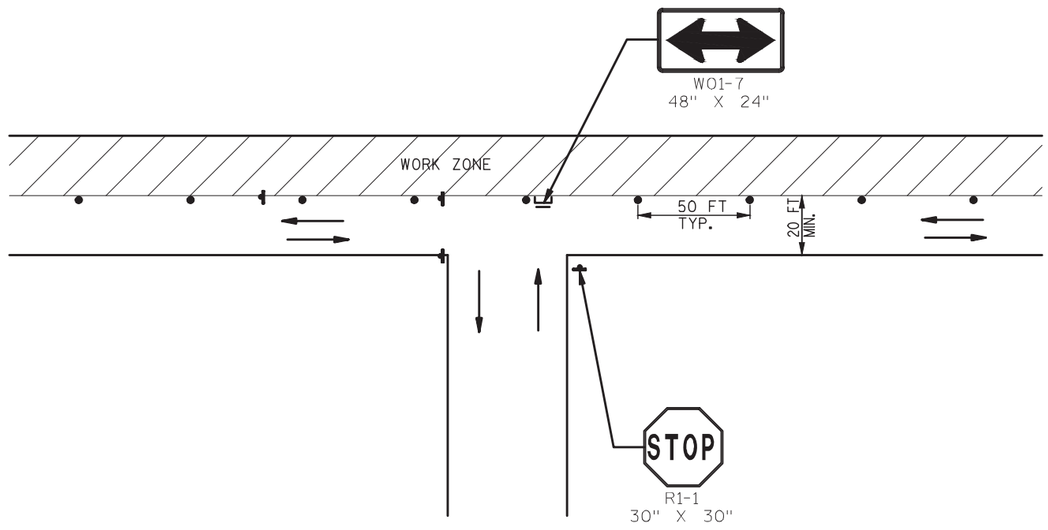
STAGING TYPICAL SECTION - STAGE 4 - STH 11

STA. 203'AW'+20 - STA. 211'AW'+32 EAST OF CTH G

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	STAGING TYPICAL SECTIONS	SHEET 314	E

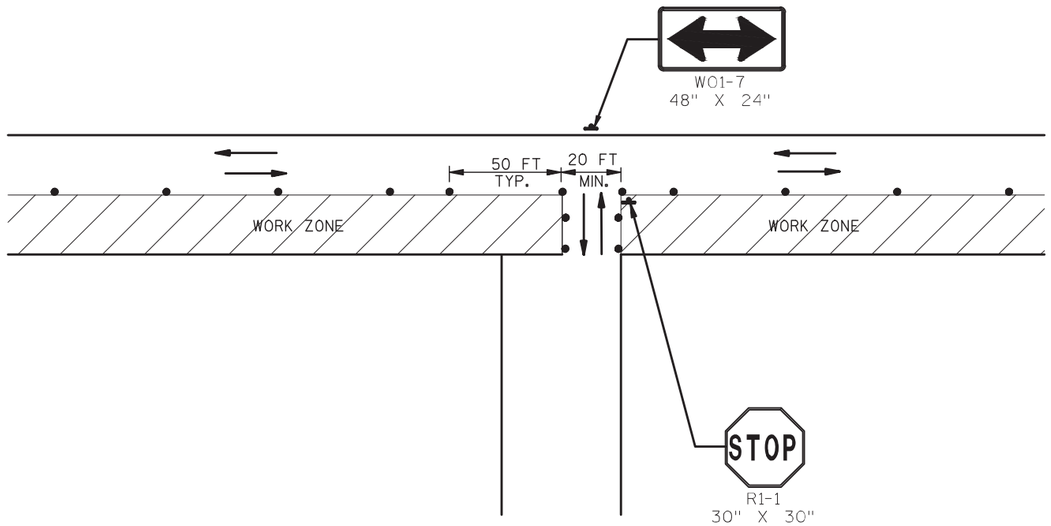


TRAFFIC CONTROL AT INTERSECTIONS
NEAR SIDE LANE CLOSURE CASE 1



TRAFFIC CONTROL AT INTERSECTIONS
FAR SIDE LANE CLOSURE

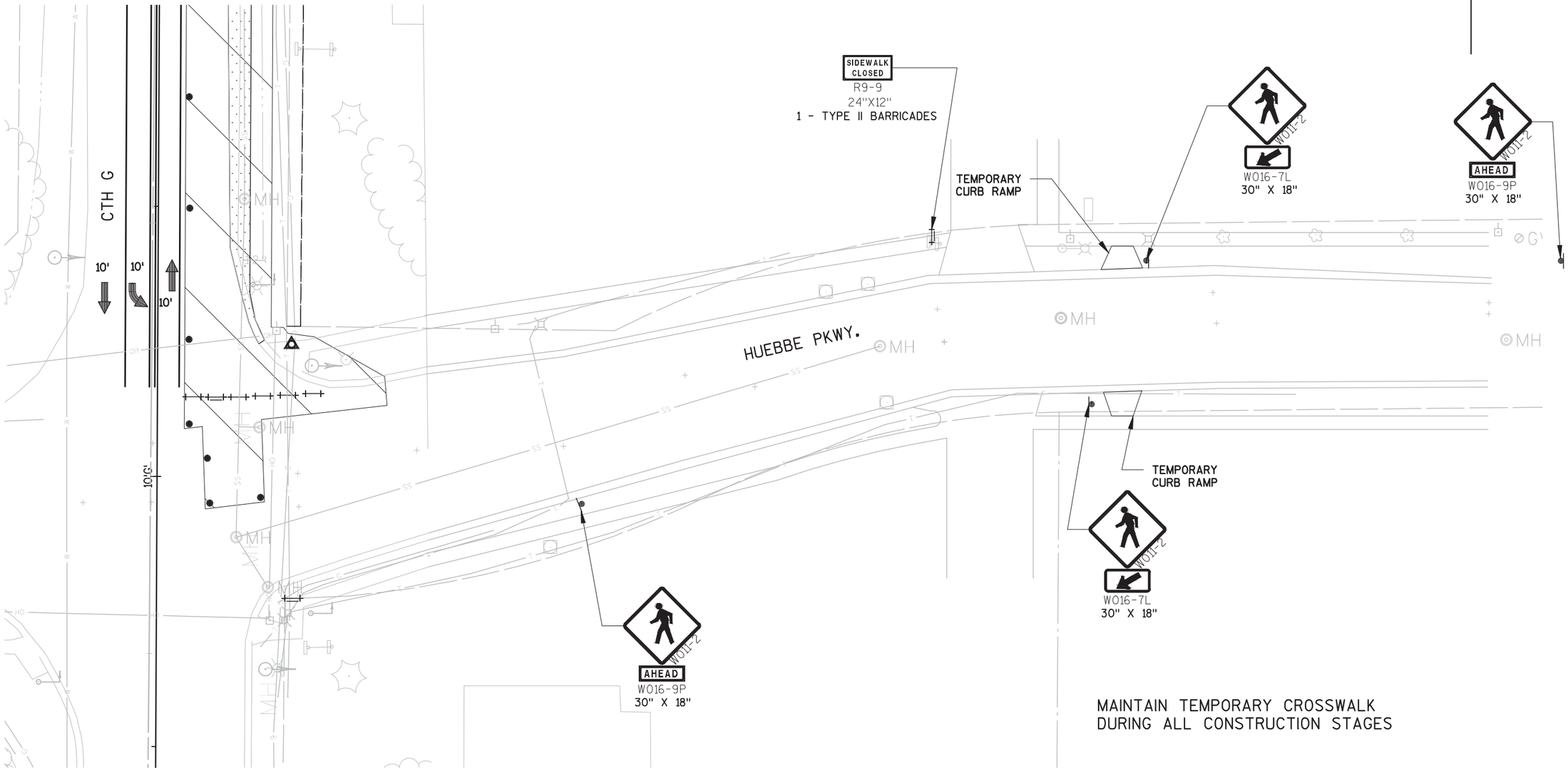
2



TRAFFIC CONTROL AT INTERSECTIONS
NEAR SIDE LANE CLOUSRE CASE 2

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL: INTERSECTION STAGING DETAIL	SHEET 315	E

2



MAINTAIN TEMPORARY CROSSWALK
DURING ALL CONSTRUCTION STAGES

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, TEMPORARY CROSSWALK	SHEET 316	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_01.DWG PLOT DATE : 10/29/2014 8:33 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : _____

WISDOT/CADDS SHEET 42

2

N

RMPM - "ONLY" FROM THROUGH LANE
A2 RIGHT ADD TO THROUGH ARROWS

CTH G

500'

SEE TRAFFIC CONTROL STAGE 1 PHASE A & B FOR STAGING THROUGH INTERSECTION DURING STORM SEWER CONSTRUCTION

400' (TYP)

HUEBBE PKWY.

10'G'

50' (TYP)

15'G'

8W-LD
8W
RMPM 8" WHITE CHANNELIZING

R3-8A
36"X30"

MATCHLINE STA. 15'G'+25

R11-2L
48" X 30"
LANE CLOSED

25' SPACING

4DY
4W
RMPM 4" YELLOW CENTERLINE

6 - TYPE III BARRICADES

1 ROAD WORK AHEAD
W20-1

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

3 ROAD WORK 500 FT
W20-1

4 SIDEWALK CLOSED
R9-9
24"X12"
1 - TYPE II BARRICADES

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

5 ACCESS TO LOCAL BUSINESSES
R10-71
72"X36"

6 SIDEWALK CLOSED USE OTHER SIDE
R9-10
24" X 12"
MOUNT ON TYPE II BARRICADE PLACE AT CLINIC DRIVEWAY 240' EAST OF CTH G

7 STOP HERE ON RED
R10-6
24"X36"

5
1 - TYPE III BARRICADES

GALE DR.

MATCHLINE STA. 15'G'+25

50' (TYP)

20'G'

4DY (TYP)
RMPM 4" YELLOW CENTERLINE (TYP)
4W (TYP)

COLONY CT.

24+24

25'G'

25+74

INMAN PKWY.

28+18

30'G'

8W

ONLY ONLY
R3-8E
36"X30"

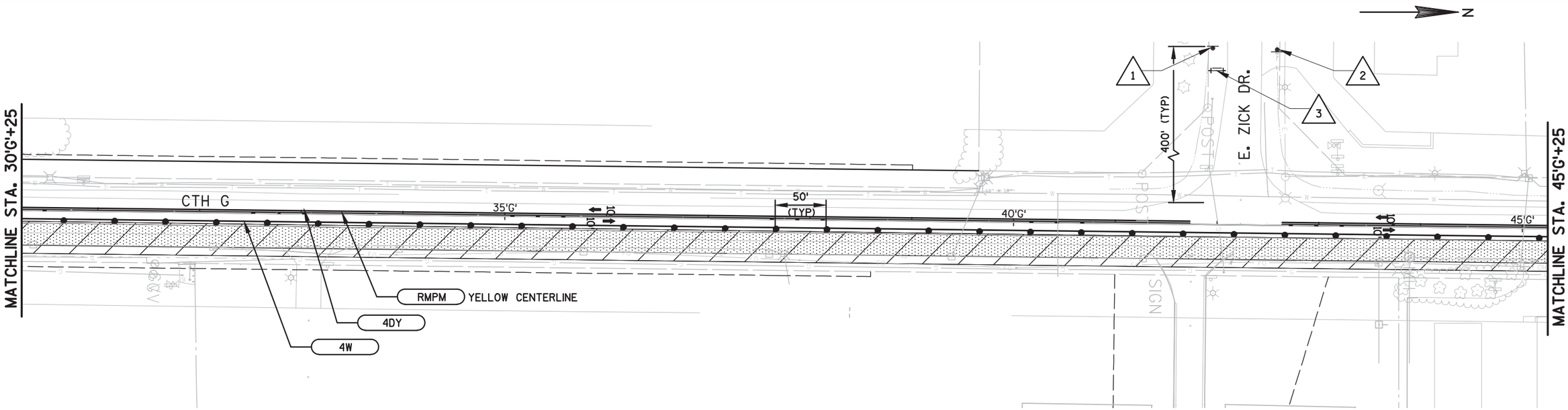
N

MATCHLINE STA. 30'G'+25

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, STAGE 1	SHEET 317	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_01.DWG PLOT DATE : 10/29/2014 8:31 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : _____

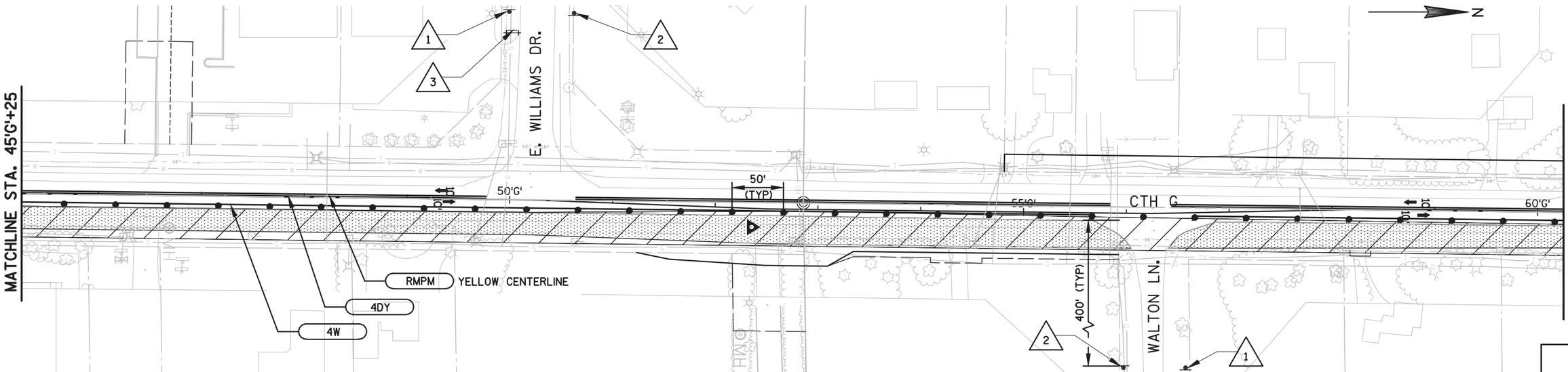
WISDOT/CADDS SHEET 42



1 ROAD WORK AHEAD
W20-1

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

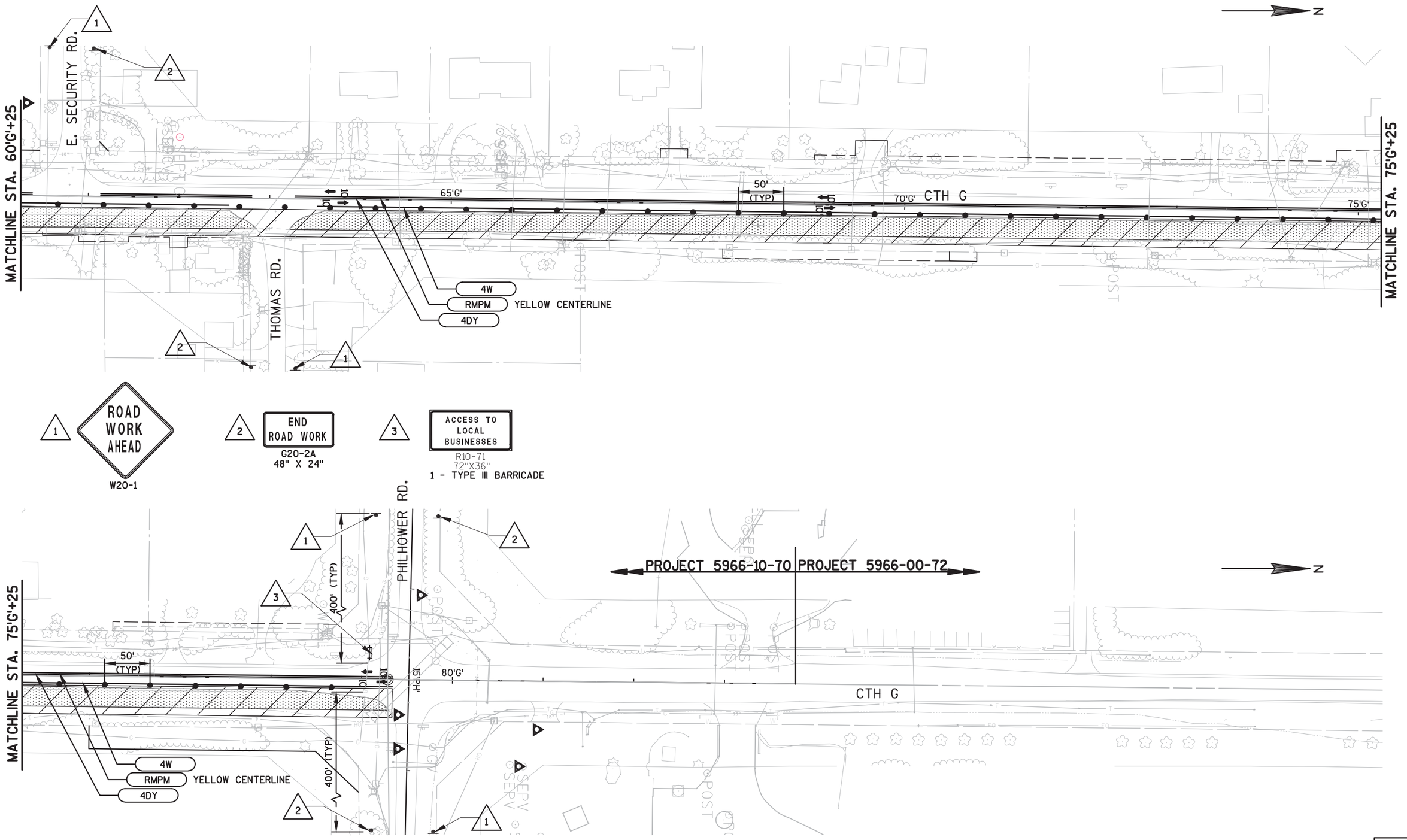
3 ACCESS TO LOCAL BUSINESSES
R10-71
72"X36"
1 - TYPE III BARRICADE



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, STAGE 1	SHEET 318	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_01.DWG PLOT DATE : 10/29/2014 8:32 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : _____
WISDOT/CADDS SHEET 42

2



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 1	SHEET E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_01.DWG PLOT DATE : 10/29/2014 8:32 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------PLOT SCALE : ========

2

N

HUEBBE PKWY.

CTH G

INL

INL

INL

MH

MH

MH

SS

SS

SS

10' SPACING (TYP)

10'G'

25' SPACING (TYP)

10'

10'

10'

62'

12'

12'

CTH G

1

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

NO TURN ON RED
R10-11B
24" X 24"

ADDITIONAL WORK AREA FOR STORM SEWER CONSTRUCTION

SIDEWALK CLOSED
R9-9
24"X12"
1 - TYPE II BARRICADES

R11-2L
48" X 30"
LANE CLOSED
6 - TYPE III BARRICADES

STOP HERE ON RED
R10-6
24" X 36"

SLRT-12

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

W8-7
30"X30"
LOOSE GRAVEL

PLACE SIGNS

ON N.B. CTH G AND ON HUEBBE PKWY. PRIOR TO RE-OPENING TO TRAFFIC.

MANTAIN SIGNS IN PLACE UNTIL SEWER TRENCH IS RE-PAVED

1

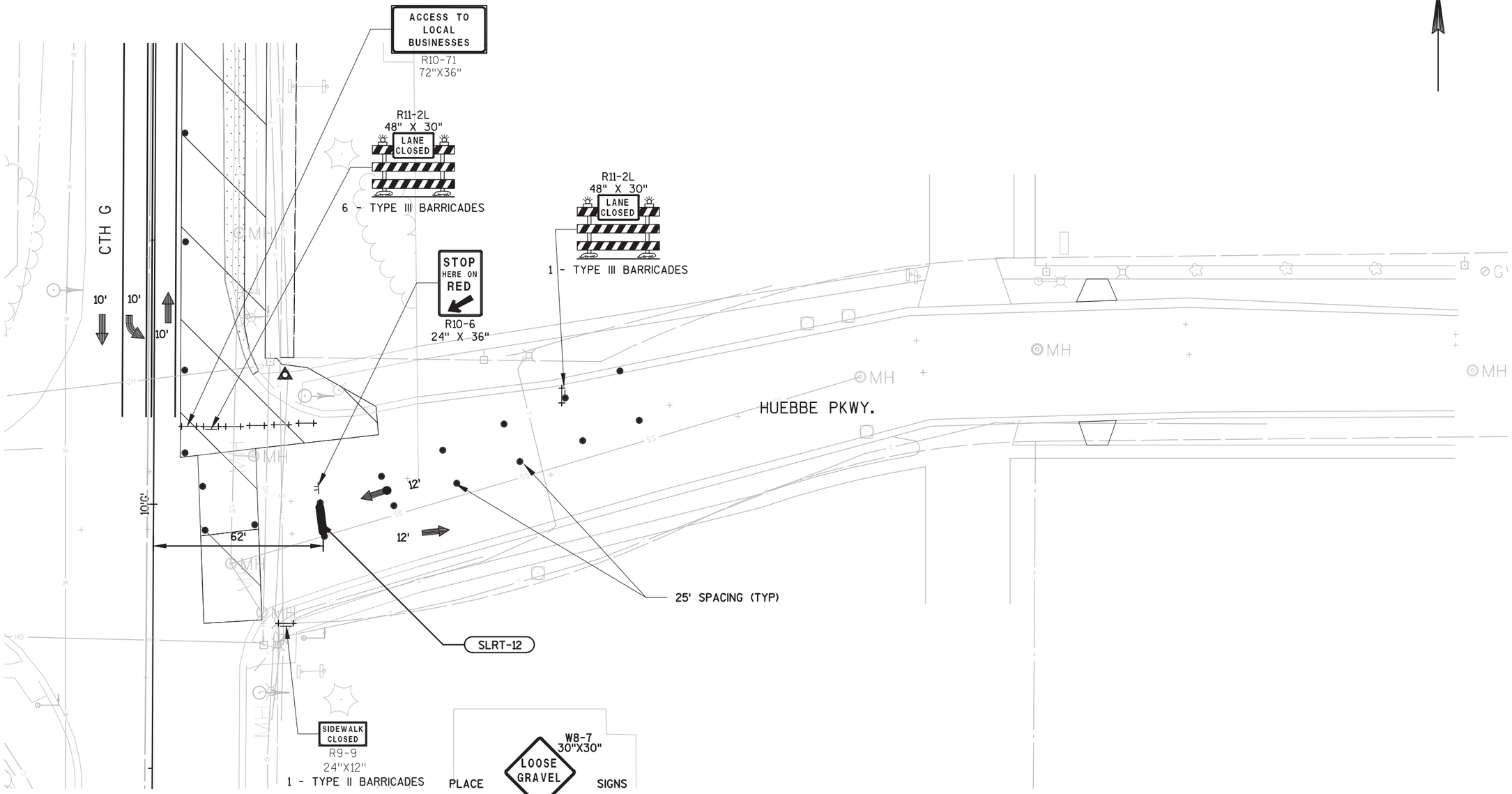
ACCESS TO LOCAL BUSINESSES
R10-71
72"X36"
1 - TYPE III BARRICADES

OVERNIGHT STORM SEWER CONSTRUCTION
(RIGHT TURN LANE TO HUBBE PWWY. CLOSED)

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 1A	SHEET 320	E

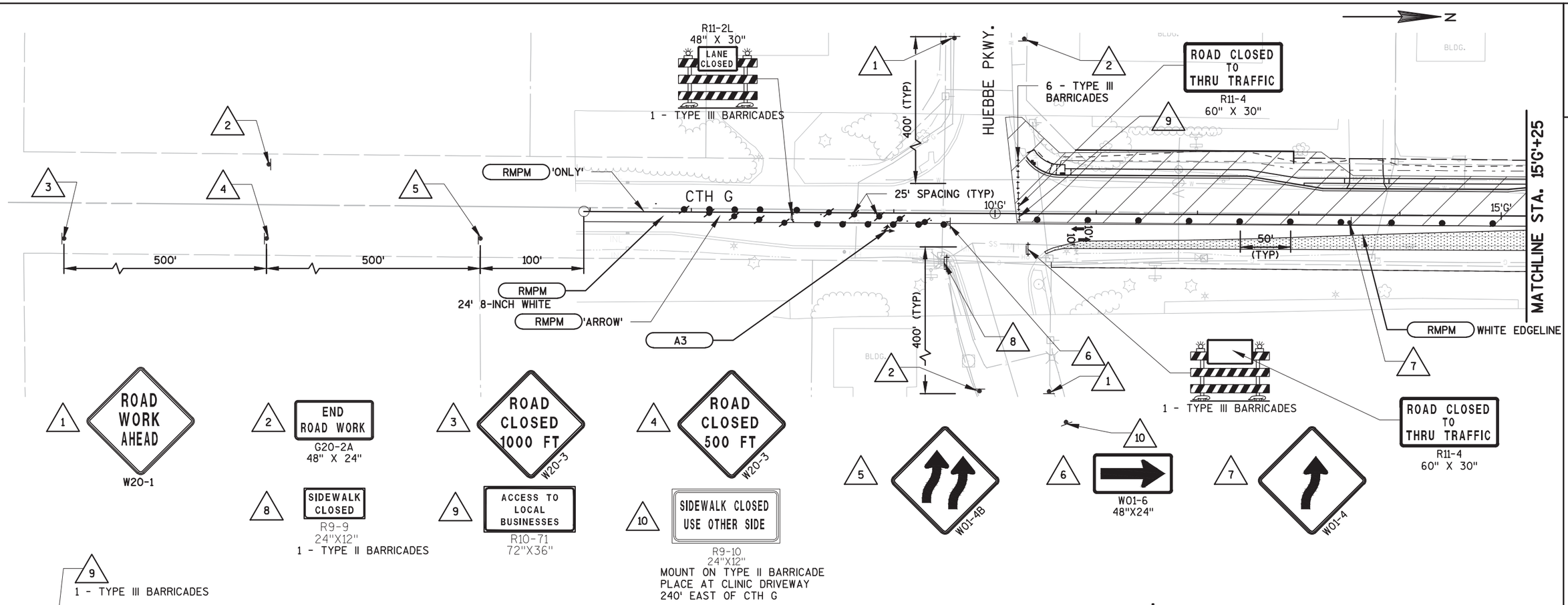
FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_01.DWG PLOT DATE : 10/29/2014 8:32 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

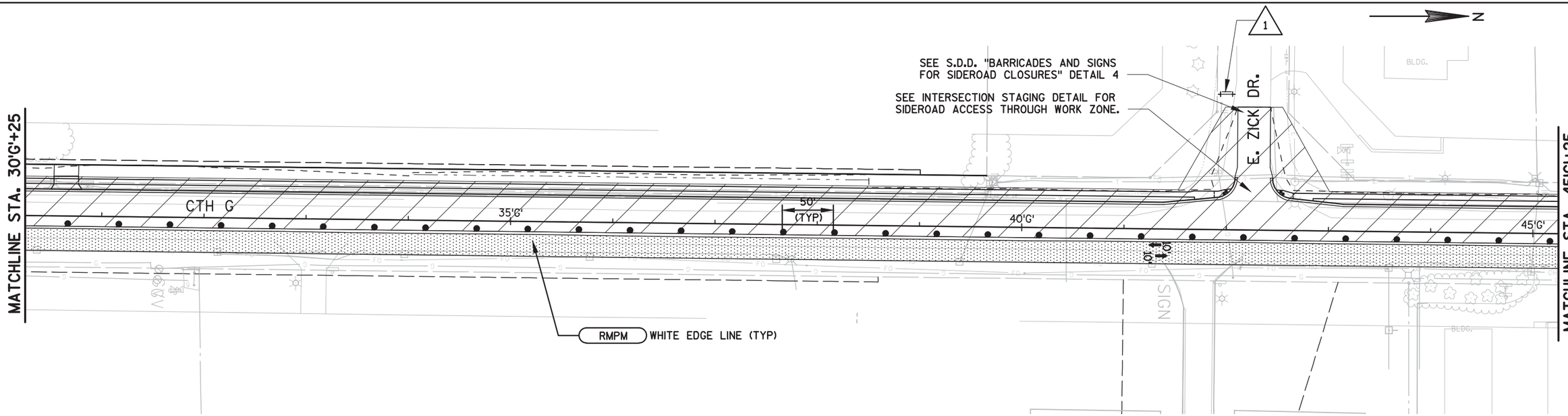


OVERNIGHT STORM SEWER CONSTRUCTION

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 1B	SHEET 321	E



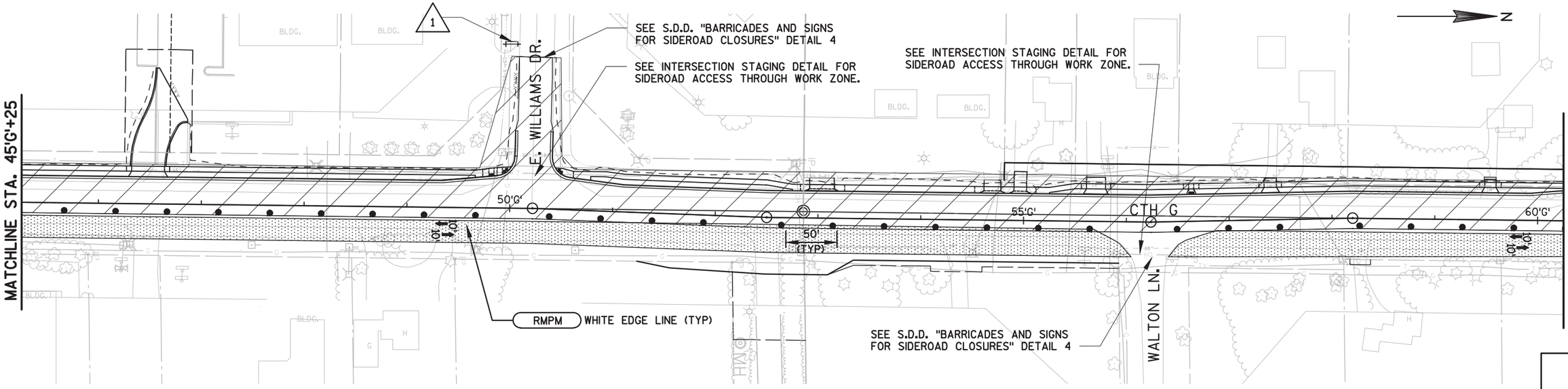
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 2	SHEET 322	E



1

ACCESS TO LOCAL BUSINESSES

R10-71
72"X36"
1 - TYPE III BARRICADES



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 2	SHEET 323	E

2

N

MATCHLINE STA. 60'G'+25

E. SECURITY RD.

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE.

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

10'

10'

65'G'

50' (TYP)

70'G'

CTH G

75'G'

10'

10'

MATCHLINE STA. 75'G'+25

THOMAS RD.

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE.

RMPM WHITE EDGE LINE (TYP)

ROAD CLOSED TO THRU TRAFFIC

R11-4
60" X 30"

1 - TYPE III BARRICADES

1

ACCESS TO LOCAL BUSINESSES

R10-71
72"X36"
1 - TYPE III BARRICADE

STAGE CULVERT INSTALLATION TO ALLOW FOR ACCESS TO PROPERTIES NORTH OF PHILHOWER ROAD. PLACE TYPE III BARRICADES ON BOTH SIDES OF TRENCH. MAINTAIN A TRAVEL LANE OF A MINIMUM OF 12', DELINIATE WITH TRAFFIC CONTROL DRUMS.

PHILHOWER RD.

N

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

PROJECT 5966-10-70 | PROJECT 5966-00-72

MATCHLINE STA. 75'G'+25

50' (TYP)

10'

10'

15'H

80'G'

CTH G

RMPM WHITE EDGELINE

1

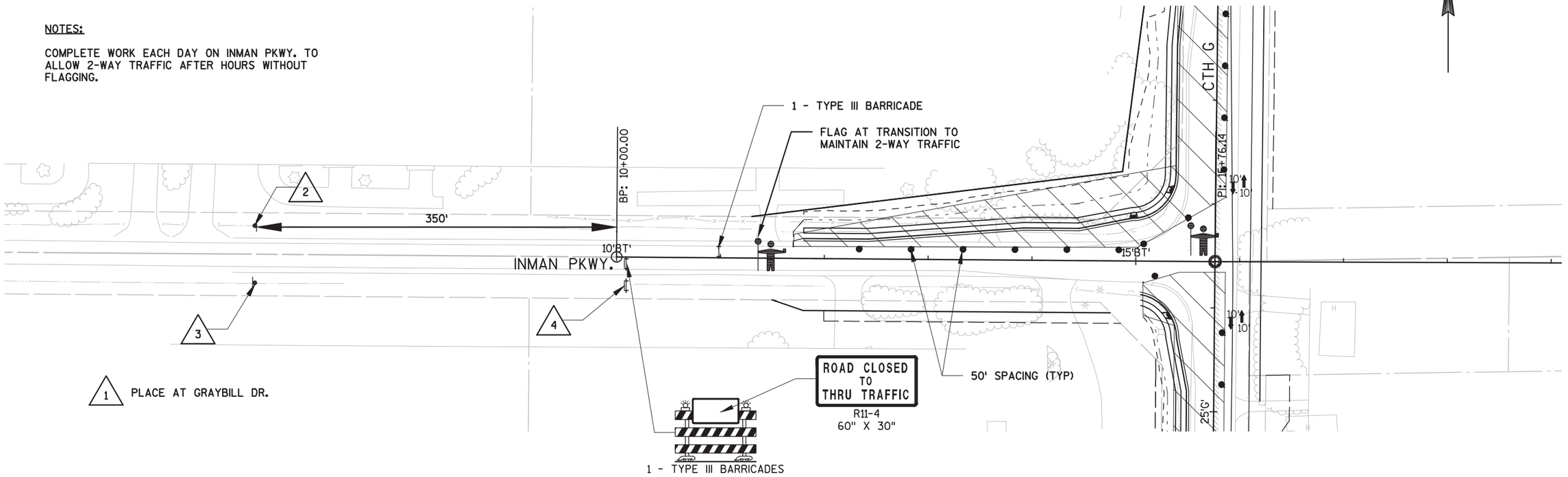
1 - TYPE III BARRICADE

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 2	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2_01.DWG PLOT DATE : 10/29/2014 8:35 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : =========

NOTES:

COMPLETE WORK EACH DAY ON INMAN PKWY. TO ALLOW 2-WAY TRAFFIC AFTER HOURS WITHOUT FLAGGING.



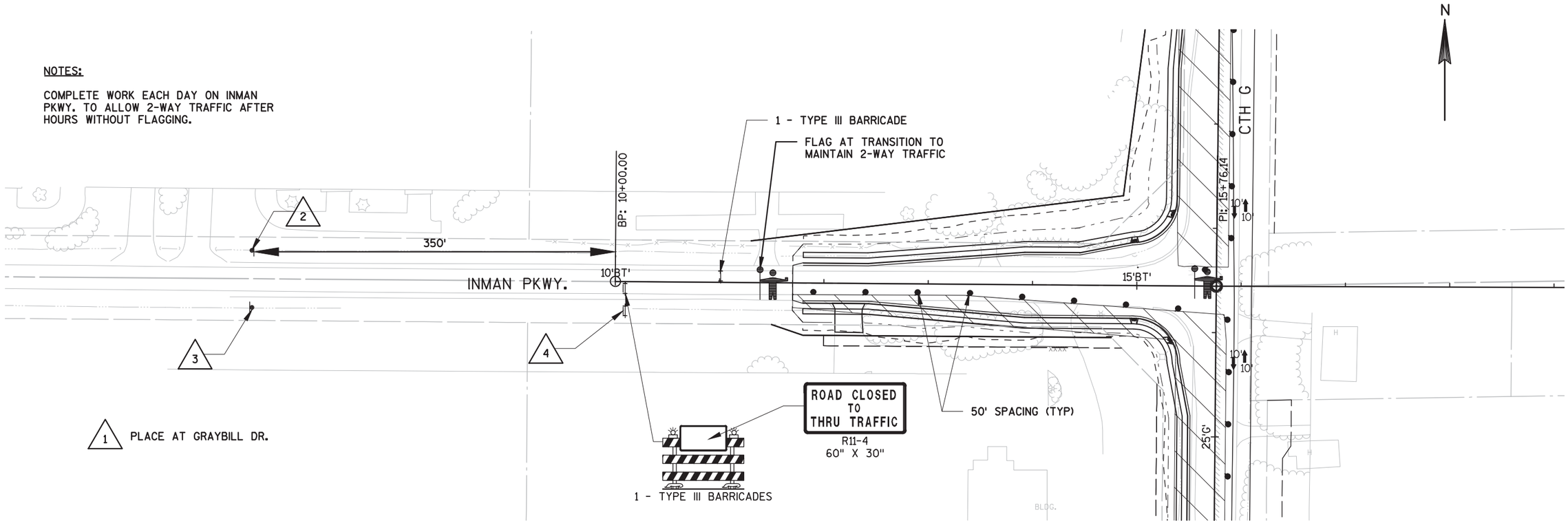
G20-2A
48" X 24"

R10-71
72"X36"
1 - TYPE III BARRICADES

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, STAGE 2A	SHEET 325	E

NOTES:

COMPLETE WORK EACH DAY ON INMAN PKWY. TO ALLOW 2-WAY TRAFFIC AFTER HOURS WITHOUT FLAGGING.



1

2

G20-2A
48" X 24"

3

4

R10-71
72"X36"
1 - TYPE III BARRICADES

2

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

1

400' (TYP)

HUEBBE PKWY.

2

8

W01-6
48" X 24"

8W

RMPM
LEFT TURN LANE ONLY

4

CTH G

25' SPACING (TYP)

10'G'

50' (TYP)

15'G'

MATCHLINE STA. 15'G'+25

2

5

7

6

500'

500'

3

A1
ADD TO EXISTING TYPE 2 ARROWS

400' (TYP)

8

4W

4DY

9

1

7 - TYPE III BARRICADES

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

1 ROAD WORK AHEAD
W020-1

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

3 W012-1D
24" X 24"

4 W01-4L

5 ONLY
R3-8
36"X30"

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

6 ROAD CLOSED 500 FT
W20-3

7 ROAD CLOSED 1000 FT
W20-3

8 SIDEWALK CLOSED
R9-9
24"X12"
1 - TYPE II BARRICADE

9 ACCESS TO LOCAL BUSINESSES
R10-71
72"X36"
1 - TYPE III BARRICADE

9

8

GALE DR.

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

4DY (TYP)

8

20'G'

25'G'

4W (TYP)

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE

MATCHLINE STA. 15'G'+25

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE

COLONY CT.

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE

9

8

INMAN PKWY.

15'BT'

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

8

8W

50' (TYP)

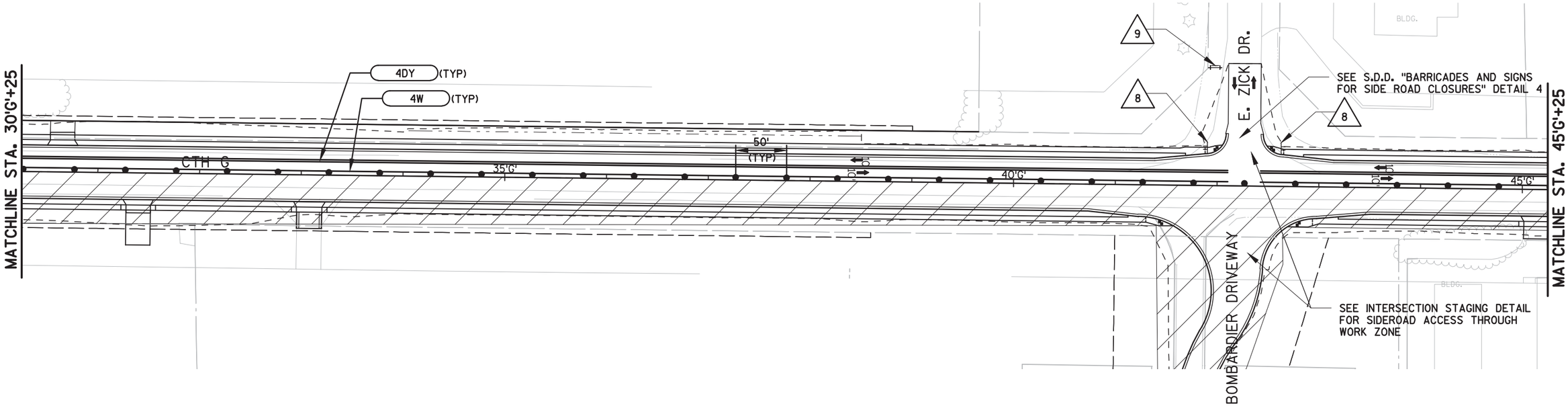
30'G'

PI: 15+76.14

MATCHLINE STA. 30'G'+25

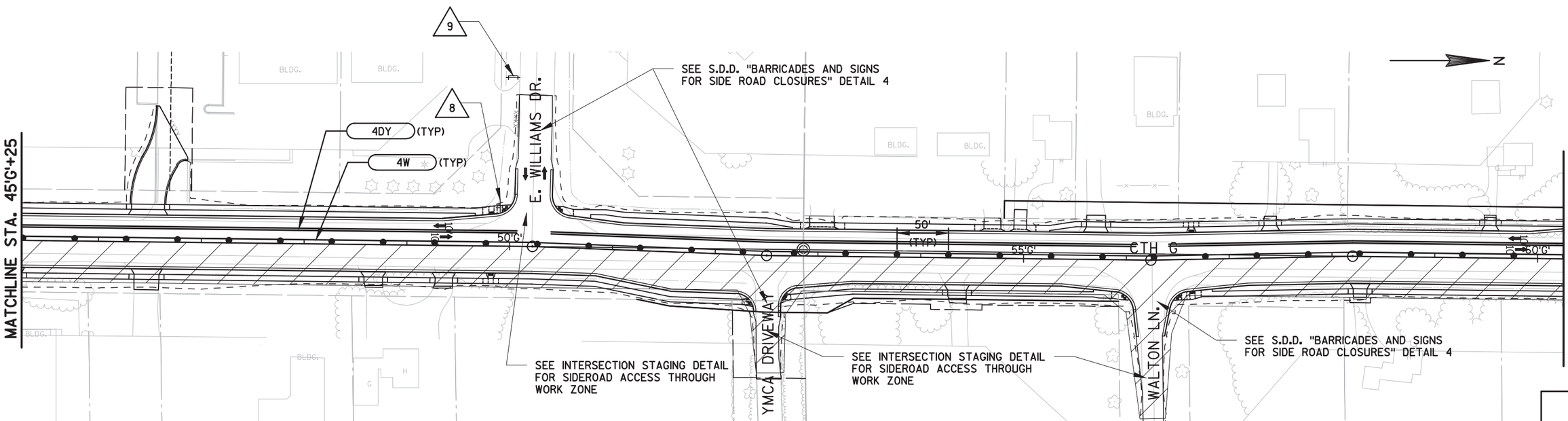
PROJECT 5966-10-70
PROJECT 5989-05-21

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 3	SHEET 327	E



8 — SIDEWALK CLOSED
R9-9
24"X12"
1 - TYPE II BARRICADE

9 — ACCESS TO LOCAL BUSINESSES
R10-71
72"X36"
1 - TYPE III BARRICADE



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 3	SHEET 328	E

2

N

E. SEQURITY RD.

8

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

8

THOMAS RD.

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE.

SEE INTERSECTION STAGING DETAIL FOR SIDEROAD ACCESS THROUGH WORK ZONE.

65'

65'

65'

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

INMAN PKWY.

W012-1D
24"X24"

LANE CLOSED
R11-2L
48" X 30"
1 - TYPE III BARRICADE

25' TYP

1 - TYPE III BARRICADE

ROAD CLOSED
R11-2
48" X 30"
7 - TYPE III BARRICADES

CTH G

LANE CLOSED
R11-2L
48" X 30"
1 - TYPE III BARRICADE

1 - TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
1 - TYPE III BARRICADE

CTH G

25'G'

PI: 15+76.14

30'G'

50' TYP

25' TYP

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, AT INMAN WINTER (2015 - 2016)	SHEET 330	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_5 INMAN.DWG PLOT DATE : 2/13/2015 9:00 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : 1:50_XREF

2

R11-3C
60" X 24"
BRIDGE OUT
0.8 MILES AHEAD
1 - TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT
1 - TYPE III BARRICADE

STA. 238'G'+20
PROPOSED STRUCTURE B-53-291
EXISTING STRUCTURE B-53-20

R11-2B
48" X 30"
BRIDGE OUT
1 - TYPE III BARRICADE

SUNNY LANE

CTH G

200'G' 205'G' 210'G' 215'G' 220'G' 225'G' 230'G' 235'G' 240'G' 245'G' 250'G' 255'G' 260'G' 265'G' 270'G'

N

MATCHLINE STA. 275'G'+00

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES" DETAIL 4

SEE INTERSECTION STAGING DETAIL FOR SIDE ROAD ACCESS THROUGH WORK ZONE

R11-2B
48" X 30"
BRIDGE OUT
5 - TYPE III BARRICADE

SEE S.D.D. " BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL B AND D

MATCHLINE STA. 275'G'+00

N

CTH G

275'G' 280'G' 285'G' 290'G' 295'G' 300'G' 305'G' 310'G' 315'G' 320'G' 325'G' 330'G' 335'G' 340'G'

INNOVATION DR.

R11-3C
60" X 24"
BRIDGE OUT
1.7 MILES AHEAD
1 - TYPE III BARRICADE

DETROIT AVE.

STH 11/AVALON RD.

VENTURE RD.

SAGE ST.

WELL

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL	SHEET E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_02.DWG PLOT DATE : 10/29/2014 8:34 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : PLOT SCALE : 1:500_XREF

2

N

US 51

1025'

WB STH 11

EB STH 11

RIGHT LANE CLOSED 1/2 MILE
W20-5

2600'

ROAD WORK 1 MILE
W20-1

LOCATED WEST OF USH 51

US 51

1

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1A NIGHT WORK	SHEET 332	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1A_03.DWG PLOT DATE : 10/28/2014 8:16 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

1025'

775'

WB STH 11

EB STH 11

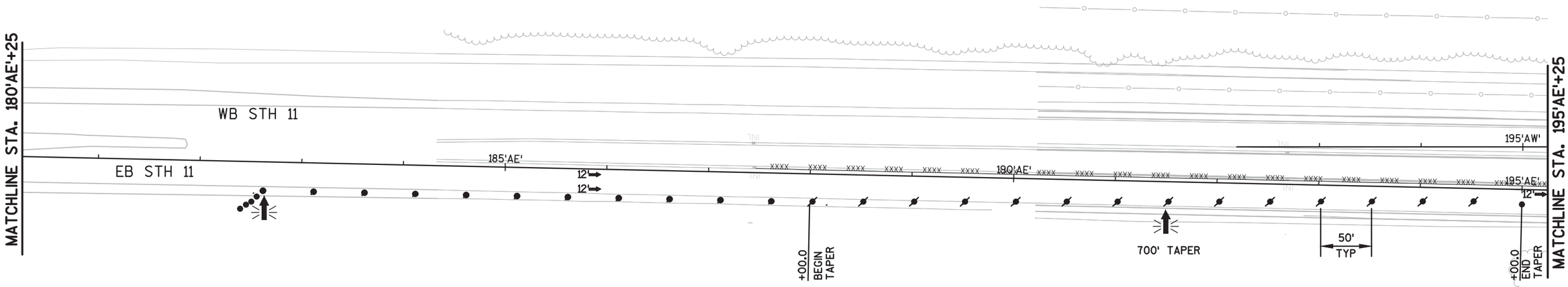
180'AE'

100'

MATCHLINE STA. 180'AE'+25

2

N



3

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1A NIGHT WORK	SHEET 334	E

2

2

N

MATCHLINE STA. 195'AE'+25

MATCHLINE STA. 210'AE'+25

CTH G

335'GSB'

335'G'

330'GSB'

330'G'

CTH G

BLDG.

BLDG.

BLDG.

BIKE PATH

BIKE PATH

WB STH 11

EB STH 11

200'AW'

205'AW'

210'AW'

200'AE'

205'AE'

210'AE'

MB

12'

12'

12'

12'

12'

12'

50'
TYP

50'
TYP

100'
TYP

LANE
CLOSED

R11-2L
48" X 30"
1 - TYPE III BARRICADE

BEGIN
RIGHT
TURN
LANE

R3-20R
24"X36"

LANE
CLOSED

R11-2L
48" X 30"
1 - TYPE III BARRICADE

DETROIT AVE.

4

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1A NIGHT WORK	SHEET 335	E

2

N

MATCHLINE STA. 210'AE'+25

MATCHLINE STA. 225'AE'+25

WB STH 11

EB STH 11

215'AW'

220'AW'

225'AW'

215'AE'

220'AE'

225'AE'

100' TYP

50' TYP

12'

10' SPACING TYP

BIKE PATH

GUY

A/C

SEE TRAFFIC CONTROL STAGE 1B FOR LOCATION OF END ROAD WORK SIGN.

5

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1A NIGHT WORK	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1A_03.DWG PLOT DATE : 10/28/2014 8:16 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------PLOT SCALE : ********

2

N

SEE STAGE 1 SHEET 9 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

EB STH 11

200'AE'

200'AW'

TEMPORARY 8' SIDEWALK
1½ - INCH ASPHALTIC SURFACE
TEMPORARY OVER 5 INCHES BASE
AGGREGATE DENSE 1¼-INCH

BLDG.

BLDG.

PEDESTRIAN SAFETY FENCE AT
BACK OF EXISTING WALK

BLDG.

PEDESTRIAN SAFETY FENCE AT
BACK OF EXISTING WALK

50' SPACING (TYP)

TEMPORARY 5' SIDEWALK
1½ - INCH ASPHALTIC SURFACE
TEMPORARY OVER 5 INCHES BASE
AGGREGATE DENSE 1¼ - INCH

SEE STAGE 1 SHEET 11 FOR DETAILS

SEE SDD TRAFFIC CONTROL,
SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY FOR
ADVANCED WARNING SIGNS
EXCEPT SUBSTITUTE "ROAD CLOSED
AHEAD" FOR "ROAD WORK AHEAD"

MB

330'GSB'

330'G'

CTH G

335'GSB'

100' TAPER

12'

335'G'

INL

INL

INL

340'GSB'

12'

125' TAPER

340'G'

CTH G

RT-4W

25' SPACING (TYP)

4W

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

R11-2L
48" X 30"
LANE
CLOSED

1 - TYPE III BARRICADES

DETROIT AVE.

NIGHT WORK
SEE SHEETS 11 & 12
FOR TRAFFIC
CONTROL DETAILS

205'AE'

205'AW'

SAWCUT 2' FROM FACE OF CURB

BIKE PATH

WB STH 11

SEE STAGE 1 SHEET 10 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

1

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, STAGE 1B	SHEET 337	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:40 PM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

1

350'

US 51

LEFT LANE CLOSED 1500 FT
W20-5

W04-2L

1

EAST
M3-2
24"X12"
11
M1-6
24"X24"
ROAD WORK AHEAD
W20-1

WB STH 11

EB STH 11

575'

550'

450'

600'

1

US 51

ROAD WORK 1 MILE
W20-1

SIGNS LOCATED WEST OF US 51

LEFT LANE CLOSED 1/2 MILE
W20-5

SIGNS LOCATED WEST OF US 51

2600'

1025'

2

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 338	E

2

N

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

450'

700' TAPER

500'

50'
TYP

50'
TYP

RT-4Y

WB STH 11

100'
TYP

180'AE'

12'

EB STH 11

12'

4Y

RMPM

LANE LINE DASHES

R11-2L
48" X 30"

LANE
CLOSED

1 - TYPE III BARRICADES

MATCHLINE STA. 180'AE'+25

3

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 339	E

2

N

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

4Y

PI 5700' R CURVE
+92.5'AE', 20.0' LT

PC 5700'R CURVE
+10.1'AE', 22.4' LT

PAVE GUTTER FLOW LINE IN
TEMPORARY ASPHALT TO INLET

PT 5700' R CURVE
+75.0'AE', 20.0' LT

JCT
COUNTY
G
REMOVE

REMOVE

MATCHLINE STA. 180'AE'+25

WB STH 11

EB STH 11

12'

12'

16' WITH 5' SHOULDERS

+10.0

+00.0'AE', 20.0' LT

+00.0'AE', 16.0' LT

100'
TYP

185'AE'

190'AE'

195'AW'

195'AE'

36"

12'

12'

12'

+19.9'AE', 24.7' LT

+46.4

REMOVE INLET COVER & INSTALL
INLET COVER FLAT TEMPORARY

REMOVE CURB & GUTTER
STA 184+19.1'AE' - STA 188+10.0'AE'

SAWCUT 2' FROM FACE OF CURB

CP-02

4Y

REMOVE INLET COVER & INSTALL
INLET COVER FLAT TEMPORARY

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

MATCHLINE STA. 195'AE'+25

4

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 340	E

2

N

SEE STAGE 1 SHEET
12 FOR DETAILS

BEGIN LEFT TURN LANE
R3-20L
24"X36"

4Y

SEE STAGE 1 SHEET 13
FOR TRAFFIC CONTROL DETAILS

NIGHT WORK SEE SHEETS 11 & 12
FOR TRAFFIC CONTROL DETAILS

CTH G

335'GSB'

100' TAPER

335'G'

12'

BLDG.

BLDG.

BLDG.

BIKE PATH

BIKE PATH

MATCHLINE STA. 195'AE'+25

4Y

100'
TYP

12'

WB STH 11

200'AW'

1'

200'AE'

16'

12'

EB STH 11

+75.6

+00.1'AW', 12.0' RT

205'AW'

MB

210'AW'

205'AE'

210'AE'

MATCHLINE STA. 210'AE'+25

SAWCUT AT
FLANGE LINE

4Y

SAWCUT 2' FROM FACE OF CURB

MATCHLINE
STA. 197'AE'+40

MATCHLINE
STA. 203'AE'+40

MATCHLINE
STA. 209'AE'+40

SEE STAGE 1 SHEET 9 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

SEE STAGE 1 SHEET 10 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

4Y

330'GSB'

330'G'

CTH G

DETROIT AVE.

5

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 341	E

2

N

INSTALL INLET COVER FLAT
TEMPORARY ON NEW INLET 137

SAWCUT 2' FROM FACE OF CURB

CONSTRUCT PERMANENT TURN LANE
AS PART OF TEMPORARY CROSSOVER

SAWCUT 2' FROM FACE OF CURB

INSTALL INLET COVER FLAT
TEMPORARY ON NEW INLET 111

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

MATCHLINE STA. 210'AE'+25

+19.9'AE', 38.6' LT

+30.8'AE', 32.7' LT

100'
TYP

BIKE PATH

4Y

WB STH 11

12'

215'AE'

220'AE'

225'AE'

EB STH 11

MATCHLINE STA. 225'AE'+25

+00.0'AE', 16.0' LT

+00.0'AE', 20.0' LT

SAGE ST.

+20.8'AE', 9.6' LT

+53.1'AE', 18.3' LT

+79.9'AE', 18.3' LT

+85.7'AE', 29.9' LT

PC 5700' R CURVE
+93.7'AE', 27.3' LT

PI 5700' R CURVE
+22.8'AE', 28.8' LT

PT 5700' R CURVE
+51.9'AE', 30.1' LT

W01-6
48" X 24"
1 - TYPE III BARRICADES

ONE WAY
REMOVE

6

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:41 PM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********
WISDOT/CADDS SHEET 42

2

N

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

MATCHLINE STA. 225'AE'+25

4Y

WB STH 11

100'
TYP

12'

EB STH 11

4W

12'

12'

25' SPACING (TYP)

8W EXISTING

RT-8W

RT-8W

25' SPACING (TYP)

4W

8W
EXISTING

RT-4Y

12'

12'

186'

440'

S. FRONTAGE RD.

7

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 343	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:41 PM PLOT BY : WEBER, JESSE PLOT NAME : ----------PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

W04-2L

LEFT LANE CLOSED 1500 FT
W20-5

LEFT LANE CLOSED 1/2 MILE
W20-5

* ROAD WORK 1 MILE
W20-1

475' 575' 1025' 2600'

4W
RT-8W
RT-4Y
RMPM
LANE LINE DASHES
RT-4Y
213' TAPER
12'
WB STH 11
25' SPACING (TYP)
440'
700'
EB STH 11
50' SPACING (TYP)
50' SPACING (TYP)
500'

BEGIN LEFT TURN LANE
R3-20L
24"X36"

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

S. FRONTAGE RD.

S. READ RD.

NOTES:

- *COORDINATE ADVANCED WARNING SIGNS WITH PROJECT ID 1003-10-72 IN FALL 2015.
- SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADVANCED WARNING SIGN PLACEMENT.

8

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 344 E

2

N

PEDESTRIAN SAFETY FENCE

CONSTRUCT ASPHALT RAMP AFTER
NEW SIDEWALK IS COMPLETED

8'

CTH G

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

MATCHLINE STA. 197'AE'+40

WB STH 11

200'AW'

50' SPACING (TYP)

4Y

NIGHT WORK
SEE STAGE 1 SHEET 11

15' SPACING (TYP)

12'

CP-03

25' SPACING (TYP)

16'

+00.1'AW', 12.0' RT

MATCHLINE STA. 203'AE'+40

16'

+75.6'

200'AE'

100' TAPER

EB STH 11

RT-4Y

4Y

4Y

8W

12'

SAWCUT 2' FROM FACE OF CURB

BEGIN
LEFT
TURN
LANE

R3-20L
24"X36"

ONLY ONLY ONLY

R3-8W
30"X54"

MH

MH

9

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 345	E

2

N

CTH G

NIGHTWORK
SEE STAGE 1 SHEET 12

PEDESTRIAN SAFETY FENCE

8'

BIKE PATH

ONLY ONLY ONLY
R3-8W
30"X54"

8W

EXISTING 8W

MATCHLINE STA. 203'AE'+40

205'AW'

WB STH 11

12'

12'

12'

4Y

CP-05

50'

CP-06

200' TAPER

TYP

205'AE'

MATCHLINE STA. 209'AE'+40

CP-04

EB STH 11

100'
TYP

4Y

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

SAWCUT 2' FROM FACE OF CURB

10

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B	SHEET 346	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:42 PM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

2

N

BLDG.

WB STH 11

R3-1
24"X24"

PEDESTRIAN SAFETY FENCE

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

R3-1
24"X24"

335'GSB'

50'
(TYP)

335'G'

CTH G

EXISTING 4W

50' SPACING (TYP)

NO RIGHT TURN	(DATE) 8 PM TO 6 AM
PANEL 1	PANEL 2

PLACE PORTABLE MESSAGE SIGN AT 340'GSB'+00
1 WEEK PRIOR TO LANE CLOSURE

11

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B, NIGHT WORK, PHASE 1	SHEET 347	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:42 PM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

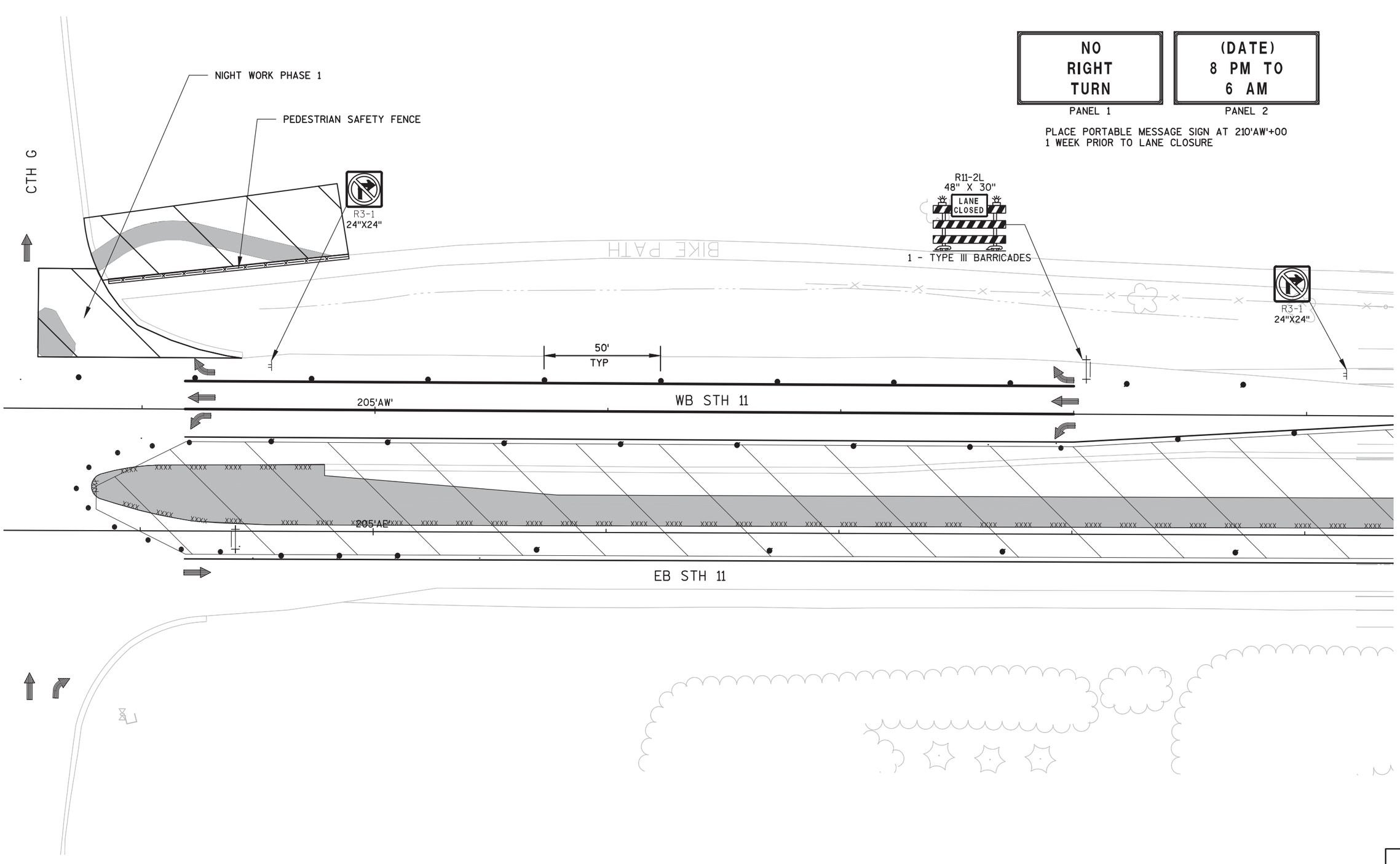
WISDOT/CADDS SHEET 42

2

N

NO RIGHT TURN	(DATE) 8 PM TO 6 AM
PANEL 1	PANEL 2

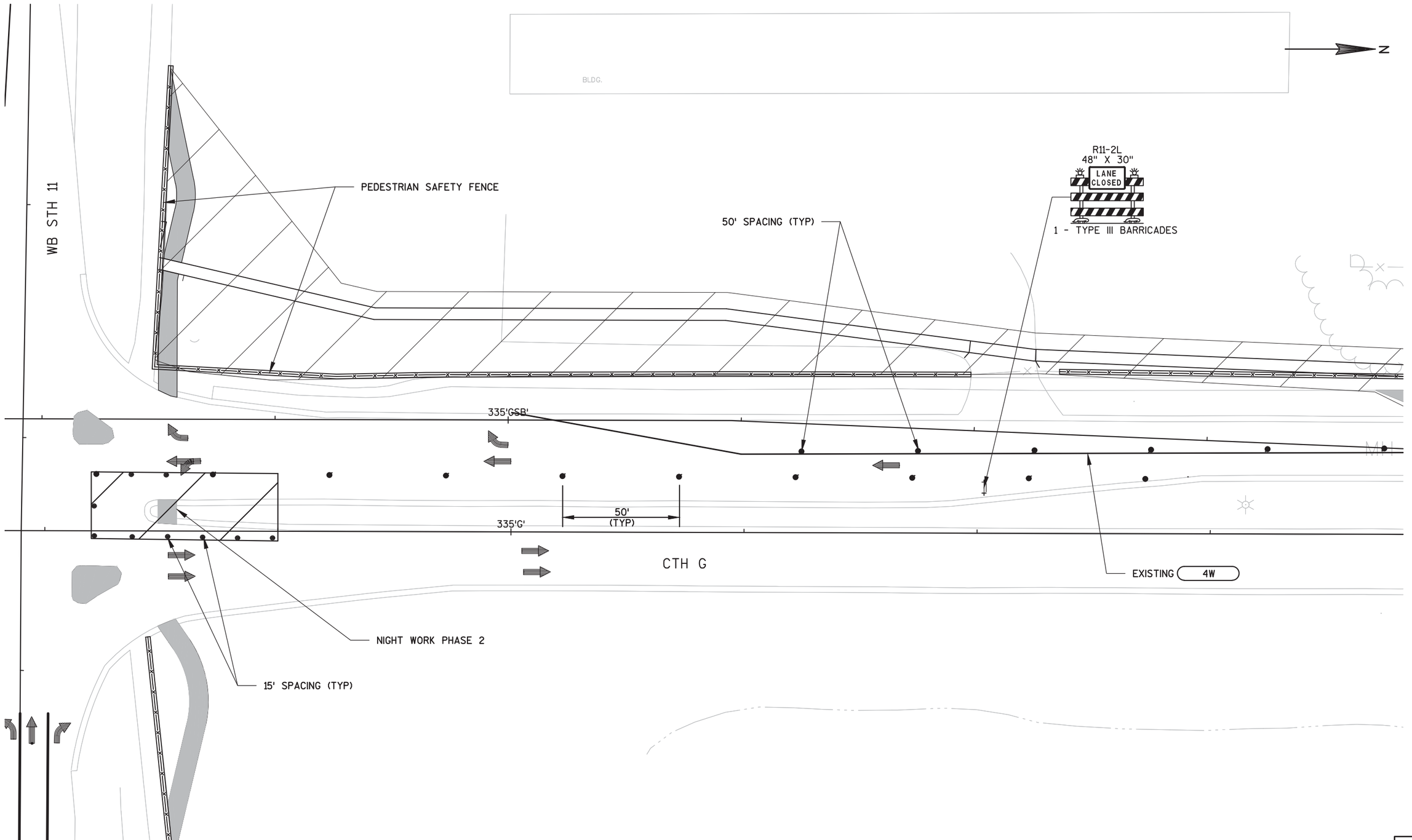
PLACE PORTABLE MESSAGE SIGN AT 210'AW'+00
1 WEEK PRIOR TO LANE CLOSURE



12

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B, NIGHT WORK, PHASE 1 & 2	SHEET 348	E

2



13

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 1B, NIGHT WORK PHASE 2	SHEET 349	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_1_03.DWG PLOT DATE : 2/5/2015 1:43 PM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********
WISDOT/CADDS SHEET 42

2

N

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY G
M6-1 21"X21"

BRIDGE OUT
1 3/4 MILES AHEAD
R11-3C
60" X 30"

1 - TYPE III BARRICADES

200'AE

200'AW

WB STH 11

SEE STAGE 2 SHEET 9 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

DETOUR JCT SOUTH 11 COUNTY G
MOVE

BLDG.

NO TURN ON RED
R10-11B
24" X 24"

MOVE

335'GSB'

335'G'

121'2

CTH G

340'GSB'

340'G'

344'G'

DETOUR JCT SOUTH 11 COUNTY G
MOVE

W3-3
MOVE

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

VENTURE CT.

150' TAPER

A2
8W
WO "ONLY"
A2
SL-12

4W
RT-4W

ONLY ONLY ONLY
REMOVE

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

ONLY
R3-8A
36"X30'

1 - TYPE III BARRICADES

205'AW

EB STH 11

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

SEE STAGE 2 SHEET 10 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

1

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, CTH G, STAGE 2 PHASE A	SHEET 350	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:04 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********
WISDOT/CADDS SHEET 42

2

N

1

350'

US 51

LEFT LANE CLOSED 1500 FT
W20-5

W04-2L

1

EAST
M3-2
24"X12"
11
M1-6
24"X24"
ROAD WORK AHEAD
W20-1

WB STH 11

EB STH 11

575'

550'

450'

600'

US 51

1

ROAD WORK 1 MILE
W20-1

SIGNS LOCATED WEST OF US 51

LEFT LANE CLOSED 1/2 MILE
W20-5

SIGNS LOCATED WEST OF US 51

2600'

1025'

2

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 ALL PHASES	SHEET 351	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:04 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : _____

WISDOT/CADDS SHEET 42

2

N

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

450'
700' TAPER
500'
50'
TYP
50'
TYP
12'12'
RT-4Y
WB STH 11
12'
EB STH 11
100'
TYP
180'AE'
11
4Y
MATCHLINE STA. 180'AE'+25

R11-2L
48" X 30"
LANE
CLOSED
1 - TYPE III BARRICADES

3

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 ALL PHASES	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:04 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

2

N

MATCHLINE STA. 180'AE'+25

PC 5715.5 R' CURVE
+17.6'AE', 42.9' LT

PI 5715.5 R CURVE
+04.5'AE', 43.7' LT

PT 5715.5' R CURVE
+91.0'AE', 32.3' LT

PC 5700.5' R CURVE
+27.0'AE', 30.1' LT

PI 5700.5' R CURVE
+00.8'AE', 19.5' LT

PT 5700.5 R CURVE
+75.0'AE', 19.5' LT

+00.0'AE', 19.5' LT

RT-4W

4Y

4W

RT-4Y

+00.0'AE', 12.0' LT

WB STH 11

50'
TYP

185'AE'

12'

195'AW'

TYP

EB STH 11

PC 5700.5' R CURVE
+17.7'AE', 27.9' LT

PI 5700.5' R CURVE
+04.0'AE', 28.7' LT

PT 5700.5' R CURVE
+90.0'AE', 17.4' LT

PC 5715.5' R CURVE
+26.1'AE', 15.2' LT

PI 5715.5' R CURVE
+00.5'AE', 10.6' LT

PT 5715.5' R CURVE
+75.0'AE', 8.0' LT

+99.8'AE', 8.0' LT

100'
(TYP)

+99.9'AE', 0.0' T

4Y

MATCHLINE STA. 195'AE'+25

REMOVE
MEDIAN SIDE ONLY

4

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET 353	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:04 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

2

N

SEE STAGE 2 SHEET 9 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

SEE STAGE 2 SHEET 10 FOR STH 11
TRAFFIC CONTROL DETAILS IN THIS AREA

CTH G

335'GSB'

335'G'

WB STH 11

EB STH 11

100'
TYP

200'AW'

200'AE'

205'AW'

210'AW'

12'

12'

4Y

4W

4Y

MATCHLINE STA. 195'AE'+25

MATCHLINE STA. 210'AE'+25

MATCHLINE
STA. 197'AE'+40

MATCHLINE
STA. 203'AE'+40

MATCHLINE
STA. 209'AE'+40

W01-4R

45
M.P.H.

W013-1
36"X36"

330'GSB'

330'G'

CTH G

DETROIT AVE.

5

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET 354	E

2

N

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

R11-2
48" X 30"
ROAD CLOSED
4 - TYPE III BARRICADES

PT 5697' R CURVE
+66.9'AE' 28.0' LT

PI 56987' R CURVE
+87.6'AE', 22.7' LT

PC 5697' R CURVE
+08.1'AE', 19.5' LT

PC 5699' R CURVE
+11.5'AE' 37.8' LT

W01-6
48" X 24"
1 - TYPE III BARRICADES

PI 5699' R CURVE
+17.7'AE', 45.0' LT

PT 5699' R CURVE
+24.2'AE', 48.3' LT

4W

RT-4W

4W

50' SPACING

50' SPACING

MATCHLINE STA. 210'AE'+25

MATCHLINE STA. 225'AE'+25

WB STH 11

215'AW'

220'AW'

225'AW'

100'
TYP

220'AE'

225'AE'

12'

EB STH 11

+50.0

4Y

100' SPACING
(TYP)

RT-4Y

PC 5712' R CURVE
+81.7'AE', 0.0' LT

SAGE ST.

PI 5712' R CURVE
+75.1'AE', 0.0' LT

PT 5712' R CURVE
+67.9'AE', 13.1' LT

PC 5684' R CURVE
+12.5'AE', 22.9' LT

PI 5684' R CURVE
+10.6'AE', 36.3' LT

PT 5684' R CURVE
+09.0'AE',35.9' LT

W01-6
48" X 24"

1 - TYPE III BARRICADES

W03-3

GUY

A/C

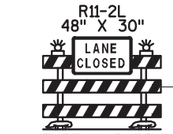
STA 215'AE'+00, 6' RT - 217'AE'+00, 6' RT
PLACE TUBULAR MARKERS A 5' SPACING

6

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET 355	E

2

N



1 - TYPE III BARRICADE

MATCHLINE STA. 225'AE'+25

WB STH 11

4W

12'

12'

100'
TYP

12'
12'

12'
12'

EB STH 11

4Y

8W EXISTING

8W EXISTING

S. FRONTAGE RD.

7

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET 356	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:05 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

4W

50' SPACING

RT-4W

50' SPACING

WB STH 11

200'

700' EB STH 11

500'

475'

575'

1025'

2600'

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

N. FRONTAGE RD.

S. READ RD.

W04-2R

RIGHT LANE CLOSED 1500 FT
W20-5

RIGHT LANE CLOSED 1/2 MILE
W20-5

* ROAD WORK 1 MILE
W20-1

NOTES:

- *COORDINATE ADVANCED WARNING SIGNS WITH PROJECT ID 1003-10-72 IN FALL 2015.
- SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADVANCED WARNING SIGN PLACEMENT.

8

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 ALL PHASES	SHEET 357 E

2

N

PEDESTRIAN SAFETY FENCE

DETOUR
WEST SOUTH
11 COUNTY G
MOVE

CTH G

MATCHLINE STA. 197'AE'+40

WB STH 11

200'AW'

4W

100'
(TYP)

25' SPACING (TYP)

50'
(TYP)

200'AE'

150' TAPER

EB STH 11

25' SPACING

8W

4DY

200'

RT-4Y

4Y

BEGIN LEFT TURN LANE
R3-20L
24"X36"

ONLY ONLY
R3-8E
30"X36"

NO TURN ON RED
R10-11B
24" X 24"

MATCHLINE STA. 203'AE'+40

9

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:05 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : ********

WISDOT/CADDS SHEET 42

2

N

MOVE
DETOUR
SOUTH | NORTH
COUNTY G | COUNTY G

4W

25' SPACING (TYP)

NO TURN ON RED
R10-11B
24" X 24"

PEDESTRIAN SAFETY FENCE

MOVE
UW Rock County
Blackhawk Tech College
COVER

ONLY | ONLY | ONLY
R3-8W
30"X54"

MOVE
DETOUR
SOUTH
COUNTY G

CTH G

MATCHLINE STA. 203'AE'+40

205'AW'

WB STH 11

50' SPACING (TYP)

100'

150'

100'
(TYP)

12'

50'
(TYP)

EB STH 11

8W

4W

4W

4Y

50' SPACING (TYP)

4DY

RT4Y

NO TURN ON RED
R10-11B
24" X 24"

MOVE AS REQUIRED TO ALIGN WITH LOCAL ACCESS ROUTE THROUGH WORK ZONE

NO THRU TRAFFIC
R5-54
24"X36"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADE

MATCHLINE STA. 209'AE'+40

10

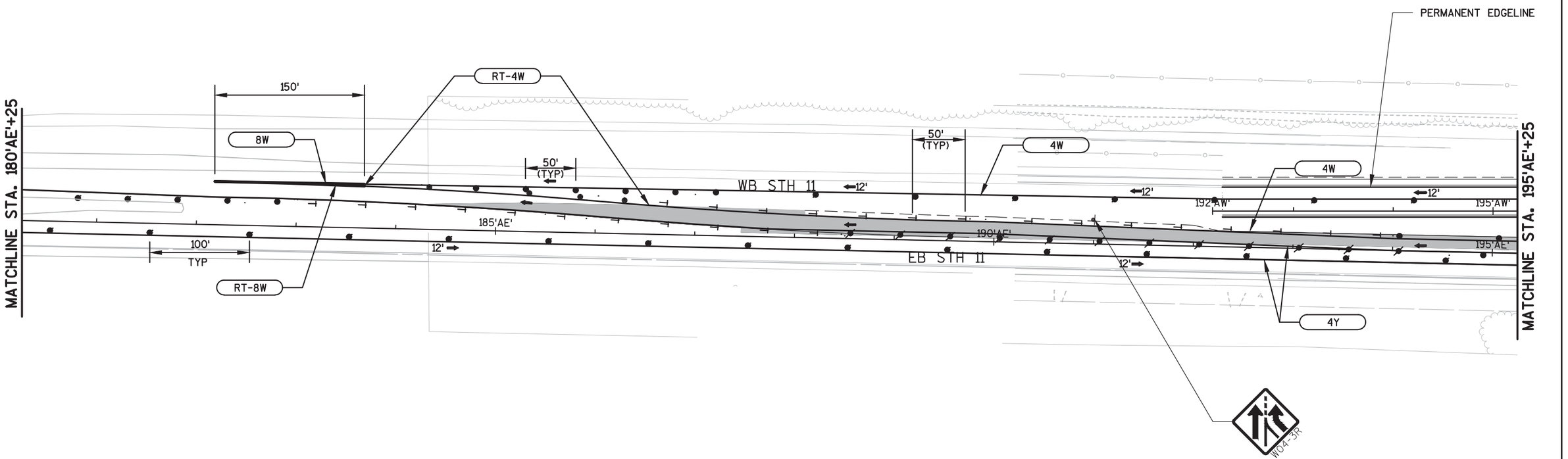
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE A	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2A_03.DWG PLOT DATE : 10/28/2014 3:05 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

2

2

N



11

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2, PHASE B & C	SHEET 360	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2B_03.DWG PLOT DATE : 2/5/2015 11:42 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

SEE STAGE 2 SHEET 16 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 2 SHEET 18 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA

MATCHLINE STA. 195'AE'+25

MATCHLINE STA. 210'AE'+25

CTH G

WB STH 11

EB STH 11

12'

100'

150'

200'AW'

200'AE'

205'AW'

205'AE'

210'AW'

210'AE'

100' (TYP)

4W

4Y

4DY

8W

PERMANENT EDGELINE

COVER

25' SPACING (TYP)

RT-4W

50' SPACING (TYP)

UW Rock County
Blackhawk Tech College

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

W01-6
48" X 24"
1 - TYPE III BARRICADES

W01-4R

45 M.P.H.
W013-1
36" X 36"

ONLY ONLY
R3-8E
30"X36"

MOVE
M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY G
M06-1 21"X21"

BRIDGE OUT
1.8 MILES AHEAD
R11-3C
60"X24"
1 - TYPE III BARRICADES

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"
1 - TYPE III BARRICADES

NO TURN ON RED
R10-11B
24" X 24"

NO THRU TRAFFIC
R5-54
24"X36"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADE

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY G M1-5A 24"X24"
M06-1 21"X21"

335'GSB'

335'G'

330'GSB'

330'G'

DETROIT AVE.

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORKZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA.

MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

12

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2, PHASE B & C	SHEET 361	E

2

N

MATCHLINE STA. 210'AE'+25

RT-4W

50' SPACING

4W

PERMANENT EDGELINE

100' SPACING

4W

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

25' SPACING

8W

R3-8D
36" X 30"
ONLY ONLY

MATCHLINE STA. 225'AE'+25

12'

217'AW'

WB STH 11

220'AW'

12'

225'AW'

215'AE'

220'AE'

225'AE'

EB STH 11

4Y

100' SPACING
(TYP)

50' SPACING

RT-4W

100' SPACING

RT-8W

4Y

SAGE ST.

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

W01-6
48" X 24"

1 - TYPE III BARRICADES

STA 215'AE'+00, 6' RT - 217'AE'+00, 6' RT
PLACE TUBULAR MARKERS A 5' SPACING

13

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2, PHASE B & C	SHEET 362	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2B_03.DWG PLOT DATE : 2/5/2015 11:42 AM PLOT BY : WEBER, JESSE PLOT NAME : ----------PLOT SCALE : ********** WISDOT/CADDS SHEET 42

2

N

M4-8
24" X 12"
DETOUR
M3-3
24" X 12"
SOUTH
NORTH
M3-1
24" X 12"
COUNTY
G
M1-5A
24" X 24"
M1-5A
24" X 24"
M6-1
21" X 21"
M6-2
21" X 21"

SOUTH M3-3
24" X 12"
COUNTY
G
M1-5A
24" X 24"

DETOUR
AHEAD
W20-2

RT-4W
50' SPACING
4Y
4W
WB STH 11
227'AW'
227'AE'
EB STH 11
4W-DL
MATCHLINE STA. 225'AE'+25
100'
TYP
12'
12'
12'
12'
8W EXISTING
8W EXISTING
N. FRONTAGE RD.

W01-4L
45
M.P.H.
W013-1
36" X 36"

14

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2, PHASE B & C	SHEET 363	E

2

N

SEE STAGE 2 SHEET 16 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 2 SHEET 18 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA

SEE STAGE 2 SHEET 17 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 2 SHEET 19 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA

200'AE'
200'AW'
335'G'B'
335'G'
340'G'B'
340'G'
344'G'
CTH G
VENTURE CT.
205'AE'
205'AW'
WB STH 11
EB STH 11
BIKE PATH

15

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2, PHASE B & C	SHEET 364	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2B_03.DWG PLOT DATE : 2/5/2015 11:43 AM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

4Y
DY
8W
4W
WO1-6
48" X 24"
1 - TYPE III BARRICADES
WB STH 11
MOVE
1
25' SPACING (TYP)
DETOUR
JCT
SOUTH
11
COUNTY
G
COVER MOVE
R3-8H
36"X30"
ONLY
8W
4Y
RT-4W
RT-4Y
100' TAPER
50'
(TYP)
12'
12'
335'GSB'
CTH G
R3-1
24"X24"
335'G'
25' SPACING (TYP)
25' SPACING
(TYP)
PEDESTRIAN SAFETY FENCE
4W
NORTH
COUNTY
G
DETOUR
SOUTH
NORTH
COUNTY
G
COUNTY
G
EB STH 11
4W
4DY
RT-4W
205'A
205'A

16

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE B	SHEET 365	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2B_03.DWG PLOT DATE : 2/5/2015 11:43 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

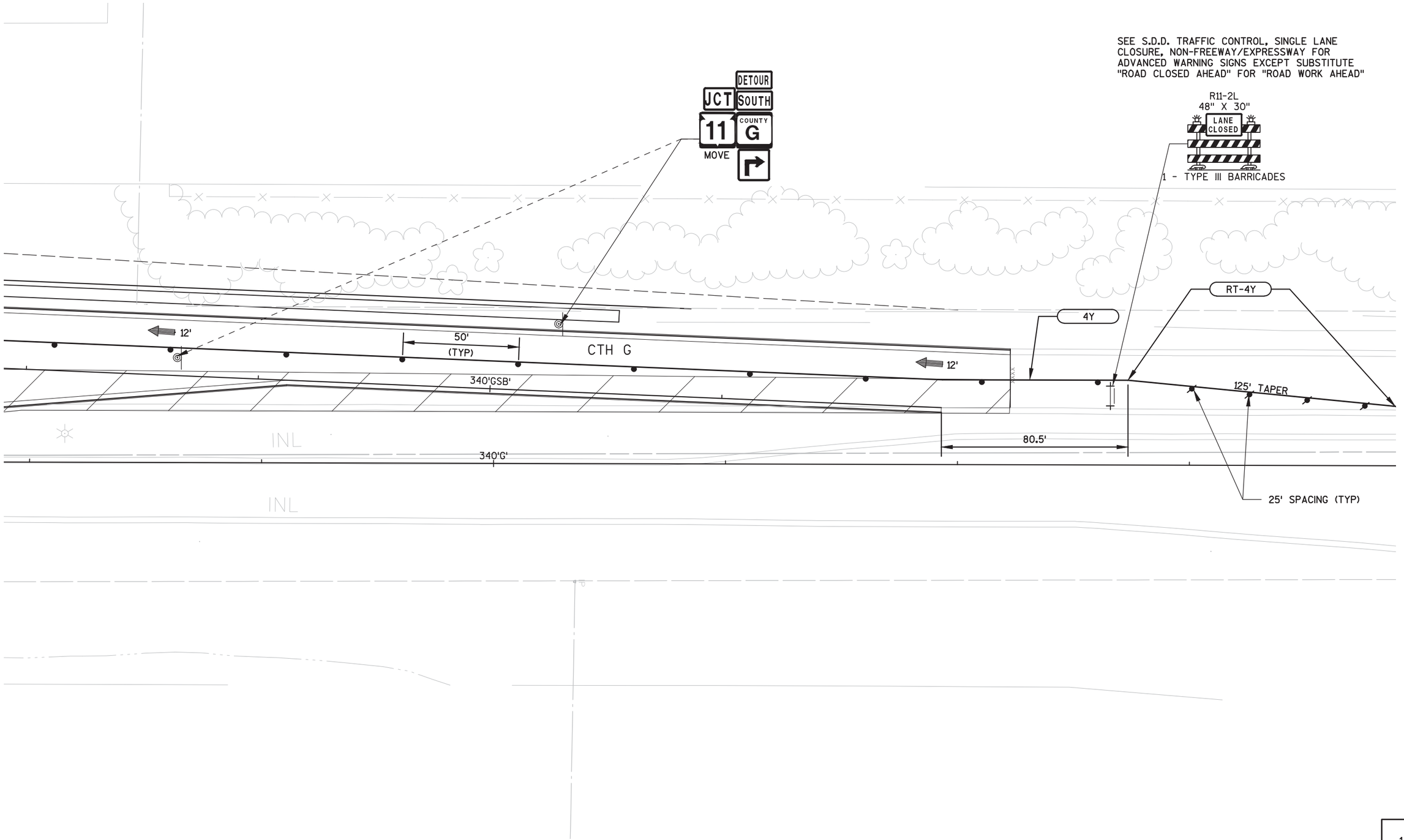
2

N

SEE S.D.D. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

R11-2L
48" X 30"

1 - TYPE III BARRICADES



17

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE B	SHEET 366	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2B_03.DWG PLOT DATE : 2/5/2015 11:43 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

N

BLDG.

4Y
4DY
8W
4W
WB STH 11
WO1-6
48" X 24"
1 - TYPE III BARRICADES
DETOUR
JCT
SOUTH
11
COUNTY
G
COVER
PEDESTRIAN SAFETY FENCE
R3-8H
36"X30"
ONLY
8W
4Y
RT-4W
RT-4Y
100' TAPER
50'
(TYP)
12'
12'
335'GSB'
CTH G
R3-1
24"X24"
335'G'
4Y
25' SPACING (TYP)
25' SPACING
(TYP)
R11-2L
48" X 30"
LANE
CLOSED
1 - TYPE III BARRICADES
NORTH
COUNTY
G
EB STH 11
4DY
4W
RT-4W
DETOUR
SOUTH
NORTH
COUNTY
G
COUNTY
G
COVER

18

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE C	SHEET 367 E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2C_03.DWG PLOT DATE : 2/5/2015 11:44 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : *********

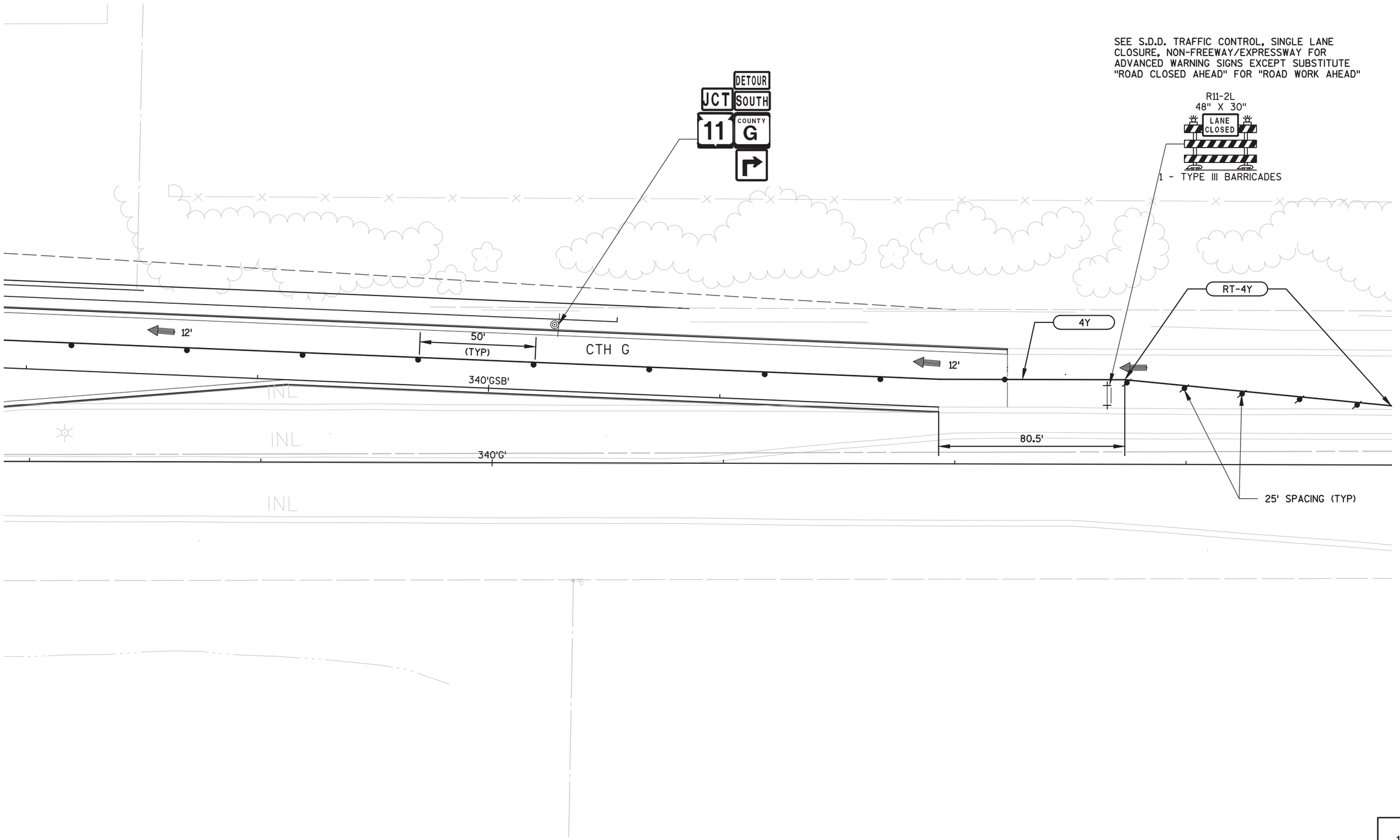
2

N

SEE S.D.D. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

R11-2L
48" X 30"

1 - TYPE III BARRICADES



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 2 PHASE C	SHEET 368	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_2C_03.DWG PLOT DATE : 2/5/2015 11:44 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : _____

WISDOT/CADDS SHEET 42

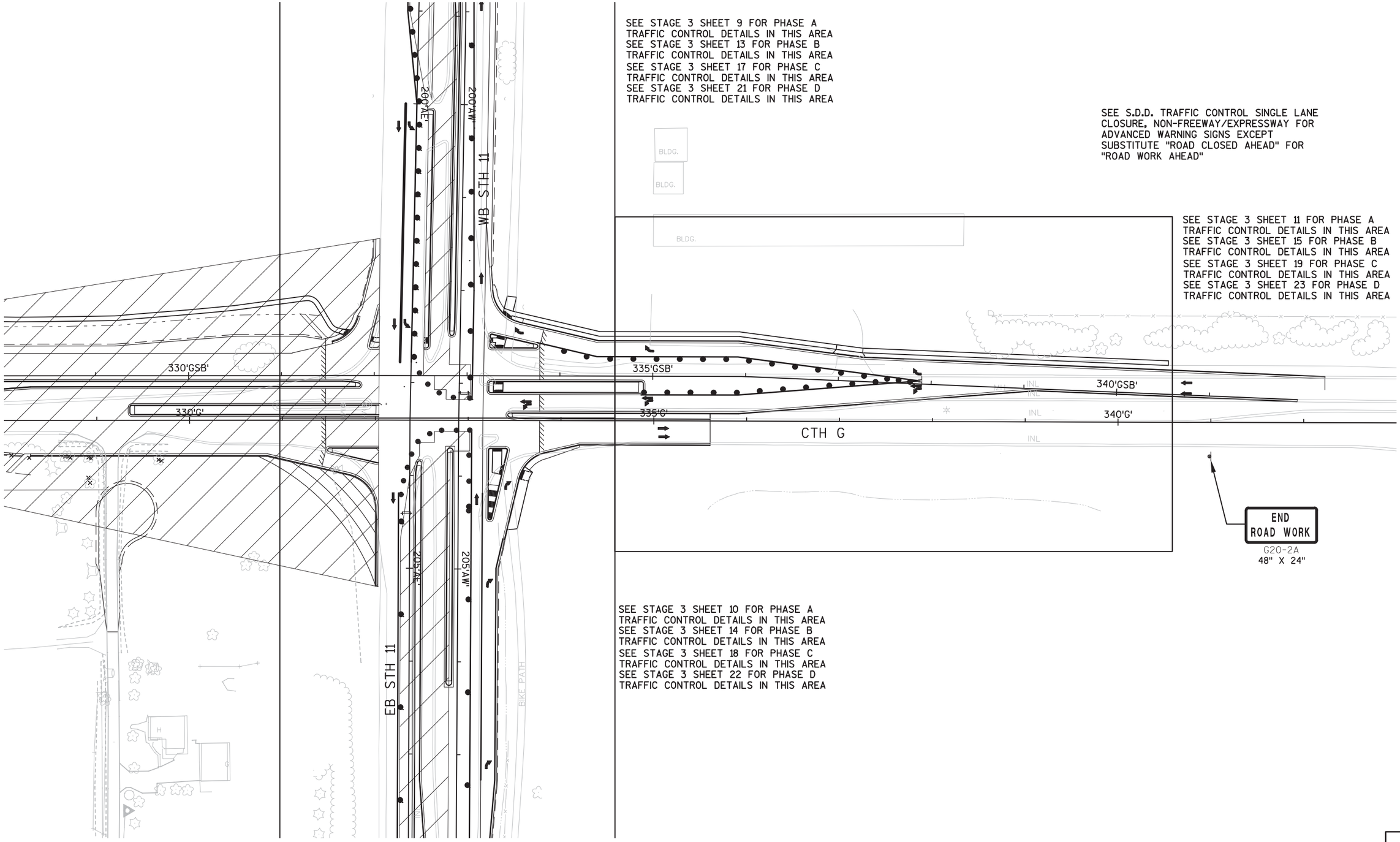
2

N

SEE STAGE 3 SHEET 9 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 13 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 17 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 21 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

SEE STAGE 3 SHEET 11 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 15 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 19 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 23 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

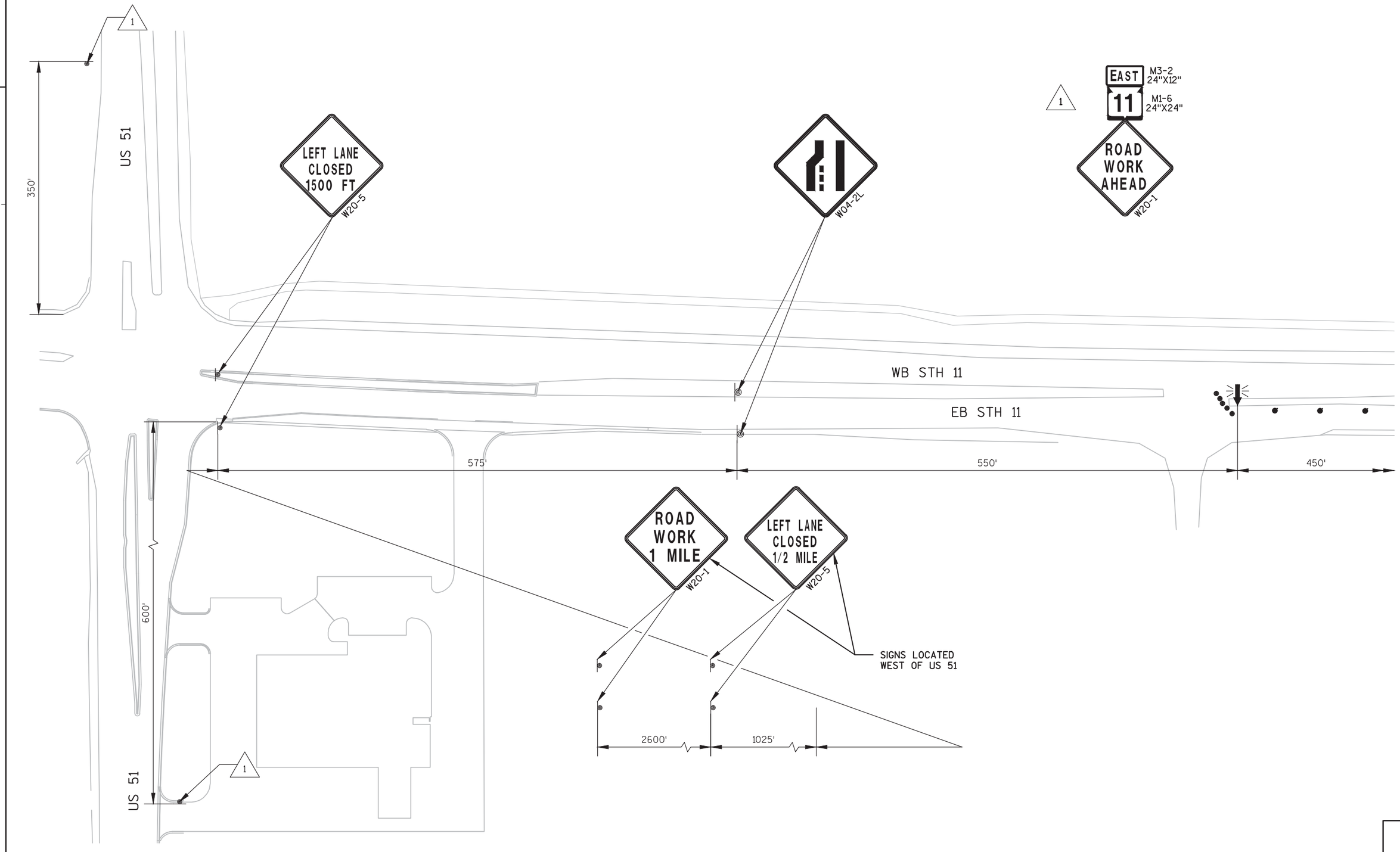


END
ROAD WORK
G20-2A
48" X 24"

SEE STAGE 3 SHEET 10 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 14 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 18 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 22 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

1

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A,B,C,&D	SHEET 369	E


N
1
US 51
350'
LEFT LANE
CLOSED
1500 FT
W20-5
W04-2L
EAST
M3-2
24"X12"
11
M1-6
24"X24"
ROAD
WORK
AHEAD
W20-1
WB STH 11
EB STH 11
575'
550'
450'
600'
ROAD
WORK
1 MILE
W20-1
LEFT LANE
CLOSED
1/2 MILE
W20-5
SIGNS LOCATED
WEST OF US 51
2600'
1025'
US 51

2

N

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

450'

700'

500'

50'
TYP

RT-4Y

WB STH 11

100'
TYP

180'AE'

12'

EB STH 11

12'

4Y

48" X 30"
LANE
CLOSED

1 - TYPE III BARRICADES

MATCHLINE STA. 180'AE'+25

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3, PHASE A,B,C,&D	SHEET 371	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3_03.DWG PLOT DATE : 2/5/2015 11:53 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

SEE STAGE 3 SHEET 12 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 16 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 20 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

ADJUST INLET COVER

4Y

100'
TYP

WB STH 11

EB STH 11

12'
12'
12'

185'AE'

190'AE'

195'AW'

195'AE'

MATCHLINE STA. 180'AE'+25

MATCHLINE STA. 195'AE'+25

ADJUST INLET COVER

4Y

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

MATCHLINE
STA. 191'AE'+40

4

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3, PHASE A,B,C,&D	SHEET 372	E

2

N

SEE STAGE 3 SHEET 12 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 16 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 20 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

SEE STAGE 3 SHEET 10 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 14 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 18 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 22 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

C TH G

335'GSB'

335'G'

BLDG.

BLDG.

BLDG.

BIKE PATH

BIKE PATH

4Y

WB STH 11

200'AW'

200'AE'

12'

EB STH 11

205'AW'

205'AE'

210'AW'

210'AE'

12'

12'

MATCHLINE STA. 195'AE'+25

MATCHLINE STA. 197'AE'+40

MATCHLINE STA. 203'AE'+40

MATCHLINE STA. 209'AE'+40

MATCHLINE STA. 210'AE'+25

SEE STAGE 3 SHEET 9 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 13 FOR PHASE B
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 17 FOR PHASE C
TRAFFIC CONTROL DETAILS IN THIS AREA
SEE STAGE 3 SHEET 21 FOR PHASE D
TRAFFIC CONTROL DETAILS IN THIS AREA

330'GSB'

330'G'

C TH G

DETROIT AVE.

4Y

5

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A,B,C,&D	SHEET 373	E

2

N

MATCHLINE STA. 210'AE'+25

100' SPACING

PERMANENT MARKING

RT-4Y

4Y

ADJUST MANHOLE COVER

ADJUST INLET COVER

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

WB STH 11

EB STH 11

12'
215'AW'
215'AE'
220'AW'
220'AE'
225'AW'
225'AE'
100'
TYP

MATCHLINE STA. 225'AE'+25

SAGE ST.

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

W01-6
48" X 24"
1 - TYPE III BARRICADES

4Y

STA 215'AE'+00 6'RT - STA 217'AE'+00 6' RT
TUBULAR MARKERS AT 5' SPACING IN PLACE
FROM STAGE 2

6

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A,B,C,&D	SHEET 374	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3_03.DWG PLOT DATE : 2/5/2015 11:53 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : ********

2

N

48" X 30"

LANE CLOSED

1 - TYPE III BARRICADES

MATCHLINE STA. 225'AE'+25

4Y

WB STH 11

100'
TYP

12'

EB STH 11

4W

12'

12'

25' SPACING (TYP)

8W
EXISTING

RT-8W

RT-8W

25' SPACING (TYP)

4W

8W
EXISTING

RT-4Y

12'

12'

186'

440'

S. FRONTAGE RD.

7

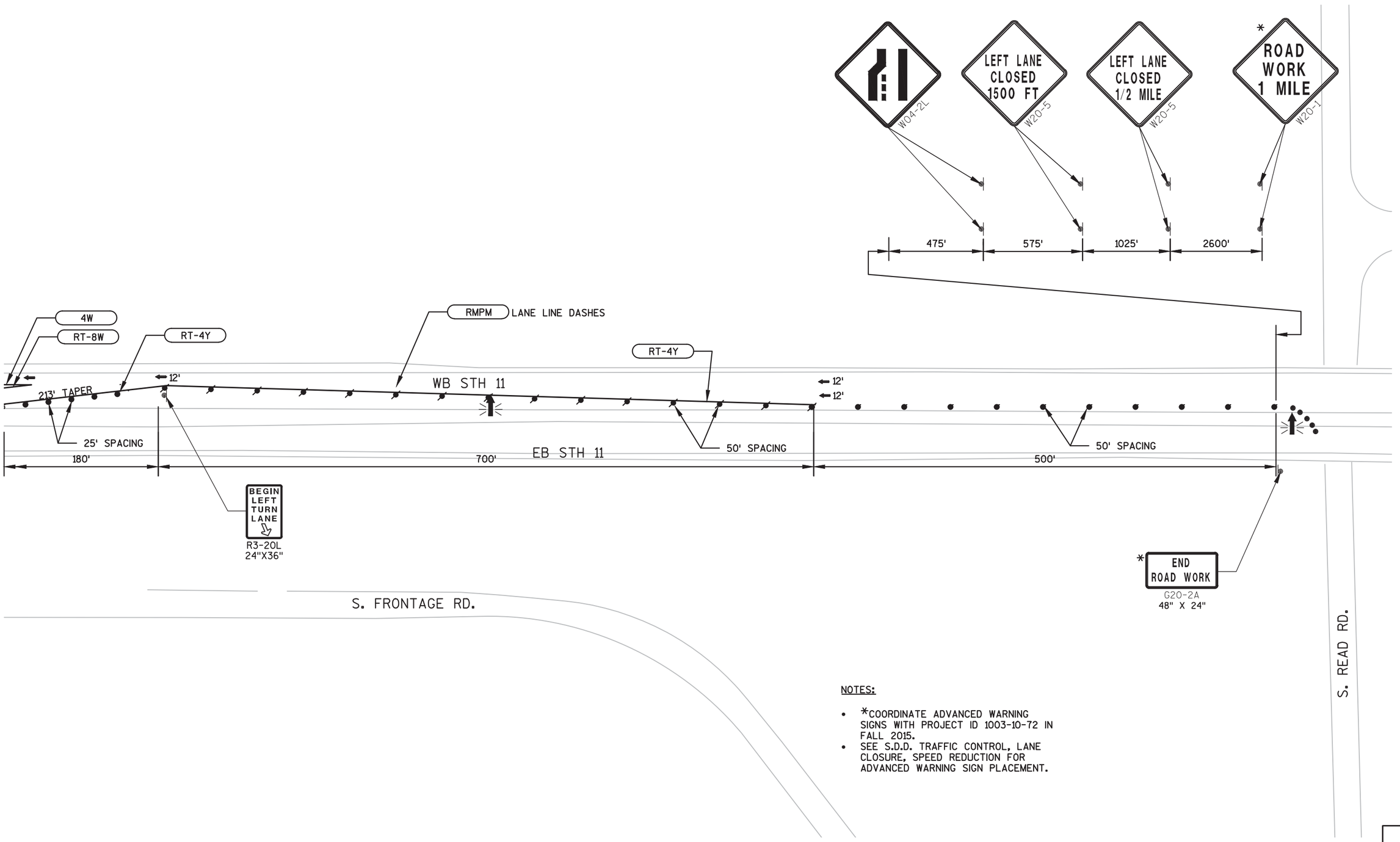
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A,B,C,&D	SHEET 375	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3_03.DWG PLOT DATE : 2/5/2015 11:53 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : ********

WISDOT/CADDS SHEET 42

2

N



NOTES:

- *COORDINATE ADVANCED WARNING SIGNS WITH PROJECT ID 1003-10-72 IN FALL 2015.
- SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADVANCED WARNING SIGN PLACEMENT.

8

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A,B,C,&D	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3_03.DWG PLOT DATE : 2/5/2015 11:53 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********
WISDOT/CADDS SHEET 42

2

N

COVER WITH
M6-1
21" X 21"

DETOUR
SOUTH
11
COUNTY
G

8W

DETOUR
WEST SOUTH
11
COUNTY
G
MOVE

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

R3-1
24"X24"

CTH G

PERMANENT EDGELINE

4Y

100'
TYP

12'

WB STH 11

12'

50'
TYP

200'AW'

213' TAPER

MATCHLINE STA. 197'AE'+40

200'AE'

100' TAPER

12'

12'

EB STH 11

15' SPACING
(TYP)

MATCHLINE STA. 203'AE'+40

4Y

RT-4Y

8W

ONLY ONLY
R3-8E
36" X 30"

BRIDGE OUT
1.8 MILES AHEAD
R11-3C
60"X24"

1 - TYPE III BARRICADES

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

1 - TYPE III BARRICADES

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

9

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A	SHEET 377	E

2

2

N

MOVE

UW Rock County

Blackhawk Tech College

COVER

CTH G

MOVE

DETOUR

SOUTH

COUNTY G

PERMANENT PAVEMENT MARKING

BIKE PATH

12'

12'

12'

4Y

205'AW'

WB STH 11

205'AE'

MATCHLINE STA. 203'AE'+40

MATCHLINE STA. 209'AE'+40

15' SPACING (TYP)

EB STH 11

100' TYP

4Y

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

NO TURN ON RED

R10-11B
24" X 24"

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

10

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A	SHEET 378	E

2

N

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

BLDG.

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

W012-1D
24" X 24"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

ONLY
R3-8
36"X30"

8W

25' SPACING (TYP)

4W

335'GSB'

335'G'

340'GSB'

340'G'

INL

INL

MATCHLINE STA. 334'G'+60

MATCHLINE STA. 340'G'+60

CTH G

RT-4W

M3-2
24"X12"
EAST
M1-6
24"X24"
11
M6-2
21"X21"

DETOUR
M4-8
24"X12"
JCT
SOUTH
M3-3
24"X12"
COUNTY
11
G
M1-5A
24"X24"
M05-1
21"X21"

11

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE A	SHEET 379	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3A_03.DWG PLOT DATE : 2/5/2015 11:54 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : ********

2

2

N

PERMANENT EDGE LINE

PERMANENT LANE LINE DASHES

WB STH 11

12'

12'

12'

12'

192'AW'

195'AW'

MATCHLINE STA. 191'AE'+40

MATCHLINE STA. 197'AE'+40

195'AE'

EB STH 11

12'

100'

12'

50' SPACING
(TYP)

4Y

RT-4Y

RT-4Y

4W

BEGIN
LEFT
TURN
LANE

R3-20L
24"X36"

IP

IP

R11-2L
48" X 30"

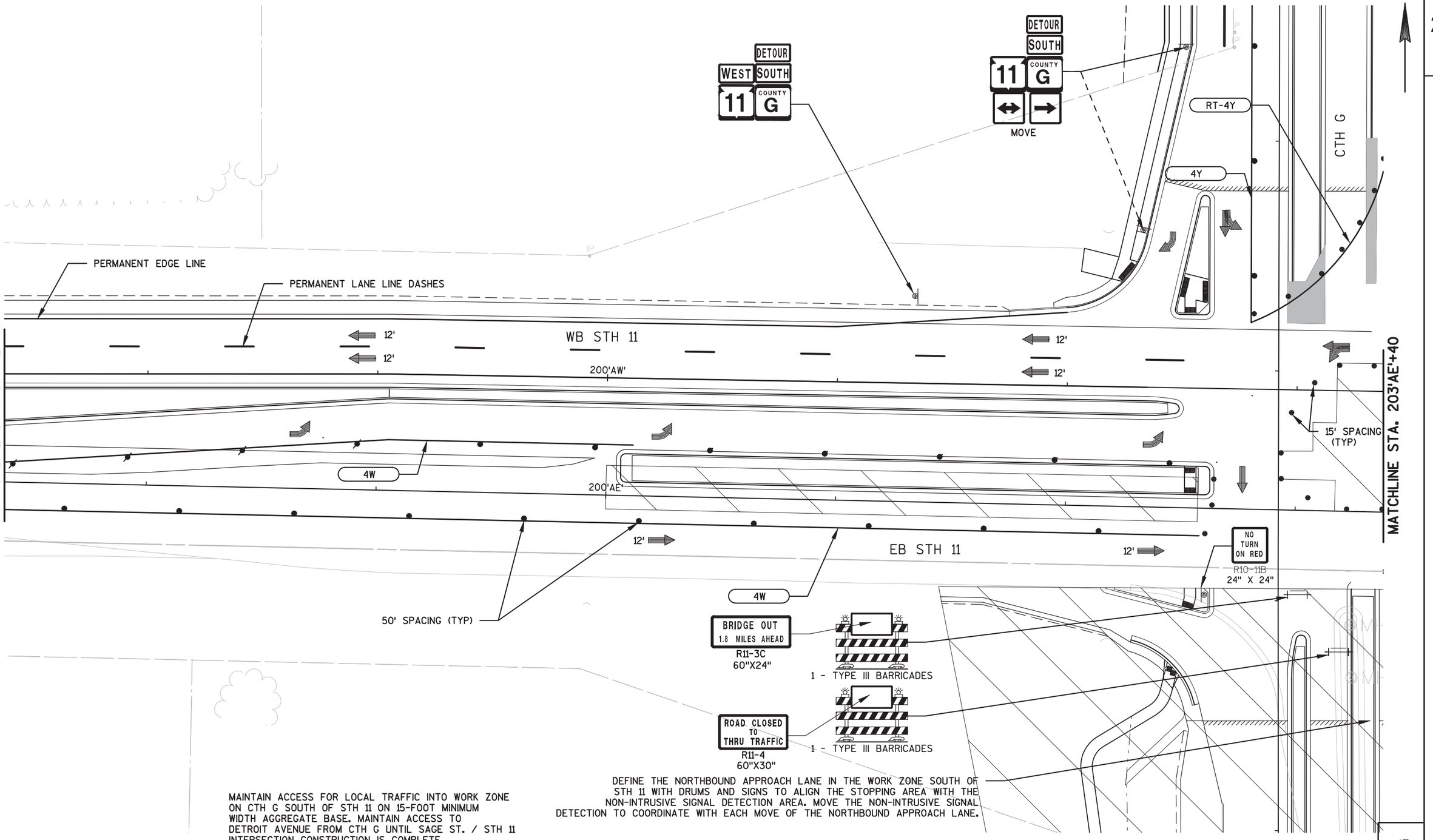
LANE
CLOSED

1 - TYPE III BARRICADES

12

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE B	SHEET 380	E

2



MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

13

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE B	SHEET 381	E

2

N

UW Rock County
Blackhawk Tech College
COVER

DETOUR
SOUTH
COUNTY
G

CTH G

PERMANENT PAVEMENT MARKING

4Y

BIKE PATH

MATCHLINE STA. 203'AE'+40

12'

205'AW'

WB STH 11

12'

15' SPACING (TYP)

MATCHLINE STA. 209'AE'+40

205'AE'

12'

EB STH 11

100'
(TYP)

12'

4Y

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

14

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE B	SHEET 382	E

2

N

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

BLDG.

8W

50' SPACING (TYP)

4Y

12'

12'

12'

335'GSB'

RT-4Y

250' TAPER

25' SPACING (TYP)

340'GSB'

12'

12'

MATCHLINE STA. 334'G'+60

MATCHLINE STA. 340'G'+60

335'G'

340'G'

INL

INL

CTH G

R3-8
36"X30"
ONLY

DETOUR M4-8 24"x12"
JCT 11 SOUTH M3-3 24"x12"
COUNTY G M1-5A 24"x24"
M05-1 21"x21"

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

15

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE B	SHEET 383	E

2

2

N

PERMANENT EDGE LINE

PERMANENT LANE LINE DASHES

WB STH 11

12'

12'

12'

12'

195'AW'

MATCHLINE STA. 191'AE'+40

MATCHLINE STA. 197'AE'+40

100'

195'AE'

12'

4Y

RT-4Y

EB STH 11

50' SPACING
(TYP)

RT-4Y

12'

4W

BEGIN
LEFT
TURN
LANE

R3-20L
24"X36"

R11-2L
48" X 30"

LANE
CLOSED

1 - TYPE III BARRICADES

16

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE C	SHEET 384	E

2

N

DETOUR
WEST SOUTH
11 COUNTY G

DETOUR
SOUTH
11 COUNTY G

RT-4Y

CTH G

4Y

PERMANENT EDGE LINE

PERMANENT LANE LINE DASHES

MATCHLINE STA. 197'AE'+40

12'
12'

WB STH 11

200'AW'

12'
12'

MATCHLINE STA. 203'AE'+40

4W

200'AE'

15' SPACING (TYP)

NO TURN ON RED
R10-11B
24" X 24"

12'

EB STH 11

12'

50' SPACING (TYP)

4W

BRIDGE OUT
1.8 MILES AHEAD
R11-3C
60"X24"

1 - TYPE III BARRICADES

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

1 - TYPE III BARRICADES

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

17

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE C	SHEET 385	E

2

N

UW Rock County
Blackhawk Tech College
COVER

DETOUR
SOUTH
COUNTY
G

CTH G

PERMANENT PAVEMENT MARKING

8W

RT-4Y

4Y

12'

12'

205'AW'

WB STH 11

MATCHLINE STA. 203'AE'+40

15' SPACING (TYP)

25' TYP.

4Y

205'AE'

MATCHLINE STA. 209'AE'+40

12'

EB STH 11

100'
TYP

12'

4Y

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

18

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE C	SHEET 386	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3C_03.DWG PLOT DATE : 2/5/2015 11:57 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : *********

2

N

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

MATCHLINE STA. 334'G'+60

MATCHLINE STA. 340'G'+60

8W

4Y

RT-4Y

12'

12'

12'

12'

12'

50'
(TYP)

335'GSB'

335'G'

340'GSB'

340'G'

250' TAPER

25' SPACING (TYP)

CTH G

DETOUR
SOUTH
JCT
11
COUNTY
G

M4-8
24"x12"

M3-3
24"x12"

M1-5A
24"x24"

M05-1
21"x21"

ONLY

R3-8
36"X30"

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

INL

INL

19

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE C	SHEET 387	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3C_03.DWG PLOT DATE : 2/5/2015 11:57 AM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : ********

2

N

PERMANENT EDGE LINE

PERMANENT LANE LINE DASHES

WB STH 11

12'

12'

12'

12'

195'AW'

MATCHLINE STA. 191'AE'+40

MATCHLINE STA. 197'AE'+40

100'

195'AE'

12'

12'

EB STH 11

50' SPACING
(TYP)

4Y

RT-4Y

RT-4Y

4W

BEGIN
LEFT
TURN
LANE

R3-20L
24"X36"

R11-2L
48" X 30"

LANE
CLOSED

1 - TYPE III BARRICADES

20

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE D	SHEET 388	E

2

N

DETOUR
WEST SOUTH
11 COUNTY G
MOVE

DETOUR
SOUTH
11 COUNTY G

4W

RT-4Y

CTH G

PERMANENT EDGE LINE

PERMANENT LANE LINE DASHES

MATCHLINE STA. 197'AE'+40

12'
12'

WB STH 11

200'AW'

12'
12'

W01-6
48" X 24"

1 - TYPE III BARRICADES

MATCHLINE STA. 203'AE'+40

200'AE'

12'

EB STH 11

12'

NO TURN ON RED
R10-11B
24" X 24"

15' SPACING (TYP)

4W

50' SPACING (TYP)

4W

BRIDGE OUT
1.8 MILES AHEAD
R11-3C
60"X24"

1 - TYPE III BARRICADES

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

1 - TYPE III BARRICADES

21

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE D	SHEET 389	E

2

2

N

UW Rock County

Blackhawk Tech College

COVER

DETOUR SOUTH COUNTY G

PERMANENT PAVEMENT MARKING

CTH G

8W

RT-4Y

4Y

12'

12'

205'AW'

WB STH 11

MATCHLINE STA. 203'AE'+40

MATCHLINE STA. 209'AE'+40

15' SPACING (TYP)

25' TYP.

4Y

205'AE'

12'

EB STH 11

100' TYP

12'

4Y

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

22

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE D	SHEET 390	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3D_03.DWG PLOT DATE : 2/5/2015 11:58 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : ********

WISDOT/CADDS SHEET 42

2

N

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

25' SPACING (TYP)

W012-1D
24" X 24"

8W

4W

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

RT-4Y

R3-8
36"X30"
ONLY

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

DETOUR
JCT 11 SOUTH
COUNTY G
M4-8
24"x12"
M3-3
24"x12"
M1-5A
24"x24"
M05-1
21"x21"

MATCHLINE STA. 334'G'+60

12'

12'

335'GSB'

RT-4W

50' SPACING (TYP)

335'G'

340'GSB'

12'

12'

340'G'

MATCHLINE STA. 340'G'+60

CTH G

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

23

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 3 PHASE D	SHEET 391	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_3D_03.DWG PLOT DATE : 2/5/2015 11:58 AM PLOT BY : WEBER, JESSE PLOT NAME : _____PLOT SCALE : ********

2

N

SEE STAGE 4 SHEET 9 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA

200'AE'

200'AW'

WB STH 11

330'GSB'

330'G'

335'GSB'

335'G'

340'GSB'

341'GSB'

340'G'

CTH G

INL

INL

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

SEE STAGE 4 SHEET 11 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA

205'AE'

205'AW'

EB STH 11

SEE STAGE 4 SHEET 10 FOR PHASE A
TRAFFIC CONTROL DETAILS IN THIS AREA

OST

1

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, CTH G, STAGE 4	SHEET 392	E

2

2

N

1

350'

US 51

WB STH 11

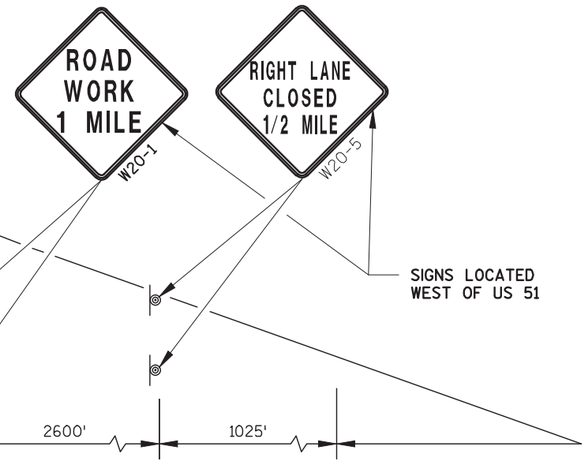
EB STH 11

1575'

600'

US 51

1



2

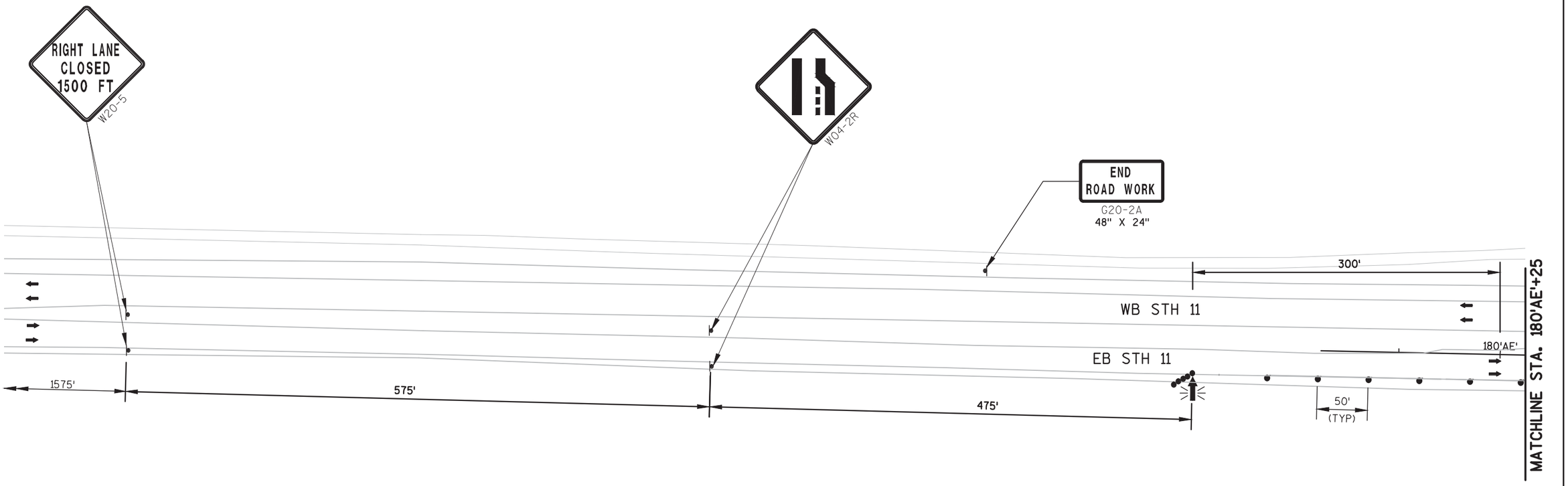
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 393	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_4_03.DWG PLOT DATE : 10/28/2014 3:26 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N



3

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 394	E

2

2

N

MATCHLINE STA. 180'AE'+25

MATCHLINE STA. 195'AE'+25

RMPM
YELLOW EDGELINE

WB STH 11

EB STH 11

185'AE'

190'AE'

195'AW'

195'AE'

12'

50' SPACING (TYP)

100' SPACING (TYP)

RT-4W

4W

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

4

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 395	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_4_03.DWG PLOT DATE : 10/28/2014 3:27 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

CTH G

336'GSB'

336'G'

SEE SHEET 9 FOR STAGE 4 TRAFFIC CONTROL IN THIS AREA

RT-4W

MATCHLINE STA. 195'AE'+25

WB STH 11

200'AW'

205'AW'

210'AW'

12'

200'AE'

205'AE'

210'AE'

EB STH 11

MATCHLINE STA. 210'AE'+25

4W

MATCHLINE STA. 197'AE'+40

MATCHLINE STA. 203'AE'+40

MATCHLINE STA. 209'AE'+40

SEE SHEET 10 FOR STAGE 4 TRAFFIC CONTROL IN THIS AREA

4W

330'GSB'

330'G'

POST

DETROIT AVE.

CTH G

5

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 396	E

2

N

BEGIN RIGHT TURN LANE

R3-20R
24"X36"

50' SPACING

RT-4W

RT-4W

R11-2L
48" X 30"
LANE CLOSED

1 - TYPE III BARRICADES

MATCHLINE STA. 210'AE'+25

MATCHLINE STA. 225'AE'+25

12'

215'AW'

12'

220'AW'

WB STH 11

225'AW'

215'AE'

220'AE'

225'AE'

100'
TYP

EB STH 11

SAGE ST.

50' SPACING

RT-4W

4W

GUY

A/C

POST

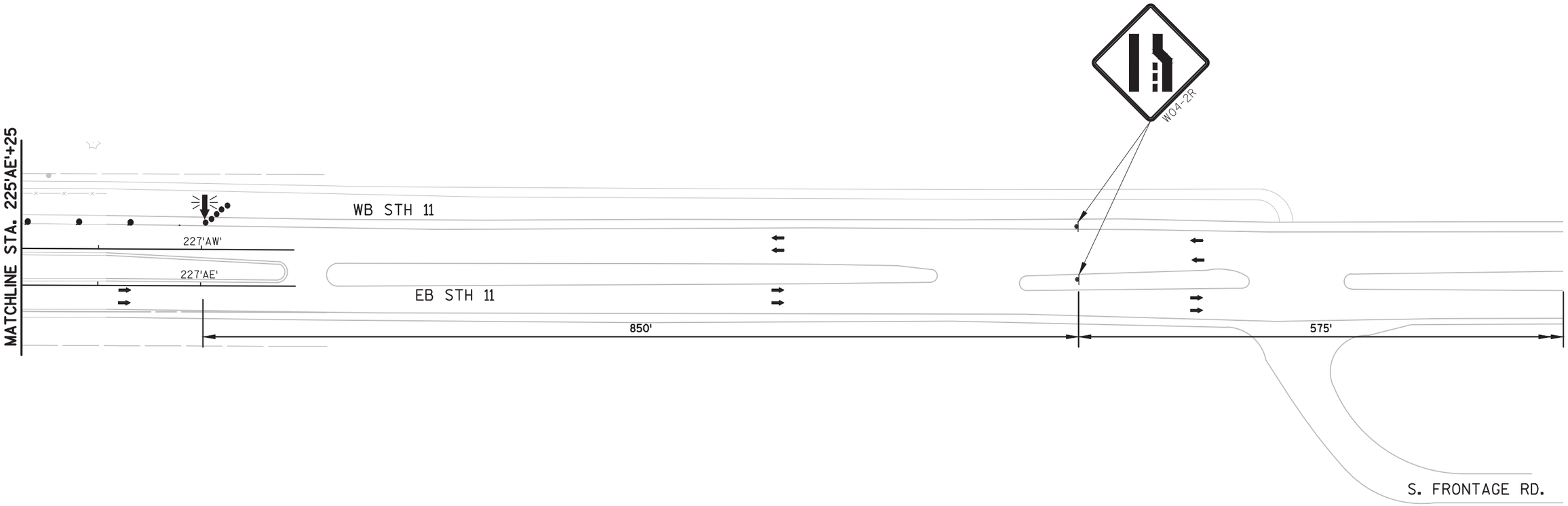
6

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 397	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_4_03.DWG PLOT DATE : 10/28/2014 3:27 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : ********

2

N



7

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 398	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_4_03.DWG PLOT DATE : 10/28/2014 3:27 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : "" WISDOT/CADDS SHEET 42

2

2

N

RIGHT LANE CLOSED 1500 FT
W20-5

* ROAD WORK 1 MILE
W20-1

RIGHT LANE CLOSED 1/2 MILE
W20-5

WB STH 11

EB STH 11

575'

1300'

2640'

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

S. FRONTAGE RD.

S. READ RD.

NOTES:

- *COORDINATE ADVANCED WARNING SIGNS WITH PROJECT ID 1003-10-72 IN FALL 2015.
- SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADVANCED WARNING SIGN PLACEMENT.

8

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 399	E

2

N

DETOUR
JCT SOUTH
11 COUNTY G

DETOUR
WEST SOUTH
11 COUNTY G

PERMANENT
PAVEMENT MARKING

RT-4Y

25' SPACING
(TYP)

CTH G

15' SPACING
(TYP)

WB STH 11

200'AW'

12'

RT-4Y

MATCHLINE STA. 197'AE'+40

MATCHLINE STA. 203'AE'+40

4W

200'AE'

100'
(TYP)

EB STH 11

12'

12'

BRIDGE OUT
1.8 MILES AHEAD
R11-3C
60"X24"

1 - TYPE III BARRICADES

DEFINE THE NORTHBOUND APPROACH LANE IN THE WORK ZONE SOUTH OF STH 11 WITH DRUMS AND SIGNS TO ALIGN THE STOPPING AREA WITH THE NON-INTRUSIVE SIGNAL DETECTION AREA. MOVE THE NON-INTRUSIVE SIGNAL DETECTION TO COORDINATE WITH EACH MOVE OF THE NORTHBOUND APPROACH LANE.

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

1 - TYPE III BARRICADES

MAINTAIN ACCESS FOR LOCAL TRAFFIC INTO WORK ZONE ON CTH G SOUTH OF STH 11 ON 15-FOOT MINIMUM WIDTH AGGREGATE BASE. MAINTAIN ACCESS TO DETROIT AVENUE FROM CTH G UNTIL SAGE ST. / STH 11 INTERSECTION CONSTRUCTION IS COMPLETE.

9

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 400	E

2

2

N

RT-4Y

CTH G

PERMANENT PAVEMENT MARKING

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADE

DETOUR
SOUTH
COUNTY
G

RT-4W

4W

12'

RT-4W

205'AW'

WB STH 11

MATCHLINE STA. 203'AE'+40

MATCHLINE STA. 209'AE'+40

15'

RT-4Y

205'AE'

4W

12'

EB STH 11

100'
TYP

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADE

10

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 401	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\AE_6601_TC_4_03.DWG PLOT DATE : 10/28/2014 3:27 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____PLOT SCALE : *********

WISDOT/CADDS SHEET 42

2

N

SEE S.D.D. TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS EXCEPT SUBSTITUTE "ROAD CLOSED AHEAD" FOR "ROAD WORK AHEAD"

PERMANENT PAVEMENT MARKING

R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

ONLY
R3-8
36"X30"

W01-4B

RT-4W

12'
12'
12'
12'

335'GSB'

125' TAPER

RT-4Y

RT-4Y

340'GSB'

25' SPACING (TYP)

50' SPACING

MATCHLINE STA. 334'G'+60

335'G'

INL

340'G'

MATCHLINE STA. 340'G'+60

CTH G

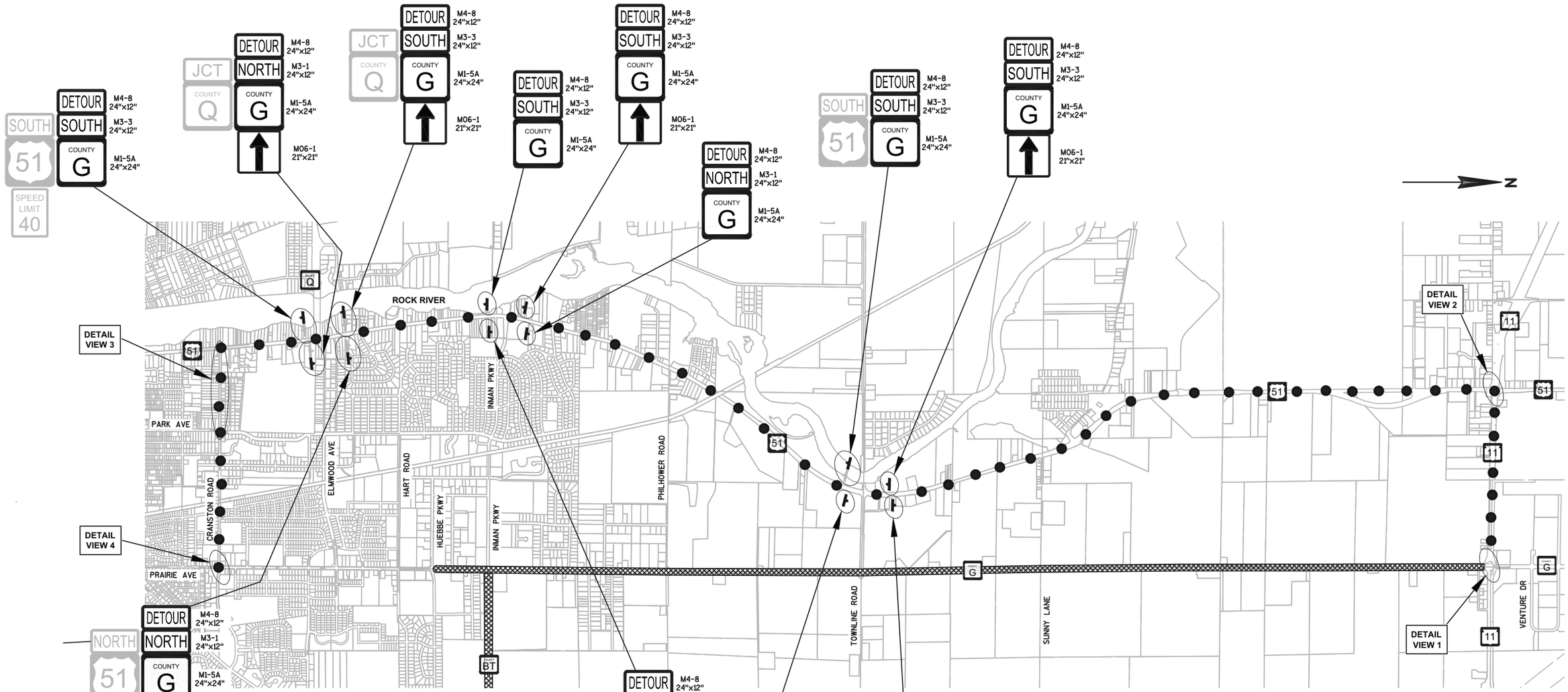
R11-2L
48" X 30"
LANE CLOSED
1 - TYPE III BARRICADES

RT-4Y

11

PROJECT NO:5966-10-71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL, STH 11, STAGE 4	SHEET 402	E

2



LEGEND

- 11 — NEW SIGN
- 11 — EXISTING SIGN
- 11 — EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- ●●● — DETOUR ROUTE
- WORK ZONE
- NEW POST MOUNTED SIGN
- EXISTING POST MOUNTED SIGN

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.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

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

ALL DETOUR ROUTE SIGN SPACING SHALL FOLLOW S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR - OVERVIEW	SHEET 403	E

2

* MOVE SIGNS TO CONFORM TO CONSTRUCTION STAGES 2 AND 3 SEE TRAFIC CONTROL PLANS FOR LOCATIONS

VENTURE DRIVE

N

DETOUR M4-8 24"x12"
JCT SOUTH M3-3 24"x12"
11 COUNTY G M1-5A 24"x24"
M05-1 21"x21"

W20-2 48"x48"
DETOUR AHEAD

ONLY ONLY ONLY

500'

G

* DETOUR M4-8 24"x12"
SOUTH M3-3 24"x12"
11 COUNTY G M1-5A 24"x24"
M06-1 21"x21"

* DETOUR M4-8 36"x18"
WEST SOUTH M3-3 36"x18"
11 COUNTY G M1-5A 36"x36"

END DETOUR M4-8a 24"x18"
NORTH
COUNTY G

* DETOUR M4-8 24"x12"
SOUTH NORTH M3-1 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
COUNTY G COUNTY G
M1-5A 24"x24"
M06-1 21"x21"
M06-1 21"x21"

* DETOUR M4-8 24"x12"
SOUTH M3-3 24"x12"
COUNTY G M1-5A 24"x24"
M06-1 21"x21"

* SOUTH M3-3 24"x12"
COUNTY G M1-5A 24"x24"

W20-2 48"x48"
DETOUR AHEAD

JCT (2) COUNTY G

* DETOUR M4-8 24"x12"
NORTH M3-1 24"x12"
COUNTY G M1-5A 24"x24"
M05-1 21"x21"

700'

11

500'

1,000'

* DETOUR M4-8 24"x12"
NORTH M3-1 24"x12"
COUNTY G M1-5A 24"x24"
M06-1 21"x21"

G

(4) COUNTY G

DETROIT AVE

* UW Rock County
Blackhawk Tech College

COVER

* SOUTH M3-3 24"x12"
COUNTY G M1-5A 24"x24"

W20-2 48"x48"
DETOUR AHEAD

LEGEND

11	NEW SIGN		WORK ZONE
11	EXISTING SIGN		NEW POST MOUNTED SIGN
11	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		EXISTING POST MOUNTED SIGN

PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR - DETAIL VIEW 1	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\027001_DT.DWG PLOT DATE : 10/28/2014 3:39 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

SOUTH
COUNTY
G
M3-3 24"x12"
M1-5A 24"x24"
W20-2 48"x48"
DETOUR AHEAD

1000'

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M06-1 21"x21"
EAST 11
WEST 11

JCT 51
SOUTH
COUNTY
G
M3-3 24"x12"
M1-5A 24"x24"
W20-2 48"x48"
DETOUR AHEAD

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M05-1 21"x21"
NORTH 51
SOUTH 51

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M06-1 21"x21"
WEST 11

51

Southern Wis Regional Airport
Univ of Wis Rock County
Blackhawk Tech College
102"x24"
FIXED MESSAGE SIGN

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M06-1 21"x21"
SOUTH 51

DETOUR
SOUTH
SOUTH
WEST
NORTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M05-1 21"x21"
51
11
51

11

Blackhawk Tech College
A11-11B.3
102"x24"
FIXED MESSAGE SIGN

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M06-1 21"x21"
SOUTH 51

DETOUR
SOUTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
SOUTH 51

51

DETOUR
NORTH
COUNTY
G
M4-8 24"x12"
M3-1 24"x12"
M1-5A 24"x24"
EAST 11

DETOUR
NORTH
COUNTY
G
M4-8 24"x12"
M3-3 24"x12"
M1-5A 24"x24"
M05-1 21"x21"
WEST 11
EAST 11

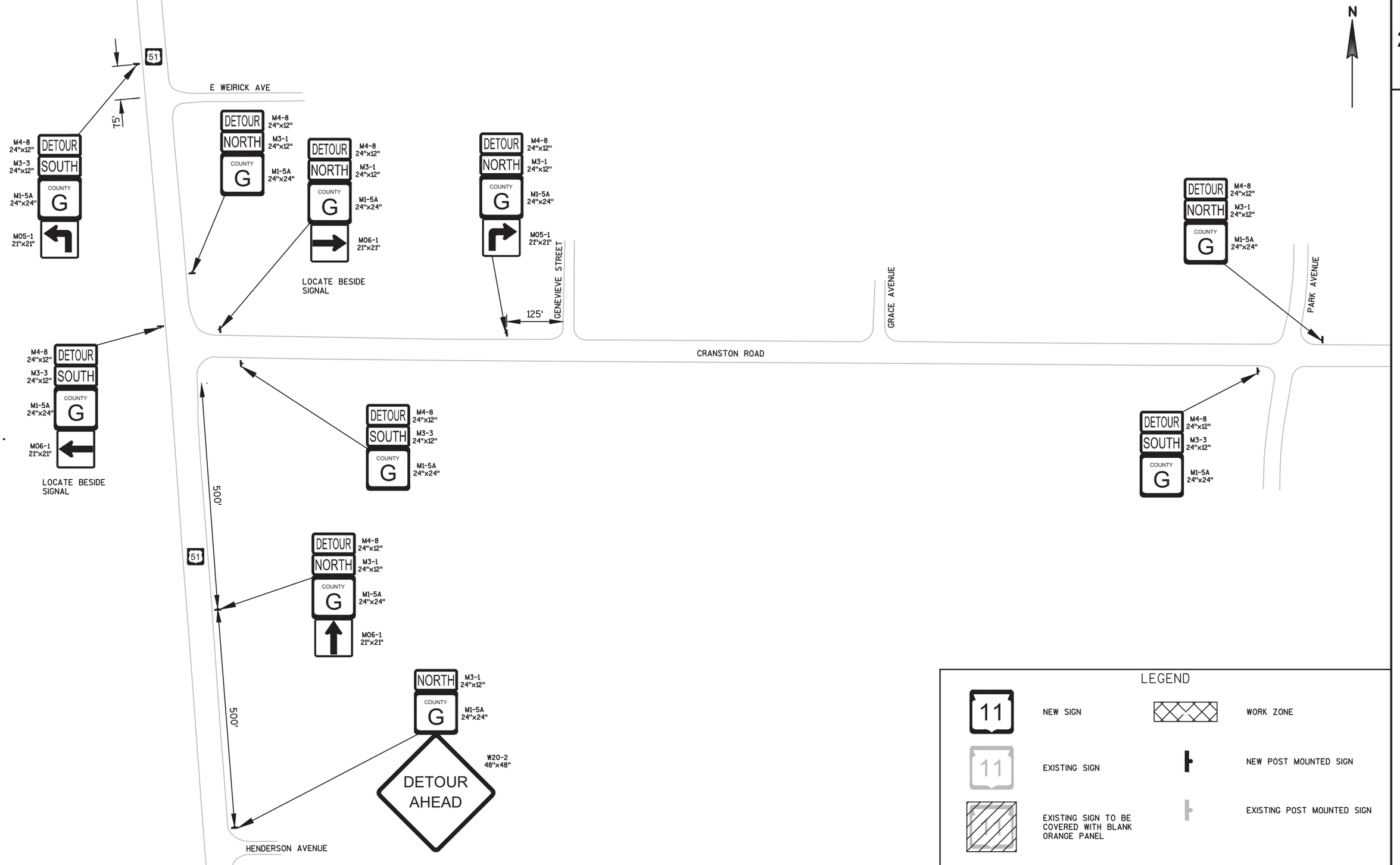
DETOUR
NORTH
COUNTY
G
M4-8 24"x12"
M3-1 24"x12"
M1-5A 24"x24"
M06-1 21"x21"
EAST
H 11

LEGEND

11	NEW SIGN		WORK ZONE
11	EXISTING SIGN		NEW POST MOUNTED SIGN
11	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		EXISTING POST MOUNTED SIGN

PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR - DETAIL VIEW 2	SHEET	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\027001_DT.DWG PLOT DATE : 10/28/2014 3:39 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT



LEGEND

11	NEW SIGN
11	EXISTING SIGN
11	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
	WORK ZONE
	NEW POST MOUNTED SIGN
	EXISTING POST MOUNTED SIGN

PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR - DETAIL VIEW 3	SHEET 406	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\027001_DT.DWG PLOT DATE : 10/28/2014 3:39 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : PLOT SCALE : 1 IN: 200 FT
WISDOT/CADDS SHEET 42

N

NORTHGATE DR

PRAIRIE AVENUE

G

MASON ROAD

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
M06-1 21"x21"

ROAD CLOSED 1.2 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60" X 30"

M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
W20-2 48"x48" DETOUR AHEAD

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
M06-1 21"x21"

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G

ROBINSON DRIVE

100'

500'

500'

CRANSTON ROAD

CRANSTON ROAD

150'

PIONEER DRIVE

LOVELL AVENUE

M4-8 24"x12" DETOUR
M3-3 24"x12" SOUTH
M1-5A 24"x24" COUNTY G
M05-1 21"x21"

M4-8 24"x12" DETOUR
M3-3 24"x12" SOUTH
M1-5A 24"x24" COUNTY G
M06-1 21"x21"

M4-8a 24"x18" END DETOUR
M3-3 24"x12" SOUTH
M1-5A 24"x24" COUNTY G

500'

SCHUSTER DR

PRAIRIE AVENUE

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
M06-1 21"x21"

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
M06-1 21"x21"

VAIL TERRACE

M4-8 24"x12" DETOUR
M3-1 24"x12" NORTH
M1-5A 24"x24" COUNTY G
M05-1 21"x21"

500'

CARLYLE AVENUE

W20-2 48"x48" DETOUR AHEAD

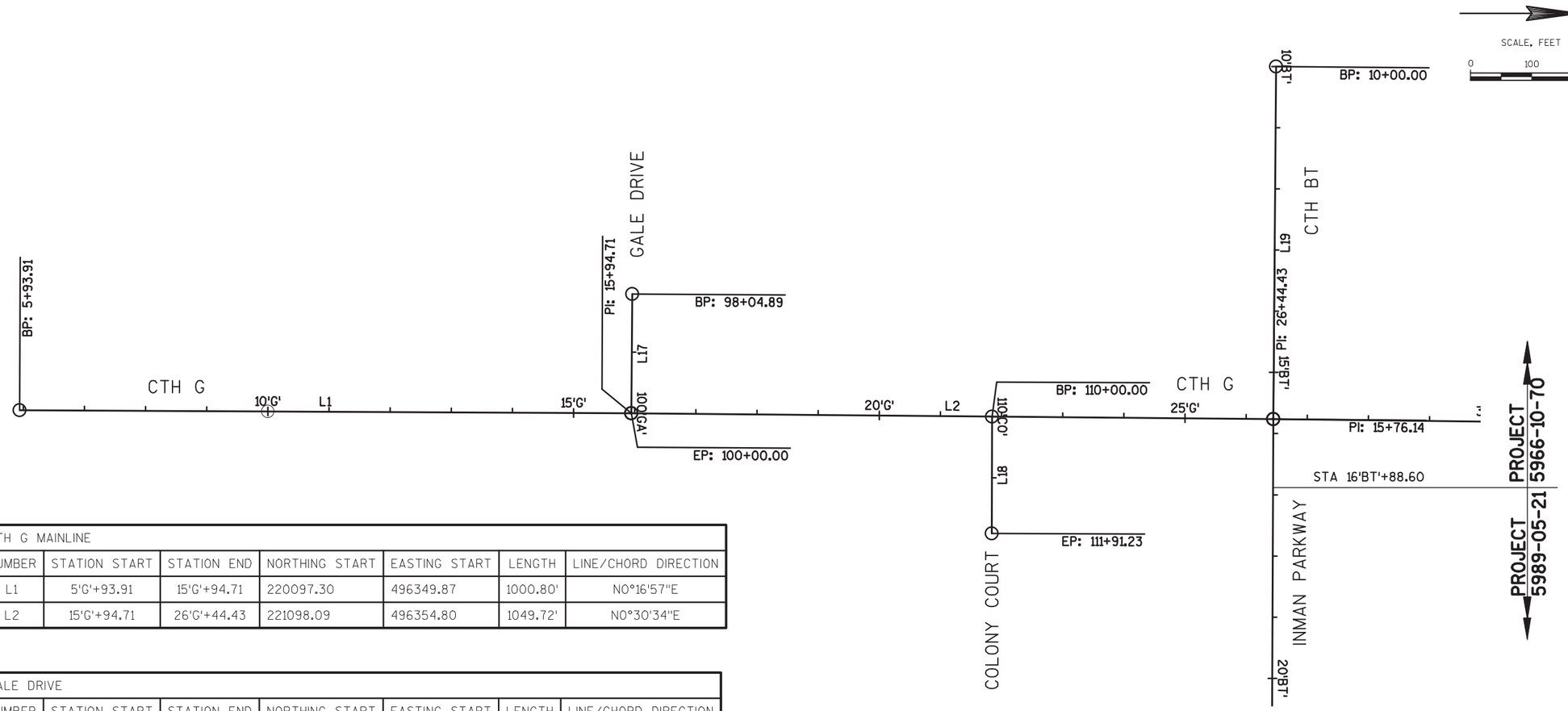
HENDERSON AVENUE

LEGEND

11 NEW SIGN	WORK ZONE
11 EXISTING SIGN	NEW POST MOUNTED SIGN
11 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL	EXISTING POST MOUNTED SIGN

PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR - DETAIL VIEW 4	SHEET 407	E

2



CTH G MAINLINE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L1	5'G'+93.91	15'G'+94.71	220097.30	496349.87	1000.80'	N0°16'57"E
L2	15'G'+94.71	26'G'+44.43	221098.09	496354.80	1049.72'	N0°30'34"E

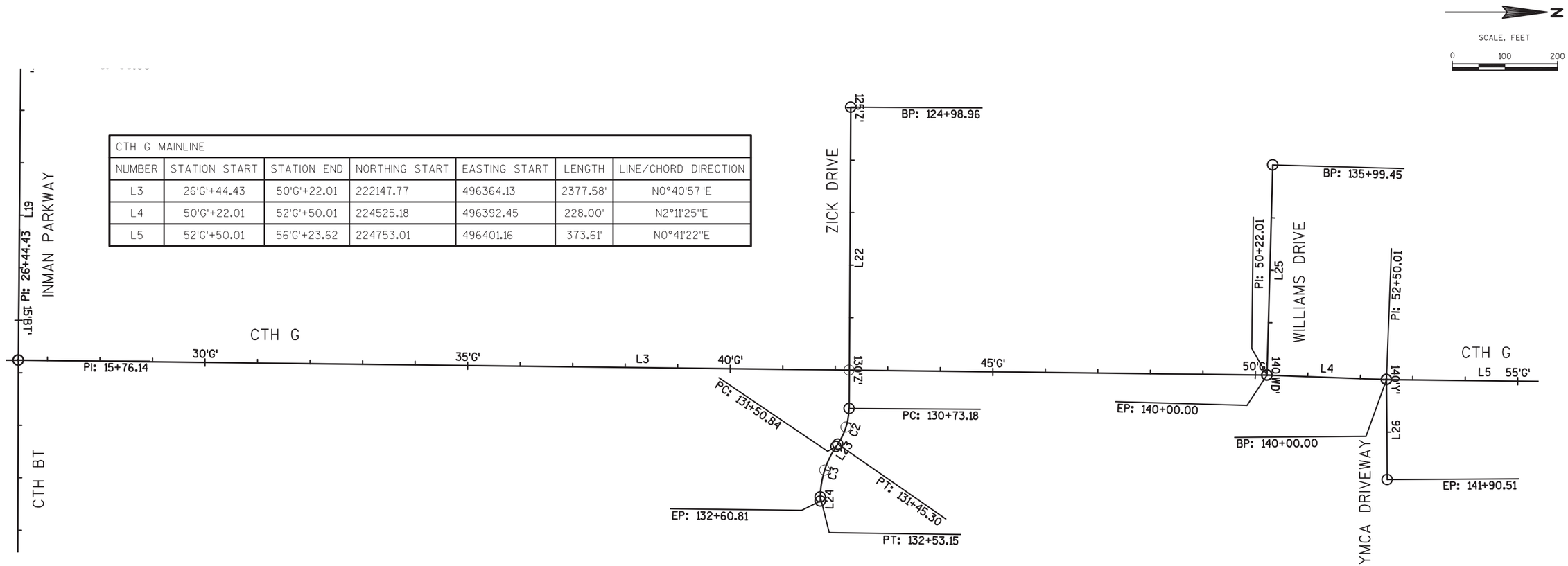
GALE DRIVE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L17	98'GA'+04.89	100'GA'+00	221099.24	496159.69	195.11'	S89°39'38"E

COLONY COURT						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L18	110'CO'+00	111'CO'+91.23	221687.79	496360.04	191.23'	S89°49'04"E

INMAN PARKWAY (CTH BT)								
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	NORTHING END	EASTING END	LENGTH	LINE/CHORD DIRECTION
L19	10'BT'+00	15'BT'+76.14	222152.31	495788.02	222147.77	496364.13	576.14'	S89° 32' 53"E
L20	15'BT'+76.14	76'BT'+53.96	222147.77	496364.13	222125.89	502441.92	6077.82'	S89° 47' 38"E

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CTH G ALIGNMENT DIAGRAM	SHEET 408	E

2

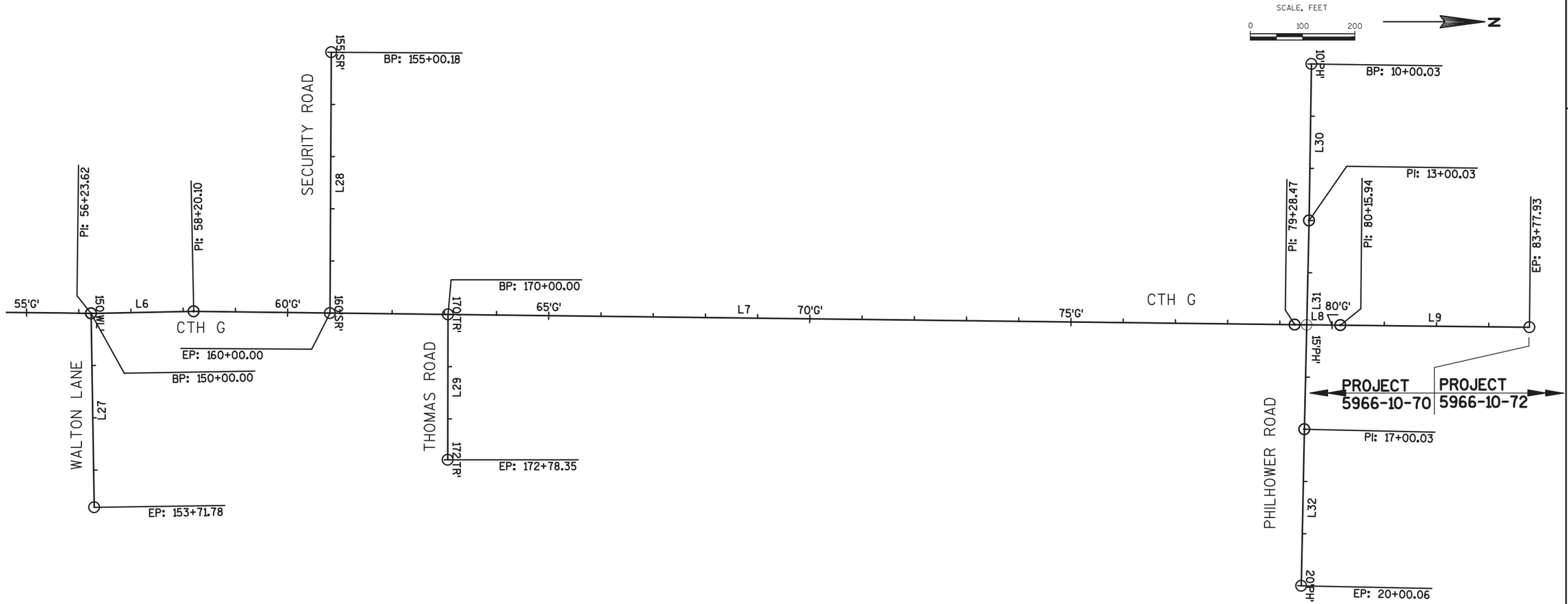


CTH G MAINLINE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L3	26'G'+44.43	50'G'+22.01	222147.77	496364.13	2377.58'	N0°40'57"E
L4	50'G'+22.01	52'G'+50.01	224525.18	496392.45	228.00'	N2°11'25"E
L5	52'G'+50.01	56'G'+23.62	224753.01	496401.16	373.61'	N0°41'22"E

ZICK DRIVE														
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	NORTHING END	EASTING END	LENGTH	P.I. STATION	P.I. NORTHING	P.I. EASTING	RADIUS	LINE/CHORD DIRECTION	DELTA	T
L22	124'Z'+98.96	130'Z'+73.18	223732.69	495881.94	223729.59	496456.16	574.22'					S89° 41' 25"E		
C2	130'Z'+73.18	131'Z'+45.30	223729.59	496456.16	223708.19	496523.90	72.13'	131'Z'+10.37	223729.39	496493.34	120.00'	S72° 28' 17"E	34°26'15"	37.19
L23	131'Z'+45.30	131'Z'+50.84	223708.19	496523.90	223704.98	496528.42	5.54'					S54° 36' 55"E		
C3	131'Z'+50.84	132'Z'+53.15	223704.98	496528.42	223674.84	496624.68	102.30'	132'Z'+03.49	223675.50	496572.03	175.85'	S72° 36' 34"E	33°20'01"	52.65
L24	132'Z'+53.15	132'Z'+60.81	223674.84	496624.68	223674.74	496632.34	7.66'					S89° 19' 03"E		

WILLIAMS DRIVE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L25	135'WD'+99.45	140'WD'00	224536.19	495992.05	400.55'	S88°25'29"E

YMCA DRIVEWAY						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L26	140'Y'+00	141'Y'+90.51	224753.13	496401.17	190.51'	N89°34'09"E



CTH G MAINLINE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L6	56'G'+23.62	58'G'+20.10	225126.60	496405.66	196.47'	N1°03'35"W
L7	58'G'+20.10	79'G'+28.47	225323.04	496402.03	2108.37'	N0°41'25"E
L8	79'G'+28.47	80'G'+15.94	227431.25	496427.43	87.48'	N0°36'22"E
L9	80'G'+15.94	83'G'+77.93	227518.73	496428.35	361.99'	N0°36'22"E

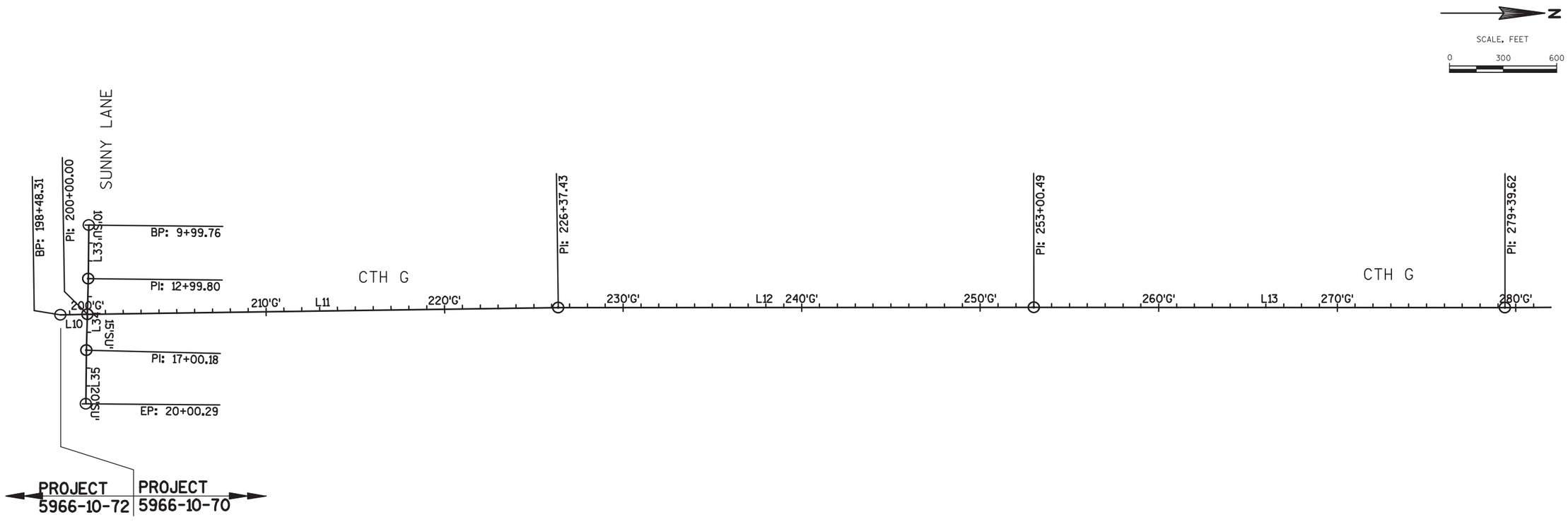
WALTON LANE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L27	150'WL'+00	153'WL'+71.78	225126.76	496405.66	371.78'	N89°06'13"E

SECURITY ROAD						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L28	155'SR'+00.18	160'SR'+00.00	225586.90	495905.36	499.82'	S89°40'35"E

THOMAS ROAD						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L29	170'TR'+00	172'TR'+78.35	225809.91	496407.89	278.35'	S89°58'53"E

PHILHOWER ROAD						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L30	10'PH'+00.03	13'PH'+00.03	227463.25	495927.78	300.00'	S89°13'09"E
L31	13'PH'+00.03	17'PH'+00.03	227459.16	496227.75	400.00'	S88°41'39"E
L32	17'PH'+00.03	20'PH'+00.06	227450.04	496627.65	300.03'	S88°47'40"E

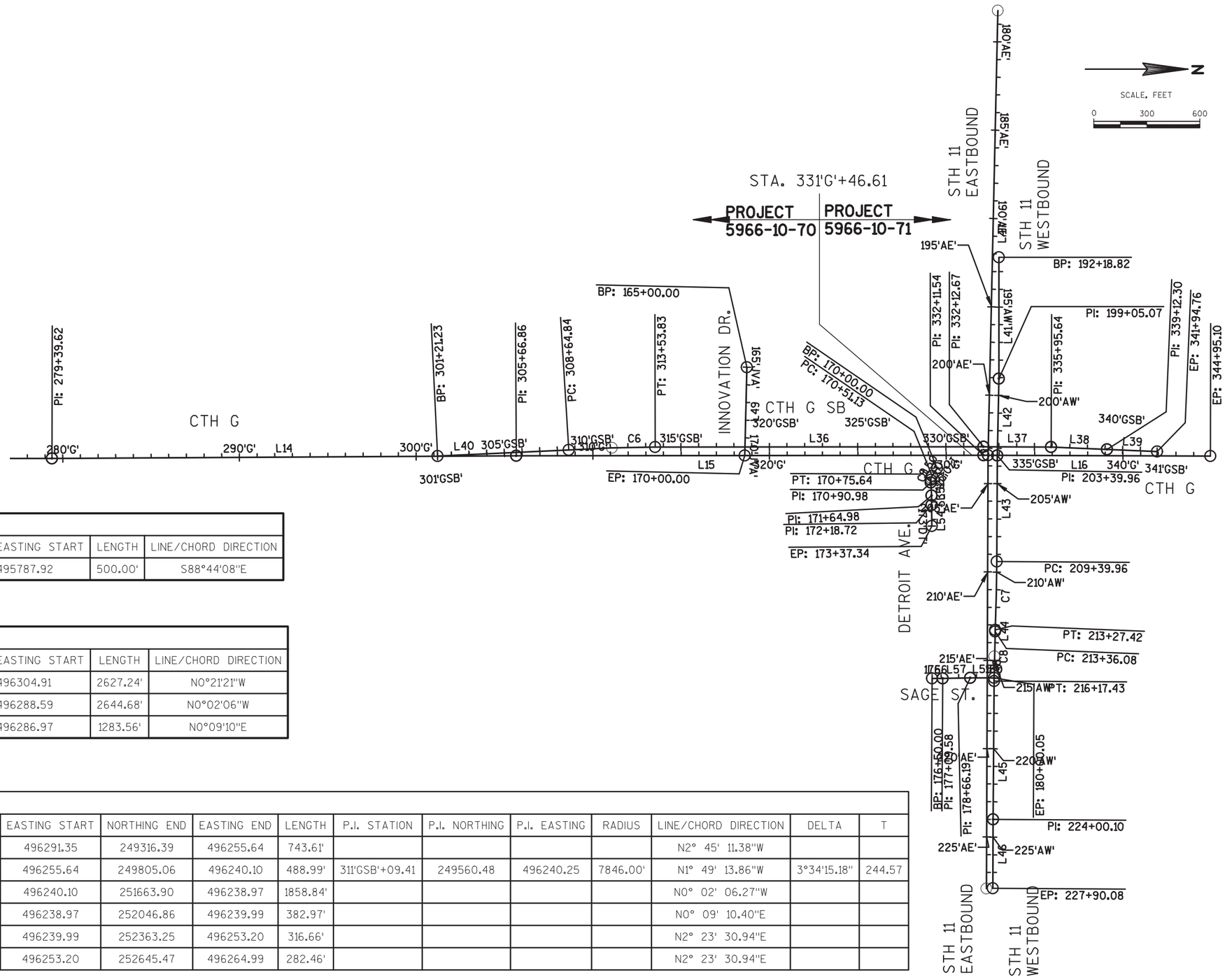
2



CTH G MAINLINE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L10	198'G'+48.31	200'G'+00	238301.05	496345.00	151.69'	S0°50'55"E
L11	200'G'+00	226'G'+37.43	238452.73	496342.75	2637.43'	N0°49'08"W
L12	226'G'+37.43	253'G'+00.49	241089.90	496305.06	2663.06'	N0°01'52"W
L13	253'G'+00.49	279'G'+39.62	243752.95	496303.62	2639.13'	N0°01'41"E

SUNNY LANE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L33	10'SU'+99.76	13'SU'+99.80	238459.08	495842.61	300.04'	S89°25'09"E
L34	13'SU'+99.80	17'SU'+00.18	238456.04	496142.63	400.38'	S88°37'33"E
L35	17'SU'+00.18	20'SU'+00.29	238446.44	496542.90	300.11'	S89°31'23"E

2

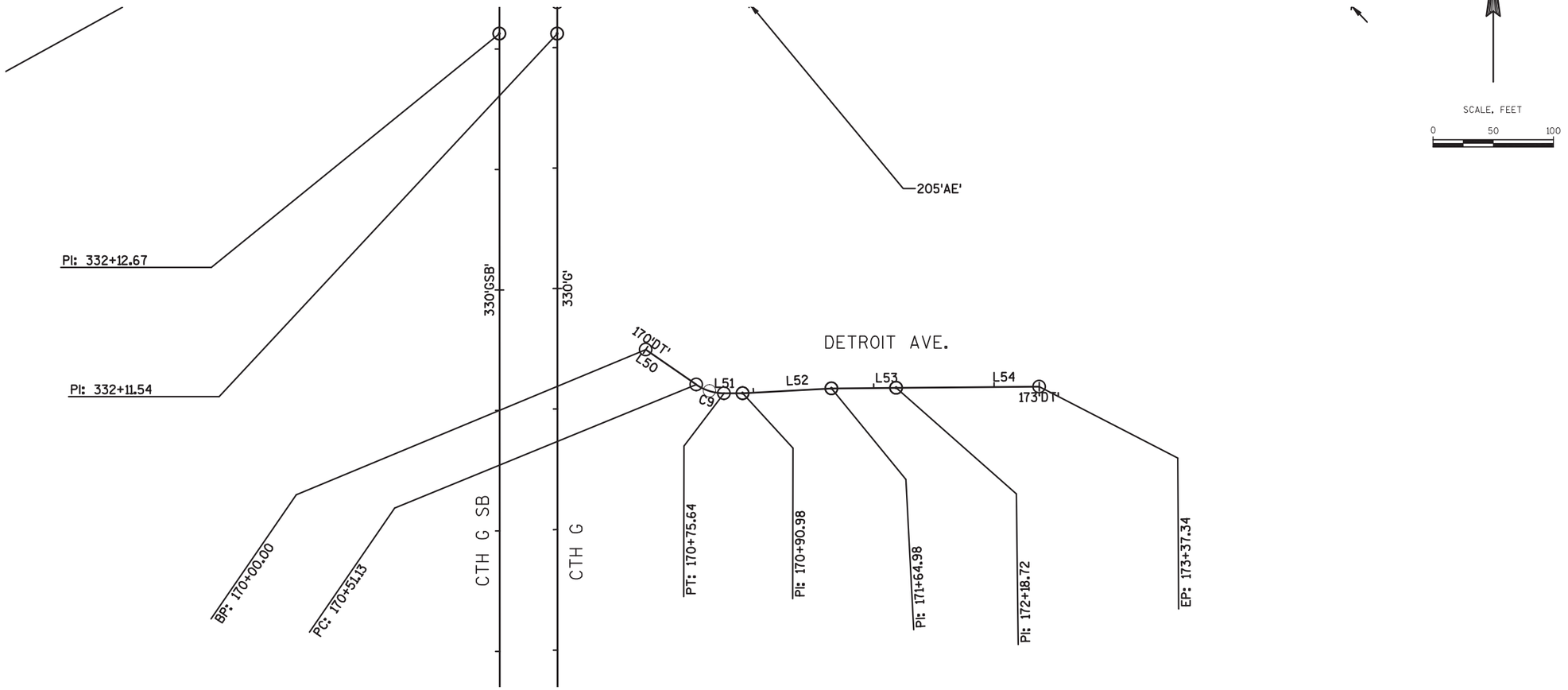


INNOVATION DRIVE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L49	165'IVA'+00	170'IVA'+00	250324.04	495787.92	500.00'	S88°44'08"E

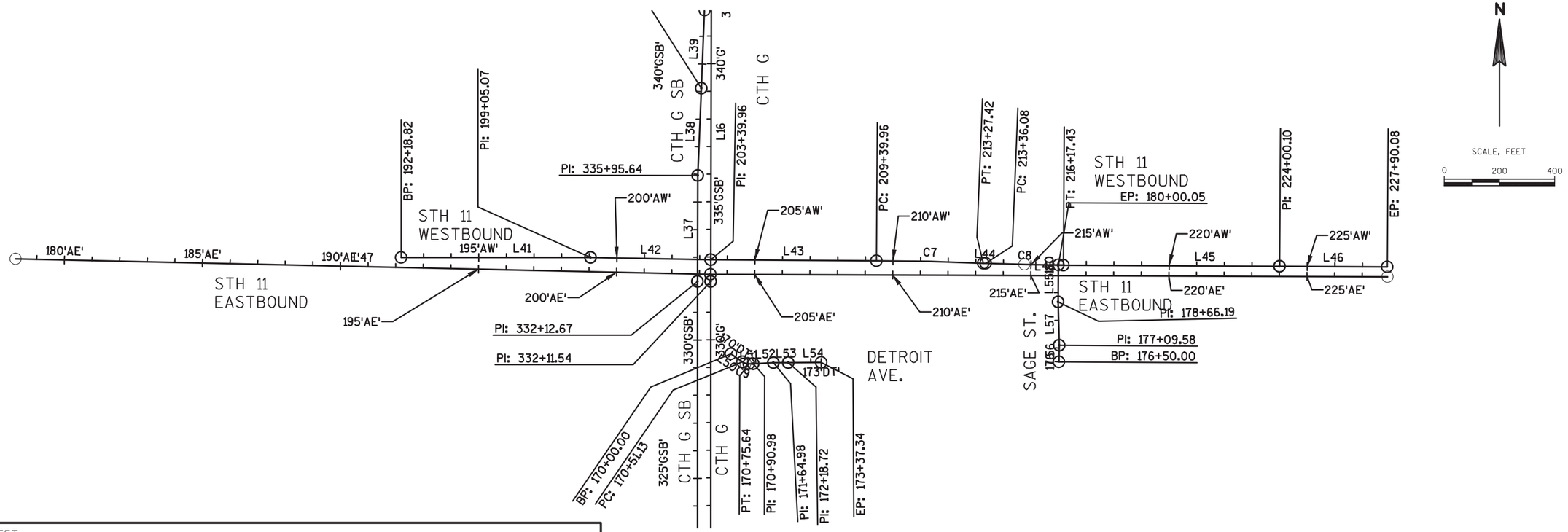
CTH G MAINLINE						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L14	279'G'+39.62	305'G'+66.86	246392.08	496304.91	2627.24'	N0°21'21"W
L15	305'G'+66.86	332'G'+11.54	249019.27	496288.59	2644.68'	N0°02'06"W
L16	332'G'+11.54	344'G'+95.10	251663.95	496286.97	1283.56'	N0°09'10"E

CTH G SOUTHBOUND														
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	NORTHING END	EASTING END	LENGTH	P.I. STATION	P.I. NORTHING	P.I. EASTING	RADIUS	LINE/CHORD DIRECTION	DELTA	T
L40	301'GSB'+21.23	308'GSB'+64.84	248573.64	496291.35	249316.39	496255.64	743.61'					N2° 45' 11.38"W		
C6	308'GSB'+64.84	313'GSB'+53.83	249316.39	496255.64	249805.06	496240.10	488.99'	311'GSB'+09.41	249560.48	496240.25	7846.00'	N1° 49' 13.86"W	3°34'15.18"	244.57
L36	313'GSB'+53.83	332'GSB'+12.67	249805.06	496240.10	251663.90	496238.97	1858.84'					N0° 02' 06.27"W		
L37	332'GSB'+12.67	335'GSB'+95.64	251663.90	496238.97	252046.86	496239.99	382.97'					N0° 09' 10.40"E		
L38	335'GSB'+95.64	339'GSB'+12.30	252046.86	496239.99	252363.25	496253.20	316.66'					N2° 23' 30.94"E		
L39	339'GSB'+12.30	341'GSB'+94.76	252363.25	496253.20	252645.47	496264.99	282.46'					N2° 23' 30.94"E		

PROJECT NO: 5966-10-70,-71	HWY: CTH G	COUNTY: ROCK	CTH G ALIGNMENT DIAGRAM	SHEET 412	E



DETROIT AVENUE														
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	NORTHING END	EASTING END	LENGTH	P.I. STATION	P.I. NORTHING	P.I. EASTING	RADIUS	LINE/CHORD DIRECTION	DELTA	T
L50	170'DT'+00	170'DT'+51.13	251401.70	496360.40	251372.77	496402.57	51.13'					S55° 33' 08"E		
C9	170'DT'+51.13	170'DT'+75.64	251372.77	496402.57	251365.59	496425.61	24.51'	170'DT'+63.76	251365.63	496412.98	41.00'	S72° 40' 29"E	34°14'42"	12.63
L51	170'DT'+75.64	170'DT'+90.98	251365.59	496425.61	251365.53	496440.95	15.34'					S89° 47' 50"E		
L52	170'DT'+90.98	171'DT'+64.98	251365.53	496440.95	251369.40	496514.85	74.00'					N87° 00' 20"E		
L53	171'DT'+64.98	172'DT'+18.72	251369.40	496514.85	251370.10	496568.59	53.74'					N89° 15' 07"E		
L54	172'DT'+18.72	173'DT'+37.34	251370.10	496568.59	251370.89	496687.20	118.62'					N89° 36' 57"E		



SAGE STREET						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L55	178+66.19	180+00.05	251589.19	497545.73	133.87'	N0°13'48"E
L57	177+09.58	178+66.19	251432.62	497549.17	156.61'	N1°15'31"W
L56	176+50.00	177+09.58	251373.04	497548.78	59.58'	N0°22'42"E

STH 11 EASTBOUND						
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	LENGTH	LINE/CHORD DIRECTION
L47	178'AE'+23.35	203'AE'+40.53	251744.92	493770.33	2517.18'	S88°44'40"E
L48	203'AE'+40.53	227'AE'+92.06	251689.77	496286.91	2451.53'	S89°47'34"E

STH 11 WESTBOUND														
NUMBER	STATION START	STATION END	NORTHING START	EASTING START	NORTHING END	EASTING END	LENGTH	P.I. STATION	P.I. NORTHING	P.I. EASTING	RADIUS	LINE/CHORD DIRECTION	DELTA	T
L41	192'AW'+18.82	199'AW'+05.07	251750.07	495166.10	251749.94	495852.35	686.25'					S89° 59' 22.16"E		
L42	199'AW'+05.07	203'AW'+39.96	251749.94	495852.35	251742.27	496287.18	434.90'					S88° 59' 22.16"E		
L43	203'AW'+39.96	209'AW'+39.96	251742.27	496287.18	251738.81	496887.16	600.00'					S89° 40' 09.84"E		
C7	209'AW'+39.96	213'AW'+27.42	251738.81	496887.16	251729.81	497274.50	387.46'	211'AW'+33.71	251737.69	497080.91	11100.00'	S88° 40' 09.84"E	2°00'00.00"	193.75
L44	213'AW'+27.42	213'AW'+36.08	251729.81	497274.50	251729.46	497283.15	8.66'					S87° 40' 09.84"E		
C8	213'AW'+36.08	216'AW'+17.43	251729.46	497283.15	251722.93	497564.41	281.35'	214'AW'+76.77	251723.74	497423.73	8060.00'	S88° 40' 09.84"E	2°00'00.00"	140.69
L45	216'AW'+17.43	224'AW'+00.10	251722.93	497564.41	251718.41	498347.07	782.67'					S89° 40' 09.84"E		
L46	224'AW'+00.10	227'AW'+90.08	251718.41	498347.07	251716.16	498737.05	389.98'					S89° 40' 09.84"E		

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CTH G ALIGNMENT DIAGRAM	SHEET 414	E

DATE 04MAR15 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	5966-10-70 QUANTITY	5966-10-71 QUANTITY
0010	201.0105	Clearing	STA	64.000	64.000	
0020	201.0120	Clearing	ID	303.000	303.000	
0030	201.0205	Grubbing	STA	64.000	64.000	
0040	201.0220	Grubbing	ID	315.000	315.000	
0050	203.0100	Removing Small Pipe Culverts	EACH	73.000	73.000	
0080	203.0200	Removing Old Structure (station) 003. 233'G'+27 CL	LS	1.000	1.000	
0090	203.0200	Removing Old Structure (station) 004. 275'G'+45 RT	LS	1.000	1.000	
0100	203.0200	Removing Old Structure (station) 005. 280'G'+95 LT	LS	1.000	1.000	
0110	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 001. 238'G'+21	LS	1.000	1.000	
0120	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 002. 79'G'+51.65	LS	1.000	1.000	
0130	204.0100	Removing Pavement	SY	16,426.000	904.000	15,522.000
0140	204.0120	Removing Asphaltic Surface Milling	SY	705.000	705.000	
0150	204.0150	Removing Curb & Gutter	LF	3,177.000	1,029.000	2,148.000
0160	204.0155	Removing Concrete Sidewalk	SY	732.000	15.000	717.000
0170	204.0165	Removing Guardrail	LF	222.000	222.000	
0180	204.0170	Removing Fence	LF	12,157.000	10,569.000	1,588.000
0190	204.0185	Removing Masonry	CY	9.000	9.000	
0200	204.0195	Removing Concrete Bases	EACH	23.000	11.000	12.000
0210	204.0210	Removing Manholes	EACH	5.000	5.000	
0220	204.0220	Removing Inlets	EACH	14.000		14.000
0230	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	184.000	20.000	164.000
0240	204.0245	Removing Storm Sewer (size) 002. 18-Inch	LF	40.000		40.000
0250	204.0245	Removing Storm Sewer (size) 003. 36-Inch	LF	928.000	928.000	
0260	204.0270	Abandoning Culvert Pipes	EACH	1.000		1.000
0270	204.9060.S	Removing (item description) 001. Concrete Apron Endwalls	EACH	5.000		5.000
0280	205.0100	Excavation Common	CY	194,047.000	164,755.000	29,292.000
0290	206.1000	Excavation for Structures Bridges (structure) 001. B-53-291	LS	1.000	1.000	
0300	206.2000	Excavation for Structures Culverts (structure) 001. C-53-8	LS	1.000	1.000	
0310	210.0100	Backfill Structure	CY	740.000	740.000	
0340	213.0100	Finishing Roadway (project) 003. 5966-10-70	EACH	1.000	1.000	
0350	213.0100	Finishing Roadway (project) 004. 5966-10-71	EACH	1.000		1.000
0360	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,347.000	4,059.000	288.000
0370	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	106,340.000	82,250.000	24,090.000
0380	305.0130	Base Aggregate Dense 3-Inch	TON	63,151.000	61,211.000	1,940.000
0390	310.0110	Base Aggregate Open Graded	TON	239.000		239.000
0400	311.0115	Breaker Run	CY	70.000	70.000	
0410	312.0110	Select Crushed Material	TON	19,523.000		19,523.000
0420	405.0100	Coloring Concrete Red	CY	161.000		161.000
0430	415.0085	Concrete Pavement 8 1/2-Inch	SY	300.000	300.000	
0440	415.0100	Concrete Pavement 10-Inch	SY	18,653.000		18,653.000
0450	415.0210	Concrete Pavement Gaps	EACH	2.000		2.000
0460	415.0410	Concrete Pavement Approach Slab	SY	122.000	122.000	
0470	415.1100	Concrete Pavement HES 10-Inch	SY	1,179.000		1,179.000
0480	415.6000.S	Rout and Seal	LF	2,090.000		2,090.000

3

DATE 04MAR15 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	5966-10-70 QUANTITY	5966-10-71 QUANTITY
0490	416.0160	Concrete Driveway 6-Inch	SY	840.000	808.000	32.000
0500	416.0170	Concrete Driveway 7-Inch	SY	1,193.000	1,193.000	
0510	416.0610	Drilled Tie Bars	EACH	2,257.000		2,257.000
0520	416.0620	Drilled Dowel Bars	EACH	66.000		66.000
0530	440.4410.S	Incentive IRI Ride	DOL	13,800.000	12,000.000	1,800.000
0540	455.0105	Asphaltic Material PG58-28	TON	1,885.000	1,783.000	102.000
0550	455.0120	Asphaltic Material PG64-28	TON	478.000	478.000	
0560	455.0605	Tack Coat	GAL	6,847.000	6,583.000	264.000
0570	460.1103	HMA Pavement Type E-3	TON	42,911.000	41,049.000	1,862.000
0580	460.2000	Incentive Density HMA Pavement	DOL	27,470.000	26,270.000	1,200.000
0590	460.4000	HMA Cold Weather Paving	TON	10,728.000	10,262.000	466.000
0600	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	127,208.000	123,414.000	3,794.000
0610	465.0105	Asphaltic Surface	TON	861.000	712.000	149.000
0620	465.0110	Asphaltic Surface Patching	TON	68.000	68.000	
0630	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	166.000	166.000	
0640	465.0125	Asphaltic Surface Temporary	TON	1,475.000		1,475.000
0650	465.0315	Asphaltic Flumes	SY	221.000	221.000	
0660	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	17,483.000	17,483.000	
0670	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	9,030.000	9,030.000	
0680	501.1000.S	Ice Hot Weather Concreting	LB	2,260.000	2,260.000	
0690	502.0100	Concrete Masonry Bridges	CY	301.000	301.000	
0700	502.3200	Protective Surface Treatment	SY	455.000	455.000	
0710	502.3210.S	Pigmented Protective Surface Treatment	SY	240.000	240.000	
0720	502.5005	Masonry Anchors Type L No. 5 Bars	EACH	52.000	52.000	
0730	503.0146	Prestressed Girder Type I 45W-Inch	LF	455.000	455.000	
0740	504.0100	Concrete Masonry Culverts	CY	100.000	100.000	
0750	504.0900	Concrete Masonry Endwalls	CY	29.000	29.000	
0760	505.0405	Bar Steel Reinforcement HS Bridges	LB	5,480.000	5,480.000	
0770	505.0410	Bar Steel Reinforcement HS Culverts	LB	15,710.000	15,710.000	
0780	505.0605	Bar Steel Reinforcement HS Coated Bridges	LB	35,570.000	35,570.000	
0790	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	10.000	10.000	
0800	506.4000	Steel Diaphragms (structure) 001. B-53-291	EACH	8.000	8.000	
0810	509.1500	Concrete Surface Repair	SF	10.000	10.000	
0820	511.1200	Temporary Shoring (structure) 001. C-53-8	SF	350.000	350.000	
0830	516.0500	Rubberized Membrane Waterproofing	SY	51.000	51.000	
0840	520.0118	Culvert Pipe Class III 18-Inch	LF	652.000	652.000	
0850	520.0121	Culvert Pipe Class III 21-Inch	LF	278.000	278.000	
0860	520.0124	Culvert Pipe Class III 24-Inch	LF	138.000	138.000	
0870	520.0136	Culvert Pipe Class Ill 36-Inch	LF	91.000	91.000	
0880	520.0142	Culvert Pipe Class III 42-Inch	LF	124.000	124.000	
0890	520.0148	Culvert Pipe Class III 48-Inch	LF	108.000	108.000	
0900	520.0172	Culvert Pipe Class III 72-Inch	LF	264.000	264.000	
0910	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	34.000	34.000	
0920	520.1021	Apron Endwalls for Culvert Pipe 21-Inch	EACH	4.000	4.000	
0930	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	6.000	6.000	
0940	520.4012	Culvert Pipe Temporary 12-Inch	LF	126.000	126.000	
0950	520.4018	Culvert Pipe Temporary 18-Inch	LF	186.000	186.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5966-10-70 QUANTITY	5966-10-71 QUANTITY
0960	520.8000	Concrete Collars for Pipe	EACH	4.000		4.000
0990	521.0721	Pipe Arch Corrugated Steel 21x15-Inch	LF	108.000	108.000	
1000	521.0728	Pipe Arch Corrugated Steel 28x20-Inch	LF	437.000	437.000	
1010	521.0735	Pipe Arch Corrugated Steel 35x24-Inch	LF	28.000	28.000	
1020	521.0742	Pipe Arch Corrugated Steel 42x29-Inch	LF	40.000	40.000	
1030	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000	
1060	521.1221	Apron Endwalls for Pipe Arch Steel 21x15-Inch	EACH	6.000	6.000	
1070	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	10.000	10.000	
1080	521.1235	Apron Endwalls for Pipe Arch Steel 35x24-Inch	EACH	2.000	2.000	
1090	521.1242	Apron Endwalls for Pipe Arch Steel 42x29-Inch	EACH	2.000	2.000	
1100	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	146.000	146.000	
1110	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	88.000	88.000	
1120	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	153.000	153.000	
1140	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	85.000	85.000	
1150	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	104.000	104.000	
1160	522.0166	Culvert Pipe Reinforced Concrete Class III 66-Inch	LF	196.000	196.000	
1190	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	10.000	9.000	1.000
1200	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000		1.000
1210	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	4.000	2.000	2.000
1220	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	12.000	10.000	2.000
1230	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000	
1240	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	3.000	3.000	
1260	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000	
1280	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000	2.000	
1290	522.1066	Apron Endwalls for Culvert Pipe Reinforced Concrete 66-Inch	EACH	4.000	4.000	
1300	523.0119	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	80.000	80.000	
1310	523.0124	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	664.000	664.000	
1320	523.0129	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch	LF	422.000	422.000	
1340	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5966-10-70 QUANTITY	5966-10-71 QUANTITY
1350	523.0524	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	6.000	6.000	
1360	523.0529	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	6.000	6.000	
1370	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	2,280.000	2,280.000	
1380	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	151.000	151.000	
1400	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	158.000		158.000
1410	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	17,094.000	15,034.000	2,060.000
1420	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	7,002.000		7,002.000
1430	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	5,081.000	5,081.000	
1440	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	42.000		42.000
1450	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	78.000	78.000	
1460	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,822.000	1,671.000	151.000
1470	601.0574	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type G	LF	472.000	111.000	361.000
1480	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	165.000		165.000
1490	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	315.000	315.000	
1510	602.0410	Concrete Sidewalk 5-Inch	SF	71,295.000	66,002.000	5,293.000
1520	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	536.000	344.000	192.000
1530	606.0100	Riprap Light	CY	1,012.000	1,012.000	
1540	606.0200	Riprap Medium	CY	134.000	134.000	
1550	606.0300	Riprap Heavy	CY	415.000	415.000	
1560	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	2,615.000	1,838.000	777.000
1570	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	202.000	202.000	
1580	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	527.000	317.000	210.000
1590	608.0321	Storm Sewer Pipe Reinforced Concrete Class III 21-Inch	LF	29.000	19.000	10.000
1600	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,518.000	2,416.000	102.000
1610	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	199.000	199.000	
1620	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	2,770.000	2,770.000	
1640	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	507.000	144.000	363.000
1650	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	232.000	121.000	111.000
1660	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	177.000	92.000	85.000
1670	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	7.000	7.000	
1680	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	119.000	79.000	40.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5966-10-70 QUANTITY	5966-10-71 QUANTITY
1690	610.0119	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	225.000	225.000	
1700	610.0134	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch	LF	253.000	253.000	
1710	610.0419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	210.000	210.000	
1720	610.0429	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	618.000	618.000	
1730	610.0434	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	297.000	297.000	
1740	611.0530	Manhole Covers Type J	EACH	47.000	41.000	6.000
1750	611.0606	Inlet Covers Type B	EACH	3.000		3.000
1760	611.0624	Inlet Covers Type H	EACH	70.000	70.000	
1780	611.0630	Inlet Covers Type HM-GJ	EACH	31.000	6.000	25.000
1810	611.0642	Inlet Covers Type MS	EACH	16.000	15.000	1.000
1820	611.0645	Inlet Covers Type MS-A	EACH	2.000		2.000
1830	611.0654	Inlet Covers Type V	EACH	3.000	2.000	1.000
1840	611.2004	Manholes 4-FT Diameter	EACH	15.000	9.000	6.000
1850	611.2005	Manholes 5-FT Diameter	EACH	20.000	20.000	
1860	611.2006	Manholes 6-FT Diameter	EACH	3.000	3.000	
1870	611.2007	Manholes 7-FT Diameter	EACH	4.000	4.000	
1890	611.2066	Manholes 6x6-FT	EACH	4.000	4.000	
1900	611.3220	Inlets 2x2-FT	EACH	5.000	2.000	3.000
1910	611.3230	Inlets 2x3-FT	EACH	103.000	77.000	26.000
1920	611.3901	Inlets Median 1 Grate	EACH	18.000	15.000	3.000
1930	611.8110	Adjusting Manhole Covers	EACH	1.000		1.000
1940	611.8115	Adjusting Inlet Covers	EACH	5.000		5.000
1950	611.8120.S	Cover Plates Temporary	EACH	5.000		5.000
1980	612.0106	Pipe Underdrain 6-Inch	LF	538.000		538.000
1990	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	46.000	46.000	
2000	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	119.000	119.000	
2010	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	130.000	130.000	
2030	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000	
2050	614.0345	Steel Plate Beam Guard Short Radius	LF	50.000	50.000	
2060	614.0360	Steel Plate Beam Guard Temporary	LF	88.000	88.000	
2070	614.0380	Steel Plate Beam Guard Energy Absorbing Terminal Temporary	EACH	1.000	1.000	
2080	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000	1.000	
2090	614.0396	Guardrail Mow Strip Asphalt	SY	288.000	288.000	
2100	614.2300	MGS Guardrail 3	LF	325.000	325.000	
2110	614.2500	MGS Thrie Beam Transition	LF	158.000	158.000	
2120	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000	
2130	616.0700.S	Fence Safety	LF	170.000	170.000	
2140	618.0100	Maintenance And Repair of Haul Roads (project) 001. 5966-10-71	EACH	1.000		1.000
2150	619.1000	Mobilization	EACH	0.500	0.250	0.250
2160	620.0100	Concrete Corrugated Median	SF	2,162.000	1,702.000	460.000
2170	620.0300	Concrete Median Sloped Nose	SF	825.000	251.000	574.000
2180	621.0100	Landmark Reference Monuments	EACH	45.000	40.000	5.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5966-10-70 QUANTITY	5966-10-71 QUANTITY
2190	623.0200	Dust Control Surface Treatment	SY	27,770.000	27,770.000	
2200	624.0100	Water	MGAL	680.000	535.000	145.000
2210	625.0100	Topsoil	SY	28,355.000	26,978.000	1,377.000
2220	625.0500	Salvaged Topsoil	SY	102,886.000	94,322.000	8,564.000
2230	627.0200	Mulching	SY	84,575.000	77,683.000	6,892.000
2240	628.1504	Silt Fence	LF	13,436.000	10,570.000	2,866.000
2250	628.1520	Silt Fence Maintenance	LF	13,436.000	10,570.000	2,866.000
2260	628.1905	Mobilizations Erosion Control	EACH	30.000	18.000	12.000
2270	628.1910	Mobilizations Emergency Erosion Control	EACH	14.000	7.000	7.000
2280	628.2004	Erosion Mat Class I Type B	SY	30,297.000	30,297.000	
2290	628.2006	Erosion Mat Urban Class I Type A	SY	18,723.000	15,676.000	3,047.000
2300	628.2027	Erosion Mat Class II Type C	SY	164.000	164.000	
2310	628.6510	Soil Stabilizer Type B	ACRE	3.000	2.500	0.500
2320	628.7005	Inlet Protection Type A	EACH	121.000	91.000	30.000
2330	628.7010	Inlet Protection Type B	EACH	18.000	15.000	3.000
2340	628.7015	Inlet Protection Type C	EACH	120.000	78.000	42.000
2350	628.7504	Temporary Ditch Checks	LF	660.000	420.000	240.000
2360	628.7555	Culvert Pipe Checks	EACH	123.000	118.000	5.000
2370	628.7560	Tracking Pads	EACH	10.000	6.000	4.000
2380	628.7570	Rock Bags	EACH	205.000	185.000	20.000
2390	629.0205	Fertilizer Type A	CWT	103.300	97.000	6.300
2400	630.0120	Seeding Mixture No. 20	LB	3,628.000	3,359.000	269.000
2410	630.0140	Seeding Mixture No. 40	LB	488.000	488.000	
2420	630.0200	Seeding Temporary	LB	3,639.000	3,369.000	270.000
2430	633.1100	Delineators Temporary	EACH	24.000		24.000
2440	633.5100	Markers Row	EACH	24.000	20.000	4.000
2450	633.5200	Markers Culvert End	EACH	50.000	45.000	5.000
2460	634.0410	Posts Wood 4x4-Inch X 10-FT	EACH	4.000		4.000
2470	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	5.000	3.000	2.000
2480	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	58.000	50.000	8.000
2490	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	49.000	29.000	20.000
2500	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	35.000	23.000	12.000
2510	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	10.000	2.000	8.000
2520	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	4.000		4.000
2530	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	8.000	7.000	1.000
2540	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000	
2560	637.2210	Signs Type II Reflective H	SF	1,481.600	805.300	676.300
2570	637.2215	Signs Type II Reflective H Folding	SF	70.660	20.720	49.940
2580	637.2220	Signs Type II Reflective SH	SF	6.750	6.750	
2590	637.2230	Signs Type II Reflective F	SF	176.250	80.500	95.750
2600	638.2102	Moving Signs Type II	EACH	69.000		69.000
2610	638.2602	Removing Signs Type II	EACH	87.000	41.000	46.000
2620	638.3000	Removing Small Sign Supports	EACH	79.000	38.000	41.000
2630	638.4000	Moving Small Sign Supports	EACH	26.000		26.000
2640	642.5401	Field Office Type D	EACH	0.500	0.250	0.250
2670	643.0100	Traffic Control (project) 003. 5966-10-70	EACH	1.000	1.000	
2680	643.0100	Traffic Control (project) 004. 5966-10-71	EACH	1.000		1.000
2690	643.0300	Traffic Control Drums	DAY	98,200.000	47,934.000	50,266.000
2700	643.0410	Traffic Control Barricades Type II	DAY	1,375.000	1,375.000	
2710	643.0420	Traffic Control Barricades Type III	DAY	15,383.000	13,272.000	2,111.000
2720	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	48.000		48.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5966-10-70 QUANTITY	5966-10-71 QUANTITY
2730	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	48.000		48.000
2740	643.0705	Traffic Control Warning Lights Type A	DAY	15,160.000	11,214.000	3,946.000
2750	643.0715	Traffic Control Warning Lights Type C	DAY	9,571.000	1,365.000	8,206.000
2760	643.0800	Traffic Control Arrow Boards	DAY	726.000		726.000
2770	643.0900	Traffic Control Signs	DAY	30,060.000	19,705.000	10,355.000
2780	643.0920	Traffic Control Covering Signs Type II	EACH	30.000	20.000	10.000
2790	643.1000	Traffic Control Signs Fixed Message	SF	34.000	34.000	
2800	643.1050	Traffic Control Signs PCMS	DAY	61.000		61.000
2810	643.2000	Traffic Control Detour (project) 001. 5966-10-70	EACH	1.000	1.000	
2820	643.2000	Traffic Control Detour (project) 002. 5966-10-71	EACH	1.000		1.000
2830	643.3000	Traffic Control Detour Signs	DAY	33,955.000	32,400.000	1,555.000
2840	645.0105	Geotextile Fabric Type C	SY	240.000	240.000	
2850	645.0111	Geotextile Fabric Type DF Schedule A	SY	664.000		664.000
2860	645.0120	Geotextile Fabric Type HR	SY	1,019.000	1,019.000	
2870	645.0130	Geotextile Fabric Type R	SY	3,335.000	3,335.000	
2880	646.0106	Pavement Marking Epoxy 4-Inch	LF	95,301.000	79,755.000	15,546.000
2890	646.0126	Pavement Marking Epoxy 8-Inch	LF	11,814.000	5,989.000	5,825.000
2900	646.0600	Removing Pavement Markings	LF	20,140.000	20,140.000	
2910	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	1.000	1.000	
2920	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	84.000	82.000	2.000
2930	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	62.000	60.000	2.000
2940	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	62.000	60.000	2.000
2950	647.0356	Pavement Marking Words Epoxy	EACH	18.000	17.000	1.000
2960	647.0456	Pavement Marking Curb Epoxy	LF	371.000	164.000	207.000
2970	647.0526	Pavement Marking Yield Line Symbols Epoxy 18-Inch	EACH	35.000		35.000
2980	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	569.000	368.000	201.000
2990	647.0606	Pavement Marking Island Nose Epoxy	EACH	8.000	2.000	6.000
3000	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	1,903.000	920.000	983.000
3010	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	2,824.000	2,302.000	522.000
3020	647.0955	Removing Pavement Markings Arrows	EACH	1.000	1.000	
3030	647.0965	Removing Pavement Markings Words	EACH	3.000	3.000	
3040	648.0100	Locating No-Passing Zones	MI	1.600	1.600	
3050	649.0100	Temporary Pavement Marking 4-Inch	LF	80,883.000	41,003.000	39,880.000
3070	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	14,413.000		14,413.000
3080	649.0701	Temporary Pavement Marking 8-Inch	LF	2,800.000	637.000	2,163.000
3090	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	560.000		560.000
3100	649.1000	Temporary Pavement Marking Stop Line Removable Tape 12-Inch	LF	24.000	24.000	
3120	649.1700	Temporary Pavement Marking Arrows	EACH	7.000	5.000	2.000
3130	649.1900	Temporary Pavement Marking Words	EACH	1.000		1.000
3140	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	19,207.000	15,203.000	4,004.000
3150	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	3,631.000	1,236.000	2,395.000
3160	652.0615	Conduit Special 3-Inch	LF	438.000		438.000
3170	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000	
3180	652.0800	Conduit Loop Detector	LF	3,830.000	1,970.000	1,860.000
3190	653.0135	Pull Boxes Steel 24x36-Inch	EACH	12.000	12.000	
3200	653.0140	Pull Boxes Steel 24x42-Inch	EACH	78.000	34.000	44.000

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DATE 04MAR15 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	5966-10-70 QUANTITY	5966-10-71 QUANTITY
3210	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000	
3220	653.0905	Removing Pull Boxes	EACH	31.000	10.000	21.000
3230	654.0101	Concrete Bases Type 1	EACH	18.000	10.000	8.000
3240	654.0102	Concrete Bases Type 2	EACH	4.000		4.000
3250	654.0105	Concrete Bases Type 5	EACH	16.000		16.000
3260	654.0113	Concrete Bases Type 13	EACH	4.000		4.000
3270	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	1.000	1.000
3280	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000		1.000
3290	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,964.000	1,289.000	675.000
3300	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,620.000	144.000	3,476.000
3310	655.0250	Cable Traffic Signal 9-14 AWG	LF	1,217.000	161.000	1,056.000
3320	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,218.000	1,218.000	
3330	655.0270	Cable Traffic Signal 15-14 AWG	LF	1,713.000	412.000	1,301.000
3340	655.0280	Cable Traffic Signal 19-14 AWG	LF	150.000	150.000	
3350	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,336.000		1,336.000
3370	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	5,894.000	1,140.000	4,754.000
3380	655.0610	Electrical Wire Lighting 12 AWG	LF	20,619.000	540.000	20,079.000
3400	655.0620	Electrical Wire Lighting 8 AWG	LF	2,868.000	2,868.000	
3410	655.0625	Electrical Wire Lighting 6 AWG	LF	144.000	144.000	
3420	655.0635	Electrical Wire Lighting 2 AWG	LF	43,806.000	43,806.000	
3430	655.0700	Loop Detector Lead In Cable	LF	13,269.000	4,578.000	8,691.000
3440	655.0800	Loop Detector Wire	LF	10,252.000	3,976.000	6,276.000
3460	656.0200	Electrical Service Meter Breaker Pedestal (location) 003. CTH G & CTH BT	LS	1.000	1.000	
3470	656.0200	Electrical Service Meter Breaker Pedestal (location) 004. 46+10'G', 40' LT	LS	1.000	1.000	
3480	656.0500	Electrical Service Breaker Disconnect Box (location) 001. 202+04 'AW', 75' LT	LS	1.000	1.000	
3490	657.0100	Pedestal Bases	EACH	18.000	10.000	8.000
3500	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	20.000		20.000
3510	657.0310	Poles Type 3	EACH	4.000		4.000
3530	657.0322	Poles Type 5-Aluminum	EACH	16.000		16.000
3540	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	2.000	2.000
3550	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	9.000	4.000	5.000
3560	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	5.000	4.000	1.000
3570	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000	
3580	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	8.000		8.000
3590	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	16.000		16.000
3610	657.1355	Install Poles Type 12	EACH	4.000		4.000
3620	657.1540	Install Monotube Arms 40-FT	EACH	2.000		2.000
3630	657.1545	Install Monotube Arms 45-FT	EACH	2.000		2.000
3640	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	31.000	16.000	15.000
3650	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	13.000	4.000	9.000
3660	658.0120	Traffic Signal Face 5-12 Inch Vertical	EACH	3.000	3.000	
3670	658.0165	Traffic Signal Face 5-12 Inch Horizontal	EACH	1.000	1.000	
3680	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	31.000	16.000	15.000
3690	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	13.000	4.000	9.000
3700	658.0225	Backplates Signal Face 5 Section 12-Inch	EACH	4.000	4.000	
3710	658.0416	Pedestrian Signal Face 16-Inch	EACH	14.000	10.000	4.000

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DATE 04MAR15 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	5966-10-70 QUANTITY	5966-10-71 QUANTITY
3720	658.0500	Pedestrian Push Buttons	EACH	16.000	10.000	6.000
3730	658.0600	Led Modules 12-Inch Red Ball	EACH	28.000	16.000	12.000
3740	658.0605	Led Modules 12-Inch Yellow Ball	EACH	28.000	16.000	12.000
3750	658.0610	Led Modules 12-Inch Green Ball	EACH	28.000	16.000	12.000
3760	658.0615	Led Modules 12-Inch Red Arrow	EACH	20.000	8.000	12.000
3770	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	41.000	20.000	21.000
3780	658.0625	Led Modules 12-Inch Green Arrow	EACH	20.000	8.000	12.000
3790	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	14.000	10.000	4.000
3800	658.5069	Signal Mounting Hardware (location) 001. STH 11 & CTH G	LS	1.000		1.000
3810	658.5069	Signal Mounting Hardware (location) 002. CTH G & Huebbe Pkwy	LS	1.000	1.000	
3820	658.5069	Signal Mounting Hardware (location) 003. USH 51 & Cranston Road	LS	1.000	1.000	
3830	658.5069	Signal Mounting Hardware (location) 004. CTH G & CTH BT	LS	1.000	1.000	
3850	659.0802	Plaques Sequence Identification	EACH	4.000	4.000	
3860	659.1115	Luminaires Utility LED A	EACH	20.000		20.000
3870	659.1120	Luminaires Utility LED B	EACH	4.000		4.000
3880	659.1125	Luminaires Utility LED C	EACH	4.000	4.000	
3890	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000		1.000
3900	661.0200	Temporary Traffic Signals for Intersections (location) 001. STH 11 & CTH G	LS	1.000		1.000
3910	670.0100	Field System Integrator	LS	1.000	1.000	
3920	670.0200	ITS Documentation	LS	1.000	1.000	
3930	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000	
3940	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	1.000	1.000	
3950	677.0200	Install Camera Assembly	EACH	1.000	1.000	
3960	677.0300.S	Install Video Encoder	EACH	1.000	1.000	
3970	678.0500	Communication System Testing	LS	1.000	1.000	
3980	690.0150	Sawing Asphalt	LF	1,623.000	1,545.000	78.000
3990	690.0250	Sawing Concrete	LF	6,987.000	171.000	6,816.000
4000	715.0415	Incentive Strength Concrete Pavement	DOL	2,500.000	500.000	2,000.000
4010	715.0502	Incentive Strength Concrete Structures	DOL	2,410.000	2,410.000	
4040	SPV.0060	Special 125. Inlet Cover Flat Temporary	EACH	4.000		4.000
4050	SPV.0060	Special 126. Apron Endwalls Twin Culvert Pipe Steel 24-Inch	EACH	2.000	2.000	
4060	SPV.0060	Special 127. Apron Endwalls Twin Culvert Pipe Steel 36-Inch	EACH	2.000	2.000	
4070	SPV.0060	Special 128. Apron Endwalls Twin Culvert Pipe Steel 42-Inch	EACH	2.000	2.000	
4080	SPV.0060	Special 129. Apron Endwalls Twin Culvert Pipe Steel 48-Inch	EACH	2.000	2.000	
4090	SPV.0060	Special 130. Apron Endwalls Twin Culvert Pipe Steel 72-Inch	EACH	4.000	4.000	
4100	SPV.0060	Special 131. Temporary Drainage Riser	EACH	8.000	8.000	
4110	SPV.0060	Special 225. Temporary Curb Ramp	EACH	2.000	2.000	
4120	SPV.0060	Special 375. Decorative Lighting Assembly Led A	EACH	83.000	83.000	
4130	SPV.0060	Special 376. Decorative Lighting Assembly Concrete Base	EACH	83.000	83.000	
4140	SPV.0060	Special 377. Lighting Control Cabinet	EACH	1.000	1.000	

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DATE 04MAR15 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	5966-10-70 QUANTITY	5966-10-71 QUANTITY
4150	SPV.0060	Special 378. Lighting Control Cabinet Concrete Base	EACH	1.000	1.000	
4160	SPV.0060	Special 379. Relocate Street Light	EACH	1.000		1.000
4170	SPV.0060	Special 401. Install Cellular Modem	EACH	2.000	2.000	
4180	SPV.0060	Special 402. Install Solar Power Assembly	EACH	1.000	1.000	
4190	SPV.0060	Special 403. 50-Foot Wood Pole	EACH	1.000	1.000	
4200	SPV.0060	Special 404. 65-Foot Wood Pole	EACH	1.000	1.000	
4220	SPV.0060	Special 476. Concrete Bases Type 13, Contractor Supplied Anchor Bolts & Anchor Rod Templ	EACH	4.000	4.000	
4250	SPV.0060	Special 479. Poles Type 13	EACH	4.000	4.000	
4280	SPV.0060	Special 482. Monotube Arms 50-FT	EACH	4.000	4.000	
4290	SPV.0060	Special 483. Traffic Signal Controller And Cabinet Fully Actuated 8-Phase	EACH	1.000	1.000	
4300	SPV.0060	Special 484. Luminaire Arms Steel 15-Ft	EACH	4.000	4.000	
4320	SPV.0090	Special 225. Pedestrian Safety Fence	LF	2,401.000		2,401.000
4330	SPV.0090	Special 226. Removing Longitudinal Pavement Markings Water Blasting	LF	1,050.000		1,050.000
4340	SPV.0105	Special 054. Concrete Pavement Joint Layout	LS	1.000		1.000
4370	SPV.0105	Special 057. Survey Project 5966-10-70	LS	1.000	1.000	
4380	SPV.0105	Special 058. Survey Project 5966-10-71	LS	1.000		1.000
4400	SPV.0105	Special 450. Remove Traffic Signals STH 11 & CTH G	LS	1.000		1.000
4410	SPV.0105	Special 451. Remove Traffic Signals USH 51 & Cranston Road	LS	1.000	1.000	
4420	SPV.0105	Special 452. Remove Traffic Signals, CTH G & CTH BT	LS	1.000	1.000	
4430	SPV.0105	Special 454. Temporary Non-Intrusive Vehicle Detection System, STH 11 & CTH G	LS	1.000		1.000
4440	SPV.0105	Special 455. Remove Loop Detector Wire And Lead-In Cable, STH 11 & CTH G	LS	1.000		1.000
4450	SPV.0105	Special 456. Remove Loop Detector Wire And Lead-In Cable, CTH G & Huebbe Pkwy	LS	1.000	1.000	
4460	SPV.0105	Special 457. Modify Video Detection System CTH G & Huebbe Pkwy	LS	1.000	1.000	
4470	SPV.0105	Special 458. Electrical System Grounding CTH G & Huebbe Pkwy	LS	1.000	1.000	
4480	SPV.0105	Special 459. Salvage & Reinstall Traffic Signal Equipment CTH G & Huebbe Pkwy	LS	1.000	1.000	
4490	SPV.0105	Special 460. Salvage & Reinstall Traffic Signal Equipment USH 51 & Cranston Road	LS	1.000	1.000	
4500	SPV.0105	Special 461. Modify Traffic Signal Cabinet CTH G & Huebbe Pkwy	LS	1.000	1.000	
4510	SPV.0105	Special 462. Transport & Install State Furn. Non Intrusive Detection System 51 & Cranston	LS	1.000	1.000	
4520	SPV.0105	Special 465. Remove Loop Detector Wire And Lead-In Cable, CTH G & CTH BT	LS	1.000	1.000	
4530	SPV.0105	Special 466. Interim Traffic Signal Operation, CTH G & CTH BT	LS	1.000	1.000	
4550	SPV.0165	Special 051. Concrete Sidewalk 10-Inch	SF	305.000		305.000
4560	SPV.0195	Special 051. QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	106,340.000	82,250.000	24,090.000

CLEARING AND GRUBBING

STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
22'G'+95			42' RT	---	---	21	21
24'G'+05			54' RT	---	---	12	12
24'G'+33			48' RT	---	---	30	30
25'G'+82			62' RT	---	---	30	30
12'BT'+52			43' RT	---	---	12	12
13'BT'+34			44' RT	---	---	19	19
13'BT'+93			45' RT	---	---	12	12
14'BT'+00	-	16'BT'+00	LT	2	2	---	---
26'G'+00	-	27'G'+00	RT	1	1	---	---
27'G'+00	-	28'G'+00	LT	1	1	---	---
48'G'+83			31' RT	---	---	24	24
49'G'+24			28' RT	---	---	26	26
140'Y'+78			18' RT	---	---	4	4
60'G'+11			40' LT	---	---	26	26
61'G'+00	-	62'G'+00	LT	1	1	---	---
74'G'+27			39' LT	---	---	13	13
76'G'+00	-	77'G'+00	LT	1	1	---	---
13'PH'+00	-	15'PH'+00	RT & LT	2	2	---	---
81'G'+00	-	83'G'+00	LT	2	2	---	---
223'G'+20			65' LT			36	36
224'G'+00	-	249'G'+00	RT & LT	25	25	---	---
251'G'+00	-	252'G'+00	RT	1	1	---	---
276'G'+00	-	283'G'+00	RT	7	7	---	---
296'G'+88			39' RT	---	---	20	20
299'G'+00		300'G'+00	LT	1	1	---	---
301'G'+00	-	302'G'+00	LT	1	1	---	---
303'G'+00	-	304'G'+00	LT	1	1	---	---
309'G'+00	-	311'G'+00	RT & LT	2	2	---	---
311'G'+00	-	318'G'+00	LT	7	7	---	---
319'G'+00	-	325'G'+00	LT	6	6	---	---
326'G'+00		327'G'+00	RT	1	1	---	---
328'G'+00		330'G'+00	RT	2	2	---	---
330'G'+70			68' LT	---	---	18	30
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				**64**	**64**	**303**	**315**

CONTINUED LEFT

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH
13'G'+69	LT	1
99'GA'+58	CL	1
17'G'+32	LT	1
18'G'+84	LT	1
19'G'+27	CL	1
21'G'+15	LT	1
23'G'+47	LT	1
27'G'+30	CL	1
33'G'+05	RT	1
39'G'+85	LT	1
41'G'+65	RT	1
46'G'+49	RT	1
48'G'+68	RT	1
139'WD'+48	CL	1
54'G'+33	RT	1
54'G'+85	LT	1
55'G'+70	LT	1
56'G'+25	RT	1
57'G'+42	LT	1
58'G'+28	RT	1
59'G'+53	LT	1
60'G'+80	LT	1
61'G'+00	RT	1
61'G'+68	LT	1
61'G'+98	RT	1
63'G'+08	RT	1
63'G'+80	LT	1
64'G'+92	LT	1
67'G'+47	LT	1
69'G'+65	LT	1
73'G'+42	LT	1
74'G'+18	LT	1
74'G'+48	RT	1
76'G'+92	LT	1
14'PH'+37	CL	1
80'G'+27	CL	1
81'G'+00	RT	1
83'G'+20	RT	1
83'G'+35	LT	1
12'BT'+24	RT	1
14'BT'+23	RT	1
14'BT'+96	CL	1

CONTINUED RIGHT

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH
14'SU'+64	CL	1
15'SU'+34	CL	1
201'G'+82	CL	1
206'G'+25	RT	1
207'G'+08	RT	1
211'G'+98	LT	1
214'G'+64	LT	1
220'G'+42	RT	1
225'G'+18	LT	1
228'G'+18	LT	1
246'G'+92	RT	1
247'G'+88	LT	1
253'G'+82	RT	1
264'G'+96	LT	1
265'G'+63	LT	1
266'G'+13	RT	1
270'G'+72	RT	1
272'G'+75	LT	1
274'G'+65	CL	1
279'G'+25	RT	1
280'G'+89	CL	1
283'G'+15	RT	1
285'G'+35	LT	1
299'G'+55	RT	1
301'G'+90	LT	1
309'G'+28	RT	1
313'G'+22	CL	1
319'G'+25	RT	1
321'G'+00	LT	1
322'G'+95	LT	1
329'G'+15	RT	1
PROJECT 5966-10-70, CAT #1000 TOTAL		**73**

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REMOVING GUARDRAIL

STATION	-	STATION	LOCATION	204.0165 LF	REMARKS
79'G'+05	-	15'PH'+64	RT	62	TEMP. GUARDRAIL INSTALLED IN STAGE 1
237'G'+36	-	237'G'+76	LT	40	
237'G'+45	-	237'G'+85	RT	40	
238'G'+57	-	238'G'+97	LT	40	
238'G'+67	-	239'G'+07	LT	40	
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				222	

REMOVING FENCE

STATION	-	STATION	LOCATION	204.0170 LF
15'SU'+52	-	17'SU'+55	LT	203
200'G'+22	-	220'G'+26	RT	2,025
220'G'+60	-	245'G'+96	RT	2,559
223'G'+64	-	224'G'+88	LT	156
226'G'+53	-	240'G'+94	LT	1,465
248'G'+10	-	253'G'+65	RT	582
254'G'+16	-	274'G'+17	RT	2,056
279'G'+43	-	283'G'+04	RT	437
283'G'+29	-	286'G'+00	RT	413
292'G'+56	-	297'G'+64	RT	536
325'G'+30	-	326'G'+67	RT	137
PROJECT 5966-10-70, CAT. #1000 SUBTOTAL				10,569
193'AW'+20	-	199'AW'+76	LT	656
206'AW'+85	-	216'AW'+17	LT	932
PROJECT 5966-10-71, CAT. #1000 SUBTOTAL				1,588
TOTAL				12,157

REMOVING CONCRETE BASES

STATION	LOCATION	204.0195 EACH
13'G'+19	33' LT	1
15'G'+56	38' LT	1
12'BT'+40	40' RT	1
PROJECT 5966-10-70, CAT. 1000 SUBTOTAL		3
335'G'+13	7' LT	1
PROJECT 5966-10-71, CAT. 1000 SUBTOTAL		1
TOTAL		4

ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING OLD STRUCTURE

STATION	LOCATION	203.0200 LS	SUPPLEMENTAL NUMBER	REMARKS
233'G'+27	CL	1	.003	60-INCH PIPE CULVERT
275'G'+45	RT	1	.004	60-INCH PIPE CULVERT
280'G'+95	LT	1	.005	20-INCH BOX CULVERT
CATEGORY #1000, PROJECT 5966-10-70 TOTAL		3		

ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING PAVEMENT

STATION	-	STATION	LOCATION	204.0100 SY	REMARKS
67'G'+43			LT	47	CONCRETE DRIVEWAY
83'G'+15			RT	660	CONCRETE DRIVEWAY
83'G'+37			LT	124	CONCRETE DRIVEWAY
330'G'+90	-	331'G'+47	LT	73	MEDIAN SAFETY ISLAND
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				904	
331'G'+51	-	332'G'+09	LT & RT	757	CTH G SOUTH OF STH 11
333'G'+13	-	333'G'+83	LT & RT	914	CTH G NORTH OF STH 11
184'AW'+20	-	186'AW'+98	RT	201	STH 11 WB MEDIAN
192'AW'+28	-	216'AW'+17	LT & RT	9,584	STH 11 WB
216'AW'+17	-	222'AW'+85	RT	481	STH 11 WB MEDIAN
187'AE'+46	-	195'AE'+24	LT	540	STH 11 EB MEDIAN
195'AE'+24	-	204'AE'+83	LT	1,293	STH 11 EB LT TURN LANE
197'AE'+35	-	202'AE'+69	RT	622	STH 11 EB RT TURN LANE
204'AE'+83	-	219'AE'+21	LT	953	STH 11 EB MEDIAN
214'AE'+96	-	217'AE'+37	RT	177	SAGE ST INTERSECTION
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				15,522	
TOTAL				16,426	

REMOVING ASPHALTIC SURFACE MILLING

STATION	-	STATION	LOCATION	204.0120 SY
98+34	-	108+00	USH 51 RT	705
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				705

REMOVING CURB & GUTTER

STATION	-	STATION	LOCATION	204.0150 LF	REMARKS
10'G'+33	-	10'G'+67	RT	68	HUEBBE PKWY
110'CO'+63	-	111'CO'+27	LT	64	COLONY CT
110'CO'+64	-	111'CO'+27	RT	63	COLONY CT
29'G'+95	-	30'G'+28	LT	58	INMAN PKWY
30'G'+68	-	32'G'+92	LT	256	INMAN PKWY
130'Z'+50	-	132'Z'+61	LT	200	BOMBARDIER DWY
130'Z'+83	-	132'Z'+61	RT	172	BOMBARDIER DWY
46'G'+56			LT	94	DRIVEWAY
46'G'+88			LT	42	DRIVEWAY
331'GSB'+41	-	331'GSB'+53	LT	12	STH 11 SW RADIUS
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**1,029**	
215'AE'+44	-	215'AE'+85	RT	61	SAGE ST SW RADIUS
216'AE'+13	-	216'AE'+50	RT	53	SAGE ST SE RADIUS
333'G'+83		335'G'+61	LT	177	CTH G NB MEDIAN
333'G'+83		335'G'+61	LT	178	CTH G NB OUTSIDE
333'GSB'+84	-	341'GSB'+95	RT	839	CTH G SB MEDIAN
333'GSB'+84	-	342'GSB'+25	LT	840	CTH G SB OUTSIDE
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**2,148**	
			TOTAL	**3,177**	

REMOVING CONCRETE SIDEWALK

STATION	-	STATION	LOCATION	204.0155 SY	REMARKS
9'G'+47	-	9'G'+52	RT	2	HUEBBE PKWY SE RADIUS
10'G'+38	-	10'G'+50	RT	13	HUEBBE PKWY NE RADIUS
PROJECT 5966-10-70,CATEGORY #1000 SUBTOTAL				**15**	
333'GSB'+48	-	340'GSB'+54	LT	419	CTH G SB SIDEWALK
333'G'+45	-	336'G'+90	LT	298	CTH G MEDIAN
PROJECT 5966-10-71,CATEGORY #1000 SUBTOTAL				**717**	
			TOTAL	**732**	

REMOVING MASONRY

STATION	-	STATION	LOCATION	204.0185 CY	REMARKS
82'G'+72	-	82'G'+86	RT	2	CONCRETE BLOCK WALL
82'G'+94			RT	2	CONCRETE BLOCK WALL
83'G'+38			RT	2	CONCRETE BLOCK WALL
83'G'+45	-	83'G'+58	RT	3	CONCRETE BLOCK WALL
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				**9**	

ABANDONING CULVERT PIPES

STATION	OFFSET	LOCATION	204.0270 EACH
179+13	CL	SAGE STREET	1
PROJECT 5966-10-71, CATEGORY #1000 TOTAL			**1**

EARTHWORK

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100) Cut (2)	EBS Excavation (3)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Reduced EBS in Fill (9) Factor 0.80	Expanded EBS Backfill (11) Factor 1.30	Unexpanded Fill	Expanded Fill (13) Factor 1.25	Mass Ordinate +/- (14)	Waste	Borrow (item #208.0100)	Comment:
Huebbe Pkwy. - Philhower Rd. Stage 1	11'G'+00 - 21'G'+50	CTH G	515	0	0	515	0	0	290	363	152			
	22'G'+11 - 56'G'+05	CTH G	1703	0	0	1703	0	0	1139	1423	279			
	56'G'+40 - 62'G'+86	CTH G	328	0	0	328	0	0	135	169	159			
	63'G'+22 - 79'G'+30	CTH G	1070	0	0	1070	0	0	1120	1400	-330			
Division 1 Subtotal			3616	0	0	3616	0	0	2684	3355	260	260	0	
Huebbe Pkwy. - Philhower Rd. Stage 2	10'G'+21 - 83'G'+78	CTH G	34176	0	4035	30141	0	0	3780	4725	25416			
	98+55 - 99+49	Gale Dr.	202	0	52	150	0	0	14	17	133			
	11+80 - 15+00	Inman Pkwy.	1576	0	168	1407	0	0	121	151	1256			
	128+80 - 129+49	Zick Dr.	162	0	51	112	0	0	0	0	112			
	138+53 - 139+50	Williams Dr.	273	0	52	221	0	0	0	0	221			
	158+85 - 159+39	Security Rd.	98	0	17	81	0	0	0	0	81			
	13+43 - 14+30	Philhower Rd.	144	0	32	112	0	0	351	439	-327			
Division 2 Subtotal			36632	0	4408	32224	0	0	4266	5332	26892	26892	0	
Huebbe Pkwy. - Philhower Rd. Stage 3	10'G'+30 - 83'G'+78	CTH G	28459	0	1078	27381	0	0	2716	3396	23985			
	110+51 - 111+27	Colony Ct.	155	0	47	108	0	0	0	0	108			
	16+50 - 16+89	CTH BT	0	0	0	0	0	0	332	415	-415			
	130+80 - 132+60	BRP Driveway	601	0	50	551	0	0	1	1	550			
	140+55 - 141+20	YMCA Driveway	101	0	22	79	0	0	0	0	79			
	150+52 - 151+60	Walton Ln.	167	0	33	134	0	0	0	1	134			
	170+62 - 171+55	Thomas Rd.	135	0	28	107	0	0	3	3	104			
	15+70 - 16+57	Philhower Rd.	230	0	29	201	0	0	298	372	-171			
Division 3 Subtotal			29848	0	1288	28561	0	0	3350	4188	24373	24373	0	
Sunny Ln. - Avalon Rd.	198'G'+48 - 331'G'+47	CTH G	92859	1324	7647	85213	1059	1721	30162	36379	48834			
	12+65 - 14+06	Sunny Ln. (west of CTH G)	170	0	41	129	0	0	59	74	56			
	15+94 - 17+55	Sunny Ln. (east of CTH G)	159	0	49	109	0	0	104	130	-21			
	168+48 - 168+63	Innovation Dr.	125	0	0	125	0	0	5	6	119			
	170+00 - 171+65	Detroit Ave.	22	0	9	13	0	0	143	179	-166			
Division 4 Subtotal			93334	1324	7746	85589	1059	1721	30473	36767	48821	48821	0	
Grand Total			163431	1324	13441	149989	1059	1721	40774	49643	100346	100346	0	
		Total Common Exc		164755										

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500
7) Rock Excavation item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.11
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.11
12) Expanded Rock - Factor = 1.1.
13) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) 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.

EARTHWORK

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Reduced EBS in Fill (9)	Expanded EBS Backfill (11)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			Factor 0.80	Factor 1.30		Factor 1.25			(item #208.0100)	
CTH G & STH 11 Intersection Stage 1	184'AE'+21 - 199'AE'+95	STH 11	1441	0	105	1336	0	0	0	1	1336			
	200'AE'+47 - 202'AE'+75	STH 11	150	0	15	134	0	0	0	0	134			
	203'AE'+79 - 222'AE'+86	STH 11	3140	0	127	3014	0	0	0	0	3014			
Division 1 Subtotal			4731	0	247	4484	0	0	0	1	4484	4484	0	
CTH G & STH 11 Intersection Stage 2	333'G'+27 - 342'G'+23	CTH G - North Leg	5616	0	879	4737	0	0	192	241	4496			
	192'AW'+29 - 216'AW'+17	STH 11	8454	0	2547	5907	0	0	575	719	5188			
Division 2 Subtotal			14070	0	3426	10644	0	0	768	960	9684	9684	0	
CTH G & STH 11 Intersection Stage 3	184'AE'+20 - 215'AE'+55	STH 11	7033	0	1814	5219	0	0	694	867	4352			
	216'AE'+47 - 222'AE'+86	STH 11	345	0	202	143	0	0	64	80	63			
Division 3 Subtotal			7378	0	2016	5362	0	0	758	947	4415	4415	0	
CTH G & STH 11 Intersection Stage 4	197'AE'+23 - 207'AE'+28	STH 11	1330	0	86	1243	0	0	366	457	786			
	210'AE'+29 - 217'AE'+45	STH 11	740	0	27	714	0	0	181	226	488			
	331'G'+47 - 332'G'+03	CTH G - South Leg	1006	0	34	973	0	0	232	289	683			
	177+10 - 178+86	Sage St.	37	0	11	26	0	0	87	109	-83			
Division 4 Subtotal			3113	0	157	2956	0	0	866	1082	1874	1874	0	
Grand Total			29292	0	5846	23447	0	0	2392	2989	20457	20457	0	
		Total Common Exc		29292										

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500
7) Rock Excavation item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.11
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.11
12) Expanded Rock - Factor = 1.1.
13) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) 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.

3

BASE AGGREGATE

LOCATION	305.0100 3/4-INCH TONS	305.0120 1 1/4-INCH TONS	SPV.0195.051 QMP BASE AGG. DENSE 1 1/4-INCH COMPACTION TONS
HUEBBE - INMAN	---	9,940	9,940
HUEBBE - INMAN DRIVEWAYS	12	230	230
HUEBBE - INMAN SIDEWALKS	---	330	330
GALE DRIVE	24	230	230
GALE DRIVE DRIVEWAYS	---	60	60
COLONY COURT	---	210	210
INMAN PARKWAY	---	1,640	1,640
INMAN PARKWAY DRIVEWAYS	---	40	40
INMAN PARKWAY SIDEWALKS	---	80	80
CTH BT	---	470	470
INMAN - WALTON	---	17,050	17,050
INMAN - WALTON DRIVEWAYS	35	290	290
INMAN - WALTON SIDEWALKS	---	610	610
ZICK DRIVE	18	170	170
BOMBARDIER DRIVEWAY	---	750	750
WILLIAMS DRIVE	19	220	220
YMCA SPORTS COMPLEX DRIVEWAY	18	130	130
WALTON LANE	24	200	200
WALTON - PHILHOWER	80	13,490	13,490
WALTON - PHILHOWER DRIVEWAYS	53	430	430
WALTON - PHILHOWER SIDEWALKS	---	280	280
SECURITY ROAD	15	140	140
THOMAS ROAD	28	180	180
PHILHOWER ROAD WEST	30	360	360
PHILHOWER ROAD EAST	30	360	360
STAGE 1 TEMP RDWY	---	10,250	10,250
STAGE 2 TEMP RDWY UNDISTRIBUTED	---	400	400
STAGE 2A TEMP RDWY UNDISTRIBUTED	---	50	50
STAGE 2B TEMP RDWY UNDISTRIBUTED	---	50	50
STAGE 2 TEMP RDWY UNDISTRIBUTED	---	50	50
STAGE 3 TEMP RDWY UNDISTRIBUTED	---	50	50
SUNNY - STRUCTURE B-53-291	1,180	18,850	18,850
SUNNY LANE WEST	30	950	950
SUNNY LANE EAST	30	960	960
STRUCT B-53-291 - START 4-LANE	1,720	28,230	28,230
CTH G NORTHBOUND	520	12,870	12,870
CTH G SOUTHBOUND	280	10,230	10,230
CTH G MEDIANS	---	2,790	2,790
INNOVATION DRIVE	---	360	360
DETROIT AVENUE	79	290	290
UNDISTRIBUTED	220	6,720	6,720
PROJECT 5966-10-70, CAT. 1000 SUBTOTAL	**4,059**	**82,250**	**82,250**

CONTINUED RIGHT

CONTINUED LEFT

BASE AGGREGATE

LOCATION	305.0100 3/4-INCH TONS	305.0120 1 1/4-INCH TONS	SPV.0195.051 QMP BASE AGG. DENSE 1 1/4-INCH COMPACTION TONS
NB RT TURN TRUCK APRON	---	180	180
CTH G NB	---	190	190
CTH G MEDIANS & ISLANDS	---	50	50
CTH G NB LT TURN LANE	---	60	60
CTH G SB	---	90	90
STH 11 EB MEDIAN SHOULDER	---	360	360
STH 11 EB RT TURN LANE	32	360	360
STH 11 EB LT TURN LANE	---	700	700
STH 11/CTH G INTERSECTION	---	210	210
STH 11 EB MEDIAN SHOULDER	---	430	430
STH 11 EB OUTSIDE SHOULDER	14	150	150
EB RT TURN LANE AT SAGE ST	36	3,120	3,120
STH 11 WB MEDIAN SHOULDER	---	80	80
STH 11 WB	133	5,440	5,440
STH 11 WB LT TURN LANE	---	780	780
STH 11 WB RT TURN LANE	---	370	370
WB LT TURN LANE AT SAGE ST	---	420	420
STH 11 EB MEDIANS & ISLANDS	---	230	230
STH 11 EB STORM SEWER	---	10	10
STH 11 WB MEDIANS & ISLANDS	---	150	150
STH 11 WB BIKE PATH	---	30	30
CTH G NB	---	80	80
CTH G SB LT TURN LANE	---	70	70
CTH G SB	---	90	90
CTH G SB RT TURN LANE	---	90	90
CTH G NB	---	530	530
CTH G SB	---	3,740	3,740
TH G MEDIANS, SIDEWALKS & DRIVEWAYS	7	220	220
SAGE STREET	66	370	370
STAGE 1 WEST TEMP CROSSOVER	92	1,930	1,930
STAGE 1 TEMP WIDENING	---	80	80
STAGE 1 TEMP WIDENING	---	1,300	1,300
STAGE 1 EAST TEMP CROSSOVER	47	710	710
STAGE 1 TEMP BIKE PATH	0	140	140
STAGE 1 ISLAND REMOVAL	---	40	40
STAGE 1 TEMP SIDEWALK	---	80	80
STAGE 2B TEMP ROADWAY	---	50	50
STAGE 2B TEMP ROADWAY	---	10	10
	30	1,150	1,150
PROJECT 5966-10-71, CAT. 1000 SUBTOTAL	**288**	**24,090**	**24,090**
TOTAL	**4,347**	**106,340**	**106,340**

3

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\030201_MQ.DWG PLOT DATE : 9/3/2008 9:38 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------
WISDOT/CADDS SHEET 43

BASE AGGREGATE DENSE 3-INCH

STATION	-	STATION	LAYER THICKNESS INCHES	305.0130 TONS
10'G'+21	-	20'G'+50	6	2,330
20'G'+50	-	27'G'+50	12	3,350
11'BT'+70	-	16'BT'+88	12	2,090
27'G'+50	-	54'G'+00	6	5,630
54'G'+00	-	59'G'+00	12	2,090
59'G'+00	-	64'G'+00	6	1,070
64'G'+00	-	69'G'+00	12	2,040
69'G'+00	-	83'G'+78	6	3,420
198'G'+68	-	203'G'+50	6	1,150
203'G'+50	-	208'G'+50	12	1,840
208'G'+50	-	233'G'+50	6	3,710
233'G'+50	-	237'G'+74	12	1,320
238'G'+67	-	243'G'+50	6	750
243'G'+50	-	248'G'+50	12	1,600
248'G'+50	-	268'G'+50	6	2,970
268'G'+50	-	278'G'+50	12	2,970
278'G'+50	-	301'G'+05	6	3,430
301'G'+05	-	303'G'+50	6	460
303'G'+50	-	326'G'+00	12	6,840
326'G'+00	-	331'G'+47	6	1,390
305'GSB'+00	-	326'GSB'+00	12	6,720
326'GSB'+00	-	331'GSB'+48	6	870
80'G'+06	-	83'G'+78	RELIEF TRENCHES	3
198'G'+68	-	331'G'+47	RELIEF TRENCHES	248
UNDISTRIBUTED				2,920
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**61,211**
333'G'+77	-	335'G'+61		230
333'GSB'+78	-	342'GSB'+22		1,610
UNDISTRIBUTED				100
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**1,940**
			TOTAL	**63,151**

SELECT CRUSHED MATERIAL

STATION	-	STATION	LOCATION	312.0110 TONS
330'G'+75	-	332'G'+00	NB RT TURN TRUCK APRON	428
331'G'+47	-	332'G'+11	CTH G NB	477
331'G'+47	-	332'G'+12	CTH G NB LT TURN LANE	144
331'GSB'+47	-	332'GSB'+13	CTH G SB	206
187'AE'+46	-	202'AE'+60	STH 11 EB MEDIAN	891
197'AE'+22	-	202'AE'+69	STH 11 EB RT TURN LANE	869
194'AE'+74	-	202'AE'+60	STH 11 EB LT TURN LANE	1,770
202'AE'+60	-	203'AE'+89	STH 11/CTH G INTERSECTION	529
203'AE'+89	-	219'AE'+21	STH 11 EB MEDIAN	1,076
210'AE'+54	-	217'AE'+45	EB RT TURN LANE @ SAGE ST	665
184'AE'+20	-	186'AE'+98	STH 11 WB MEDIAN	196
192'AW'+28	-	216'AW'+17	STH 11 WB	7,547
203'AW'+68	-	211'AW'+32	STH 11 WB LT TURN LANE	1,973
203'AW'+68	-	209'AW'+40	STH 11 WB RT TURN LANE	929
216'AW'+17	-	222'AW'+85	WB LT TURN LANE @ SAGE ST	1,048
333'G'+16	-	333'G'+77	CTH G NB	182
333'GSB'+18	-	333'GSB'+78	CTH G SB LT TURN LANE	155
333'GSB'+18	-	333'GSB'+78	CTH G SB	210
333'GSB'+18	-	333'GSB'+82	CTH G SB RT TURN LANE	227
UNDISTRIBUTED				980
PROJECT 5966-10-71, CATEGORY #1000 TOTAL				**19,523**

CONCRETE PAVEMENT

STATION	-	STATION	LOCATION	405.0100 COLORING CONCRETE RED CY	415.0085 CONCRETE PAVEMENT 8 1/2-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	415.1100 CONCRETE PAVEMENT HES 10-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
237'G'+10	-	237'G'+55	CTH G	---	150	---	---	---
237'G'+55	-	237'G'+74	CTH G	---	---	---	---	61
238'G'+68	-	238'G'+86	CTH G	---	---	---	---	61
238'G'+86	-	239'G'+31	CTH G	---	150	---	---	---
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**0**	**300**	**0**	**0**	**122**
330'G'+75	-	332'G'+00	NB RT TURN TRUCK APRON	141	---	507	---	---
331'G'+47	-	332'G'+11	CTH G NB	---	---	503	---	---
331'G'+47	-	332'G'+12	CTH G NB LT TURN LANE	---	---	130	---	---
331'GSB'+47	-	332'GSB'+13	CTH G SB	---	---	228	---	---
187'AE'+46	-	202'AE'+60	STH 11 EB MEDIAN	---	---	673	---	---
197'AE'+22	-	202'AE'+69	STH 11 EB RT TURN LANE	---	---	947	---	---
194'AE'+74	-	202'AE'+60	STH 11 EB LT TURN LANE	---	---	1,704	---	---
202'AE'+18	-	202'AE'+62	EB RT TURN TRUCK APRON	6	---	22	---	---
202'AE'+60	-	203'AE'+89	STH 11/CTH G INTERSECTION	---	---	---	610	---
203'AE'+89	-	219'AE'+21	STH 11 EB MEDIAN	---	---	677	---	---
210'AE'+54	-	217'AE'+45	EB RT TURN LANE @ SAGE ST	---	---	718	---	---
214'AE'+95	-	215'AE'+05	STH 11 EB STORM SEWER	---	---	29	---	---
184'AE'+20	-	186'AE'+98	STH 11 WB MEDIAN	---	---	124	---	---
192'AW'+28	-	216'AW'+17	STH 11 WB	---	---	8,275	---	---
203'AW'+68	-	211'AW'+32	STH 11 WB LT TURN LANE	---	---	1,857	---	---
203'AW'+68	-	209'AW'+40	STH 11 WB RT TURN LANE	---	---	960	---	---
216'AW'+17	-	222'AW'+85	WB LT TURN LANE @ SAGE ST	---	---	1,061	---	---
333'G'+16	-	333'G'+77	CTH G NB	---	---	---	203	---
333'G'+61	-	334'G'+21	WB RT TURN TRUCK APRON	9	---	33	---	---
333'GSB'+18	-	333'GSB'+78	CTH G SB LT TURN LANE	---	---	---	143	---
333'GSB'+18	-	333'GSB'+78	CTH G SB	---	---	---	223	---
333'GSB'+18	-	333'GSB'+82	CTH G SB RT TURN LANE	---	---	186	---	---
333'GSB'+27	-	333'GSB'+61	SB RT TURN TRUCK APRON	5	---	19	---	---
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**161**	**0**	**18,653**	**1,179**	**0**
TOTAL				**161**	**300**	**18,653**	**1,179**	**122**

CONCRETE PAVEMENT GAPS

STATION	-	STATION	LOCATION	415.0210 EACH
201'AW'+92	-	203'AW'+70	STH 11 WB STAGE 2A	1
202'AE'+50	-	203'AE'+50	STH 11 EB STAGE 4	1
PROJECT 5966-10-71, CATEGORY #1000 TOTAL				**2**

CONCRETE DRIVEWAY

STATION	LOCATION	6-INCH 416.0160 SY	7-INCH 416.0170 SY
13'G'+66	LT	40	---
17'G'+32	LT	32	---
18'G'+85	LT	29	---
19'G'+76	RT	17	---
21'G'+20	LT	38	---
23'G'+83	LT	29	---
23'G'+83	RT	20	---
25'G'+05	RT	13	---
12'BT'+24	INMAN PKWY, RT	32	---
29'G'+75	LT	29	---
31'G'+40	RT	29	---
33'G'+10	RT	30	---
45'G'+13	RT	28	---
46'G'+47	RT	29	---
46'G'+47	LT	---	323
48'G'+68	RT	22	---
49'G'+34	RT	21	---
53'G'+00	LT	17	---
54'G'+37	RT	22	---
54'G'+70	LT	13	---
55'G'+00	LT	11	---
55'G'+70	LT	23	---
57'G'+40	LT	15	---
58'G'+28	RT	17	---
59'G'+55	LT	14	---
61'G'+02	RT	15	---
62'G'+00	RT	20	---
61'G'+69	LT	15	---
63'G'+80	LT	27	---
64'G'+91	LT	21	---
65'G'+87	LT	17	---
67'G'+50	LT	45	---
69'G'+57	LT	15	---
73'G'+40	LT	15	---
74'G'+17	LT	15	---
76'G'+90	LT	18	---
77'G'+88	LT	15	---
83'G'+20	RT	---	776
83'G'+38	LT	---	94
CATEGORY #1000, PROJECT 5966-10-70 SUBTOTAL		**808**	**1,193**
337'G'+00	LT	32	---
CATEGORY #1000, PROJECT 5966-10-71 SUBTOTAL		**32**	**0**
TOTAL		**840**	**1,193**

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FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\030201_MQ.DWG PLOT DATE : 9/3/2008 9:38 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------
WISDOT/CADDS SHEET 43

CONCRETE CORRUGATED MEDIAN

STATION	-	STATION	LOCATION	620.0100 SF
316'G'+40	-	318'G'+12	LT TURN MEDIAN	1,702
			CATEGORY #1000, PROJECT 5966-10-70 SUBTOTAL	**1,702**
204'AW'+08	-	204'AW'+49	RT TURN ISLAND	460
			CATEGORY #1000, PROJECT 5966-10-71 SUBTOTAL	**460**
			TOTAL	**2,162**

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	TYPE	620.0300 SF
305'G'+00	LT	1	48
318'G'+12	LT	1	52
319'G'+02	LT	1	62
329'G'+34	LT	1	89
PROJECT 5966-10-70 CAT. 1000 SUBTOTAL			**251**
331'G'+47	RT	1	51
331'G'+82	LT	1	49
332'G'+08	LT	1	89
332'G'+06	RT	2	28
333'G'+41	LT	1	50
333'G'+21	RT	2	17
333'GSB'+24	RT	1	103
333'GSB'+24	LT	2	34
333'GSB'+76	LT	1	51
334'GSB'+92	RT	1	102
200'AE'+04	LT	1	103
202'AE'+16	RT	1	48
202'AE'+64	LT	1	102
202'AE'+64	RT	2	33
203'AE'+83	LT	1	49
215'AE'+60	LT	1	56
216'AE'+42	LT	1	45
202'AW'+51	RT	1	102
203'AW'+70	LT	1	68
2062'AW'+25	LT	1	67
PROJECT 5966-10-71 CAT. 1000 SUBTOTAL			**574**
TOTAL			**825**

DRILLED TIE BARS AND DOWEL BARS

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
184'AE'+19	-	186'AE'+98	LT	112	---
187'AE'+46	-	219'AE'+21	LT	1,270	---
192'AW'+29			LT	---	18
197'AE'+22	-	205'AE'+20	RT	320	---
210'AE'+28	-	217'AE'+45	RT	287	---
214'AE'+95			RT	---	16
215'AE'+05			RT	---	16
216'AW'+17			LT	---	16
216'AW'+17	-	222'AW'+85	RT	268	---
PROJECT 5966-10-71, CATEGORY #1000 TOTAL				**2,257**	**66**

ROUT AND SEAL

STATION	-	STATION	LOCATION	415.6000.S ROUT AND SEAL LF
197'AE'+22	-	198'AE'+00	EB STH 11 RT	78
205'AE'+20	-	207'AE'+28	EB STH 11 RT	208
210'AE'+28	-	210'AE'+90	EB STH 11 RT	62
217'AE'+00	-	217'AE'+45	EB STH 11 RT	45
192'AW'+27	-	201'AW'+74	WB STH 11 LT	947
208'AW'+67	-	216'AW'+17	WB STH 11 LT	750
PROJECT 5966-10-71, CATEGORY #1000 TOTAL				**2,090**

ASPHALT PAVEMENT ITEMS

STATION	-	STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TONS	455.012 ASPHALTIC MATERIAL PG64-28 TONS	455.0605 TACK COAT GAL	460.1103 HMA PAVEMENT TYPE E-3 TONS	460.4000 HMA COLD WEATHER PAVING TONS	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
10'G'+26	-	83'G'+78	HUEBBE PKWY - PHILHOWER RD	464	298	2,149	13,837	3,459	44,112
98'GA'+55	-	99'GA'+71	GALE DRIVE	5	---	24	94	23	---
110'CO'+25	-	111'CO'+27	COLONY COURT	4	---	19	72	18	---
11'BT'+70	-	15'BT'+40	INMAN PKWY (WEST)	33	---	109	606	151	---
16'BT'+12	-	16'BT'+88	CTH BT (EAST)	12	---	35	225	56	---
128'Z'+80	-	129'Z'+71	ZICK DRIVE	4	---	18	69	17	---
130'Z'+29	-	132'Z'+61	BOMBARDIER DRIVEWAY	15	---	56	281	70	---
138'WD'+53	-	139'WD'+71	WILLIAMS DRIVE	5	---	23	88	22	---
138'Y'+53	-	139'Y'+71	YMCA DRIVEWAY	3	---	12	46	12	---
150'WL'+28	-	151'WL'+60	WALTON LANE	4	---	19	74	18	---
158'SR'+85	-	159'SR'+71	SECURITY ROAD	3	---	15	55	14	---
170'TR'+29	-	171'TR'+55	THOMAS ROAD	4	---	19	71	18	---
13'PH'+43	-	16'PH'+57	PHILHOWER ROAD E & W	92	---	331	1,667	417	---
198'G'+48	-	301'G'+05	SUNNY LANE - NORTH END OF 2-LANE	827	---	2,336	15,039	3,760	62,996
301'G'+05	-	331'G'+48	CTHG NORTHBOUND ROADWAY	153	99	709	4,561	1,140	8,782
305'GSB'+00	-	331'GSB'+48	CTHG SOUTHBOUND ROADWAY	126	81	581	3,741	935	7,524
12'SU'+65	-	17'SU'+55	SUNNY LANE E & W	17	---	77	301	75	---
168'JVA'+48	-	169'JVA'+08	INNOVATION DRIVE	6	---	23	113	28	---
170'DT'+00	-	171'DT'+65	DETROIT AVENUE	6	---	28	109	27	---
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**1,783**	**478**	**6,583**	**41,049**	**10,262**	**123,414**
333'G'+77	-	335'G'+61	CTHG NORTHBOUND ROADWAY	9	---	26	165	41	368
333'GSB'+78	-	342'GSB'+22	CTHG SOUTHBOUND ROADWAY	72	---	203	1,305	326	3,426
192'AW'+29	-	216'AW'+17	STH 11 WB SHOULDERS	12	---	---	213	53	---
197'AE'+23	-	217'AE'+45	STH 11 EB SHOULDERS	2	---	---	44	11	---
177+09	-	179+26	SAGE ST	7	---	35	135	34	---
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**102**	**0**	**264**	**1,862**	**466**	**3,794**
			TOTAL	**1,885**	**478**	**6,847**	**42,911**	**10,728**	**127,208**

ASPHALTIC SURFACE

STATION	- STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
13'G'+66		LT	---	---	2	---
98'GA'+88		GALE DR. LT	---	---	9	---
99'GA'+16		GALE DR. RT	---	---	11	---
17'G'+32		LT	---	---	10	---
18'G'+85		LT	---	---	1	---
19'G'+77		RT	---	---	1	---
21'G'+20		LT	---	---	14	---
23'G'+83		LT	---	---	9	---
23'G'+83		RT	---	---	5	---
25'G'+05		RT	---	---	5	---
12'BT'+24		INMAN PKWY. RT	---	---	8	---
30'G'+65		LT	---	---	1	---
31'G'+40		RT	---	---	1	---
33'G'+10		RT	---	---	6	---
45'G'+13		RT	---	---	5	---
46'G'+47		RT	---	---	4	---
48'G'+68		RT	---	---	1	---
49'G'+36		RT	---	---	1	---
53'G'+03		LT	---	---	3	---
54'G'+36		RT	---	---	1	---
54'G'+69		LT	---	---	2	---
54'G'+96		LT	---	---	2	---
55'G'+70		LT	---	---	4	---
57'G'+41		LT	---	---	1	---
58'G'+28		RT	---	---	1	---
59'G'+54		LT	---	---	1	---
61'G'+02		RT	---	---	2	---
61'G'+68		LT	---	---	1	---
62'G'+00		RT	---	---	1	---
64'G'+91		LT	---	---	3	---
65'G'+87		LT	---	---	2	---
69'G'+56		LT	---	---	1	---
74'G'+17		LT	---	---	1	---
76'G'+92		LT	---	---	1	---
77'G'+88		LT	---	---	3	---
253'G'+84		RT	---	---	17	---
254'G'+30		LT	---	---	9	---
98+34	- 108+00	USH 51 RT	---	68	---	---
305'G'+06	- 318'G'+05	LT	335	---	---	---
309'G'+30		RT	---	---	17	---
319'G'+09	- 331'G'+47	MEDIAN, LT	342	---	---	---
329'G'+41	- 331'G'+47	LT TURN MEDIAN	34	---	---	---
		PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL	**712**	**68**	**166**	**0**

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ASPHALTIC SURFACE

STATION	-	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
331'G'+47	-	332'G'+01	LT BOTH MEDIANS	8	---	---	---
200'AE'+11	-	202'AE'+52	EB LT TURN MEDIAN	32	---	---	---
203'AE'+89	-	207'AE'+28	MEDIAN, LT	21	---	---	---
199'AW'+05	-	202'AW'+43	MEDIAN, RT	18	---	---	---
203'AW'+75	-	206'AW'+21	WB LT TURN MEDIAN	15	---	---	---
204'AW'+03	-	204'AW'+57	BIKE PATH, RT	10	---	---	---
333'GSB'+39	-	334'GSB'+85	SB LT TURN MEDIAN	20	---	---	---
333'G'+48	-	335'G'+61	MEDIAN, LT	13	---	---	---
177+73			SAGE ST DRIVEWAY LT	13	---	---	---
184'AE'+20	-	199'AE'+55	STAGE 1 WEST TEMP CROSSOVER	---	---	---	605
200'AE'+46	-	202'AE'+74	STAGE 1 TEMP WIDENING	---	---	---	31
203'AE'+79	-	216'AE'+60	ST. 1 TEMP. WIDENING	---	---	---	535
216'AE'+40	-	222'AE'+86	STAGE 1 EAST TEMP CROSSOVER	---	---	---	197
201'AW'+39	-	204'AW'+82	STAGE 1 TEMP BIKE PATH	---	---	---	22
202'AW'+88	-	203'AW'+71	STAGE 1 ISLAND REMOVAL	---	---	---	13
338'GSB'+71	-	340'GSB'+79	STAGE 1 TEMP SIDEWALK	---	---	---	12
333'GSB'+21	-	334'GSB'+01	STAGE 2B TEMP ROADWAY	---	---	---	8
333'G'+20	-	333'G'+45	STAGE 2B TEMP ROADWAY	---	---	---	1
332'G'+37	-	332'G'+90	STAGE 2 TEMP INT RAMPS	---	---	---	38
332'G'+37	-	332'G'+90	STAGE 3 TEMP INT RAMPS	---	---	---	12
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**149**	**0**	**0**	**1,475**
TOTAL				**861**	**68**	**166**	**1,475**

ASPHALTIC RUMBLE STRIPS 2-LANE RURAL

STATION	-	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
199'G'+98	-	301'G'+21	SUNNY LN - 4 LANES	17,483	9,030
PROJECT 5966-10-70, CATEGORY #1000 TOTALS				**17,483**	**9,030**

3

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 SY
99'GA'+43	LT	7
13'PH'+97	LT	16
14'PH'+24	RT	13
15'PH'+77	LT	16
16'PH'+02	RT	18
199'G'+40	LT	10
245'G'+70	RT	11
297'G'+50	RT	10
308'G'+39	RT	18
328'G'+25	RT	13
331'GSB'+48	LT	16
14'SU'+00	LT	8
15'SU'+75	LT	8
16'SU'+00	RT	10
168'JVA'+65	LT	23
168'JVA'+65	RT	24
PROJECT 5966-10-70, CAT. 1000 TOTAL		**221**

CONCRETE COLLARS FOR PIPE

STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH
200'AE'+56	RT	1
202'AE'+19	RT	1
202'AW+21	LT	1
207'AW+60	LT	1
PROJECT 5966-10-71, CAT. 1000 TOTAL		**4**

CONCRETE MASONRY ENDWALL

STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY
280'G'+97	LT	15
280'G'+80	RT	14
PROJECT 5966-10-70, CAT. 1000 TOTAL		**29**

REMOVING MANHOLES, INLETS AND ENDWALLS

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.9060.S.001 REMOVING CONCRETE APRON ENDWALLS EACH
9'G'+78	RT	1	---	---
10'G'+19	RT	1	---	---
11'G'+03	RT	1	---	---
15'G'+84	RT	1	---	---
19'G'+06	RT	1	---	---
PROJECT 5966-10-70, CAT 1000 SUBTOTALS		**5**	**0**	**0**
336'G'+69	LT	---	1	---
336'GSB'+65	LT	---	1	---
336'GSB'+88	LT	---	1	---
339'GSB'+12	RT	---	1	---
339'GSB'+12	LT	---	1	---
341'GSB'+38	LT	---	1	---
192'AE'+50	LT	---	1	---
200'AE'+56	RT	---	---	1
200'AE'+50	LT	---	1	---
200'AE'+56	LT	---	2	---
202'AE'+19	RT	---	---	1
202'AW+21	LT	---	---	1
204'AE'+47	RT	---	---	1
204'AE'+50	LT	---	2	---
207'AE'+50	LT	---	1	---
207'AW+60	LT	---	---	1
207'AW+61	RT	---	1	---
PROJECT 5966-10-71, CAT 1000 SUBTOTALS		**0**	**14**	**5**
TOTALS		**5**	**14**	**5**

TEMPORARY DRAINAGE RISER

STATION	LOCATION	SPV.0060.131 TEMPORARY DRAINAGE RISER EACH
15'G'+27	RT	1
21'G'+45	RT	1
27'G'+83	RT	1
34'G'+02	RT	1
52'G'+00	RT	1
62'G'+03	RT	1
72'G'+08	RT	1
78'G'+70	RT	1
PROJECT 5966-10-70, CAT 1000 TOTAL		**8**

REMOVING STORM SEWER

STATION	-	STATION	LOCATION	204.0245.001 REMOVING STORM SEWER 12" LF	204.0245.002 REMOVING STORM SEWER 18" LF	204.0245.003 REMOVING STORM SEWER 36" LF
9'G'+78	-	10'G'+19	RT	---	---	41
10'G'+19	-	11'G'+03	RT	---	---	84
11'G'+03	-	15'G'+84	RT	---	---	481
15'G'+84	-	19'G'+06	RT	---	---	322
		15'G'+84	RT	10	---	---
		19'G'+06	RT	10	---	---
PROJECT 5966-10-70, CAT 1000 SUBTOTALS				**20**	**0**	**928**
336'G'+69			LT	48	---	---
336'G'+69	-	336'G'+90	LT	21	---	---
339'G'+10			LT	45	---	---
192'AE'+50		192'AE'+69	LT	22	---	---
200'G'+50		200'AE'+56	LT	15	---	---
200'AE'+57			LT	---	20	---
204'AE'+51			LT	---	20	---
207'AE'+50		207'AE'+61	LT	13	---	---
PROJECT 5966-10-71, CAT 1000 SUBTOTALS				**164**	**40**	**0**
TOTALS				**184**	**40**	**928**

CULVERT PIPE CLASS III 18-INCH TO 72-INCH

STATION	-	STATION	OFFSET	LOCATION	INLET ELEVATIO	OUTLET ELEVATION	SLOPE	520.0118 CULVERT PIPE CLASS III 18-INCH LF	520.0121 CULVERT PIPE CLASS III 21-INCH LF	520.0124 CULVERT PIPE CLASS III 24-INCH LF	520.0136 CULVERT PIPE CLASS III 36-INCH LF	520.0142 CULVERT PIPE CLASS III 42-INCH LF	520.0148 CULVERT PIPE CLASS III 48-INCH LF	520.0172 CULVERT PIPE CLASS III 72-INCH LF	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.1021 APRON ENDWALLS FOR CULVERT PIPE 21-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH
13'G'+46	-	13'G'+87	44.5	LT	802.50	802.34	0.38%	42	---	---	---	---	---	---	2	---	---
17'G'+14	-	17'G'+50	44.5	LT	802.90	802.70	0.56%	36	---	---	---	---	---	---	2	---	---
18'G'+65	-	19'G'+01	44.5	LT	803.26	803.11	0.42%	36	---	---	---	---	---	---	2	---	---
19'G'+68	-	19'G'+87	44.6	RT	803.22	803.15	0.35%	20	---	---	---	---	---	---	2	---	---
21'G'+02	-	21'G'+40	46.5	LT	802.19	802.01	0.47%	38	---	---	---	---	---	---	2	---	---
23'G'+73	-	23'G'+96	52.8	RT	803.10	803.03	0.29%	24	---	---	---	---	---	---	2	---	---
24'G'+96	-	25'G'+15	56.7	RT	803.82	803.48	1.70%	20	---	---	---	---	---	---	2	---	---
82'G'+88	-	83'G'+68	-	RT	786.52	786.23	0.36%	80	---	---	---	---	---	---	2	---	---
98'GA'+95	-	99'GA'+32	26.2	RT	803.68	803.05	1.66%	38	---	---	---	---	---	---	2	---	---
12'BT'+09	-	12'BT'+39	37.8	RT	803.14	803.00	0.47%	30	---	---	---	---	---	---	2	---	---
15'BT'+11	-	14'G'+95	75.3	LT	801.34	800.78	2.33%	---	---	24	---	---	---	---	---	---	2
206'G'+09	-	206'G'+43	43.1	RT	815.78	815.75	0.09%	34	---	---	---	---	---	---	2	---	---
206'G'+90	-	207'G'+22	43.5	RT	815.91	815.68	0.68%	34	---	---	---	---	---	---	2	---	---
220'G'+28	-	220'G'+52	38.5	RT	814.06	813.95	0.48%	---	24	---	---	---	---	---	---	2	---
264'G'+75	-	265'G'+21	38.1	LT	820.82	820.54	0.61%	46	---	---	---	---	---	---	2	---	---
265'G'+39	-	265'G'+85	38.0	LT	821.11	820.91	0.43%	46	---	---	---	---	---	---	2	---	---
265'G'+89	-	266'G'+33	38.0	RT	821.22	821.12	0.23%	44	---	---	---	---	---	---	2	---	---
270'G'+18	-	270'G'+56	38.1	RT	819.04	818.50	1.42%	38	---	---	---	---	---	---	2	---	---
272'G'+49	-	272'G'+95	38.1	LT	815.16	814.32	1.83%	46	---	---	---	---	---	---	2	---	---
276'G'+17	-	276'G'+72	73.8	RT	803.08	802.89	0.34%	---	---	---	---	---	---	112	---	---	---
279'G'+07	-	279'G'+42	71.8	RT	804.75	804.44	0.41%	---	---	---	---	---	---	152	---	---	---
282'G'+84	-	823'G'+47	54.1	RT	809.34	808.77	0.92%	---	---	---	---	124	---	---	---	---	---
285'G'+22	-	285'G'+54	53.3	LT	809.6	809.39	0.66%	---	---	64	---	---	---	---	---	---	2
301'G'+64	-	302'G'+18	66.0	LT	818.88	818.51	0.68%	---	---	---	---	---	108	---	---	---	---
304'G'+53	-	305'G'+03	49.1	RT	821.87	821.67	0.40%	---	---	50	---	---	---	---	---	---	2
308'G'+53	-	311'G'+07	46.9	RT	824.86	823.11	0.61%	---	254	---	---	---	---	---	---	2	---
315'G'+63	-	315'G'+95	58.2	RT	825.12	824.98	0.30%	---	---	---	91	---	---	---	---	---	---
PROJECT 5966-10-70, CATEGORY #1000 TOTALS								**652**	**278**	**138**	**91**	**124**	**108**	**264**	**34**	**4**	**6**

MINIMUM WALL THICKNESS FOR STEEL CULVERT PIPE:

18-INCH THROUGH 24-INCH	0.064 INCHES
36-INCH	0.079 INCHES
42-INCH THROUGH 48-INCH	0.109 INCHES
72-INCH	0.138 INCHES

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PIPE ARCH CORRUGATED STEEL 21X15-INCH TO 42 X29-INCH

STATION	-	STATION	OFFSET	LOCATION	INLET ELEVATIO	OUTLET ELEVATION	SLOPE	521.0721 PIPE ARCH CORRUGATED STEEL 21X15-INCH LF	521.0728 PIPE ARCH CORRUGATED STEEL 28X20-INCH LF	521.0735 PIPE ARCH CORRUGATED STEEL 35X24-INCH LF	521.0742 PIPE ARCH CORRUGATED STEEL 42X29-INCH LF	521.1221 APRON ENDWALLS FOR PIPE ARCH STEEL 21X15-INCH EACH	521.1228 APRON ENDWALLS FOR PIPE ARCH STEEL 28X20-INCH EACH	521.1235 APRON ENDWALLS FOR PIPE ARCH STEEL 35X24-INCH EACH	521.1242 APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH EACH
27'G'+25	-	-	-	RT	-	-	-	---	18	---	---	---	---	---	---
211'G'+81	-	212'G'+13	38.5	LT	817.91	817.87	0.11%	36	---	---	---	2	---	---	---
213'G'+41	-	213'G'+73	38.5	LT	817.48	817.11	1.03%	36	---	---	---	2	---	---	---
224'G'+99	-	225'G'+35	38.1	LT	810.31	809.73	1.61%	36	---	---	---	2	---	---	---
227'G'+93	-	228'G'+41	38.5	LT	804.24	802.92	2.75%	---	48	---	---	---	2	---	---
245'G'+75	-	248'G'+10	39.9	RT	809.53	804.22	2.26%	---	235	---	---	---	2	---	---
247'G'+58	-	248'G'+12	38.7	LT	809.61	808.60	1.87%	---	54	---	---	---	2	---	---
253'G'+61	-	254'G'+07	38.3	RT	815.29	815.04	0.54%	---	46	---	---	---	2	---	---
254'G'+13	-	254'G'+48	38.3	LT	815.49	815.31	0.51%	---	36	---	---	---	2	---	---
319'G'+12	-	319'G'+44	61.3	RT	826.19	826.06	0.32%	---	---	---	40	---	---	---	2
327'G'+28	-	327'G'+49	54.4	RT	828.70	828.61	0.33%	---	---	28	---	---	---	2	---
						PROJECT 5966-10-70 CAT. 1000 TOTAL		108	437	28	40	6	10	2	2

MINIMUM WALL THICKNESS FOR PIPE ARCH CORRUGATED STEEL:

21X15-INCH THROUGH 28X20-INCH	0.064 INCHES
35X24-INCH THROUGH 42X29-INCH	0.079 INCHES

3

ADJUSTING MANHOLES AND INLETS

STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
187'AE'+44	LT	---	1
187'AE'+46	LT	---	1
192'AW'+69	RT	---	1
192'AE'+69	LT	---	1
222'AW'+88	RT	---	1
215'AE'+00	LT	1	---
CATEGORY #1000, PROJECT 5966-10-71 TOTALS		**1**	**5**

3

CULVERT PIPE REINFORCED CONCRETE

STATION	-	STATION	OFFSET	LOCATION	INLET ELEVATION	OUTLET ELEVATION	SLOPE	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.0160 CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	522.0166 CULVERT PIPE REINFORCED CONCRETE CLASS III 66-INCH LF	523.0119 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	523.0129 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF
80'G'+28	-	80'G'+47		CL	778.00	776.94	0.69%	---	---	153	---	---	---	---	---	---
199'G'+69	-	200'G'+42	68.8	LT	812.23	812.02	0.29%	146	---	---	---	---	---	80	---	---
199'G'+45	-	200'G'+27	72.8	RT	812.28	812.02	0.33%	---	---	---	---	---	---	---	---	---
201'G'+80				CL	811.60	811.30	0.29%	---	---	---	---	---	---	---	204	---
233'G'+27				CL	781.19	779.22	1.89%	---	---	---	---	104	---	---	---	---
274'G'+66				CL	808.99	803.28	6.47%	---	88	---	---	---	---	---	---	---
280'G'+81	-	280'G'+96		CL	806.04	805.26	0.81%	---	---	---	85	---	196	---	---	---
297'G'+50	-	302'G'+10	43.3	RT	824.65	819.05	1.22%	---	---	---	---	---	---	---	460	---
313'G'+21				CL	824.49	823.41	0.72%	---	---	---	---	---	---	---	---	150
317'G'+96		319'G'+32	126.6	LT	825.31	824.82	0.36%	---	---	---	---	---	---	---	---	272
PROJECT 5966-10-70, CATEGORY #1000 TOTALS								**146**	**88**	**153**	**85**	**104**	**196**	**80**	**664**	**422**

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CULVERT PIPE REINFORCED CONCRETE APRON ENDWALLS 12-INCH TO 36-INCH

STATION	STATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH
18'G'+00		1	---	---	---	---	---
13'BT'+00		---	---	1	---	---	---
13'BT'+48		1	---	---	---	---	---
16'BT'+86		---	---	---	1	---	---
16'BT'+86		---	---	---	1	---	---
27'G'+44		---	---	---	1	---	---
34'G'+02		1	---	---	---	---	---
52'G'+51		1	---	---	---	---	---
53'G'+50		1	---	---	---	---	---
79'G'+17		---	---	---	2	---	---
80'G'+02		---	---	---	---	---	1
80'G'+28	- 80'G'+47	---	---	---	---	---	2
199'G'+69	- 200'G'+42	---	---	---	4	---	---
199'G'+45	- 200'G'+27	---	---	---	---	---	---
274'G'+66		---	---	---	---	2	---
319'G'+56		1	---	---	---	---	---
326'G'+00		1	---	---	---	---	---
329'G'+03		1	---	---	---	---	---
331'G'+28		1	---	---	---	---	---
331'G'+31		---	---	---	1	---	---
331'G'+48		---	---	1	---	---	---
CATEGORY #1000, PROJECT 5966-10-70 SUBTOTALS		**9**	**0**	**2**	**10**	**2**	**3**
200'AE'+57		---	---	1	---	---	---
215'AE'+00		1	---	---	---	---	---
331'G'+48		---	1	---	---	---	---
333'G'+65		---	---	---	1	---	---
333'G'+76		---	---	---	1	---	---
334'G'+80		---	---	1	---	---	---
CATEGORY #1000, PROJECT 5966-10-71 SUBTOTALS		**1**	**1**	**2**	**2**	**0**	**0**
TOTALS		**10**	**1**	**4**	**12**	**2**	**3**

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3

CULVERT PIPE REINFORCED CONCRETE APRON ENDWALLS 48-INCH TO 66-INCH

STATION	STATION	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.1060 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH EACH	522.1066 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 66-INCH EACH
233'G'+27		---	2	---
280'G'+81	280'G'+96	---	---	4
297'G'+50	302'G'+10	2	---	---
PROJECT 5966-10-70 CAT.1000 TOTALS		**2**	**2**	**4**

CULVERT PIPE REINFORCED CONCRETE APRON ENDWALLS 19X30-IN

STATION		STATION	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH
199'G'+69	-	200'G'+42	---	---	---
199'G'+45	-	200'G'+27	2	---	---
201'G'+80			---	4	---
233'G'+27			---	---	---
274'G'+66			---	---	---
280'G'+81	-	280'G'+96	---	---	---
297'G'+50	-	302'G'+10	---	2	---
313'G'+21			---	---	2
318'G'+70			---	---	4
PROJECT 5966-10-70 CAT. 1000 TOTALS			**2**	**6**	**6**

3

MARKERS CULVERT ENDS

STATION	-	STATION	633.5200 MARKERS CULVERT END EACH
18'G'+00			1
13'BT'+00			1
13'BT'+48			1
16'BT'+86			1
16'BT'+86			1
27'G'+44			1
34'G'+02			1
52'G'+51			1
53'G'+50			1
79'G'+17			1
80'G'+02			1
80'G'+28	-	80'G'+47	2
199'G'+69	-	200'G'+42	4
199'G'+45	-	200'G'+27	2
201'G'+80			4
233'G'+27			2
237'G'+46			1
237'G'+57			1
274'G'+66			2
280'G'+81	-	280'G'+96	4
313'G'+21			2
318'G'+70			4
319'G'+56			1
326'G'+00			1
329'G'+00			1
331'G'+28			1
331'G'+31			1
331'G'+48			1
CATEGORY #1000, PROJECT 5966-10-70 TOTAL			**45**
200'AE'+57			1
331'G'+48			1
333'G'+65			1
333'G'+76			1
334'G'+80			1
CATEGORY #1000, PROJECT 5966-10-71 SUBTOTAL			**5**
TOTAL			**50**

APRON ENDWALLS TWIN CULVERT PIPE STEEL

STATION	-	STATION	SPV.0060.126 24-INCH	SPV.0060.127 36-INCH	SPV.0060.128 42-INCH	SPV.0060.129 48-INCH	SPV.0060.130 72-INCH
276'G'+16	-	276'G'+72	---	---	---	---	2
278'G'+87	-	279'G'+63	---	---	---	---	2
282'G'+85	-	283'G'+47	---	---	2	---	---
285'G'+22	-	285'G'+54	2	---	---	---	---
301'G'+64	-	302'G'+18	---	---	---	2	---
315'G'+56	-	316'G'+02	---	2	---	---	---
PROJECT 5966-10-70, CAT. 1000 TOTALS			**2**	**2**	**2**	**2**	**4**

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CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-IN TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-IN TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-IN TYPE D LF	601.0413 CONCRETE CURB & GUTTER 6-IN SLOPED 30-IN TYPE G LF	601.0415 CONCRETE CURB & GUTTER 6-IN SLOPED 30-IN TYPE J LF	601.0551 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE A LF	601.0553 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-IN SLOPED 36-IN TYPE D LF	601.0574 CONCRETE CURB & GUTTER 4-IN SLOPED 30-IN TYPE G LF	601.0580 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE R LF	601.0582 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE T LF	REMARKS
10'G'+34	-	21'G'+69	RT	---	---	1,181	---	---	---	---	---	---	---	---	HUEBBE - COLONY
10'G'+14	-	15'G'+79	LT	---	---	611	---	---	---	---	---	---	---	---	HUEBBE - GALE
16'G'+11	-	26'G'+15	LT	---	---	1,038	---	---	---	---	---	---	---	---	GALE - INMAN
110'CO'+51	-	111'CO'+27	LT	---	---	76	---	---	---	---	---	---	---	---	COLONY
110'CO'+51	-	111'CO'+27	RT	---	---	76	---	---	---	---	---	---	---	---	COLONY
22'G'+01	-	26'G'+21	RT	---	---	479	---	---	---	---	---	---	---	---	COLONY - INMAN
125'BT'+93	-	132'BT'+20	LT	---	---	317	---	---	---	---	---	---	---	---	INMAN
125'BT'+93	-	132'BT'+20	RT	---	---	318	---	---	---	---	---	---	---	---	INMAN
26'G'+86	-	41'G'+85	RT	---	---	1,644	---	---	---	---	---	---	---	---	INMAN - ZICK
26'G'+85	-	42'G'+10	LT	---	---	1,560	---	---	---	---	---	---	---	---	INMAN - ZICK
32'G'+96	-	33'G'+21	RT	---	---	32	---	---	---	---	---	---	---	---	DRIVEWAY
130'Z'+80	-	132'Z'+61	LT	---	---	180	---	---	---	---	---	---	---	---	BRP DRIVE
131'Z'+57	-	132'Z'+61	RT	---	---	113	---	---	---	---	---	---	---	---	BRP DRIVE
42'G'+43	-	52'G'+42	RT	---	---	1,032	---	---	---	---	---	---	---	---	ZICK - YMCA
42'G'+42	-	50'G'+07	LT	---	---	808	---	---	---	---	---	---	---	---	ZICK - WILLIAMS
46'G'+30	-	46'G'+86	LT	151	---	---	---	---	---	---	---	---	---	---	DRIVEWAY
52'G'+62	-	56'G'+11	RT	---	---	400	---	---	---	---	---	---	---	---	YMCA - WALTON
56'G'+38	-	62'G'+92	RT	---	---	695	---	---	---	---	---	---	---	---	WALTON - THOMAS
50'G'+39	-	60'G'+65	LT	---	---	1,080	---	---	---	---	---	---	---	---	WILLIAMS - SECURITY
60'G'+97	-	78'G'+98	LT	---	---	1,821	---	---	---	---	---	---	---	---	SECURITY - PHILHOWER
63'G'+24	-	78'G'+75	RT	---	---	1,573	---	---	---	---	---	---	---	---	THOMAS - PHILHOWER
78'G'+76	-	79'G'+36	RT	---	---	---	---	---	---	---	92	---	---	---	PHILHOWER SE RADIUS
78'G'+98	-	79'G'+38	LT	---	---	---	---	---	---	---	60	---	---	---	PHILHOWER SW RADIUS
79'G'+65	-	80'G'+06	RT	---	---	---	---	---	---	---	59	---	---	---	PHILHOWER NE RADIUS
79'G'+68	-	80'G'+28	LT	---	---	---	---	---	---	---	92	---	---	---	PHILHOWER NW RADIUS
83'G'+00	-	83'G'+78	LT	---	---	---	---	---	---	78	---	---	---	---	NORTH OF PHILHOWER ROAD
199'G'+20	-	199'G'+78	RT	---	---	---	---	---	---	---	93	---	---	---	SUNNY SE RADIUS
199'G'+46	-	199'G'+84	LT	---	---	---	---	---	---	---	58	---	---	---	SUNNY SW RADIUS
200'G'+13	-	200'G'+51	RT	---	---	---	---	---	---	---	58	---	---	---	SUNNY NE RADIUS
200'G'+19	-	200'G'+77	LT	---	---	---	---	---	---	---	93	---	---	---	SUNNY NW RADIUS
245'G'+75	-	248'G'+10	RT	---	---	---	---	---	---	---	235	---	---	---	NB OUTSIDE
297'G'+60	-	302'G'+00	RT	---	---	---	---	---	---	---	440	---	---	---	NB OUTSIDE
305'G'+06	-	318'G'+05	LT	---	---	---	---	1,299	---	---	---	---	---	---	NB MEDIAN
305'GSB'+07	-	318'GSB'+06	RT	---	---	---	---	1,300	---	---	---	---	---	---	SB MEDIAN
308'G'+70	-	310'G'+90	RT	---	---	---	---	---	---	---	220	---	---	---	NB OUTSIDE
317'GSB'+91	-	318'GSB'+40	LT	---	---	---	---	---	---	---	88	---	---	---	INNOVATION DR SW QUAD
318'GSB'+91	-	319'GSB'+40	LT	---	---	---	---	---	---	---	83	---	---	---	INNOVATION DR NW QUAD
319'GSB'+10	-	331'GSB'+48	RT	---	---	---	---	1,240	---	---	---	---	---	---	SB MEDIAN
319'G'+05	-	331'G'+48	LT	---	---	---	---	1,242	---	---	---	---	---	---	NB MEDIAN
328'G'+29	-	331'G'+42	RT	---	---	---	---	---	---	---	---	---	---	315	NB RIGHT TURN LANE
331'G'+54	-	332'G'+05	RT	---	---	---	---	---	---	---	---	111	---	---	CTH G NB RT TURN ISLAND
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**151**	**0**	**15,034**	**0**	**5,081**	**0**	**78**	**1,671**	**111**	**0**	**315**	

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CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-IN TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-IN TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-IN TYPE D LF	601.0413 CONCRETE CURB & GUTTER 6-IN SLOPED 30-IN TYPE G LF	601.0415 CONCRETE CURB & GUTTER 6-IN SLOPED 30-IN TYPE J LF	601.0551 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE A LF	601.0553 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-IN SLOPED 36-IN TYPE D LF	601.0574 CONCRETE CURB & GUTTER 4-IN SLOPED 30-IN TYPE G LF	601.0580 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE R LF	601.0582 CONCRETE CURB & GUTTER 4-IN SLOPED 36-IN TYPE T LF	REMARKS
331'G'+42	-	205'AE'+20	RT	---	---	---	---	---	---	---	---	---	165	---	CTH G NB RT TURN
331'G'+48	-	331'G'+79	LT	---	---	---	32	---	---	---	---	---	---	---	NB MEDIAN
331'GSB'+48	-	331'GSB'+80	RT	---	---	---	33	---	---	---	---	---	---	---	SB MEDIAN
333'G'+77	-	335'G'+61	RT	---	---	184	---	---	---	---	---	---	---	---	NB OUTSIDE
333'G'+48	-	333'G'+77	LT	---	29	---	---	---	---	---	---	---	---	---	NB MEDIAN
201'AW'+74	-	333'GSB'+83	LT	---	---	---	---	---	---	---	---	75	---	---	SB RT TURN LANE
333'GSB'+28	-	333'GSB'+78	RT	---	100	---	---	---	---	---	---	---	---	---	SB LT TURN MEDIAN
333'GSB'+49	-	333'GSB'+78	RT	---	29	---	---	---	---	---	---	---	---	---	SB LT TURN MEDIAN
333'GSB'+24	-	333'GSB'+71	LT	---	---	---	105	---	---	---	---	---	---	---	SB RT TURN ISLAND
333'GSB'+78	-	334'GSB'+83	RT	---	---	214	---	---	---	---	---	---	---	---	SB LT TURN MEDIAN
333'GSB'+83	-	342'GSB'+23	LT	---	---	845	---	---	---	---	---	---	---	---	SB OUTSIDE
333'GSB'+78	-	341'GSB'+95	RT	---	---	817	---	---	---	---	---	---	---	---	SB MEDIAN
184'AE'+20	-	188'AE'+10	LT	---	---	---	295	---	---	---	---	---	---	---	STH 11 WB MEDIAN
187'AE'+46	-	202'AE'+44	LT	---	---	---	1,499	---	---	---	---	---	---	---	STH 11 EB MEDIAN
192'AW'+28	-	202'AW'+44	RT	---	---	---	1,015	---	---	---	---	---	---	---	STH 11 WB MEDIAN
200'AE'+11	-	202'AE'+58	LT	---	---	---	493	---	---	---	---	---	---	---	STH 11 EB LT TURN MEDIAN
202'AE'+22	-	202'AE'+64	RT	---	---	---	---	---	---	---	---	87	---	---	STH 11 EB RT TURN ISLAND
202'G'+30	-	331'GSB'+55	RT	---	---	---	---	---	42	---	---	---	---	---	STH 11 EB RT TURN RADIUS
203'AE'+89	-	215'AE'+53	LT	---	---	---	957	---	---	---	---	---	---	---	STH 11 EB MEDIAN
216'AE'+47	-	219'AE'+21	LT	---	---	---	274	---	---	---	---	---	---	---	STH 11 EB MEDIAN
215'AE'+25	-	215'AE'+82	RT	---	---	---	---	---	---	---	91	---	---	---	STH 11 EB SW RADIUS AT SAGE ST
216'AE'+17	-	216'AE'+55	RT	---	---	---	---	---	---	---	60	---	---	---	STH 11 EB SE RADIUS AT SAGE ST
203'AW'+70	-	204'AW'+10	LT	---	---	---	---	---	---	---	---	95	---	---	STH 11 WB RT TURN ISLAND
203'AW'+76	-	204'AW'+68	LT	---	---	---	---	---	---	---	---	104	---	---	STH 11 WB RT TURN LANE
203'AW'+75	-	206'AW'+21	RT	---	---	---	492	---	---	---	---	---	---	---	STH 11 WB LT TURN MEDIAN
203'AW'+89	-	215'AW'+23	RT	---	---	---	1,167	---	---	---	---	---	---	---	STH 11 WB MEDIAN
216'AW'+47	-	222'AW'+85	RT	---	---	---	640	---	---	---	---	---	---	---	STH 11 WB LT TURN LANE
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**0**	**158**	**2,060**	**7,002**	**0**	**42**	**0**	**151**	**361**	**165**	**0**	
			TOTALS	**151**	**158**	**17,094**	**7,002**	**5,081**	**42**	**78**	**1,822**	**472**	**165**	**315**	

CONCRETE SIDEWALK

STATION	-	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	SPV.0165.051 CONCRETE SIDEWALK 10-INCH SPECIAL SF
9'G'+47	-	9'G'+52	RT	14	---
10'G'+36	-	19'G'+70	RT	4,906	---
10'G'+26	-	13'G'+50	LT	2,050	---
13'G'+84	-	15'G'+72	LT	958	---
16'G'+16	-	17'G'+19	LT	560	---
17'G'+46	-	18'G'+73	LT	635	---
18'G'+97	-	21'G'+03	LT	1,031	---
19'G'+83	-	21'G'+62	RT	909	---
21'G'+36	-	23'G'+68	LT	1,199	---
22'G'+06	-	23'G'+76	RT	888	---
23'G'+92	-	25'G'+01	RT	545	---
25'G'+11	-	26'G'+07	RT	626	---
23'G'+93	-	26'G'+08	LT	1,192	---
11'BT'+80	-	12'BT'+11	RT	154	---
11'BT'+80	-	14'BT'+95	LT	1,583	---
12'BT'+37	-	15'BT'+00	RT	1,356	---
26'G'+93	-	30'G'+53	LT	1,973	---
26'G'+92	-	31'G'+28	RT	2,314	---
31'G'+52	-	32'G'+96	RT	717	---
33'G'+21	-	41'G'+55	RT	4,140	---
30'G'+77	-	42'G'+04	LT	5,673	---
42'G'+49	-	46'G'+32	LT	1,915	---
42'G'+70	-	45'G'+02	RT	1,166	---
45'G'+25	-	46'G'+35	RT	548	---
46'G'+59	-	48'G'+59	RT	998	---
46'G'+64	-	50'G'+01	LT	1,741	---
48'G'+77	-	49'G'+28	RT	255	---
49'G'+45	-	52'G'+38	RT	1,493	---
50'G'+43	-	52'G'+89	LT	1,285	---
52'G'+65	-	54'G'+27	RT	814	---
53'G'+19	-	54'G'+58	LT	834	---
54'G'+45	-	56'G'+04	RT	827	---
54'G'+81	-	54'G'+87	LT	37	---
55'G'+06	-	55'G'+61	LT	296	---
55'G'+79	-	57'G'+35	LT	803	---
56'G'+46	-	58'G'+21	RT	920	---
57'G'+47	-	59'G'+48	LT	1,014	---
58'G'+34	-	60'G'+97	RT	1,346	---
59'G'+59	-	60'G'+57	LT	490	---
61'G'+09	-	61'G'+92	RT	417	---
61'G'+05		61'G'+62	LT	295	---
61'G'+74	-	63'G'+72	LT	1,026	---
62'G'+08	-	62'G'+86	RT	382	---
63'G'+29	-	63'G'+46	RT	97	---
63'G'+88	-	64'G'+82	LT	471	---

CONTINUED RIGHT

CONTINUED LEFT

CONCRETE SIDEWALK

STATION	-	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	SPV.0165.051 CONCRETE SIDEWALK 10-INCH SPECIAL SF
64'G'+99	-	65'G'+81	LT	411	---
65'G'+95	-	67'G'+38	LT	713	---
67'G'+52	-	69'G'+50	LT	993	---
69'G'+62	-	73'G'+35	LT	1,842	---
73'G'+47	-	74'G'+11	LT	315	---
74'G'+22	-	76'G'+85	LT	1,309	---
76'G'+99	-	77'G'+83	LT	414	---
77'G'+95	-	79'G'+24	LT	625	---
318'GSB'+91	-	331'GSB'+65	SB LT	6,487	---
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**66,002**	**0**
331'G'+65	-	332'G'+15	EB RT TURN LANE	---	45
331'G'+54	-	332'G'+05	NB RT TURN ISLAND	484	---
202'AE'+22	-	202'AE'+63	EB RT TURN ISLAND	330	---
333'GSB'+25	-	333'GSB'+71	SB RT TURN ISLAND	394	---
333'GSB'+39	-	333'GSB'+62	SB RT TURN LANE	---	136
333'GSB'+40	-	336'GSB'+96	SB LT	1,840	---
337'GSB'+25	-	340'GSB'+54	SB LT	1,646	---
203'AW'+90	-	204'AW'+03	WB RT TURN LANE	---	124
203'AW'+71	-	204'AW'+10	WB RT TURN ISLAND	599	---
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**5,293**	**305**
TOTALS				**71,295**	**305**

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

STATION	LOCATION	602.0515 SF
10'G'+30	LT	8
10'G'+40	RT	16
15'G'+67	LT	8
16'G'+30	LT	16
16'G'+30	RT	8
21'G'+56	RT	8
22'G'+17	LT	8
22'G'+17	RT	16
25'G'+86	LT	8
25'G'+92	RT	8
14'BT'+98	LT	8
14'BT'+98	RT	8
15'BT'+45	LT	8
15'BT'+45	RT	8
27'G'+13	LT	8
27'G'+13	RT	8
41'G'+47	RT	8
42'G'+00	LT	8
42'G'+54	LT	8
42'G'+78	RT	8
49'G'+87	LT	16
49'G'+87	RT	8
50'G'+51	LT	8
52'G'+34	RT	8
52'G'+66	RT	8
55'G'+96	RT	8
56'G'+56	RT	16
56'G'+56	LT	8
60'G'+33	RT	8
60'G'+47	LT	16
61'G'+13	LT	8
62'G'+80	RT	8
63'G'+38	RT	16
63'G'+38	LT	8
79'G'+17	LT	8
318'GSB'+93	LT	8
PROJECT 5966-10-70, CAT. 1000 SUBTOTAL		**344**
331'GSB'+69	LT	8
202'AE'+55	RT TURN ISLAND	16
202'AE'+55	LT TURN MEDIAN	16
202'AW'+26	LT	16
202'AW'+53	SB RT TURN ISLAND	40
203'AW'+03	SB LT TURN MEDIAN	32
203'AW'+72	WB RT TURN ISLAND	16
203'AW'+93	WB RT TURN ISLAND	32
203'AW'+97	WB RT TURN LANE	16
PROJECT 5966-10-71, CAT. 1000 SUBTOTAL		**192**
	TOTAL	**536**

GUARDRAIL

STATION	-	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION EACH	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.0396 GUARDRAIL MOW STRIP ASPHALT SY
235'G'+42	-	237'G'+70	RT	137.5	39.5	1	94
236'G'+42		237'G'+58	LT	25	39.5	1	50
238'G'+72		240'G'+99	LT	137.5	39.5	1	94
238'G'+84		239'G'+99	RT	25	39.5	1	50
PROJECT 5966-10-70, CATEGORY #1010 TOTALS				**325**	**158**	**4**	**288**

TEMPORARY GUARDRAIL

STATION	-	STATION	LOCATION	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0360 STEEL PLATE BEAM GUARD TEMPORARY LF	614.0380 STEEL PLATE BEAM GUARD EAT TEMPORARY EACH	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH
77'G'+68	-	15'PH'+64	RT	50	88	1	1
PROJECT 5966-10-70, CATEGORY #1000 TOTALS				**50**	**88**	**1**	**1**

FENCE SAFETY

STATION	-	STATION	LOCATION	616.0700.S LF
52'G'+86	-	52'G'+91	LT	14
53'G'+18	-	54'G'+59	LT	142
54'G'+78	-	54'G'+81	LT	14
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				**170**

LANDMARK REFERENCE MONUMENTS

STATION	REMARKS	621.0100 LANDMARK REFERENCE MONUMENTS EACH	633.5100 MARKERS ROW EACH
26'G'+44	SW COR. SECT. 7 T1N R13E	5	---
52'G'+86	W 1/4 COR. SECT. 7 T1N R13E	5	---
79'G'+28	SW COR. SECT. 6 T1N R13E	5	---
200'G'+00	SW COR. SECT. 30 T2N R13E	5	4
226'G'+37	W 1/4 COR. SECT. 30 T2N R13E	5	4
253'G'+00	SW COR. SECT. 19 T2N R13E	5	4
279'G'+40	W 1/4 COR. SECT. 19 T2N R13E	5	4
305'G'+67	SW COR. SECT. 18 T2N R13E	5	4
PROJECT 5966-10-70, CAT. #1000 SUBTOTALS		**40**	**20**
332'G'+12	W 1/4 COR. SECT. 18 T2N R13E	5	4
PROJECT 5966-10-71, CAT. #1000 SUBTOTALS		**5**	**4**
TOTALS		**45**	**24**

ALL MONUMENTS SHALL BE TYPE A
MARKERS ROW SHALL HAVE INFORMATIVE PLAQUE

STORM SEWER PIPE REINFORCED CONCRETE CLASS III

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	608.0312 STORM SEWER 12-INCH LF	608.0315 STORM SEWER 15-INCH LF	608.0318 STORM SEWER 18-INCH LF	608.0321 STORM SEWER 21-INCH LF	608.0324 STORM SEWER 24-INCH LF	608.0330 STORM SEWER 30-INCH LF	608.0336 STORM SEWER 36-INCH LF	610.0119 STORM SEWER HORIZONTAL ELLIPTICAL 19X30-INCH LF	610.0134 STORM SEWER HORIZONTAL ELLIPTICAL 34X53-INCH LF
MH 56	MH 1	797.78	797.73	---	---	---	---	---	---	---	---	41
EX SS	MH 56	800.20	800.16	7	---	---	---	---	---	---	---	---
MH 2	MH 56	797.79	798.08	---	---	---	---	---	---	---	---	212
INL 23	INL 1	804.84	800.72	---	15	---	---	---	---	---	---	---
INL 24	INL 2	801.38	801.23	19	---	---	---	---	---	---	---	---
INL 4	INL 3	799.6	799.46	---	---	17	---	---	---	---	---	---
INL 6	INL 5	799.39	799.23	---	---	---	19	---	---	---	---	---
INL 7	INL 5	799.69	799.65	6	---	---	---	---	---	---	---	---
INL 8	INL 9	800.64	800.44	23	---	---	---	---	---	---	---	---
INL 12	INL 13	799.90	799.74	---	21	---	---	---	---	---	---	---
INL 14	INL 13	800.78	800.74	6	---	---	---	---	---	---	---	---
INL 17	INL 16	801.03	800.81	24	---	---	---	---	---	---	---	---
INL 16	INL 15	800.77	800.66	14	---	---	---	---	---	---	---	---
INL 18	INL 19	801.17	800.64	29	---	---	---	---	---	---	---	---
INL 19	INL 20	800.54	800.50	---	16	---	---	---	---	---	---	---
MH 8A	MH 8	800.42	800.19	---	---	---	---	---	---	---	225	---
INL 25	MH 8A	800.96	800.43	---	---	99	---	---	---	---	---	---
INL 201	INL 25	801.13	800.97	---	---	151	---	---	---	---	---	---
EW 2	INL 201	802.33	801.16	---	---	50	---	---	---	---	---	---
INL 202	EW 3	802.16	802.12	15	---	---	---	---	---	---	---	---
MH 38	PROP 30"	799.52	799.51	---	---	---	---	---	10	---	---	---
EW 37	MH 38	801.79	800.14	---	---	---	---	49	---	---	---	---
EW 38	MH 38	801.86	800.10	---	---	---	---	78	---	---	---	---
MH 37	MH 38	799.63	799.52	---	---	---	---	---	90	---	---	---
MH 13	MH 37	799.76	799.63	---	---	---	---	110	---	---	---	---
MH 13	MH 9	799.8	799.76	---	---	---	---	33	---	---	---	---
MH 33	MH 9	800.11	799.80	---	---	---	---	317	---	---	---	---
MH 10	MH 33	800.41	800.12	---	---	---	---	302	---	---	---	---
EW 5	INL 29	803.30	802.19	13	---	---	---	---	---	---	---	---
INL 30	INL 29	801.79	801.77	6	---	---	---	---	---	---	---	---
INL 29	MH 10	801.76	801.61	45	---	---	---	---	---	---	---	---
INL 32	INL 31	802.12	802.08	6	---	---	---	---	---	---	---	---
INL 31	MH 10	802.06	802.03	7	---	---	---	---	---	---	---	---
MH 11	MH 10	800.62	800.42	---	---	---	---	203	---	---	---	---
INL 33	MH 11	802.58	802.20	44	---	---	---	---	---	---	---	---
INL 34	MH 11	802.58	802.57	7	---	---	---	---	---	---	---	---
MH 12	MH 11	801.04	800.62	---	---	---	---	422	---	---	---	---
INL 36	INL 35	802.49	802.47	6	---	---	---	---	---	---	---	---
INL 35	MH 12	802.43	802.02	44	---	---	---	---	---	---	---	---
INL 38	INL 37	802.49	802.47	6	---	---	---	---	---	---	---	---
INL 37	MH 12	802.43	802.42	7	---	---	---	---	---	---	---	---
INL 39	MH 14	803.29	803.10	22	---	---	---	---	---	---	---	---
INL 40	INL 41	803.76	803.22	55	---	---	---	---	---	---	---	---
INL 41	MH 14	803.20	802.73	51	---	---	---	---	---	---	---	---
MH 14	MH 15	802.39	801.24	---	---	---	---	313	---	---	---	---
INL 84	IN 42	802.32	802.14	20	---	---	---	---	---	---	---	---
INL 42	MH 15	802.12	802.08	7	---	---	---	---	---	---	---	---
INL 85	INL 43	802.32	802.14	20	---	---	---	---	---	---	---	---
INL 43	MH 15	802.12	801.71	45	---	---	---	---	---	---	---	---
MH 15	MH 16	801.22	799.61	10	---	---	---	367	---	---	---	---
INL 86	INL 82	800.72	800.64	10	---	---	---	---	---	---	---	---
INL 82	INL 44	800.37	800.19	---	20	---	---	---	---	---	---	---

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STORM SEWER PIPE REINFORCED CONCRETE CLASS III

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	608.0312 STORM SEWER 12-INCH LF	608.0315 STORM SEWER 15-INCH LF	608.0318 STORM SEWER 18-INCH LF	608.0321 STORM SEWER 21-INCH LF	608.0324 STORM SEWER 24-INCH LF	608.0330 STORM SEWER 30-INCH LF	608.0336 STORM SEWER 36-INCH LF	610.0119 STORM SEWER HORIZONTAL ELLIPTICAL 19X30-INCH LF	610.0134 STORM SEWER HORIZONTAL ELLIPTICAL 34X53-INCH LF
INL 44	MH 16	800.17	800.10	45	10	---	---	---	---	---	---	---
INL 83	INL 45	800.69	800.51	45	---	---	---	---	---	---	---	---
INL 45	MH 16	800.49	800.08	20	---	---	---	---	---	---	---	---
MH 16	MH 17	799.59	799.18	---	---	---	---	97	---	---	---	---
INL 46	INL 47	800.44	799.88	59	---	---	---	---	---	---	---	---
INL 47	MH 17	799.84	799.57	31	---	---	---	---	---	---	---	---
MH 17	MH 18	799.16	798.88	---	---	---	---	84	---	---	---	---
INL 48	INL 49	799.44	799.40	---	6	---	---	---	---	---	---	---
INL 49	MH 18	799.38	799.35	---	7	---	---	---	---	---	---	---
INL 50	MH 18	799.21	798.68	---	59	---	---	---	---	---	---	---
MH 18	MH 19	798.33	798.07	---	---	---	---	---	99	---	---	---
EW6	MH 19	802.50	800.11	18	---	---	---	---	---	---	---	---
MH 19	MH 20	797.55	797.47	---	---	---	---	---	---	50	---	---
INL 52	INL 53	800.02	799.68	37	---	---	---	---	---	---	---	---
INL 53	INL 54	799.38	799.21	19	---	---	---	---	---	---	---	---
INL 54	MH 20	799.19	798.75	---	48	---	---	---	---	---	---	---
MH 20	MH 21	797.45	797.37	---	---	---	---	---	---	50	---	---
EW7	MH 21	802.15	800.25	15	---	---	---	---	---	---	---	---
MH 21	MH 34	797.35	796.87	---	---	---	---	---	---	250	---	---
INL 136	MH 34	800.99	800.49	54	---	---	---	---	---	---	---	---
MH 34	MH 22	796.85	796.47	---	---	---	---	---	---	200	---	---
INL 56	MH 22	800.18	800.01	22	---	---	---	---	---	---	---	---
MH 22	MH 23	796.45	796.05	---	---	---	---	---	---	210	---	---
INL 57	MH 23	799.50	799.46	8	---	---	---	---	---	---	---	---
INL 58	MH 23	799.5	799.09	45	---	---	---	---	---	---	---	---
MH 23	MH 24	796.03	795.97	---	---	---	---	---	---	38	---	---
INL 59	INL 61	798.98	798.83	18	---	---	---	---	---	---	---	---
INL 61	MH 24	798.79	798.56	26	---	---	---	---	---	---	---	---
MH 24	MH 25	795.95	795.85	---	---	---	---	---	---	62	---	---
INL 60	INL 62	798.97	798.85	15	---	---	---	---	---	---	---	---
INL 62	MH 25	798.81	798.58	28	---	---	---	---	---	---	---	---
MH 25	MH 26	795.84	795.75	---	---	---	---	---	---	93	---	---
INL 63	INL 64	798.97	798.93	6	---	---	---	---	---	---	---	---
INL 64	MH 26	798.91	798.88	7	---	---	---	---	---	---	---	---
INL 65	INL 66	798.97	798.93	6	---	---	---	---	---	---	---	---
INL 66	MH 26	798.66	798.25	45	---	---	---	---	---	---	---	---
MH 26	MH 27	795.64	795.37	---	---	---	---	---	---	144	---	---
INL 67	INL 68	799.53	799.21	33	---	---	---	---	---	---	---	---
INL 68	MH 27	799.19	798.73	49	---	---	---	---	---	---	---	---
MH 27	MH 28	795.35	793.17	---	---	---	---	---	---	418	---	---
INL 69	MH 28	795.35	795.32	7	---	---	---	---	---	---	---	---
INL 70	MH 28	795.35	794.95	45	---	---	---	---	---	---	---	---
MH 28	MH 29	793.07	783.40	---	---	---	---	---	---	300	---	---
INL 71	MH 29	785.84	785.81	7	---	---	---	---	---	---	---	---
INL 81	INL 72	784.71	784.5	24	---	---	---	---	---	---	---	---
INL 72	MH 29	784.48	784.07	45	---	---	---	---	---	---	---	---
MH 29	MH 30	783.29	782.43	---	---	---	---	---	---	143	---	---
INL 73	INL 74	784.58	784.54	6	---	---	---	---	---	---	---	---
INL 74	MH 30	784.52	784.49	7	---	---	---	---	---	---	---	---
INL 75	INL 76	784.58	784.54	6	---	---	---	---	---	---	---	---
INL 76	MH 30	784.52	784.11	45	---	---	---	---	---	---	---	---

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STORM SEWER PIPE REINFORCED CONCRETE CLASS III

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	608.0312 STORM SEWER 12-INCH LF	608.0315 STORM SEWER 15-INCH LF	608.0318 STORM SEWER 18-INCH LF	608.0321 STORM SEWER 21-INCH LF	608.0324 STORM SEWER 24-INCH LF	608.0330 STORM SEWER 30-INCH LF	608.0336 STORM SEWER 36-INCH LF	610.0119 STORM SEWER HORIZONTAL ELLIPTICAL 19X30-INCH LF	610.0134 STORM SEWER HORIZONTAL ELLIPTICAL 34X53-INCH LF
MH 30	MH 35	782.40	781.71	---	---	---	---	---	---	292	---	---
MH 35	MH 31	781.70	781.20	---	---	---	---	---	---	215	---	---
INL 77	MH 31	783.99	783.96	7	---	---	---	---	---	---	---	---
INL 78	MH 31	784.16	783.64	55	---	---	---	---	---	---	---	---
MH 31	MH 32	781.18	780.85	---	---	---	---	---	---	155	---	---
INL 79	MH 32	783.05	782.98	12	---	---	---	---	---	---	---	---
INL 80	MH 32	782.79	782.27	57	---	---	---	---	---	---	---	---
MH 32	MH 36	780.77	779.07	---	---	---	---	---	---	92	---	---
EW 8	MH 36	780.42	779.57	---	---	---	---	41	---	---	---	---
MH 36	EW 9	778.94	777.86	---	---	---	---	---	---	58	---	---
INL 127	INL 126	827.76	827.41	37	---	---	---	---	---	---	---	---
INL 126	EW 21	827.36	825.38	72	---	---	---	---	---	---	---	---
INL 129	INL 128	829.16	828.91	26	---	---	---	---	---	---	---	---
INL 128	EW 22	828.87	827.73	54	---	---	---	---	---	---	---	---
INL 101	INL 100	830.09	830.00	11	---	---	---	---	---	---	---	---
INL 101	EW 11	829.97	828.86	90	---	---	---	---	---	---	---	---
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**1838**	**202**	**317**	**19**	**2416**	**199**	**2770**	**225**	**253**
INL 102	EW 12	831.2	831.01	61	---	---	---	---	---	---	---	---
EW 15	MH 50	830.59	830.46	---	---	31	---	---	---	---	---	---
EX SS	MH 50	830.24	830.36	---	---	---	---	21	---	---	---	---
MH 50	EW 14	829.94	829.75	---	---	---	---	32	---	---	---	---
EX SS	EW 19	831.77	831.73	---	---	---	10	---	---	---	---	---
EX SS	INL 122	831.98	831.98	2	---	---	---	---	---	---	---	---
EX SS	INL 103	831.66	831.66	2	---	---	---	---	---	---	---	---
MH 54	EX SS	830.80		---	---	---	---	6	---	---	---	---
EX SS	INL 106		830.46	---	---	---	---	2	---	---	---	---
INL 106	EX SS	830.46		---	---	---	---	2	---	---	---	---
EW 16	MH 54	831.85	831.81	---	---	---	---	4	---	---	---	---
EW 18	MH 52	831.16	831.15	---	---	---	---	10	---	---	---	---
MH 52	EX SS	831.14	831.11	---	---	---	---	17	---	---	---	---
EX SS	INL 123	830.84	830.82	---	---	---	---	2	---	---	---	---
INL 125	INL 114	832.41	832.01	37	---	---	---	---	---	---	---	---
INL 114	MH 52	831.98	831.18	54	---	---	---	---	---	---	---	---
INL 109	INL 108	832.60	832.50	27	---	---	---	---	---	---	---	---
INL 108	INL 107	832.49	832.46	8	---	---	---	---	---	---	---	---
INL 133	INL 113	832.27	831.51	---	---	179	---	---	---	---	---	---
INL 112	INL 110	834.78	834.11	212	---	---	---	---	---	---	---	---
INL 110	INL 124	834.1	833.9	164	---	---	---	---	---	---	---	---
EX SS	INL 133	832.30	832.29	---	---	---	---	6	---	---	---	---
INL 111	EX INL	834.79	834.01	210		---	---	---		---	---	---
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**777**	**0**	**210**	**10**	**102**	**0**	**0**	**0**	**0**
			TOTALS	**2615**	**202**	**527**	**29**	**2518**	**199**	**2770**	**225**	**253**

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	608.0412 STORM SEWER 12-INCH LF	608.0415 STORM SEWER 15-INCH LF	608.0418 STORM SEWER 18-INCH LF	608.0421 STORM SEWER 21-INCH LF	608.0424 STORM SEWER 24-INCH LF	610.0419 STORM SEWER HORIZONTAL ELLIPTICAL 19X30-INCH LF	610.0429 STORM SEWER HORIZONTAL ELLIPTICAL 29X45-INCH LF	610.0434 STORM SEWER HORIZONTAL ELLIPTICAL 34X53-INCH LF
INL 1	MH 2	800.70	800.18	---	56	---	---	---	---	---	---
INL 2	MH 2	801.21	801.20	7	---	---	---	---	---	---	---
MH 3	MH 2	798.48	798.09	---	---	---	---	---	---	---	297
INL 3	MH 3	799.44	799.02	---	---	47	---	---	---	---	---
INL 5	MH 3	799.21	799.20	---	---	---	7	---	---	---	---
MH 4	MH 3	798.65	798.50	---	---	---	---	---	---	123	---
INL 9	MH 4	800.42	799.99	48	---	---	---	---	---	---	---
INL 10	MH 4	800.49	800.47	7	---	---	---	---	---	---	---
MH 5	MH 4	798.80	798.66	---	---	---	---	---	---	150	---
EW 1	MH 5	801.90	801.01	58	---	---	---	---	---	---	---
MH 6	MH 5	799.15	798.81	---	---	---	---	---	---	345	---
INL 13	MH 6	799.72	799.33	---	---	45	---	---	---	---	---
INL 15	MH 6	800.39	800.33	---	11	---	---	---	---	---	---
MH 7	MH 6	800.70	799.99	---		---	---	---	90	---	---
INL 20	MH 7	800.48	800.42	---	10	---	---	---	---	---	---
MH 8	MH 7	800.19	800.07	---	---	---	---	---	120	---	---
INL 22	MH 8	801.29	800.89	---	44	---	---	---	---	---	---
INL 21	MH 8	801.54	801.50	11	---	---	---	---	---	---	---
EW 4	MH 13	800.61	800.06	---	---	---	---	79	---	---	---
INL 28	INL 27	801.42	801.38	6	---	---	---	---	---	---	---
INL 27	MH 9	801.36	801.33	7	---	---	---	---	---	---	---
PROJECT 5966-10-70 CATEGORY #1000 SUBTOTALS				**144**	**121**	**92**	**7**	**79**	**210**	**618**	**297**
MH 55	EW 13	832.36	831.05	---	37	---	---	---	---	---	---
INL 115	INL 116	831.77	831.62	43	---	---	---	---	---	---	---
INL 116	INL 117	831.60	831.56	---	13	---	---	---	---	---	---
INL 117	INL 130	831.54	831.34	---	---	55	---	---	---	---	---
INL 130	EW 17	831.32	831.25	---	---	20	---	---	---	---	---
INL 131	INL 118	831.32	831.32	6	---	---	---	---	---	---	---
INL 118	INL 119	831.14	831.15	---	61	---	---	---	---	---	---
INL 119	EX SS	831.14	831.06	12	---	---	---	---	---	---	---
INL 120	INL 121	831.27	831.04	27	---	---	---	---	---	---	---
INL 121	EX INL	831.01	830.94	32	---	---	---	---	---	---	---
INL 123	MH 54	830.84	830.80	---	---	---	---	40	---	---	---
INL 105	INL 104	832.68	832.68	24	---	---	---	---	---	---	---
INL 104	MH 51	832.62	832.51	42	---	---	---	---	---	---	---
EX SS	EW 23	831.77	831.73	---	---	10	---	---	---	---	---
INL 132	INL 104	832.80	832.64	13	---	---	---	---	---	---	---
INL 137	MH 57	834.98	834.52	50	---	---	---	---	---	---	---
MH 57	EW 24	834.48	833.86	64	---	---	---	---	---	---	---
TI 1	EX INL	831.70	831.66	22	---	---	---	---	---	---	---
TI 2	EX INL	832.86	832.82	15	---	---	---	---	---	---	---
TI 3	EX INL	833.01	832.97	13	---	---	---	---	---	---	---
PROJECT 5966-10-71 CATEGORY #1000 SUBTOTALS				**363**	**111**	**85**	**0**	**40**	**0**	**0**	**0**
			TOTALS	**507**	**232**	**177**	**7**	**119**	**210**	**618**	**297**

MISC. DRAINAGE

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	310.0110 BASE AGGREGATE OPEN GRADED TON	521.1012 APRON ENDWAL CULVERT PIPE STEEL 12-INCH EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY
INL 134	EW 39	784.98	772.75	--	1	--	64	--
INL 135	EW 40	785.08	775.05	--	1	--	55	--
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**0**	**2**	**0**	**119**	**0**
INL 133		832.81	832.27	239	--	538	--	664
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**239**	**0**	**538**	**0**	**664**
			TOTALS	**239**	**2**	**538**	**119**	**664**

MANHOLES, INLETS AND COVERS

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2066 MANHOLES 6x6-FT EACH	611.3220 INLET 2X2-FT EACH	611.3230 INLET 2x3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0642 INLET COVERS TYPE MS EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.0654 INLET COVERS TYPE V EACH	611.0606 INLET COVERS TYPE B EACH	616.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.125 INLET COVER FLAT TEMPORARY EACH	RIM OR FLANGE LINE ELEVATION	STRUCTURE BOTTOM ELEVATION	DEPTH
MH 1	9+78'G'	29.4'	RT	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	805.57	797.53	6.97
MH 56	10+19'G'	27.7'	RT	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	805.84	797.79	6.98
MH 2	12+30'G'	19.0'	LT	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	804.93	798.08	5.78
INL 23	12+30'G'	52.5'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.92	800.86	2.06
INL 1	12+30'G'	37.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.63	800.71	3.09
INL 24	12+30'G'	44.5'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.97	801.40	1.57
INL 2	12+30'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.87	801.22	2.82
MH 3	15+27'G'	19.0'	RT	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	803.79	798.49	4.23
INL 4	15+27'G'	44.5'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	801.82	799.62	2.20
INL 3	15+27'G'	27.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	803.70	799.45	3.42
INL 6	15+27'G'	44.5'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	801.79	799.41	2.38
INL 7	15+33'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	803.68	799.70	3.15
INL 5	15+27'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	803.68	799.22	3.63
MH 4	16+50'G'	19.0'	RT	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	804.25	798.66	4.52
INL 8	16+33'G'	44.5'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.33	800.66	1.67
INL 9	16+50'G'	28.8'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.08	800.43	2.82
INL 10	16+50'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.15	800.50	2.82
MH 5	18+00'G'	19.0'	RT	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	804.85	798.81	4.97
MH 6	21+45'G'	19.0'	RT	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	804.51	799.15	4.29
INL 12	21+45'G'	46.5'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.02	799.92	2.10
INL 13	21+45'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.41	799.73	3.85
INL 14	21+51'G'	25.4'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.44	800.79	2.82
INL 17	21+67'G'	53.0'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	803.71	801.04	1.84
INL 16	21+45'G'	44.5'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.50	800.79	1.71
INL 15	21+45'G'	30.3'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.31	800.40	3.08
MH 7	22+35'G'	19.0'	RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	804.86	800.07	3.72
INL 18	22+02'G'	53.0'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	803.87	801.20	1.84
INL 19	22+30'G'	44.5'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	802.63	800.55	2.08
INL 20	22+35'G'	29.2'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.14	800.49	3.82
MH 8	23+55'G'	19.0'	RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	805.31	800.19	4.05
INL 22	23+55'G'	25.3'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.22	801.30	3.09
INL 21	23+55'G'	30.3'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.16	801.55	2.78
MH 8A	25+80'G'	19.0'	RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.03	800.42	4.54
INL 25	14+97'BT'	45.6'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	804.04	800.97	3.07
INL 201	13+48'BT'	27.0'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.65	801.13	2.69
INL 202	13+48'BT'	26.9'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.33	802.17	1.33
MH 38	16+86'BT'	6.0'	RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	805.47	799.52	4.88
MH 37	15+96'BT'	4.9'	RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.09	799.63	5.39
MH 13	27+50'G'	19.1'	RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	805.34	799.76	4.51
MH 9	27+83'G'	19.0'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	805.31	799.80	4.44
INL 26	27+83'G'	37.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	804.84	801.19	2.82
INL 28	27+77'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.08	801.43	2.82
INL 27	27+83'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.08	801.37	2.88
MH 33	31+00'G'	19.0'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.45	800.12	5.26
MH 10	34+02'G'	19.0'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.01	800.42	4.52
INL 30	34+08'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.78	801.80	3.15
INL 29	34+02'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.78	801.76	3.19
INL 32	34+08'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.78	802.13	2.82
INL 31	34+02'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	805.78	802.07	2.88
MH 11	36+05'G'	19.0'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.67	800.62	4.98
INL 33	36+05'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.57	802.59	3.15
INL 34	36+05'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.67	802.59	3.25
MH 12	40+27'G'	19.0'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.72	801.04	4.61
INL 36	40+33'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.48	802.50	3.15
INL 35	40+27'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.48	802.44	3.21
INL 38	40+33'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.48	802.50	3.15
INL 37	40+27'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.48	802.44	3.21
MH 14	42+87'G'	19.0'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	807.49	802.40	4.02
INL 39	42+68'G'	30.1'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	807.60	803.30	3.47
INL 40	42+47'G'	68.9'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	807.44	803.77	2.84
INL 41	42+87'G'	31.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	807.36	803.21	3.32
MH 15	46+00'G'	19.0'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	806.33	801.23	4.03
INL 84	45+80'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.31	802.33	3.15
INL 42	46+00'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.22	800.13	5.26
INL 85	45+80'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---	806.48	802.33	3.32

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MANHOLES, INLETS AND COVERS

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2066 MANHOLES 6x6-FT EACH	611.3220 INLET 2X2-FT EACH	611.3230 INLET 2x3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0642 INLET COVERS TYPE MS EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.0654 INLET COVERS TYPE V EACH	611.0606 INLET COVERS TYPE B EACH	616.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.125 INLET COVER FLAT TEMPORARY EACH	RIM OR FLANGE LINE ELEVATION	STRUCTURE BOTTOM ELEVATION	DEPTH
INL 43	46+00'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	806.22	802.13	3.26
MH 16	49+67'G'	19.0'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.91	799.60	4.24
INL 86	49+37'G'	25.8'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.99	800.79	3.37
INL 82	49+47'G'	26.8'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.92	800.38	3.71
INL 44	19+67'G'	28.8'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.88	800.18	3.87
INL 83	49+47'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.58	800.70	3.05
INL 45	49+67'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.59	800.50	3.26
MH 17	50+63'G'	20.1'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.30	799.17	4.06
INL 46	50+05'G'	54.7'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.43	800.45	3.15
INL 47	50+63'G'	51.1'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	803.65	799.86	3.79
MH 18	51+50'G'	19.4'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.09	798.34	4.68
INL 48	51+44'G'	25.4'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.82	799.45	3.54
INL 49	51+50'G'	25.3'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.98	799.39	3.76
INL 50	51+65'G'	37.2'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.64	799.22	3.59
MH 19	52+49'G'	19.1'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.25	797.56	5.62
MH 20	53+00'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.43	797.46	5.90
INL 52	52+64'G'	51.2'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	805.29	800.03	4.43
INL 53	53+00'G'	47.5'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	803.04	799.41	3.63
INL 54	53+00'G'	28.6'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	804.27	799.20	4.24
MH 21	53+53'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.61	797.36	6.18
MH 34	56+00'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.85	796.86	6.92
INL 136	55+75'G'	28.9'	RT	---	---	---	---	---	---	1	---	1	---	---	---	---	---	---	---	---	804.77	801.00	2.70
MH 22	58+01'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	804.25	796.46	6.72
INL 56	58+01'G'	41.0'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	803.85	800.20	3.65
MH 23	60+10'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	803.62	796.04	6.51
INL 57	60+10'G'	27.2'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.55	799.51	3.21
INL 58	60+10'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.69	799.51	3.35
MH 24	60+49'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	803.51	795.96	6.48
INL 59	60+63'G'	55.1'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.97	798.99	3.15
INL 61	60+49'G'	44.9'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	803.15	798.81	4.34
MH 25	61+11'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	803.32	795.84	6.41
INL 60	60+98'G'	55.2'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.96	798.98	3.15
INL 62	61+11'G'	47.1'	LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	803.10	798.83	4.27
MH 26	62+03'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	803.07	795.65	6.35
INL 63	61+97'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.96	798.98	3.15
INL 64	92+03'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.96	798.92	3.21
INL 65	61+97'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.96	798.98	3.15
INL 66	62+03'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	802.96	798.67	3.46
MH 27	63+47'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	803.64	795.36	7.21
INL 67	63+25'G'	55.3'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.52	799.54	3.15
INL 68	63+47'G'	30.3'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	803.44	799.20	3.41
MH 28	67+65'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	799.44	793.16	5.21
INL 69	67+65'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	799.66	795.36	3.47
INL 70	67+65'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	799.34	795.36	3.15
MH 29	70+65'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	789.90	783.31	5.52
INL 71	70+65'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	789.82	785.85	3.14
INL 81	70+65'G'	50.0'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	787.73	784.73	3.00
INL 72	70+65'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	789.82	784.49	4.50
MH 30	72+08'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	788.67	782.41	5.19
INL 73	72+02'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	788.57	784.59	3.15
INL 74	72+08'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	788.57	784.53	3.21
INL 75	72+02'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	788.57	784.59	3.15
INL 76	72+08'G'	25.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	788.57	784.53	3.21
MH 35	75+00'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	789.45	781.71	6.67
MH 31	77+15'G'	19.0'	LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	788.10	781.19	5.84
INL 77	77+15'G'	25.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	787.99	784.01	3.15
INL 78	77+15'G'	36.0'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	788.15	784.17	3.15
MH 32	78+70'G'	19.0'	LT	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	787.12	780.84	5.21
INL 79	78+70'G'	30.5'	LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	787.03	783.06	3.14
INL 80	78+70'G'	37.5'	RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---	786.78	782.80	3.15

CONTINUED NEXT PAGE

MANHOLES, INLETS AND COVERS

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2066 MANHOLES 6x6-FT EACH	611.3220 INLET 2X2-FT EACH	611.3230 INLET 2x3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0642 INLET COVERS TYPE MS EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.0654 INLET COVERS TYPE V EACH	611.0606 INLET COVERS TYPE B EACH	616.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.125 INLET COVER FLAT TEMPORARY EACH	RIM OR FLANGE LINE ELEVATION	STRUCTURE BOTTOM ELEVATION	DEPTH
MH 36	14+40'PH'	0.0'	-	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	785.91	779.01	5.83
INL 134	237+49'G'	20.9'	LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	789.3	784.98	3.15
INL 135	237+60'G'	20.9'	RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	789.42	785.08	3.17
INL 126	319+58'G'	42.7'	L	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	832.07	827.40	3.84
INL 127	319+58'G'	5.4'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	832.02	827.77	3.42
INL 128	326+00'G'	42.7'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	833.08	828.90	3.35
INL 129	326+00'G'	17.0'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	833.31	829.17	3.31
INL 100	329+45'G'	16.7'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.57	830.00	3.74
INL 101	329+45'G'	5.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.32	830.10	3.39
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				9	20	3	4	4	2	77	15	41	70	6	15	0	2	0	0	0			
INL 102	331+56'G'	29.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	835.80	831.20	3.77
MH 55	332+85'G'	106.9'	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	835.92	832.44	2.41
MH 50	331+63'GSB'	123.4'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	835.00	830.10	3.83
INL 115	334+81'GSB'	37.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.21	831.78	1.60
INL 116	334+81'GSB'	5.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.79	831.61	2.35
INL 117	334+81'GSB'	18.7'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.47	831.55	2.09
INL 118	336+68'GSB'	30.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	833.26	831.31	1.12
INL 119	336+71'GSB'	30.2'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	833.49	831.15	1.51
INL 130	334+81'GSB'	73.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.38	831.33	2.22
INL 131	336+74'GSB'	29.8'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	833.29	831.33	1.13
INL 120	339+16'GSB'	25.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	834.60	831.29	2.48
INL 121	339+16'GSB'	1.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	835.08	831.02	3.23
INL 122	341+38'GSB'	25.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	835.52	832.00	2.69
EX INL	187+43'AE'	29.2'	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1			
EX INL	192+67'AW	4.0'	RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1			
INL 103	192+69'AW	5.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1	---	835.39	831.66	2.90
MH 54	202+22'AW	71.6'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	835.02	830.80	3.15
INL 106	202+20'AE'	30.9'	RT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	836.00	830.46	4.37
INL 123	202+62'AW	73.0'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	835.73	830.80	4.10
MH 52	204+15'AW	77.0'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	835.10	831.14	2.89
MH 51	200+54'AE'	13.5'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	836.62	832.00	3.55
INL 104	200+15'AE'	18.7'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.37	832.62	2.92
INL 105	200+04'AE'	39.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	835.77	832.68	2.26
INL 132	200+15'AE'	5.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.23	832.83	2.57
EX INL	200+57'AE'	-13.1'	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---			
INL 125	203+80'AW	5.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.67	832.43	3.41
INL 114	203+86'AW	31.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.23	832.00	3.40
EX INL	204+50'AE'	4.0'	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---			
EX INL	204+50'AE'	26.6'	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---			
INL 107	204+50'AE'	5.3'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.76	832.43	3.50
INL 108	204+50'AW	39.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.49	832.50	3.16
INL 109	204+50'AW	12.7'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	836.49	832.60	3.06
INL 113	205+80'AW	60.0'	LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	833.78	831.45	2.33
EX INL	207+60'AE'	4.0'	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---			
INL 133	207+60'AW	55.1'	LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	834.70	832.27	2.43
INL 124	207+61'AW	36.6'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	837.79	832.97	3.99
INL 110	209+25'AW	35.0'	RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	837.42	834.10	3.32
INL 112	211+36'AW	5.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	837.47	834.79	1.85
INL 137	215+50'AE'	14.8'	LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1	837.56	834.98	1.75
MH 57	215+00'AE'	15.0'	LT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	838.48	834.48	2.93
INL 111	220+76AW	17.3'	RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1	837.20	834.80	1.57
TI 1	192+50'AE'	20.0'	LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	833.98	831.70	1.62
TI 2	200+50'AE'	20.0'	LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	834.84	832.86	1.32
TI 3	207+50'AE'	20.0'	LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	835.84	833.01	2.17
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				6	0	0	0	0	3	26	3	6	0	25	1	2	1	3	5	4			
			TOTALS	15	20	3	4	4	5	103	18	47	70	31	16	2	3	3	5	4			

DEPTH OF STRUCTURE IS GUTTER FLANGE OR RIM ELEVATION MINUS THE DEPTH OF FRAME AND RINGS MINUS THE STRUCTURE BOTTOM ELEVATION.
RIM ELEVATION ON TYPE-B CASTING IS MEASURED TO LOW POINT ON GRATE

DEPTH OF FRAME AND RINGS FOR TYPE J COVER IS 1.07'. (INCLUDES 0..33' FOR RINGS)	1.07
DEPTH OF FRAME AND RINGS FOR TYPE H COVER IS 0.83'. (INCLUDES 0.33' FOR RINGS)	0.83
DEPTH OF FRAME AND RINGS FOR TYPE MS COVER IS 0.	0
DEPTH OF FRAME AND RINGS FOR TYPE HM-GJ COVER IS 0.83'. (INCLUDES 0.33' FOR RINGS)	0.83
DEPTH OF FRAME AND RINGS FOR TYPE MS-A COVER IS 0.	0
DEPTH OF FRAME AND RINGS FOR TYPE V COVER IS 1.17'. (INCLUDES 0.33' FOR RINGS)	1.17
DEPTH OF FRAME AND RINGS FOR TYPE B COVER IS 0.66'	0.66

DUST CONTROL SURFACE TREATMENT

STATION	-	STATION	LOCATION	623.0200 SY
10'G'+21	-	83'G'+78	STAGE 2	16,350
10'G'+21	-	83'G'+78	STAGE 2 SIDE ROADS	2,850
10'G'+21	-	83'G'+78	STAGE 3 SIDE ROADS	1,850
200'G'+00	-	331'G'+47	CTH G AT HOUSES *	6,720
			PROJECT 5966-10-70, CATEGORY #1000 TOTAL	**27,770**

* PLACE FOR A 500' LENGTH CENTERED ON THE HOUSE
QUANTITY BASED UPON 1 APPLICATION AT 20' WIDTH

WATER

STATION	-	STATION	LOCATION	624.0100 MGAL
10'G'+26	-	26'G'+44	HUEBBE - INMAN	38
98'GA'+55	-	99'GA'+68	GALE DRIVE	2
110'CO'+29	-	111'CO'+27	COLONY COURT	1
11'BT'+70	-	15'BT'+40	INMAN PARKWAY	10
26'G'+44	-	56'G'+23	INMAN - WALTON	66
128'Z'+79	-	132'Z'+61	ZICK DRIVE	4
138'WD'+52	-	139'WD'+68	WILLIAMS DRIVE	1
140'Y'+32	-	141'Y'+20	YMCA SPORTS COMPLEX DRIVEWAY	1
150'WL'+28	-	151'WL'+60	WALTON LANE	1
56'G'+23	-	83'G'+78	WALTON - PHILHOWER	50
158'SR'+85	-	159'SR'+67	SECURITY ROAD	1
170'TR'+33	-	171'TR'+55	THOMAS ROAD	1
13'PH'+43	-	16'PH'+57	PHILHOWER ROAD	3
TEMP RDWY UNDISTRIBUTED				45
198'G'+48	-	237'G'+74	SUNNY - STRUCTURE B-53-291	66
12'SU'+65	-	17'SU'+55	SUNNY LANE	7
238'G'+68	-	301'G'+05	STRUCT B-53-291 - START 4 LANE	98
301'G'+05	-	331'G'+48	CTH G - STH 11	108
168'JVA'+48	-	169'JVA'+08	INNOVATION DRIVE	1
170'DT'+00	-	171'DT'+65	DETROIT AVENUE	2
UNDISTRIBUTED				25
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**535**
330'G'+71	-	335'G'+61	CTH G NB	6
197'AE'+22	-	217'AE'+45	STH 11 EB	48
192'AW'+28	-	222'AW'+85	STH 11 WB	47
333'GSB'+18	-	342'GSB'+22	CTH G SB	18
177+10	-	179+26	SAGE STREET	2
TEMP RDWY UNDISTRIBUTED				16
UNDISTRIBUTED				7
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**145**
TOTAL				**680**

LANDSCAPING

STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0100 SALVAGED TOPSOIL SY	627.0000 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	COMMENT
10'G'+18	-	13'G'+50	'G'LT	584	---	578	6	0.4	---	11	16	
13'G'+05	-	13'G'+50	'G'LT	21	---	---	21	0.0	---	0	1	
13'G'+84	-	15'G'+37	'G'LT	79	---	---	79	0.0	---	1	2	
13'G'+84	-	99'GA'+27	'G'LT	295	---	290	5	0.2	---	5	8	
98'GA'+55	-	98'GA'+99	GALE RT	89	---	89	---	0.1	---	2	2	
98'GA'+55	-	98'GA'+70	GALE LT	5	---	5	---	0.0	---	0	0	
98'GA'+96	-	17'G'+19	'G'LT	308	---	303	5	0.2	---	6	8	
16'G'+52	-	17'G'+19	'G'LT	31	---	---	31	0.0	---	1	1	
17'G'+44	-	18'G'+73	'G'LT	161	---	161	---	0.1	---	3	4	
17'G'+46	-	18'G'+73	'G'LT	69	---	---	69	0.0	---	1	2	
18'G'+96	-	21'G'+06	'G'LT	271	---	271	---	0.2	---	5	7	
18'G'+96	-	21'G'+03	'G'LT	113	---	---	113	0.1	---	2	3	
21'G'+35	-	23'G'+69	'G'LT	343	---	343	---	0.2	---	6	9	
21'G'+35	-	22'G'+15	'G'LT	43	---	---	43	0.0	---	1	1	
22'G'+20	-	23'G'+68	'G'LT	81	---	---	81	0.1	---	1	2	
23'G'+93	-	14'BT'+32	'G'LT	316	---	316	---	0.2	---	6	9	
23'G'+93	-	25'G'+90	'G'LT	109	---	---	109	0.1	---	2	3	
11'BT'+70	-	12'BT'+10	'BT'RT	74	---	74	---	0.0	---	1	2	
11'BT'+80	-	12'BT'+10	'BT'RT	16	---	---	16	0.0	---	0	0	
12'BT'+37	-	14'BT'+10	'BT'RT	324	---	324	---	0.2	---	6	9	
12'BT'+37	-	14'BT'+10	'BT'RT	95	---	---	95	0.1	---	2	3	
14'BT'+10	-	14'BT'+95	'BT'RT	50	---	---	50	0.0	---	1	1	
15'BT'+00	-	15'BT'+31	'BT'RT	18	---	---	18	0.0	---	0	0	
10'G'+35	-	19'G'+72	'G'RT	1216	---	1208	8	0.8	---	22	33	
10'G'+70	-	16'G'+27	'G'RT	307	---	---	307	0.2	---	6	8	
16'G'+32	-	19'G'+70	'G'RT	187	---	---	187	0.1	---	3	5	
19'G'+83	-	21'G'+28	'G'RT	74	---	---	74	0.0	---	1	2	
18'G'+96	-	111'CO'+27	'G'RT	249	---	209	40	0.2	---	4	7	
111'CO'+27	-	23'G'+78	'G'RT	327	---	288	39	0.2	---	6	9	
22'G'+41	-	23'G'+76	'G'RT	69	---	---	69	0.0	---	1	2	
23'G'+92	-	25'G'+01	'G'RT	59	---	---	59	0.0	---	1	2	
23'G'+92	-	25'G'+01	'G'RT	154	---	154	---	0.1	---	3	4	
25'G'+10	-	25'G'+90	'G'RT	43	---	---	43	0.0	---	1	1	
25'G'+10	-	16'BT'+93	'G'RT	210	---	190	20	0.1	---	4	6	
25'G'+96	-	26'G'+09	'G'RT	11	---	---	11	0.0	---	0	0	
16'BT'+47	-	16'BT'+88	'BT'LT	25	---	---	25	0.0	---	0	1	
26'G'+94	-	27'G'+10	'G'RT	13	---	---	13	0.0	---	0	0	
27'G'+15	-	32'G'+96	'G'RT	323	---	---	323	0.2	---	6	9	
26'G'+93	-	32'G'+96	'G'RT	836	---	836	---	0.5	---	15	23	
33'G'+20	-	41'G'+13	'G'RT	447	---	---	447	0.3	---	8	12	
33'G'+20	-	132'Z'+61	'G'RT	821	---	799	22	0.5	---	15	22	
11'BT'+80	-	14'BT'+95	'BT'LT	175	---	---	175	0.1	---	3	5	
11'BT'+70	-	30'G'+53	'G'RT	1492	---	1492	---	0.9	---	27	40	
26'G'+90	-	27'G'+10	'G'LT	22	---	---	22	0.0	---	0	1	
27'G'+15	-	30'G'+53	'G'LT	186	---	---	186	0.1	---	3	5	
30'G'+77	-	41'G'+69	'G'LT	602	---	---	602	0.4	---	11	16	
30'G'+77	-	191'Z'+80	'G'LT	1137	---	1131	6	0.7	---	20	31	
191'Z'+80	-	46'G'+53	'G'LT	199	---	149	50	0.1	---	4	5	
42'G'+84	-	46'G'+32	'G'LT	187	---	---	187	0.1	---	3	5	
46'G'+65	-	138'WD'+53	'G'LT	190	---	152	38	0.1	---	3	5	

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STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0100 SALVAGED TOPSOIL SY	627.0000 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	COMMENT
46'G'+65	-	49'G'+66	'G'LT	162	---	---	162	0.1	---	3	4	
132'Z'+60	-	45'G'+02	'G'RT	161	---	57	104	0.1	---	3	4	
43'G'+10	-	45'G'+02	'G'RT	97	---	---	97	0.1	---	2	3	
45'G'+25	-	46'G'+35	'G'RT	56	---	56	---	0.0	---	1	2	
45'G'+25	-	46'G'+35	'G'RT	59	---	---	59	0.0	---	1	2	
46'G'+59	-	48'G'+59	'G'RT	47	---	47	---	0.0	---	1	1	
46'G'+59	-	48'G'+59	'G'RT	109	---	---	109	0.1	---	2	3	
48'G'+76	-	49'G'+28	'G'RT	27	---	---	27	0.0	---	0	1	
48'G'+76	-	49'G'+28	'G'RT	11	---	11	---	0.0	---	0	0	
49'G'+44	-	49'G'+85	'G'RT	21	---	---	21	0.0	---	0	1	
49'G'+89	-	52'G'+33	'G'RT	133	---	---	133	0.1	---	2	4	
49'G'+44	-	141'Y'+20	'G'RT	64	---	61	3	0.0	---	1	2	
141'Y'+20	-	54'G'+28	'G'RT	124	---	117	7	0.1	---	2	3	
52'G'+69	-	54'G'+27	'G'RT	86	---	---	86	0.1	---	2	2	
54'G'+44	-	55'G'+68	'G'RT	63	---	---	63	0.0	---	1	2	
54'G'+44	-	56'G'+17	'G'RT	49	---	32	17	0.0	---	1	1	
56'G'+33	-	58'G'+21	'G'RT	49	---	32	17	0.0	---	1	1	
56'G'+83	-	58'G'+20	'G'RT	70	---	---	70	0.0	---	1	2	
58'G'+34	-	60'G'+97	'G'RT	144	---	---	144	0.1	---	3	4	
58'G'+34	-	60'G'+97	'G'RT	41	---	41		0.0	---	1	1	
61'G'+08	-	61'G'+92	'G'RT	45	---	---	45	0.0	---	1	1	
61'G'+08	-	61'G'+92	'G'RT	63	---	63	---	0.0	---	1	2	
62'G'+08	-	62'G'+71	'G'RT	20	---	---	20	0.0	---	0	1	
62'G'+08	-	171'TR'+55	'G'RT	125	---	119	6	0.1	---	2	3	
138'WD'+53	-	52'G'+92	'G'LT	150	---	133	17	0.1	---	3	4	
50'G'+77	-	52'G'+75	'G'LT	103	---	---	103	0.1	---	2	3	
53'G'+15	-	54'G'+61	'G'LT	98	---	98	---	0.1	---	2	3	
54'G'+77	-	54'G'+90	'G'LT	10	---	10	---	0.0	---	0	0	
55'G'+02	-	55'G'+61	'G'LT	19	---	19	---	0.0	---	0	1	
55'G'+25	-	55'G'+61	'G'LT	13	---	---	13	0.0	---	0	0	
55'G'+79	-	56'G'+58	'G'LT	42	---	---	42	0.0	---	1	1	
55'G'+79	-	57'G'+35	'G'LT	39	---	39	---	0.0	---	1	1	
56'G'+63	-	57'G'+35	'G'LT	38	---	---	38	0.0	---	1	1	
57'G'+46	-	59'G'+48	'G'LT	41	---	41	---	0.0	---	1	1	
57'G'+46	-	59'G'+48	'G'LT	111	---	---	111	0.1	---	2	3	
59'G'+59	-	60'G'+24	'G'LT	30	---	---	30	0.0	---	1	1	
59'G'+59	-	158'SR'+85	'G'LT	50	---	38	12	0.0	---	1	1	
158'SR'+85	-	61'G'+62	'G'LT	46	---	34	12	0.0	---	1	1	
61'G'+37	-	61'G'+63	'G'LT	8	---	---	8	0.0	---	0	0	
61'G'+74	-	63'G'+38	'G'LT	90	---	---	90	0.1	---	2	2	
61'G'+74	-	63'G'+73	'G'LT	209	---	209	---	0.1	---	4	6	
63'G'+43	-	63'G'+72	'G'LT	15	---	---	15	0.0	---	0	0	
63'G'+88	-	64'G'+83	'G'LT	51	---	51	---	0.0	---	1	1	
63'G'+88	-	64'G'+83	'G'LT	51	---	---	51	0.0	---	1	1	
65'G'+00	-	65'G'+81	'G'LT	44	---	---	44	0.0	---	1	1	

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STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0100 SALVAGED TOPSOIL SY	627.0000 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	COMMENT
65'G'+00	-	65'G'+81	'G'LT	101	---	101	---	0.1	---	2	3	
65'G'+95	-	67'G'+38	'G'LT	75	---	75	---	0.0	---	1	2	
65'G'+95	-	67'G'+38	'G'LT	78	---	---	78	0.0	---	1	2	
67'G'+51	-	69'G'+50	'G'LT	127	---	127	---	0.1	---	2	3	
67'G'+51	-	69'G'+50	'G'LT	109	---	---	109	0.1	---	2	3	
69'G'+62	-	73'G'+35	'G'LT	315	---	315	---	0.2	---	6	9	
69'G'+62	-	73'G'+35	'G'LT	208	---	---	208	0.1	---	4	6	
73'G'+47	-	74'G'+11	'G'LT	51	---	51	---	0.0	---	1	1	
73'G'+47	-	74'G'+11	'G'LT	34	---	---	34	0.0	---	1	1	
74'G'+22	-	76'G'+85	'G'LT	174	---	174	---	0.1	---	3	5	
74'G'+22	-	76'G'+85	'G'LT	144	---	---	144	0.1	---	3	4	
76'G'+99	-	77'G'+83	'G'LT	40	---	40	---	0.0	---	1	1	
76'G'+99	-	77'G'+83	'G'LT	45	---	---	45	0.0	---	1	1	
77'G'+94	-	79'G'+13	'G'LT	62	---	---	62	0.0	---	1	2	
77'G'+94	-	13'PH'+43	'G'LT	411	---	399	12	0.3	---	7	11	
171'TR'+55	-	16'PH'+56	'G'RT	4056	---	3158	718	2.6	---	73	110	
16'PH'+56	-	83'G'+03	'G'RT	1838	---	1813	25	1.2	---	33	50	
83'G'+52	-	83'G'+78	'G'RT	98	---	98	---	0.1	---	2	3	
13'PH'+43	-	83'G'+22	'G'LT	1414	---	1367	47	0.9	---	25	38	
83'G'+54	-	83'G'+78	'G'LT	36	---	27	9	0.0	---	1	1	
198'G'+48	-	199'G'+20	'G'RT	---	---	---		0.1	2	---	---	SHOULDER
198'G'+48	-	17'SU'+55	'G'RT	---	680	640	40	0.4	18	---	18	
198'G'+48	-	199'G'+46	'G'LT	---	---	---	---	0.1	3	---	---	SHOULDER
198'G'+48	-	12'SU'+65	'G'LT	---	661	633	28	0.4	18	---	18	
12'SU'+65	-	14'SU'+31	'SU'RT	---	---	---	---	0.1	4	---	---	SHOULDER
15'SU'+94	-	17'SU'+55	'SU'RT	---	---	---	---	0.1	4	---	---	SHOULDER
12'SU'+65	-	14'SU'+06	'SU'LT	---	---	---	---	0.1	4	---	---	SHOULDER
12'SU'+65	-	211'G'+85	'G'LT	---	2278	2233	45	1.4	62	---	62	
15'SU'+70	-	17'SU'+55	'SU'LT	---	---	---	---	0.1	4	---	---	SHOULDER
17'SU'+55	-	206'G'+14	'G'RT	---	1140	1116	24	0.7	31	---	31	
200'G'+51	-	206'G'+13	'G'RT	---	602	602	---	0.4	16	---	16	
200'G'+77	-	211'G'+85	'G'LT	---	---	---	---	0.7	32	---	---	SHOULDER
206'G'+37	-	206'G'+94	'G'RT	---	---	---	---	0.0	2	---	---	SHOULDER
206'G'+37	-	206'G'+94	'G'RT	---	100	100	---	0.1	3	---	3	
207'G'+18	-	220'G'+32	'G'RT	---	---	---	---	1.0	41	---	---	SHOULDER
207'G'+18		220'G'+32	'G'RT	---	2221	2221	---	1.4	60	---	60	
212'G'+09	-	213'G'+45	'G'LT	---	---	---	---	0.1	3	---	---	SHOULDER
212'G'+09	-	213'G'+45	'GLT	---	300	300	---	0.2	8	---	8	
213'G'+69	-	225'G'+05	'G'LT	---	---	---	---	0.4	17	---	---	SHOULDER
213'G'+69	-	225'G'+05	'G'LT	---	4072	4072	---	2.6	110	---	110	
220'G'+48	-	237'G'+68	'G'RT	---	2228	2228	---	1.4	60	---	---	SHOULDER
220'G'+48	-	237'G'+69	'G'RT	---	4965	3055	714	3.1	134	---	134	
225'G'+29	-	228'G'+09	'G'LT	---	---	---	---	0.1	2	---	---	SHOULDER
225'G'+29	-	228'G'+09	'G'LT	---	1692	1692	---	1.1	46	---	46	
228'G'+24	-	237'G'+56	'G'LT	---	---	---	---	0.5	23	---	---	SHOULDER

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STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0100 SALVAGED TOPSOIL SY	627.0000 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	COMMENT
228'G'+24	-	237'G'+56	'G'LT	---	4025	2551	1474	2.5	109	---	109	
238'G'+73	-	247'G'+75	'G'LT	---	5037	2172	2271	3.2	136	---	136	
238'G'+73	-	247'G'+75	'G'LT	---	---	---	---	0.7	28	---	---	SHOULDER
238'G'+85	-	246'G'+86	'G'RT	---	---	---	---	0.5	23	---	---	SHOULDER
238'G'+85	-	246'G'+86	'G'RT	---	4482	1486	2746	2.8	121	---	121	
246'G'+98	-	253'G'+71	'G'RT	---	---	---	---	0.4	16	---	---	SHOULDER
246'G'+98	-	253'G'+71	'G'RT	---	1572	775	---	1.0	42	---	42	
247'G'+99	-	254'G'+23	'G'LT	---	---	---	---	0.5	21	---	---	SHOULDER
247'G'+99	-	254'G'+23	'G'LT	---	1149	351	---	0.7	31	---	31	
254'G'+38	-	264'G'+86	'G'LT	---	---	---	---	1.0	41	---	---	SHOULDER
254'G'+38	-	264'G'+86	'G'LT	---	2327	1519	---	1.5	63	---	63	
265'G'+10	-	265'G'+50	'G'LT	---	78	78	---	0.0	2	---	2	
265'G'+10	-	265'G'+50	'G'LT	---	---	---	---	0.0	2	---	---	SHOULDER
253'G'+97	-	266'G'+01	'G'RT	---	---	---	---	0.6	26	---	---	SHOULDER
253'G'+97	-	266'G'+01	'G'RT	---	3097	2228	---	2.0	84	---	84	
265'G'+74	-	272'G'+60	'G'LT	---	---	---	---	0.7	32	---	---	SHOULDER
265'G'+74	-	272'G'+60	'G'LT	---	1533	568	---	1.0	41	---	41	
266'G'+25	-	270'G'+29	'G'RT	---	---	---	---	0.1	6	---	---	SHOULDER
266'G'+25	-	270'G'+29	'G'RT	---	1123	661	---	0.7	30	---	30	
270'G'+45	-	276'G'+37	'G'RT	---	---	---	---	0.1	6	---	---	SHOULDER
270'G'+45	-	276'G'+37	'G'RT	---	2821	2654	---	1.8	76	---	76	
272'G'+84	-	285'G'+26	'G'LT	---	---	---	---	1.4	60	---	---	SHOULDER
272'G'+84	-	285'G'+26	'G'LT	---	3568	2206	---	2.2	96	---	96	
276'G'+51	-	279'G'+17	'G'RT	---	---	---	---	0.0	1	---	---	SHOULDER
276'G'+51	-	279'G'+17	'G'RT	---	2140	1293	---	1.3	58	---	58	
279'G'+33	-	283'G'+07	'G'RT	---	---	---	---	0.1	2	---	---	SHOULDER
279'G'+33	-	283'G'+07	'G'RT	---	2771	1972	---	1.7	75	---	75	
283'G'+24	-	299'G'+46	'G'RT	---	---	---	---	0.6	25	---	---	SHOULDER
283'G'+24	-	299'G'+46	'G'RT	---	4967	2773	84	3.1	134	---	134	
285'G'+50	-	301'G'+05	'G'LT	---	---	---	---	1.4	59	---	---	SHOULDER
285'G'+50	-	301'G'+05	'G'LT	---	6750	1584	---	4.3	182	---	182	
299'G'+62	-	301'G'+05	'G'RT	---	620	557	63	0.4	17	---	17	
301'G'+05	-	304'G'+66	'G'RT	---	---	---	---	0.2	8	---	---	SHOULDER
301'G'+05	-	304'G'+66	'G'RT	---	1624	1300	43	1.0	44	---	44	
301'G'+05	-	301'G'+78	'G'LT	---	---	---	---	0.0	2	---	---	SHOULDER
301'G'+05	-	301'G'+78	'G'LT	---	455	455	---	0.3	12	---	12	
302'G'+02	-	317'G'+90	'G'LT	---	---	---	---	1.1	46	---	---	SHOULDER
302'G'+02	-	317'G'+90	'G'LT	---	7831	3095	---	4.9	211	---	211	
317'G'+90	-	318'G'+40	'G'LT	---	298	256	42	0.2	8	---	8	
304'G'+90	-	308'G'+62	'G'RT	---	1369	933	---	0.9	37	---	37	
304'G'+90	-	308'G'+62	'G'RT	---	---	---	---	0.3	11	---	---	SHOULDER
308'G'+62	-	309'G'+17	'G'RT	---	270	243	27	0.2	7	---	7	
309'G'+43	-	315'G'+67	'G'RT	---	1913	1471	81	1.2	52	---	52	
310'G'+90	-	315'G'+67	'G'RT	---	---	---	---	0.3	11	---	---	SHOULDER
315'G'+90	-	319'G'+14	'G'RT	---	---	---	---	0.2	8	---	---	SHOULDER

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315'G'+90	-	319'G'+14	'GRT	---	1032	580	---	0.7	28	---	28	
318'G'+89	-	319'G'+39	'G'LT	---	196	160	36	0.1	5	---	5	
318'G'+89	-	331'G'+35	'G'LT	---	198	198	---	0.1	5	---	5	
319'G'+38	-	331'G'+46	'G'LT	---	---	---	---	0.8	35	---	---	SHOULDER
319'G'+38	-	331'G'+46	'G'LT	---	3254	1435	---	2.1	88	---	88	
319'G'+38	-	327'G'+32	'G'RT	---	---	---	---	0.4	19	---	---	SHOULDER
319'G'+38	-	327'G'+32	'G'RT	---	1805	648	---	1.1	49	---	49	
327'G'+45	-	328'G'+29	'G'RT	---	---	---	---	0.0	2	---	---	SHOULDER
327'G'+45	-	328'G'+29	'G'RT	---	159	159	---	0.1	4	---	4	
328'G'+29	-	331'G'+42	'G'RT	---	428	176	252	0.3	12	---	12	
170'DT'+00		171'DT'+65	'DT'	---	---	---	---	0.1	---	2	3	SHOULDER
170'DT'+00		171'DT'+65	'DT'	136	---	136	---	0.1	---	2	4	
UNDISTRIBUTED				1,285	4,492	3699	746	9	305	23	306	
PROJECT 5966-10-70, CATEGORY #1000 TOTALS				**26,978**	**94,322**	**77,683**	**15,676**	**97**	**3,359**	**488**	**3,369**	

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LANDSCAPING

STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0100 SALVAGED TOPSOIL SY	627.0000 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	REMARKS
184+20	-	187+46	AE' LT	---	383	383	---	0.2	---	---	10	STAGE 1
184+20	-	186+98	AE' LT	---	584	461	123	0.4	16	0	16	
186+98	-	192+28	AE' LT	---	1,156	943	214	0.7	31	0	31	
188+10	-	199+95	AE' LT	---	1,692	1,692	---	1.1	---	---	46	STAGE 1
200+41	-	202+75	AE' LT	---	417	417	---	0.3	---	---	11	STAGE 1
204'AE'+79	-	215'AE'+20	EB STH 11 LT	---	1,526	1,526	---	1.0	---	---	41	STAGE 1
219'AE'+21	-	222'AE'+86	EB STH 11 LT	---	582	582	---	0.4	---	---	16	STAGE 1
192'AW'+28	-	199'AW'+05	WB STH 11 RT	---	1,472	889	583	0.9	40	0	40	
192'AW'+28	-	202'AW'+19	WB STH 11 LT	---	636	627	9	0.4	17	0	17	
197'AE'+23	-	202'AE'+44	EB STH 11 RT	---	928	911	17	0.6	25	0	25	
202'AE'+37	-	202'AE'+55	EB STH 11 RT	---	12	---	12	0.0	0	0	0	
204'AE'+24	-	207'AE'+28	EB STH 11 RT	---	428	251	177	0.3	12	0	12	
203'AW'+67	-	216'AW'+18	WB STH 11 LT	---	635	629	6	0.4	17	0	17	
207'AE'+27	-	215'AE'+53	EB STH 11 LT	---	2,214	1,488	726	1.4	60	0	60	
210'AE'+53	-	215'AE'+25	EB STH 11 RT	---	380	380	---	0.2	10	0	10	
215'AE'+24	-	215'AE'+82	EB STH 11 RT	---	125	82	43	0.1	3	0	3	
216'AE'+47	-	222'AE'+85	EB STH 11 LT	---	523	118	405	0.3	14	0	14	
216'AE'+18	-	217'AE'+45	EB STH 11 RT	---	251	222	29	0.2	7	0	7	
177+10	-	177+58	SAGE ST LT	---	7	7	---	0.0	0	0	0	
177+10	-	178+78	SAGE ST RT	---	114	114	---	0.1	3	0	3	
177+83	-	178+59	SAGE ST RT	---	59	59	---	0.0	2	0	2	
333'GSB'+48	-	336'GSB'+97	SB CTH G LT	251	---	251	---	0.2	7	0	7	
333'GSB'+48	-	336'GSB'+97	SB CTH G LT	169	---	---	169	0.1	5	0	5	
337'GSB'+25	-	342'GSB'+23	SB CTH G LT	203	---	203	---	0.1	5	0	5	
337'GSB'+25	-	342'GSB'+23	SB CTH G LT	248	---	---	248	0.2	7	0	7	
335'GSB'+61	-	341'GSB'+93	SB CTH G RT	315	---	33	282	0.2	9	0	9	
334'G'+10	-	335'G'+60	NB CTH G RT	63	---	---	63	0.0	2	0	2	
UNDISTRIBUTED				125	779	626	277	0.6	24	0	25	
PROJECT 5966-10-71, CATEGORY #1000 TOTALS				**1,377**	**8,564**	**6,892**	**3,047**	**6.3**	**269**	**0**	**270**	
TOTALS				**28,355**	**102,886**	**84,575**	**18,723**	**103.3**	**3,628**	**488**	**3,639**	

3

SILT FENCE

STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
18'G'+65	-	19'G'+65	RT	100	100
19'G'+08	-	20'G'+08	LT	100	100
25'G'+13	-	25'G'+93	RT	100	100
27'G'+28	-	32'G'+92	RT	564	564
28'G'+75	-	33'G'+75	LT	500	500
33'G'+23	-	39'G'+50	RT	627	627
38'G'+25	-	39'G'+25	LT	100	100
41'G'+00	-	41'G'+57	RT	255	255
41'G'+92	-	43'G'+08	RT	270	270
42'G'+75	-	44'G'+75	LT	200	200
50'G'+73	-	52'G'+40	LT	190	190
55'G'+95	-	56'G'+00	RT	65	65
56'G'+58	-	56'G'+58	RT	60	60
56'G'+00	-	57'G'+25	LT	125	125
57'G'+50	-	59'G'+00	LT	150	150
61'G'+10	-	61'G'+60	LT	60	60
61'G'+75	-	62'G'+25	LT	50	50
62'G'+78	-	62'G'+78	RT	50	50
66'G'+75	-	71'G'+75	RT	500	500
69'G'+80	-	73'G'+35	LT	355	355
77'G'+75	-	79'G'+12	RT	175	175
78'G'+00	-	78'G'+90	LT	100	100
79'G'+90	-	82'G'+00	LT	250	250
200'G'+35	-	204'G'+86	RT	500	500
200'G'+51	-	203'G'+90	LT	425	425
214'G'+47	-	215'G'+50	RT	103	103
230'G'+50	-	237'G'+55	LT	750	750
229'G'+43	-	233'G'+17	RT	380	380
238'G'+42	-	241'G'+60	LT	318	318
239'G'+30	-	244'G'+00	RT	470	470
272'G'+20	-	276'G'+00	RT	400	400
308'G'+80	-	311'G'+17	RT	237	237
328'G'+20	-	328'G'+95	RT	215	215
329'G'+33	-	331'G'+78	RT	455	455
330'G'+00	-	331'G'+75	LT	410	410
UNDISTRIBUTED				961	961
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**10,570**	**10,570**
192'AE'+20	-	202'AE'+25	LT	1,005	1,005
210'AE'+54	-	215'AE'+67	RT	520	520
215'AE'+70	-	215'AE'+82	RT	90	90
215'AE'+84	-	215'AE'+88	RT	50	50
216'AE'+20		216'AE'+42	RT	205	205
216'AE'+42		217'AE'+50	RT	110	110
209'AE'+50		211'AE'+50	LT	200	200
334'GSB'+25		338'GSB'+50	LT	425	425
UNDISTRIBUTED				261	261
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**2,866**	**2,866**
			TOTAL	**13,435**	**13,435**

MOBILIZATIONS EROSION CONTROL

	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
PROJECT 5966-10-70, CAT 1000 SUBTOTALS	18	7
PROJECT 5966-10-71, CAT 1000 SUBTOTALS	12	7
TOTALS	**30**	**14**

3

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\030201_MQ.DWG PLOT DATE : 9/3/2008 9:38 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------
WISDOT/CADDS SHEET 43

INLET PROTECTION

STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENT
9'G'+77	43.7' RT	---	---	1	
10'G'+18	37.8' RT	---	---	1	
12'G'+30	25.5' RT	1	---	1	
12'G'+30	44.5' RT	1	1	---	
12'G'+30	37.5' LT	1	---	1	
12'G'+30	52.5' LT	1	1	---	
15'G'+27	25.5' RT	1	---	1	
15'G'+27	44.5' RT	1	1	---	
15'G'+27	27.5' LT	1	---	1	
15'G'+27	44.5' LT	1	1	---	
15'G'+33	25.5' RT	1	---	1	
15'G'+33	44.5' LT	1	1	---	
16'G'+50	25.5' RT	1	---	1	
16'G'+50	28.5' LT	1	---	1	
21'G'+45	30.3' RT	1	---	1	
21'G'+45	44.5' RT	1	1	---	
21'G'+45	25.5' LT	1	---	1	
21'G'+45	46.5' LT	1	1	---	
21'G'+51	25.5' LT	1	---	1	
21'G'+67	55.2' RT	1	---	1	
22'G'+02	54.8' RT	1	---	1	
22'G'+30	44.5' RT	1	1	---	
22'G'+35	29.2' RT	1	---	1	
23'G'+55	30.3' RT	1	---	1	
23'G'+55	25.3' LT	1	---	1	
13'BT'+48	27' RT	1	---	1	
13'BT'+48	26.9 'LT	1	---	1	
14'BT'+97	45.6' RT	1	1	---	
27'G'+77	25.5' RT	1	---	1	
27'G'+83	25.5' RT	1	---	1	
27'G'+83	37.5' LT	1	---	1	
34'G'+02	25.5' RT	1	---	1	
34'G'+02	25.5' LT	1	---	1	
34'G'+08	25.5' RT	1	---	1	
34'G'+08	25.5' LT	1	---	1	
36'G'+05	25.5' RT	1	---	1	
36'G'+05	25.5' LT	1	---	1	
40'G'+27	25.5' RT	1	---	1	
40'G'+27	25.5' LT	1	---	1	
40'G'+33	25.5' RT	1	---	1	
40'G'+33	25.5' LT	1	---	1	
42'G'+47	68.9' RT	1	---	1	
42'G'+68	30.1' LT	1	---	1	
42'G'+87	31.5' RT	1	---	1	
45'G'+80	25.5' RT	1	---	1	
45'G'+80	25.5' LT	1	---	1	
46'G'+00	25.5' RT	1	---	1	

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INLET PROTECTION

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STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENT
46'G'+00	25.5' LT	1	---	1	
49'G'+37	25.8' LT	1	---	1	
49'G'+47	25.5' RT	1	---	1	
49'G'+47	26.8' LT	1	---	1	
49'G'+67	25.5' RT	1	---	1	
49'G'+67	28.8' LT	1	---	1	
50'G'+05	54.7' LT	1	---	1	
50'G'+63	51.1' LT	1	1	---	
51'G'+93	25.5' LT	1	---	1	
51'G'+99	25.5' LT	1	---	1	
52'G'+01	37.5' RT	1	---	1	
52'G'+64	51.2' RT	1	---	1	
53'G'+00	38.6' RT	1	---	1	
53'G'+00	47.5' RT	1	1	---	
58'G'+01	41' LT	1	1	---	
60'G'+10	25.5' RT	1	---	1	
60'G'+10	27.2' LT	1	---	1	
60'G'+49	44.9' LT	1	1	---	
60'G'+63	55.1' LT	1	---	1	
60'G'+98	55.2' LT	1	---	1	
61'G'+11	47.1' LT	1	1	---	
61'G'+97	25.5' LT	1	---	1	
61'G'+97	25.5' RT	1	---	1	
61'G'+97	25.5' LT	1	---	1	
61'G'+97	25.5' RT	1	---	1	
62'G'+03	25.5' LT	1	---	1	
63'G'+25	5.3' RT	1	---	1	
63'G'+47	30.3' RT	1	---	1	
67'G'+65	25.5' RT	1	---	1	
67'G'+65	25.5' LT	1	---	1	
70'G'+65	25.5' RT	1	1	---	
70'G'+65	25.5' LT	1	---	1	
72'G'+02	25.5' RT	1	---	1	
72'G'+02	25.5' LT	1	---	1	
72'G'+08	25.5' RT	1	---	1	
72'G'+08	25.5' LT	1	---	1	
77'G'+15	36' RT	1	---	1	
77'G'+15	25.5' LT	1	---	1	
78'G'+70	37.5' RT	1	---	1	
78'G'+70	30.5' LT	1	---	1	
237'G'+49	20.9' LT	1	---	1	
237'G'+60	20.9' RT	1	---	1	
319'G'+58	5.4' LT	1	---	1	
319'G'+58	42.7' LT	1	---	1	
326'G'+00	17' LT	1	---	1	
326'G'+00	42.7' LT	1	---	1	
329'G'+45	5.3' LT	1	---	1	
329'G'+45	16.7' LT	1	---	1	
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS		**91**	**15**	**78**	

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INLET PROTECTION

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STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENT
331'G'+56	29.3' LT	1	---	1	
334'GSB'+81	73.3' RT	1	---	1	
334'GSB'+81	18.7' RT	1	---	1	
334'GSB'+81	5.3' RT	1	---	1	
334'GSB'+81	37.3' LT	1	---	1	
336'GSB'+68	30.3' LT	1	---	1	
336'GSB'+71	30.2' RT	1	---	1	
336'GSB'+74	29.7' LT	1	---	1	
339'GSB'+16	1.3' RT	1	---	1	
339'GSB'+16	25.3' LT	1	---	1	
341'GSB'+38	25.3' LT	1	---	1	
187'AW'+44	RT	---	---	---	EXISTING
192'AW'+69	RT	---	---	---	EXISTING
192'AE'+69	LT	---	---	---	EXISTING
192'AW'+69	5.3' RT	1	---	1	
200'AE'+04	39.3' LT	1	---	1	
200'AE'+15	18.7'LT	1	---	1	
200'AE'+15	5.3' LT	1	---	1	
200'AW'+56	RT			1	EXISTING
200'AE'+56	LT			1	EXISTING
202'AE'+20	30.9' RT	1	---	1	
202'AW'+62	73' LT	1	---	1	
203'AW'+80	5.3' RT	1	---	1	
203'AW'+86	31.3' LT	1	---	1	
204'AW'+49	RT			1	EXISTING
204'AE'+49	LT	---	---	1	EXISTING
204'AE'+50	5.3' LT	1	---	1	
204'AW'+50	39.3' RT	1	---	1	
204'AW'+50	12.7' RT	1	---	1	
205'AW'+80	60' LT	1	1	---	
207'AW'+60	46.7' LT	1	1	---	
207'AE'+61	LT	---	---	1	EXISTING
207'AW'+61	36.6' RT	1	---	1	
209'AW'+25	35' RT	1	1	---	
211'AW'+36	5.3' RT	1	---	1	
215'AE'+50	14.8' LT	1	---	1	
220'AW'+76	17.3' RT	1	---	1	
222'AW'+86	30.3' RT	1	---	1	
222'AW'+87	RT	---	---	1	EXISTING
222'AE'+87	LT	---	---	1	EXISTING
336'G'+68	RT	---	---	1	EXISTING
336'G'+68	LT	---	---	1	EXISTING
336'G'+89	RT	---	---	1	EXISTING
336'G'+89	LT	---	---	1	EXISTING
339'G'+11	LT	---	---	3	EXISTING
341'G'+50	LT	---	---	1	EXISTING
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS		**30**	**3**	**42**	
	TOTALS	**121**	**18**	**120**	

3

TEMPORARY DITCH CHECKS

STATION	OFFSET	EROSION CONTROL TYPE	628.7504 TEMPORARY DITCH CHECKS LF
14'G'+00	RT	TEMPORARY	10
17'G'+30	RT	TEMPORARY	10
17'BT'+05	LT	TEMPORARY	10
17'BT'+15	RT	TEMPORARY	10
36'G'+00	LT	TEMPORARY	10
38'G'+00	LT	TEMPORARY	10
82'G'+00	RT	TEMPORARY	10
205'G'+00	RT	TEMPORARY	10
208'G'+00	RT	TEMPORARY	10
210'G'+00	RT	TEMPORARY	10
214'G'+00	RT	TEMPORARY	10
216'G'+00	RT	TEMPORARY	10
218'G'+00	RT	TEMPORARY	10
220'G'+00	RT	TEMPORARY	10
262'G'+00	RT	TEMPORARY	10
264'G'+00	RT	TEMPORARY	10
312'G'+00	RT	TEMPORARY	10
329'G'+00	RT	TEMPORARY	10
329'G'+35	RT	TEMPORARY	10
14'G'+00	RT	PERMANENT	10
17'G'+30	RT	PERMANENT	10
17'BT'+05	LT	PERMANENT	10
17'BT'+15	RT	PERMANENT	10
36'G'+00	LT	PERMANENT	10
38'G'+00	LT	PERMANENT	10
82'G'+00	RT	PERMANENT	10
205'G'+00	RT	PERMANENT	10
208'G'+00	RT	PERMANENT	10
210'G'+00	RT	PERMANENT	10
214'G'+00	RT	PERMANENT	10
216'G'+00	RT	PERMANENT	10
218'G'+00	RT	PERMANENT	10
220'G'+00	RT	PERMANENT	10
262'G'+00	RT	PERMANENT	10
264'G'+00	RT	PERMANENT	10
312'G'+00	RT	PERMANENT	10
329'G'+00	RT	PERMANENT	10
329'G'+35	RT	PERMANENT	10
UNDISTRIBUTED			40
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL			**420**

CONTINUED RIGHT

CONTINUED LEFT

TEMPORARY DITCH CHECKS

STATION	OFFSET	EROSION CONTROL TYPE	628.7504 TEMPORARY DITCH CHECKS LF
192'AW+10	LT	TEMPORARY	10
194'AW+20	RT	TEMPORARY	10
195'AW+00	LT	TEMPORARY	10
197'AW+00	LT	TEMPORARY	10
199'AW+00	LT	TEMPORARY	10
208'AW+00	LT	TEMPORARY	10
210'AW+00	LT	TEMPORARY	10
212'AW+00	LT	TEMPORARY	10
214'AW+00	LT	TEMPORARY	10
216'AW+00	LT	TEMPORARY	10
217'AW+50	RT	TEMPORARY	10
192'AW+10	LT	PERMANENT	10
194'AW+20	RT	PERMANENT	10
195'AW+00	LT	PERMANENT	10
197'AW+00	LT	PERMANENT	10
199'AW+00	LT	PERMANENT	10
208'AW+00	LT	PERMANENT	10
210'AW+00	LT	PERMANENT	10
212'AW+00	LT	PERMANENT	10
214'AW+00	LT	PERMANENT	10
216'AW+00	LT	PERMANENT	10
217'AW+50	RT	PERMANENT	10
UNDISTRIBUTED			20
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL			**240**
		TOTAL	**660**

3

CULVERT PIPE CHECKS

STATION	OFFSET	628.7555 EACH
13'G'+46	LT	1
15'G'+68	LT	1
17'G'+50	LT	1
18'G'+00	LT	1
19'G'+02	LT	1
19'G'+65	RT	1
21'G'+00	LT	1
23'G'+70	RT	1
24'G'+95	RT	1
12'BT'+08	RT	1
12'BT'+90	RT	1
27'G'+44	LT	2
34'G'+02	LT	1
52'G'+50	LT	1
53'G'+50	LT	1
79'G'+10	LT	2
80'G'+27	RT	2
83'G'+71	RT	1
199'G'+40	RT	2
199'G'+64	LT	4
201'G'+75	RT	3
201'G'+80	RT	3
206'G'+48	RT	1
207'G'+29	RT	1
211'G'+73	LT	2
213'G'+33	LT	2
220'G'+23	RT	2
224'G'+94	LT	2
227'G'+87	LT	2
233'G'+26	RT	2
248'G'+16	RT	2
248'G'+17	LT	2
254'G'+13	RT	2
254'G'+54	LT	2
265'G'+27	LT	1
265'G'+90	LT	1
266'G'+38	RT	1
270'G'+13	RT	1
272'G'+43	LT	1
274'G'+66	LT	2

CONTINUED RIGHT

CONTINUED LEFT

CULVERT PIPE CHECKS

STATION	OFFSET	628.7555 EACH
276'G'+75	RT	6
279'G'+66	RT	6
280'G'+92	LT	3
281'G'+02	LT	3
283'G'+50	RT	4
285'G'+57	LT	4
299'G'+81	RT	2
302'G'+21	LT	4
305'G'+08	RT	2
311'G'+12	RT	2
313'G'+21	RT	3
316'G'+05	RT	4
319'G'+40	LT	6
319'G'+49	RT	3
327'G'+56	RT	2
331'G'+44	LT	2
CATEGORY #1000, PROJECT 5966-10-70 SUBTOTAL		**118**
202'AW'+11	LT	2
204'AW'+20	LT	2
215'AW'+67	RT	1
CATEGORY #1000, PROJECT 5966-10-71 SUBTOTAL		**5**
TOTAL		**123**

ROCK BAGS

STATION	OFFSET	628.7570 EACH	COMMENT
31'G'+00	LT	15	SILT FENCE RELIEF
31'G'+50	RT	15	SILT FENCE RELIEF
34'G'+60	RT	15	SILT FENCE RELIEF
201'G'+77	LT	30	SILT FENCE RELIEF
230'G'+05	RT	15	SILT FENCE RELIEF
233'G'+25	RT	15	SILT FENCE RELIEF
242'G'+20	RT	15	SILT FENCE RELIEF
274'G'+65	RT	15	SILT FENCE RELIEF
331'G'+22	RT	15	SILT FENCE RELIEF
UNDISTRIBUTED		35	
CATEGORY #1000 , PROJECT 5966-10-70 SUBTOTAL		**185**	
216'AW'+30	RT	15	SILT FENCE RELIEF
UNDISTRIBUTED		5	
CATEGORY #1000, PROJECT 5966-10-71 SUBTOTAL		**20**	
TOTAL		**205**	

TRACKING PADS

STATION	-	STATION	LOCATION	628.7560 EACH
10'G'+21	-	83'G'+78	UNDISTRIBUTED	4
198'G'+48	-	331'G'+47	UNDISTRIBUTED	2
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**6**
331'G'+47	-	342'G'+22	UNDISTRIBUTED	2
194'AE'+74	-	217'AE'+45	UNDISTRIBUTED	2
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**4**
			TOTAL	**10**

EROSION MAT

STATION	-	STATION	LOCATION	628.2004 CLASS I, TYPE B SY
76'G'+00	-	77'G'+50	'G' RT	180
200'G'+50		201'G'+88	'G' LT	197
220'G'+58		228'G'+50	'G' RT	1,196
225'G'+41		227'G'+87	'G' LT	364
228'G'+46		230'G'+50	'G' LT	298
244'G'+00		245'G'+70	'G' RT	250
243'G'+50		247'G'+50	'G' LT	595
248'G'+16		253'G'+55	'G' RT	798
248'G'+18		254'G'+07	'G' LT	872
254'G'+13		260'G'+00	'G' RT	868
254'G'+54		260'G'+00	'G' LT	807
265'G'+91		272'G'+43	'G' LT	964
267'G'+00		270'G'+12	'G'RT	462
270'G'+62		271'G'+75	'G' RT	167
273'G'+00		274'G'+66	'G' LT	244
276'G'+76		278'G'+28	'G' RT	847
280'G'+87		282'G'+60	'G' RT	798
280'G'+90		284'G'+62	'G'LT	1,118
283'G'+50		297'G'+00	'G' RT	2,110
285'G'+58		301'G'+04	'G' LT	5,166
302'G'+15		304'G'+04	'G' RT	281
302'G'+22		317'G'+34	'G' LT	4,736
305'G'+09		308'G'+04	'G' RT	436
313'G'+00		315'G'+17	'G' RT	361
316'G'+06		318'G'+68	'G' RT	452
319'G'+40		331'G'+28	'G' LT	1,820
319'G'+50		327'G'+23	'G' RT	1,156
UNDISTRIBUTED				2,754
PROJECT 5966-10-70, CATEGORY #1000 TOTAL				**30,297**

SOIL STABILIZER TYPE B

STATION	-	STATION	LOCATION	628.6510 ACRE
10'G'+21	-	83'G'+78	UNDISTRIBUTED	0.50
198'G'+48	-	331'G'+47	UNDISTRIBUTED	2.00
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTAL				**2.50**
331'G'+47	-	342'G'+22	UNDISTRIBUTED	0.25
194'AE'+74	-	217'AE'+45	UNDISTRIBUTED	0.25
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTAL				**0.50**
			TOTAL	**3.00**

PERMANENT SIGNING

STATION	OFFSET	SIGN NO.	SIGN CODE	SIGN SIZE IN x IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0410 WOOD 4X4-INCH 10FT EACH	634.0612 WOOD 4X6-INCH 12FT EACH	634.0614 WOOD 4X6-INCH 14FT EACH	634.0616 WOOD 4X6-INCH 16 FT EACH	634.0618 WOOD 4X6-INCH 18 FT EACH	634.0620 WOOD 4X6-INCH 20 FT EACH	634.0622 WOOD 4X6-INCH 22 FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH 11 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
14'G'+75	RT	1-01	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
11'G'+50	RT	1-02	R5-3	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
13'G'+24	RT	1-03	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
12'G'+00	LT	1-04	R4-4	36"X30"	7.50	---	---	---	---	---	1	1	---	---	---	---	---	---	
15'G'+71	LT	2-01	R1-1	30"X30"	5.18	---	---	---	---	---	1	---	---	---	---	---	---	---	
15'G'+10	LT	2-02	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
20'G'+80	RT	3-01	J1-1	24"X39"	6.50	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
22'G'+11	RT	3-02	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
25'G'+80	RT	3-04	R1-1F	30"X30"	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
25'G'+82	RT	3-05	J3-1	24"X45"	7.50	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
26'G'+36	RT	3-06	M1-94H	96"X18"	12.00	---	---	---	---	---		---	---		---	---	---	---	MOUNT ON SIGNAL ARM
21'G'+00	LT	3-07	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
25'G'+10	LT	3-08	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
22'G'+75	LT	3-09	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
25'G'+86	LT	3-10	M1-94H	96"X18"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL ARM
26'G'+10	LT	3-11	R1-1F	30"X30"	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
26'G'+63	LT	3-12	M1-94H	96"X18"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL ARM
22'G'+96	RT	3-13	R4-4	36"X30"	7.50	---	---	---	---	---	1	---	---	---	---	---	---	---	
26'G'+94	RT	4-01	R1-1F	30"X30"	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
27'G'+15	RT	4-02	M1-94S	96"X18"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL ARM
27'G'+25	LT	4-03	R1-1F	30"X30"	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
28'G'+32	RT	4-04	R3-17	30"X24"	5.00	---	---	---	---	---	4	---	---	---	---	---	---	---	
32'G'+50	RT	4-05	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
30'G'+50	RT	4-06	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
27'G'+00	LT	4-08	J3-2	48"X57"	19.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
27'G'+26	LT	4-09	J3-2	48"X57"	19.00	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
29'G'+50	RT	4-10	JV4-2	24"X60"	10.00	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
32'G'+00	LT	4-11	J2-1	24"X57"	9.50	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
30'G'+00	LT	4-12	R4-4	36"X30"	7.50	---	---	---	---	---	1	---	---	---	---	---	---	---	
35'G'+00	LT	5-01	J1-1	24"X39"	6.50	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
37'G'+00	LT	5-02	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
42'G'+03	LT	6-01	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
42'G'+65	RT	6-02	R1-1	30"X30"	5.18	---	---	---	---	---	1	---	---	---	---	---	---	---	
39'G'+00	LT	6-03	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
41'G'+00	LT	6-04	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
43'G'+75	RT	6-05	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
49'G'+00	RT	7-01	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
50'G'+01	LT	7-02	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
49'G'+34	LT	7-03	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
45'G'+50	LT	7-04	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
45'G'+85	RT	7-05	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
47'G'+75	LT	7-06	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
56'G'+46	RT	8-01	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
53'G'+50	RT	8-02	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
55'G'+50	LT	8-03	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
50'G'+83	RT	8-04	R4-4	36"X30"	7.50	---	---	---	---	---	1	---	---	---	---	---	---	---	
140'Y'+49	RT	8-05	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
57'G'+25	RT	9-01	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
60'G'+58	LT	9-02	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
59'G'+00	RT	9-03	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
59'G'+25	LT	9-04	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
63'G'+31	RT	10-01	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	
64'G'+50	RT	10-02	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
67'G'+00	LT	10-03	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
64'G'+25	LT	10-04	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
68'G'+00	RT	10-05	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
64'G'+00	RT	10-06	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
74'G'+00	RT	11-01	W54-57	30"X30"	---	---	---	6.25	---	---	---	1	---	---	---	---	---	---	
72'G'+75	RT	11-02	JV4-2	24"X60"	10.00	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
74'G'+75	LT	12-01	R3-9B	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
78'G'+25	LT	12-02	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
76'G'+25	LT	12-03	R2-1	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
16'PH'+07	RT	12-04	R2-1	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
79'G'+30	LT	12-05	R1-1	30"X30"	5.18	---	---	---	---	---	1	---	---	---	---	---	---	---	
79'G'+77	RT	12-06	R1-1	30"X30"	5.18	---	---	---	---	---	1	---	---	---	---	---	---	---	

CONTINUED NEXT PAGE

PERMANENT SIGNING

STATION	OFFSET	SIGN NO.	SIGN CODE	SIGN SIZE IN x IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0410 WOOD 4X4-INCH 10FT EACH	634.0612 WOOD 4X6-INCH 12FT EACH	634.0614 WOOD 4X6-INCH 14FT EACH	634.0616 WOOD 4X6-INCH 16 FT EACH	634.0618 WOOD 4X6-INCH 18 FT EACH	634.0620 WOOD 4X6-INCH 20 FT EACH	634.0622 WOOD 4X6-INCH 22 FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH 11 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
75'G'+82	RT	12-07	R4-4	36"X30"	7.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
78'G'+00	RT	12-08	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
78'G'+00	RT	12-09	R3-17BP	30"X12"	2.50	---	---	---	---	---	---	---	---	---	---	---	---	12-08	
81'G'+50	RT	13-01	J4-2	48"X36"	6.00	---	---	---	---	---	---	1	---	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
83'G'+75	RT	13-02	R2-1	24"X30"	12.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
12'BT'+43	RT	32-01	R4-4	36"X30"	7.50	---	---	---	---	---	1	---	---	---	---	---	---	---	
14'BT'+22	LT	32-02	R3-17	30"X24"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
198'G'+50	LT	14-01	R2-1	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
12'SU'+00	RT	14-02	D1-2	108"X24"	18.00	---	---	---	---	---	---	2	---	---	---	---	---	---	
199'G'+78	LT	14-03	R1-1	30"X30"	5.18	---	---	---	---	---	---	1	---	---	---	---	---	---	
200'G'+17	RT	14-04	R1-1	30"X30"	5.18	---	---	---	---	---	---	---	---	---	---	---	1	---	
200'G'+24	LT	14-05	R2-1	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
203'G'+25	RT	14-06	R2-1	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
205'G'+00	LT	15-01	W3-5	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
296'G'+00	RT	16-01	W6-1	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
298'G'+00	LT	16-02	R2-1	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
300'G'+50	LT	16-03	W6-3	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
300'G'+00	RT	16-04	W3-5	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
305'G'+00	RT	17-01	R2-1	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
305'G'+50	LT	17-02	R4-7	36"X48"	12.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
305'G'+50	LT	17-03	W5-54S	18"X18"	---	---	---	2.25	---	---	---	---	---	---	---	---	---	17-02	
305'G'+50	LT	17-04	R5-1	30"X30"	6.25	---	---	---	---	---	---	1	---	---	---	---	---	---	
304'G'+85	LT	17-05	R6-2L	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
309'G'+50	LT	18-01	R5-1A	42"X30"	8.75	---	---	---	---	---	---	---	---	---	---	---	---	18-02	
309'G'+50	LT	18-02	W6-2	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
312'G'+50	LT	18-03	W4-2R	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
312'G'+16	LT	18-04	R3-20L	24:X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
309'G'+35	LT	18-05	R6-2L	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
316'G'+40	LT	19-01	W9-1R	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
318'G'+29	LT	19-02	R1-1	36"X36"	7.46	---	---	---	---	---	---	1	---	---	---	---	---	---	
315'G'+80	LT	19-03	R6-2L	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
318'G'+29	LT	19-04	R6-3A	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	19-02	
318'G'+02	LT	19-05	R4-7	36"X48"	12.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
318'G'+45	RT	19-06	R6-2L	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
319'G'+12	LT	19-07	R4-7	36"X48"	12.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
319'G'+50	LT	20-01	R5-1	36"X36"	9.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
321'G'+50	LT	20-02	R5-1A	42"X30"	8.75	---	---	---	---	---	1	---	---	---	---	---	---	---	
322'G'+00	RT	20-03	J1-1	36"X57"	14.25	---	---	---	---	---	---	1	---	---	---	---	---	---	
324'G'+50	LT	20-04	R3-20L	36"X54"	13.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
326'G'+00	RT	21-01	W3-3	36"X36"	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	
330'G'+00	RT	21-02	J3-2	72"X84"	42.00	---	---	---	---	---	---	---	2	---	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
330'G'+00	RT	21-03	R5-1A	42"X30"	8.75	---	---	---	---	---	---	---	---	---	---	---	---	21-02	MOUNT ON POST CLOSEST TO SHOULDER
329'G'+43	LT	21-04	R3-20LL	36"X54"	13.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
328'G'+50	LT	21-05	R2-1	36"X48"	12.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
330'G'+50	LT	21-06	J4-2	72"X84"	42.00	---	---	---	---	---	---	---	---	2	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
329'G'+16	RT	21-07	W5-56	18"X18"	---	---	2.25	---	---	1	---	---	1	---	---	---	---	---	4' MOUNT HEIGHT
329'G'+24	RT	21-08	W5-56	18"X18"	---	---	2.25	---	---	1	---	---	1	---	---	---	---	---	4' MOUNT HEIGHT
329'G'+08	RT	21-09	W5-56	18"X18"	---	---	2.25	---	---	1	---	---	1	---	---	---	---	---	4' MOUNT HEIGHT
328'G'+23	LT	21-10	J3-1	36"X84"	21.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
327'G'+40	LT	21-11	R6-2L	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
325'G'+50	LT	21-12	D1-2	102"X24"	17.00	---	---	---	---	---	1	1	---	---	---	---	---	---	
104+33	LT	33-01	R3-8RR	54"X30"	11.25	---	---	---	---	---	---	1	---	---	---	---	---	---	
		PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS			**805.30**	**20.72**	**6.75**	**80.50**	**0**	**3**	**50**	**29**	**23**	**2**	**0**	**7**	**1**		
331'G'+58	RT	23-01	W12-1D	30"X30"	---	---	---	6.25	1	---	---	---	---	---	---	---	---	---	2' MOUNT HEIGHT
331'G'+76	RT	23-02	R1-2	48"X42"	7.00	---	---	---	---	---	---	---	---	---	---	1	---	---	
331'G'+66	LT	23-03	R4-7	24"X30"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
331'G'+64	LT	23-04	R1-1	36"X36"	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
331'G'+60	LT	23-05	R6-2R	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
333'G'+43	LT	23-09	R1-1F	30"X30"	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
333'G'+43	LT	23-10	R6-3	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
333'G'+54	LT	23-11	R1-2	36"X31"	3.88	---	---	---	---	---	---	1	---	---	---	---	---	---	
333'G'+61	LT	23-12	W12-1D	24"X24"	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	2' MOUNT HEIGHT
333'G'+44	LT	23-13	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE

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PERMANENT SIGNING

STATION	OFFSET	SIGN NO.	SIGN CODE	SIGN SIZE IN x IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0410 WOOD 4X4-INCH 10FT EACH	634.0612 WOOD 4X6-INCH 12FT EACH	634.0614 WOOD 4X6-INCH 14FT EACH	634.0616 WOOD 4X6-INCH 16 FT EACH	634.0618 WOOD 4X6-INCH 18 FT EACH	634.0620 WOOD 4X6-INCH 20 FT EACH	634.0622 WOOD 4X6-INCH 22 FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH 11 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
334'G'+80	LT	23-14	R3-20LL	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
331'G'+95	RT	23-15	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
331'G'+95	LT	23-16	R6-3	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
331'G'+94	LT	23-18	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
333'G'+72	LT	23-19	R6-2R	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
337'G'+10	LT	23-20	R6-2R	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
333'G'+64	LT	23-21	R4-7	24"X30"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
333'G'+66	LT	23-22	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
334'G'+72	RT	23-23	M1-5A	24"X324"	4.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
336'G'+50	RT	23-24	R2-1	24"X30"	5.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
339'G'+10	LT	24-01	R3-20L	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
339'G'+25	LT	24-02	W3-3	36"X36"	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
338'G'+50	LT	24-03	J3-1	24"X57"	9.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
342'G'+22	LT	24-04	J1-1	24"X39"	6.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
338'G'+50	LT	24-05	J3-1	24"X57"	6.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
338'G'+50	LT	24-06	R5-1A	36"X24"	6.00	---	---	---	---	---	---	---	---	---	---	---	---	24-05	
191'AE'+00	LT	25-01	J1-1	36"X57"	14.25	---	---	---	---	---	---	---	1	---	---	---	---	---	
191'AE'+00	RT	25-02	J1-1	36"X57"	14.25	---	---	---	---	---	---	1	---	---	---	---	---	---	
193'AE'+00	LT	25-03	W3-3	48"X48"	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	
193'AE'+00	RT	25-04	W3-3	48"X48"	---	---	---	16.00	---	---	---	---	---	2	---	---	---	---	
194'AE'+78	LT	26-01	R3-20L	36"X54"	13.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
199'AE'+50	RT	26-02	R5-1A	42"X30"	8.75	---	---	---	---	---	---	1	---	---	---	---	---	---	
200'AE'+15	LT	26-03	R3-20LL	36"X54"	13.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
200'AW+72	LT	26-04	J4-1	36"X54"	13.50	---	---	---	---	---	---	---	1	---	---	---	---	---	
195'AE'+50	RT	26-05	J13-1	36"X66"	16.50	---	---	---	---	---	---	---	1	---	---	---	---	---	
197'AE'+50	RT	26-06	R4-4	36"X30"	7.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
198'AW+00	LT	26-07	R2-1	36"X48"	12.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
202'AE'+29	RT	28-01	W12-1D	30"X30"	---	---	---	6.25	1	---	---	---	---	---	---	---	---	---	
202'AE'+49	RT	28-02	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
202'AE'+49	RT	28-03	R6-3	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
202'AE'+40	RT	28-05	R1-2	48"X42"	14.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
202'AW+20	LT	28-06	R6-2R	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
202'AW+05	LT	28-07	M1-94S	96"X18"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON MONOTUBE ARM
202'AW+19	LT	28-08	R5-3	24"X24"	4.00	---	---	---	---	1	---	---	---	---	---	---	---	---	
202'AE'+32	LT	28-09	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
202'AE'+35	LT	28-10	R4-7	36"X48"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
202'AE'+50	LT	28-11	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
204'AW+08	LT	28-12	W12-1D	30"X30"	---	---	---	6.25	1	---	---	---	---	---	---	---	---	---	
203'AW+84	LT	28-13	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
203'AW+84	LT	28-14	R6-3	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
204'AW+06	LT	28-16	R1-2	48"X42"	14.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
205'AW+50	LT	28-17	R5-3	24"X24"	4.00	---	---	---	---	1	---	---	---	---	---	---	---	---	
206'AE'+17	LT	28-18	R3-20LL	24"X36"	6.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
203'AE'+77	RT	28-19	M1-94S	96"X18"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON MONOTUBE ARM
203'AE'+88	LT	28-20	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
204'AE'+12	LT	28-21	R6-2R	24"X30"	5.00	---	---	---	---	---	1	---	---	---	---	---	---	---	
203'AE'+95	LT	28-22	R4-7	36"X48"	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
203'AE'+97	LT	28-23	R1-1F	36"X36"	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
206'AE'+31	RT	28-24	J4-2	72"X54"	27.00	---	---	---	---	---	---	---	---	2	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
209'AW+30	LT	29-01	R5-1A	42"X30"	8.75	---	---	---	---	---	---	1	---	---	---	---	---	---	
211'AE'+86	LT	29-02	R3-20L	36"X54"	13.50	---	---	---	---	---	---	1	---	---	---	---	---	---	
212'AW+50	LT	29-03	D1-2	102"X36"	25.50	---	---	---	---	---	---	---	---	---	---	---	---	---	
209'AW+30	LT	29-04	R4-4	36"X30"	7.50	---	---	---	---	---	---	---	---	---	---	---	---	29-01	
210'AW+50	LT	29-05	J3-2	72"X84"	42.00	---	---	---	---	---	---	---	---	---	2	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
208'AE'+50	LT	29-06	R2-1	36"X48"	12.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
217'AW+00	LT	30-01	J2-2	72"X84"	42.00	---	---	---	---	---	---	---	---	---	2	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
217'AE'+00	LT	30-02	J2-2	72"X84"	42.00	---	---	---	---	---	---	---	---	2	---	---	---	---	COVER, SEE TRAF CONTROL COVER SIGNS TABLE
215'AE'+50	LT	30-03	R4-7	36"X48"	12.00	---	---	---	---	---	---	1	---	---	---	---	---	---	
215'AW+90	LT	30-04	R6-2L	24"X30"	5.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
213'AE'+00	RT	30-05	R5-1A	42"X30"	8.75	---	---	---	---	---	---	1	---	---	---	---	---	---	
215'AE'+21	RT	30-06	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	1	---	---	---	---	---	
216'AE'+28	RT	30-07	R1-1	36"X36"	7.46	---	---	---	---	---	---	1	---	---	---	---	---	---	
216'AE'+28	RT	30-08	R6-3A	30"X24"	5.00	---	---	---	---	---	---	---	---	---	---	---	---	30-07	
214'AW+00	LT	30-09	W3-3	48"X48"	---	---	---	16.00	---	---	---	---	---	2	---	---	---	---	
214'AE'+00	LT	30-10	W3-3	48"X48"	---	---	---	16.00	---	---	---	---	---	2	---	---	---	---	
217'AE'+00	LT	30-11	R5-1	36"X36"	9.00	---	---	---	---	---	---	---	---	---	---	---	---	30-01	MOUNT ON RIGHT POST
219'AW+00	LT	31-01	J1-1	36"X57"	14.25	---	---	---	---	---	---	---	---	---	---	---	---	---	
219'AW+00	RT	31-02	J1-1	36"X57"	14.25	---	---	---	---	---	---	1	---	---	---	---	---	---	
213'AE'+00	RT	31-03	R5-1A	42"X30"	8.75	---	---	---	---	---	---	---	1	---	---	---	---	31-01	
	PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**676.30**	**49.94**	**0.00**	**95.75**	**4**	**2**	**8**	**20**	**12**	**8**	**4**	**1**	**0**		
				TOTALS	**1,481.60**	**70.66**	**6.75**	**176.25**	**4**	**5**	**58**	**49**	**35**	**10**	**4**	**8**	**1**		

REMOVING SIGNS

STATION	OFFSET	SIGN NO.	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
10'G'+71	RT	R1-01	1	1	RIGHT LANE ENDS
12'G'+26	LT	R1-02	1	1	LEFT LANE MUST TURN LEFT
14'G'+10	RT	R1-03	1	1	SIDE ROAD
15'G'+71	LT	R2-01	1	1	STOP
22'G'+08	RT	R3-01	1	1	STOP
22'G'+72	LT	R3-02	1	1	SPEED LIMIT
26'G'+16	RT	R3-03	1	---	FOLDING STOP, MOUNTED ON POLE
26'G'+17	LT	R3-04	1	---	FOLDING STOP, MOUNTED ON POLE
26'G'+93	LT	R4-01	1	---	RIGHT LANE MUST TURN RIGHT, MOUNTED ON POLE
26'G'+93	LT	R4-02	---	---	FOLDING STOP, MOUNTED ON SAME POLE AS R4-01
27'G'+20	RT	R4-03	1	1	SPEED LIMIT
28'G'+36	LT	R4-04	1	1	RIGHT LANE MUST TURN RIGHT, MOUNTED ON POLE
30'G'+86	RT	R4-05	1	1	TRAFFIC SIGNALS AHEAD
41'G'+96	RT	R6-01	1	1	STOP
41'G'+95	LT	R6-02	1	1	STOP
50'G'+00	LT	R7-01	1	1	STOP
56'G'+44	RT	R8-01	1	1	STOP
60'G'+59	LT	R9-01	1	1	STOP
63'G'+23	RT	R10-01	1	1	STOP
63'G'+42	LT	R10-02	1	1	SPEED LIMIT, NOTICE TRUCKS TO USE SIGNED TRUCK ROUTES
64'G'+39	RT	R10-03	1	1	SPEED LIMIT
68'G'+39	RT	R10-04	1	1	CROSS ROAD
71'G'+60	LT	R11-01	1	1	SPEED LIMIT
72'G'+39	LT	R11-02	1	1	SIDE ROAD
73'G'+97	RT	R11-03	1	1	TRUCK ENTERANCE
78'G'+19	LT	R12-01	1	1	SPEED LIMIT
79'G'+34	RT	R12-02	1	1	SPEED LIMIT
79'G'+26	LT	R12-03	1	1	STOP
79'G'+77	RT	R12-04	1	1	STOP
83'G'+46	RT	R13-01	1	1	SPEED LIMIT
199'G'+71	LT	R14-01	1	1	STOP
199'G'+62	RT	R14-02	1	1	BLACKHAWK TECH
200'G'+20	LT	R14-03	1	1	SPEED LIMIT
200'G'+17	RT	R14-04	1	1	STOP
323'G'+66	RT	R20-01	1	1	TRAFFIC SIGNALS AHEAD
324'G'+18	RT	R20-02	1	1	GUIDE SIGN, JCT STH 11
326'G'+33	RT	R21-01	1	1	BIKE CROSSING
328'G'+05	RT	R21-02	1	1	LANE CONTROL
327'G'+28	LT	R21-03	1	1	SPEED LIMIT, GUIDE SIGN, COUNTY G
329'G'+29	RT	R21-04	1	1	STOP
329'G'+33	RT	R21-05	1	1	STREET SIGNS, E DETROIT AVE, S COUNTY RD G
326'G'+50	LT	R21-06	1	1	MARTIN LUTHER KING JR MEMORIAL HIGHWAY
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS			**41**	**38**	

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REMOVING SIGNS

STATION	OFFSET	SIGN NO.	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
331'G'+82	RT	R22-01	1	---	FOLDING STOP, GUIDE SIGN, STH 11, ARROWS LEFT/RIGHT, MOUNTED ON POLE
331'G'+88	RT	R22-02	1	1	AIRPORT, ARROW LEFT
331'G'+91	LT	R22-03	1	1	FOLDING STOP, KEEP RIGHT
331'G'+90	RT	R22-04	1	1	STREET SIGNS, STATE HWY 11, S COUNTY G
333'G'+53	LT	R22-05	1	1	FOLDING STOP, KEEP RIGHT
333'G'+67	LT	R22-06	1	---	FOLDING STOP, MOUNTED ON POLE
333'G'+73	LT	R22-07	1	1	GUIDE SIGN, STH 11, ARROWS LEFT/RIGHT, BIKE ROUTE, ARROWS LEFT/RIGHT
334'G'+66	RT	R22-08	1	1	GUIDE SIGN, NORTH, COUNTY G
335'G'+62	RT	R22-09	1	1	SPEED LIMIT
335'G'+68	LT	R22-10	1	1	BIKE CROSSING
338'G'+24	LT	R24-01	1	1	LANE CONTROL
339'G'+48	LT	R24-02	1	1	TRAFFIC SIGNALS AHEAD
339'G'+47	LT	R24-03	1	1	TRAFFIC SIGNALS AHEAD
340'G'+84	LT	R24-04	1	1	GUIDE SIGN, SOUTH, STH 11
192'AE'+59	RT	R25-01	1	1	GUIDE SIGN, JCT, COUNTY G
192'AE'+59	LT	R25-02	1	1	GUIDE SIGN, JCT, COUNTY G
194'AE'+46	RT	R25-03	1	1	TRAFFIC SIGNALS AHEAD
194'AE'+46	LT	R25-04	1	1	TRAFFIC SIGNALS AHEAD
199'AE'+55	RT	R26-01	1	1	WRONG WAY
202'AE'+61	LT	R27-01	1	---	FOLDING STOP, KEEP RIGHT, MOUNTED ON POLE
202'AE'+50	RT	R27-02	1	---	GUIDE SIGN, COUNTY G, ARROWS LEFT/RIGHT, DO NOT ENTER, FOLDING STOP, MOUNTED ON POLE
200'AW'+96	LT	R27-03	1	1	GUIDE SIGN, WEST, STH 11
202'AW'+56	LT	R27-04	1	1	STOP
202'AW'+58	LT	R27-05	1	1	NO MOTOR VEHICLES
203'AE'+90	LT	R27-06	1	---	FOLDING STOP, KEEP RIGHT, MOUNTED ON POLE
203'AW'+85	LT	R27-07	1	1	BIKE CROSSING, ARROWS, LEFT/RIGHT
203'AW'+97	LT	R27-08	1	1	STOP
204'AW'+96	LT	R27-09	1	1	NO MOTOR VEHICLES
204'AW'+27	LT	R27-10	1	1	GUIDE SIGN, COUNTY G, ARROWS LEFT/RIGHT, DO NOT ENTER
205'AE'+59	RT	R27-11	1	1	GUIDE SIGN, EAST, STH 11
207'AW'+00	LT	R29-01	---	---	WRONG WAY, MOUNTED ON BACK OF GUIDE SIGN R29-02
207'AW'+00	LT	R29-02	1	2	GUIDE SIGN, UW ROCK COUNTY, BLACKHAWK TECH COLLEGE
208'AE'+50	RT	R29-03	1	1	BEGIN LEFT TURN LANE
212'AE'+96	RT	R30-01	1	1	WRONG WAY
213'AE'+99	LT	R30-02	1	1	TRAFFIC SIGNALS AHEAD
213'AW'+96	LT	R30-03	1	1	TRAFFIC SIGNALS AHEAD
216'AE'+03	LT	R30-04	1	1	ONE WAY
216'AW'+00	LT	R30-05	1	1	GUIDE SIGN, JCT, COUNTY G
216'AE'+00	LT	R30-06	1	1	GUIDE SIGN, JCT, COUNTY G
215'AE'+44	RT	R30-07	1	1	DO NOT ENTER
216'AE'+22	RT	R30-08	1	1	STOPDIVIDED HIGHWAY
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS			**40**	**36**	
		TOTALS	**81**	**74**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING ITEMS

				646.0106							646.0126									
				EPOXY 4-INCH							EPOXY 8-INCH									
STATION	-	STATION	LOCATION	YELLOW LF	WHITE LF	DOUBLE YELLOW LF	3' LINE, 9' GAP WHITE LF	12.5' LINE, 37.5' GAP WHITE LF	12.5' LINE, 37.5' GAP YELLOW LF	2' LINE, 6' GAP YELLOW LF	WHITE LF	3' LINE, 9' GAP WHITE LF	2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
10'G'+64	-	10'G'+70	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	122
10'G'+27	-	10'G'+37	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	17
10'G'+73			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	47	---	---	---	---
10'G'+69	-	14'G'+75	BIKE LANE LINE	---	422	---	---	---	---	---	---	---	---	---	---	---	---	---	---
10'G'+69	-	13'G'+25	CENTER LINE	---	---	554	---	---	---	---		---	---	---	---	---	---	---	---
10'G'+73	-	12'G'+50	LTL LINE	---	---	---	---	---	---	---	200	---	---	---	---	---	---	---	---
10'G'+73	-	12'G'+50	BIKE LANE LINE	---	201	---	---	---	---	---		---	---	---	---	---	---	---	---
10'G'+73	-	12'G'+50	BIKE LANE LINE	---	---	---	---	---	---	---	201	---	---	---	---	---	---	---	---
12'G'+50	-	13'G'+25	CENTER LINE	---	---	150	---	---	---	---	---	---	---	---	---	---	---	---	---
12'G'+50	-	13'G'+25	BIKE LANE LINE	---	---	---	19	---	---	---	---		---	---	---	---	---	---	---
12'G'+50	-	13'G'+25	BIKE LANE LINE	---	---	---	---	---	---	---	---	19	---	---	---	---	---	---	---
13'G'+25	-	14'G'+75	TWLTL	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
13'G'+25	-	14'G'+75	TWLTL	---	---	---	---	---	38	---	---	---	---	---	---	---	---	---	---
13'G'+25	-	14'G'+75	TWLTL	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
13'G'+25	-	14'G'+75	TWLTL	---		---	---	---	38	---	---	---	---	---	---	---	---	---	---
13'G'+25	-	14'G'+75	BIKE LANE LINE	---	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	16'G'+33	BIKE LANE LINE	---	151	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	16'G'+33	TWLTL	158	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	16'G'+33	TWLTL	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	16'G'+33	TWLTL	158	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	16'G'+33	TWLTL	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---
14'G'+75	-	15'G'+57	BIKE LANE LINE	---	82	---	---	---	---	---	---	---	---	---	---	---	---	---	---
15'G'+70	-	16'G'+20	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	89
16'G'+33	-	16'G'+39	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	108
16'G'+39	-	20'G'+75	BIKE LANE LINE	---	443	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16'G'+39	-	20'G'+75	TWLTL	443	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16'G'+39	-	20'G'+75	TWLTL	---	---	---	---	---	111	---	---	---	---	---	---	---	---	---	---
16'G'+39	-	20'G'+75	TWLTL	---	---	---	---	---	111	---	---	---	---	---	---	---	---	---	---
16'G'+39	-	20'G'+75	TWLTL	443	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16'G'+39	-	16'G'+82	BIKE LANE LINE	---	---	---	13	---	---	---	---	---	---	---	---	---	---	---	---
16'G'+82	-	20'G'+75	BIKE LANE LINE	---	393	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	20'G'+99	BIKE LANE LINE	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	21'G'+49	TWLTL	74	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	21'G'+49	TWLTL	---	---	---	---	---	19	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	21'G'+49	TWLTL	---	---	---	---	---	19	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	21'G'+49	TWLTL	74	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20'G'+75	-	22'G'+15	BIKE LANE LINE	---	140	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20'G'+99	-	21'G'+49	BIKE LANE LINE	---		---	13	---	---	---	---	---	---	---	---	---	---	---	---
21'G'+60	-	22'G'+09	CROSS WALK	---		---	---	---	---	---	---	---	---	---	---	---	---	---	88
22'G'+16	-	22'G'+21	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	108
22'G'+21	-	22'G'+95	BIKE LANE LINE	---	74	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22'G'+21	-	25'G'+85	CENTER LINE	---	---	738	---	---	---	---	---	---	---	---	---	---	---	---	---
22'G'+21	-	22'G'+66	LTL LINE	---	---	---	---	---	---	---	45	---	---	---	---	---	---	---	---
22'G'+21	-	25'G'+20	BIKE LANE LINE	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22'G'+95	-	24'G'+46	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
22'G'+95	-	24'G'+46	BIKE LANE LINE	---	---	---	38	---	---	---	---	---	---	---	---	---	---	---	---
24'G'+34	-	25'G'+85	LTL LINE	---	---	---	---	---	---	---	155	---	---	---	---	---	---	---	---
24'G'+46	-	25'G'+85	BIKE LANE LINE	---	140	---	---	---	---	---	---	---	---	---	---	---	---	---	---
24'G'+46	-	25'G'+85	BIKE LANE LINE	---		---	---	---	---	---	140	---	---	---	---	---	---	---	---
25'G'+85			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	46	---	---	---	

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PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH DOUBLE YELLOW LF	646.0106 EPOXY 4-INCH 3' LINE, 9' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP YELLOW LF	646.0106 EPOXY 4-INCH 2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH 3' LINE, 9' GAP WHITE LF	646.0126 EPOXY 8-INCH 2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
25'G'+89	-	25'G'+95	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	160
11'BT'+80	-	12'BT'+43	BIKE LANE LINE	---	63	---	---	---	---	---	---	---	---	---	---	---	---	---	---
11'BT'+80	-	14'BT'+91	CENTER LINE	---	---	622	---	---	---	---	---	---	---	---	---	---	---	---	---
11'BT'+80	-	14'BT'+45	BIKE LANE LINE	---	266	---	---	---	---	---	---	---	---	---	---	---	---	---	---
12'BT'+43	-	13'BT'+92	BIKE LANE LINE	---	---	---		---	---	---	---	37	---	---	---	---	---	---	---
12'BT'+43	-	13'BT'+92	BIKE LANE LINE	---	---	---	37	---	---	---	---	---	---	---	---	---	---	---	---
13'BT'+92	-	14'BT'+91	BIKE LANE LINE	---	---	---	---	---	---	---	98	---	---	---	---	---	---	---	---
13'BT'+92	-	14'BT'+91	BIKE LANE LINE	---	98	---	---	---	---	---		---	---	---	---	---	---	---	---
13'BT'+92	-	14'BT'+91	LTL LINE	---	---	---	---	---	---	---	98	---	---	---	---	---	---	---	---
14'BT'+45	-	14'BT'+95	BIKE LANE LINE	---	---	---	12	---	---	---	---	---	---	---	---	---	---	---	---
14'BT'+91			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	42	---	---	---	---
14'BT'+95	-	15'BT'+01	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	137
16'BT'+42	-	16'BT'+48	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	156
27'G'+10			CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	156
27'G'+16	-	27'G'+20	STOP LINE	---	---	---	---	---	---	---	---	---	---	---	44	---	---	---	---
27'G'+16	-	28'G'+20	BIKE LANE LINE	---	---	---	26	---	---	---	---	---	---	---	---	---	---	---	---
27'G'+20	-	30'G'+03	CENTER LINE	---	---	566	---	---	---	---	---	---	---	---	---	---	---	---	---
27'G'+20	-	28'G'+53	LTL LINE	---	---	---	---	---	---	---	133	---	---	---	---	---	---	---	---
27'G'+20	-	28'G'+53	BIKE LANE LINE	---	133	---	---	---	---	---		---	---	---	---	---	---	---	---
27'G'+20	-	28'G'+53	BIKE LANE LINE	---	---	---	---	---	---	---	133	---	---	---	---	---	---	---	---
28'G'+20	-	32'G'+75	BIKE LANE LINE	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
28'G'+53	-	30'G'+03	BIKE LANE LINE	---	---	---	38	---	---	---	---	---	---	---	---	---	---	---	---
28'G'+53	-	30'G'+03	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
28'G'+64	-	30'G'+03	TWLTL	---	---	280	---	---	---	---	---	---	---	---	---	---	---	---	---
30'G'+03	-	32'G'+75	TWLTL	272	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30'G'+03	-	32'G'+75	TWLTL	---	---	---	---	---	68	---	---	---	---	---	---	---	---	---	---
30'G'+03	-	32'G'+75	TWLTL	---	---	---	---	---	68	---	---	---	---	---	---	---	---	---	---
30'G'+03	-	32'G'+75	TWLTL	272	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30'G'+03	-	32'G'+75	BIKE LANE LINE	---	272	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	BIKE LANE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32'G'+75	-	38'G'+75	BIKE LANE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	40'G'+73	BIKE LANE LINE	---	198	---	---	---	---	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	44'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	44'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	44'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	44'G'+75	TWLTL	600		---	---	---	---	---	---	---	---	---	---	---	---	---	---
38'G'+75	-	41'G'+89	BIKE LANE LINE	---	313	---	---	---	---	---	---	---	---	---	---	---	---	---	---
40'G'+73	-	42'G'+65	BIKE LANE LINE	---	---	---	48	---	---	---	---	---	---	---	---	---	---	---	---
41'G'+49	-	42'G'+77	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	233
42'G'+02	-	42'G'+51	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	89
42'G'+65	-	44'G'+75	BIKE LANE LINE	---	210	---	---	---	---	---	---	---	---	---	---	---	---	---	---
41'G'+89	-	43'G'+15	BIKE LANE LINE	---	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---
43'G'+15	-	44'G'+75	BIKE LANE LINE	---	160	---	---	---	---	---	---	---	---	---	---	---	---	---	---
44'G'+75	-	49'G'+79	BIKE LANE LINE	---	504	---	---	---	---	---	---	---	---	---	---	---	---	---	---
44'G'+75	-	49'G'+79	TWLTL	504	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
44'G'+75	-	49'G'+79	TWLTL	---	---	---	---	---	126	---	---	---	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

				646.0106							646.0126									
				EPOXY 4-INCH							EPOXY 8-INCH									
STATION	-	STATION	LOCATION	YELLOW LF	WHITE LF	DOUBLE YELLOW LF	3' LINE, 9' GAP WHITE LF	12.5' LINE, 37.5' GAP WHITE LF	12.5' LINE, 37.5' GAP YELLOW LF	2' LINE, 6' GAP YELLOW LF	WHITE LF	3' LINE, 9' GAP WHITE LF	2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
44'G'+75	-	49'G'+79	TWLTL	---	---	---	---	---	126	---	---	---	---	---	---	---	---	---	---	---
44'G'+75	-	49'G'+79	TWLTL	504	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
44'G'+75	-	49'G'+79	BIKE LANE LINE	---	504	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49'G'+79	-	49'G'+85	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	109
49'G'+85	-	50'G'+75	BIKE LANE LINE	---	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49'G'+98	-	50'G'+45	LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	86
49'G'+85	-	50'G'+75	TWLTL	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49'G'+85	-	50'G'+75	TWLTL	---	---	---	---	---	23	---	---	---	---	---	---	---	---	---	---	---
49'G'+85	-	50'G'+75	TWLTL	---	---	---	---	---	23	---	---	---	---	---	---	---	---	---	---	---
49'G'+85	-	50'G'+75	TWLTL	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49'G'+85	-	50'G'+75	BIKE LANE LINE	---		---	23	---	---	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	50'G'+85	BIKE LANE LINE	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	56'G'+61	TWLTL	586	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	56'G'+61	TWLTL	---	---	---	---	---	147	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	56'G'+61	TWLTL	---	---	---	---	---	147	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	56'G'+61	TWLTL	586	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
50'G'+75	-	51'G'+10	BIKE LANE LINE	---	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
50'G'+85	-	51'G'+59	BIKE LANE LINE	---	---	---	---	---	---	---	---	19	---	---	---	---	---	---	---	---
50'G'+85	-	51'G'+59	BIKE LANE LINE	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
51'G'+10	-	56'G'+61	BIKE LANE LINE	---	551	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
51'G'+59	-	52'G'+21	BIKE LANE LINE	---	---	---	---	---	---	---	62	---	---	---	---	---	---	---	---	---
51'G'+59	-	52'G'+21	BIKE LANE LINE	---	62	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
52'G'+21	-	52'G'+80	BIKE LANE LINE	---	---	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---
52'G'+36	-	52'G'+65	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	55
52'G'+80	-	55'G'+37	BIKE LANE LINE	---	257	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
55'G'+37	-	56'G'+61	BIKE LANE LINE	---	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+00	-	56'G'+47	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	85
56'G'+61	-	56'G'+67	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	107
56'G'+67	-	56'G'+75	BIKE LANE LINE	---	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+67	-	56'G'+75	TWLTL	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+67	-	56'G'+75	TWLTL	---	---	---	---	---	3	---	---	---	---	---	---	---	---	---	---	---
56'G'+67	-	56'G'+75	TWLTL	---	---	---	---	---	3	---	---	---	---	---	---	---	---	---	---	---
56'G'+67	-	56'G'+75	TWLTL	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+67	-	56'G'+75	BIKE LANE LINE	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	BIKE LANE LINE	---	357	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	TWLTL	357	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	TWLTL	---	---	---	---	---	89	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	TWLTL	---	---	---	---	---	89	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	TWLTL	357	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56'G'+75	-	60'G'+32	BIKE LANE LINE	---	357	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
60'G'+32	-	60'G'+38	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	104
60'G'+38	-	62'G'+19	BIKE LANE LINE	---	181	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
60'G'+52	-	61'G'+10	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	99
60'G'+38	-	62'G'+64	TWLTL	226	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30'G'+38	-	62'G'+64	TWLTL	---	---	---	---	---	807	---	---	---	---	---	---	---	---	---	---	---
60'G'+38	-	62'G'+64	TWLTL	---	---	---	---	---	57	---	---	---	---	---	---	---	---	---	---	---
60'G'+38	-	62'G'+64	TWLTL	226	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
60'G'+38	-	61'G'+69	BIKE LANE LINE	---	---	---	33	---	---	---	---	---	---	---	---	---	---	---	---	---
61'G'+69	-	62'G'+64	BIKE LANE LINE	---	95	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+19	-	62'G'+64	BIKE LANE LINE	---	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH DOUBLE YELLOW LF	646.0106 EPOXY 4-INCH 3' LINE, 9' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP YELLOW LF	646.0106 EPOXY 4-INCH 2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH 3' LINE, 9' GAP WHITE LF	646.0126 EPOXY 8-INCH 2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
62'G'+70	-	62'G'+75	BIKE LANE LINE	---	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+70	-	62'G'+75	BIKE LANE LINE	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+83	-	63'G'+32	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	87
62'G'+64	-	62'G'+70	CROSS WALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	107
62'G'+70	-	62'G'+75	TWLTL	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+70	-	62'G'+75	TWLTL	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
62'G'+70	-	62'G'+75	TWLTL	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
62'G'+70	-	62'G'+75	TWLTL	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	68'G'+75	BIKE LANE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	68'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	68'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	68'G'+75	TWLTL		---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	68'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
62'G'+75	-	63'G'+43	BIKE LANE LINE	---	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---
63'G'+43	-	68'G'+75	BIKE LANE LINE	---	531	---	---	---	---	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	BIKE LANE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	TWLTL	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	TWLTL	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
68'G'+75	-	74'G'+75	BIKE LANE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
74'G'+75	-	75'G'+83	BIKE LANE LINE	---	108	---	---	---	---	---	---	---	---	---	---	---	---	---	---
74'G'+75	-	75'G'+58	TWLTL	83	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
74'G'+75	-	75'G'+58	TWLTL	---	---	---	---	---	21	---	---	---	---	---	---	---	---	---	---
74'G'+75	-	75'G'+58	TWLTL	83	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
74'G'+75	-	78'G'+83	BIKE LANE LINE	---	408	---	---	---	---	---	---	---	---	---	---	---	---	---	---
75'G'+58	-	77'G'+21	TWLTL	---	---	326	---	---	---	---	---	---	---	---	---	---	---	---	---
75'G'+58	-	78'G'+83	CENTER LINE	---	---	650	---	---	---	---	---	---	---	---	---	---	---	---	---
75'G'+83	-	77'G'+73	BIKE LANE LINE	---	---	---	38	---	---	---	---	---	---	---	---	---	---	---	---
75'G'+83	-	77'G'+73	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
77'G'+73	-	78'G'+83	BIKE LANE LINE	---	---	---	---	---	---	---	150	---	---	---	---	---	---	---	---
77'G'+73	-	78'G'+83	BIKE LANE LINE	---	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---
77'G'+73	-	78'G'+83	LTL LINE	---		---	---	---	---	---	150	---	---	---	---	---	---	---	---
14'PH'+51			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	22	---	---	---	---
15'PH'+48			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	20	---	---	---	---
80'G'+28	-	80'G'+75	BIKE LANE LINE	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+28	-	80'G'+75	CENTER LINE	---	---	94	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+28	-	80'G'+75	LTL LINE	---	---	---	---	---	---	---	47	---	---	---	---	---	---	---	---
80'G'+28	-	80'G'+75	BIKE LANE LINE	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+28	-	80'G'+75	BIKE LANE LINE	---		---	---	---	---	---	47	---	---	---	---	---	---	---	---
80'G'+75	-	83'G'+78	BIKE LANE LINE	---	303	---	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+75	-	83'G'+78	CENTER LINE	---	---	606	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+75	-	82'G'+28	LTL LINE	---	---	---	---	---	---	---	153	---	---	---	---	---	---	---	---
80'G'+75	-	82'G'+28	BIKE LANE LINE	---	153	---	---	---	---	---	---	---	---	---	---	---	---	---	---
80'G'+75	-	82'G'+28	BIKE LANE LINE	---	---	---	---	---	---	---	153	---	---	---	---	---	---	---	---
80'G'+75	-	82'G'+28	BIKE LANE LINE	---	153	---	---	---	---	---	---	---	---	---	---	---	---	---	---
82'G'+28	-	83'G'+78	TWLTL	---	---	302	---	---	---	---	---	---	---	---	---	---	---	---	---
82'G'+28	-	83'G'+78	BIKE LANE LINE	---	---	---	38	---	---	---	---	---	---	---	---	---	---	---	---
82'G'+28	-	83'G'+78	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH DOUBLE YELLOW LF	646.0106 EPOXY 4-INCH 3' LINE, 9' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP YELLOW LF	646.0106 EPOXY 4-INCH 2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH 3' LINE, 9' GAP WHITE LF	646.0126 EPOXY 8-INCH 2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
82'G'+28	-	82'G'+98	LT LANE TAPER	---	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---
82'G'+98	-	83'G'+18	LT LANE TAPER	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
198'G'+48	-	199'G'+20	RT EDGE LINE	---	72	---	---	---	---	---	---	---	---	---	---	---	---	---	---
198'G'+48	-	199'G'+50	LTL LINE	---	---	---	---	---	---	---	102	---	---	---	---	---	---	---	---
198'G'+48	-	199'G'+50	CENTER LINE	---	---	204	---	---	---	---	---	---	---	---	---	---	---	---	---
198'G'+48	-	199'G'+46	LT EDGE LINE	---	98	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14'SU'+57			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---
15'SU'+43			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---
200'G'+50	-	203'G'+25	LTL LINE	---	---	---	---	---	---	---	275	---	---	---	---	---	---	---	---
200'G'+77	-	203'G'+25	RTL LINE	---	---	---	---	---	---	---	248	---	---	---	---	---	---	---	---
200'G'+77	-	204'G'+25	LT EDGE LINE	---	347	---	---	---	---	---	---	---	---	---	---	---	---	---	---
203'G'+25	-	204'G'+25	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	16	---
203'G'+25	-	204'G'+25	CENTER LINE	---		200	---	---	---	---	---	---	---	---	---	---	---	---	---
204'G'+25	-	208'G'+50	RT EDGE LINE	---	426		---	---	---	---	---	---	---	---	---	---	---	---	---
204'G'+25	-	208'G'+50	MEDIAN	---	---	850	---	---	---	---	---	---	---	---	---	---	---	---	---
204'G'+25	-	208'G'+50	MEDIAN	---	---	850	---	---	---	---	---	---	---	---	---	---	---	---	---
204'G'+25	-	208'G'+50	LT EDGE LINE	---	424	---	---	---	---	---	---	---	---	---	---	---	---	---	---
204'G'+25	-	208'G'+50	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	149	---
208'G'+50	-	238'G'+89	RT EDGE LINE	---	3,043		---	---	---	---	---	---	---	---	---	---	---	---	---
208'G'+50	-	213'G'+50	CL	---		1,000	---	---	---	---	---	---	---	---	---	---	---	---	---
208'G'+50	-	238'G'+89	LT EDGE LINE	---	3,038		---	---	---	---	---	---	---	---	---	---	---	---	---
213'G'+50	-	238'G'+89	CL	---	---	---	---	---	635	---	---	---	---	---	---	---	---	---	---
213'G'+50	-	238'G'+89	CL	1,100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
238'G'+89	-	295'G'+25	RT EDGE LINE	---	5,636	---	---	---	---	---	---	---	---	---	---	---	---	---	---
238'G'+89	-	295'G'+25	CL	---	---	---	---	---	1,409	---	---	---	---	---	---	---	---	---	---
238'G'+89	-	295'G'+25	CL	2,040	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
238'G'+89	-	295'G'+25	LT EDGE LINE	---	5,636	---	---	---	---	---	---	---	---	---	---	---	---	---	---
295'G'+25	-	301'G'+25	RT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
295'G'+25	-	301'G'+04	CL	579	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
295'G'+25	-	301'G'+04	CL	---	---	---	---	---	145	---	---	---	---	---	---	---	---	---	---
295'G'+25	-	301'G'+25	SB EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
301'G'+04	-	301'G'+25	MEDIAN	---	---	42	---	---	---	---	---	---	---	---	---	---	---	---	---
301'G'+04	-	301'G'+25	MEDIAN	---	---	42	---	---	---	---	---	---	---	---	---	---	---	---	---
301'G'+25	-	307'G'+25	RT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
301'G'+25	-	305'G'+07	MEDIAN EDGE LINE	---	---	764	---	---	---	---	---	---	---	---	---	---	---	---	---
301'GSB'+25	-	305'GSB'+07	MEDIAN EDGE LINE	---	---	764	---	---	---	---	---	---	---	---	---	---	---	---	---
301'GSB'+25	-	307'GSB'+25	EDGE LINE	---	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---
305'G'+07	-	307'G'+25	MEDIAN EDGE LINE	220	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
305'GSB'+07	-	307'GSB'+25	MEDIAN EDGE LINE	220	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
301'G'+25	-	305'G'+07	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	128	---
307'G'+25	-	313'G'+25	RT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
307'G'+25	-	313'G'+25	MEDIAN EDGE LINE	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
307'GSB'+25	-	313'GSB'+25	MEDIAN EDGE LINE	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
308'GSB'+63	-	313'GSB'+25	CENTER LINE	---	---	---	---	116	---	---	---	---	---	---	---	---	---	---	---
307'GSB'+25	-	313'GSB'+25	LT EDGE LINE	---	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---
313'G'+25	-	319'G'+25	RT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
313'G'+25	-	317'G'+83	MEDIAN EDGE LINE	459		---	---		---	---	---	---	---	---	---	---	---	---	---
313'GSB'+25	-	317'GSB'+69	MEDIAN EDGE LINE	444	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
313'GSB'+25	-	319'GSB'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

				646.0106							646.0126								
				EPOXY 4-INCH							EPOXY 8-INCH						647.0726	647.0726	
STATION	-	STATION	LOCATION	YELLOW LF	WHITE LF	DOUBLE YELLOW LF	3' LINE, 9' GAP WHITE LF	12.5' LINE, 37.5' GAP WHITE LF	12.5' LINE, 37.5' GAP YELLOW LF	2' LINE, 6' GAP YELLOW LF	WHITE LF	3' LINE, 9' GAP WHITE LF	2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	DIAGONAL EPOXY 12-IN WHITE LF	DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
313'GSB'+25	-	317'GSB'+90	LT EDGE LINE	---	468	---	---	---	---	---	---	---	---	---	---	---	---	---	---
314'G'+09	-	318'G'+08	LTL MEDIAN	---	---	---	---	---	---	---	399	---	---	---	---	---	---	---	---
314'G'+09	-	318'G'+08	LTL MEDIAN	---	---	---	---	---	---	---	400	---	---	---	---	---	---	---	---
314'G'+09	-	316'G'+39	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	101	---	---
318'G'+00	-	319'G'+25	CENTER LINE	---	---	---	---	31	---	---	---	---	---	---	---	---	---	---	---
317'G'+69	-	318'G'+05	MEDIAN	---	---	---	---	---	---	---	---	---	---	58	---	---	---	---	---
318'G'+05	-	318'G'+10	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
164'JVA'+98			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	37	---	---	---	---
319'G'+04	-	319'G'+09	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
319'G'+09	-	319'G'+25	MEDIAN	---		---	---	---	---	---	---	---	---	36	---	---	---	---	---
319'GSB'+04	-	319'GSB'+25	BIKE LANE LINE	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	---
319'GSB'+04	-	319'GSB'+25	BIKE LANE LINE	---	---	---	---	---	---	---	21	---	---	---	---	---	---	---	---
319'G'+25	-	325'G'+25	RT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
319'G'+25	-	325'G'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
319'G'+25	-	319'G'+59	MEDIAN CURB	---	---	---	---	---	---	---	---	---	---	70	---	---	---	---	---
319'GSB'+25	-	325'GSB'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
319'GSB'+25	-	322'GSB'+84	BIKE LANE LINE	---	359	---	---	---	---	---	---	---	---	---	---	---	---	---	---
319'GSB'+25	-	322'GSB'+84	BIKE LANE LINE	---		---	---	---	---	---	359	---	---	---	---	---	---	---	---
319'GSB'+40	-	325'GSB'+25	LT EDGE LINE	---	587	---	---	---	---	---	---	---	---	---	---	---	---	---	---
319'G'+59	-	325'G'+25	MEDIAN EDGE LINE	566	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
319'GSB'+59	-	325'GSB'+25	MEDIAN EDGE LINE	566	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
322'GSB'+84	-	324'GSB'+96	BIKE LANE LINE	---	---	---	53	---	---	---	---	---	---	---	---	---	---	---	---
322'GSB'+84	-	324'GSB'+35	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
325'G'+25	-	328'G'+29	RT EDGE LINE	---	304	---	---	---	---	---	---	---	---	---	---	---	---	---	---
325'G'+25	-	331'G'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
325'G'+25	-	328'G'+29	RT EDGE LINE	---	304	---	---	---	---	---	---	---	---	---	---	---	---	---	---
325'G'+25	-	331'G'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
325'G'+25	-	331'G'+25	MEDIAN EDGE LINE	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
325'GSB'+25	-	331'GSB'+25	MEDIAN EDGE LINE	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
325'GSB'+25	-	331'GSB'+25	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
325'GSB'+25	-	331'GSB'+25	LT EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
325'G'+53	-	331'G'+25	LTL MEDIAN	---	---	---	---	---	---	---	571	---	---	---	---	---	---	---	---
325'G'+53	-	331'G'+25	LTL MEDIAN	---	---	---	---	---	---	---	572	---	---	---	---	---	---	---	---
325'G'+53	-	331'G'+25	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	339	---	---
328'G'+29	-	331'G'+25	RT EDGE LINE	---	---	---	---	---	---	---	296	---	---	---	---	---	---	---	---
330'G'+98	-	331'G'+25	RTL LINE	---	---	---	---	---	---	---	28	---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+46	RTL LINE	---	---	---	---	---	---	---	22	---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+47	RT EDGE LINE	---	---	---	---	---	---	---	22	---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+47	CENTER LINE	---	---	---	---	6	---	---		---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+47	LT EDGE LINE	---	---	---	---	---	---	---	22	---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+47	LTL MEDIAN	---	---	---	---	---	---	---		---	---	---	---	---	10	---	---
331'G'+25	-	331'G'+47	LTL MEDIAN	---	---	---	---	---	---	---	22	---	---	---	---	---	---	---	---
331'G'+25	-	331'G'+47	MEDIAN EDGE LINE	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+25	-	331'GSB'+47	MEDIAN EDGE LINE	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+25	-	331'GSB'+47	CENTER LINE	---	---	---	---	6	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+25	-	331'GSB'+47	LT EDGE LINE	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---
96+58	-	98+81	USH 51 NB EDGE LINE	---	223		---	---	---	---	---	---	---	---	---	---	---	---	---
96+58	-	99+49	USH 51 MEDIAN	---	---	632	---	---	---	---	---	---	---	---	---	---	---	---	---
96+58	-	10+25	USH 51 SB EDGE LINE	---	567	---	---	---	---	---	---	---	---	---	---	---	---	---	---
96+84	-	99+44	USH 51 NB CL	---	---	---	---	65	---	---	---	---	---	---	---	---	---	---	---
96+84	-	99+44	USH 51 MEDIAN	---	---	520	---	---	---	---	---	---	---	---	---	---	---	---	---
96+84	-	99+44	USH 51 MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	103	---
96+84	-	99+44	USH 51 SB CL	---	---	---	---	65	---	---	---	---	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH DOUBLE YELLOW LF	646.0106 EPOXY 4-INCH 3' LINE, 9' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP YELLOW LF	646.0106 EPOXY 4-INCH 2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH 3' LINE, 9' GAP WHITE LF	646.0126 EPOXY 8-INCH 2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
99+44			USH 51 SB STOP LINE	---	---	---	---	---	---	---	---	---	---	---	33	---	---	---	---
100+33	-	102+25	USH 51 NB CL	---	---	---	---	48	---	---	---	---	---	---	---	---	---	---	---
100+33	-	102+25	USH 51 MEDIAN	---	---	384	---	---	---	---	---	---	---	---	---	---	---	---	---
100+33	-	102+25	USSH 51 SB LTL	---	---	---	---	---	---	---	192	---	---	---	---	---	---	---	---
100+33	-	102+25	USH 51 SB CL	---	---	---	---	48	---	---	---	---	---	---	---	---	---	---	---
100+33			USH 51 NB STOP LINE	---	---	---	---	---	---	---	---	---	---	---	29	---	---	---	---
100+83	-	102+25	USH 51 NB EDGE LINE	---	142	---	---	---	---	---	---	---	---	---	---	---	---	---	---
102+25	-	105+08	USH 51 NB EDGE LINE	---	278	---	---	---	---	---	---	---	---	---	---	---	---	---	---
102+25	-	108+00	USH 51 NB CL	---	---	---	---	144	---	---	---	---	---	---	---	---	---	---	---
102+25	-	105+11	USH 51 MEDIAN	---	---	586	---	---	---	---	---	---	---	---	---	---	---	---	---
102+25	-	104+33	USSH 51 SB LTL	---	---	---	---	---	---	---	208	---	---	---	---	---	---	---	---
102+25	-	108+00	USH 51 SB CL	---	---	---	---	144	---	---	---	---	---	---	---	---	---	---	---
102+25	-	108+00	USH 51 SB EDGE LINE	---	575	---	---	---	---	---	---	---	---	---	---	---	---	---	---
104+33	-	105+08	USH 51 MEDIAN	---	---	140	---	---	---	---	---	---	---	---	---	---	---	---	---
104+33	-	105+08	USH 51 MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	11	---
105+83	-	107+75	USH 51 MEDIAN	---	---	456	---	---	---	---	---	---	---	---	---	---	---	---	---
105+83	-	108+00	USH 51 MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	63	---
105+88	-	108+00	USH 51 NB EDGE LINE	---	208	---	---	---	---	---	---	---	---	---	---	---	---	---	---
105+88	-	107+75	USH 51 MEDIAN	---	---	374	---	---	---	---	---	---	---	---	---	---	---	---	---
			SUBTOTALS	19,361	40,097	12,696	560	1,422	5,619	0	5,724	265	0				450	470	
			PROJECT 5966-10-70, CAT. 1000 SUBTOTALS				**79,755**					**5,989**		**164**	**368**	**2**	**920**		**2,302**
331+46	-	331+55	RTL LINE	---	---	---	---	---	---	---	9	---	---	---	---	---	---	---	---
331+47	-	331+91	RTL LINE	---	---	---	---	---	---	---	44	---	---	---	---	---	---	---	---
331+47	-	331+91	CENTER LINE	---	---	---	---	11	---	---	---	---	---	---	---	---	---	---	---
331+47	-	331+91	RT EDGE LINE	---	---	---	---	---	---	---	44	---	---	---	---	---	---	---	---
331+91			RT STOP LINE	---	---	---	---	---	---	---	---	---	---	---	32	---	---	---	---
331+47	-	331+82	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	5	---	---
331+47	-	331+82	LTL EDGE LINE	---	---	---	---	---	---	---	35	---	---	---	---	---	---	---	---
331+82	-		LTL STOP LINE	---	---	---	---	---	---	---	---	---	---	---	16	---	---	---	---
331+47	-	331+82	MEDIAN EDGE LINE	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
331+60	-	331+79	MEDIAN CURB	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
331+79	-	331+84	MEDIAN CURB	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
331'GSB'+47	-	331'GSB'+60	MEDIAN EDGE LINE	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+47	-	332'GSB'+05	CENTER LINE	---	---	---	---	15	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+47	-	331'GSB'+54	LT EDGE LINE	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---
331'GSB'+92	-	332'GSB'+05	LT EDGE LINE	---	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---
333+26	-	333+46	CROSSWALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	229
333+37	-	335+61	CENTER LINE	---	---	---	---	56	---	---	---	---	---	---	---	---	---	---	---
334+43	-	336+48	MEDIAN CURB	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
333+45			LTL STOP LINE	---	---	---	---	---	---	---	---	---	---	18	---	---	---	---	---
333+45	-	337+25	LTL EDGE LINE	---	---	---	---	---	---	---	381	---	---	---	---	---	---	---	---
333+45	-	337+25	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	344	---	---
333+48	-	333+66	MEDIAN	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
333+42			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	42	---	---	---	---
333'GSB'+42	-	337'GSB'+25	EDGE LINE	---	---	---	---	---	---	---	385	---	---	---	---	---	---	---	---
333'GSB'+42	-	337'GSB'+25	CENTER LINE	---	---	---	---	96	---	---	---	---	---	---	---	---	---	---	---
333'GSB'+42	-	335'GSB'+93	RTL LINE	---	---	---	---	---	---	---	250	---	---	---	---	---		---	---
333'GSB'+68	-	334'GSB'+25	RTL LINE	---	---	---	---	---	---	---	58	---	---	---	---	---		---	---

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PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	WHITE LF	DOUBLE YELLOW LF	3' LINE, 9' GAP WHITE LF	12.5' LINE, 37.5' GAP WHITE LF	12.5' LINE, 37.5' GAP YELLOW LF	2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	3' LINE, 9' GAP WHITE LF	2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
337+25	-	338+11	LTL EDGE LINE	---	---	---	---	---	---	---	85	---	---	---	---	---		---	---
337+25	-	338+11	LTL MEDIAN	---	---	---	---	---	---	---		---	---	---	---	---	26	---	---
337+25	-	338+11	EDGE LINE	---	---	---	---	---	---	---	85	---	---	---	---	---		---	---
337'GSB'+25	-	342'GSB'+23	CENTER LINE	---	---	---	---	125	---	---	---	---	---	---	---	---	---	---	---
168'AE'+00	-	194'AE'+75	CENTER LINE	---	---	---	---	669	---	---	---	---	---	---	---	---	---	---	---
185'AE'+00	-	194'AE'+75	MEDIAN EDGE LINE	975	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
180'AW+00	-	194'AW+75	CENTER LINE	---	---	---	---	369	---	---	---	---	---	---	---	---	---	---	---
185'AW+00	-	194'AW+75	MEDIAN EDGE LINE	975	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
192'AW+29	-	194'AW+75	EDGE LINE	---	246	---	---	---	---	---	---	---	---	---	---	---	---	---	---
192'AE'+49	-	194'AE'+75	EDGE LINE	---	226	---	---	---	---	---	---	---	---	---	---	---	---	---	---
194'AE'+75	-	200'AE'+75	EDGE LINE	---	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---
194'AE'+75	-	200'AE'+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
194'AE'+75	-	200'AE'+75	MEDIAN EDGE LINE	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
194'AW+75	-	200'AW+75	MEDIAN EDGE LINE	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
194'AW+75	-	200'AW+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
194'AW+75	-	200'AW+75	EDGE LINE	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
195'AE'+78	-	200'AE'+75	EDGE LINE	---	---	---	---	---	---	---	495	---	---	---	---	---	---	---	---
195'AE'+78	-	200'AE'+75	LTL EDGE LINE	---	---	---	---	---	---	---	496	---	---	---	---	---	---	---	---
195'AE'+78	-	200'AE'+75	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	405	---
197'AE'+23	-	199'AE'+35	BIKE LANE LINE	---	---	---	53	---	---	---	---	---	---	---	---	---	---	---	---
197'AE'+85	-	199'AE'+35	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
199'AE'+35	-	200'AE'+75	BIKE LANE LINE	---	---	---	---	---	---	---	141	---	---	---	---	---	---	---	---
199'AE'+35	-	200'AE'+75	BIKE LANE LINE	---	141	---	---	---	---	---	---	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+30	RTL EDGE LINE	---	89	---	---	---	---	---	---	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+48	BIKE LANE LINE	---	---	---	---	---	---	---	172	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+48	BIKE LANE LINE	---	---	---	---	---	---	---	172	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+48	CENTER LINE	---	---	---	---	43	---	---	---	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+47	EDGE LINE	---	172	---	---	---	---	---	---	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+47	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	60	---	---
200'AE'+75	-	202'AE'+47	LTL EDGE LINE	---	---	---	---	---	---	---	172	---	---	---	---	---	---	---	---
200'AE'+75	-	202'AE'+47	MEDIAN EDGE LINE	172	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
200'AW+75	-	202'AW+34	MEDIAN EDGE LINE	160	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
200'AW+75	-	202'AW+50	CENTER LINE	---	---	---	---	44	---	---	---	---	---	---	---	---	---	---	---
200'AW+75	-	201'AW+99	EDGE LINE	---	126	---	---	---	---	---	---	---	---	---	---	---	---	---	---
201'AW+80	-	202'AW+24	RTL ISLAND	---	---	---	---	---	---	---	45	---	---	---	---	---	---	---	---
202'AW+59	-	202'AW+43	MEDIAN	---	---	---	---	---	---	---	---	---	---	28	---	---	---	---	---
202'AW+44	-	202'AW+49	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
202'AE'+47			LTL STOP LINE	---	---	---	---	---	---	---	---	---	---	---	19	---	---	---	---
202'AE'+48			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	34	---	---	---	---
202'AE'+46	-	202'AE'+55	CROSSWALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	254
202'AE'+82	-	203'AE'+87	LTL GUIDE LINE	---	---	---	---	---	---	---	---	---	40	---	---	---	---	---	---
202'AE'+93	-	203'AE'+93	LTL GUIDE LINE	---	---	---	---	---	---	38	---	---	---	---	---	---	---	---	---
203'AE'+83	-	206'AE'+75	CENTER LINE	---	---	---	---	51	---	---	---	---	---	---	---	---	---	---	---
203'AE'+84	-	203'AE'+89	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
203'AE'+89	-	204'AE'+10	MEDIAN	---	---	---	---	---	---	---	---	---	---	25	---	---	---	---	---
203'AW+87			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---
203'AE'+87			STOP LINE	---	---	---	---	---	---	---	---	---	---	---	34	---	---	---	---
203'AE'+87	-	206'AE'+75	LTL CENTER LINE	---	---	---	---	---	---	---	289	---	---	---	---	---	---	---	---
203'AW+87	-	206'AW+75	EDGE LINE	---	---	---	---	---	---	---	289	---	---	---	---	---	---	---	---
203'AW+87	-	206'AW+75	CENTER LINE	---	---	---	---	72	---	---	---	---	---	---	---	---	---	---	---

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PAVEMENT MARKING ITEMS

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STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH DOUBLE YELLOW LF	646.0106 EPOXY 4-INCH 3' LINE, 9' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	646.0106 EPOXY 4-INCH 12.5' LINE, 37.5' GAP YELLOW LF	646.0106 EPOXY 4-INCH 2' LINE, 6' GAP YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH 3' LINE, 9' GAP WHITE LF	646.0126 EPOXY 8-INCH 2' LINE, 6' GAP WHITE LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-IN LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-IN WHITE LF	647.0726 DIAGONAL EPOXY 12-IN YELLOW LF	647.0766 CROSSWALK EPOXY 6-IN LF
203'AW+87	-	206'AW+75	BIKE LANE LINE	---	289	---	---	---	---	---	---	---	---	---	---	---	---	---	---
203'AW+87	-	206'AW+75	BIKE LANE LINE	---	---	---	---	---	---	---	289	---	---	---	---	---	---	---	---
203'AW+89	-	204'AW+03	CROSSWALK	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	39
203'AE+97	-	206'AE+75	MEDIAN EDGE LINE	282	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
204'AE+05	-	206'AE+75	MEDIAN EDGE LINE	270	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
204'AE+36	-	206'AE+75	EDGE LINE	---	240	---	---	---	---	---	---	---	---	---	---	---	---	---	---
204'AW+42	-	204'AW+85	RTL ISLAND	---	---	---	---	---	---	---	46	---	---	---	---	---	---	---	---
204'AW+68	-	206'AW+75	RTL EDGE LINE	---	---	---	---	---	---	---	208	---	---	---	---	---	---	---	---
206'AE+35	-	206'AE+75	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	40	---	---
206'AE+28	-	206'AE+75	LTL EDGE LINE	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---	---
206'AE+75	-	212'AE+75	EDGE LINE	---	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---
206'AE+75	-	212'AE+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
206'AE+75	-	212'AE+75	MEDIAN EDGE LINE	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
206'AE+75	-	212'AE+75	MEDIAN EDGE LINE	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
206'AE+75	-	207'AE+28	LTL CENTER LINE	---	---	---	---	---	---	---	53	---	---	---	---	---	---	---	---
207'AE+28	-	210'AE+46	LTL CENTER LINE	---	---	---	---	---	---	---	---	80	---	---	---	---	---	---	---
206'AE+75	-	209'AE+02	LTL EDGE LINE	---	---	---	---	---	---	---	229	---	---	---	---	---	---	---	---
206'AE+75	-	209'AE+02	LTL MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	---	103	---	---
206'AW+75	-	209'AW+02	LTL EDGE LINE	---	---	---	---	---	---	---	228	---	---	---	---	---	---	---	---
206'AW+75	-	212'AW+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
206'AW+75	-	207'AW+28	BIKE LANE LINE	---	---	---	---	---	---	---	58	---	---	---	---	---	---	---	---
206'AW+75	-	207'AW+28	BIKE LANE LINE	---	---	---	---	---	---	---	58	---	---	---	---	---	---	---	---
206'AW+75	-	212'AW+75	EDGE LINE	---	601	---	---	---	---	---	---	---	---	---	---	---	---	---	---
209'AW+02	-	211'AW+35	DASH EDGE LINE	---	---	---	58	---	---	---	---	---	---	---	---	---	---	---	---
207'AE+28	-	209'AE+40	BIKE LANE LINE	---	---	---	53	---	---	---	---	---	---	---	---	---	---	---	---
207'AE+28	-	208'AE+78	BIKE LANE LINE	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---
211'AE+74	-	212'AE+75	RTL LINE	---	---	---	---	---	---	---	101	---	---	---	---	---	---	---	---
212'AE+75	-	215'AE+25	EDGE LINE	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---
212'AE+75	-	215'AE+25	RTL LINE	---	---	---	---	---	---	---	250	---	---	---	---	---	---	---	---
212'AE+75	-	218'AE+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
212'AE+75	-	215'AE+47	MEDIAN EDGE LINE	272	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
212'AW+75	-	215'AW+20	MEDIAN EDGE LINE	247	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
212'AW+75	-	218'AW+75	CENTER LINE	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---
212'AW+75	-	218'AW+75	EDGE LINE	---	600	---	---	---	---	---	---	---	---	---	---	---	---	---	---
215'AE+20	-	215'AE+53	MEDIAN	---	---	---	---	---	---	---	---	---	---	45	---	---	---	---	---
215'AE+53	-	215'AE+58	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
216'AE+44	-	216'AE+47	MEDIAN	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
216'AE+47	-	216'AE+84	MEDIAN	---	---	---	---	---	---	---	---	---	---	43	---	---	---	---	---
216'AE+53	-	218'AE+75	MEDIAN EDGE LINE	222	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
216'AW+53	-	218'AW+75	LTL EDGE LINE	---	---	---	---	---	---	---	222	---	---	---	---	---	---	---	---
216'AE+55	-	217'AE+68	EDGE LINE	114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
216'AE+84	-	218'AE+75	MEDIAN EDGE LINE	191	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
218'AE+75	-	224'AE+00	CENTER LINE	---	---	---	---	131	---	---	---	---	---	---	---	---	---	---	---
218'AE+75	-	219'AE+21	MEDIAN EDGE LINE	46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
218'AE+75	-	223'AE+00	MEDIAN EDGE LINE	426	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
218'AW+75	-	220'AW+29	LTL EDGE LINE	---	---	---	---	---	---	---	204	---	---	---	---	---	---	---	---
218'AW+75	-	248'AW+00	CENTER LINE	---	---	---	---	---	731	---	---	---	---	---	---	---	---	---	---
218'AW+75	-	223'AW+00	EDGE LINE	426	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SUBTOTALS	7,829	4,203	0	164	2,581	731	38	5,631	155	40				578	405	
			PROJECT 5966-10-71, CAT. 1000 SUBTOTALS				**15,546**					**5,825**		**207**	**201**	**6**	**983**		**522**
			TOTAL				**95,300**					**11,814**		**371**	**569**	**8**	**1,903**		**2,824**

LOCATING NO PASSING ZONES

STATION	-	STATION	648.0100 MI
210'G'+25	-	295'G'+25	1.60
CATEGORY #1000, PROJECT 5966-10-70 SUBTOTAL			**1.60**

DELINEATORS TEMPORARY

STATION	-	STATION	LOCATION	633.1100 DELINEATORS TEMPORARY EACH	REMARKS
183'AE'+00	-	194'AE'+00	LT	24	STAGE 2, PHASE A
PROJECT 5966-10-71,CAT. #1000 TOTAL				**24**	

PAVEMENT MARKING ITEMS

STATION	-	STATION		647.0156 ARROWS EPOXY TYPE 1 EACH	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0206 ARROWS BIKE LANE EPOXY EACH	647.0306 SYMBOLS BIKE LANE EPOXY EACH	647.0356 WORDS EPOXY EACH	647.0526 LINE SYMBOLS EPOXY EACH
CTH G		S. OF HUEBBE PKWY		---	2	---	---	2	---
HUEBBE PKWY		WESTBOUND		1	---	---	---	1	---
6'G'+50	-	6'G'+50		---	3	---	---	2	---
10'G'+00	-	14'G'+75		---	6	4	4	2	---
14'G'+75	-	20'G'+75		---	4	4	4	---	---
20'G'+75	-	26'G'+75		---	8	5	5	---	---
11'BT'+80	-	17'BT'+00		---	1	2	2	---	---
26'G'+75	-	32'G'+75		---	6	4	4	2	---
32'G'+75	-	38'G'+75		---	4	6	6	---	---
38'G'+75	-	44'G'+75		---	4	4	4	---	---
44'G'+75	-	50'G'+75		---	4	4	4	---	---
50'G'+75	-	56'G'+75		---	6	6	6	---	---
56'G'+75	-	62'G'+75		---	6	6	6	---	---
62'G'+75	-	68'G'+75		---	4	4	4	---	---
68'G'+75	-	74'G'+75		---	2	6	6	---	---
74'G'+75	-	80'G'+75		---	6	2	2	1	---
80'G'+75	-	83'G'+75		---	2	2	2	2	---
199'G'+48	-	204'G'+25		---	5	---	---	2	---
319'G'+25	-	325'G'+25		---	4	1	1	1	---
325'G'+25	-	331'G'+48		---	3	---	---	1	---
96+58	-	102+25	(USH 51)	---	1	---	---	---	---
102+25	-	108+00	(USH 51)	---	1	---	---	1	---
PROJECT 5966-10-70, CAT. 1000 SUBTOTALS				**1**	**82**	**60**	**60**	**17**	**0**
332'G'+25	-	337'G'+25		---	2	---	---	1	16
194'AE'+75	-	200'AE'+75		---	---	1	1	---	---
200'AE'+75	-	206'AE'+75		---	---	---	---	---	19
206'AE'+75	-	212'AE'+75		---	---	1	1	---	---
PROJECT 5966-10-71, CAT. 1000 SUBTOTALS				**0**	**2**	**2**	**2**	**1**	**35**
			TOTALS	**1**	**84**	**62**	**62**	**18**	**35**

FLEXIBLE TUBULAR MARKER POSTS

STATION	-	STATION	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	REMARKS
200'AE'+75	-	204'AE'+75	8	8	STAGE 2, PHASE A
215'AE'+00	-	217'AE'+00	40	40	STAGE 2, PHASE A
CATEGORY #1000, PROJECT 5966-10-71 TOTALS			**48**	**48**	

MOVING, REMOVING, AND COVERING SIGNS

STAGE	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
DETOUR					10
WINTER 2015/2016					10
CATEGORY #1000, PROJECT 5966-10-70 TOTALS	**0**	**0**	**0**	**0**	**20**
STAGE 1			4	3	
STAGE 2, PHASE A	32	13	2	2	1
STAGE 2, PHASE B	17	5			3
STAGE 3, PHASE A	10	4			2
STAGE 3, PHASE B	5	2			
STAGE 3, PHASE D	5	2			
WINTER 2015/2016					4
CATEGORY #1000, PROJECT 5966-10-71 TOTALS	**69**	**26**	**6**	**5**	**10**
TOTALS	**69**	**26**	**6**	**5**	**30**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL

STAGE	LOCATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	TRAFFIC CONTROL WARNING LIGHTS 643.0705 TYPE A EACH	TRAFFIC CONTROL WARNING LIGHTS 643.0705 TYPE A DAYS	TRAFFIC CONTROL WARNING LIGHTS 643.0715 TYPE C EACH	TRAFFIC CONTROL WARNING LIGHTS 643.0715 TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAYS
STAGE 1	HUEBBE - PHILHOWER	35	159	5,565	2	70	17	595	4	140	0	0	0	0	64	2,240
STAGE 1A	HUEBBE - PHILHOWER	1	24	24	0	0	1	1	2	2	0	0	0	0	4	4
STAGE 1B	HUEBBE - PHILHOWER	1	6	6	0	0	0	0	0	0	0	0	0	0	2	2
STAGE 1C	HUEBBE - PHILHOWER	1	24	24	0	0	1	1	2	2	0	0	0	0	4	4
STAGE 2	HUEBBE - PHILHOWER	90	180	16,200	2	180	37	3,330	26	2,340	11	990	0	0	75	6,750
STAGE 2A	HUEBBE - PHILHOWER	45	9	405	0	0	3	135	2	90	0	0	0	0	2	90
STAGE 2B	HUEBBE - PHILHOWER	45	8	360	0	0	3	135	2	90	0	0	0	0	2	90
STAGE 3	HUEBBE - PHILHOWER	75	202	15,150	15	1,125	43	3,225	30	2,250	5	375	0	0	95	7,125
ALL STAGES	SUNNY - STH 11	150	12	1,800		0	22	3,300	16	2,400	0	0	0	0	16	2,400
DETOUR		150	0	0		0	1	150	2	300	0	0	0	0	0	0
WINTER 2015/2016	G/BT INTERSECTION	200	42	8,400		0	12	2,400	18	3,600	0	0	0	0	5	1,000
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**47,934**		**1,375**		**13,272**		**11,214**		**1,365**		**0**		**19,705**
STAGE 1A	STH 11	30	264	7,920		0	9	270	18	540	46	1,380	4	120	44	1,320
STAGE 1B NIGHT WORK	STH 11	1	70	70		0	2	2	18	18	46	46	4	4	44	44
STAGE 1, NIGHT WORK, PHASE 1	STH 11	1	16	16		0	2	2	4	4	15	15	2	2	12	12
STAGE 1, NIGHT WORK, PHASE 2	STH 11	1	30	30		0	2	2	4	4	0	0	0	0	4	4
STAGE 2, PHASE A	STH 11	45	293	13,185		0	14	630	22	990	57	2,565	4	180	81	3,645
STAGE 2, PHASE B	STH 11	15	360	5,400		0	12	180	24	360	51	765	4	60	51	765
STAGE 2, PHASE C	STH 11	15	368	5,520		0	13	195	26	390	47	705	4	60	54	810
STAGE 3, PHASE A	STH 11	15	279	4,185		0	12	180	24	360	44	660	4	60	59	885
STAGE 3, PHASE B	STH 11	10	290	2,900		0	12	120	24	240	57	570	4	40	50	500
STAGE 3, PHASE C	STH 11	10	275	2,750		0	12	120	22	220	58	580	4	40	50	500
STAGE 3, PHASE D	STH 11	10	271	2,710		0	14	140	28	280	41	410	4	40	49	490
STAGE 4	STH 11	30	186	5,580		0	9	270	18	540	17	510	4	120	46	1,380
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**50,266**		**0**		**2,111**		**3,946**		**8,206**		**726**		**10,355**
				98,200		**1,375**		**15,383**		**15,160**		**9,571**		**726**		**30,060**

TRAFFIC CONTROL SIGNS PCMS

STAGE	DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	REMARKS
STAGE 1, NIGHT WORK, PHASE 1	7	1	7	STA. 340'GSB'+00
STAGE 1, NIGHT WORK, PHASE 1 & 2	14	1	14	STA. 210'AW'+00
UNDISTRIBUTED	20	2	40	
PROJECT 5966-10-71, CATEGORY #1000 TOTAL			**61**	

TRAFFIC CONTROL PROJECT

LOCATION	643.0100 EACH	SUPPLEMENTAL NUMBER
PROJECT 5966-10-70, CAT. 1000 SUBTOTAL	1	.003
PROJECT 5966-10-71, CAT. 1000 SUBTOTAL	1	.004
TOTAL	2	

SIGNS FIXED MESSAGE

LOCATION	643.1000 SF	REMARKS
EB STH 11 NEAR USH 51	17.00	BLACKHAWK TECH COLLEGE
WB STH 11 NEAR USH 51	17.00	BLACKHAWK TECH COLLEGE
CATEGORY #1000, PROJECT 5966-10-70 TOTAL	**34.00**	

TRAFFIC CONTROL DETOUR ITEMS

STAGE	DAYS	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) SUPPLEMENTAL EACH	NUMBER	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH	DAYS
DETOUR	150			216	32,400
PROJECT 5966-10-70, CAT 1000 SUBTOTALS		**1**	.001		**32,400**
STAGE 2, PHASE B	15			17	255
STAGE 2, PHASE C	15			20	300
STAGE 3, PHASE A	15			4	60
STAGE 3, PHASE B	10			13	130
STAGE 3, PHASE C	10			19	190
STAGE 3, PHASE D	10			14	140
STAGE 4	30			16	480
PROJECT 5966-10-71, CAT 1000 SUBTOTALS		**1**	.002		**1,555**
	TOTALS	**2**			**33,955**

TEMPORARY PAVEMENT MARKING

STAGE	STA.	-	STA.	649.0100 4-INCH WHITE LF	649.0100 4-INCH DOTTED WHITE 3' LINE 12'GAP LF	649.0100 4-INCH YELLOW LF	649.0100 4-INCH DOUBLE YELLOW LF	649.0701 8-INCH WHITE LF	649.0701 8-INCH DOTTED WHITE 3' LINE 9'GAP LF	649.0900 STOP LINE 12-INCH LF	REMOVABLE TAPE 649.0400 4-INCH LF	REMOVABLE TAPE 649.0801 8-INCH LF	REMOVABLE TAPE 649.1000 STOP LINE 12-INCH LF
STAGE 1	10'G'+30	-	79'G'+35	6,652	---	---	12,920	---	---	---	---	---	---
	10'G'+30	-	13'G'+90	---	---	---	---	260	---	---	---	---	---
	13'G'+90	-	15'G'+20	---	---	---	---	---	33	---	---	---	---
	25'G'+72	-	26'G'+26	---	---	---	---	54	---	---	---	---	---
STAGE 1A	E. HUEBBE PKWY			---	---	---	---	---	---	---	---	---	12
STAGE 1B	E. HUEBBE PKWY			---	---	---	---	---	---	---	---	---	12
STAGE 3	10'G'+20	-	83'G'+77.76	7,241	---	---	14,190	---	---	---	---	---	---
	10'G'+20	-	12'G'+50	---	---	---	---	130	---	---	---	---	---
	26'G'+75	-	28'G'+35	---	---	---	---	160	---	---	---	---	---
			SUBTOTALS	13,893	0	0	27,110	604	33	0	0	0	24
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS					**41,003**				**637**	**0**	**0**	**0**	**24**
STAGE 1	335'G'+00	-	343'G'+25	700	---	---	---	---	---	---	125	---	---
	168'AE'+00	-	249'AE'+00	---	---	9,688	---	---	---	---	---	---	---
	168'AE'+00	-	175'AE'+00	---	---	---	---	---	---	---	700	---	---
	199'AE'+00	-	200'AE'+00	---	---	---	---	---	---	---	100	---	---
	200'AE'+00	-	202'AE'+80	---	---	---	---	280	---	---	---	---	---
	204'AE+17	-	208'AE+00	---	---	---	---	383	---	---	---	---	---
	235'AE'+00	-	247'AE'+60	446	---	---	---	---	---	---	920	165	---
STAGE 2, PHASE A	333'G'+60	-		---	---	---	---	---	---	24	---	---	---
	333'G'+60	-	336'G'+85	---	---	---	---	325	---	---	---	---	---
	333'G'+60	-	342'G'+75	915	---	---	---	---	---	---	---	---	---
	342'G'+75	-	343'G'+25	---	---	---	---	---	---	---	150	---	---
	168'AE'+00	-	249'AE'+00	4,873	---	7,910	600	300	---	---	3,405	---	---
STAGE 2, PHASE B	180'AE'+25	-	228'AE'+00	2,573	60	---	---	450	---	---	1,185	260	---
	333'G'+00	-	344'G'+00	431	---	872	---	345	---	---	400	---	---
STAGE 2, PHASE C	333'G'+00	-	344'G'+00	70	---	360	---	---	---	---	---	---	---
STAGE 3, PHASE A	180'AE'+25	-	228'AE'+00	---	---	5,108	---	80	---	---	1,520	135	---
	334'G'+60	-	340'G'+60	105	---	---	---	---	---	---	396	---	---
STAGE 3, PHASE B	191'AE'+40	-	209'AE'+40	1,161	---	138	---	---	---	---	410	---	---
	334'G'+60	-	340'G'+60	---	---	292	---	---	---	---	250	---	---
STAGE 3, PHASE D	191'AE'+40	-	209'AE'+40	256	---	---	---	---	---	---	---	---	---
	334'G'+60	-	340'G'+60	137	---	---	---	---	---	---	685	---	---
STAGE 4	180'AE'+25	-	225'AE'+25	3,185	---	---	---	---	---	---	3,484	---	---
	334'G'+60	-	340'G'+60	---	---	---	---	---	---	---	683	---	---
			SUBTOTALS	14,852	60	24,368	600	2,163	0	24	14,413	560	0
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS					**39,880**				**2,163**	**24**	**14,413**	**560**	**0**
TOTALS					**80,883**				**2,800**	**24**	**14,413**	**560**	**24**

REMOVING PAVEMENT MARKINGS

STAGE	STA.	-	STA.	646.0600 LF	646.0955 ARROWS EACH	647.0965 WORDS EACH	REMOVING LONGITUDINAL PAVT MARKINGS WATER BLASTING LF	REMARKS
				SPV.0090.226				
STAGE 1	10'G'+30	-	79'G'+35	12,920	---	---	---	YELLOW CENTERLINE
	10'G'+30	-	13'G'+90	520	---	---	---	8" WHITE
	E. HUEBBE PKWY			---	---	1	---	"ONLY" FROM THROUGH LANE
STAGE 2	6'G'+50			---	---	1	---	"ONLY"
	7'G'+75			---	1	---	---	
	6'G'+70			48	---	---	---	8" WHITE
	10'G'+30	-	79'G'+35	6,652	---	---	---	
STAGE 3	7'G'+80			---	---	1	---	"ONLY"
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS				**20,140**	**1**	**3**	**0**	
STAGE 1	168'AE'+00	-	175'AE+00	---	---	---	175	LANE LINE
	242'AE'+00	-	249'AE'+00	---	---	---	175	LANE LINE
STAGE 2, PHASE A				---	---	---	---	
STAGE 2, PHASE B				---	---	---	---	
STAGE 2, PHASE C				---	---	---	---	
STAGE 3, PHASE A				---	---	---	---	
STAGE 3, PHASE B				---	---	---	---	
STAGE 3, PHASE C				---	---	---	---	
STAGE 3, PHASE D				---	---	---	---	
STAGE 4	182'AE'+20	-	189'AE'+20	---	---	---	700	YELLOW EDGELINE
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS				**0**	**0**	**0**	**1,050**	
			TOTALS	**20,140**	**1**	**3**	**1,050**	

TEMPORARY CURB RAMP

LOCATION	SPV.0060.225 EACH	REMARKS
HUEBBE PARKWAY NORTH SIDE	1	E.SIDE OF 1ST DRIVEWAY E. OF CTH G
HUEBBE PARKWAY SOUTH SIDE	1	E.SIDE OF 1ST DRIVEWAY E. OF CTH G
CATEGORY #1000, PROJECT 5966-10-70 TOTAL	**2**	

TEMPORARY PAVEMENT MARKING ARROWS AND WORDS

STAGE	STATION	LOCATION	649.1700 ARROWS EACH	649.1900 WORDS EACH
STAGE 1		E. HUEBBE PKWY	1	---
STAGE 2	8'G'+90	RT	1	---
STAGE 3	7'G'+30	9'G'+30	3	---
PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS			**5**	**0**
STAGE 2, PHASE A	333'G'+70	LT	1	---
	335'G'+00	LT	---	1
	336'G'+25	LT	1	---
PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS			**2**	**1**
		TOTALS	7	**1**

PEDESTRIAN SAFETY FENCE

STAGE	STATION	-	STATION	SPV.0090.225 LF	REMARKS
STAGE 1	201'AW+40	-	202'AW+70	130	STH 11 BIKE PATH LT
STAGE 1	203'AW+83	-	204'AW+11	28	STH 11 BIKE PATH LT
STAGE 1	333'GSB'+48	-	340'GSB'+55	707	SB CTH G LT
STAGE 2, PHASE A	201'AW+45	-	203'AW+00	155	STH 11 BIKE PATH RT
STAGE 2, PHASE A	202'AW+30	-	203'AW+00	70	STH 11 BIKE PATH LT
STAGE 2, PHASE A	203'AW+55	-	205'AW+40	185	STH 11 BIKE PATH RT
STAGE 2, PHASE A	203'AW+55	-	205'AW+40	185	STH 11 BIKE PATH LT
STAGE 2, PHASE A	333'GSB'+60	-	340'GSB'+55	695	SB CTH G LT
STAGE 2, PHASE B	202'AW+95	-	203'AW+28	66	TEMP BIKE XING LT & RT
STAGE 2, PHASE B	203'AW+53	-	203'AW+73	40	TEMP BIKE XING LT & RT
STAGE 2, PHASE C	203'AW+20	-	203'AW+50	60	TEMP BIKE XING LT & RT
STAGE 4	202'AW+93	-	203'AW+33	80	TEMP BIKE XING LT & RT
PROJECT 5966-10-71 CATEGORY #1000 TOTAL				**2,401**	

RIPRAP & GEOTEXTILE FABRIC

STATION	-	STATION	LOCATION	TYPE	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
78'G'+70	-	79'G'+02	RT	CULVERT APRON	8	---	---	24
80'G'+05	-	80'G'+51	LT	CULVERT APRON	31	---	---	93
228'G'+50	-	230'G'+00	RT	ROCK CHUTE	75	---	---	224
230'G'+50	-	232'G'+00	LT	ROCK CHUTE	71	---	---	214
233'G'+27			LT	CULVERT APRON	35	---	---	105
237'G'+46			LT	CULVERT APRON	1	---	---	3
237'G'+57			RT	CULVERT APRON	1	---	---	3
242'G'+00	-	244'G'+00	RT	ROCK CHUTE	90	---	---	269
242'G'+00	-	243'G'+50	LT	ROCK CHUTE	75	---	---	225
271'G'+75	-	273'G'+00	RT	ROCK CHUTE	57	---	---	172
274'G'+67			LT	CULVERT APRON	7	---	---	20
275'G'+57	-	276'G'+12	RT	CULVERT APRON	---	134	269	---
278'G'+27	-	278'G'+83	RT	CULVERT APRON	75	---	---	226
279'G'+67	-	280'G'+91	RT	CULVERT APRON	203	---	---	608
282'G'+59	-	282'G'+80	RT	CULVERT APRON	21	---	---	64
284'G'+62	-	285'G'+18	LT	CULVERT APRON	52	---	---	156
297'G'+01	-	297'G'+44	RT	CULVERT APRON	15	---	---	46
301'G'+03	-	301'G'+59	LT	CULVERT APRON	58	---	---	175
304'G'+04	-	304'G'+47	RT	CULVERT APRON	15	---	---	46
308'G'+04	-	308'G'+47	RT	CULVERT APRON	16	---	---	47
312'G'+74	-	313'G'+29	RT	CULVERT APRON	26	---	---	77
315'G'+18	-	315'G'+52	RT	CULVERT APRON	20	---	---	59
317'G'+33	-	317'G'+88	LT	CULVERT APRON	46	---	---	139
318'G'+68	-	319'G'+02	RT	CULVERT APRON	14	---	---	42
PROJECT 5966-10-70, CATEGORY #1000 TOTALS					1012	134	269	3035

CULVERT PIPE TEMPORARY

STATION	-	STATION	LOCATION	520.4012 CULVERT PIPE TEMPORARY 12-INCH LF	520.4018 CULVERT PIPE TEMPORARY 18-INCH LF
41'G'+00		41'G'+32	RT		34
42'G'+17		42'G'+27	RT		13
44'G'+92		45'G'+34	RT		20
46'G'+19		46'G'+68	RT	25	
48'G'+48		48'G'+85	RT		22
49'G'+16		49'G'+52	RT		20
54'G'+24		54'G'+49	RT	25	
56'G'+04		56'G'+42	RT	40	
58'G'+03		58'G'+49	RT		29
60'G'+78		61'G'+24	RT		24
61'G'+80		62'G'+25	RT		24
62'G'+86		63'G'+22	RT	36	
CATEGORY #1000, PROJECT 5966-10-70 TOTALS				**126**	**186**

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\030201_MQ.DWG PLOT DATE : 9/3/2008 9:38 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : ----------
WISDOT/CADDS SHEET 43

SAWING PAVEMENT

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
10'G'+26	-	26'G'+44	HUEBBE - INMAN	306	---
10'G'+26	-	26'G'+44	HUEBBE - INMAN DRIVEWAYS	248	---
98'GA'+55	-	99'GA'+68	GALE DRIVE	36	---
98'GA'+55	-	99'GA'+68	GALE DRIVE DRIVEWAYS	56	---
110'CO'+29	-	111'CO'+27	COLONY COURT	37	---
11'BT'+70	-	15'BT'+40	INMAN PARKWAY	34	---
11'BT'+70	-	15'BT'+40	INMAN PARKWAY DRIVEWAYS	73	---
26'G'+44	-	56'G'+23	INMAN - WALTON DRIVEWAYS	168	---
128'Z'+79	-	129'Z'+68	ZICK DRIVE	32	---
130'Z'+33	-	132'Z'+61	BOMBARDIER DRIVEWAY	31	---
138'WD'+52	-	139'WD'+68	WILLIAMS DRIVE	72	---
140'Y'+32	-	141'Y'+20	YMCA SPORTS COMPLEX DRIVEWAY	24	---
150'WL'+28	-	151'WL'+60	WALTON LANE	20	---
56'G'+23	-	83'G'+78	WALTON - PHILHOWER DRIVEWAYS	182	171
158'SR'+85	-	159'SR'+67	SECURITY ROAD	40	---
170'TR'+33	-	171'TR'+55	THOMAS ROAD	20	---
13'PH'+43	-	14'PH'+67	PHILHOWER ROAD WEST	24	---
15'PH'+33	-	16'PH'+57	PHILHOWER ROAD EAST	24	---
12'SU'+65	-	14'SU'+69	SUNNY LANE WEST	24	---
15'SU'+31	-	17'SU'+55	SUNNY LANE EAST	19	---
238'G'+68	-	301'G'+05	STRUCT B-53-291 - START 4 LANE	26	---
301'G'+05	-	331'G'+48	CTH G	26	---
168'JVA'+48	-	169'JVA'+08	INNOVATION DRIVE	---	---
170'DT'+00	-	171'DT'+65	DETROIT AVENUE	13	---
UNDISTRIBUTED				10	---
			PROJECT 5966-10-70, CATEGORY #1000 SUBTOTALS	**1,545**	**171**
331'G'+47	-	332'G'+11	CTH G NB	---	---
331'GSB'+47	-	332'GSB'+13	CTH G SB	---	---
187'AE'+46	-	219'AE'+21	STH 11/CTH G INTERSECTION	---	5,396
184'AW'+20	-	222'AW'+85	STH 11/CTH G INTERSECTION	---	1,033
214'AW'+95	-	215'AW'+05	EB STH 11 AT STORM SEWER	---	52
333'G'+77	-	335'G'+61	CTH G NB	29	---
333'GSB'+78	-	342'GSB'+22	CTH G SB	26	---
333'GSB'+18	-	342'GSB'+22	CTH G SIDEWALKS	---	5
177+10	-	179+26	SAGE STREET	13	---
UNDISTRIBUTED				10	330
			PROJECT 5966-10-71, CATEGORY #1000 SUBTOTALS	**78**	**6,816**
			TOTALS	**1,623**	**6,987**

LIGHTING SERVICE A

STATION	LOCATION	* SPV.0060.375 DECORATIVE LIGHTING ASSEMBLY LED A EACH	* SPV.0060.376 DECORATIVE LIGHT ASSEMBLY CONCRETE BASE EACH	SPV.0060.377 LIGHTING CONTROL CABINET EACH	SPV.0060.378 LIGHTING CONTROL CABINET CONCRETE BASE	656.0200.004 ELECTRIC SERVICE METER BREAKER PEDESTAL STA 46+10G, 40' LT LS
46'G'+10	38' LT			1	1	1
45'G'+11	28' LT	1	1			
43'G'+44	28' LT	1	1			
41'G'+68	31.5' LT	1	1			
39'G'+99	28' LT	1	1			
38'G'+25	28' LT	1	1			
36'G'+51	28' LT	1	1			
34'G'+77	28' LT	1	1			
33'G'+03	28' LT	1	1			
31'G'+29	28' LT	1	1			
29'G'+57	31.5' LT	1	1			
27'G'+91	40' LT	1	1			
25'G'+22	28.5' LT	1	1			
23'G'+52	28' LT	1	1			
21'G'+82	28' LT	1	1			
20'G'+12	28' LT	1	1			
18'G'+42	28' LT	1	1			
16'G'+72	29' LT	1	1			
15'G'+02	28' LT	1	1			
13'G'+32	28' LT	1	1			
11'G'+62	46' LT	1	1			
45'G'+94	28' RT	1	1			
44'G'+28	28' RT	1	1			
42'G'+60	28' RT	1	1			
40'G'+86	29' RT	1	1			
39'G'+12	28' RT	1	1			
37'G'+38	28' RT	1	1			
35'G'+64	28' RT	1	1			
33'G'+90	28' RT	1	1			
32'G'+16	28' RT	1	1			
30'G'+42	28' RT	1	1			
28'G'+73	28' RT	1	1			
24'G'+37	39' RT	1	1			
22'G'+67	28' RT	1	1			
20'G'+97	28' RT	1	1			
19'G'+27	28' RT	1	1			
17'G'+57	28' RT	1	1			
15'G'+87	28' RT	1	1			
14'G'+17	28' RT	1	1			
12'G'+47	28' RT	1	1			
10'G'+77	28' RT	1	1			
46'G'+77	28' LT	1	1			
48'G'+32	28' LT	1	1			
49'G'+77	32' LT	1	1			
51'G'+49	28' LT	1	1			
53'G'+20	28' LT	1	1			
54'G'+84	28' LT	1	1			
56'G'+53	28' LT	1	1			
58'G'+33	28' LT	1	1			

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LIGHTING SERVICE A

		* SPV.0060.375 DECORATIVE LIGHTING ASSEMBLY LED A	* SPV.0060.376 DECORATIVE LIGHT ASSEMBLY CONCRETE BASE	SPV.0060.377 LIGHTING CONTROL CABINET	SPV.0060.378 LIGHTING CONTROL CABINET	656.0200.004 ELECTRIC SERVICE METER BREAKER PEDESTAL STA 46+10G, 40' LT
60'G'+10	30' LT	1	1			
61'G'+81	28' LT	1	1			
63'G'+55	28' LT	1	1			
65'G'+29	28' LT	1	1			
67'G'+03	28' LT	1	1			
68'G'+77	28' LT	1	1			
70'G'+51	28' LT	1	1			
72'G'+25	28' LT	1	1			
73'G'+99	28' LT	1	1			
75'G'+73	28' LT	1	1			
77'G'+47	28' LT	1	1			
79'G'+04	35.5' LT	1	1			
47'G'+57	28' RT	1	1			
49'G'+12	28' RT	1	1			
50'G'+66	28' RT	1	1			
52'G'+20	40' RT	1	1			
54'G'+00	28' RT	1	1			
55'G'+75	31.5' RT	1	1			
57'G'+50	28.5' RT	1	1			
59'G'+20	28' RT	1	1			
60'G'+90	28' RT	1	1			
62'G'+53	31 RT	1	1			
64'G'+42	28' RT	1	1			
66'G'+16	28' RT	1	1			
67'G'+90	28' RT	1	1			
69'G'+64	28' RT	1	1			
71'G'+38	28' RT	1	1			
73'G'+12	28' RT	1	1			
74'G'+86	28' RT	1	1			
76'G'+60	34' RT	1	1			
78'G'+26	40' RT	1	1			
79'G'+99	36' RT	1	1			
PROJECT 5966-10-70, CATEGORY 1100 TOTALS		**80**	**80**	**1**	**1**	**1**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

LIGHTING PULL BOXES

STATION	LOCATION	PULL BOX NUMBER	653.0140 PULL BOX STEEL 24 X 42 INCH EACH
15'G'+13	29.5' LT	PB1	1
16'G'+67	29.5' LT	PB2	1
25'G'+70	38.5' LT	PB3	1
27'G'+86	40' LT	PB4	1
41'G'+73	32' LT	PB5	1
43'G'+06	29' LT	PB6	1
46'G'+10	28' LT	PB7	1
49'G'+82	37' LT	PB8	1
50'G'+80	31' LT	PB9	1
60'G'+15	30' LT	PB10	1
61'G'+54	30' LT	PB11	1
79'G'+90	38.5' RT	PB12	1
78'G'+63	34' RT	PB13	1
63'G'+55	32' RT	PB14	1
62'G'+56	31.5' RT	PB15	1
57'G'+08	29' RT	PB16	1
56'G'+91	34' RT	PB17	1
52'G'+77	33.5' RT	PB18	1
52'G'+25	40.5' RT	PB19	1
46'G'+10	28' RT	PB20	1
42'G'+89	35' RT	PB21	1
40'G'+91	31' RT	PB22	1
27'G'+86	28' RT	PB23	1
25'G'+70	40' RT	PB24	1
22'G'+62	29.5' RT	PB25	1
21'G'+02	29.5' RT	PB26	1

PROJECT 5966-10-70, CATEGORY 1100 TOTAL **26**

LIGHTING SERVICE A - WIRE AND CONDUIT

LOCATION FROM	LOCATION TO	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG GROUND LF	652.0225 CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH LF
STA 46'G'+10, 40' LT	STA 46'G'+10, 28LT	48	24		12
STA 46'G'+10, 28' LT	STA 45'G'+16, 28' LT	192	96	92	
STA 45'G'+16, 28' LT	STA 43'G'+44, 28' LT	362	181	170	
STA 43'G'+44, 28' LT	STA 43'G'+06, 29' LT	80	40	33	
STA 43'G'+06, 29' LT	STA 41'G'+73, 32' LT	266	133	131	
STA 41'G'+73, 32' LT	STA 41'G'+68, 31.5' LT	20	10	3	
STA 41'G'+68, 31.5' LT	STA 39'G'+99, 28' LT	356	178	167	
STA 39'G'+99, 28' LT	STA 38'G'+25, 28' LT	366	183	172	
STA 38'G'+25, 28' LT	STA 36'G'+51, 28' LT	366	183	172	
STA 36'G'+51, 28' LT	STA 34'G'+77, 28' LT	366	183	172	
STA 34'G'+77, 28' LT	STA 33'G'+03, 28' LT	366	183	172	
STA 33'G'+03, 28' LT	STA 31'G'+29, 28' LT	366	183	172	
STA 31'G'+29, 28' LT	STA 29'G'+57, 40' LT	362	181	170	
STA 29'G'+57, 40' LT	STA 27'G'+91, 40' LT	350	175	164	
STA 27'G'+91, 40' LT	STA 27'G'+86, 40' LT	24	12	3	
STA 27'G'+86, 40' LT	STA 25'G'+55, 37' LT	466	233	229	
STA 25'G'+55, 37' LT	STA 24'G'+92, 28' LT	136	68	61	
STA 24'G'+92, 28' LT	STA 23'G'+52, 28' LT	358	179	168	
STA 23'G'+52, 28' LT	STA 21'G'+82, 28' LT	358	179	168	
STA 21'G'+82, 28' LT	STA 20'G'+12, 28' LT	358	179	168	
STA 20'G'+12, 28' LT	STA 18'G'+42, 28' LT	358	179	168	
STA 18'G'+42, 28' LT	STA 16'G'+72, 29' LT	358	179	168	
STA 16'G'+72, 29' LT	STA 16'G'+67, 29.5' LT	24	12	3	
STA 16'G'+67, 29.5' LT	STA 15'G'+13, 29.5' LT	308	154	152	
STA 15'G'+13, 29.5' LT	STA 15'G'+02, 28' LT	32	16	9	
STA 15'G'+02, 28' LT	STA 13'G'+32, 28' LT	358	179	168	
STA 13'G'+32, 28' LT	STA 11'G'+62, 46' LT	358	179	168	
STA 46'G'+10, 40' LT	STA 46'G'+10, 28' LT	48	24		12
STA 46'G'+10, 28' LT	STA 46'G'+10, 28' RT	112	56	54	
STA 46'G'+10, 28' RT	STA 45'G'+94, 28' RT	42	21	14	
STA 45'G'+94, 28' RT	STA 44'G'+28, 28' RT	350	175	164	
STA 44'G'+28, 28' RT	STA 42'G'+92, 34' RT	290	145	134	
STA 42'G'+92, 34' RT	STA 42'G'+89, 35' RT	14	7	2	
STA 42'G'+86, 35' RT	STA 40'G'+91, 31' RT	400	200	196	
STA 40'G'+91, 31' RT	STA 40'G'+86, 29' RT	20	10	3	
STA 40'G'+86, 29' RT	STA 39'G'+12, 28' RT	366	183	172	
STA 39'G'+12, 28' RT	STA 37'G'+38, 28' RT	366	183	172	
STA 37'G'+38, 28' RT	STA 35'G'+64, 28' RT	366	183	172	
STA 35'G'+64, 28' RT	STA 33'G'+90, 28' RT	366	183	172	
STA 33'G'+90, 28' RT	STA 32'G'+16, 28' RT	366	183	172	
STA 32'G'+16, 28' RT	STA 30'G'+42, 28' RT	366	183	172	
STA 30'G'+42, 28' RT	STA 28'G'+73, 28' RT	356	178	167	
STA 28'G'+73, 28' RT	STA 27'G'+86, 28' RT	188	94	85	
STA 27'G'+86, 28' RT	STA 25'G'+70, 40' RT	436	218	214	
STA 25'G'+70, 40' RT	STA 24'G'+37, 39' RT	276	138	131	
STA 24'G'+37, 39' RT	STA 22'G'+62 29' RT	364	182	173	
STA 22'G'+62, 29' RT	STA 22'G'+57, 30' RT	24	12	3	
STA 22'G'+57, 30' RT	STA 21'G'+02, 29.5' RT	310	155	153	
STA 21'G'+02, 29.5' RT	STA 20'G'+97, 29' RT	20	10	3	
STA 20'G'+97, 29' RT	STA 19'G'+27, 28' RT	358	179	168	

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LIGHTING SERVICE A - WIRE AND CONDUIT

LOCATION FROM	LOCATION TO	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG GROUND LF	652.0225 CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH LF
STA. 19'G'+27, 28' RT	STA. 17'G'+57, 28' RT	358	179	168	
STA. 17'G'+57, 28' RT	STA. 15'G'+87, 28' RT	358	179	168	
STA. 15'G'+87, 28' RT	STA. 14'G'+17, 28' RT	358	179	168	
STA. 14'G'+17, 28' RT	STA. 12'G'+47, 28' RT	358	179	168	
STA. 12'G'+47, 28' RT	STA. 10'G'+77, 28' RT	358	179	168	
STA. 46'G'+10, 40' LT	STA. 46'G'+10, 28' LT	48	24		12
STA. 46'G'+10, 28' LT	STA. 46'G'+77, 28' LT	140	70	65	
STA. 46'G'+77, 28' LT	STA. 48'G'+32, 28' LT	328	164	153	
STA. 48'G'+32, 28' LT	STA. 49'G'+77, 32' LT	308	154	143	
STA. 49'G'+77, 32' LT	STA. 49'G'+82, 37' LT	24	12	3	
STA. 49'G'+82, 37' LT	STA. 50'G'+80, 31' LT	202	101	96	
STA. 50'G'+80, 31' LT	STA. 51'G'+49, 28' LT	144	72	67	
STA. 51'G'+49, 28' LT	STA. 53'G'+20, 28' LT	356	178	169	
STA. 53'G'+20, 28' LT	STA. 55'G'+09, 28' LT	396	198	187	
STA. 55'G'+09, 28' LT	STA. 56'G'+53, 28' LT	306	153	142	
STA. 56'G'+53, 28' LT	STA. 58'G'+33, 28' LT	374	187	178	
STA. 58'G'+33, 28' LT	STA. 60'G'+10, 30' LT	372	186	175	
STA. 60'G'+10, 30' LT	STA. 60'G'+15, 30' LT	24	12	3	
STA. 60'G'+15, 30' LT	STA. 61'G'+54, 30' LT	278	139	137	
STA. 61'G'+54, 30' LT	STA. 61'G'+81, 28' LT	60	30	25	
STA. 61'G'+81, 28' LT	STA. 63'G'+55, 28' LT	362	181	172	
STA. 63'G'+55, 28' LT	STA. 65'G'+29, 28' LT	362	181	172	
STA. 65'G'+29, 28' LT	STA. 67'G'+03, 28' LT	362	181	172	
STA. 67'G'+03, 28' LT	STA. 68'G'+77, 28' LT	362	181	172	
STA. 68'G'+77, 28' LT	STA. 70'G'+51, 28' LT	362	181	172	
STA. 70'G'+51, 28' LT	STA. 72'G'+25, 28' LT	362	181	172	
STA. 72'G'+25, 28' LT	STA. 73'G'+96, 28' LT	356	178	169	
STA. 73'G'+96, 28' LT	STA. 75'G'+73, 28' LT	368	184	175	
STA. 75'G'+73, 28' LT	STA. 77'G'+39, 28' LT	362	181	172	
STA. 77'G'+39, 28' LT	STA. 79'G'+04, 35.5' LT	348	174	163	

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LIGHTING SERVICE A - WIRE AND CONDUIT

LOCATION FROM	LOCATION TO	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG GROUND LF	652.0225 CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH LF
STA. 46'G'+10, 40' LT	STA. 46'G'+10, 28' LT	48	24		12
STA. 46'G'+10, 28' LT	STA. 46'G'+10, 28' RT	112	56	54	
STA. 46'G'+10, 28' RT	STA. 47'G'+57, 28' RT	300	150	145	
STA. 47'G'+57, 28' RT	STA. 49'G'+12, 28' RT	328	164	153	
STA. 49'G'+12, 28' RT	STA. 50'G'+66, 28' RT	326	163	152	
STA. 50'G'+66, 28' RT	STA. 52'G'+25, 40.5' RT	332	166	157	
STA. 52'G'+25, 40.5' RT	STA. 52'G'+72, 34.5' RT	94	47	45	
STA. 52'G'+72, 34.5' RT	STA. 52'G'+77, 33.5' RT	20	10	3	
STA. 52'G'+77, 33.5' RT	STA. 54'G'+00, 28' RT	256	128	121	
STA. 54'G'+00, 28' RT	STA. 55'G'+75, 32.5' RT	368	184	173	
STA. 55'G'+75, 32.5' RT	STA. 55'G'+91, 34' RT	46	23	14	
STA. 55'G'+91, 34' RT	STA. 57'G'+08, 29' RT	234	117	115	
STA. 57'G'+08, 29' RT	STA. 57'G'+50, 28' RT	94	47	40	
STA. 57'G'+50, 28' RT	STA. 59'G'+20, 28' RT	358	179	168	
STA. 59'G'+20, 28' RT	STA. 60'G'+80, 28' RT	338	169	158	
STA. 60'G'+80, 28' RT	STA. 62'G'+53, 31' RT	364	182	171	
STA. 62'G'+53, 31' RT	STA. 62'G'+56, 31.5' RT	20	10	1	
STA. 62'G'+56, 31.5' RT	STA. 63'G'+55, 32' RT	198	99	97	
STA. 63'G'+55, 32' RT	STA. 64'G'+42, 28' RT	184	92	85	
STA. 64'G'+42, 28' RT	STA. 66'G'+16, 28' RT	362	181	172	
STA. 66'G'+16, 28' RT	STA. 67'G'+90, 28' RT	362	181	172	
STA. 67'G'+90, 28' RT	STA. 69'G'+64, 28' RT	362	181	172	
STA. 69'G'+64, 28' RT	STA. 71'G'+38, 28' RT	362	181	172	
STA. 71'G'+38, 28' RT	STA. 73'G'+12, 28' RT	362	181	172	
STA. 73'G'+12, 28' RT	STA. 74'G'+86, 34' RT	362	181	172	
STA. 74'G'+86, 34' RT	STA. 76'G'+56, 40' RT	358	179	168	
STA. 76'G'+56, 40' RT	STA. 78'G'+26, 34' RT	358	179	168	
STA. 78'G'+26, 34' RT	STA. 78'G'+63, 38.5' RT	88	44	35	
STA. 78'G'+63, 38.5' RT	STA. 79'G'+90, 38.5' RT	258	129	125	
STA. 79'G'+90, 38.5' RT	STA. 79'G'+99, 36' RT	28	14	7	
SUBTOTALS		**29204**	**14602**		
PROJECT 5966-10-70, CATEGORY 1100 TOTALS		**43806**		**13600**	**48**

RELOCATE STREET LIGHT

STATION	LOCATION	SPV.0060.379 EACH
335'G'+13	5' LT	1
PROJECT 5966-10-71, CATEGORY 1100 TOTAL		**1**

* LIGHTING CONDUIT AND ELECTRICAL WIRE

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1		LPB1		13		32
LPB1		LPB2		214		
LPB2		L-001	29			29
LPB2		LPB3		123		
LPB3		L-002	106			122
L-002		L-003	150			
L-003		L-004	150			
L-004		L-005	150			
LPB4		L-006	111			127
L-006		L-007	150			
L-007		L-008	150			
L-008		L-009	150			
LPB4		LPB5		59		
LPB5		LPB6		60		
LPB6		L-010	29			45
LPB6		LPB7			104	
LPB7		L-011	114			131
L-011		L-012	150			
L-012		L-013	150			
L-013		L-014	150			
L-014		L-015	150			
LPB7		PB8		55		
LBP8		L-016	15			31
LPB8		CB1		49		
CB1		L-002				1512
L-002		L-004				960
CB1		L-001				813
L-001		L-003				1386
L-003		L-005				960
CB1		L-007				2082
L-007		L-009				960
CB1		L-010				897
L-010		L-006				963
L-006		L-008				960
CB1		L-011				756
L-011		L-013				960
L-013		L-015				960
CB1		L-016				279
L-016		L-012				1167
L-012		L-014				960
LPB5		L-010				107
L-001		LUMINAIRE				120
L-002		LUMINAIRE				120
L-003		LUMINAIRE				120
L-004		LUMINAIRE				120
L-005		LUMINAIRE				120
L-006		LUMINAIRE				120
L-007		LUMINAIRE				120
L-008		LUMINAIRE				120
L-009		LUMINAIRE				120

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LIGHTING CONDUIT AND ELECTRICAL WIRE (CONTINUED)

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
L-010		LUMINAIRE				120
L-011		LUMINAIRE				120
L-012		LUMINAIRE				120
L-013		LUMINAIRE				120
L-014		LUMINAIRE				120
L-015		LUMINAIRE				120
L-016		LUMINAIRE				120
	TOTAL		1904	573	104	19119

* PULL BOXES

PULL BOX NO.	LOCATION	653.0140 PULL BOXES STEEL 24"x42" EACH
LPB1	202+23 'AW', 78' LT	1
LPB2	204+24 '39', 80' LT	1
LPB3	204+36 'AW', 43' RT	1
LPB4	203+04 'AW', 162' RT	1
LPB	202+45 'AW', 163' RT	1
LPB6	202+13 'AW', 112' RT	1
LPB7	202+12 'AW', 9' RT	1
LPB8	202+11 'S', 46' LT	1
	TOTAL	8

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS

ALL ITEMS ON THIS SHEET ARE CATEGORY 1100

LIGHTING NO. L53-0904
STH 11 & CTH G

PAGE 1 OF 2

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\mq_CTH G lighting_sh01.dgn
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PLOT TIME: 11:11:38 AM
PLOT SCALE: 1:479.999
WISDOT/CADDS SHEET 42

3

LIGHTING EQUIPMENT

BASE NO.	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5- ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	* 659.1115 LUMINAIRES UTILITY LED-A EACH
L-001	1	1	1	1
L-002	1	1	1	1
L-003	1	1	1	1
L-004	1	1	1	1
L-005	1	1	1	1
L-006	1	1	1	1
L-007	1	1	1	1
L-008	1	1	1	1
L-009	1	1	1	1
L-010	1	1	1	1
L-011	1	1	1	1
L-012	1	1	1	1
L-013	1	1	1	1
L-014	1	1	1	1
L-015	1	1	1	1
L-016	1	1	1	1
TOTAL	16	16	16	16

CONCRETE BASES

BASE NO.	LOCATION	654.0105 CONCRETE BASE TYPE 5 EACH	654.0230 CONCRETE CONTROL CABINET BASE TYPE L30 EACH
CB1	202+20 'AW', 90' LT		1
L-001	204+10 'AW', 79' LT	1	
L-002	205+45 'AW', 43' RT	1	
L-003	206+95 'AW', 43' RT	1	
L-004	208+45 'AW', 35' RT	1	
L-005	209+95 'AW', 23' RT	1	
L-006	330+19 'GSB', 9' RT	1	
L-007	328+69 'GSB', 9' RT	1	
L-008	327+18 'GSB', 13' RT	1	
L-009	325+69 'GSB', 20' RT	1	
L-010	202+39 'AW', 126' RT	1	
L-011	200+97 'AW', 8' RT	1	
L-012	199+47 ' AW', 8' RT	1	
L-013	197+97 'AW', 13' RT	1	
L-014	196+48 'AW', 21' RT	1	
L-015	194+98 ' AW', 30' RT	1	
L-016	202+19 'AW', 59' LT	1	
	TOTAL	16	1

LIGHTING CONTROL CABINET

CONTROL CABINET NO.	** LOCATION	659.2130 LIGHTING CONTROL CABINET 120/240 30-INCH EACH
CB1	202+20 'AW', 90' LT	1
	TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CONTROL CABINET NO.	** LOCATION	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
CB1	STH 11 & CTH G	1
	TOTAL	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1100

LIGHTING NO. L53-0904
STH 11 & CTH G

PAGE 2 OF 2

CONDUIT

LOC.	TO	LOC.	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1		PB1		113	
PB1		PB2	163		
PB1		PB3		59	
PB3		SB1	15		
PB3		SB2	29		
PB1		PB4		138	
PB4		PB5	40		
PB5		SB3	30		
PB4		PB6		68	
PB6		PB7	45		
PB7		SB4	7		
PB6		PB8		82	
PB8		SB5	26		
PB8		PB9		142	
PB9		PB10	213		
PB10		PB11	230		
PB9		PB12		54	
PB12		SB6	16		
PB9		PB13		166	
PB13		PB15	30		
PB13		PB14	25		
PB14		SB7	17		
PB13		PB16		68	
PB16		PB17	23		
PB17		SB8	10		
PB16		PB18	201		
PB16		PB19			206
PB19		PB20	88		
PB20		PB21	214		
PB19		PB22		65	
PB22		SB9	23		
PB19		PB23		202	
PB23		PB24	27		
PB24		SB10	20		
PB23		PB25		60	
PB25		PB26	19		
PB26		SB11	6		
PB25		PB27		118	
PB27		SB12	6		
PB27		PB28		130	
PB28		PB29	258		
PB29		PB30	179		
PB28		PB31		50	
PB31		SB13	12		
PB28		PB32			128

CONDUIT (CONTINUED)

LOC.	TO	LOC.	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
PB32		PB33	20		
PB32		SB14	57		
PB32		PB34		65	
PB34		PB35	33		
PB35		SB15	8		
PB34		PB36		110	
PB36		SB16	10		
PB36		CB1		132	
		TOTAL	2100	1822	334

CONCRETE BASES

SIGNAL BASE NO.	** LOCATION	* 654.0101 CONCRETE BASE TYPE 1 EACH	* 654.0102 CONCRETE BASE TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	202AW+18, 81' LT				1
SB1	202AW+55, 50' LT	1			
SB2	202AW+57, 36' LT	1			
SB3	203AW+03, 49' LT	1			
SB4	203AW+34, 68' LT		1		
SB5	203AW+87, 95' LT			1	
SB6	203AW+79, 35' LT	1			
SB7	203AW+91, 09' RT	1			
SB8	203AW+99, 43' RT		1		
SB9	203AW+77, 98' RT			1	
SB10	203AW+31, 99' RT	1			
SB11	203AW+03, 123' RT		1		
SB12	202AW+48, 141' RT			1	
SB13	202AW+51, 88' RT	1			
SB14	202AW+50, 39' RT	1			
SB15	202AW+33, 9' RT		1		
SB16	202AW+01, 45' LT			1	
	TOTAL	8	4	4	1

PULL BOXES

PULL BOX NO.	LOCATION	* 653.0140 PULL BOXES STEEL 24"x42" EACH
PB1	334GSB+10, 60' LT	1
PB2	335GSB+69, 41' LT	1
PB3	202AW+57, 65' LT	1
PB4	334GSB+10, 09' RT	1
PB5	203AW+02, 78' LT	1
PB6	334GSB+10, 43' RT	1
PB7	203AW+34, 74' LT	1
PB8	334GSB+10, 84' RT	1
PB9	204AW+32, 74' LT	1
PB10	206AW+47, 47' LT	1
PB11	208AW+70, 37' LT	1
PB12	203AW+95, 35' LT	1
PB13	204AW+32, 09' RT	1
PB14	204AW+07, 09' RT	1
PB15	204AW+62, 09' RT	1
PB16	204AW+32, 43' RT	1
PB17	204AW+9, 43' RT	1
PB18	206AW+37, 43' RT	1
PB19	331GSB+46, 140' RT	1
PB20	330GSB+72, 90' RT	1
PB21	328GSB+57, 91' RT	1
PB22	331GSB+71, 81' RT	1
PB23	331GSB+46, 39' RT	1
PB24	331GSB+71, 39' RT	1
PB25	331GSB+46, 09' RT	1
PB26	331GSB+63, 09' RT	1
PB27	331GSB+41, 46' LT	1
PB28	221AW+93, 107' RT	1
PB29	199AW+36, 98' RT	1
PB30	197AW+56, 80' RT	1
PB31	202AW+39, 88' RT	1
PB32	201AW+93, 43' RT	1
PB33	201AW+73, 43' RT	1
PB34	201AW+92, 09' RT	1
PB35	202AW+25, 09' RT	1
PB36	201AW+91, 46' LT	1
	TOTAL	36

REMOVING PULL BOXES

PULL BOX NO.	LOCATION	653.0905 REMOVING PULL BOXES EACH
PB1	204AW+04, 105' RT	1
PB2	203AW+99, 29' RT	1
PB3	204AW+35, 29' RT	1
PB4	205AW+31, 29' RT	1
PB5	204AW+01, 45' LT	1
PB6	205AW+72, 30' LT	1
PB7	208AW+16, 27' LT	1
PB8	203AW+30, 61' LT	1
PB9	203AW+30, 78' LT	1
PB10	202AW+50, 39' LT	1
PB11	202AW+77, 78' LT	1
PB12	202AW+52, 26' RT	1
PB13	202AW+23, 34' RT	1
PB14	201AW+26, 33' RT	1
PB15	202AW+70, 105' RT	1
PB16	200AW+74, 91' RT	1
PB17	198AW+28, 85' RT	1
PB18	203AW+25, 101' RT	1
PB19	331GSB+67, 32' RT	1
PB20	331GSB+65, 90' RT	1
PB21	203AW+94, 110' RT	1
	TOTAL	21

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS.

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0784
STH 11 & CTH G
PAGE 1 OF 5

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1		SB1				157		157	
CB1		SB2		172					
CB1		SB3			240				
CB1		SB4		272			272		
CB1		SB5		289					
CB1		SB6				438			
CB1		SB7		510					
CB1		SB8		553					
CB1		SB9				706			
CB1		SB10		548					
CB1		SB11		477					
CB1		SB12		373					
CB1		SB13			357				
CB1		SB14			255				
CB1		SB15			204		204		
CB1		SB16		84				84	
PB1		CB1						57	
PB3		SB1						31	
PB4		SB3						88	
PB5		SB3						45	
PB6		SB4						69	
PB7		SB4						27	
PB8		SB5						42	
PB9		SB5						115	
PB12		SB6						31	
PB13		SB7						59	
PB14		SB7						32	
PB16		SB8						51	
PB17		SB8						26	
PB19		SB9						105	
PB22		SB9						39	
PB23		SB10						66	
PB24		SB10						37	
PB25		SB11						42	
PB26		SB11						22	
PB27		SB12						24	
PB28		SB13						79	
PB31		SB13						28	
PB32		SB14						73	
PB34		SB15						59	
PB35		SB15						23	
PB36		SB16						26	
SB1		SB2						70	
SB2		SB3						304	
SB3		SB4						233	

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE (CONTINUED ON NEXT SHEET)

LOC.	TO	LOC.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
SB4		SB5						179	
SB5		SB6						228	
SB6		SB7						272	
SB7		SB8						187	
SB8		SB9						302	
SB9		SB10						314	
SB10		SB11						180	
SB11		SB12						147	
SB12		SB13						199	
SB13		SB14						243	
SB14		SB15						193	
SB15		SB16						166	
SB4		SB8					444		
SB15		SB11					416		
SB1		HEAD 13	21						
SB1		HEAD 23		22					
SB1		HEAD 26	15						
SB2		HEAD 27	15						
SB3		HEAD 24		22					
SB4		HEAD 16		22					
SB4		LUMINAIRE							240
SB5		HEAD 20	66						
SB5		HEAD 21	54						
SB6		HEAD 7	21						
SB6		HEAD 5		22					
SB6		HEAD 25	15						
SB7		HEAD 6		22					
SB8		HEAD 10	21						
SB8		LUMINAIRE							240
SB9		HEAD 19	21						
SB9		HEAD 2	64						
SB9		HEAD 3	52						
SB9		HEAD 17		22					
SB10		HEAD 18		22					
SB11		HEAD 22		22					
SB11		LUMINAIRE							240
SB12		HEAD 14	66						
SB12		HEAD 15	54						
SB13		HEAD 1	19						

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS.

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0784
STH 11 & CTH G
PAGE 2 OF 5

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PLOT DATE: 2/12/2015
PLOT TIME: 1:11:05 PM
PLOT SCALE: 1:479.999
WISDOT/CADDS SHEET 42

TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4 -INCH CLAMP 6-FT EACH	657.1355 INSTALL POLES TYPE 12 EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* 659.1115 LUMINAIRES UTILITY LED-A EACH	659.1120 LUMINAIRES UTILITY LED-B EACH
SB1	1				1						1		
SB2	1					1					1		
SB3	1				1						1		
SB4		1	1				2						2
SB5								1		1			
SB6	1				1						1		
SB7	1				1								
SB8		1	1				2					2	
SB9								1	1				
SB10	1				1								
SB11		1	1				2					2	
SB12								1		1			
SB13	1			1							1		
SB14	1			1							1		
SB15		1	1				2						2
SB16								1	1				
TOTAL	8	4	4	2	5	1	8	4	2	2	6	4	4

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE (CONTINUED)

LOC.	TO	LOC.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
SB13		HEAD 28	15						
SB14		HEAD 11	19						
SB15		HEAD 4		22					
SB15		HEAD 12	21						
SB15		LUMINAIRE							240
SB16		HEAD 8	64						
SB16		HEAD 9	52						
		TOTAL	675	3476	1056	1301	1336	4754	960

* REMOVING CONCRETE BASES

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
CB1	331GSB+75, 108' RT	1
SB1	331GSB+73, 93' RT	1
SB2	204AW+28, 95' RT	1
SB3	203AW+95, 34' RT	1
SB4	204AW+26, 31' LT	1
SB5	203AW+95, 62' LT	1
SB6	202AW+71, 56' LT	1
SB7	202AW+24, 31' LT	1
SB8	202AW+60, 31' RT	1
SB9	202AW+50, 96' RT	1
SB10	331GSB+60, 5' LT	1
	TOTAL	11

REMOVE TRAFFIC SIGNALS

** LOCATION	SPV.0105.450 REMOVE TRAFFIC SIGNALS L.S.
STH 11 & CTH G	1
TOTAL	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS.

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0784
STH 11 & CTH G
PAGE 3 OF 5

FILE NAME: L:\work\projects\60242867\CTH_G - 60242867\000_CAD\001_Drawings\Traffic Signals\mq_STH 11_sh03.dgn
BATCH PRINT SHEET 26 OF 28
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PLOT DATE: 2/12/2015
PLOT TIME: 1:11:07 PM
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WISDOT/CADDS SHEET 42

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	** LOCATION	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB35	202AW+22, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	141	216
12	PB35	202AW+50, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	141	216
21	PB11	208AW+69, 12' LT	6 X 20	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	704	324
22	PB15	204AW+61, 12' LT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	374	222
31	PB26	331GSB+60, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	348	216
32	PB26	331GSB+88, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	348	216
41	PB2	335GSB+68, 12' LT	6 X 20	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	208	364
42	PB3	333GSB+68, 18' LT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	86	104	270
43	PB3	333GSB+39, 18' LT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	78	104	246
44	PB5	333GSB+68, 6' LT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	159	240
45	PB5	333GSB+39, 6'LT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	159	252
51	PB18	206AW+36, 26' RT	6 X 20	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	64	584	268
52	PB17	204AW+12, 32' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	402	216
53	PB17	203AW+83, 32' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	402	216
54	PB14	204AW+12, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	369	216
55	PB14	203AW+83, 20' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	369	216
61	PB30	197AW+56, 59' RT	6 X 20	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	644	292
62	PB33	201AW+73, 64' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	162	222
71	PB7	333GSB+68, 32' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	192	228
72	PB7	333GSB+39, 32' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	192	234
81	PB21	328GSB+58, 60' RT	6 X 20	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	763	396
82	PB22	331GSB+66, 66' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	525	252
83	PB22	331GSB+94, 66' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	78	525	246
84	PB24	331GSB+66, 54' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	386	252
85	PB24	331GSB+94, 54' RT	6 X 20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	386	240
						TOTAL	1860	8691	6276

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

** LOCATION	SPV.0105.455 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE L.S.
STH 11 & CTH G	1
TOTAL	1

FOR INFORMATION ONLY
STATE FURNISHED TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	POLES TYPE 12 EACH	MONOTUBE ARMS 40-FT EACH	MONOTUBE ARMS 45-FT EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET	CELLULAR MODEM EACH	CELLULAR ANTENNA EACH
CB1				1	1	1
SB4	1		1			
SB7	1	1				
SB9	1		1			
SB12	1	1				
TOTAL	4	2	2	1	1	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS.

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0784
STH 11 & CTH G
PAGE 4 OF 5

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BATCH PRINT SHEET 27 OF 28
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PLOT TIME: 10:53:04 AM
PLOT SCALE: 1:479.999
WISDOT/CADDS SHEET 42

TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0110 TRAFFIC SIGNAL FACE 3-12" VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12" VERTICAL 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 MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
1	SB13	1		1			1	1	1				
2	SB9	1		1			1	1	1				
3	SB9	1		1			1	1	1				
4	SB15		1		1					1	2	1	
5	SB6		1		1					1	2	1	
6	SB7		1		1					1	2	1	
7	SB6	1		1			1	1	1				
8	SB16	1		1			1	1	1				
9	SB16	1		1			1	1	1				
10	SB8	1		1						1	1	1	
11	SB14	1		1						1	1	1	
12	SB15	1		1						1	1	1	
13	SB1	1		1			1	1	1				
14	SB12	1		1			1	1	1				
15	SB12	1		1			1	1	1				
16	SB4		1		1					1	2	1	
17	SB9		1		1					1	2	1	
18	SB9		1		1					1	2	1	
19	SB9	1		1			1	1	1				
20	SB5	1		1			1	1	1				
21	SB5	1		1			1	1	1				
22	SB11		1		1					1	2	1	
23	SB1		1		1					1	2	1	
24	SB3		1		1					1	2	1	
25	SB6					1							1
26	SB1					1							1
27	SB2					1							1
28	SB13					1							1
TOTAL		15	9	15	9	4	12	12	12	12	21	12	4

SIGNAL MOUNTING HARDWARE

** LOCATION	658.5069.001 SIGNAL MOUNTING HARDWARE L.S.
STH 11 & CTH G	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS

** LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.	SPV.0105.454 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 11 & CTH G	1	1
TOTAL	1	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL, LIGHTING, AND ITS MISCELLANEOUS QUANTITIES SHEETS.

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0784
STH 11 & CTH G
PAGE 5 OF 5

* CONDUIT

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
PB1		PB7		101
PB7		SB6	7	
		TOTAL	7	101

*REMOVING CONCRETE BASES

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB6	10+81, 38' LT	1
	TOTAL	1

SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT

** LOCATION	SPV.0105.460 SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

** LOCATION	658.5069.002 SIGNAL MOUNTING HARDWARE L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

* TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
17	SB7	1	1
18	SB6	1	1
TOTAL		2	2

* TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1		SB6				169
CB1		SB7			69	
SB6		HEAD 2		23		
SB6		HEAD 4	21			
SB6		HEAD 18	15			
SB7		HEAD 17	15			
		TOTAL	51	23	69	169

MODIFY TRAFFIC SIGNAL CABINET

** LOCATION	SPV.0105.461 MODIFY TRAFFIC SIGNAL CABINET L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

* TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB6	1
SB7	1
TOTAL	2

* CONCRETE BASES

SIGNAL BASE NO.	** LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH
SB6	10+70, 46' LT	1
	TOTAL	1

ELECTRICAL SYSTEM GROUNDING

** LOCATION	SPV.0105.458 ELECTRICAL SYSTEM GROUNDING L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

** LOCATION	SPV.0105.456 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

INSTALL CONDUIT INTO EXISITING ITEM

PULL BOX NO.	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
PB1	10+49, 48' RT	1
PB7	10+65, 52' LT	1
	TOTAL	2

ADJUSTING PULL BOXES

PULL BOX NO.	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
PB1	10+49, 48' RT	1
PB7	10+65, 52' LT	1
	TOTAL	2

MODIFY VIDEO DETECTION SYSTEM

** LOCATION	SPV.0105.457 MODIFY VIDEO DETECTION SYSTEM L.S.
CTH G & HUEBBE PKWY	1
TOTAL	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL AND ITS MISCELLANEOUS QUANTITIES SHEETS.

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

CTH G & HUEBBE PARKWAY
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PLOT TIME: 1:44:35 PM
PLOT SCALE: 1:479.999
WISDOT/CADDS SHEET 42

NON-INTRUSIVE DETECTION SYSTEM

** LOCATION	SPV.0105.462 TRANSPORT & INSTALL STATE FURN. NON-INTRUSIVE DETECTION SYSTEM L.S.
51 & CRANSTON	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

** LOCATION	658.5069.003 SIGNAL MOUNTING HARDWARE L.S.
USH 51 & CRANSTON ROAD	1
TOTAL	1

REMOVE TRAFFIC SIGNALS

** LOCATION	SPV.0105.451 REMOVE TRAFFIC SIGNALS L.S.
USH 51 & CRANSTON ROAD	1
TOTAL	1

TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH
SB1	1	1	
SB3	1	1	
SB4			1
TOTAL	2	2	1

TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0120 TRAFFIC SIGNAL FACE 5-12" VERTICAL EACH	658.0165 TRAFFIC SIGNAL FACE 5-12" HORIZONTAL EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-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	* 658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	* 658.0625 LED MODULES 12-INCH GREEN ARROW EACH
5	SB3	1		1	1	1	1	1	1
6	SB4		1	1	1	1	1	1	1
7	SB1	1		1	1	1	1	1	1
9	SB5	1		1	1	1	1	1	1
TOTAL		3	1	4	4	4	4	4	4

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F.
CB1		SB1			56		
CB1		SB3			172		
CB1		SB4				243	
CB1		SB5					150
SB1		HEAD 7		23			
SB1		HEAD 11	21				
SB3		HEAD 1	21				
SB3		HEAD 5		23			
SB4		HEAD 6		52			
SB5		HEAD 9		23			
TOTAL			42	121	228	243	150

SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT

** LOCATION	SPV.0105.460 SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT L.S.
USH 51 & CRANSTON ROAD	1
TOTAL	1

FOR INFORMATION ONLY

STATE FURNISHED TRAFFIC SIGNAL EQUIPMENT

LOCATION	NON-INTRUSIVE VEHICLE DETECTION SYSTEM
USH 51 & CRANSTON ROAD	1
TOTAL	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER TRAFFIC SIGNAL AND ITS MISCELLANEOUS QUANTITIES SHEETS.

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1300

SIGNAL NO. S53-0158
USH 51 & CRANSTON ROAD
PAGE 1 OF 1

3

REMOVING PULL BOXES

LOCATION	STATION/OFFSET	653.0905 EACH
CTH G & CTH BT		
PB1	25'G'+84, 54' LT	1
PB2	15+17, 28' RT'	1
PB3	13+78, 20' RT	1
PB4	15+18, 29' LT	1
PB5	27'G'+11, 33' LT	1
PB6	29+92, 23' LT	1
PB7	27'G'+11, 25' RT	1
PB8	25'G'+82, 27' RT	1
PB9	25'G'+94, 29' LT	1
PB10	25'G'+75, 46' LT	1
TOTAL (CATEGORY 1300)		**10**

REMOVING CONCRETE BASES

LOCATION	STATION/OFFSET	204.0195 EACH
CTH G & CTH BT		
SB1	15+29, 29' RT	1
SB2	15+39, 48' LT	1
SB3	16+03, 47' LT	1
SB4	16+03, 15' LT	1
SB5	16+03, 11' RT	1
SB6	16+03, 28' RT	1
SB7	15+47, 57' RT	1
TOTAL (CATEGORY 1300)		**7**

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CTH G & CTH BT			
CB1	PB1	--	57
CB1	PB8	--	51
PB1	PB2	--	200
PB1	PB9	34	--
PB2	PB3	--	32
PB3	PB4	--	186
PB3	PB12	35	--
PB4	PB5	--	72
PB5	PB6	--	170
PB5	PB15	17	--
PB6	PB7	--	78
PB7	PB8	--	168
PB7	PB18	42	--
PB9	PB10	58	--
PB10	PB11	250	--
PB12	PB13	34	--
PB13	PB14	289	--
PB15	PB16	93	--
PB16	PB17	206	--
PB18	PB19	16	--
PB19	PB20	288	--
PB1	SB1	14	--
PB2	SB2	--	14
PB2	SB3	28	--
PB3	SB4	12	--
PB4	SB5	14	14
PB4	SB6	--	13
PB5	SB7	7	--
PB6	SB8	--	13
PB6	SB9	6	--
PB7	SB10	19	--
PB8	SB11	10	--
PB8	SB12	--	19
PB13	LB1	37	--
PB15	LB2	38	--
PB19	LB3	19	--
TOTAL (CATEGORY 1300)		**1566**	**1087**

PULL BOX BONDING JUMPERS

LOC.	TO	LOC.	655.0515^^ ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF
CTH G & CTH BT			
PB1	-	CB1	30
PB2	-	SB3	25
PB3	-	SB4	25
PB4	-	SB5	20
PB5	-	SB7	15
PB6	-	SB9	20
PB7	-	SB10	30
PB8	-	SB11	20
TOTAL (CATEGORY 1300)			**185**

^^ ADDITIONAL QUANTITIES WITH 'EQUIPMENT GROUNDING CONDUCTORS' SECTION

EQUIPMENT GROUNDING CONDUCTORS

LOC.	TO	LOC.	655.0515^^ ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF
CTH G & CTH BT			
CB1	-	SB1	40
SB1	-	SB2	155
SB2	-	SB3	45
SB3	-	SB4	55
SB4	-	SB5	130
SB5	-	SB6	35
SB6	-	SB7	70
SB7	-	SB8	115
SB8	-	SB9	30
SB9	-	SB10	75
SB10	-	SB11	125
SB11	-	SB12	40
SB12	-	CB1	40
TOTAL (CATEGORY 1300)			**955**

^^ ADDITIONAL QUANTITIES WITH 'PULL BOX BONDING JUMPERS' SECTION

3

CTH G / CTH BT INTERSECTION

3

CONCRETE BASES

BASE NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	SPV.0060.476 CONCRETE BASES TYPE 13, CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR ROD TEMPLATE EACH	654.0217 CONCRETE CONTROL BASES TYPE 9 SPECIAL EACH
CTH G & CTH BT					
CB1	15+13	60' LT	--	--	1
SB1	15+34	75' LT	1	--	--
SB2	27'G'+40	44' RT	--	1	--
SB3	27'G'+18	43' RT	1	--	--
SB4	16+50	50' RT	1	--	--
SB5	16+50	36' RT	1	--	--
SB6	16+50	45' RT		1	--
SB7	16+22	57' RT	1	--	--
SB8	25'G'+73	47' LT	--	1	--
SB9	25'G'+87	44' LT	1	--	--
SB10	14+93	35' RT	1	--	--
SB11	15+01	45' LT	1	--	--
SB12	14+94	52' LT	1	1	--
TOTAL (CATEGORY 1300)			**9**	**4**	**1**

PULL BOXES

LOCATION	STATION	OFFSET	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
CTH G & CTH BT				
PB1	15+29	62' RT	--	1
PB2	16+28	61' LT	--	1
PB3	16+39	54' LT	--	1
PB4	16+39	39' RT	--	1
PB5	16+19	62' RT	--	1
PB6	15+35	62' RT	--	1
PB7	15+10	36' RT	--	1
PB8	15+10	47' LT	--	1
PB9	27'G'+41	41' LT	1	--
PB10	27'G'+95	40' LT	1	--
PB11	30'G'+45	29' LT	1	--
PB12	16+72	48' LT	1	--
PB13	16+88	48' LT	1	
PB14	19+59	39' LT	1	--
PB15	25'G'+67	41' RT	1	--
PB16	24'G'+75	41' RT	1	--
PB17	22'G'+67	29' RT	1	--
PB18	14+68	34' RT	1	--
PB19	14+54	34' RT	1	
PB20	11+82	22' RT	1	--
TOTAL (CATEGORY 1300)			**12**	**8**

REMOVE TRAFFIC SIGNALS

LOCATION	SPV.0105.452 LS
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.003 LS
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	SPV.0105.465 LS
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.004 LS
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

CTH G / CTH BT INTERSECTION

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB.	LOCATION*	SIZE (FT. X FT.)	NO. OF TURNS	PAVEMENT	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD-IN CABLE ^ LF	655.0800 LOOP DETECTOR WIRE LF
CTH G & CTH BT									
11	PB15	25'G'+87; 1' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	128	290	232
12	PB15	25'G'+62; 1' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	128	280	232
21	PB11	19+59; 19' LT	6' X 16'	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	78	475	210
22	PB10	27+95, 13'LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	106	124	210
41	PB20	11+82; 5' RT	6' X 16'	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	72	452	204
42	PB18	14+91; 6' RT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	152	230
43	PB18	14+65; 6' RT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	152	230
44	PB18	14+91; 6' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	152	230
45	PB18	14+65; 6' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	152	230
51	PB9	27'G'+18; 1' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	62	230
52	PB9	27'G'+44; 1' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	126	62	230
61	PB17	22'G'+67; 13' RT	6' X 16'	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	54	617	126
62	PB16	24'G'+95, 13' RT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	102	398	206
81	PB14	19+60, 19 'LT	6' X 16'	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	78	482	210
82	PB12	16+48; 18' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	106	182	210
83	PB12	16+75; 18' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	106	182	210
84	PB12	16+48; 6' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	128	182	284
85	PB12	16+75; 6' LT	6' X 20'	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	128	182	232
TOTAL (CATEGORY 1300)							**1970**	**4578**	**3946**

* LOCATION IS TO FRONT CENTER OF DETECTOR

CTH G / CTH BT INTERSECTION

3

TRAFFIC SIGNAL POLES

BASE NO.	657.0100 PED. BASE EACH	657.0420 13-FOOT STAND. EACH	657.0425 15-FOOT STAND. EACH	657.0430 10-FOOT STAND. EACH	658.0500 PEDESTRIAN PUSH BUTTON EACH	SPV.0060.479 POLES TYPE 13 EACH	SPV.0060.482 MONOTUBE ARMS 50-FT EACH
CTH G & CTH BT							
SB1	1	--	1	--	1	--	--
SB2	--	--	--	--	--	1	1
SB3	1	--	--	1	1	--	--
SB4	1	1	--	--	1	--	--
SB5	1			1	1	--	--
SB6	--	--	--	--	--	1	1
SB7	1	--	1	--	1	--	--
SB8	--	--	--	--	--	1	1
SB9	1	--	--	1	1	--	--
SB10	1	1	--	--	1	--	--
SB11	1	--	--	1	1	--	--
SB12	--	--	--	--	--	1	1
TOTAL (CATEGORY 1300)	**8**	**2**	**2**	**4**	**8**	**4**	**4**

INTERIM TRAFFIC SIGNAL OPERATION

LOCATION	SPV.0105.466 LS
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

TRAFFIC SIGNAL CABINET & CONTROLLER FULLY ACTUATED 8-PHASE

LOCATION	SPV.0060.483 EACH
CTH G & CTH BT	1
TOTAL (CATEGORY 1300)	**1**

TRAFFIC SIGNAL CABLE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0800^ LOOP DETECTOR WIRE LF
CTH G & CTH BT					
CB1	SB1	--	--	37	--
SB1	FACE 5	19	--	--	--
SB1	FACE 6	19	--	--	--
SB1	FACE 28	15	--	--	--
SB1	BUTTON	--	--	--	6
CB1	SB2	--	--	164	
SB2	FACE 2	80	--	--	--
SB2	FACE 3	80	--	--	--
SB2	FACE 4	80	--	--	--
CB1	SB3	142	--	--	--
SB3	FACE 27	15	--	--	--
SB3	BUTTON	--	--	--	6
CB1	SB4	--	161	--	--
SB4	FACE 15	22	--	--	--
SB4	FACE 16	21	--	--	--
SB4	FACE 26	15	--	--	--
SB4	BUTTON	--	--	--	6
CB1	SB5	260	--	--	--
SB5	FACE 25	15	--	--	--
SB5	BUTTON	--	--	--	6
CB1	SB6	--	--	260	--
SB6	FACE 12	60	--	--	--
SB6	FACE 13	60	--	--	--
SB6	FACE 14	60	--	--	--
CB1	SB7	--	--	292	--
SB7	FACE 1	19	--	--	--
SB7	FACE 10	19	--	--	--
SB7	FACE 24	15	--	--	--
SB7	BUTTON	--	--	--	6
CB1	SB8	--	--	168	--
SB8	FACE 7	60	--	--	--
SB8	FACE 8	60	--	--	--
SB8	FACE 9	60	--	--	--
CB1	SB9	163	--	--	--
SB9	FACE 23	15	--	--	--
SB9	BUTTON	--	--	--	6
CB1	SB10	--	129	--	--
SB10	FACE 11	21	--	--	--
SB10	FACE 20	22	--	--	--
SB10	FACE 22	15	--	--	--
SB10	BUTTON	--	--	--	6
CB1	SB11	31	--	--	--
SB11	FACE 21	55	--	--	--
SB11	BUTTON	--	--	--	6
CB1	SB12	--	--	40	--
SB12	FACE 17	75	--	--	--
SB12	FACE 18	75	--	--	--
SB12	FACE 19	75	--	--	--
TOTAL (CATEGORY 1300)		**1196**	**161**	**921**	**30**

^ ADDITIONAL QUANTITIES WITH 'LOOP DETECTOR' SECTION

CTH G / CTH BT INTERSECTION

3

3

LIGHTING WIRE

FROM	TO	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CTH G & CTH BT			
CB1	SB2	489	--
SB2	LUM.	--	135
SB2	LB1	387	--
LB1	SB6	513	--
SB6	LUM.	--	135
SB6	LB2	387	--
CB1	SB12	123	--
SB12	LUM.	--	135
SB12	LB3	564	--
LB3	SB8	405	--
SB8	LUM.	--	135
TOTAL (CATEGORY 1300)		**2868**	**540**

LIGHTING UNITS

POLE NO.	STATION	OFFSET	659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.375 * DECORATIVE LIGHTING ASSEMBLY LED A EACH	SPV.0060.376 * DECORATIVE LIGHT ASSEMBLY CONCRETE BASE EACH	SPV.0060.484 LUMINAIRES ARMS STEEL 15-FT EACH
CTH G & CTH BT						
SB2	27'G'+40	44' RT	1	--	--	1
SB6	16+50	45' RT	1	--	--	1
SB8	25'G'+73	47' LT	1	--	--	1
SB12	14+94	52' LT	1	--	--	1
LB1	16+86	46' LT	--	1	1	--
LB2	25'G'+32	42' RT	--	1	1	--
LB3	14+44	35' RT	--	1	1	--
TOTAL (CATEGORY 1100)			**--**	**3**	**3**	**--**
TOTAL (CATEGORY 1300)			**4**	**--**	**--**	**4**

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CTH G / CTH BT INTERSECTION

SIGNAL FACES & LED MODULES

SIGNAL FACE NO.	SIGNAL BASE NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL 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 12-INCH RED BALL EACH	658.0605 12-INCH YELLOW BALL EACH	658.0610 12-INCH GREEN BALL EACH	658.0615 12-INCH RED ARROW EACH	658.0620 12-INCH YELLOW ARROW EACH	658.0625 12-INCH GREEN ARROW EACH	658.0635 PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
CTH G & CTH BT													
1	SB7	1	--	1	--	--	1	1	1	--	--	--	--
2	SB2	1	--	1	--	--	1	1	1	--	--	--	--
3	SB2	1	--	1	--	--	1	1	1	--	--	--	--
4	SB2	--	1	--	1	--	--	--	--	1	2	1	--
5	SB1	--	1	--	1	--	--	--	--	1	2	1	--
6	SB1	1	--	1	--	--	1	1	1	--	--	--	--
7	SB8	1	--	1	--	--	1	1	1	--	--	--	--
8	SB8	1	--	1	--	--	1	1	1	--	--	--	--
9	SB8	--	1	--	1	--	--	--	--	1	2	1	--
10	SB7	--	1	--	1	--	--	--	--	1	2	1	--
11	SB10	1	--	1	--	--	1	1	1	--	--	--	--
12	SB6	1	--	1	--	--	1	1	1	--	--	--	--
13	SB6	1	--	1	--	--	1	1	1	--	--	--	--
14	SB6	1	--	1	--	--	--	--	--	1	2	--	--
15	SB4	1	--	1	--	--	--	--	--	1	2	--	--
16	SB4	1	--	1	--	--	1	1	1	--	--	--	--
17	SB12	1	--	1	--	--	1	1	1	--	--	--	--
18	SB12	1	--	1	--	--	1	1	1	--	--	--	--
19	SB12	1	--	1	--	--	--	--	--	1	2	--	--
20	SB10	1	--	1	--	--	--	--	--	1	2	--	--
21	SB11	--	--	--	--	1	--	--	--	--	--	--	1
22	SB10	--	--	--	--	1	--	--	--	--	--	--	1
23	SB9	--	--	--	--	1	--	--	--	--	--	--	1
24	SB7	--	--	--	--	1	--	--	--	--	--	--	1
25	SB5	--	--	--	--	1	--	--	--	--	--	--	1
26	SB4	--	--	--	--	1	--	--	--	--	--	--	1
27	SB3	--	--	--	--	1	--	--	--	--	--	--	1
28	SB1	--	--	--	--	1	--	--	--	--	--	--	1
TOTAL (CATEGORY 1300)		**16**	**4**	**16**	**4**	**8**	**12**	**12**	**12**	**8**	**16**	**4**	**8**

CTH G / CTH BT INTERSECTION

ITS POLES

ITEM	STATION	OFFSET	SPV.0060.403 50-FOOT WOOD POLE EA	SPV.0060.404 65-FOOT WOOD POLE EA
CATEGORY 1200				
PROJECT 5966-10-70				
CP1	202+04 'AW'	75' LT	--	1
MD1	264+00 'G'	47' RT	1	--
PROJECT TOTAL			**1**	**1**

ITS CONDUIT AND CABLE ITEMS

	FROM	TO	LINEAR DISTANCE	CABLE SLACK ELECTRICAL	NUMBER OF ELECTRICAL WIRES LIGHTING 6 AWG	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
CATEGORY 1200 PROJECT 5966-10-70							
	MB1	CP1	30	18	3	30	144
PROJECT TOTAL						**30**	**144**

3

ITS ITEMS

ITEM	STATION	OFFSET	656.0500.001 ELECTRICAL SERVICE BREAKER DISCONNECT BOX ITS LS	659.0802 PLAQUES SEQUENCE IDENTIFICATION EA	673.0225.S INSTALL POLE MOUNTED CABINET EA	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EA	677.0200 INSTALL CAMERA ASSEMBLY EA	677.0300.S INSTALL VIDEO ENCODER EA	SPV.0060.401 INSTALL CELLULAR MODEM EA	SPV.0060.402 INSTALL SOLAR POWER ASSEMBLY EA
CATEGORY 1200										
PROJECT 5966-10-70										
CP1	202+04 'AW'	75' LT	1	2	1	--	1	1	1	--
MD1	264+00 'G'	47' RT	--	2	--	1	--	--	1	1
PROJECT TOTAL			1	4	1	1	1	1	2	1

ITS MISCELLANEOUS ITEMS

	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	678.0500 COMMUNICATION SYSTEM TESTING LS
CATEGORY 1200			
PROJECT 5966-10-70	1	1	1
PROJECT TOTAL	1	1	1

JPP-141

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.01, AMENDMENT NO: 1

MODIFIES PARCEL NO. 1 OF TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.01, RECORDED AS DOCUMENT NO. 1997852 AND FILED IN TPP - 87.

PART OF LOT 58, BELOIT TOWNSHIP INDUSTRIAL PARK, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 13, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT AND PART OF LOT 2 OF CSM 837193, LOCATED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 18, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:30AM ON 10th October, 2014 AS DOCUMENT # 2013335 AND FILED IN JPP-141
Randall Largen
SIGNATURE OF REGISTER OF DEEDS
$ 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.01
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

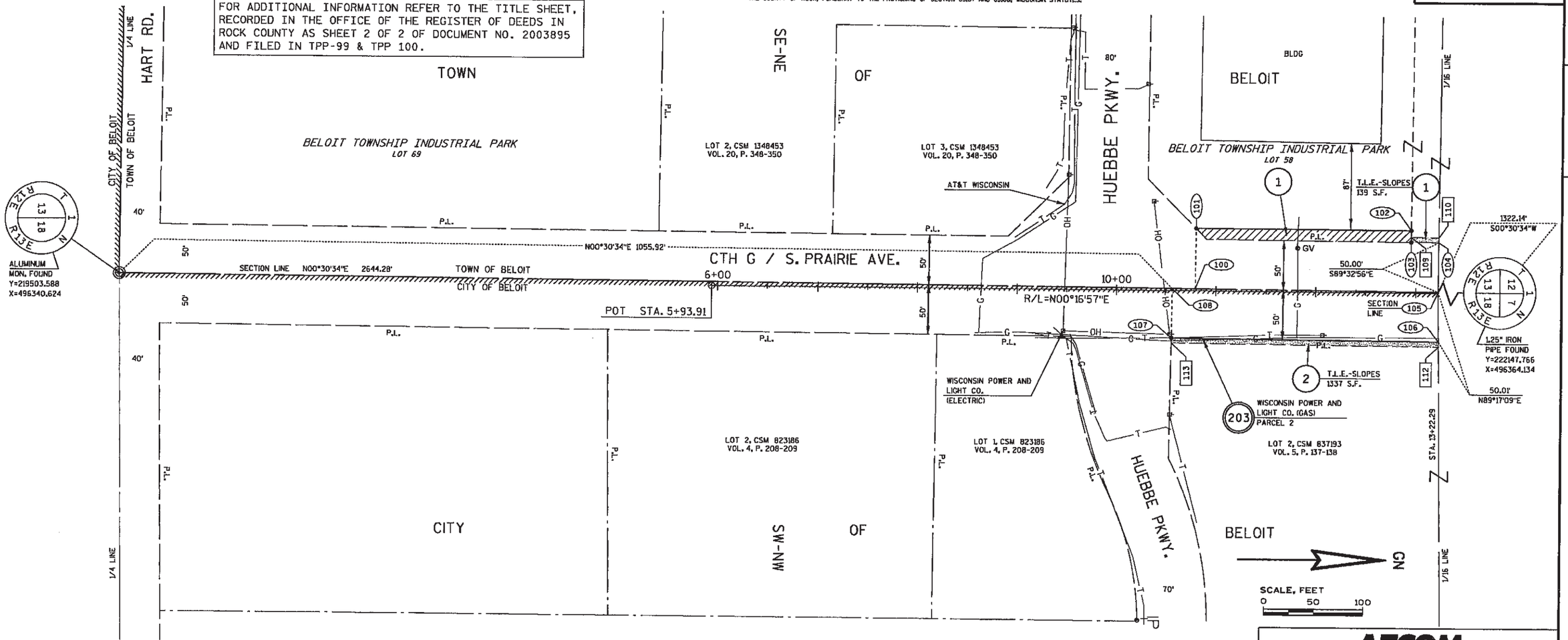
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
1	2820 PRAIRIE LLC	FEE & T.L.E.	2393	-----	2393	139	-----
2	BELOIT HEALTH SYSTEM, INC.	T.L.E.	-----	-----	-----	1337	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2003895 AND FILED IN TPP-99 & TPP 100.



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
108 - 100	N00°30'34"E	22.97'
100 - 101	N89°29'26"W	60.96'
101 - 102	N00°16'57"E	215.45'
102 - 103	S89°32'50"E	11.81'
103 - 104	N00°30'34"E	27.73'
106 - 107	S00°30'34"W	267.29'
107 - 108	N89°29'26"W	50.00'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
100	10+79.05	2.04'
101	10+79.29	63.00'
102	12+94.74	63.00'
103	12+94.71	51.19'
104	13+22.44	51.08'
105	13+22.29	1.08'
106	13+23.16	48.92'
107	10+55.88	47.87'
108	10+56.08	2.13'

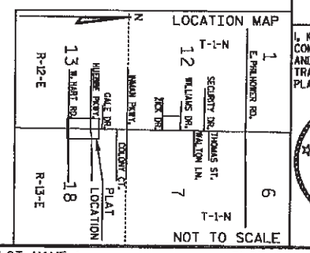
T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
109	12+94.72	56.19'
110	13+22.45	56.08'
112	13+23.25	53.93'
113	10+55.88	52.87'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3), THE PLAT OF BELOIT TOWNSHIP INDUSTRIAL PARK AND CSM 837193.
EXISTING RIGHT-OF-WAY FOR HUEBBE PARKWAY (WEST) IS ESTABLISHED BY THE PLAT OF BELOIT TOWNSHIP INDUSTRIAL PARK.
EXISTING RIGHT-OF-WAY FOR HUEBBE PARKWAY (EAST) IS ESTABLISHED BY CSM 837193.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.01, AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — October 10, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

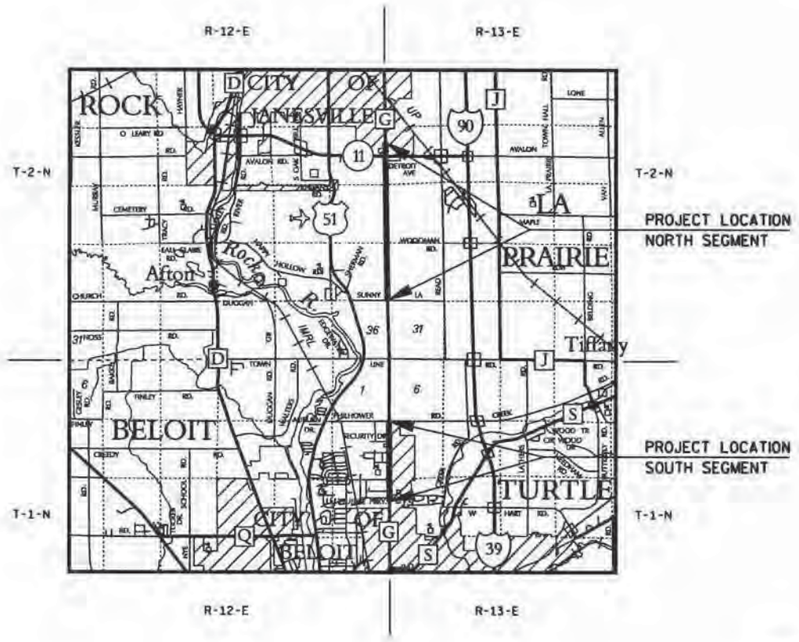
10-10-14
Benjamin J. Coopman, Jr. — Benjamin J. Coopman Jr.
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040101-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 10/9/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

5966-10-01-4.01

TPP-88

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5966-10-01
CTH G, BELOIT - JANESVILLE
HUEBBE PARKWAY - STH 11
CTH G
ROCK COUNTY



LAYOUT
SCALE 0 2 MI. 4 MI.

N

THE NOTES, CONVENTIONAL SYMBOLS AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5966-10-01.

NOTES:

DISTANCES SHOWN FROM THE RIGHT OF WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT OF WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL RIGHT OF WAY LINES DEPICTED IN NON-AQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT OF WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS OR FROM CENTERLINE OF EXISTING PAVEMENT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" x 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS S 1102 (2), S 1102 (3), S 1102 (4), 1704-06-21, 5636-01-21, 5990-03-52, CSM 1136187, CSM 1514597, CSM 1908457, AND TOWN ROAD RECORDS.
EXISTING RIGHT-OF-WAY FOR HUEBBE PKWY. IS ESTABLISHED BY THE PLAT OF BELOIT TOWNSHIP INDUSTRIAL PARK SUBDIVISION AND CSM 837193.
EXISTING RIGHT-OF-WAY FOR GALE DR. IS ESTABLISHED BY CSM 942169.
EXISTING RIGHT-OF-WAY FOR COLONY CT. IS ESTABLISHED BY THE PLAT OF PRAIRIE VIEW ADDITION.
EXISTING RIGHT-OF-WAY FOR INMAN PKWY. IS ESTABLISHED BY CSM 865227, CSM 163994, AND DEEDS VOL. 520, P. 76-77.
EXISTING RIGHT-OF-WAY FOR ZICK DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WILLIAMS DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR SECURITY DR. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WALTON LA. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR THOMAS ST. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR PHILHOWER RD. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR SUNNY LA. IS ESTABLISHED BY TOWN ROAD RECORDS.
EXISTING RIGHT-OF-WAY FOR STH 11 IS ESTABLISHED BY PROJECT 1704-06-21, 5636-01-21 AND 5990-03-52.
EXISTING RIGHT-OF-WAY FOR DETROIT AVE. IS ESTABLISHED BY THE PLAT OF MAPLEWOOD SUBDIVISION.

EXISTING ACCESS CONTROL FOR CTH G AND STH 11 IS ESTABLISHED BY PREVIOUS PROJECT 5636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION ON CTH G, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION ON STH 11, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION IN MADISON.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	UP, STAINLESS WHERE	PROPOSED R/W LINE	
R/W MONUMENT	● GREEN	EXISTING M.E. LINE	
R/W STANDARD	△ GREEN	PROPERTY LINE	
SIGN	SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT		SECTION LINE	
TEMPORARY OR PERMANENT EASEMENT POINT		QUARTER LINE	
		SIXTEENTH LINE	
PARCEL NUMBER	100	EXISTING CENTERLINE	
UTILITY NUMBER	100	PROPOSED REFERENCE LINE	
SIGN NUMBER (OFF PROPOSED)	25-9	PARALLEL OFFSET	
		BUILDING	
		BUILDING TO BE RAZED	

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	POINT OF REVERSE CURVATURE	PRC
ACCESS RIGHTS	AR	PRIVATE DRIVEWAY	P.D.
ACRES	AC.	POINT ON TANGENT	POT
AGRICULTURAL P.D.	AGRI. PD.	PROPERTY LINE	P.L.
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	REMAINING	REM.
BACK	BK.	RIGHT	RT.
BLOCK	BLK	RIGHT OF WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	C.S.M.	SEPTIC VENT	SEPV.
CONCRETE	CONC.	SQUARE FEET	S.F.
CORNER	COR.	STATE TRUNK HIGHWAY	STH
COUNTY	CO.	STATION	STA.
COUNTY TRUNK HIGHWAY	CTH	SUBDIVISION	SUBD.
DISTANCE	DIST.	TANGENT	TAN.
DOCUMENT NUMBER	DOC.	TELEPHONE PEDESTAL	T.P.
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT	T.L.E.
EXISTING	EX.	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	G.V.	UNITED STATES HIGHWAY	USH
GOVERNMENT	GOV'T	VOLUME	VOL.
GRID NORTH	GN		
HIGHWAY EASEMENT	H.E.		
INDENTIFICATION	ID.		
IRON PIPE	I.P.		
LAND CONTRACT	LC	CURVE DATA	
LEFT	LT.		
LIMITED HIGHWAY EASEMENT	L.H.E.		
MONUMENT	MON.	LONG CHORD	L.C.
NUMBER	NO.	LONG CHORD BEARING	L.C.B.
OUTLOT	O.L.	RADIUS	R.
PAGE	PG.	DEGREE OF CURVE	D.
PERMANENT LIMITED EASEMENT	P.L.E.	CENTRAL ANGLE OR DELTA	Δ.
POINT OF BEGINNING	P.O.B.	LENGTH OF CURVE	L.
POINT OF COMPOUND CURVE	PCC	TANGENT	T.
POINT OF CURVATURE	PC	DIRECTION AHEAD	DA.
POINT OF INTERSECTION	PI	DIRECTION BACK	DB.

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC		
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
SANITARY FORCE MAIN	—FM—	
	NON COMPOSABLE	COMPOSABLE
POWER POLE		
TELEPHONE POLE		
UTILITY PEDESTAL		
ELECTRIC TOWER		

HIGHWAY DESIGNATIONS

COUNTY TRUNK HIGHWAY #
STATE TRUNK HIGHWAY #
UNITED STATES HIGHWAY #

PROJECT NUMBER 5966-10-01 - 4.01
SHEET 2 OF 2

COUNTY OF ROCK CERTIFICATE

BE IT RESOLVED, THAT THE ROCK COUNTY BOARD OF SUPERVISORS DULY ASSEMBLED THIS 13TH DAY OF FEBRUARY, 2014, IN ACCORDANCE WITH WISCONSIN STATUTE 84.095, DOES HEREBY APPROVE TRANSPORTATION PROJECT PLATS FOR PROJECT 5966-10-01, FOR CTH G, BELOIT-JANESVILLE, HUEBBE PARKWAY TO STATE TRUNK HIGHWAY 11 (WEST); SHEETS 4.01, 4.02, 4.03, 4.04, 4.05, 4.06 AND 4.18 FOR THE ABOVE REFERENCED PROJECT.

Benjamin J. Coopman Jr. 2-18-14
BENJAMIN J. COOPMAN, JR. DATE
ROCK COUNTY HIGHWAY COMMISSIONER

TPP-89

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.02

PART OF THE NE 1/4 OF THE NE 1/4 AND PART OF LOT 3 OF CSM 942169 AND PART OF LOTS 72 AND 73 OF CSM 790755 AND PART OF LOT 1 OF CSM 846926 AND PART OF LOT 1OF CSM 865227, ALL IN THE NE 1/4 OF THE NE 1/4 OF SECTION 13, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT; PART OF THE NW 1/4 OF THE NW 1/4 AND PART OF LOT 2 OF CSM 837193 AND PART OF LOT 1 OF CSM 835617 AND PART OF LOTS 1, 21 AND 22 OF PRAIRIE VIEW ADDITION AND PART OF LOT 1 OF CSM 951239, ALL IN THE NW 1/4 OF THE NW 1/4 OF SECTION 18, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:08AM ON 25th February, 2014 AS DOCUMENT # 1998188 AND FILED IN TPP-89
Randal Lerpes
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.02
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	P.L.E. S.F.	T.L.E. S.F.
1	2820 PRAIRIE LLC	T.L.E.	-----	-----	-----	-----	362
2	BELOIT HEALTH SYSTEM, INC.	T.L.E.	-----	-----	-----	-----	1883
3	CARITAS, INC.	T.L.E.	-----	-----	-----	-----	1773
4	HERITAGE BANK BELOIT, D/B/A BMO HARRIS BANK	T.L.E.	-----	-----	-----	-----	1389
6	THE PETRO FAMILY INVESTMENT LIMITED PARTNERSHIP, VENDOR JOSE R. AYALA & LUCILA AYALA, PURCHASER	T.L.E.	-----	-----	-----	-----	3149
7	DANIEL A. HAHN & STEVEN A. HAHN	T.L.E. & CONST. EASE.	-----	-----	-----	-----	300
8	GRACE BIBLE CHURCH	T.L.E.	-----	-----	-----	-----	496
9	PHOENIX PROPERTIES	P.L.E. & T.L.E.	-----	-----	-----	109	1524
11	THE FIRST NATIONAL BANK & TRUST CO. OF BELOIT	T.L.E.	-----	-----	-----	-----	1690

SCALE, FEET
0 50 100

GN

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
200	13+22.29	1.08'
201	13+22.44	51.08'
202	15+59.59	50.14'
203	16+29.39	50.00'
204	25+44.24	50.00'
205	26+04.32	110.13'
206	26+44.32	110.17'
207	26+45.34	33.00'
208	25+35.13	33.00'
209	25+35.54	50.00'
210	22+19.16	50.00'
211	21+49.14	50.00'
212	13+23.16	48.92'

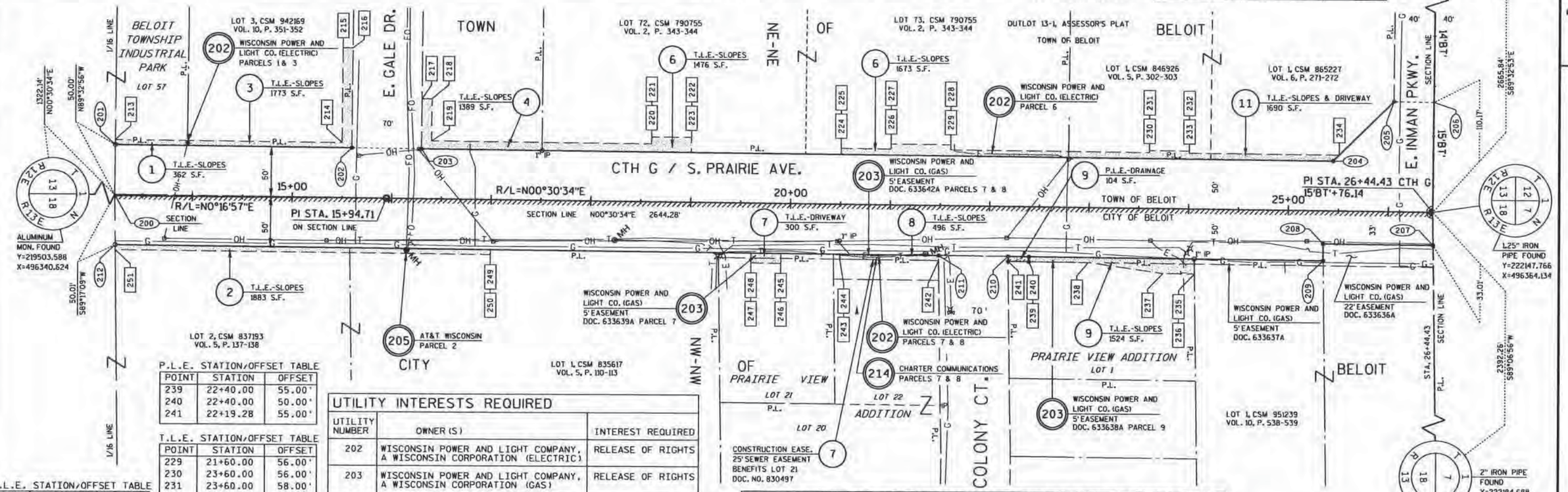
PI = 15+94.71
Y 221098.088
X 496354.801
Δ = 00°13'37" RT.

PI = 26+44.43
Y 222147.766
X 496364.134
Δ = 00°10'23" RT.
DA = N00°40'57"E

P.L.E. COURSE TABLE

FROM - TO	BEARING	DISTANCE
240 - 239	N89°29'26"W	5.00'
239 - 241	S00°30'34"W	20.72'
241 - 210	S89°08'54"W	5.00'

PK NAIL FOUND
Y=222168.797
X=493698.379



P.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
239	22+40.00	55.00'
240	22+40.00	50.00'
241	22+19.28	55.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
213	13+22.45	56.08'
214	15+49.60	55.18'
215	15+49.85	150.05'
216	15+59.85	150.04'
217	16+29.32	100.10'
218	16+39.29	100.13'
219	16+39.37	58.00'
220	18+60.00	58.00'
221	18+60.00	65.00'
222	19+00.00	65.00'
223	19+00.00	50.00'
224	20+50.00	50.00'
225	20+50.00	56.00'
226	21+00.00	56.00'
227	21+00.00	61.00'
228	21+60.00	61.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
229	21+60.00	56.00'
230	23+60.00	56.00'
231	23+60.00	58.00'
232	24+00.00	58.00'
233	24+00.00	56.00'
234	25+50.23	56.00'
235	24+06.40	50.00'
236	24+06.77	65.00'
237	23+75.00	65.00'
238	23+00.00	55.00'
242	21+49.26	55.00'
243	20+50.00	55.00'
244	20+50.00	50.00'
245	19+91.00	50.00'
246	19+91.00	60.00'
247	19+61.00	60.00'
248	19+61.00	50.00'
249	17+00.00	50.00'
250	17+00.00	55.00'
251	13+23.25	53.93'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS
214	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
201 - 202	N00°30'34"E	237.15'
202 - 203	N00°30'34"E	70.00'
203 - 204	N00°30'34"E	914.84'
204 - 205	N44°30'55"W	85.01'
205 - 206	N00°27'07"E	40.00'
207 - 208	S00°30'34"W	110.11'
208 - 209	N89°07'06"E	17.00'
209 - 210	S00°30'34"W	316.38'
210 - 211	S00°30'34"W	70.02'
211 - 212	S00°30'34"W	825.78'

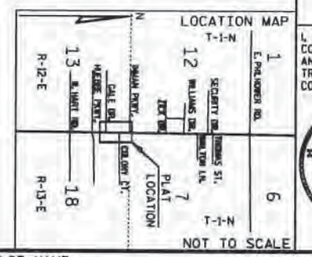
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3), THE PLAT OF BELOIT TOWNSHIP INDUSTRIAL PARK, CSM 942169, CSM 790755, CSM 846926, CSM 865227, CSM 951239, CSM 835617 AND CSM 837193.
EXISTING RIGHT-OF-WAY FOR GALE DR. IS ESTABLISHED BY CSM 942169.
EXISTING RIGHT-OF-WAY FOR COLONY CT. IS ESTABLISHED BY THE PLAT OF PRAIRIE VIEW ADDITION.
EXISTING RIGHT-OF-WAY FOR INMAN PKWY. IS ESTABLISHED BY CSM 865227.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

LOCATION MAP



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf 2-11-2014
KENNETH R. WOLF DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin J. Coopman Jr. 2-18-14
PRINTED NAME SIGNATURE DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040102.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 2/20/2014
PLOT BY : ##...plotuser...## PLOT NAME :
PLOT SCALE : 1:100

5966-10-01 4.02

TPP-90

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.03

PART OF LOT 1 OF CSM 1693994, BEING PART OF OUTLOT 12-8, ASSESSOR'S PLAT OF BELOIT TOWNSHIP, LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT AND PART OF LOTS 1 AND 2 OF CSM 842807, LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:13AM ON 25th February 2014 AS DOCUMENT # 1998189 AND FILED IN TPP-90

Randall Lanes
SIGNATURE OF REGISTER OF DEEDS

#25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.03
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

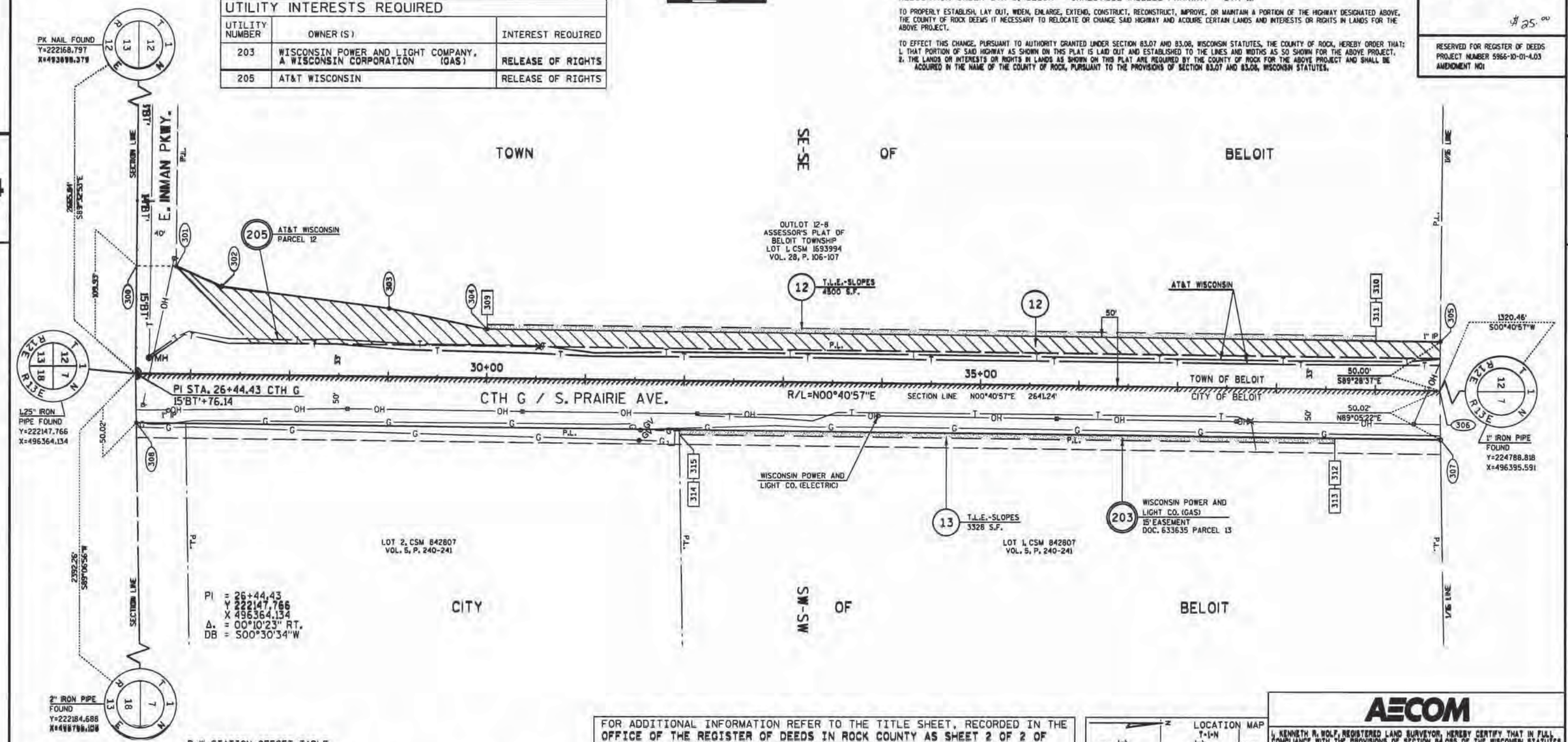
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
12	INMAN PRAIRIE LLC	FEE & T.L.E.	27203	-----	27203	4500	-----
13	B.R.P., U.S., INC.	T.L.E.	-----	-----	-----	3328	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS

SCALE, FEET
0 50 100



TLE STATION/OFFSET TABLE

POINT	STATION	OFFSET
309	30+00.00	55.00'
310	39+00.00	55.00'
311	39+00.00	50.00'
312	38+60.00	50.00'
313	38+60.00	55.00'
314	31+95.84	55.00'
315	31+95.71	50.00'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
300	26+44.32	109.93'
301	26+83.99	110.09'
302	27+30.23	90.00'
303	29+00.00	70.00'
304	30+00.00	50.00'
305	39+65.07	50.00'
306	39+65.21	0.00'
307	39+66.60	50.00'
308	26+45.80	50.00'

RIGHT OF WAY COURSE TABLE

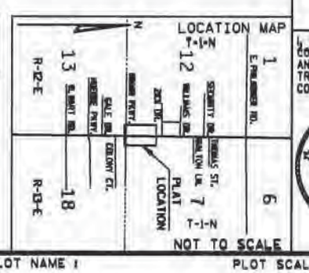
FROM - TO	BEARING	DISTANCE
300 - 301	N00°27'07"E	40.00'
301 - 302	N24°09'57"E	50.42'
302 - 303	N07°24'05"E	170.94'
303 - 304	N11°59'34"E	101.98'
304 - 305	N00°40'56"E	965.07'
307 - 308	S00°40'57"W	1320.80'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS S 1102 (3), CSM 1693994 AND CSM 842807
EXISTING RIGHT-OF-WAY FOR INMAN PKWY. IS ESTABLISHED BY CSM 163994, AND DEEDS VOL. 520, P. 76-77.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R Wolf 2-11-2014
KENNETH R. WOLF DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Brian J Carpenter Brian J Carpenter 2-18-14
PRINTED NAME SIGNATURE DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040103.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 2/20/2014 PLOT BY : ee...plotuser...ee PLOT NAME : PLOT SCALE : 1:100

TPP-142

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.04, AMENDMENT NO: 1

ADDS PARCEL NO. 15 AND MODIFIES PARCEL NO. 16 OF TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.04, RECORDED AS DOCUMENT NO. 1998190 AND FILED IN TPP - 91.

PART OF LOTS 5 AND 6, BLOCK 2, TURNER ESTATES SUBDIVISION, LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT AND PART OF LOT 1 OF CSM 842807 AND LOT 2 AND OUTLOT A OF CSM 1311429, LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:12 AM ON 13th October, 2014 AS DOCUMENT # 2013326 AND FILED IN TPP-142

Randall Leyse
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.04
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
13	B.R.P., U.S., INC.	T.L.E.	-----	-----	-----	36900	-----
14	SCM PROPERTIES	T.L.E.	-----	-----	-----	6500	-----
15	STATELINE FAMILY YMCA OF BELOIT, INC	FEE & T.L.E.	744	-----	744	4518	-----
16	ARTHUR T. DONALDSON	FEE	566	-----	566	----	-----

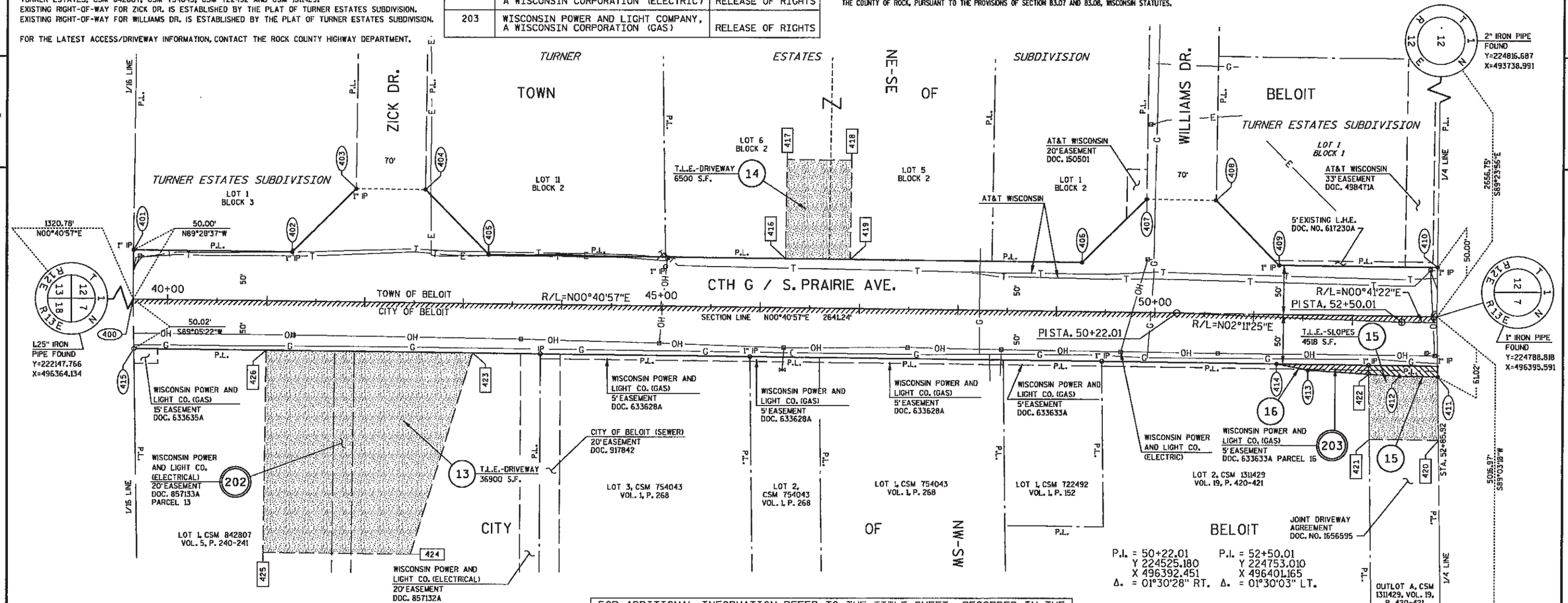
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3), THE PLAT OF TURNER ESTATES, CSM 842807, CSM 754043, CSM 722492 AND CSM 1311429.
EXISTING RIGHT-OF-WAY FOR ZICK DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WILLIAMS DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
401 - 402	N00°40'57"E	159.98'
402 - 403	N44°25'38"W	91.57'
403 - 404	N00°41'38"E	70.03'
404 - 405	N45°28'05"E	92.07'
405 - 406	N00°40'57"E	600.15'
406 - 407	N44°21'53"W	91.72'
407 - 408	N00°44'14"E	70.01'
408 - 409	N45°31'27"E	91.95'
409 - 410	N00°40'57"E	160.39'
411 - 412	S00°42'26"W	38.93'
412 - 413	S03°44'11"W	123.95'
413 - 414	S11°26'27"W	32.38'
414 - 415	S00°40'57"W	1157.53'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
400	39+65.21	0.00'
401	39+65.07	50.00'
402	41+25.06	50.00'
403	41+89.71	114.86'
404	42+59.71	114.86'
405	43+25.05	50.00'
406	49+25.20	50.00'
407	49+90.00	114.91'
408	50+56.98	115.80'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
409	51+23.86	52.70'
410	52+85.67	56.00'
411	52+87.49	54.99'
412	52+50.00	55.00'
413	51+57.37	52.50
414	51+25.41	47.30'
415	39+66.60	50.00'
29450	52+85.75	6.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
416	46+25.00	50.00'
417	46+25.00	150.00'
418	46+90.00	150.00'
419	46+90.00	50.00'
420	52+89.32	119.00'
421	52+22.22	119.77'
422	52+18.73	54.16'
423	43+10.00	50.00'
424	42+50.00	255.00'
425	41+00.00	255.00'
426	41+00.00	50.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.

LOCATION MAP
T-1-N
R-12-E
R-13-E
13
18
12
7
6
1
E. PARK VIEW RD.
MAIN PKWY.
HUEBBE PKWY.
GALE RD.
COLONY CT.
WILLIAMS DR.
SECURITY DR.
THOMAS ST.
BEALTON LN.
ZICK DR.
PLAT LOCATION
NOT TO SCALE

AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.04, AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — October 10, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin J. Chapman, Jr. — Benjamin J. Chapman — 10-18-14
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040104-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 10/9/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

5966 513 1.04

TPP-143

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
19	KENNETH M. DRAEVING & JUDITH M. DRAEVING	FEE & T.L.E.	6995	-----	6995	1603	-----
21	ROBERT N. PETERSEN & DEBRA L. PETERSEN	FEE	1170	-----	1170	-----	-----
23	LINDA D. COLBY	T.L.E.	-----	-----	-----	100	-----
24	EMMA L. WEIDEMANN	FEE	3929	-----	3929	-----	-----
25	W. THOMAS MINOR & PEGGY M. MINOR	FEE	50	-----	50	-----	-----
26	KRUEGER REVOCABLE LIVING TRUST	T.L.E.	-----	-----	-----	437	-----
27	ANTHONY P. MEYER	T.L.E.	-----	-----	-----	996	-----

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.05, AMENDMENT NO: 1

MODIFIES PARCEL NO. 19 OF TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.05, RECORDED AS DOCUMENT NO. 1998191 AND FILED IN TPP - 92.

PART OF OUTLOT 12-2, ASSESSOR'S PLAT OF THE TOWN OF BELOIT AND PART OF LOTS 7, 8, 9 AND 10, SECURITY FARMS SUBDIVISION, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT, AND PART OF LOT 9, SECURITY FARMS SUBDIVISION, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 12, TOWNSHIP 1 NORTH, RANGE12 EAST, CITY OF BELOIT, AND PART OF LOTS 13, 14, 15, 27 AND 28, THOMAS MC GAVOCKS SMALL FARMS SUBDIVISION, LOCATED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:41AM ON 13th October, 2014 AS DOCUMENT # 2013227 AND FILED IN TPP-143

Randall Lewis
SIGNATURE OF REGISTER OF DEEDS

$25.00

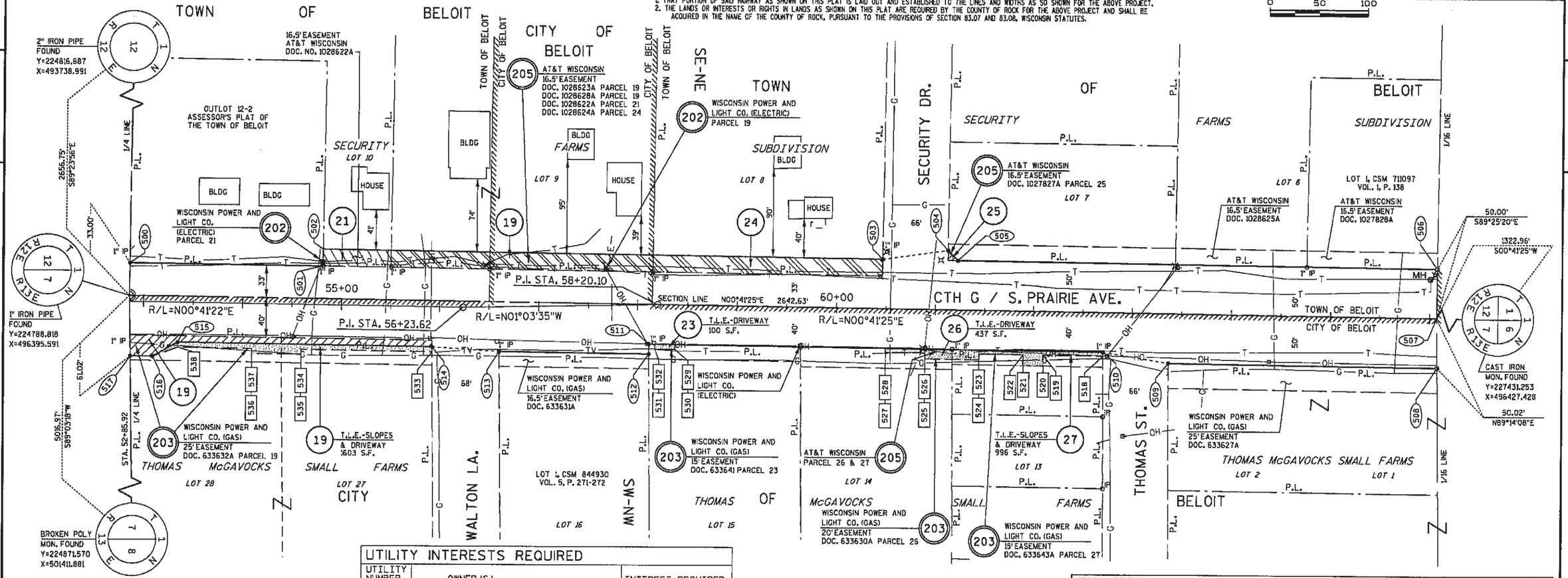
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.05
AMENDMENT NO: 1

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

SCALE, FEET
0 50 100



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
500 - 501	N00°41'25"E	195.13'
501 - 502	N89°19'08"W	17.00'
502 - 503	N00°41'25"E	564.89'
503 - 504	N07°55'39"W	66.74'
504 - 505	N45°38'37"E	14.15'
505 - 506	N00°41'25"E	485.25'
508 - 509	S00°41'25"W	271.24'
509 - 510	S09°16'54"W	66.94'
510 - 511	S00°41'25"W	459.10'
511 - 512	N89°20'57"E	10.00'
512 - 513	S00°41'25"W	151.02'
513 - 514	S03°37'49"W	68.20'
514 - 515	S00°42'13"W	257.85'
515 - 516	S29°28'26"E	28.98'
516 - 517	S00°42'26"W	61.44'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
500	52+85.70	39.04'
501	54+80.83	39.02'
502	54+80.83	56.00'
503	60+45.81	50.00'
504	61+11.79	60.00'
505	61+21.81	50.00'
506	66+07.06	50.00'
507	66+07.15	0.00'
508	63+08.42	50.00'
509	63+37.19	50.00'
510	62+71.00	40.00'
511	58+10.68	39.73'
512	58+10.61	49.73'
513	56+59.65	45.12'
514	55+92.91	40.50'
515	53+35.06	40.44'
516	53+10.00	55.00'
517	52+87.49	54.99'
29450	52+85.75	6.00'

TLE STATION/OFFSET TABLE

POINT	STATION	OFFSET
518	62+70.90	44.00'
519	62+10.00	44.00'
520	62+10.00	55.00'
521	61+90.00	55.00'
522	61+90.00	44.00'
523	61+45.00	44.00'
524	61+45.00	50.00'
525	60+90.00	50.00'
526	60+90.00	44.00'
527	60+50.00	44.00'

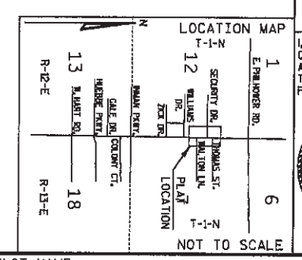
TLE STATION/OFFSET TABLE

POINT	STATION	OFFSET
528	60+50.00	40.00'
529	58+38.00	40.00'
530	58+38.00	45.00'
531	58+16.63	44.92'
532	58+16.78	39.92'
533	55+93.03	45.50'
534	54+60.00	45.47'
535	54+60.00	50.47'
536	54+10.00	50.46'
537	54+10.00	45.46'
538	53+35.31	45.44'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 102 (3) AND CSM 844930.
EXISTING RIGHT-OF-WAY FOR SECURITY DR. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WALTON LA. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR THOMAS ST. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01-4.05, AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — October 10, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

10-10-14
Benjamin J. Coopman Jr. — Brandon J. Patterson
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040105-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 10/9/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

TPP-93

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
28	MARGARET VENTURINI	T.L.E.	-----	-----	-----	85	-----
29	PETER F. VENTURINI & KANDACE L. VENTURINI	T.L.E.	-----	-----	-----	215	-----
31	RAMIRO FIGUEROA & MARIA I. FIGUEROA	T.L.E.	-----	-----	-----	1771	-----
32	FRANK L. CARR	T.L.E.	-----	-----	-----	1325	-----
33	DEANNE S. LUETH	T.L.E.	-----	-----	-----	1432	-----
34	ROCK COUNTY CHRISTIAN SCHOOL ASSOC., INC.	FEE, P.L.E. & T.L.E.	7676	-----	7676	2500	300
35	DEBRA L. FIELD & ROBERT C. FIELD	T.L.E.	-----	-----	-----	1029	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (GAS)	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3). EXISTING RIGHT-OF-WAY FOR PHILHOWER RD. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

GN

SCALE, FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.06

PART OF LOTS 1 AND 2 OF CSM 1340280 AND PART OF LOTS 1, 2, 3 AND 4, SECURITY FARMS SUBDIVISION, ALL LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 13 EAST, CITY OF BELOIT, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

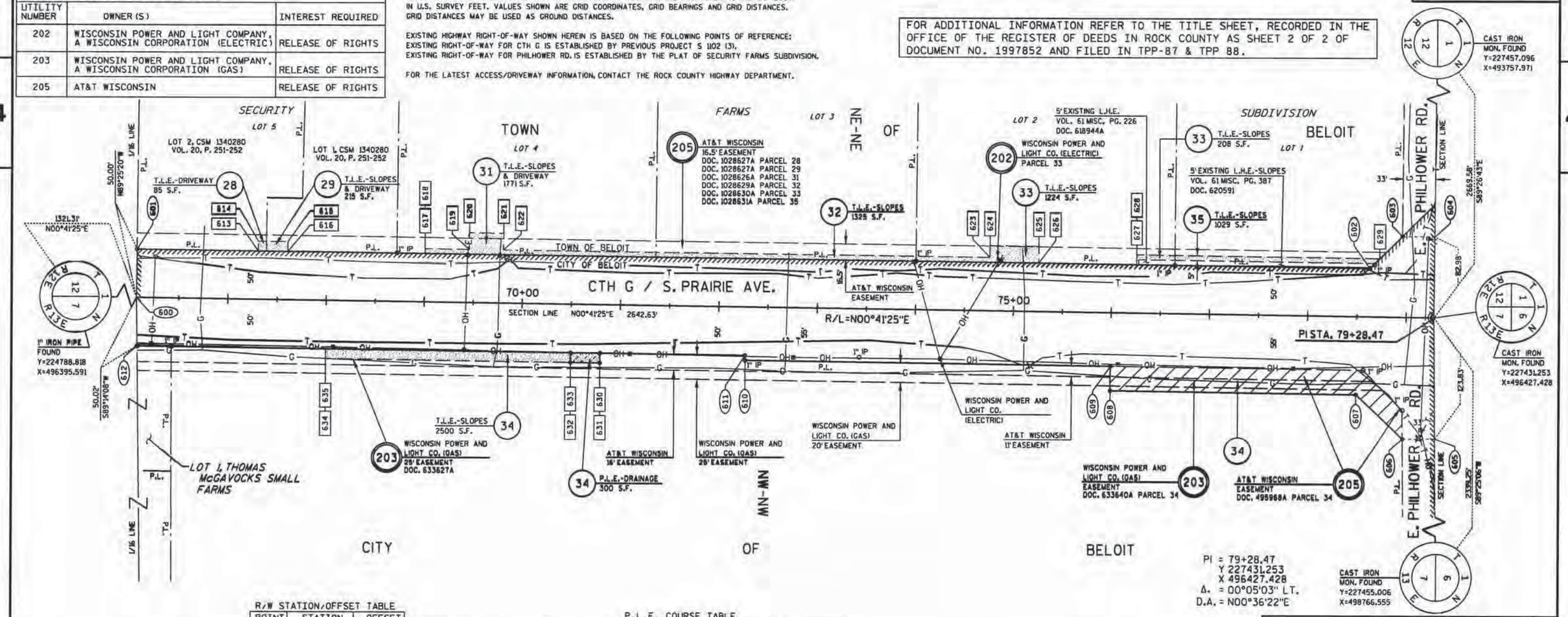
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:27AM ON 25th February 2014 AS DOCUMENT # 1998192 AND FILED IN TPP-93
Randal Leyes
SIGNATURE OF REGISTER OF DEEDS
$ 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.06
AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.



R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
600	66+07.15	0.00'
601	66+07.06	50.00'
602	78+62.56	50.00'
603	78+95.27	82.90'
604	79+28.27	82.98'
605	79+31.03	123.80'
606	78+98.23	124.53'
607	78+50.00	80.00'
608	76+00.00	80.00'
609	76+00.00	55.00'
610	72+27.42	55.00'
611	72+27.42	50.00'
612	66+08.42	50.00'
29046	79+28.47	0.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
613	67+30.00	50.00'
614	67+30.00	60.00'
615	67+60.00	60.00'
616	67+60.00	50.00'
617	69+00.00	50.00'
618	69+00.00	55.00'
619	69+45.00	55.00'
620	69+45.00	72.00'
621	69+80.00	72.00'
622	69+80.00	55.00'
623	74+75.00	55.00'
624	74+75.00	66.99'

P.L.E. COURSE TABLE

FROM - TO	BEARING	DISTANCE
630 - 631	S89°18'35"E	10.00'
631 - 632	S00°41'25"W	30.00'
632 - 633	N89°18'35"W	10.00'

T.L.E. STATION/OFFSET TABLE

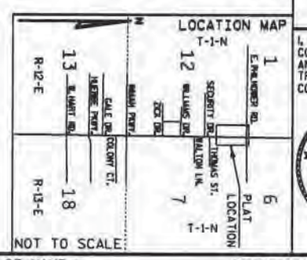
POINT	STATION	OFFSET
625	75+25.00	67.00'
626	75+25.00	50.00'
627	76+25.00	50.00'
628	76+25.00	60.00'
629	78+72.50	60.00'
634	68+00.00	60.00'
635	68+00.00	50.00'

P.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
630	70+80.00	50.00'
631	70+80.00	60.00'
632	70+50.00	60.00'
633	70+50.00	50.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
601 - 602	N00°41'25"E	1255.50'
602 - 603	N44°28'15"W	46.40'
603 - 604	N00°33'17"E	33.00'
605 - 606	S00°34'54"E	33.00'
606 - 607	S43°24'37"W	65.64'
607 - 608	S00°41'25"W	250.00'
608 - 609	N89°18'35"W	25.00'
609 - 610	S00°41'25"W	372.58'
610 - 611	N89°18'35"W	5.00'
611 - 612	S00°41'25"W	619.00'



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R Wolf 2-11-2014
KENNETH R. WOLF DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin Lorenzetto Benjamin Lorenzetto 2/18/14
PRINTED NAME SIGNATURE DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040106.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 2/20/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

TPP-94

SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.					
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED			P.L.E. S.F.	T.L.E. S.F.
			NEW	EXISTING	TOTAL		
11	THE FIRST NATIONAL BANK & TRUST CO. OF BELOIT	FEE & T.L.E.	3060	-----	3060	-----	2809
12	INMAN PRAIRIE, LLC.	FEE	7760	-----	7760	-----	-----

SCALE, FEET
0 50 100

GN

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.18

PART OF LOT 1, CSM 1693994, LOCATED IN OUTLOT 12-8, ASSESSOR'S PLAT OF BELOIT TOWNSHIP IN THE SE 1/4 OF THE SE 1/4 OF SECTION 12, AND PART OF LOT 1 OF CSM 865227, AND LOT 2, CSM 846926, LOCATED IN OUTLOT 13-1, ASSESSOR'S PLAT OF BELOIT TOWNSHIP, IN THE NE 1/4 OF THE NE 1/4 OF SECTION 13, ALL IN TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

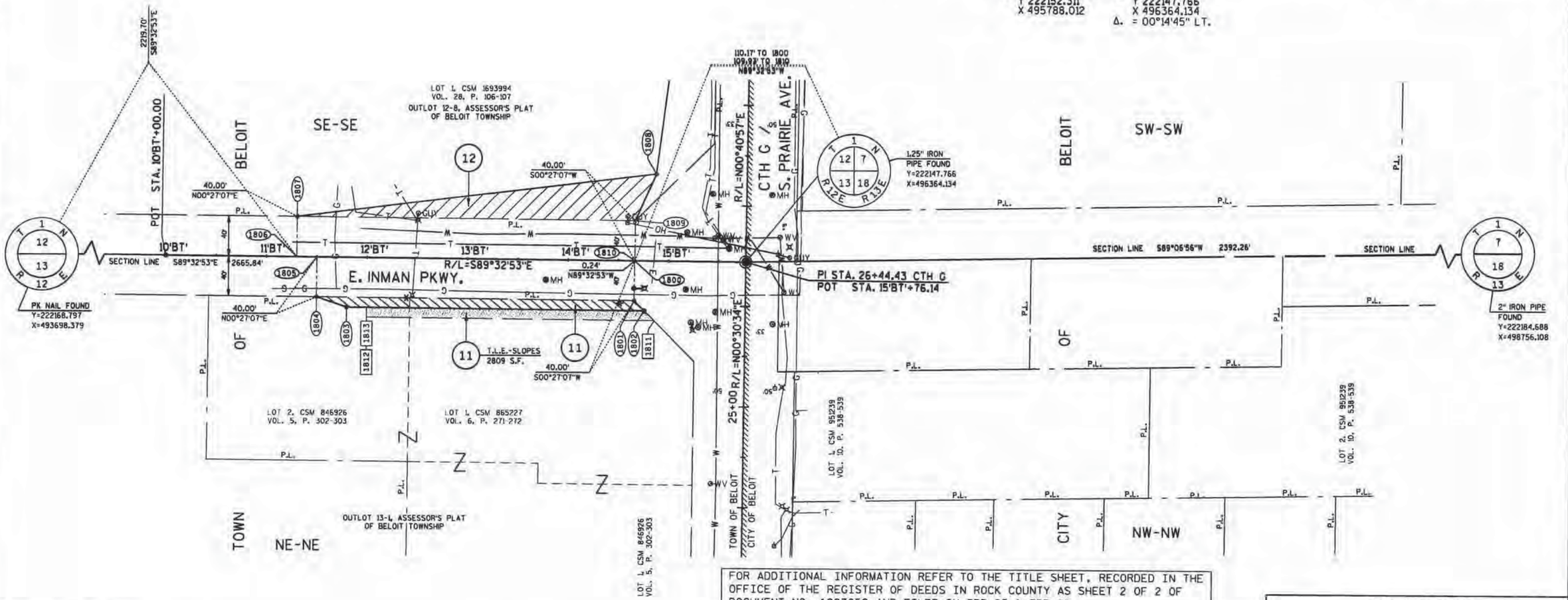
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:58AM ON 25th February 2014 AS DOCUMENT # 1998193 AND FILED IN TPP-94
Randall Lanes
SIGNATURE OF REGISTER OF DEEDS
$ 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.18
AMENDMENT NO:

POT= 10'BT'+00.00
Y 222152.311
X 495788.012

POT= 15'BT'+76.14
Y 222147.766
X 496364.134
Δ. = 00°14'45" LT.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 1997852 AND FILED IN TPP-87 & TPP 88.

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1800	14'BT'+65.97	0.00'
1801	14'BT'+65.97	40.00'
1802	14'BT'+75.95	50.00'
1803	11'BT'+80.00	50.00'
1804	11'BT'+50.00	40.00'
1805	11'BT'+50.00	0.00'
1806	11'BT'+30.00	0.00'
1807	11'BT'+30.00	40.00'
1808	14'BT'+86.48	86.16'
1809	14'BT'+66.21	40.00'
1810	14'BT'+66.21	0.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
1811	14'BT'+85.94	60.00'
1812	12'BT'+00.00	60.00'
1813	12'BT'+00.00	50.00'

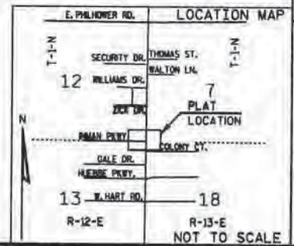
RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1801 - 1802	S44°31'21"E	14.13'
1802 - 1803	N89°32'53"W	295.96'
1803 - 1804	N71°06'47"W	31.62'
1805 - 1806	N89°32'53"W	20.00'
1807 - 1808	N83°04'25"E	359.46'
1808 - 1809	S24°09'57"W	50.42'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3). EXISTING RIGHT-OF-WAY FOR INMAN PKWY. IS ESTABLISHED BY CSM 865227, CSM 846926, AND CSM 1693994.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.18 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf 2-11-2014
KENNETH R. WOLF DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin J. Coppernoll Benjamin J. Coppernoll 2-18-14
PRINTED NAME SIGNATURE DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040118.dgn
APPRAISAL PLAT DATE : 2/11/14

PLOT DATE : 2/20/2014 PLOT BY : **...plotuser...** PLOT NAME : PLOT SCALE : 1:100

TPP 99

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.07

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 25, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 1:48PM ON 23rd May, 2014 AS DOCUMENT # 2003835 AND FILED IN TPP-99 + 100

Randal Lewis
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.07
SHEET 1 OF 2
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

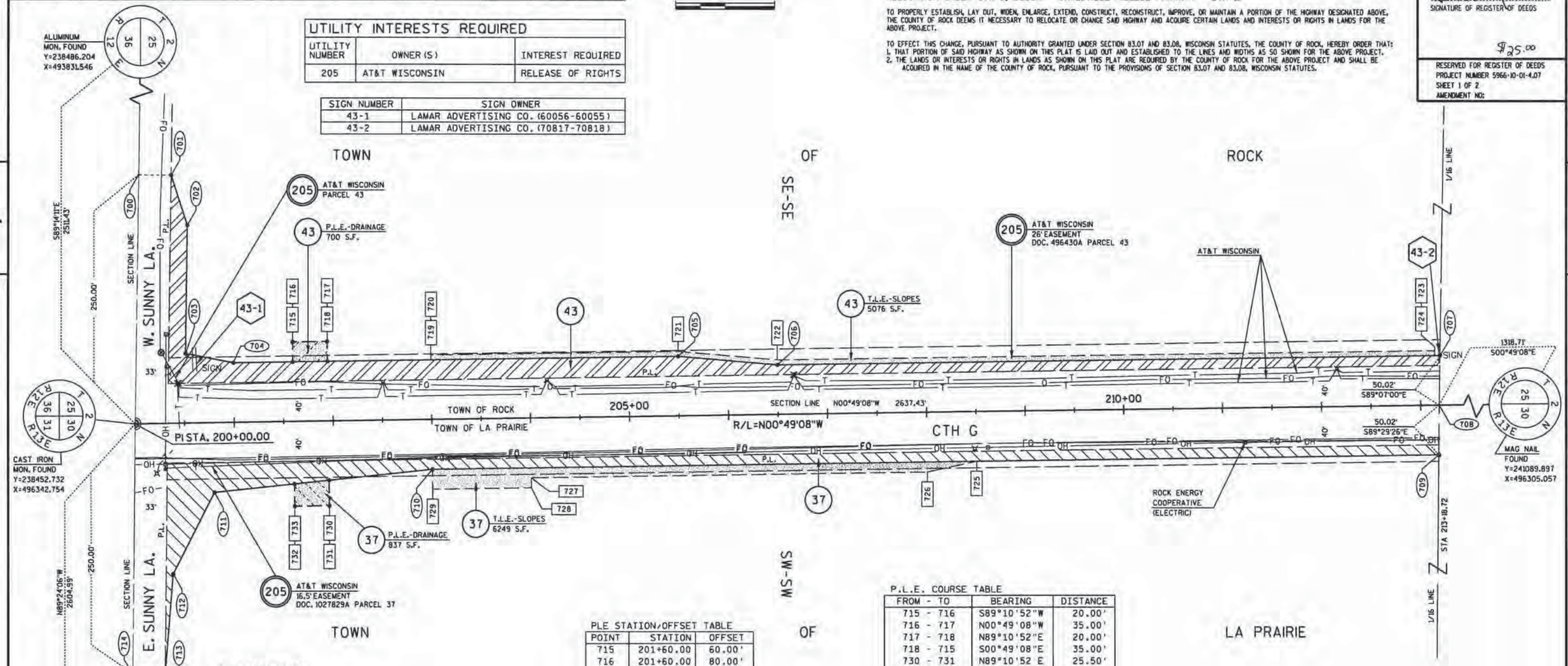
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
43	ARTHUR T. DONALDSON & VIVID INC.	FEE, P.L.E. & T.L.E.	21542	-----	21542	5076	700
37	ARNDT FARMS, INC.	FEE, P.L.E. & T.L.E.	18586	-----	18586	6249	837

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS

SIGN NUMBER	SIGN OWNER
43-1	LAMAR ADVERTISING CO. (60056-60055)
43-2	LAMAR ADVERTISING CO. (70817-70818)



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
700 - 701	N00°45'49"E	33.00'
701 - 702	N71°59'07"E	52.81'
702 - 703	S89°14'11"E	128.60'
703 - 704	N10°56'01"E	49.08'
704 - 705	N00°49'08"W	450.00'
705 - 706	N04°53'30"E	100.50'
706 - 707	N00°49'08"W	670.20'
709 - 710	S00°49'08"E	1017.56'
710 - 711	S05°59'27"E	221.80'
711 - 712	S62°56'01"E	91.58'
712 - 713	S85°24'00"E	100.24'
713 - 714	S00°35'54"W	33.00'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
700	200+06.91	249.91'
701	200+39.87	249.00'
702	200+55.49	198.55'
703	200+51.95	70.00'
704	201+00.00	60.00'
705	205+50.00	60.00'
706	206+50.00	50.00'
707	213+20.20	50.00'
708	213+18.72	0.00'
709	213+17.56	50.00'
710	203+00.00	50.00'
711	200+79.11	70.00'
712	200+36.27	150.95'
713	200+26.80	250.74'
714	199+93.80	249.92'

PLE STATION/OFFSET TABLE

POINT	STATION	OFFSET
715	201+60.00	60.00'
716	201+60.00	80.00'
717	201+95.00	80.00'
718	201+95.00	60.00'
730	201+95.00	59.51'
731	201+95.00	85.00'
732	201+60.00	85.00'
733	201+60.00	62.67'

TLE STATION/OFFSET TABLE

POINT	STATION	OFFSET
719	203+00.00	60.00'
720	203+00.00	65.00'
721	205+50.00	65.00'
722	206+50.00	55.00'
723	213+15.00	55.00'
724	213+15.00	50.00'
725	208+50.00	50.00'
726	208+00.00	60.00'
727	204+00.00	60.00'
728	204+00.00	70.00'
729	203+00.00	70.00'

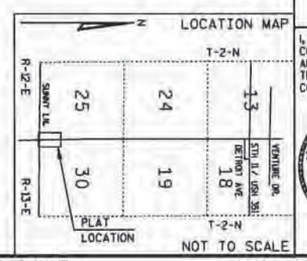
P.L.E. COURSE TABLE

FROM - TO	BEARING	DISTANCE
715 - 716	S89°10'52"W	20.00'
716 - 717	N00°49'08"W	35.00'
717 - 718	N89°10'52"E	20.00'
718 - 715	S00°49'08"E	35.00'
730 - 731	N89°10'52 E	25.50'
731 - 732	S00°49'08"E	35.00'
732 - 733	S89°10'52"W	22.33'
733 - 730	N05°59'27"W	35.14'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (3).
EXISTING RIGHT-OF-WAY FOR W. SUNNY LA. IS ESTABLISHED BY TOWN ROAD RECORDS (1867).
EXISTING RIGHT-OF-WAY FOR E. SUNNY LA. IS ESTABLISHED BY TOWN ROAD RECORDS (1868).
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

LOCATION MAP



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01- 4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf 5/1/2014
KENNETH R. WOLF DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

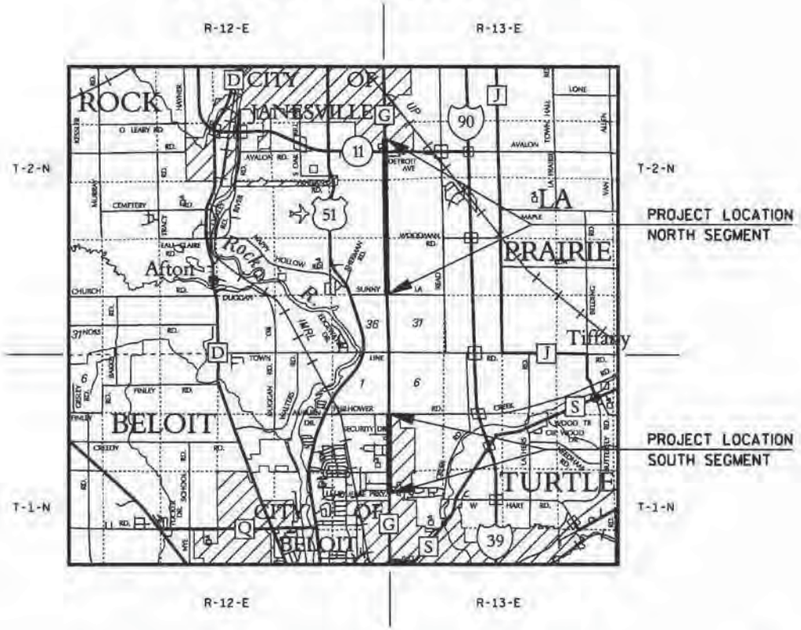
Benjamin L. Pepperney Jr. 5-23-14
PRINTED NAME SIGNATURE DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040107.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 5/1/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

5966-10-01 4.07

TPP-100

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5966-10-01
CTH G, BELOIT - JANESVILLE
HUEBBE PARKWAY - STH 11
CTH G
ROCK COUNTY



THE NOTES, CONVENTIONAL SYMBOLS AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5966-10-01.

NOTES:

DISTANCES SHOWN FROM THE RIGHT OF WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT OF WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL RIGHT OF WAY LINES DEPICTED IN NON-AQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT OF WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS OR FROM CENTERLINE OF EXISTING PAVEMENT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" x 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL T.L.E'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS S 1102 (2), S 1102 (3), S 1102 (4), 1704-06-21, 5636-01-21, 5990-03-52, CSM 1136187, CSM 1514597, CSM 1908457, AND TOWN ROAD RECORDS.
EXISTING RIGHT-OF-WAY FOR HUEBBE PKWY. IS ESTABLISHED BY THE PLAT OF BELOIT TOWNSHIP INDUSTRIAL PARK SUBDIVISION AND CSM 837193.
EXISTING RIGHT-OF-WAY FOR GALE DR. IS ESTABLISHED BY CSM 942169.
EXISTING RIGHT-OF-WAY FOR COLONY CT. IS ESTABLISHED BY THE PLAT OF PRAIRIE VIEW ADDITION.
EXISTING RIGHT-OF-WAY FOR INMAN PKWY. IS ESTABLISHED BY CSM 865227, CSM 163994, AND DEEDS VOL. 520, P. 76-77.
EXISTING RIGHT-OF-WAY FOR ZICK DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WILLIAMS DR. IS ESTABLISHED BY THE PLAT OF TURNER ESTATES SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR SECURITY DR. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR WALTON LA. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR THOMAS ST. IS ESTABLISHED BY THE PLAT OF THOMAS McGAVOCK'S SMALL FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR PHILHOWER RD. IS ESTABLISHED BY THE PLAT OF SECURITY FARMS SUBDIVISION.
EXISTING RIGHT-OF-WAY FOR SUNNY LA. IS ESTABLISHED BY TOWN ROAD RECORDS.
EXISTING RIGHT-OF-WAY FOR STH 11 IS ESTABLISHED BY PROJECT 1704-06-21, 5636-01-21 AND 5990-03-52.
EXISTING RIGHT-OF-WAY FOR DETROIT AVE. IS ESTABLISHED BY THE PLAT OF MAPLEWOOD SUBDIVISION.

EXISTING ACCESS CONTROL FOR CTH G AND STH 11 IS ESTABLISHED BY PREVIOUS PROJECT 5636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION ON CTH G, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

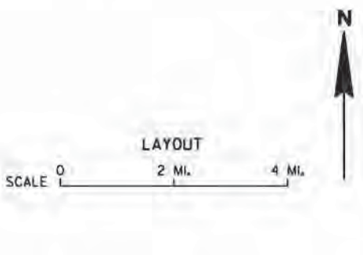
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION ON STH 11, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION IN MADISON.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	I.P. (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	○ (SET)	EXISTING H.E. LINE	
R/W STANDARD	△ (SET)	PROPERTY LINE	
SIGN	SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
FEE (HATCH VARIES)		CORPORATE LIMITS	
TEMPORARY LIMITED EASEMENT		ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY ACQUISITION)	
R/W BOUNDARY POINT	(100)	NO ACCESS (BY STATUTORY AUTHORITY)	
TEMPORARY OR PERMANENT EASEMENT POINT	100	SECTION LINE	
PARCEL NUMBER	(102)	QUARTER LINE	
UTILITY NUMBER	(130)	SIXTEENTH LINE	
SIGN NUMBER (QTY PROPOSED)	(21-)	EXISTING CENTERLINE	
		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	
		BUILDING	
		BUILDING TO BE RAZED	

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	POINT OF REVERSE CURVATURE	PRC
ACCESS RIGHTS	AR	PRIVATE DRIVEWAY	P.D.
ACRES	AC.	POINT ON TANGENT	POT
AGRICULTURAL P.D.	AGRI. PD.	PROPERTY LINE	P.L.
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	REMAINING	REM.
BACK	BK.	RIGHT	RT.
BLOCK	BLK	RIGHT OF WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	C.S.M.	SEPTIC VENT	SEPV.
CONCRETE	CONC.	SQUARE FEET	S.F.
CORNER	COR.	STATE TRUNK HIGHWAY	STH
COUNTY	CO.	STATION	STA.
COUNTY TRUNK HIGHWAY	CTH	SUBDIVISION	SUBD.
DISTANCE	DIST.	TANGENT	TAN.
DOCUMENT NUMBER	DOC.	TELEPHONE PEDESTAL	T.P.
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT	T.L.E.
EXISTING	EX.	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	G.V.	UNITED STATES HIGHWAY	USH
GOVERNMENT	GOV'T	VOLUME	VOL.
GRID NORTH	GN		
HIGHWAY EASEMENT	H.E.		
INDENTIFICATION	ID.		
IRON PIPE	I.P.		
LAND CONTRACT	LC	CURVE DATA	
LEFT	LT.		
LIMITED HIGHWAY EASEMENT	L.H.E.		
MONUMENT	MON.	LONG CHORD	L.C.
NUMBER	NO.	LONG CHORD BEARING	L.C.B.
OUTLOT	O.L.	RADIUS	R.
PAGE	PG.	DEGREE OF CURVE	D.
PERMANENT LIMITED EASEMENT	P.L.E.	CENTRAL ANGLE OR DELTA	Δ.
POINT OF BEGINNING	P.O.B.	LENGTH OF CURVE	L.
POINT OF COMPOUND CURVE	PCC	TANGENT	T.
POINT OF CURVATURE	PC	DIRECTION AHEAD	DA.
POINT OF INTERSECTION	PI	DIRECTION BACK	DB.



CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC		
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
SANITARY FORCE MAIN	FM	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
UTILITY PEDESTAL		
ELECTRIC TOWER		

HIGHWAY DESIGNATIONS

COUNTY TRUNK HIGHWAY	#
STATE TRUNK HIGHWAY	#
UNITED STATES HIGHWAY	#

PROJECT NUMBER 5966-10-01- 4.07
SHEET 2 OF 2

COUNTY OF ROCK CERTIFICATE

BE IT RESOLVED, THAT THE ROCK COUNTY BOARD OF SUPERVISORS DULY ASSEMBLED THIS 22ND DAY OF MAY, 2014, IN ACCORDANCE WITH WISCONSIN STATUTE 84.095, DOES HEREBY APPROVE TRANSPORTATION PROJECT PLATS FOR PROJECT 5966-10-01, FOR CTH G, BELOIT-JANESVILLE, HUEBBE PARKWAY TO STATE TRUNK HIGHWAY 11 (WEST); SHEETS 4.07, 4.08, 4.09, 4.10, 4.11, 4.12, 4.13, 4.14, 4.15, 4.16, AND 4.17 FOR THE ABOVE REFERENCED PROJECT.

Benjamin J. Coopman Jr. 5-23-14
BENJAMIN J. COOPMAN, JR. DATE
ROCK COUNTY HIGHWAY COMMISSIONER

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040107T_rw.dgn PLOT DATE : 5/1/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:200

TPP-103

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
43	ARTHUR T. DONALDSON AND VIVID, INC.	FEE	6624	-----	6624	-----	-----
37	ARNDT FARMS, INC.	FEE & T.L.E.	6245	-----	6245	6609	-----
38	GAYLORD DOWNING	FEE & T.L.E.	4176	-----	4176	200	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

GN

SCALE. FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.08

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 25, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

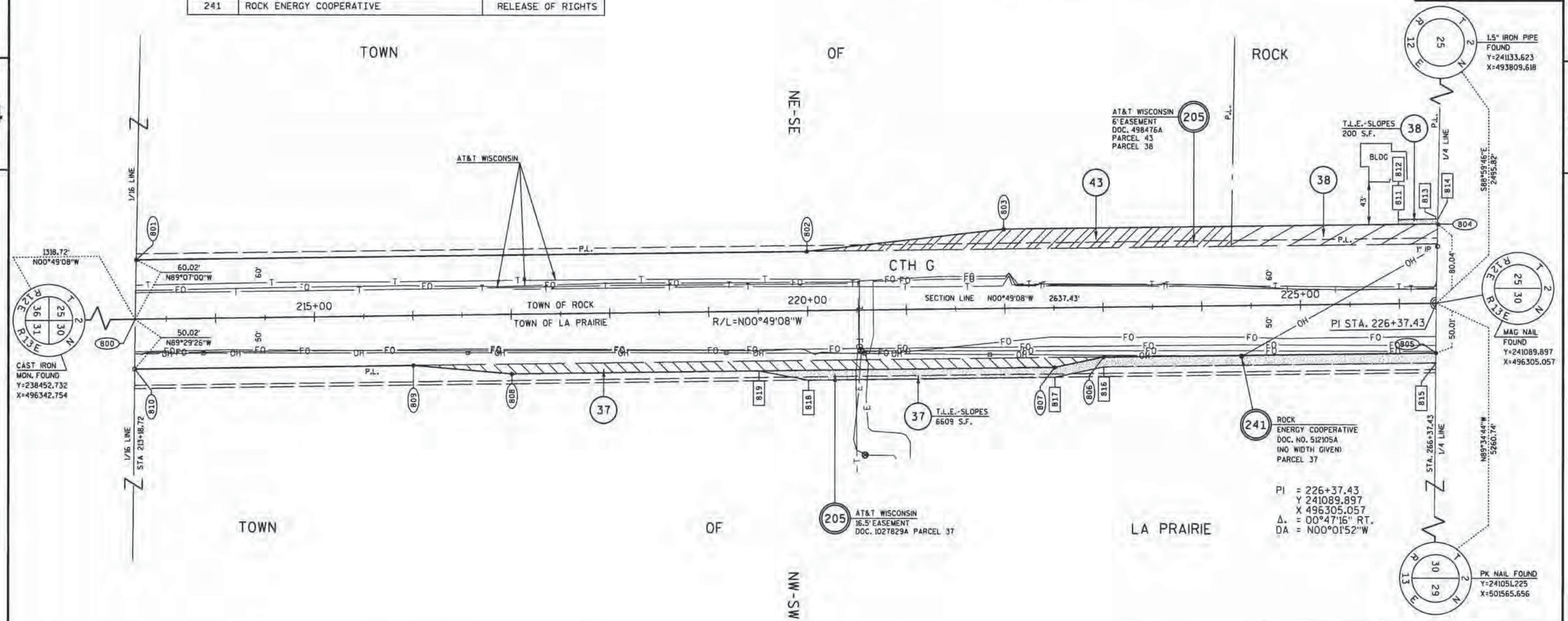
RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:41 AM ON 11th OF June 2014 AS DOCUMENT # 2004796 AND FILED IN TPP-103
Randal Lewis
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.08
AMENDMENT NO:



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
801 - 802	N00°49'08"W	679.50'
802 - 803	N06°31'46"W	201.00'
803 - 804	N00°49'08"W	439.98'
805 - 806	S00°49'08"E	336.35'
806 - 807	S12°07'44"E	50.99'
807 - 808	S00°49'08"E	550.00'
808 - 809	S04°53'16"W	100.50'
809 - 810	S00°49'08"E	282.44'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
800	213+18.72	0.00'
801	213+20.50	60.00'
802	220+00.00	60.00'
803	222+00.00	80.00'
804	226+38.88	80.03'
805	226+36.35	50.01'
806	223+00.00	50.00'
807	222+50.00	60.00'
808	217+00.00	60.00'
809	216+00.00	50.00'
810	213+17.56	50.00'

T.L.E. STATION/OFFSET TABLE

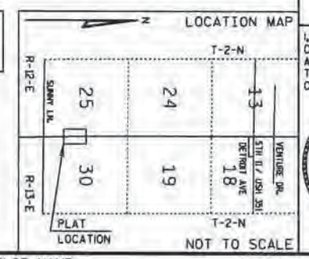
POINT	STATION	OFFSET
811	226+00.00	80.00'
812	226+00.00	85.00'
813	226+36.67	85.00'
814	226+38.97	85.00'
815	226+36.14	60.00'
816	223+00.00	60.00'
817	222+50.00	70.00'
818	220+00.00	70.00'
819	219+50.00	60.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (2) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

6-10-14
Benjamin J. Coopman Jr. — Benjamin C. Coopman
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040108.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

5966-10-01 4.08

TPP-104

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED			T.L.E. S.F.	P.L.E. S.F.
			NEW	EXISTING	TOTAL		
37	ARNDT FARMS, INC.	FEE & T.L.E.	31123	-----	31123	2629	-----
39	VIVID, INC.	FEE, P.L.E. & T.L.E.	33556	-----	33556	2296	1020

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SIGN NUMBER	SIGN OWNER
39-1	LAMAR ADVERTISING CO. (60833-60834)

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.09

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:40AM ON 11th day of June, 2014 AS DOCUMENT # 2004997 AND FILED IN TPP-104

Randal Lemke
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.09
AMENDMENT NO:

GN

SCALE, FEET
0 50 100

SE-NE

TOWN OF ROCK

L5" IRON PIPE FOUND
Y=241133.623
X=493809.618

S88°59'46"E 2495.82'

1/4 LINE

P.T.

913 900

241 ROCK ENERGY COOPERATIVE (ELECTRIC) PARCEL 39

39 T.L.E.-SLOPES 2296 S.F.

914 915

39

39 P.L.E.-DRAINAGE 1020 S.F.

916 917 918 919

AT&T WISCONSIN

901 902 903

39-1 SIGN

1/16 LINE

1331.53' S00°01'52"W

100.02' S88°58'34"E

100.00' S89°30'48"E

904

POLY MON. FOUND
Y=243752.954
X=496303.616

1/16 LINE STA. 239+68.96

CTH G

230+00 235+00

SECTION LINE N00°01'52"W 2663.06'

R/L=N00°01'52"W

TOWN OF ROCK
TOWN OF LA PRAIRIE

PI STA. 226+37.43

MAG NAIL FOUND
Y=241089.897
X=496305.057

50.01'

911 912

920

37 T.L.E.-SLOPES 2629 S.F.

910 909 908 907 906 905

205 AT&T WISCONSIN 16.5' EASEMENT DOC. 1027829A PARCEL 37

N89°34'44"W 5260.74'

1/4 LINE STA. 226+37.43

PI = 226+37.43
Y 241089.897
X 496305.057
Δ = 00°47'16" RT.
DB = S00°49'08"E

SW-NW

TOWN OF LA PRAIRIE

PK NAIL FOUND
Y=241051.225
X=501565.656

P.L.E. COURSE TABLE

FROM - TO	BEARING	DISTANCE
916 - 917	S89°58'08"W	17.00'
917 - 918	N00°01'52"W	60.00'
918 - 919	N89°58'08"E	17.00'
919 - 916	S00°01'52"E	60.00'

P.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
916	233+00.00	80.00'
917	233+00.00	97.00'
918	233+60.00	97.00'
919	233+60.00	80.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
913	226+38.97	85.00'
914	231+00.00	85.00'
915	231+00.00	80.00'
920	226+36.13	60.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
900 - 901	N00°01'52"W	911.12'
901 - 902	N07°37'32"W	151.33'
902 - 903	N00°01'52"W	270.80'
905 - 906	S00°01'52"E	168.06'
906 - 907	S08°29'59"W	101.12'
907 - 908	S00°01'52"E	600.00'
908 - 909	S09°40'45"E	101.44'
909 - 910	S22°45'05"W	108.46'
910 - 911	S89°58'08"W	10.00'
911 - 912	S00°01'52"E	262.57'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
900	226+38.88	80.00'
901	235+50.00	80.00'
902	237+00.00	100.00'
903	239+70.80	100.00'
904	239+68.96	0.00'
905	239+68.06	100.00'
906	238+00.00	100.00'
907	237+00.00	85.00'
908	231+00.00	85.00'
909	230+00.00	102.00'
910	229+00.00	60.00'
911	229+00.00	50.00'
912	226+36.75	50.00'

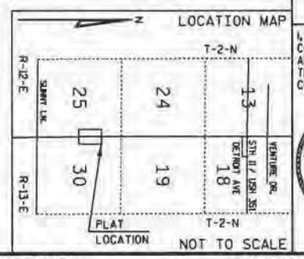
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (2).

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

LOCATION MAP



NOT TO SCALE

AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

6-10-14
Benjamin J. Coopman, Jr. — DATE
PRINTED NAME — SIGNATURE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040109.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

5966-10-01 4.09

TPP-105

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.10

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:00 AM ON 11th of June 2014 AS DOCUMENT # 2005000 AND FILED IN TPP-105

Randal Leyes
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.10
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
37	ARNDT FARMS, INC.	FEE	22770	-----	22770	-----	-----
39	VIVID, INC.	FEE	32683	-----	32683	-----	-----
41	ROBERT M. BUMSTED & MICHAEL PLAHM, TRUSTEES	T.L.E.	-----	-----	-----	2000	-----

UTILITY INTERESTS REQUIRED

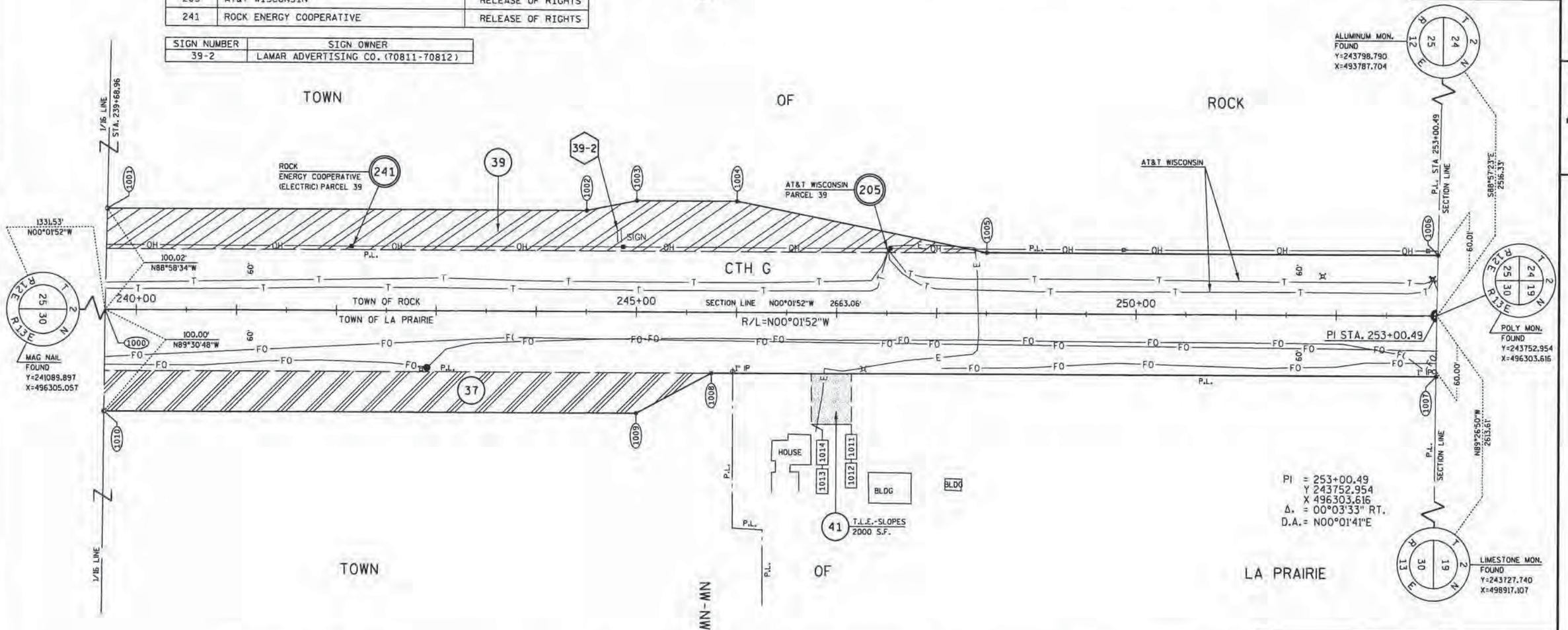
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SIGN NUMBER	SIGN OWNER
39-2	LAMAR ADVERTISING CO. (70811-70812)

GN

SCALE. FEET
0 50 100

NE-NE



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1001 - 1002	N00°01'52"W	479.20'
1002 - 1003	N11°20'27"W	50.99'
1003 - 1004	N00°01'52"W	100.00'
1004 - 1005	N11°16'44"E	254.95'
1005 - 1006	N00°01'52"W	451.61'
1007 - 1008	S00°01'52"E	724.88'
1008 - 1009	S28°06'13"E	85.00'
1009 - 1010	S00°01'52"E	531.94'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1000	239+68.96	0.00'
1001	239+70.80	100.00'
1002	244+50.00	100.00'
1003	245+00.00	110.00'
1004	246+00.00	110.00'
1005	248+50.00	60.00'
1006	253+01.56	60.00'
1007	252+99.88	60.00'
1008	245+75.00	60.00'
1009	245+00.00	100.00'
1010	239+68.06	100.00'

T.L.E. STATION/OFFSET TABLE

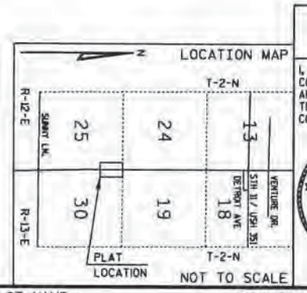
POINT	STATION	OFFSET
1011	247+15.00	60.00'
1012	247+15.00	110.00'
1013	246+75.00	110.00'
1014	246+75.00	60.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (2).

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

6-10-14
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040110.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

5966-10-01 4.10

TPP-106

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
37	ARNDT FARMS, INC.	FEE & T.L.E.	2161	-----	2161	549	-----
42	MANSUR HOMES, INC.	FEE	4002	-----	4002	-----	-----
43	ARTHUR T. DONALDSON AND VIVID, INC.	FEE & T.L.E.	22389	-----	22389	5000	-----
44	NICOLE N. YOSS REVOCABLE LIVING TRUST	FEE & T.L.E.	13831	-----	13831	1173	-----
46	JAMES E. HODGE	FEE & T.L.E.	11941	-----	11941	7024	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
238	WINDSTREAM	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

GN

SCALE, FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.11

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

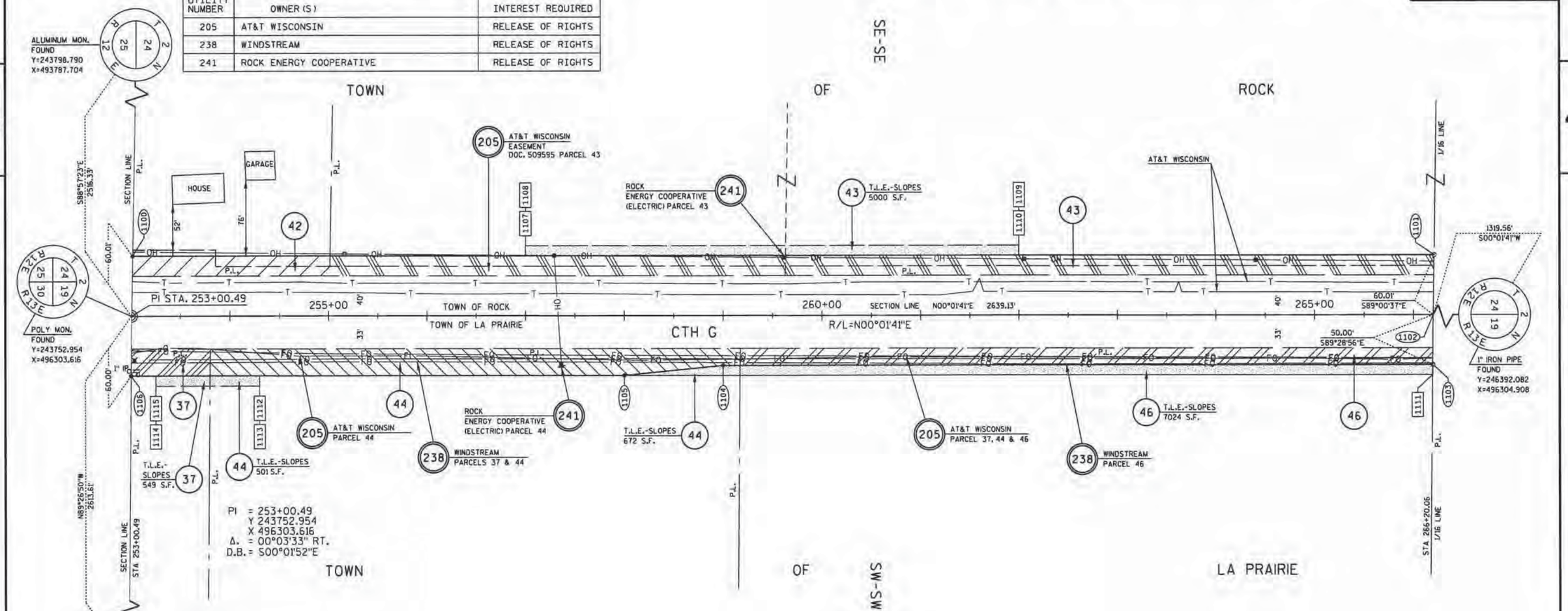
RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:53 AM ON 11th June 2014 AS DOCUMENT # 2005001 AND FILED IN TPP-106
Randal Leyes
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.11
AMENDMENT NO:



R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1100	253+01.55	60.00'
1101	266+21.06	60.00'
1102	266+20.06	0.00'
1103	266+19.63	50.00'
1104	259+00.00	50.00'
1105	258+00.00	60.00'
1106	252+99.88	60.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
1107	257+00.00	60.00'
1108	257+00.00	70.00'
1109	262+00.00	70.00'
1110	262+00.00	60.00'
1111	266+19.54	60.00'
1112	254+30.00	60.00'
1113	254+30.00	70.00'
1114	253+25.00	70.00'
1115	253+25.00	60.00'

RIGHT OF WAY COURSE TABLE

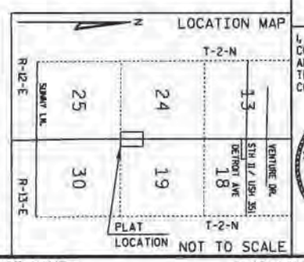
FROM - TO	BEARING	DISTANCE
1100 - 1101	N00°01'41"E	1319.51'
1103 - 1104	S00°01'41"W	719.63'
1104 - 1105	S05°41'22"E	100.50'
1105 - 1106	S00°01'41"W	500.06'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (4) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin J. Coopman Jr. — 6-10-14
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040111.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014
PLOT BY : $$...plotusar...$$ PLOT NAME :
PLOT SCALE : 1:100

5966-10-01 4.11

TPP-107

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
43	ARTHUR T. DONALDSON AND VIVID, INC.	FEE & T.L.E.	27732	-----	27732	10540	-----
47	WALTER R. BURKHEIMER & DOROTHY M. BURKHEIMER	FEE & T.L.E.	31573	-----	31573	21465	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
238	WINDSTREAM	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

GN

SCALE, FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.12

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

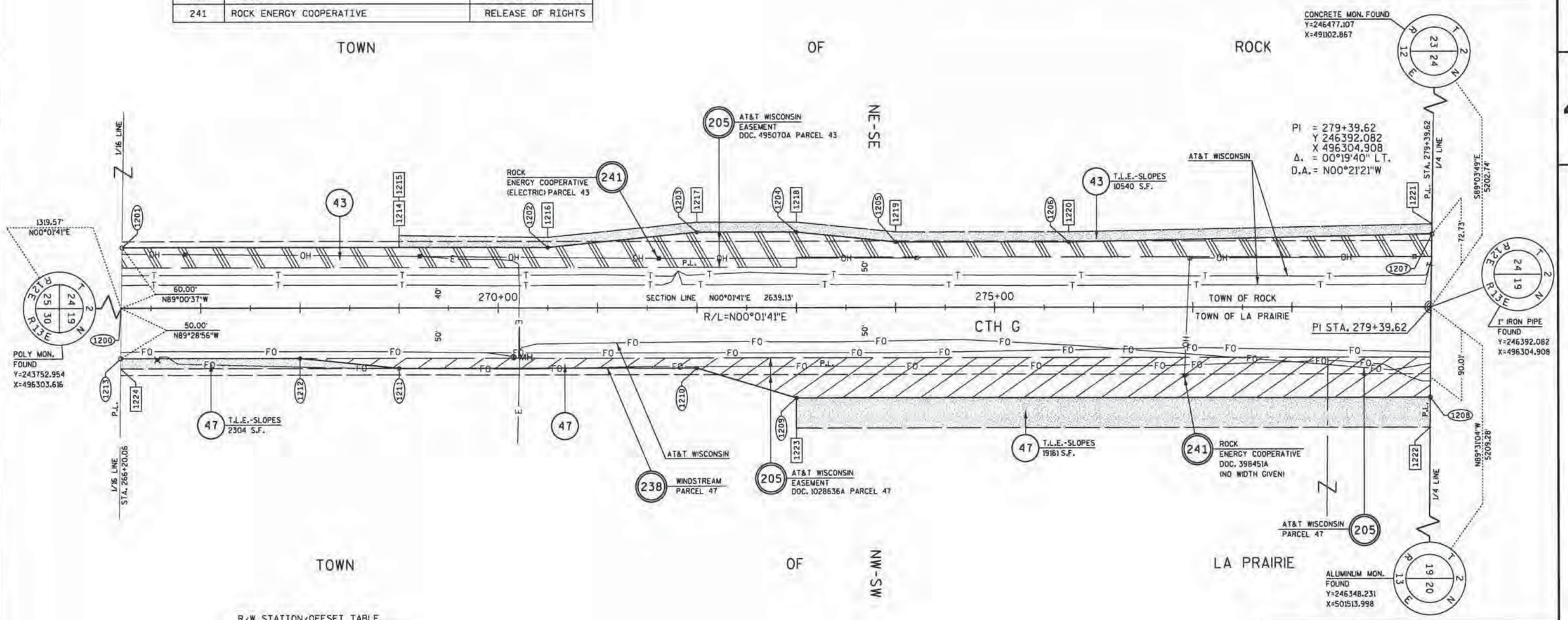
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 8:57 AM ON 11th day June, 2014 AS DOCUMENT # 2005002 AND FILED IN TPP-107

Ronda J. Logan
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.12
AMENDMENT NO:



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1201 - 1202	N00°01'41"E	428.94'
1202 - 1203	N05°40'57"W	150.75'
1203 - 1204	N00°01'41"E	100.00'
1204 - 1205	N05°44'19"E	100.50'
1205 - 1206	N00°01'41"E	175.00'
1206 - 1207	N01°10'53"W	365.85'
1208 - 1209	S00°01'43"W	638.91'
1209 - 1210	S16°43'38"W	104.40'
1210 - 1211	S00°01'41"W	300.00'
1211 - 1212	S05°44'19"W	100.50'
1212 - 1213	S00°01'41"W	180.37'
1213 - 1200	N89°28'56"W	50.00'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1200	266+20.06	0.00'
1201	266+21.06	60.00'
1202	270+50.00	60.00'
1203	272+00.00	75.00'
1204	273+00.00	75.00'
1205	274+00.00	65.00'
1206	275+75.00	65.00'
1207	279+41.26	72.71'
1208	279+38.91	90.01'
1209	273+00.00	90.00'
1210	272+00.00	60.00'
1211	269+00.00	60.00'
1212	268+00.00	50.00'
1213	266+19.63	50.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
1214	269+00.00	60.00'
1215	269+00.00	70.00'
1216	270+50.00	70.00'
1217	272+00.00	85.00'
1218	273+00.00	85.00'
1219	274+00.00	75.00'
1220	275+75.00	75.00'
1221	279+41.49	82.72'
1222	279+38.67	120.00'
1223	273+00.00	120.00'
1224	266+19.54	60.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS S 1102 (4) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

LOCATION MAP

AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — May 30, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

6-10-14
Benjamin J. Coopman Jr. — DATE
PRINTED NAME — SIGNATURE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040112.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

TPP-108

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
43	ARTHUR T. DONALDSON AND VIVID, INC.	FEE & T.L.E.	45814	-----	45814	13142	-----
48	MILDRED M. FENRICH, TRUSTEE	FEE & T.L.E.	24449	-----	24449	16855	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
238	WINDSTREAM	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCALE, FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.13

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF DISCONTINUED DUPONT BLVD., INDIANA AVE. & MICHIGAN AVE., AND PART OF LOTS 5 & 6 BLOCK 3, LOTS 1-6 BLOCK 4, AND LOTS 1-6, BLOCK 5, IN KEYWOOD SUBDIVISION, LOCATED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

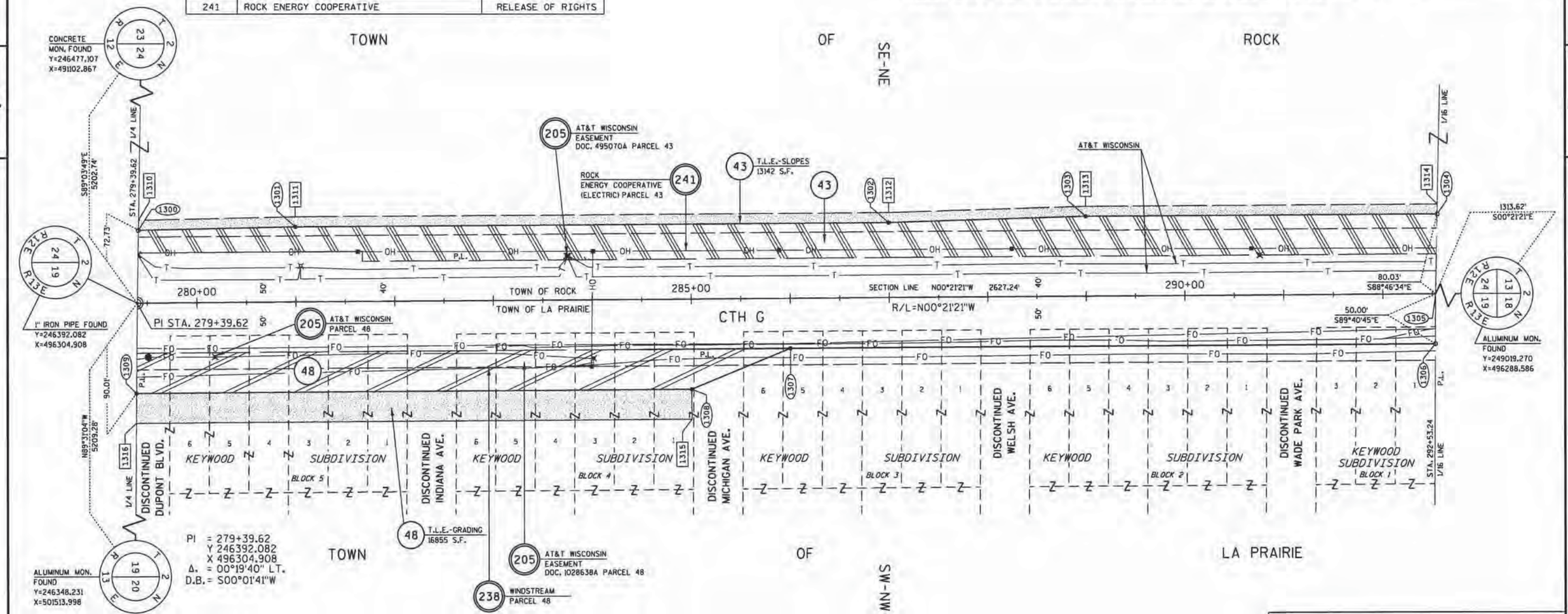
RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:00AM ON 11th of June 2014 AS DOCUMENT # 2005003 AND FILED IN TPP-108
Randal Hayes
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.13
AMENDMENT NO:



T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
1310	279+41.49	82.72'
1311	281+00.00	85.00'
1312	287+00.00	85.00'
1313	289+00.00	90.00'
1314	292+55.72	90.00'
1315	285+00.00	120.00'
1316	279+38.67	120.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1300 - 1301	N01°10'53"W	158.76'
1301 - 1302	N00°21'21"W	600.00'
1302 - 1303	N01°47'17"W	200.06'
1303 - 1304	N00°21'21"W	355.45'
1306 - 1307	S00°21'21"E	652.65'
1307 - 1308	S22°09'26"E	107.70'
1308 - 1309	S00°21'21"E	561.70'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1300	279+41.26	72.71'
1301	281+00.00	75.00'
1302	287+00.00	75.00'
1303	289+00.00	80.00'
1304	292+55.45	80.00'
1305	292+53.24	0.00'
1306	292+52.65	50.00'
1307	286+00.00	50.00'
1308	285+00.00	90.00'
1309	279+38.91	90.01'

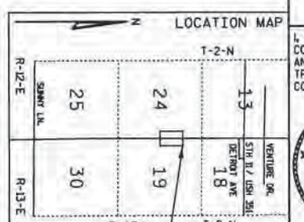
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (4) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

LOCATION MAP



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

6-10-14
Benjamin J. Coopman Jr. — Benjamin J. Coopman Jr.
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040113.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/5/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

5966-10-01 4.13

TPP-127

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
43	ARTHUR T. DONALDSON AND VIVID, INC.	FEE & T.L.E.	39838	-----	39838	9142	-----
49	PETER M. DALUGE	FEE & T.L.E	21670	-----	21670	450	-----
51	CITY OF JANESVILLE	FEE & T.L.E.	21280	-----	21280	4005	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
238	WINDSTREAM	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.14 AMENDMENT NO. 1

AMENDS TRANSPORTATION PROJECT PLAT NO. 5966-10-01-4.14, RECORDED AS DOCUMENT NO. 2005004 IN TPP NO. 109, TO REVISE PARCEL 49.

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

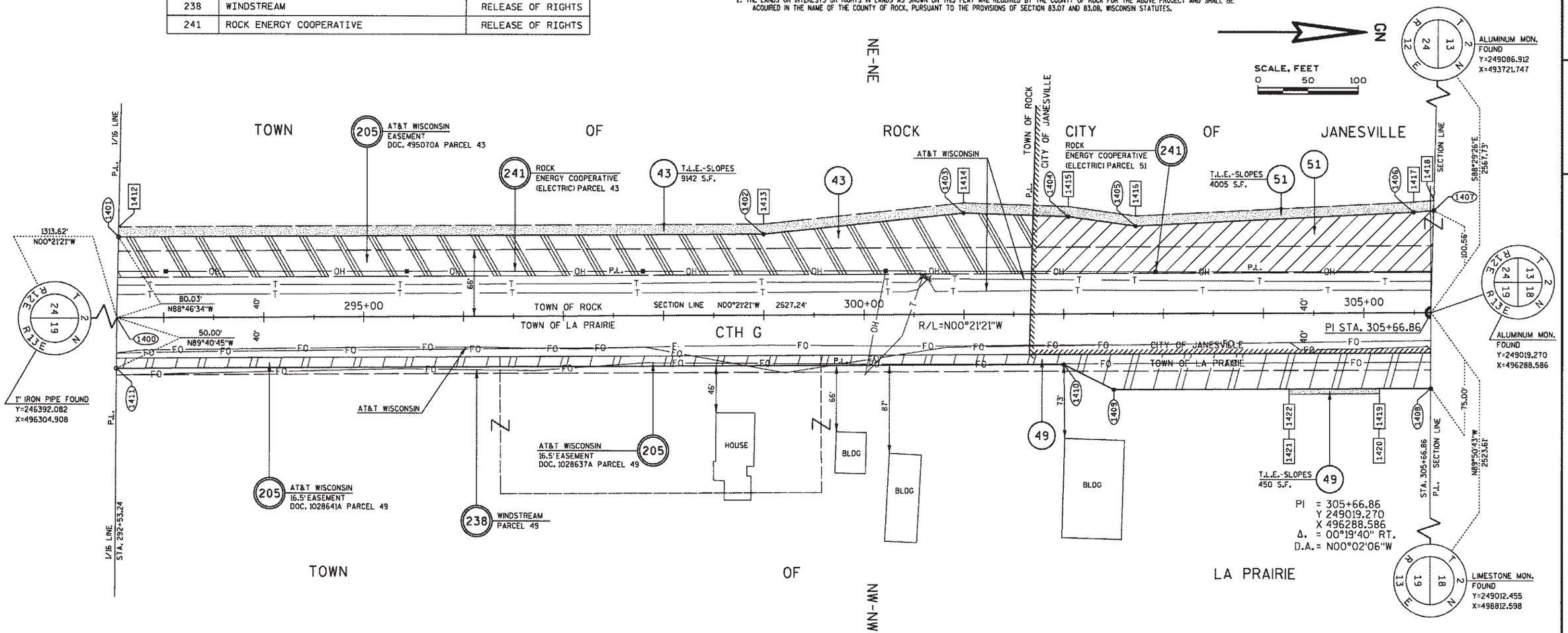
RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:00AM ON 11th day August 2014 AS DOCUMENT # 2005115 AND FILED IN TPP-127
Randall Meyer
SIGNATURE OF REGISTER OF DEEDS
25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.14
AMENDMENT NO: 1



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1401 - 1402	N00°21'21"W	644.55'
1402 - 1403	N06°03'59"W	201.00'
1403 - 1404	N01°49'32"E	105.08'
1404 - 1405	N07°44'16"E	68.17'
1405 - 1406	N02°57'18"W	277.80'
1406 - 1407	N04°38'18"W	20.19'
1408 - 1409	S00°21'21"E	316.19'
1409 - 1410	S26°12'20"W	55.91'
1410 - 1411	S00°21'21"E	947.35'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1400	292+53.24	0.00'
1401	292+55.45	80.00'
1402	299+00.00	80.00'
1403	301+00.00	100.00'
1404	302+05.00	96.00'
1405	302+72.49	86.40'
1406	305+50.00	99.00'
1407	305+69.57	100.52'
1408	305+66.19	75.00'
1409	302+50.00	75.00'
1410	302+00.00	50.00'
1411	292+52.65	50.00'

T.L.E. STATION/OFFSET TABLE

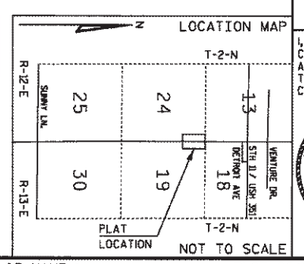
POINT	STATION	OFFSET
1412	292+55.72	90.00'
1413	299+00.00	90.00'
1414	301+00.00	110.00'
1415	302+05.00	106.00'
1416	302+72.49	96.40'
1417	305+50.00	109.00'
1418	305+69.84	110.55'
1419	305+15.00	75.00'
1420	305+15.00	80.00'
1421	304+25.00	80.00'
1422	304+25.00	75.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.2003895 AND FILED IN TPP 99 & TPP 100

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 1102 (4) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — July 16, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

8-11-14
Benjamin J. Coopman, Jr. Benjamin J. Coopman, Jr. — DATE
PRINTED NAME — SIGNATURE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040114-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 7/16/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

5966-10-01 4.14

TPP-144

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.15, AMENDMENT NO: 1

MODIFIES PARCEL NO. 53 OF TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.15, RECORDED AS DOCUMENT NO. 2005005 AND FILED IN TPP - 110.

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, AND PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:18 AM ON 13th October, 2014 AS DOCUMENT # 2013329 AND FILED IN TPP-144
Randal Leyes
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.15
AMENDMENT NO: 1

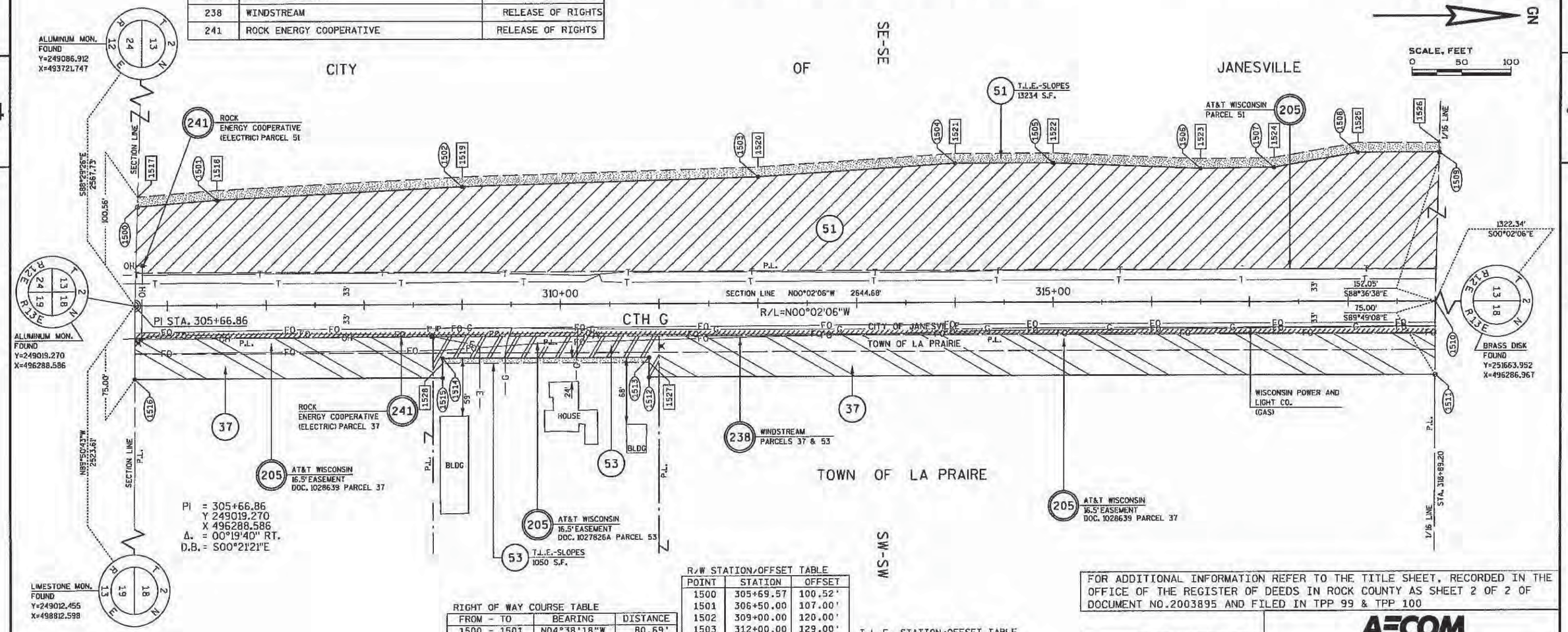
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
51	CITY OF JANESVILLE	FEE & T.L.E.	127565	-----	127565	13234	-----
37	ARNDT FARMS, INC.	FEE	45878	-----	45878	-----	-----
53	DALE A. SANDERSON & EILEEN E. SANDERSON	FEE & T.L.E.	5460	-----	5460	1050	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
238	WINDSTREAM	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS



RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1500 - 1501	N04°38'18"W	80.69'
1501 - 1502	N03°00'42"W	250.34'
1502 - 1503	N01°45'12"W	300.13'
1503 - 1504	N03°45'15"W	200.42'
1504 - 1505	N00°02'06"W	100.00'
1505 - 1506	N02°15'20"E	150.12'
1506 - 1507	N00°47'56"W	75.01'
1507 - 1508	N10°02'35"W	86.31'
1508 - 1509	N00°02'06"W	82.97'
1511 - 1512	S00°02'06"E	798.91'
1512 - 1513	S89°57'54"W	20.00'
1513 - 1514	S00°02'06"E	210.00'
1514 - 1515	N89°57'54"E	20.00'
1515 - 1516	S00°02'08"E	313.39'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1500	305+69.57	100.52'
1501	306+50.00	107.00'
1502	309+00.00	120.00'
1503	312+00.00	129.00'
1504	314+00.00	142.00'
1505	315+00.00	142.00'
1506	316+50.00	136.00'
1507	317+25.00	137.00'
1508	318+10.00	152.00'
1509	318+92.97	152.00'
1510	318+89.20	0.00'
1511	318+88.91	75.00'
1512	310+90.00	75.00'
1513	310+90.00	55.00'
1514	308+80.00	55.00'
1515	308+80.00	75.00'
1516	305+66.19	75.00'

T.L.E. STATION/OFFSET TABLE

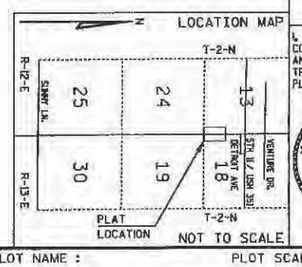
POINT	STATION	OFFSET
1517	305+69.84	110.55'
1518	306+50.00	117.00'
1519	309+00.00	130.00'
1520	312+00.00	139.00'
1521	314+00.00	152.00'
1522	315+00.00	152.00'
1523	316+50.00	146.00'
1524	317+25.00	147.00'
1525	318+10.00	162.00'
1526	318+93.22	162.00'
1527	310+90.00	60.00'
1528	308+80.00	60.00'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECT S 102 (4) AND TOWN ROAD RECORDS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2003895 AND FILED IN TPP 99 & TPP 100



AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01- 4.15, AMENDMENT NO:1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — October 10, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

10-15-14
Benjamin J. Coopman, Jr. Benjamin J. Coopman Jr.
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040115-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 10/9/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

TPP-111

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.16

PART OF LOT 1 OF CSM 1136187, LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE; ALSO PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, AND ALSO PART OF LOTS 1-7, BLOCK 1, LOTS 1-6, BLOCK 3, LOTS 1-6, BLOCK 5, LOTS 1-6, BLOCK 7, LOTS 1-3, BLOCK 9, AND DISCONTINUED SAMSON AVE., TRACTOR AVE. AND CADY AVE., IN MAPLEWOOD SUBDIVISION, LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 2 NORTH, RANGE 13 EAST, TOWN OF LA PRAIRIE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS S 1102 (4), 1704-06-21, 5636-01-21, CSM 1136187 AND TOWN ROAD RECORDS. EXISTING RIGHT-OF-WAY FOR STH 11 IS ESTABLISHED BY PREVIOUS PROJECTS S1102 (4) AND 1704-06-21.
EXISTING RIGHT-OF-WAY FOR DETROIT AVE. IS ESTABLISHED BY THE PLAT OF MAPLEWOOD SUBDIVISION.
EXISTING ACCESS CONTROL SHOWN ALONG STH 11 IS ESTABLISHED BY PREVIOUS PROJECT 5636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION FOR CTH G, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT.
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION FOR STH 11, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION IN MADISON.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:15AM ON 11th day June 2014 AS DOCUMENT # 2003896 AND FILED IN TPP-111
Randal Lasry
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.16
AMENDMENT NO:

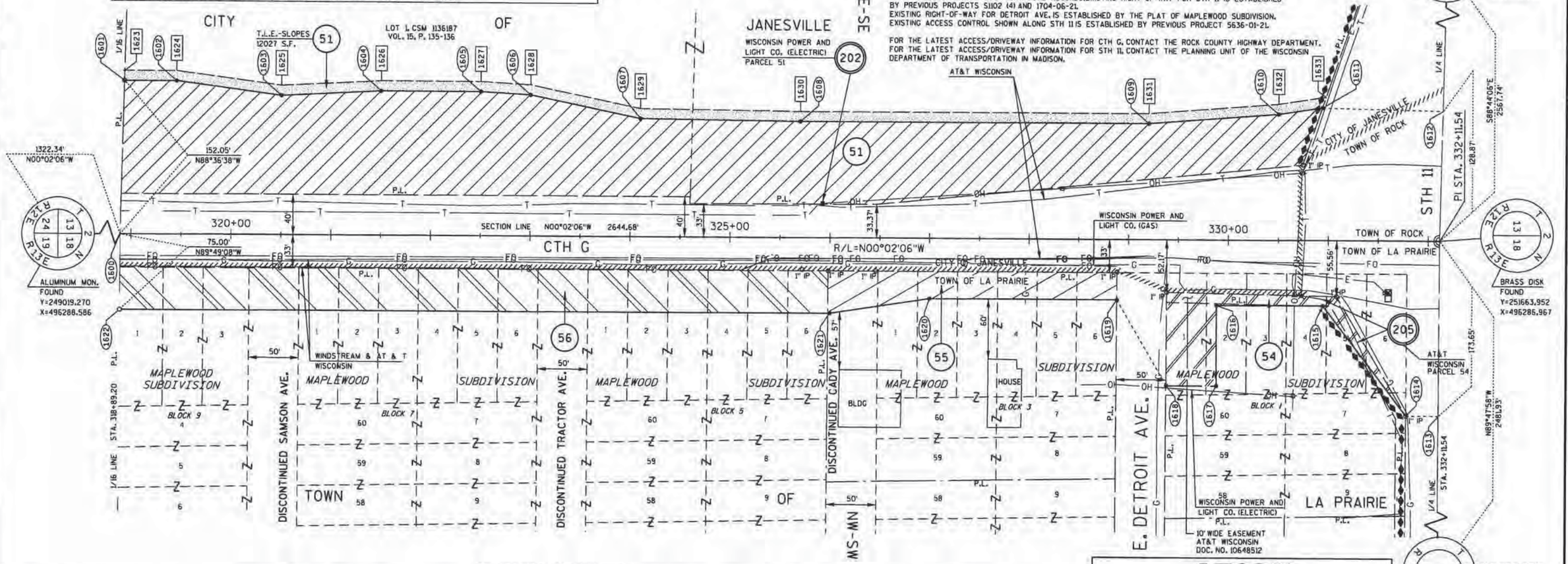
LOCATION MAP
T-2-N, R-12-E, R-13-E
PLAT LOCATION
SAMPLE LN, STH 11 / IRISH 351, DETROIT AVE, VENTURE DR.
NOT TO SCALE

GN
SCALE, FEET
0 50 100

SCHEDULE OF LANDS & INTERESTS REQUIRED							
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.							
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED			T.L.E. S.F.	P.L.E. S.F.
			NEW	EXISTING	TOTAL		
51	CITY OF JANESVILLE	FEE & T.L.E.	98873	-----	98873	12027	-----
54	ELTON W. BROEGE & MARILYN A. BROEGE	FEE	6952	-----	6952	-----	-----
55	GARIT E. BROEGE & BARBARA L. BROEGE	FEE	8612	-----	8612	-----	-----
56	GWENDOLYN B. DALUGE	FEE	29791	-----	29791	-----	-----

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2003895 AND FILED IN TPP 99 & TPP 100



RIGHT OF WAY COURSE TABLE		
FROM - TO	BEARING	DISTANCE
1601 - 1602	N00°02'06"W	52.03'
1602 - 1603	N07°33'34"E	105.93'
1603 - 1604	N02°53'51"W	100.12'
1604 - 1605	N00°02'06"W	100.00'
1605 - 1606	N03°23'54"E	50.09'
1606 - 1607	N11°46'29"E	112.38'
1607 - 1608	N00°40'52"E	160.01'
1608 - 1609	N00°02'06"W	350.00'
1609 - 1610	N04°26'01"W	130.38'
1610 - 1611	N08°35'00"W	44.24'
1611 - 1612	N01°15'54"E	120.75'

RIGHT OF WAY COURSE TABLE		
FROM - TO	BEARING	DISTANCE
1613 - 1614	S00°12'02"W	32.63'
1614 - 1615	S52°29'16"W	136.73'
1615 - 1616	S00°02'06"E	106.55'
1616 - 1617	N89°57'54"E	80.00'
1617 - 1618	S00°02'06"E	50.00'
1618 - 1619	S59°30'35"W	98.60'
1619 - 1620	S00°02'06"E	188.47'
1620 - 1621	S08°33'57"E	101.12'
1621 - 1622	S00°02'06"E	711.09'

R/W STATION/OFFSET TABLE		
POINT	STATION	OFFSET
1600	318+89.20	0.00'
1601	318+92.97	152.00'
1602	319+45.00	152.00'
1603	320+50.00	138.00'
1604	321+50.00	143.00'
1605	322+50.00	143.00'
1606	323+00.00	140.00'
1607	324+10.00	117.00'
1608	325+70.00	115.00'
1609	329+20.00	115.00'
1610	330+50.00	125.00'
1611	330+93.75	131.58'

R/W STATION/OFFSET TABLE		
POINT	STATION	OFFSET
1612	332+14.04	128.84'
1613	332+10.83	173.65'
1614	331+78.20	173.51'
1615	330+95.00	65.00'
1616	329+88.45	65.00'
1617	329+88.45	145.00'
1618	329+38.45	145.00'
1619	328+88.47	60.00'
1620	327+00.00	60.00'
1621	326+00.00	75.00'
1622	318+88.91	75.00'

T.L.E. STATION/OFFSET TABLE		
POINT	STATION	OFFSET
1623	318+93.22	162.00'
1624	319+45.00	162.00'
1625	320+50.00	148.00'
1626	321+50.00	153.00'
1627	322+50.00	153.00'
1628	323+00.00	150.00'
1629	324+10.00	127.00'
1630	325+70.00	125.00'
1631	329+20.00	125.00'
1632	330+50.00	135.00'
1633	330+97.41	142.24'

AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.16 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KENNETH R. WOLF S-1421 SHEBOYGAN WISCONSIN LAND SURVEYOR

Kenneth R. Wolf — May 30 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

Benjamin J. Coopman, Jr. — Benjamin J. Coopman, Jr. — 6-10-14
PRINTED NAME — SIGNATURE — DATE

PI = 332+11.54
Y 251663.952
X 496286.967
Δ = 00°11'16" RT.
D.A. = N00°09'10"E

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040116.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 6/6/2014
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 1:100

TPP-145

TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.17, AMENDMENT NO: 1

MODIFIES PARCEL NO. 51 QUANTITIES OF TRANSPORTATION PROJECT PLAT NO: 5966-10-01 - 4.17, RECORDED AS DOCUMENT NO. 2005007 AND FILED IN TPP- 112, AND ADDS PARCEL NO. 59.

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 12 EAST, TOWN OF ROCK, AND PART OF OUTLOT 1 AND LOT 1 OF CSM 1514597, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ALL IN ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G, BELOIT - JANESVILLE (HUEBBE PARKWAY - STH 11)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE COUNTY OF ROCK DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF ROCK, HEREBY ORDER THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY OF ROCK FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE COUNTY OF ROCK, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

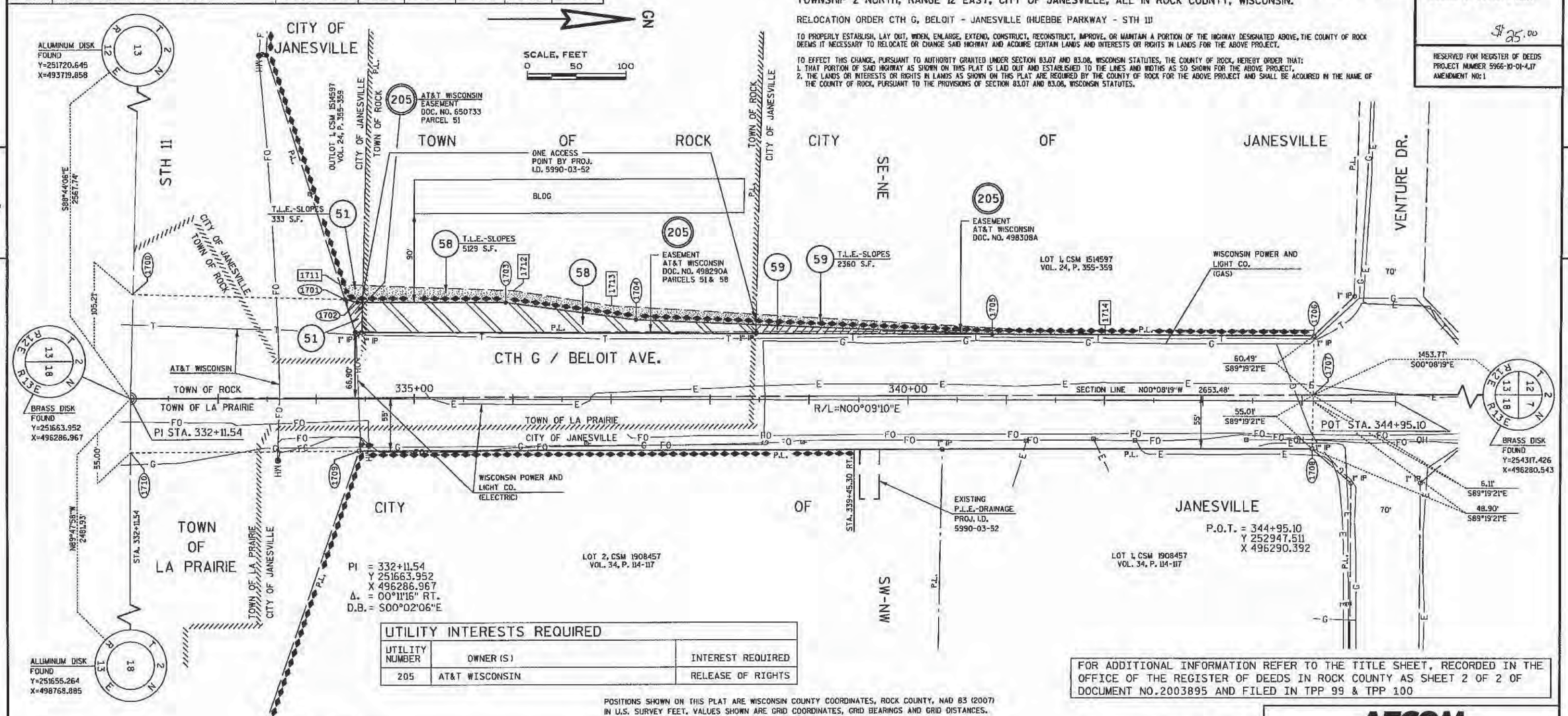
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 9:38 AM ON 13th October, 2014 AS DOCUMENT # 2013340 AND FILED IN TPP-145
Randall Langs
SIGNATURE OF REGISTER OF DEEDS
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5966-10-01-4.17
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO ROCK COUNTY.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	T.L.E. S.F.	P.L.E. S.F.
51	CITY OF JANESVILLE	FEE & T.L.E.	375	-----	375	333	-----
58	DEERE & COMPANY	FEE & T.L.E.	8598	-----	8598	5129	-----
59	JANESVILLE 1031 LLC, ETAL	FEE & T.L.E.	1014	-----	1014	2360	-----



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1700 - 1701	N01°15'54"E	215.14'
1701 - 1702	N13°09'10"E	13.39'
1702 - 1703	N00°09'10"E	150.60'
1703 - 1704	N07°30'23"E	133.31'
1704 - 1705	N02°23'31"E	354.18'
1705 - 1706	N00°14'22"E	333.34'
1708 - 1709	S00°08'19"E	967.05'
1709 - 1710	S00°08'19"E	232.19'

R/W STATION/OFFSET TABLE

POINT	STATION	OFFSET
1700	332+13.58	105.19'
1701	334+28.68	101.01'
1702	334+41.73	98.00'
1703	335+92.33	98.00'
1704	337+24.55	80.94'
1705	340+78.45	67.10'
1706	344+11.83	66.64'
1707	344+11.25	6.11'
1708	344+10.73	48.90'
1709	334+43.69	53.82'
1710	332+11.32	55.00'

T.L.E. STATION/OFFSET TABLE

POINT	STATION	OFFSET
1711	334+23.83	115.87'
1712	336+00.00	110.00'
1713	337+00.00	95.00'
1714	341+96.38	66.92'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING RIGHT-OF-WAY FOR CTH G IS ESTABLISHED BY PREVIOUS PROJECTS 5990-03-52, CSM 1514597 AND CSM 1908457.
EXISTING RIGHT-OF-WAY FOR STH 11 IS ESTABLISHED BY PROJECT 1704-06-21 AND TOWN ROAD RECORDS.

EXISTING ACCESS CONTROL FOR CTH G ESTABLISHED FROM CSM 1514597 AND CSM 1426440, AND BY PREVIOUS PROJECT NO. 5990-03-52.

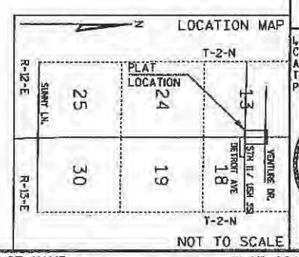
EXISTING ACCESS CONTROL FOR STH 11 ESTABLISHED FROM PREVIOUS PROJECT 5990-03-52 AND 6636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION FOR CTH G, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT OR THE CITY OF JANESVILLE.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION FOR STH 11, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2003895 AND FILED IN TPP 99 & TPP 100

LOCATION MAP



NOT TO SCALE

AECOM

I, KENNETH R. WOLF, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5966-10-01 - 4.17, AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kenneth R. Wolf — October 10, 2014
KENNETH R. WOLF — DATE
REGISTRATION NUMBER: S-1421

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE ROCK COUNTY HIGHWAY DEPARTMENT.

10-16-14
Benjamin J. Coopman, Jr. — Benjamin J. Coopman Jr.
PRINTED NAME — SIGNATURE — DATE

FILE NAME : L:\work\60242867\CTH_G\000_CAD\050_Survey\RW_Plat\LaHaye File's\040117-ADD1.dgn
APPRAISAL PLAT DATE : 2/11/14
PLOT DATE : 10/9/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:100

5966 4.17

AT&T

HUEBBE PKWY

R/W

R/W

SLOPE INTERCEPT (TYP)

CITY OF BELOIT

REMOVE CONCRETE BASE

(D) TLE

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

N

REMOVING SMALL PIPE CULVERTS

15" X 21"

SECTION LINE & RANGE LINE

9'G' 10'G' 11'G' 12'G' 13'G' 14'G' 15'G'

REMOVING CONCRETE SIDEWALK (SUNKEN SIDEWALK PANEL)

4.6'

2.2'

3'

CTH G

TLE

TLE

TLE

ALLIANT ENERGY, CHARTER & WINDSTREAM

BM 19

AT&T

CAUTION

ALLIANT ENERGY

5

5

BEGIN PROJECT 5966-10-70

STA 10'G'+20.84

Y=220,524.2900

X=496,351.9731

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

= SOIL BORING LOCATION

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
19	10'G'+43 RT	W. UPPER FLANGE BOLT OF HYDRANT @ NE CORNER OF CTH G AND HUEBE PARKWAY	807.78

820

810

800

790

VPI 10+20.84 EL 806.19

VPI 10+50.00 EL 803.60 LT

VPI 11+00.00 EL 803.49 RT

VPI 12+00.00 EL 803.03 LT

VPI 12+50.00 EL 802.82 LT

VPI 13+00.00 EL 802.69 LT

VPI 13+00.00 EL 802.69 RT

VPI 13+50.00 EL 802.49 LT

EXISTING GROUND

FINISHED PROFILE

-0.38%

-0.40%

-0.42%

-0.26%

-0.40%

-0.40%

-0.41%

LEFT DITCH PROFILE

RIGHT DITCH PROFILE

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

REMOVE CONCRETE BASE

TLE

GALE DR

CHARTER

REMOVING SMALL PIPE CULVERTS

CITY OF BELOIT

D DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

REMOVING SMALL PIPE CULVERTS

R/W

N

STA 15'G'+94.71 = STA 100'GA'+00.00

90.17°

EP: 100+00.00

15'G' 16'G' 17'G' 18'G' 19'G' 20'G' 21'G'

CTH G

CAUTION

ALLIANT ENERGY

SLOPE INTERCEPT (TYP)

CITY OF BELOIT

AT&T

= SOIL BORING LOCATION

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

REMOVING SMALL PIPE CULVERTS

CHARTER

ALLIANT ENERGY

5

5

EXISTING GROUND

FINISHED PROFILE

RIGHT DITCH PROFILE

LEFT DITCH PROFILE

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

VPI 15+30.00 EL 804.15

VPI 15+30.00 EL 801.78

VPI 15+57.00 EL 801.90

VPI 18+50.00 EL 803.09

VPI 19+30.00 EL 805.75

VPI 19+30.00 EL 803.36

VPI 20+00.00 EL 802.59

VPI 20+00.00 EL 802.59

VPI 20+00.00 EL 803.08

VPI 21+00.00 EL 802.69

VPI 21+00.00 EL 802.19

0.52% 0.40% 0.40% 0.40% -0.40% -0.40% -0.39% -0.40%

820 810 800 790

804.27	804.23	804.43	804.63	804.83	805.03	805.23	805.43	805.63	805.67	805.47	805.27	805.07
805.9	806.0	806.1	806.1	806.2	806.3	806.3	806.4	806.3	806.3	806.2	806.2	806.3

15+00 16+00 17+00 18+00 19+00 20+00 21+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 530	E

REMOVING SMALL PIPE CULVERTS

CITY OF BELOIT

ALLIANT ENERGY

TLE

15" X 24"

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

SLOPE INTERCEPT (TYP)

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

= SOIL BORING LOCATION

N

REMOVING SMALL PIPE CULVERTS

R/W

18"

G-3

21"

15"BT'

INMAN PKWY

AT&T

CAUTION

89.94°

21'G'

110'CO'

22'G'

23'G'

24'G'

25'G'

26'G'

27'G'

BP: 110+00.00

PI: 15+76.14

STA 21'G'+84.43 = STA 110'CO'+00.00

89.67°

ADJUSTING MANHOLE COVERS (BY OTHERS)

CTH G

STA 26'G'+44.43 = STA 15'BT'+76.14

16'BT'

5

COLONY CT

111'

BM 18

PLE

ALLIANT ENERGY

AT&T

AT&T & CHARTER

CITY OF BELOIT

CHARTER & ALLIANT ENERGY

APPROXIMATE LOCATION OF ABANDONED GAS REGULATOR VAULT. EXACT LOCATION UNKNOWN.

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
18	22'G'+17 RT	W. UPPER FLANGE BOLT OF HYDRANT @ NE CORNER OF CTH G AND COLONY COURT	806.53

EXISTING GROUND

FINISHED PROFILE

LEFT DITCH PROFILE

RIGHT DITCH PROFILE

VPI 21+45.00 EL 804.89

VPI 24+00.00 EL 804.75

VPI 25+55.00 EL 806.45

VPI 21+00.00 EL 802.19

VPI 21+00.00 EL 802.69

VPI 21+45.00 EL 802.50

VPI 21+47.00 EL 802.02

VPI 21+50.00 EL 802.03

VPI 22+00.00 EL 802.72

VPI 22+30.00 EL 802.59

VPI 24+00.00 EL 803.10

VPI 24+50.00 EL 803.25

VPI 25+00.00 EL 803.50

VPI 25+50.00 EL 804.30

-0.42% -0.36% 0.33% 1.38% 0.11% 1.01% 0.30% 0.38% 0.30% -0.30% 0.50% -0.40%

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

SLOPE INTERCEPT (TYP)

CITY OF BELOIT

AT&T

= SOIL BORING LOCATION

N

REMOVING SMALL PIPE CULVERTS

TLE

R/W

TLE

R/W

R/W

18" X 30"

27'G'

28'G'

29'G'

30'G'

31'G'

32'G'

33'G'

CTH G

TLE

R/W

TLE

R/W

TLE

ALLIANT ENERGY

AT&T

SEE STORM SEWER PLAN FOR CULVERT PIPE INFORMATION

D

CAUTION

DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

5

5

820

810

800

790

785

VCL = 140.00

K = 175.00

FLANGE PROFILES DO NOT MATCH CENTERLINE PROFILE. SEE PAVING DETAILS.

EXISTING GROUND

FINISHED PROFILE

VPI 27+00.00 EL 800.91

VPI 27+50.00 EL 800.66

VPI 28+50.00 EL 803.45

-0.50%

2.79%

0.40%

-0.40%

VPC STA 27+10.00 VPC EL 805.83

VPI STA 27+80.00 VPI EL 805.55

VPT STA 28+50.00 VPT EL 805.83

LEFT DITCH PROFILE

VPC STA 31+10.00 VPC EL 806.87

VPI STA 31+80.00 VPI EL 807.15

VPT STA 32+50.00 VPT EL 806.87

VCL = 140.00

K = 175.00

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

N

SOIL BORING LOCATION

CITY OF BELOIT

AT&T

SLOPE INTERCEPT (TYP)

TLE

R/W

33'G' 34'G' 35'G' 36'G' 37'G' 38'G' 39'G'

CTH G

45° X 21"

REMOVING SMALL PIPE CULVERTS

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

AT&T

ALLIANT ENERGY

CAUTION

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

5

5

VCL = 140.00

K = 175.00

VPC STA 33+35.00 VPC EL 806.53

VPI STA 34+05.00 VPI EL 806.25

VPT STA 34+75.00 VPT EL 806.53

EXISTING GROUND

FINISHED PROFILE

FLANGE PROFILES DO NOT MATCH CENTERLINE PROFILE. SEE PAVING DETAILS.

0.40%

-0.40%

0.40%

LEFT DITCH PROFILE

VPI 34+00.00 EL 803.89

VPI 34+05.00 EL 803.87

VPC STA 37+35.00 VPC EL 807.57

VPI STA 38+05.00 VPI EL 807.85

VPT STA 38+75.00 VPT EL 807.57

VPI 38+00.00 EL 805.45

VCL = 140.00

K = 175.00

820 810 800 790 785

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

807.0	807.2	807.4	807.6	807.7	807.9	808.1	808.3	808.6	808.7	808.8	808.9	809.0
806.67	806.48	806.39	806.45	806.63	806.83	807.03	807.23	807.43	807.63	807.71	807.66	807.47

33+00 34+00 35+00 36+00 37+00 38+00 39+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 533	E

REMOVING SMALL PIPE CULVERTS
AT&T
SLOPE INTERCEPT (TYP)
CHARTER
CITY OF BELOIT
TLE
R/W
12" X 18"
STA 42'G'+26.76 =
STA 130'Z'+00.00
39'G'
40'G'
41'G'
42'G'
130'Z'
43'G'
44'G'
45'G'
CAUTION
18"
89.63°
CTH G
E ZICK DR
SIGN
OHW
ALLIANT ENERGY
R/W
BM 17
PC: 130+73.18
TLE
REMOVING SMALL PIPE CULVERTS
ALLIANT ENERGY & CHARTER
BLDG.
= SOIL BORING LOCATION
N
SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION
ALLIANT ENERGY
R/W

5

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
17	41'G'+96 RT	CUT "X" ON CONCRETE BASE OF LIGHT POLE ON EAST SIDE OF CTH G OPPOSITE ZICK DRIVE	809.16

5

VCL = 140.00
K = 174.99
VPC STA 39+60.00
VPC EL 807.23
VPT STA 41+00.00
VPT EL 807.23
FLANGE PROFILES DO NOT MATCH CENTERLINE PROFILE. SEE PAVING DETAILS.
EXISTING GROUND
FINISHED PROFILE
820
810
800
790
785
-0.40%
0.40%
-0.44%
VPI STA 40+30.00
VPI EL 806.95
VPC STA 42+25.00
VPC EL 807.73
VPI STA 43+00.00
VPI EL 808.03
VPT STA 43+75.00
VPT EL 807.70
VCL = 150.00
K = 177.98
FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

| | | |

D DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

AT&T

TLE

REMOVING SMALL PIPE CULVERTS

CITY OF BELOIT

N

= SOIL BORING LOCATION

R/W

AT&T

E WILLIAMS DR

REMOVING SMALL PIPE CULVERTS

STA 50'G'+22.01 = STA 140'WD'+00.00

90.89°

EP: 140+00.00

45'G' 46'G' 47'G' 48'G' 49'G' 50'G' 51'G'

CAUTION

G-7

CTH G

REMOVING SMALL PIPE CULVERTS

ALLIANT ENERGY

REMOVING SMALL PIPE CULVERTS

ALLIANT ENERGY

SLOPE INTERCEPT(TYP)

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

REMOVING SMALL PIPE CULVERTS

CAUTION

ALLIANT ENERGY

EXISTING GROUND

FINISHED PROFILE

VCL = 150.00

K = 186.59

-0.44%

VPC STA 50+75.00

VPC EL 804.60

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

45+00	46+00	47+00	48+00	49+00	50+00	51+00
809.1 807.15	808.9 806.93	808.7 806.71	808.6 806.48	808.4 806.26	808.2 806.04	807.9 805.82
807.6 805.60	807.4 805.38	807.1 805.16	807.0 804.93	806.9 804.71	806.9 804.51	

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 535	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050107_PP.DWG PLOT DATE : 2/11/2015 6:37 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 45

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

HISTORICAL BOUNDARY (TYP)

IOAN SCHOOL SITE IS NRHP ELIGIBLE
NO IMPACTS ALLOWABLE WITHIN HISTORICAL BOUNDARY

= SOIL BORING LOCATION

N

SLOPE INTERCEPT (TYP)

AT&T

FENCE SAFETY REQ'D ALONG HISTORICAL BOUNDARY. ALLOW GAPS FOR DRIVEWAYS

SECTION LINE & RANGE LINE

REMOVING SMALL PIPE CULVERTS

R/W

G-8

15" X 21"

51'G' 52'G' 53'G' 54'G' 55'G' 56'G' 57'G'

140'Y'

150'WL'

BP: 140+00.00

BP: 150+00.00

STA 52'G'+50.01 = STA 140'Y'+00.00

92.62°

88.88°

CTH G

CAUTION

STA 56'G'+23.79 = STA 150'WL'+00.00

91.80°

89.953°

TLE

ALLIANT ENERGY

ALLIANT ENERGY, CHARTER & WINDSTREAM

REMOVING SMALL PIPE CULVERTS

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

WALTON LN

AT&T

5

5

VCL = 150.00
K = 186.59

EXISTING GROUND

FINISHED PROFILE

0.36%

-0.30%

VPI STA 51+50.00
VPI EL 804.27

VPT STA 50+75.00
VPC EL 804.60

VPI 55+00.00
EL 805.53

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

= SOIL BORING LOCATION

D DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

SLOPE INTERCEPT (TYP)

AT&T

REMOVING SMALL PIPE CULVERTS

R/W

PI: 58+20.10

C-9

57'G' 58'G' 59'G' 60'G' 61'G' 62'G' 63'G'

STA 60'G'+81.16 = STA 160'SR'+00.00

90.37° 160'SR'

E SECURITY RD

ALLIANT ENERGY & CHARTER

STA 63'G'07.01 = STA 170'TR'+00.00

EP: 160+00.00

CTH G

N

CAUTION

ALLIANT ENERGY

TLE

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
16	62'G'+75 RT	SPIKE IN POWER POLE 1-13-7.1, 0/19 @ SE	806.27
		CORNER OF CTH G AND THOMAS RD	

C-10

BM 16

90.67° 170'TR'

THOMAS RD

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

VCL = 140.00

K = 200.00

EXISTING GROUND

FINISHED PROFILE

-0.30%

0.40%

VPC STA 61+30.00
VPC EL 803.64

VPI STA 62+00.00
VPI EL 803.43

VPT STA 61+30.00
VPC EL 803.64

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

N

D DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

REMOVING SMALL PIPE CULVERTS

REMOVE PAVEMENT

AT&T

TLE

R/W

STA 63'G'+07.01 = STA 170'TR'+00.00

BP: 170+00.00

63'G' 64'G' 65'G' 66'G' 67'G' 68'G' 69'G'

CTH G

G-11

CAUTION

170'TR'

THOMAS RD

171

24"

15" 10" 18"

ALLIANT ENERGY, CHARTER & WINDSTREAM

ALLIANT ENERGY

GUY

POST

SLOPE INTERCEPT (TYP)

+ = SOIL BORING LOCATION

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

5

5

VPC 64+25.00
VPC EL 804.33

VPI 66+50.00
VPI EL 805.23

VPT 68+75.00
VPT EL 795.90

VPC 68+75.00
VPC EL 795.90

EXISTING GROUND

FINISHED PROFILE

0.40%

-4.15%

VCL = 400.00
K = 79.52

VCL = 450.00
K = 98.90

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

805.8	803.83	805.5	804.03	805.3	804.23	804.9	804.40	804.5	804.35	804.0	804.04	803.49	803.49
802.5	802.67	801.4	801.61	800.2	800.29	798.8	798.72	797.4	796.90	796.0	794.90		

810 800 790 780

63+00 64+00 65+00 66+00 67+00 68+00 69+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 538	E

REMOVING SMALL PIPE CULVERTS

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

AT&T

+xx = SOIL BORING LOCATION

REMOVING SMALL PIPE CULVERTS

REMOVING SMALL PIPE CULVERTS

N

TLE

R/W

69'G' 70'G' 71'G' 72'G' 73'G' 74'G' 75'G'

CTH G

CAUTION

CAUTION

PLE

AT&T

SLOPE INTERCEPT (TYP)

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

ALLIANT ENERGY

REMOVING SMALL PIPE CULVERTS

5

5

VCL = 400.00

K = 79.52

EXISTING GROUND

FINISHED PROFILE

VPC 73+25.00
VPC EL 789.80

VPI 74+00.00
VPI EL 790.46

VPT 74+75.00
VPT EL 789.99

0.88%

-0.63%

VPI 70+75.00
VPI EL 787.60

VPT 68+75.00
VPC EL 795.90

VCL = 150.00

K = 99.43

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

800 790 780 770

796.0	794.6	793.6	792.7	791.9	791.2	790.8	790.4	790.0	789.6	789.3	789.1	788.9
794.90	793.14	791.69	790.56	789.74	789.24	789.05	789.18	789.58	789.99	790.17	790.11	789.83

69+00 70+00 71+00 72+00 73+00 74+00 75+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 539	E

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
15	79'G'+18 RT	BRASS DISK ON SOUTH WINGWALL OF BOX CULVERT @ SE CORNER OF CTH G AND PHILHOWER RD	782.39

DEANNE S (LUETH) BUCHOLTZ

(D) DEPRESS SIDEWALK AT DRIVEWAY. SEE CROSS SECTIONS FOR ELEVATIONS. SEE DETAIL

SLOPE INTERCEPT (TYP)

REMOVING SMALL PIPE CULVERTS

DEBRA L & ROBERT C FIELD & FIELD

AT&T

REMOVING SMALL PIPE CULVERTS

TLE

PI: 79+28.47

PHILHOWER RD

ROCK ENERGY CO OP

R/W

N

REMOVING SMALL PIPE CULVERTS

PI: 80+15.94

89.30°

15'PH'

75'G' 76'G' 77'G' 78'G' 79'G' 80'G' 81'G

CTH G

CAUTION

STA 79'G'+51.82 = STA 15'PH'+00.00

REMOVING SMALL PIPE CULVERTS

BM 15

ALLIANT ENERGY & WINDSTREAM

PRAIRIE

ALLIANT ENERGY

AT&T

R/W

ROCK COUNTY CHRISTIAN SCHOOL

R/W ALLIANT ENERGY

ROCK ENERGY CO OP

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

= SOIL BORING LOCATION

EXISTING GROUND

FINISHED PROFILE

-0.63%

RIGHT DITCH PROFILE

STA 80+05.81 EL 778.56

STA 80+26.50 EL 778.00

4.90%

-2.72%

VPC 78+93.00 VPC EL 787.36

VPI 80+93.00 VPI EL 786.10

STA 79'G'+52
STRUCTURE C-53-008
10'X5' BOX CULVERT
EXTENSIONS REQUIRED
SEE STRUCTURAL DRAWINGS

STATION 80+34.86
1 - 36-INCH CPRC REQ'D
SKEW 6° LHF

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

PROJECT 5966-10-70

PROJECT 5966-10-72

= SOIL BORING LOCATION

N

R/W

REMOVING PAVEMENT

REMOVING SMALL PIPE CULVERTS

EP: 83+77.93

R/W

WALLS

WALLS

SECTION LINE & RANGE LINE

EXCEPTION TO NET CENTERLINE
STA 83'G'+77.76

81'G'

82'G'

83'G'

CTH G

REMOVING PAVEMENT TO 138'RT

CTH G

STA 83'G'+77.93 BK = STA 83'G'+77.76 AH

EQUATION

PRAIRIE AVE CONCRETE INC

REMOVING MASONRY

REMOVING MASONRY

R/W

R/W

SLOPE INTERCEPT (TYP)

REMOVING SMALL PIPE CULVERTS

TLE

REMOVING SMALL PIPE CULVERTS

TLE

TLE

SEE PLAN DETAIL FOR LIMITS OF PROPOSED DRIVEWAY

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

5

5

VCL = 400.00

K = 178.33

800

790

780

770

EXISTING GROUND

FINISHED PROFILE

VPI 83+77.93
EL 790.70

1.61%

RIGHT DITCH PROFILE

VPI 81+51.00
EL 784.10

VPT 78+93.00
VPC EL 787.36

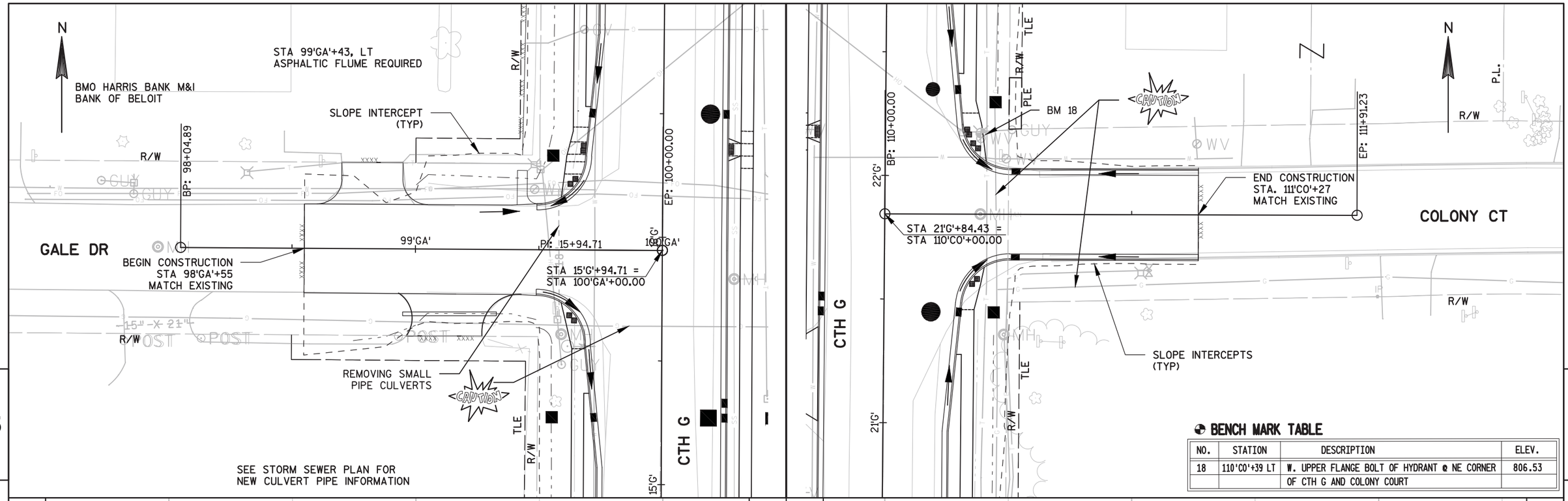
FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

787.1	787.26	787.4	787.59	788.0	788.07	788.7	788.69	789.4	789.44	790.2	790.25		

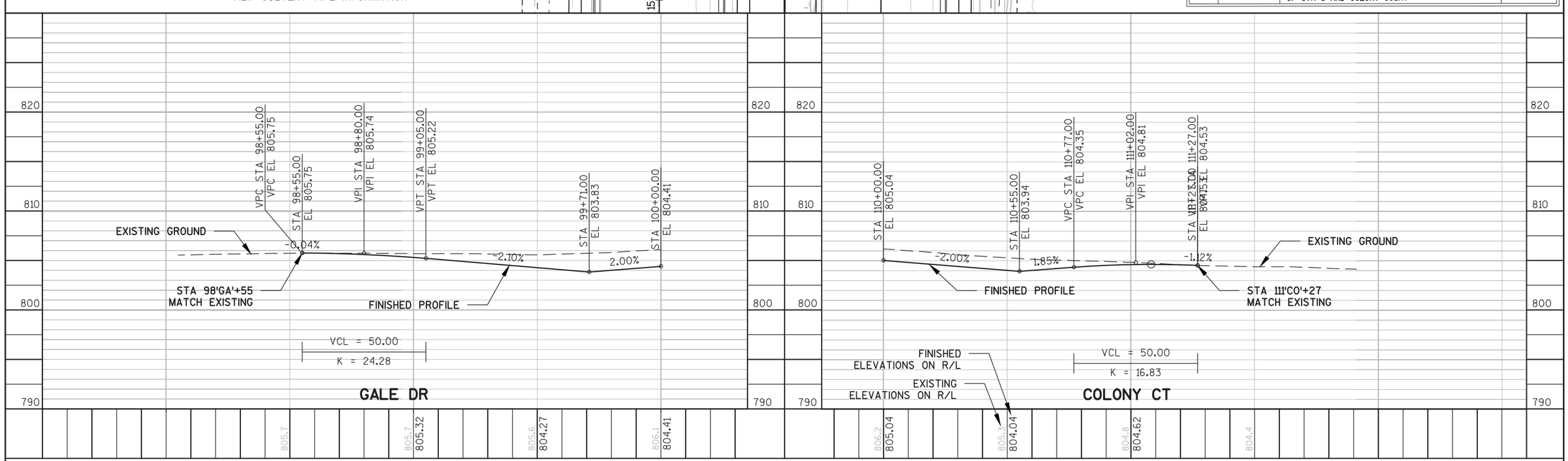
81+00 82+00 83+00 84+00 85+00 86+00 87+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 541	E



BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
18	110'CO'+39 LT	W. UPPER FLANGE BOLT OF HYDRANT @ NE CORNER	806.53
		OF CTH G AND COLONY COURT	



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: GALE DR., COLONY CT.	SHEET E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050160_PP.DWG PLOT DATE : 2/12/2015 11:45 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : ---------- PLOT SCALE : ********

INMAN PRAIRIE, LLC

REMOVING SMALL PIPE CULVERTS

R/W

STA 15'BT'+00, LT
SIGNAL CONTROLLER PAD

AT&T

JAMES C. & JANICE HAMILTON

N

WINDSTREAM

CITY OF BELOIT

R/W

ALLIANT ENERGY

27'G'

CTH G

PI: 15+76.14

CAUTION

CTH BT

11'BT' 12'BT' 13'BT' 14'BT' 15'BT' 16'BT' 17'BT'

BEGIN CONSTRUCTION
STA 11'BT'+70
MATCH EXISTING

INMAN PARKWAY

CAUTION

STA 26'G'+44.37 =
STA 15'BT'+76.14

R/W

ALLIANT ENERGY

REMOVING SMALL PIPE CULVERTS

CHARTER

REMOVE CONCRETE BASE

SLOPE INTERCEPTS (TYP)

SEE STORM SEWER PLAN FOR NEW CULVERT PIPE INFORMATION

TLE

FIRST NATIONAL BANK & TRUST

REMOVING SMALL PIPE CULVERTS

REMOVE DRIVEWAY

REMOVING SMALL PIPE CULVERTS

R/W

26'G'

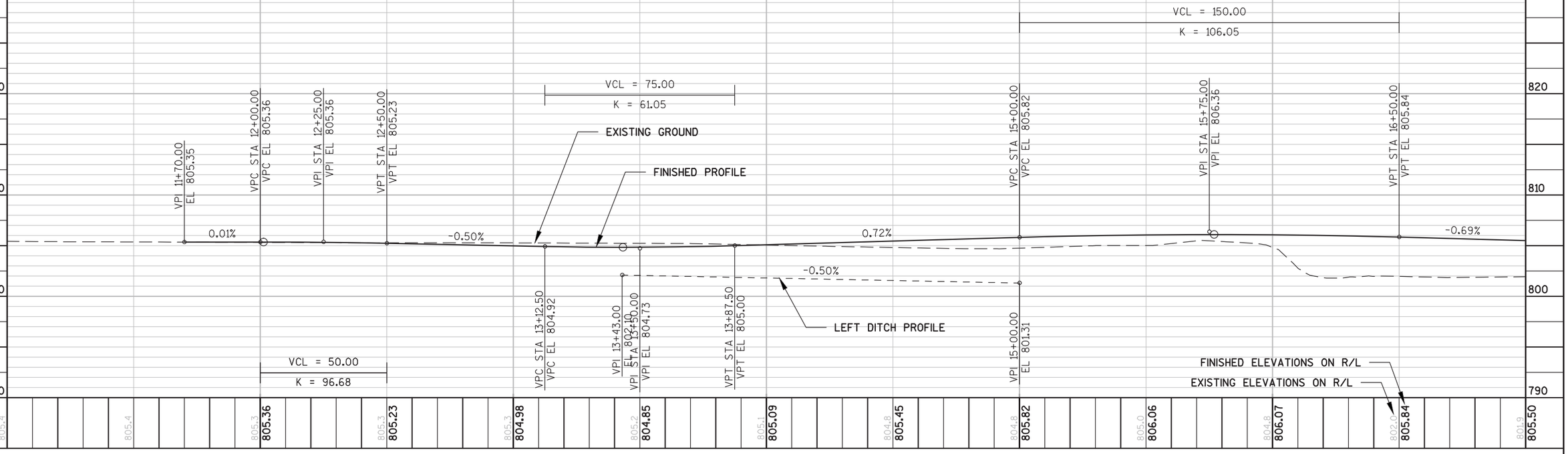
+88

PROJECT 5966-10-70 | PROJECT 5989-05-21

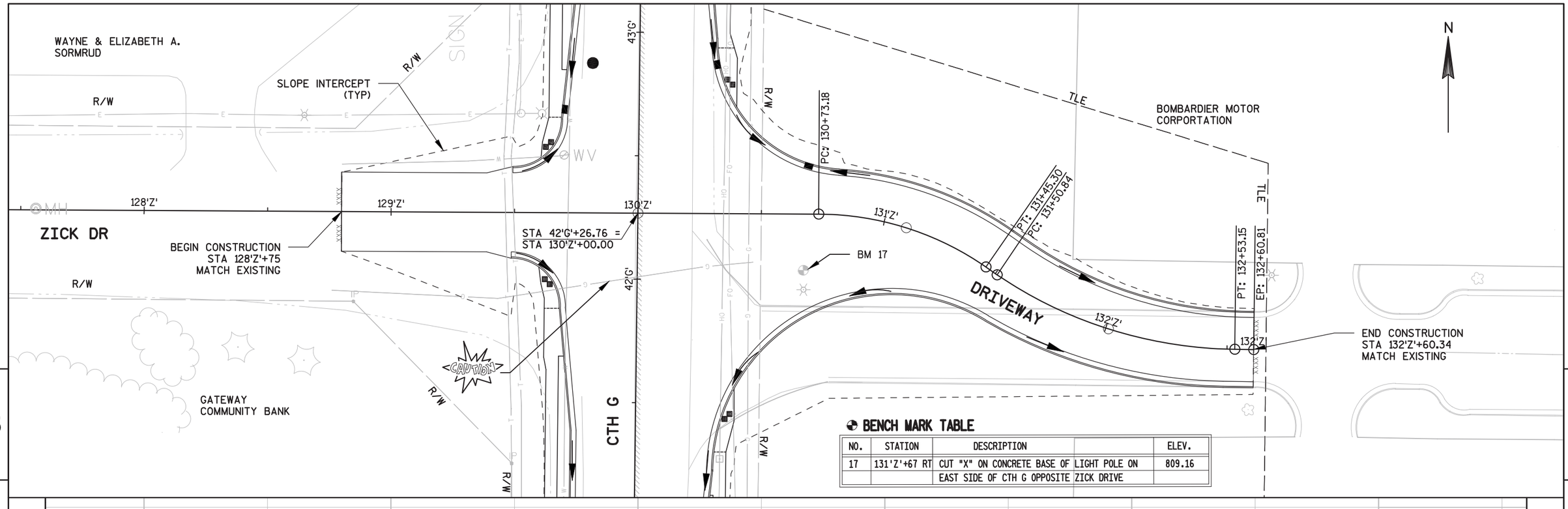
RELIABLE PROPERTIES, LLC

5

5

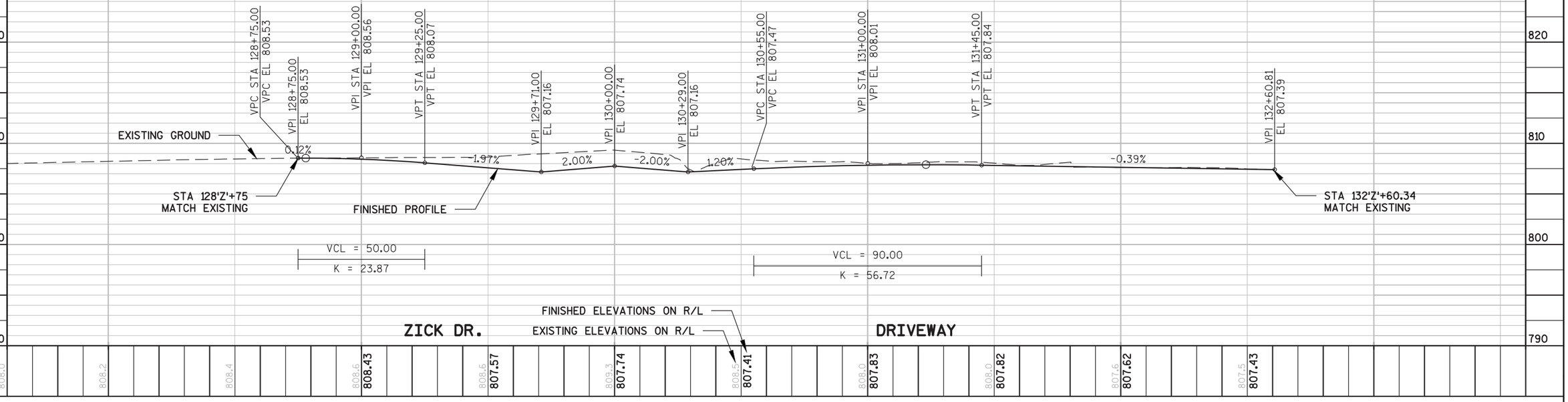


PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: INMAN PARKWAY	SHEET 543	E

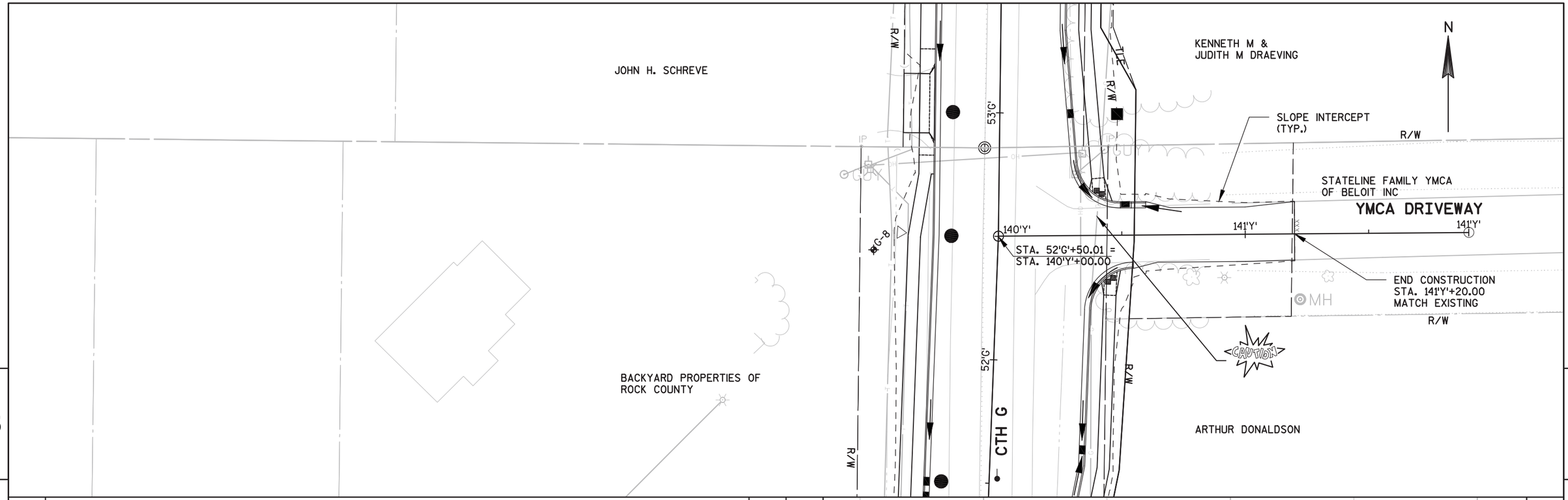


BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
17	131'Z'+67 RT	CUT "X" ON CONCRETE BASE OF LIGHT POLE ON EAST SIDE OF CTH G OPPOSITE ZICK DRIVE	809.16



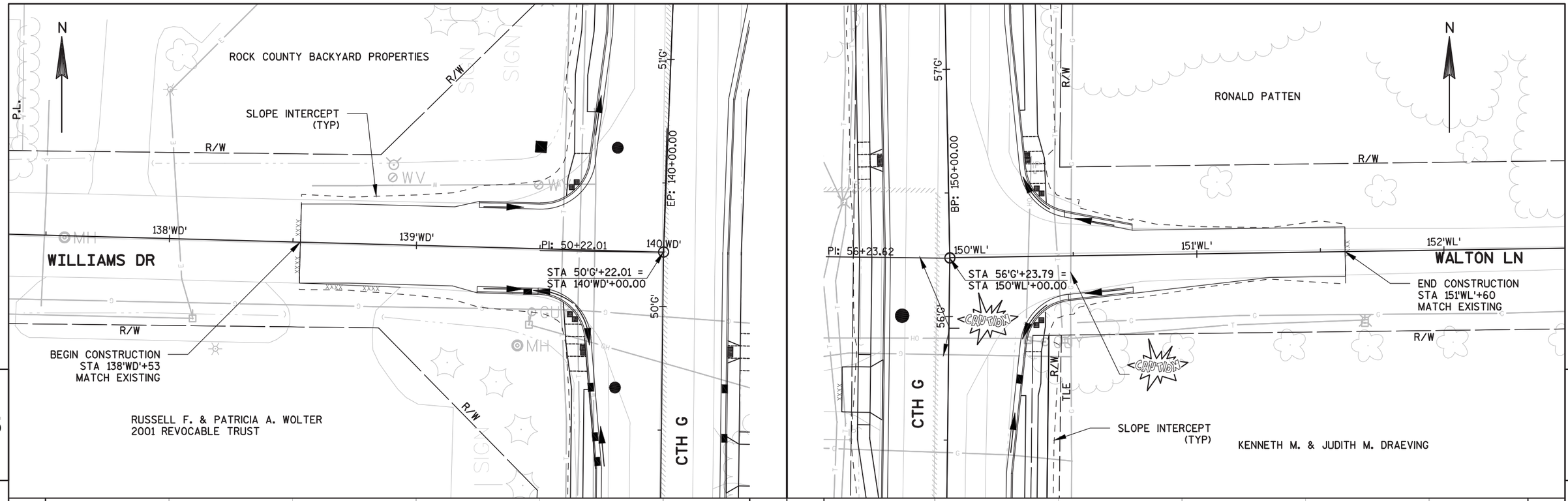
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: ZICK DR. & DRIVEWAY	SHEET 544	E

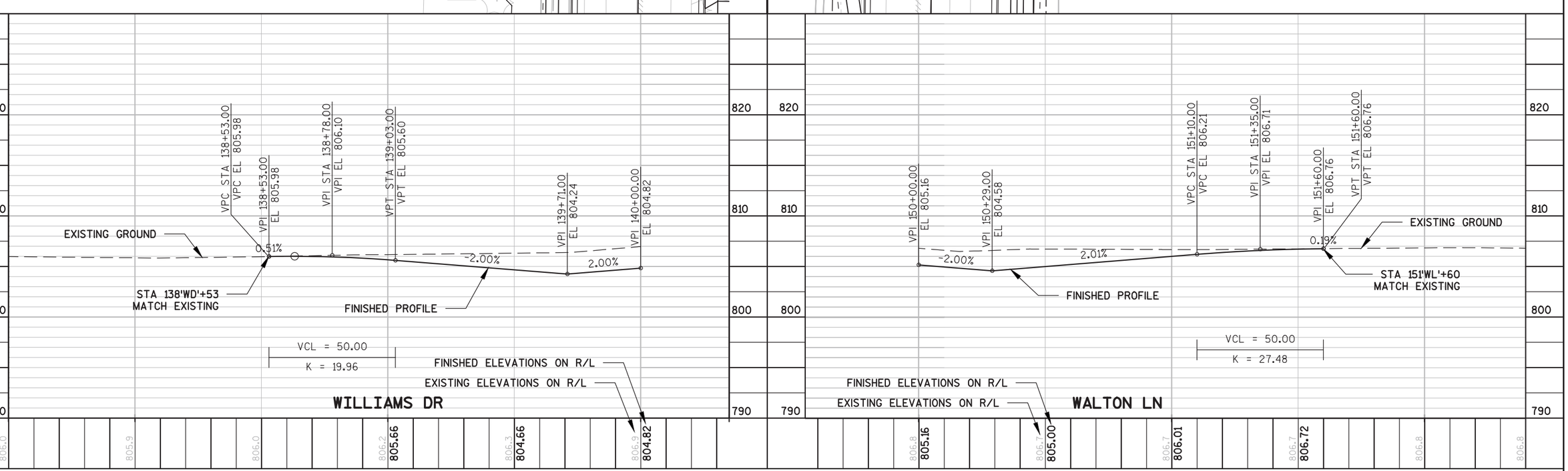


PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: YMCA DRIVEWAY	SHEET 545 E

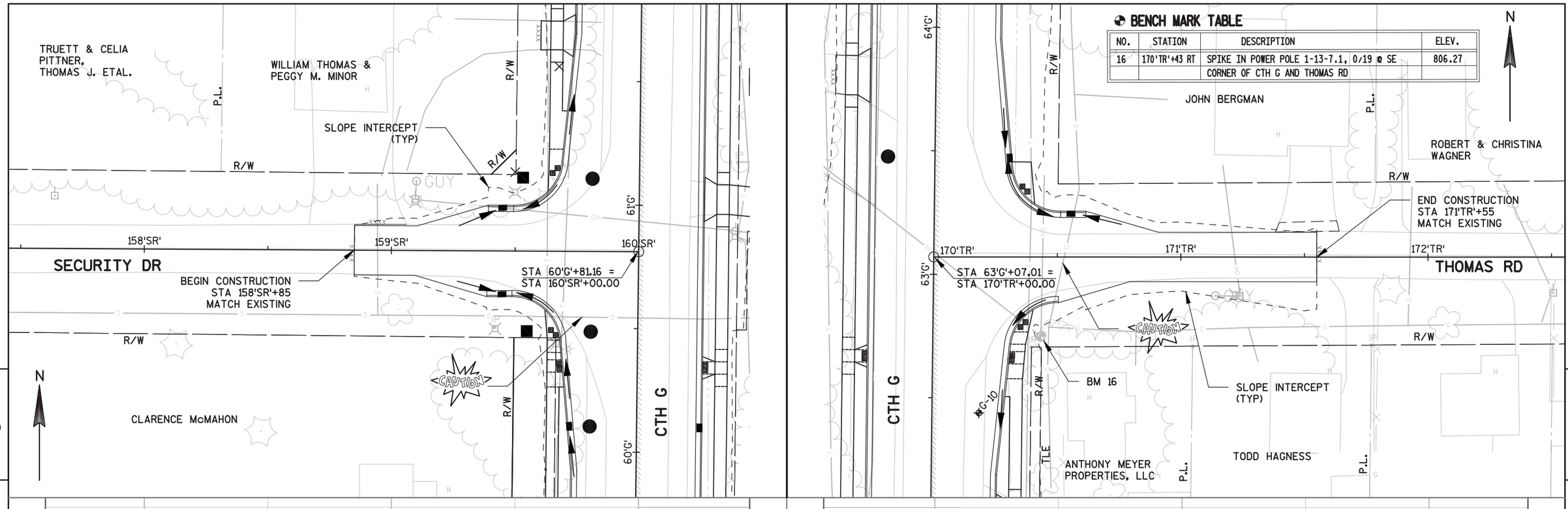
FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050166_PP.DWG PLOT DATE : 2/12/2015 11:12 AM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____ PLOT SCALE : ********

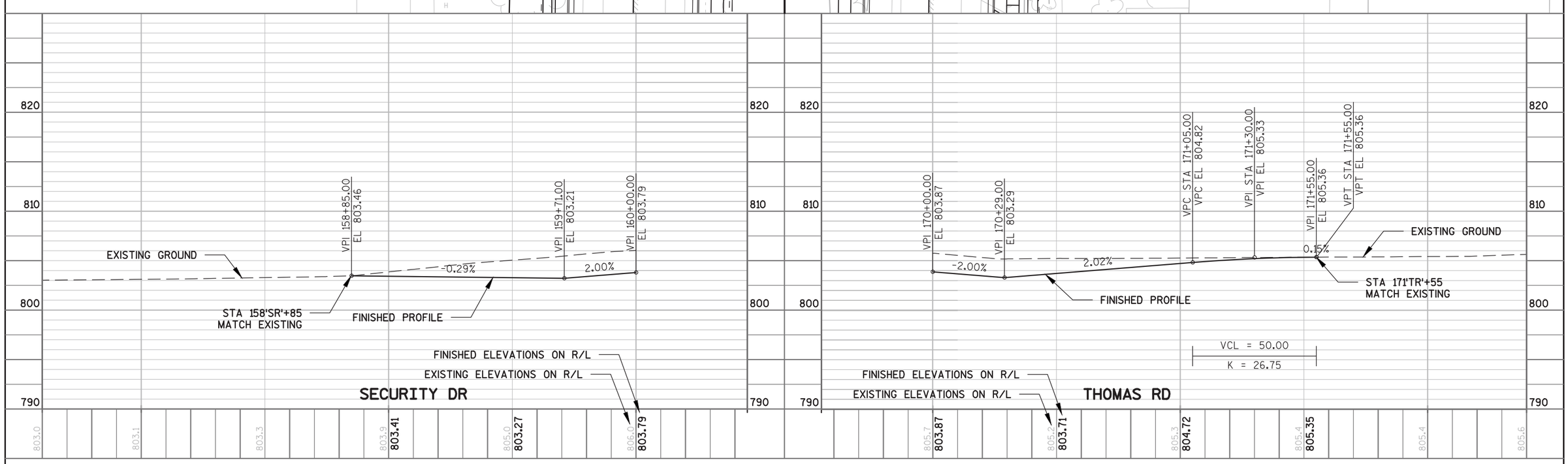
WISDOT/CADDS SHEET 45





PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: WILLIAMS DR, WALTON DR	SHEET 546	E





PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: SECURITY DR, THOMAS RD	SHEET 547 E

VICKI HANSON
HANSON HOLDINGS LLC

STA 13'PH'+97, LT
ASPHALTIC FLUME REQUIRED

SLOPE INTERCEPT
(TYP)

R/W

PI: 13+00.03

12'PH'

13'PH'

BEGIN CONSTRUCTION
STA 13'PH'+43.20
MATCH EXISTING

14'PH'

PI: 80+15.94

80'G'

15'PH'

STA 79'G'+51.82 =
STA 15'PH'+00.00

PI: 79+28.47

79'G'

BM 18

16'PH'

PRAIRIE AVENUE
CONCRETE INC.

PI: 17+00.03

17'PH'

PHILHOWER RD

18'PH'

END CONSTRUCTION
STA 16'PH'+56.74
MATCH EXISTING

CAUTION

N

REMOVING SMALL
PIPE CULVERTS

DEBRA L. &
ROBERT C.
FIELD

STA 14'PH'+24, RT
ASPHALTIC FLUME REQUIRED

CTH G

STA 16'PH'+03, RT
ASPHALTIC FLUME
REQUIRED

ROCK COUNTY CHRISTIAN
SCHOOL

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
15	15'PH'+41 RT	BRASS DISK ON SOUTH WINGWALL OF BOX CULVERT @ SE CORNER OF CTH G AND PHILHOWER RD	782.39

EXISTING GROUND

VPI 13+43.20
EL 784.02

1.95%

VPI 15+00.00
EL 787.08

-1.76%

VPI 16+56.74
EL 784.33

FINISHED PROFILE

STA 13'PH'+43.20
MATCH EXISTING

-0.68%

STA 16'PH'+56.74
MATCH EXISTING

RIGHT DITCH PROFILE

VPI 13+43.23
EL 781.00

VPI 14+16.67
EL 780.50

PHILHOWER RD.

FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

784.16 785.13 786.11 787.08 786.21 785.33 784.45

800 790 780 770

12+00 13+00 14+00 15+00 16+00 17+00 18+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: PHILHOWER RD	SHEET E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050164_PP.DWG PLOT DATE : 2/5/2015 3:23 PM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : ********* WISDOT/CADDS SHEET 45

STA 199'G'+40, LT
ASPHALTIC FLUME REQUIRED

PI: 12+99.80

+xx = SOIL BORING LOCATION

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
9	200'G'+26 RT	BRASS DISK IN CONCRETE @ NE CORNER OF CTH G AND SUNNY LN	813.76

CHARTER

BP: 198+48.31

PI: 200+00.00

87.81°

205'G'

PLE

R/W

TLE

REMOVING SMALL PIPE CULVERTS

AT&T

SLOPE INTERCEPT (TYP)

N

G-14

G-15

CTH G

EXCEPTION TO NET CENTERLINE
STA 198'G'+48.31

STA 199'G'+98.51 = STA 15'SU'+00.00

ROCK ENERGY CO OP

BM 9

ROCK ENERGY CO OP & CHARTER

STA 200'G'+22 - STA 220'G'+26, RT
REMOVING FENCE

SUNNY LN

PI: 17+00.18

WINDSTREAM & AT&T

STA 206'G'+25, RT
CONSTRUCT FE
1 - 18" CP CL III REQ'D

STA 207'G'+07, RT
CONSTRUCT FE
1 - 18" CP CL III REQ'D

REMOVING SMALL PIPE CULVERTS

PROJECT 5966-10-72 | PROJECT 5966-10-70

5

5

VCL = 200.00
K = 152.08

VPI 198+48.31
EL 818.50

VPI 200+00.00
EL 818.00

VPC 200+72.00
VPC EL 817.50

VPI 201+72.00
VPI EL 816.80

VPT 202+72.00
VPT EL 817.42

VPC 208+25.00
VPC EL 820.83

VCL = 500.00
K = 447.47

EXISTING GROUND

FINISHED PROFILE

-0.33%

-0.70%

0.62%

STATION 201+80.77
1 - 24X38-INCH CPRCHE
HE-111 REQ'D
SKEW 0°

STATION 201+74.64
1 - 24X38-INCH CPRCHE
HE-111 REQ'D
SKEW 0°

FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

| | | |

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
8	219'G'+17 RT	6" NAIL IN POWER POLE 4E30L18 ON E SIDE OF CTH G. 100' S OF GRAVEL DRIVE TO CELL TOWER	819.44

STA 212'G'+00, LT
CONSTRUCT FE
1 - 21" X 15" PACS REQ'D

STA 213'G'+58, LT
CONSTRUCT FE
1 - 21" X 15" PACS REQ'D

= SOIL BORING LOCATION

AT&T

SLOPE INTERCEPT (TYP)

STA 223'G'+64 - STA 224'G'+88, LT
REMOVING FENCE

N

GRASS

TLE

R/W

R/W

R/W

R/W

R/W

R/W

R/W

TLE

210'G'

215'G'

220'G'

G-16

G-17

CTH G

POST

POST

BM 8

REMOVING SMALL
PIPE CULVERTS

REMOVING SMALL
PIPE CULVERTS

ROCK ENERGY CO OP

WINDSTREAM &
AT&T

STA 220'G'+40, RT
CONSTRUCT PE
1 - 21" CP CL III REQ'D

STA 200'G'+22 - STA 220'G'+26, RT
REMOVING FENCE

STA 220'G'+60 - STA 245'G'+96, RT
REMOVING FENCE

5

5

FINISHED PROFILE

EXISTING GROUND

VPT 213+25.00
VPT EL 821.12

VPC 222+25.00
VPC EL 816.62

VPI 210+75.00
VPI EL 822.38

-0.50%

VCL = 500.00
K = 447.47

VCL = 750.00
K = 268.42

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

| | | |

STA 225'G'+15, LT
CONSTRUCT FE
1 - 21" X 15" PACS REQ'D

SLOPE AROUND TREE
SEE CROSS SECTION

STA 228'G'+16, LT
CONSTRUCT FE
1 - 28" X 20" PACS REQ'D

SLOPE INTERCEPT (TYP)

STA 226'G'+53 - STA 240'G'+94, LT
REMOVING FENCE

AT&T

STA 233'G'+27
REMOVING OLD STRUCTURE
60-INCH PIPE CULVERT

REMOVING
GUARDRAIL

PI: 226+37.43

R/W

BM 7

225'G'

230'G'

235'G'

CTH G

TLE

TLE

ROCK ENERGY CO OP

REMOVING SMALL
PIPE CULVERTS

REMOVING SMALL
PIPE CULVERTS

WINDSTREAM &
AT&T

REMOVING
GUARDRAIL

= SOIL BORING LOCATION

STA 220'G'+60 - STA 245'G'+96, RT
REMOVING FENCE

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
7	238'G'+53 LT	CHISELED SQUARE ON S SIDE OF NW WINGWALL ON	787.67
		BRIDGE W SIDE OF CTH G 3850' N OF SUNNY LN	

SEE DETAIL SHEET FOR
NEW GUARDRAIL LAYOUT
INFORMATION

VPI 226+00.00
VPI EL 814.75

VPT 229+75.00
VPT EL 802.40

VPC 231+50.00
VPC EL 796.63

VPI 234+50.00
VPI EL 786.75

VPT 237+50.00
VPT EL 789.75

EXISTING GROUND

FINISHED PROFILE

-3.29%

VCL = 600.00

K = 139.73

STA 238+21'G'
STRUCTURE B-53-291 REQUIRED
SINGLE SPAN PRE-STRESSED CONCRETE DECK
GIRDER BRIDGE OVERALL LENGTH = 93'-11 1/2"
CLEAR ROADWAY WIDTH = 44'-0"
15° RHF SKEW.
SEE STRUCTURAL DRAWINGS

STA 238+21'G'
REMOVE STRUCTURE B-53-20
SINGLE SPAN STEEL DECK GIRDER
75' OVERALL LENGTH
30' CLEAR ROADWAY WIDTH

1.00%

VCL = 750.00

K = 268.42

STATION 233+27.18
1 - 60-INCH CPRC
CLASS III REQ'D

FINISHED ELEVATIONS ON R/L SKEW 0

EXISTING ELEVATIONS ON R/L

850 840 830 820 810 800 790 780 770 760

224+00	225+00	226+00	227+00	228+00	229+00	230+00	231+00	232+00	233+00	234+00	235+00	236+00	237+00	238+00	239+00
815.6	815.1	814.6	813.7	813.0	812.0	811.0	809.8	808.6	807.0	805.4	803.9	802.2	800.4	798.2	796.5
815.18	**814.56**	**813.84**	**813.03**	**812.13**	**811.14**	**810.05**	**808.87**	**807.59**	**806.22**	**804.76**	**803.21**	**801.57**	**799.93**	**798.28**	**796.63**
794.7	793.2	791.7	790.6	789.7	789.0	788.4	788.0	787.7	787.6	787.7	787.5	773.9	779.8	787.7	
795.07	**793.70**	**792.50**	**791.48**	**790.63**	**789.97**	**789.49**	**789.18**	**789.06**	**789.11**	**789.34**	**789.75**	**790.25**	**790.75**	**791.25**	

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 551	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050145_PP.DWG PLOT DATE : 2/12/2015 1:27 PM PLOT BY : LAHAYE, CHRIS PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 45

STA 226'G'+53 - STA 240'G'+94, LT
REMOVING FENCE

SLOPE INTERCEPT (TYP)

AT&T

STA 247+90, LT
CONSTRUCT FE
1 - 28" X 20" PACS REQ'D

REMOVING SMALL
PIPE CULVERTS

N

R/W

G-21

240'G'

G-22

245'G'

CTH G

G-23

250'G'

G-24

PI 253+00.49

TLE

WINDSTREAM &
AT&T

ROCK ENERGY CO OP

REMOVING SMALL
PIPE CULVERTS

STA 245'G'+75, RT
ASPHALTIC FLUME REQUIRED

STA 248'G'+10 - STA 253'G'+65, RT
REMOVING FENCE

STA 253+84, RT
CONSTRUCT PE
1 - 28" X 20" PACS REQ'D

STA 220'G'+60 - STA 245'G'+96, RT
REMOVING FENCE

= SOIL BORING LOCATION

STA 246+95, LT
CONSTRUCT PE
1 - 28" X 20" PACS REQ'D

STA 245'G'+75, 22' RT. - STA 248'G'+10, 22' RT
CONCRETE CURB & GUTTER 6-INCH SLOPED
FACE 36-INCH TYPE D REQUIRED

5

5

VCL = 500.00
K = 203.70 CENTERLINE

VCL = 500.00
K = 203.82 LEFT DITCH

EXISTING GROUND

FINISHED PROFILE

VPC 239+00.00
VPC EL 791.25

VPI 241+50.00
VPI EL 793.75

VPC 244+00.00
VPC EL 802.39

VPI 247+00.00
VPI EL 812.75

VPI 247+00.00
VPI EL 808.65

VPC 250+00.00
VPC EL 815.78

VPI 252+00.00
VPI EL 817.80

VPT 254+00.00
VPT EL 818.79

3.45%

1.01%

VPI 252+00.00
VPI EL 813.69

VCL = 600.00
K = 245.68 LEFT DITCH

LEFT DITCH PROFILE

VPC 239+00.00
VPC EL 787.15

VPI 241+50.00
VPI EL 789.65

VPT 244+00.00
VPT EL 798.29

VPC 244+00.00
VPC EL 798.29

VPT 250+00.00
VPT EL 811.68

VPC 250+00.00
VPC EL 811.68

VPT 254+00.00
VPT EL 814.69

FINISHED
ELEVATIONS ON R/L

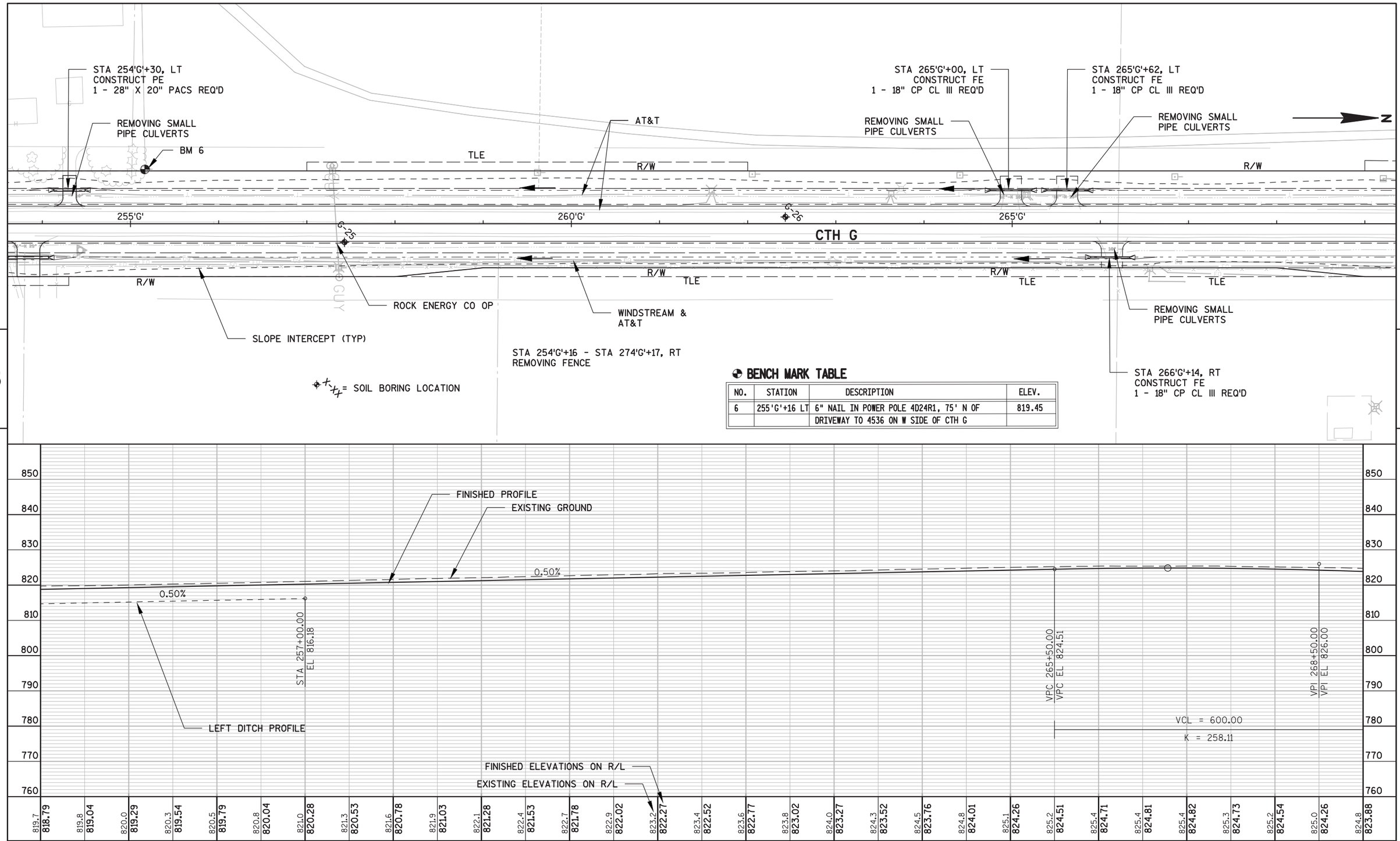
EXISTING
ELEVATIONS ON R/L

VCL = 600.00
K = 245.44 CENTERLINE

VCL = 400.00
K = 779.68 CENTERLINE

VCL = 400.00
K = 789.37 LEFT DITCH

| | | |



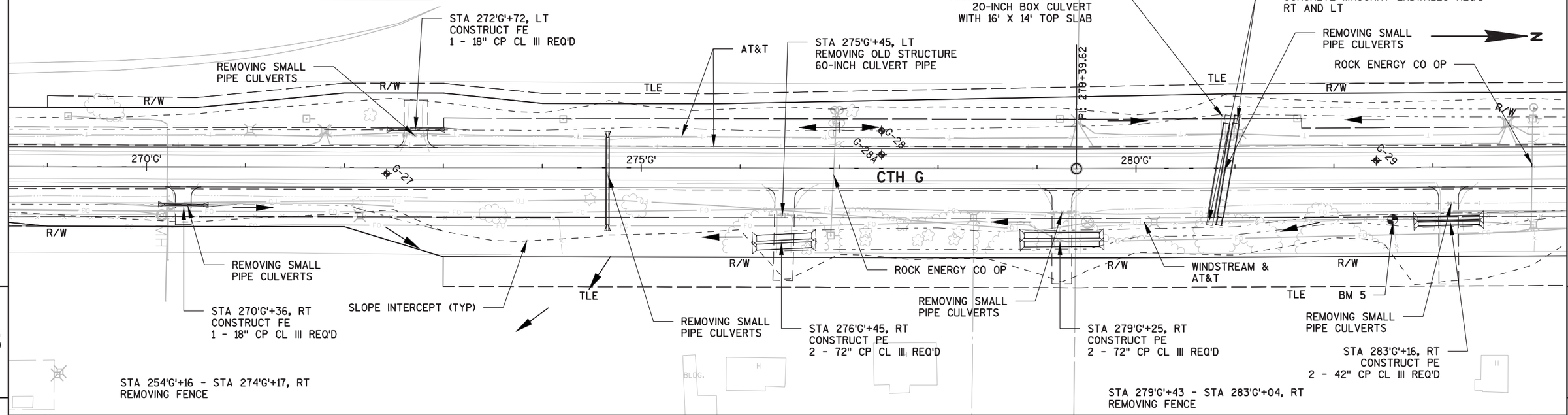
BENCH MARK TABLE

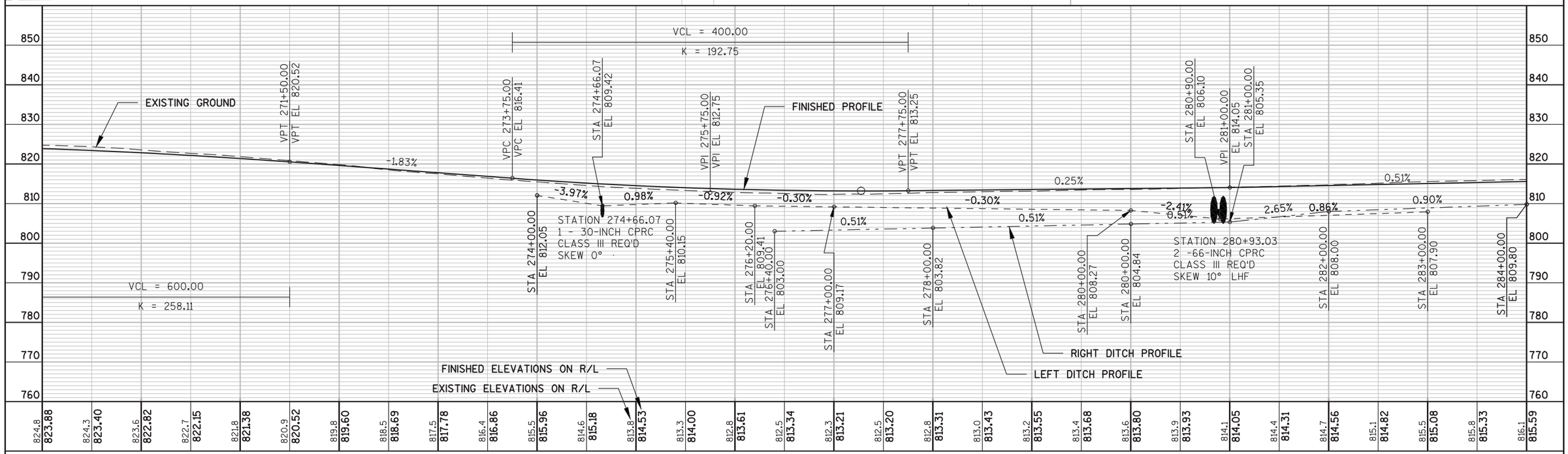
NO.	STATION	DESCRIPTION	ELEV.
6	255'G'+16 LT	6" NAIL IN POWER POLE 4D24R1, 75' N OF	819.45
		DRIVEWAY TO 4536 ON W SIDE OF CTH G	

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 553	E

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
5	282'G'+58 RT	6" NAIL IN NW WOOD FENCE CORNER ON E SIDE	813.20
		CTH G, 60' S OF DRIVEWAY TO 4011	





PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 554	E

REMOVING SMALL PIPE CULVERTS

STA 285'G'+40
CONSTRUCT FE
2 - 24" CP CL III REQ'D

AT&T

SLOPE INTERCEPT (TYP)

N

TLE
R/W

285'G'
290'G'
295'G'

CTH G

CTH G/PRAIRIE ST

6-30
6-31

ROCK ENERGY CO OP

WINDSTREAM & AT&T

= SOIL BORING LOCATION

STA 283'G'+29 - STA 286'G'+00, RT
REMOVING FENCE

STA 292'G'+56 - STA 297'G'+64, RT
REMOVING FENCE

STA 297'G'+60, RT
ASPHALTIC FLUME REQUIRED

STA 297'G'+60, 22' RT - STA 301'G'+90, 22' RT
CONCRETE CURB & GUTTER 6-INCH SLOPED
FACE 36-INCH TYPE D REQUIRED

BLDG.

5

5

850
840
830
820
810
800
790
780
770
760

EXISTING GROUND
FINISHED PROFILE

0.51%
1.20%
0.67%
0.50%
0.30%
0.50%
1.00%
0.68%
0.70%
0.75%
0.80%

VPI 284+00.00 EL 809.80
VPI 285+00.00 EL 811.00
VPI 286+00.00 EL 809.90
VPI 289+50.00 EL 818.41
VPI 290+00.00 EL 813.50
VPI 291+00.00 EL 814.00
VPI 292+00.00 EL 811.70
VPI 293+00.00 EL 816.00
VPI 296+00.00 EL 814.70
VPI 296+00.00 EL 818.10
VPI 297+00.00 EL 818.90

RIGHT DITCH PROFILE

LEFT DITCH PROFILE

FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

| | | |

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
4	300'G'+01 RT	6" NAIL IN W SIDE OF POWER POLE 50' E OF CENTERLINE OF CTH G @ FARM #3719	827.09

= SOIL BORING LOCATION

N

REMOVING SMALL PIPE CULVERTS

STA 301'G'+95, LT
CONSTRUCT FE
2 - 48" CP CL III REQ'D

BP: 301+21.23

PI: 305+86.86

PC: 308+64.84

PT: 313+53.83

TLE

R/W

AT&T

300'G'

301'GSB'

305'GSB'

305'G'

310'GSB'

310'G'

CTH G

ROCK ENERGY CO OP

BM 4

STA 299'G'+80, RT
CONSTRUCT PE
1 - 38" X 24" CPRCHE REQ'D

REMOVING SMALL PIPE CULVERTS

WINDSTREAM & AT&T

STA 304'G'+78, RT
CONSTRUCT FE
1 - 24" CP CL III

ROCK ENERGY CO OP

SLOPE INTERCEPT (TYP)

REMOVING SMALL PIPE CULVERTS

STA 309'G'+30, RT
CONSTRUCT PE
1 - 21" CP CL III

ALLIANT ENERGY

CAUTION

STA 297'G'+60, 22' - STA 301'G'+90, 22' RT
CONCRETE CURB & GUTTER 6-INCH SLOPED
FACE 36-INCH REQUIRED

5

5

VPI 299+50.00 EL 825.22

VPI 305+00.00 EL 820.75

VPI 307+50.00 EL 829.41

VPI 309+00.00 EL 823.30

VPI 312+50.00 EL 825.58

VPI 313+21.99 EL 824.25

EXISTING GROUND

FINISHED PROFILE

0.52%

0.37%

0.67%

0.65%

0.18%

1.85%

0.32%

RIGHT DITCH PROFILE

LEFT DITCH PROFILE

STATION 313+21.98
1 - 45 X 29 CPRCHE REQUIRED
SKEW 0°

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

299+00	300+00	301+00	302+00	303+00	304+00	305+00	306+00	307+00	308+00	309+00	310+00	311+00	312+00	313+00	314+00
824.9	825.3	825.6	825.8	826.2	826.6	827.0	827.3	827.4	827.8	828.1	828.3	828.6	828.9	829.0	829.1	829.3	829.4	829.6	829.7	829.8	829.8	829.8	830.0	830.1	830.2	830.3	830.4	830.4	830.5	830.7
824.88	825.22	825.48	825.74	826.01	826.27	826.53	826.79	827.05	827.32	827.58	827.84	828.10	828.36	828.62	828.89	829.15	829.41	829.50	829.59	829.69	829.78	829.87	829.96	830.05	830.15	830.24	830.33	830.42	830.52	830.61

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 556	E

= SOIL BORING LOCATION

N

INNOVATION DR

168'JVA'

169'JVA'

170'JVA'

REMOVING SMALL PIPE CULVERTS

REMOVING SMALL PIPE CULVERTS

TLE

R/W

AT&T

315'GSB'

315'G'

320'GSB'

320'G'

325'GSB'

325'G'

EP: 170+00.00

CTH G

G-35

G-36

WINDSTREAM & AT&T

ALLIANT ENERGY

CAUTION

STA 315'G'+78, RT
CONSTRUCT FE
2 - 36" CPCL III REQ'D

REMOVING SMALL PIPE CULVERTS

STA 319'G'+30, RT
CONSTRUCT FE
1 - 42" X 29" PACS REQ'D

SLOPE INTERCEPT (TYP)

STA 327'G'+39, RT
CONSTRUCT PE
1 - 35" X 24" PACS REQ'D

REMOVING SMALL PIPE CULVERTS

ALLIANT ENERGY

STA 325'G'+30 - STA 326'G'+67, RT
REMOVING FENCE

BLDG.

5

5

860 850 840 830 820 810 800 790 780 770

VPI 316+40.00 EL 831.05

VPI 317+50.00 EL 831.38

VPI 318+11.67 EL 831.70

VPI 320+00.00 EL 825.50

VPI 328+00.00 EL 828.84

VPI 328+28.90 EL 833.38

VPI 328+29.89 EL 828.50

EXISTING GROUND

FINISHED PROFILE

RIGHT DITCH PROFILE

LEFT DITCH PROFILE

0.30%

0.53%

0.31%

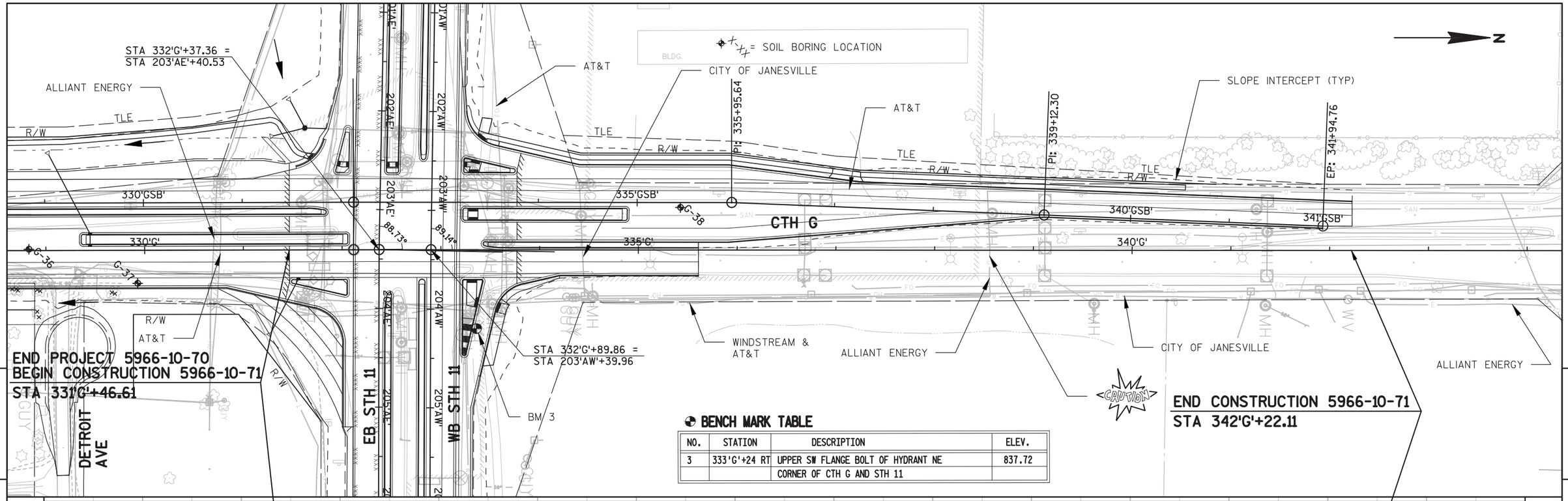
0.16%

0.36%

FINISHED ELEVATIONS ON R/L

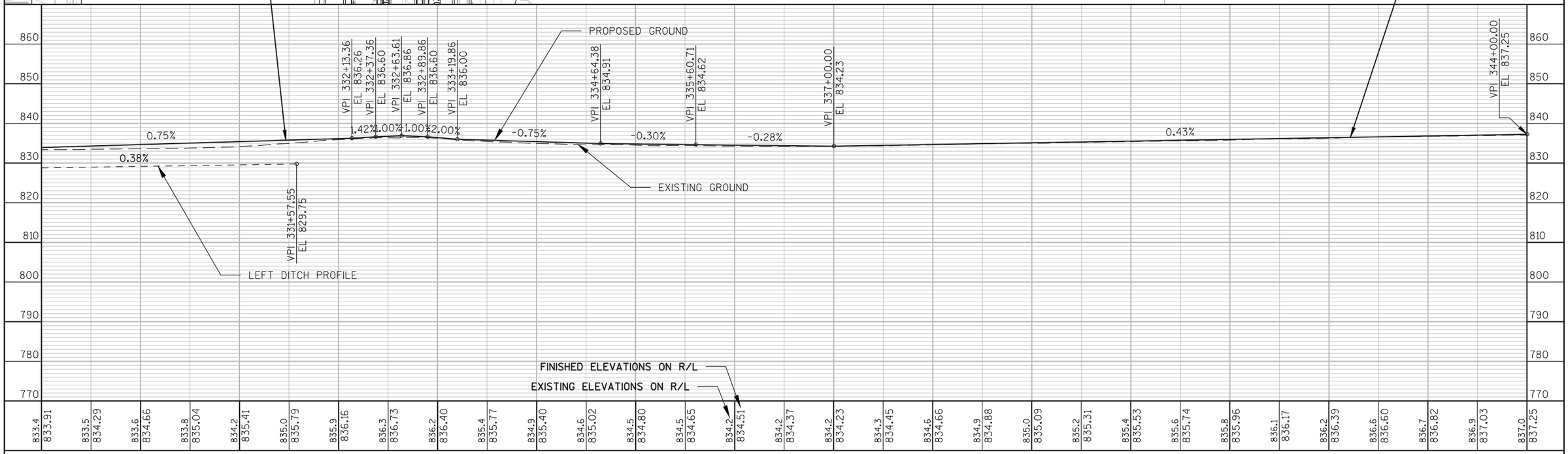
EXISTING ELEVATIONS ON R/L

| | | |



BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
3	333'G'+24 RT	UPPER SW FLANGE BOLT OF HYDRANT NE	837.72
		CORNER OF CTH G AND STH 11	



PROJECT NO:5966-10-70,-71	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: CTH G	SHEET 558	E

ARTHUR T. DONALDSON -
VIVID INC.

STA 14'SU'+00, LT
ASPHALTIC FLUME REQUIRED

SLOPE INTERCEPT
(TYP)

R/W

PI: 12+99.80

12'SU'

13'SU'

14'SU'

BEGIN CONSTRUCTION
STA 12'SU'+65
MATCH EXISTING

PI: 200+00.00

200'G'

15'SU'

STA 199'G'+98.51 =
STA 15'SU'+00.00

REMOVING SMALL
PIPE CULVERTS

ARTHUR T.
DONTALDSON

CTH G

STA 15'SU'+52 - STA 17'SU'+55, LT
REMOVING FENCE

ARNDT FARMS INC.

BM 9

STA 15'SU'+75, LT
ASPHALTIC FLUME REQUIRED

PI: 17+00.18

16'SU'

17'SU'

18'SU'

SUNNY LN

END CONSTRUCTION
STA 17'SU'+55
MATCH EXISTING

STA 16'SU'+00, RT
ASPHALTIC FLUME REQUIRED

DELTA-K
ENTERPRISES LLC

REMOVING SMALL
PIPE CULVERTS

N

5

5

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
9	15'SU'+39 LT	BRASS DISK IN CONCRETE @ NE CORNER	813.76
		OF CTH G AND SUNNY LN	

VCL = 150.00
K = 69.70

VCL = 150.00
K = 62.45

VPI 12+65.00
EL 814.91

VPI 15+00.00
EL 818.00

VPI 17+55.00
EL 814.70

FINISHED PROFILE

-0.15%

2.00%

-2.00%

0.40%

STA 12'SU'+65.00
MATCH EXISTING

EXISTING GROUND

STA 17'SU'+55.00
MATCH EXISTING

VPC STA 12+65.00
VPC EL 814.91

VPI STA 13+40.00
VPI EL 814.80

VPT STA 14+15.00
VPT EL 816.30

STATION 14+28.08
2 - 24-INCH CPRC CLASS III REQUIRED
SKEW 0°

STATION 15+73.27
1 - 19X30-INCH CPRCHE CLASS HE-III REQ'D
SKEW 5° RHF

SUNNY LN

VPC STA 16+05.00
VPC EL 815.90

FINISHED
ELEVATIONS
ON R/L

EXISTING
ELEVATIONS
ON R/L

VPI STA 16+80.00
VPI EL 814.40

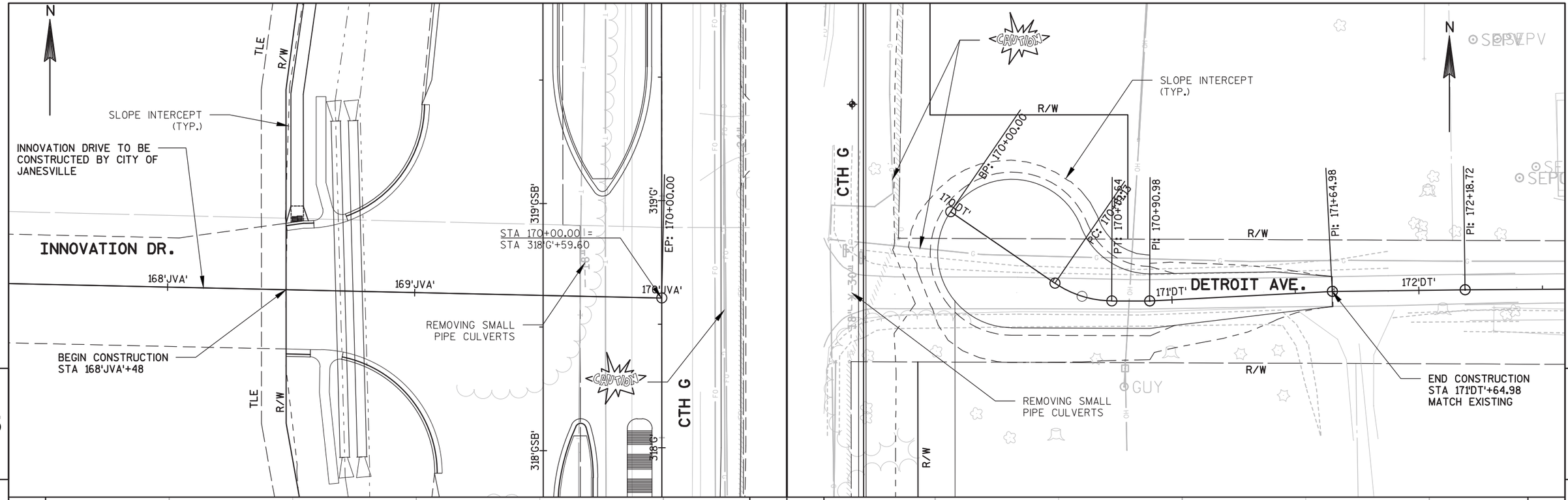
VPT STA 17+55.00
VPT EL 814.70

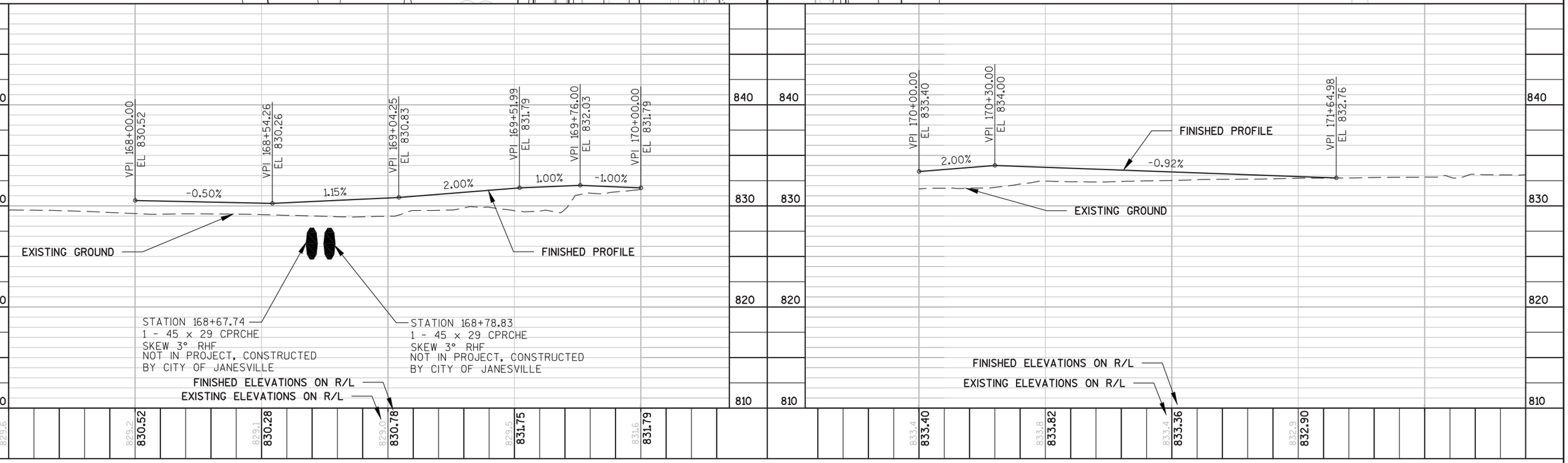
830
820
810
800

815.1 814.8 814.95 | 815.0 814.8 815.30 | 814.8 816.02 | 814.8 817.00 | 815.5 818.00 | 814.7 817.00 | 814.6 816.00 | 814.4 815.16 | 814.4 814.72 | 814.7 814.68 | 814.9

12+00 13+00 14+00 15+00 16+00 17+00 18+00

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PROFILE: SUNNY LN	SHEET 559	E





PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PLAN AND PLOT: INNOVATION RD, DETROIT AVE	SHEET 560 E

REMOVING FENCE STA 193'AW'+00 - STA 199'AW'+76, LT
INSTALL BRACED END POST AT STA 193'AW'+00
SEE S.D.D. "FENCE CHAIN LINK" FOR END BRACED POST
INCLUDE BRACED END POST IN COST FOR REMOVING FENCE

CITY OF JANESVILLE

SLOPE INTERCEPT (TYP

N

R/W

BP: 192+18.82

STH 11 WB

192'AW' 193'AW' 194'AW' 195'AW' 196'AW' 197'AW' 198'AW'

192'AE' 193'AE' 194'AE' 195'AE' 196'AE' 197'AE' 198'AE'

BEGIN CONSTRUCTION 5966-10-71
STA 192'AW'+18.82
Y=251,708.7539
X=495,420.8495

STH 11 EB

CITY OF JANESVILLE

R/W

VPI 192+18.82
EL 835.43

FINISHED PROFILE (STH 11 WB)

0.11%

EXISTING PROFILE

FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

192+00	193+00	194+00	195+00	196+00	197+00	198+00
835.5 / 835.46	835.5 / 835.52	835.6 / 835.57	835.6 / 835.62	835.6 / 835.68	835.7 / 835.73	835.6 / 835.79
835.6 / 835.84	835.6 / 835.89	835.7 / 835.95	835.7 / 836.00	835.9 / 836.06		

850 840 830

PROJECT NO:5966-10-71	HWY: STH 11	COUNTY:ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 561	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050138_PP.DWG PLOT DATE : 2/12/2015 1:28 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

ALLIANT ENERGY

CITY OF JANESVILLE

R/W

SLOPE INTERCEPT (TYP)

N

REMOVING FENCE STA 193'AW'+00 - STA 199'AW'+76, LT

PI: 199+05.01

STH 11 WB

198'AW' 199'AW' 200'AW' 201'AW' 202'AW' 203'AW' 204'AW'

AT & T

333

333'G'

PI: 203+39.96

CAUTION

STA 332'G'+89.86=
STA 203'AE'+39.96

STA 332'G'+37.36=
STA 203'AE'+40.53

PI: 203+40.53

AT & T

198'AE' 199'AE' 200'AE' 201'AE' 202'AE' 203'AE' 204'AE'

STH 11 EB

5

5

ALLIANT ENERGY

PI: 332+12.67

PI: 332+11.54

332

332'G'

WISDOT TRAFFIC

CITY OF JANESVILLE

850

840

830

FINISHED PROFILE (STH 11 WB)

STA 202+67.95
EL 836.56

STA 203+63.96
EL 836.61

0.05%

EXISTING GROUND

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

836.1 836.06 836.11 836.16 836.22 836.27 836.32 836.38 836.43 836.49 836.54 836.58 836.60 836.65

198+00 199+00 200+00 201+00 202+00 203+00 204+00

PROJECT NO: 5966-10-71	HWY: STH 11	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 562	E

BM 3

CITY OF JANESVILLE

R/W

SLOPE INTERCEPT (TYP)

STA 206'AW'+85 - STA 216'AW'+17, LT
REMOVING FENCE

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
3	204'AW'+19 LT	UPPER SW FLANGE BOLT OF HYDRANT NE	837.72
		CORNER OF CTH G AND STH 11	

N

PC: 209+39.96

STH 11 WB

204'AW' 205'AW' 206'AW' 207'AW' 208'AW' 209'AW' 210'AW'

CAUTION

204'AE' 205'AE' 206'AE' 207'AE' 208'AE' 209'AE' 210'AE'

STH 11 EB

ALLIANT ENERGY

5

5

850

840

830

FINISHED PROFILE (STH 11 WB)

EXISTING GROUND

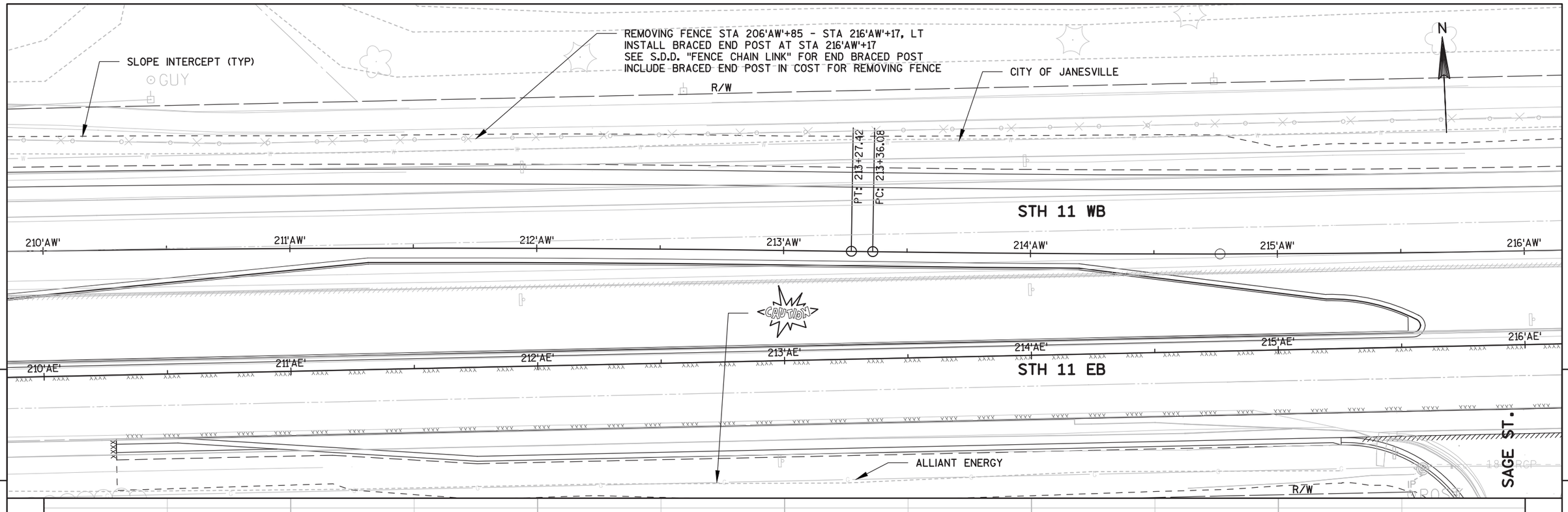
0.11%

FINISHED ELEVATIONS ON R/L

EXISTING ELEVATIONS ON R/L

204+00	205+00	206+00	207+00	208+00	209+00	210+00
836.7 836.65	836.7 836.71	836.8 836.76	836.9 836.82	837.0 836.88	837.0 836.93	837.1 836.99
837.1 837.05	837.2 837.10	837.3 837.16	837.3 837.22	837.3 837.27	837.3 837.33	

PROJECT NO: 5966-10-71	HWY: STH 11	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 563	E



PROJECT NO: 5966-10-71	HWY: STH 11	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 564	E

N

R/W

BIKE PATH

PVT: 216+17.43

STH 11 WB

216'AW' 217'AW' 218'AW' 219'AW' 220'AW' 221'AW' 222'AW'

STA 215'AW'+99.28 =
STA 180+00.05

216'AE' 217'AE' 218'AE' 219'AE' 220'AE' 221'AE' 222'AE'

STH 11 EB

CAUTION

SAGE ST

END PROJECT 5966-10-71
STA 217'AE'+44.61

SLOPE INTERCEPT (TYP)

VPT STA 216+67.00
VPT EL 838.01

EXISTING GROUND

-0.12%

FINISHED PROFILE (STH 11 WB)

VCL = 200.00
K = 745.87

FINISHED ELEVATIONS ON R/L
EXISTING ELEVATIONS ON R/L

838.1	838.06	838.1	838.03	838.0	837.97	838.0	837.91	837.9	837.85	837.8	837.79	837.8	837.73	837.7	837.67	837.6	837.62	837.5	837.56	837.5	837.50	837.4	837.44	837.4	837.38
216+00					217+00				218+00				219+00				220+00				221+00				222+00	

850 840 830

PROJECT NO: 5966-10-71	HWY: STH 11	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 565	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050142_PP.DWG PLOT DATE : 2/12/2015 1:29 PM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 45

R/W

CITY OF JANESVILLE

PI: 224+00.10

EP: 227+90.08

EP: 227+32.06

222'AW' 223'AW' 224'AW' 225'AW' 226'AW' 227'AW' 227'AW'

STH 11 WB

222'AE' 223'AE' 224'AE' 225'AE' 226'AE' 227'AE' 227'AE'

STH 11 EB

ALLIANT ENERGY

R/W

END CONSTRUCTION 5966-10-71
STA 222'AW'+85.13

EXISTING GROUND

STA 222+29.57
EL 837.34

FINISHED PROFILE (STH 11 WB)

EXISTING ELEVATIONS ON R/L

FINISHED ELEVATIONS ON R/L

850 840 830

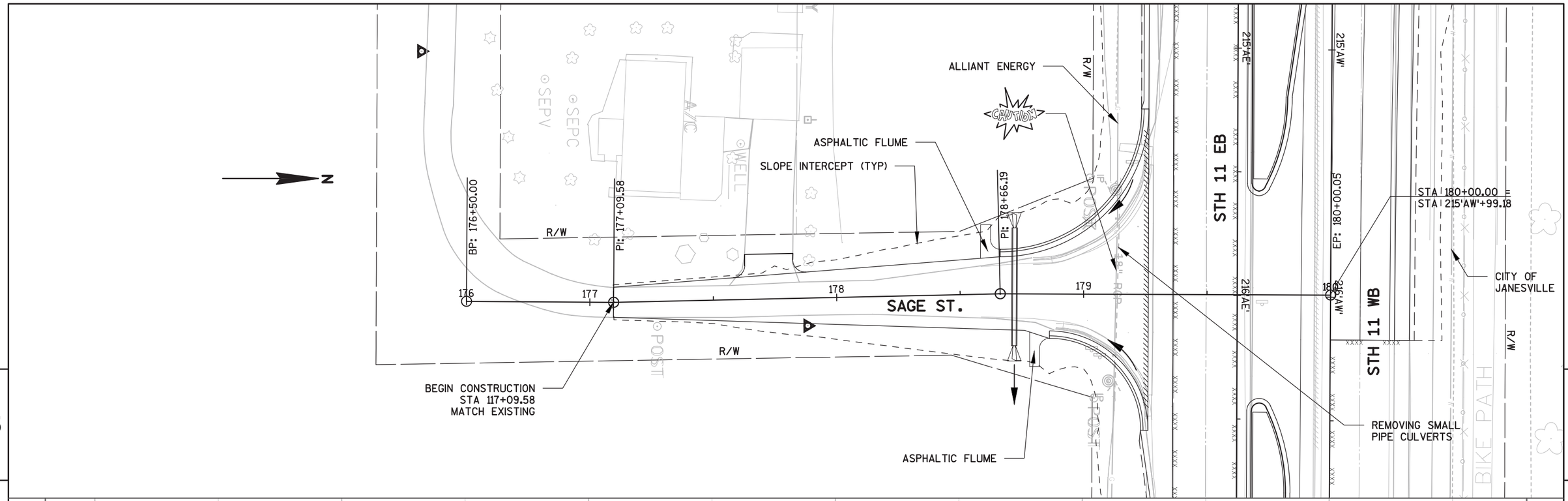
837.4 837.38 837.3 837.2 837.1

222+00 223+00 224+00 225+00 226+00 227+00 228+00

PROJECT NO:5966-10-71	HWY: STH 11	COUNTY:ROCK	PLAN AND PROFILE: STH 11 WB	SHEET 566	E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050142.5_PP.DWG PLOT DATE : 2/12/2015 1:44 PM PLOT BY : WEBER, JESSE PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 45



PROJECT NO: 5966-10-71	HWY: STH 11	COUNTY: ROCK	PLAN AND PROFILE: SAGE ST	SHEET 567 E

FILE NAME : L:\WORK\60242867\CTH_G\000_CAD\001_DRAWINGS\050168_PP.DWG PLOT DATE : 2/12/2015 1:43 PM PLOT BY : WEBER, JESSE PLOT NAME : ---------- PLOT SCALE :
WISDOT/CADDS SHEET 45

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08B10-01	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
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
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-05A	CONCRETE BASE TYPE 13
09C12-05B	CONCRETE BASE TYPE 13
09C14-01	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-13A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-13B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-13C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-13D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-06C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-06D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-06E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
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
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-16	URBAN NON-DOWELED CONCRETE PAVEMENT
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT

6

Standard Detail Drawing List

13C16-02A	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-02E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
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
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
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
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B28-03	GUARDRAIL MOW STRIP
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)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A01-11	MARKER POST FOR RIGHT-OF-WAY
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-13A	FENCE CHAIN LINK
15B03-13B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
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)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C20-01	YIELD MARKING
15C21-05	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C26-02	END-OF-ROADWAY SIGNING
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-03A	BICYCLE LANE MARKING
15C29-03B	BICYCLE LANE MARKING
15C29-03C	URBAN BICYCLE LANE MARKING
15C29-03D	URBAN BICYCLE LANE MARKING
15C29-03E	PAVEMENT MARKING FOR BIKE LANES
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-05	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

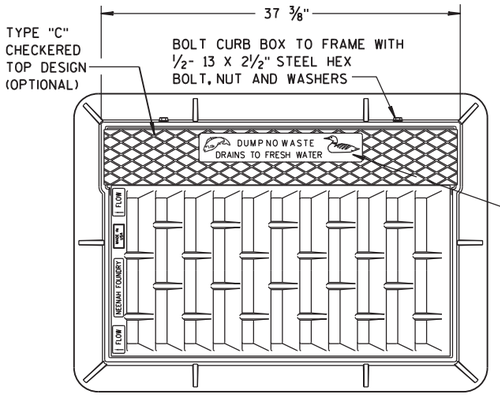
6

Standard Detail Drawing List

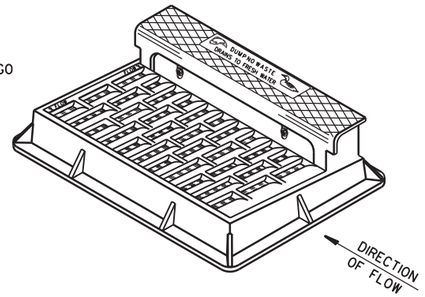
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

6

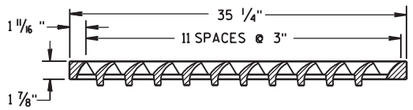
6

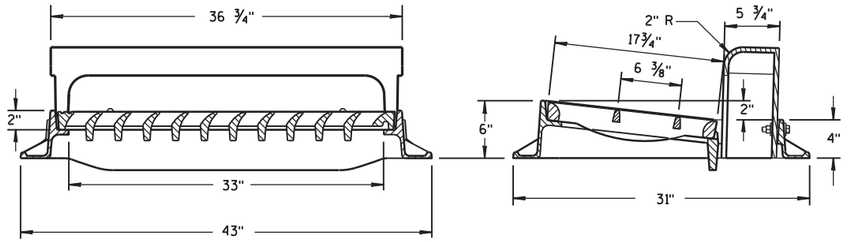


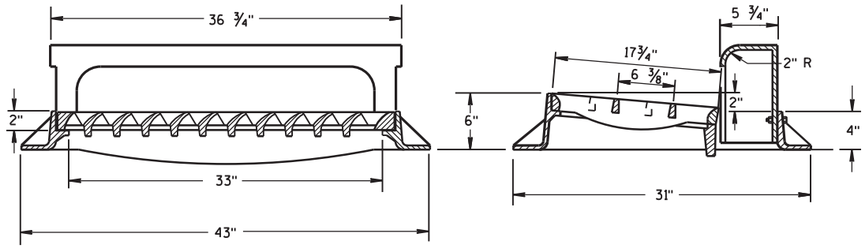
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

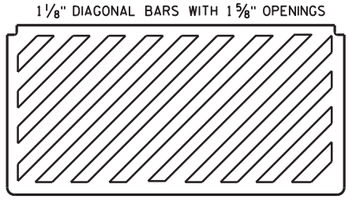






TYPE "H"

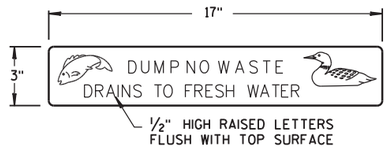
NOTE: EITHER CASTING IS ACCEPTABLE



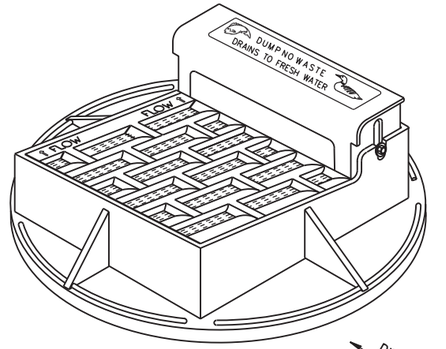
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

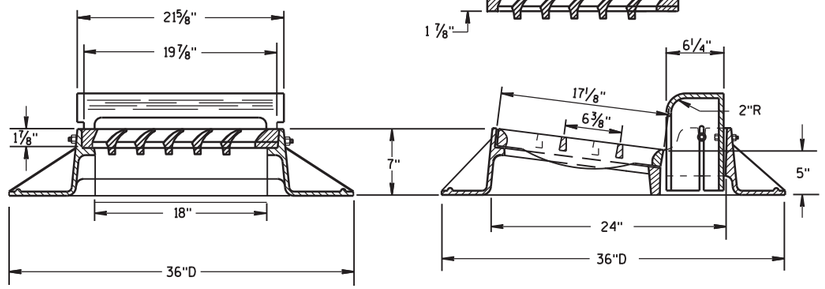


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



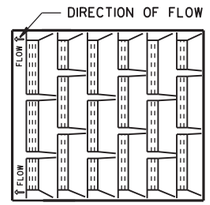
TYPE "A"

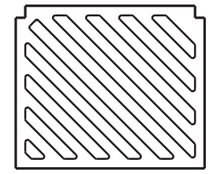
GENERAL NOTES

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.

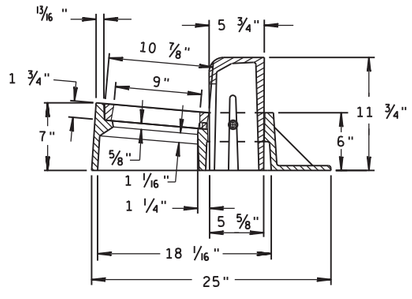


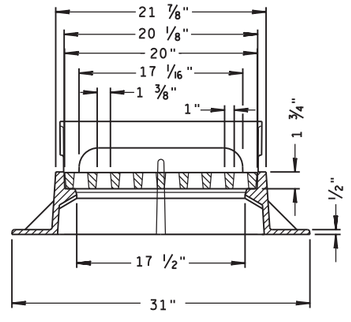


SPECIAL GRATE FOR TYPE "A" COVER

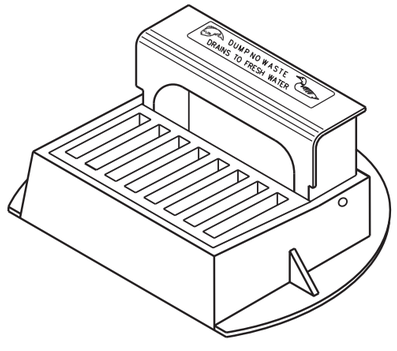
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



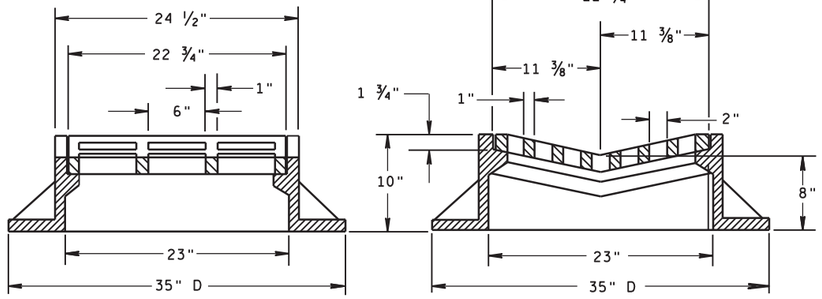
INLET COVERS TYPE A, H, A-S, H-S & Z

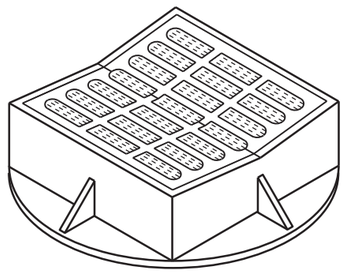
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

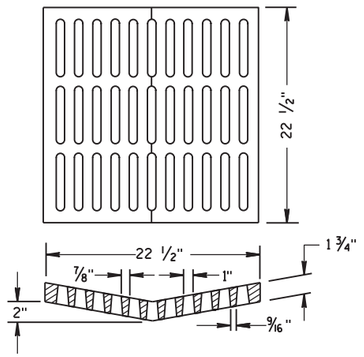
6

S.D.D. 8 A 5-19a



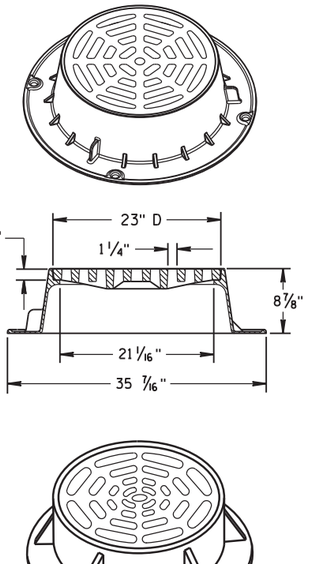


TYPE "B"



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"

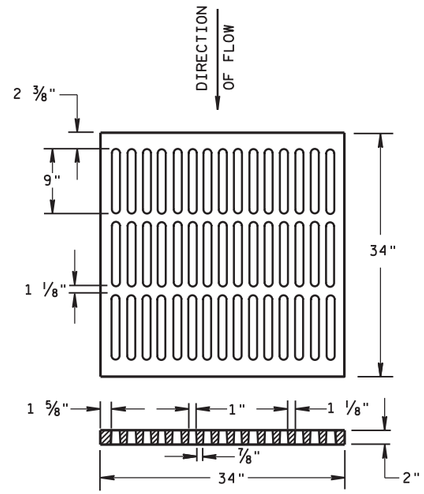
NOTE: EITHER CASTING IS ACCEPTABLE

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.

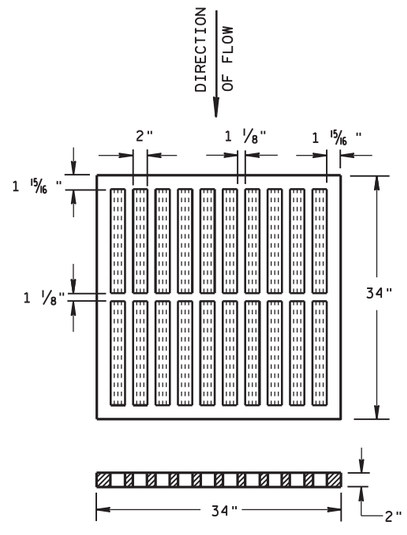
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



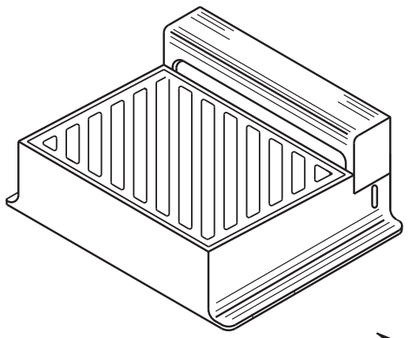
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

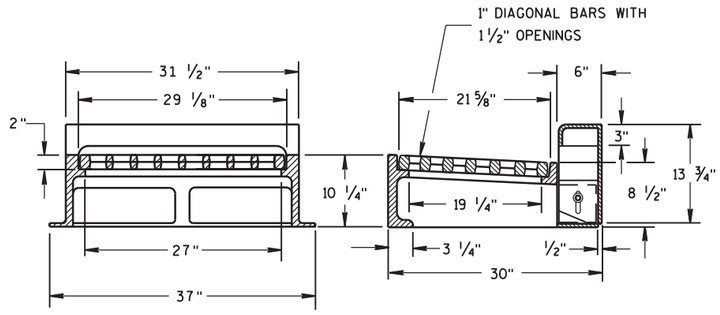


TYPE "MS"

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

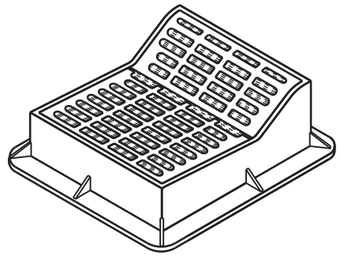
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

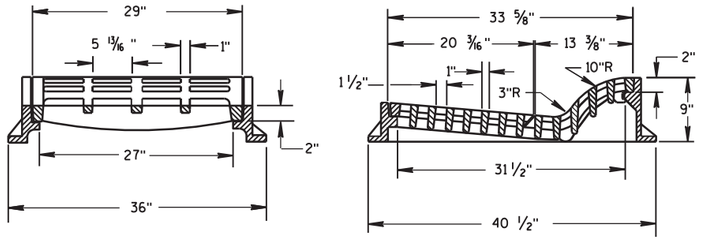
6

S.D.D. 8 A 5-19b

6

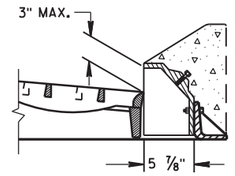
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

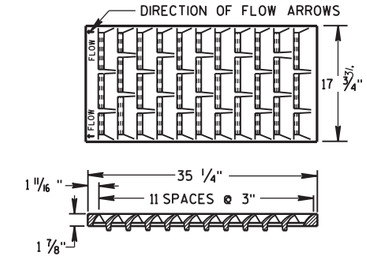
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

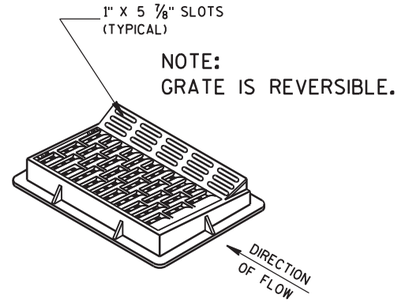
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

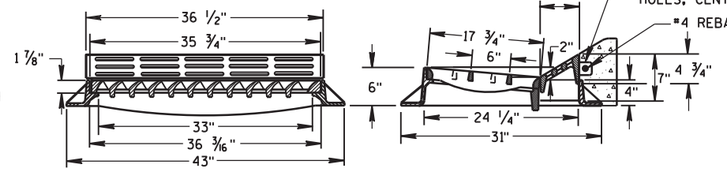
GENERAL NOTES

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.



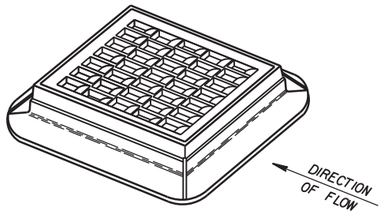


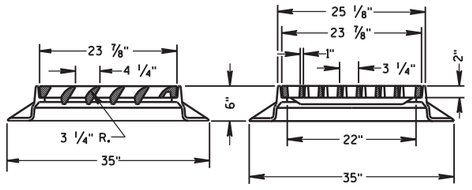


TYPE "HM"

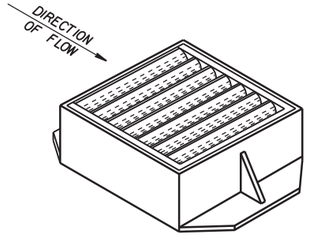
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

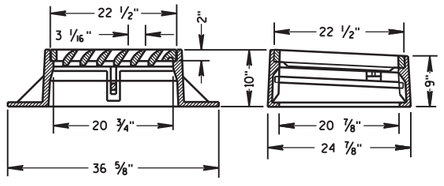
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE





TYPE "S"





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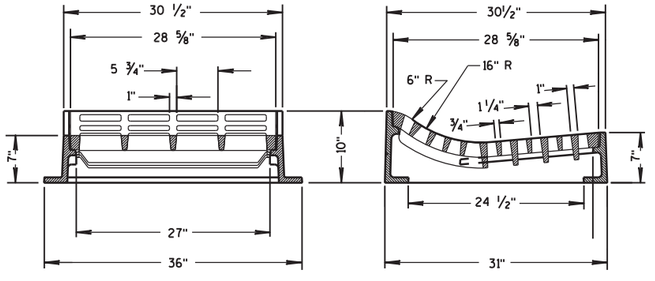
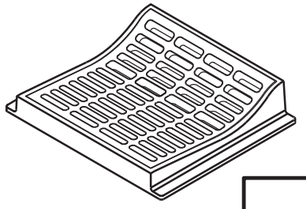




TYPE "T"

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

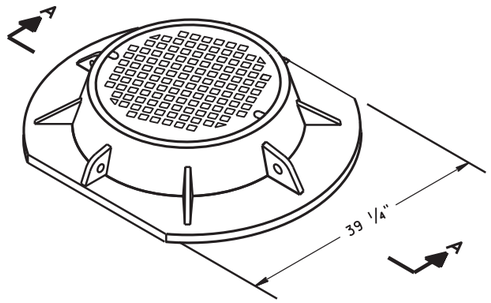
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

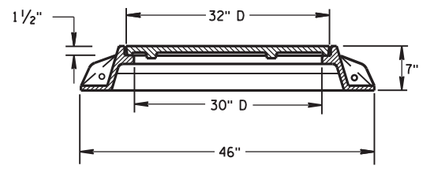
573

FHWA

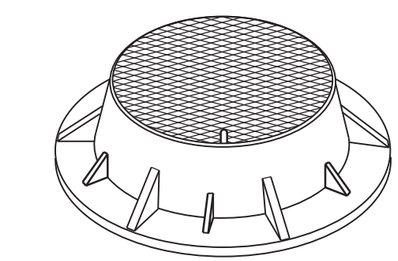
6

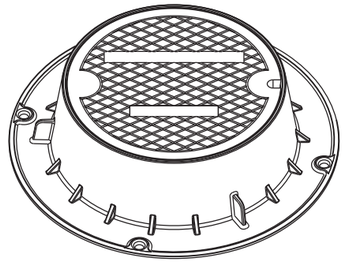
S.D.D. 8 A 5-19c

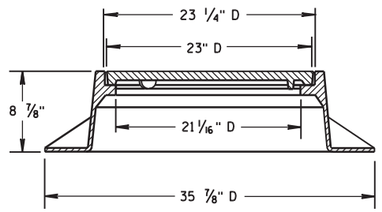


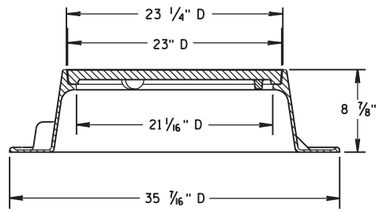


SECTION A-A
TYPE "K"









TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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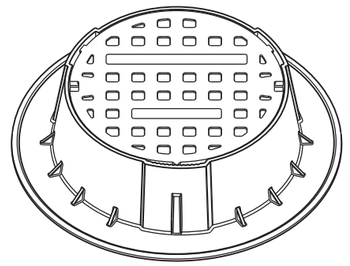
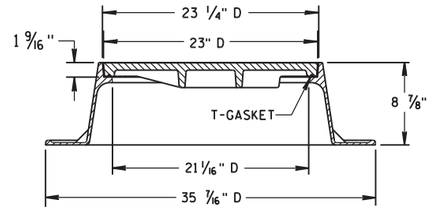
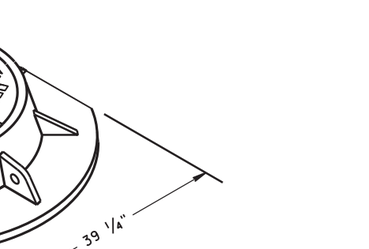
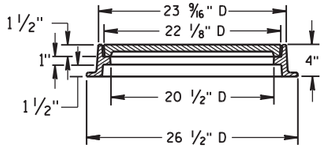
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

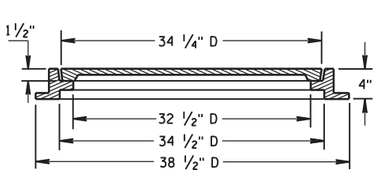




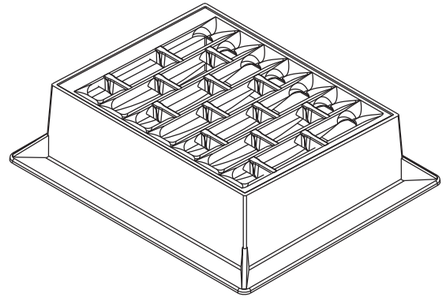


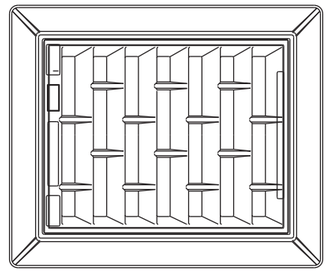


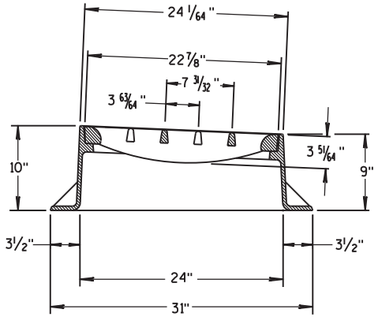
TYPE "L"

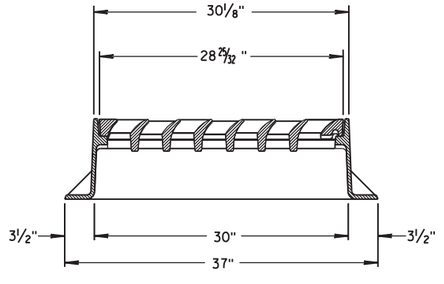


TYPE "M"

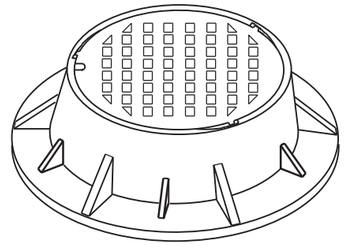


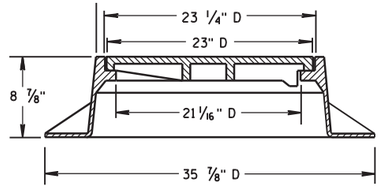






INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

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

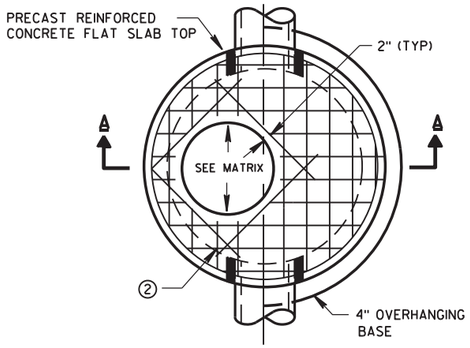
/S/ Jerry H. Zogg
ROADWAY STANDARDS D 574 NT
ENGINEER

6

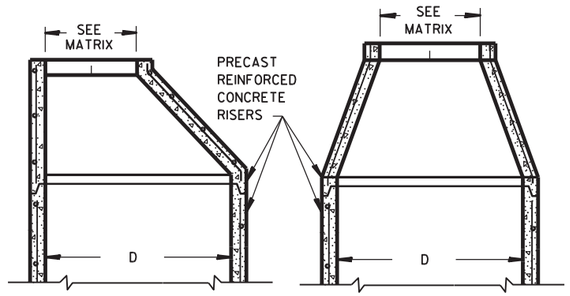
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

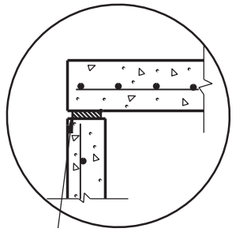


PLAN VIEW CIRCULAR OPENING

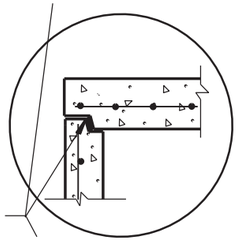


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

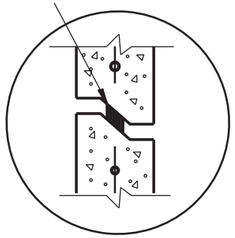


TOP WITH PLAIN END JOINT



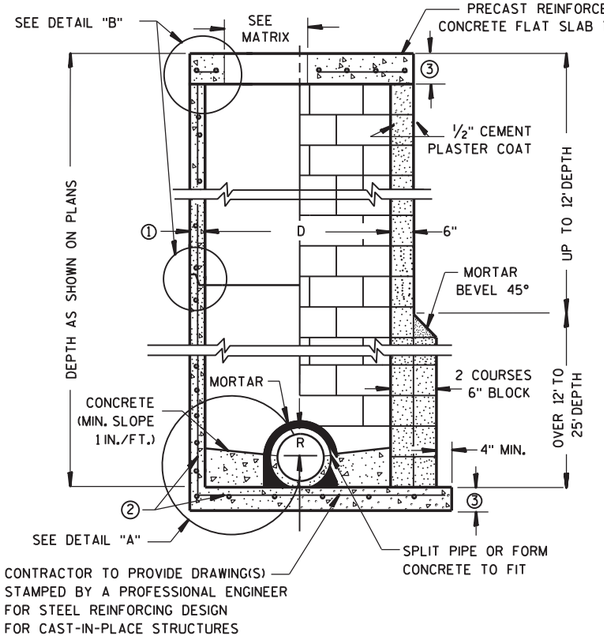
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



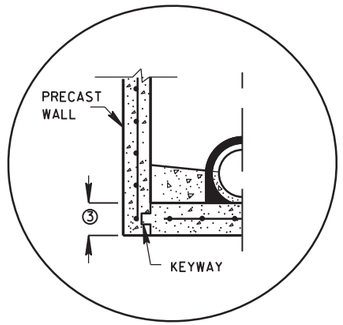
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

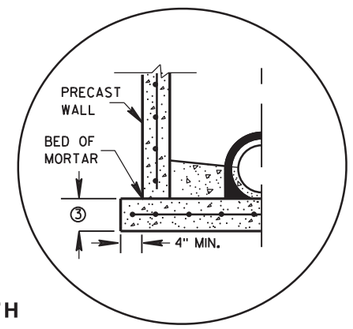


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

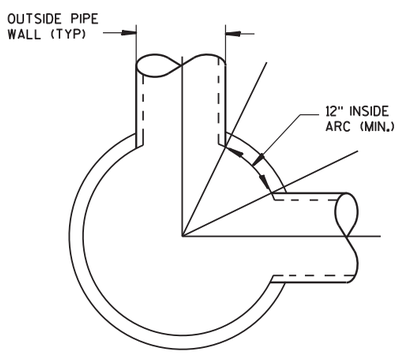


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

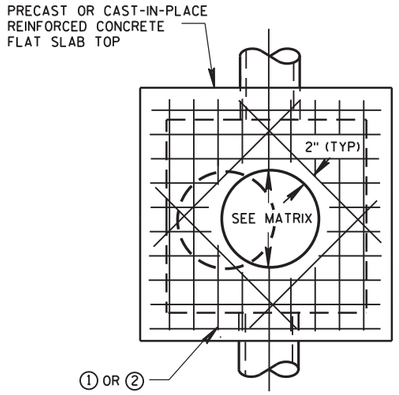
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

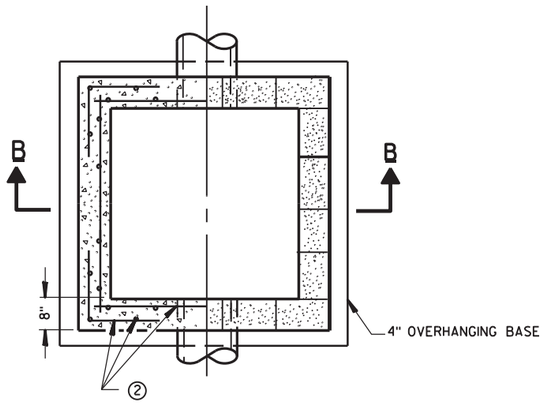
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

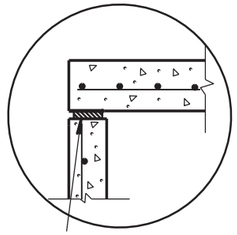
6
S.D.D. 8 B 9-1



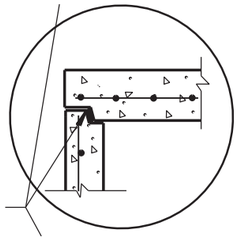
PLAN VIEW
CIRCULAR OPENING



SECTION A-A
PLAN VIEW

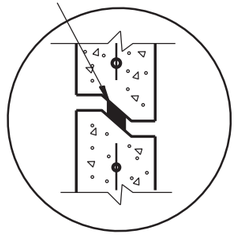


TOP WITH PLAIN END JOINT



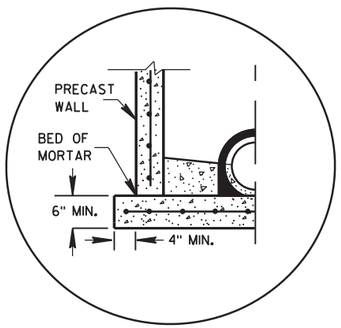
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



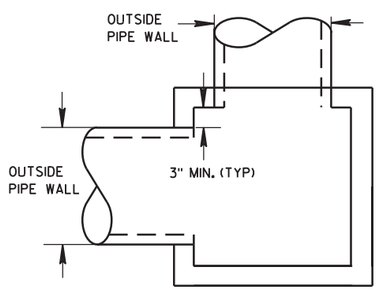
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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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 FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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 ASTM C 913.

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.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "C". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

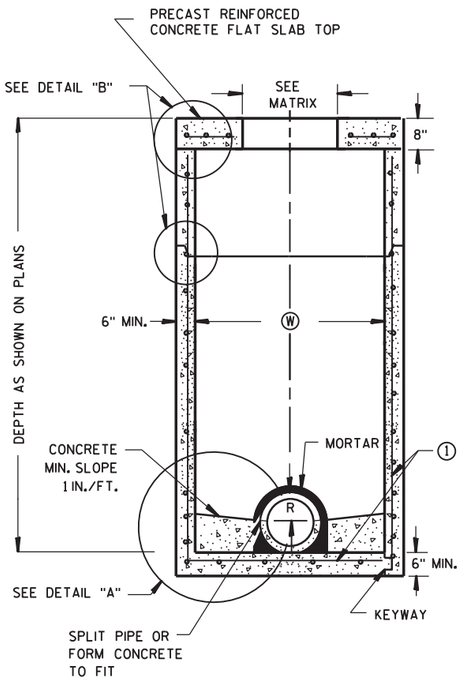
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

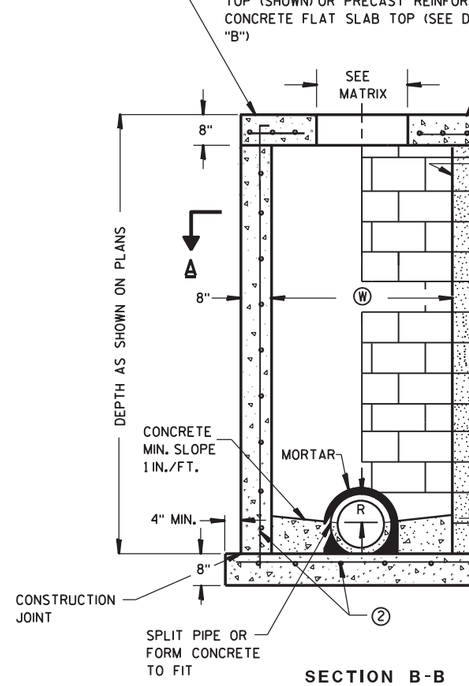
MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (W) (IN)	LENGTH (L) (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

SECTION B-B

CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT 5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
576
FHWA
MENT

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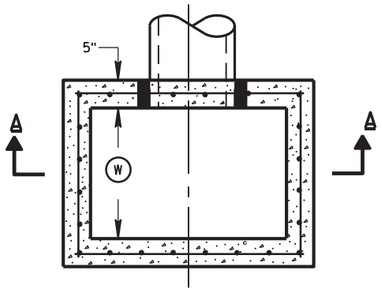
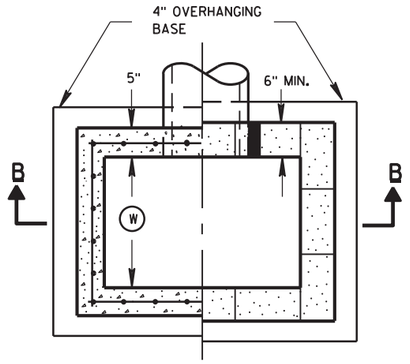
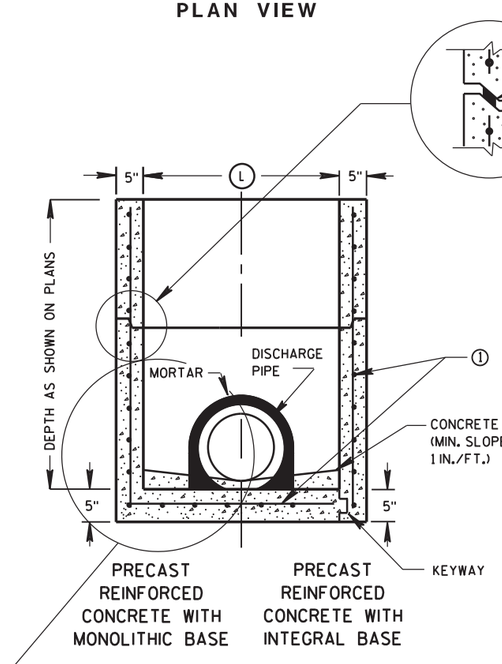
S.D.D. 8 B 10-1



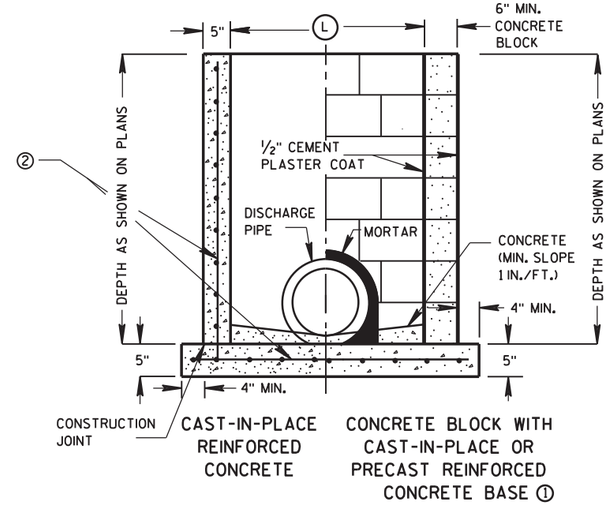
PLAN VIEW



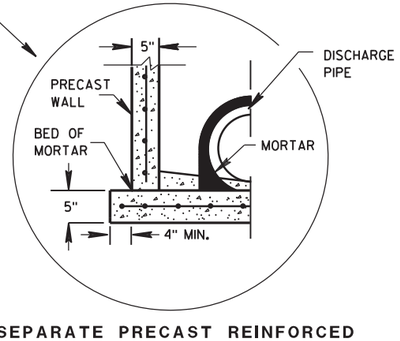
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

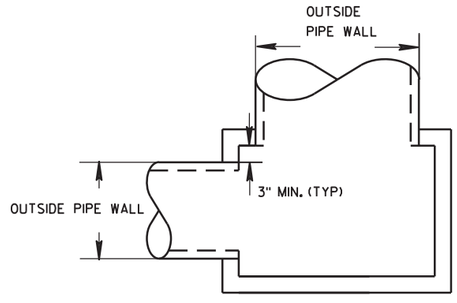
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER
FHWA

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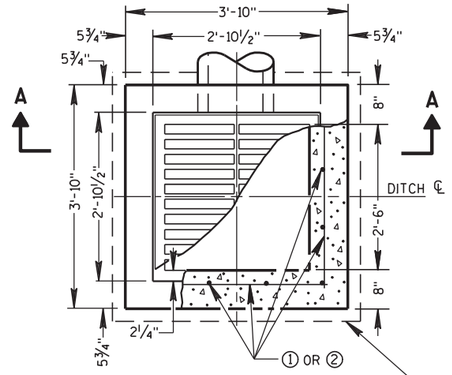
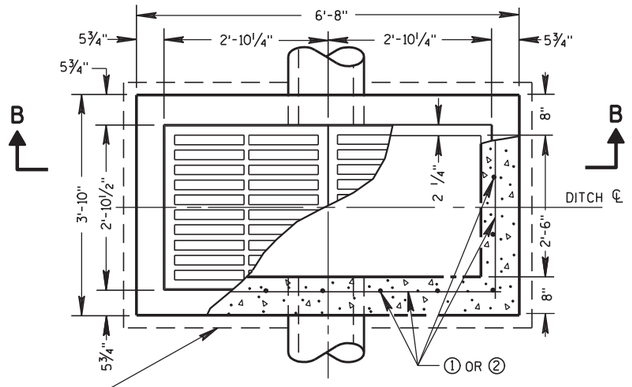
S.D.D. 8 C 7-1

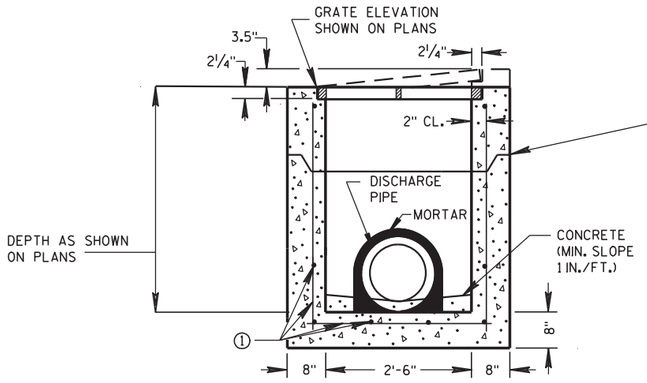


PLAN VIEW

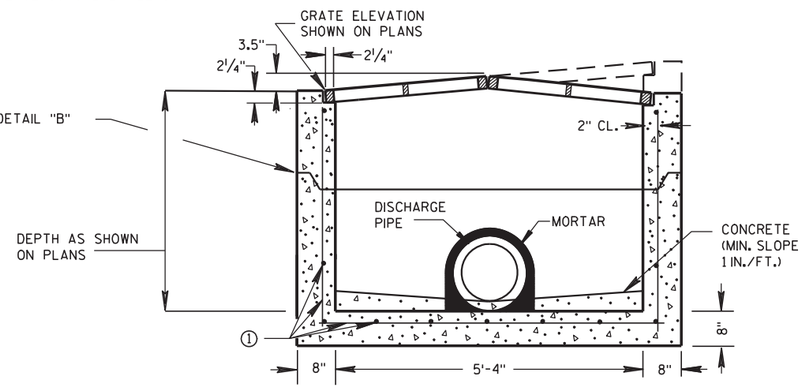


PLAN VIEW

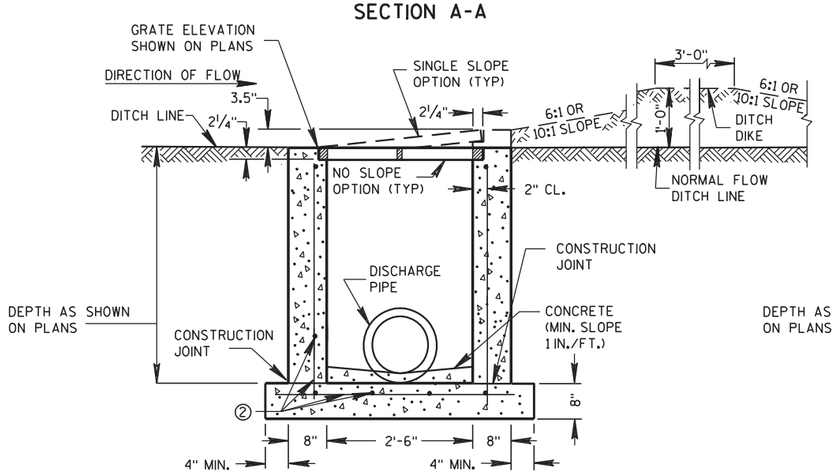
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



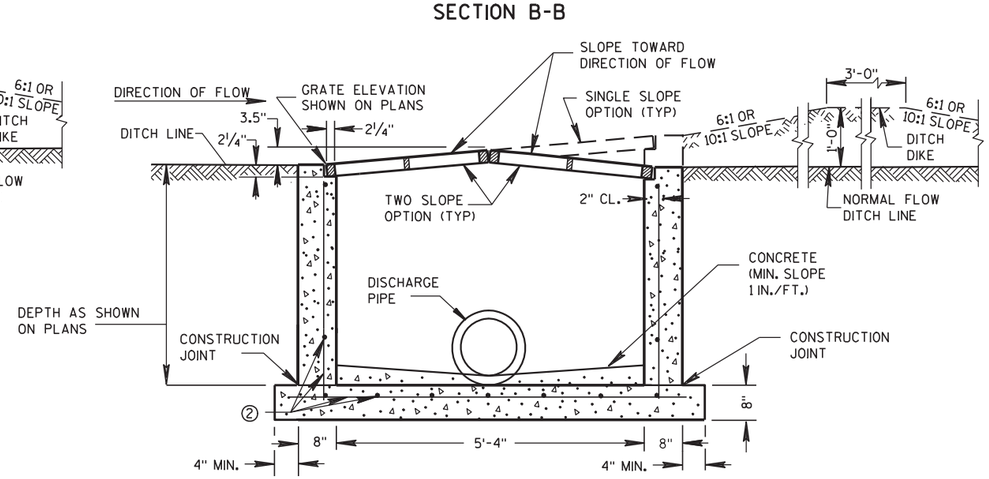
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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.

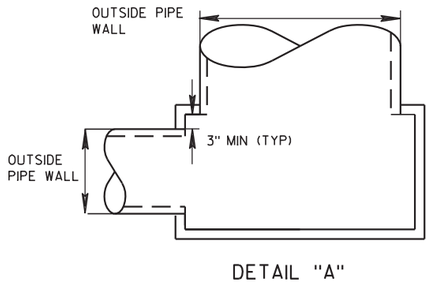
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

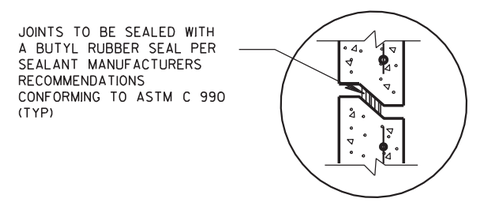
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"



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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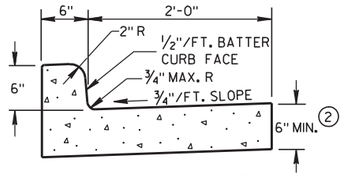
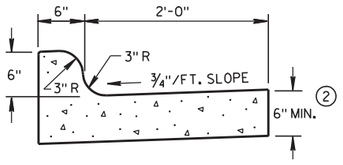
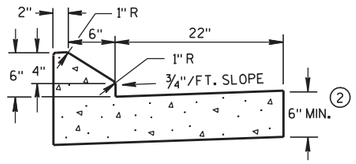
S.D.D. 8 C 8-1



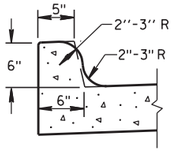
TYPES A & D (1)



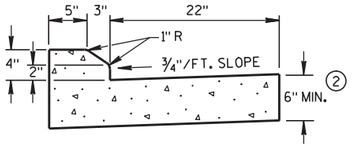
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

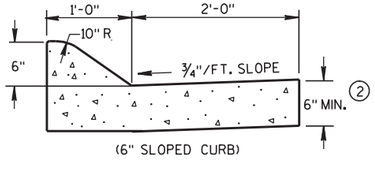


OPTIONAL CURB SHAPE
FOR TYPES K & L (1)

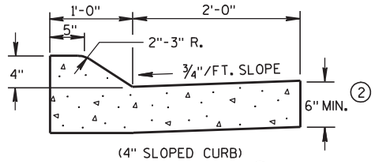


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

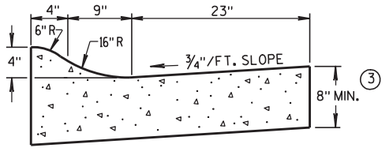


(6" SLOPED CURB)



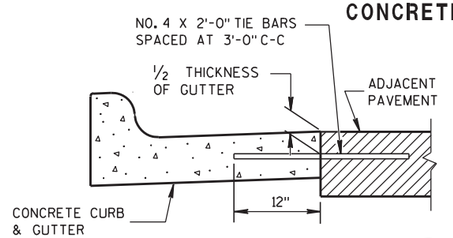
(4" SLOPED CURB)

TYPES A & D (1)

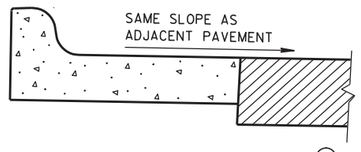


4" SLOPED CURB TYPES R & T (1) (4)

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.

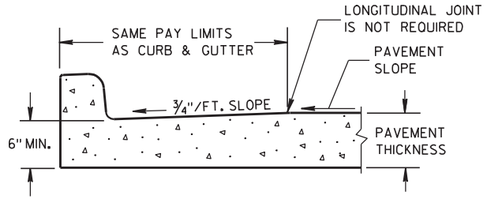
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

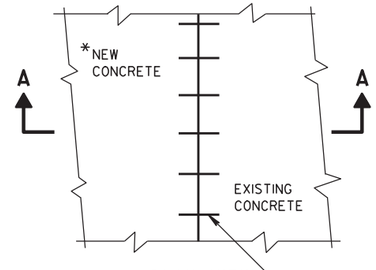
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

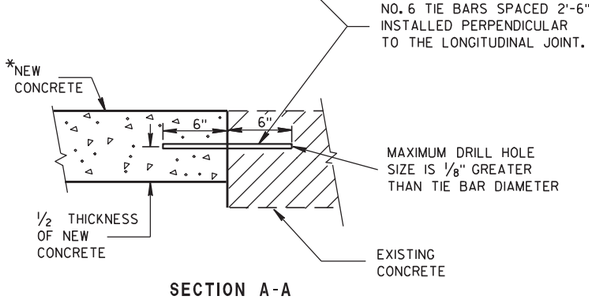


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



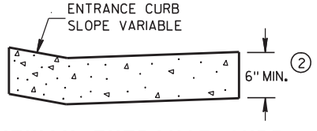
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

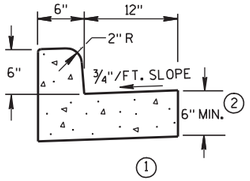


SECTION A-A

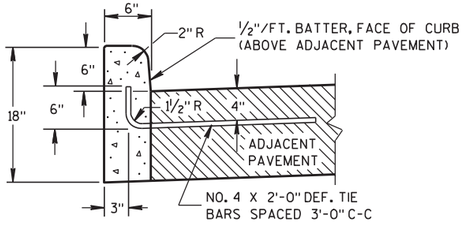
TIE BARS DRILLED
INTO EXISTING PAVEMENT



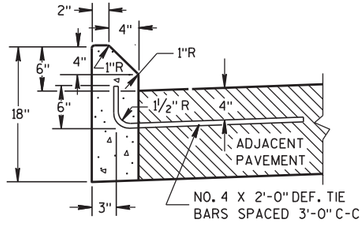
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

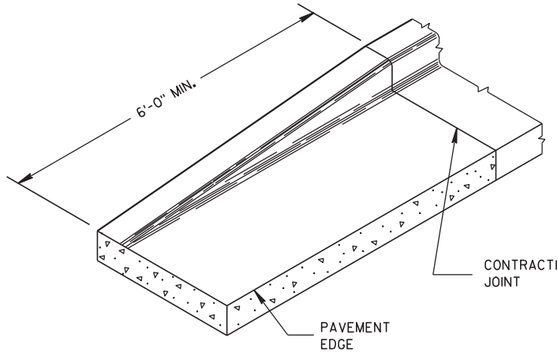


(1)
TYPES A & D



(1)
TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

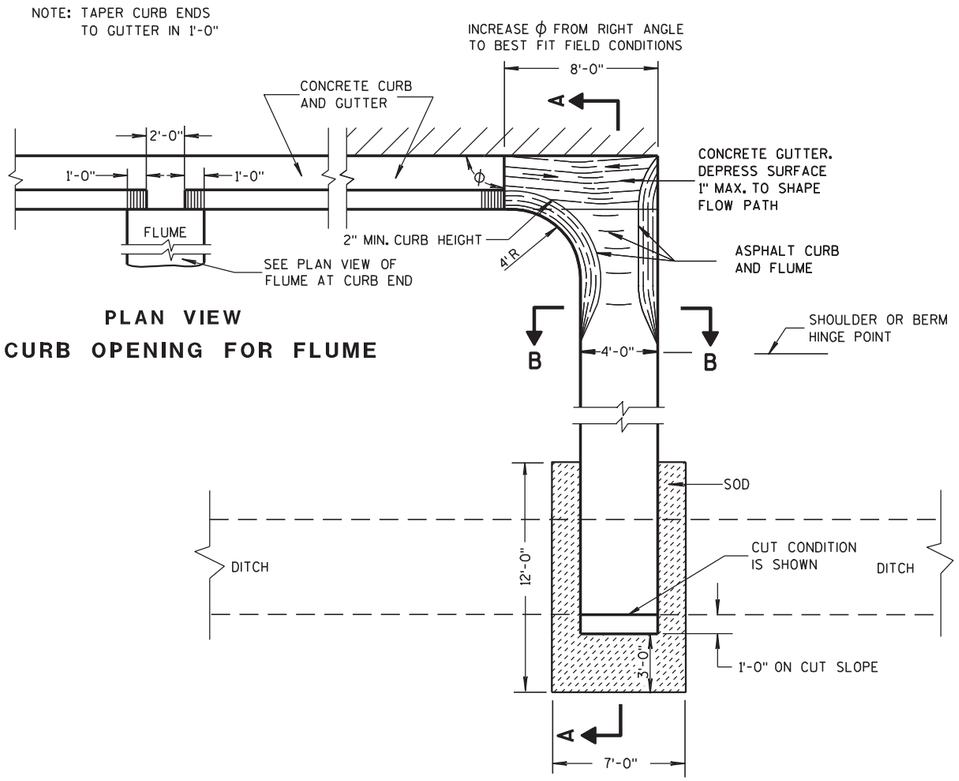
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
579
FHWA
ENT

6

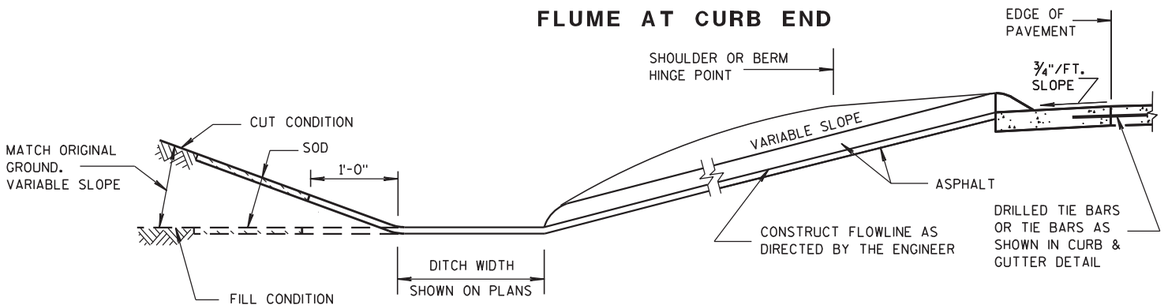
S.D.D. 8 D 1-17

ASPHALTIC FLUME

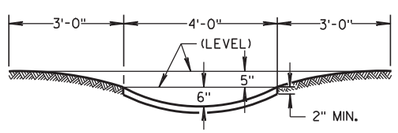


PLAN VIEW
CURB OPENING FOR FLUME

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.

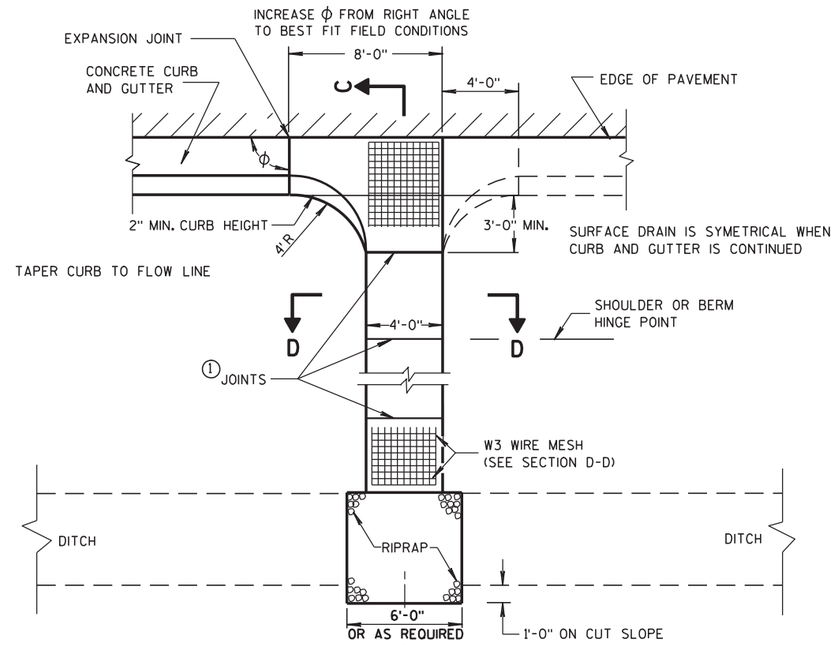
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

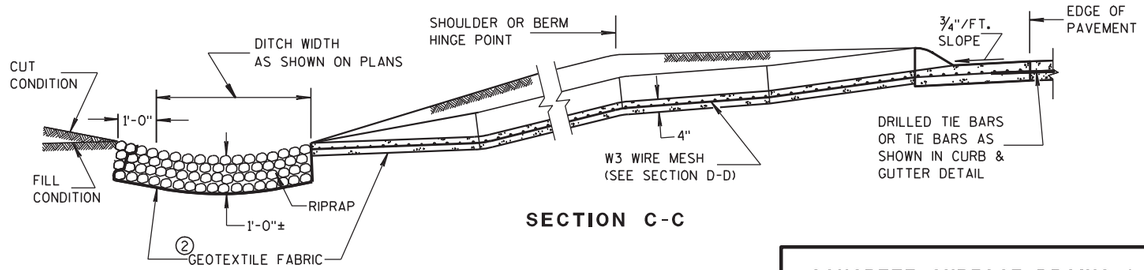
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

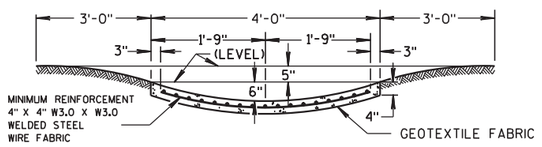
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

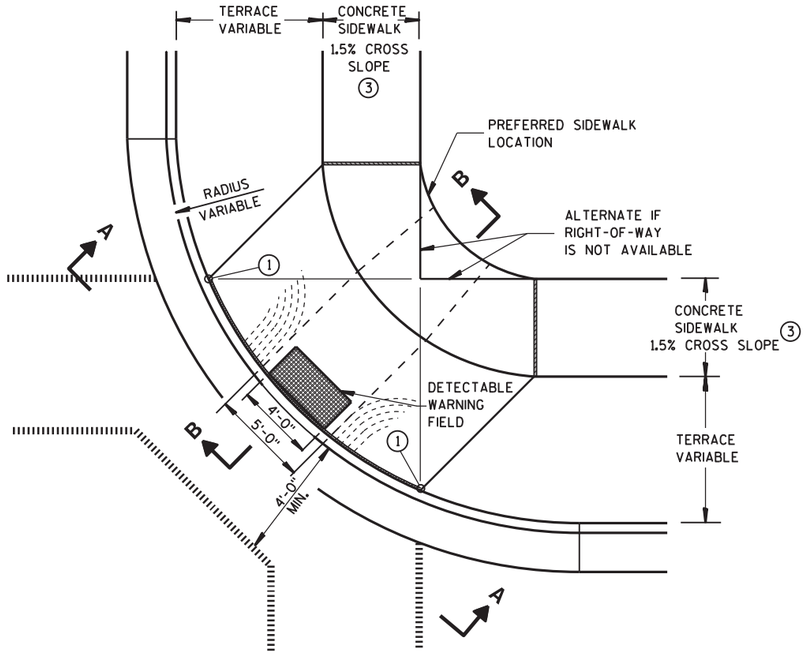
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
580 MENT
FHWA

6

S.D.D. 8 D 4-5

6

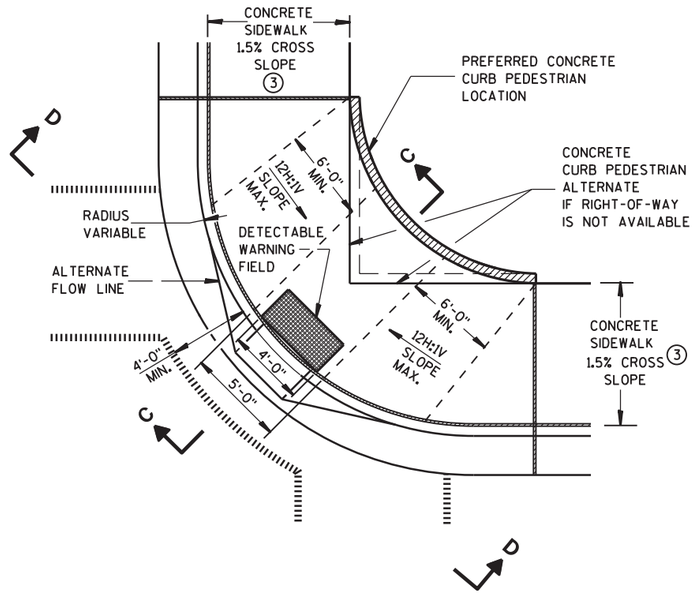
S.D.D. 8 D 4-5



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.

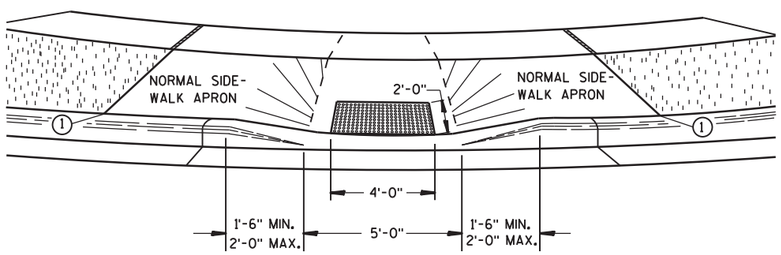
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

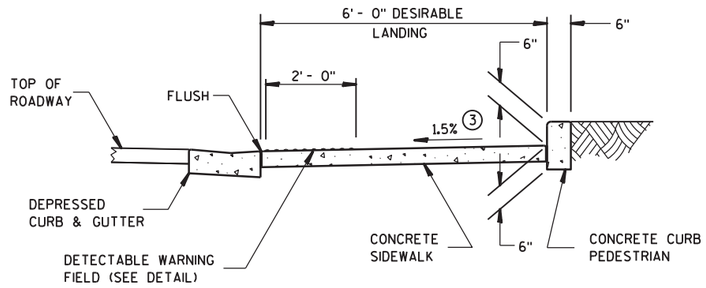
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

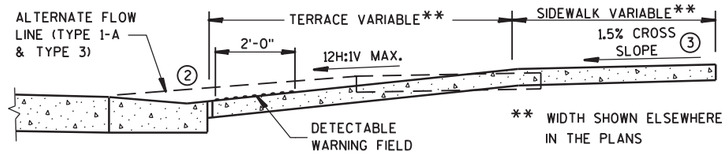
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



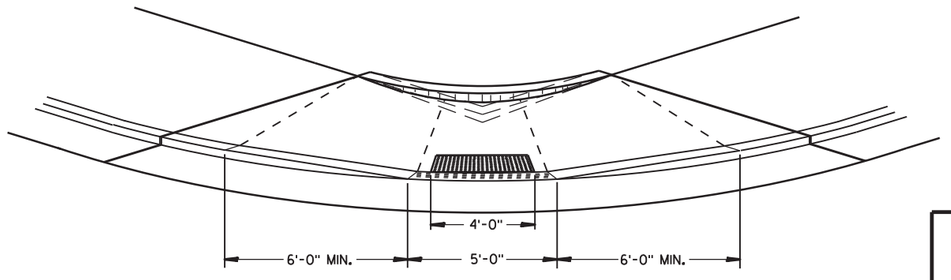
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

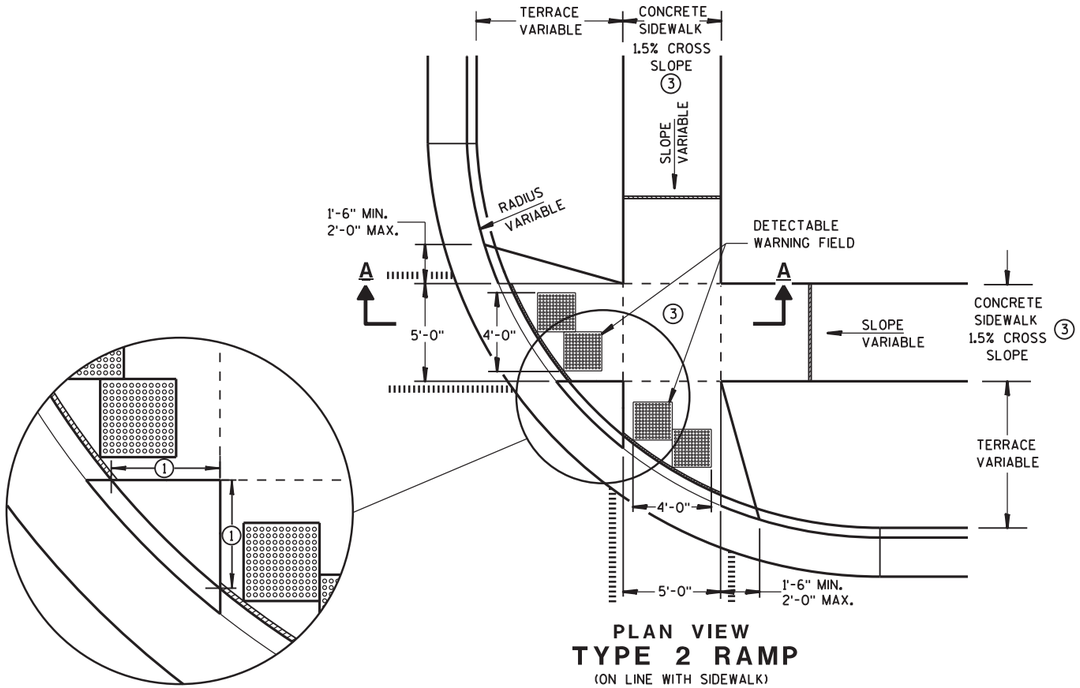
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 581

6

S.D.D. 8 D 5-15a

6

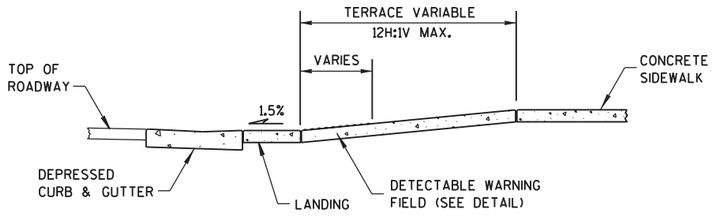
S.D.D. 8 D 5-15a



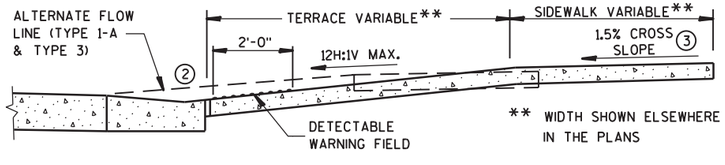
PLAN VIEW

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.

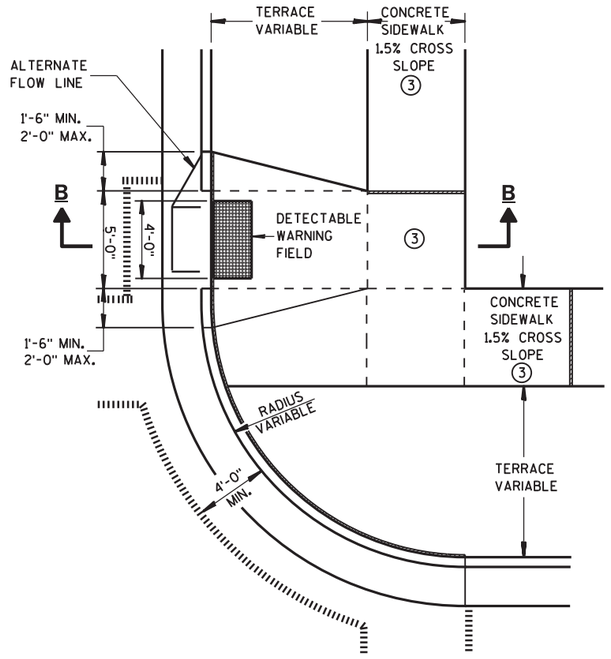
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

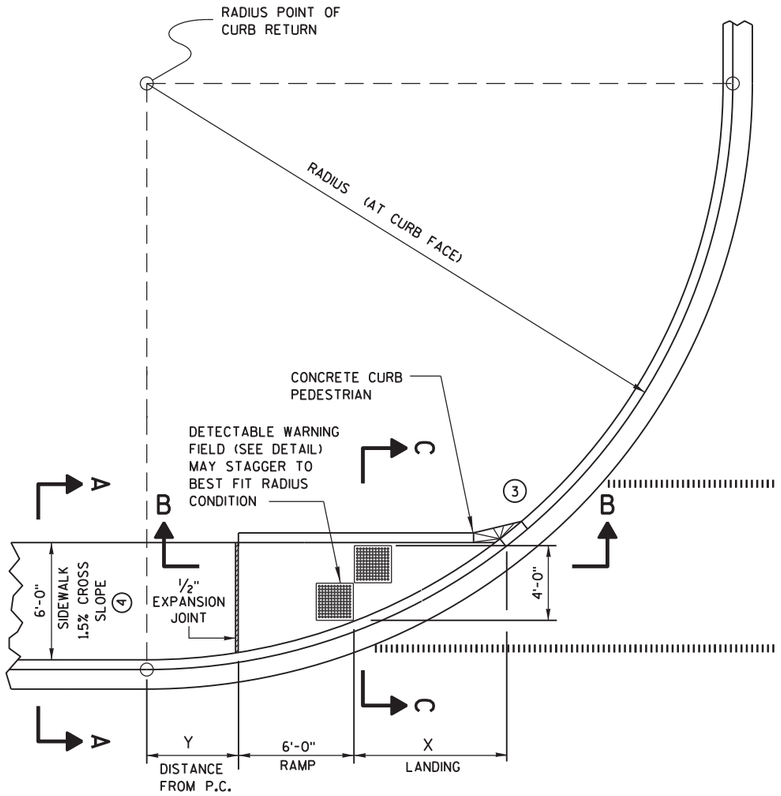
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

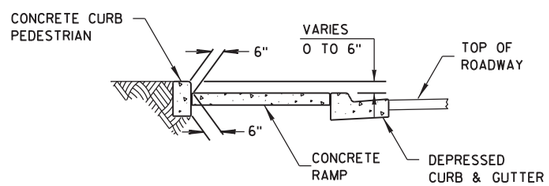
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

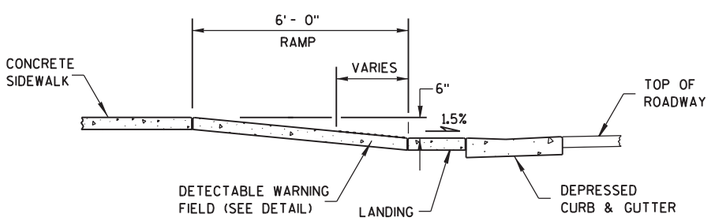
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



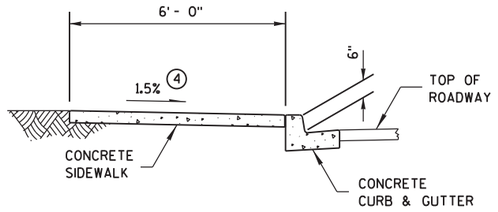
SECTION C-C FOR TYPE 4A



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

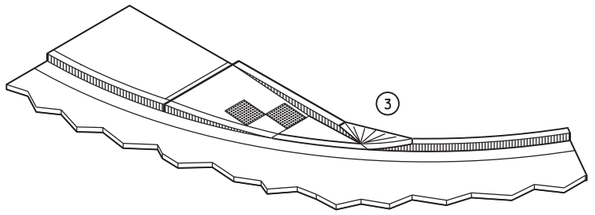
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

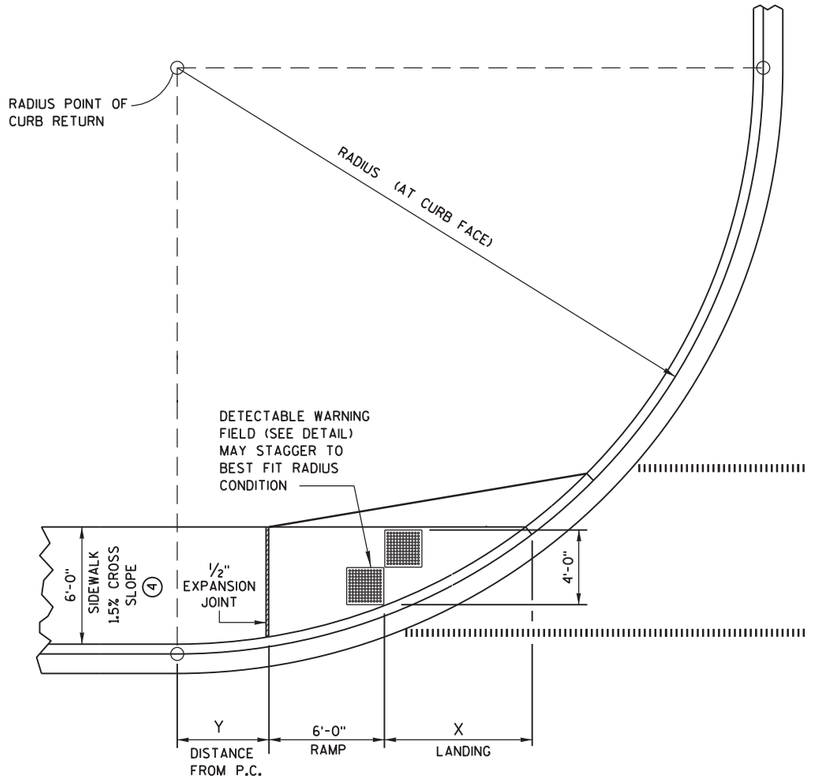
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

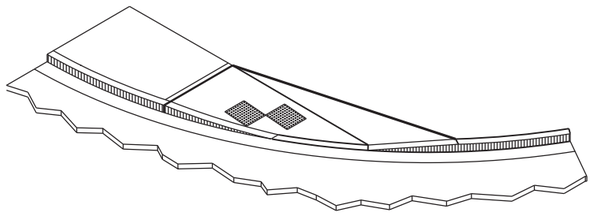
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

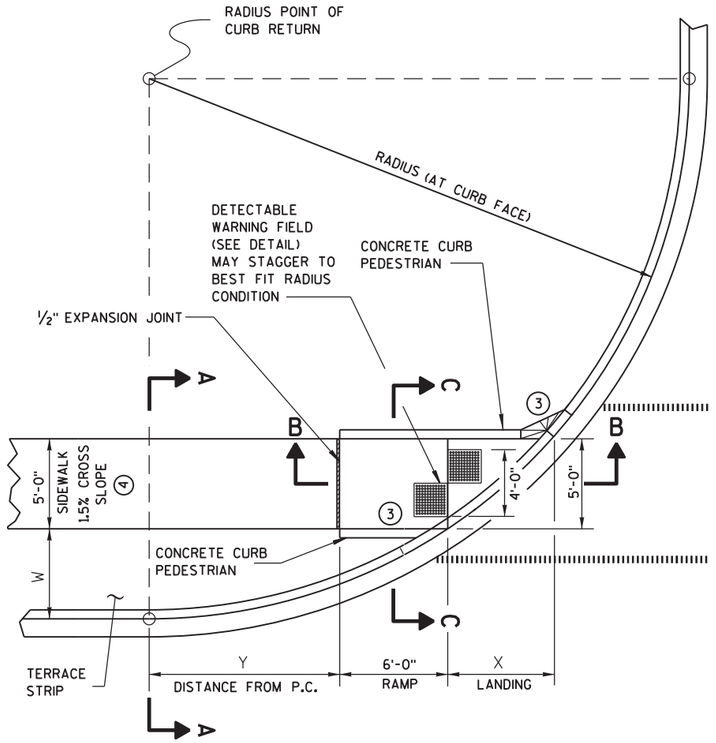
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

LEGEND

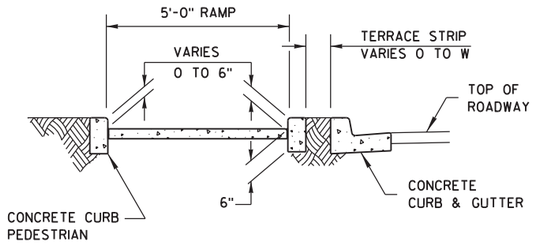
½" EXPANSION JOINT-SIDEWALK

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

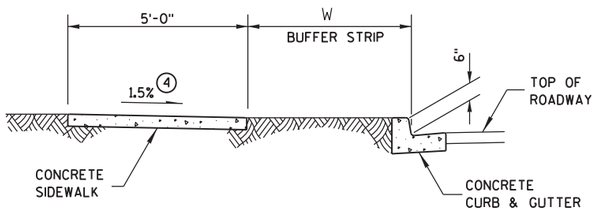
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

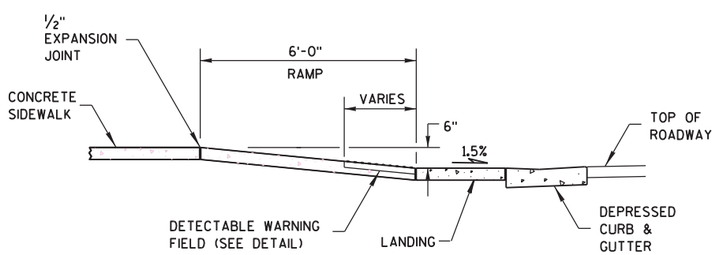
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

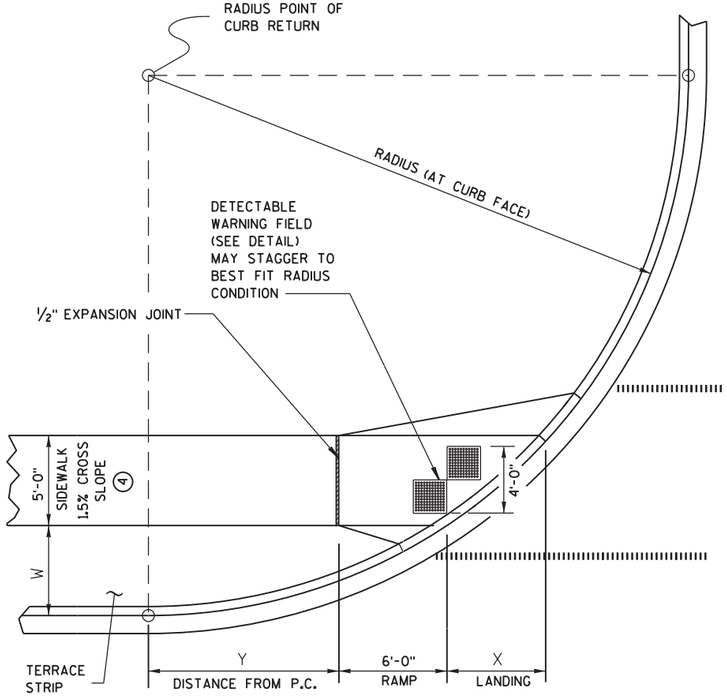
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



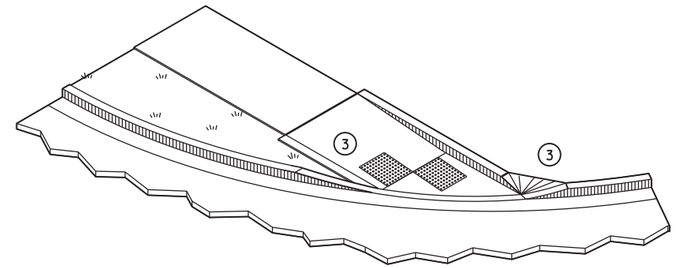
SECTION A-A FOR TYPE 4B



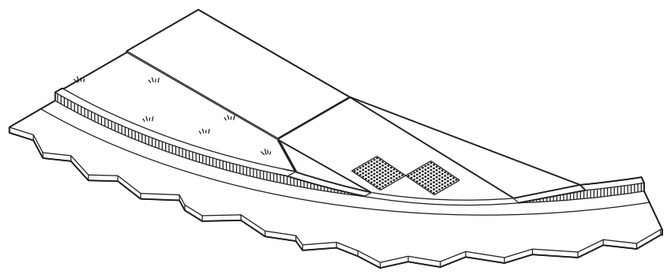
SECTION B-B FOR TYPE 4B



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

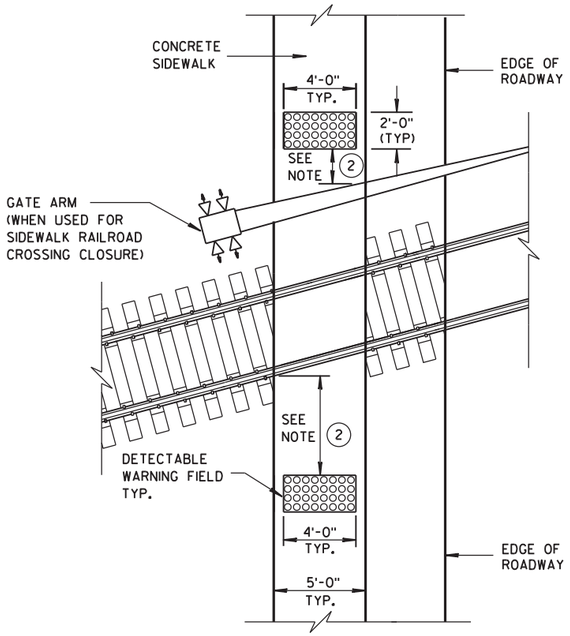
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 584

6

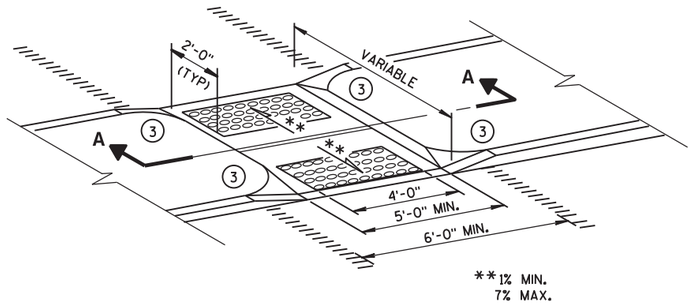
S.D.D. 8 D 5-15d

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%.

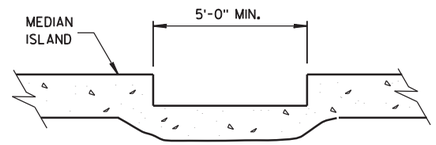
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

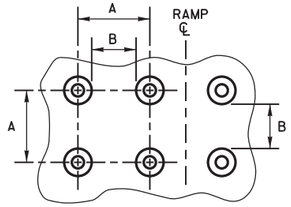
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET 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.



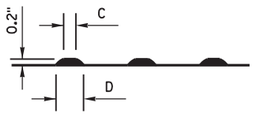
SECTION A-A



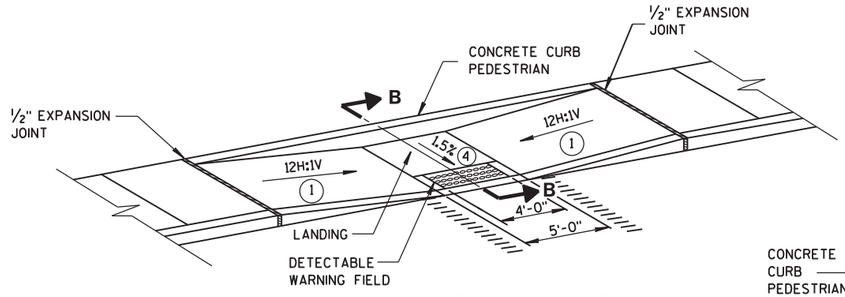
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

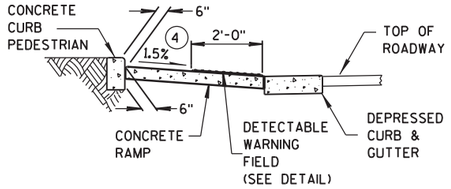
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

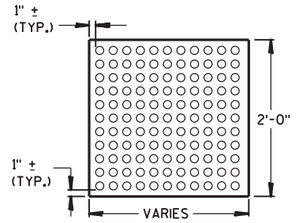


MID-BLOCK CROSSING
TYPE 7A



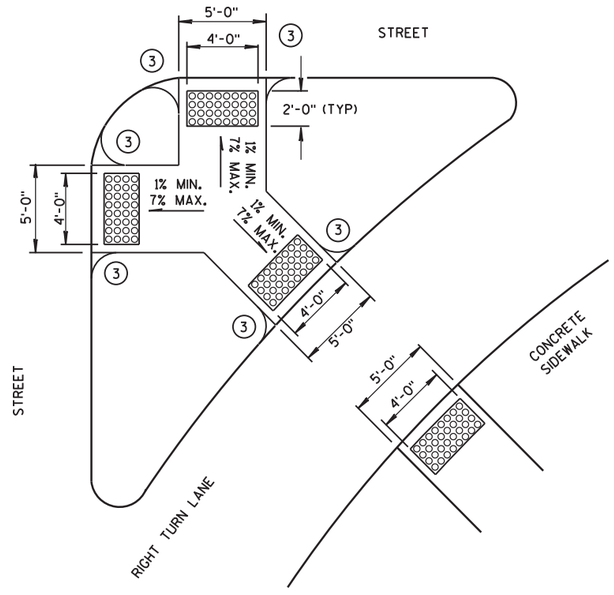
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

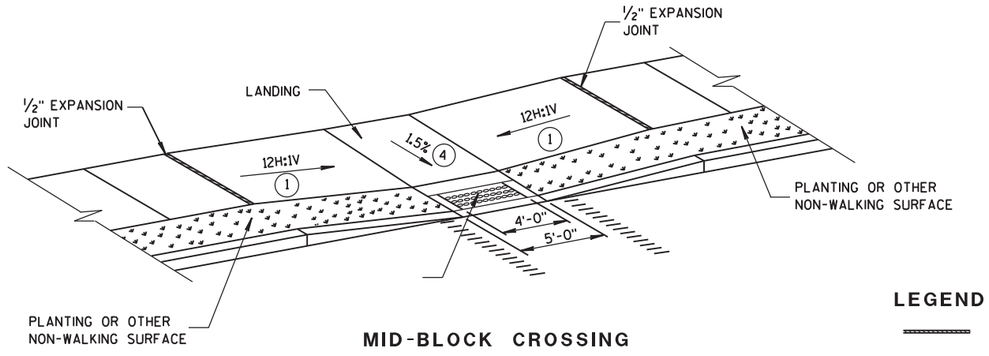


PLAN VIEW

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

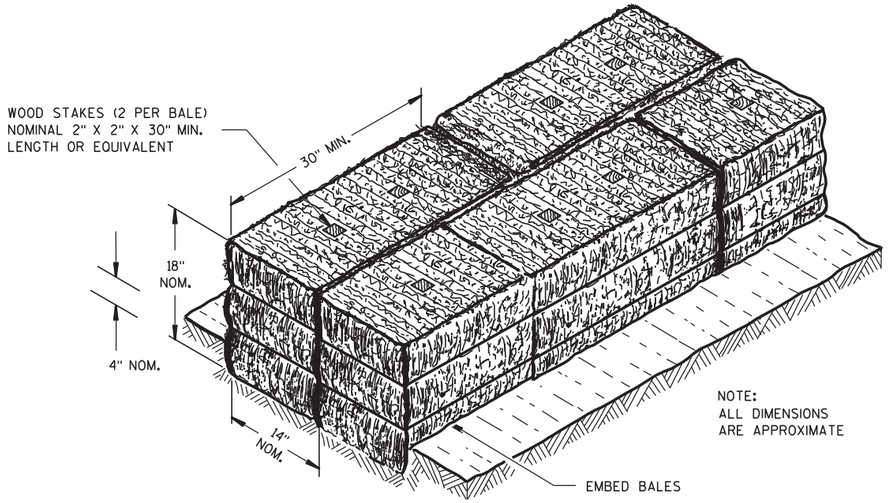
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

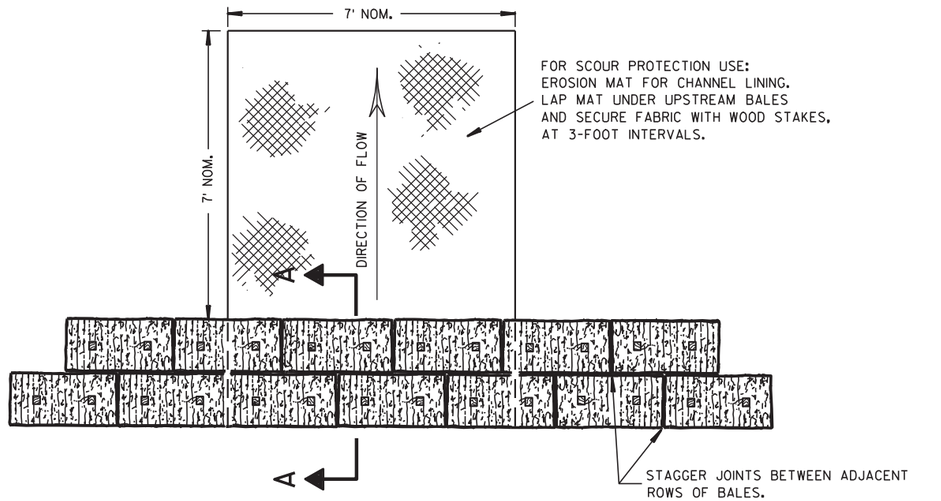
S.D.D. 8 D 5-15e

6

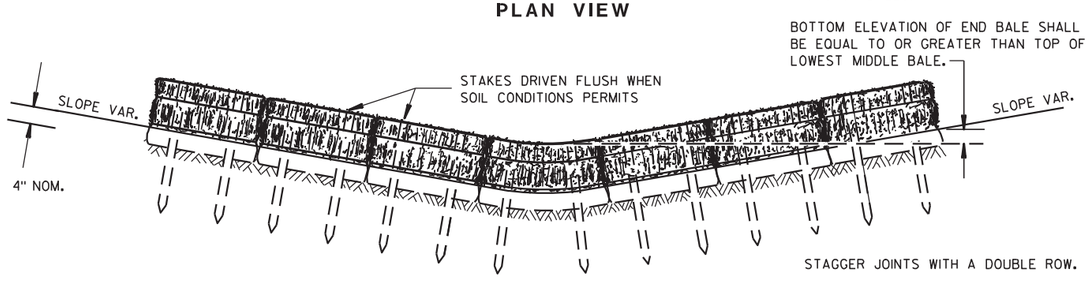
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



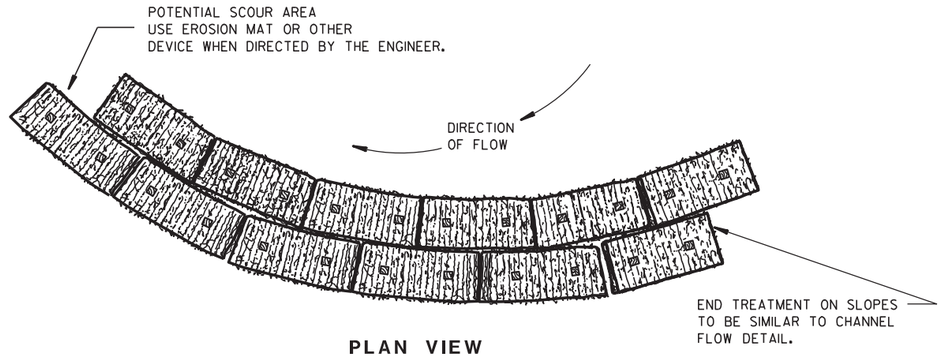
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

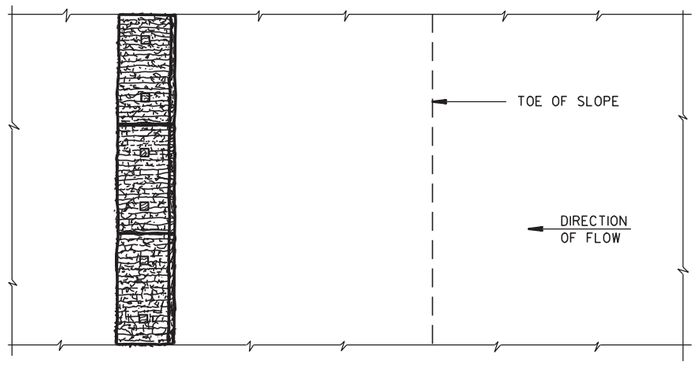
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

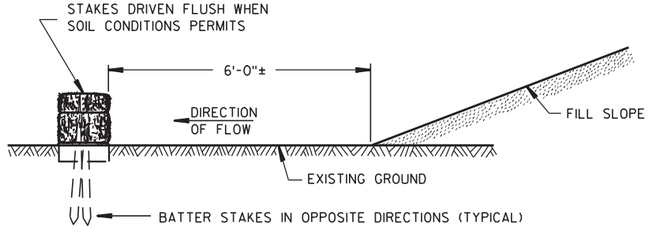


PLAN VIEW

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

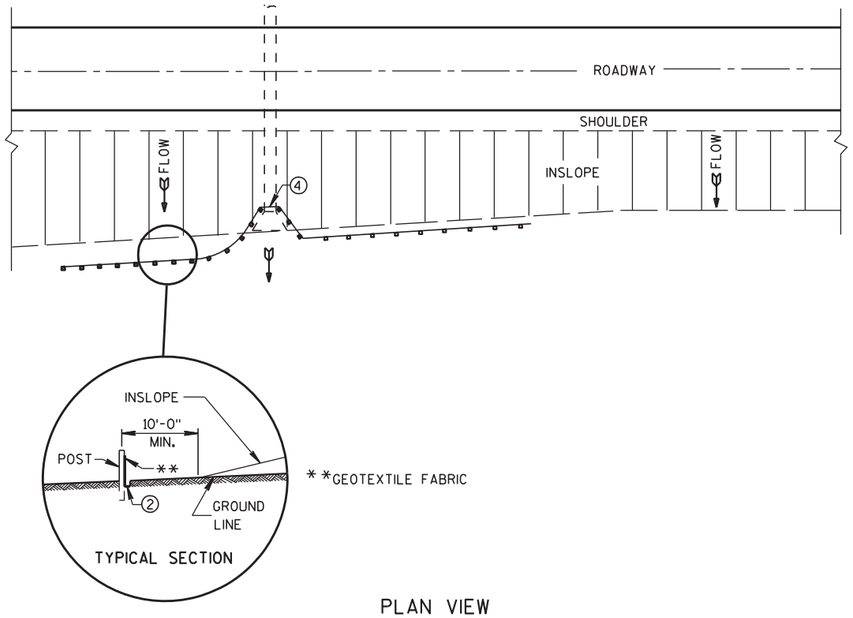
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

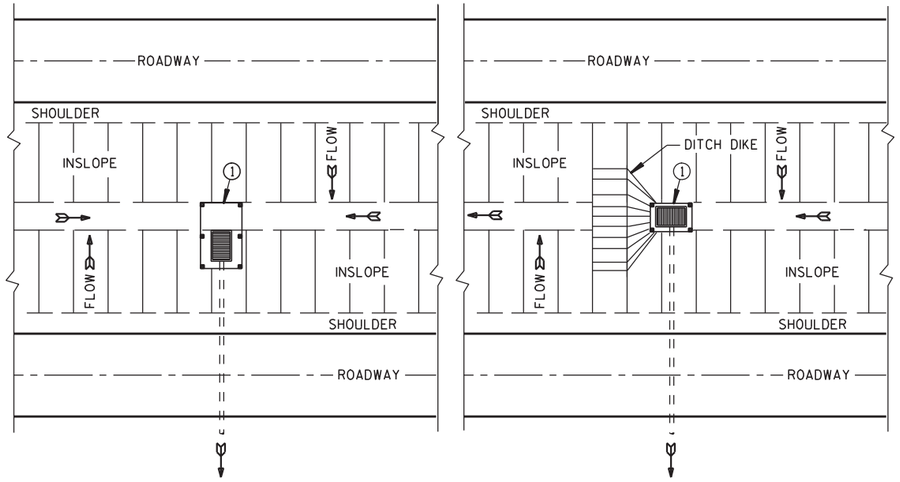
6

S.D.D. 8 E 8-3



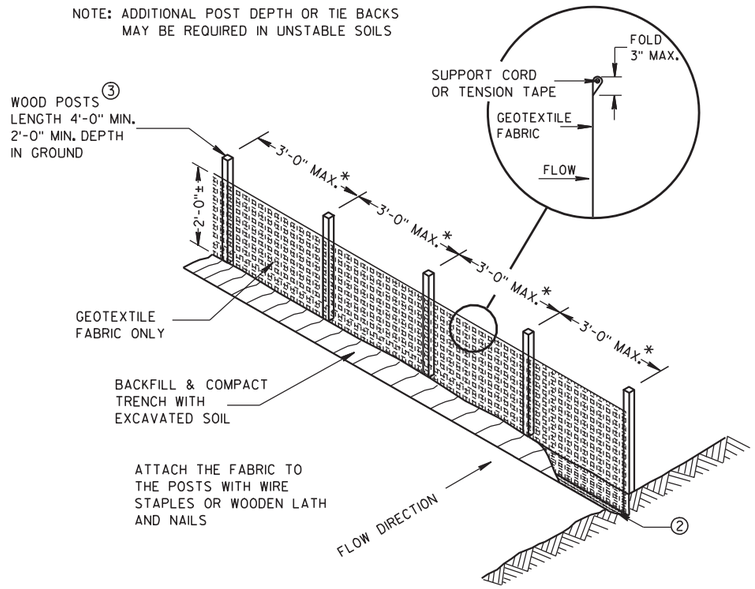
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



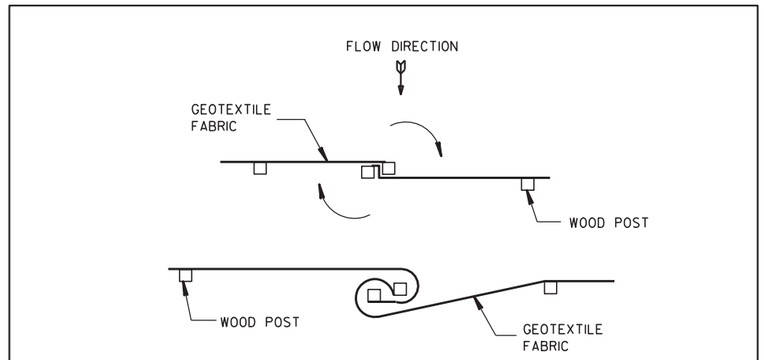
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

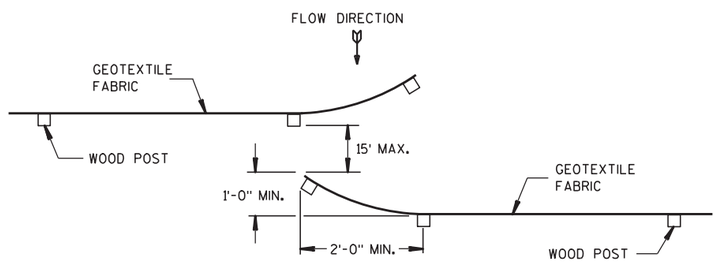


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TWIST METHOD



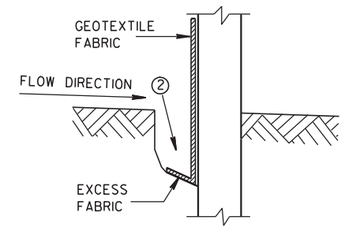
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

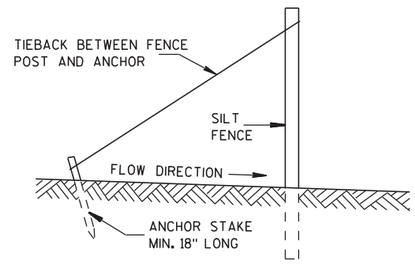
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

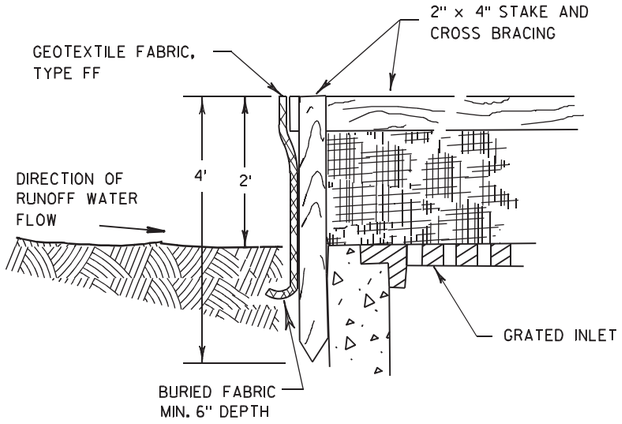
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

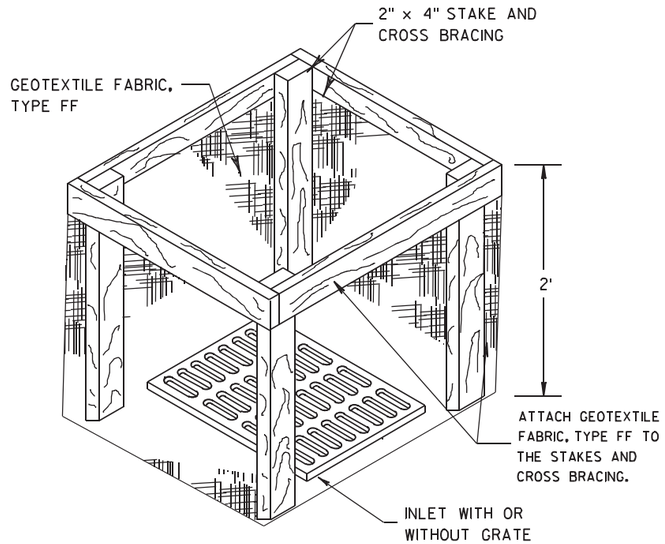
6

S.D.D. 8 E 9-6

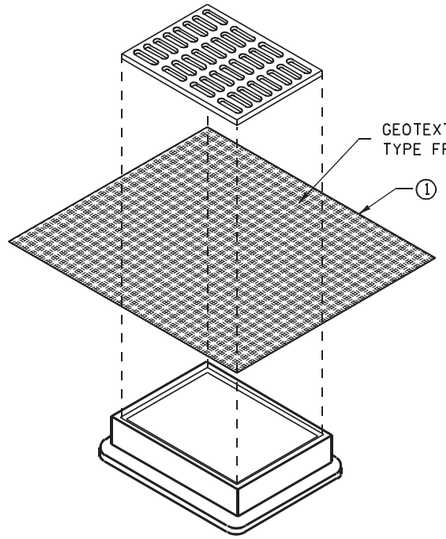
6

S.D.D. 8 E 9-6



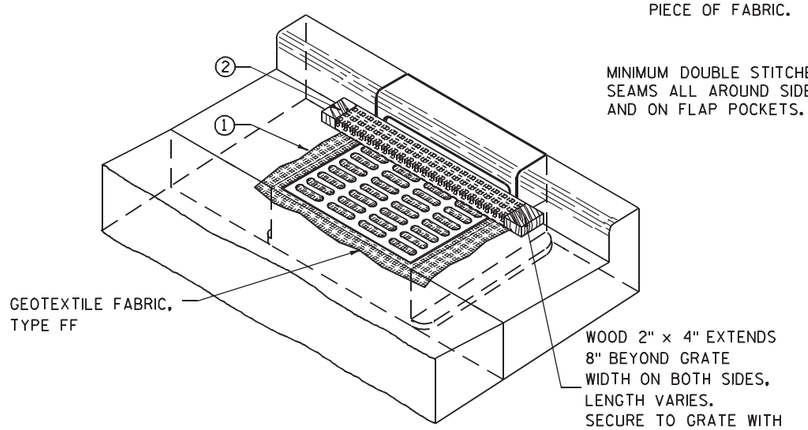


INLET PROTECTION, TYPE A

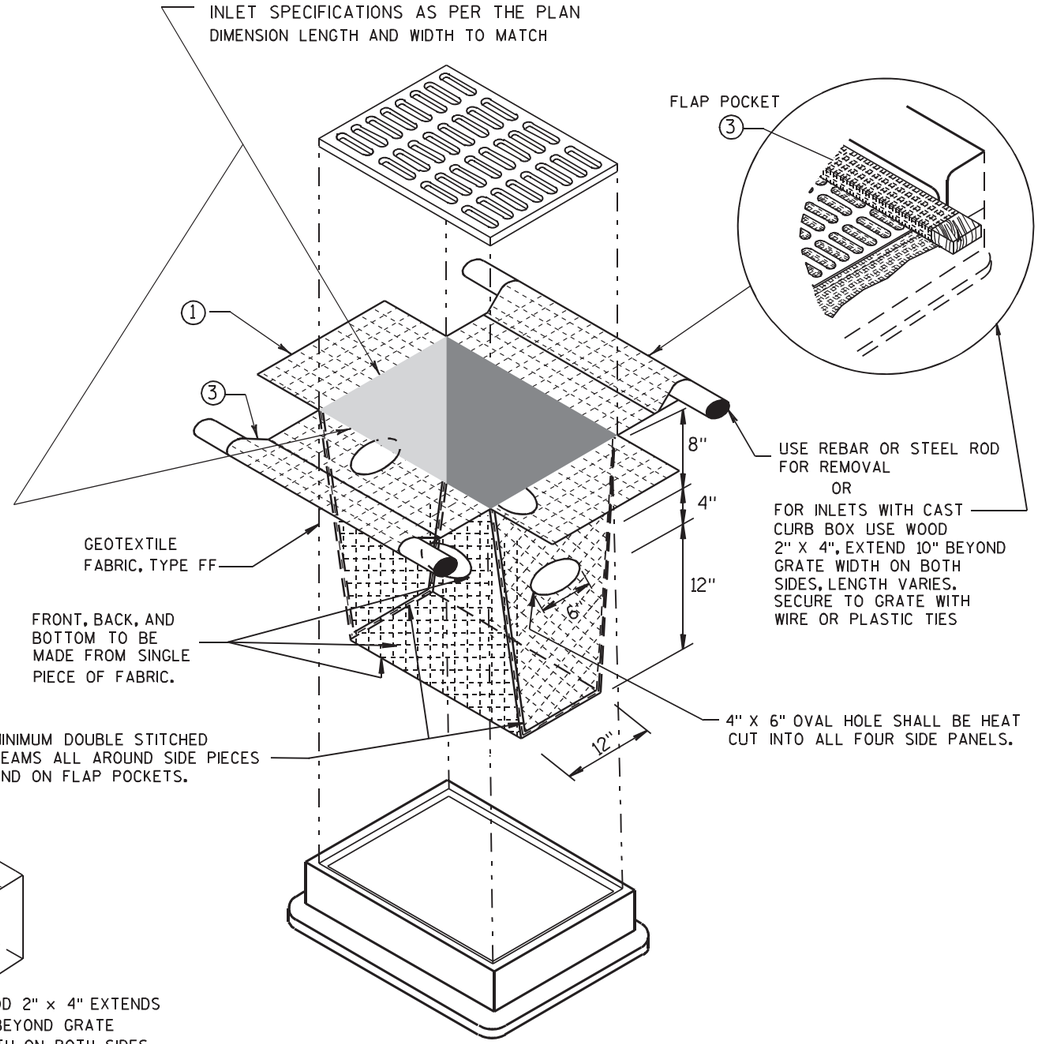


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

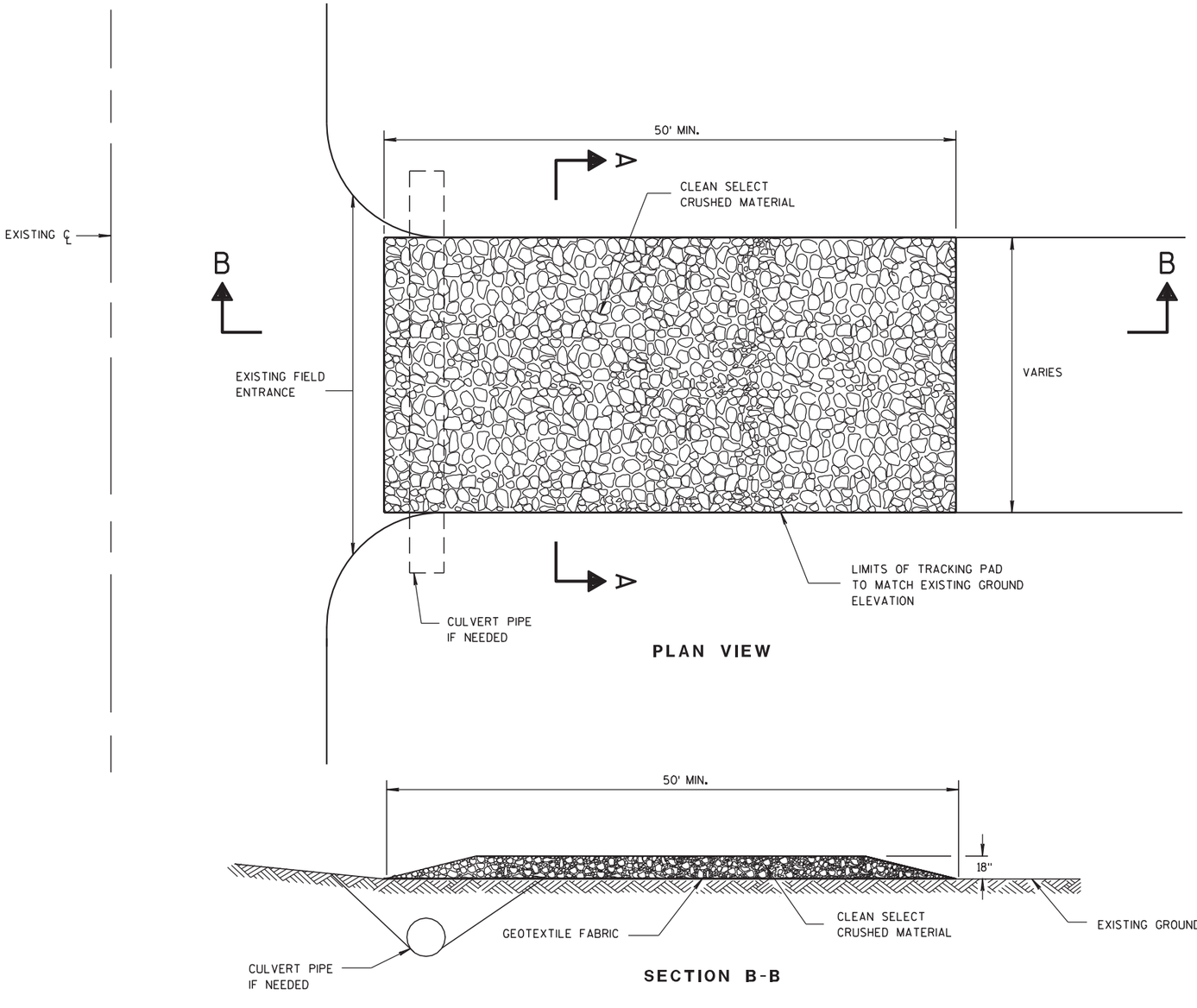
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE 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



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

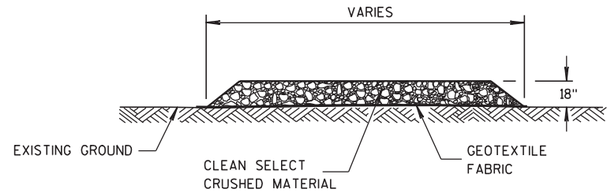
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zona ROADWAY STANDARDS ENGINEER
	589 ENT

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

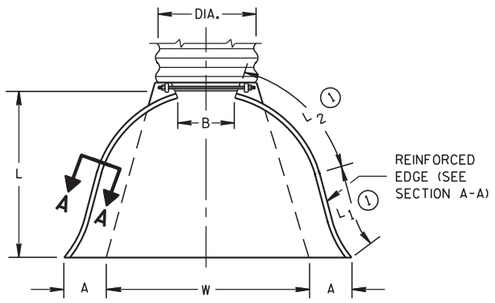
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

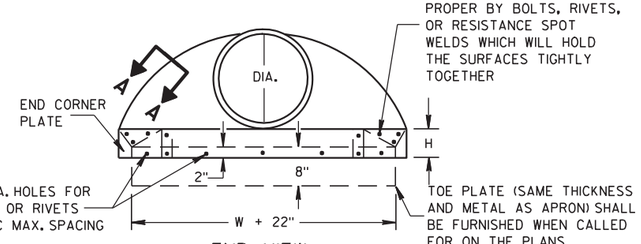
PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 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

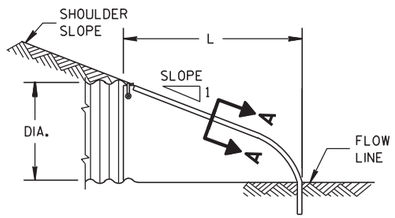
REINFORCED EDGE (SEE SECTION A-A)



END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

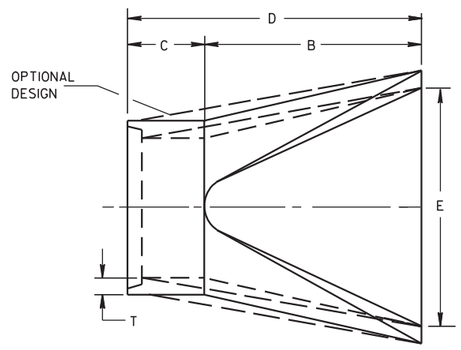
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS

END VIEW

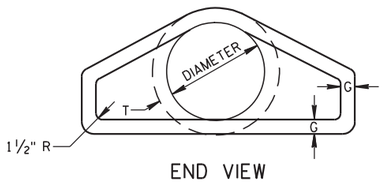


SIDE ELEVATION

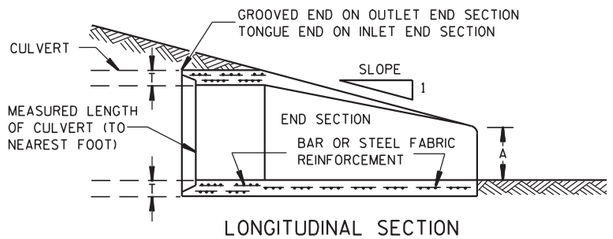
METAL ENDWALLS



PLAN

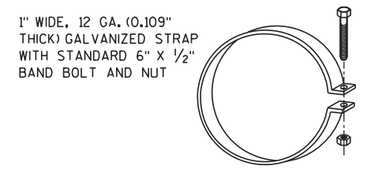


END VIEW



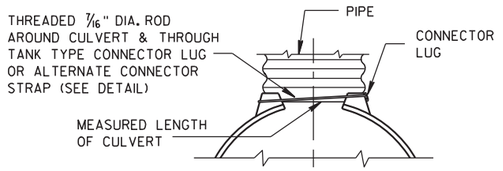
LONGITUDINAL SECTION

CONCRETE ENDWALLS

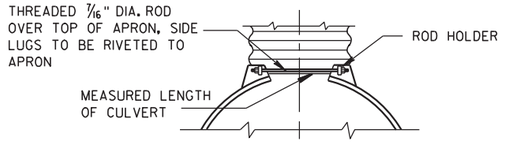


ALTERNATE FOR TYPE 1 CONNECTION

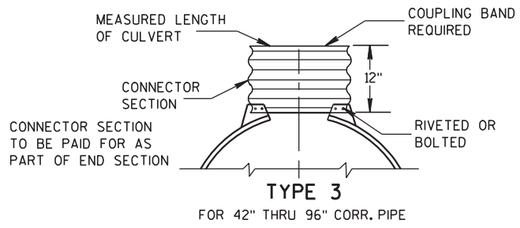
END SECTION CONNECTOR STRAP



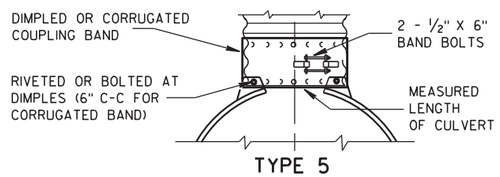
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

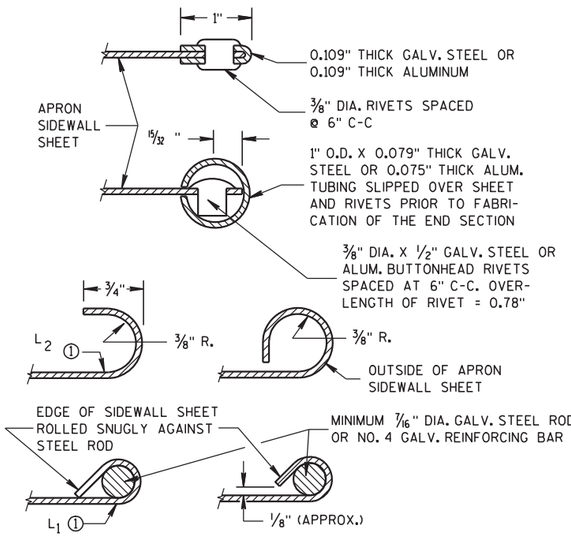
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

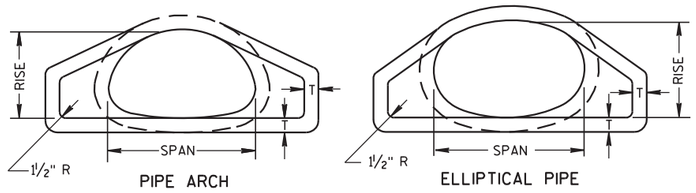
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

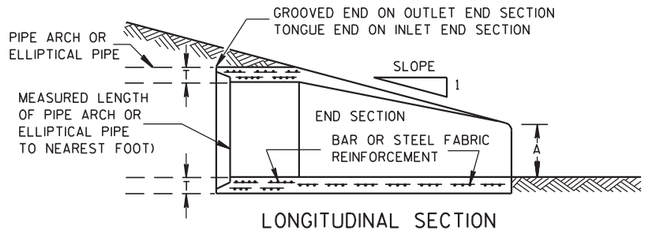
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOP 590 NEER
FHWA

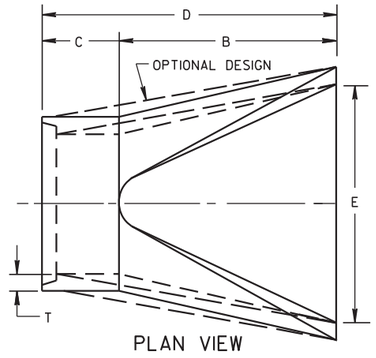
6
S.D.D. 8 F 1-11



END VIEW

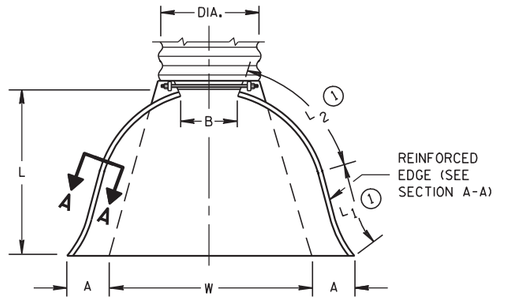


LONGITUDINAL SECTION

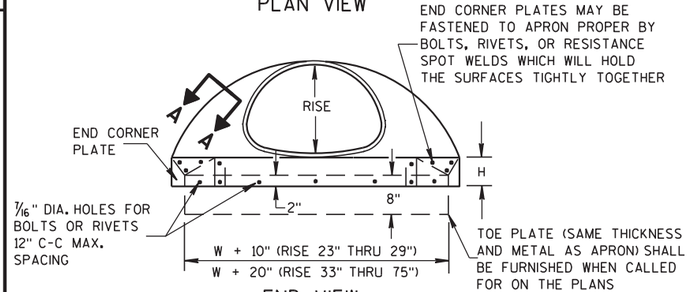


PLAN VIEW

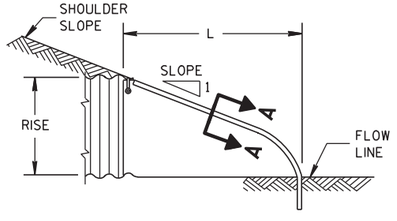
CONCRETE ENDWALLS



PLAN VIEW

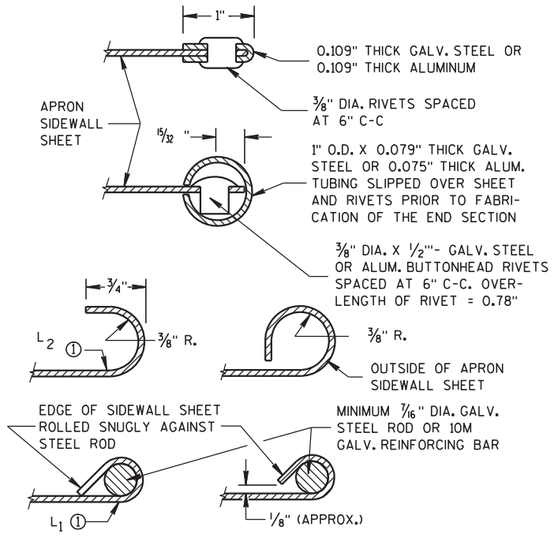


END VIEW



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

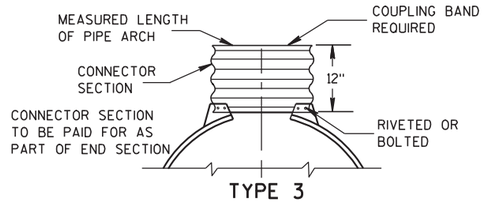
EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	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

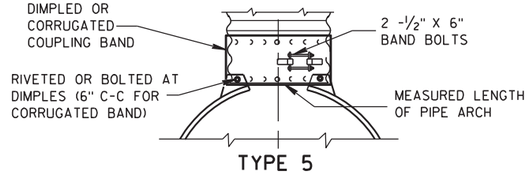
TYPE 2

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

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

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

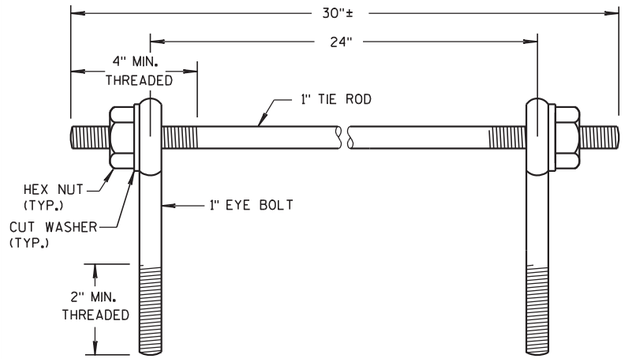
APPROVED

11/30/94
DATE

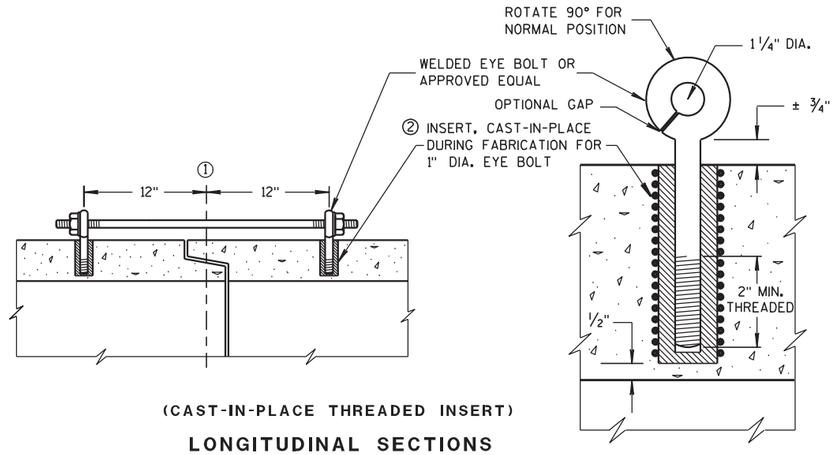
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

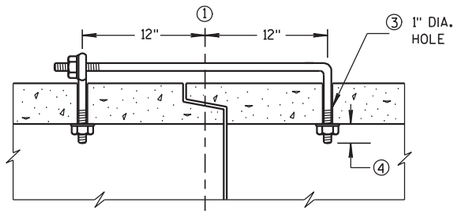
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

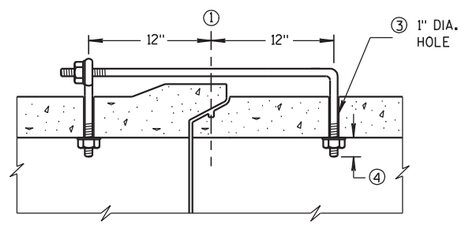
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

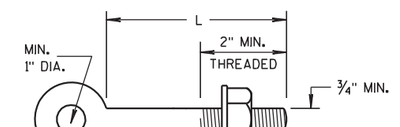


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

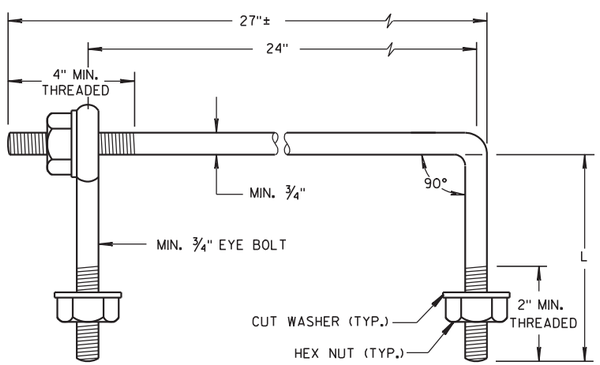
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

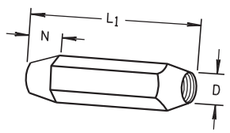
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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 7/16

DIMENSIONS SHOWN ARE IN INCHES



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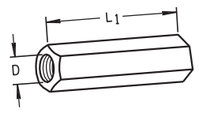
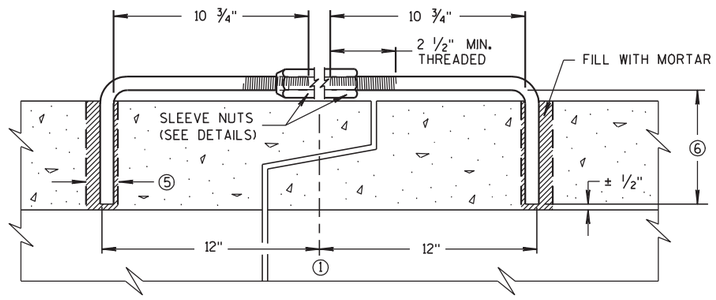


PLAIN

RIGHT AND LEFT THREADS

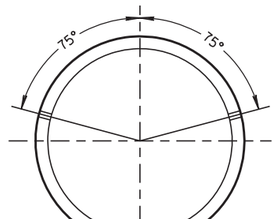
SLEEVE NUTS



LONGITUDINAL SECTION

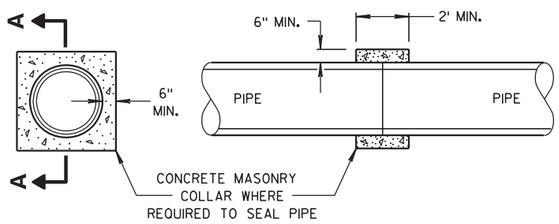
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
592
FHWA

6

S.D.D. 8 F 4-7

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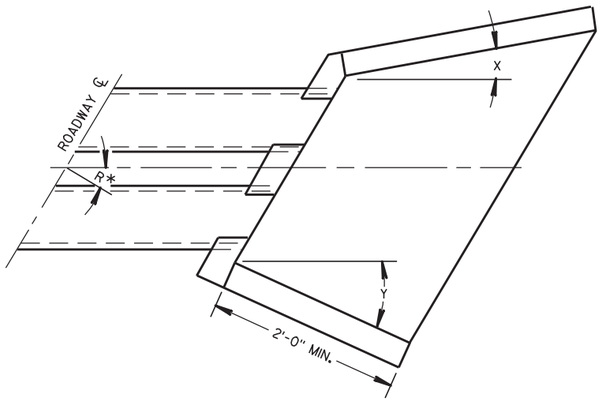
S.D.D. 8 F 4-7



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.

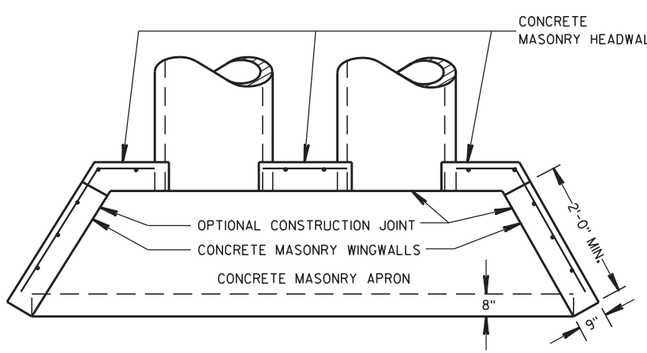
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

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.

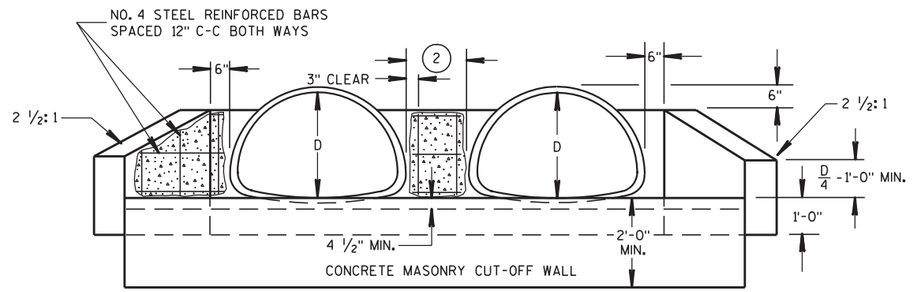
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



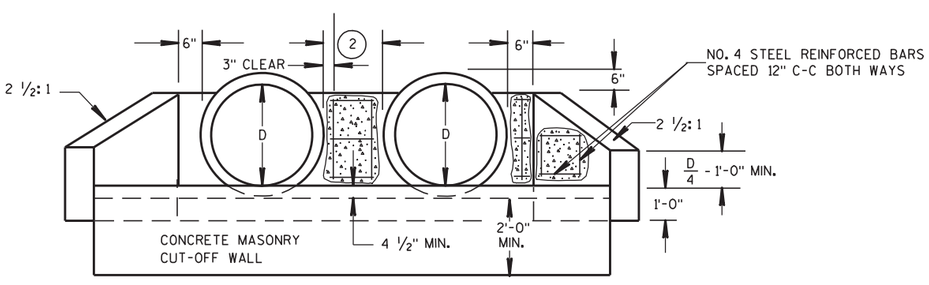
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



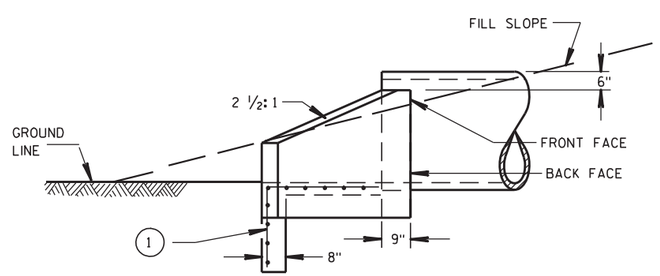
END ELEVATION

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

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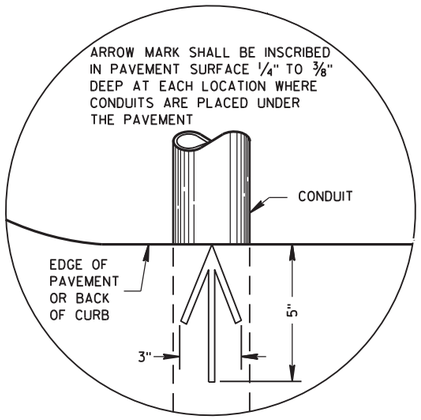
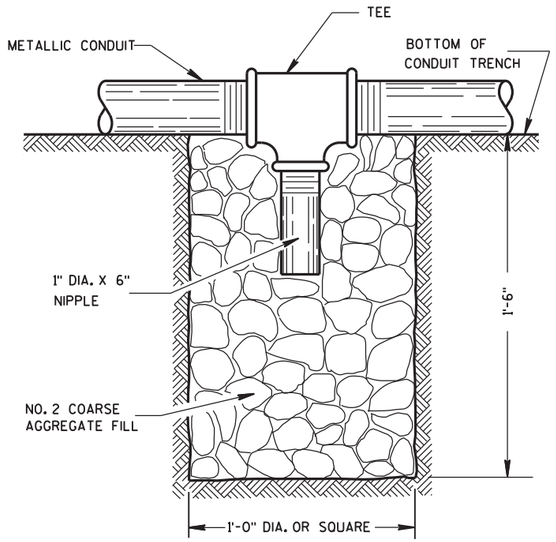


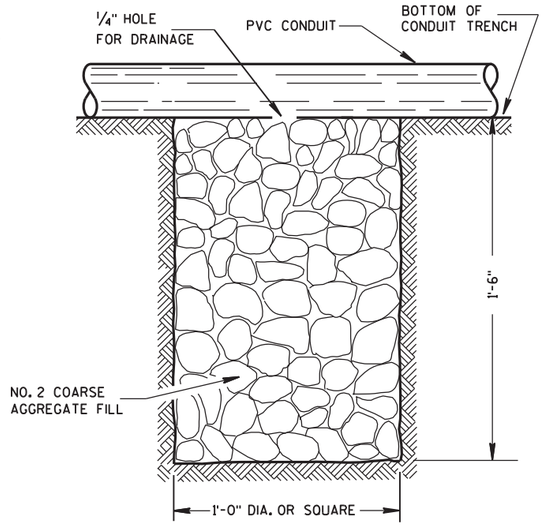
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

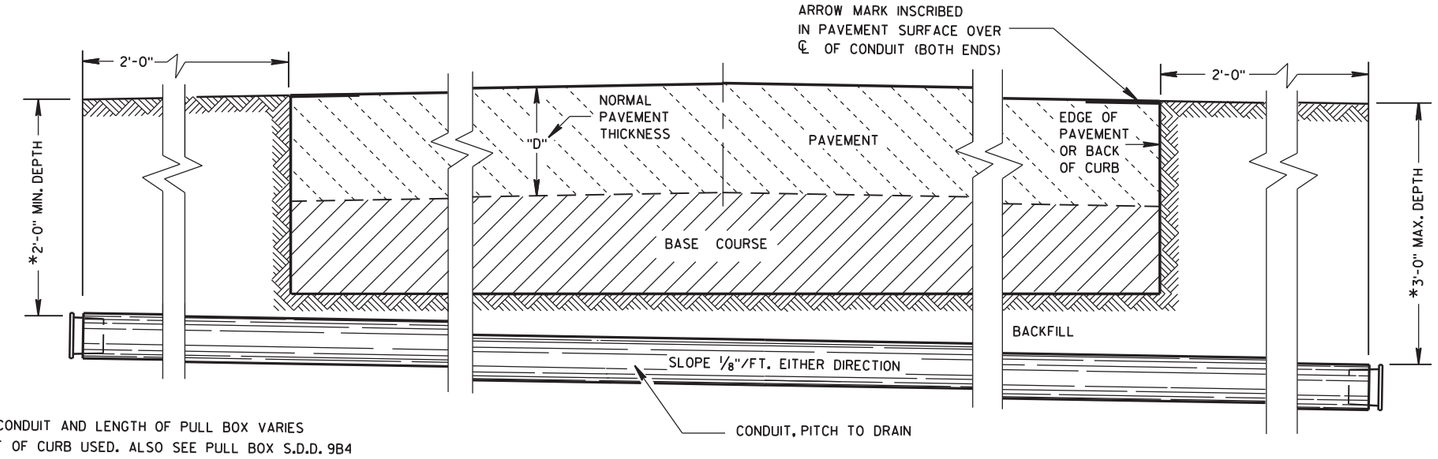
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 594

FHWA

6

S.D.D. 9 B 2-8

6

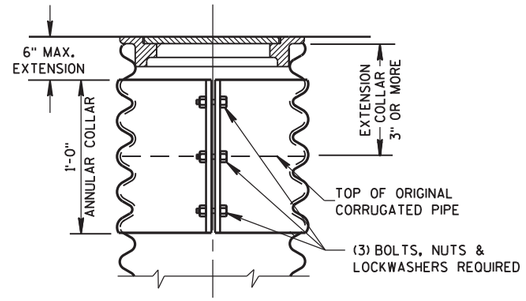
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

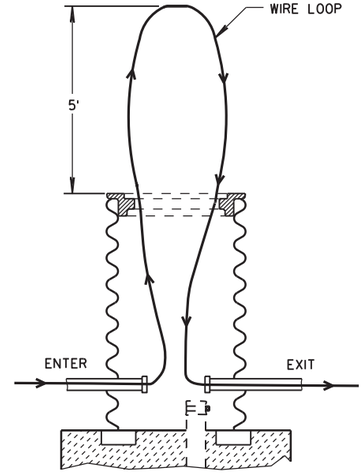
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

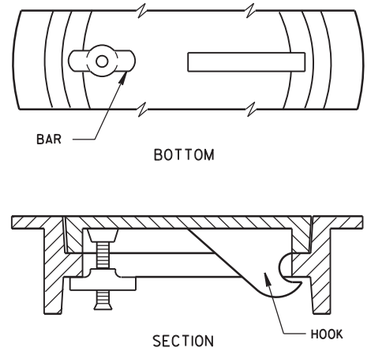
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

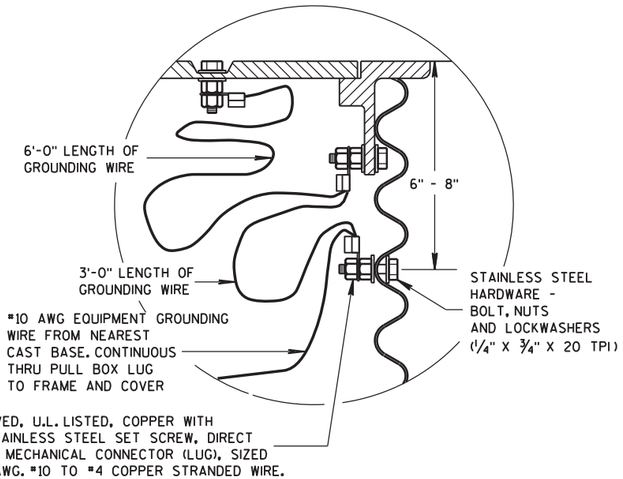


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

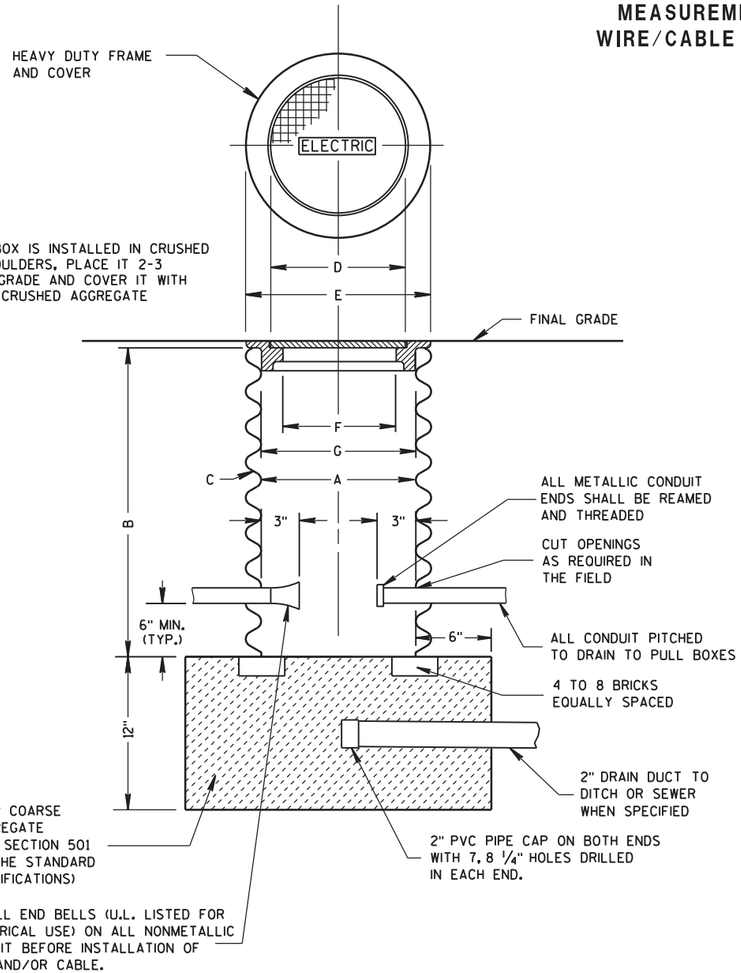
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

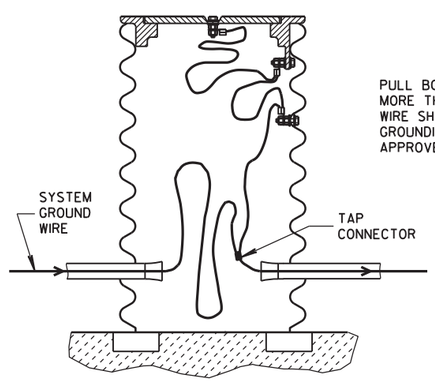
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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 595
FHWA

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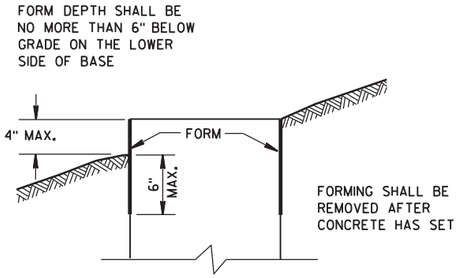
S.D.D. 9 B 4-11



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.

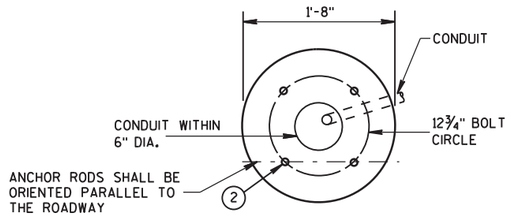
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

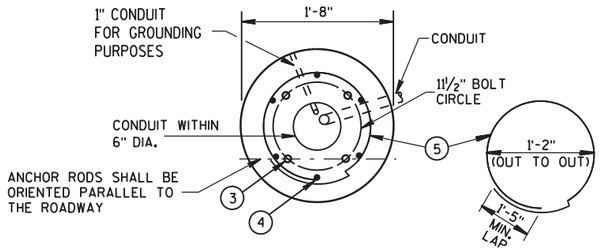
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

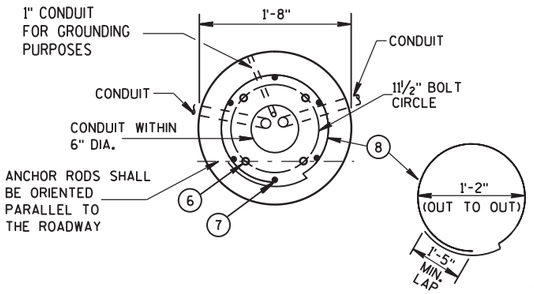
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

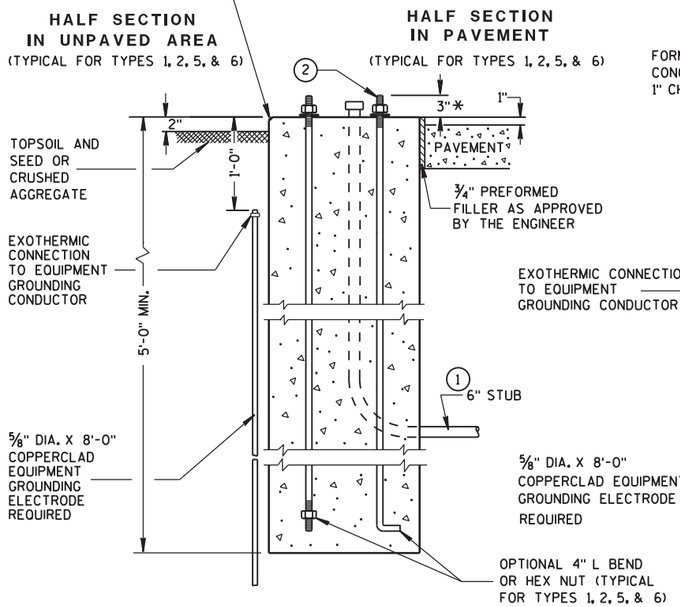






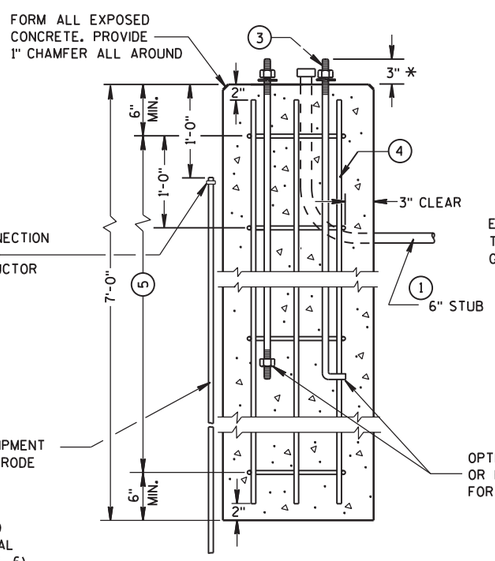
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

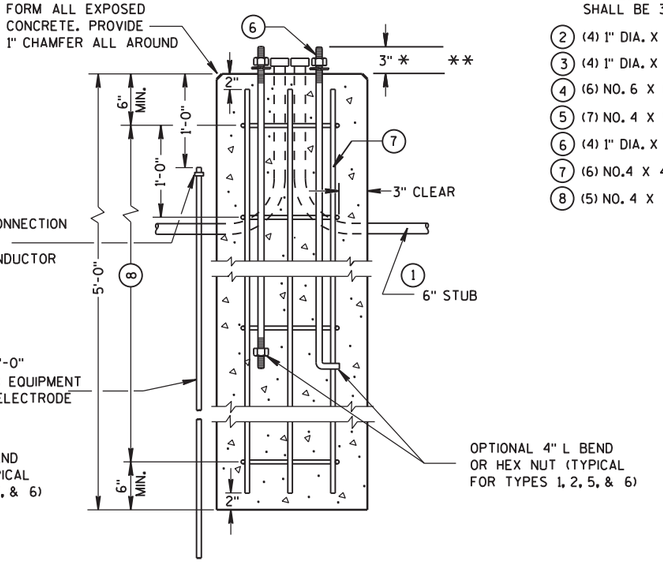


HALF SECTION IN PAVEMENT

(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 596
FHWA

6
S.D.D. 9 C 2-7

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.

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, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

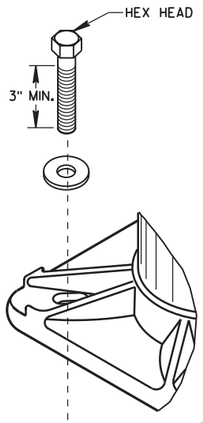
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

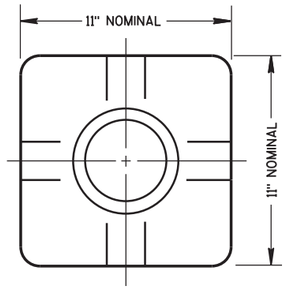
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

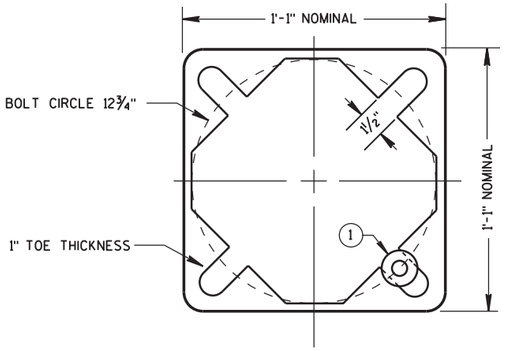
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

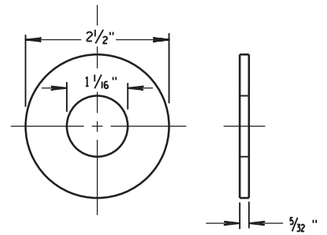




TOP VIEW
(PEDESTAL BASE)

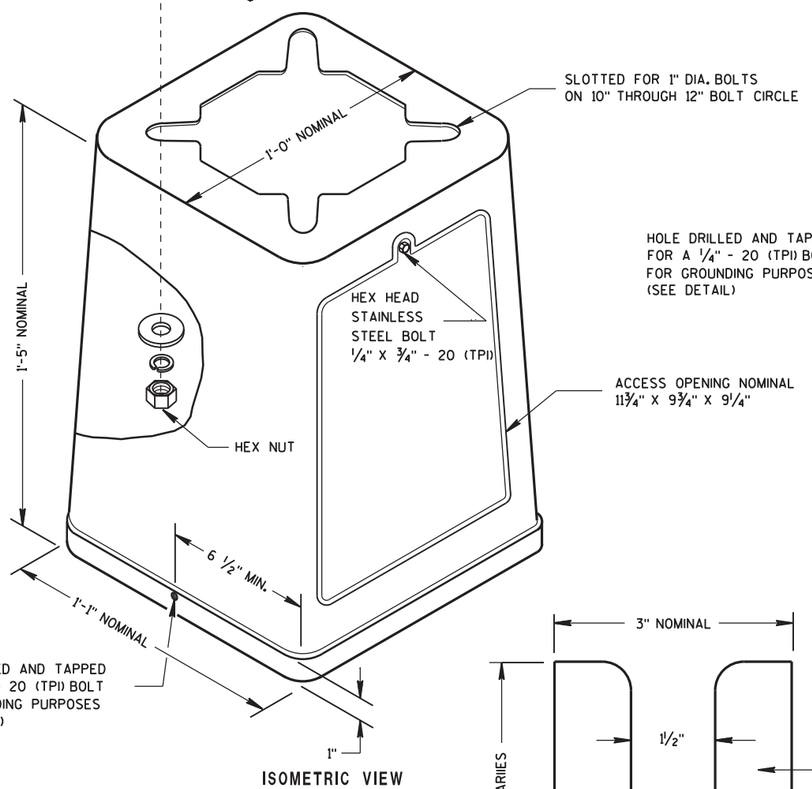


BOTTOM VIEW
(PEDESTAL BASE)

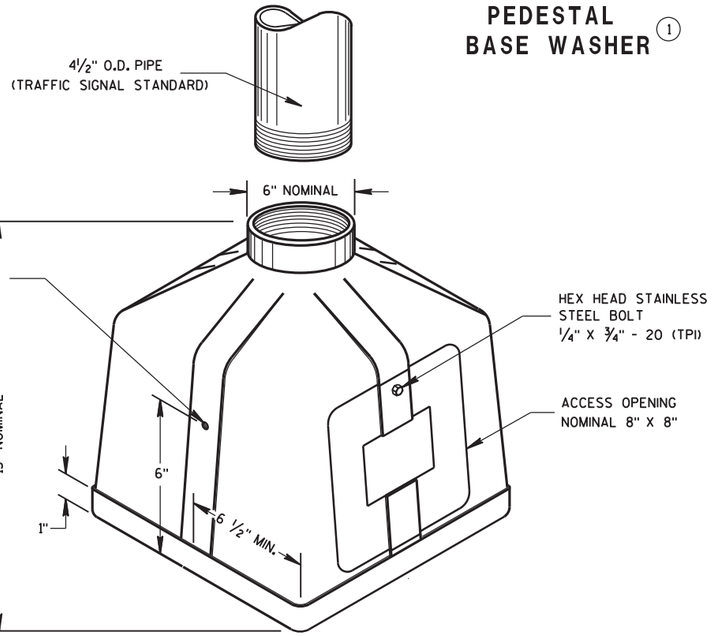


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

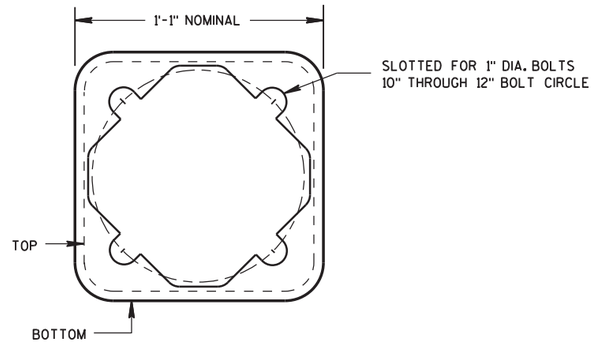


ISOMETRIC VIEW

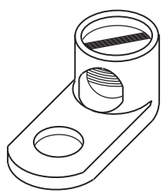


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

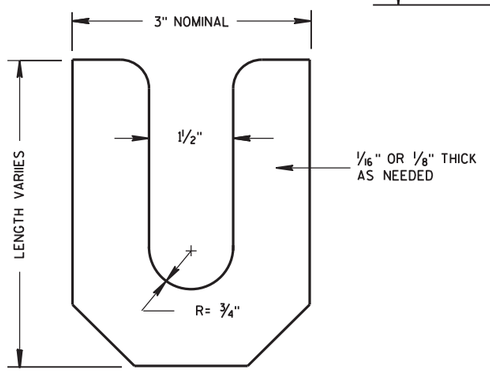


TYPICAL MECHANICAL CONNECTOR LUG

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 Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 597
FHWA	

6

S.D.D. 9 C 3-4

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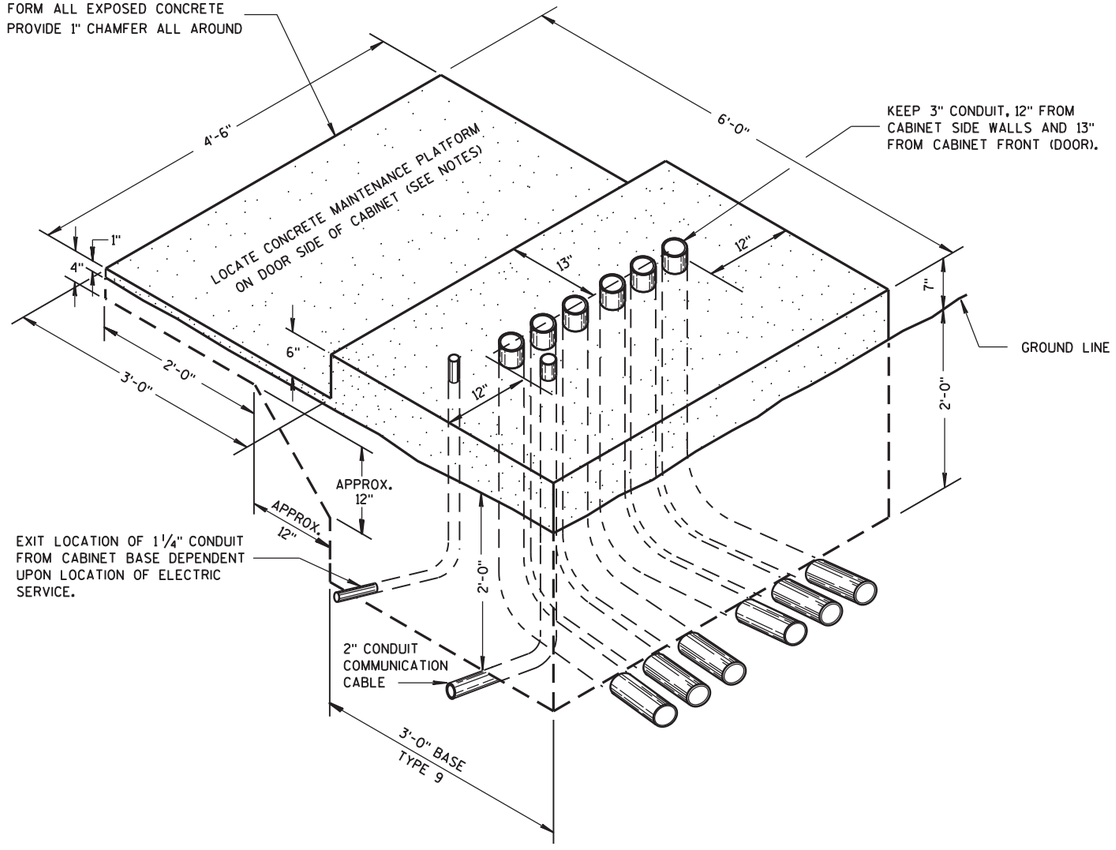
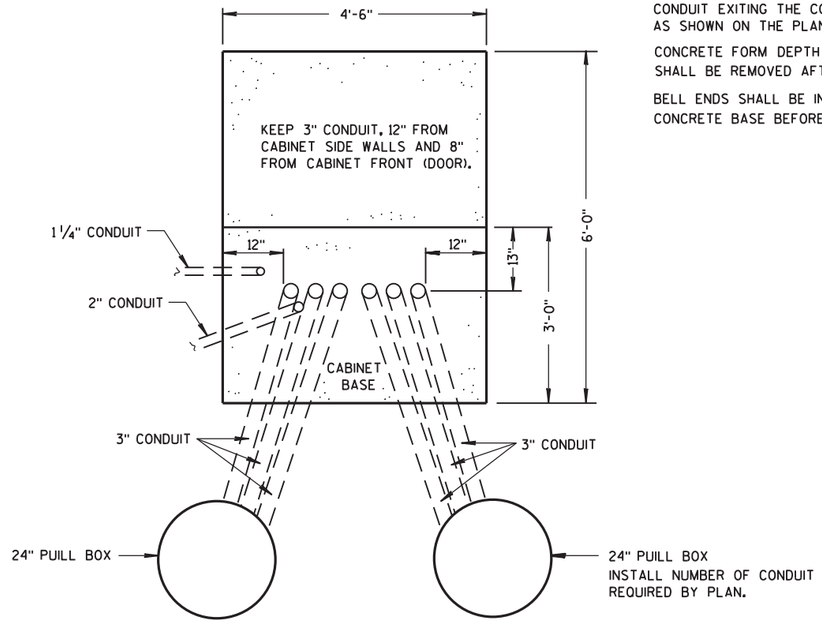
S.D.D. 9 C 3-4



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 WITH A PULLOUT STRENGTH OF 9,000 LBS. 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.

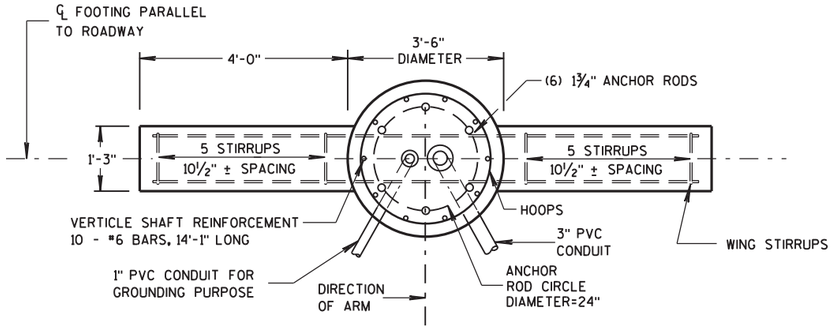
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

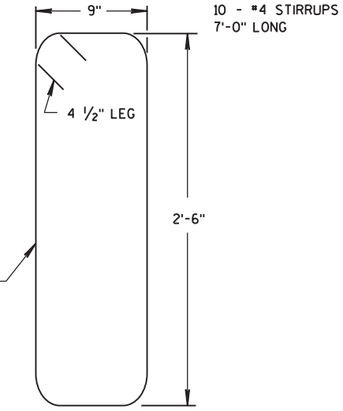
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

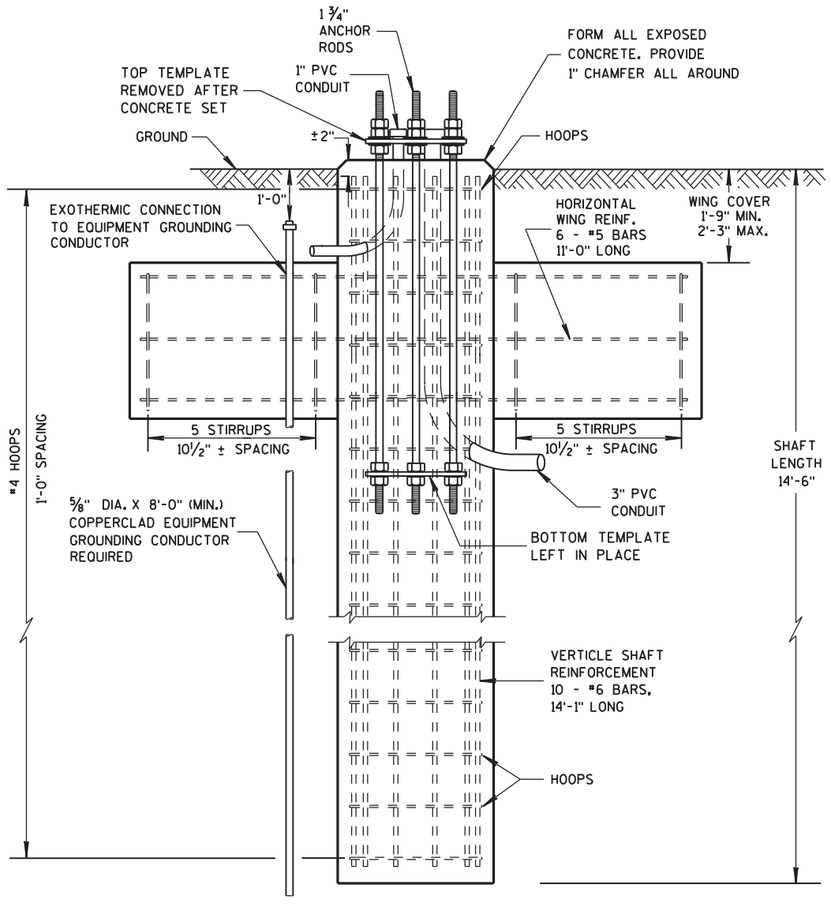
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 598
FHWA



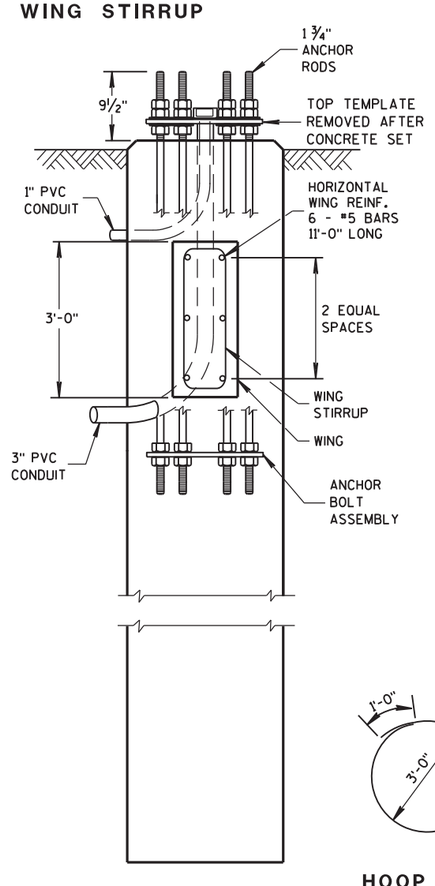
PLAN VIEW



WING STIRRUP

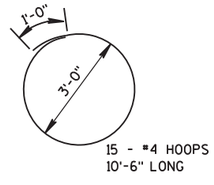


ELEVATION VIEW



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

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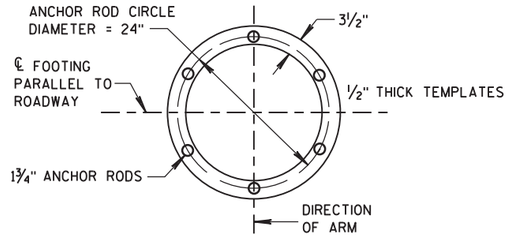
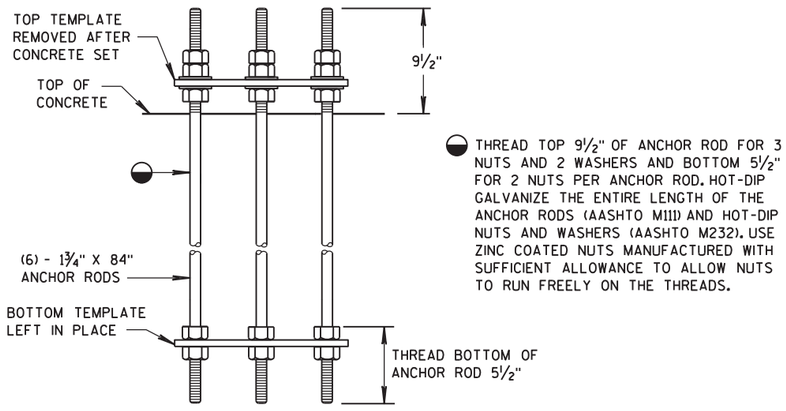
S.D.D. 9 C 12-5a

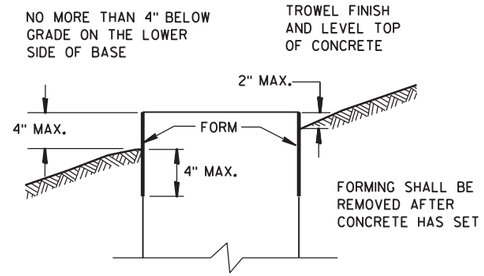


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

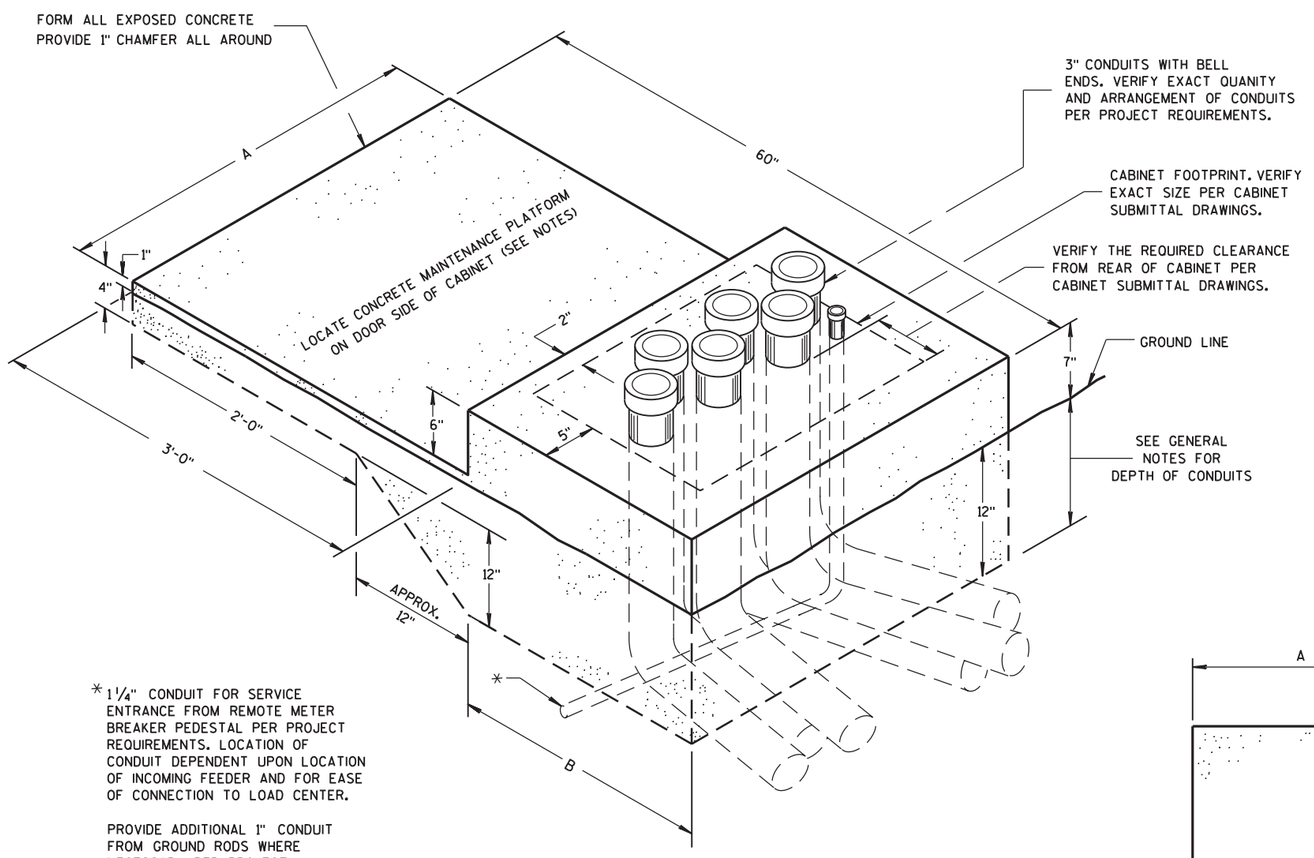
6

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 600
FHWA

S.D.D. 9 C 12-5b



* 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

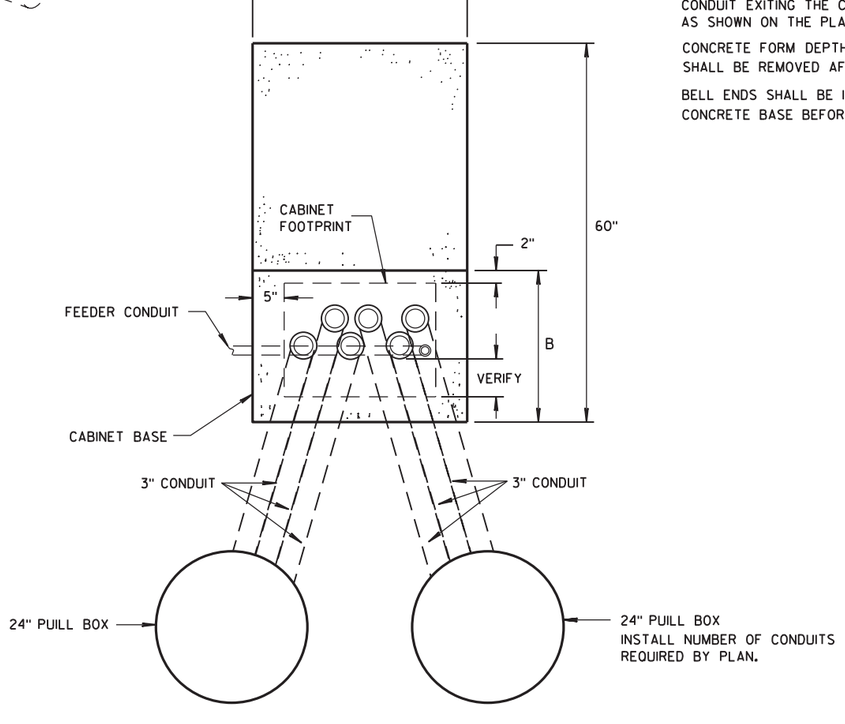
PROVIDE ADDITIONAL 1" CONDUIT FROM GROUND RODS WHERE NECESSARY PER PROJECT REQUIREMENTS.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS	
		A	B
L24	24"	34"	24"
L30	30"	40"	24"



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

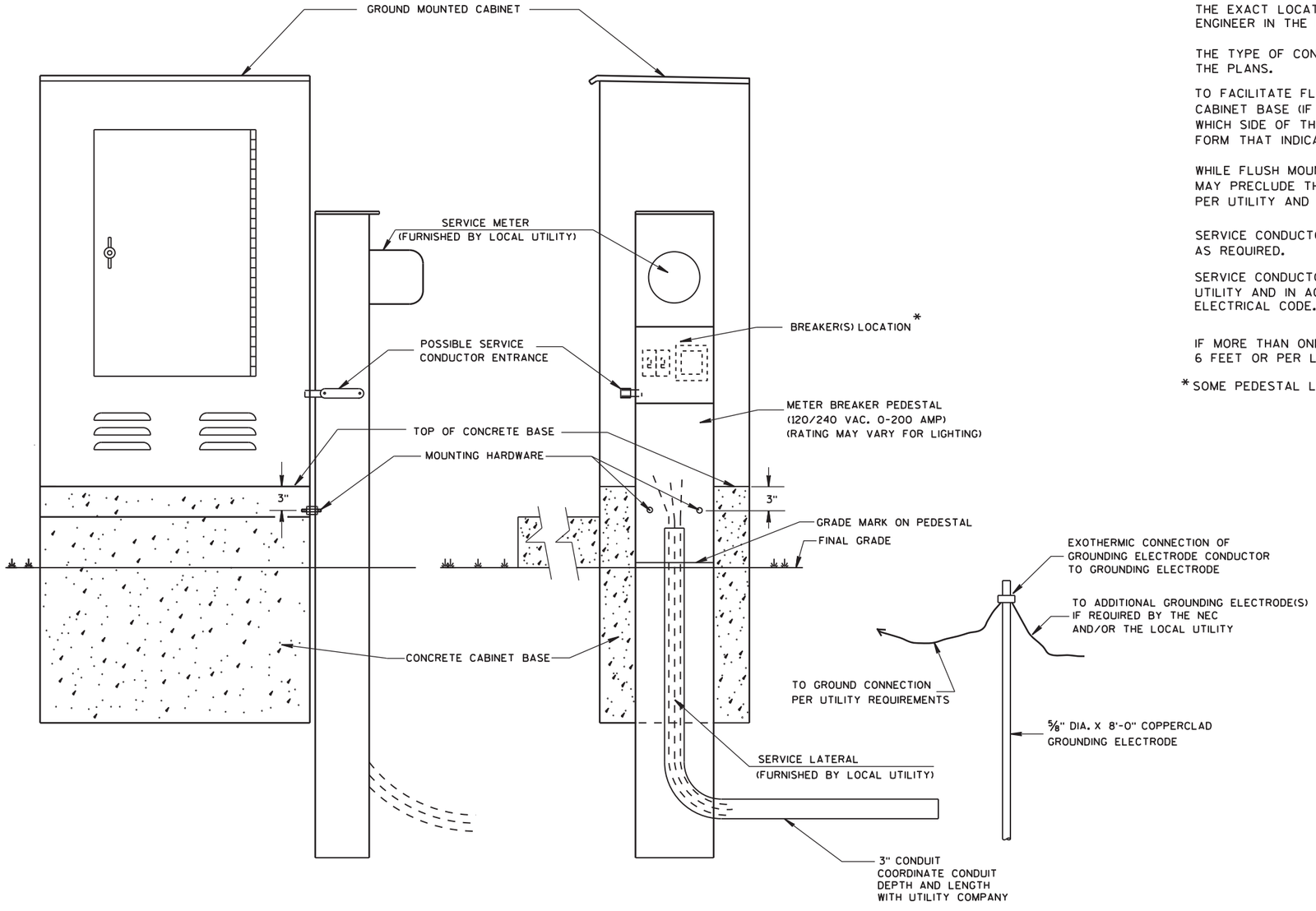
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

6

S.D.D. 9 C 14-1



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

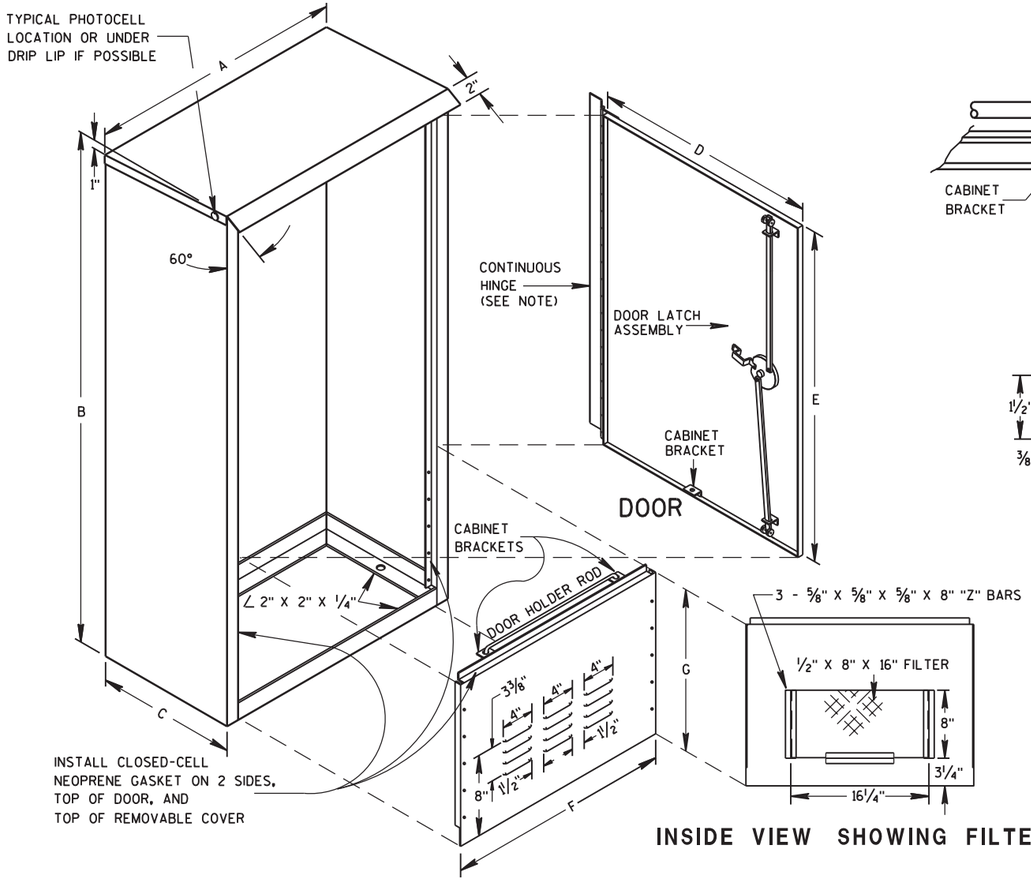
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

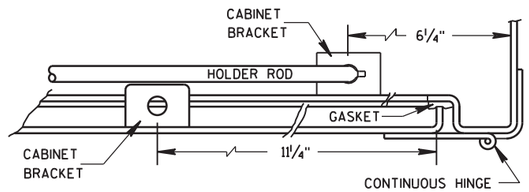
6

S.D.D. 9 D 1-5

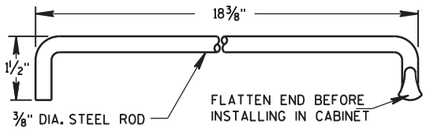


REMOVABLE COVER

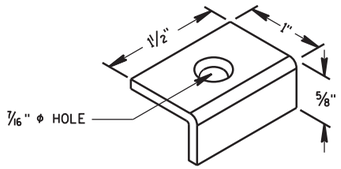
INSIDE VIEW SHOWING FILTER



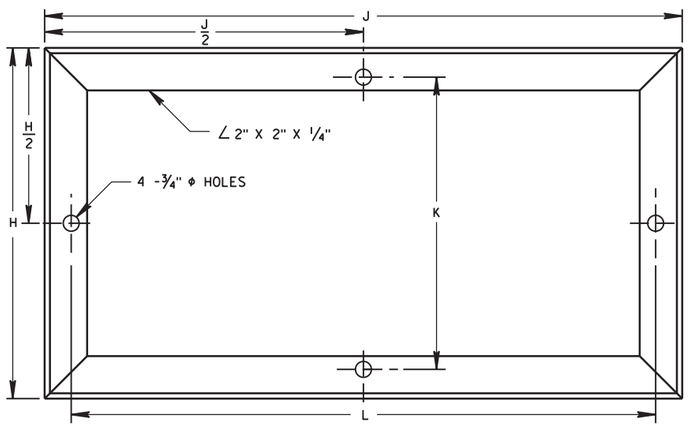
HINGE & DOOR HOLDER



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

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.

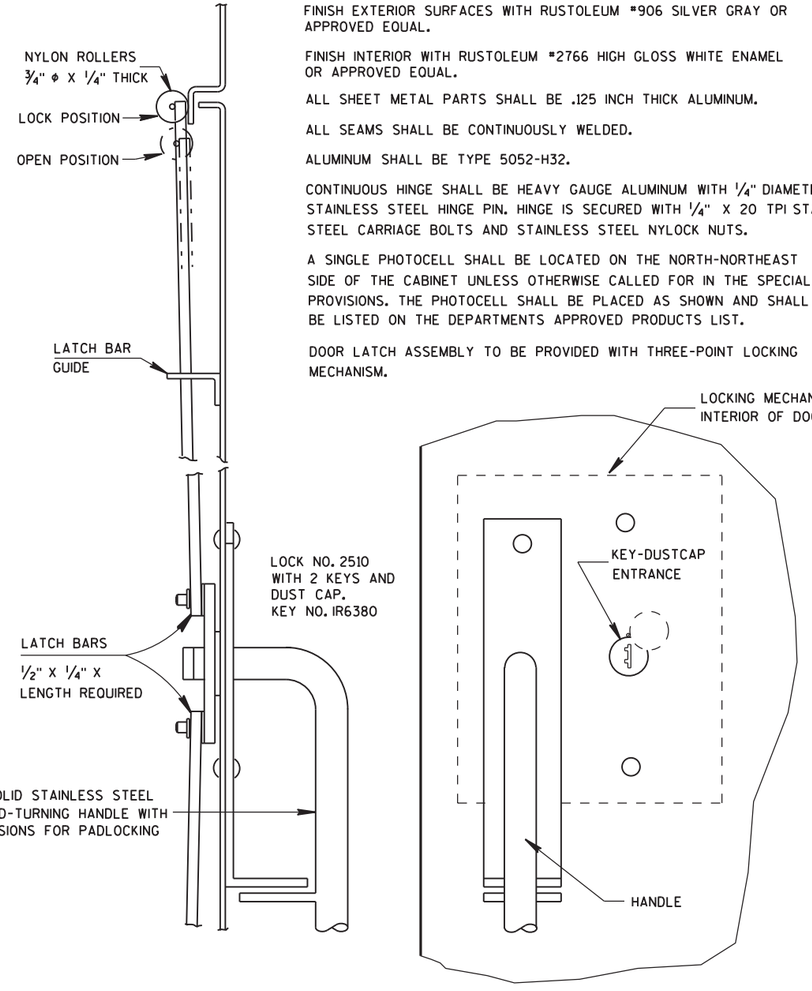
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

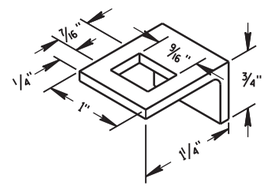
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

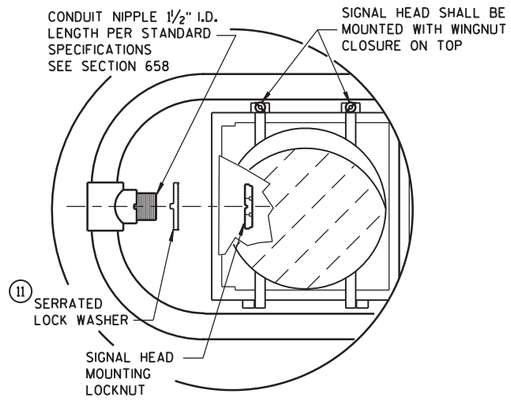
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 603
FHWA

6

S.D.D. 9 D 2-3

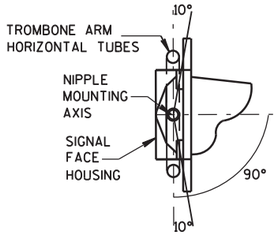
6

S.D.D. 9 D 2-3



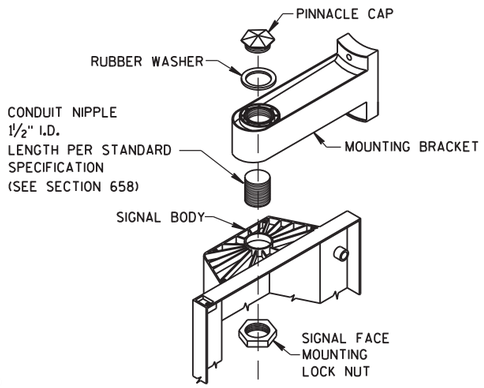
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* 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.

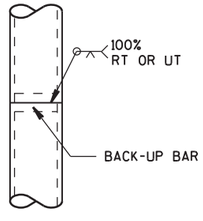
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

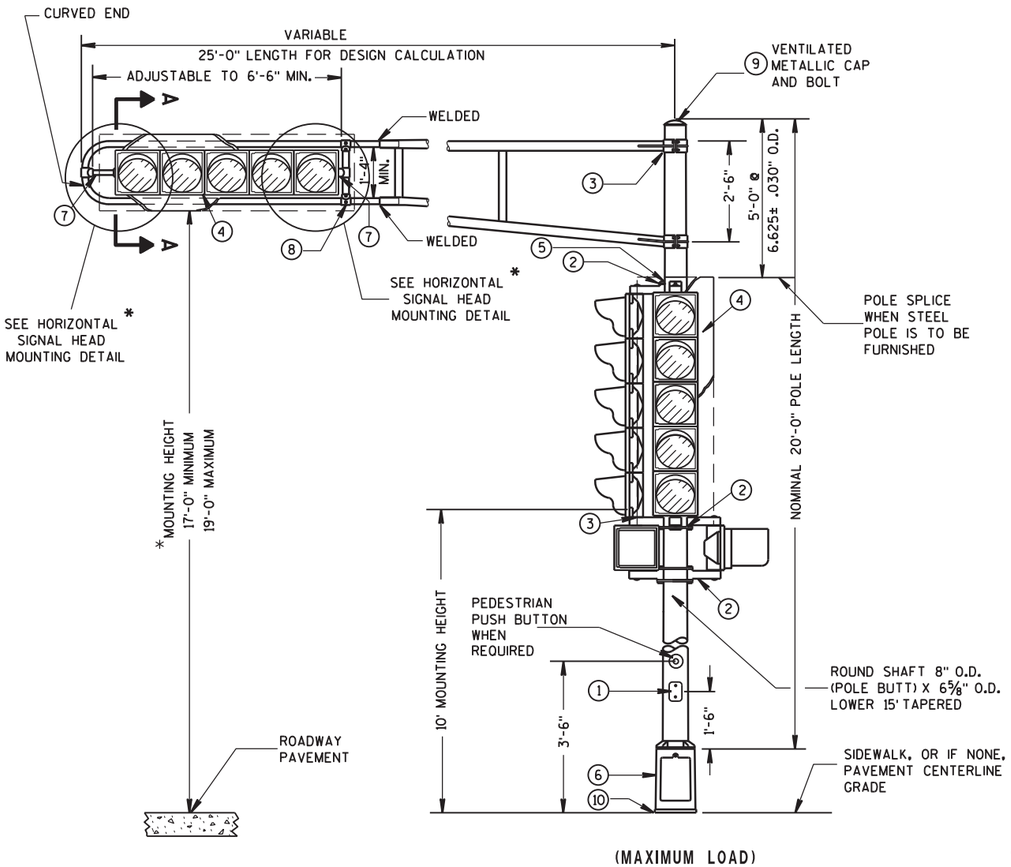
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

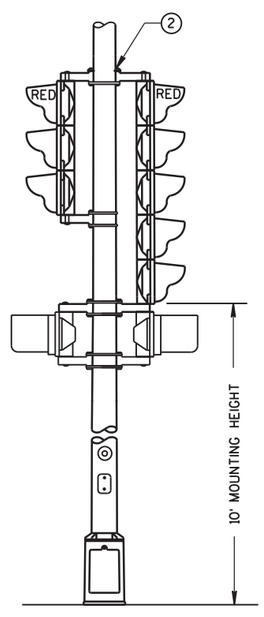
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



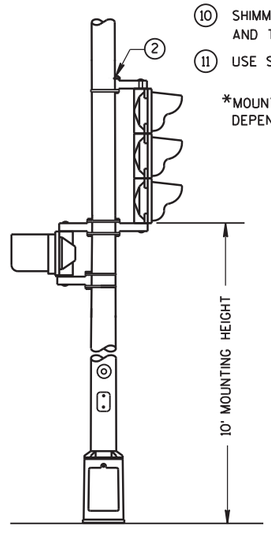
POLE SPLICE DETAIL



(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 604

6

S.D.D. 9 E 1-13a

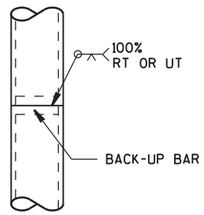
6

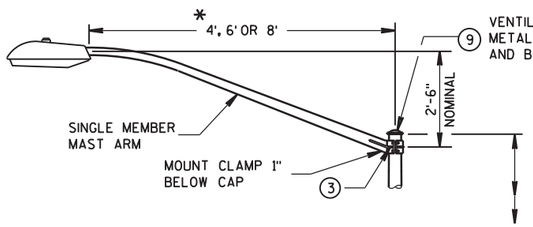
S.D.D. 9 E 1-13a

FOR MANUFACTURERS USE ONLY

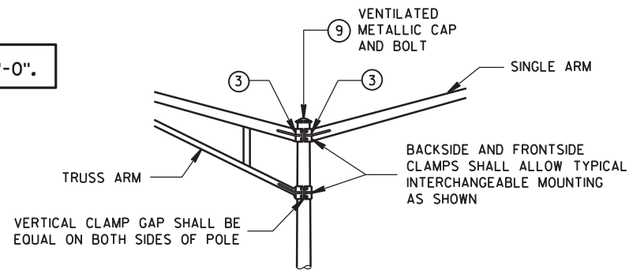
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





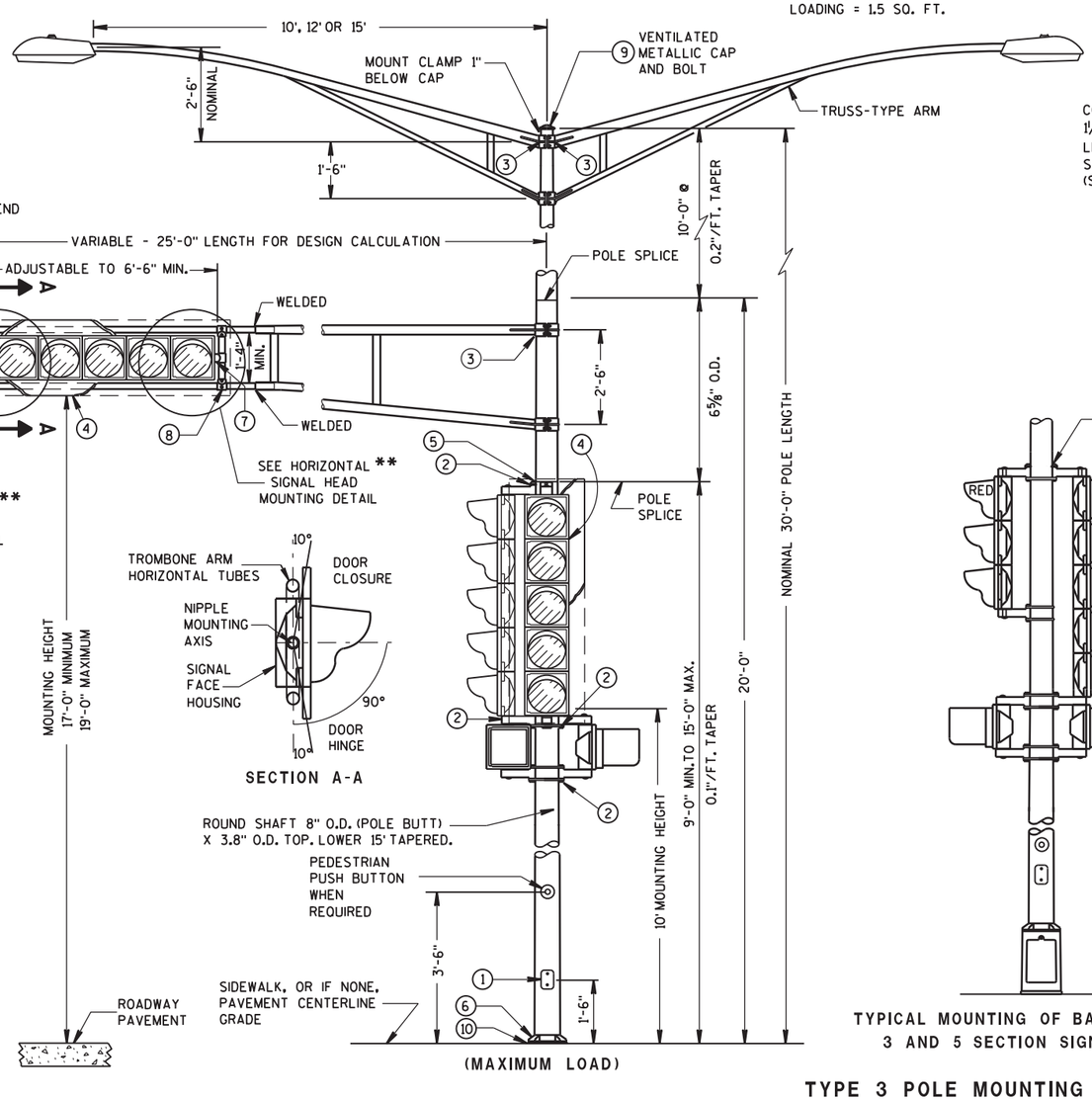
POLE SPLICE DETAIL

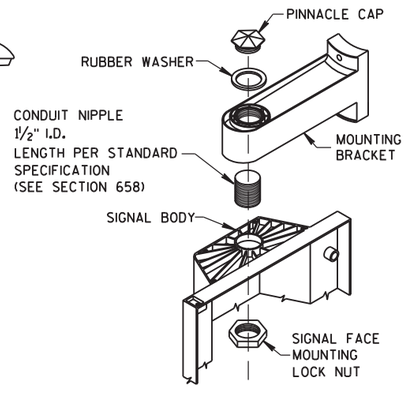


INTERCHANGEABLE MOUNTING DETAIL

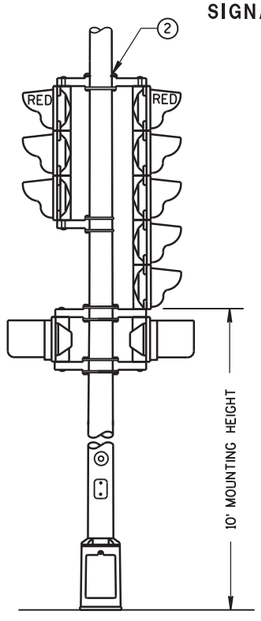
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

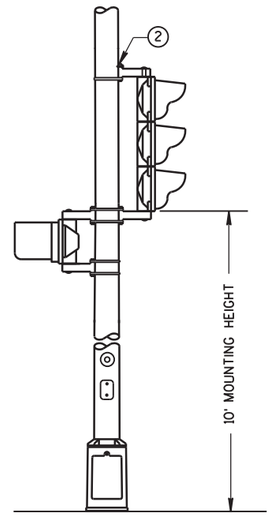




SIGNAL FACE MOUNTING DETAIL
(BANDED)



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.

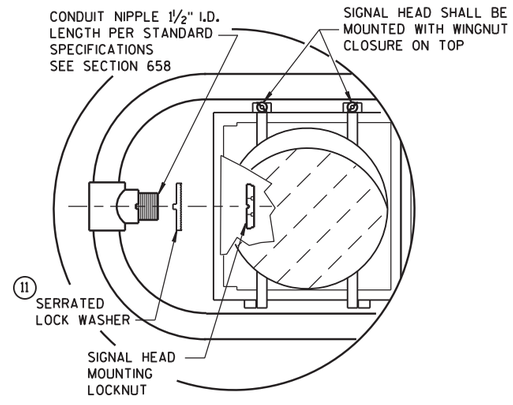
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(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 605

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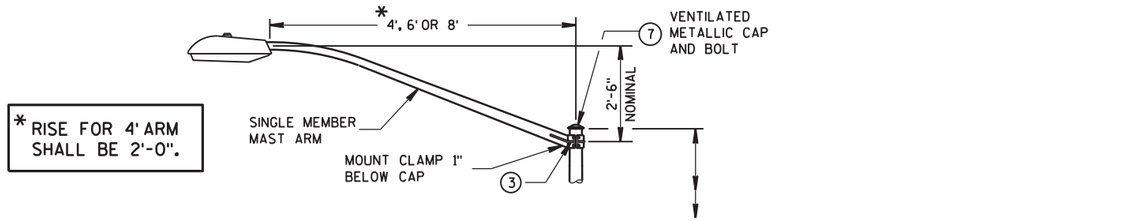
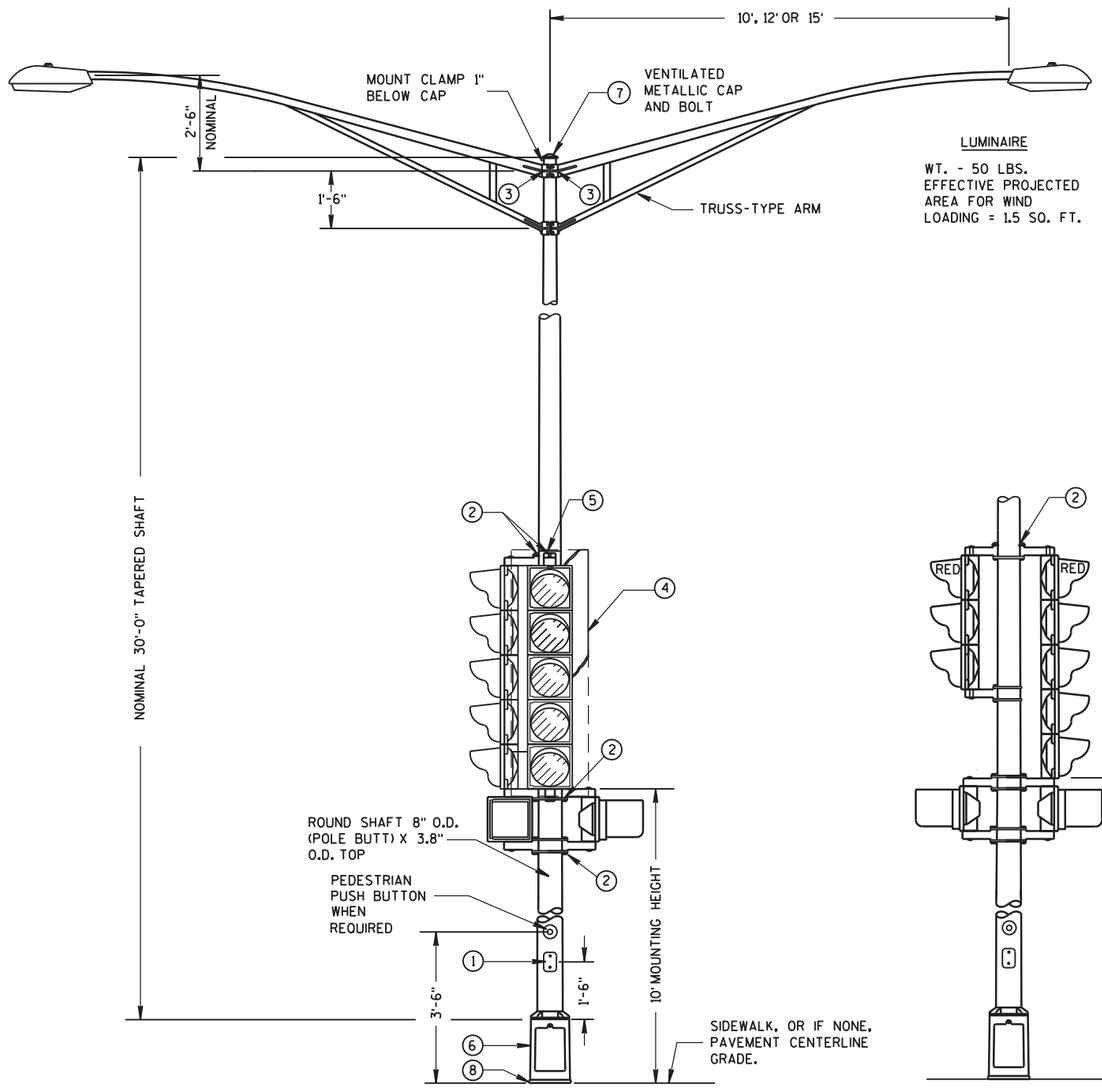
S.D.D. 9 E 1-13b

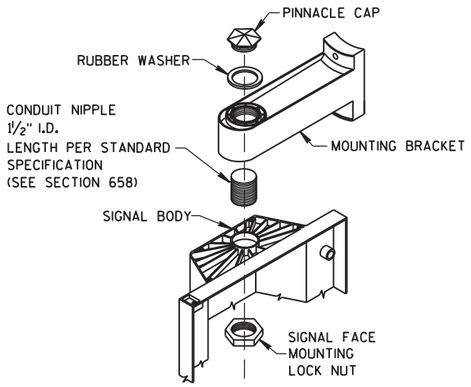




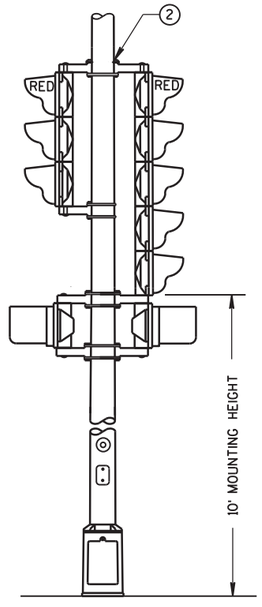
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

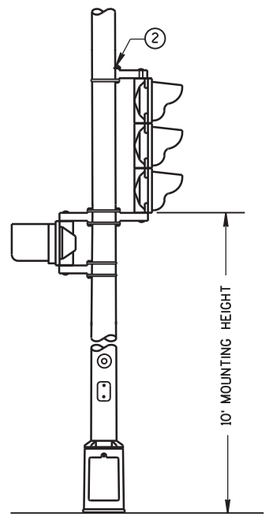
(MAXIMUM LOAD)



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.

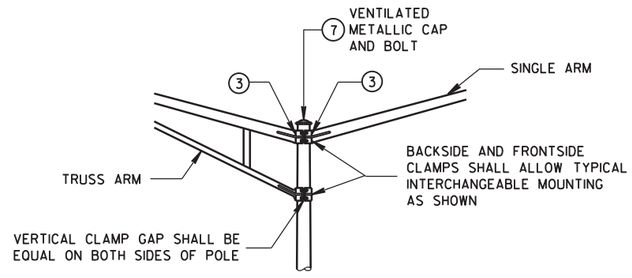
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(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 TRANSPOI

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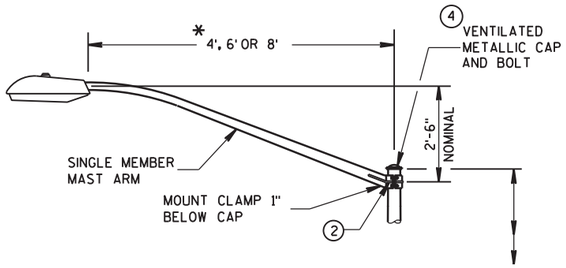
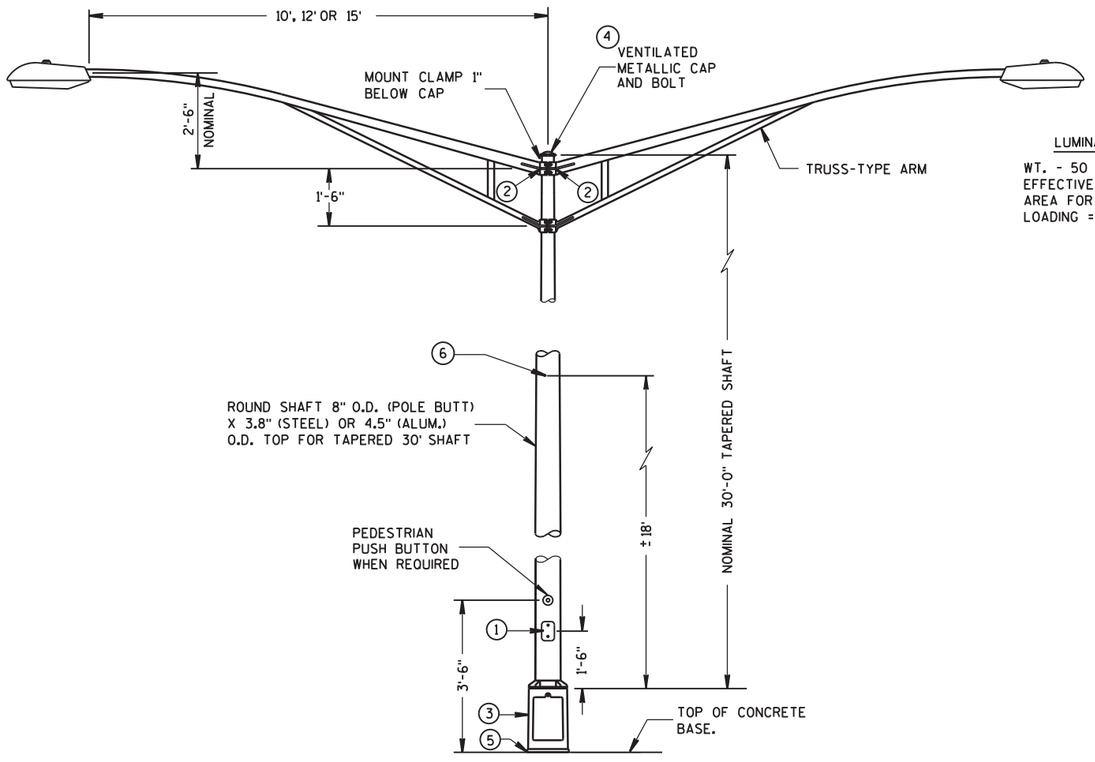
S.D.D. 9 E 1-13c

*RISE FOR 4' ARM SHALL BE 2'-0".

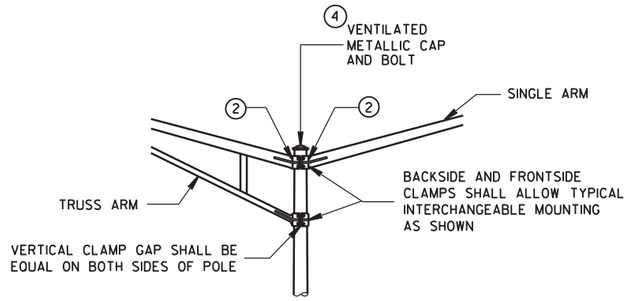




TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.



INTERCHANGEABLE MOUNTING DETAIL

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) 1/4" 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) 1/4" 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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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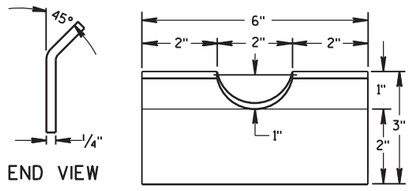
S.D.D. 9 E 1-13d

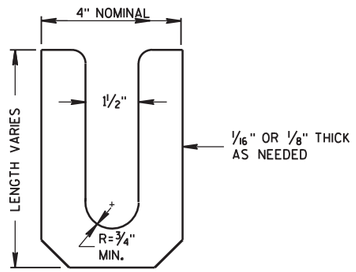


END VIEW

FRONT VIEW

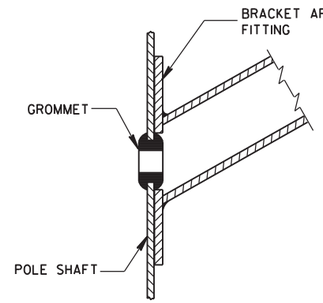
RECTANGULAR CLAMP SHIM

(4 TO A SET)

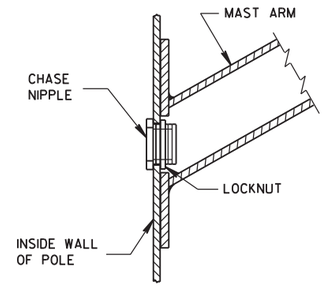


LEVELING SHIM (15)

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".

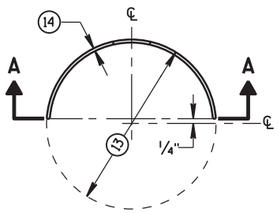
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

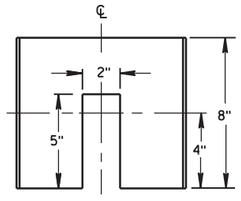
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



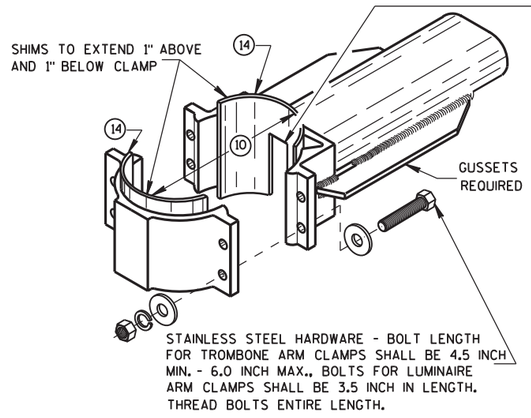
PLAN VIEW



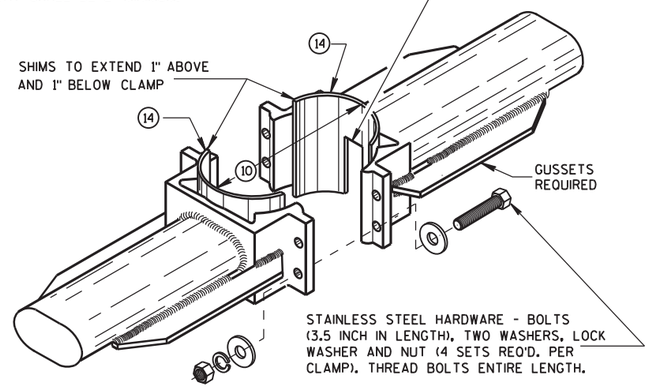
SECTION A-A

CIRCULAR CLAMP SHIM

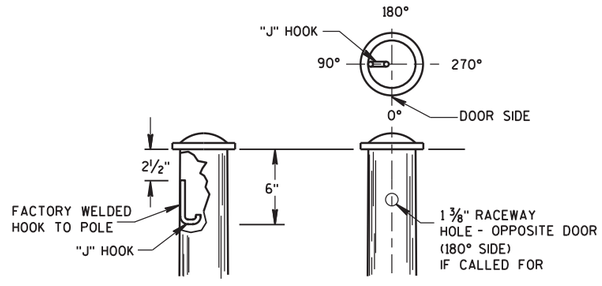
(2 TO A SET)



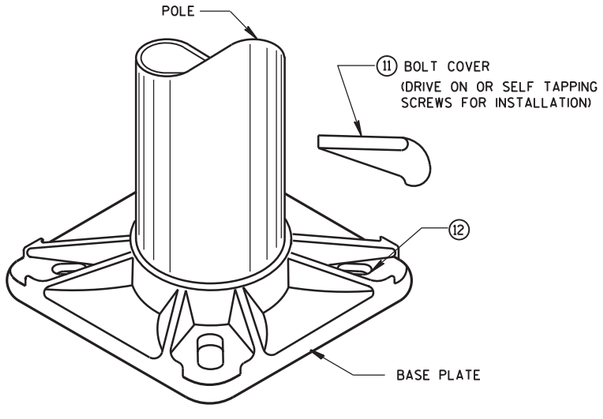
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



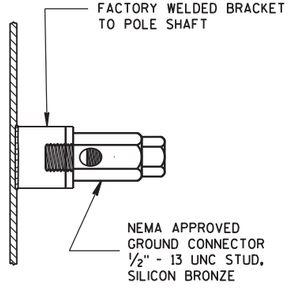
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

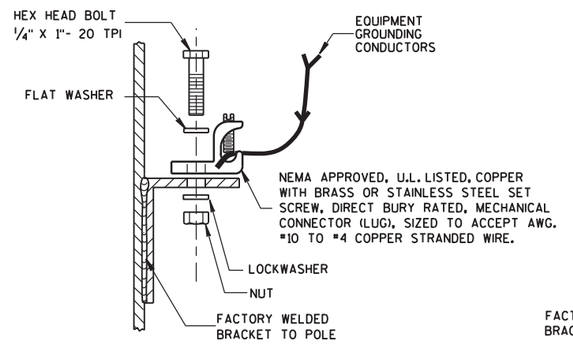


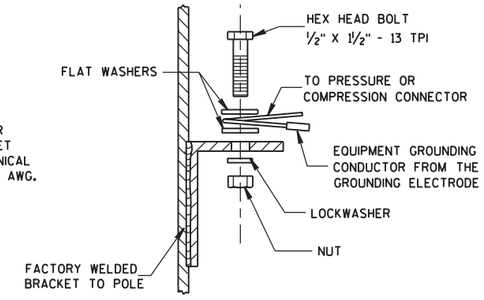
TYPICAL "J" HOOK LOCATION



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

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL 608

FHWA

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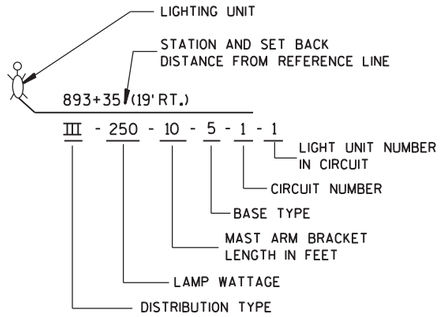
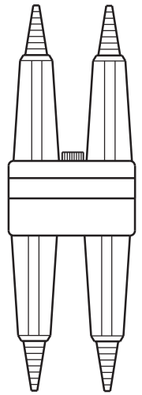
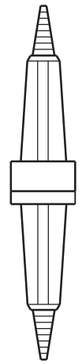
S.D.D. 9 E 1-13g



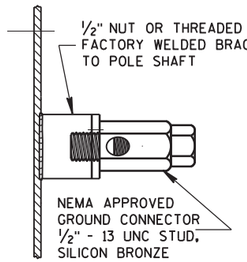
LIGHTING UNIT CODE
(TYPICAL)

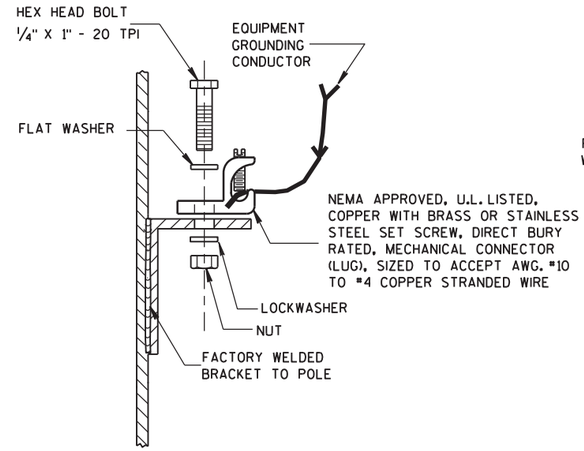


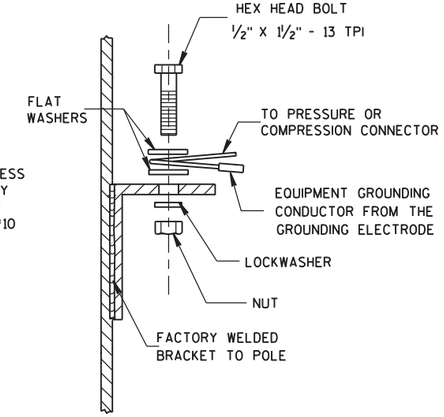
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



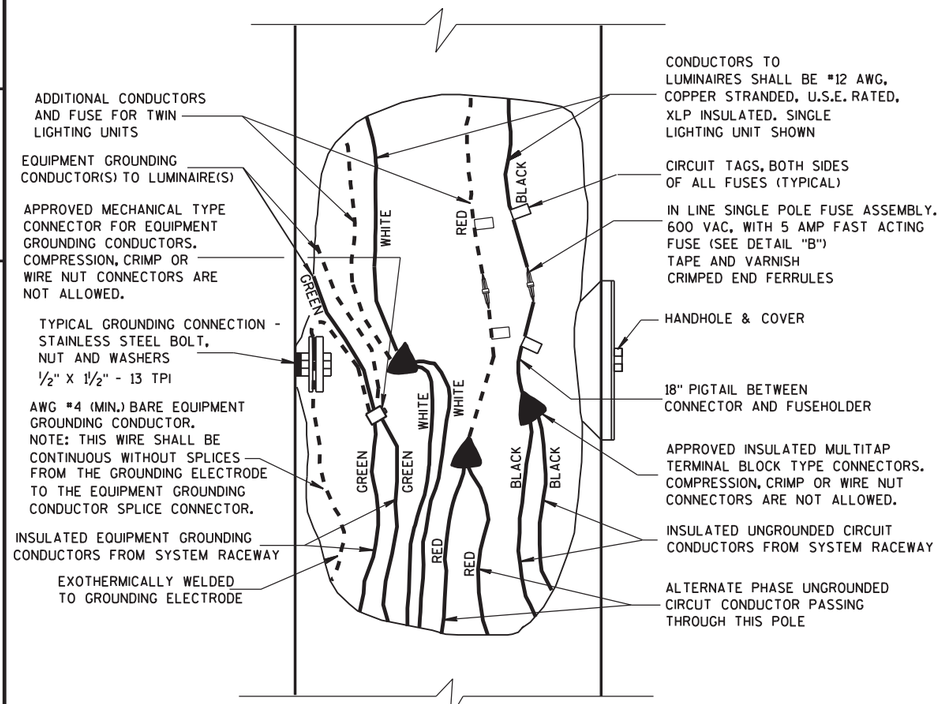
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



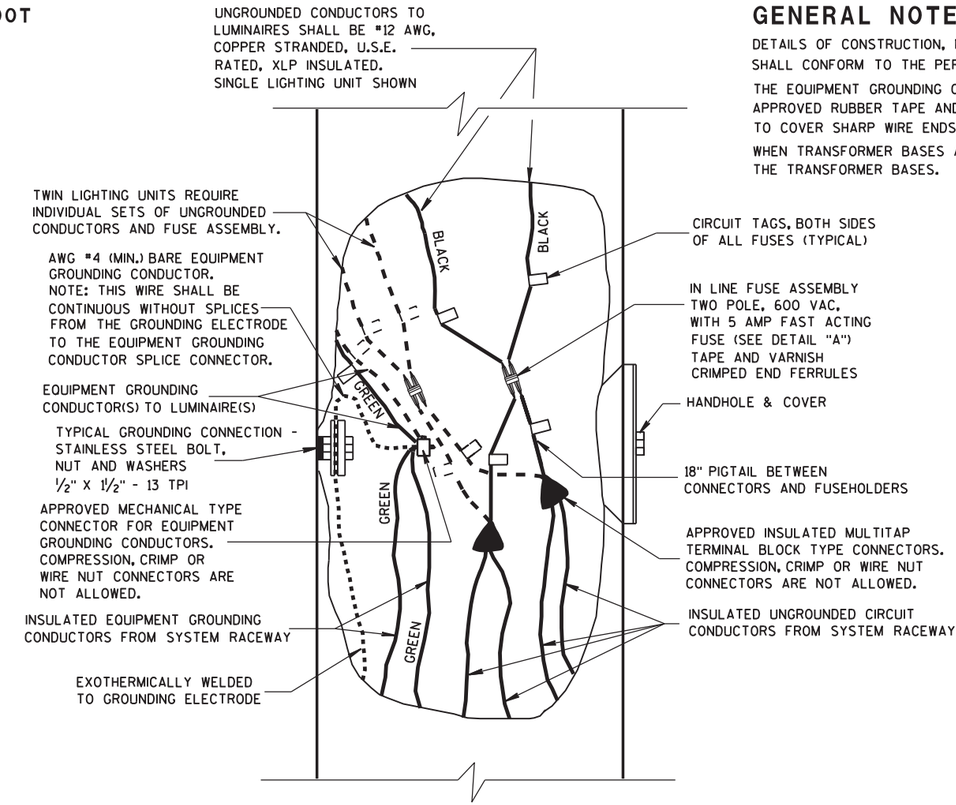




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

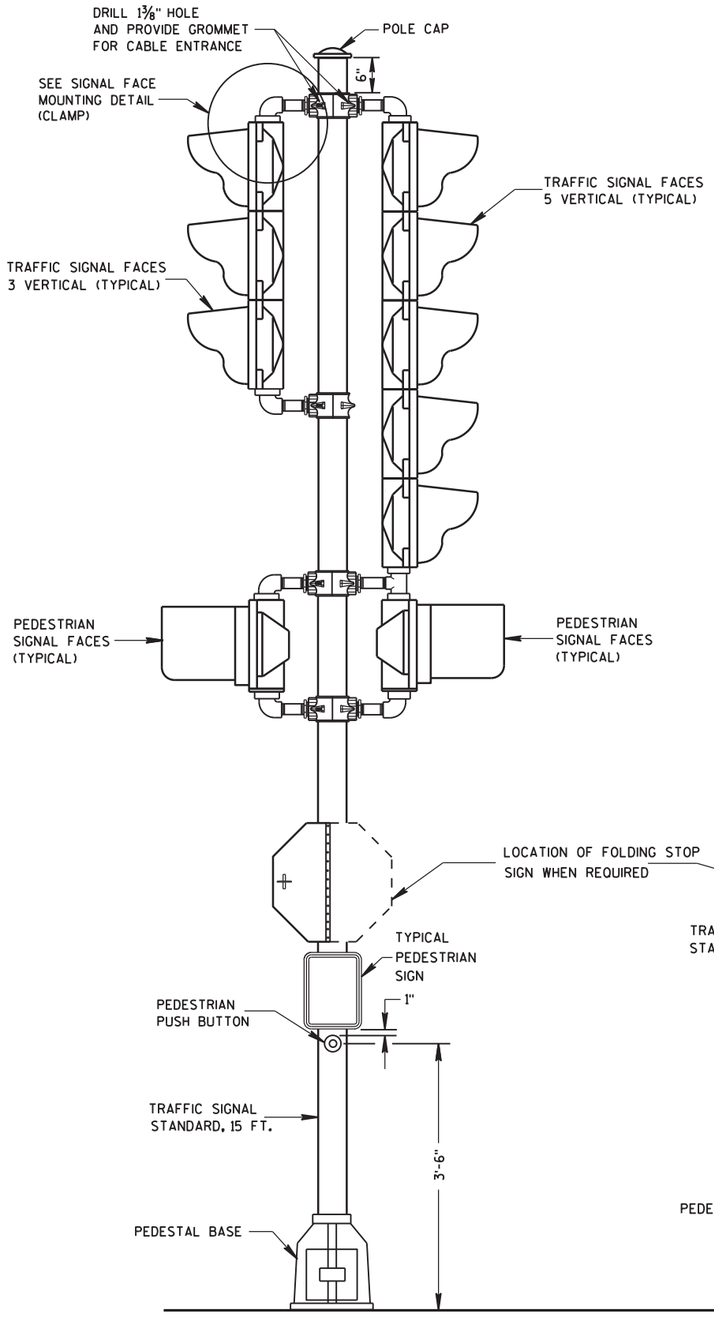
THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

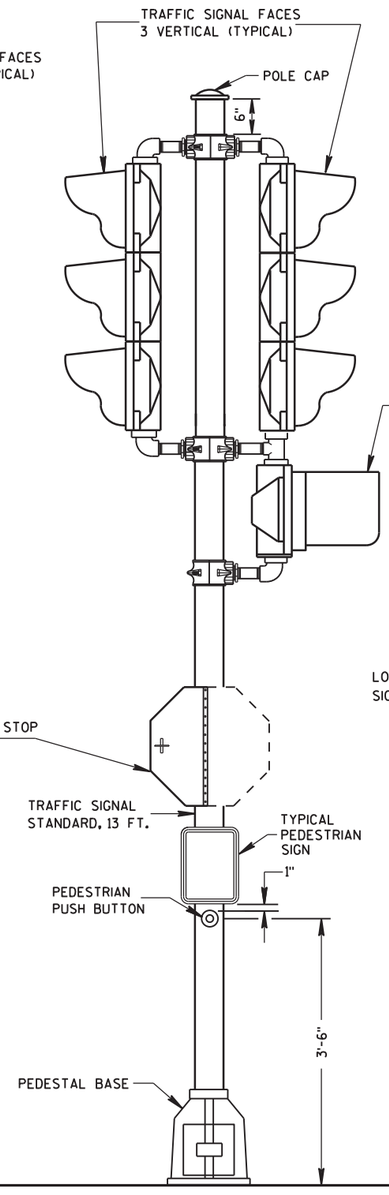
NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

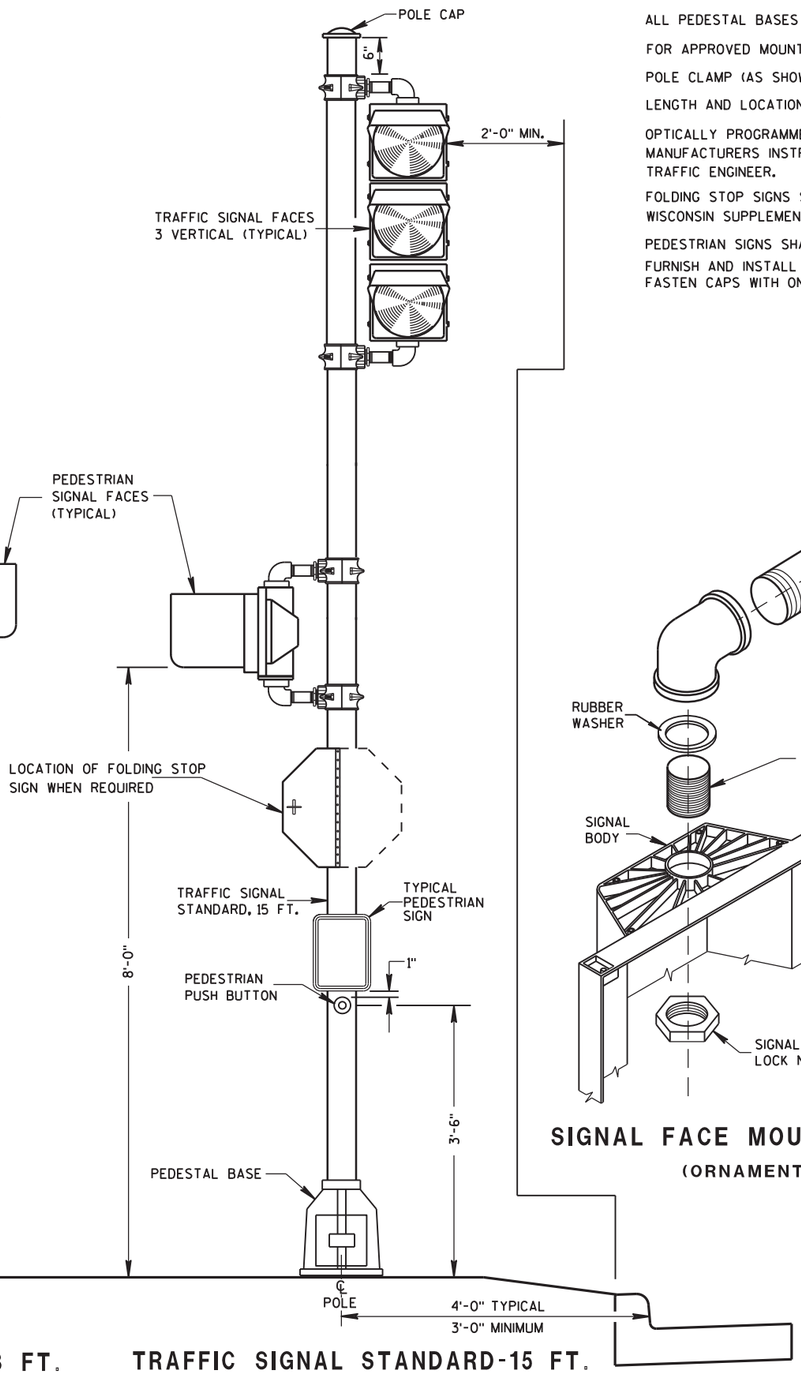
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
609
FHWA



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.

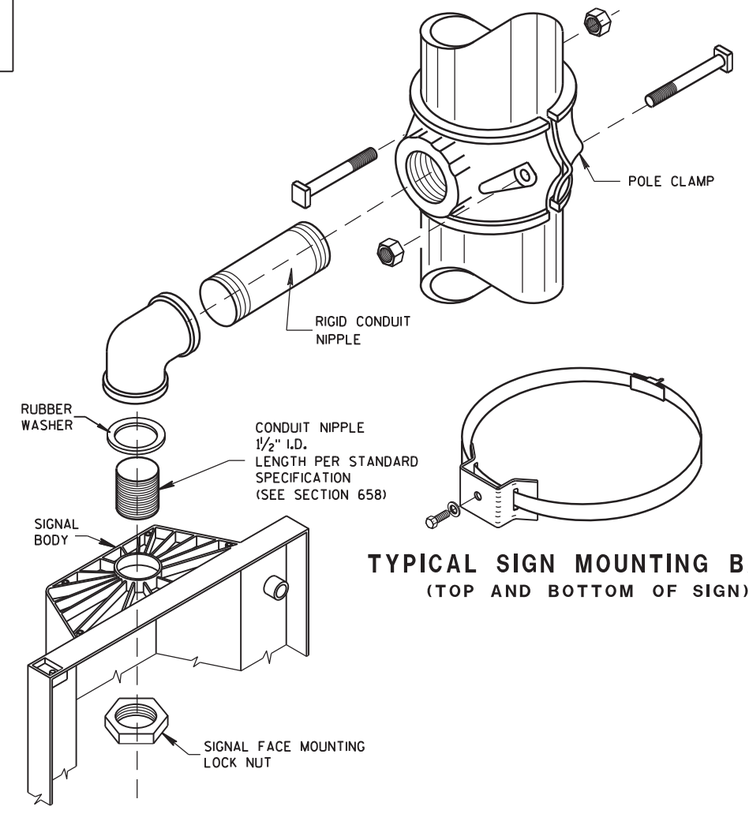
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.



SIGNAL FACE MOUNTING DETAIL
(ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

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 610
FHWA

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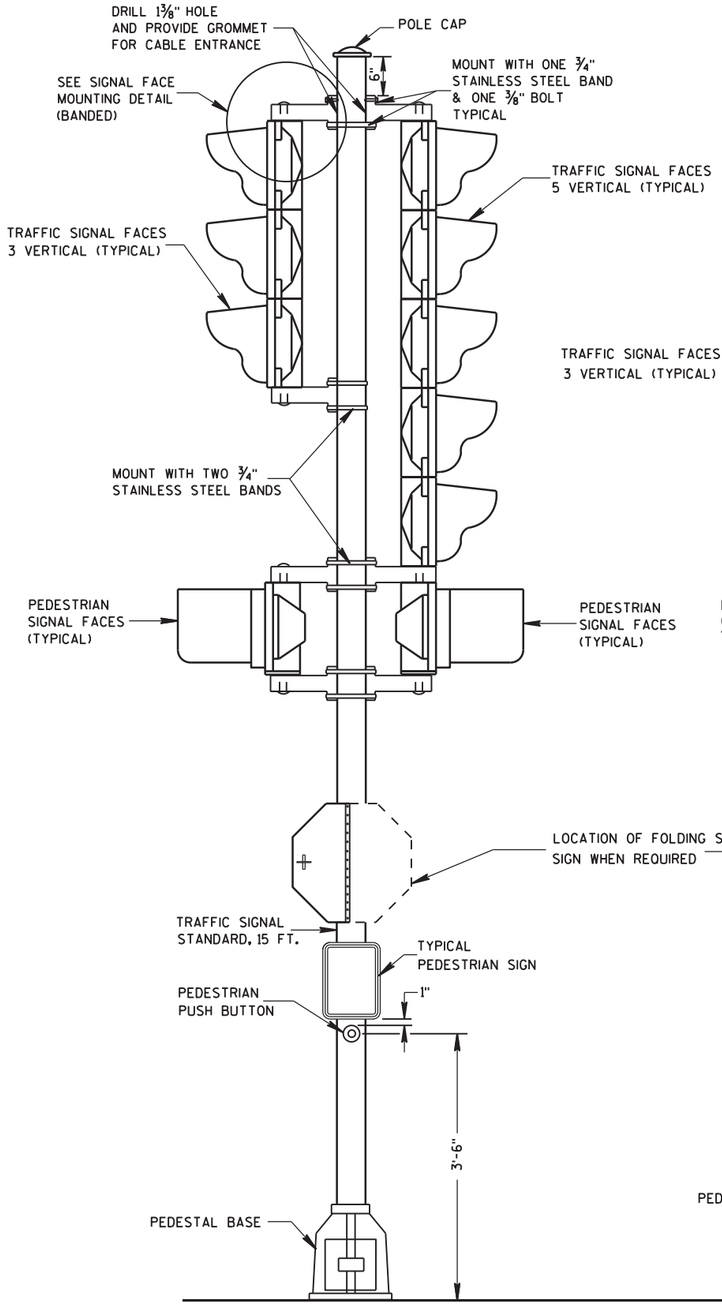
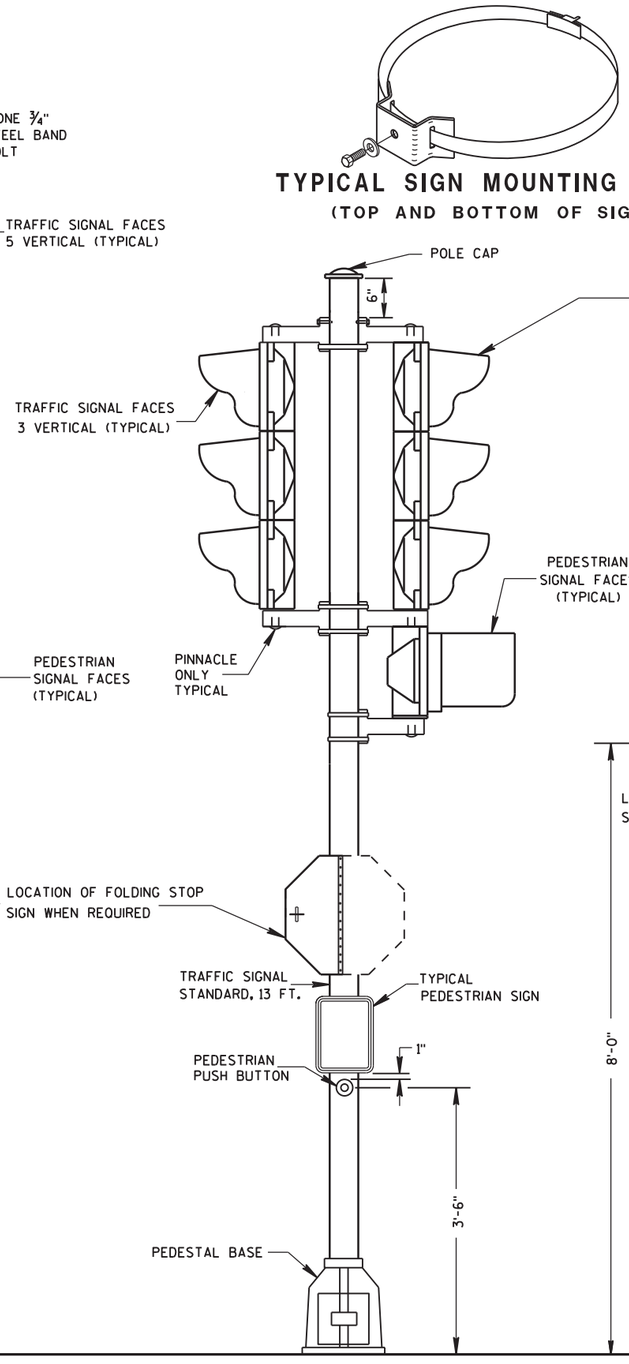
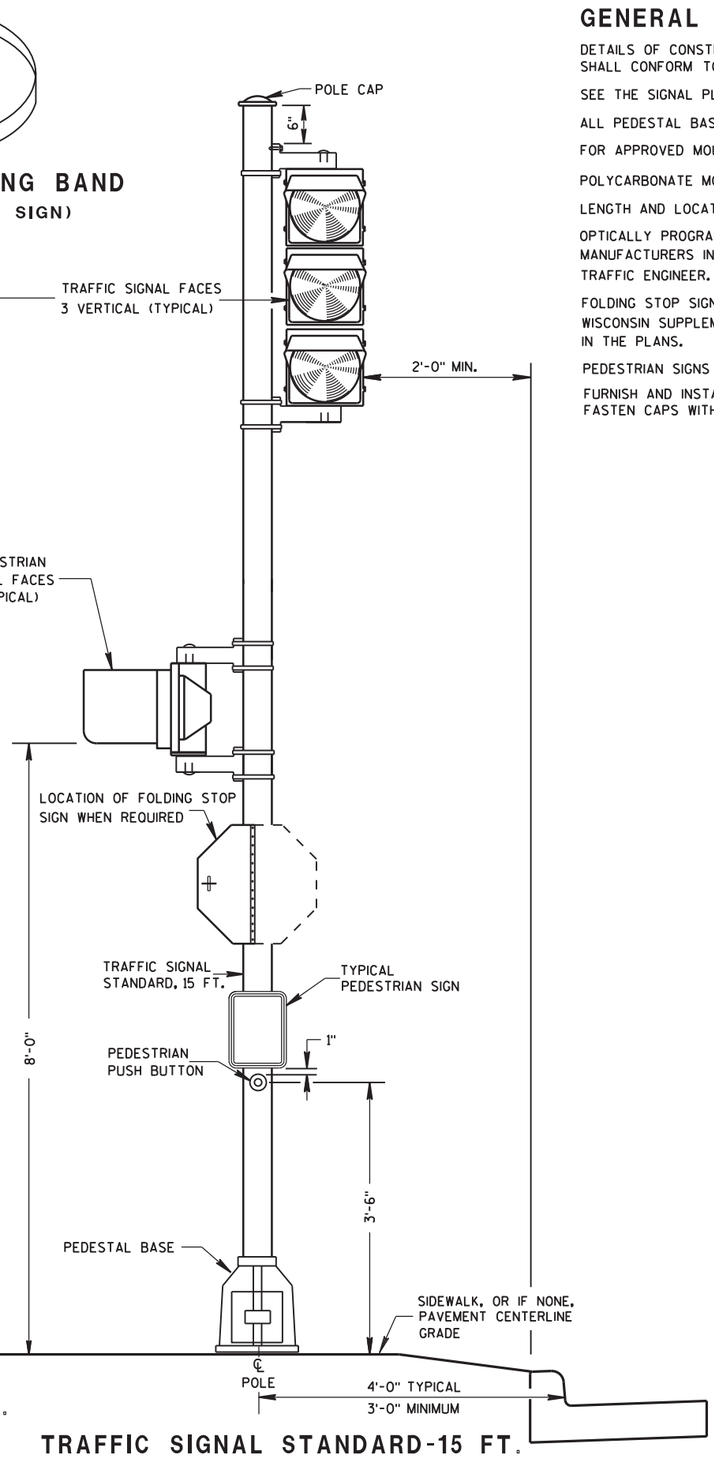
S.D.D. 9 E 5-6



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.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

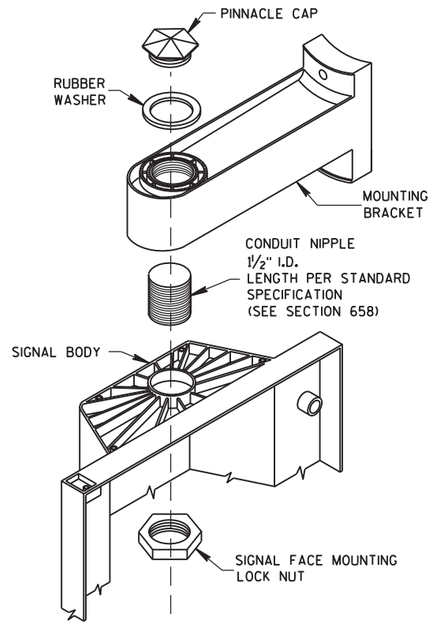
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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)

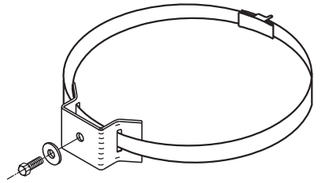
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

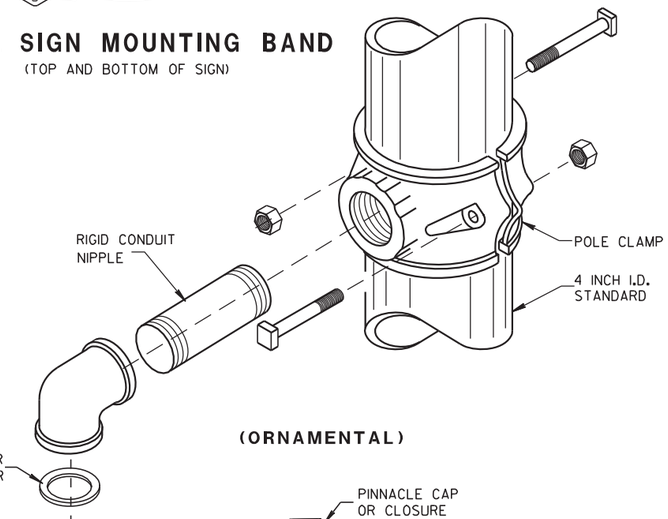
APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

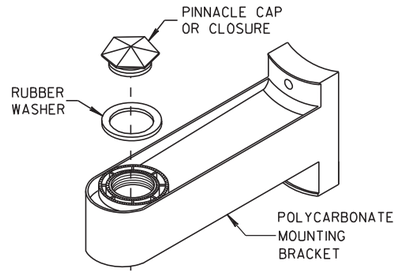
S.D.D. 9 E 6-5



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)



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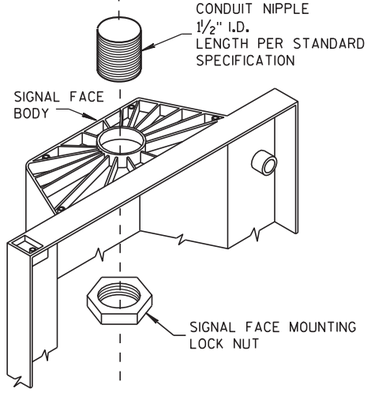
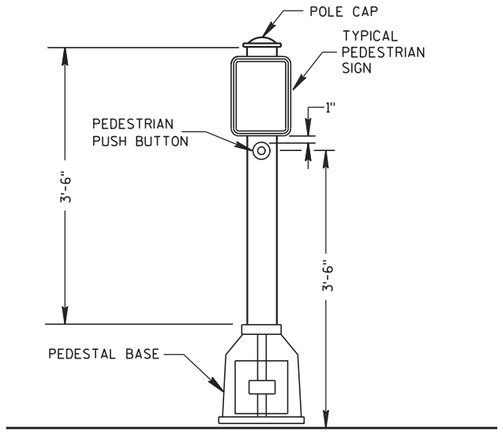
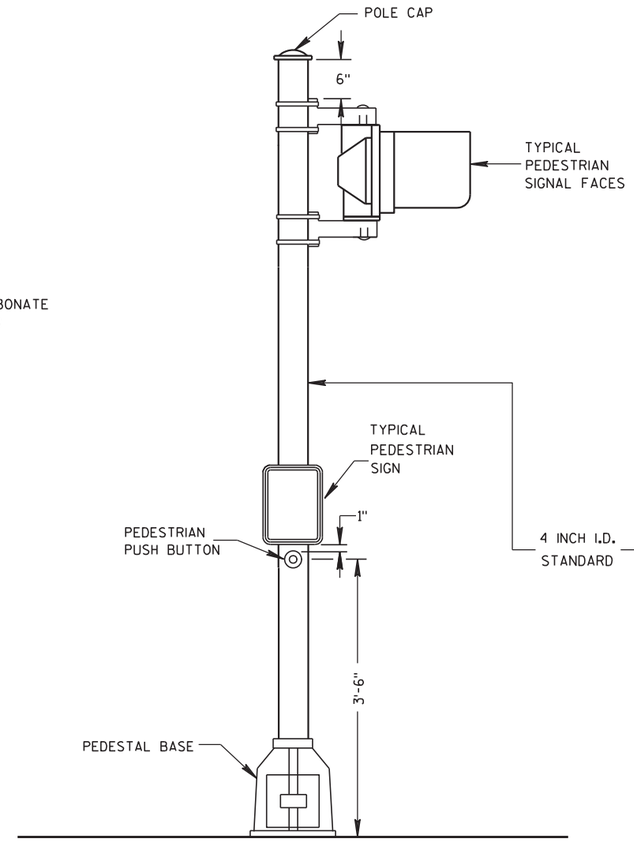


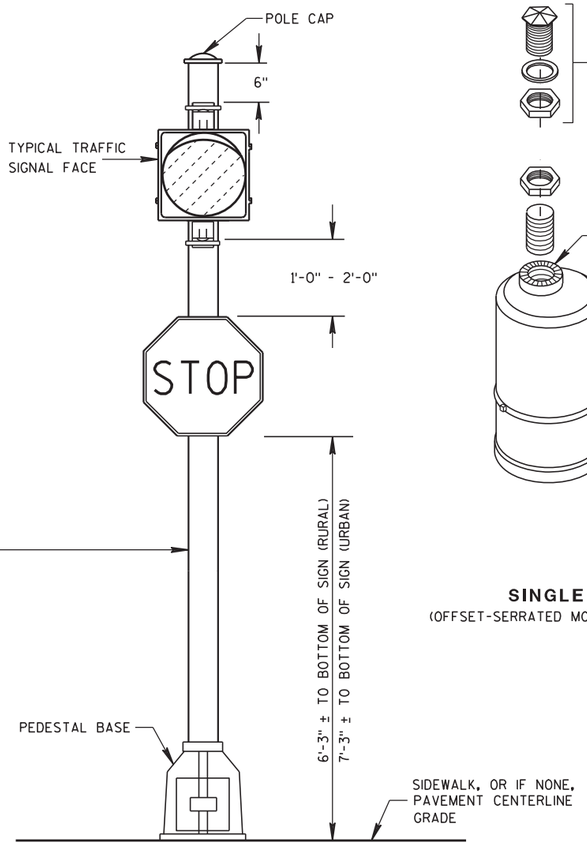
SIGNAL FACE MOUNTING DETAILS



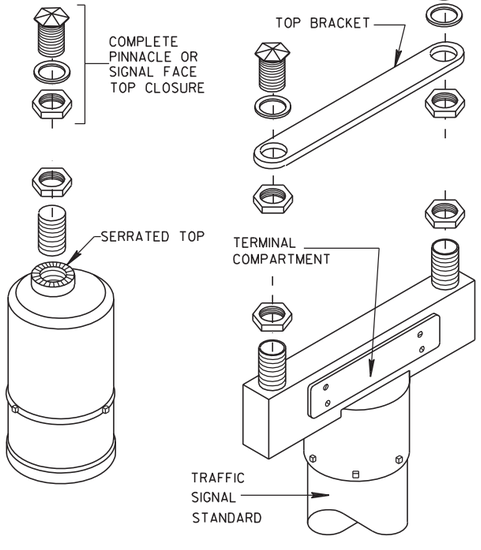
PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



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

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.

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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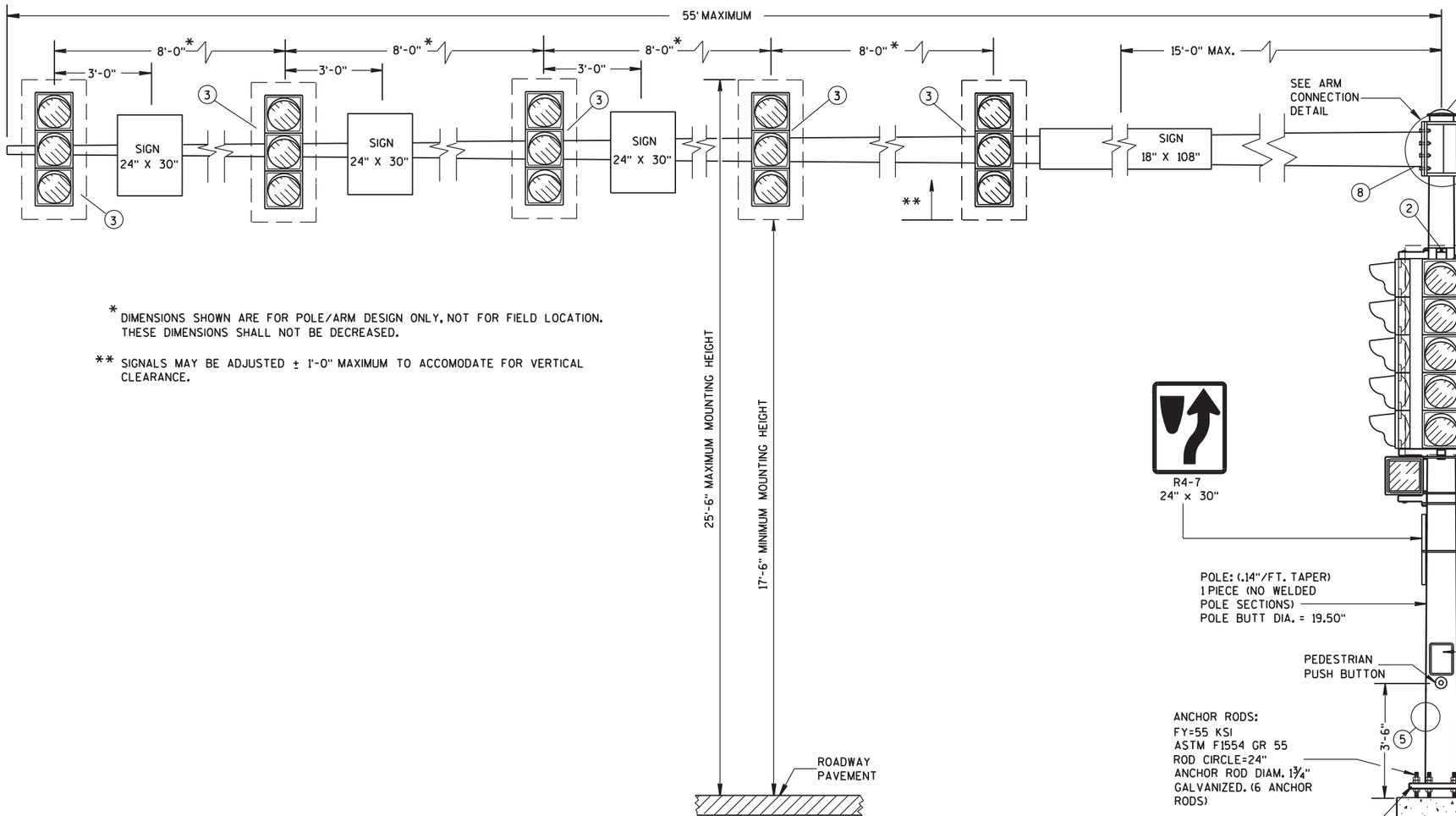
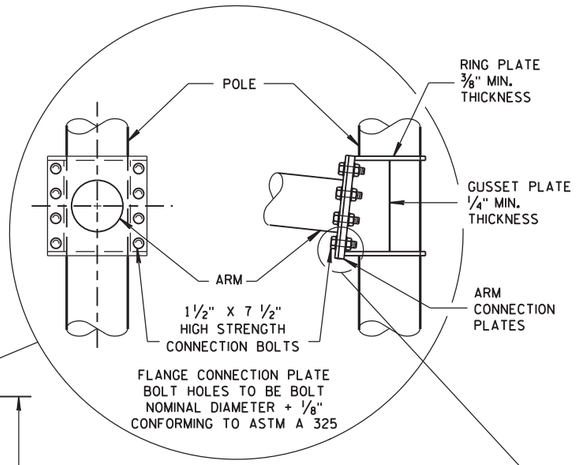
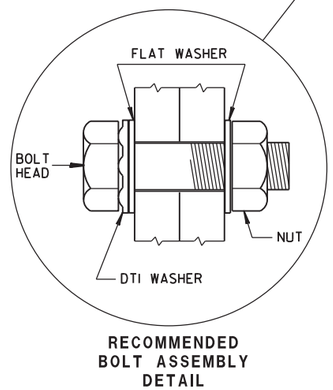


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY. NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

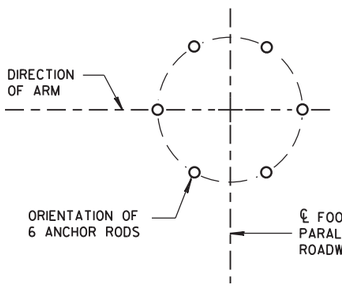
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



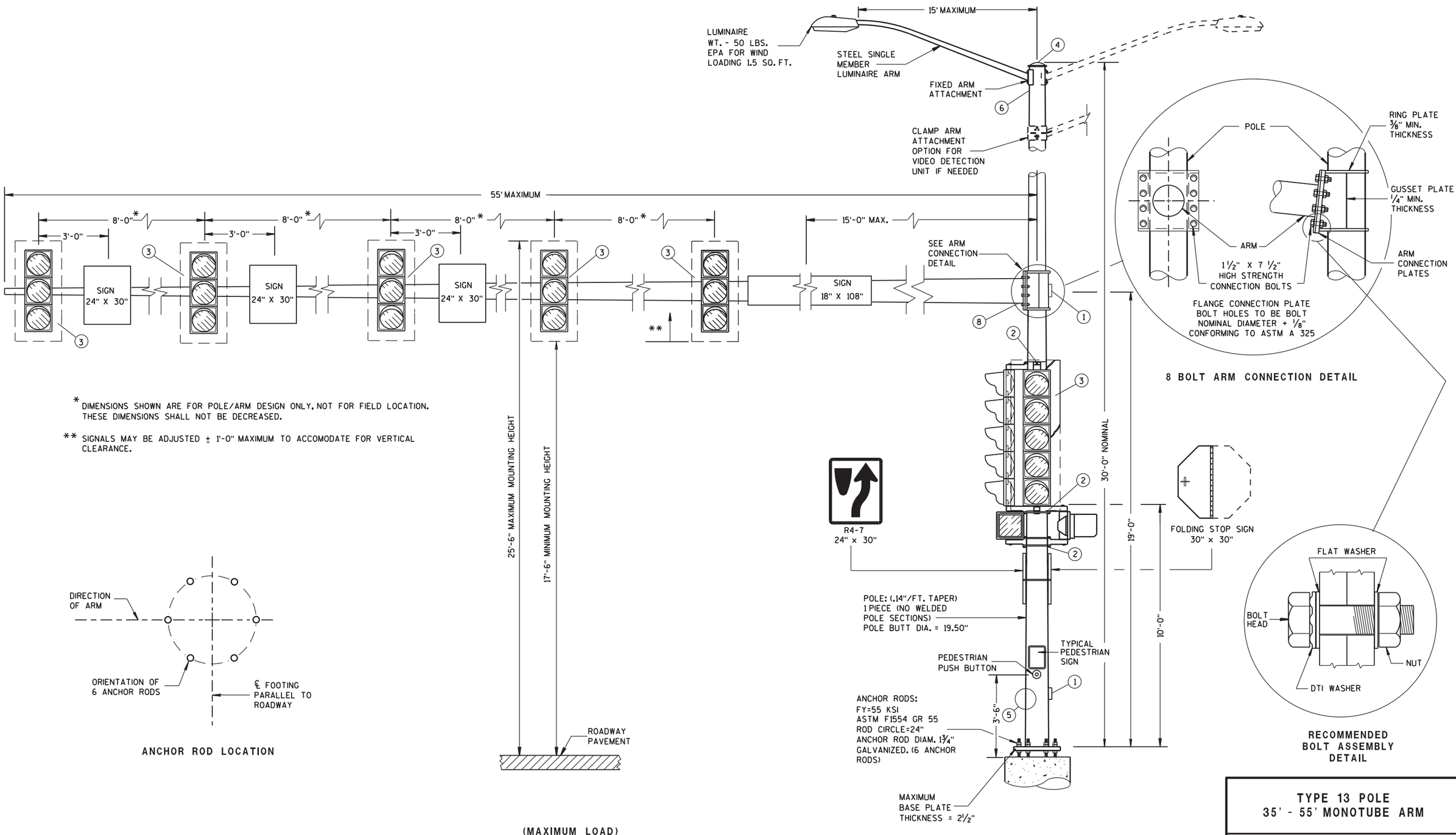
ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE 35' - 55' MONOTUBE ARM
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

S.D.D. 9 E 8-6c



* 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.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 614

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 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.

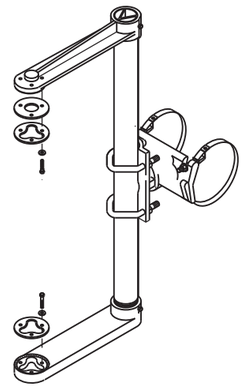
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

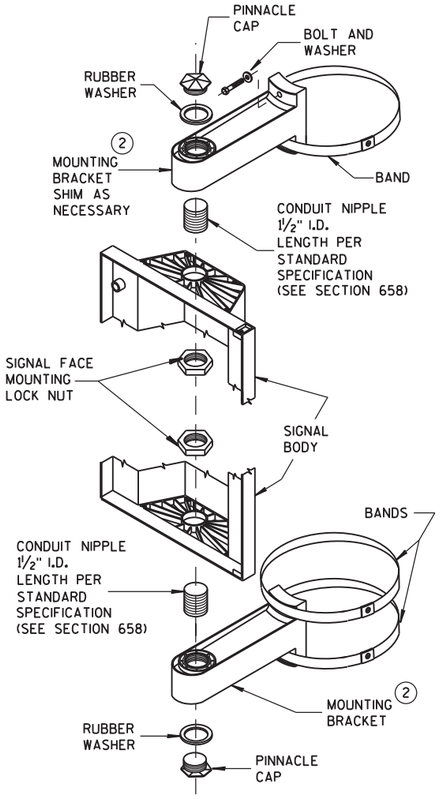
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

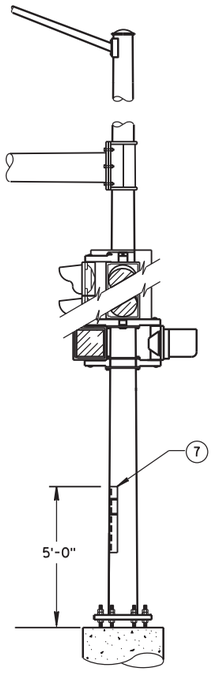


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

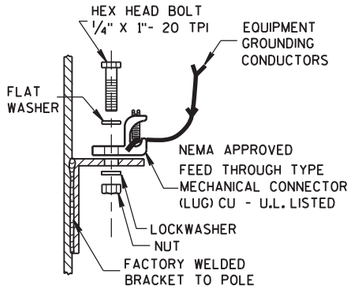
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

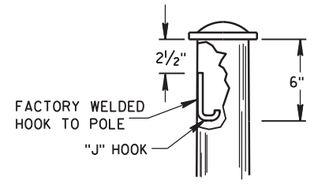


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



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

Sept. 2014 (DATE) /S/ Ahmet Demirbilek (STATE ELECTRICAL)

FHWA

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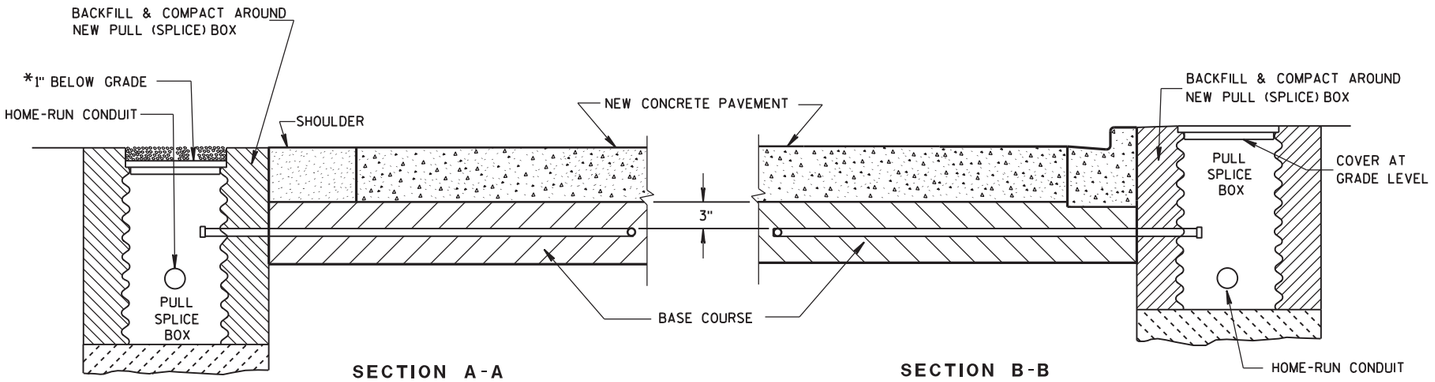


SECTION A-A
NO CURB & GUTTER

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

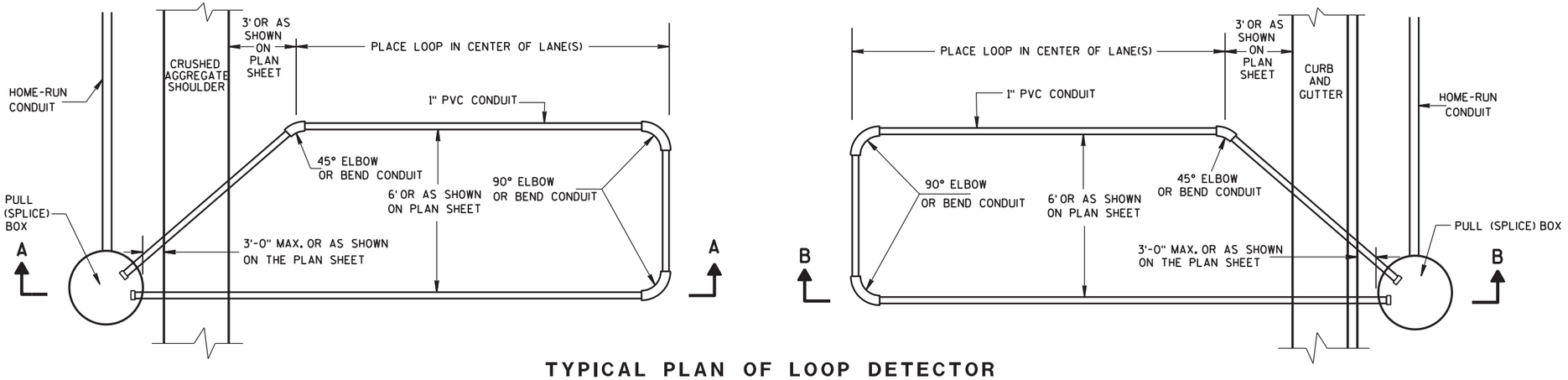
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT 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 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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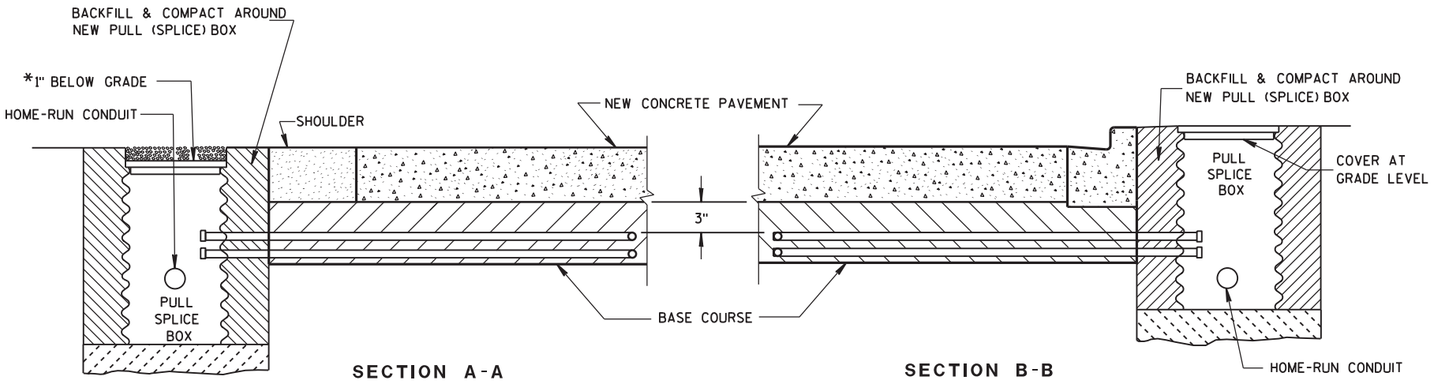


SECTION A-A
NO CURB & GUTTER

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

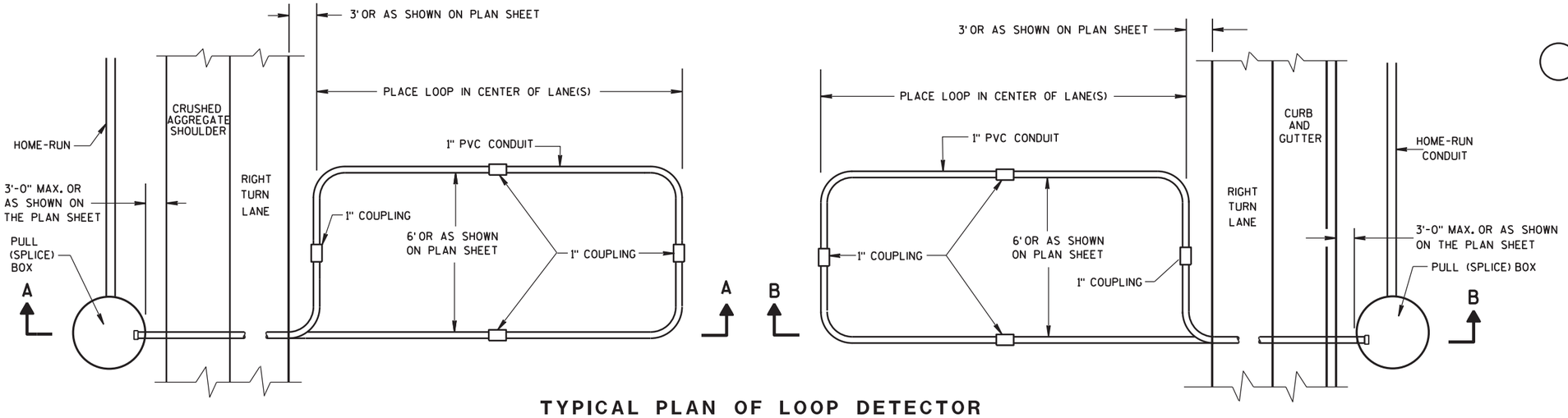
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

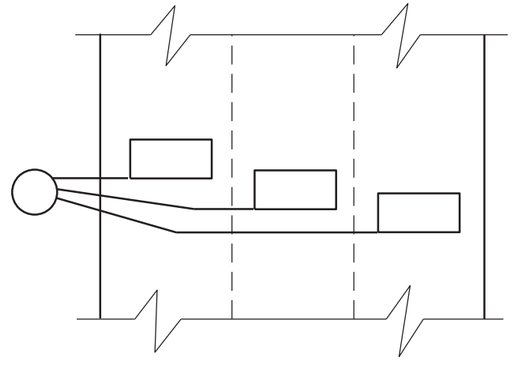
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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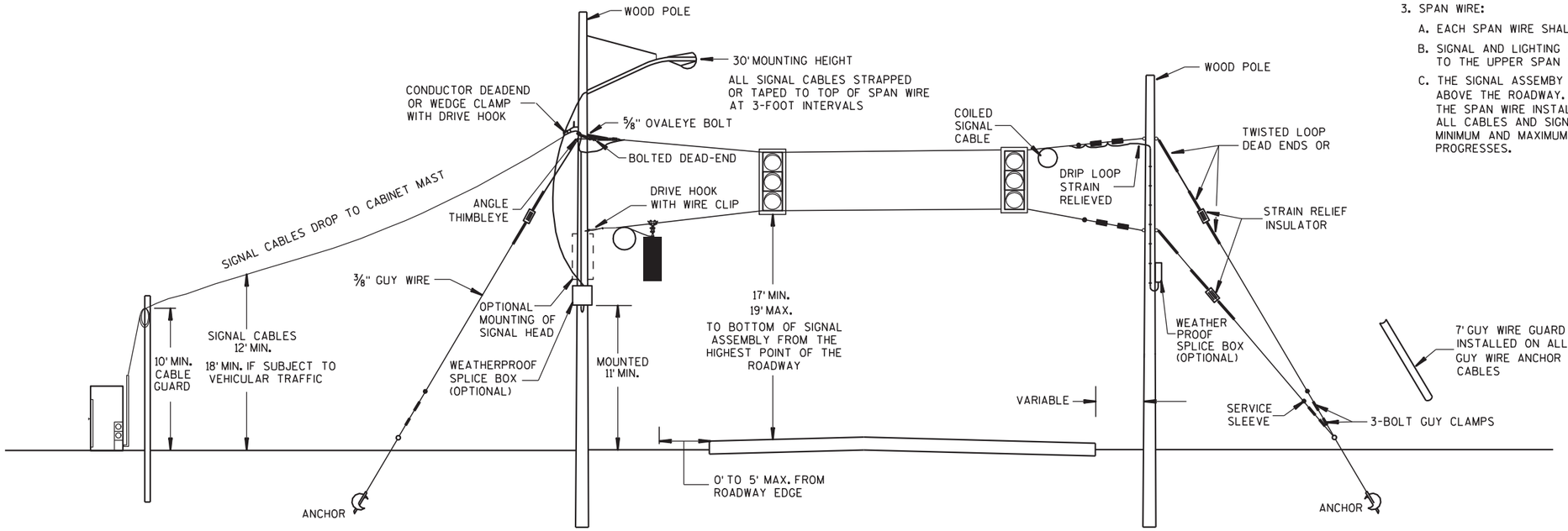
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE 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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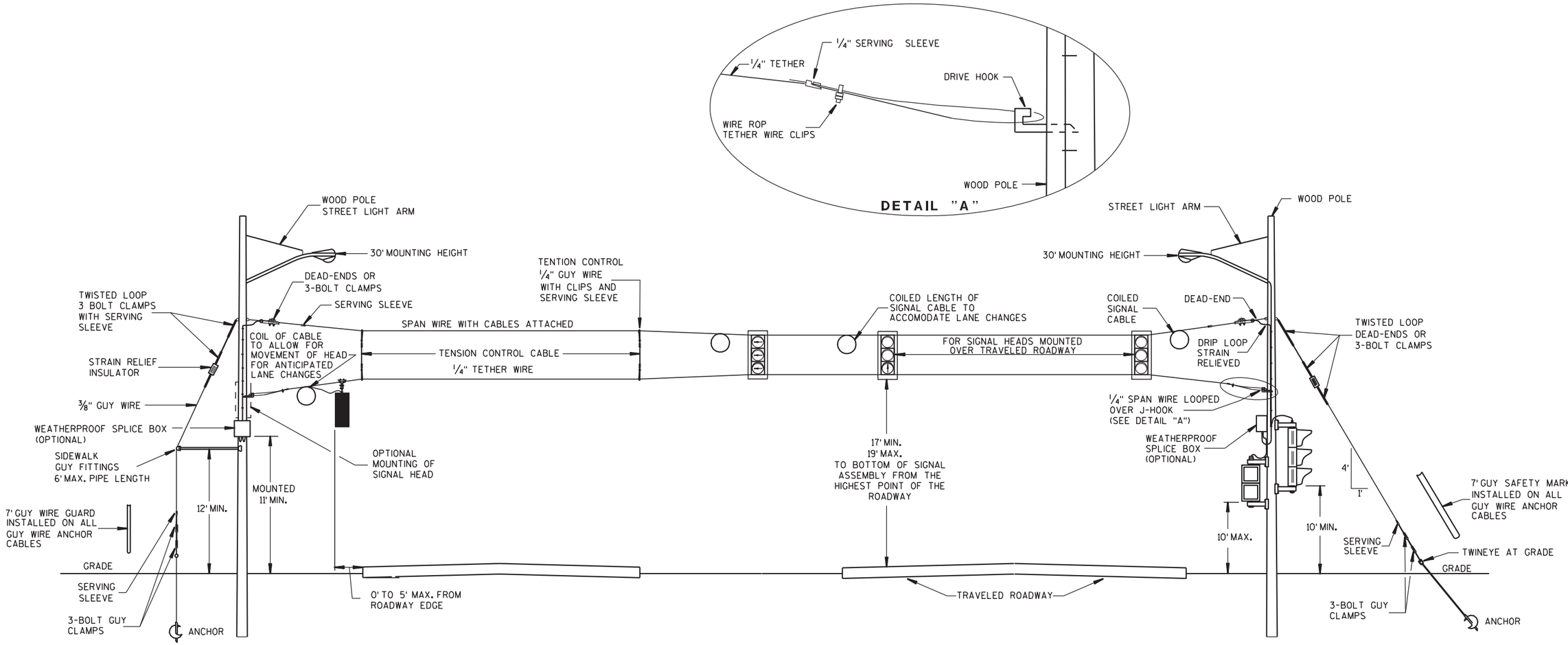

GENERAL NOTES

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.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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
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 619 HWYS

FHWA

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S.D.D. 9 G 1-3b

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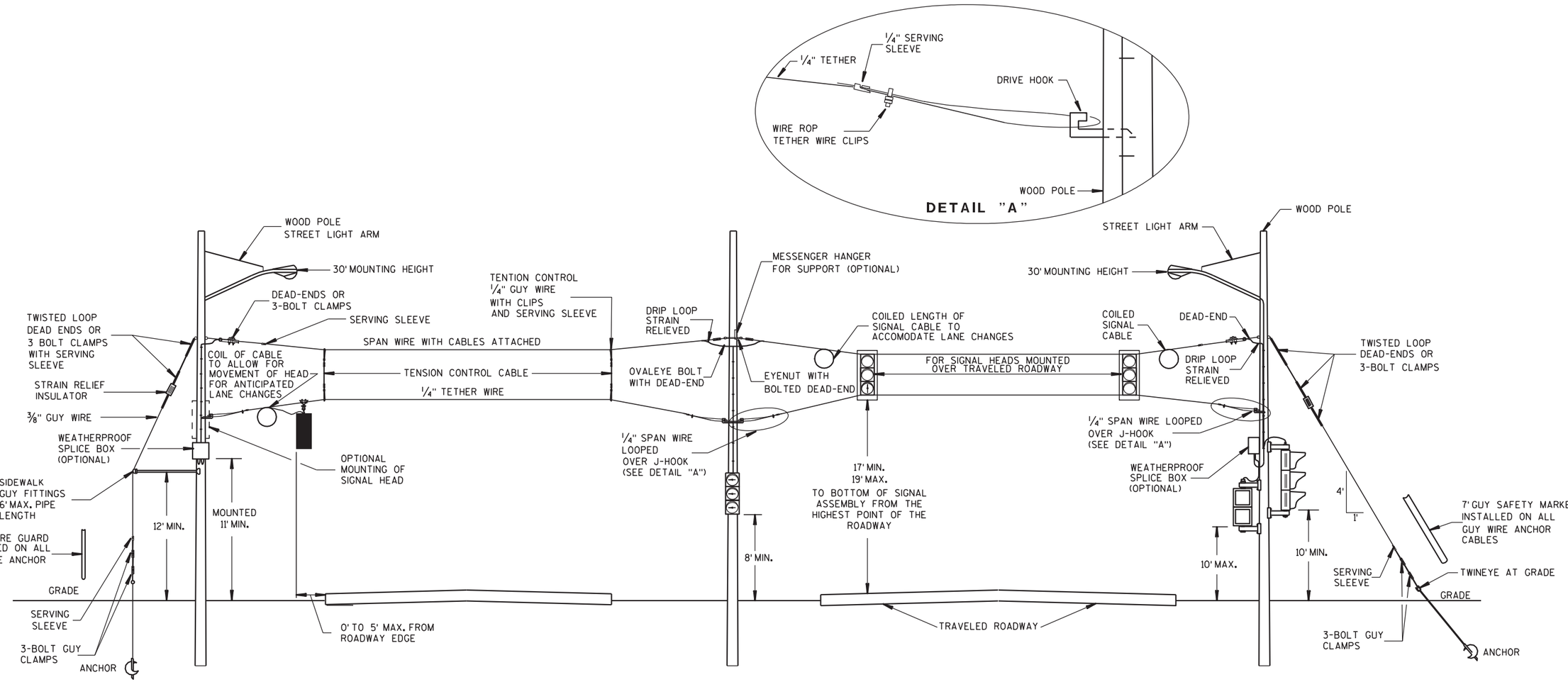
S.D.D. 9 G 1-3b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

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.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

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.

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 Aganthapanayanan
STATE ELECTRICAL ENGI

620 HWYS

FHWA

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S.D.D. 9 G 1-3c

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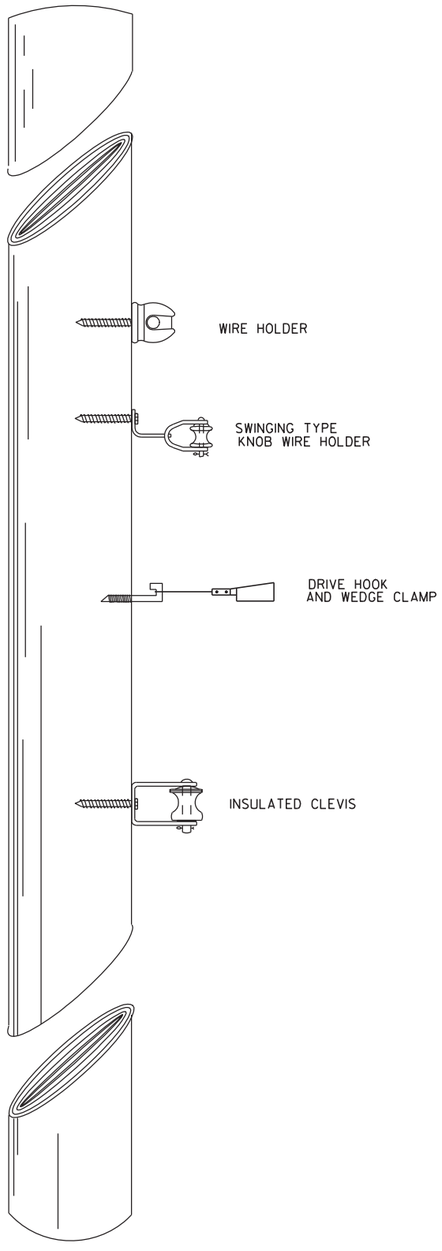
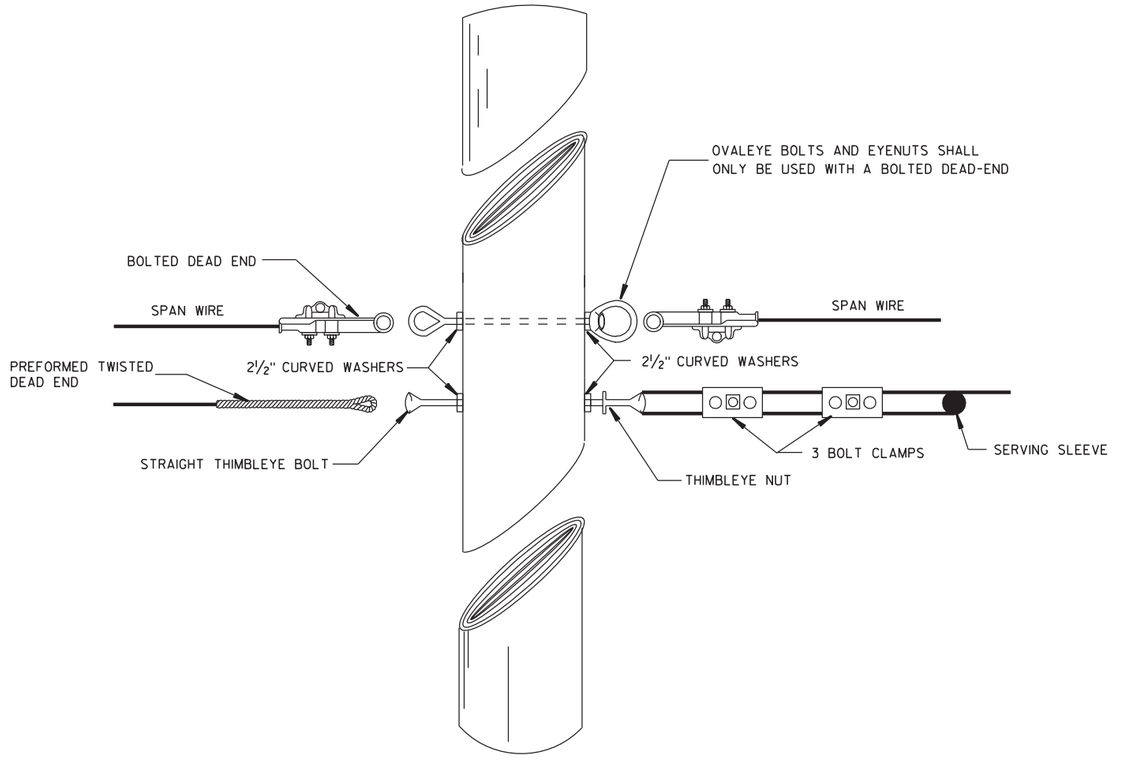
S.D.D. 9 G 1-3c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

6

6

S.D.D. 9 G 1-3d

S.D.D. 9 G 1-3d

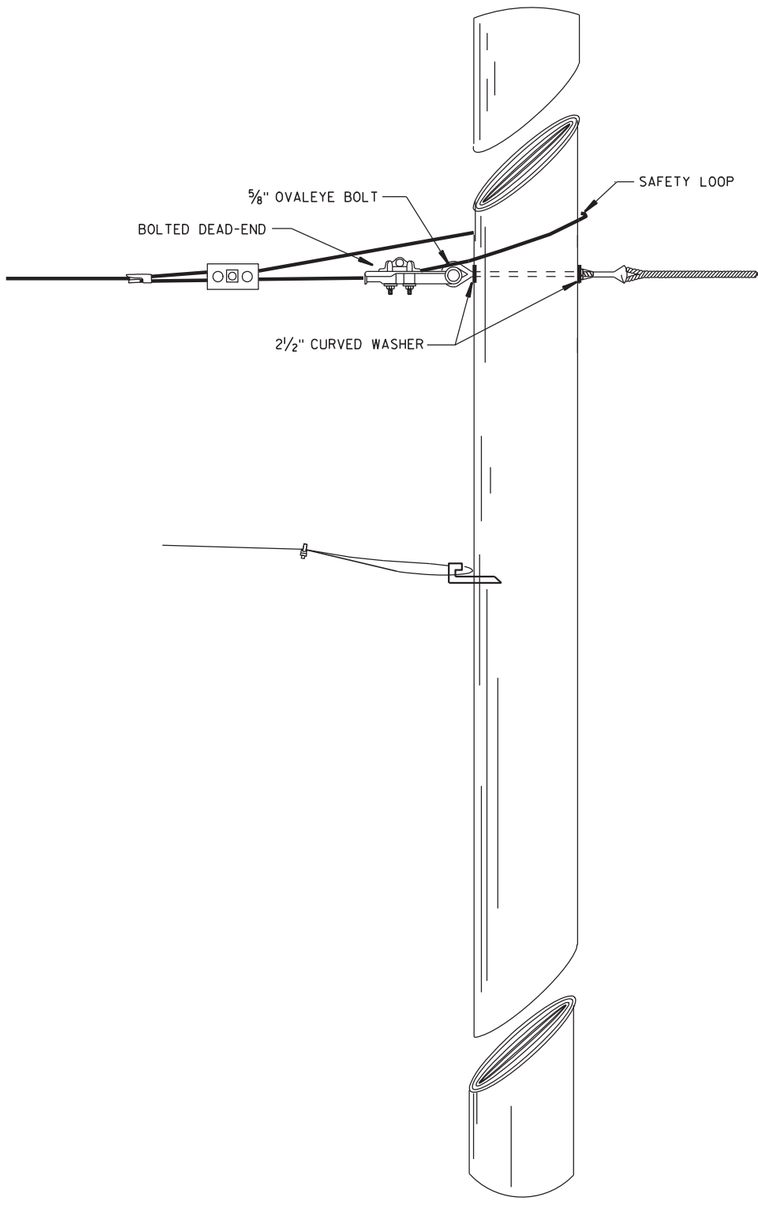
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

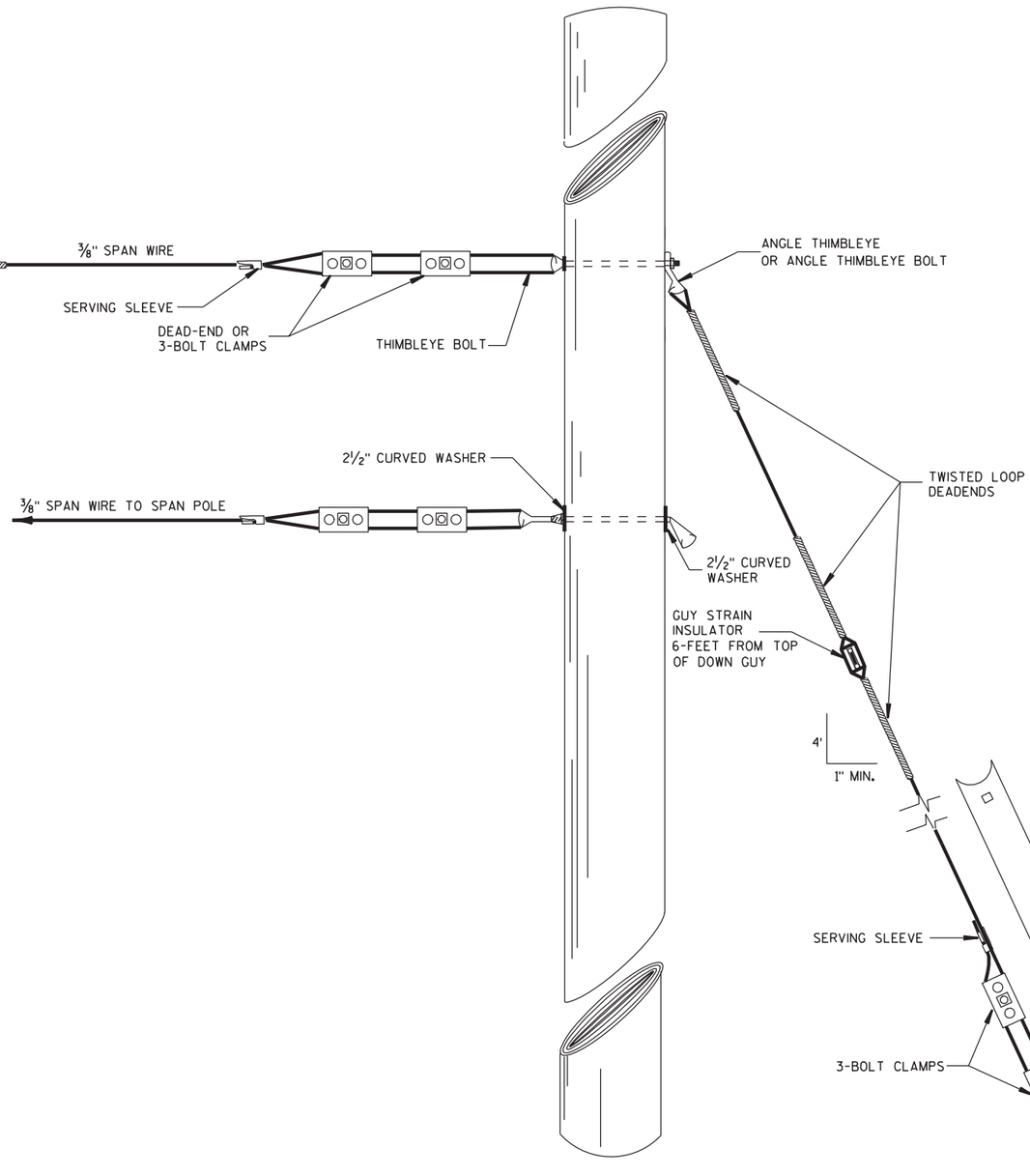
APPROVED
7-14-08
DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI
621
HWYS
FHWA

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 Aganthanarayanan
STATE ELECTRICAL ENGI 622 HWYS
FHWA

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S.D.D. 9 G 1-3e

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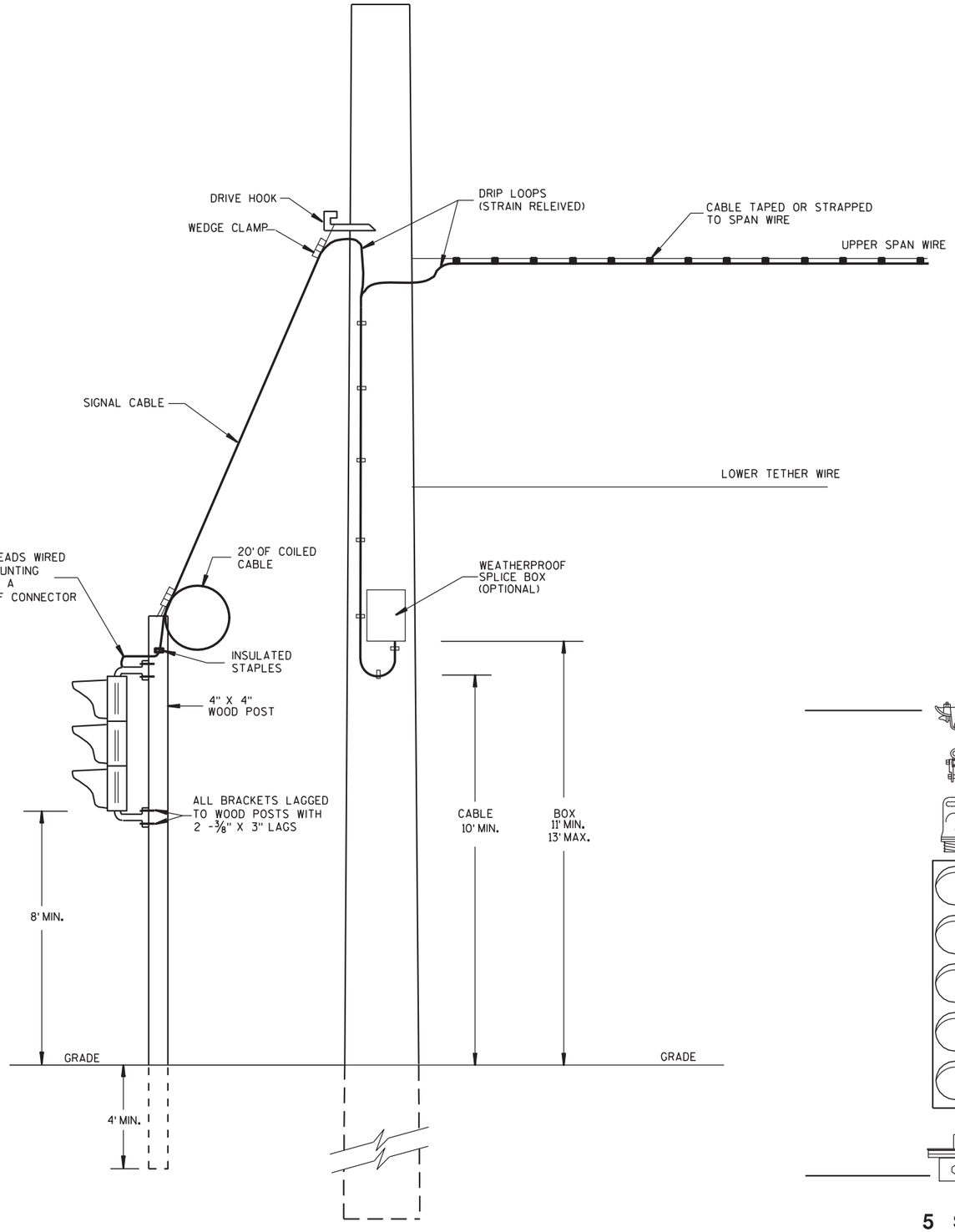
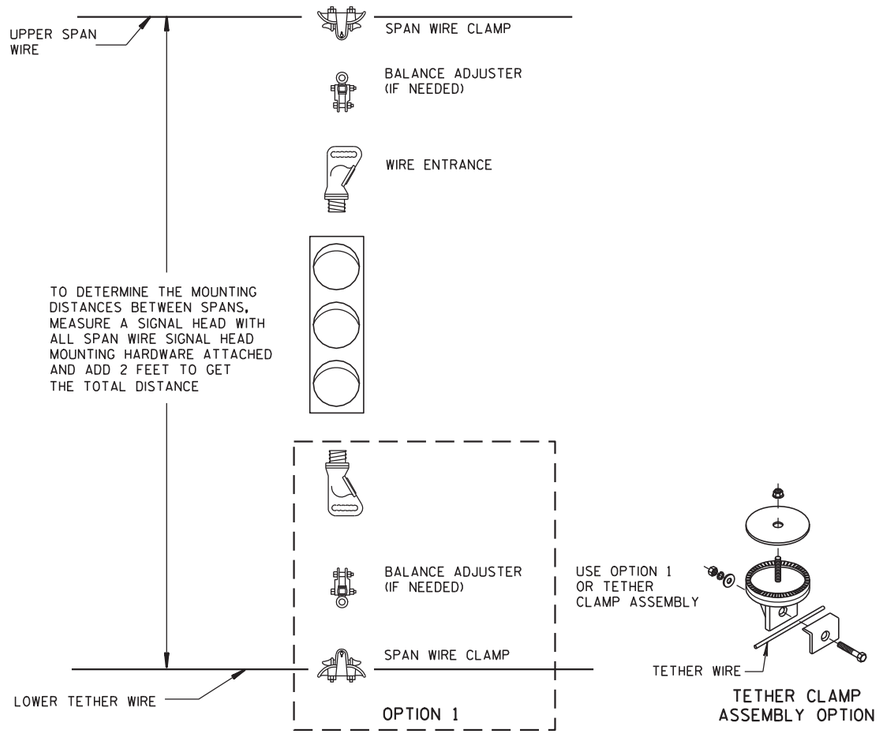
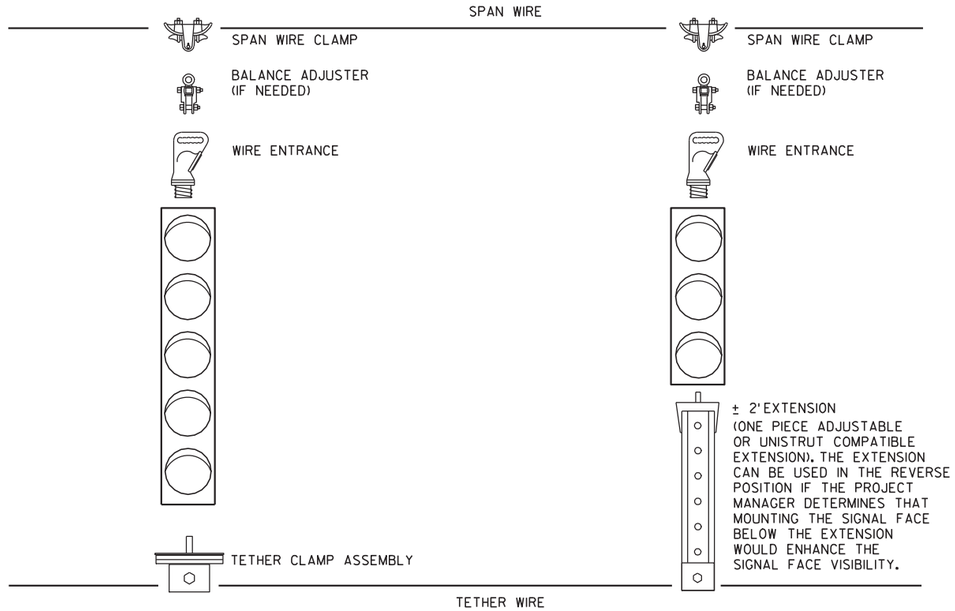
S.D.D. 9 G 1-3e



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 Ananthanarayanan
STATE ELECTRICAL ENGI 623 HWYS
FHWA

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S.D.D. 9 G 1-3f

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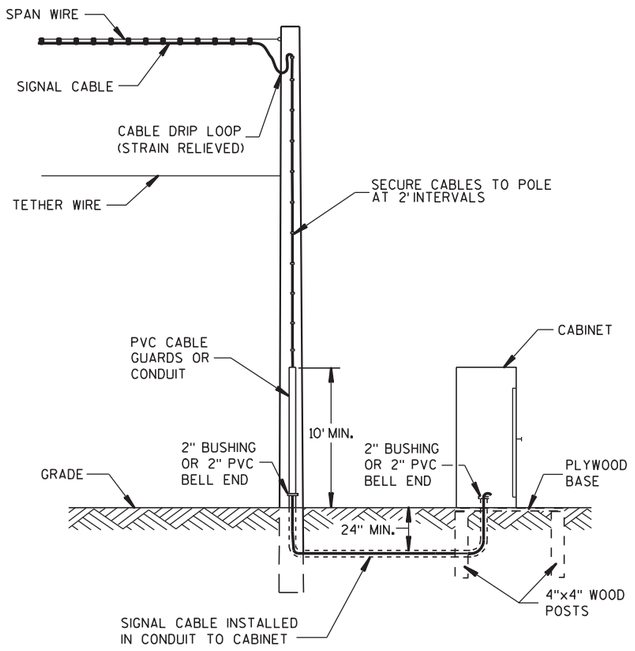
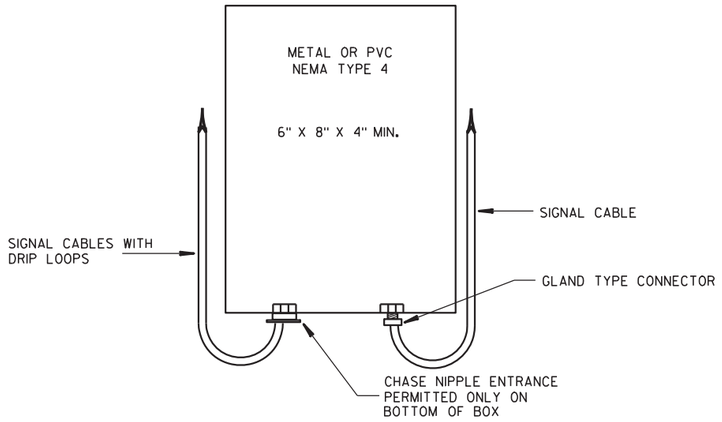
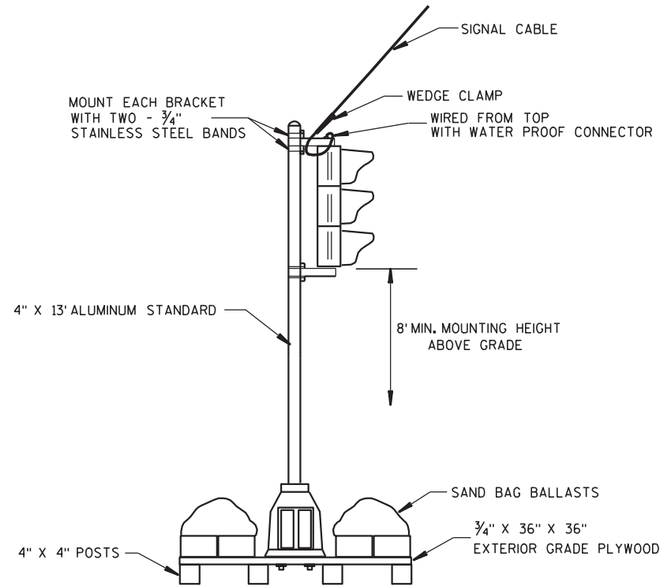
S.D.D. 9 G 1-3f

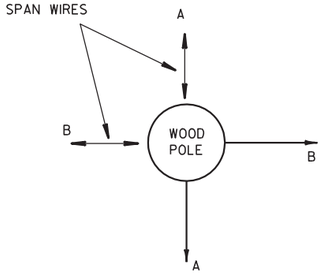




SPLICE BOX

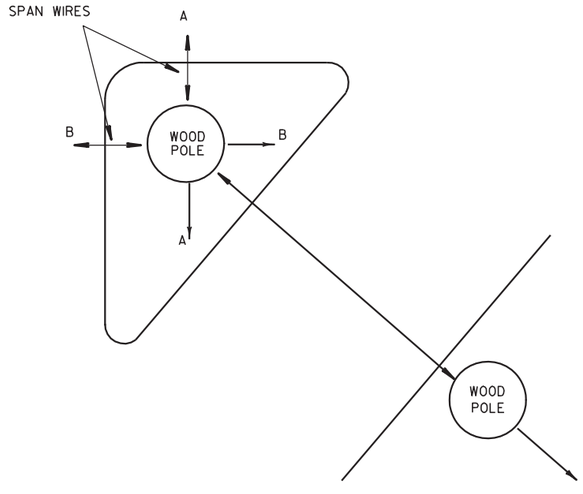


TYPICAL SKID TYPE TEMPORARY

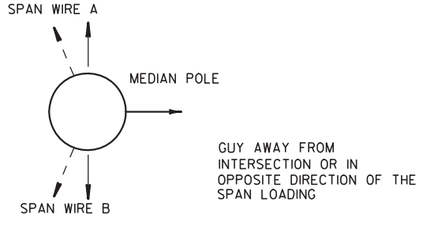


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangayagan
STATE ELECTRICAL ENGI

624

HWYS

FHWA

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S.D.D. 9 G 1-3g

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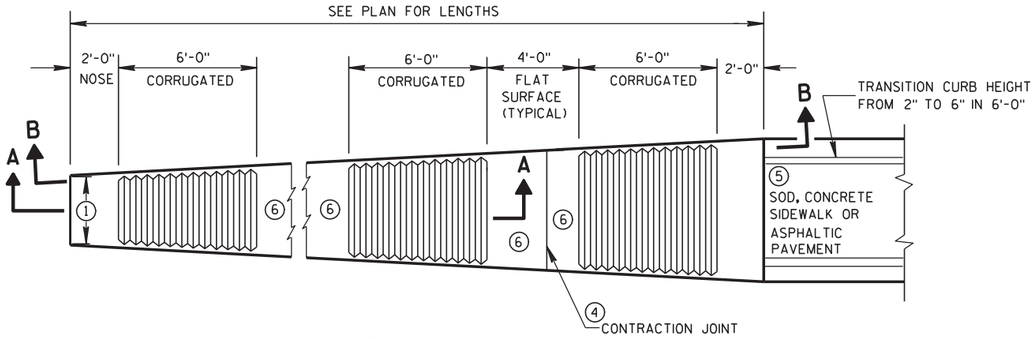
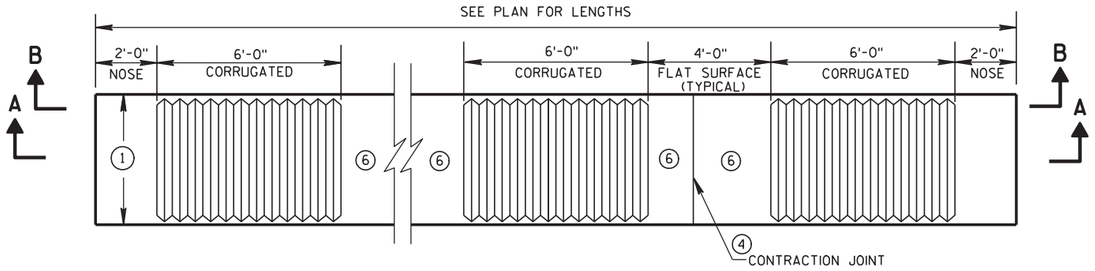
S.D.D. 9 G 1-3g



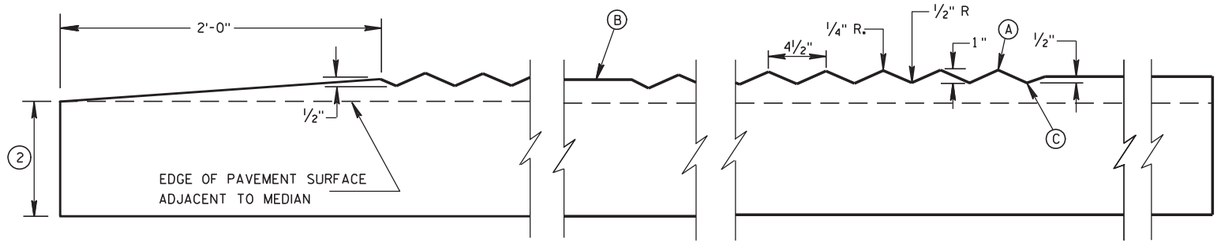
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

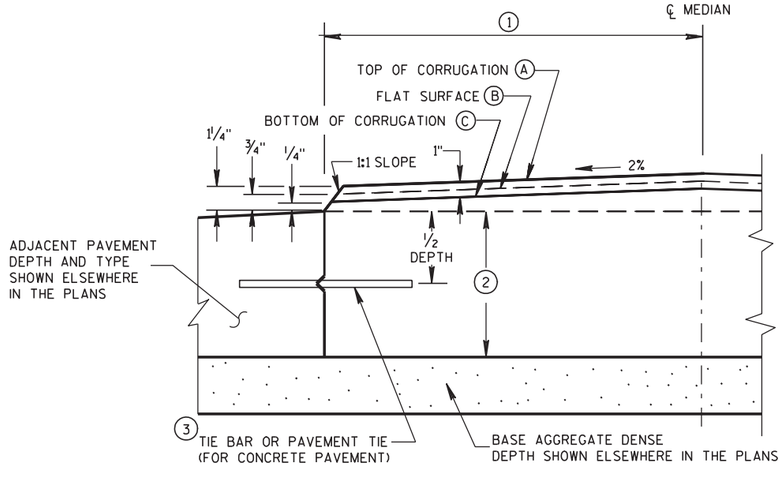
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) 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.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR 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.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

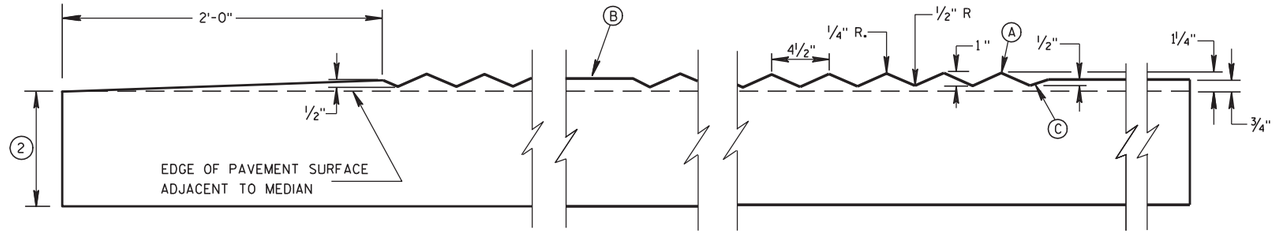
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

625

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S.D.D. 11 B 1-5

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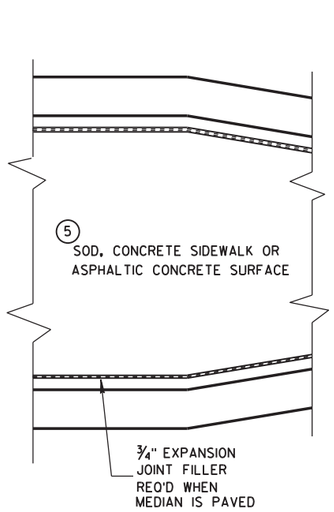
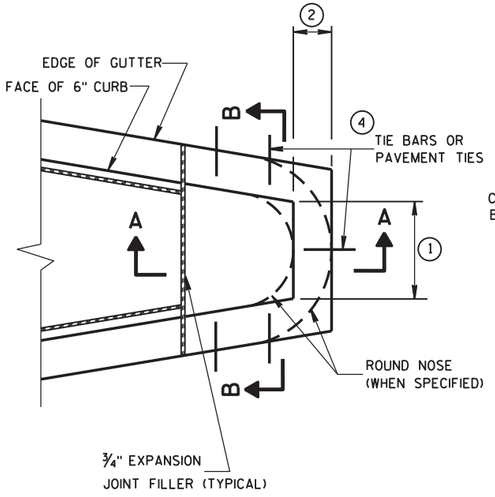
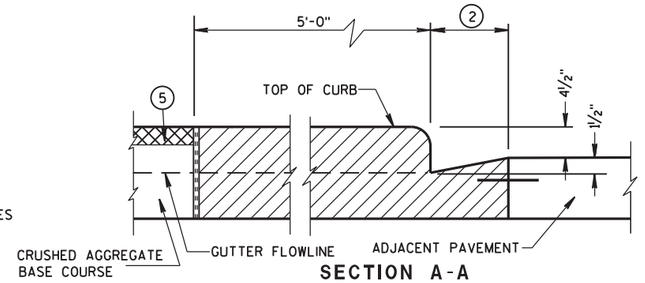
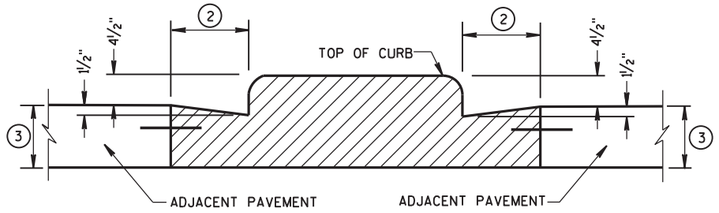
S.D.D. 11 B 1-5







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

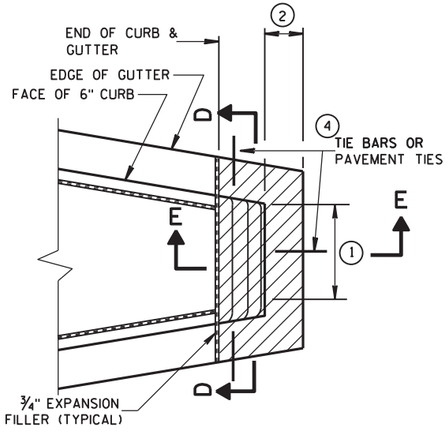
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

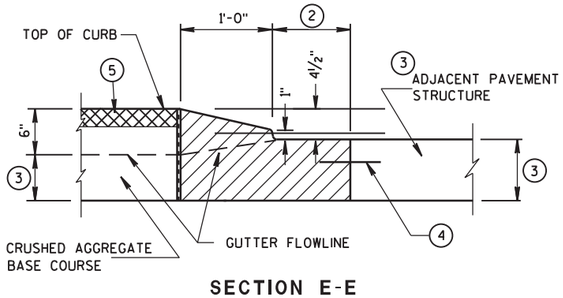
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

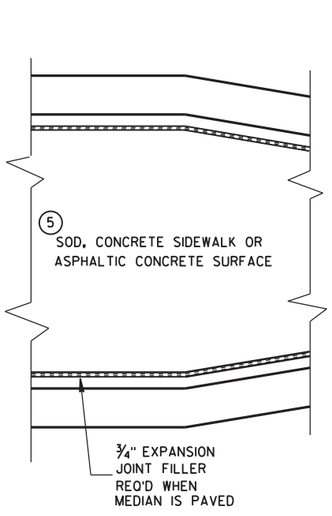
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

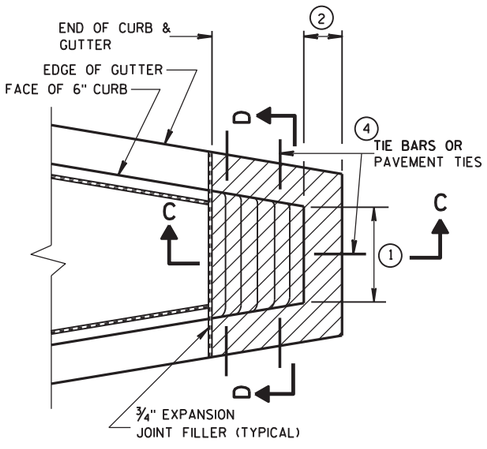


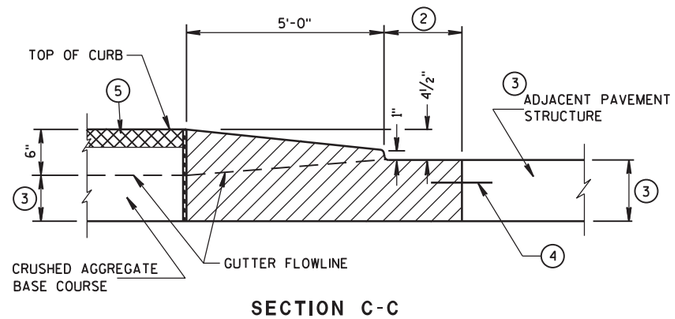


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

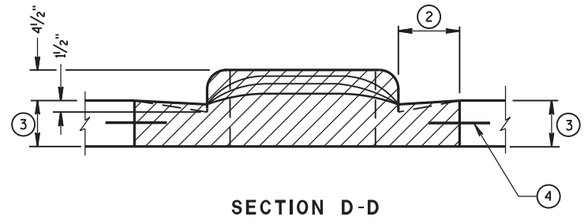






SECTION C-C

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. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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S.D.D. 11 B 2-2

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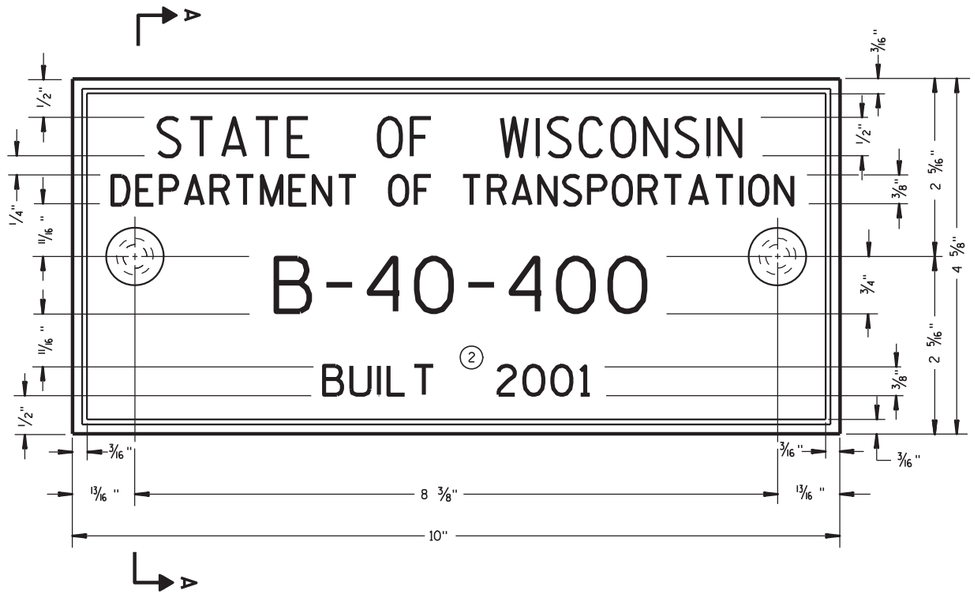
S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

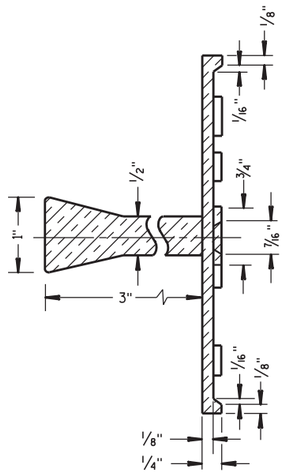
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

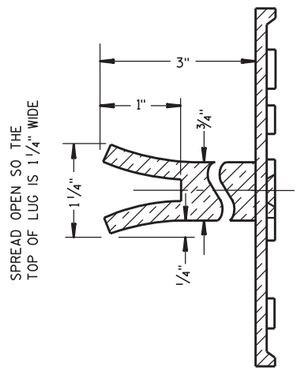
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

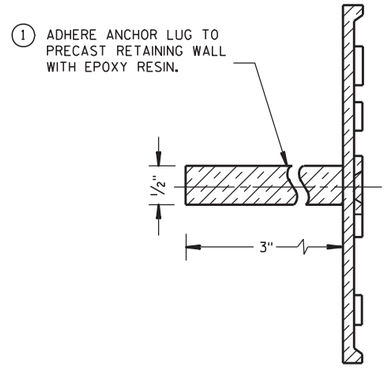
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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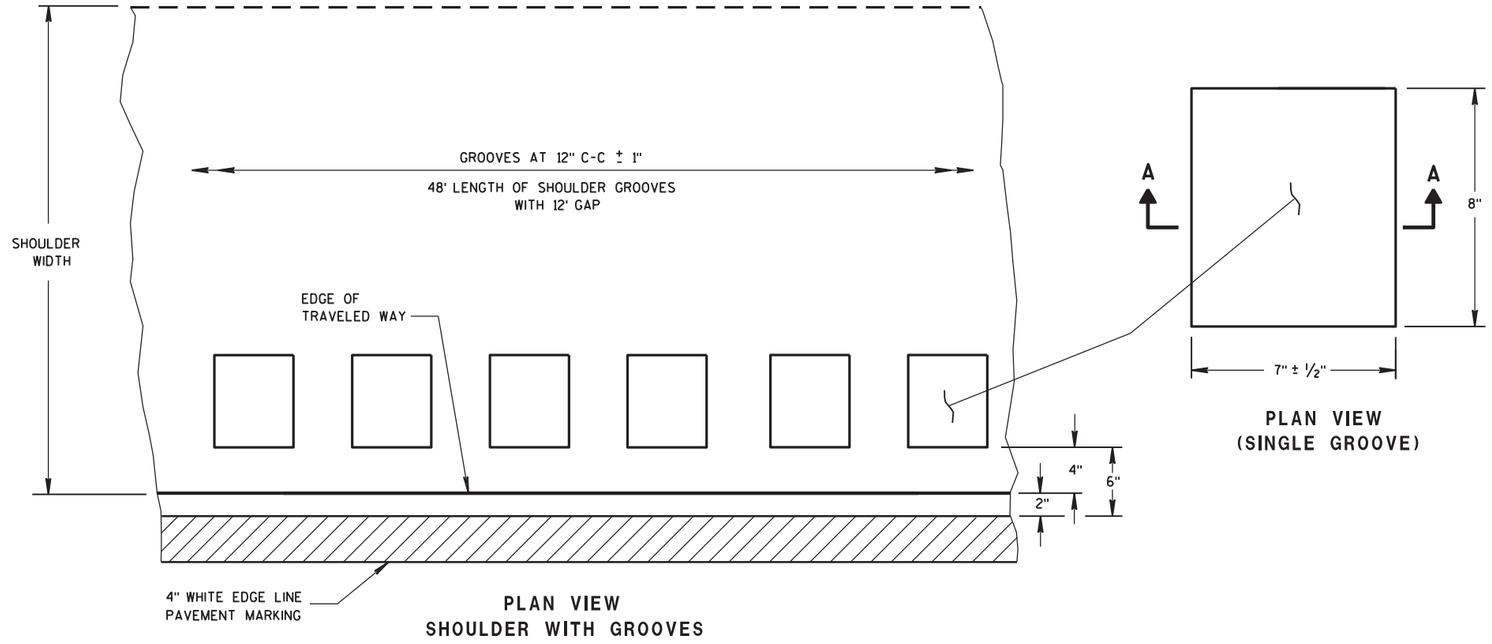
S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

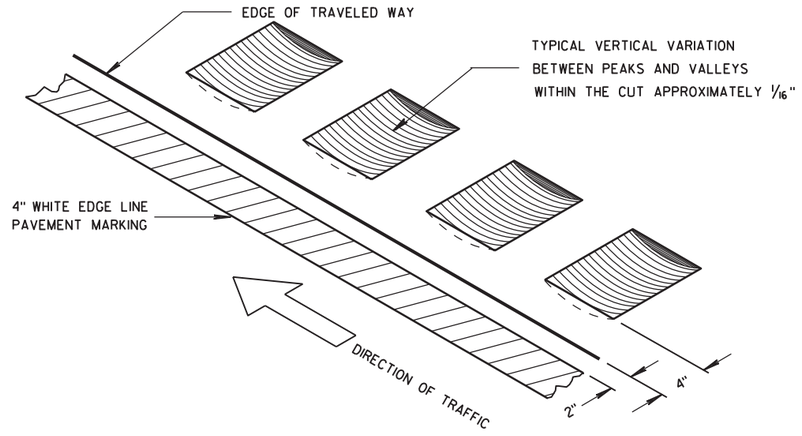
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

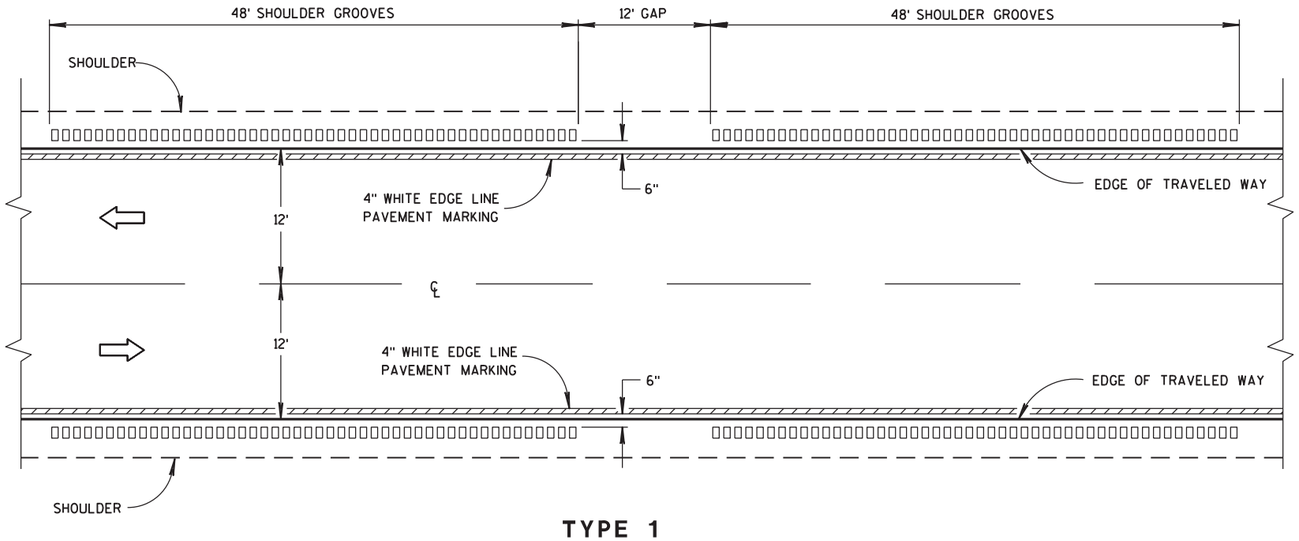
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

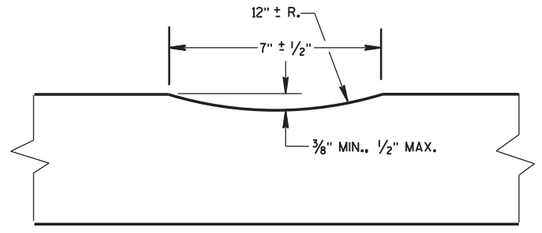


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2-LANE SHOULDER RUMBLE STRIP



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 13 A 10-1a

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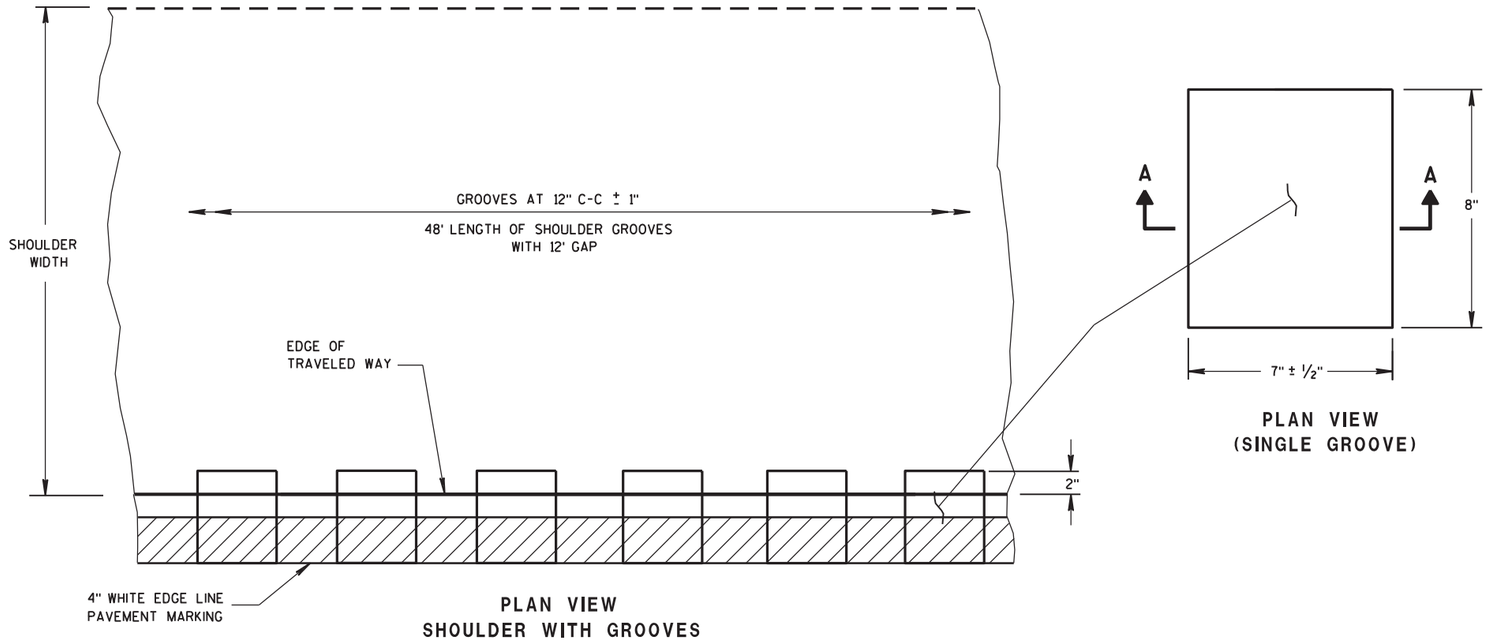
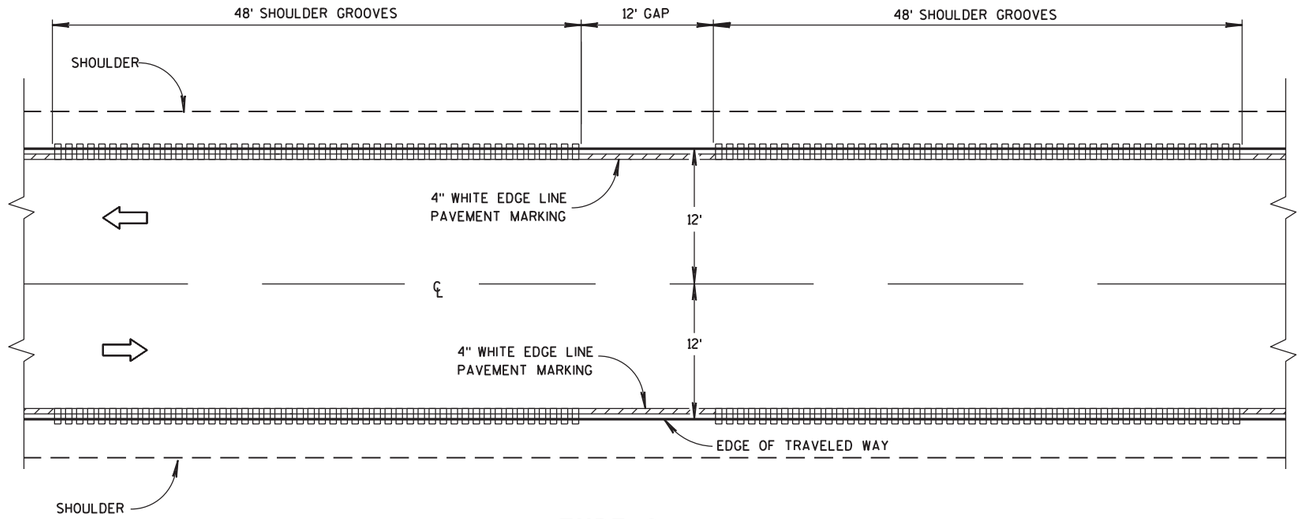
S.D.D. 13 A 10-1a



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



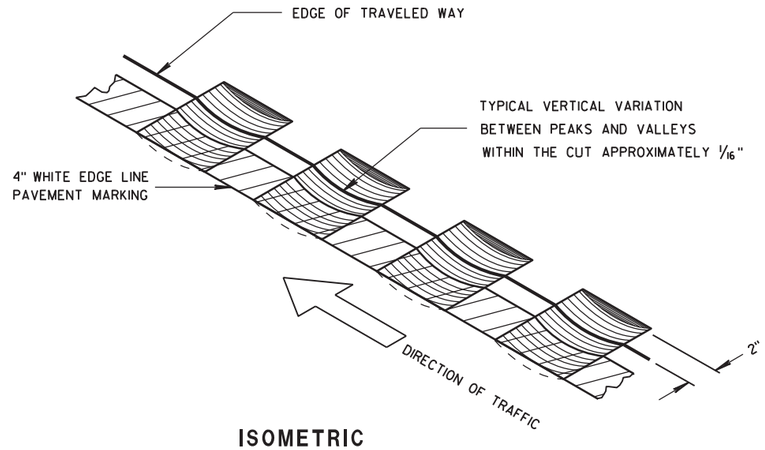
TYPE 2
2-LANE SHOULDER RUMBLE STRIP

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



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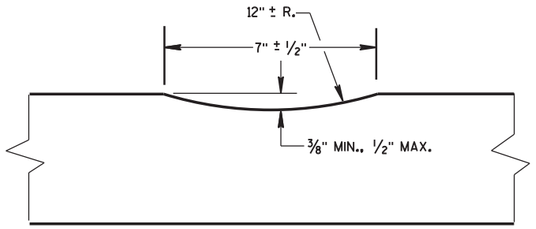

SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 13 A 10-1b

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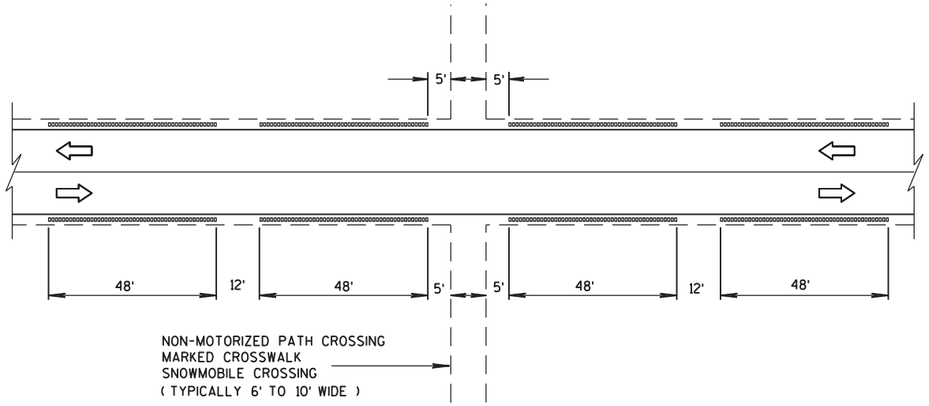
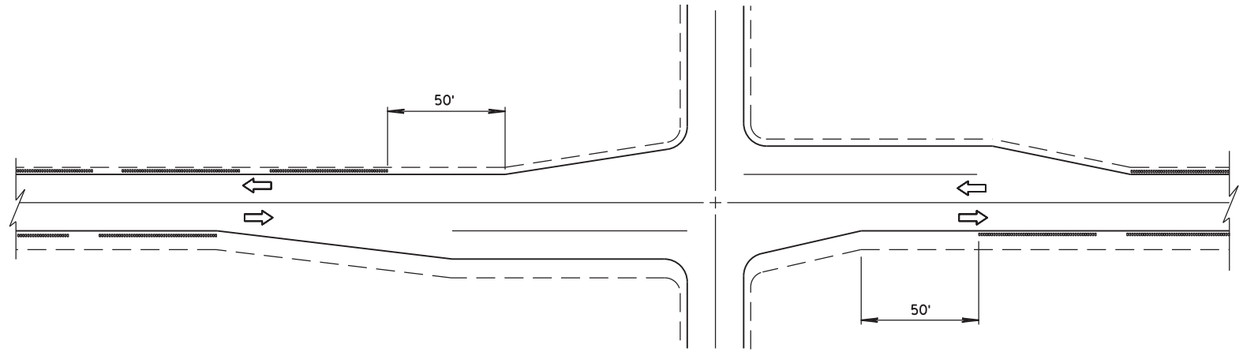
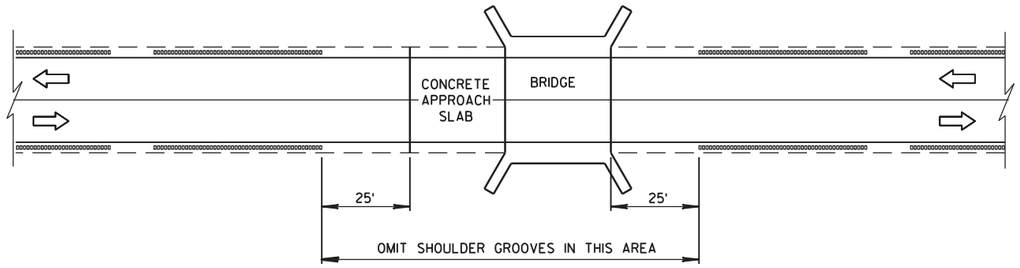
S.D.D. 13 A 10-1b



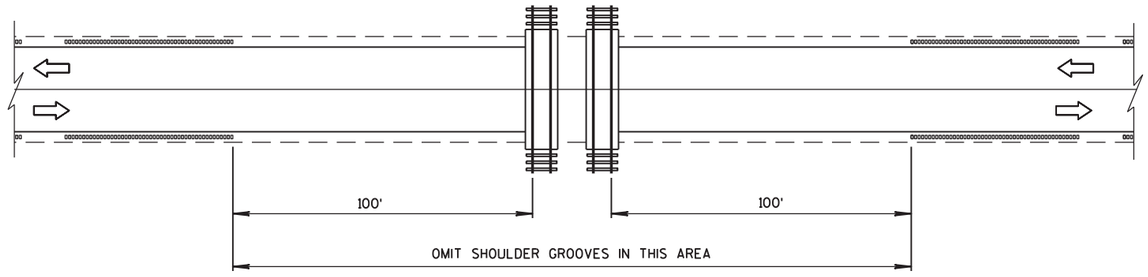
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



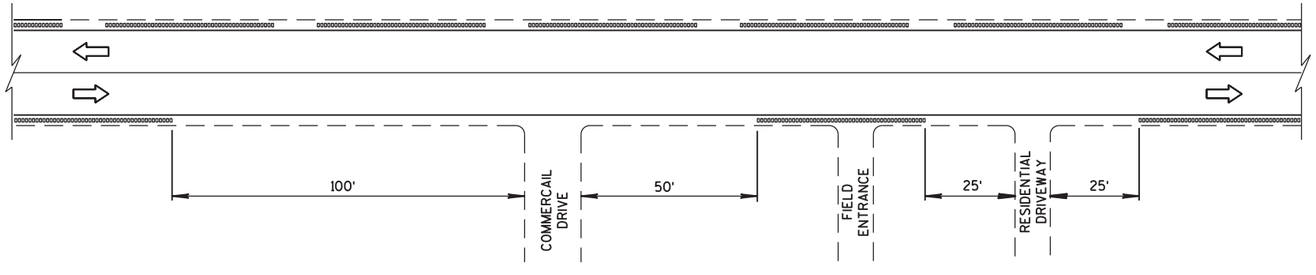
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT DRIVEWAYS (1)

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 A 10-1c

GENERAL NOTES

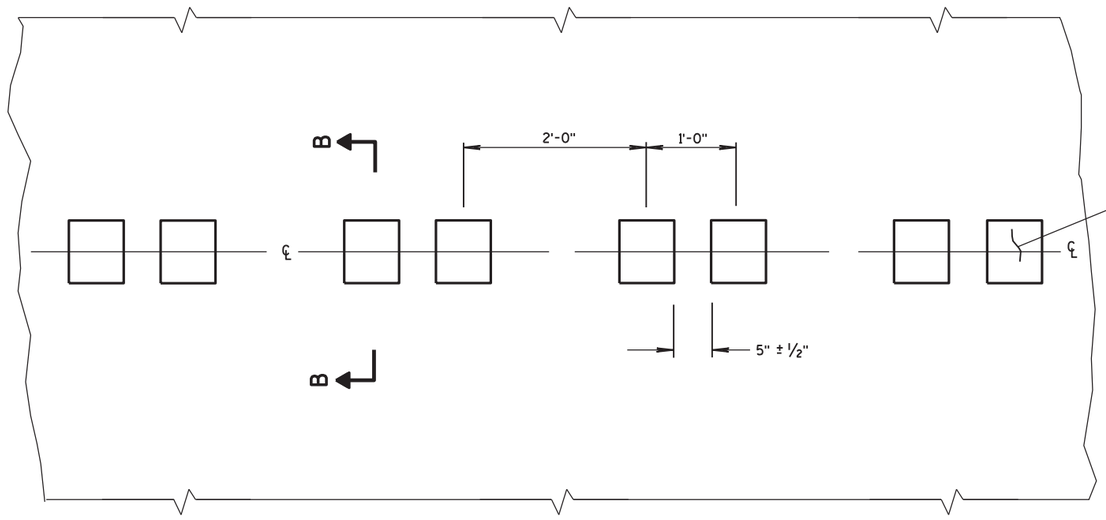
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

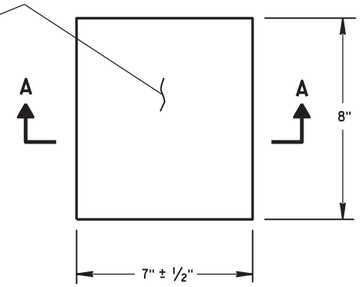
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

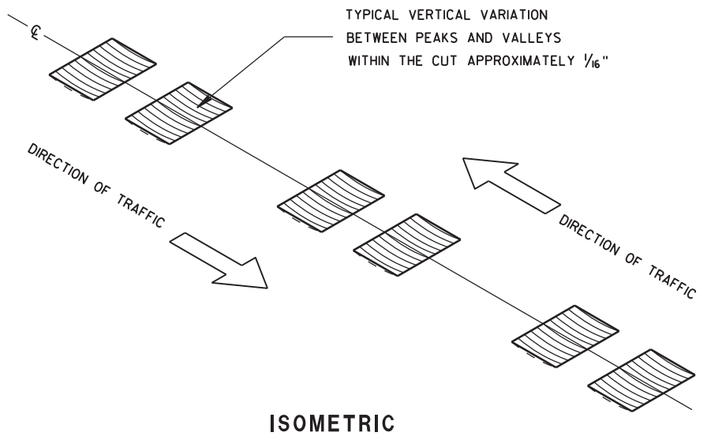


PLAN VIEW
CENTER LINE WITH GROOVES

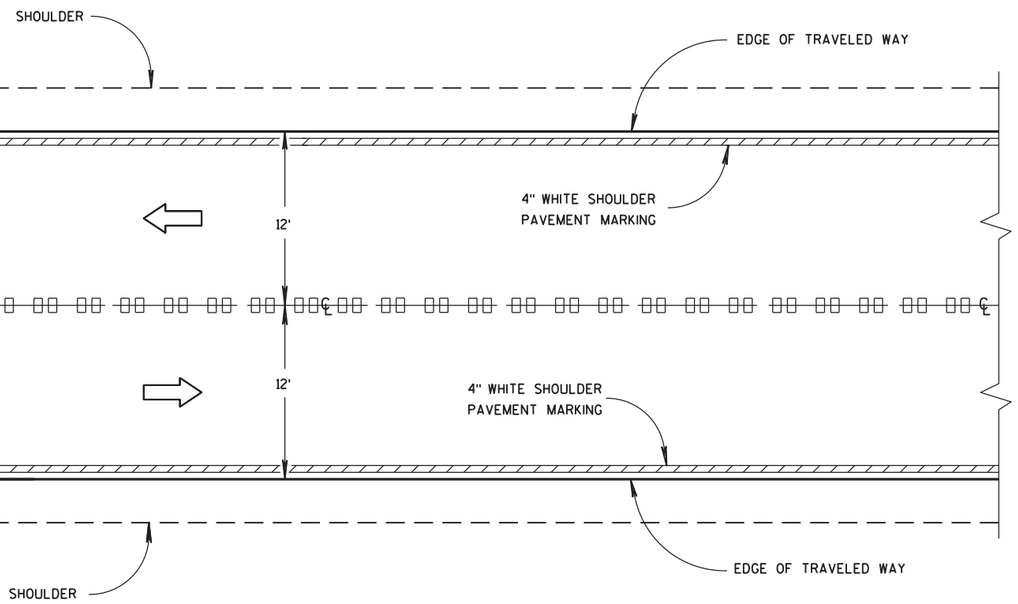


PLAN VIEW
(SINGLE GROOVE)

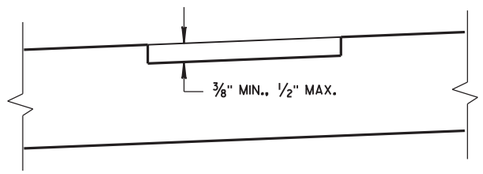
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



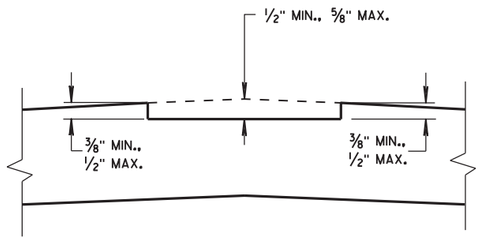
ISOMETRIC



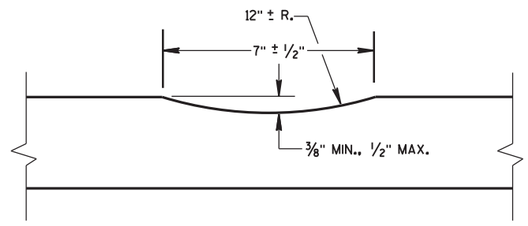
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

6

S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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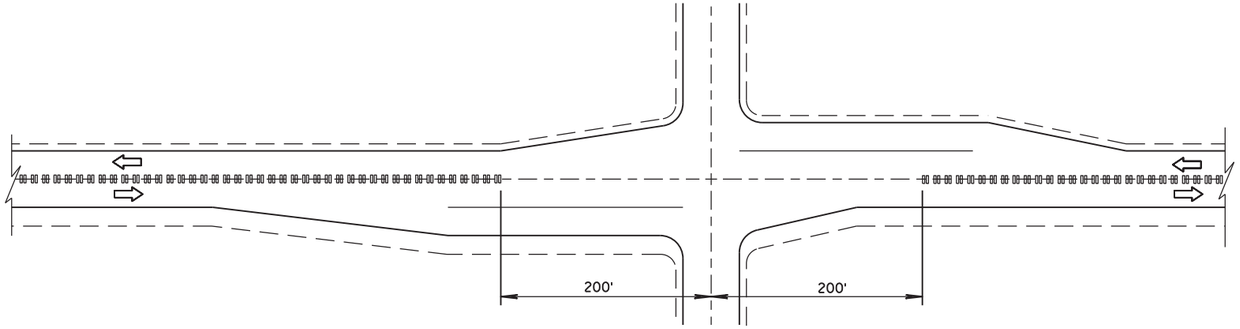
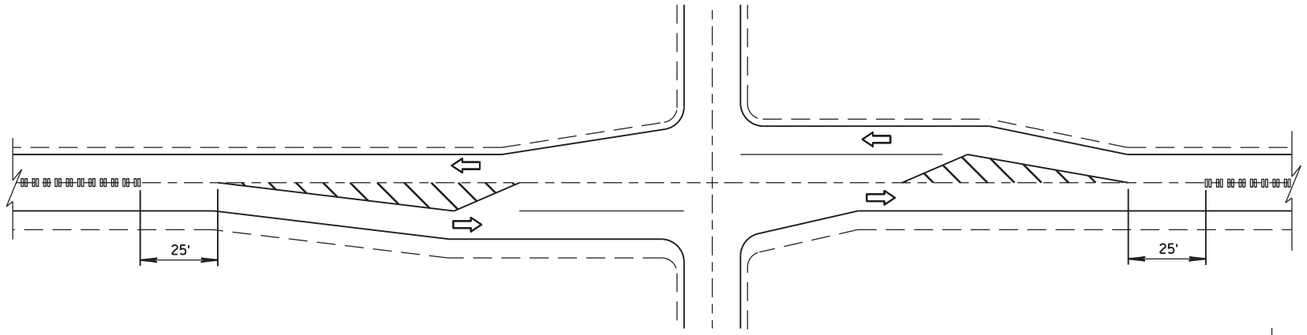
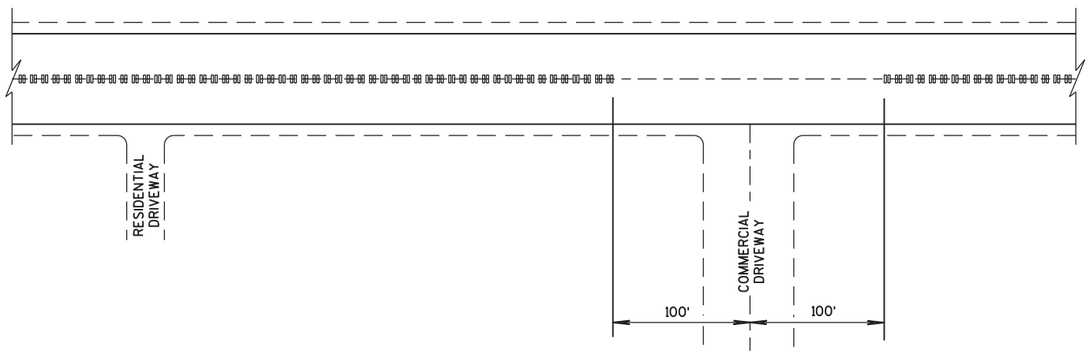
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

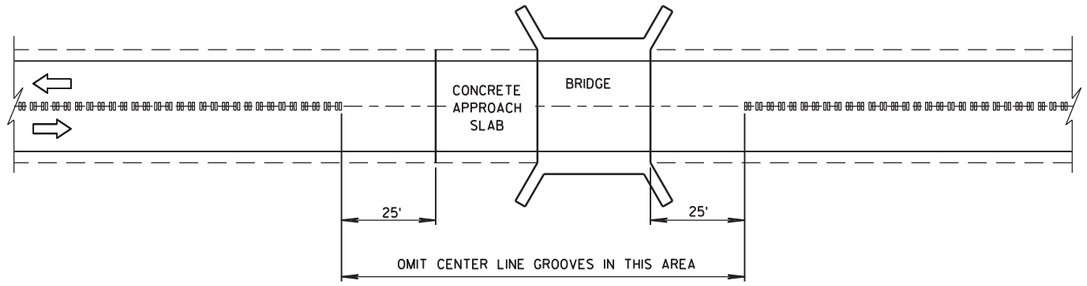


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

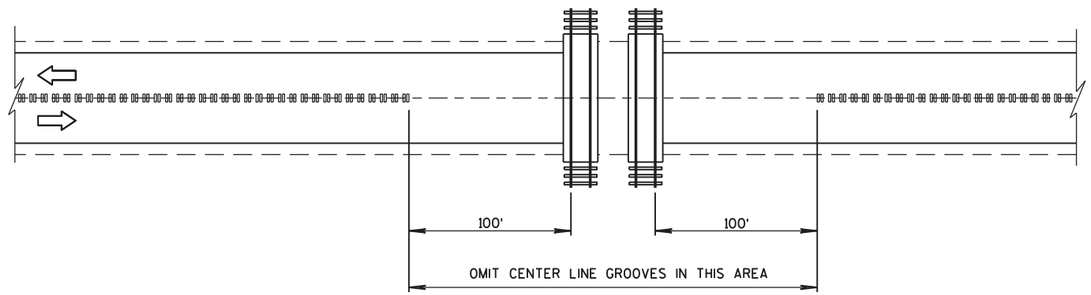


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

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S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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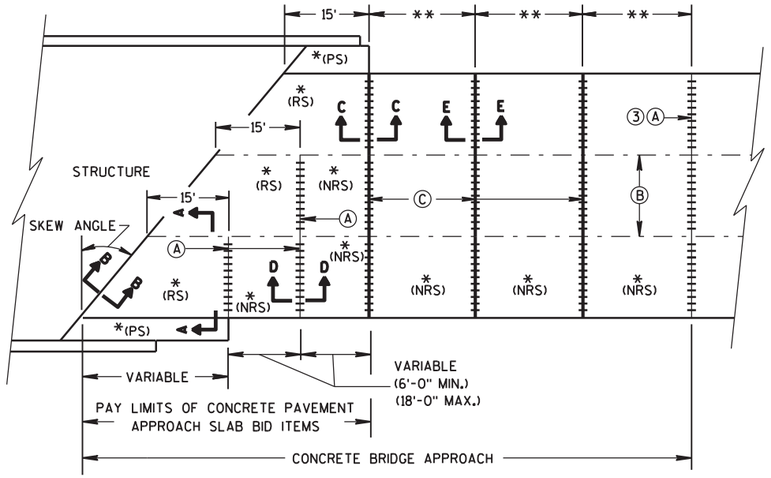
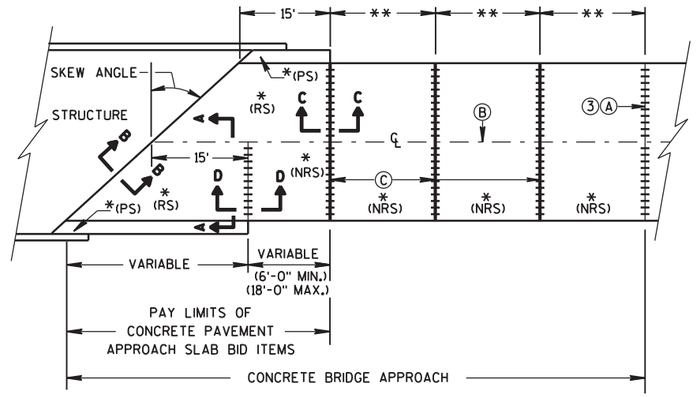
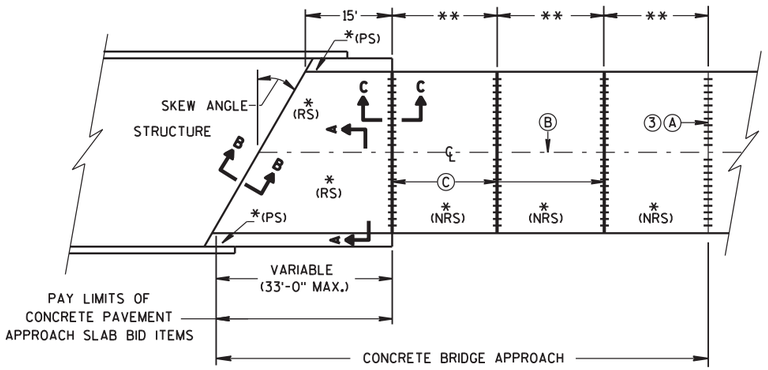
S.D.D. 13 A 11-2b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



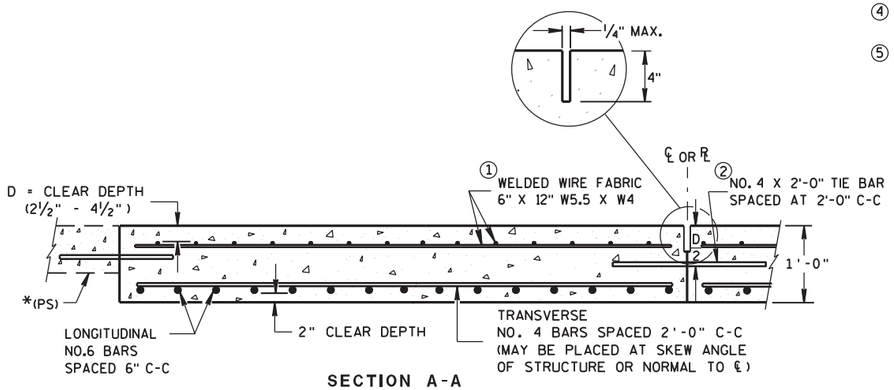
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

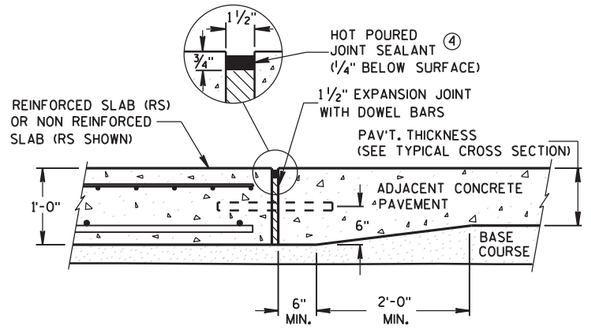
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)
***STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11, & SDD 13C13)

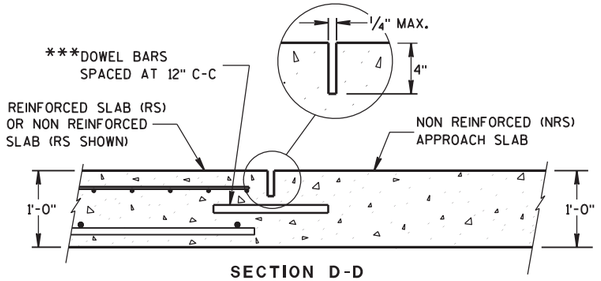
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



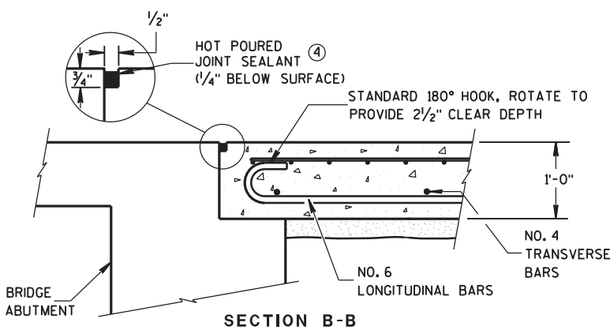
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

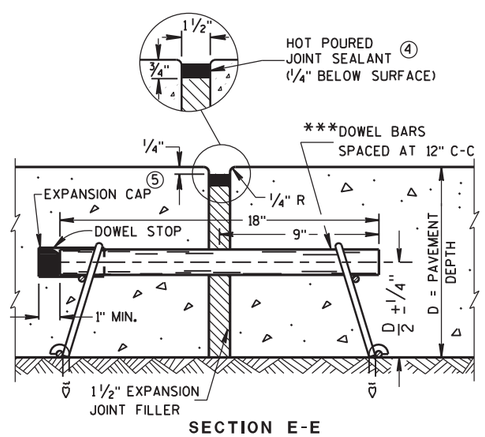
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
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FHWA

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S.D.D. 13 B 2-7a

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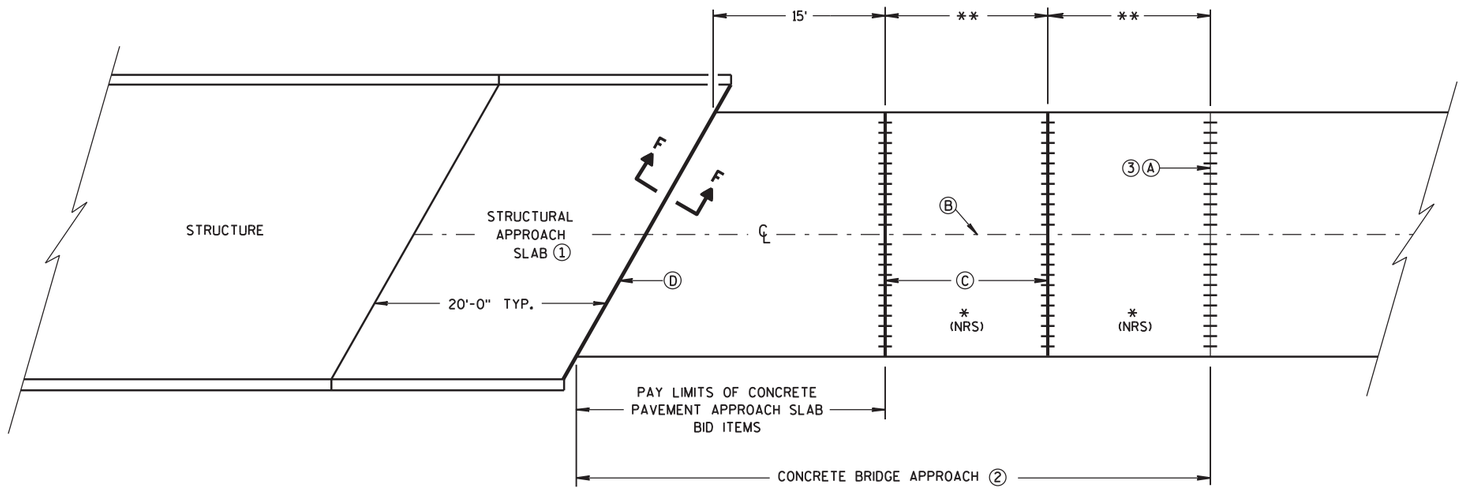
S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE BRIDGE APPROACH.

① CONFORM TO APPLICABLE BRIDGE MANUAL STANDARD DRAWINGS FOR *STRUCTURAL APPROACH SLABS* (SEE CHAPTER 12 - ABUTMENTS).

② CONFORM TO SHEET (a) OF THIS SET FOR *CONCRETE BRIDGE APPROACH* DETAILS, WITH ONE EXCEPTION — WHEN CONSTRUCTING A *CONCRETE BRIDGE APPROACH* NEXT TO A *STRUCTURAL APPROACH SLAB*, AS SHOWN IN THE DETAIL DRAWING, THE *CONCRETE BRIDGE APPROACH* WILL ONLY HAVE TWO EXPANSION JOINTS; THE THIRD EXPANSION JOINT IS AT THE END OF THE *STRUCTURAL APPROACH SLAB*.

③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

*(NRS) = NON-REINFORCED CONCRETE SLAB

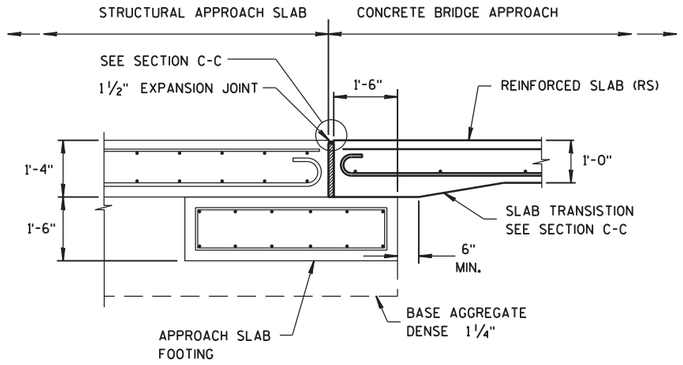
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
EER

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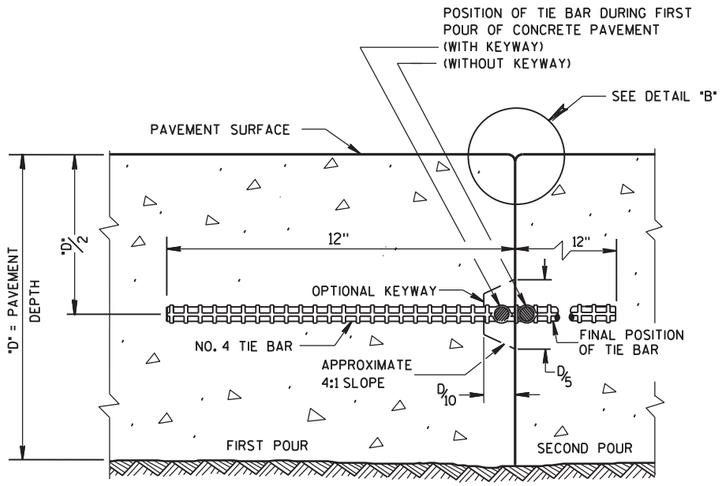
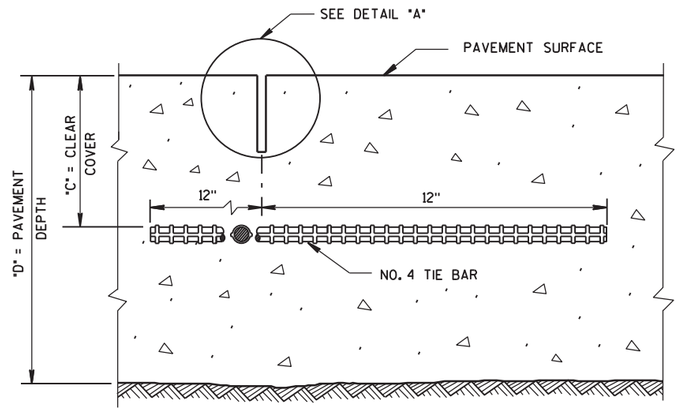
S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

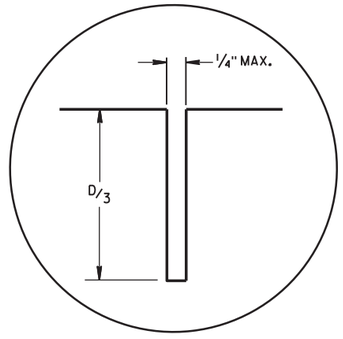
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



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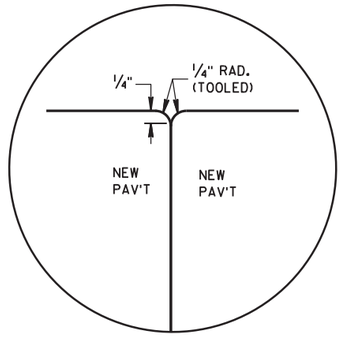

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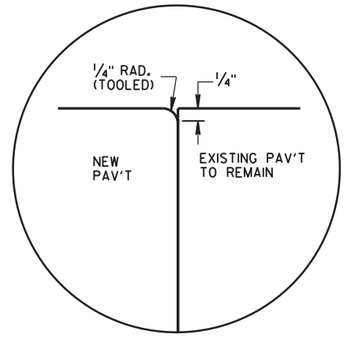

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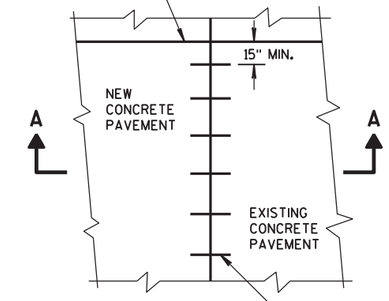
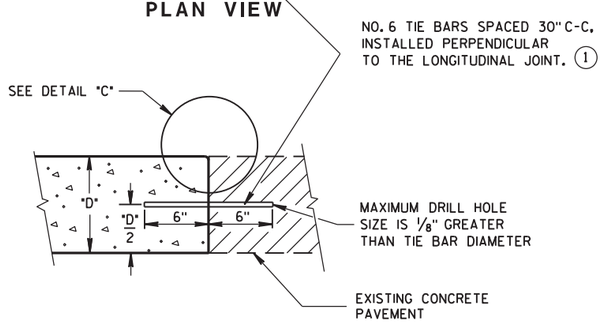


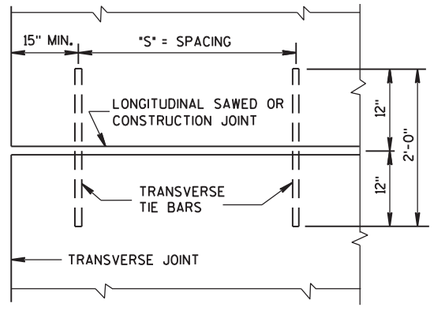
PLAN VIEW



SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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

9/2014 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

FHWA

635

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S.D.D. 13 C 1-17

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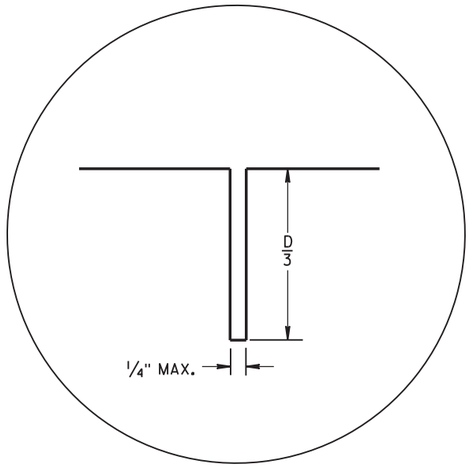
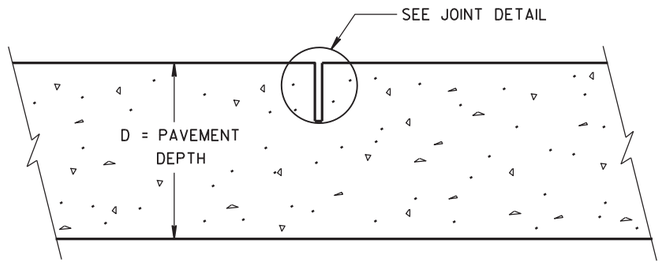


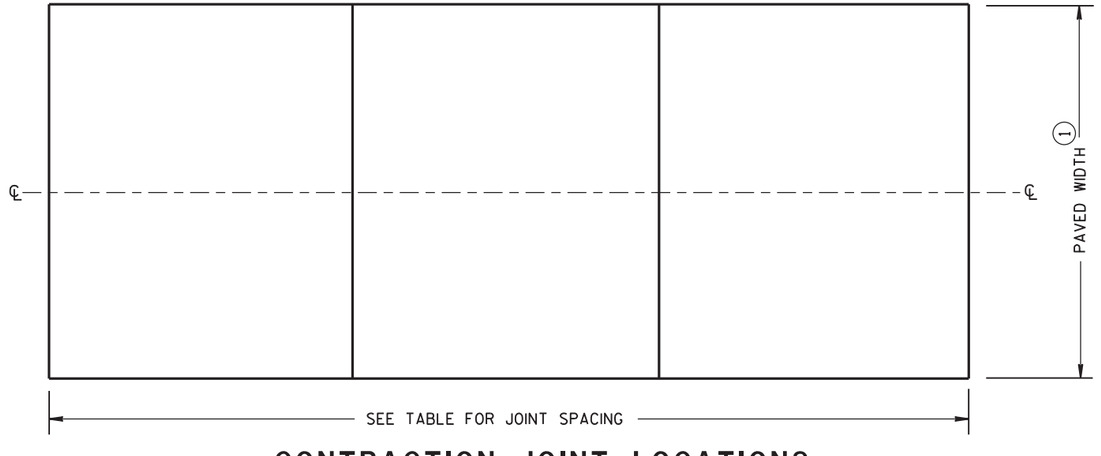
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

CONSTRUCTION JOINTS

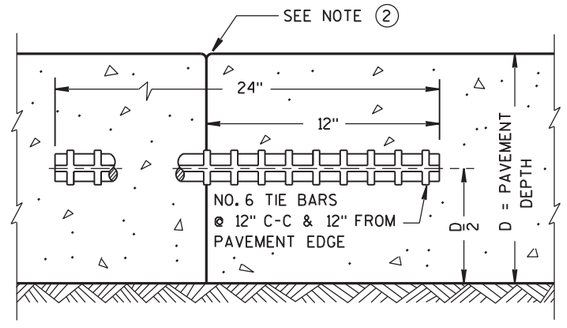
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

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S.D.D. 13 C 4-16

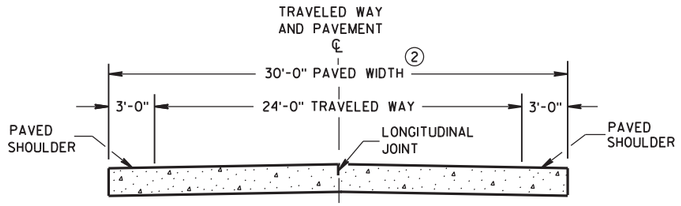
S.D.D. 13 C 4-16

URBAN NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

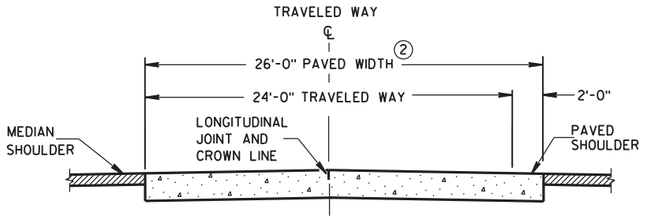
APPROVED
5-3-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

IEER

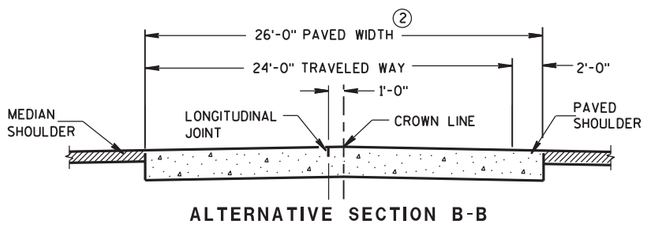


SECTION A-A ①

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

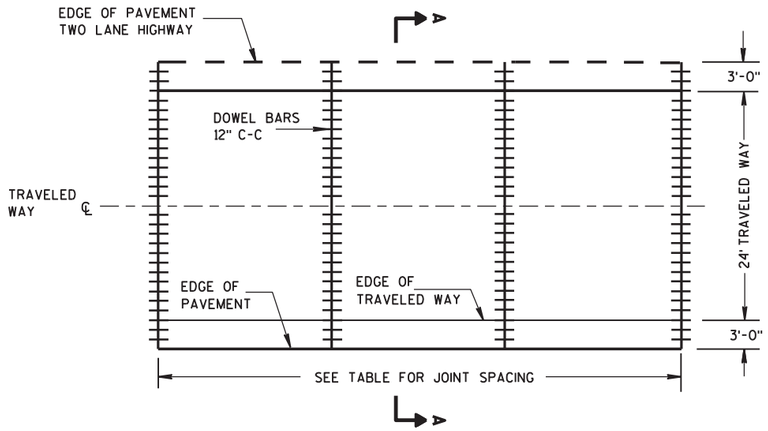
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

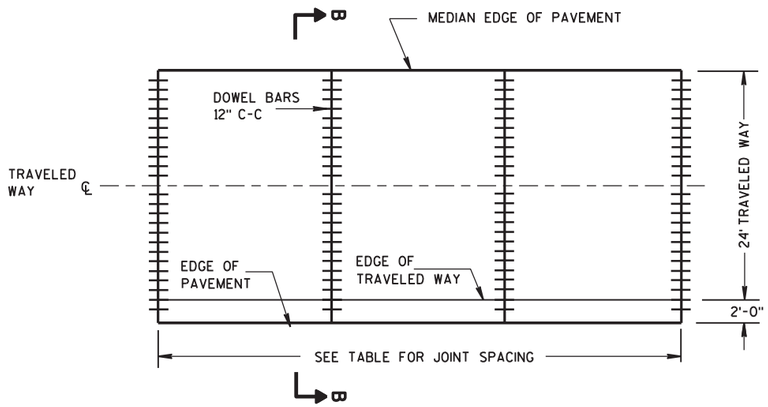
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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 637

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S.D.D. 13 C 11-11a

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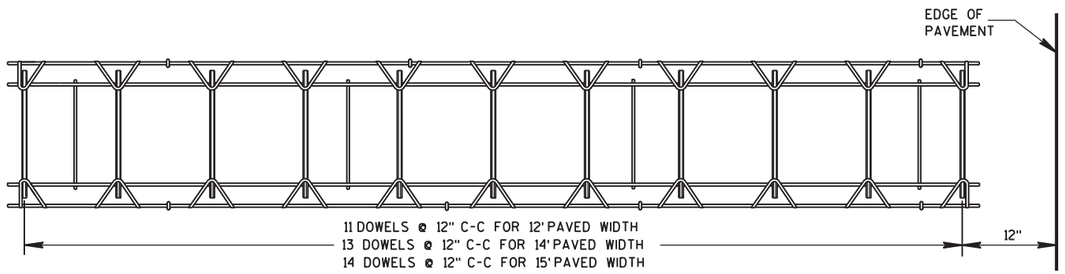
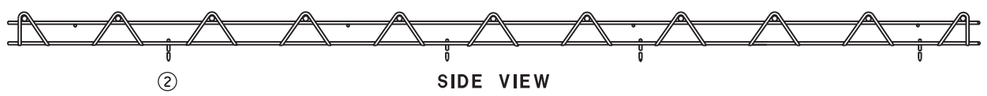
S.D.D. 13 C 11-11a



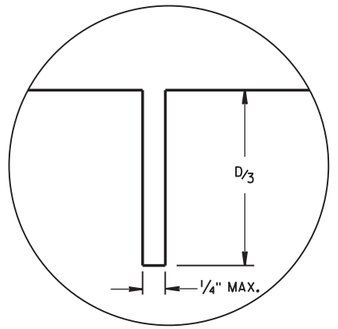
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

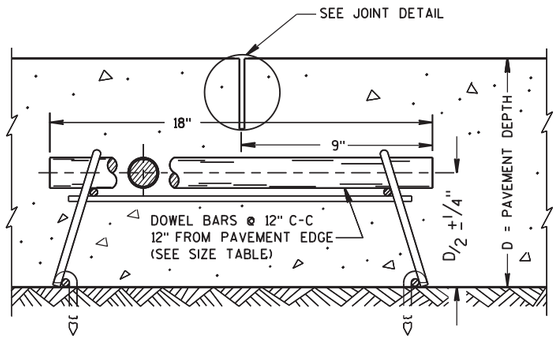
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

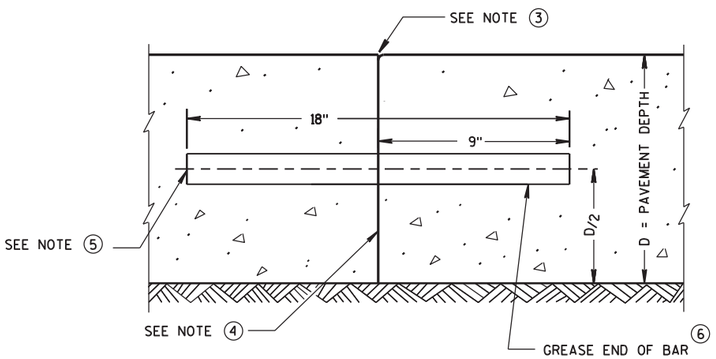
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

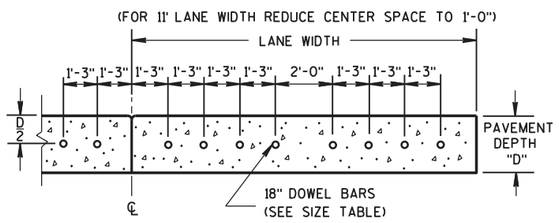
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE 638 NEER
FHWA

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S.D.D. 13 C 11-11b

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S.D.D. 13 C 11-11b

GENERAL NOTES

PCCP = PORTLAND CEMENT CONCRETE PAVEMENT.

SHLDR = SHOULDER.

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

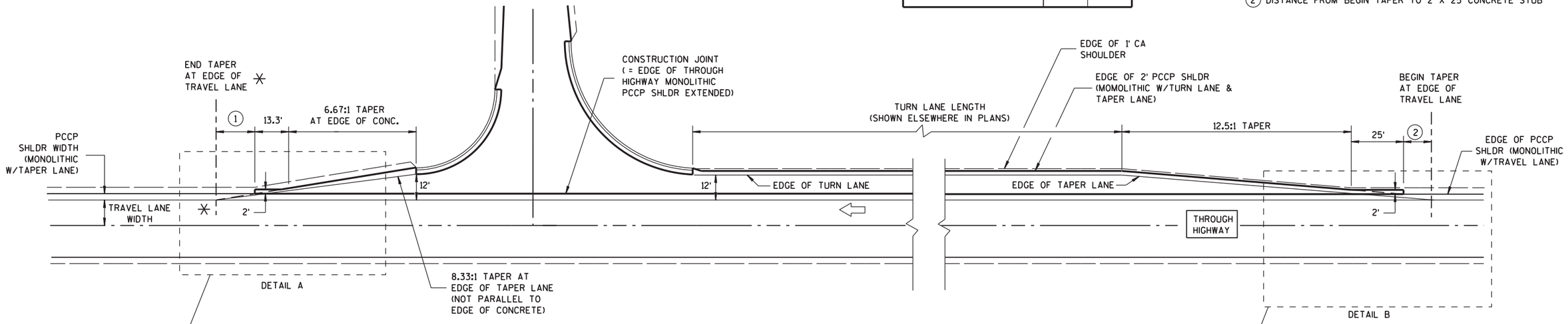
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

THROUGH HIGHWAY LANE WIDTH AND PCCP SHOULDER WIDTH ARE SHOWN ELSEWHERE IN PLANS

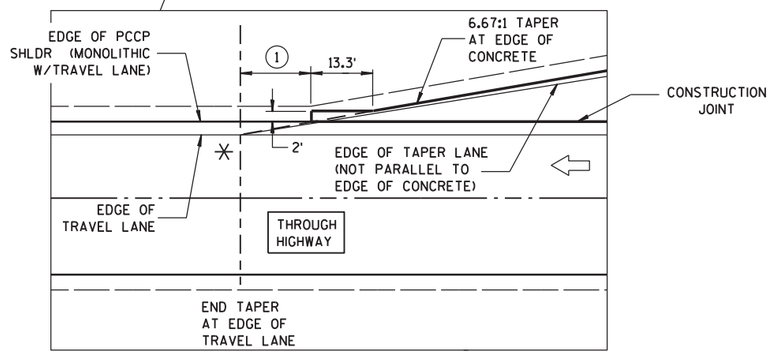
(1) DISTANCE FROM END TAPER TO 2' X 13.3' CONCRETE STUB

(2) DISTANCE FROM BEGIN TAPER TO 2' X 25' CONCRETE STUB

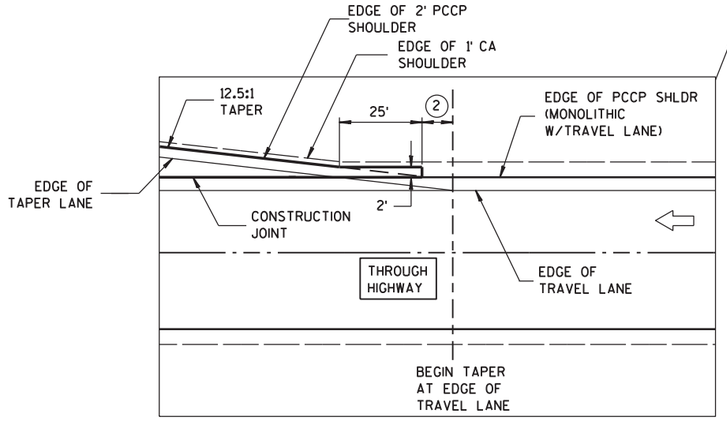
THROUGH HIGHWAY MONOLITHIC PCCP SHOULDER WIDTH (FEET)	DISTANCE (FEET)	
	(1)	(2)
2	13.3	0.0
3	20.0	12.5
TAPER RATE : 1	6.67	12.5



NOTE: EDGE OF CONCRETE TAPER (EXTENDED) & EDGE OF TAPER LANE CONVERGE



DETAIL A



DETAIL B

RIGHT TURN LANE AND EXIT TAPER

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 13 C 16-2a

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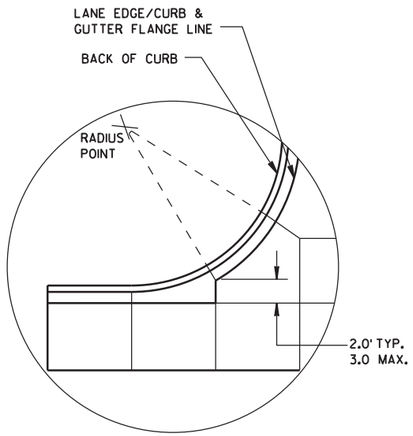
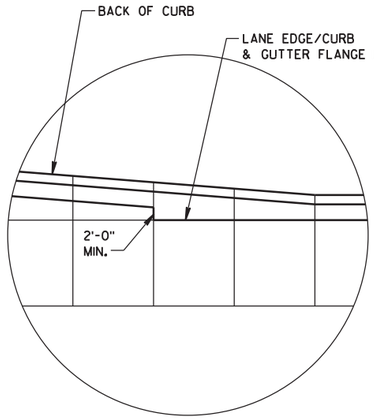
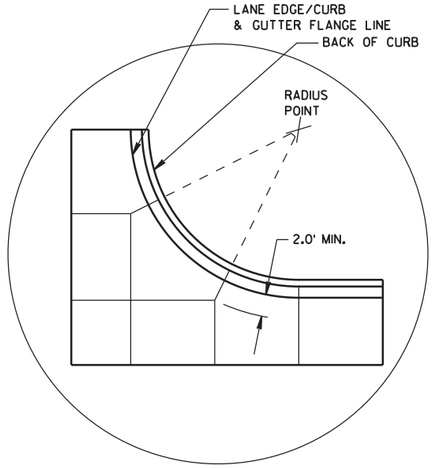
S.D.D. 13 C 16-2a



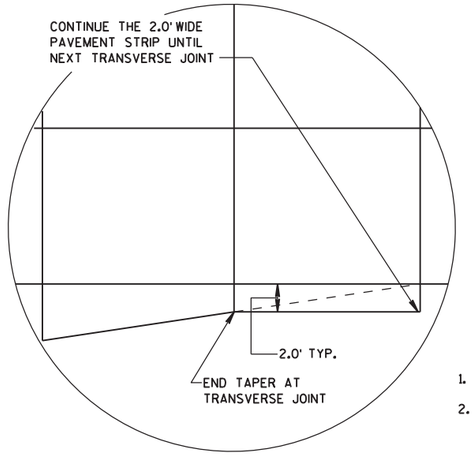
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

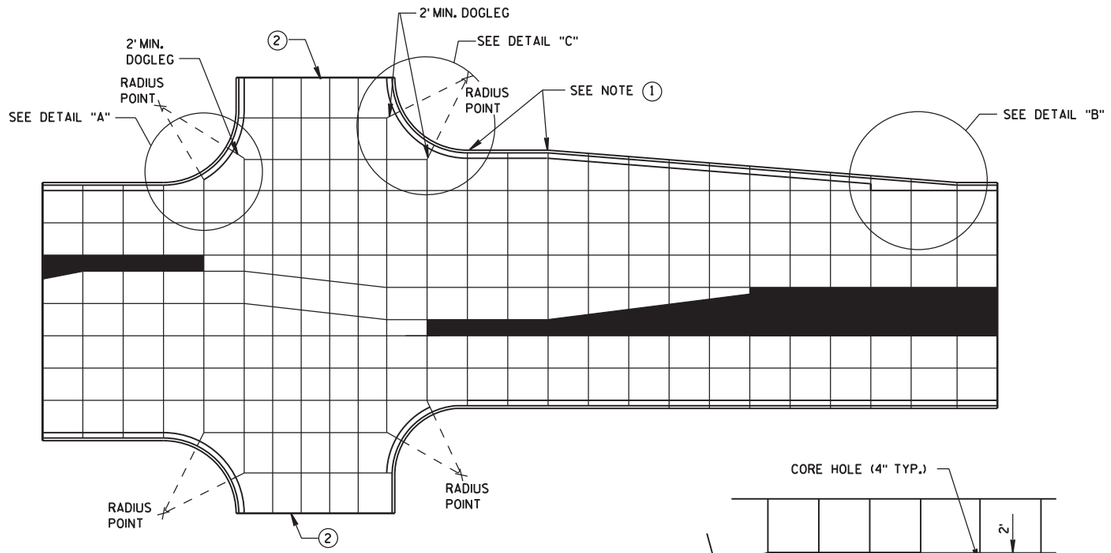
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

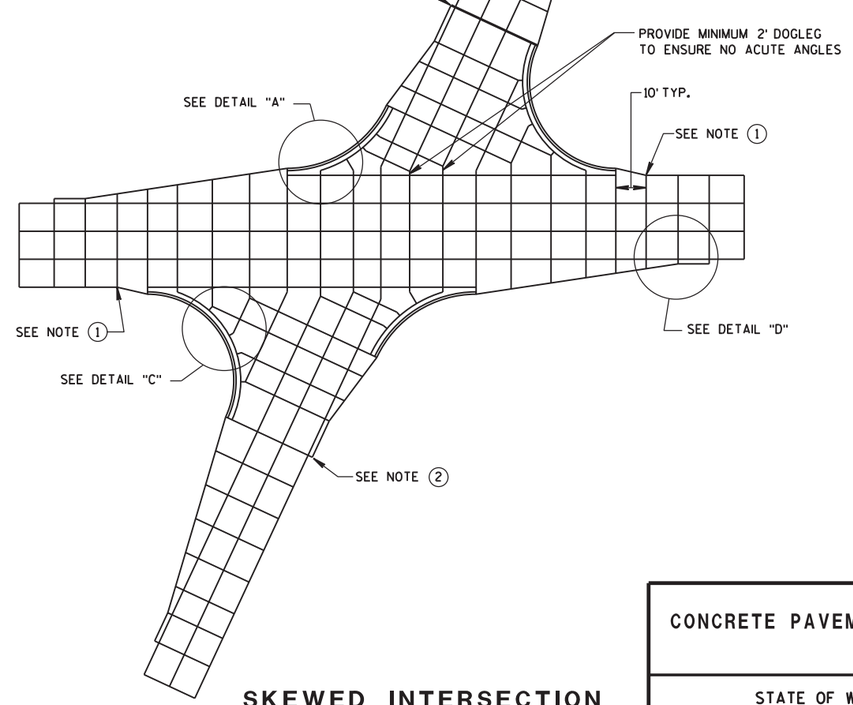
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



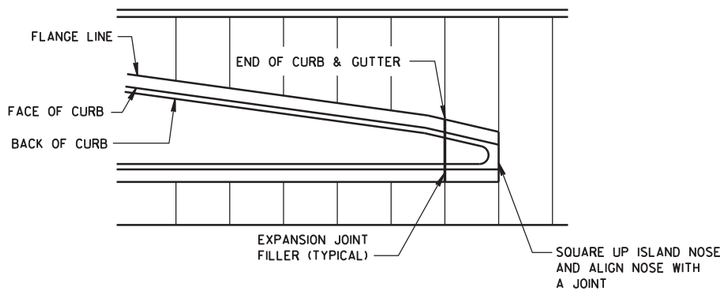
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

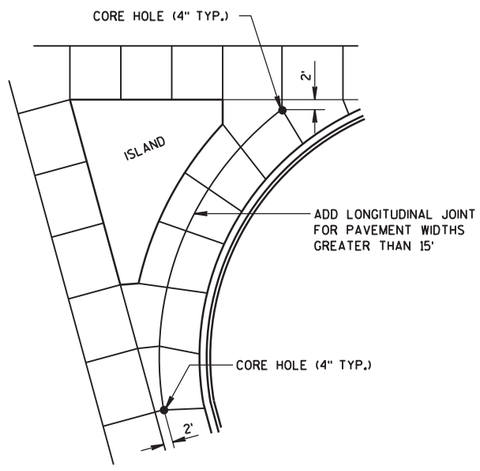
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 640

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S.D.D. 13 C 18-2a

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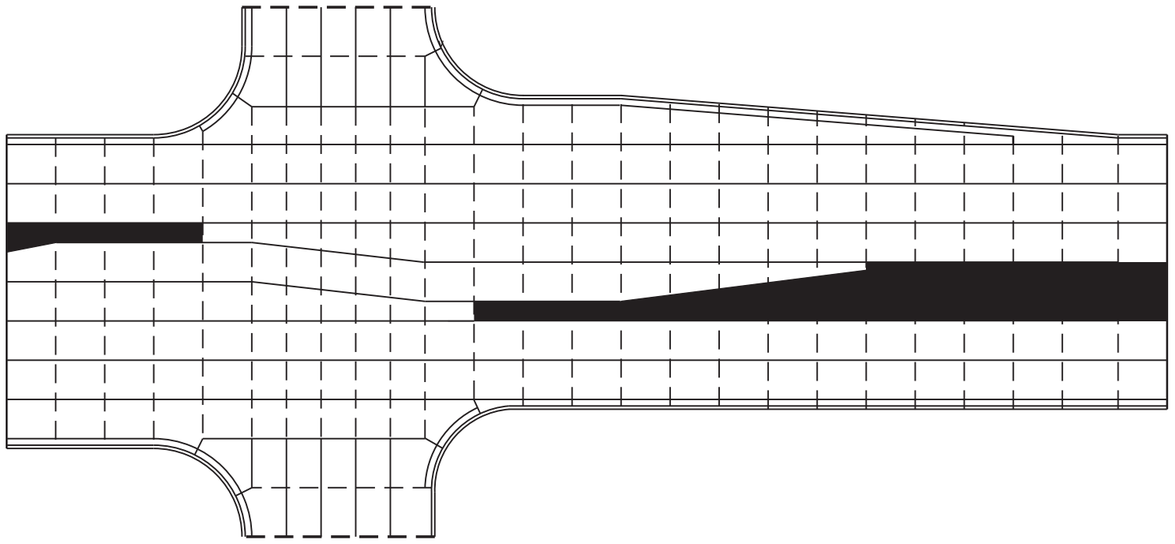
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

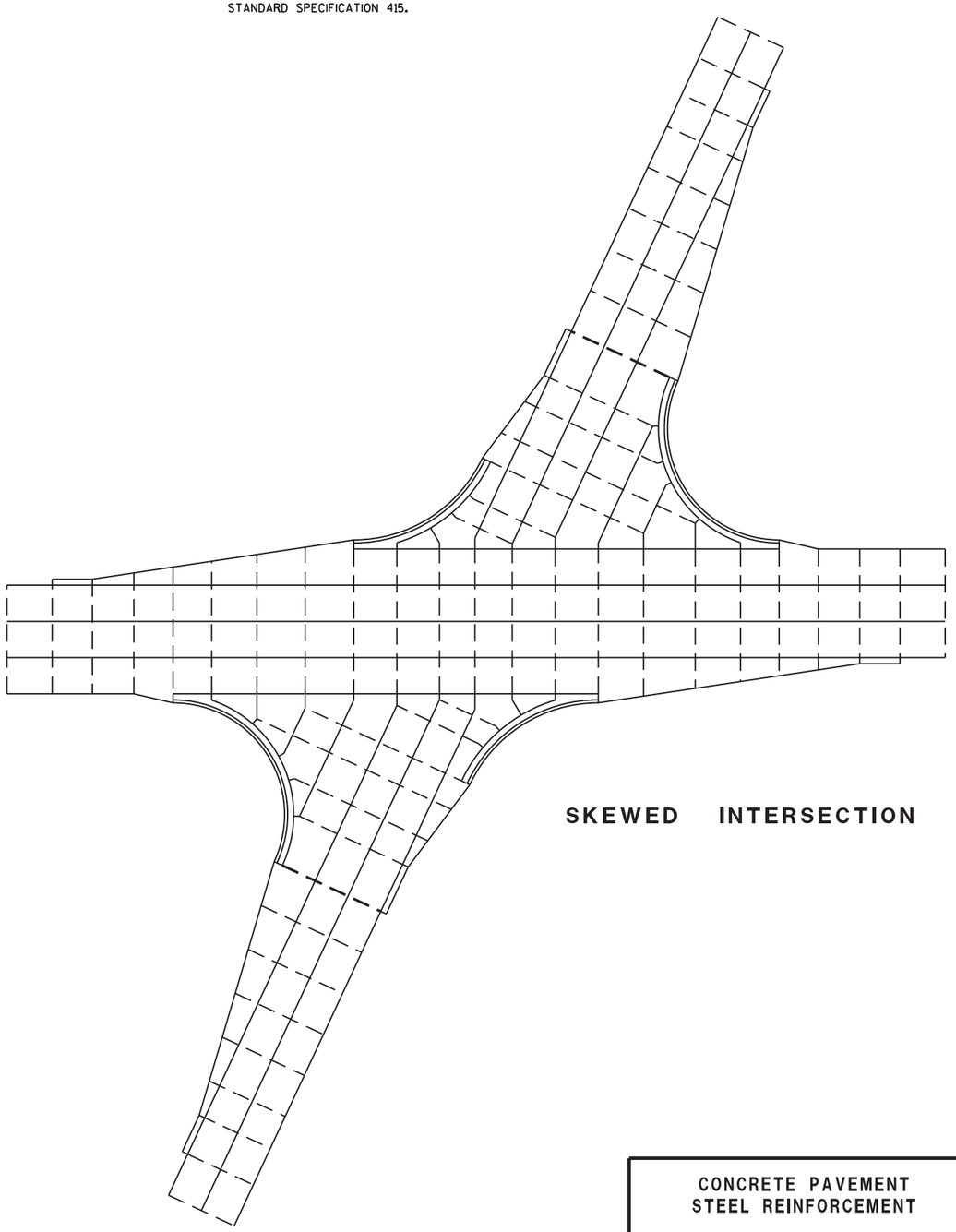
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 18-2b

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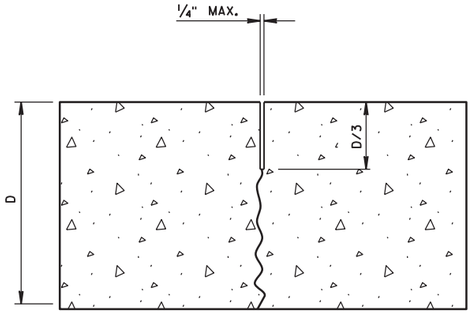
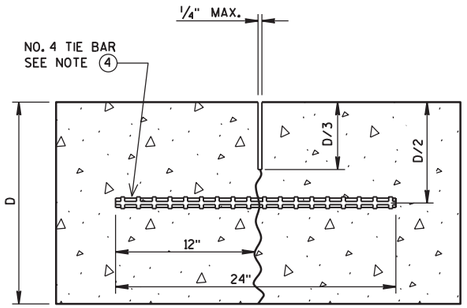
S.D.D. 13 C 18-2b



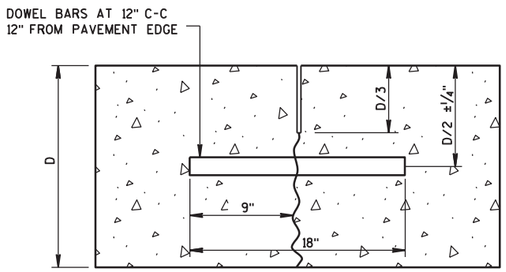
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

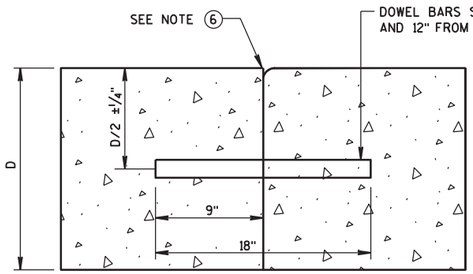
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



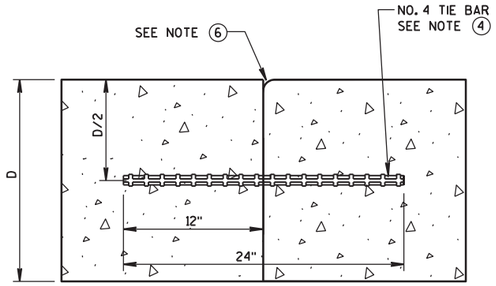
DOWELED-TRANSVERSE

CONTRACTION JOINTS

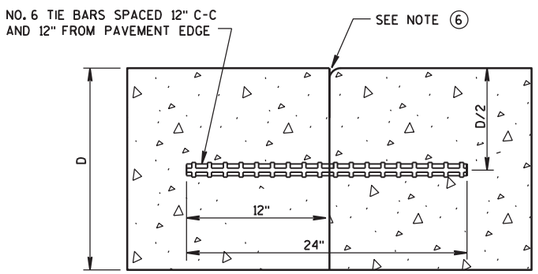
SEE NOTE (2)



DOWELED TRANSVERSE

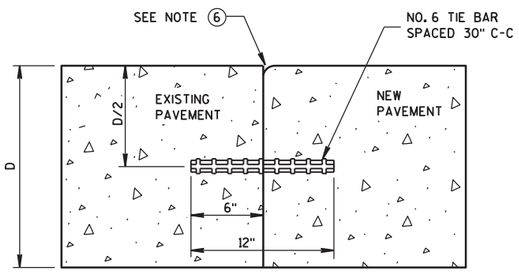


TIED LONGITUDINAL



TIED TRANSVERSE

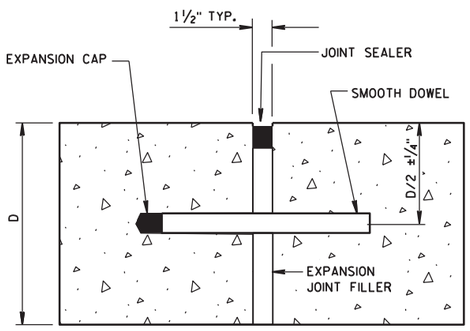
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

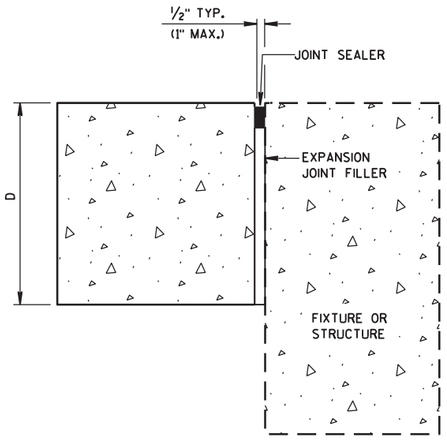
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 C 18-2c

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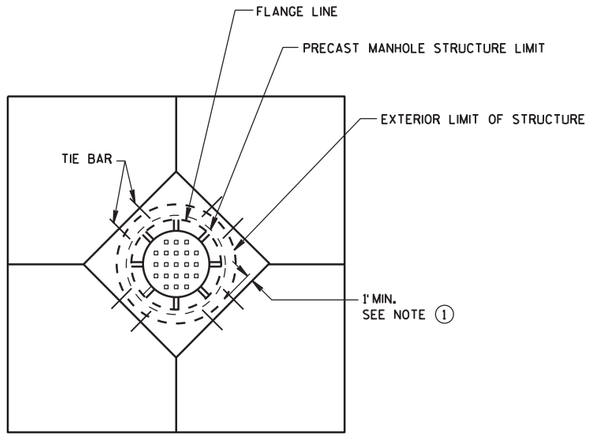
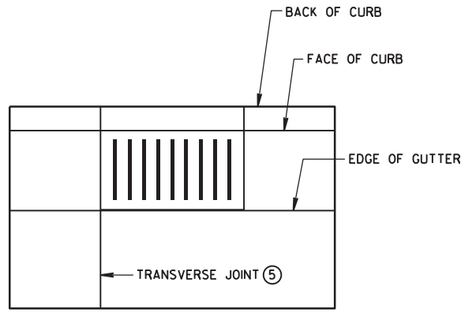
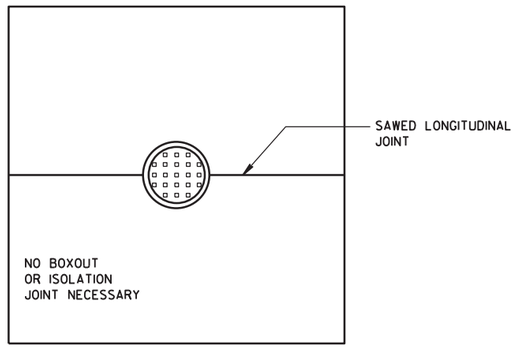
S.D.D. 13 C 18-2c



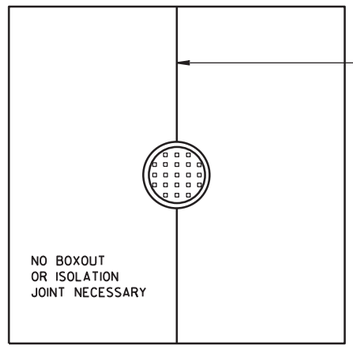
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



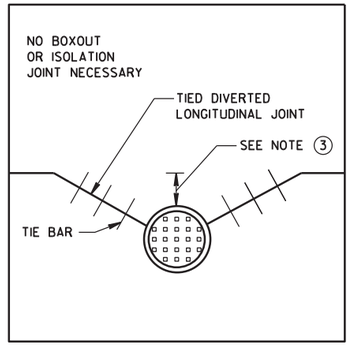
INLET WITH TRANSVERSE JOINT



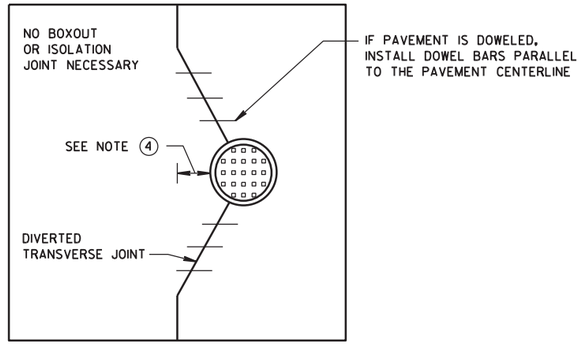
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

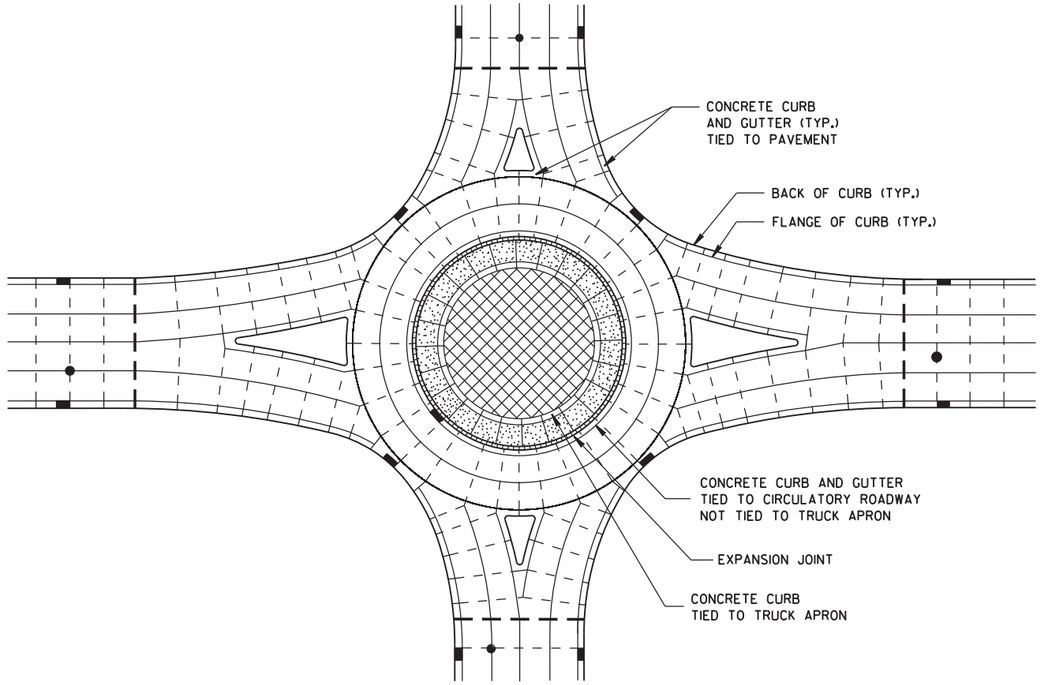
FHWA

6

S.D.D. 13 C 18-2d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



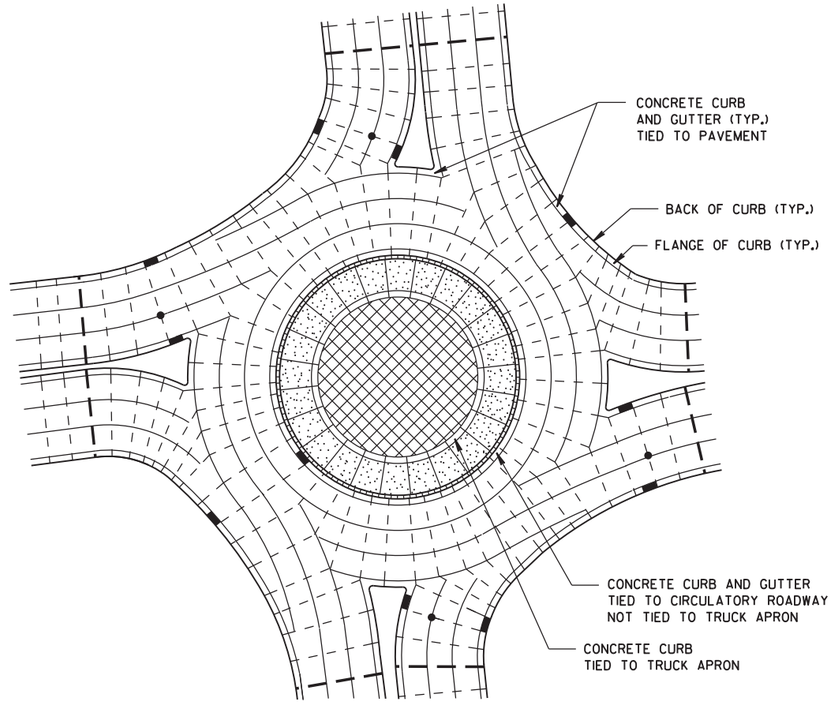
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 5-3-2013 DATE — /S/ Deb Bischoff, PAVEMENT POLICY & DE ENGINEER FHWA

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S.D.D. 13 C 18-2e

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.

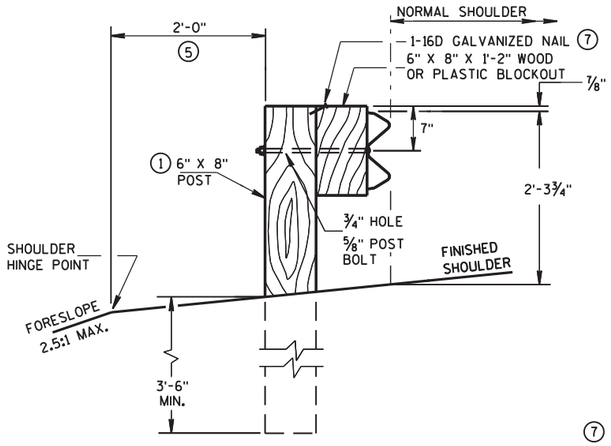
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(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.

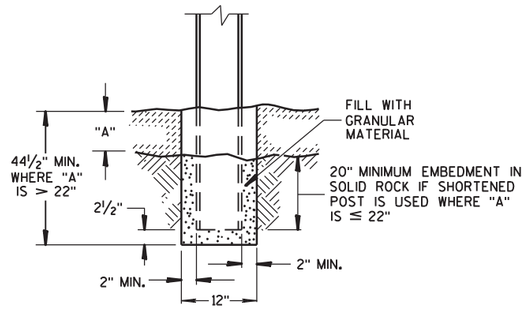
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

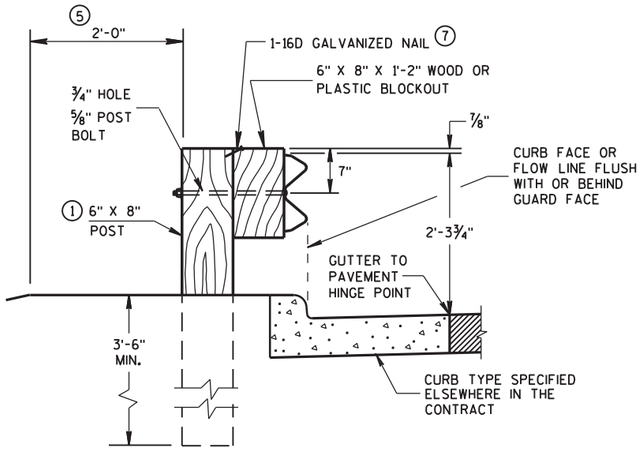
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



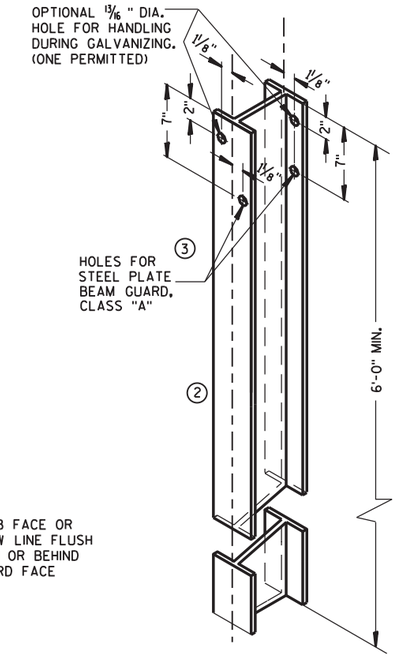
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

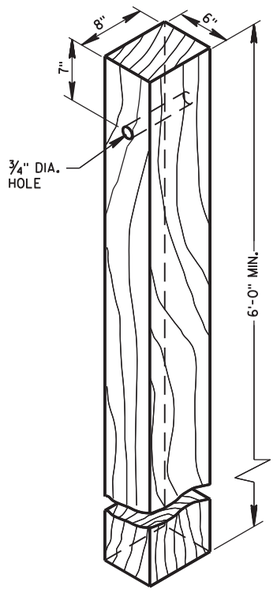


END VIEW
LOCATED ALONG A CURBED ROADWAY

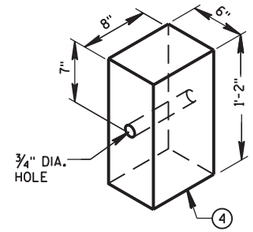


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

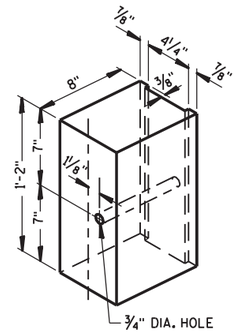
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



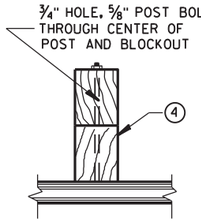
WOOD POST
(6"X8") NOMINAL



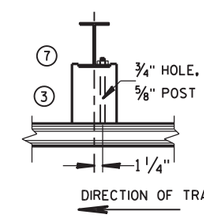
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



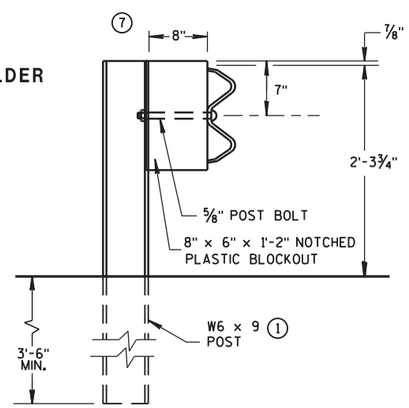
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



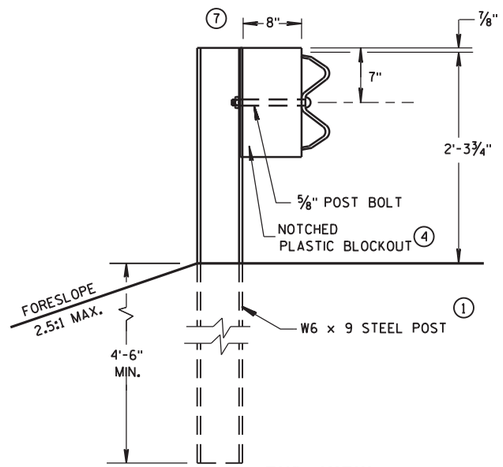
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



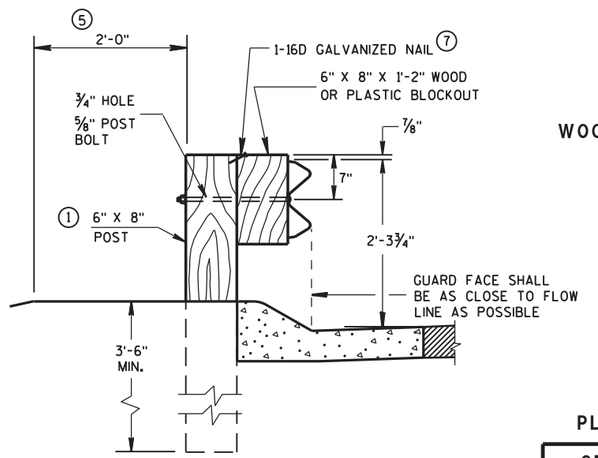
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



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

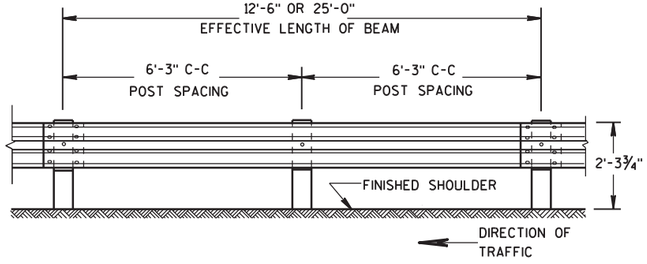
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 645

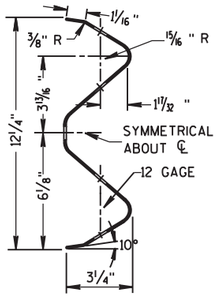
S.D.D. 14 B 15-8a

S.D.D. 14 B 15-8a

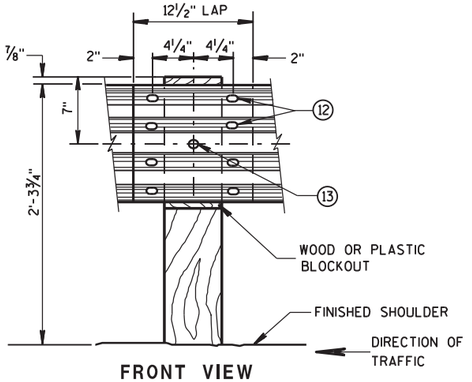


FRONT VIEW

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.

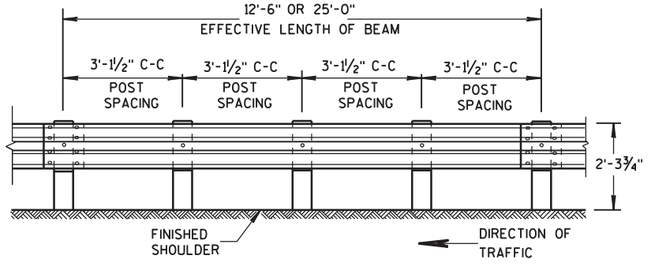
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(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.

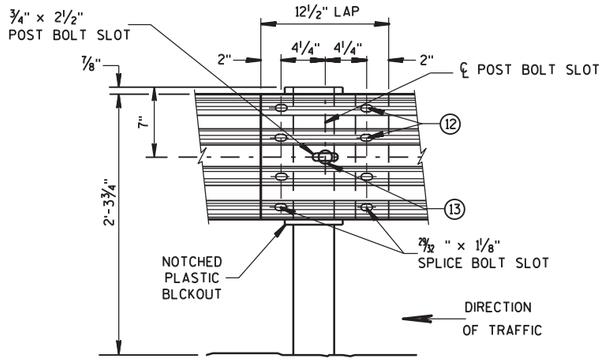
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

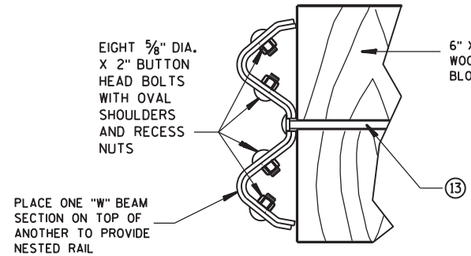
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

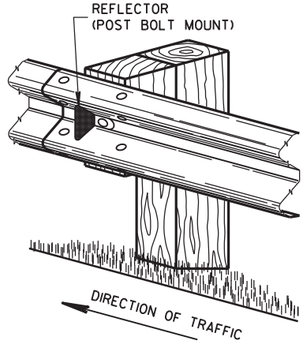


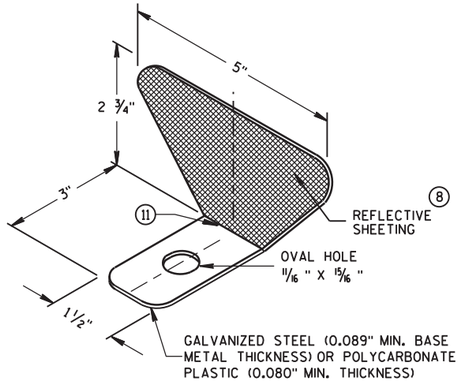
NESTED W BEAM (NW)

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'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 646

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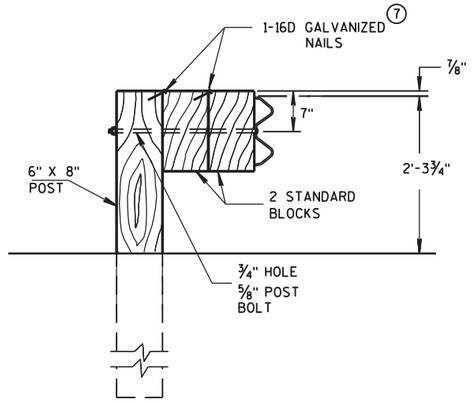
S.D.D. 14 B 15-8b

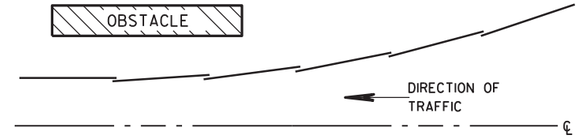
6

S.D.D. 14 B 15-8b

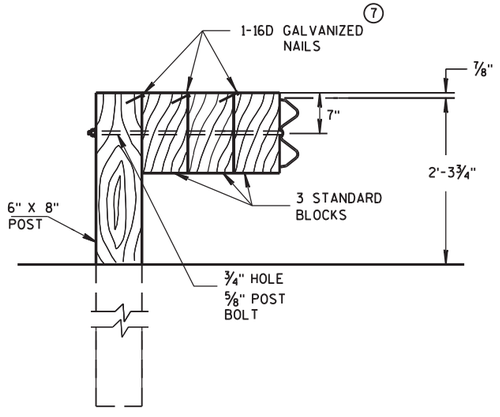


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

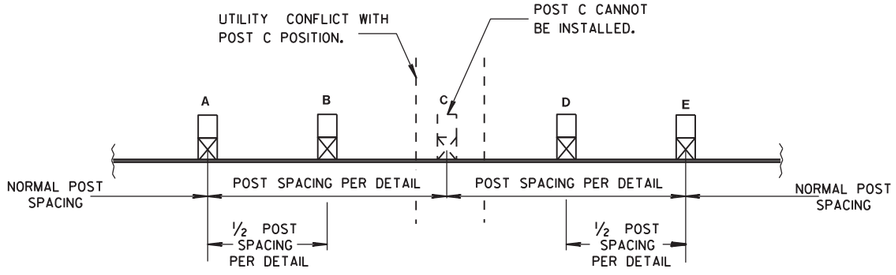


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

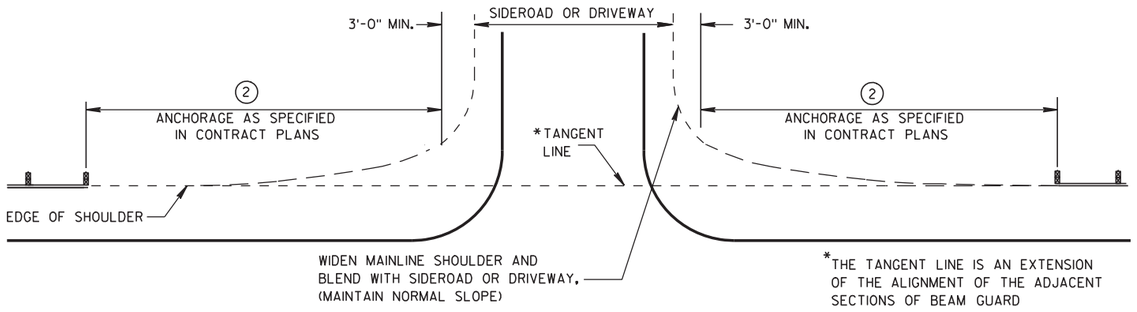
DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

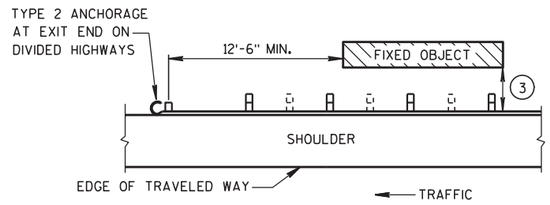
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 B 15-8c



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH 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.

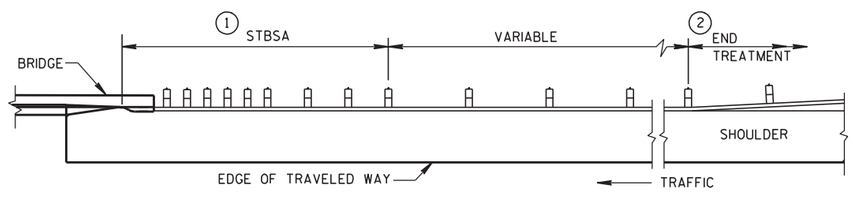
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

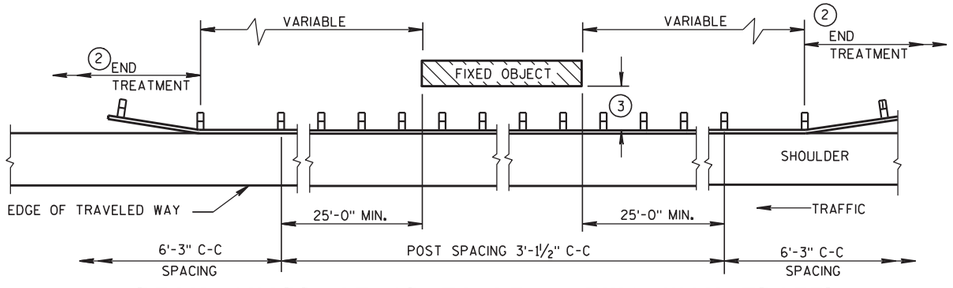
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

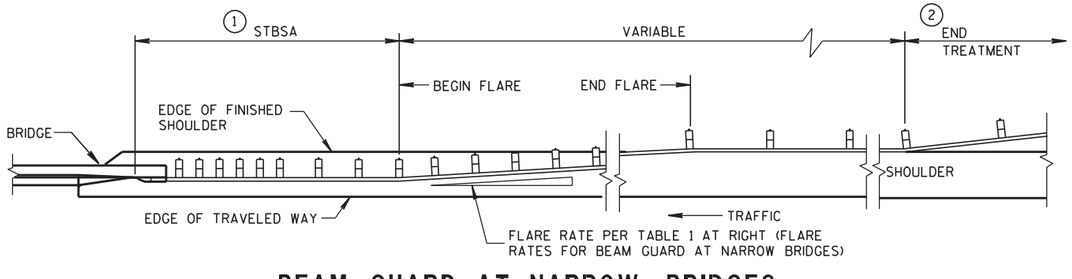


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 14 B 18-6a

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	**	STEEL TUBE: OPTION 1 - QUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - QUANITY 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.

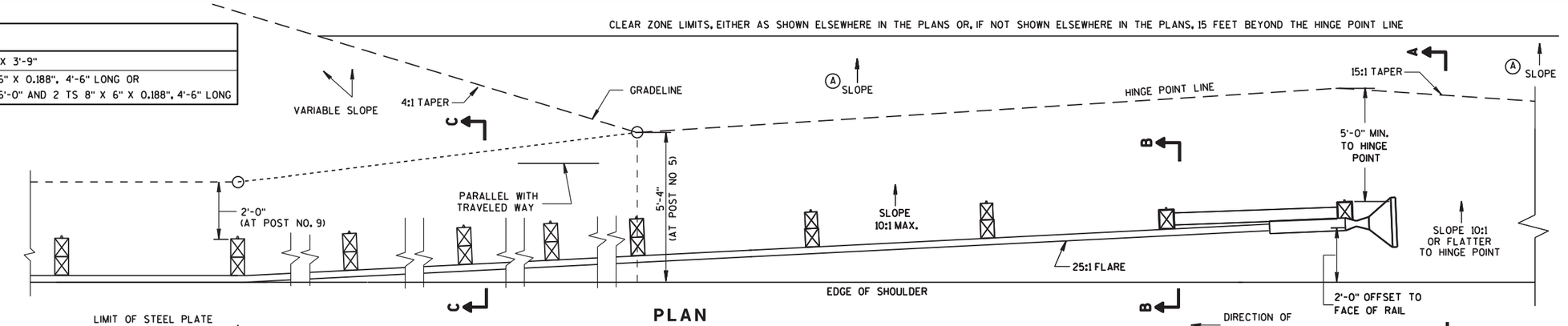
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

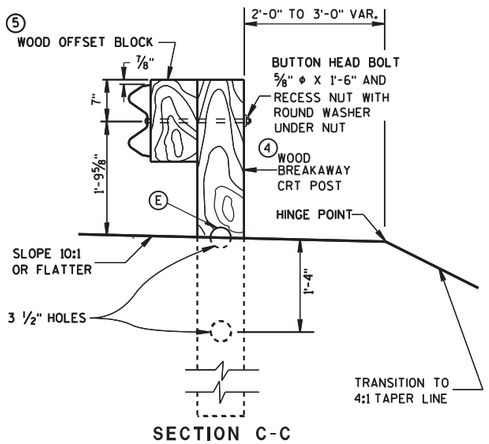
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

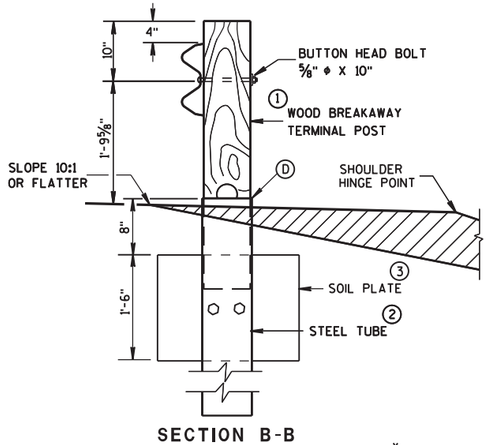
** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.



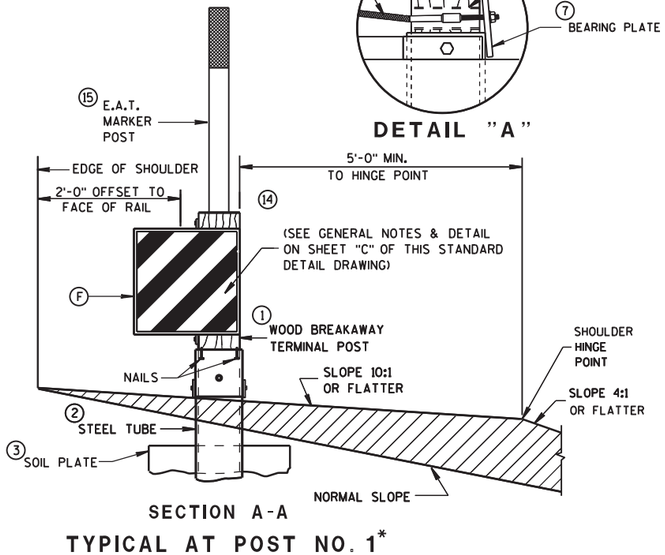
ELEVATION



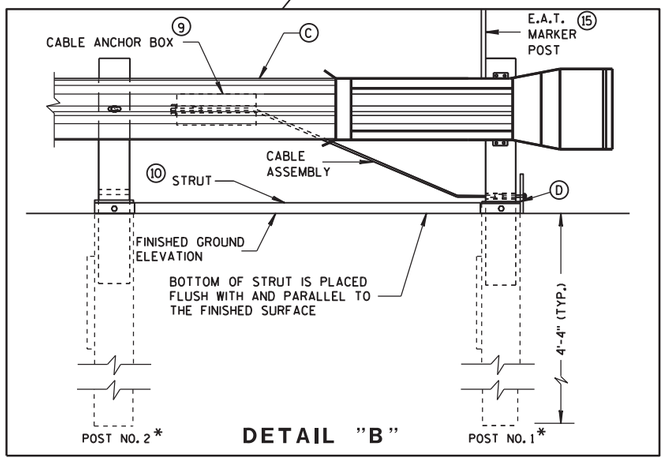
SECTION C-C
TYPICAL AT POST NOS. 6, 8



SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



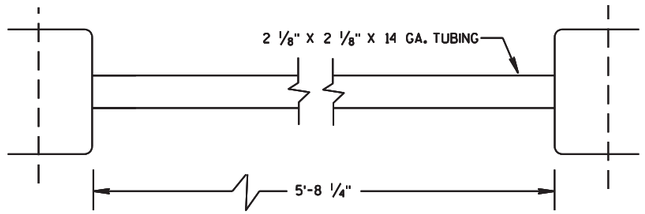
DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

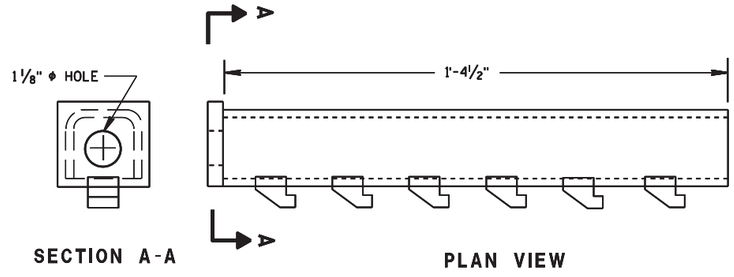
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 649

S.D.D. 14 B 24-8a

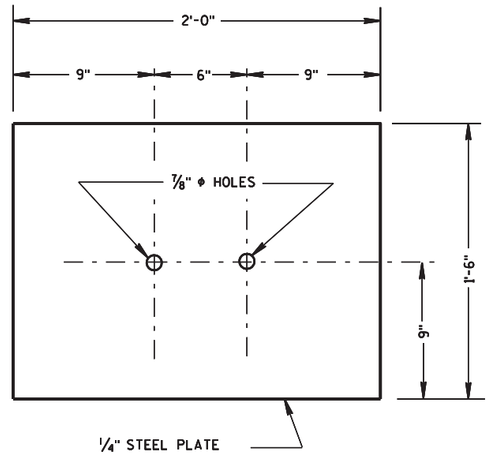
S.D.D. 14 B 24-8a



⑩ STRUT DETAIL (SKT-350)

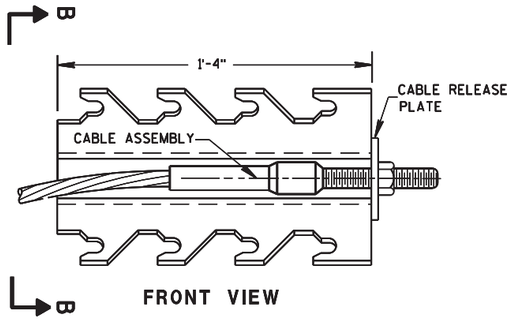


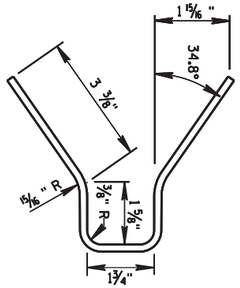
⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



③ SOIL PLATE

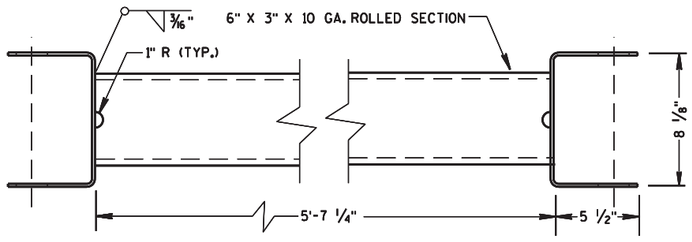
(SKT-350, ET-2000/ET-2000 PLUS)





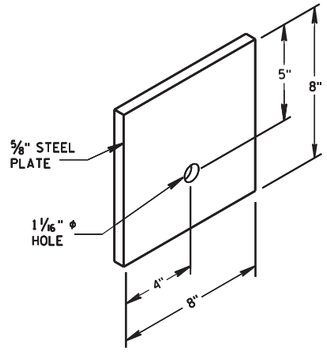
⑨ CABLE ANCHOR BOX (SKT-350)

(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)

6

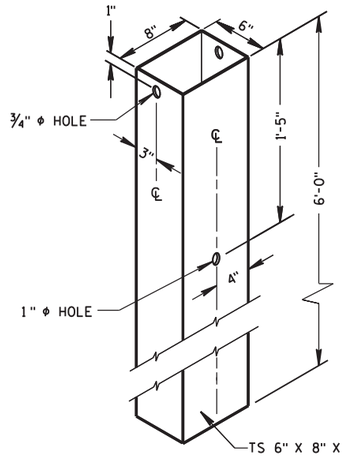
6

S.D.D. 14 B 24-8b

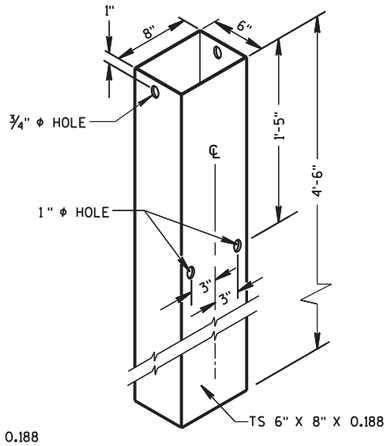
S.D.D. 14 B 24-8b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

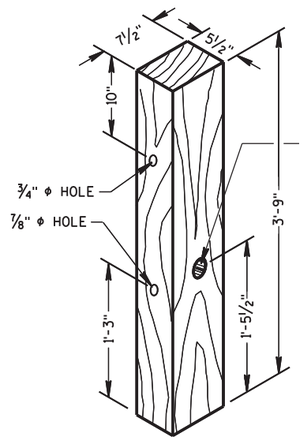
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO



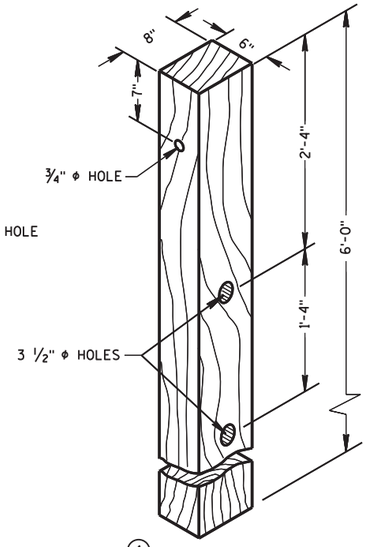
② 72" STEEL TUBE
(POSTS NO. 1-4



② 54" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST
(POSTS NO. 1-4



④ CRT POST
(POSTS NO'S 5-8

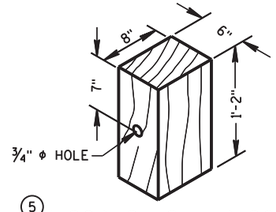
WOOD BREAKAWAY POSTS

GENERAL NOTES

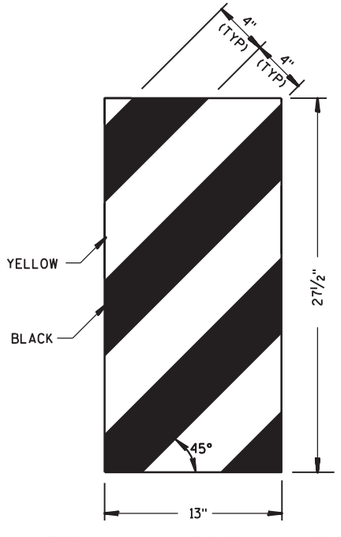
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, 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.

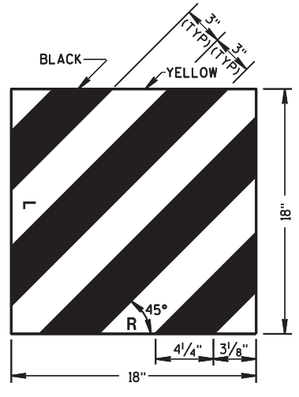
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

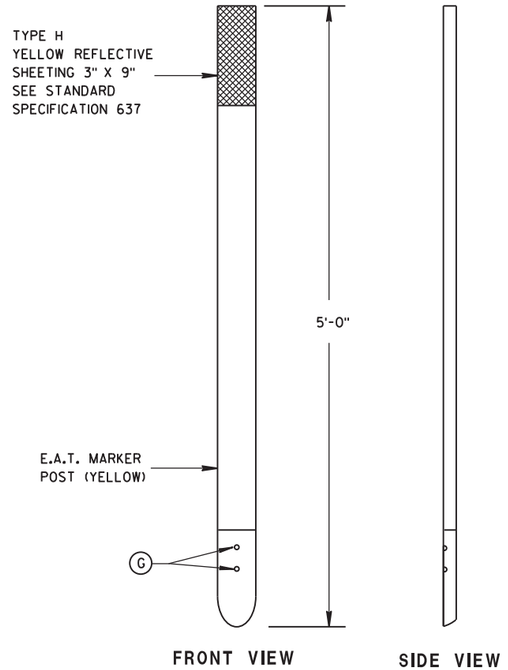


ET-2000 PLUS ONLY

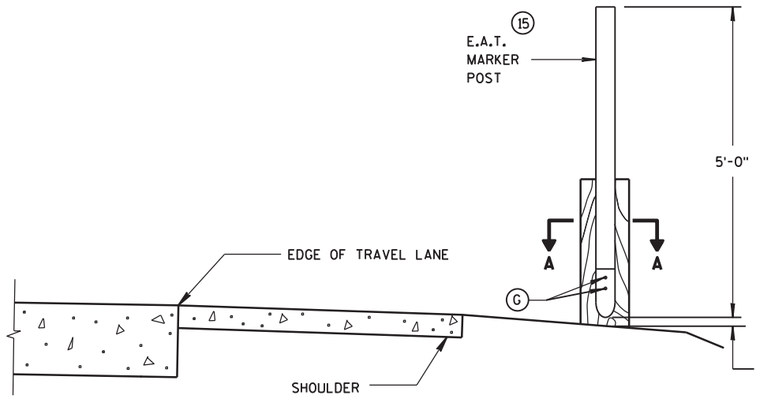


ET-2000 AND SKT-350

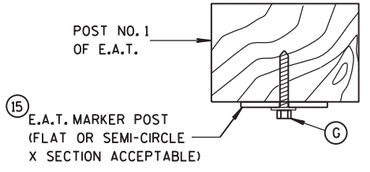
⑭ REFLECTIVE SHEETING DETAILS



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

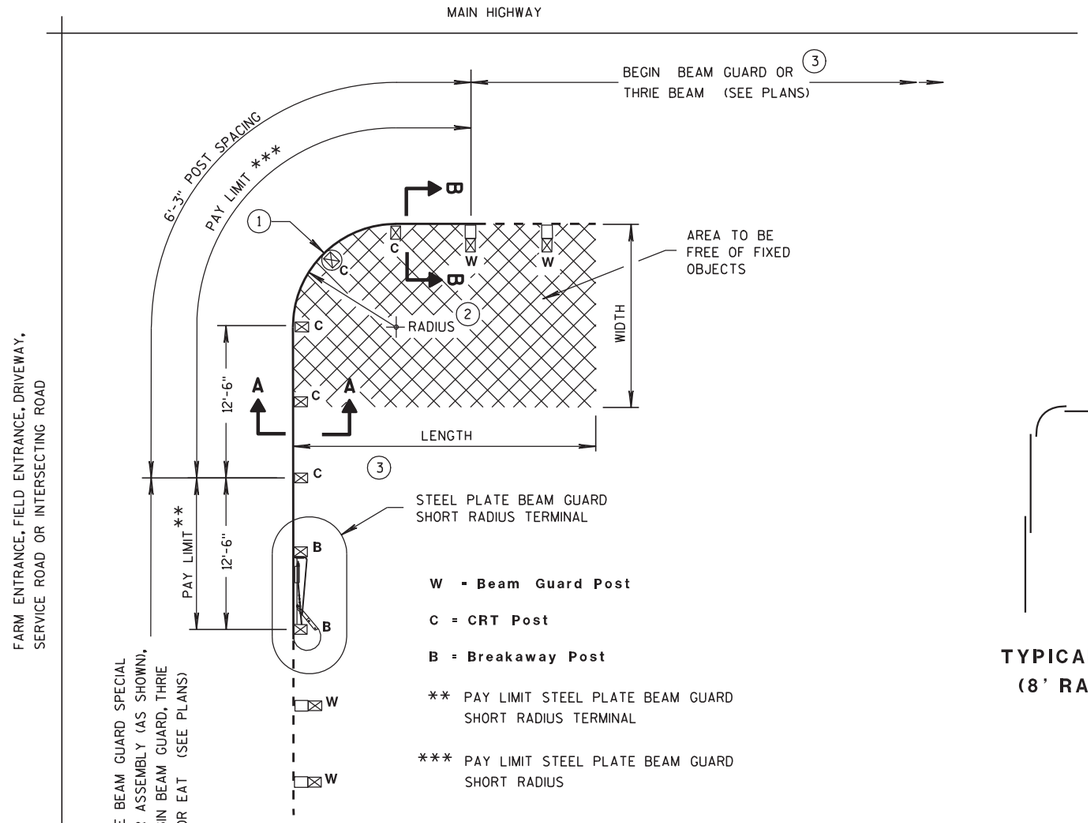
APPROVED
June 2014
DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
FHWA

6

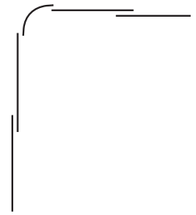
S.D.D. 14 B 24-8c

6

S.D.D. 14 B 24-8c



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

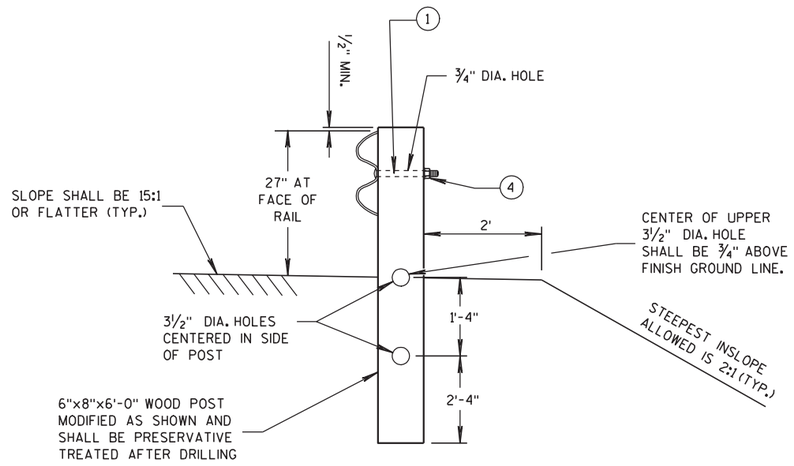
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

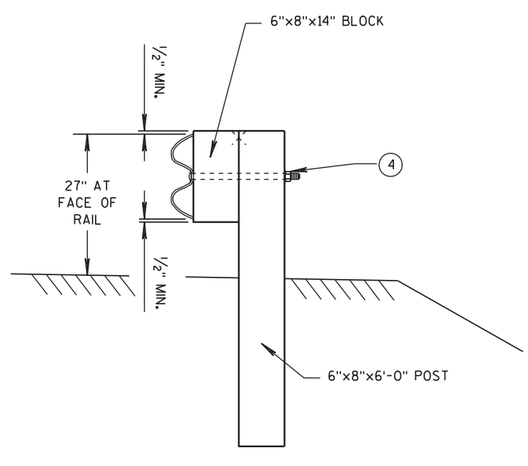
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

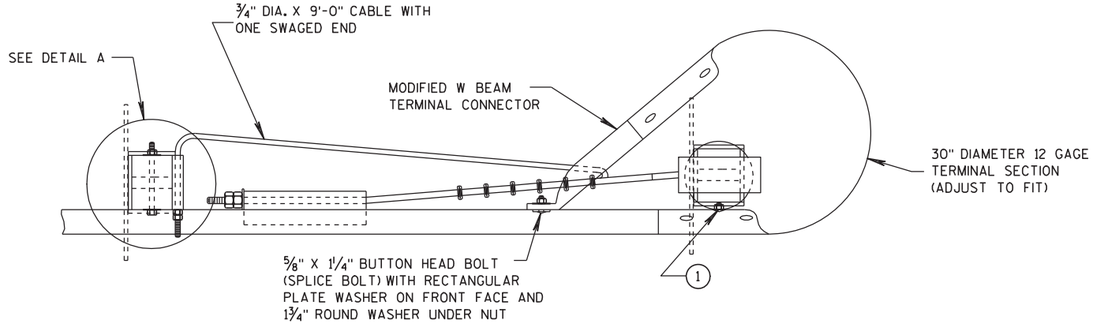
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

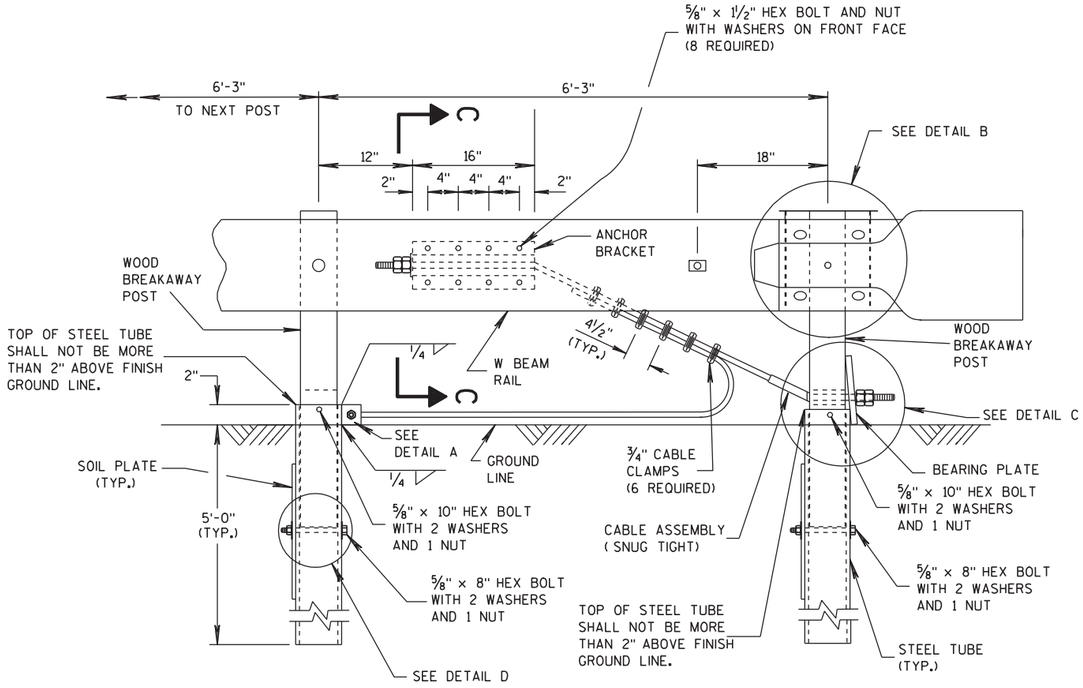
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



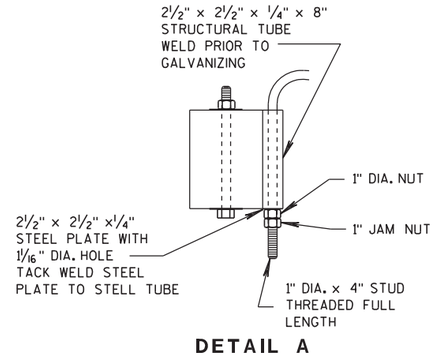
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

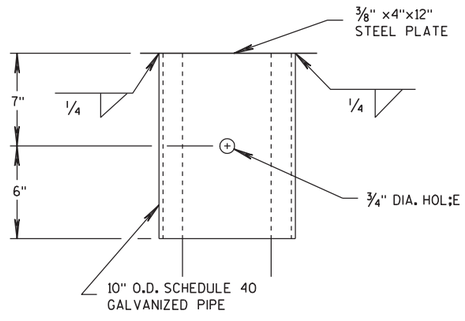
GENERAL NOTES

1. ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



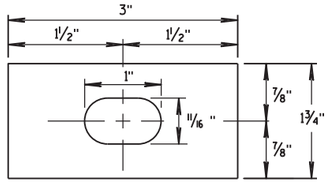
DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

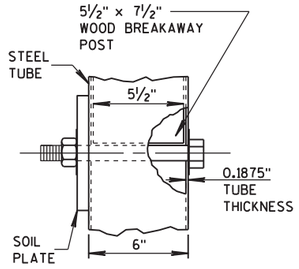
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

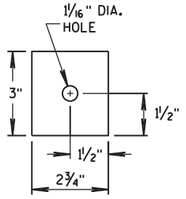
6
S.D.D. 14 B 27-1b



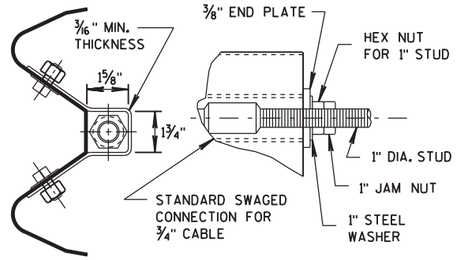
RECTANGULAR PLATE WASHER



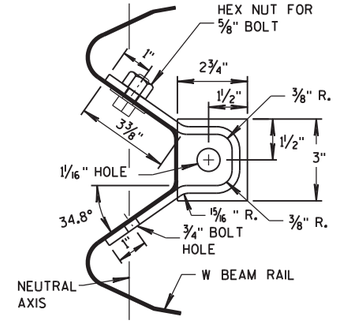
DETAIL D



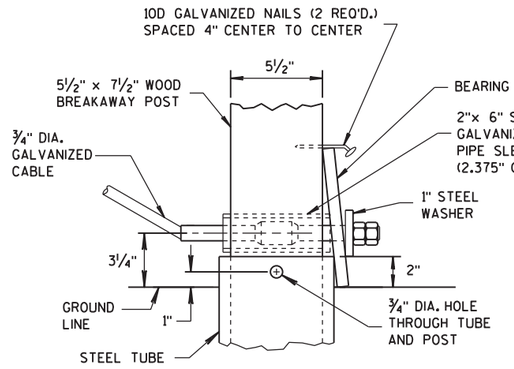
END PLATE



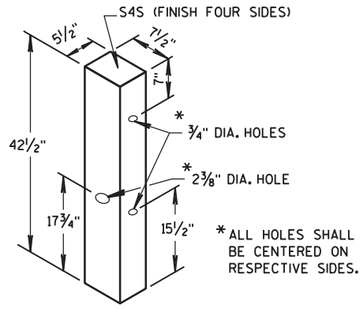
SECTION C-C
(END PLATE REMOVED)



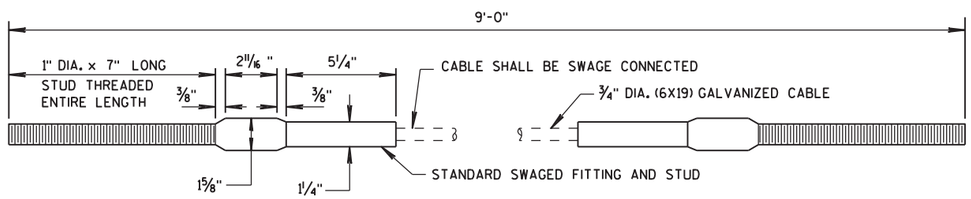
ANCHOR BRACKET



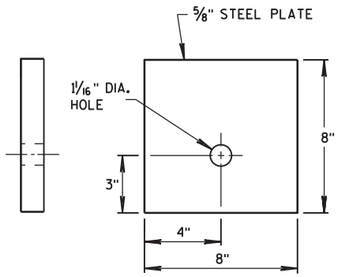
DETAIL C



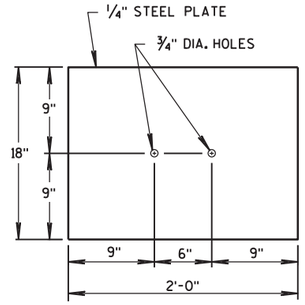
WOOD BREAKAWAY POST



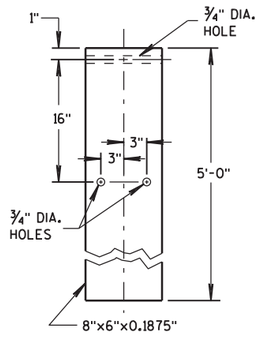
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

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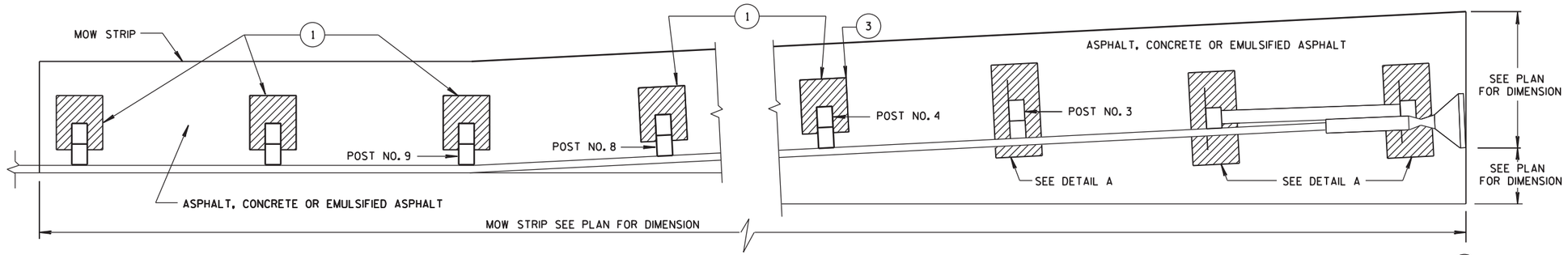
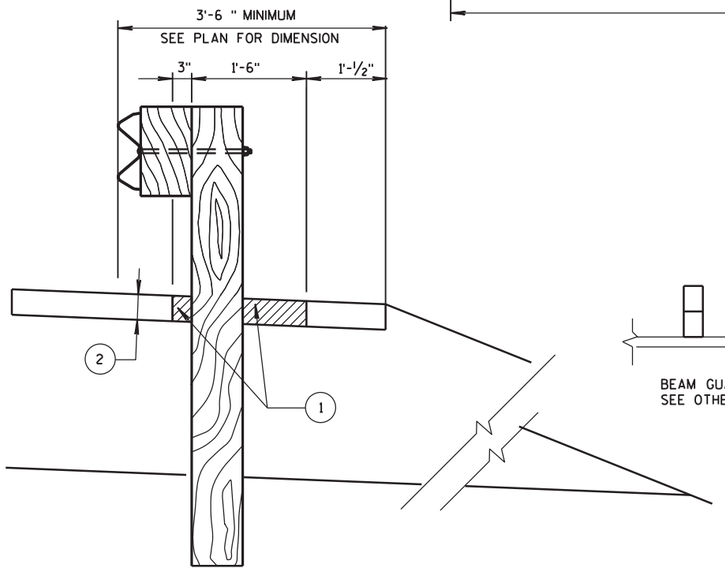
S.D.D. 14 B 27-1c

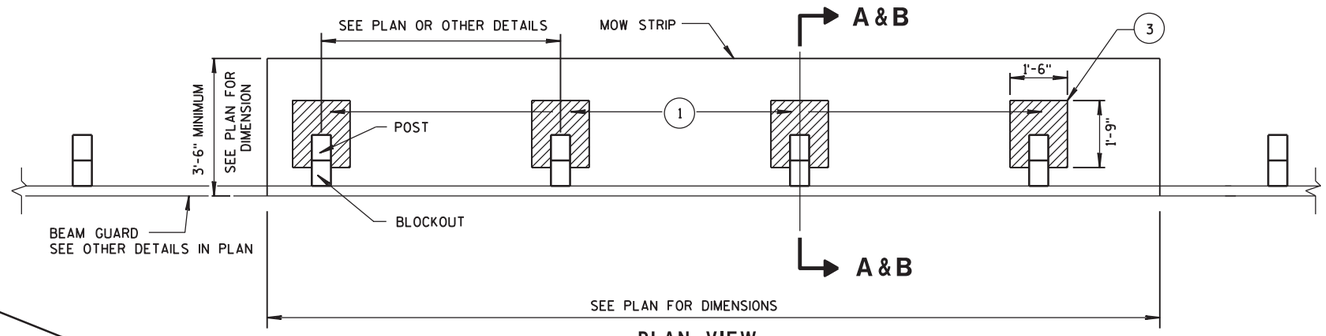


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

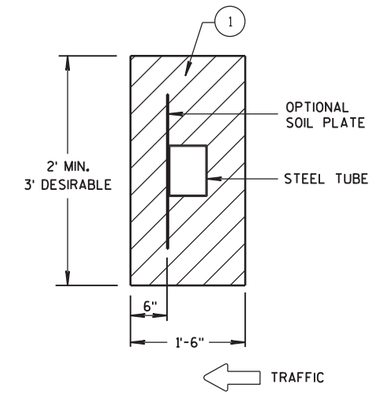


SECTION A-A

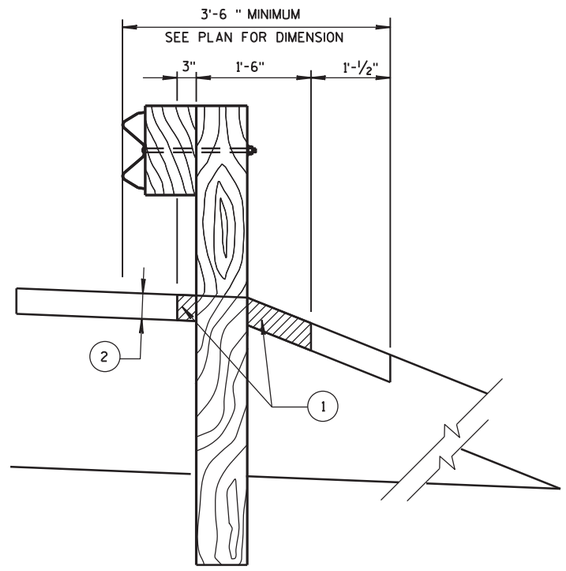


PLAN VIEW

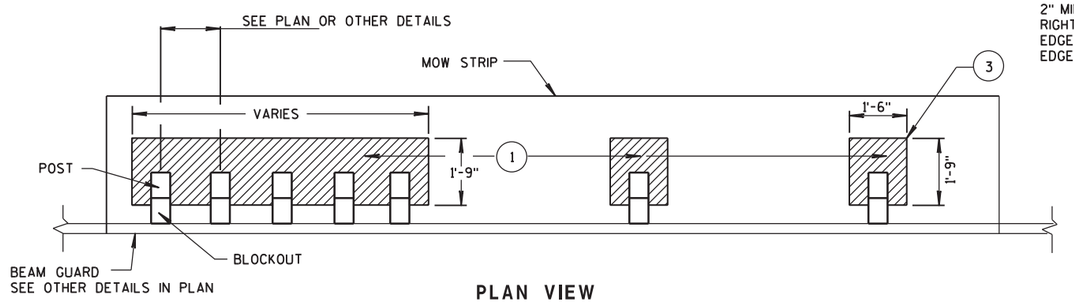
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

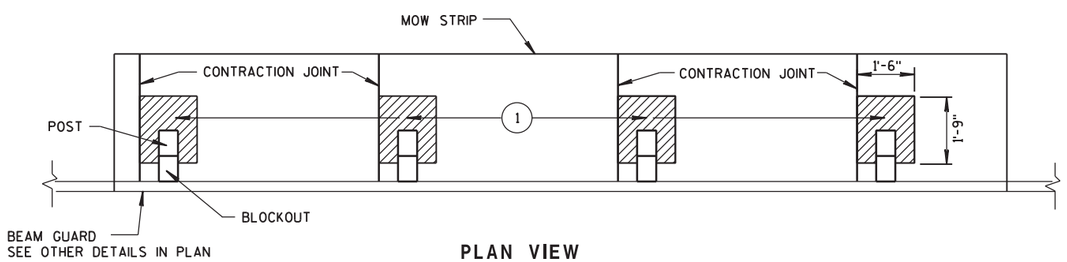


SECTION B-B



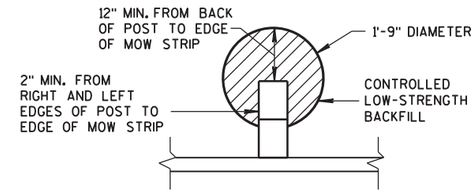
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

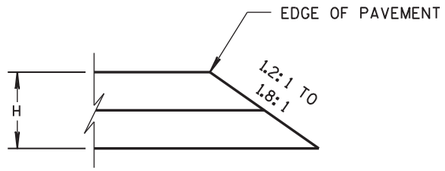
(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

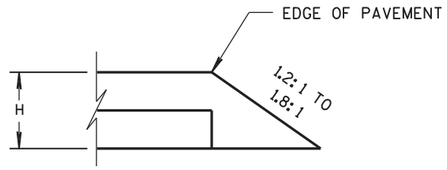
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



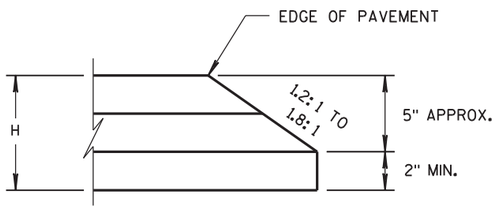
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



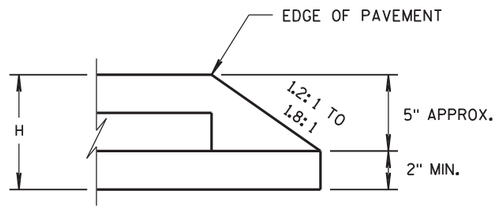
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

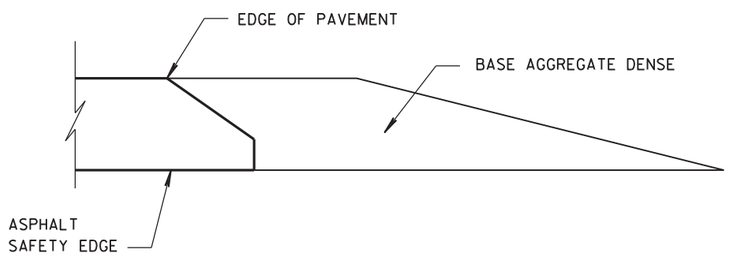
FOR H GREATER THAN 5"



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

656

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.

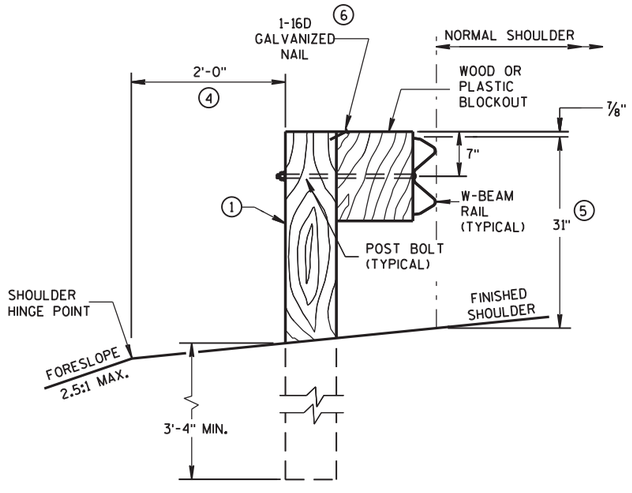
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(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).

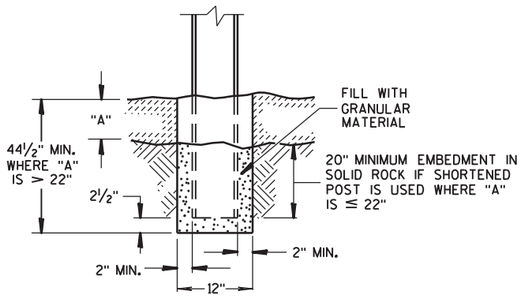
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(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.



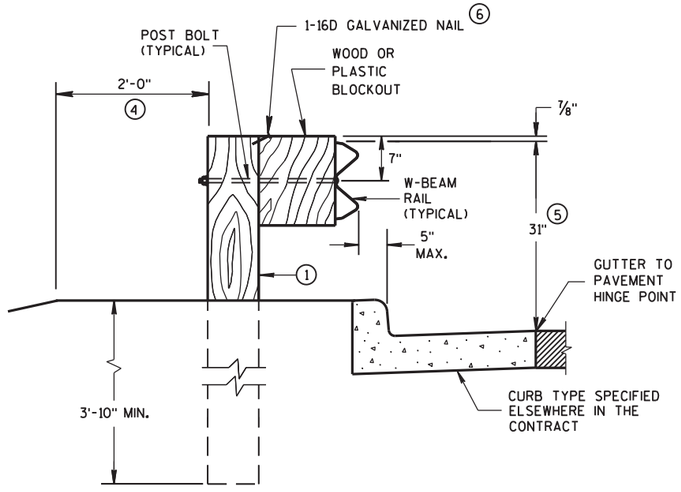
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



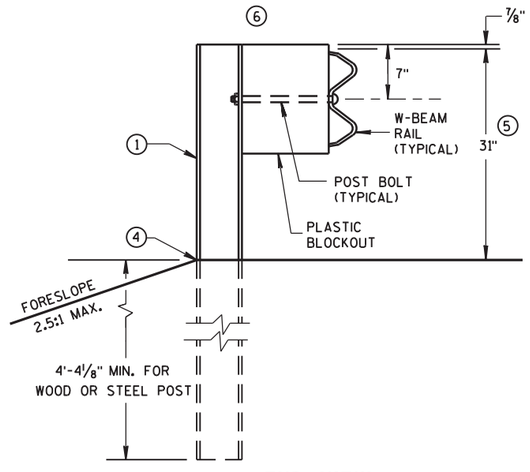
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



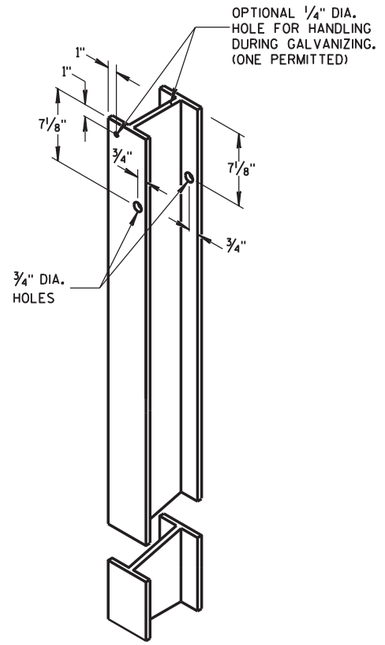
END VIEW

LOCATED ALONG A CURBED ROADWAY

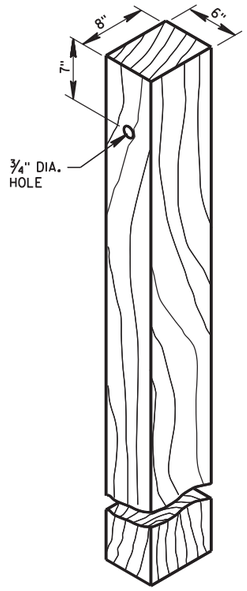


END VIEW

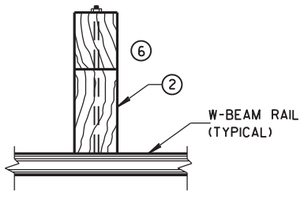
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



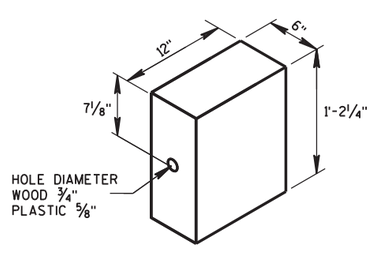
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



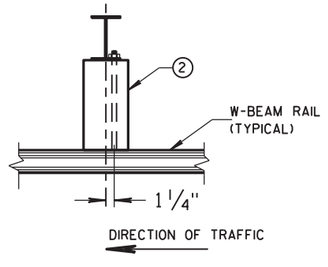
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

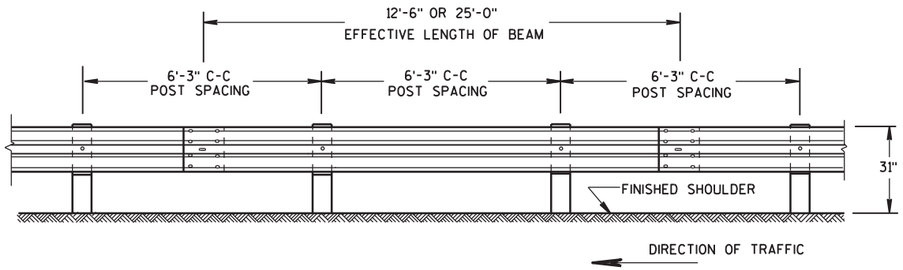


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

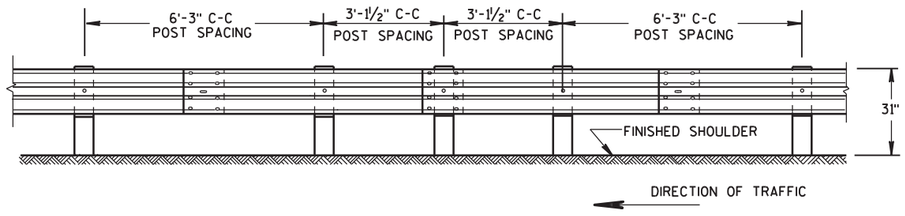
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-3a



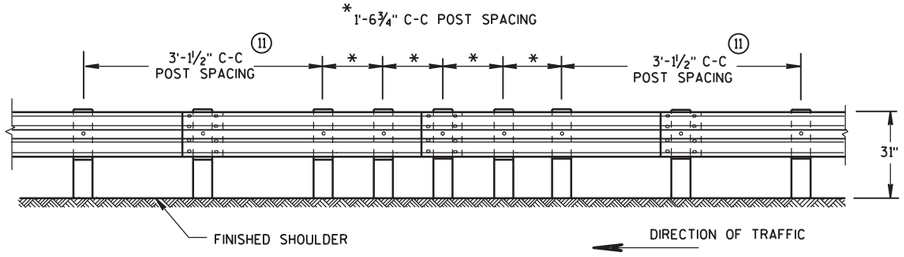
FRONT VIEW

POST SPACING STANDARD INSTALLATION



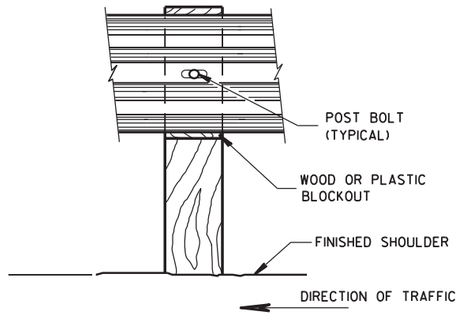
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

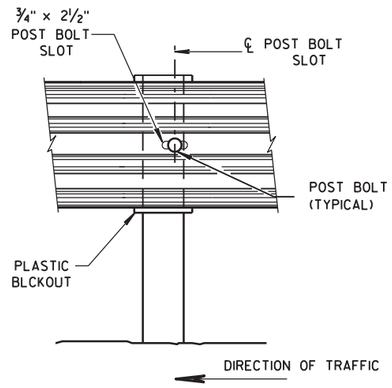


FRONT VIEW

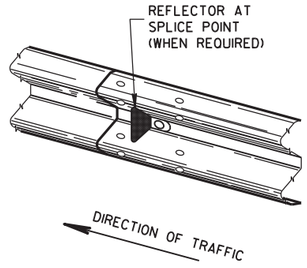
QUARTER POST SPACING (QS)

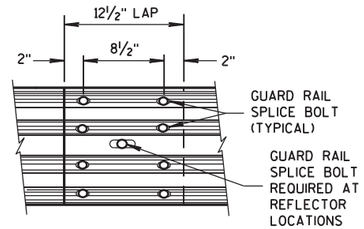


FRONT VIEW AT WOOD POST

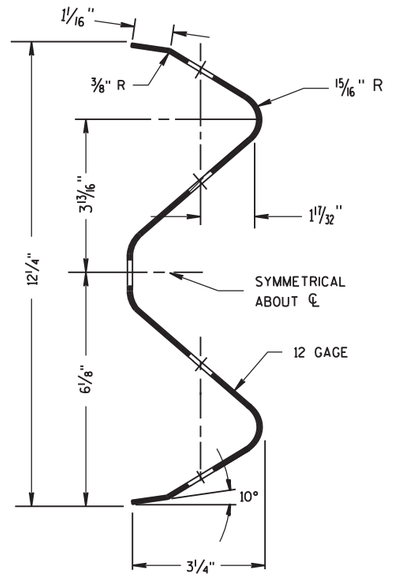


FRONT VIEW AT STEEL POST

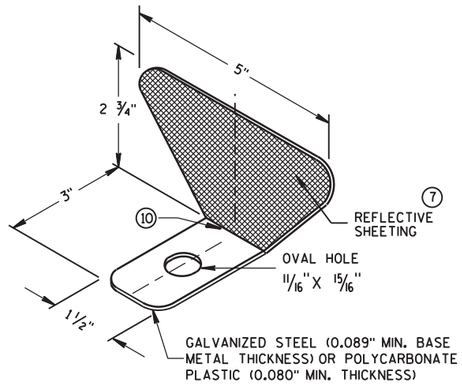




FRONT VIEW
MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ⑨ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ⑩	3

ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

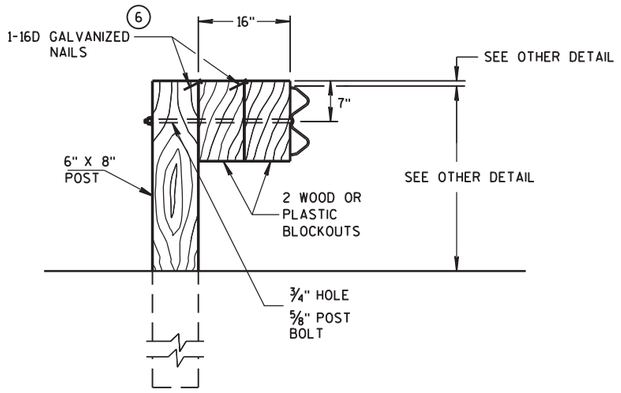
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 658

6

S.D.D. 14 B 42-3b

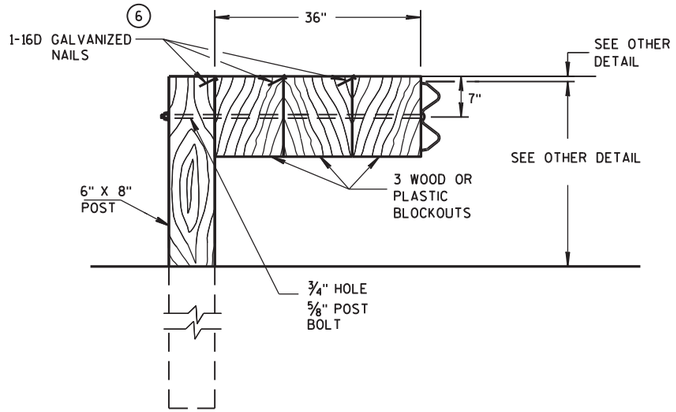
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

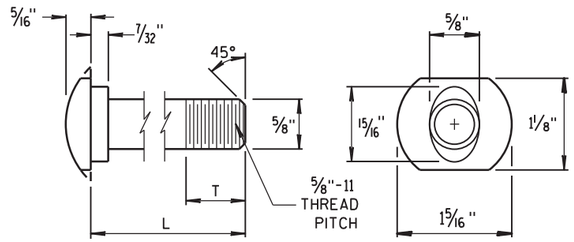


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

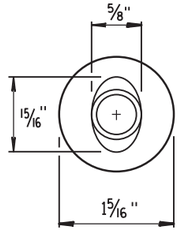
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

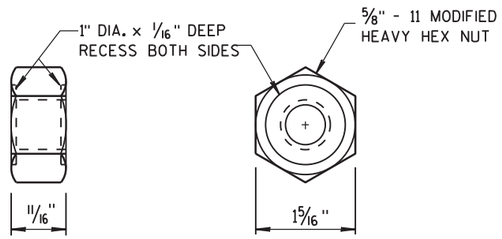


POST BOLT TABLE

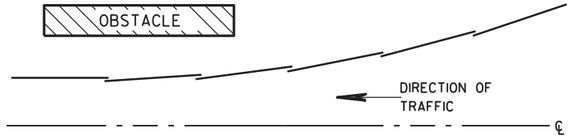
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

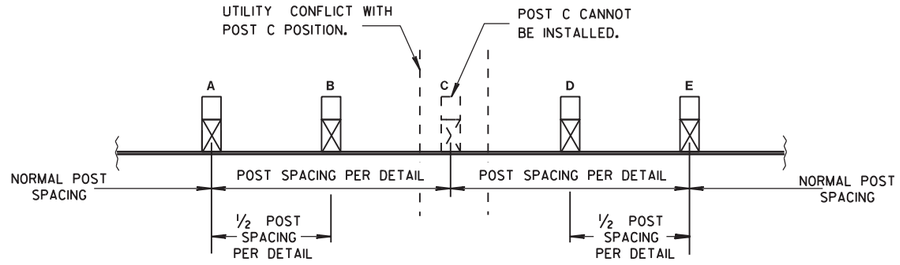


POST BOLT AND RECESS NUT

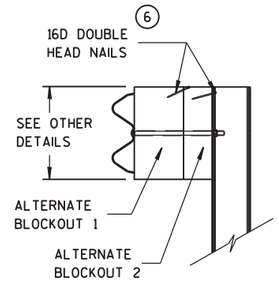


PLAN VIEW

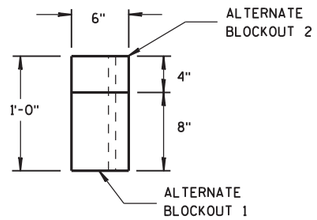
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 42-3c

6

S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

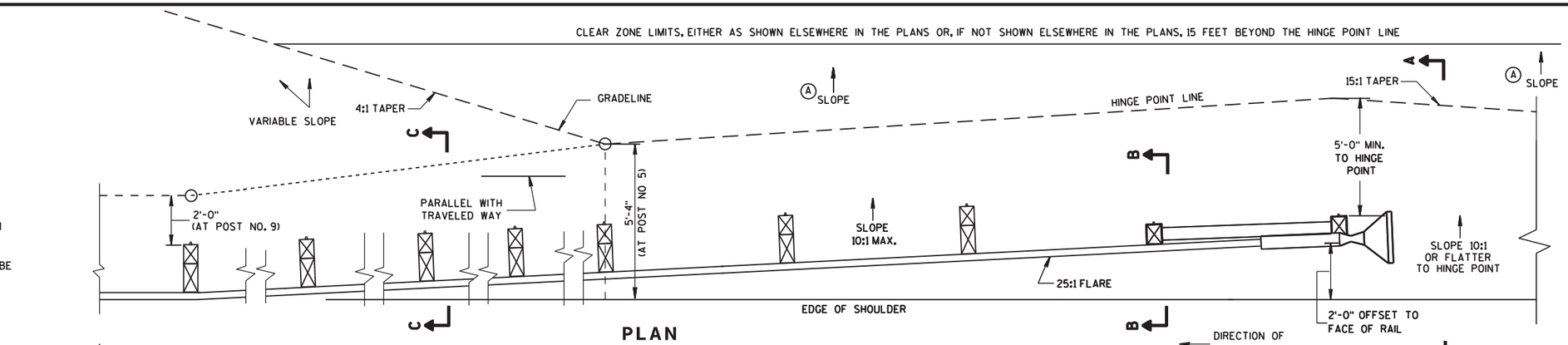
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

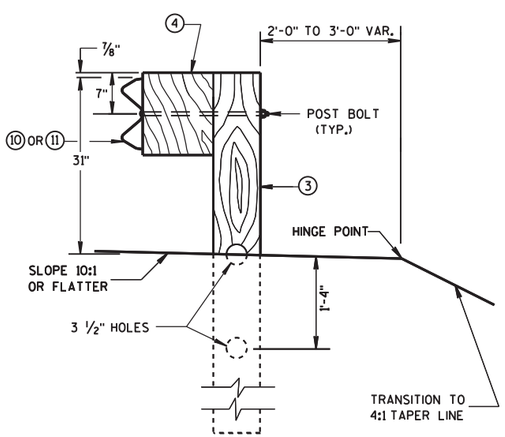
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

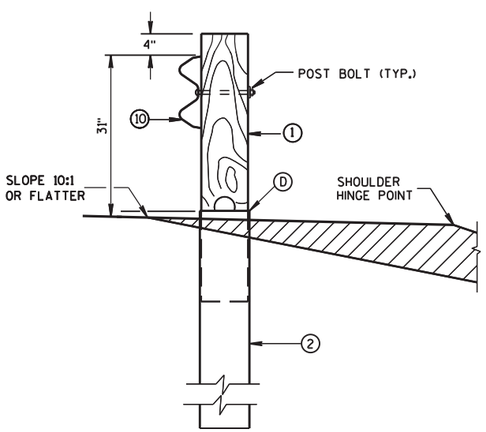
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



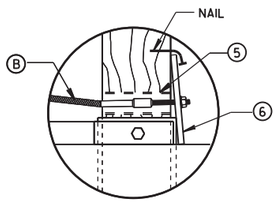
ELEVATION



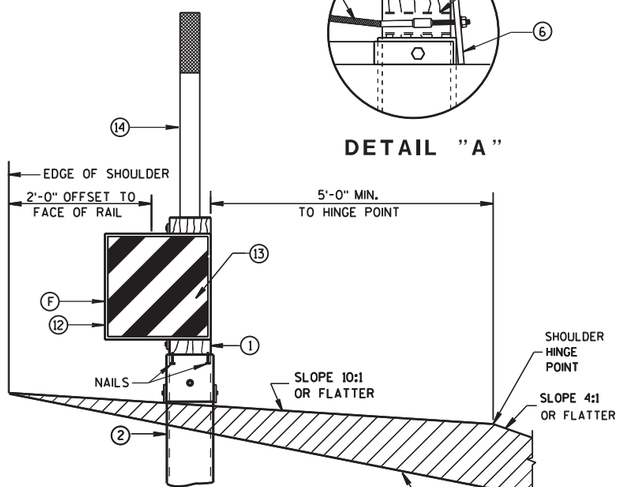
SECTION C-C
TYPICAL AT POST NOS. 3-9



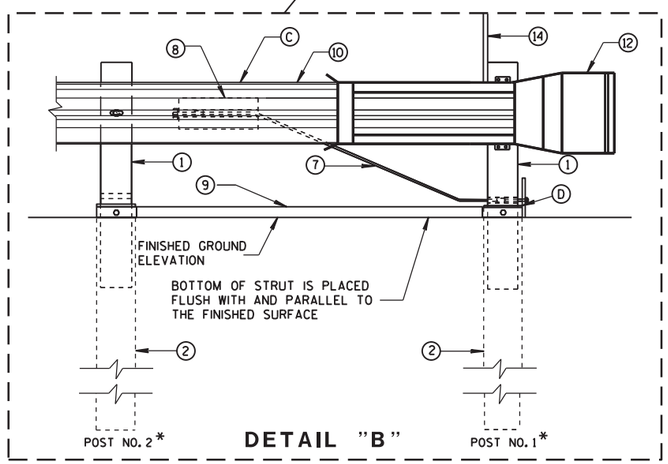
SECTION B-B
TYPICAL AT POST NO. 2*



DETAIL "A"



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

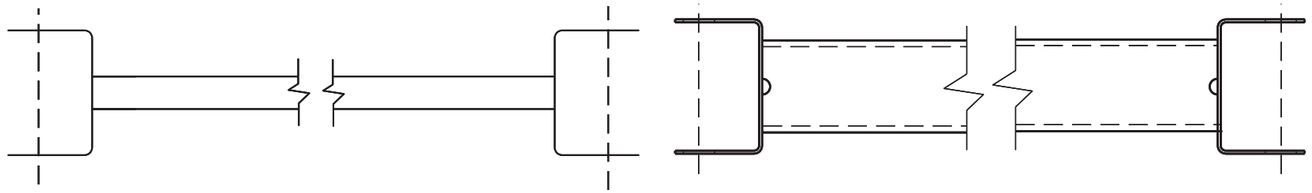
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 660

6

S.D.D. 14 B 44-2a

6

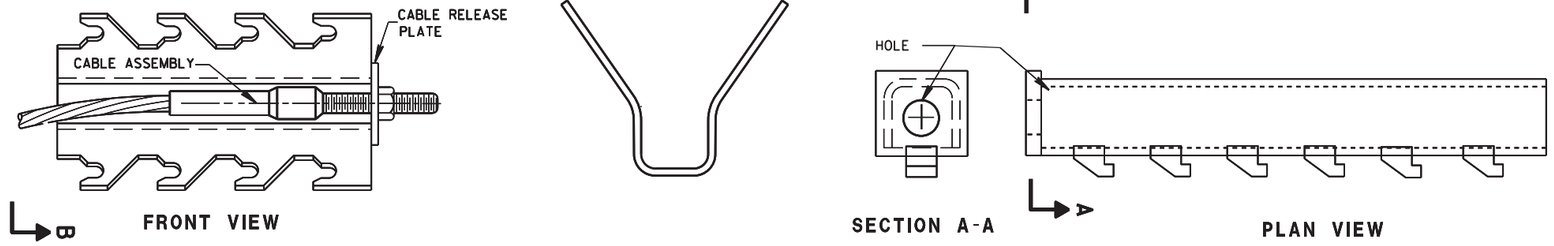
S.D.D. 14 B 44-2a



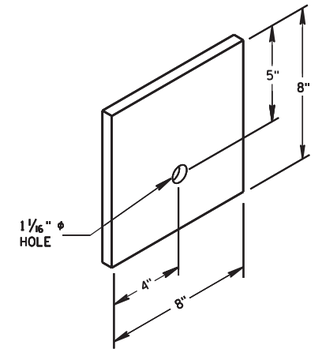
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



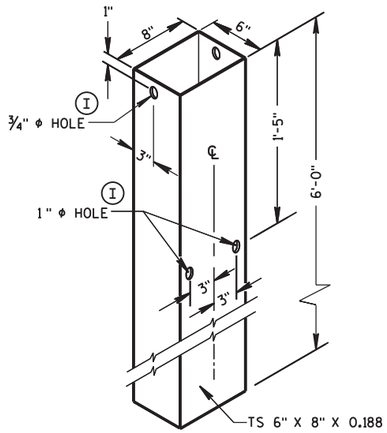
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

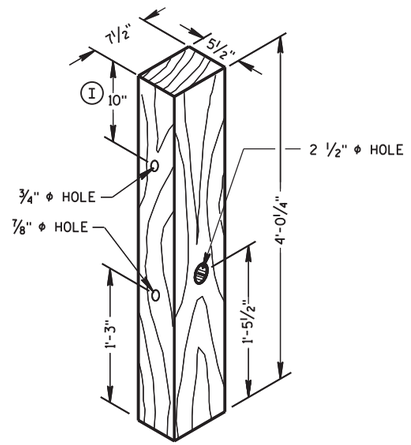
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

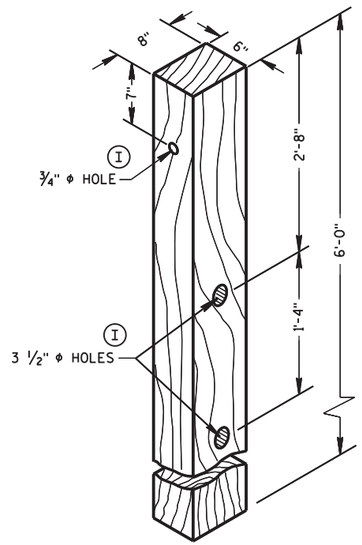


FOUNDATION TUBE (2)



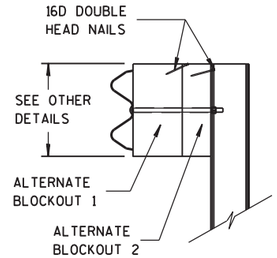
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

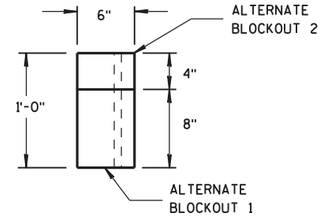


POSTS NUMBER 3-9

WOOD CRT POST (3)

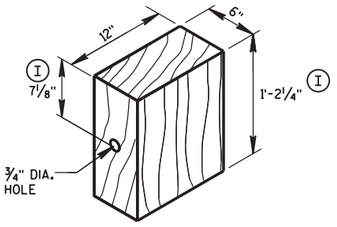


SIDE VIEW



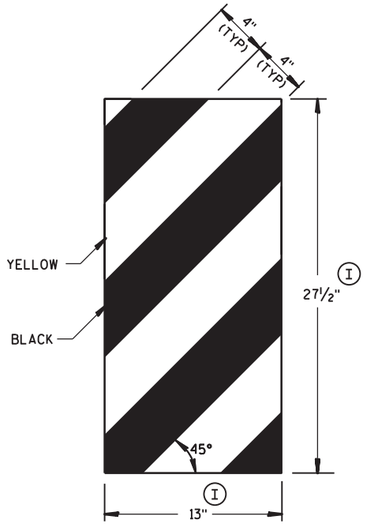
TOP VIEW

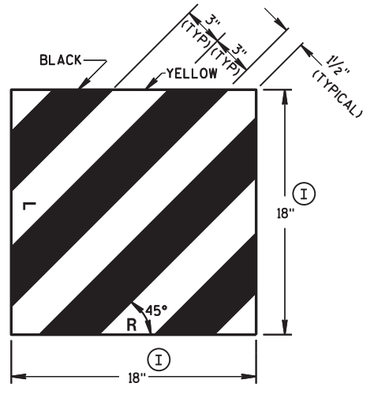
ALTERNATE WOOD BLOCKOUT DETAIL



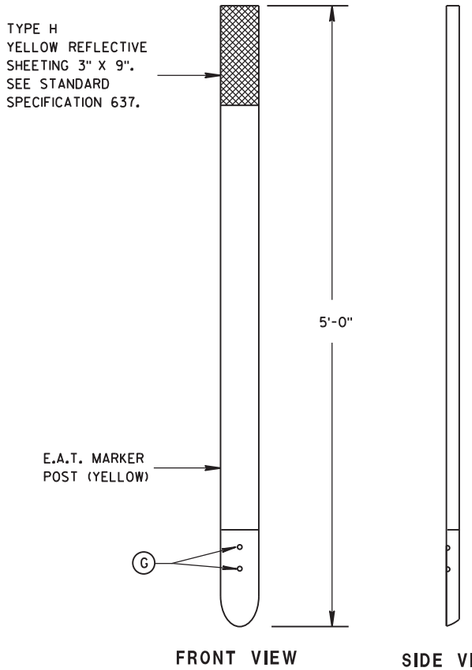
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





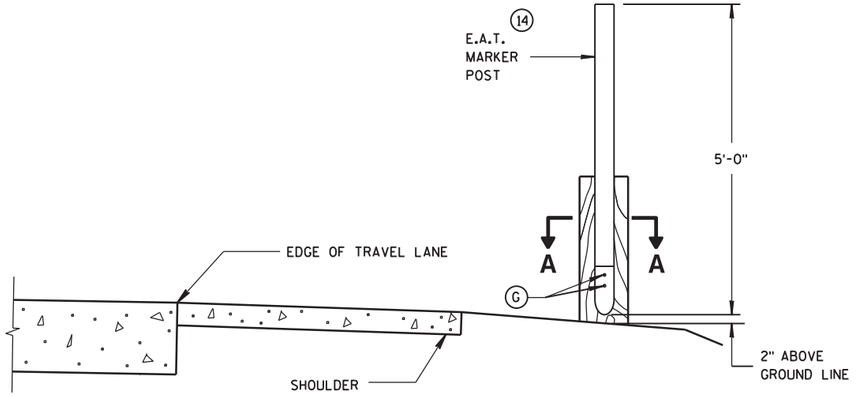
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

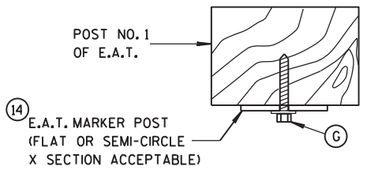
SIDE VIEW

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)

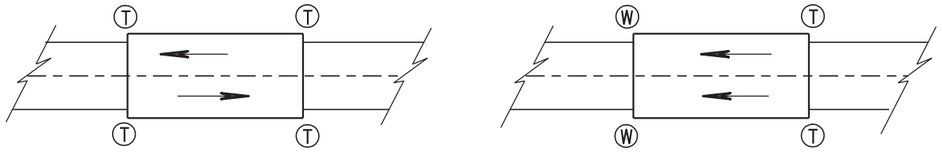
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

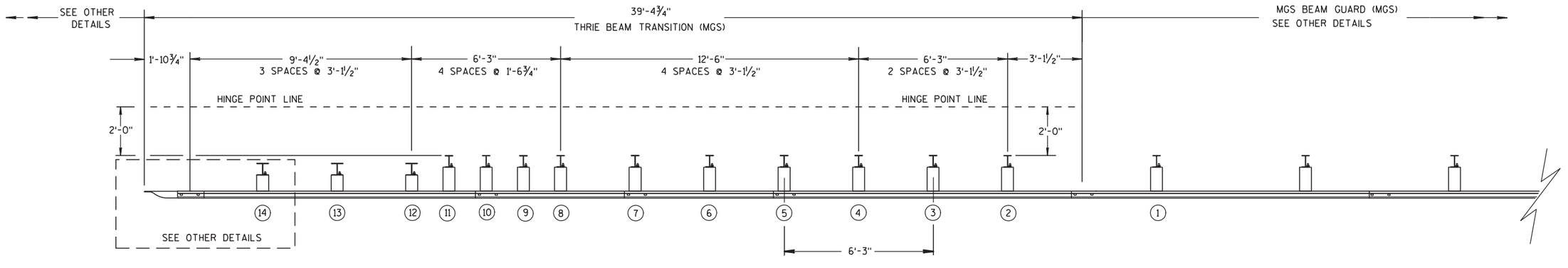
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

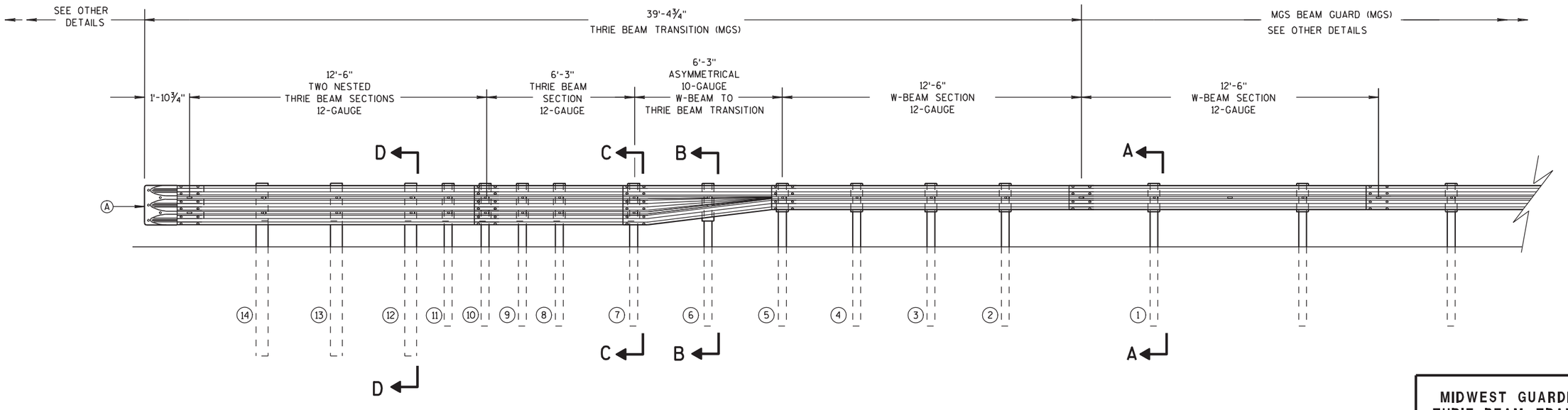
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

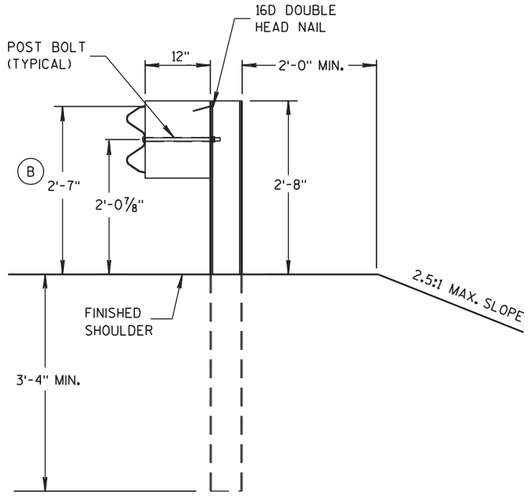
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6
S.D.D. 14 B 45-3a

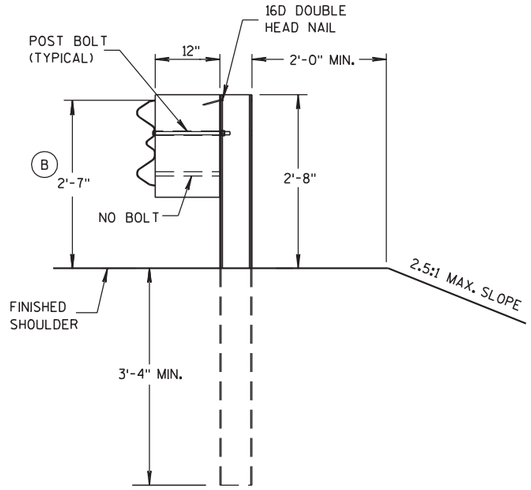
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



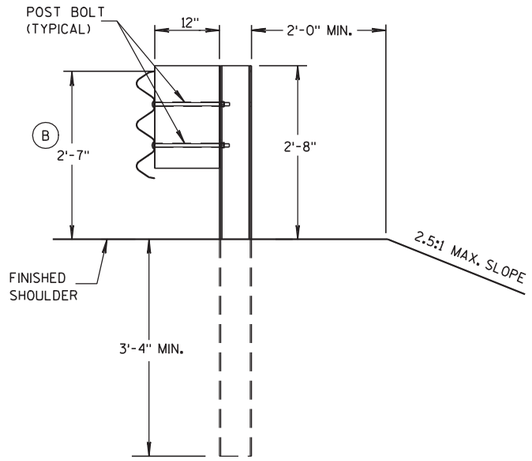
SECTION A-A

POSTS 1-5



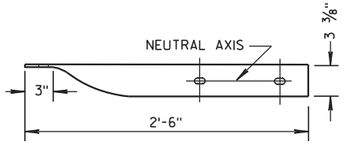
SECTION B-B

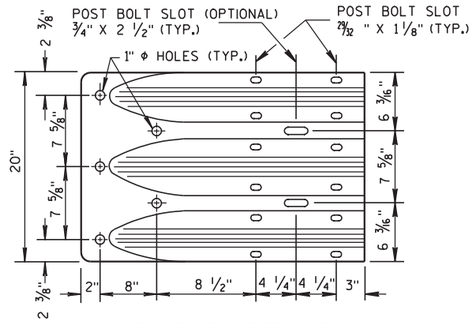
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

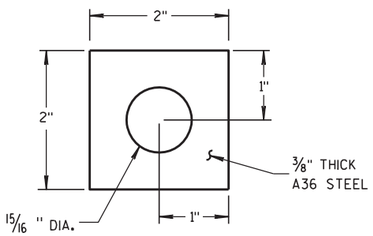
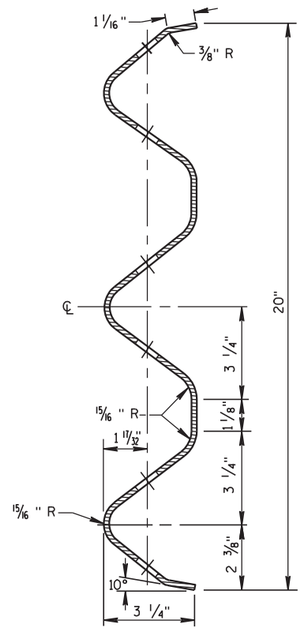
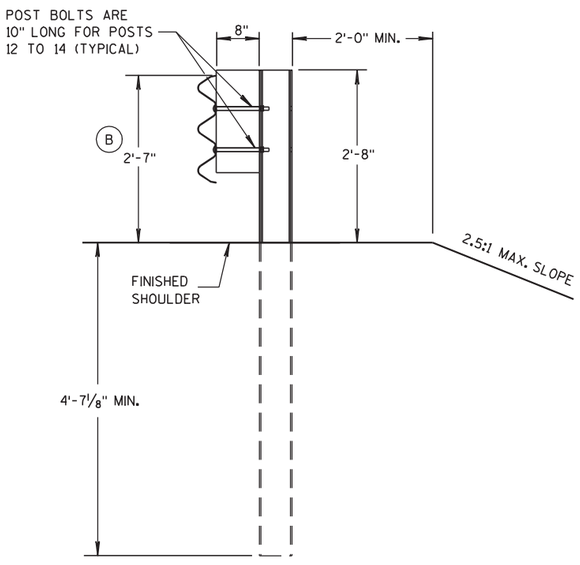


PLATE WASHER DETAIL

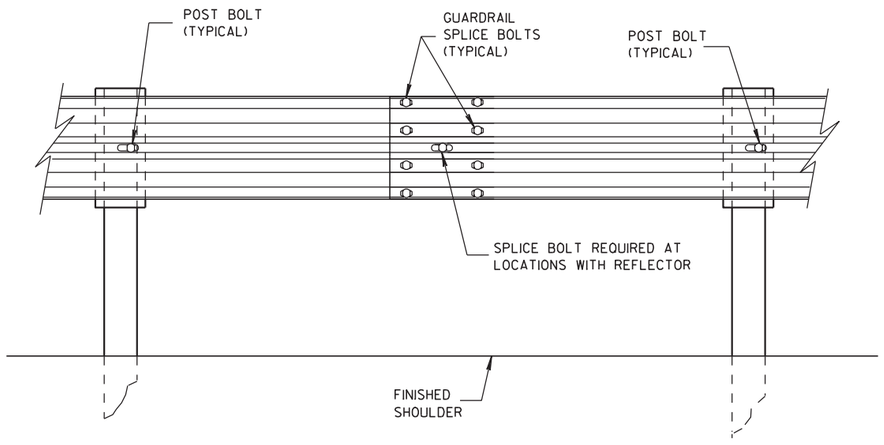


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



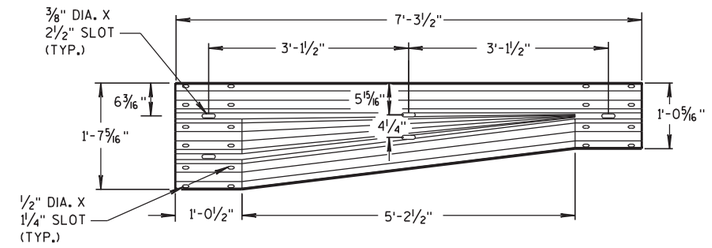
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

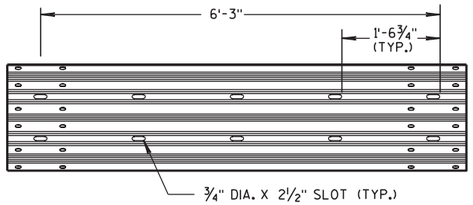
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

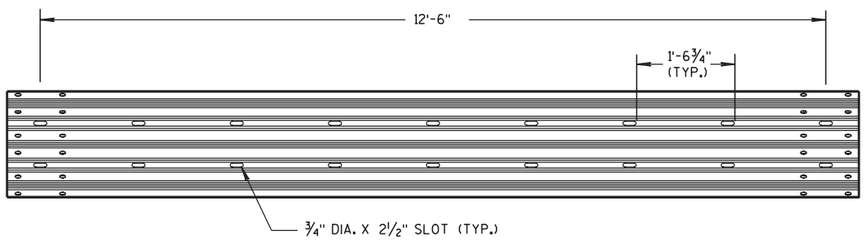
S.D.D. 14 B 45-3b



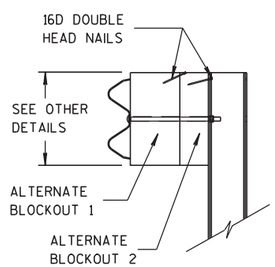
W-BEAM TO THRIE BEAM TRANSITION SECTION



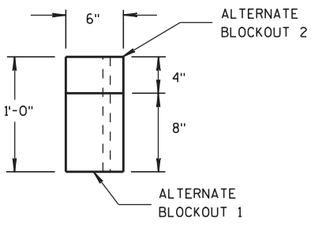
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

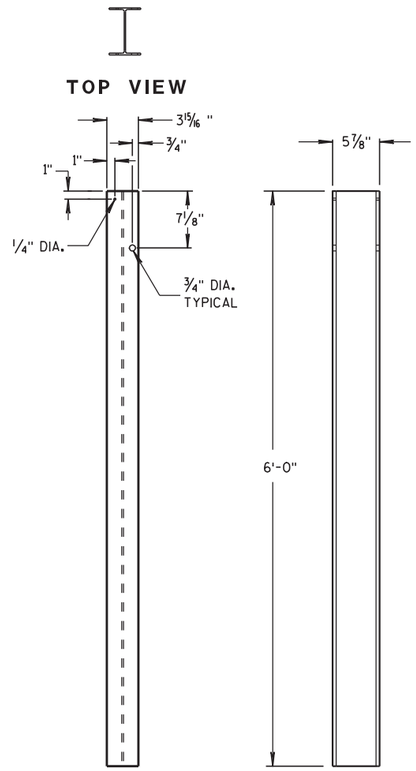


SIDE VIEW

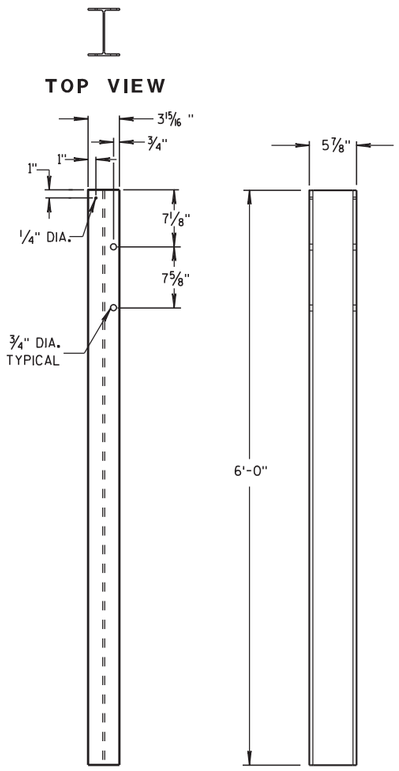


TOP VIEW

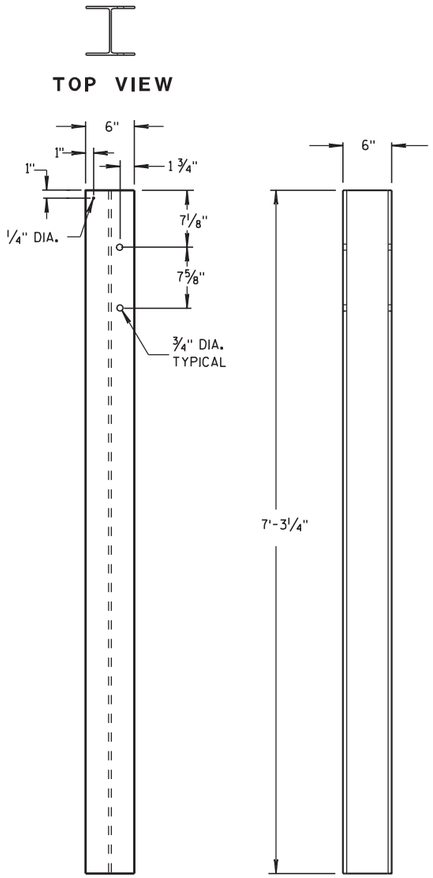
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

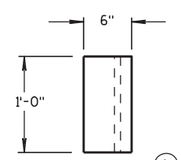


STEEL POSTS 6-11

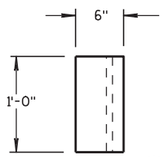


STEEL POSTS 12-14

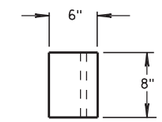
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



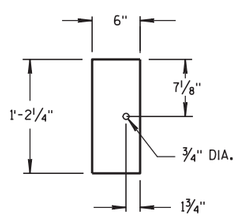
TOP VIEW (1)



TOP VIEW (1)

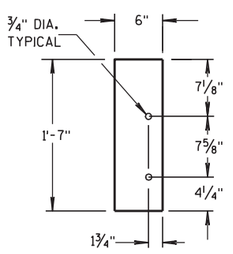


TOP VIEW



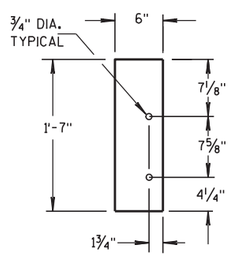
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

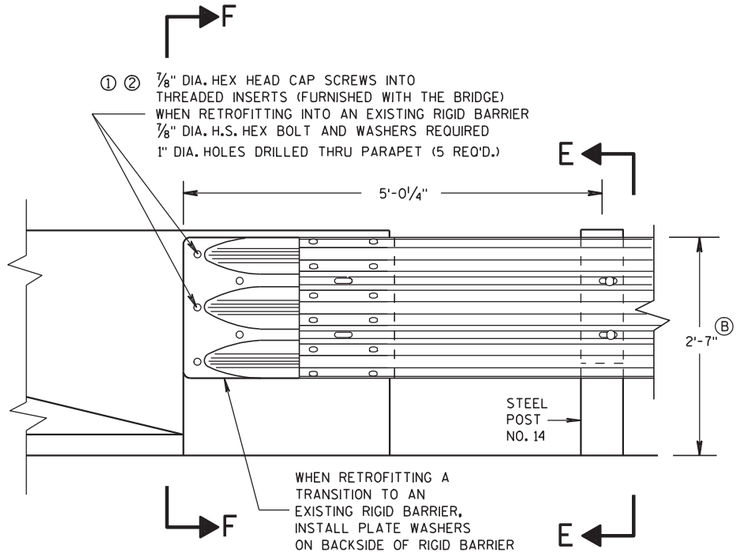
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

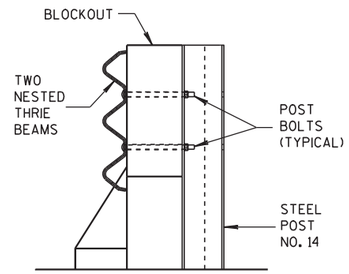
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 45-3c



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

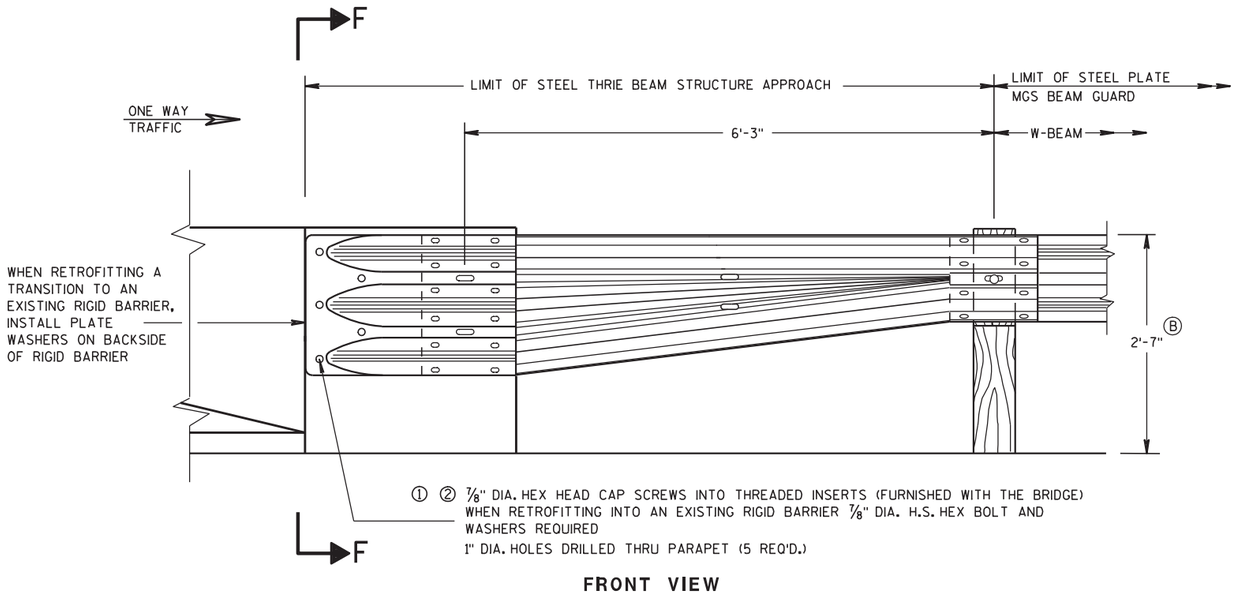
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

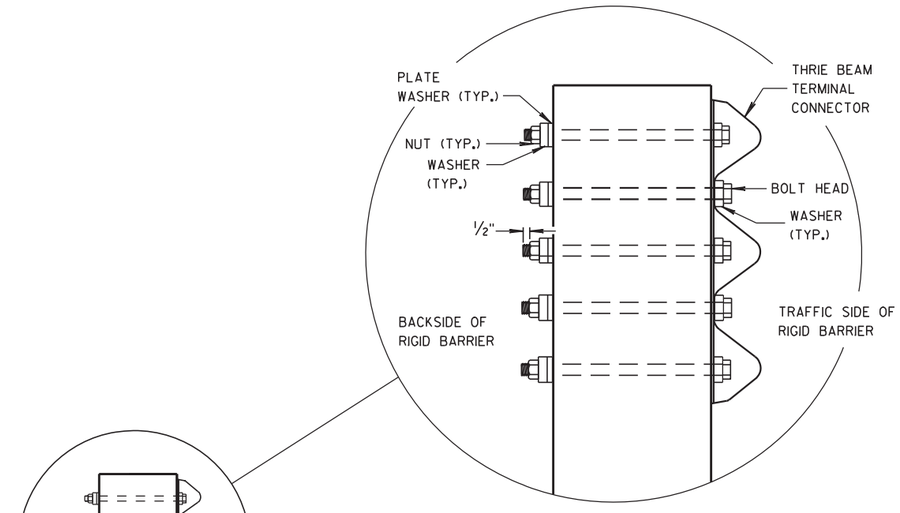
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

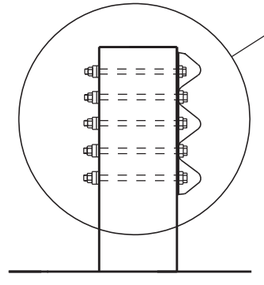
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW





SECTION F-F

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER

FHWA

6

S.D.D. 14 B 45-3d

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S.D.D. 14 B 45-3d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

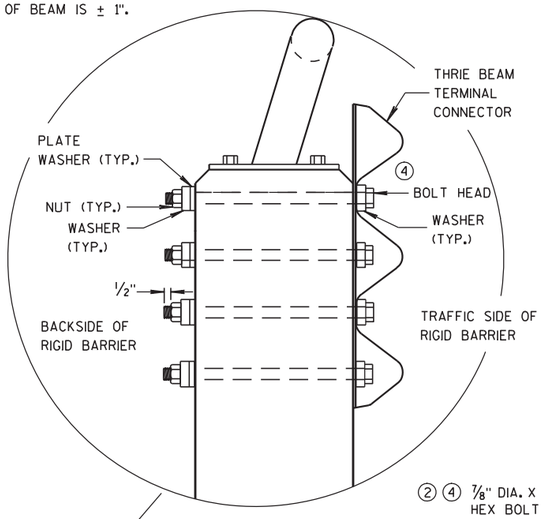
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

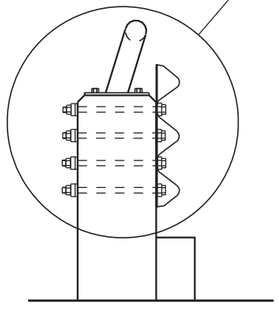
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

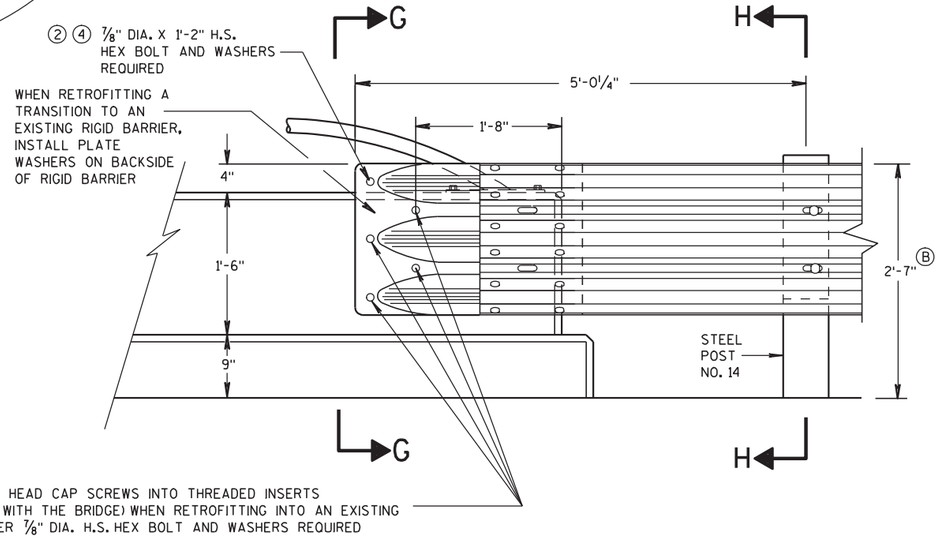
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

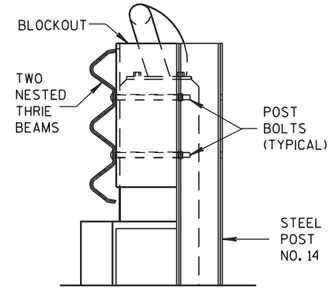




SECTION G-G

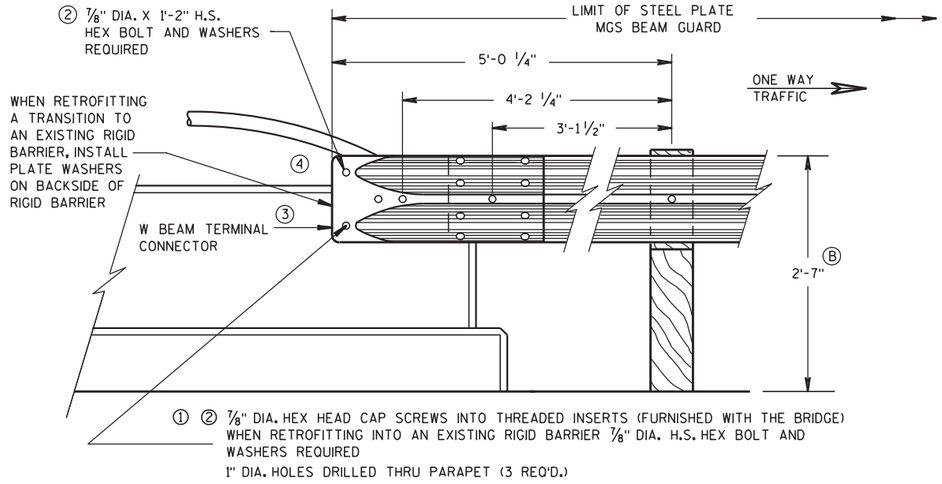


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 14 B 45-3e

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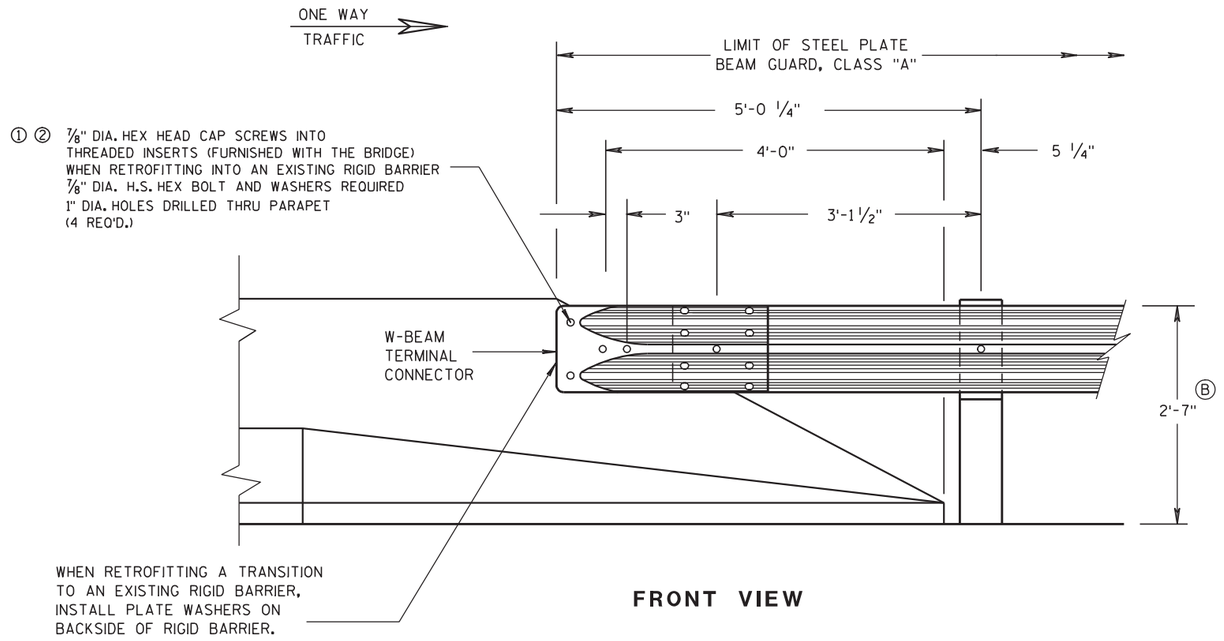
S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

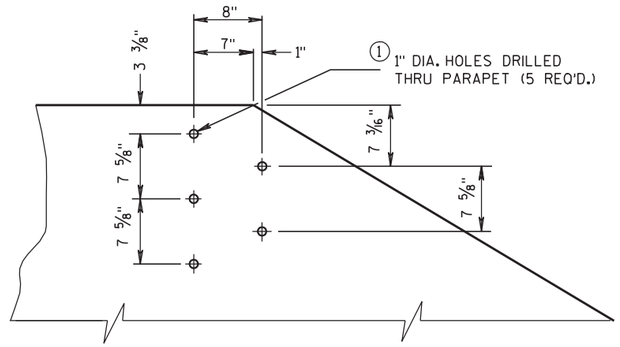
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

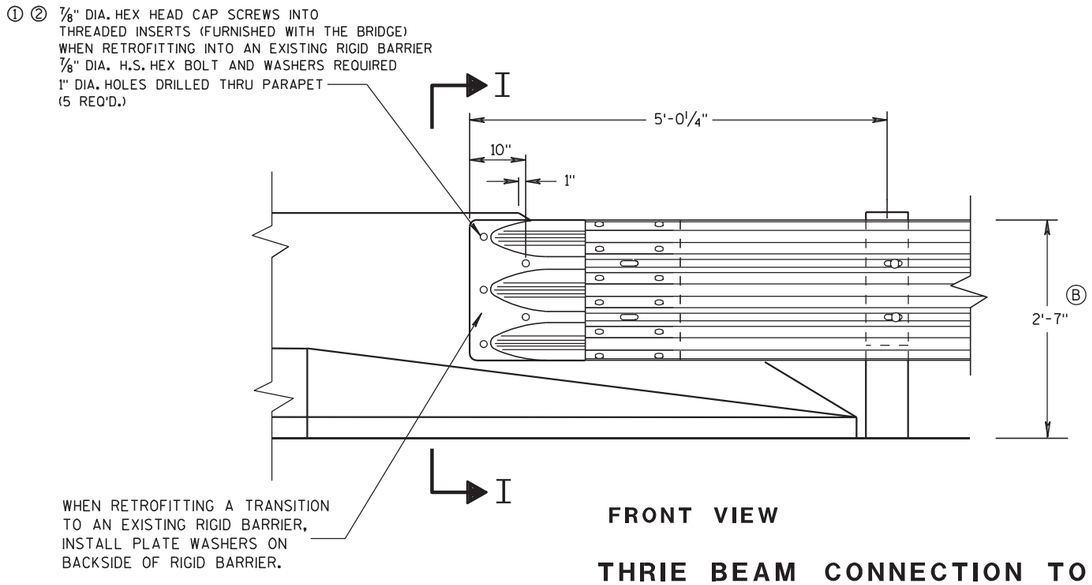
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

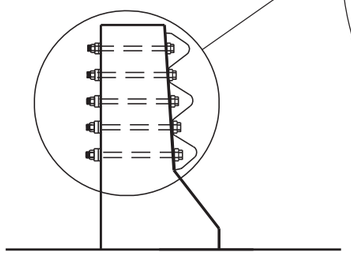
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



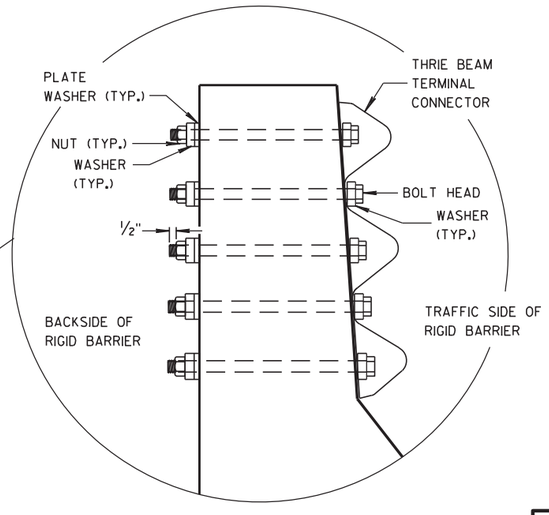
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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FHWA

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S.D.D. 14 B 45-3f

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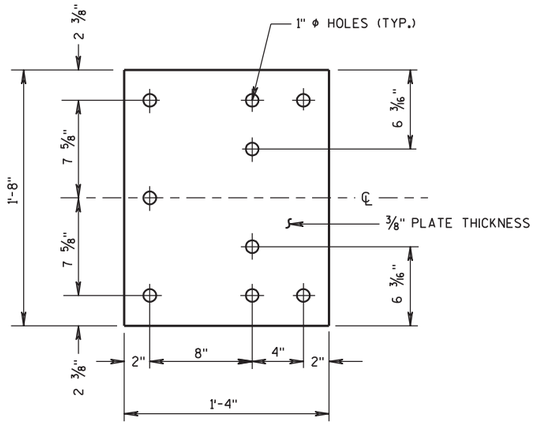
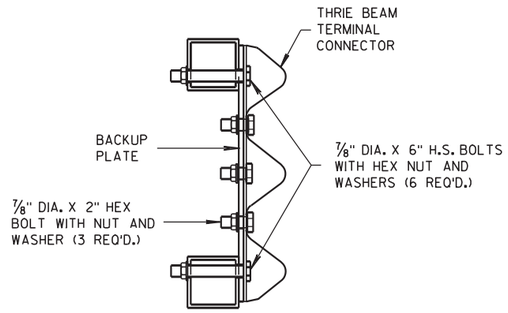
S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

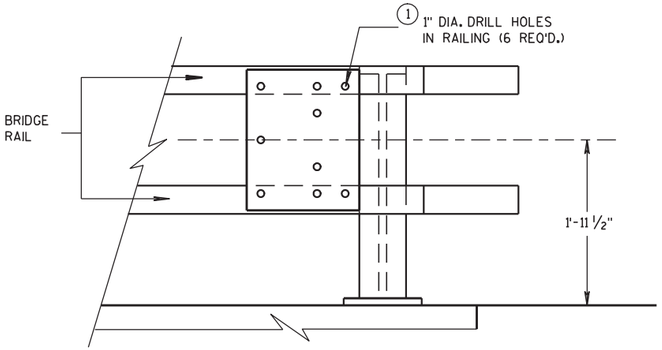


SECTION J-J

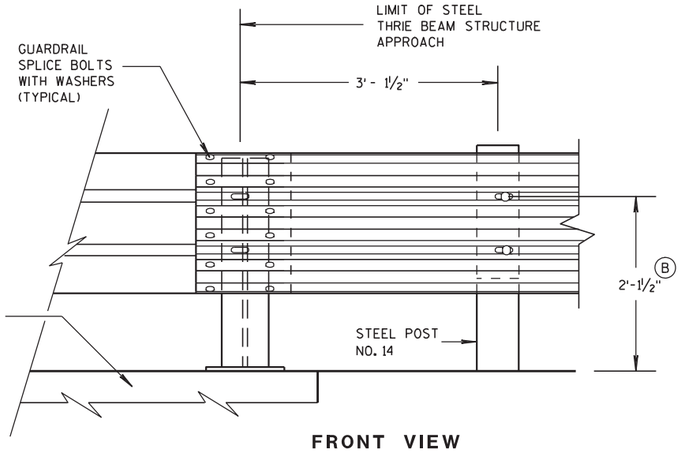
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

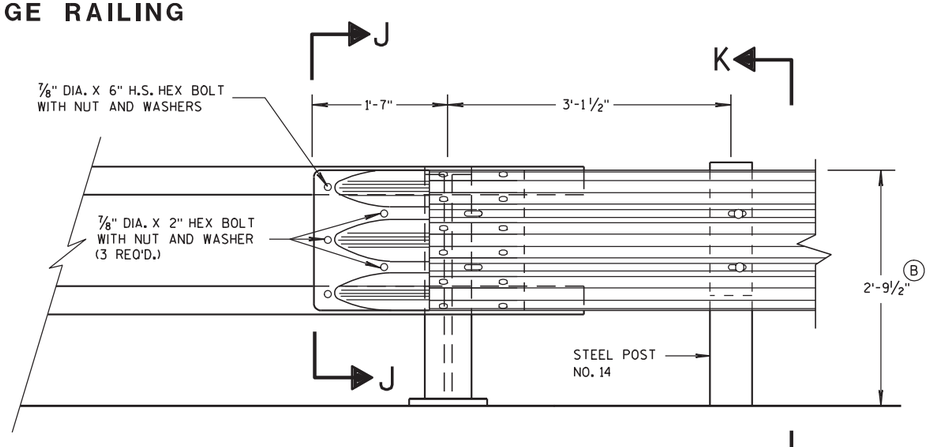


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

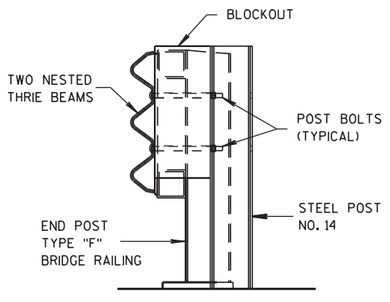


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 45-3g

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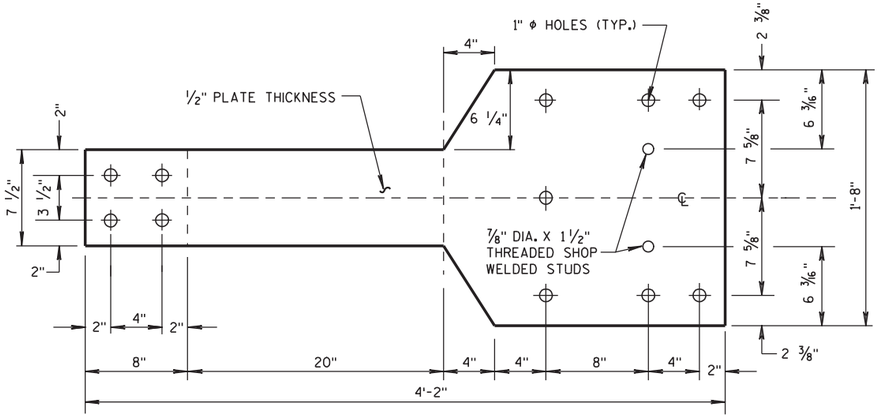
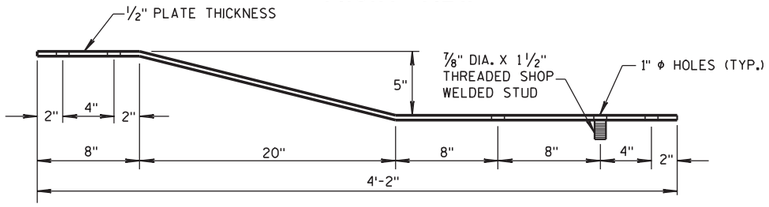
S.D.D. 14 B 45-3g

GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

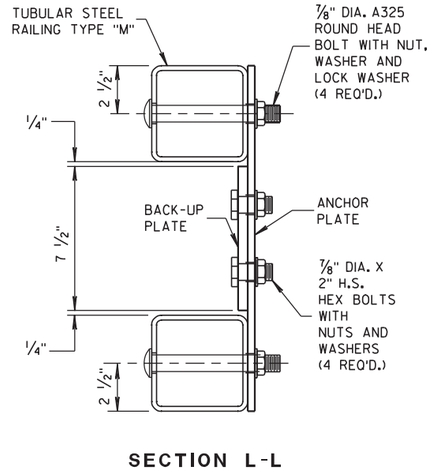


FRONT VIEW

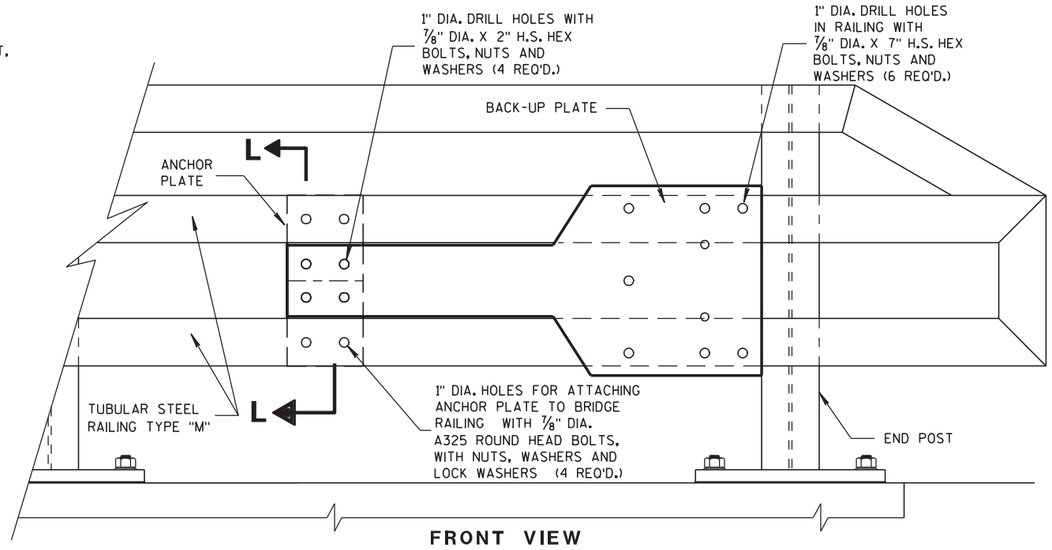


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

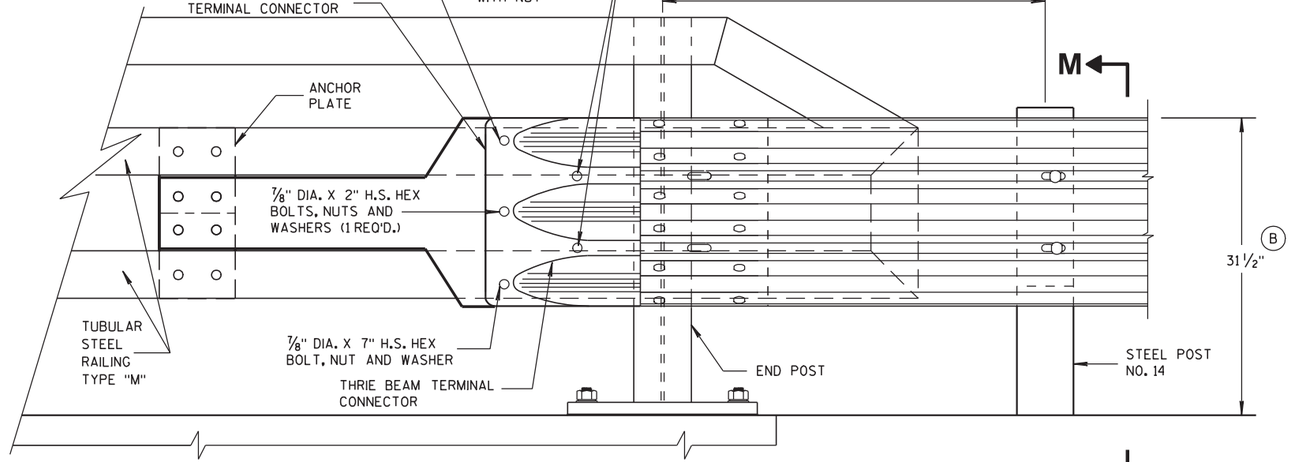


SECTION L-L

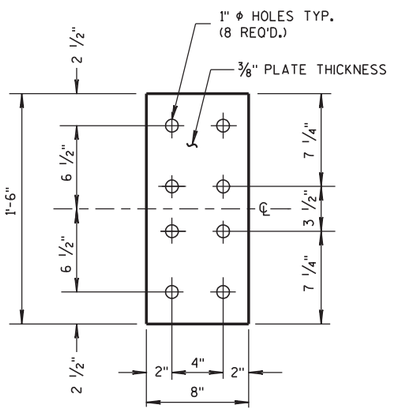


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

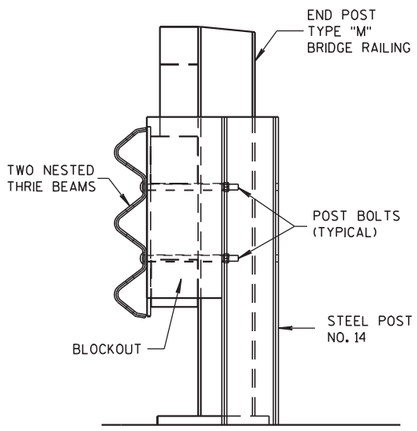


FRONT VIEW

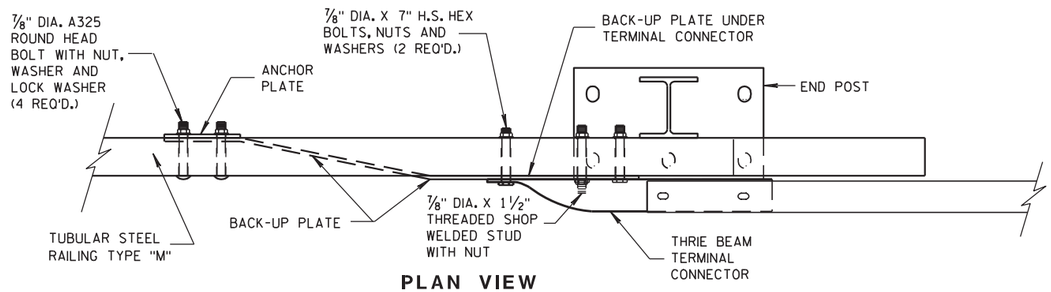


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
670 ENT
FHWA

6

S.D. 14 B 45-3h

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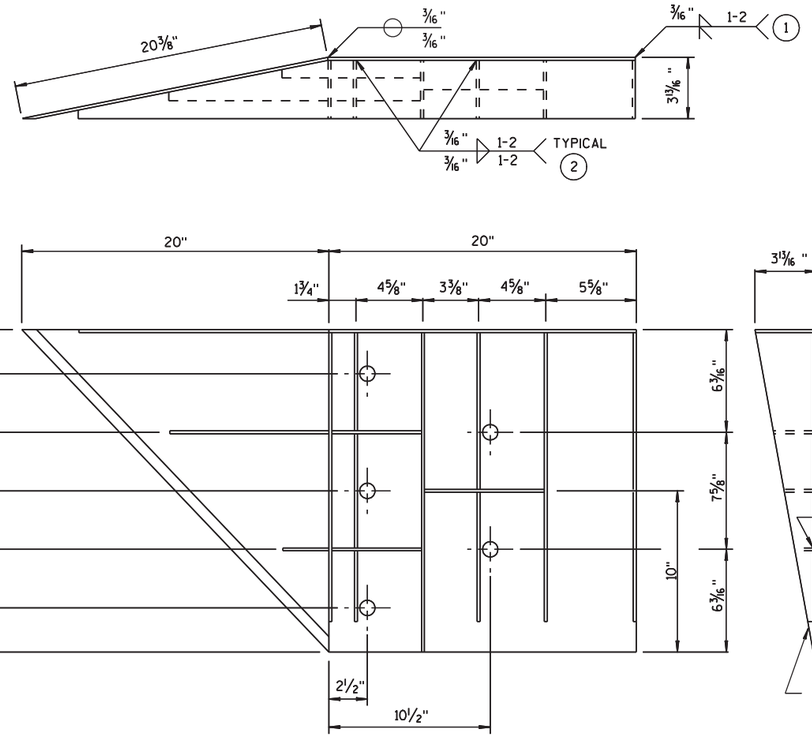
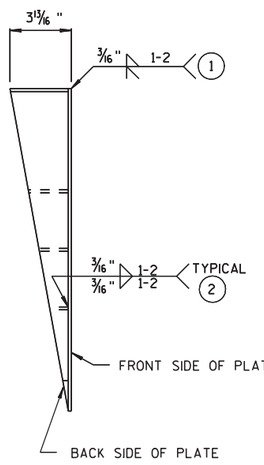
S.D. 14 B 45-3h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

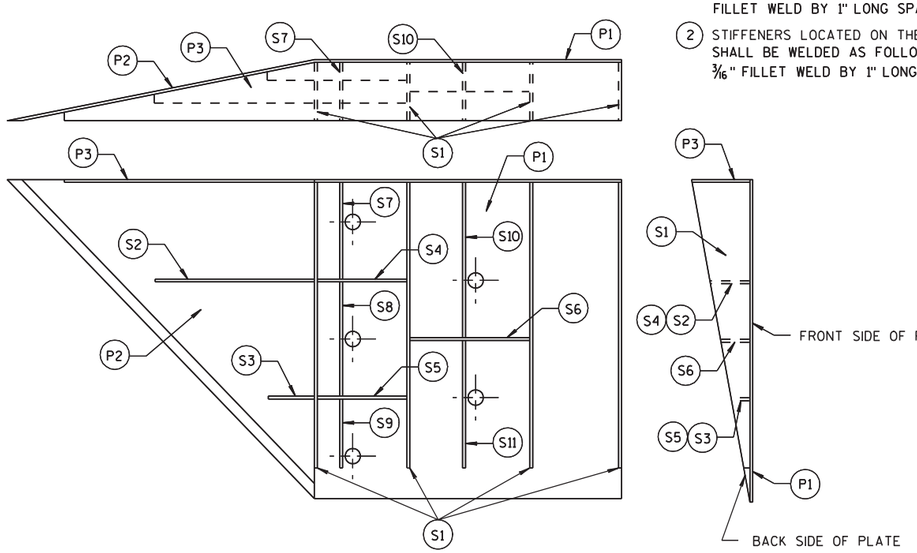


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

① STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

② STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 31/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 31/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H ---- ROADWAY STANDARDS ENGINEER
671 ...MENT
FHWA

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S.D.D. 14 B 45-3i

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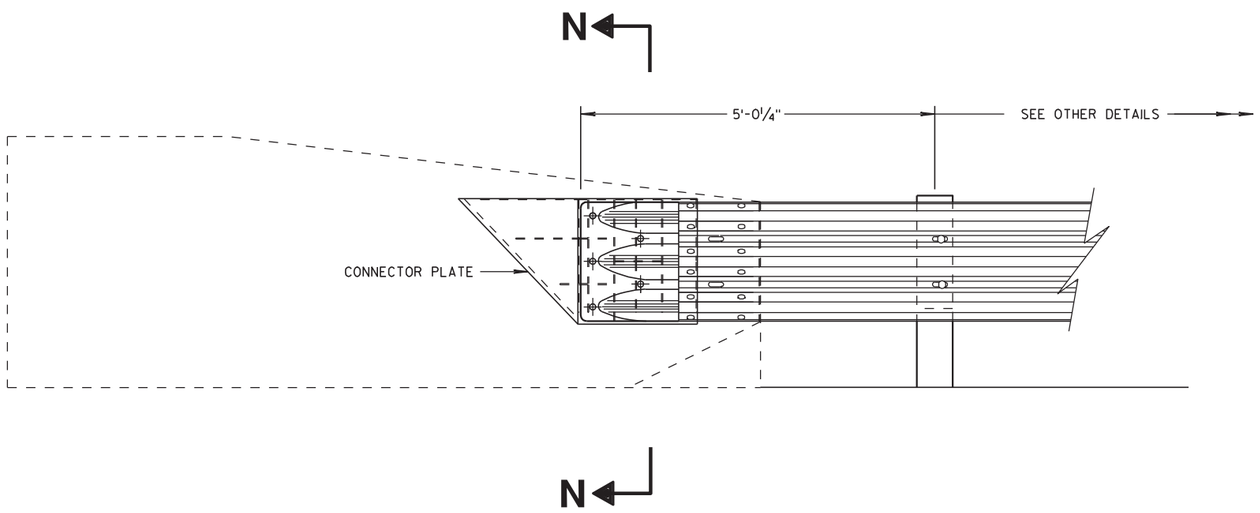
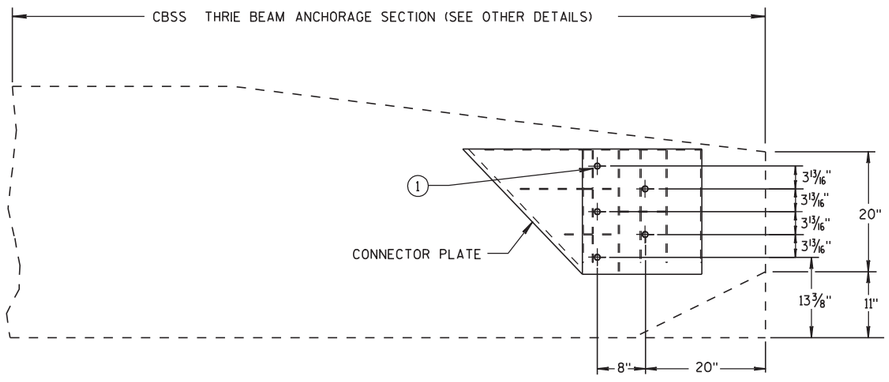
S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

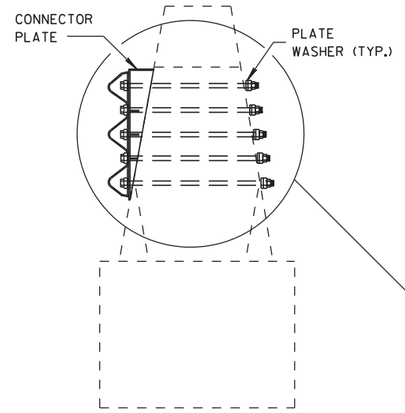


SINGLE SLOPE CONNECTION PLATE PLACEMENT

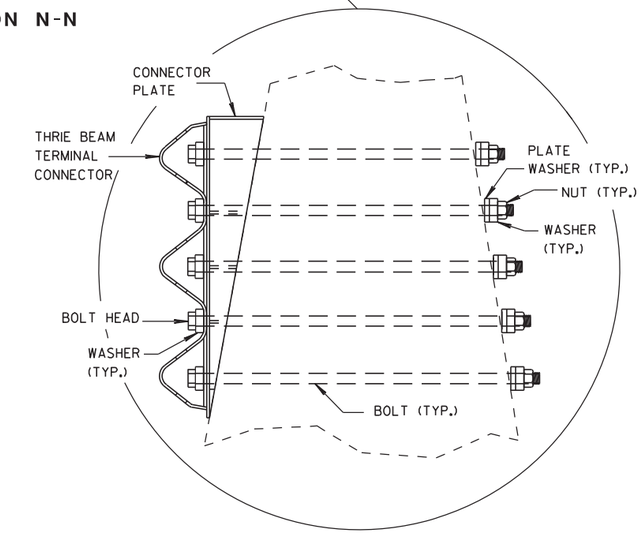
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]672
ENGINEER

FHWA

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S.D.D. 14 B 45-3j

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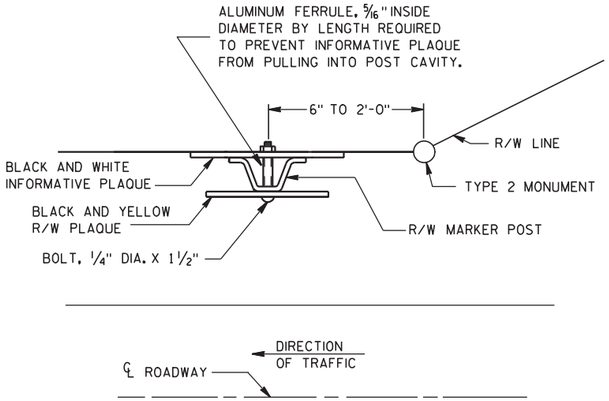
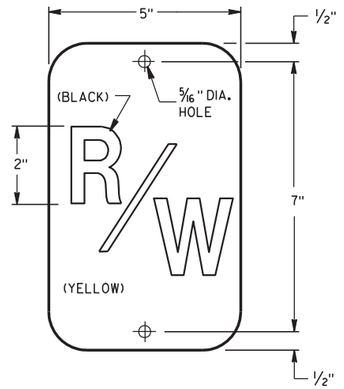
S.D.D. 14 B 45-3j

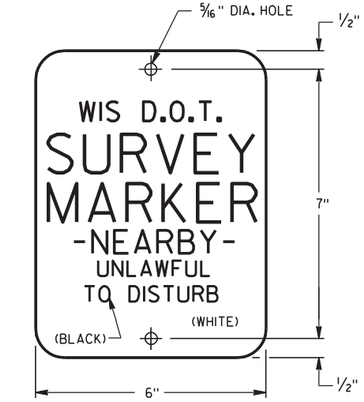


PLAN VIEW



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

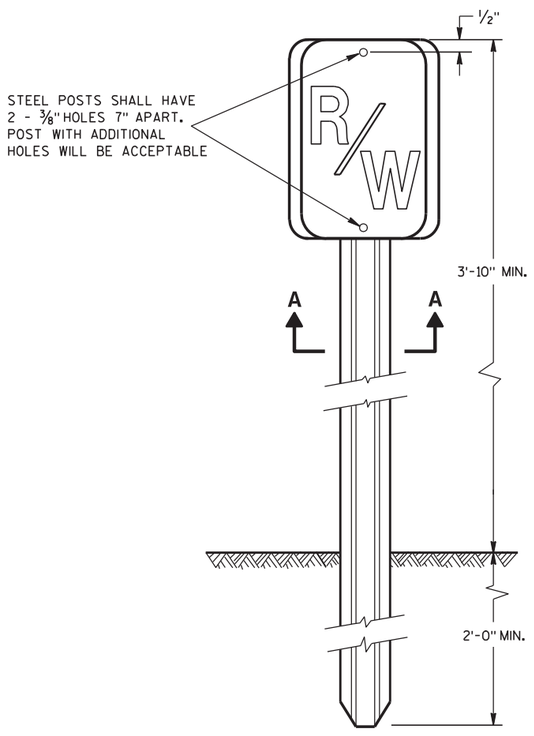
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

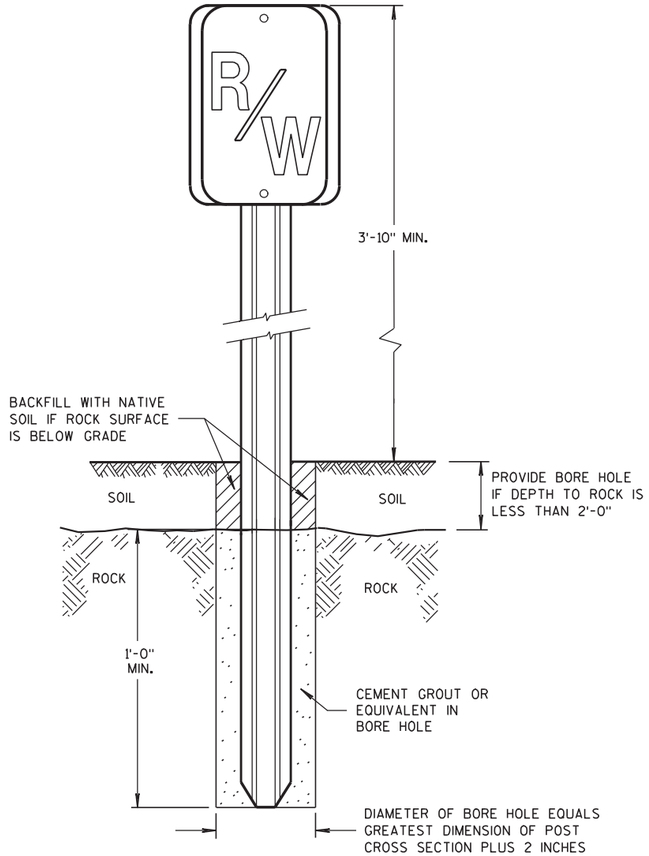
STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

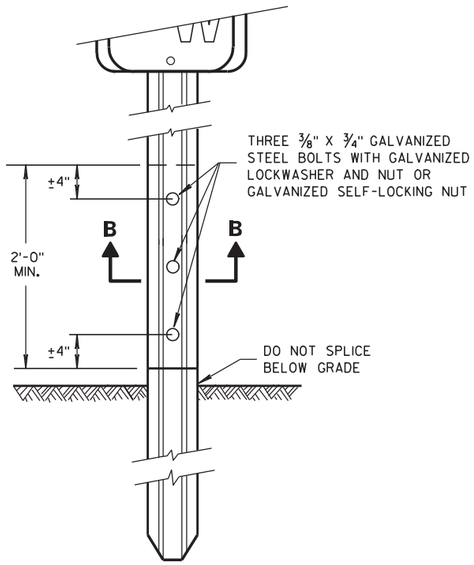
FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



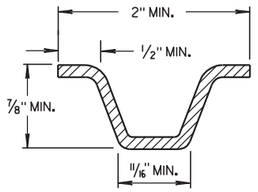
FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION (1)

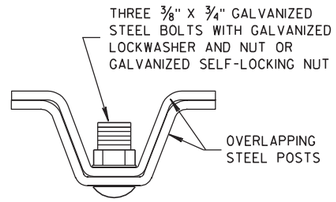


FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.

SECTION A-A



SECTION B-B

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/27/09 — DATE

/S/ Ray Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER

673

FHWA

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S.D.D. 15 A 1-11

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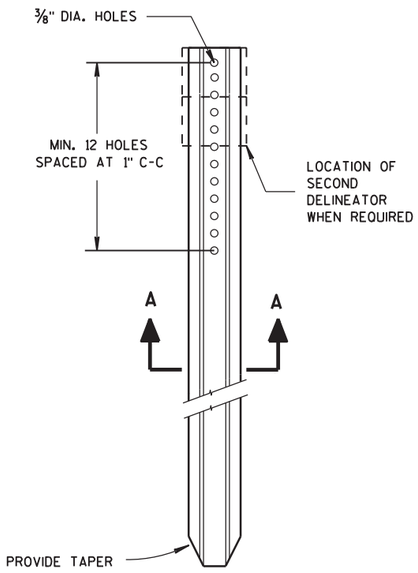
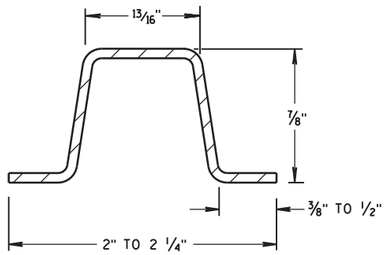
S.D.D. 15 A 1-11

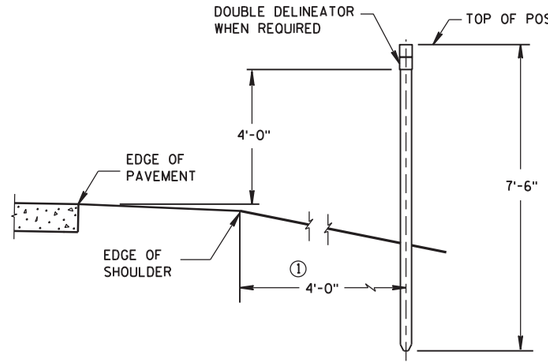


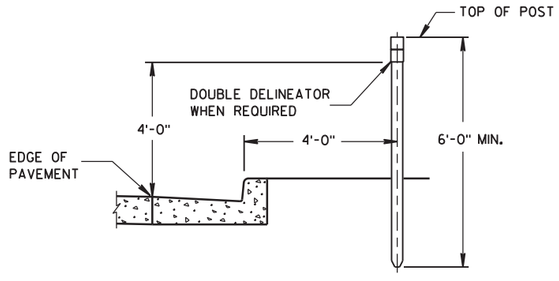
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



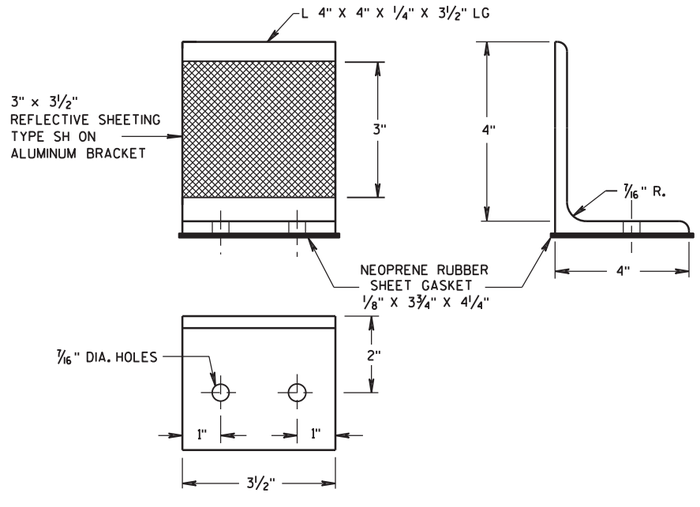


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

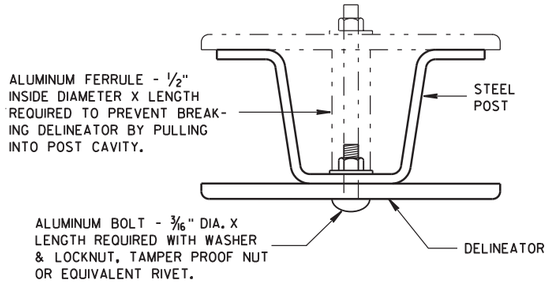
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

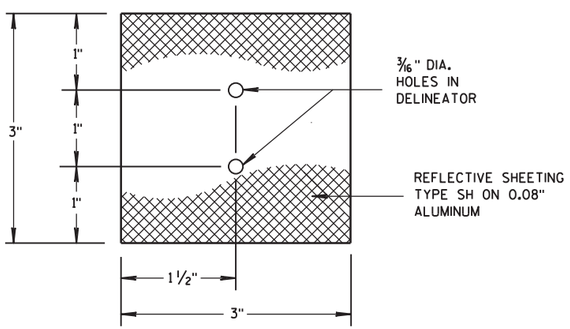
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



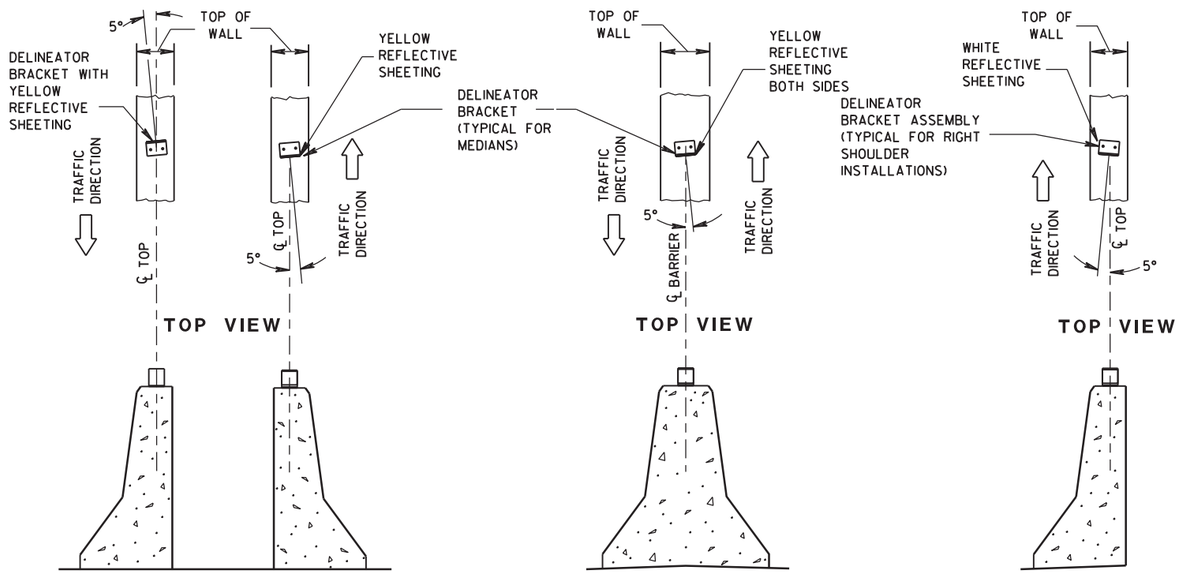
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR

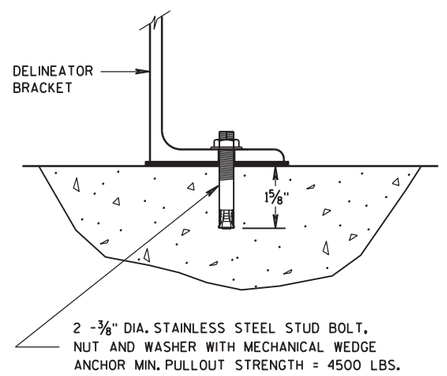


3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E 674
FHWA

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S.D.D. 15 A 2-8

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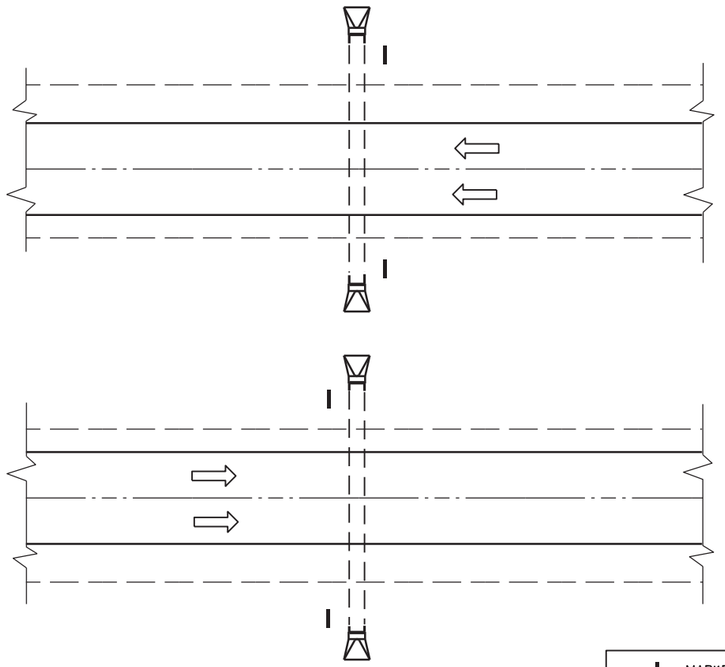
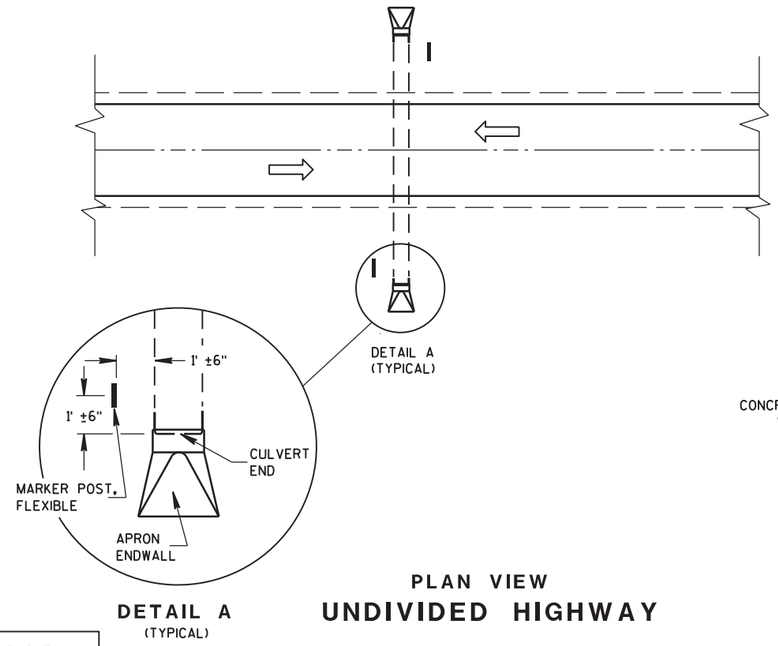
S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

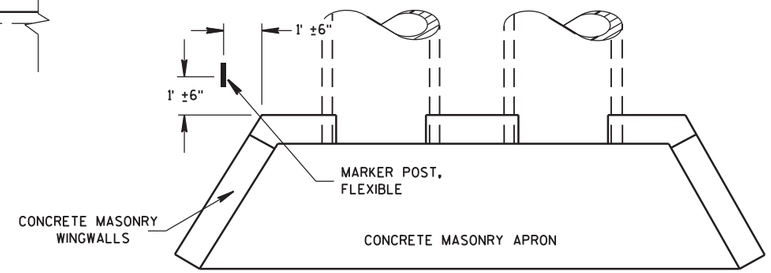
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

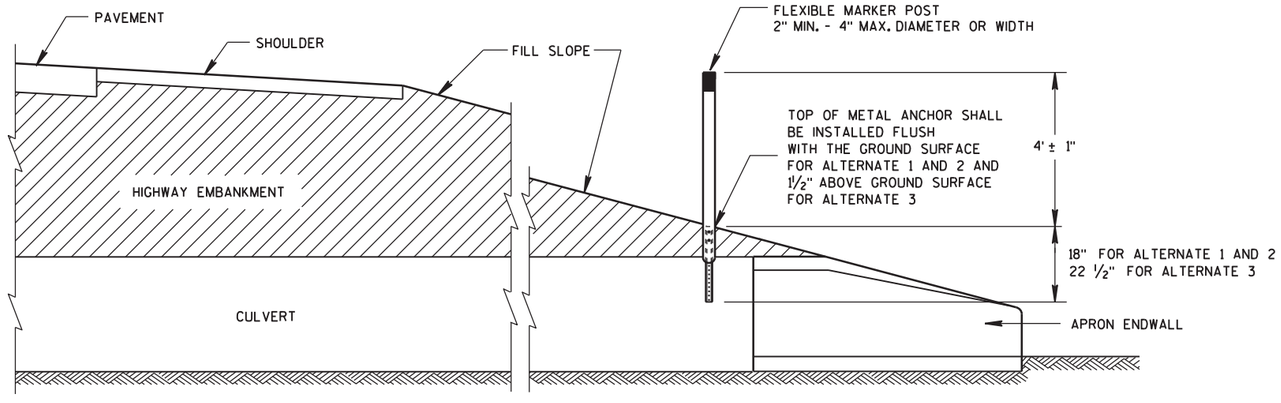
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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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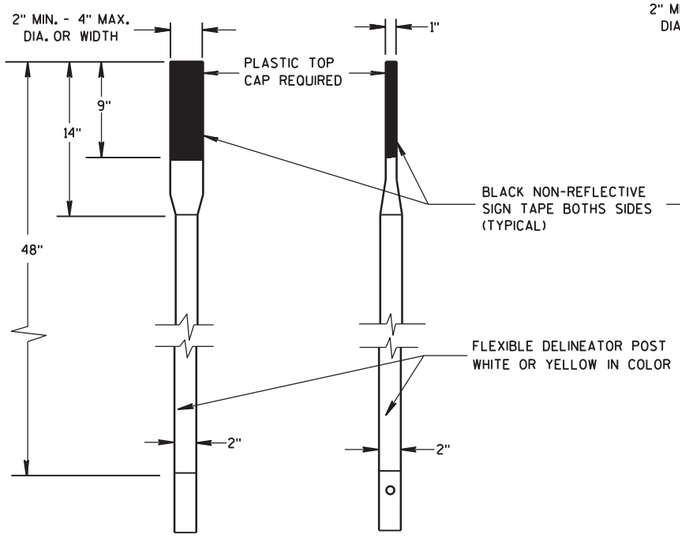
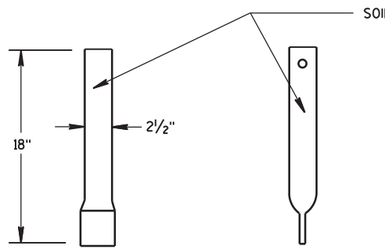
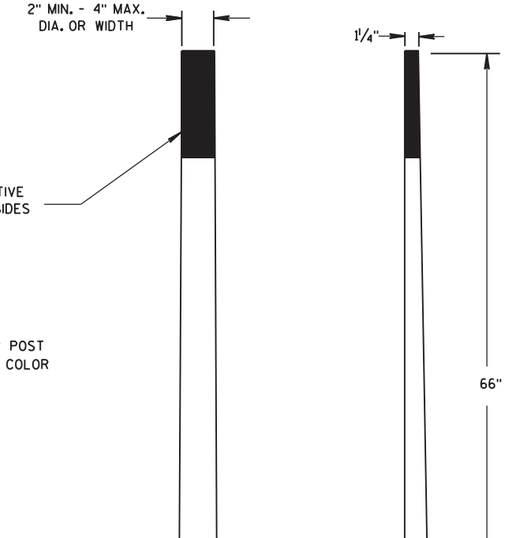
S.D.D. 15 A 3-2a





FRONT VIEW SIDE VIEW

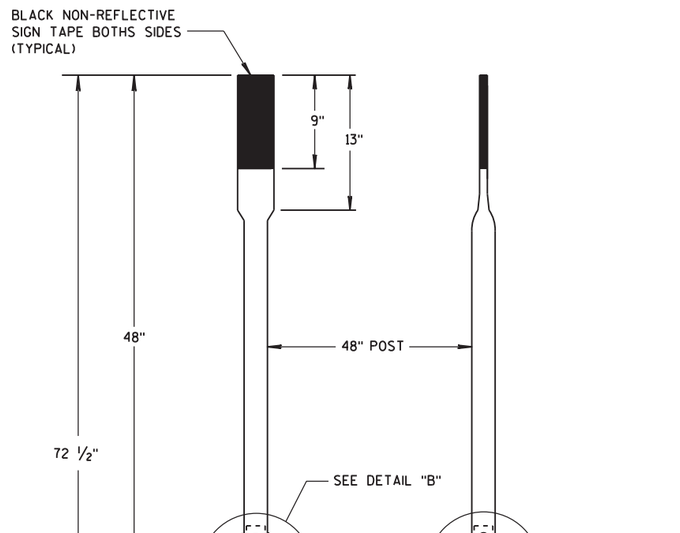
ALTERNATE 1



FRONT VIEW SIDE VIEW

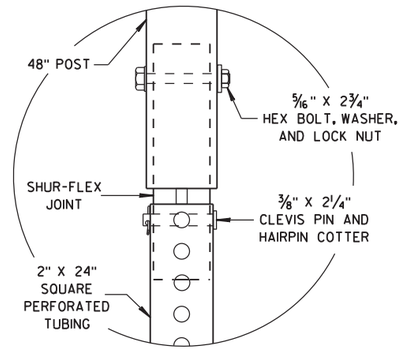
ALTERNATE 2

FLEXIBLE MARKER POSTS

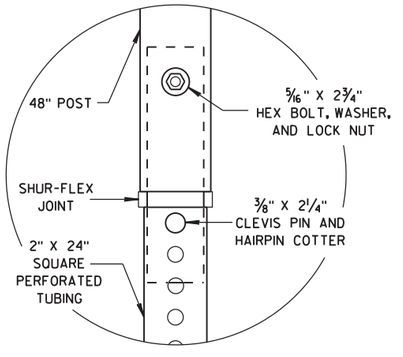


FRONT VIEW SIDE VIEW

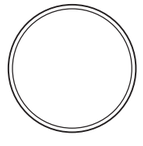
ALTERNATE 3



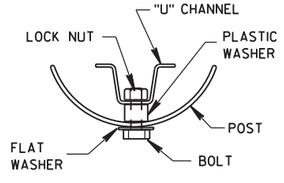
DETAIL B



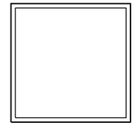
DETAIL C



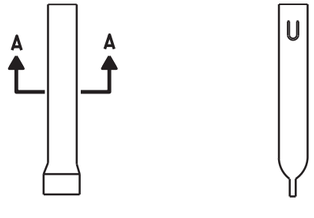
SECTION A-A



SECTION B-B

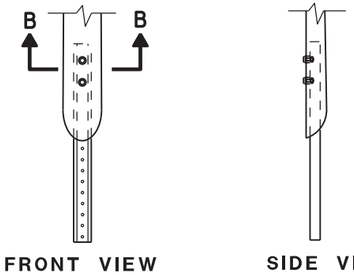


SECTION C-C



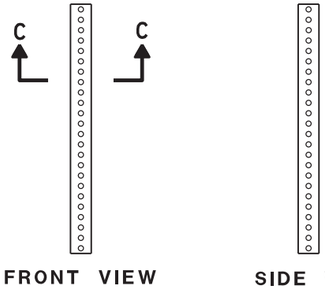
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

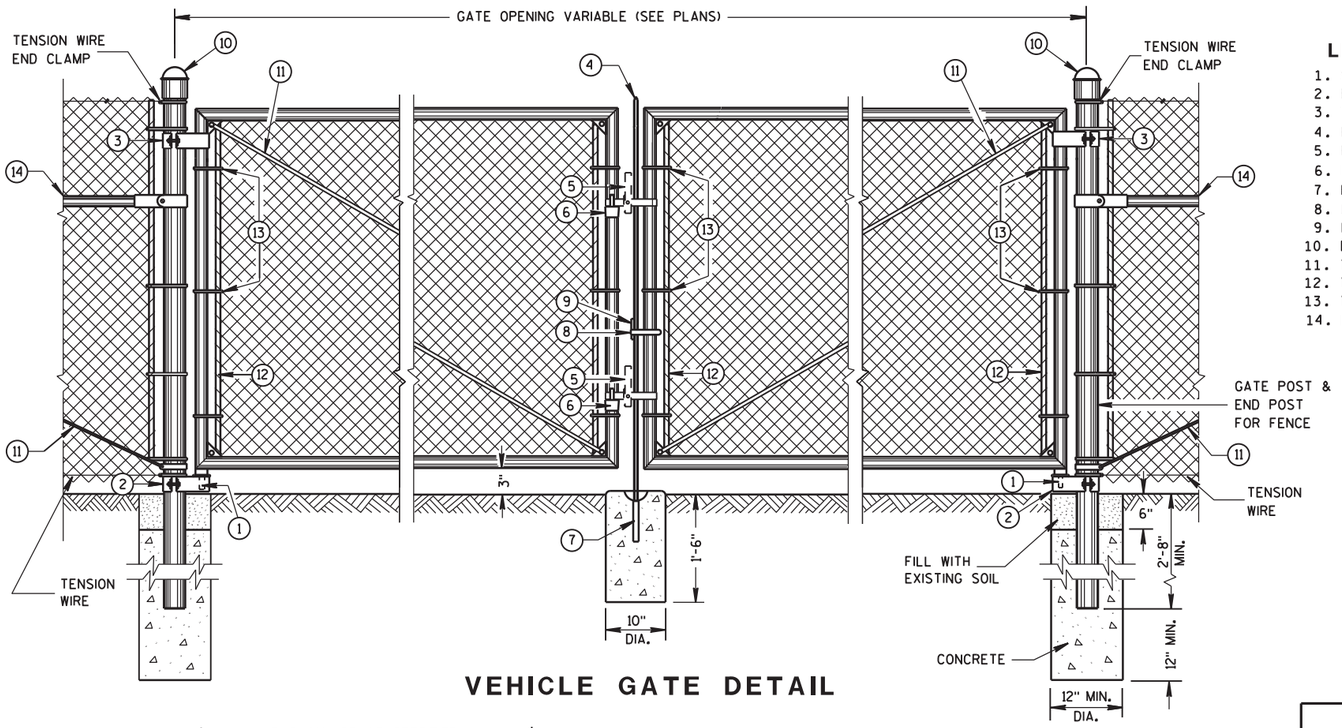
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
676
IGN
FHWA

6

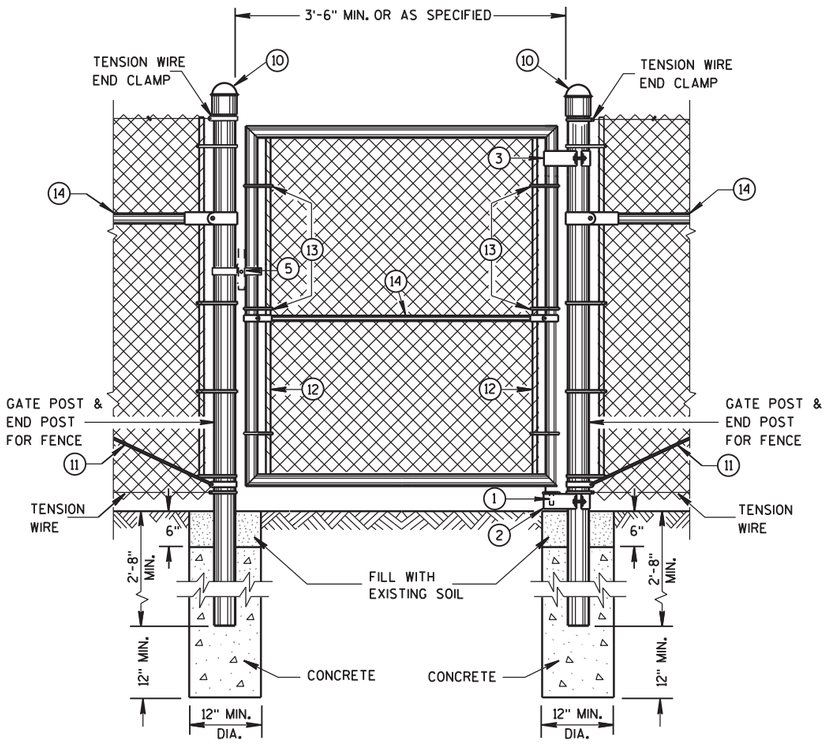
S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

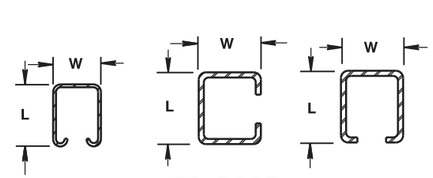
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

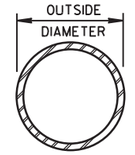
FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST



SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

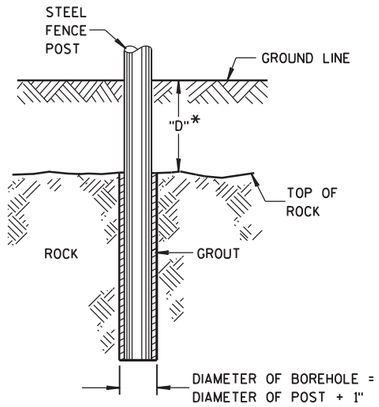
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

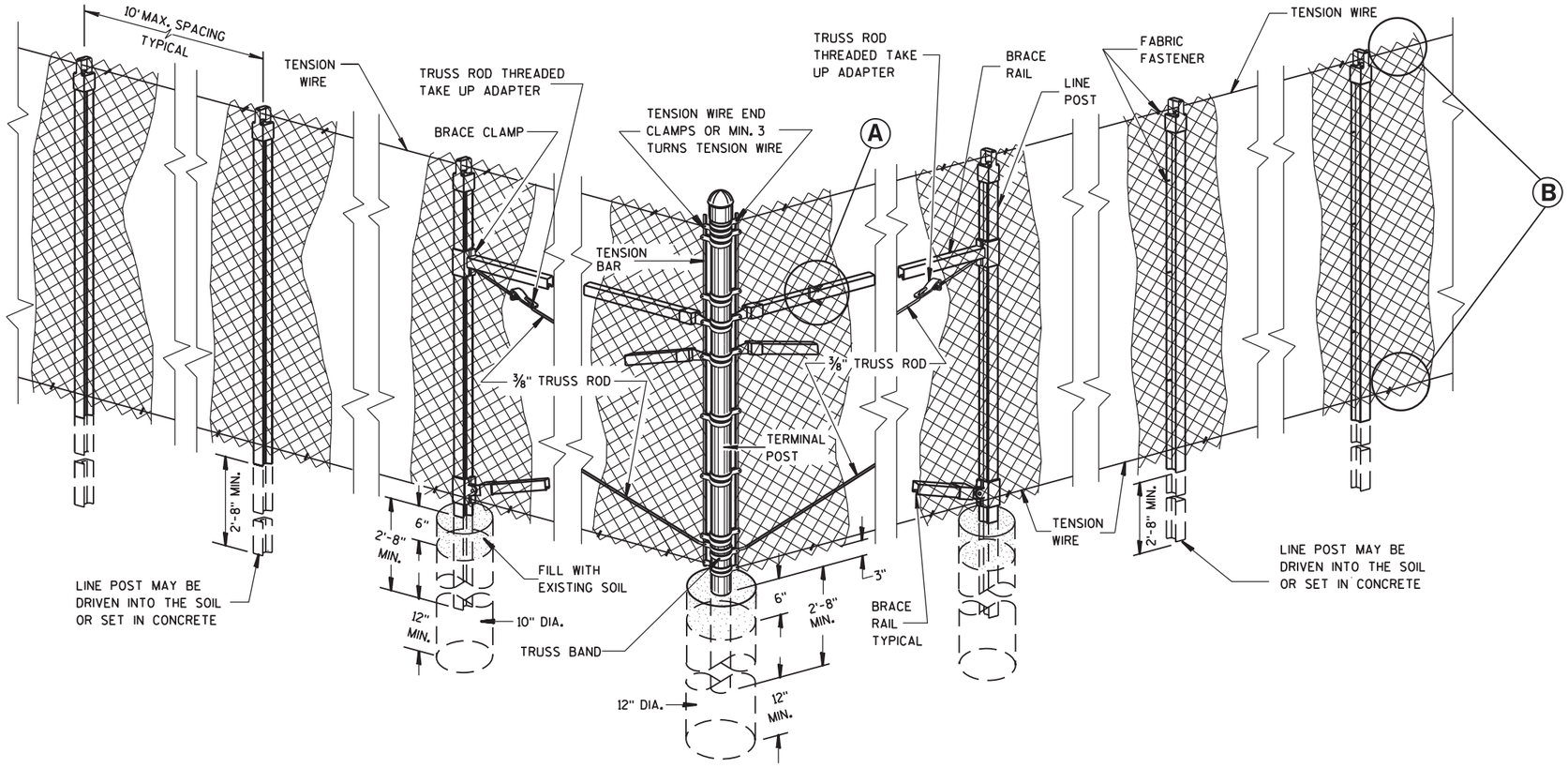
6

S.D.D. 15 B 3-13a

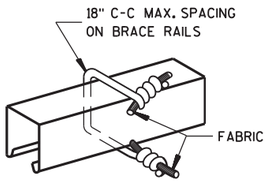


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



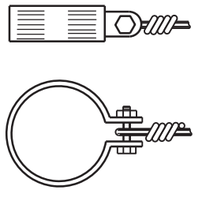
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



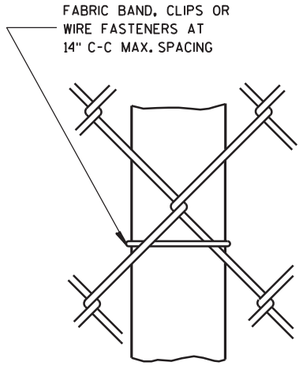
BRACE RAIL

FABRIC FASTENER

Ⓐ



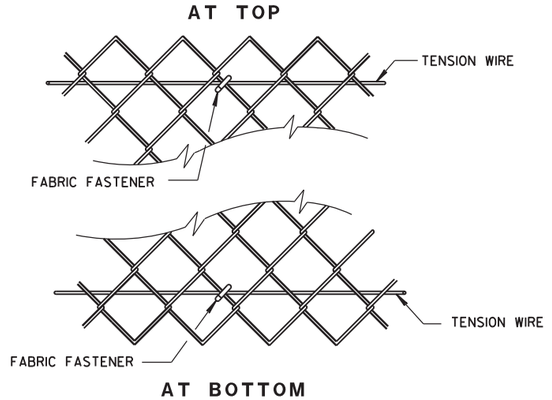
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

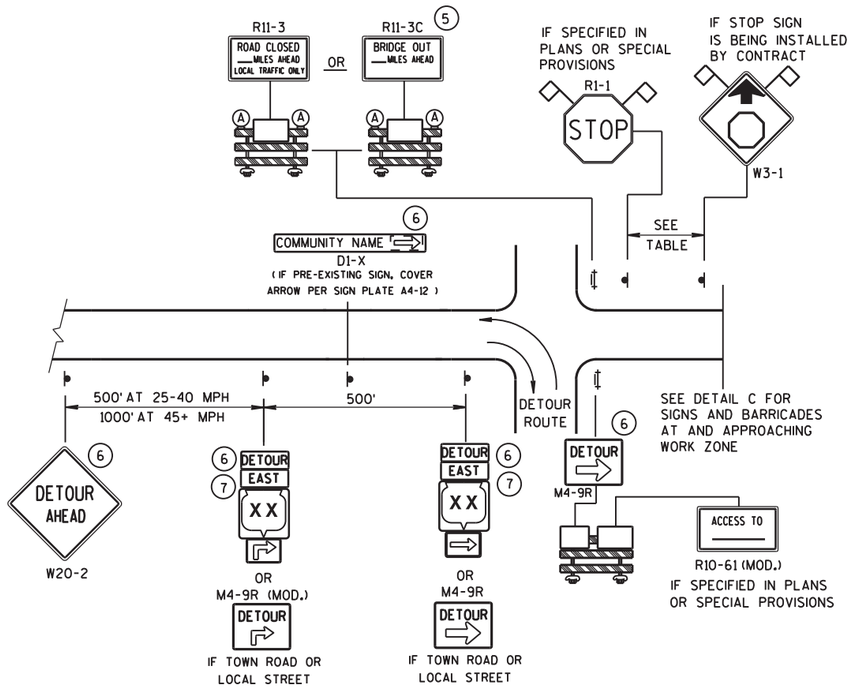
SELVAGES

Ⓑ

FENCE CHAIN LINK

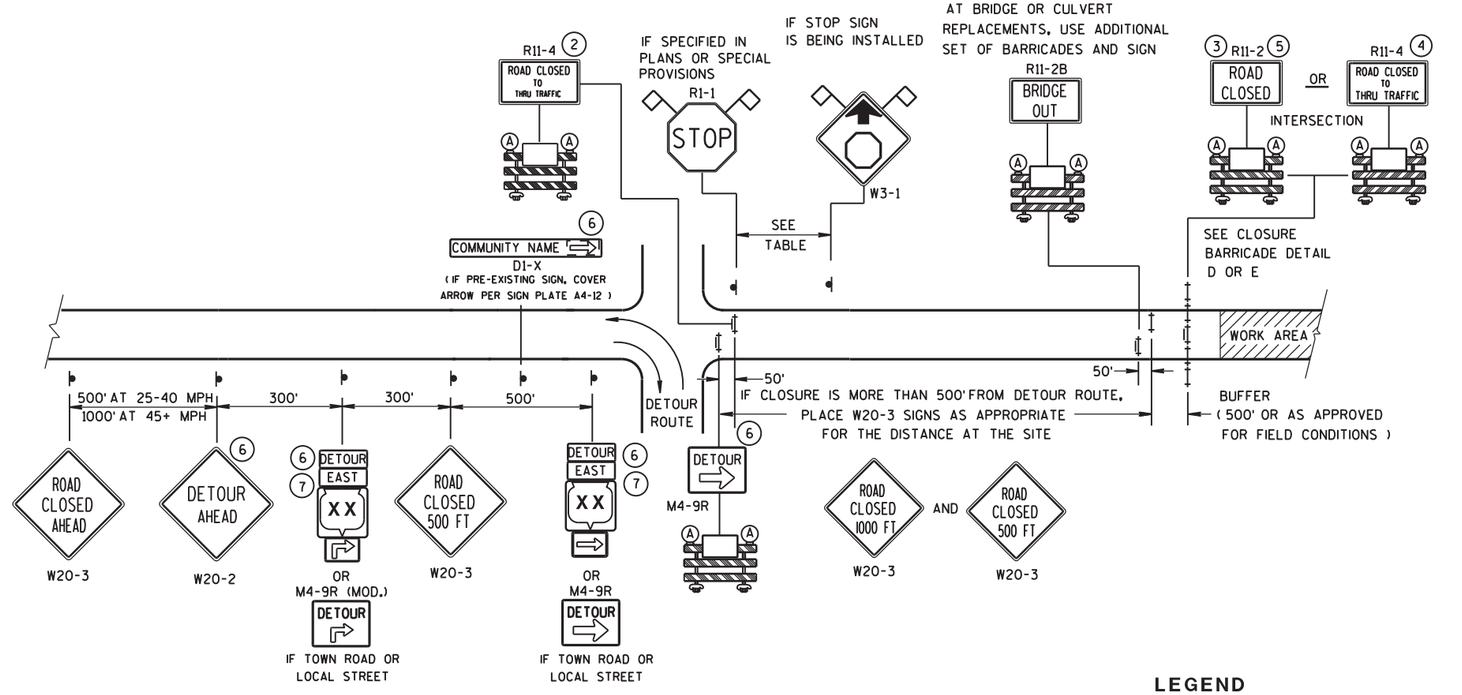
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/16/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



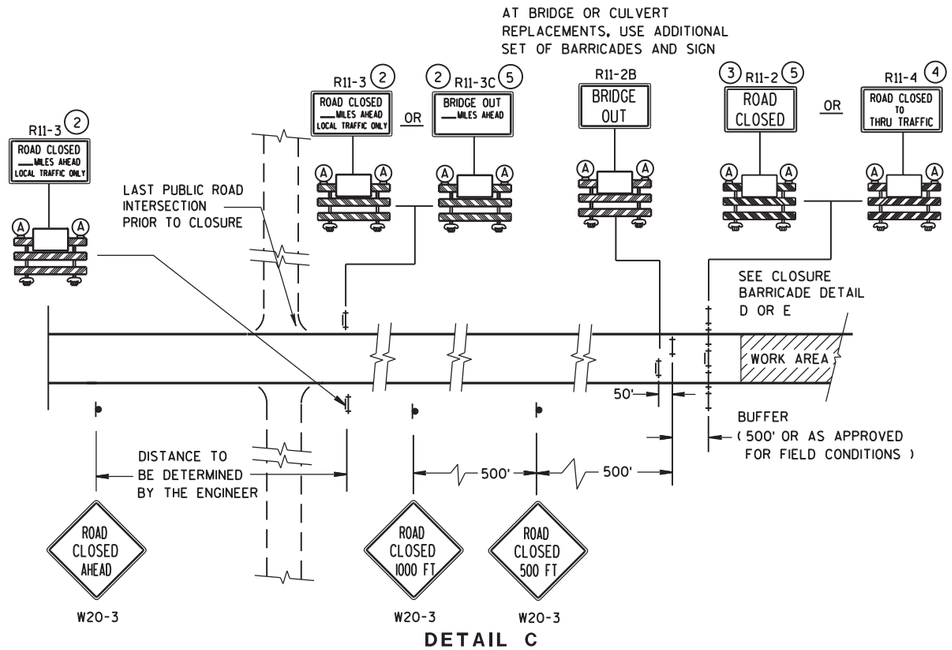
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

679

DESIGN

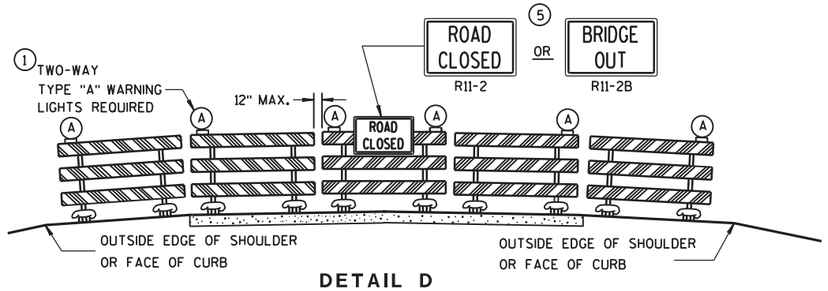
FHWA

6

S.D.D. 15 C 2-5a

6

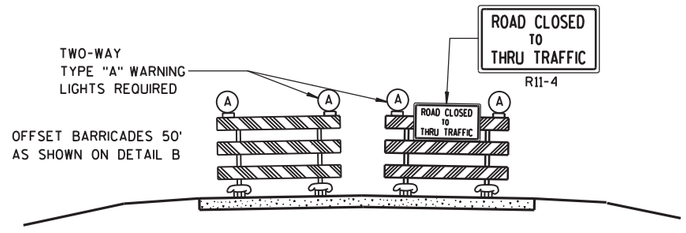
S.D.D. 15 C 2-5a



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

680

DESIGN

FHWA

6

S.D.D. 15 C 2-5b

6

S.D.D. 15 C 2-5b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

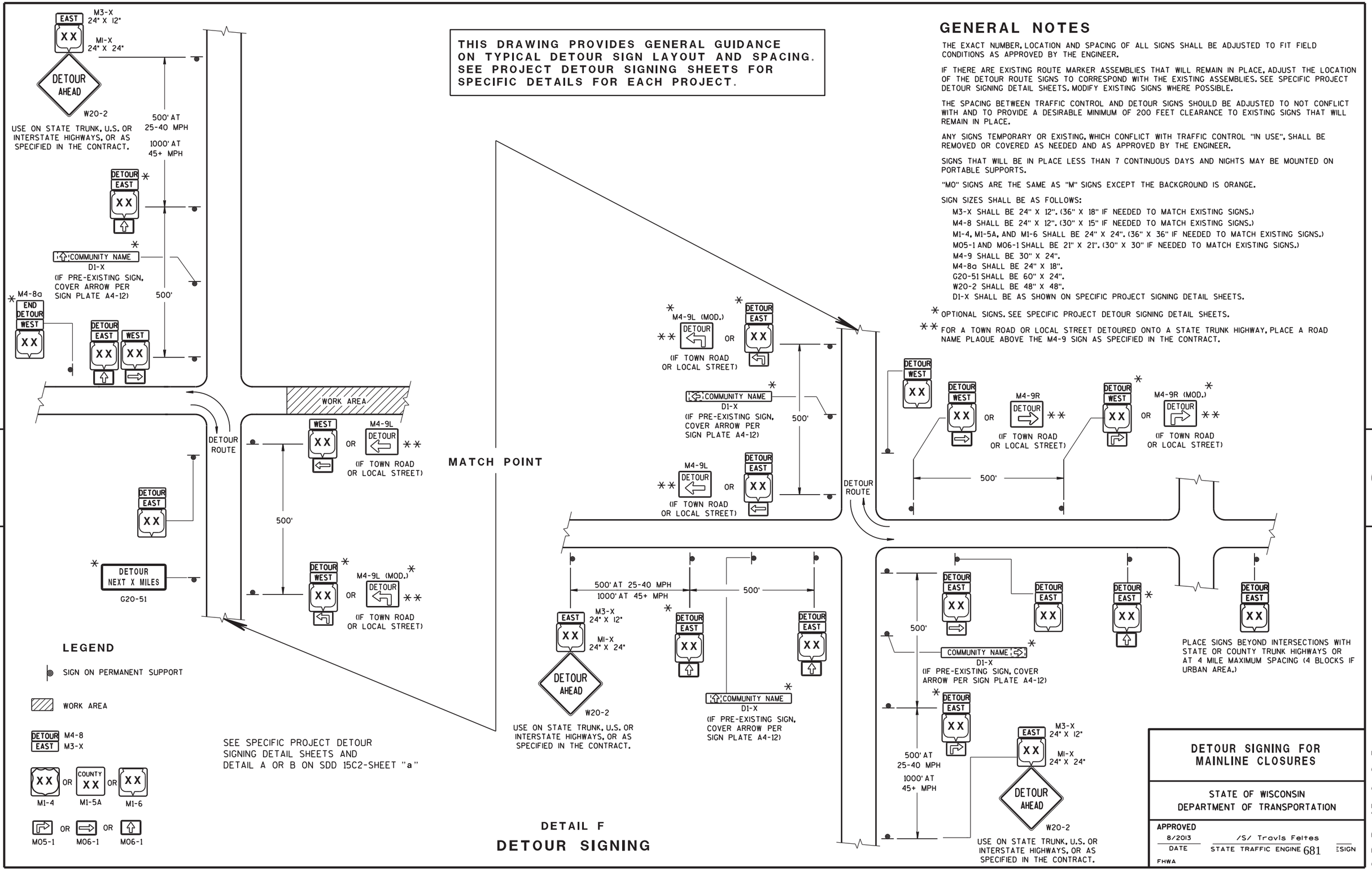
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

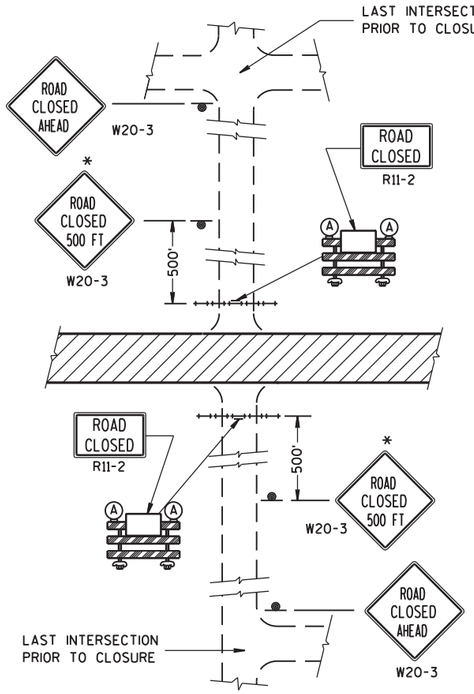
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

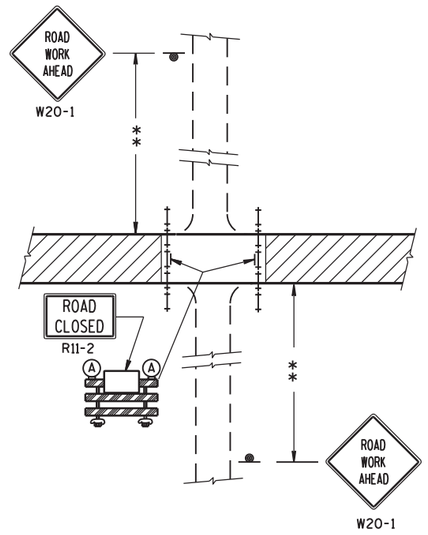
6

S.D.D. 15 C 2-5c



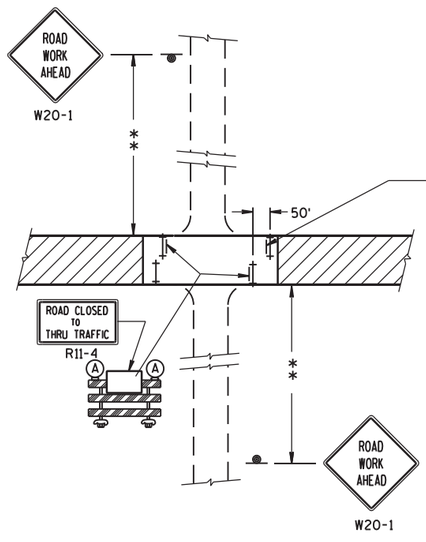
DETAIL 1

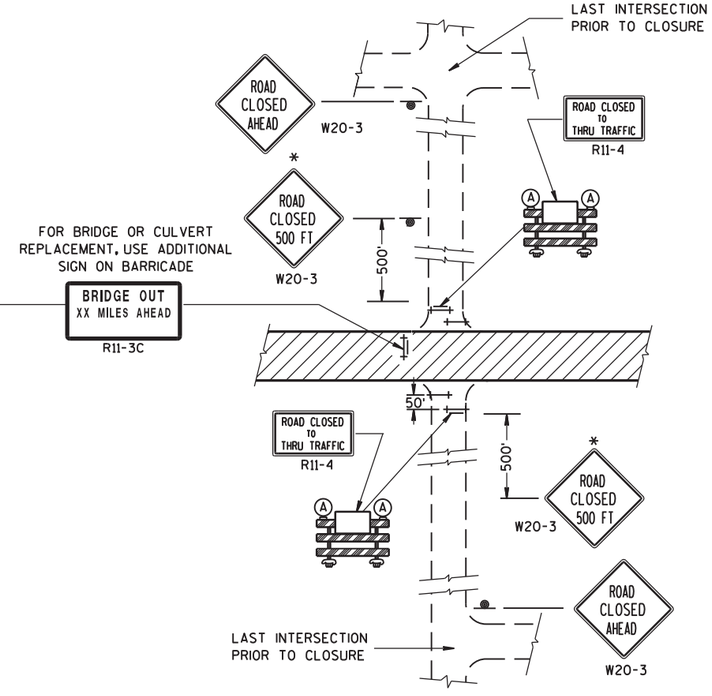
(NO ACCESS TO PROJECT)



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

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
682
DESIGN
FHWA

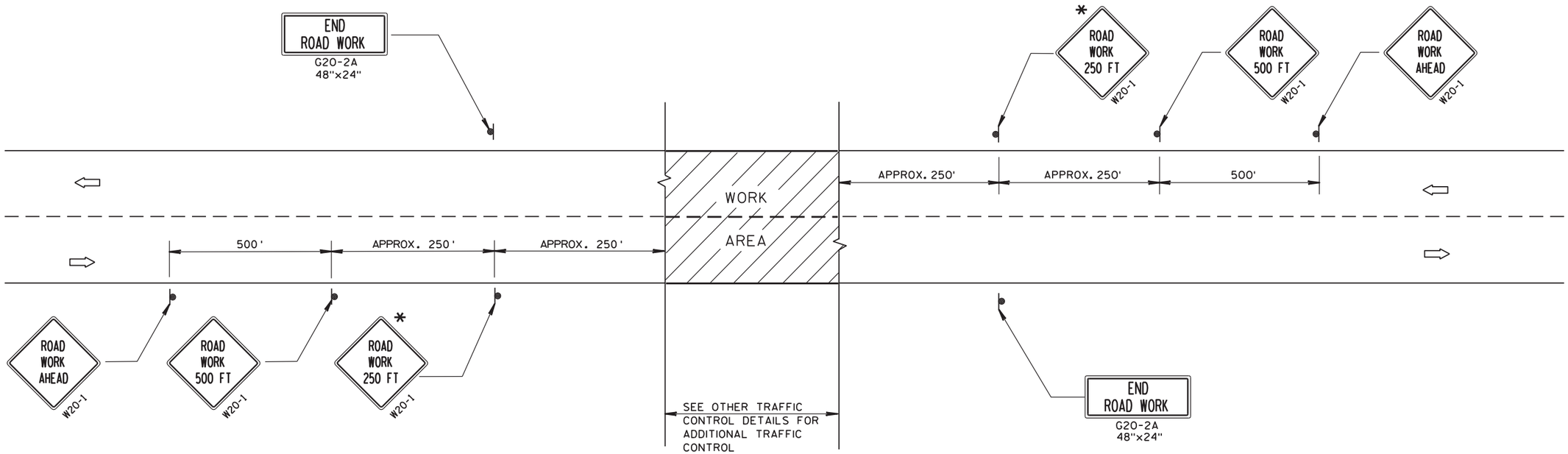
6

S.D.D. 15 C 3-2

6

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.

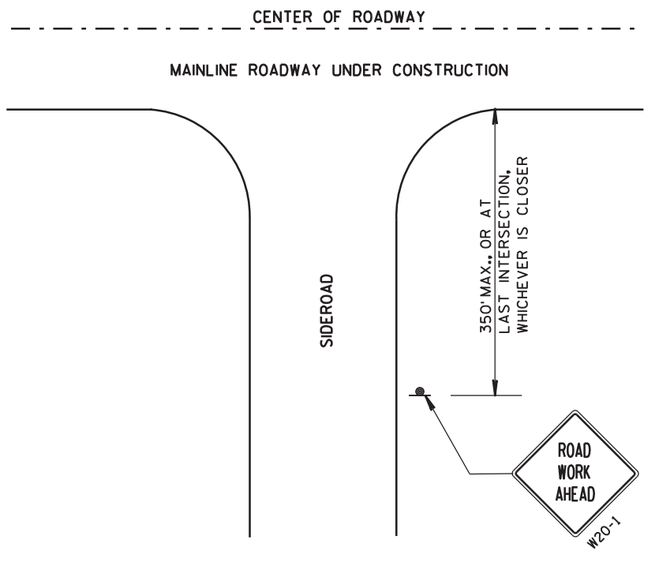
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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 — SIGN

FHWA

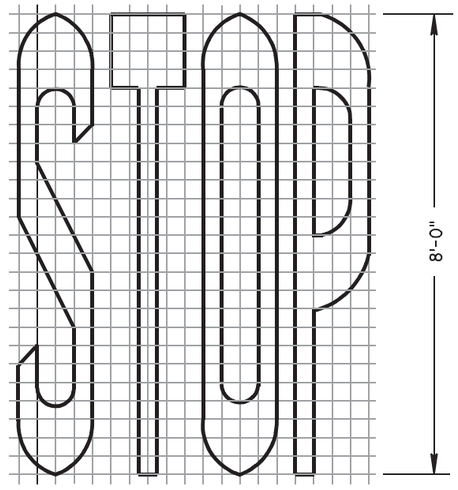
6

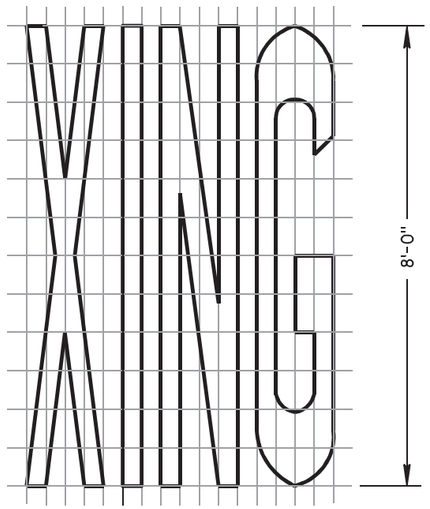
S.D.D. 15 C 5-2

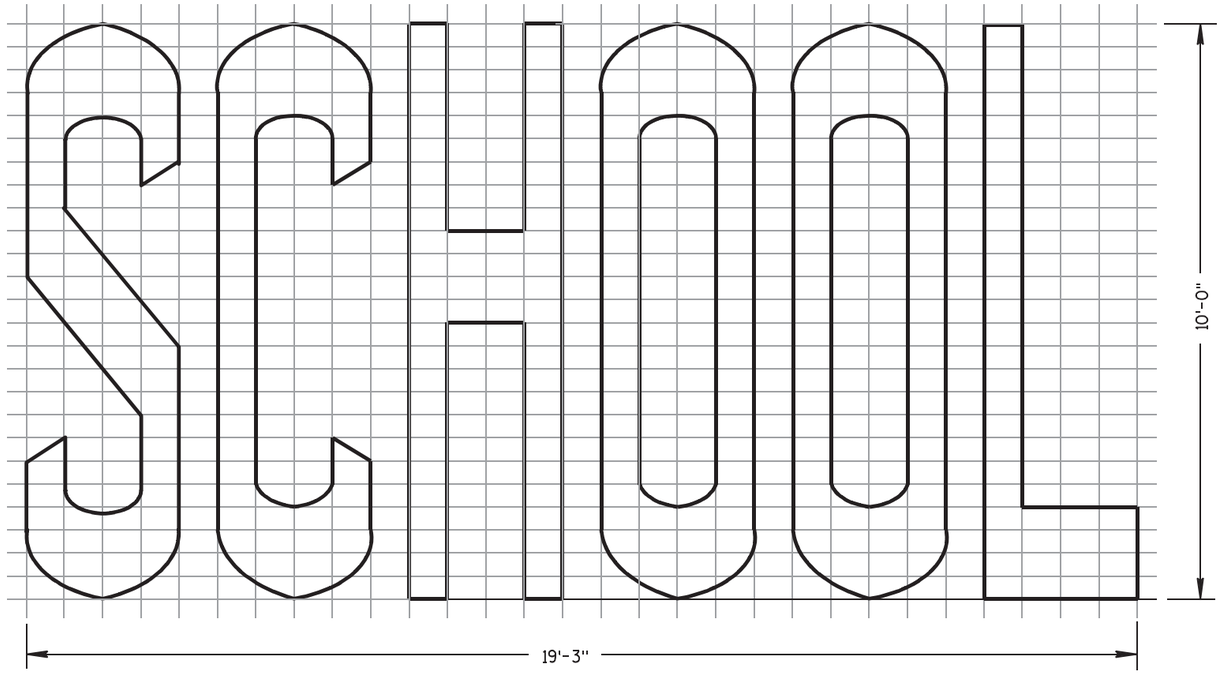
GENERAL NOTES

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.

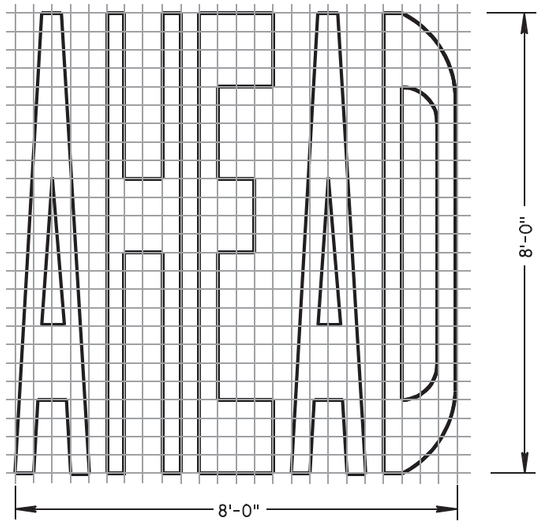
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

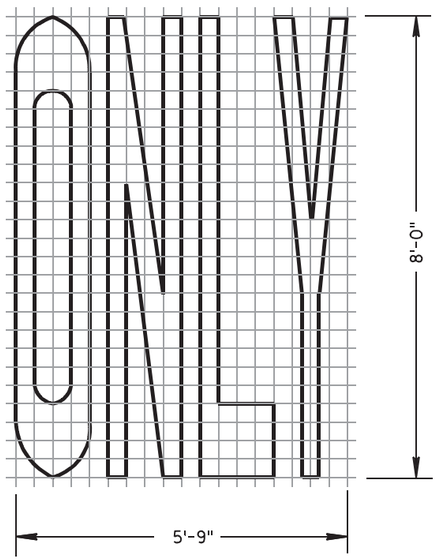


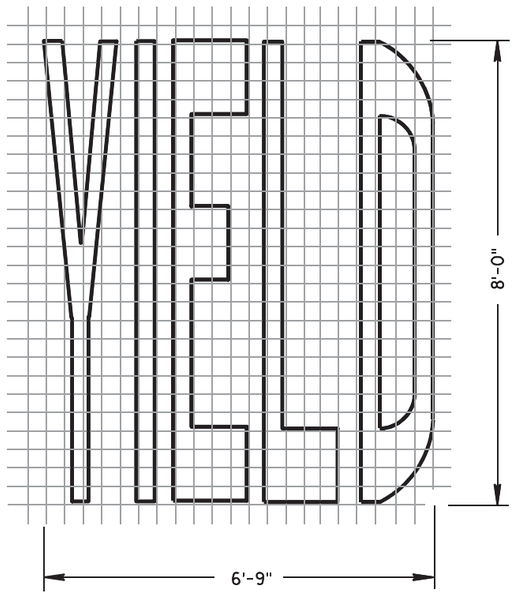


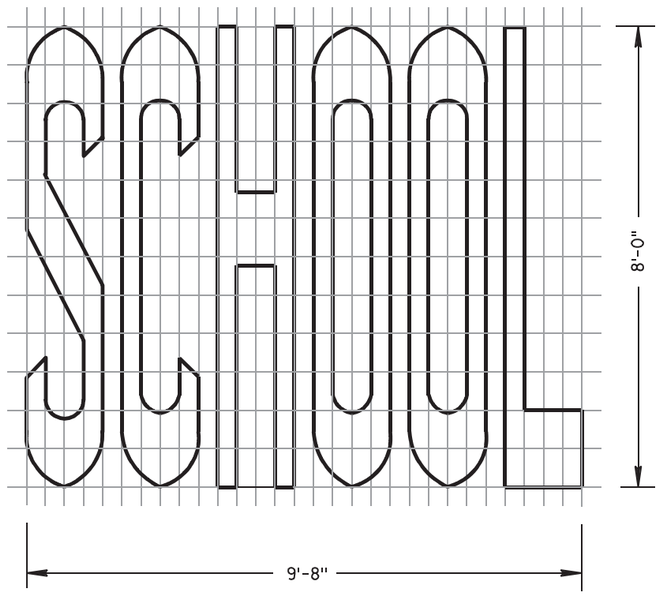


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

684 IGN

FHWA

6

S.D.D. 15 C 7-12b

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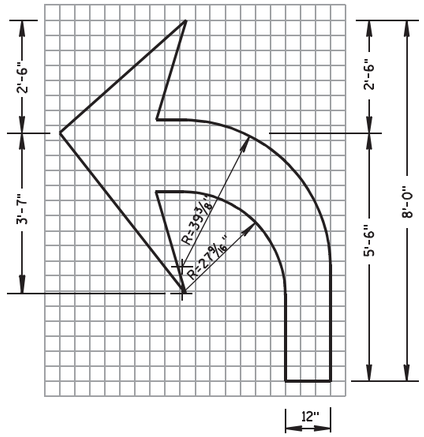
S.D.D. 15 C 7-12b



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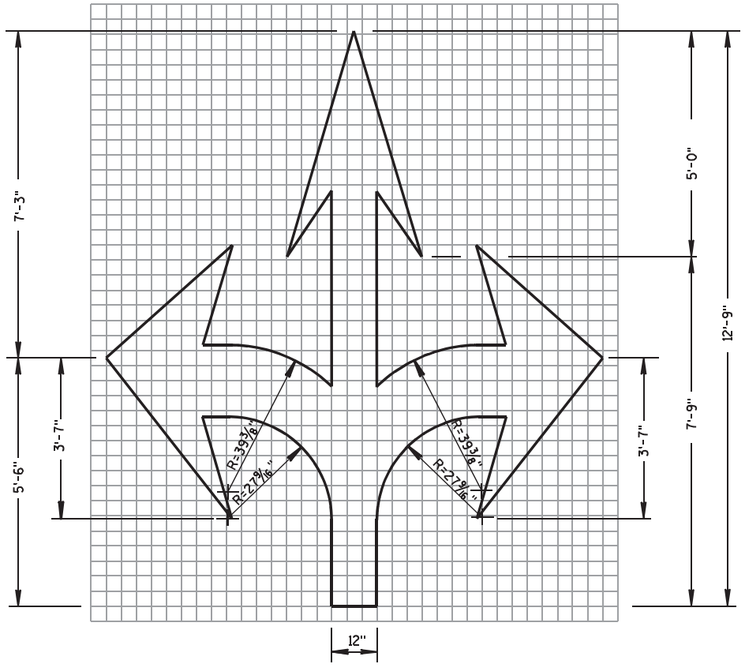
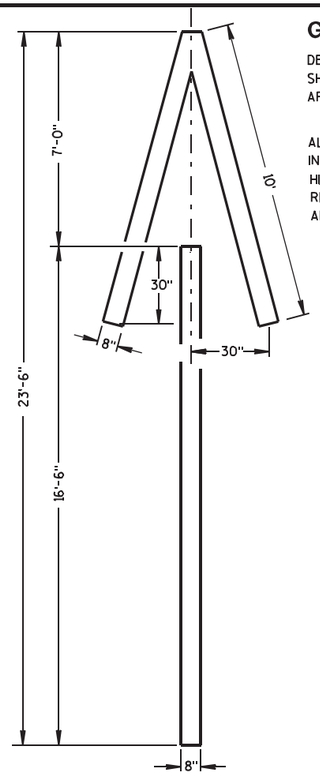


TYPE 6

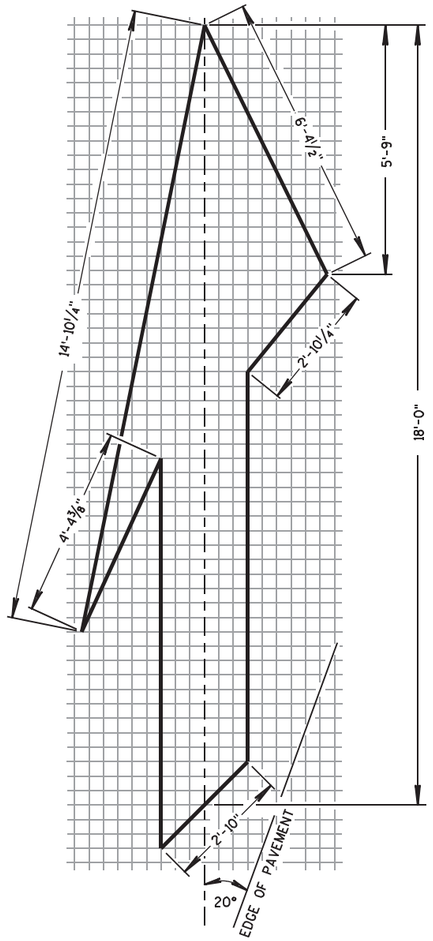


TYPE 4

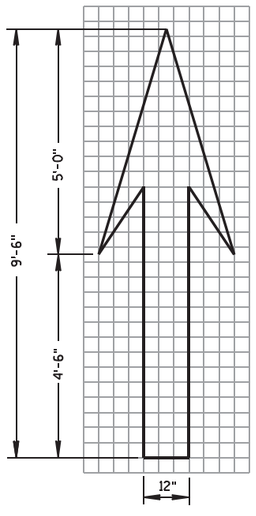
GENERAL NOTES

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.

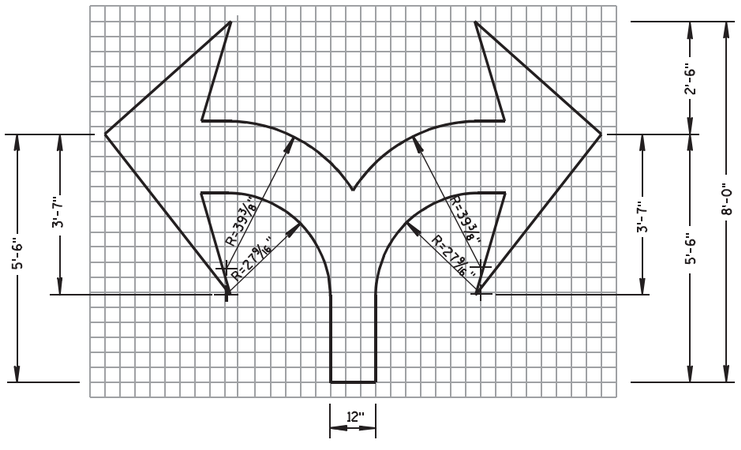
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW



TYPE 1



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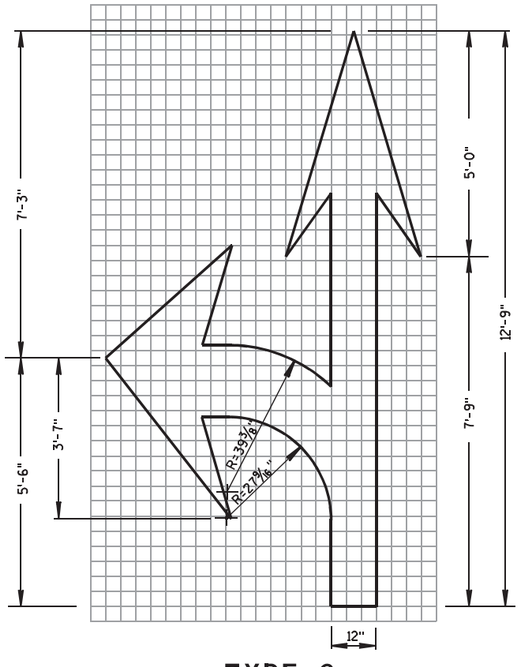

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

685

FHWA

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S.D.D. 15 C 7-12c

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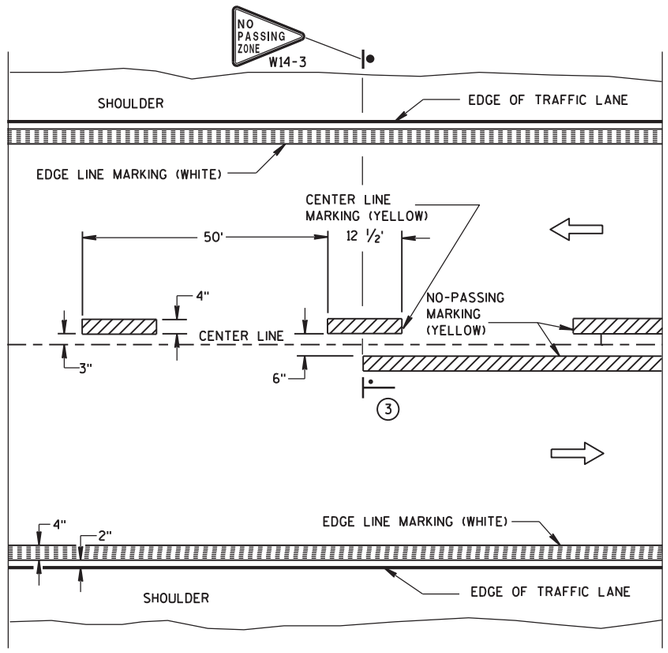
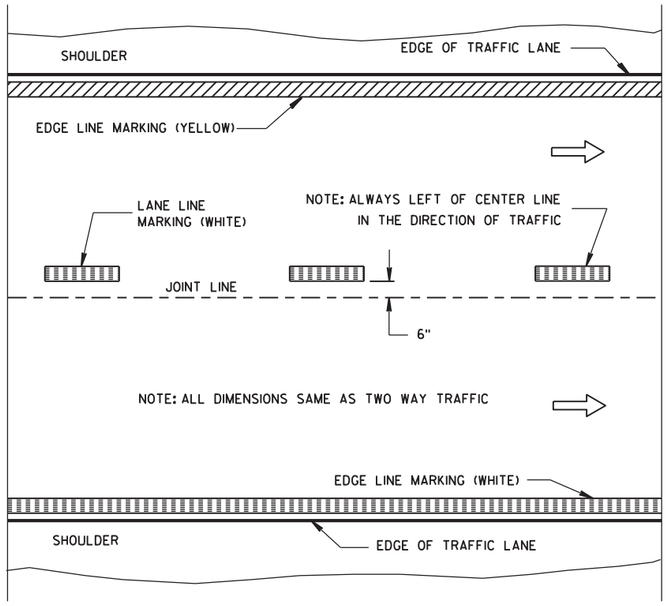
S.D.D. 15 C 7-12c

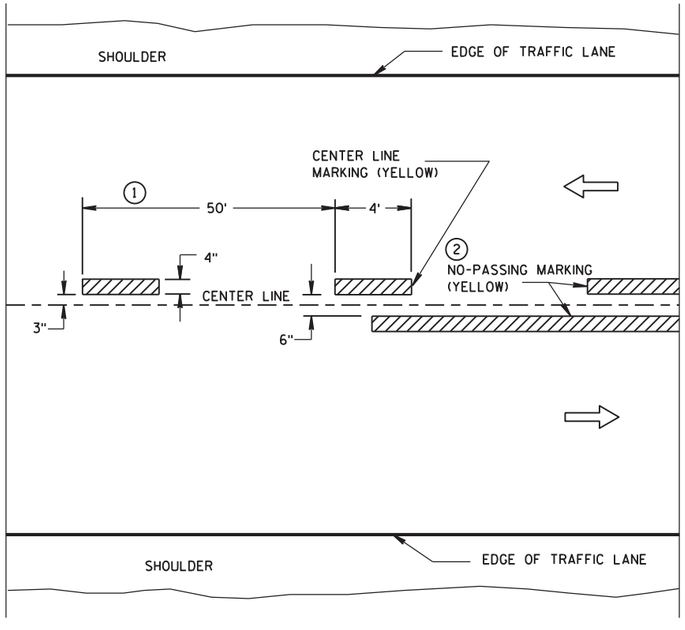


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



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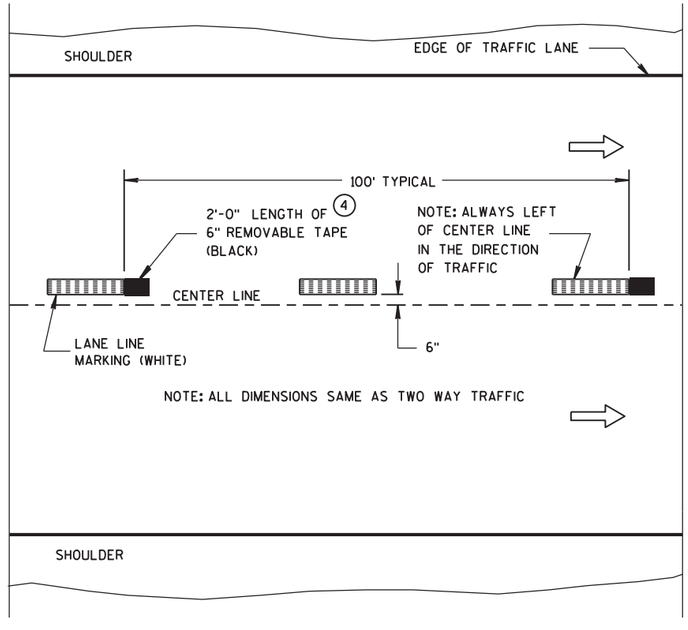


ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

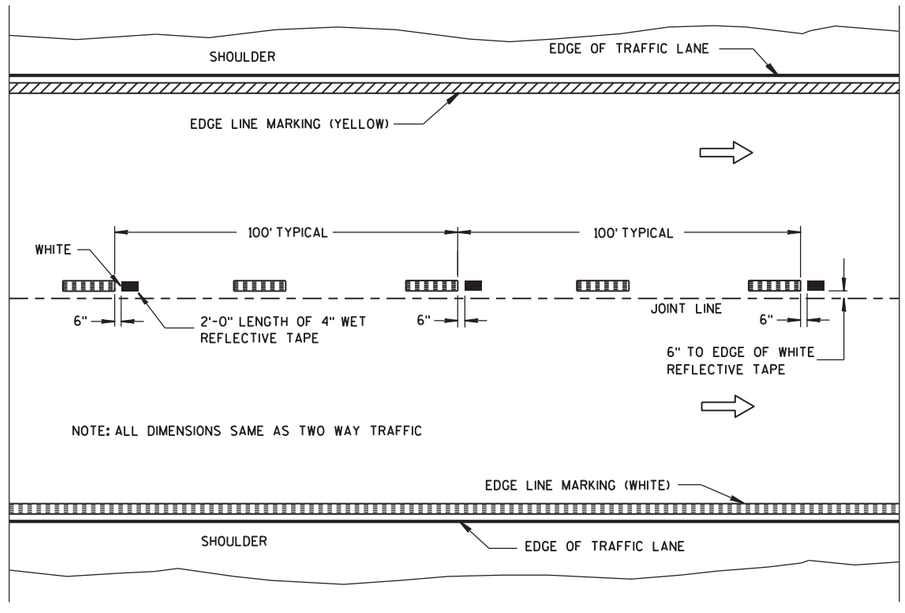
GENERAL NOTES

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 686

FHWA

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S.D.D. 15 C 8-16a

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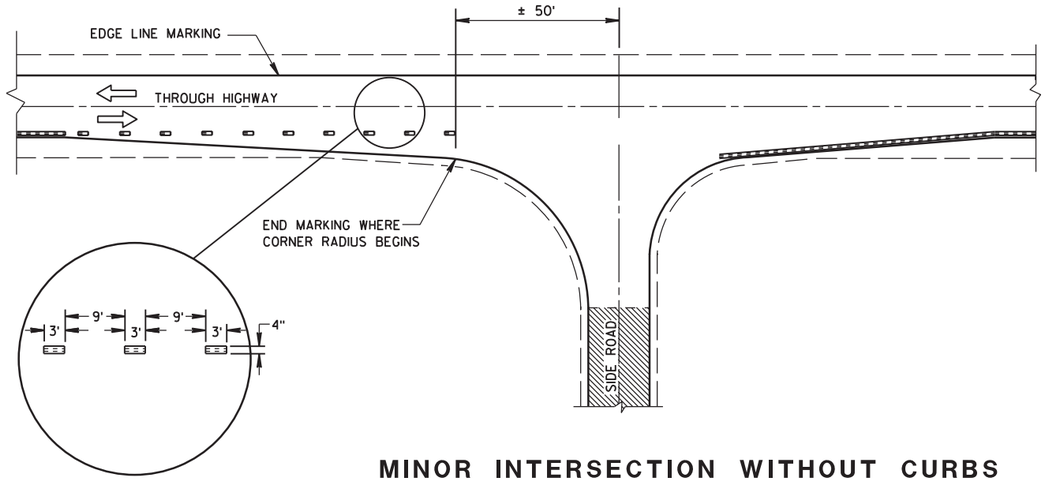
S.D.D. 15 C 8-16a



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.

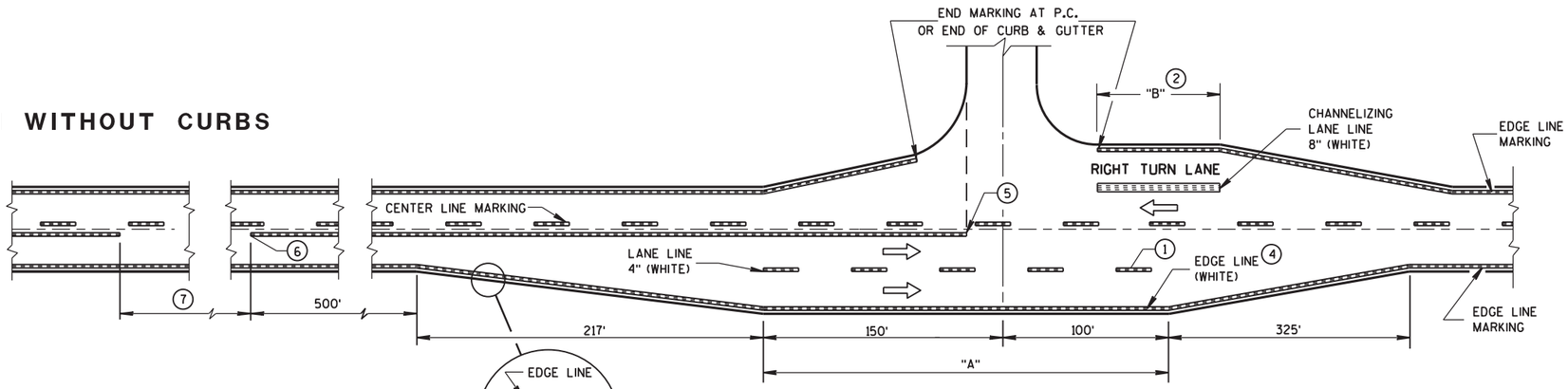
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

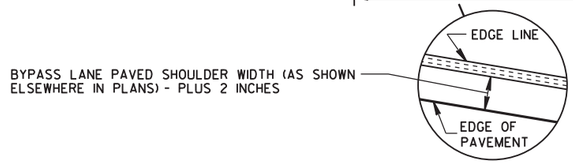
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

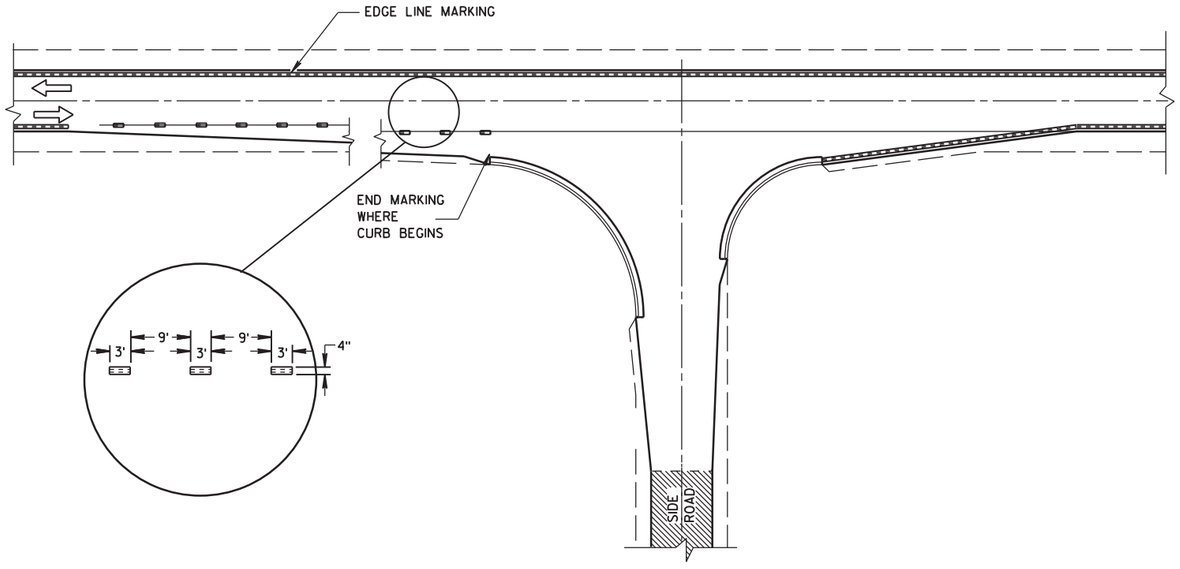
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





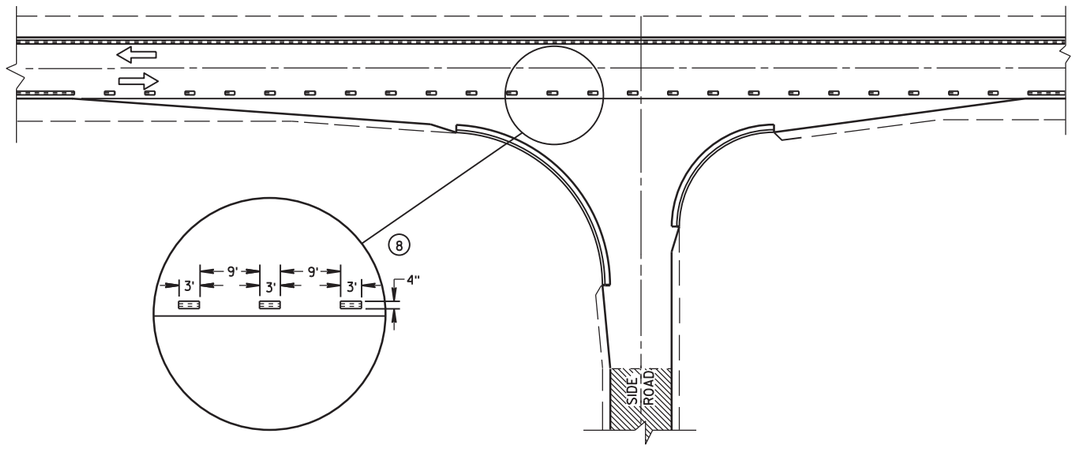
MAJOR INTERSECTIONS

(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 687

6

S.D.D. 15 C 8-16b

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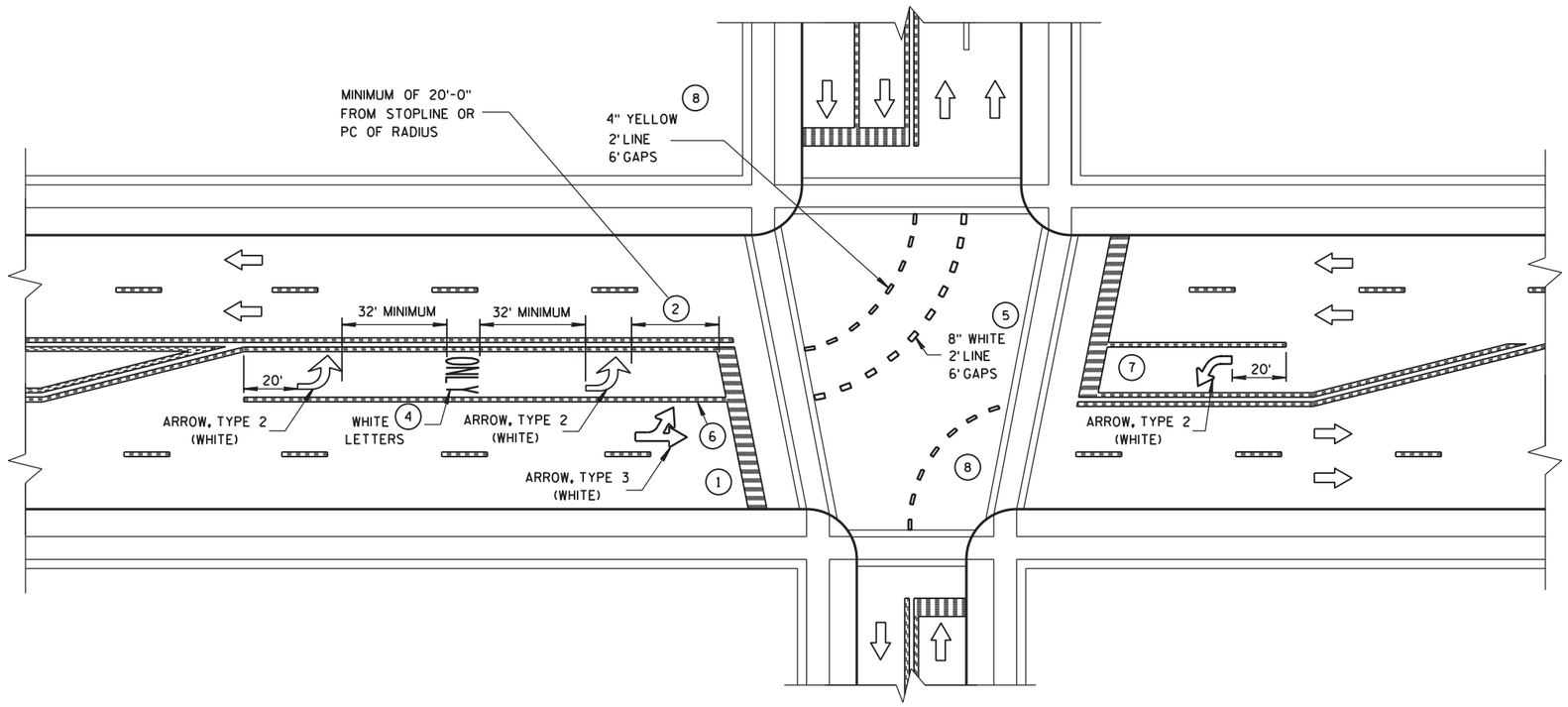
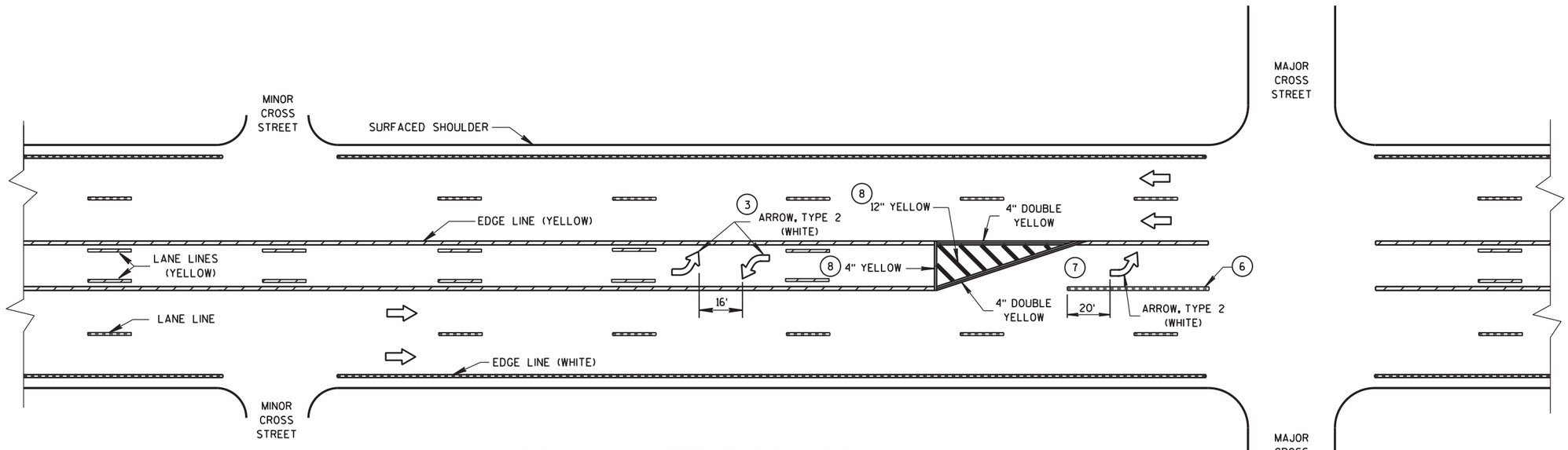
S.D.D. 15 C 8-16b



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 TRANSPO...

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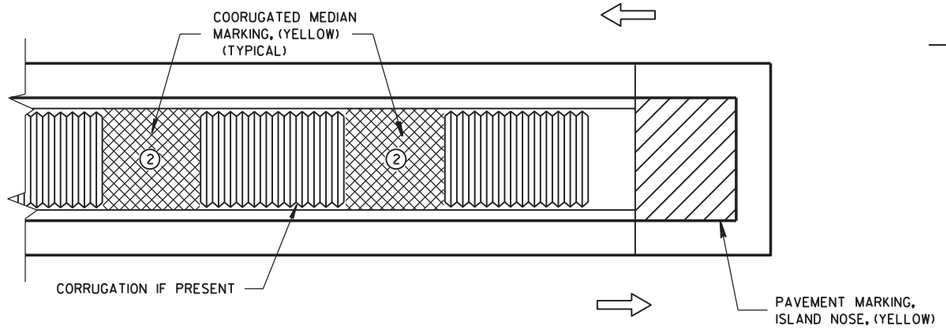
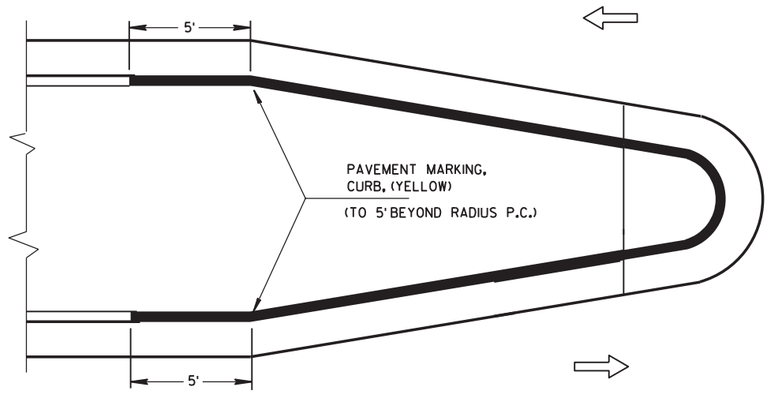
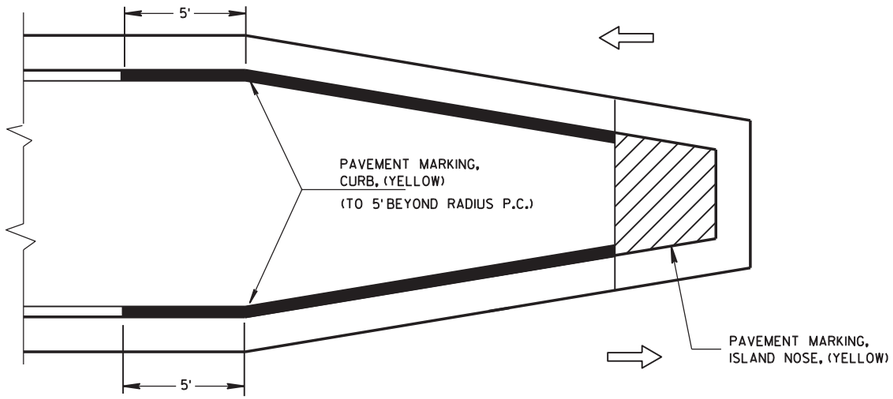
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

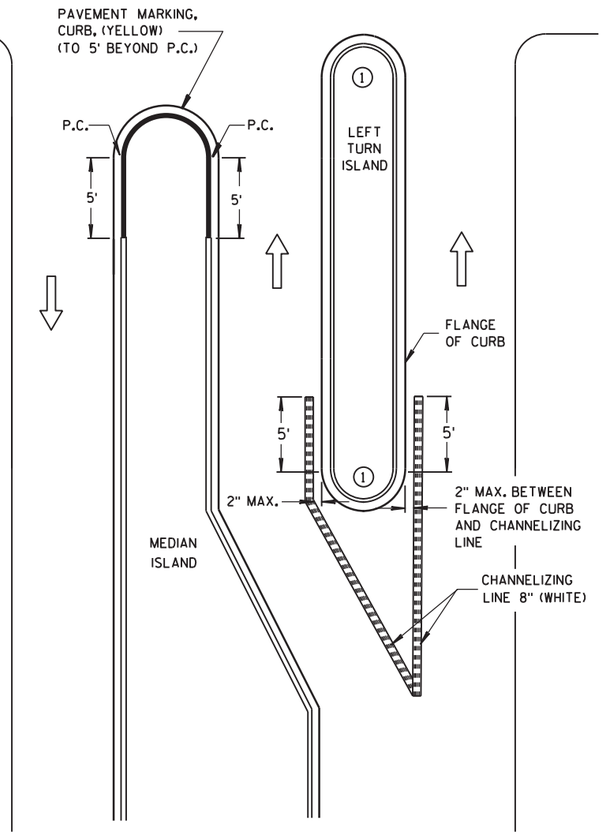


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

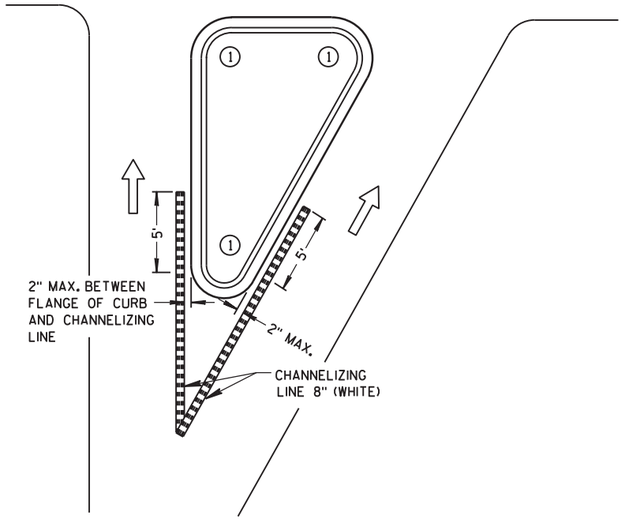


LEFT TURN & MEDIAN ISLAND

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

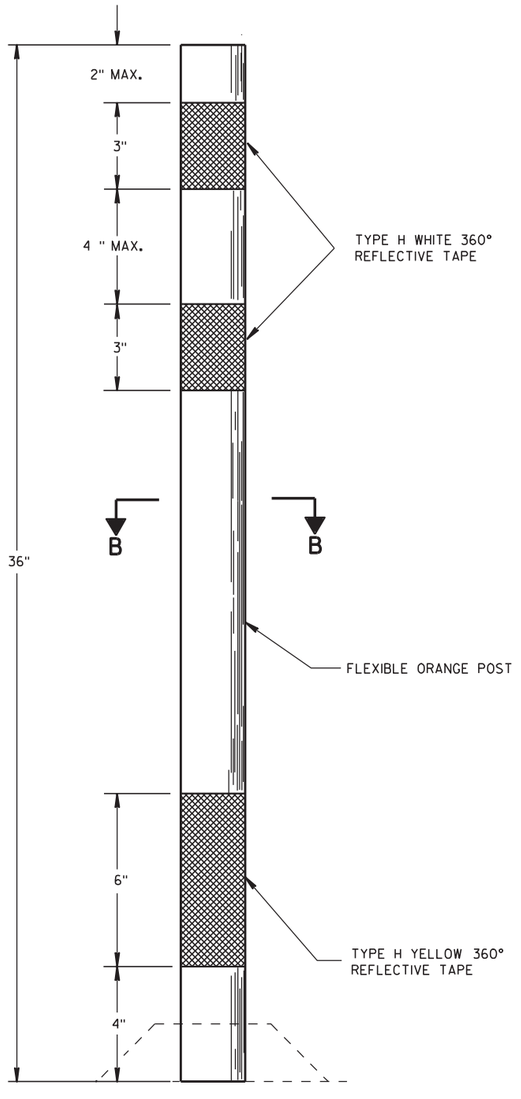
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

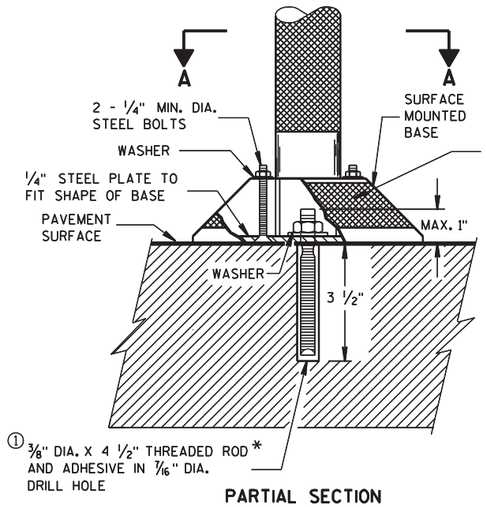
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

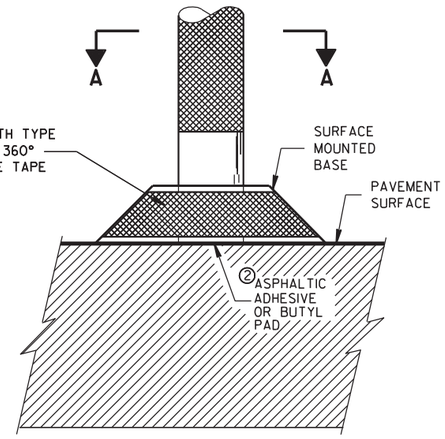
S.D.D. 15 C 8-16f



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

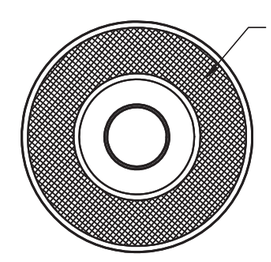
GENERAL NOTES

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.

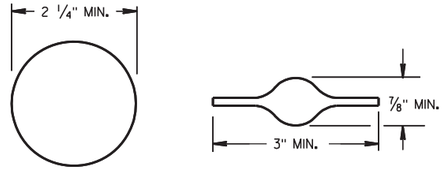
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



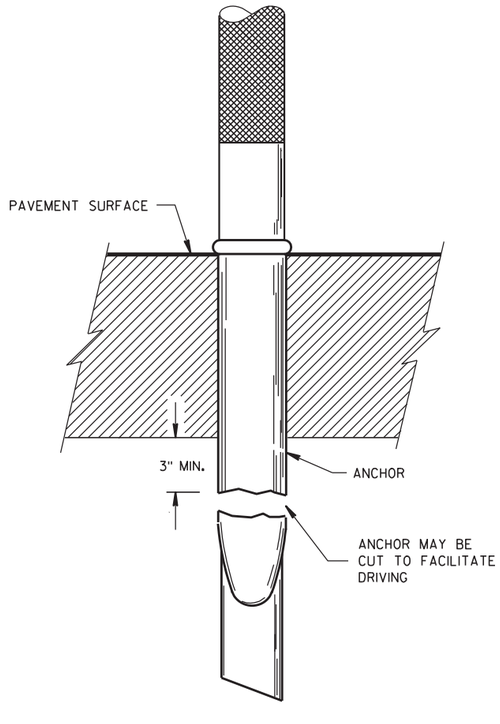
SECTION A-A

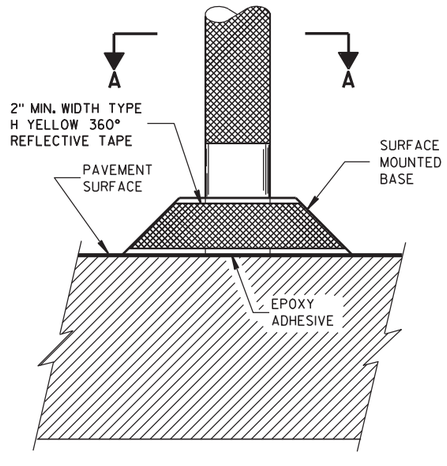
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 2/17/94 DATE /S/ Chester J. [illegible] DIRECTOR, OFFICE O 690 FHWA

6

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

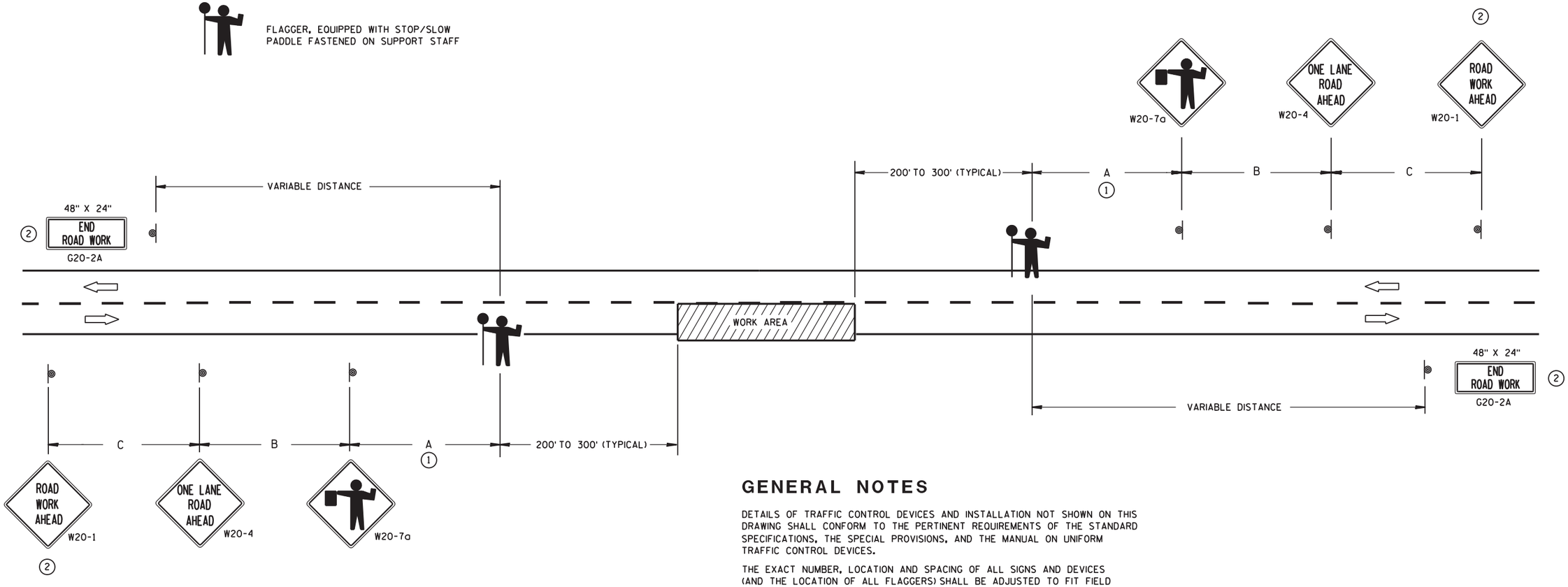
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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

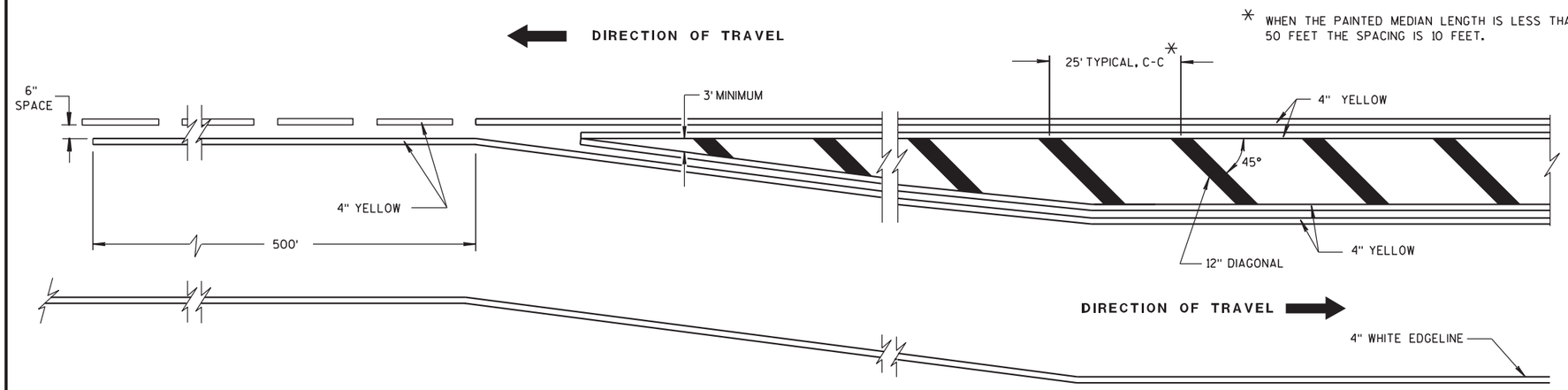
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
DESIGN
FHWA

6

S.D.D. 15 C 12-4

6

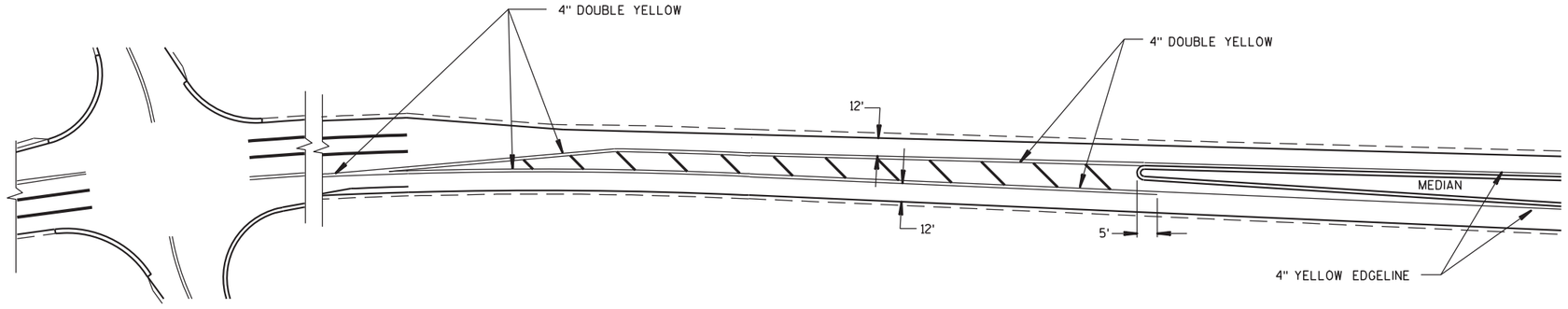
S.D.D. 15 C 12-4



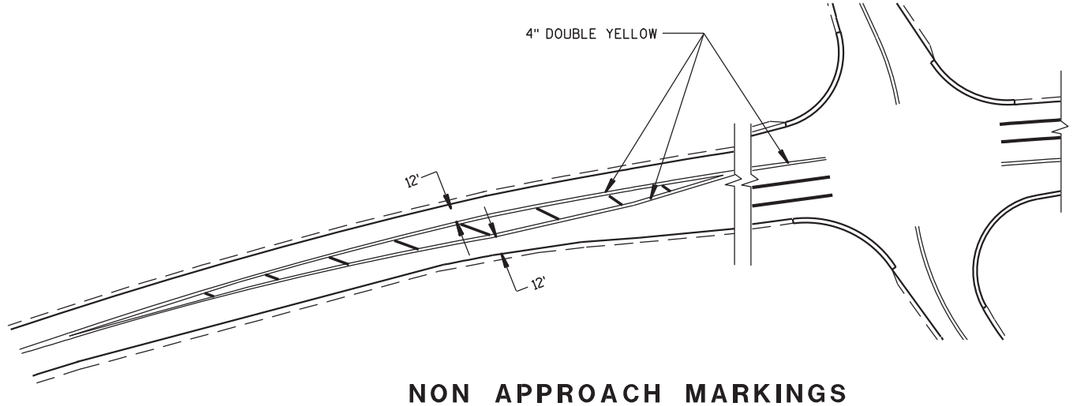
MEDIAN ISLAND DETAIL

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

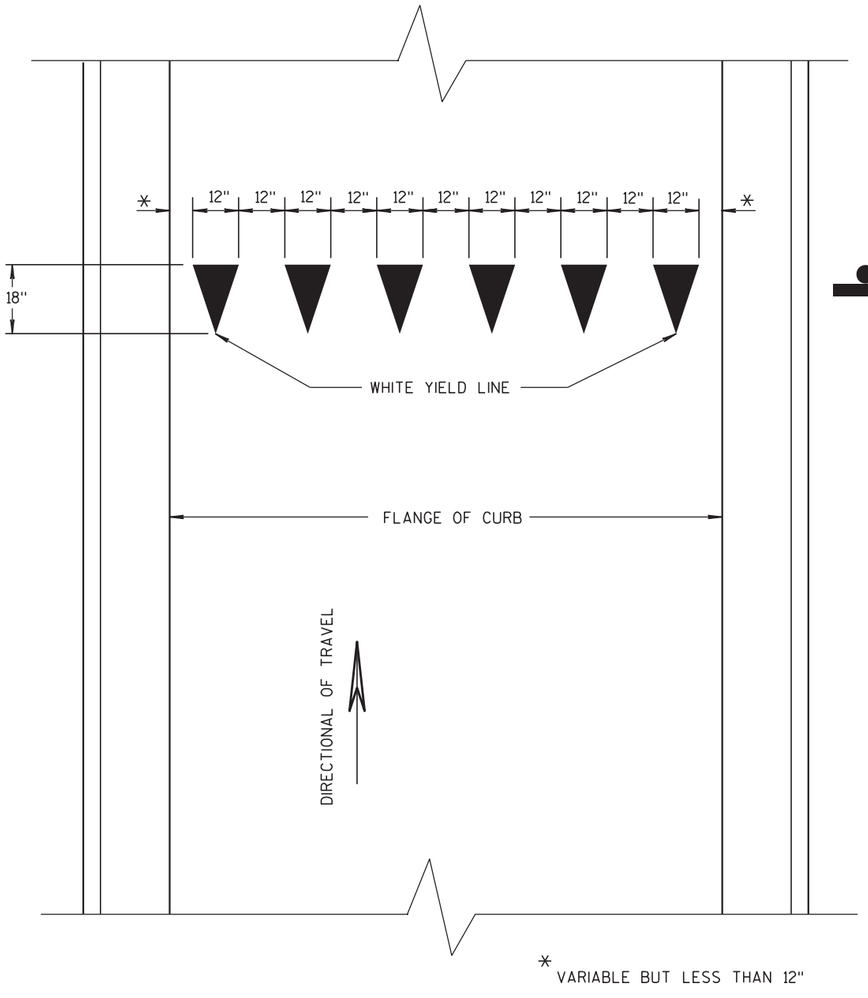
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	692 IGN

6

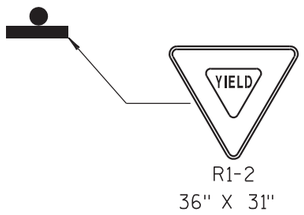
S.D.D. 15 C 18-3

6

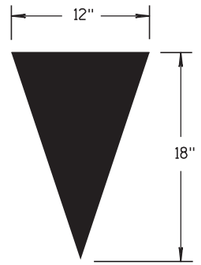
S.D.D. 15 C 18-3



YIELD LINE



R1-2
36" X 31"



YIELD TRIANGLE

6

6

S.D.D. 15 C 20-1

S.D.D. 15 C 20-1

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/28/05
DATE

/S/ Thomas N. Nothdurft
STATE TRAFFIC ENGINEER

693

FHWA

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

SYMBOLS

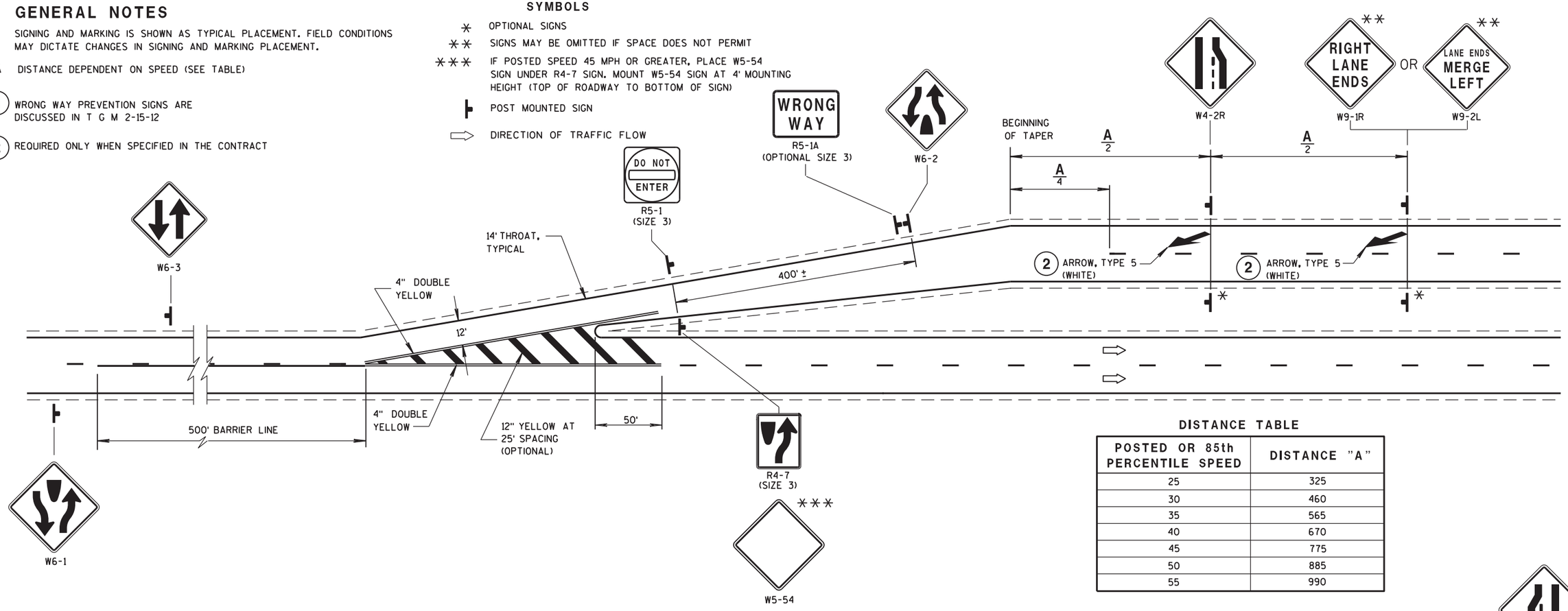
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

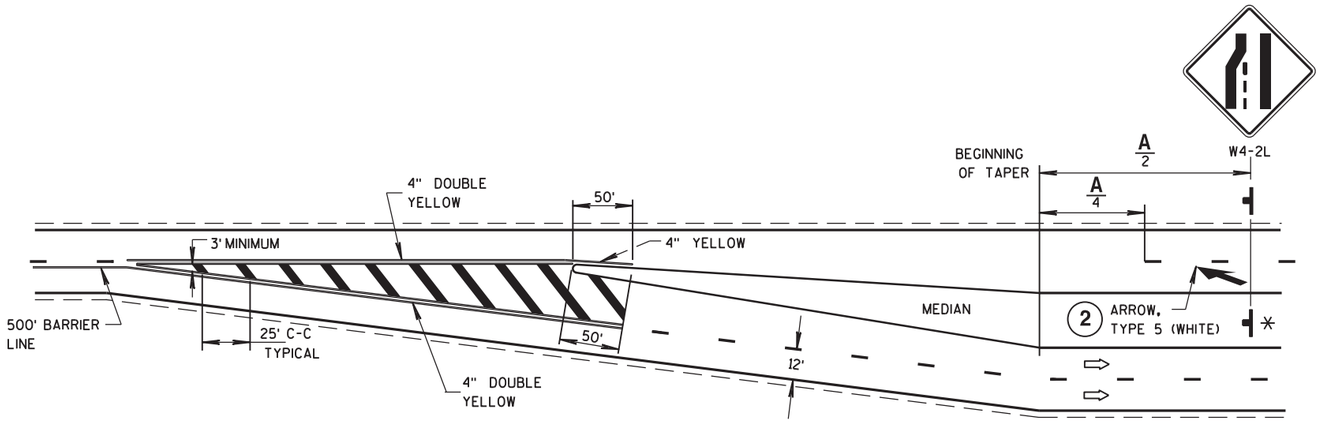
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

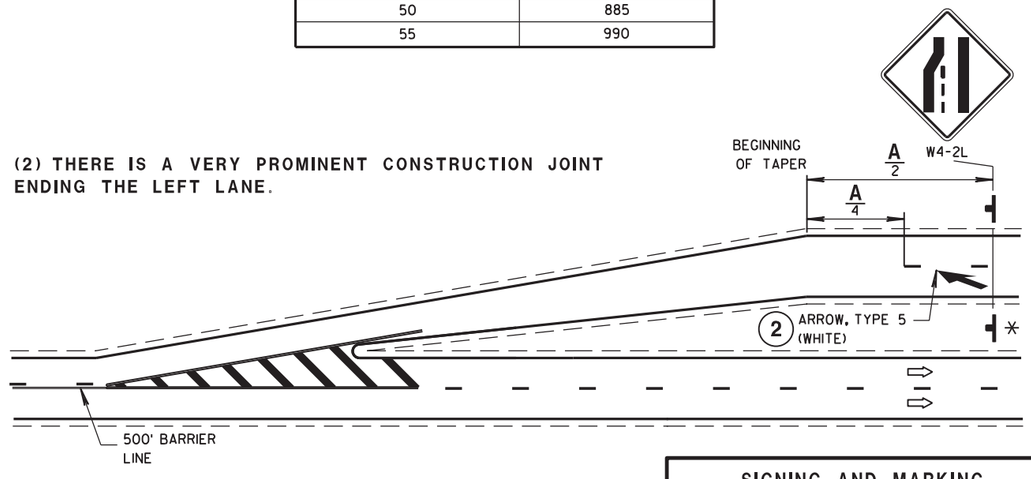
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LANE.





SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

6

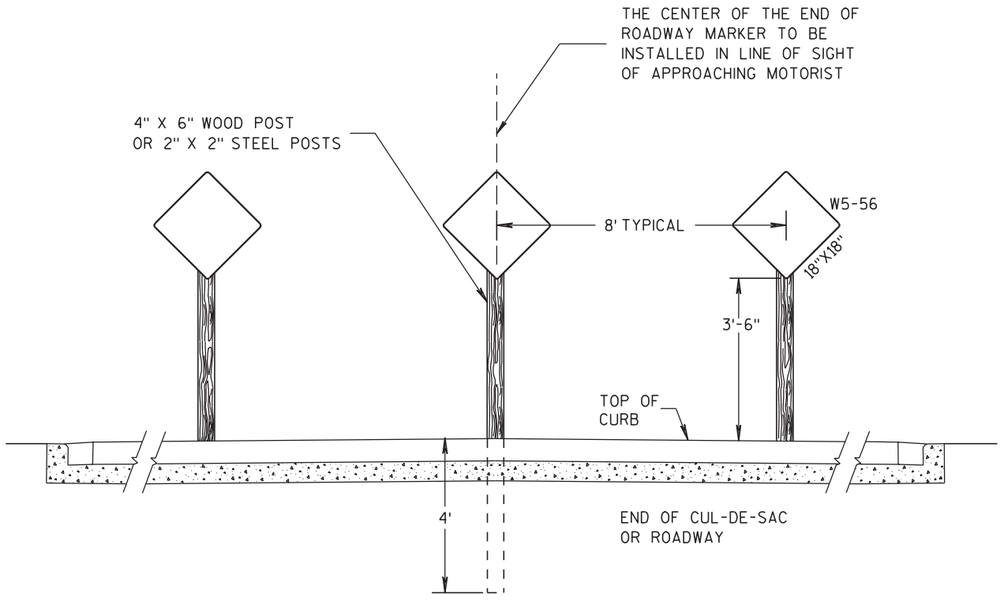
S.D.D. 15 C 21-5

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

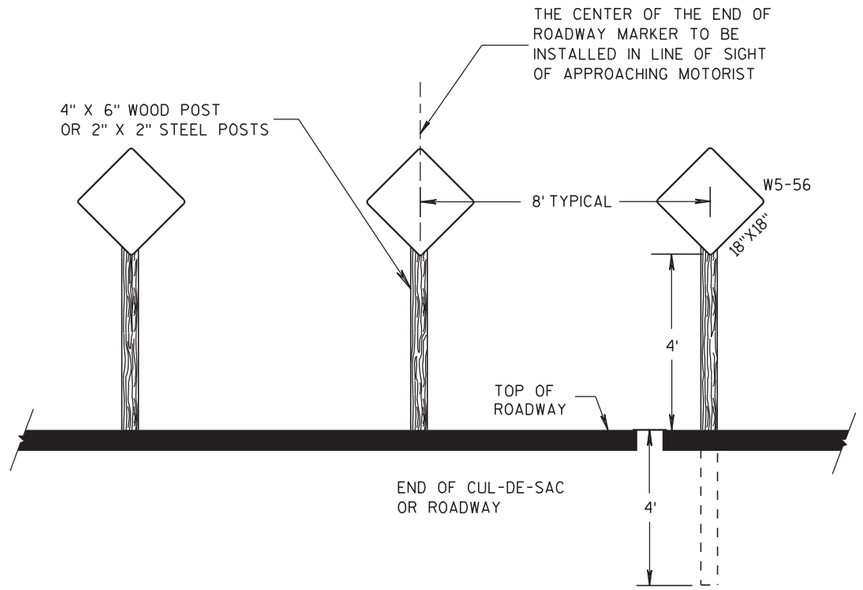
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

6

S.D.D. 15 C 26-2

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/1/2011 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

695 — SIGN

FHWA

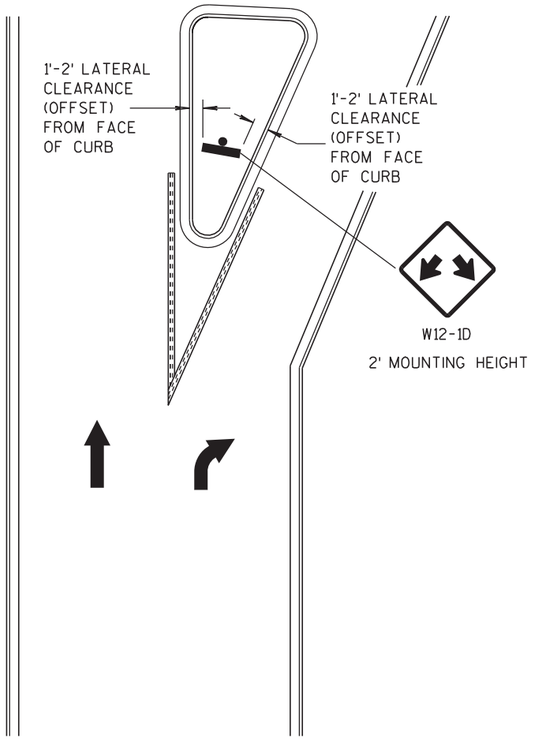
6

S.D.D. 15 C 26-2

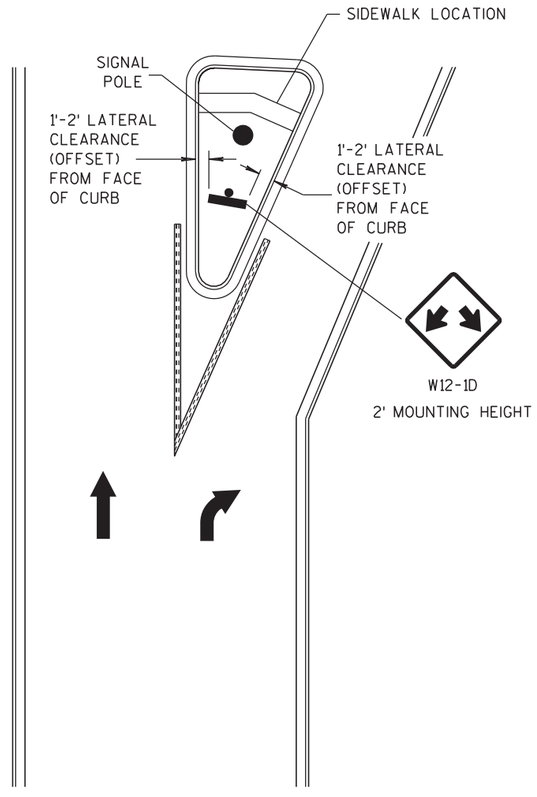
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

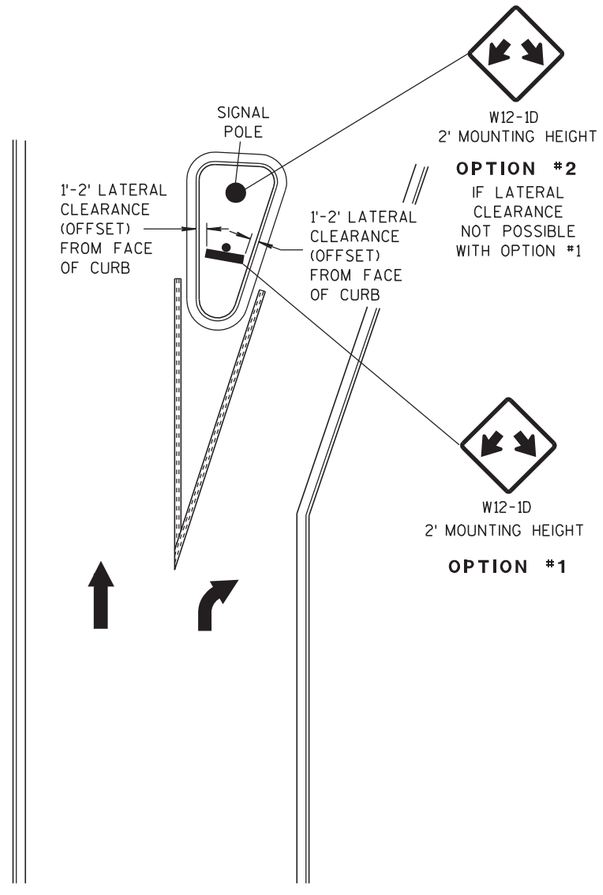
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



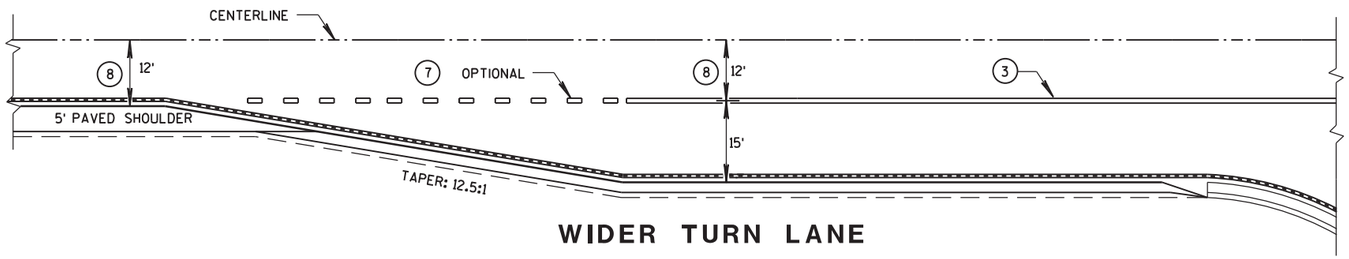
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



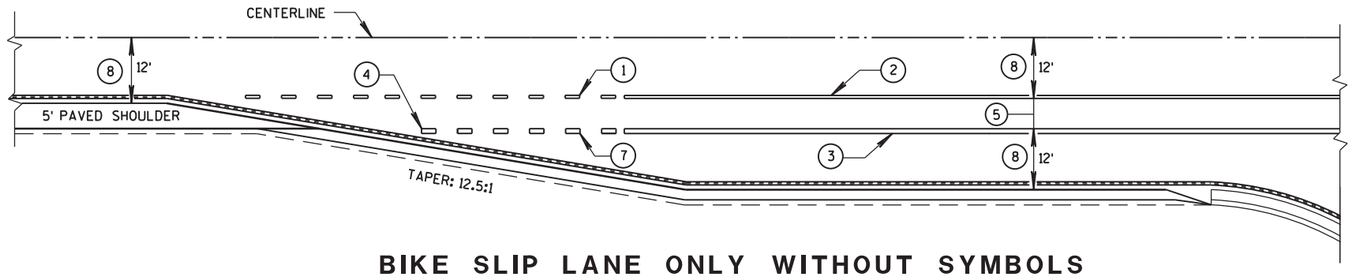
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

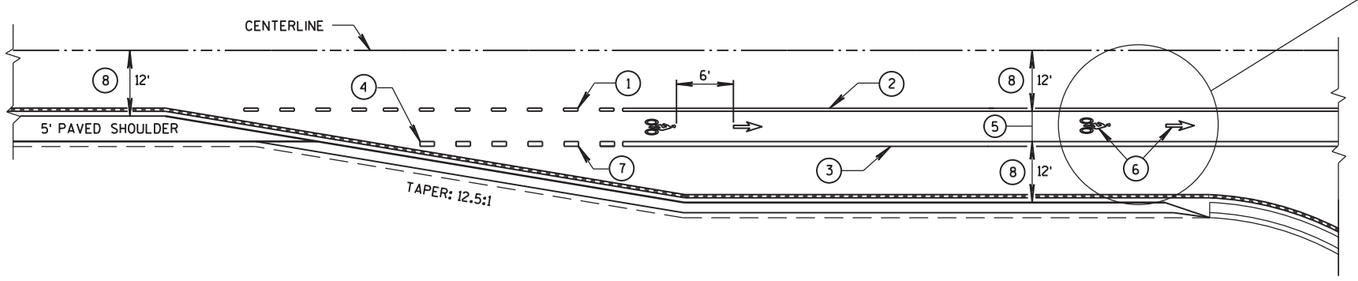
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER 696 IGN
FHWA	



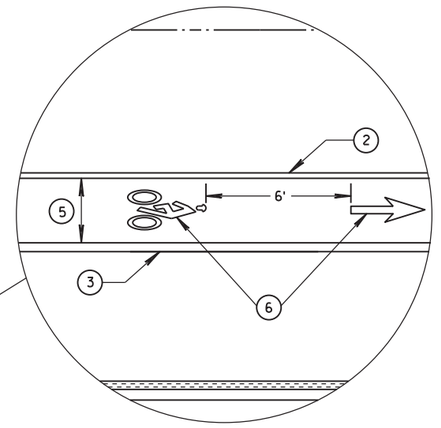
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE. BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

6

S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

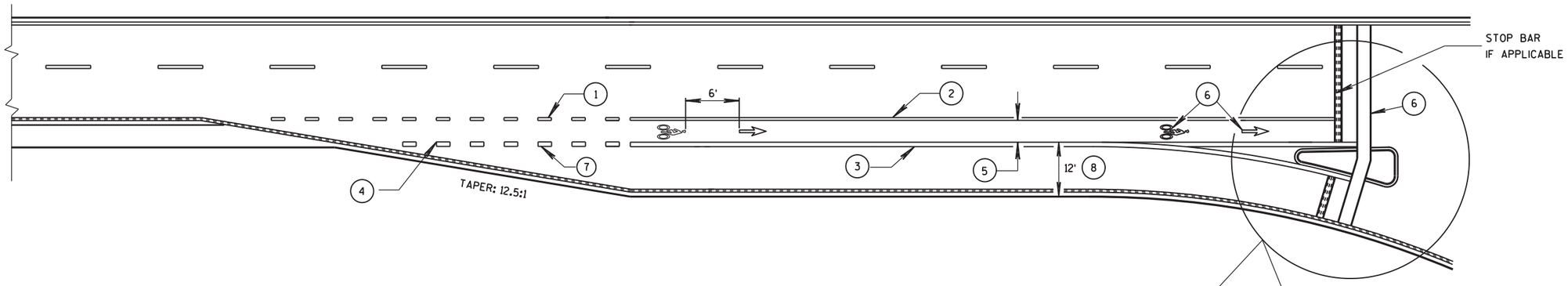
FHWA

6

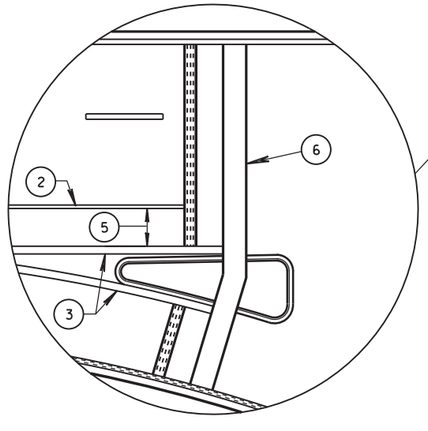
S.D.D. 15 C 29-3a

GENERAL NOTES

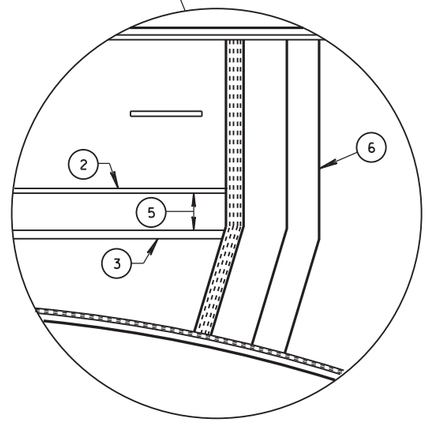
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE



4 LANE DIVIDED WITH ISLAND



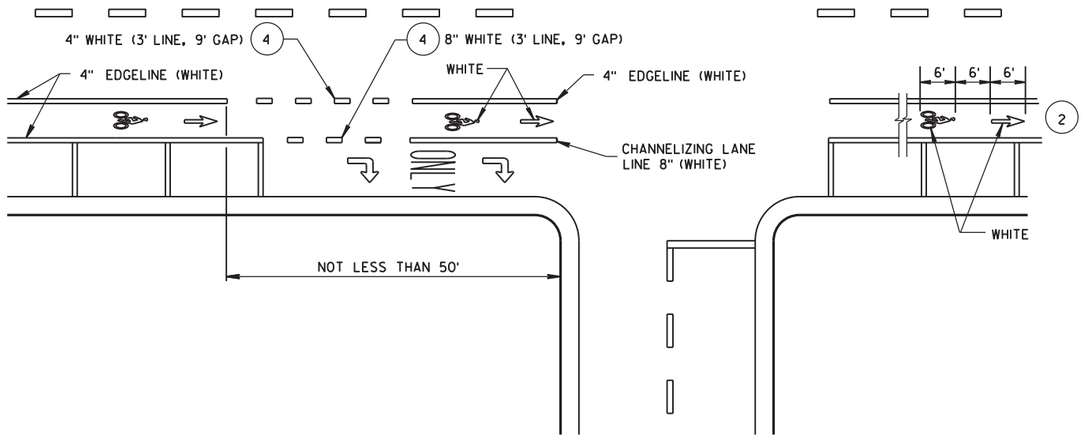
4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E 698
FHWA

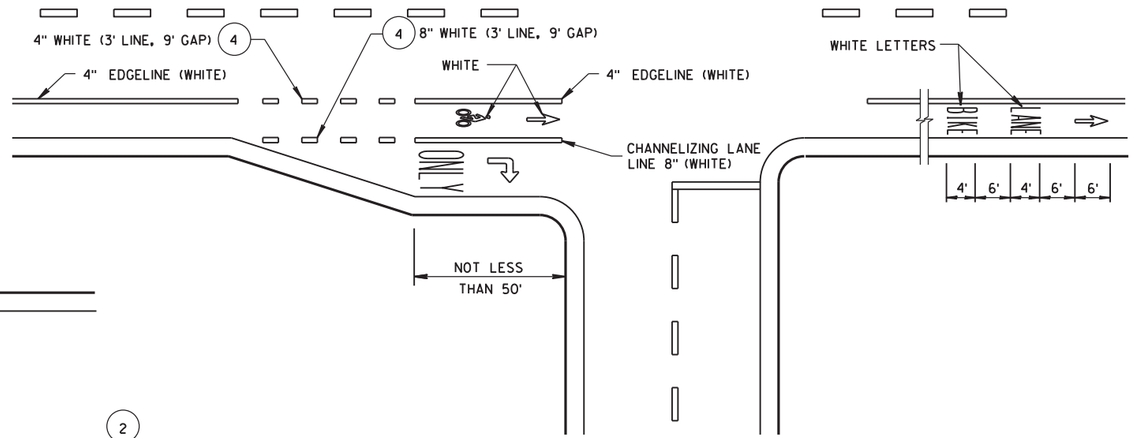
6
S.D.D. 15 C 29-3b



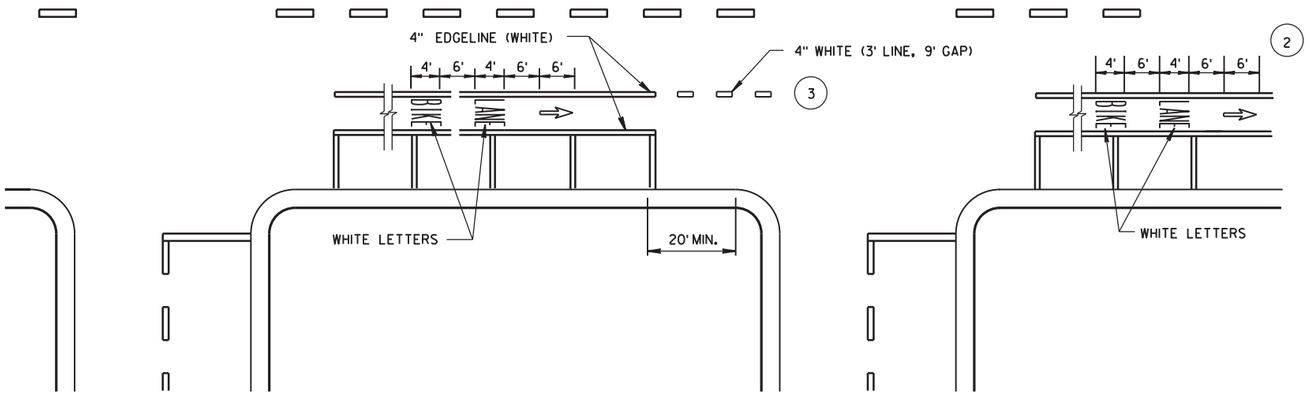
DESIGNATED BICYCLE LANE

GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. WHEN SPECIFIED IN THE CONTRACT.



DESIGNATED BICYCLE LANE
NO PARKING, RIGHT TURN LANE



DESIGNATED BICYCLE LANE
WITH PARKING, NO RIGHT TURN LANE

URBAN BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
699
FHWA

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S.D.D. 15 C 29-3c

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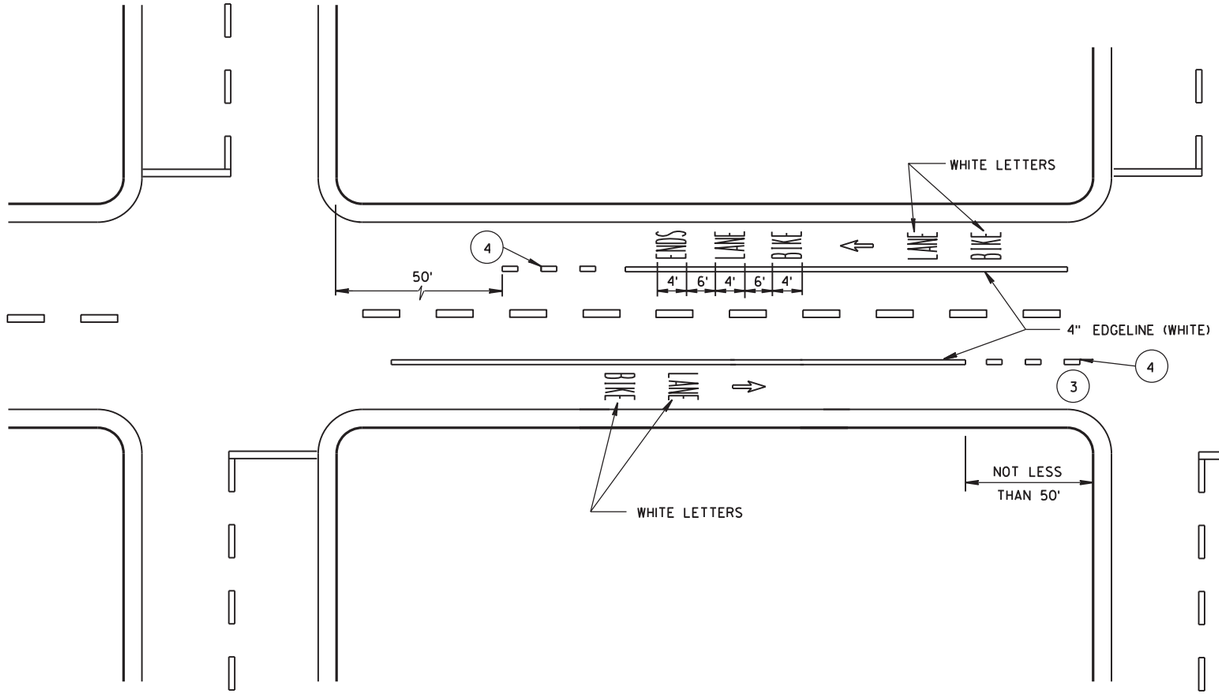
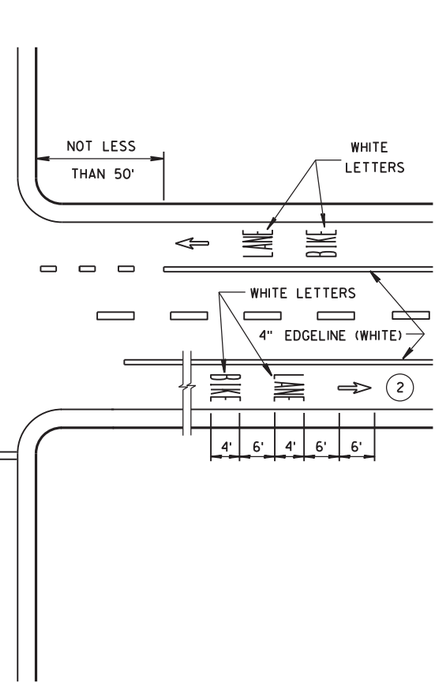
S.D.D. 15 C 29-3c

GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. 3' LINE, 9' GAP - 4" WIDE, WHITE.





DESIGNATED BICYCLE LANE
NO PARKING

URBAN BICYCLE LANE MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/30/2013 DATE FHWA	/S/ Travis Feltes STATE TRAFFIC EN 700

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S.D.D. 15 C 29-3d

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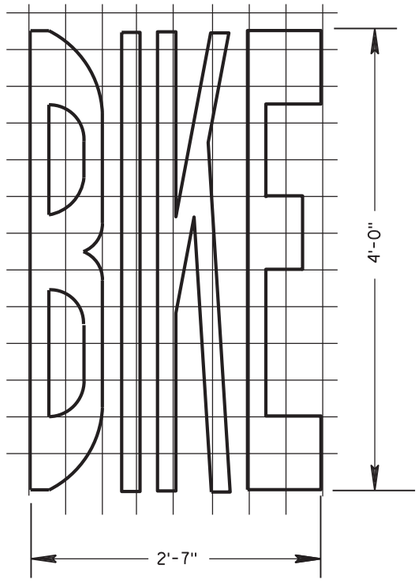
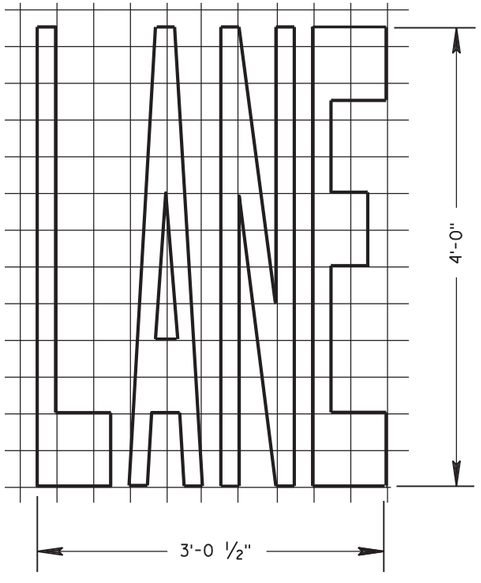
S.D.D. 15 C 29-3d

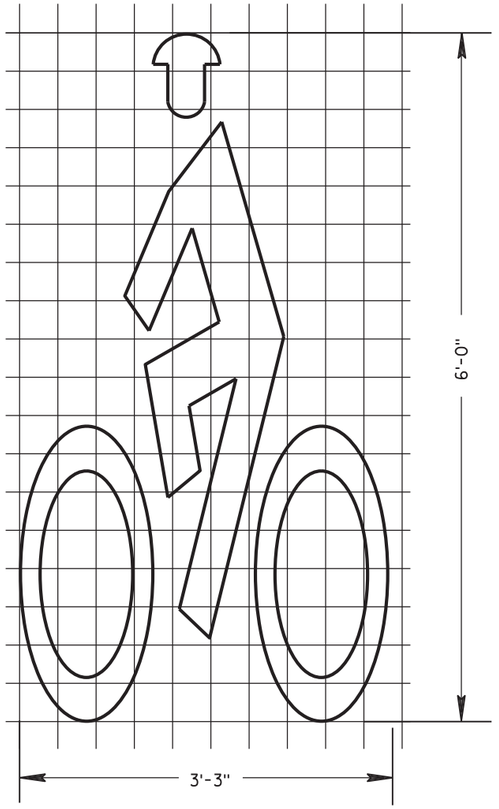
GENERAL NOTES

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.

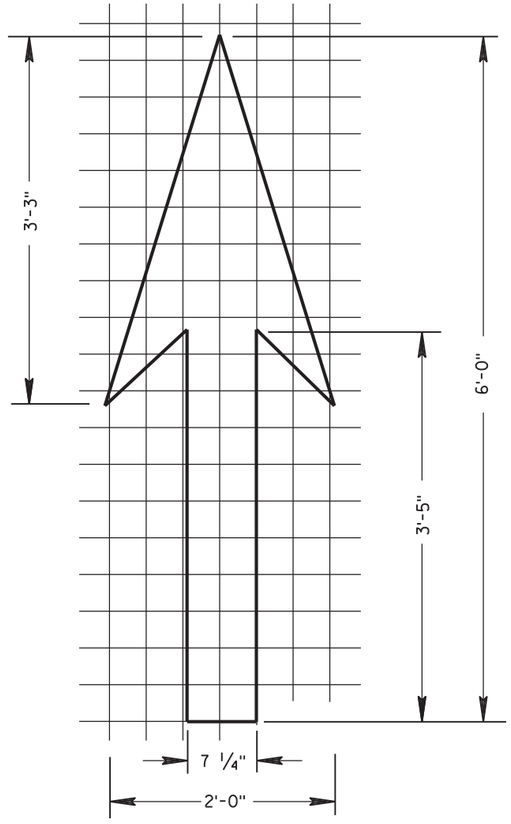
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



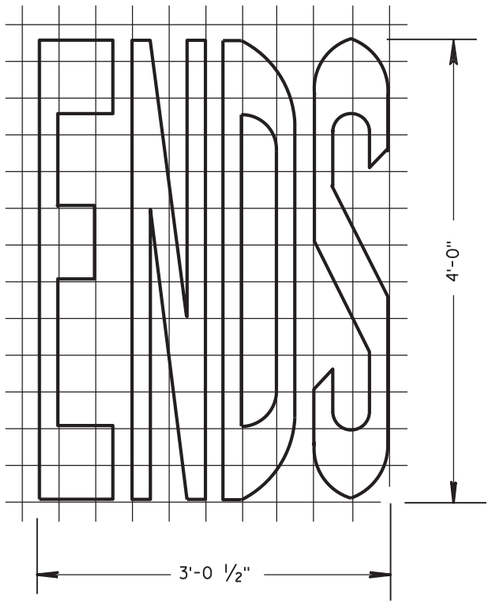




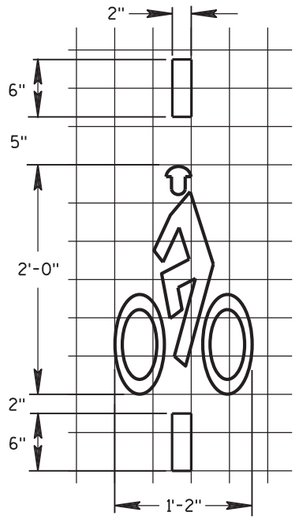
BIKE LANE SYMBOL



BIKE LANE ARROW



BIKE LANE WORDS



BICYCLE DETECTOR PAVEMENT MARKING

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

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STATE TRAFFIC EN 701

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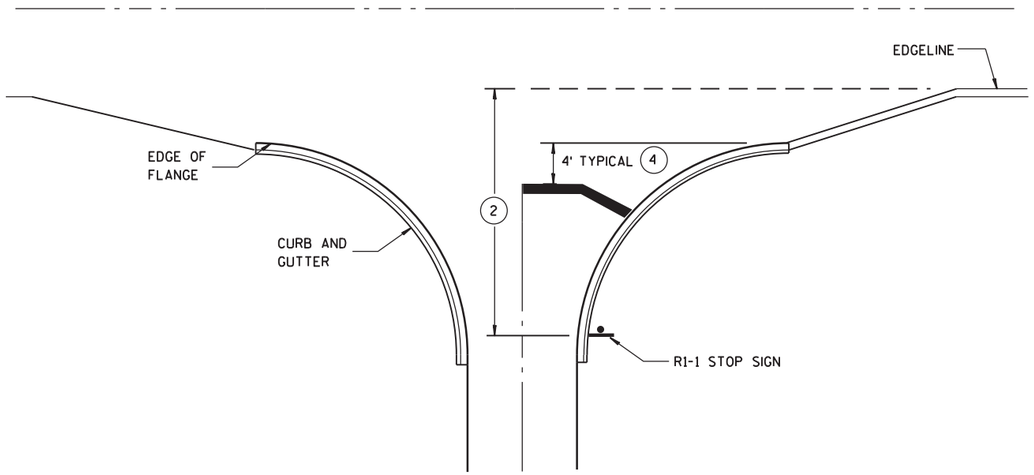
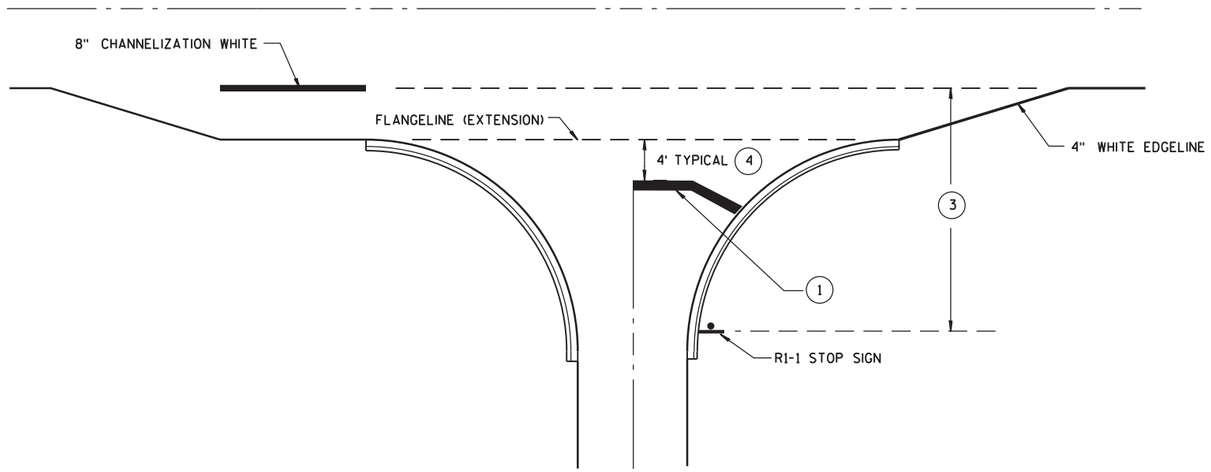
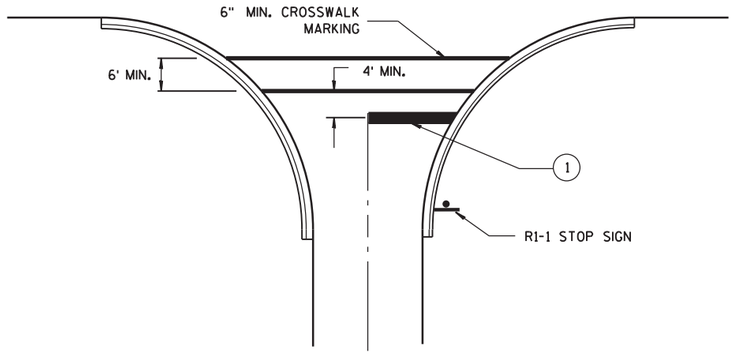


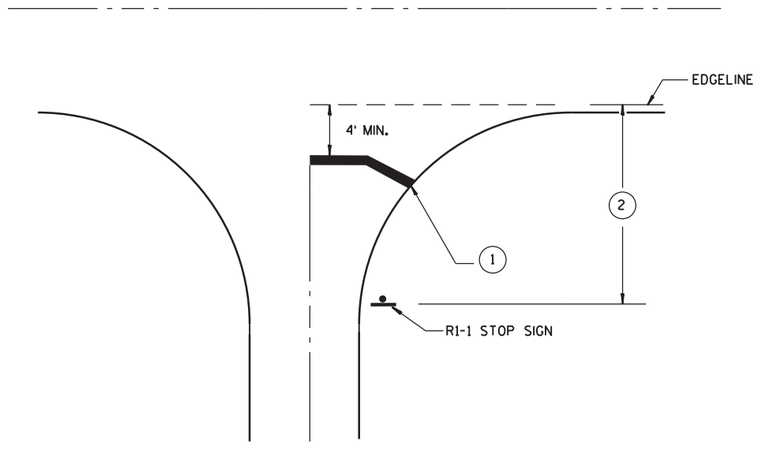
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

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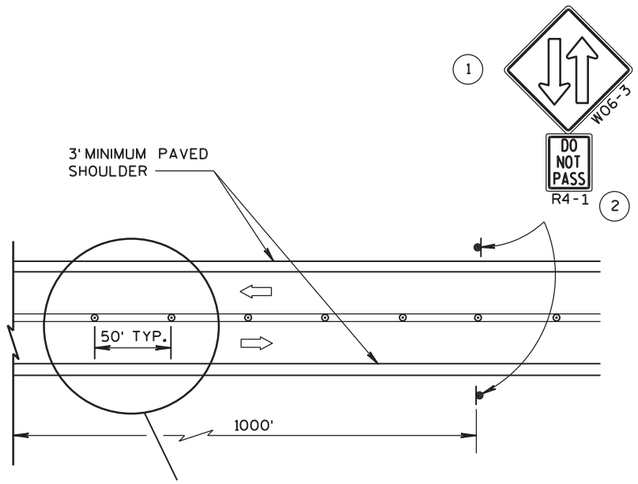
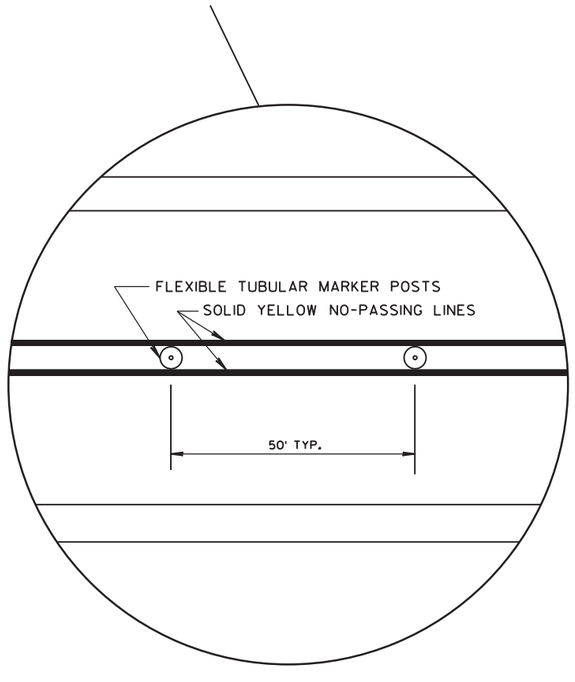
S.D.D. 15 C 33-1



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

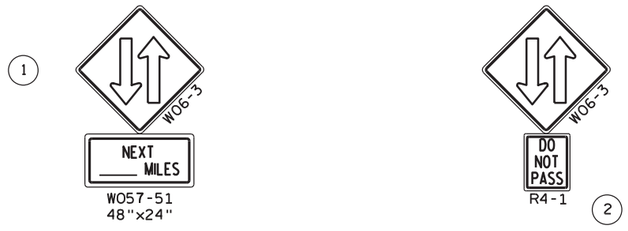
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	SIGN

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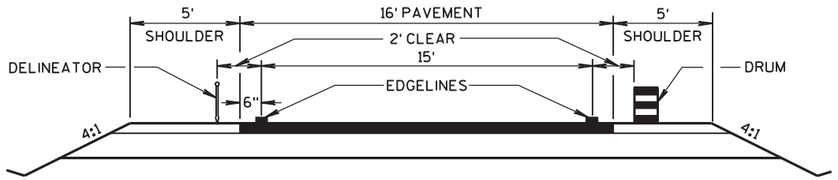
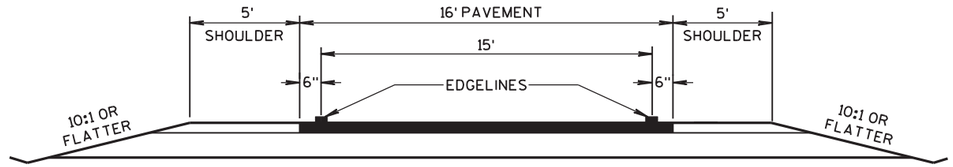


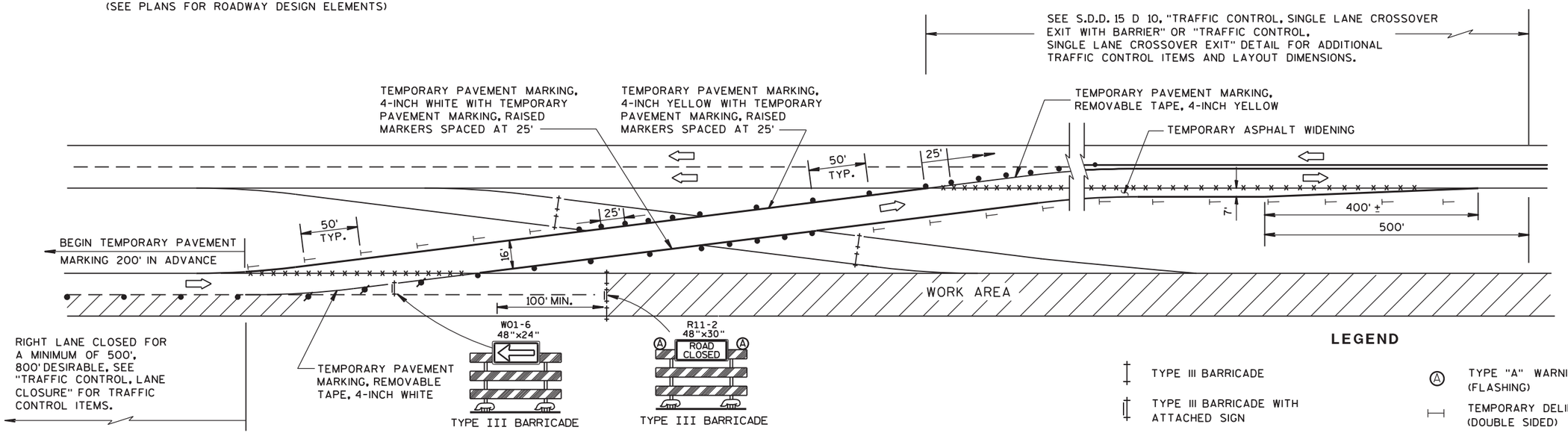
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- 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 PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

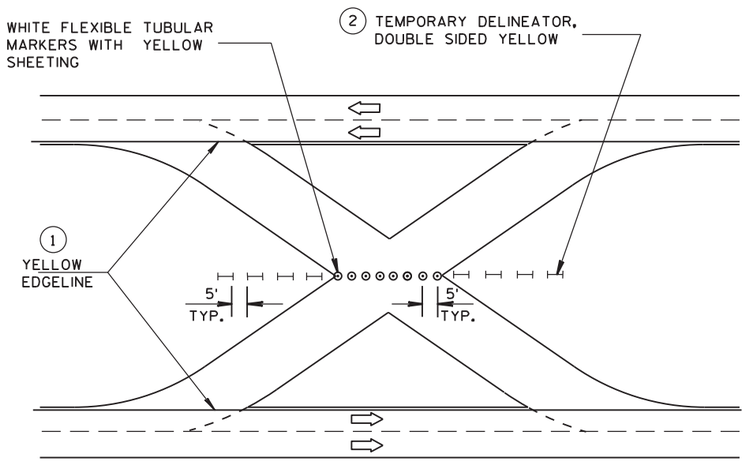
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH 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.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/2014 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEE 704 SIGN

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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.

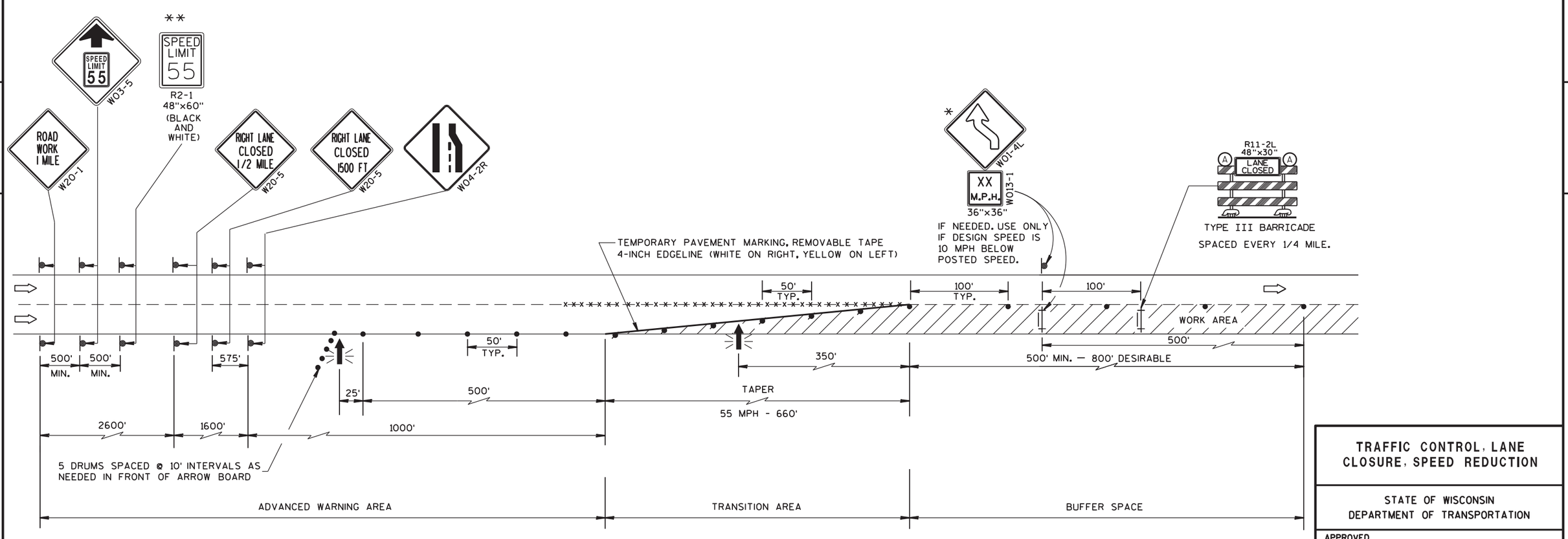
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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
705 — DESIGN
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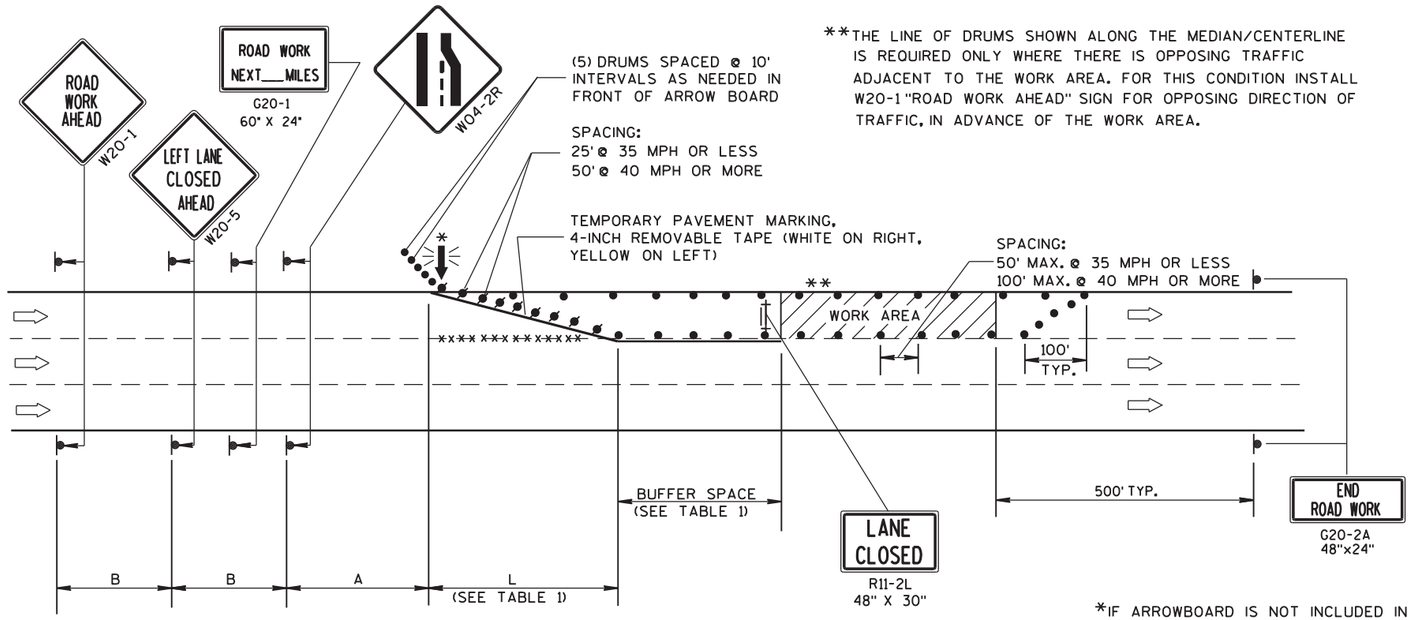

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

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"

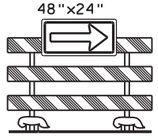

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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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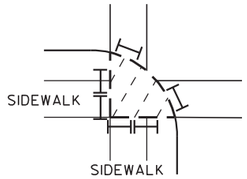
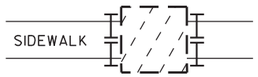
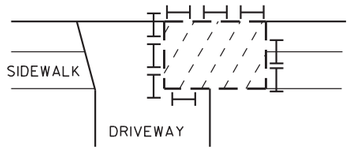
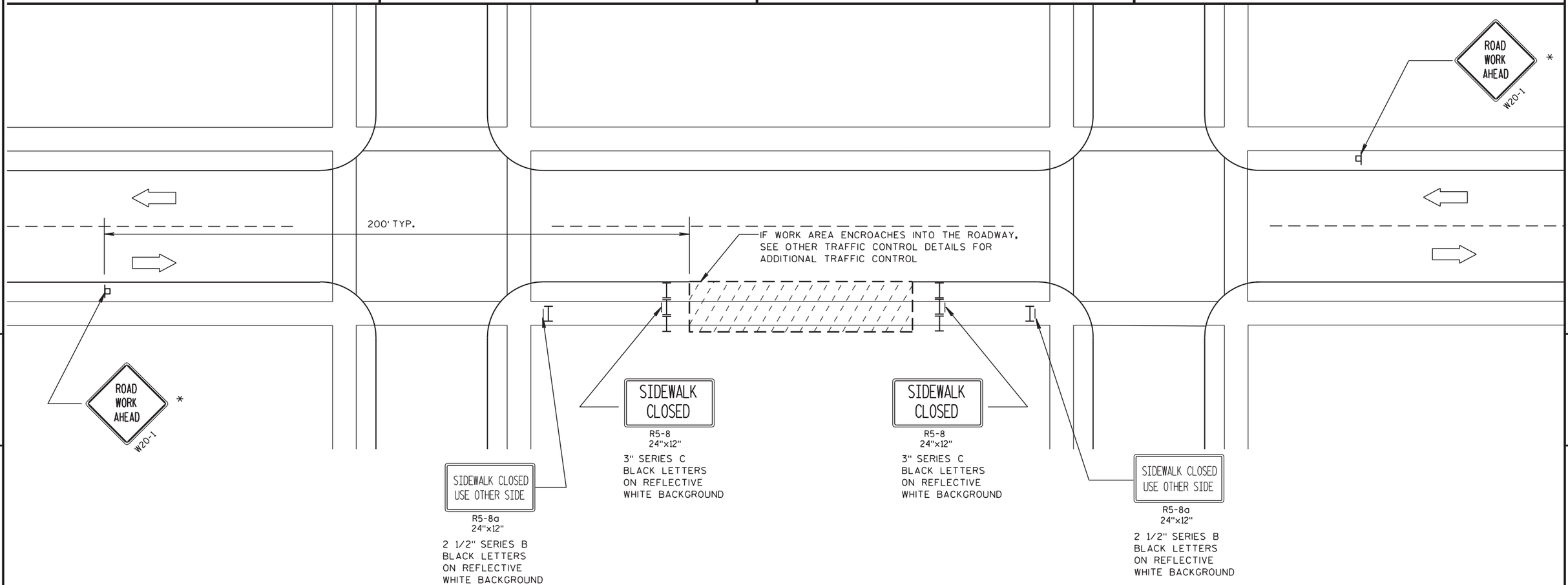
S.D.D. 15 D 20-2

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

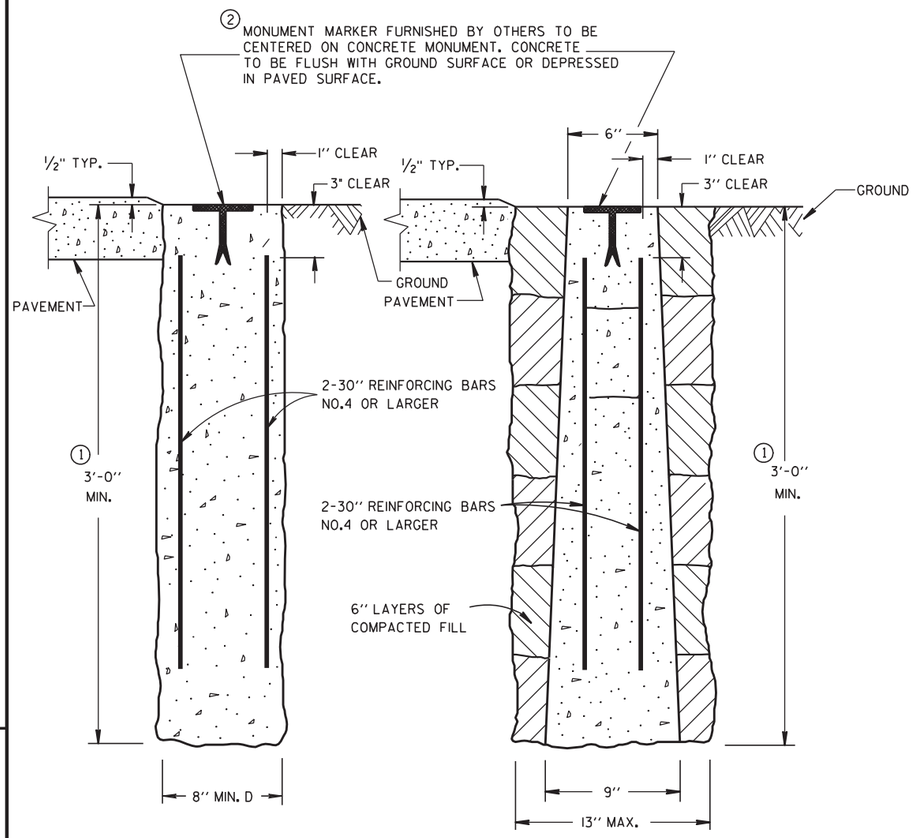
TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible] CHIEF SIGNS AND MARK 707 [illegible]NEER
FHWA

6

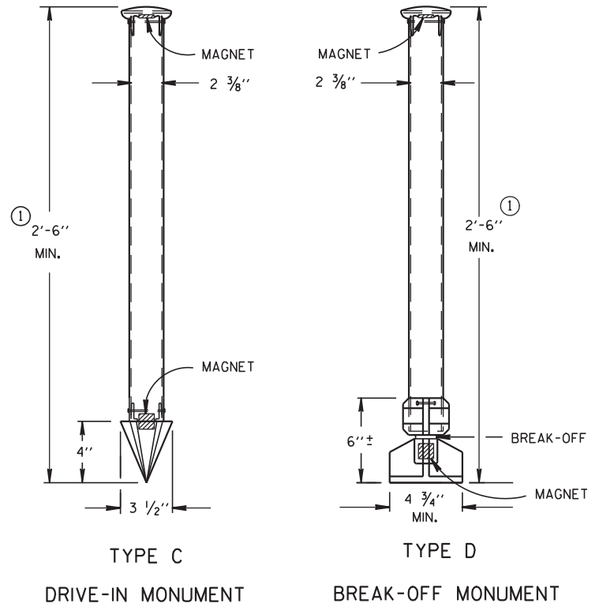
S.D.D. 15 D 30-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C TYPE D

DRIVE-IN MONUMENT BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

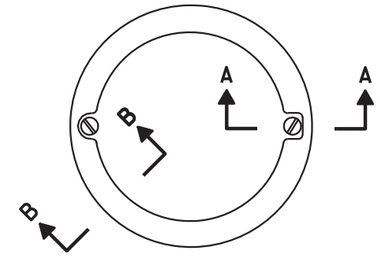
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

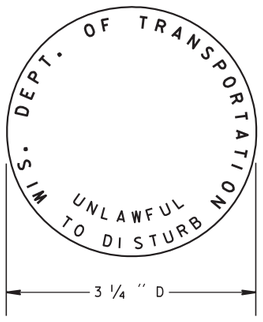
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

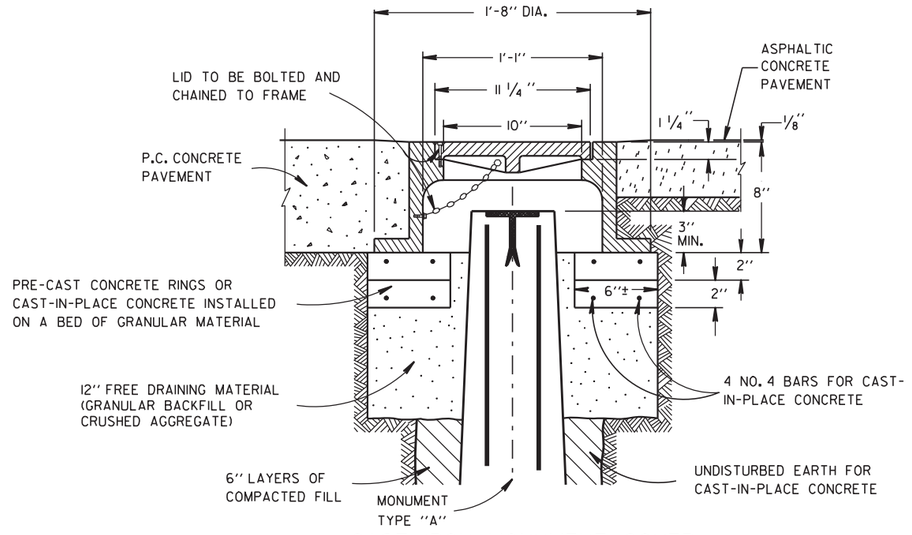
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

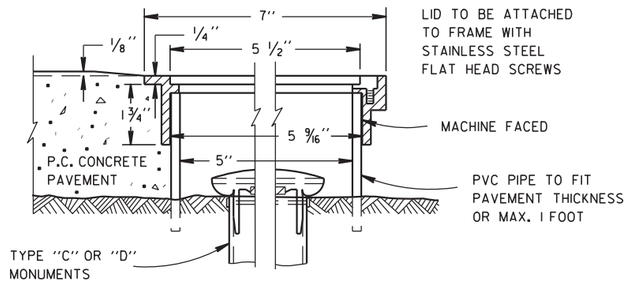


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 708 NEER

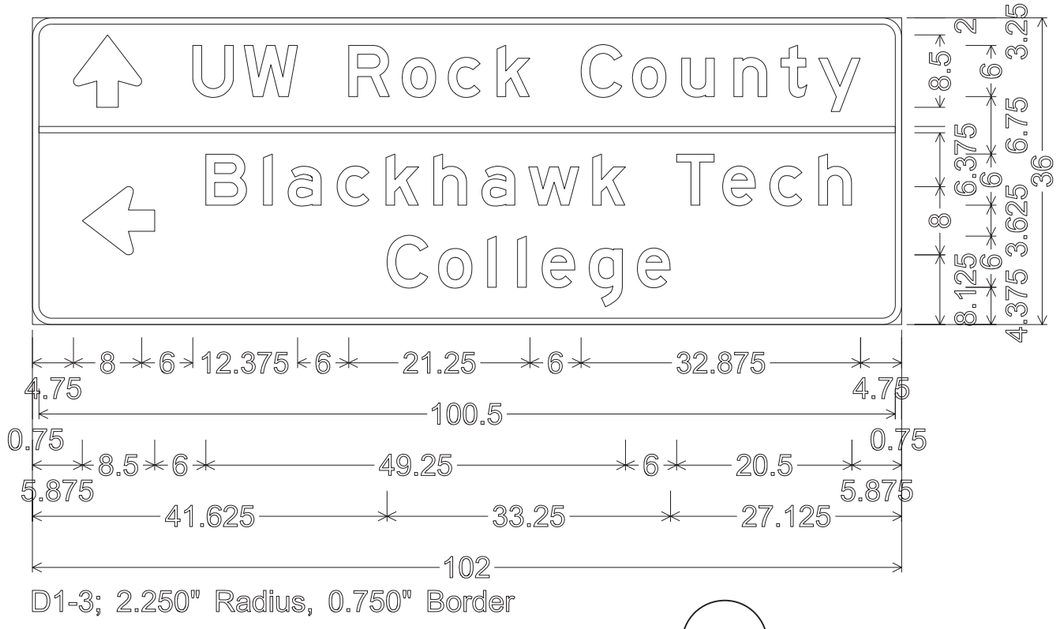
FHWA

6

S.D.D. 16 A 1-6

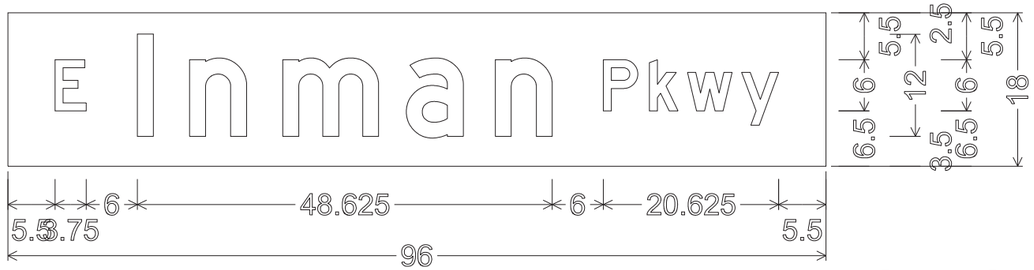
6

S.D.D. 16 A 1-6



D1-3; 2.250" Radius, 0.750" Border

29-03



M1-94H; "E" D; "Inman" D; "Pkwy" D

3-10

4-02

M1-94H; "N" D; "Prairie" D; "Ave" D

3-06

3-12

M1-94S; "Beloit" D; "Ave" D

28-07

28-19

7

7

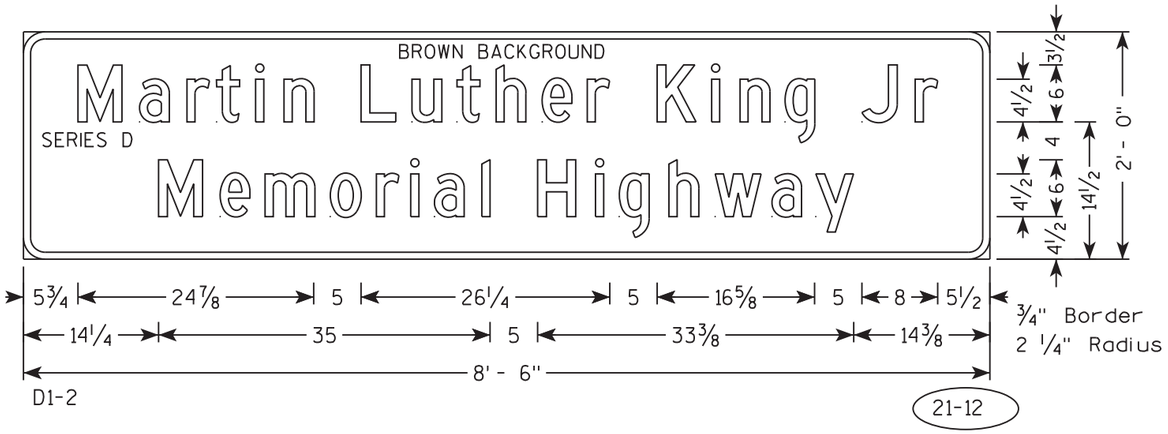
PROJECT NO: 5966-10-70/71	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

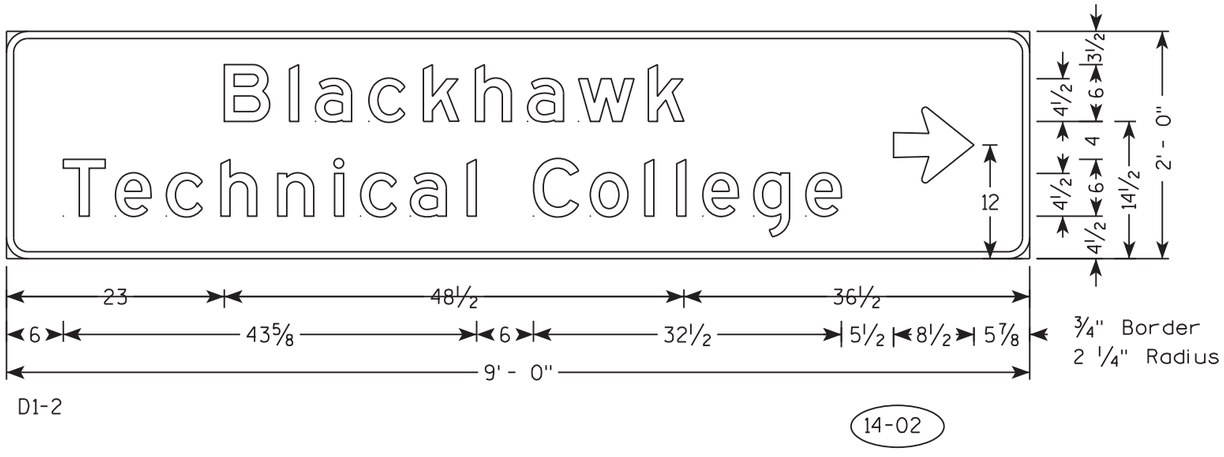
FILE NAME : L:\work\60242867\CTH_G\000_CAD\001_Drawings\070101_sd.dgn PLOT DATE : 10/7/2014 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN except as Shown
   Message - WHITE
3. Message Series - E except as Shown

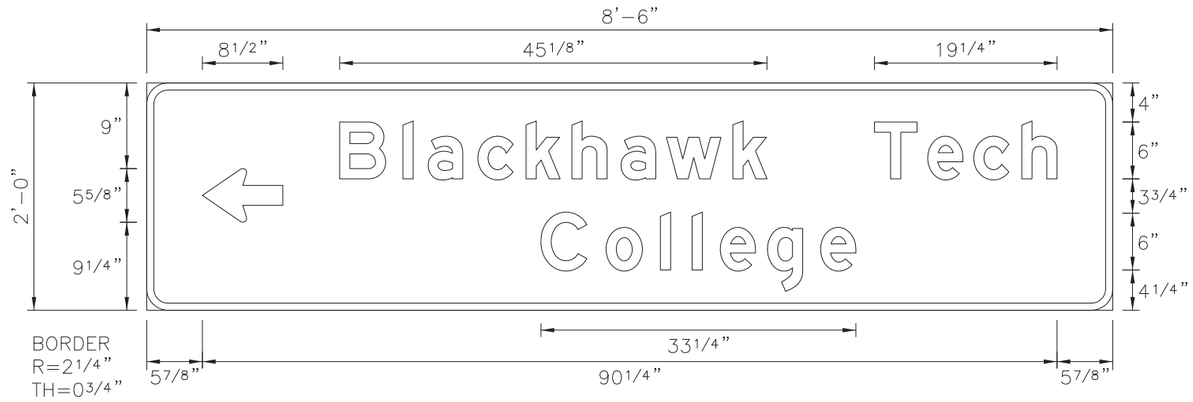




7

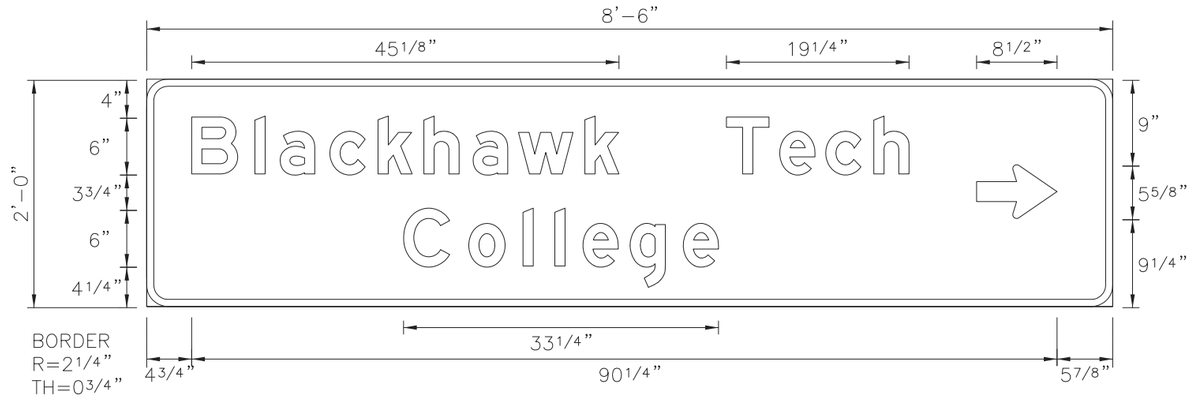
7

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: 710	E



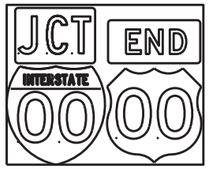
NOTES

1. SIGN IS FIXED MESSAGE SIGN - TYPE F REFLECTIVE SHEETING - REFERENCE WIS DOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
2. COLOR:
   BACKGROUND - ORANGE
   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.

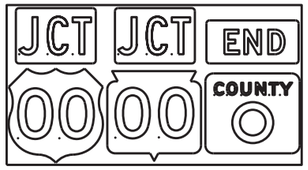


TYPICAL ASSEMBLIES

J1-1

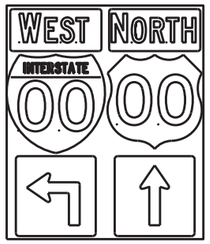


J1-2

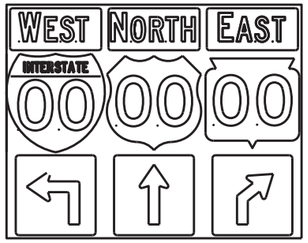


J1-3

J2-1



J2-2

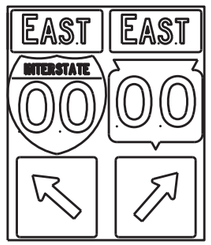


J2-3

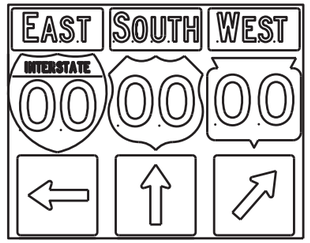
JV

(Typical Vertical J-Assembly
See Note 10 and 11)

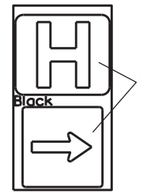
J3-1



J3-2



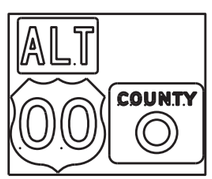
J3-3



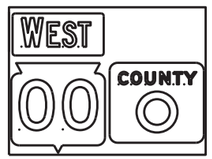
Blue Background

JH-1

J4-1



J4-2



J4-2

J13-1

J12-1

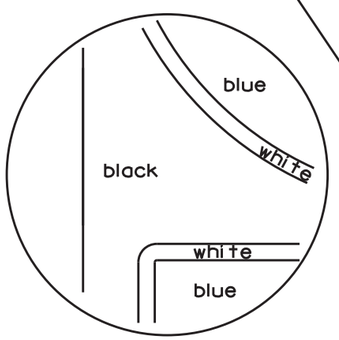
J32-1

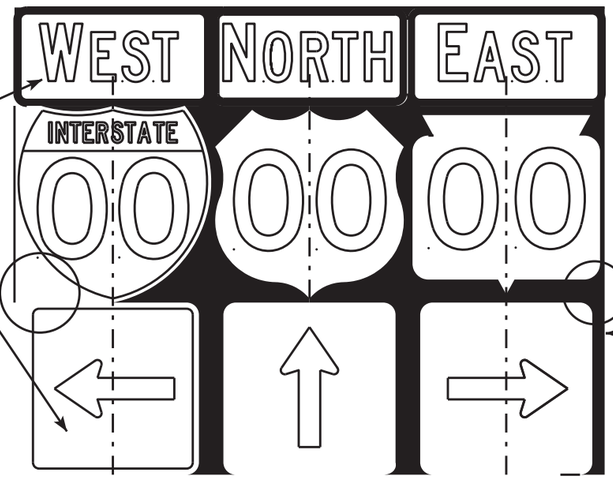
J33-1

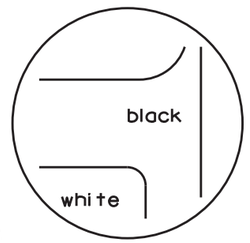
J23-1

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

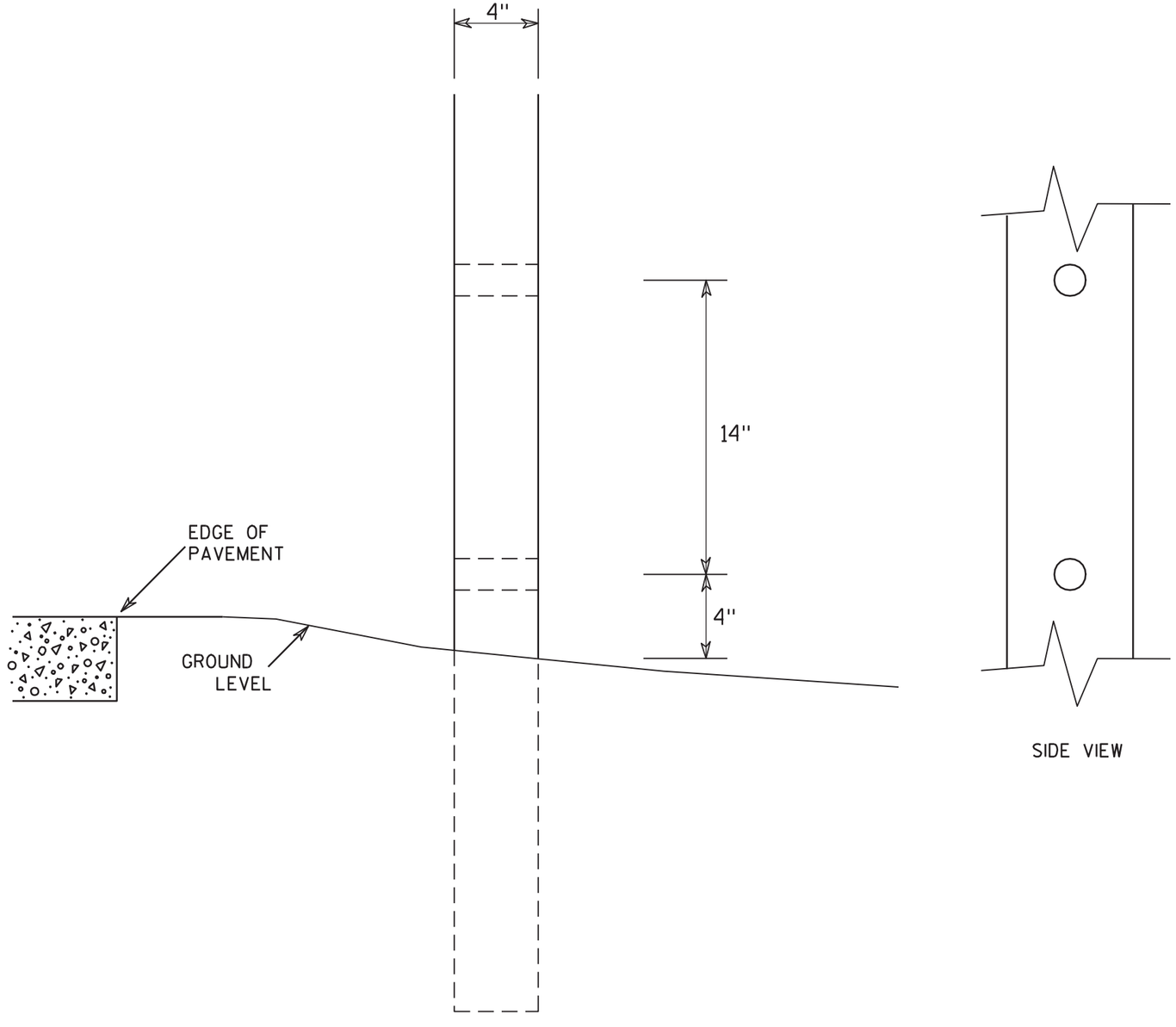
APPROVED Matthew R Rauch
for State Traffic Engineer

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.

7

7

4 X 6 WOOD POST MODIFICATIONS

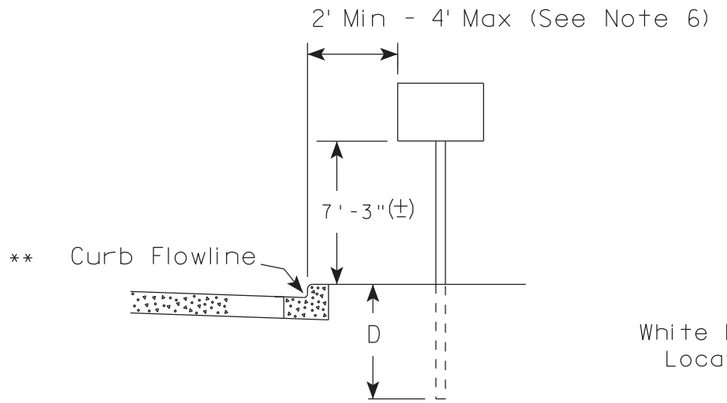
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

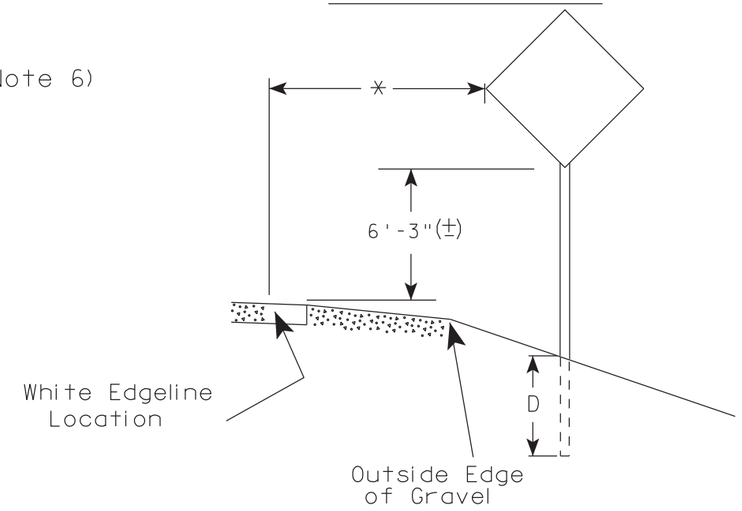
DATE 3/27/97 PLATE NO. A4-11.2

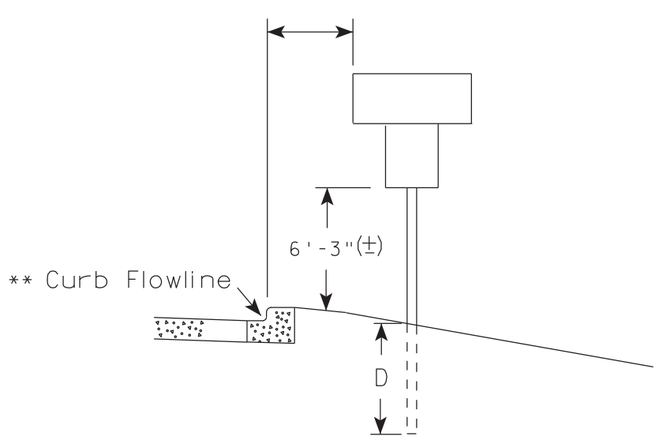
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 713	E

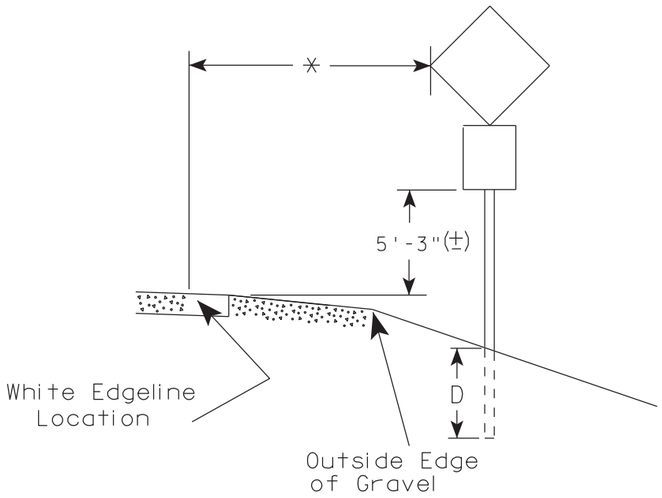
URBAN AREA



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 signs shall be mounted at a height of 5'-3" (±) or as directd 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" (±).

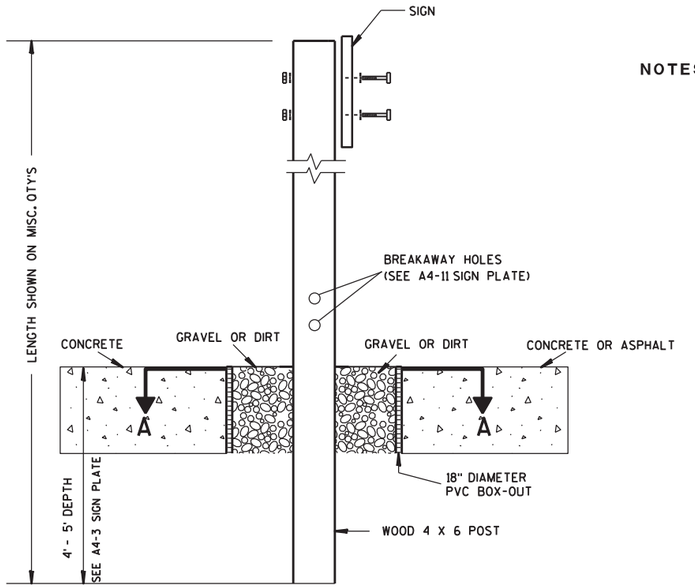
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

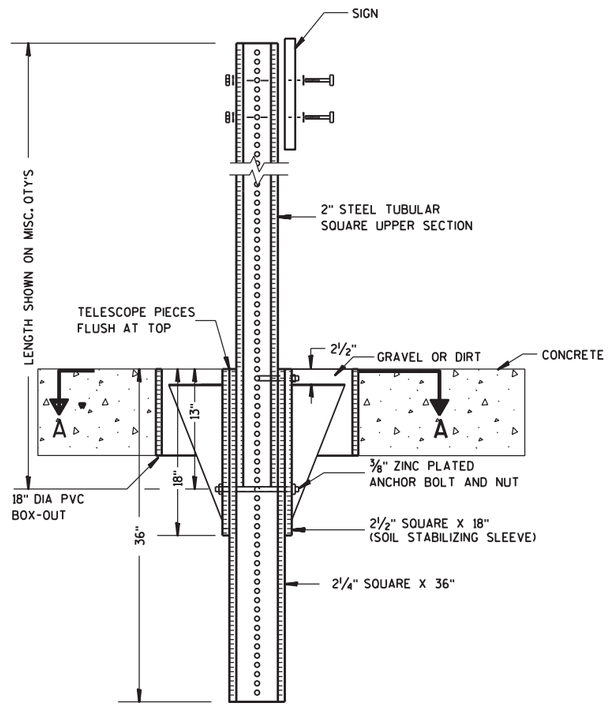
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

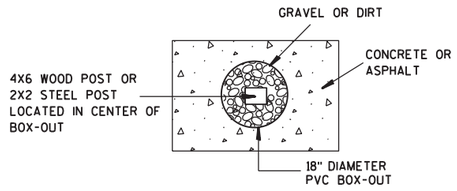
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

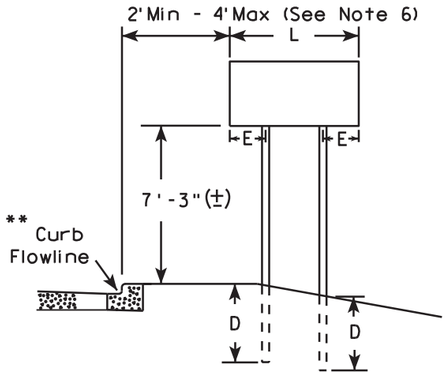
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

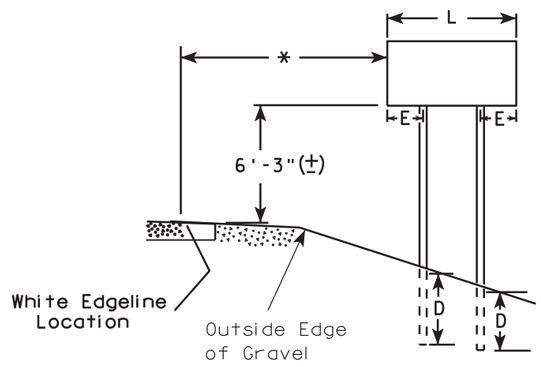
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

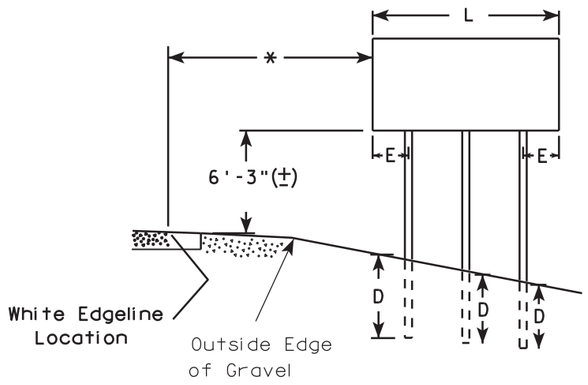
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

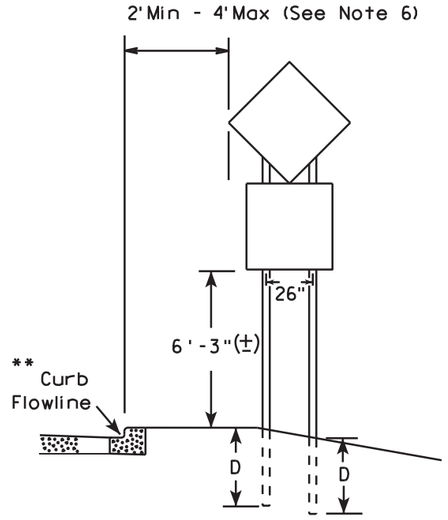
URBAN AREA



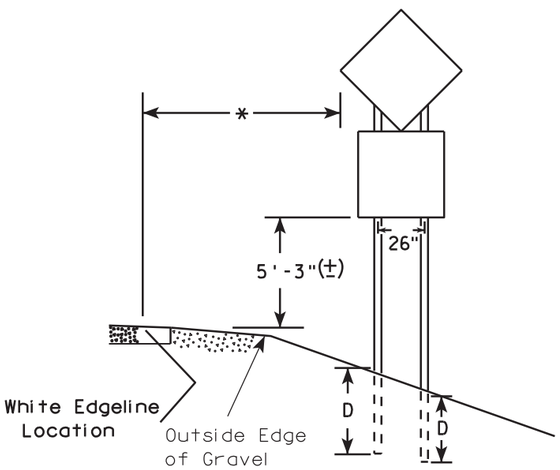
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



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 signs 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

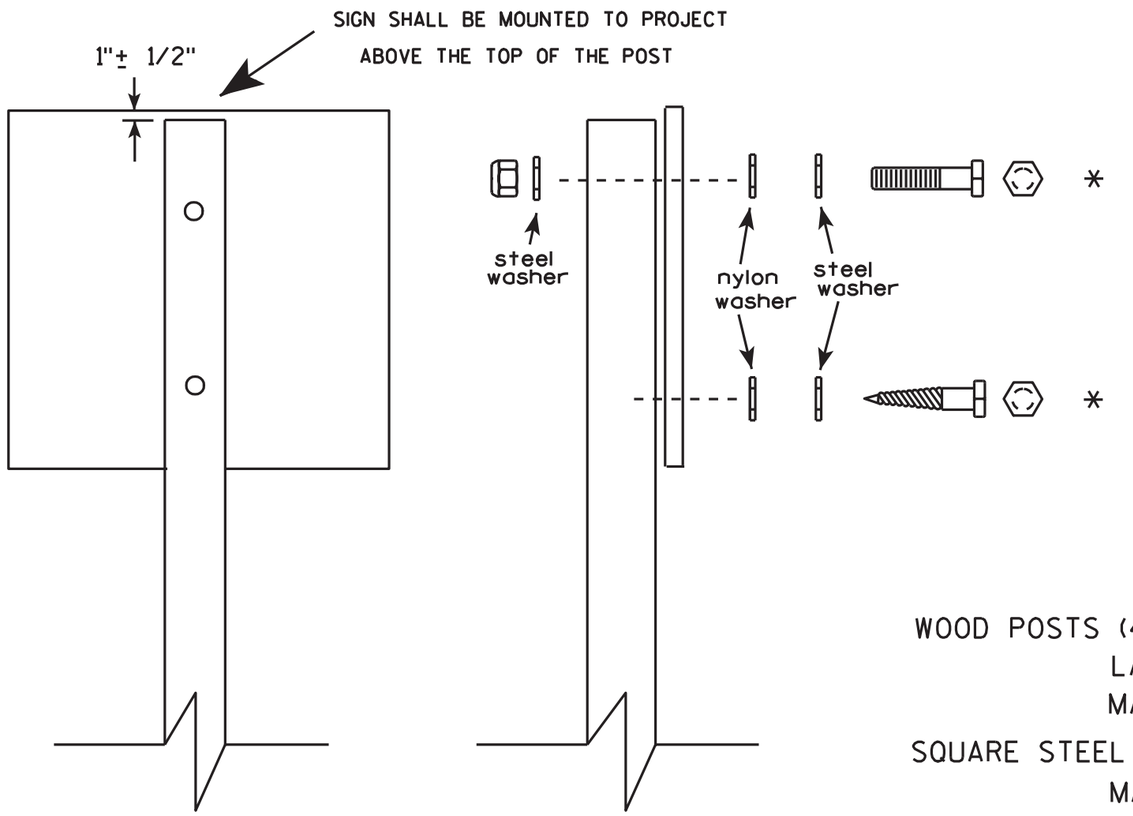
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 716 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 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

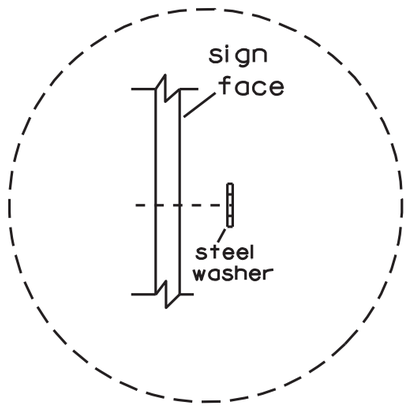
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

PROJECT NO:

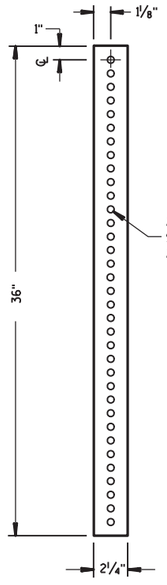
SHEET NO: 717 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\A48.DGN PLOT DATE : 23-MAR-2010 10:15 PLOT BY : ditjph

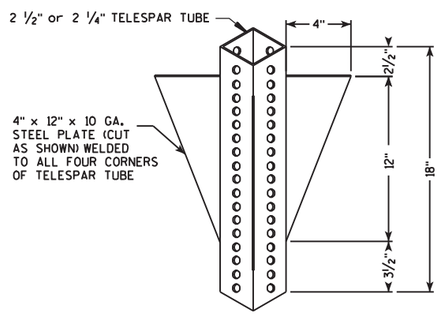
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

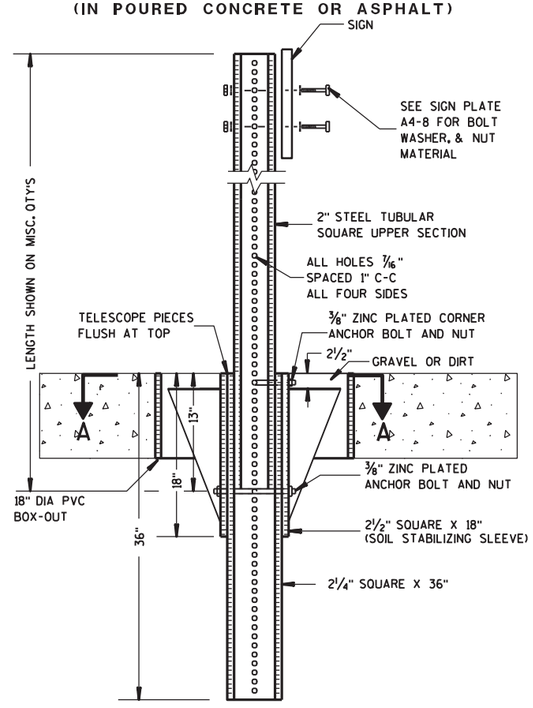
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



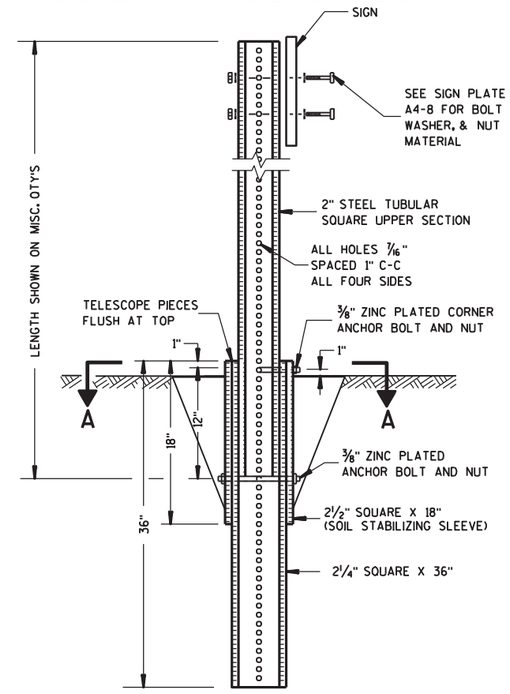
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

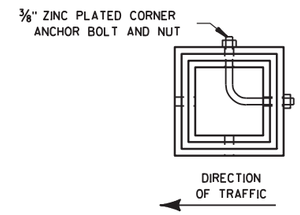


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

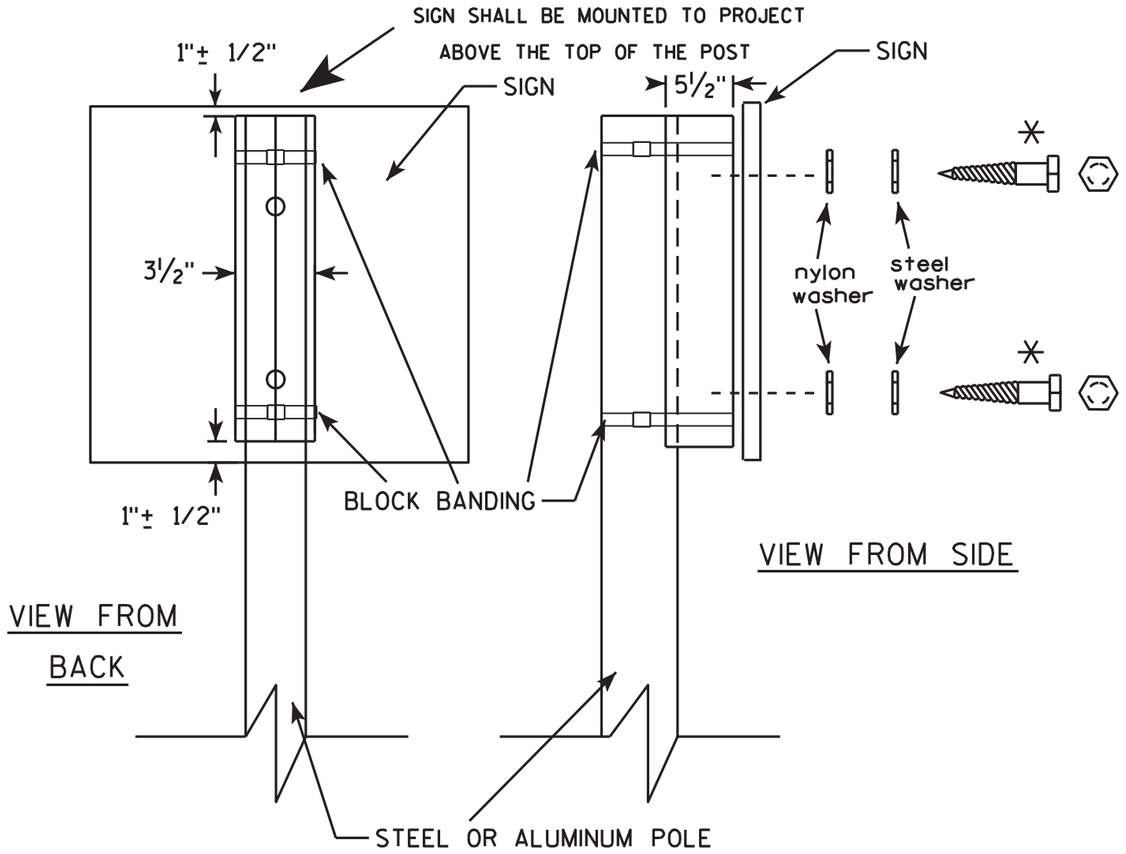
TUBULAR STEEL SIGN POST A4-9

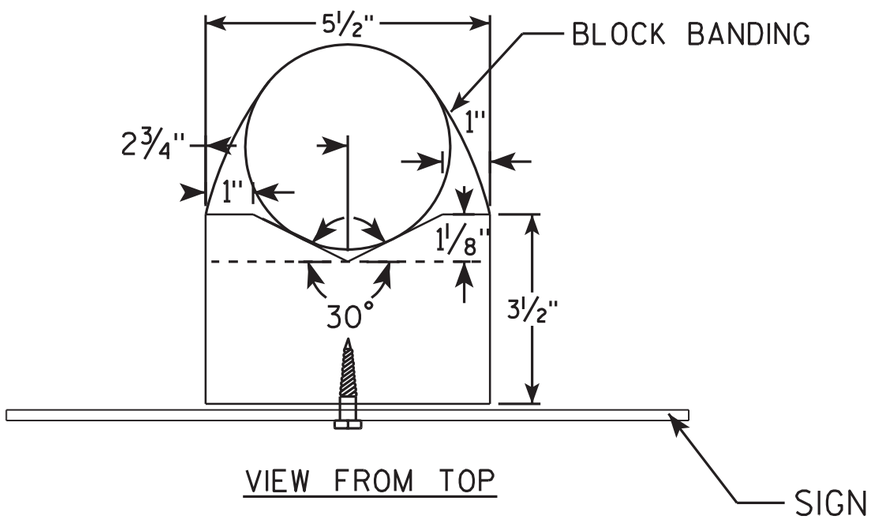
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 718	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

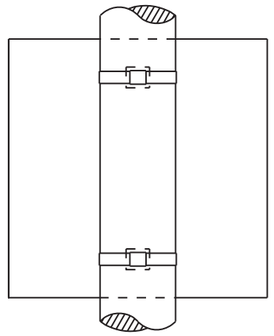
APPROVED Matthew R Rauch
for State Traffic Engineer

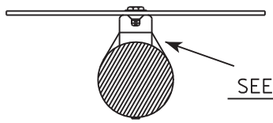
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO: | SHEET NO: 719 | E

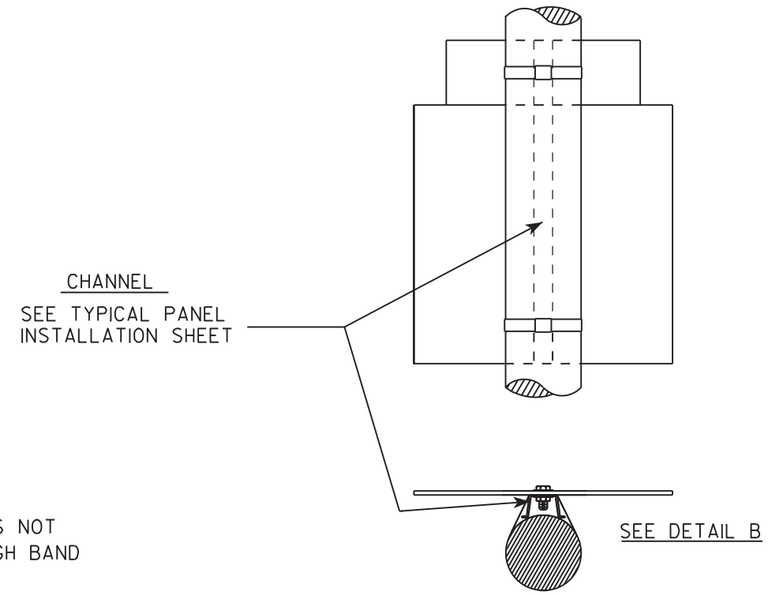
BANDING

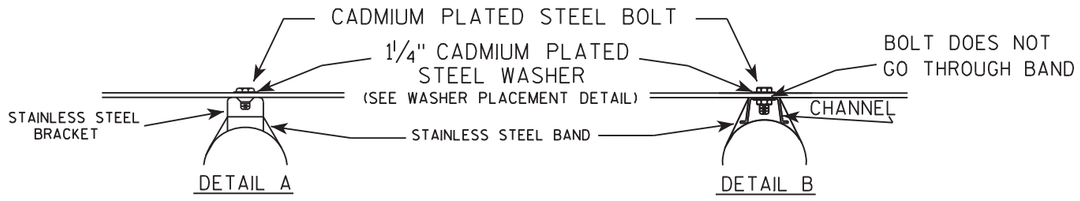
SINGLE SIGN



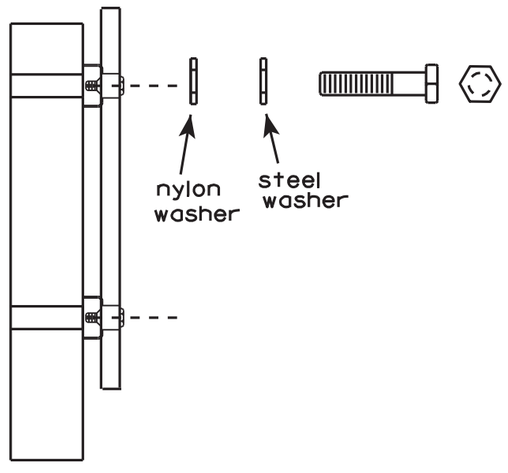


"J" ASSEMBLY





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.

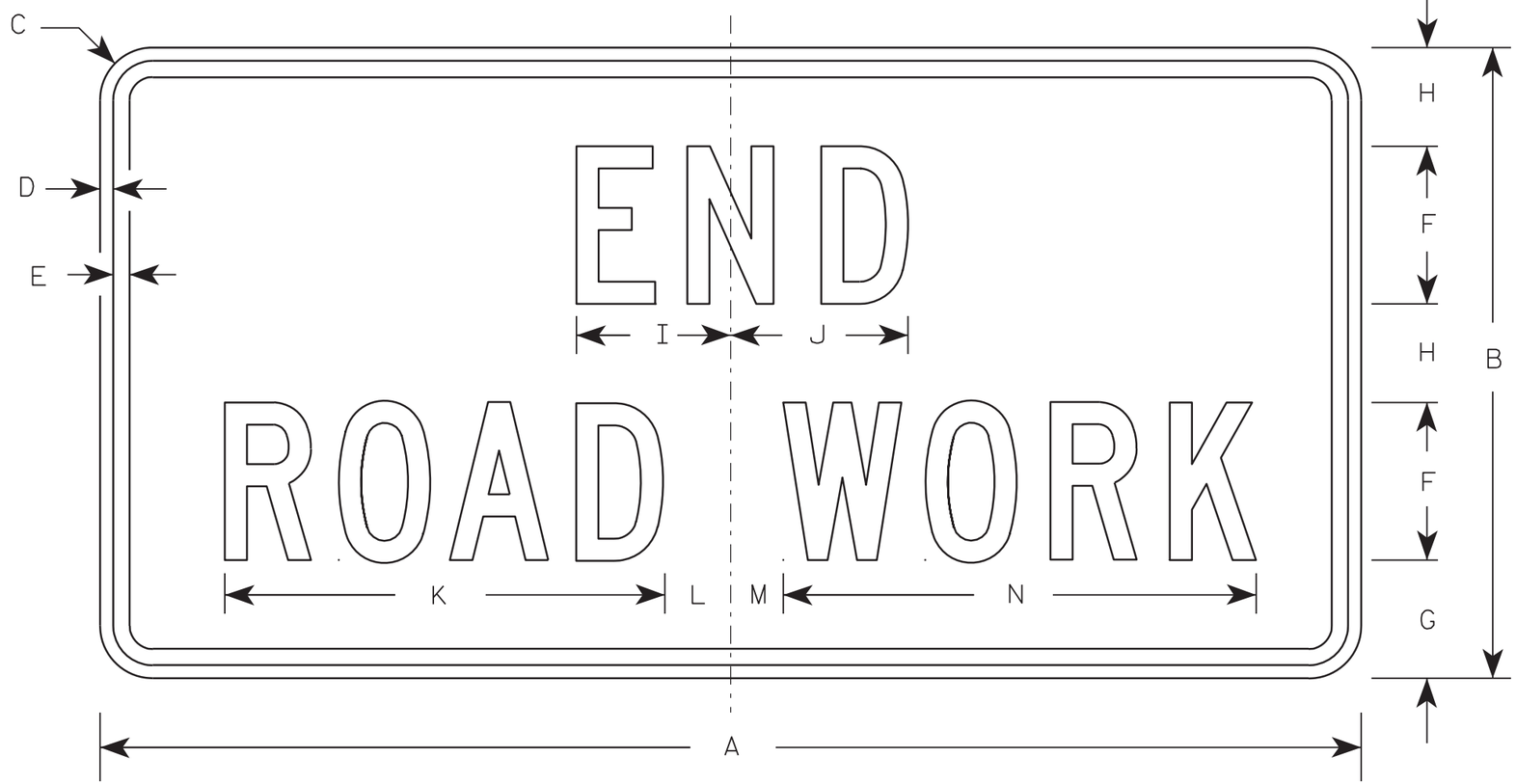
STANDARD SIGN
SIGN BANDING DETAILS

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: 720	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

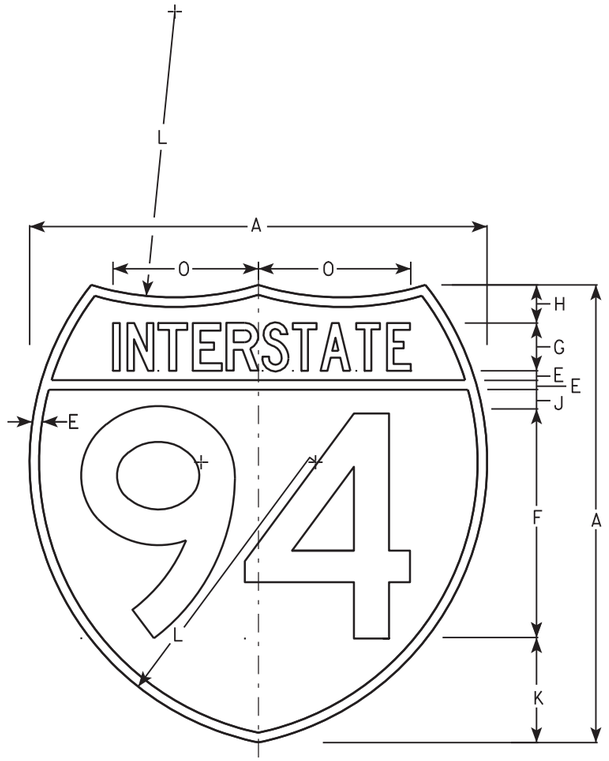
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

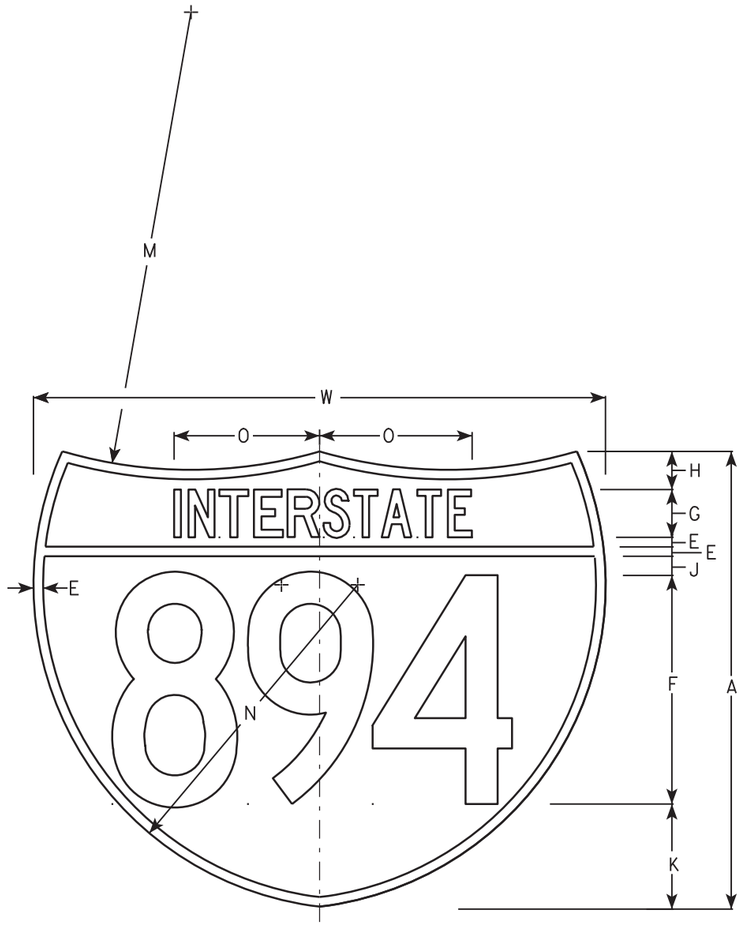
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 721	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

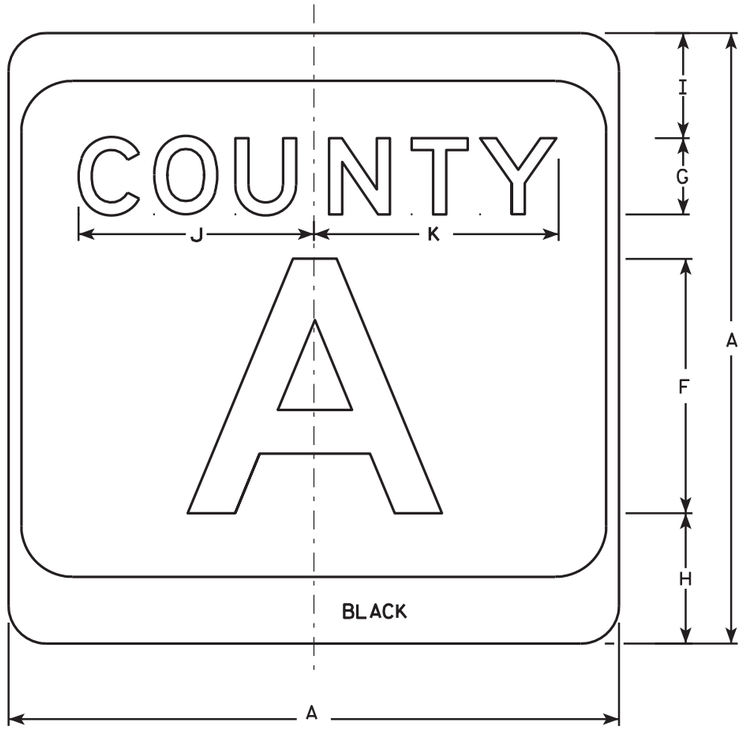
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

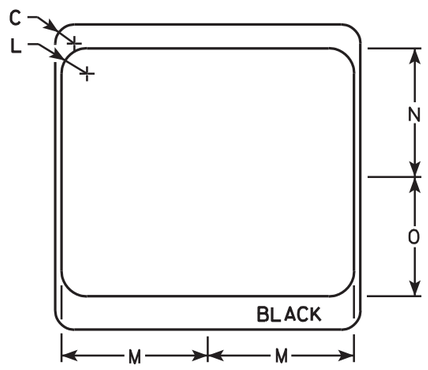
APPROVED Matthew R Rauch
for State Traffic Engineer

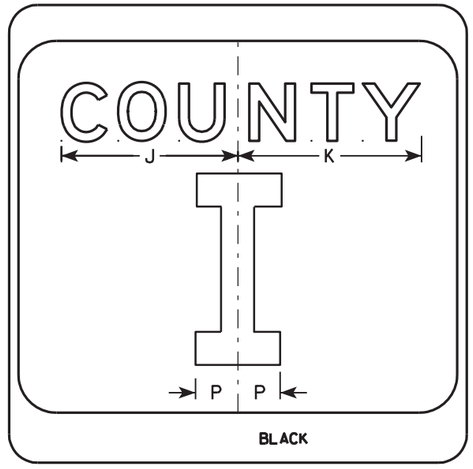
DATE 08/23/05 PLATE NO. M1-1.8

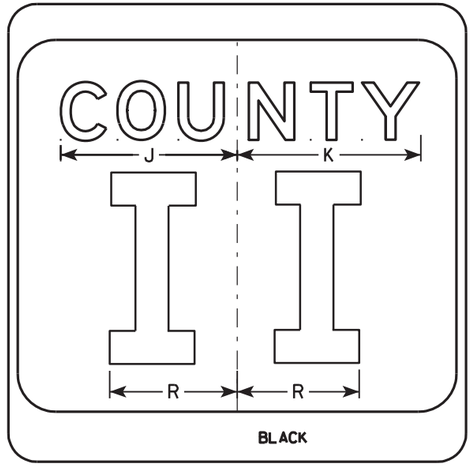
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 722	E



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

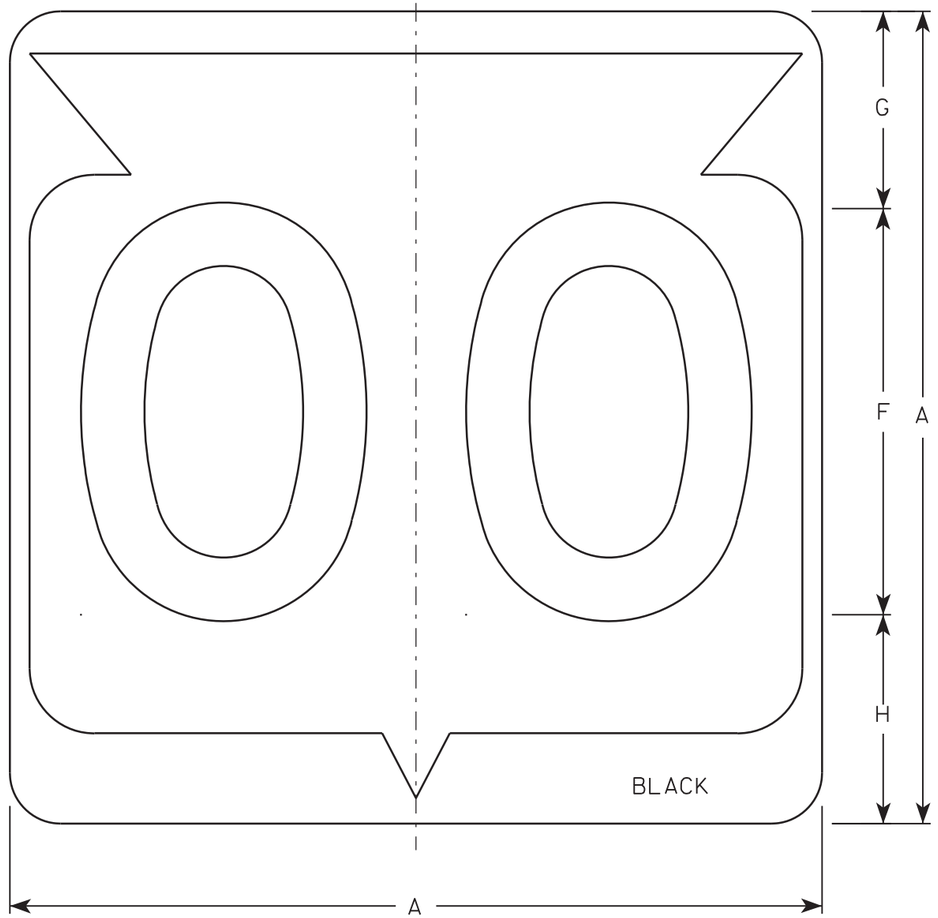
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

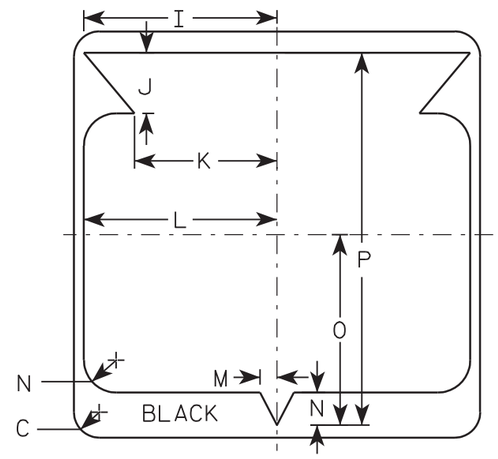
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 723	E



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

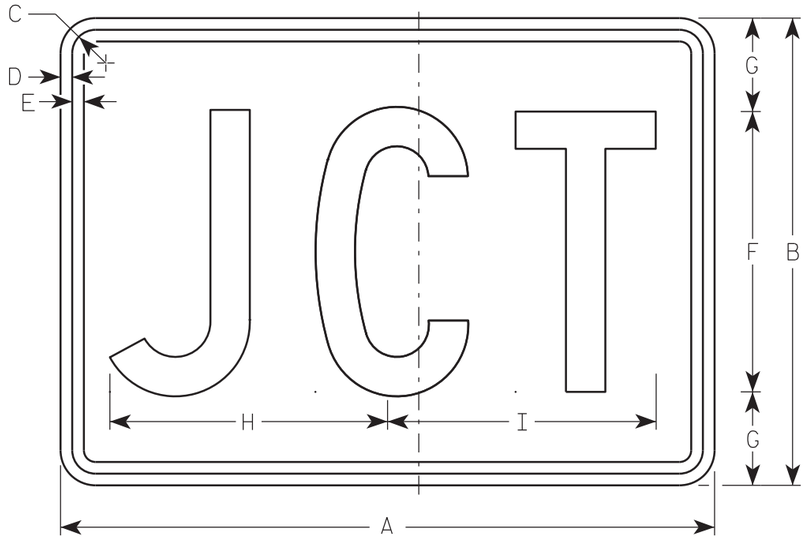
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

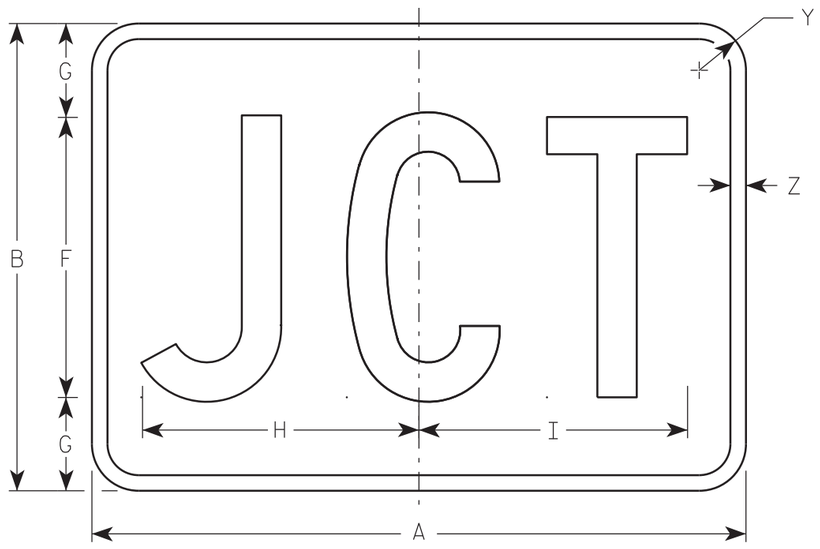
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 724	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

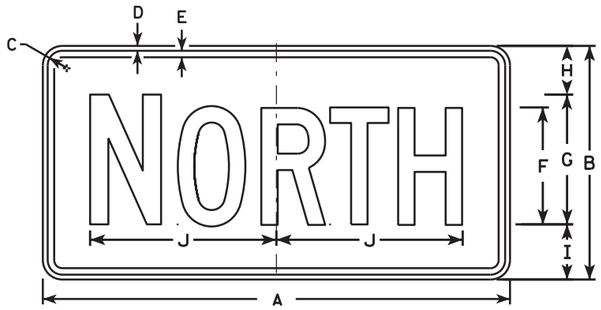
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

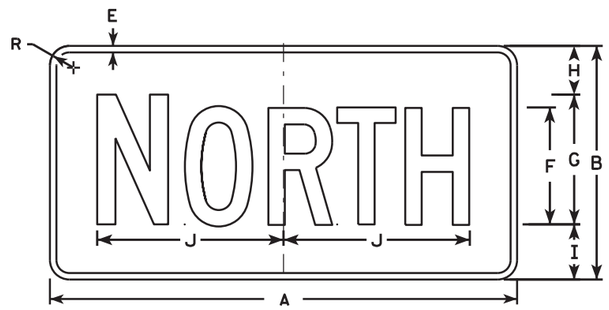
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 725 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



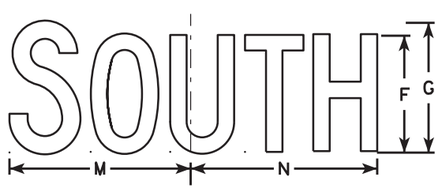
M3-1
MK3-1
MM3-1
MN3-1



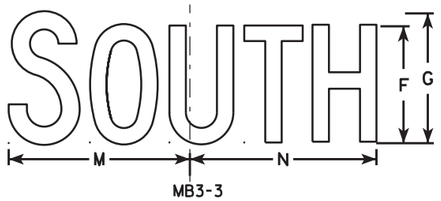
MB3-1

M3-2
MK3-2
MM3-2
MN3-2

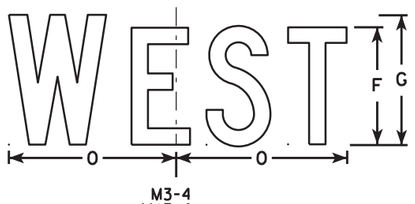
MB3-2



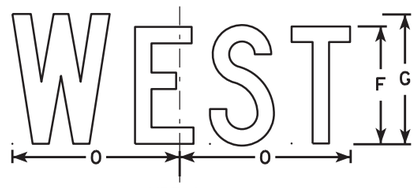
M3-3
MK3-3
MM3-3
MN3-3



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

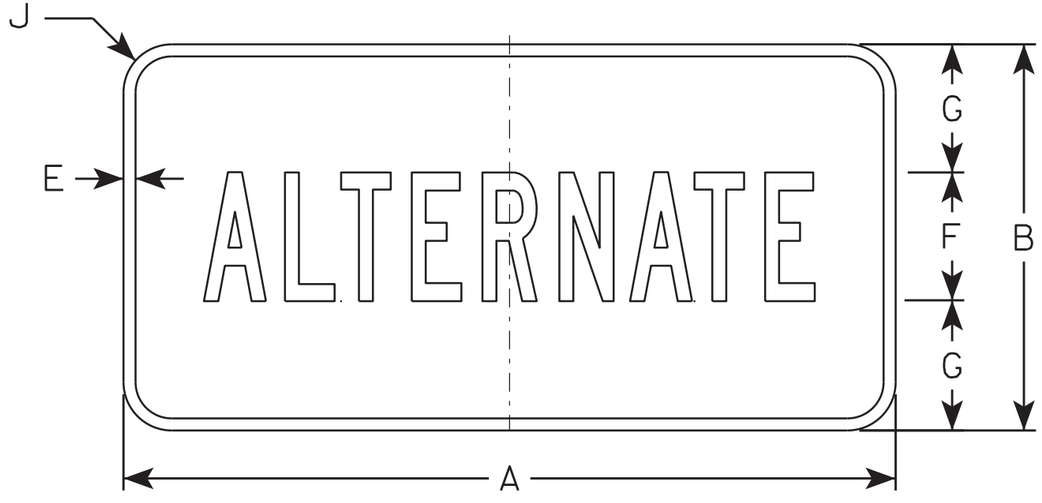
WISCONSIN DEPT OF TRANSPORTATION

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
MO4-1



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

   MO4-1 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

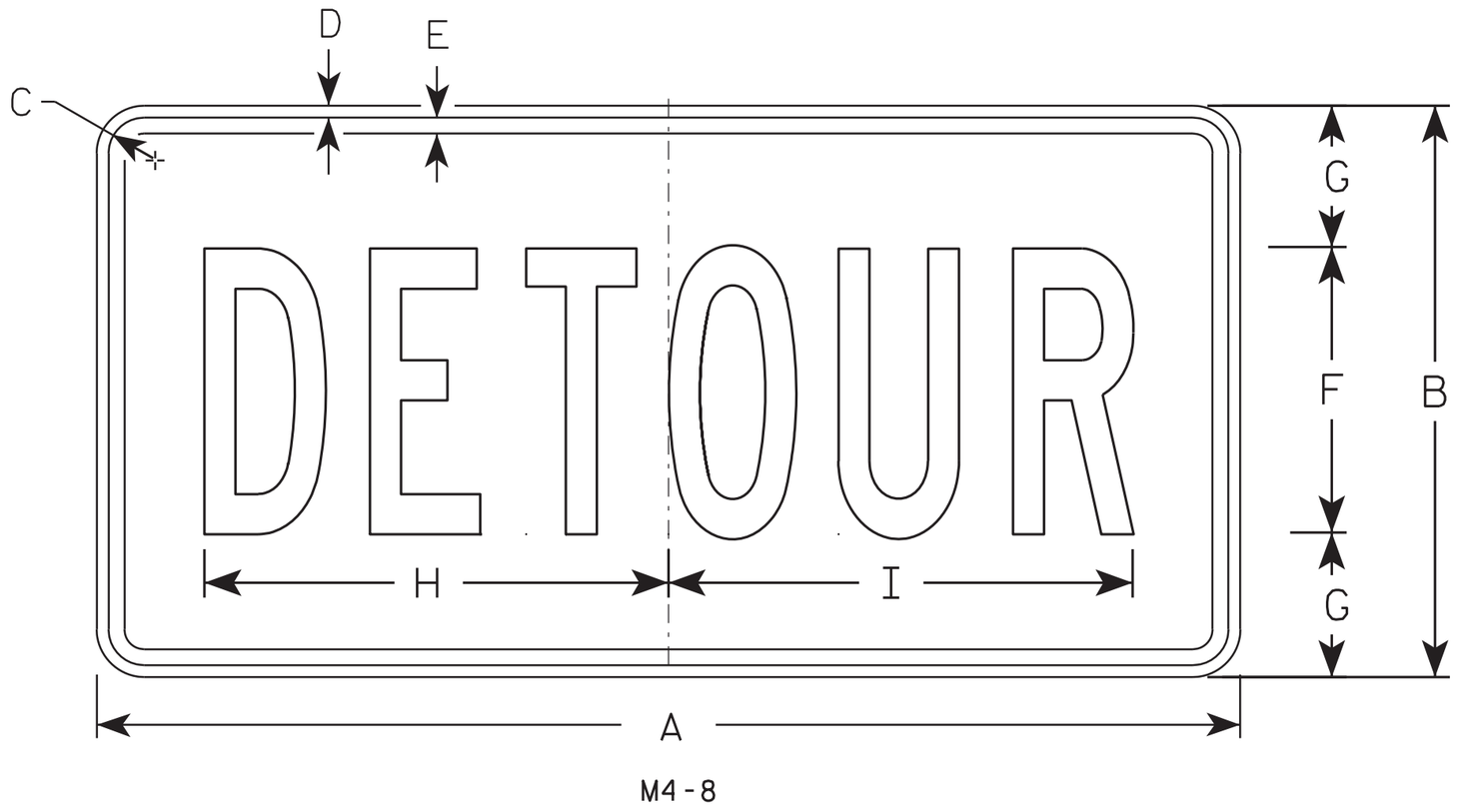
STANDARD SIGN
M4-1

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



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																											

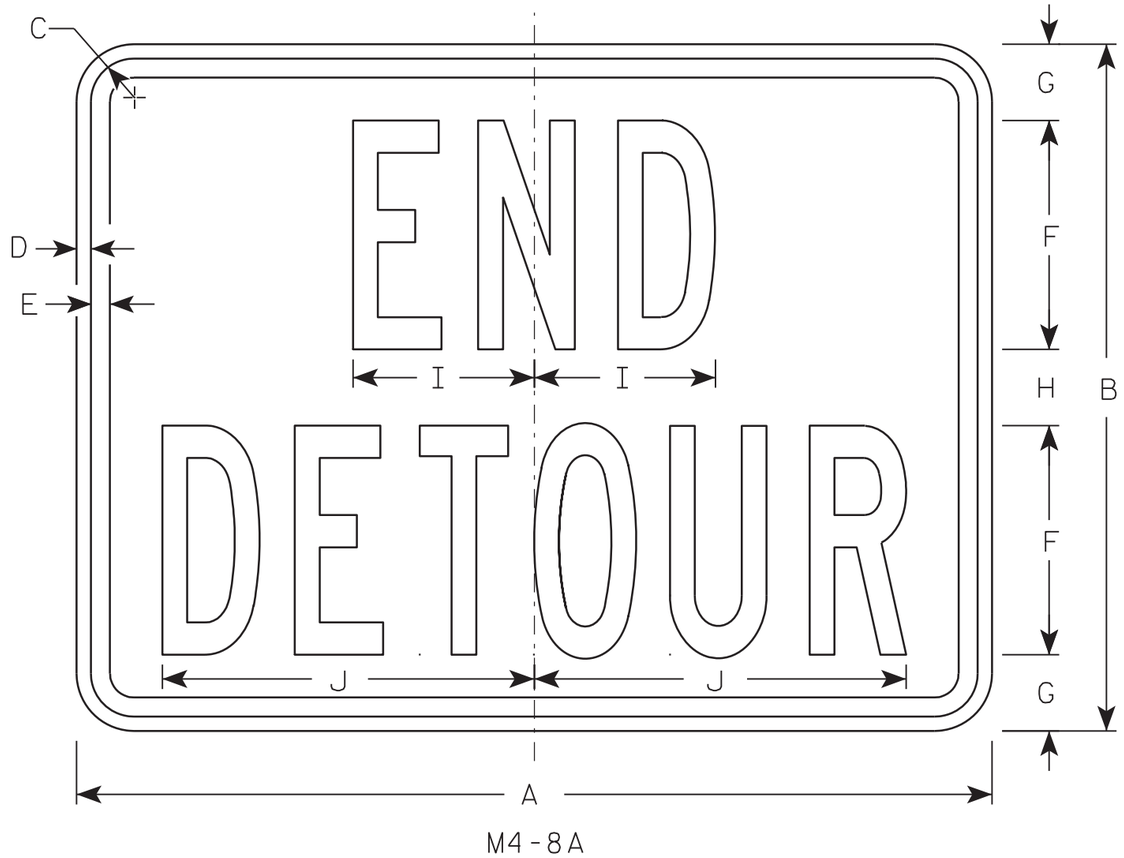
STANDARD SIGN
M4-8

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: 728	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																											

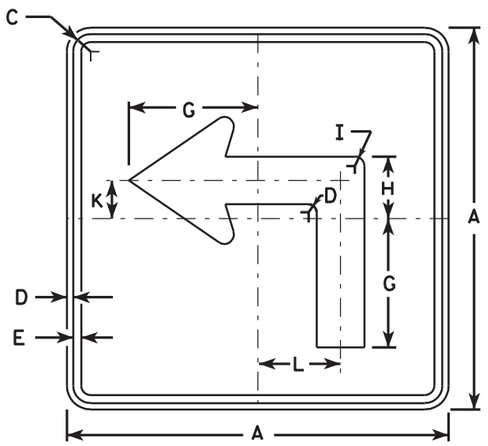
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

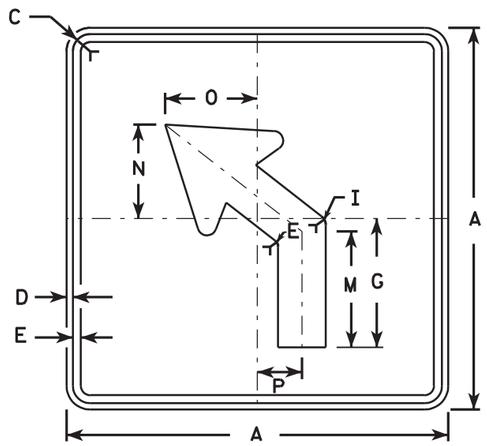
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

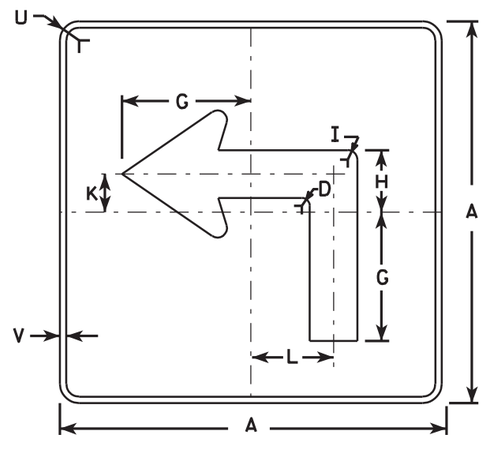
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 729	E



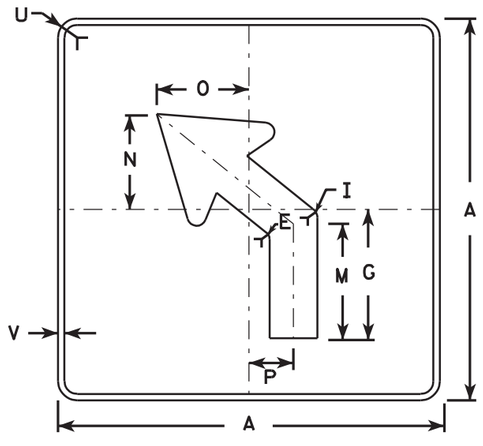
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



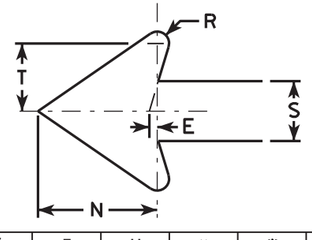
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

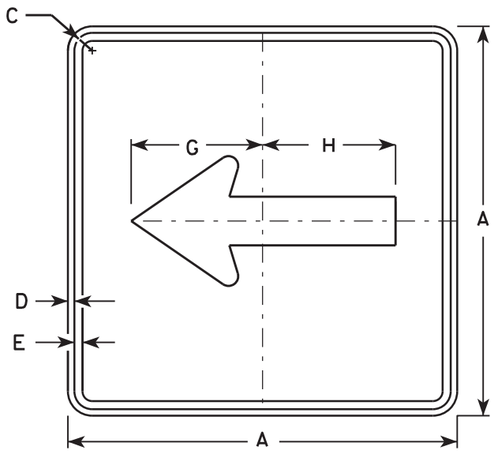
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

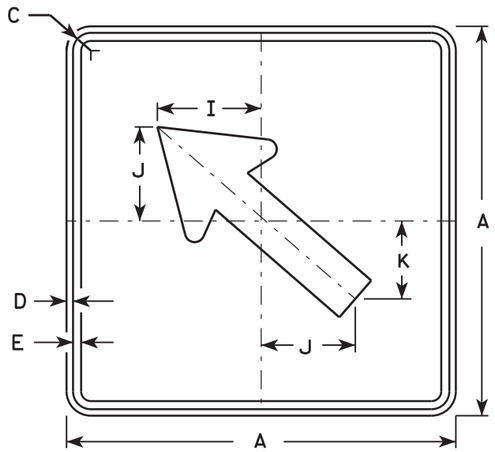
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 730	E



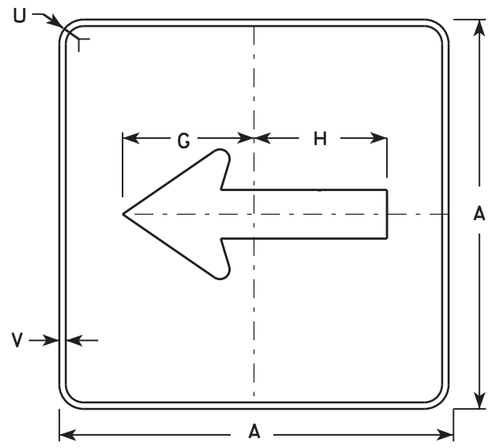
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



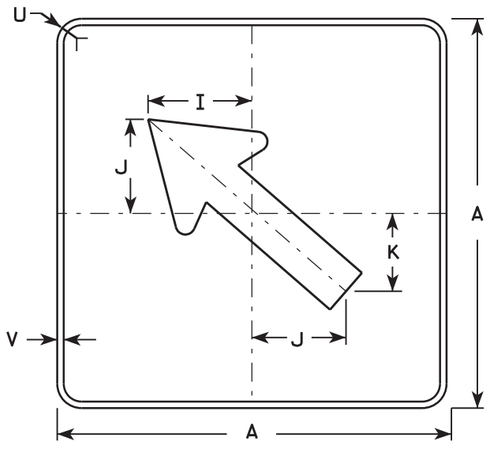
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

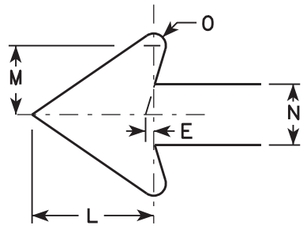
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

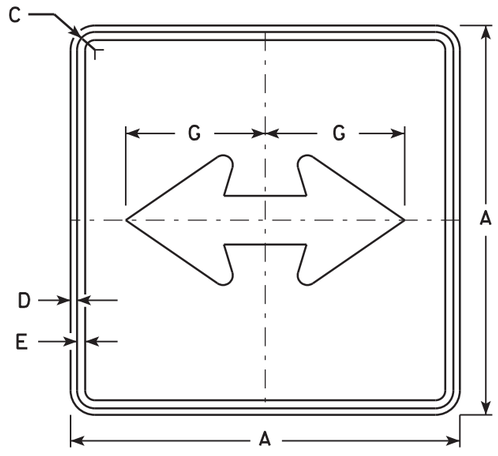
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

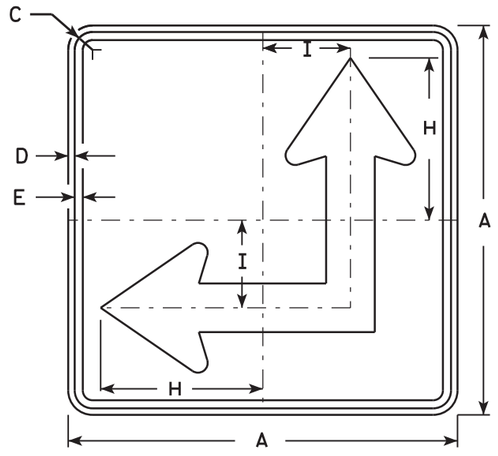
DATE 7/03/14 PLATE 731 M6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

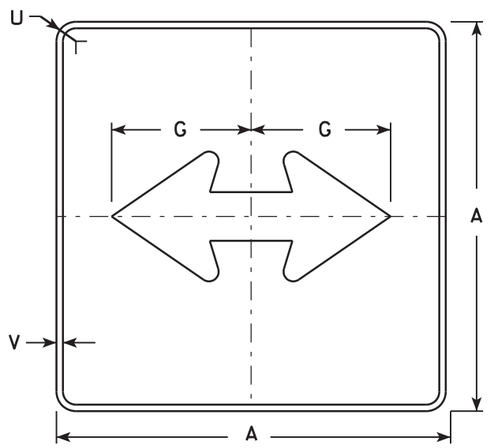
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



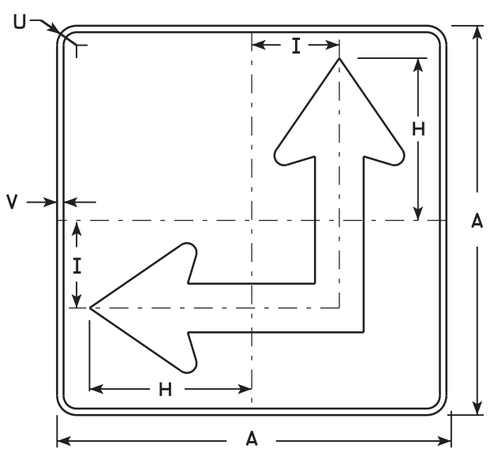
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



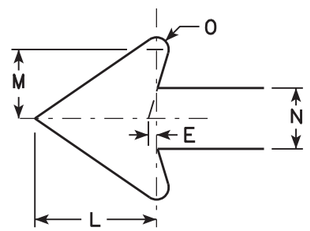
MB6-4



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

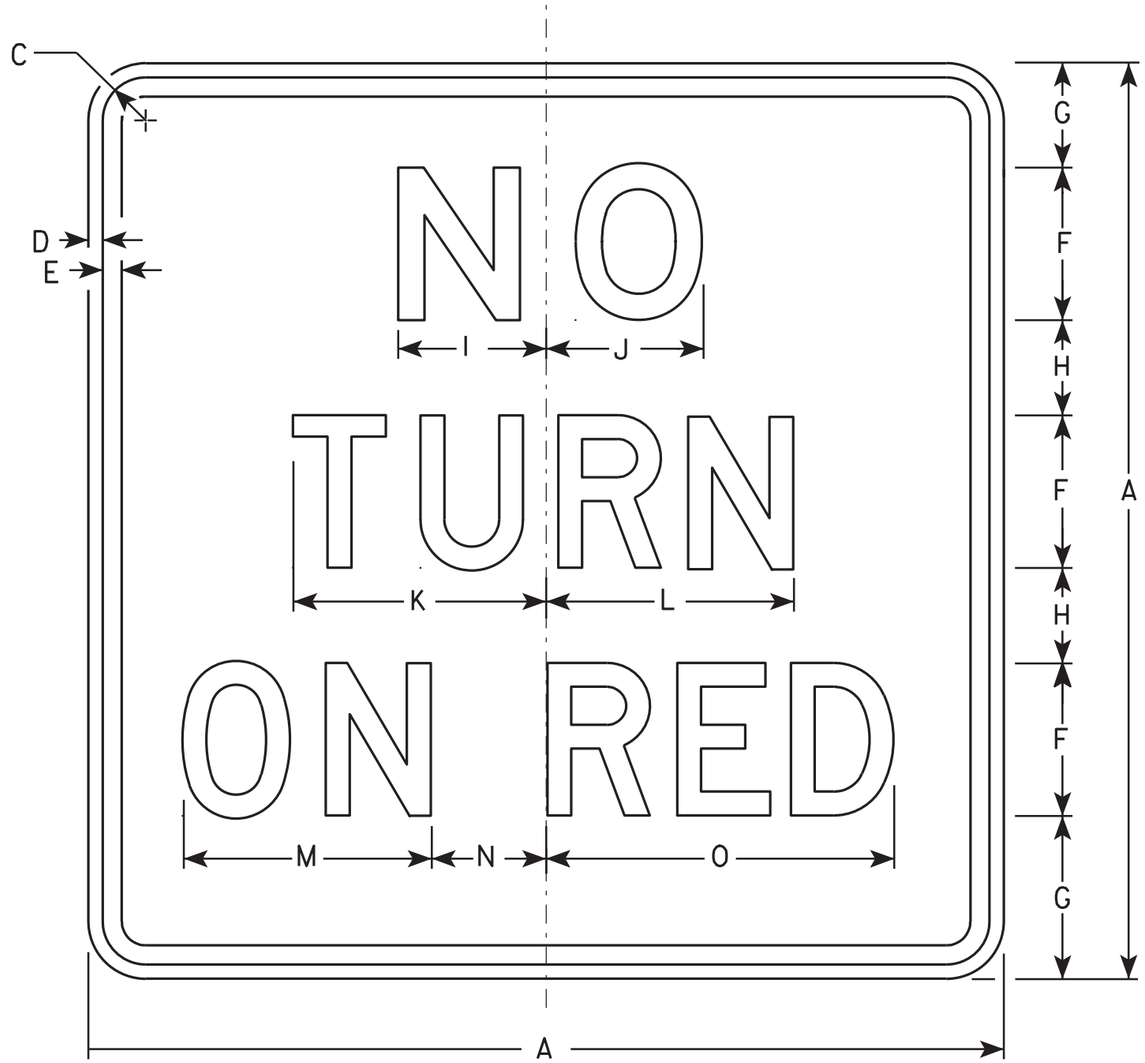
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE 732 M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R10-11B

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 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 3/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

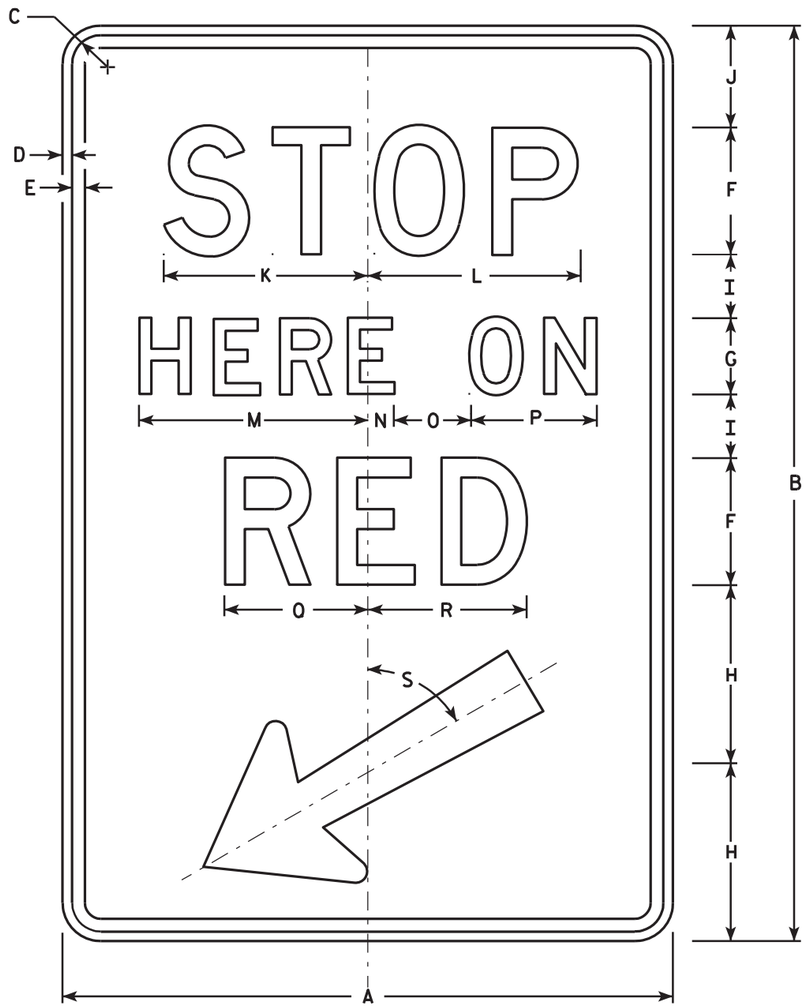
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11B.4

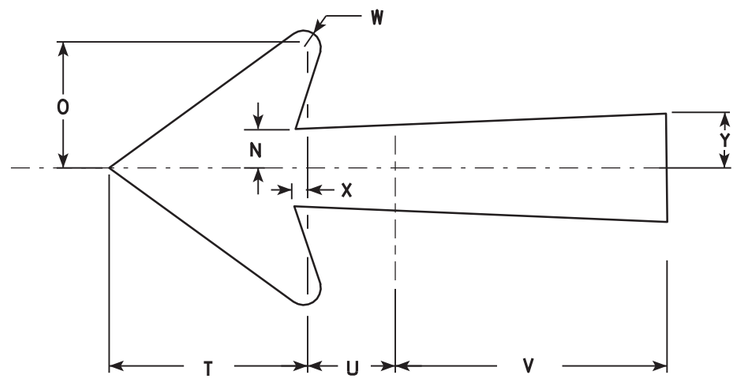
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 733 | E



R10-6

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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 734	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R106.DGN PLOT DATE : 05-APR-2011 09:50 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

7

R10-71

R10-71L

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.

R10-71R

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	R10-71L&R Area sq. ft.	R10-71 Area sq. ft.
1																												
2S	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
2M	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
3																												
4																												
5																												

STANDARD SIGN
R10-71

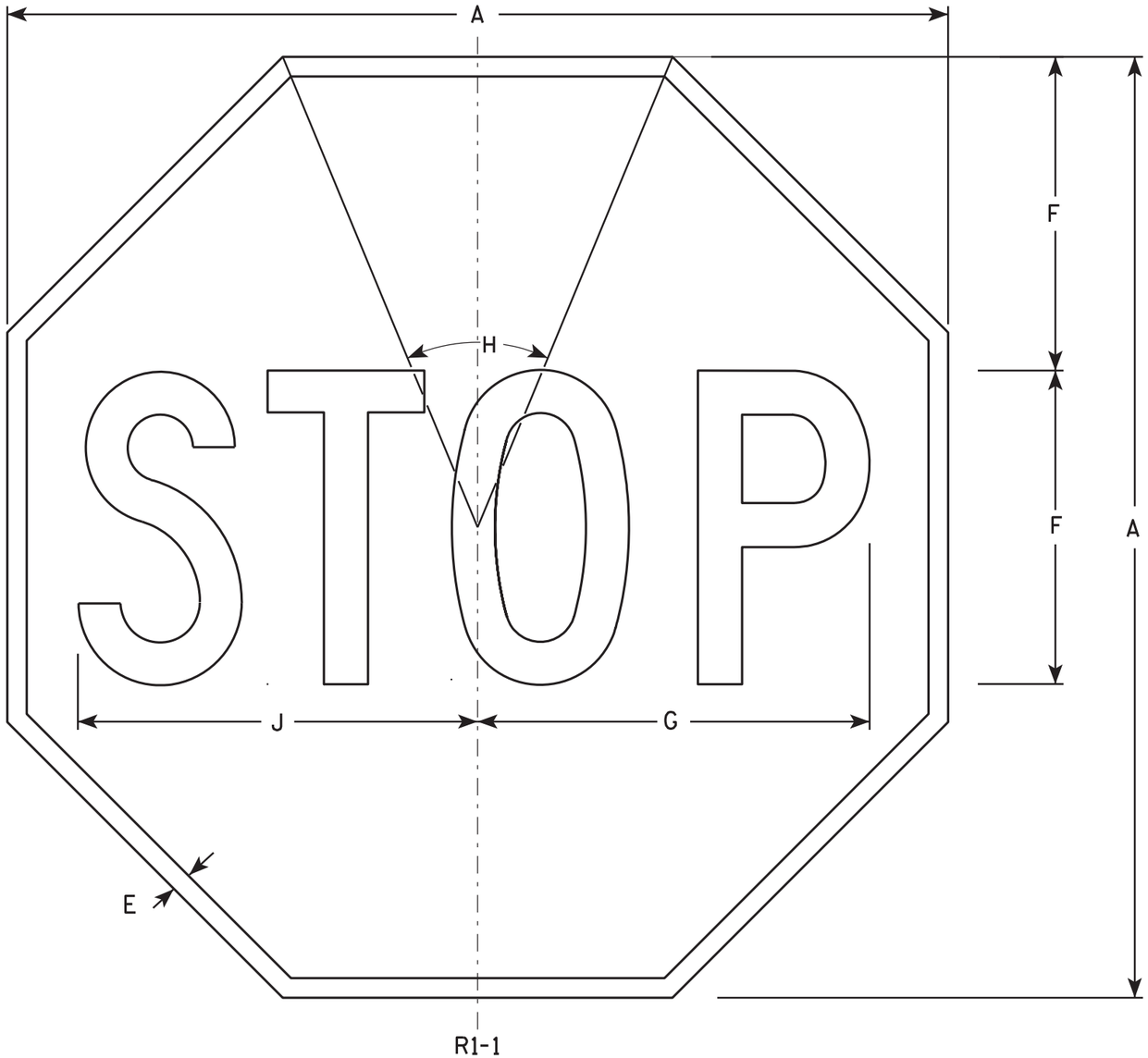
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-71.3

PROJECT NO:

SHEET NO: 735 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

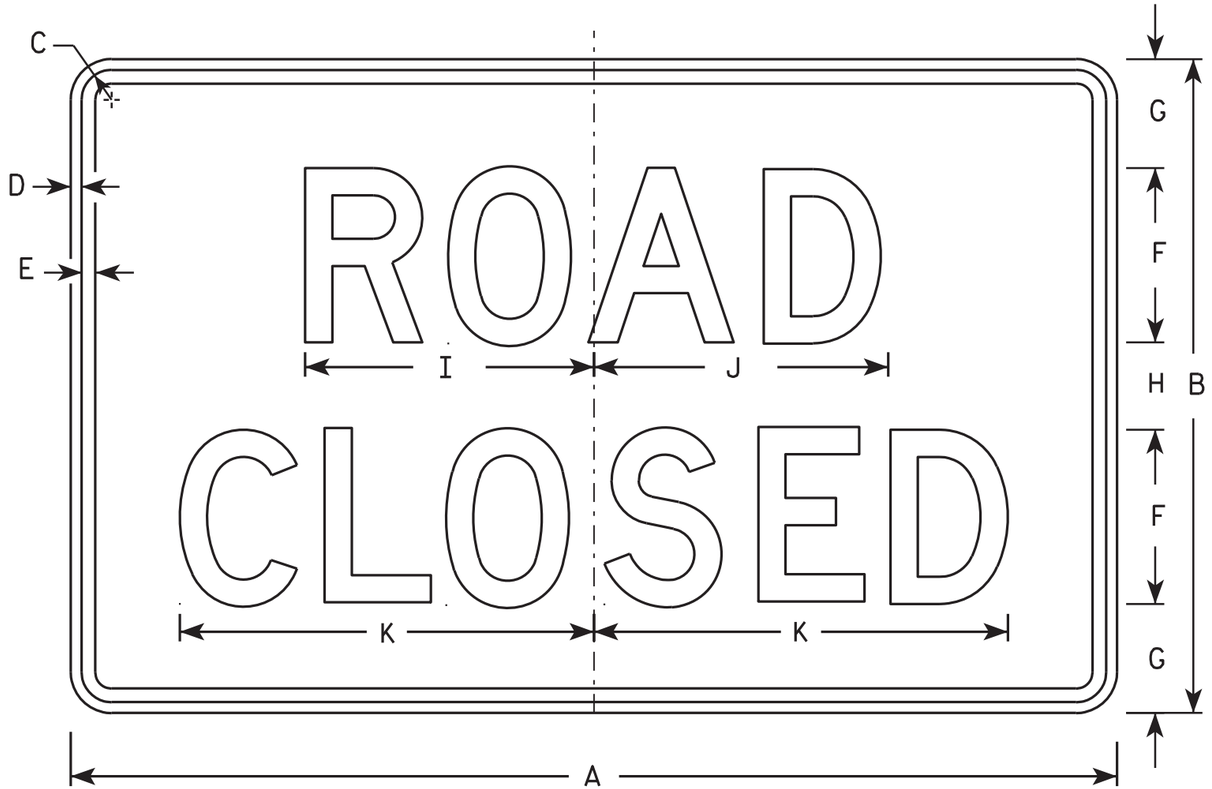
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

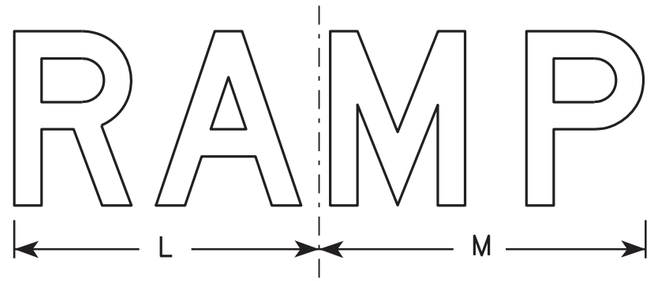
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 736	E



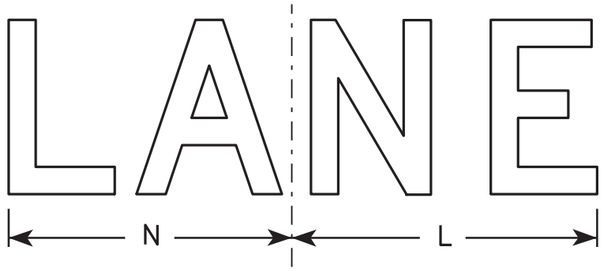
R11-2

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

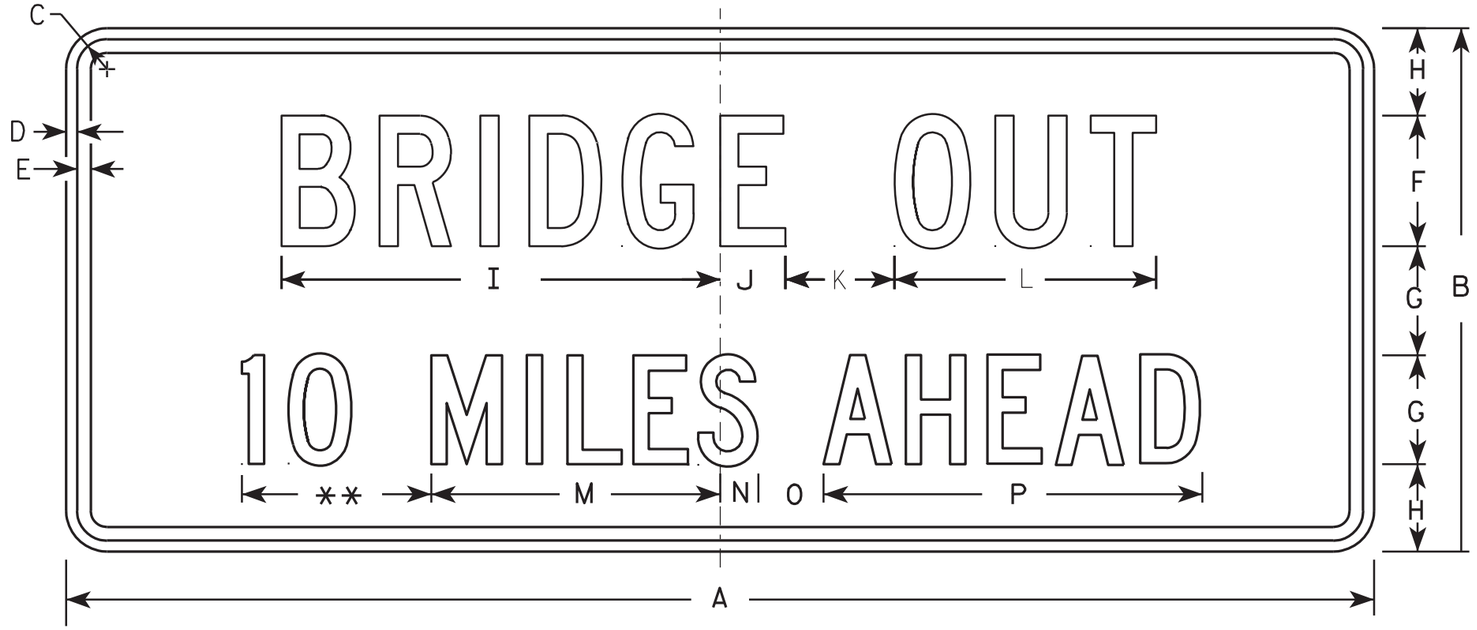
STANDARD SIGN
R11-2

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: 737 | E



R11-3C

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	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4											3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8											10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8											10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3C.2

PROJECT NO:

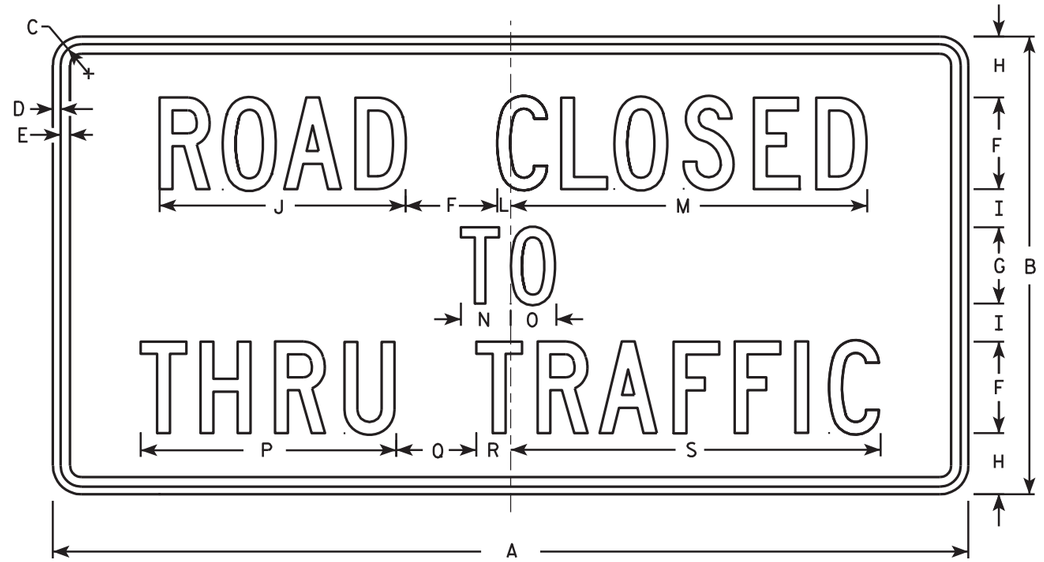
SHEET NO: 738 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R113C.DGN PLOT DATE : 01-APR-2011 14:15 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



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																											

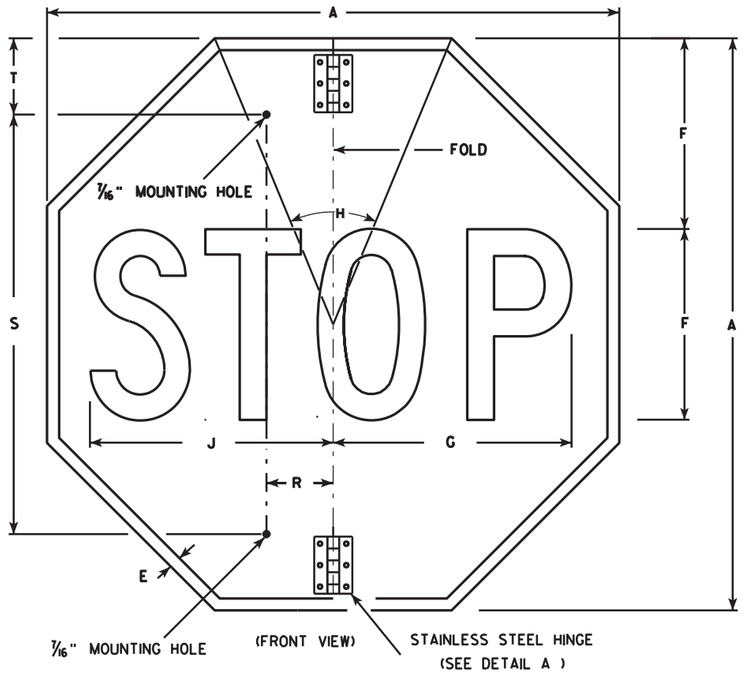
STANDARD SIGN
R11 - 4

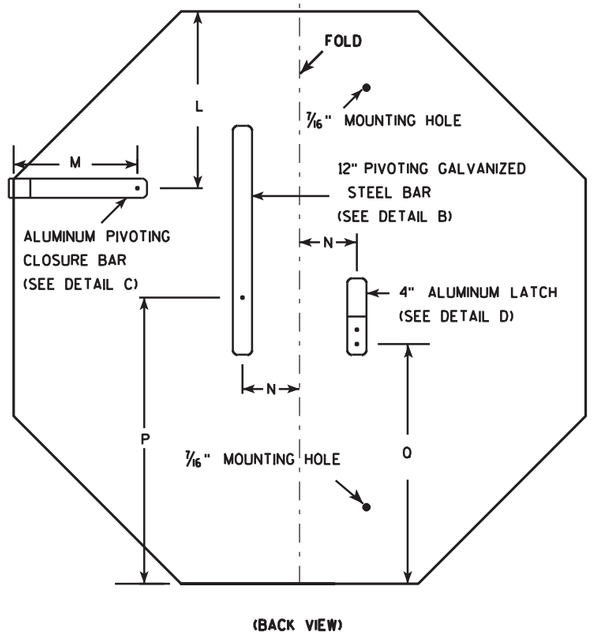
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 739 | E

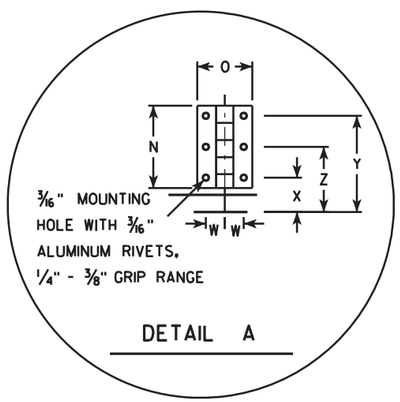




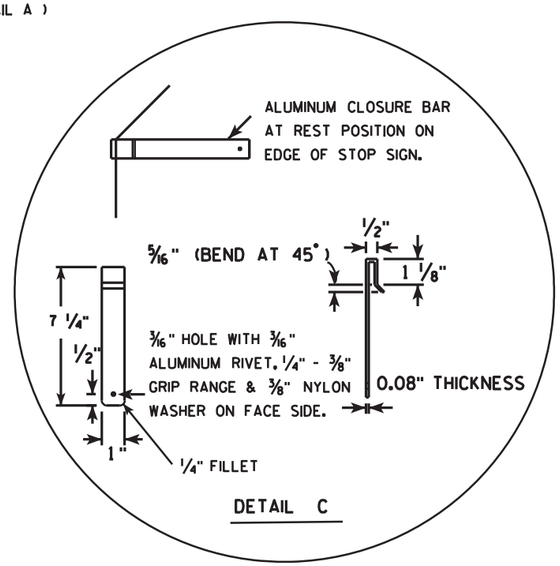
(BACK VIEW)

NOTES

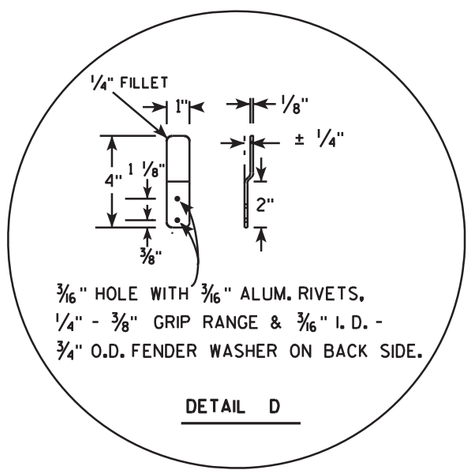
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



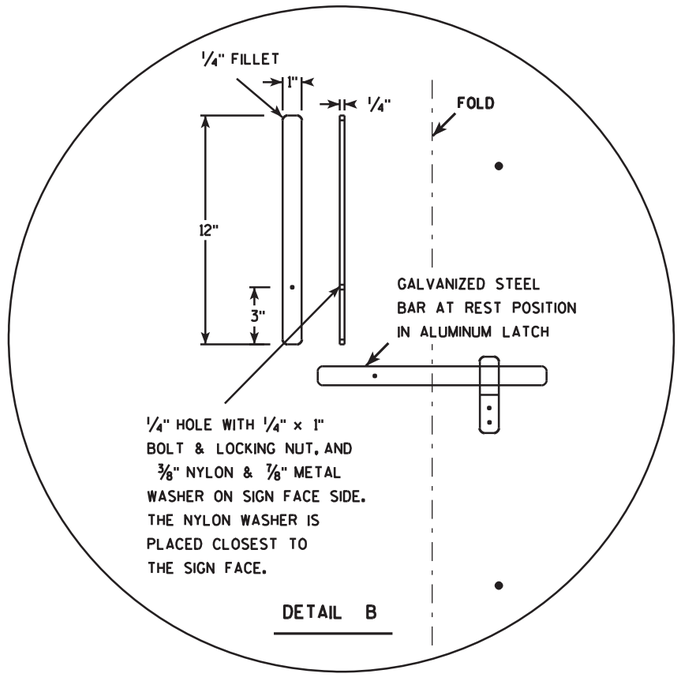
DETAIL A



DETAIL C



DETAIL D



DETAIL B

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																											

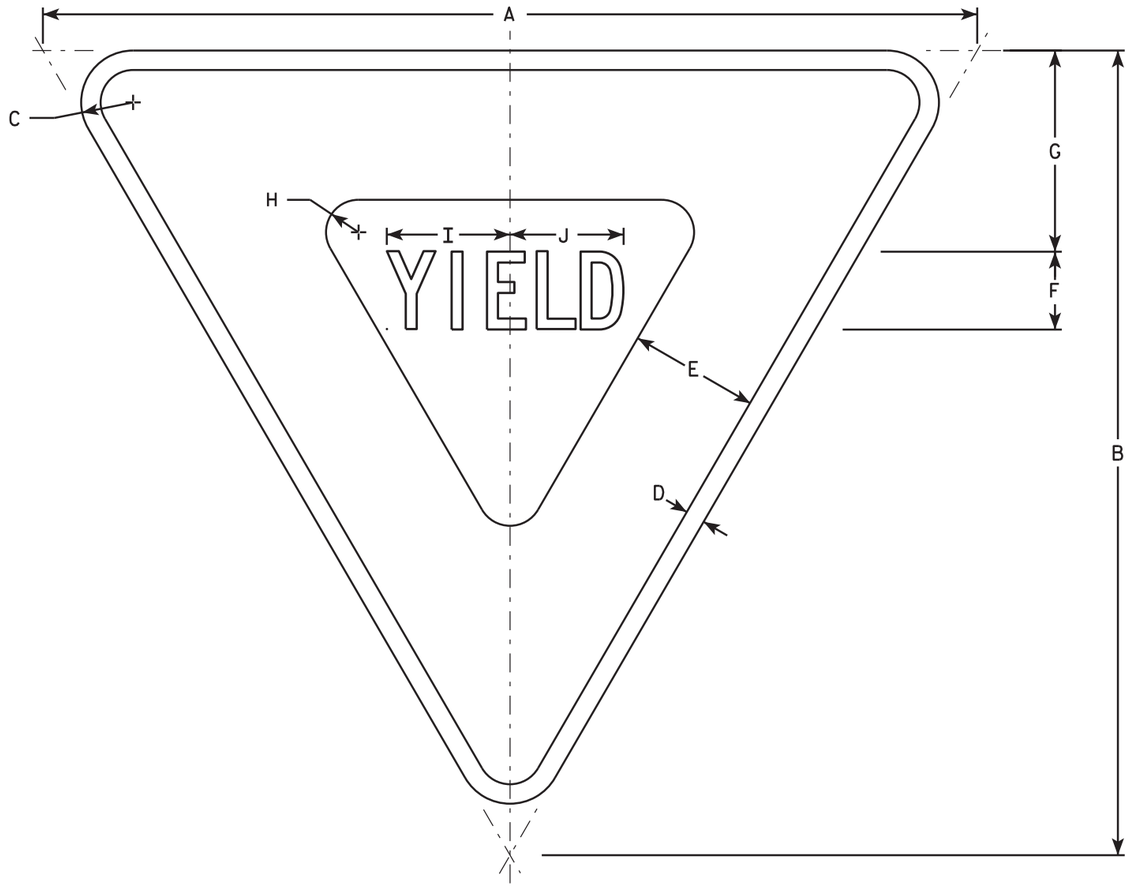
STANDARD SIGN
R1-1F

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: 740	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

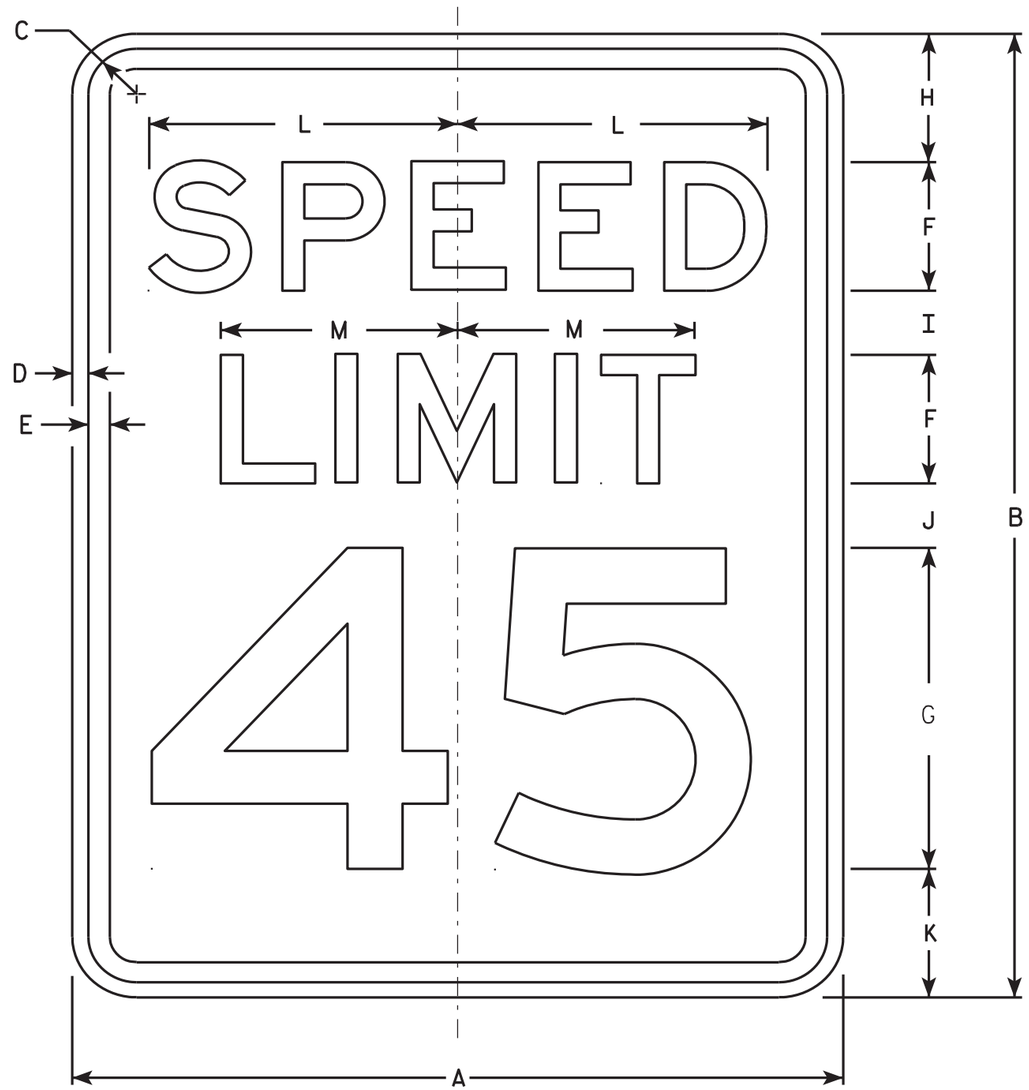
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE 741 P1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

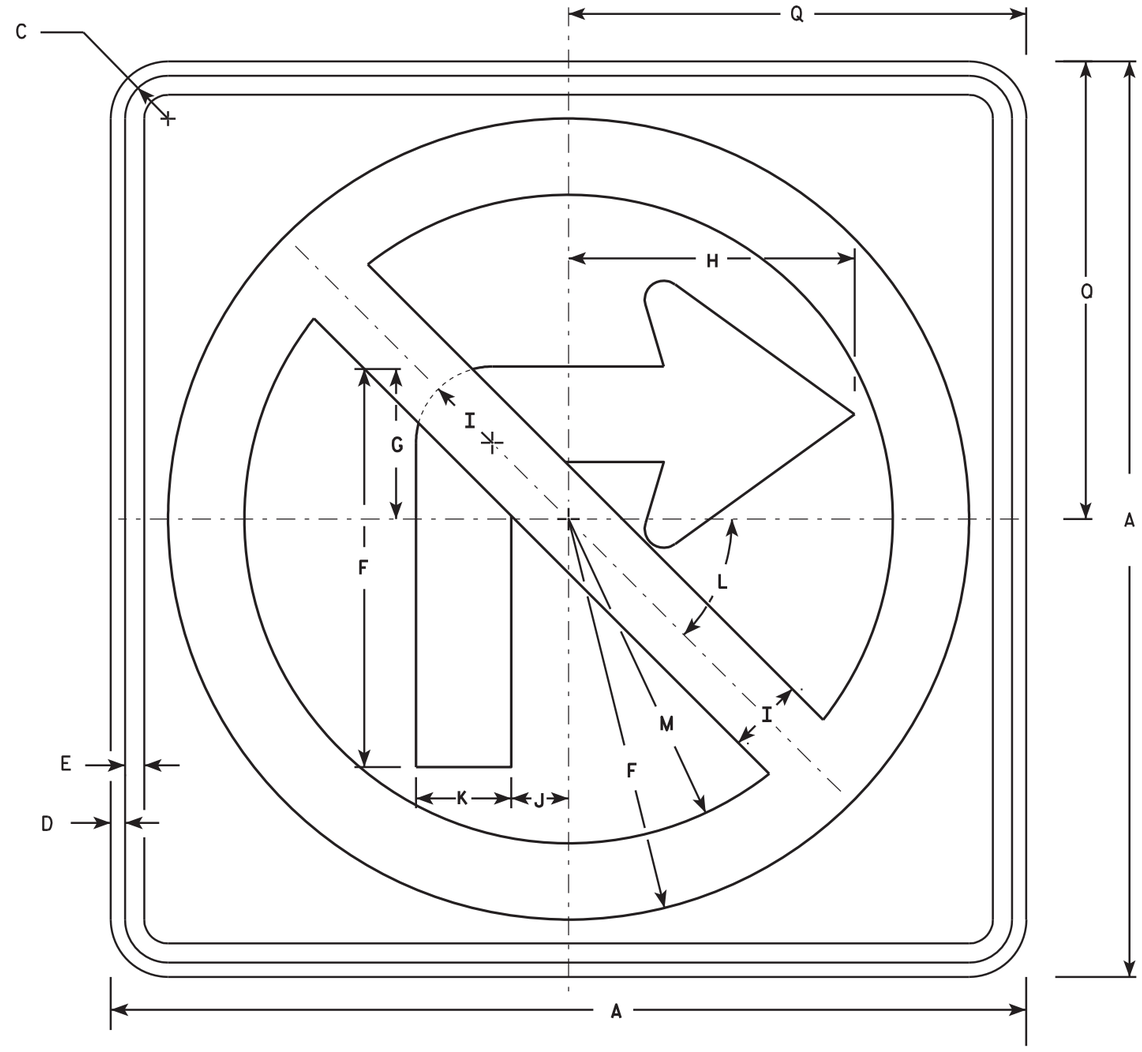
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 742 | E

7

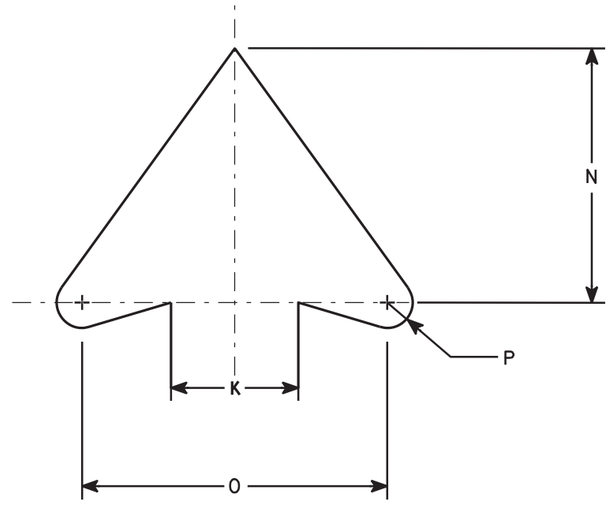
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

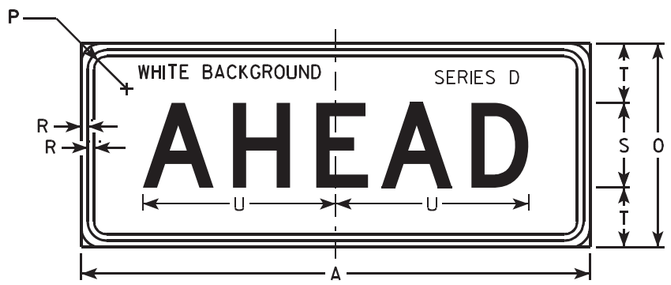
DATE 12/08/10 PLATE NO. R3-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 743	E

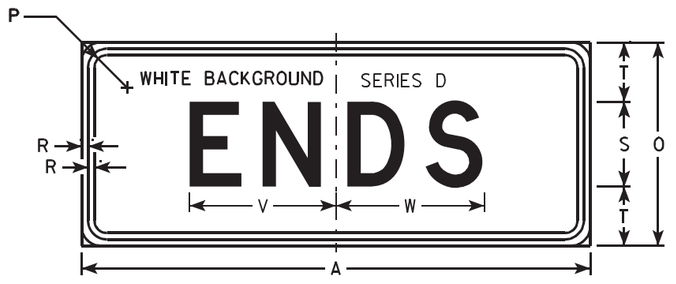
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

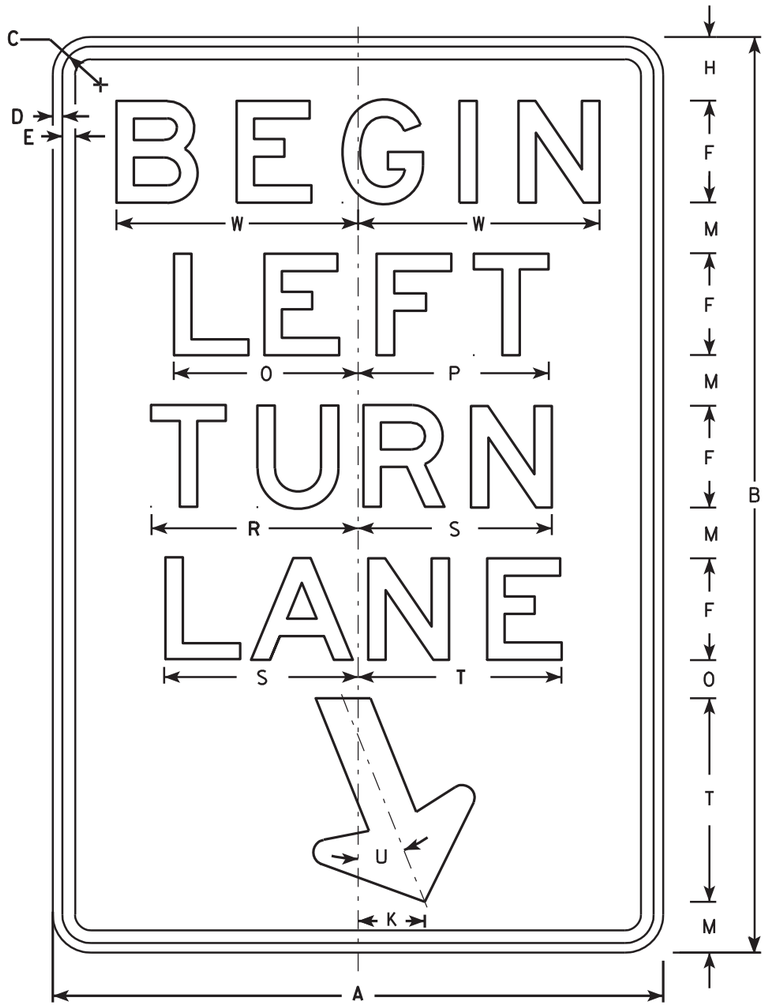
SHEET NO: 744 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

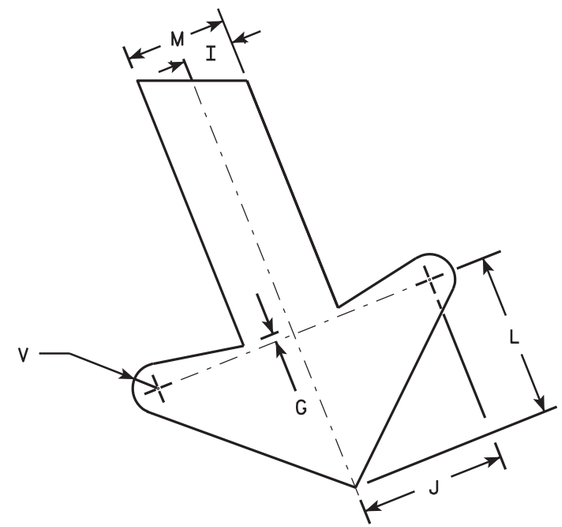
7



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																											

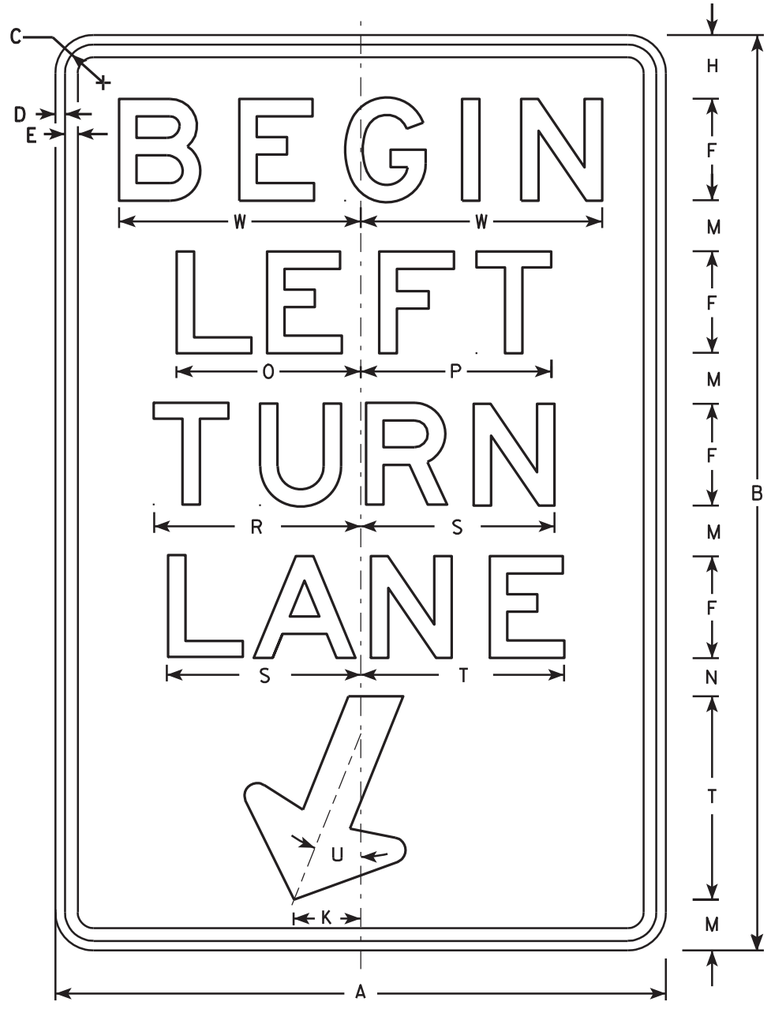
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

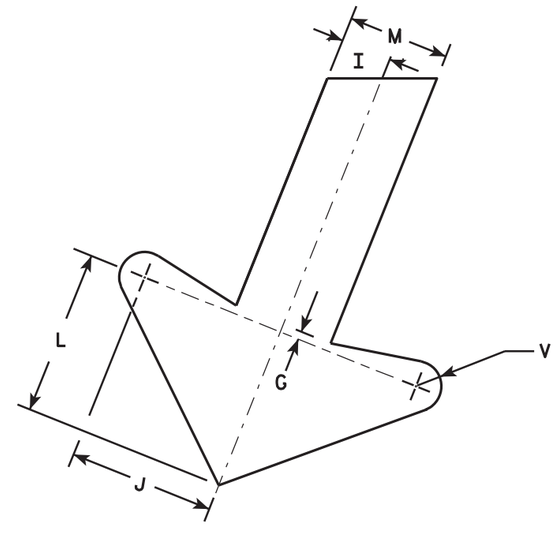
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 745 | E



R3-20LL

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
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 746	E

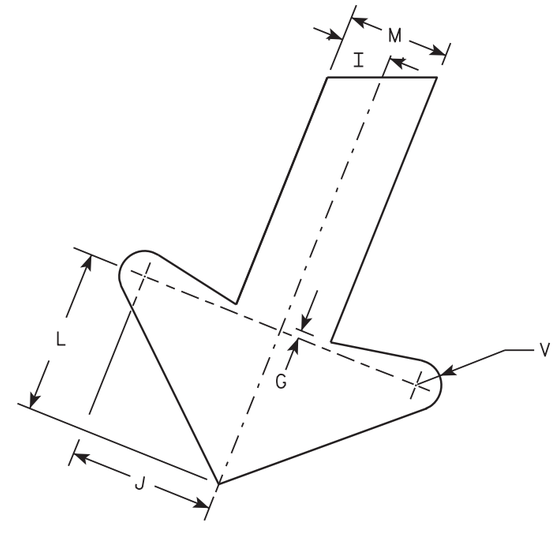
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

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																											

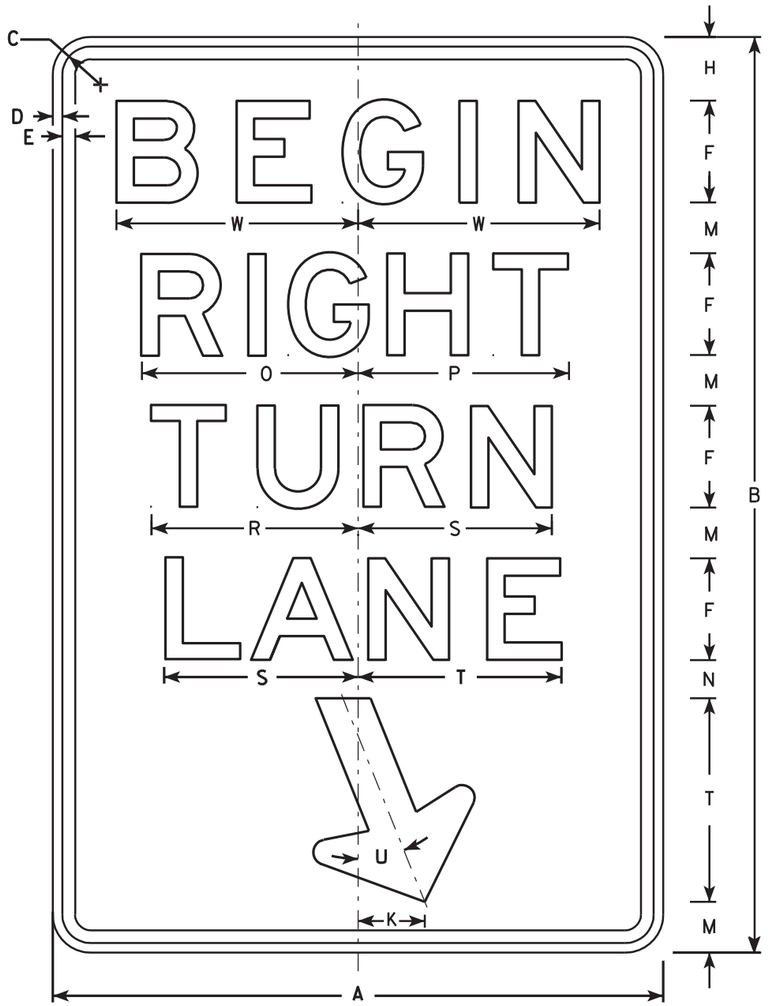
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

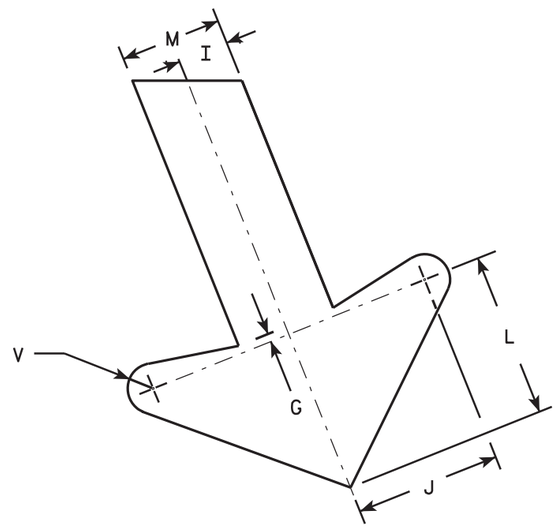
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 747 | E



R3-20RR

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																											

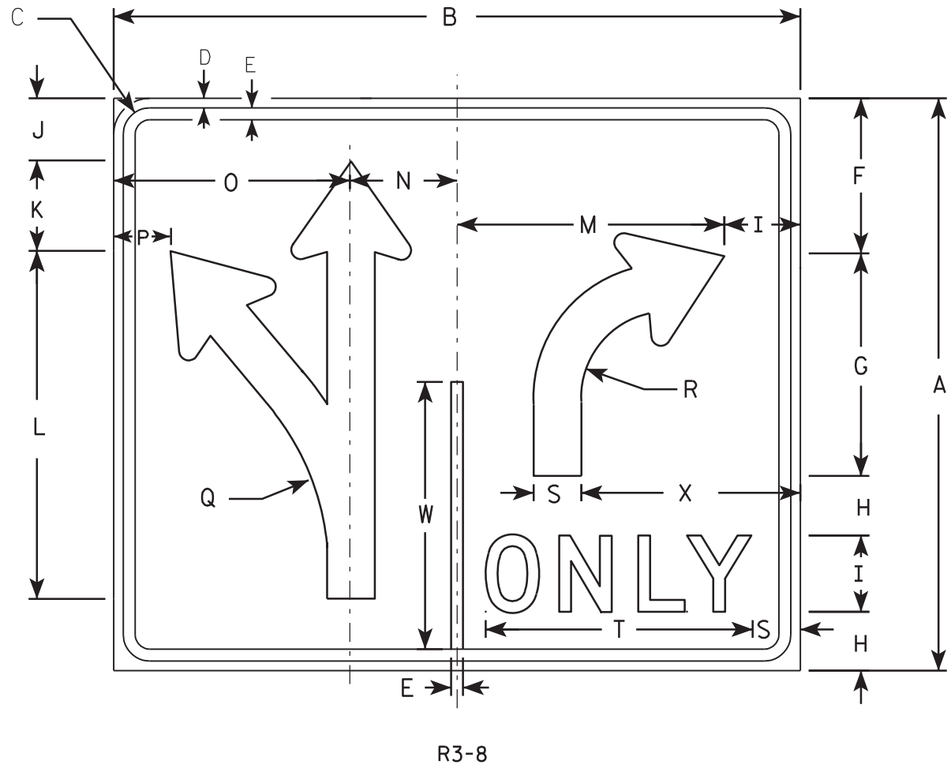
STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

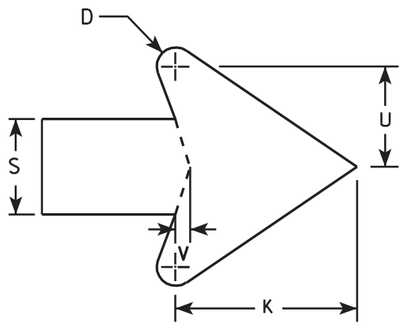
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 748 | E



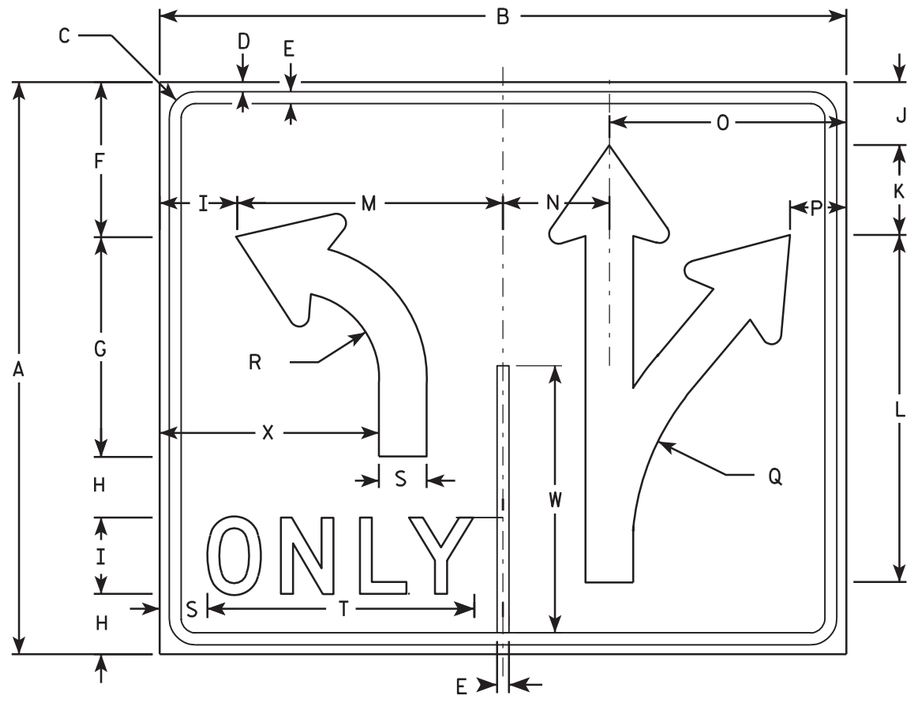
R3-8



ARROW DETAIL

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.



R3-8A

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	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	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	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

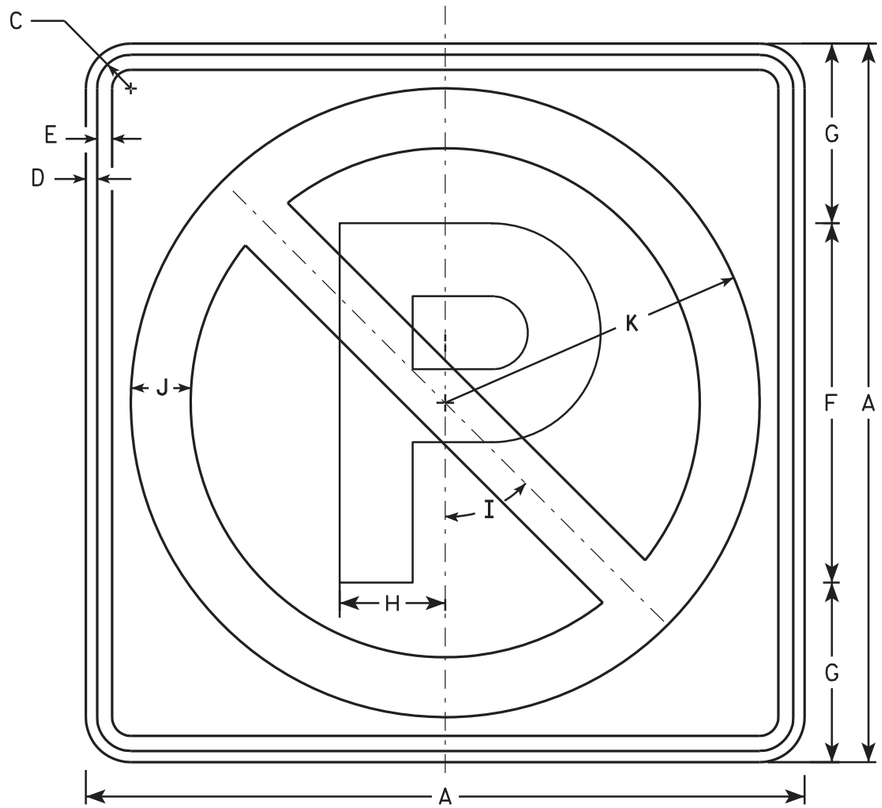
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 749	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																											

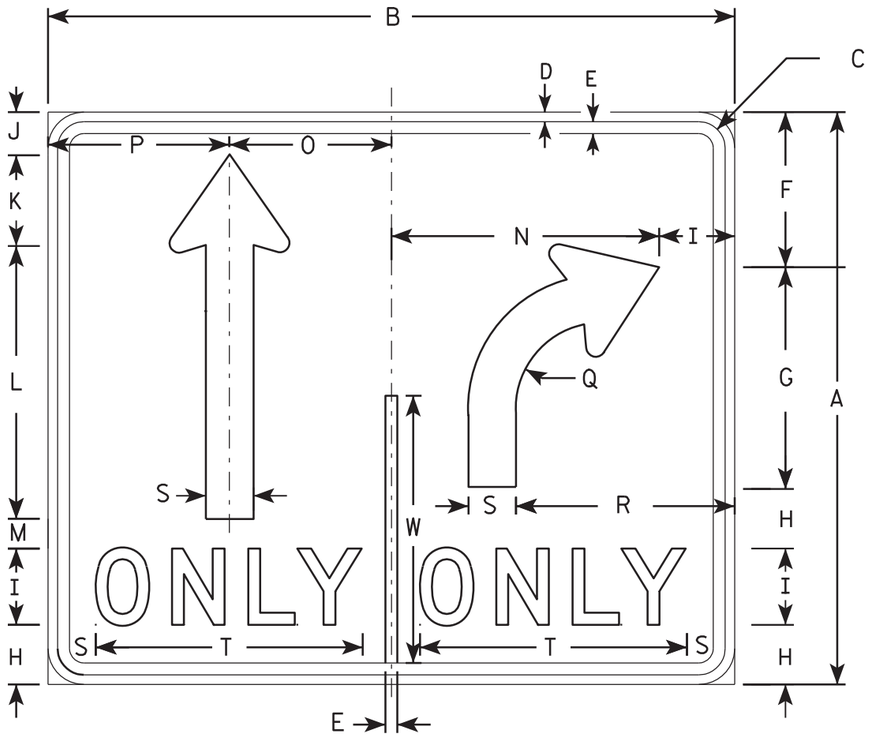
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

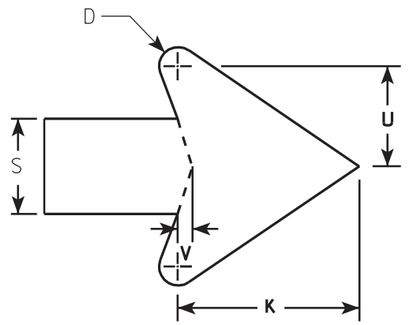
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 750	E



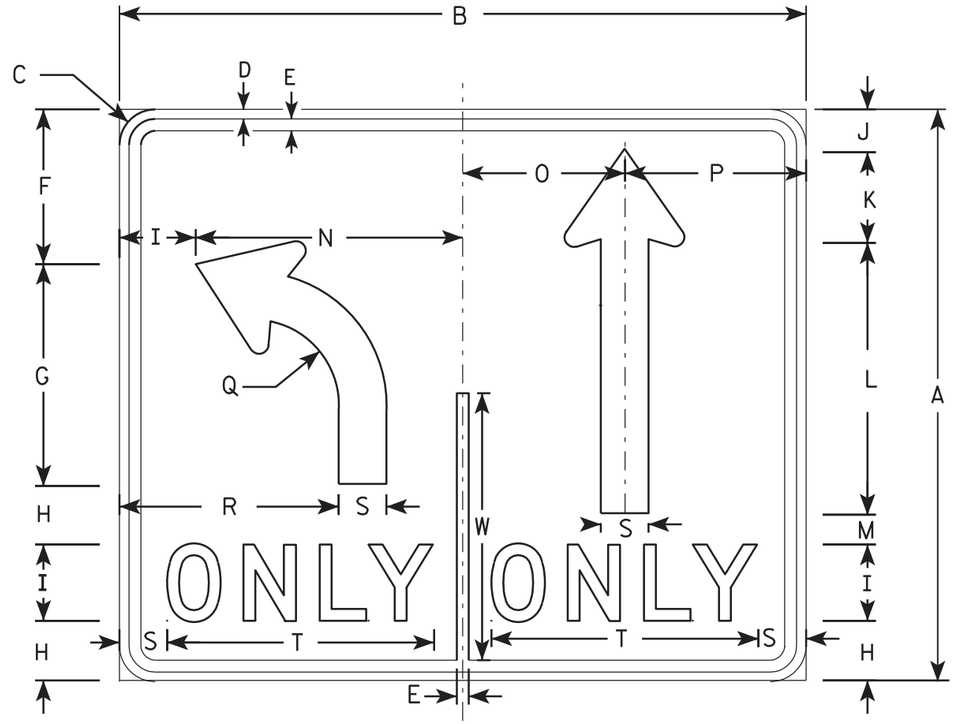
R3-8D



ARROW DETAIL

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.



R3-8E

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	36	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	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	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	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

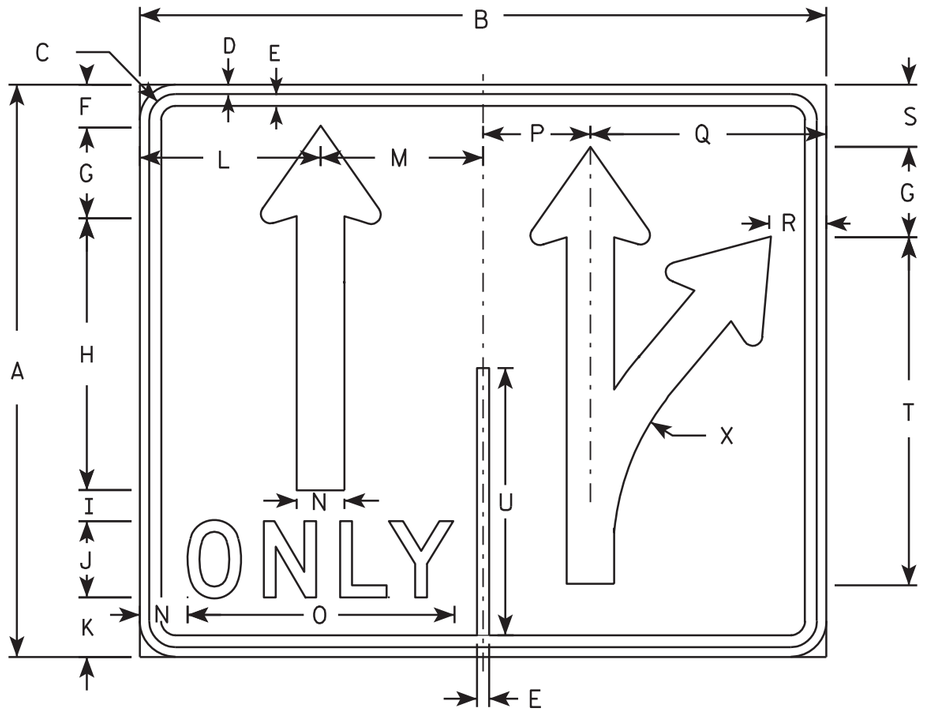
STANDARD SIGN
R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

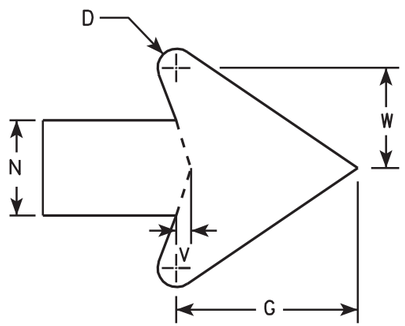
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 751	E



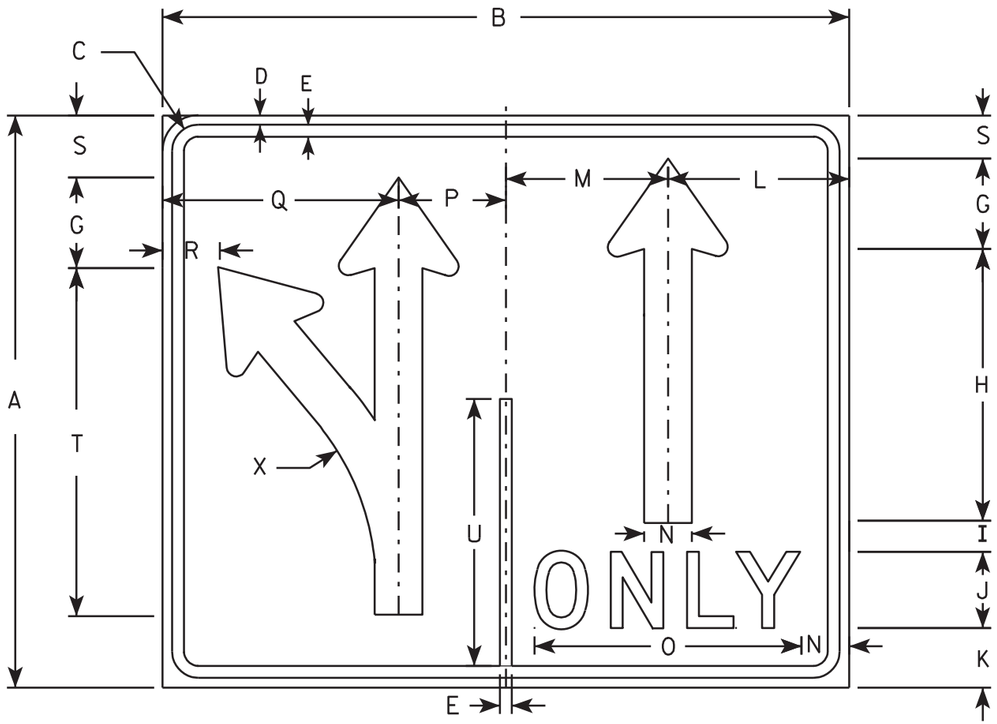
R3-8G



ARROW DETAIL

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.



R3-8H

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	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
3																											
4	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0
5	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0

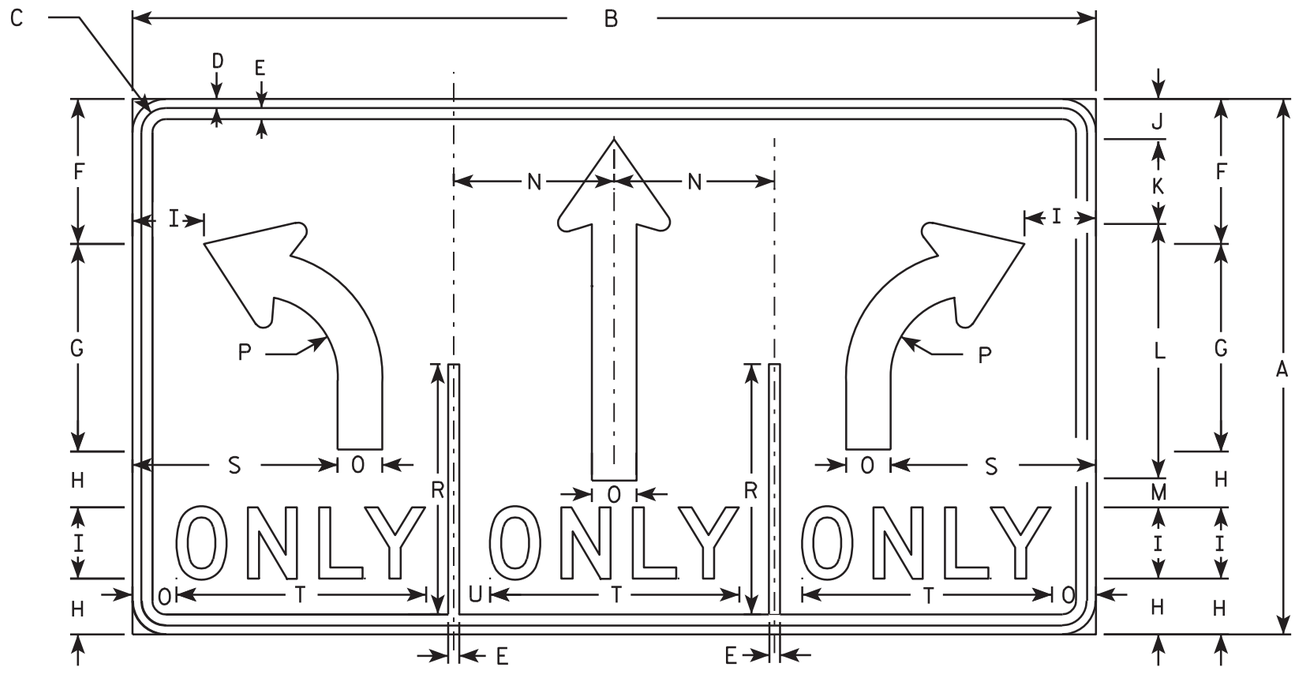
STANDARD SIGN
R3-8G & R3-8H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8G.2

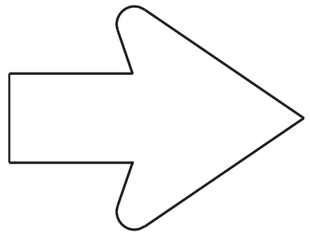
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 752	E



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

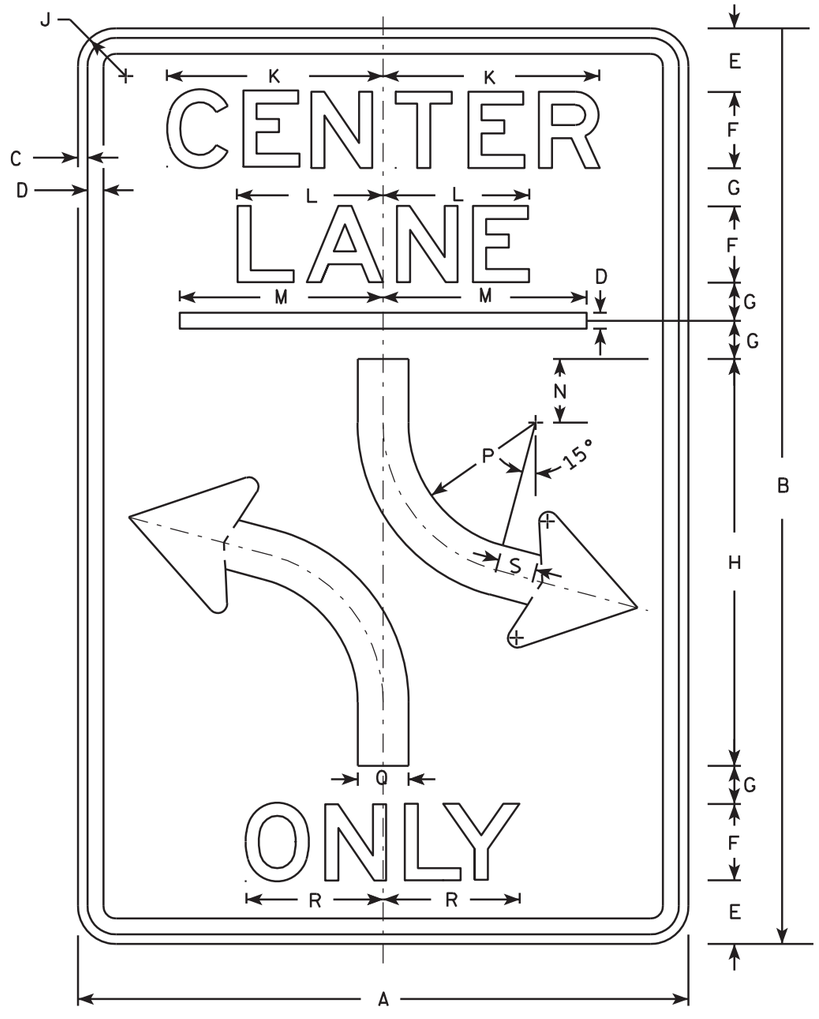
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

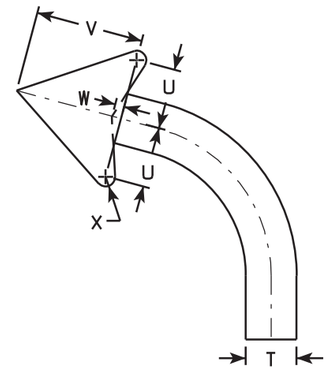
SHEET NO: 753 E



R3-9B

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	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

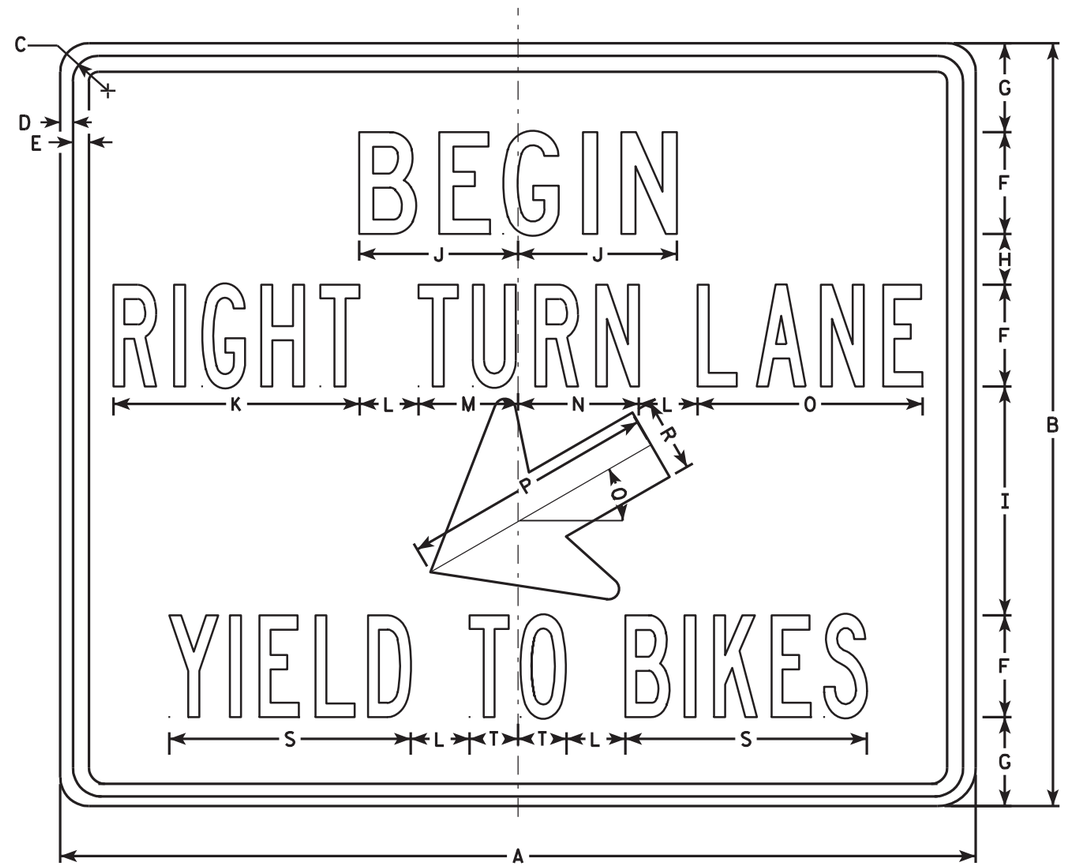
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 754 | E



R4-4

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 - 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 C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

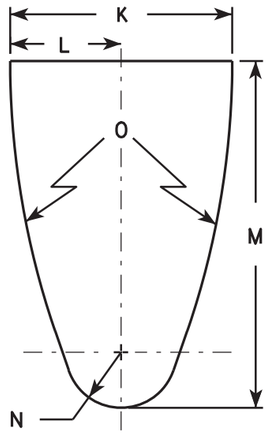
STANDARD SIGN
R4-4

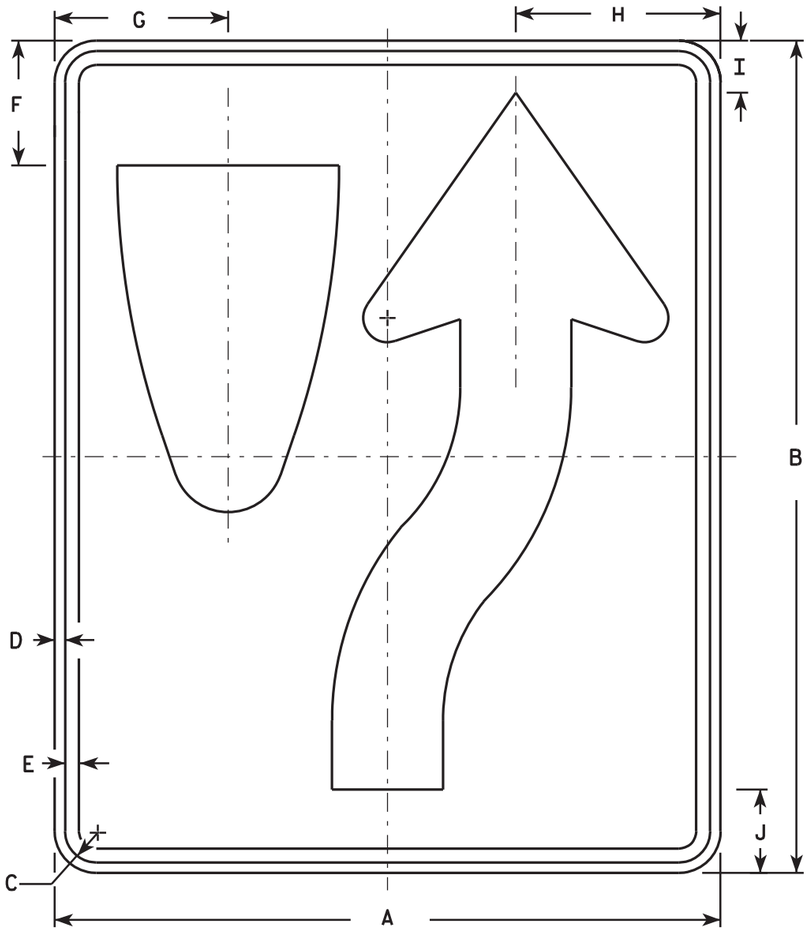
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 755	E

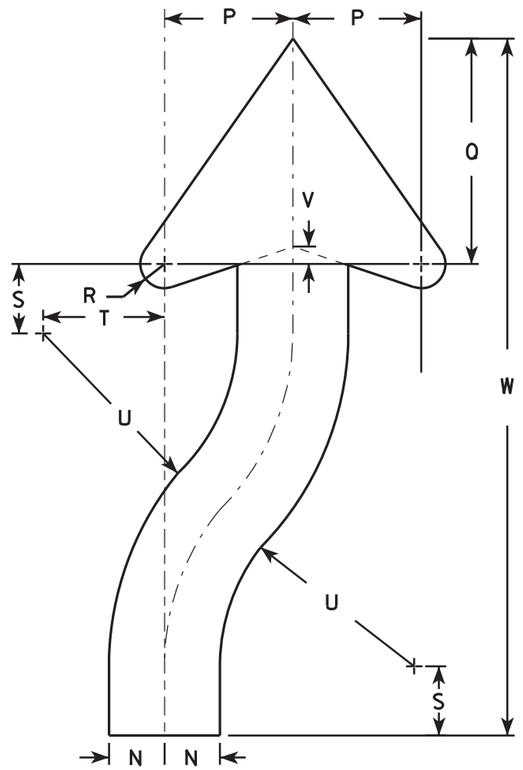




R4-7

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

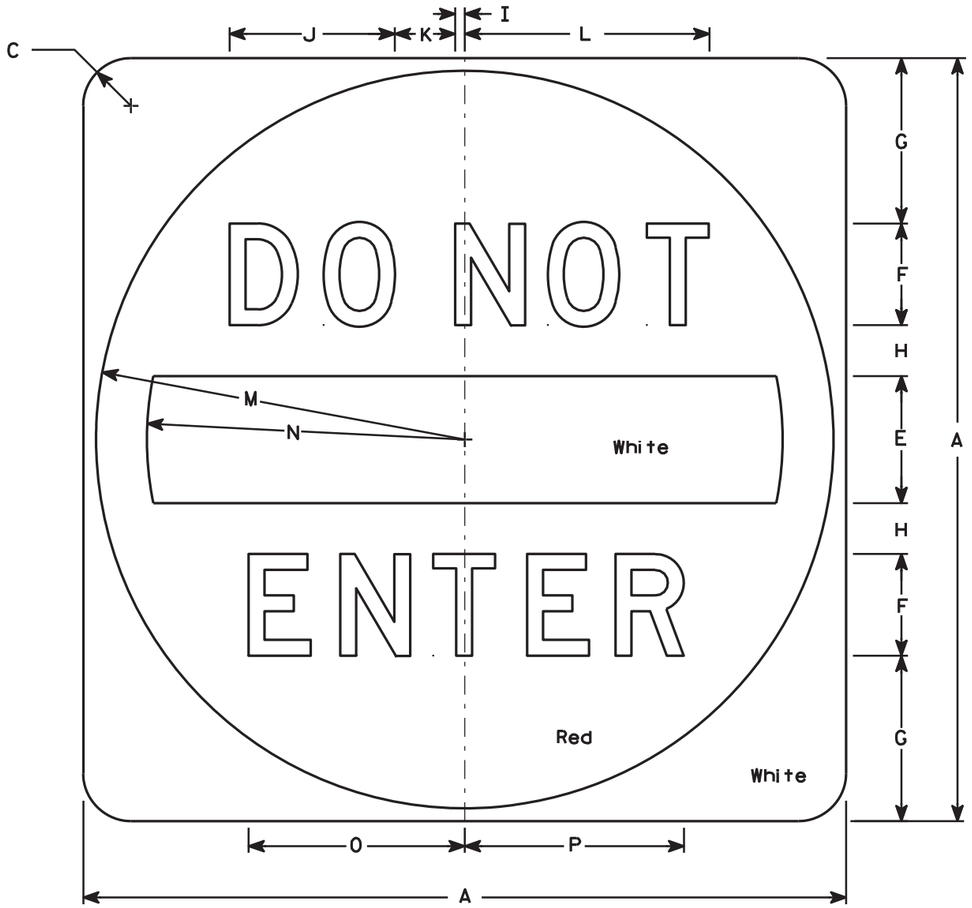
STANDARD SIGN
R4-7 & R4-8

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: 756	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

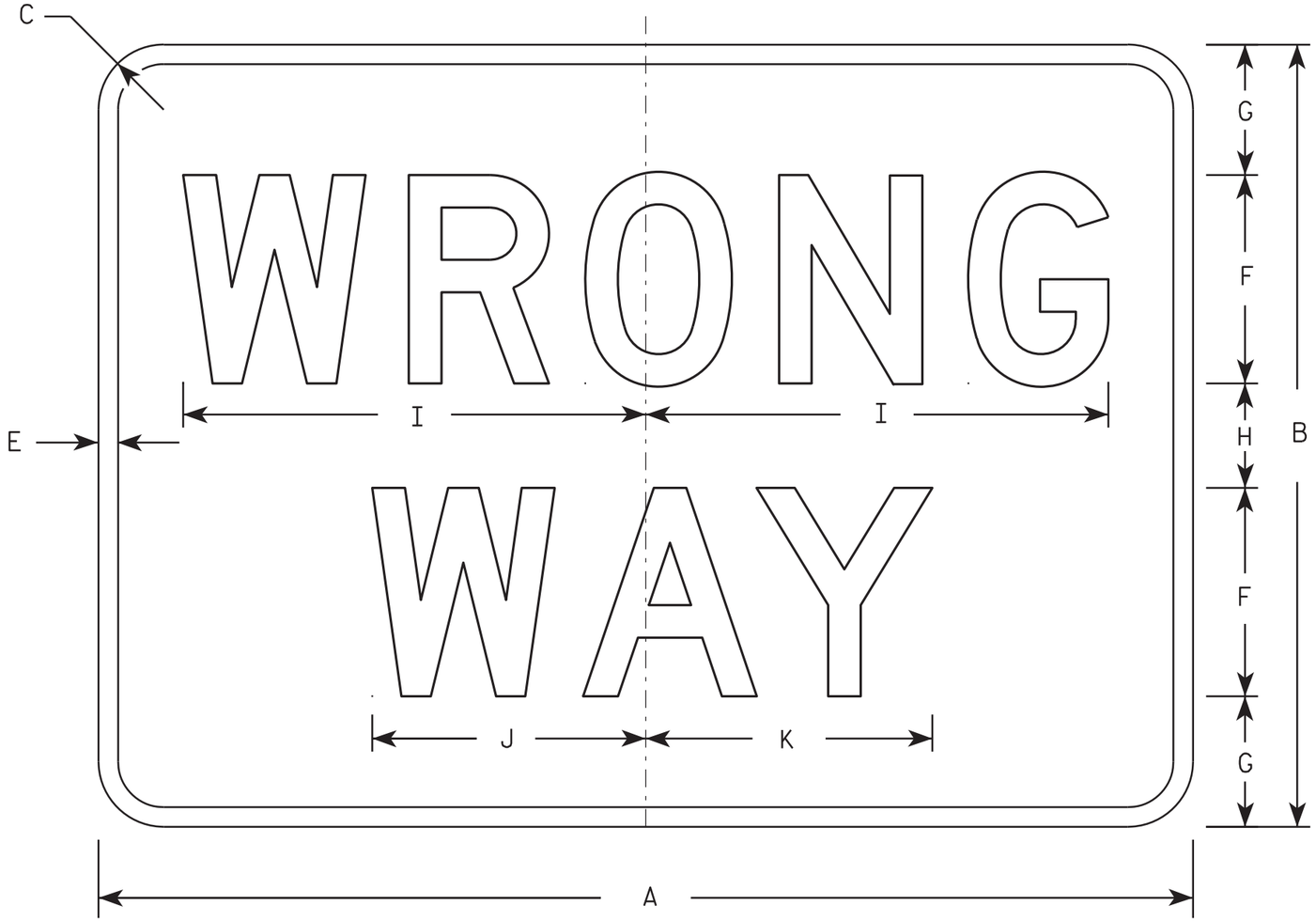
STANDARD SIGN
R5-1

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: 757 | 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

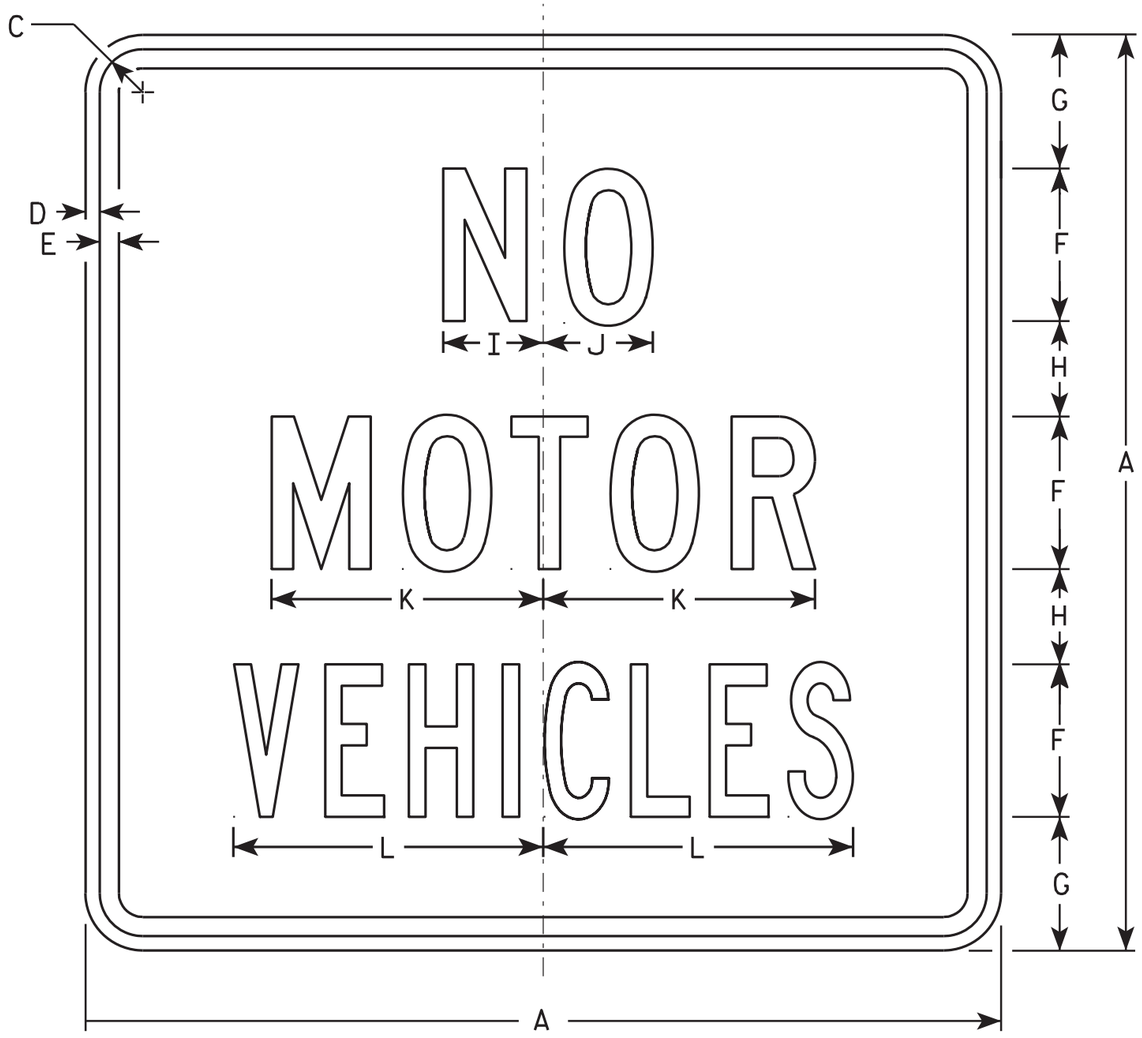
STANDARD SIGN
R5-1A

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: 758 | E



R5-3

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 - 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 & 2 are Series C.
   Line 3 is Series B.

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	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

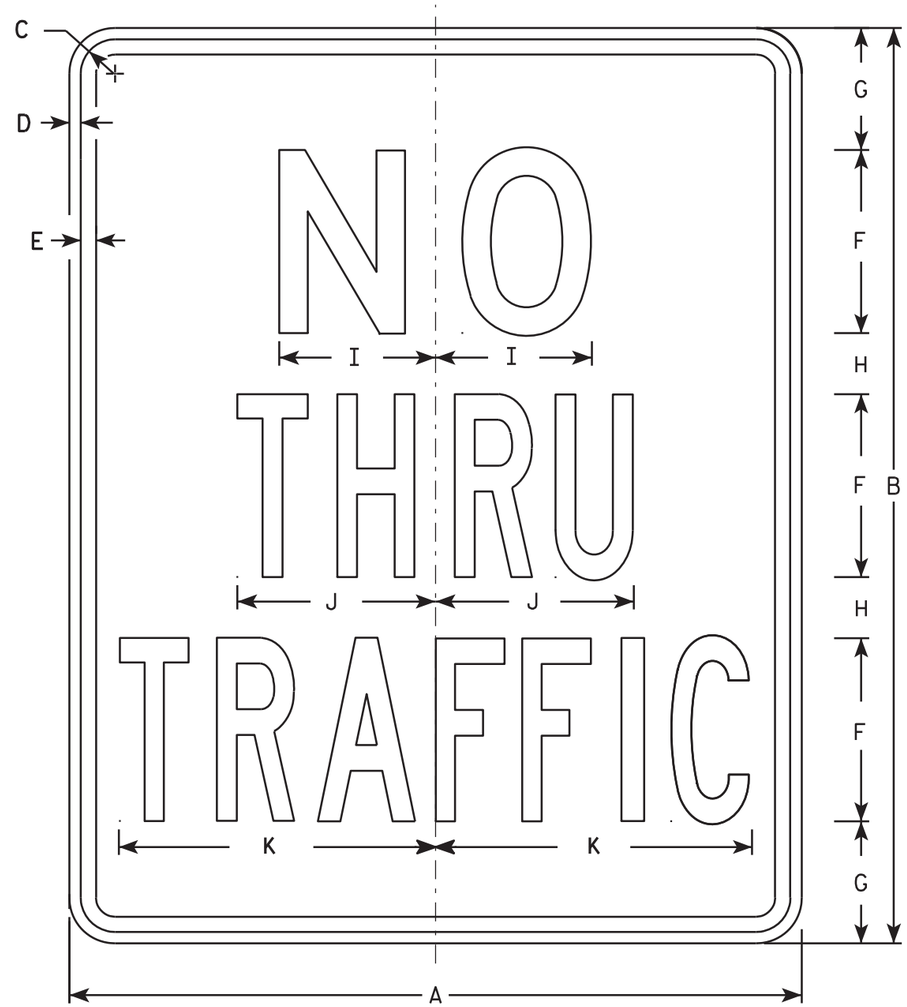
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 759 | E



R5-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Line 1 is Series D and Lines 2 and 3 are 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	4	2	5 1/8	6 1/2	10 3/8																5.0
2M	24	30	1 1/8	3/8	1/2	6	4	2	5 1/8	6 1/2	10 3/8																5.0
3																											
4																											
5																											

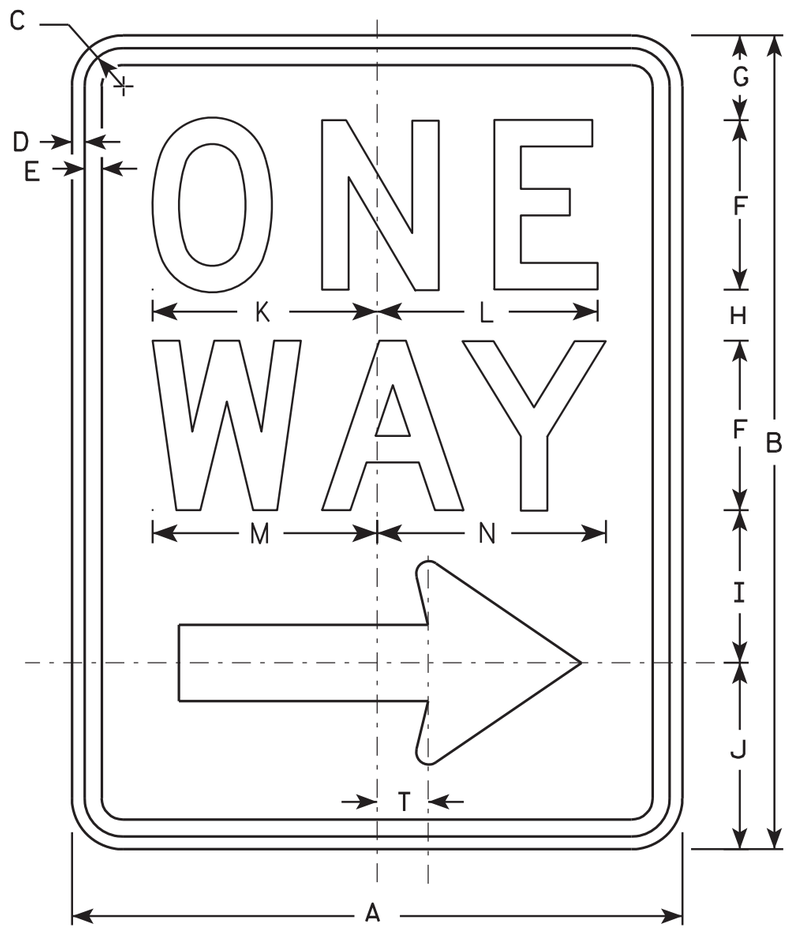
STANDARD SIGN
R5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-54.6

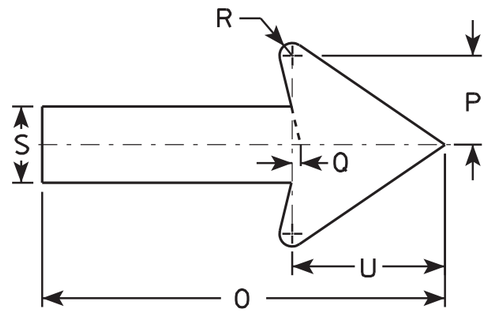
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 760 | E



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																										

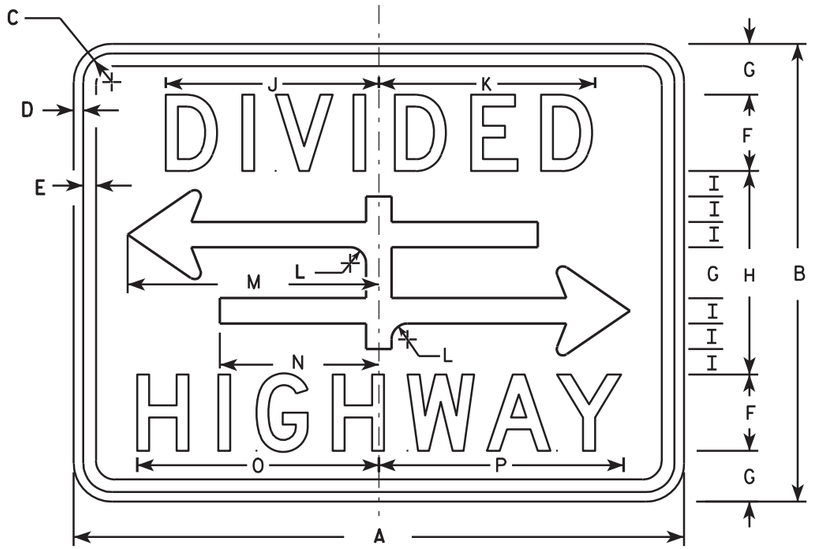
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

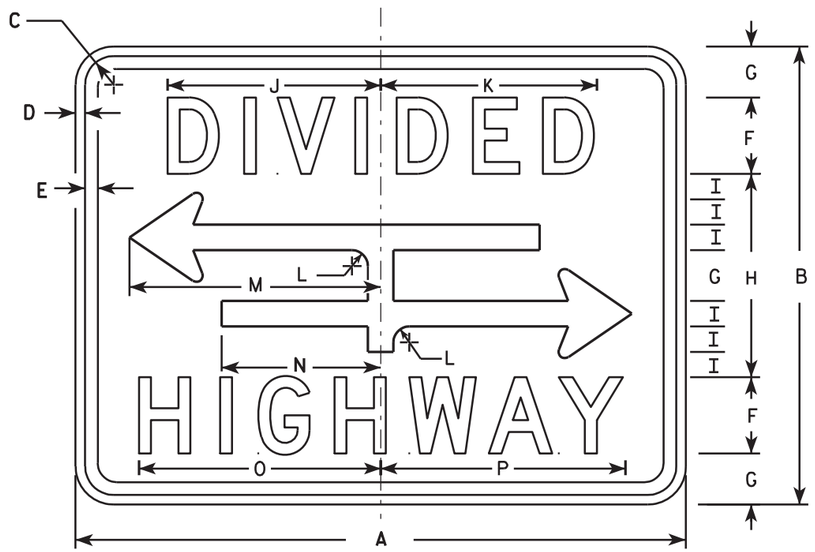
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 761	E



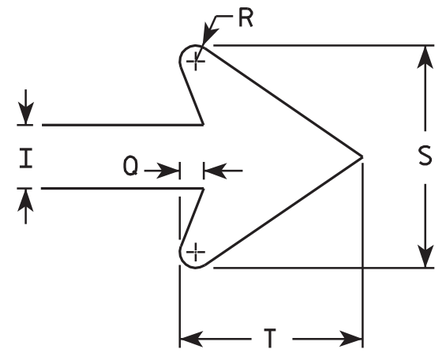
R6-3

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

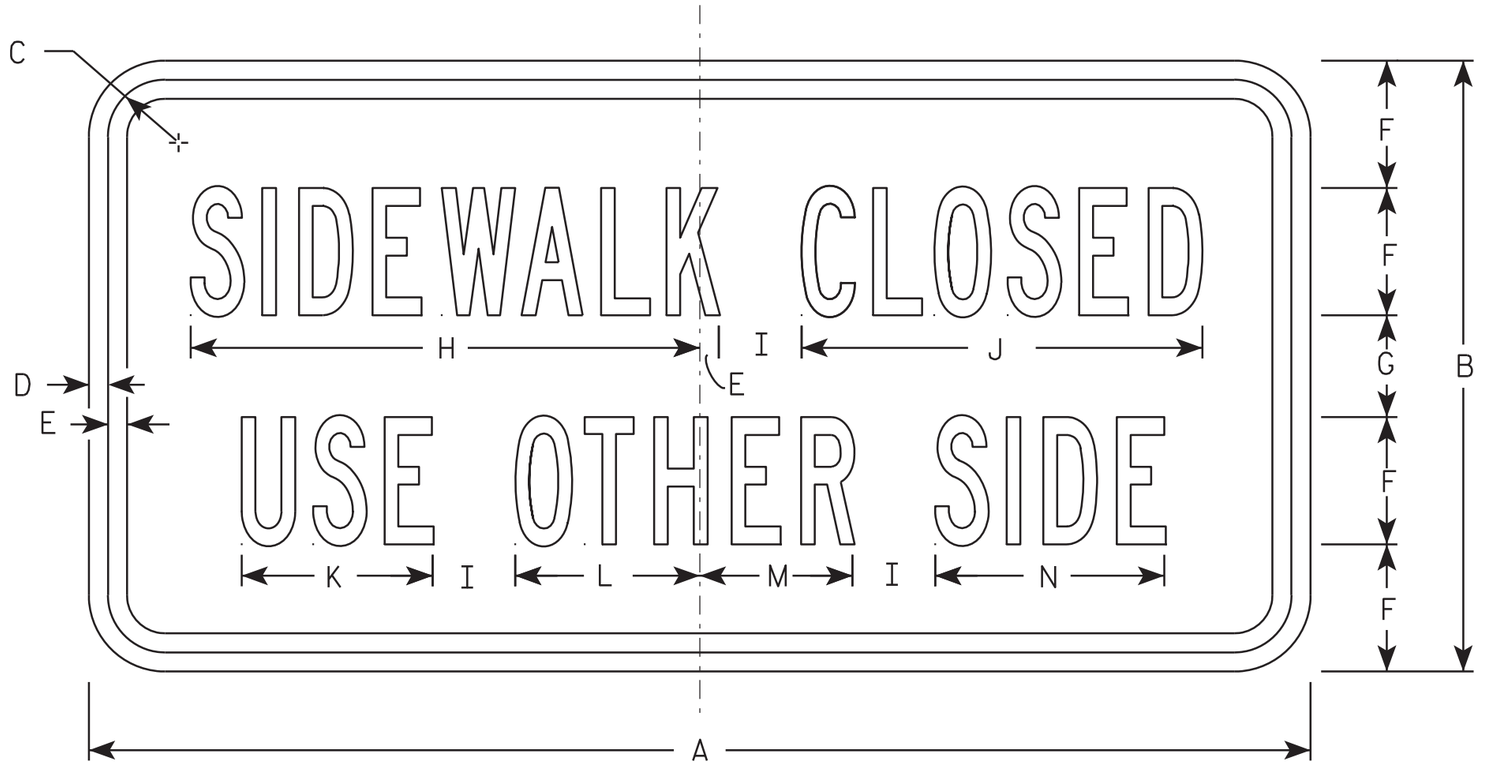
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 762 E



R9-10

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	24	12	1 1/8	3/8	3/8	2 1/2	2	10	1 5/8	7 7/8	3 3/4	3 5/8	3	4 1/2													2.0
2S	48	24	2 3/4	3/4	3/4	5	4	20	3 1/4	15 3/4	7 1/2	7 1/4	6	9													8.0
2M	48	24	2 3/4	3/4	3/4	5	4	20	3 1/4	15 3/4	7 1/2	7 1/4	6	9													8.0
3																											
4																											
5																											

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/2012 PLATE NO. R9-10.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 763 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R910.DGN PLOT DATE : 16-AUG-2012 09:37 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.977140:1.000000 WISDOT/CADDS SHEET 42

R9-9

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	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

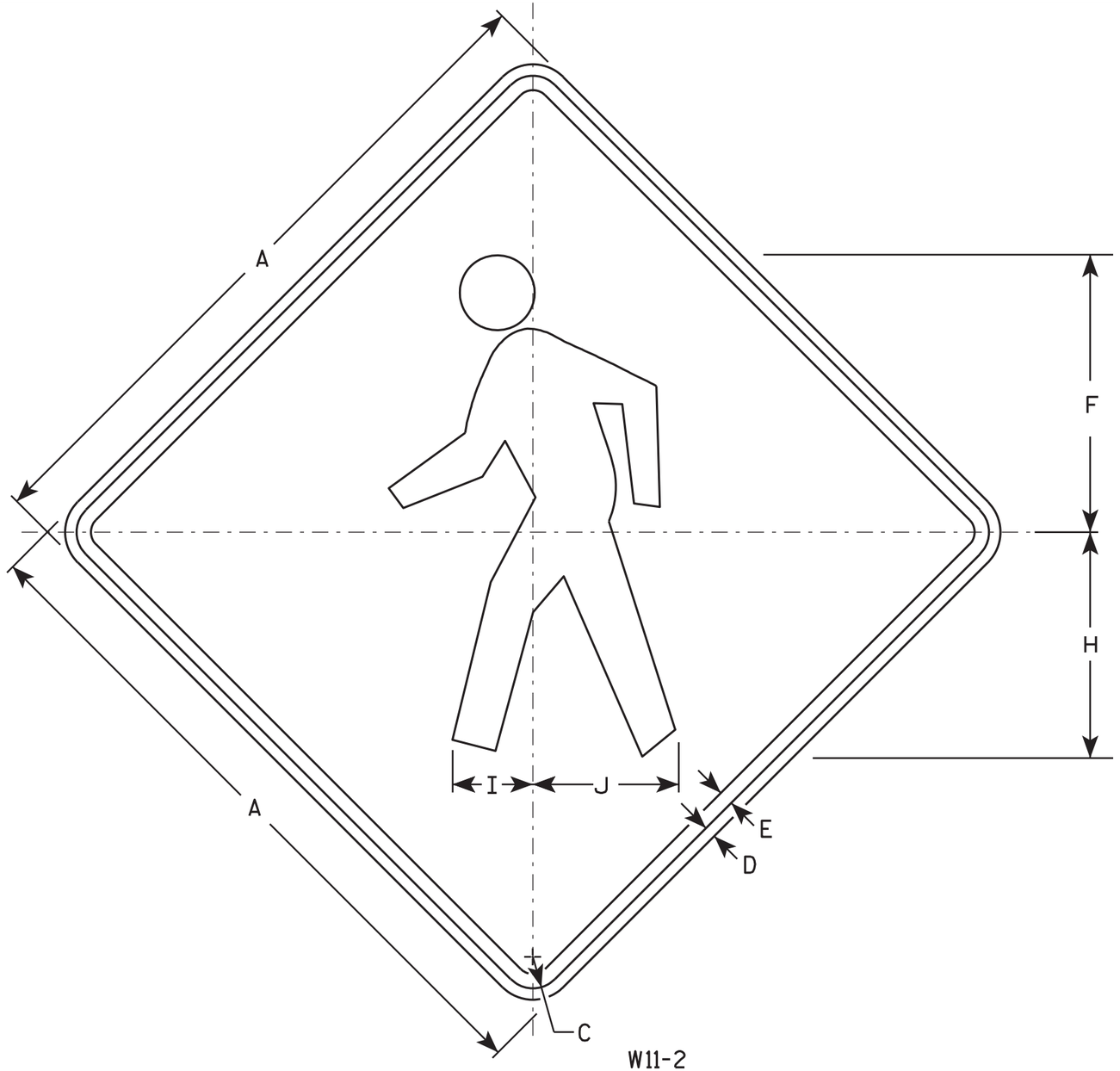
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 764	E



W11-2

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	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

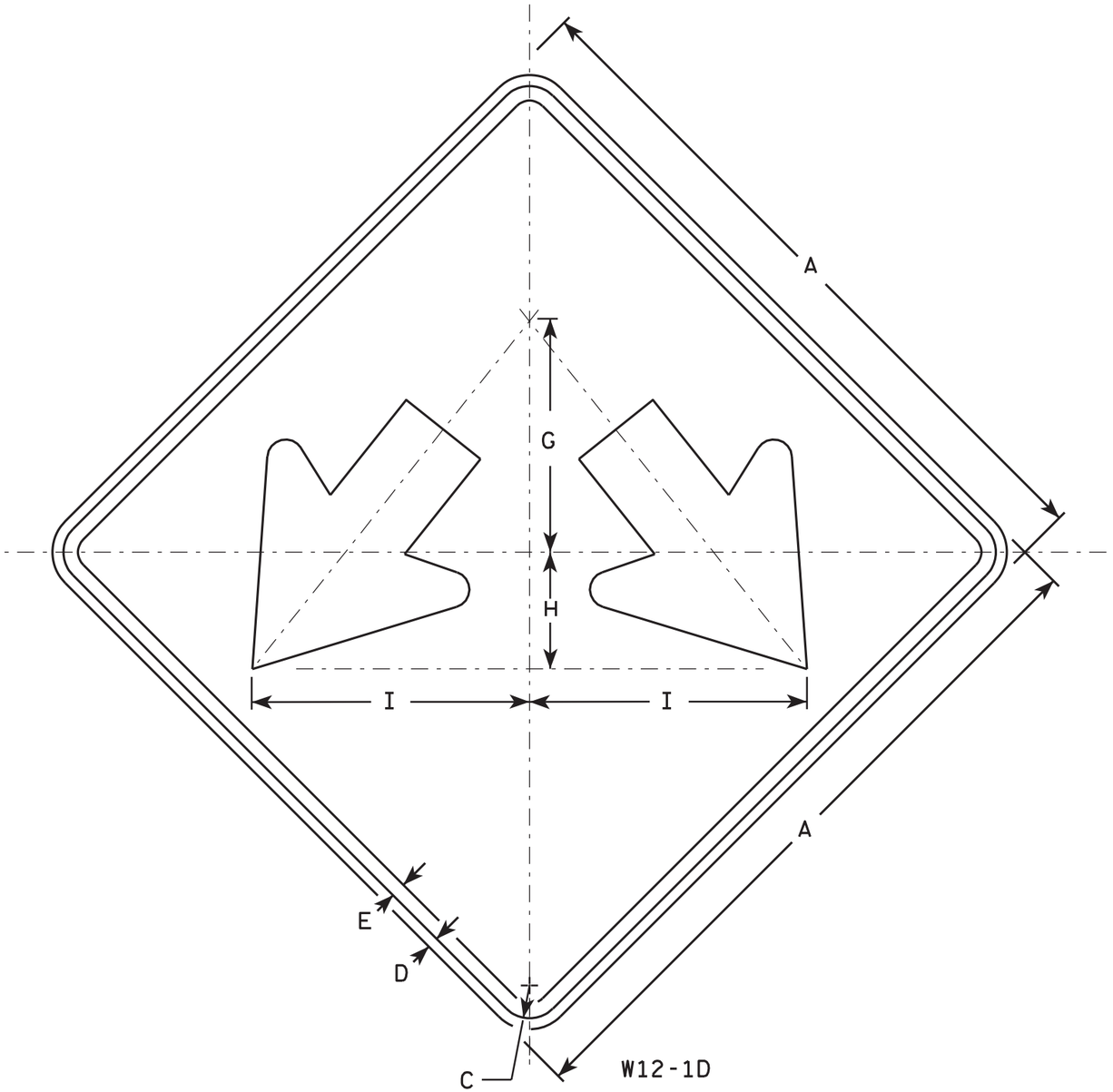
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

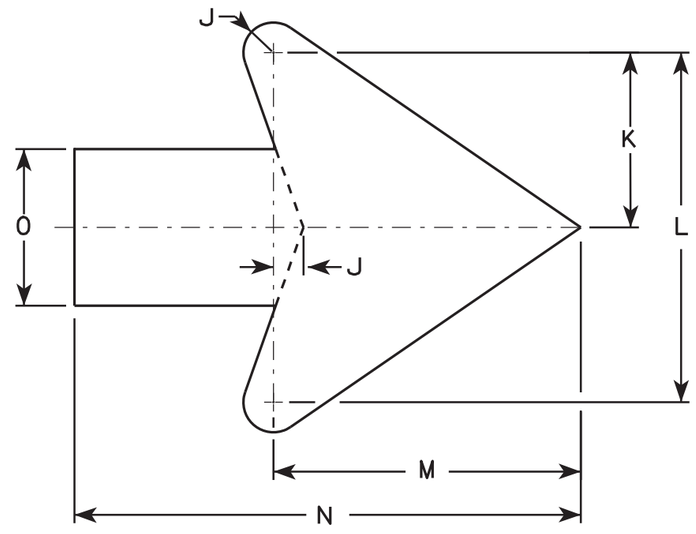
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 765	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W112.DGN PLOT DATE : 07-JUN-2010 13:29 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.700818:1.000000 WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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

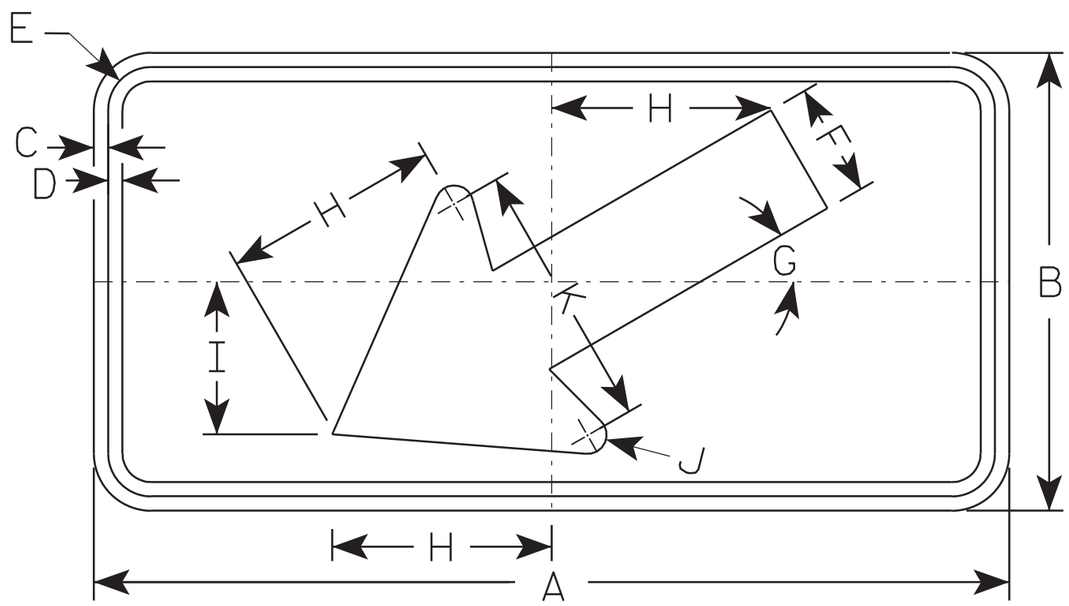
STANDARD SIGN
W12-1D

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: 766	E



W16-7L

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. W16-7R is the same as W16-L 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																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

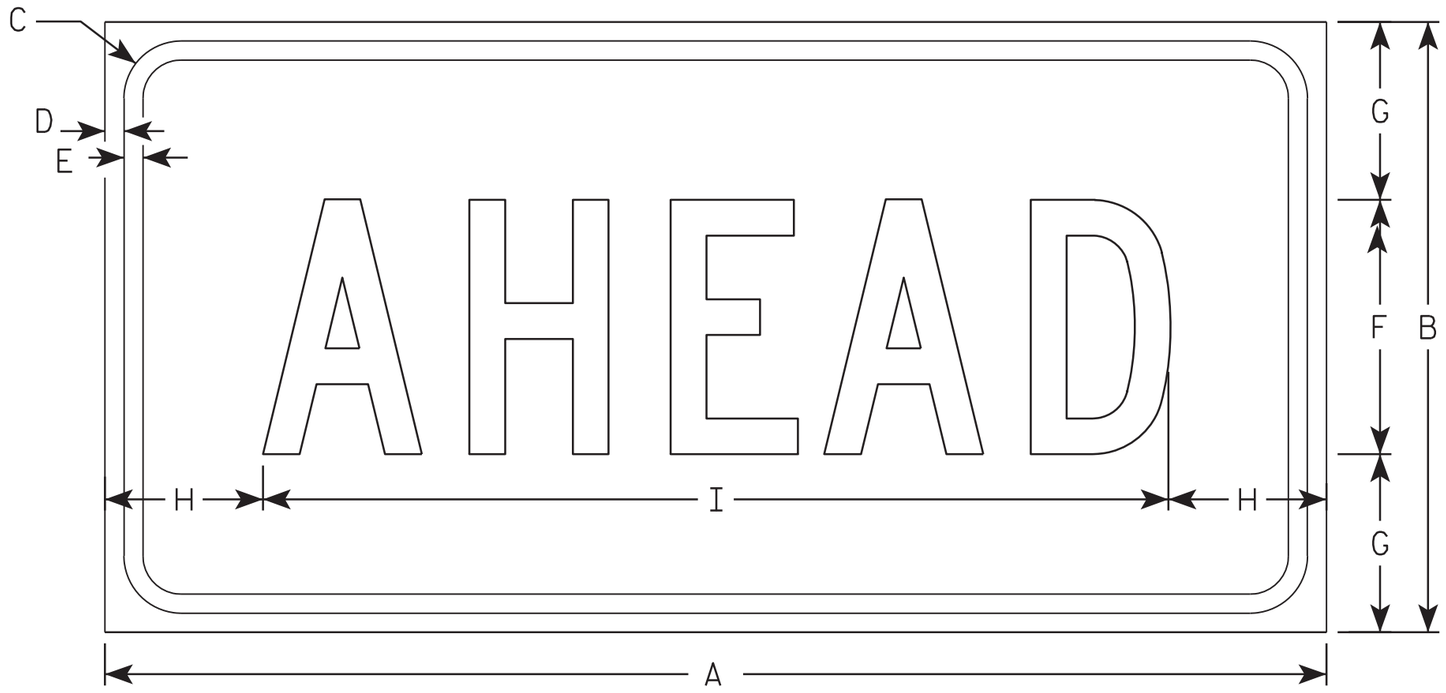
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 767	E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
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	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

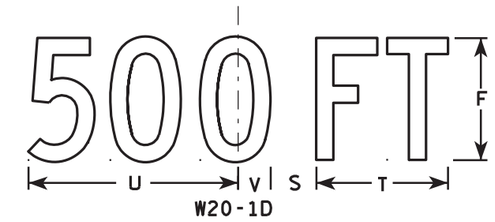
DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 768 | E

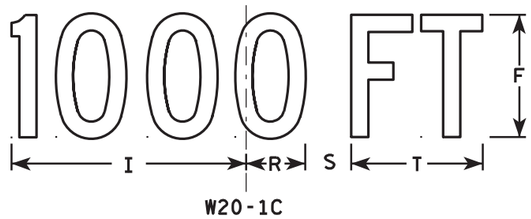
7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000

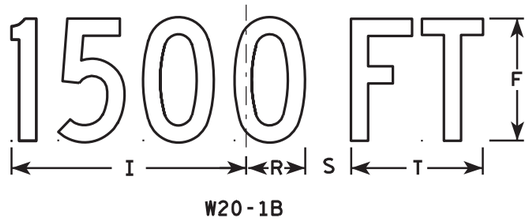
W20-1A



W20-1D

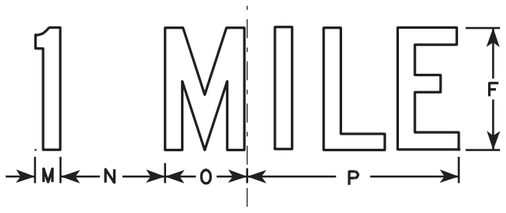


W20-1C



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 L Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

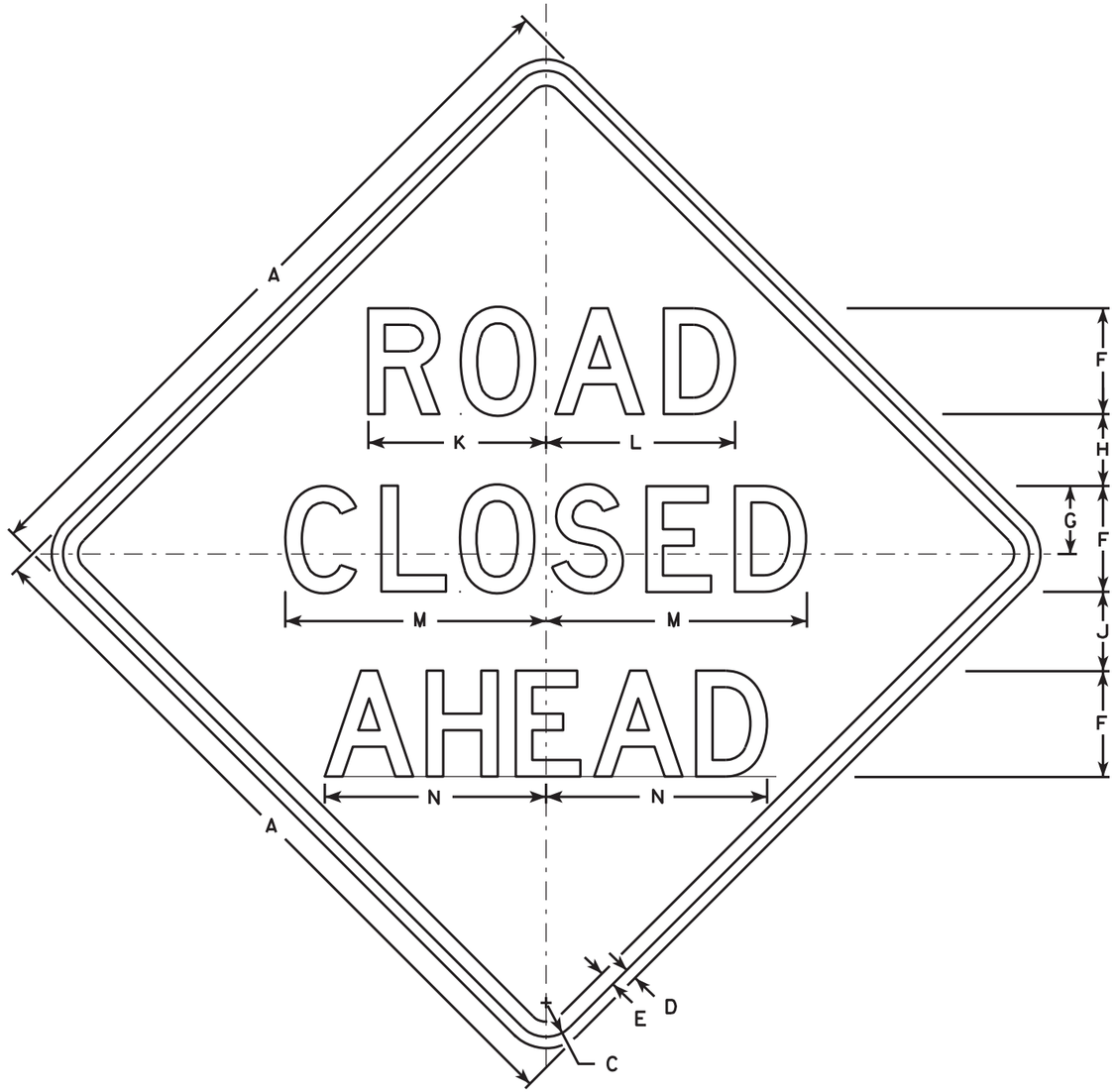
SHEET NO: 769 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

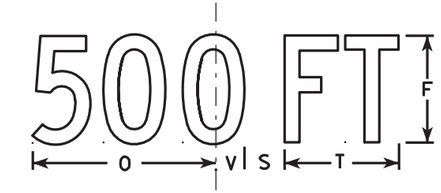
WISDOT/CADDS SHEET 42

7

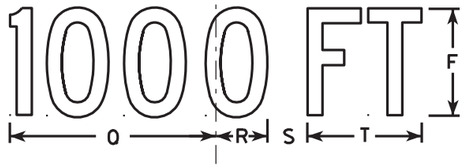
7



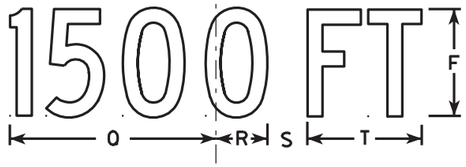
W20-3A



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

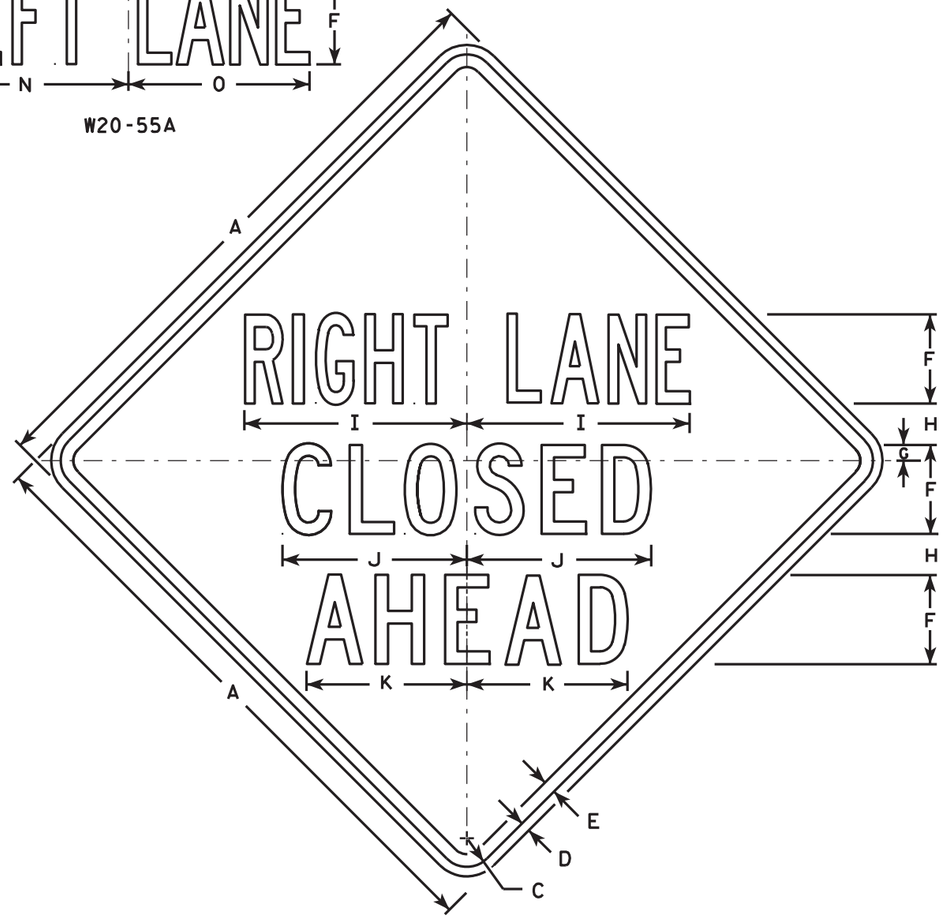
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 770 | E

7

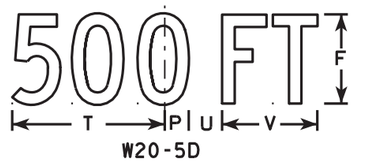
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

W20-56A

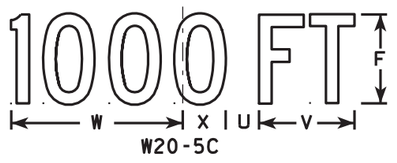
W20-55A



W20-5A



W20-5D



W20-5C

W20-5B

W20-5G

W20-5F

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. " _____ LANE" is Series B.
   All other copy 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	36	6	1 5/8	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

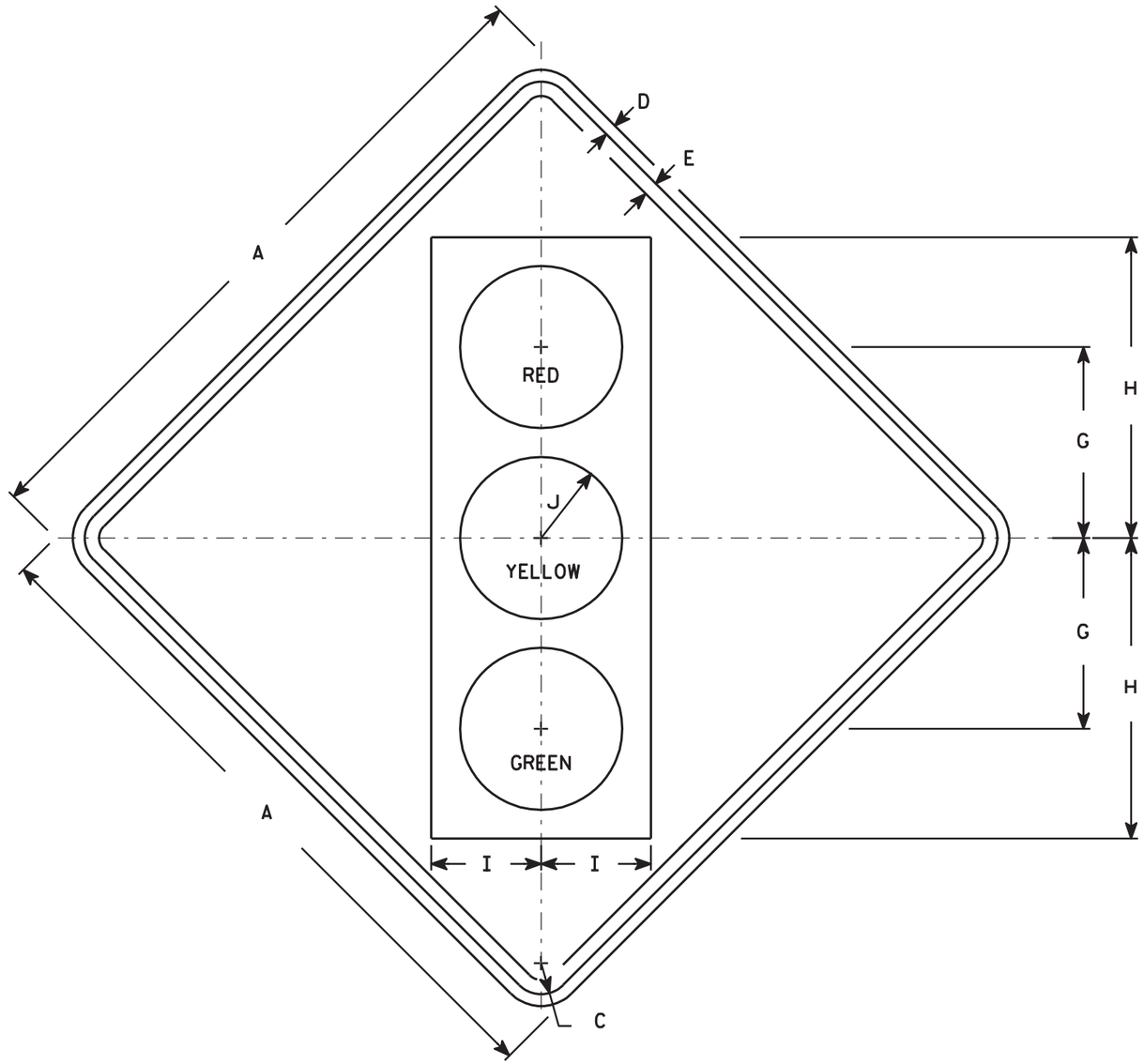
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 771 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W3-3

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 - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

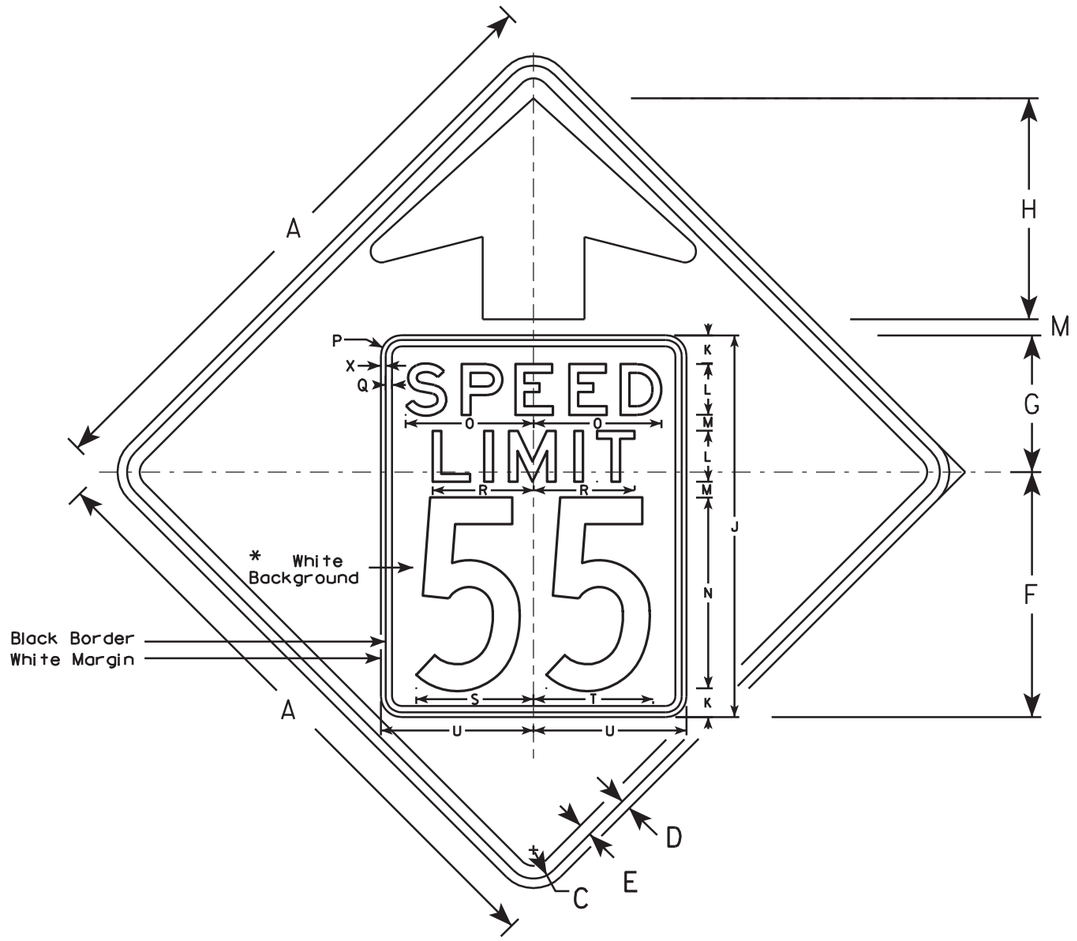
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 772	E

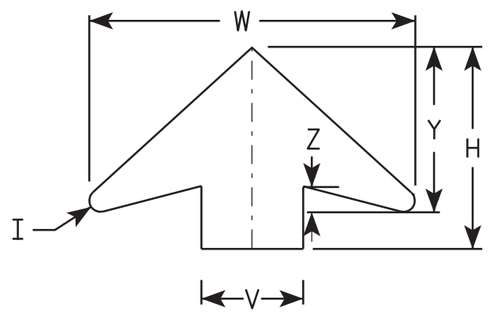


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

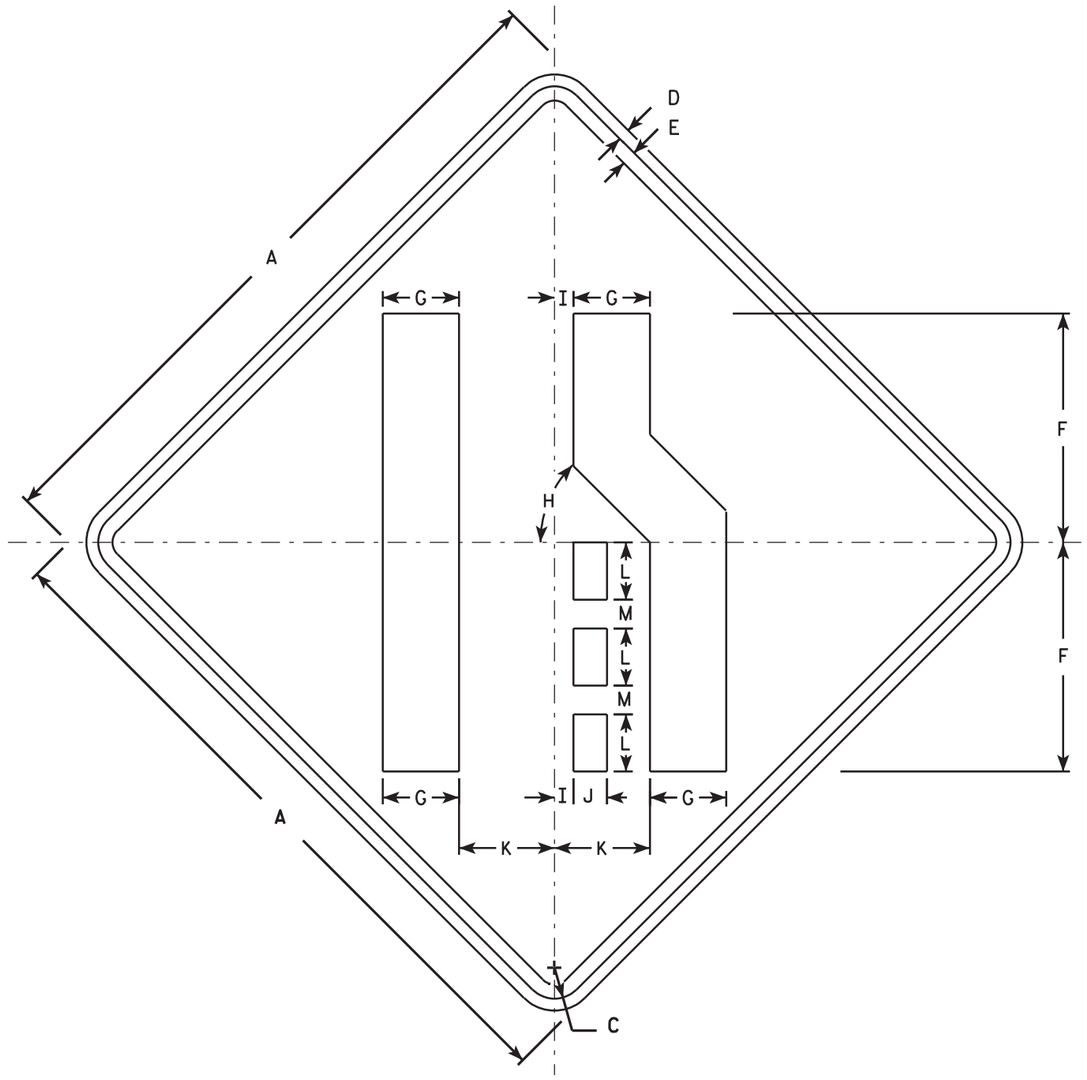
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 773 E



W4-2R

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. W4-2L is the same as W4-2R except the symbol 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	30		1 3/8	1/2	5/8	10	3 3/8	45°	1/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

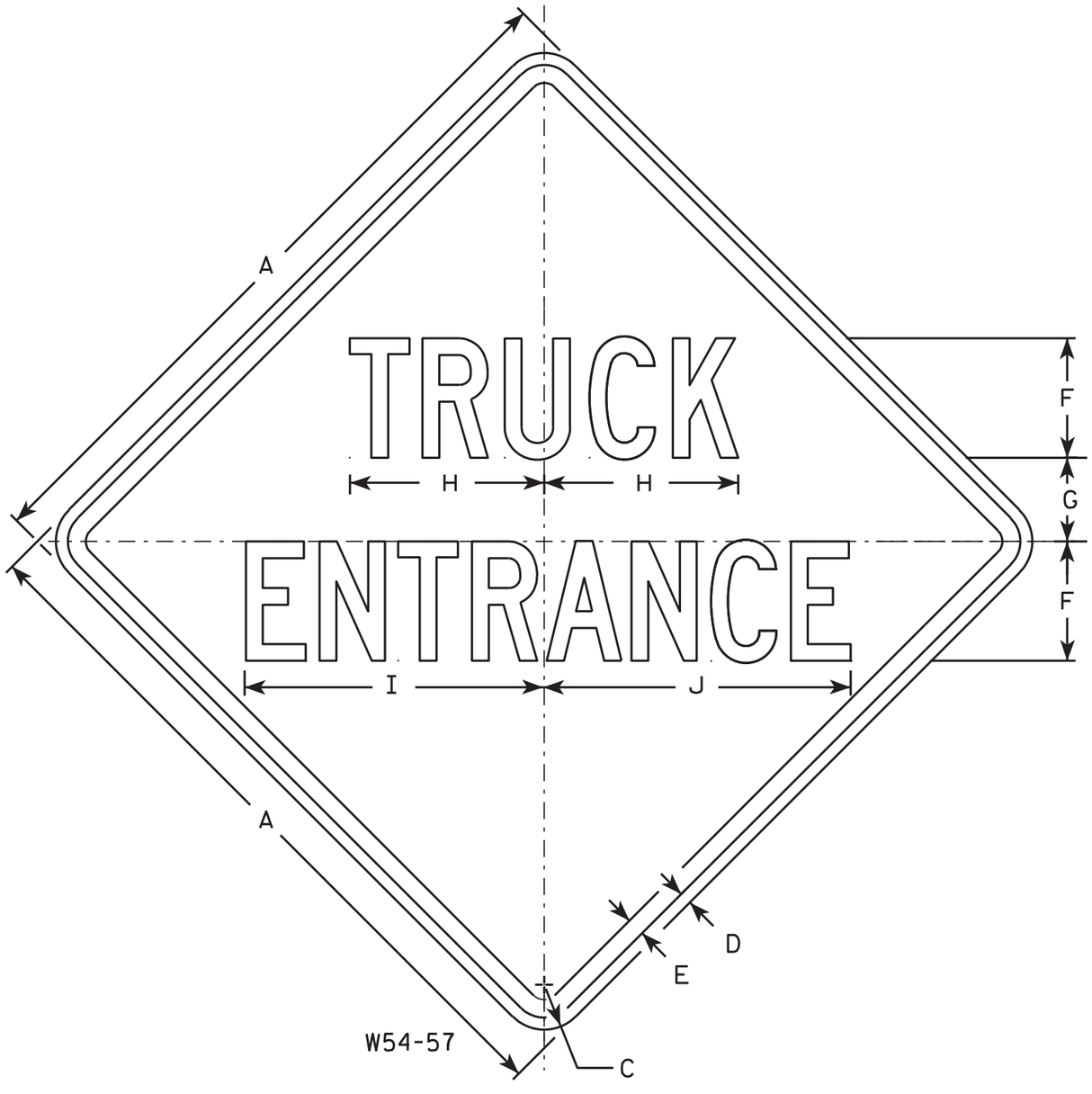
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 774 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 - 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	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25
2M	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
4																											
5																											

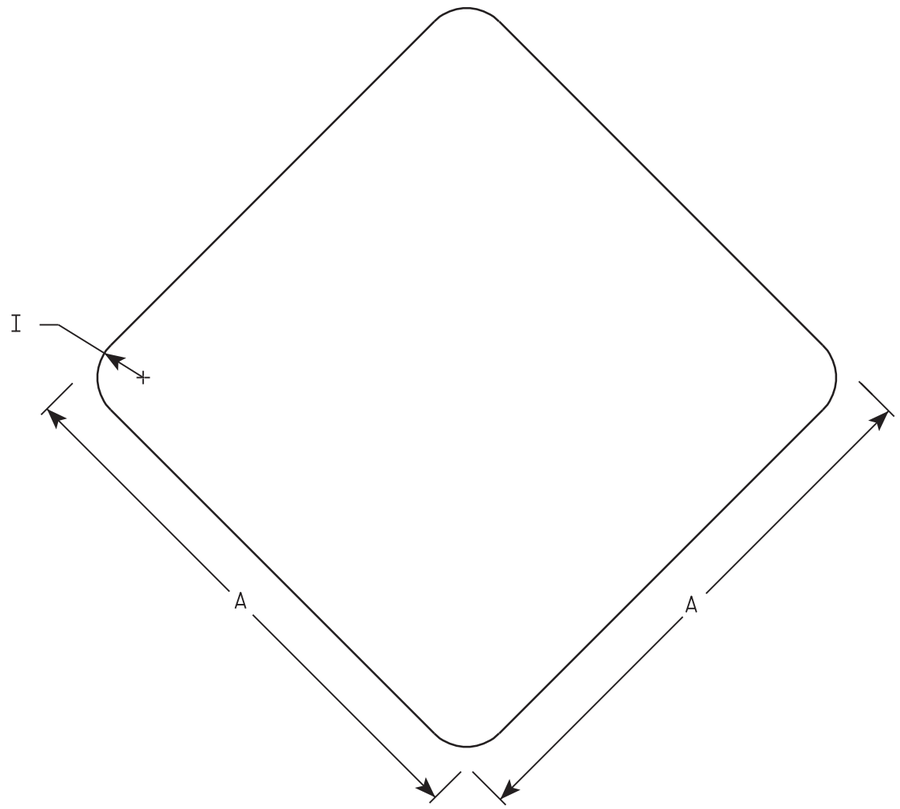
STANDARD SIGN
W54-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W54-57.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 775	E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

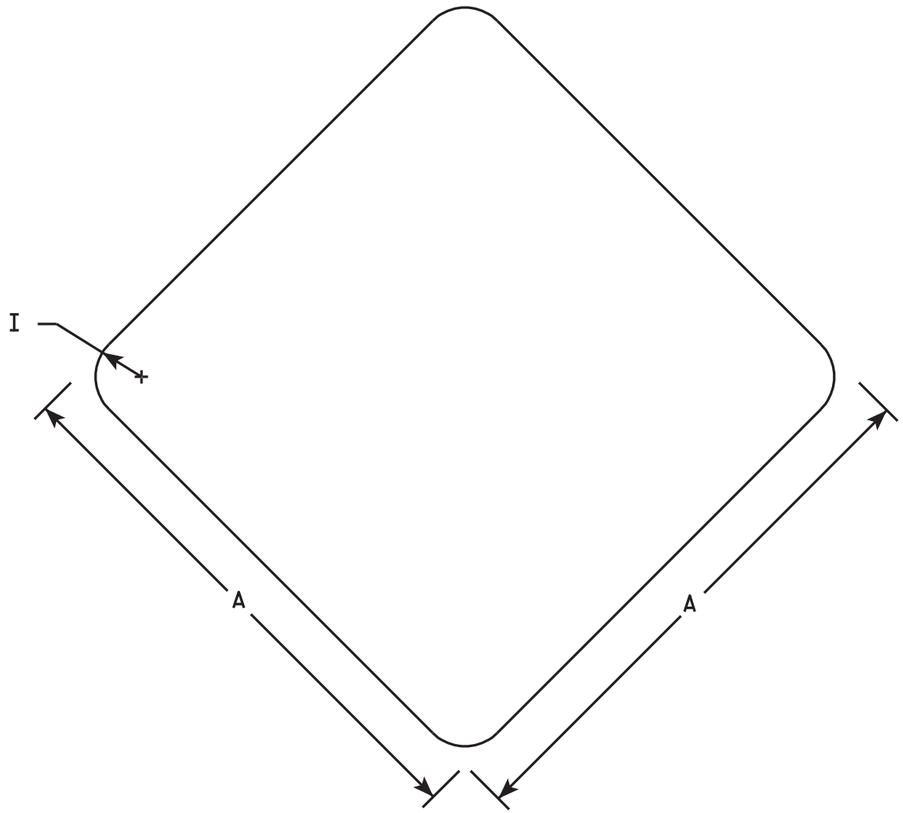
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 776 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

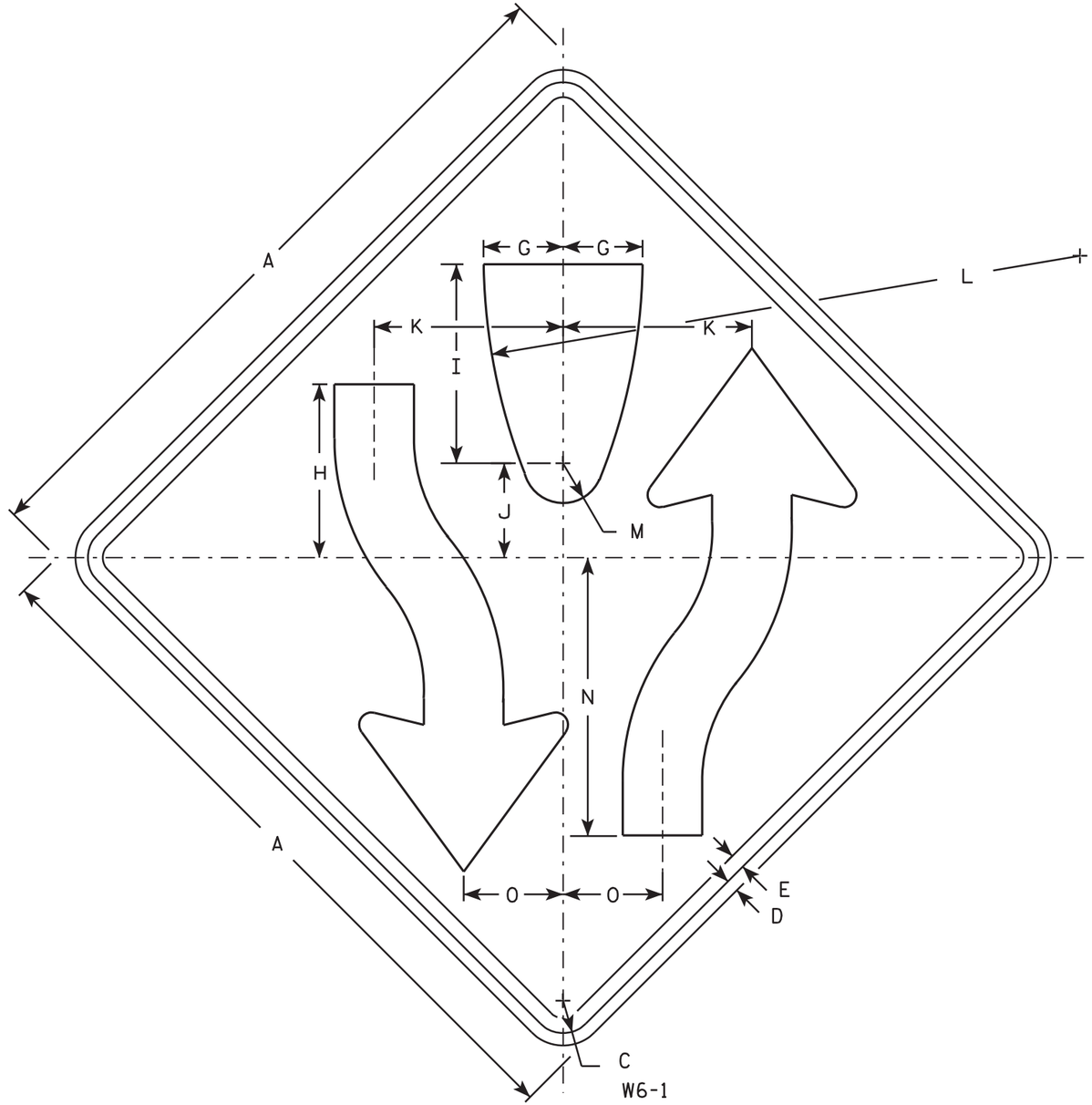
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

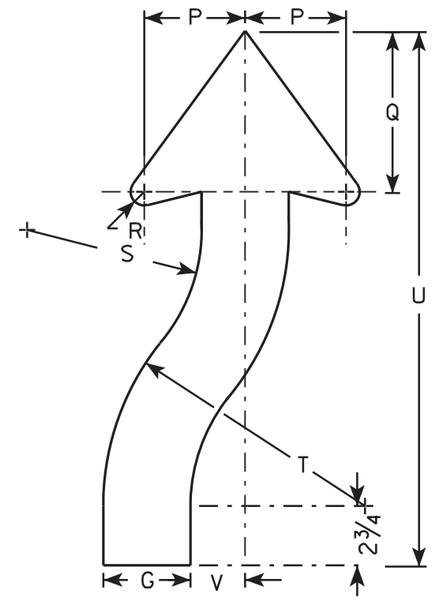
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 777 | 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. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

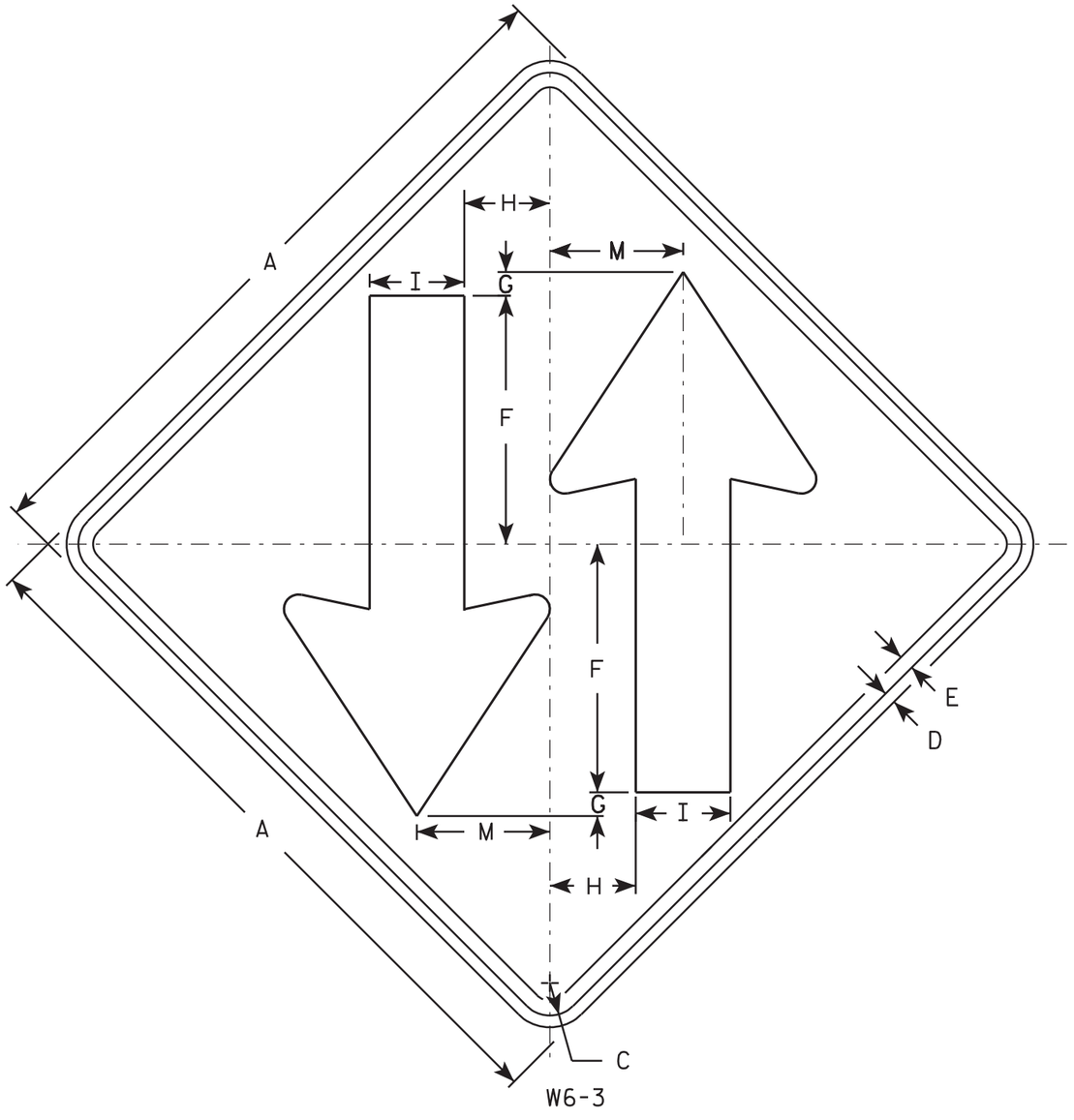
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

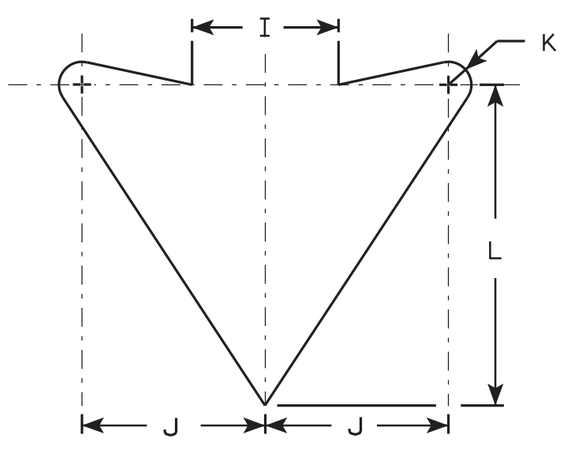
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 778	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25
2S	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2M	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
3																											
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

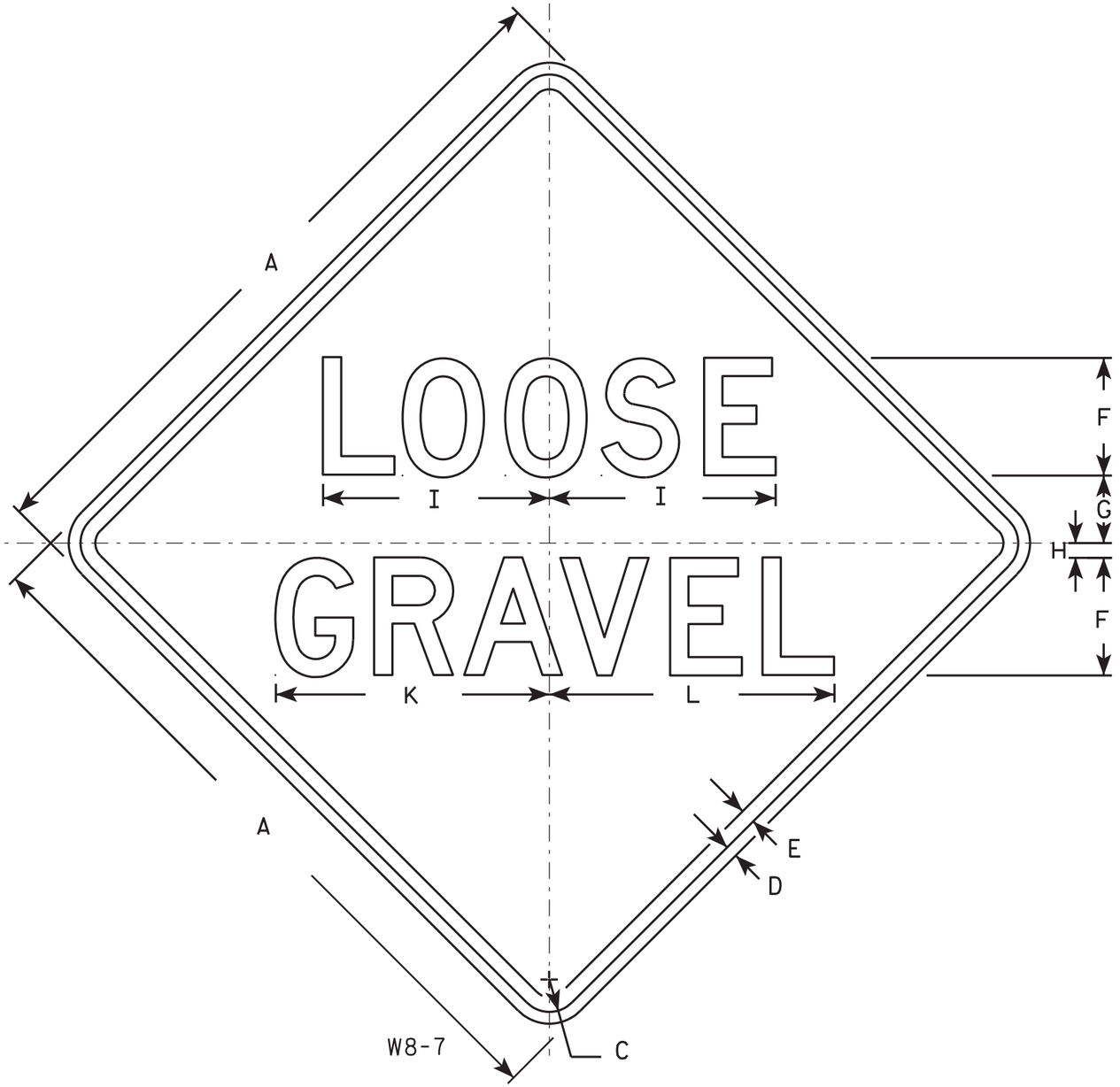
STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 779	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 - 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	24		1 1/8	3/8	1/2	4	2 3/4	1/2	7 3/4		9 1/4	9 3/4															4.0
2S	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
2M	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
3	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
4	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
5	48		2 1/4	3/4	1	8	5 1/2	1	15 1/2		18 5/8	19 3/8															16.0

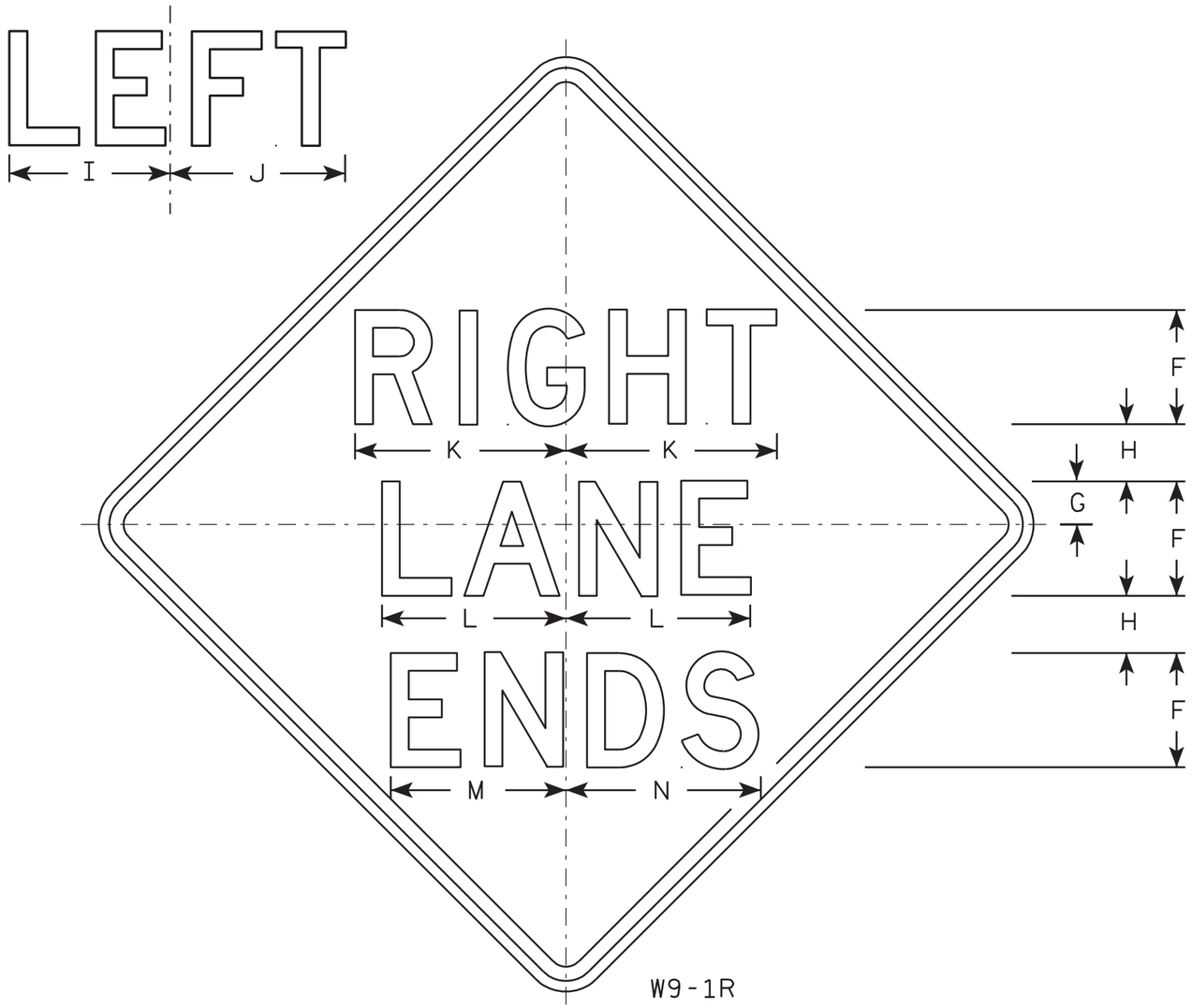
STANDARD SIGN
W8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. W8-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 780	E



W9-1R

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. W9-1L same as W9-1R except the word Left replaces 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	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

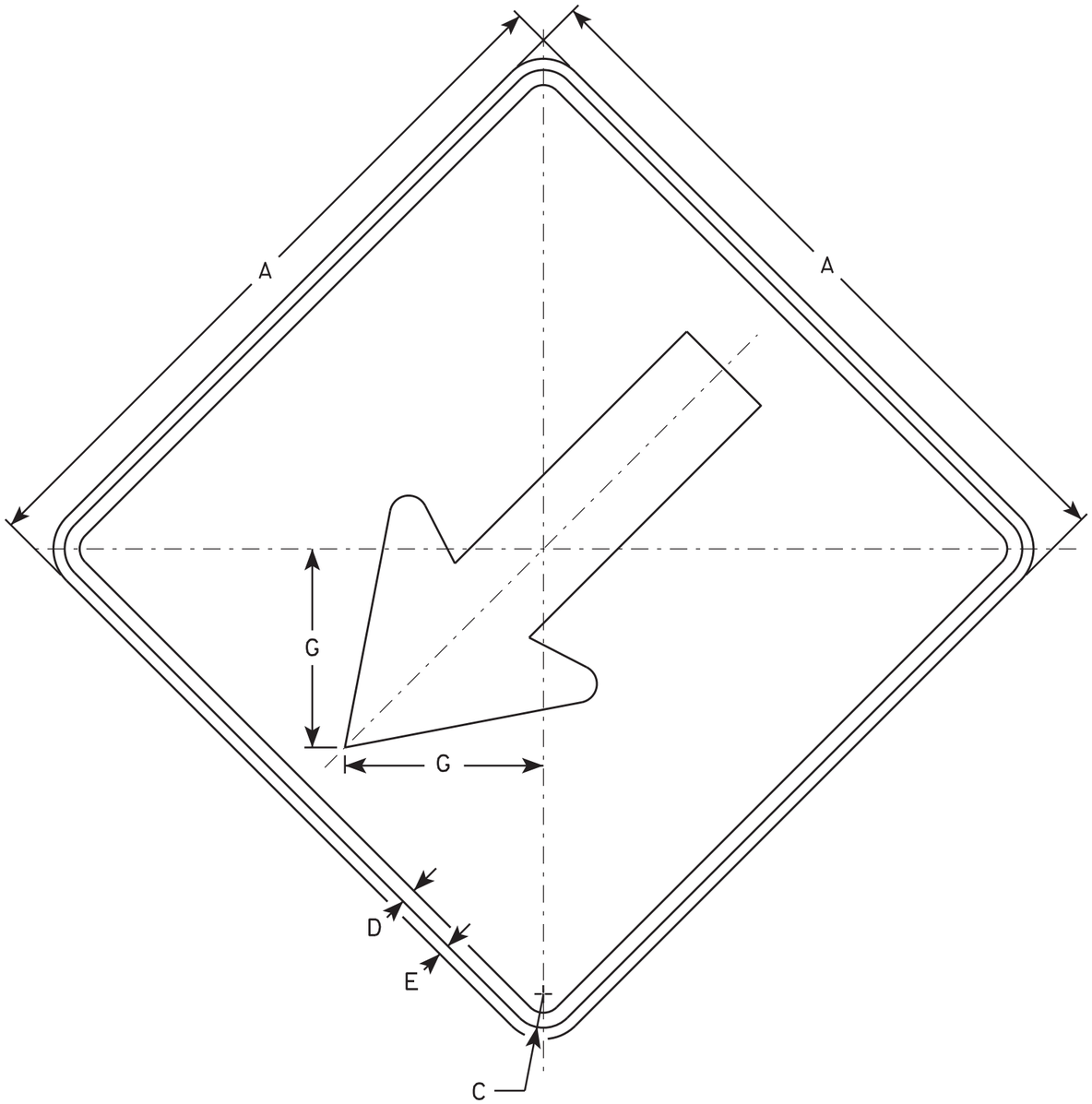
SHEET NO: 781 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

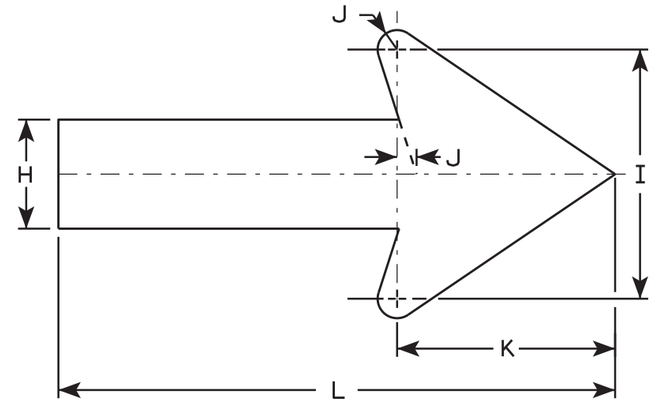
7



W012-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
2S	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
2M	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
3	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
4	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

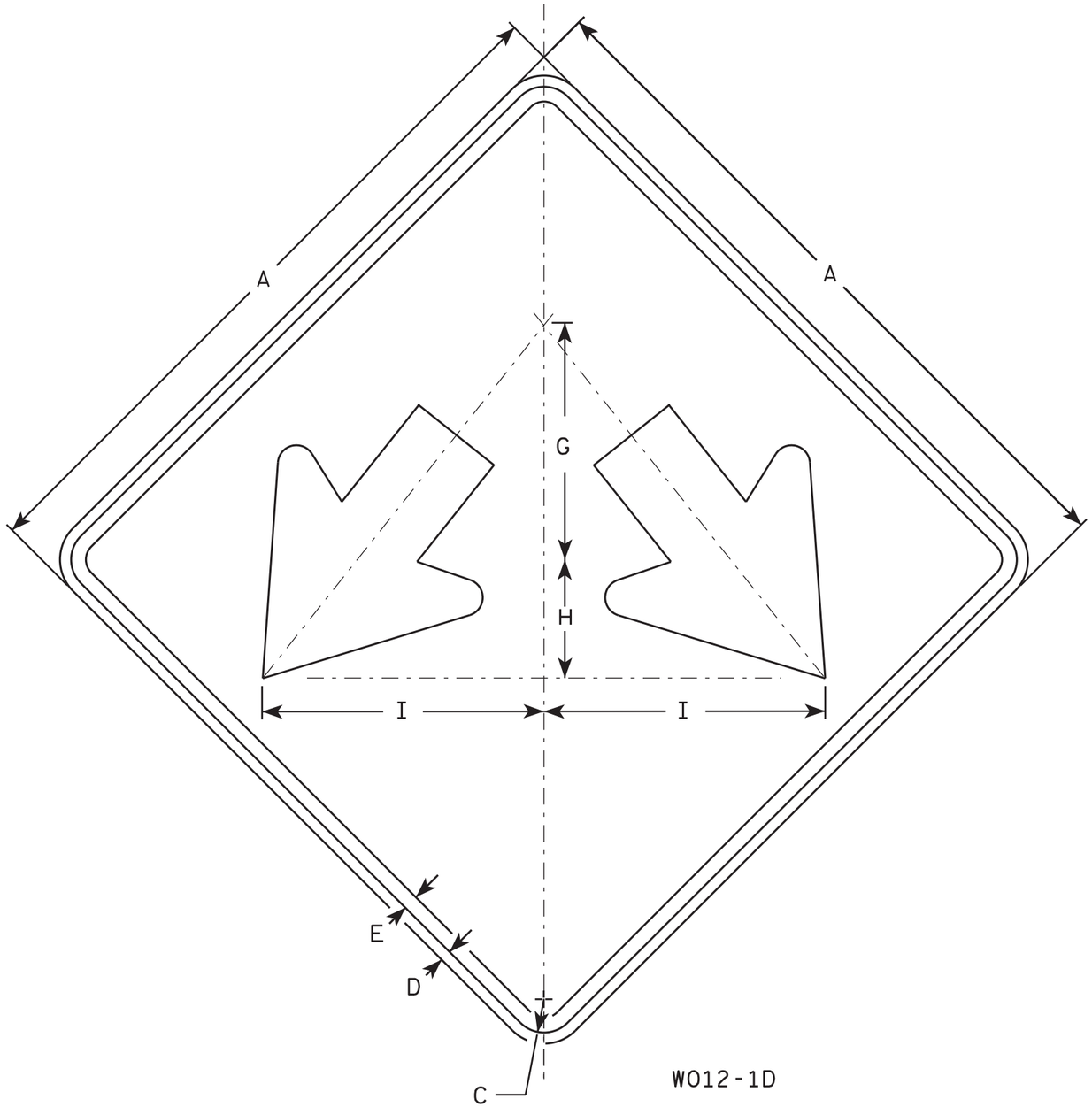
STANDARD SIGN
W012-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLA 782 W012-1.1

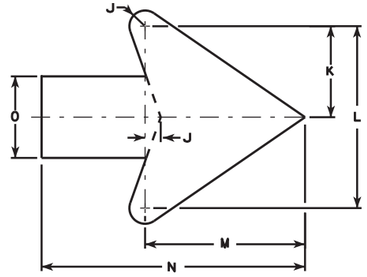
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

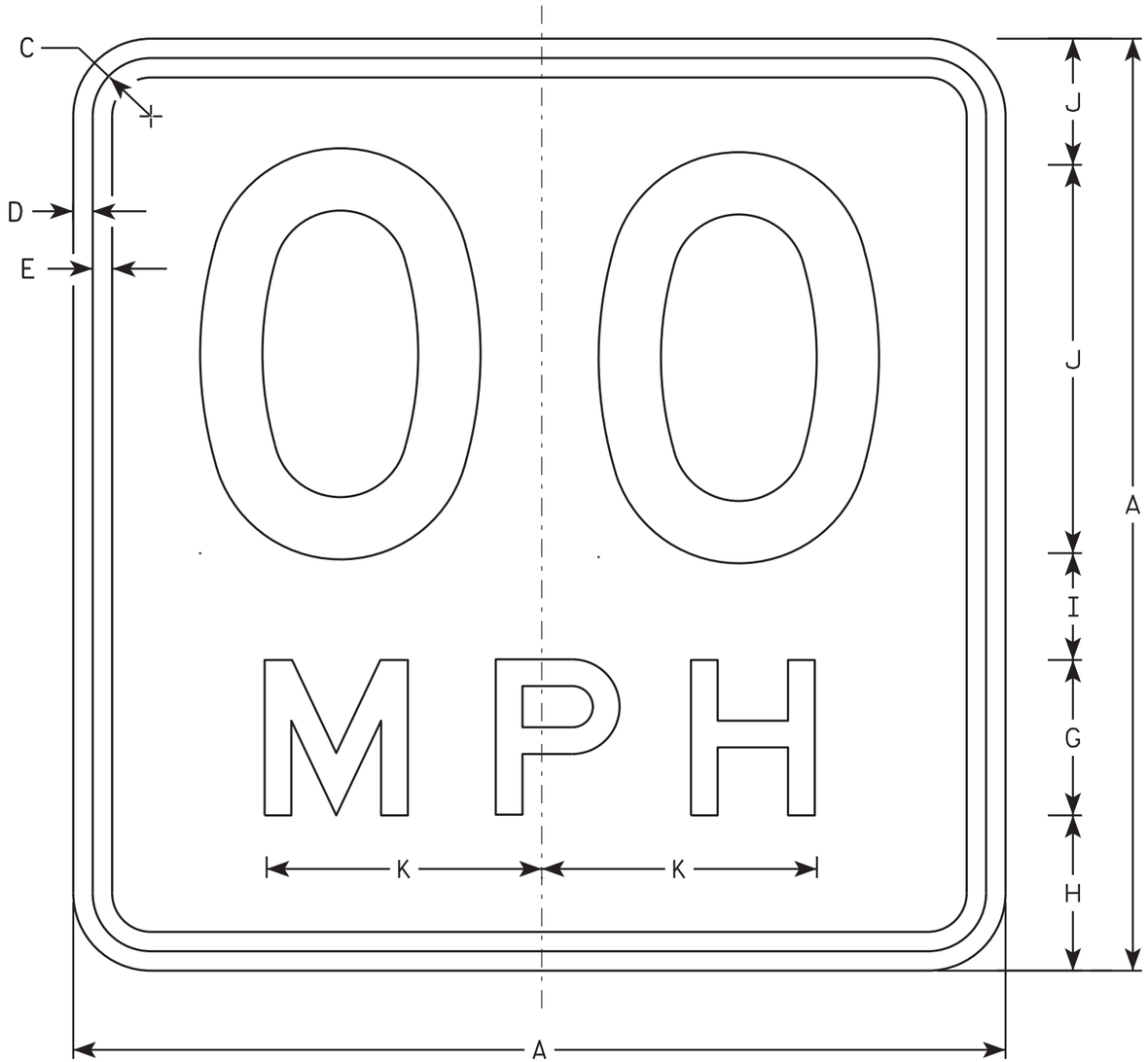
STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 783 W012-1D.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

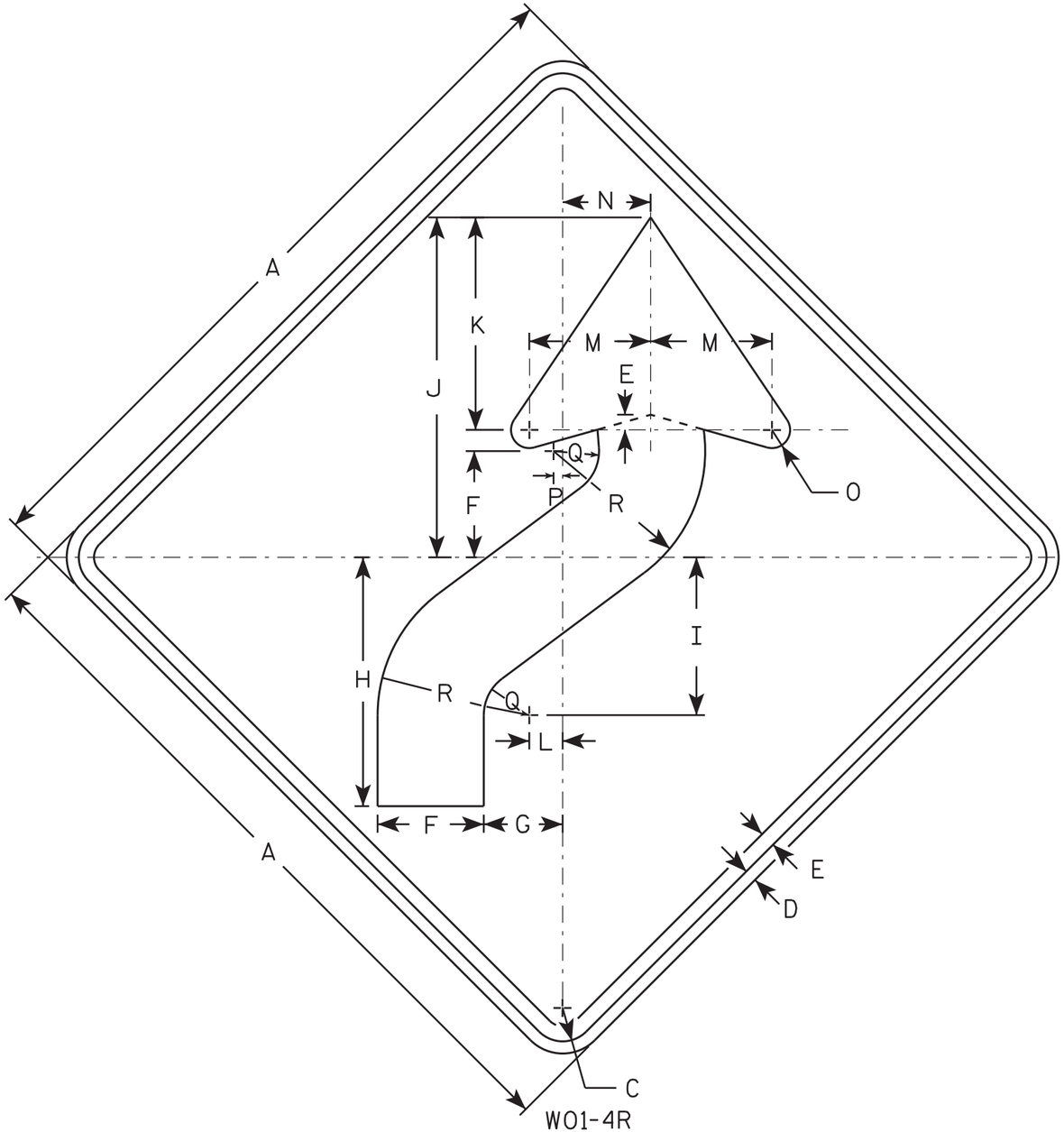
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 784 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO1-4R

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.
4. WO1-4L is the same as WO1-4R 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	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
2S	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
2M	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
3	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
4	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
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
WO1-4

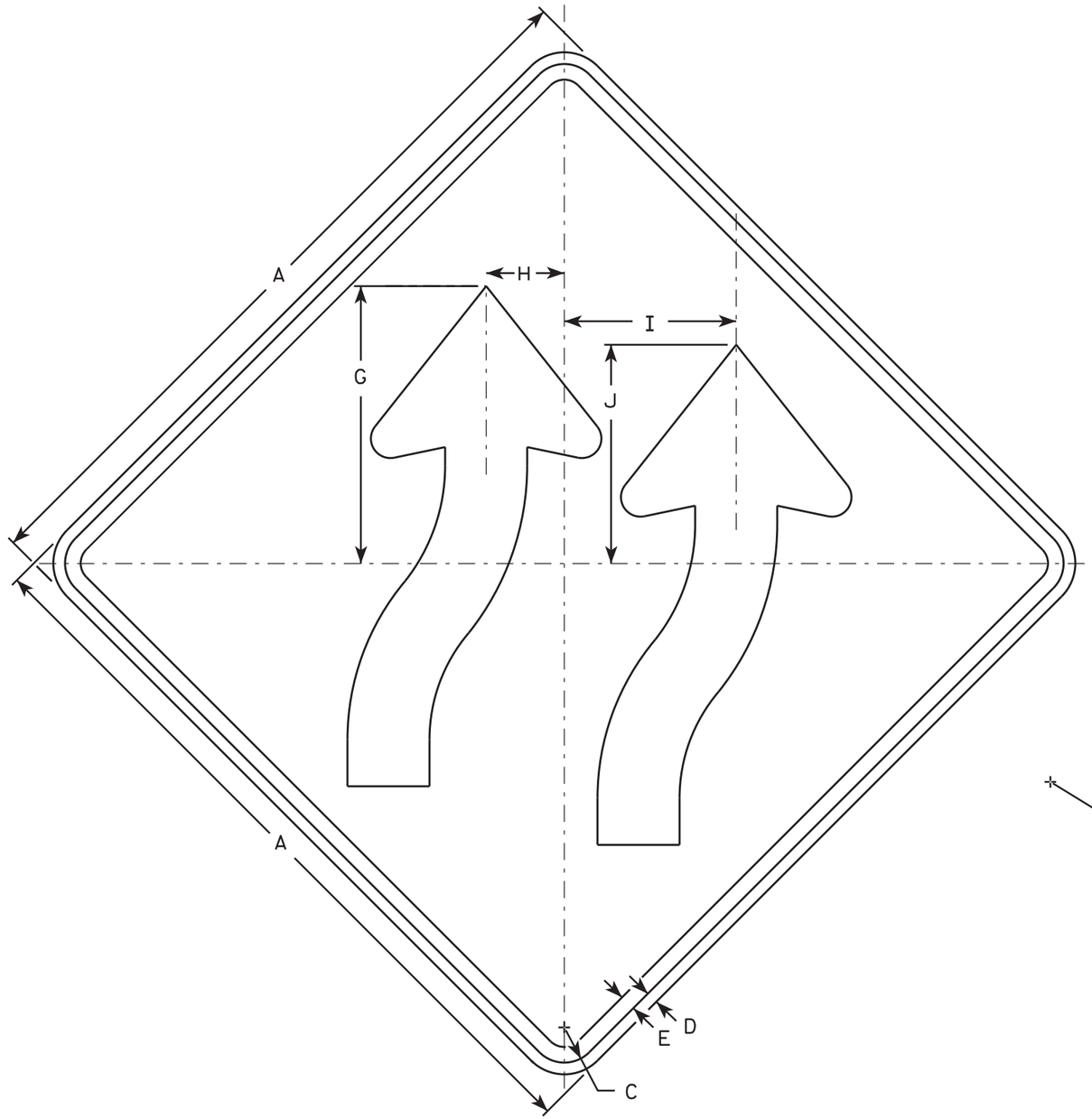
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

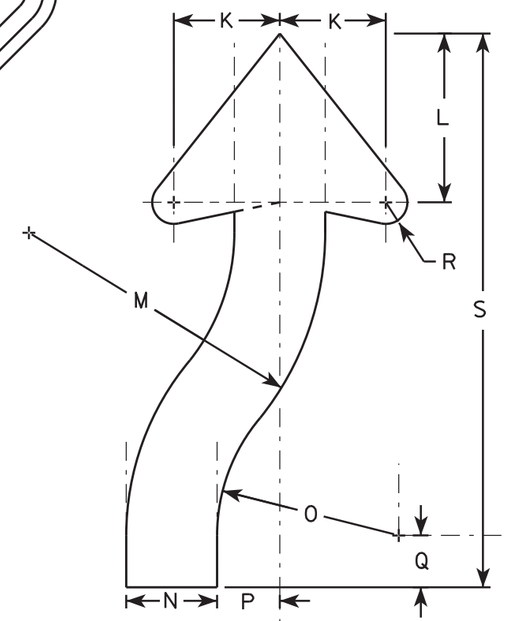
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-4bR

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.
4. W01-4bL is the same as W014-bR exept arrows are 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	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

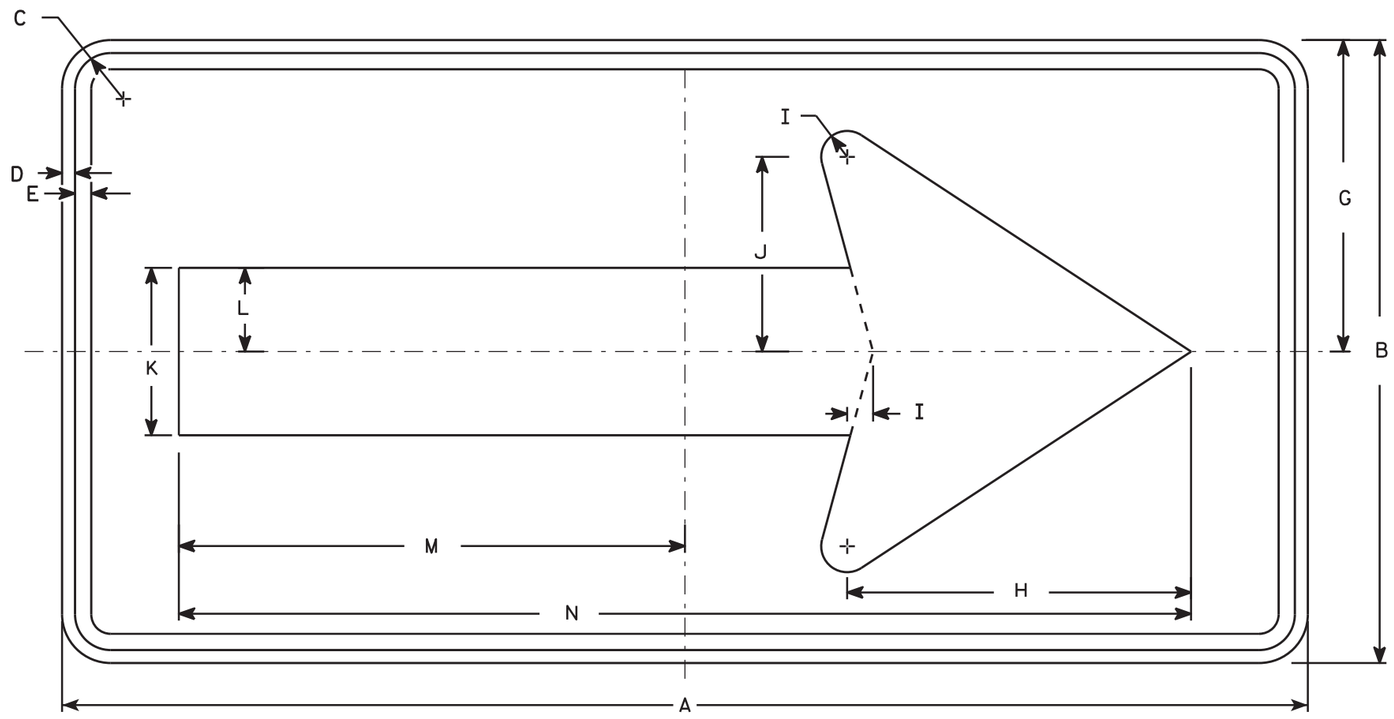
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.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

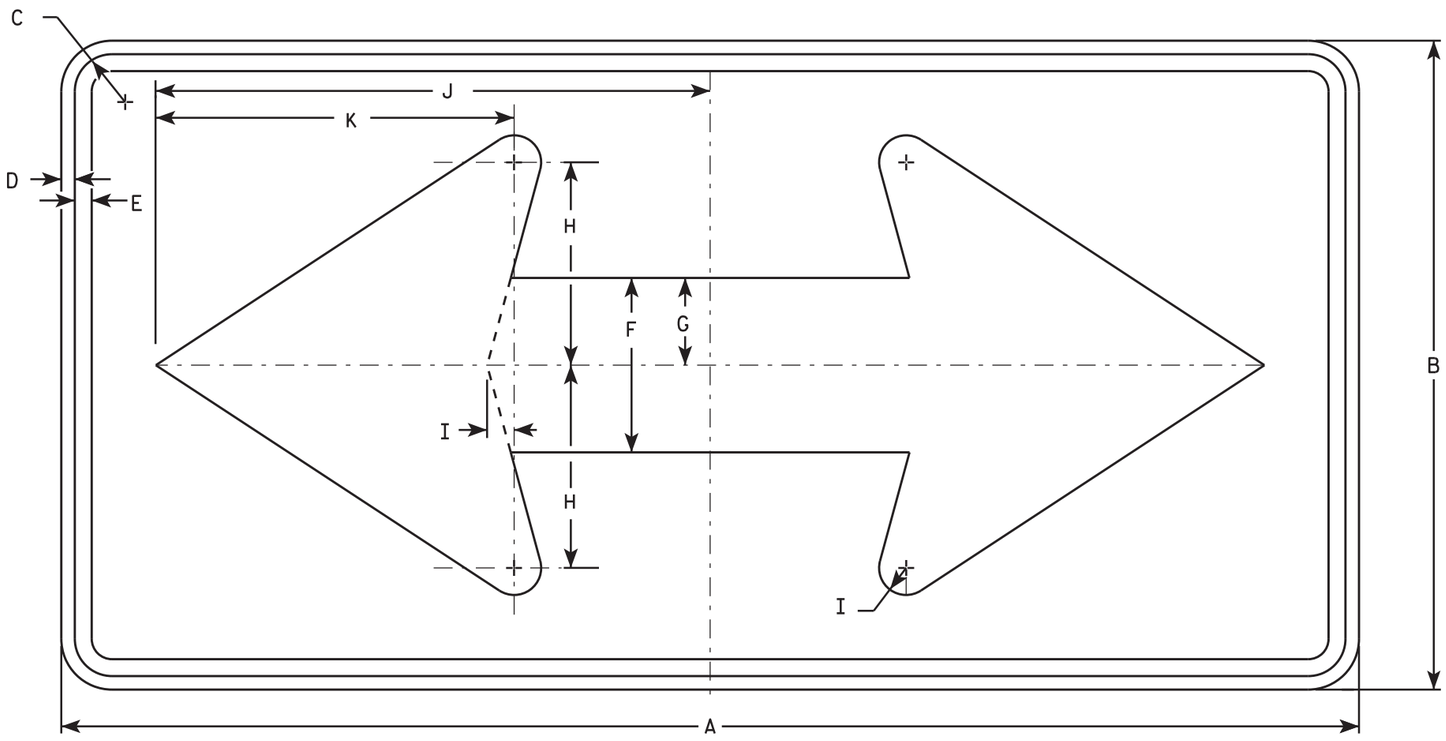
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 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



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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	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	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

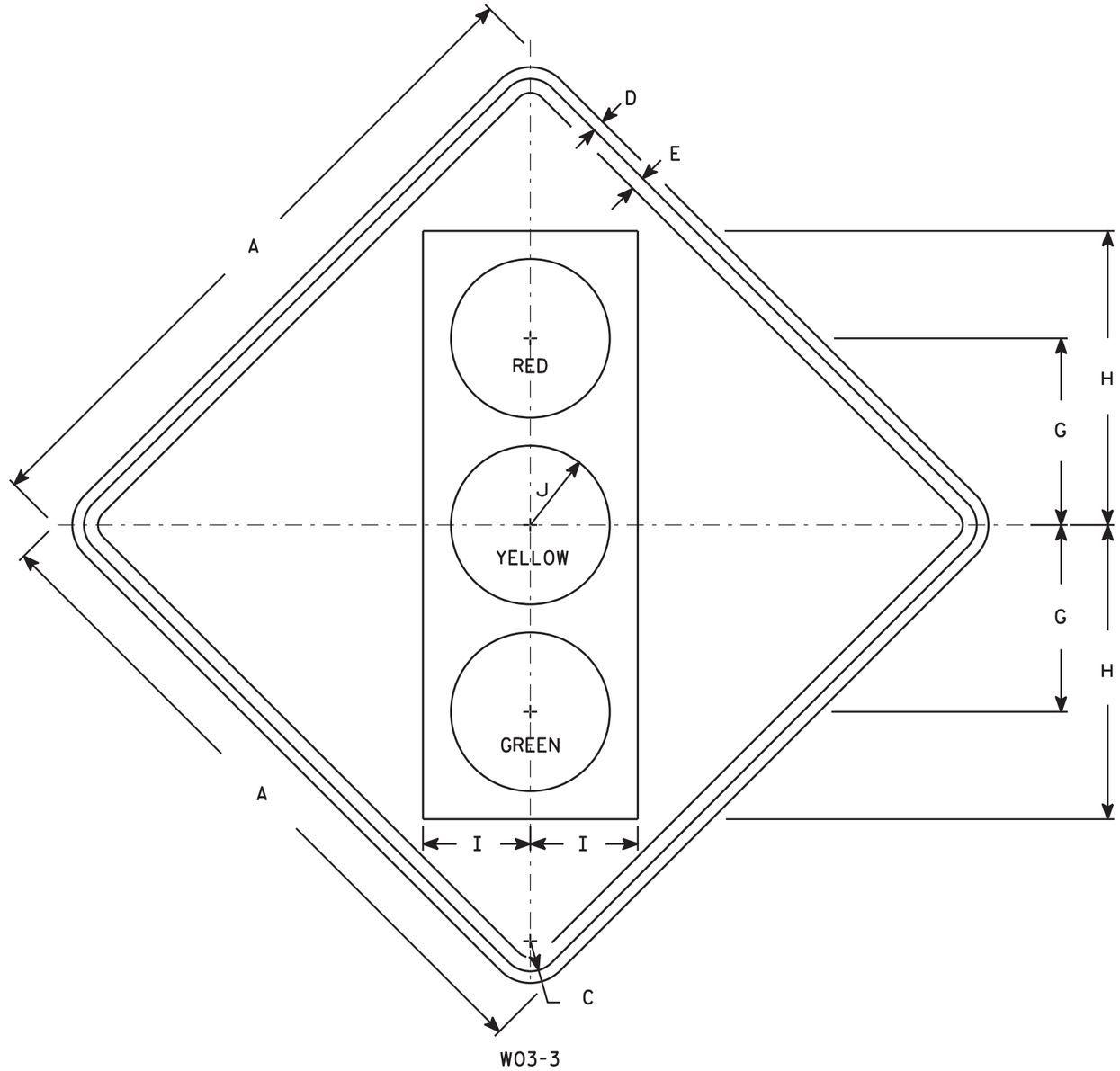
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/18/13 PLATE 1788 W01-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-3

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 - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

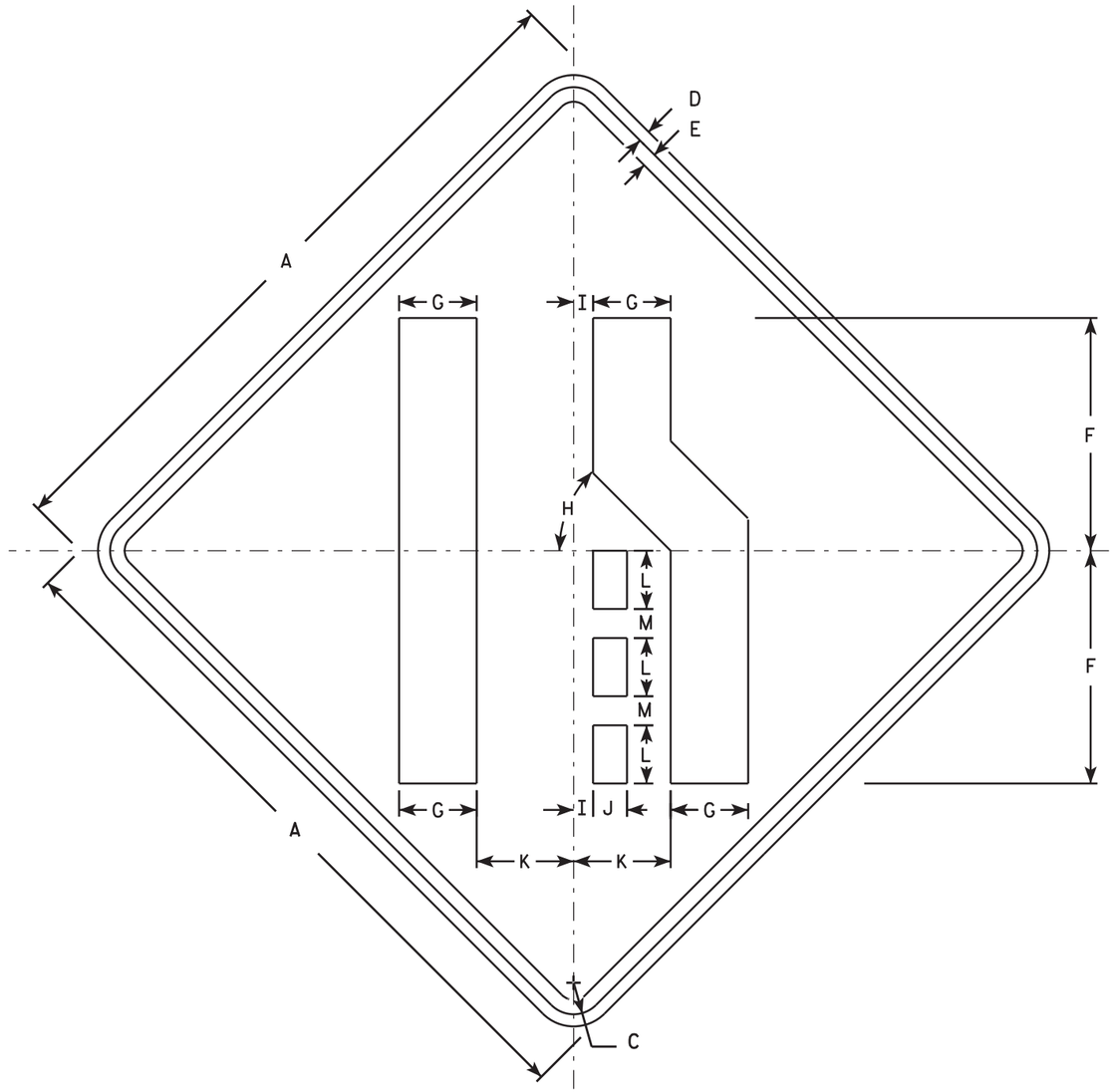
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLAT 789 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W04-2R

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.
4. W04-2L is the same as W04-2R except the symbol 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	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 790 W04-2.1

PROJECT NO: | SHEET NO: E

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PLOT DATE: 8/27/2014
PLOT TIME: 2:49:27 PM
BATCH PRINT SHEET 1 OF 1

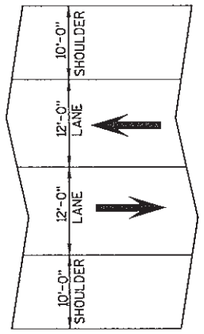
N

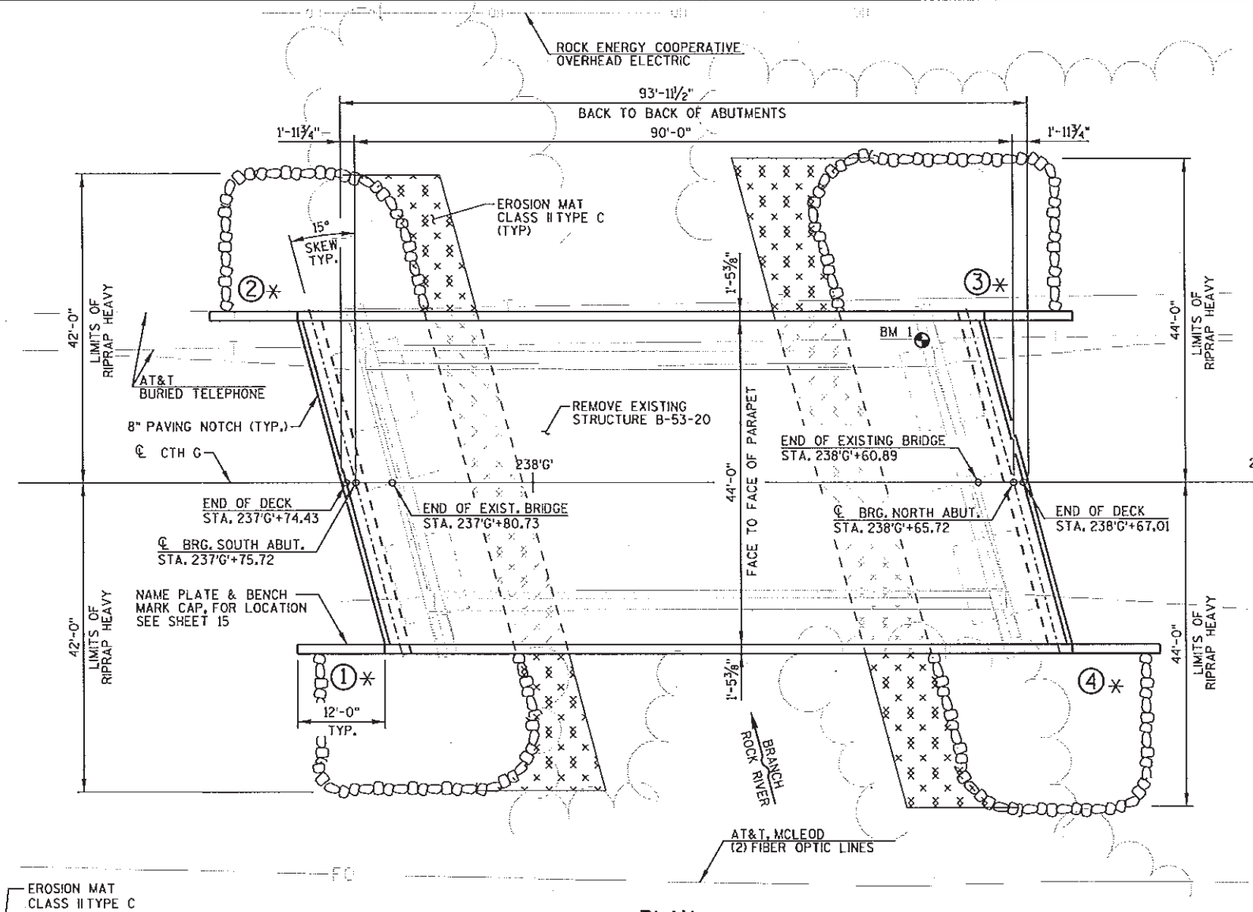
PROVIDE ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD.

(X) INDICATES WING NUMBER

NOTE:

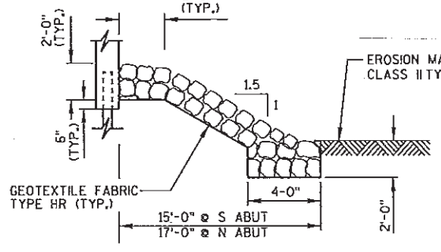
SURFACE DRAIN ANCHORS REQUIRED ON NO. 1 AND NO. 2 WINGS



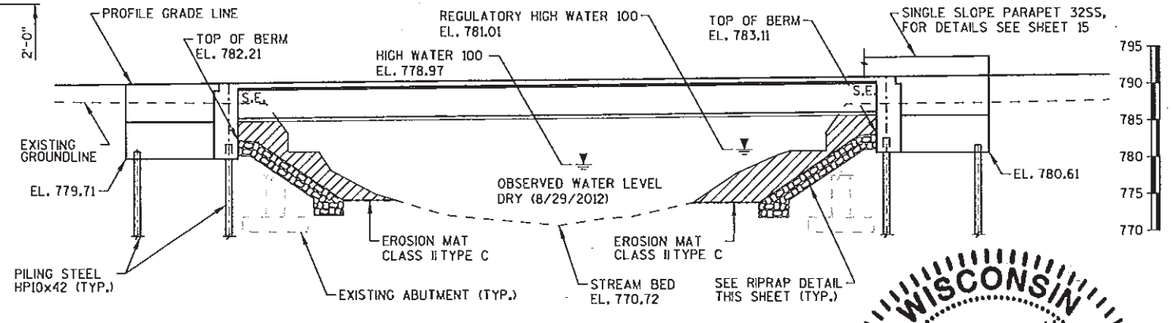


PLAN

(SINGLE SPAN - 45W" PRESTRESSED GIRDERS)



RIPRAP DETAIL



ELEVATION

(NORMAL TO BRANCH ROCK RIVER)

BENCH MARK TABLE

NO.	STATION	DESCRIPTION		ELEVATION
1	238+53.32 'G'	NW WING WALL	19.33 LT	787.71

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK COUNTY

COST OF EXCAVATION IN THE HATCHED AREAS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "EXCAVATION FOR STRUCTURES BRIDGES B-53-291".

WISCONSIN
ELIZABETH A. LINEMEC
E-43409-6
STEVENS POINT, WI
2-17-2015
PROFESSIONAL ENGINEER

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR = 1.16
OPERATIONAL RATING FACTOR = 1.73
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY - SLAB —— f'c = 4,000 P.S.I. ALL OTHER —— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.

45W" PRESTRESSED GIRDER

CONCRETE MASONRY —— f'c = 8,000 P.S.I.

STRANDS - 0.6" DIA WITH ULTIMATE TENSILE STRENGTH OF —— 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP10x42 STEEL PILING. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 95'-0" LONG FOR THE SOUTH ABUTMENT AND 95'-0" LONG FOR THE NORTH ABUTMENT.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

THE FOLLOWING FACTORED AXIAL RESISTANCES WERE USED FOR DESIGN DUE TO HIGHER ULTIMATE WATER LEVEL THAN DRIVING WATER LEVEL:
85.5 T FOR SOUTH ABUTMENT
82.5 T FOR NORTH ABUTMENT

TRAFFIC VOLUME

CTH G

A.D.T. (2015) = 8,900
A.D.T. (2040) = 17,750
DESIGN SPEED = 60 MPH

UTILITIES

AT&T WISCONSIN (COMMUNICATION LINE)
ATTN: SCOTT GRINDE
(920) 735-3240
SG5813@ATT.COM

ROCK ENERGY COOPERATIVE (ELECTRIC)
ATTN: LYNN MAIER
(608) 752-4550
LYNNM@ROCK.COOP

MCLEOD USA TELECOMMUNICATION SERVICES INC. (COMMUNICATION LINE)
ATTN: JIM KOSTUCH
(262) 792-7938
JAMES.KOSTUCH@WINDSTREAM.COM

HYDRAULIC DATA

100 YEAR FREQUENCY

Q100	2,280 CFS
VELOCITY	10.6 FPS
HIGH WATER ELEVATION	778.97±
WATERWAY AREA	215 SQ. FT.
DRAINAGE AREA	15.8 SQ. MI.
ROAD OVERTOPPING	N/A
QREG	3,662 CFS
REGULATORY HIGH WATER EL	781.01±
SCOUR CRITICAL CODE	8

2 YEAR FREQUENCY

Q2	660 CFS
HIGH WATER 2 ELEVATION	775.51±

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. WINGS 1 AND 2
7. NORTH ABUTMENT
8. NORTH ABUTMENT DETAILS
9. WINGS 3 AND 4
10. 45W PRESTRESSED GIRDER
11. 45W PRESTRESSED GIRDER DETAILS
12. STEEL DIAPHRAGM
13. SUPERSTRUCTURE
14. SUPERSTRUCTURE DETAILS
15. SINGLE SLOPE PARAPET 32SS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
KEVIN HAGEN (715) 342-3053
AECOM PROJECT NO. 60242867

STATE PROJECT NUMBER

5966-10-70

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/20/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-291

CTH G OVER BRANCH ROCK RIVER

COUNTY: ROCK
TOWN/CITY/VILLAGE: ~~TOWN/CITY/VILLAGE~~ ROCK & LA PRAIRIE

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	EAN	DESIGN CK'D.	KRH	DRAWN BY	KAM	PLANS CK'D.	EAN

GENERAL PLAN

SHEET 1 OF 15

791

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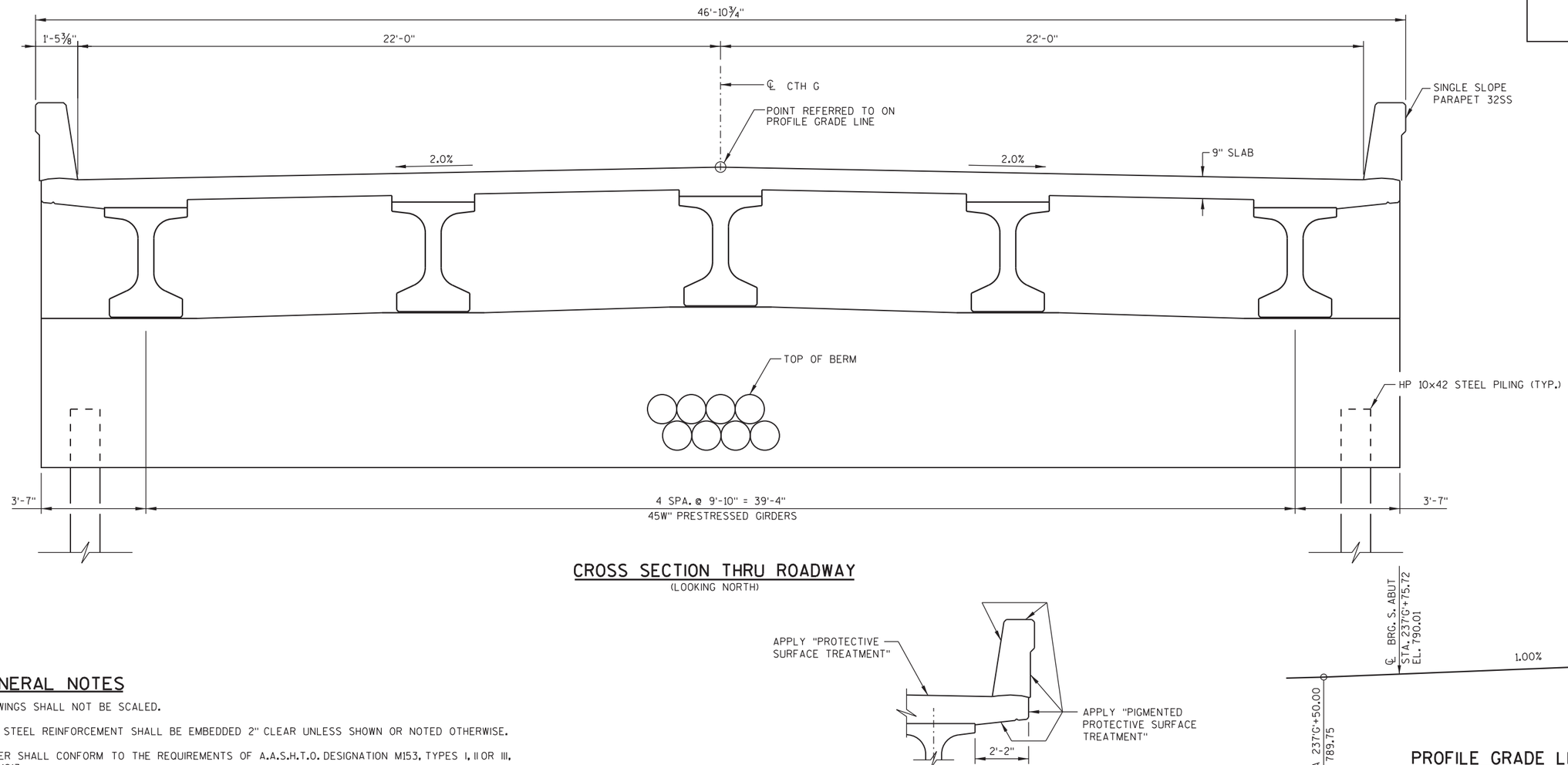
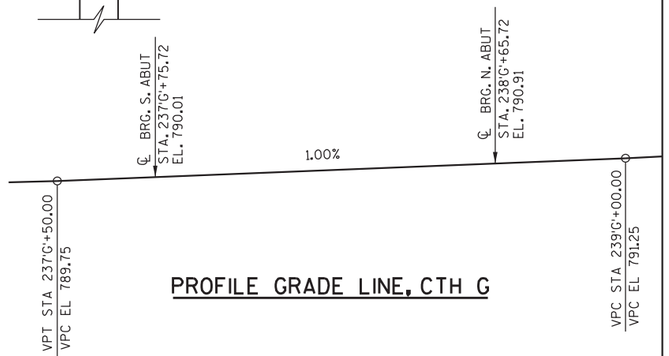
STATE PROJECT NUMBER

5966-10-70



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



PROFILE GRADE LINE, CTH G

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M153, TYPES I, II OR III, OR M213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE FABRIC TYPE 'HR' WITHIN THE LIMITS SHOWN ON SHEET 1, ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER.

ALL EXCAVATION BETWEEN THE TOE OF RIPRAP SLOPE AND THE NATURAL STREAM BED SHALL BE COVERED WITH EROSION MAT AS SHOWN ON SHEET 1, OR AS DIRECTED BY THE ENGINEER.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

THE EXISTING STRUCTURE (B-53-20) IS A SINGLE SPAN STEEL DECK GIRDER BRIDGE, 76.7' LONG x 35.3' WIDE, TO BE REMOVED.

AT THE BACKFACE OF ABUTMENTS ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ALL REQUIRED REMOVAL OF THE EXISTING SUBSTRUCTURES IS INCLUDED IN THE BID ITEM "REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS, STATION 238'G'+21."

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

EXCAVATION REQUIRED UNDER THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-53-291" IS NOT USED TO BALANCE THE EARTHWORK.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE MINIMUM CONCRETE HAUNCH SHALL BE 2" FOR DESIGN CALCULATIONS AND THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAIL SHEET.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUTMENT	NORTH ABUTMENT	SUPER.	TOTAL
203.0600.S.001	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS, STATION 238'G'+21	LS				1
206.1000.001	EXCAVATION FOR STRUCTURES BRIDGES, B-53-291	LS				1
210.0100	BACKFILL STRUCTURE	CY	190	190		380
501.1000.S	ICE HOT WEATHER CONCRETING	LB	375	375	1510	2,260
502.0100	CONCRETE MASONRY BRIDGES	CY	50	50	201	301
502.3200	PROTECTIVE SURFACE TREATMENT	SY			455	455
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY			240	240
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF			455	455
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	2,740	2,740		5,480
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	2,455	2,455	30,660	35,570
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	5	5		10
506.4000.001	STEEL DIAPHRAMS STRUCTURE B-53-291	EACH			8	8
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	13	13		26
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	1,140	1,140		2,280
606.0300	RIPRAP HEAVY	CY	150	180		330
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	23	23		46
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	65	65		130
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	2		4
628.2027	EROSION MAT CLASS II TYPE C	SY	71	93		164
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	260	300		560
	NON-BID ITEMS					
	FILLER	SIZE				1/2" & 3/4"

ALL BID ITEMS INCLUDED IN CATEGORY 2000.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

CROSS SECTION & QUANTITIES

SHEET 2 OF 15
792

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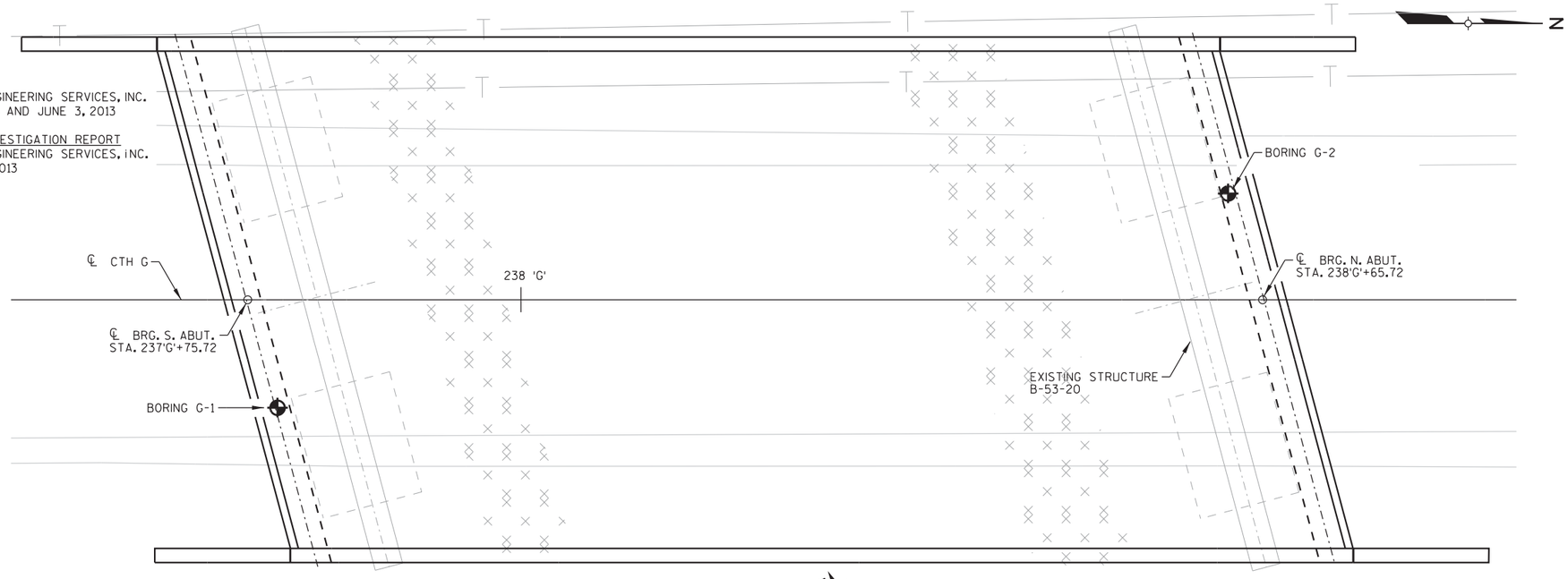
BATCH PRINT SHEET 3 OF 15

SOIL BORINGS
BY: SOILS & ENGINEERING SERVICES, INC.
ON: MAY 21, 2013 AND JUNE 3, 2013

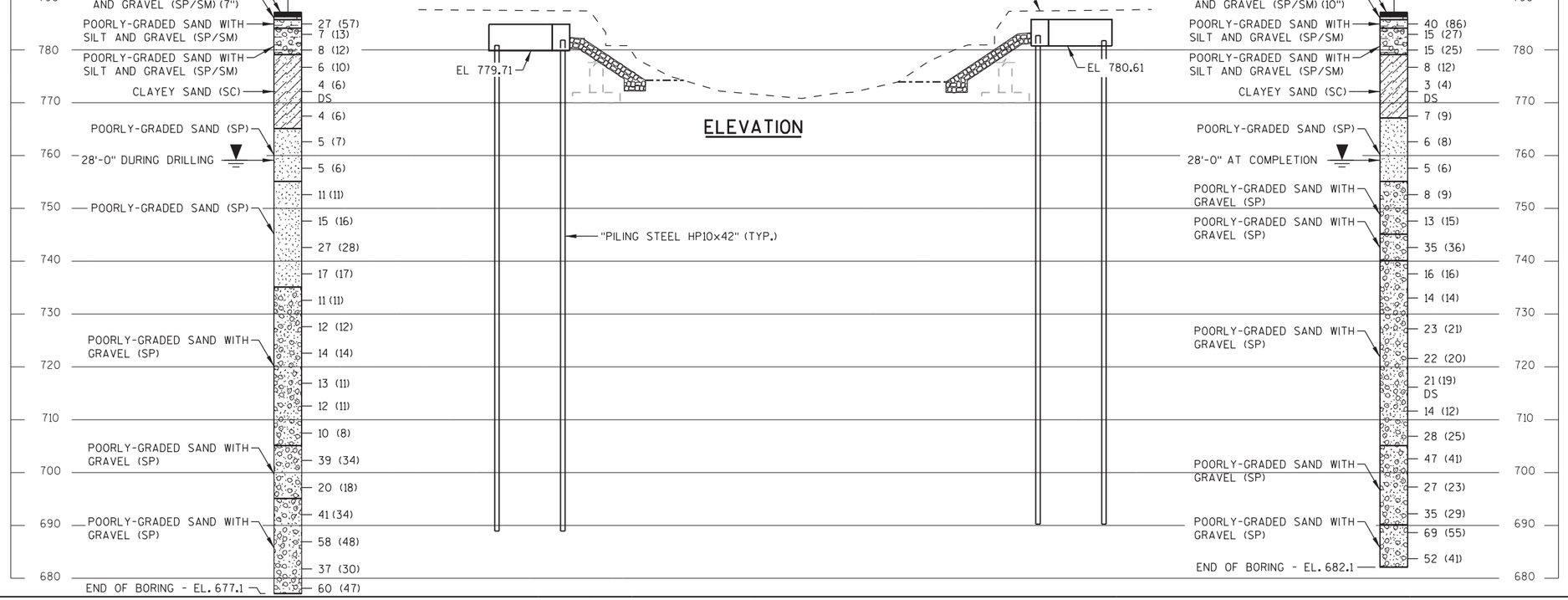
SUBSURFACE INVESTIGATION REPORT
BY: SOILS & ENGINEERING SERVICES, INC.
ON: AUGUST 7, 2013



PLAN VIEW

LEGEND

DS = DROVE STONE
(X) = ADJUSTED BLOWS PER FOOT



ELEVATION

STATE PROJECT NUMBER

5966-10-70

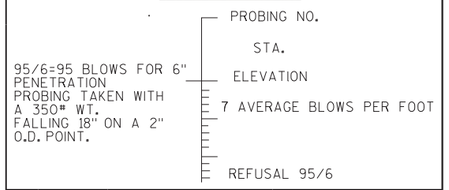
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

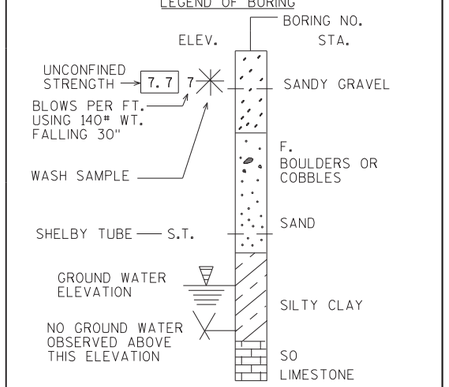
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

SUBSURFACE EXPLORATION

SHEET 3 OF 15
793

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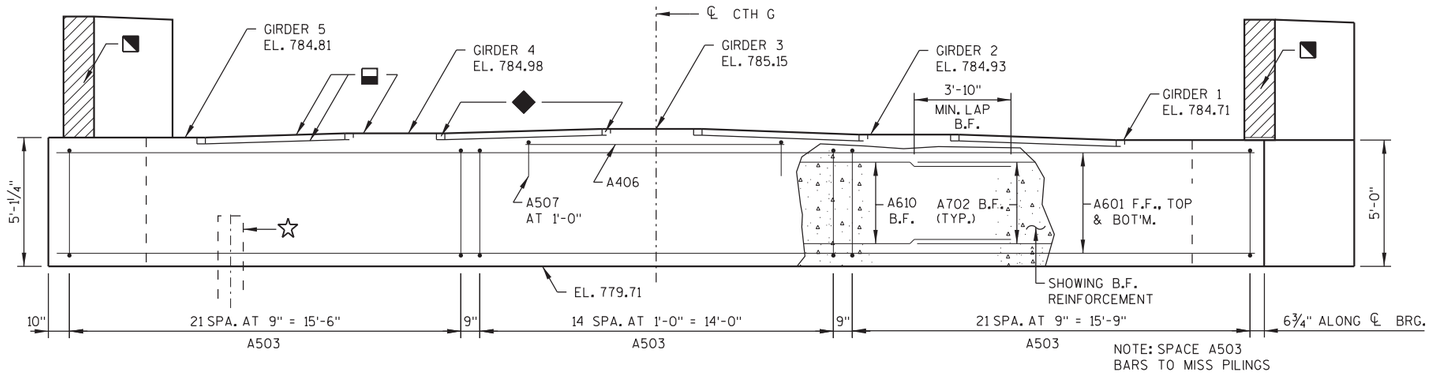
PLOT DATE: 10/22/2014
PLOT TIME: 2:04:58 PM

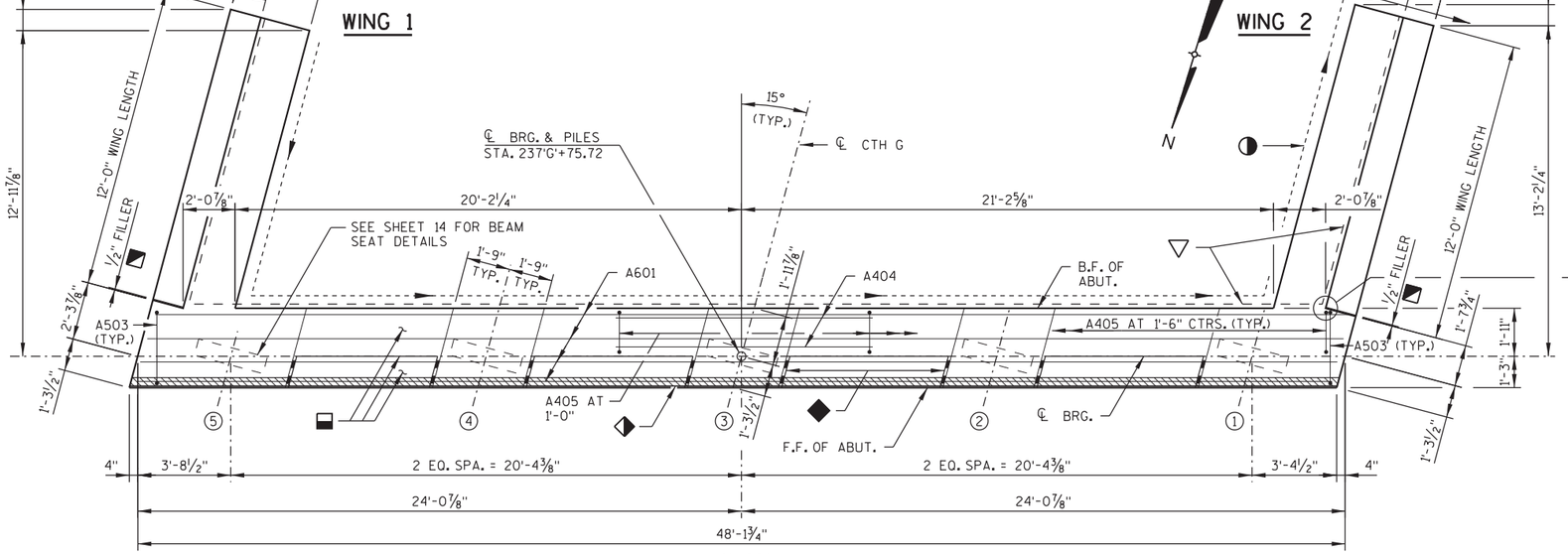
STATE PROJECT NUMBER
5966-10-70

NO MATERIAL THAT WILL BE ENCASED BY ANY SUPERSTRUCTURE CONCRETE SHALL BE EMBEDDED OR ANCHORED TO THE ABUTMENT OR WINGS.



NOTE: SPACE A503 BARS TO MISS PILINGS

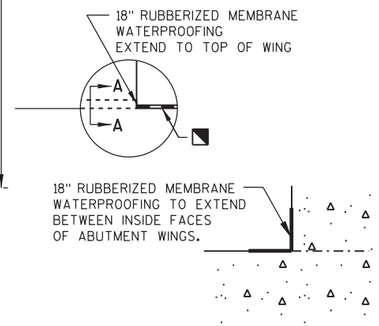
ELEVATION LOOKING SOUTH



PLAN

LEGEND

- ☆ SUPPORT SOUTH ABUTMENT ON HP 10×42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES. ESTIMATED 95'-0". SEE SHEET 8 FOR PILE SPLICE DETAIL.
- ◑ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.
- ● PIPE UNDERDRAIN, UNPERFORATED, 6-INCH FROM BACK OF WING TO DISCHARGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 5. DISCHARGE LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD.
- ◹ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- ◆ ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ◈ ¾" × 4" FILLER - TO EXTEND FULL LENGTH OF ABUTMENT BODY.
- ⓧ INDICATES GIRDER NUMBER
- ▬ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION A - A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

SOUTH ABUTMENT

SHEET 4 OF 15
794

8

8

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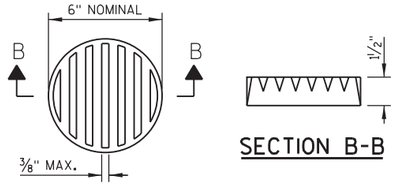


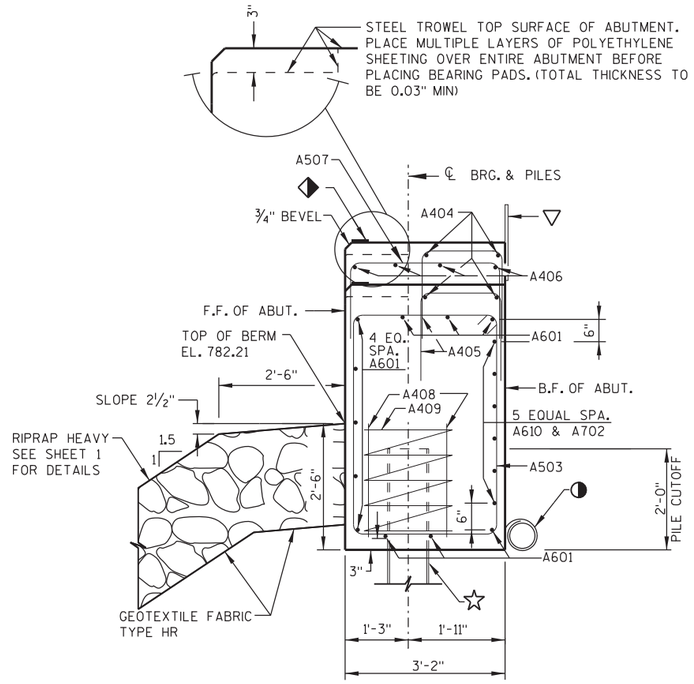
SECTION B-B

RODENT SHIELD DETAIL

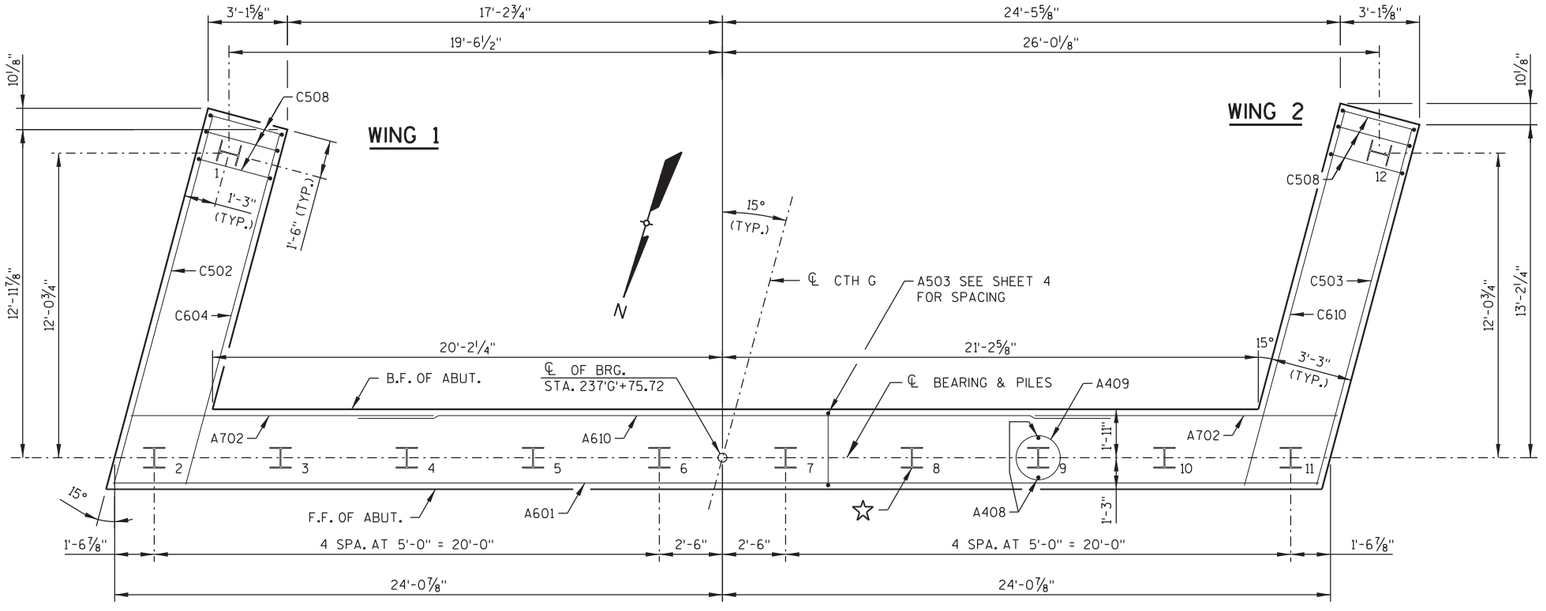
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.



TYPICAL SECTION THRU BODY



PILE PLAN

FOR SYMBOL LEGEND SEE SHEET 4.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

SOUTH ABUTMENT DETAILS

SHEET 5 OF 15
795

8

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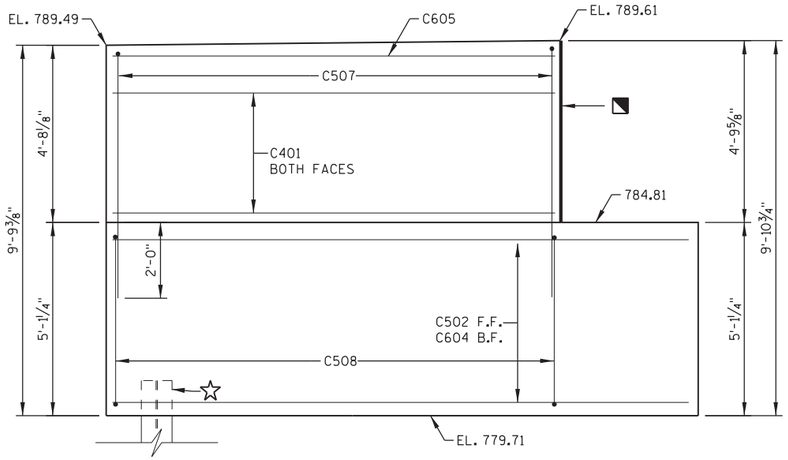
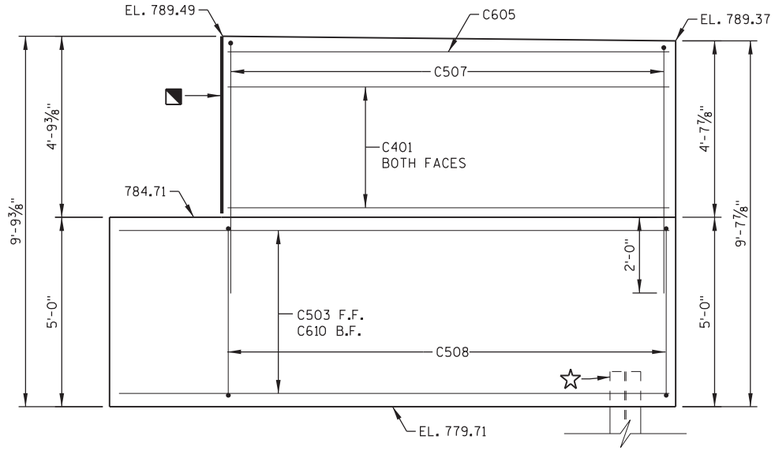
STATE PROJECT NUMBER

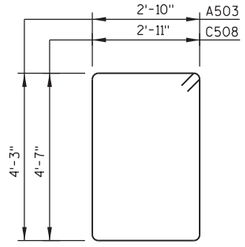
5966-10-70



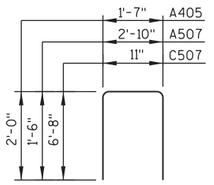
ELEVATION - WING 1



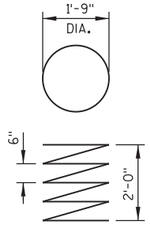
ELEVATION - WING 2



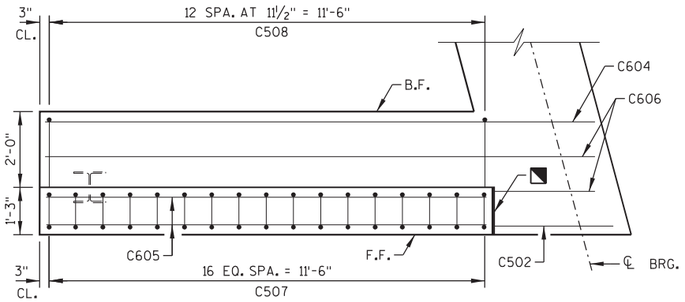
A503, C508



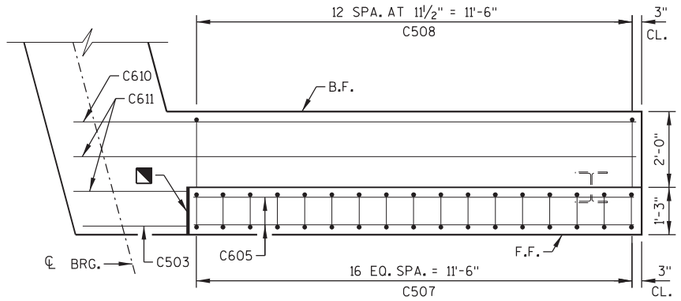
A405, A507, C507



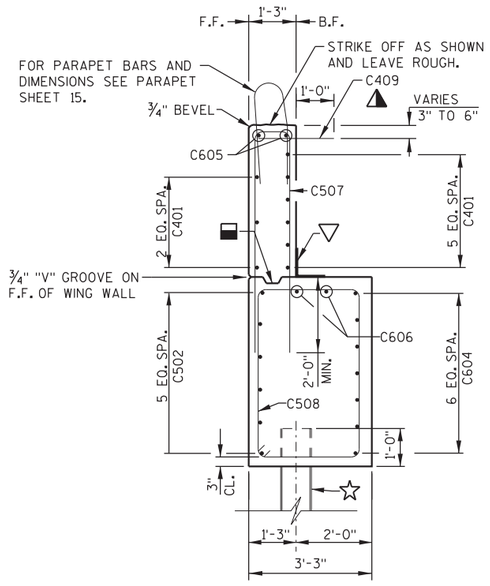
A409



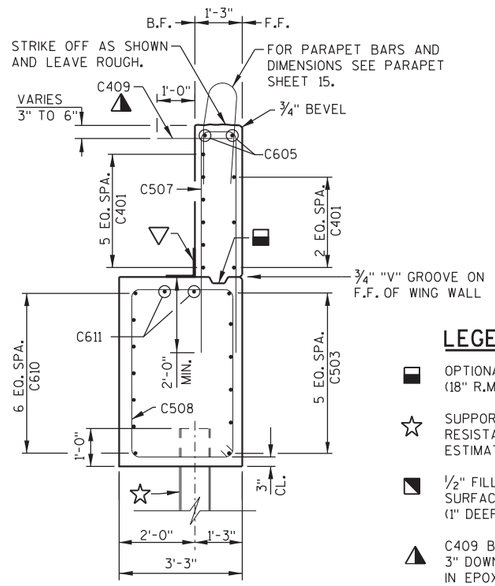
PLAN - WING 1



PLAN - WING 2



SECTION THRU - WING 1



SECTION THRU - WING 2

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
NON-COATED BARS				TOTAL WEIGHT = 2,740 LBS	
A601	11	47 - 10		BODY, FRONT FACE / TOP / BOTTOM	HORIZ.
A702	12	12 - 0		BODY, BACK FACE	HORIZ.
A503	59	14 - 9	X	BODY, STIRRUP	VERT.
A404	2	11 - 0		BODY, TOP	HORIZ.
A405	36	5 - 5	X	BODY, TOP	VERT.
A406	4	11 - 0		BODY, ADDITIONAL TOP	HORIZ.
A507	12	5 - 7	X	BODY, ADDITIONAL TOP	VERT.
A408	20	2 - 3		BODY, PILE WRAP	VERT.
A409	10	28 - 0	X	BODY, PILE WRAP	VERT.
A610	6	31 - 6		BODY, BACK FACE	HORIZ.
COATED BARS				TOTAL WEIGHT = 1,750 LBS	
C401	18	11 - 6		WING WALL, BOTH FACES	HORIZ.
C502	6	15 - 2		WING 1, FRONT FACE	HORIZ.
C503	6	14 - 6		WING 2, FRONT FACE	HORIZ.
C604	7	14 - 3		WING 1, BACK FACE	HORIZ.
C605	4	11 - 6		WING 1 & 2, TOP OF WING WALL	HORIZ.
C606	2	14 - 5		WING 1, TOP	HORIZ.
C507	34	14 - 0	X	WING 1 & 2, WING WALL	VERT.
C508	26	15 - 7	X	WING 1 & 2, STIRRUP	VERT.
C409	26	2 - 0		WING 1 & 2, SURFACE DRAIN ANCHOR	HORIZ.
C610	7	15 - 4		WING 2, BACK FACE	HORIZ.
C611	2	14 - 9		WING 2, TOP	HORIZ.

LEGEND

- OPTIONAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" x 6". (18" R.M.W. AT B.F. & 3/4" "V" GROOVE AT F.F. IF JOINT IS USED.)
- SUPPORT WING ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES. ESTIMATED 95'-0" LG. SEE SHEET 8 FOR PILE SPLICE DETAIL.
- 1/2" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)
- C409 BARS SPACED AT 1'-0" CTRS. EMBED 1'-0" INTO WING CONCRETE. LOCATE 3" DOWN FROM TOP OF WING AT BACK FACE TO 6" DOWN AT WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCLUDED WITH BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES."
- 18" (R.M.W.) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

WINGS 1 AND 2

SHEET 6 OF 15
796

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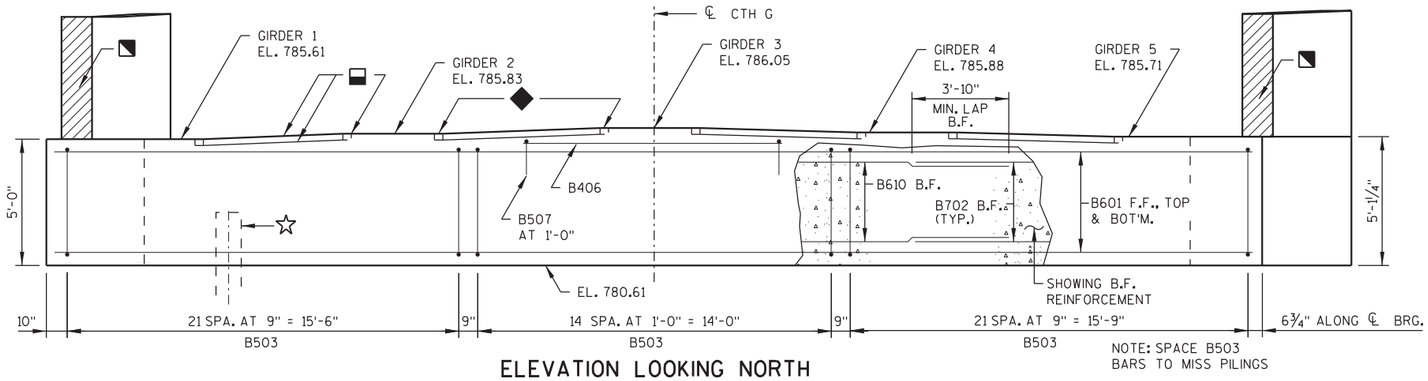
BATCH PRINT SHEET 7 OF 15

STATE PROJECT NUMBER

5966-10-70

NO MATERIAL THAT WILL BE ENCASED BY ANY SUPERSTRUCTURE CONCRETE SHALL BE EMBEDDED OR ANCHORED TO THE ABUTMENT OR WINGS.

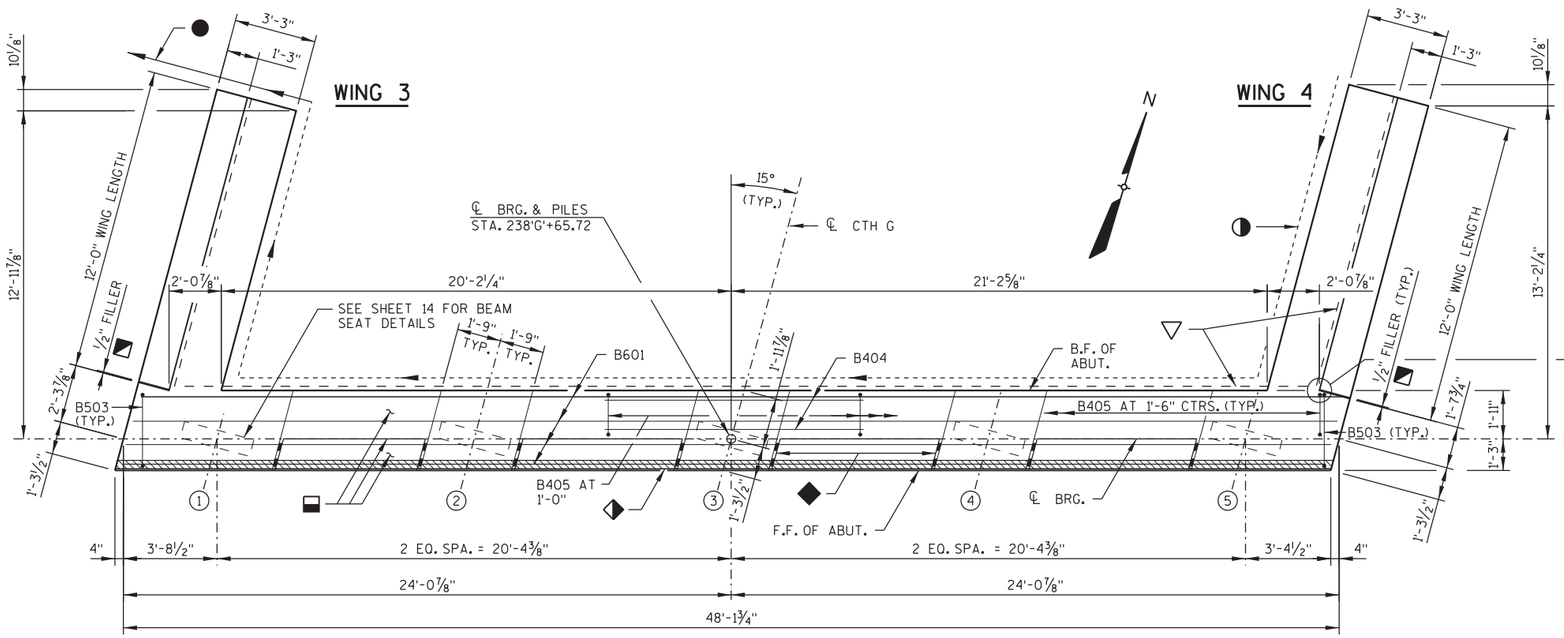


NOTE: SPACE B503 BARS TO MISS PILINGS

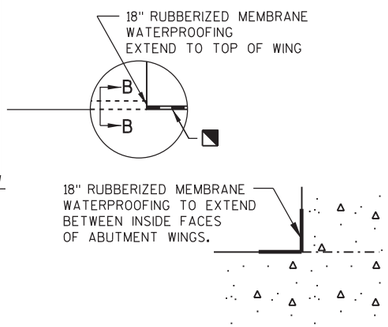
ELEVATION LOOKING NORTH

LEGEND

- ☆ SUPPORT NORTH ABUTMENT ON HP 10×42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES. ESTIMATED 95'-0". SEE SHEET 8 FOR PILE SPLICE DETAIL.
- ◑ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.
- ● PIPE UNDERDRAIN, UNPERFORATED, 6-INCH FROM BACK OF WING TO DISCHARGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 5. DISCHARGE LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD.
- ◹ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- ◆ ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ◆ ¾" × 4" FILLER - TO EXTEND FULL LENGTH OF ABUTMENT BODY.
- Ⓧ INDICATES GIRDER NUMBER
- ▬ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



PLAN



SECTION B - B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

NORTH ABUTMENT

SHEET 7 OF 15
797

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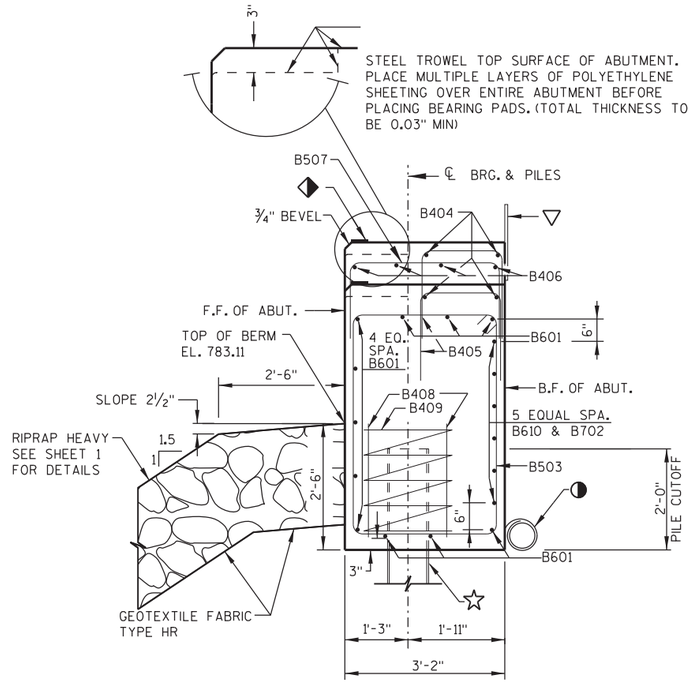
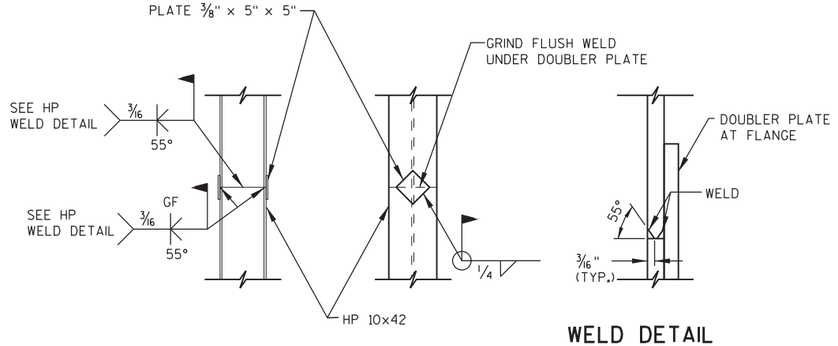
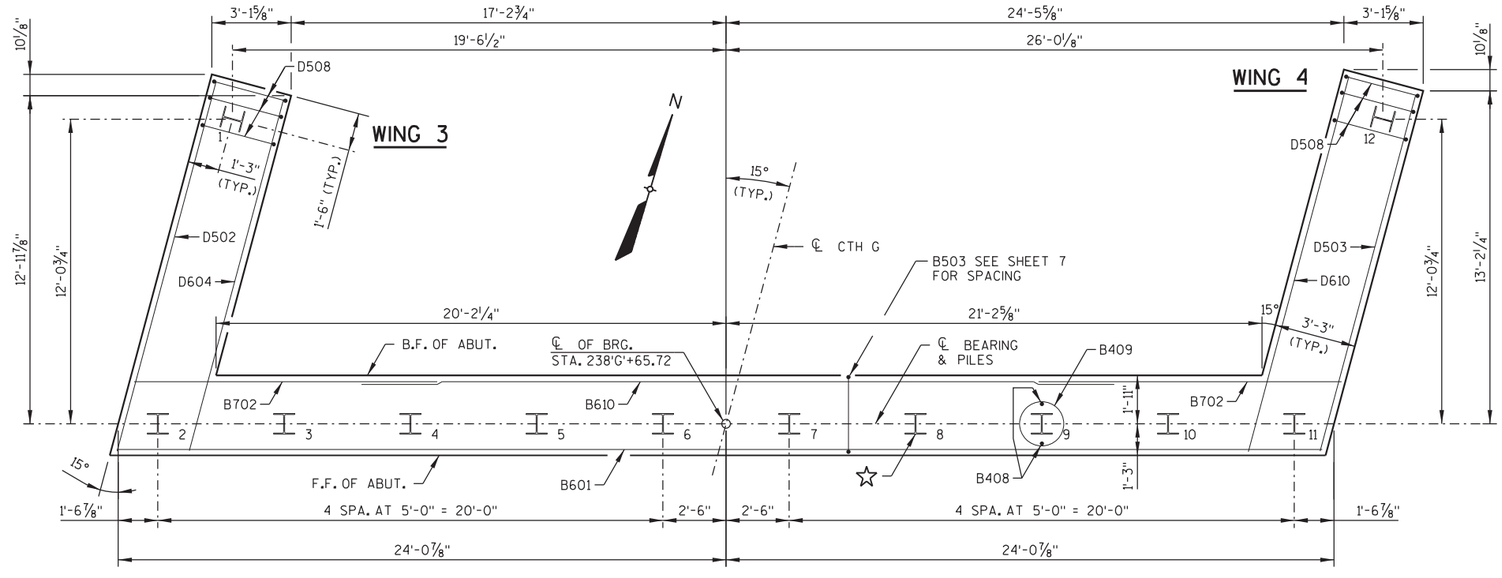


TYPICAL SECTION THRU BODY



PILE SPLICE DETAIL

WELD DETAIL



PILE PLAN

FOR SYMBOL LEGEND SEE SHEET 7.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

NORTH ABUTMENT DETAILS

SHEET 8 OF 15
798

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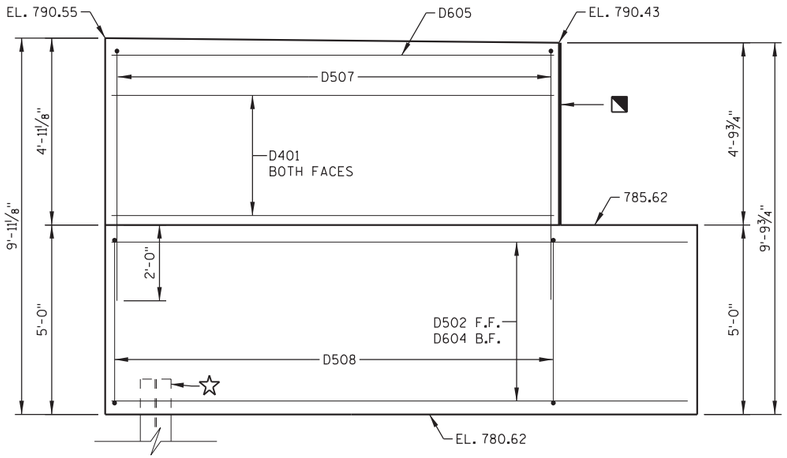
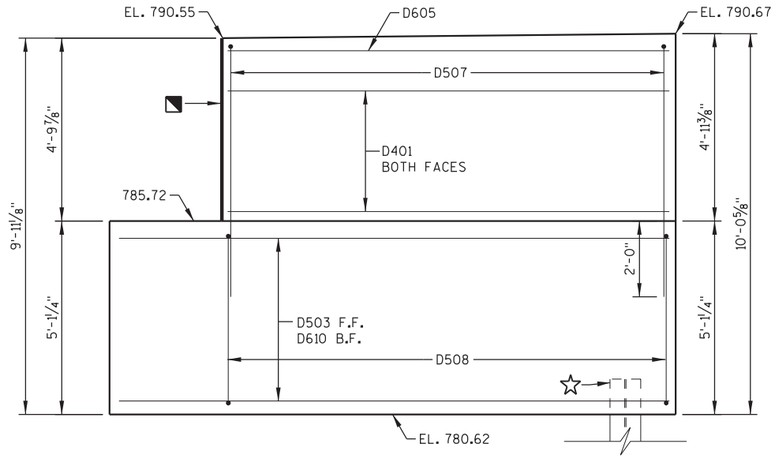
STATE PROJECT NUMBER

5966-10-70



ELEVATION - WING 3



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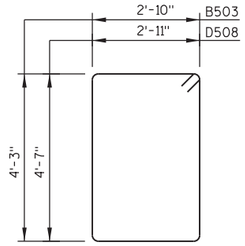
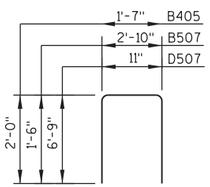


B503, D508



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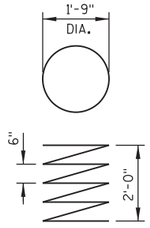

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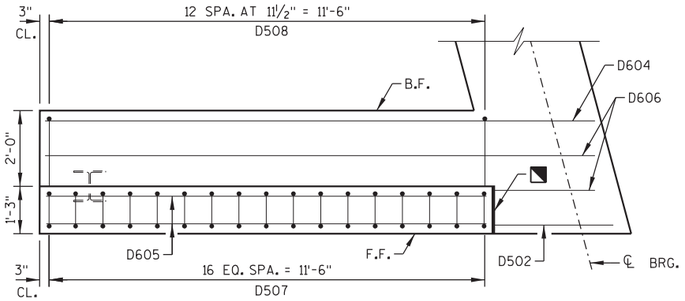
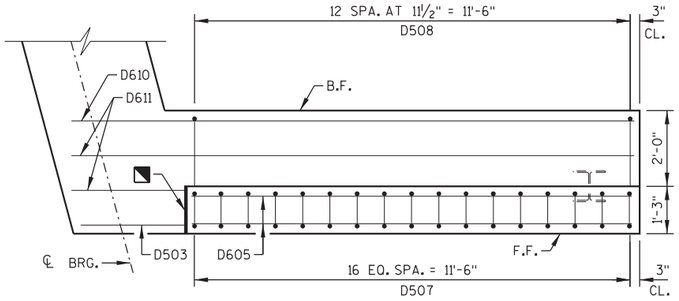


PLAN - WING 3



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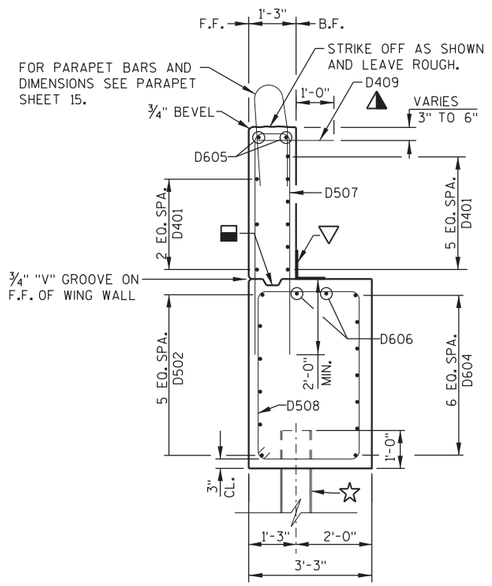

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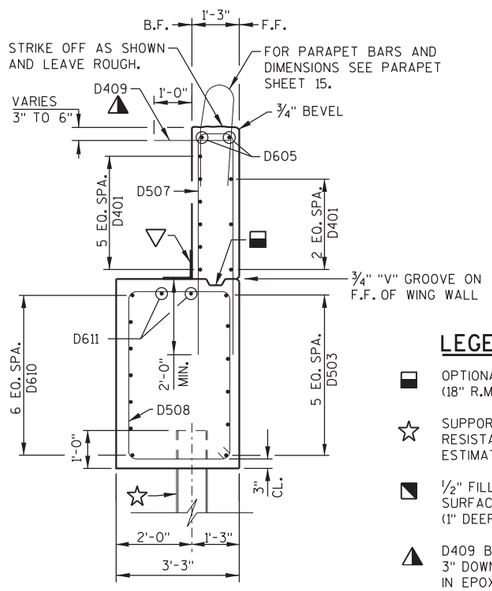

SECTION THRU - WING 4

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 2,740 LBS
B601	11	47 - 10		BODY, FRONT FACE / TOP / BOTTOM	HORIZ.
B702	12	12 - 0		BODY, BACK FACE	HORIZ.
B503	59	14 - 9	X	BODY, STIRRUP	VERT.
B404	2	11 - 0		BODY, TOP	HORIZ.
B405	36	5 - 5	X	BODY, TOP	VERT.
B406	4	11 - 0		BODY, ADDITIONAL TOP	HORIZ.
B507	12	5 - 7	X	BODY, ADDITIONAL TOP	VERT.
B408	20	2 - 3		BODY, PILE WRAP	VERT.
B409	10	28 - 0	X	BODY, PILE WRAP	VERT.
B610	6	31 - 6		BODY, BACK FACE	HORIZ.
COATED BARS					TOTAL WEIGHT = 1,760 LBS
D401	18	11 - 6		WING WALL, BOTH FACES	HORIZ.
D502	6	15 - 2		WING 3, FRONT FACE	HORIZ.
D503	6	14 - 6		WING 4, FRONT FACE	HORIZ.
D604	7	14 - 3		WING 3, BACK FACE	HORIZ.
D605	4	11 - 6		WING 3 & 4, TOP OF WING WALL	HORIZ.
D606	2	14 - 5		WING 3, TOP	HORIZ.
D507	34	14 - 2	X	WING 3 & 4, WING WALL	VERT.
D508	26	15 - 7	X	WING 3 & 4, STIRRUP	VERT.
D409	26	2 - 0		WING 3 & 4, SURFACE DRAIN ANCHOR	HORIZ.
D610	7	15 - 4		WING 4, BACK FACE	HORIZ.
D611	2	14 - 9		WING 4, TOP	HORIZ.

LEGEND

- OPTIONAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" x 6". (18" R.M.W. AT B.F. & ¾" "V" GROOVE AT F.F. IF JOINT IS USED.)
- SUPPORT WING ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES. ESTIMATED 95'-0" LG. SEE SHEET 8 FOR PILE SPLICE DETAIL.
- ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- D409 BARS SPACED AT 1'-0" CTRS. EMBED 1'-0" INTO WING CONCRETE. LOCATE 3" DOWN FROM TOP OF WING AT BACK FACE TO 6" DOWN AT WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCLUDED WITH BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES."
- 18" (R.M.W.) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

WINGS 3 AND 4

SHEET 9 OF 15
799

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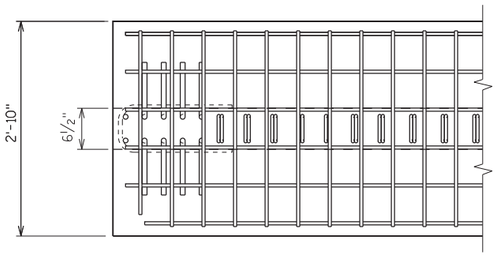
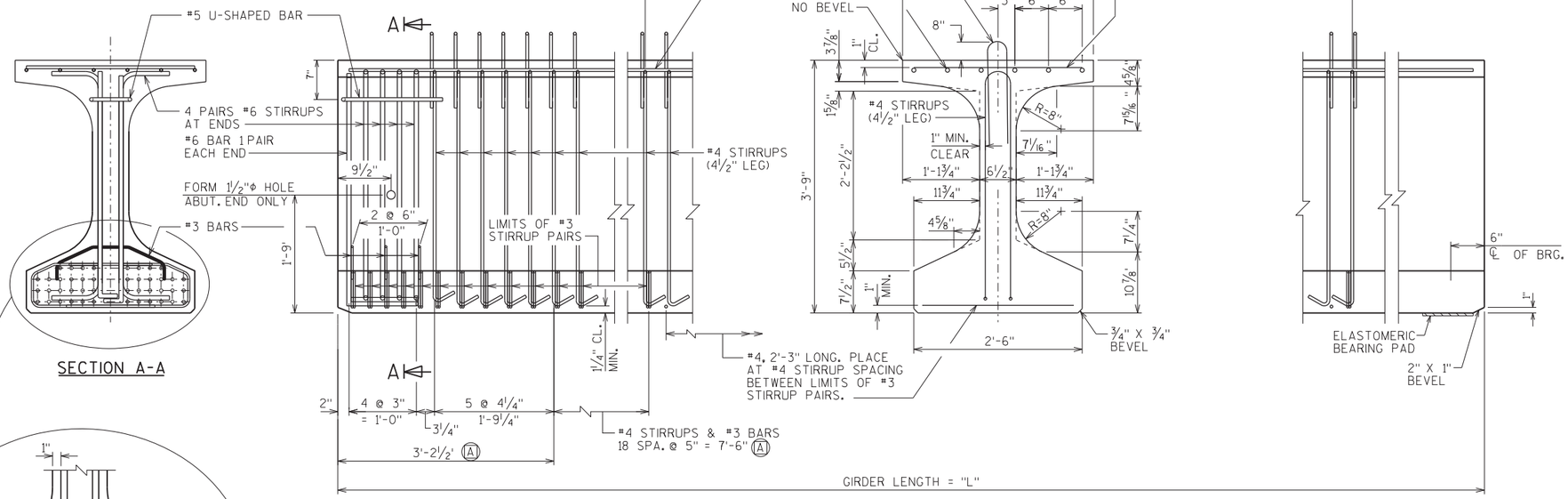
BATCH PRINT SHEET 10 OF 15

STATE PROJECT NUMBER

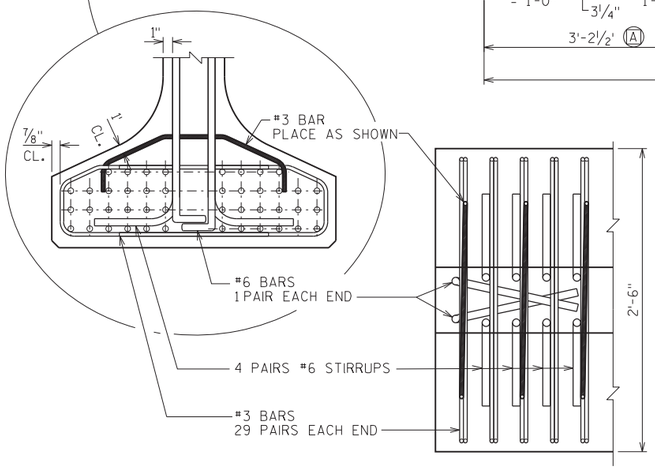
5966-10-70



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 2'-4"

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

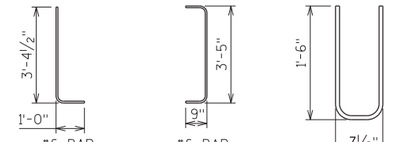
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

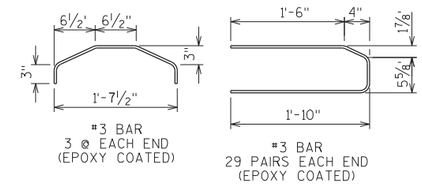
USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608)266-5161.

PRESTRESSING STRANDS SHALL BE 0.6"ϕ - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN					
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	1 - 5	91'-0"	0.50	0.98	1.35	1.59	1.67	1.59	1.35	0.98	0.50	8,000	8"	8"	8"	0.6	32	6,800	40	13.75	16.75	5

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

45W PRESTRESSED GIRDER

SHEET 10 OF 15
800

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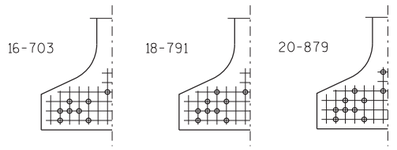
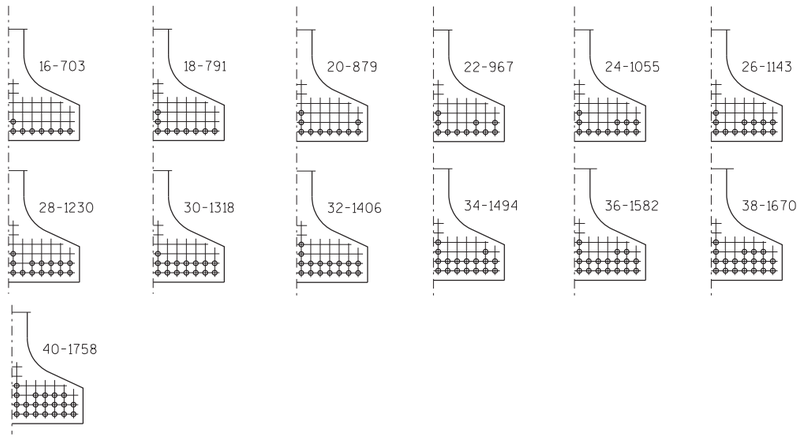


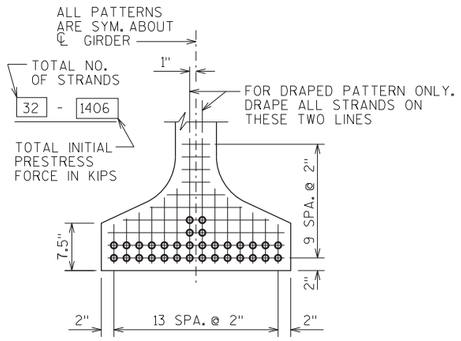
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

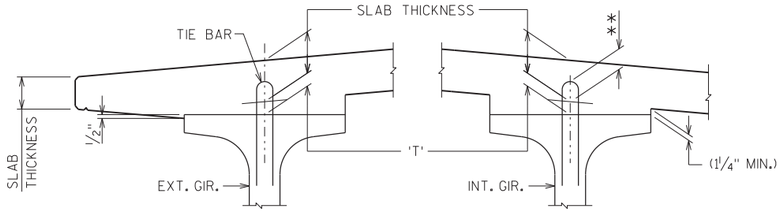


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS



TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

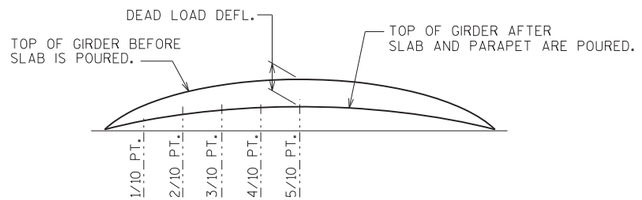
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR.

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

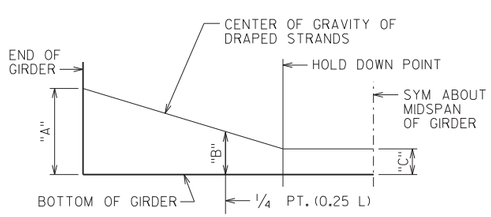
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T'. USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

45W PRESTRESSED GIRDER DETAILS

SHEET 11 OF 15
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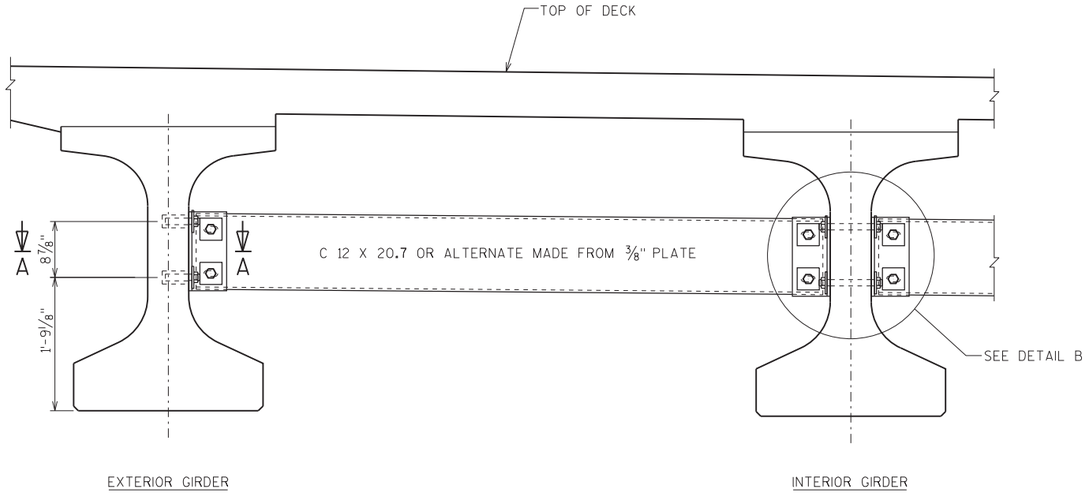
STATE PROJECT NUMBER

5966-10-70



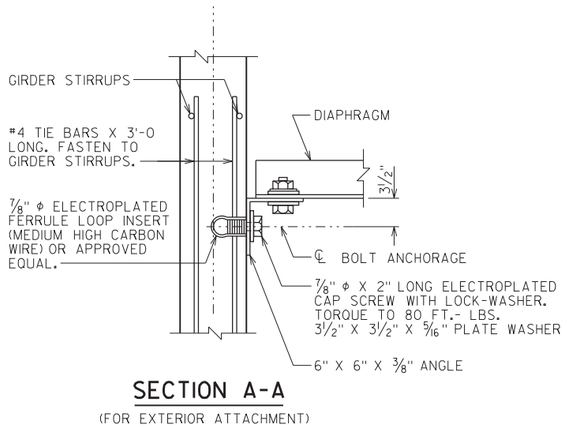
PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-53-291", EACH.

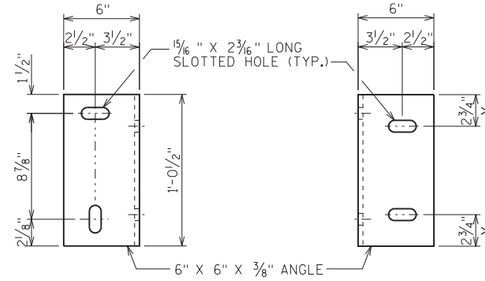
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT. ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



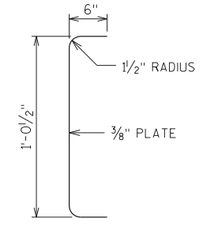
SECTION A-A

(FOR EXTERIOR ATTACHMENT)

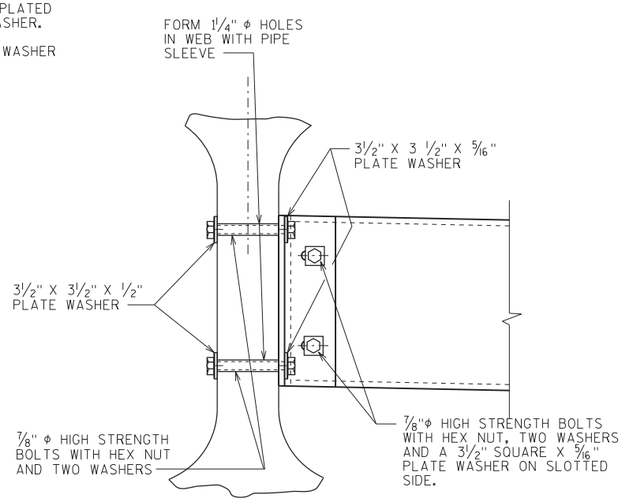


DIAPHRAGM SUPPORT

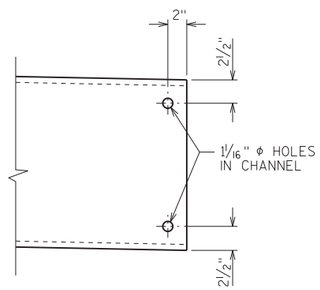
* 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



(FOR STAGGERED DIAPHRAGM)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

STEEL DIAPHRAGM

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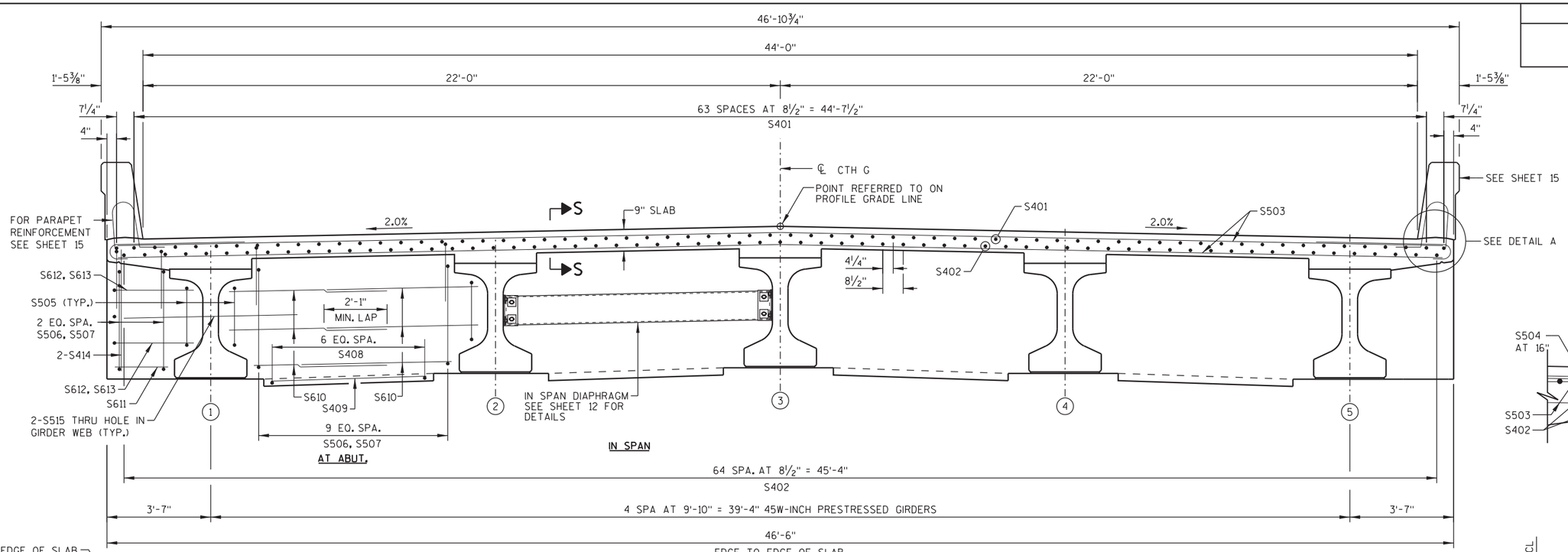
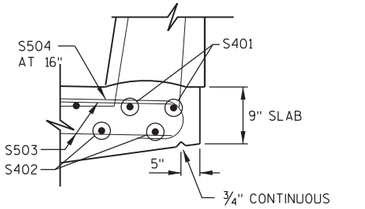
STATE PROJECT NUMBER

5966-10-70

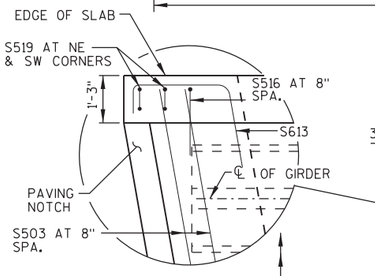


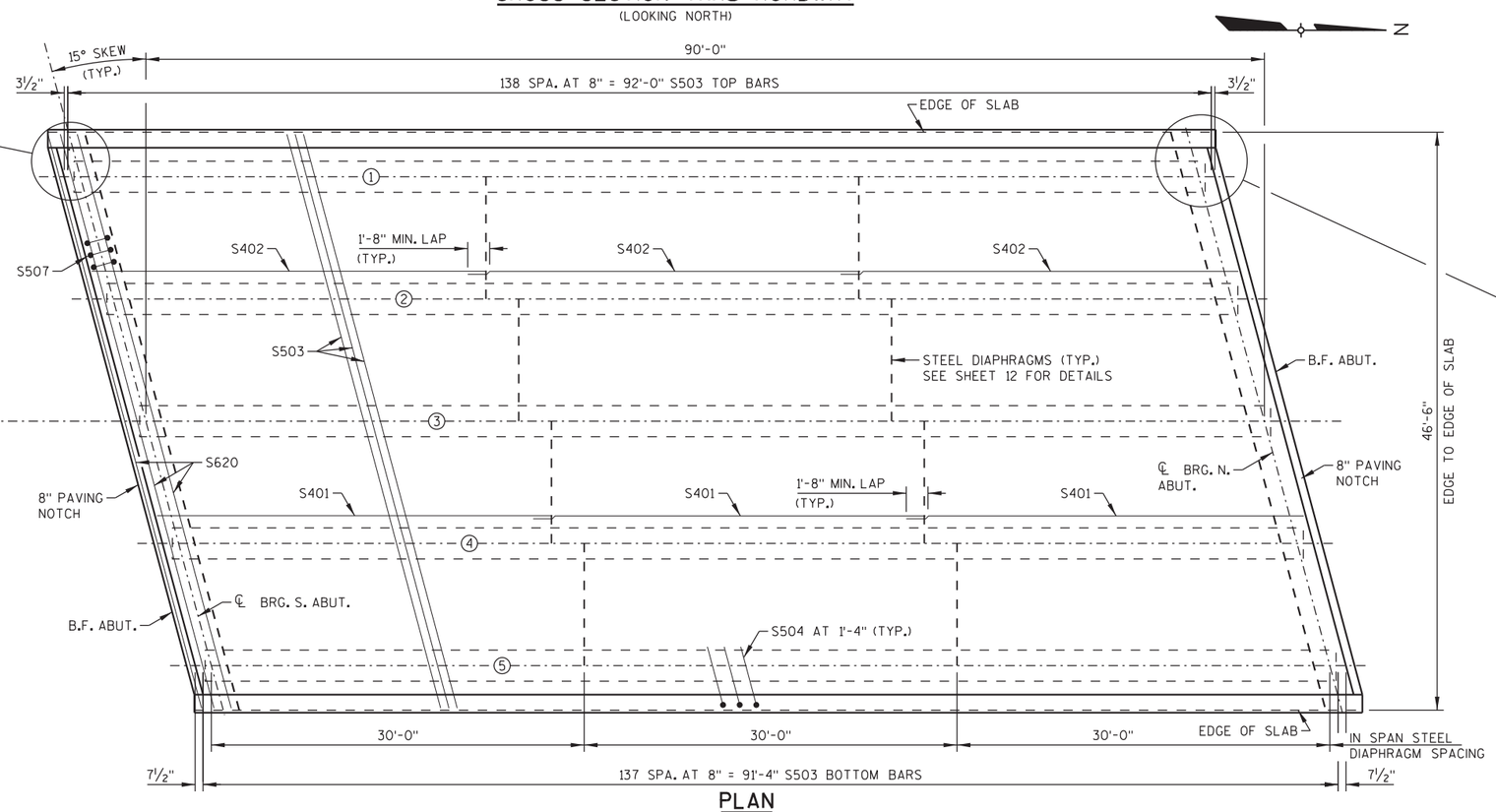
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



DETAIL A





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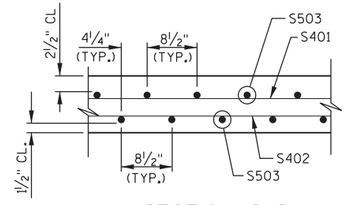

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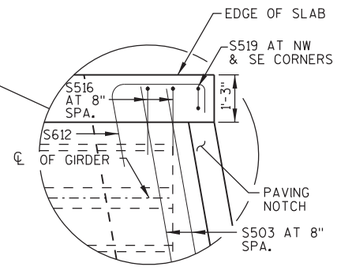

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-53-291

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SUPERSTRUCTURE

SHEET 13 OF 15

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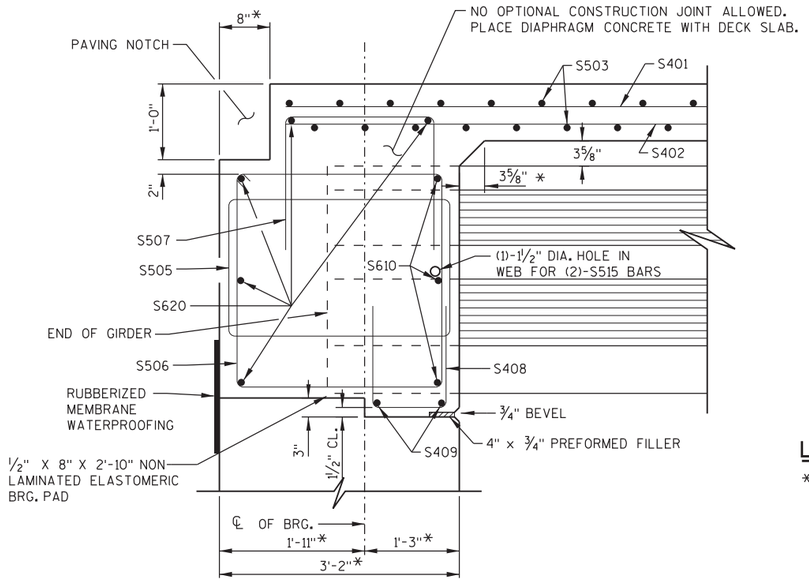
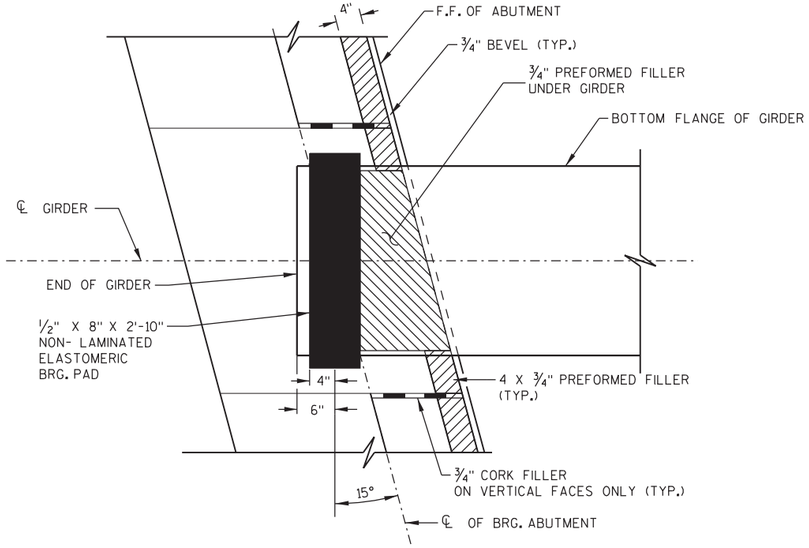


PART LONGITUDINAL SECTION

(AT ABUTMENT)



BEARING PAD DETAIL

(AT ABUTMENT)

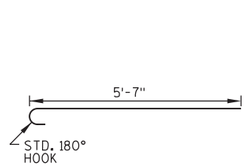
LEGEND

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

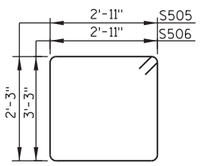
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 30,670 LBS	
S401	198	31 - 11			LONGITUDINAL, TOP	HORIZ.
S402	195	31 - 11			LONGITUDINAL, BOTTOM	HORIZ.
S503	277	47 - 9			TRANSVERSE, TOP & BOTTOM	HORIZ.
S504	140	6 - 2	X		TRANSVERSE TOP OVERHANG	HORIZ.
S505	20	10 - 11	X		ABUTMENT DIAPHRAGM, STIRRUP	VERT.
S506	92	12 - 11	X		ABUTMENT DIAPHRAGM, STIRRUP	VERT.
S507	92	5 - 11	X		ABUTMENT DIAPHRAGM	VERT.
S408	56	3 - 5	X		ABUTMENT DIAPHRAGM	VERT.
S409	16	6 - 2			ABUTMENT DIAPHRAGM	HORIZ.
S610	48	5 - 8			ABUTMENT DIAPHRAGM	HORIZ.
S611	8	2 - 0			ABUTMENT DIAPHRAGM	HORIZ.
S612	4	6 - 7	X		ABUTMENT DIAPHRAGM	HORIZ.
S613	4	6 - 2	X		ABUTMENT DIAPHRAGM	HORIZ.
S414	8	3 - 8			ABUTMENT DIAPHRAGM	VERT.
S515	20	6 - 0			ABUTMENT DIAPHRAGM	HORIZ.
S516	274	4 - 5	X		PARAPET	VERT.
S517	284	5 - 0	X		PARAPET	VERT.
S518	24	48 - 4			PARAPET	HORIZ.
S519	6	5 - 10	X		PARAPET, AT CORNERS	VERT.
S620	10	47 - 9			ABUTMENT DIAPHRAGM	HORIZ.



S504



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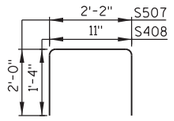

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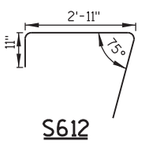

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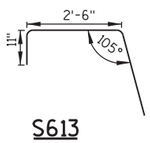

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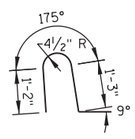

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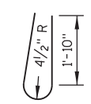

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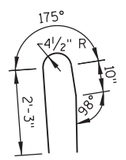

S519

TOP OF DECK ELEVATIONS

	℄ BRG. S. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	℄ BRG. N. ABUT
W. EOD	789.50	789.59	789.68	789.77	789.86	789.95	790.04	790.13	790.22	790.31	790.40
BEAM 1	789.56	789.65	789.74	789.83	789.92	790.01	790.10	790.19	790.28	790.37	790.46
BEAM 2	789.78	789.87	789.96	790.05	790.14	790.23	790.32	790.41	790.50	790.59	790.68
BEAM 3	790.01	790.10	790.19	790.28	790.37	790.46	790.55	790.64	790.73	790.82	790.91
BEAM 4	789.83	789.92	790.01	790.10	790.19	790.28	790.37	790.46	790.55	790.64	790.73
BEAM 5	789.67	789.76	789.85	789.94	790.03	790.12	790.21	790.30	790.39	790.48	790.57
E. EOD	789.63	789.72	789.81	789.90	789.99	790.08	790.17	790.26	790.35	790.44	790.53

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

SUPERSTRUCTURE DETAILS

SHEET 14 OF 15
804

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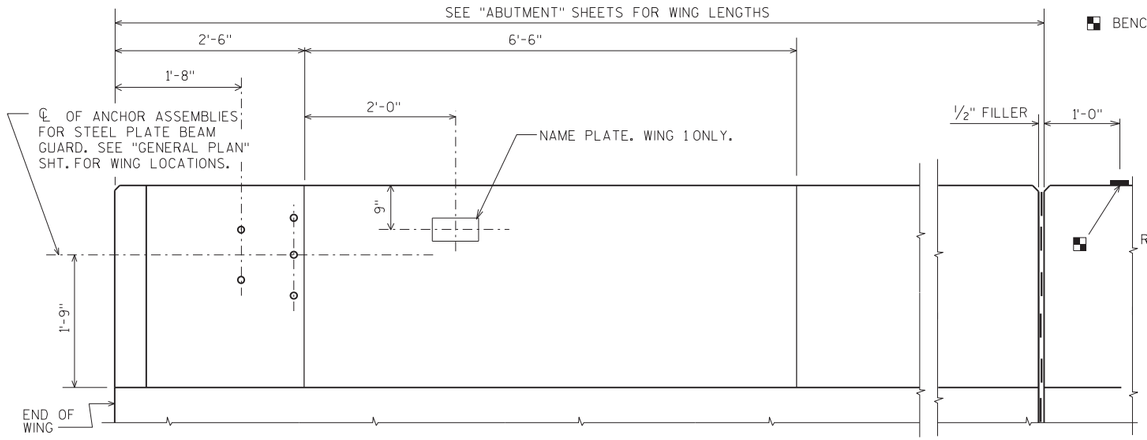
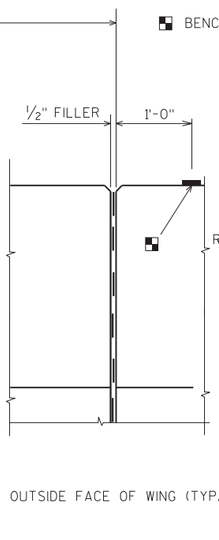
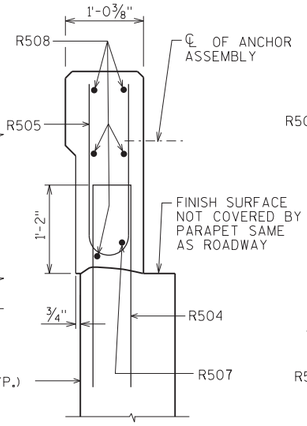
STATE PROJECT NUMBER

5966-10-70

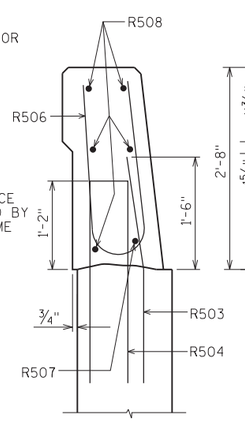


INSIDE ELEVATION





SECTION A



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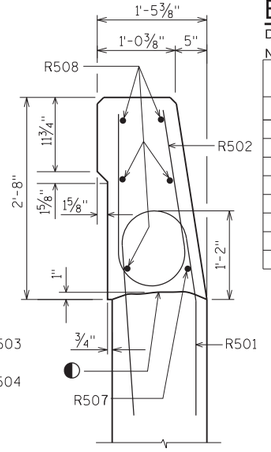
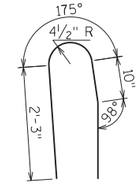


SECTION C

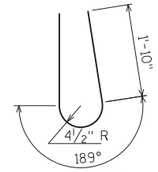
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
NORTH ABUTMENT WEIGHT 725 LBS., SOUTH ABUTMENT WEIGHT 725 LBS.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
COATED BARS					TOTAL WEIGHT = 1,450 LBS
R501	20	5 - 10	X	PARAPET	VERT.
R502	20	5 - 0	X	PARAPET	VERT.
R503	48	3 - 0	X	PARAPET	VERT.
R504	68	5 - 7	X	PARAPET	VERT.
R505	44	4 - 9	X	PARAPET	VERT.
R506	24	4 - 10	X	PARAPET	VERT.
R507	4	11 - 7	X	PARAPET	HORIZ.
R508	20	11 - 7		PARAPET	HORIZ.



R501



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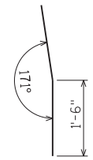
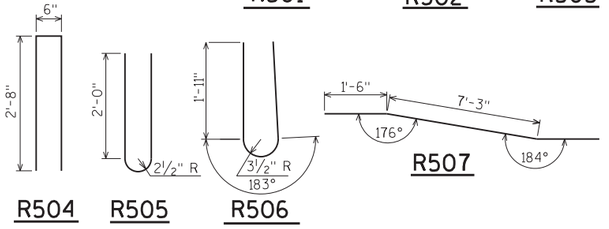
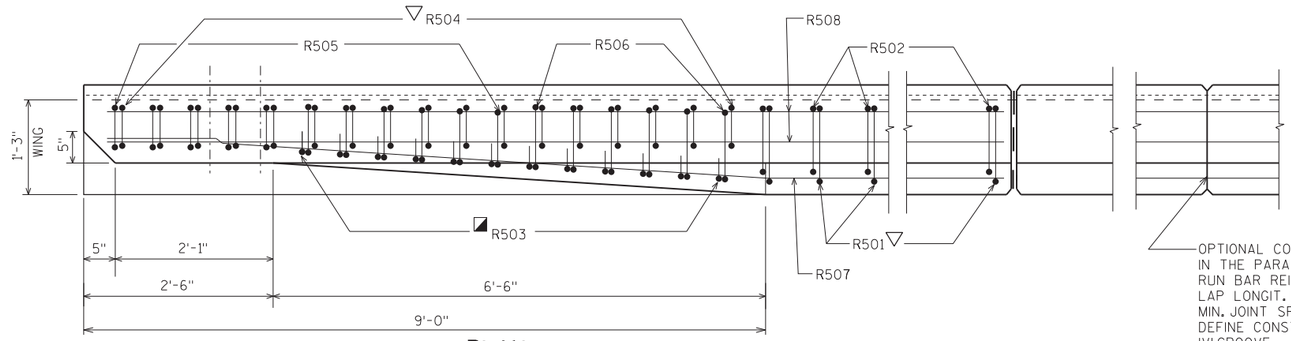


R503

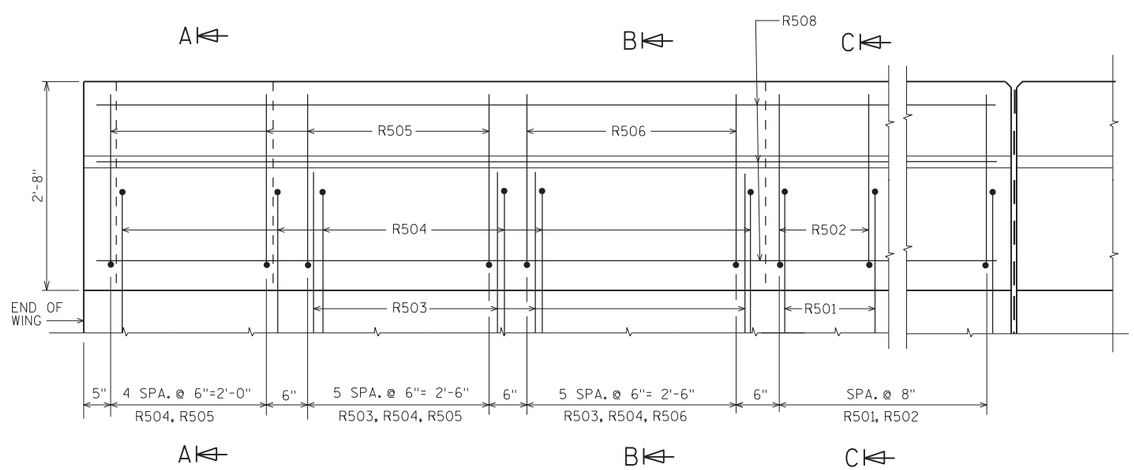


R504 R505 R506 R507

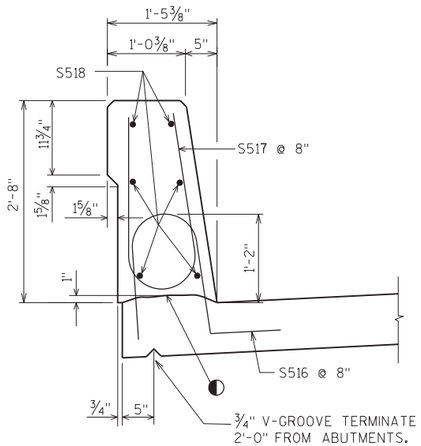


PLAN

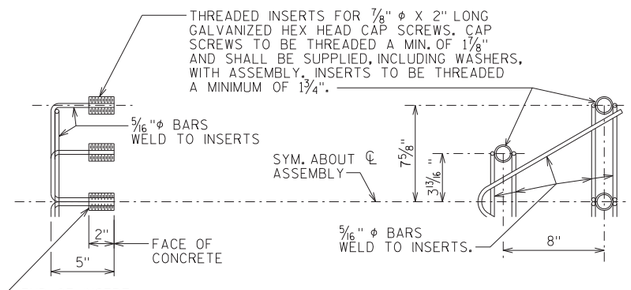
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.



OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

LEGEND

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 OR S503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-291

DRAWN BY KAM | PLANS CK'D. EAN

SINGLE SLOPE PARAPET 32SS

SHEET 15 OF 15
805

32SSWIN

8 12 7 1 2 3 4

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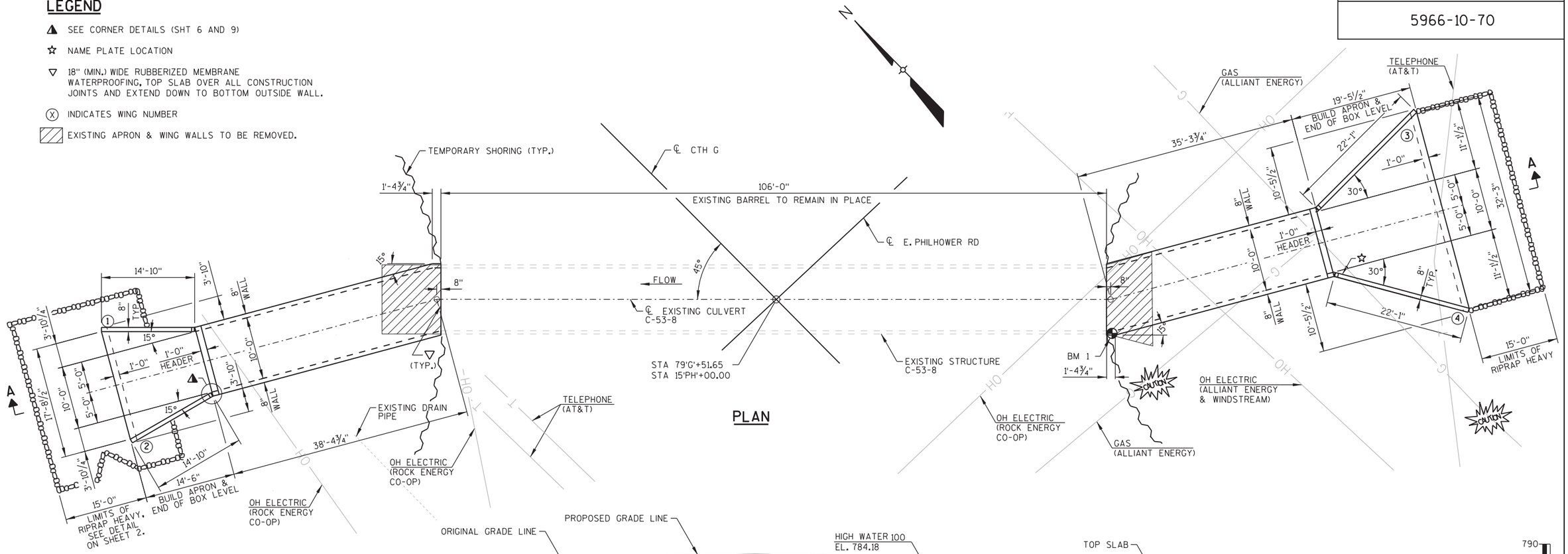
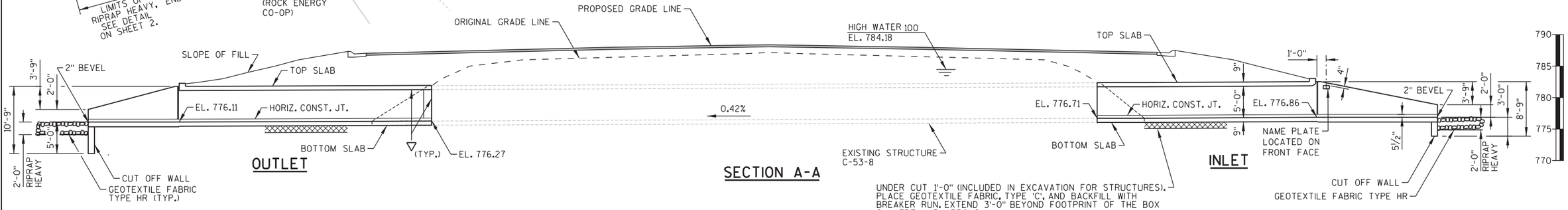
STATE PROJECT NUMBER
5966-10-70

LEGEND

- ◭ SEE CORNER DETAILS (SHT 6 AND 9)
- ☆ NAME PLATE LOCATION
- ▽ 18" (MIN.) WIDE RUBBERIZED MEMBRANE WATERPROOFING, TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OUTSIDE WALL.
- (X) INDICATES WING NUMBER
- ▨ EXISTING APRON & WING WALLS TO BE REMOVED.





TRAFFIC VOLUME

CTH G
A.D.T. (2015) = 12,900
A.D.T. (2040) = 17,900
DESIGN SPEED = 40 MPH

DESIGN DATA

LIVE LOAD
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
VEHICLE (WIS-SPV): 255 KIPS

EARTH LOAD
DESIGN FOR 4' OF FILL

ULTIMATE DESIGN STRESSES
CONCRETE MASONRY —— f'c= 3,500 P.S.I.

HIGH-STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q100	540 CFS
Q100 THROUGH BOX CULVERT	468 CFS
Q100 THROUGH 36" PIPE	72 CFS
VELOCITY THROUGH BOX CULVERT	12 FPS
VELOCITY THROUGH 36" PIPE	12 FPS
HIGH WATER ELEVATION	784.18
DRAINAGE AREA	6.9 SQ. MI.
ROAD OVERTOPPING	N/A
SCOUR CRITICAL CODE	8

2 YEAR FREQUENCY

Q2	170 CFS
HIGH WATER 2 ELEVATION	780.22

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. OUTLET BOX DETAILS
5. OUTLET BOX DETAILS
6. OUTLET BOX DETAILS
7. INLET BOX DETAILS
8. INLET BOX DETAILS
9. INLET BOX DETAILS

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

8/29/2014

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
1	79+10.71'G' 34.00 RT	BRASS DISK ON S. WINGWALL OF C-53-8 AT S.E. CORNER OF CTH G (PRAIRE LANE) & PHILHOWER ROAD	782.39

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MATT KRIPPNER (608) 828-8123
AECOM PROJECT NO. 60242867

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 11/28/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-53-8

CTH G OVER UNNAMED TRIBUTARY

COUNTY	TOWN/CITY/VILLAGE
ROCK	BELOIT

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MSK	TR	KAM	CAK

GENERAL PLAN

SHEET 1 OF 9
806

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GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-53-8" SHALL BE THE EXISTING GROUND LINE AT THE TIME OF CONSTRUCTION.

BACKFILL STRUCTURE IS REQUIRED BEHIND ALL WINGWALLS.

ALL SPACES EXCAVATED BUT NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION OR TO THE HEIGHT OF THE NEW STRUCTURE, WHICHEVER IS GREATER, WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

LOCATE NAME PLATE ON NEAREST RIGHT WING TRAVELING UP STATION, FACE NAME PLATE UP STATION.

THE EXISTING STRUCTURE (C-53-8) IS A SINGLE CELL, 10' SPAN x 5' RISE x 106'-0" LONG, CONCRETE BOX CULVERT, IS TO BE PARTIALLY REMOVED AND EXTENDED APPROX. 38.4' TO THE WEST AND EXTENDED APPROX. 35.3' TO THE EAST.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BA SED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

INSIDE FACES OF NEW CULVERT EXTENSION TO BE CONSTRUCTED FLUSH WITH INSIDE FACES OF EXISTING CULVERT.

UTILIZE EXISTING BAR STEEL REINFORCEMENT AT THE BOTTOM OF EXISTING SLAB AND EXTEND 24 BAR DIAMETERS INTO NEW WORK.

FILL SHALL CONFORM TO REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M153, TYPES I, II OR III OR M213.

SEE ROADWAY PLANS FOR EXISTING & PROPOSED UTILITY LOCATIONS.

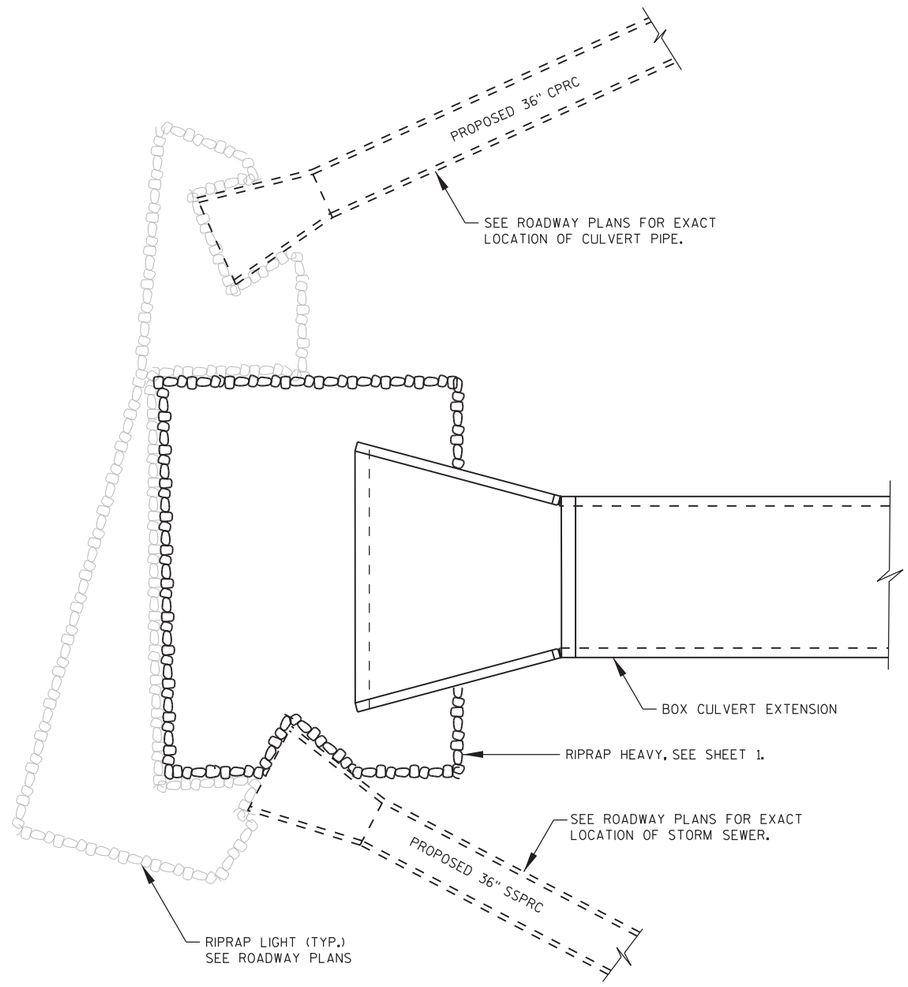
DIMENSIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT UNLESS SHOWN OR NOTED OTHERWISE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STATION 79'G'+51.65	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-53-8	LS	1
210.0100	BACKFILL STRUCTURE	CY	360
311.0115	BREAKER RUN	CY	70
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	52
504.0100	CONCRETE MASONRY CULVERTS	CY	100
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	15,710
509.1500	CONCRETE SURFACE REPAIR	SF	10
511.1200	TEMPORARY SHORING C-53-8	SF	350
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	25
606.0300	RIPRAP HEAVY	CY	85
645.0105	GEOTEXTILE FABRIC TYPE C	SY	240
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	190
	NON-BID ITEMS		
	FILLER	SIZE	1/2" & 3/4"

ALL BID ITEMS INCLUDED IN CATEGORY 3000.



OUTLET DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

GENERAL NOTES & QUANTITIES

SHEET 2 OF 9

807

8

8

BORINGS PERFORMED AND REPORT COMPLETED BY:
SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
BORINGS B-1 & B-2 WERE PERFORMED ON MAY 15, 2013

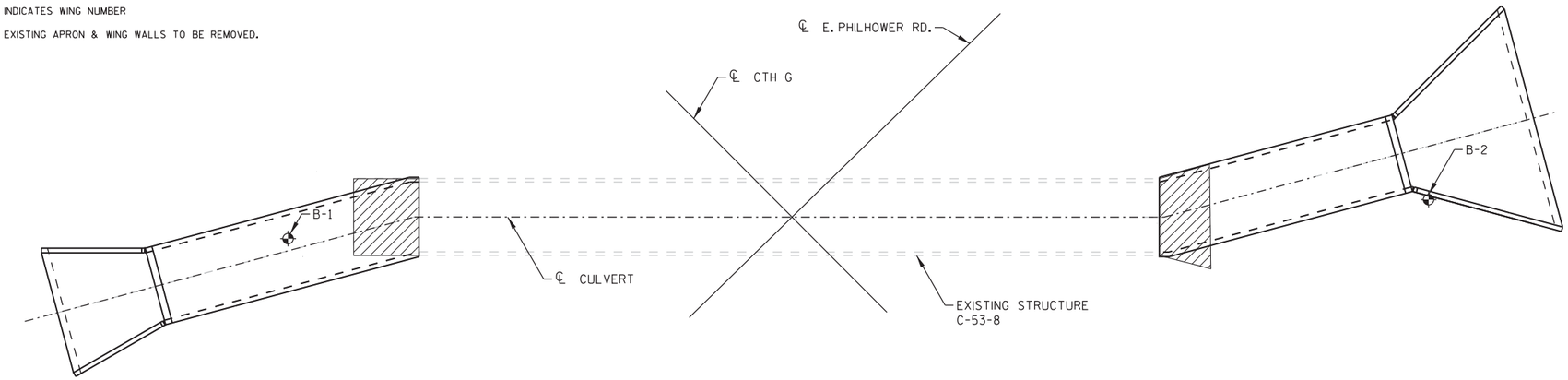
▲ SEE CORNER DETAILS (SHT 6 AND 9)

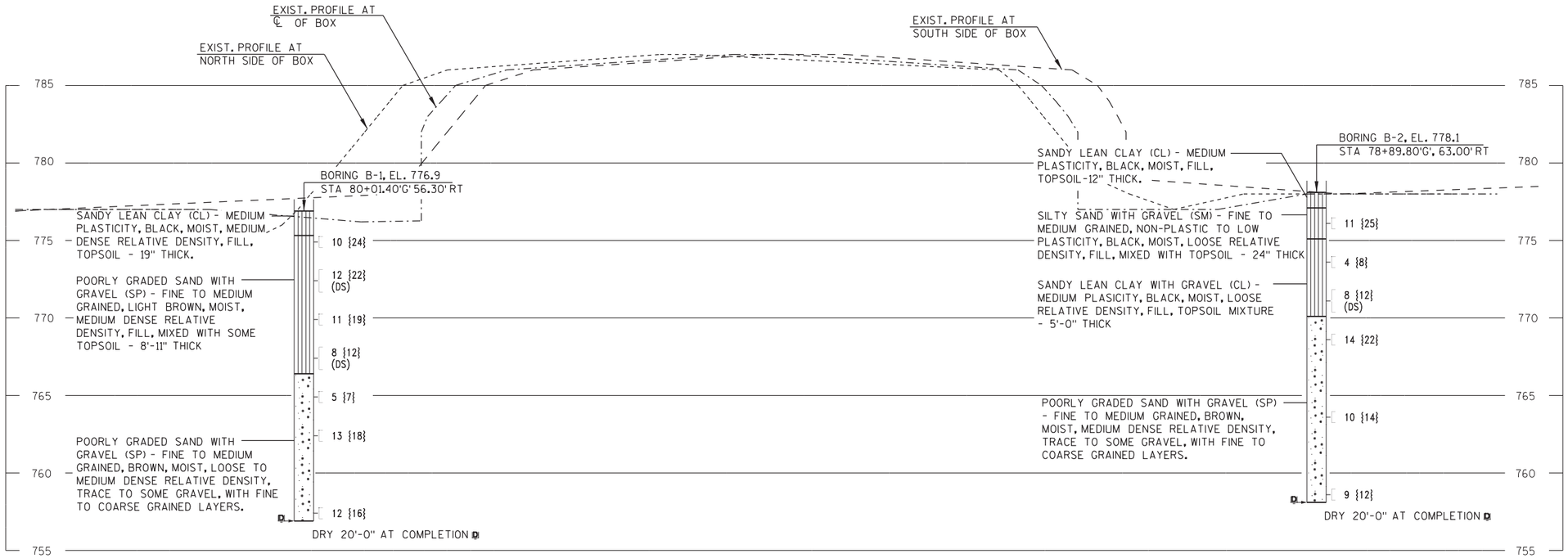
☆ NAME PLATE LOCATION

▽ 18" (MIN.) WIDE RUBBERIZED MEMBRANE WATERPROOFING, TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OUTSIDE WALL.

Ⓧ INDICATES WING NUMBER

▨ EXISTING APRON & WING WALLS TO BE REMOVED.





STATE PROJECT NUMBER

5966-10-70

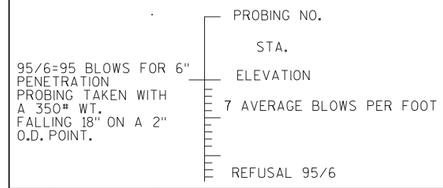
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

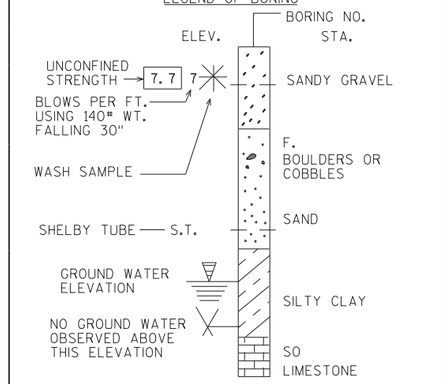
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY KAM | PLANS CK'D. CAK

SUBSURFACE EXPLORATION

SHEET 3 OF 9
808

8

8

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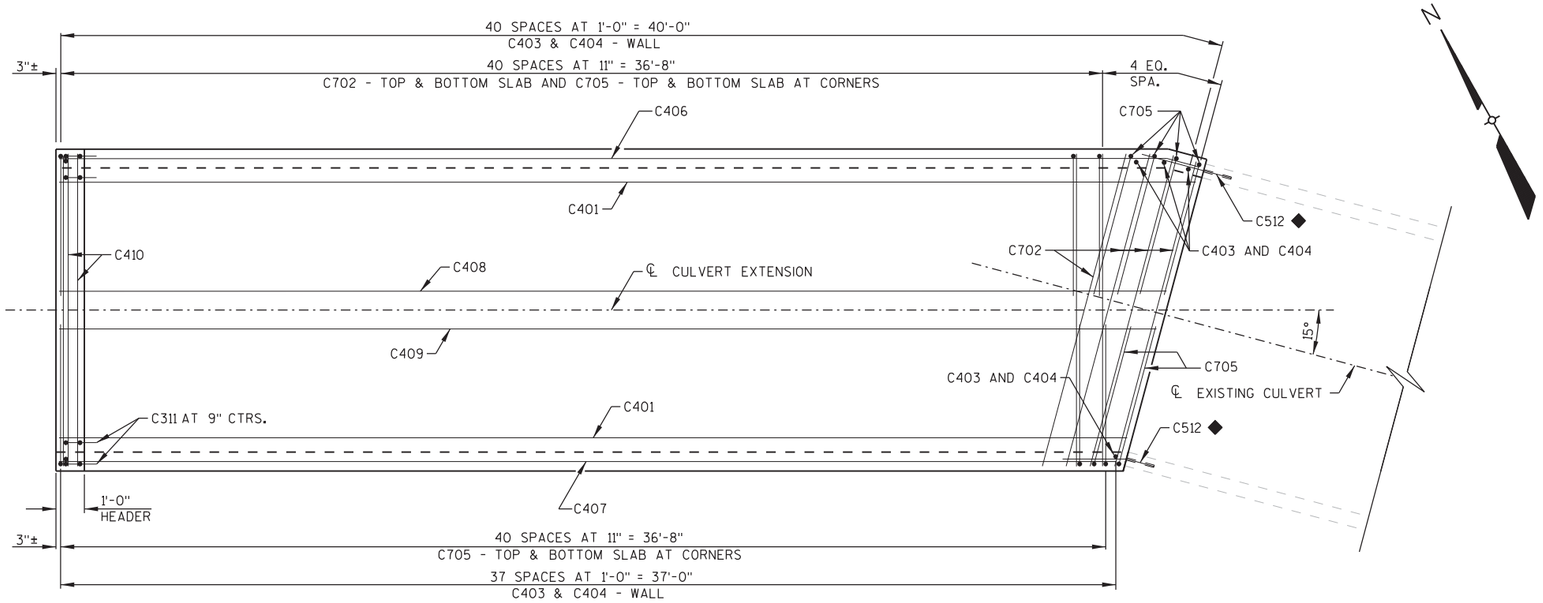
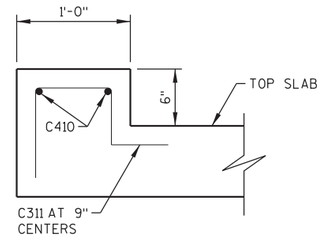
STATE PROJECT NUMBER

5966-10-70

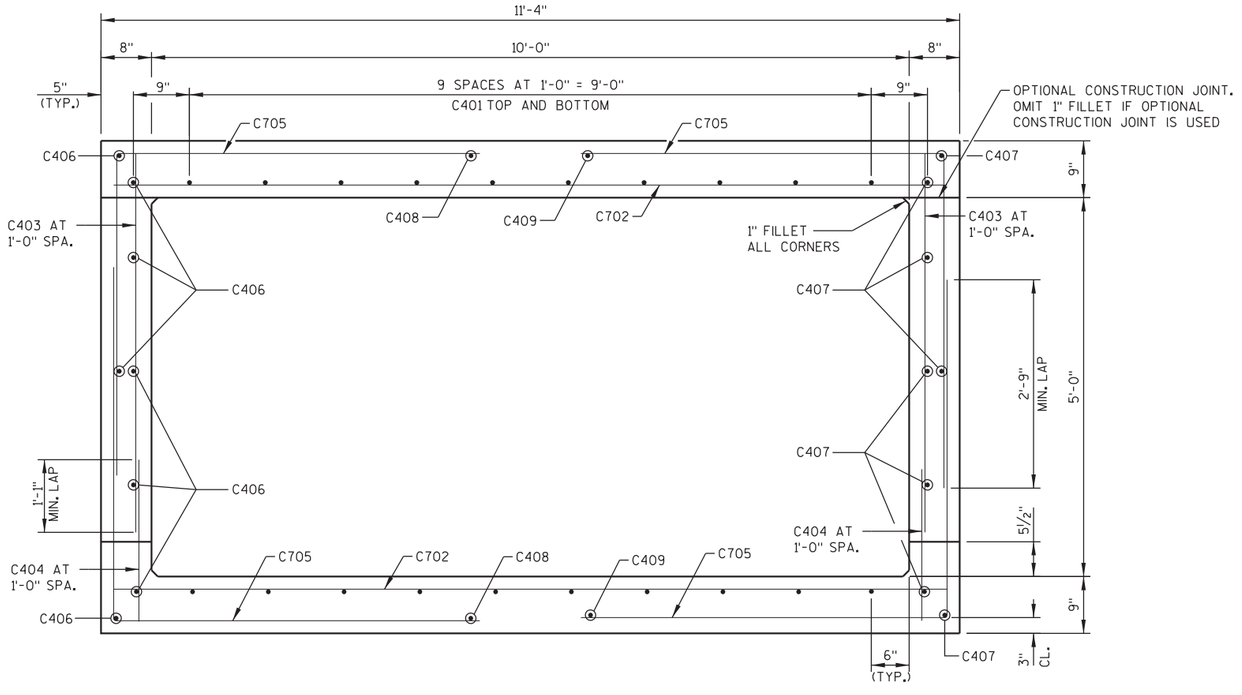


PLAN VIEW OF PANELS

(APRON NOT SHOWN)

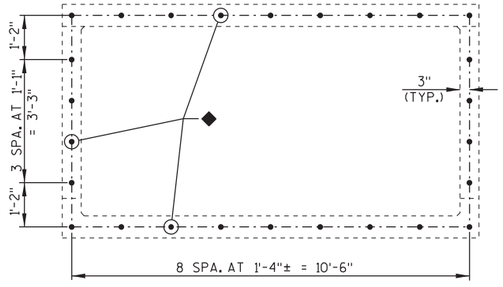


SECTION THRU OUTLET HEADER



TYPICAL SECTION THRU BOX

(LOOKING EAST)
(ALL LONGITUDINAL BARS NOT LABELED ARE C401)



SECTION AT EXIST. BOX CULVERT

LEGEND

◆ CONCRETE MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-0" INTO SOUND CONCRETE WITH C512 BARS. FIELD BEND C512 BARS AS NCESSARY TO MAINTAIN 2" MIN. CLEARANCE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

OUTLET BOX DETAILS

SHEET 4 OF 9

809

8

8

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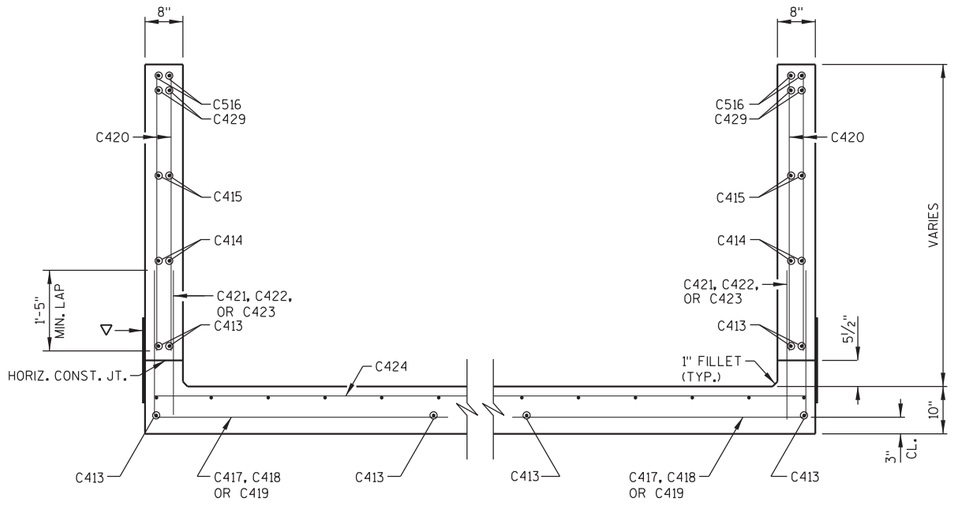
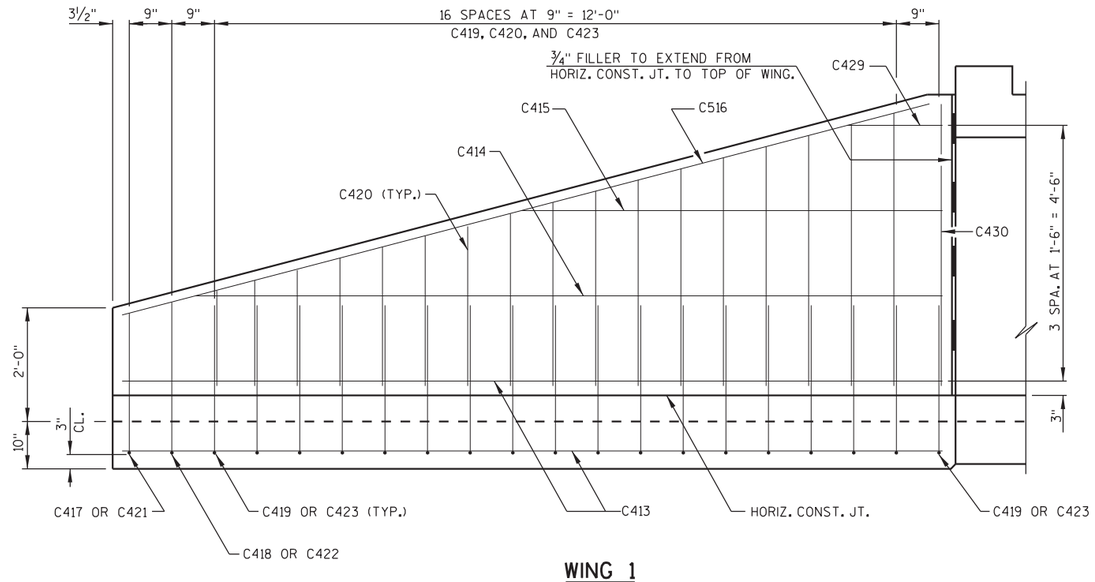
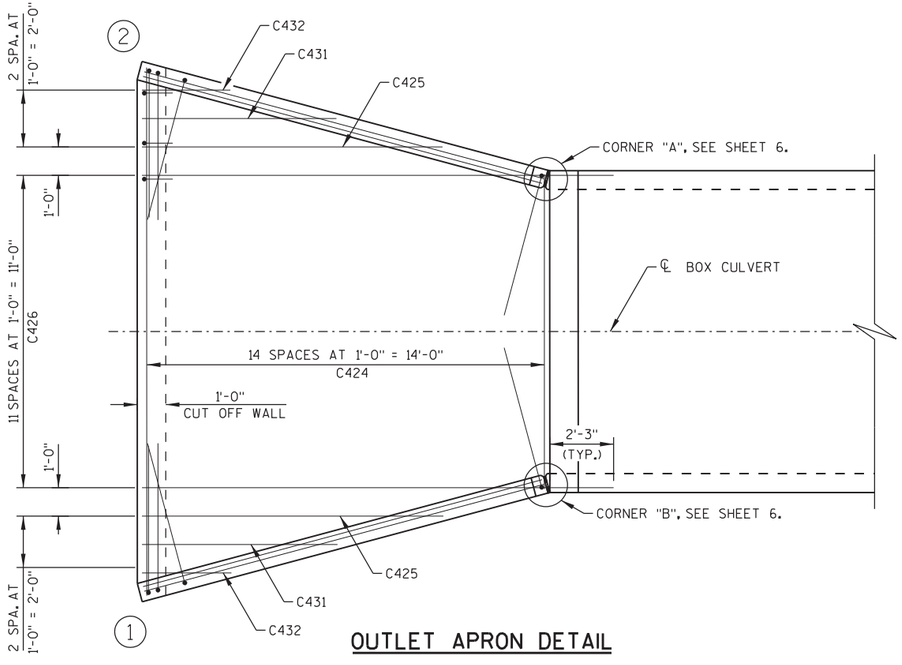


TYPICAL SECTION THRU WINGS



WING 1
(WING 2 SIMILAR)



OUTLET APRON DETAIL

LEGEND

▽ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONST. JT. IN WING.

(X) INDICATES WING NUMBER

NOTE

FOR SECTION THRU OUTLET CUT OFF WALL, SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

OUTLET BOX DETAILS

SHEET 5 OF 9

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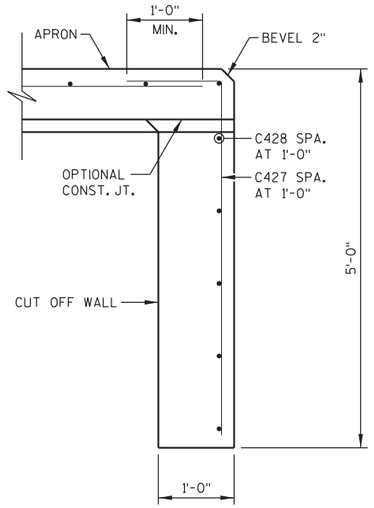
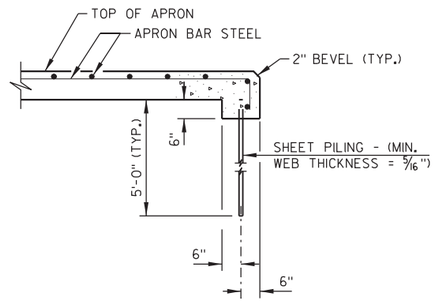


SECTION THRU OUTLET CUT OFF WALL



ALTERNATE CUT OFF WALL DETAILS

NOTE: THE ABOVE ALTERNATE MAY BE USED IN LIEU OF THE CONCRETE CUT OFF WALL. THE QUANTITIES AND PAYMENT ARE BASED ON THE CONCRETE CUT OFF WALL.

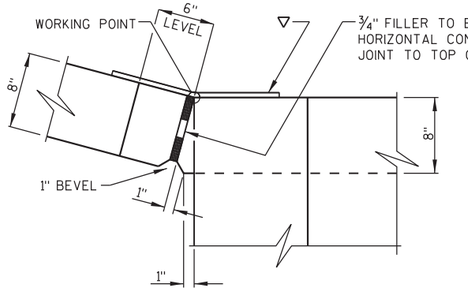
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
△ LENGTH SHOWN FOR BAR IS AN AVG. LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

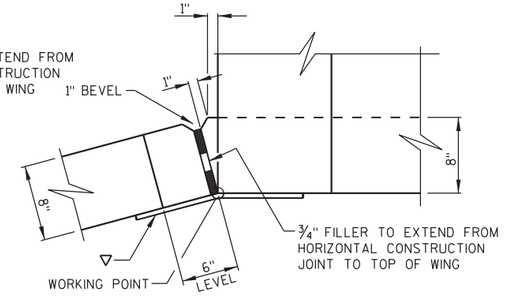
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
NON-COATED BARS					TOTAL WEIGHT = 7,840 LBS
C401	20	38-9		△	BOX - TOP & BOTTOM SLAB LONGIT.
C702	90	11-0			BOX - TOP & BOTTOM SLAB TRANS.
C403	79	4-11			BOX - INSIDE FACE WALLS VERT.
C404	79	2-3			BOX - INSIDE FACE WALLS VERT.
C705	176	8-11	X		BOX - CORNERS - TOP & BOTTOM VERT.
C406	8	40-1	X		BOX - WALL HORIZ.
C407	8	37-3			BOX - WALL HORIZ.
C408	2	38-11			BOX - TOP & BOTTOM SLAB LONGIT.
C409	2	38-7			BOX - TOP & BOTTOM SLAB LONGIT.
C410	2	11-0			BOX - HEADER TRANS.
C311	16	2-5	X		BOX - HEADER VERT.
C512	26	2-11			BOX - AT CONCRETE MASONRY ANCHORS HORIZ.
C413	8	14-5			APRON - OUTLET AND WINGS 1 & 2 HORIZ.
C414	4	13-1			WINGS 1 & 2 - INSIDE & OUTSIDE FACE HORIZ.
C415	4	7-5			WINGS 1 & 2 - INSIDE & OUTSIDE FACE HORIZ.
C516	4	14-8			WINGS 1 & 2 - INSIDE & OUTSIDE FACE HORIZ.
C417	2	7-6	X		APRON - OUTLET AND WINGS 1 & 2 - CORNERS VERT.
C418	2	7-9	X		APRON - OUTLET AND WINGS 1 & 2 - CORNERS VERT.
C419	36	7-8	X		APRON - OUTLET AND WINGS 1 & 2 - CORNERS VERT.
C420	68	3-3		△	WINGS 1 & 2 - INSIDE & OUTSIDE FACE VERT.
C421	2	2-5			WINGS 1 & 2 - INSIDE FACE VERT.
C422	2	2-8			WINGS 1 & 2 - INSIDE FACE VERT.
C423	36	2-7			WINGS 1 & 2 - INSIDE FACE VERT.
C424	15	14-10		△	APRON - OUTLET TRANS.
C425	2	14-7			APRON - OUTLET LONGIT.
C426	12	16-8			APRON - OUTLET LONGIT.
C427	18	5-9	X		APRON - OUTLET CUT OFF WALL VERT.
C428	5	18-7			APRON - OUTLET CUT OFF WALL HORIZ.
C429	4	1-8			WINGS 1 & 2 - INSIDE & OUTSIDE FACE HORIZ.
C430	4	4-11			WINGS 1 & 2 - INSIDE & OUTSIDE FACE VERT.
C431	2	6-10			APRON - OUTLET LONGIT.
C432	2	3-1			APRON - OUTLET LONGIT.

△ BAR SERIES

MARK	NO. REQ'D	LENGTH
C401	2 SERIES OF 10	37'-6" TO 40'-0"
C420	4 SERIES OF 17	1'-8" TO 4'-9"
C424	1 SERIES OF 15	11'-1" TO 18'-7"



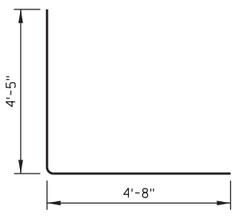
CORNER "A"



CORNER "B"

LEGEND

▽ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL. (FLUSH WITH FACE OF CONCRETE)



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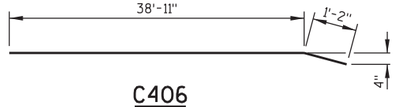
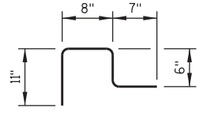
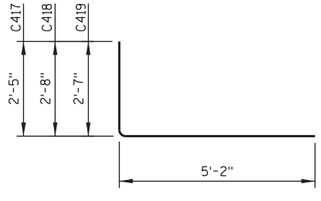


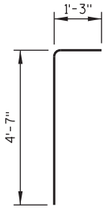
C406



C311



C417, C418, AND C419



C427

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

OUTLET BOX DETAILS

SHEET 6 OF 9
811

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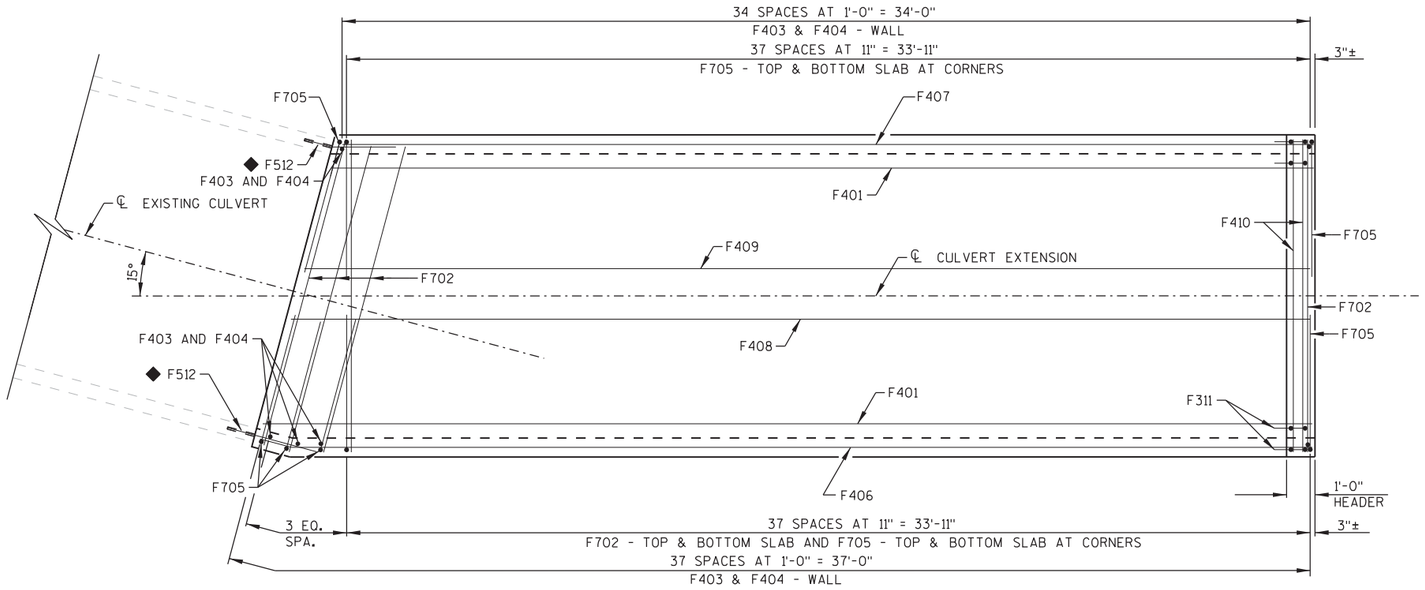
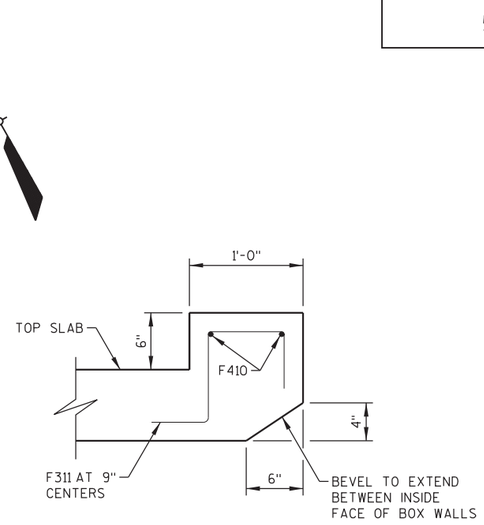
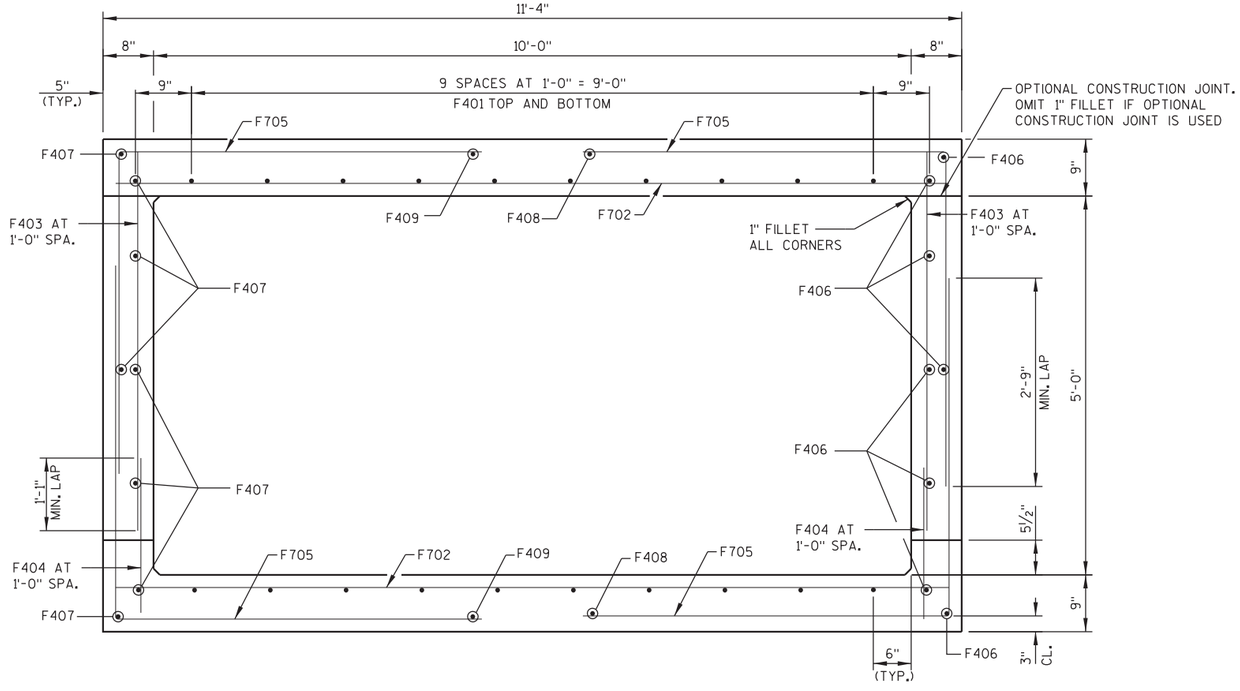


PLAN VIEW OF PANELS

(APRON NOT SHOWN)

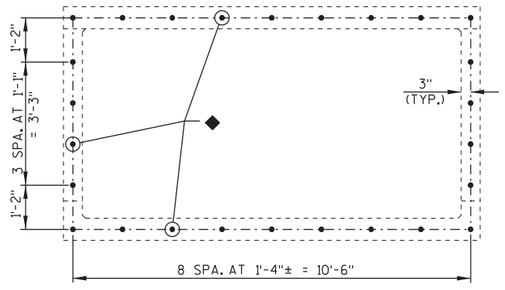


SECTION THRU INLET HEADER



TYPICAL SECTION THRU BOX

(LOOKING EAST)
(ALL LONGITUDINAL BARS NOT LABELED ARE F401)



SECTION AT EXIST. BOX CULVERT

LEGEND

◆ CONCRETE MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-0" INTO SOUND CONCRETE WITH F512 BARS. FIELD BEND F512 BARS AS NECESSARY TO MAINTAIN 2" MIN. CLEARANCE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

INLET BOX DETAILS

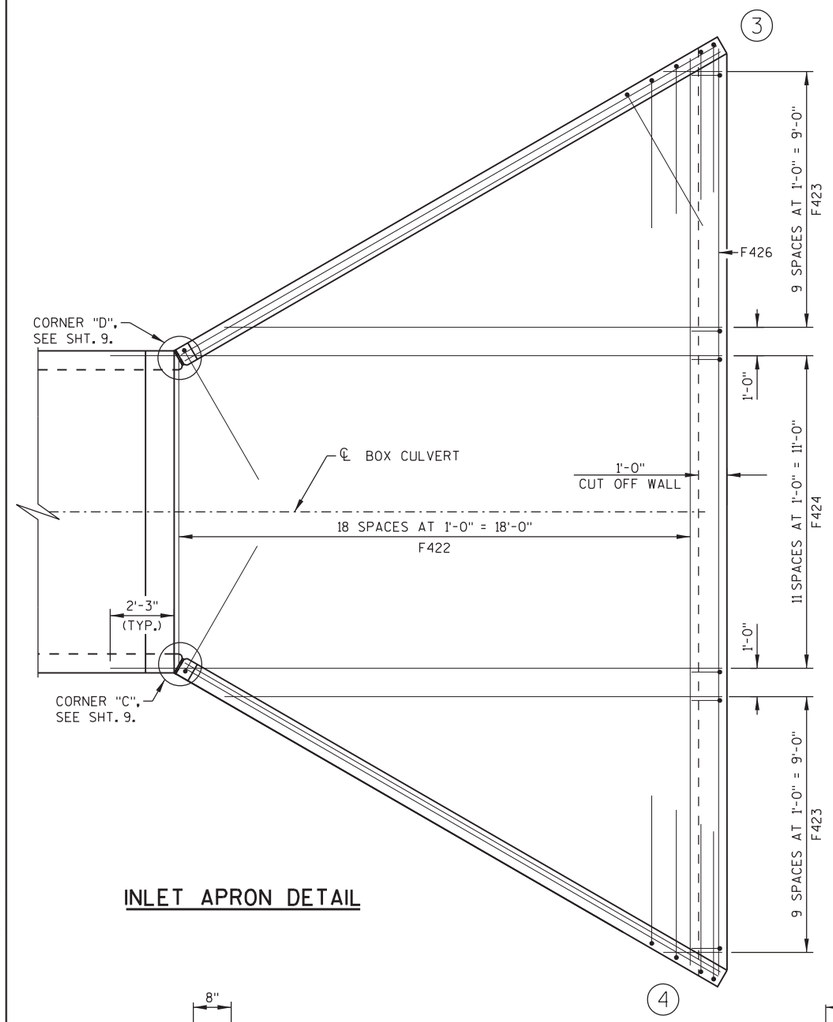
SHEET 7 OF 9
812

8

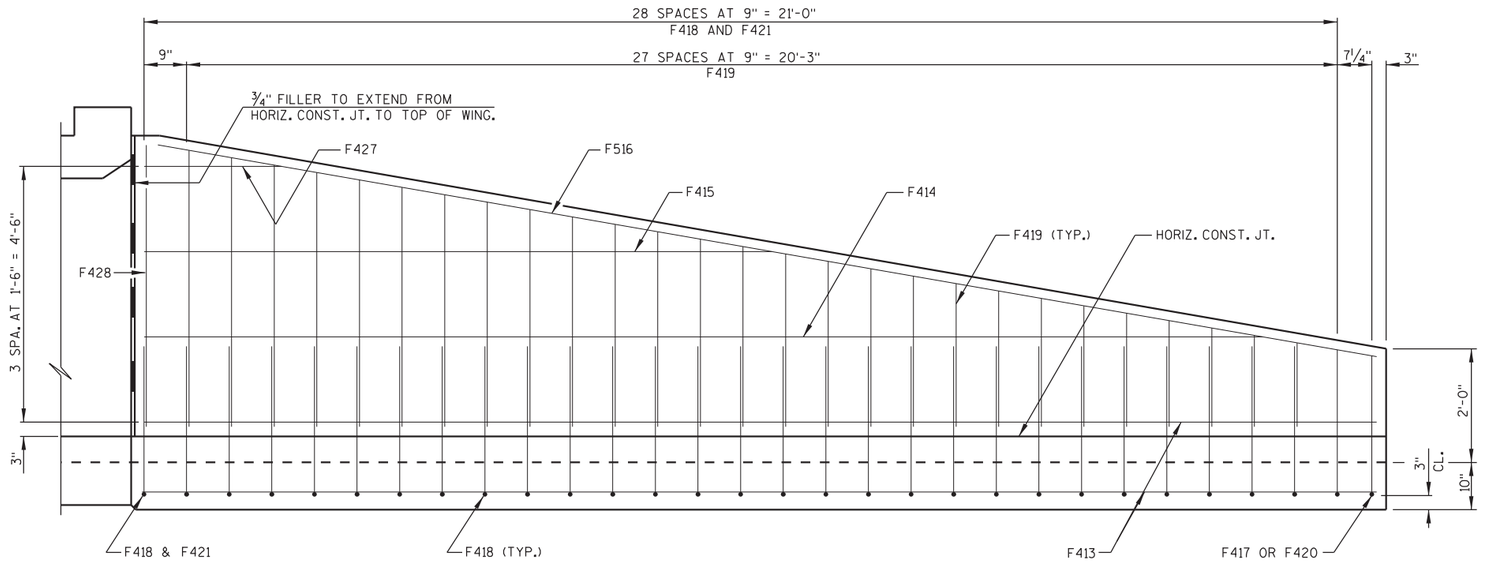
8

STATE PROJECT NUMBER

5966-10-70

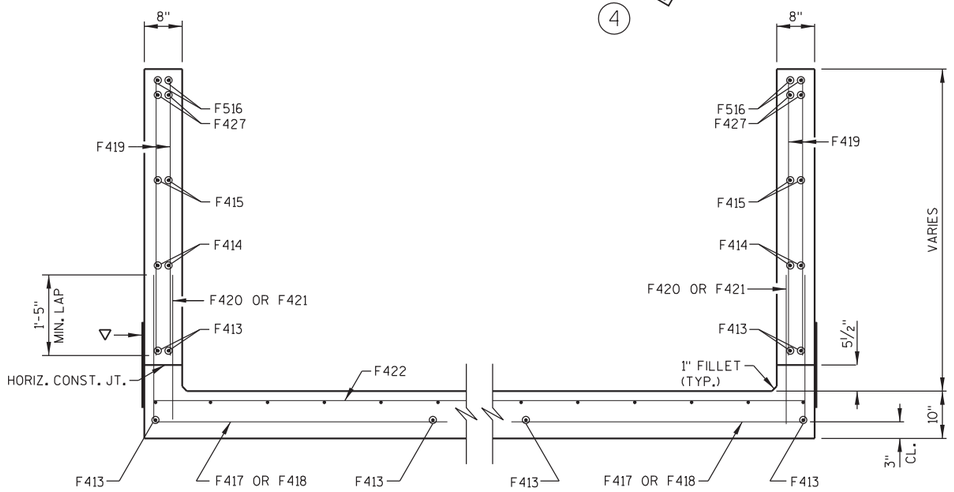


INLET APRON DETAIL



WING 3

(WING 4 SIMILAR)



TYPICAL SECTION THRU WINGS

LEGEND

▽ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONST. JT. IN WING.

(X) INDICATES WING NUMBER

NOTE

FOR SECTION THRU INLET CUT OFF WALL, SEE SHEET 9.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

INLET BOX DETAILS

SHEET 8 OF 9

813

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8

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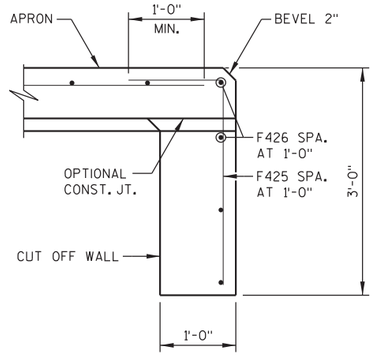


SECTION THRU INLET CUT OFF WALL

FOR ALTERNATE CUT OFF WALL DETAILS, SEE SHEET 6.

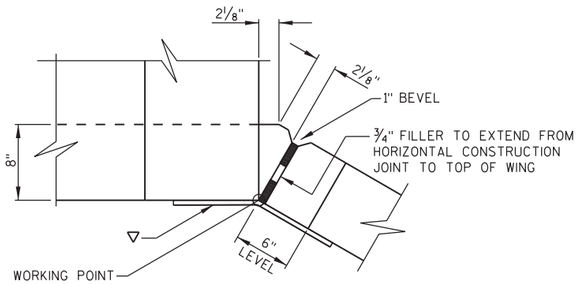
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
△ LENGTH SHOWN FOR BAR IS AN AVG. LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

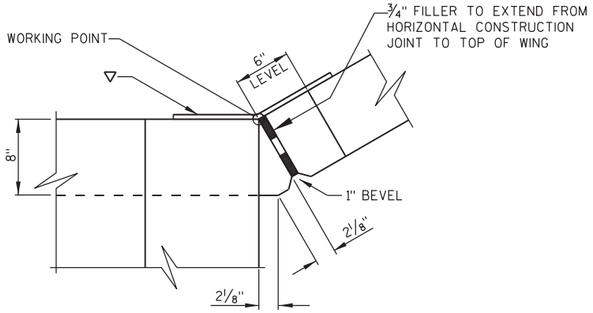
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
NON-COATED BARS					TOTAL WEIGHT = 7,870 LBS
F401	20	35-8		△	BOX - TOP & BOTTOM SLAB LONGIT.
F702	82	11-0			BOX - TOP & BOTTOM SLAB TRANS.
F403	73	4-11			BOX - INSIDE FACE WALLS VERT.
F404	73	2-3			BOX - INSIDE FACE WALLS VERT.
F705	160	8-11	X		BOX - CORNERS - TOP & BOTTOM VERT.
F406	8	37-0	X		BOX - WALL HORIZ.
F407	8	34-2			BOX - WALL HORIZ.
F408	2	35-11			BOX - TOP & BOTTOM SLAB LONGIT.
F409	2	35-5			BOX - TOP & BOTTOM SLAB LONGIT.
F410	2	11-0			BOX - HEADER TRANS.
F311	16	2-5	X		BOX - HEADER VERT.
F512	26	2-11			BOX - AT CONCRETE MASONRY ANCHORS HORIZ.
F413	8	21-8			APRON - INLET AND WINGS 3 & 4 HORIZ.
F414	4	19-8			WINGS 3 & 4 - INSIDE & OUTSIDE FACE HORIZ.
F415	4	11-0			WINGS 3 & 4 - INSIDE & OUTSIDE FACE HORIZ.
F516	4	21-9			WINGS 3 & 4 - INSIDE & OUTSIDE FACE HORIZ.
F417	2	7-6	X		APRON - INLET AND WINGS 3 & 4 - CORNERS VERT.
F418	58	7-8	X		APRON - INLET AND WINGS 3 & 4 - CORNERS VERT.
F419	112	3-1		△	APRON - INLET AND WINGS 3 & 4 - CORNERS VERT.
F420	2	2-5			WINGS 3 & 4 - INSIDE FACE VERT.
F421	58	2-7			WINGS 3 & 4 - INSIDE FACE VERT.
F422	19	21-7		△	APRON - INLET TRANS.
F423	20	9-9		△	APRON - INLET LONGIT.
F424	12	21-7			APRON - INLET LONGIT.
F425	34	3-9	X		APRON - INLET CUT OFF WALL VERT.
F426	4	32-8			APRON - INLET CUT OFF WALL HORIZ.
F427	4	2-5			WINGS 3 & 4 - INSIDE FACE HORIZ.
F428	4	5-0			WINGS 3 & 4 - INSIDE FACE VERT.

△ BAR SERIES

MARK	NO. REQ'D	LENGTH
F401	2 SERIES OF 10	34'-5" TO 36'-10"
F419	4 SERIES OF 28	1'-4" TO 4'-10"
F422	1 SERIES OF 19	11'-2" TO 32'-0"
F423	2 SERIES OF 10	1'-11" TO 17'-6"



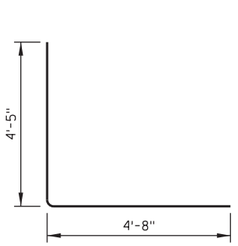
CORNER "C"



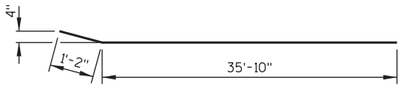
CORNER "D"

LEGEND

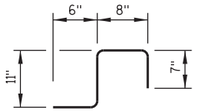
▽ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL. (FLUSH WITH FACE OF CONCRETE)



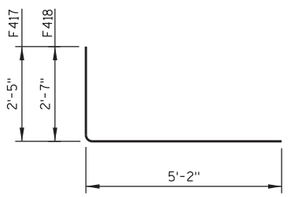
F705



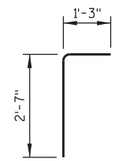
F406



F311



F417 AND F418



F425

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-53-8

DRAWN BY MJK | PLANS CK'D. MSK

INLET BOX DETAILS

SHEET 9 OF 9
814

8

8

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 1 OF 4

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
11+00.000	1100		6.81	0.0	8.58	0	0	0	0	0	0	0	0	0	0
11+50.000	1150	50	9.18	0.0	4.18	0	15	0	12	0	15	15	0	0	0
12+00.000	1200	50	8.57	0.0	4.63	0	16	0	8	0	31	25	0	0	6
12+50.000	1250	50	10.66	0.0	3.53	0	18	0	8	0	49	34	0	0	15
13+00.000	1300	50	12.24	0.0	3.04	0	21	0	6	0	70	42	0	0	28
13+50.000	1350	50	12.22	0.0	4.68	0	23	0	7	0	93	51	0	0	42
13+66.000	1366	16	12.98	0.0	4.28	0	7	0	3	0	100	54	0	0	46
14+00.000	1400	34	12.54	0.0	4.51	0	16	0	6	0	116	61	0	0	55
14+50.000	1450	50	11.71	0.0	7.9	0	22	0	11	0	139	76	0	0	63
15+00.000	1500	50	13.22	0.0	9.26	0	23	0	16	0	162	95	0	0	67
15+07.000	1507	7	14.28	0.0	9.27	0	4	0	2	0	166	98	0	0	67
15+30.000	1530	23	18.54	0.0	6.82	0	14	0	7	0	180	107	0	0	73
15+50.000	1550	20	17.92	0.0	6.49	0	14	0	5	0	193	113	0	0	80
15+57.000	1557	7	16.42	0.0	7.89	0	4	0	2	0	197	115	0	0	82
15+95.000	1595	38	17.97	0.0	8.1	0	24	0	11	0	222	130	0	0	92
16+00.000	1600	5	18.12	0.0	6.37	0	3	0	1	0	225	131	0	0	94
16+33.000	1633	33	18.46	0.0	5.34	0	22	0	7	0	247	140	0	0	107
16+50.000	1650	17	17.78	0.0	5.5	0	11	0	3	0	259	144	0	0	114
16+83.000	1683	33	18.43	0.0	4.55	0	22	0	6	0	281	152	0	0	129
17+00.000	1700	17	17.66	0.0	4.04	0	11	0	3	0	292	155	0	0	137
17+32.000	1732	32	16.06	0.0	6.44	0	20	0	6	0	312	163	0	0	149
17+50.000	1750	18	14.79	0.0	6.35	0	10	0	4	0	323	169	0	0	154
18+00.000	1800	50	12.29	0.0	8.62	0	25	0	14	0	348	186	0	0	162
18+50.000	1850	50	11.1	0.0	11.07	0	22	0	18	0	369	209	0	0	161
18+85.000	1885	35	10.17	0.0	11.94	0	14	0	15	0	383	227	0	0	156
19+00.000	1900	15	9.79	0.0	12.82	0	6	0	7	0	389	236	0	0	153
19+30.000	1930	30	10.25	0.0	14.85	0	11	0	15	0	400	255	0	0	145
19+50.000	1950	20	9.46	0.0	18.38	0	7	0	12	0	407	271	0	0	136
19+76.000	1976	26	23.51	0.0	1.62	0	16	0	10	0	423	283	0	0	140
20+00.000	2000	24	10.55	0.0	17.76	0	15	0	9	0	438	293	0	0	145
20+50.000	2050	50	12.7	0.0	16.04	0	22	0	31	0	460	332	0	0	127
20+97.000	2097	47	20.03	0.0	3.71	0	28	0	17	0	488	354	0	0	134
21+00.000	2100	3	21.94	0.0	3.16	0	2	0	0	0	490	354	0	0	136
21+20.000	2120	20	14.59	0.0	5.85	0	14	0	3	0	504	359	0	0	145
21+35.777	2136	16	12.24	0.0	2.45	0	8	0	2	0	512	362	0	0	150
21+45.000	2145	9	2.79	0.0	1.35	0	3	0	1	0	514	362	0	0	152
21+50.000	2150	5	0.69	0.0	0	0	0	0	0	0	515	363	0	0	152
							Column totals	515	0	290	0				

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 2 OF 4

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
22+11.280	2211		0.33	0.0	0	0	0	0	0	0	0	0	0	0	0
22+21.000	2221	10	5.7	0.0	1.66	0	1	0	0	0	1	0	0	0	1
22+33.444	2233	12	16.46	0.0	2.02	0	5	0	1	0	6	1	0	0	5
22+50.000	2250	17	18.85	0.0	2.54	0	11	0	1	0	17	3	0	0	14
22+72.000	2272	22	20.84	0.0	2.35	0	16	0	2	0	33	6	0	0	28
22+95.219	2295	23	21.76	0.0	1.64	0	18	0	2	0	52	8	0	0	44
23+00.000	2300	5	21.16	0.0	1.98	0	4	0	0	0	55	8	0	0	47
23+50.000	2350	50	33.29	0.0	0.2	0	50	0	2	0	106	11	0	0	95
23+83.000	2383	33	31.64	0.0	0.09	0	40	0	0	0	145	11	0	0	134
24+00.000	2400	17	31	0.0	0.85	0	20	0	0	0	165	11	0	0	154
24+50.000	2450	50	8.69	0.0	17.98	0	37	0	17	0	202	33	0	0	169
24+98.421	2498	48	14.58	0.0	8.41	0	21	0	24	0	223	63	0	0	160
25+00.000	2500	2	13.53	0.0	2.81	0	1	0	0	0	224	63	0	0	160
25+05.000	2505	5	13.98	0.0	1.99	0	3	0	0	0	226	64	0	0	162
25+20.000	2520	15	6.72	0.0	13.23	0	6	0	4	0	232	69	0	0	163
25+50.000	2550	30	5.3	0.0	16.98	0	7	0	17	0	239	90	0	0	149
25+74.000	2574	24	5.71	0.0	15.55	0	5	0	14	0	243	108	0	0	135
26+00.000	2600	26	10.55	0.0	1.61	0	8	0	8	0	251	118	0	0	133
26+50.000	2650	50	8.61	0.0	18.25	0	18	0	18	0	269	141	0	0	128
27+00.000	2700	50	8.32	0.0	18.52	0	16	0	34	0	285	184	0	0	101
27+47.000	2747	47	8.8	0.0	18.14	0	15	0	32	0	300	224	0	0	76
27+50.000	2750	3	8.77	0.0	17.23	0	1	0	2	0	301	226	0	0	74
27+83.000	2783	33	9.29	0.0	9.46	0	11	0	16	0	312	247	0	0	65
28+00.000	2800	17	10.56	0.0	5.56	0	6	0	5	0	318	253	0	0	65
28+50.000	2850	50	12.42	0.0	1.53	0	21	0	7	0	339	261	0	0	78
29+00.000	2900	50	11.97	0.0	3.11	0	23	0	4	0	362	266	0	0	96
29+50.000	2950	50	12.82	0.0	3.96	0	23	0	7	0	385	274	0	0	110
30+00.000	3000	50	12.61	0.0	4.5	0	24	0	8	0	408	284	0	0	124
30+03.000	3003	3	12.59	0.0	4.49	0	1	0	0	0	410	285	0	0	125
30+50.000	3050	47	11.85	0.0	5.82	0	21	0	9	0	431	296	0	0	135
30+65.000	3065	15	11.52	0.0	8.82	0	6	0	4	0	437	301	0	0	136
31+00.000	3100	35	11.07	0.0	13.77	0	15	0	15	0	452	319	0	0	133
31+50.000	3150	50	11.42	0.0	18.38	0	21	0	30	0	473	357	0	0	116
31+80.000	3180	30	11.04	0.0	19.3	0	12	0	21	0	485	383	0	0	103
32+00.000	3200	20	10.06	0.0	22.01	0	8	0	15	0	493	402	0	0	91
32+50.000	3250	50	9.77	0.0	19.19	0	18	0	38	0	511	449	0	0	62
33+00.000	3300	50	20.7	0.0	0.33	0	28	0	18	0	540	472	0	0	68
33+10.000	3310	10	22.37	0.0	0	0	8	0	0	0	548	472	0	0	76
33+50.000	3350	40	10.25	0.0	12.59	0	24	0	9	0	572	484	0	0	88
34+00.000	3400	50	9.27	0.0	12.06	0	18	0	23	0	590	512	0	0	78
34+05.000	3405	5	9.34	0.0	12.52	0	2	0	2	0	592	515	0	0	76
34+50.000	3450	45	9.96	0.0	15.31	0	16	0	23	0	608	544	0	0	64
35+00.000	3500	50	10.14	0.0	13.44	0	19	0	27	0	626	577	0	0	49
35+50.000	3550	50	10.24	0.0	12.83	0	19	0	24	0	645	608	0	0	37
36+00.000	3600	50	9.83	0.0	11.27	0	19	0	22	0	664	636	0	0	28
36+50.000	3650	50	10.27	0.0	11.37	0	19	0	21	0	682	662	0	0	20
37+00.000	3700	50	9.96	0.0	11.92	0	19	0	22	0	701	689	0	0	12
37+50.000	3750	50	10.1	0.0	8.17	0	19	0	19	0	720	712	0	0	8
38+00.000	3800	50	10.86	0.0	7.57	0	19	0	15	0	739	730	0	0	9
38+05.000	3805	5	10.9	0.0	7.11	0	2	0	1	0	741	732	0	0	9

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 2 OF 4 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
38+50.000	3850	45	11.38	0.0	4.48	0	19	0	10	0	760	744	0	0	16
39+00.000	3900	50	11.24	0.0	4.25	0	21	0	8	0	781	754	0	0	26
39+50.000	3950	50	10.88	0.0	4.29	0	20	0	8	0	801	764	0	0	37
40+00.000	4000	50	11.45	0.0	5.7	0	21	0	9	0	822	776	0	0	46
40+30.000	4030	30	11.31	0.0	5.62	0	13	0	6	0	834	784	0	0	51
40+50.000	4050	20	10.84	0.0	6.48	0	8	0	4	0	843	789	0	0	53
40+73.000	4073	23	10.91	0.0	8.28	0	9	0	6	0	852	797	0	0	55
41+00.000	4100	27	11.44	0.0	8.64	0	11	0	8	0	863	808	0	0	55
41+22.000	4122	22	11.32	0.0	7.43	0	9	0	7	0	872	816	0	0	57
41+39.000	4139	17	14.58	0.0	0.77	0	8	0	3	0	880	819	0	0	61
41+50.000	4150	11	16.93	0.0	0.22	0	6	0	0	0	887	819	0	0	68
42+00.000	4200	50	21.88	0.0	0	0	36	0	0	0	923	820	0	0	103
42+19.653	4220	20	18.24	0.0	2.44	0	15	0	1	0	937	821	0	0	117
42+50.000	4250	30	14.86	0.0	5.12	0	19	0	4	0	956	826	0	0	130
42+65.000	4265	15	14.47	0.0	6.79	0	8	0	3	0	964	830	0	0	134
43+00.000	4300	35	14.59	0.0	7.36	0	19	0	9	0	983	842	0	0	142
43+15.000	4315	15	14.97	0.0	5.48	0	8	0	4	0	991	846	0	0	145
43+50.000	4350	35	12.7	0.0	5.13	0	18	0	7	0	1009	855	0	0	155
44+00.000	4400	50	11.69	0.0	8.37	0	23	0	13	0	1032	870	0	0	162
44+50.000	4450	50	14.27	0.0	8.08	0	24	0	15	0	1056	889	0	0	167
45+00.000	4500	50	23.69	0.0	0.52	0	35	0	8	0	1091	899	0	0	192
45+13.000	4513	13	29.93	0.0	0	0	13	0	0	0	1104	899	0	0	204
45+50.000	4550	37	18.12	0.0	3.72	0	33	0	3	0	1137	903	0	0	234
46+00.000	4600	50	17.26	0.0	4.86	0	33	0	8	0	1170	912	0	0	257
46+47.000	4647	47	23.24	0.0	0.29	0	35	0	4	0	1205	918	0	0	287
46+50.000	4650	3	22.94	0.0	0.33	0	3	0	0	0	1207	918	0	0	289
47+00.000	4700	50	15.27	0.0	6.55	0	35	0	6	0	1243	926	0	0	317
47+50.000	4750	50	10.47	0.0	10.36	0	24	0	16	0	1267	946	0	0	321
48+00.000	4800	50	10.52	0.0	15.12	0	19	0	24	0	1286	975	0	0	311
48+50.000	4850	50	9.74	0.0	9.93	0	19	0	23	0	1305	1004	0	0	301
48+68.000	4868	18	15.81	0.0	8.24	0	9	0	6	0	1313	1012	0	0	302
49+00.000	4900	32	17.02	0.0	4.34	0	19	0	7	0	1333	1021	0	0	312
49+34.000	4934	34	14.92	0.0	5.57	0	20	0	6	0	1353	1029	0	0	324
49+50.000	4950	16	11.61	0.0	6.24	0	8	0	3	0	1361	1033	0	0	328
49+87.000	4987	37	10.91	0.0	9.85	0	15	0	11	0	1376	1047	0	0	329
50+00.000	5000	13	11.48	0.0	9	0	5	0	5	0	1382	1053	0	0	329
50+22.000	5022	22	11.53	0.0	9.15	0	9	0	7	0	1391	1062	0	0	329
50+50.000	5050	28	12.16	0.0	9.12	0	12	0	9	0	1403	1074	0	0	329
50+59.000	5059	9	12.14	0.0	8.9	0	4	0	3	0	1407	1077	0	0	330
50+85.000	5085	26	12.25	0.0	8.44	0	12	0	8	0	1419	1088	0	0	331
51+00.000	5100	15	12.27	0.0	7.27	0	7	0	4	0	1426	1093	0	0	332
51+10.000	5110	10	12.75	0.0	6.54	0	5	0	3	0	1430	1097	0	0	334
51+50.000	5150	40	13.06	0.0	7.13	0	19	0	10	0	1450	1109	0	0	340
52+00.000	5200	50	10.68	0.0	13.71	0	22	0	19	0	1472	1133	0	0	338
52+22.000	5222	22	10.48	0.0	19.7	0	9	0	14	0	1480	1150	0	0	330
52+50.000	5250	28	30.73	0.0	0.04	0	21	0	10	0	1502	1163	0	0	338
52+80.000	5280	30	10.03	0.0	39.26	0	23	0	22	0	1524	1190	0	0	334
53+00.000	5300	20	9.68	0.0	42.43	0	7	0	30	0	1531	1228	0	0	303
53+34.000	5334	34	9.86	0.0	40.91	0	12	0	52	0	1544	1294	0	0	250
53+50.000	5350	16	9.2	0.0	39.54	0	6	0	24	0	1549	1324	0	0	226

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 2 OF 4 (CONTINUED)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
54+00.000	5400	50	10.12	0.0	17.85	0	18	0	53	0	1567	1390	0	0	177
54+37.000	5437	37	28.41	0.0	0.17	0	26	0	12	0	1594	1406	0	0	188
54+50.000	5450	13	26.93	0.0	1.87	0	13	0	0	0	1607	1406	0	0	201
54+70.000	5470	20	18.34	0.0	2.39	0	17	0	2	0	1624	1408	0	0	216
55+00.000	5500	30	17.34	0.0	2.18	0	20	0	3	0	1644	1411	0	0	232
55+37.000	5537	37	16.03	0.0	3.21	0	23	0	4	0	1666	1416	0	0	251
55+50.000	5550	13	16.21	0.0	3.54	0	8	0	2	0	1674	1418	0	0	256
55+70.000	5570	20	14.48	0.0	3.83	0	11	0	3	0	1686	1421	0	0	264
55+87.000	5587	17	14.62	0.0	0.52	0	9	0	1	0	1695	1423	0	0	272
56+00.000	5600	13	11.12	0.0	0.06	0	6	0	0	0	1701	1423	0	0	278
56+04.990	5605	5	7.63	0.0	0	0	2	0	0	0	1703	1423	0	0	279
						Column totals	1703	0	1139	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

9

9

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EARTHWORK	SHEET NO: 818	E

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 3 OF 4

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
56+40.380	5640		8.41	0.0	0	0	0	0	0	0	0	0	0	0	0
56+50.000	5650	10	9.69	0.0	1.64	0	3	0	0	0	3	0	0	0	3
56+63.000	5663	13	9.59	0.0	2.3	0	5	0	1	0	8	2	0	0	6
57+00.000	5700	37	12.05	0.0	5.29	0	15	0	5	0	23	8	0	0	15
57+18.000	5718	18	11.78	0.0	6.1	0	8	0	4	0	31	13	0	0	18
57+40.000	5740	22	11.83	0.0	6.51	0	10	0	5	0	40	19	0	0	21
57+50.000	5750	10	10.86	0.0	6.74	0	4	0	2	0	44	22	0	0	22
58+00.000	5800	50	10.84	0.0	8.67	0	20	0	14	0	65	40	0	0	24
58+28.000	5828	28	14.07	0.0	2.92	0	13	0	6	0	77	48	0	0	30
58+50.000	5850	22	9.47	0.0	10.65	0	10	0	6	0	87	55	0	0	33
59+00.000	5900	50	9.06	0.0	12.22	0	17	0	21	0	104	81	0	0	23
59+50.000	5950	50	9.3	0.0	12.2	0	17	0	23	0	121	109	0	0	12
59+55.000	5955	5	9.48	0.0	11.43	0	2	0	2	0	123	112	0	0	11
59+93.000	5993	38	10.47	0.0	6.8	0	14	0	13	0	137	128	0	0	9
60+00.000	6000	7	10.55	0.0	6.37	0	3	0	2	0	140	130	0	0	10
60+45.000	6045	45	10.45	0.0	3.88	0	18	0	9	0	157	141	0	0	16
60+50.000	6050	5	12.58	0.0	3.06	0	2	0	1	0	159	142	0	0	18
60+81.000	6081	31	21.07	0.0	0.3	0	19	0	2	0	179	144	0	0	35
61+00.000	6100	19	31.19	0.0	0	0	18	0	0	0	197	144	0	0	53
61+19.000	6119	19	28.42	0.0	0.44	0	21	0	0	0	218	144	0	0	74
61+50.000	6150	31	20.57	0.0	0.5	0	28	0	1	0	246	145	0	0	101
61+69.000	6169	19	18.48	0.0	0.69	0	14	0	0	0	260	146	0	0	114
62+00.000	6200	31	25.59	0.0	0.05	0	25	0	0	0	285	146	0	0	139
62+19.000	6219	19	15.74	0.0	5	0	15	0	2	0	300	148	0	0	151
62+50.000	6250	31	12.52	0.0	13.08	0	16	0	10	0	316	161	0	0	155
62+69.000	6269	19	8.71	0.0	2.65	0	7	0	6	0	323	168	0	0	155
62+85.900	6286	17	6.46	0.0	0	0	5	0	1	0	328	169	0	0	159
						Column totals	328	0	135	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

9

9

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	EARTHWORK	SHEET NO: 819	E

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 1 - 4 OF 4

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
63+21.930	6322		10.84	0.0	0	0	0	0	0	0	0	0	0	0	0
63+45.000	6345	23	5.79	0.0	15.41	0	7	0	7	0	7	8	0	0	-1
63+50.000	6350	5	6.48	0.0	16.1	0	1	0	3	0	8	12	0	0	-4
63+80.000	6380	30	7.32	0.0	17.4	0	8	0	19	0	16	35	0	0	-19
64+00.000	6400	20	8.68	0.0	17.25	0	6	0	13	0	22	51	0	0	-29
64+50.000	6450	50	12.88	0.0	13.34	0	20	0	28	0	42	87	0	0	-45
64+90.000	6490	40	16.4	0.0	9.61	0	22	0	17	0	63	108	0	0	-44
65+00.000	6500	10	17.94	0.0	9.09	0	6	0	3	0	70	112	0	0	-42
65+50.000	6550	50	20.6	0.0	8.03	0	36	0	16	0	106	132	0	0	-26
65+87.000	6587	37	25.74	0.0	5.42	0	32	0	9	0	137	144	0	0	-6
66+00.000	6600	13	28.37	0.0	4.67	0	13	0	2	0	150	147	0	0	4
66+50.000	6650	50	41.22	0.0	4.22	0	64	0	8	0	215	157	0	0	58
67+00.000	6700	50	18.95	0.0	4.47	0	56	0	8	0	270	167	0	0	104
67+44.000	6744	44	19.9	0.0	3.76	0	32	0	7	0	302	175	0	0	127
67+50.000	6750	6	19.32	0.0	3.64	0	4	0	1	0	306	176	0	0	130
68+00.000	6800	50	11.21	0.0	4.53	0	28	0	8	0	335	186	0	0	149
68+50.000	6850	50	9.37	0.0	30.28	0	19	0	32	0	354	226	0	0	128
69+00.000	6900	50	9.15	0.0	42.43	0	17	0	67	0	371	310	0	0	61
69+50.000	6950	50	8.23	0.0	49.85	0	16	0	85	0	387	417	0	0	-30
69+57.000	6957	7	7.6	0.0	51.2	0	2	0	13	0	389	433	0	0	-44
70+00.000	7000	43	7.73	0.0	46.94	0	12	0	78	0	401	531	0	0	-130
70+50.000	7050	50	8.22	0.0	38.57	0	15	0	79	0	416	630	0	0	-214
70+65.000	7065	15	8.14	0.0	34.49	0	5	0	20	0	421	655	0	0	-235
71+00.000	7100	35	9.43	0.0	24.67	0	11	0	38	0	432	703	0	0	-271
71+50.000	7150	50	10.78	0.0	15.65	0	19	0	37	0	451	750	0	0	-299
72+00.000	7200	50	10.91	0.0	11.42	0	20	0	25	0	471	781	0	0	-311
72+08.000	7208	8	10.84	0.0	10.57	0	3	0	3	0	474	785	0	0	-311
72+50.000	7250	42	17.67	0.0	10.5	0	22	0	16	0	496	806	0	0	-310
73+00.000	7300	50	23.5	0.0	11.14	0	38	0	20	0	534	831	0	0	-297
73+40.000	7340	40	25.9	0.0	9.44	0	37	0	15	0	571	850	0	0	-279
73+50.000	7350	10	28.1	0.0	9.02	0	10	0	3	0	581	854	0	0	-273
74+00.000	7400	50	33.71	0.0	7.55	0	57	0	15	0	638	873	0	0	-235
74+17.000	7417	17	36.89	0.0	5.79	0	22	0	4	0	660	879	0	0	-218
74+50.000	7450	33	51.19	0.0	0	0	54	0	4	0	714	883	0	0	-169
75+00.000	7500	50	20.91	0.0	7.07	0	67	0	7	0	781	891	0	0	-110
75+50.000	7550	50	24.21	0.0	8.39	0	42	0	14	0	823	909	0	0	-86
76+00.000	7600	50	25.37	0.0	7.91	0	46	0	15	0	869	928	0	0	-59
76+50.000	7650	50	26.57	0.0	6.43	0	48	0	13	0	917	945	0	0	-28
77+00.000	7700	50	25	0.0	7.61	0	48	0	13	0	964	961	0	0	4
77+50.000	7750	50	23.28	0.0	11.69	0	45	0	18	0	1009	983	0	0	26
78+00.000	7800	50	8.42	0.0	21.71	0	29	0	31	0	1039	1022	0	0	17
78+50.000	7850	50	8.52	0.0	51.72	0	16	0	68	0	1054	1107	0	0	-53
79+00.000	7900	50	5.44	0.0	125.45	0	13	0	164	0	1067	1312	0	0	-245
79+30.407	7930	30	0	0.0	0	0	3	0	71	0	1070	1400	0	0	-330
						Column totals	1070	0	1120	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 2

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
10+20.850	1021		194.08	18.7	0	0.00	0	0	0	0	0	0	0	0	0
10+50.000	1050	29	118.2	18.7	0.86	0.00	169	20	0	0	169	1	0	0	148
11+00.000	1100	50	117.66	18.7	5.58	0.00	218	35	6	0	387	8	0	0	324
11+50.000	1150	50	123.6	18.7	8.09	0.00	223	35	13	0	610	24	0	0	497
12+00.000	1200	50	140.31	18.7	1.72	0.00	244	35	9	0	855	35	0	0	695
12+50.000	1250	50	137.59	18.7	8.27	0.00	257	35	9	0	1112	47	0	0	907
13+00.000	1300	50	120.93	18.7	9.98	0.00	239	35	17	0	1351	68	0	0	1090
13+50.000	1350	50	138.58	18.7	0.09	0.00	240	35	9	0	1592	80	0	0	1284
13+66.000	1366	16	144.65	18.7	0	0.00	84	11	0	0	1676	80	0	0	1357
14+00.000	1400	34	123.35	18.7	9.49	0.00	169	24	6	0	1844	87	0	0	1495
14+50.000	1450	50	129.94	18.7	11.05	0.00	235	35	19	0	2079	111	0	0	1671
15+00.000	1500	50	138.79	18.7	9.94	0.00	249	35	19	0	2328	135	0	0	1861
15+06.735	1507	7	139.86	18.7	9.6	0.00	35	5	2	0	2362	138	0	0	1888
15+30.000	1530	23	151.48	18.7	8.27	0.00	125	16	8	0	2488	148	0	0	1988
15+50.000	1550	20	151.9	18.7	5.98	0.00	112	14	5	0	2600	154	0	0	2079
15+56.740	1557	7	146.46	18.7	5.49	0.00	37	5	1	0	2638	156	0	0	2110
15+94.711	1595	38	228.62	18.7	0	0.00	264	26	4	0	2901	161	0	0	2343
16+00.000	1600	5	223.37	18.7	0	0.00	44	4	0	0	2946	161	0	0	2383
16+32.625	1633	33	175.21	18.7	2.41	0.00	241	23	1	0	3186	163	0	0	2600
16+50.000	1650	17	164.15	18.7	0.11	0.00	109	12	1	0	3296	164	0	0	2696
16+82.641	1683	33	146.45	18.7	0.42	0.00	188	23	0	0	3483	164	0	0	2861
17+00.000	1700	17	141.5	18.7	2.9	0.00	93	12	1	0	3576	166	0	0	2940
17+32.000	1732	32	137.22	18.7	0	0.00	165	22	2	0	3741	168	0	0	3081
17+50.000	1750	18	130.51	18.7	0	0.00	89	12	0	0	3830	168	0	0	3158
18+00.000	1800	50	112.38	18.7	14.72	0.00	225	35	14	0	4055	185	0	0	3331
18+50.000	1850	50	106.76	18.7	21.21	0.00	203	35	33	0	4258	226	0	0	3458
18+85.000	1885	35	115.14	18.7	0.11	0.00	144	24	14	0	4402	244	0	0	3560
19+00.000	1900	15	99.65	18.7	9.26	0.00	60	10	3	0	4462	247	0	0	3606
19+30.000	1930	30	93.73	18.7	30.91	0.00	107	21	22	0	4569	275	0	0	3665
19+50.000	1950	20	95.9	18.7	26.24	0.00	70	14	21	0	4639	301	0	0	3695
19+76.000	1976	26	98.37	18.7	20.48	0.00	94	18	22	0	4733	329	0	0	3742
20+00.000	2000	24	101.96	18.7	16.86	0.00	89	17	17	0	4822	350	0	0	3794
20+50.000	2050	50	112.89	18.7	5.95	0.00	199	35	21	0	5021	376	0	0	3932
20+96.808	2097	47	147.84	18.7	0.96	0.00	226	32	6	0	5247	384	0	0	4118
21+00.000	2100	3	153.81	18.7	0.16	0.00	18	2	0	0	5265	384	0	0	4133
21+20.000	2120	20	167.11	18.7	0	0.00	119	14	0	0	5383	384	0	0	4238
21+45.000	2145	25	157.95	18.7	0.42	0.00	150	17	0	0	5534	384	0	0	4371
21+46.723	2147	2	157.35	18.7	0.42	0.00	10	1	0	0	5544	384	0	0	4380
21+50.000	2150	3	155.84	18.7	0.42	0.00	19	2	0	0	5563	384	0	0	4397
21+84.433	2184	34	142.35	18.7	0.69	0.00	190	24	1	0	5753	385	0	0	4562
22+00.000	2200	16	139.11	18.7	0.66	0.00	81	11	0	0	5834	386	0	0	4632
22+20.533	2220	20	136.79	18.7	0.44	0.00	102	14	0	0	5936	386	0	0	4720
22+50.000	2250	30	126.94	18.7	2.09	0.00	147	21	1	0	6083	388	0	0	4844
22+71.650	2272	22	121.43	18.7	3.49	0.00	100	15	2	0	6183	391	0	0	4925
22+95.324	2295	24	115.24	18.7	6.7	0.00	104	16	4	0	6286	396	0	0	5007
23+00.000	2300	5	114.57	14.2	7.02	0.00	20	3	1	0	6306	398	0	0	5023
23+50.000	2350	50	103.89	14.2	12.85	0.00	202	26	18	0	6509	421	0	0	5176
23+83.000	2383	33	100.37	14.2	8.17	0.00	125	17	13	0	6633	437	0	0	5267
24+00.000	2400	17	95.67	14.2	9.26	0.00	62	9	5	0	6695	444	0	0	5313
24+50.000	2450	50	86.91	14.2	15.57	0.00	169	26	23	0	6864	473	0	0	5427

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
25+00.000	2500	50	80.86	14.2	19.24	0.00	155	26	32	0	7019	513	0	0	5516
25+05.000	2505	5	79.44	14.2	20.57	0.00	15	3	4	0	7034	518	0	0	5523
25+20.304	2520	15	74.5	14.2	27.34	0.00	44	8	14	0	7078	534	0	0	5542
25+50.000	2550	30	71.23	14.2	32.47	0.00	80	16	33	0	7158	576	0	0	5565
25+74.371	2574	24	72.54	14.2	31.62	0.00	65	13	29	0	7223	612	0	0	5581
26+00.000	2600	26	89.52	14.2	52.29	0.00	77	13	40	0	7300	662	0	0	5595
26+50.000	2650	50	155.5	14.2	0	0.00	227	26	48	0	7527	722	0	0	5735
27+00.000	2700	50	103.95	14.2	23.97	0.00	240	26	22	0	7767	750	0	0	5921
27+47.355	2747	47	175.56	14.2	6.85	0.00	245	25	27	0	8012	784	0	0	6108
27+50.000	2750	3	178.43	14.2	6.23	0.00	17	1	1	0	8029	784	0	0	6123
27+83.000	2783	33	171.14	14.2	2.99	0.00	214	17	6	0	8243	791	0	0	6312
28+00.000	2800	17	158.08	14.2	2.91	0.00	104	9	2	0	8347	794	0	0	6404
28+50.000	2850	50	149.65	14.2	0.74	0.00	285	26	3	0	8632	798	0	0	6659
29+00.000	2900	50	103.97	14.2	10.92	0.00	235	26	11	0	8866	811	0	0	6854
29+50.000	2950	50	64.62	14.2	21.24	0.00	156	26	30	0	9023	849	0	0	6946
30+00.000	3000	50	60.58	14.2	29.59	0.00	116	26	47	0	9138	908	0	0	6977
30+03.357	3003	3	60.09	14.2	31.58	0.00	8	2	4	0	9146	912	0	0	6978
30+50.000	3050	47	56.13	14.2	31.79	0.00	100	25	55	0	9246	981	0	0	6986
30+65.000	3065	15	55.66	14.2	38.24	0.00	31	8	19	0	9277	1005	0	0	6985
31+00.000	3100	35	54.32	14.2	43.95	0.00	71	18	53	0	9349	1072	0	0	6971
31+50.000	3150	50	55.35	14.2	49.02	0.00	102	26	86	0	9450	1179	0	0	6938
31+80.000	3180	30	57.02	14.2	47.67	0.00	62	16	54	0	9513	1246	0	0	6918
32+00.000	3200	20	62.73	14.2	42.24	0.00	44	11	33	0	9557	1288	0	0	6910
32+50.000	3250	50	71.14	14.2	35.72	0.00	124	26	72	0	9681	1378	0	0	6918
33+00.000	3300	50	82.63	14.2	26.3	0.00	142	26	57	0	9823	1450	0	0	6962
33+10.000	3310	10	85.06	14.2	25.61	0.00	31	5	10	0	9854	1462	0	0	6976
33+50.000	3350	40	96.19	14.2	17.6	0.00	134	21	32	0	9989	1502	0	0	7049
34+00.000	3400	50	107.28	14.2	12.44	0.00	188	26	28	0	10177	1537	0	0	7176
34+05.000	3405	5	108.11	14.2	11.21	0.00	20	3	2	0	10197	1540	0	0	7191
34+50.000	3450	45	110.42	14.2	9.65	0.00	182	24	17	0	10379	1561	0	0	7328
35+00.000	3500	50	112.6	14.2	5.05	0.00	207	26	14	0	10586	1578	0	0	7491
35+50.000	3550	50	110.51	14.2	6.04	0.00	207	26	10	0	10792	1591	0	0	7658
36+00.000	3600	50	111.08	14.2	6.34	0.00	205	26	11	0	10997	1605	0	0	7823
36+50.000	3650	50	110.48	14.2	6.77	0.00	205	26	12	0	11203	1621	0	0	7986
37+00.000	3700	50	109.36	14.2	7.43	0.00	204	26	13	0	11406	1637	0	0	8147
37+50.000	3750	50	111.11	14.2	6.46	0.00	204	26	13	0	11610	1653	0	0	8309
38+00.000	3800	50	112.5	14.2	4.49	0.00	207	26	10	0	11817	1666	0	0	8477
38+05.000	3805	5	113.01	14.2	4.37	0.00	21	3	1	0	11838	1667	0	0	8494
38+50.000	3850	45	116.26	14.2	2.73	0.00	191	24	6	0	12029	1674	0	0	8654
39+00.000	3900	50	125.7	14.2	0.77	0.00	224	26	3	0	12253	1678	0	0	8848
39+50.000	3950	50	135.51	14.2	0.08	0.00	242	26	1	0	12495	1679	0	0	9063
40+00.000	4000	50	145.43	14.2	0.21	0.00	260	26	0	0	12755	1680	0	0	9296
40+30.000	4030	30	147.99	14.2	0.06	0.00	163	16	0	0	12918	1680	0	0	9443
40+50.000	4050	20	147.3	14.2	0	0.00	109	11	0	0	13028	1680	0	0	9542
40+73.451	4073	23	145.74	14.2	0.76	0.00	127	12	0	0	13155	1680	0	0	9656
41+00.000	4100	27	144.47	14.2	0.51	0.00	143	14	1	0	13298	1681	0	0	9784
41+22.461	4122	22	141.97	14.2	0.55	0.00	119	12	0	0	13417	1682	0	0	9891
41+38.556	4139	16	141.4	14.2	0.56	0.00	84	8	0	0	13501	1682	0	0	9967
41+50.000	4150	11	145.63	14.2	0.36	0.00	61	6	0	0	13562	1682	0	0	10021
41+88.430	4188	38	152.1	14.2	0	0.00	212	20	0	0	13774	1683	0	0	10213

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
42+00.000	4200	12	185.04	14.2	0	0.00	72	6	0	0	13846	1683	0	0	10279
42+26.763	4227	27	222.96	14.2	0	0.00	202	14	0	0	14048	1683	0	0	10467
42+64.527	4265	38	153.77	14.2	0	0.00	264	20	0	0	14312	1683	0	0	10711
43+00.000	4300	35	134.87	14.2	0.81	0.00	190	19	1	0	14501	1683	0	0	10881
43+14.559	4315	15	128.93	14.2	0.47	0.00	71	8	0	0	14573	1684	0	0	10944
43+50.000	4350	35	131.85	14.2	0.33	0.00	171	19	1	0	14744	1684	0	0	11096
44+00.000	4400	50	138.16	14.2	0.08	0.00	250	26	0	0	14994	1685	0	0	11319
44+50.000	4450	50	144.73	14.2	0.12	0.00	262	26	0	0	15256	1685	0	0	11554
45+00.000	4500	50	148.76	14.2	0	0.00	272	26	0	0	15527	1685	0	0	11800
45+13.000	4513	13	143	14.2	0.4	0.00	70	7	0	0	15598	1685	0	0	11863
45+50.000	4550	37	141.14	14.2	1.25	0.00	195	19	1	0	15792	1687	0	0	12037
46+00.000	4600	50	143.34	14.2	0.17	0.00	263	26	1	0	16056	1688	0	0	12272
46+47.000	4647	47	256.5	14.2	0	0.00	348	25	0	0	16404	1688	0	0	12595
46+50.000	4650	3	267.46	14.2	0	0.00	29	2	0	0	16433	1688	0	0	12623
47+00.000	4700	50	155.39	14.2	0	0.00	392	26	0	0	16824	1688	0	0	12988
47+50.000	4750	50	138.11	14.2	0	0.00	272	26	0	0	17096	1688	0	0	13234
48+00.000	4800	50	144.02	14.2	0.31	0.00	261	26	0	0	17357	1689	0	0	13468
48+50.000	4850	50	154.17	14.2	3.12	0.00	276	26	3	0	17633	1693	0	0	13714
48+68.000	4868	18	153.41	14.2	3.63	0.00	103	9	2	0	17736	1696	0	0	13804
49+00.000	4900	32	152.81	14.2	1.91	0.00	181	17	3	0	17917	1700	0	0	13965
49+34.378	4934	34	153.62	14.2	1.34	0.00	195	18	2	0	18113	1702	0	0	14139
49+50.000	4950	16	164.18	14.2	0.05	0.00	92	8	0	0	18204	1703	0	0	14222
49+86.991	4987	37	180.77	14.2	0	0.00	236	19	0	0	18441	1703	0	0	14439
50+00.000	5000	13	232.66	14.2	0	0.00	100	7	0	0	18540	1703	0	0	14532
50+22.015	5022	22	272.82	14.2	0	0.00	206	12	0	0	18746	1703	0	0	14726
50+50.000	5050	28	212.38	14.2	0	0.00	251	15	0	0	18998	1703	0	0	14963
50+59.468	5059	9	199.15	14.2	0	0.00	72	5	0	0	19070	1703	0	0	15030
50+85.020	5085	26	190.34	14.2	0.68	0.00	184	13	0	0	19254	1703	0	0	15201
51+00.000	5100	15	184.33	17.7	1.61	0.00	104	9	1	0	19358	1704	0	0	15295
51+10.399	5110	10	183.78	17.7	0.99	0.00	71	7	1	0	19429	1705	0	0	15359
51+50.000	5150	40	190.66	17.7	0.33	0.00	275	26	1	0	19704	1706	0	0	15606
52+00.000	5200	50	184.63	17.7	0.61	0.00	347	33	1	0	20051	1707	0	0	15920
52+21.658	5222	22	179.5	17.7	1.01	0.00	146	14	1	0	20197	1708	0	0	16051
52+50.000	5250	28	173.76	17.7	2.45	0.00	185	19	2	0	20383	1710	0	0	16215
52+80.103	5280	30	168.67	17.7	0	0.00	191	20	1	0	20574	1712	0	0	16385
53+00.000	5300	20	168.13	17.7	0	0.00	124	13	0	0	20698	1712	0	0	16496
53+33.612	5334	34	158.76	17.7	3.32	0.00	203	22	2	0	20901	1714	0	0	16675
53+50.000	5350	16	157.44	17.7	3.02	0.00	96	11	2	0	20997	1717	0	0	16757
54+00.000	5400	50	155.39	17.7	3.04	0.00	290	33	6	0	21287	1724	0	0	17007
54+37.000	5437	37	156.2	17.7	2.04	0.00	213	24	3	0	21500	1728	0	0	17192
54+50.000	5450	13	156.4	17.7	1.16	0.00	75	9	1	0	21576	1729	0	0	17258
54+70.000	5470	20	162.99	17.7	0	0.00	118	13	0	0	21694	1730	0	0	17363
55+00.000	5500	30	158.66	17.7	0	0.00	179	20	0	0	21873	1730	0	0	17522
55+37.017	5537	37	151.02	17.7	1.88	0.00	212	24	1	0	22085	1731	0	0	17708
55+50.000	5550	13	152.02	17.7	1.72	0.00	73	9	1	0	22158	1732	0	0	17771
55+70.000	5570	20	161.56	17.7	0	0.00	116	13	1	0	22274	1733	0	0	17873
55+87.187	5587	17	159.71	17.7	0.08	0.00	102	11	0	0	22376	1733	0	0	17964
56+00.000	5600	13	157.8	17.7	0.8	0.00	75	8	0	0	22451	1733	0	0	18031
56+23.546	5624	24	155.09	17.7	1.73	0.00	136	15	1	0	22588	1735	0	0	18151
56+50.000	5650	26	155.12	17.7	2.73	0.00	152	17	2	0	22740	1738	0	0	18283

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
56+62.973	5663	13	154.36	17.7	3.94	0.00	74	9	2	0	22814	1740	0	0	18346
57+00.000	5700	37	152.39	17.7	5.84	0.00	210	24	7	0	23024	1748	0	0	18524
57+18.165	5718	18	151.81	17.7	6.35	0.00	102	12	4	0	23127	1753	0	0	18609
57+40.000	5740	22	163.98	17.7	0	0.00	128	14	3	0	23254	1756	0	0	18720
57+50.000	5750	10	158.94	17.7	0	0.00	60	7	0	0	23314	1756	0	0	18773
58+00.000	5800	50	149.17	14.2	6.95	0.00	285	30	6	0	23600	1764	0	0	19021
58+28.000	5828	28	147.66	14.2	6.09	0.00	154	15	7	0	23753	1773	0	0	19151
58+50.000	5850	22	148.01	14.2	3.81	0.00	120	12	4	0	23874	1778	0	0	19255
59+00.000	5900	50	151.81	14.2	2.16	0.00	278	26	6	0	24152	1785	0	0	19500
59+50.000	5950	50	166.43	14.2	0	0.00	295	26	2	0	24446	1787	0	0	19765
59+55.000	5955	5	168.06	14.2	0	0.00	31	3	0	0	24477	1787	0	0	19794
59+92.836	5993	38	162.06	14.2	0	0.00	231	20	0	0	24709	1787	0	0	20005
60+00.000	6000	7	168.68	14.2	0	0.00	44	4	0	0	24752	1787	0	0	20045
60+45.023	6045	45	179.01	14.2	2.4	0.00	290	24	2	0	25042	1790	0	0	20309
60+50.000	6050	5	192.26	14.2	0	0.00	34	3	0	0	25076	1790	0	0	20340
60+80.992	6081	31	327.07	14.2	0	0.00	298	16	0	0	25375	1790	0	0	20622
61+00.000	6100	19	316.62	12.6	0	0.00	227	9	0	0	25601	1790	0	0	20839
61+18.835	6119	19	186.6	12.6	0.91	0.00	176	9	0	0	25777	1790	0	0	21006
61+50.000	6150	31	167.32	12.6	1.51	0.00	204	15	1	0	25981	1792	0	0	21194
61+68.840	6169	19	179.45	12.6	0	0.00	121	9	1	0	26102	1793	0	0	21305
62+00.000	6200	31	162.97	12.6	6.01	0.00	198	15	3	0	26300	1797	0	0	21484
62+19.114	6219	19	161.57	12.6	11.19	0.00	115	9	6	0	26414	1805	0	0	21582
62+50.000	6250	31	157.47	12.6	13.2	0.00	183	14	14	0	26597	1822	0	0	21733
62+69.176	6269	19	154.45	12.6	13.54	0.00	111	9	9	0	26708	1834	0	0	21823
63+00.000	6300	31	147.32	12.6	11.65	0.00	172	14	14	0	26880	1852	0	0	21963
63+06.838	6307	7	145.81	12.6	11.75	0.00	37	3	3	0	26917	1856	0	0	21993
63+45.439	6345	39	135.42	12.6	15.76	0.00	201	18	20	0	27118	1880	0	0	22151
63+50.000	6350	5	134.14	12.6	15.95	0.00	23	2	3	0	27141	1884	0	0	22169
63+80.000	6380	30	137.69	12.6	0	0.00	151	14	9	0	27292	1895	0	0	22294
64+00.000	6400	20	119.29	12.6	15.54	0.00	95	9	6	0	27387	1902	0	0	22373
64+50.000	6450	50	103.56	12.6	20.03	0.00	206	23	33	0	27593	1943	0	0	22515
64+90.000	6490	40	101.36	12.6	5.8	0.00	152	19	19	0	27745	1967	0	0	22624
65+00.000	6500	10	99.58	12.6	6.25	0.00	37	5	2	0	27782	1970	0	0	22654
65+50.000	6550	50	89.76	12.6	30.64	0.00	175	23	34	0	27958	2012	0	0	22763
65+87.000	6587	37	97.36	12.6	3.1	0.00	128	17	23	0	28086	2041	0	0	22845
66+00.000	6600	13	95.8	12.6	4.14	0.00	47	6	2	0	28132	2044	0	0	22884
66+50.000	6650	50	85.99	12.6	17.49	0.00	168	23	20	0	28301	2069	0	0	23003
67+00.000	6700	50	86.53	12.6	15.09	0.00	160	23	30	0	28460	2106	0	0	23102
67+44.000	6744	44	102.59	12.6	0	0.00	154	21	12	0	28615	2122	0	0	23220
67+50.000	6750	6	106.74	12.6	0	0.00	23	3	0	0	28638	2122	0	0	23241
68+00.000	6800	50	96.52	12.6	9.64	0.00	188	23	9	0	28826	2133	0	0	23395
68+50.000	6850	50	106.47	12.6	11.19	0.00	188	23	19	0	29014	2157	0	0	23535
69+00.000	6900	50	121.04	12.6	26.07	0.00	211	23	35	0	29225	2200	0	0	23679
69+50.000	6950	50	124.43	12.6	1.9	0.00	227	23	26	0	29452	2232	0	0	23851
69+57.000	6957	7	126.51	12.6	1.87	0.00	33	3	0	0	29484	2233	0	0	23879
70+00.000	7000	43	132.62	12.6	24.08	0.00	206	20	21	0	29691	2259	0	0	24040
70+50.000	7050	50	141.33	12.6	20.36	0.00	254	23	41	0	29944	2310	0	0	24219
70+65.000	7065	15	142.54	12.6	20.85	0.00	79	7	11	0	30023	2325	0	0	24276
71+00.000	7100	35	142.89	12.6	18.31	0.00	185	16	25	0	30208	2356	0	0	24413
71+50.000	7150	50	137.09	12.6	26.34	0.00	259	23	41	0	30468	2408	0	0	24598

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
72+00.000	7200	50	126.82	12.6	20.89	0.00	244	23	44	0	30712	2463	0	0	24764
72+08.000	7208	8	124.9	12.6	19.92	0.00	37	4	6	0	30749	2470	0	0	24790
72+50.000	7250	42	110.19	12.6	16.84	0.00	183	20	29	0	30932	2506	0	0	24917
73+00.000	7300	50	86.57	12.6	15.95	0.00	182	23	30	0	31114	2544	0	0	25038
73+40.000	7340	40	73.54	12.6	2.84	0.00	119	19	14	0	31233	2561	0	0	25121
73+50.000	7350	10	67.74	12.6	11.2	0.00	26	5	3	0	31259	2565	0	0	25139
74+00.000	7400	50	52.87	12.6	15.01	0.00	112	23	24	0	31371	2595	0	0	25197
74+17.000	7417	17	52.45	12.6	3.7	0.00	33	8	6	0	31404	2602	0	0	25215
74+50.000	7450	33	42.6	12.6	20.64	0.00	58	15	15	0	31462	2621	0	0	25239
75+00.000	7500	50	44.49	12.6	17.82	0.00	81	23	36	0	31543	2665	0	0	25252
75+50.000	7550	50	45.86	12.6	18.41	0.00	84	23	34	0	31626	2707	0	0	25270
75+82.893	7583	33	45.07	12.6	19.04	0.00	55	15	23	0	31682	2736	0	0	25282
76+00.000	7600	17	44.89	12.6	20.38	0.00	29	8	12	0	31710	2751	0	0	25287
76+50.000	7650	50	48.49	12.6	13.61	0.00	86	23	31	0	31797	2791	0	0	25310
76+91.000	7691	41	54.44	12.6	13.79	0.00	78	19	21	0	31875	2817	0	0	25343
77+00.000	7700	9	54.66	12.6	12.48	0.00	18	4	4	0	31893	2822	0	0	25352
77+50.000	7750	50	56.18	12.6	24.55	0.00	103	23	34	0	31995	2865	0	0	25388
77+90.000	7790	40	59.71	12.6	8.68	0.00	86	19	25	0	32081	2896	0	0	25425
78+00.000	7800	10	59.96	12.6	17.49	0.00	22	5	5	0	32104	2902	0	0	25436
78+50.000	7850	50	56.29	12.6	43.05	0.00	108	23	56	0	32211	2972	0	0	25450
78+75.624	7876	26	59.09	12.6	62.23	0.00	55	12	50	0	32266	3034	0	0	25431
79+00.000	7900	24	64.22	12.6	87.32	0.00	56	11	68	0	32322	3119	0	0	25391
79+50.000	7950	50	184.47	12.6	0	0.00	230	23	81	0	32552	3220	0	0	25497
80+00.000	8000	50	73.01	12.6	262.46	0.00	238	23	243	0	32790	3524	0	0	25408
80+27.800	8028	28	73.05	12.6	197.6	0.00	75	13	237	0	32865	3820	0	0	25174
80+50.000	8050	22	73.65	12.6	184.35	0.00	60	10	157	0	32926	4016	0	0	25028
81+00.000	8100	50	74.19	12.6	126.09	0.00	137	23	287	0	33063	4375	0	0	24782
81+50.000	8150	50	74.73	12.6	80.41	0.00	138	23	191	0	33201	4614	0	0	24658
82+00.000	8200	50	87.09	12.6	7.63	0.00	150	23	82	0	33350	4716	0	0	24682
82+50.000	8250	50	162.11	12.6	0	0.00	231	23	7	0	33581	4725	0	0	24881
83+00.000	8300	50	115.51	12.6	0	0.00	257	23	0	0	33838	4725	0	0	25114
83+20.000	8320	20	119.86	12.6	0	0.00	87	9	0	0	33925	4725	0	0	25192
83+38.000	8338	18	116.56	12.6	0	0.00	79	8	0	0	34004	4725	0	0	25263
83+50.000	8350	12	118.64	12.6	0	0.00	52	6	0	0	34056	4725	0	0	25309
83+77.760	8378	28	113.78	12.6	0	0.00	119	13	0	0	34176	4725	0	0	25416
						Column totals	34176	4035	3780	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

GALE DRIVE - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
98+55.001	9855		43.85	15.0	13.14	0	0	0	0	0	0	0	0	0	0
98+88.000	9888	33	45.8	15.0	3.09	0	55	18	10	0	55	12	0	0	24
99+00.000	9900	12	51.38	15.0	0	0	22	7	1	0	76	13	0	0	38
99+16.000	9916	16	76.45	15.0	2.74	0	38	9	1	0	114	14	0	0	66
99+49.038	9949	33	67.15	15.0	1.26	0	88	18	2	0	202	17	0	0	133
						Column totals	202	52	14	0					

INMAN PARKWAY - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
11+80.000	1180		73.12	14.2	17.58	0	0	0	0	0	0	0	0	0	0
12+00.000	1200	20	84.51	14.2	14.03	0	58	11	12	0	58	15	0	0	33
12+25.000	1225	25	68.15	14.2	17.89	0	71	13	15	0	129	33	0	0	72
12+42.941	1243	18	96.45	14.2	11.61	0	55	9	10	0	184	45	0	0	105
12+50.000	1250	7	111.12	14.2	8.15	0	27	4	3	0	211	49	0	0	125
13+00.000	1300	50	164.83	14.2	7.06	0	256	26	14	0	466	66	0	0	337
13+48.000	1348	48	164.32	14.2	5.68	0	293	25	11	0	759	80	0	0	590
13+50.000	1350	2	168.23	14.2	4.87	0	12	1	0	0	771	81	0	0	601
13+87.500	1388	38	172.38	14.2	3.45	0	237	20	6	0	1008	88	0	0	811
14+00.000	1400	13	166.4	14.2	2.3	0	78	7	1	0	1086	90	0	0	881
14+25.000	1425	25	146.99	14.2	5.51	0	145	13	4	0	1231	94	0	0	1008
14+45.404	1445	20	139.74	14.2	3.06	0	108	11	3	0	1340	98	0	0	1102
14+50.000	1450	5	137.26	14.2	4.76	0	24	2	1	0	1363	99	0	0	1122
14+97.065	1497	47	90.43	14.2	39.62	0	198	25	39	0	1562	147	0	0	1247
15+00.000	1500	3	168.27	14.2	12.22	0	14	2	3	0	1576	151	0	0	1256
						Column totals	1576	168	121	0					

ZICK DRIVE - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
128+80.000	12880		45.28	20.0	0	0	0	0	0	0	0	0	0	0	0
129+00.000	12900	20	40.25	20.0	0	0	32	15	0	0	32	0	0	0	17
129+48.752	12949	49	104.63	20.0	0	0	131	36	0	0	162	0	0	0	112
						Column totals	162	51	0	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

WILLIAMS DRIVE - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
138+53.000	13853		33.65	14.6	0	0	0	0	0	0	0	0	0	0	0
139+00.000	13900	47	55	14.6	0	0	77	25	0	0	77	0	0	0	52
139+25.000	13925	25	90.79	14.6	0	0	67	14	0	0	145	0	0	0	106
139+49.586	13950	25	192.14	14.6	0	0	129	13	0	0	273	0	0	0	221
					Column totals		273	52	0	0					

SECURITY ROAD - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
158+85.000	15885		18.72	8.8	0	0	0	0	0	0	0	0	0	0	0
159+00.000	15900	15	27.72	8.8	0	0	13	5	0	0	13	0	0	0	8
159+38.660	15939	39	91.84	8.8	0	0	86	13	0	0	98	0	0	0	81
					Column totals		98	17	0	0					

PHILHOWER ROAD - STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
13+43.228	1343		37.02	10.0	26.41	0	0	0	0	0	0	0	0	0	0
13+50.000	1350	7	42.60	10.0	28.58	0	10	3	7	0	10	9	0	0	-1
14+00.000	1400	50	32.98	10.0	100.02	0	70	19	119	0	80	157	0	0	-99
14+03.126	1403	3	33.71	10.0	124.18	0	4	1	13	0	84	174	0	0	-112
14+29.624	1430	26	88.89	10.0	308.3	0	60	10	212	0	144	439	0	0	-327
					Column totals		144	32	351	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
10+29.578	1022		166.96	4.8	0	0.00	0	0	0	0	0	0	0	0	0
10+50.000	1050	28	90.9	4.8	0	0.00	133	5	0	0	133	0	0	0	128
11+00.000	1100	50	65.87	4.8	2.32	0.00	145	9	2	0	278	3	0	0	261
11+50.000	1150	50	67.74	4.8	2.16	0.00	124	9	4	0	401	8	0	0	371
12+00.000	1200	50	70.33	4.8	1.56	0.00	128	9	3	0	529	12	0	0	485
12+50.000	1250	50	73.28	4.8	1.45	0.00	133	9	3	0	662	16	0	0	606
13+00.000	1300	50	86.27	4.8	0.12	0.00	148	9	1	0	810	17	0	0	743
13+50.000	1350	50	93.51	4.8	0	0.00	166	9	0	0	976	18	0	0	901
13+66.000	1366	16	95.22	4.8	0	0.00	56	3	0	0	1032	18	0	0	954
14+00.000	1400	34	98.71	4.8	0	0.00	122	6	0	0	1154	18	0	0	1070
14+50.000	1450	50	106.57	4.8	0	0.00	190	9	0	0	1344	18	0	0	1251
15+00.000	1500	50	117.96	4.8	0	0.00	208	9	0	0	1552	18	0	0	1450
15+06.735	1507	7	119.23	4.8	0	0.00	30	1	0	0	1582	18	0	0	1478
15+30.000	1530	23	123.56	4.8	0	0.00	105	4	0	0	1687	18	0	0	1579
15+50.000	1550	20	121.52	4.8	0	0.00	91	4	0	0	1777	18	0	0	1666
15+56.740	1557	7	120.59	4.8	0	0.00	30	1	0	0	1808	18	0	0	1695
15+94.711	1595	38	116.87	4.8	0	0.00	167	7	0	0	1975	18	0	0	1855
16+00.000	1600	5	116.49	2.3	0	0.00	23	1	0	0	1997	18	0	0	1877
16+32.625	1633	33	112.03	2.3	0	0.00	138	3	0	0	2135	18	0	0	2013
16+50.000	1650	17	109.16	2.3	0	0.00	71	1	0	0	2207	18	0	0	2082
16+82.641	1683	33	107.63	2.3	0	0.00	131	3	0	0	2338	18	0	0	2211
17+00.000	1700	17	102.96	2.3	0	0.00	68	1	0	0	2405	18	0	0	2277
17+32.000	1732	32	99.53	2.3	0	0.00	120	3	0	0	2525	18	0	0	2394
17+50.000	1750	18	98.04	2.3	0	0.00	66	2	0	0	2591	18	0	0	2458
18+00.000	1800	50	93.99	2.3	0	0.00	178	4	0	0	2769	18	0	0	2632
18+50.000	1850	50	87.42	2.3	0	0.00	168	4	0	0	2937	18	0	0	2796
18+85.000	1885	35	82.71	2.3	0.39	0.00	110	3	0	0	3047	18	0	0	2903
19+00.000	1900	15	80.2	2.3	0.61	0.00	45	1	0	0	3093	18	0	0	2946
19+30.000	1930	30	75.2	2.3	1.05	0.00	86	3	1	0	3179	19	0	0	3029
19+50.000	1950	20	77.29	2.3	0.85	0.00	56	2	1	0	3235	20	0	0	3083
19+76.000	1976	26	76.9	2.3	18.41	0.00	74	2	9	0	3310	32	0	0	3143
20+00.000	2000	24	83.01	2.3	0.36	0.00	71	2	8	0	3381	42	0	0	3202
20+50.000	2050	50	89.62	2.3	0	0.00	160	4	0	0	3540	43	0	0	3357
20+96.808	2097	47	111.8	2.3	0	0.00	175	4	0	0	3715	43	0	0	3528
21+00.000	2100	3	112.59	2.3	0	0.00	13	0	0	0	3728	43	0	0	3541
21+20.000	2120	20	122.24	2.3	0	0.00	87	2	0	0	3815	43	0	0	3626
21+45.000	2145	25	129.09	2.3	0.13	0.00	116	2	0	0	3932	43	0	0	3740
21+46.723	2147	2	119.91	2.3	0	0.00	8	0	0	0	3940	43	0	0	3748
21+50.000	2150	3	120.22	2.3	0.02	0.00	15	0	0	0	3954	43	0	0	3762
21+84.433	2184	34	194.81	2.3	0	0.00	201	3	0	0	4155	43	0	0	3960
22+00.000	2200	16	184.9	4.8	0	0.00	109	2	0	0	4265	43	0	0	4067
22+20.533	2220	20	112.63	4.8	0	0.00	110	4	0	0	4375	43	0	0	4174
22+50.000	2250	30	106.57	4.8	0.3	0.00	122	5	0	0	4497	43	0	0	4290
22+71.650	2272	22	96.87	4.8	0.5	0.00	82	4	0	0	4578	43	0	0	4368
22+95.324	2295	24	91.31	4.8	1.05	0.00	82	4	1	0	4661	44	0	0	4445
23+00.000	2300	5	91.54	4.8	1.4	0.00	16	1	0	0	4676	45	0	0	4460
23+50.000	2350	50	93.14	4.8	4.81	0.00	171	9	6	0	4847	52	0	0	4615
23+83.000	2383	33	92.99	4.8	22.92	0.00	114	6	17	0	4961	73	0	0	4701
24+00.000	2400	17	93.32	4.8	11.18	0.00	59	3	11	0	5020	86	0	0	4744
24+50.000	2450	50	92.49	4.8	15.42	0.00	172	9	25	0	5192	117	0	0	4876

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 3 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
25+00.000	2500	50	85.15	4.8	47.44	0.00	164	9	58	0	5356	190	0	0	4959
25+05.000	2505	5	86.05	4.8	46.03	0.00	16	1	9	0	5372	201	0	0	4963
25+20.304	2520	15	80.2	4.8	36.55	0.00	47	3	23	0	5419	230	0	0	4978
25+50.000	2550	30	70.907	4.8	45.43	0.00	83	5	45	0	5502	286	0	0	5000
25+74.371	2574	24	74.36	4.8	42.47	0.00	66	4	40	0	5568	336	0	0	5011
26+00.000	2600	26	77.62	4.8	44.44	0.00	72	5	41	0	5640	387	0	0	5027
26+50.000	2650	50	66.76	4.8	37.41	0.00	134	9	76	0	5774	482	0	0	5057
27+00.000	2700	50	79.33	4.8	77.34	0.00	135	9	106	0	5909	615	0	0	5051
27+47.355	2747	47	71.4	4.8	27.25	0.00	132	8	92	0	6041	730	0	0	5060
27+50.000	2750	3	70.36	4.8	24.98	0.00	7	0	3	0	6048	733	0	0	5063
27+83.000	2783	33	67.31	4.8	9.45	0.00	84	6	21	0	6132	759	0	0	5115
28+00.000	2800	17	66.68	4.8	8.86	0.00	42	3	6	0	6174	766	0	0	5147
28+50.000	2850	50	67.03	4.8	7.87	0.00	124	9	15	0	6298	786	0	0	5243
29+00.000	2900	50	65.93	4.8	10.16	0.00	123	9	17	0	6421	807	0	0	5336
29+50.000	2950	50	46.83	4.8	13.12	0.00	104	9	22	0	6526	834	0	0	5405
30+00.000	3000	50	46.24	4.8	13.84	0.00	86	9	25	0	6612	865	0	0	5451
30+03.357	3003	3	46.11	4.8	13.78	0.00	6	1	2	0	6618	867	0	0	5454
30+50.000	3050	47	44.31	4.8	16.01	0.00	78	8	26	0	6696	899	0	0	5491
30+65.000	3065	15	43.73	4.8	16.99	0.00	24	3	9	0	6720	911	0	0	5502
31+00.000	3100	35	43.78	4.8	19.7	0.00	57	6	24	0	6777	940	0	0	5522
31+50.000	3150	50	45.02	4.8	22.86	0.00	82	9	39	0	6859	990	0	0	5547
31+80.000	3180	30	44.96	4.8	23.26	0.00	50	5	26	0	6909	1022	0	0	5559
32+00.000	3200	20	48.67	4.8	18.76	0.00	35	4	16	0	6944	1041	0	0	5571
32+50.000	3250	50	55.03	4.8	12.24	0.00	96	9	29	0	7040	1077	0	0	5622
33+00.000	3300	50	62.72	4.8	2.66	0.00	109	9	14	0	7149	1094	0	0	5705
33+10.000	3310	10	65.46	4.8	1.73	0.00	24	2	1	0	7173	1095	0	0	5726
33+50.000	3350	40	78.86	4.8	1.07	0.00	107	7	2	0	7280	1098	0	0	5823
34+00.000	3400	50	91.4	4.8	0	0.00	158	9	1	0	7437	1099	0	0	5971
34+05.000	3405	5	92.16	4.8	0	0.00	17	1	0	0	7454	1099	0	0	5987
34+50.000	3450	45	94.38	4.8	0	0.00	155	8	0	0	7610	1099	0	0	6134
35+00.000	3500	50	92.67	4.8	0	0.00	173	9	0	0	7783	1099	0	0	6298
35+50.000	3550	50	92.13	4.8	0	0.00	171	9	0	0	7954	1099	0	0	6461
36+00.000	3600	50	92.12	4.8	0	0.00	171	9	0	0	8125	1099	0	0	6622
36+50.000	3650	50	93.36	4.8	0	0.00	172	9	0	0	8296	1099	0	0	6785
37+00.000	3700	50	94.28	4.8	0	0.00	174	9	0	0	8470	1099	0	0	6950
37+50.000	3750	50	92.56	4.8	0	0.00	173	9	0	0	8643	1099	0	0	7114
38+00.000	3800	50	90.66	4.8	0	0.00	170	9	0	0	8813	1099	0	0	7275
38+05.000	3805	5	90.64	4.8	0	0.00	17	1	0	0	8829	1099	0	0	7291
38+50.000	3850	45	95.24	4.8	0.61	0.00	155	8	1	0	8984	1100	0	0	7437
39+00.000	3900	50	105.02	4.8	0	0.00	185	9	1	0	9170	1100	0	0	7613
39+50.000	3950	50	114.16	4.8	0	0.00	203	9	0	0	9373	1100	0	0	7807
40+00.000	4000	50	125.84	4.8	0	0.00	222	9	0	0	9595	1100	0	0	8020
40+30.000	4030	30	130.73	4.8	0	0.00	143	5	0	0	9738	1100	0	0	8158
40+50.000	4050	20	130.45	4.8	0	0.00	97	4	0	0	9834	1100	0	0	8251
40+73.451	4073	23	129.43	4.8	0	0.00	113	4	0	0	9947	1100	0	0	8359
41+00.000	4100	27	134.88	4.8	0	0.00	130	5	0	0	10077	1100	0	0	8485
41+22.461	4122	22	127.52	4.8	0	0.00	109	4	0	0	10186	1100	0	0	8590
41+38.556	4139	16	145.65	4.8	0	0.00	81	3	0	0	10268	1100	0	0	8668
41+50.000	4150	11	159.7	4.8	0	0.00	65	2	0	0	10332	1100	0	0	8731
41+88.430	4188	38	280.79	4.8	0	0.00	313	7	0	0	10646	1100	0	0	9038

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 3 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
42+00.000	4200	12	281.13	4.8	0	0.00	120	2	0	0	10766	1100	0	0	9156
42+26.763	4227	27	245.88	4.8	0	0.00	261	5	0	0	11027	1100	0	0	9412
42+64.527	4265	38	160.35	4.8	0	0.00	284	7	0	0	11312	1100	0	0	9690
43+00.000	4300	35	118.88	4.8	2.66	0.00	183	6	2	0	11495	1102	0	0	9865
43+14.559	4315	15	115.6	4.8	3.19	0.00	63	3	2	0	11558	1104	0	0	9923
43+50.000	4350	35	108.03	4.8	1.91	0.00	147	6	3	0	11705	1109	0	0	10060
44+00.000	4400	50	114.13	4.8	1.25	0.00	206	9	3	0	11911	1112	0	0	10253
44+50.000	4450	50	119.4	4.8	2.08	0.00	216	9	3	0	12127	1116	0	0	10456
45+00.000	4500	50	120.69	4.8	2.25	0.00	222	9	4	0	12349	1121	0	0	10665
45+13.000	4513	13	120.91	4.8	3.01	0.00	58	2	1	0	12407	1123	0	0	10719
45+50.000	4550	37	119.7	4.8	2.79	0.00	165	7	4	0	12572	1128	0	0	10872
46+00.000	4600	50	124.48	4.8	2.48	0.00	226	9	5	0	12798	1134	0	0	11083
46+47.000	4647	47	127.67	4.8	1.53	0.00	219	8	3	0	13018	1138	0	0	11290
46+50.000	4650	3	127.85	4.8	1.53	0.00	14	1	0	0	13032	1138	0	0	11304
47+00.000	4700	50	128.91	4.8	2.21	0.00	238	9	3	0	13270	1143	0	0	11528
47+50.000	4750	50	128.65	4.8	0.38	0.00	238	9	2	0	13508	1146	0	0	11755
48+00.000	4800	50	125.3	4.8	0	0.00	235	9	0	0	13743	1146	0	0	11981
48+50.000	4850	50	136.72	4.8	0	0.00	243	9	0	0	13986	1146	0	0	12214
48+68.000	4868	18	140.82	4.8	0	0.00	93	3	0	0	14078	1146	0	0	12304
49+00.000	4900	32	136.42	4.8	0	0.00	164	6	0	0	14243	1146	0	0	12462
49+34.378	4934	34	139.98	4.8	0	0.00	176	6	0	0	14419	1146	0	0	12632
49+50.000	4950	16	136.56	4.8	0	0.00	80	3	0	0	14499	1146	0	0	12709
49+86.991	4987	37	137.76	4.8	0	0.00	188	7	0	0	14687	1146	0	0	12891
50+00.000	5000	13	138.52	4.8	0.51	0.00	67	2	0	0	14753	1146	0	0	12955
50+22.015	5022	22	138.39	4.8	0.22	0.00	113	4	0	0	14866	1147	0	0	13063
50+50.000	5050	28	142.72	4.8	0.39	0.00	146	5	0	0	15012	1147	0	0	13204
50+59.468	5059	9	144.12	4.8	0.38	0.00	50	2	0	0	15062	1147	0	0	13252
50+85.020	5085	26	147.9	4.8	0.4	0.00	138	5	0	0	15200	1148	0	0	13385
51+00.000	5100	15	159.95	2.5	0.08	0.00	85	2	0	0	15286	1148	0	0	13468
51+10.399	5110	10	168.54	2.5	0	0.00	63	1	0	0	15349	1148	0	0	13531
51+50.000	5150	40	199.84	2.5	0	0.00	270	4	0	0	15619	1148	0	0	13797
52+00.000	5200	50	193.65	2.5	0.03	0.00	364	5	0	0	15983	1148	0	0	14157
52+21.658	5222	22	185.11	2.5	0.54	0.00	152	2	0	0	16135	1148	0	0	14307
52+50.000	5250	28	238.73	2.5	0	0.00	222	3	0	0	16358	1149	0	0	14526
52+80.103	5280	30	147.44	2.5	3.44	0.00	215	3	2	0	16573	1151	0	0	14736
53+00.000	5300	20	138.42	2.5	3.39	0.00	105	2	3	0	16678	1154	0	0	14836
53+33.612	5334	34	123.82	2.5	0	0.00	163	3	2	0	16842	1157	0	0	14994
53+50.000	5350	16	127.55	2.5	0	0.00	76	2	0	0	16918	1157	0	0	15069
54+00.000	5400	50	119.21	2.5	0.51	0.00	228	5	0	0	17146	1157	0	0	15292
54+37.000	5437	37	118.61	2.5	3.71	0.00	163	3	3	0	17309	1161	0	0	15448
54+50.000	5450	13	117.83	2.5	4.38	0.00	57	1	2	0	17366	1163	0	0	15501
54+70.000	5470	20	117.06	2.5	3.6	0.00	87	2	3	0	17453	1167	0	0	15583
55+00.000	5500	30	113.52	2.5	2.89	0.00	128	3	4	0	17581	1172	0	0	15703
55+37.017	5537	37	116.9	2.5	2.57	0.00	158	3	4	0	17739	1176	0	0	15853
55+50.000	5550	13	123.8	2.5	2.29	0.00	58	1	1	0	17797	1178	0	0	15908
55+70.000	5570	20	129.94	2.5	2.48	0.00	94	2	2	0	17891	1180	0	0	15998
55+87.187	5587	17	132.86	2.5	4.1	0.00	84	2	2	0	17975	1183	0	0	16078
56+00.000	5600	13	150.46	2.5	0	0.00	67	1	1	0	18042	1184	0	0	16143
56+23.546	5624	24	230.73	2.5	0	0.00	166	2	0	0	18208	1184	0	0	16307
56+50.000	5650	26	154.71	2.5	0	0.00	189	2	0	0	18397	1184	0	0	16493

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 3 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
56+62.973	5663	13	140.43	2.5	1.41	0.00	71	1	0	0	18468	1184	0	0	16562
57+00.000	5700	37	131.95	2.5	1.71	0.00	187	3	2	0	18655	1187	0	0	16743
57+18.165	5718	18	125.63	2.5	1.8	0.00	87	2	1	0	18741	1188	0	0	16827
57+40.000	5740	22	128.34	2.5	1.57	0.00	103	2	1	0	18844	1190	0	0	16925
57+50.000	5750	10	125.88	2.5	1.04	0.00	47	1	0	0	18891	1191	0	0	16971
58+00.000	5800	50	130.07	4.8	1.33	0.00	237	7	2	0	19128	1193	0	0	17198
58+28.000	5828	28	134.09	4.8	0	0.00	137	5	1	0	19265	1194	0	0	17330
58+50.000	5850	22	130.35	4.8	0	0.00	108	4	0	0	19373	1194	0	0	17433
59+00.000	5900	50	131.97	4.8	0	0.00	243	9	0	0	19616	1194	0	0	17667
59+50.000	5950	50	136.48	4.8	0	0.00	249	9	0	0	19864	1194	0	0	17907
59+55.000	5955	5	136.89	4.8	0	0.00	25	1	0	0	19890	1194	0	0	17932
59+92.836	5993	38	139.71	4.8	0	0.00	194	7	0	0	20083	1194	0	0	18119
60+00.000	6000	7	140.16	4.8	0	0.00	37	1	0	0	20120	1194	0	0	18154
60+45.023	6045	45	142.97	4.8	0	0.00	236	8	0	0	20356	1194	0	0	18382
60+50.000	6050	5	143.48	4.8	0.93	0.00	27	1	0	0	20383	1194	0	0	18408
60+80.992	6081	31	145.37	4.8	1.89	0.00	166	6	2	0	20549	1196	0	0	18566
61+00.000	6100	19	146.59	4.8	2.46	0.00	103	3	2	0	20651	1198	0	0	18664
61+18.835	6119	19	147.38	4.8	2.87	0.00	103	3	2	0	20754	1201	0	0	18761
61+50.000	6150	31	148.42	4.8	2.07	0.00	171	6	3	0	20925	1204	0	0	18922
61+68.840	6169	19	148.9	4.8	1.63	0.00	104	3	1	0	21028	1206	0	0	19021
62+00.000	6200	31	150.35	4.8	1.5	0.00	173	6	2	0	21201	1208	0	0	19186
62+19.114	6219	19	148.62	4.8	1.06	0.00	106	3	1	0	21307	1209	0	0	19287
62+50.000	6250	31	155.43	4.8	1.11	0.00	174	5	1	0	21481	1211	0	0	19454
62+69.176	6269	19	148.44	4.8	2.24	0.00	108	3	1	0	21589	1212	0	0	19557
63+00.000	6300	31	238.84	3.3	0	0.00	221	5	1	0	21810	1214	0	0	19772
63+06.838	6307	7	233.78	3.3	0	0.00	60	1	0	0	21870	1214	0	0	19831
63+45.439	6345	39	133.59	3.3	4.06	0.00	263	5	3	0	22132	1217	0	0	20085
63+50.000	6350	5	127.1	3.3	3.09	0.00	22	1	1	0	22154	1218	0	0	20106
63+80.000	6380	30	109.71	3.3	5.09	0.00	132	4	5	0	22286	1224	0	0	20228
64+00.000	6400	20	97.93	3.3	8.25	0.00	77	2	5	0	22363	1230	0	0	20296
64+50.000	6450	50	82.98	3.3	15.71	0.00	168	6	22	0	22530	1258	0	0	20430
64+90.000	6490	40	75.71	3.3	18.9	0.00	118	5	26	0	22648	1290	0	0	20511
65+00.000	6500	10	74.34	3.3	20.15	0.00	28	1	7	0	22676	1299	0	0	20528
65+50.000	6550	50	69.99	3.3	21.91	0.00	134	6	39	0	22809	1348	0	0	20607
65+87.000	6587	37	67.42	3.3	22.74	0.00	94	5	31	0	22903	1386	0	0	20658
66+00.000	6600	13	66.8	3.3	23.38	0.00	32	2	11	0	22936	1400	0	0	20675
66+50.000	6650	50	65.16	3.3	23.82	0.00	122	6	44	0	23058	1454	0	0	20737
67+00.000	6700	50	64.99	3.3	23.68	0.00	121	6	44	0	23178	1509	0	0	20796
67+44.000	6744	44	65.91	3.3	23.26	0.00	107	5	38	0	23285	1557	0	0	20850
67+50.000	6750	6	66.31	3.3	22.92	0.00	15	1	5	0	23300	1564	0	0	20857
68+00.000	6800	50	71.84	3.3	17.13	0.00	128	6	37	0	23428	1610	0	0	20933
68+50.000	6850	50	81.71	3.3	26.6	0.00	142	6	40	0	23570	1660	0	0	21018
69+00.000	6900	50	98.48	3.3	17.19	0.00	167	6	41	0	23737	1711	0	0	21128
69+50.000	6950	50	100.49	3.3	8.62	0.00	184	6	24	0	23921	1741	0	0	21276
69+57.000	6957	7	102.48	3.3	8.07	0.00	26	1	2	0	23947	1744	0	0	21299
70+00.000	7000	43	113.48	3.3	2.63	0.00	172	5	9	0	24119	1754	0	0	21455
70+50.000	7050	50	123.98	3.3	0	0.00	220	6	2	0	24339	1757	0	0	21666
70+65.000	7065	15	124.62	3.3	0	0.00	69	2	0	0	24408	1757	0	0	21733
71+00.000	7100	35	123.69	3.3	0	0.00	161	4	0	0	24569	1757	0	0	21890
71+50.000	7150	50	117.94	3.3	2.65	0.00	224	6	2	0	24793	1761	0	0	22104

CTH G, HUEBBE PARKWAY TO PHILHOWER ROAD - STAGE 3 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
72+00.000	7200	50	106.73	3.3	3.79	0.00	208	6	6	0	25001	1768	0	0	22299
72+08.000	7208	8	104.5	3.3	4.32	0.00	31	1	1	0	25032	1769	0	0	22327
72+50.000	7250	42	89	3.3	9.77	0.00	151	5	11	0	25183	1783	0	0	22459
73+00.000	7300	50	66.12	3.3	19.35	0.00	144	6	27	0	25326	1817	0	0	22563
73+40.000	7340	40	50.15	3.3	28.28	0.00	86	5	35	0	25412	1861	0	0	22600
73+50.000	7350	10	46.69	3.3	30.73	0.00	18	1	11	0	25430	1875	0	0	22603
74+00.000	7400	50	36.15	3.3	37.18	0.00	77	6	63	0	25507	1953	0	0	22595
74+17.000	7417	17	34.32	3.3	38.28	0.00	22	2	24	0	25529	1983	0	0	22586
74+50.000	7450	33	32.63	3.3	48.14	0.00	41	4	53	0	25570	2049	0	0	22556
75+00.000	7500	50	33.76	3.3	38.04	0.00	61	6	80	0	25632	2149	0	0	22512
75+50.000	7550	50	33.93	3.3	37.03	0.00	63	6	70	0	25694	2236	0	0	22482
75+82.893	7583	33	34.4	3.3	36.58	0.00	42	4	45	0	25736	2292	0	0	22463
76+00.000	7600	17	36.58	3.3	32.63	0.00	22	2	22	0	25758	2319	0	0	22456
76+50.000	7650	50	44.67	3.3	22.13	0.00	75	6	51	0	25834	2382	0	0	22462
76+91.000	7691	41	73.6	3.3	15.57	0.00	90	5	29	0	25923	2418	0	0	22511
77+00.000	7700	9	73.92	3.3	14.68	0.00	25	1	5	0	25948	2424	0	0	22528
77+50.000	7750	50	61.49	3.3	10.56	0.00	125	6	23	0	26073	2454	0	0	22618
77+90.000	7790	40	55.3	3.3	17.28	0.00	87	5	21	0	26160	2479	0	0	22674
78+00.000	7800	10	55.29	3.3	26.76	0.00	20	1	8	0	26180	2490	0	0	22683
78+50.000	7850	50	58.45	3.3	133.19	0.00	105	6	148	0	26286	2675	0	0	22597
78+75.767	7876	26	58.38	3.3	100.97	0.00	56	3	112	0	26341	2814	0	0	22510
79+00.000	7900	24	59.57	3.3	119.26	0.00	53	3	99	0	26394	2938	0	0	22437
79+50.000	7950	50	150.44	3.3	0	0.00	194	6	110	0	26589	3076	0	0	22487
80+00.000	8000	50	50.92	3.3	99.4	0.00	186	6	92	0	26775	3191	0	0	22552
80+27.800	8028	28	126.64	3.3	57.26	0.00	91	3	81	0	26867	3292	0	0	22539
80+50.000	8050	22	138.49	3.3	40.86	0.00	109	3	40	0	26976	3342	0	0	22595
81+00.000	8100	50	161.98	3.3	0	0.00	278	6	38	0	27254	3390	0	0	22820
81+50.000	8150	50	65.33	3.3	2.58	0.00	210	6	2	0	27464	3393	0	0	23021
82+00.000	8200	50	90.79	3.3	0	0.00	145	6	2	0	27609	3396	0	0	23157
82+50.000	8250	50	120.26	3.3	0	0.00	195	6	0	0	27804	3396	0	0	23346
83+00.000	8300	50	118.67	3.3	0	0.00	221	6	0	0	28026	3396	0	0	23561
83+27.780	8328	28	129.72	3.3	0	0.00	128	3	0	0	28153	3396	0	0	23686
83+50.000	8350	22	173.6	3.3	0	0.00	125	3	0	0	28278	3396	0	0	23808
83+77.760	8378	28	178.15	3.3	0	0.00	181	3	0	0	28459	3396	0	0	23985
						Column totals	28459	1078	2716	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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COLONY COURT - STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
110+51.250	11051		90.04	16.8	0	0	0	0	0	0	0	0	0	0	0
111+00.000	11100	49	40.52	16.8	0	0	118	30	0	0	118	0	0	0	88
111+27.000	11127	27	33.79	16.8	0	0	37	17	0	0	155	0	0	0	108
					Column totals		155	47	0	0					

CTH BT - STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
16+50.000	1650		0.83	0.0	176.46	0	0	0	0	0	0	0	0	0	0
16+56.750	1657	7	0.59	0.0	178.98	0	0	0	44	0	0	56	0	0	-55
16+75.000	1675	18	0	0.0	274.39	0	0	0	153	0	0	247	0	0	-247
16+88.579	1689	14	0	0.0	260.45	0	0	0	135	0	0	415	0	0	-415
					Column totals		0	0	332	0					

BRP DRIVEWAY - STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
130+80.268	13080		197.09	1.8	0	0	0	0	0	0	0	0	0	0	0
131+00.000	13100	20	141.56	1.8	0.17	0	124	1	0	0	124	0	0	0	122
131+50.000	13150	50	95.82	3.6	0.05	0	220	5	0	0	344	0	0	0	337
132+00.000	13200	50	57.34	11.6	0.22	0	142	14	0	0	485	1	0	0	464
132+50.000	13250	50	47.76	14.3	0	0	97	24	0	0	583	1	0	0	537
132+60.343	13260	10	46.01	14.3	0	0	18	5	0	0	601	1	0	0	550
					Column totals		601	50	1	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

YMCA DRIVEWAY - STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
140+55.408	14055		66.12	9.2	0	0	0	0	0	0	0	0	0	0	0
141+00.000	14100	45	31.06	9.2	0	0	80	15	0	0	80	0	0	0	65
141+20.000	14120	20	23.93	9.2	0	0	20	7	0	0	101	0	0	0	79
					Column totals		101	22	0	0					

WALTON LANE - STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
150+52.121	15052		94.8	8.3	0	0	0	0	0	0	0	0	0	0	0
150+80.000	15080	28	54.34	8.3	0	0	77	9	0	0	77	0	0	0	68
151+00.000	15100	20	35.51	8.3	0	0	33	6	0	0	110	0	0	0	96
151+50.000	15150	50	18.73	8.3	0.31	0	50	15	0	0	161	0	0	0	130
151+60.000	15160	10	18.41	8.3	0.5	0	7	3	0	0	167	1	0	0	134
					Column totals		167	33	0	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

THOMAS ROAD - STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
170+61.533	17062		81.51	8.8	0	0	0	0	0	0	0	0	0	0	0
171+00.000	17100	38	33.89	7.9	0	0	82	12	0	0	82	0	0	0	70
171+50.000	17150	50	19.42	7.9	2.46	0	49	15	2	0	132	3	0	0	102
171+55.000	17155	5	19.34	7.9	2.44	0	4	1	0	0	135	3	0	0	104
						Column totals	135	28	3	0					

PHILHOWER ROAD - STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
15+70.466	1570		184.6	9.2	248.63	0	0	0	0	0	0	0	0	0	0
15+96.845	1597	26	92.3	9.2	109.63	0	135	9	175	0	135	219	0	0	-92
16+00.000	1600	3	57.13	9.2	87.46	0	9	1	11	0	144	233	0	0	-99
16+50.000	1650	50	28.73	9.2	26.3	0	80	17	105	0	223	365	0	0	-168
16+56.730	1657	7	26.2	9.2	22.5	0	7	2	6	0	230	372	0	0	-171
						Column totals	230	29	298	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G, SUNNY LANE TO AVALON ROAD (STH 11)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
198+48.315	19848		18.13	16.2	61.36	0.00	0	0	0	0	0	0	0	0	0
199+00.000	19900	52	18.28	16.2	78.74	0.00	35	31	134	0	35	168	0	0	-164
199+19.918	19920	20	16.15	16.2	108.95	0.00	13	12	69	0	48	254	0	0	-250
199+46.221	19946	26	26.87	16.2	180.14	0.00	21	16	141	0	68	430	0	0	-420
200+00.000	20000	54	4.24	4.2	69.41	0.00	31	20	249	0	99	741	0	0	-720
200+50.828	20051	51	0	0.0	191.63	0.00	4	4	246	0	103	1048	0	0	-1028
200+77.046	20077	26	1.1	1.1	115.5	0.00	1	1	149	0	104	1234	0	0	-1214
201+00.000	20100	23	6.22	6.2	82.03	0.00	3	3	84	0	107	1339	0	0	-1319
201+80.000	20180	80	21.12	16.2	88.66	0.00	41	33	253	0	148	1655	0	0	-1628
202+00.000	20200	20	21.34	16.2	84.28	0.00	16	12	64	0	163	1735	0	0	-1704
203+00.000	20300	100	15.97	16.0	56.99	0.00	69	60	262	0	232	2062	0	0	-2022
204+00.000	20400	100	12.83	12.8	55.8	0.00	53	53	209	0	286	2324	0	0	-2283
205+00.000	20500	100	22.72	16.2	43.68	0.00	66	54	184	0	352	2554	0	0	-2501
206+00.000	20600	100	27.43	16.2	23.93	0.00	93	60	125	0	444	2710	0	0	-2625
206+25.000	20625	25	30.79	16.2	13.58	0.00	27	15	17	0	471	2732	0	0	-2634
207+00.000	20700	75	24.86	16.2	22.93	0.00	77	45	51	0	549	2795	0	0	-2665
207+07.000	20707	7	25.59	16.2	16.9	0.00	7	4	5	0	555	2802	0	0	-2669
208+00.000	20800	93	21.85	16.2	25.19	0.00	82	56	72	0	637	2893	0	0	-2734
208+50.000	20850	50	22.42	16.2	25.38	0.00	41	30	47	0	678	2951	0	0	-2782
209+00.000	20900	50	22.68	16.2	25.56	0.00	42	30	47	0	720	3010	0	0	-2829
210+00.000	21000	100	41.39	16.2	20.25	0.00	119	60	85	0	838	3116	0	0	-2876
211+00.000	21100	100	41.51	16.2	9.85	0.00	154	60	56	0	992	3186	0	0	-2852
212+00.000	21200	100	60.63	16.2	7.14	0.00	189	60	31	0	1181	3225	0	0	-2763
213+00.000	21300	100	62.62	16.2	3.58	0.00	228	60	20	0	1409	3250	0	0	-2619
213+58.000	21358	58	71	16.2	6.59	0.00	144	35	11	0	1553	3264	0	0	-2524
214+00.000	21400	42	65.76	16.2	18.45	0.00	106	25	19	0	1659	3288	0	0	-2467
215+00.000	21500	100	65.53	16.2	19.12	0.00	243	60	70	0	1902	3375	0	0	-2371
216+00.000	21600	100	89.38	16.2	8.57	0.00	287	60	51	0	2189	3439	0	0	-2208
217+00.000	21700	100	114.13	16.2	6.66	0.00	377	60	28	0	2566	3474	0	0	-1927
218+00.000	21800	100	133	16.2	4.76	0.00	458	60	21	0	3024	3501	0	0	-1556
219+00.000	21900	100	150.97	16.2	1.22	0.00	526	60	11	0	3550	3514	0	0	-1104
220+00.000	22000	100	203	16.2	0.3	0.00	656	60	3	0	4205	3518	0	0	-512
220+40.000	22040	40	202.41	16.2	0	0.00	300	24	0	0	4505	3518	0	0	-236
221+00.000	22100	60	200.55	16.2	0.24	0.00	448	36	0	0	4953	3519	0	0	176
222+00.000	22200	100	268.63	16.2	0.11	0.00	869	60	1	0	5822	3519	0	0	984
223+00.000	22300	100	198.57	16.2	1.08	0.00	865	60	2	0	6687	3522	0	0	1786
224+00.000	22400	100	209.31	16.2	0.66	0.00	755	60	3	0	7442	3526	0	0	2478
225+00.000	22500	100	318.79	16.2	0	0.00	978	60	1	0	8420	3528	0	0	3394
225+15.000	22515	15	273.44	16.2	0	0.00	165	9	0	0	8585	3528	0	0	3550
226+00.000	22600	85	325.43	16.2	0	0.00	943	51	0	0	9528	3528	0	0	4441
227+00.000	22700	100	375.24	16.2	0.44	0.00	1298	60	1	0	10825	3529	0	0	5678
228+00.000	22800	100	282.87	16.2	0	0.00	1219	60	1	0	12044	3530	0	0	6835
228+16.000	22816	16	274.96	16.2	0	0.00	165	10	0	0	12209	3530	0	0	6991
229+00.000	22900	84	243.57	16.2	0.76	0.00	807	50	1	0	13016	3531	0	0	7746
230+00.000	23000	100	304.31	16.2	153.95	0.00	1015	60	287	0	14030	3889	0	0	8342
231+00.000	23100	100	98.57	16.2	142.52	0.00	746	60	549	0	14776	4576	0	0	8342
232+00.000	23200	100	82.45	16.2	280.7	24.86	335	60	784	46	15112	5509	60	37	7684
233+00.000	23300	100	60.41	16.2	264.78	27.08	265	60	1010	96	15376	6676	185	114	6722
234+00.000	23400	100	54.02	16.2	221.04	34.38	212	60	900	114	15588	7687	333	205	5863
235+00.000	23500	100	50.07	16.2	88.85	23.62	193	60	574	107	15781	8296	472	291	5386

CTH G, SUNNY LANE TO AVALON ROAD (STH 11) (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
236+00.000	23600	100	32.13	16.2	433.51	40.79	152	60	967	119	15933	9386	628	386	4388
237+00.000	23700	100	17.76	16.2	547.6	58.62	92	60	1817	184	16025	11473	867	533	2333
238+00.000	23800	100	0	0.0	0	0.00	33	30	1014	109	16058	12632	1008	620	1177
239+00.000	23900	100	0	0.0	845.02	51.39	0	0	1565	95	16058	14493	1132	696	-684
240+00.000	24000	100	0	0.0	883.83	36.39	0	0	3202	163	16058	18333	1343	826	-4523
241+00.000	24100	100	0	0.0	833.82	52.55	0	0	3181	165	16058	22144	1557	958	-8334
242+00.000	24200	100	51.47	16.2	607.12	7.8	95	30	2668	112	16154	25368	1702	1048	-11493
243+00.000	24300	100	147.21	16.2	42.4	0.00	368	60	1203	14	16522	26857	1721	1059	-12674
244+00.000	24400	100	627.63	16.2	0	0.00	1435	60	79	0	17956	26955	1721	1059	-11397
245+00.000	24500	100	959.73	16.2	0	0.00	2940	60	0	0	20896	26955	1721	1059	-8518
246+00.000	24600	100	523.47	16.2	1.29	0.00	2747	60	2	0	23643	26958	1721	1059	-5834
246+95.000	24695	95	496.9	16.2	0	0.00	1795	57	2	0	25438	26961	1721	1059	-4099
247+00.000	24700	5	481.98	16.2	0	0.00	91	3	0	0	25528	26961	1721	1059	-4011
248+00.000	24800	100	289.97	16.2	1.13	0.00	1430	60	2	0	26958	26963	1721	1059	-2644
249+00.000	24900	100	250.19	16.2	0	0.00	1000	60	2	0	27958	26966	1721	1059	-1706
250+00.000	25000	100	217.43	16.2	1.65	0.00	866	60	3	0	28824	26970	1721	1059	-904
251+00.000	25100	100	212.52	16.2	0.17	0.00	796	60	3	0	29620	26974	1721	1059	-172
252+00.000	25200	100	205.97	16.2	0.42	0.00	775	60	1	0	30395	26975	1721	1059	541
253+00.000	25300	100	220.37	16.2	0	0.00	790	60	1	0	31185	26976	1721	1059	1270
253+84.000	25384	84	278.59	16.2	0	0.00	776	50	0	0	31961	26976	1721	1059	1996
254+00.000	25400	16	284.32	16.2	0	0.00	167	10	0	0	32128	26976	1721	1059	2153
254+30.000	25430	30	290.87	16.2	0	0.00	320	18	0	0	32447	26976	1721	1059	2454
255+00.000	25500	70	227.87	16.2	0	0.00	672	42	0	0	33120	26976	1721	1059	3085
256+00.000	25600	100	224.9	16.2	0	0.00	838	60	0	0	33958	26976	1721	1059	3863
257+00.000	25700	100	215.69	16.2	0	0.00	816	60	0	0	34774	26976	1721	1059	4619
258+00.000	25800	100	220.88	16.2	0	0.00	808	60	0	0	35583	26976	1721	1059	5368
259+00.000	25900	100	227.81	16.2	0	0.00	831	60	0	0	36414	26976	1721	1059	6139
260+00.000	26000	100	225.52	16.2	0	0.00	840	60	0	0	37253	26976	1721	1059	6918
261+00.000	26100	100	218.36	16.2	0	0.00	822	60	0	0	38075	26976	1721	1059	7680
262+00.000	26200	100	205.47	16.2	0	0.00	785	60	0	0	38860	26976	1721	1059	8405
263+00.000	26300	100	194.95	16.2	0	0.00	742	60	0	0	39601	26976	1721	1059	9086
264+00.000	26400	100	189.32	16.2	0	0.00	712	60	0	0	40313	26976	1721	1059	9738
265+00.000	26500	100	214.53	16.2	0	0.00	748	60	0	0	41061	26976	1721	1059	10426
265+62.000	26562	62	216.48	16.2	0	0.00	495	37	0	0	41556	26976	1721	1059	10884
266+00.000	26600	38	179.55	16.2	0	0.00	279	23	0	0	41835	26976	1721	1059	11139
266+14.000	26614	14	186.36	16.2	0	0.00	95	8	0	0	41929	26976	1721	1059	11226
267+00.000	26700	86	164.61	16.2	0	0.00	559	52	0	0	42488	26976	1721	1059	11733
268+00.000	26800	100	182.02	16.2	0	0.00	642	60	0	0	43130	26976	1721	1059	12315
269+00.000	26900	100	215.32	16.2	0	0.00	736	60	0	0	43866	26976	1721	1059	12991
270+00.000	27000	100	237.55	16.2	0	0.00	839	60	0	0	44705	26976	1721	1059	13770
270+36.000	27036	36	257.42	16.2	0.23	0.00	330	22	0	0	45035	26977	1721	1059	14078
271+00.000	27100	64	231.43	16.2	0	0.00	579	38	0	0	45614	26977	1721	1059	14618
272+00.000	27200	100	226.93	16.2	0	0.00	849	60	0	0	46463	26977	1721	1059	15407
272+72.000	27272	72	168.71	16.2	4.64	0.00	528	43	6	0	46990	26985	1721	1059	15884
273+00.000	27300	28	175.16	16.2	40.98	0.00	178	17	24	0	47169	27014	1721	1059	16016
274+00.000	27400	100	119.59	16.2	139.45	0.00	546	60	334	0	47715	27432	1721	1059	16084
274+67.000	27467	67	144.96	16.2	119.65	0.00	328	40	321	0	48043	27834	1721	1059	15970
275+00.000	27500	33	147.13	16.2	119.98	0.00	178	20	146	0	48221	28017	1721	1059	15946
276+00.000	27600	100	130.65	16.2	99.04	0.00	514	60	406	0	48736	28524	1721	1059	15893
276+45.000	27645	45	509.38	16.2	0.77	0.00	533	27	83	0	49269	28628	1721	1059	16296

CTH G, SUNNY LANE TO AVALON ROAD (STH 11) (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
276+50.000	27650	5	505.45	16.2	0.81	0.00	94	3	0	0	49363	28628	1721	1059	16386
277+00.000	27700	50	140.11	16.2	67.8	0.00	598	30	64	0	49961	28707	1721	1059	16875
278+00.000	27800	100	158.9	16.2	62.73	0.00	554	60	242	0	50514	29010	1721	1059	17066
279+00.000	27900	100	217.83	16.2	47.05	0.00	698	60	203	0	51212	29264	1721	1059	17450
279+25.000	27925	25	522.82	16.2	5.69	0.00	343	15	24	0	51555	29294	1721	1059	17747
280+00.000	28000	75	199.13	16.2	42.05	0.00	1003	45	66	0	52558	29377	1721	1059	18622
280+90.000	28090	90	283.59	16.2	61.25	0.00	805	54	172	0	53362	29592	1721	1059	19157
281+00.000	28100	10	309.85	16.2	39.17	0.00	110	6	19	0	53472	29615	1721	1059	19238
282+00.000	28200	100	225.46	16.2	19.74	0.00	991	60	109	0	54463	29752	1721	1059	20033
283+00.000	28300	100	603.02	16.2	0	0.00	1534	60	37	0	55998	29798	1721	1059	21462
283+16.000	28316	16	634.37	16.2	0	0.00	367	10	0	0	56364	29798	1721	1059	21819
284+00.000	28400	84	389.08	16.2	1.88	0.00	1592	50	3	0	57956	29801	1721	1059	23357
285+00.000	28500	100	195.19	16.2	1.11	0.00	1082	60	6	0	59038	29808	1721	1059	24372
285+38.000	28538	38	212.68	16.2	1.09	0.00	287	23	2	0	59325	29810	1721	1059	24634
286+00.000	28600	62	164.65	16.2	3.94	0.00	433	37	6	0	59759	29817	1721	1059	25023
287+00.000	28700	100	135.73	16.2	5.88	0.00	556	60	18	0	60315	29840	1721	1059	25496
288+00.000	28800	100	140.49	16.2	6.79	0.00	512	60	23	0	60826	29869	1721	1059	25918
289+00.000	28900	100	168.84	16.2	9.52	0.00	573	60	30	0	61399	29907	1721	1059	26393
290+00.000	29000	100	156.56	16.2	15.25	0.00	603	60	46	0	62002	29964	1721	1059	26879
291+00.000	29100	100	168.73	16.2	22.05	0.00	602	60	69	0	62604	30051	1721	1059	27335
292+00.000	29200	100	162.72	16.2	17.4	0.00	614	60	73	0	63218	30142	1721	1059	27797
293+00.000	29300	100	156.87	16.2	10.8	0.00	592	60	52	0	63810	30207	1721	1059	28264
294+00.000	29400	100	164.58	16.2	6.71	0.00	595	60	32	0	64405	30248	1721	1059	28759
295+00.000	29500	100	173.87	16.2	3.12	0.00	627	60	18	0	65032	30271	1721	1059	29303
296+00.000	29600	100	171.65	16.2	3.97	0.00	640	60	13	0	65672	30287	1721	1059	29866
297+00.000	29700	100	148.37	16.2	1.81	0.00	593	60	11	0	66264	30300	1721	1059	30385
298+00.000	29800	100	143.29	16.2	18.83	0.00	540	60	38	0	66804	30348	1721	1059	30818
299+00.000	29900	100	139.04	16.2	19.21	0.00	523	60	70	0	67327	30436	1721	1059	31192
299+56.000	29956	56	158.82	16.2	9.33	0.00	309	34	30	0	67636	30473	1721	1059	31431
300+00.000	30000	44	147.62	16.2	11.82	0.00	250	26	17	0	67886	30495	1721	1059	31632
301+00.000	30100	100	176.94	16.2	13.2	0.00	601	60	46	0	68487	30553	1721	1059	32116
301+04.777	30105	5	173.64	16.2	13.81	0.00	31	3	2	0	68518	30556	1721	1059	32141
301+21.240	30121	16	176.57	16.2	13.02	0.00	107	10	8	0	68625	30566	1721	1059	32227
301+50.000	30150	29	201.74	16.2	12.73	0.00	201	17	14	0	68826	30583	1721	1059	32394
302+00.000	30200	50	363.96	16.2	10.91	0.00	524	30	22	0	69350	30610	1721	1059	32861
302+50.000	30250	50	294.17	16.2	8.29	0.00	609	30	18	0	69959	30633	1721	1059	33418
303+00.000	30300	50	321.6	16.2	7	0.00	570	30	14	0	70530	30650	1721	1059	33940
303+50.000	30350	50	366.85	16.2	4.78	0.00	637	30	11	0	71167	30664	1721	1059	34534
304+00.000	30400	50	393.89	16.2	2.71	0.00	704	30	7	0	71871	30673	1721	1059	35200
304+50.000	30450	50	416.76	16.2	2.06	0.00	751	30	4	0	72622	30678	1721	1059	35915
305+00.000	30500	50	366.42	16.2	4.24	0.00	725	30	6	0	73347	30685	1721	1059	36603
305+50.000	30550	50	296.38	16.2	15.36	0.00	614	30	18	0	73961	30708	1721	1059	37164
305+66.859	30569	19	283.1	16.2	16.92	0.00	202	11	11	0	74163	30722	1721	1059	37341
306+00.000	30600	31	241.13	16.2	22.77	0.00	302	19	23	0	74466	30751	1721	1059	37596
306+50.000	30650	50	218.42	16.2	33.71	0.00	426	30	52	0	74891	30816	1721	1059	37926
307+00.000	30700	50	205.47	16.2	34.88	0.00	392	30	64	0	75284	30896	1721	1059	38209
307+50.000	30750	50	186.99	16.2	64.05	0.00	363	30	92	0	75647	31010	1721	1059	38428
308+00.000	30800	50	180.03	16.2	45.85	0.00	340	30	102	0	75987	31137	1721	1059	38611
308+50.000	30850	50	190.01	16.2	40.35	0.00	343	30	80	0	76329	31237	1721	1059	38824
309+00.000	30900	50	130.34	16.2	49.34	0.00	297	30	83	0	76626	31341	1721	1059	38986

CTH G, SUNNY LANE TO AVALON ROAD (STH 11) (CONTINUED)

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
309+26.130	30926	26	132.53	16.2	41.99	0.00	127	16	44	0	76753	31396	1721	1059	39043
309+50.000	30950	24	124.62	16.2	40.93	0.00	114	14	37	0	76867	31442	1721	1059	39096
310+00.000	31000	50	125.81	16.2	39.44	0.00	232	30	74	0	77099	31535	1721	1059	39205
310+50.000	31050	50	130.19	16.2	42.77	0.00	237	30	76	0	77336	31630	1721	1059	39317
311+00.000	31100	50	203.27	16.2	54.19	0.00	309	30	90	0	77645	31742	1721	1059	39484
311+50.000	31150	50	159.94	16.2	83.5	0.00	336	30	127	0	77981	31902	1721	1059	39630
312+00.000	31200	50	154.98	16.2	107.39	0.00	292	30	177	0	78272	32123	1721	1059	39671
312+50.000	31250	50	150.56	16.2	95.38	0.00	283	30	188	0	78555	32357	1721	1059	39689
313+00.000	31300	50	190.3	16.2	43.43	0.00	316	30	129	0	78871	32518	1721	1059	39814
313+22.000	31322	22	207.36	16.2	37.85	0.00	162	13	33	0	79033	32559	1721	1059	39922
313+50.000	31350	28	249.73	16.2	13.82	0.00	237	17	27	0	79270	32593	1721	1059	40108
314+00.000	31400	50	319.34	16.2	7.03	0.00	527	30	19	0	79797	32617	1721	1059	40581
314+50.000	31450	50	362.71	16.2	1.38	0.00	632	30	8	0	80428	32627	1721	1059	41173
315+00.000	31500	50	424.32	16.2	0.07	0.00	729	30	1	0	81157	32628	1721	1059	41870
315+50.000	31550	50	420.15	16.2	0.36	0.00	782	30	0	0	81939	32629	1721	1059	42621
315+80.000	31580	30	402.73	16.2	0.97	0.00	457	18	1	0	82396	32630	1721	1059	43060
316+00.000	31600	20	363.18	16.2	1.55	0.00	284	12	1	0	82680	32631	1721	1059	43330
316+50.000	31650	50	301.81	16.2	4.5	0.00	616	30	6	0	83296	32638	1721	1059	43909
317+00.000	31700	50	235.79	16.2	15.24	0.00	498	30	18	0	83793	32661	1721	1059	44354
317+50.000	31750	50	241.34	16.2	18.51	0.00	442	30	31	0	84235	32700	1721	1059	44727
318+00.000	31800	50	125.26	16.2	37.65	0.00	339	30	52	0	84575	32765	1721	1059	44971
318+50.000	31850	50	162.9	16.2	17.3	0.00	267	30	51	0	84841	32829	1721	1059	45144
319+00.000	31900	50	178.17	16.2	17.89	0.00	316	30	33	0	85157	32869	1721	1059	45389
319+30.000	31930	30	169.8	16.2	13.13	0.00	193	18	17	0	85351	32891	1721	1059	45543
319+50.000	31950	20	231.38	16.2	20.09	0.00	149	12	12	0	85499	32906	1721	1059	45664
320+00.000	32000	50	181.38	16.2	47.78	0.00	382	30	63	0	85881	32985	1721	1059	45938
320+50.000	32050	50	180.46	16.2	18.85	0.00	335	30	62	0	86216	33062	1721	1059	46166
321+00.000	32100	50	280.34	16.2	4.81	0.00	427	30	22	0	86643	33089	1721	1059	46535
321+50.000	32150	50	307.71	16.2	0.84	0.00	544	30	5	0	87188	33096	1721	1059	47043
322+00.000	32200	50	370.17	16.2	1.51	0.00	628	30	2	0	87815	33099	1721	1059	47638
322+50.000	32250	50	400.71	16.2	0	0.00	714	30	1	0	88529	33100	1721	1059	48320
322+86.651	32287	37	388.61	16.2	1.31	0.00	536	22	1	0	89065	33101	1721	1059	48833
323+00.000	32300	13	351.56	16.2	2.13	0.00	183	8	1	0	89248	33102	1721	1059	49007
323+50.000	32350	50	209.25	16.2	11.62	0.00	519	30	13	0	89767	33118	1721	1059	49480
324+00.000	32400	50	150.2	16.2	59.94	0.00	333	30	66	0	90100	33201	1721	1059	49700
324+50.000	32450	50	131.02	16.2	61.88	0.00	260	30	113	0	90360	33342	1721	1059	49789
325+00.000	32500	50	113.07	16.2	76.8	0.00	226	30	128	0	90586	33503	1721	1059	49825
325+50.000	32550	50	102.88	16.2	97.99	0.00	200	30	162	0	90786	33705	1721	1059	49793
326+00.000	32600	50	105.49	16.2	90.93	0.00	193	30	175	0	90979	33924	1721	1059	49737
326+50.000	32650	50	101.22	16.2	87.77	0.00	191	30	165	0	91170	34130	1721	1059	49691
327+00.000	32700	50	100.22	16.2	75.75	0.00	187	30	151	0	91357	34320	1721	1059	49659
327+39.000	32739	39	149.87	16.2	59.47	0.00	181	23	98	0	91538	34442	1721	1059	49694
327+50.000	32750	11	146.78	16.2	60.85	0.00	60	7	25	0	91598	34472	1721	1059	49717
328+00.000	32800	50	105.89	16.2	66.56	0.00	234	30	118	0	91832	34620	1721	1059	49773
328+50.000	32850	50	101.69	16.2	79.51	0.00	192	30	135	0	92024	34789	1721	1059	49767
329+00.000	32900	50	98.57	16.2	86.28	0.00	185	30	154	0	92210	34981	1721	1059	49730
329+40.885	32941	41	71.01	16.2	87.48	0.00	128	25	132	0	92338	35145	1721	1059	49670
329+50.000	32950	9	67.19	16.2	92.22	0.00	23	5	30	0	92361	35183	1721	1059	49649
330+00.000	33000	50	56.82	16.2	104.66	0.00	115	30	182	0	92476	35411	1721	1059	49506
330+50.000	33050	50	43.99	16.2	124.52	0.00	93	30	212	0	92569	35676	1721	1059	49305

CTH G, SUNNY LANE TO AVALON ROAD (STH 11) (CONTINUED)

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
330+83.476	33083	33	61.53	16.2	118.31	0.00	65	20	151	0	92635	35865	1721	1059	49162
331+00.000	33100	17	70.12	16.2	159.81	0.00	40	10	85	0	92675	35971	1721	1059	49086
331+21.308	33121	21	88.22	16.2	181.24	0.00	62	13	135	0	92738	36139	1721	1059	48967
331+46.612	33147	25	171.69	16.2	228.06	0.00	122	15	192	0	92859	36379	1721	1059	48834
						Column totals	92859	7647	30162	1324					

SUNNY LANE, WEST OF CTH G

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
12+65.000	1265		65.79	10.0	0	0	0	0	0	0	0	0	0	0	0
13+00.000	1300	35	52.97	10.0	0.73	0	77	13	0	0	77	1	0	0	63
13+50.000	1350	50	23.71	10.0	7.05	0	71	19	7	0	148	10	0	0	107
14+00.000	1400	50	0	0.0	38.67	0	22	9	42	0	170	63	0	0	67
14+06.060	1406	6	0	0.0	40.21	0	0	0	9	0	170	74	0	0	56
						Column totals	170	41	59	0					

SUNNY LANE, EAST OF CTH G

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
15+93.980	1594		16.86	8.3	60.28	0	0	0	0	0	0	0	0	0	0
16+00.000	1600	6	9.63	8.3	50.89	0	3	2	12	0	3	15	0	0	-14
16+50.000	1650	50	23.61	8.3	18.06	0	31	15	64	0	34	95	0	0	-79
17+00.000	1700	50	30.23	8.3	6	0	50	15	22	0	84	123	0	0	-72
17+50.000	1750	50	42.18	8.3	0	0	67	15	6	0	151	130	0	0	-27
17+55.001	1755	5	43.35	8.3	0	0	8	2	0	0	159	130	0	0	-21
						Column totals	159	49	104	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

INNOVATION DRIVE

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
168+47.824	16804		72.34	0.0	2.67	0	0	0	0	0	0	0	0	0	0
168+50.000	16825	21	73.34	0.0	2.62	0	56	0	2	0	56	3	0	0	53
168+62.643	16850	25	74.83	0.0	3	0	69	0	3	0	125	6	0	0	119
						Column totals	125	0	5	0					

DETROIT AVENUE

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
170+00.000	17000		0	0.0	36.45	0	0	0	0	0	0	0	0	0	0
170+30.000	17030	30	0	0.0	47.14	0	0	0	46	0	0	58	0	0	-58
170+50.000	17050	20	0	0.0	45.19	0	0	0	34	0	0	101	0	0	-101
170+75.638	17076	26	0	0.0	23.77	0	0	0	33	0	0	142	0	0	-142
170+90.918	17091	15	1.11	1.1	19.19	0	0	0	12	0	0	157	0	0	-157
171+00.000	17100	9	2.8	2.8	13.18	0	1	1	5	0	1	164	0	0	-164
171+50.000	17150	50	12.58	3.5	0.15	0	14	6	12	0	15	179	0	0	-171
171+64.979	17165	15	11.85	3.5	0	0	7	2	0	0	22	179	0	0	-166
						Column totals	22	9	143	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 1, STH 11 - 1 OF 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
184+21.090	18421		7.58	1.8	0	0	0	0	0	0	0	0	0	0	0
184+50.000	18450	29	10.48	1.8	0	0	10	2	0	0	10	0	0	0	8
185+00.000	18500	50	14.91	1.8	0.25	0	24	3	0	0	33	0	0	0	28
185+50.000	18550	50	19.98	1.8	0	0	32	3	0	0	66	1	0	0	56
186+00.000	18600	50	22.74	1.8	0	0	40	3	0	0	105	1	0	0	93
186+50.000	18650	50	30.86	1.8	0	0	50	3	0	0	155	1	0	0	139
187+00.000	18700	50	33.4	1.8	0	0	60	3	0	0	214	1	0	0	195
187+50.000	18750	50	34.93	1.8	0	0	63	3	0	0	277	1	0	0	255
188+00.000	18800	50	34.35	1.8	0	0	64	3	0	0	342	1	0	0	316
188+50.000	18850	50	32.83	1.8	0	0	62	3	0	0	404	1	0	0	375
189+00.000	18900	50	32.87	1.8	0	0	61	3	0	0	465	1	0	0	432
189+50.000	18950	50	31.54	1.8	0	0	60	3	0	0	524	1	0	0	488
190+00.000	19000	50	31.57	1.8	0	0	58	3	0	0	583	1	0	0	544
190+23.000	19023	23	31	1.8	0	0	27	2	0	0	609	1	0	0	569
190+50.000	19050	27	28.53	1.8	0	0	30	2	0	0	639	1	0	0	597
191+00.000	19100	50	27.19	1.8	0	0	52	3	0	0	691	1	0	0	645
191+50.000	19150	50	25.62	1.8	0	0	49	3	0	0	740	1	0	0	690
192+00.000	19200	50	23.27	1.8	0	0	45	3	0	0	785	1	0	0	732
192+50.000	19250	50	20.97	1.8	0	0	41	3	0	0	826	1	0	0	770
193+00.000	19300	50	20.93	1.8	0	0	39	3	0	0	865	1	0	0	805
193+50.000	19350	50	20.48	1.8	0	0	38	3	0	0	903	1	0	0	840
194+00.000	19400	50	21.12	1.8	0	0	39	3	0	0	942	1	0	0	876
194+50.000	19450	50	21.82	1.8	0	0	40	3	0	0	981	1	0	0	912
195+00.000	19500	50	22.94	1.8	0	0	41	3	0	0	1023	1	0	0	950
195+50.000	19550	50	27.53	1.8	0	0	47	3	0	0	1069	1	0	0	994
196+00.000	19600	50	25.88	1.8	0	0	49	3	0	0	1119	1	0	0	1040
196+50.000	19650	50	27.86	1.8	0	0	50	3	0	0	1169	1	0	0	1086
197+00.000	19700	50	25.85	1.8	0	0	50	3	0	0	1218	1	0	0	1133
197+50.000	19750	50	26.7	1.8	0	0	49	3	0	0	1267	1	0	0	1178
197+76.039	19776	26	27.09	1.8	0	0	26	2	0	0	1293	1	0	0	1202
198+00.000	19800	24	25.11	1.8	0	0	23	2	0	0	1316	1	0	0	1224
198+50.000	19850	50	18.06	1.8	0	0	40	3	0	0	1356	1	0	0	1260
198+75.627	19876	26	15.58	1.8	0	0	16	2	0	0	1372	1	0	0	1275
199+00.000	19900	24	17.07	1.8	0	0	15	2	0	0	1387	1	0	0	1288
199+50.000	19950	50	18.68	1.8	0	0	33	3	0	0	1420	1	0	0	1317
199+94.810	19995	45	7.19	1.8	0	0	21	3	0	0	1441	1	0	0	1336
						Column totals	1441	105	0	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EARTHWORK	SHEET NO: 842	E

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 1, STH 11 - 2 OF 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
200+46.560	20047		7.1	1.8	0	0	0	0	0	0	0	0	0	0	0
200+50.000	20050	3	17.75	1.8	0	0	2	0	0	0	2	0	0	0	1
201+00.000	20100	50	19.72	1.8	0	0	35	3	0	0	36	0	0	0	33
201+50.000	20150	50	19.03	1.8	0	0	36	3	0	0	72	0	0	0	65
202+00.000	20200	50	18.55	1.8	0	0	35	3	0	0	107	0	0	0	97
202+50.000	20250	50	17.24	1.8	0	0	33	3	0	0	140	0	0	0	127
202+74.590	20275	25	3.55	1.8	0	0	9	2	0	0	150	0	0	0	134
					Column totals		150	15	0	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 1, STH 11 - 3 OF 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
203+79.080	20379		0.24	0.2	0	0	0	0	0	0	0	0	0	0	0
204+00.000	20400	21	32.96	1.8	0	0	13	1	0	0	13	0	0	0	12
204+50.000	20450	50	46.26	1.8	0	0	73	3	0	0	86	0	0	0	82
204+79.000	20479	29	46.39	1.8	0	0	50	2	0	0	136	0	0	0	130
204+79.064	20479	0	39.39	1.8	0	0	0	0	0	0	136	0	0	0	130
205+00.000	20500	21	40.95	1.8	0	0	31	1	0	0	167	0	0	0	160
205+50.000	20550	50	33	1.8	0	0	68	3	0	0	236	0	0	0	225
206+00.000	20600	50	26.13	1.8	0	0	55	3	0	0	290	0	0	0	276
206+50.000	20650	50	26.86	1.8	0	0	49	3	0	0	340	0	0	0	322
207+00.000	20700	50	27.2	1.8	0	0	50	3	0	0	390	0	0	0	369
207+50.000	20750	50	29.56	1.8	0	0	53	3	0	0	442	0	0	0	418
208+00.000	20800	50	37.34	1.8	0	0	62	3	0	0	504	0	0	0	477
208+50.000	20850	50	38.55	1.8	0	0	70	3	0	0	574	0	0	0	544
209+00.000	20900	50	38.49	1.8	0	0	71	3	0	0	646	0	0	0	612
209+50.000	20950	50	30.71	1.8	0	0	64	3	0	0	710	0	0	0	672
210+00.000	21000	50	30.24	1.8	0	0	56	3	0	0	766	0	0	0	725
210+50.000	21050	50	30.28	1.8	0	0	56	3	0	0	822	0	0	0	778
211+00.000	21100	50	31.38	1.8	0	0	57	3	0	0	879	0	0	0	832
211+50.000	21150	50	31.84	1.8	0	0	59	3	0	0	938	0	0	0	887
212+00.000	21200	50	31.58	1.8	0	0	59	3	0	0	997	0	0	0	942
212+50.000	21250	50	33.68	1.8	0	0	60	3	0	0	1057	0	0	0	1000
213+00.000	21300	50	35.63	1.8	0	0	64	3	0	0	1121	0	0	0	1060
213+50.000	21350	50	38.4	1.8	0	0	69	3	0	0	1190	0	0	0	1126
214+00.000	21400	50	41.61	1.8	0	0	74	3	0	0	1264	0	0	0	1196

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 1, STH 11 - 3 OF 3 (CONTINUED)

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate Note 1
214+50.000	21450	50	40.5	1.8	0	0	76	3	0	0	1340	0	0	0	1269
215+00.000	21500	50	42.36	1.8	0	0	77	3	0	0	1417	0	0	0	1342
215+37.421	21537	37	76.65	1.8	0	0	82	2	0	0	1499	0	0	0	1422
215+50.000	21550	13	80.91	1.8	0	0	37	1	0	0	1536	0	0	0	1458
215+54.633	21555	5	93.8	1.8	0	0	15	0	0	0	1551	0	0	0	1473
216+00.000	21600	45	99.34	1.8	0	0	162	3	0	0	1713	0	0	0	1632
216+45.410	21645	45	93.07	1.8	0	0	162	3	0	0	1875	0	0	0	1791
216+50.000	21650	5	79.3	1.8	0	0	15	0	0	0	1889	0	0	0	1805
216+63.672	21664	14	75.51	1.8	0	0	39	1	0	0	1929	0	0	0	1844
216+79.867	21680	16	73.96	1.8	0	0	45	1	0	0	1973	0	0	0	1887
217+00.000	21700	20	73.41	1.8	0	0	55	1	0	0	2028	0	0	0	1941
217+50.000	21750	50	73.49	1.8	0	0	136	3	0	0	2164	0	0	0	2074
218+00.000	21800	50	73.12	1.8	0	0	136	3	0	0	2300	0	0	0	2206
218+50.000	21850	50	71.92	1.8	0	0	134	3	0	0	2434	0	0	0	2337
219+00.000	21900	50	70.8	1.8	0	0	132	3	0	0	2567	0	0	0	2466
219+20.793	21921	21	70.34	1.8	0	0	54	1	0	0	2621	0	0	0	2519
219+50.000	21950	29	57.8	1.8	0	0	69	2	0	0	2690	0	0	0	2586
220+00.000	22000	50	52.92	1.8	0	0	103	3	0	0	2793	0	0	0	2685
220+50.000	22050	50	47.99	1.8	0	0	93	3	0	0	2886	0	0	0	2775
221+00.000	22100	50	43.37	1.8	0	0	85	3	0	0	2971	0	0	0	2857
221+50.000	22150	50	31.76	1.8	0	0	70	3	0	0	3040	0	0	0	2923
222+00.000	22200	50	20.84	1.8	0	0	49	3	0	0	3089	0	0	0	2968
222+50.000	22250	50	13.98	1.8	0	0	32	3	0	0	3121	0	0	0	2997
222+85.699	22286	36	14.49	1.8	0	0	19	2	0	0	3140	0	0	0	3014
						Column totals	3140	127	0	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 2, CTH G NORTH LEG

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
333+27.301	33327		704.21	46.4	2.27	0	0	0	0	0	0	0	0	0	0
333+50.000	33350	23	525.65	46.4	30.27	0	517	39	14	0	517	17	0	0	461
334+00.000	33400	50	282.26	46.4	28.97	0	748	86	55	0	1265	86	0	0	1054
334+19.815	33420	20	264.92	46.4	22.73	0	201	34	19	0	1466	109	0	0	1198
334+40.137	33440	20	262.28	46.4	15.35	0	198	35	14	0	1664	127	0	0	1343
334+50.000	33450	10	261.72	46.4	15.21	0	96	17	6	0	1760	134	0	0	1415
335+00.000	33500	50	268.51	46.4	10.96	0	491	86	24	0	2251	165	0	0	1790
335+50.000	33550	50	270.34	46.4	10.29	0	499	86	20	0	2750	189	0	0	2178
335+91.148	33591	41	197.13	19.1	8.84	0	356	50	15	0	3106	207	0	0	2466
336+00.000	33600	9	192.74	19.1	6.38	0	64	6	2	0	3170	210	0	0	2521
336+50.000	33650	50	183.54	19.1	4.61	0	348	35	10	0	3518	223	0	0	2821
336+70.000	33670	20	176.3	19.1	2.72	0	133	14	3	0	3652	227	0	0	2937
337+00.000	33700	30	149.91	19.1	0.03	0	181	21	2	0	3833	229	0	0	3095
337+23.380	33723	23	128.73	19.1	0.08	0	121	17	0	0	3954	229	0	0	3199
337+50.000	33750	27	121.16	19.1	1.92	0	123	19	1	0	4077	230	0	0	3302
338+00.000	33800	50	109.48	19.1	2.19	0	214	35	4	0	4290	235	0	0	3475
338+50.000	33850	50	100.86	19.1	0.11	0	195	35	2	0	4485	237	0	0	3632
339+00.000	33900	50	87.18	19.1	0.22	0	174	35	0	0	4659	238	0	0	3770
339+50.000	33950	50	86.55	19.1	0.23	0	161	35	0	0	4820	238	0	0	3895
340+00.000	34000	50	84.92	19.1	0.19	0	159	35	0	0	4979	239	0	0	4018
340+50.000	34050	50	84.23	19.1	0.21	0	157	35	0	0	5135	239	0	0	4139
341+00.000	34100	50	79.64	19.1	0.2	0	152	35	0	0	5287	240	0	0	4255
341+50.000	34150	50	75.13	19.1	0.35	0	143	35	1	0	5430	240	0	0	4362
341+92.993	34193	43	67.33	19.1	0	0	113	30	0	0	5544	241	0	0	4445
342+00.000	34200	7	66.69	19.1	0	0	17	5	0	0	5561	241	0	0	4457
342+22.679	34223	23	64.08	19.1	0	0	55	16	0	0	5616	241	0	0	4496
						Column totals	5616	879	192	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 2, STH 11

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
192+28.506	19229		106.43	26.8	0.2	0	0	0	0	0	0	0	0	0	0
192+50.000	19250	21	104.52	26.8	0.21	0	84	21	0	0	84	0	0	0	62
193+00.000	19300	50	101.68	26.8	0.42	0	191	50	1	0	275	1	0	0	203
193+50.000	19350	50	99.63	26.8	0.92	0	186	50	1	0	461	2	0	0	338
194+00.000	19400	50	96.46	26.8	3.19	0	182	50	4	0	643	7	0	0	465
194+50.000	19450	50	94.44	26.8	4.86	0	177	50	7	0	820	17	0	0	583
195+00.000	19500	50	93.26	26.8	4.66	0	174	50	9	0	993	28	0	0	696
195+50.000	19550	50	98.88	26.8	0.76	0	178	50	5	0	1171	34	0	0	818
196+00.000	19600	50	97.03	26.8	0.23	0	181	50	1	0	1353	35	0	0	949
196+50.000	19650	50	90.7	26.8	0.75	0	174	50	1	0	1527	36	0	0	1072
197+00.000	19700	50	92.33	26.8	0.76	0	169	50	1	0	1696	38	0	0	1190
197+50.000	19750	50	89.09	26.8	1.78	0	168	50	2	0	1864	41	0	0	1306

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 2, STH 11 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
198+00.000	19800	50	90.62	26.8	2.39	0	166	50	4	0	2030	46	0	0	1417
198+50.000	19850	50	89.28	26.8	2.61	0	167	50	5	0	2197	51	0	0	1529
199+00.000	19900	50	88.46	26.8	6.27	0	165	50	8	0	2362	62	0	0	1633
199+50.000	19950	50	87.8	26.8	7.23	0	163	50	13	0	2525	77	0	0	1731
200+00.000	20000	50	85.85	26.8	15.13	0	161	50	21	0	2686	103	0	0	1817
200+50.000	20050	50	88.45	26.8	7.68	0	161	50	21	0	2847	130	0	0	1902
201+00.000	20100	50	89.04	26.8	4.53	0	164	50	11	0	3011	144	0	0	2002
201+50.000	20150	50	96.34	26.8	0.39	0	172	50	5	0	3183	149	0	0	2119
202+00.000	20200	50	115.71	33.5	9.62	0	196	56	9	0	3379	161	0	0	2248
202+39.472	20239	39	169.87	33.5	0.31	0	209	49	7	0	3588	170	0	0	2398
202+50.000	20250	11	155.77	33.5	0.64	0	63	13	0	0	3651	170	0	0	2449
202+67.953	20268	18	162.03	33.5	0.1	0	106	22	0	0	3757	171	0	0	2532
203+00.000	20300	32	55.58	33.5	0.86	0	129	40	1	0	3886	171	0	0	2620
203+50.000	20350	50	68.69	33.5	0	0	115	62	1	0	4001	172	0	0	2672
203+68.004	20368	18	67.64	33.5	0	0	45	22	0	0	4047	172	0	0	2695
204+00.000	20400	32	179.09	33.5	0.2	0	146	40	0	0	4193	172	0	0	2802
204+50.000	20450	50	147.99	33.5	13.94	0	303	62	13	0	4496	189	0	0	3026
204+67.310	20467	17	132.18	33.5	10.11	0	90	21	8	0	4586	198	0	0	3085
205+00.000	20500	33	112.47	33.5	13.74	0	148	41	14	0	4734	217	0	0	3174
205+50.000	20550	50	117.46	33.5	17.05	0	213	62	29	0	4947	252	0	0	3290
206+00.000	20600	50	115.9	33.5	22.67	0	216	62	37	0	5163	298	0	0	3398
206+25.356	20625	25	109.13	33.5	23.54	0	106	31	22	0	5268	325	0	0	3445
206+50.000	20650	25	110.33	33.5	23.48	0	100	31	21	0	5369	352	0	0	3488
207+00.000	20700	50	110.66	33.5	20.81	0	205	62	41	0	5573	403	0	0	3579
207+26.954	20727	27	109.75	33.5	17.73	0	110	33	19	0	5683	427	0	0	3631
207+50.000	20750	23	109.24	33.5	16.16	0	93	29	14	0	5777	445	0	0	3678
208+00.000	20800	50	103.35	33.5	13.33	0	197	62	27	0	5973	480	0	0	3779
208+50.000	20850	50	94.9	33.5	11.2	0	184	62	23	0	6157	508	0	0	3872
208+64.450	20864	14	89.75	33.5	10.78	0	49	18	6	0	6206	515	0	0	3896
209+00.000	20900	36	87.76	26.8	9.26	0	117	40	13	0	6323	532	0	0	3957
209+50.000	20950	50	83.04	26.8	12.14	0	158	50	20	0	6481	557	0	0	4041
210+00.000	21000	50	82.5	26.8	11	0	153	50	21	0	6635	583	0	0	4117
210+50.000	21050	50	71.38	26.8	9.76	0	142	50	19	0	6777	607	0	0	4186
211+00.000	21100	50	70.85	26.8	8.4	0	132	50	17	0	6909	628	0	0	4247
211+31.540	21132	32	71.17	26.8	7.95	0	83	31	10	0	6992	640	0	0	4287
211+50.000	21150	18	71.95	26.8	8.01	0	49	18	5	0	7041	647	0	0	4311
212+00.000	21200	50	74.48	26.8	8.57	0	136	50	15	0	7176	666	0	0	4378
212+50.000	21250	50	76.69	26.8	6.88	0	140	50	14	0	7316	684	0	0	4450
213+00.000	21300	50	78.45	26.8	3.95	0	144	50	10	0	7460	697	0	0	4532
213+50.000	21350	50	80.94	26.8	3.26	0	148	50	7	0	7608	705	0	0	4621
214+00.000	21400	50	83.57	26.8	3.1	0	152	50	6	0	7760	713	0	0	4716
214+50.000	21450	50	85.02	26.8	1.33	0	156	50	4	0	7916	718	0	0	4818
215+00.000	21500	50	86.22	26.8	0	0	159	50	1	0	8075	719	0	0	4925
215+50.000	21550	50	87.05	26.8	0	0	160	50	0	0	8235	719	0	0	5036
216+00.000	21600	50	87.77	26.8	0	0	162	50	0	0	8397	719	0	0	5148
216+17.427	21617	17	88.45	26.8	0	0	57	17	0	0	8454	719	0	0	5188
						Column totals	8454	2547	575	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 3, STH 11 - 1 OF 2

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
184+20.029	18420		17.71	10.1	1.11	0.00	0	0	0	0	0	0	0	0	0
184+50.000	18450	30	19.69	10.1	1.15	0.00	21	11	1	0	21	2	0	0	8
185+00.000	18500	50	18.62	10.1	0.84	0.00	35	19	2	0	56	4	0	0	22
185+50.000	18550	50	19.78	10.1	0.89	0.00	36	19	2	0	92	6	0	0	37
186+00.000	18600	50	20.01	10.1	1.16	0.00	37	19	2	0	129	8	0	0	53
186+50.000	18650	50	18.56	10.1	3.09	0.00	36	19	4	0	164	13	0	0	65
186+97.866	18698	48	19.56	10.1	2.33	0.00	34	18	5	0	198	19	0	0	75
187+46.454	18746	49	35.17	10.1	3.36	0.00	49	18	5	0	247	26	0	0	100
187+50.000	18750	4	36.44	10.1	2.75	0.00	5	1	0	0	252	26	0	0	103
188+00.000	18800	50	36.93	10.1	2.51	0.00	68	19	5	0	320	32	0	0	146
188+50.000	18850	50	18.22	10.1	4.04	0.00	51	19	6	0	371	40	0	0	170
189+00.000	18900	50	18.53	10.1	3.79	0.00	34	19	7	0	405	49	0	0	177
189+50.000	18950	50	17.71	10.1	4.22	0.00	34	19	7	0	439	58	0	0	182
190+00.000	19000	50	17.84	10.1	4.13	0.00	33	19	8	0	472	68	0	0	187
190+50.000	19050	50	18.15	10.1	2.81	0.00	33	19	6	0	505	76	0	0	193
191+00.000	19100	50	17.7	10.1	2.82	0.00	33	19	5	0	538	82	0	0	201
191+50.000	19150	50	17.48	10.1	2.62	0.00	33	19	5	0	571	89	0	0	209
192+00.000	19200	50	17.9	10.1	2.01	0.00	33	19	4	0	603	94	0	0	218
192+28.752	19229	29	16.91	10.1	6.13	0.00	19	11	4	0	622	99	0	0	220
192+50.000	19250	21	16.69	10.1	2.52	0.00	13	8	3	0	635	104	0	0	221
193+00.000	19300	50	21.46	10.1	2.38	0.00	35	19	5	0	671	109	0	0	232
193+50.000	19350	50	21.15	10.1	2.33	0.00	39	19	4	0	710	115	0	0	247
194+00.000	19400	50	17.01	10.1	6.54	0.00	35	19	8	0	745	125	0	0	254
194+50.000	19450	50	17.1	10.1	10.4	0.00	32	19	16	0	777	145	0	0	247
194+74.360	19474	24	17.1	10.1	12.96	0.00	15	9	11	0	792	158	0	0	240
195+00.000	19500	26	20.55	10.1	14.35	0.00	18	10	13	0	810	174	0	0	232
195+50.000	19550	50	31.15	10.1	11.61	0.00	48	19	24	0	858	204	0	0	231
196+00.000	19600	50	40.72	10.1	10.25	0.00	67	19	20	0	925	229	0	0	254
196+50.000	19650	50	45.99	10.1	7.06	0.00	80	19	16	0	1005	249	0	0	295
197+00.000	19700	50	53	10.1	3.32	0.00	92	19	10	0	1097	261	0	0	356
197+50.000	19750	50	63.07	10.1	2.11	0.00	107	19	5	0	1204	268	0	0	439
198+00.000	19800	50	73.58	10.1	2.6	0.00	127	19	4	0	1331	273	0	0	541
198+50.000	19850	50	83.96	10.1	1.64	0.00	146	19	4	0	1476	278	0	0	663
199+00.000	19900	50	97.44	10.1	0.82	0.00	168	19	2	0	1644	281	0	0	810
199+04.863	19905	5	107.09	10.1	0	0.00	18	2	0	0	1663	281	0	0	826
199+35.049	19935	30	114.39	10.1	0	0.00	124	11	0	0	1787	281	0	0	939
199+50.000	19950	15	116.26	10.1	0	0.00	64	6	0	0	1850	281	0	0	997
200+00.000	20000	50	123.2	16.8	0	0.00	222	25	0	0	2072	281	0	0	1194
200+11.386	20011	11	125.74	16.8	0	0.00	53	7	0	0	2125	281	0	0	1239
200+50.000	20050	39	118.95	16.8	0	0.00	175	24	0	0	2300	281	0	0	1390
201+00.000	20100	50	119.27	16.8	0	0.00	221	31	0	0	2520	281	0	0	1580
201+50.000	20150	50	120.41	16.8	0	0.00	222	31	0	0	2742	281	0	0	1771
201+65.049	20165	15	119.14	16.8	0	0.00	67	9	0	0	2809	281	0	0	1828
202+00.000	20200	35	116.02	16.8	0	0.00	152	22	0	0	2961	281	0	0	1958
202+20.514	20221	21	116	16.8	0	0.00	88	13	0	0	3049	281	0	0	2034
202+50.000	20250	29	60.9	16.8	0	0.00	97	18	0	0	3146	281	0	0	2112
202+57.009	20257	7	60.3	16.8	0	0.00	16	4	0	0	3162	281	0	0	2123
202+79.750	20280	23	62.13	16.8	0	0.00	52	14	0	0	3213	281	0	0	2161
202+79.921	20280	0	163.56	53.3	0	0.00	1	0	0	0	3214	281	0	0	2161
203+00.000	20300	20	159.6	53.3	0	0.00	120	40	0	0	3334	281	0	0	2242

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 3, STH 11 - 1 OF 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Note 1
203+50.000	20350	50	167.19	53.3	0	0.00	303	99	0	0	3637	281	0	0	2446
203+73.636	20374	24	176.22	53.3	0	0.00	150	47	0	0	3787	281	0	0	2549
203+75.464	20375	2	120.54	20.1	0	0.00	10	2	0	0	3797	281	0	0	2557
204+00.000	20400	25	124.32	20.1	0	0.00	111	18	0	0	3908	281	0	0	2650
204+50.000	20450	50	131.42	20.1	0	0.00	237	37	0	0	4145	281	0	0	2850
205+00.000	20500	50	124.17	20.1	0	0.00	237	37	0	0	4382	281	0	0	3049
205+50.000	20550	50	120.53	20.1	0	0.00	227	37	0	0	4608	281	0	0	3238
206+00.000	20600	50	115.63	20.1	0	0.00	219	37	0	0	4827	281	0	0	3420
206+50.000	20650	50	117.31	20.1	0	0.00	216	37	0	0	5043	281	0	0	3598
207+00.000	20700	50	115.43	20.1	0	0.00	216	37	0	0	5258	281	0	0	3777
207+27.696	20728	28	110.72	20.1	3.87	0.00	116	21	2	0	5374	283	0	0	3869
207+50.000	20750	22	93.42	20.1	4.15	0.00	84	17	3	0	5458	288	0	0	3933
208+00.000	20800	50	88.19	20.1	6.63	0.00	168	37	10	0	5627	300	0	0	4051
208+50.000	20850	50	85	20.1	11.91	0.00	160	37	17	0	5787	322	0	0	4153
209+00.000	20900	50	78.94	20.1	14.71	0.00	152	37	25	0	5939	352	0	0	4237
209+50.000	20950	50	65.28	20.1	16.94	0.00	134	37	29	0	6072	389	0	0	4297
210+00.000	21000	50	56.66	20.1	16.55	0.00	113	37	31	0	6185	428	0	0	4333
210+50.000	21050	50	56.7	20.1	17.42	0.00	105	37	31	0	6290	467	0	0	4362
211+00.000	21100	50	43.77	20.1	18.29	0.00	93	37	33	0	6383	508	0	0	4376
211+50.000	21150	50	35.34	17.6	17.9	0.00	73	35	34	0	6456	550	0	0	4373
212+00.000	21200	50	35.53	17.7	17.52	0.00	66	33	33	0	6522	591	0	0	4365
212+50.000	21250	50	35.62	17.7	18.13	0.00	66	33	33	0	6588	633	0	0	4357
213+00.000	21300	50	35.74	17.9	18.43	0.00	66	33	34	0	6654	675	0	0	4348
213+50.000	21350	50	35.55	18.8	19.62	0.00	66	34	35	0	6720	719	0	0	4336
214+00.000	21400	50	35.21	19.0	21.67	0.00	66	35	38	0	6786	767	0	0	4318
214+50.000	21450	50	45.78	20.1	20.11	0.00	75	36	39	0	6860	815	0	0	4309
215+00.000	21500	50	56.3	20.1	10.95	0.00	95	37	29	0	6955	851	0	0	4330
215+50.000	21550	50	24.64	20.1	2.69	0.00	75	37	13	0	7030	867	0	0	4352
215+54.665	21555	5	14.24	14.2	1.86	0.00	3	3	0	0	7033	867	0	0	4352
						Column totals	7033	1814	694	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 3, STH 11 - 2 OF 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
216+46.706	21647		25.71	10.8	1.42	0	0	0	0	0	0	0	0	0	0
216+50.000	21650	3	25.82	10.8	2.08	0	3	1	0	0	3	0	0	0	2
217+00.000	21700	50	24.78	10.8	5.06	0	47	20	7	0	50	9	0	0	20
217+50.000	21750	50	23.85	10.8	5.03	0	45	20	9	0	95	20	0	0	33
218+00.000	21800	50	23.86	10.8	5.38	0	44	20	10	0	139	32	0	0	46
218+50.000	21850	50	23.86	10.8	5.39	0	44	20	10	0	183	45	0	0	57
219+00.000	21900	50	23.68	10.8	5.38	0	44	20	10	0	227	57	0	0	69
219+20.799	21921	21	23.71	10.8	5.46	0	18	8	4	0	246	62	0	0	74
219+50.000	21950	29	6.67	6.7	0.91	0	16	9	3	0	262	67	0	0	76
220+00.000	22000	50	6.66	6.7	0.92	0	12	12	2	0	274	69	0	0	74
220+50.000	22050	50	6.66	6.7	0.8	0	12	12	2	0	287	71	0	0	72
220+79.866	22080	30	6.66	6.7	0.71	0	7	7	1	0	294	72	0	0	71
221+00.000	22100	20	6.7	6.7	0.69	0	5	5	1	0	299	73	0	0	70
221+50.000	22150	50	6.7	6.7	0.86	0	12	12	1	0	312	74	0	0	69
222+00.000	22200	50	6.7	6.7	0.94	0	12	12	2	0	324	76	0	0	67
222+29.892	22230	30	6.61	6.6	1.17	0	7	7	1	0	331	78	0	0	65
222+50.000	22250	20	6.56	6.6	0.87	0	5	5	1	0	336	79	0	0	64
222+85.674	22286	36	6.65	6.7	0.33	0	9	9	1	0	345	80	0	0	63
						Column totals	345	202	64	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EARTHWORK	SHEET NO: 849	E

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 4, STH 11 - 1 OF 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
197+22.548	19723		25.5	2.9	0	0	0	0	0	0	0	0	0	0	0
197+50.000	19750	27	27.44	2.9	0	0	27	3	0	0	27	0	0	0	24
197+97.454	19797	47	28.69	2.9	0	0	49	5	0	0	76	0	0	0	68
198+00.000	19800	3	29.14	2.9	0	0	3	0	0	0	79	0	0	0	71
198+50.000	19850	50	35.6	2.9	0	0	60	5	0	0	139	0	0	0	125
199+00.000	19900	50	37.94	2.9	11.76	0	68	5	11	0	207	14	0	0	174
199+04.863	19905	5	38.11	2.9	13.44	0	7	1	2	0	214	16	0	0	178
199+35.049	19935	30	40.13	2.9	22.45	0	44	3	20	0	258	42	0	0	193
199+50.000	19950	15	40.87	2.9	21.91	0	22	2	12	0	280	57	0	0	199
200+00.000	20000	50	41.93	2.9	17.33	0	77	5	36	0	357	102	0	0	225
200+11.386	20011	11	42.18	2.9	18.01	0	18	1	7	0	374	112	0	0	232
200+50.000	20050	39	46.32	2.9	17.34	0	63	4	25	0	438	143	0	0	259
201+00.000	20100	50	43.87	2.9	14.14	0	84	5	29	0	521	180	0	0	301
201+50.000	20150	50	43.14	2.9	13.44	0	81	5	26	0	602	212	0	0	344
201+65.049	20165	15	46.81	2.9	20.45	0	25	2	9	0	627	223	0	0	356
202+00.000	20200	35	52.15	2.9	31.87	0	64	4	34	0	691	266	0	0	374
202+20.514	20221	21	60.9	2.9	39.78	0	43	2	27	0	734	300	0	0	381
202+50.000	20250	29	27.67	2.9	0	0	48	3	22	0	782	327	0	0	399
202+57.009	20257	7	26.96	2.9	0	0	7	1	0	0	789	327	0	0	405
204+00.000	20400	143	22.16	2.9	0	0	130	15	0	0	919	327	0	0	520
204+50.000	20450	50	62.28	2.9	24.18	0	78	5	22	0	998	355	0	0	565
205+00.000	20500	50	41.21	2.9	32.08	0	96	5	52	0	1093	420	0	0	590
205+50.000	20550	50	24.84	0.0	0.09	0	61	3	30	0	1155	457	0	0	611
206+00.000	20600	50	28.19	0.0	0	0	49	0	0	0	1204	457	0	0	660
206+50.000	20650	50	26.97	0.0	0	0	51	0	0	0	1255	457	0	0	711
207+00.000	20700	50	24.99	0.0	0	0	48	0	0	0	1303	457	0	0	759
207+27.696	20728	28	27.12	0.0	0	0	27	0	0	0	1330	457	0	0	786
						Column totals	1330	86	366	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 4, STH 11 - 2 OF 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
210+28.634	21029		15.97	0.0	0.2	0	0	0	0	0	0	0	0	0	0
210+87.208	21087	59	19.61	0.0	0.14	0	39	0	0	0	39	0	0	0	38
211+00.000	21100	13	21	0.0	0.13	0	10	0	0	0	48	1	0	0	48
211+50.000	21150	50	26.32	0.0	2.99	0	44	0	3	0	92	4	0	0	88
211+74.708	21175	25	28.62	0.0	5.37	0	25	0	4	0	117	9	0	0	108
212+00.000	21200	25	28.06	0.0	5.55	0	27	0	5	0	144	15	0	0	128
212+50.000	21250	50	27.43	0.0	7.27	0	51	0	12	0	195	30	0	0	165
213+00.000	21300	50	27.2	0.0	10.49	0	51	0	16	0	246	51	0	0	195
213+50.000	21350	50	27.38	0.0	10.67	0	51	0	20	0	296	75	0	0	221
214+00.000	21400	50	28.35	0.0	8.59	0	52	0	18	0	348	98	0	0	250
214+50.000	21450	50	30.32	0.0	4.28	0	54	0	12	0	402	112	0	0	290
215+00.000	21500	50	29.58	2.9	4.68	0	55	3	8	0	458	123	0	0	332
215+50.000	21550	50	36.32	2.9	16.04	0	61	5	19	0	519	147	0	0	364
216+00.000	21600	50	44.85	2.9	0.58	0	75	5	15	0	594	166	0	0	414
216+50.000	21650	50	30	2.9	19.82	0	69	5	19	0	663	190	0	0	455
217+00.000	21700	50	20.82	2.9	4.93	0	47	5	23	0	710	218	0	0	468
217+44.716	21745	45	15.8	0.0	2.61	0	30	2	6	0	740	226	0	0	488
						Column totals	740	27	181	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	EARTHWORK	SHEET NO: 851	E

CTH G & AVALON ROAD (STH 11) INTERSECTION - STAGE 4, CTH G SOUTH LEG

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
331+46.612	33147		171.69	16.2	228.06	0	0	0	0	0	0	0	0	0	0
331+50.000	33150	3	191.4	16.2	219.71	0	23	2	28	0	23	35	0	0	-14
332+00.000	33200	50	780.42	16.2	0	0	900	30	203	0	923	289	0	0	601
332+02.877	33203	3	791.9	16.2	0	0	84	2	0	0	1006	289	0	0	683
					Column totals		1006	34	232	0					

SAGE STREET (STAGE 4)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30	Cumulative Vol (CY) Reduced EBS In Fill 0.80	Mass Ordinate Note 1
177+10.000	17710		12.43	3.5	0	0	0	0	0	0	0	0	0	0	0
177+50.000	17750	40	14.21	3.5	0.12	0	20	5	0	0	20	0	0	0	14
177+75.000	17775	25	10.53	3.5	2.03	0	11	3	1	0	31	1	0	0	21
178+00.000	17800	25	0	0.0	7.66	0	5	2	4	0	36	7	0	0	19
178+50.000	17850	50	0	0.0	27.7	0	0	0	33	0	36	48	0	0	-22
178+72.000	17872	22	0	0.0	43.25	0	0	0	29	0	36	84	0	0	-58
178+86.258	17886	14	2.29	2.3	33.24	0	1	1	20	0	37	109	0	0	-83
					Column totals		37	11	87	0					

Notes: 1 - MASS ORDINATE = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - (FILL - REDUCED FILL IN EBS) x FILL FACTOR

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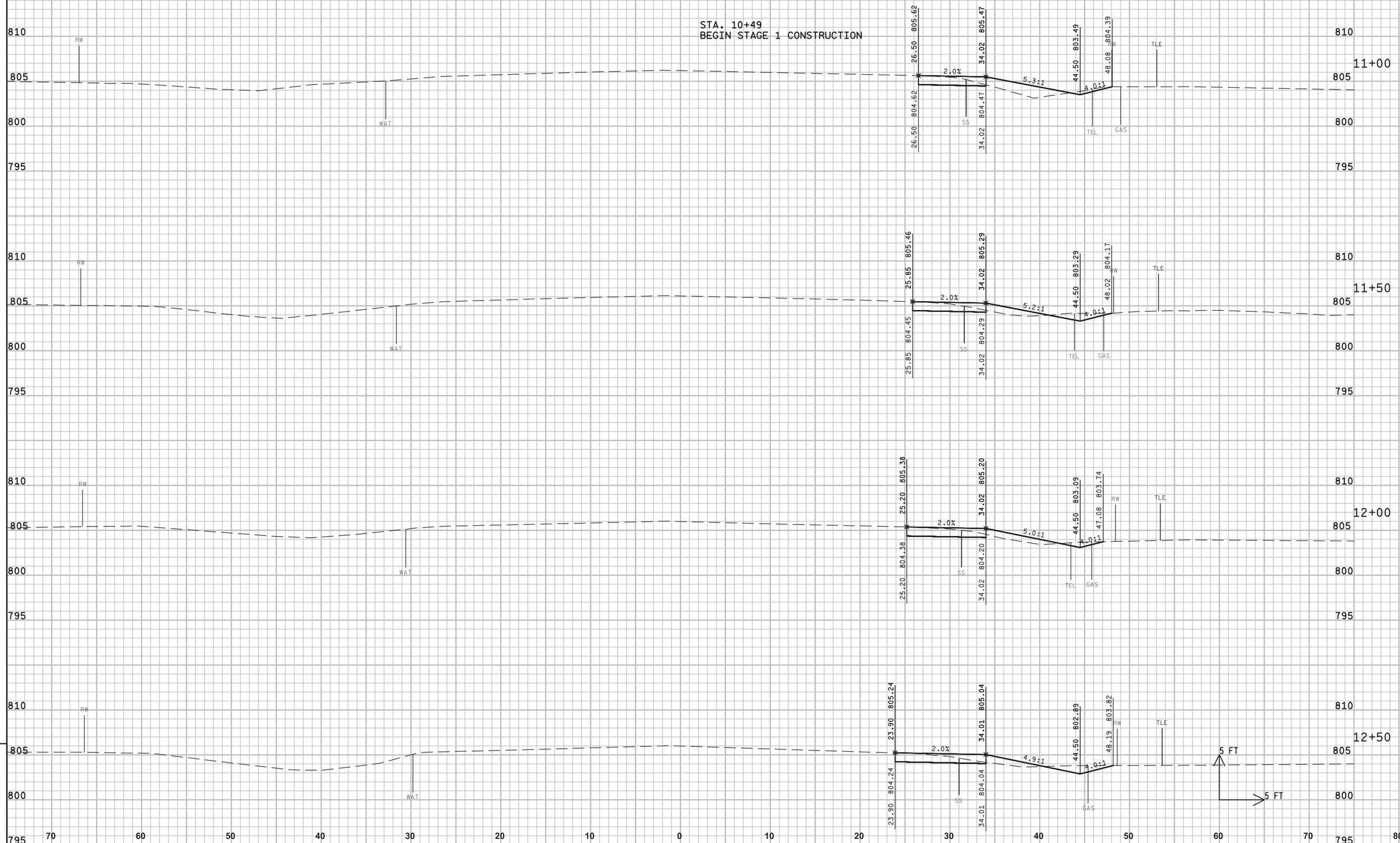
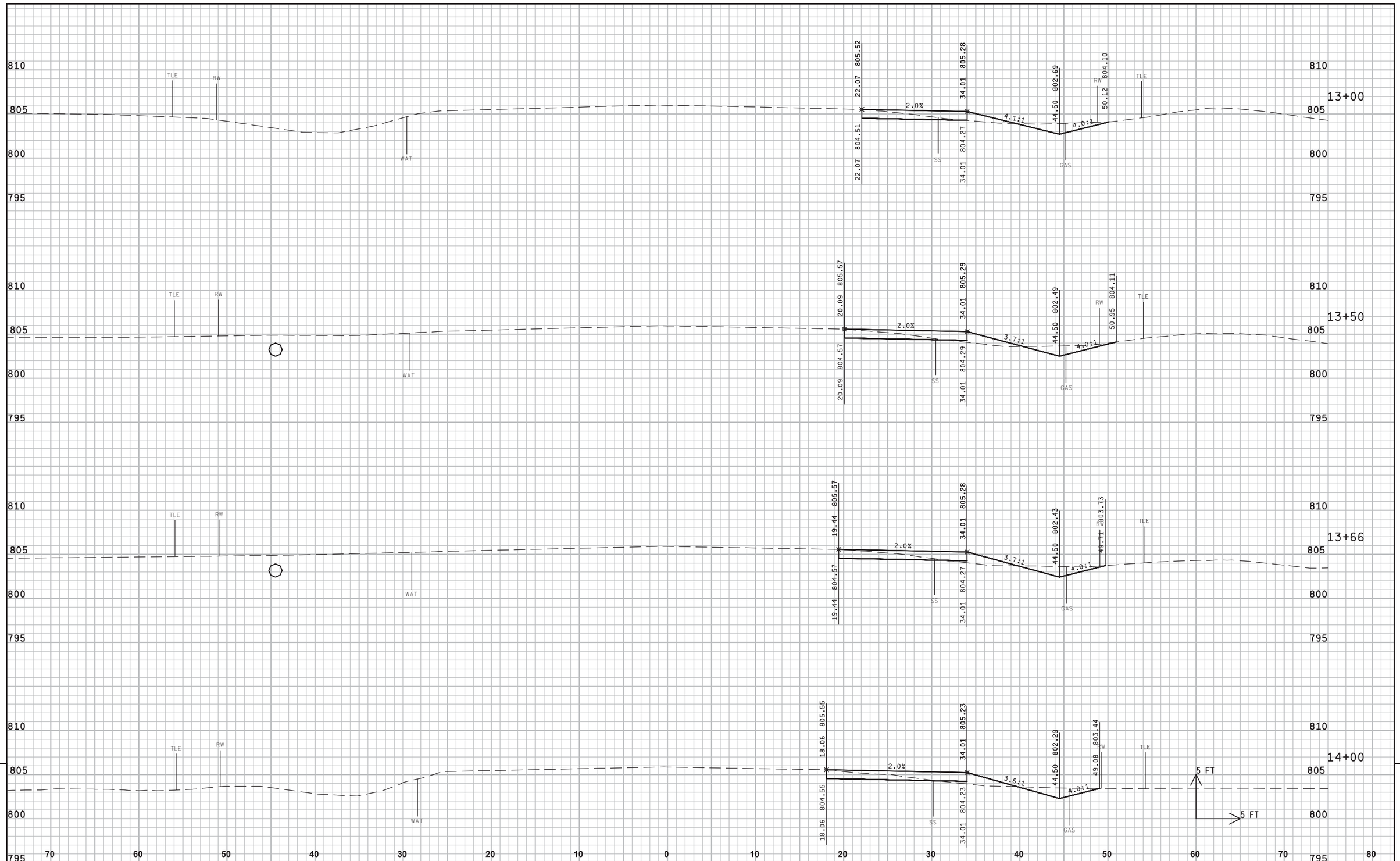
STA. 10+49
BEGIN STAGE 1 CONSTRUCTION



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 853	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:12 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 854	E

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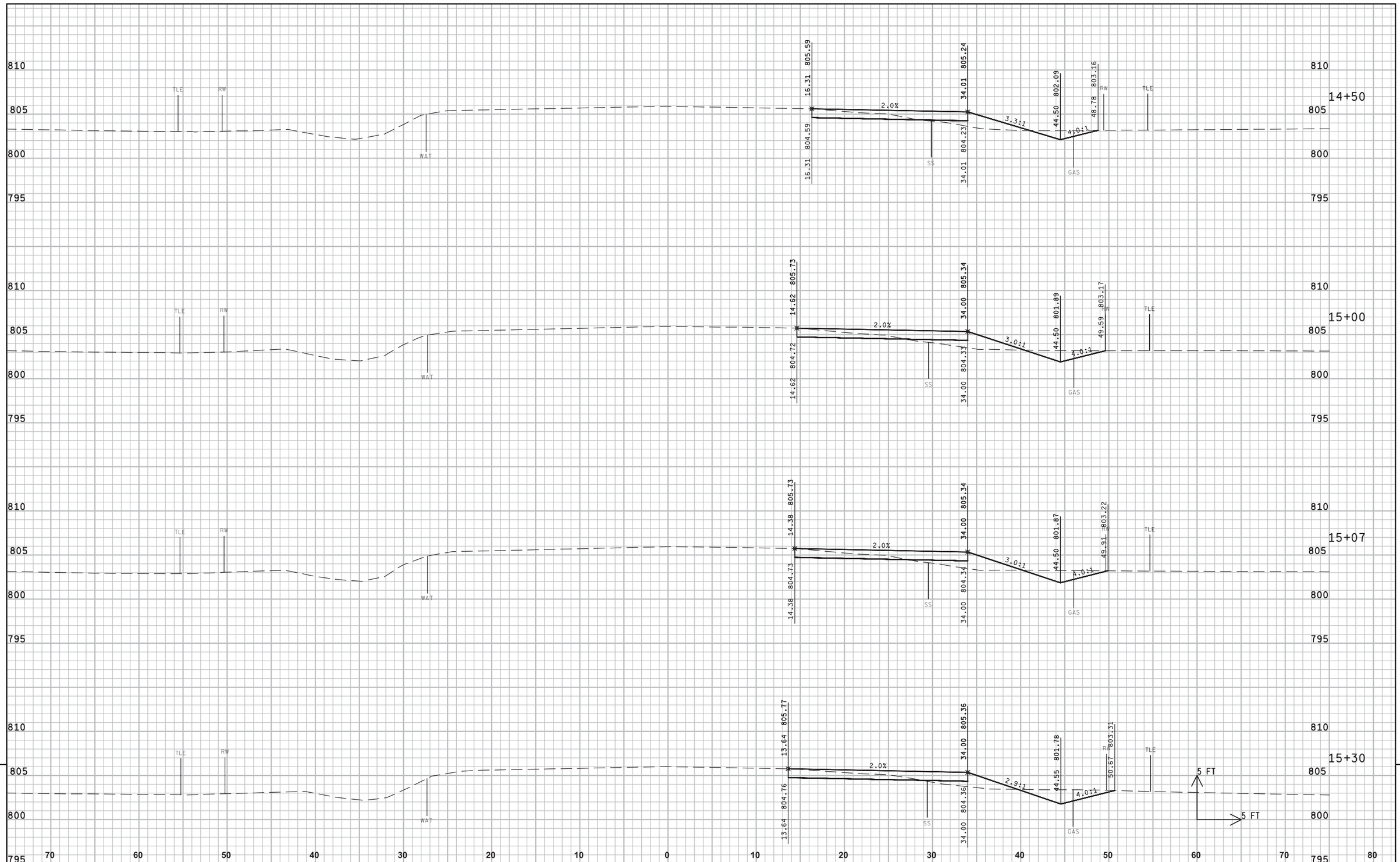
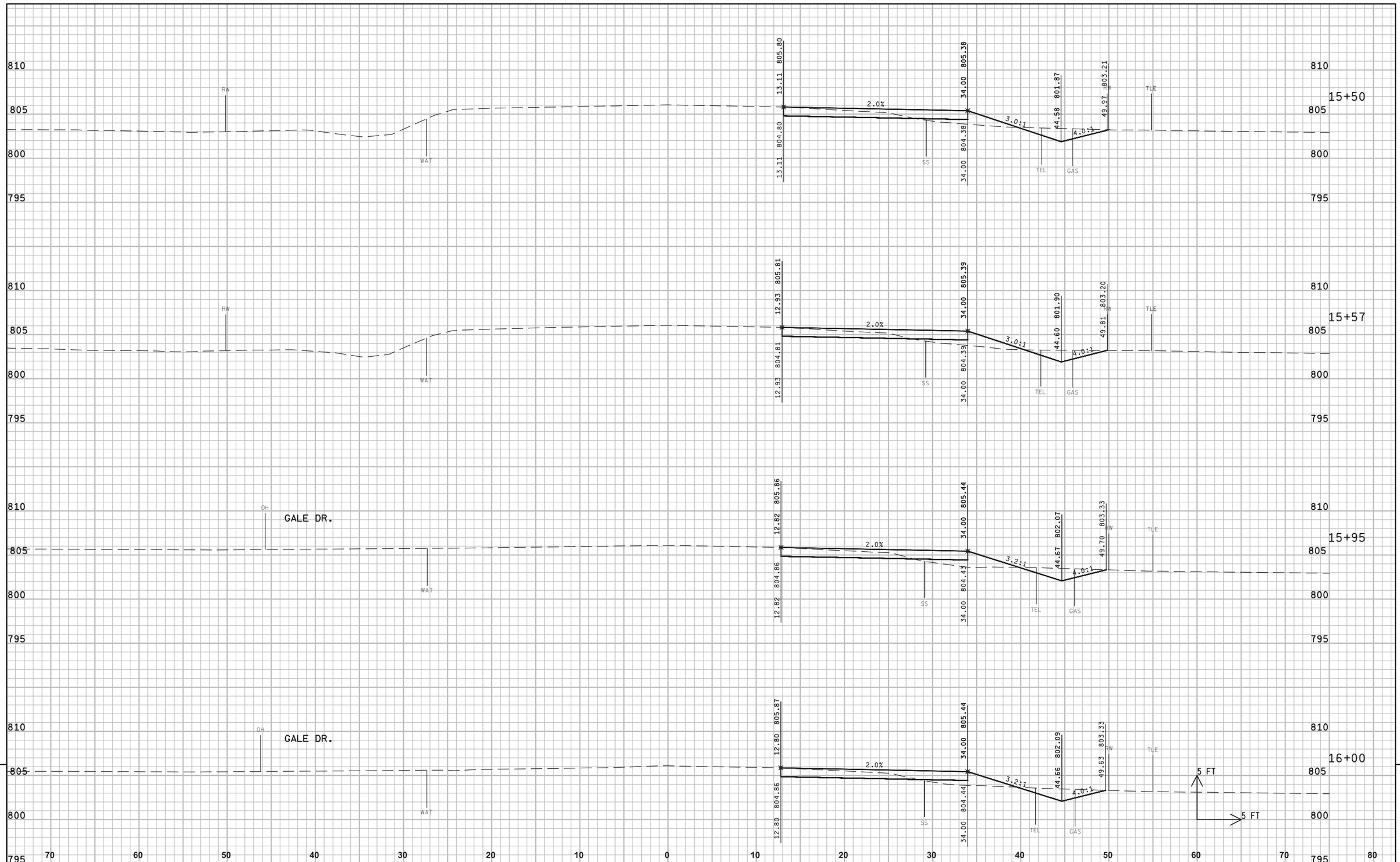


PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 855	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:13 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

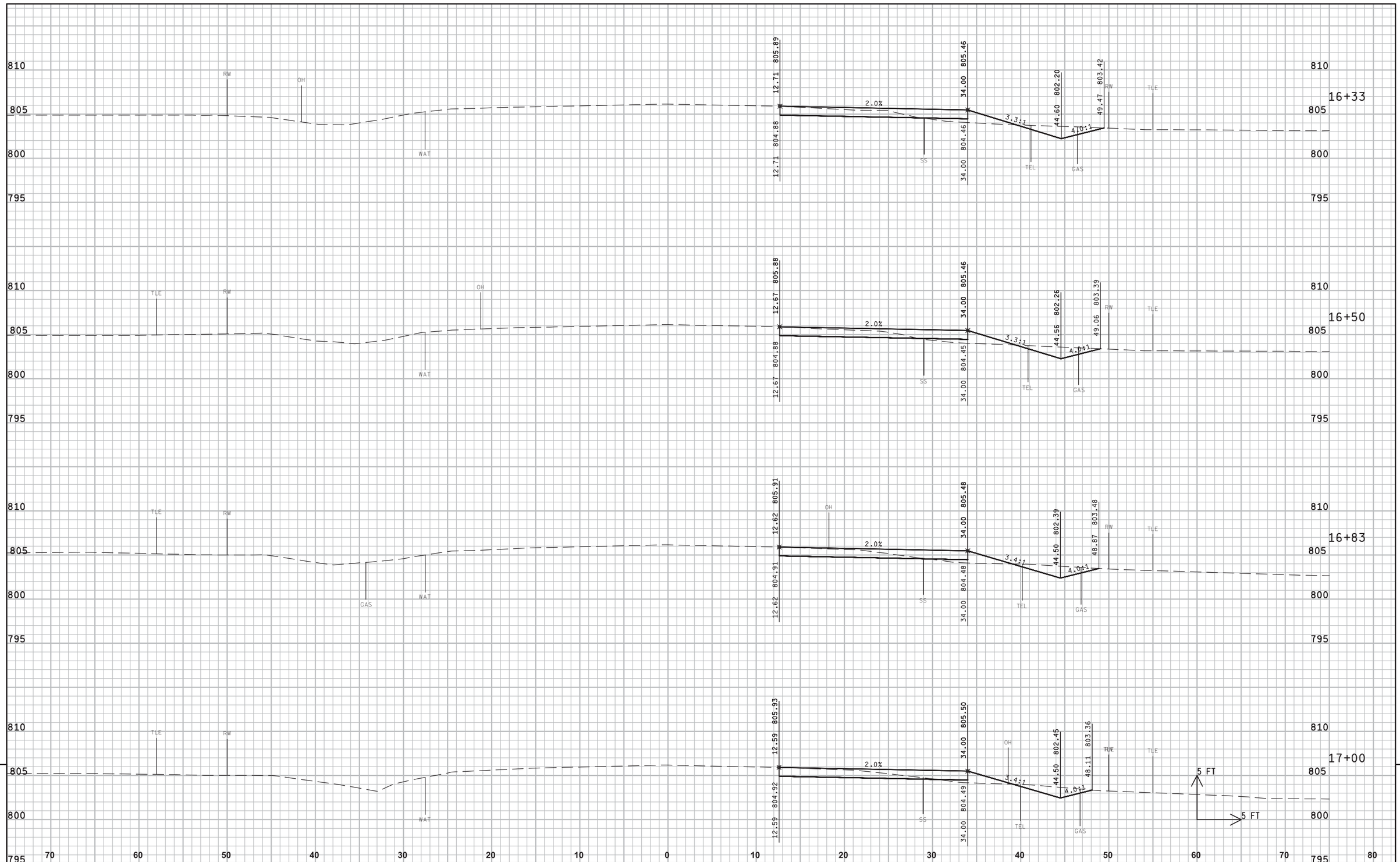
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 856	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:13 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

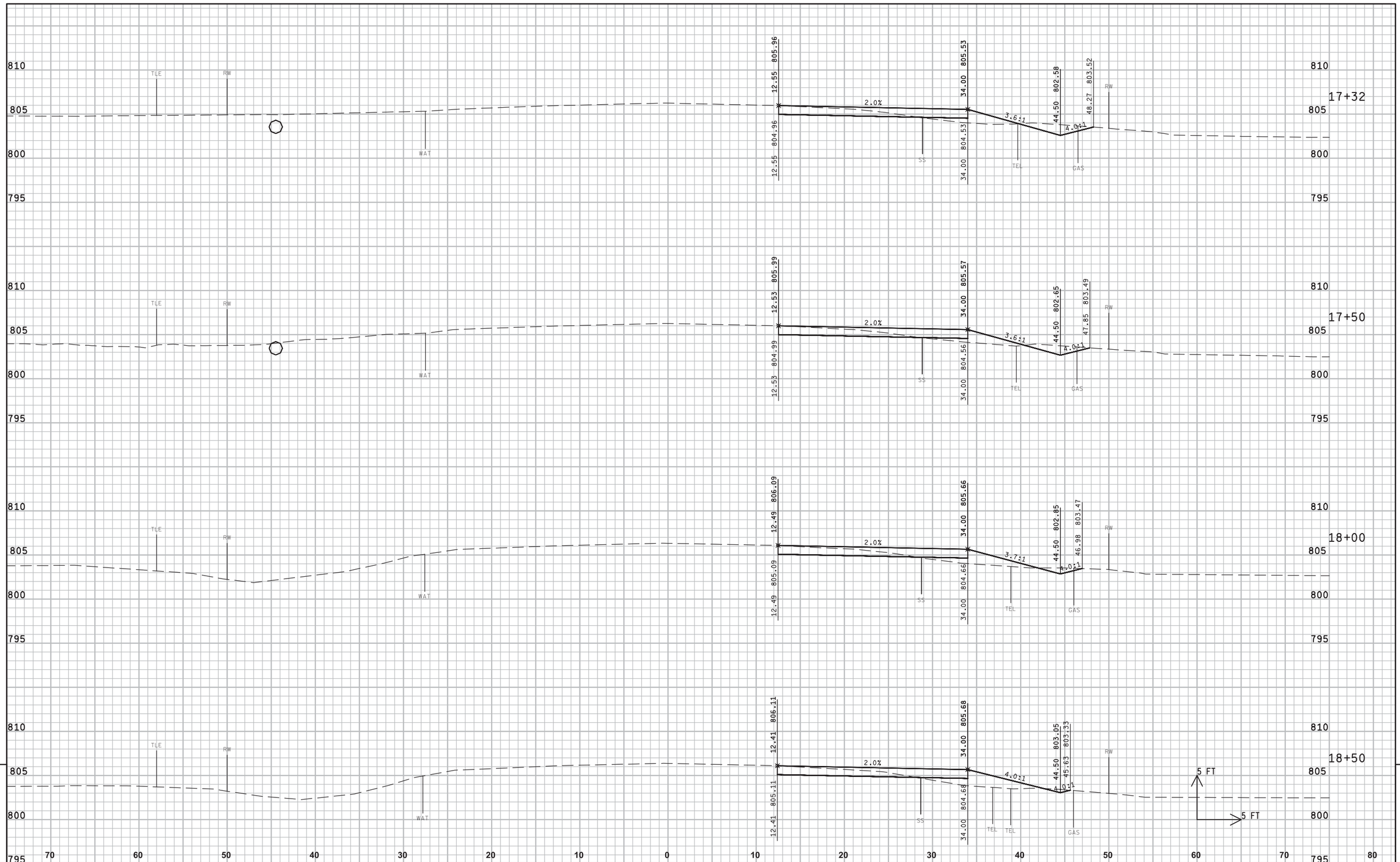
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 857	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:13 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

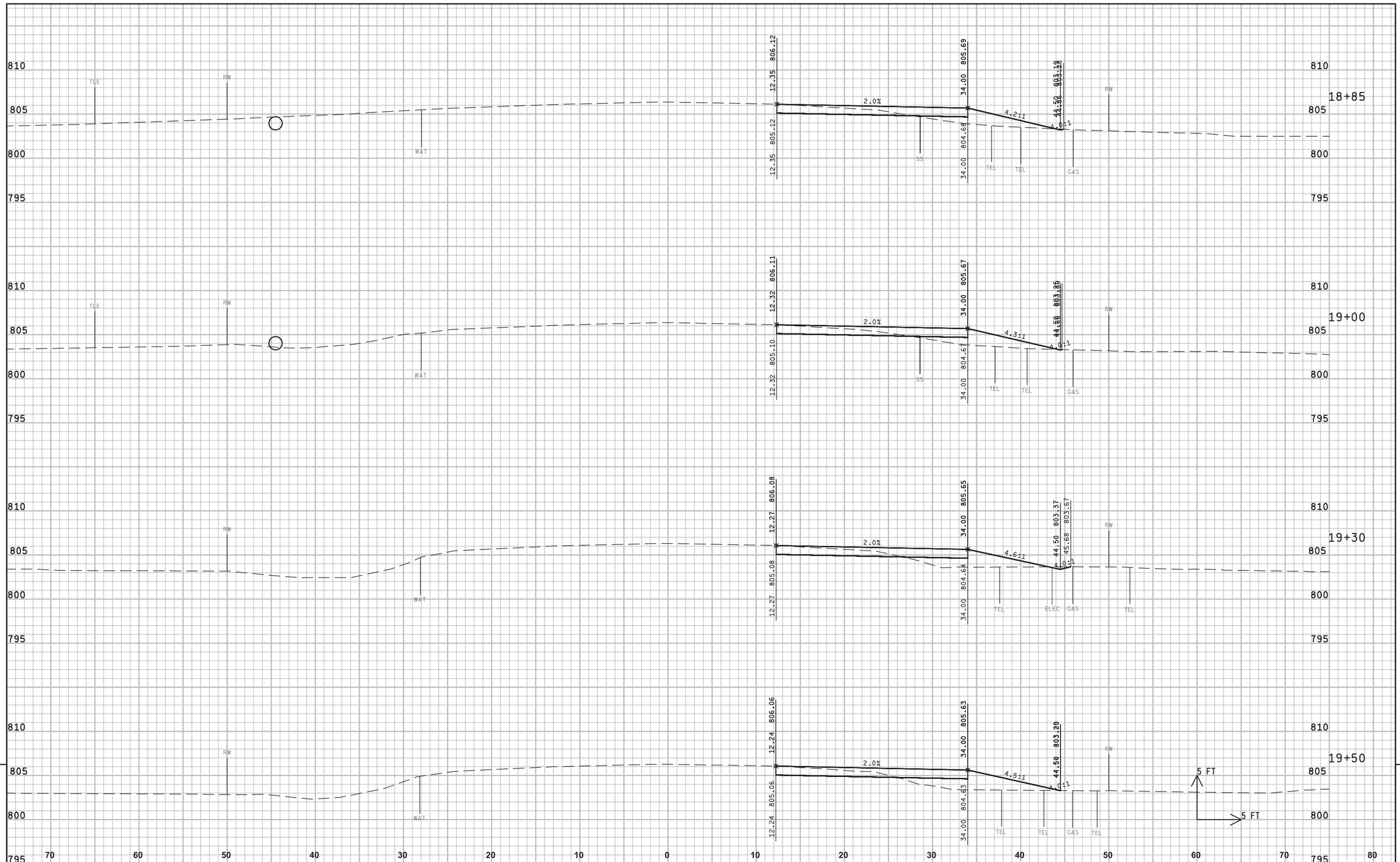
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 858	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:13 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

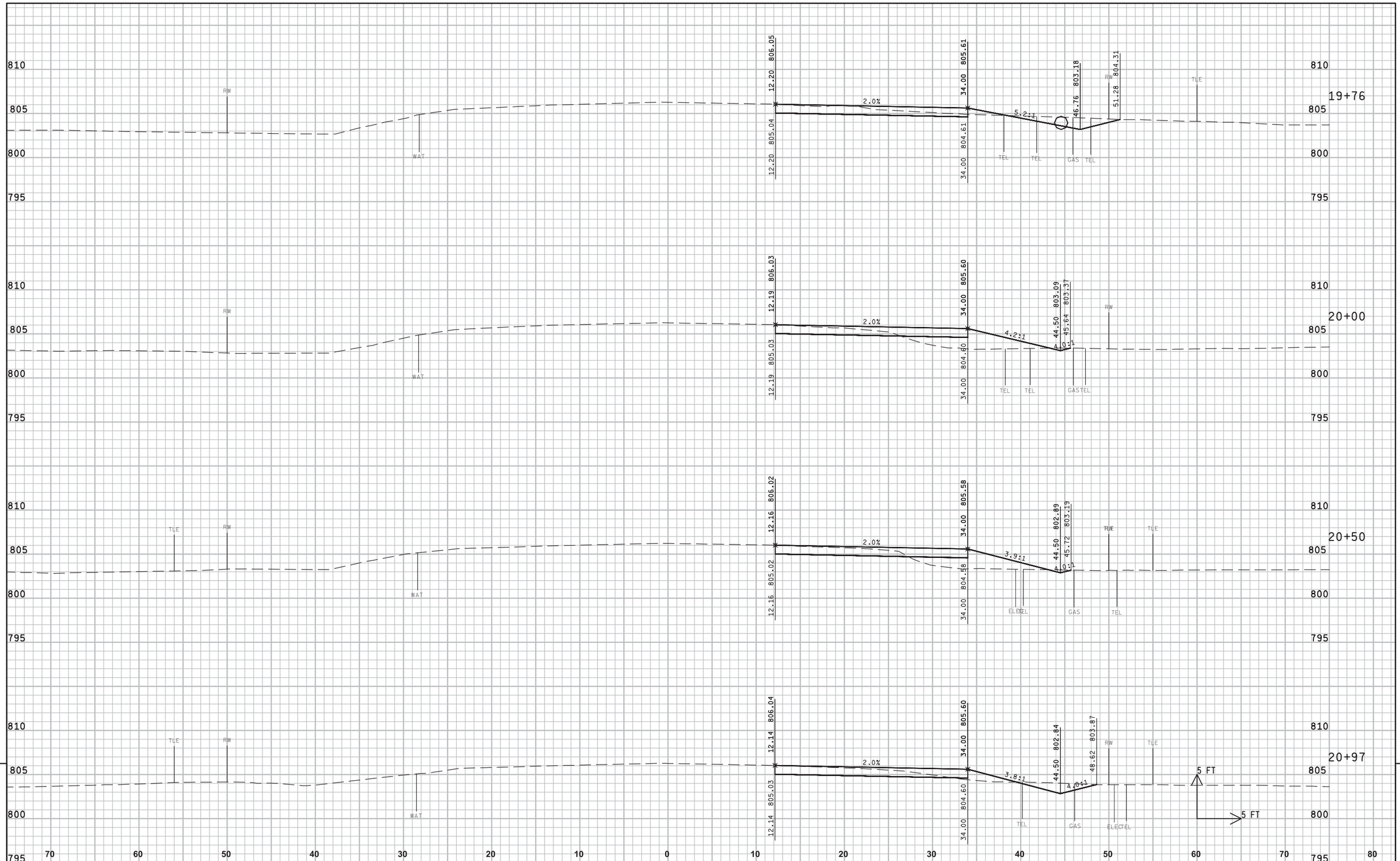
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 859	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:13 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

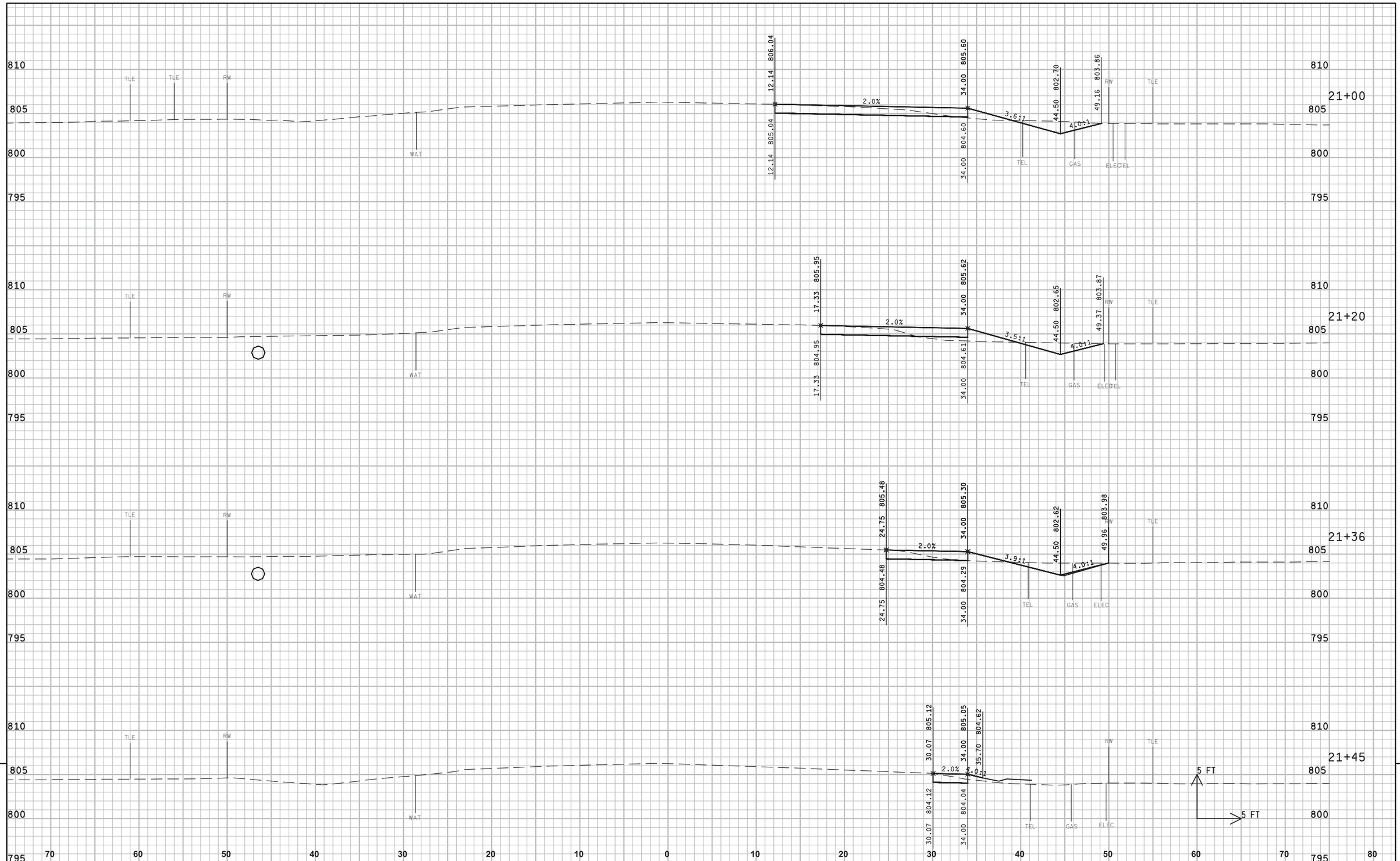
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 860 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:14 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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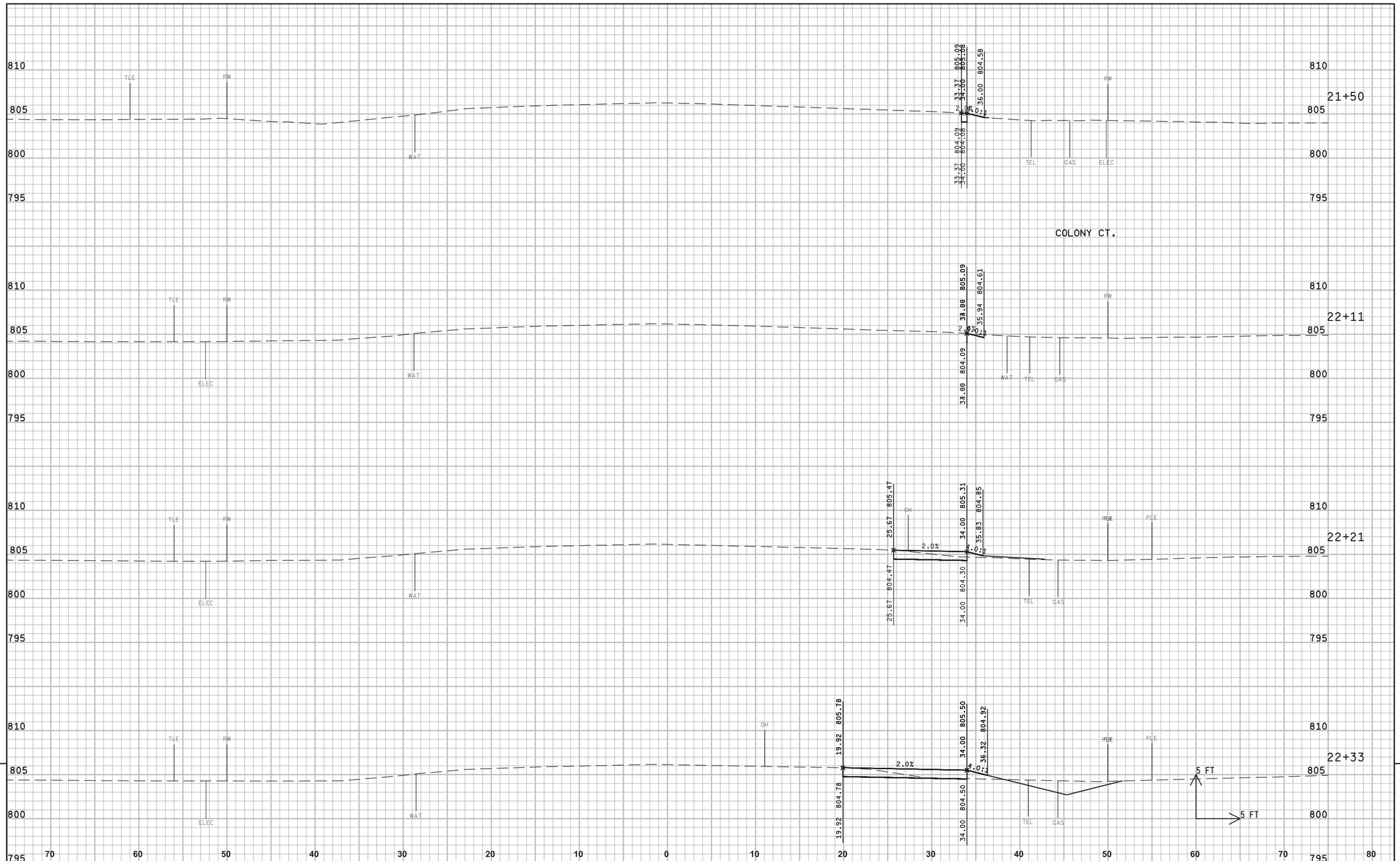
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 861	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:14 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

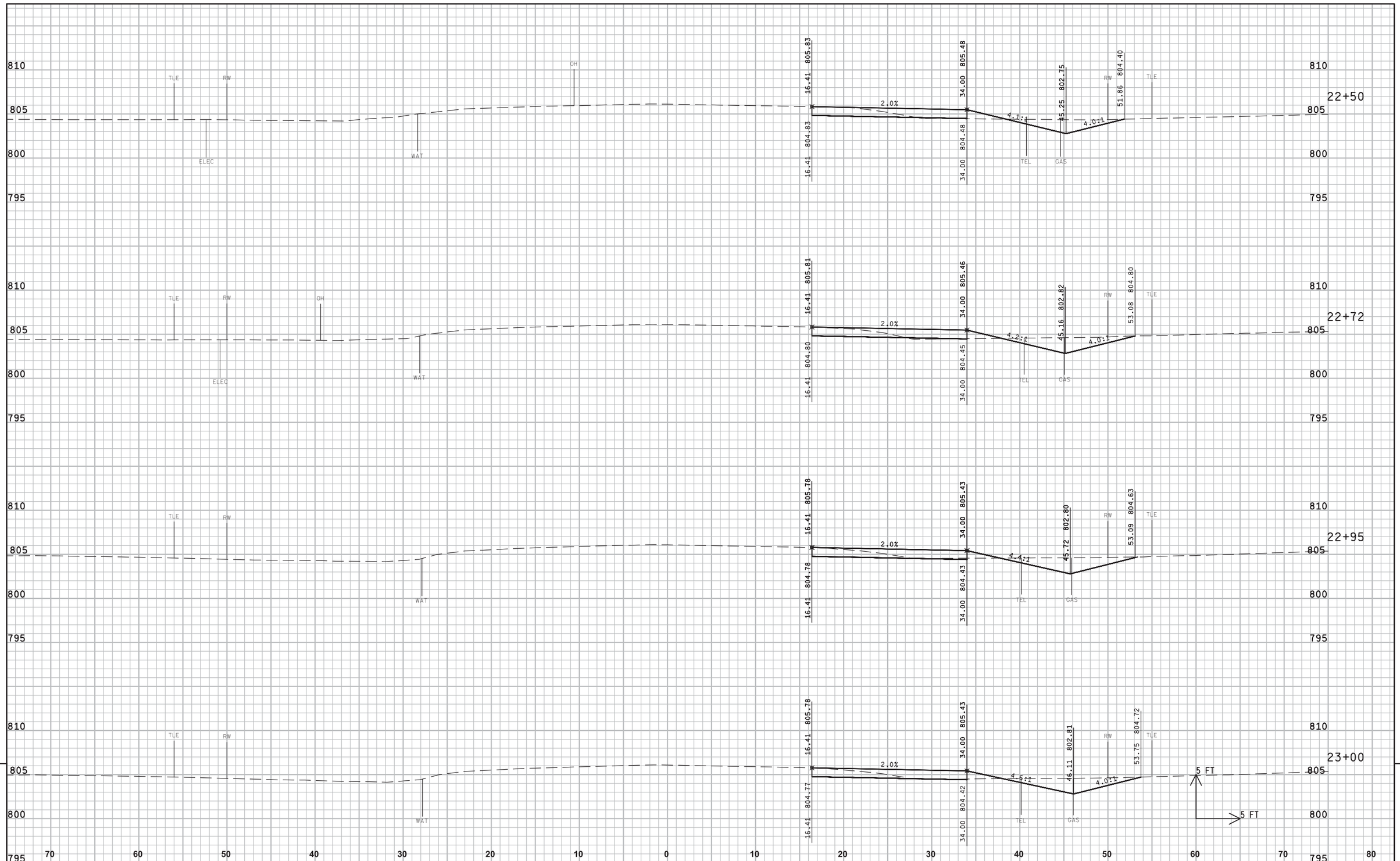
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 862	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:14 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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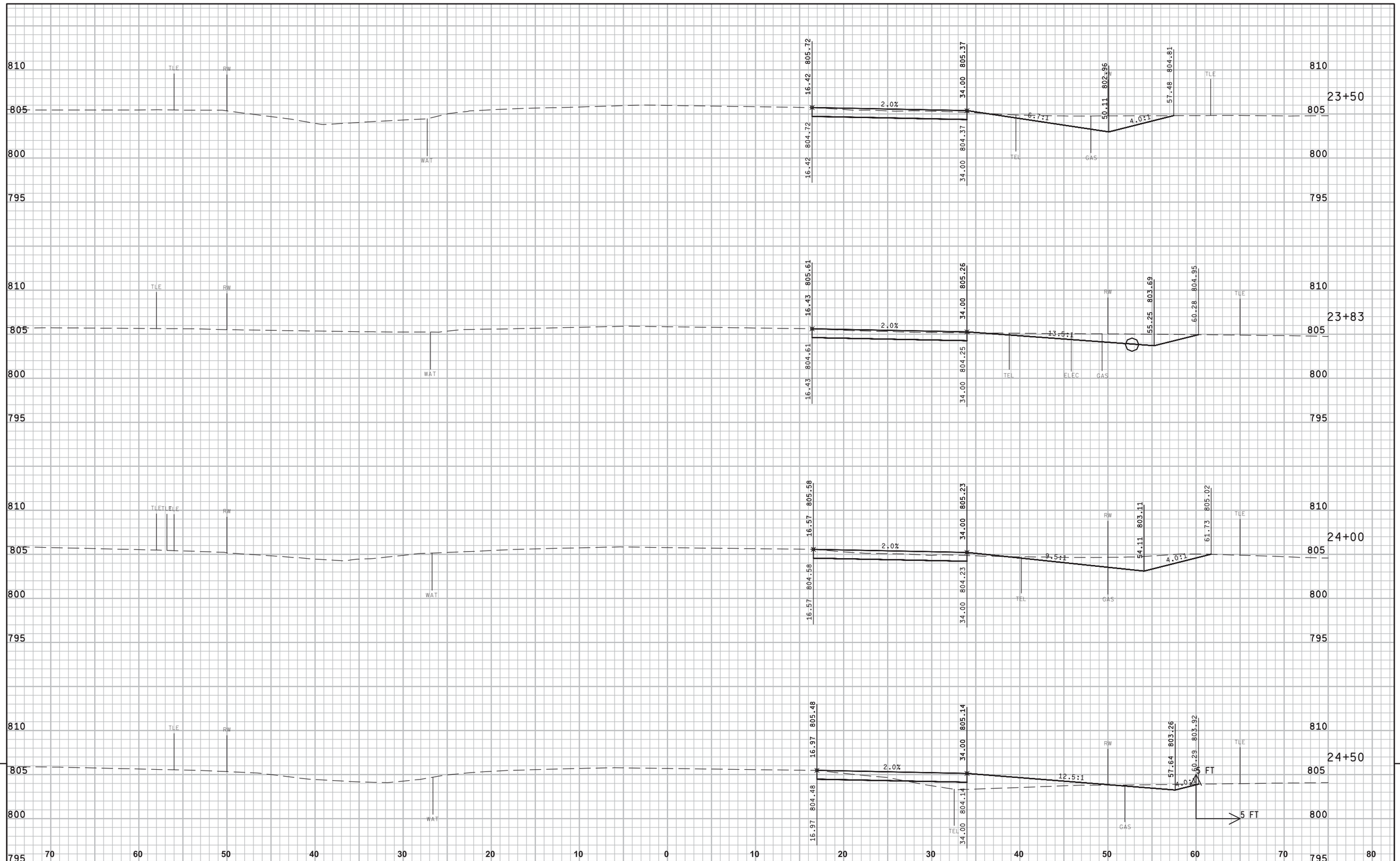
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 863	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:14 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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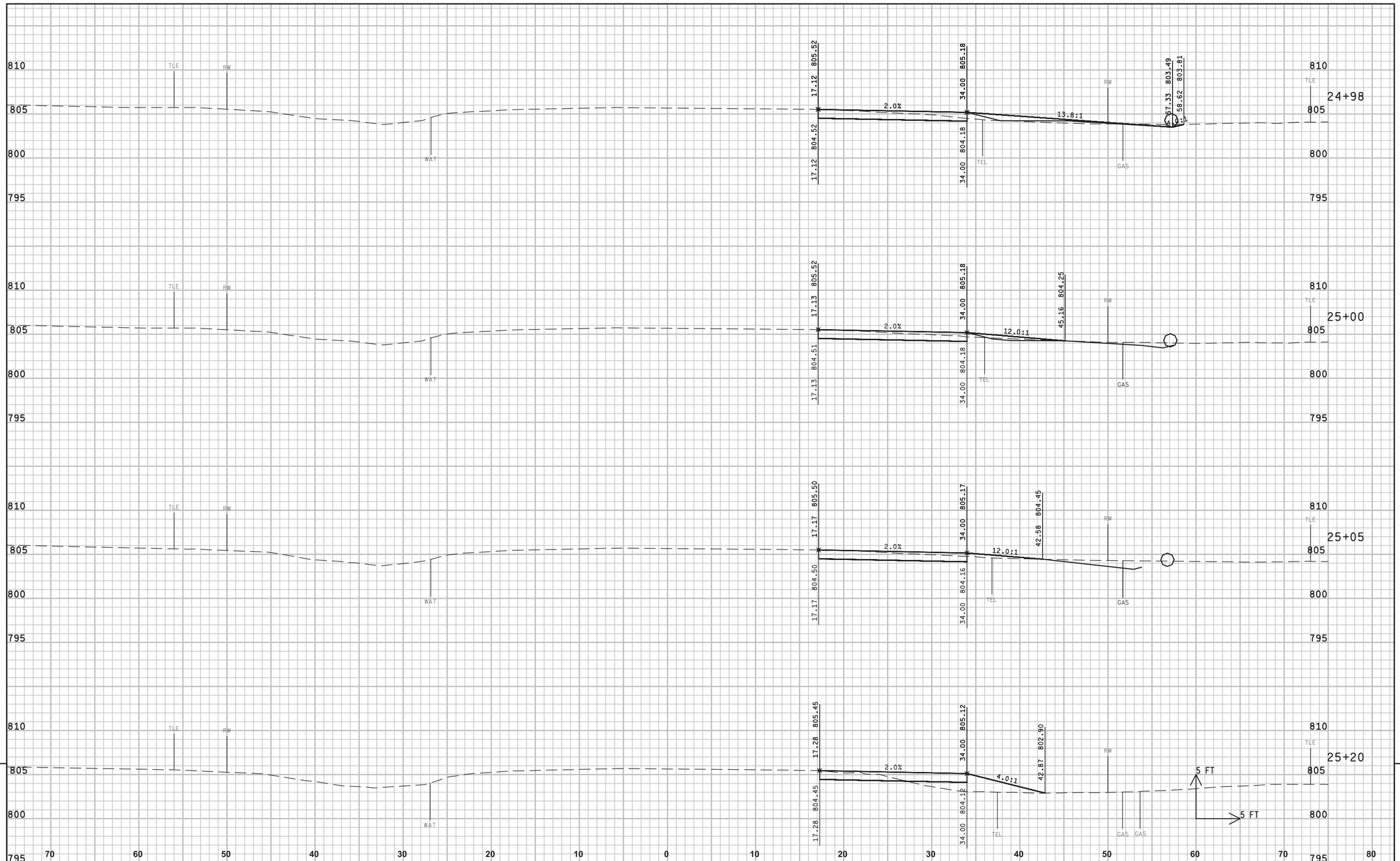
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 864	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:14 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

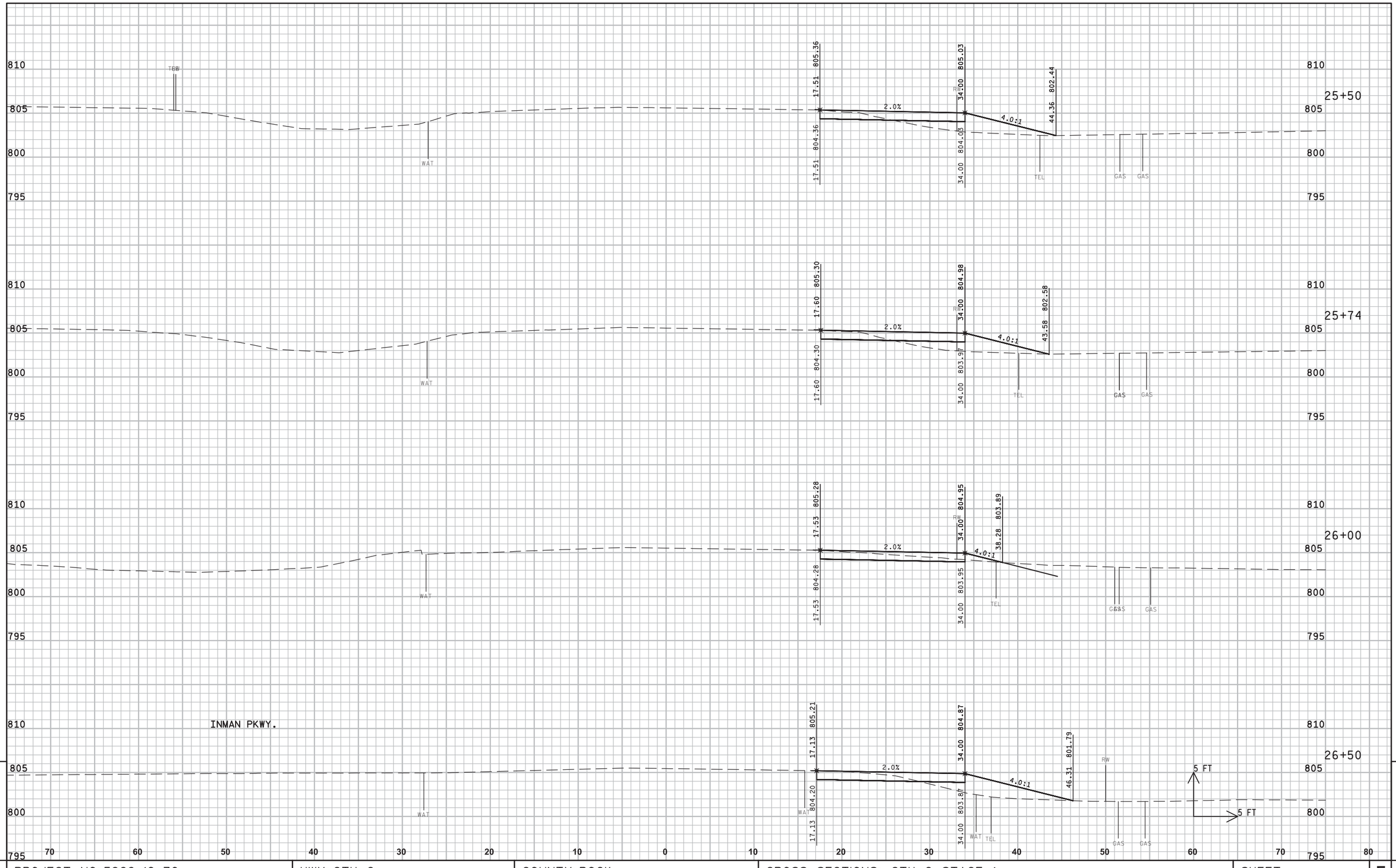
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 865	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:15 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

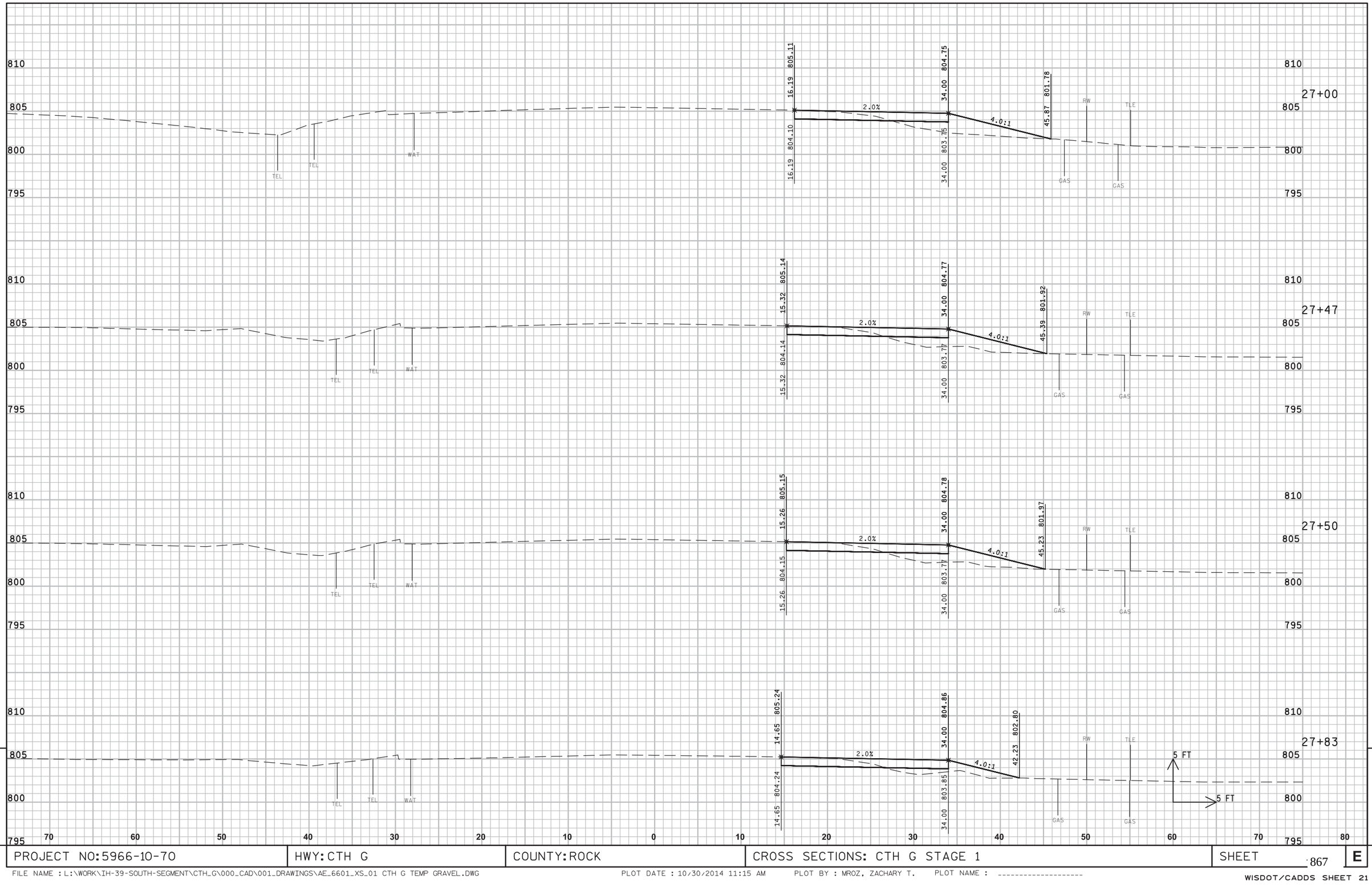
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 866 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:15 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

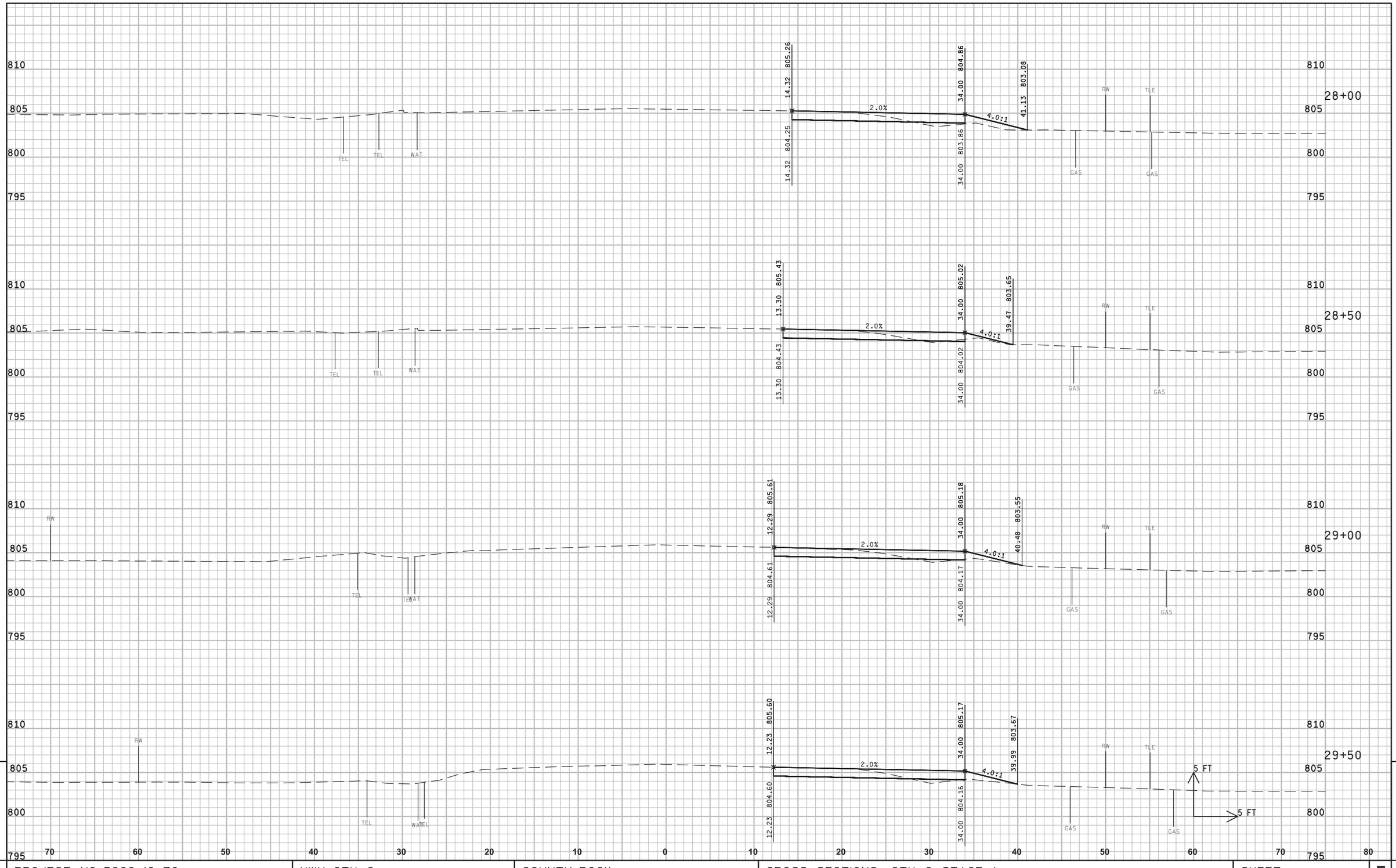
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 867	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:15 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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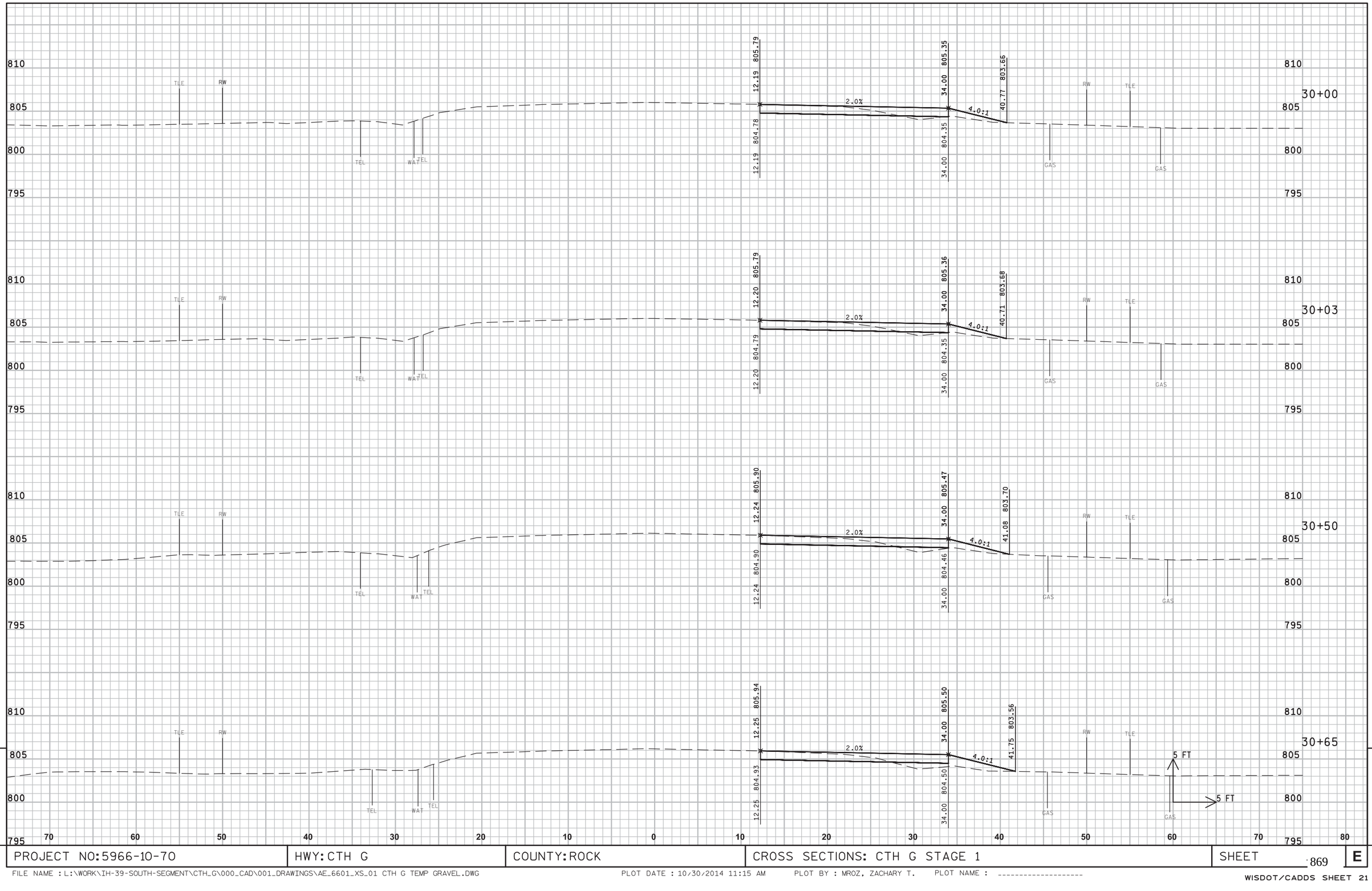
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 868	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:15 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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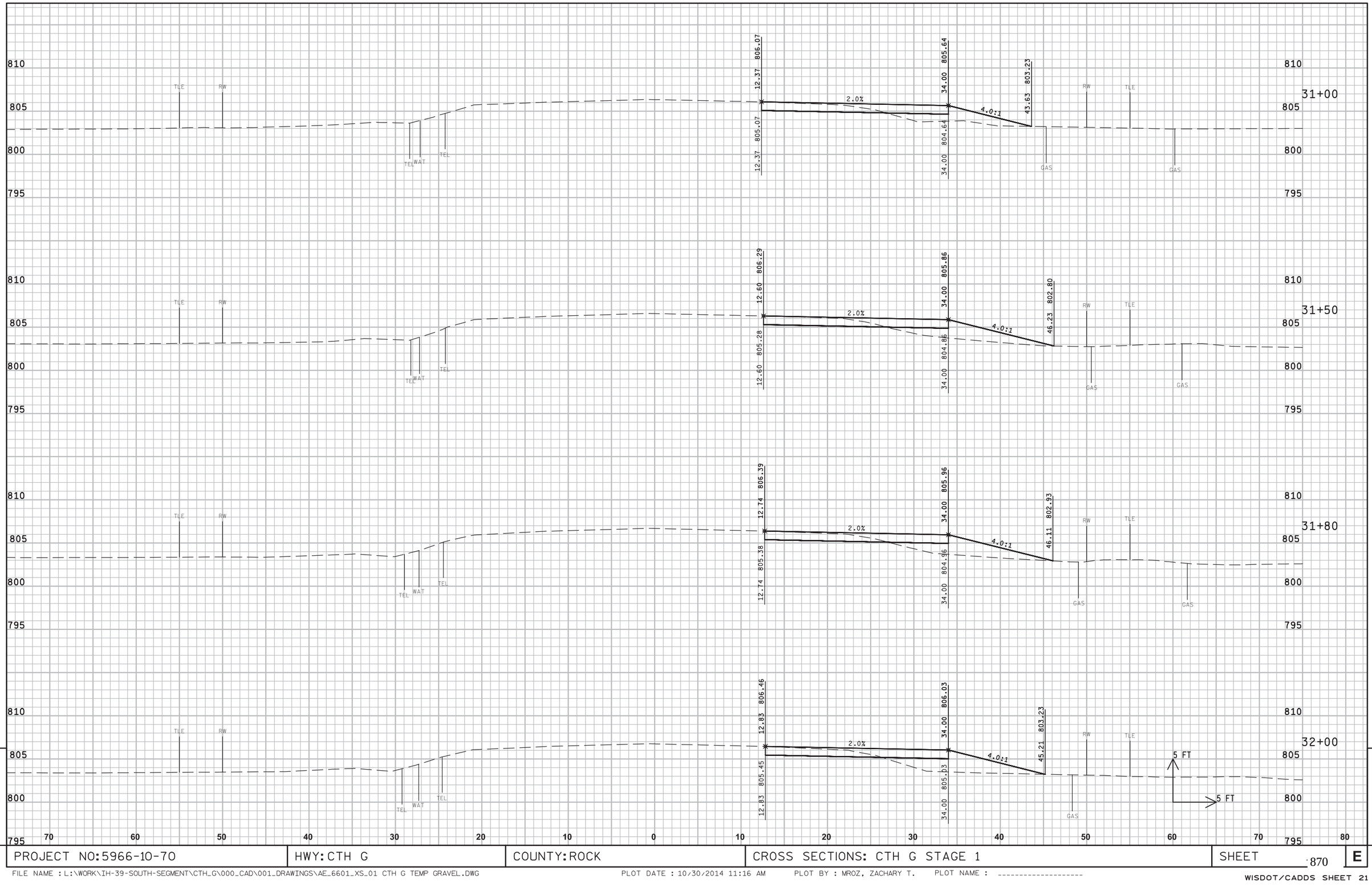
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 869	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:15 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

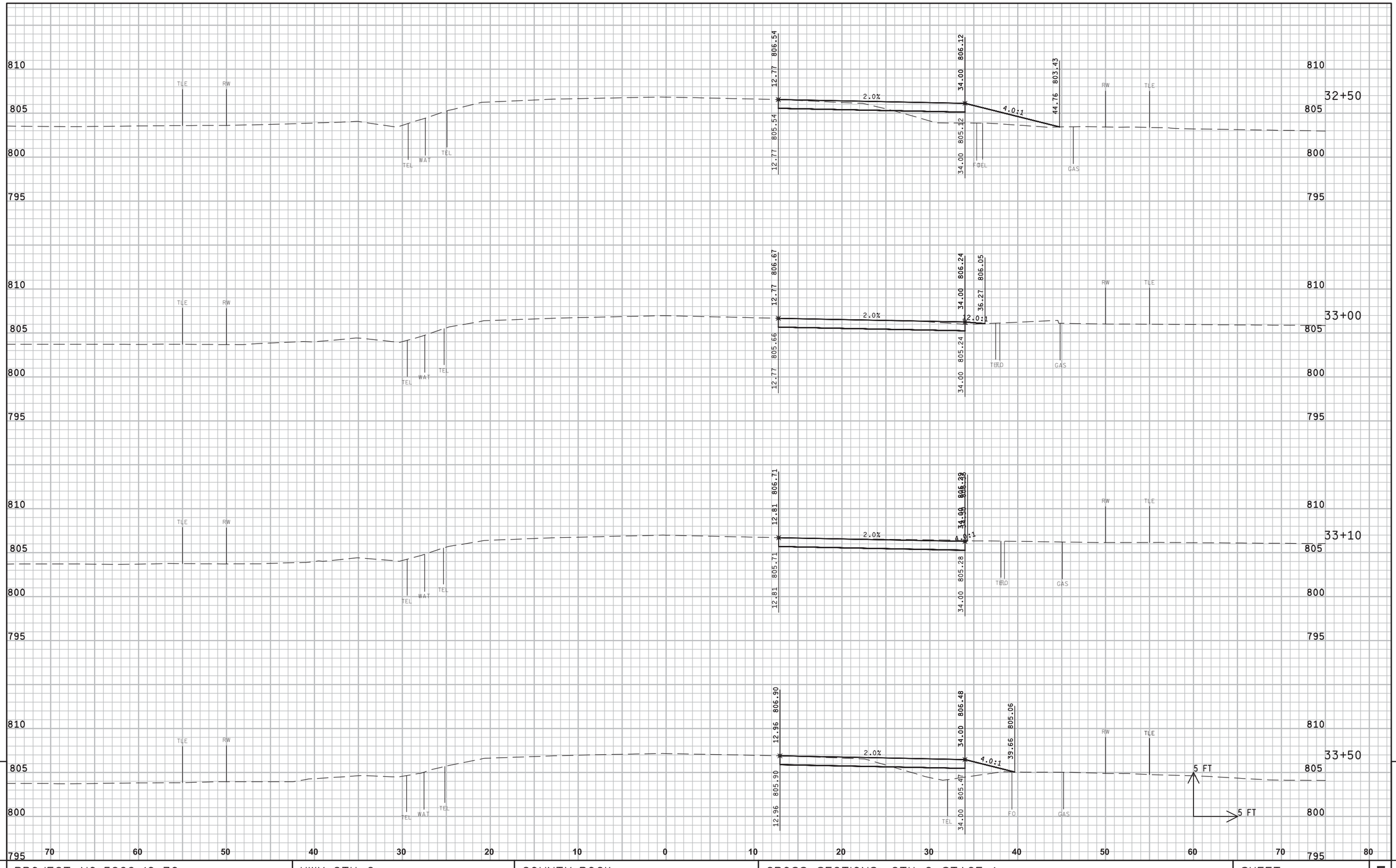
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 870	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:16 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

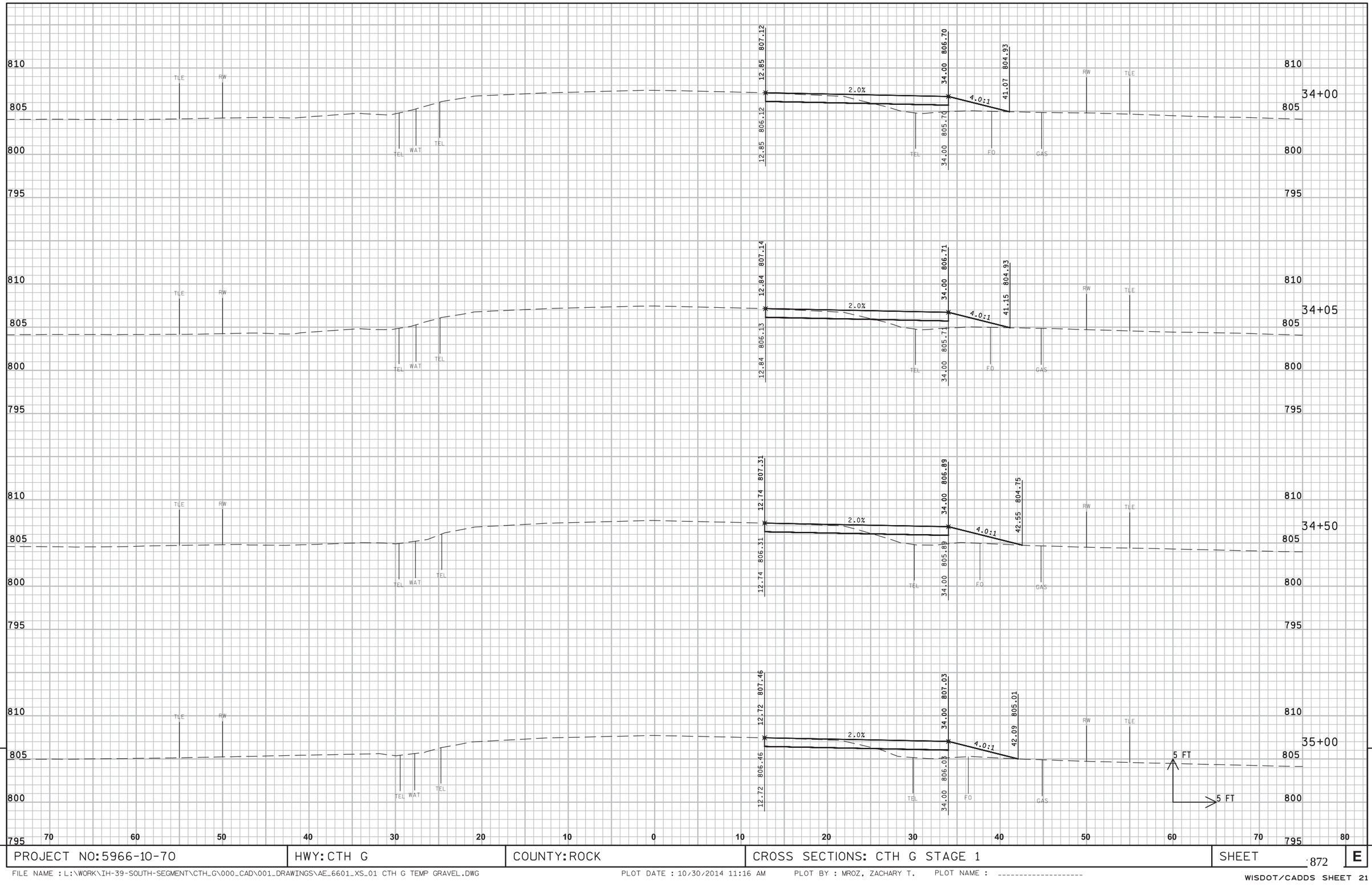
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 871 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:16 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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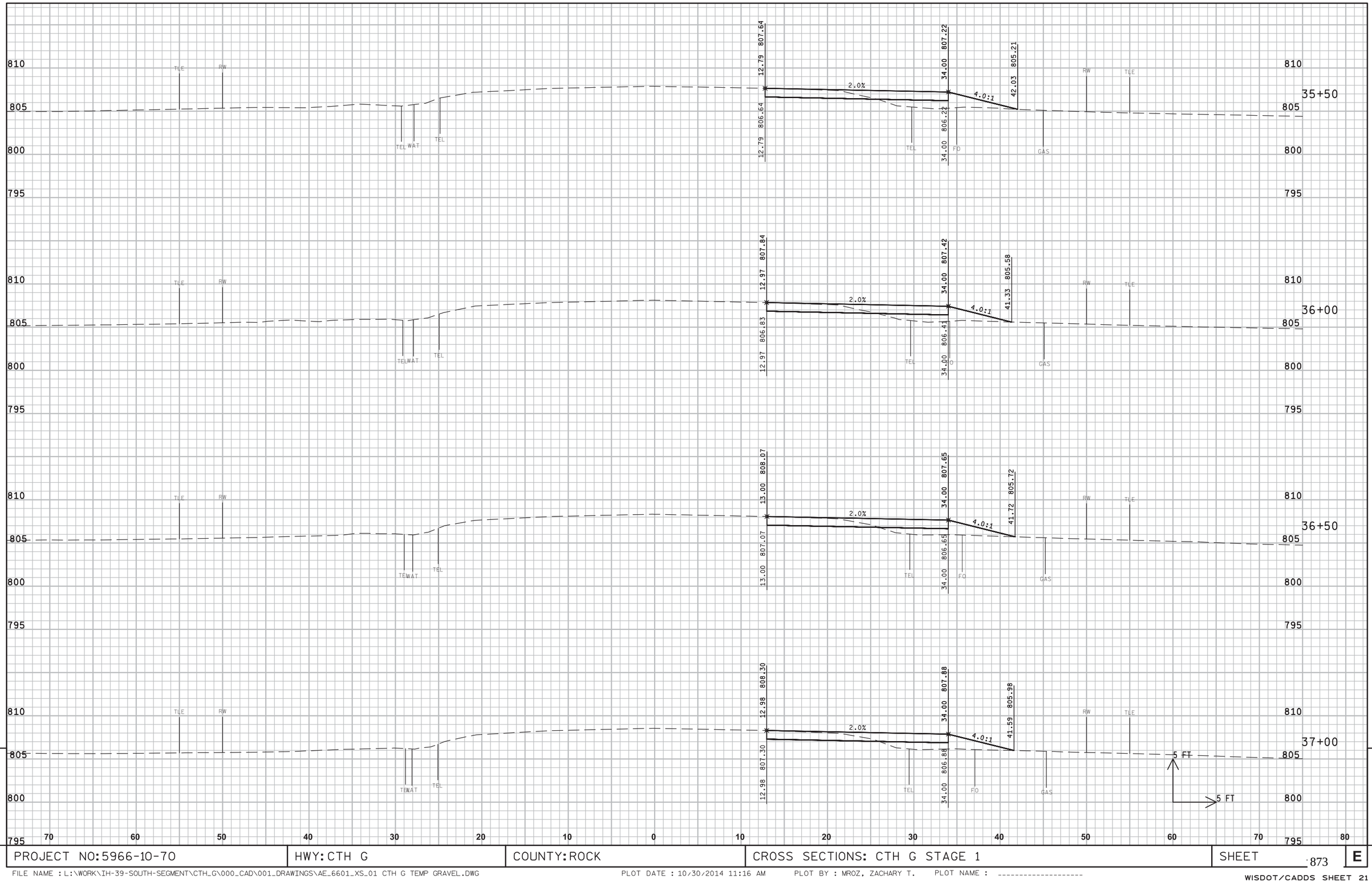
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 872	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:16 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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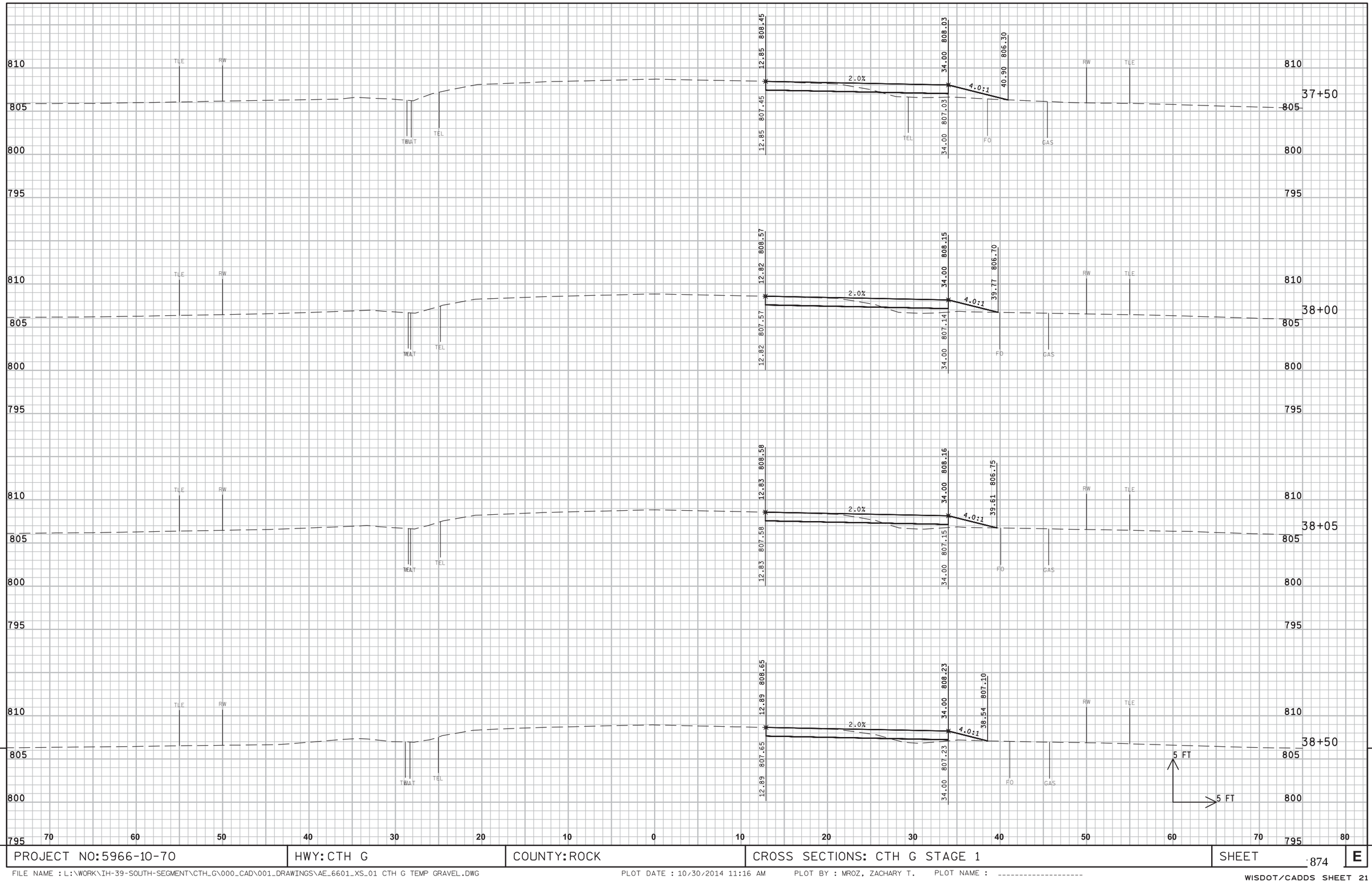
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 873	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:16 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

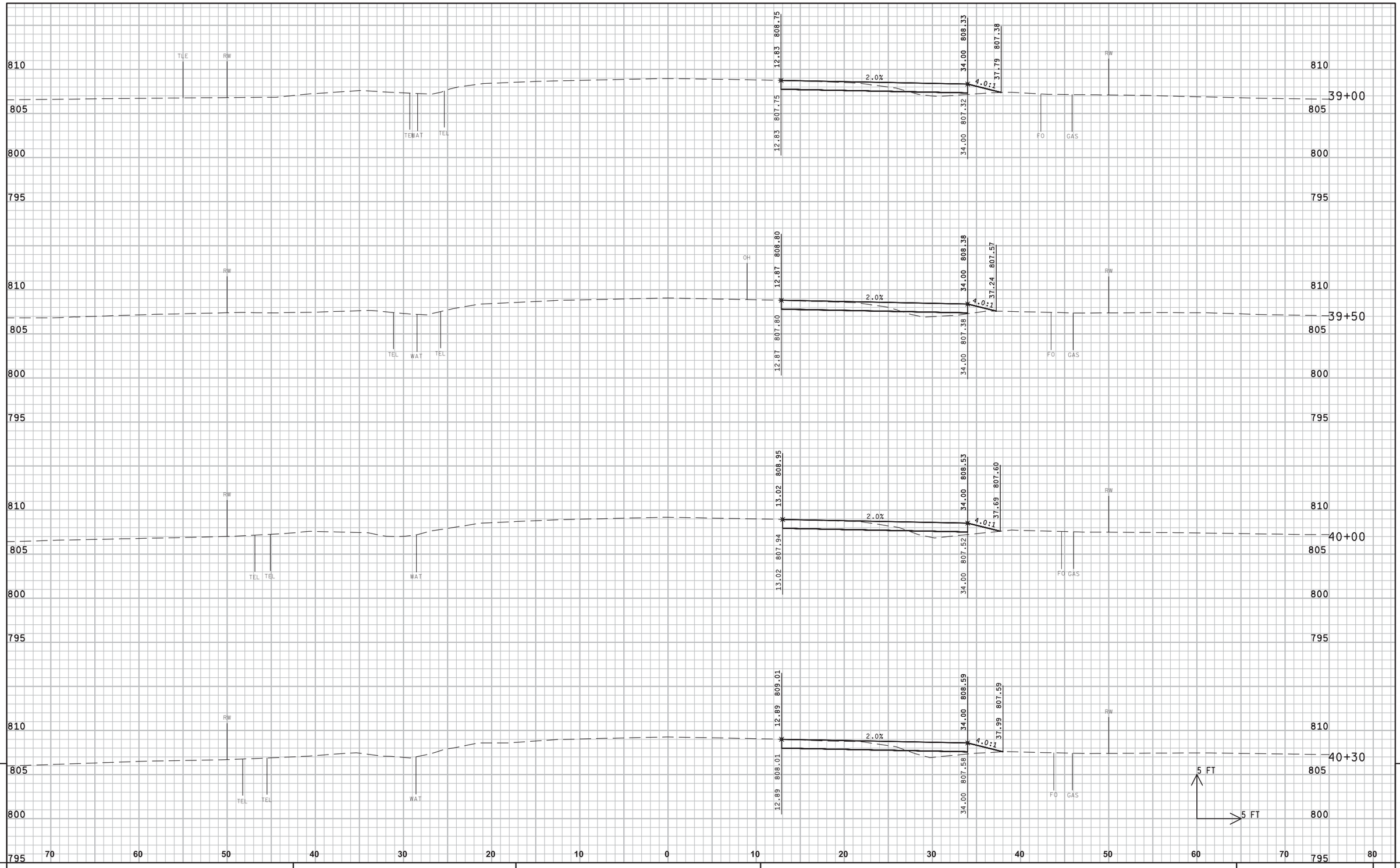
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 874 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:16 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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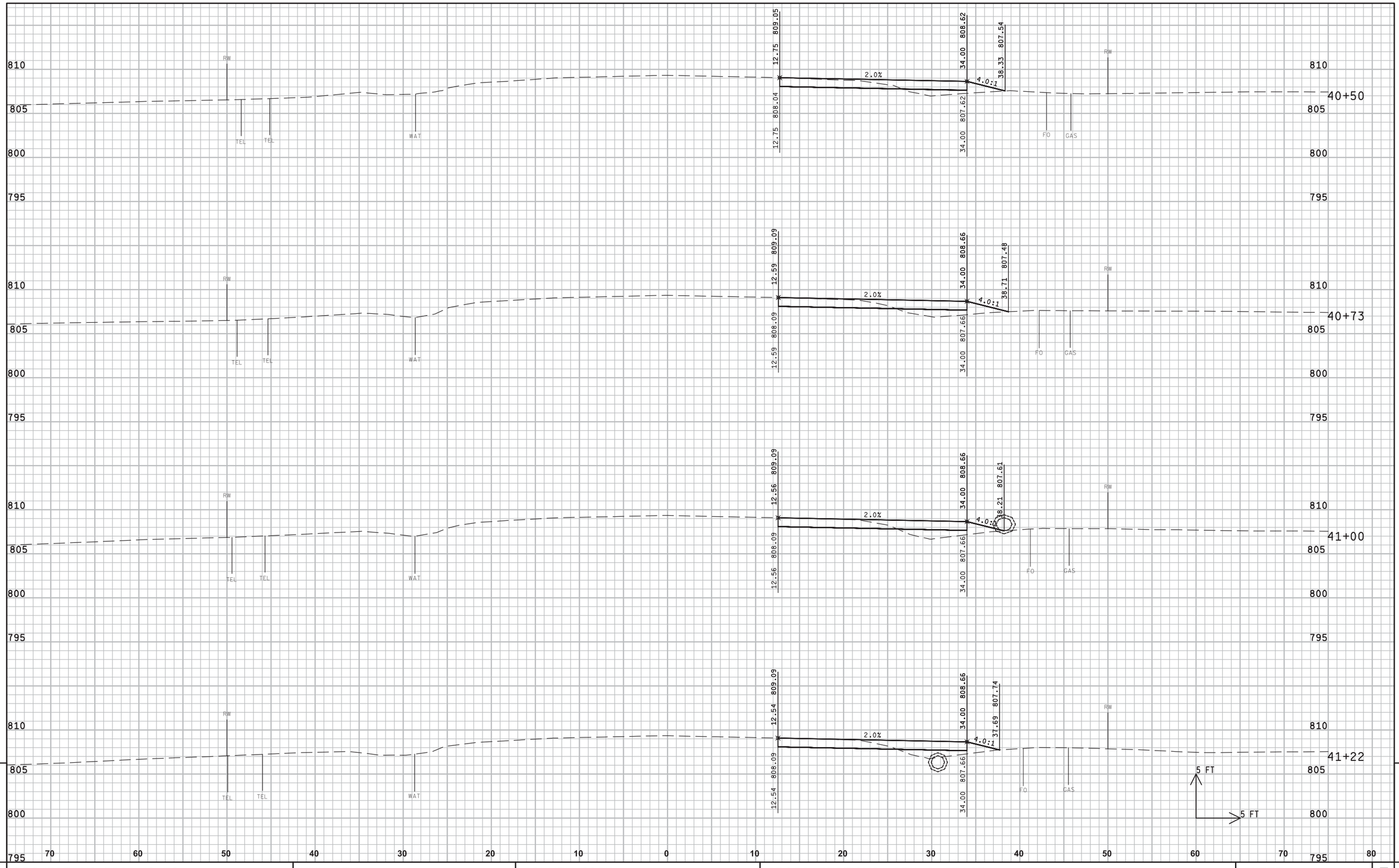
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 875	E



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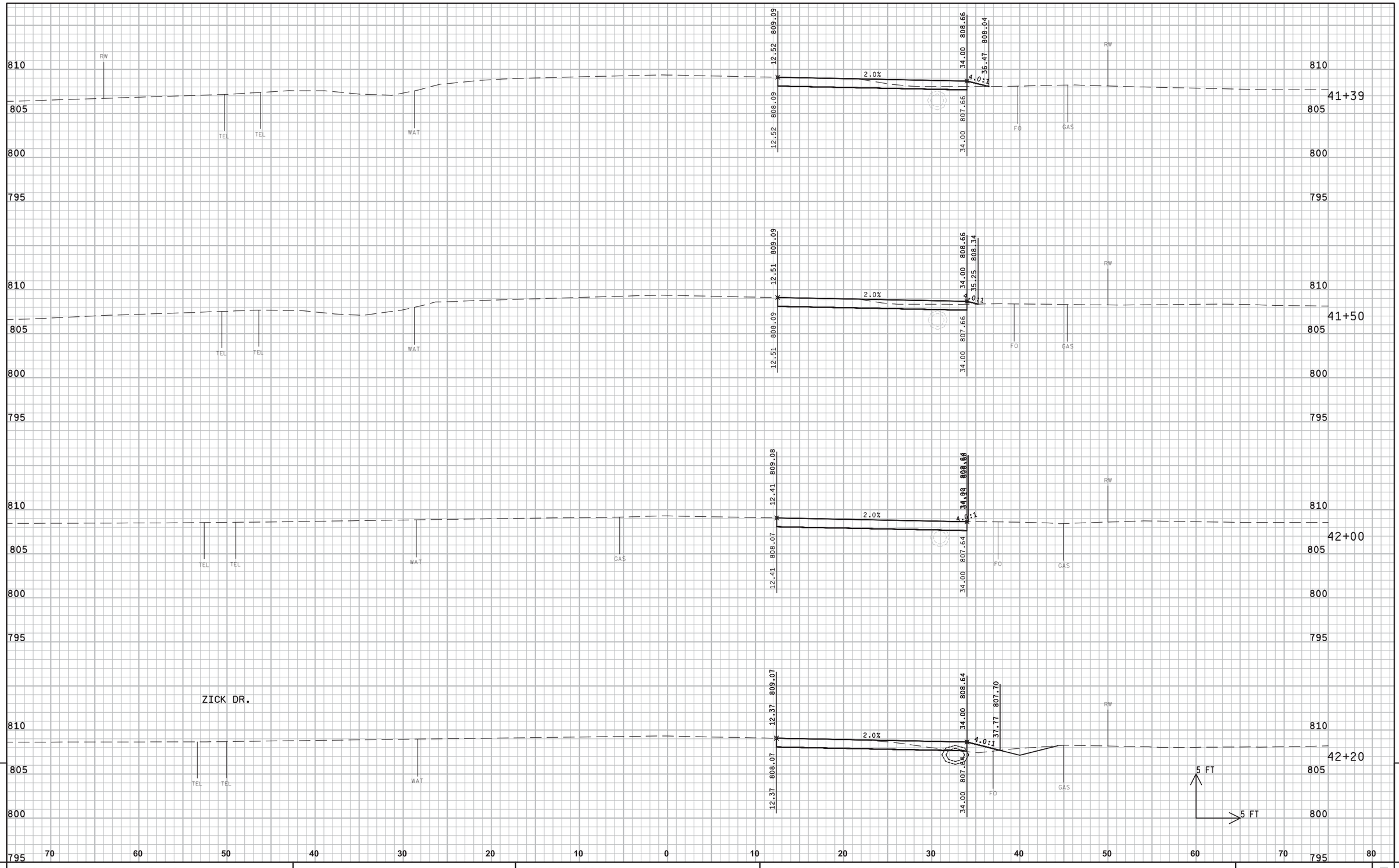
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 876	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:17 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

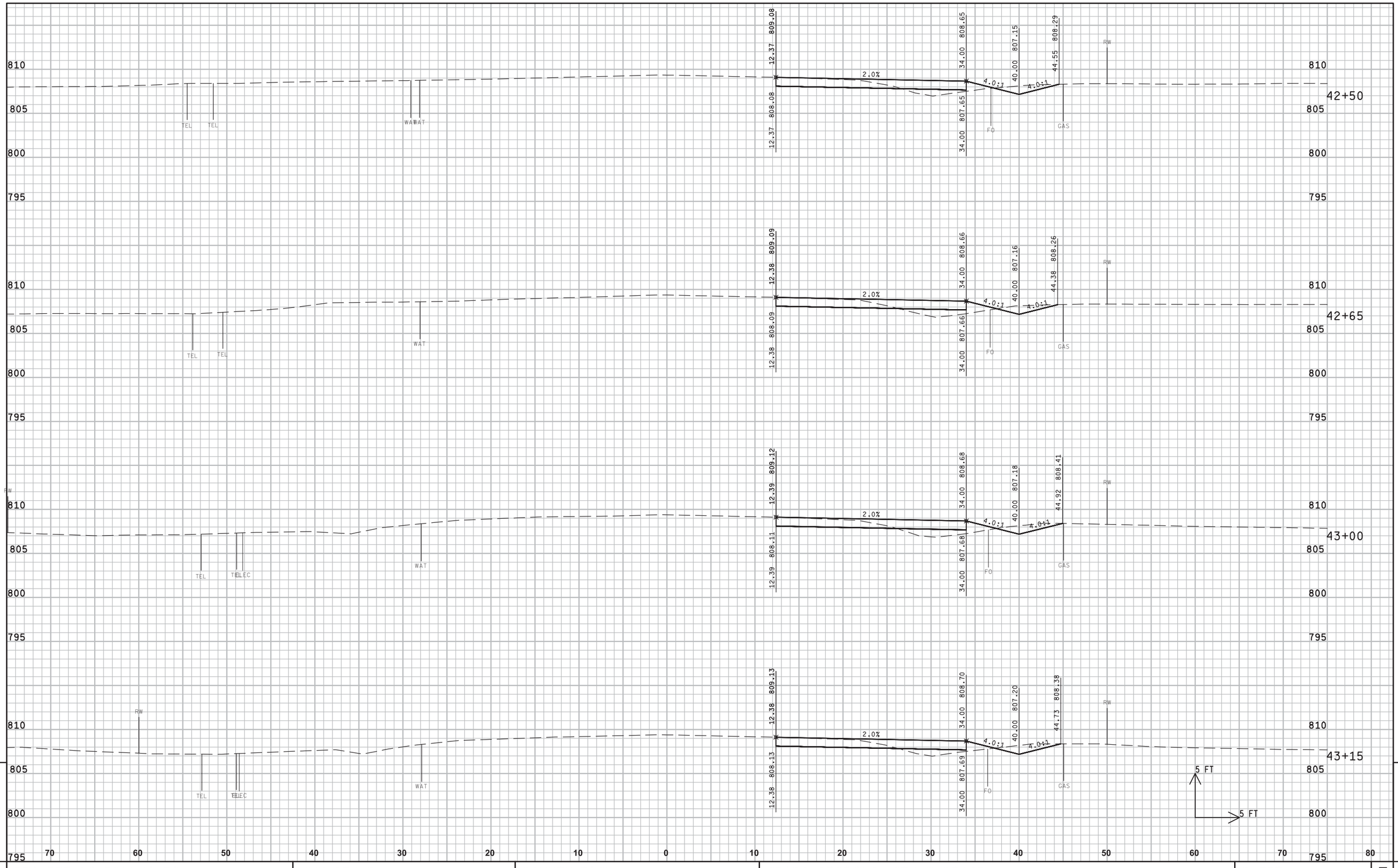
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 877	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:17 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

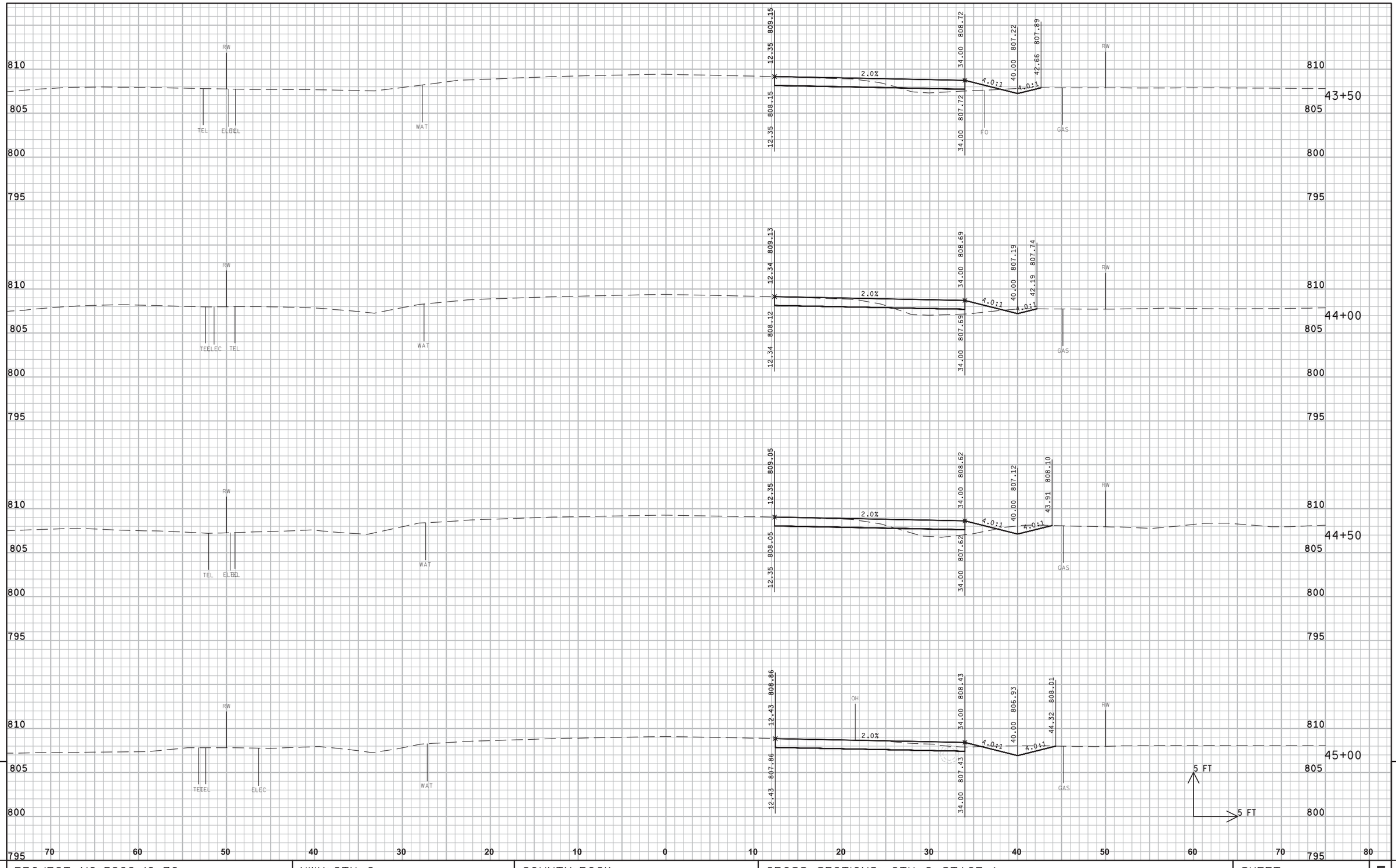
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 878	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:17 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

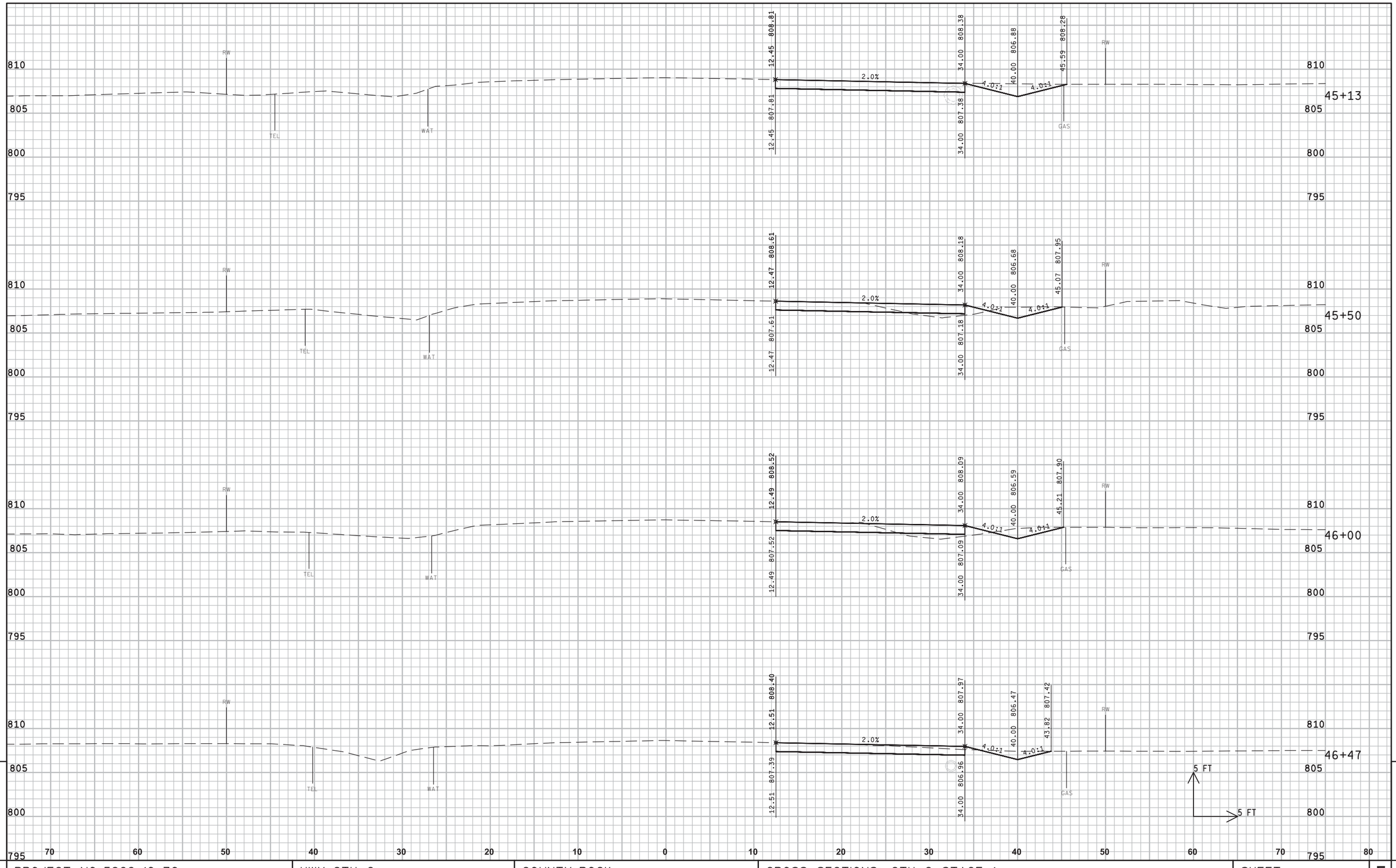
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 879	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:17 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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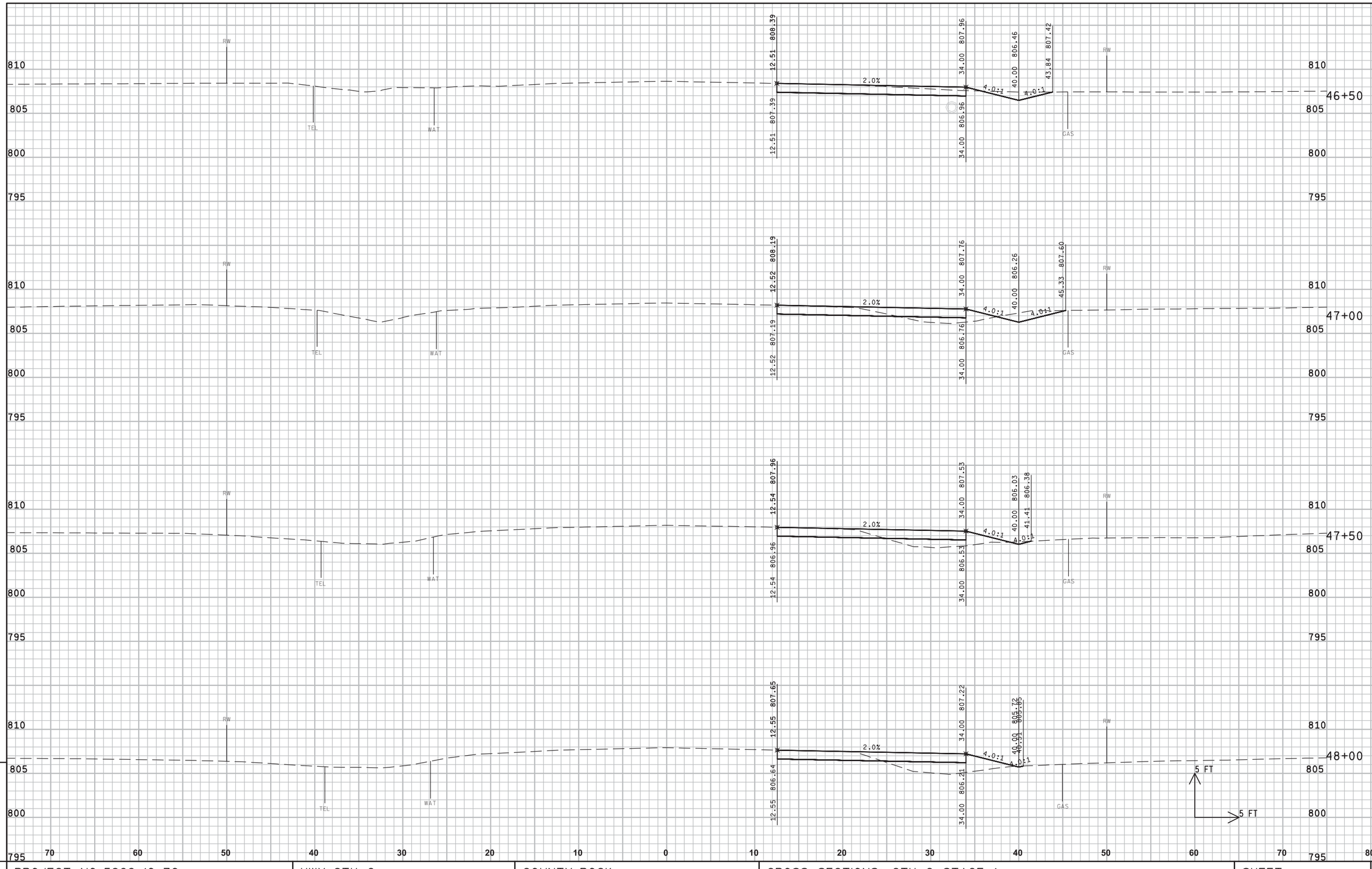
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 880	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:18 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

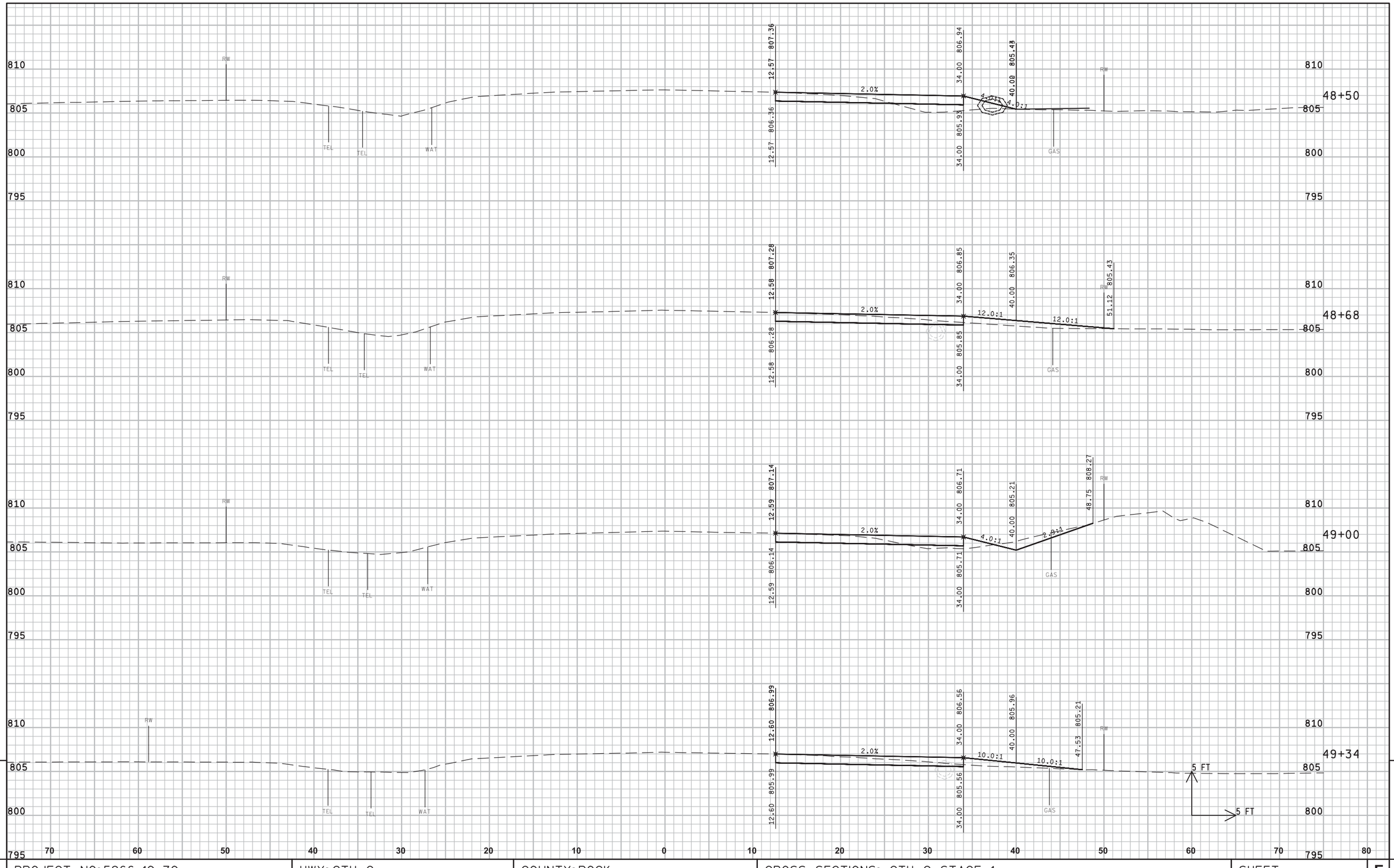
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 881	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:18 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

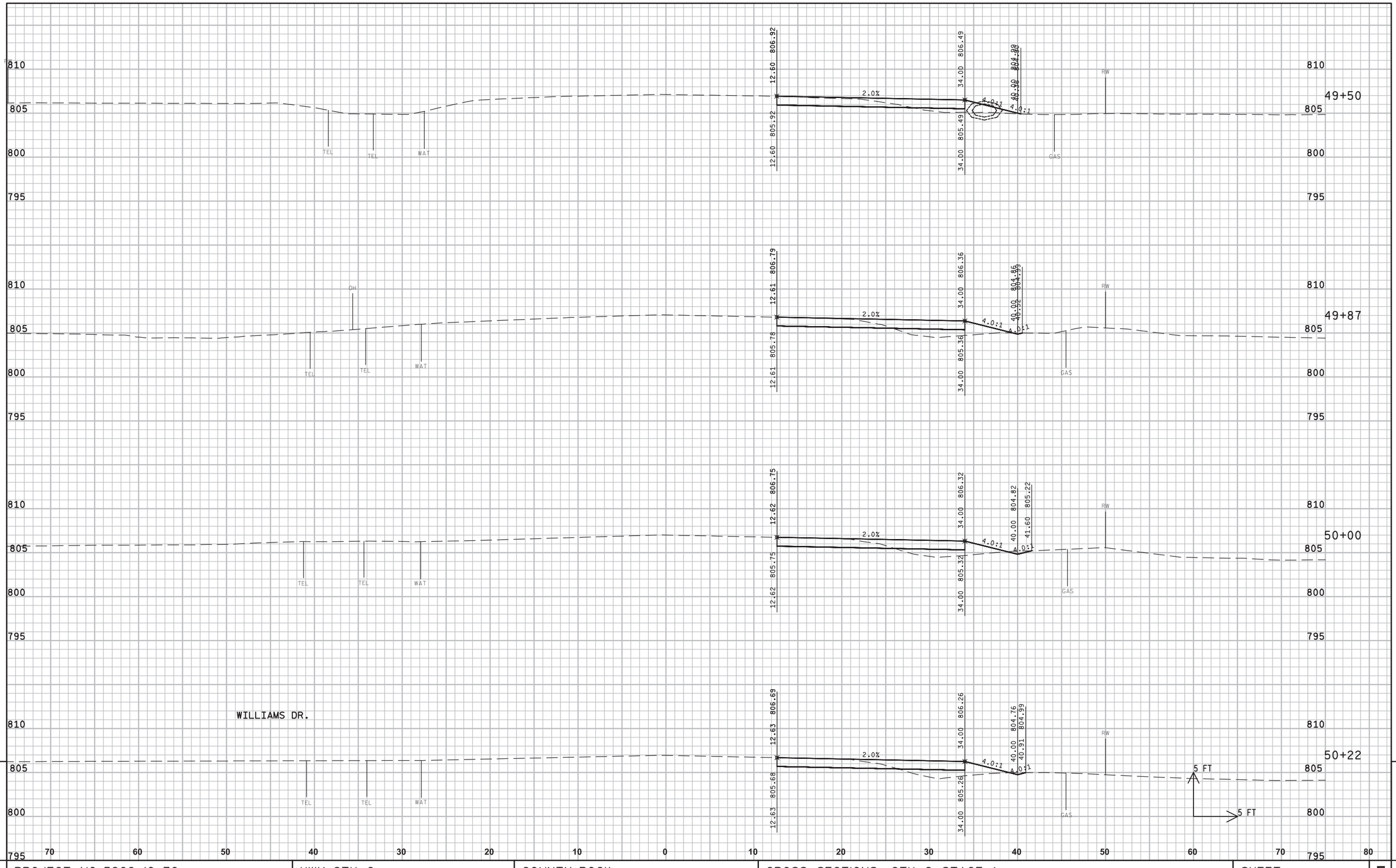
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 882	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:18 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

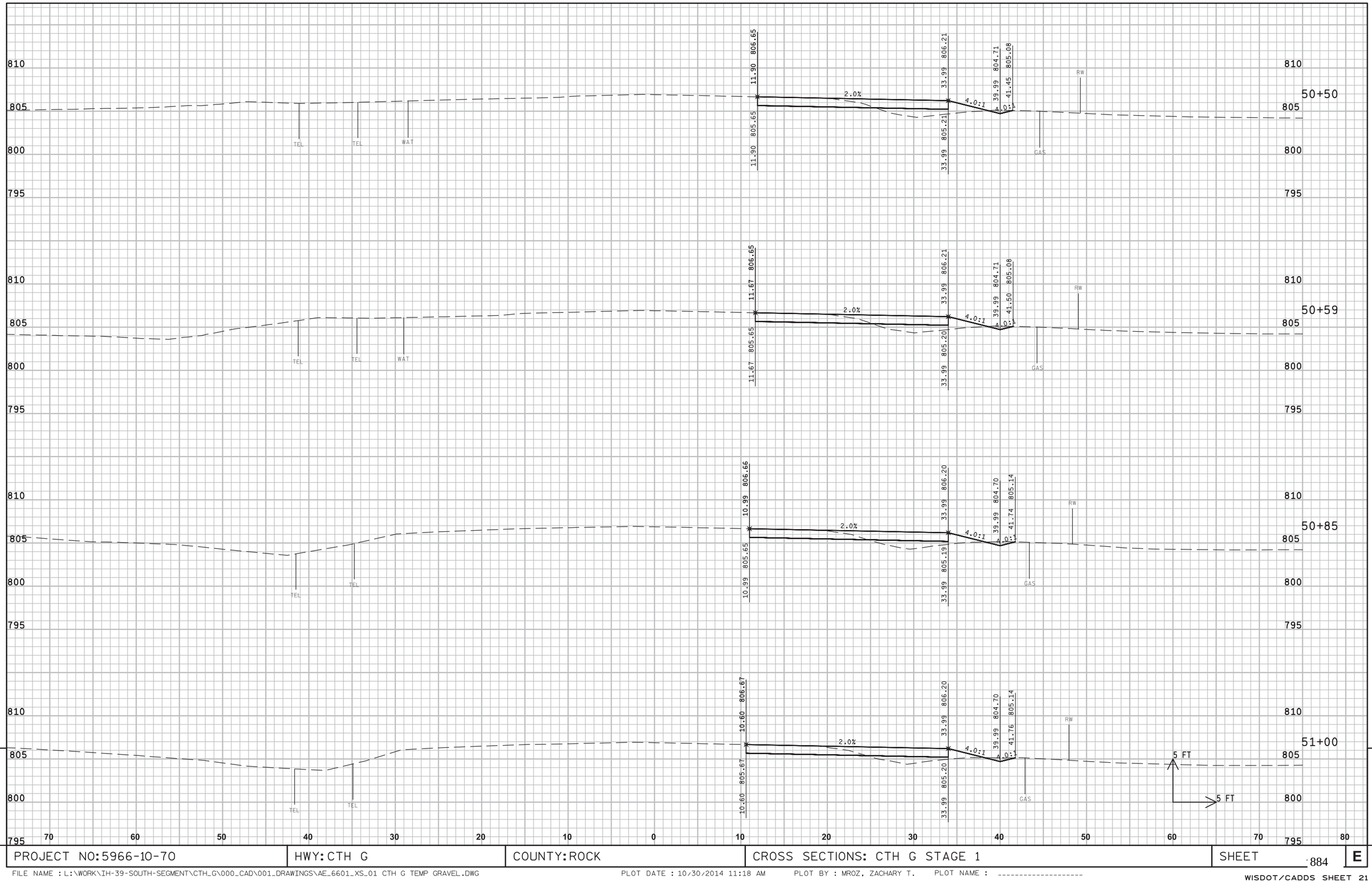
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 883	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:18 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

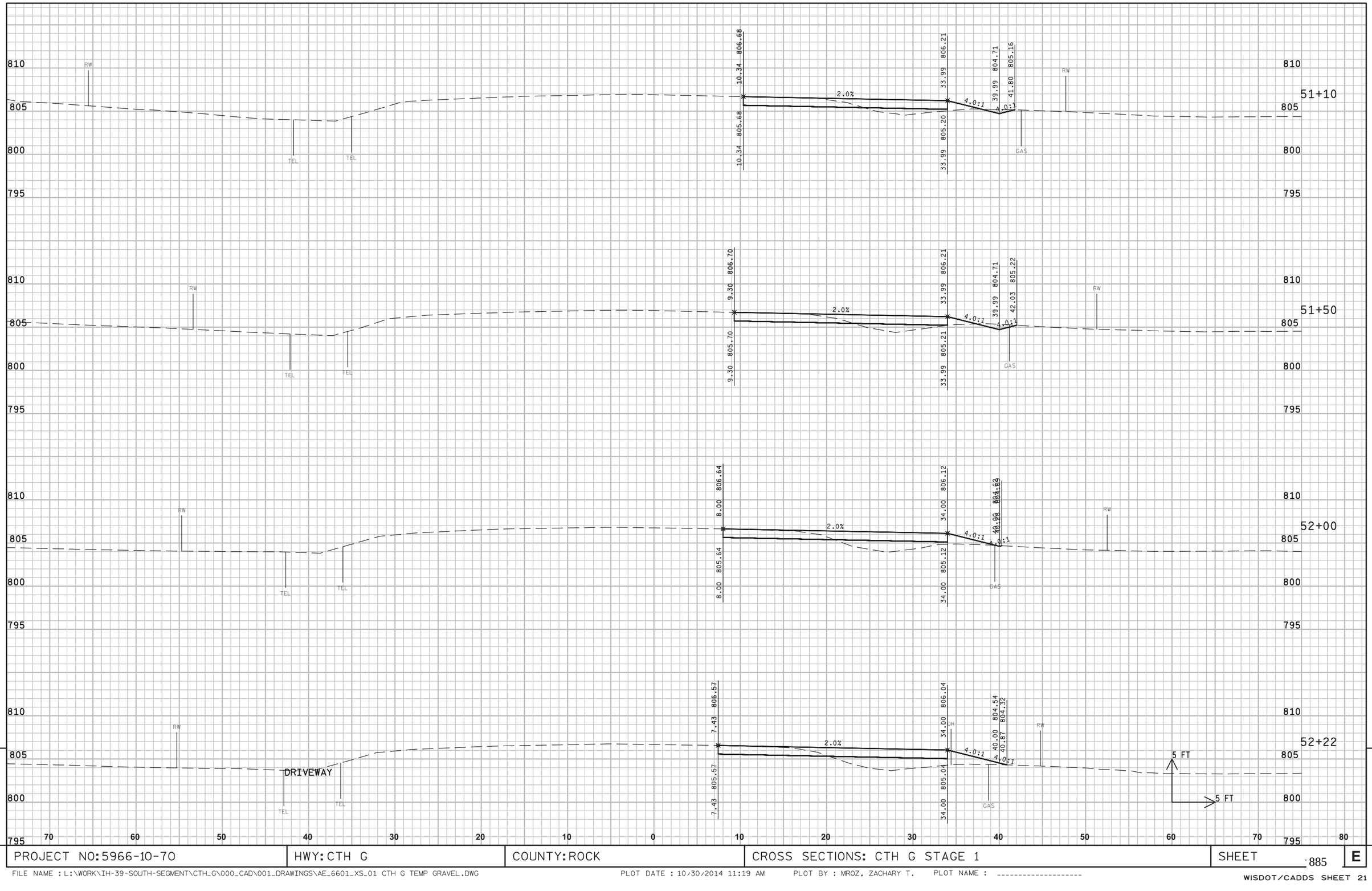
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 884	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:18 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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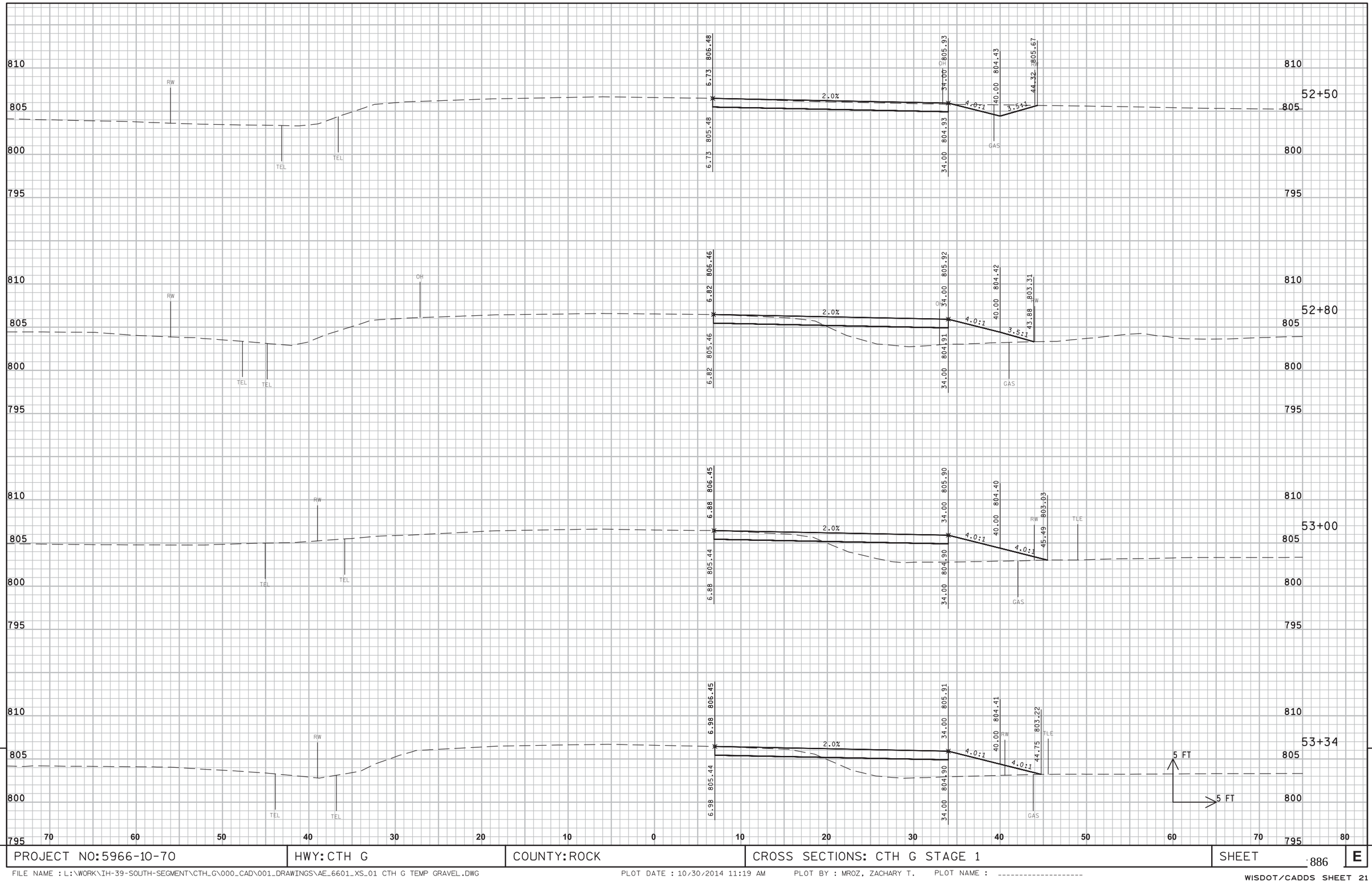
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 885	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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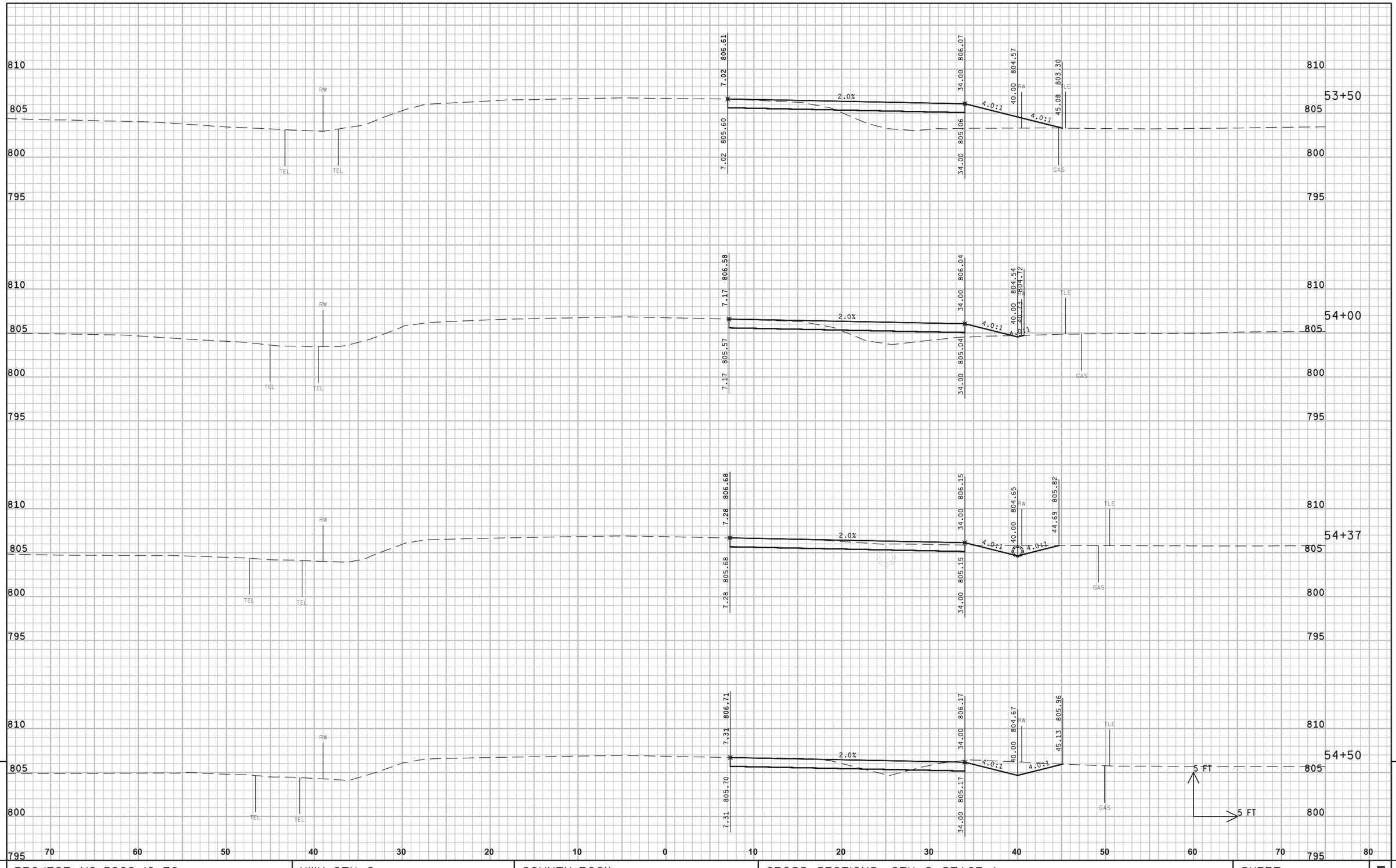
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 886	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

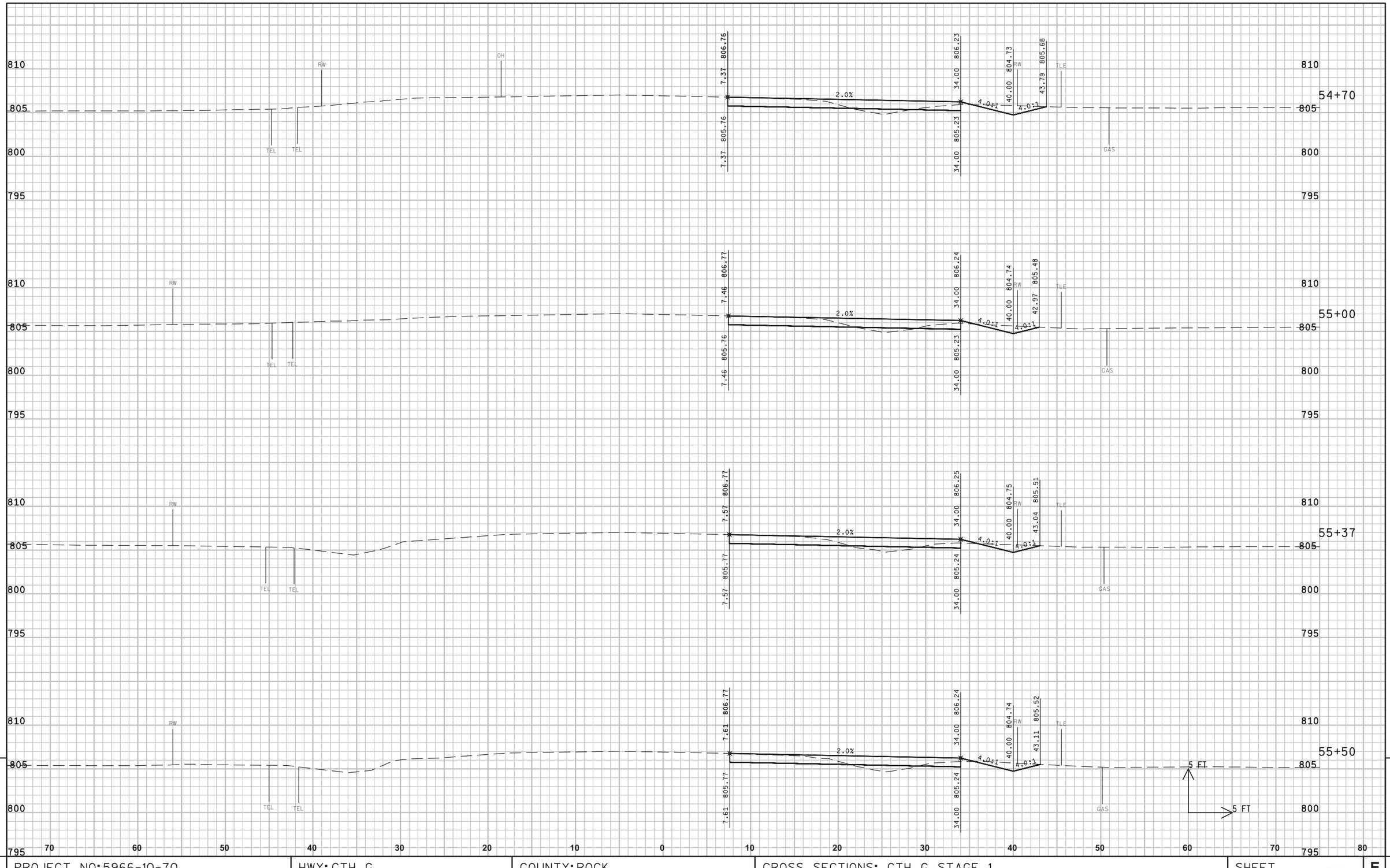
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 887	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

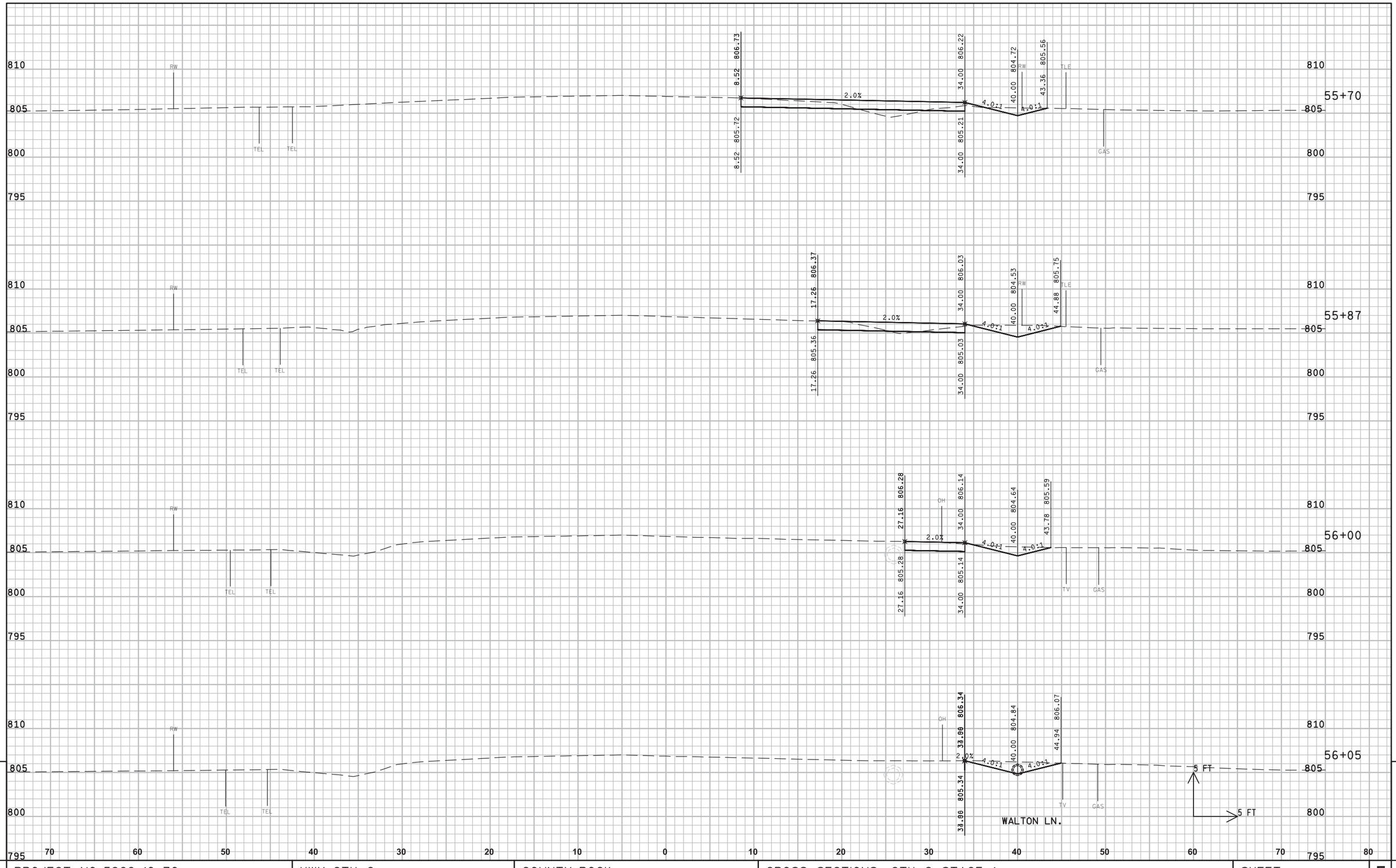
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 888	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

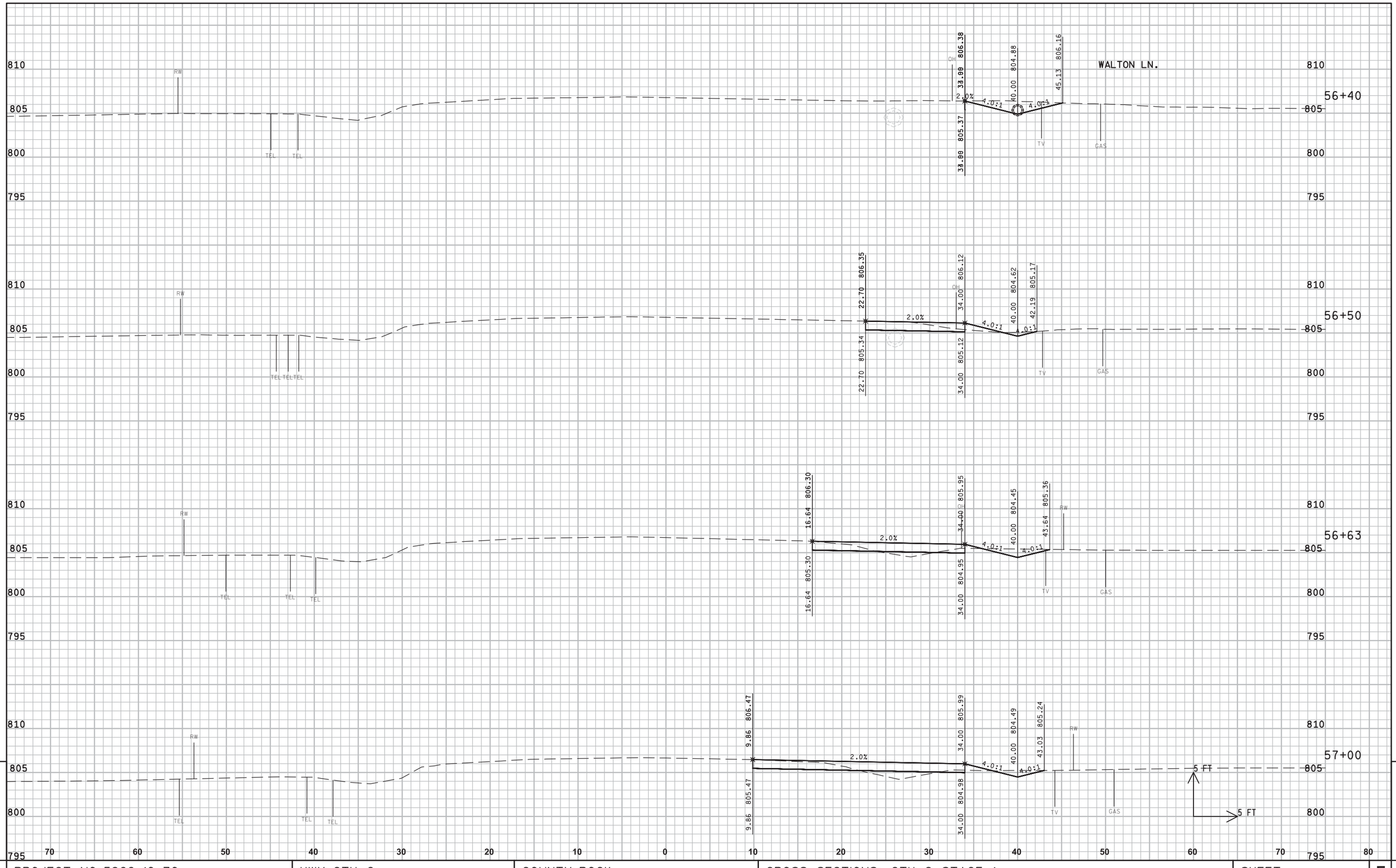
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 889	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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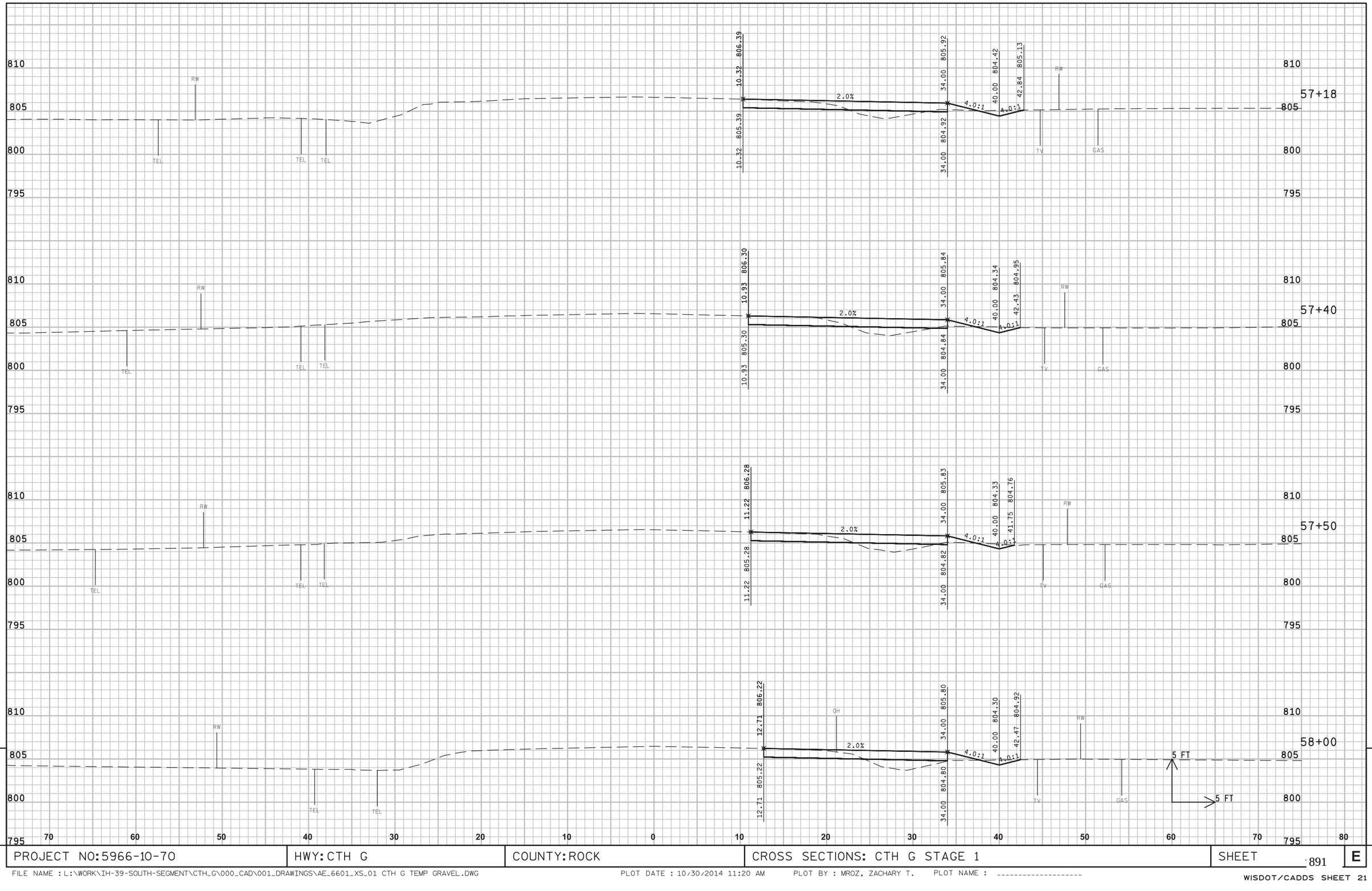
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 890	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

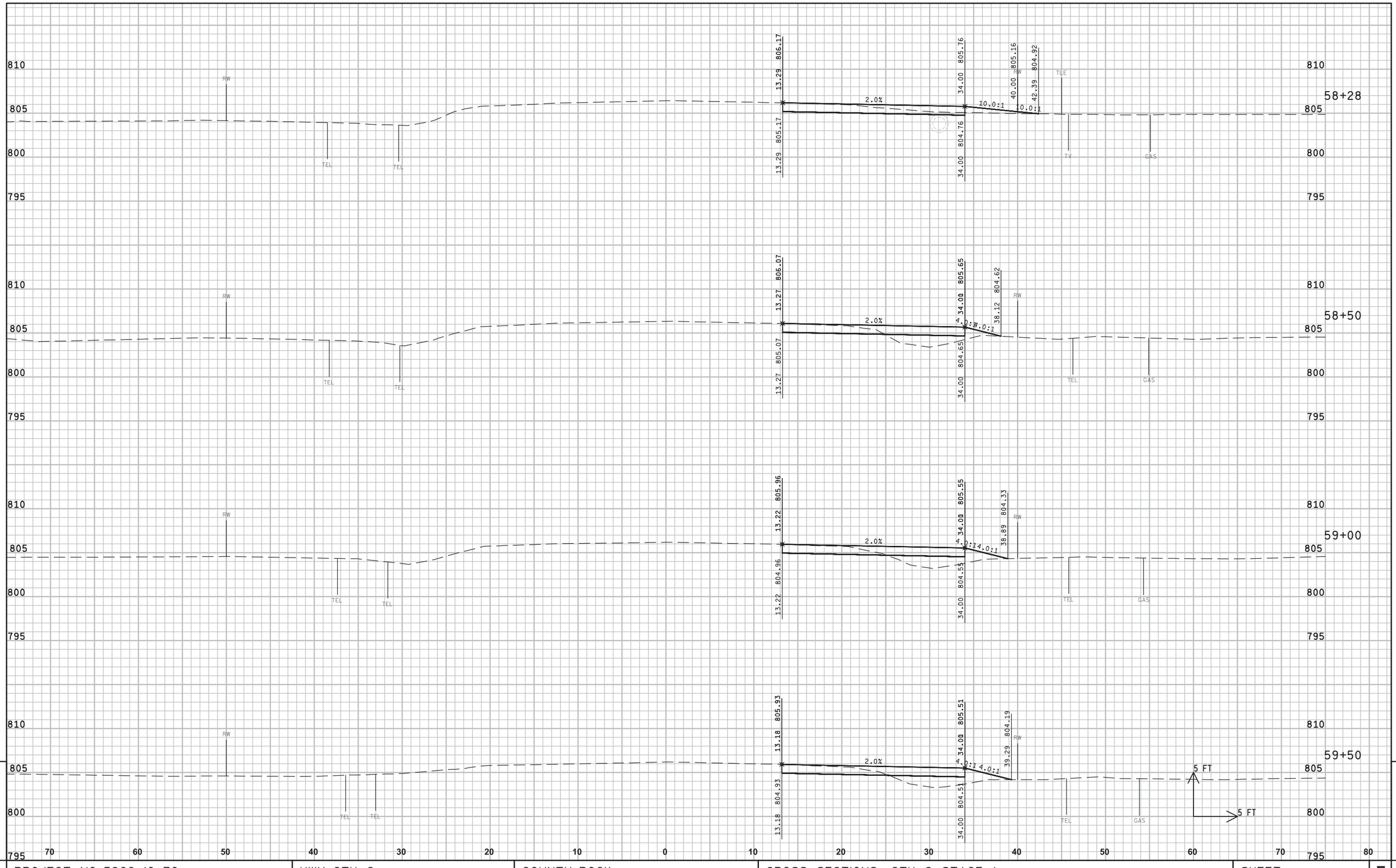
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 891 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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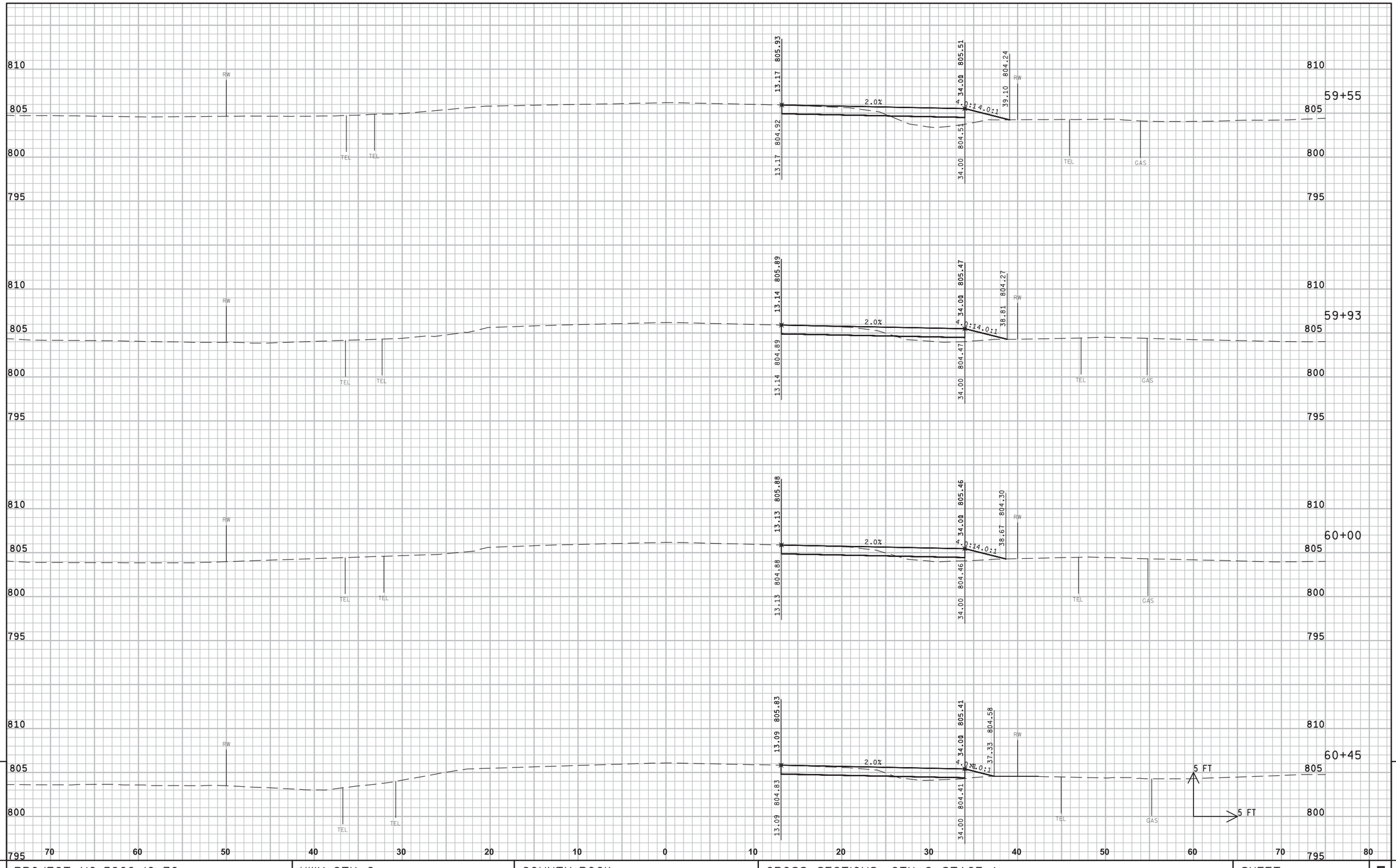
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 892	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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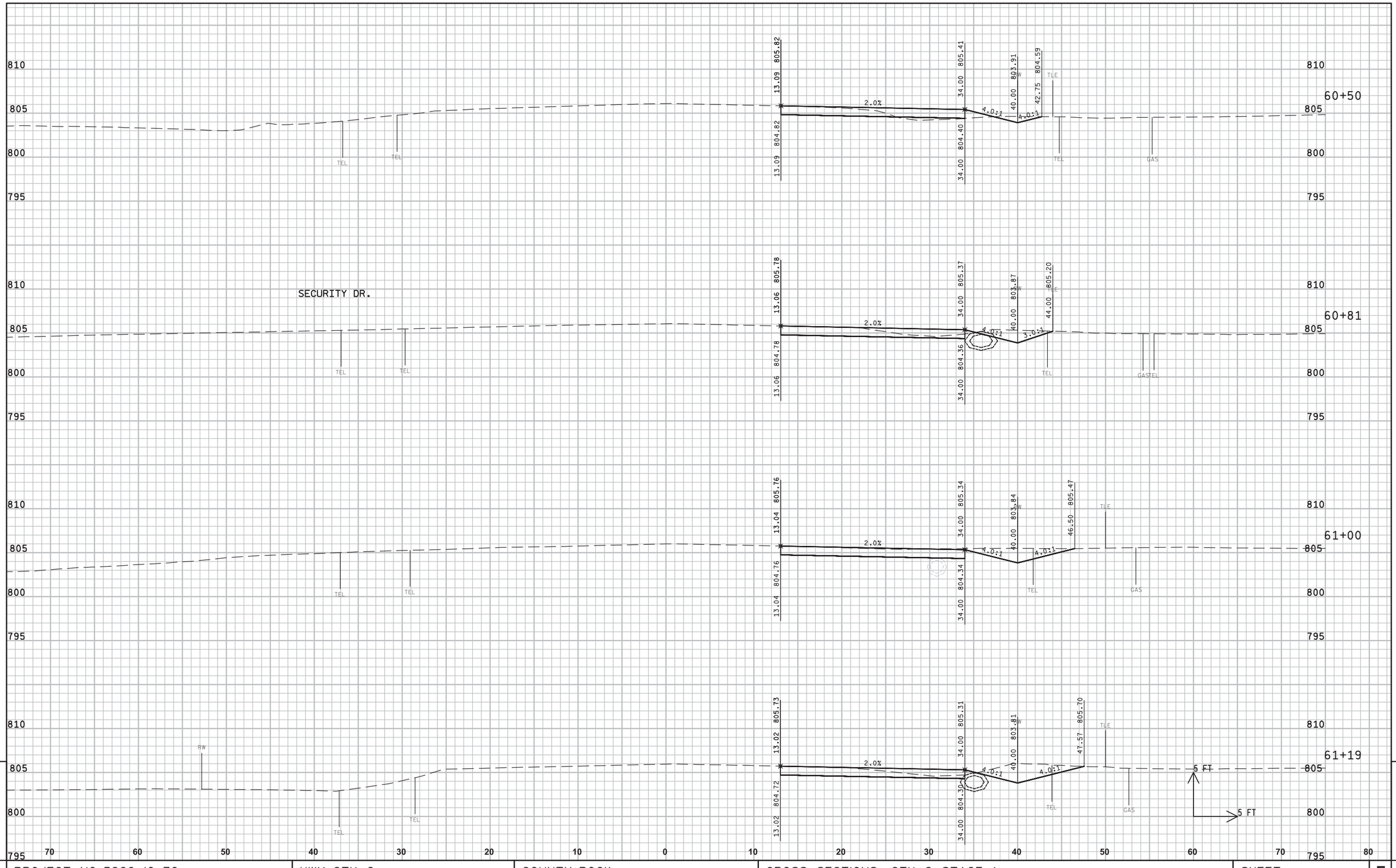
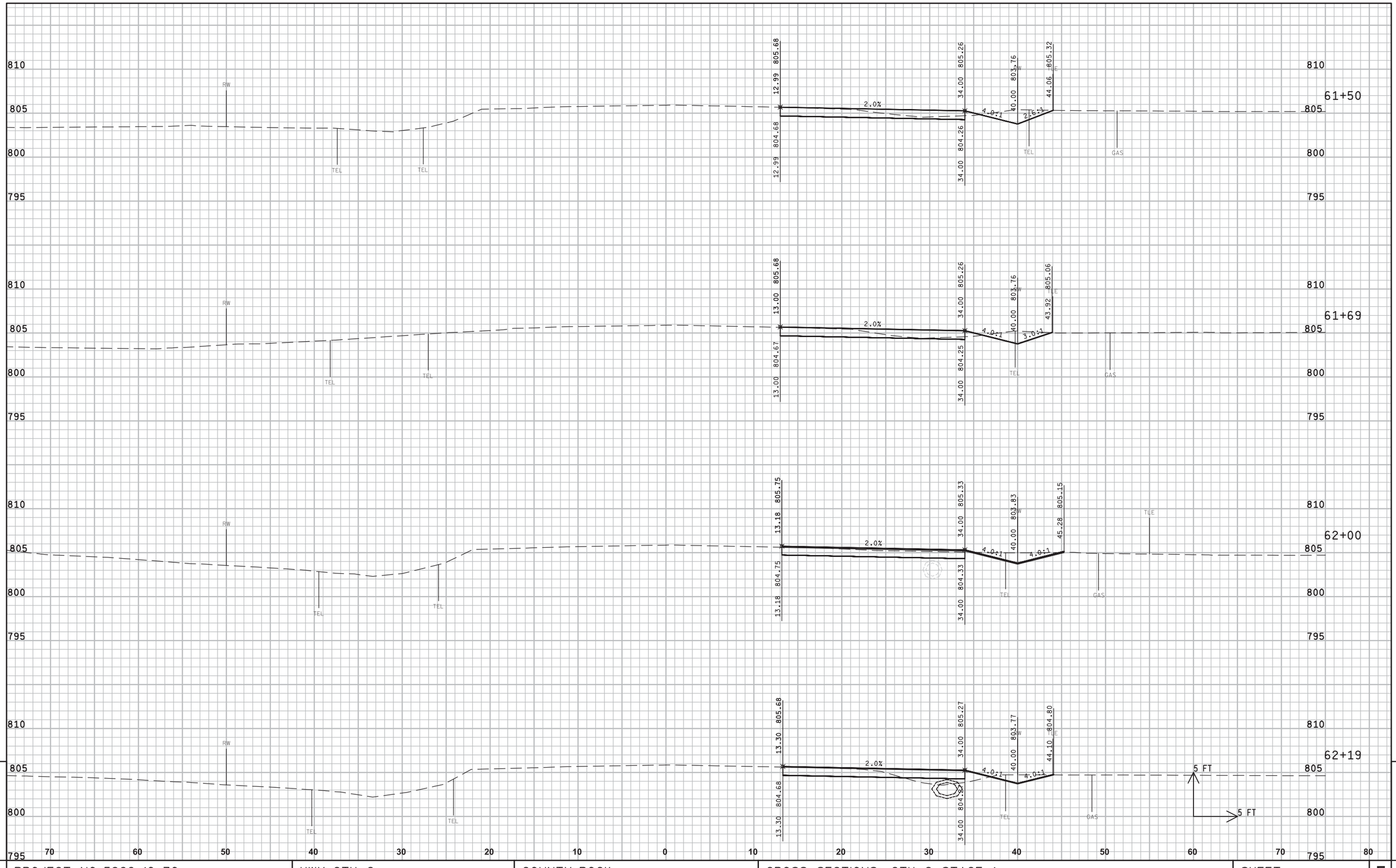
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 893	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 894	E



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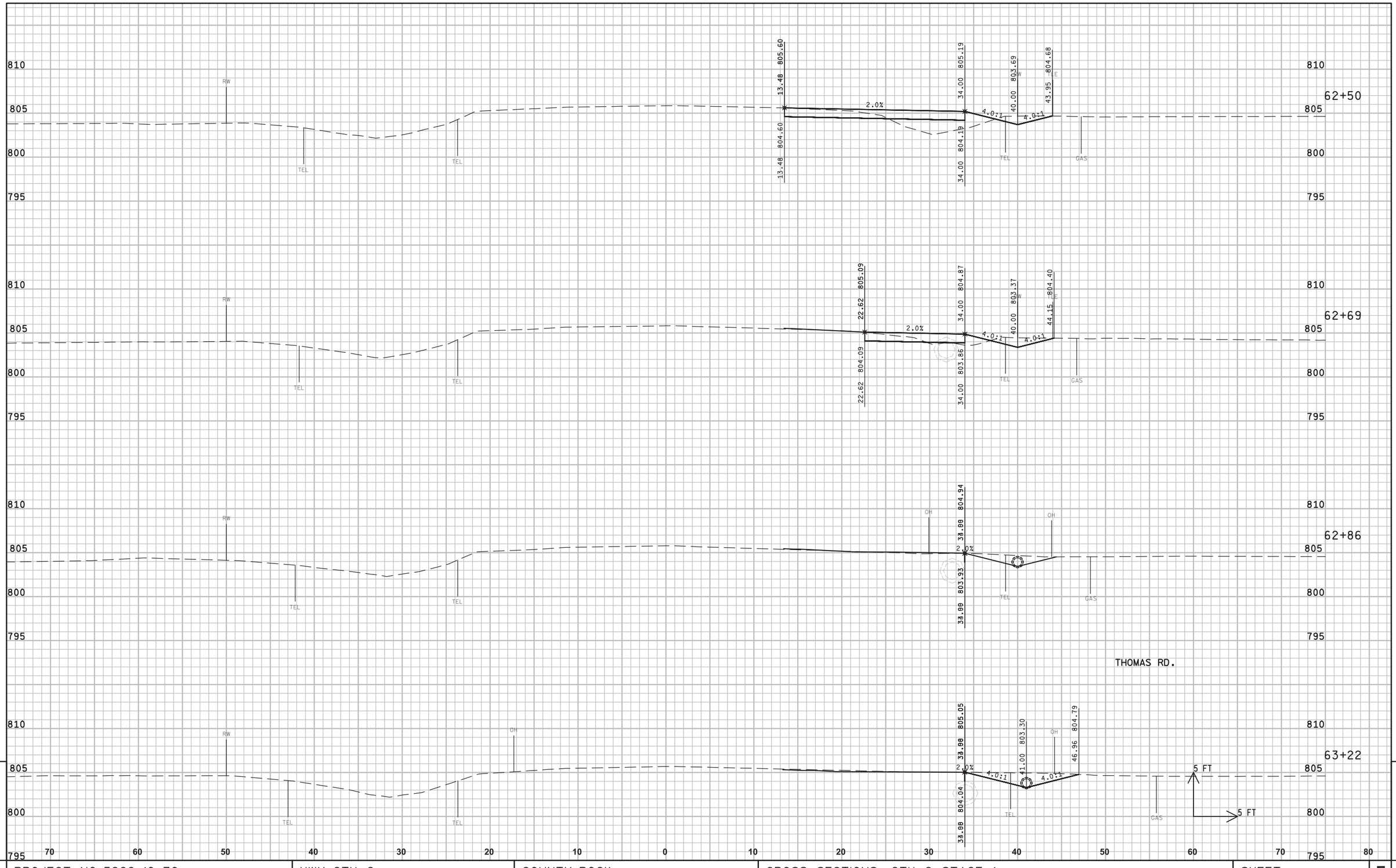
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 895	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

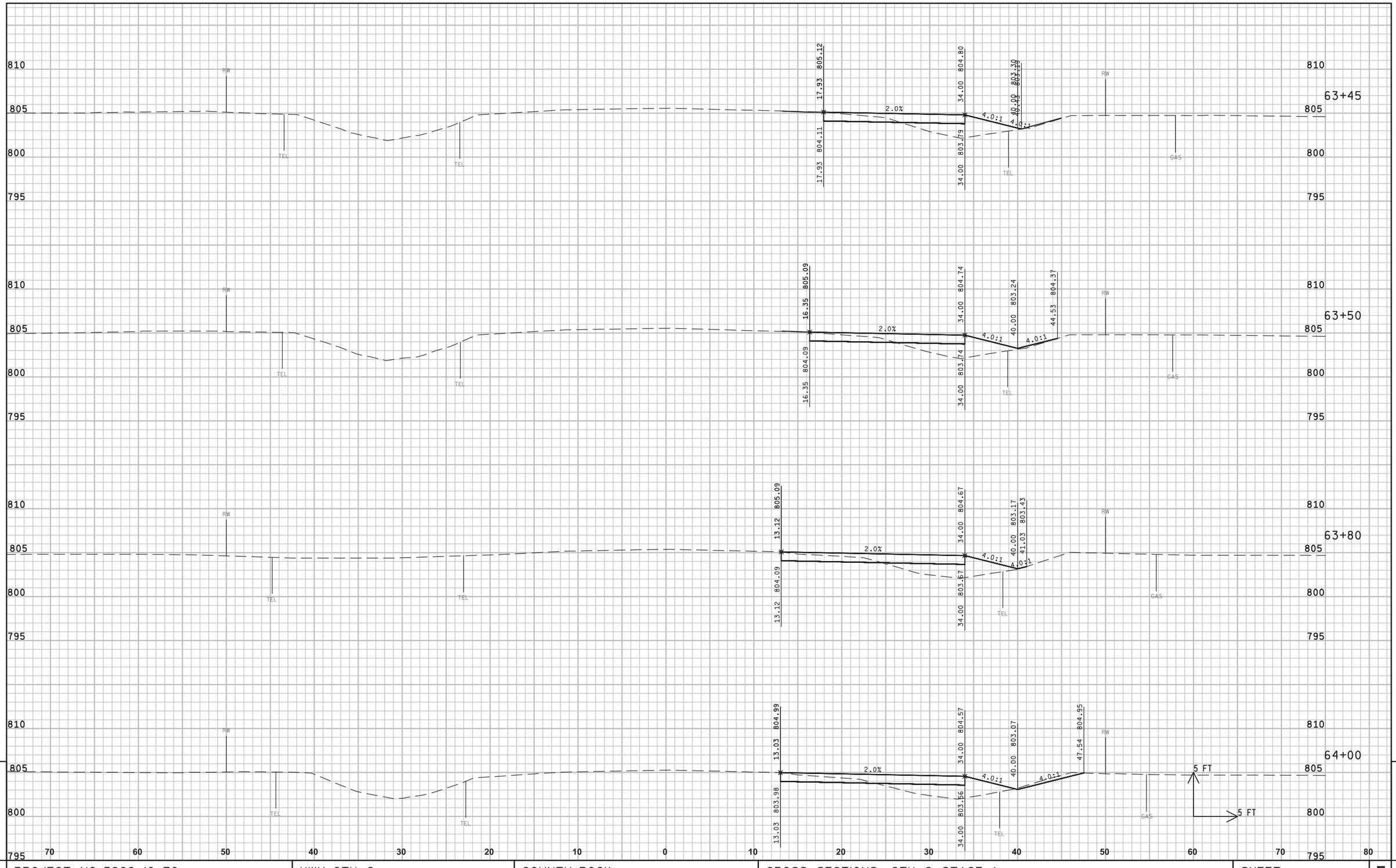
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 896	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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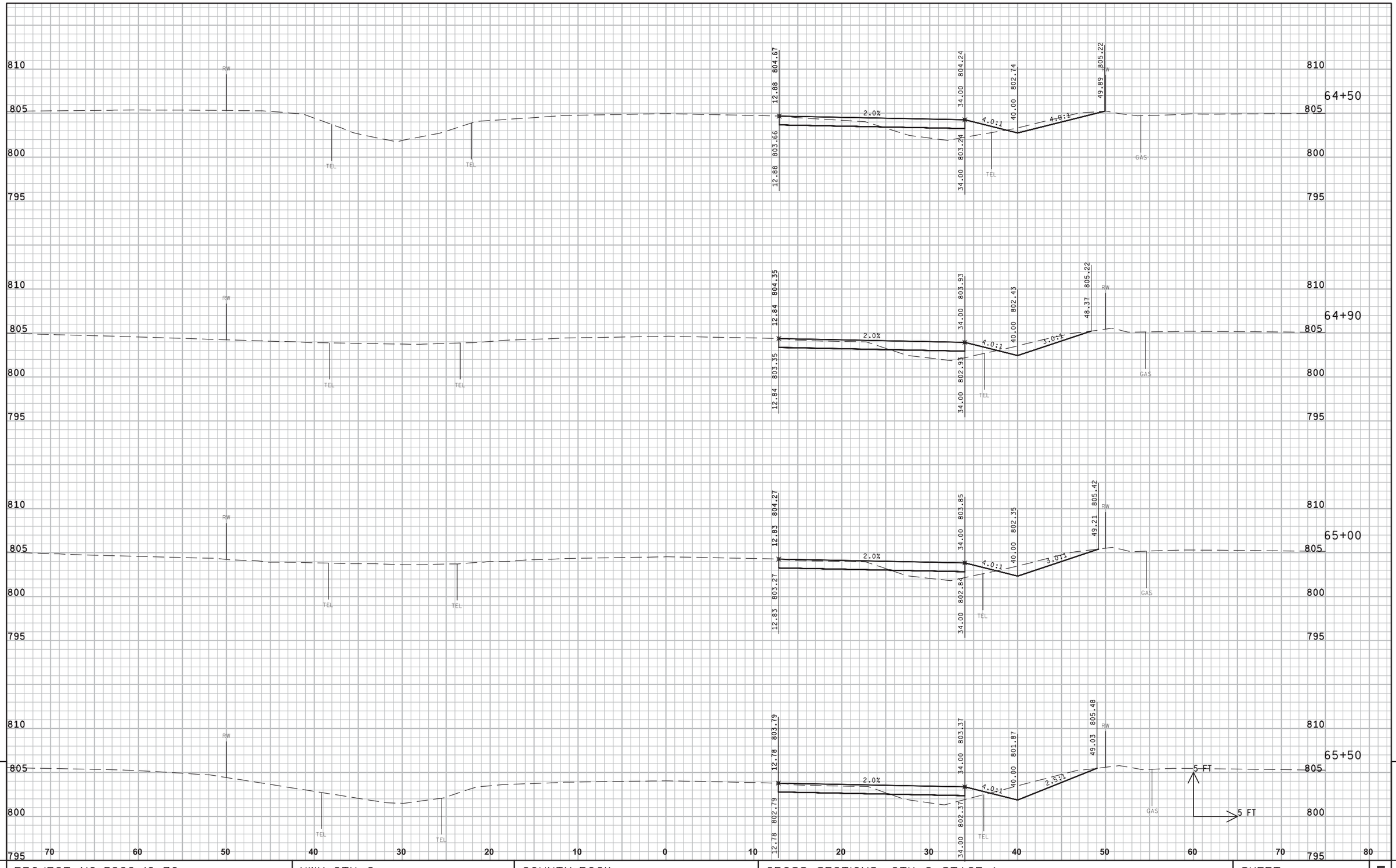
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 897	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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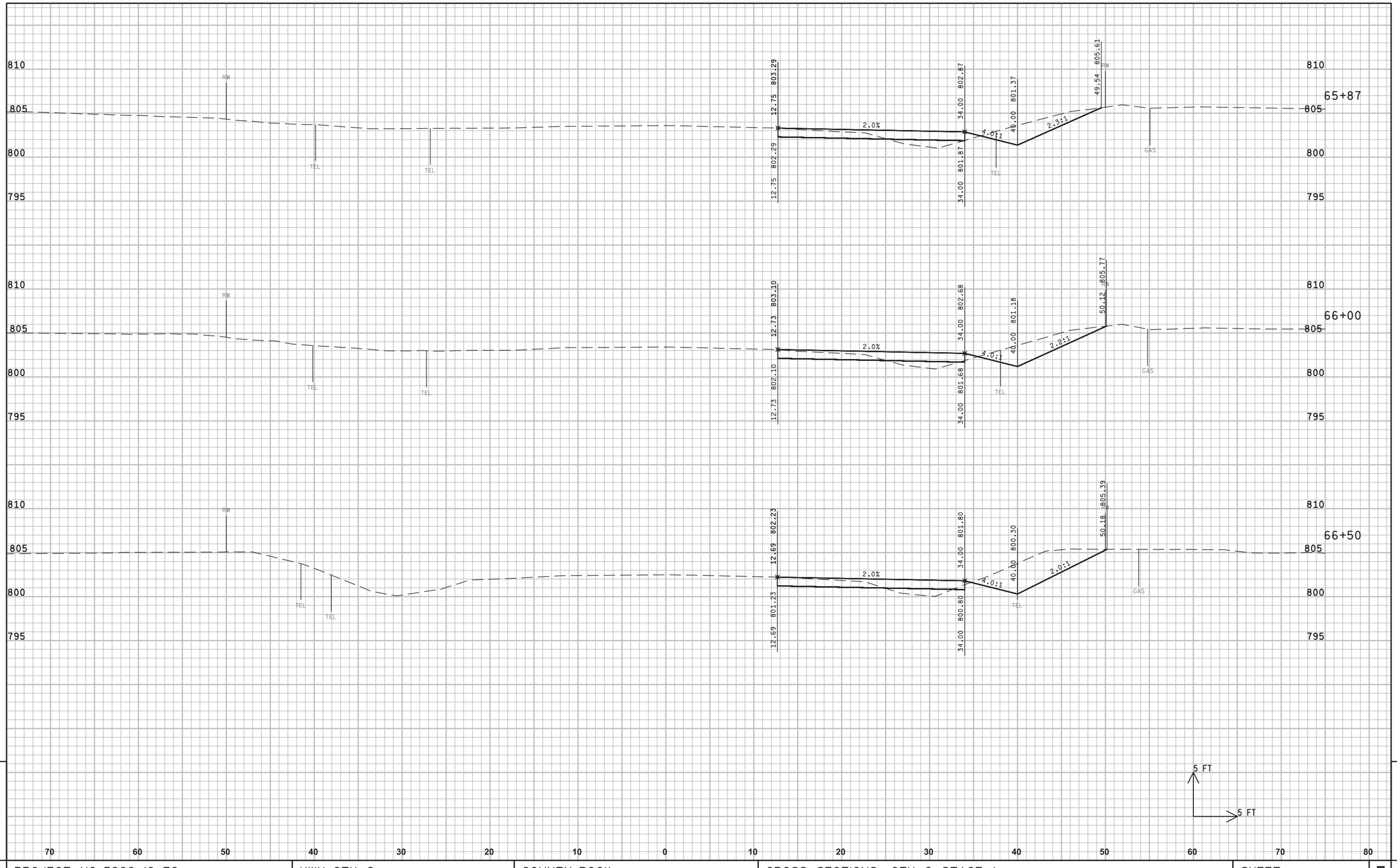
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 898	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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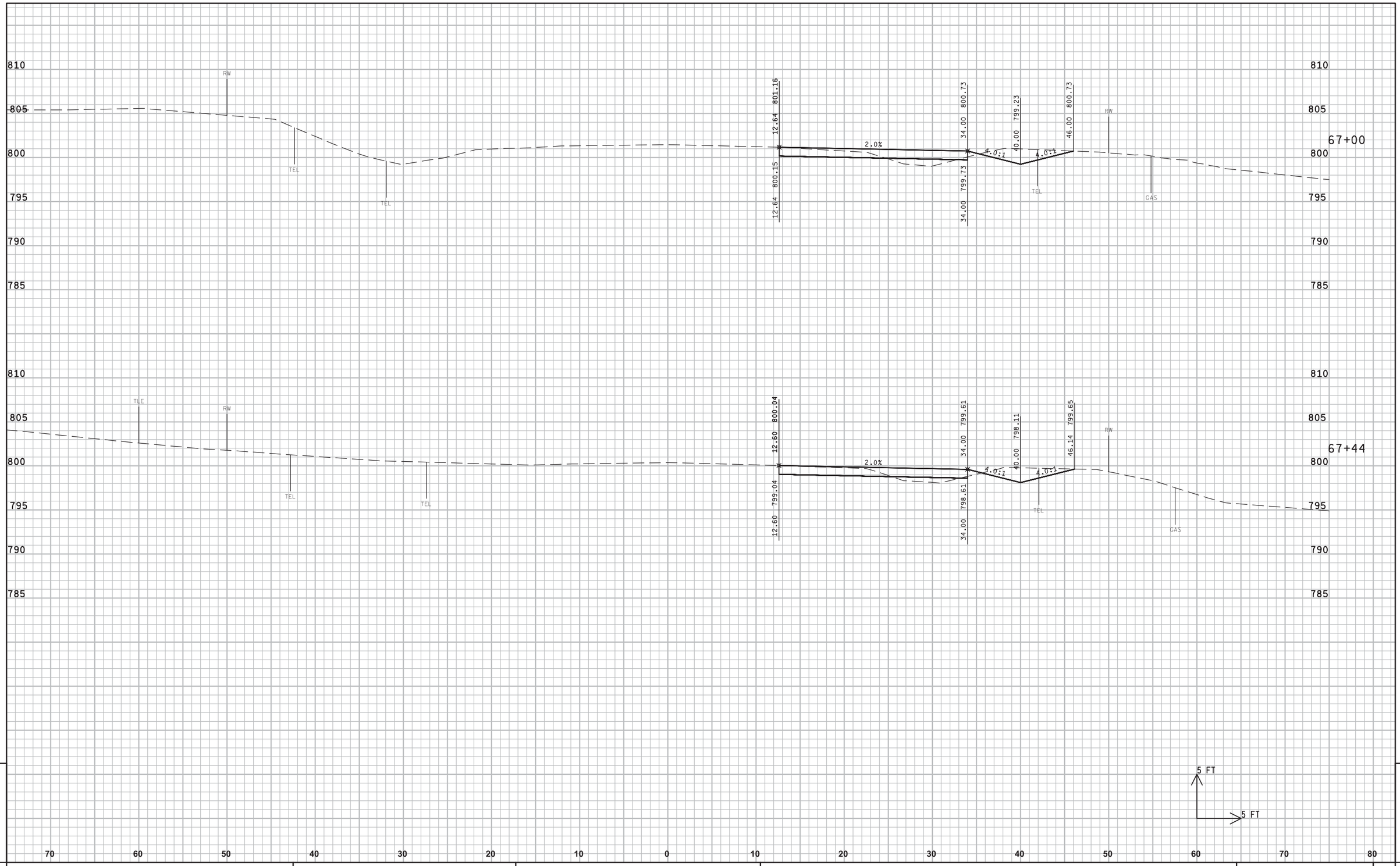
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 899	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

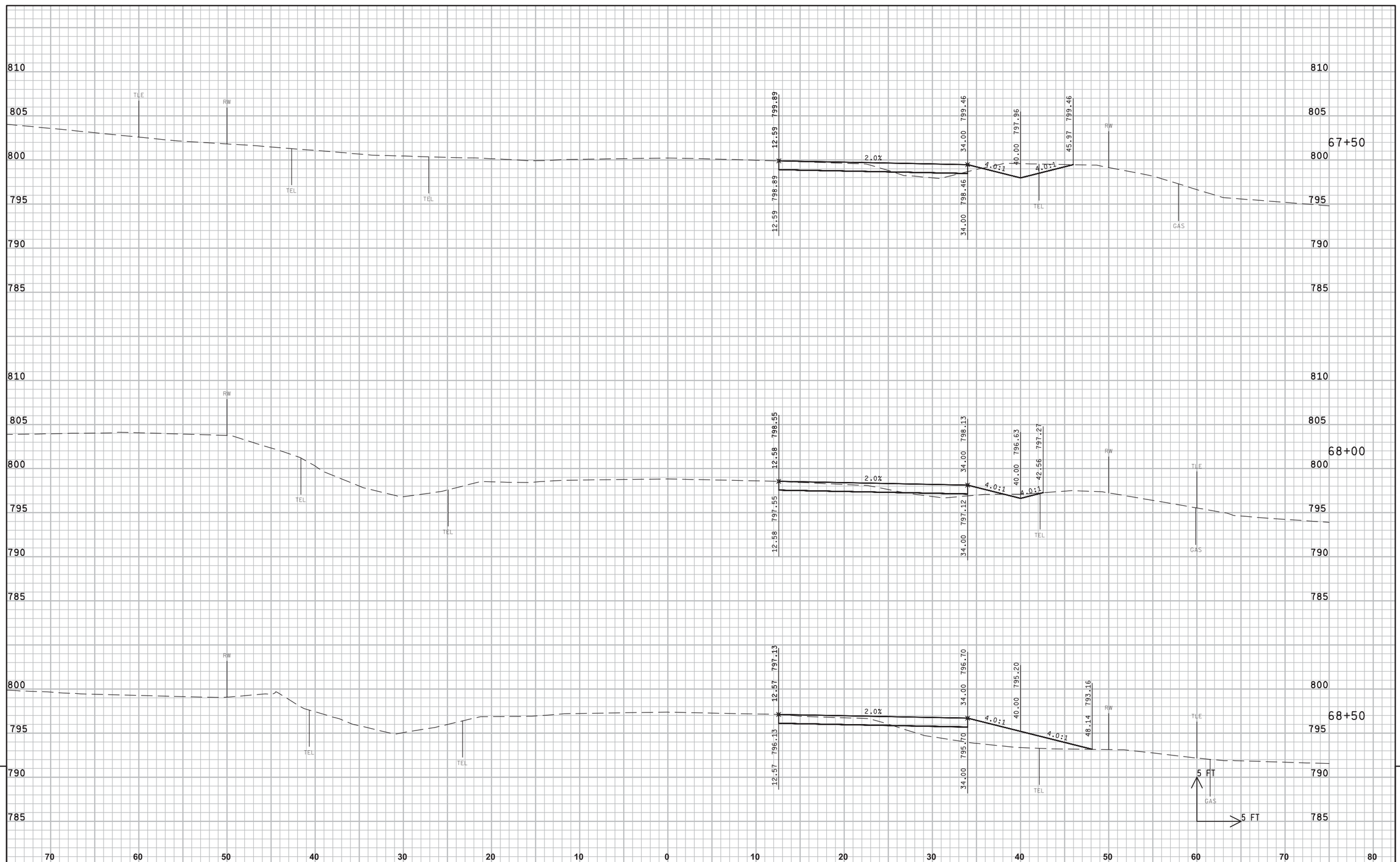
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 900	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

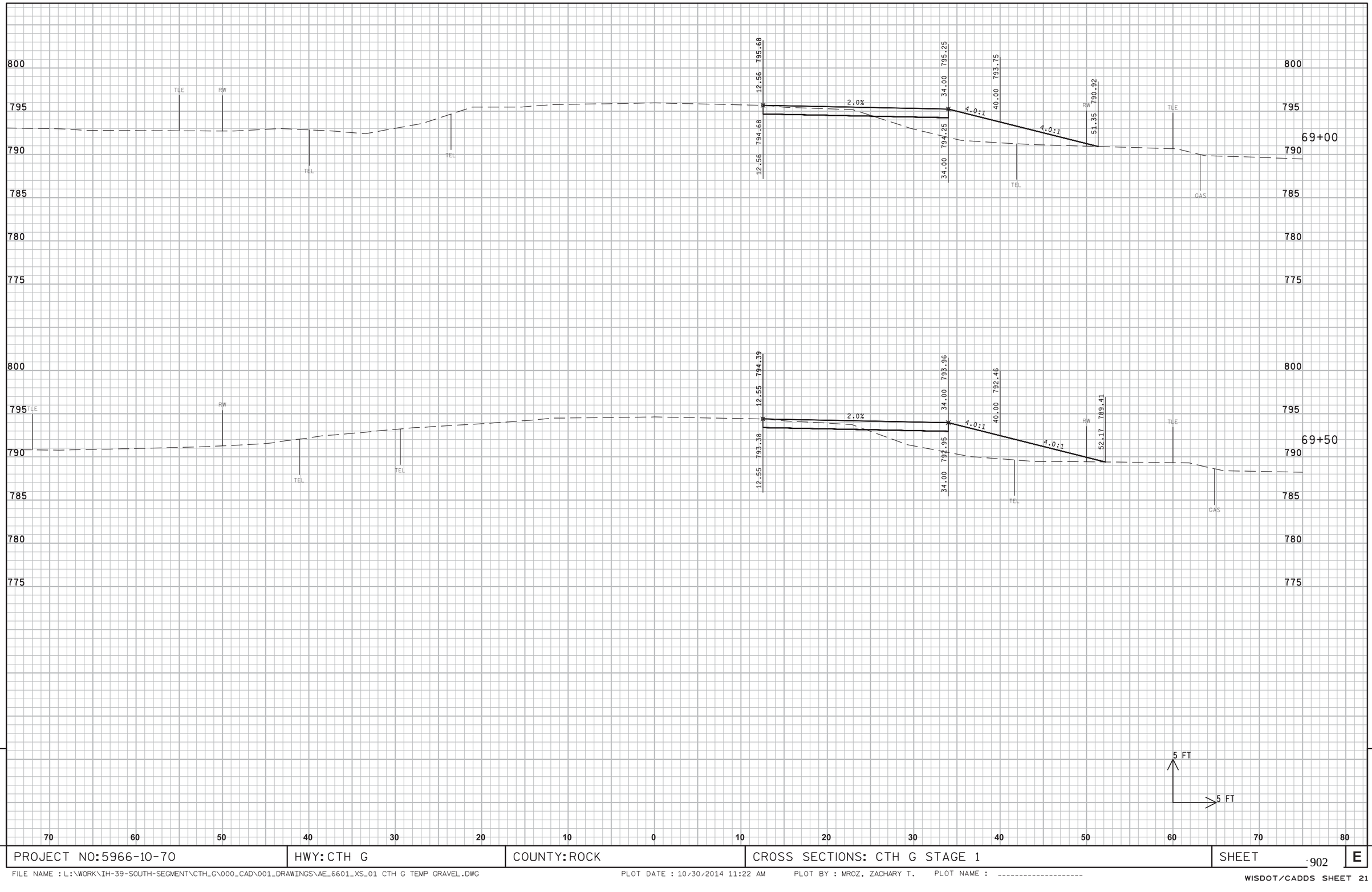
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 901	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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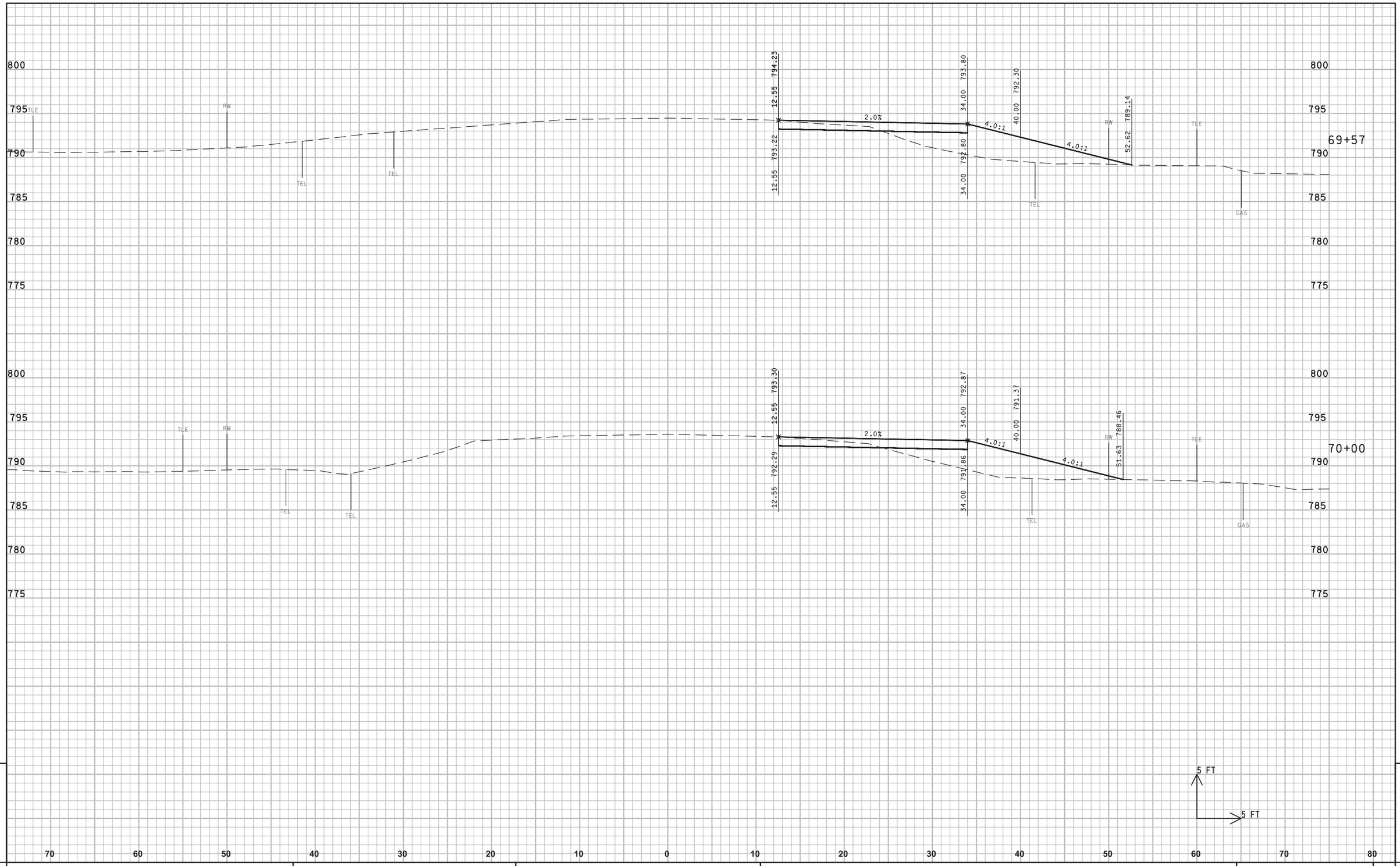
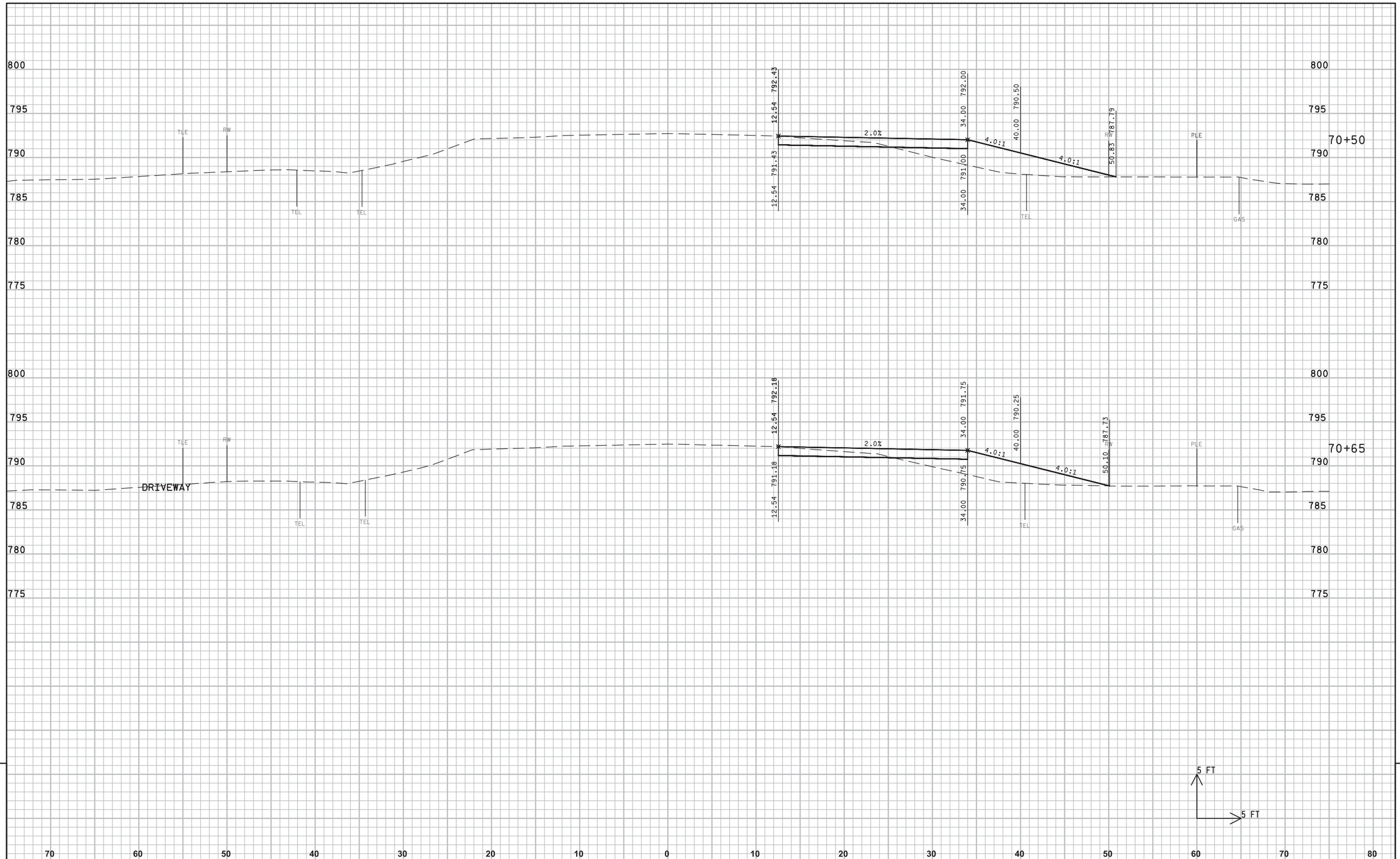
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 902	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 903	E



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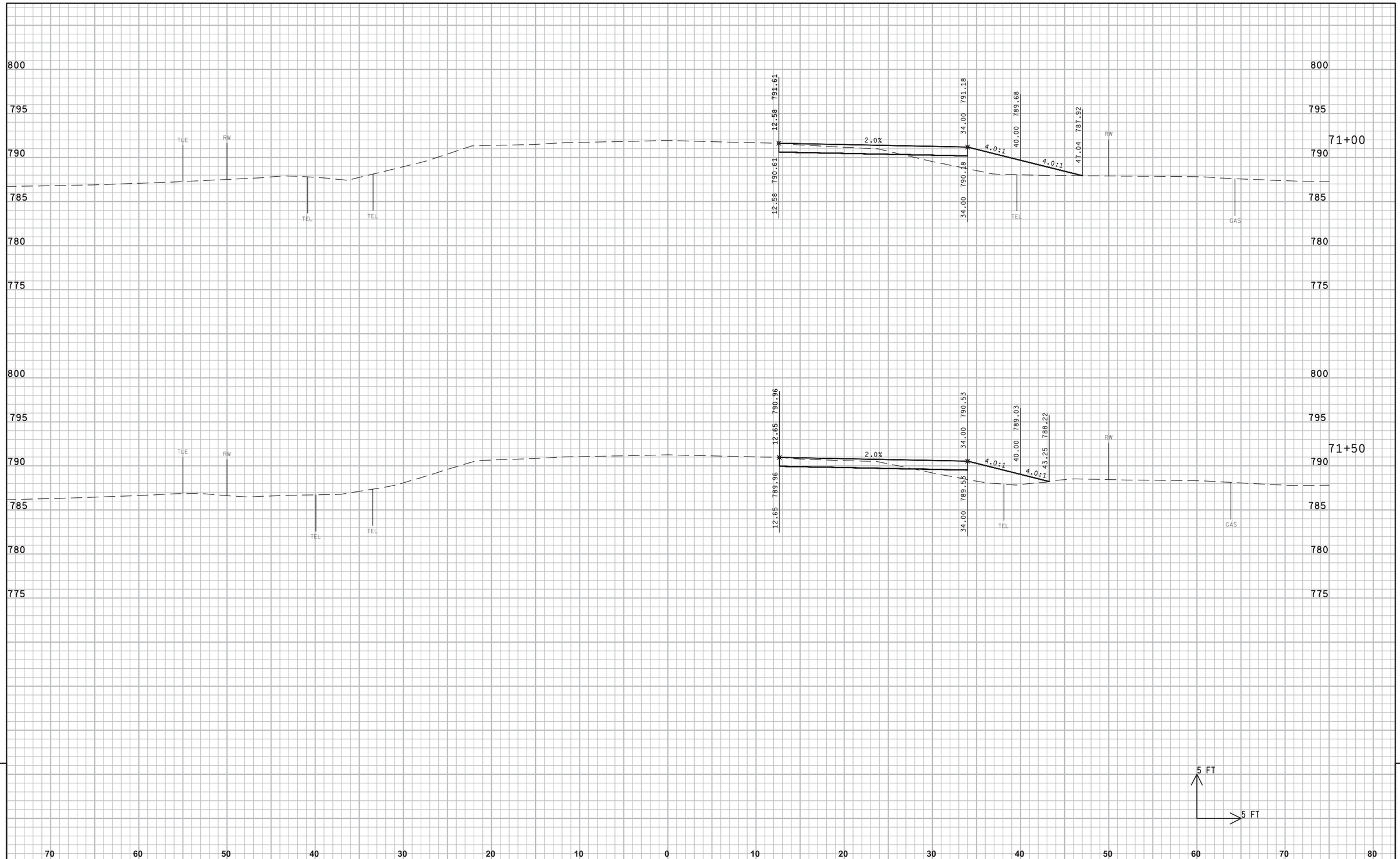
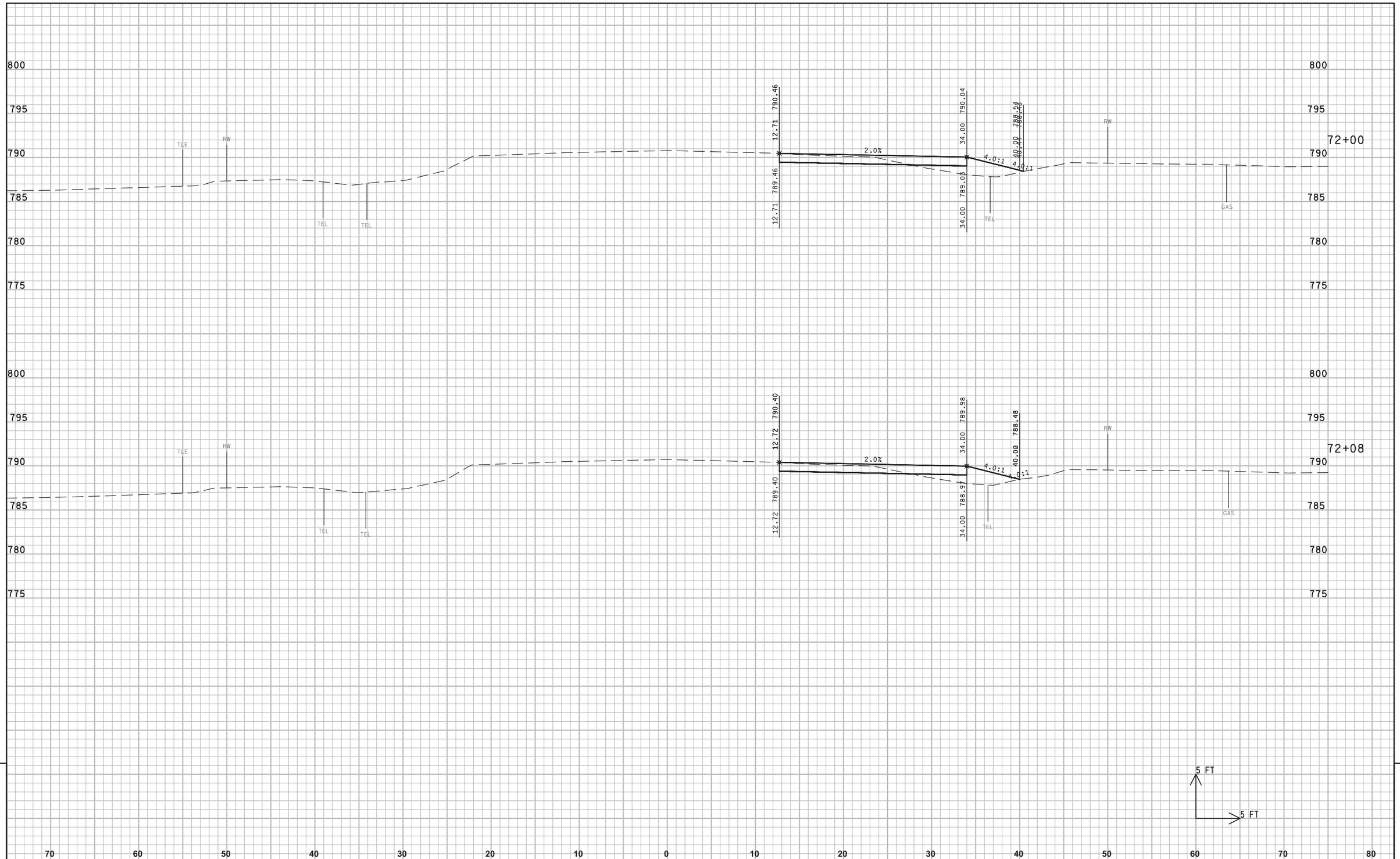
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 904	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:22 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



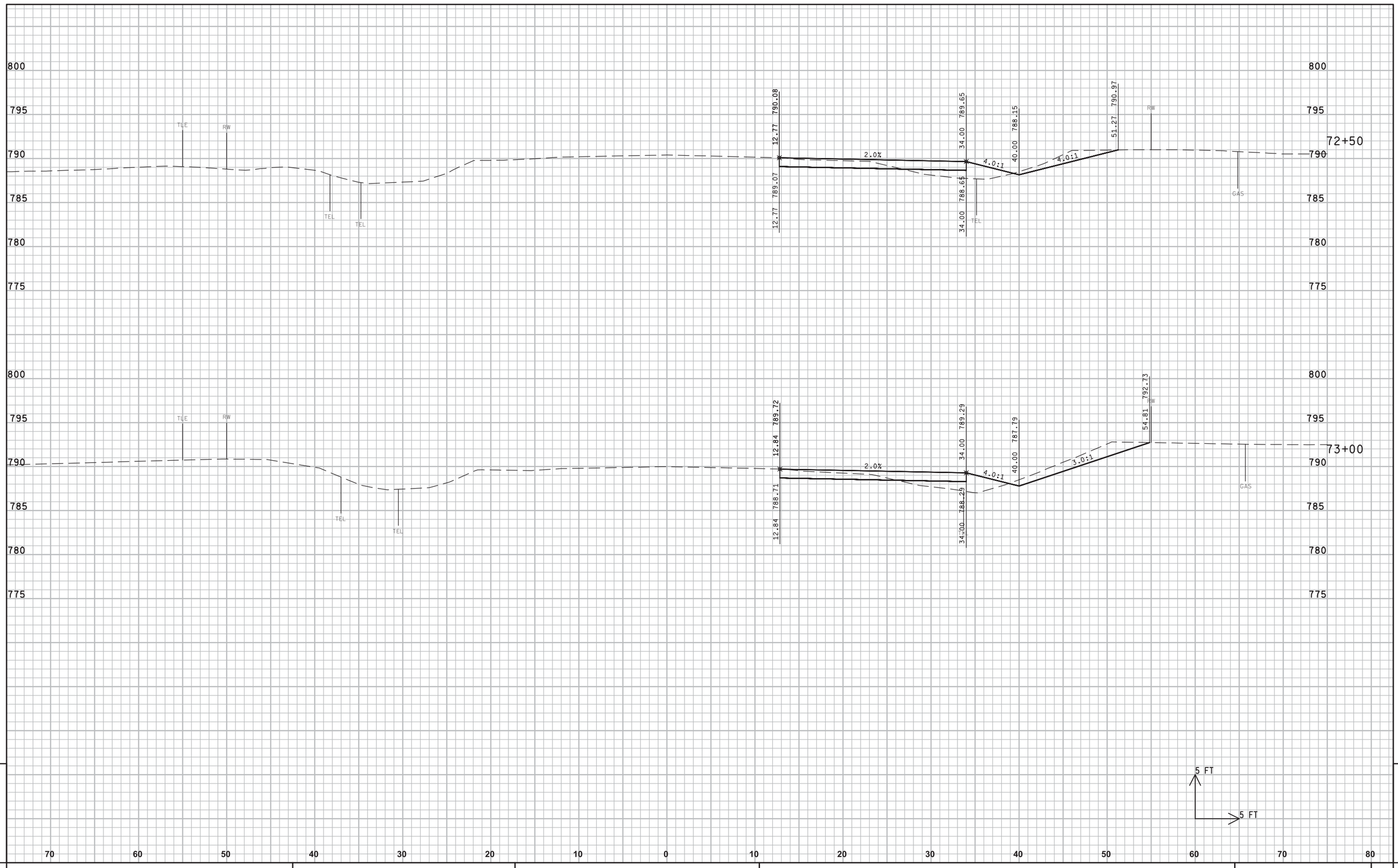
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 905	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 906	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:22 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

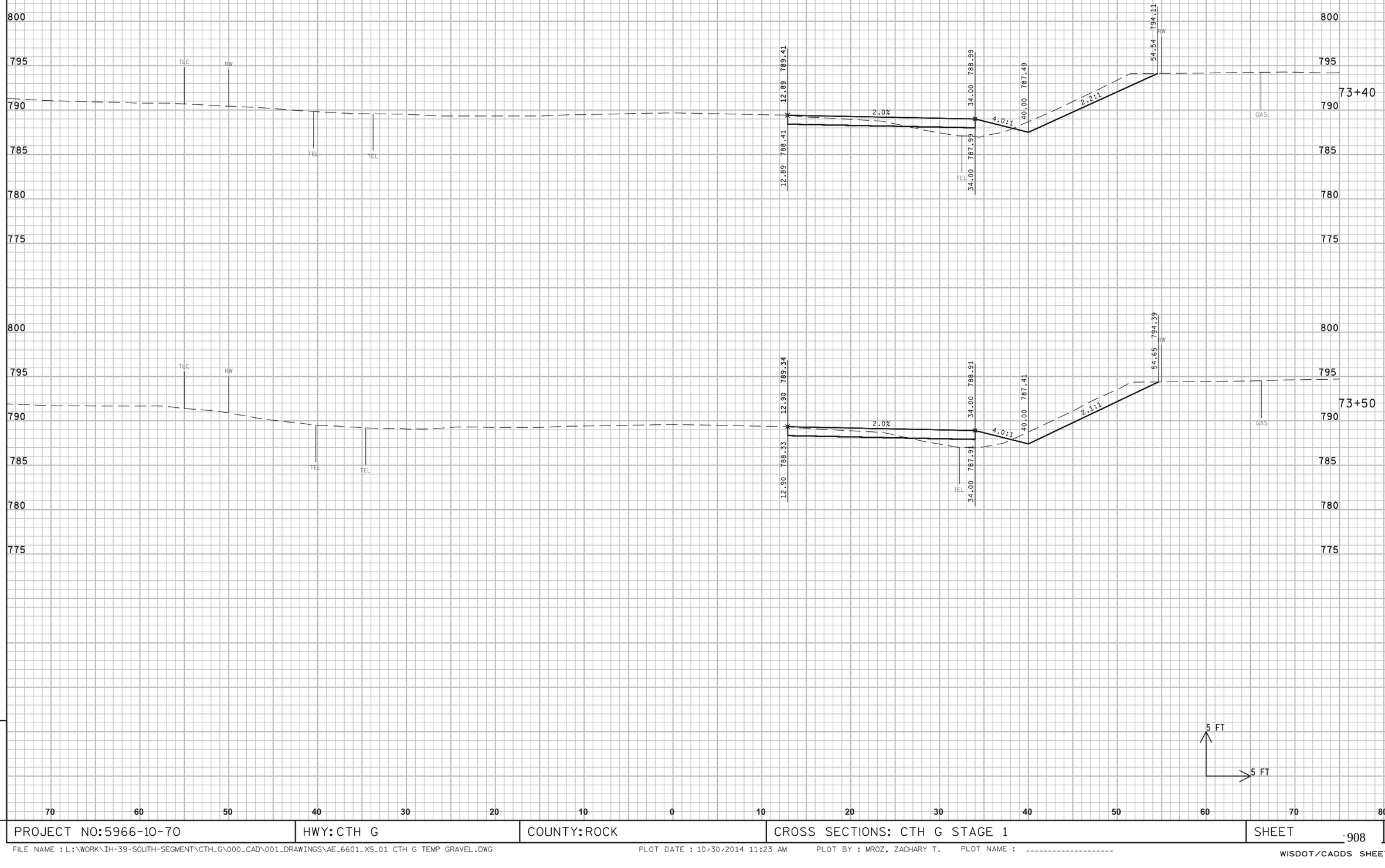
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 907	E

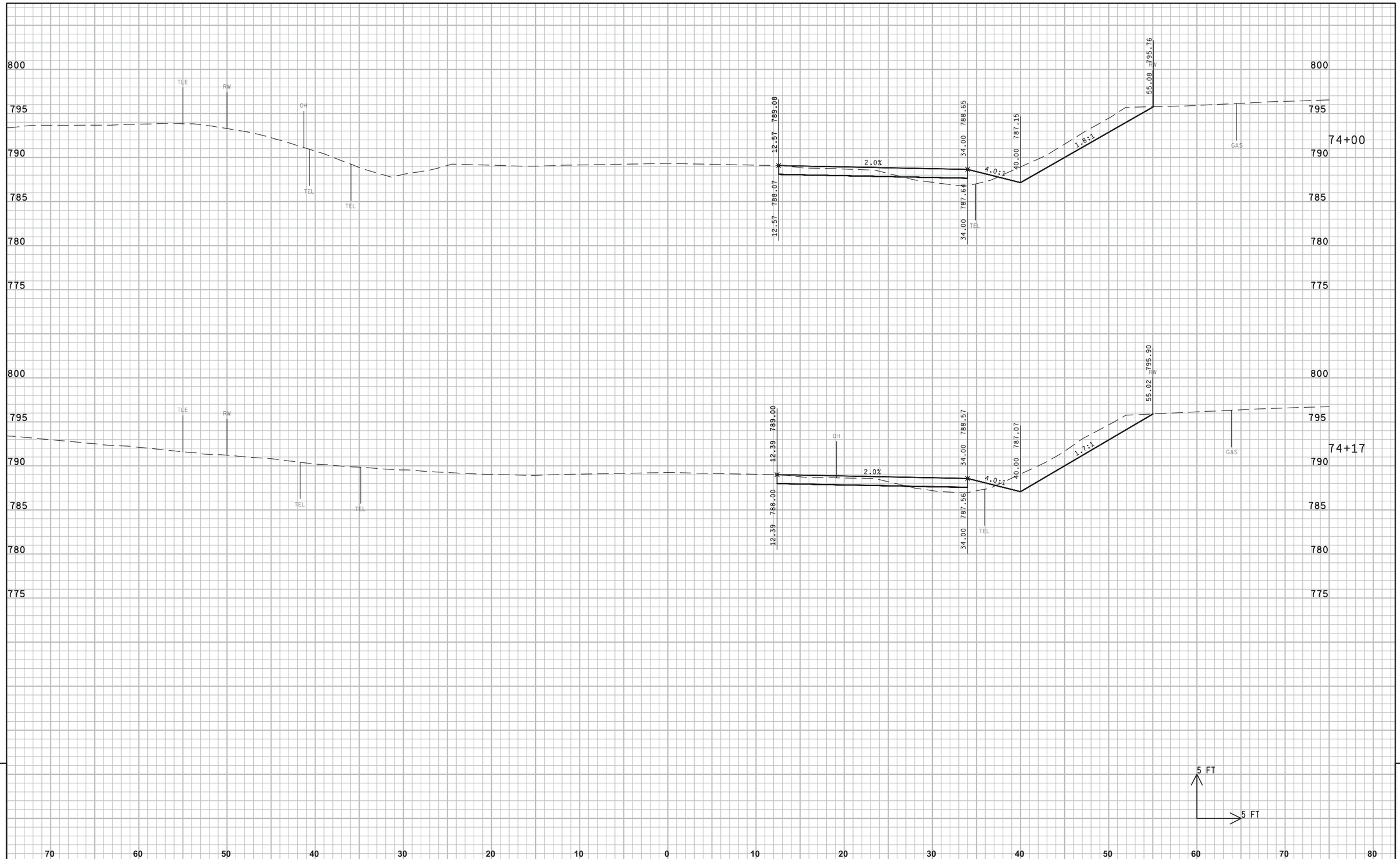
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:23 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 908	E

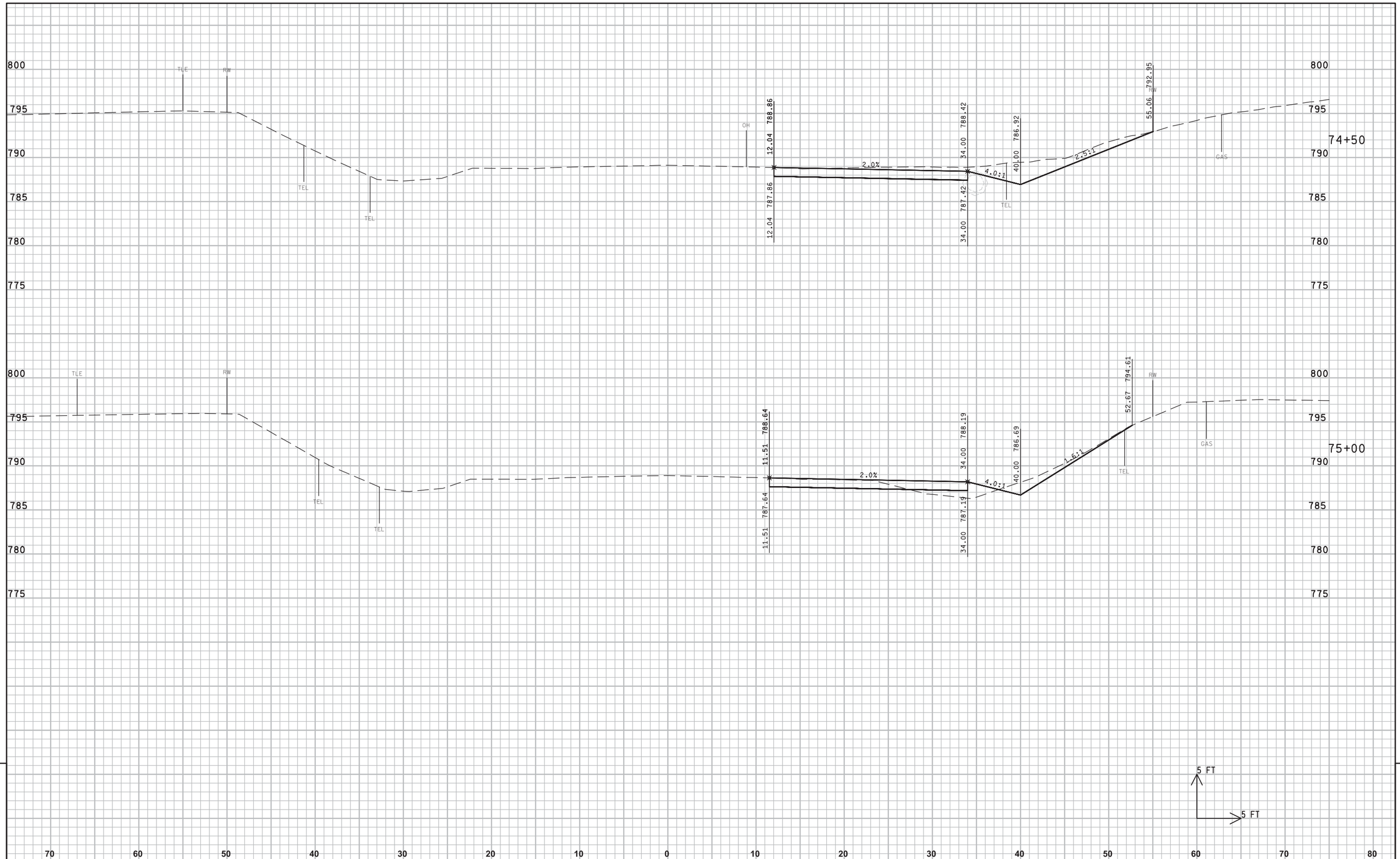
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:23 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 909	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:23 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

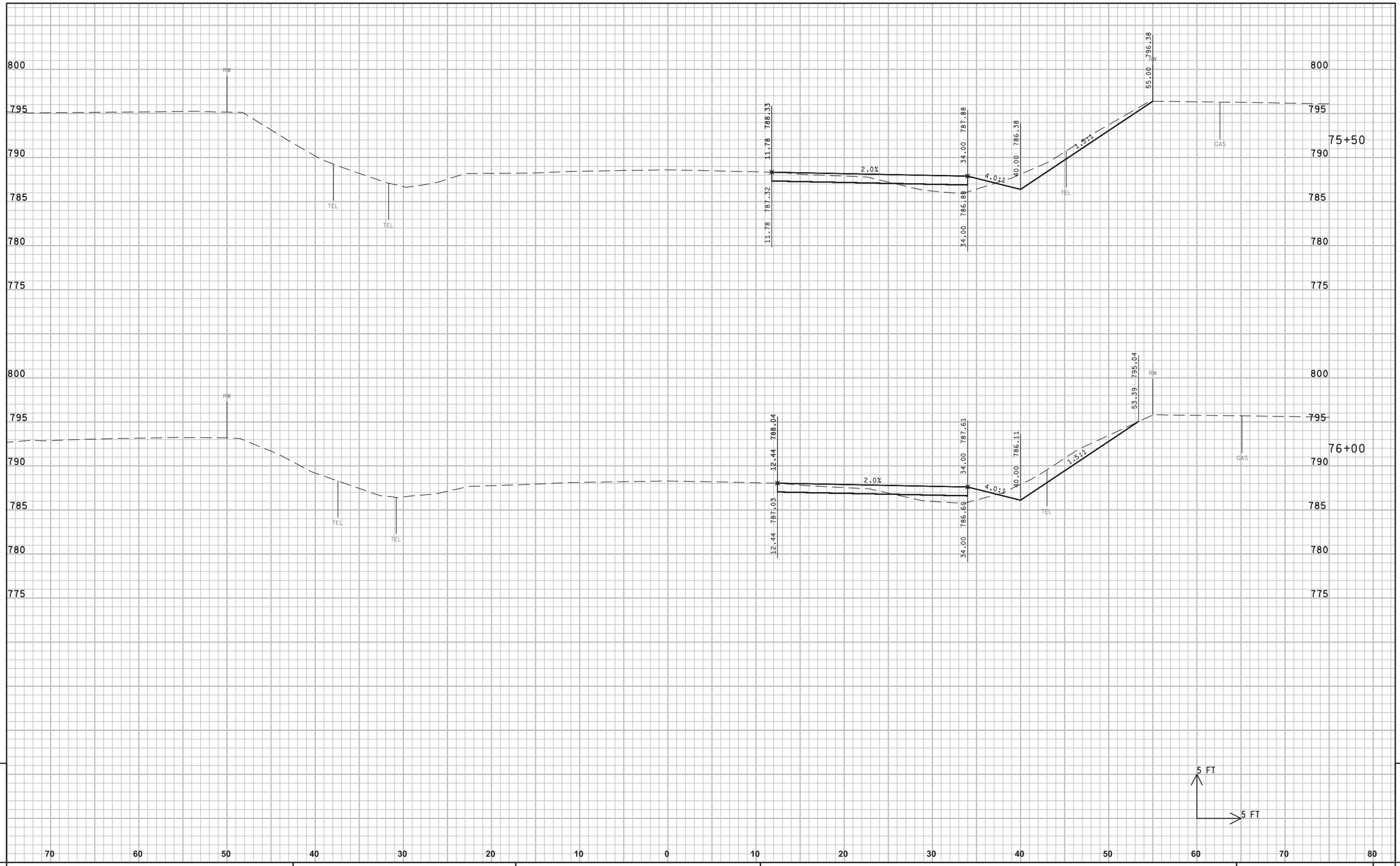
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 910	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:23 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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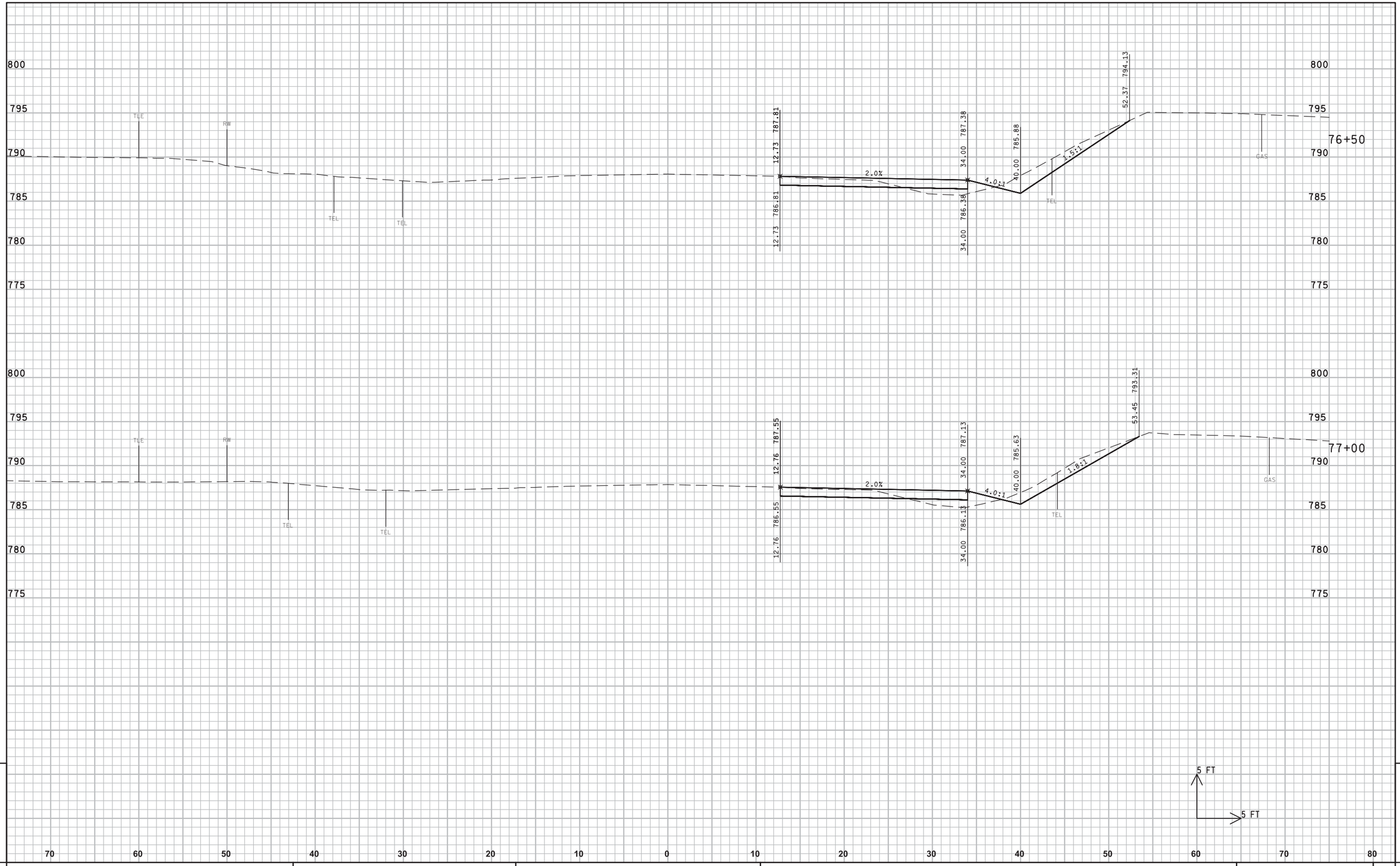
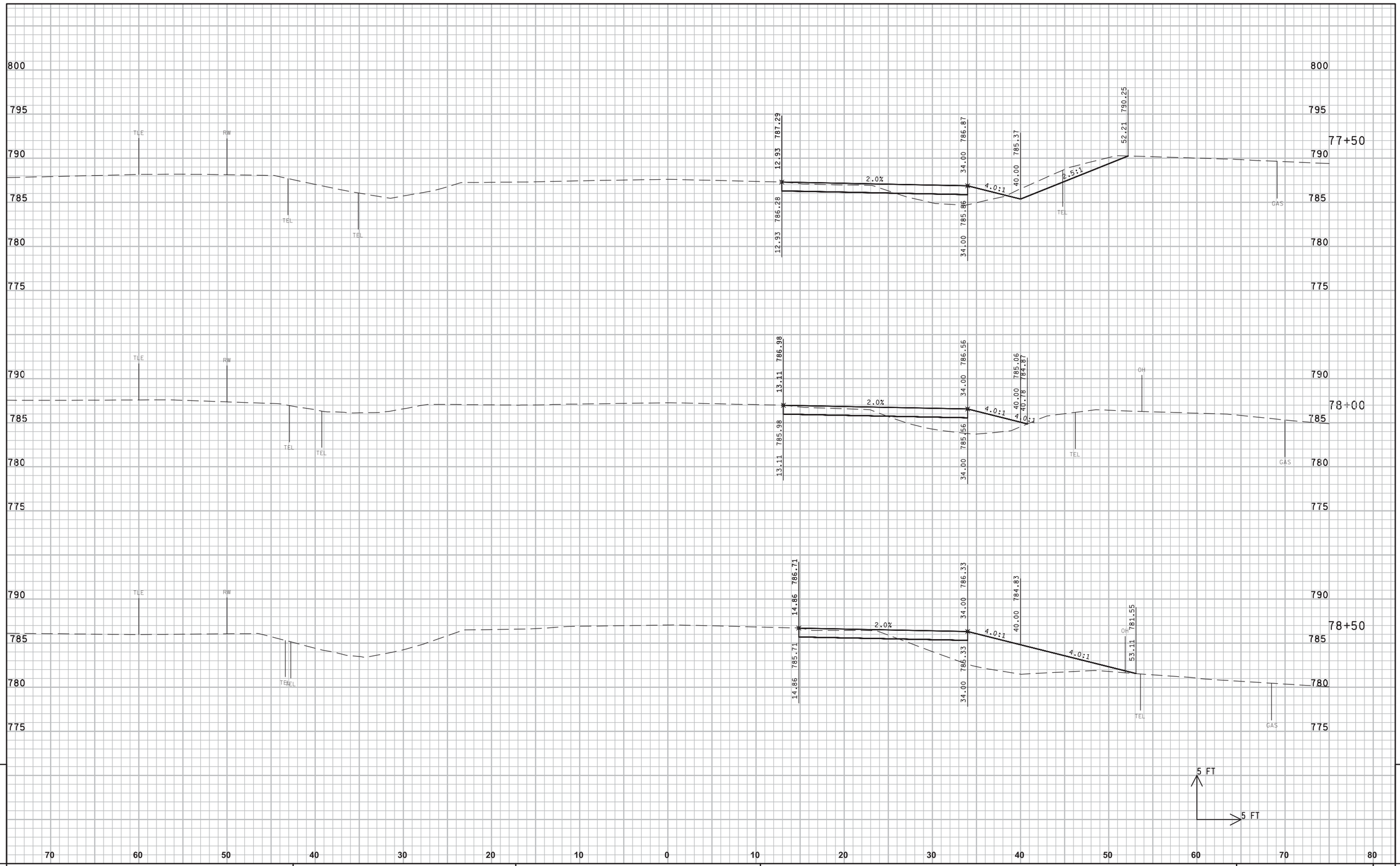
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 911	E



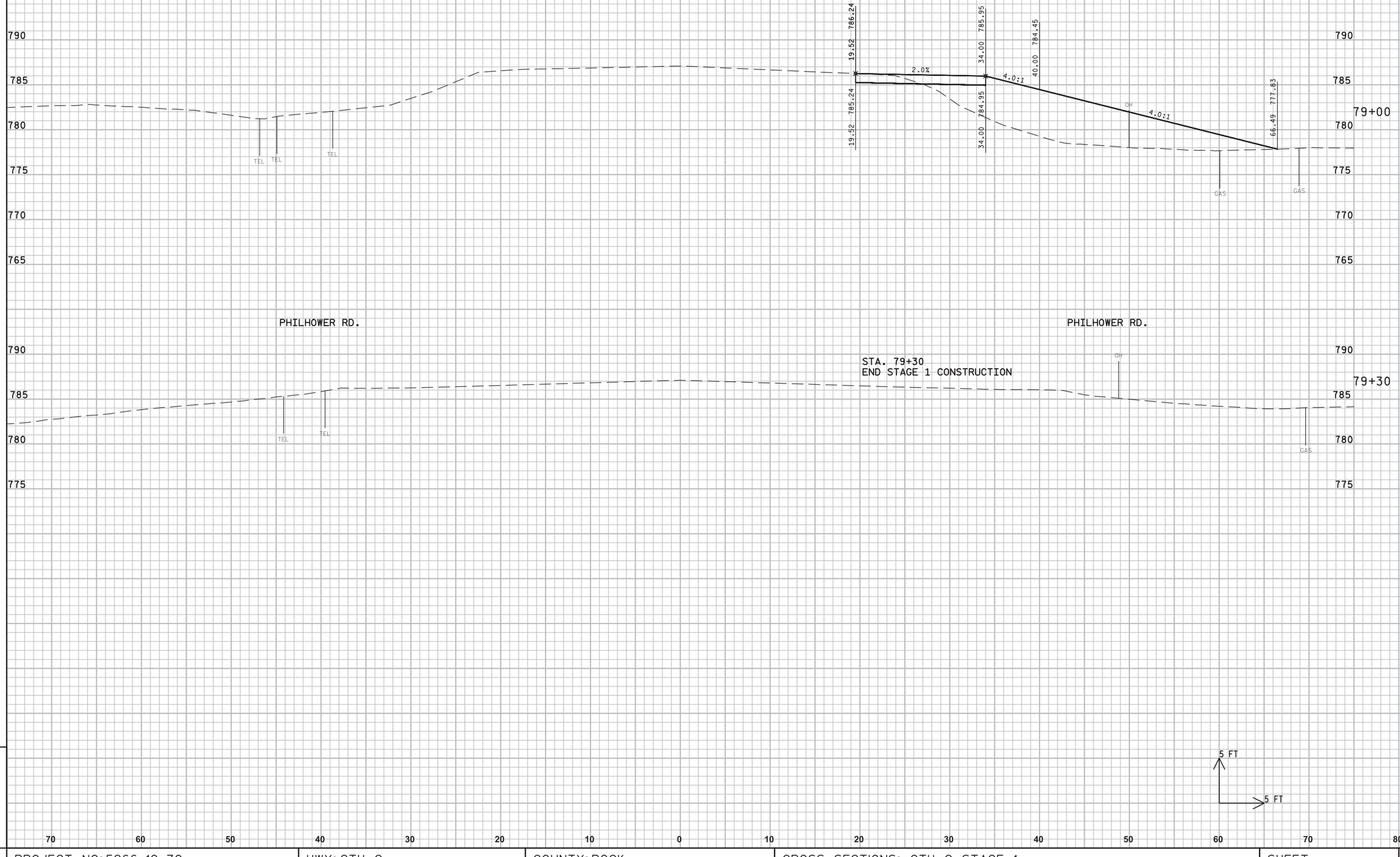
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 912	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 913	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G TEMP GRAVEL.DWG PLOT DATE : 10/30/2014 11:24 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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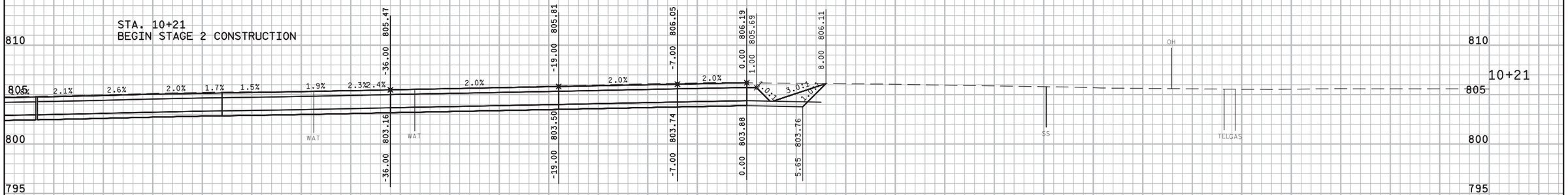
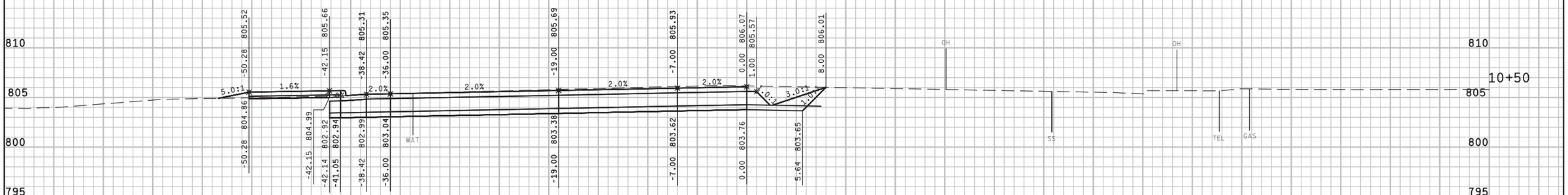
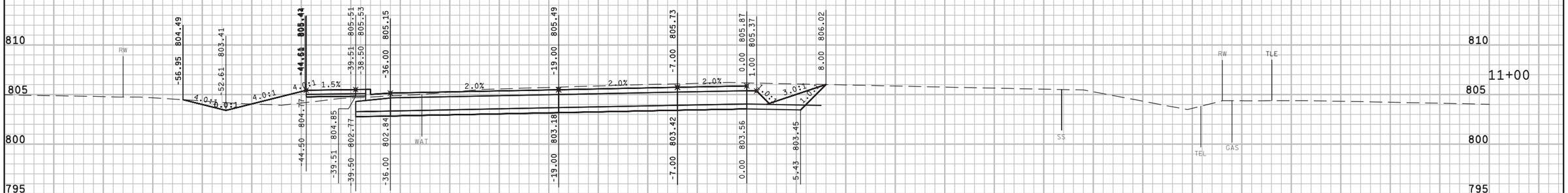
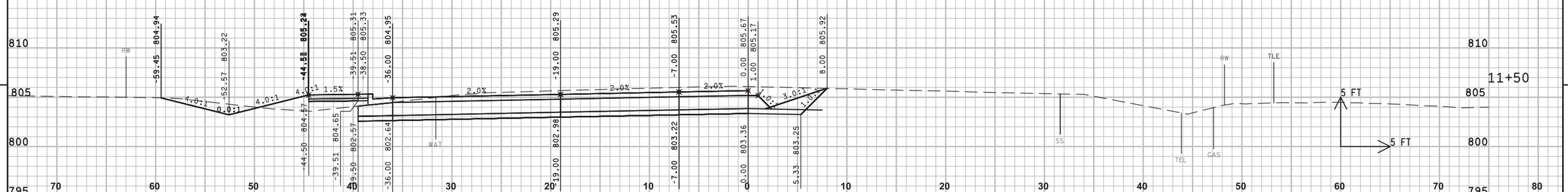
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 1	SHEET 914	E

STA. 10+21
BEGIN STAGE 2 CONSTRUCTION









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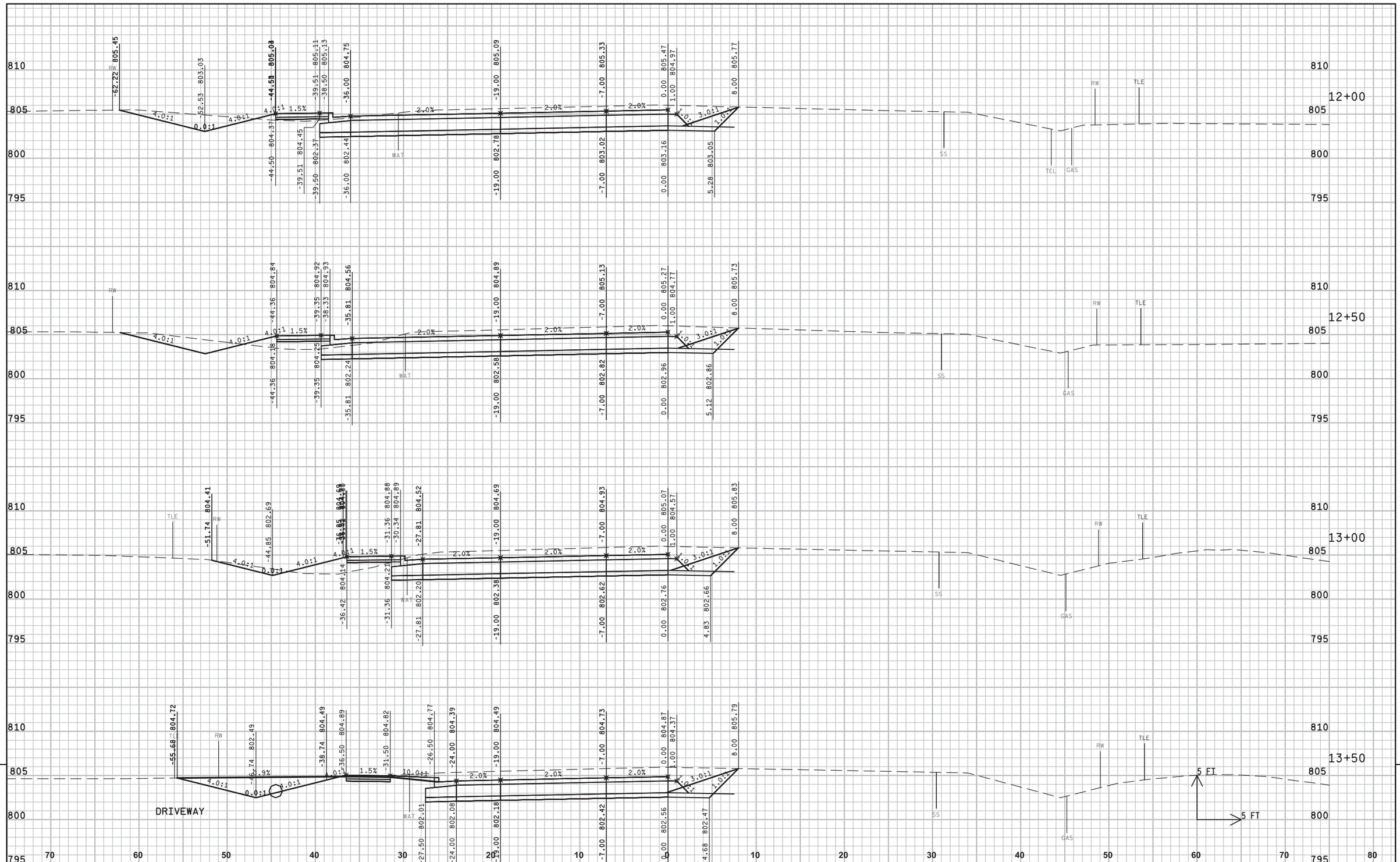
9

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 915	E

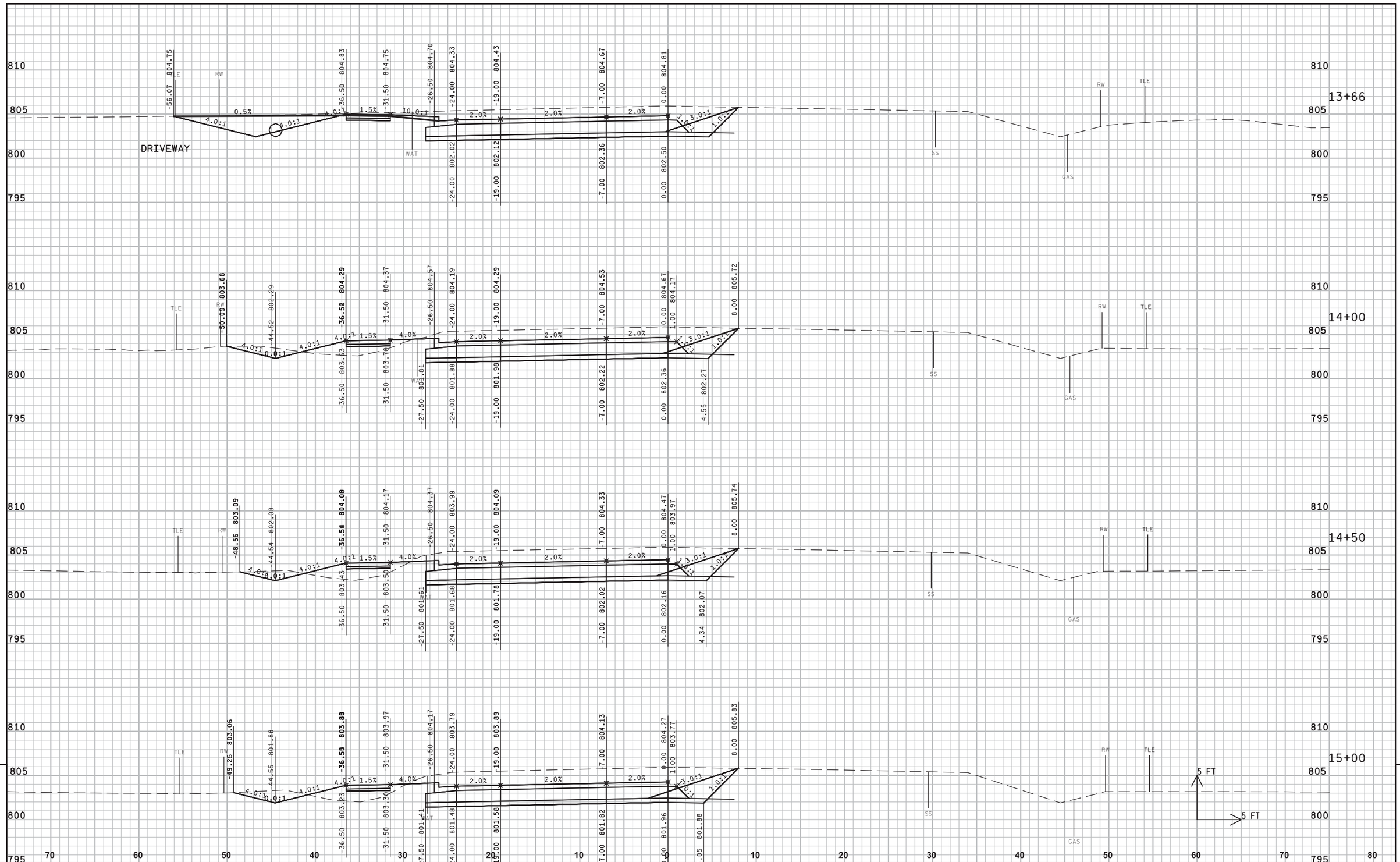
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:09 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



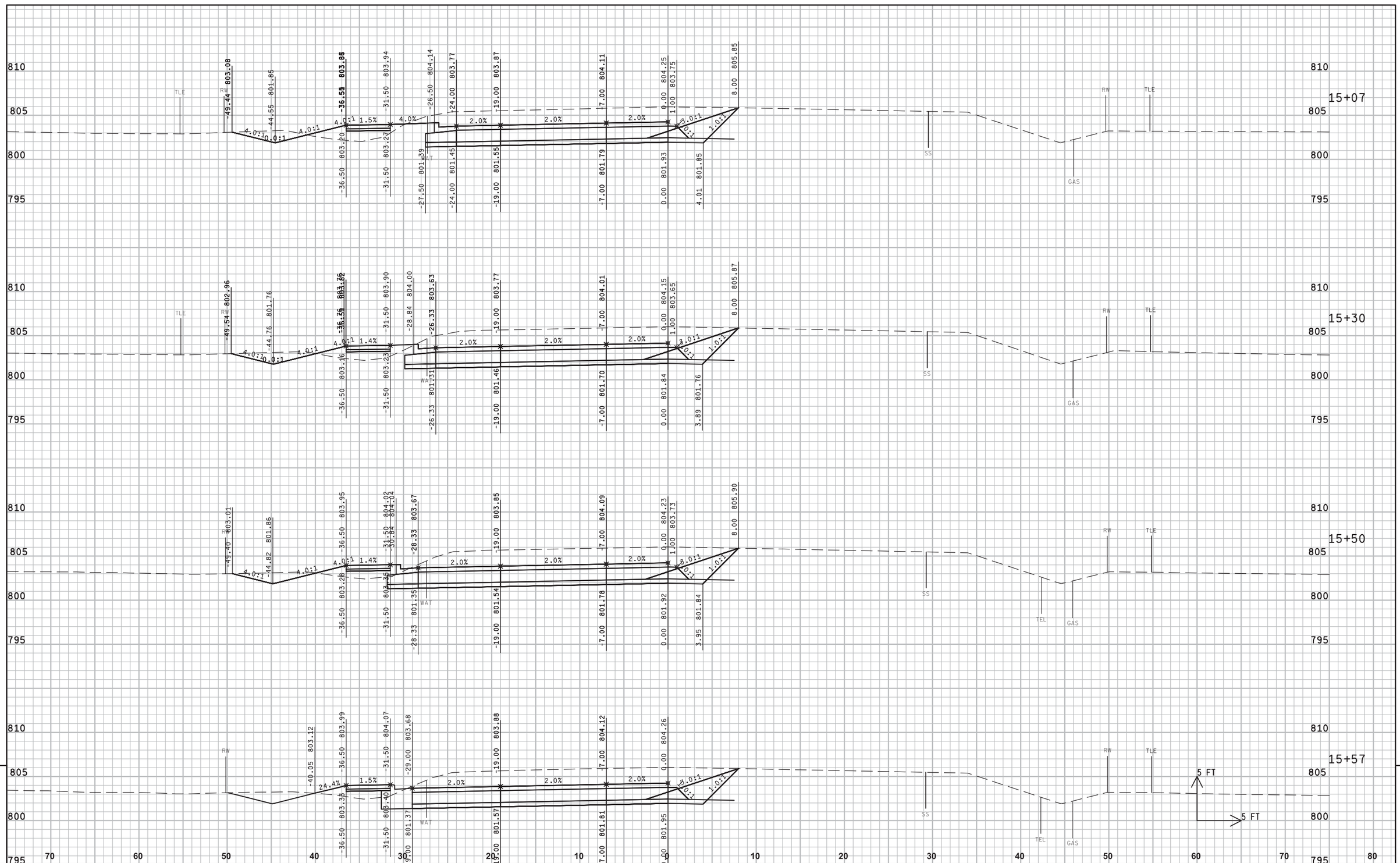
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 916 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:09 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 917 E

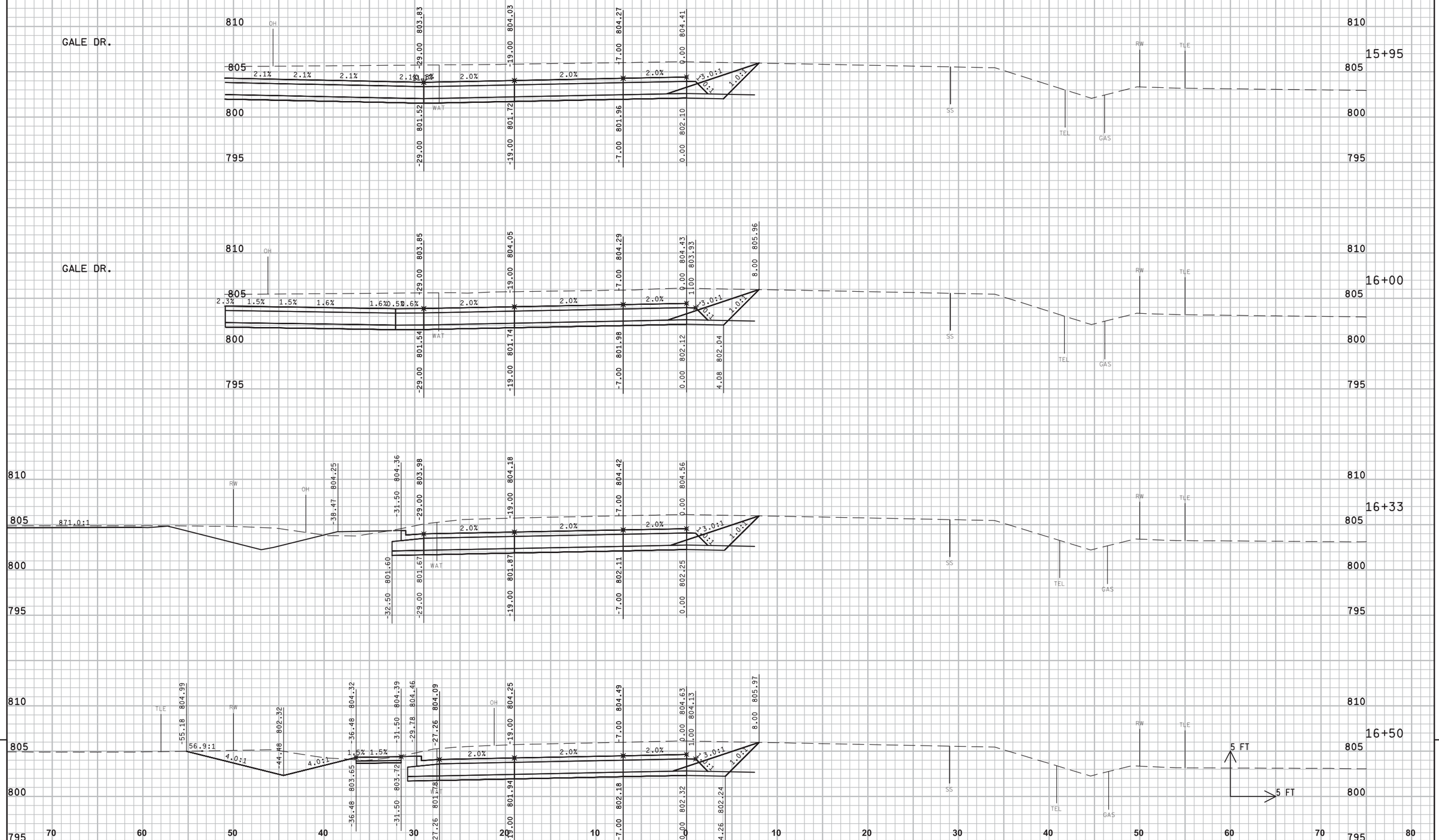
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:09 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 918	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:09 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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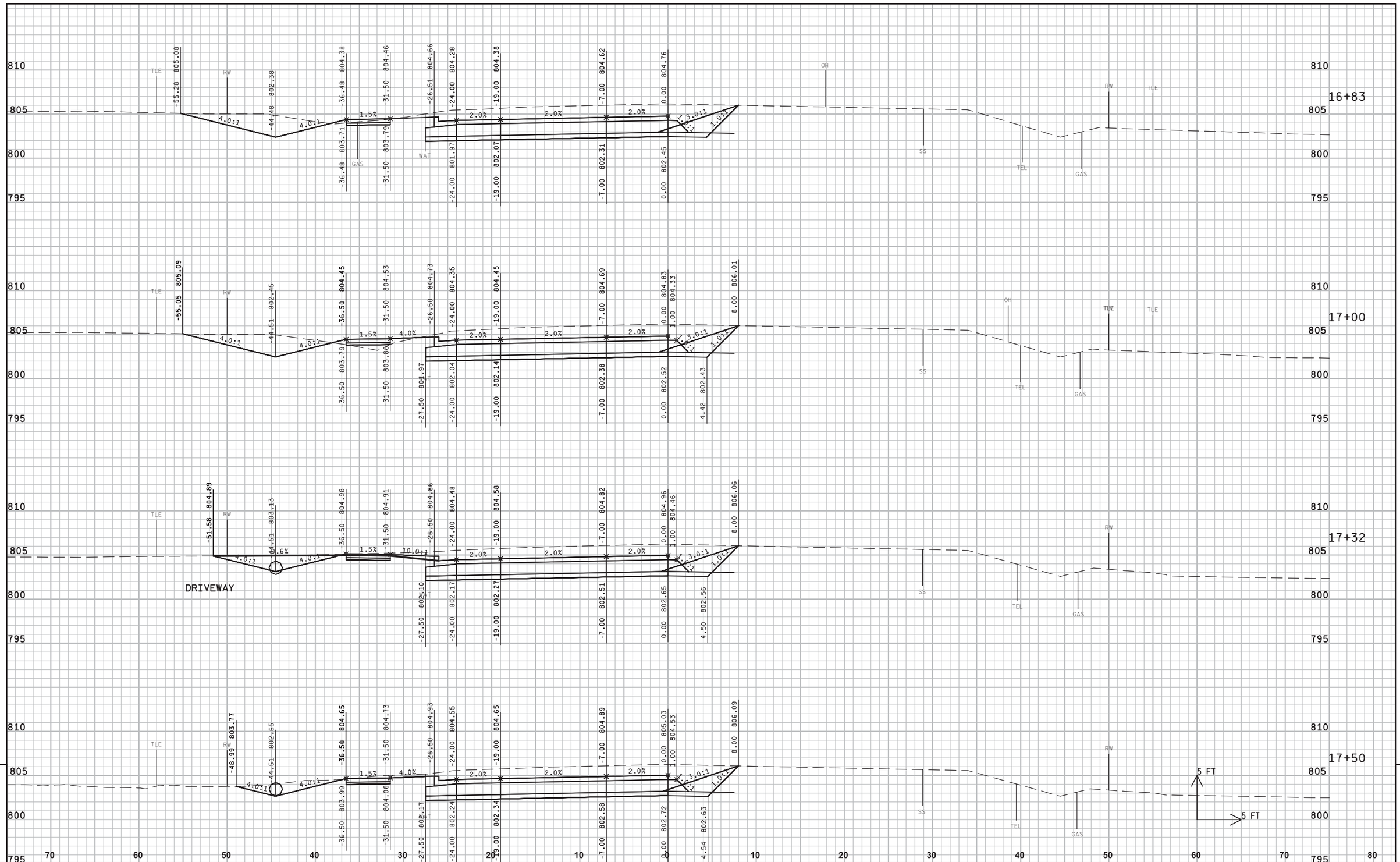
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 919	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

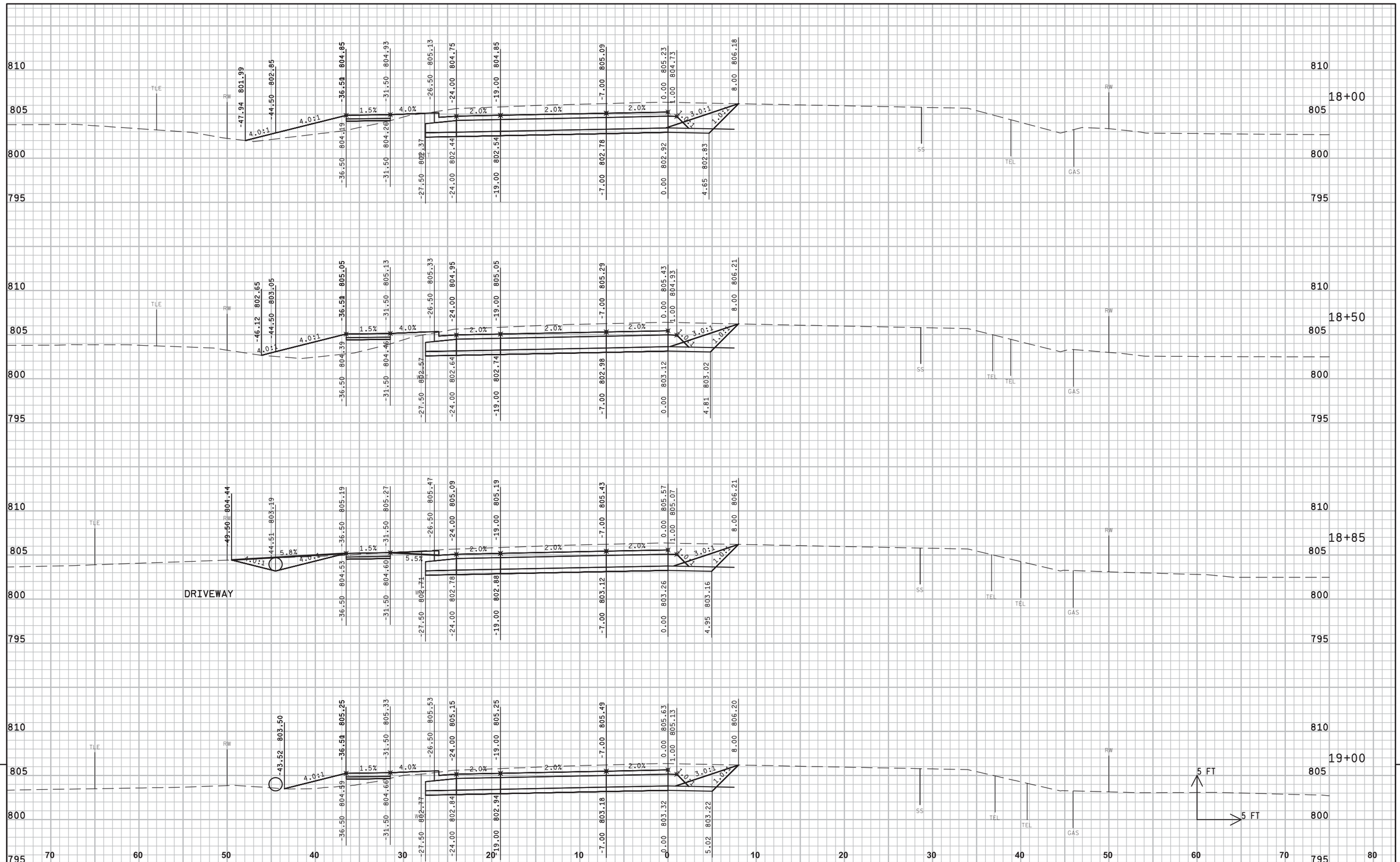
WISDOT/CADDS SHEET 21



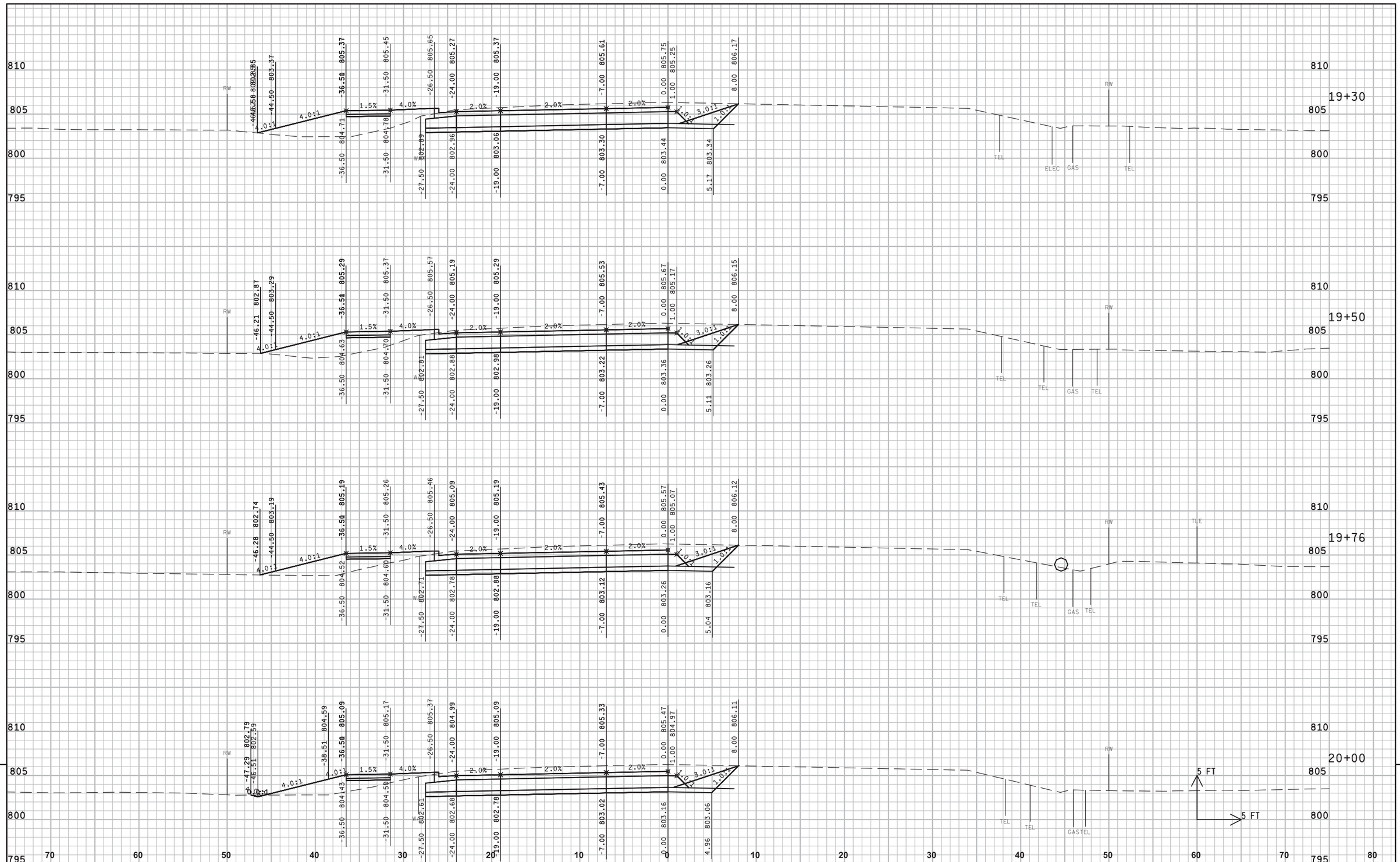
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 920	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



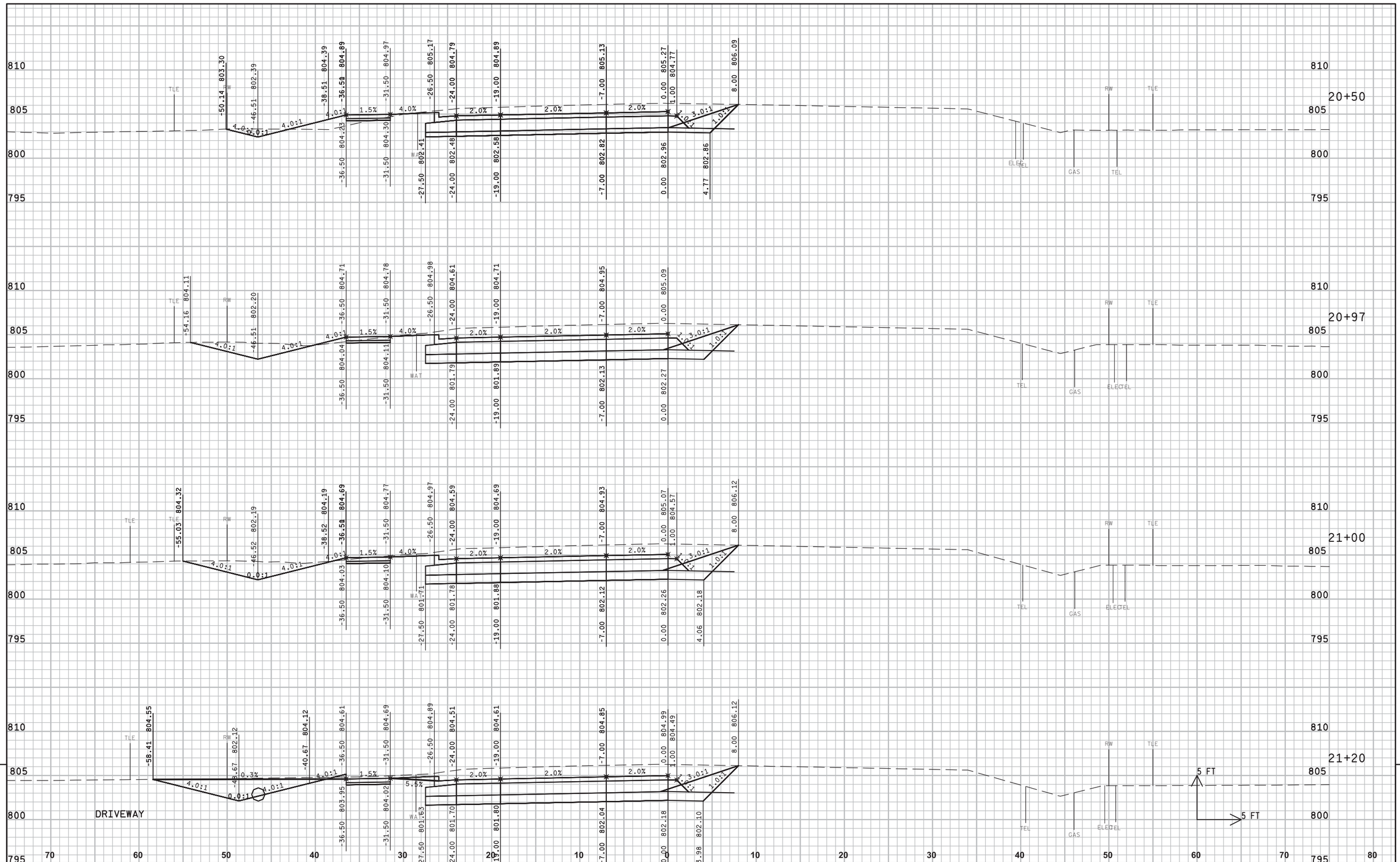
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 921 E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 922 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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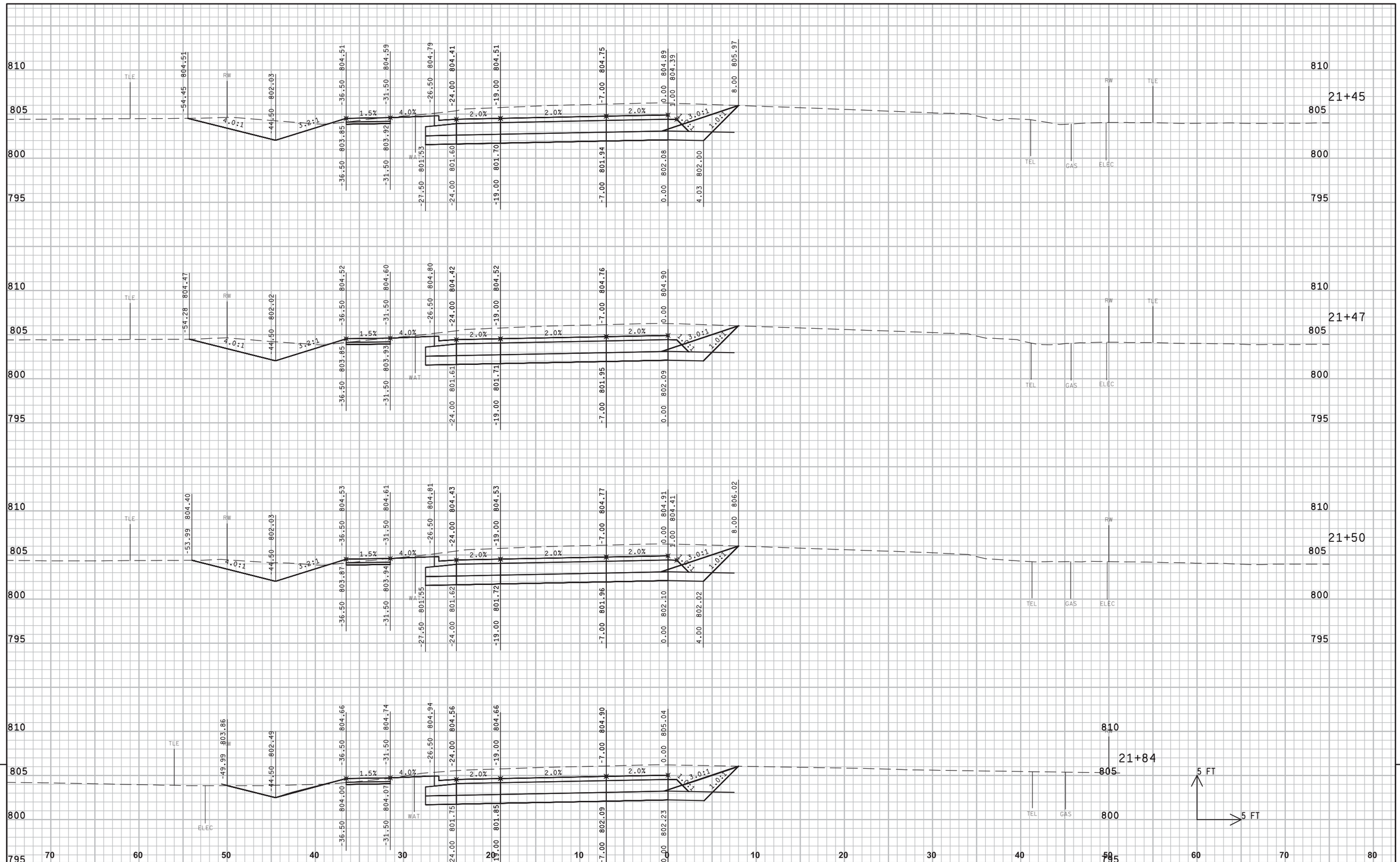
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 923	E



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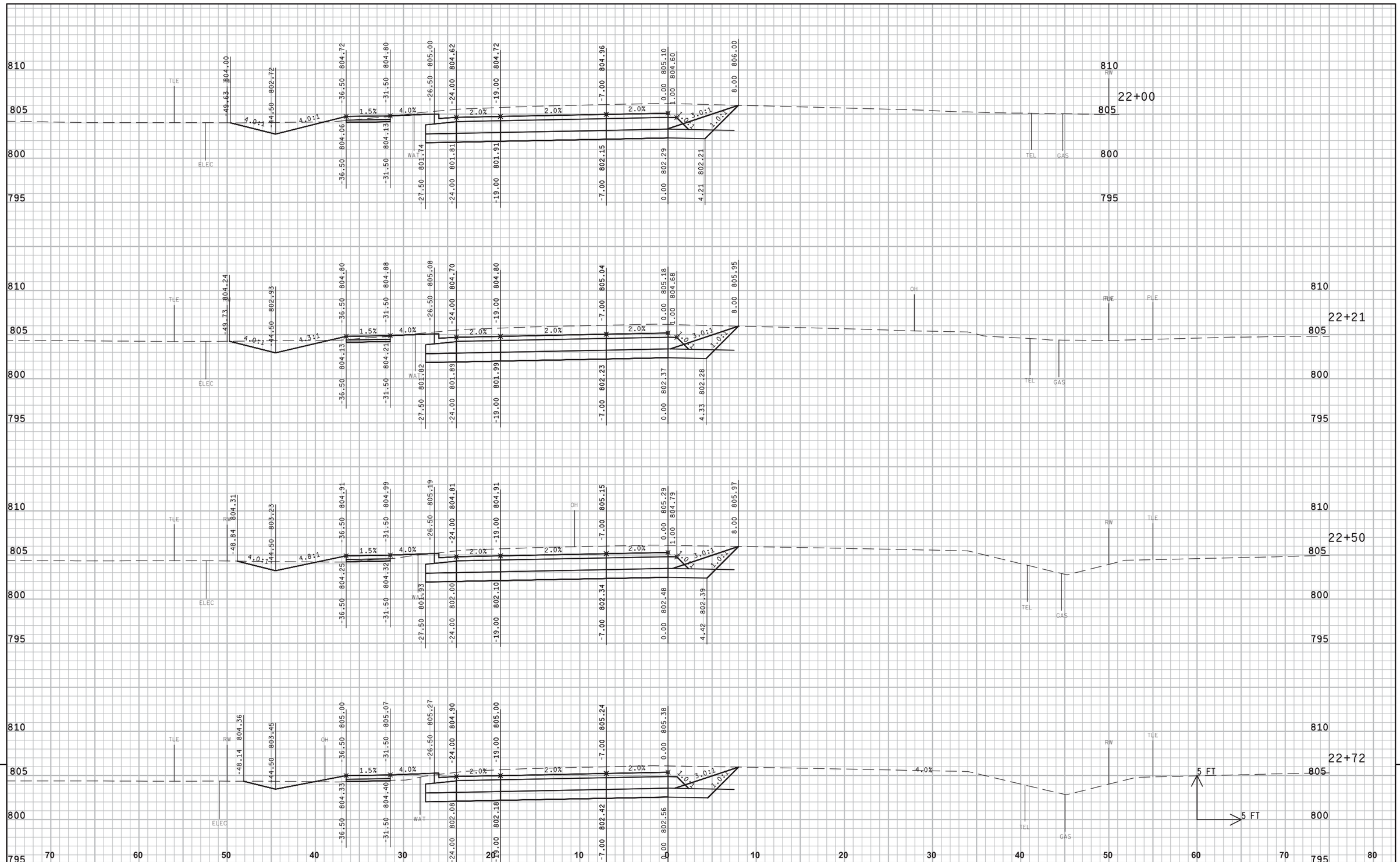
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 924	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:11 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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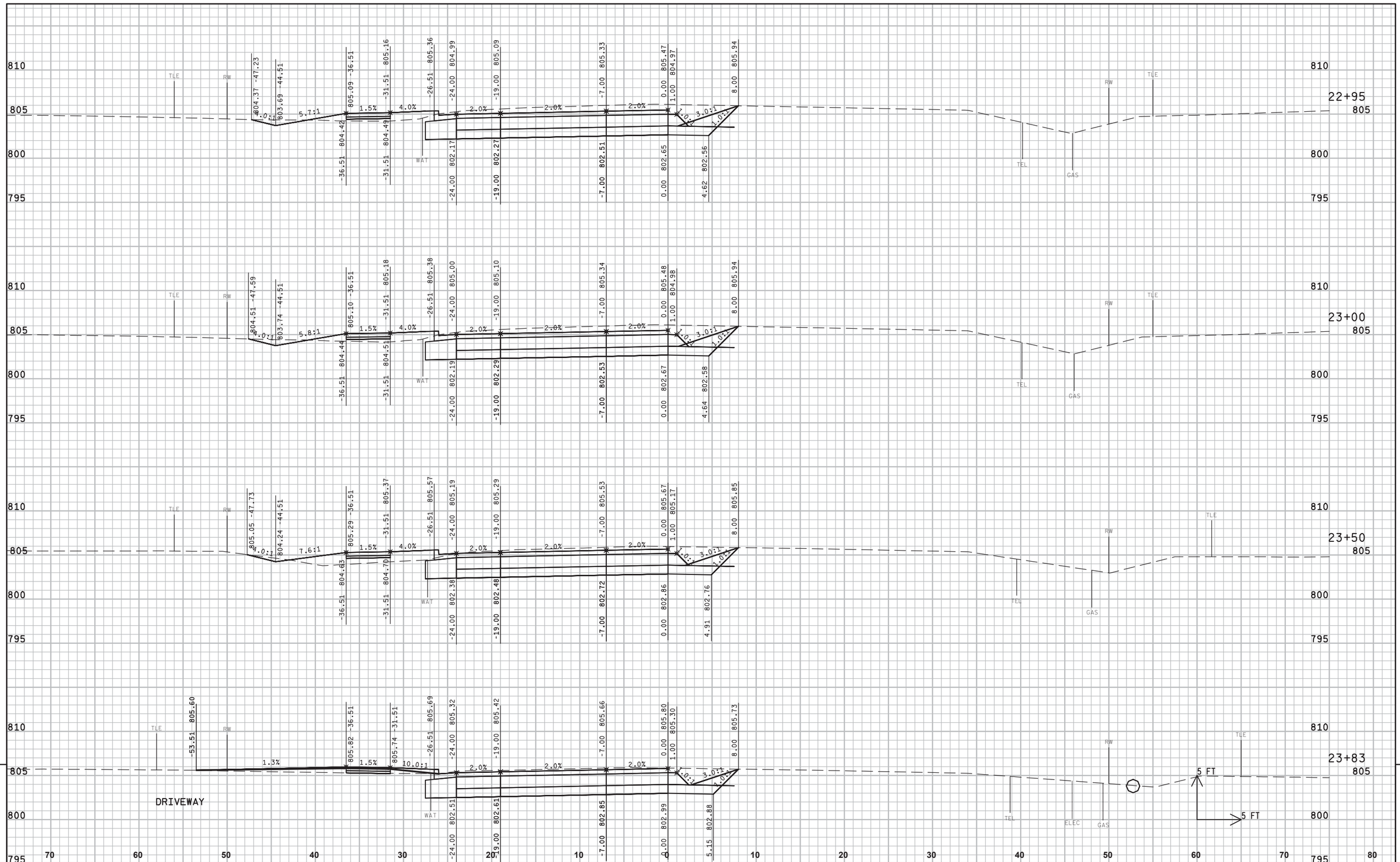
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 925	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S2.DWG PLOT DATE : 1/13/2015 9:11 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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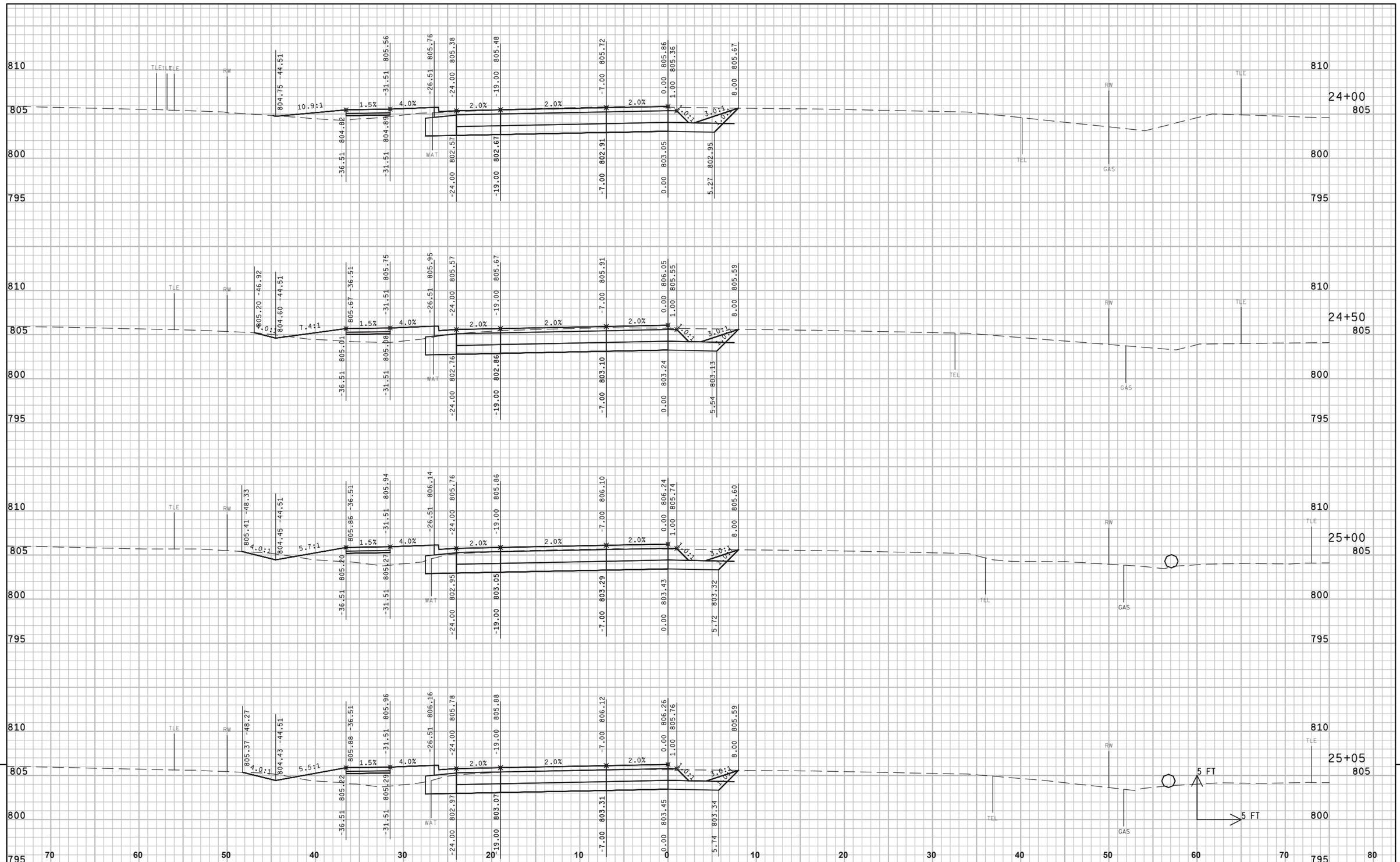
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 926	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:26 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

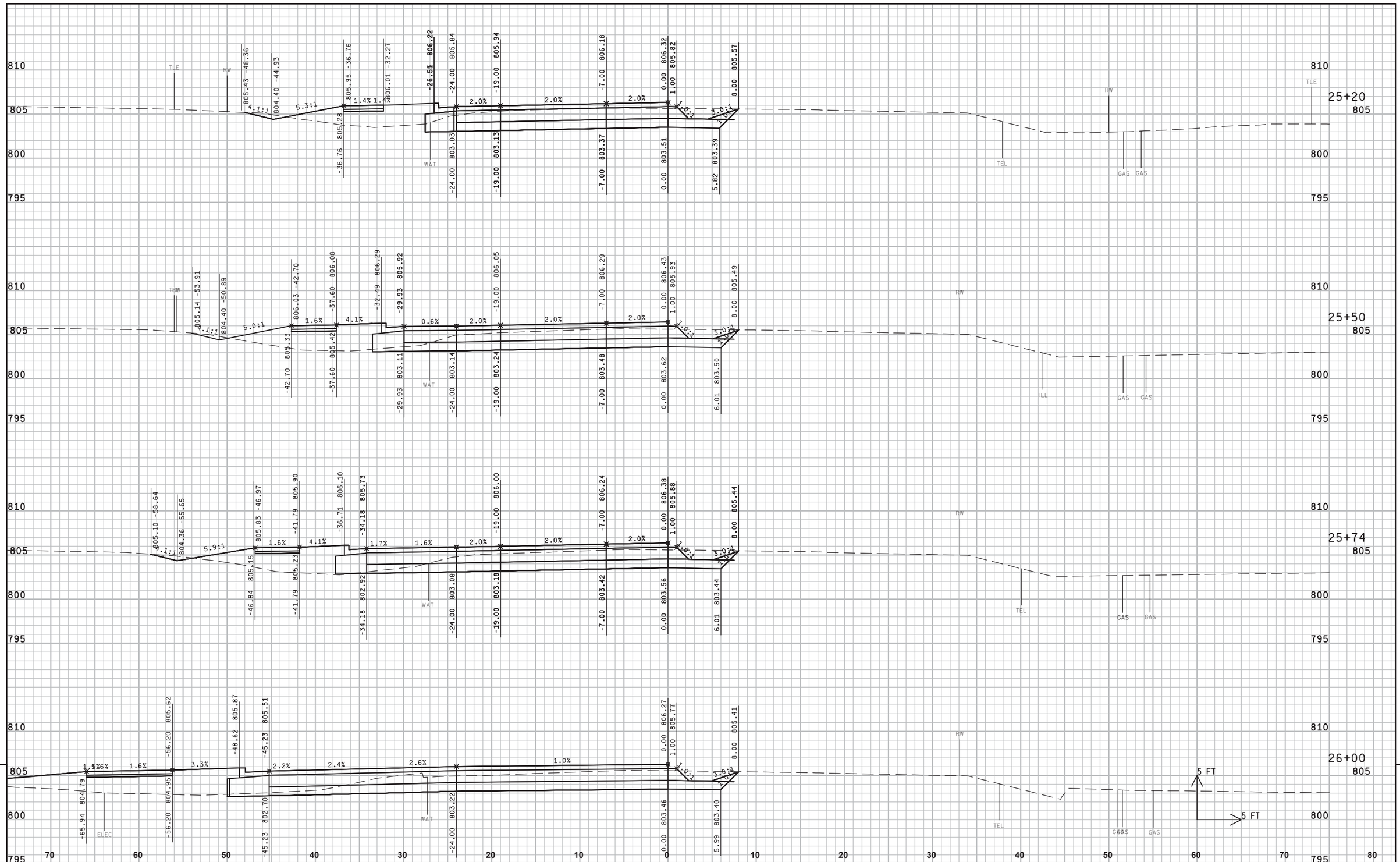
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 927 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:26 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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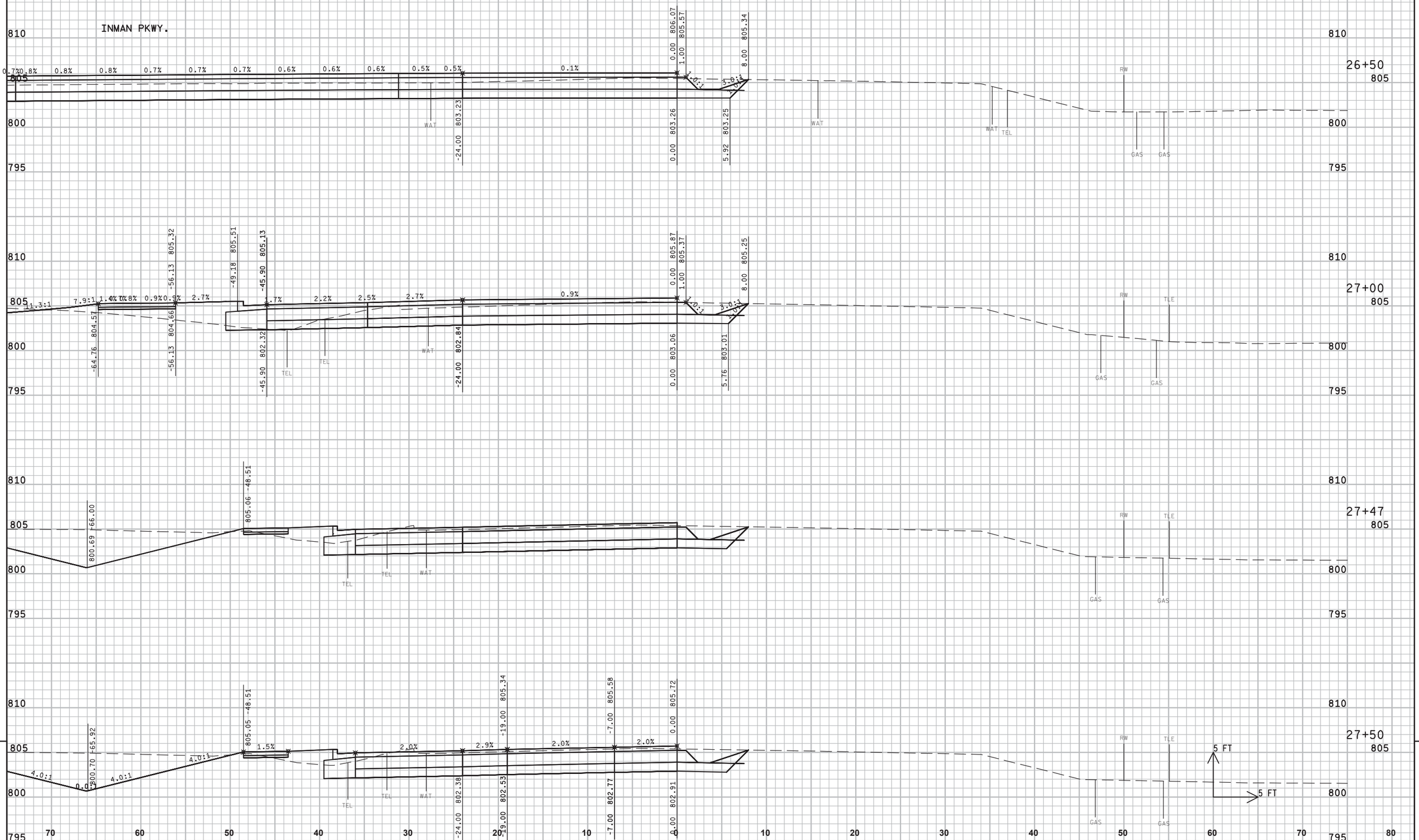
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 928	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:26 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

9

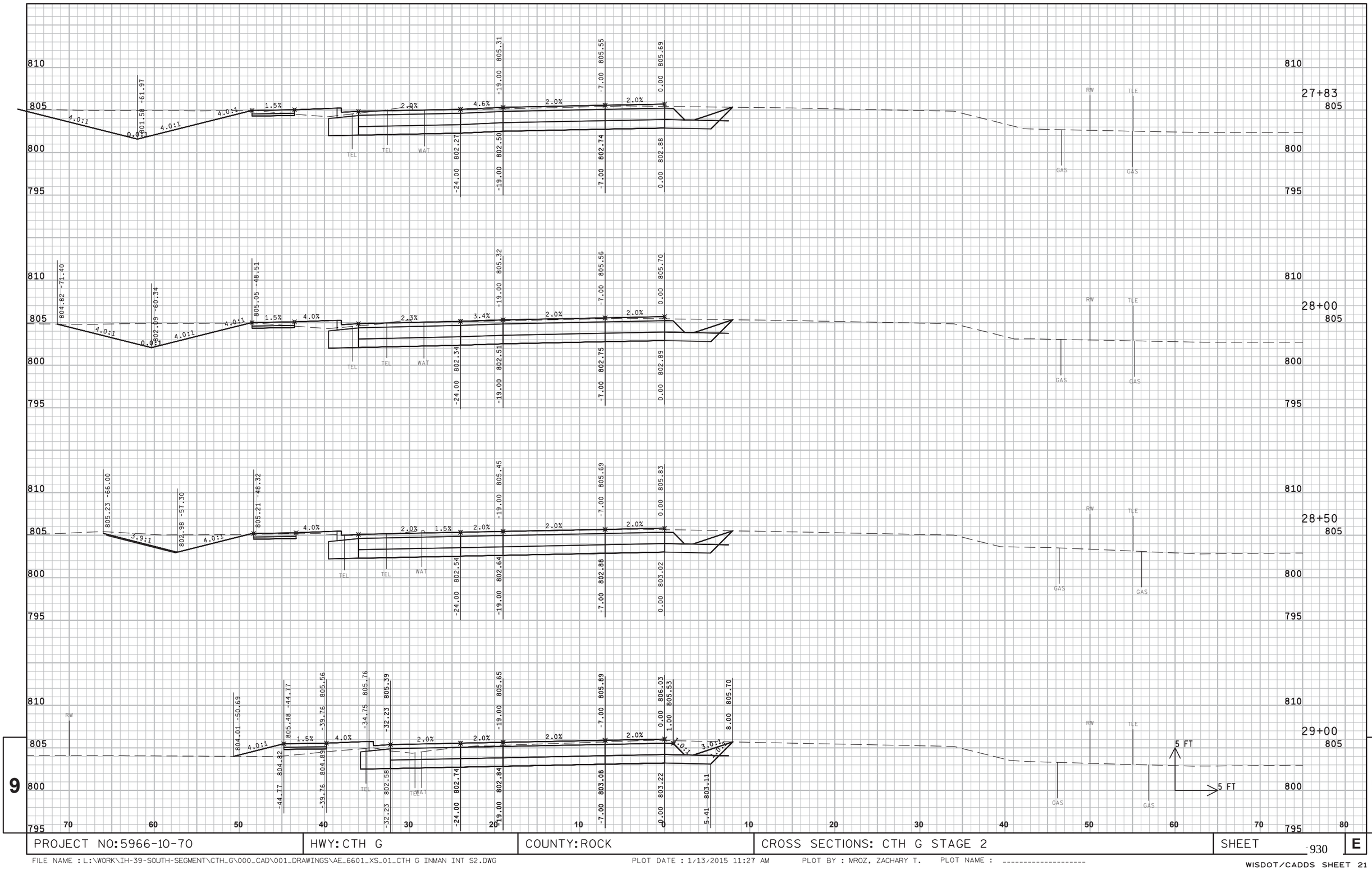
INMAN PKWY.



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 929 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

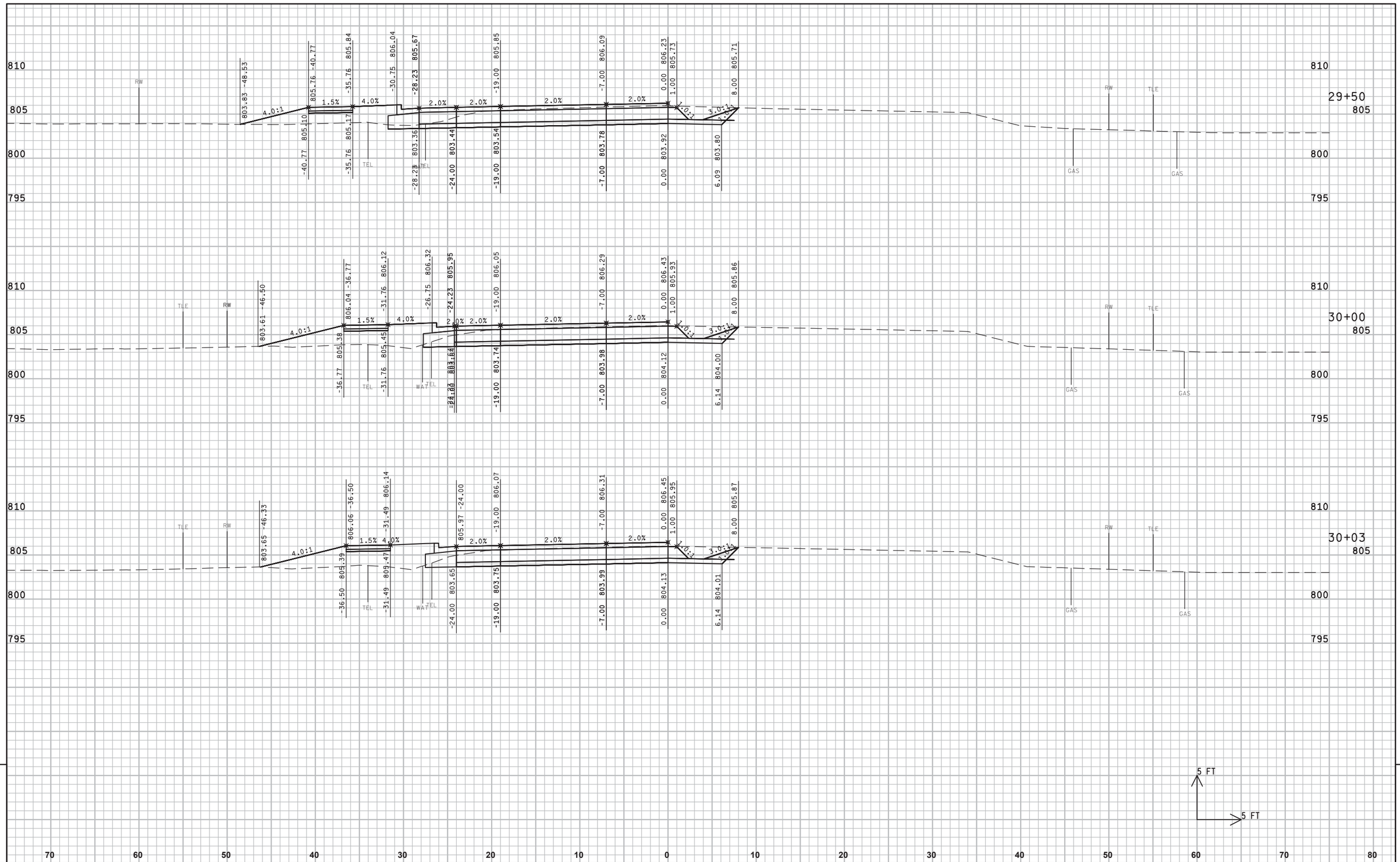
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 930	E

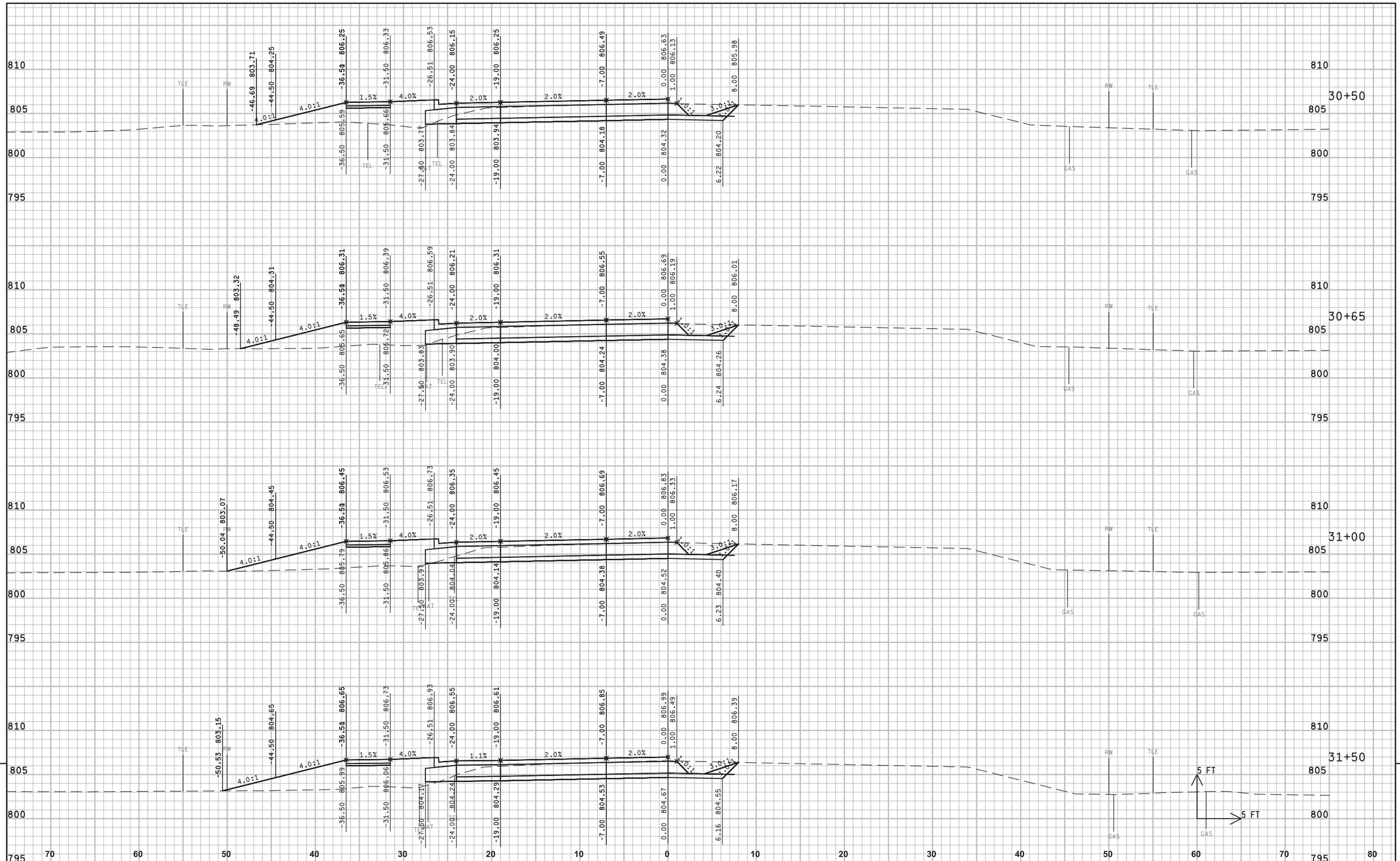
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 931	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S2.DWG PLOT DATE : 1/13/2015 11:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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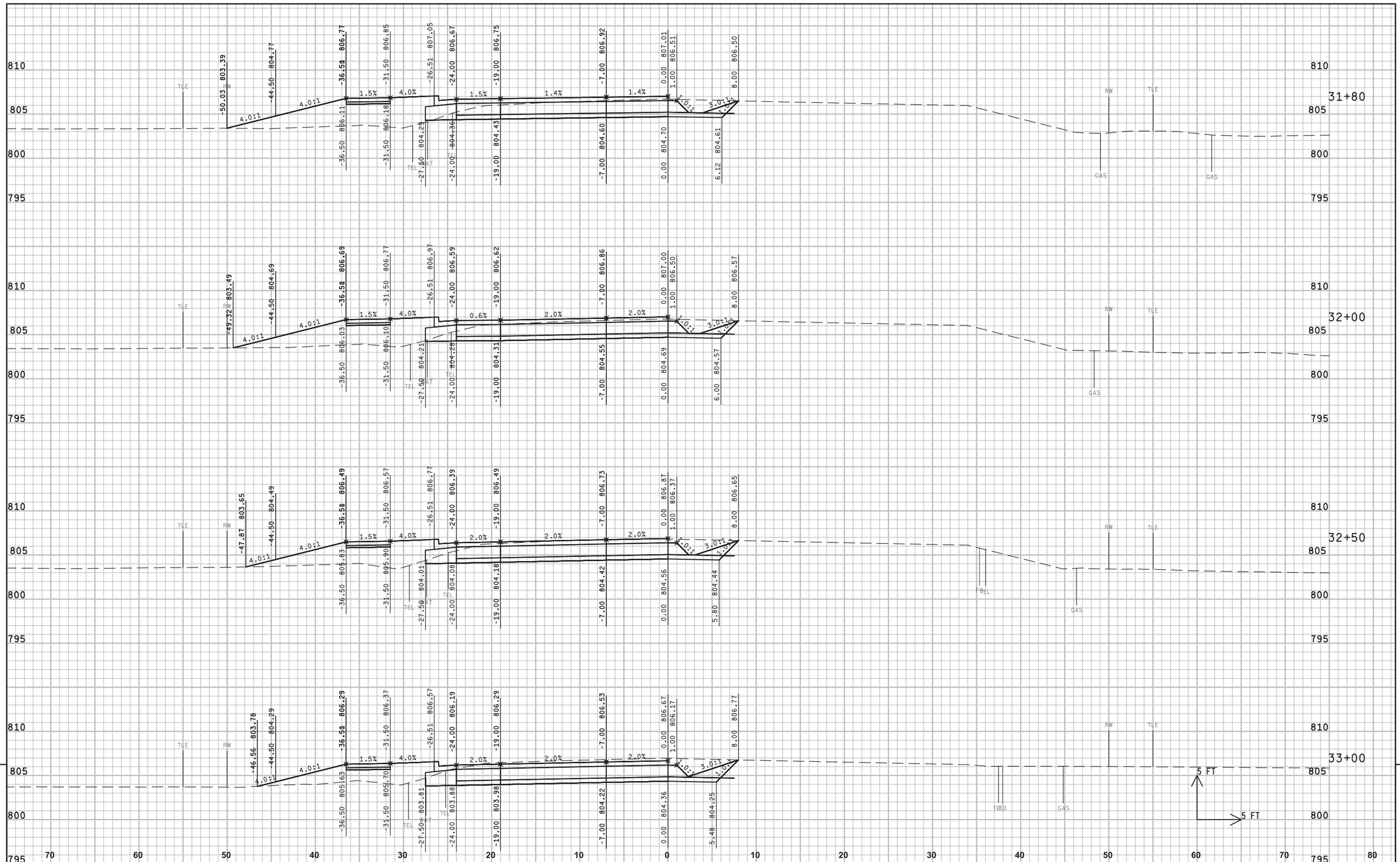
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 932	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:31 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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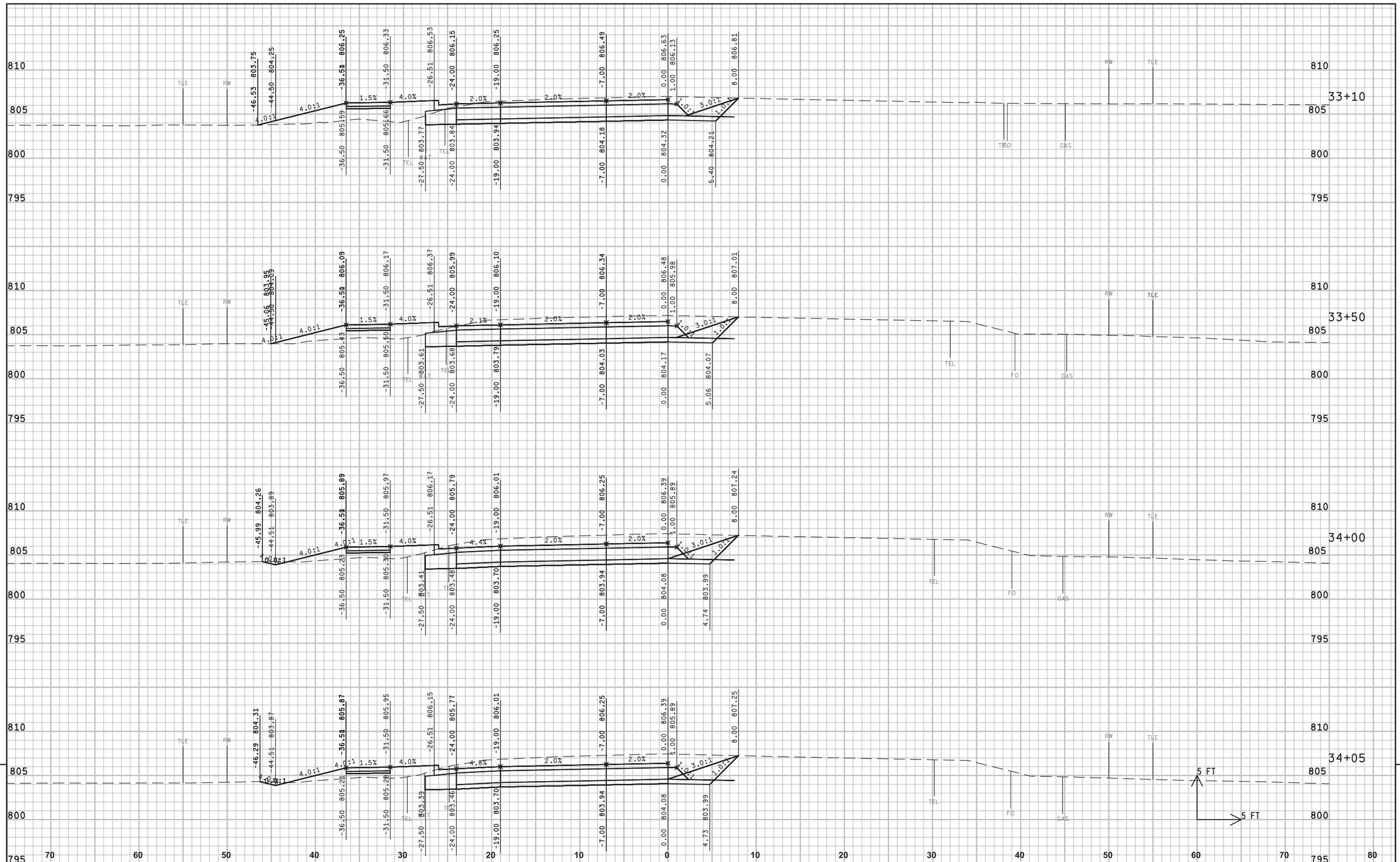
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 933	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:31 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

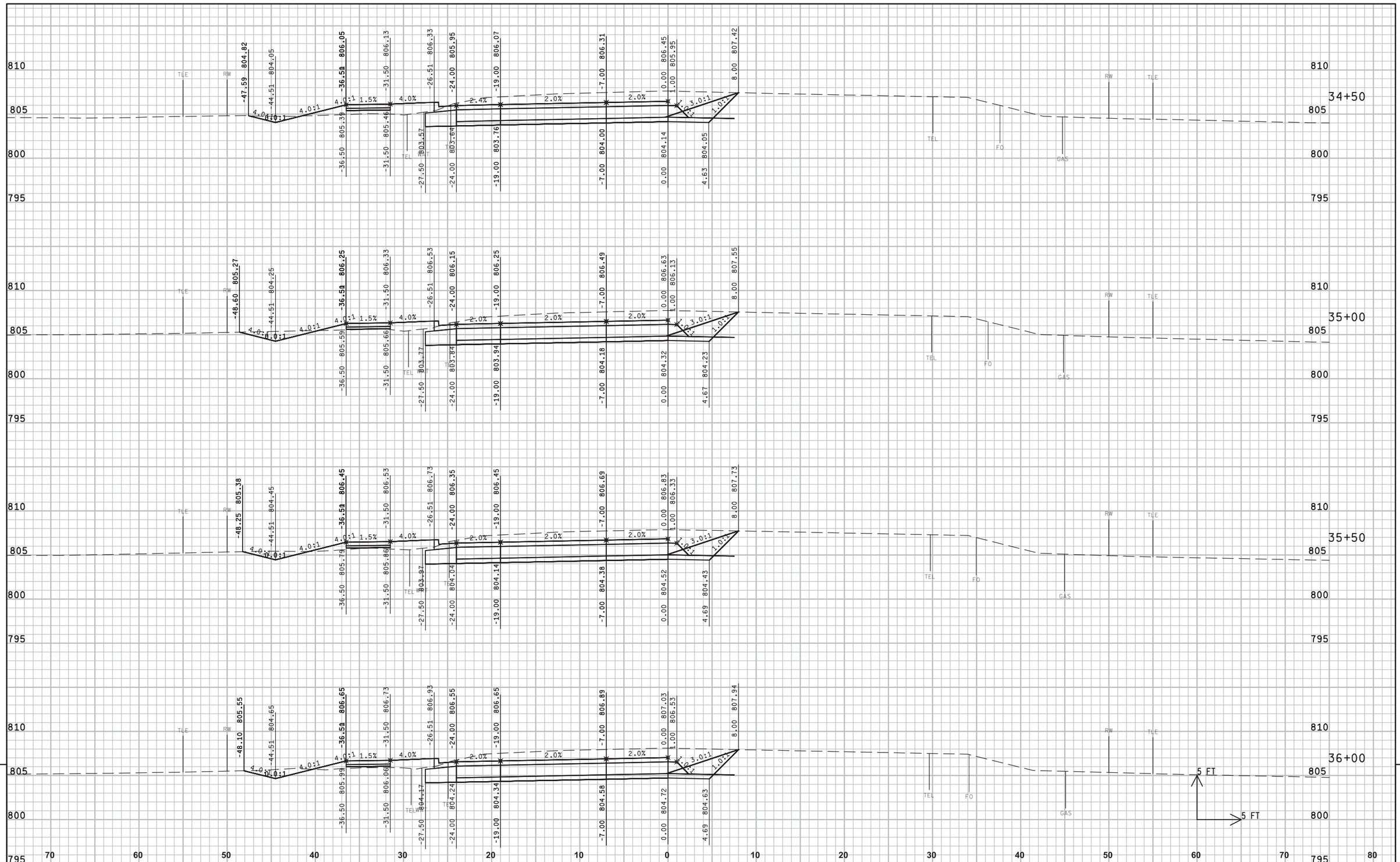
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 934	E

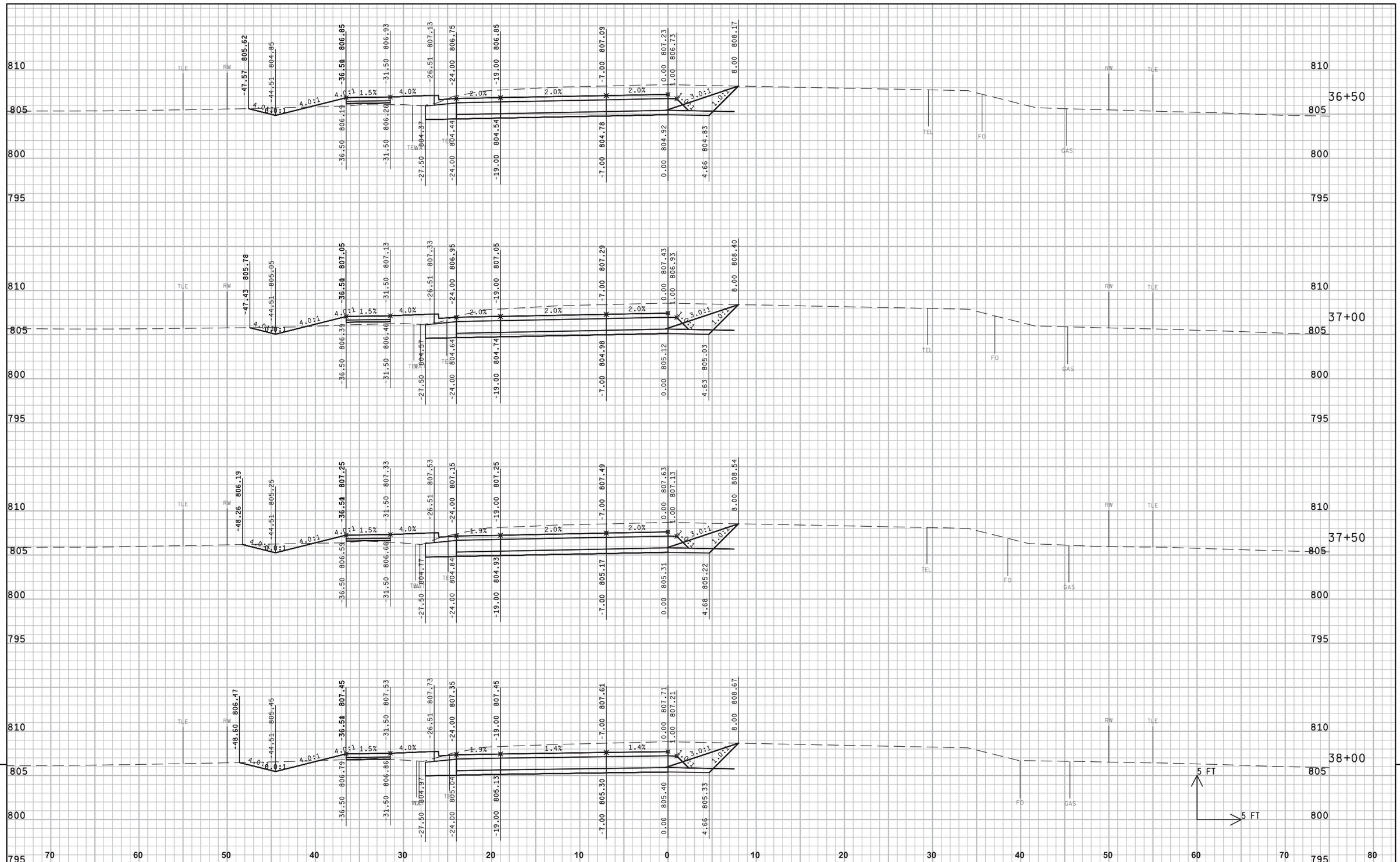
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:31 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



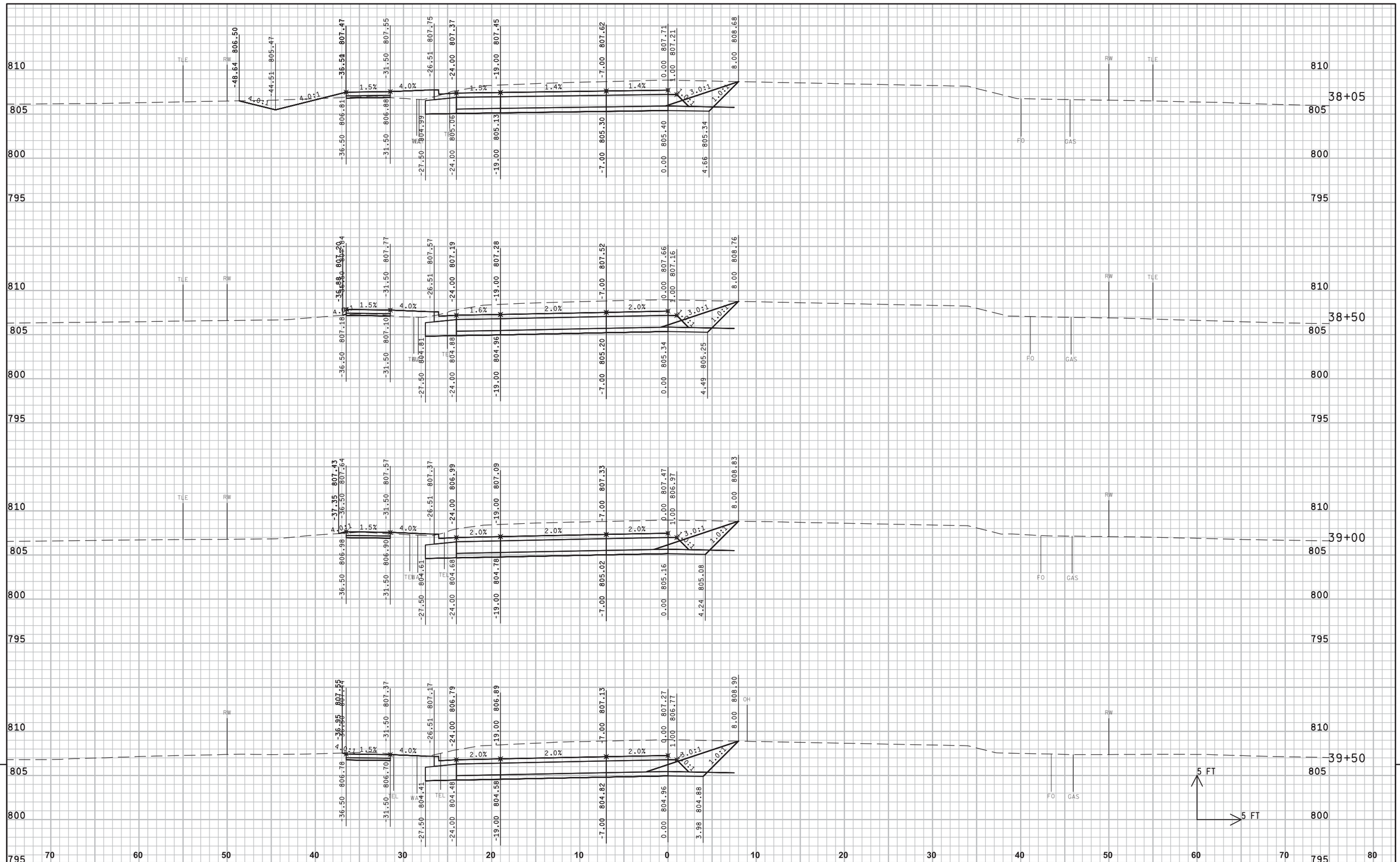
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 935	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:32 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 936	E

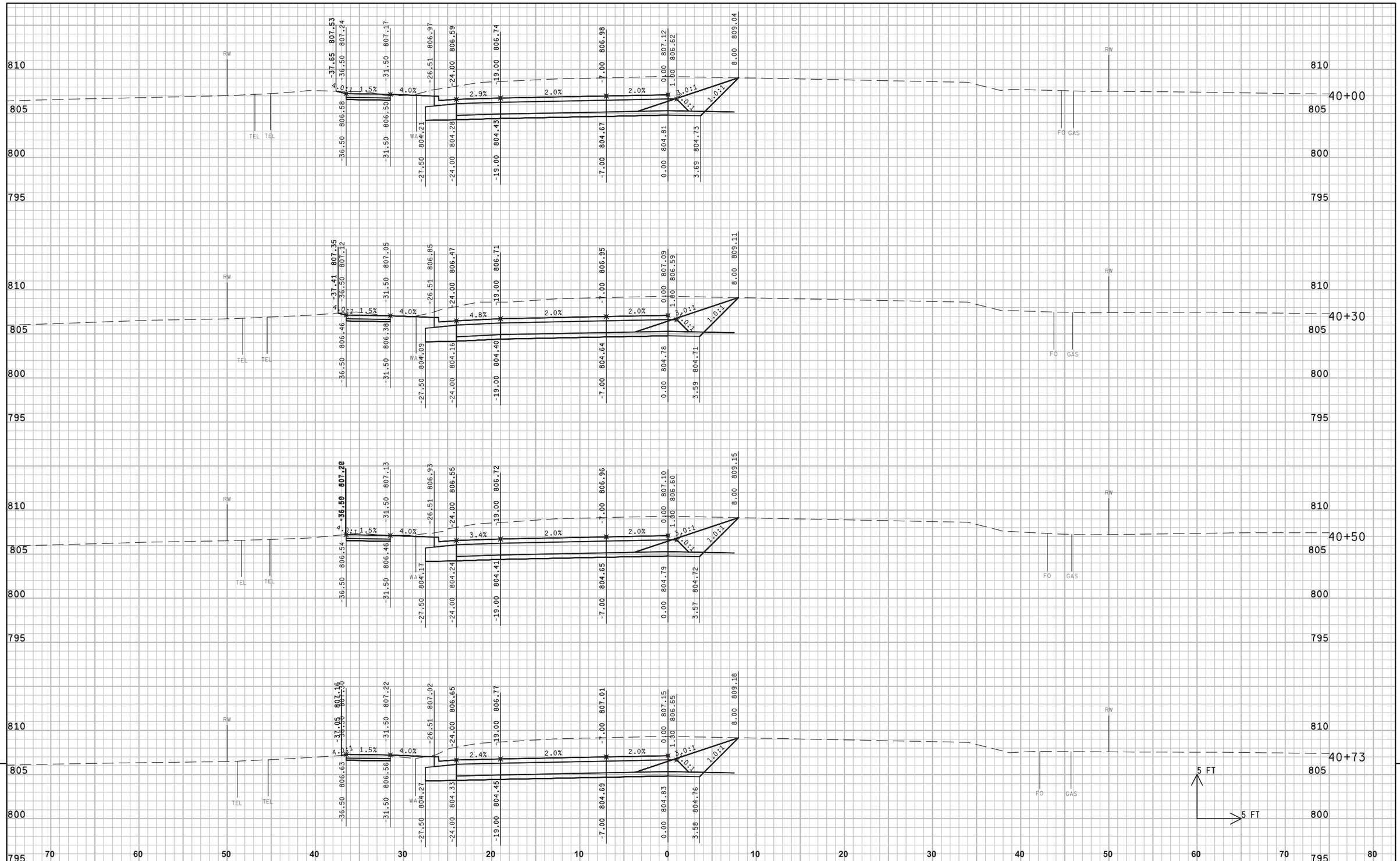
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:32 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 937 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:33 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

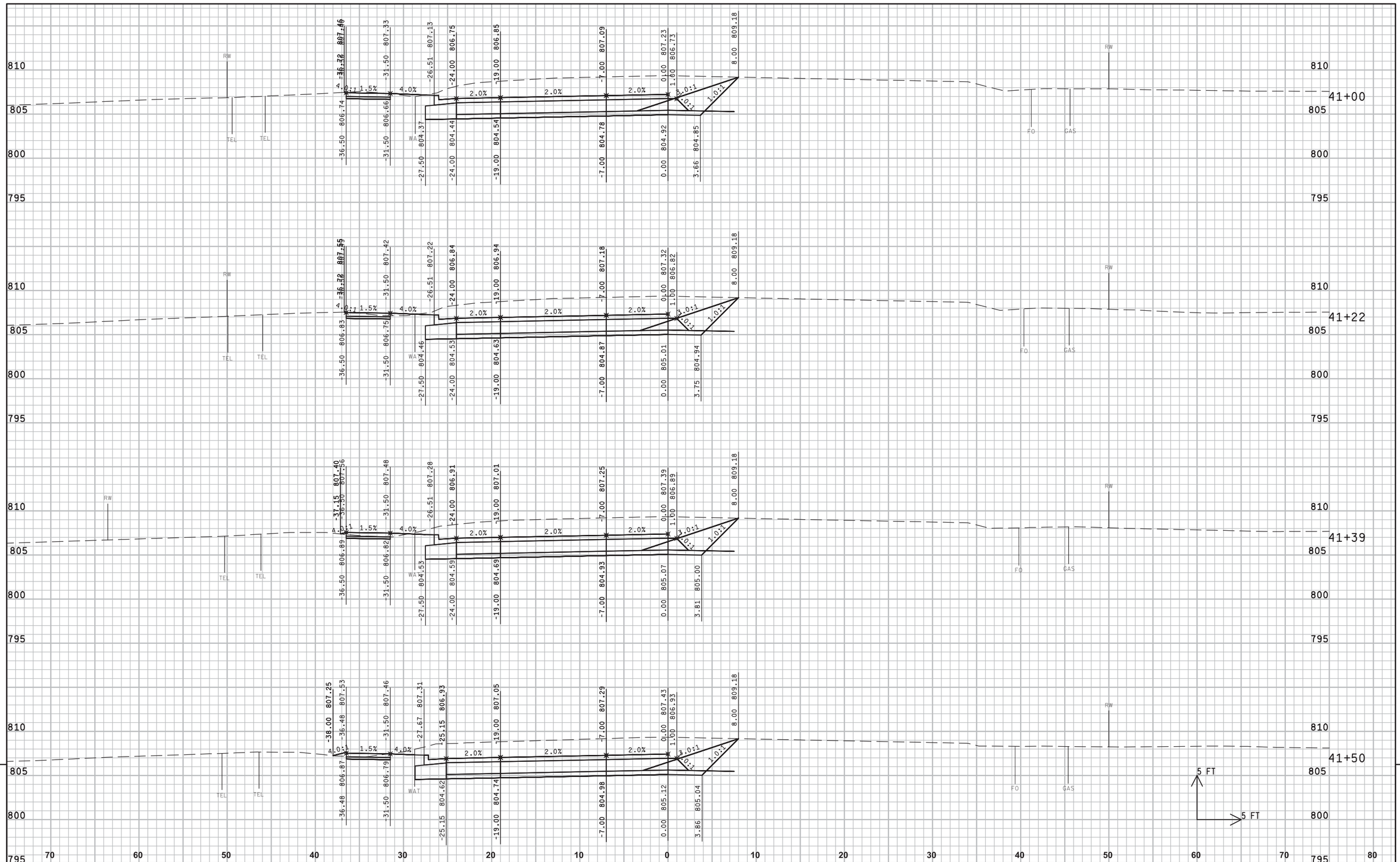
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 938 E

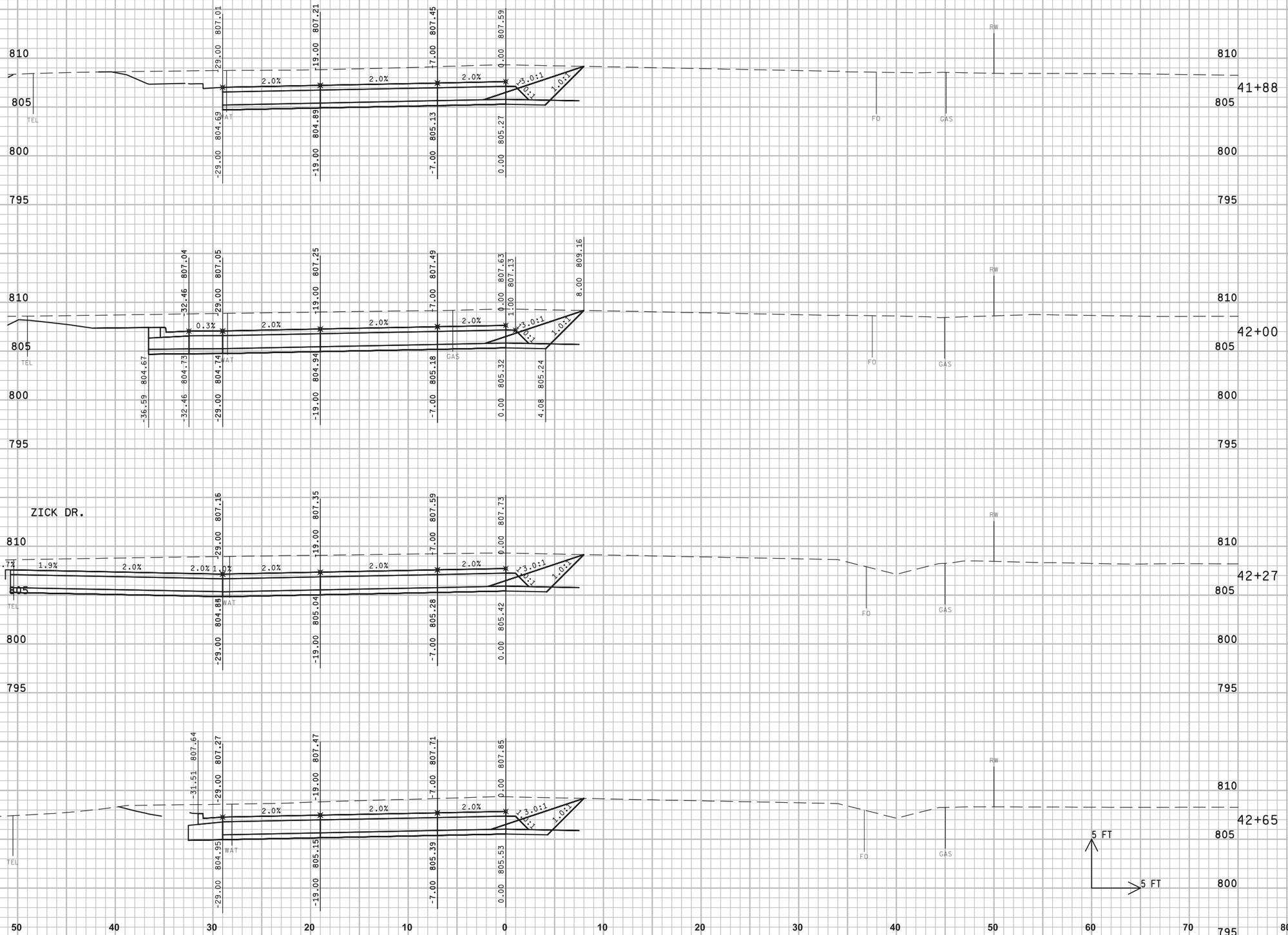
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:33 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 939	E

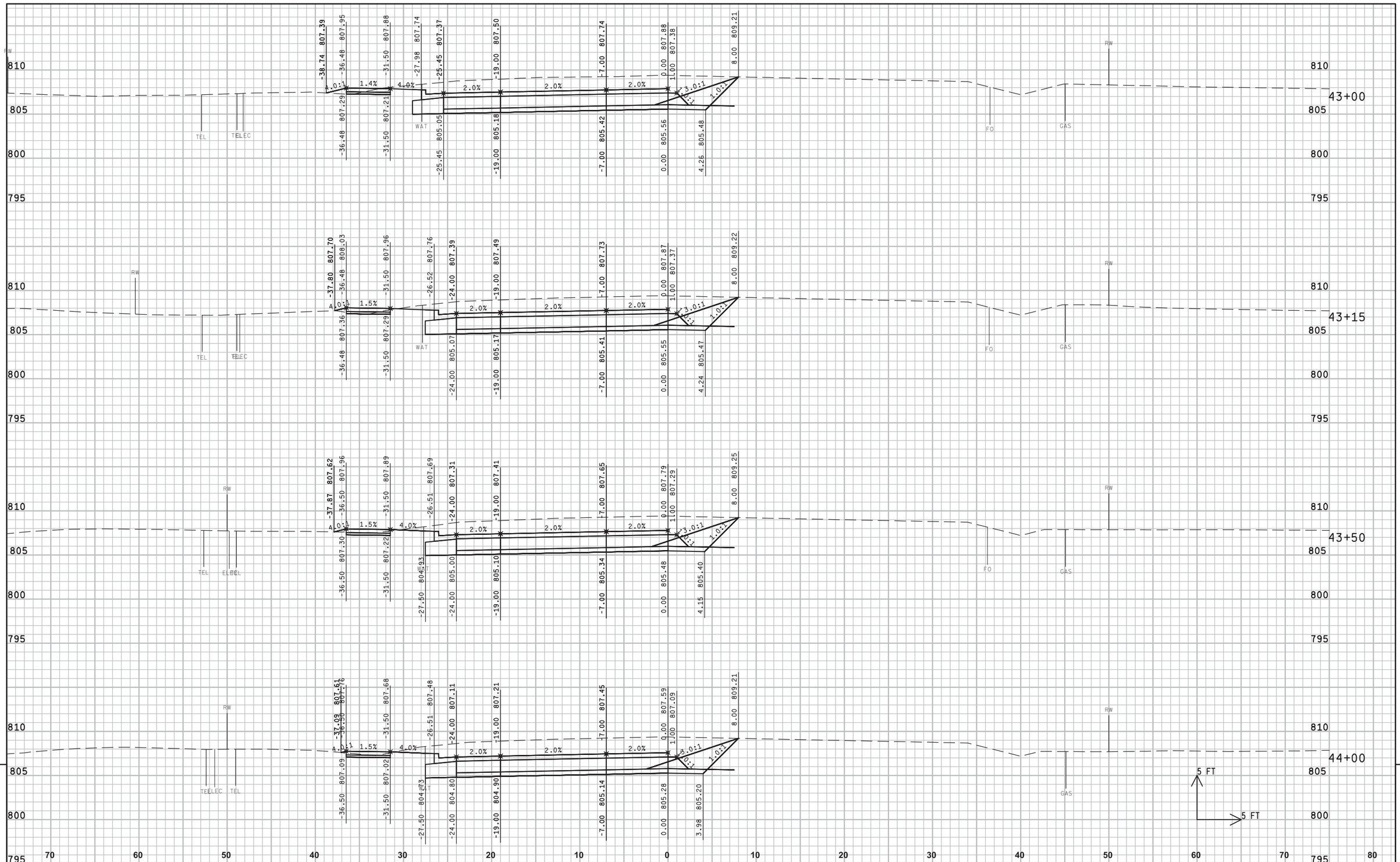
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:33 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 940	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:34 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

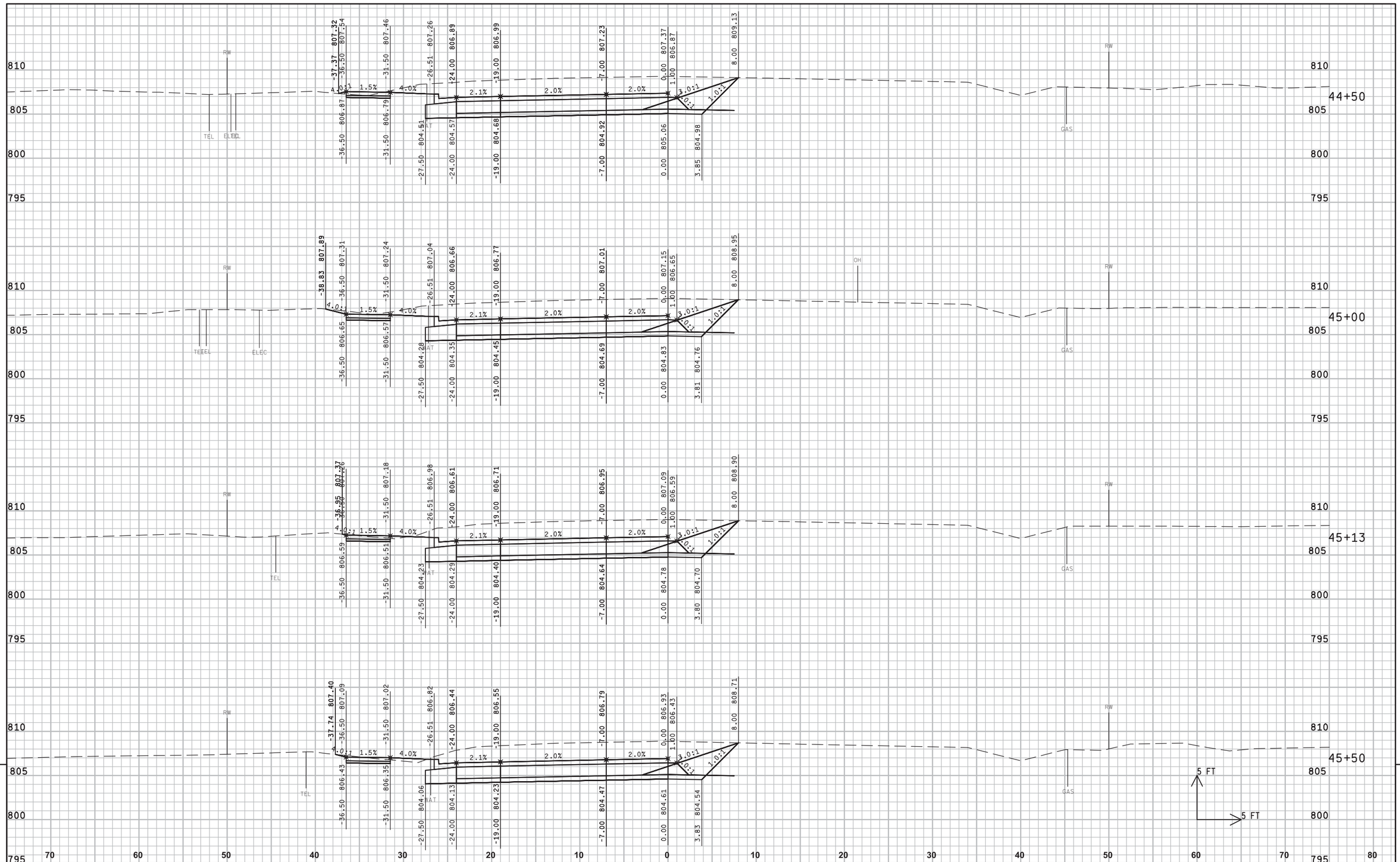
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 941	E

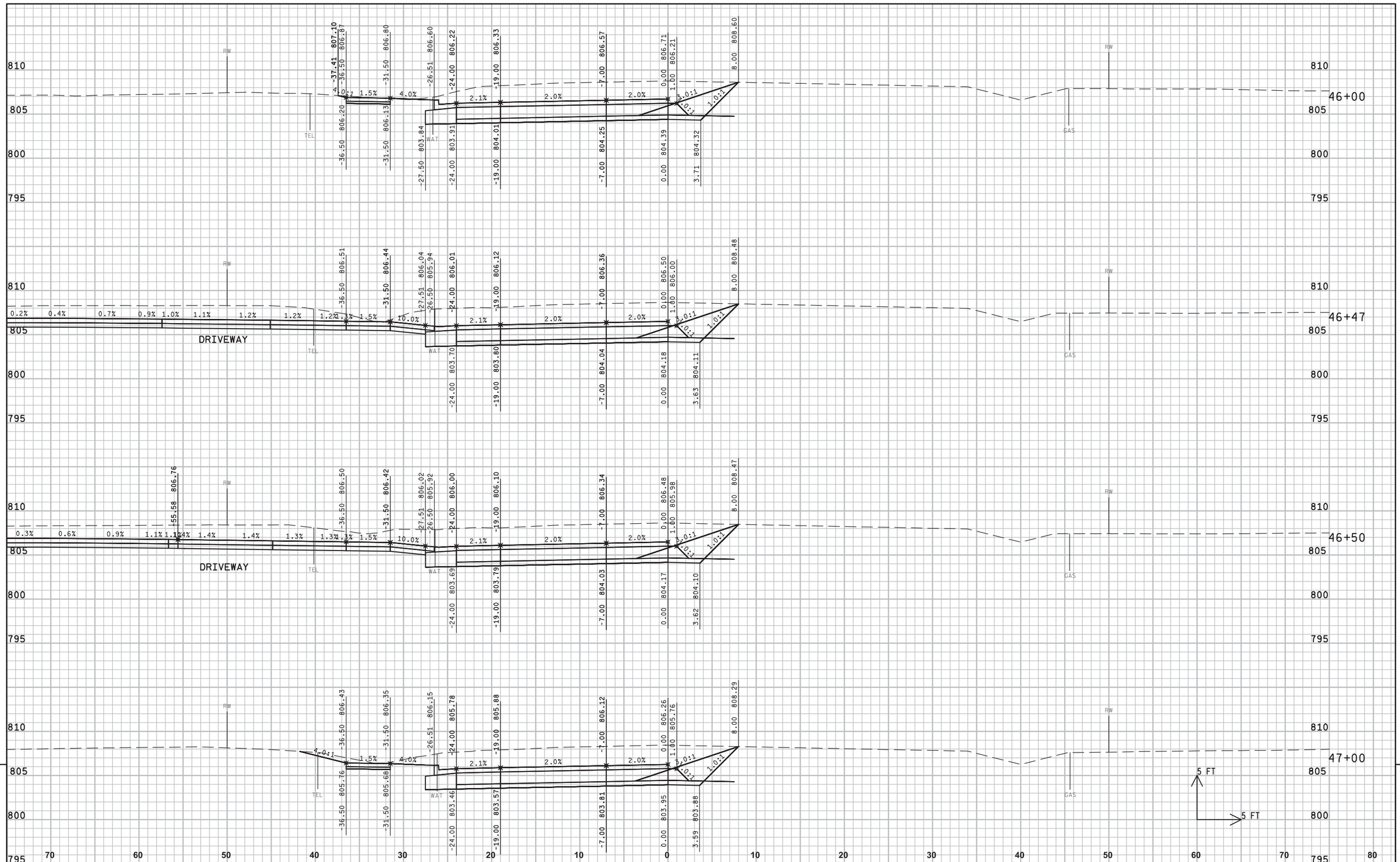
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:34 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



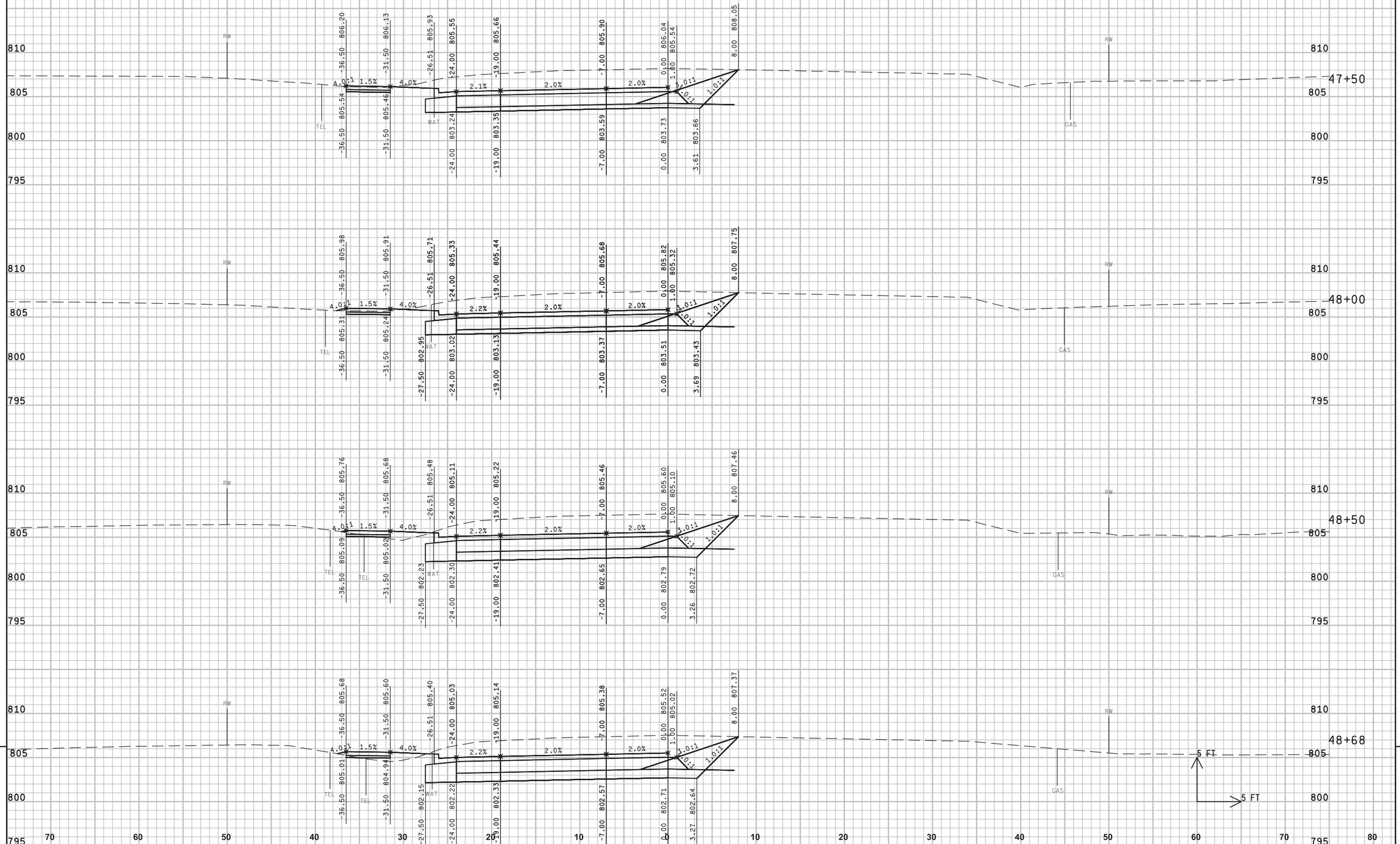
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 942	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



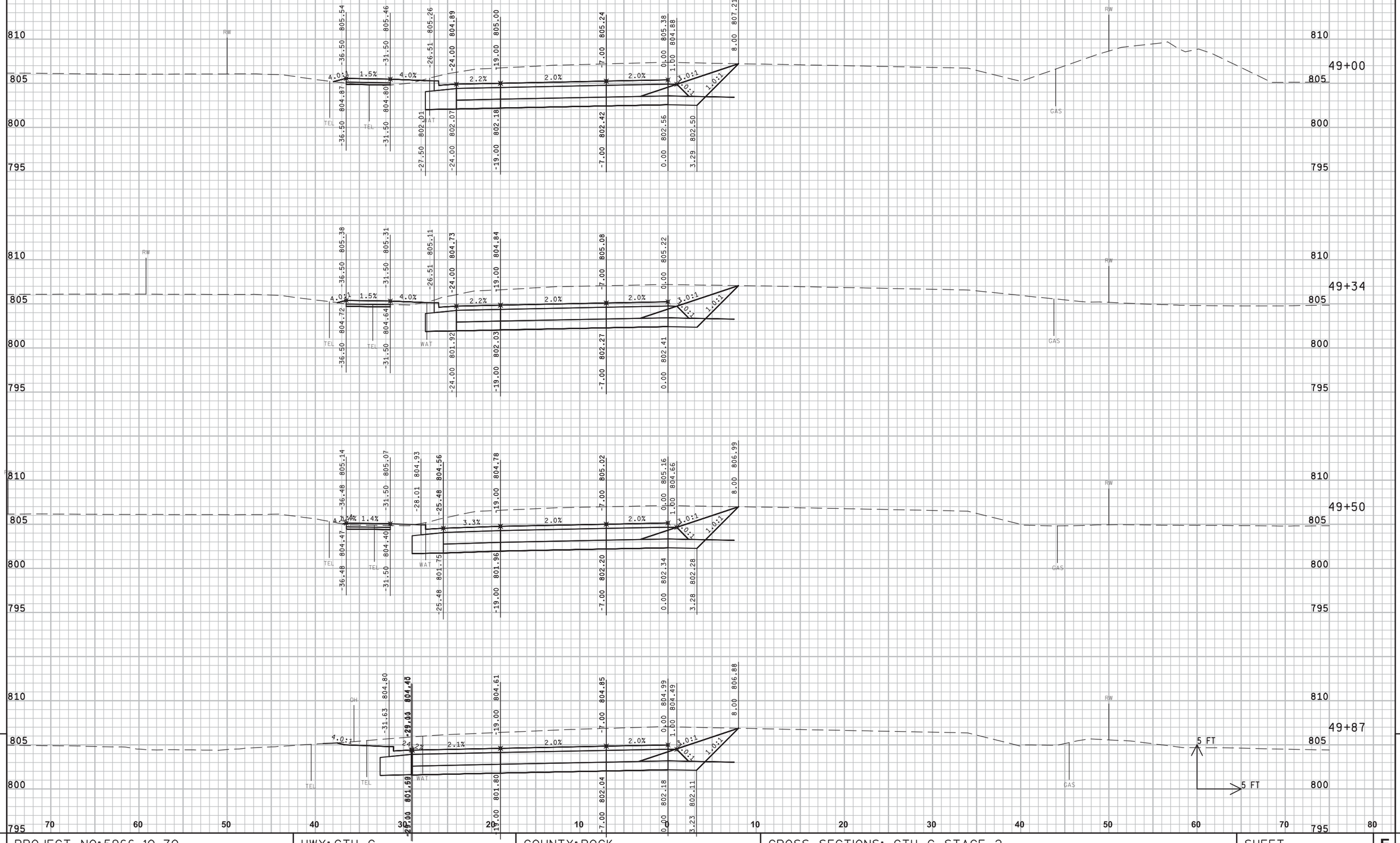
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 943	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 944	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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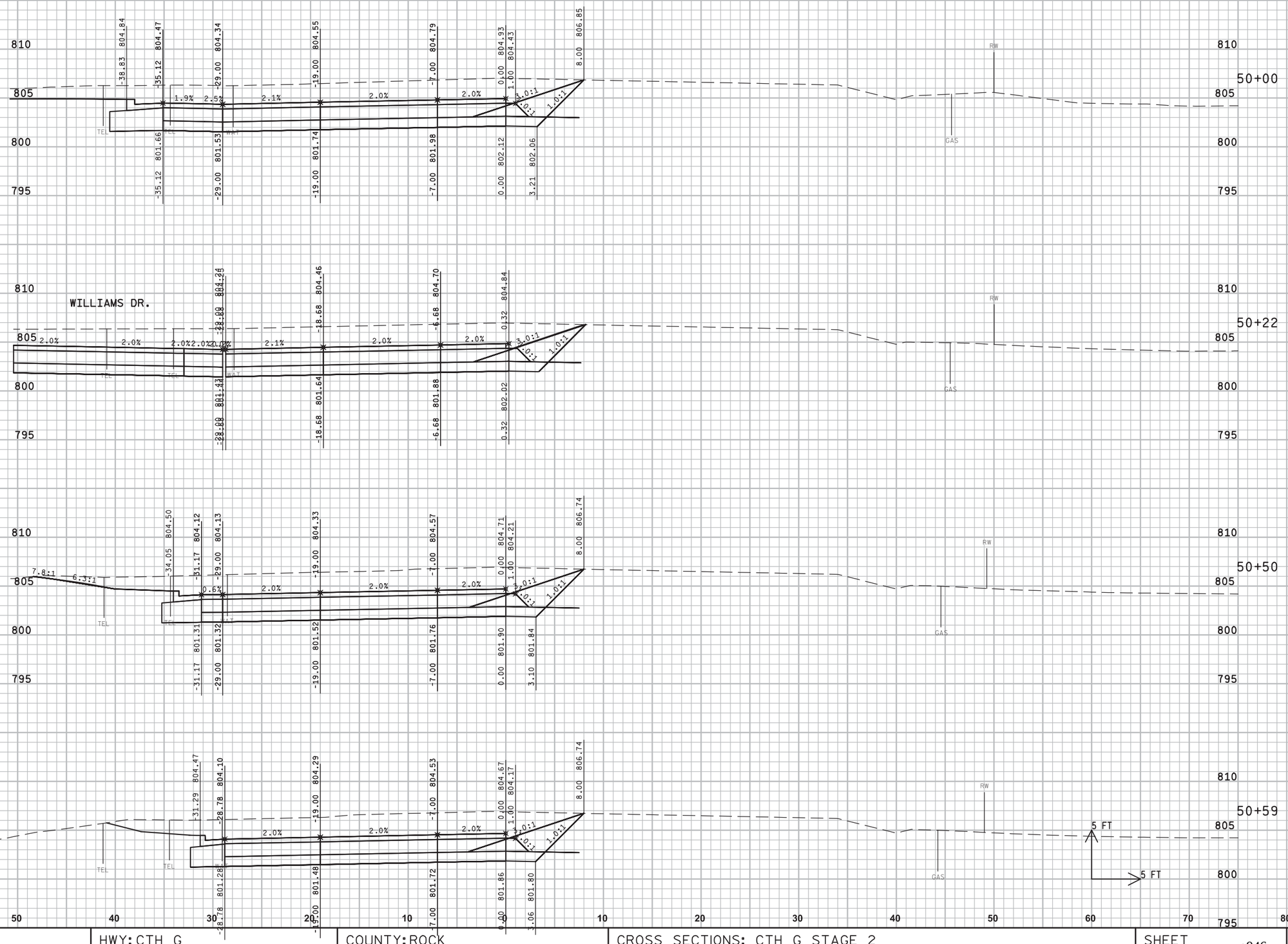
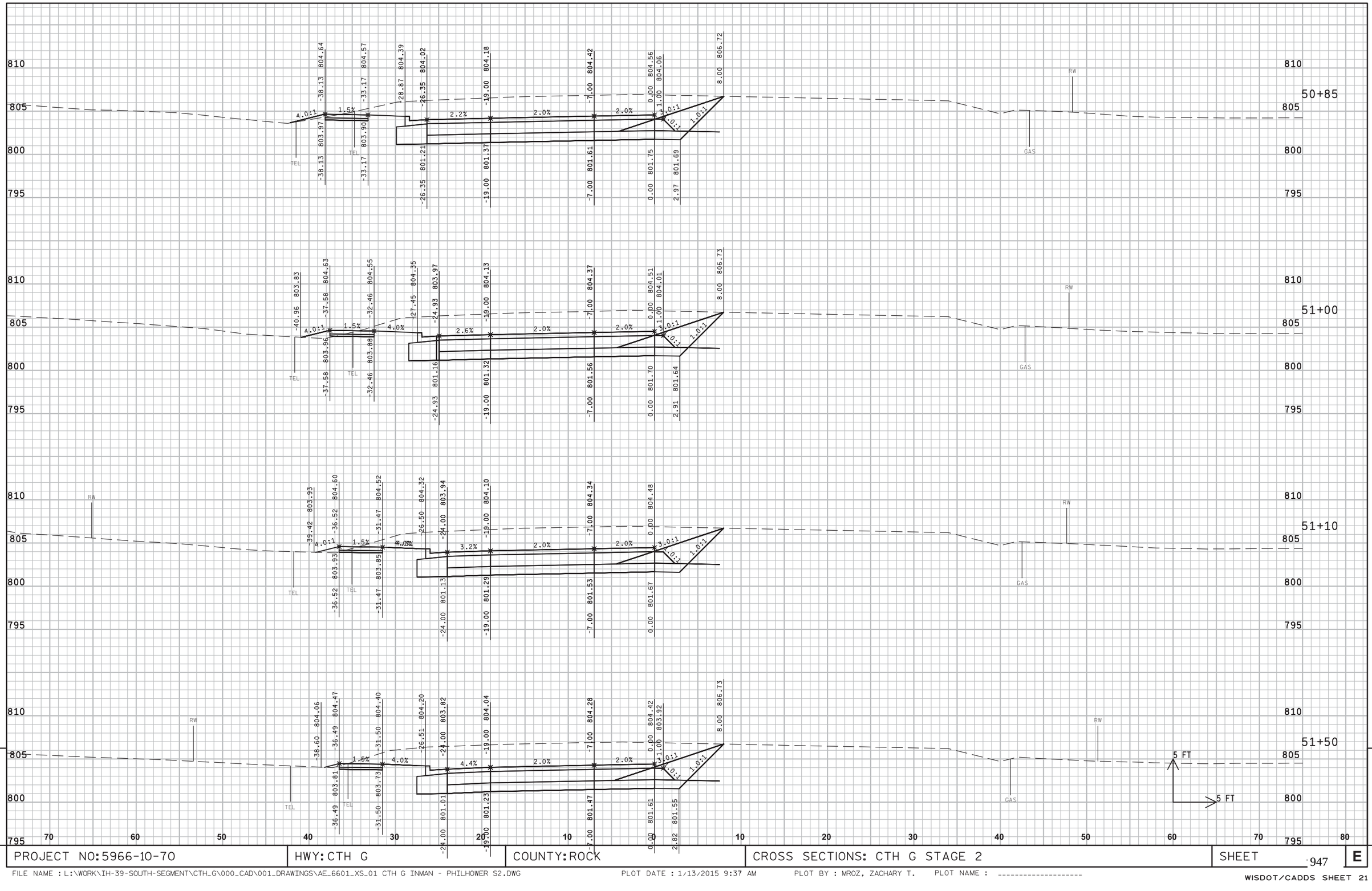
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 945	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 946 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:36 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

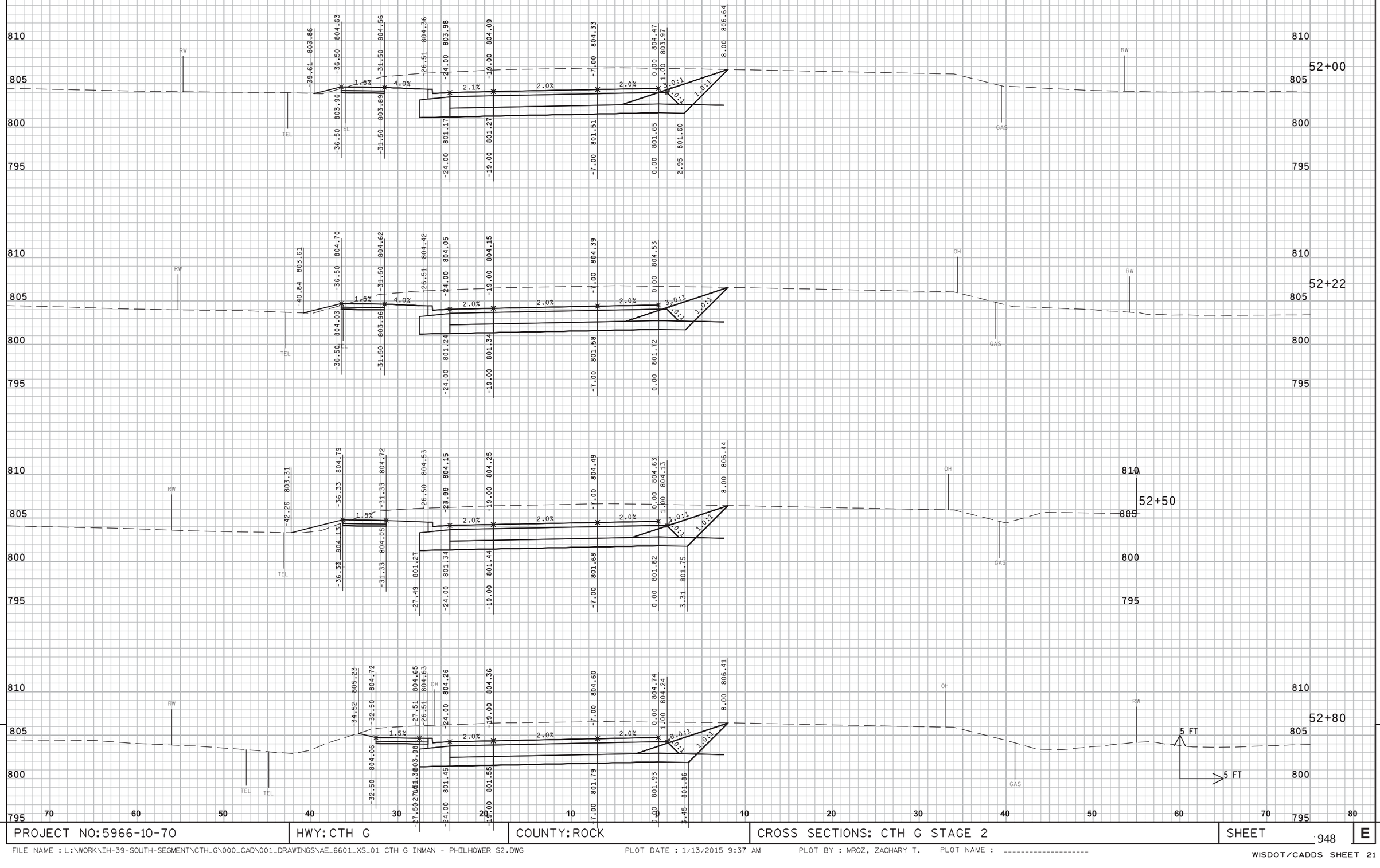
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 947	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:37 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

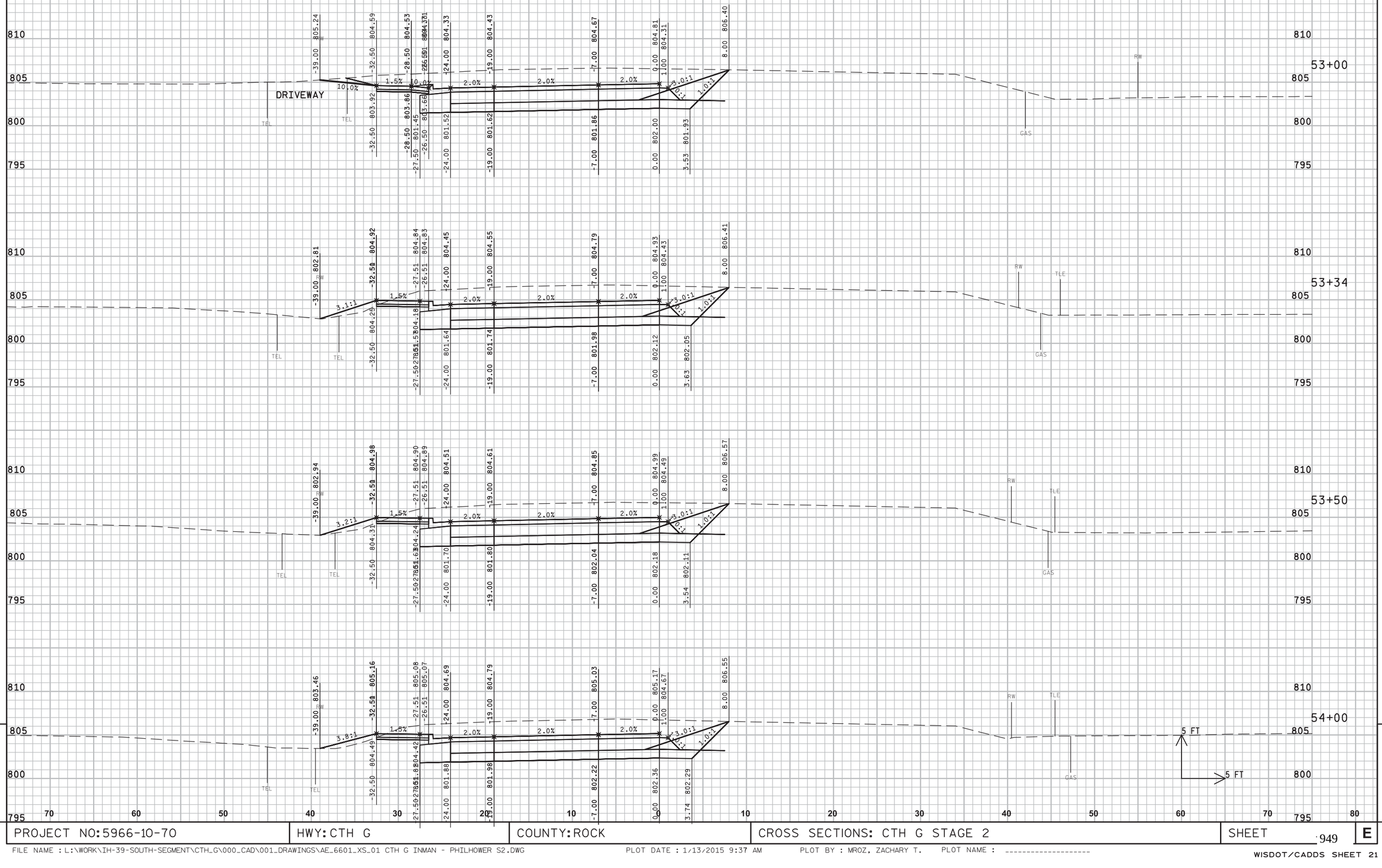
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 948 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:37 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

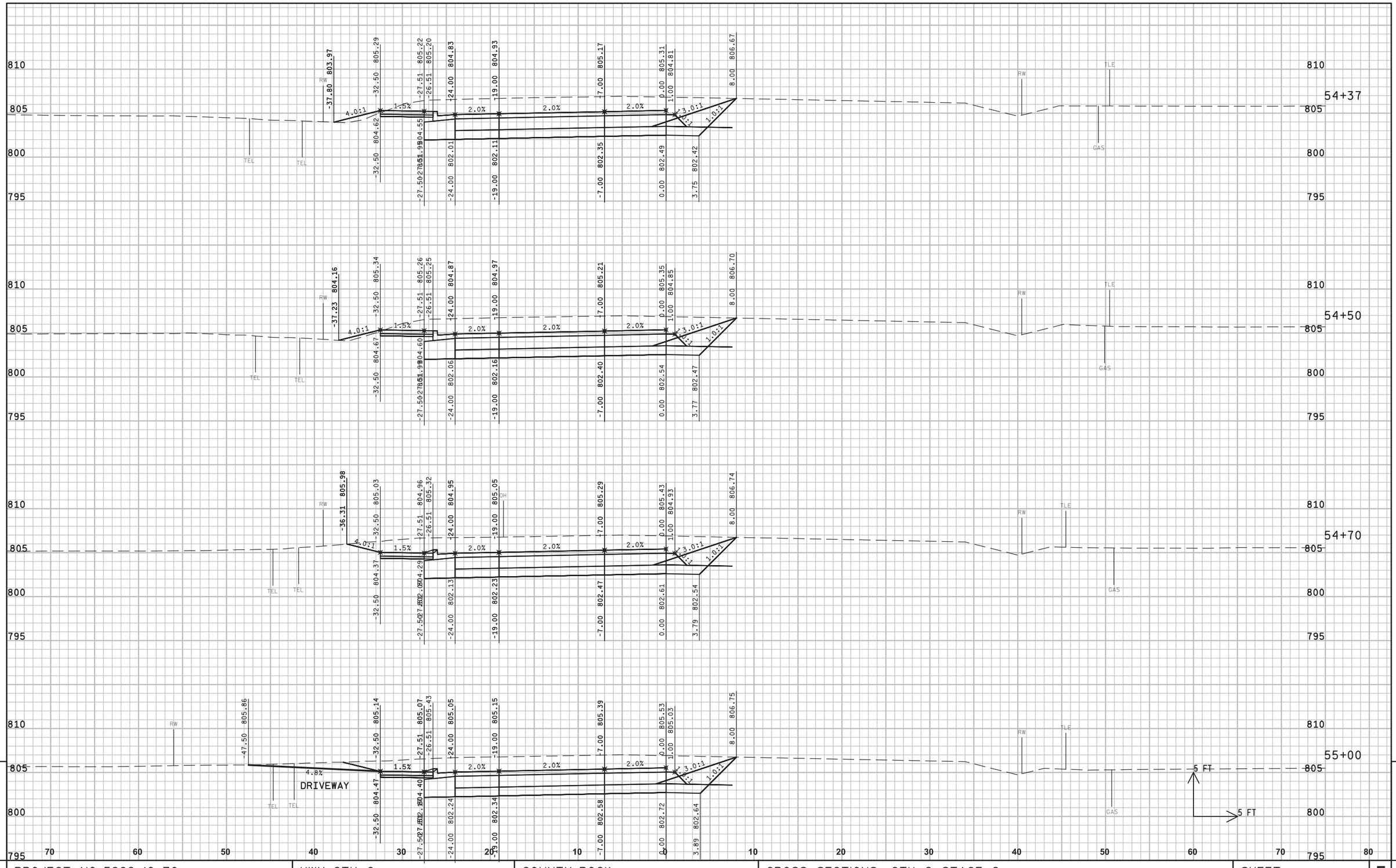
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 949 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:37 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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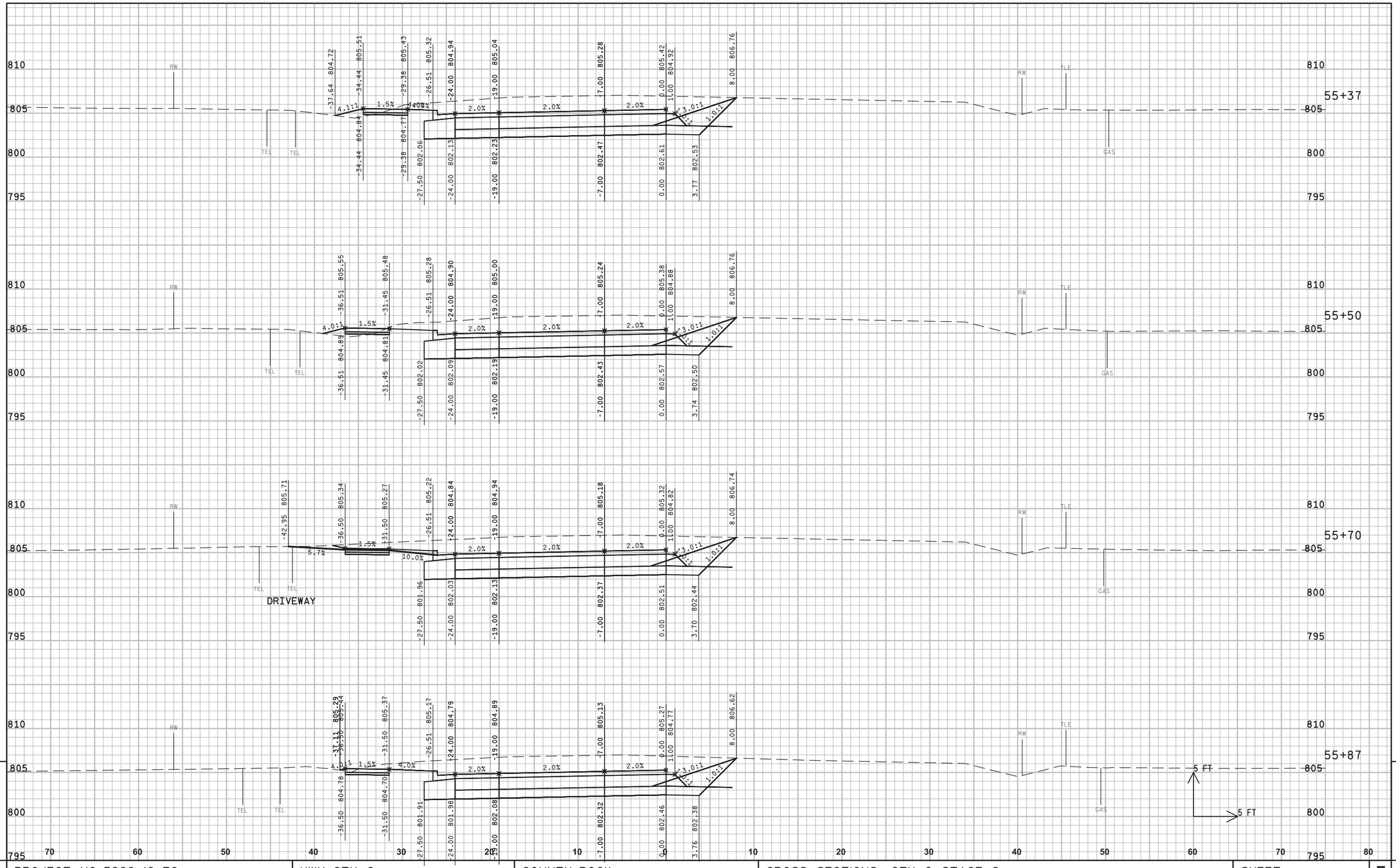
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 950	E



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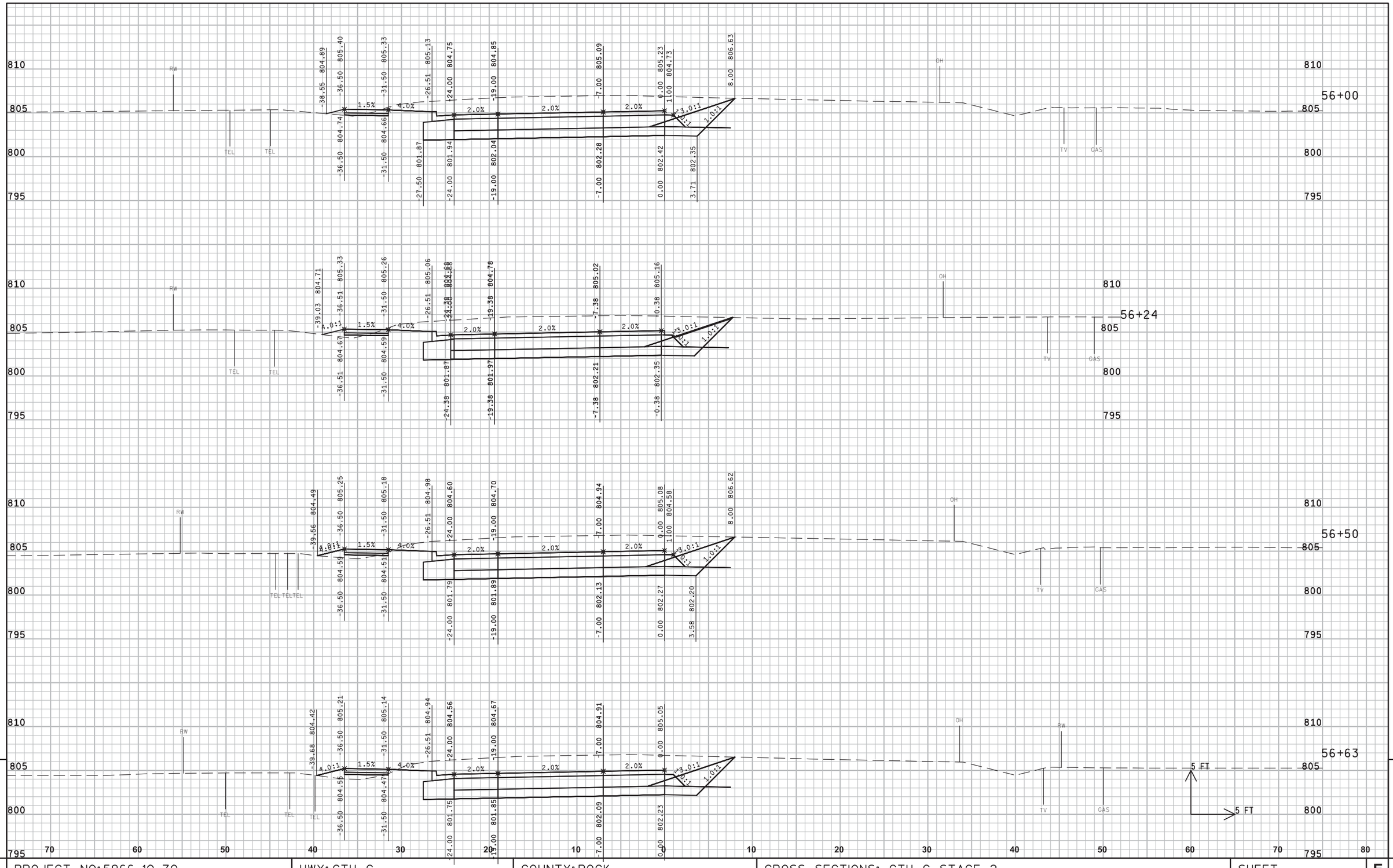
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 951	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:38 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

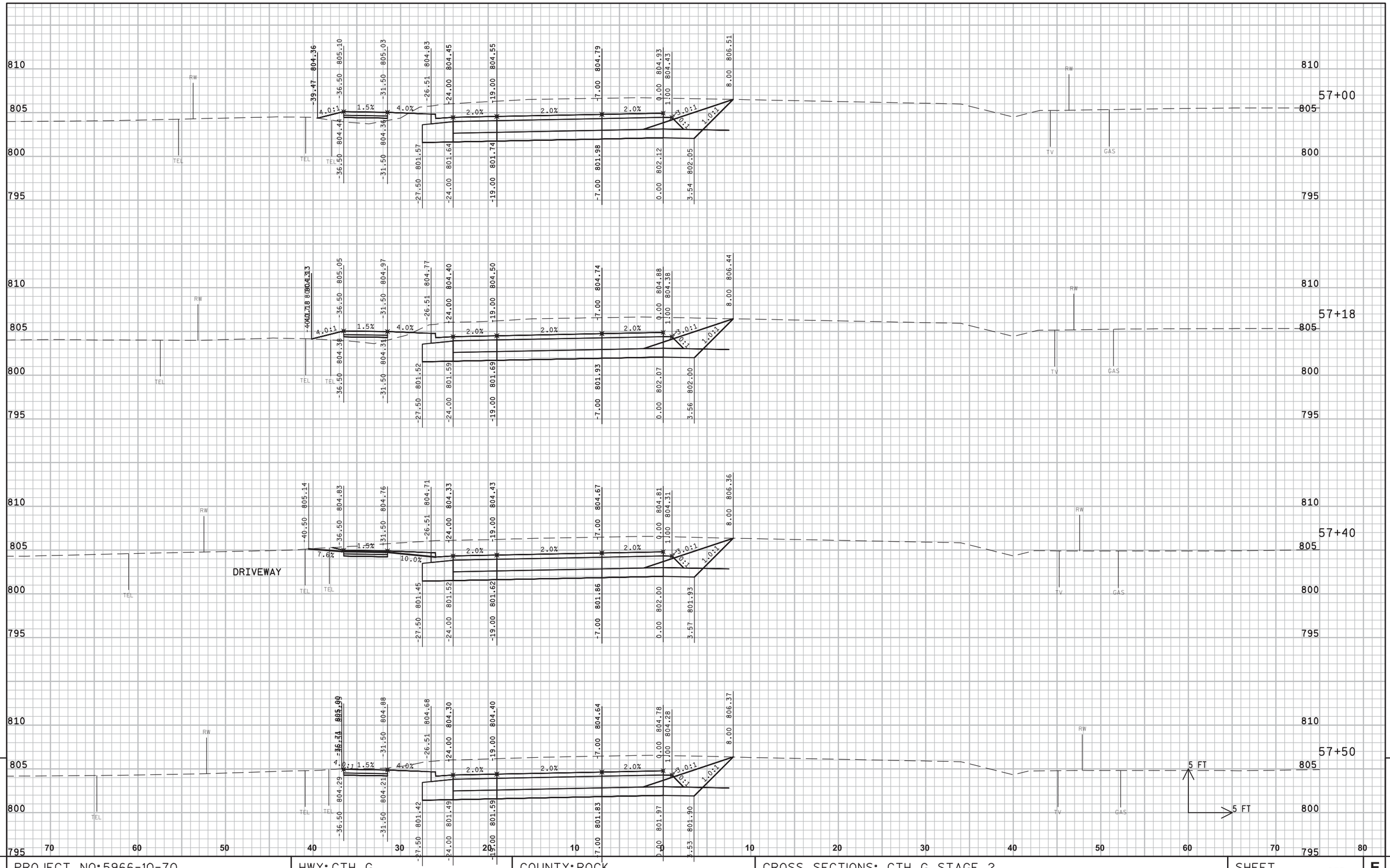
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 952	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:38 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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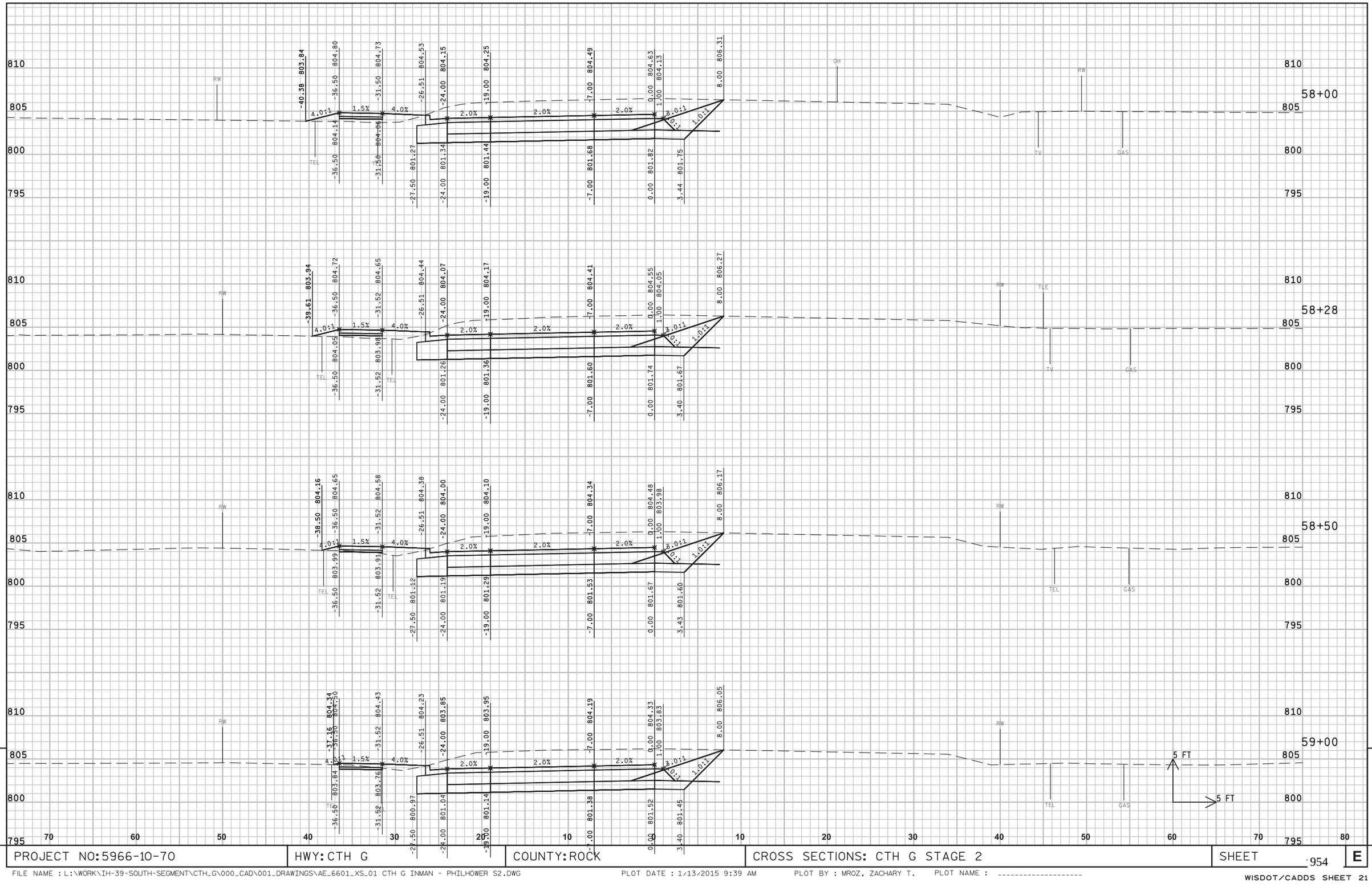
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 953	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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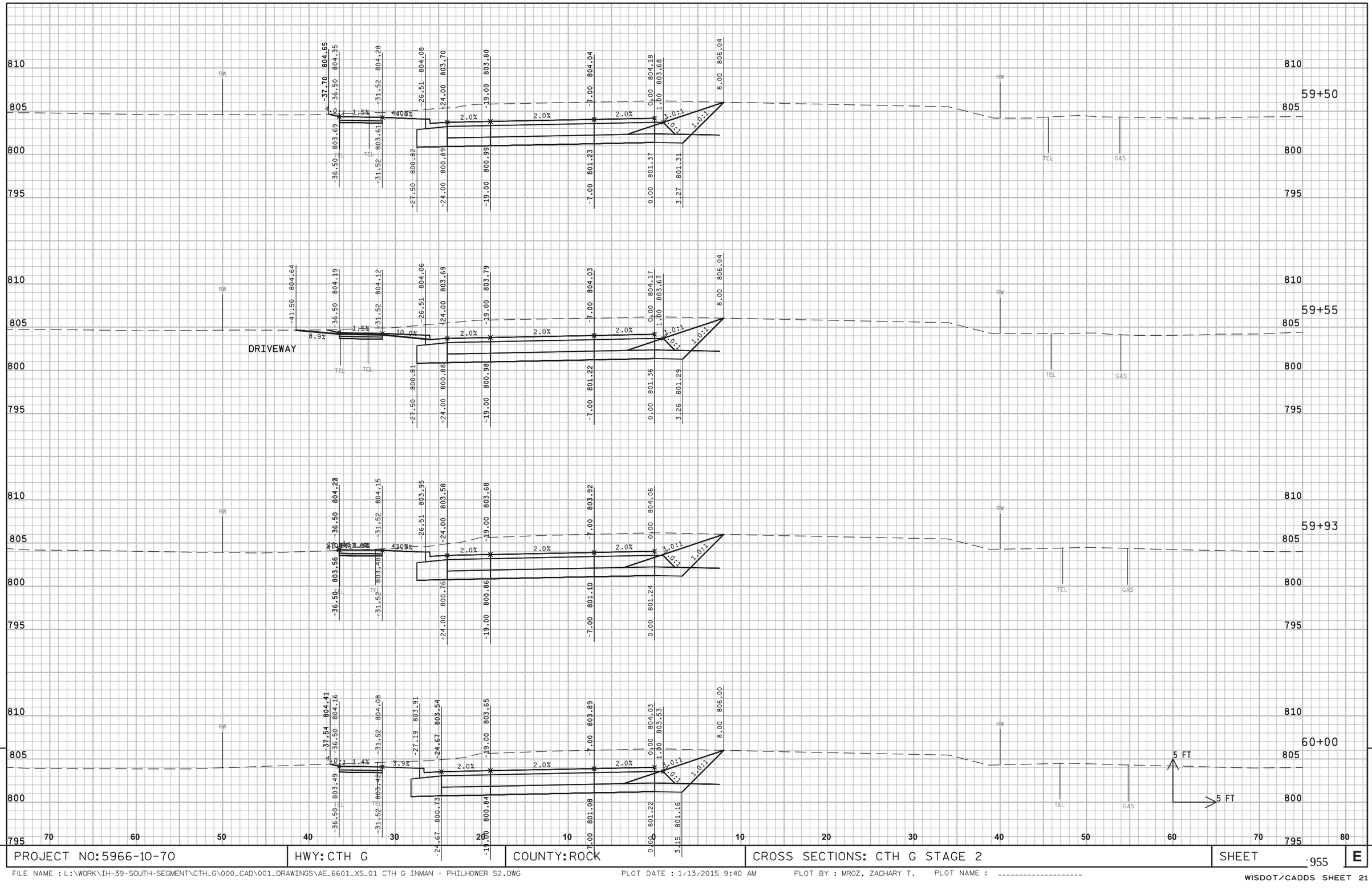
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 954	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

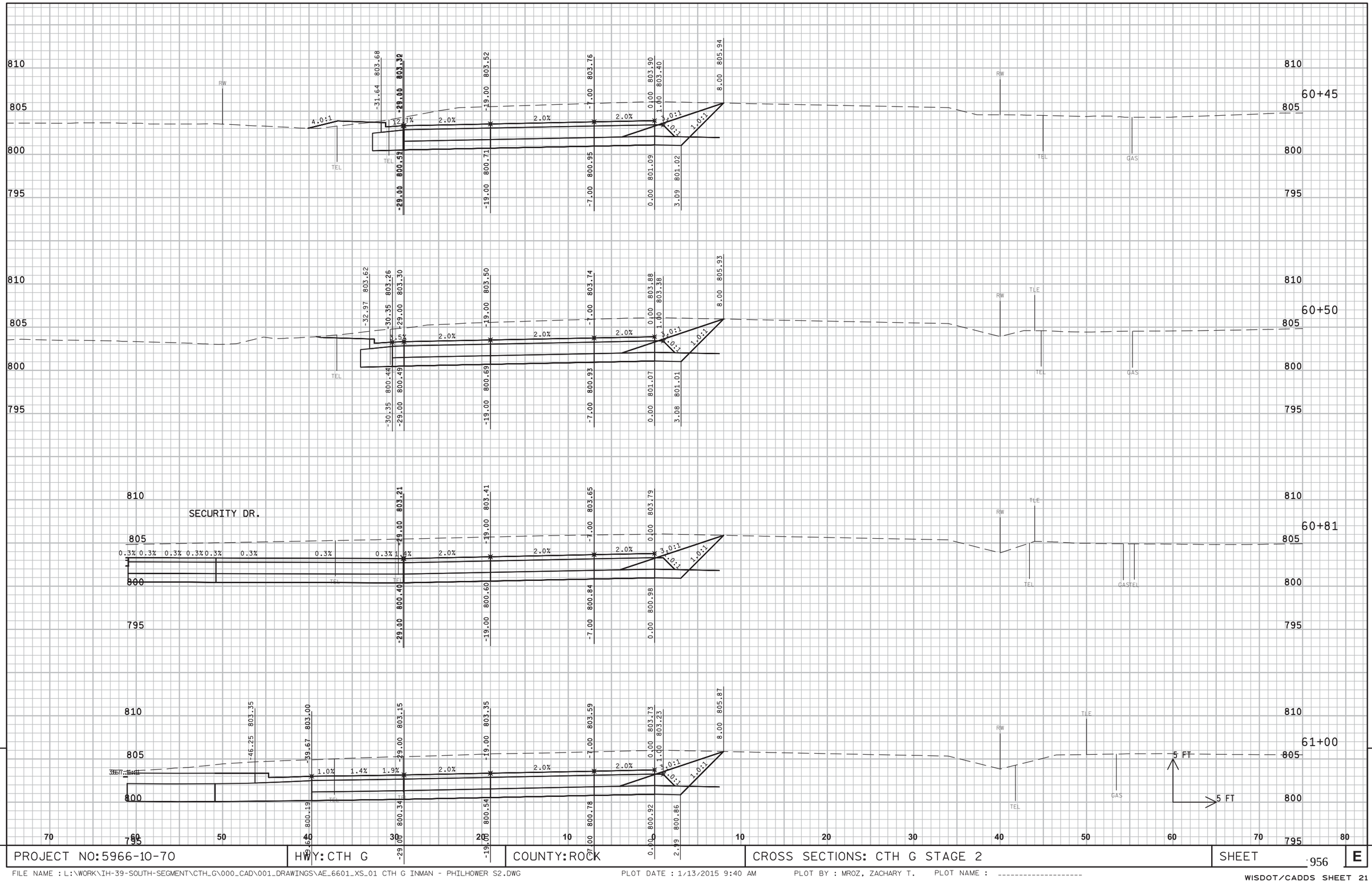
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 955	E

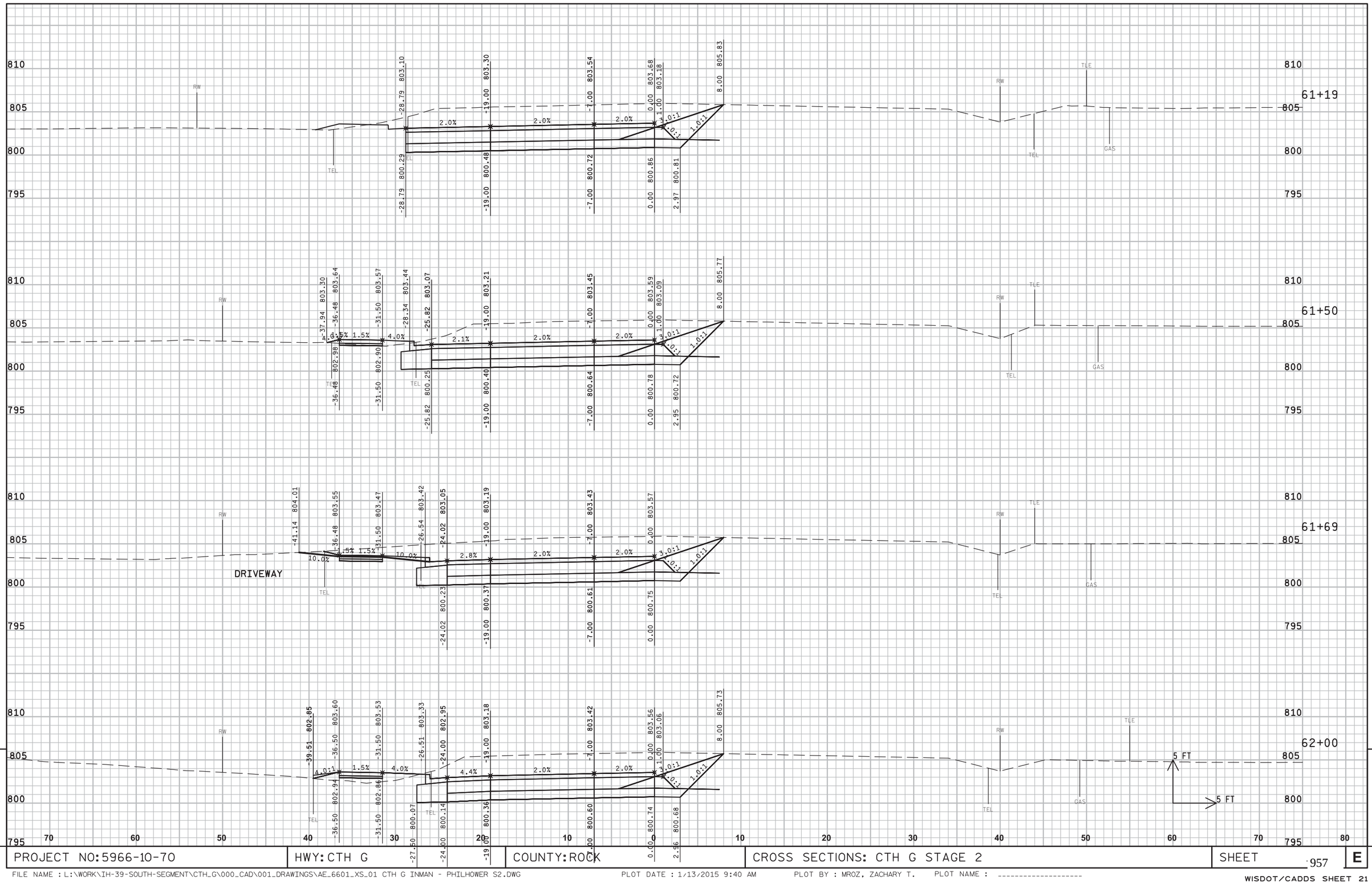
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 956 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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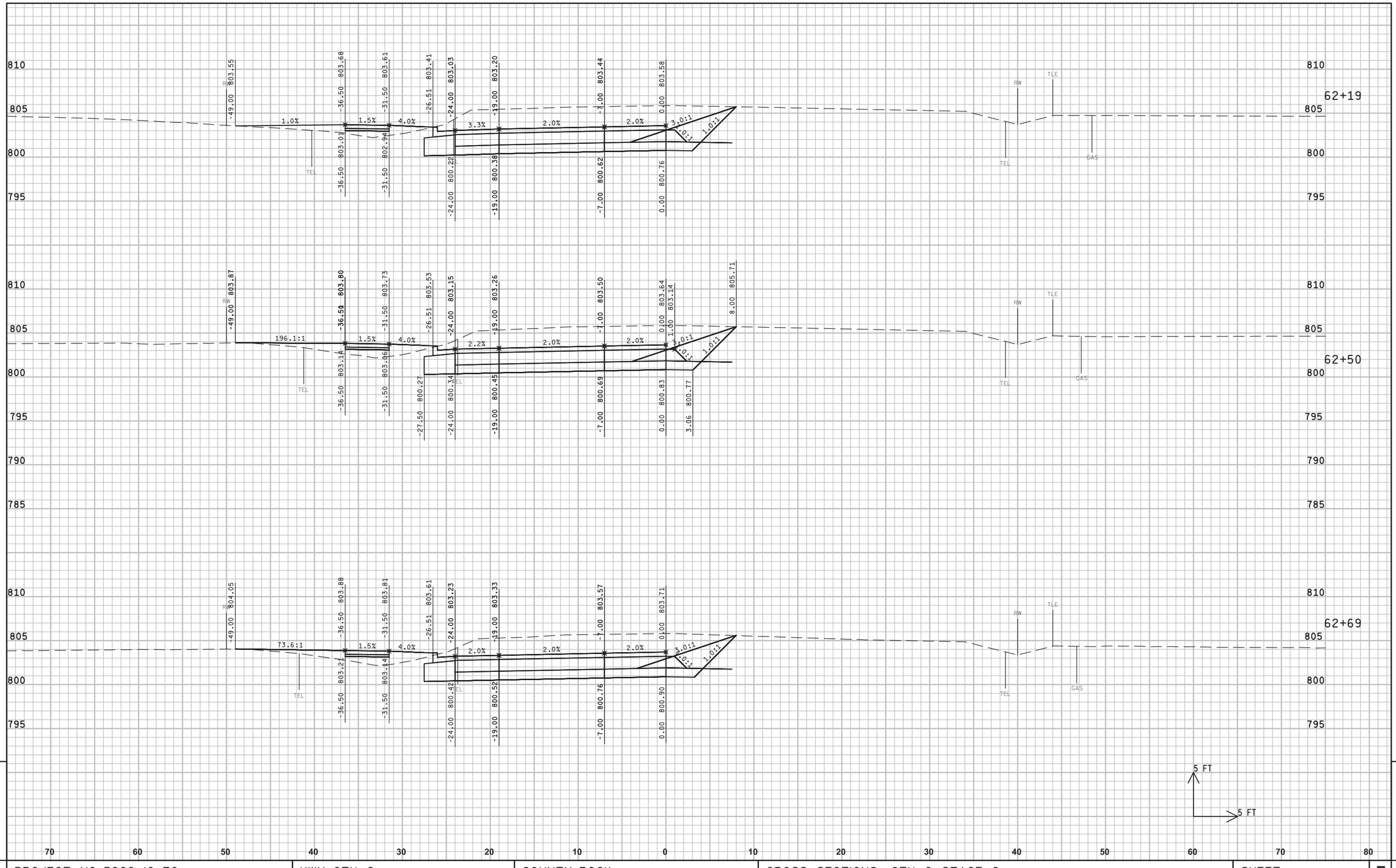
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 957	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

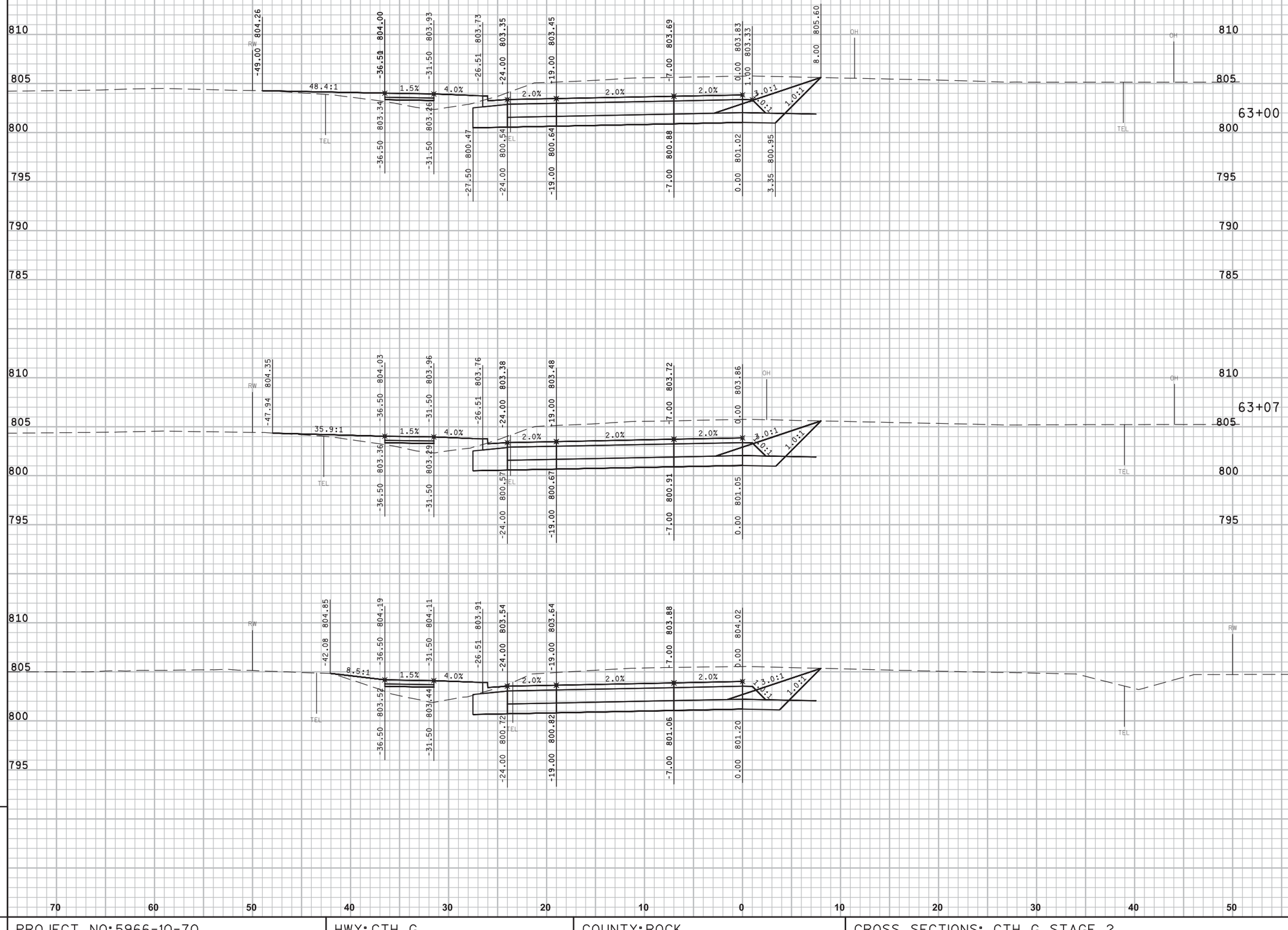
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 958	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:41 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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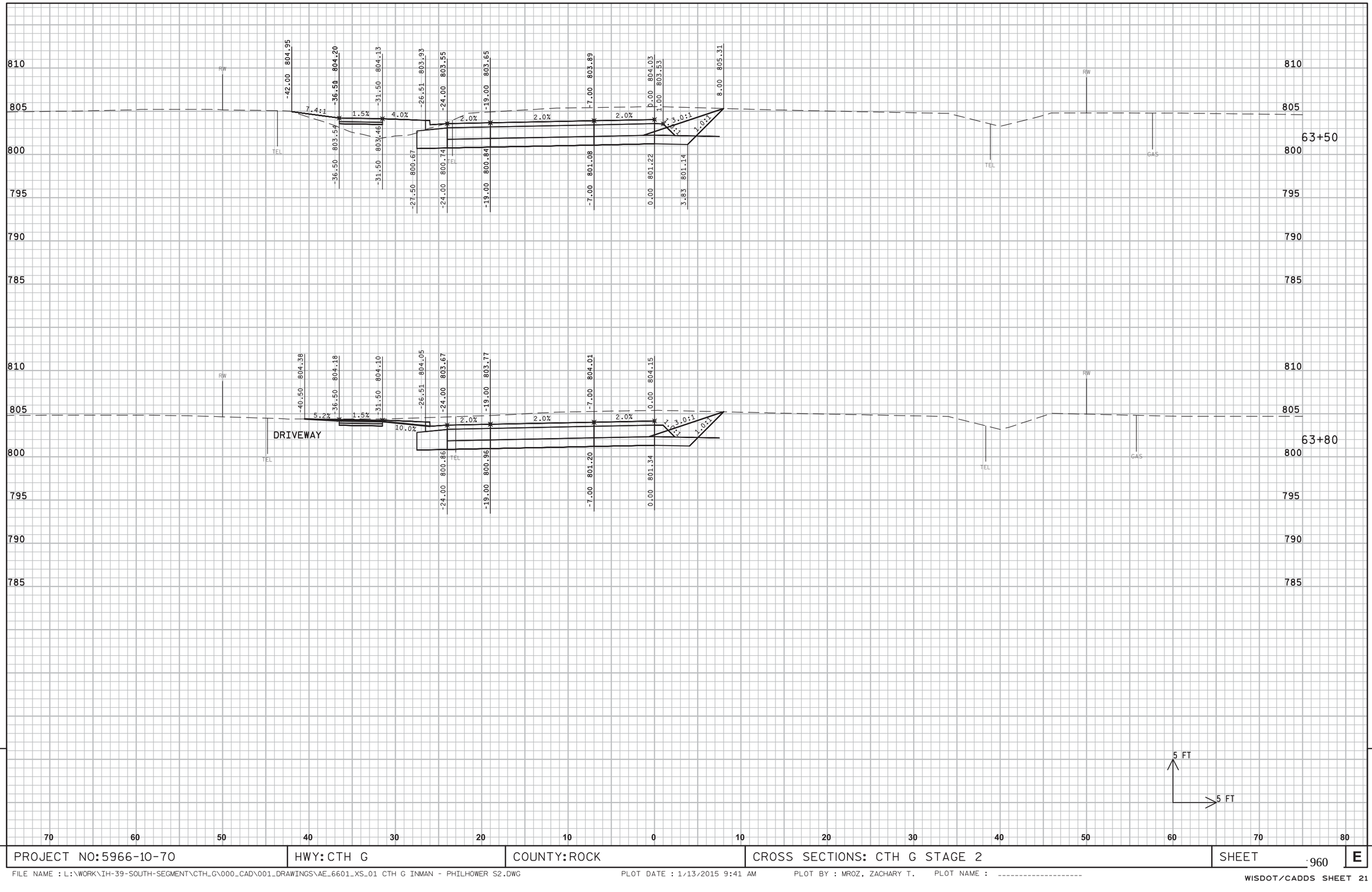
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 959	E



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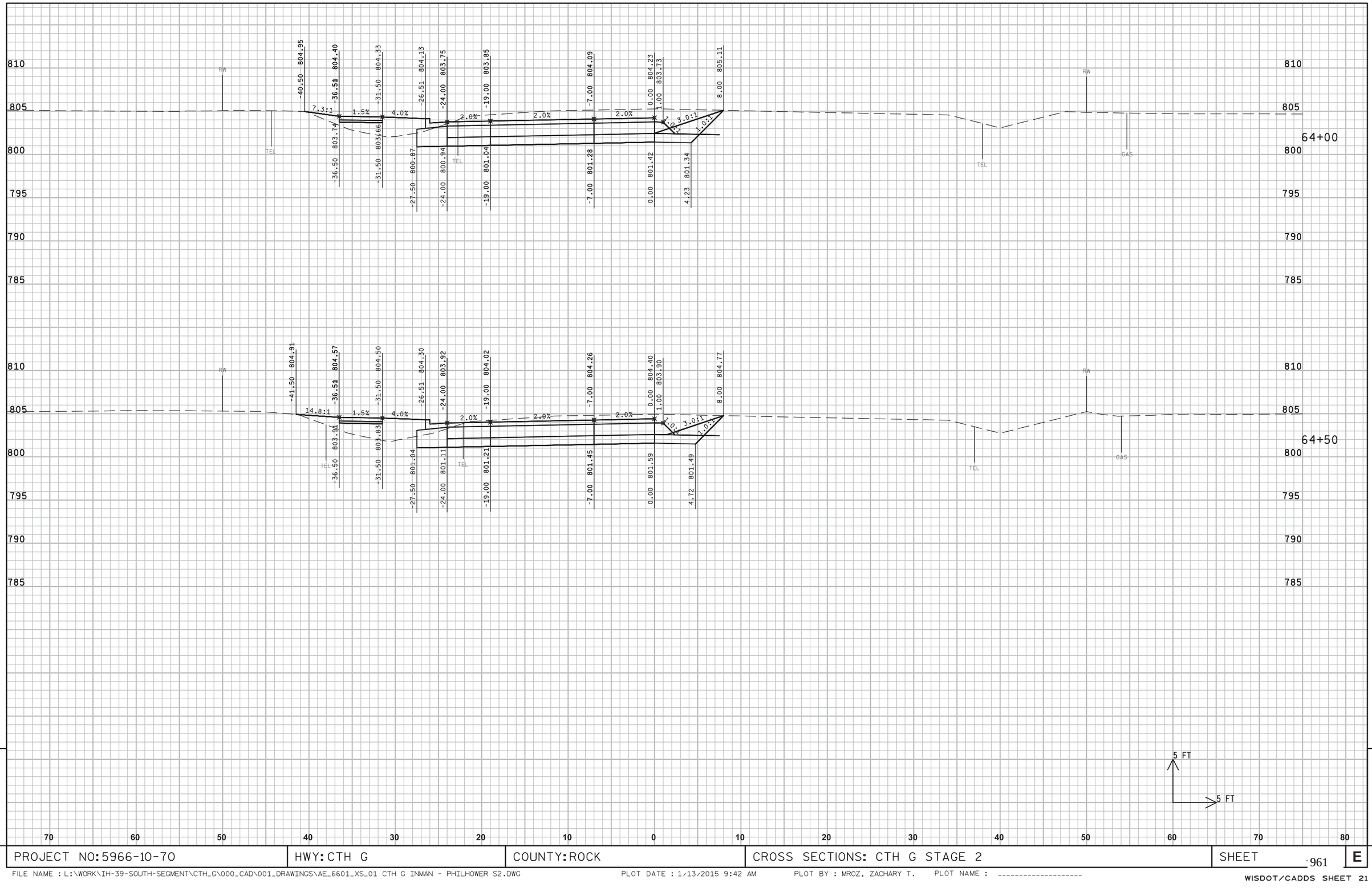
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 960	E



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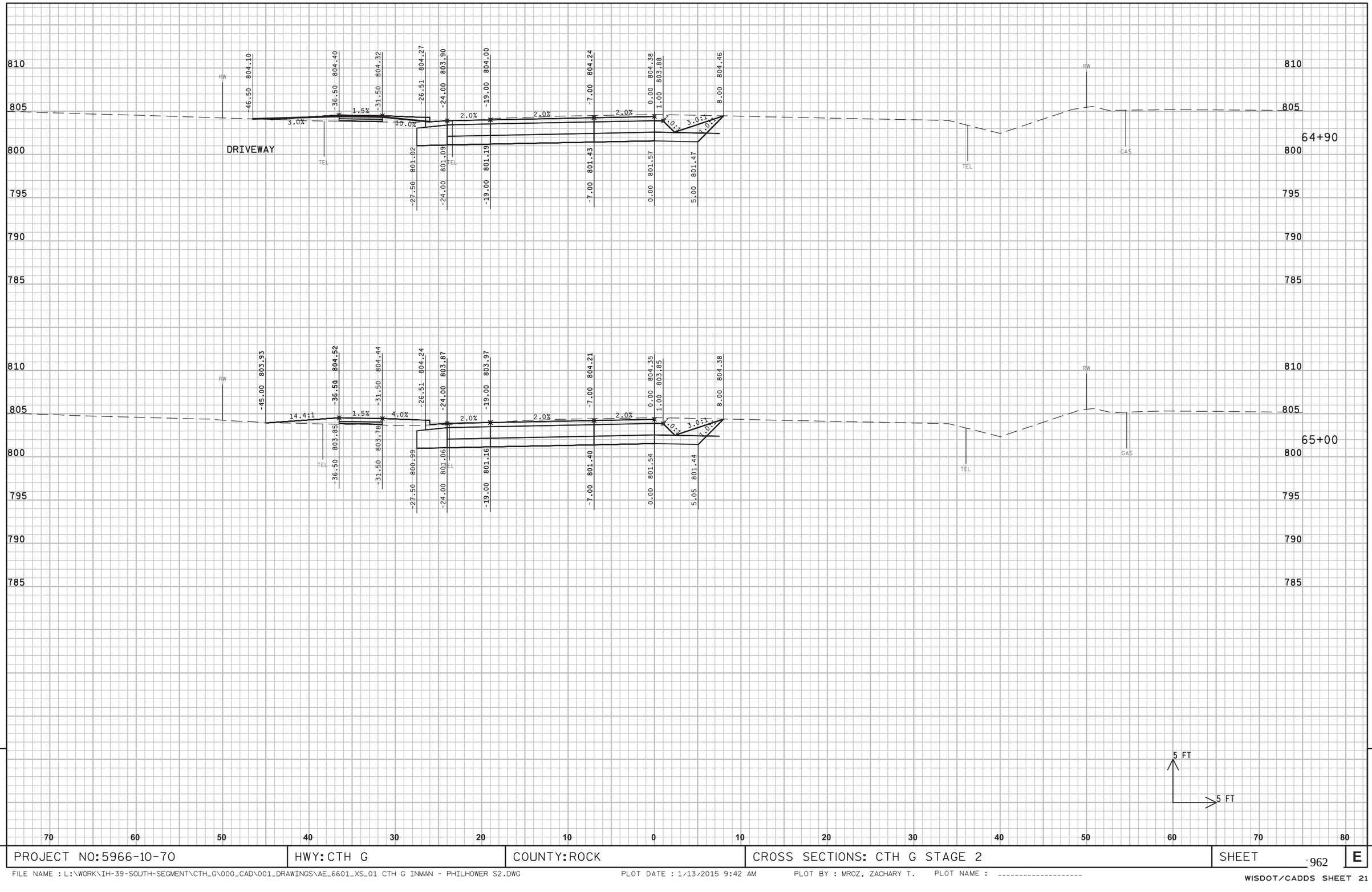
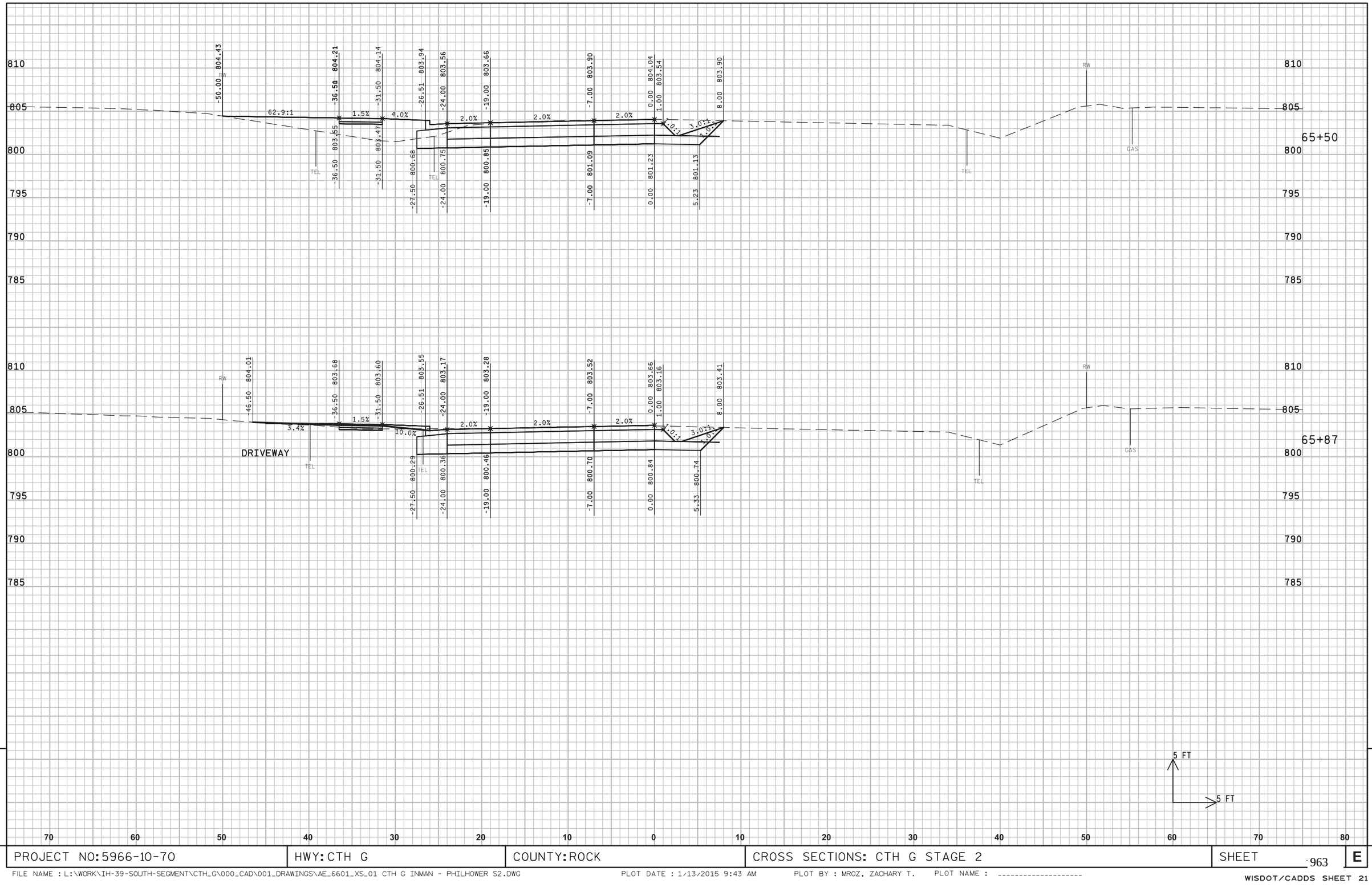
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 961	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 962	E



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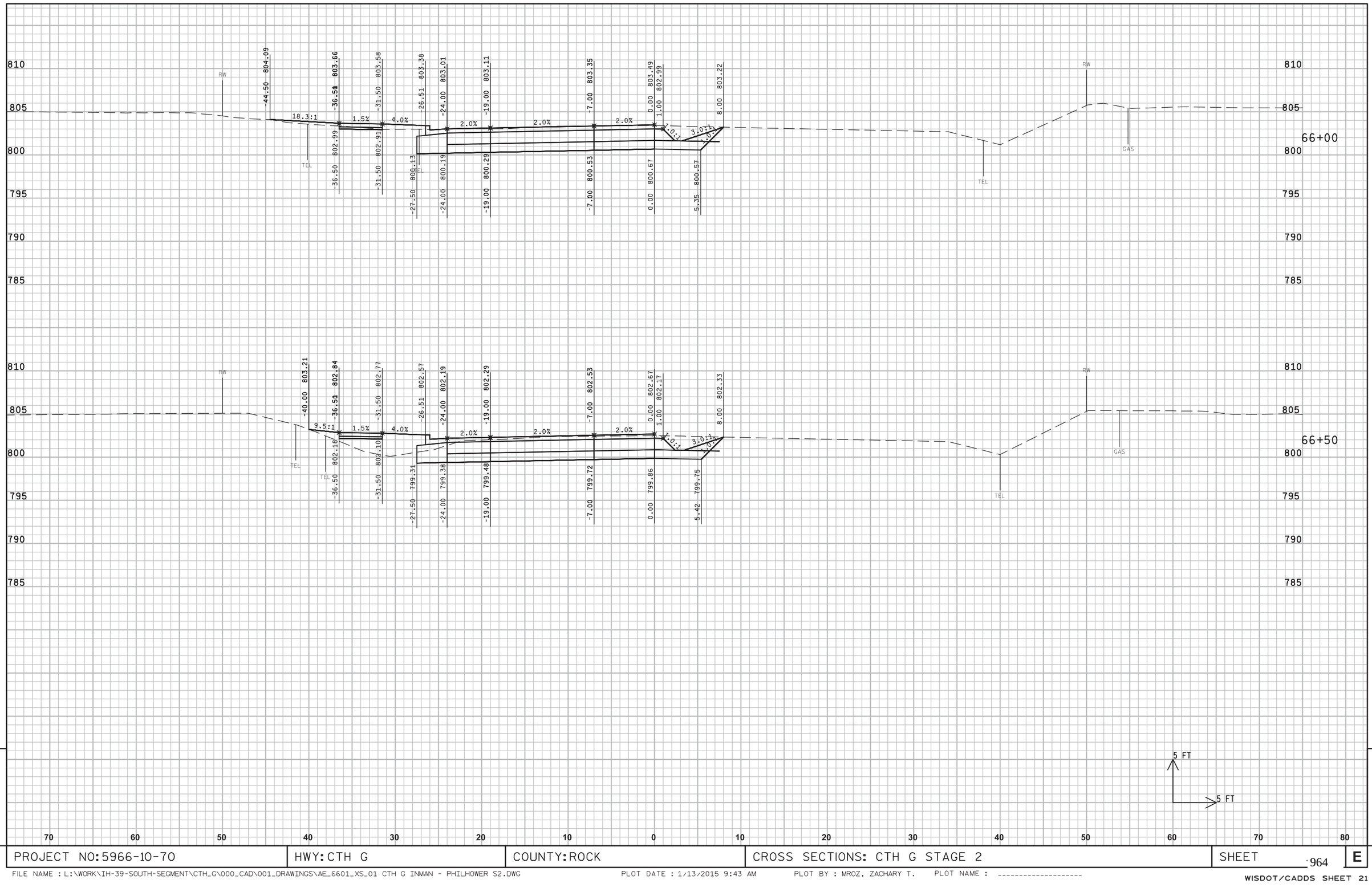
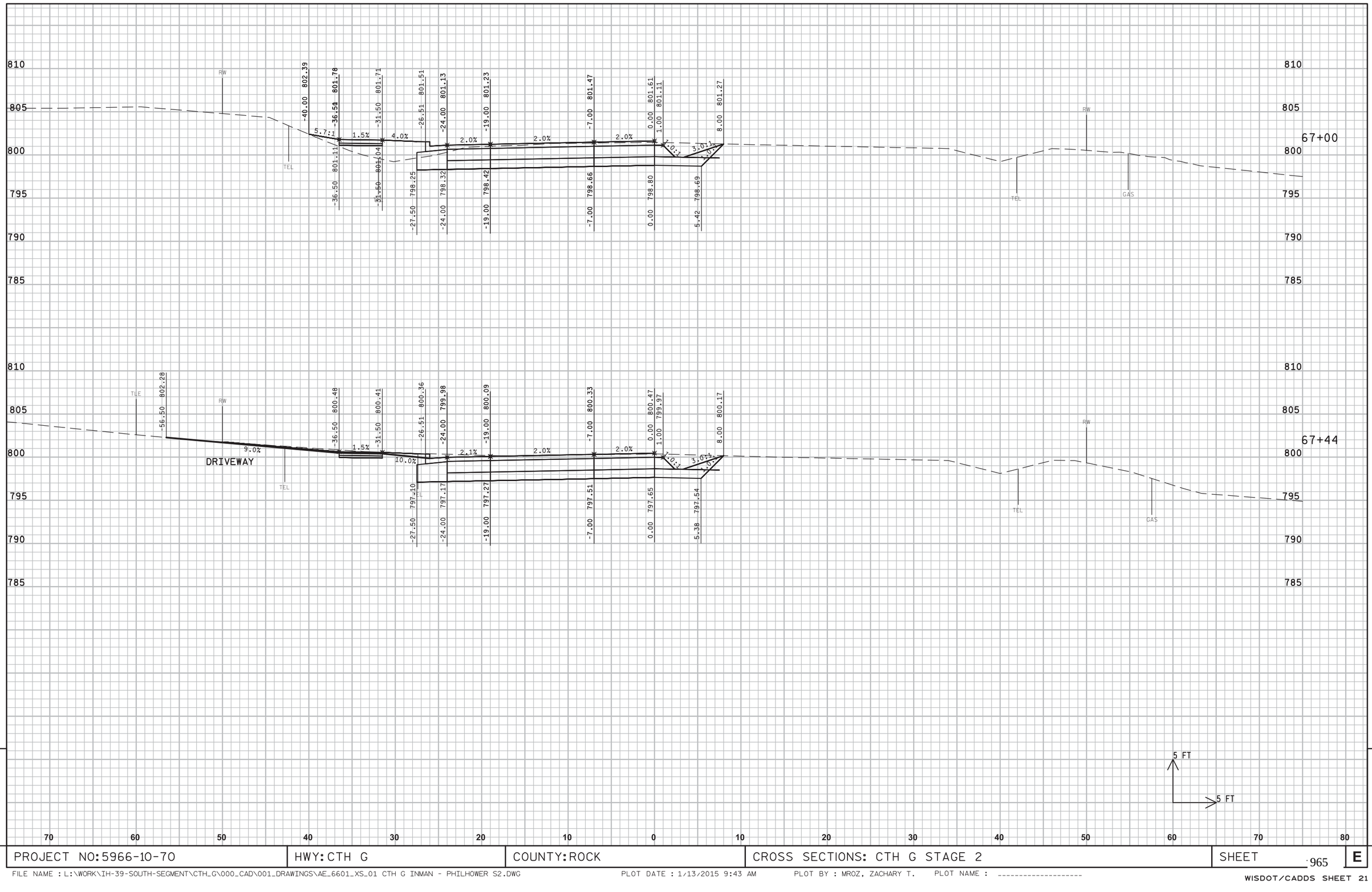
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 963	E



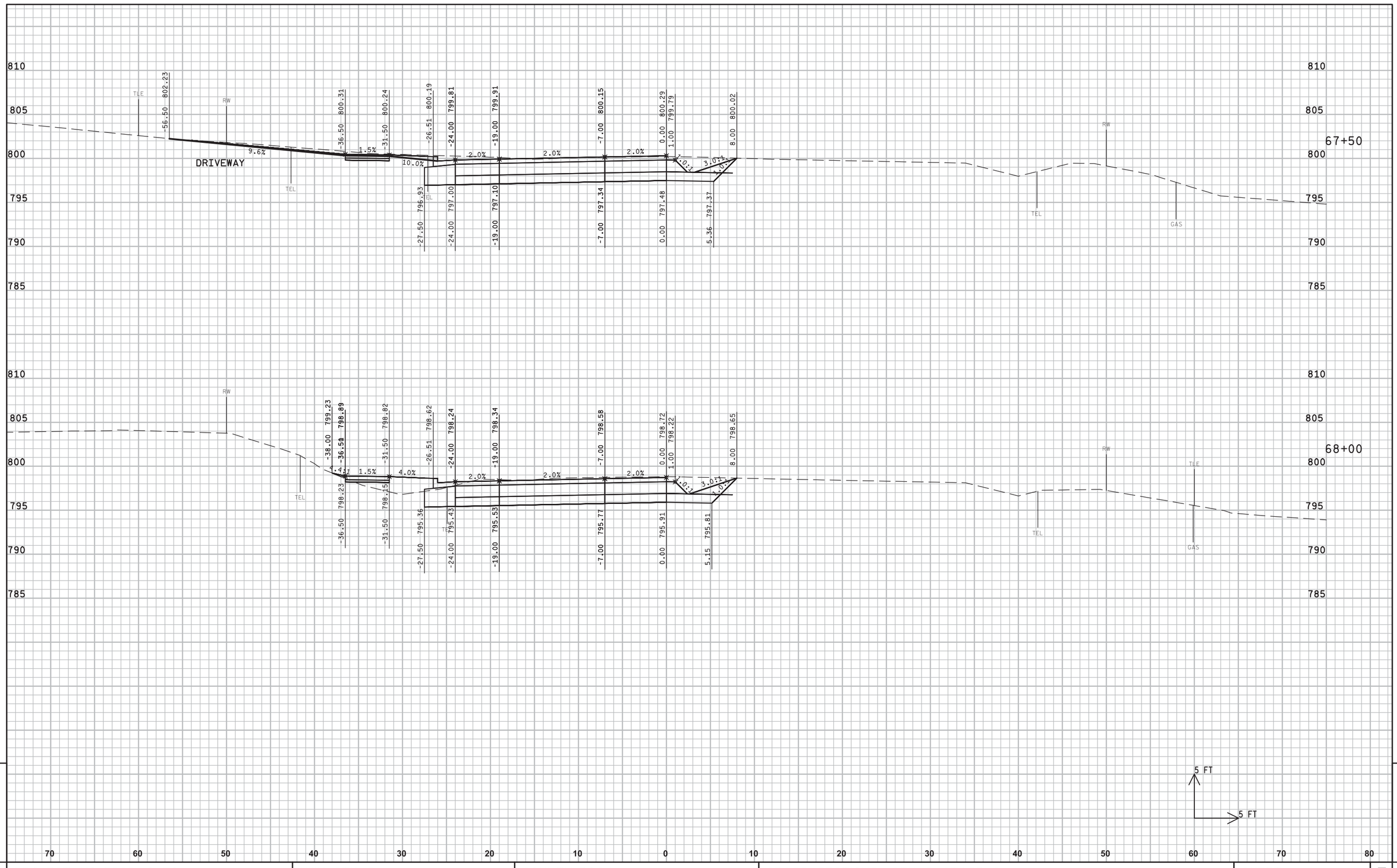
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 964	E



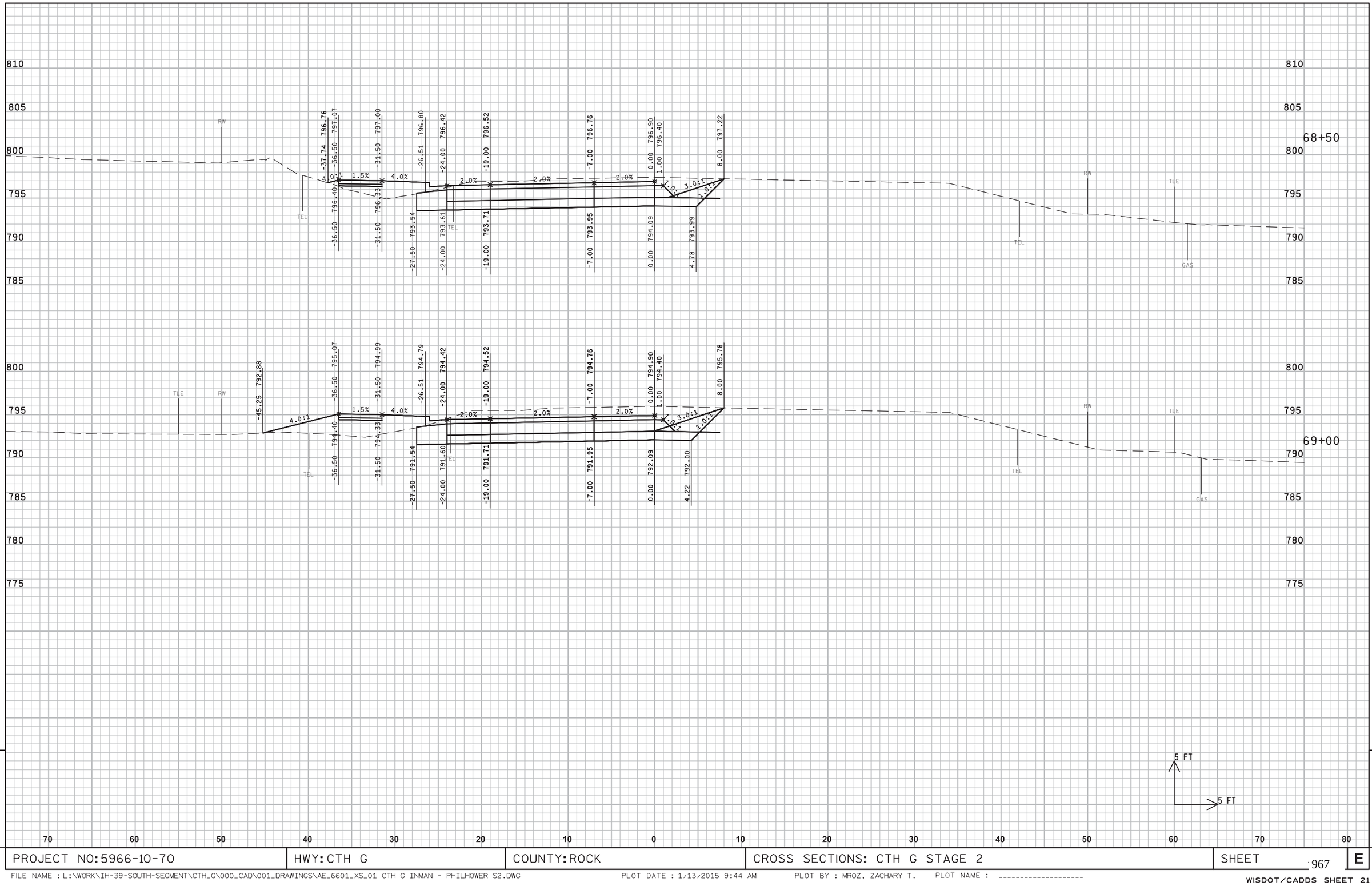
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 965	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:43 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

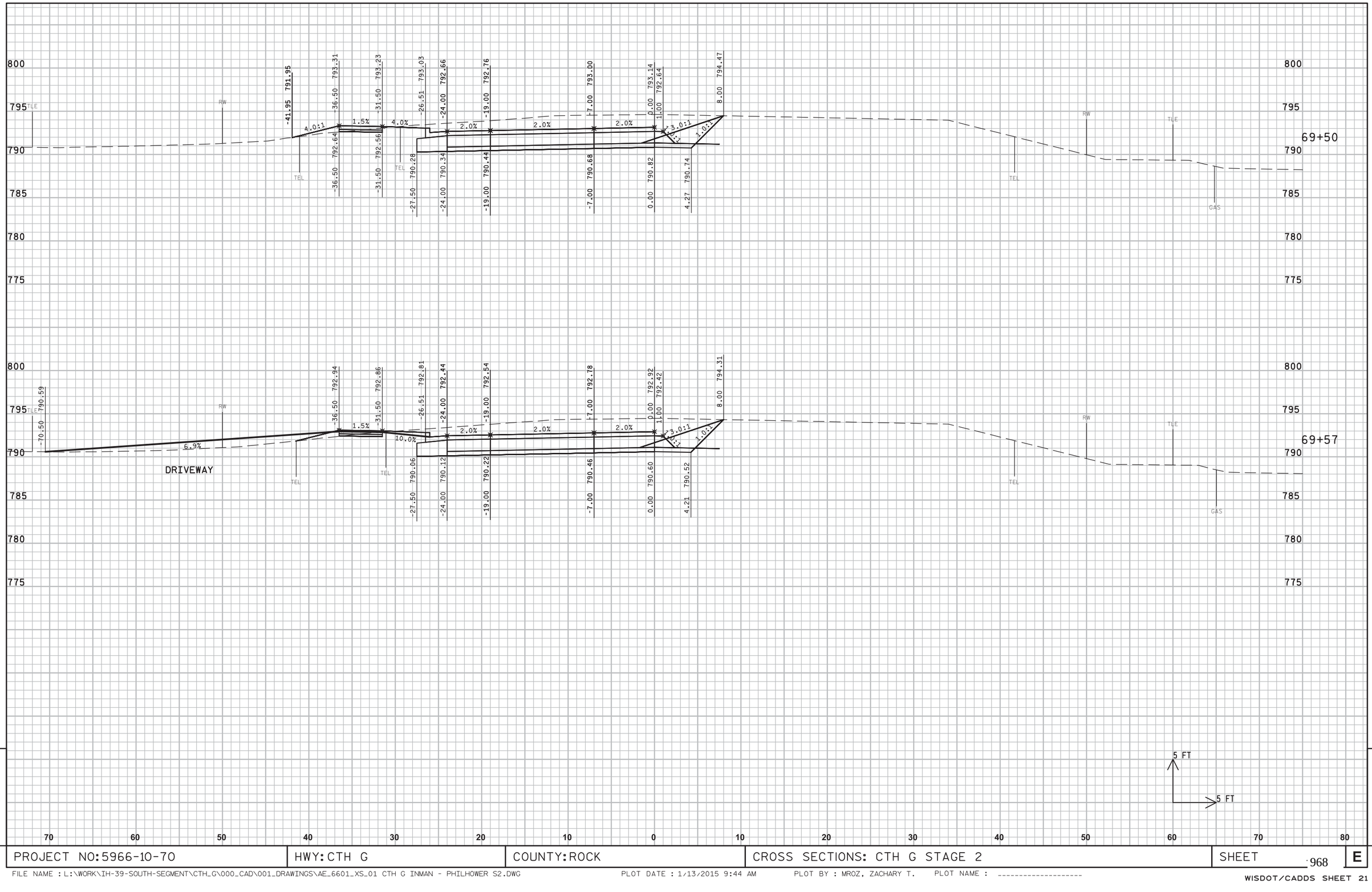
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 966	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 967	E



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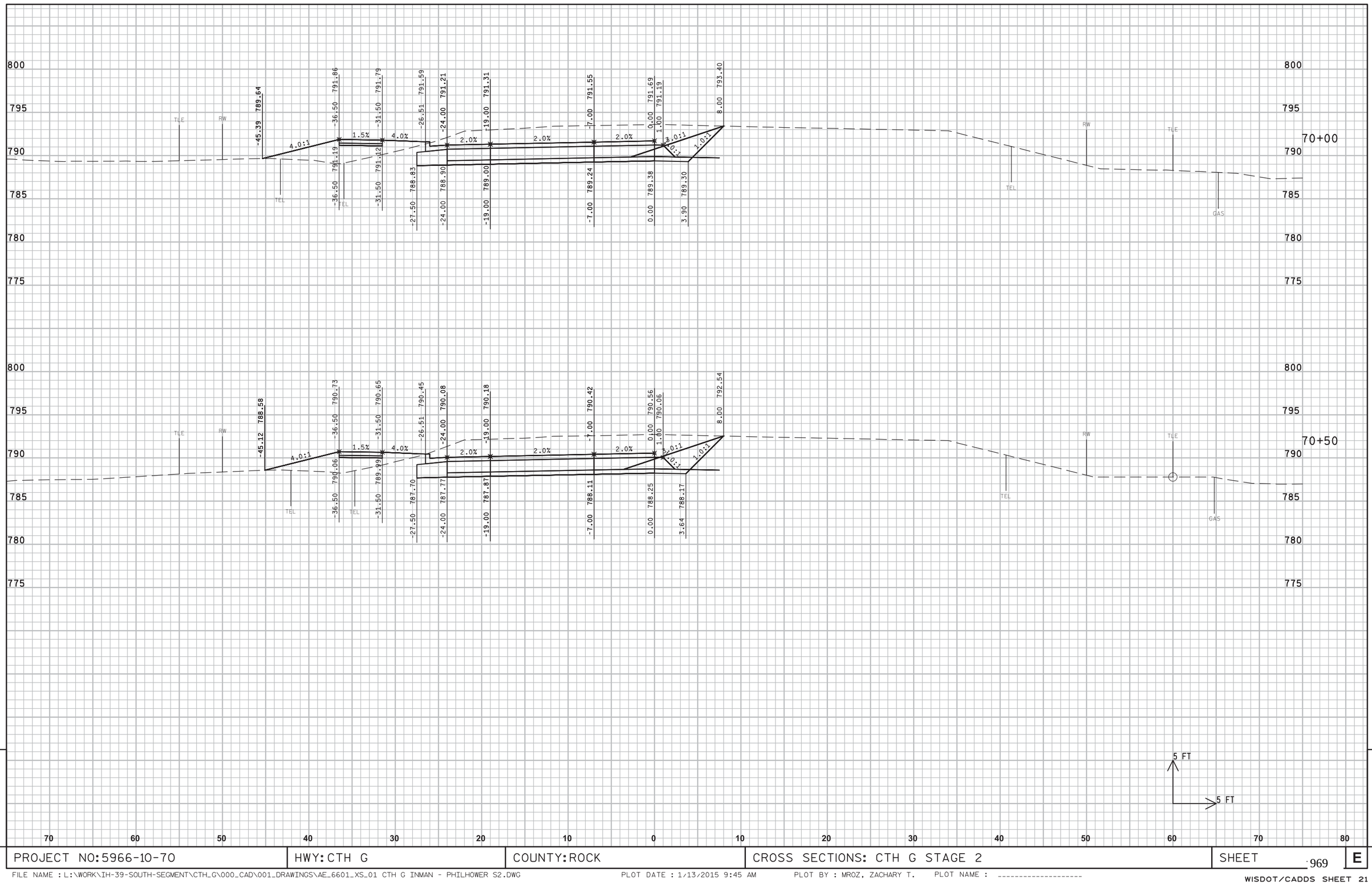
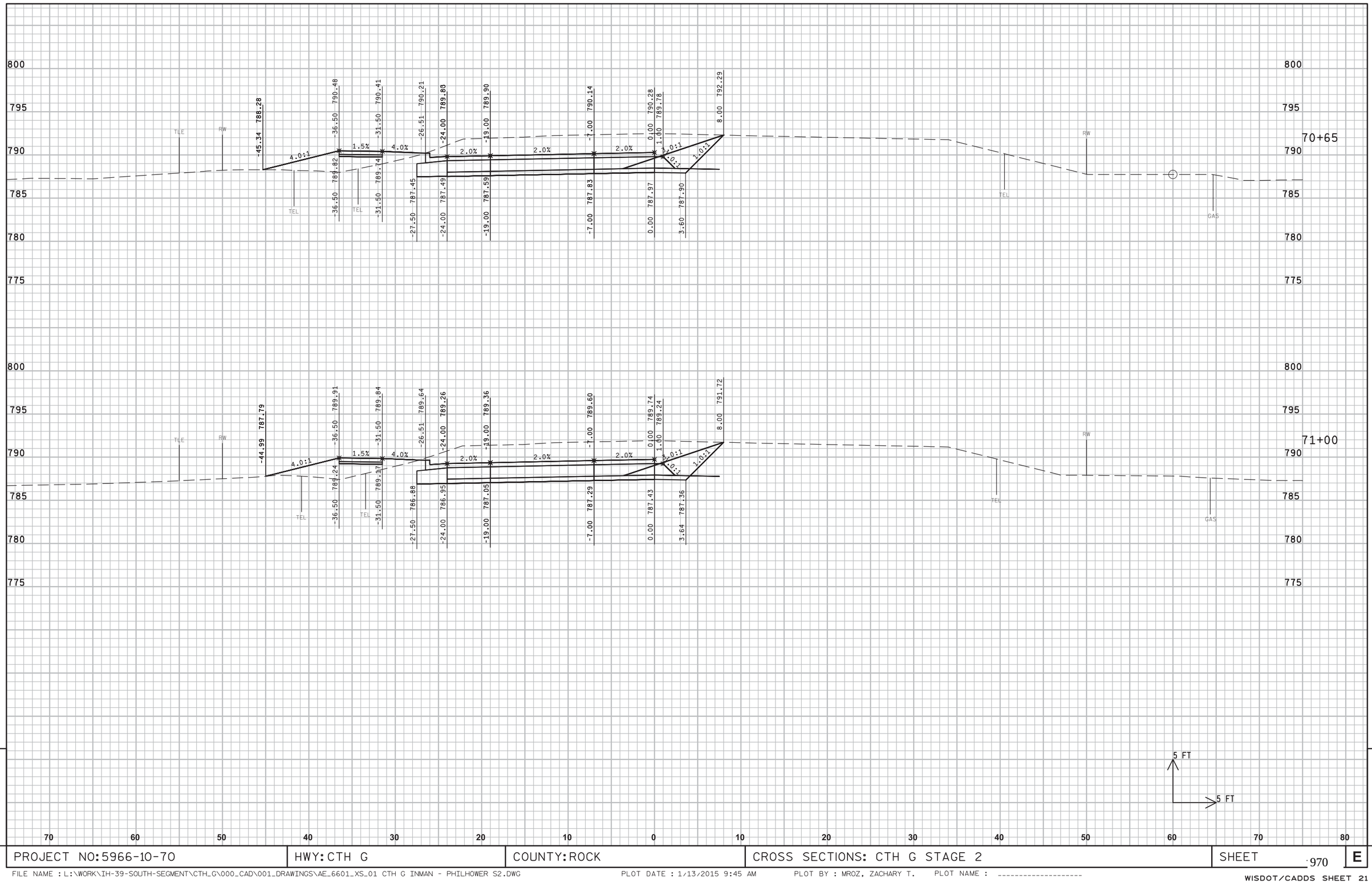
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 968	E



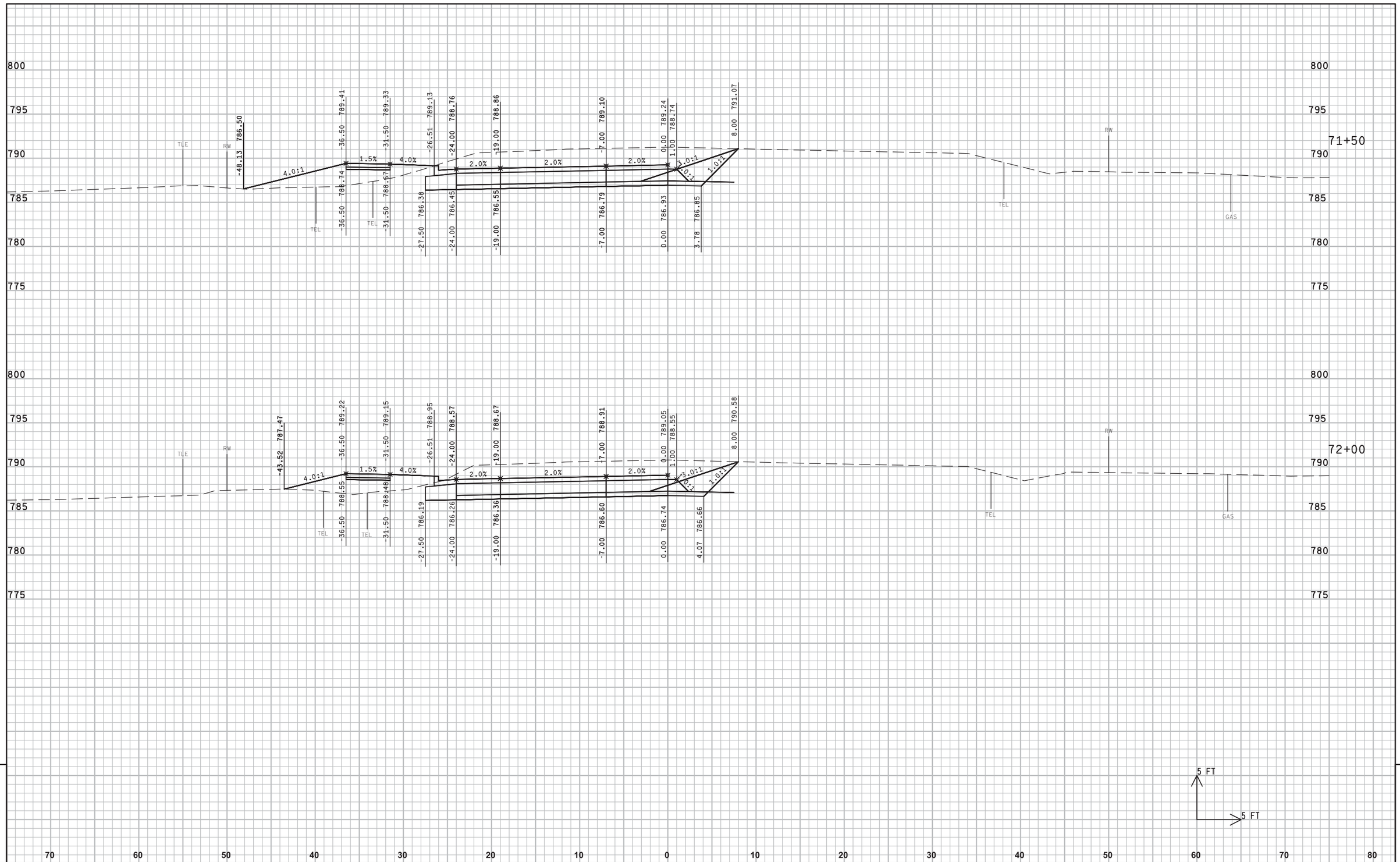
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 969	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 970	E

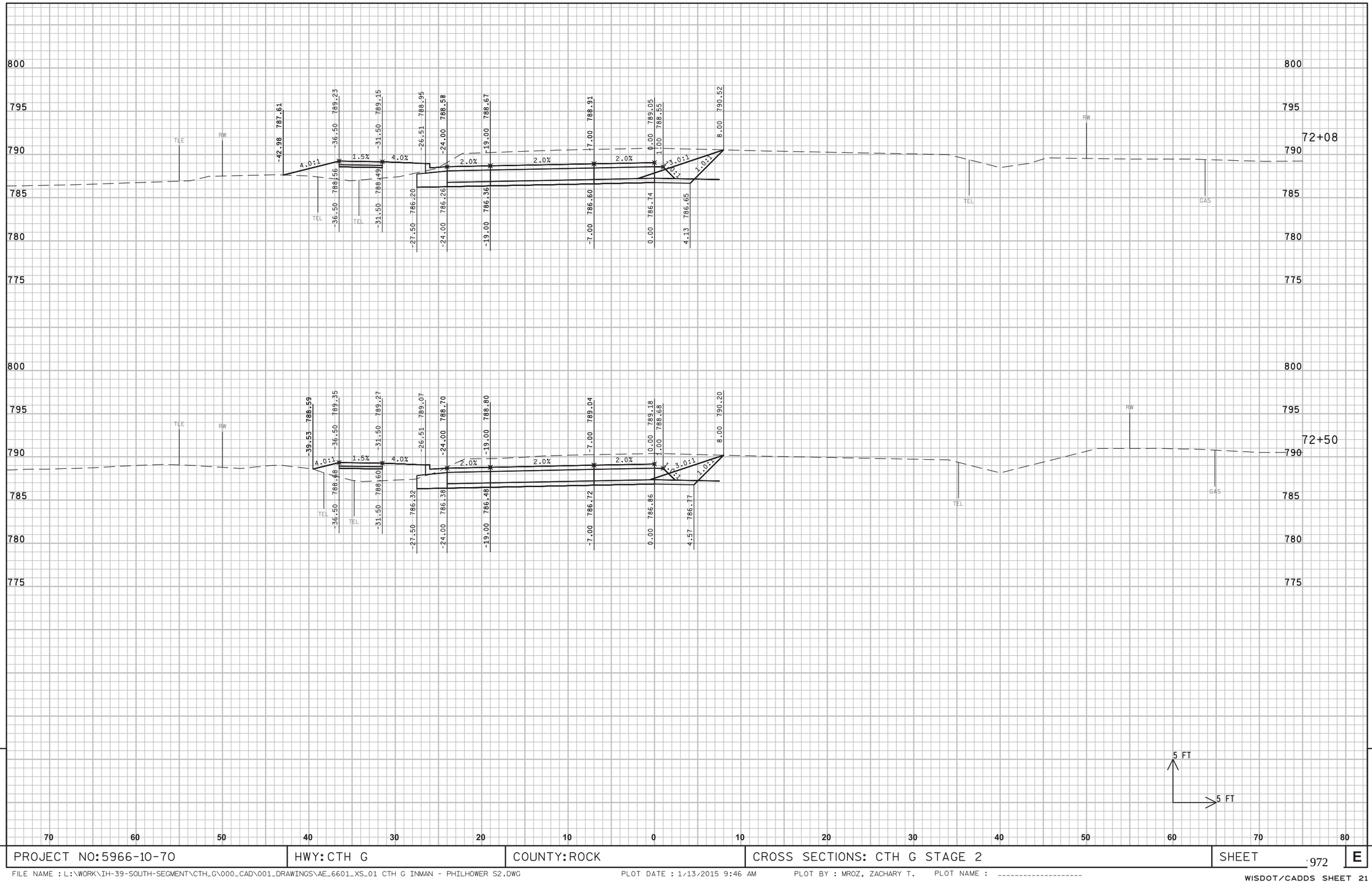
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:45 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 971	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:46 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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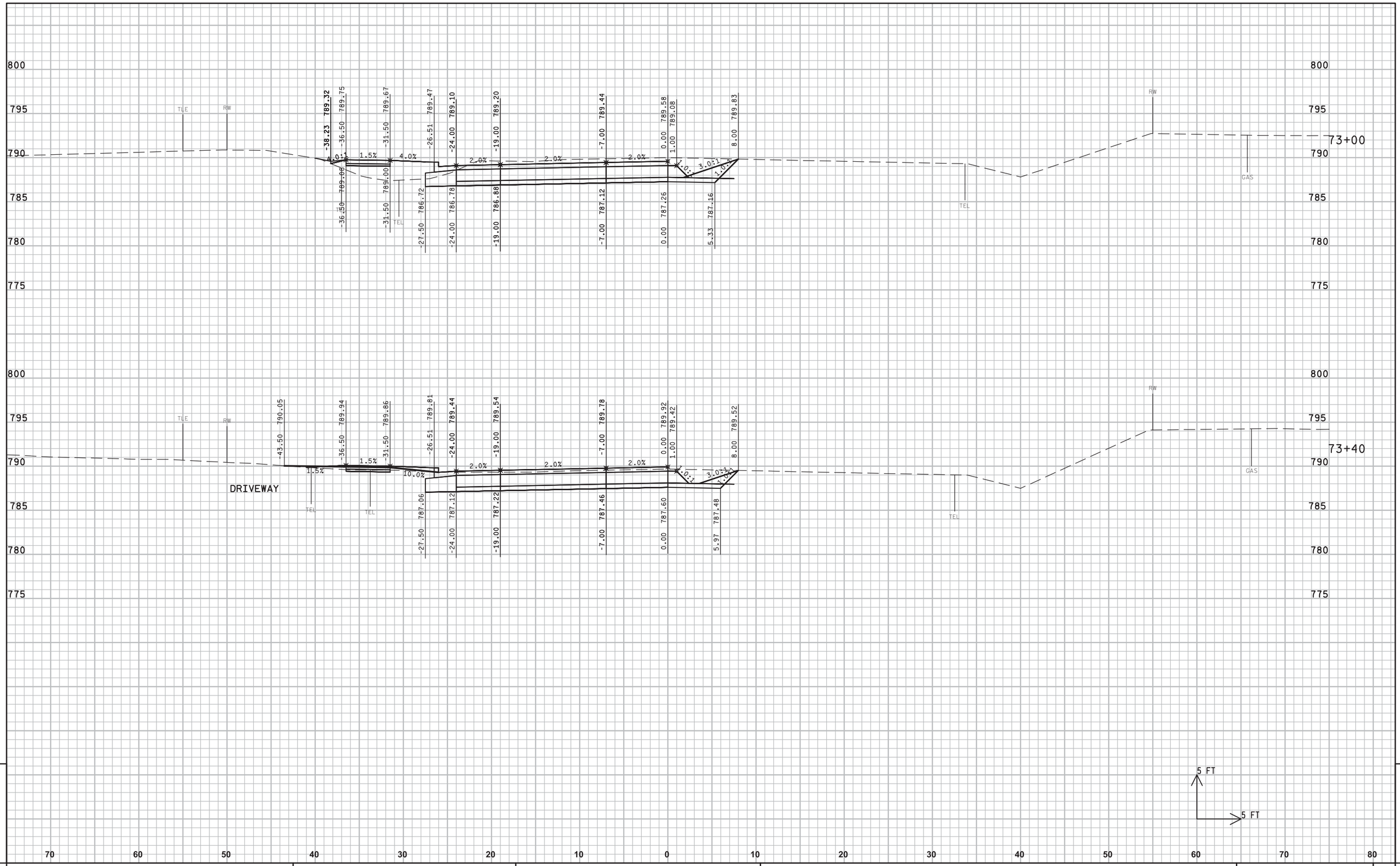
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 972	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:46 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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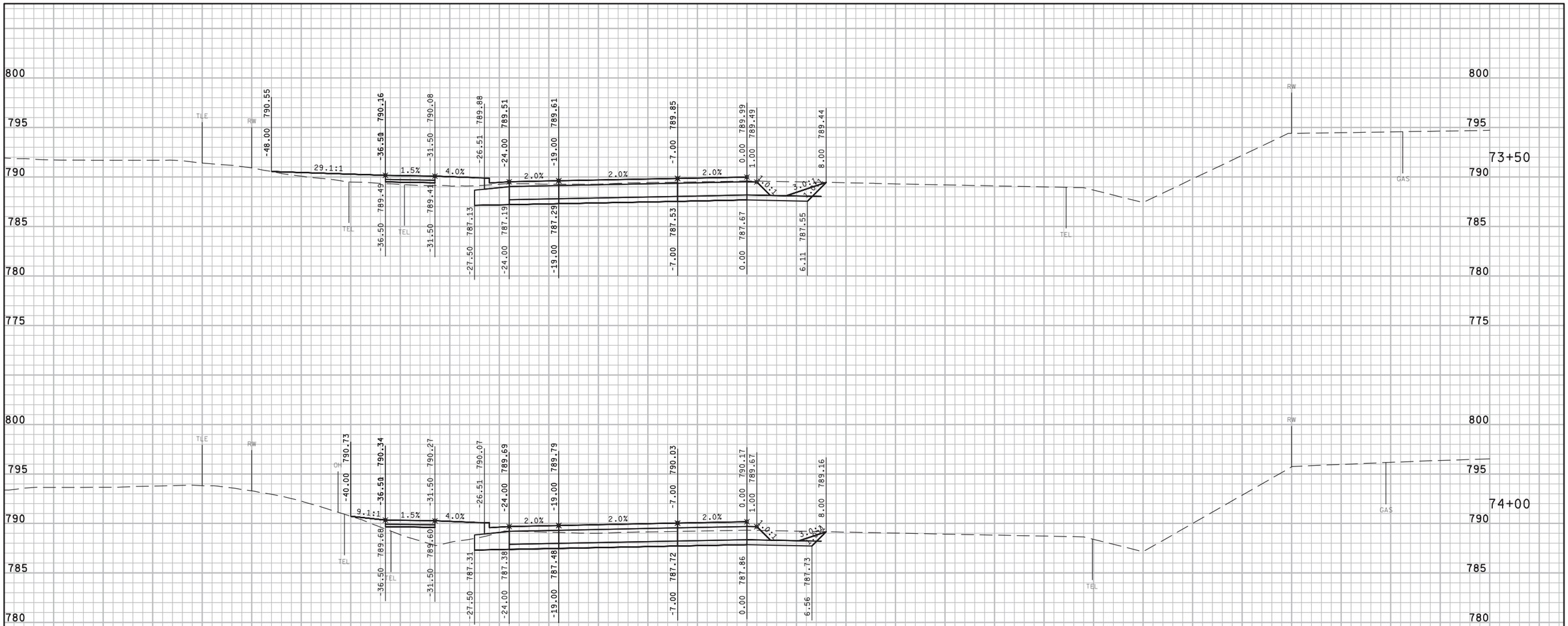
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 973	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:46 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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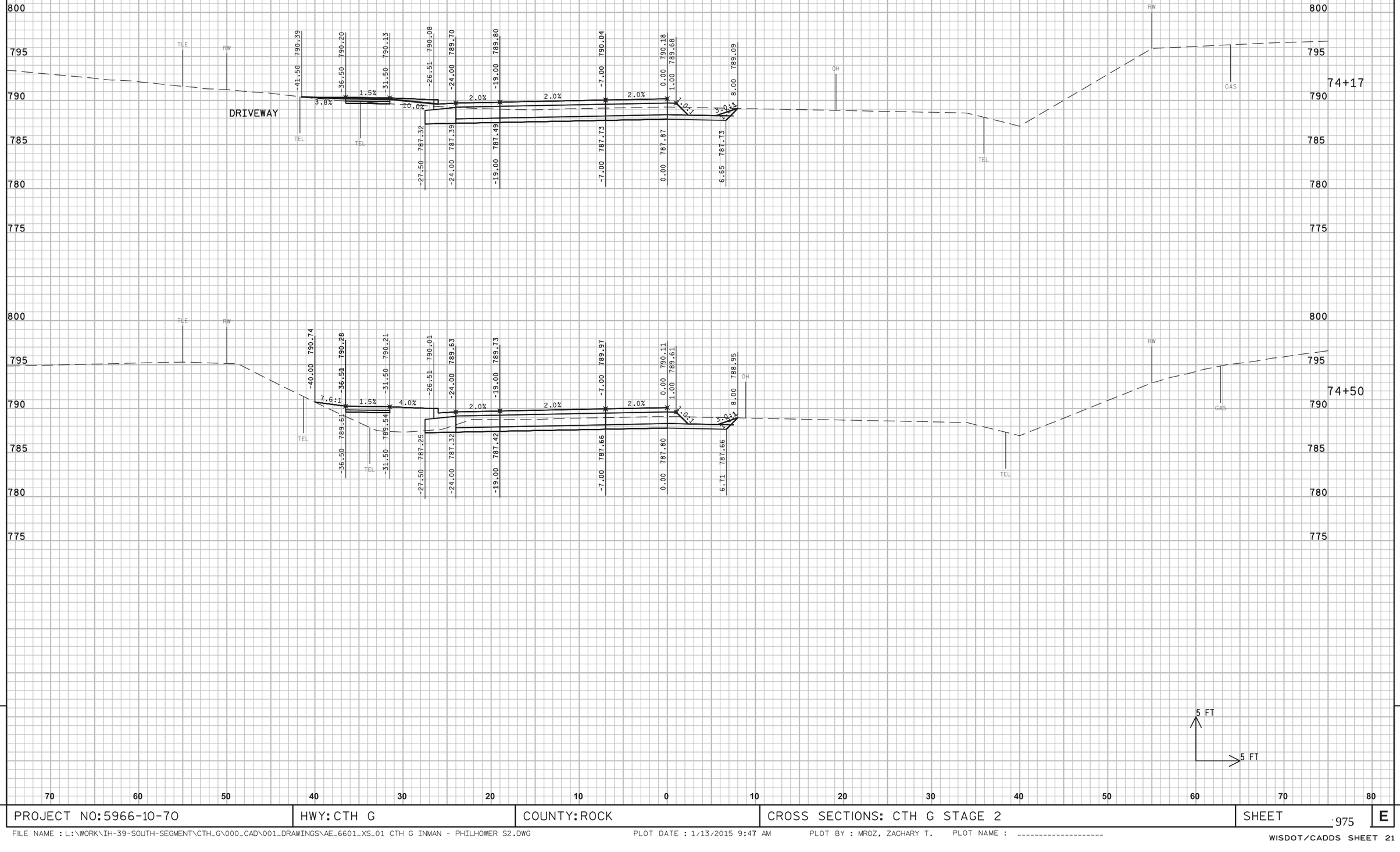
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 974	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:47 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



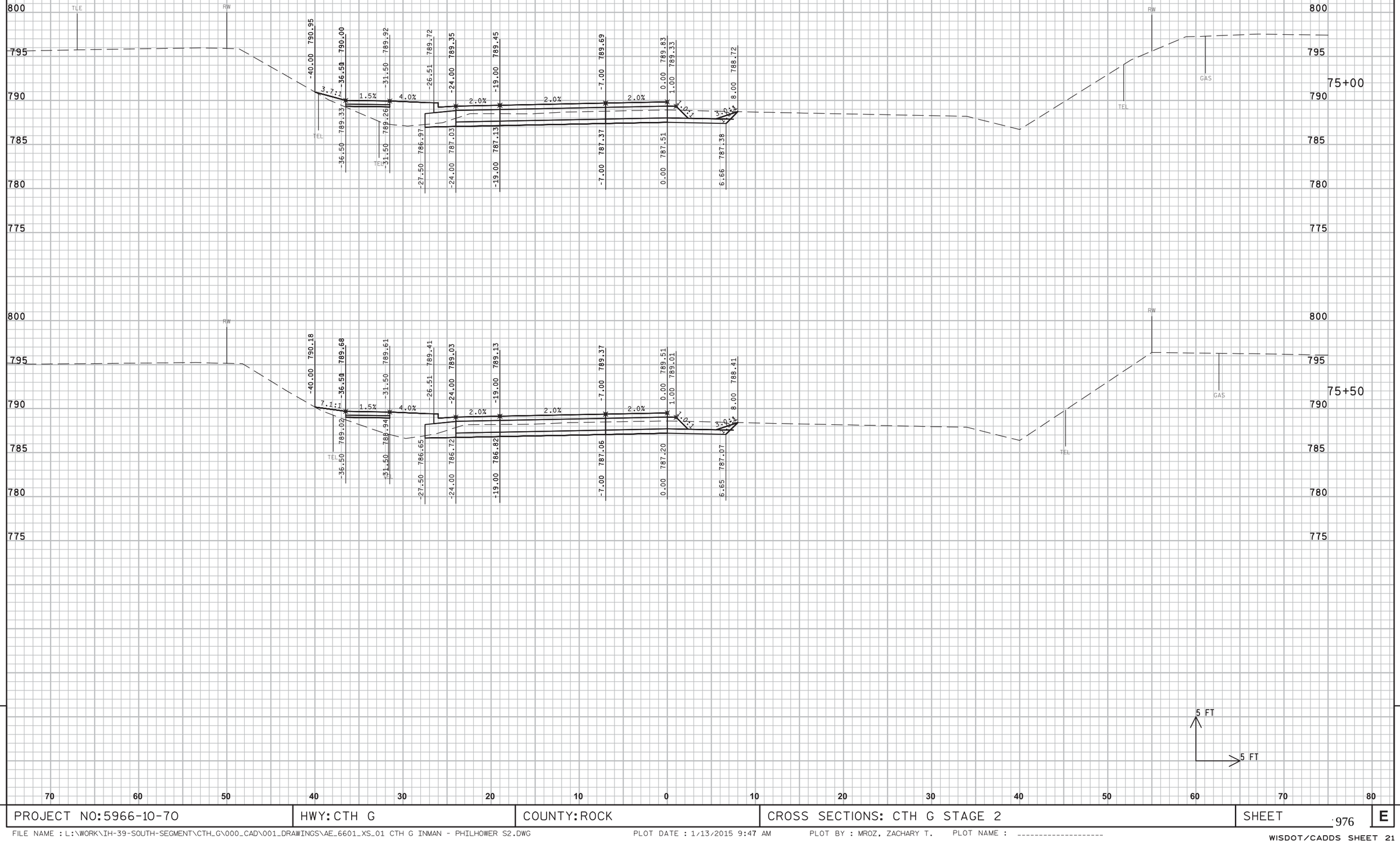
9

9

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 975	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:47 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

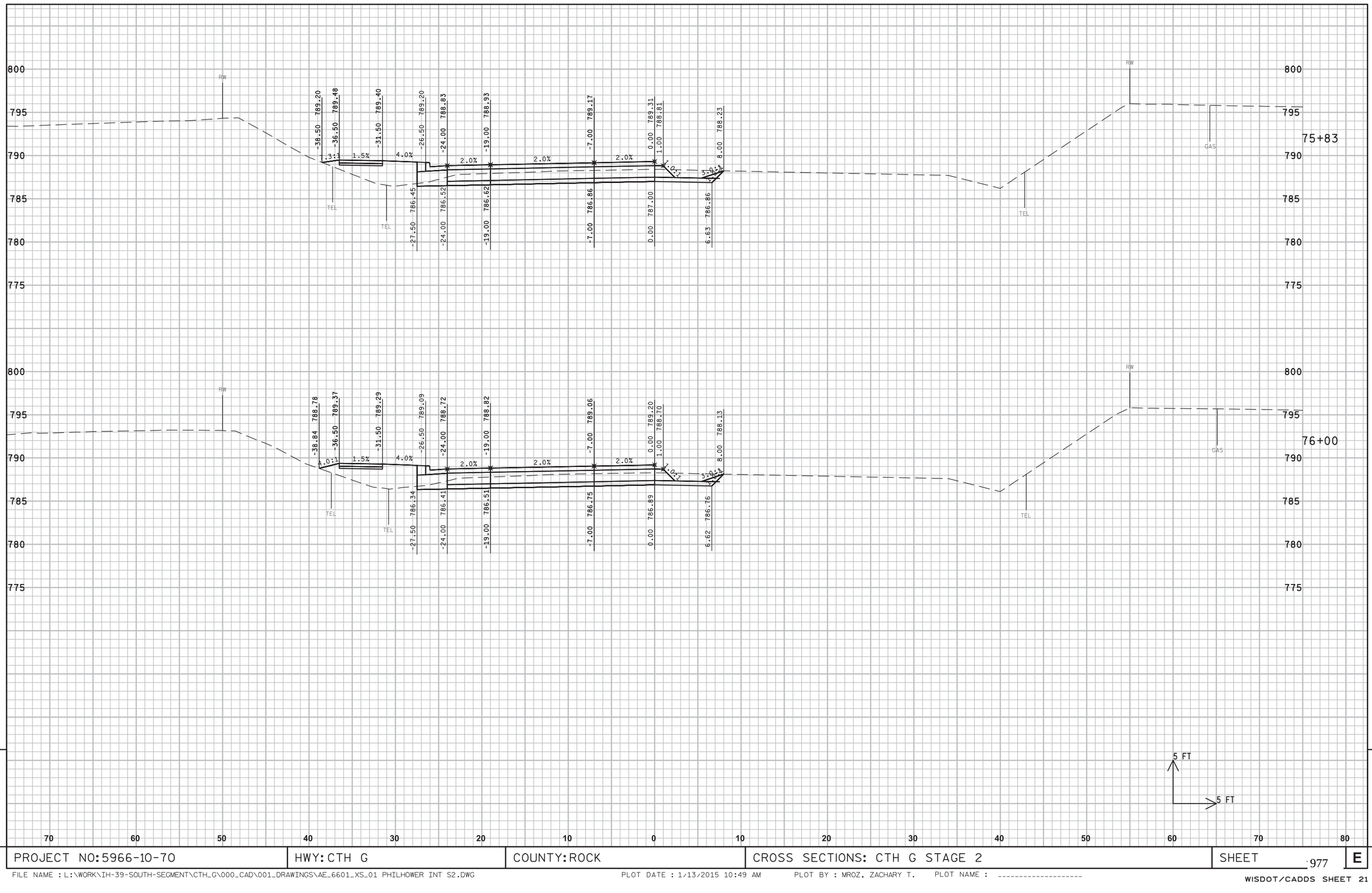
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 976	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S2.DWG PLOT DATE : 1/13/2015 9:47 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

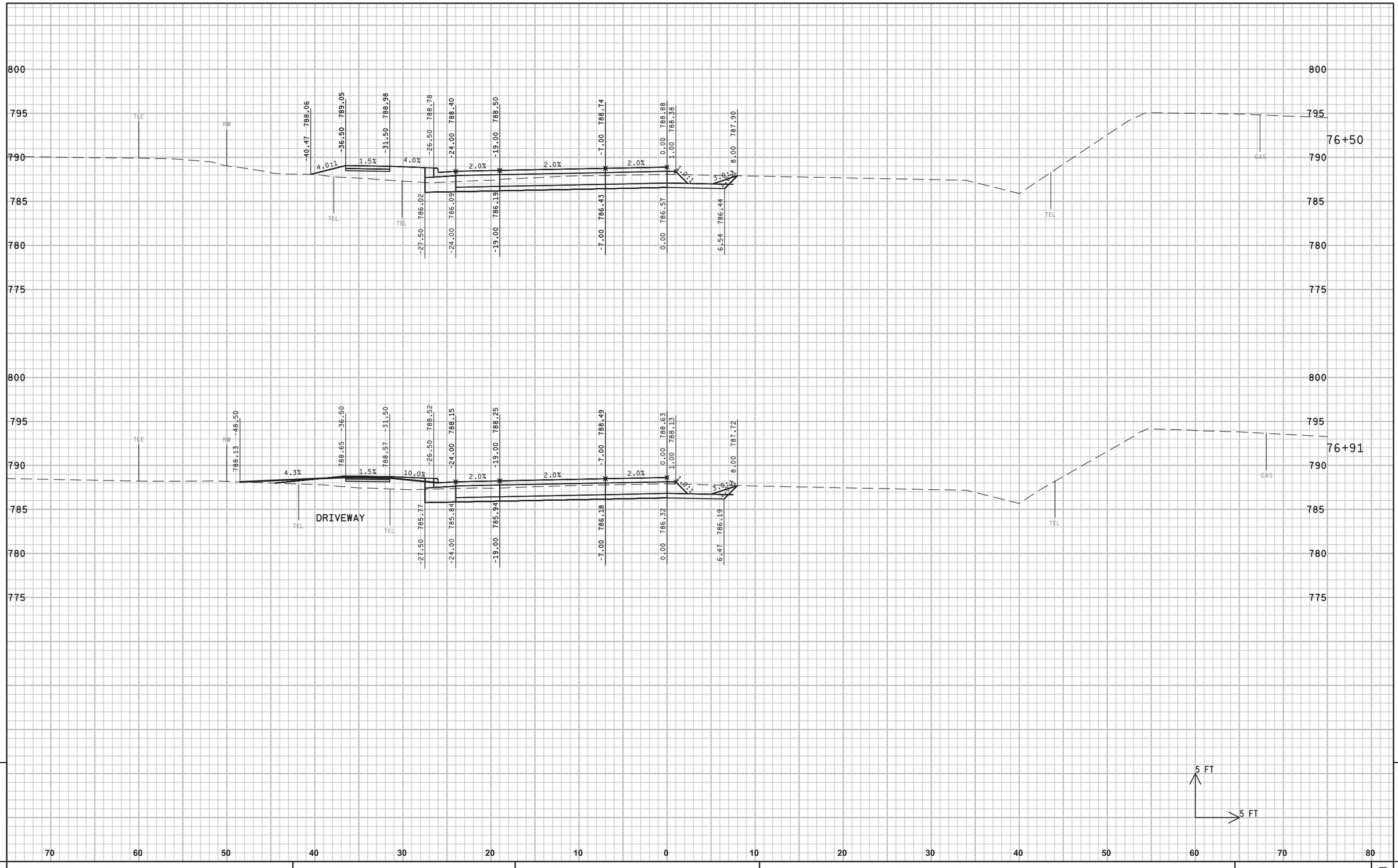
WISDOT/CADDS SHEET 21



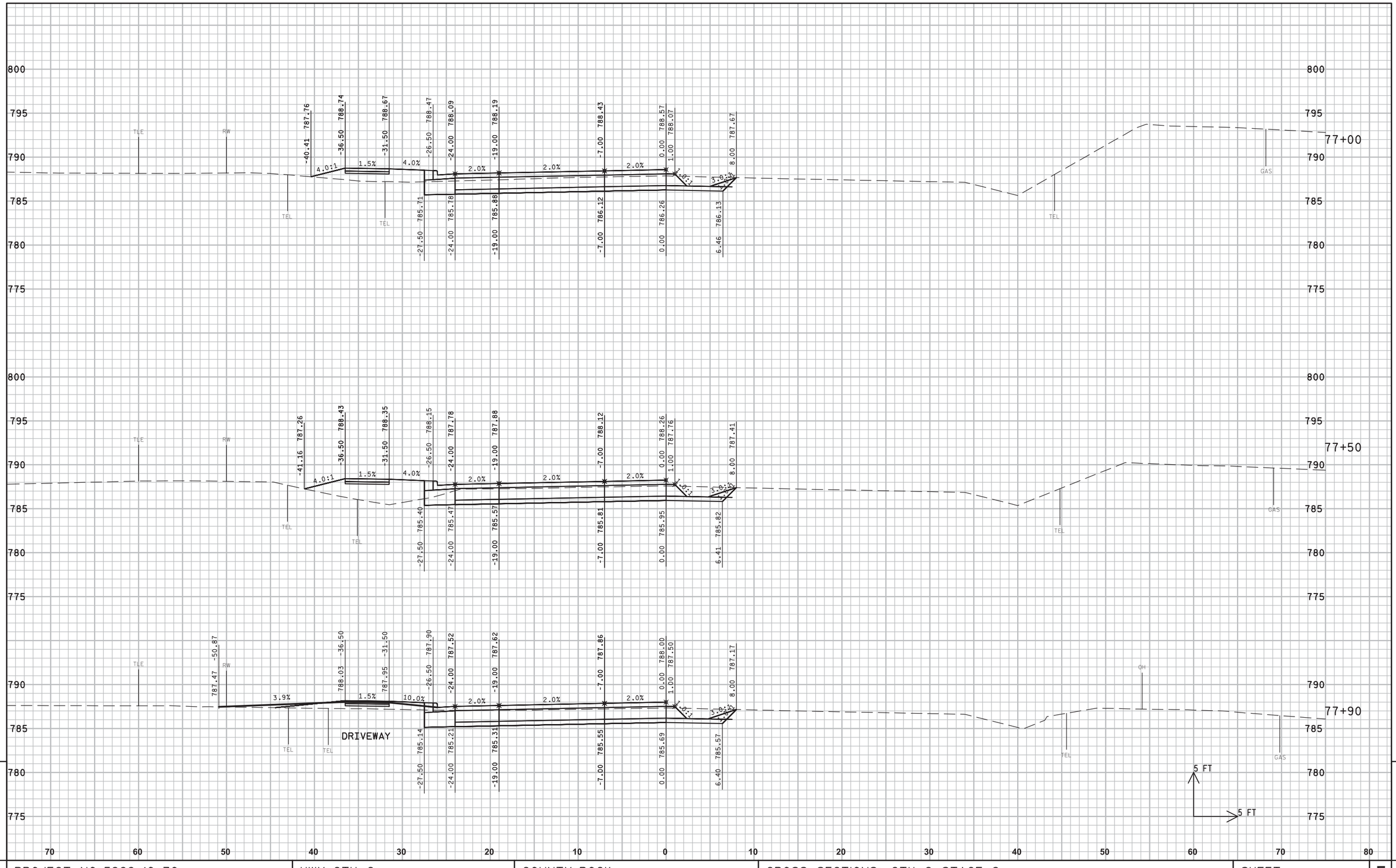
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 977	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:49 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 978	E



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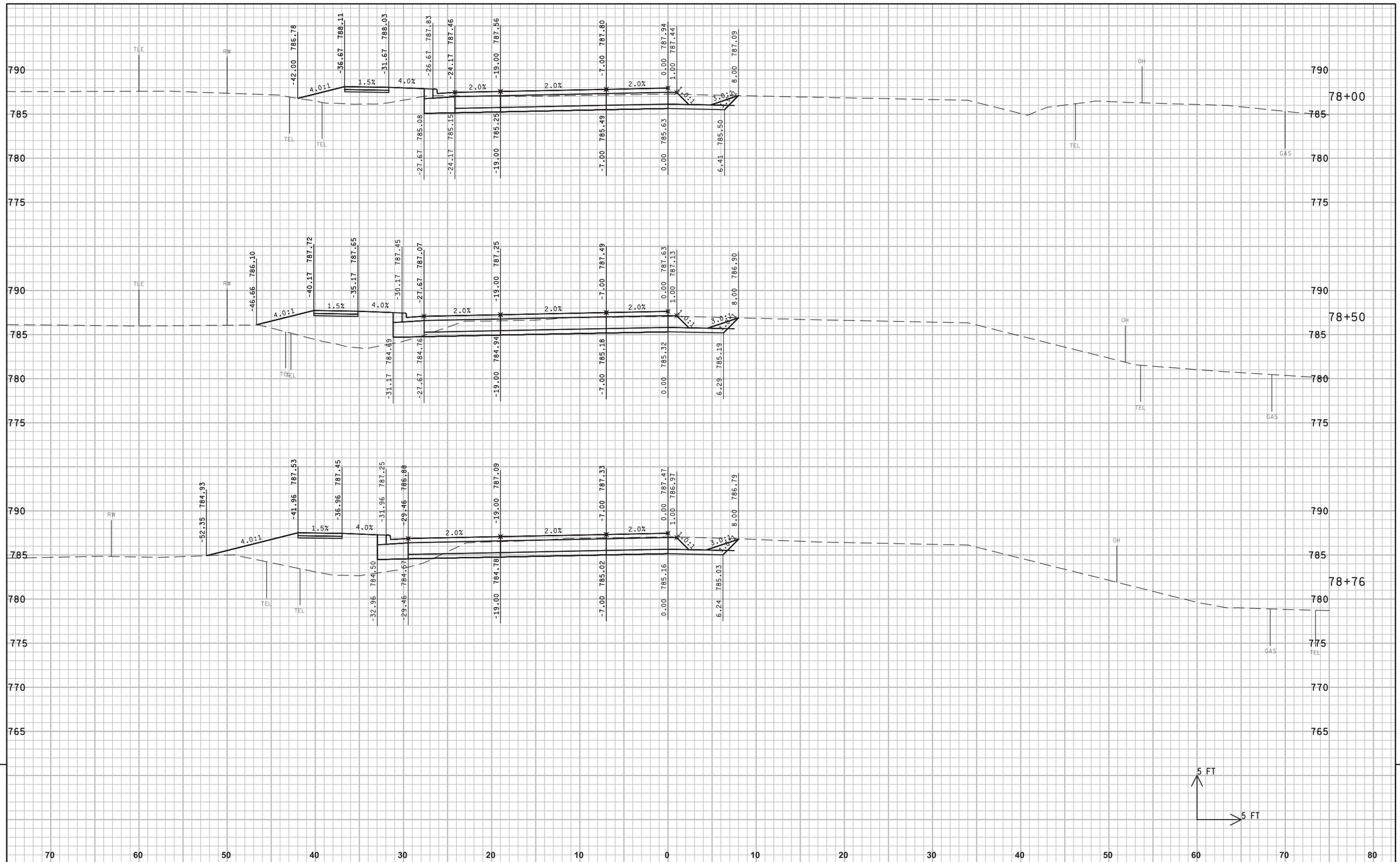
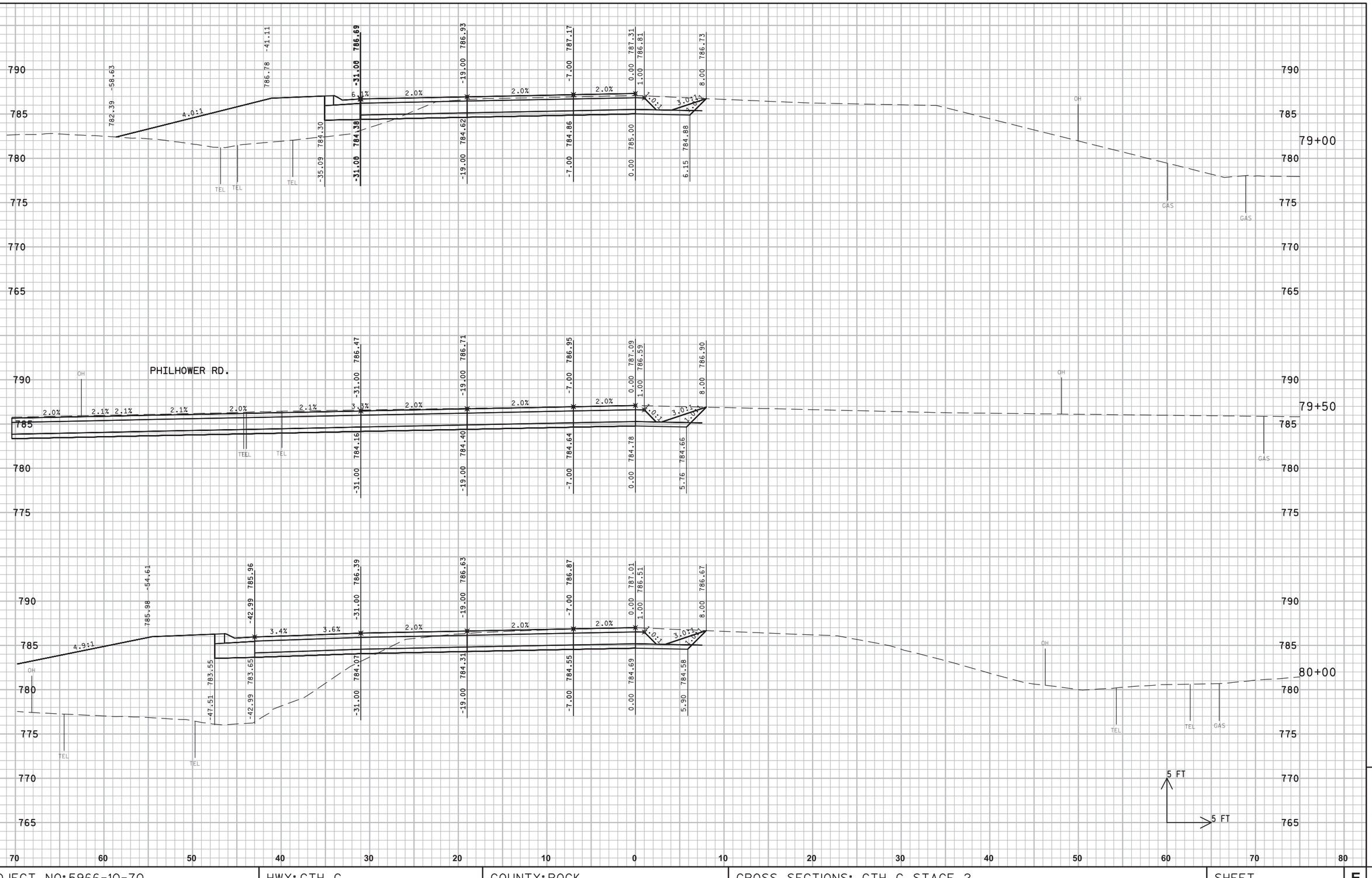
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 979	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 980	E

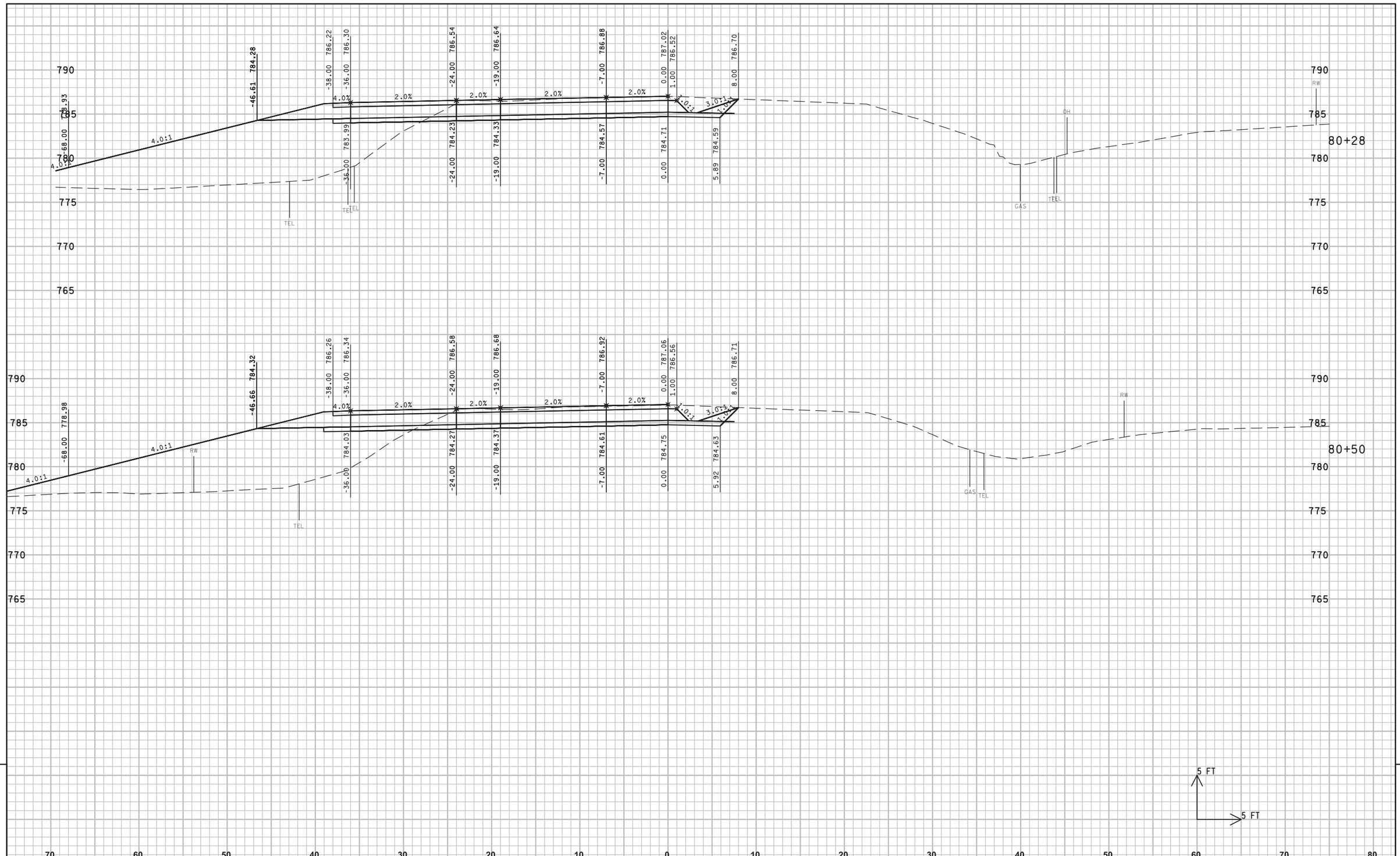
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:49 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 981	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:49 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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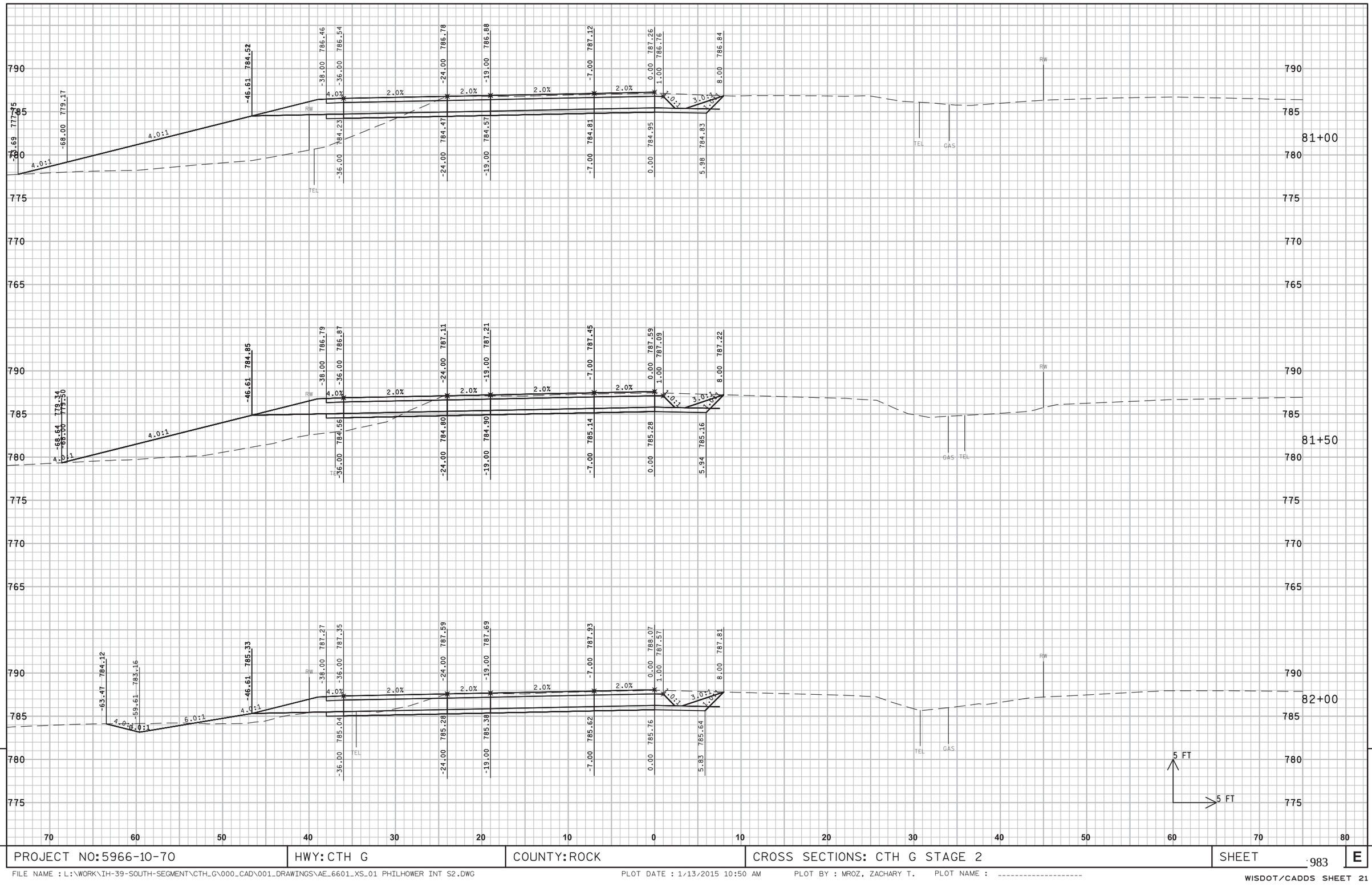
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 982	E

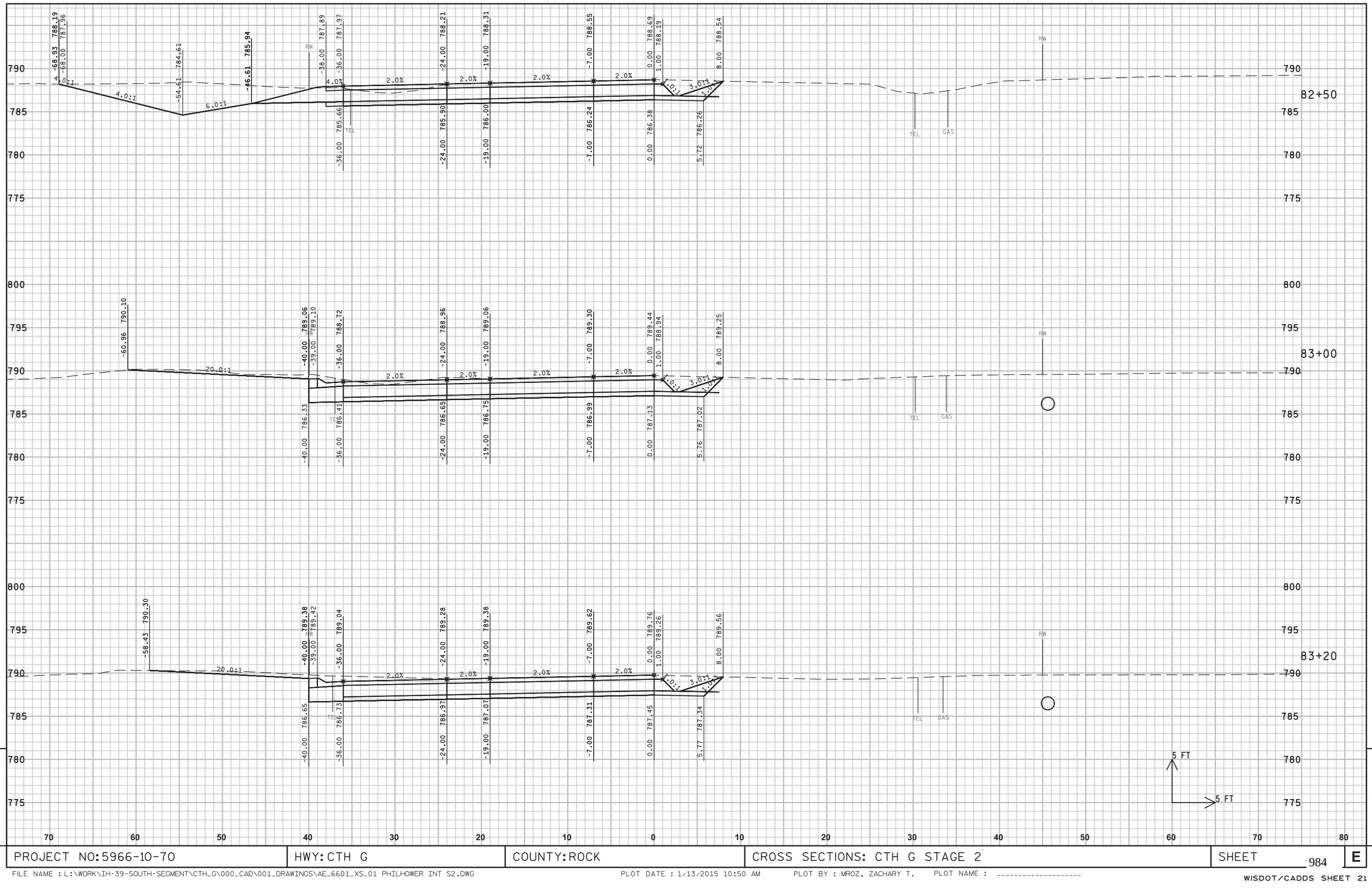
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:49 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 983 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:50 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

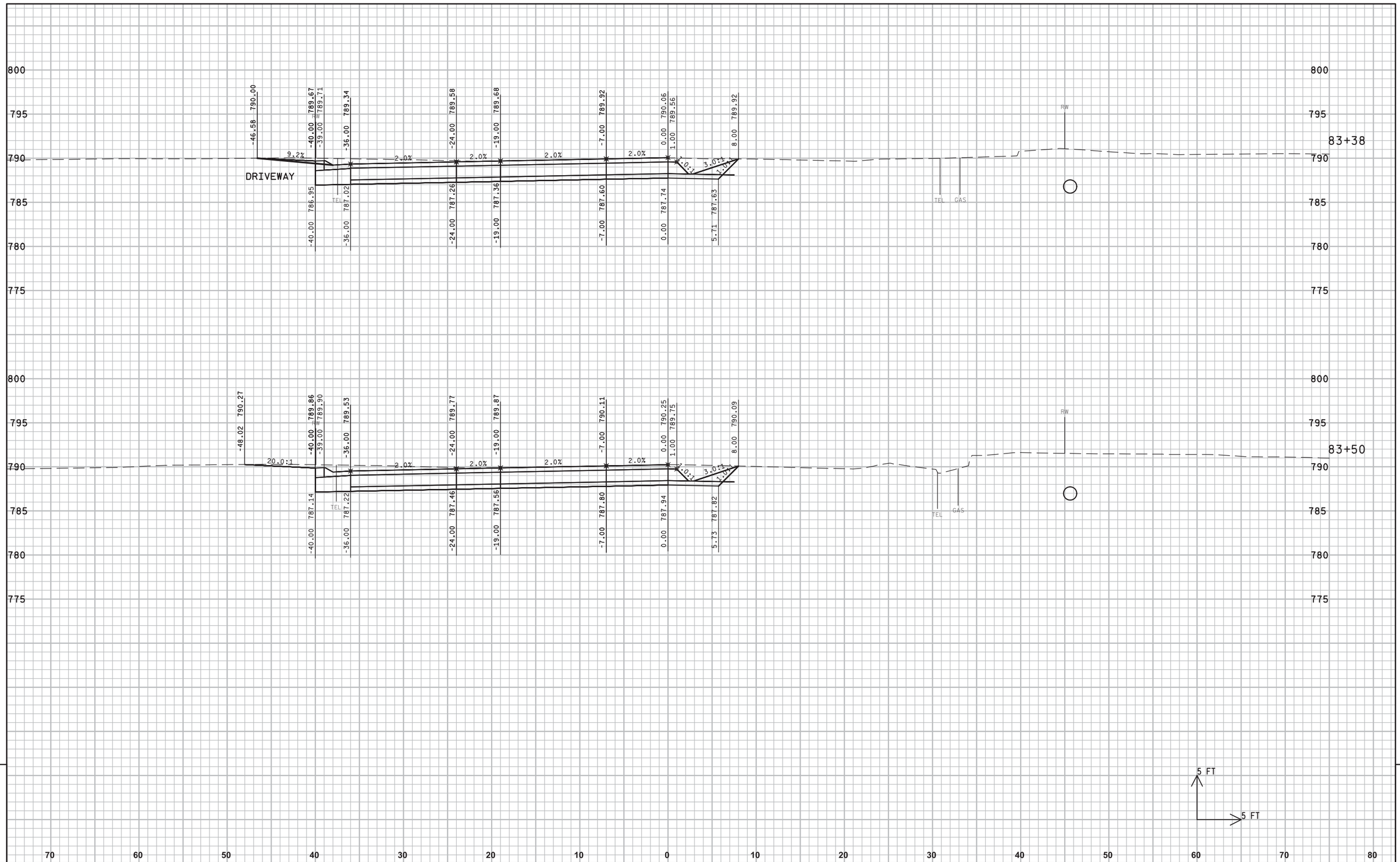
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 984 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:50 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

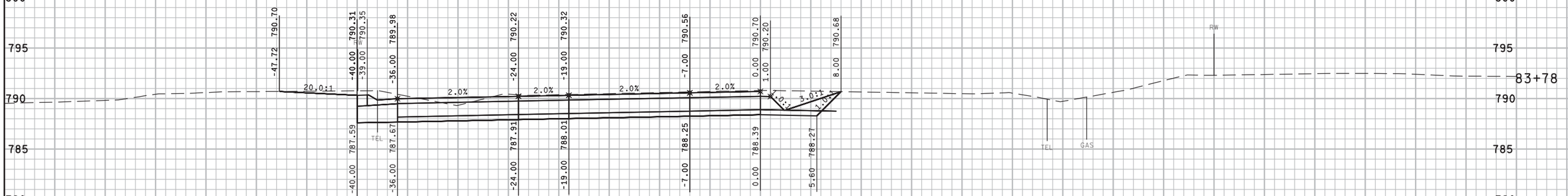
WISDOT/CADDS SHEET 21

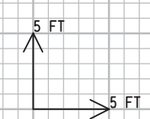


PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 985	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:50 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

STA. 83+78
END STAGE 2 CONSTRUCTION



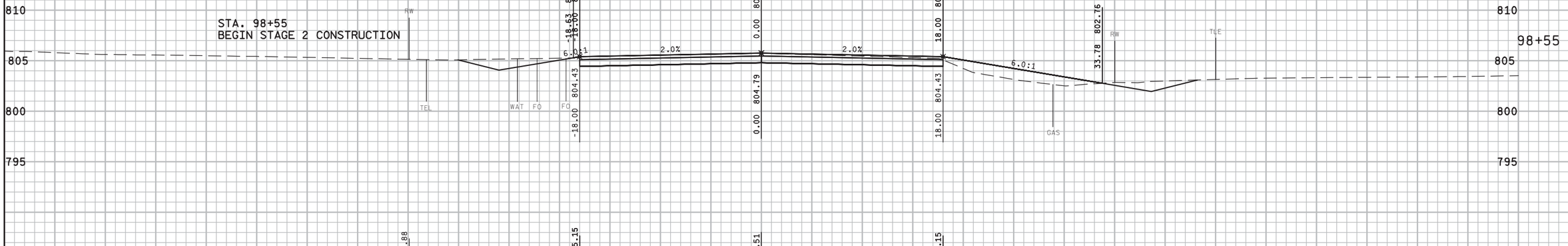


PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2	SHEET 986	E

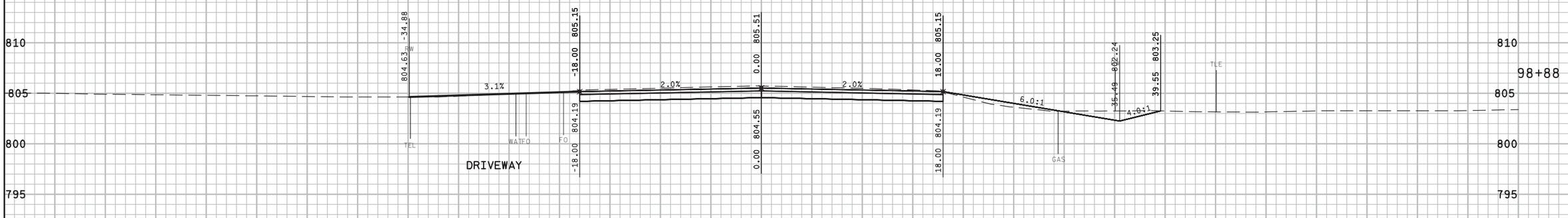
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S2.DWG PLOT DATE : 1/13/2015 10:50 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

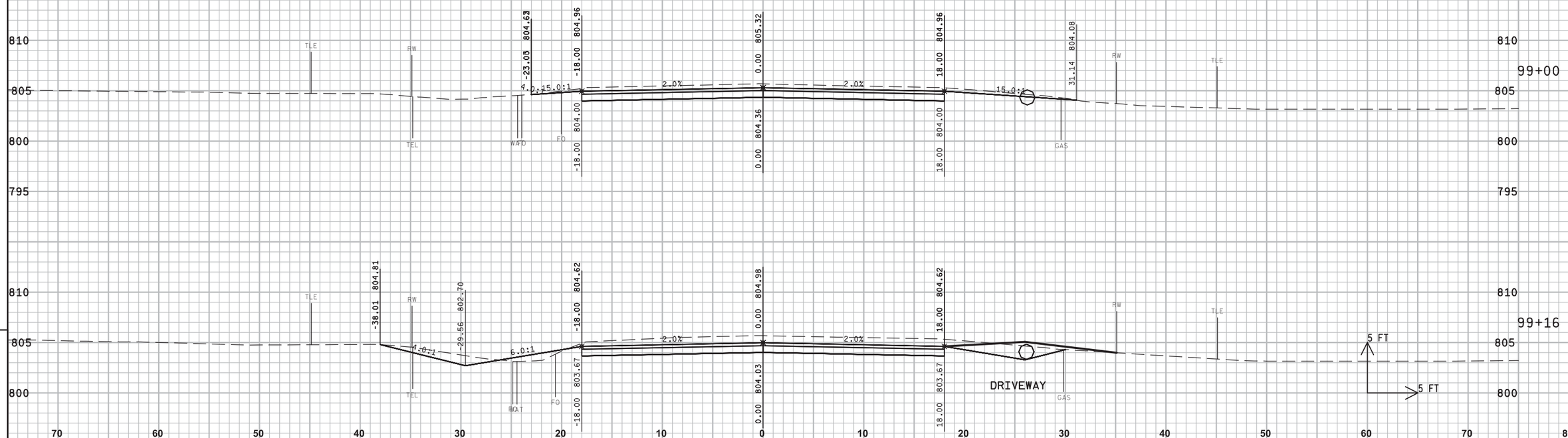
STA. 98+55
BEGIN STAGE 2 CONSTRUCTION



98+55



98+88



99+00

99+16

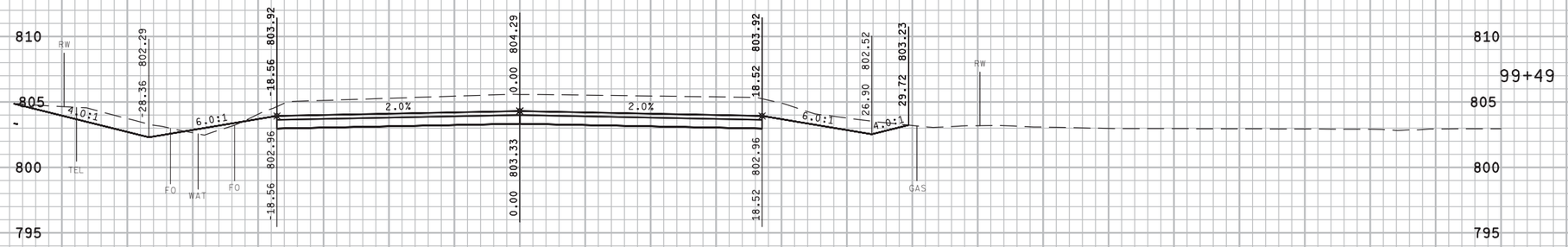
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

9 9

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: GALE DR. (STAGE 2)	SHEET 987	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_GALE.DWG PLOT DATE : 1/13/2015 11:42 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



5 FT

5 FT

70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

9

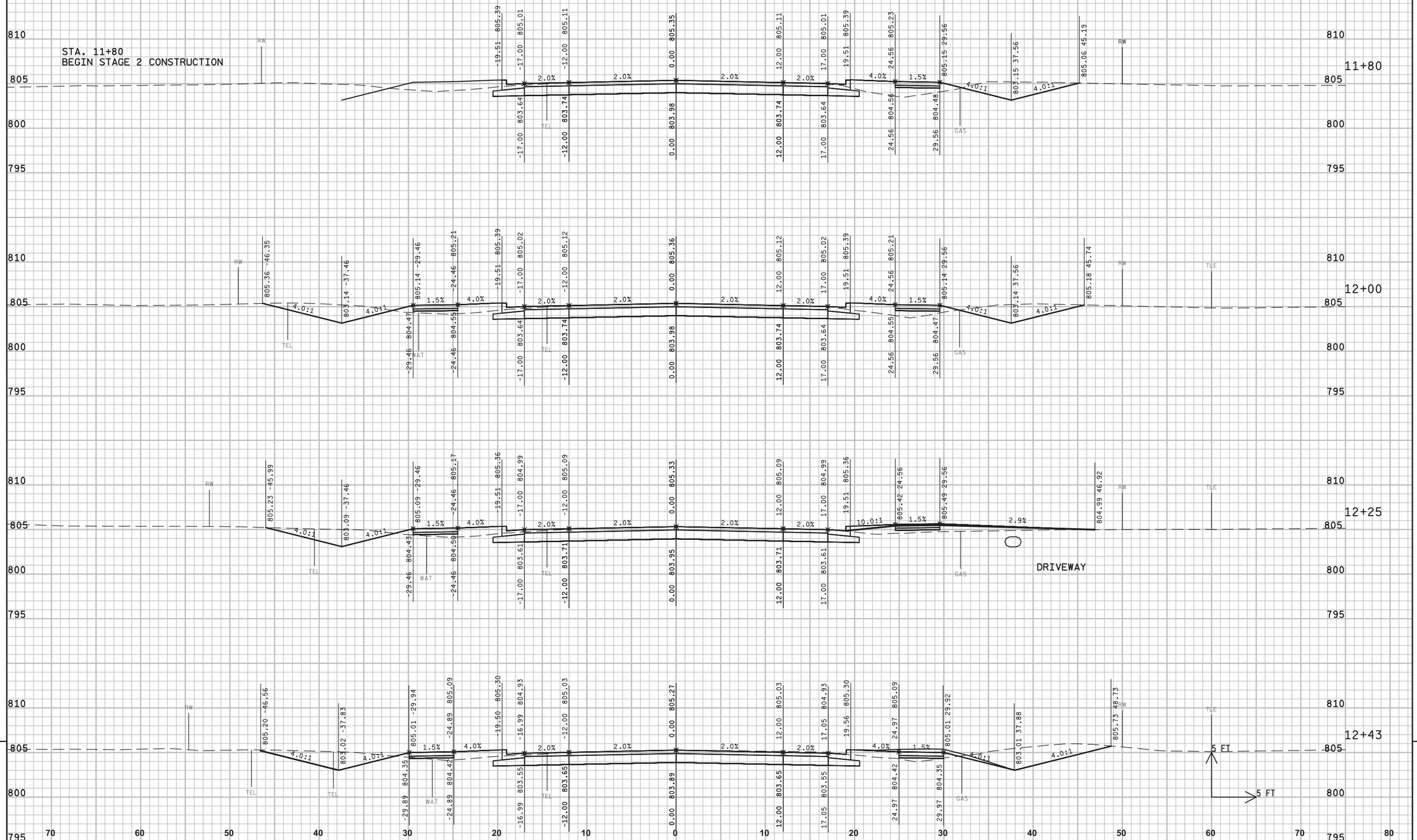
9

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: GALE DR. (STAGE 2)	SHEET 988	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_GALE.DWG PLOT DATE : 1/13/2015 11:42 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

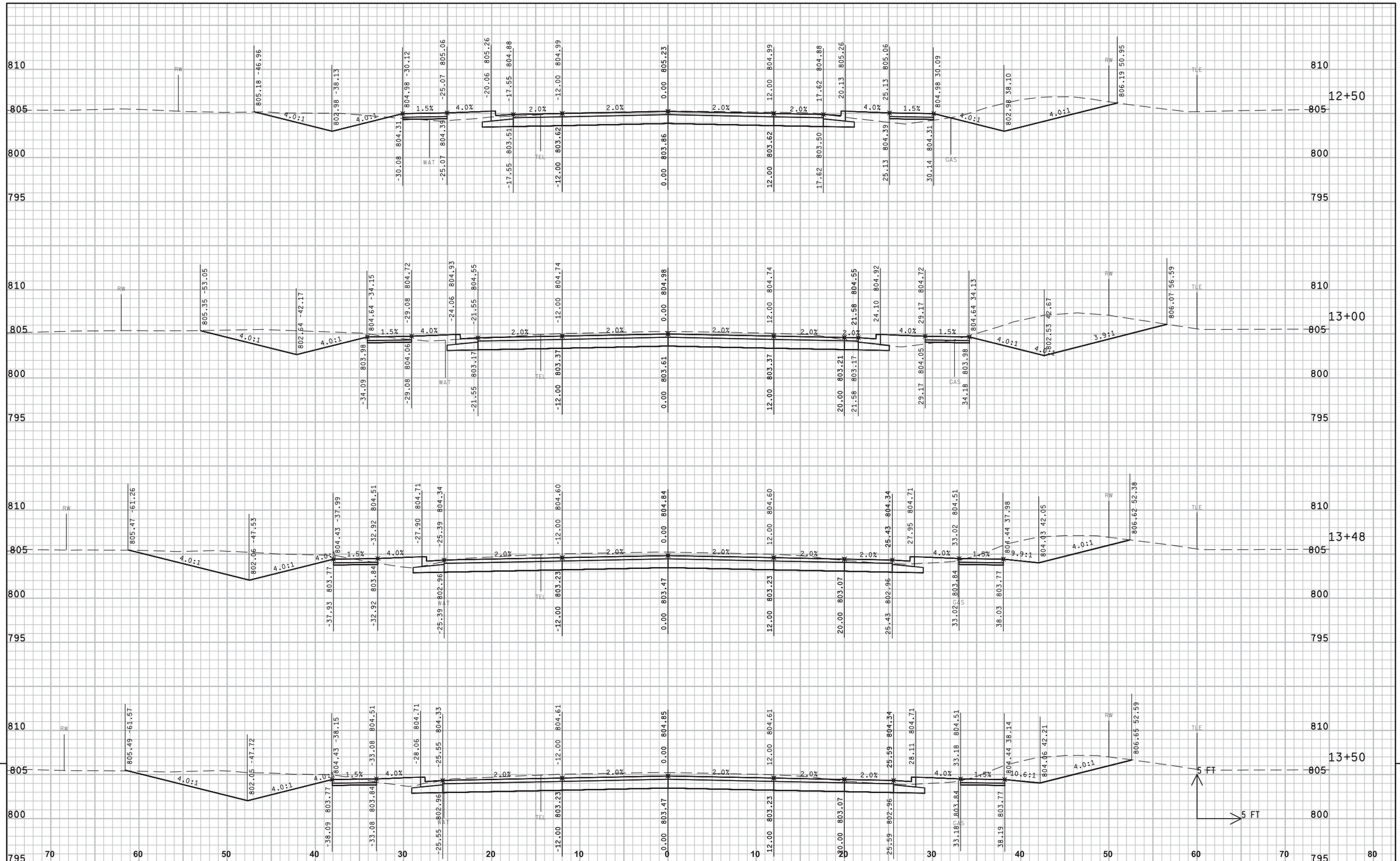
STA. 11+80
BEGIN STAGE 2 CONSTRUCTION



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: INMAN PKWY. (STAGE 2)	SHEET 989	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_INMAN S2.DWG PLOT DATE : 1/13/2015 1:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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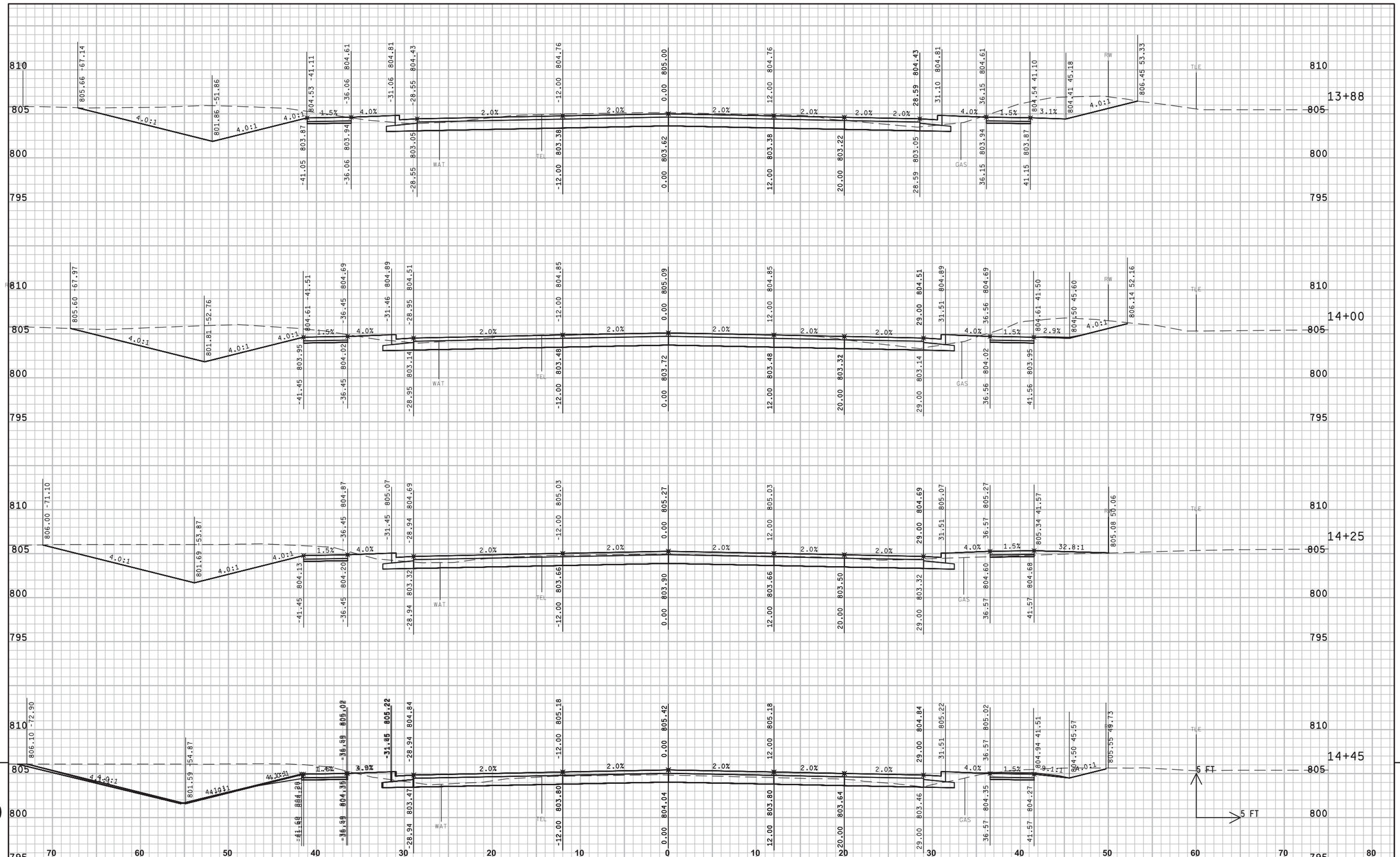
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: INMAN PKWY. (STAGE 2)	SHEET 990	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_INMAN S2.DWG PLOT DATE : 1/13/2015 1:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

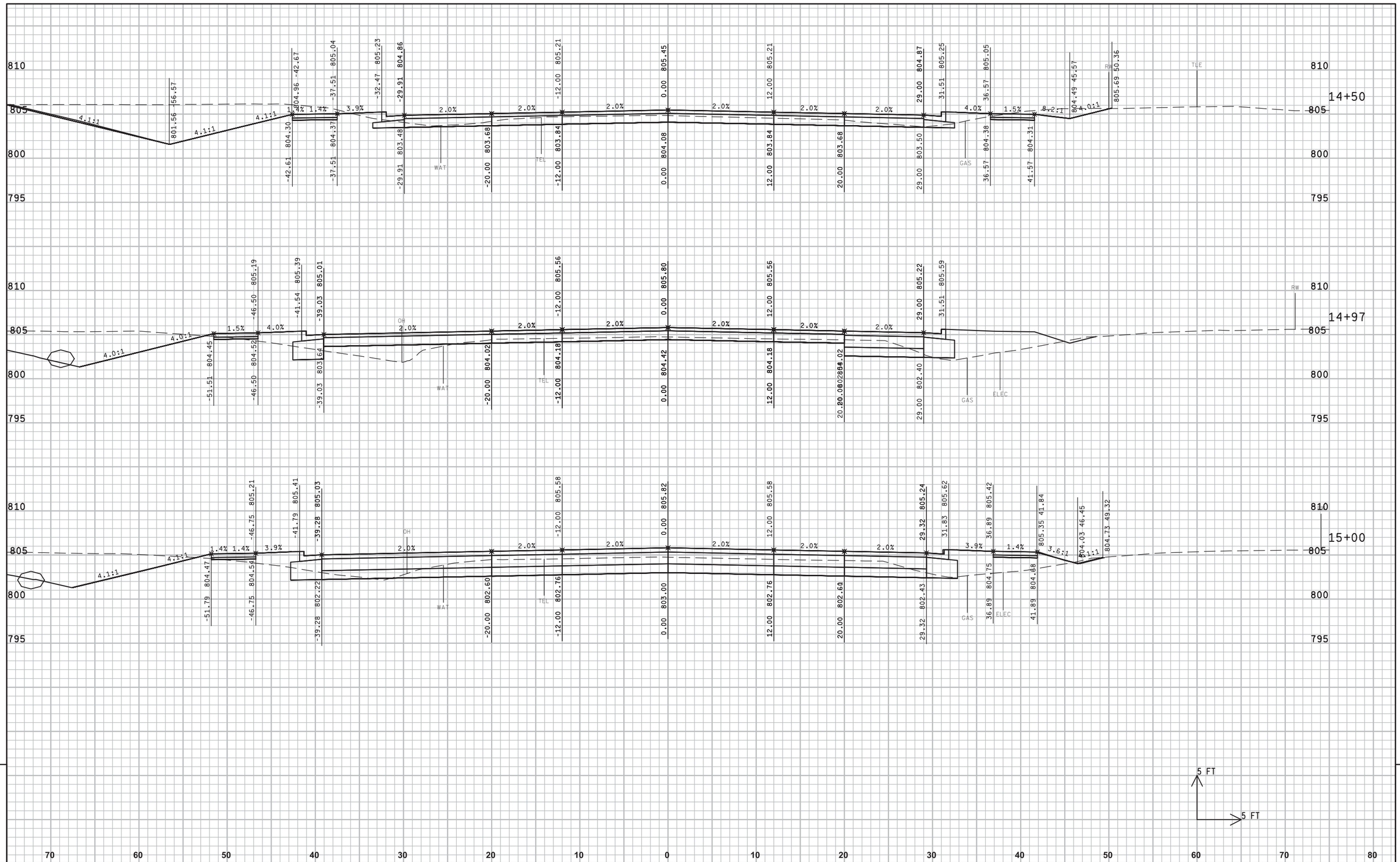
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: INMAN PKWY. (STAGE 2)	SHEET 991	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_INMAN S2.DWG PLOT DATE : 1/13/2015 1:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

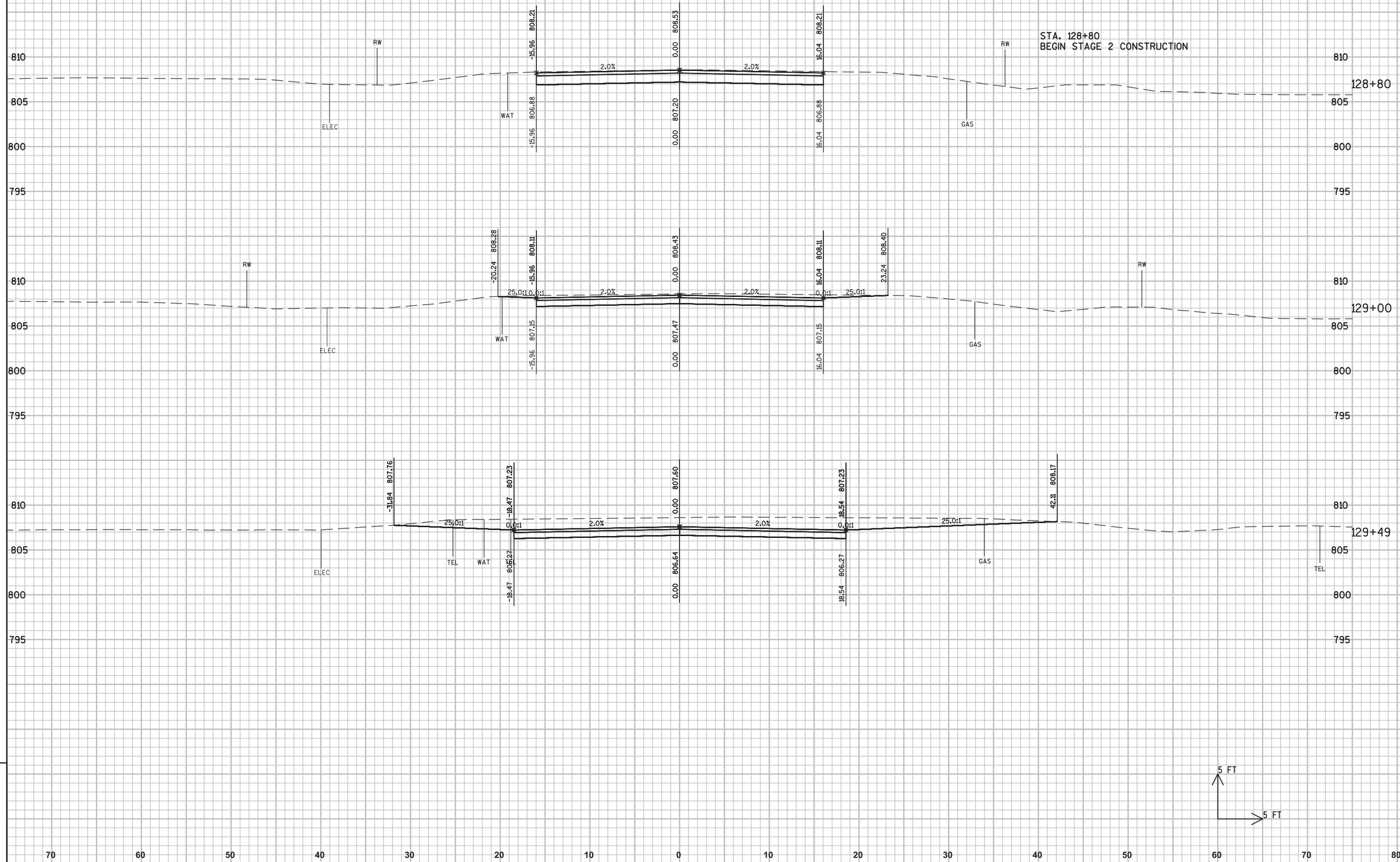


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: INMAN PKWY. (STAGE 2)	SHEET 992 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_INMAN S2.DWG PLOT DATE : 1/13/2015 1:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

STA. 128+80
BEGIN STAGE 2 CONSTRUCTION



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: ZICK DR. (STAGE 2)	SHEET 993	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_ZICK S2.DWG
PLOT DATE : 1/13/2015 1:31 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

STA. 138+53
BEGIN STAGE 2 CONSTRUCTION

138+53

139+00

139+25

139+50

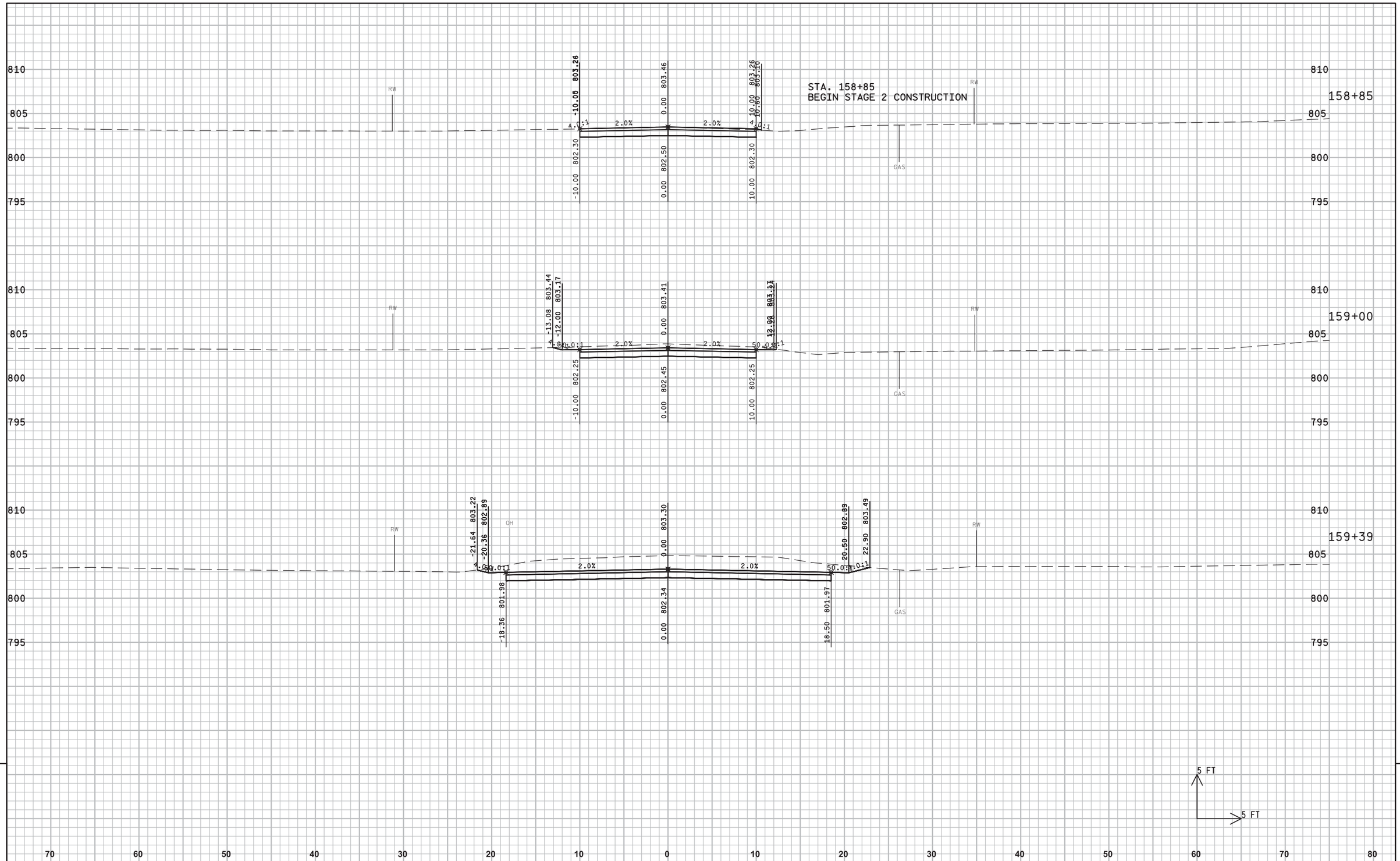
5 FT

5 FT

9

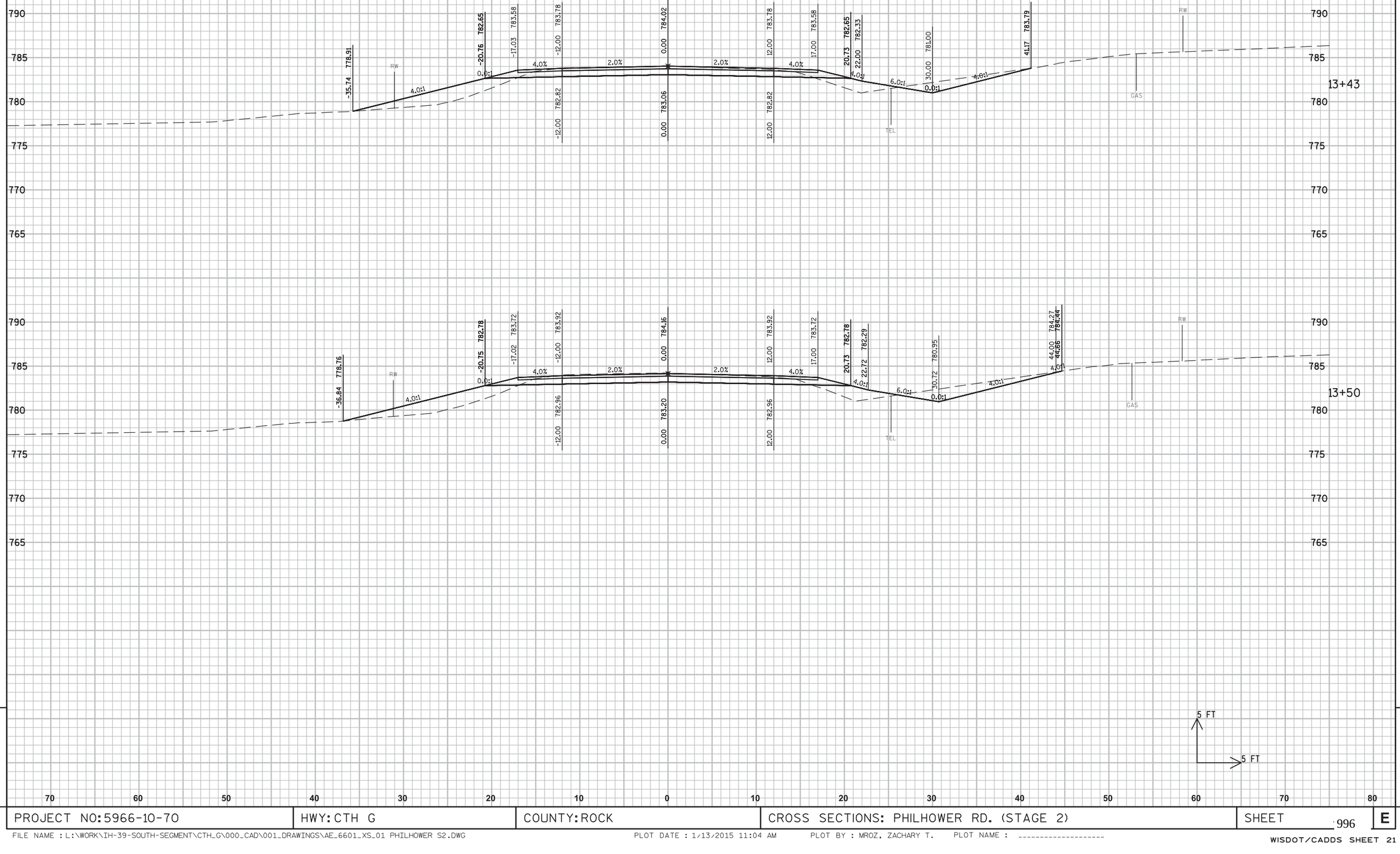
9

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: WILLIAMS DR. (STAGE 2)	SHEET 994	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: SECURITY DR. (STAGE 2)	SHEET 995	E

STA. 13+43
BEGIN STAGE 2 CONSTRUCTION



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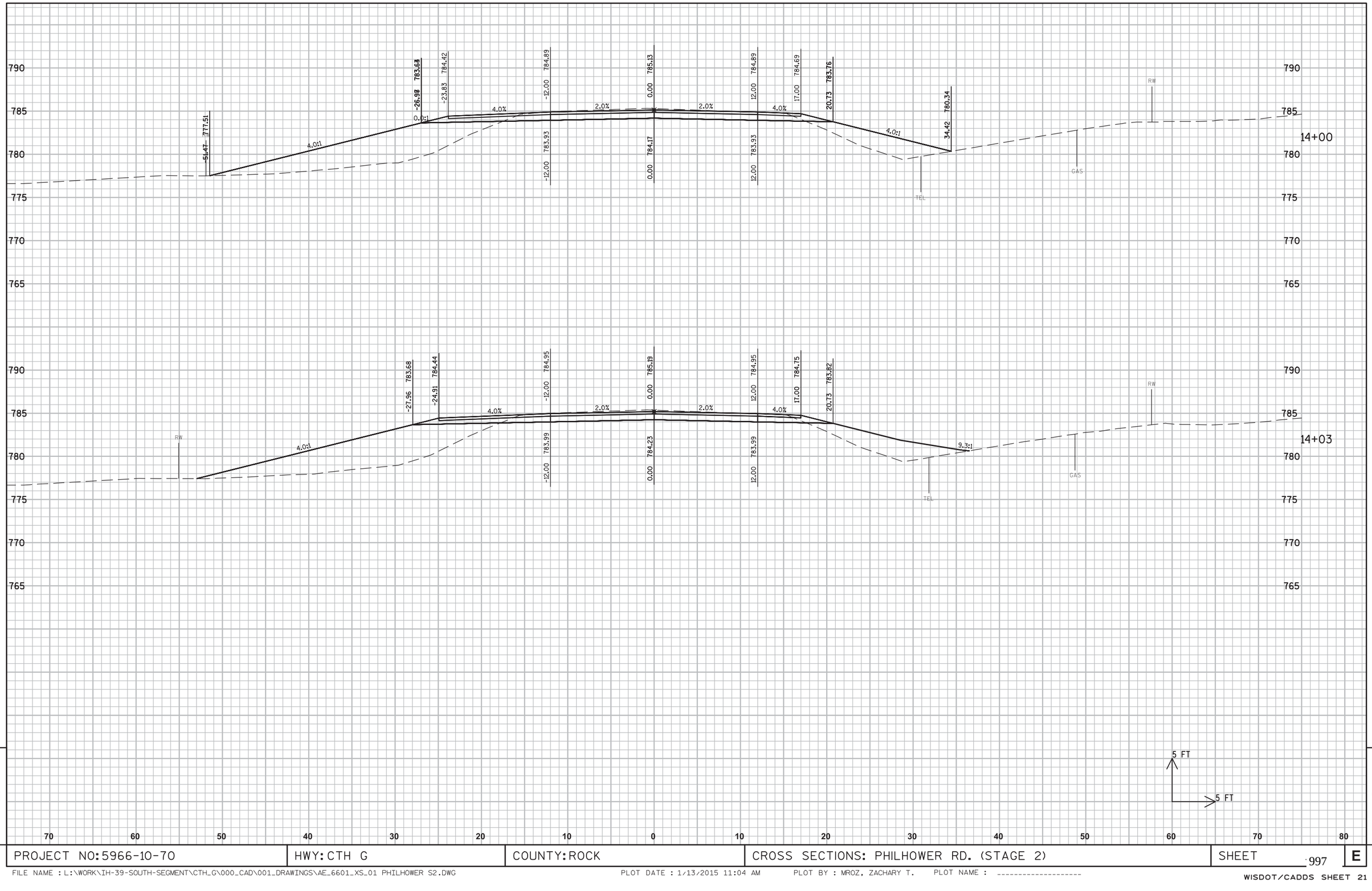
9

70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 2)	SHEET 996	E



5 FT

5 FT

9

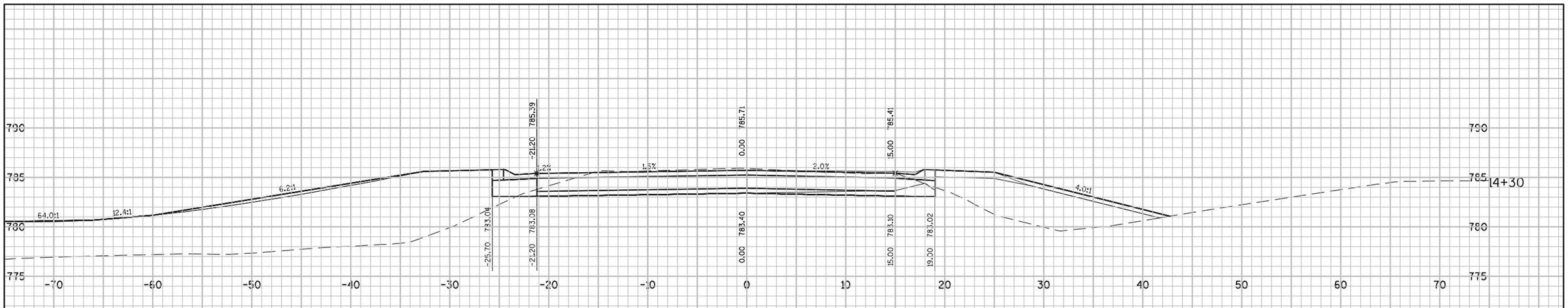
9

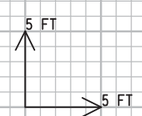
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 2)	SHEET 997	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER S2.DWG PLOT DATE : 1/13/2015 11:04 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21





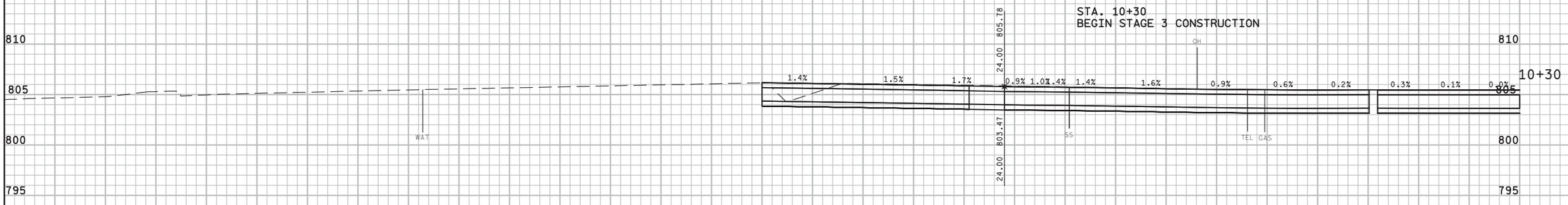
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

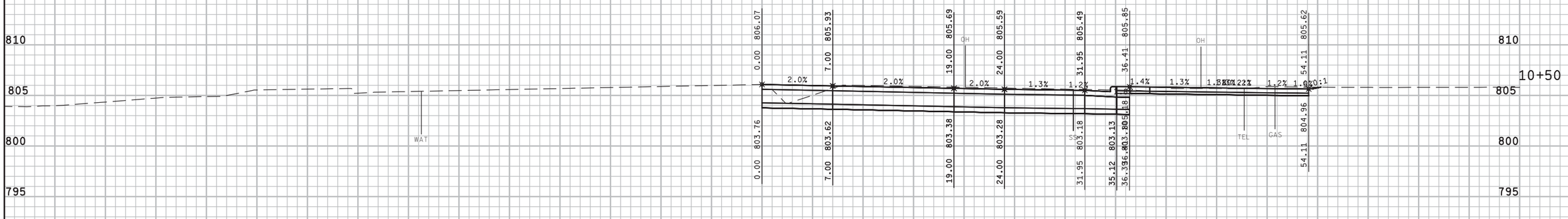
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 2)	SHEET 998	E

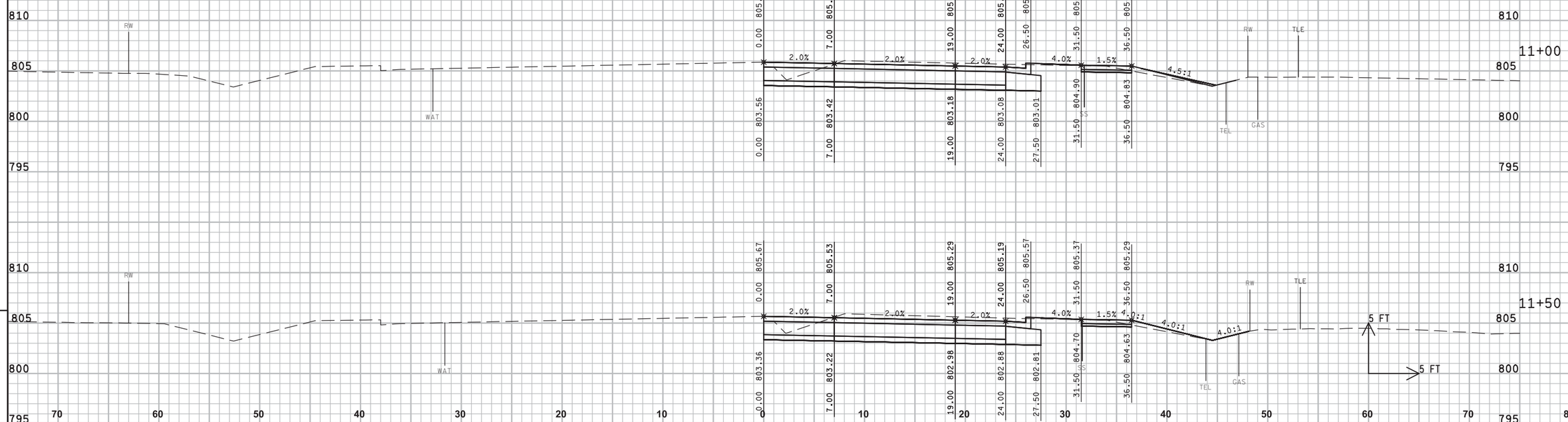
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER S2.DWG PLOT DATE : 1/13/2015 11:04 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

STA. 10+30
BEGIN STAGE 3 CONSTRUCTION

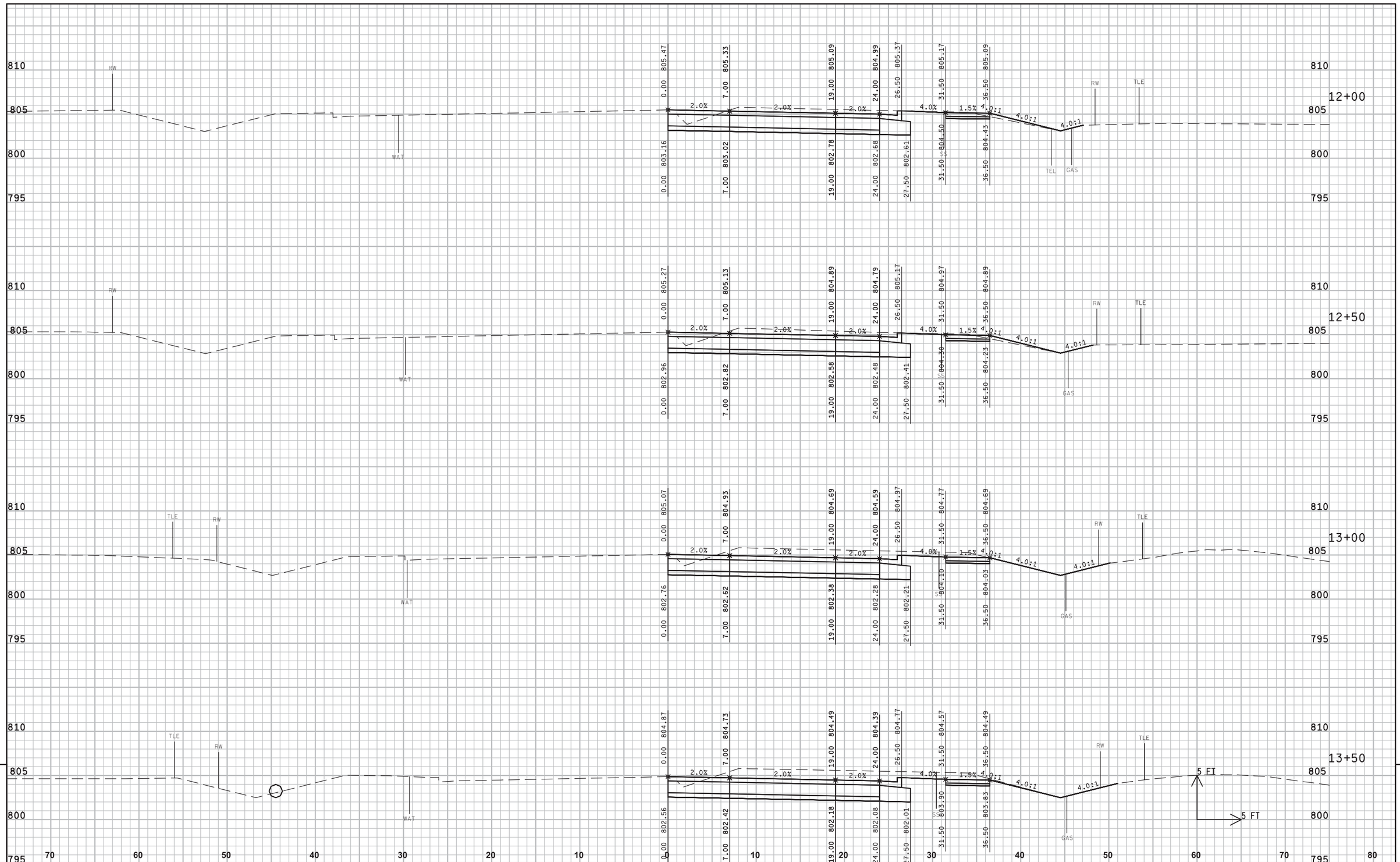




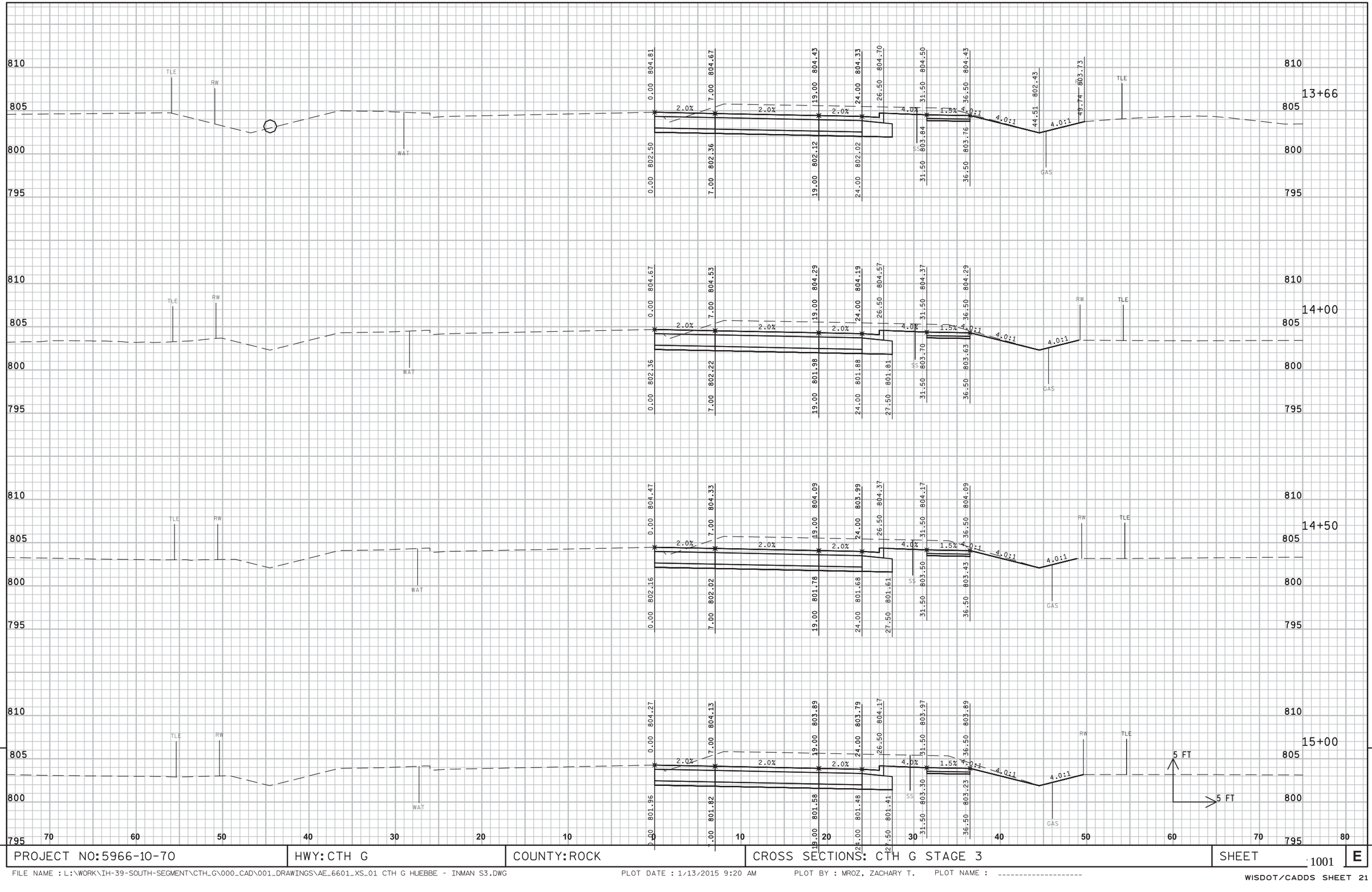


PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 999	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:19 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



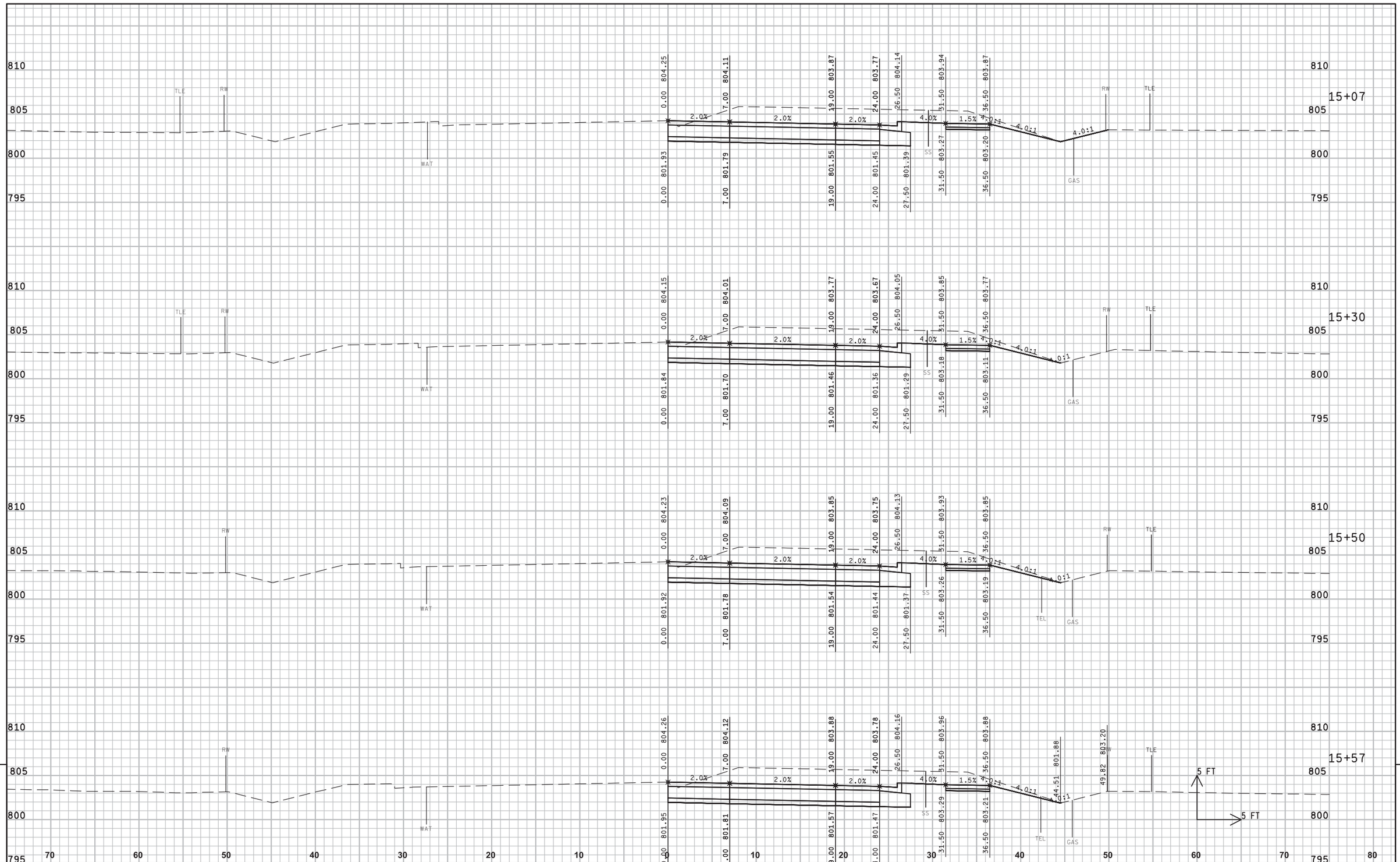
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1000	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1001	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

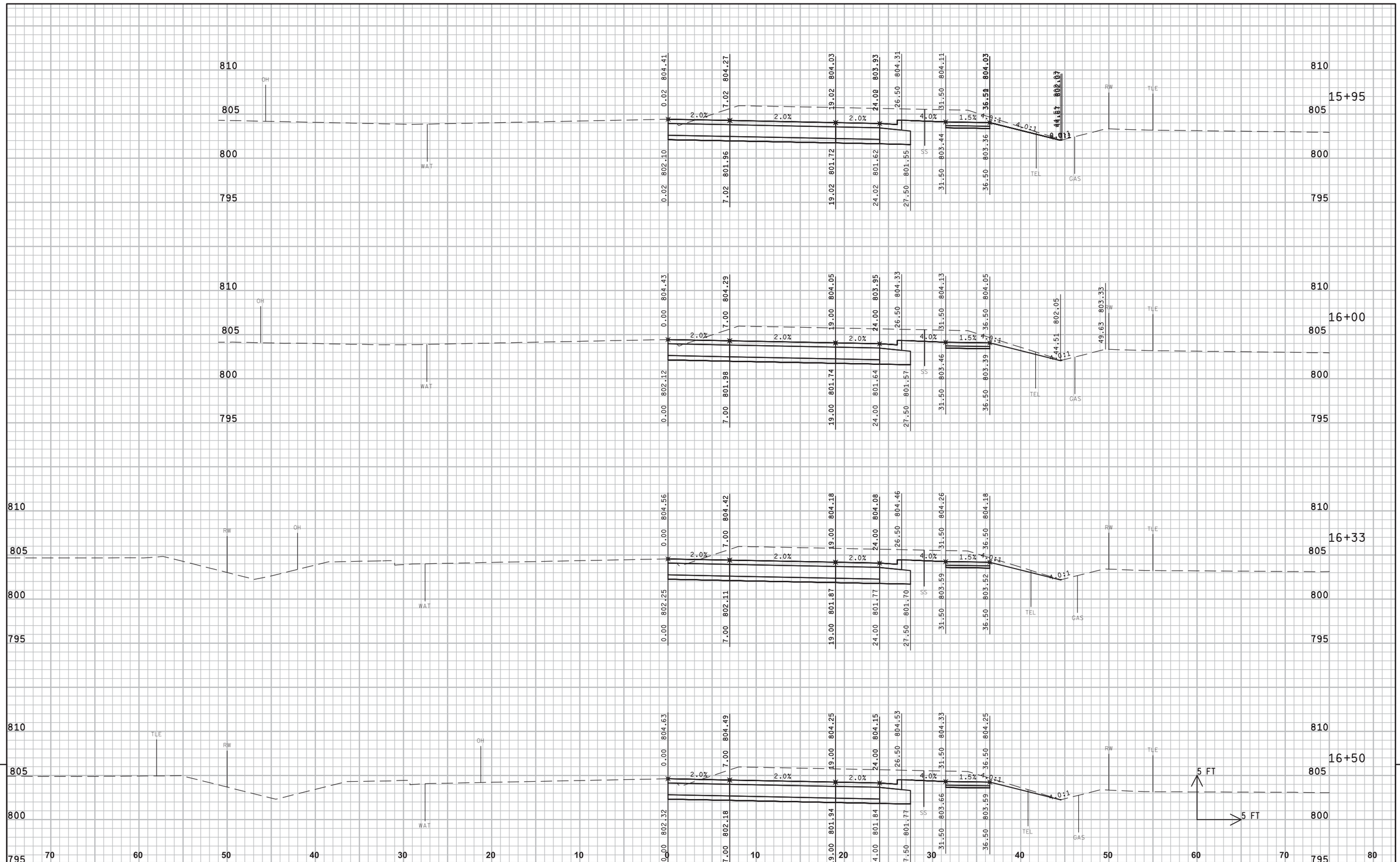
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1002 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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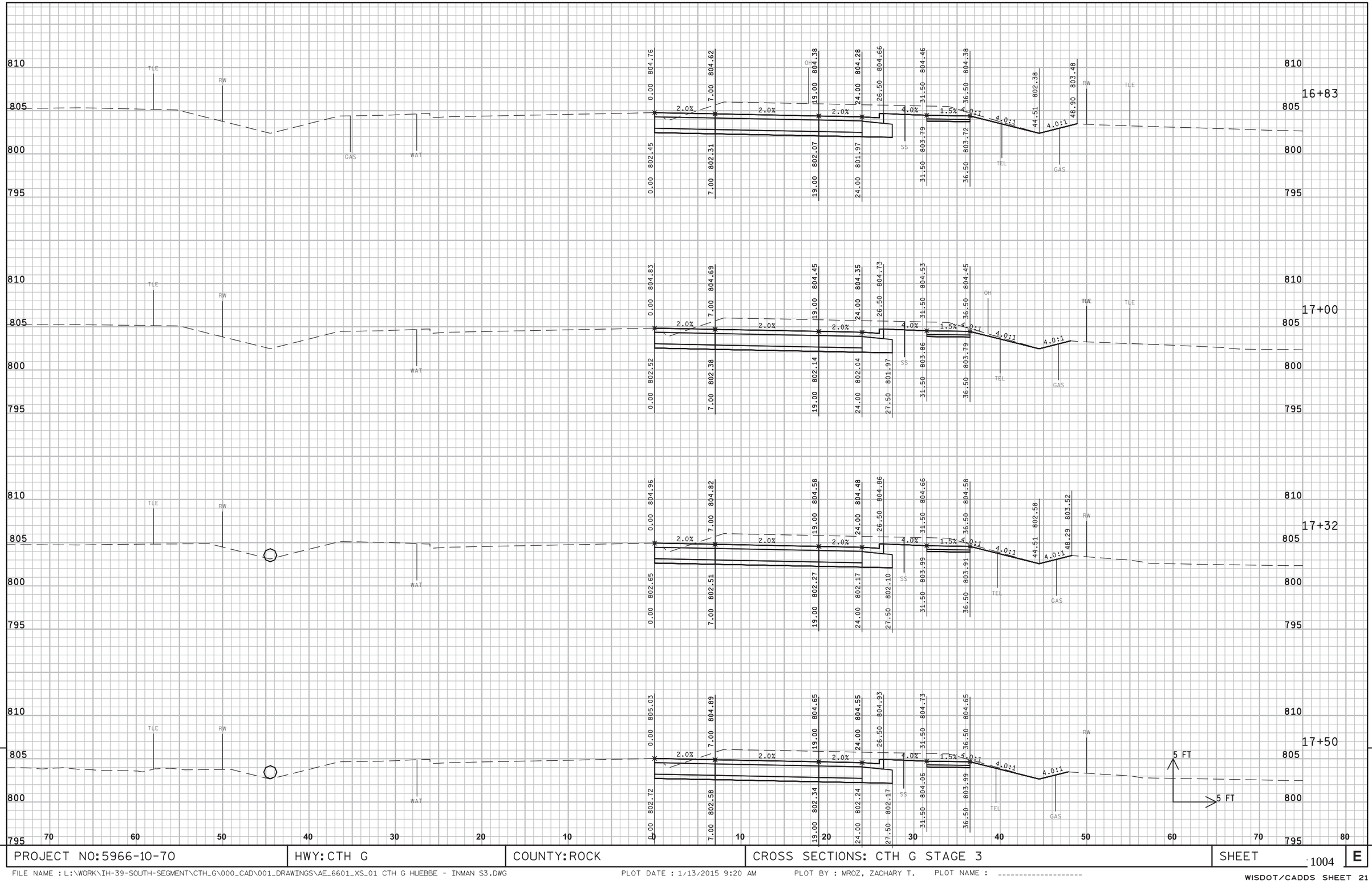
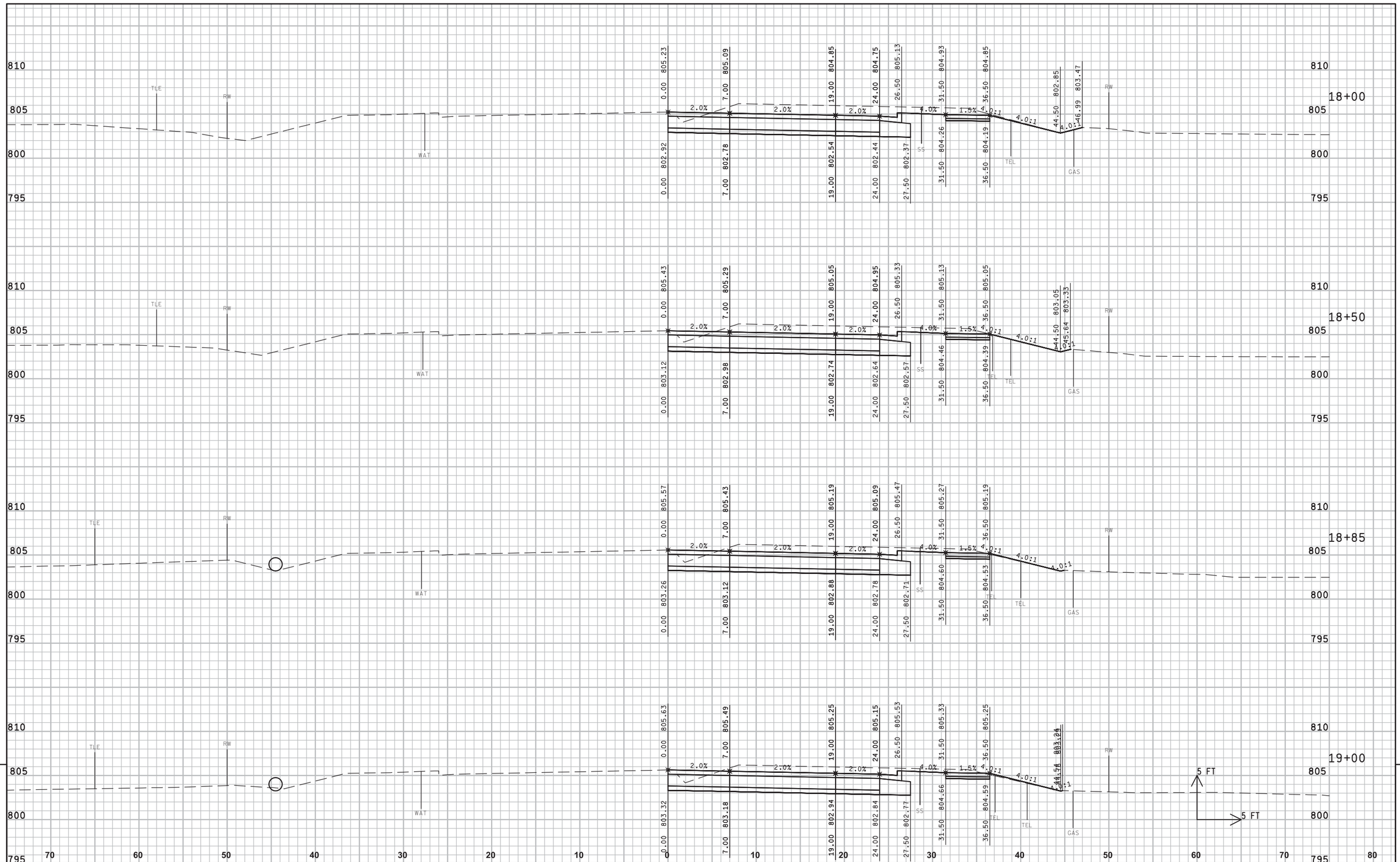
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1003	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1004 E

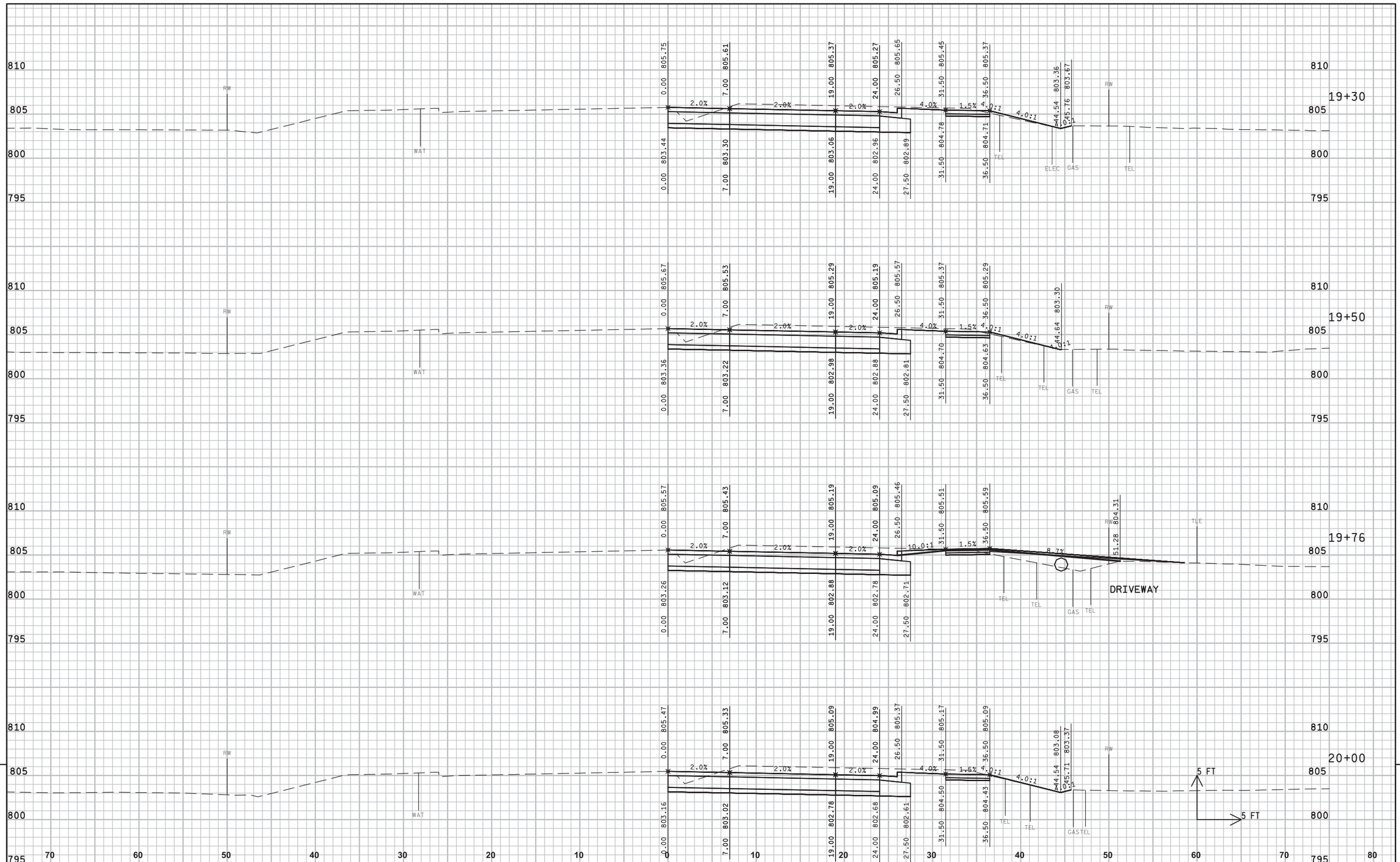
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:20 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1005 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1006	E

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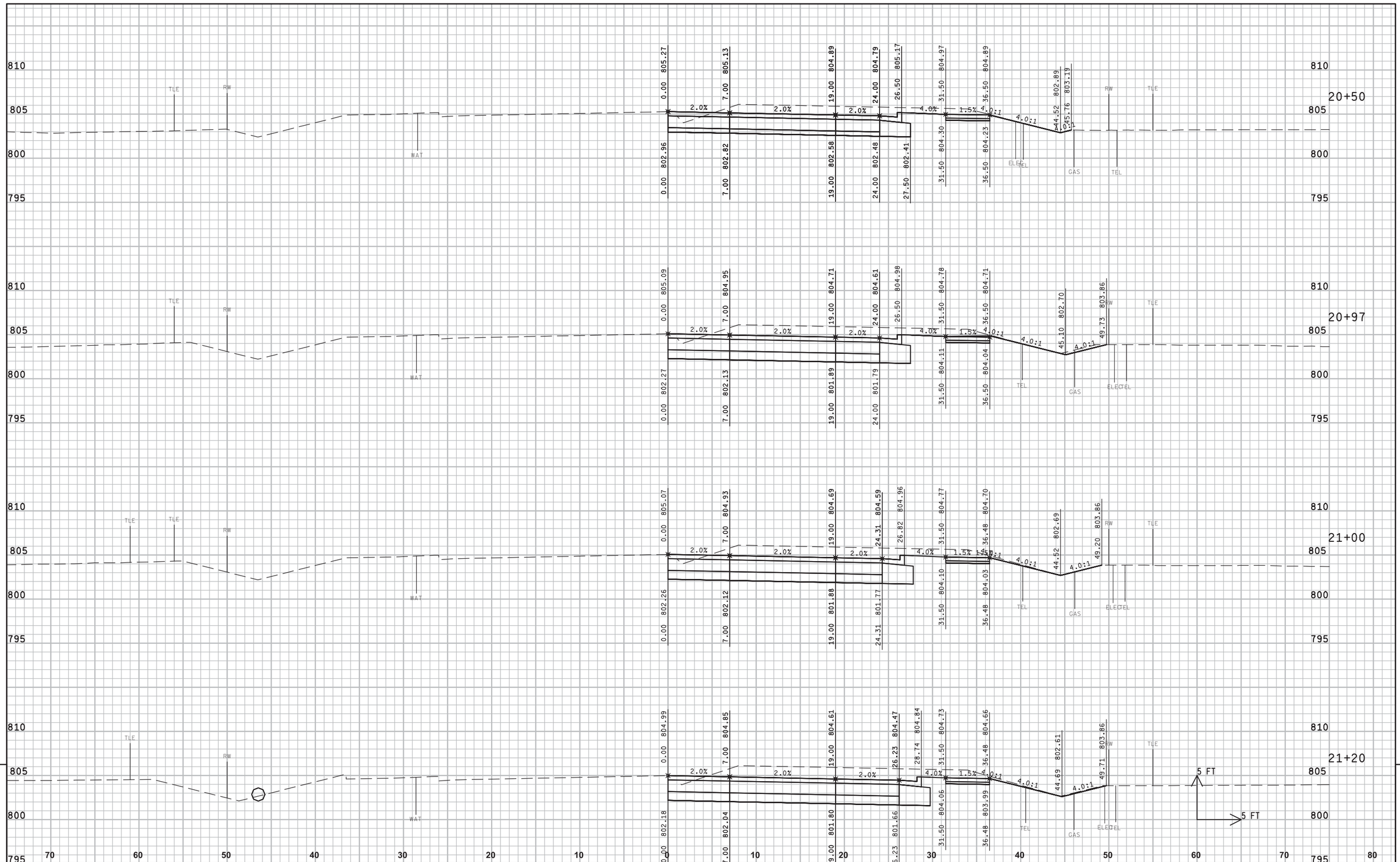
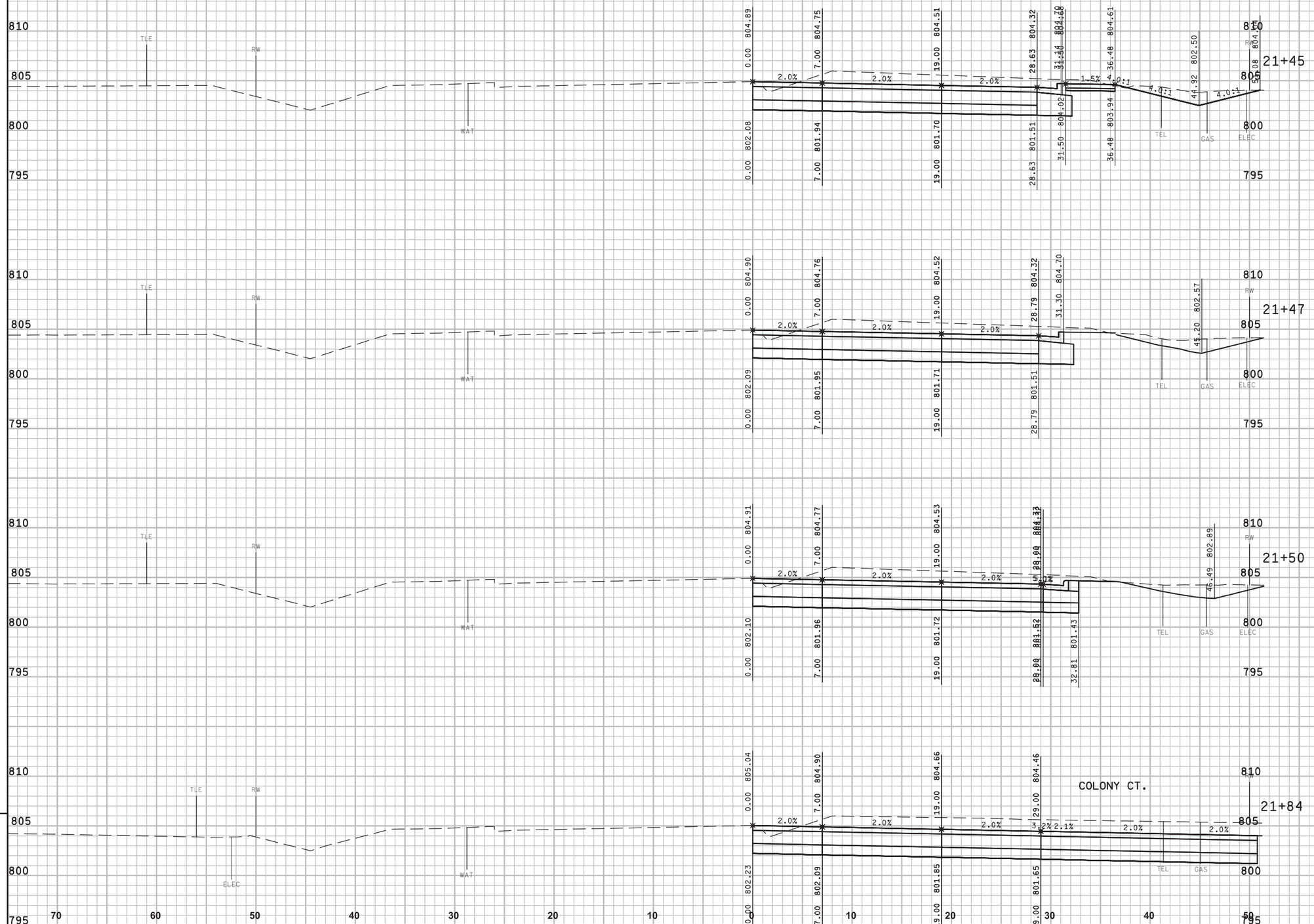
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1007 E

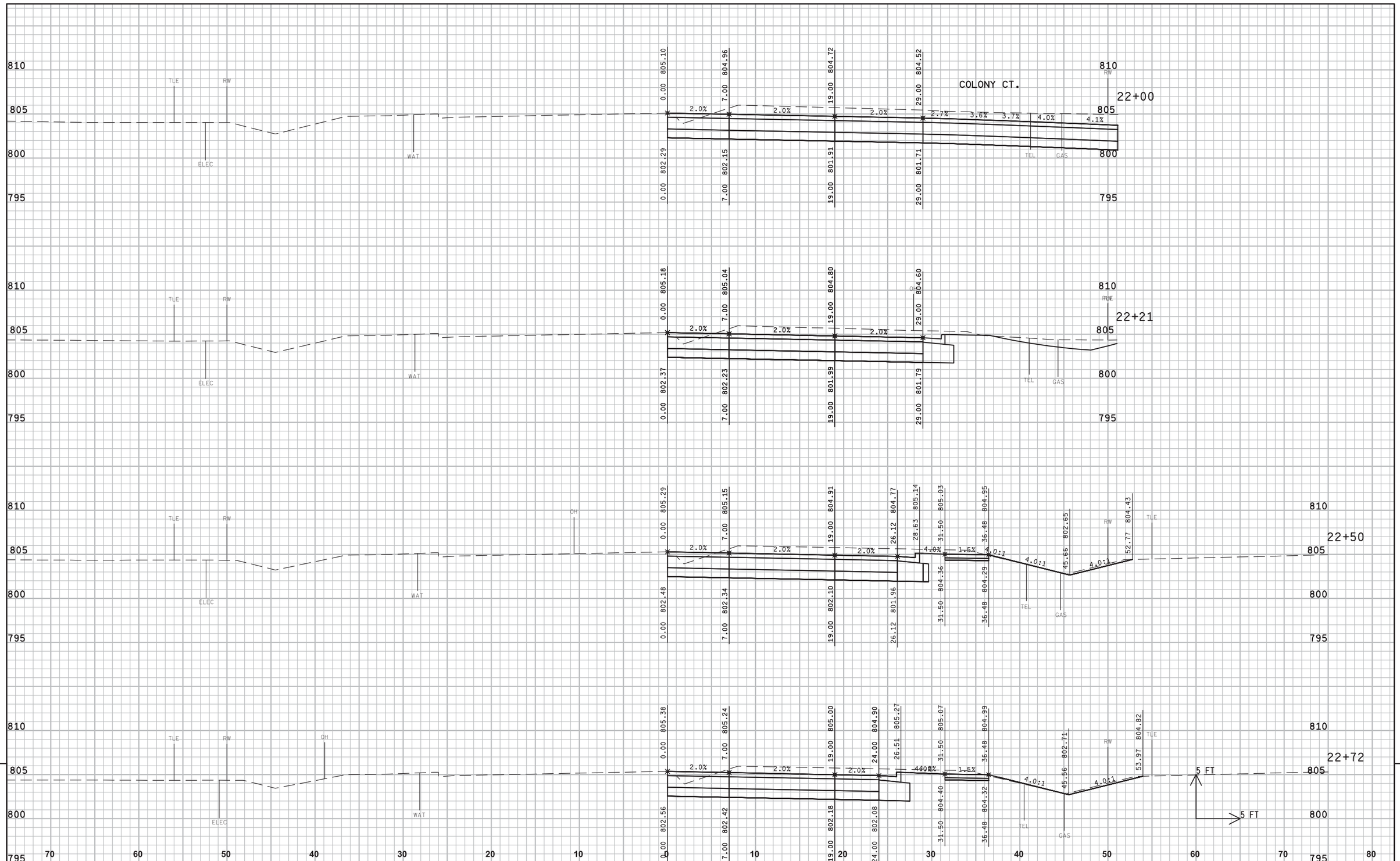
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1008 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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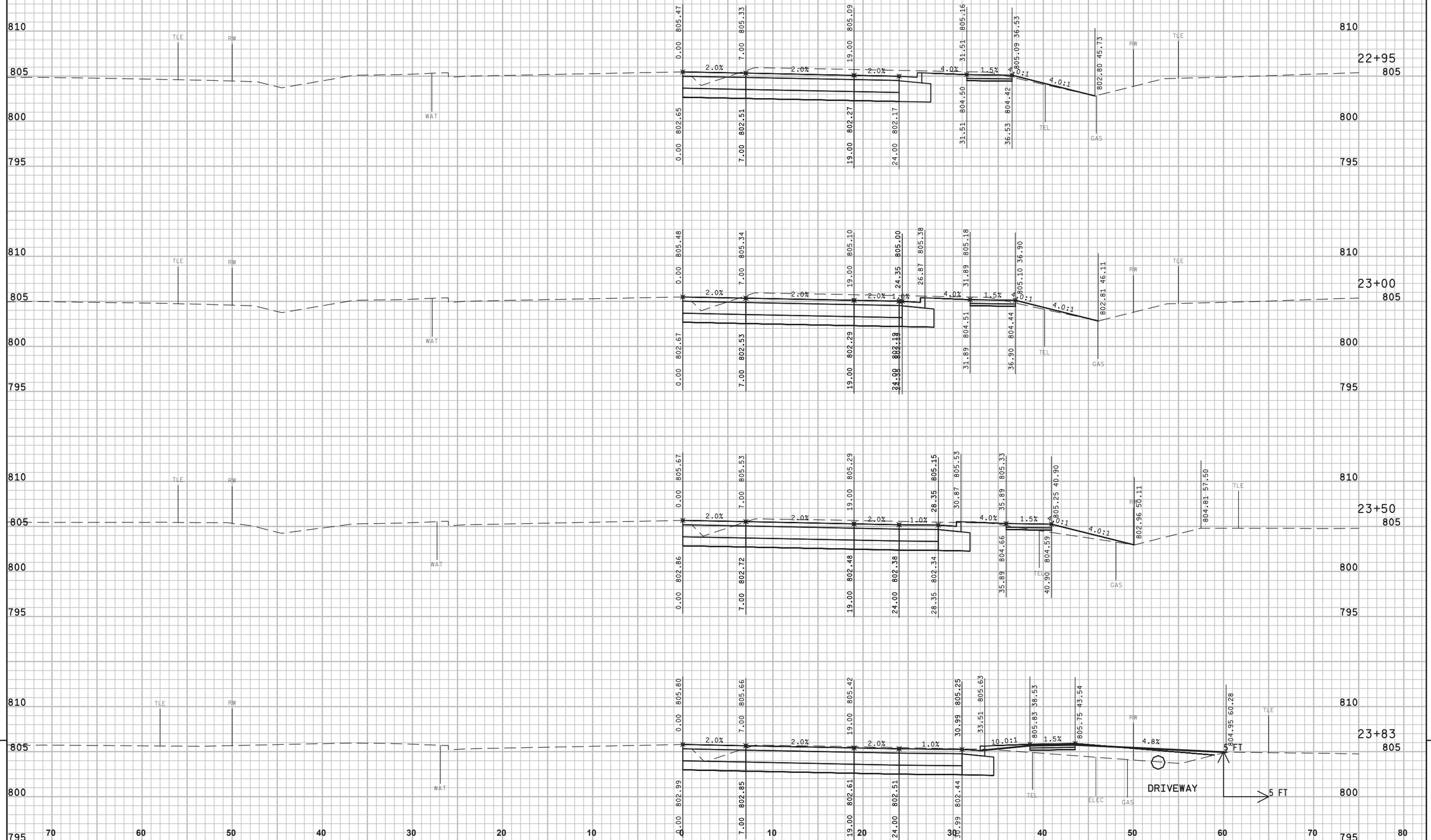
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1009	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G HUEBBE - INMAN S3.DWG PLOT DATE : 1/13/2015 9:21 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

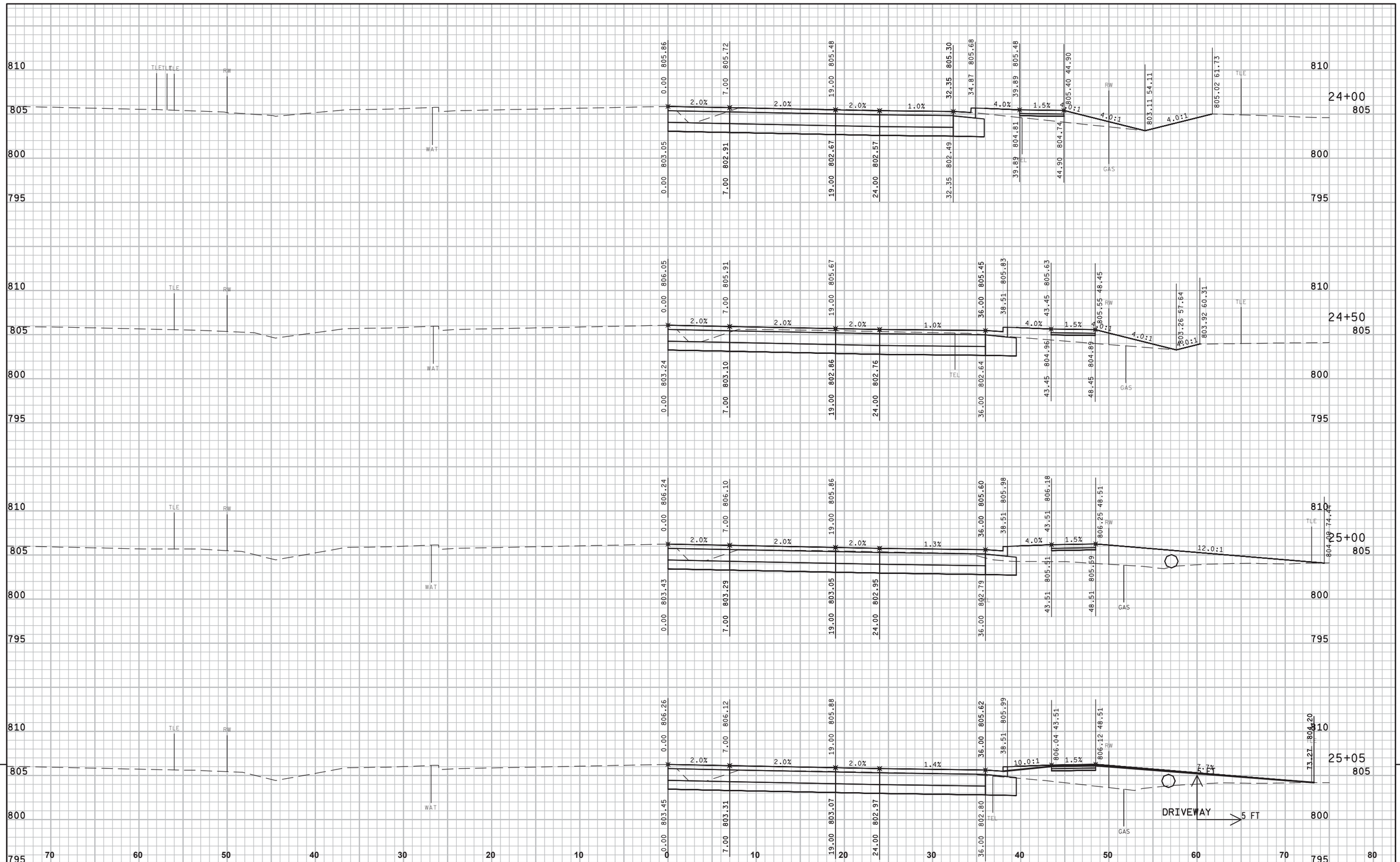
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1010	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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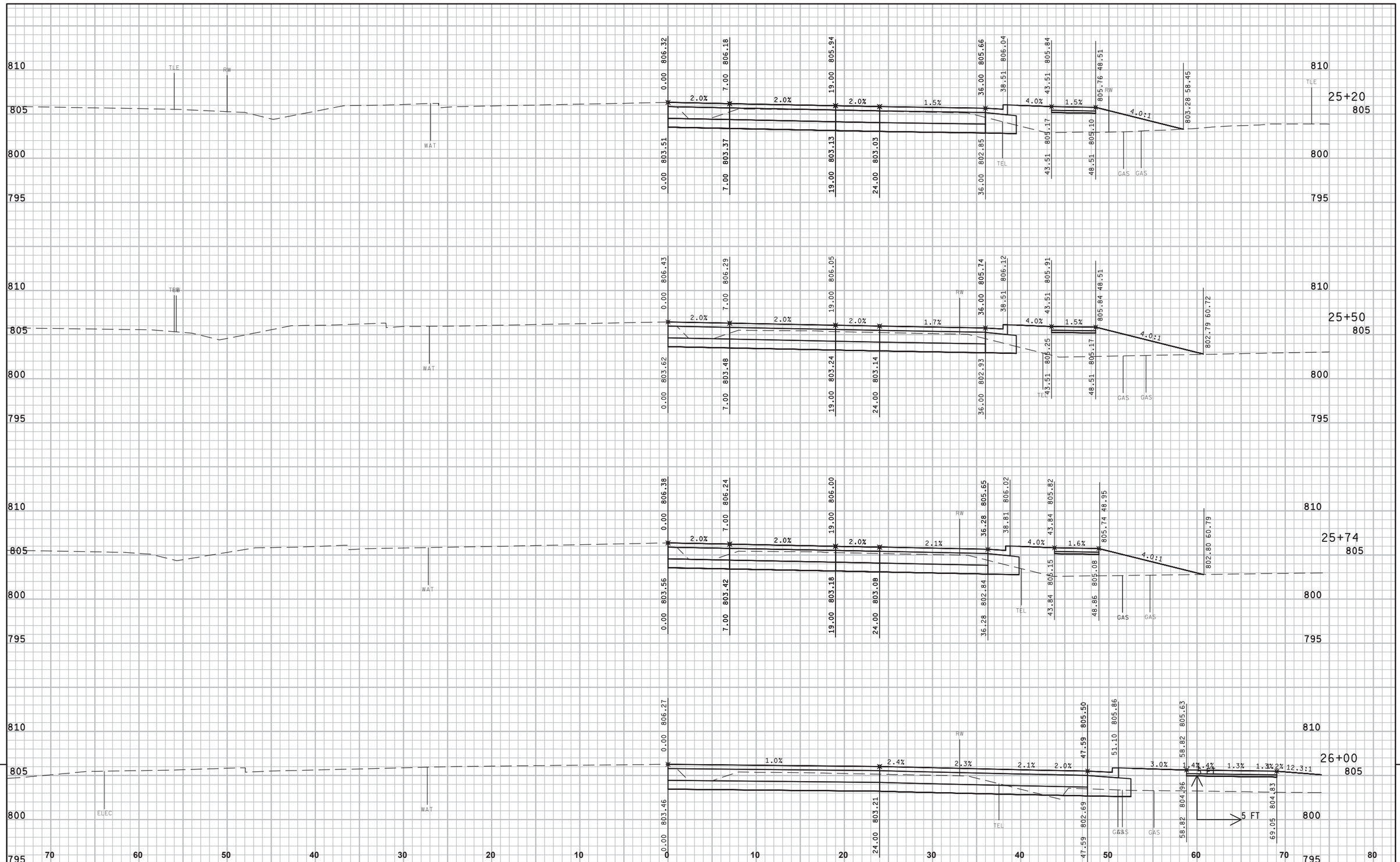
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1011	E

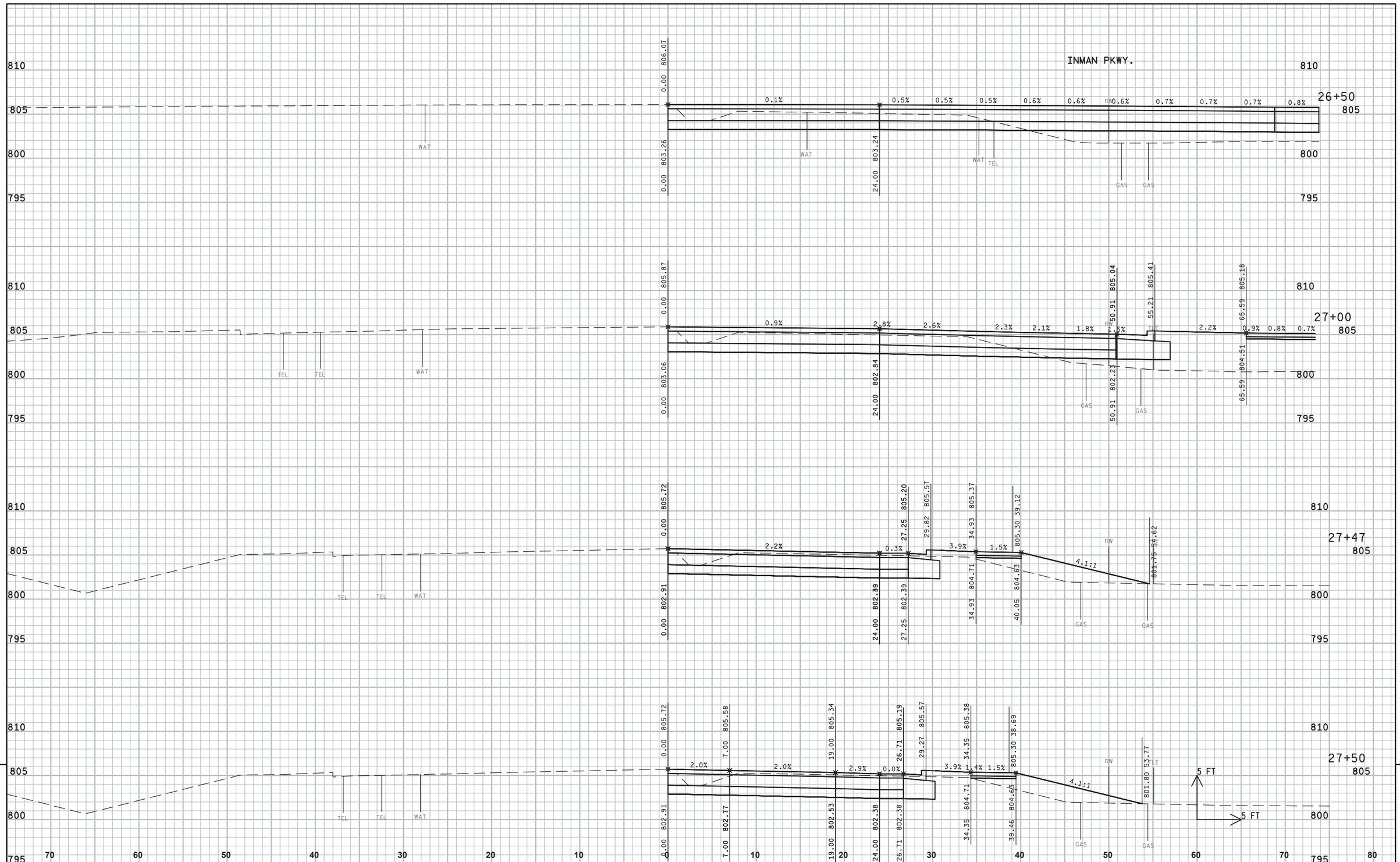
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1012 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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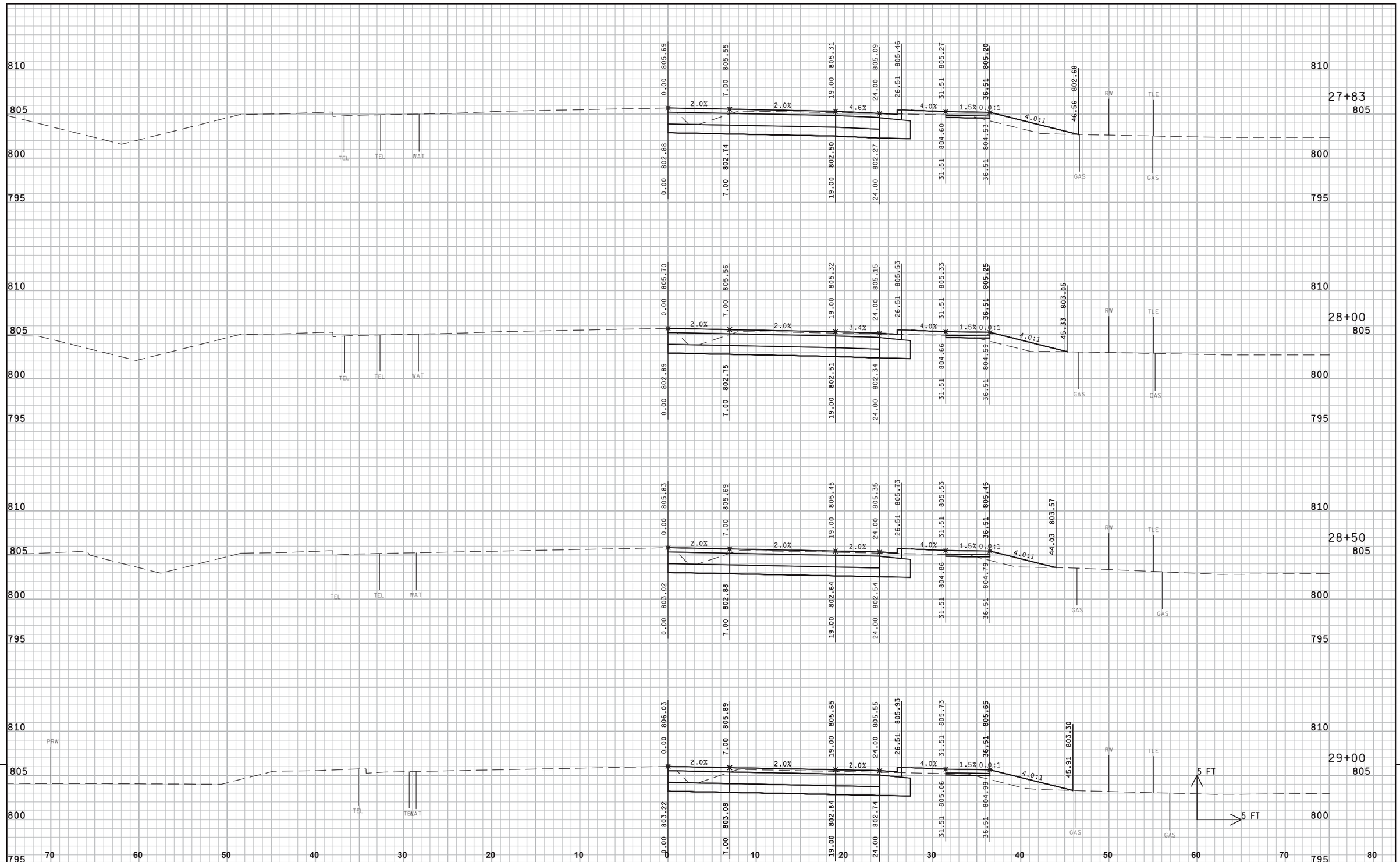
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1013	E

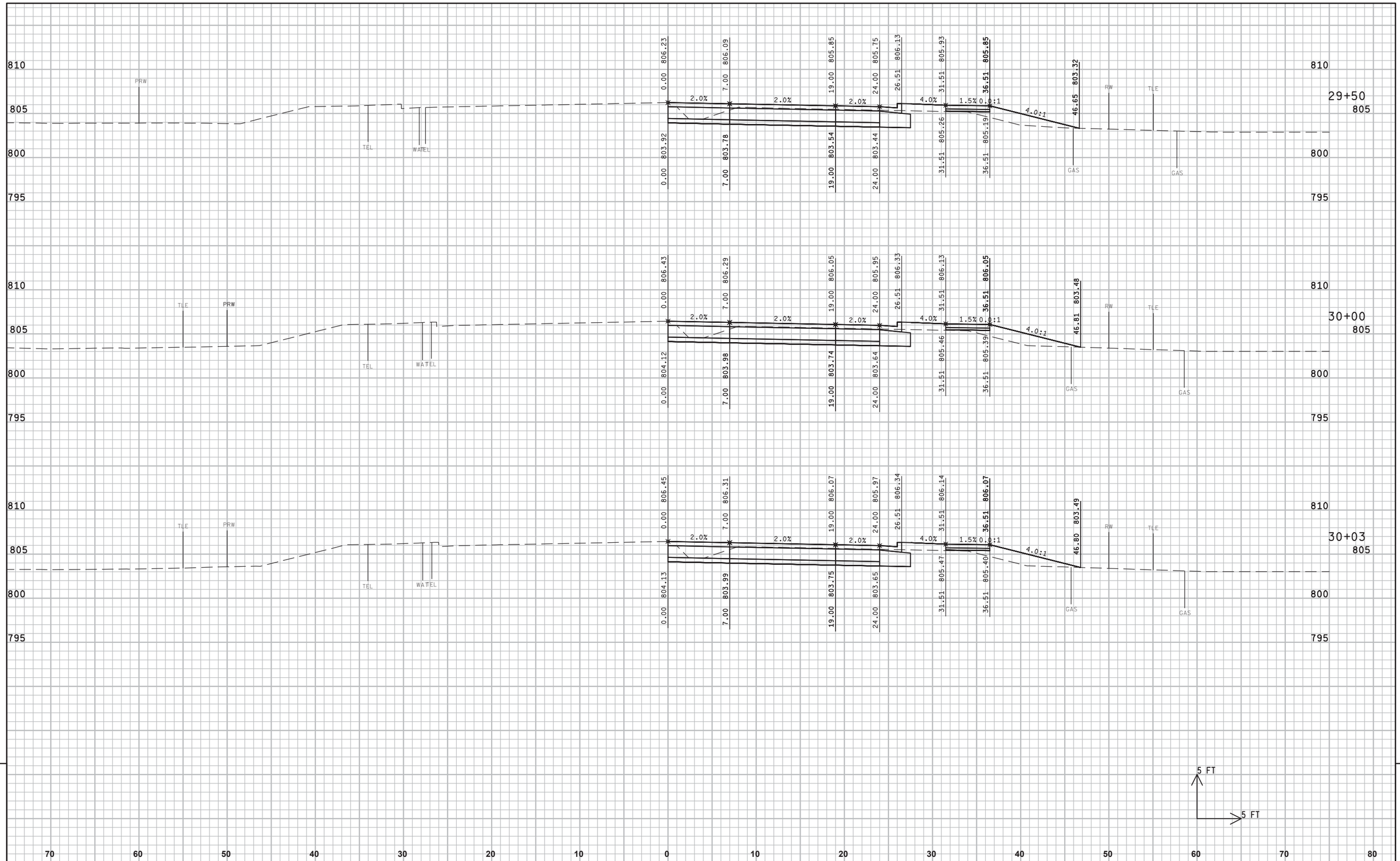
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



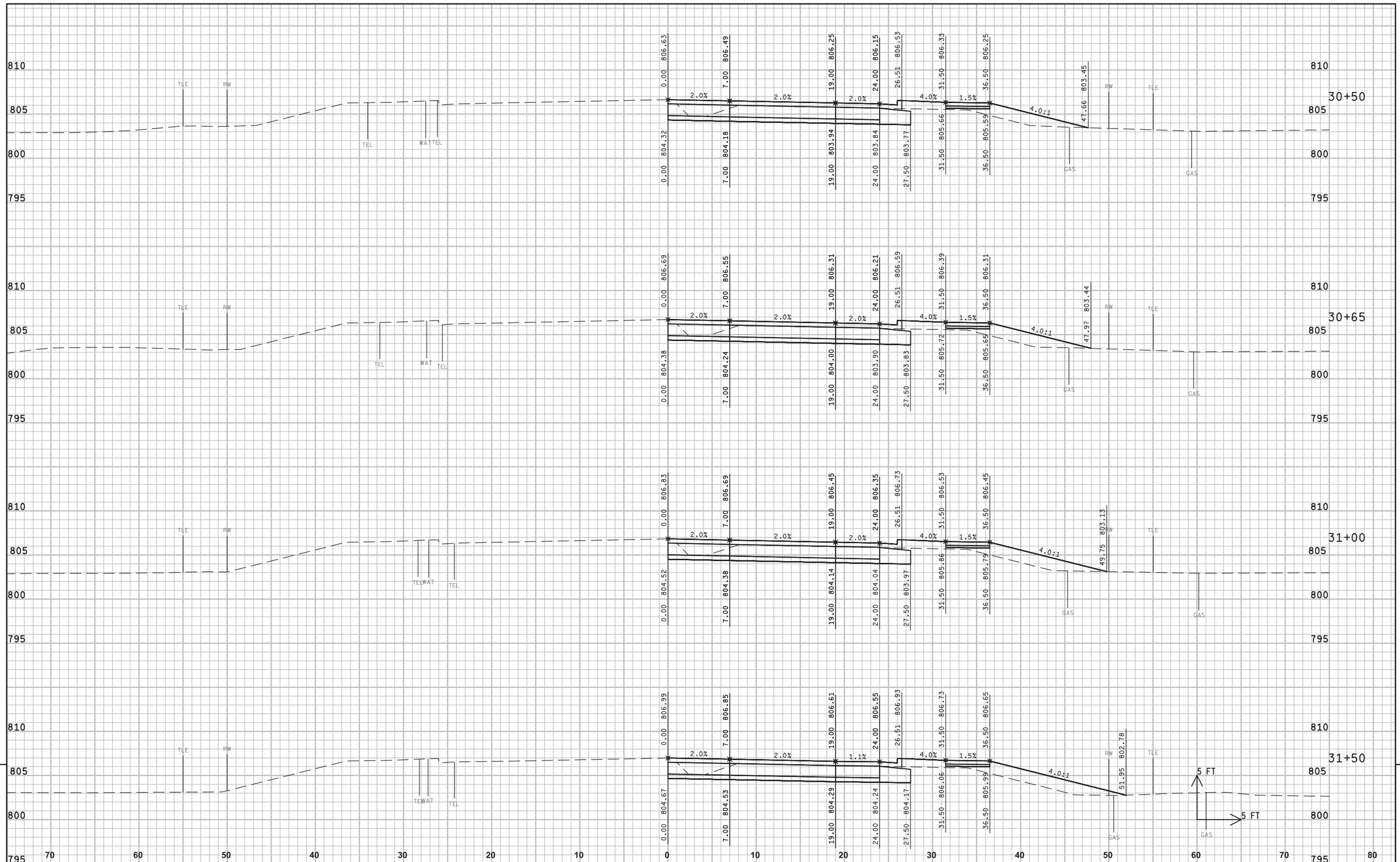
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1014 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1015 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH G INMAN INT S3.DWG PLOT DATE : 1/13/2015 11:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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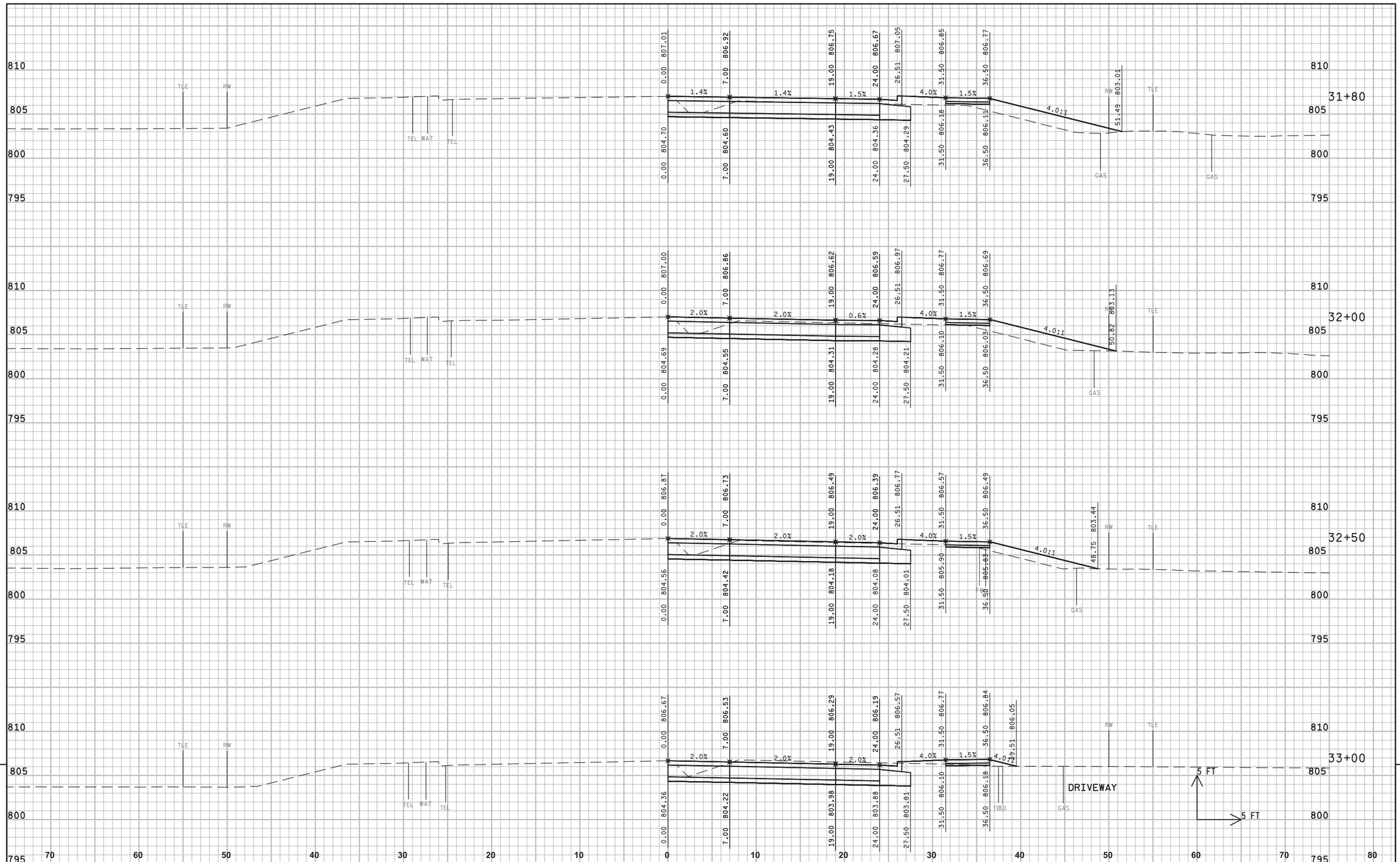
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1016	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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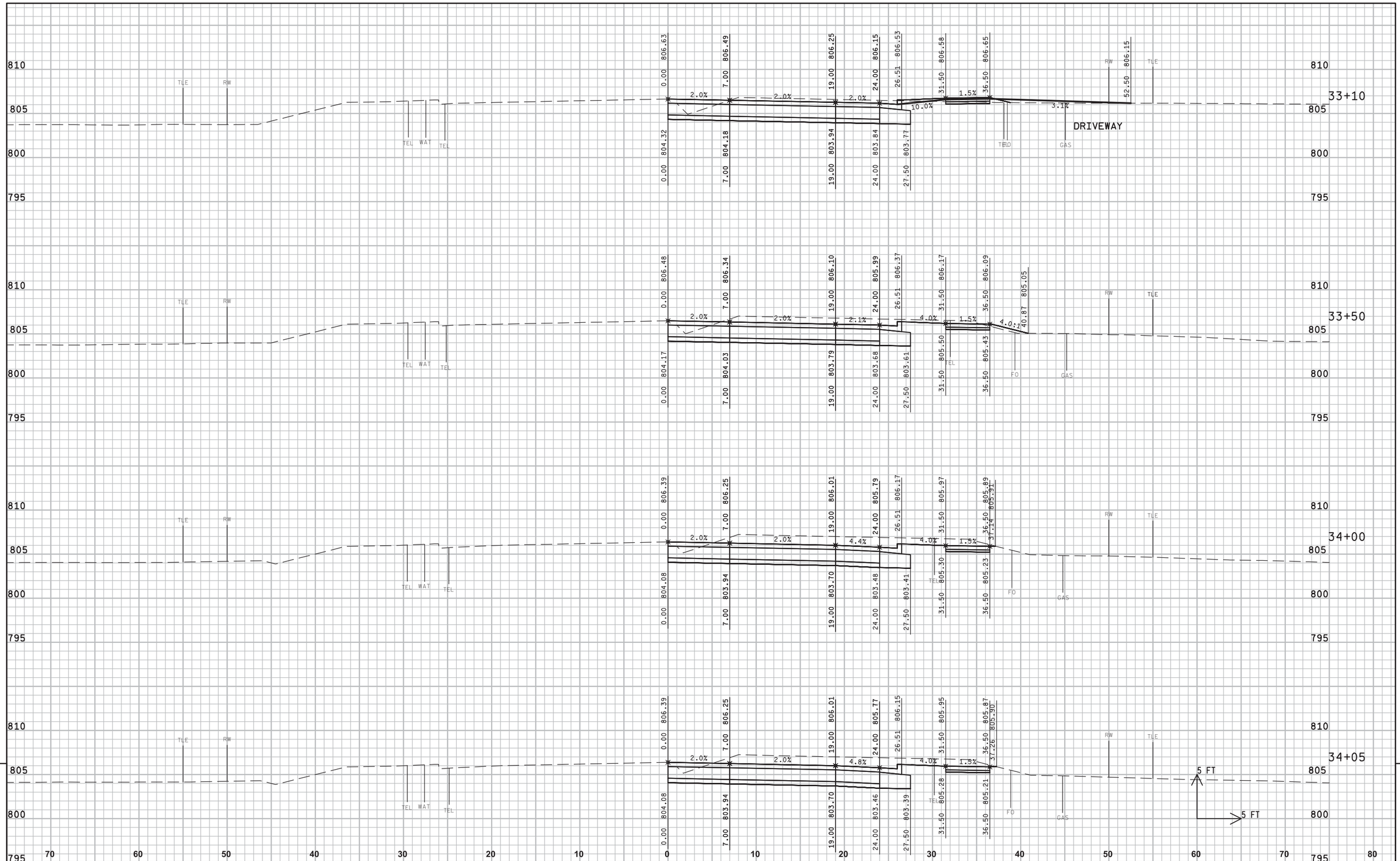
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1017	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

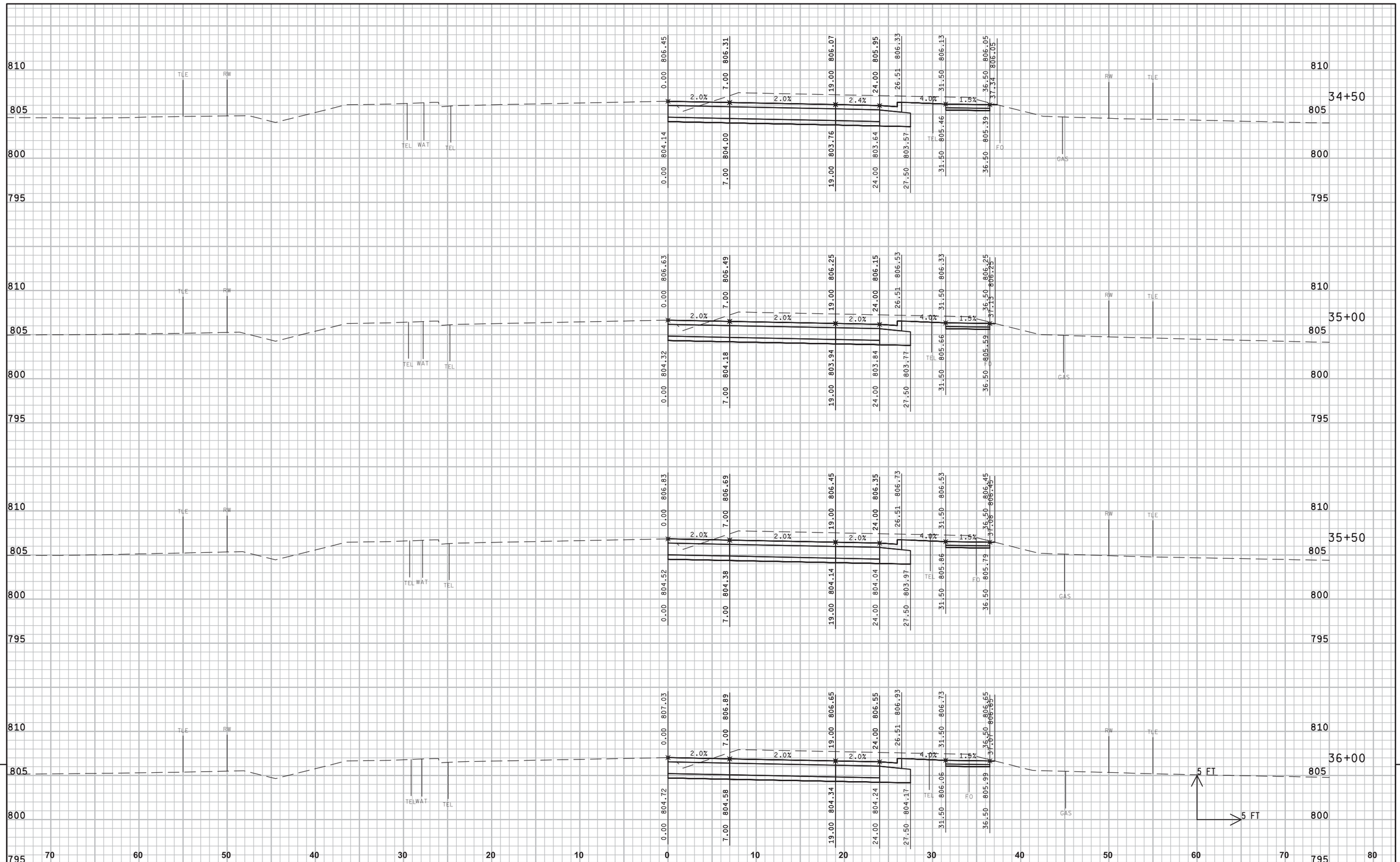
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1018 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:27 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1019	E

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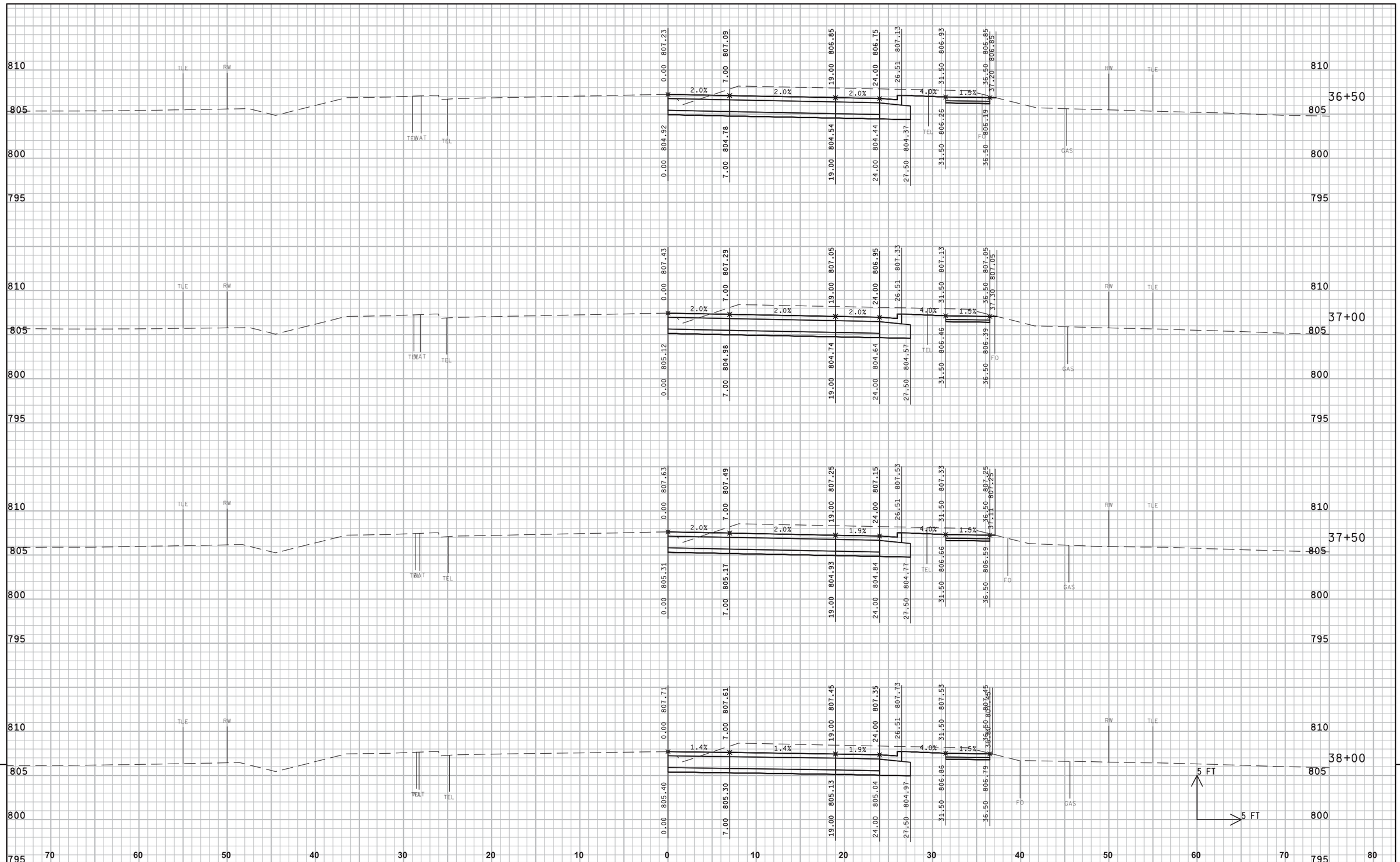

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1020	E

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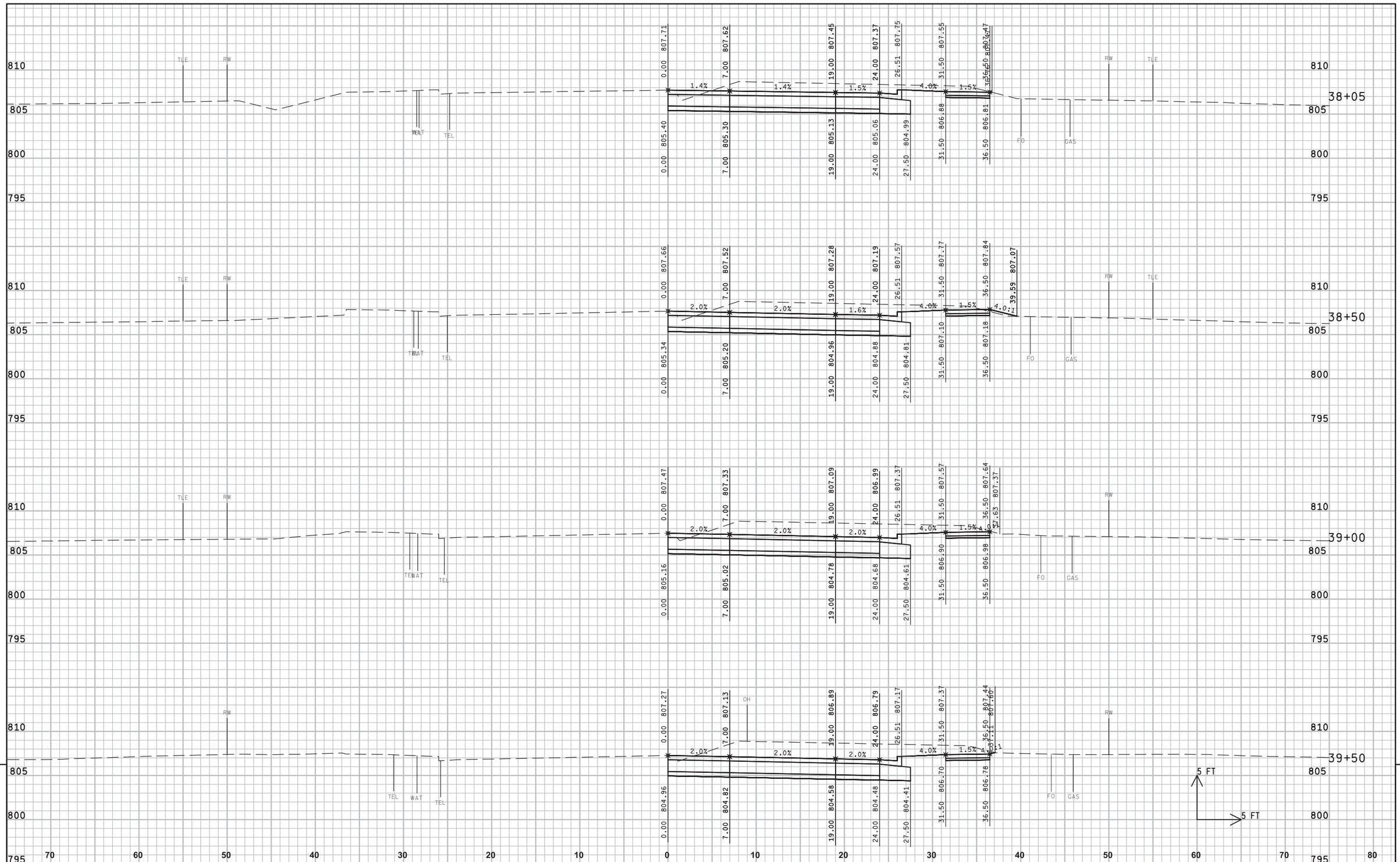
WISDOT/CADDS SHEET 21



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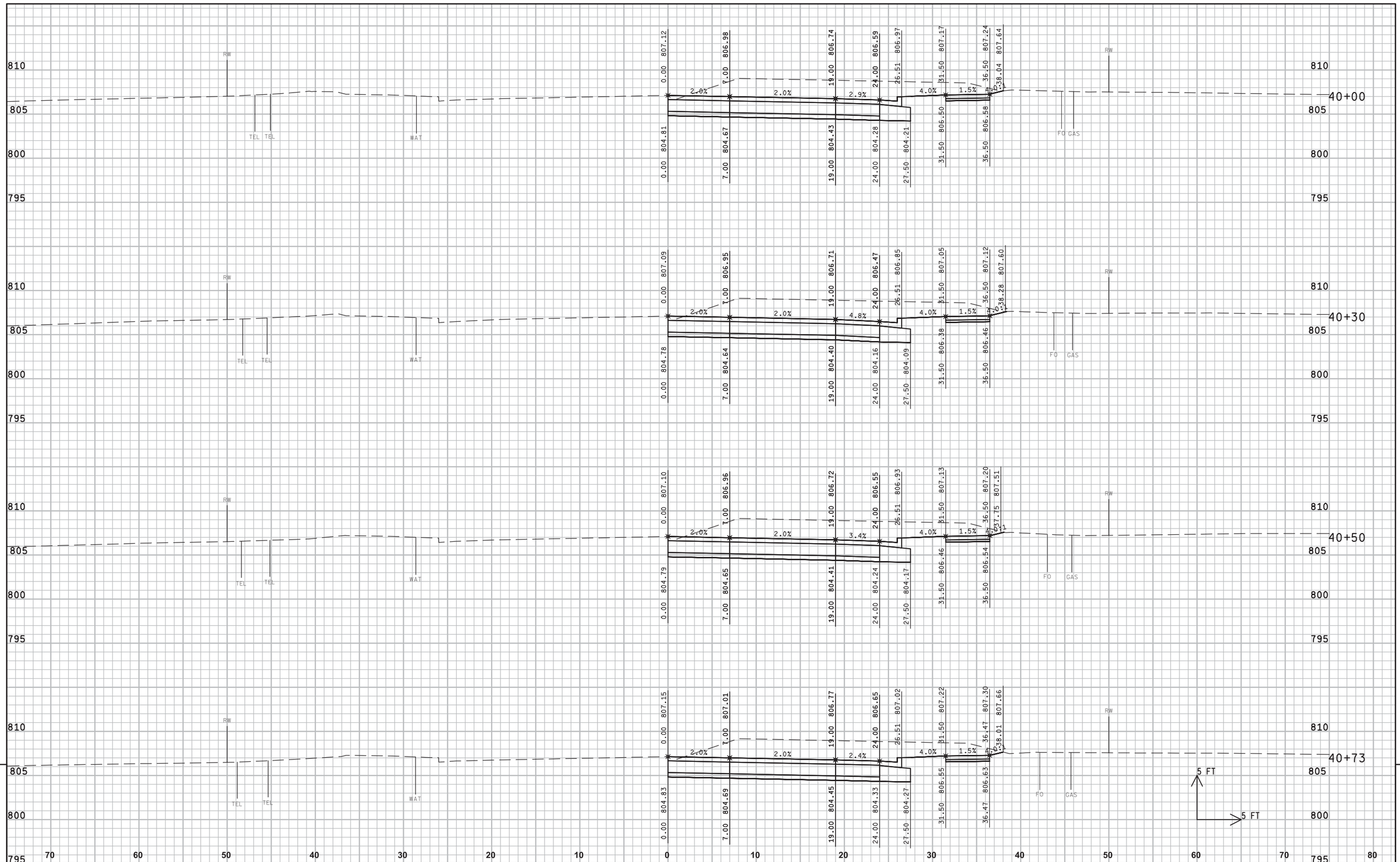
WISDOT/CADDS SHEET 21



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1022	E

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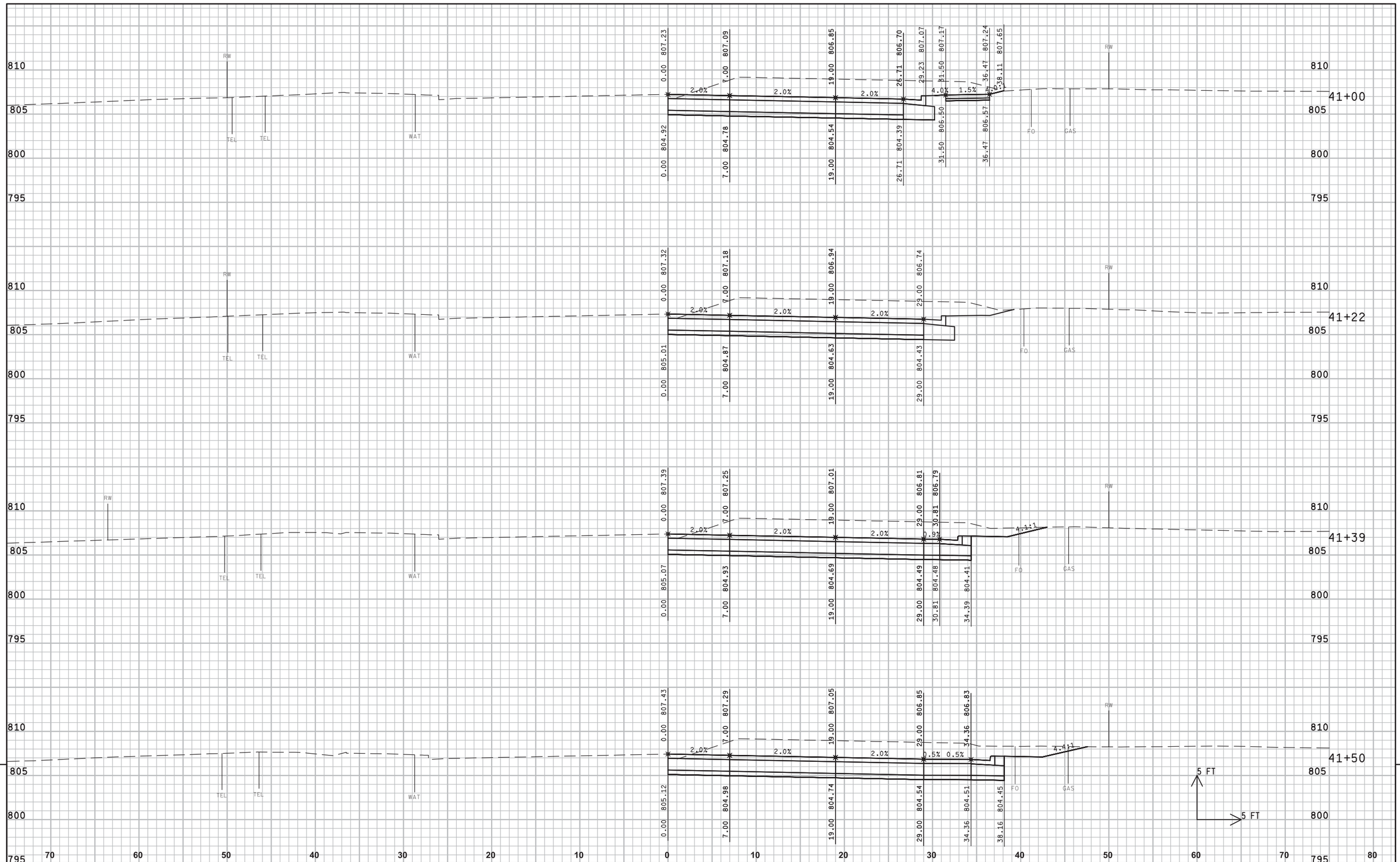
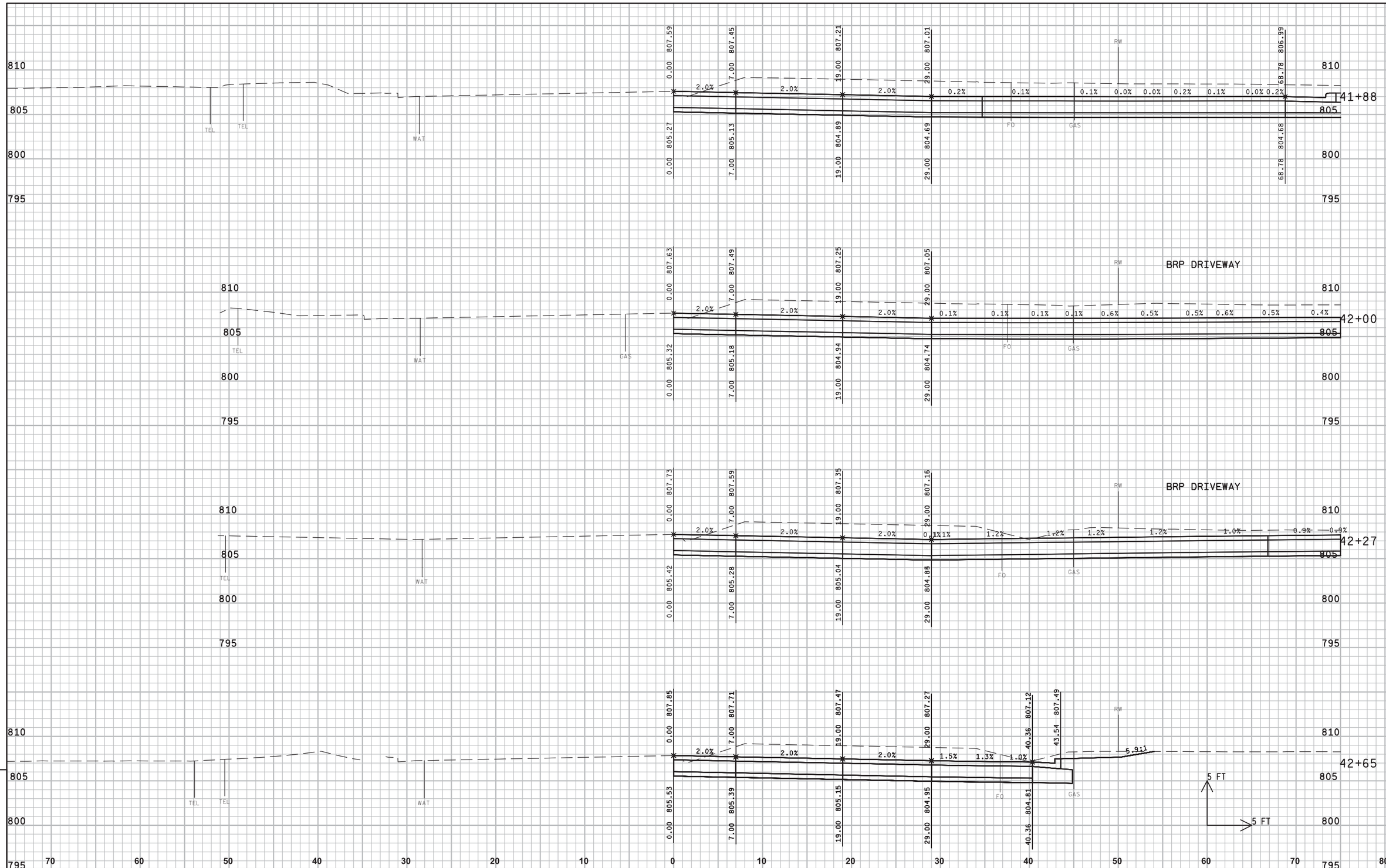
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1023 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:29 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1024 E

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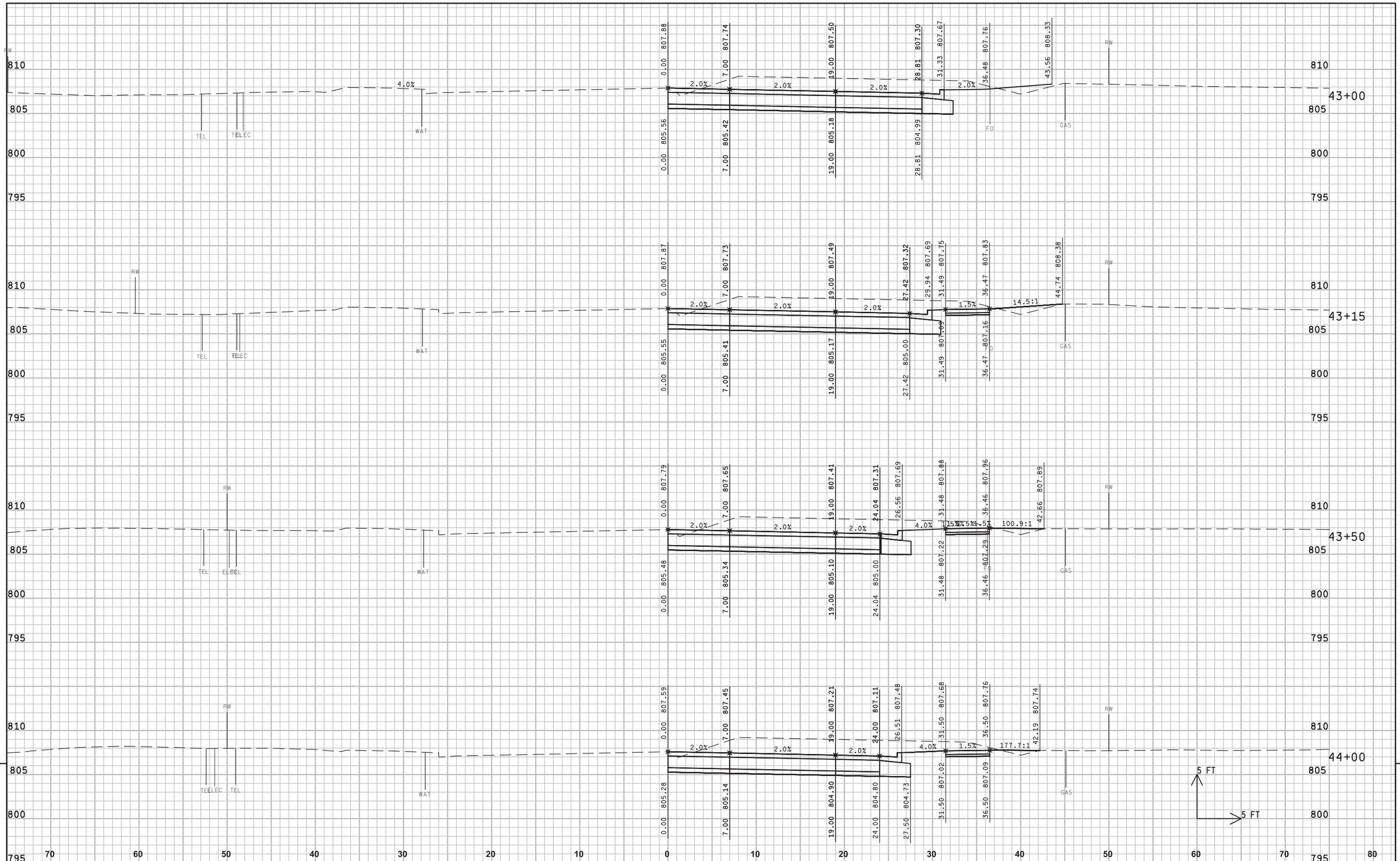
WISDOT/CADDS SHEET 21



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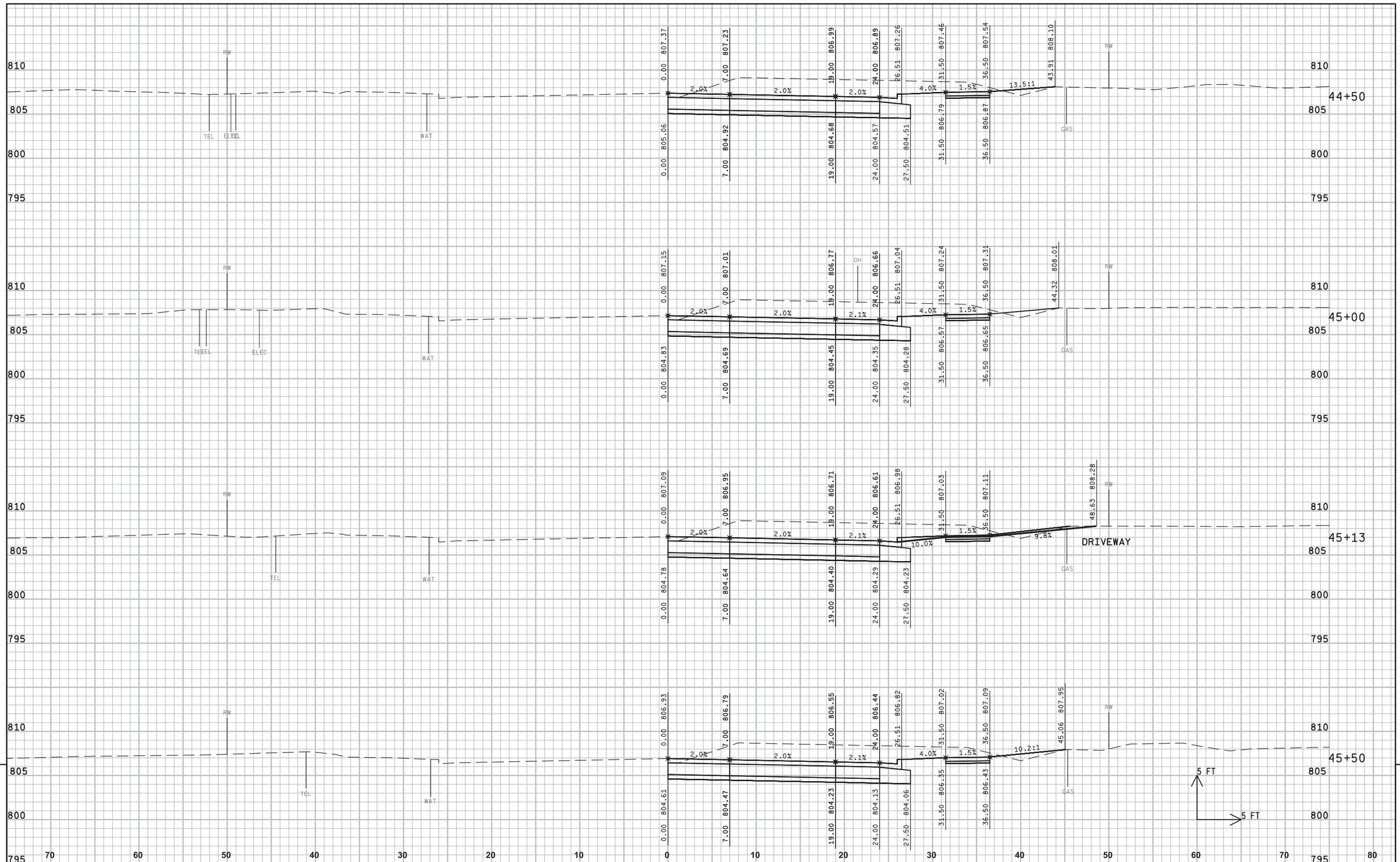
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1025	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:30 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

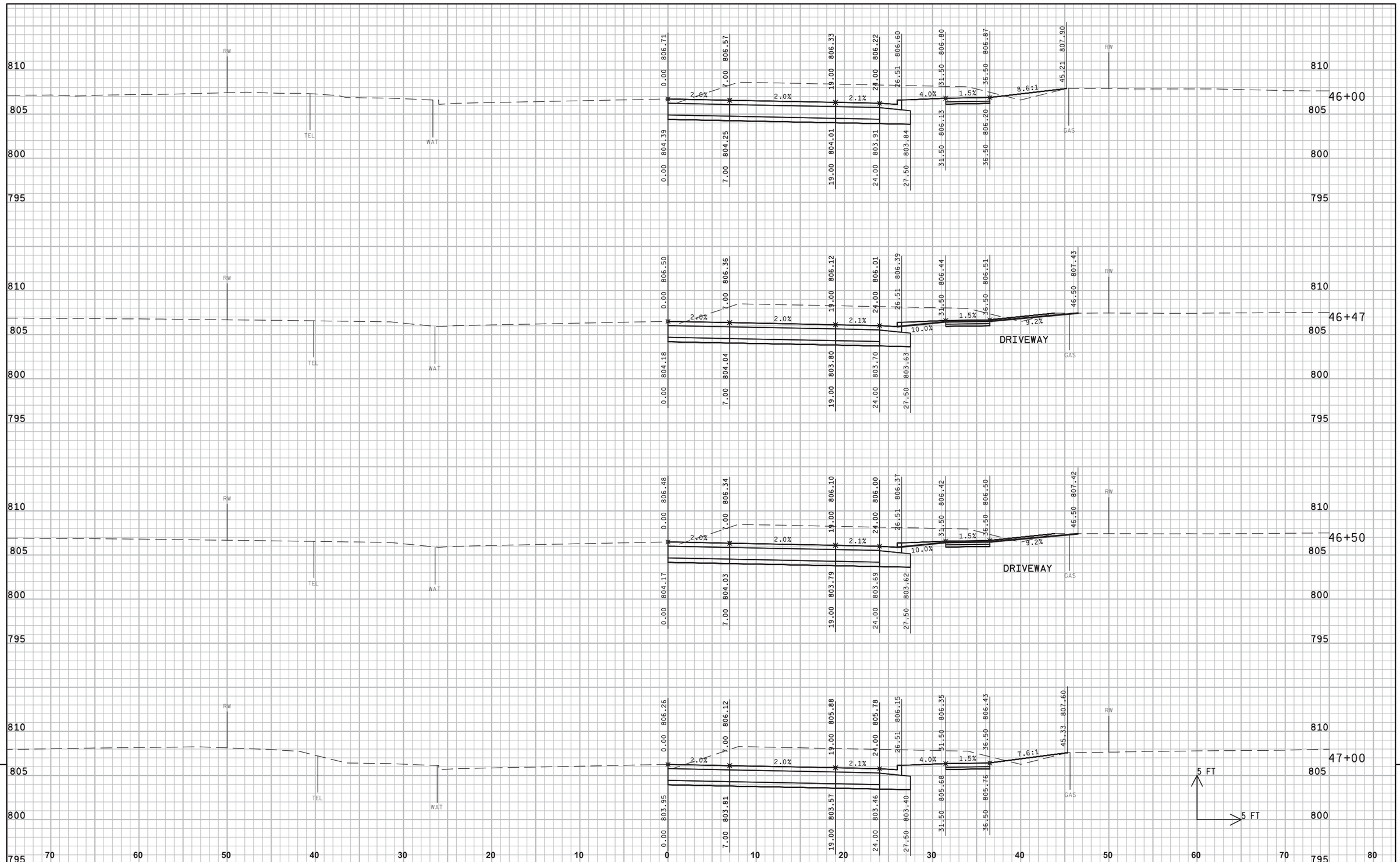
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1026 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:30 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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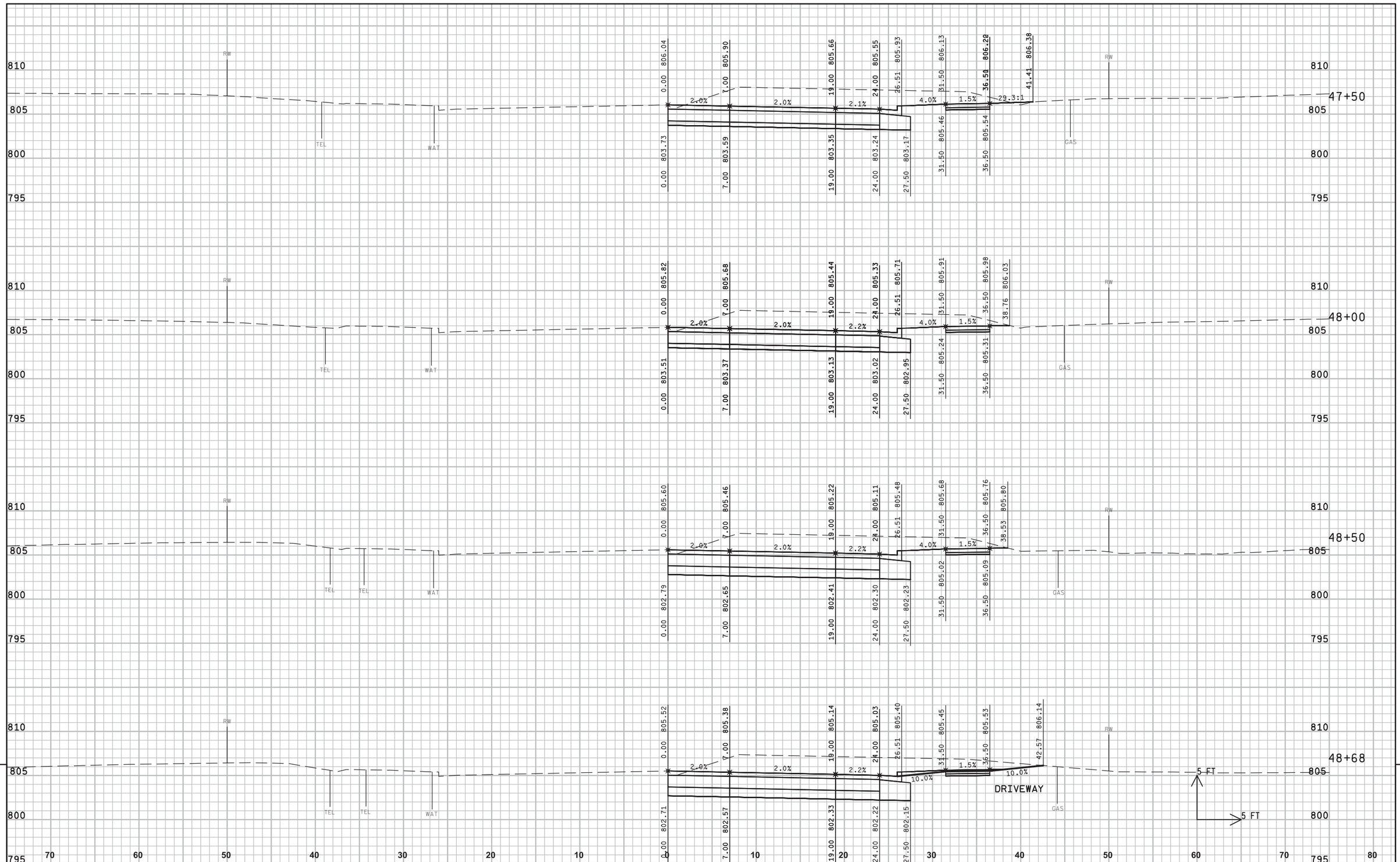
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1027 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:31 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1028	E

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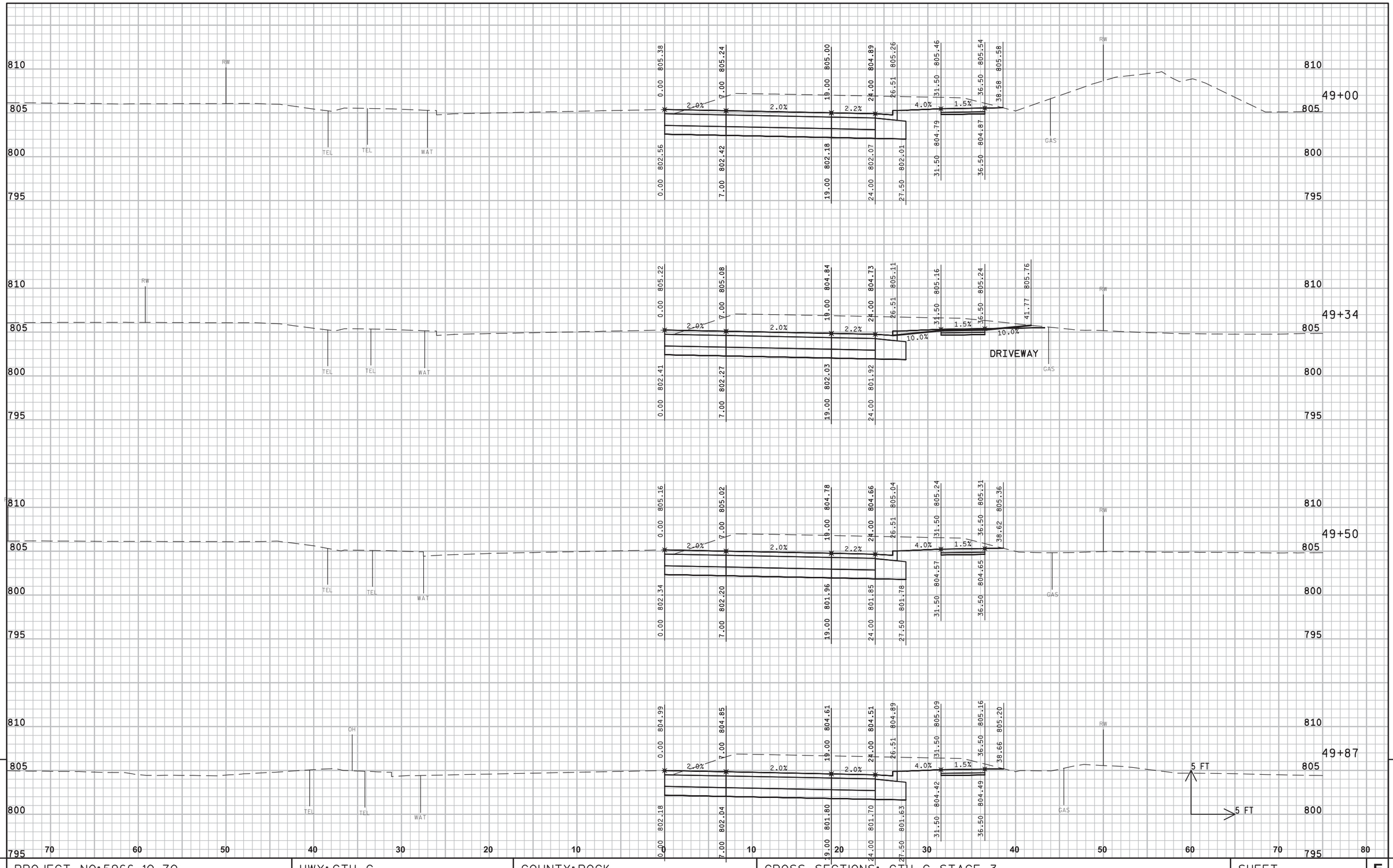
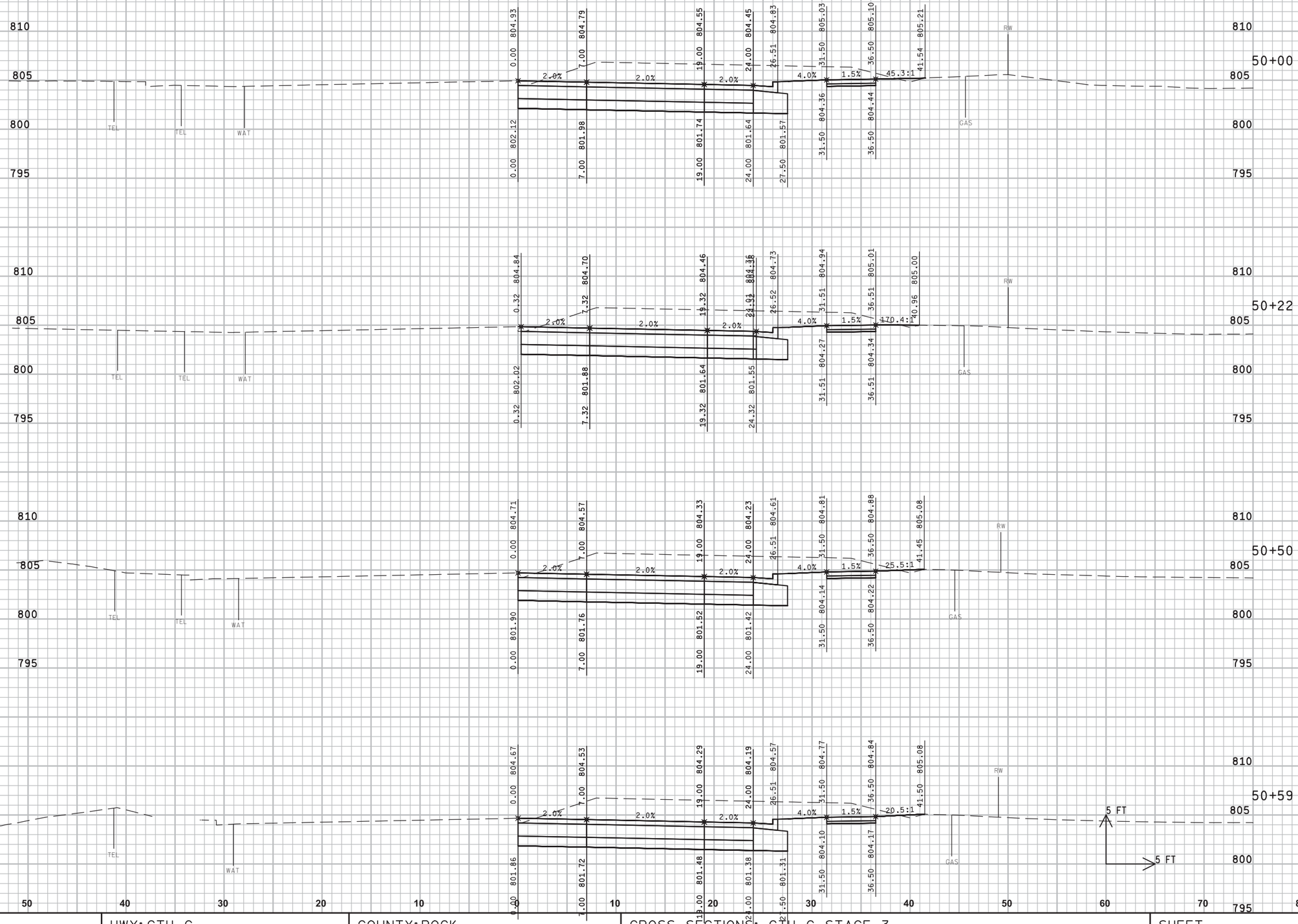


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1029 E

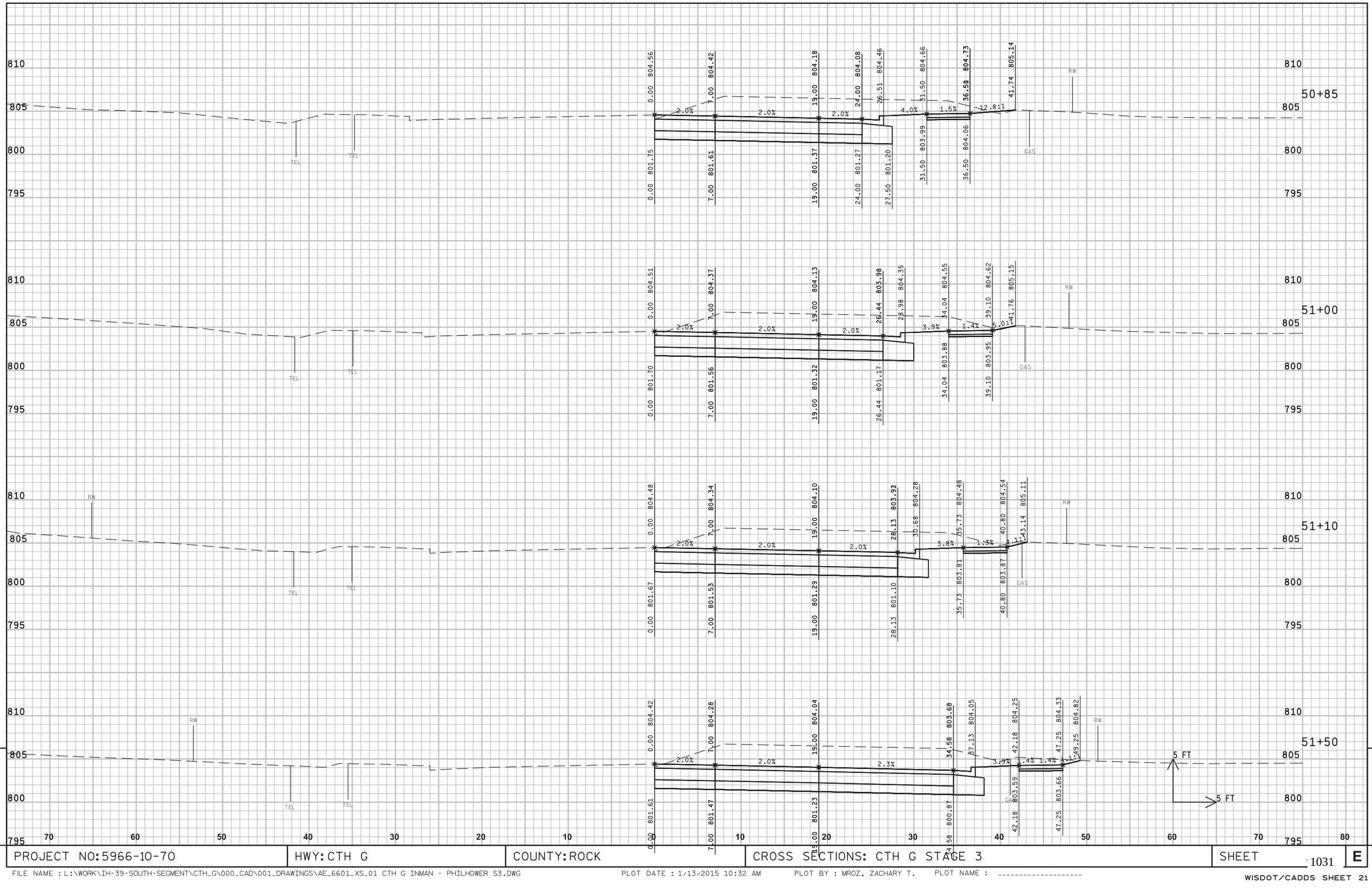
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:31 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1030 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:32 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

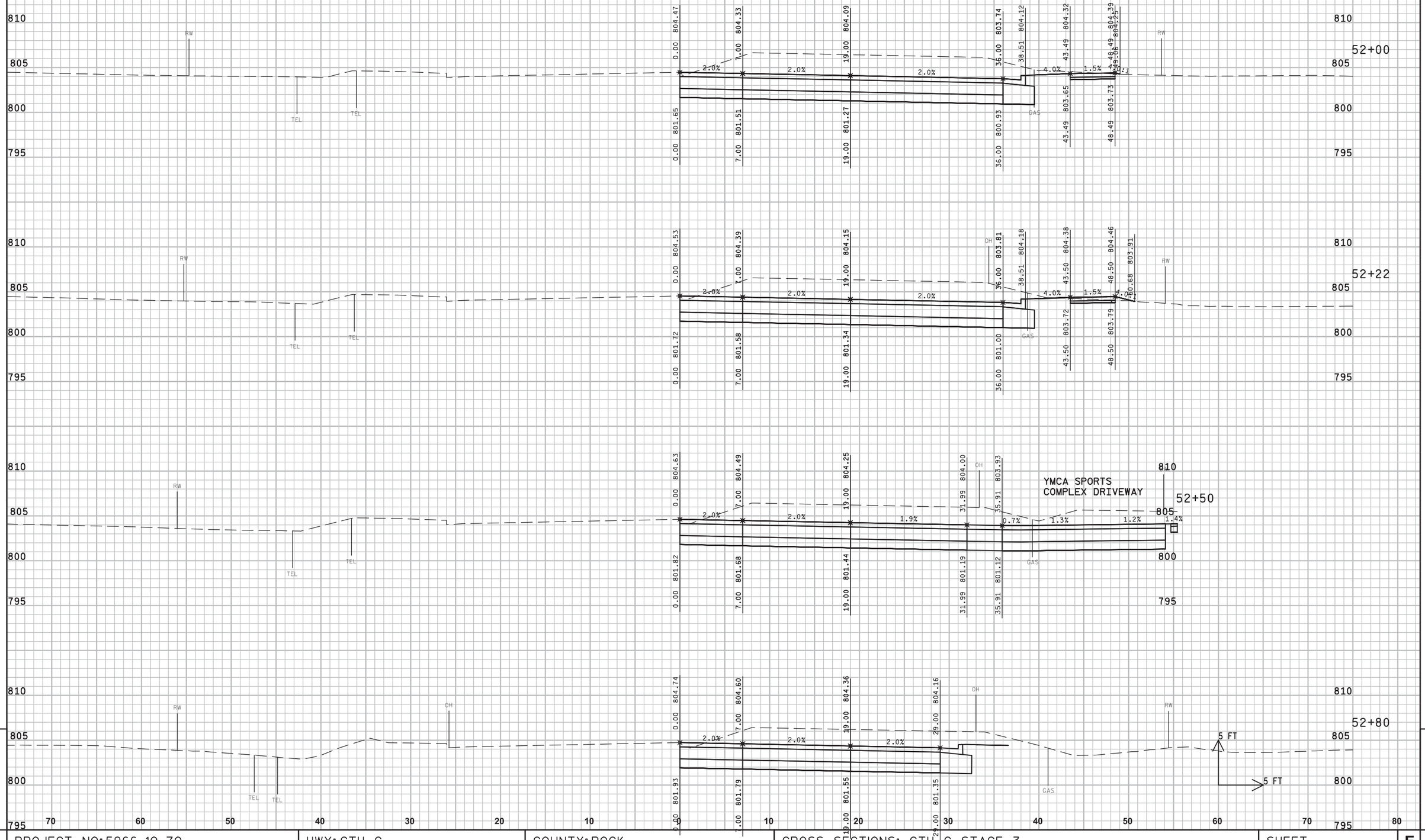
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1031	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:32 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

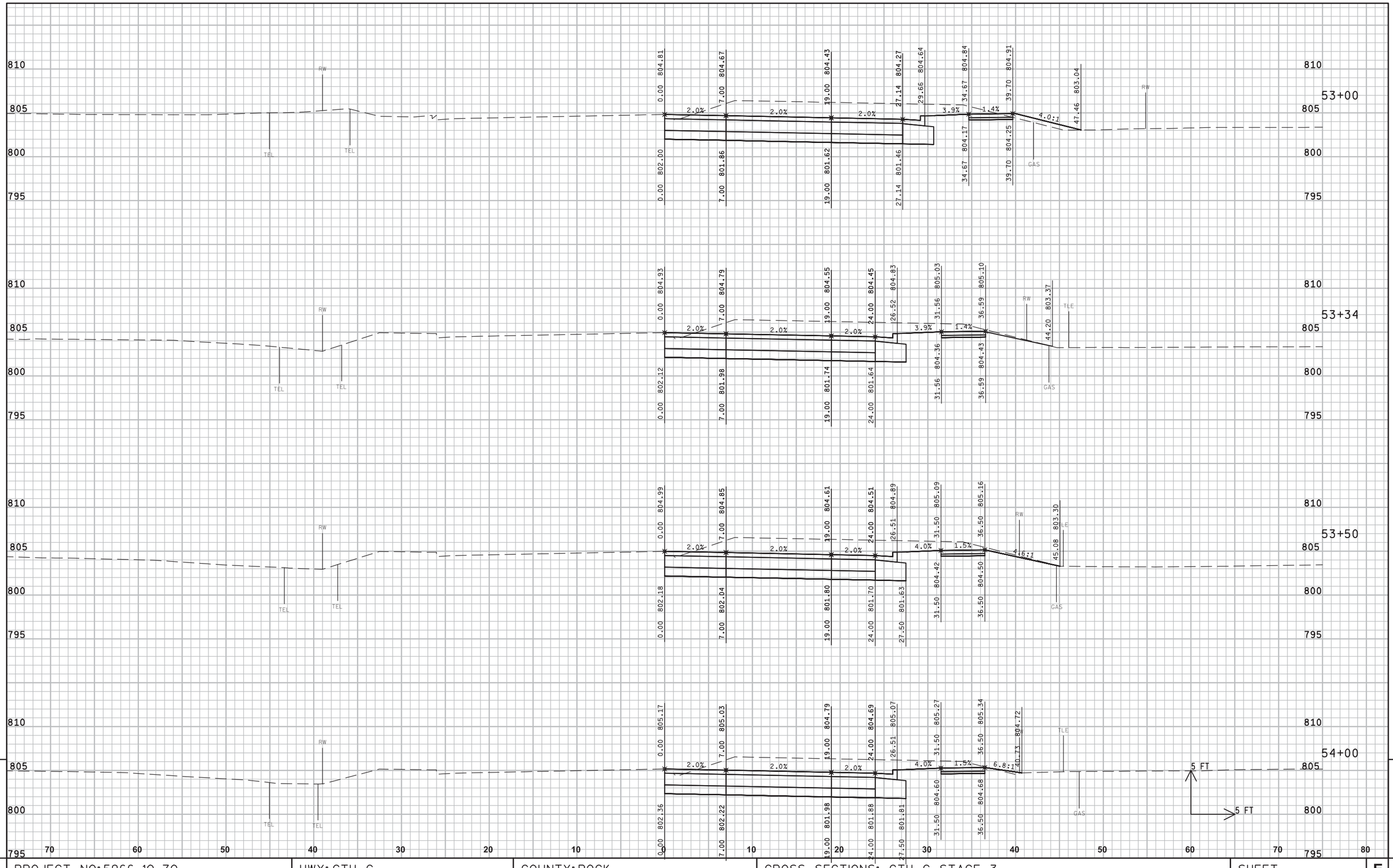
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1032	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:33 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

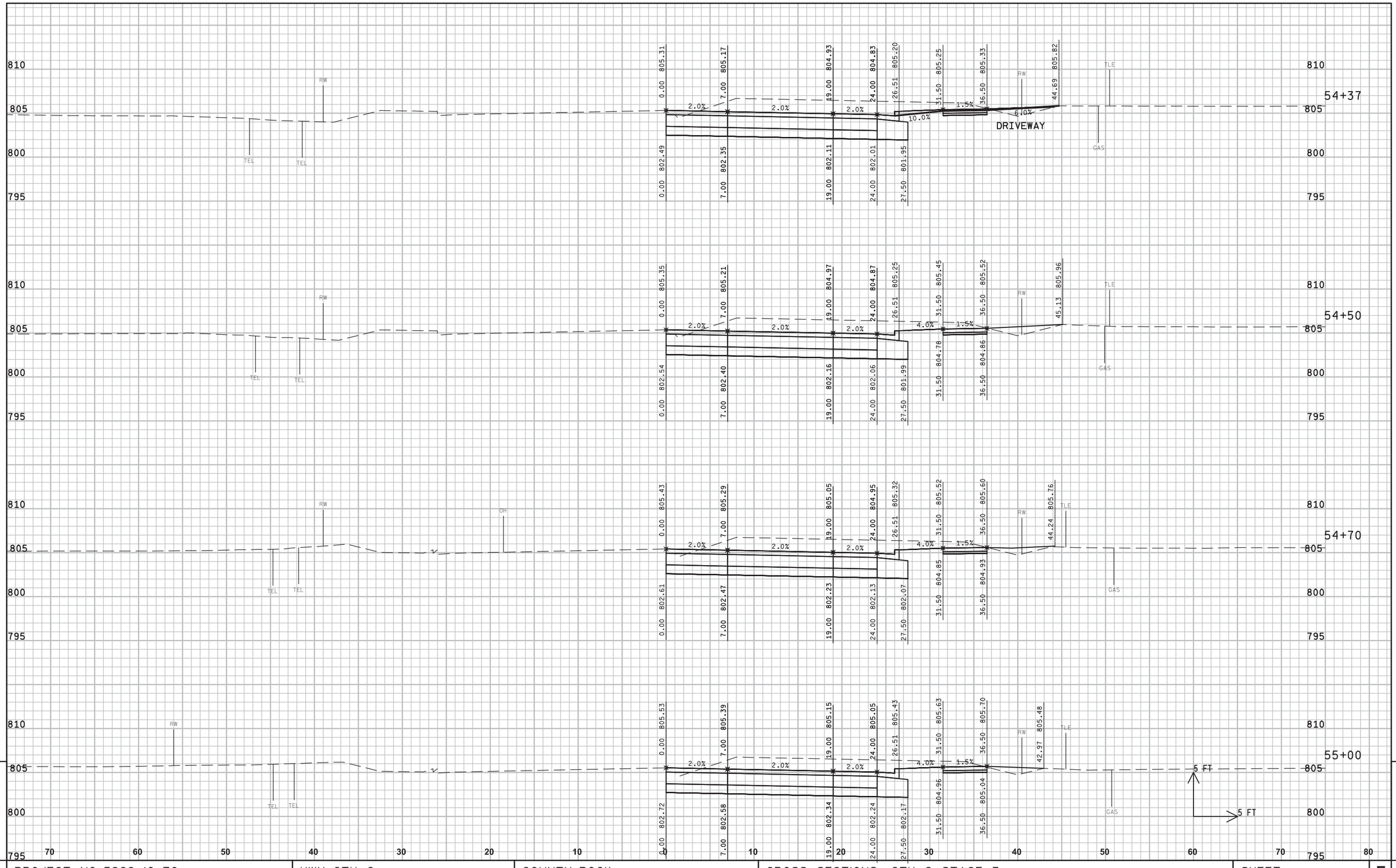
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1033	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:33 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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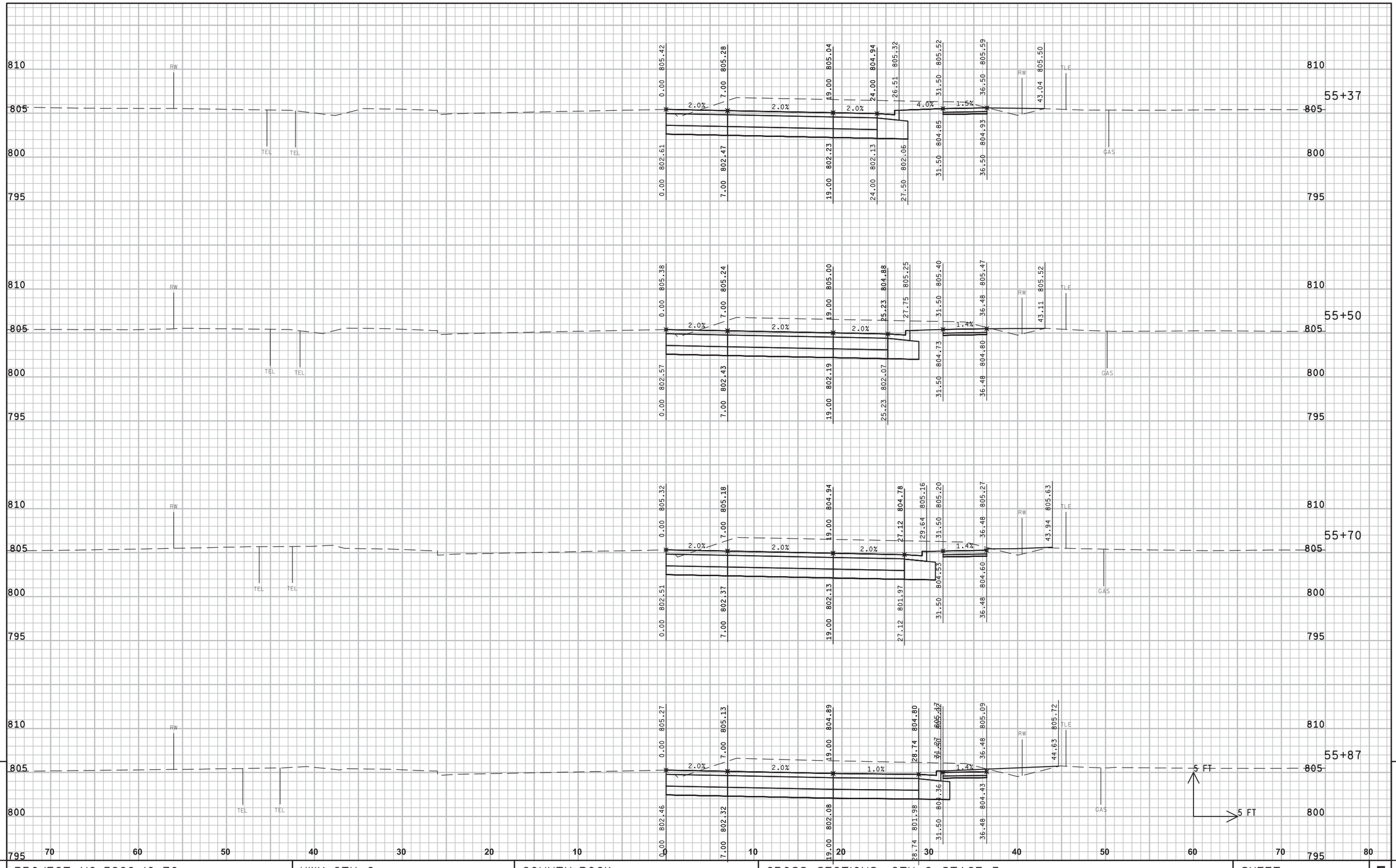
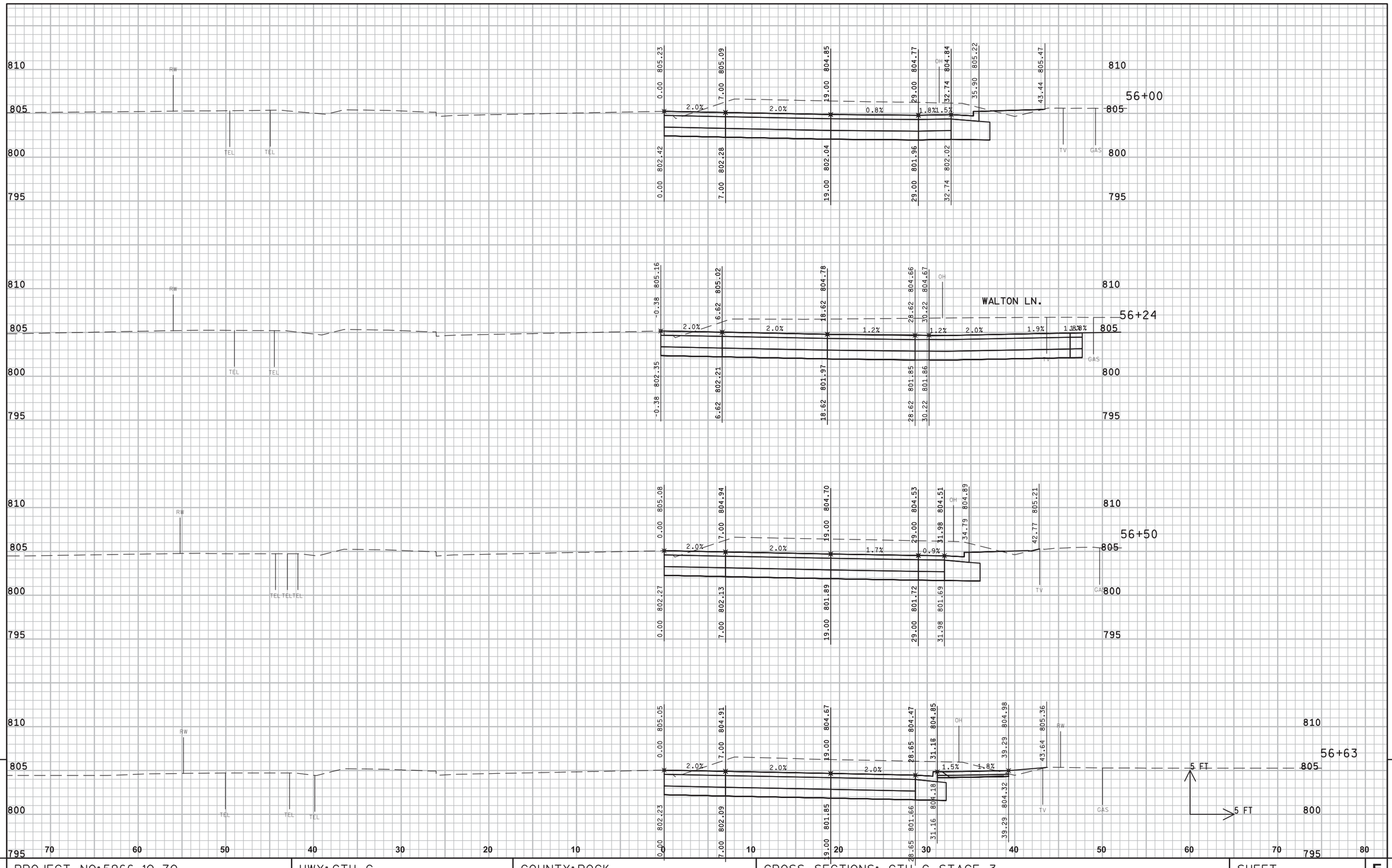
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1034	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1035 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:34 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

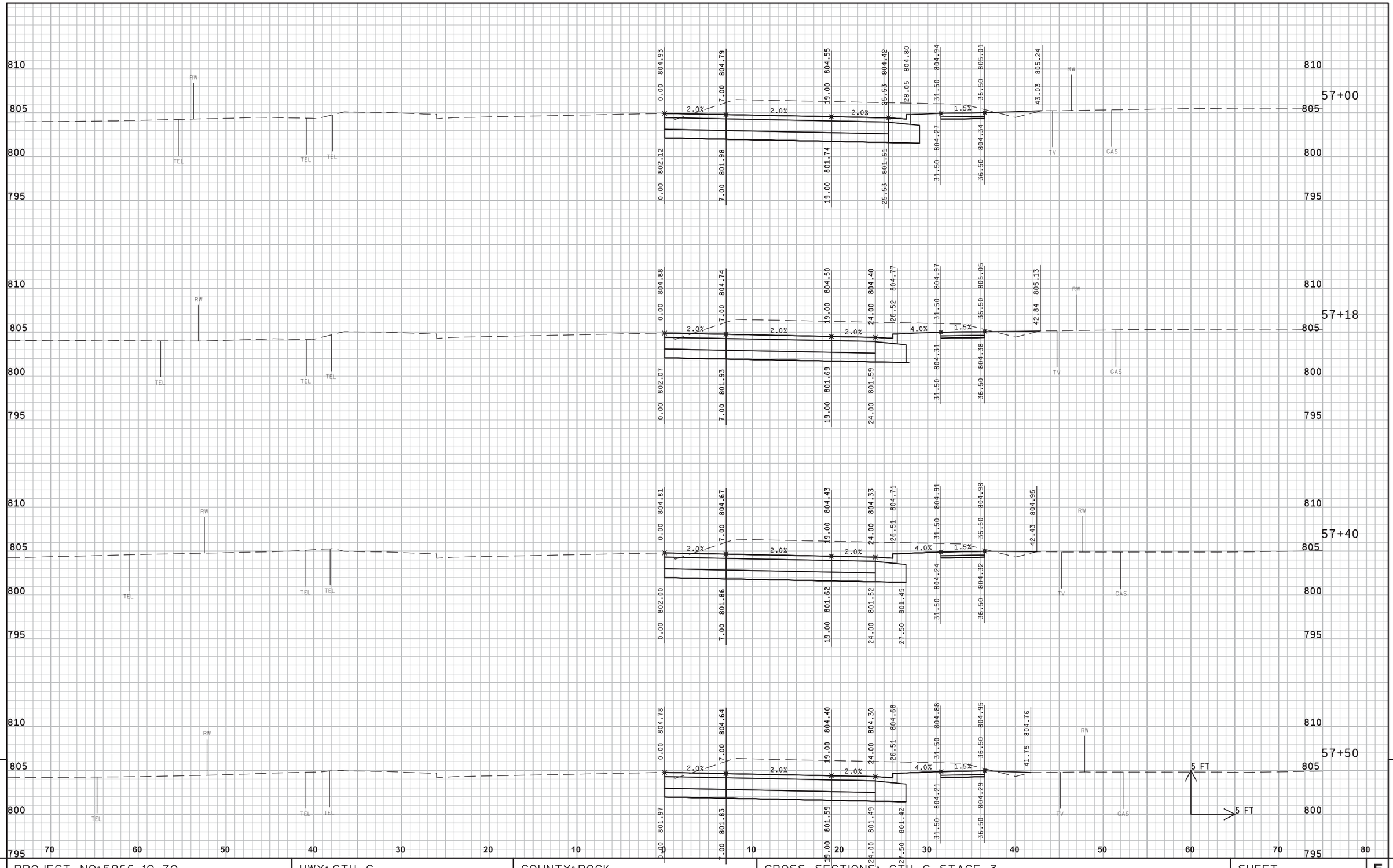
WISDOT/CADDS SHEET 21



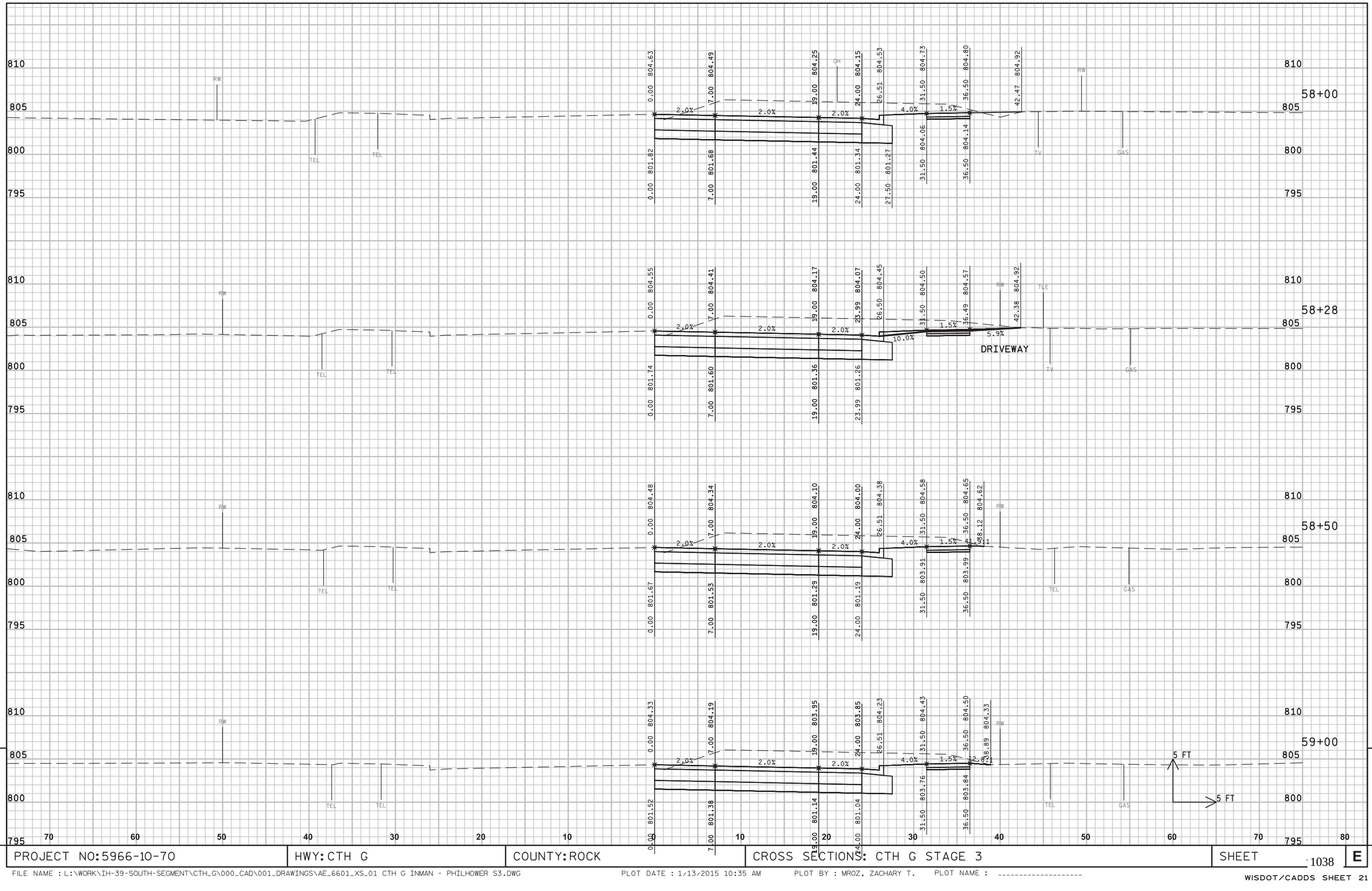
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1036 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:34 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



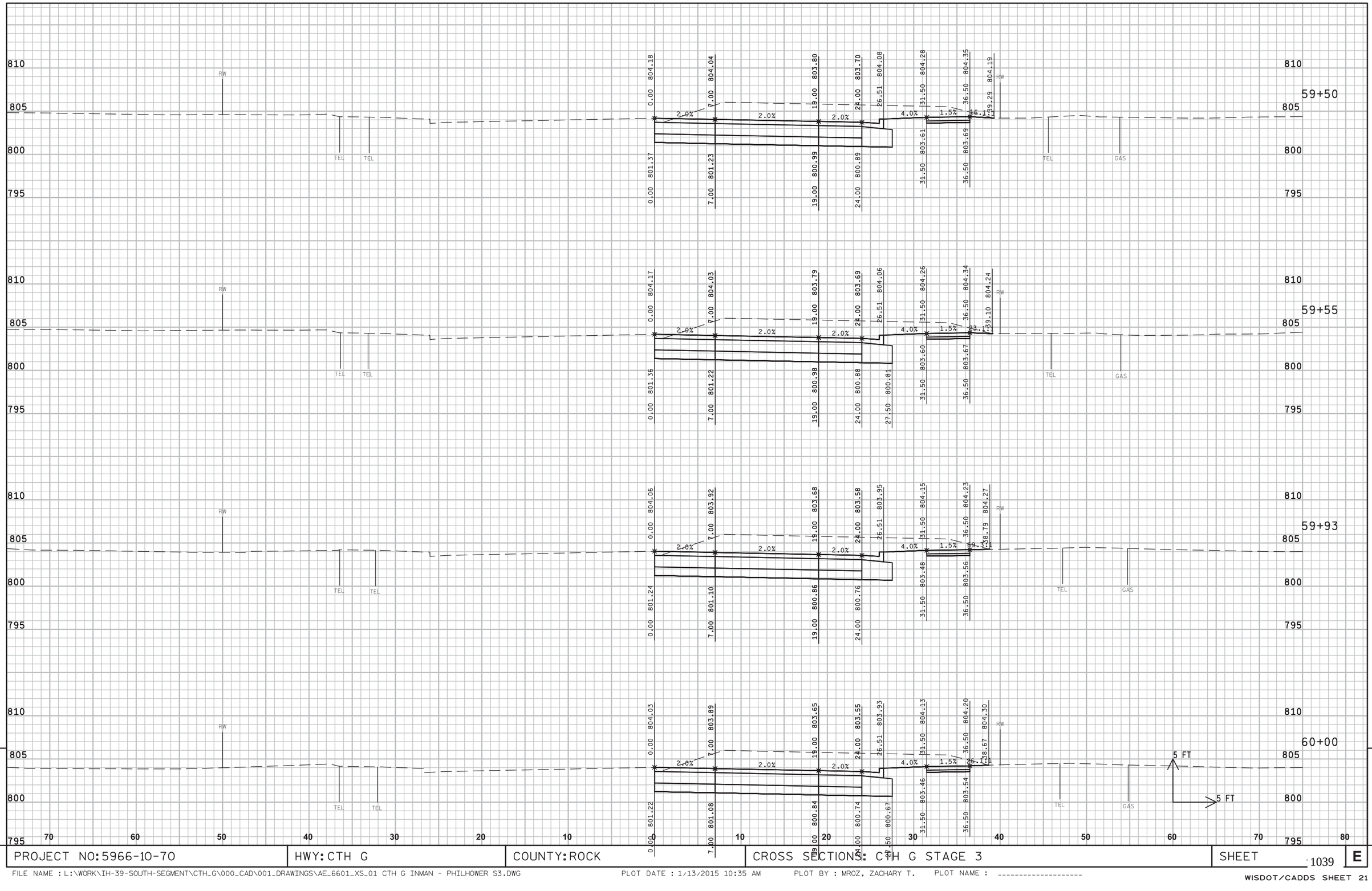
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1037	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1038	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

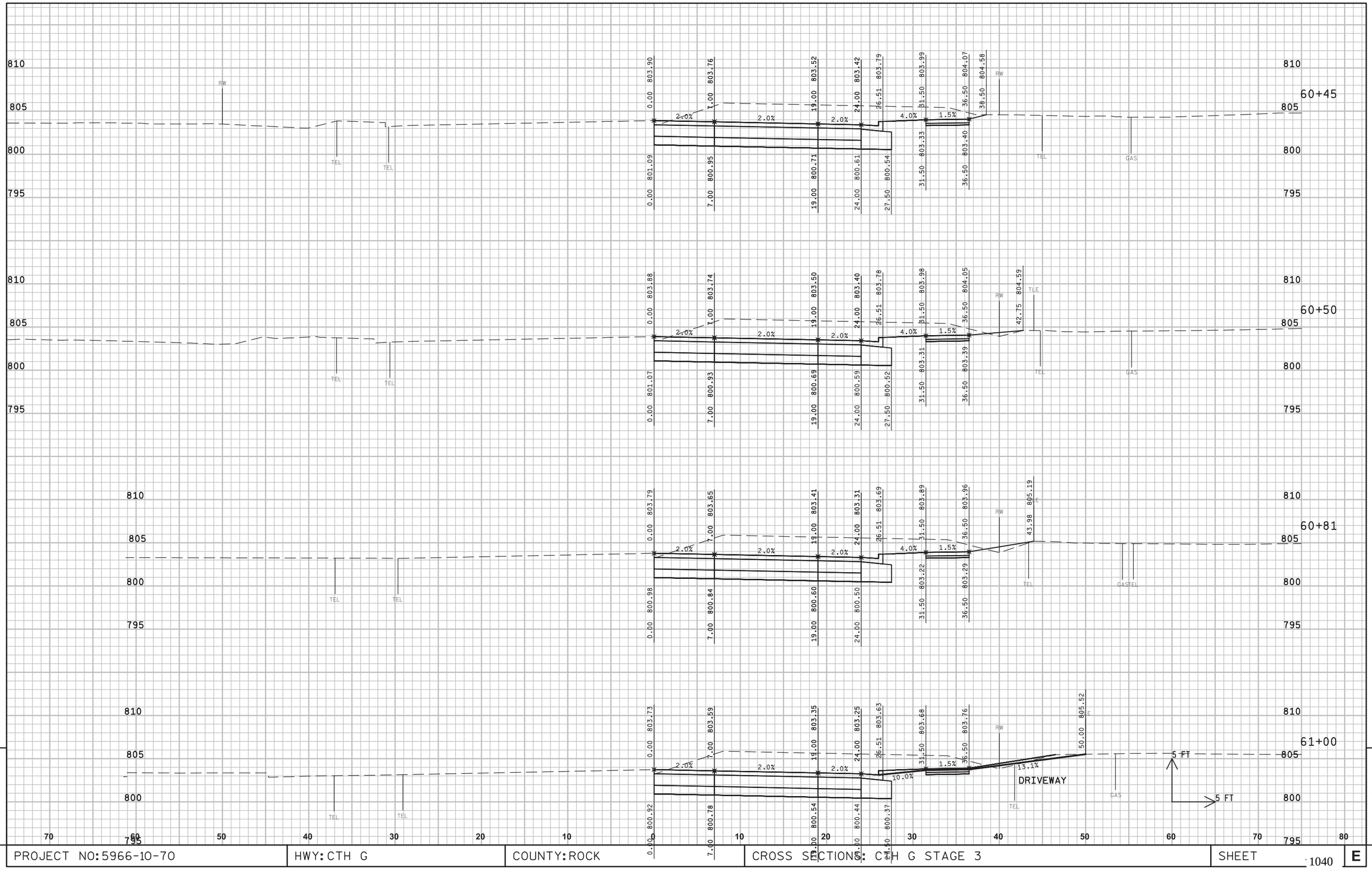
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1039	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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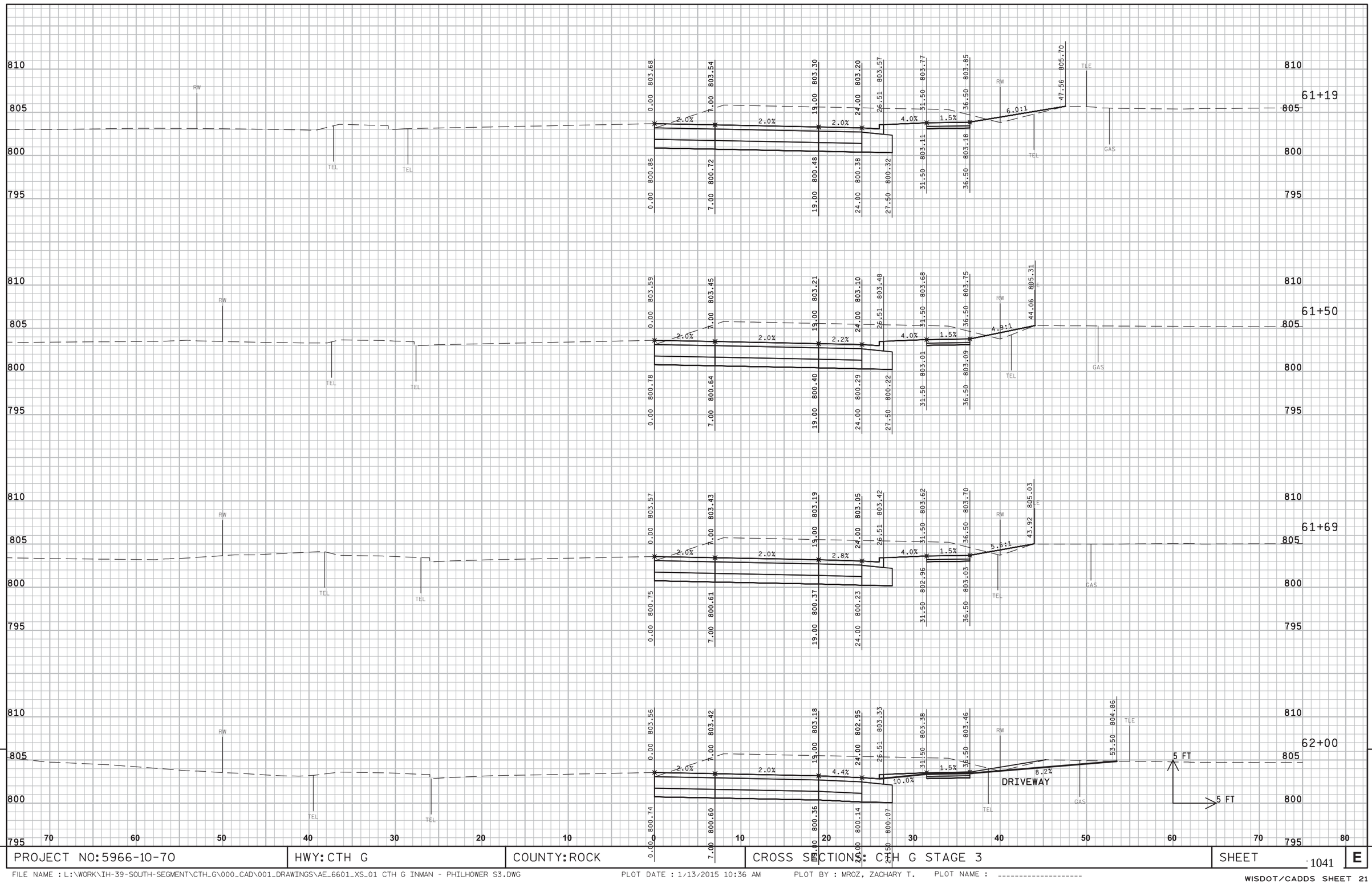
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1040	E

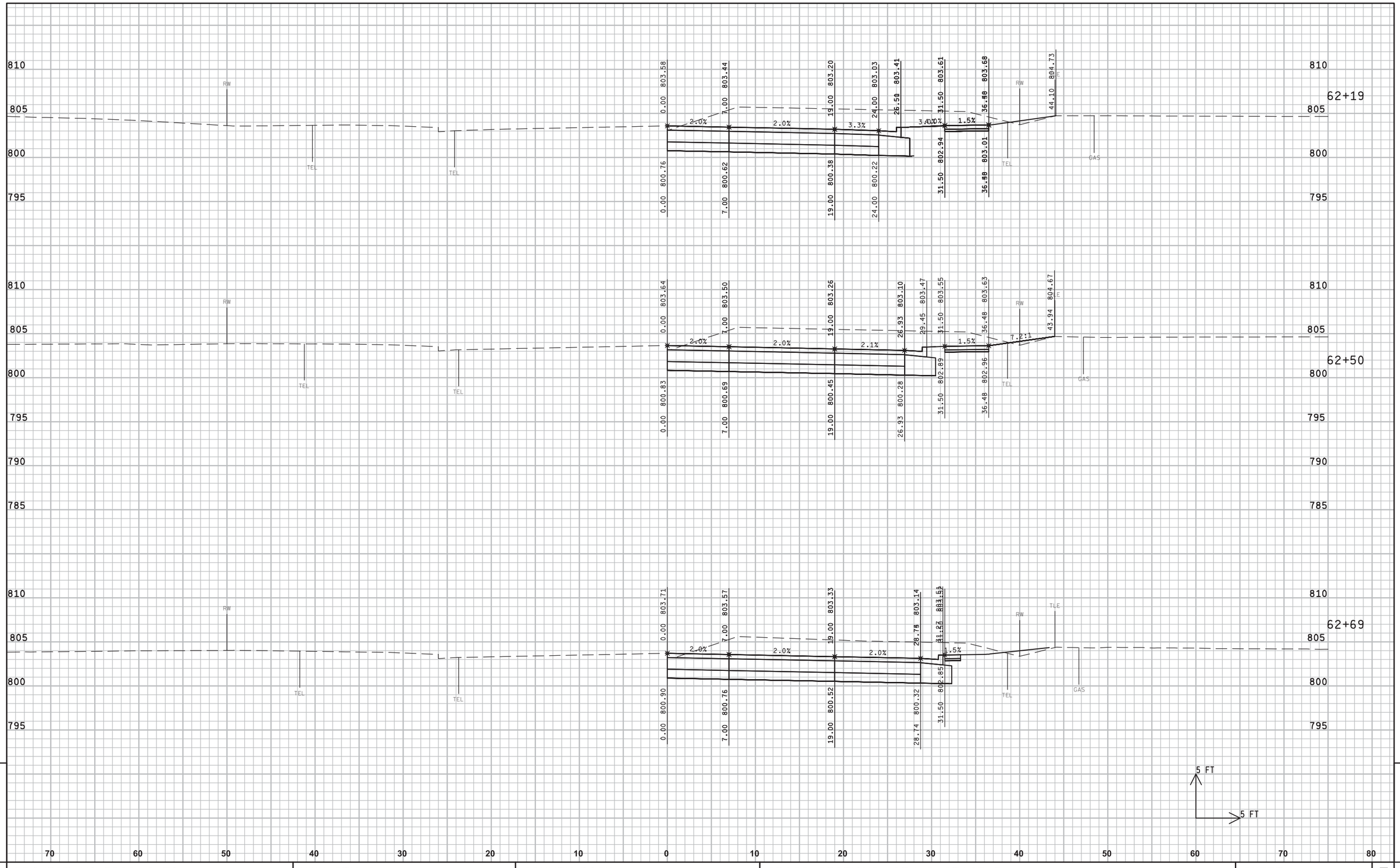
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:35 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1041 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:36 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

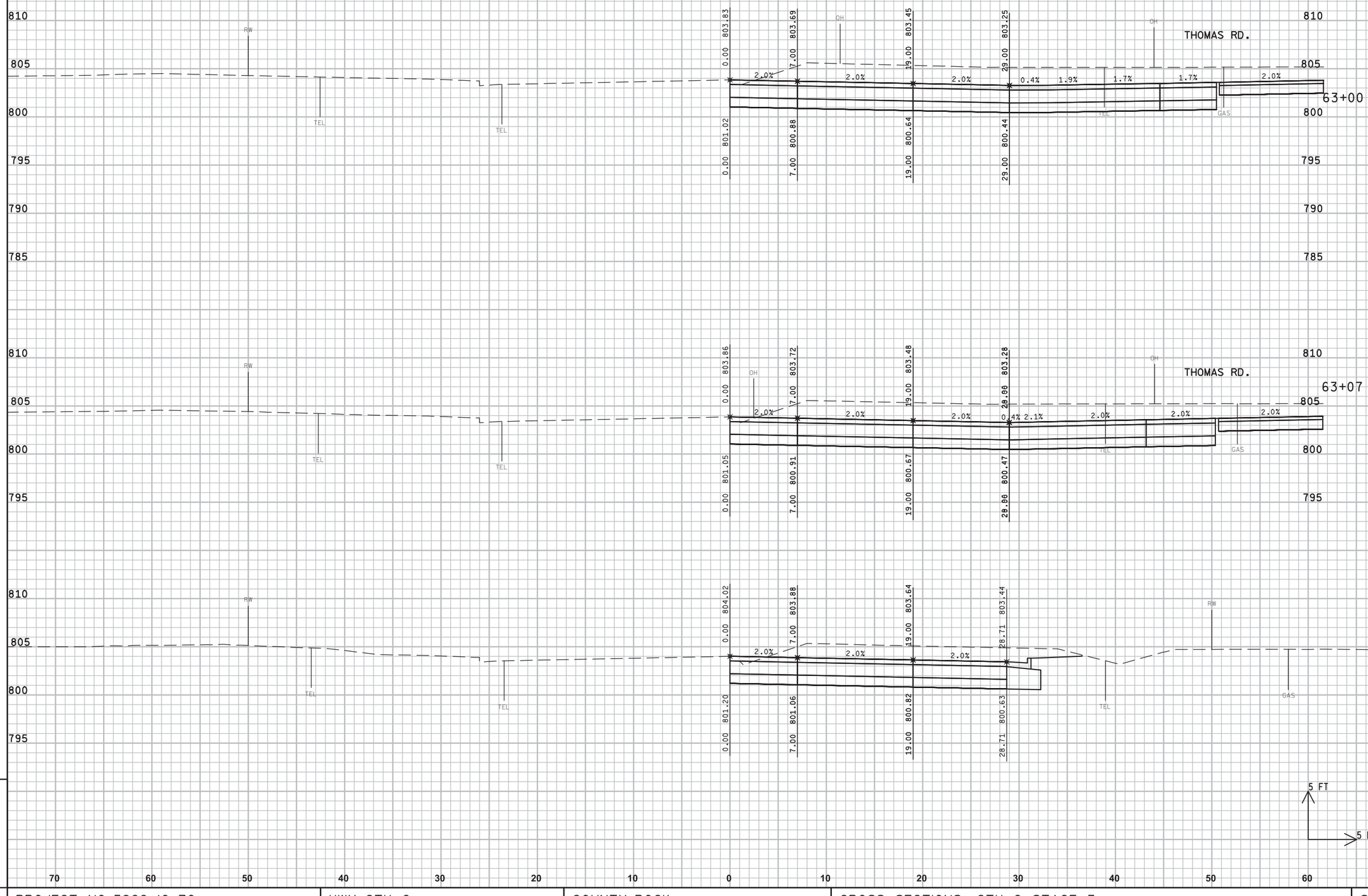
WISDOT/CADDS SHEET 21



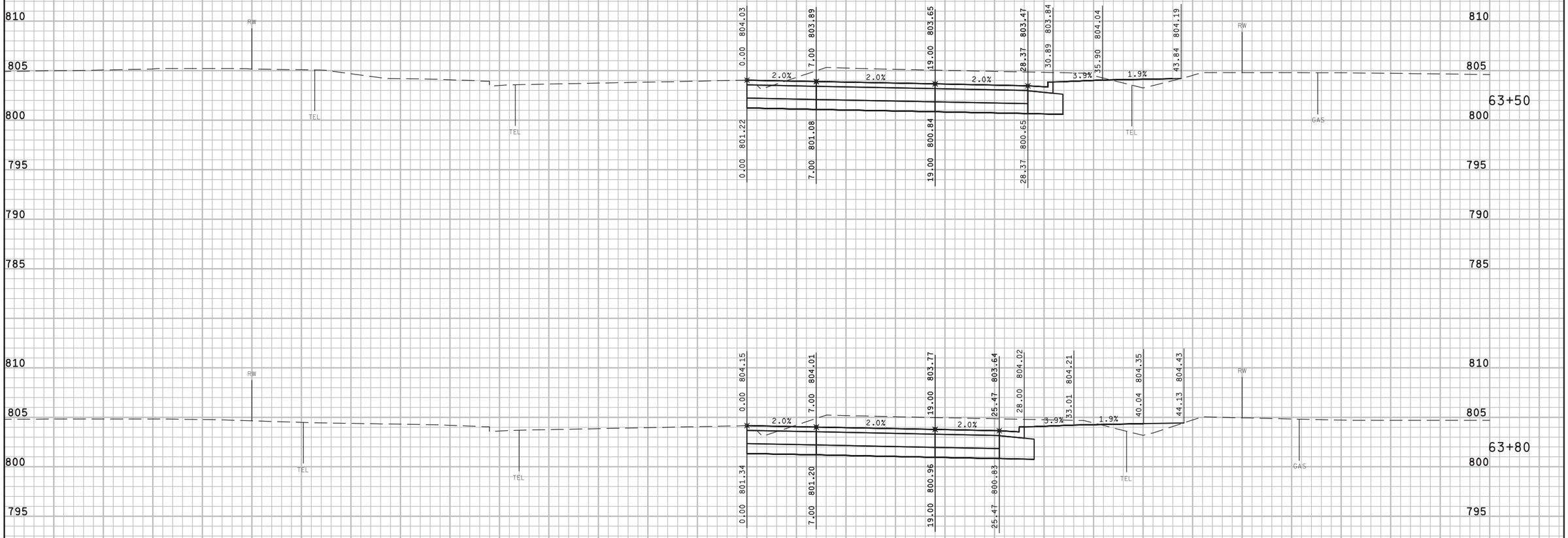
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1042	E

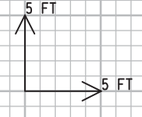
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:36 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1043	E



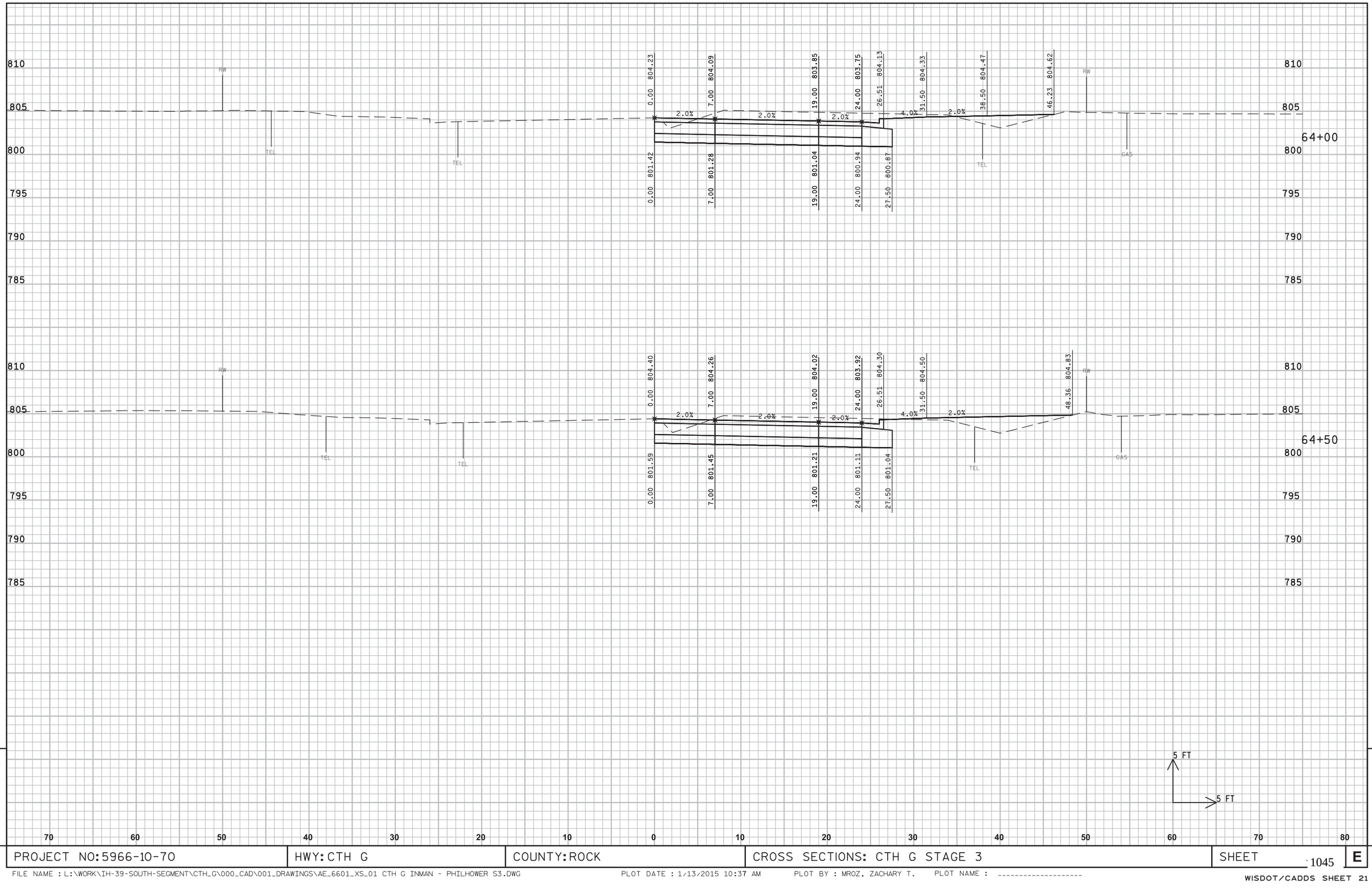


70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

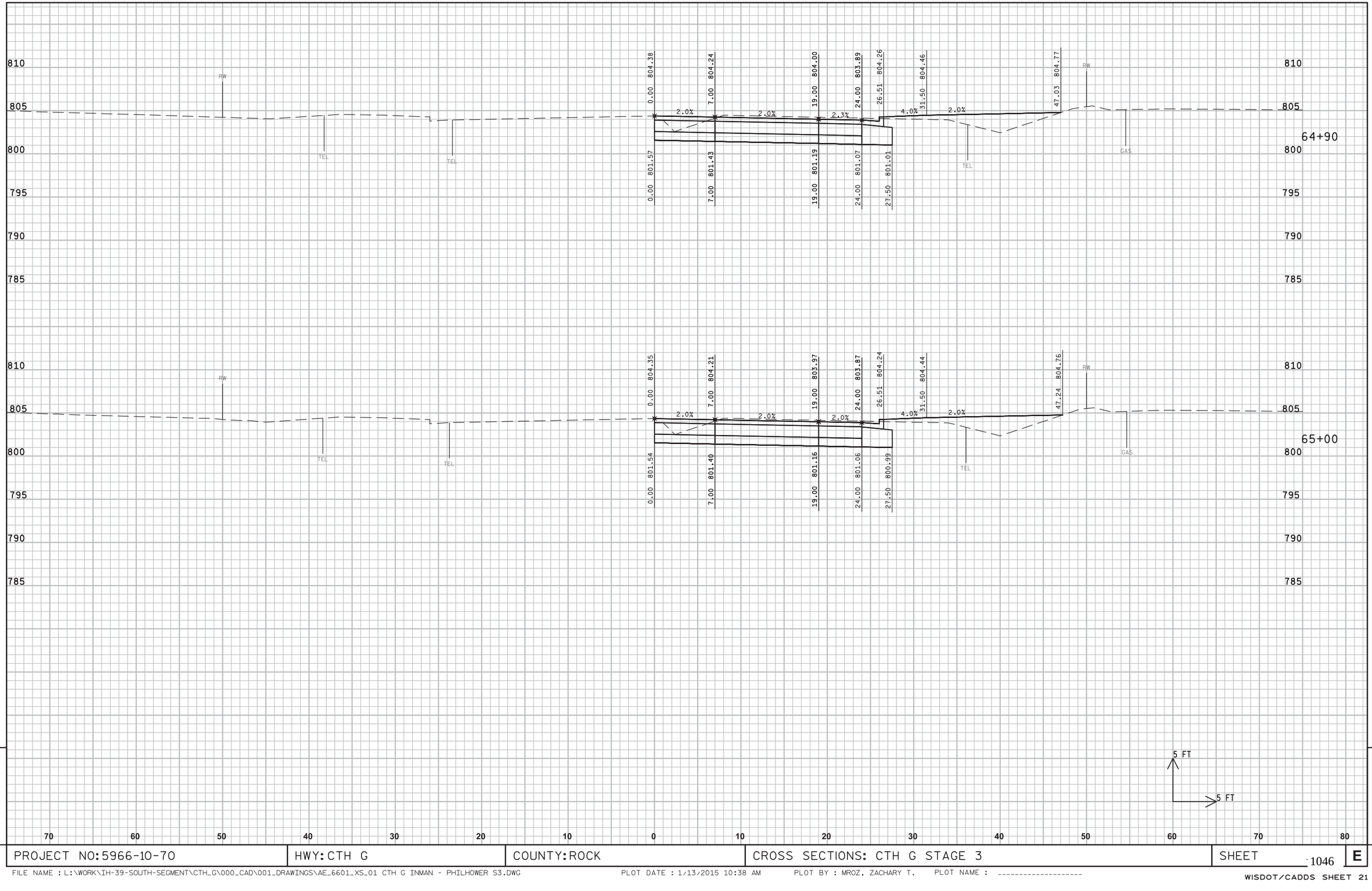
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1044	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:37 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1045	E



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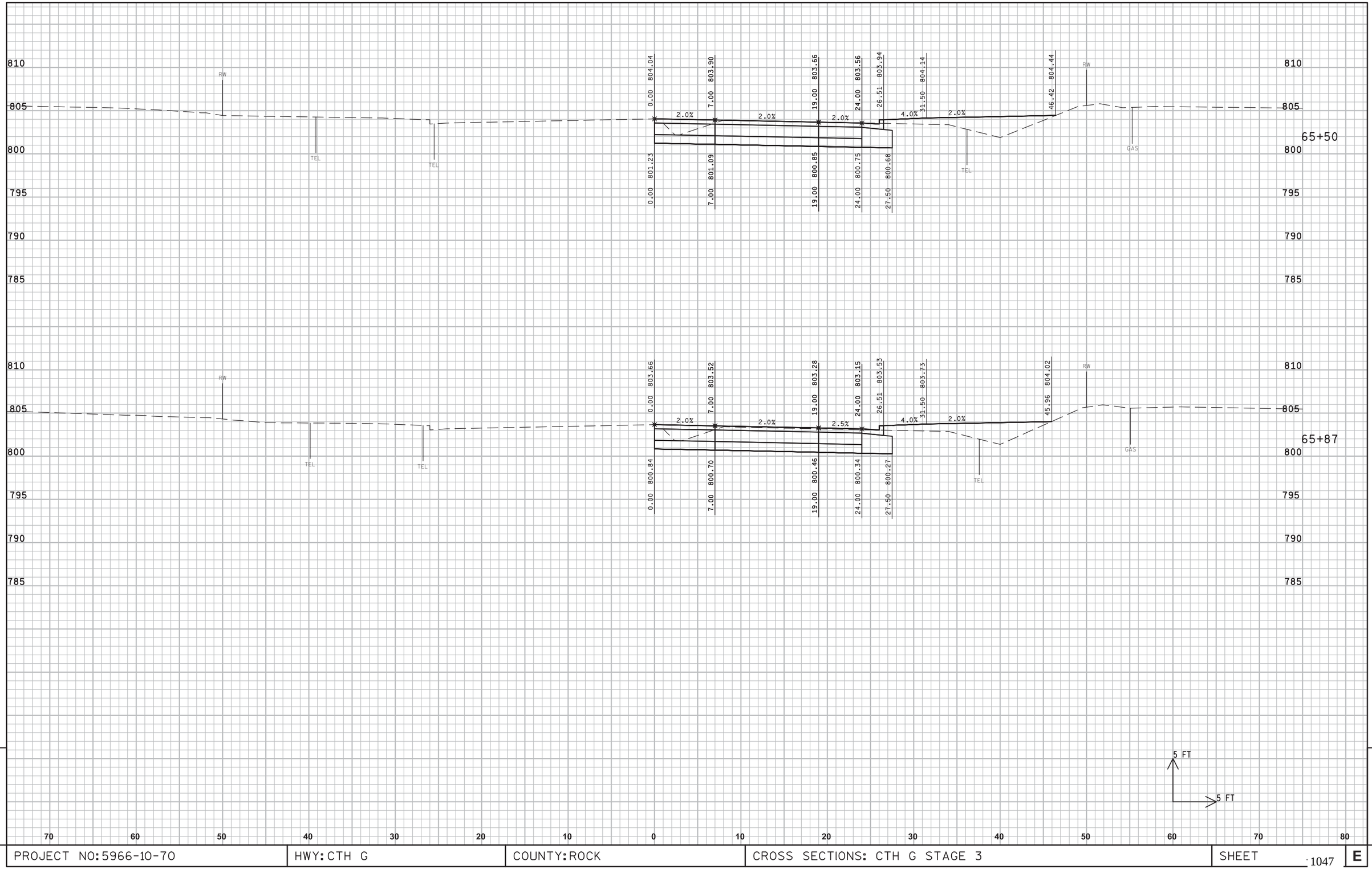
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1046	E



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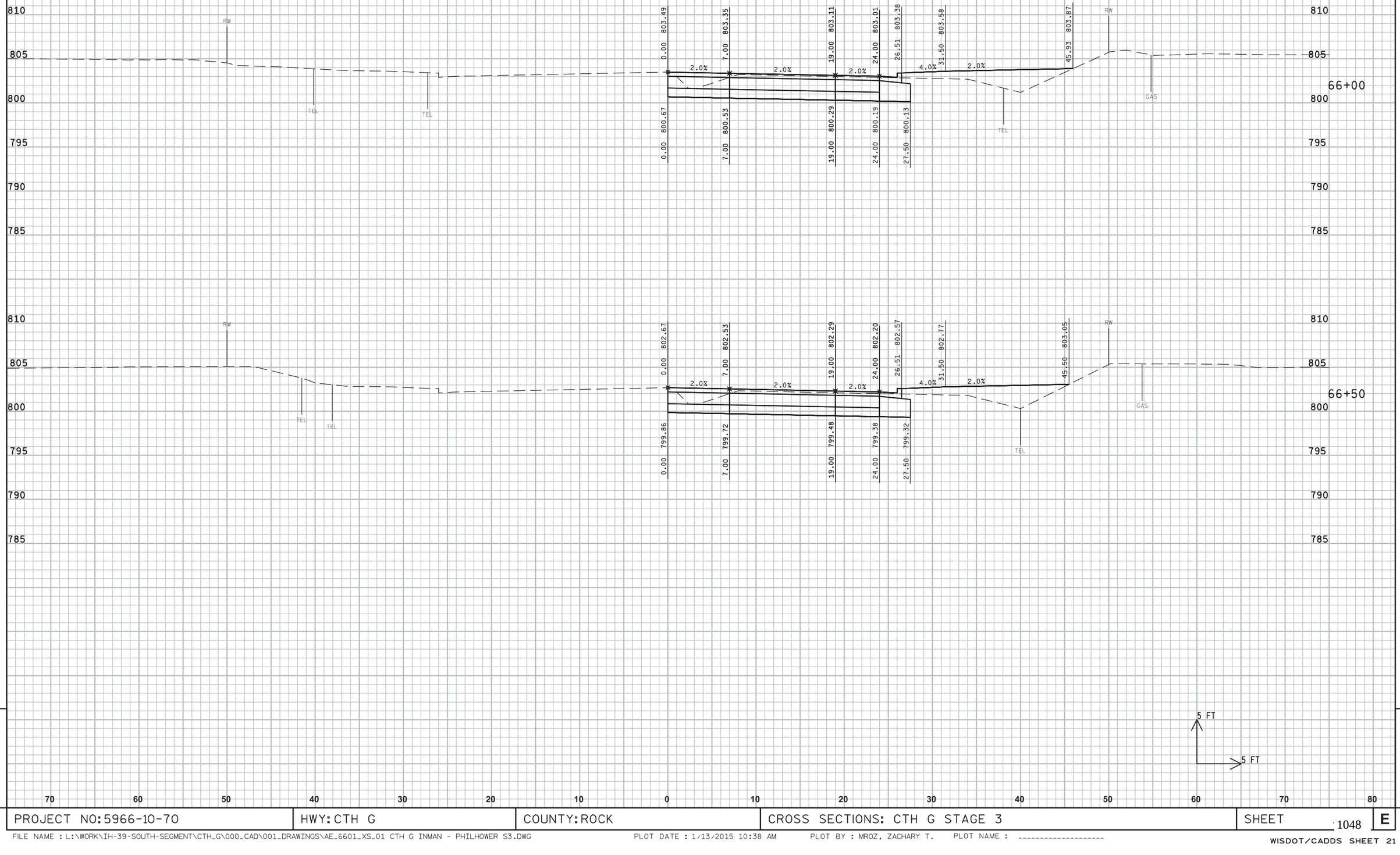
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1047	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:38 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____

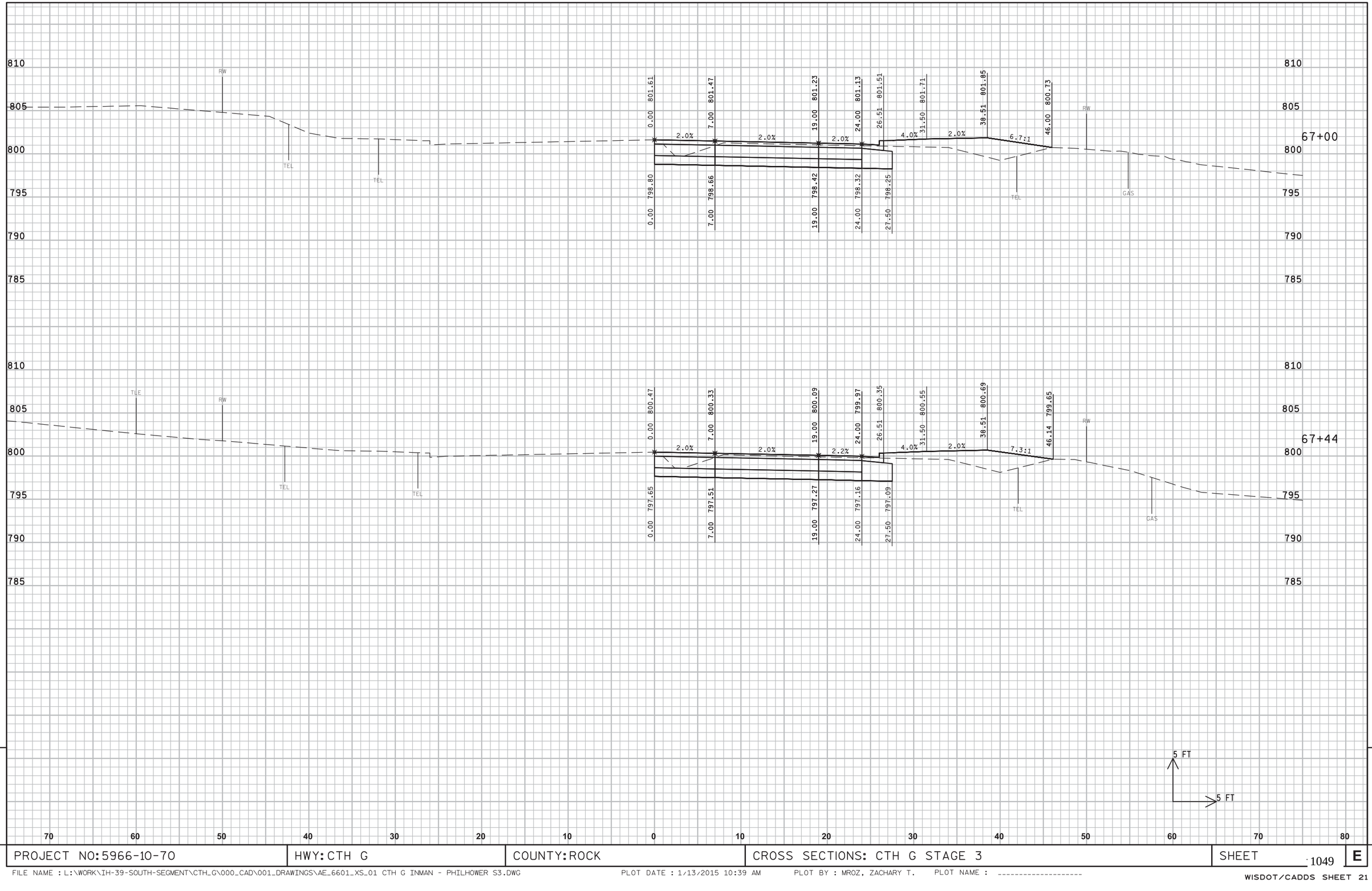
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1048	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:38 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

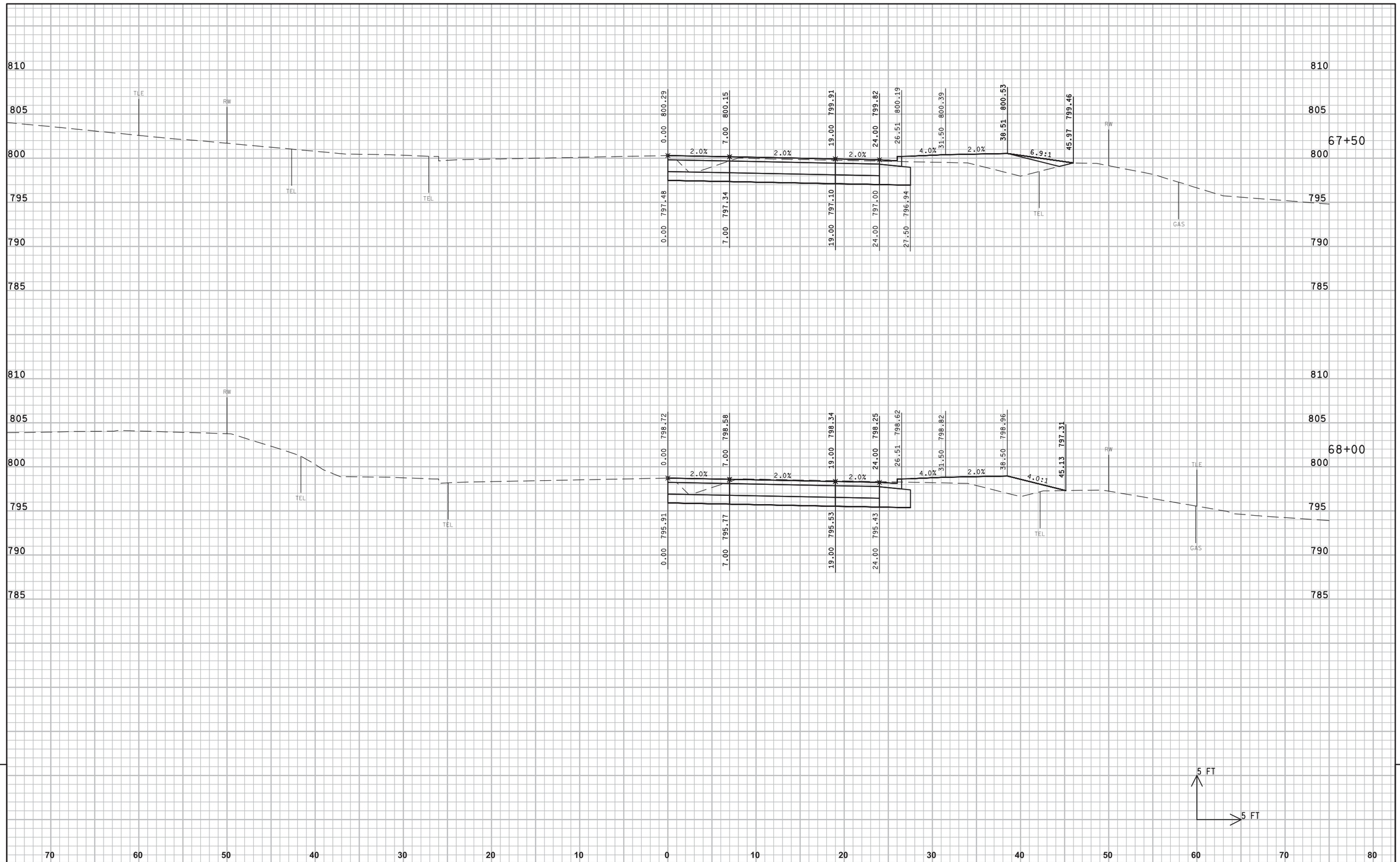
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1049	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

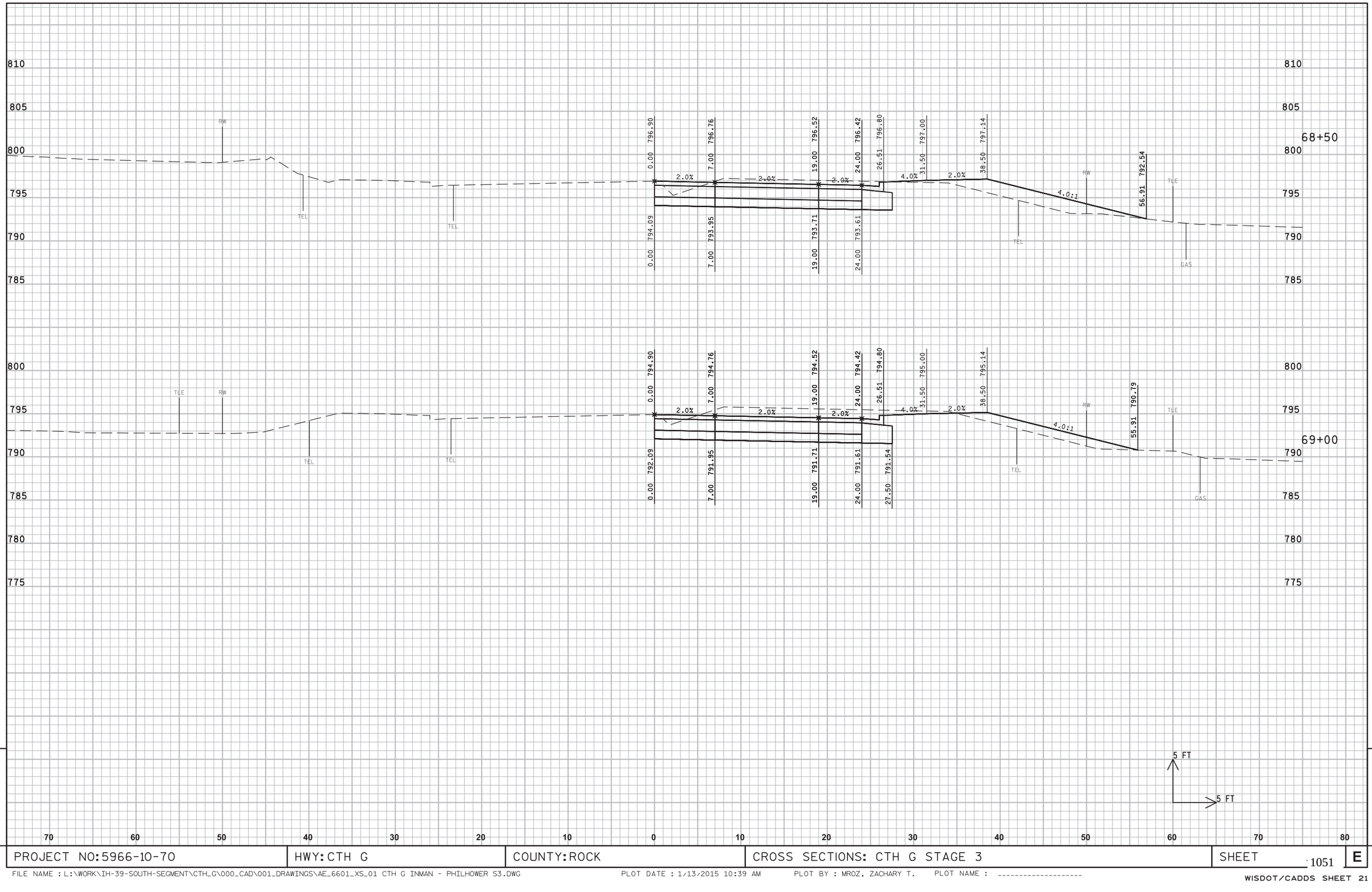
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1050	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:39 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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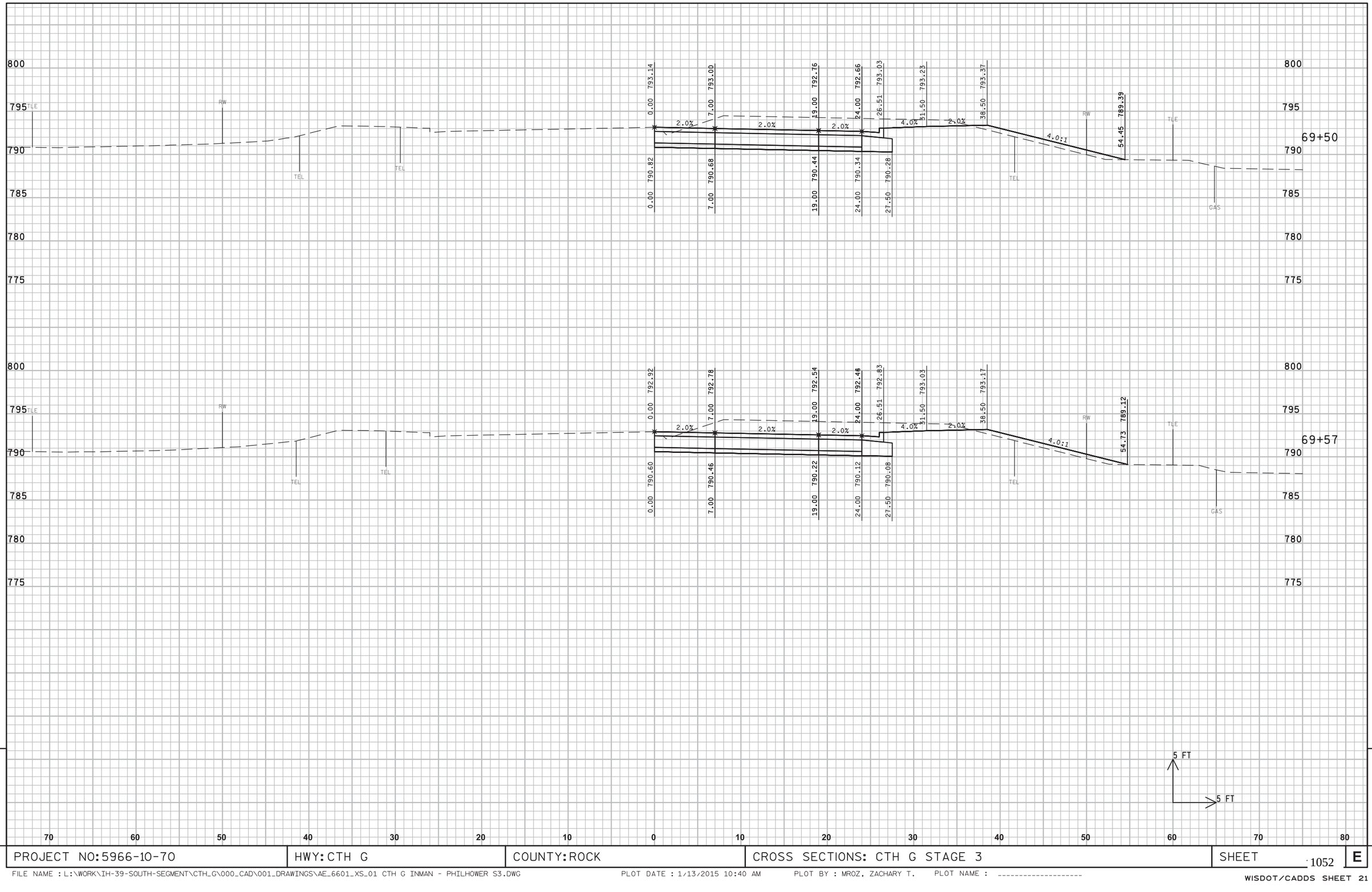
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1051	E



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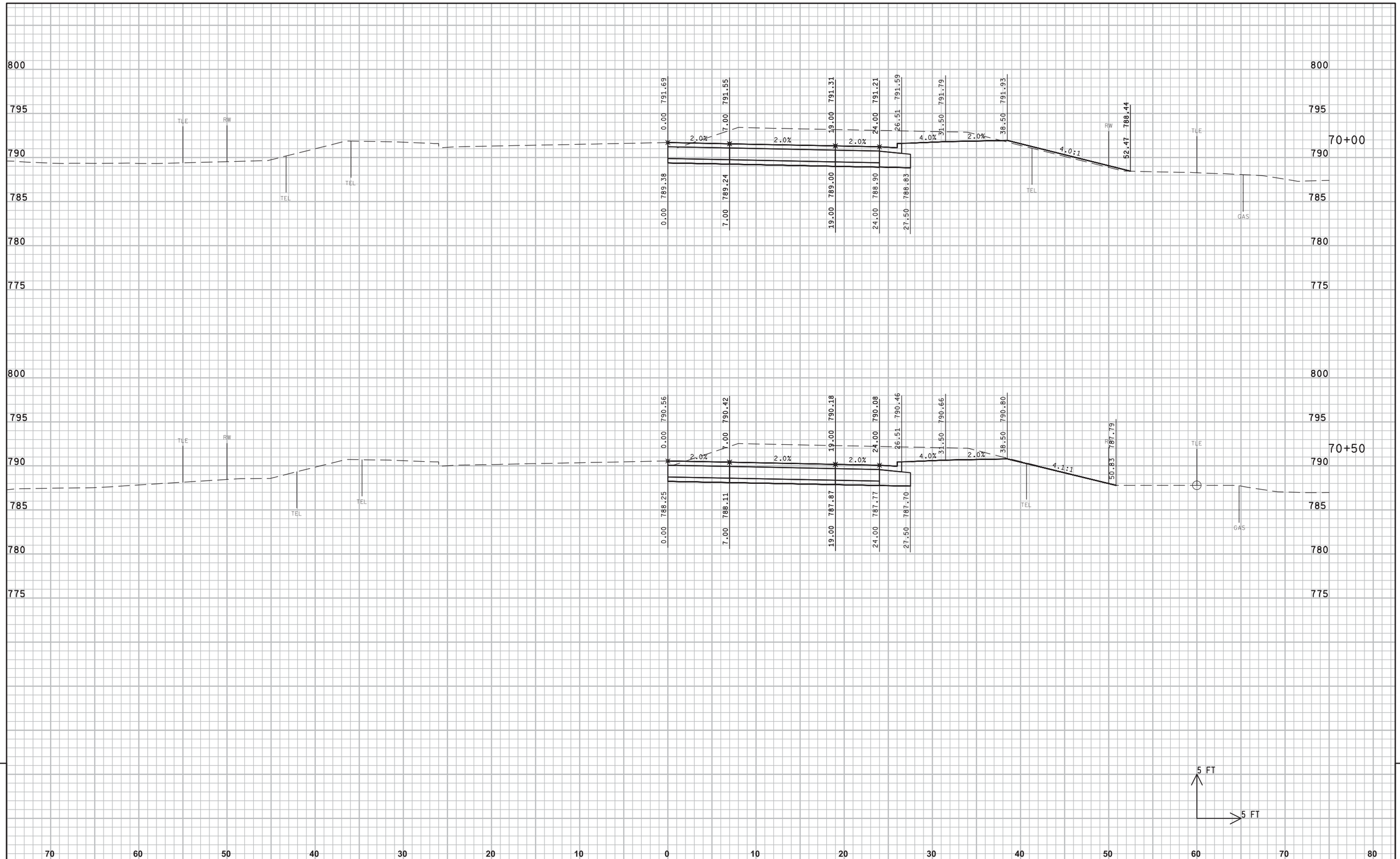
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1052	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

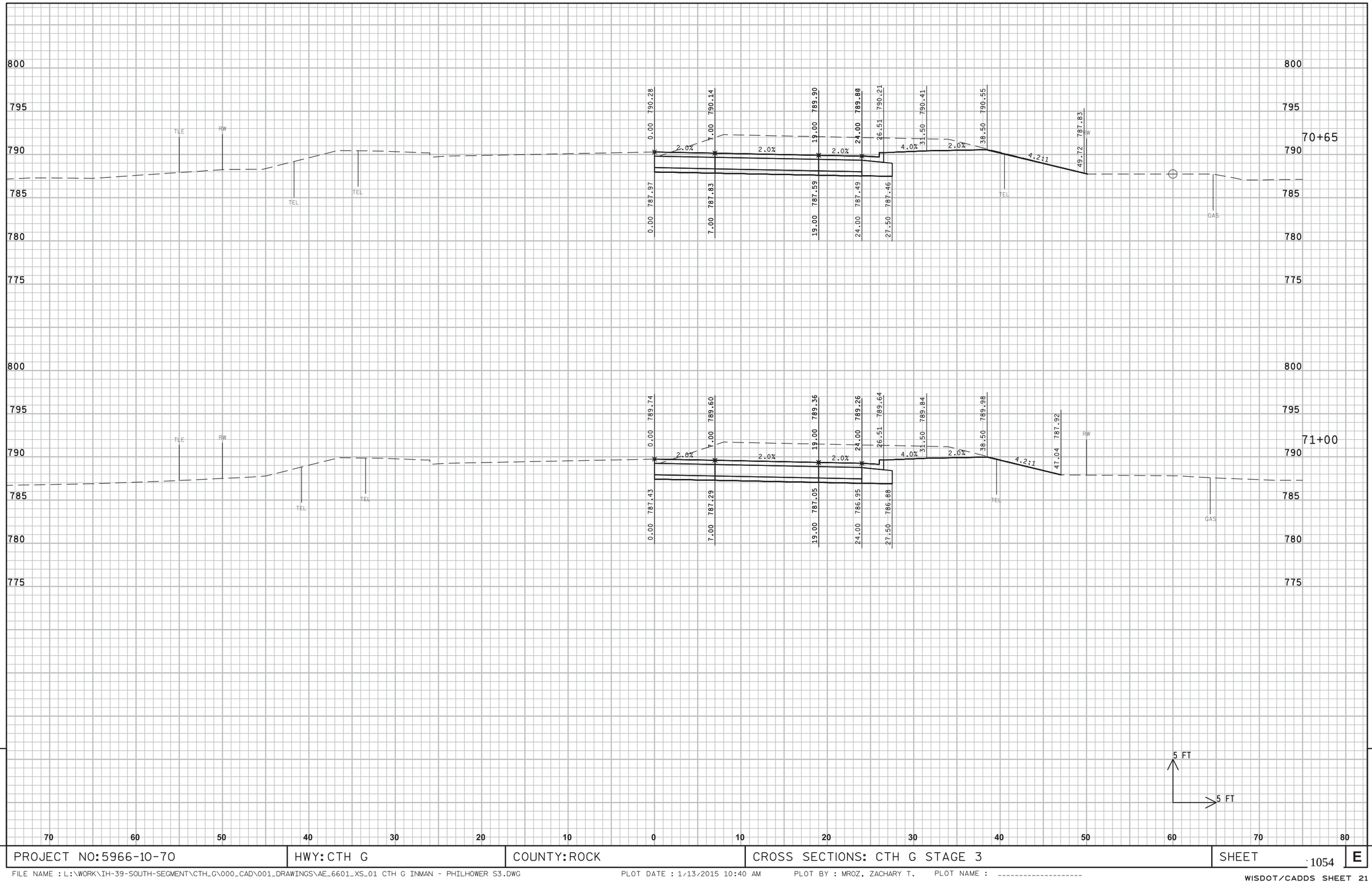
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1053	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

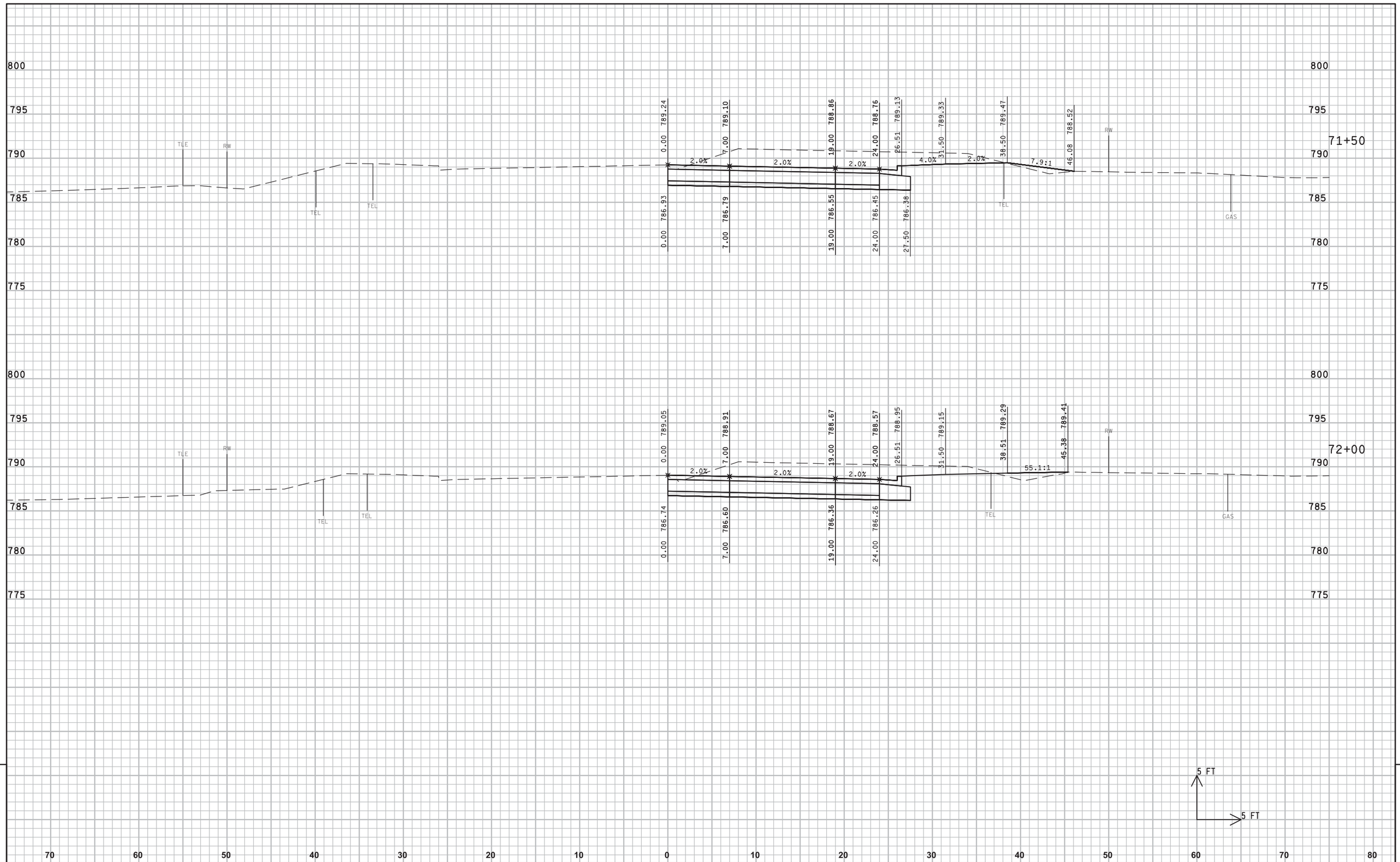
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1054 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:40 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

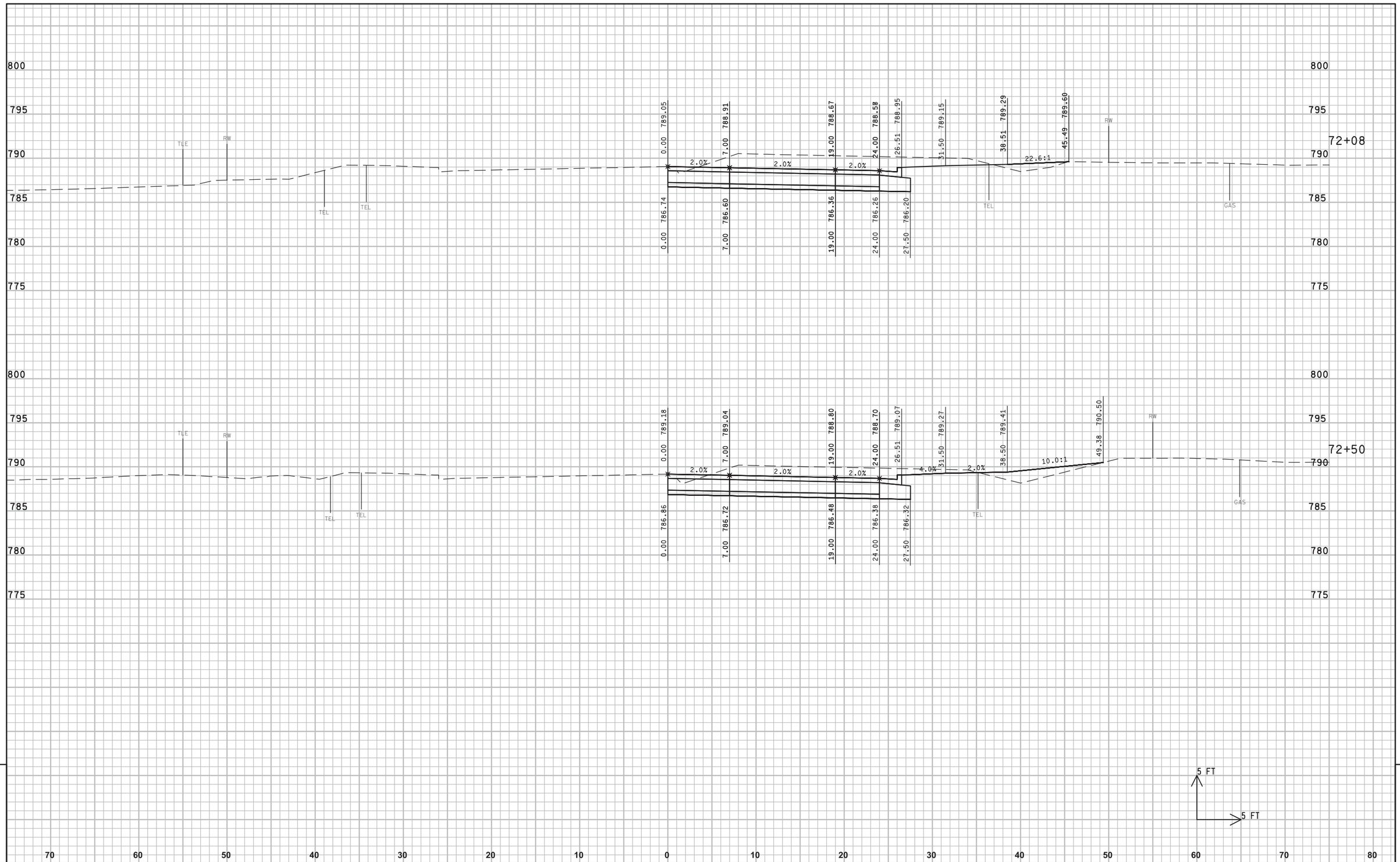
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1055 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:41 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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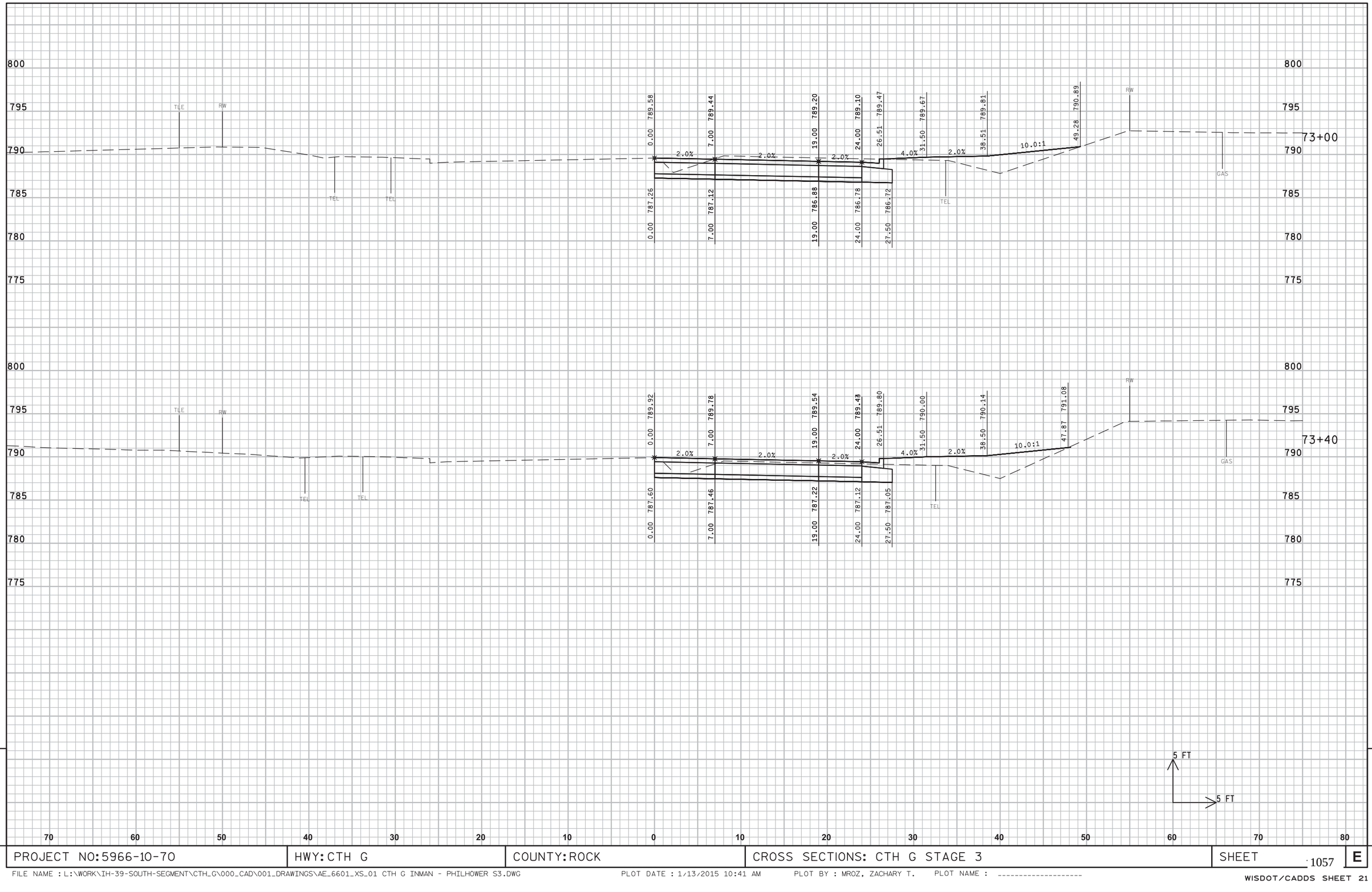
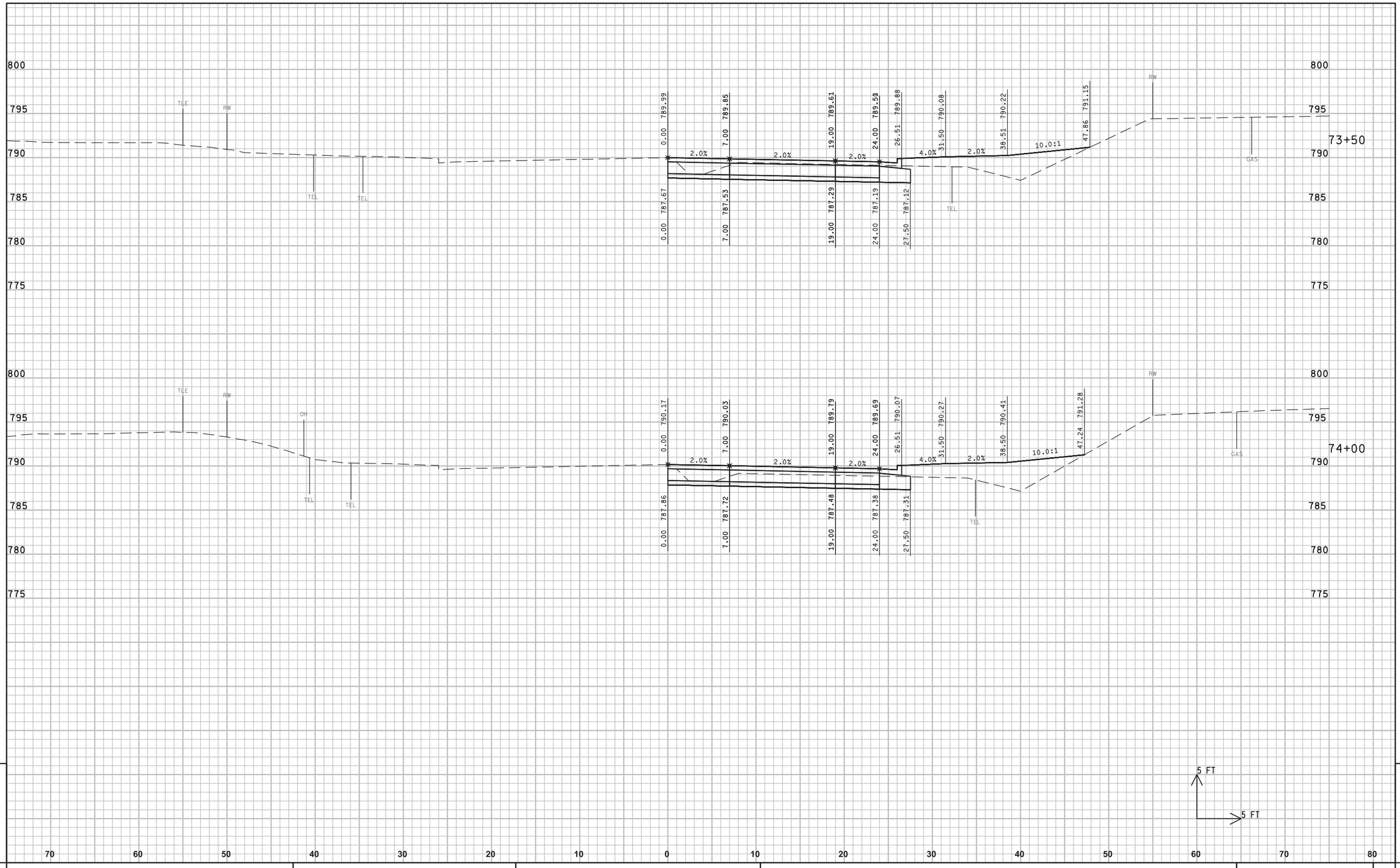
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1056 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:41 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

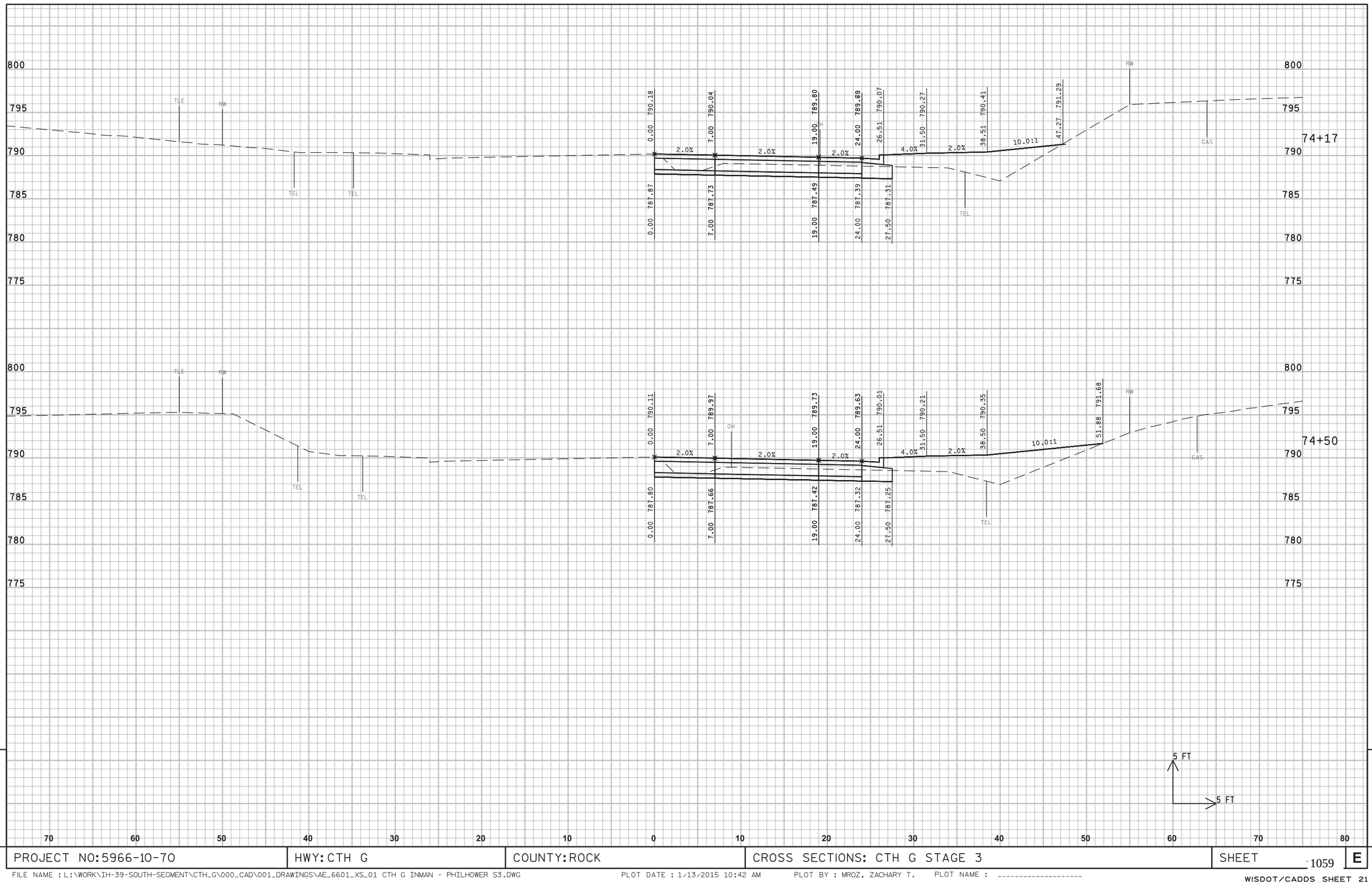
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1057	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1058 E



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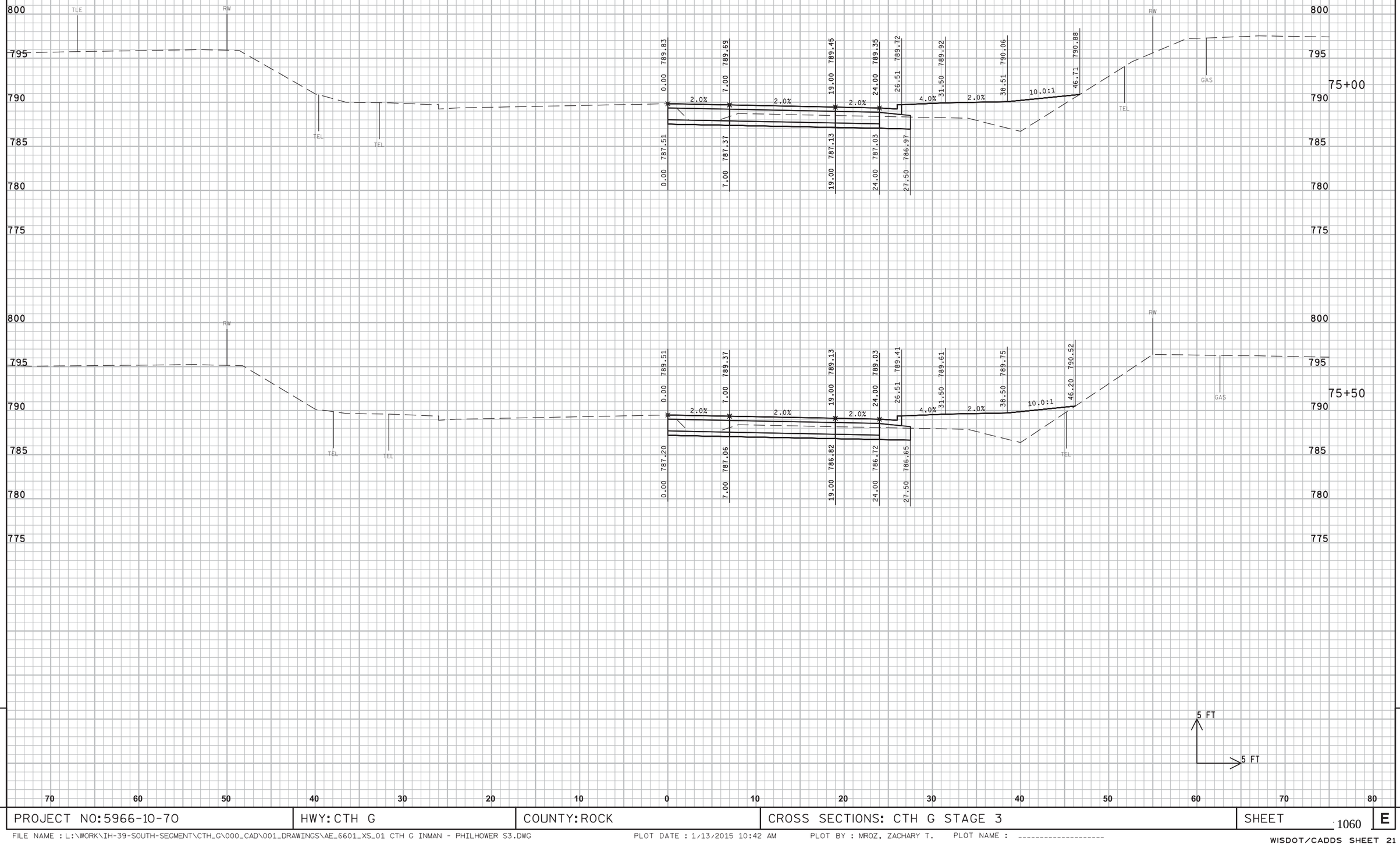
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1059	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:42 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

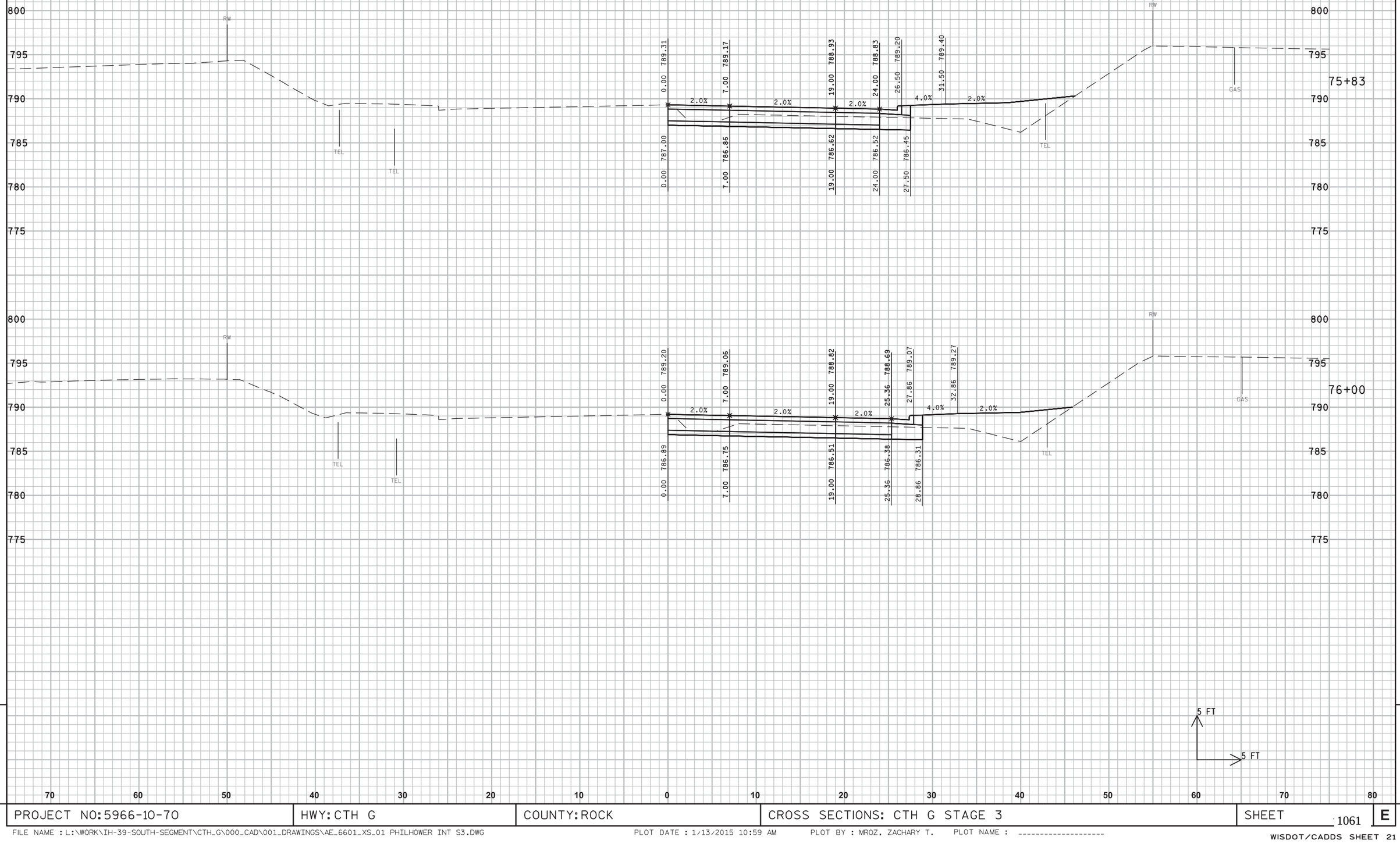
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1060 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 CTH G INMAN - PHILHOWER S3.DWG PLOT DATE : 1/13/2015 10:42 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

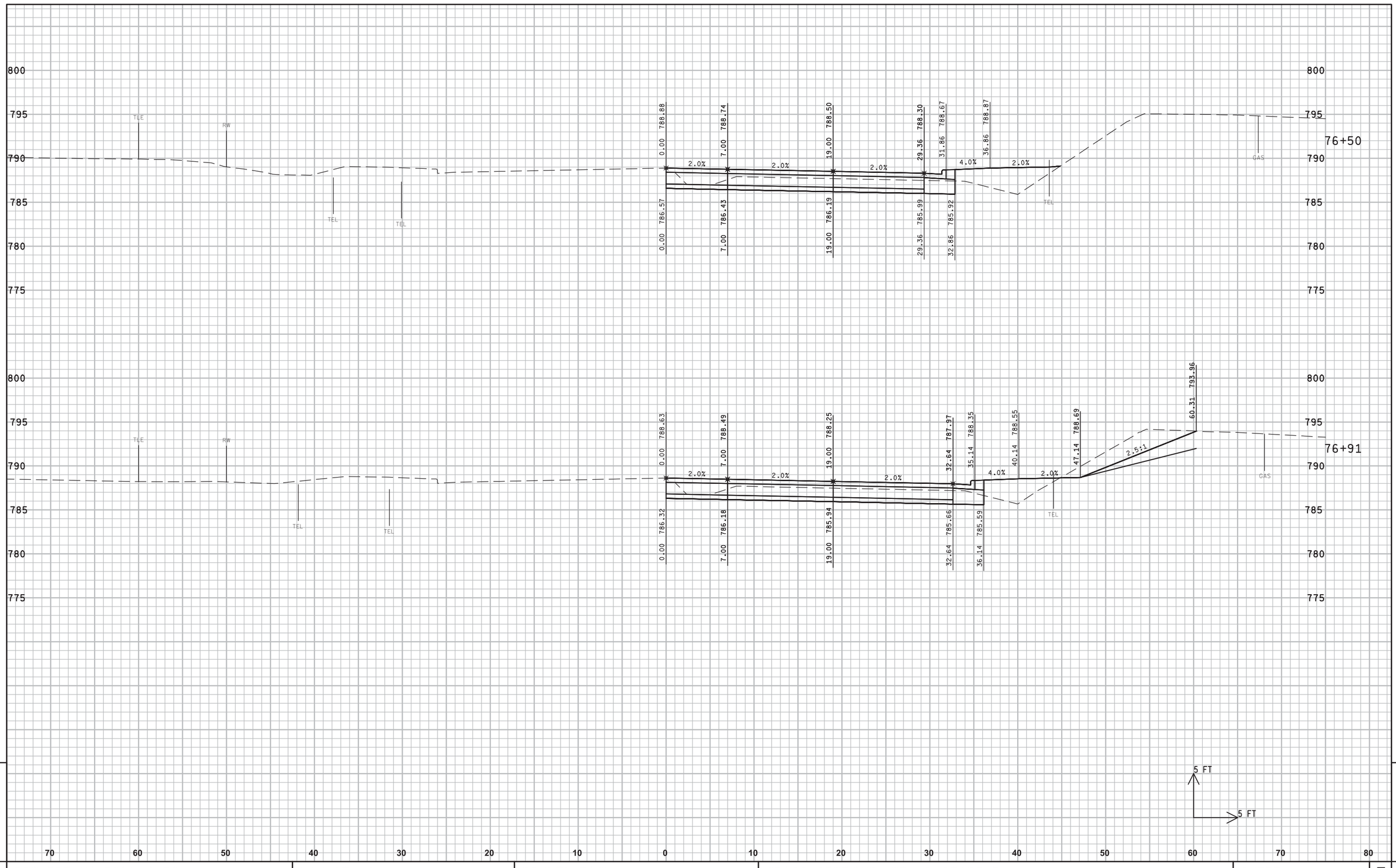
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1061	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 10:59 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

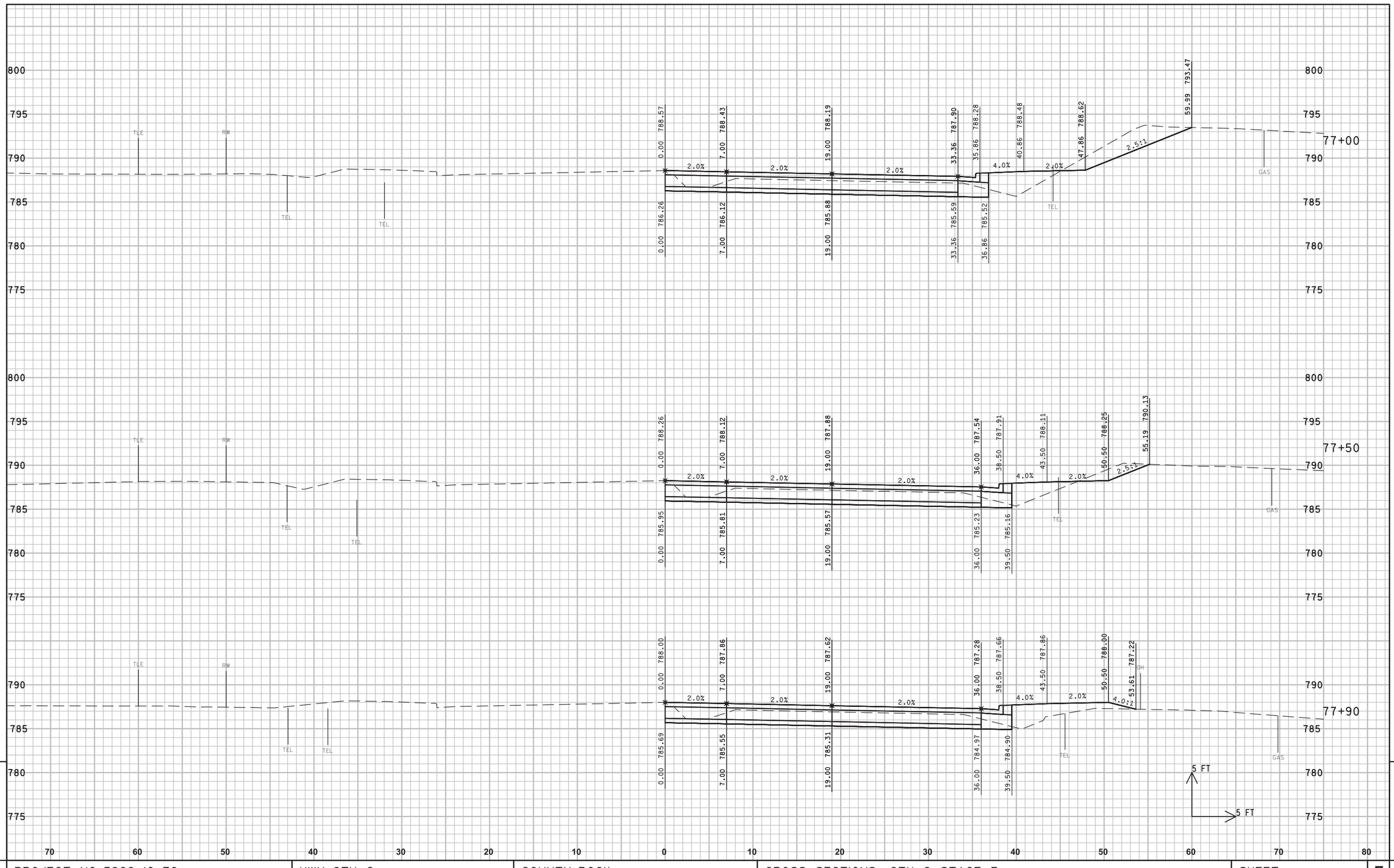
WISDOT/CADDS SHEET 21



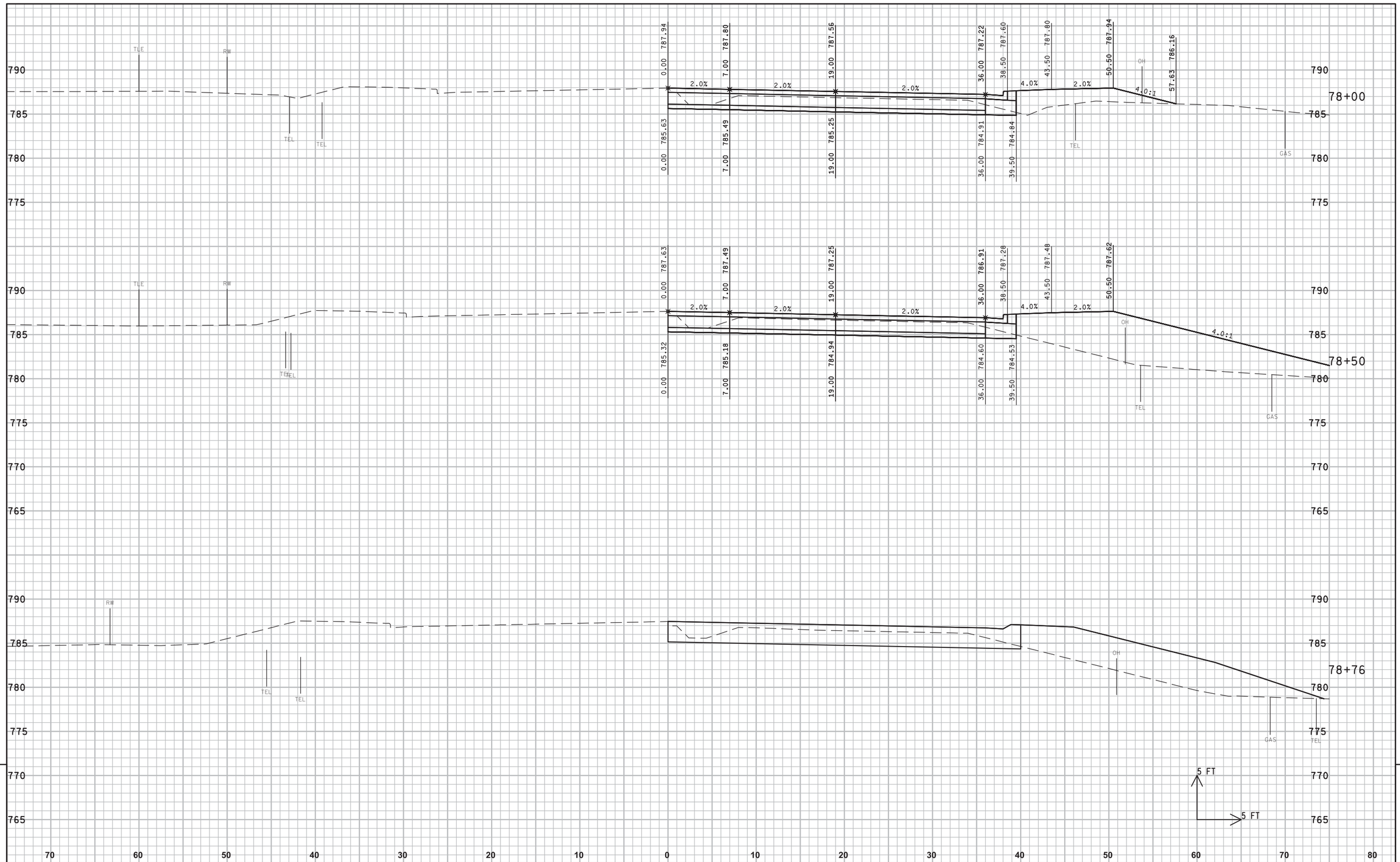
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1062	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 10:59 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1063 E



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PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1064	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 10:59 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

PHILHOWER RD.

79+00

79+50

80+00

5 FT

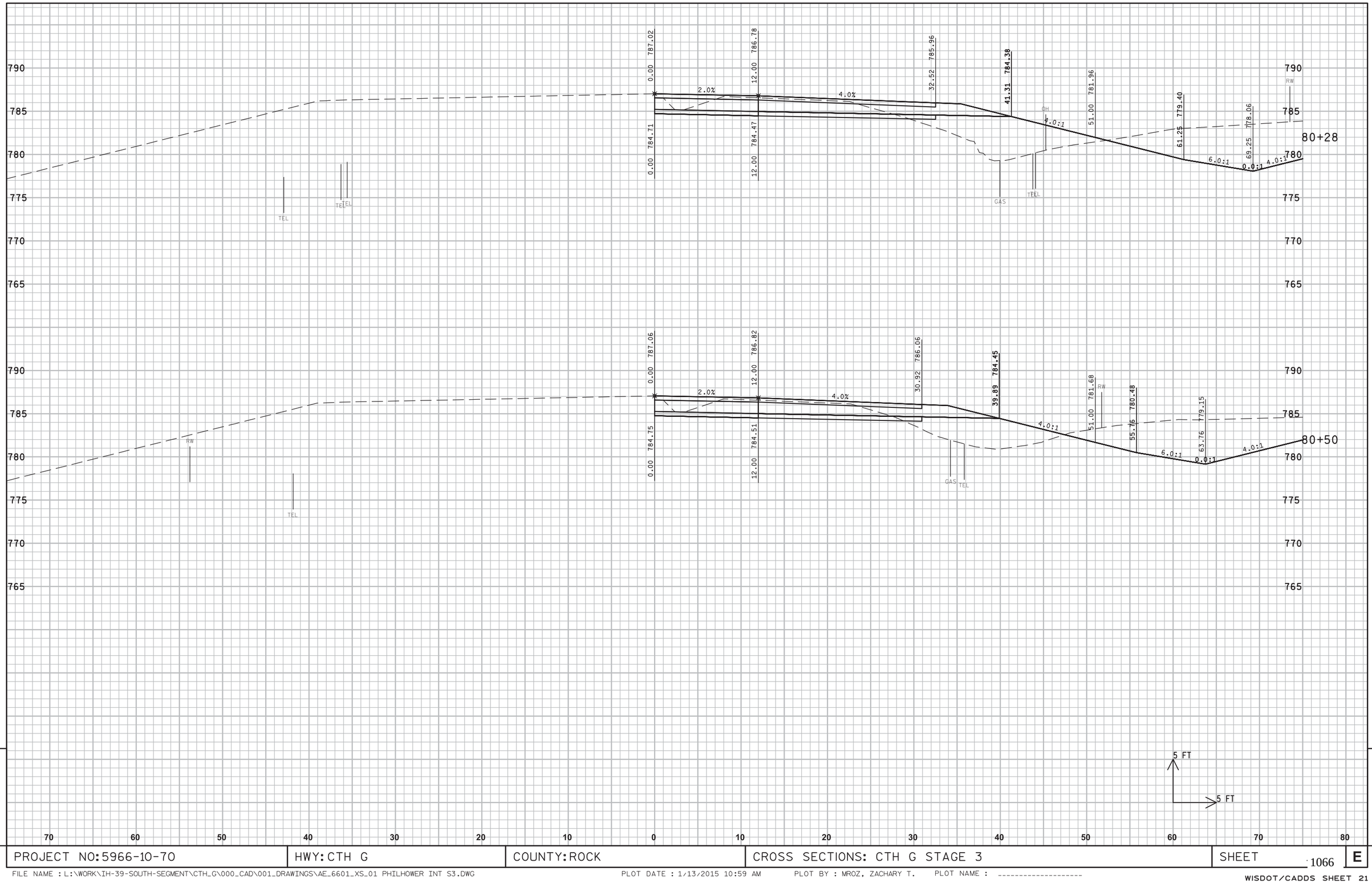
5 FT

9

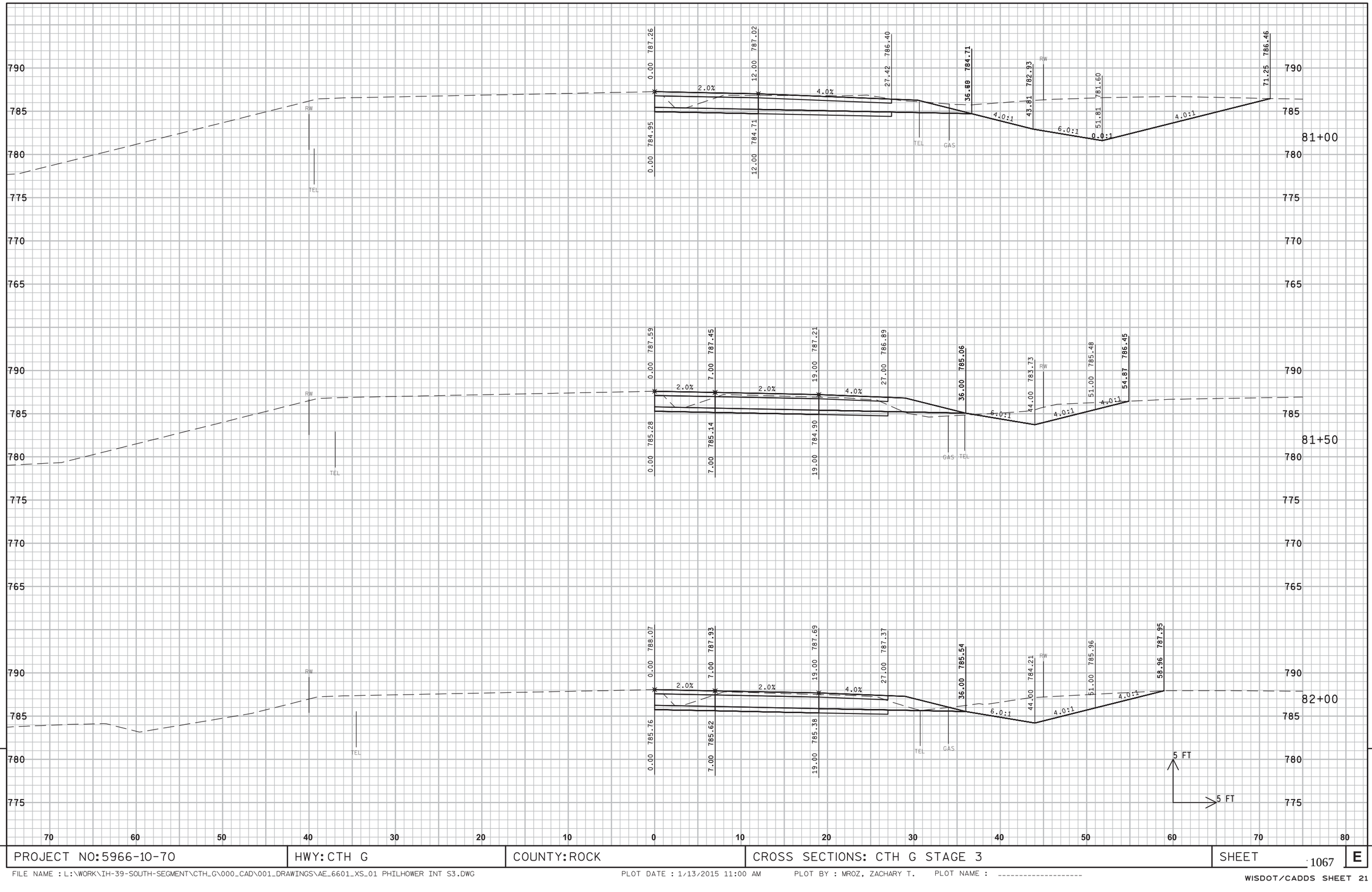
9

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1065	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 10:59 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1066	E



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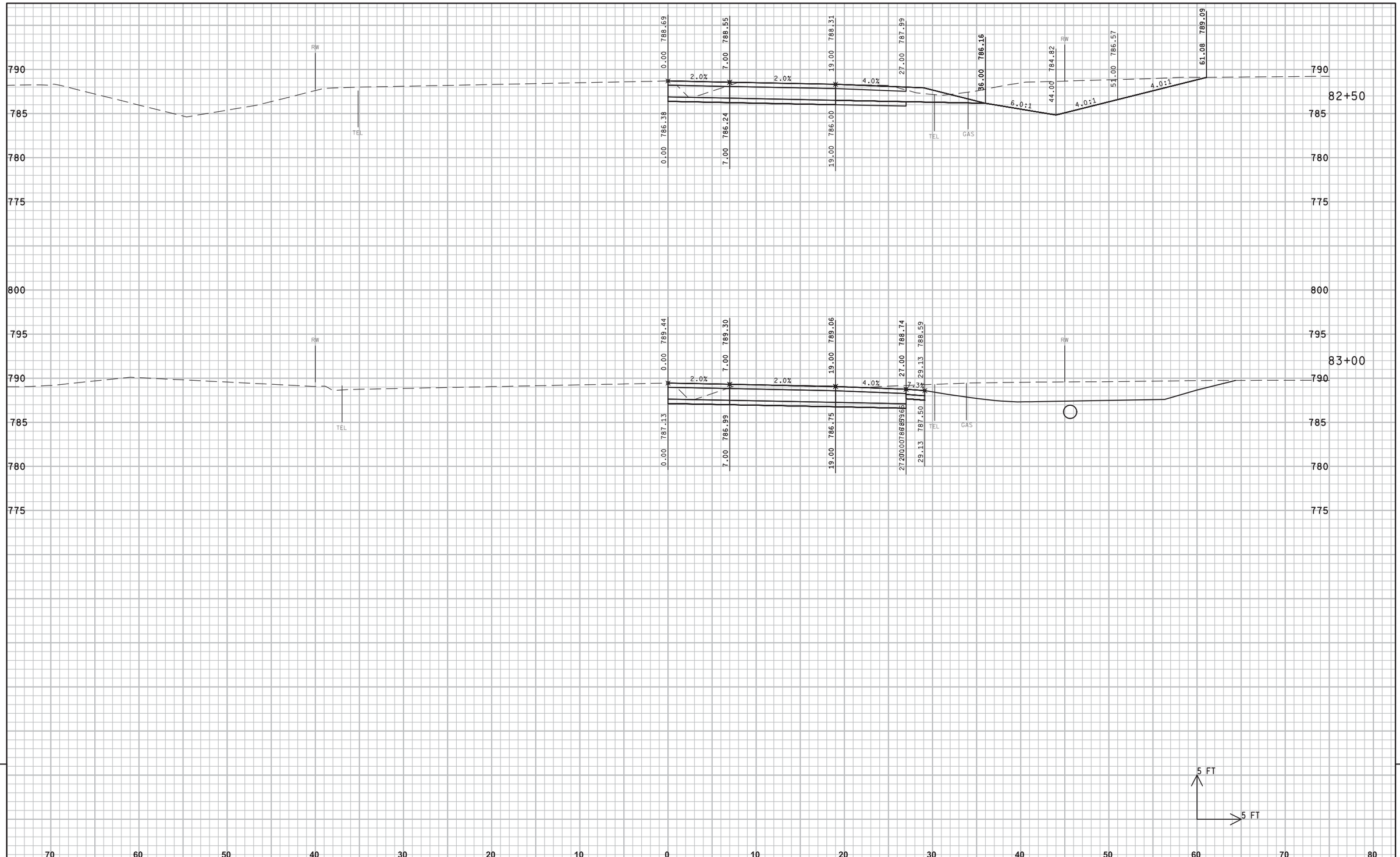
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1067	E



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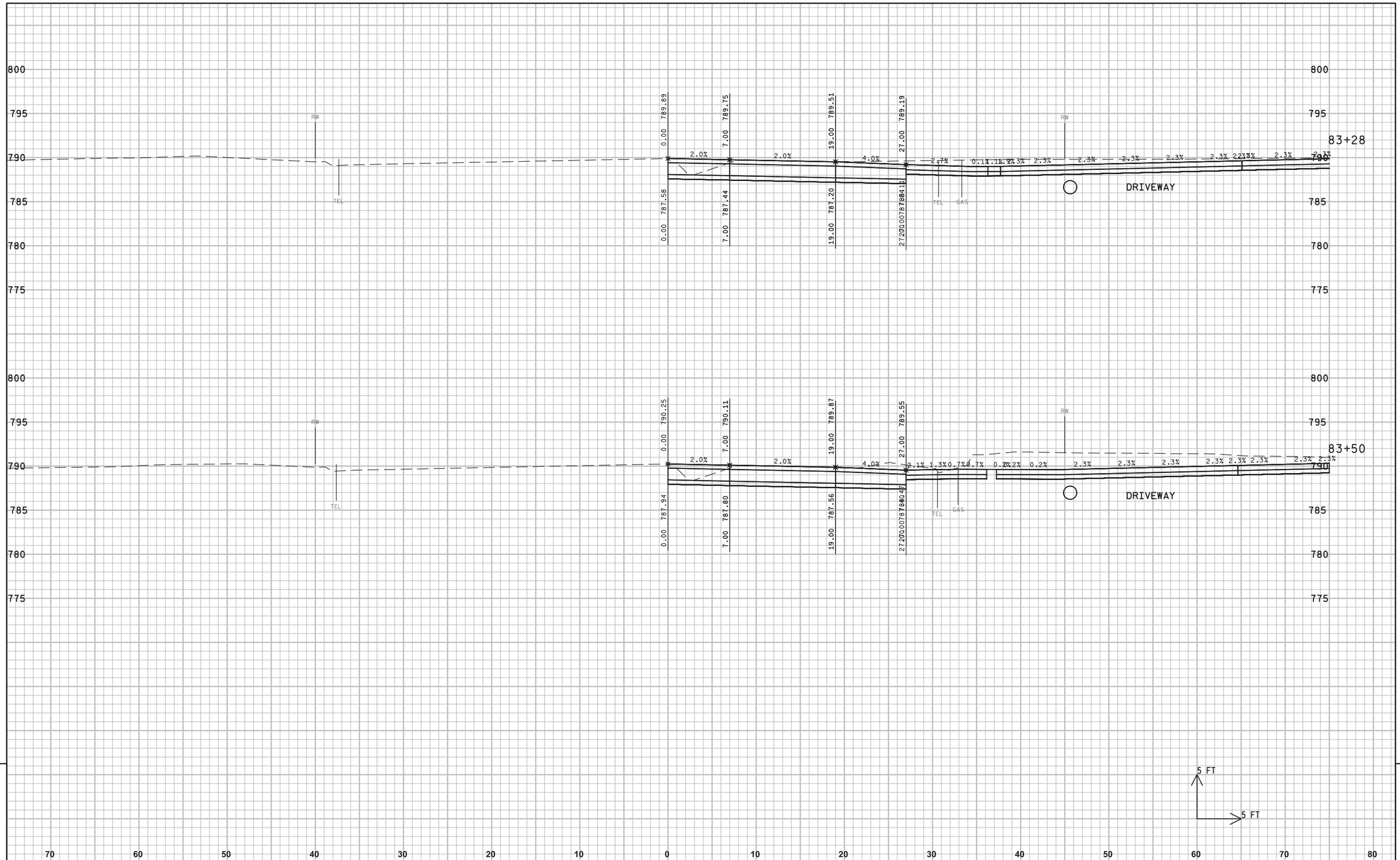
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1068	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 11:00 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

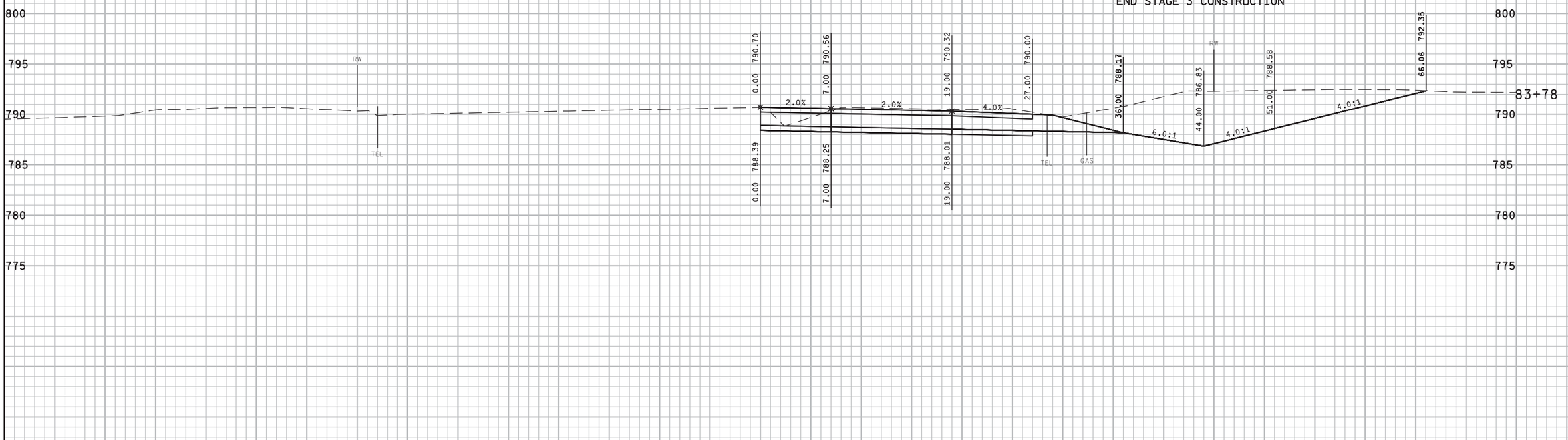


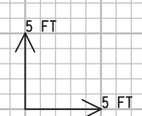
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1069	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 11:00 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

STA. 83+78
END STAGE 3 CONSTRUCTION



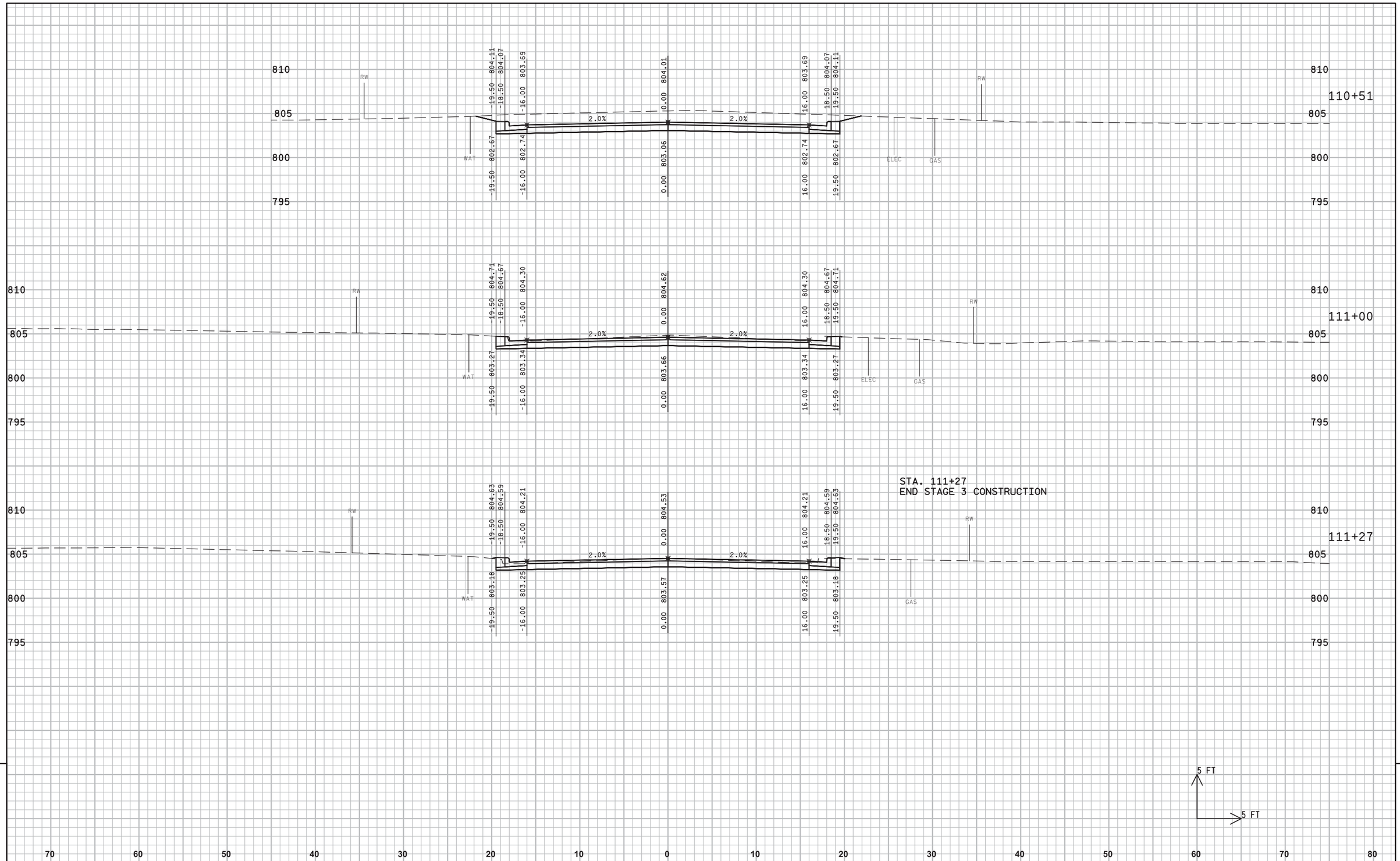


70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 3	SHEET 1070	E

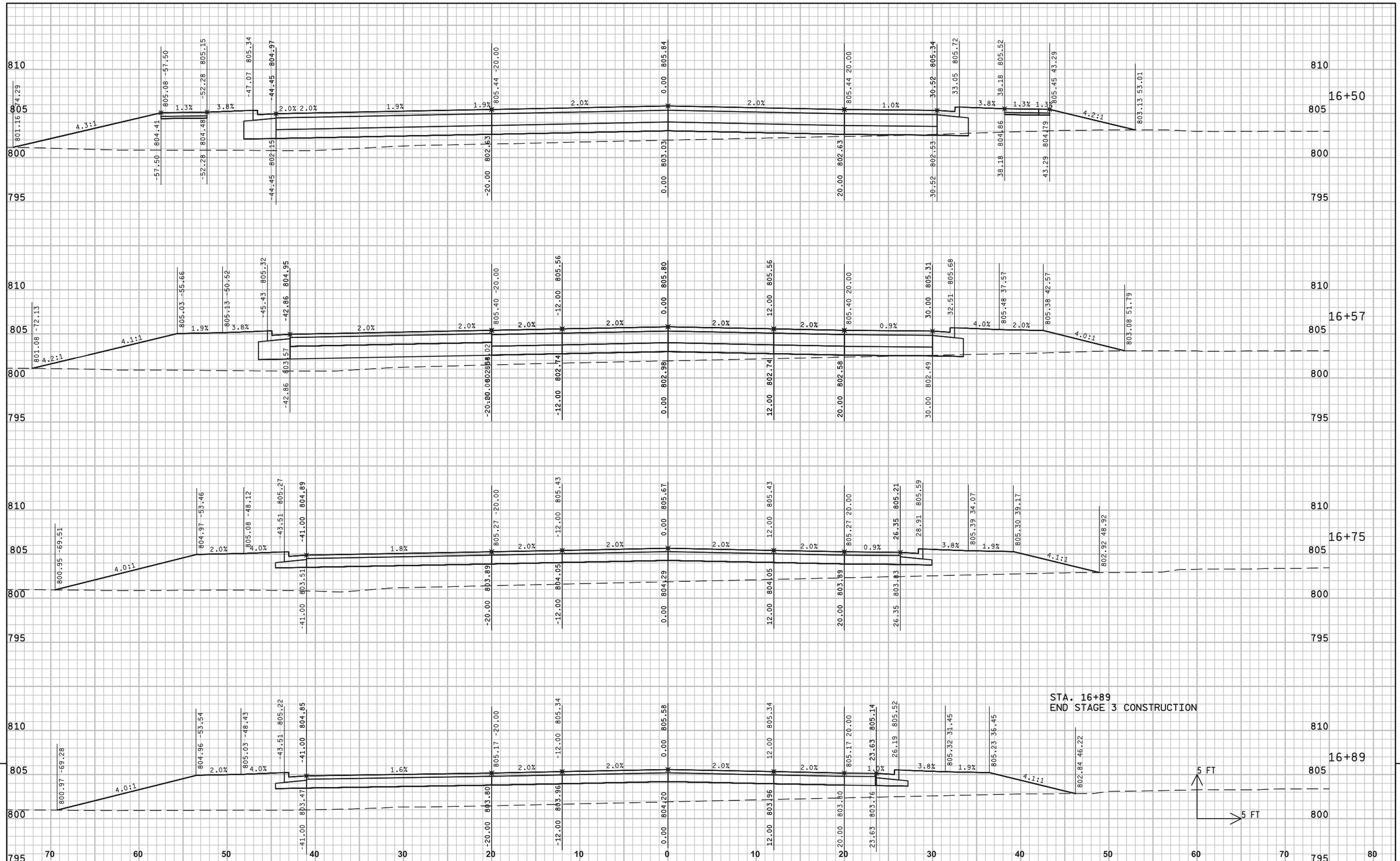
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER INT S3.DWG PLOT DATE : 1/13/2015 11:00 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



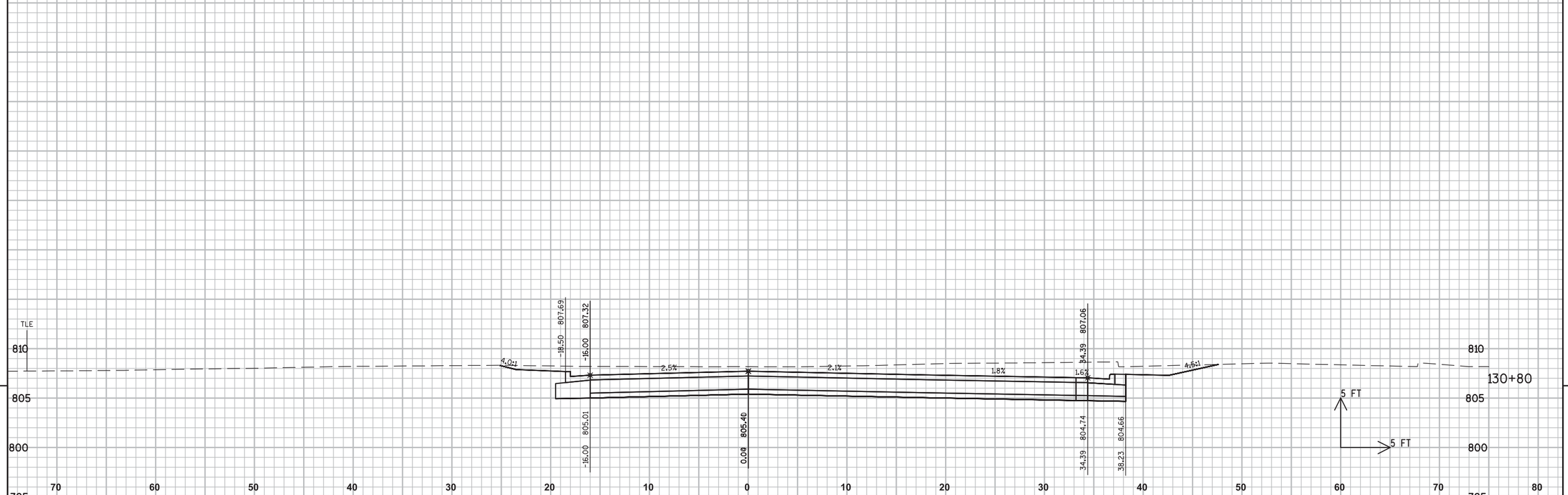
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: COLONY CT. (STAGE 3)	SHEET 1071	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_COLONY.DWG PLOT DATE : 1/13/2015 11:12 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH BT (STAGE 3)	SHEET 1072 E

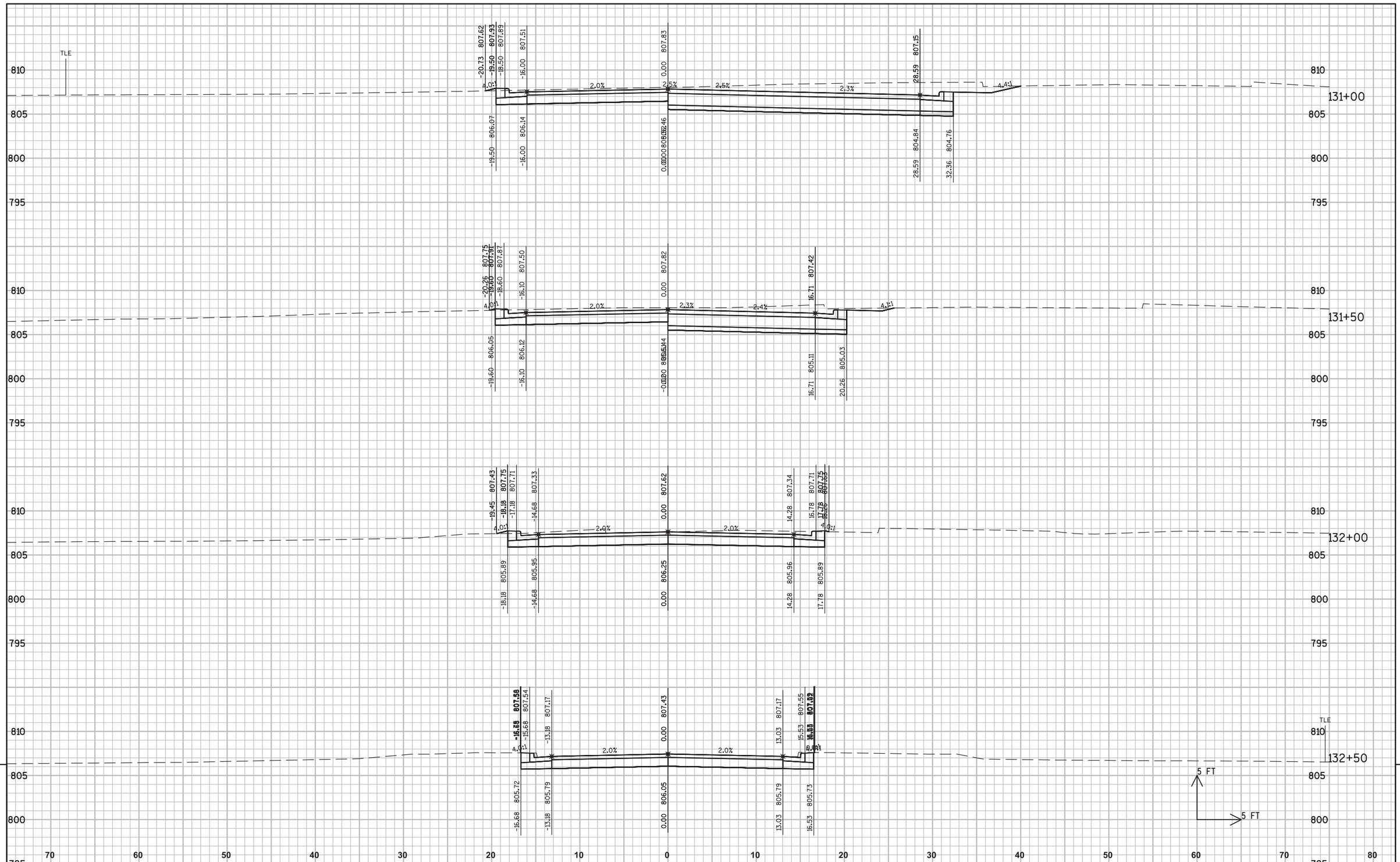
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_CTH BT S3.DWG PLOT DATE : 1/13/2015 11:23 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: BRP DRIVEWAY (STAGE 3)	SHEET 1073	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_BRP DRIVEWAY S3.DWG PLOT DATE : 1/13/2015 11:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: BRP DRIVEWAY (STAGE 3)	SHEET 1074	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_BRP DRIVEWAY S3.DWG PLOT DATE : 1/13/2015 11:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

STA. 132+61
END STAGE 3 CONSTRUCTION

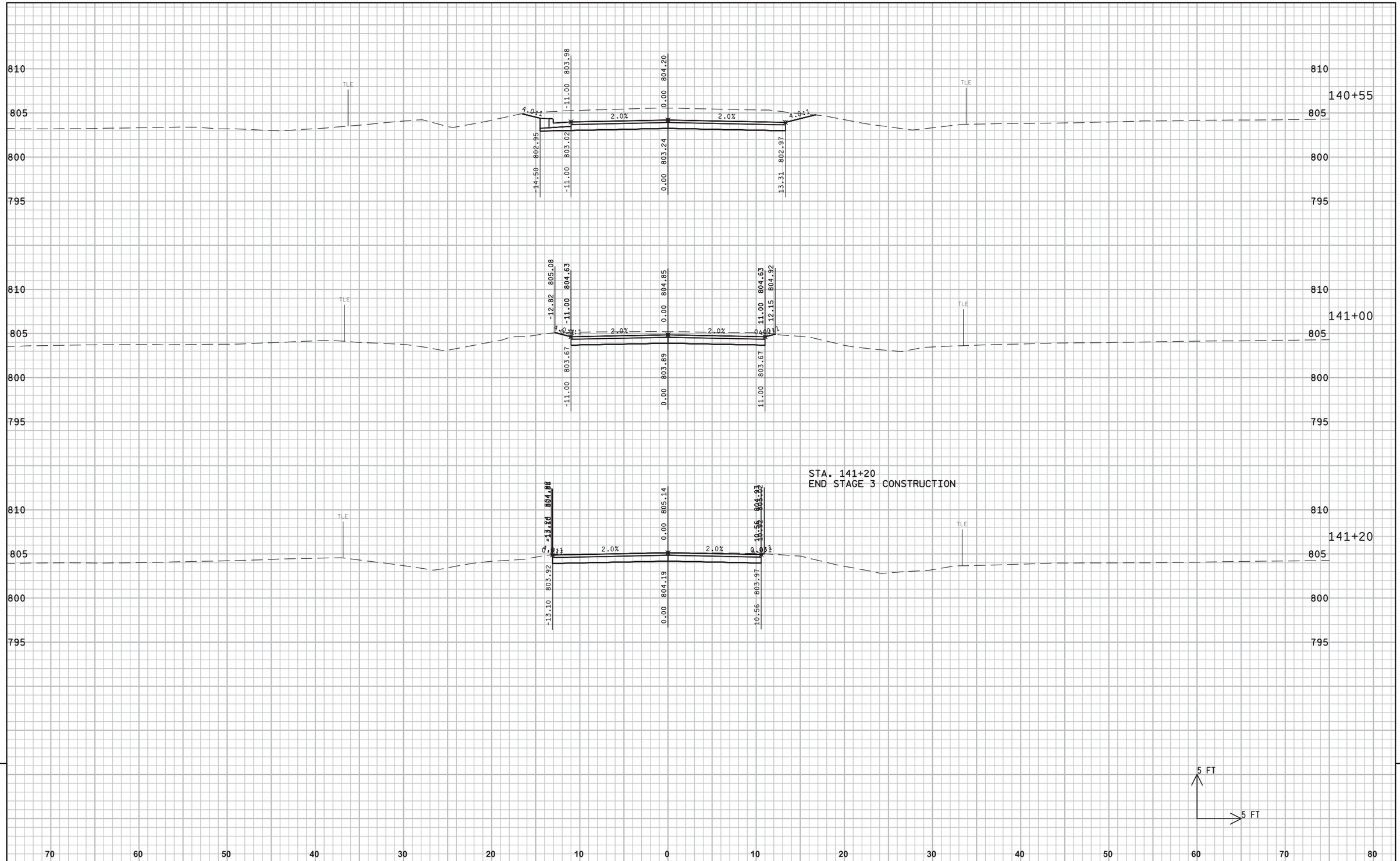
5 FT
5 FT

70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

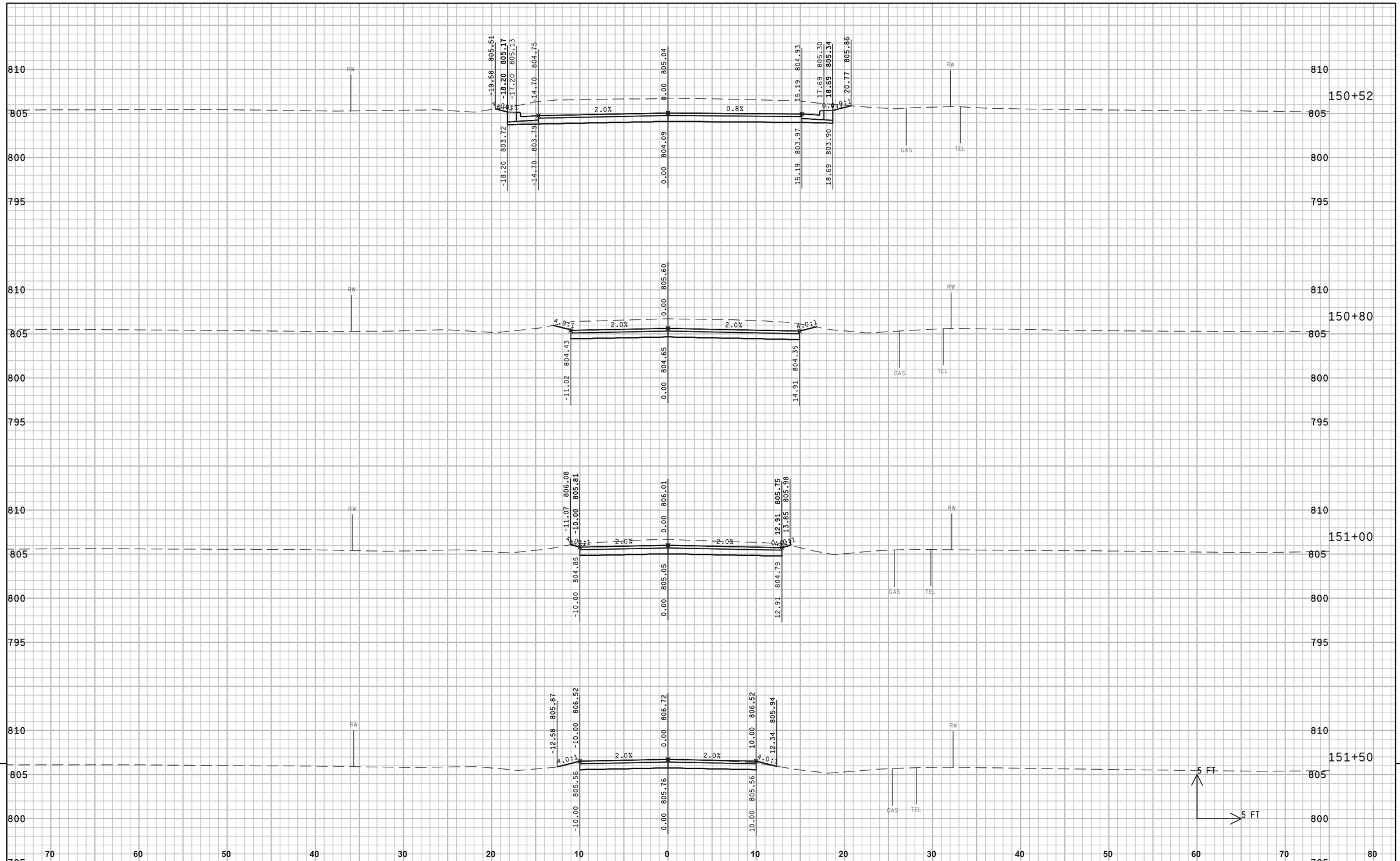
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: BRP DRIVEWAY (STAGE 3)	SHEET 1075	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_BRP DRIVEWAY S3.DWG PLOT DATE : 1/13/2015 11:10 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



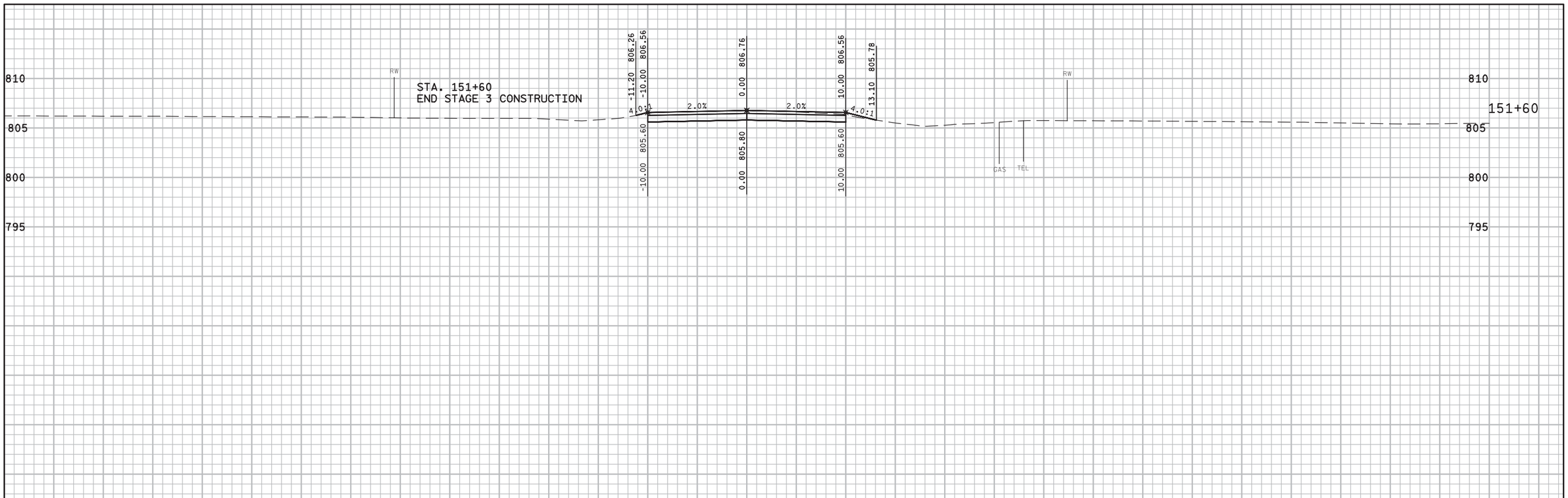
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: YMCA DRIVEWAY (STAGE 3)	SHEET 1076	E



PROJECT NO:5966-10-01	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: WALTON LN. (STAGE 3)	SHEET 1077	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_WALTON.DWG PLOT DATE : 1/13/2015 1:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

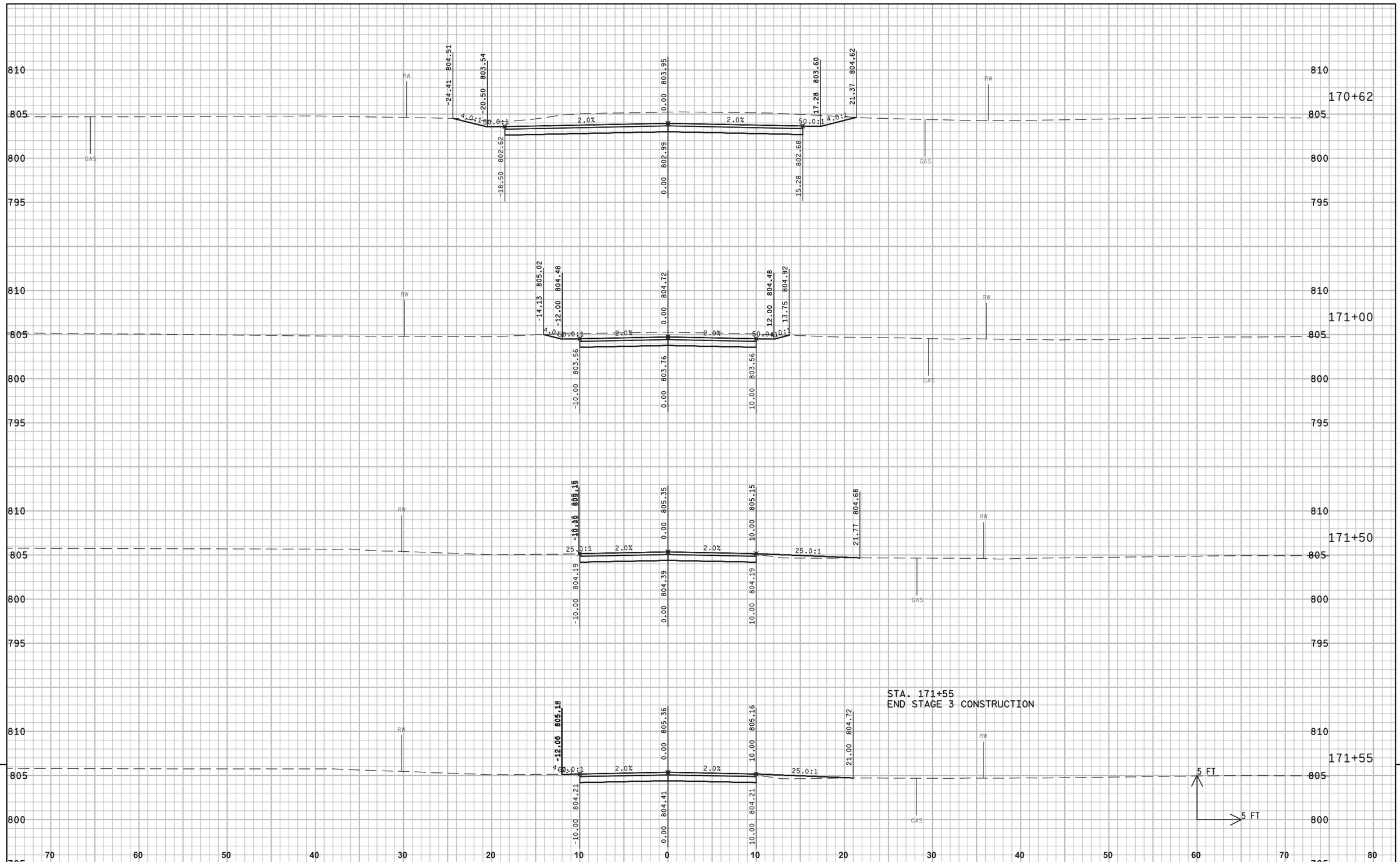
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-01	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: WALTON LN. (STAGE 3)	SHEET 1078	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_WALTON.DWG PLOT DATE : 1/13/2015 1:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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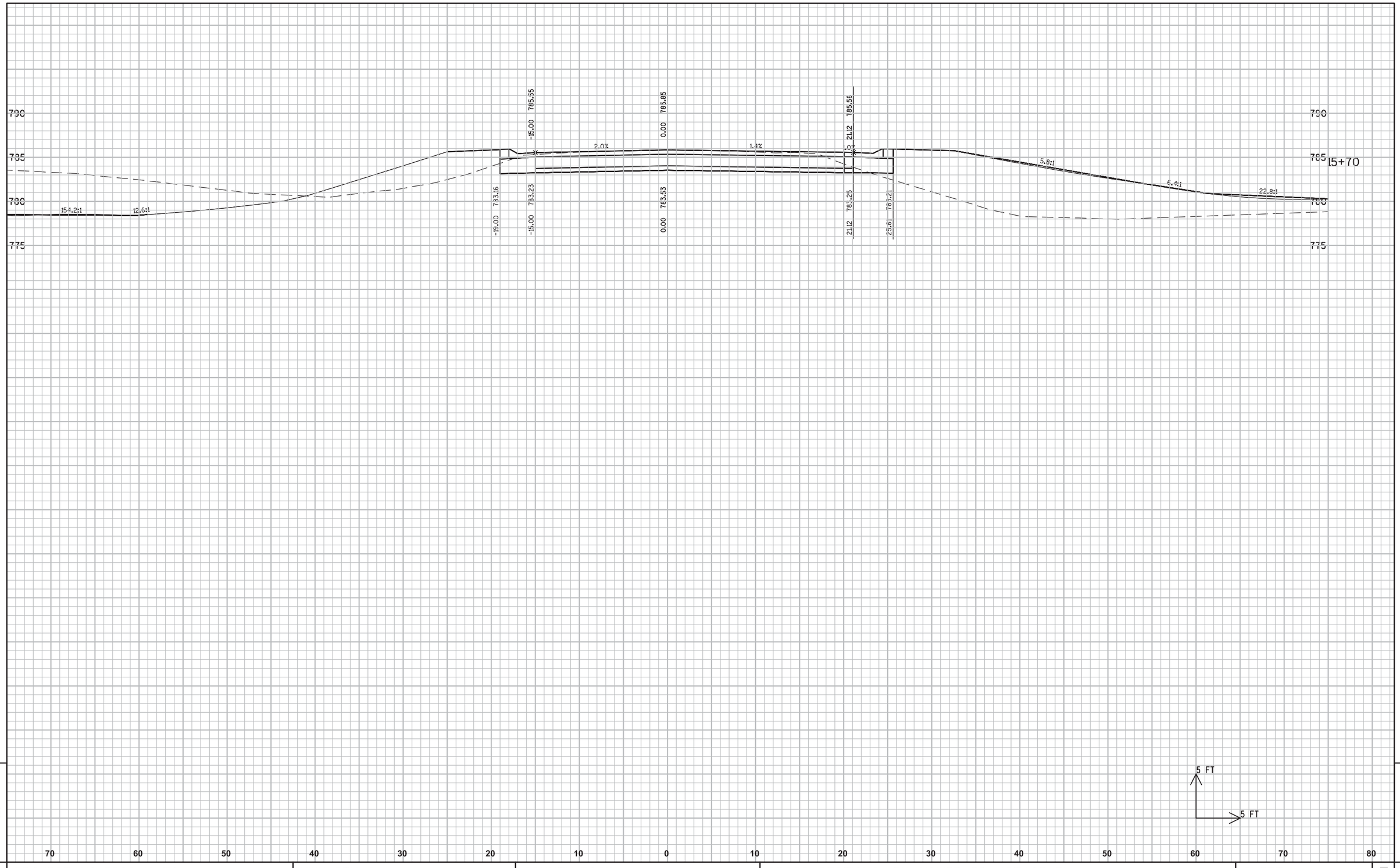
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: THOMAS RD. (STAGE 3)	SHEET 1079	E

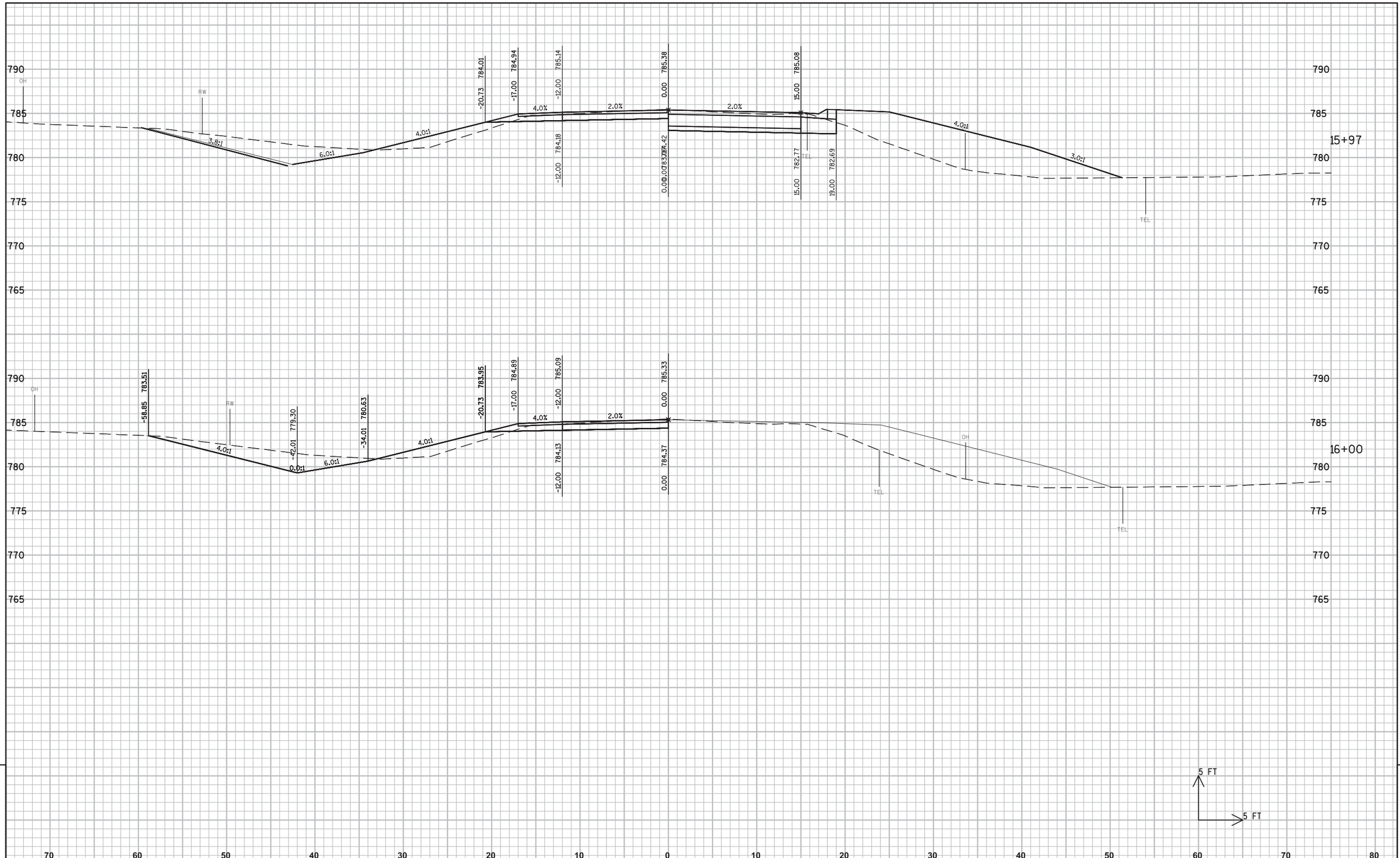
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01_THOMAS.DWG PLOT DATE : 1/13/2015 1:17 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



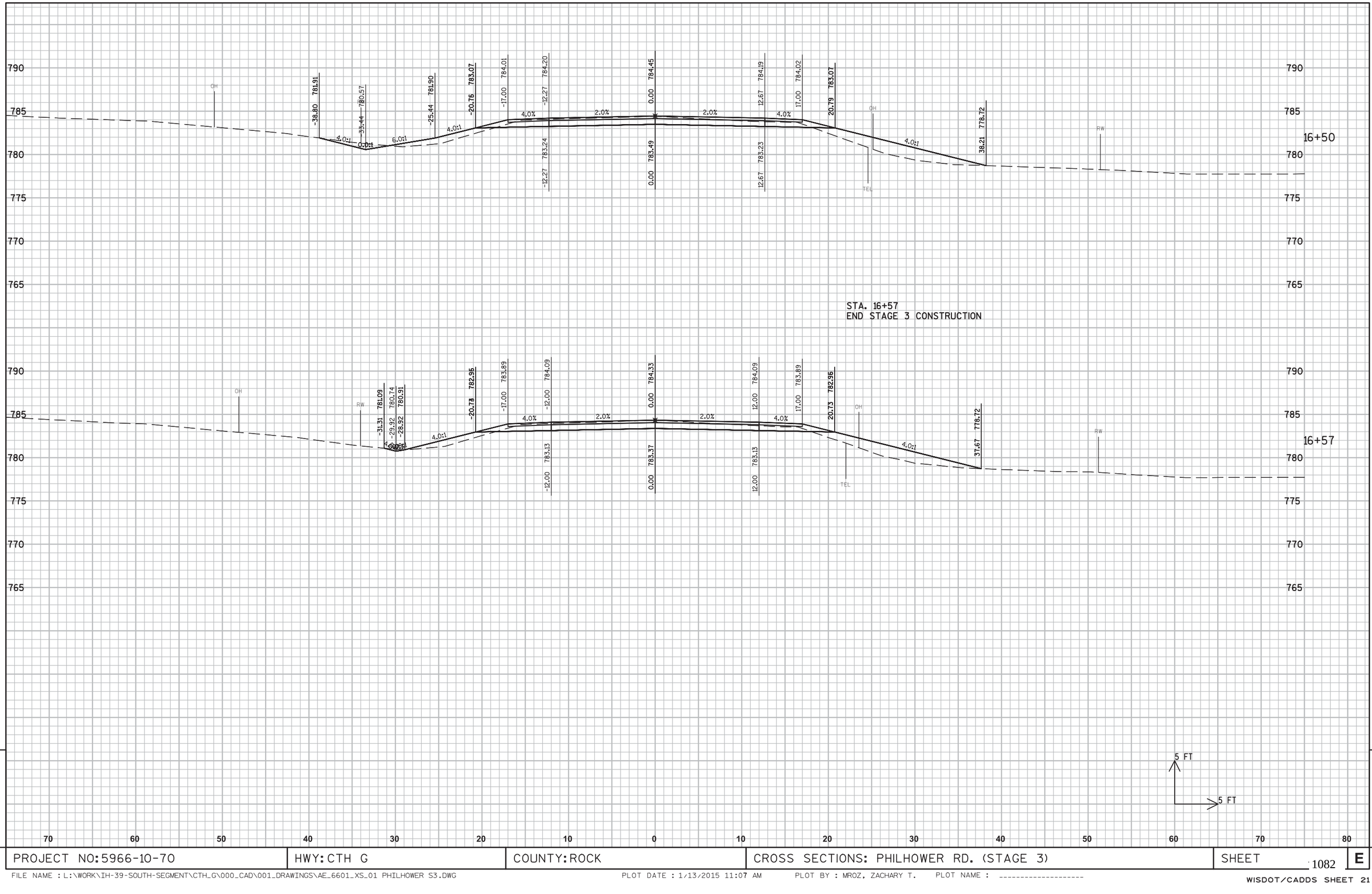
9	PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 3)	SHEET 1080 E

9

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_01 PHILHOWER S3.DWG PLOT DATE : 1/13/2015 11:06 AM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 3)	SHEET 1081	E



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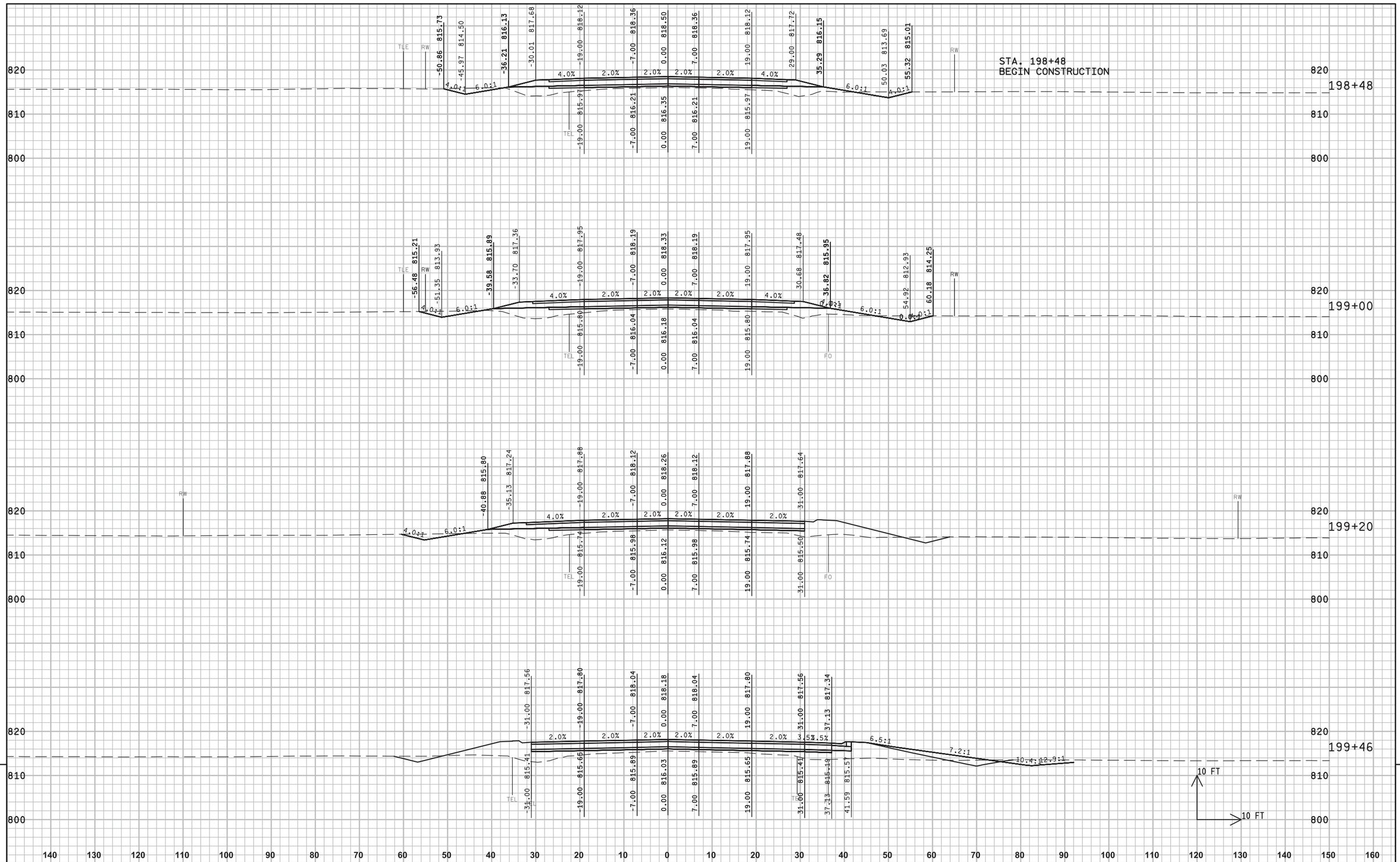
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PHILHOWER RD. (STAGE 3)	SHEET 1082	E



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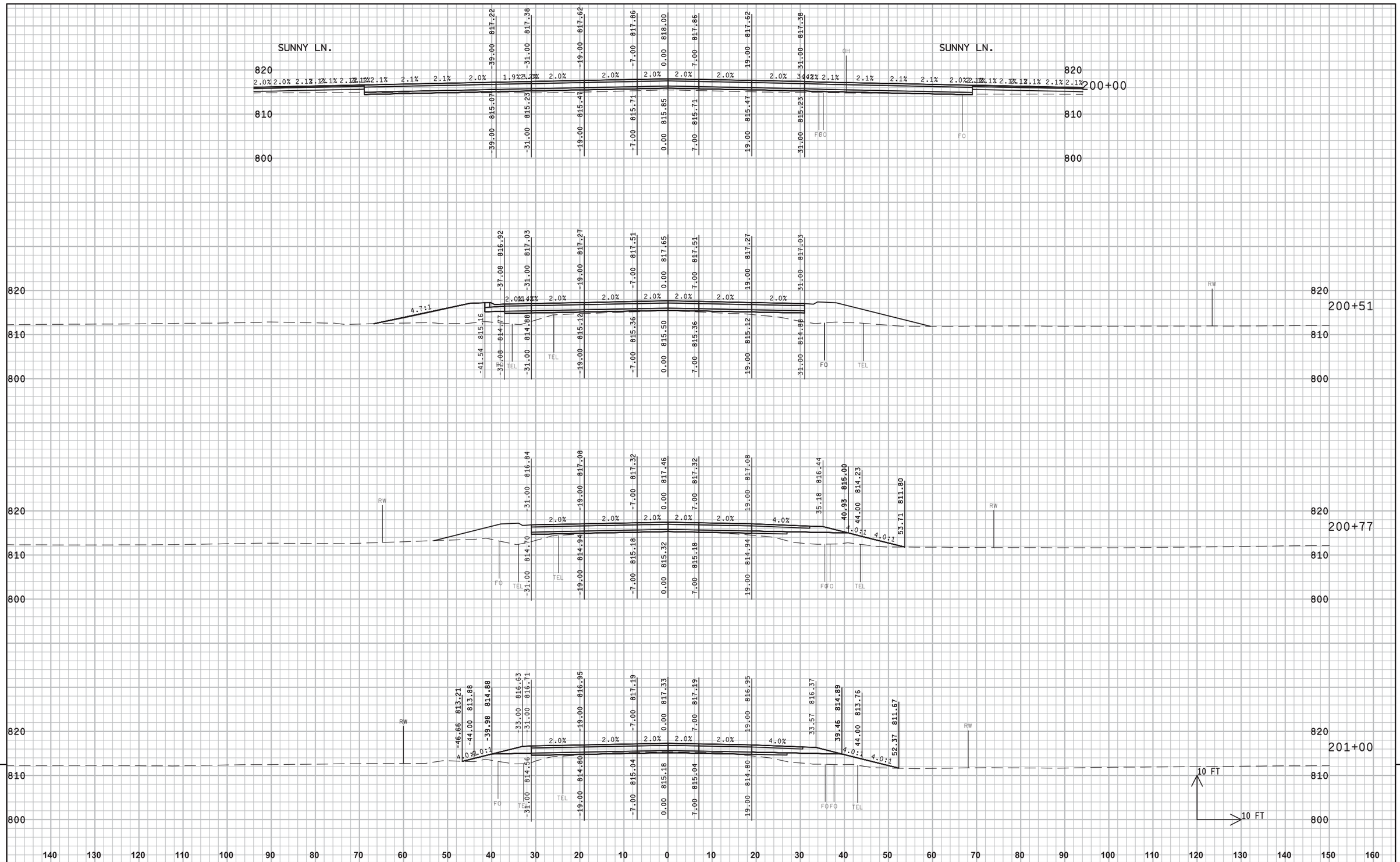
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1083 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:49 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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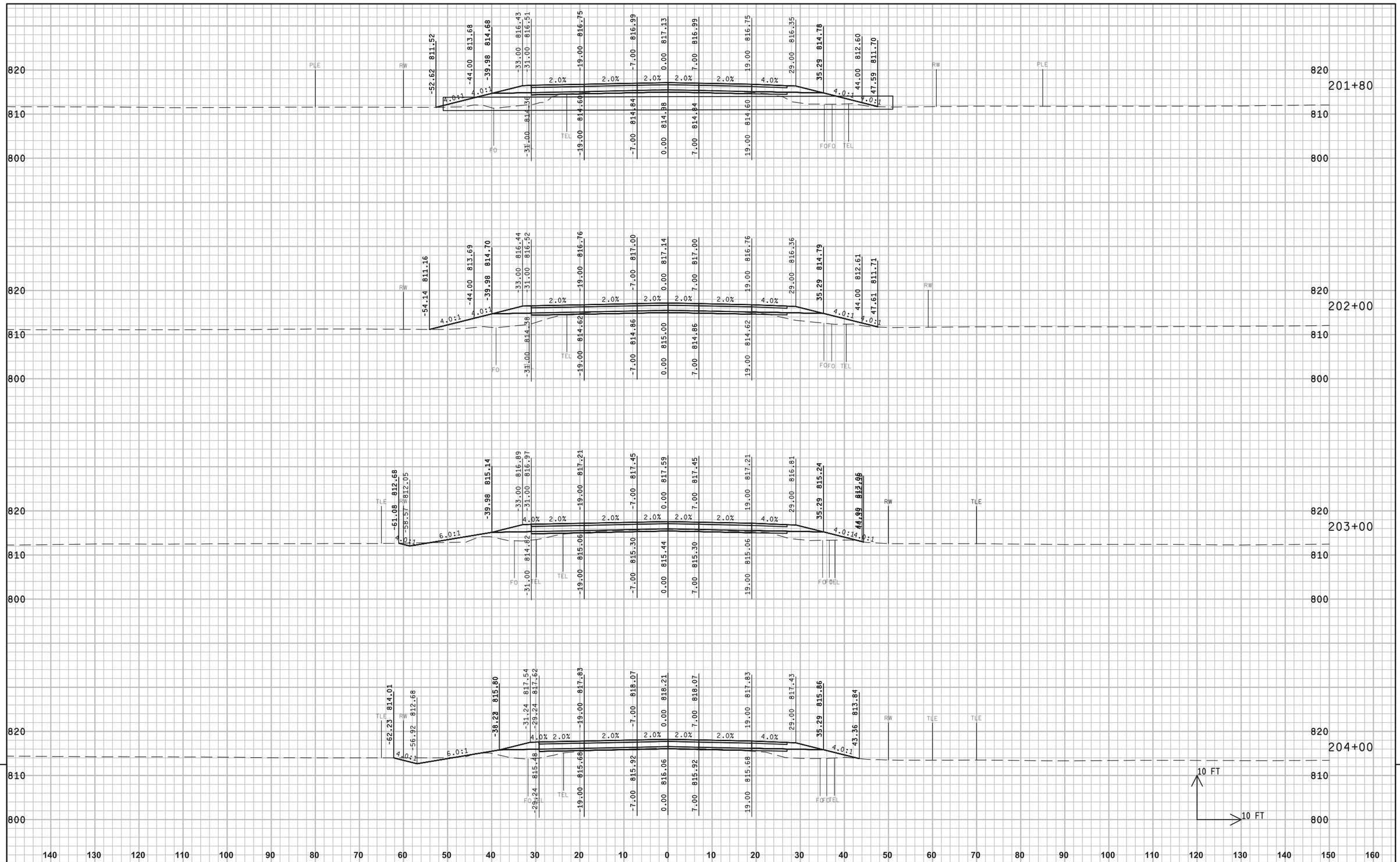
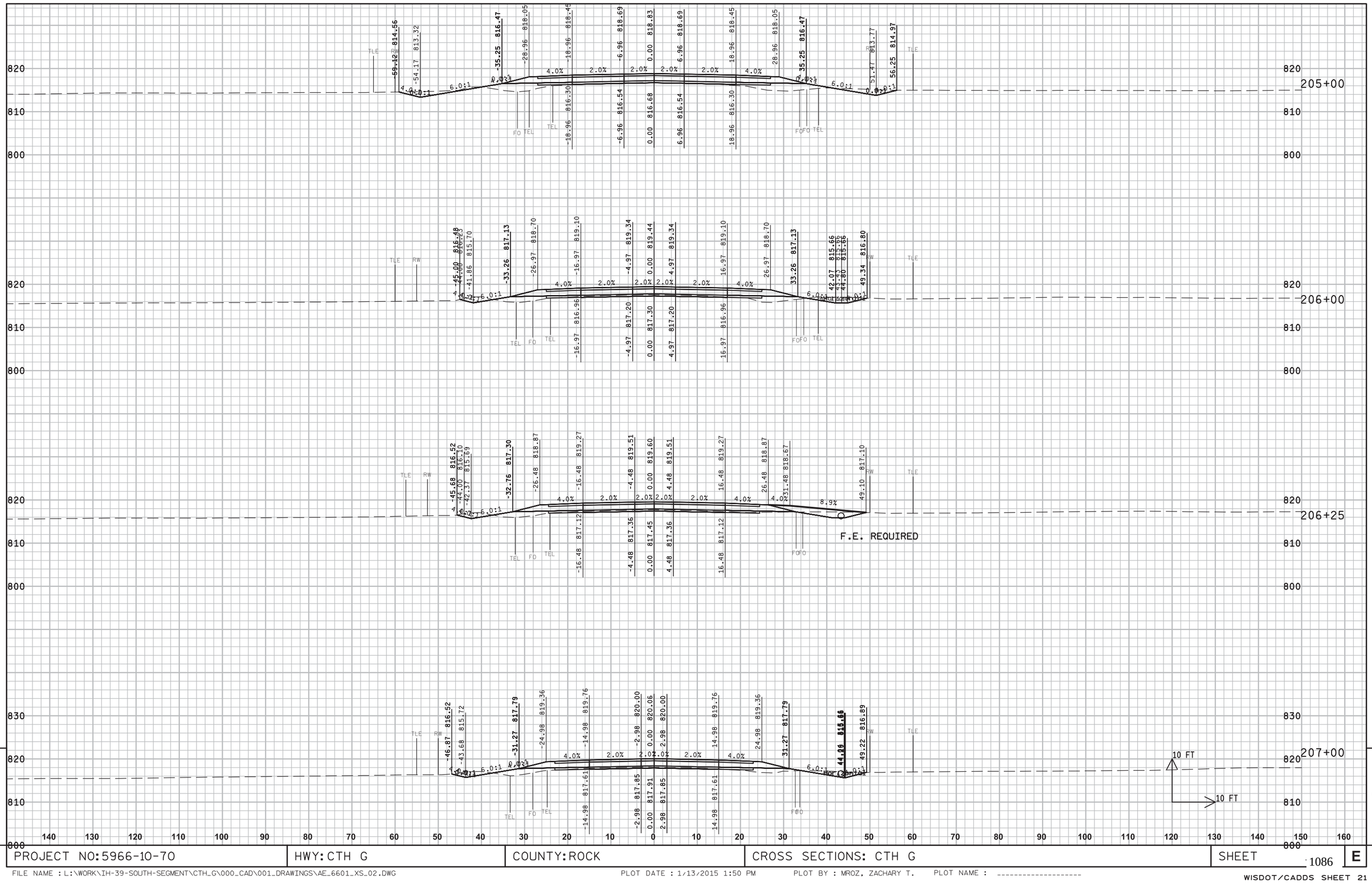
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1084	E



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1085 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:50 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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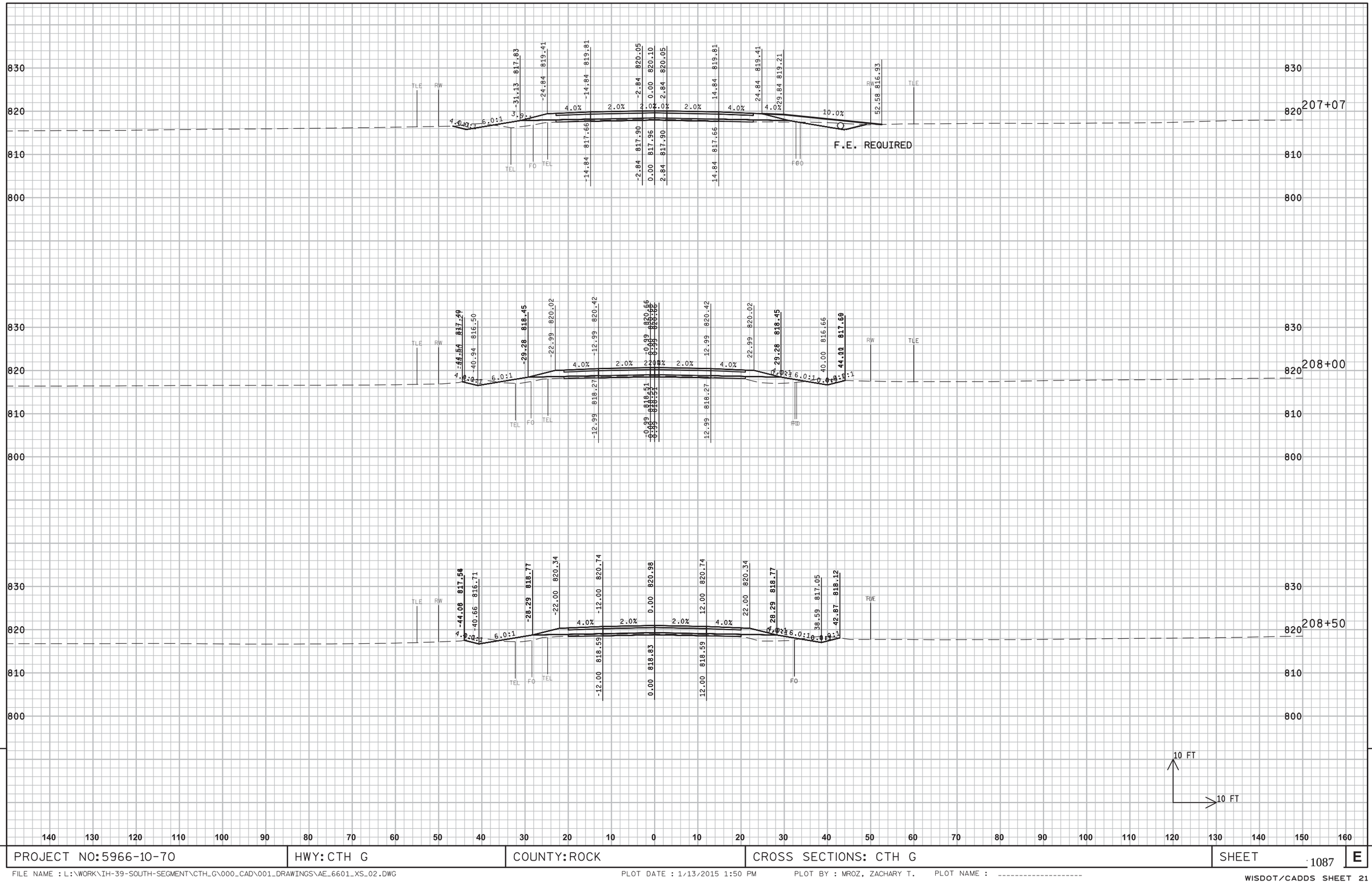
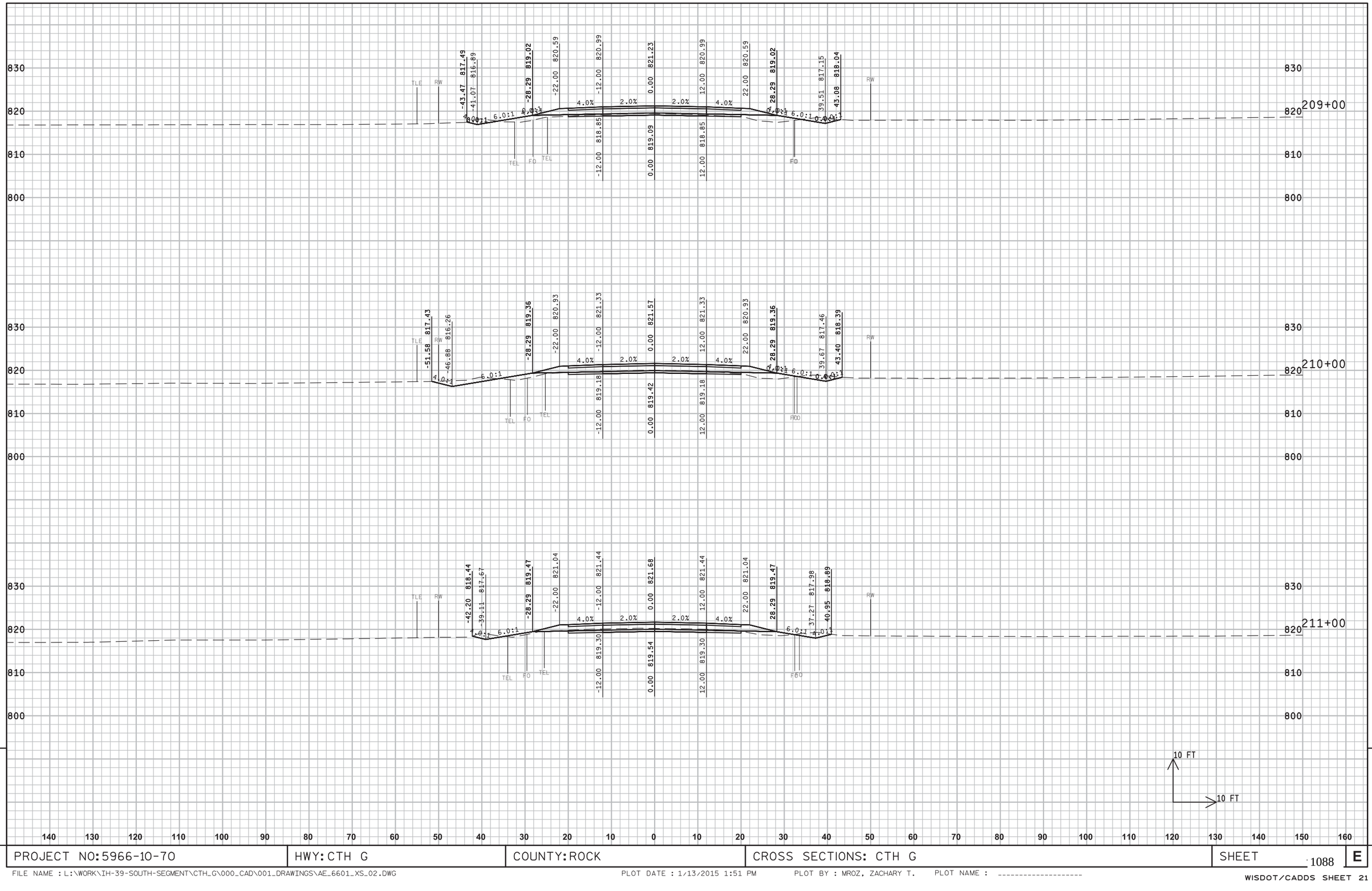
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1086	E



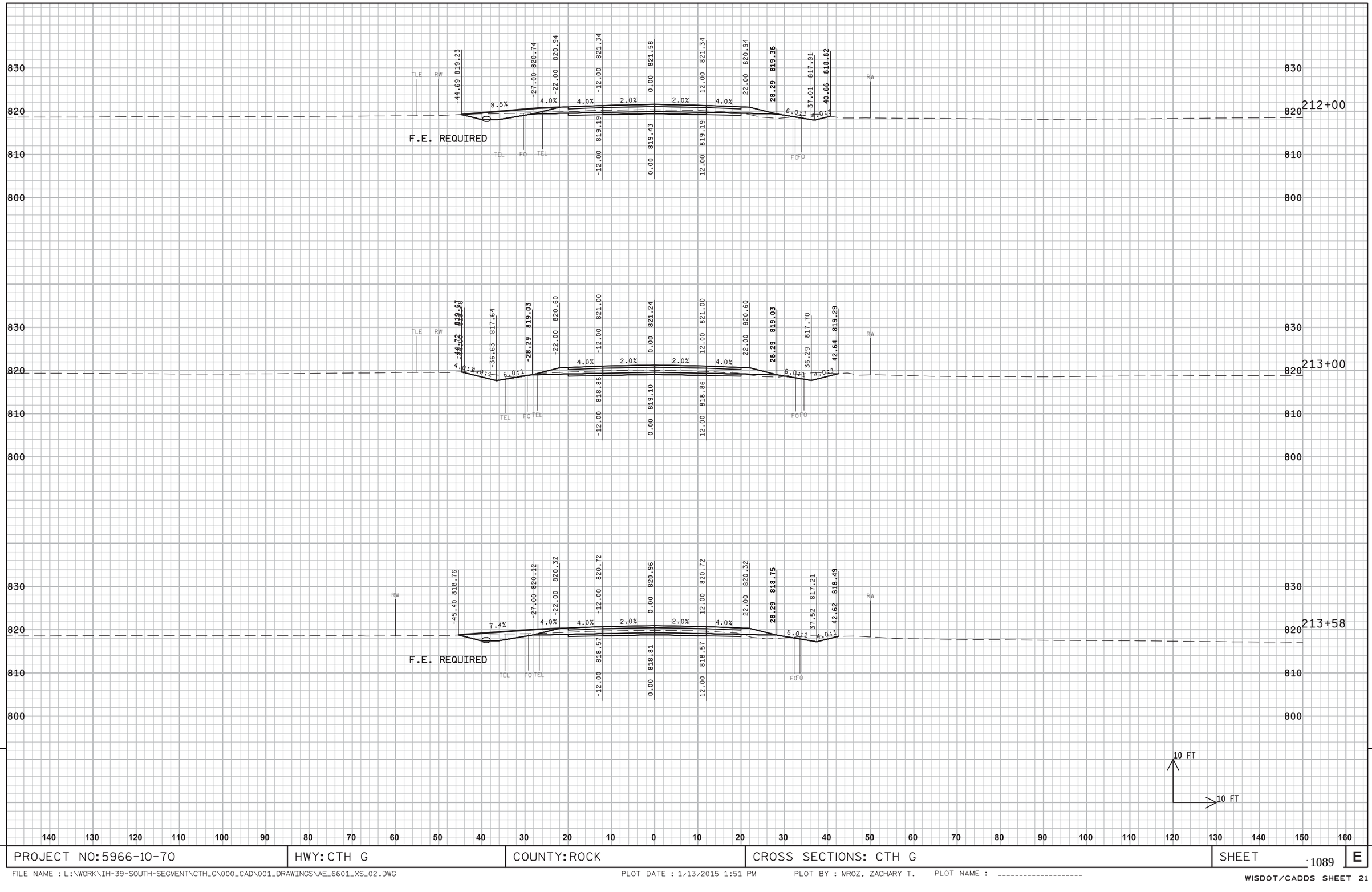
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1087 E



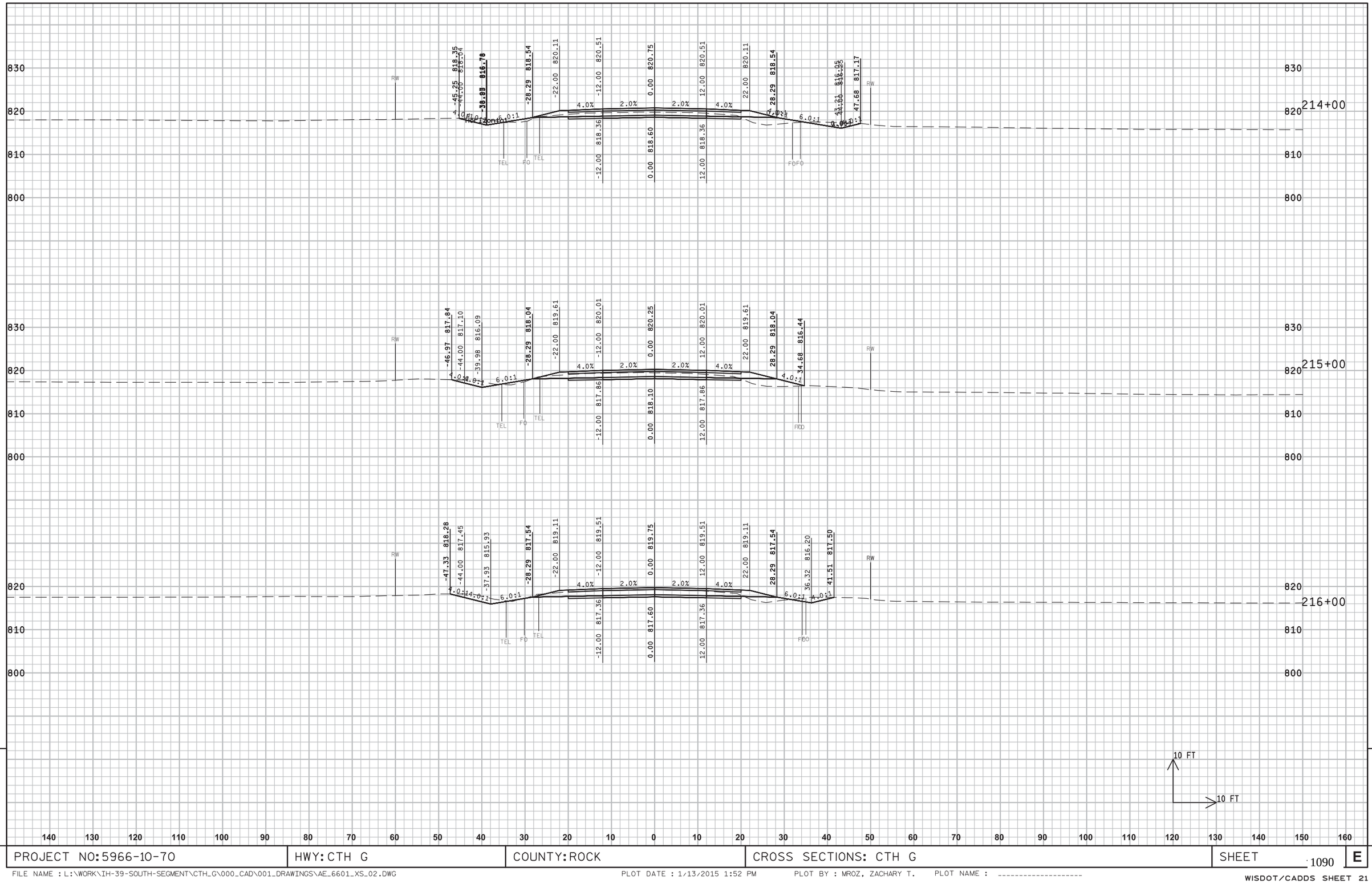
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1088 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:51 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



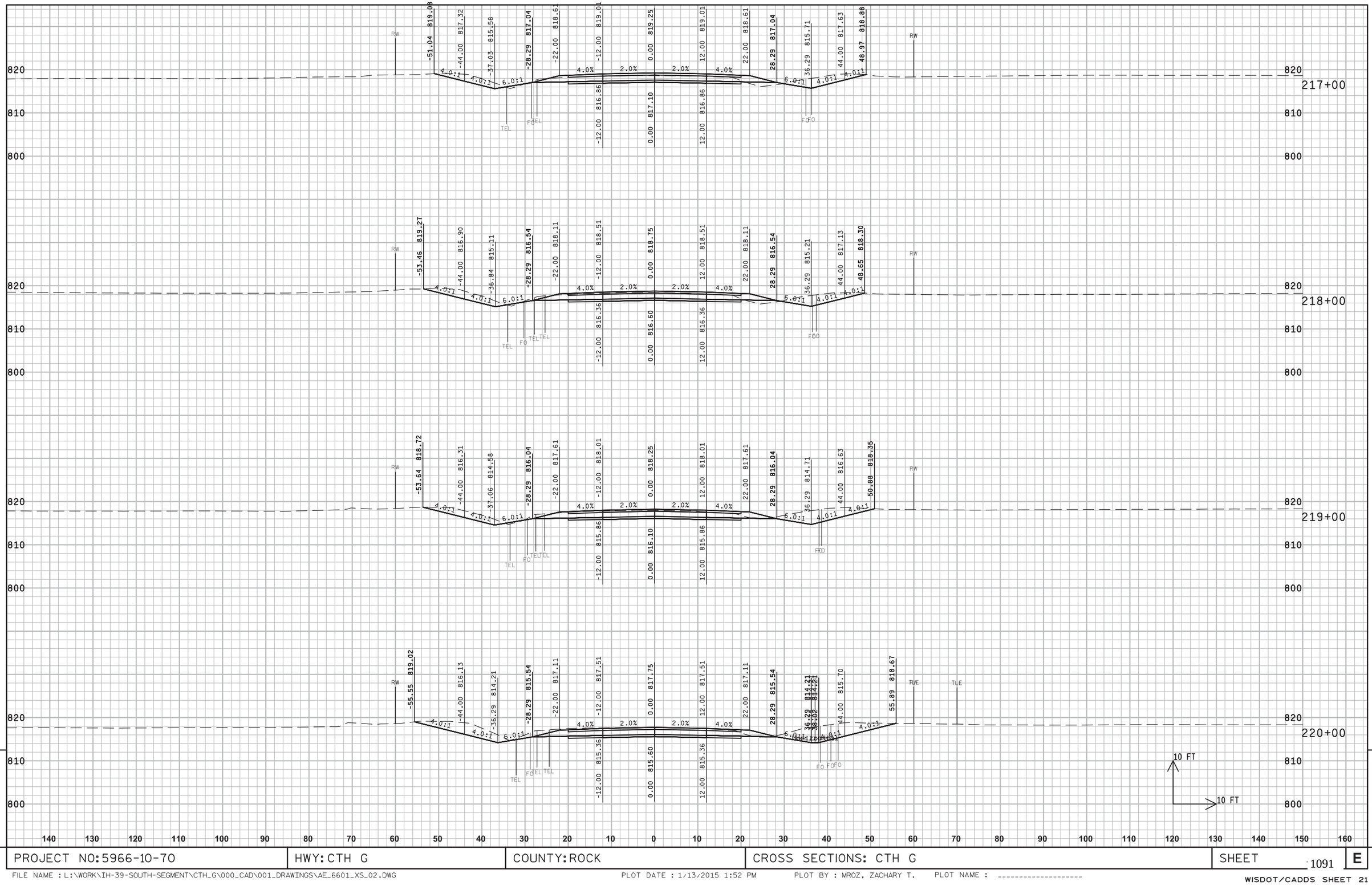
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1089 E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1090	E

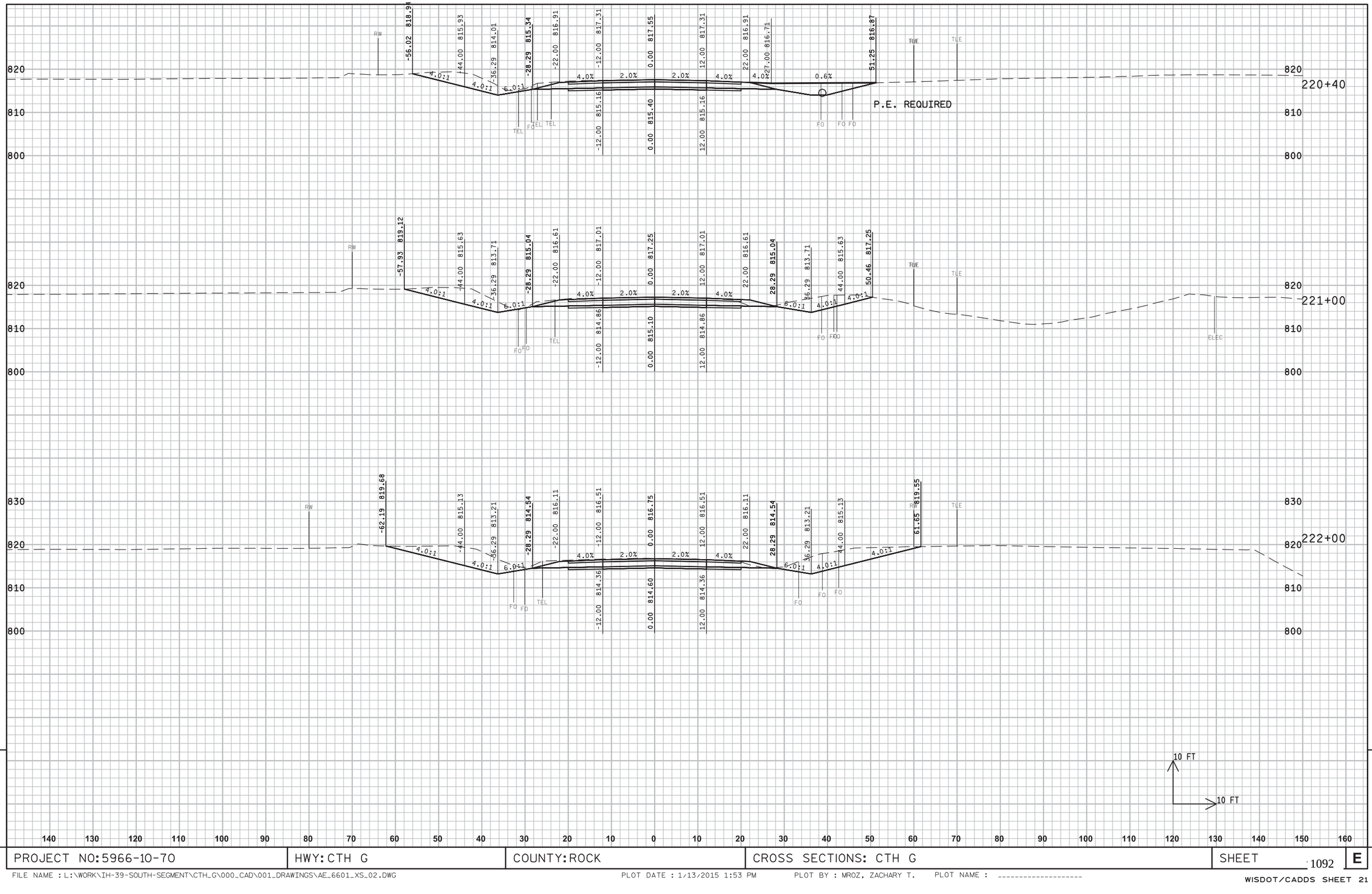
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:52 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



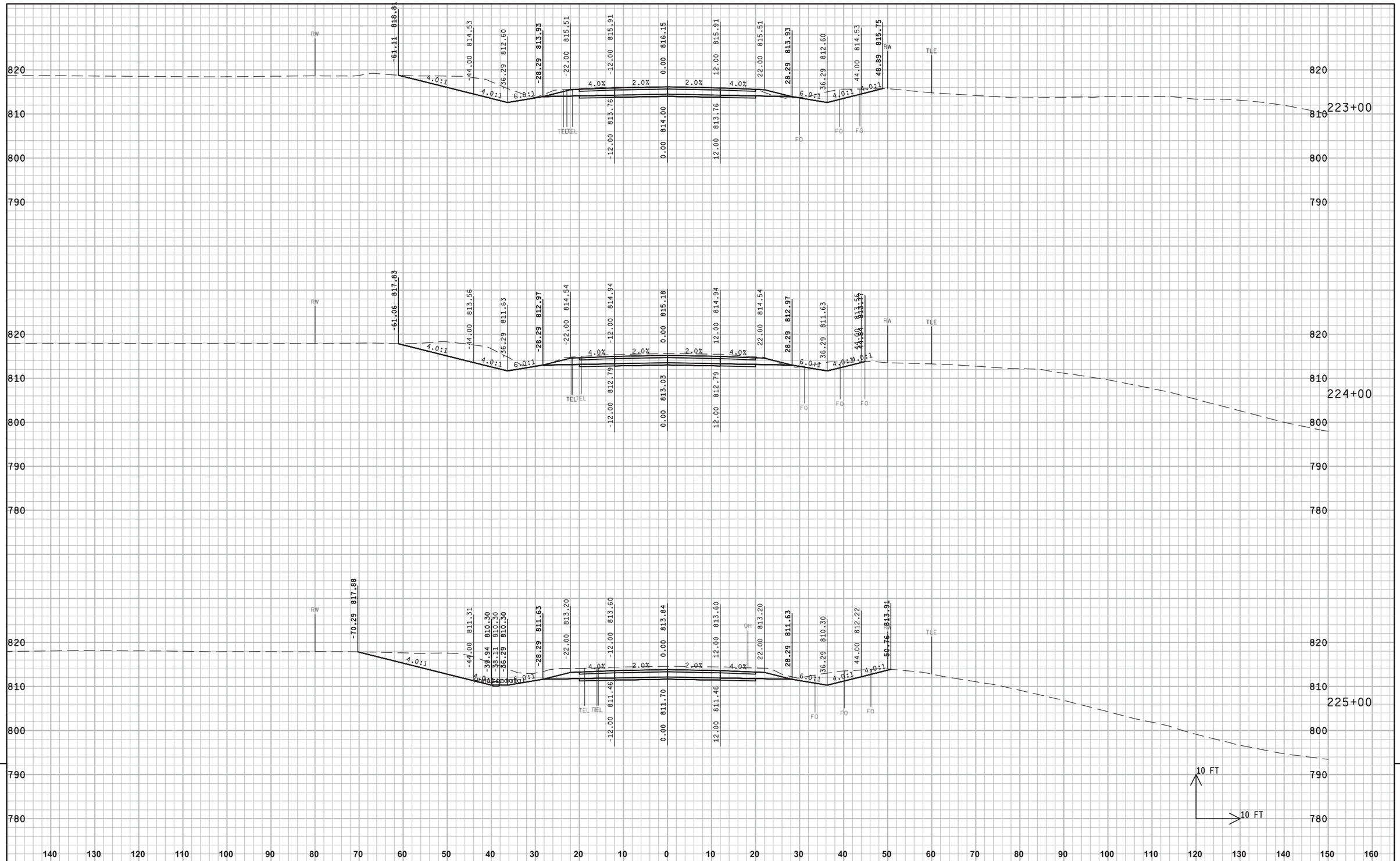
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1091 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:52 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1092 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:53 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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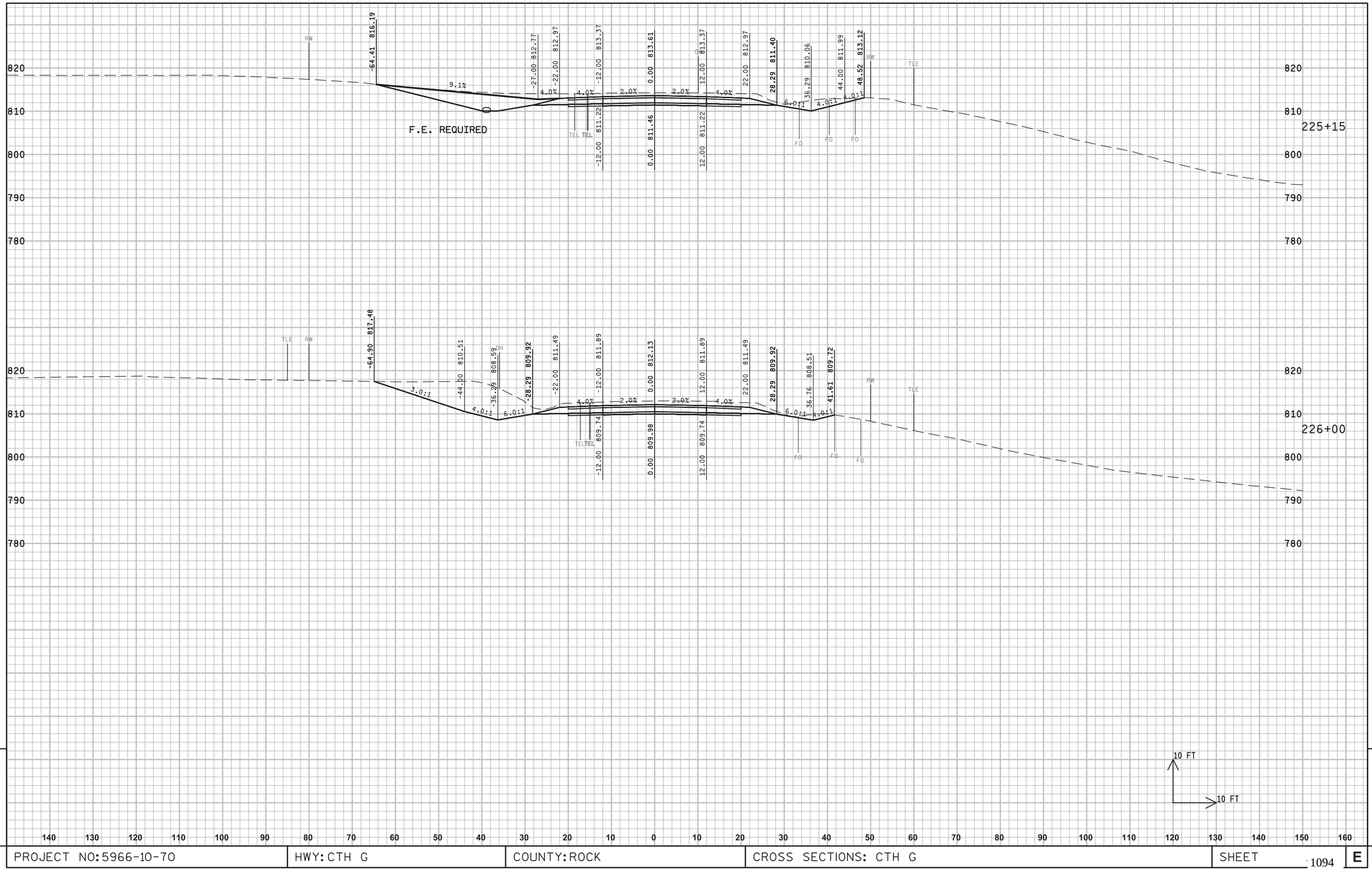
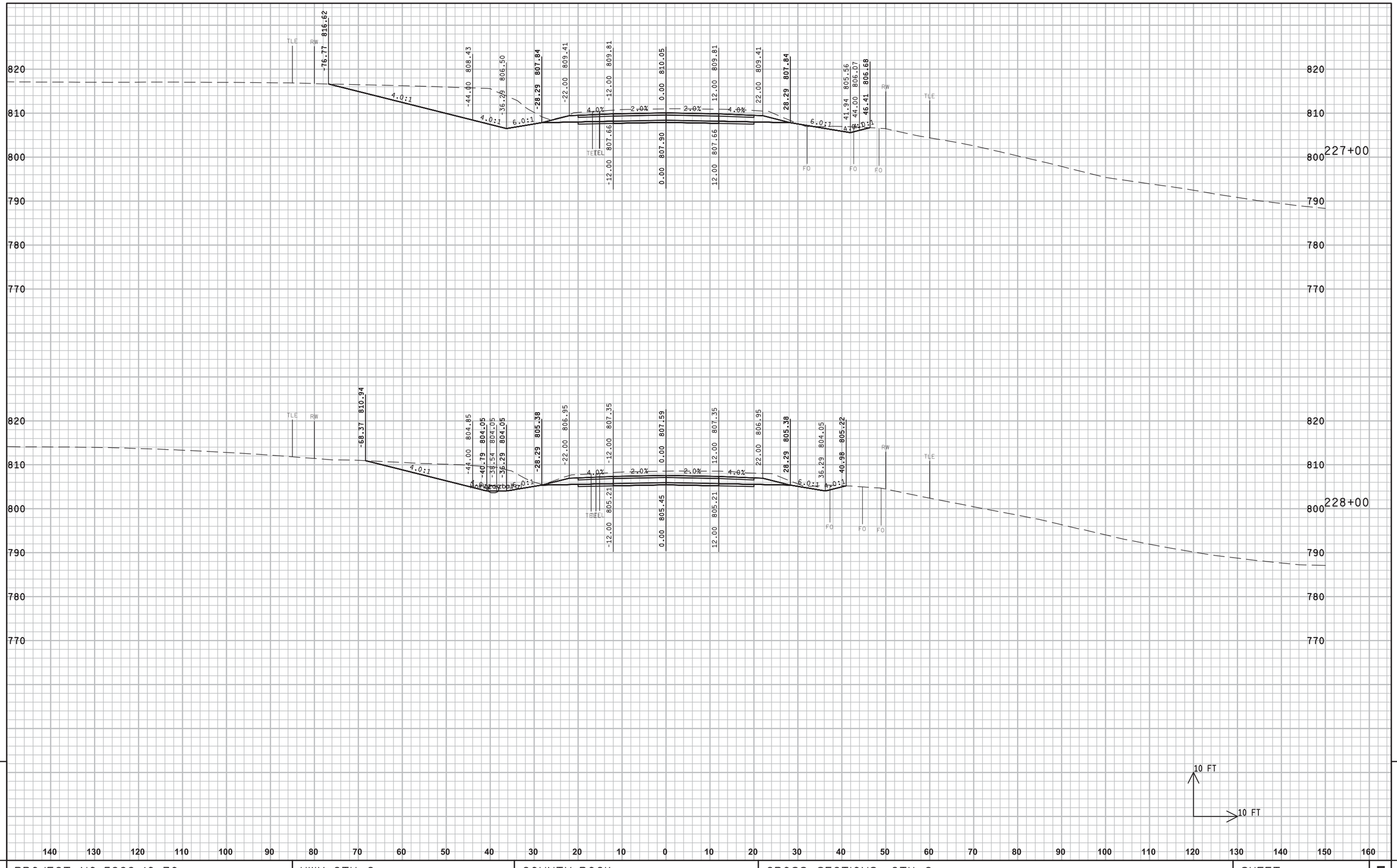
9

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1093 E



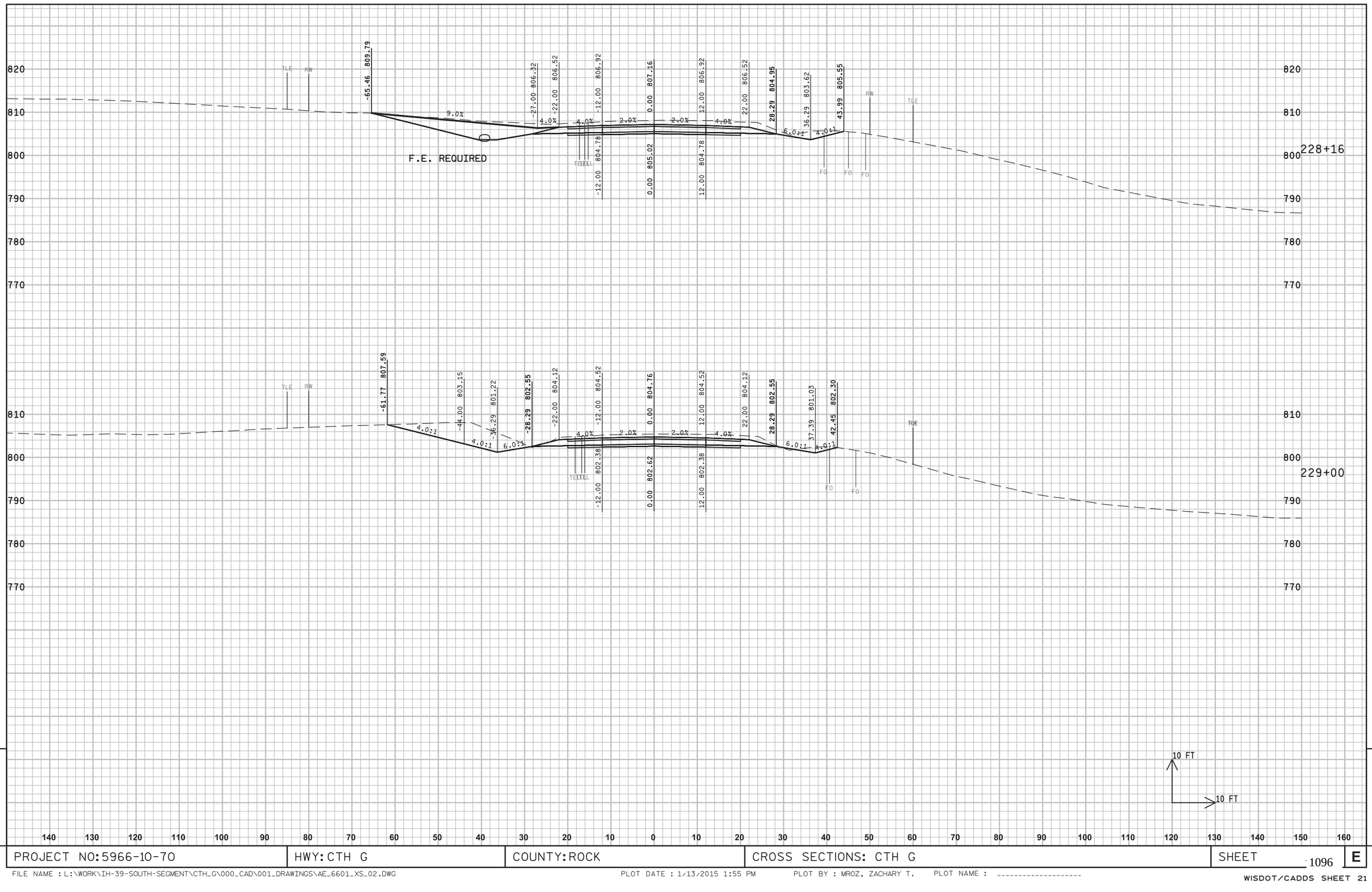
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1094	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1095	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:54 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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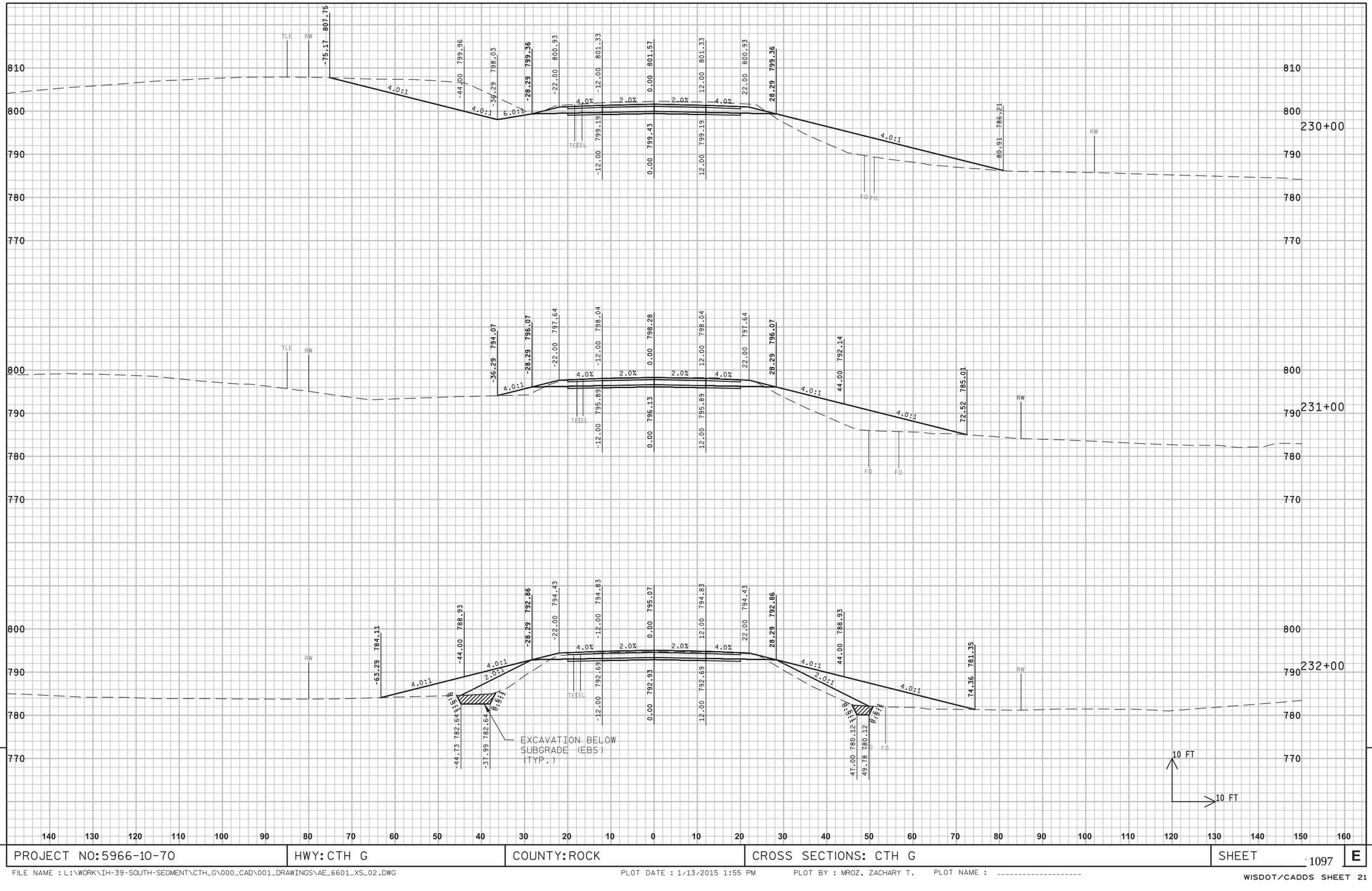
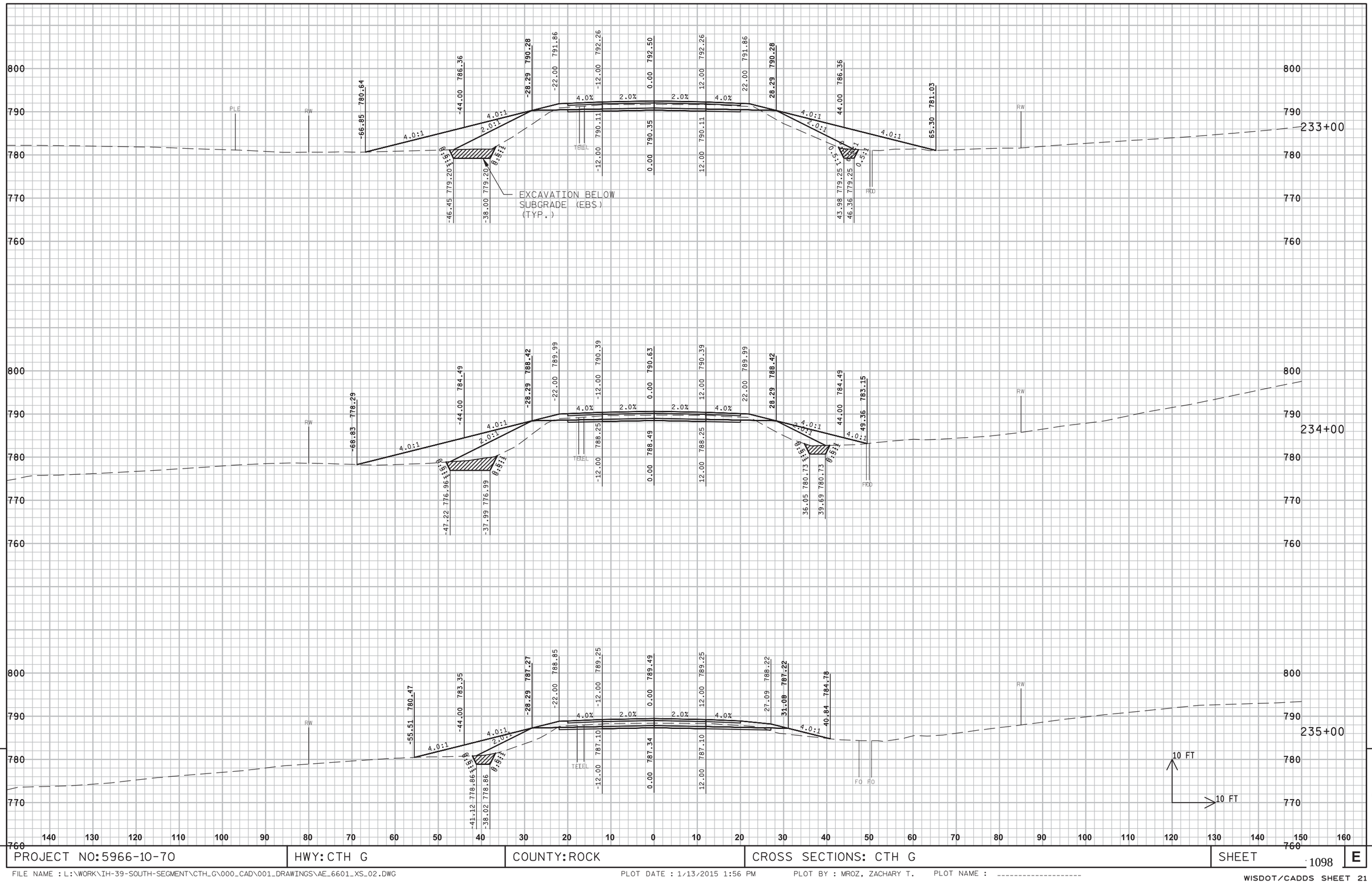
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1096	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1097 E

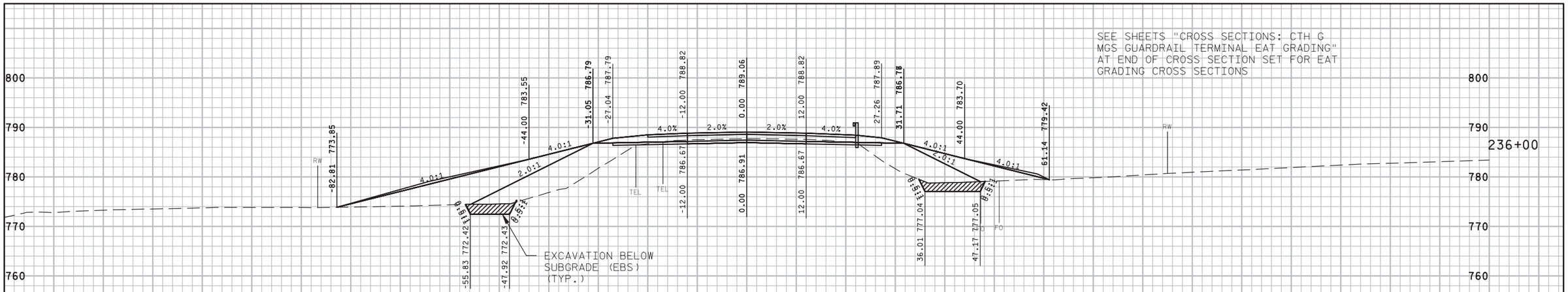
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:55 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

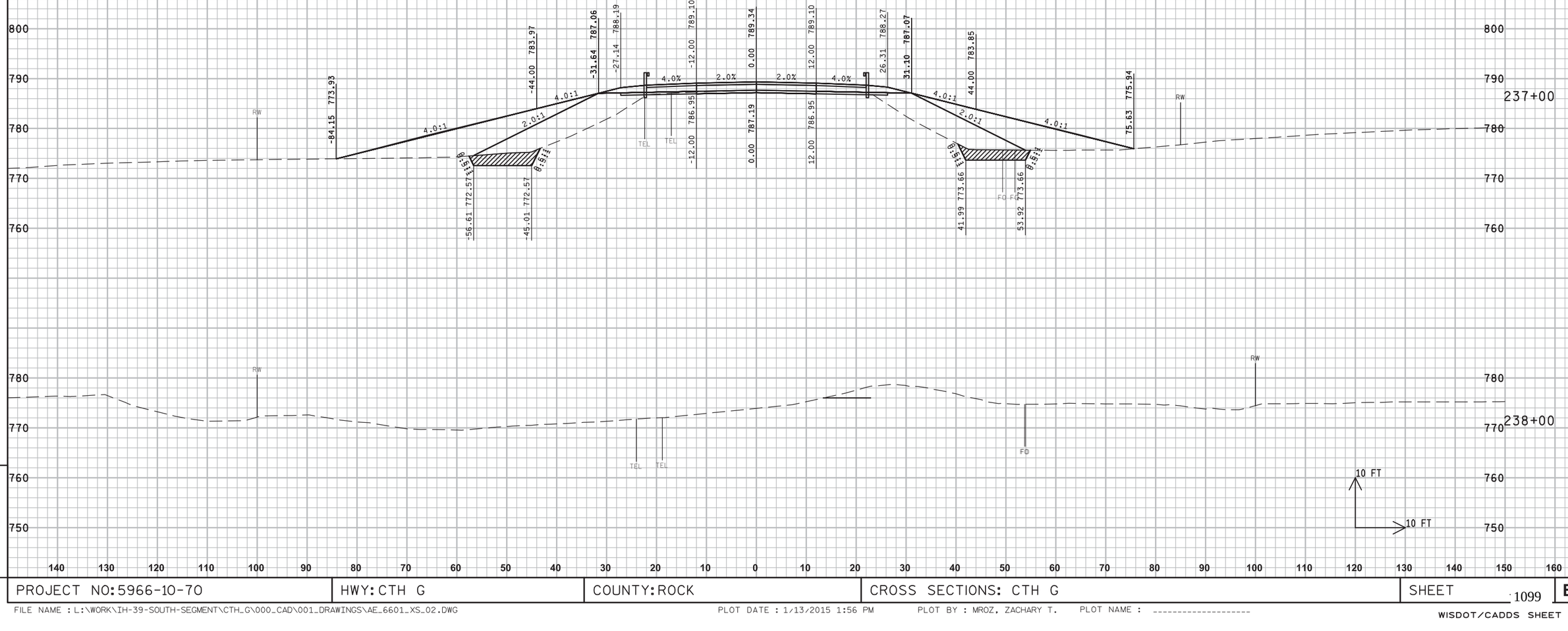


PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1098	E

SEE SHEETS "CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING" AT END OF CROSS SECTION SET FOR EAT GRADING CROSS SECTIONS

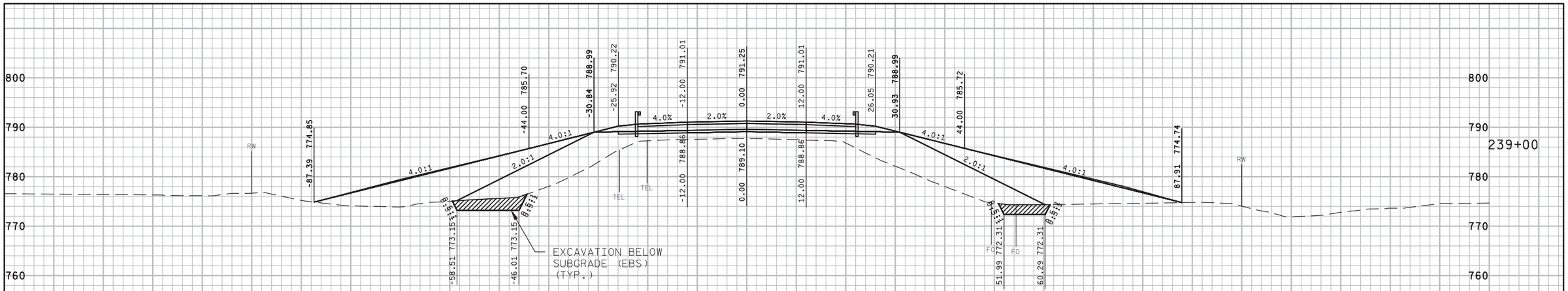


SEE SHEETS "CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING" AT END OF CROSS SECTION SET FOR EAT GRADING CROSS SECTIONS

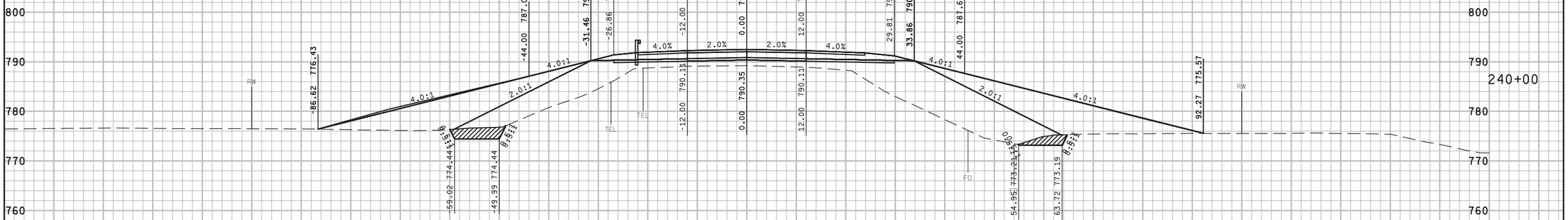


PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1099	E

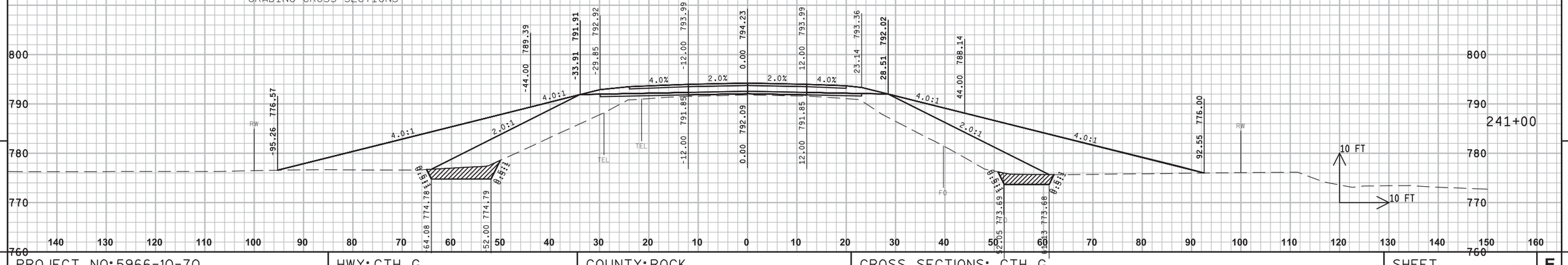
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:56 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



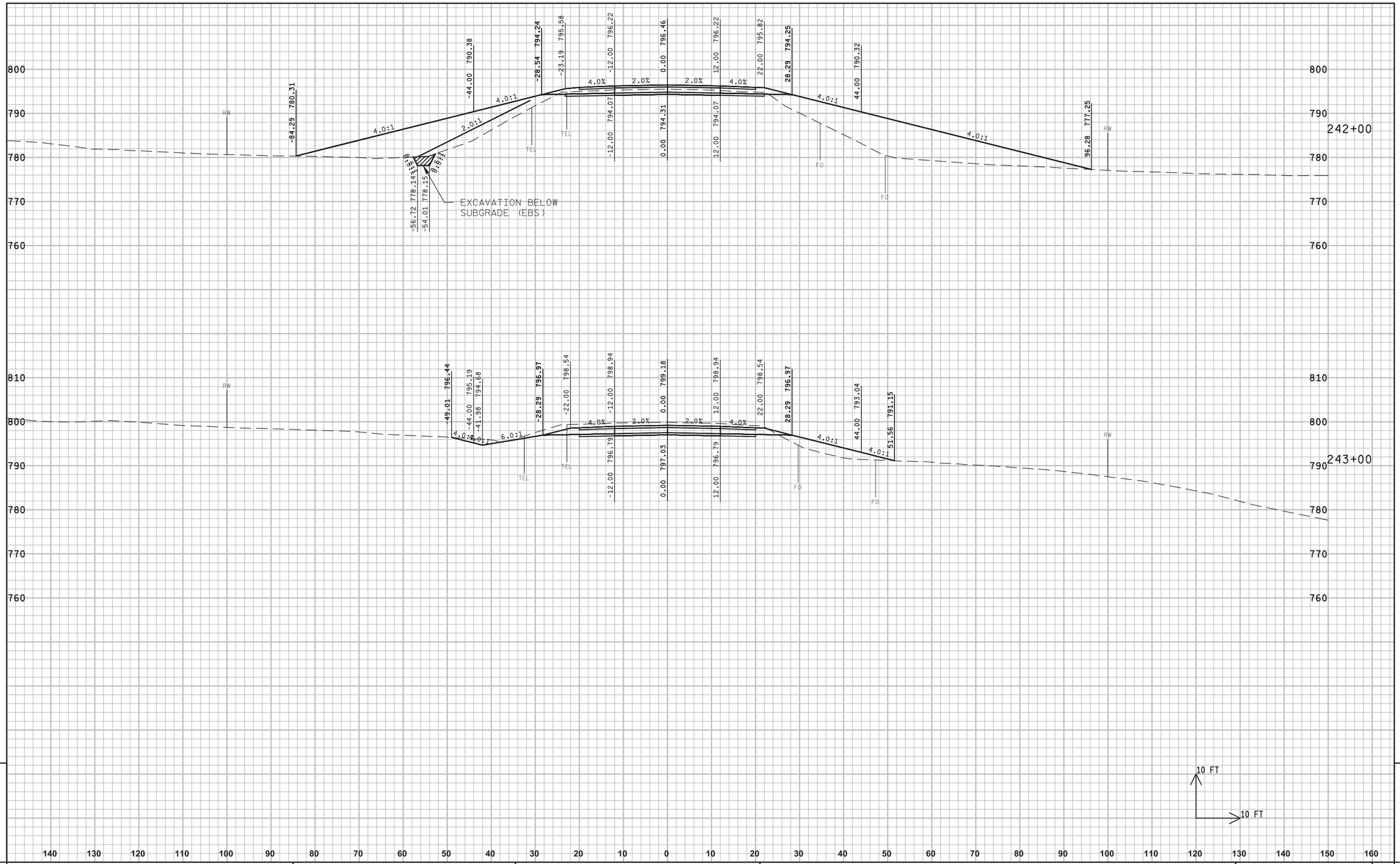
SEE SHEETS "CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING" AT END OF CROSS SECTION SET FOR EAT GRADING CROSS SECTIONS



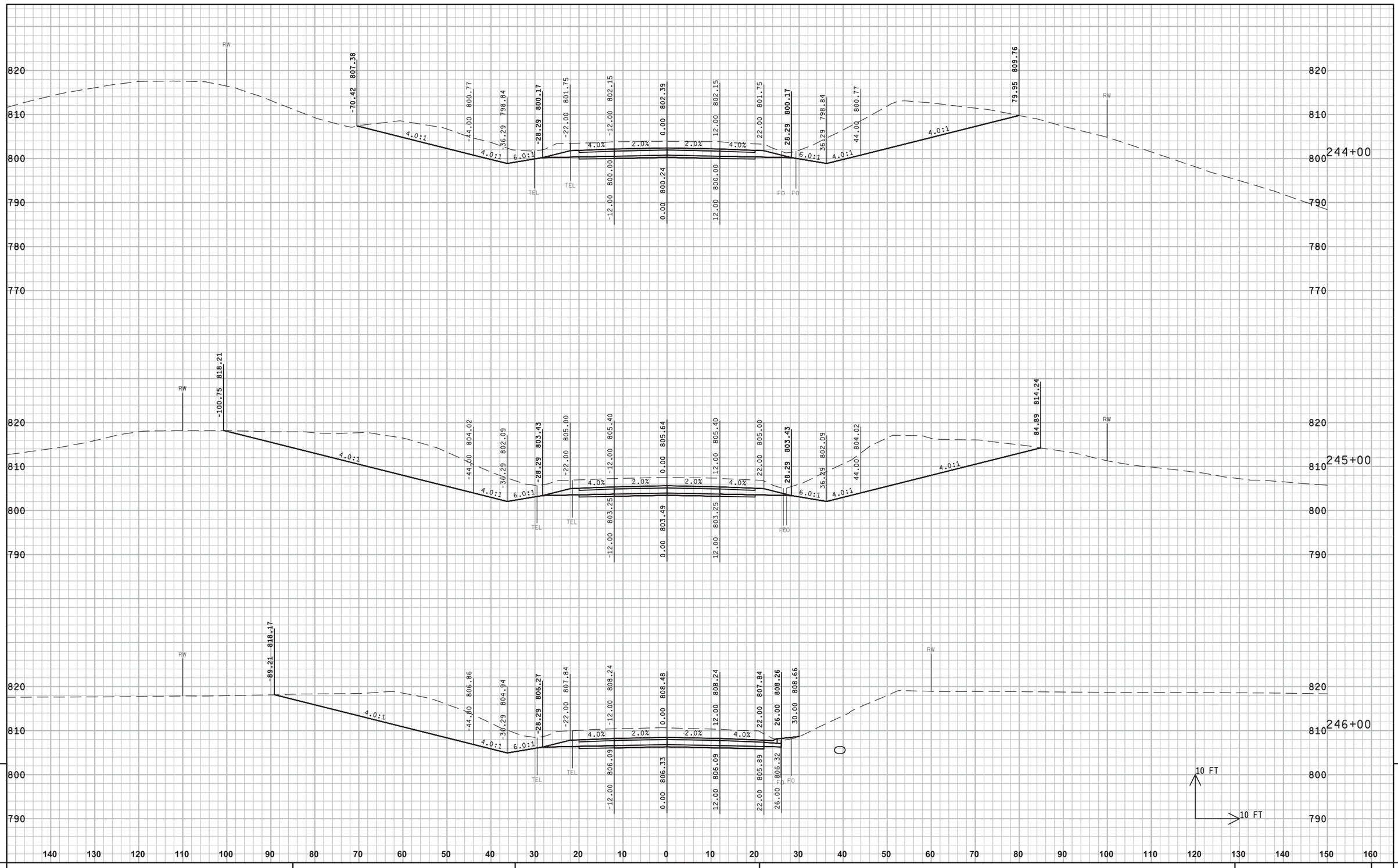
SEE SHEETS "CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING" AT END OF CROSS SECTION SET FOR EAT GRADING CROSS SECTIONS



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1100	E



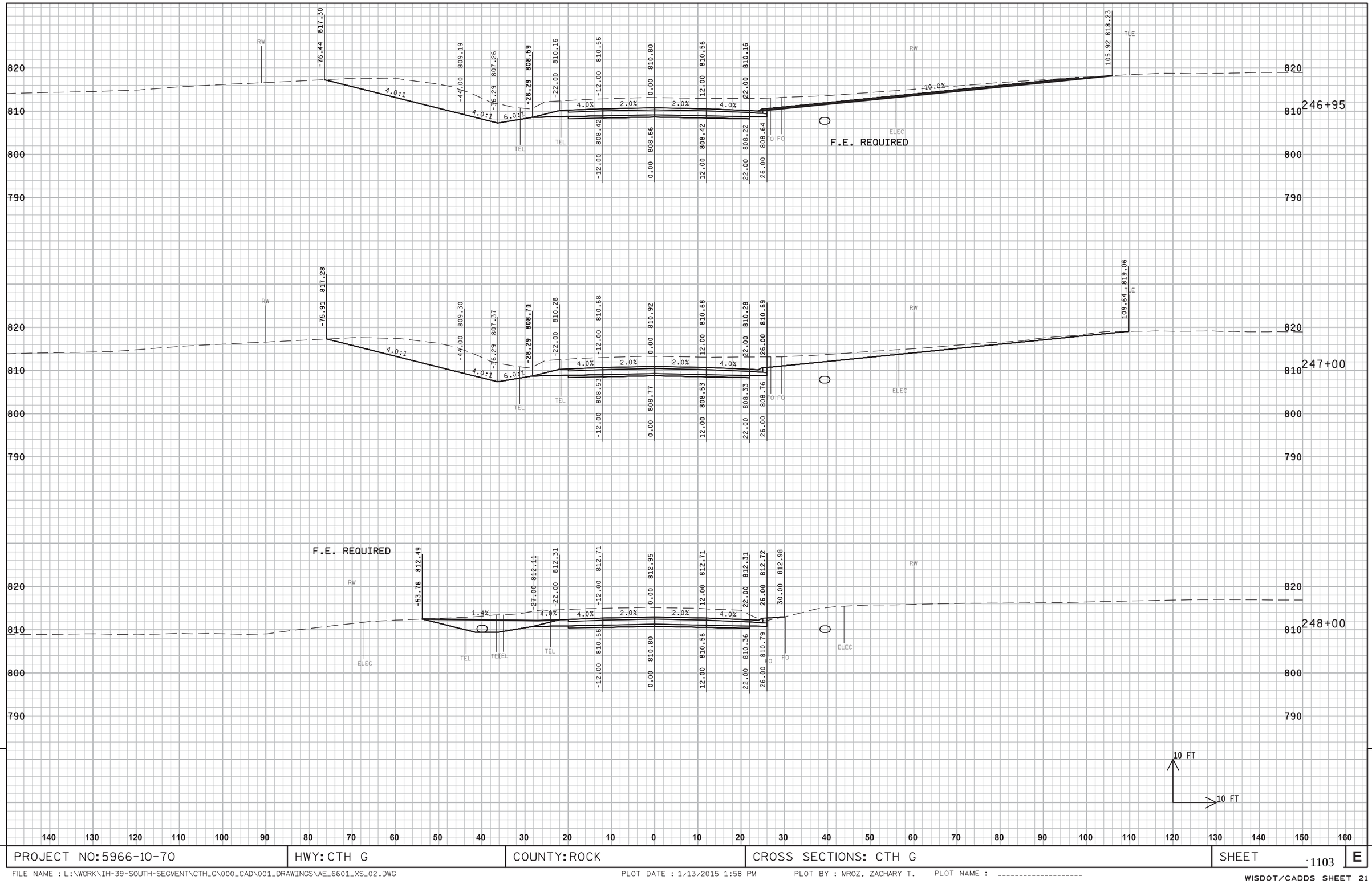
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1101	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1102 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:57 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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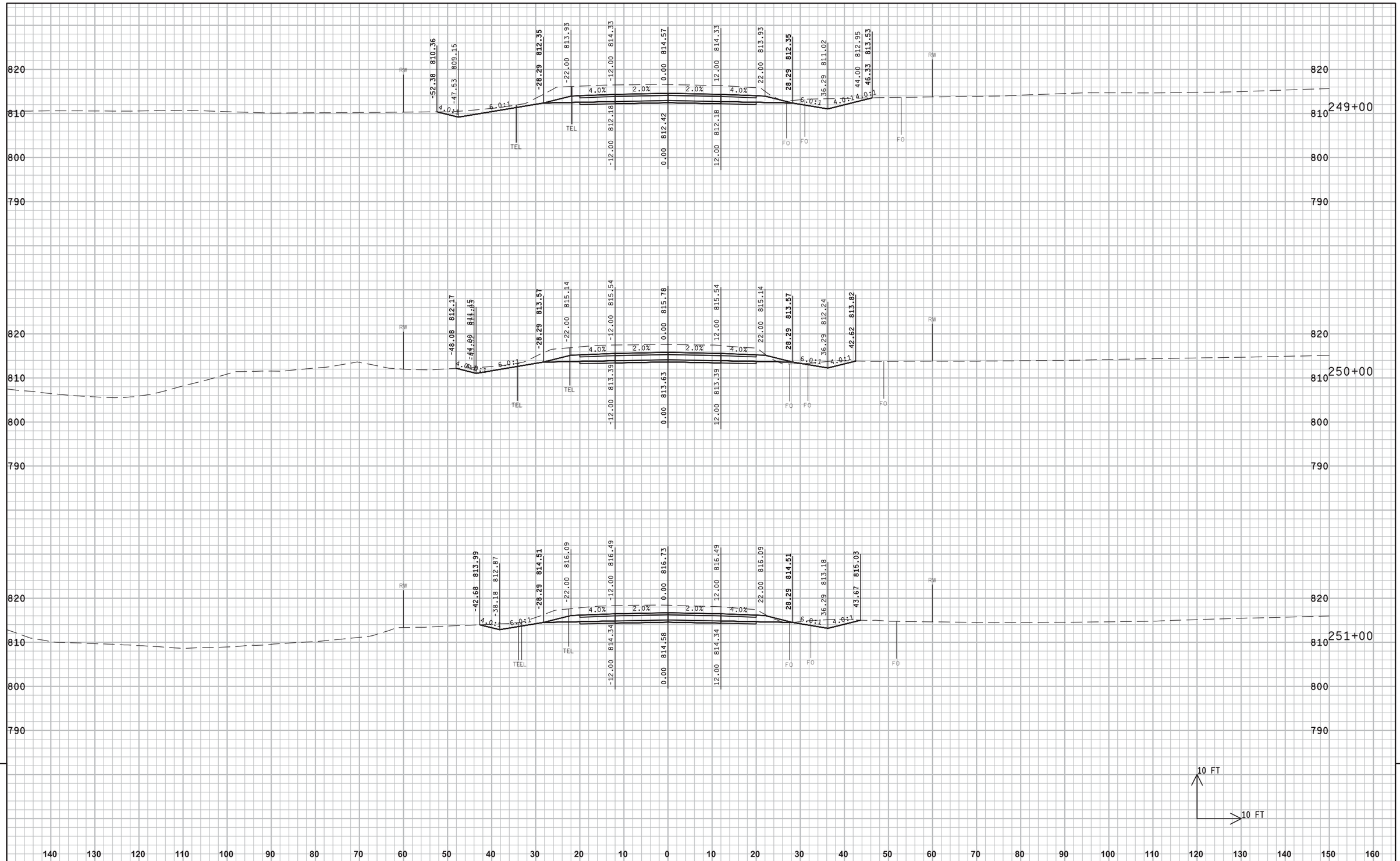
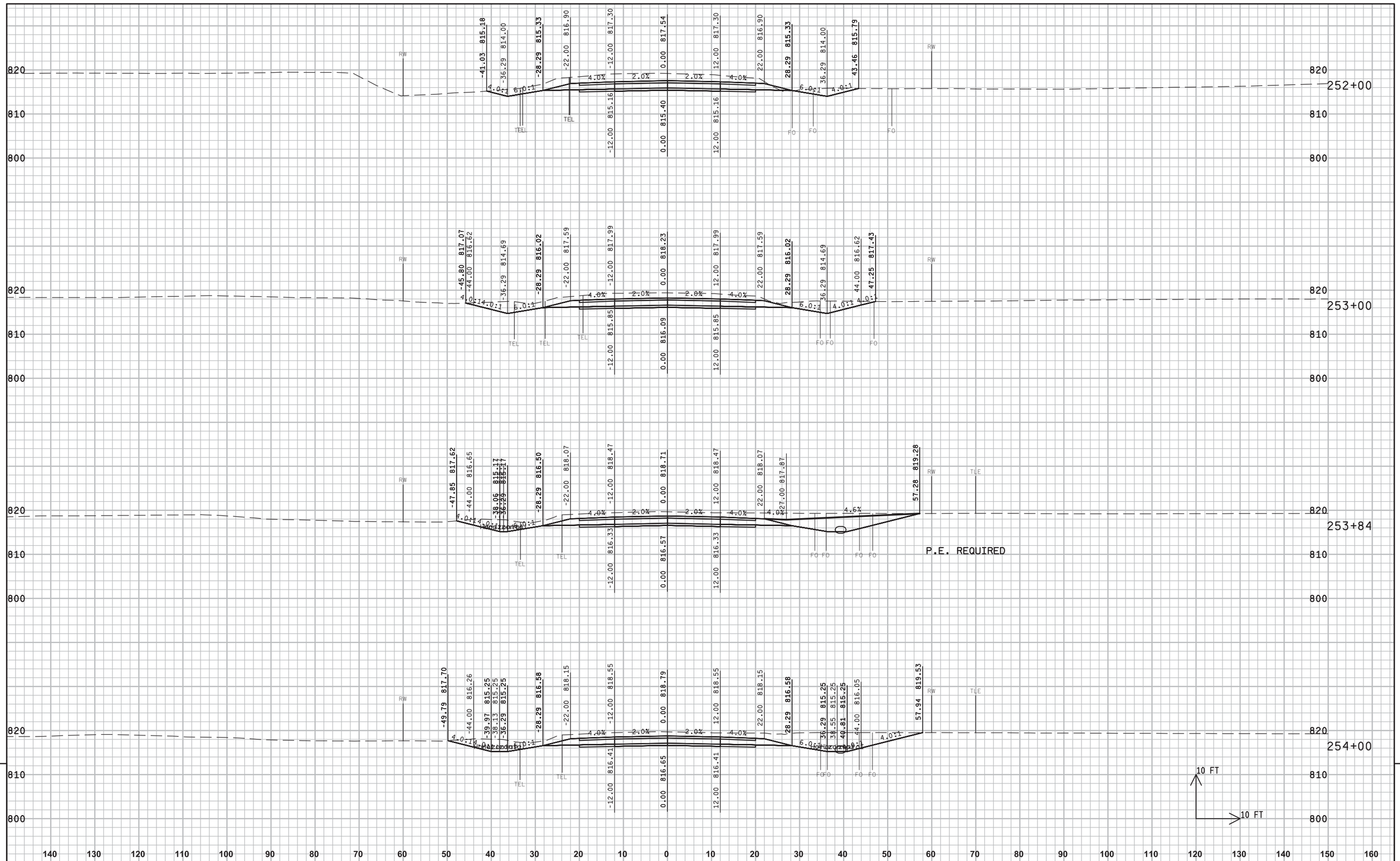
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1103 E

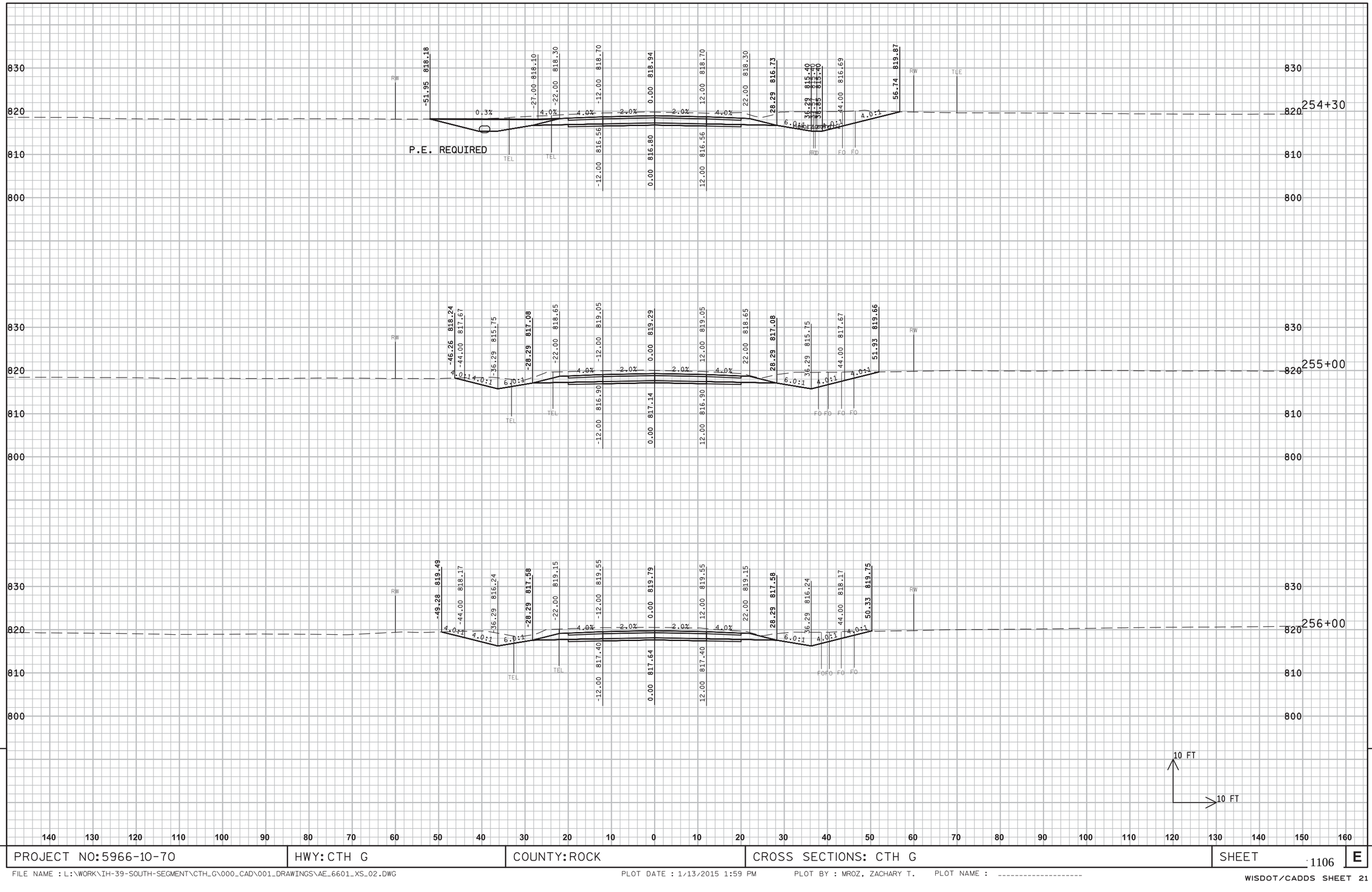


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1104	E

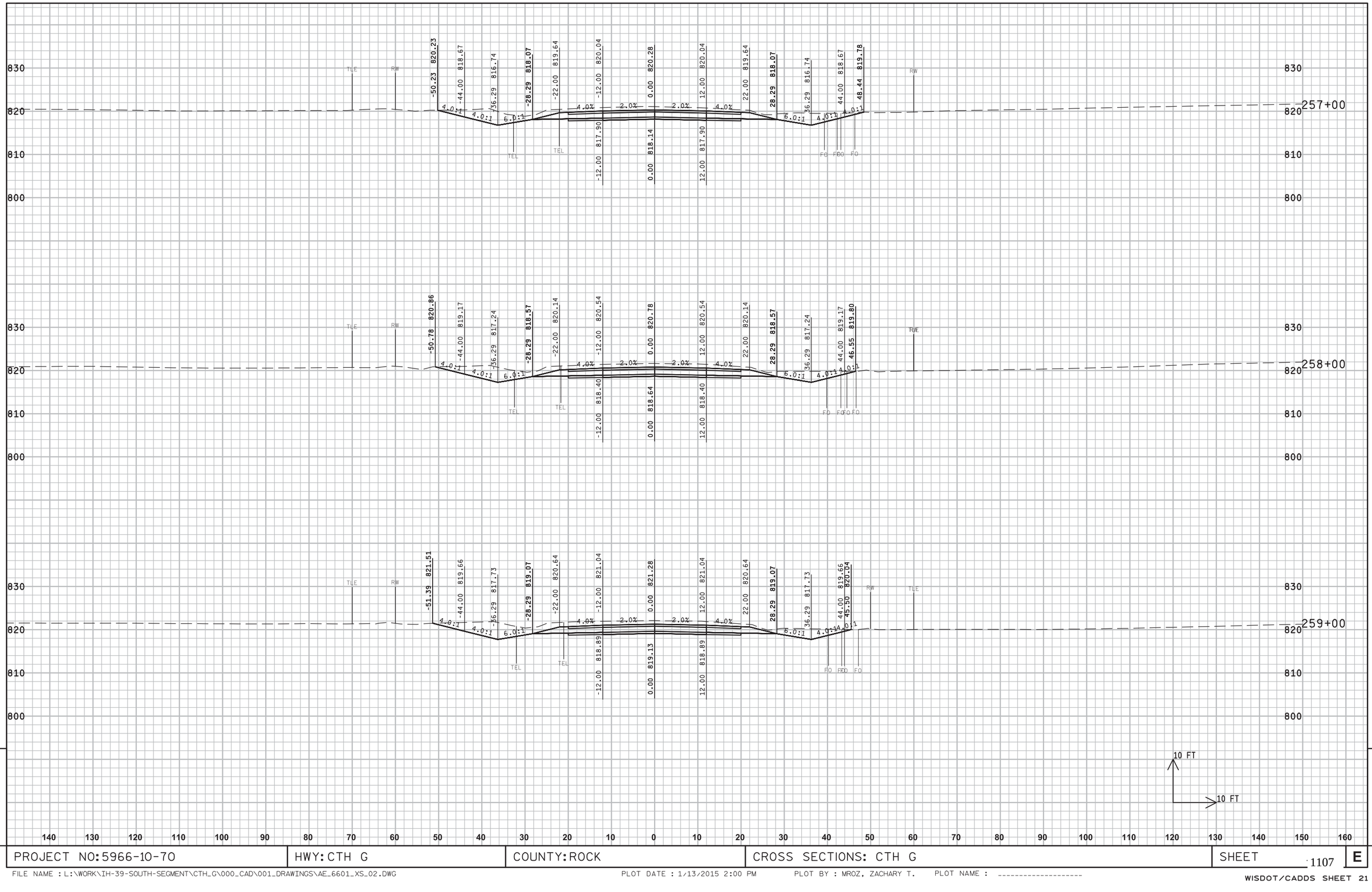


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1105	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 1:59 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

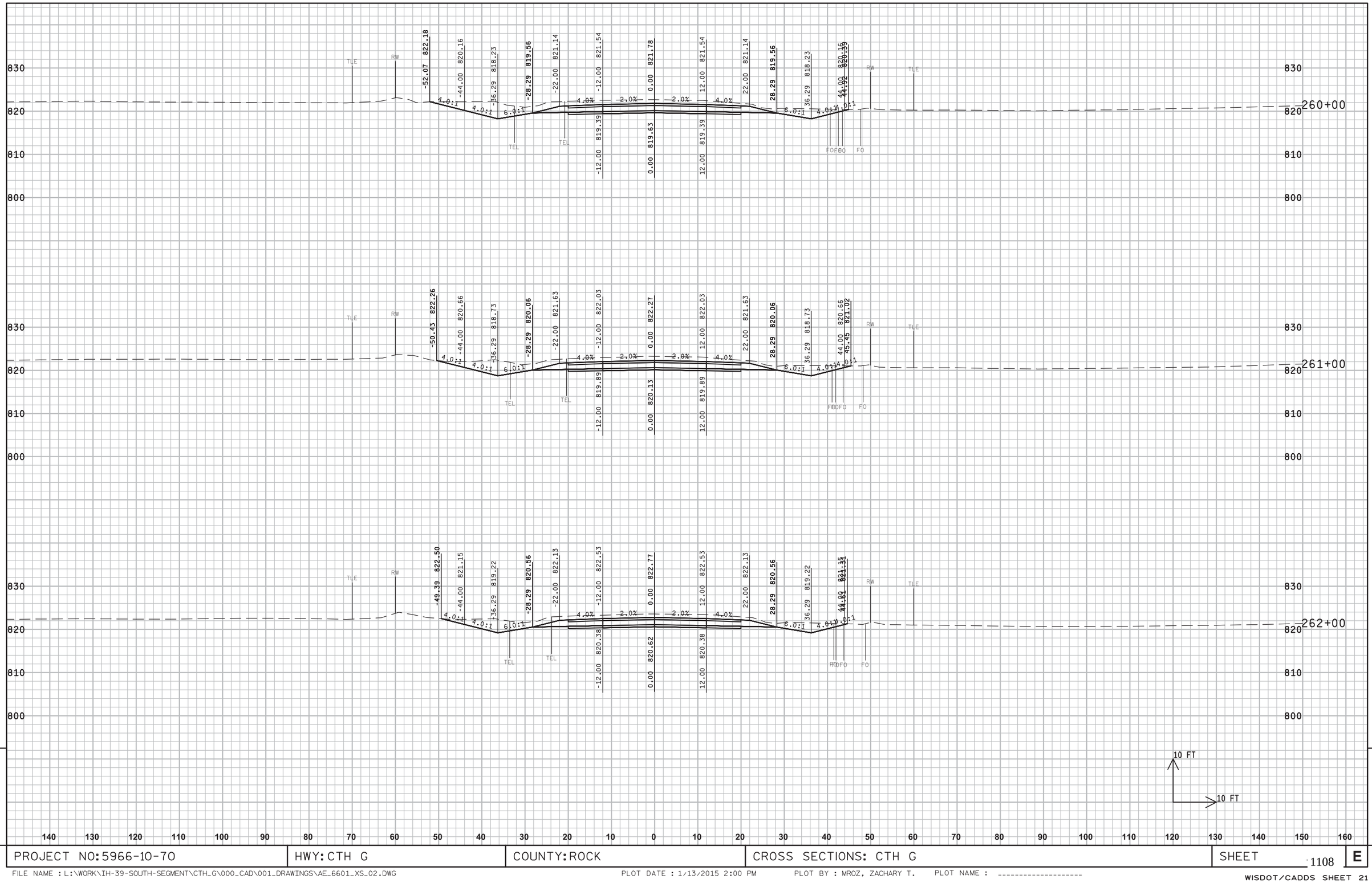


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1106	E

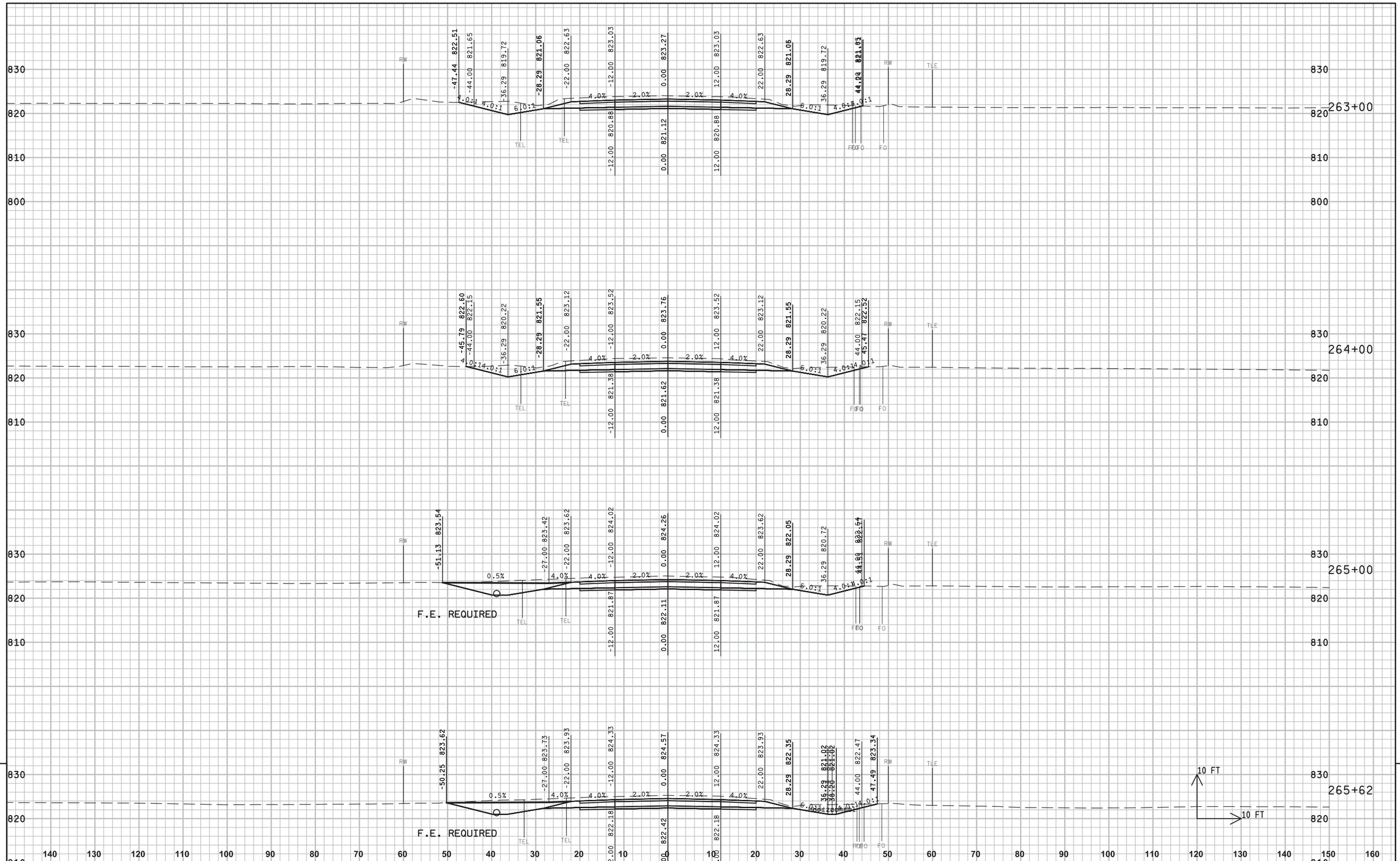


PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1107 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:00 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

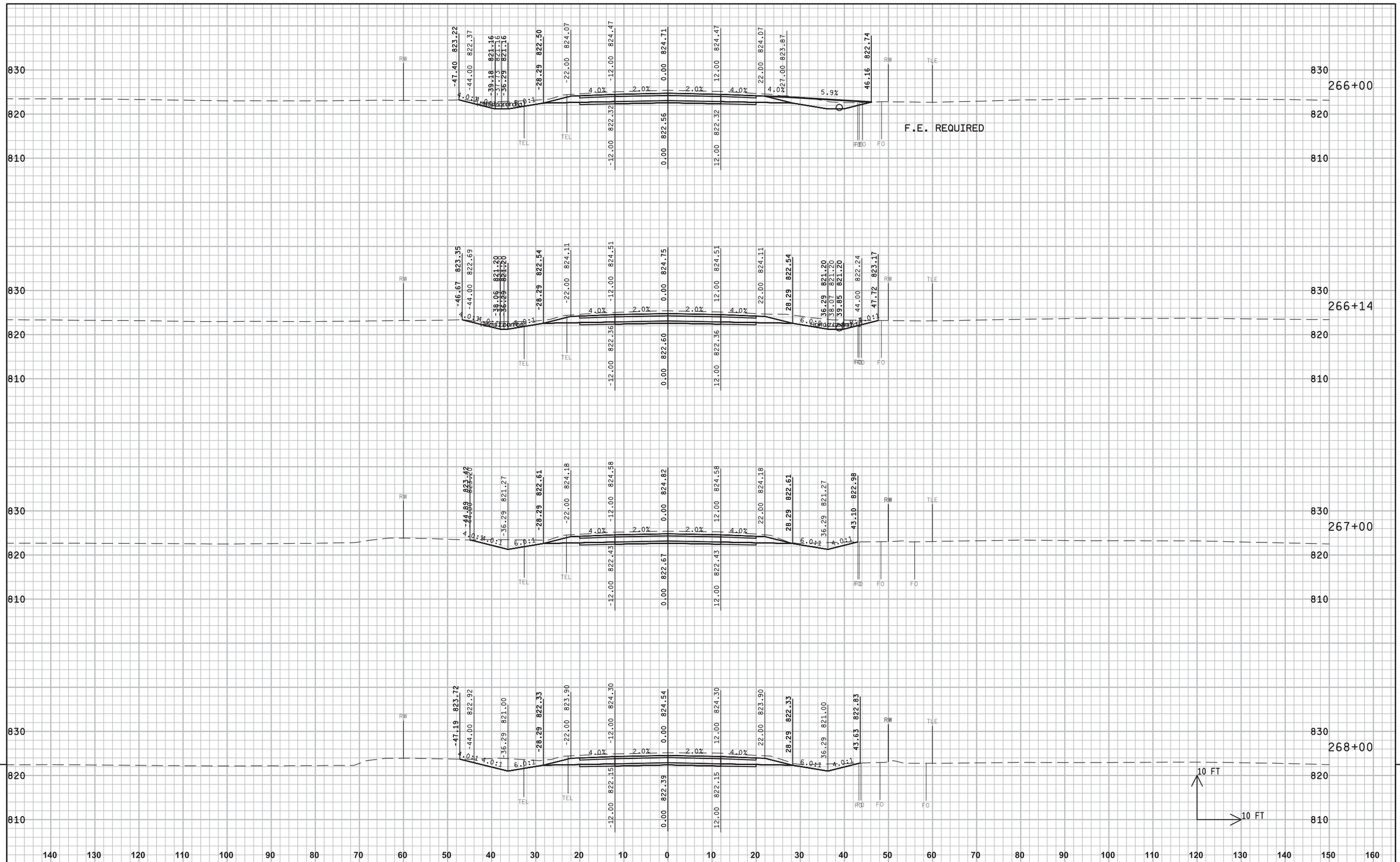


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1108 E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1109 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:01 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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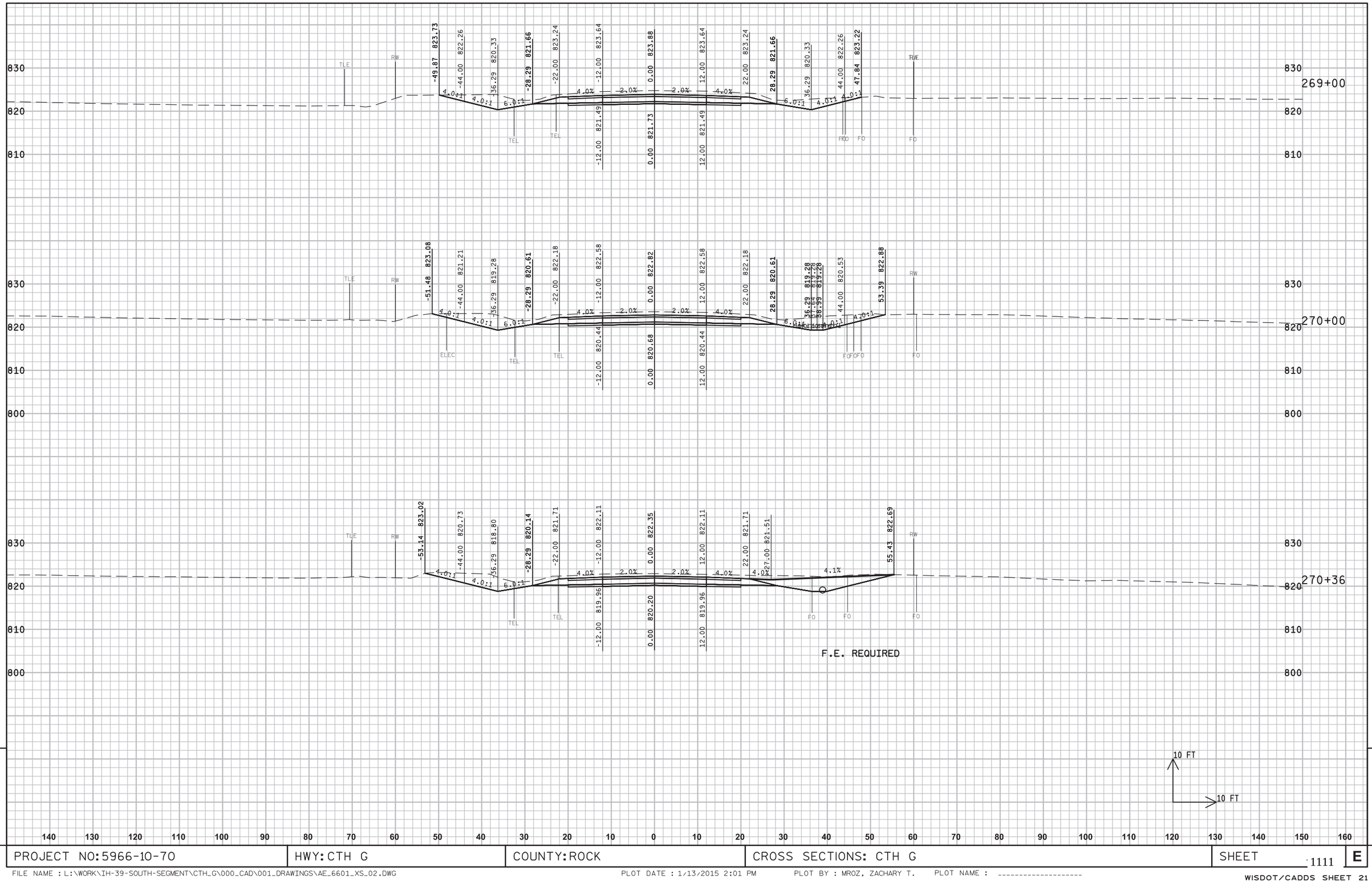
PROJECT NO: 5966-10-70 | HWY: CTH G | COUNTY: ROCK | CROSS SECTIONS: CTH G | SHEET 1110 | E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:01 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

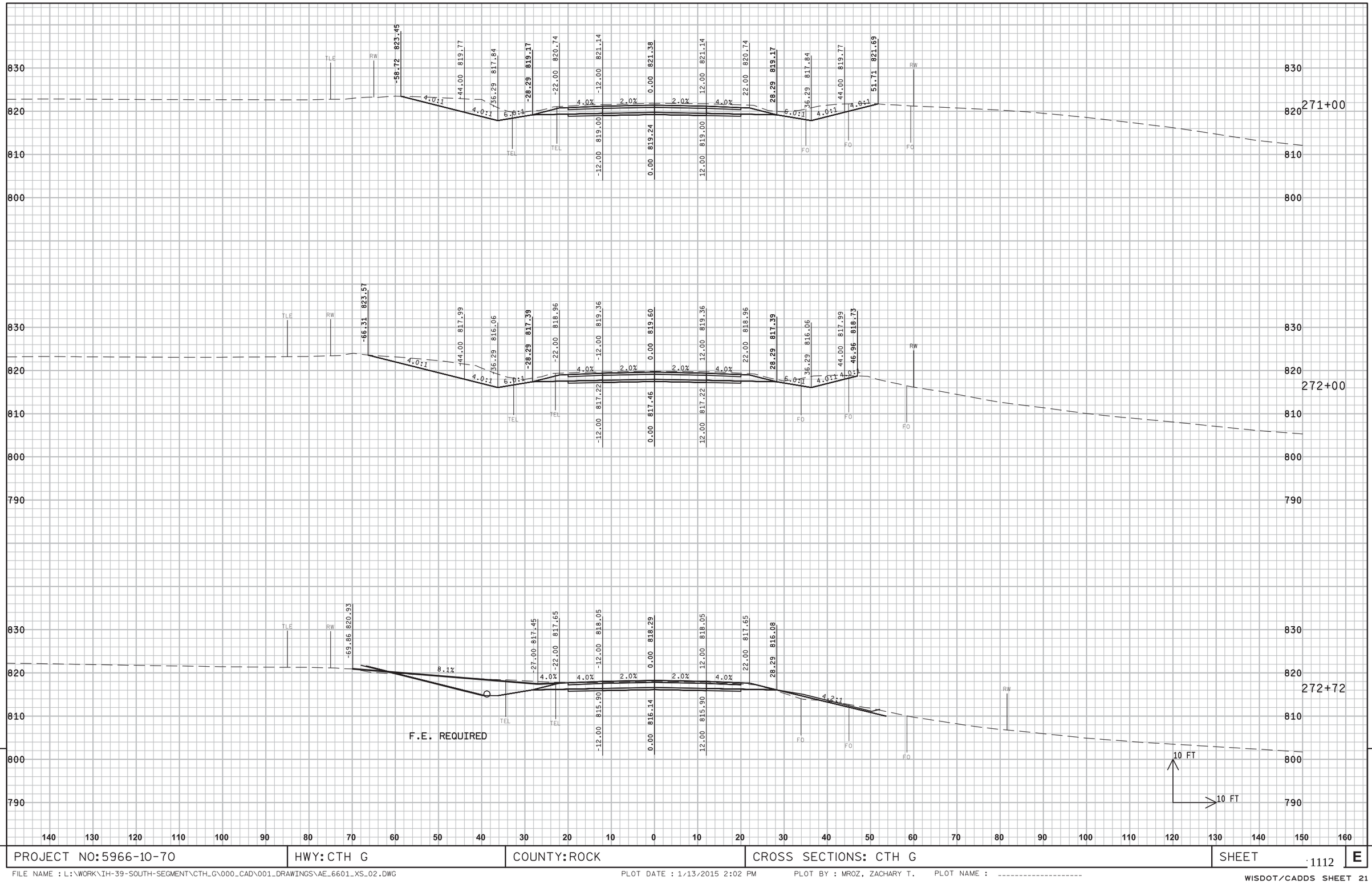
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1111	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:01 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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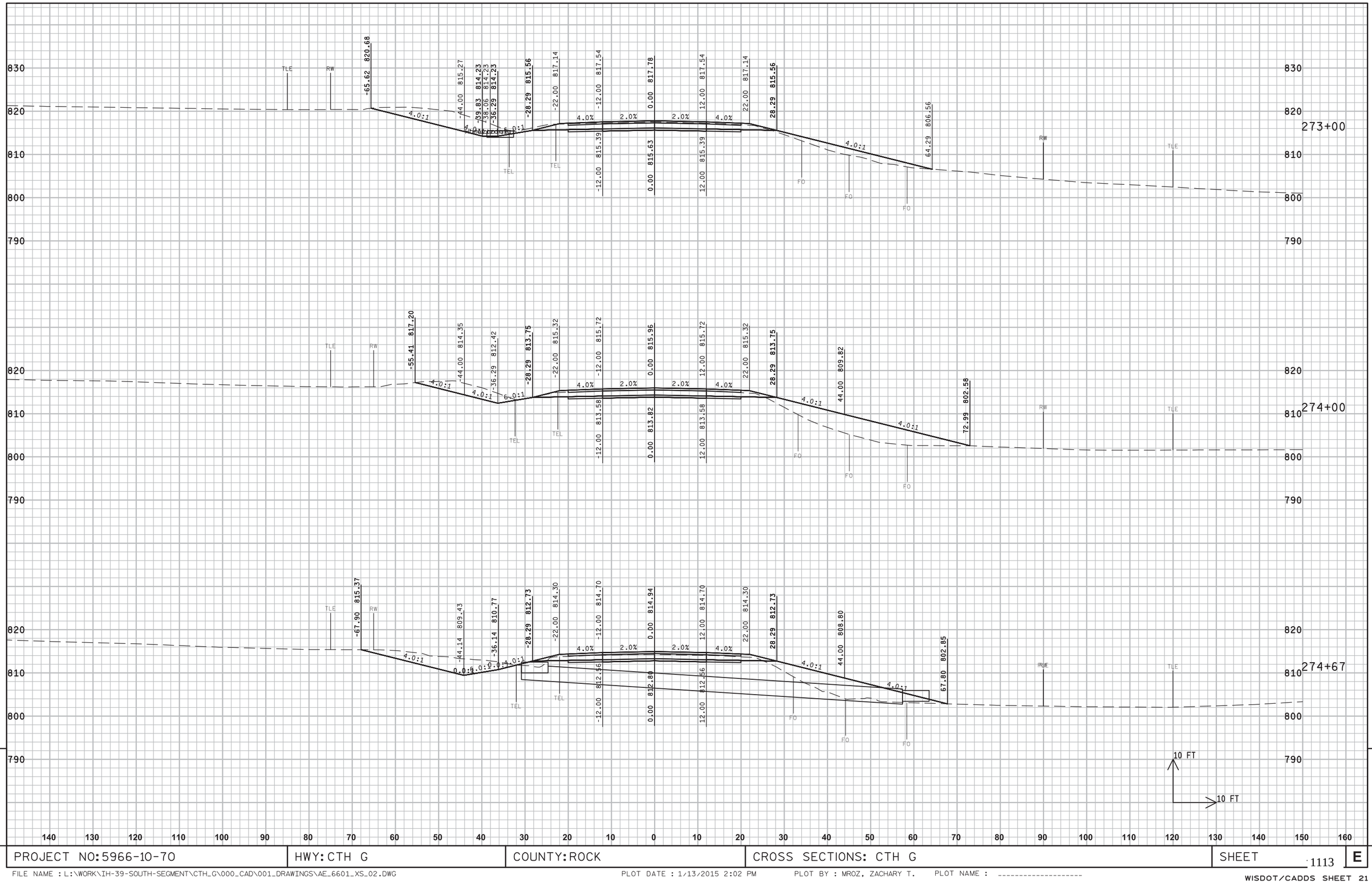
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1112	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:02 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

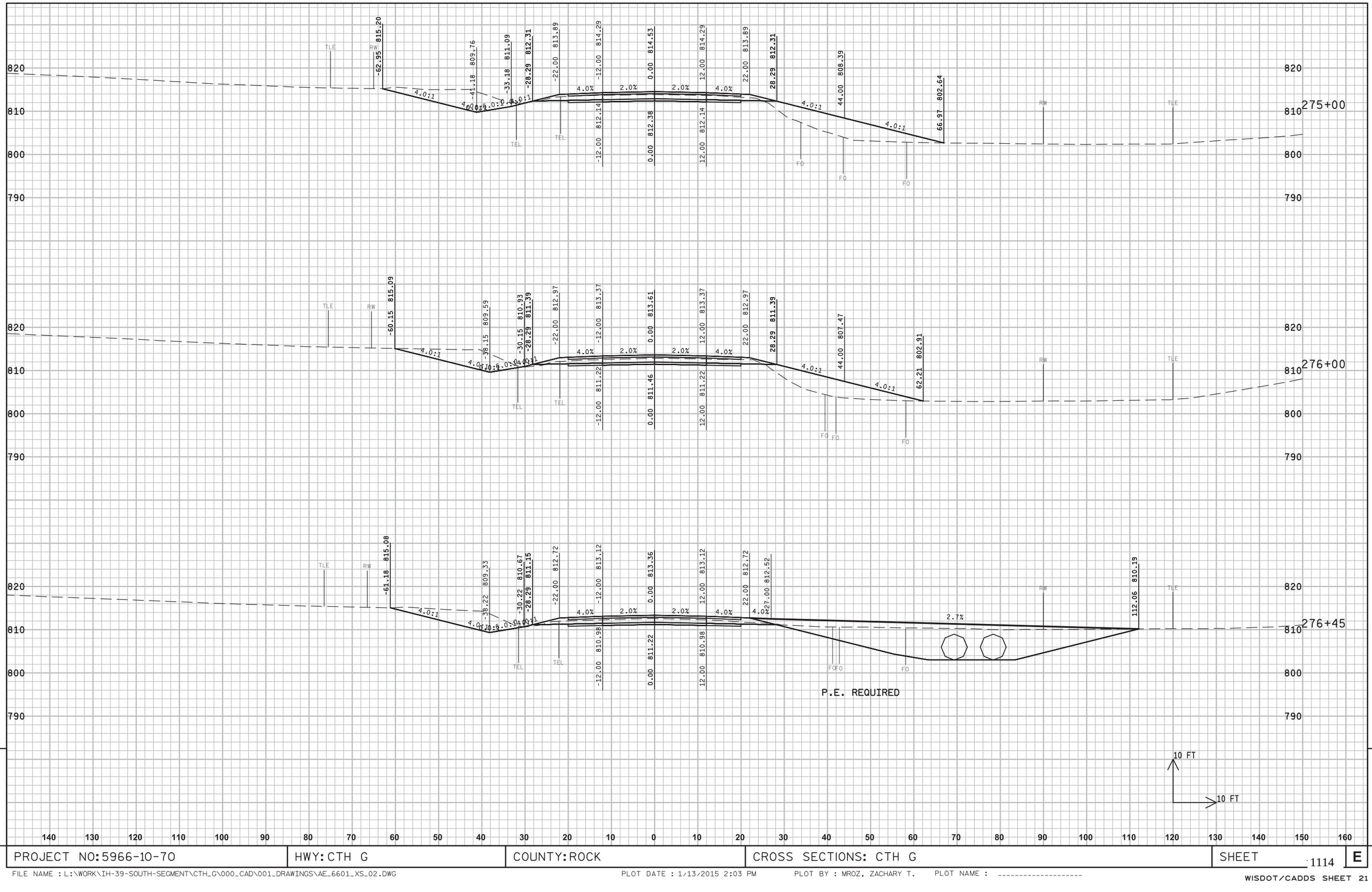
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1113	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:02 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

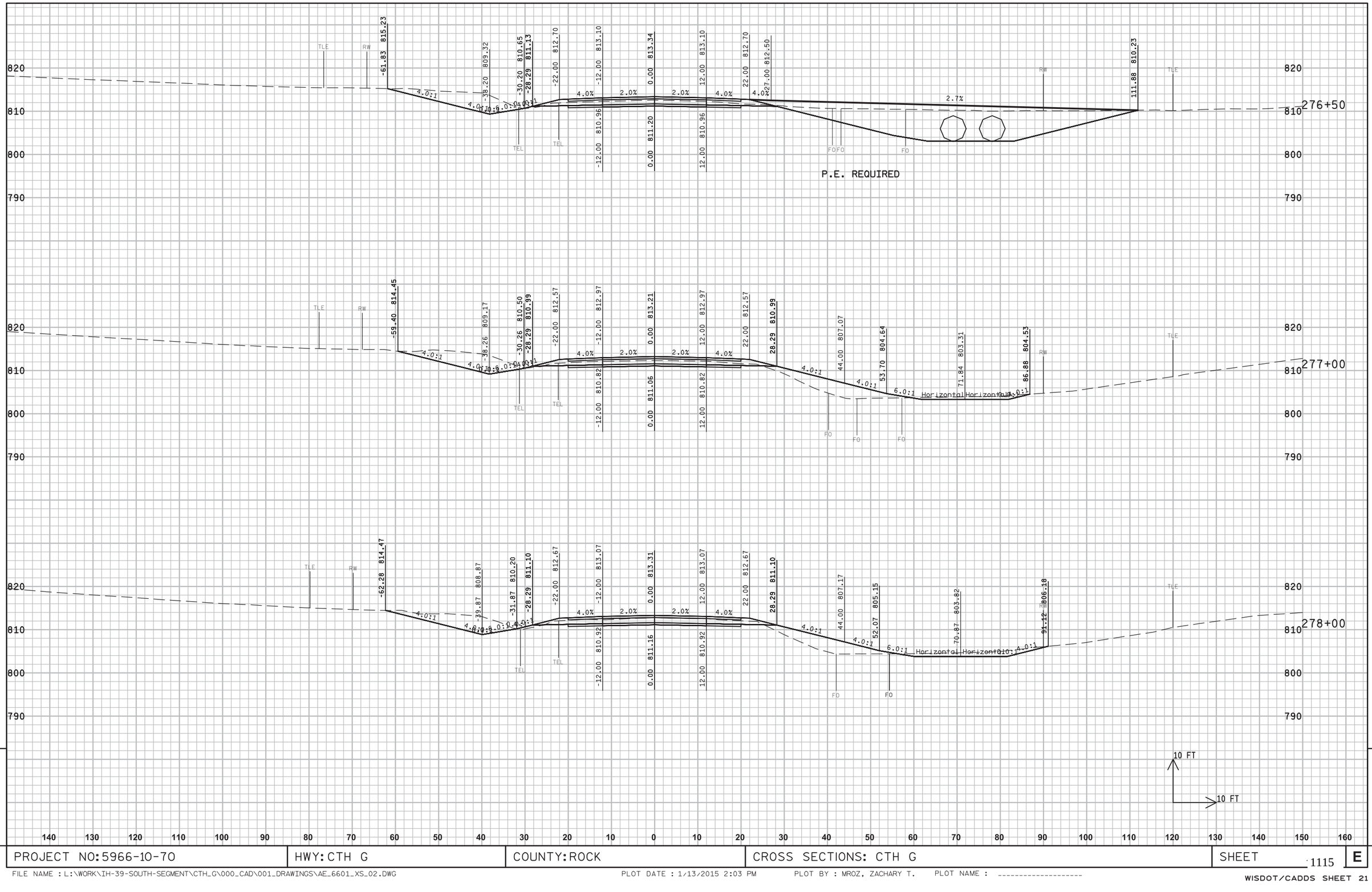
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1114 E

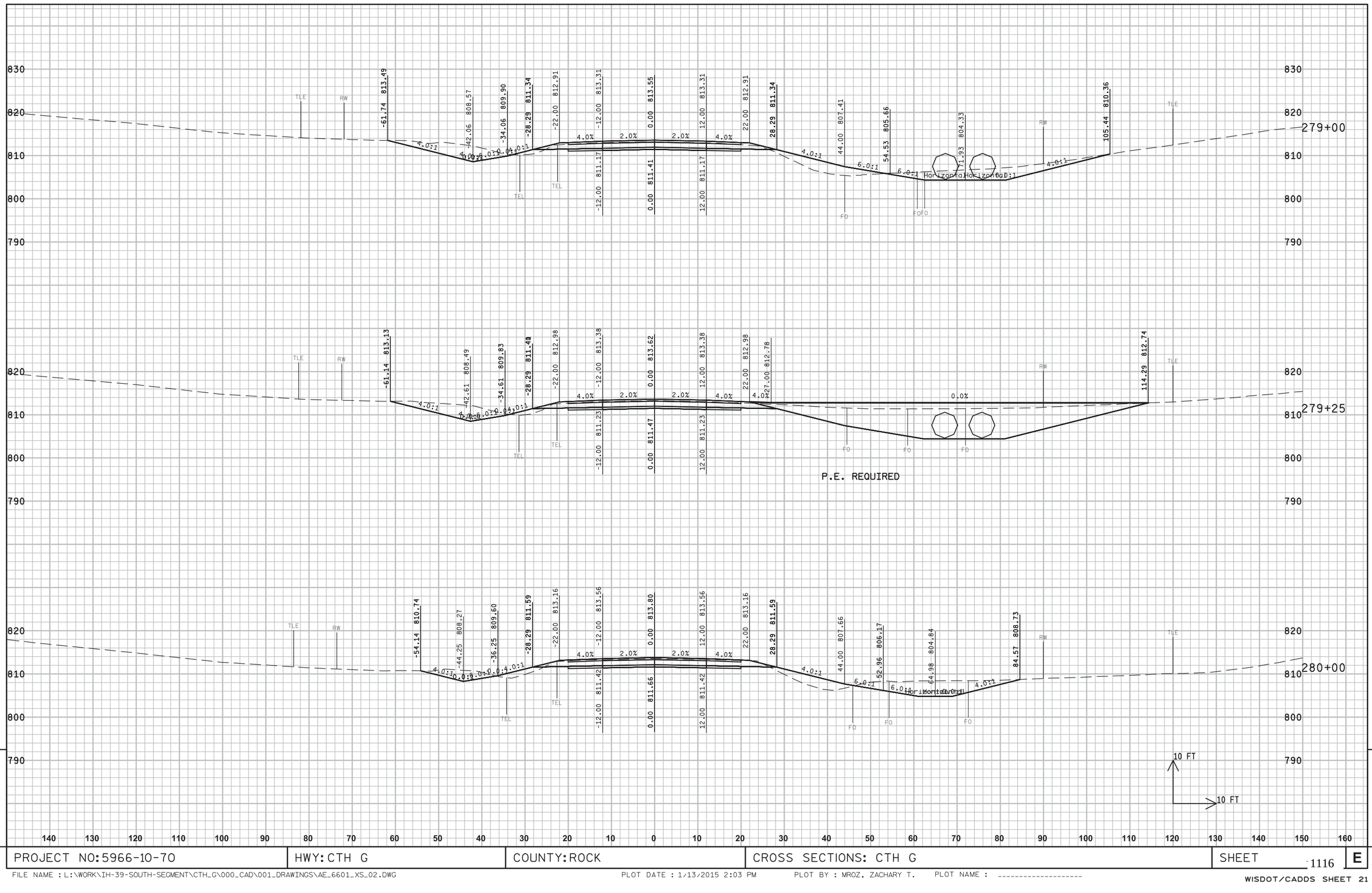
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:03 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



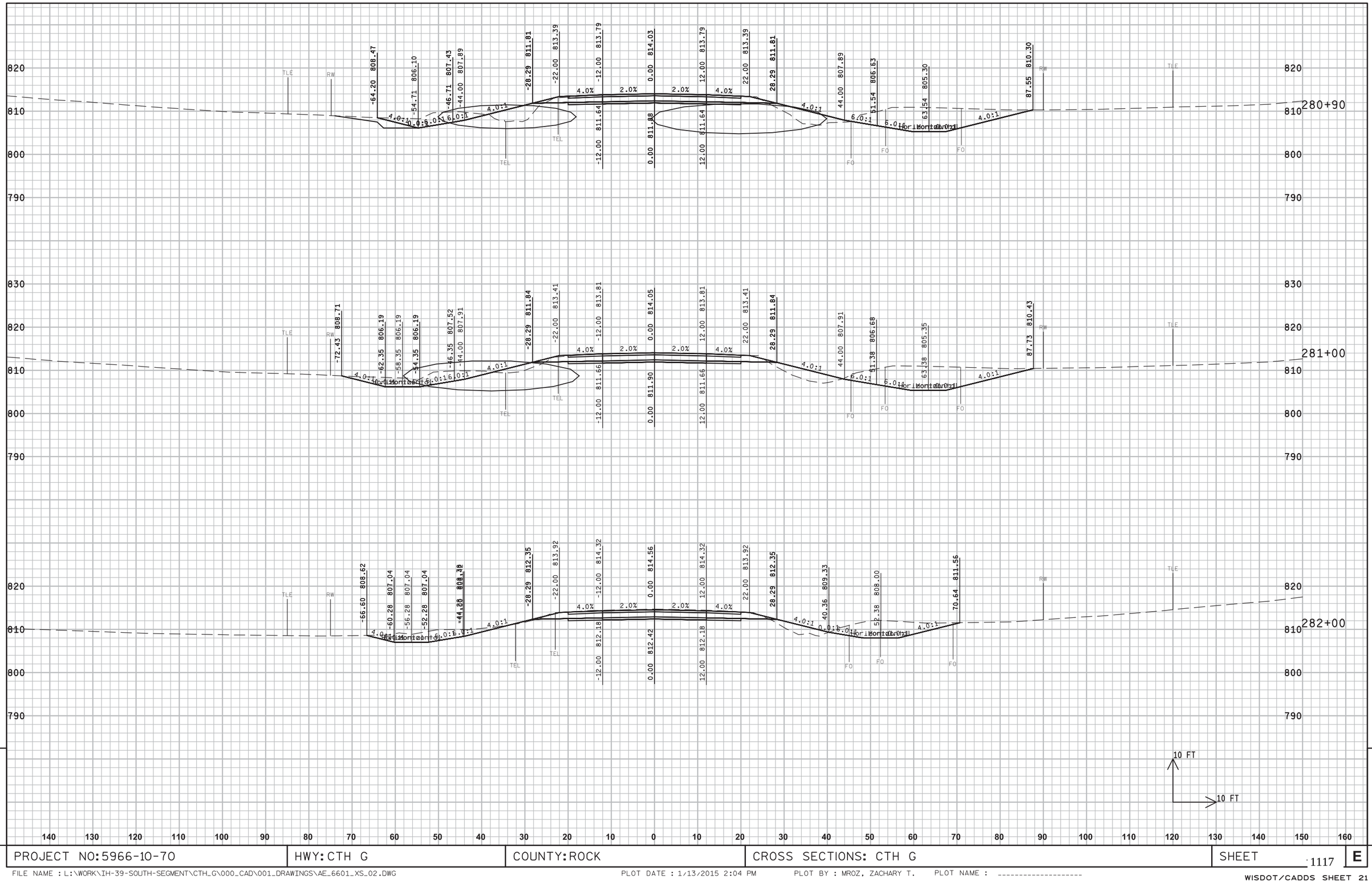
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1115 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:03 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1116 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:03 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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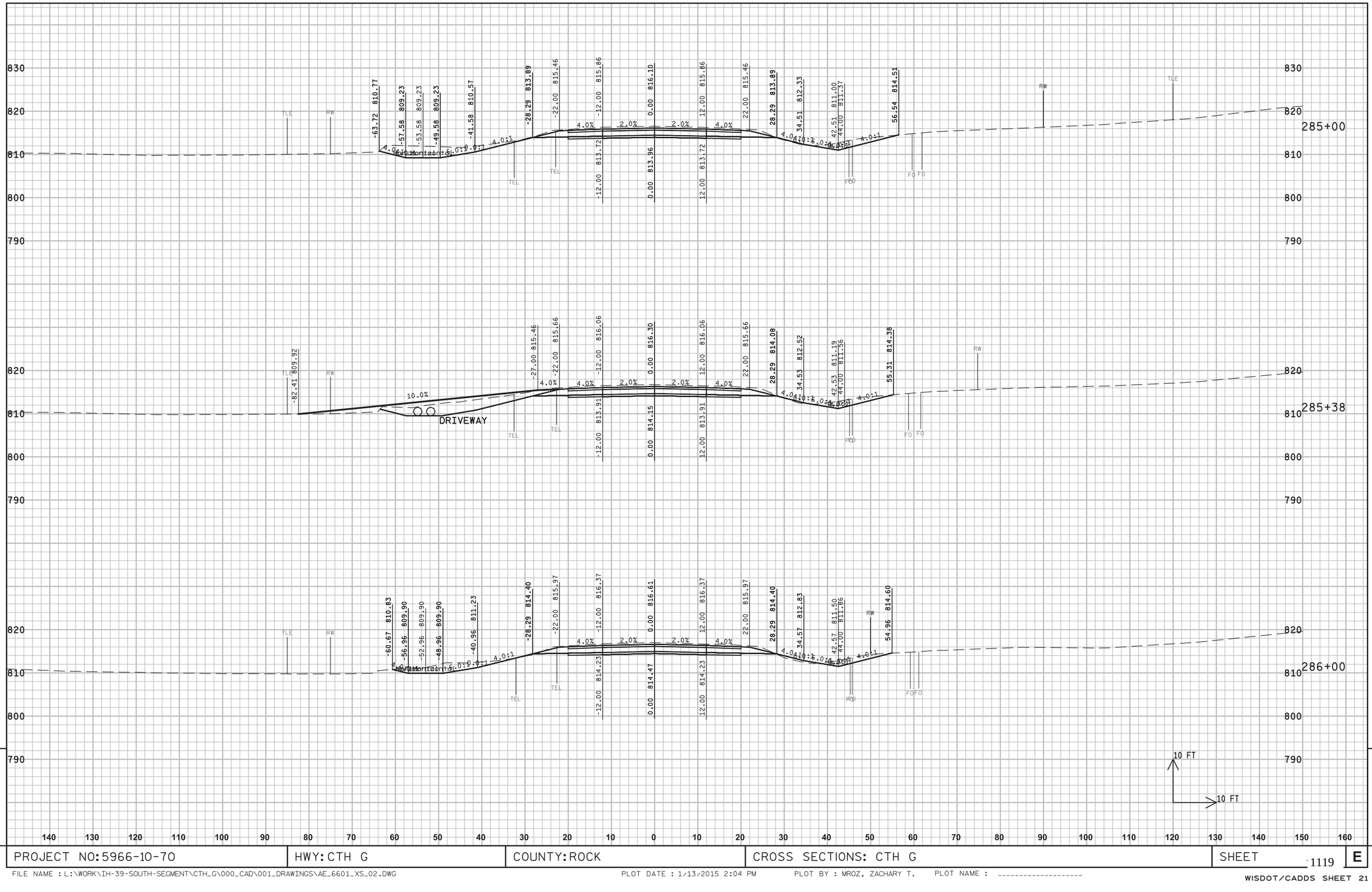
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1117	E

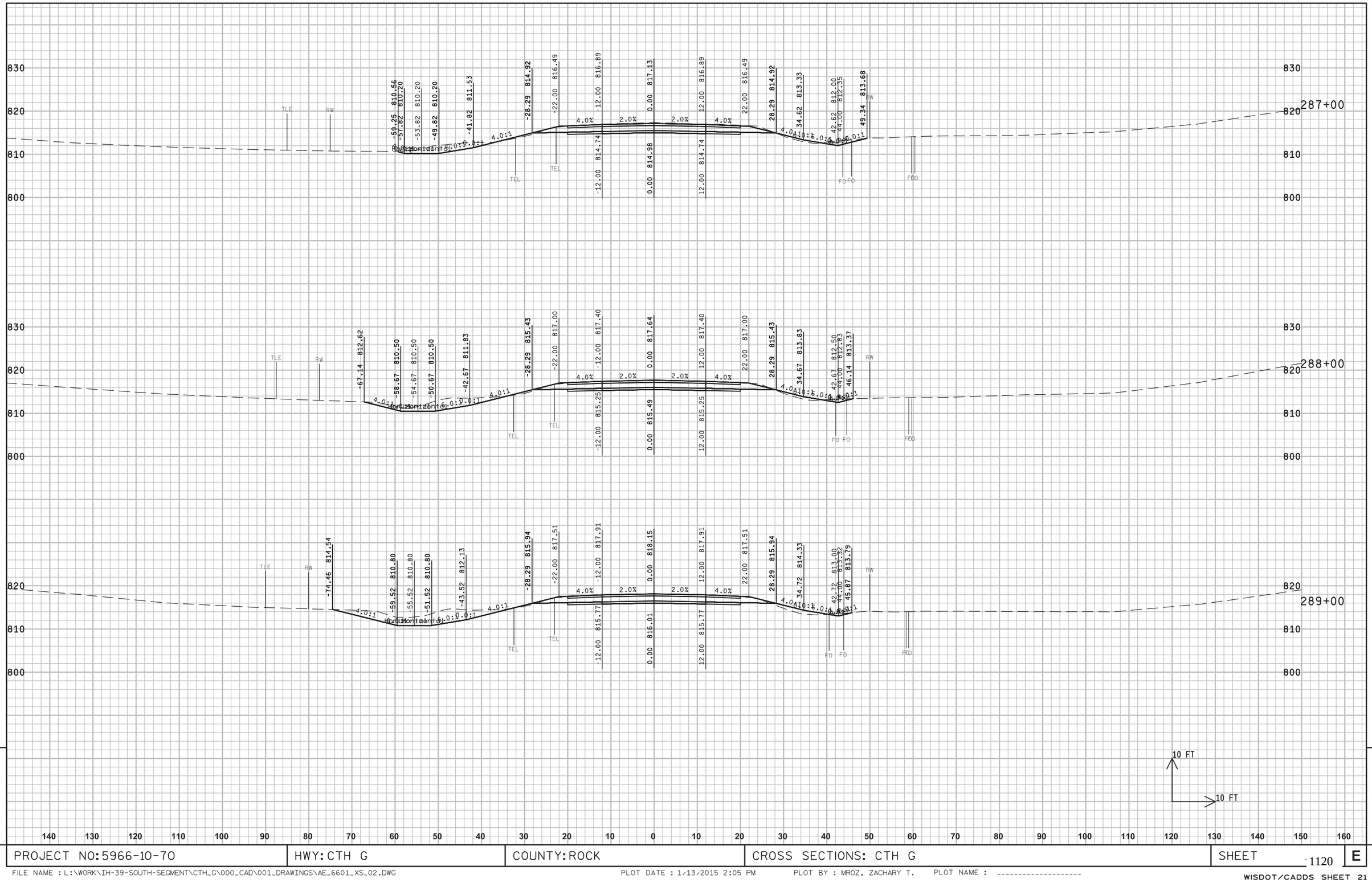
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1118	E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1119	E

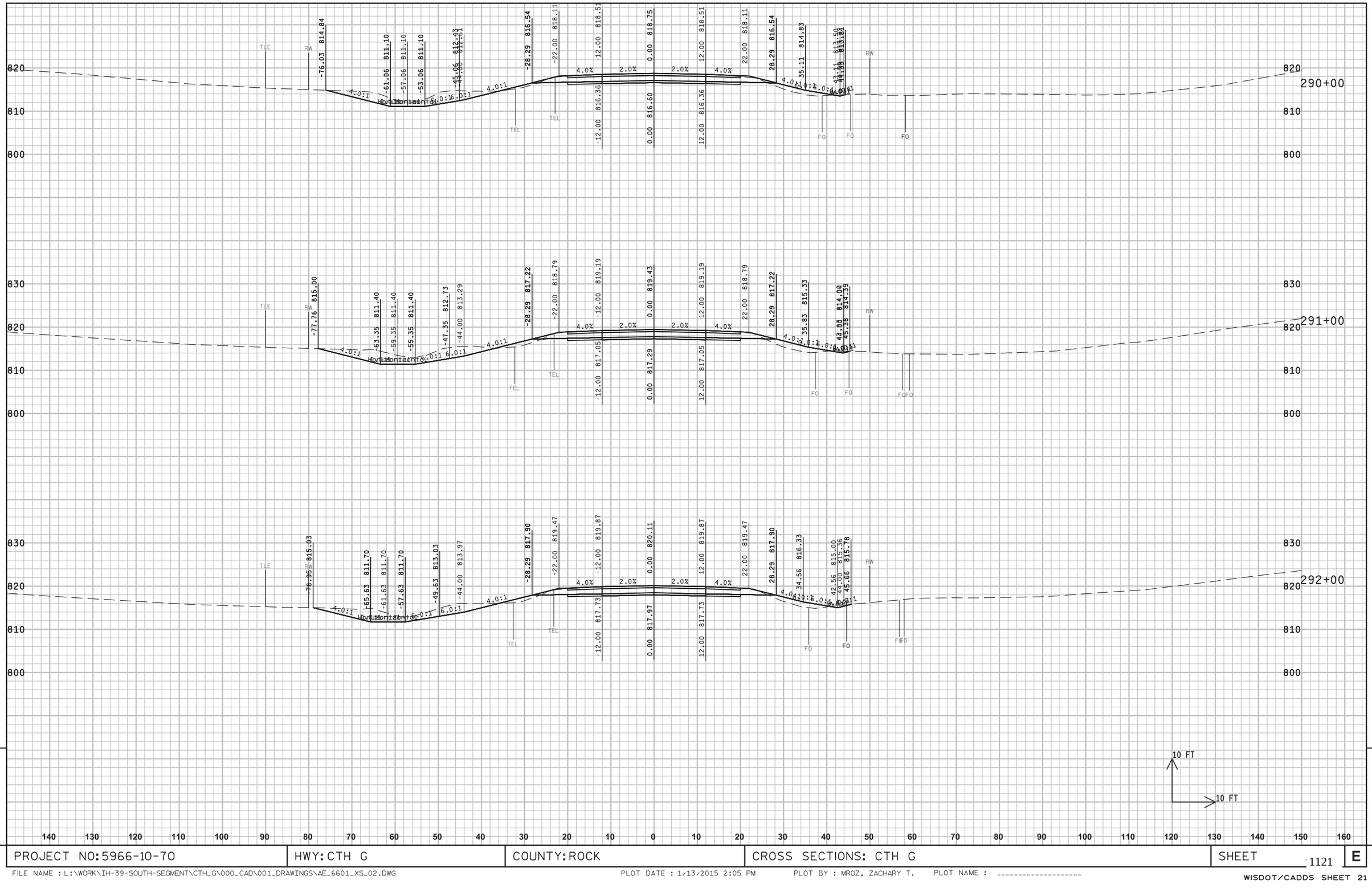
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:04 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



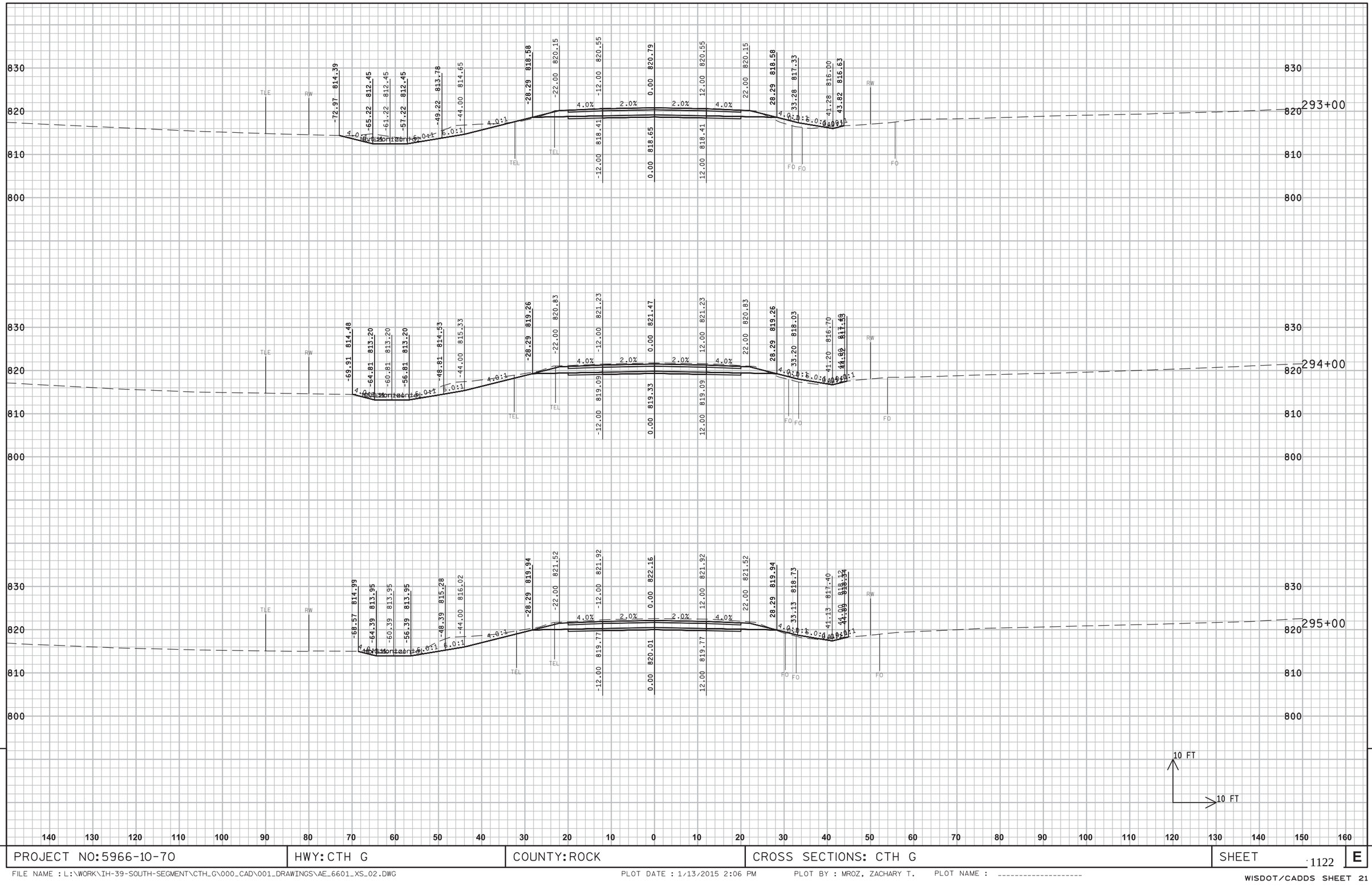
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1120	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:05 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1121	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:05 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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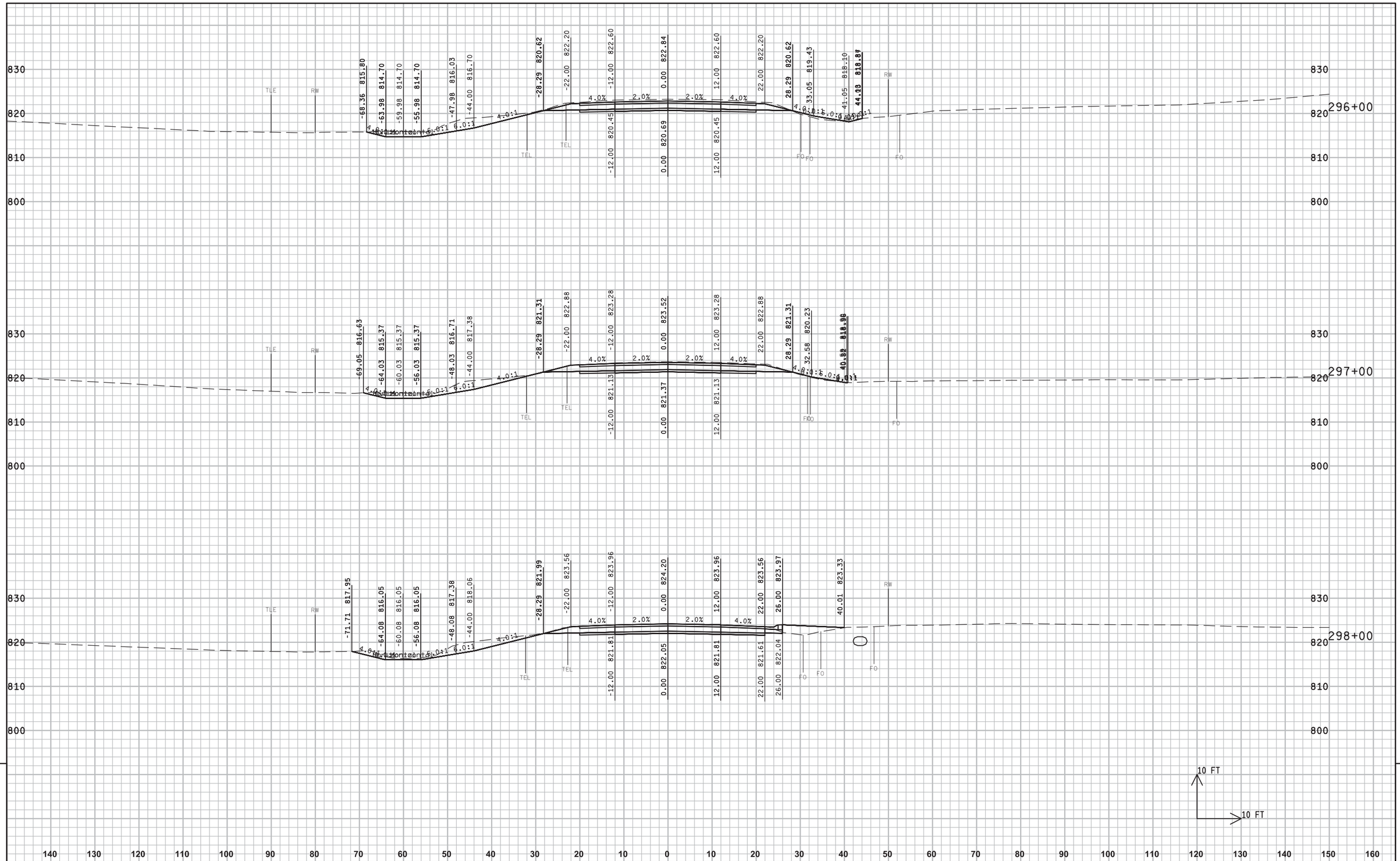
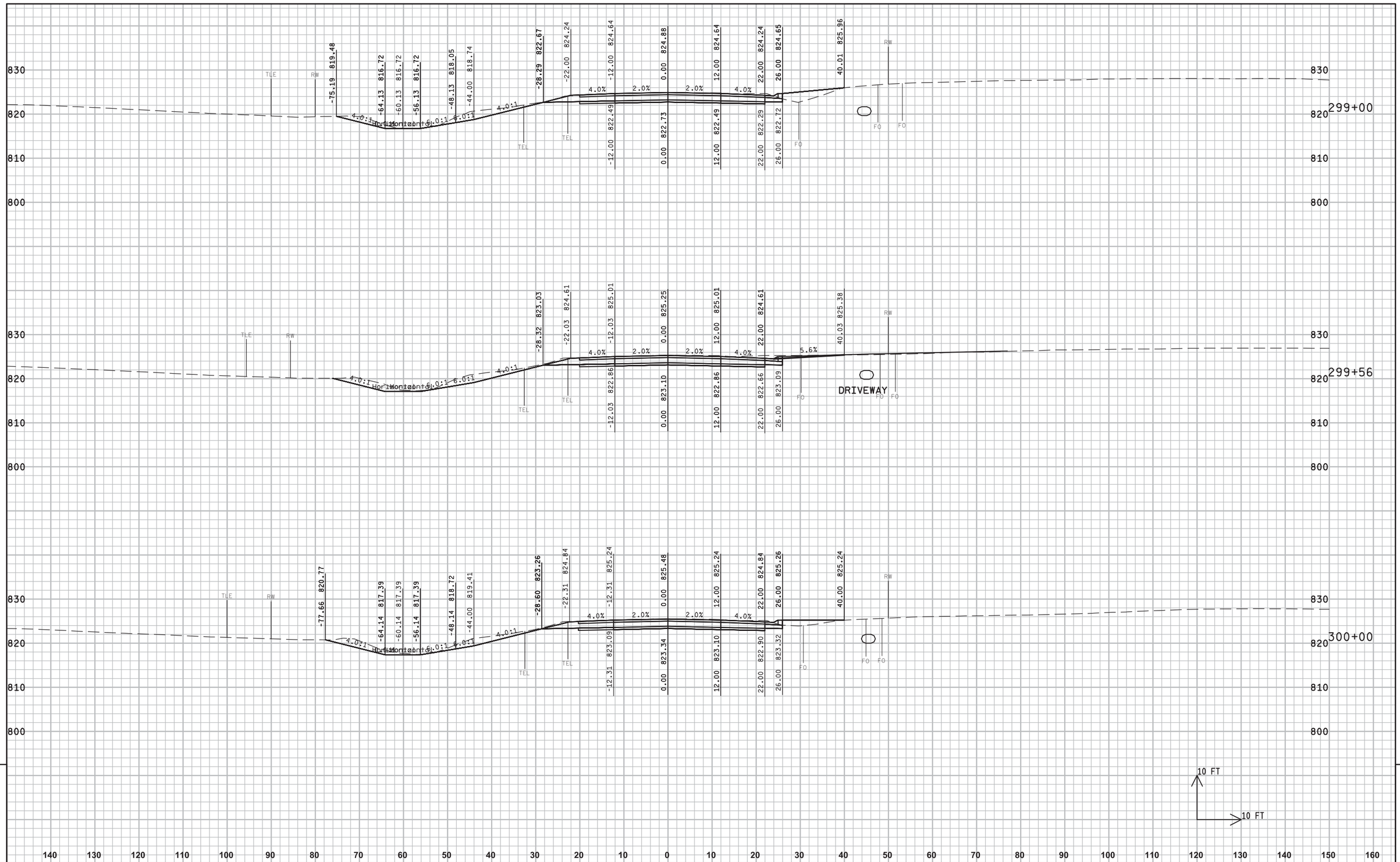
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1122 E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1123	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:06 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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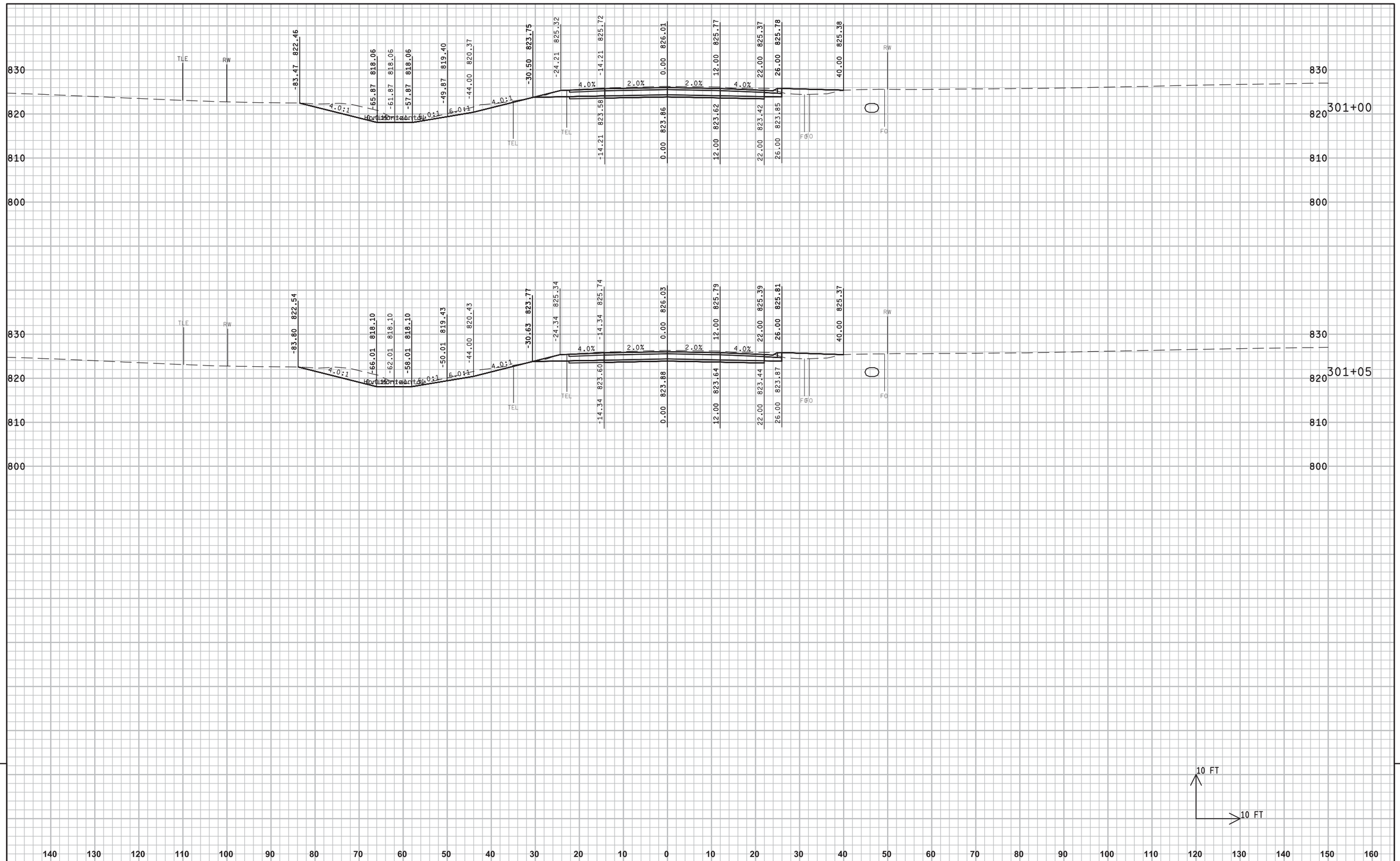
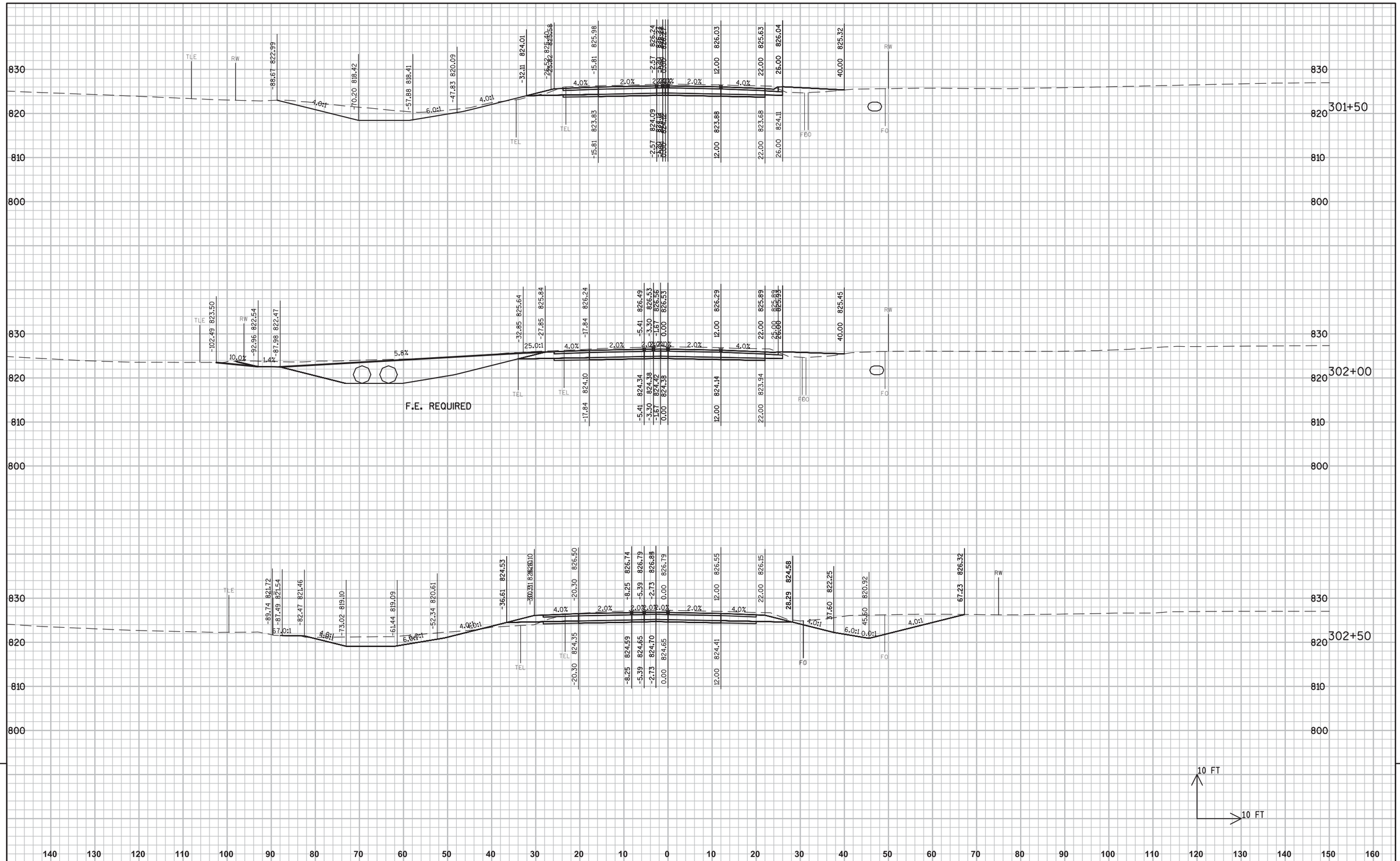
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1124	E

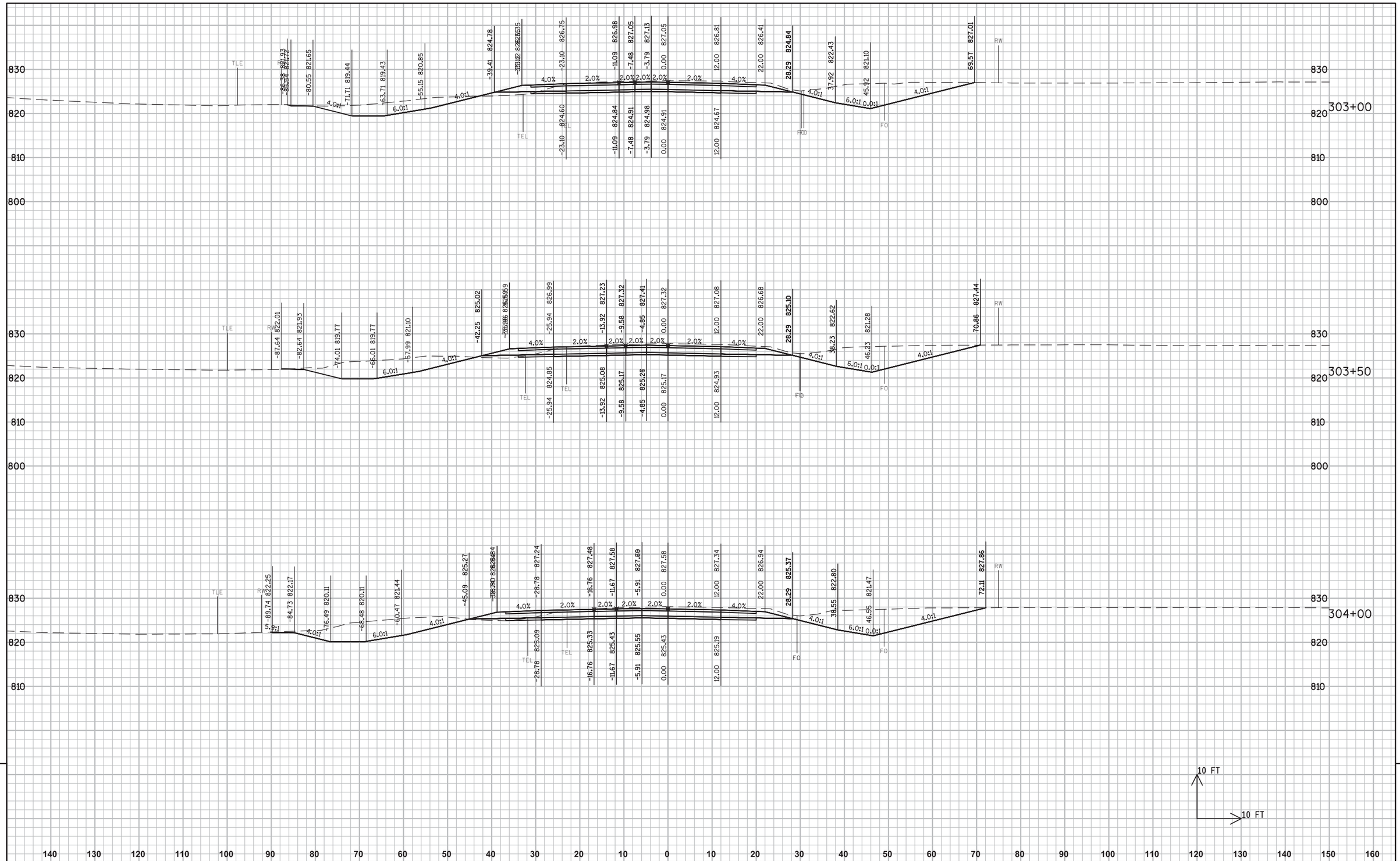
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:06 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1125	E



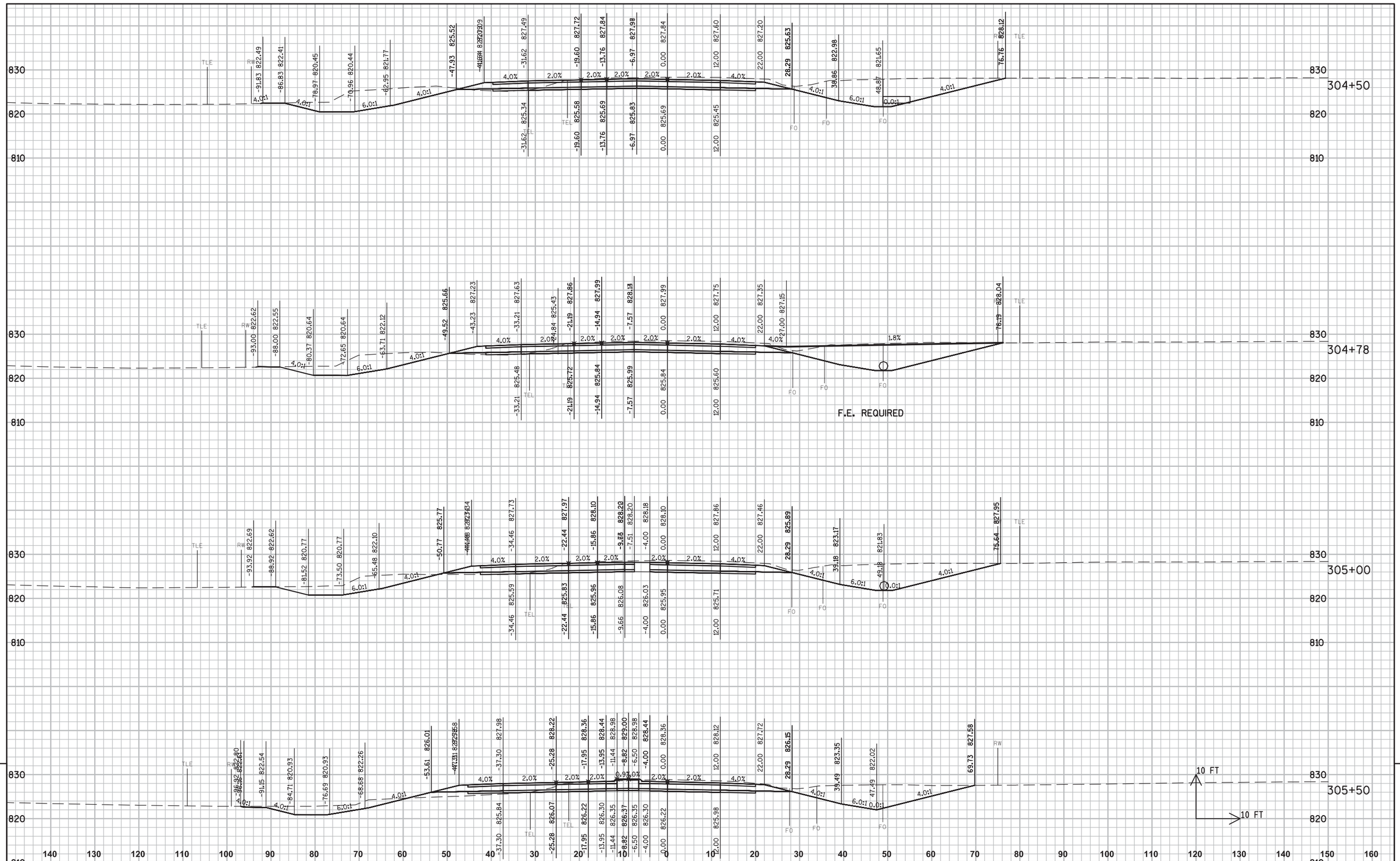
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1126	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1127	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:03 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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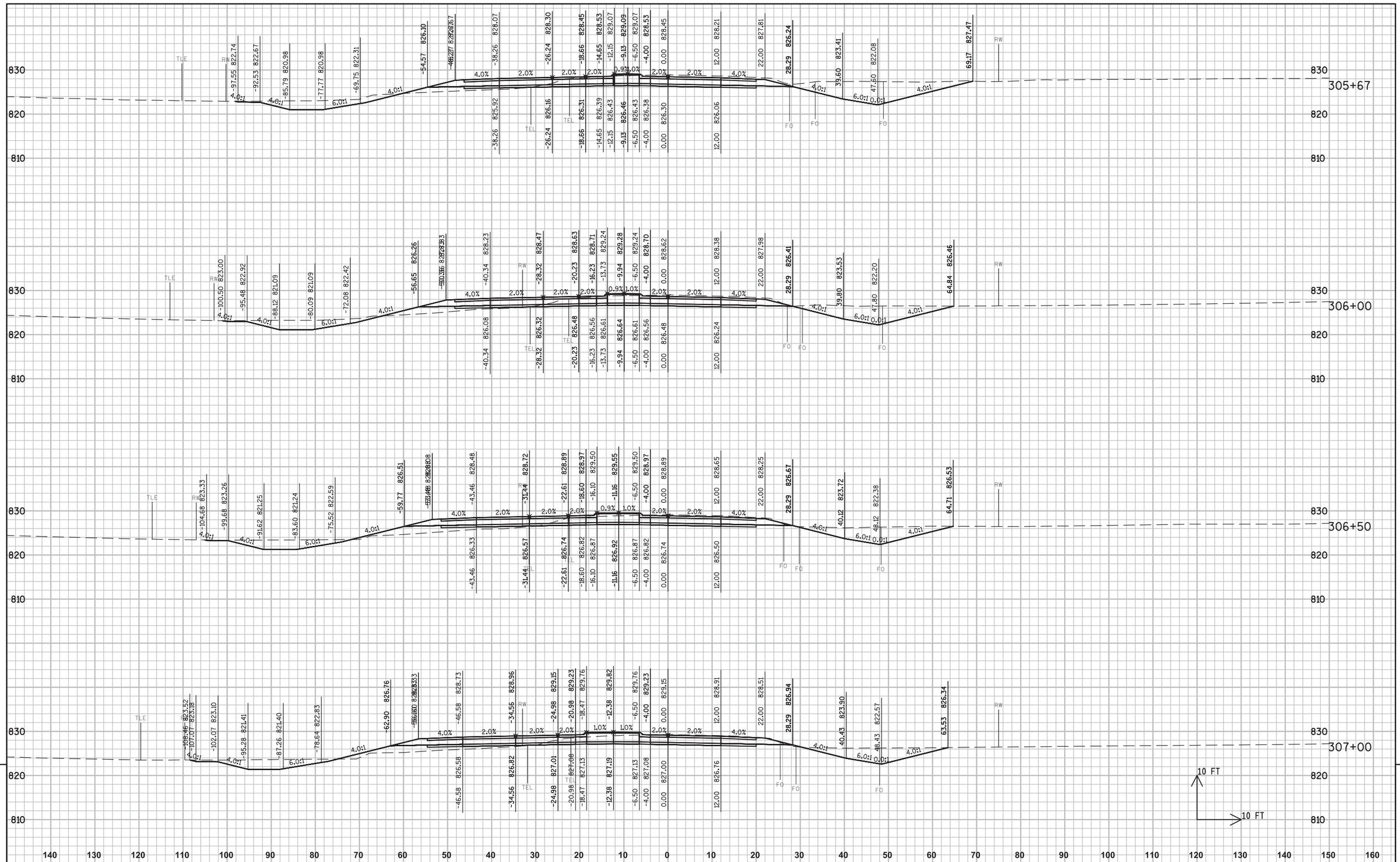
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1128	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:04 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

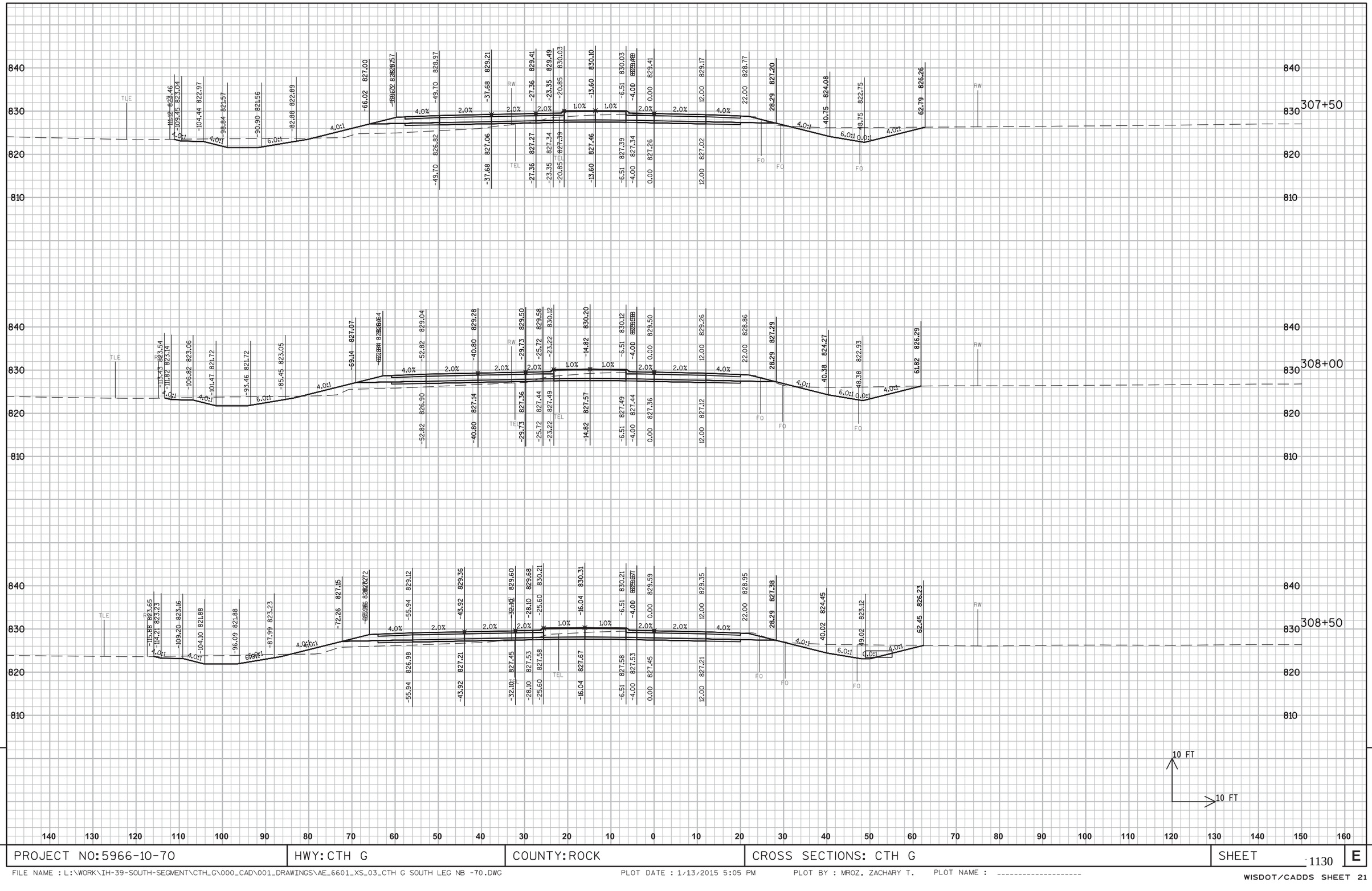
WISDOT/CADDS SHEET 21



9

9

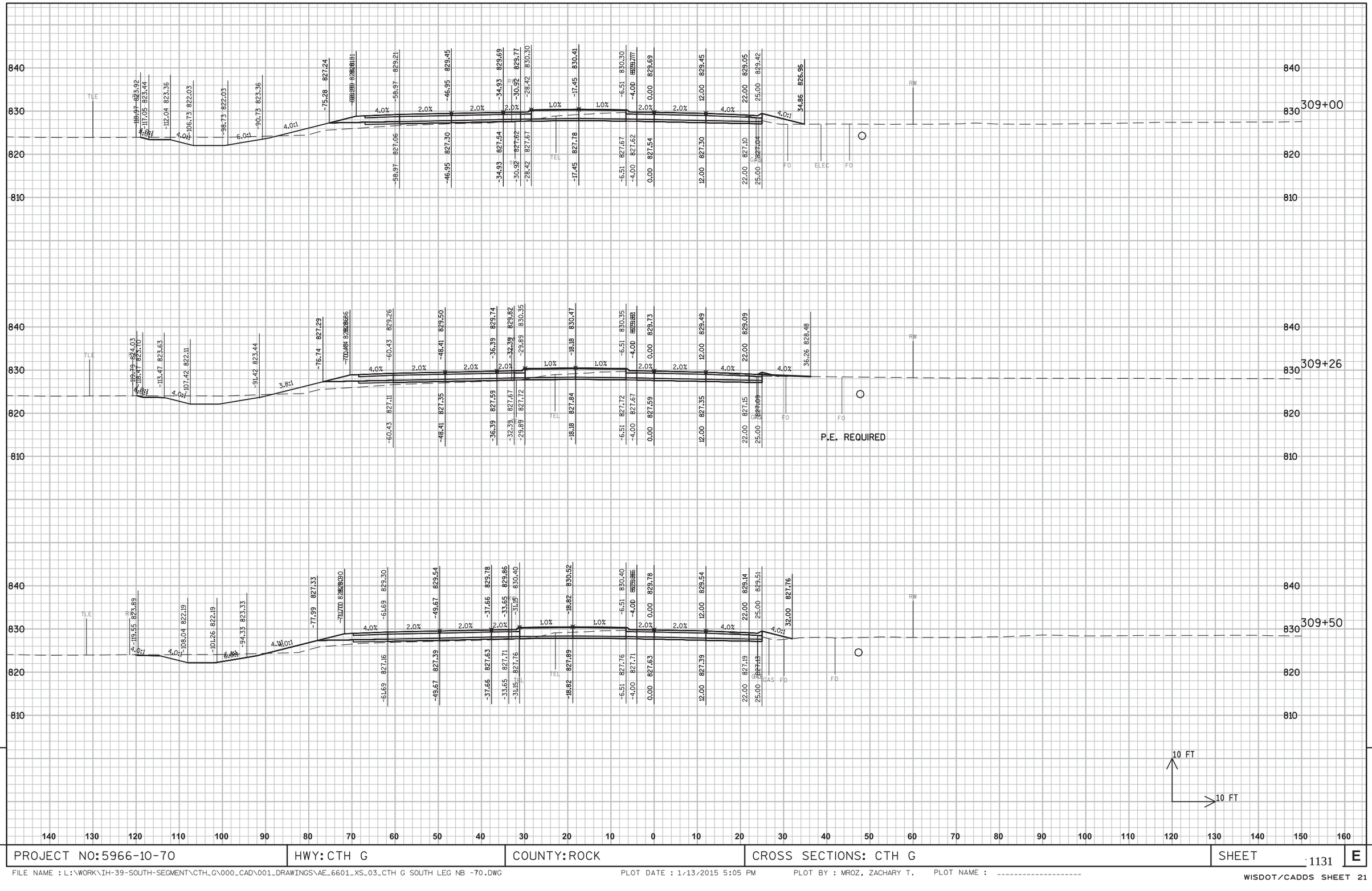
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1129	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1130	E

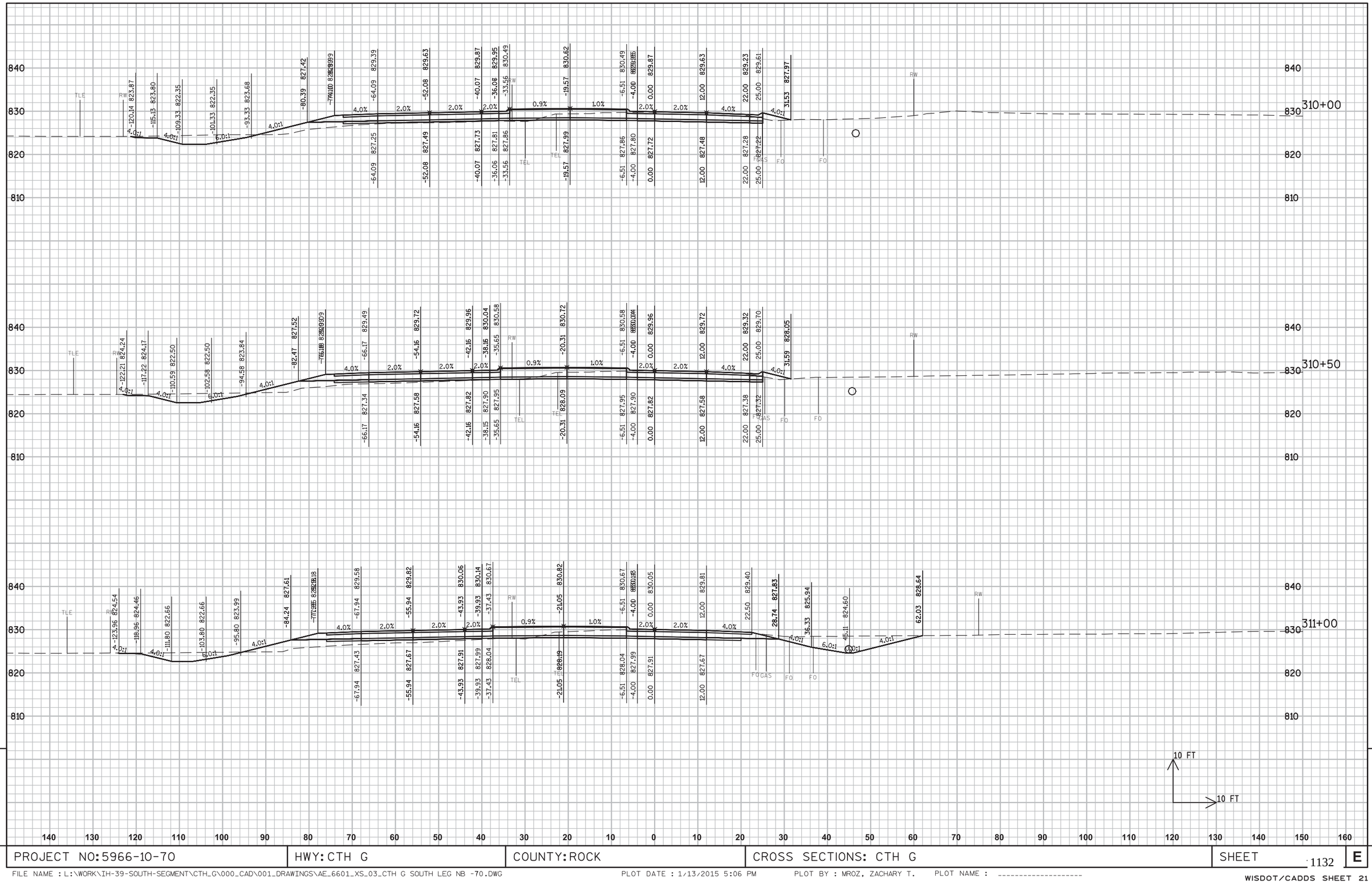
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:05 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



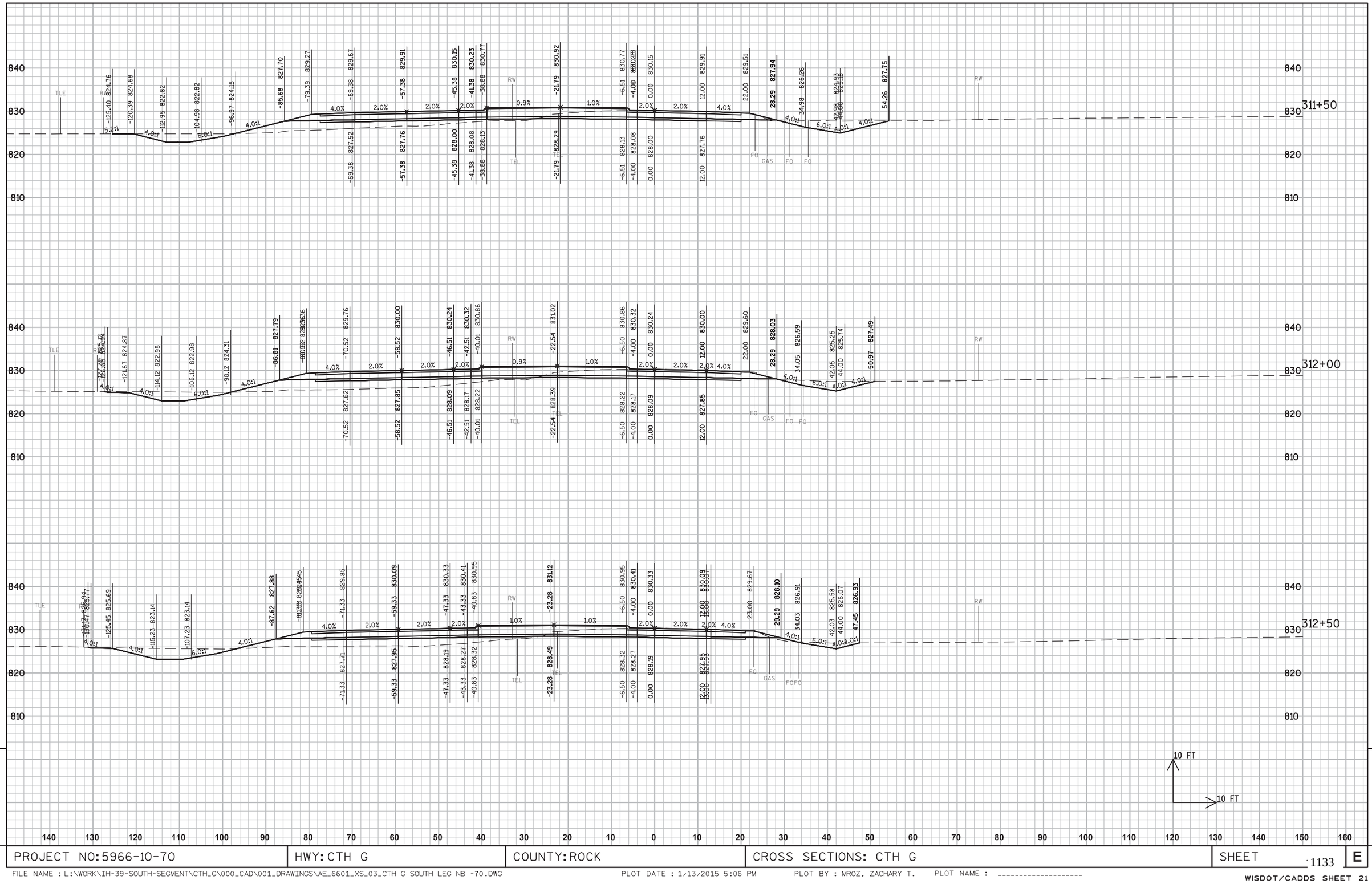
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1131	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:05 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____



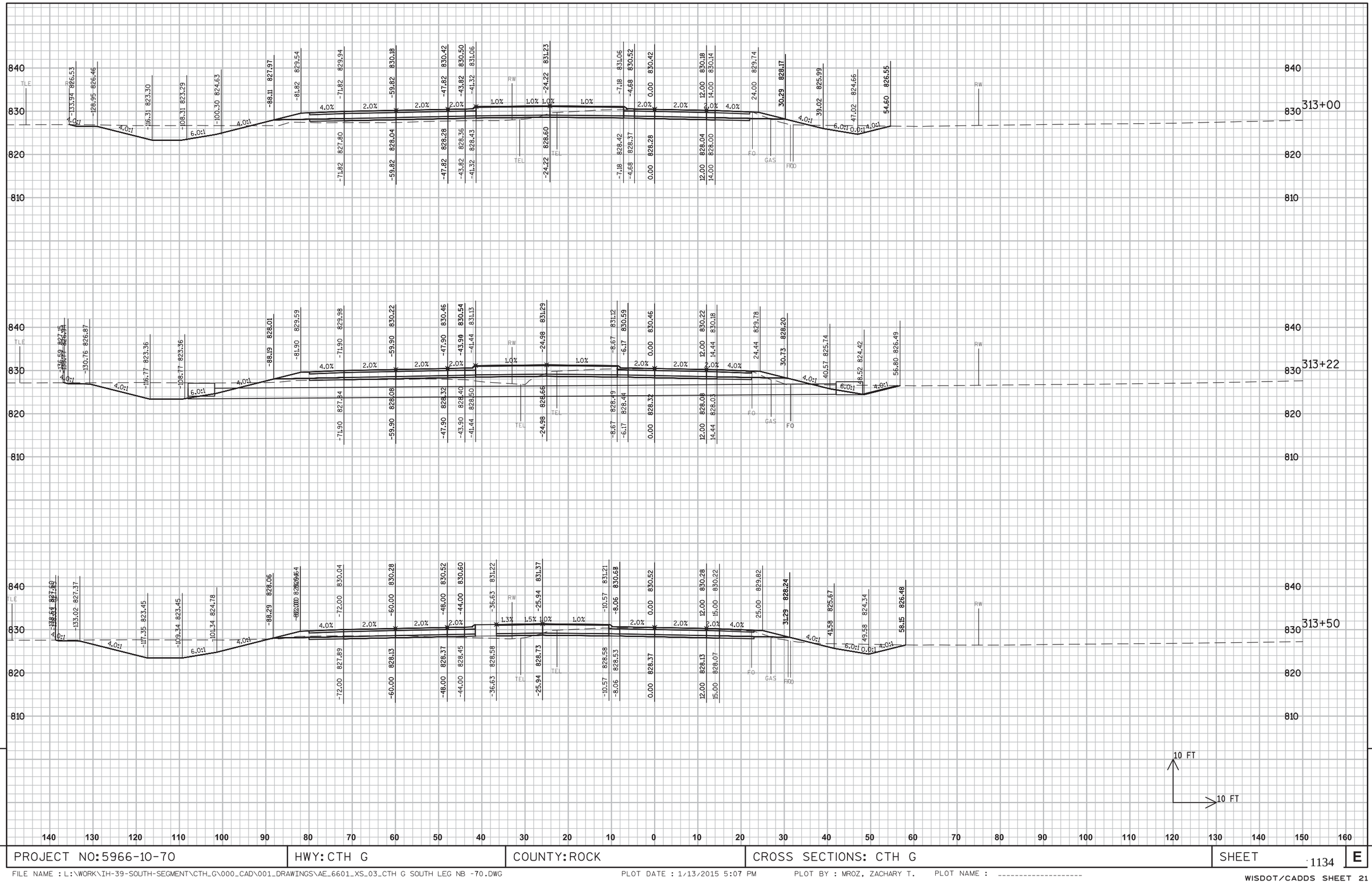
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1132 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:06 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1133	E

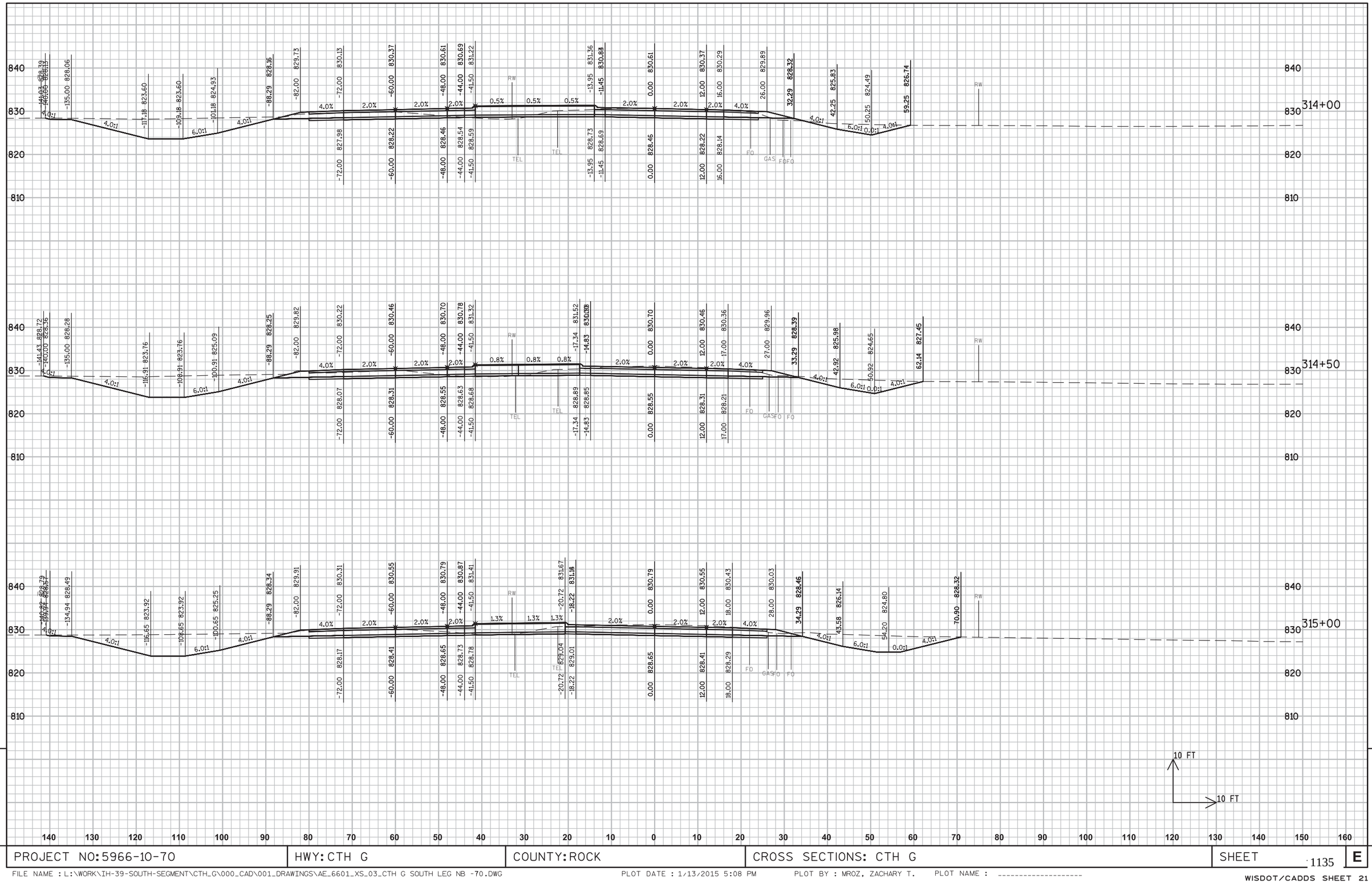
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:06 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____



PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1134 E

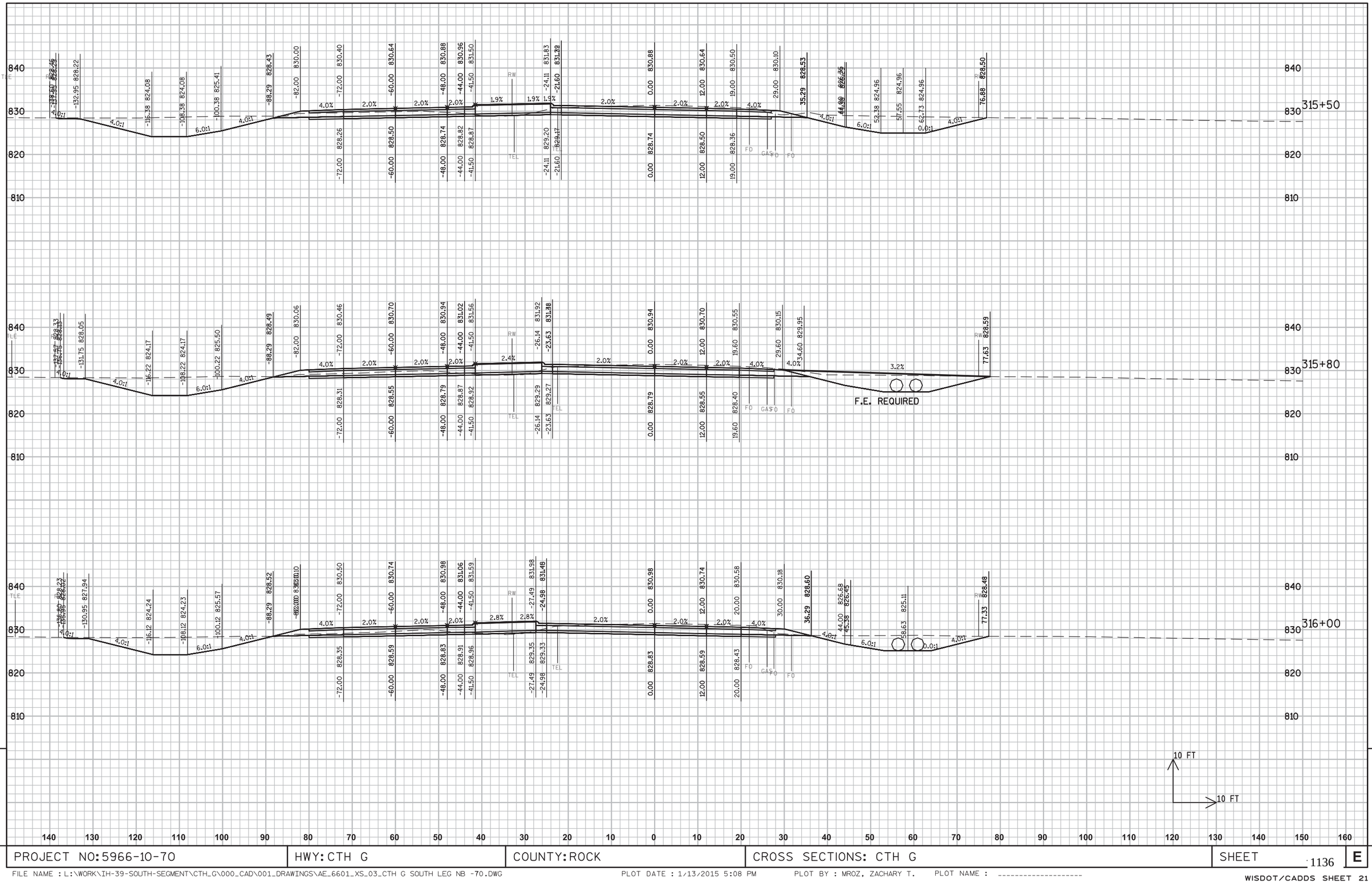
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:07 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G	SHEET 1135 E

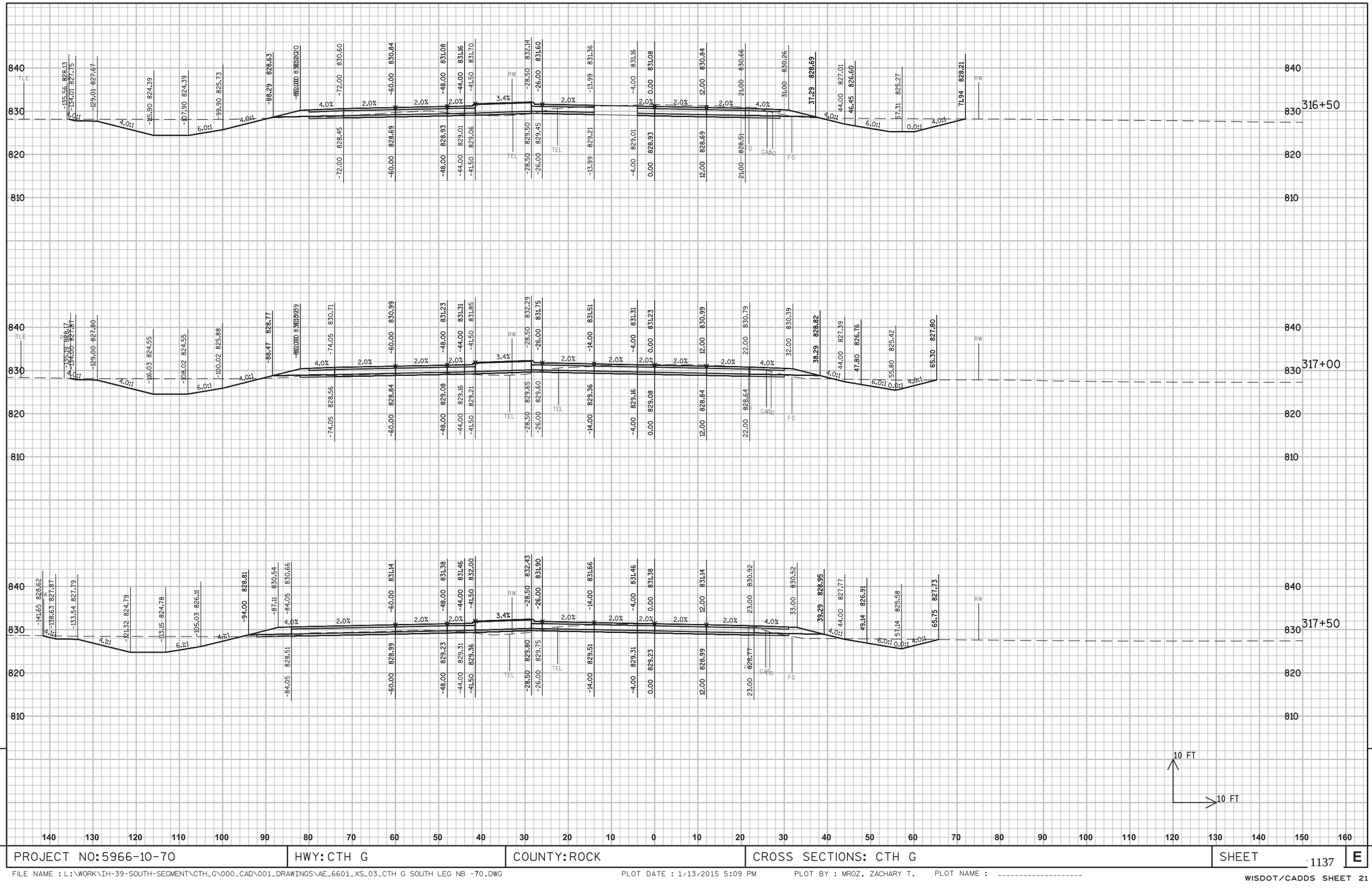
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:08 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____



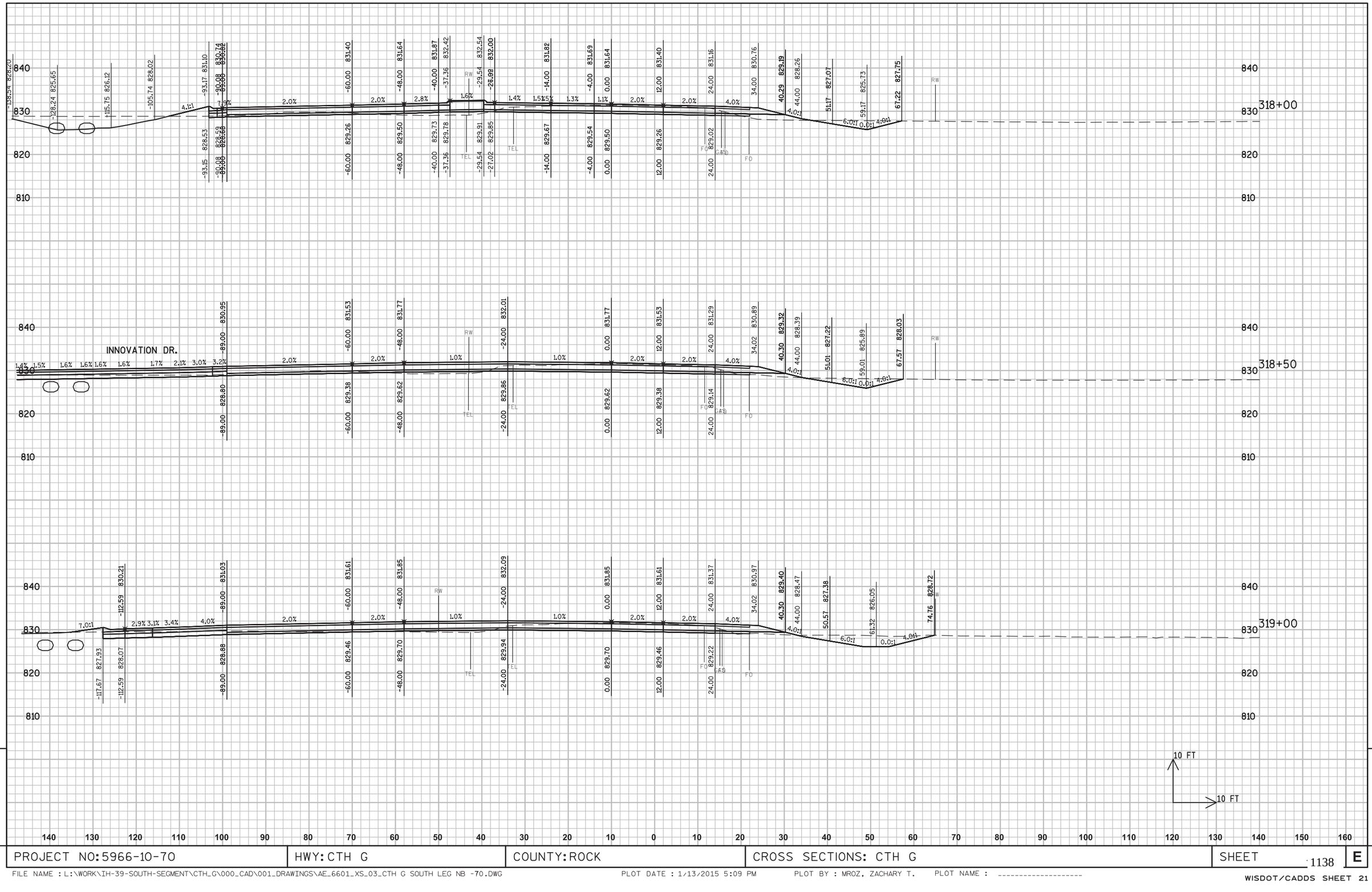
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1136	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:08 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____

WISDOT/CADDS SHEET 21

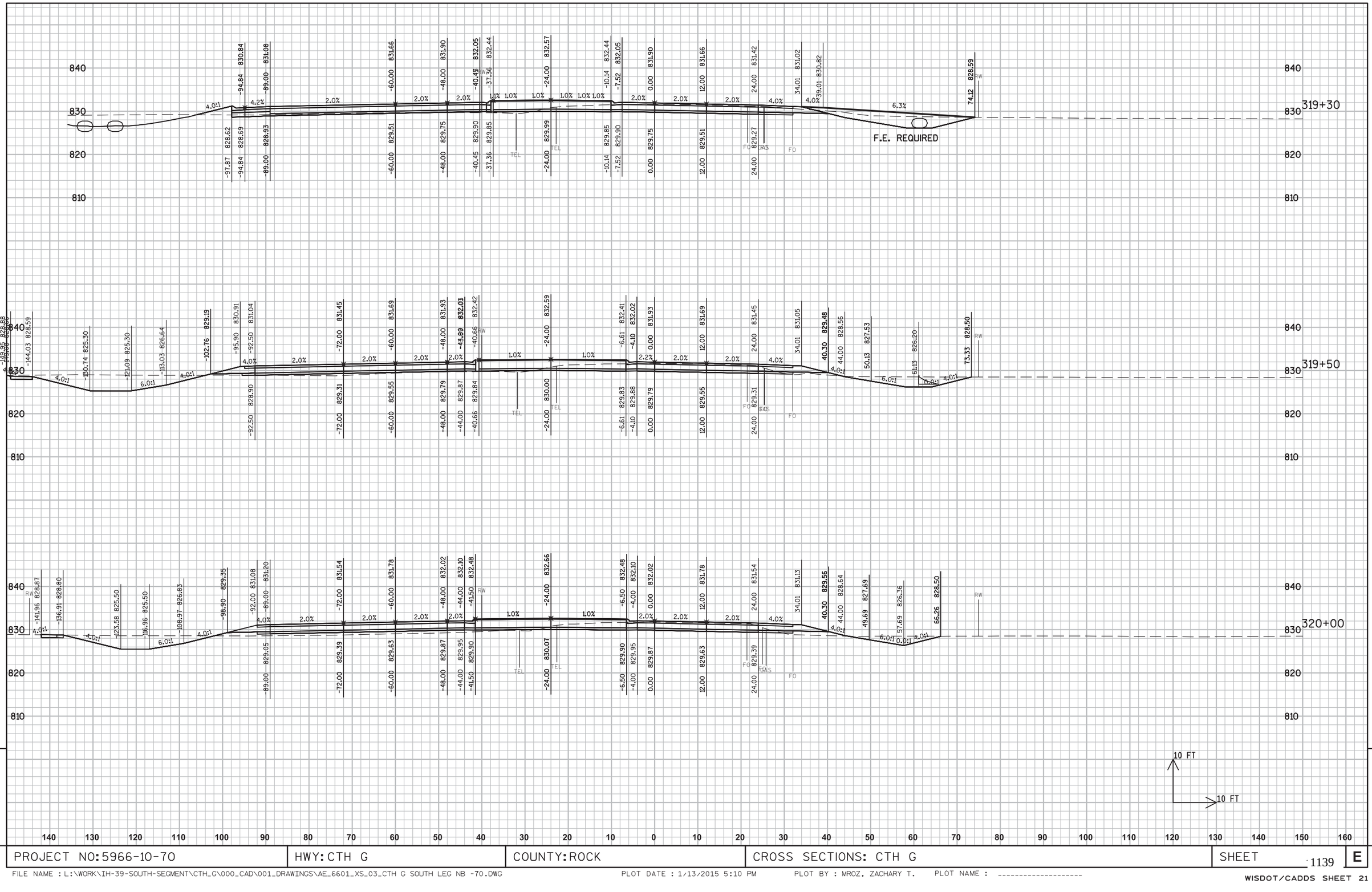


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1137	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1138 E

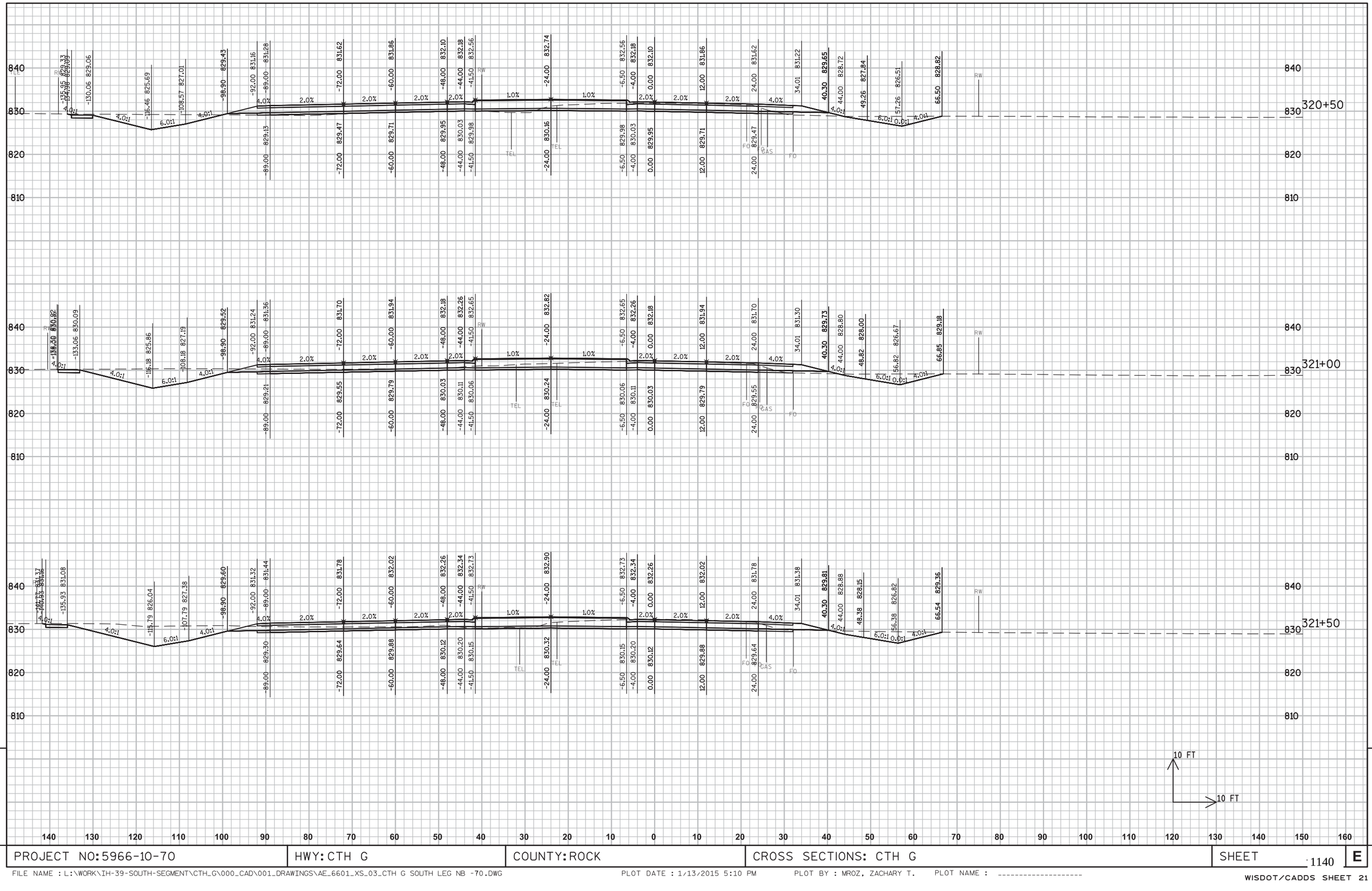
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:09 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1139 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:10 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

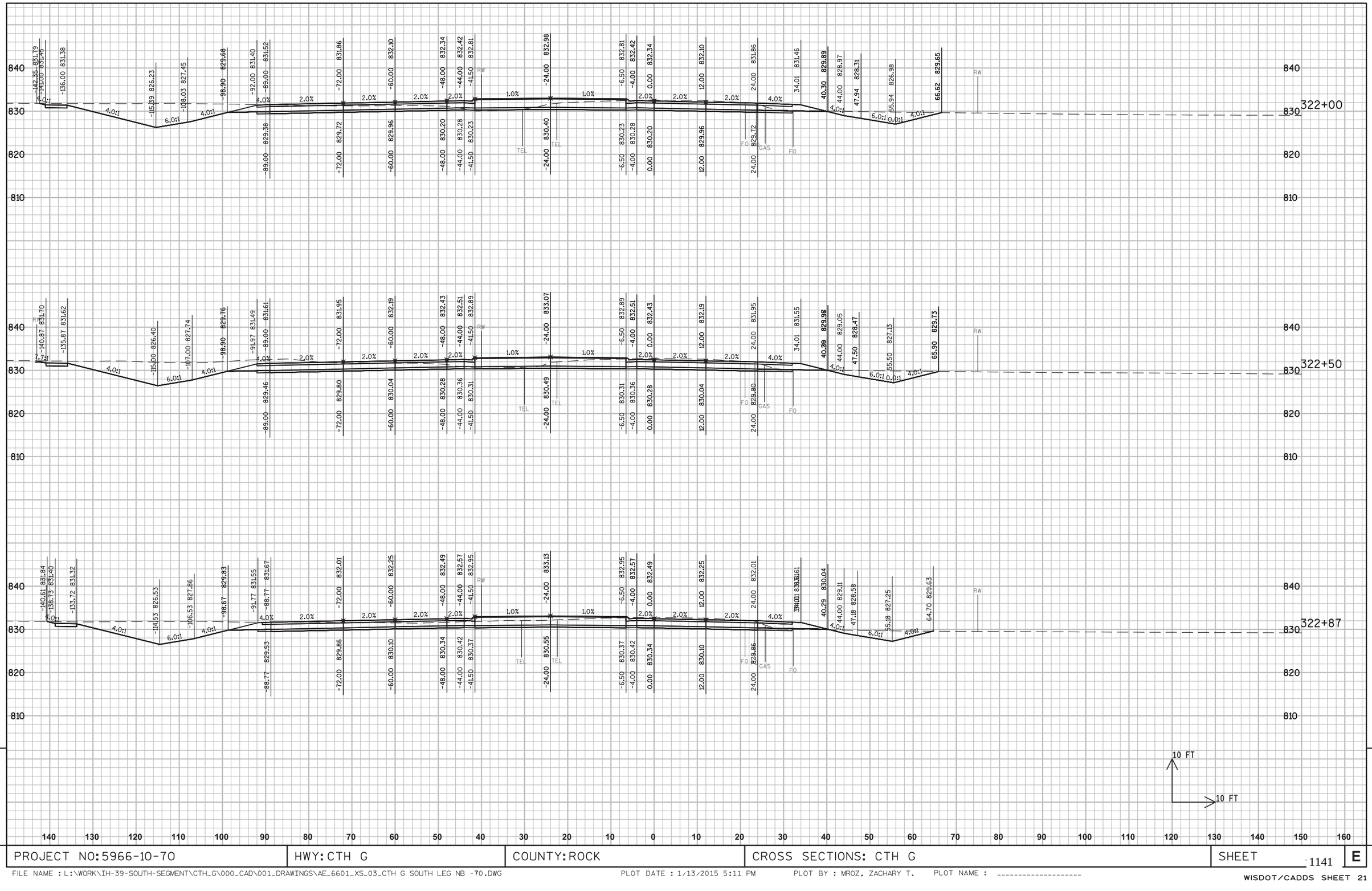
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1140	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:10 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

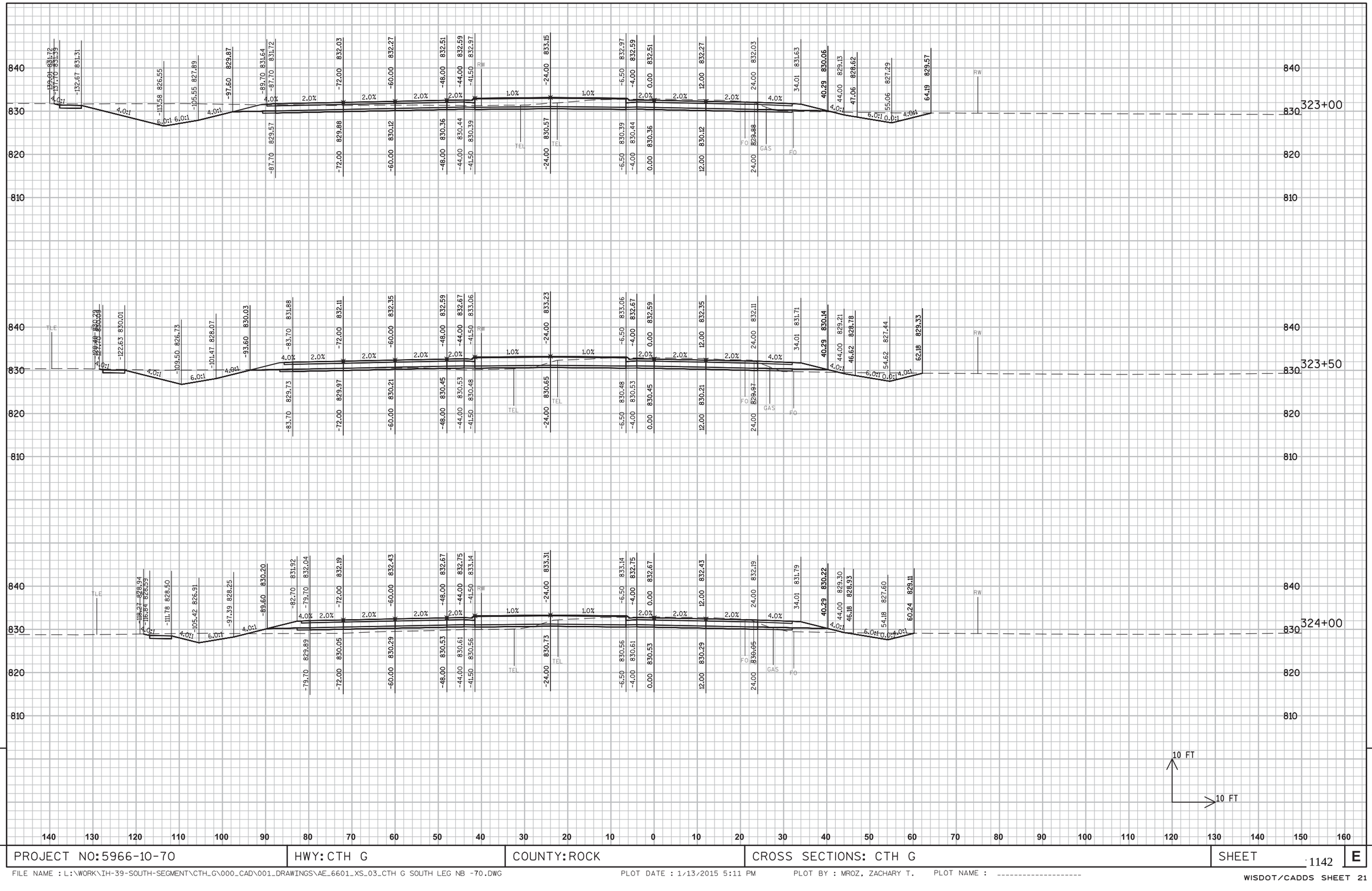
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1141	E

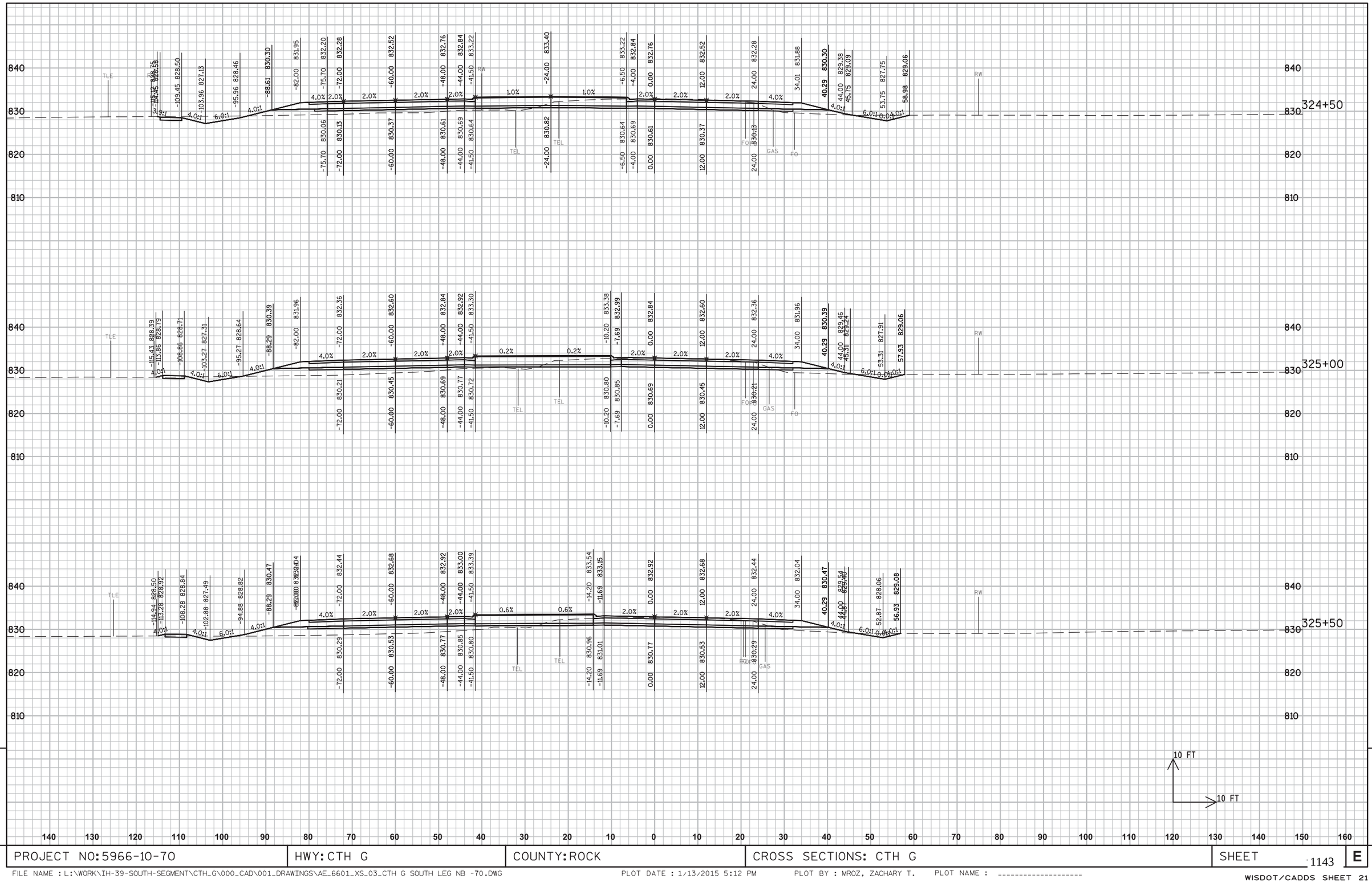
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:11 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1142 E

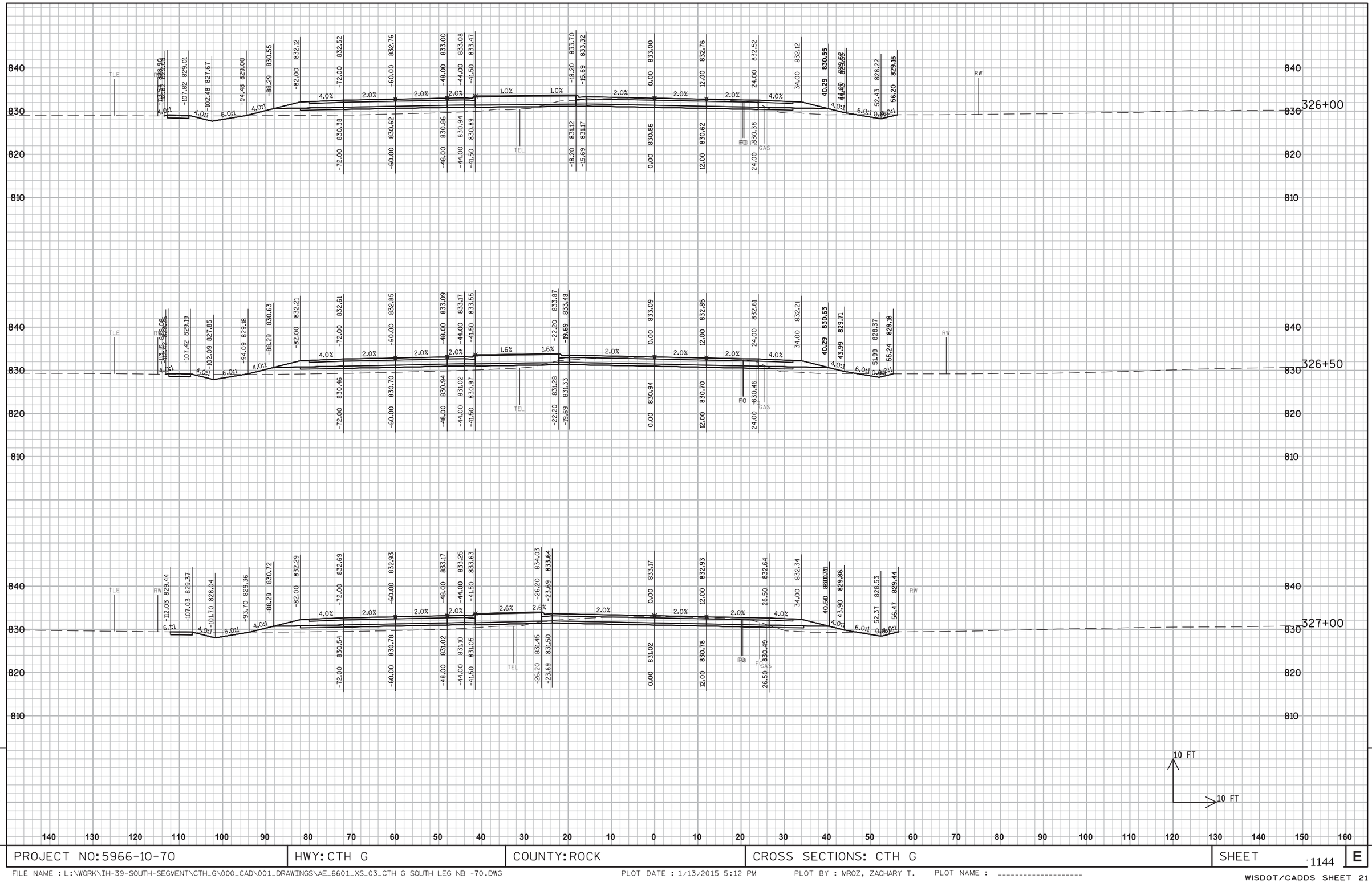
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:11 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1143 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:12 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

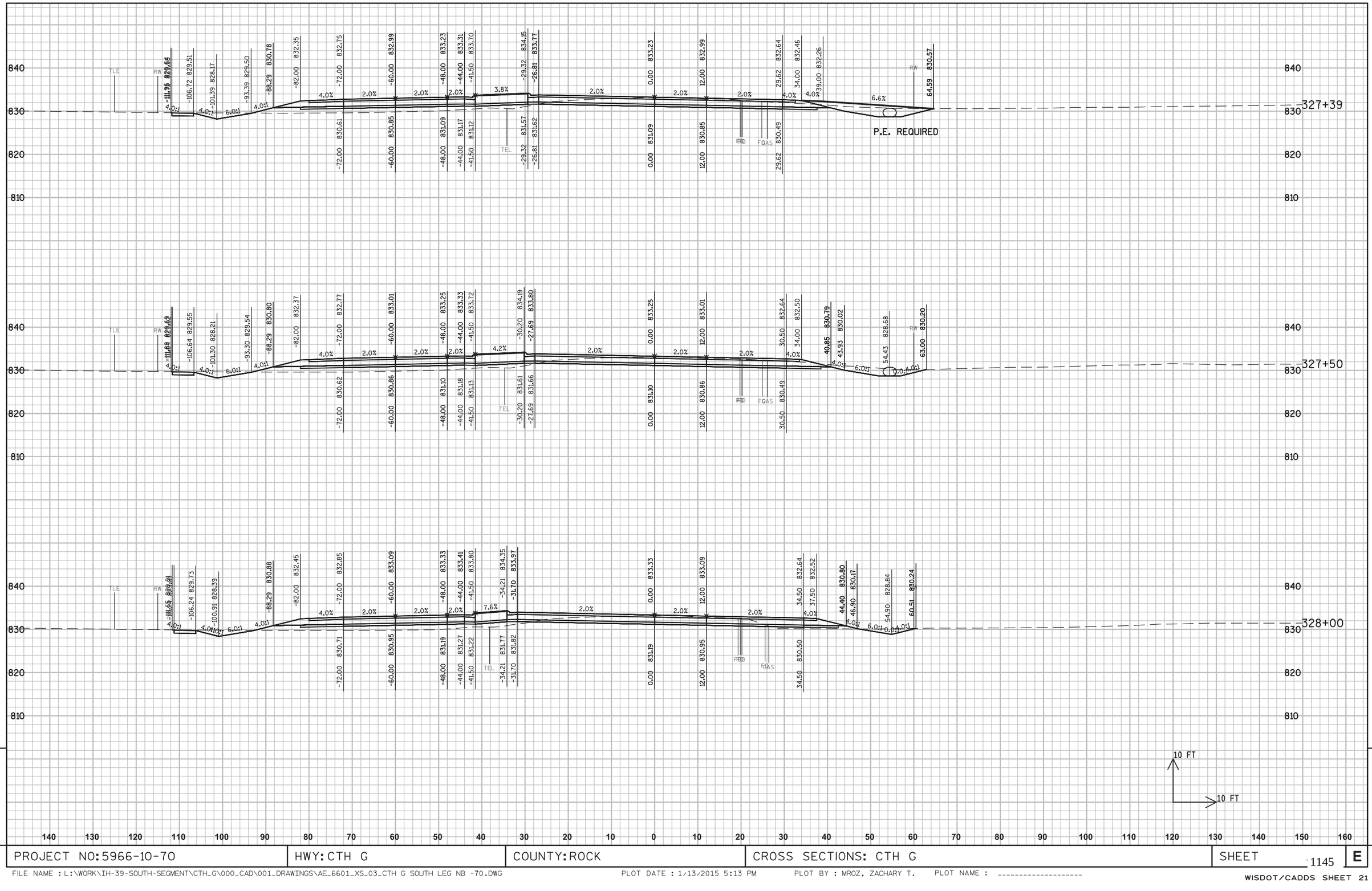
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1144	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:12 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

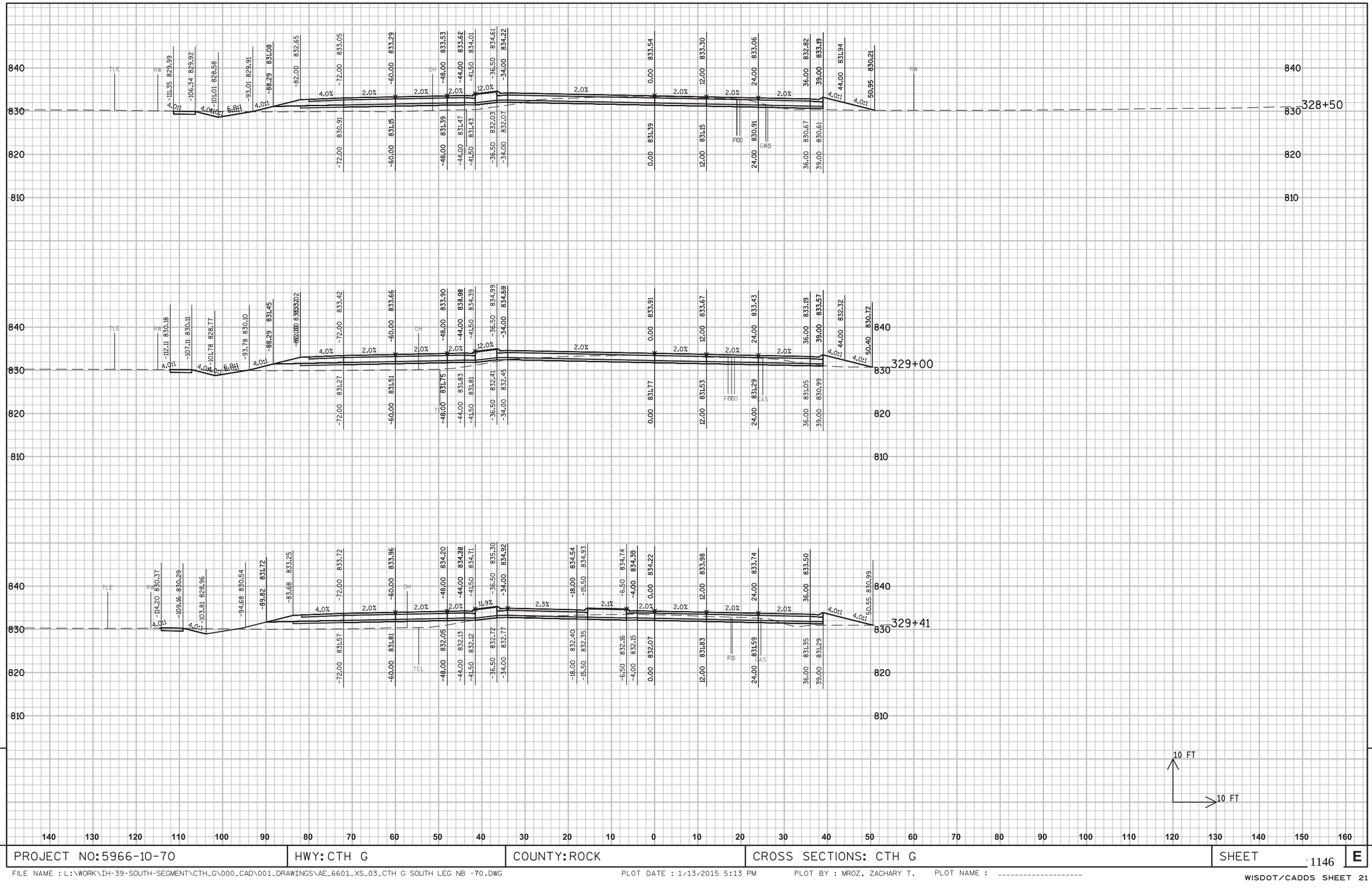
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1145	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

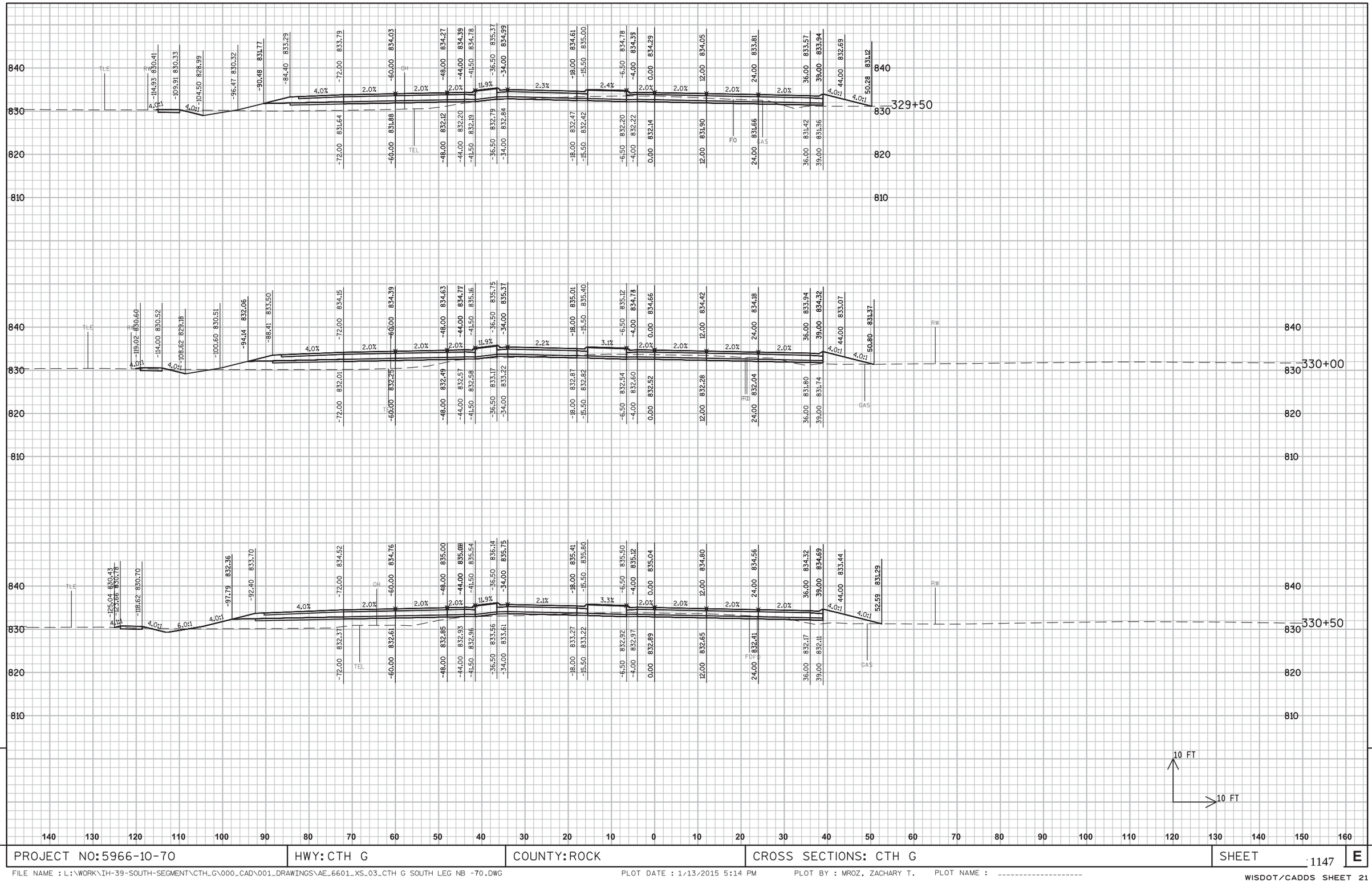
WISDOT/CADDS SHEET 21



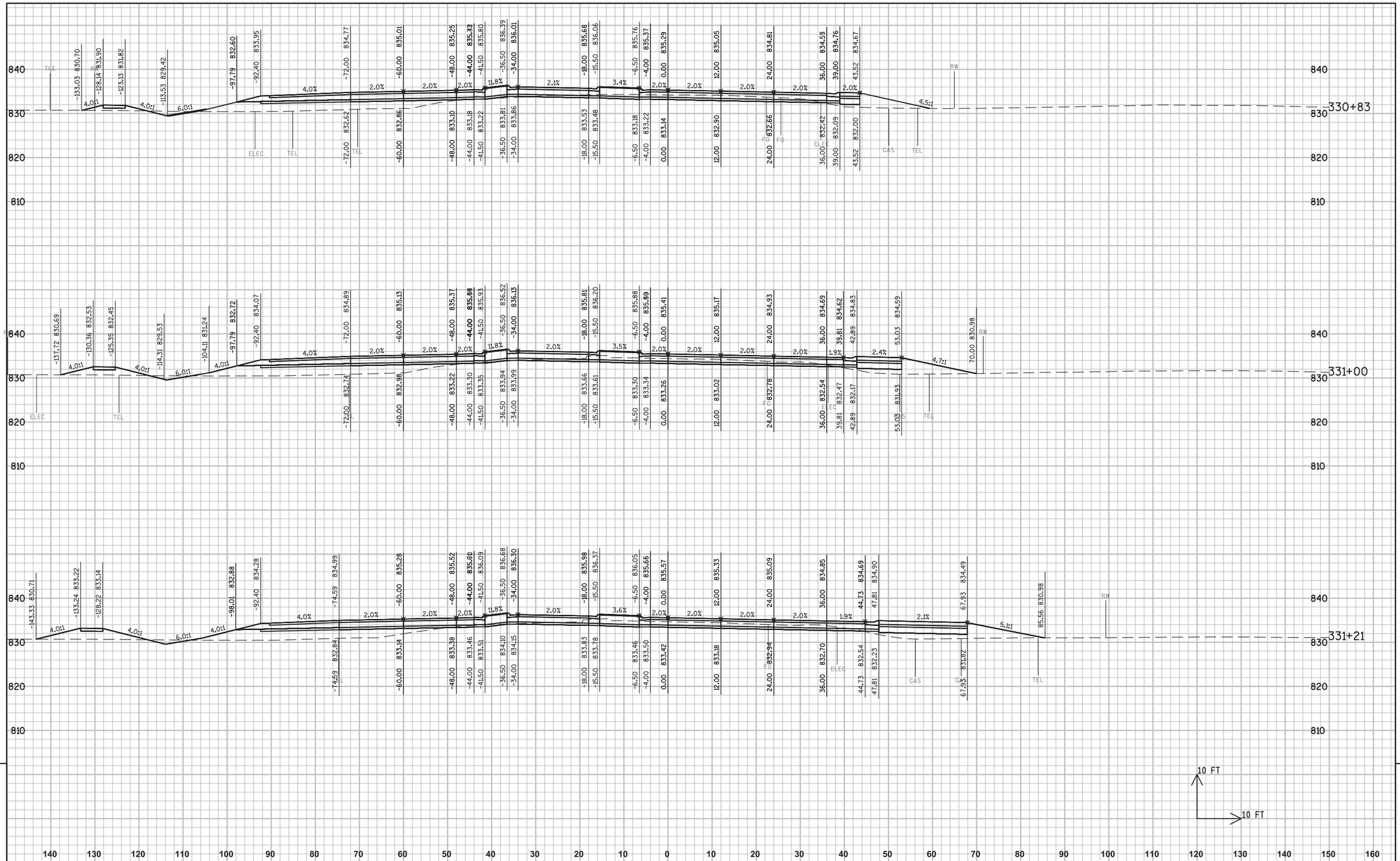
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1146	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:13 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

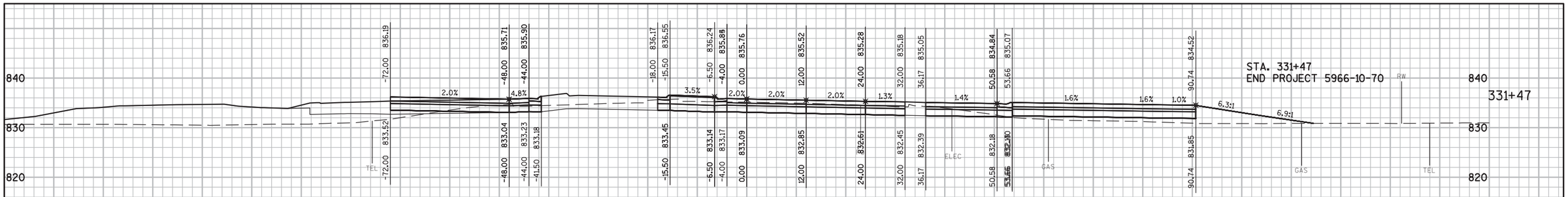


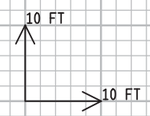
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1147	E



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1148	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:14 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------





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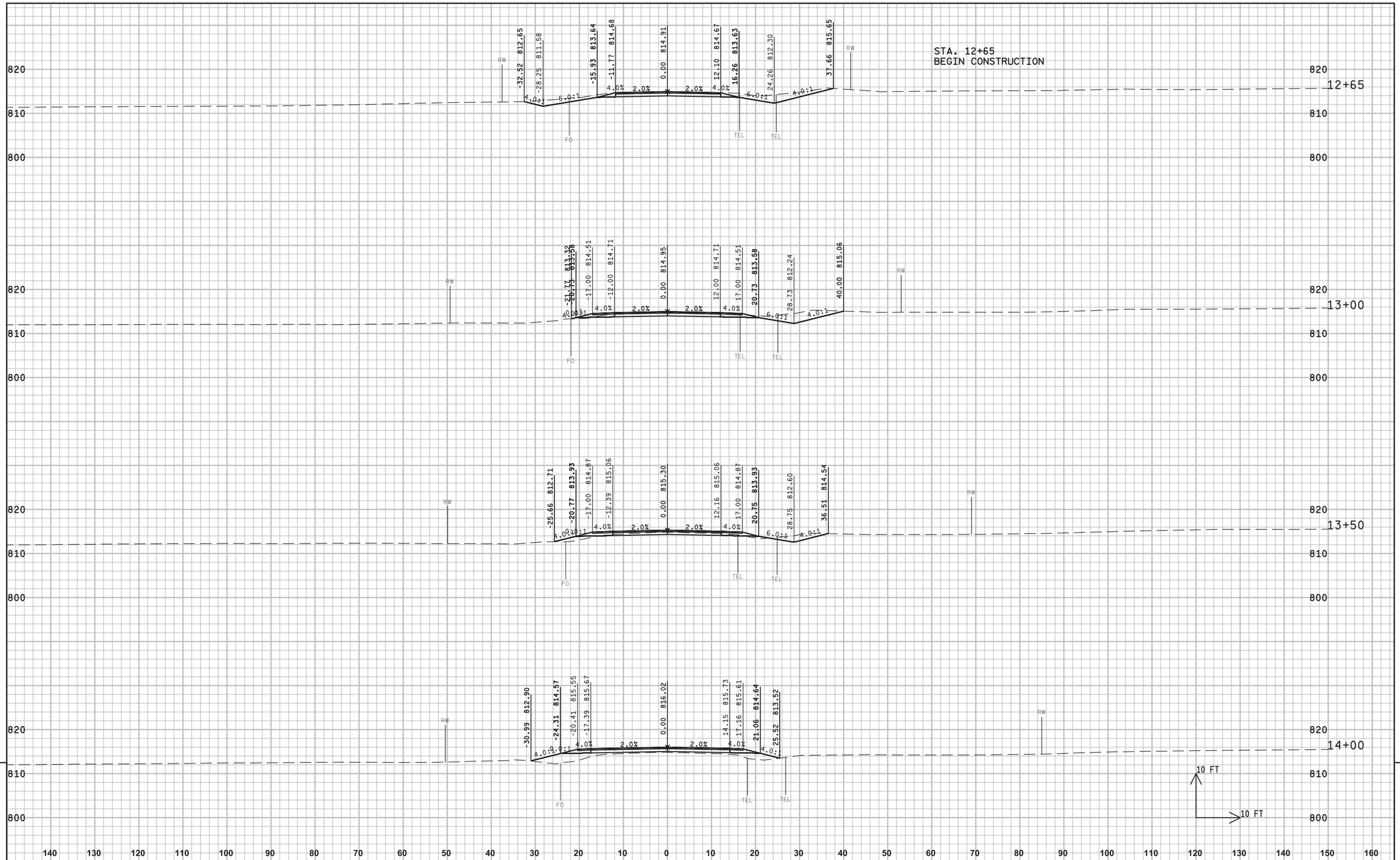
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1149	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -70.DWG PLOT DATE : 1/13/2015 5:15 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

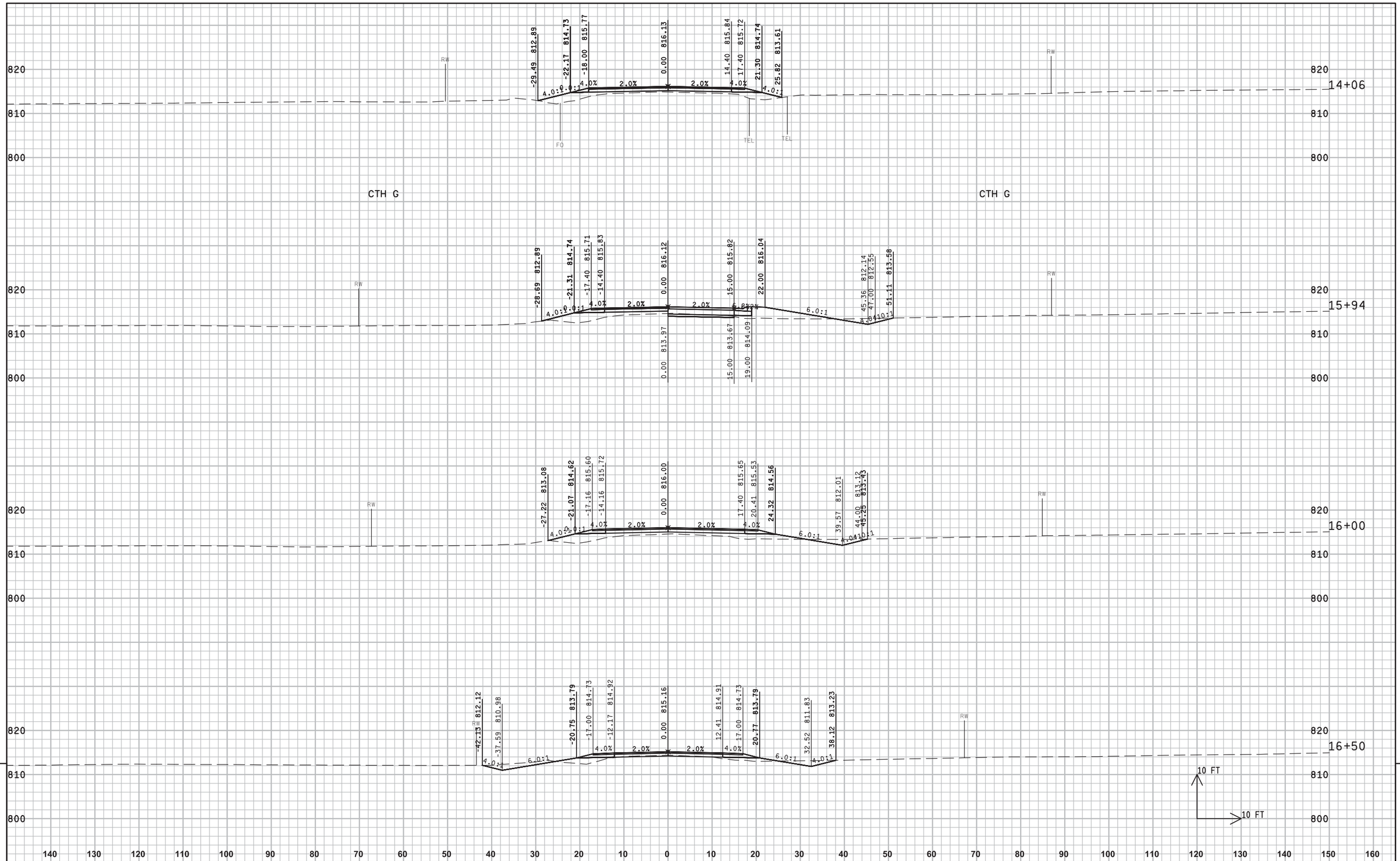
WISDOT/CADDS SHEET 21



9 9

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: SUNNY LN.	SHEET 1150 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02_SUNNY.DWG PLOT DATE : 1/13/2015 2:14 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



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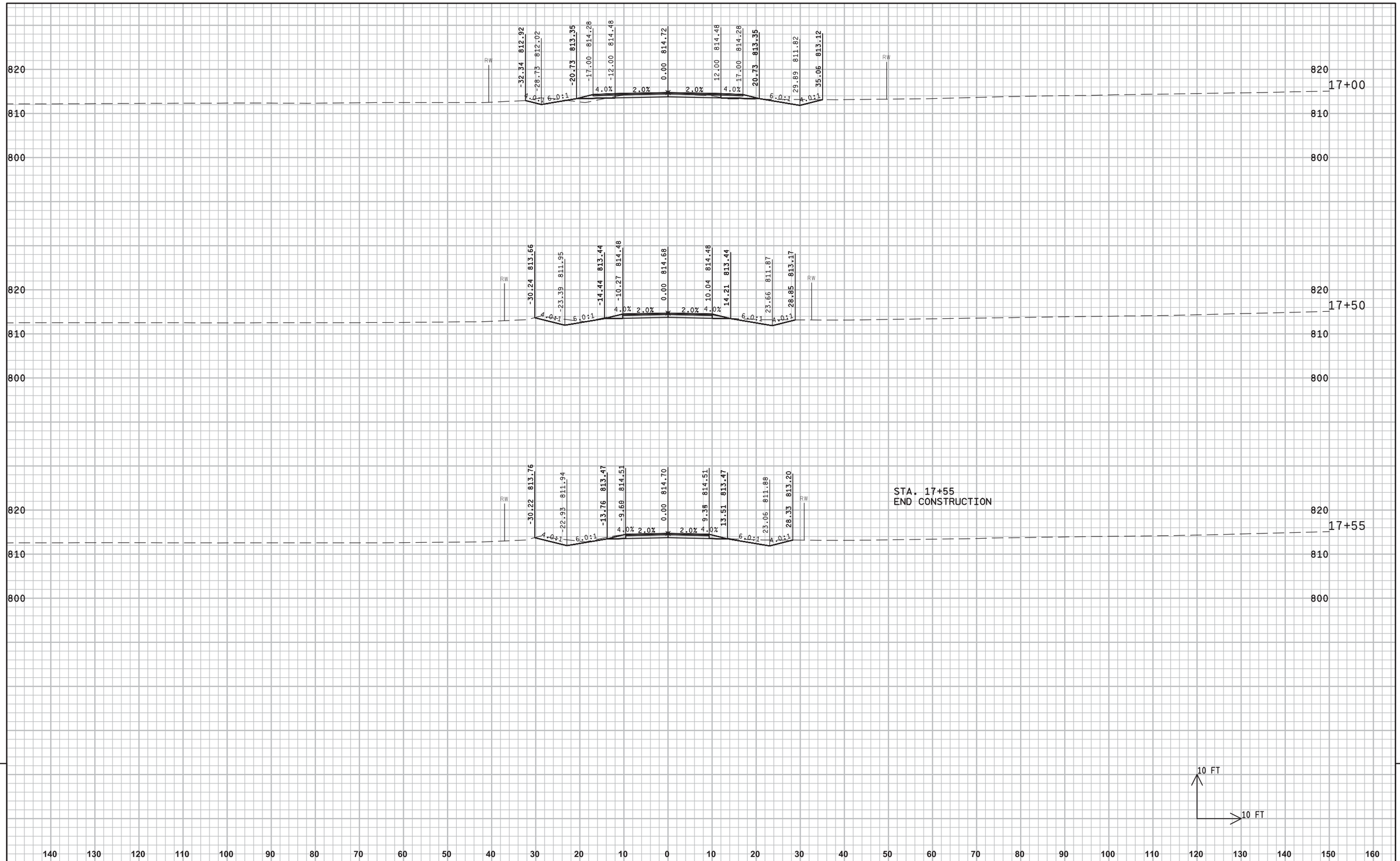
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SUNNY LN.	SHEET 1151	E

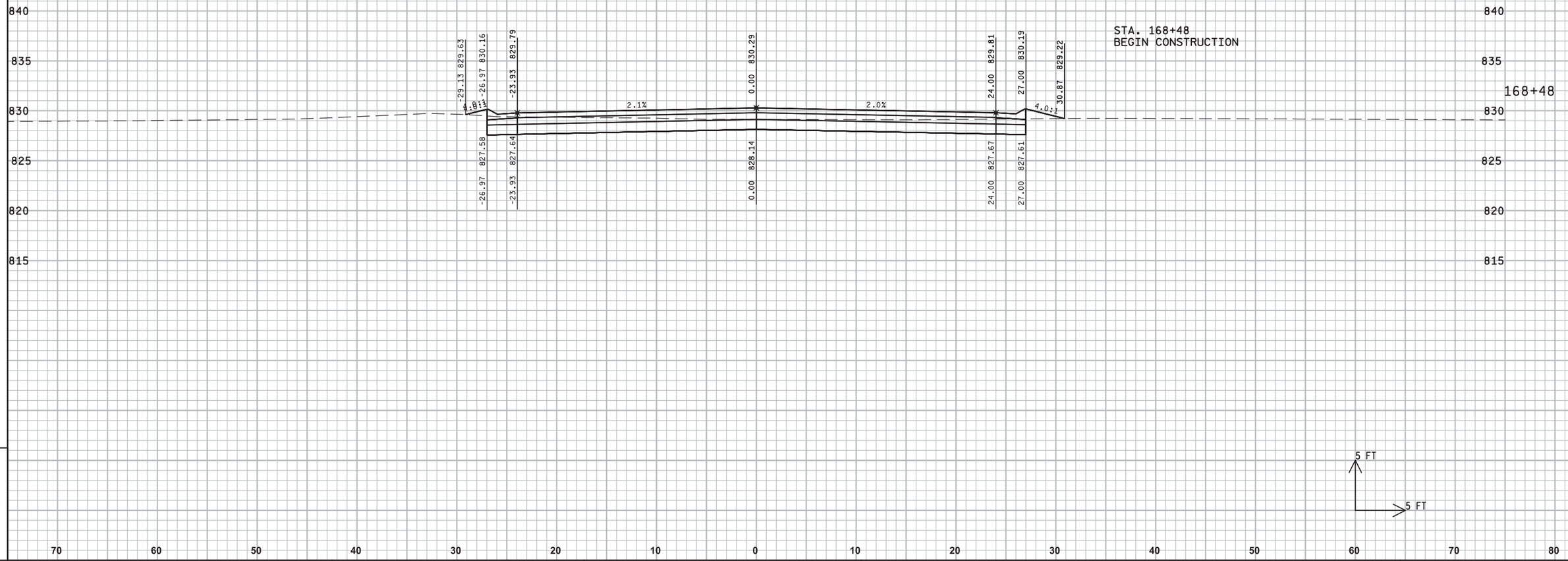
9

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02_SUNNY.DWG PLOT DATE : 1/13/2015 2:14 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



9 9

PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: SUNNY LN.	SHEET 1152 E



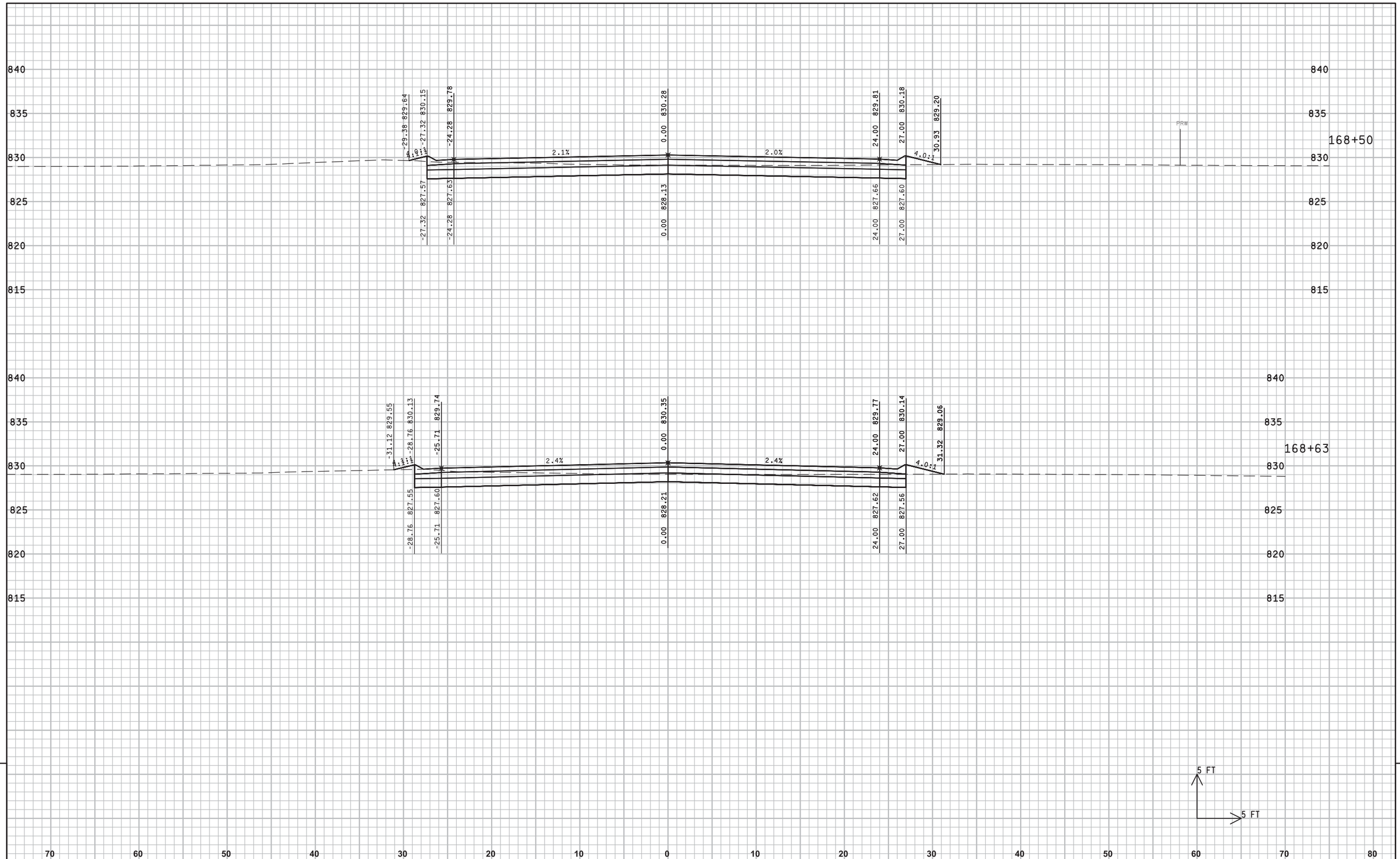
9

9

PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: INNOVATION DR.	SHEET 1153	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_INNOVATION.DWG PLOT DATE : 1/13/2015 5:31 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



9

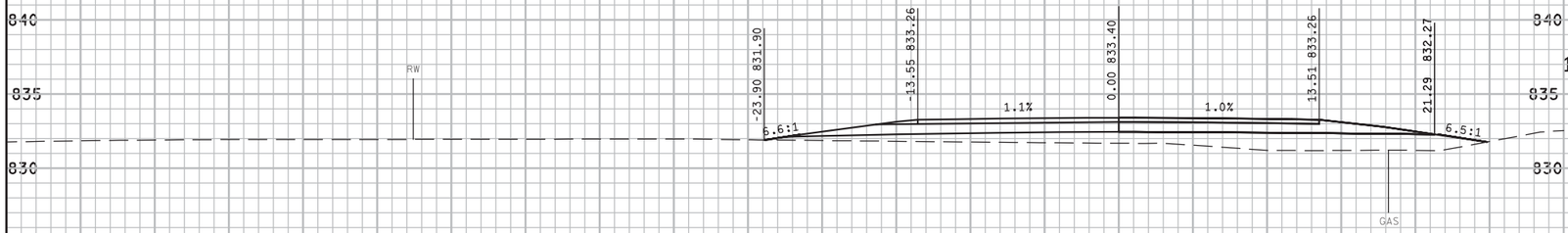
9

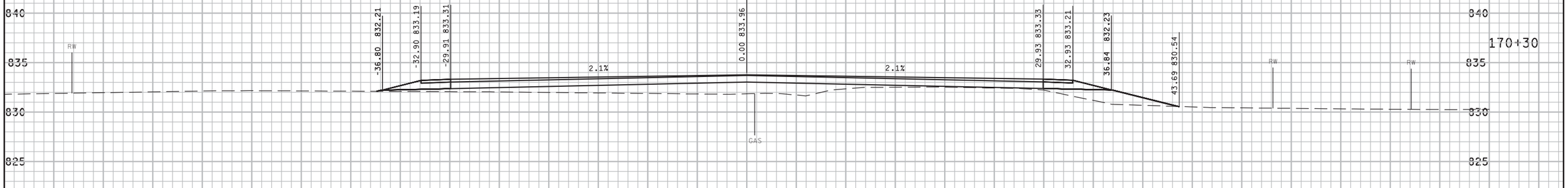
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: INNOVATION DR.	SHEET 1154	E

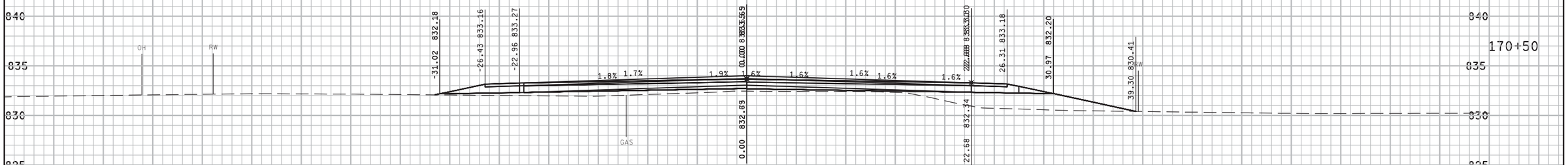
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_INNOVATION.DWG PLOT DATE : 1/13/2015 5:31 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : _____

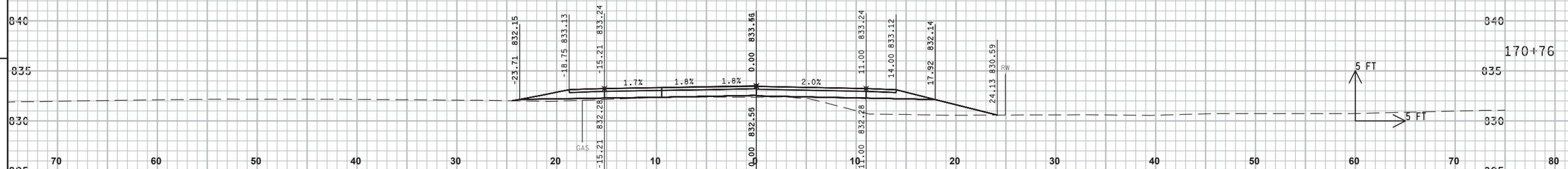
WISDOT/CADDS SHEET 21

STA. 170+00
BEGIN CONSTRUCTION









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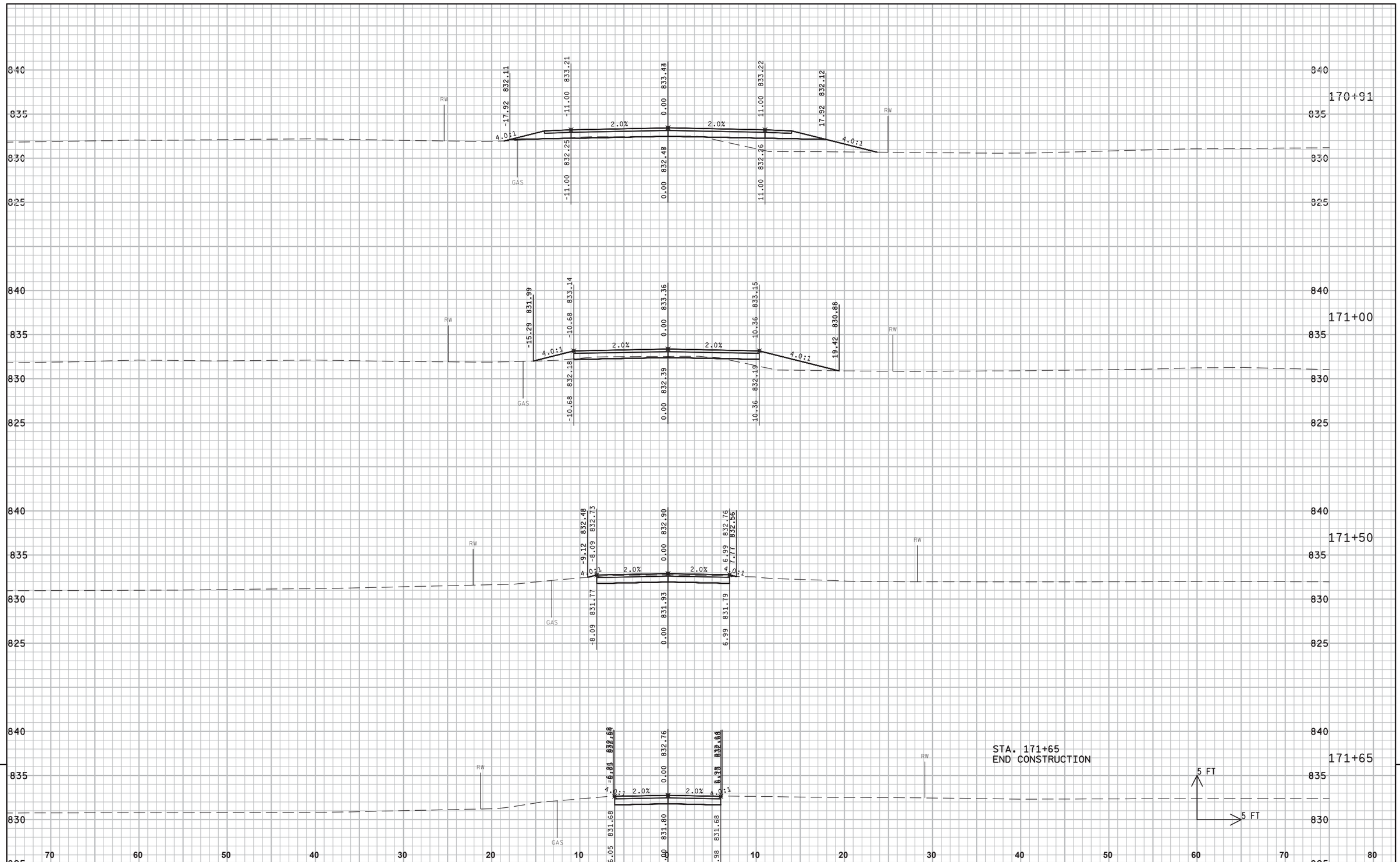
PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: DETROIT AVE.	SHEET 1155	E

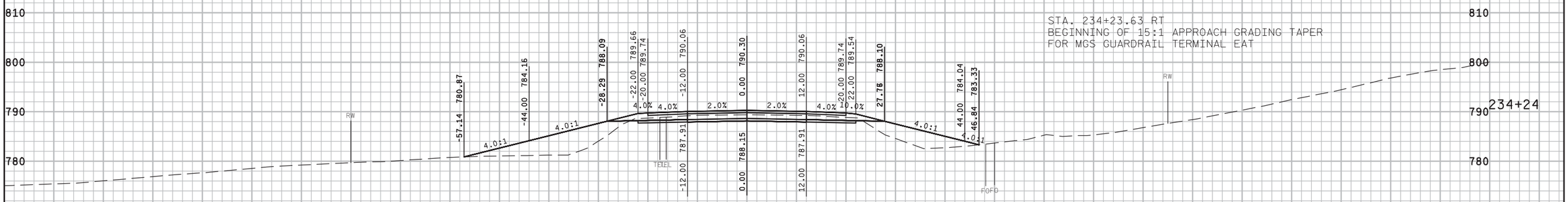


PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: DETROIT AVE.	SHEET 1156 E

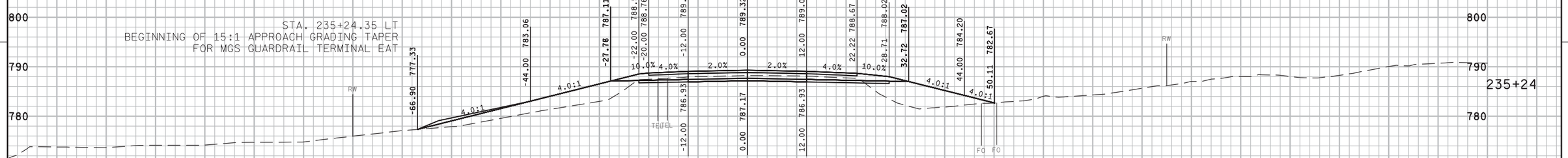
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_DETROIT.DWG PLOT DATE : 1/13/2015 5:24 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

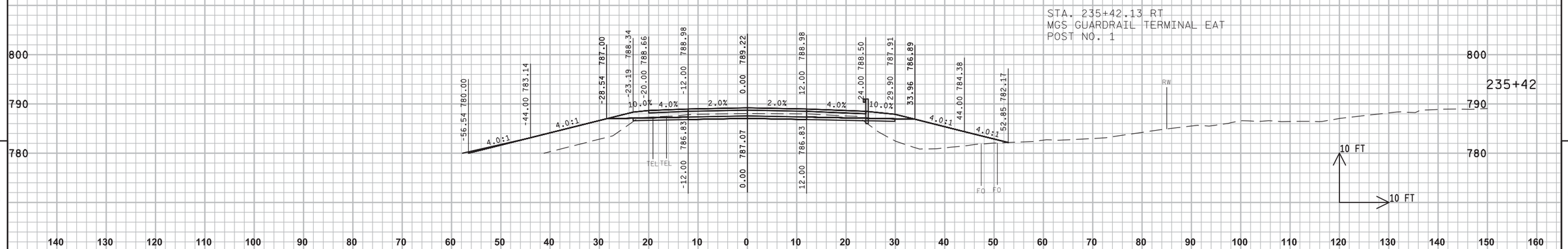
STA. 234+23.63 RT
BEGINNING OF 15:1 APPROACH GRADING TAPER
FOR MGS GUARDRAIL TERMINAL EAT



STA. 235+24.35 LT
BEGINNING OF 15:1 APPROACH GRADING TAPER
FOR MGS GUARDRAIL TERMINAL EAT



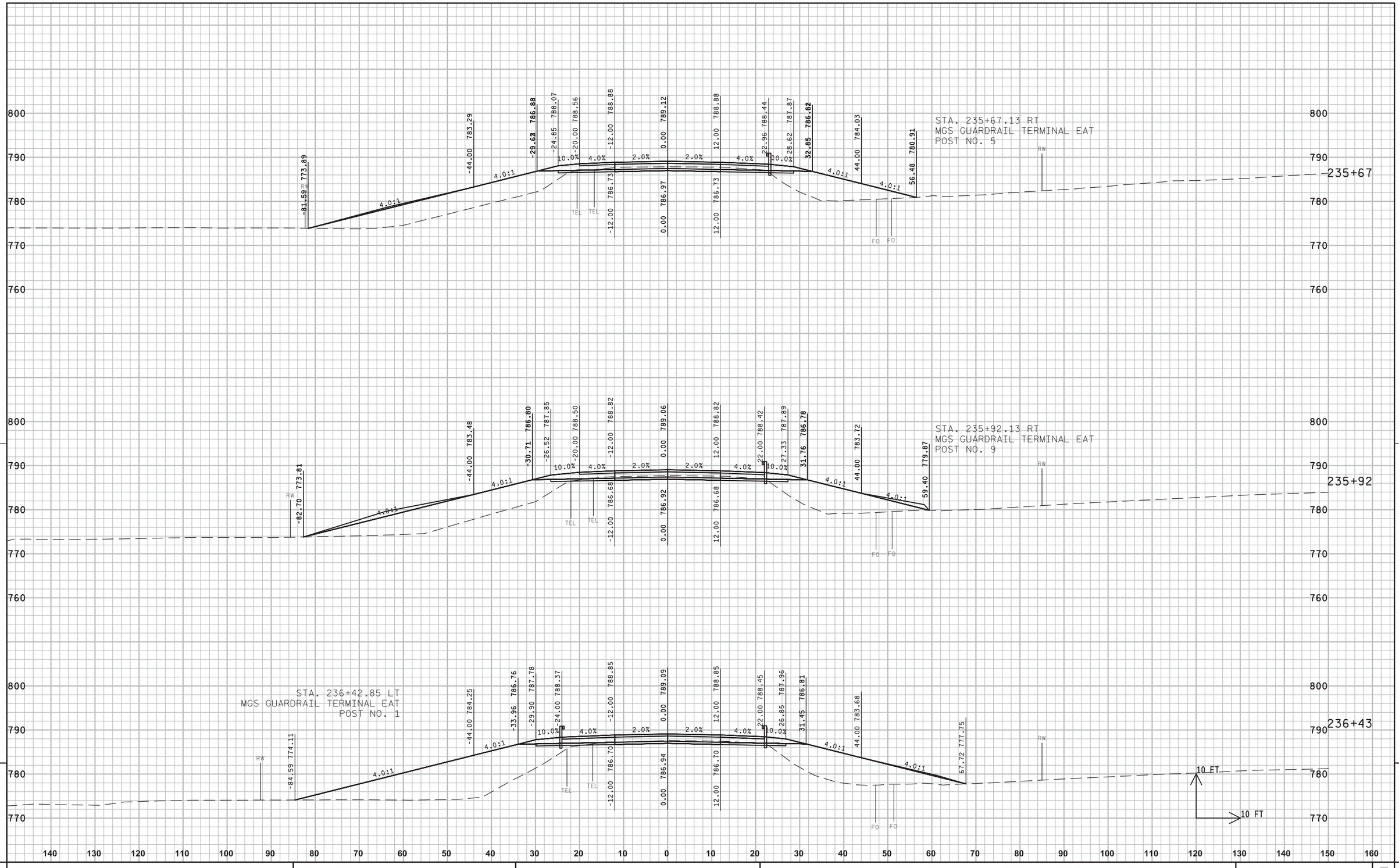
STA. 235+42.13 RT
MGS GUARDRAIL TERMINAL EAT
POST NO. 1



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1157	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:07 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

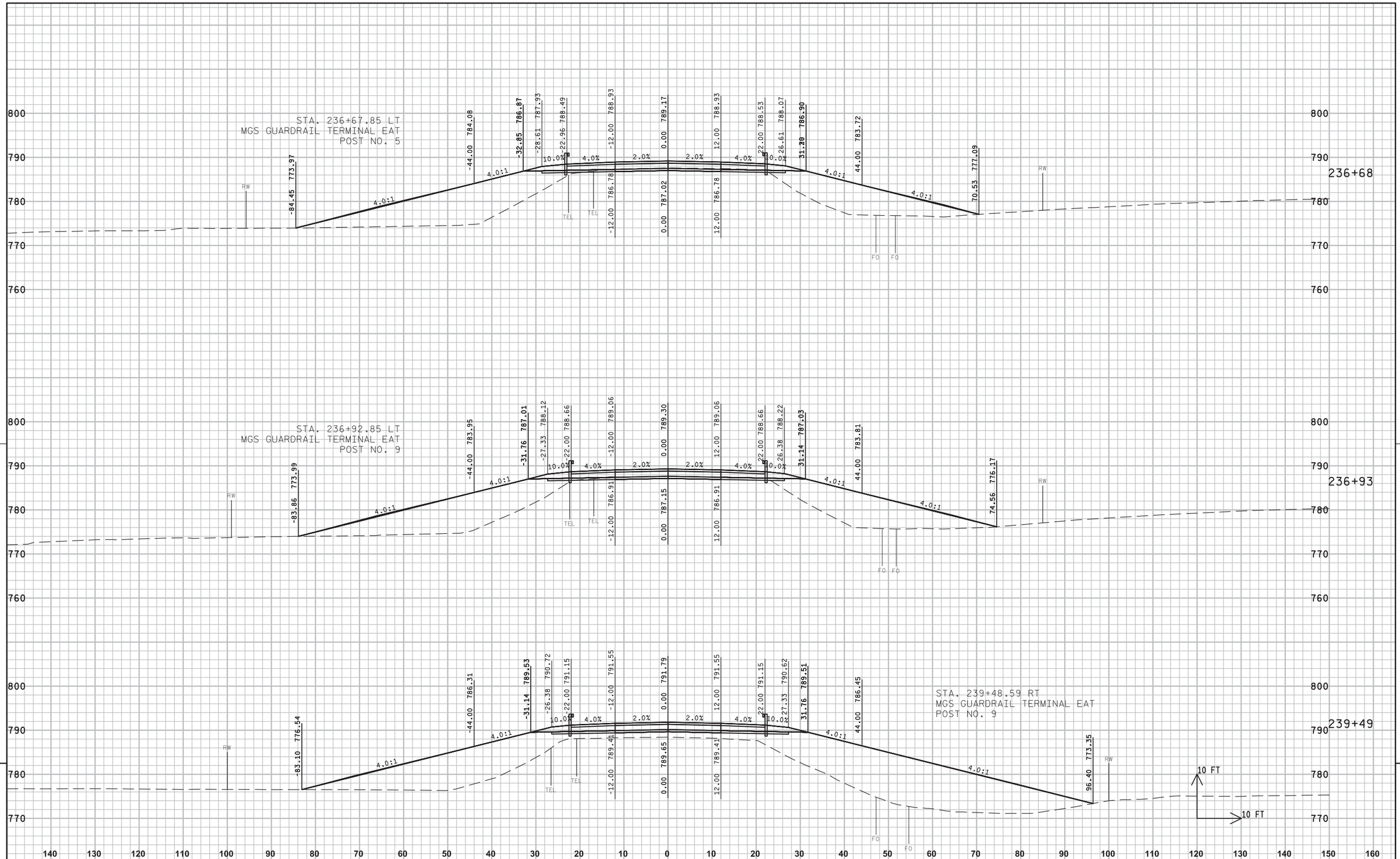
WISDOT/CADDS SHEET 21



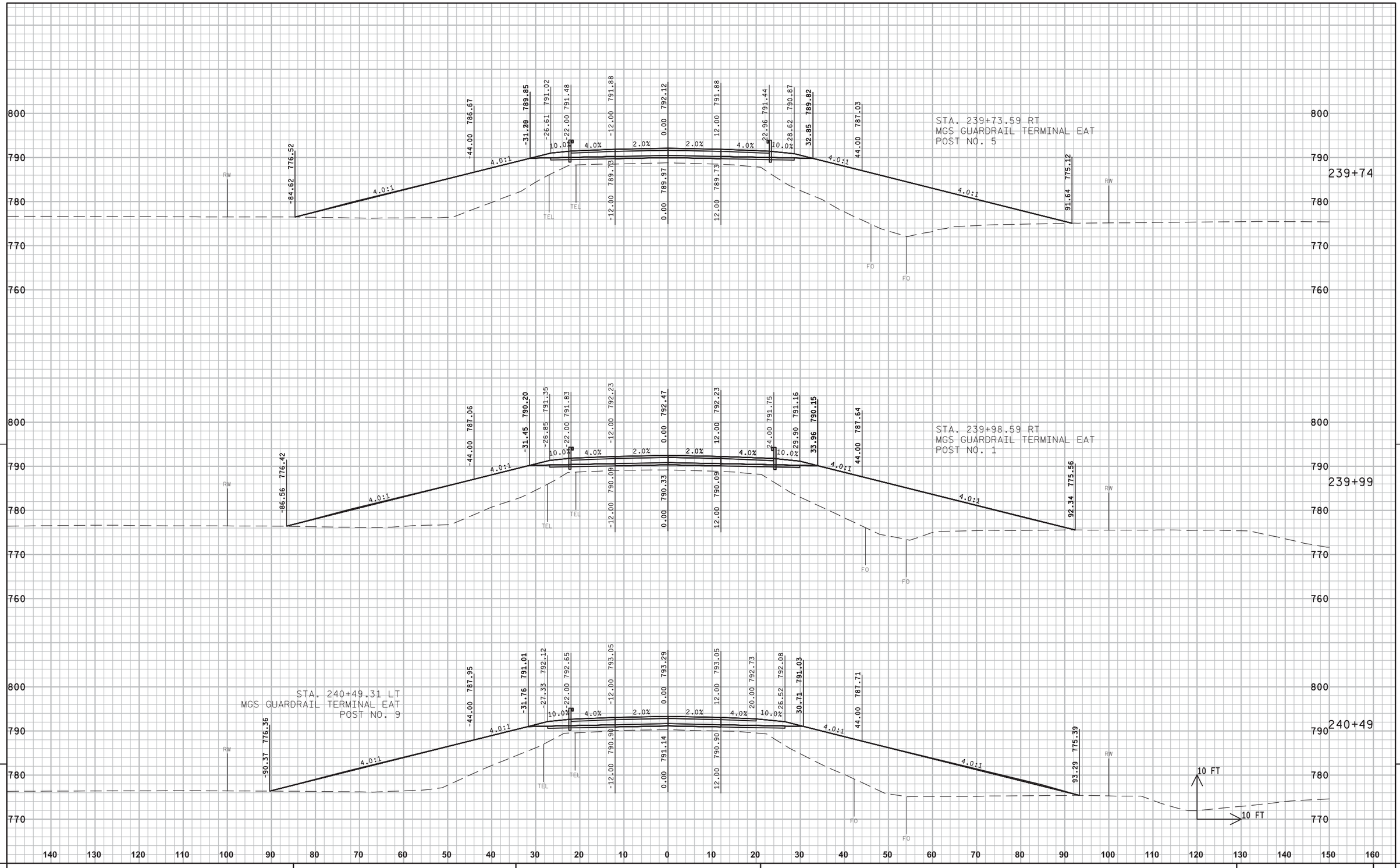
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1158 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:08 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



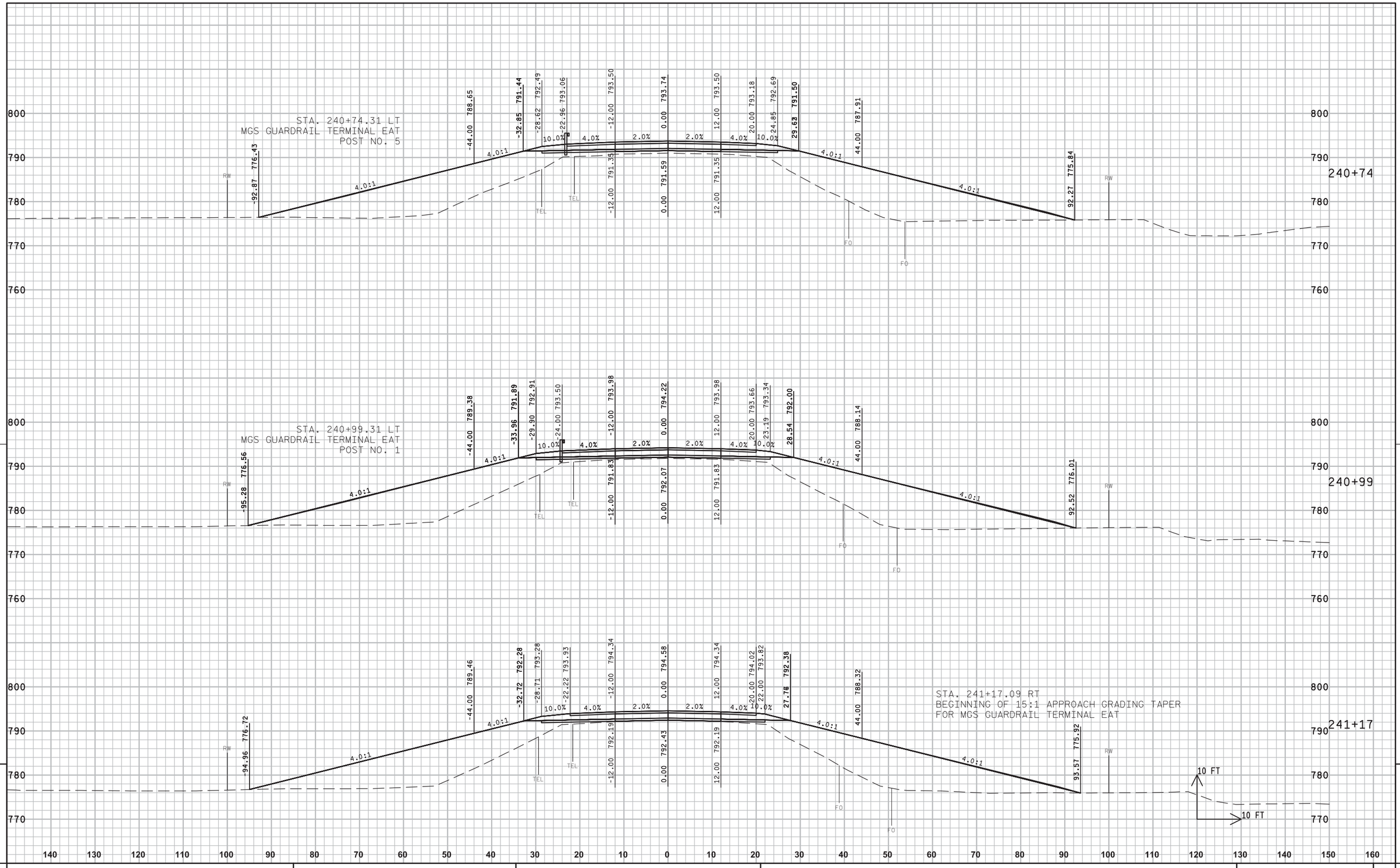
PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1159 E



PROJECT NO:5966-10-70	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1160 E

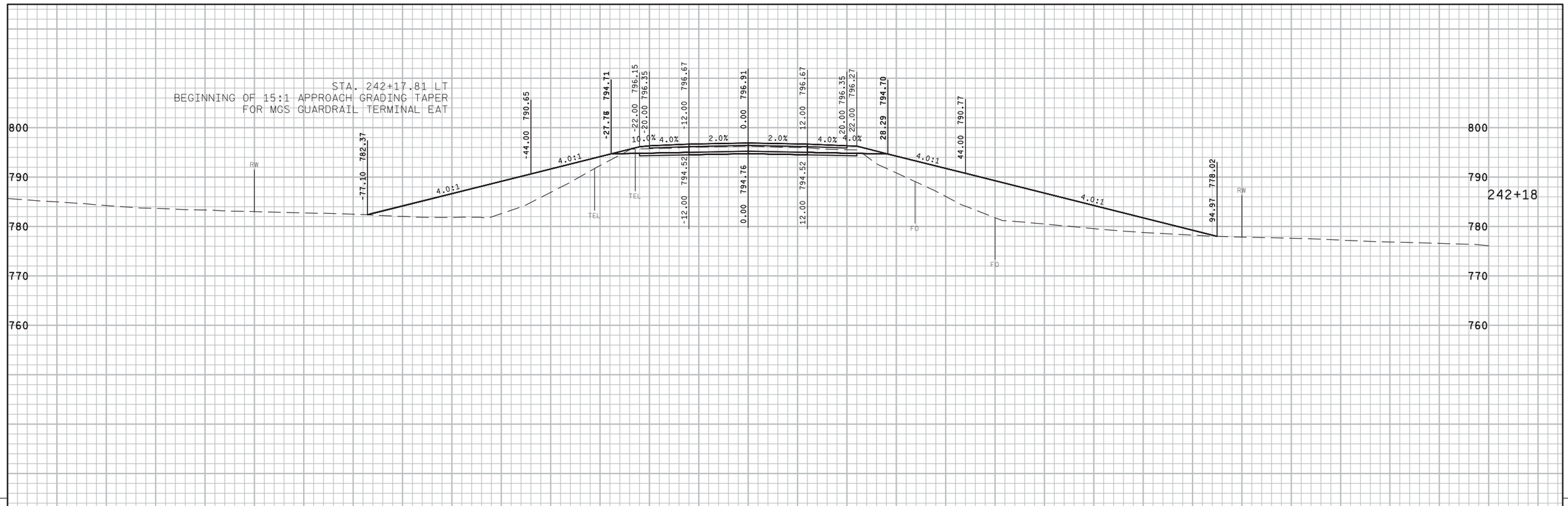
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:09 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

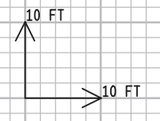
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-70	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1161 E

STA. 242+17.81 LT
BEGINNING OF 15:1 APPROACH GRADING TAPER
FOR MGS GUARDRAIL TERMINAL EAT





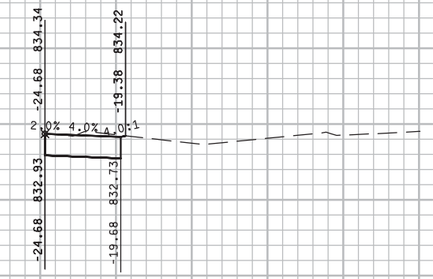
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

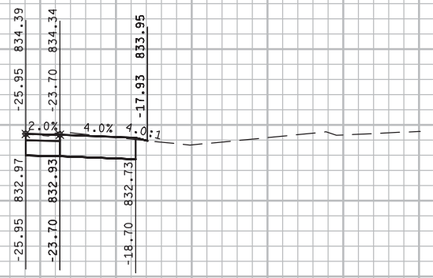
PROJECT NO:5966-10-70	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G MGS GUARDRAIL TERMINAL EAT GRADING	SHEET 1162	E

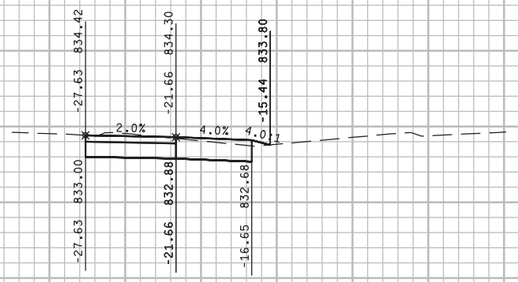
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_02.DWG PLOT DATE : 1/13/2015 2:10 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

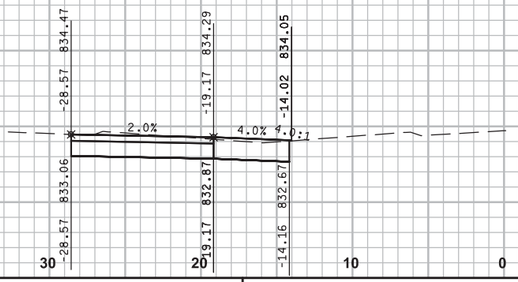
WISDOT/CADDS SHEET 21

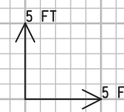
STA. 184+21
BEGIN STAGE 1 CONSTRUCTION







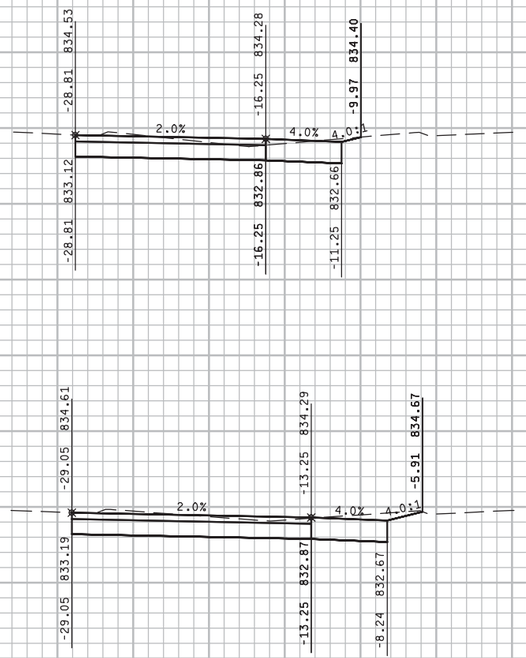




9

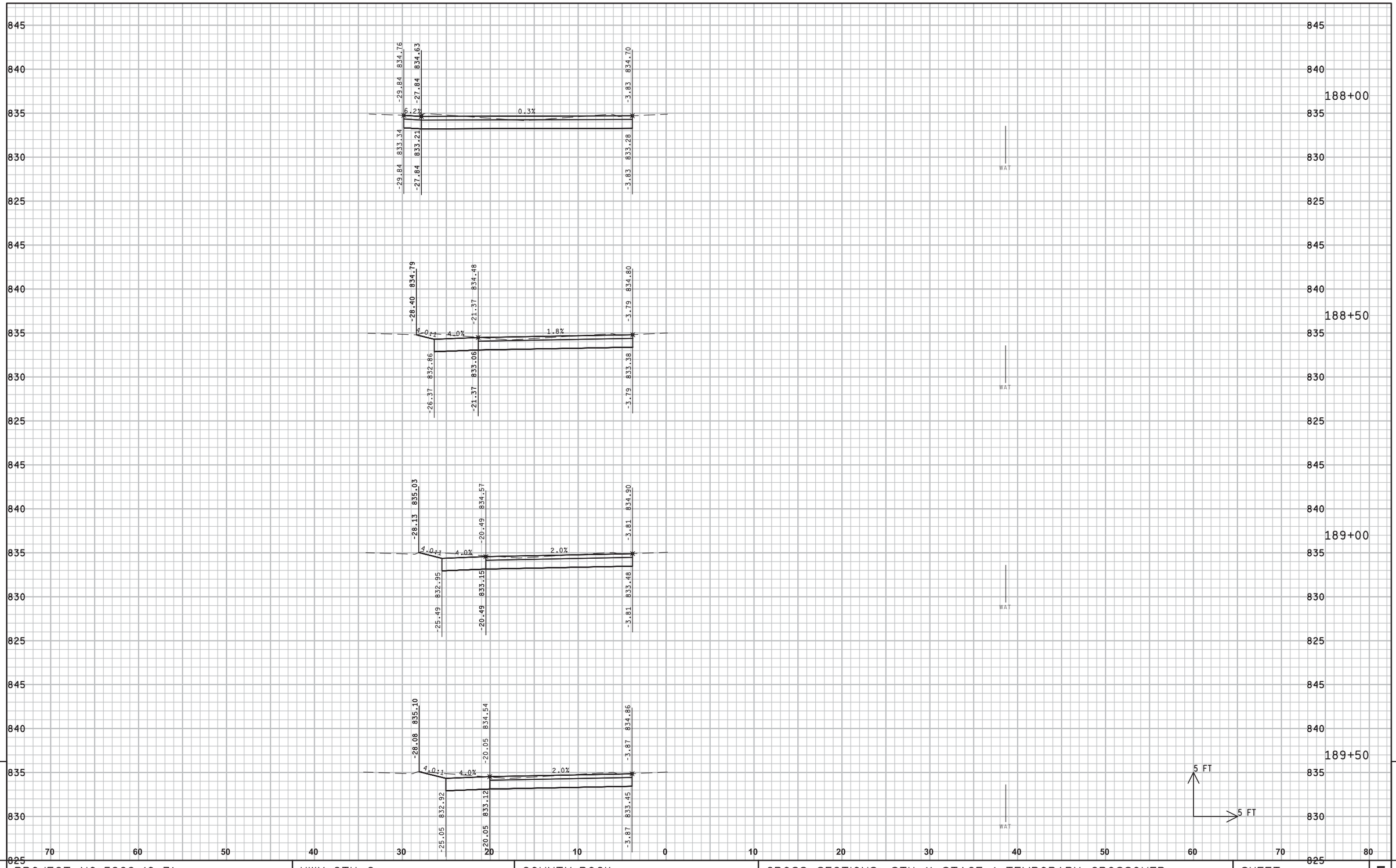
9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1163	E



PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1164 E

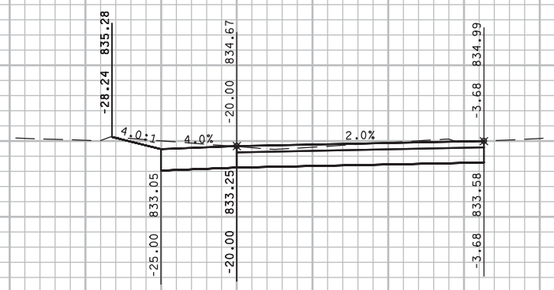
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:32 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1165	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:32 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



845
840
835
830
825

190+00

WAT

5 FT
5 FT

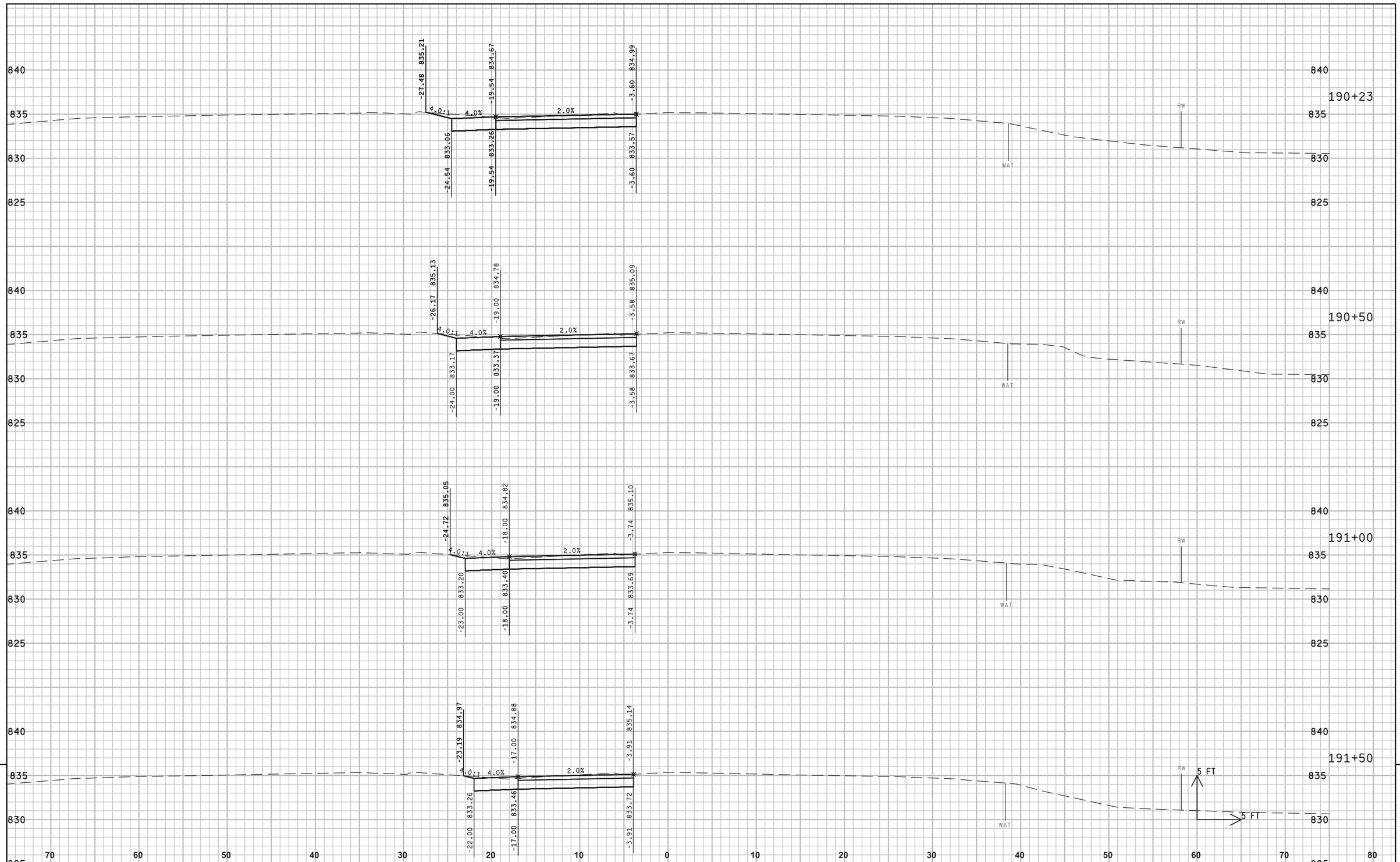
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

9

9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1166	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:32 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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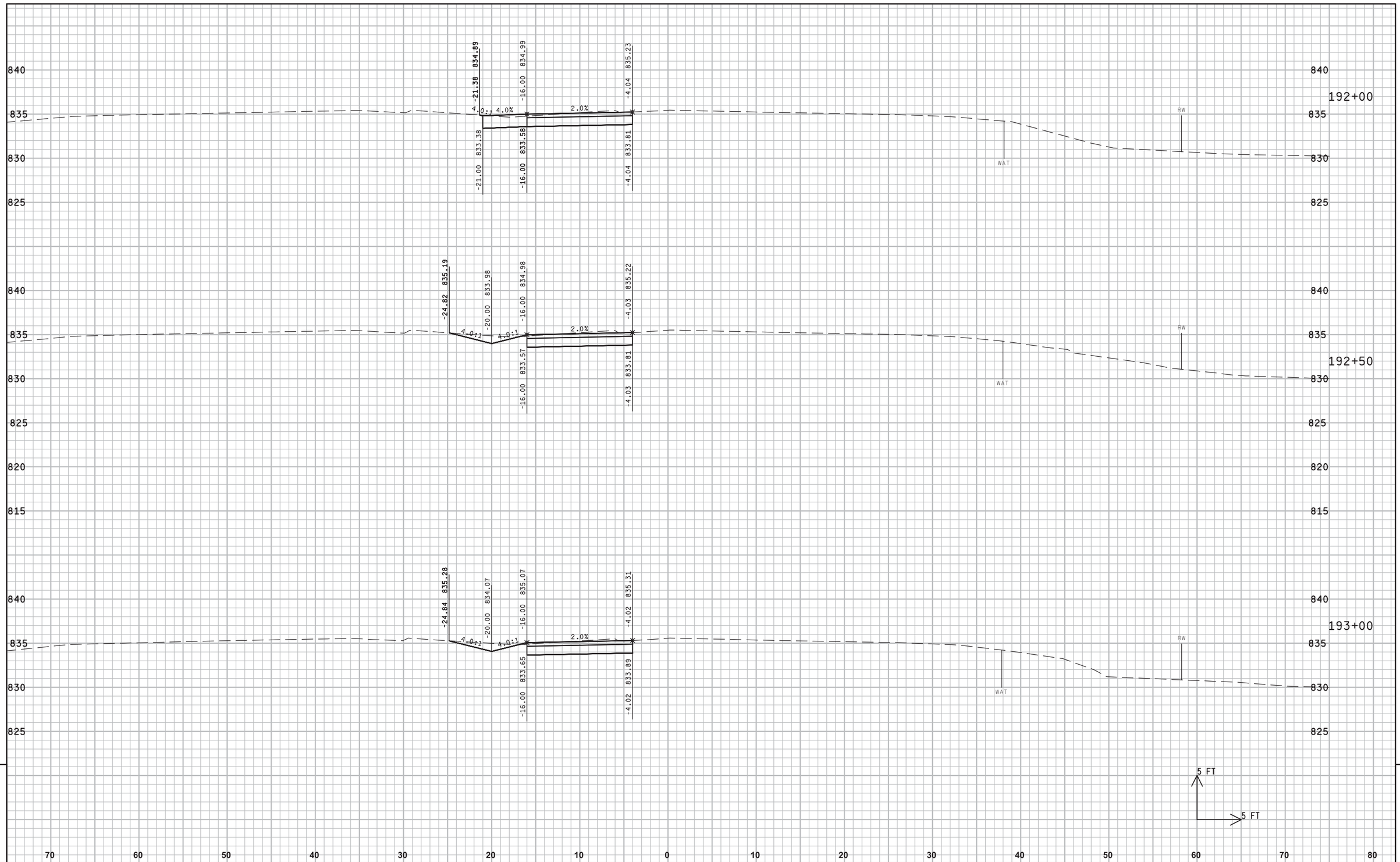
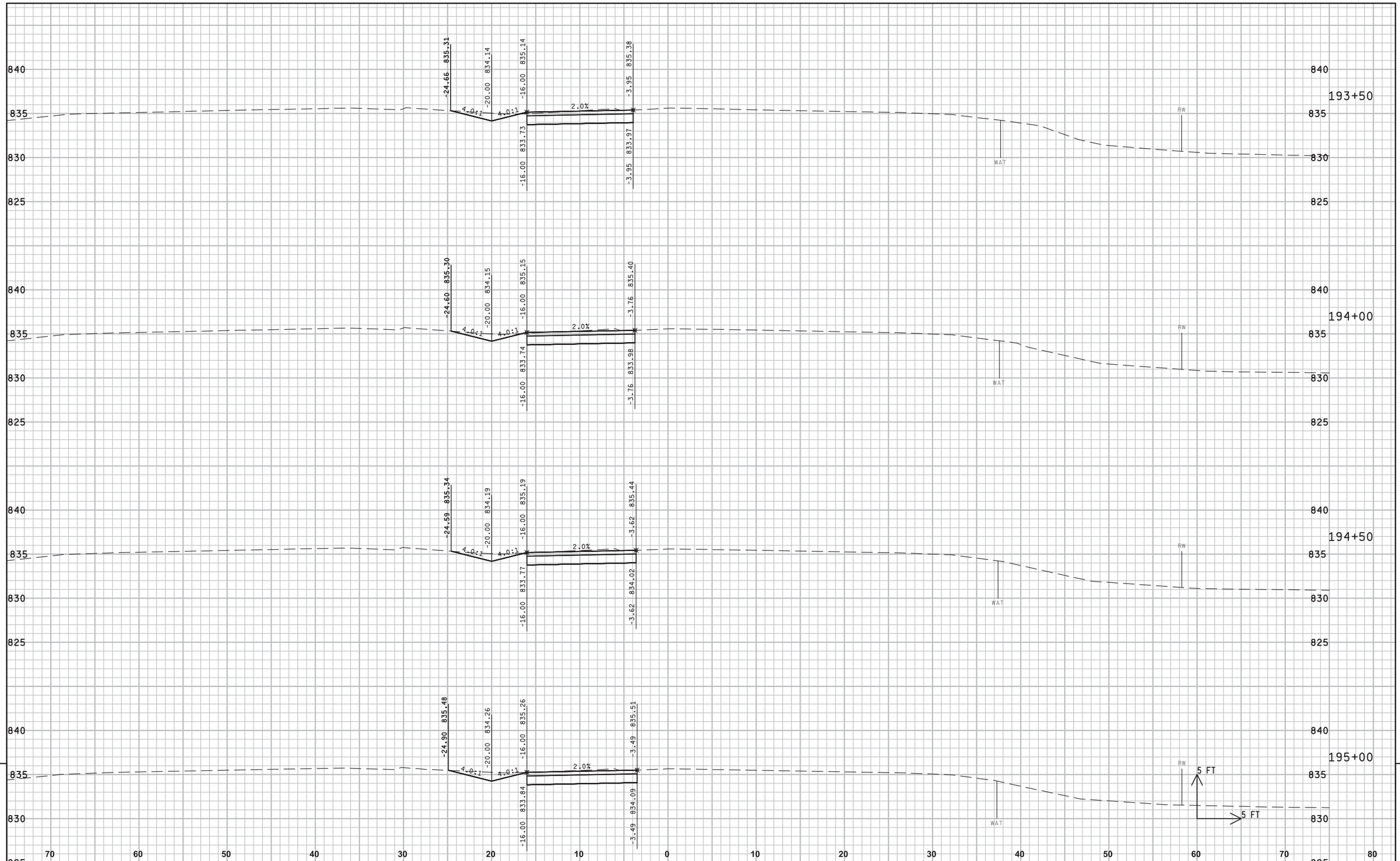
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1167	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:33 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1168	E

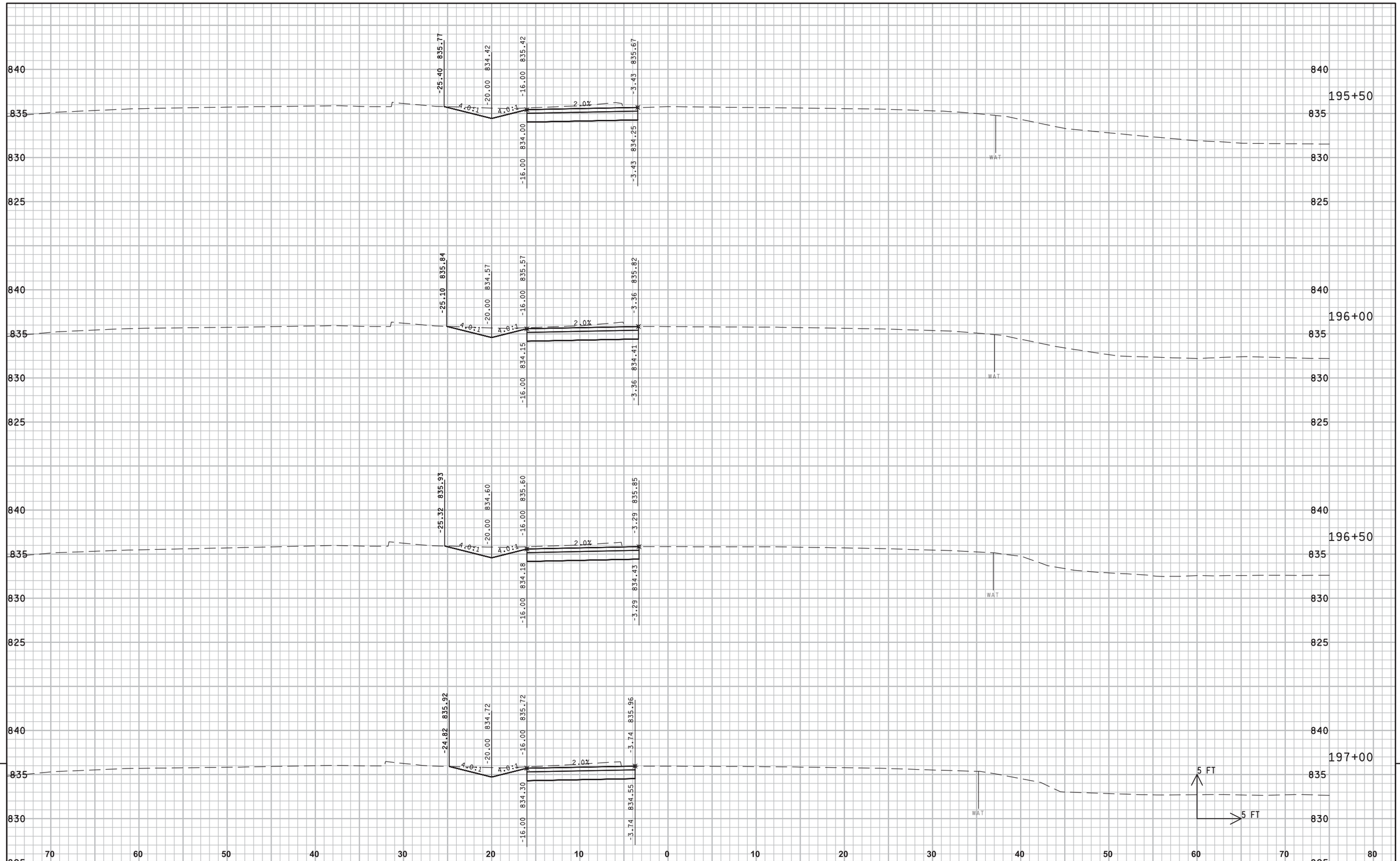


9

9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1169	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:33 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



9

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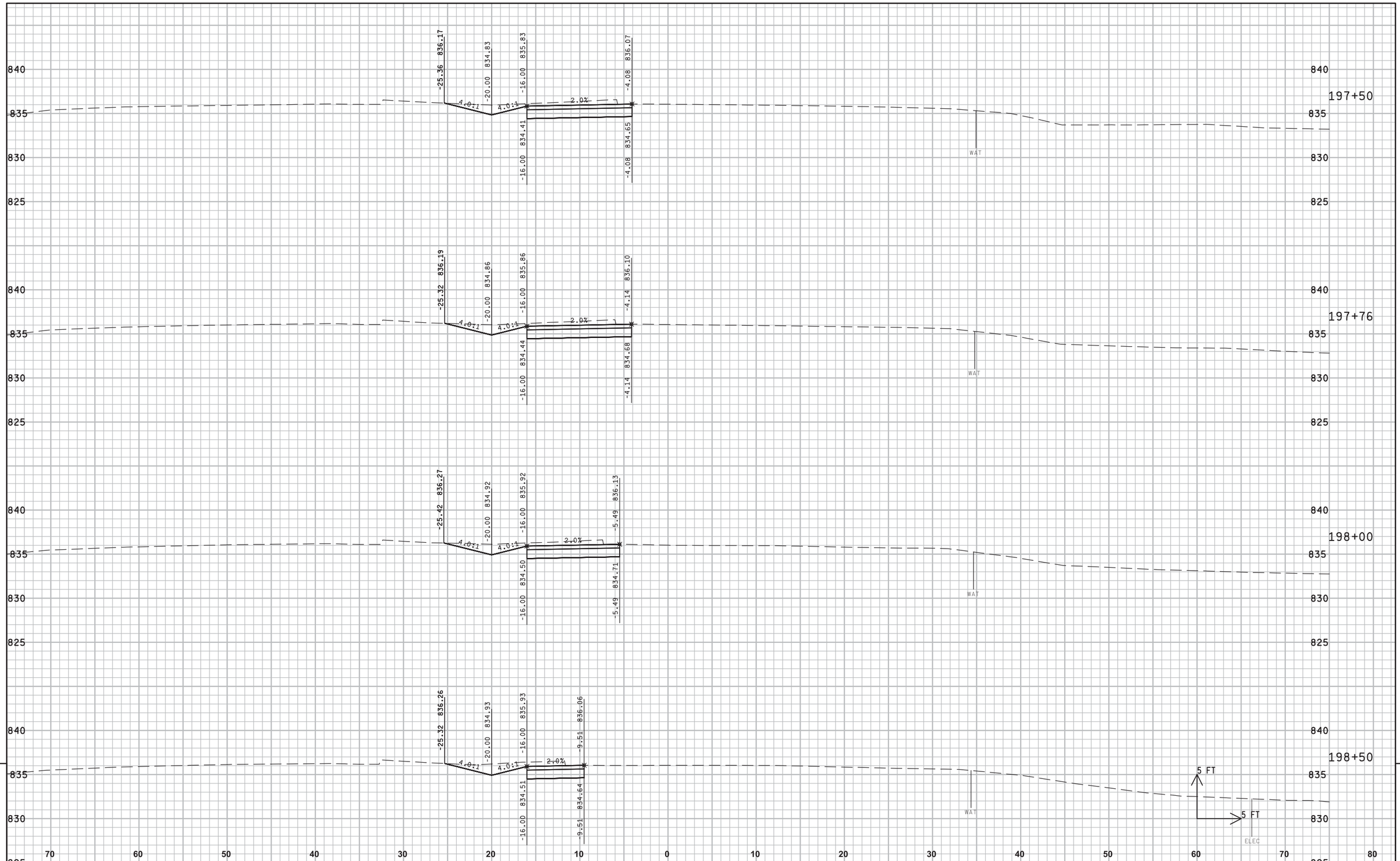
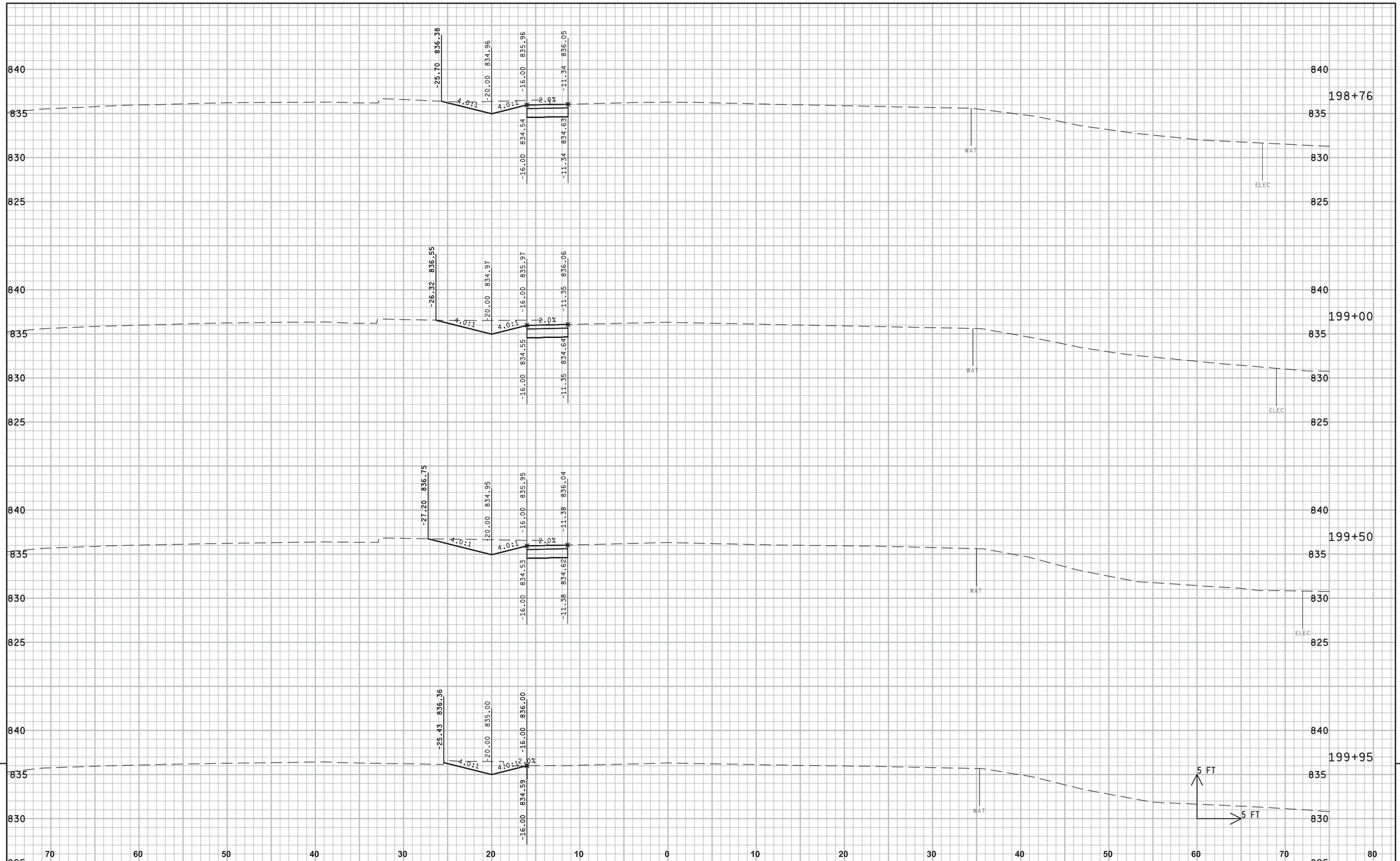
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1170	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:34 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1171	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:34 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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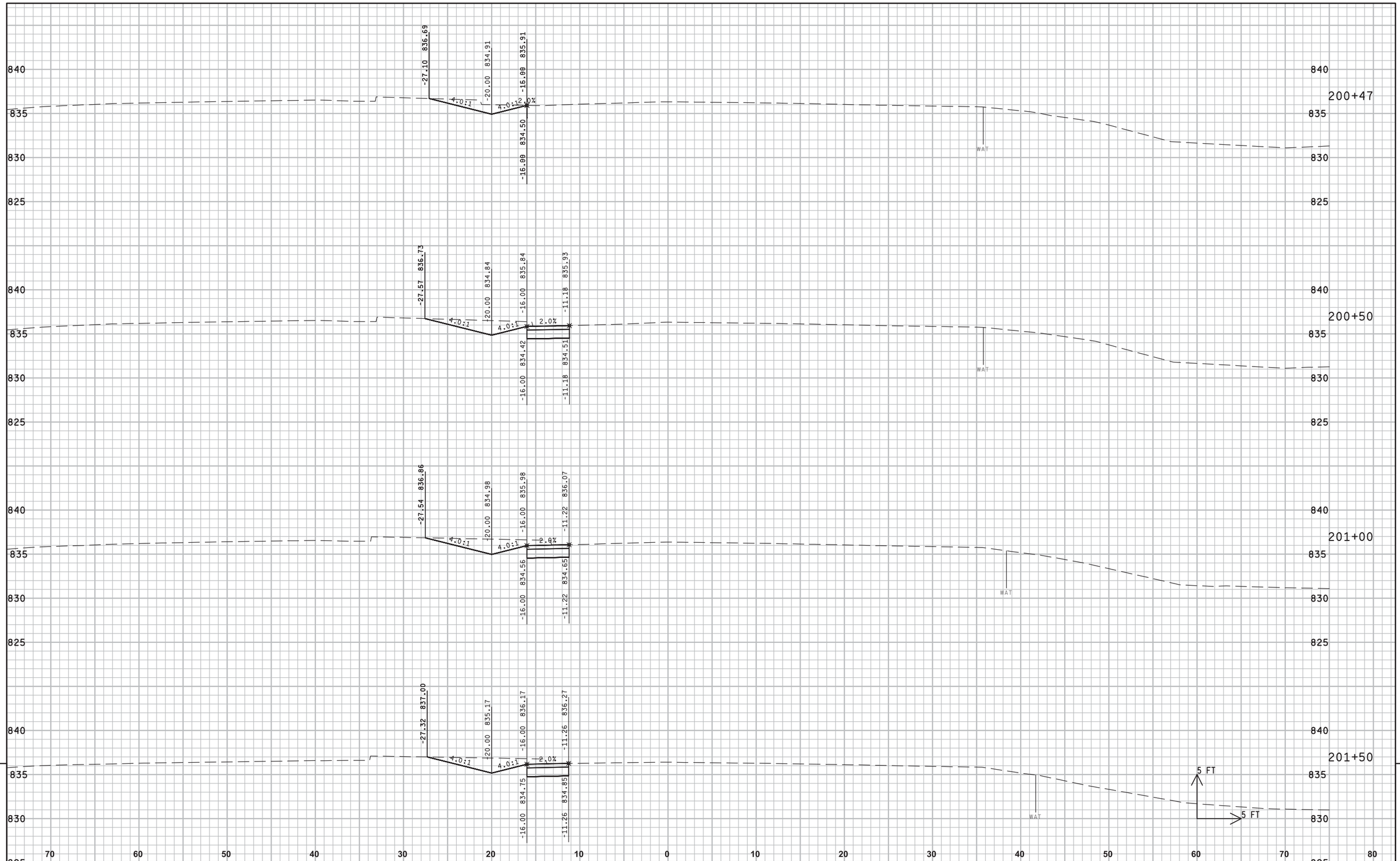
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1172	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:34 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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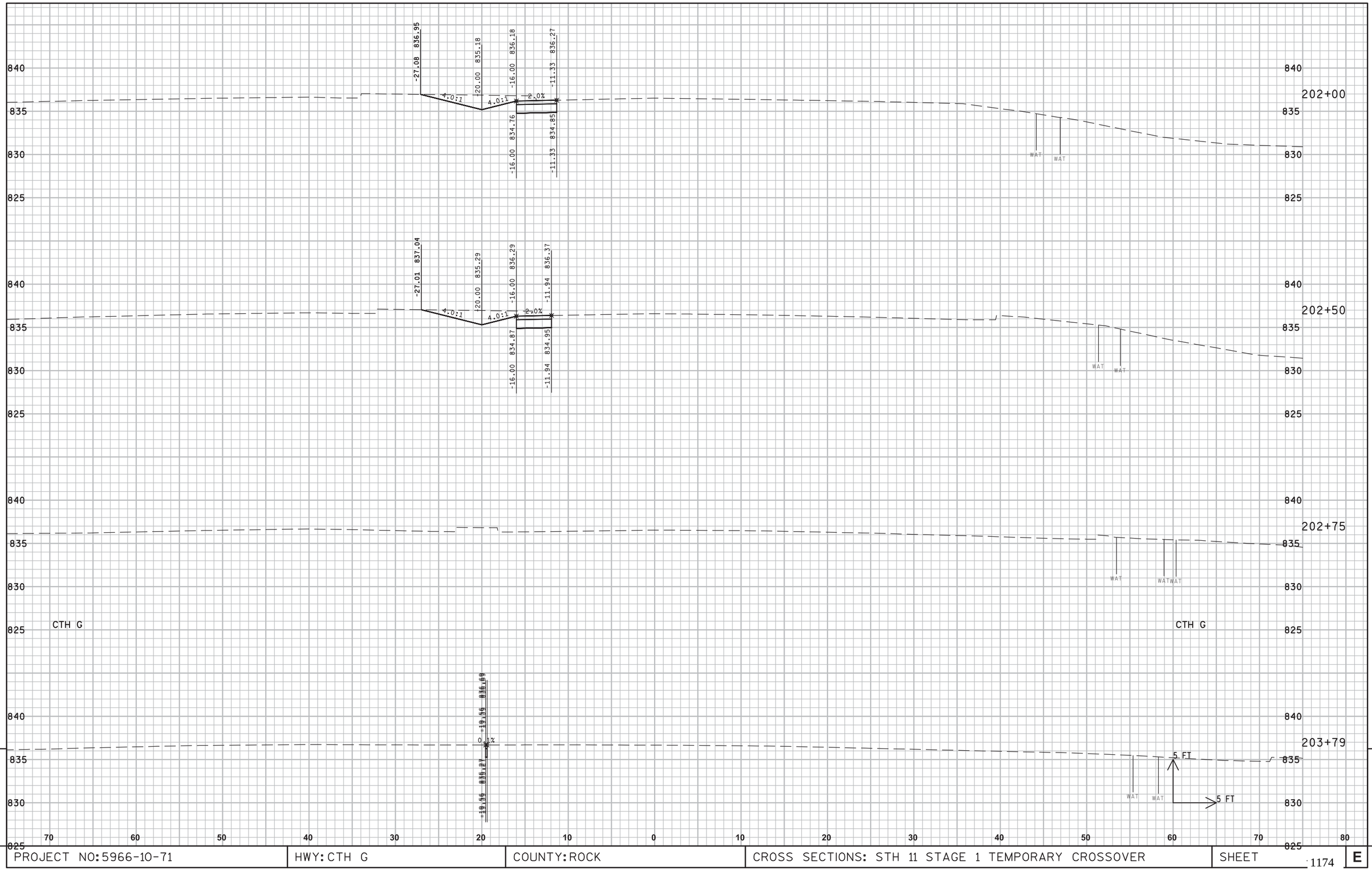
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1173	E

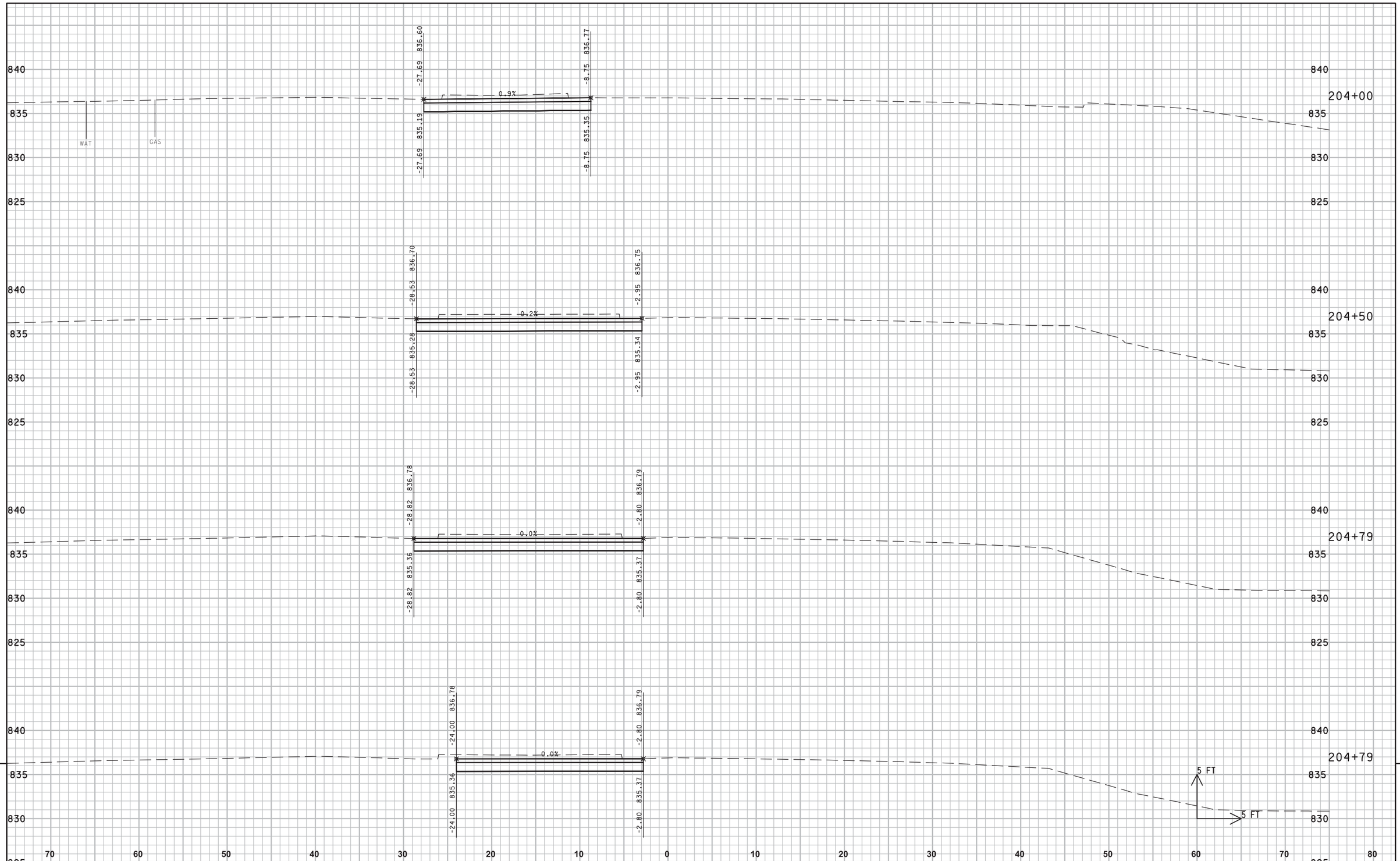
9

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:35 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1174	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:35 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

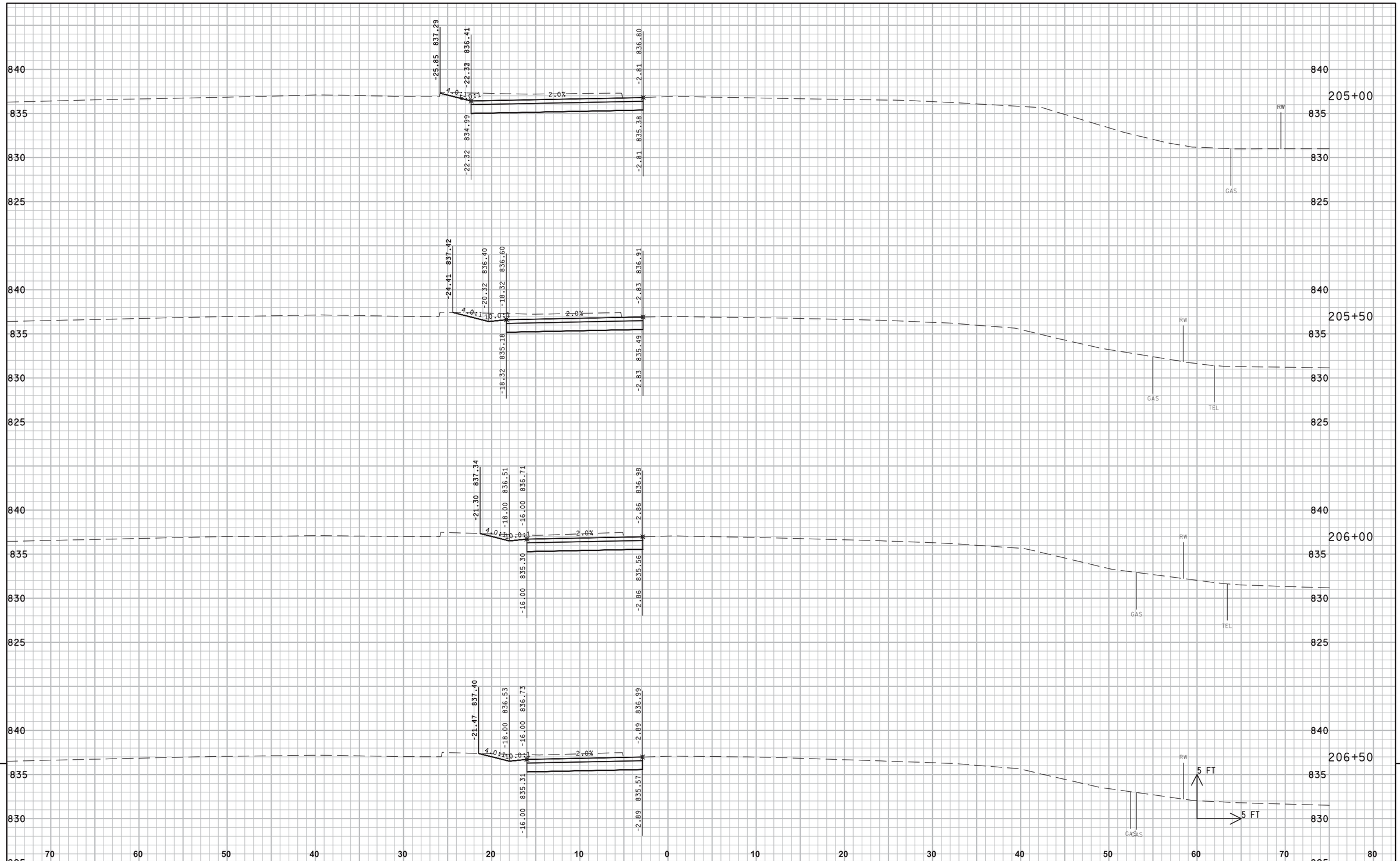


9

9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1175	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:35 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

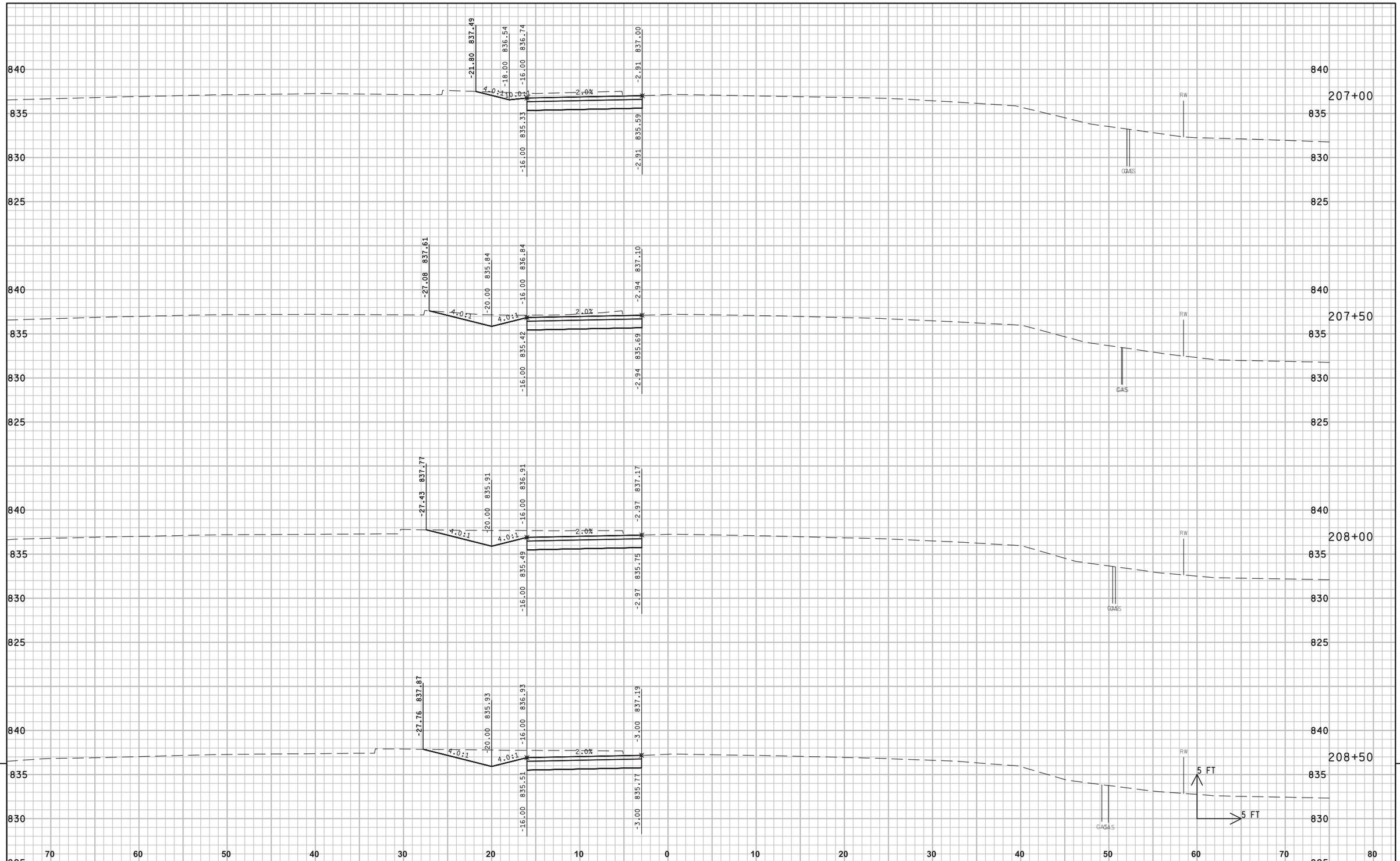


9

9

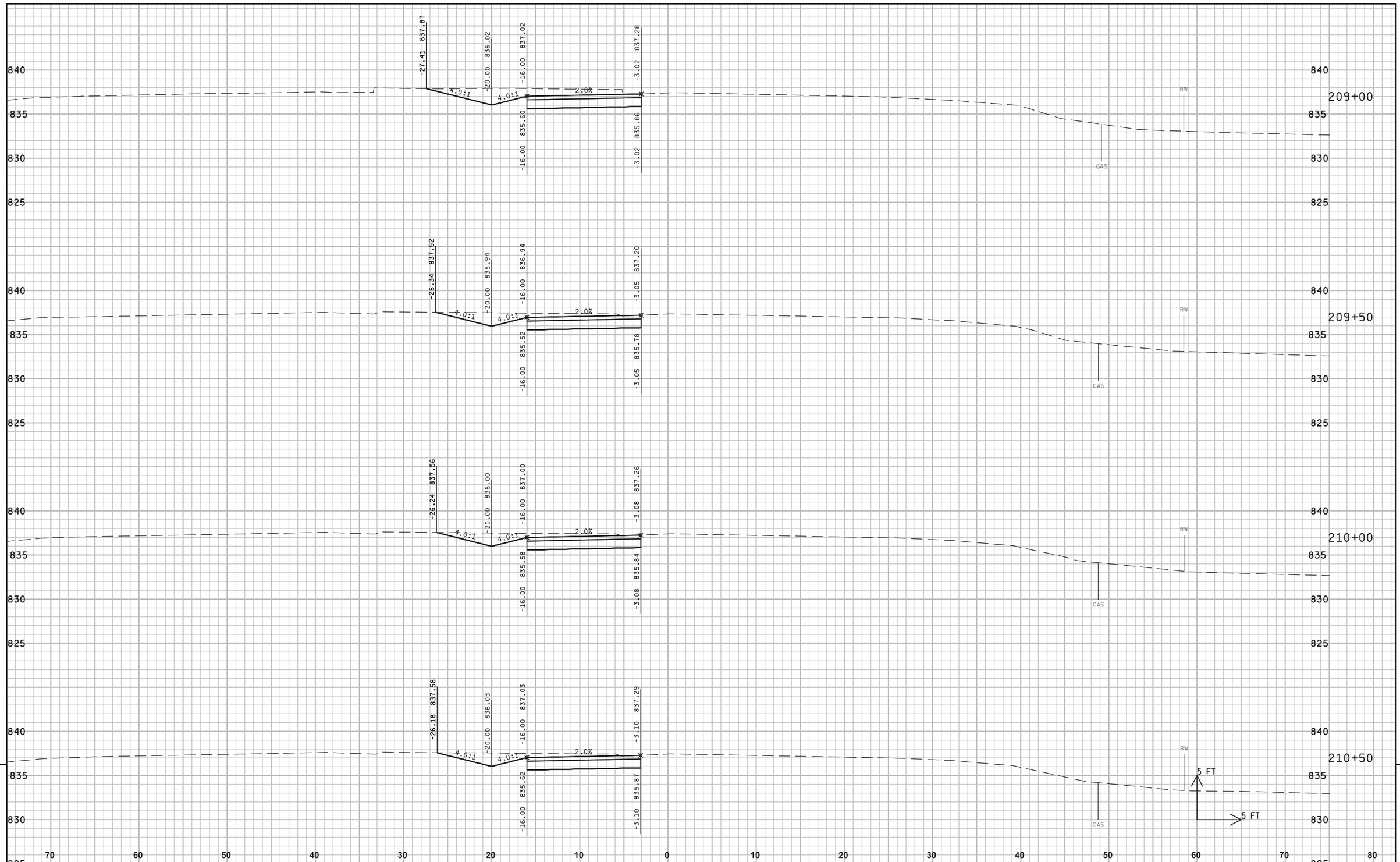
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1176	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:36 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



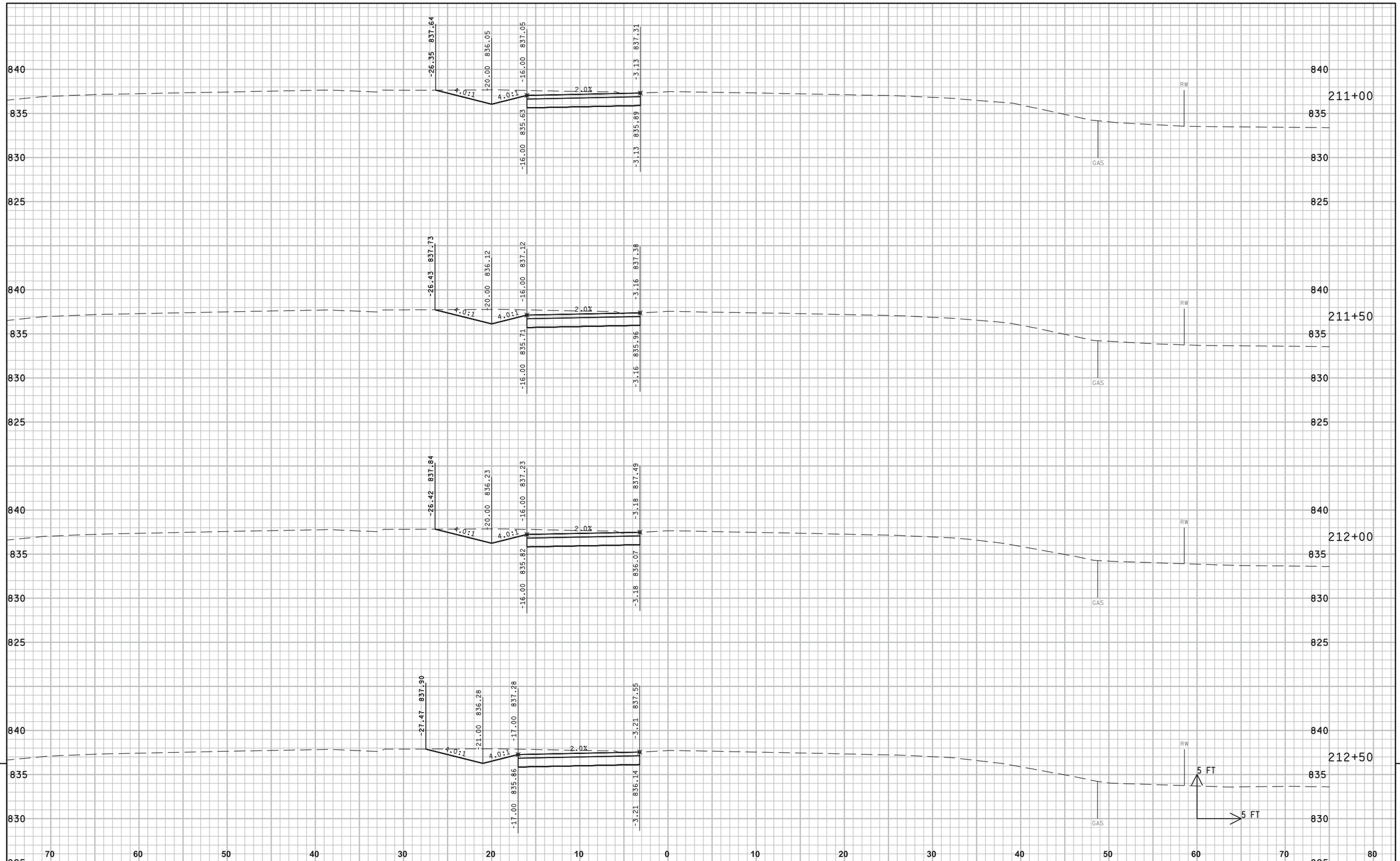
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1177	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:36 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1178	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:36 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

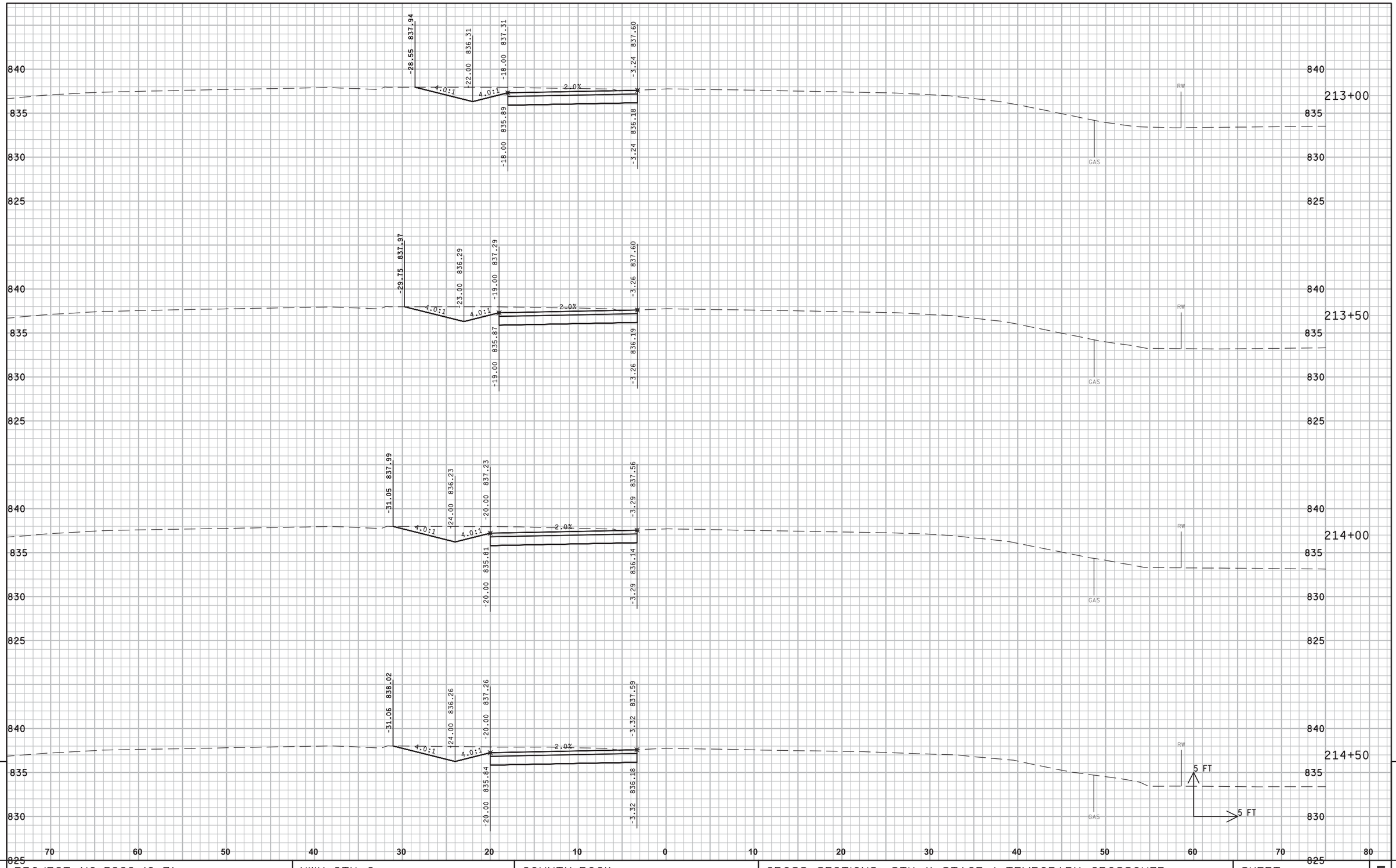


9

9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1179	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:37 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1180	E

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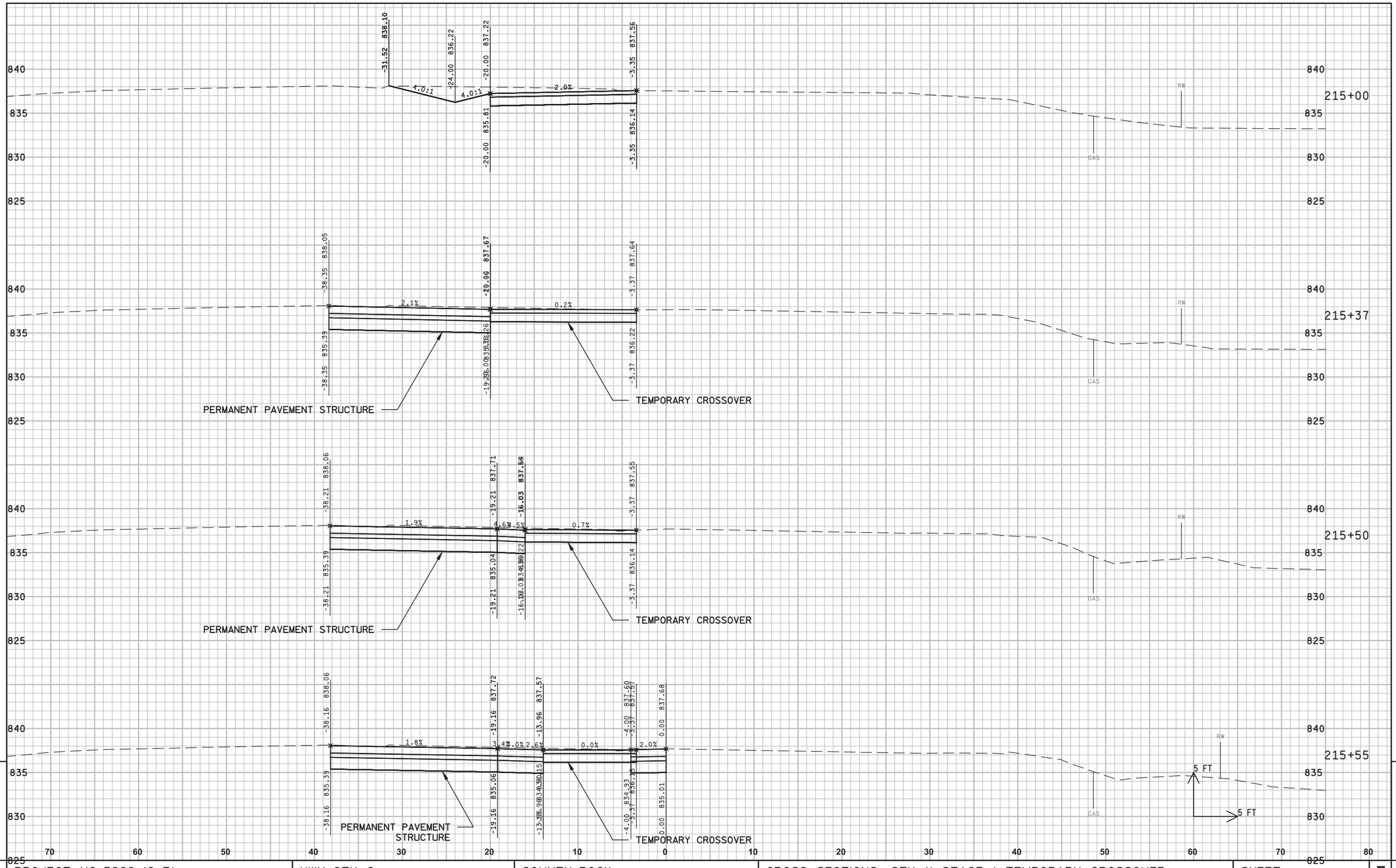

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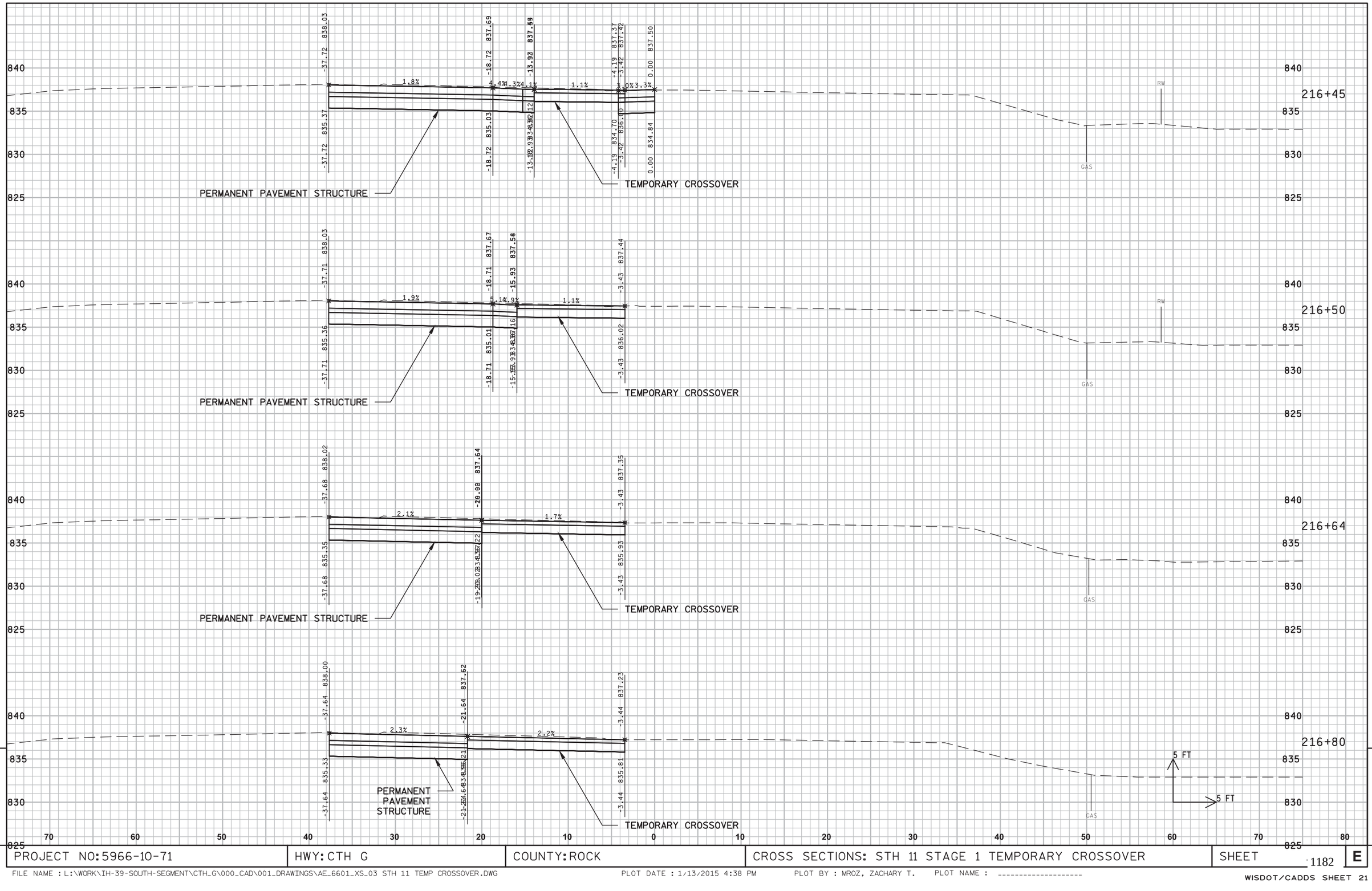
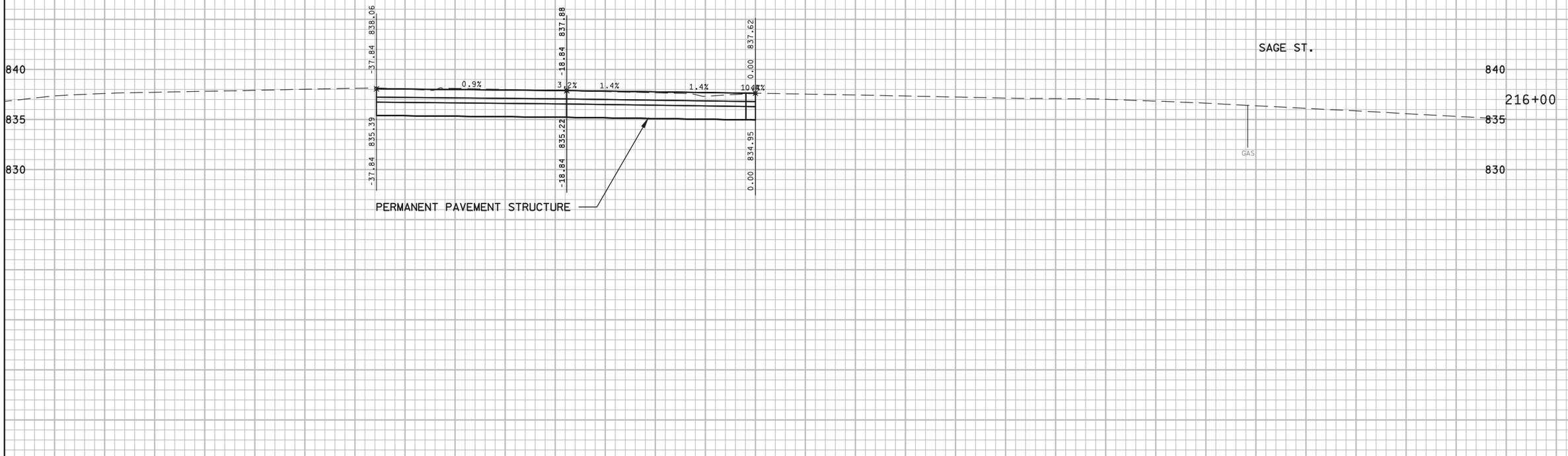
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1181	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:37 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



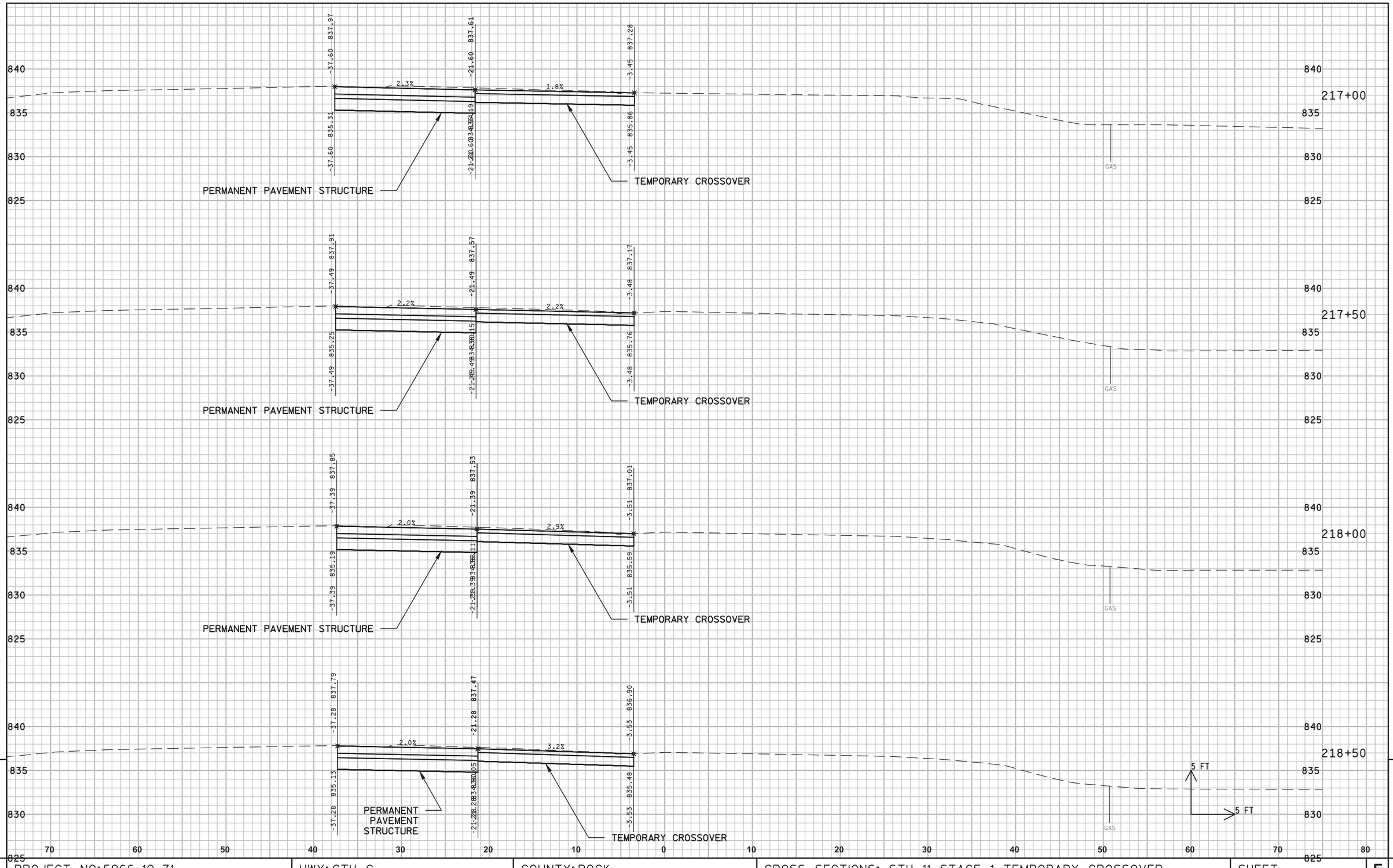
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1182 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:38 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1183	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:38 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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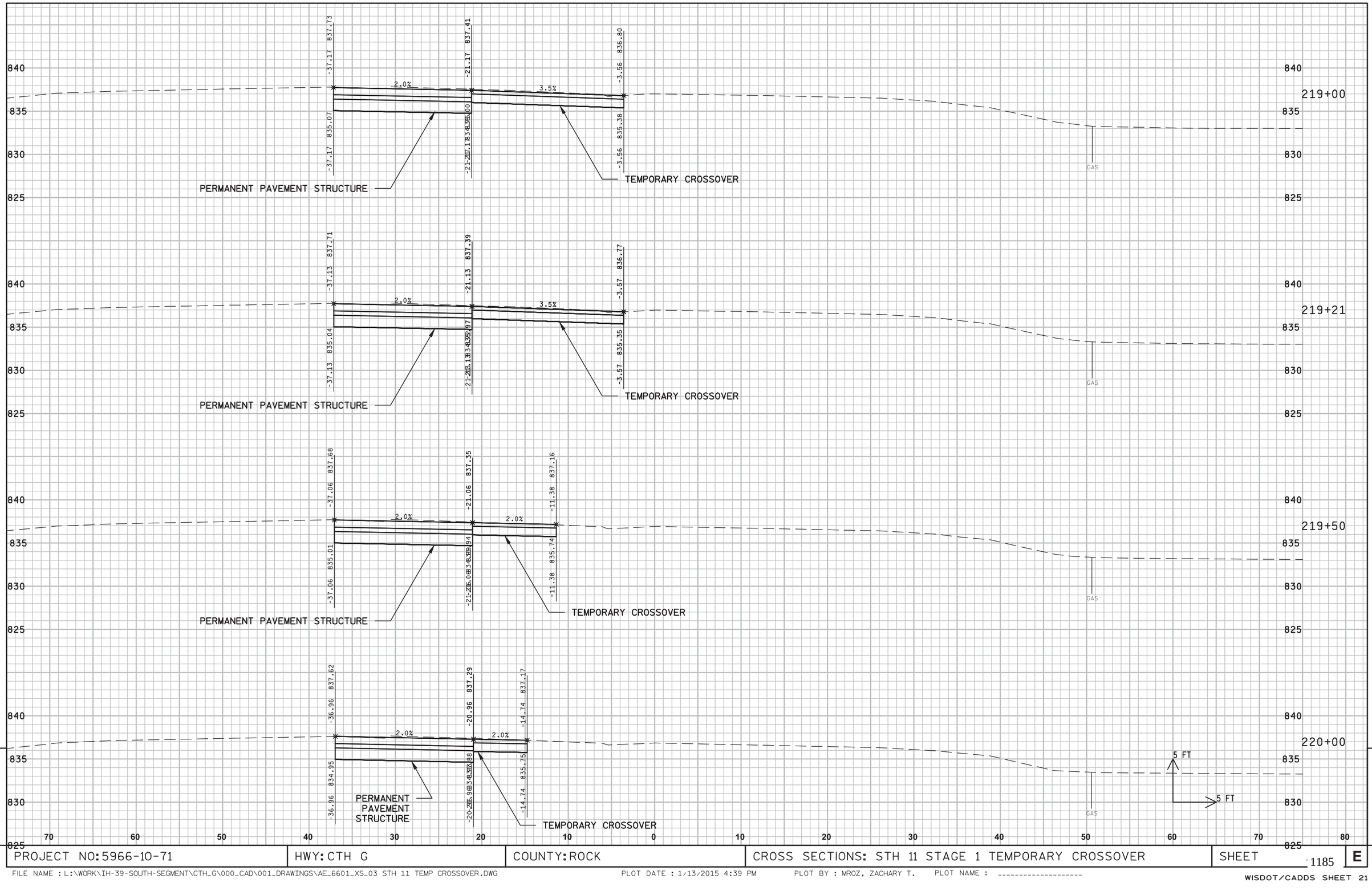
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1184	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:38 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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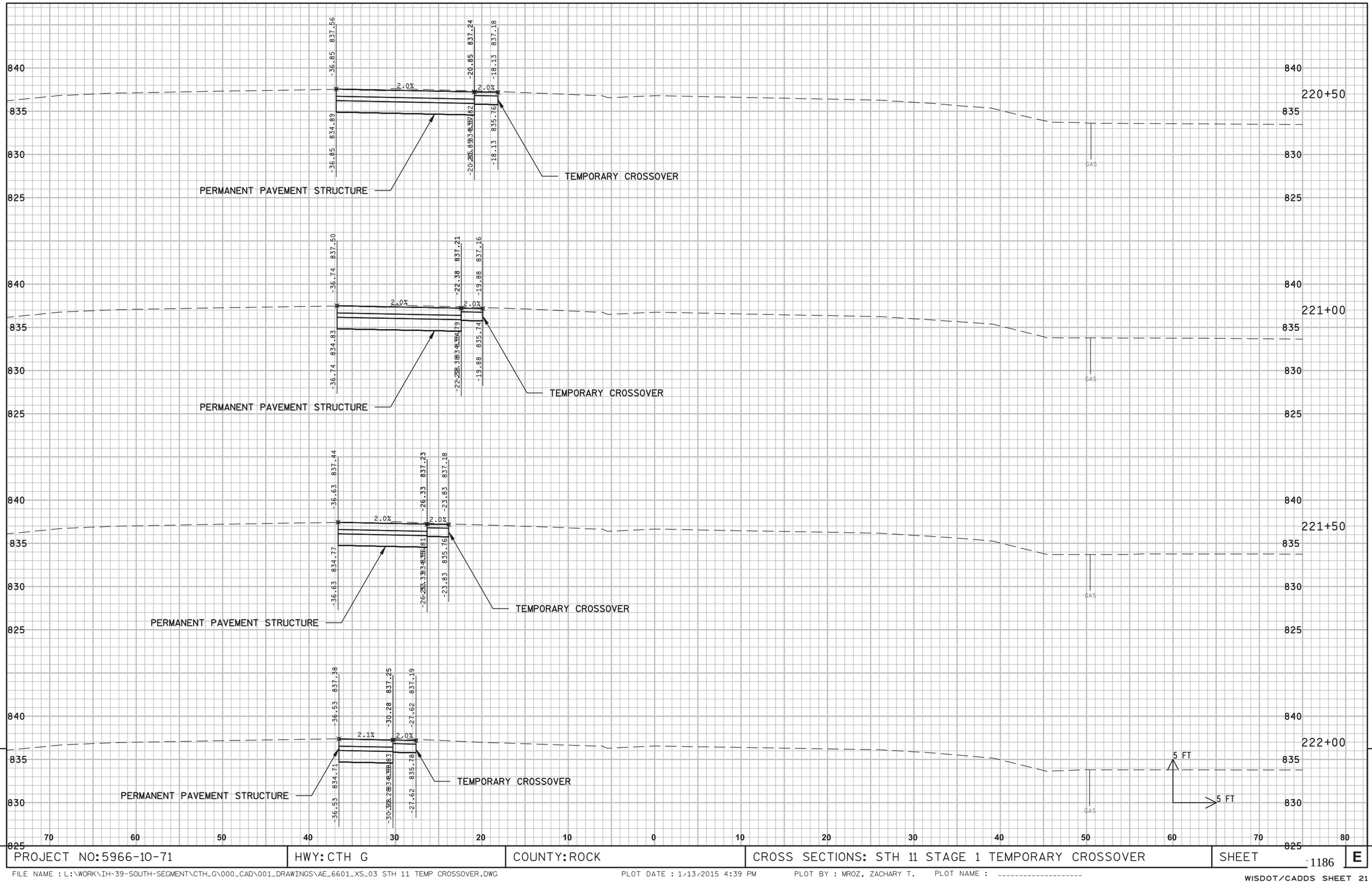
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1185	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:39 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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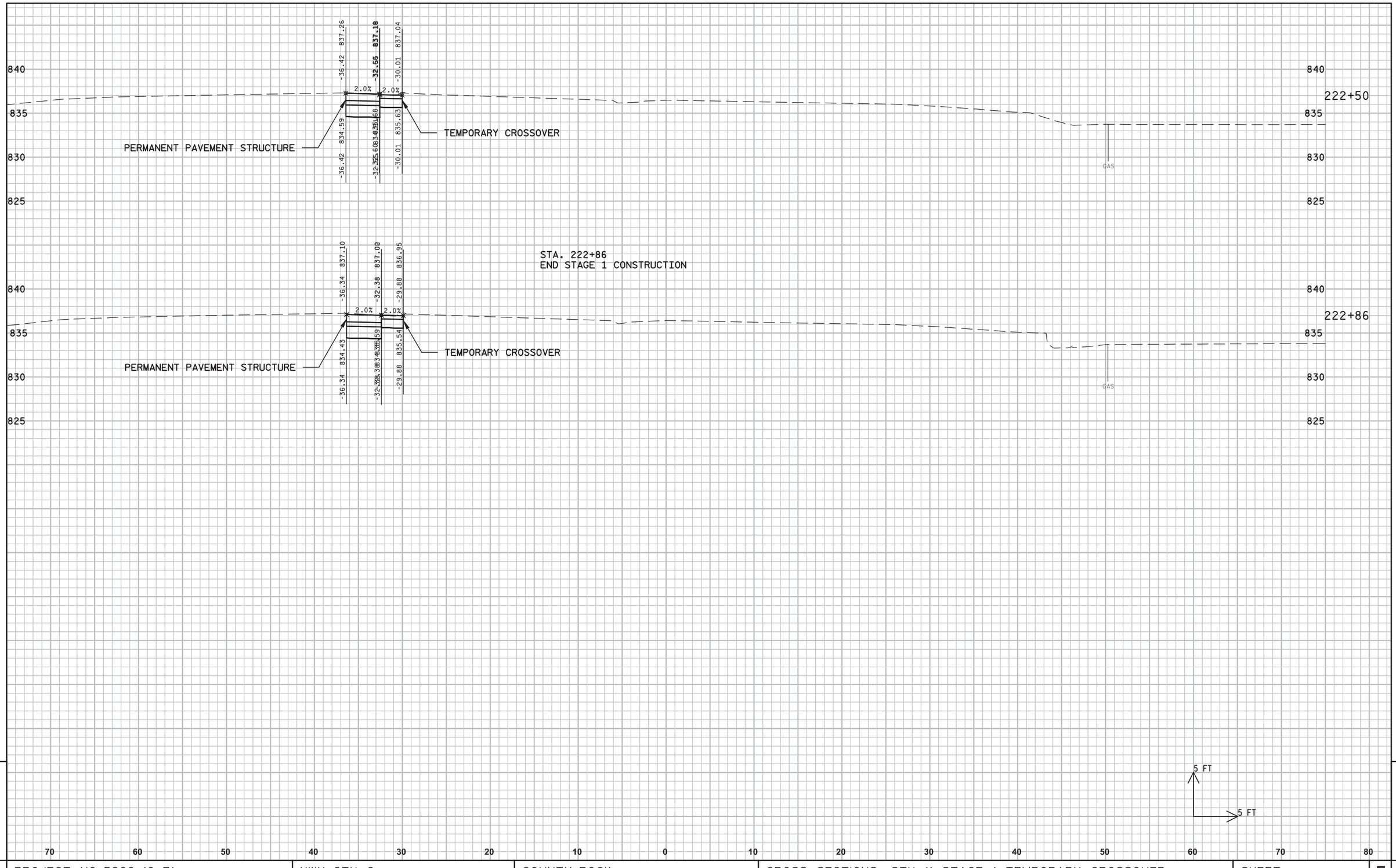
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1186	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:39 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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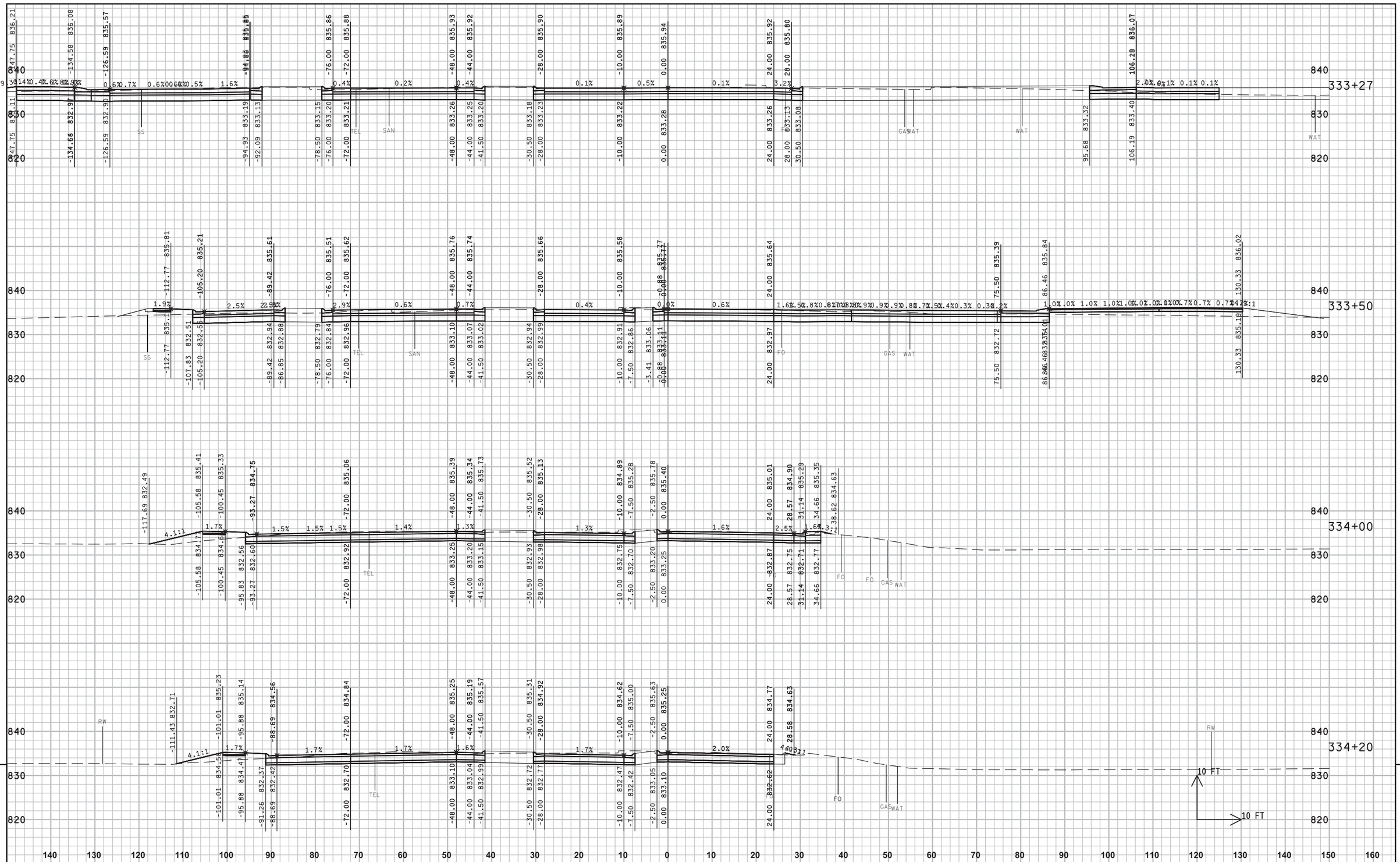
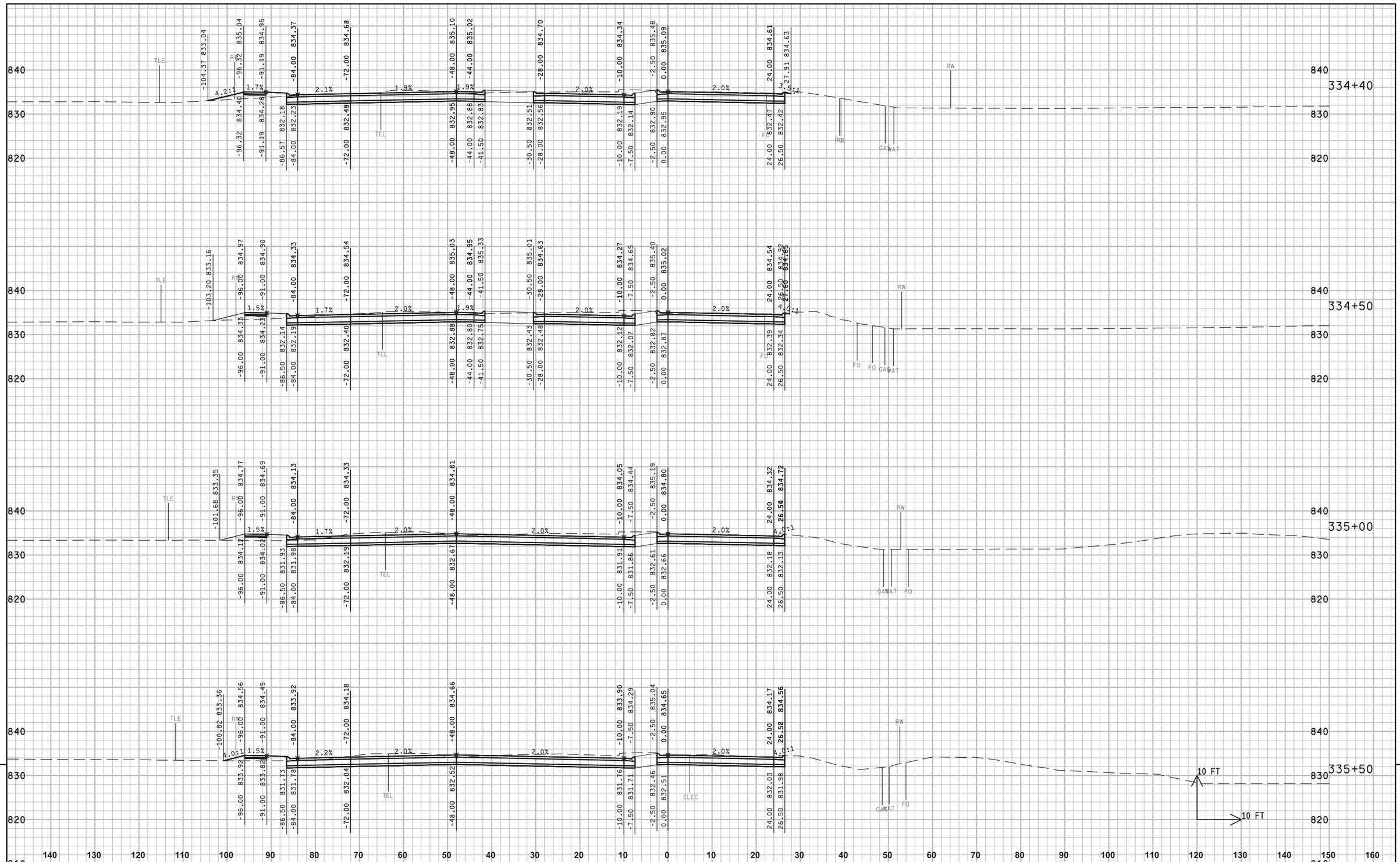
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 1 TEMPORARY CROSSOVER	SHEET 1187	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 TEMP CROSSOVER.DWG PLOT DATE : 1/13/2015 4:40 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1188 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:45 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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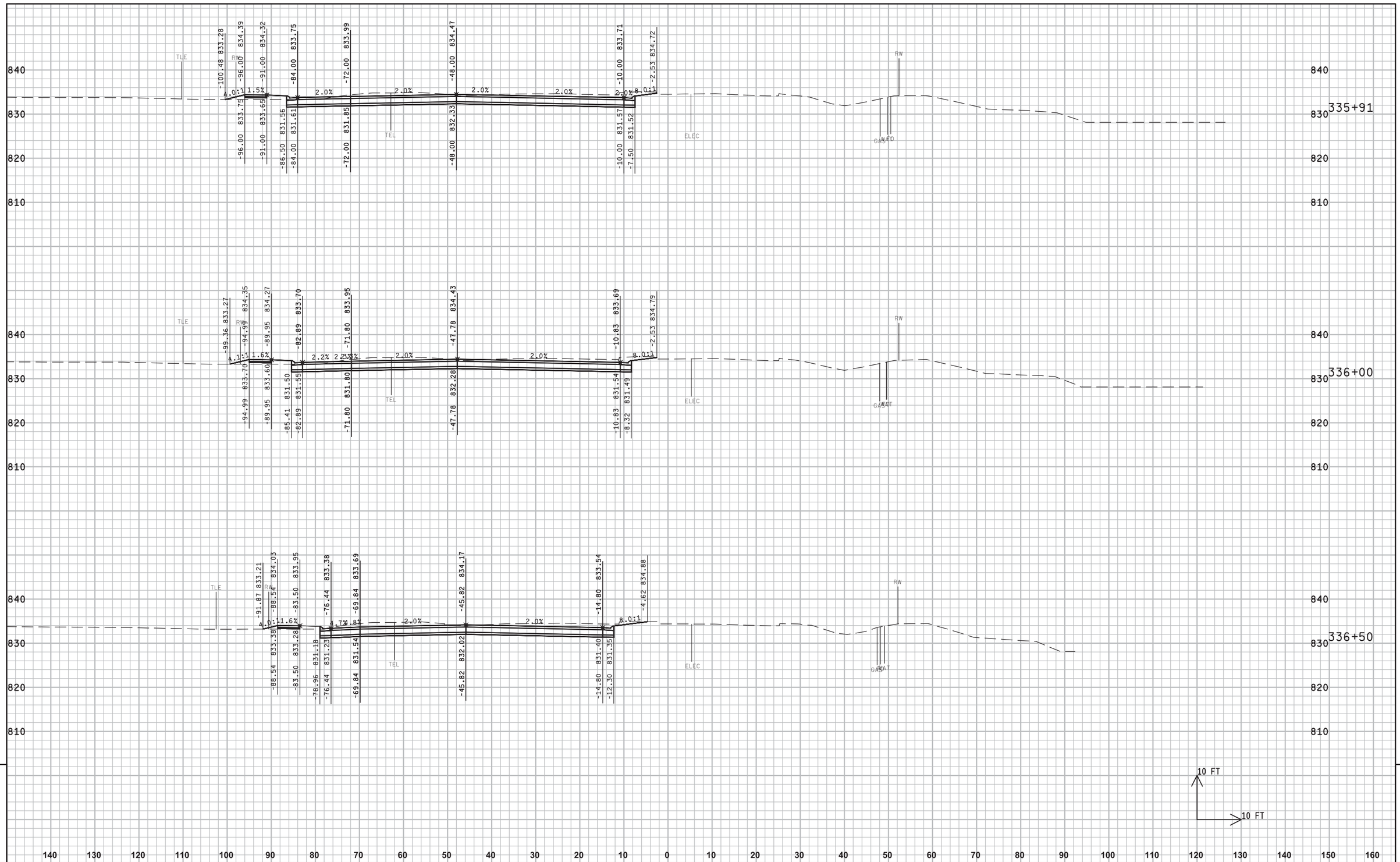
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1189	E

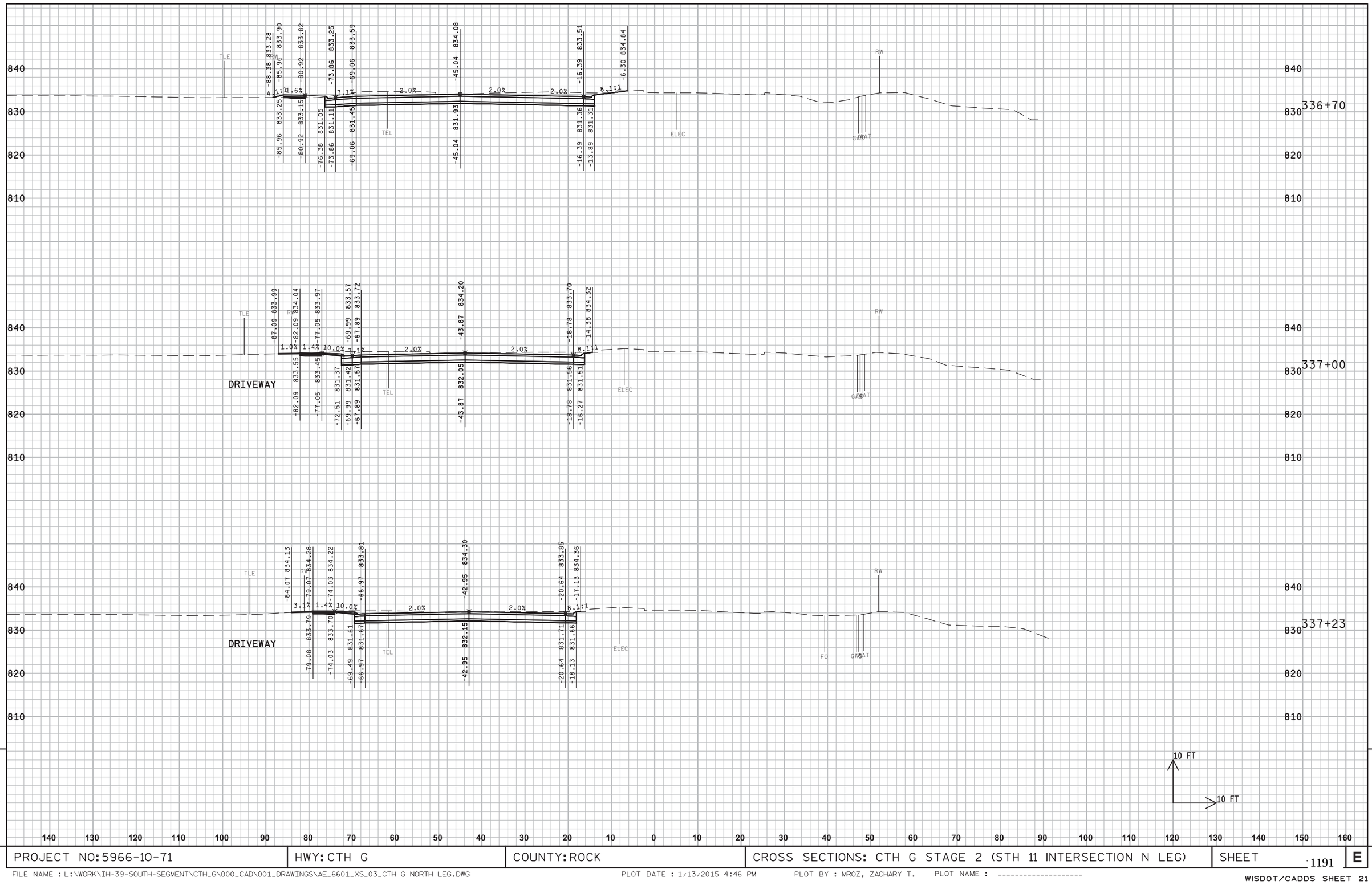
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:46 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



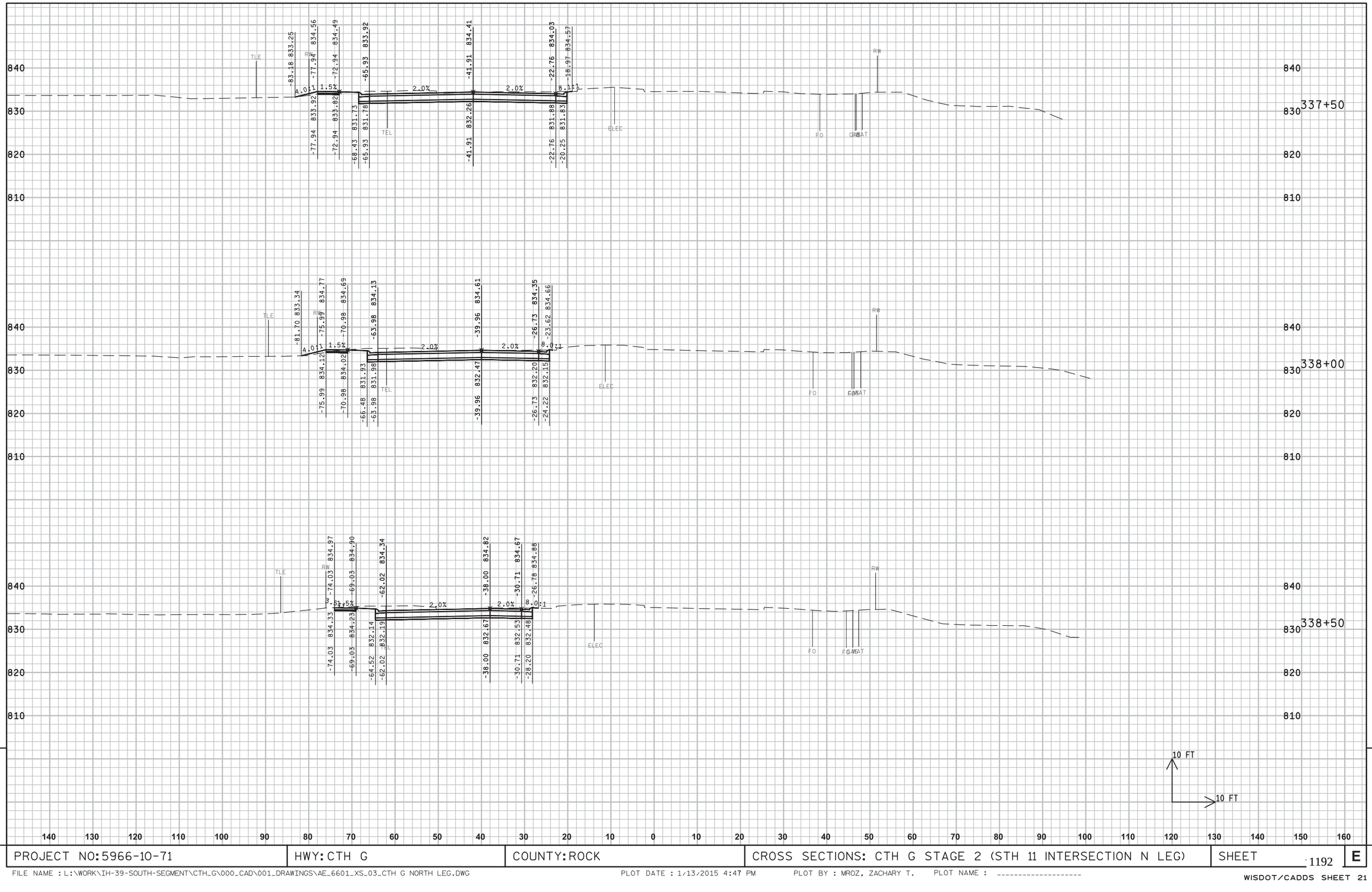
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1190	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:46 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



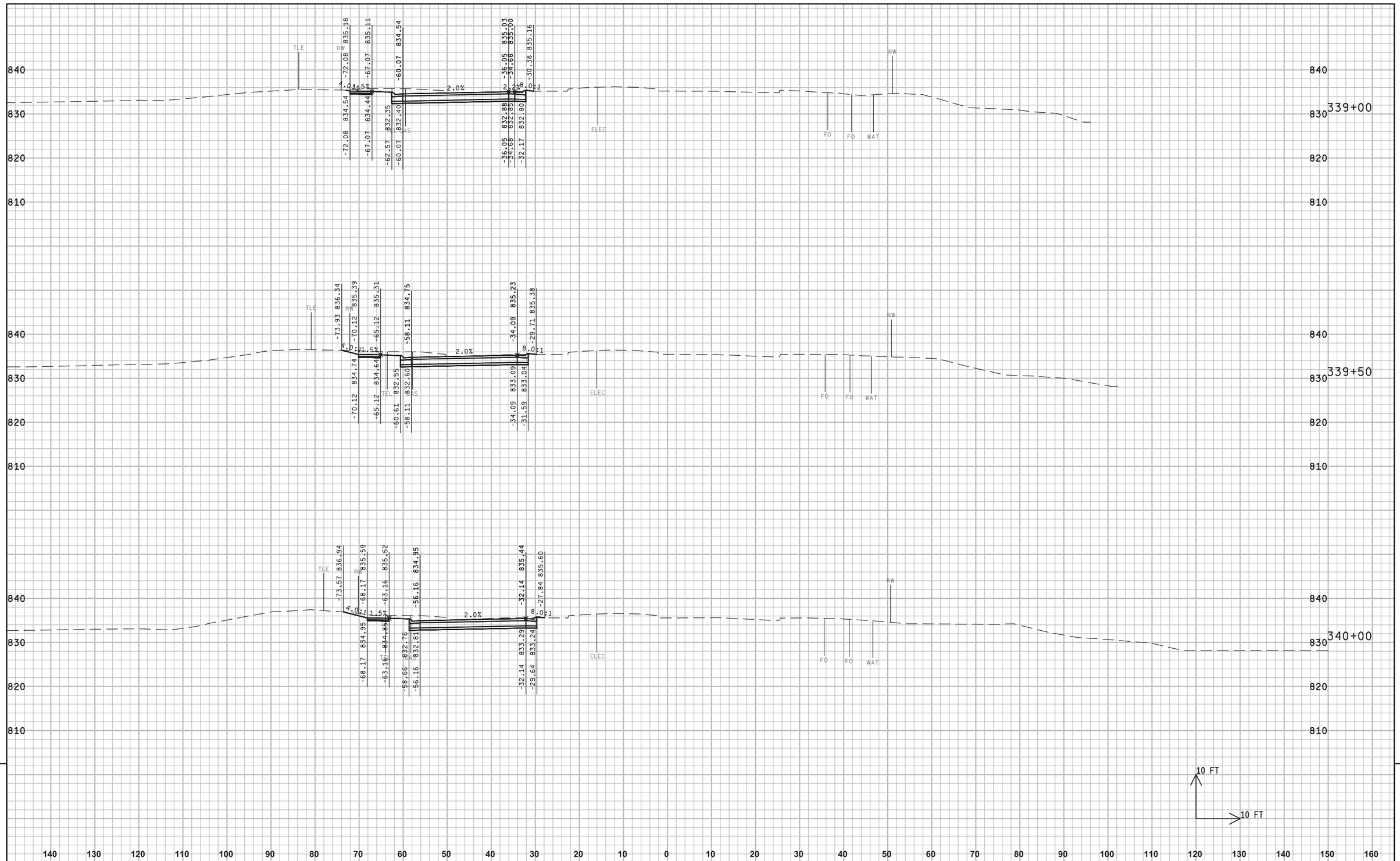
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1191	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:46 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21

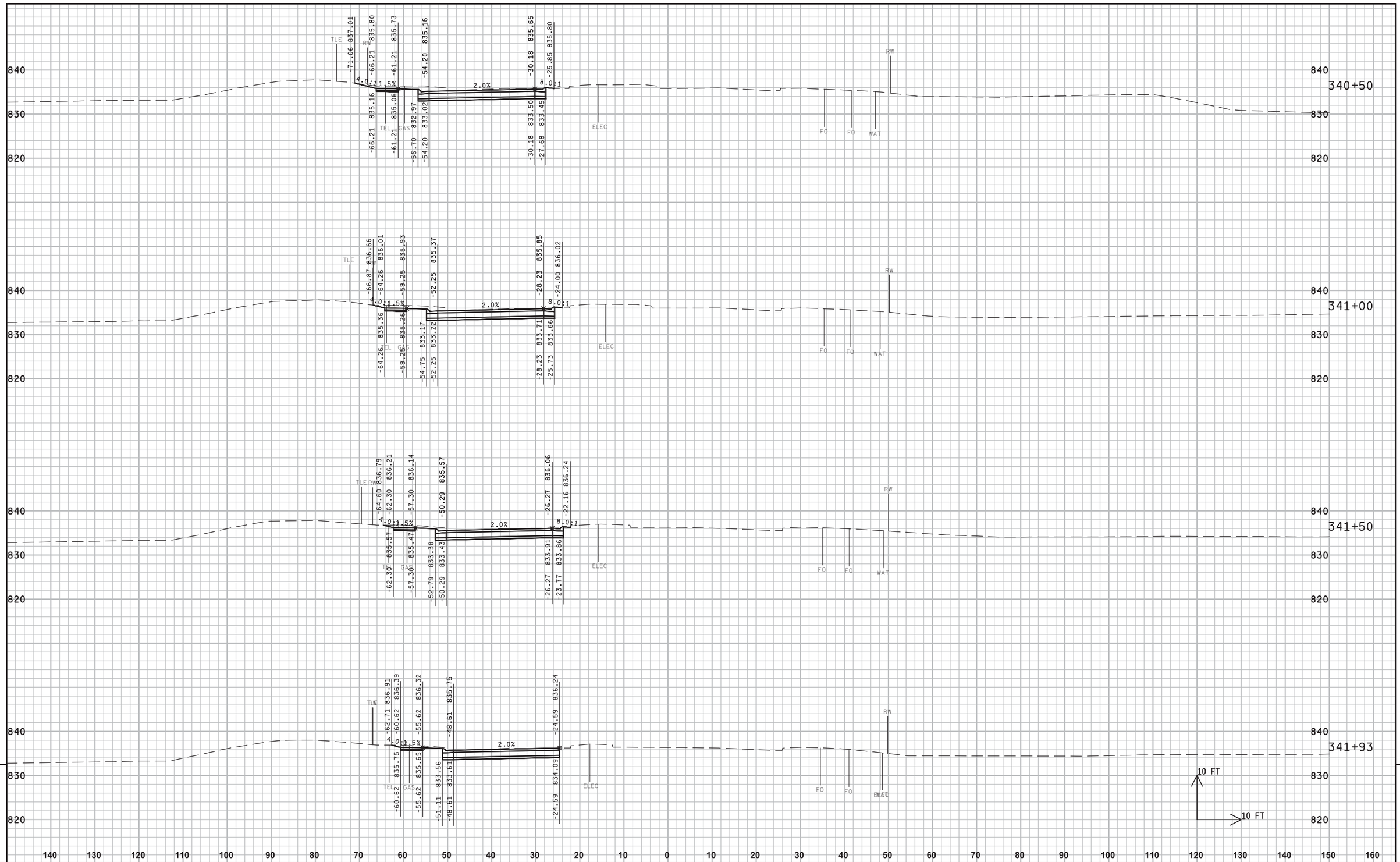


PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1192 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:47 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



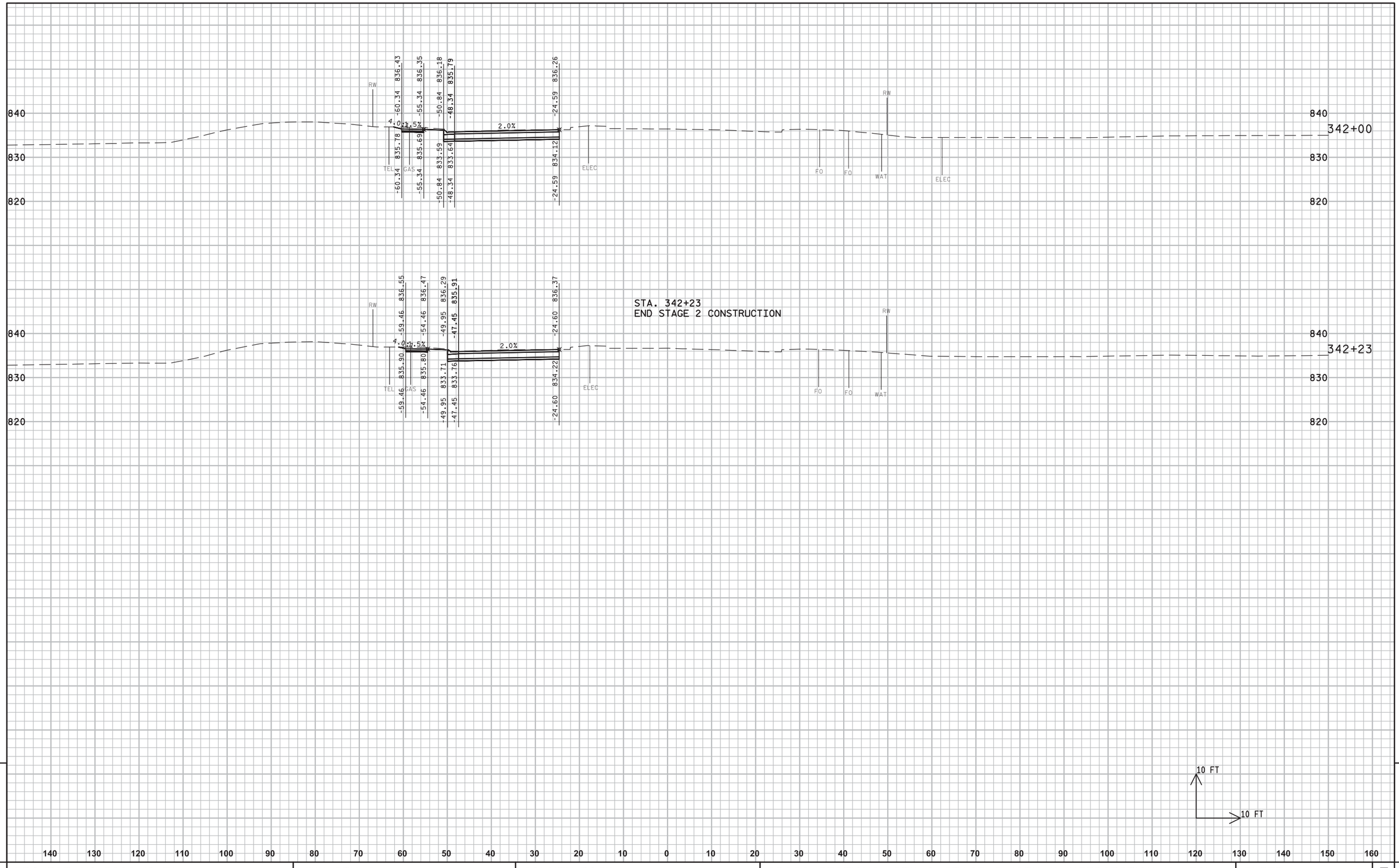
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1193 E



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1194	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:47 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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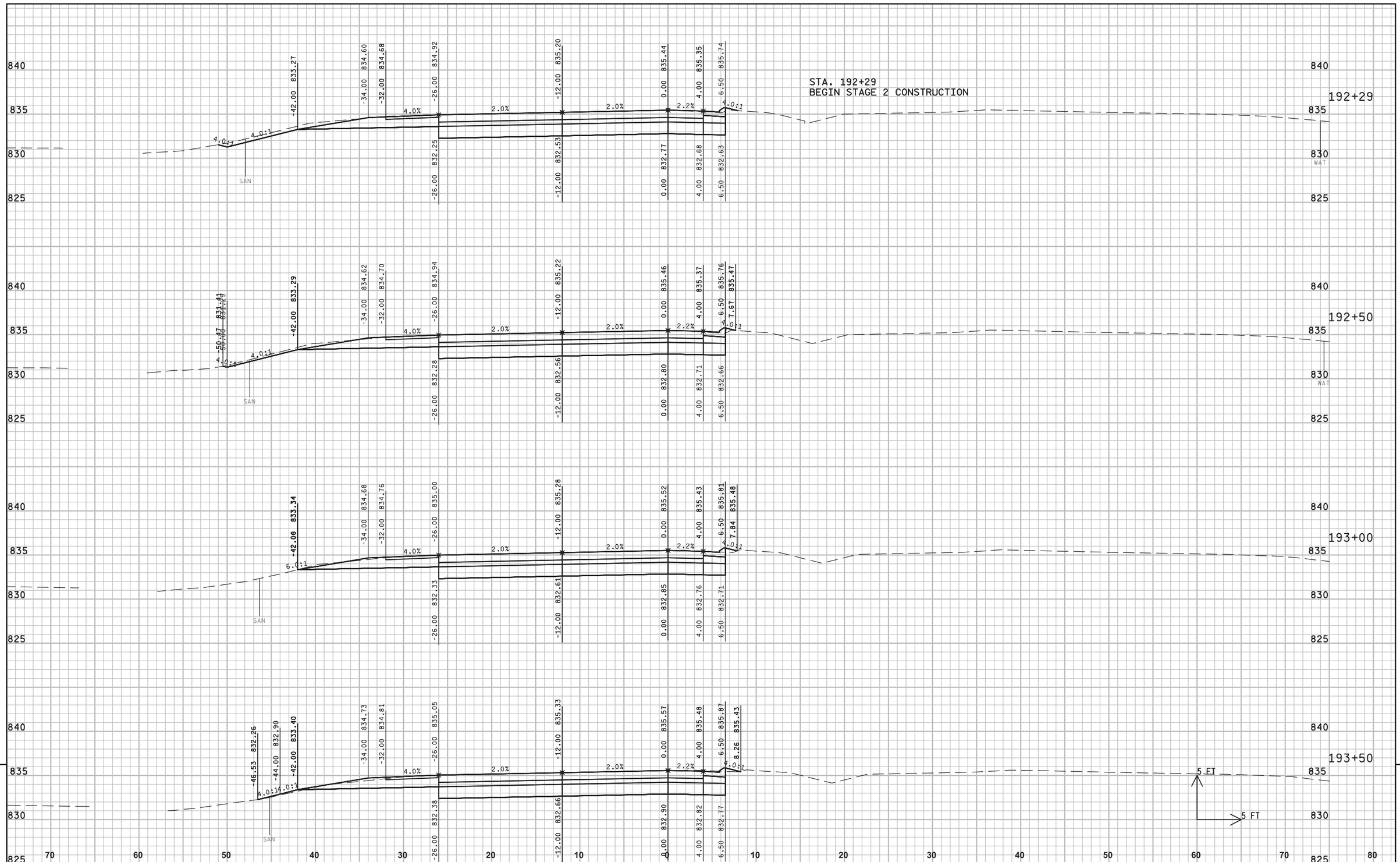
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: CTH G STAGE 2 (STH 11 INTERSECTION N LEG)	SHEET 1195	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G NORTH LEG.DWG PLOT DATE : 1/13/2015 4:48 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

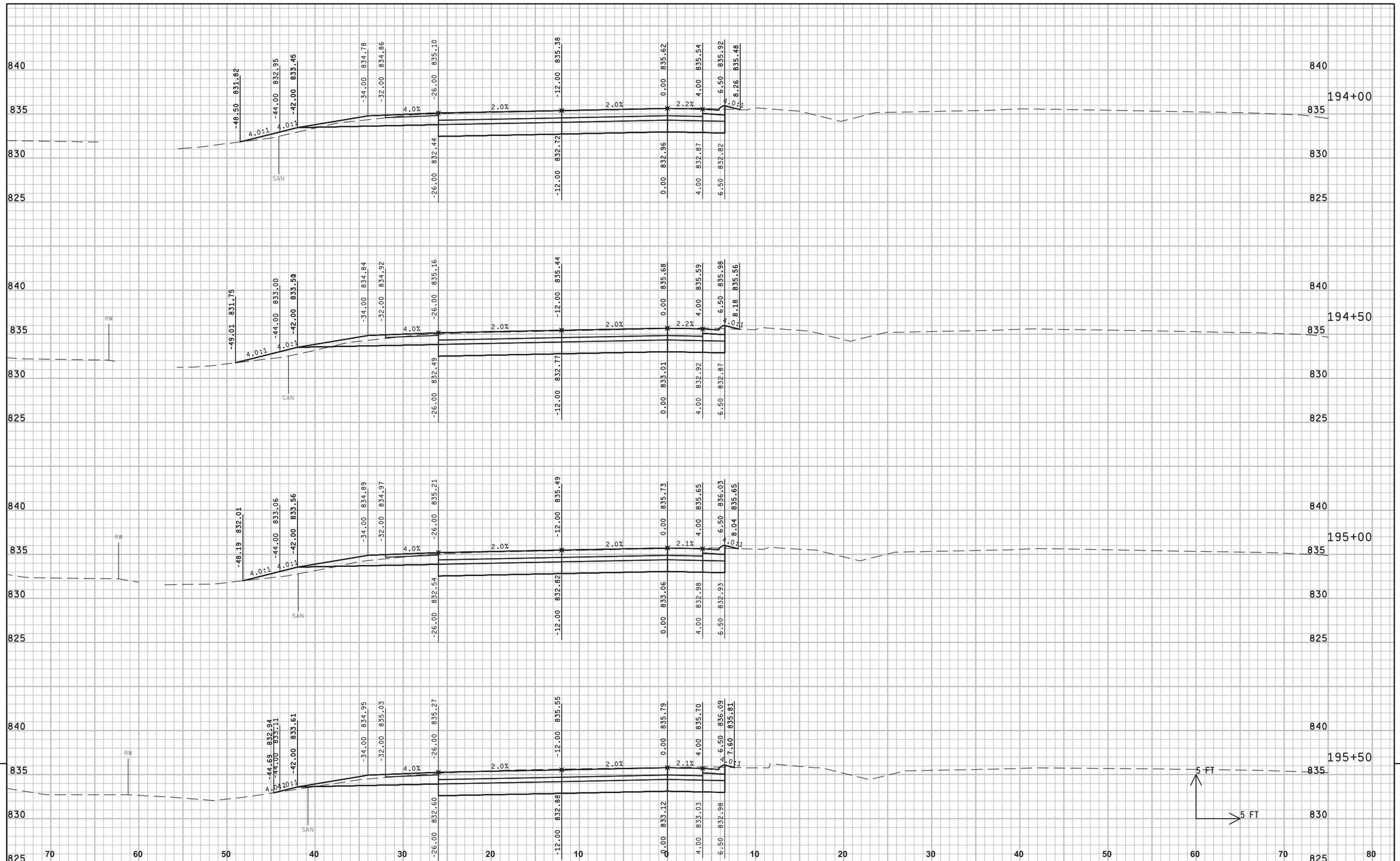
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1196 E

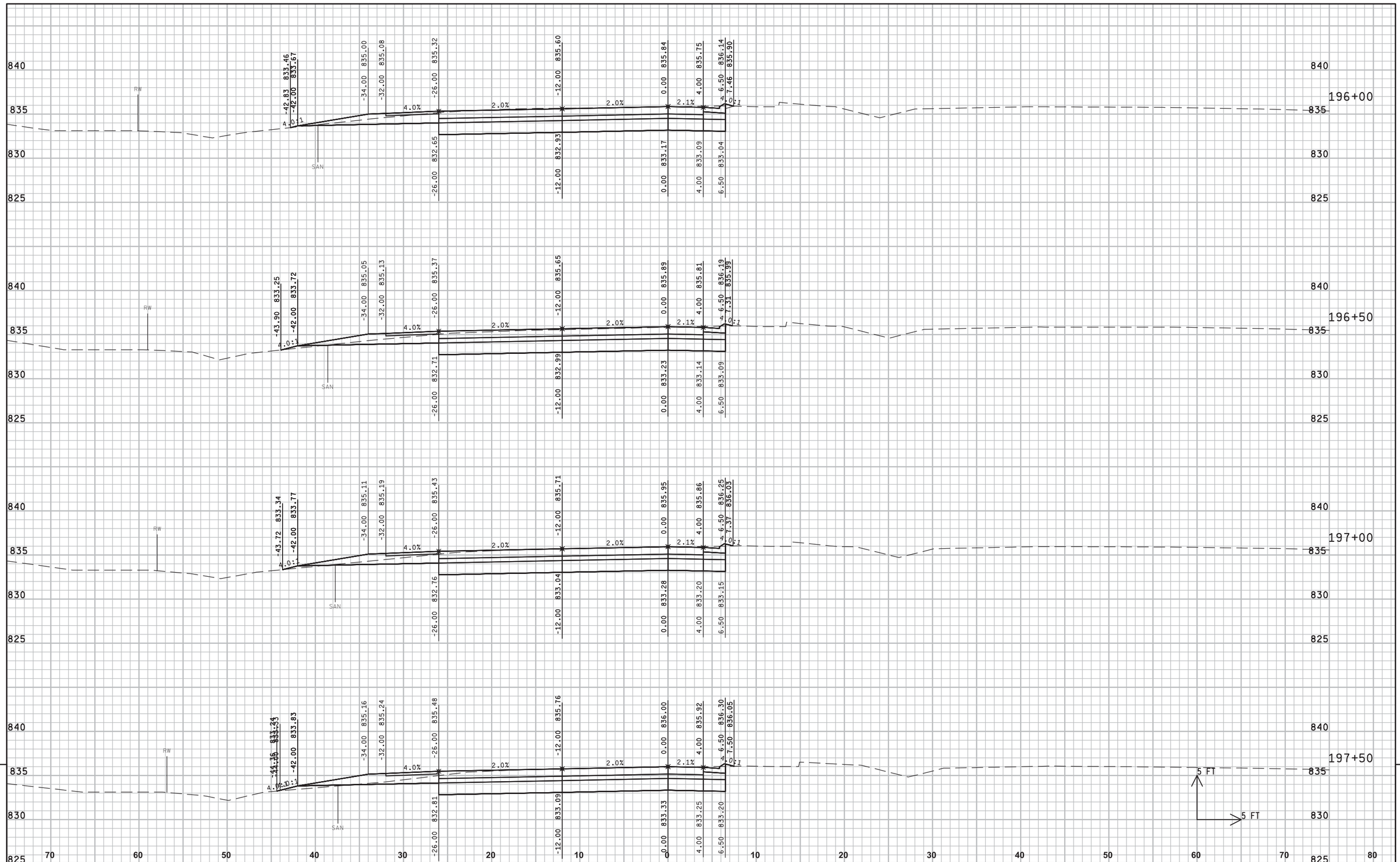
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:20 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1197 E

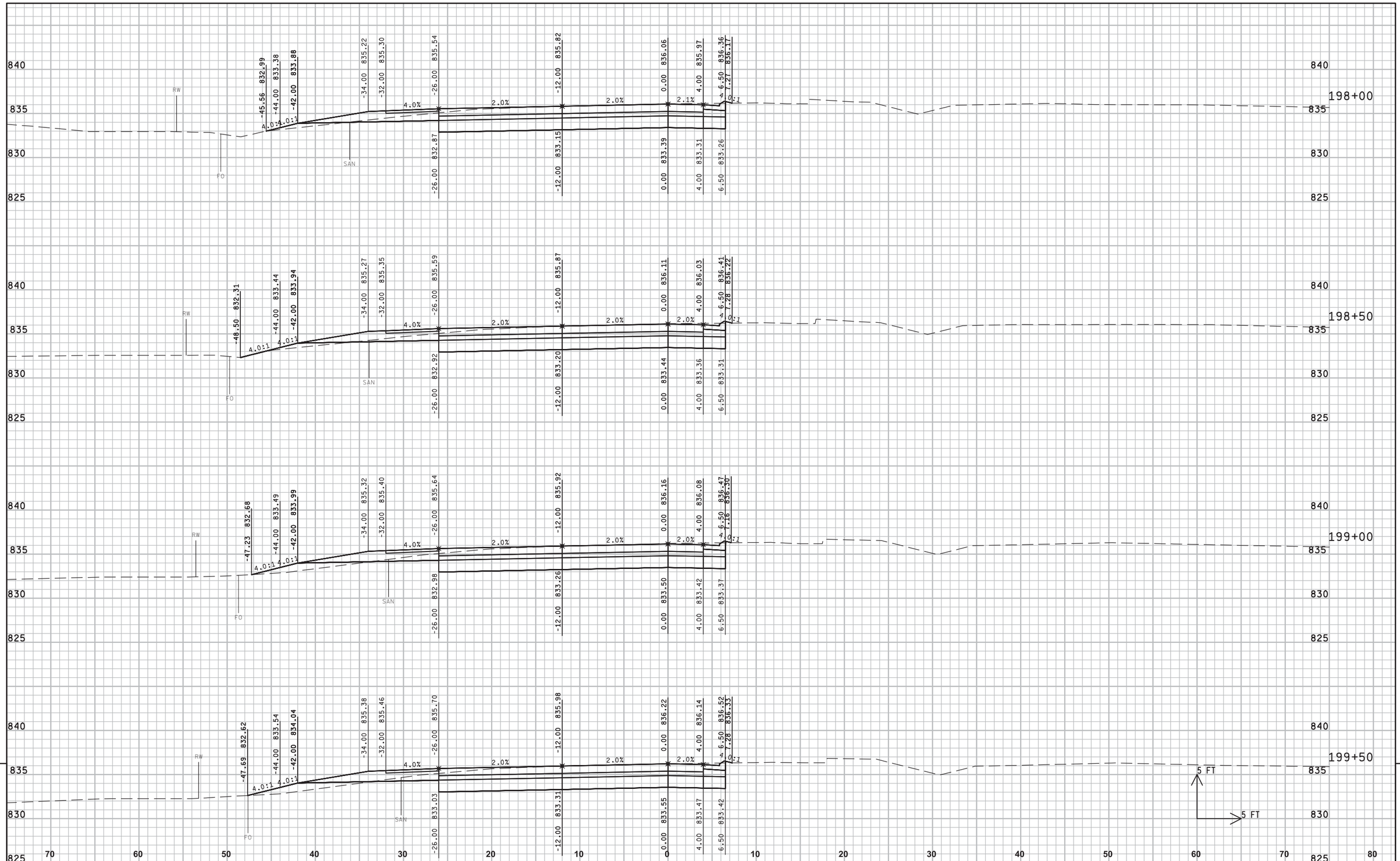
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:20 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1198 E

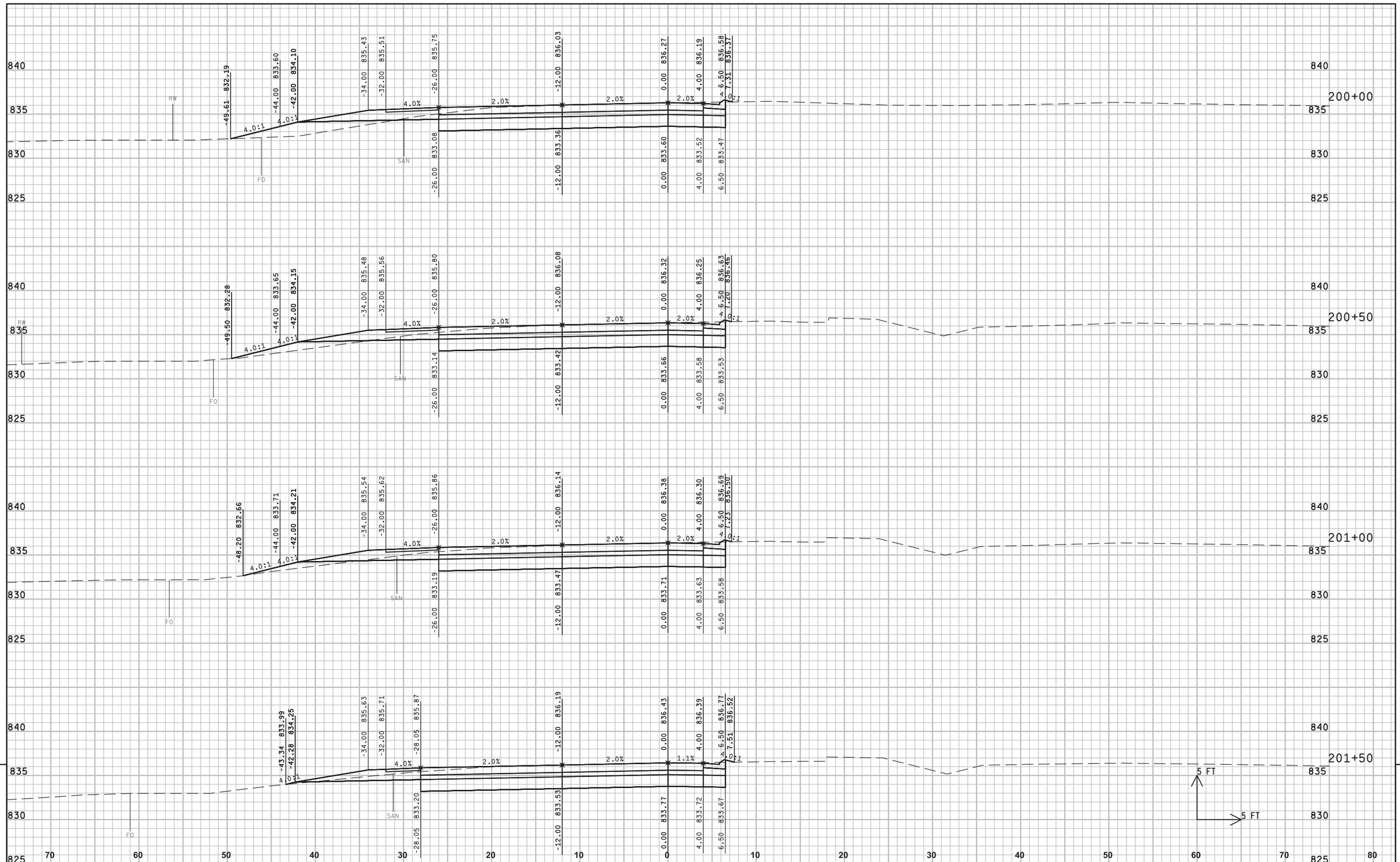
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1199 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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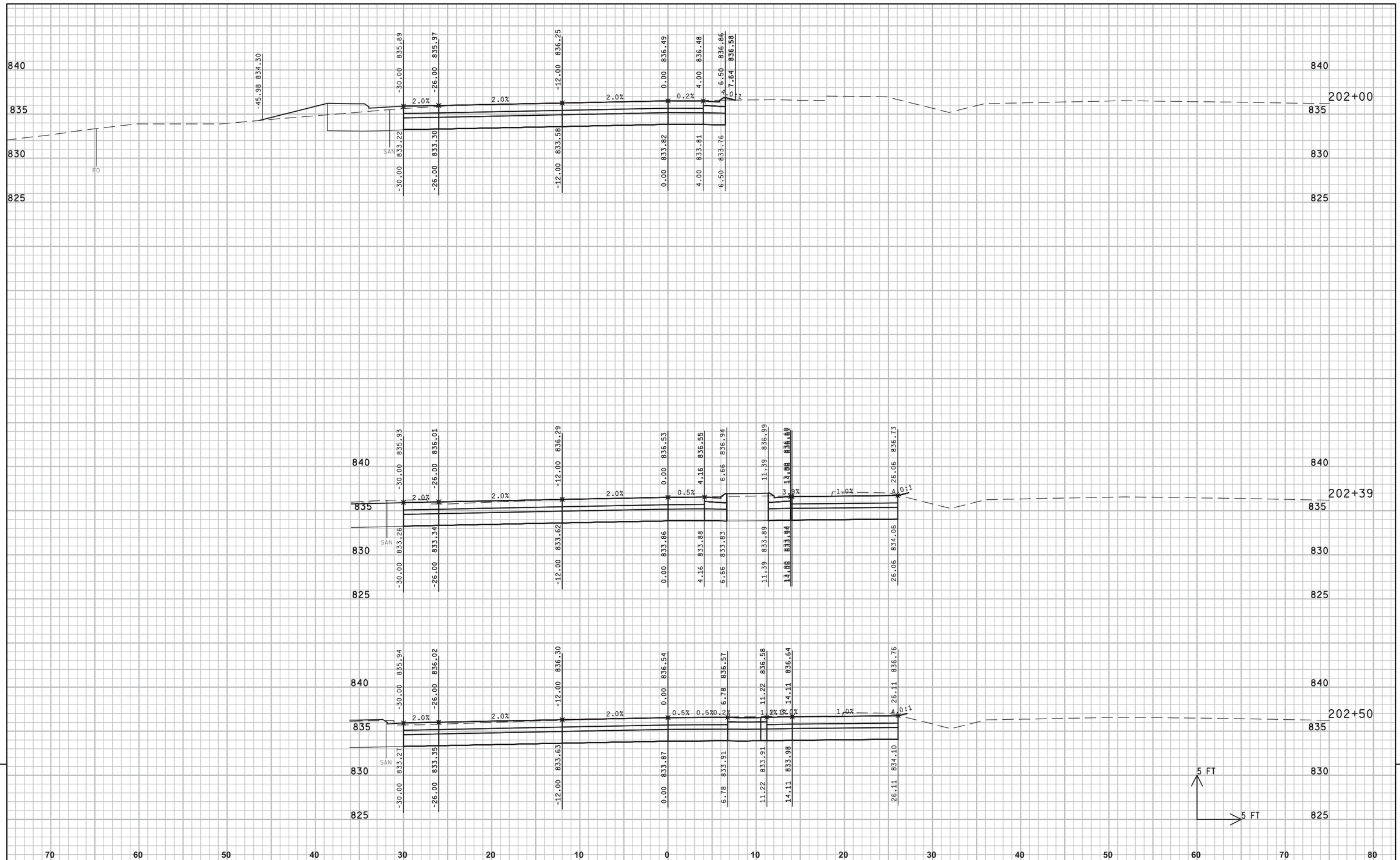
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1200	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG

PLOT DATE : 1/13/2015 2:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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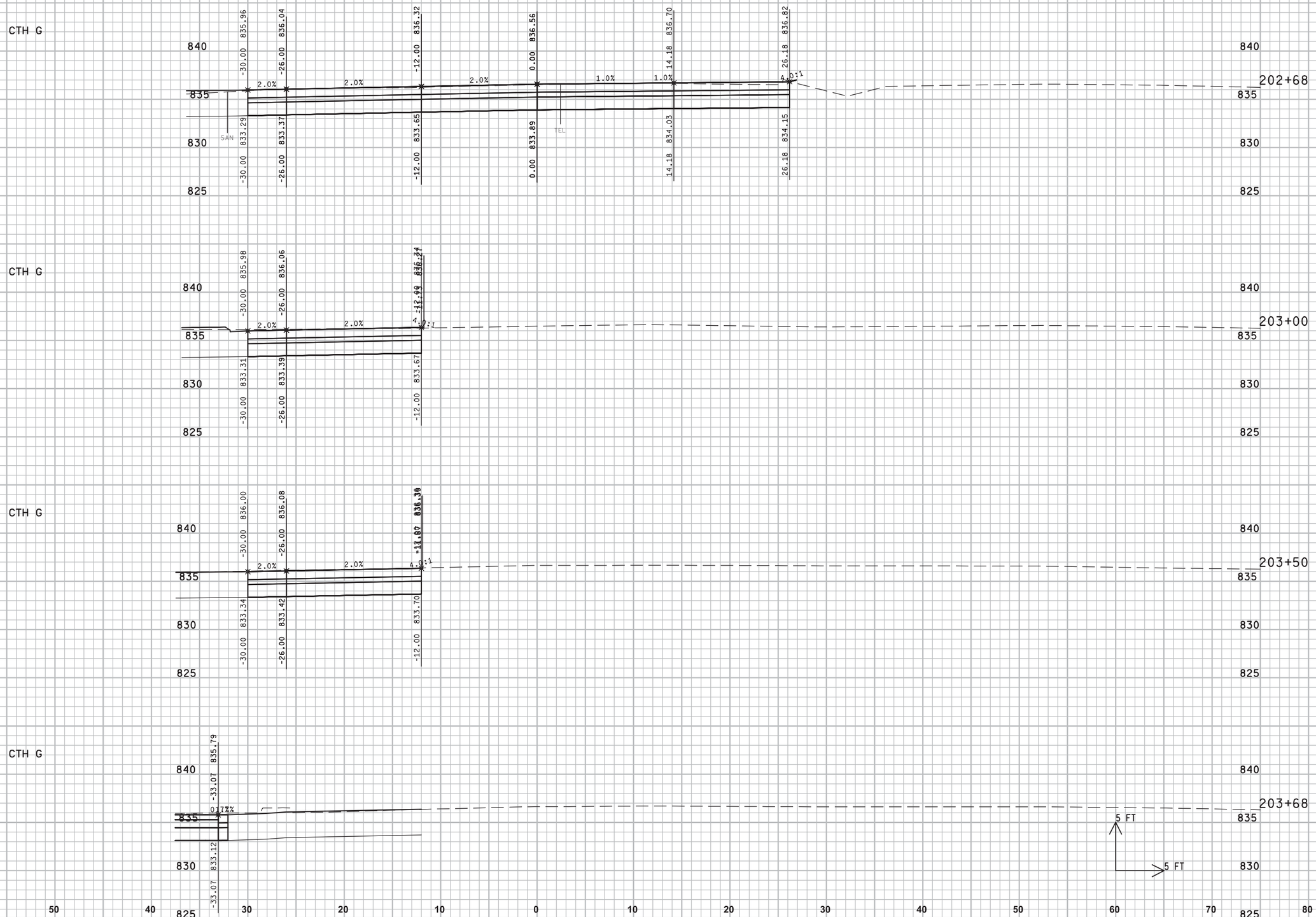
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1201	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG

PLOT DATE : 1/13/2015 2:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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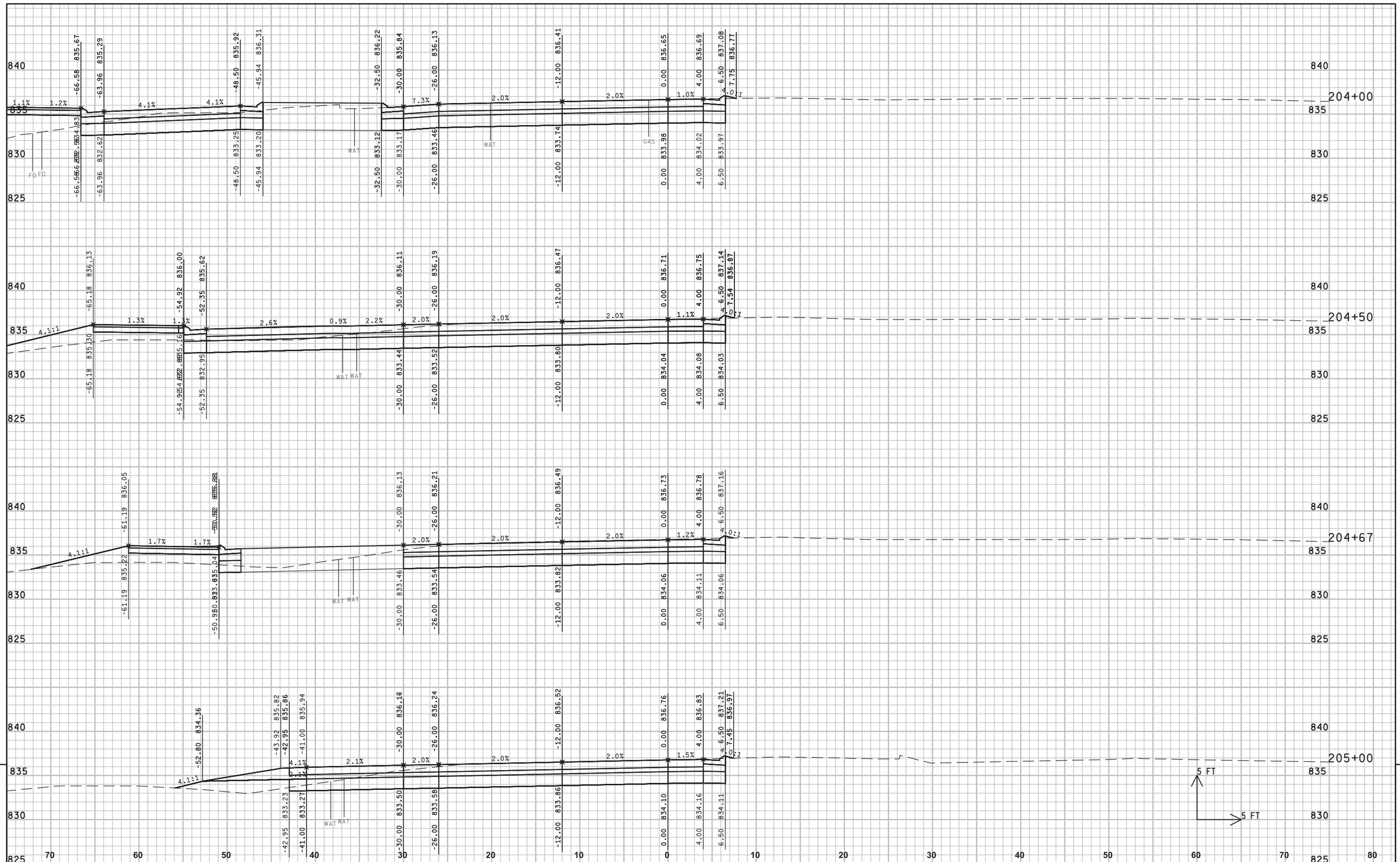
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1202	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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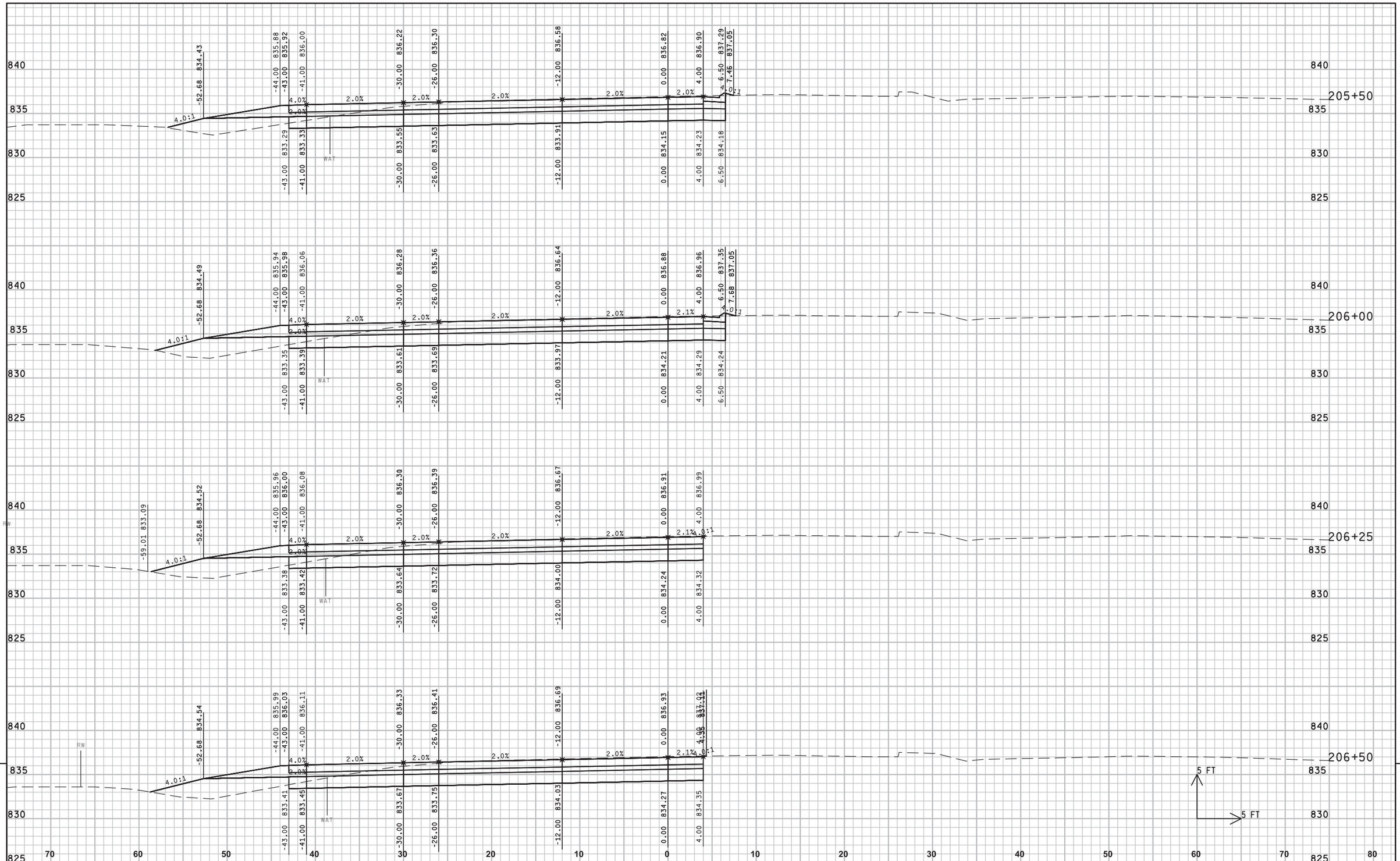
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1203	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

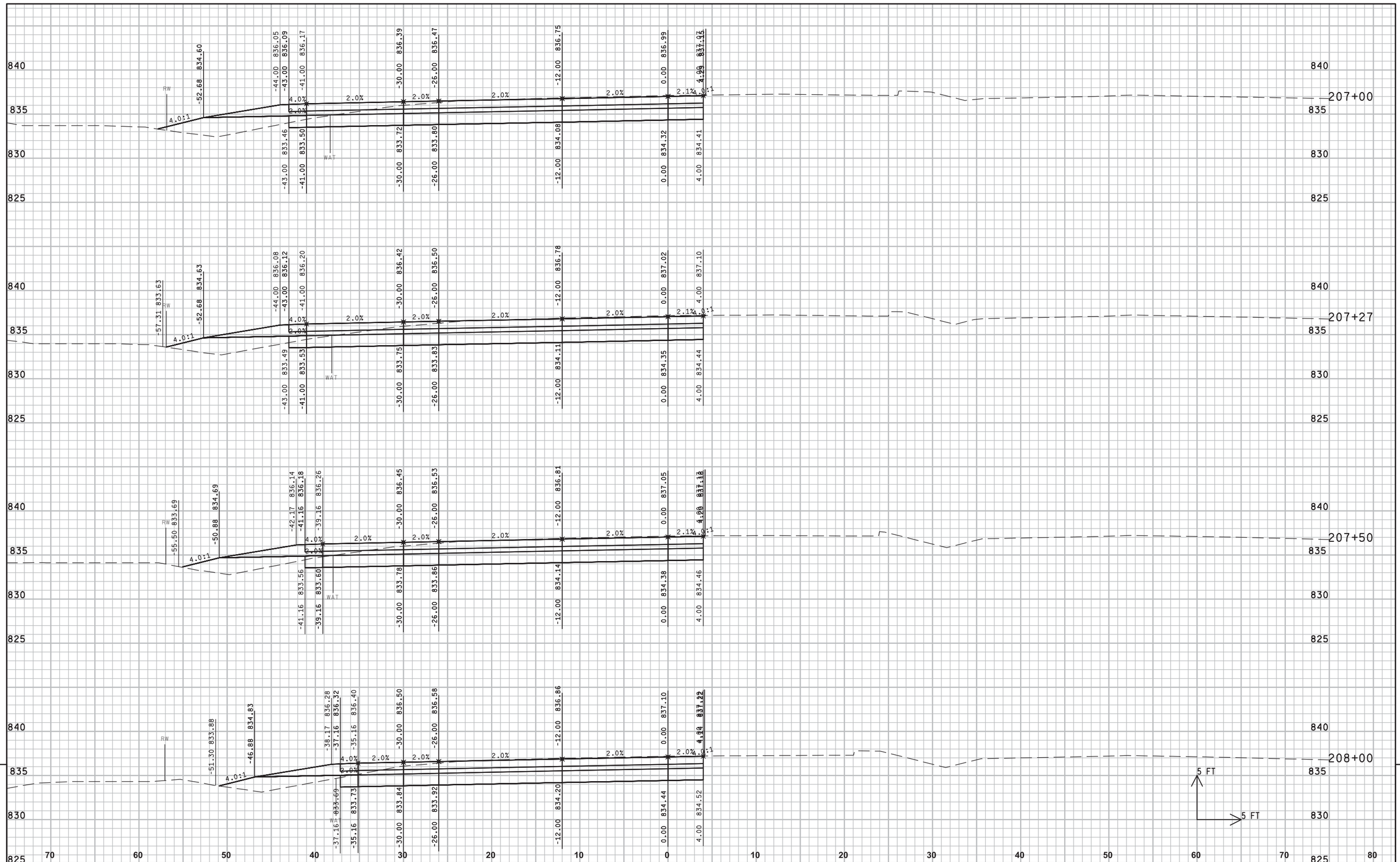
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1204 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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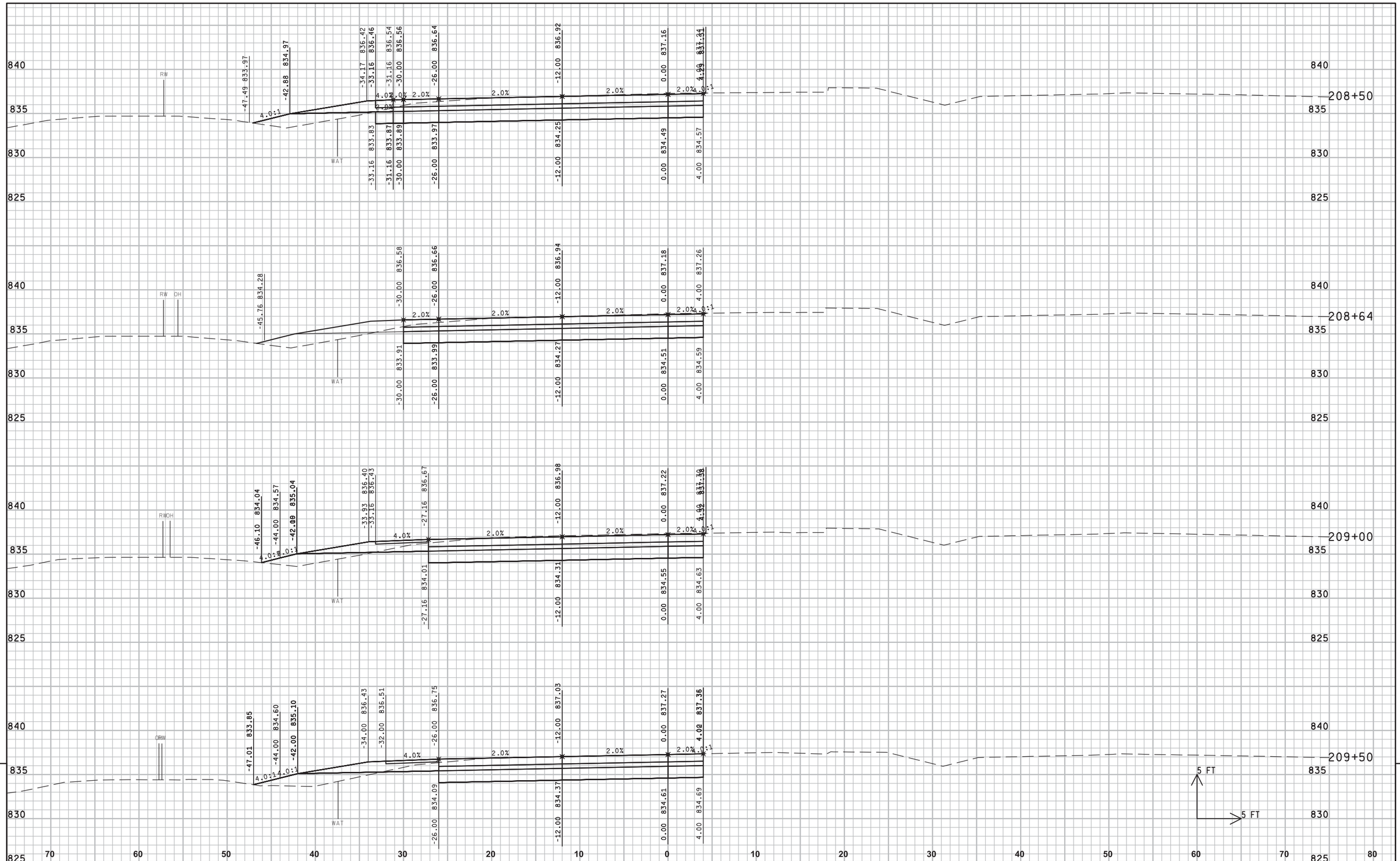
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1205	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:23 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

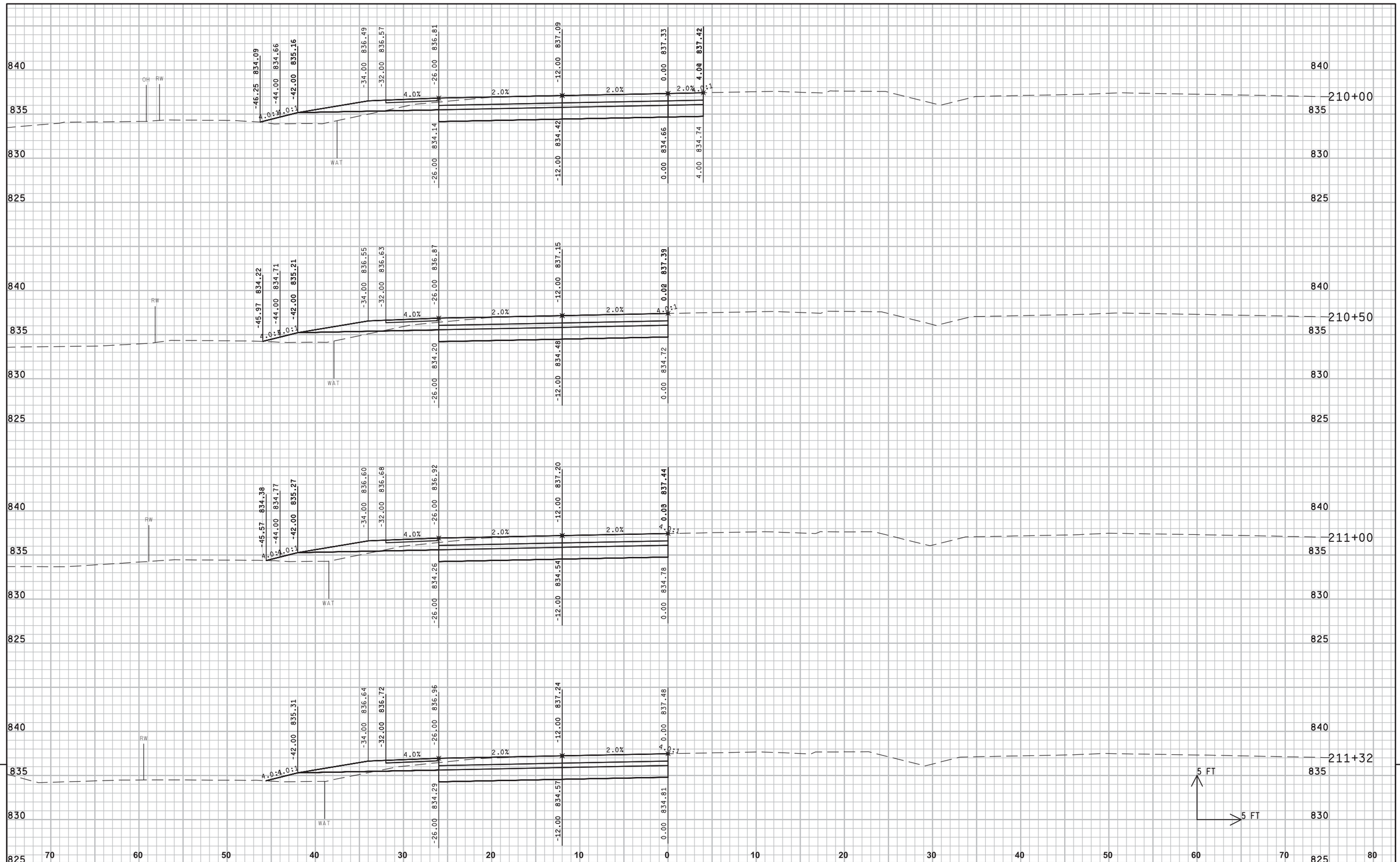
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1206	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:23 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

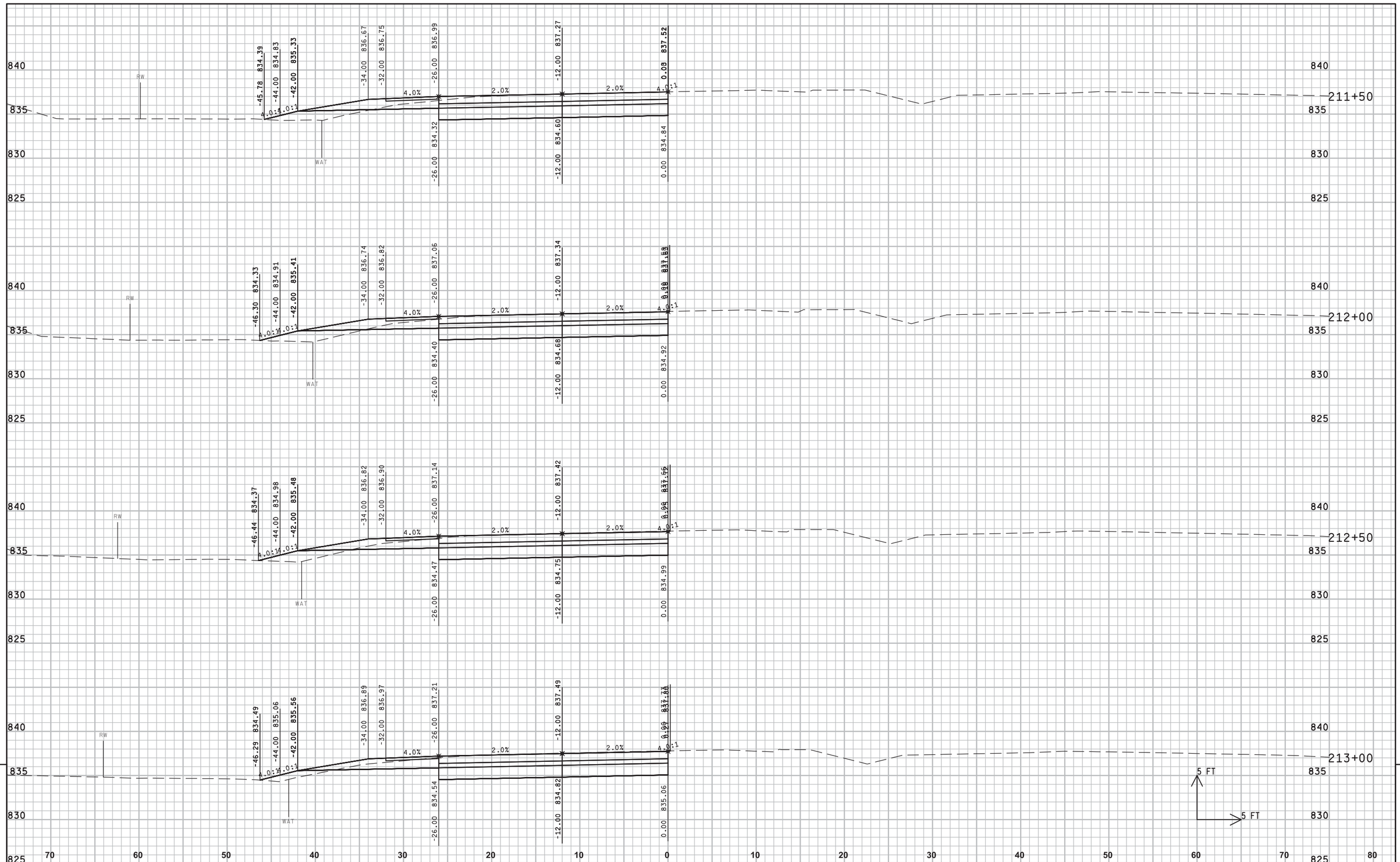
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1207 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:23 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

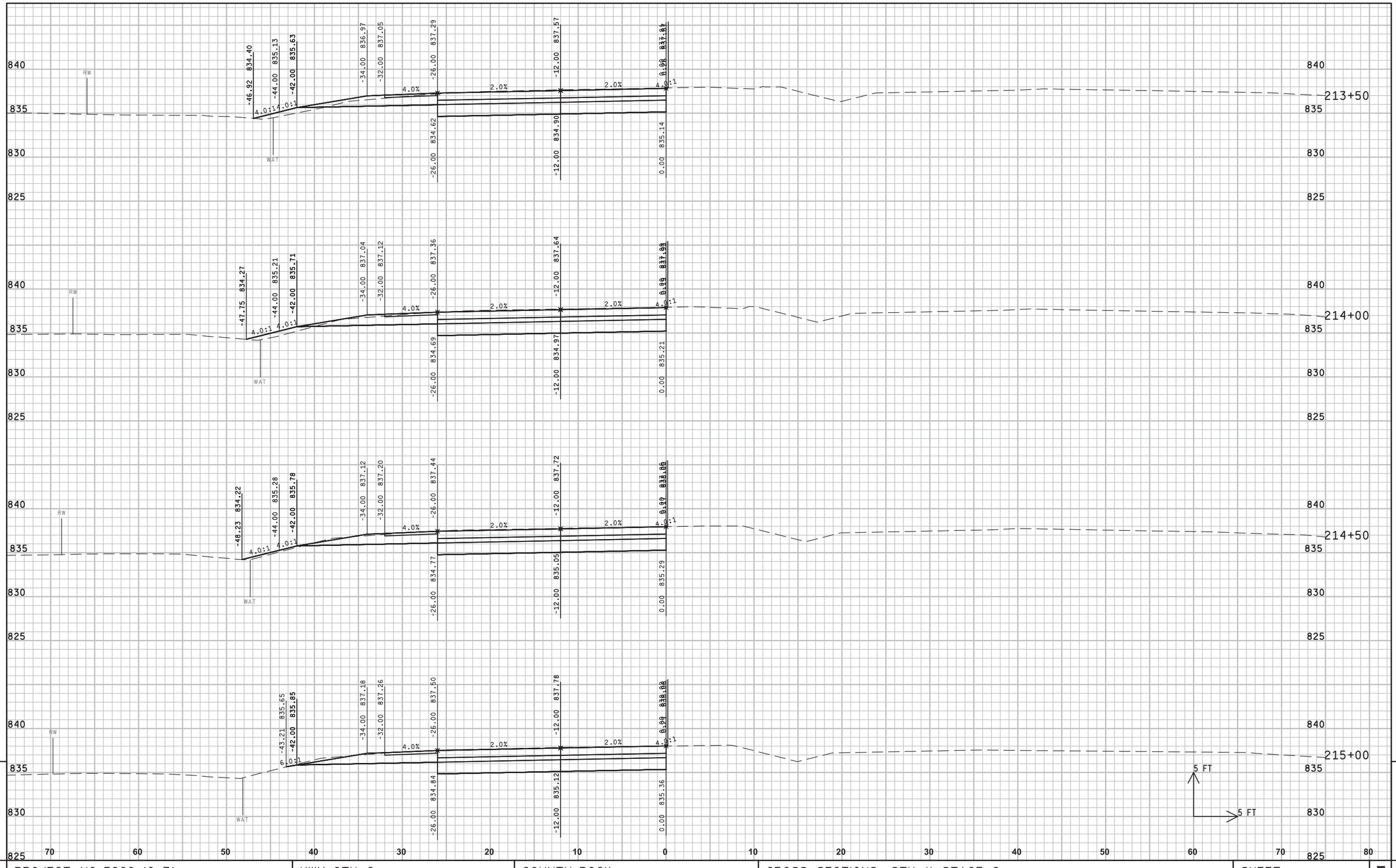
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1208 E

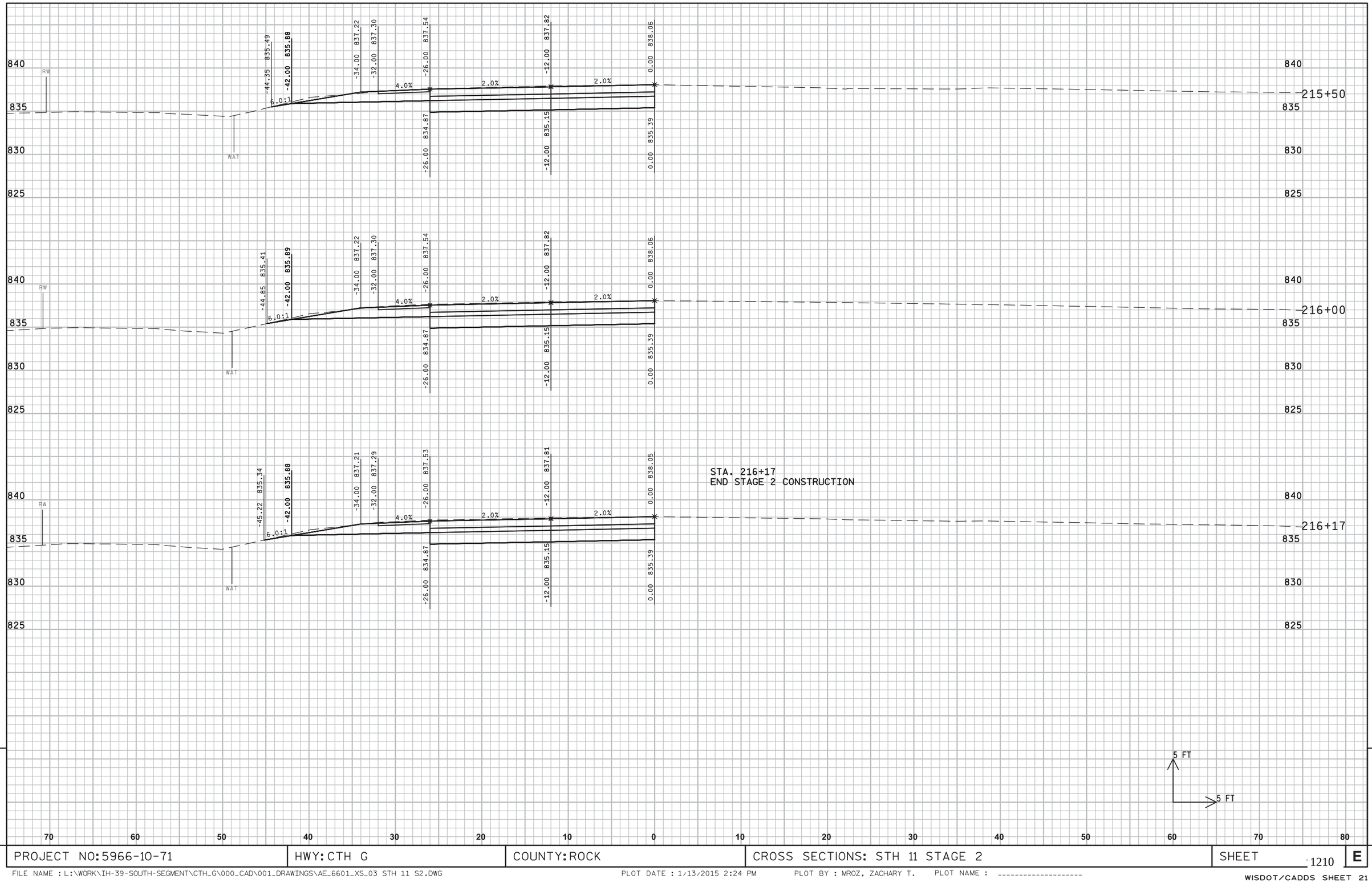
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:24 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1209 E

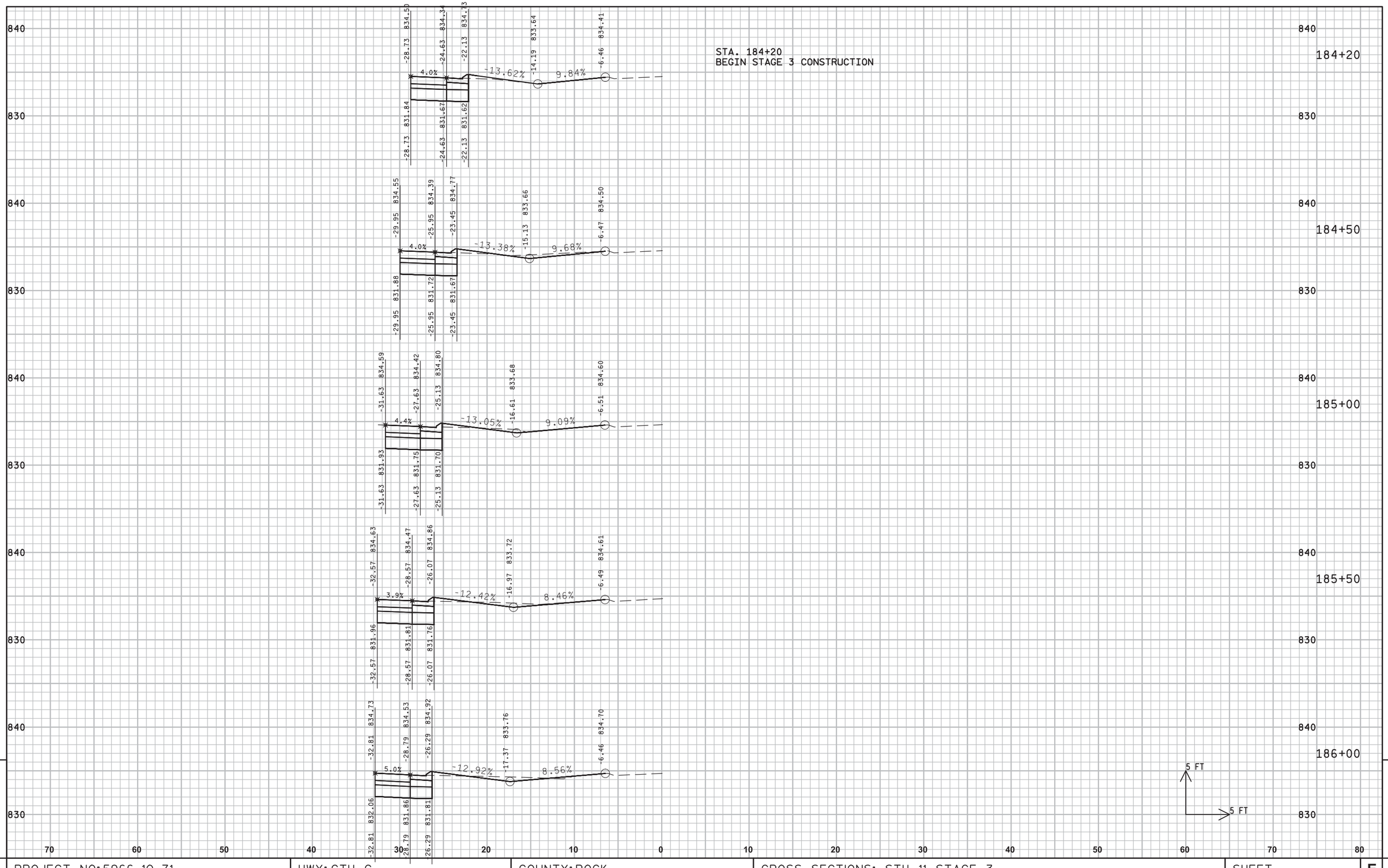
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:24 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 2	SHEET 1210	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S2.DWG PLOT DATE : 1/13/2015 2:24 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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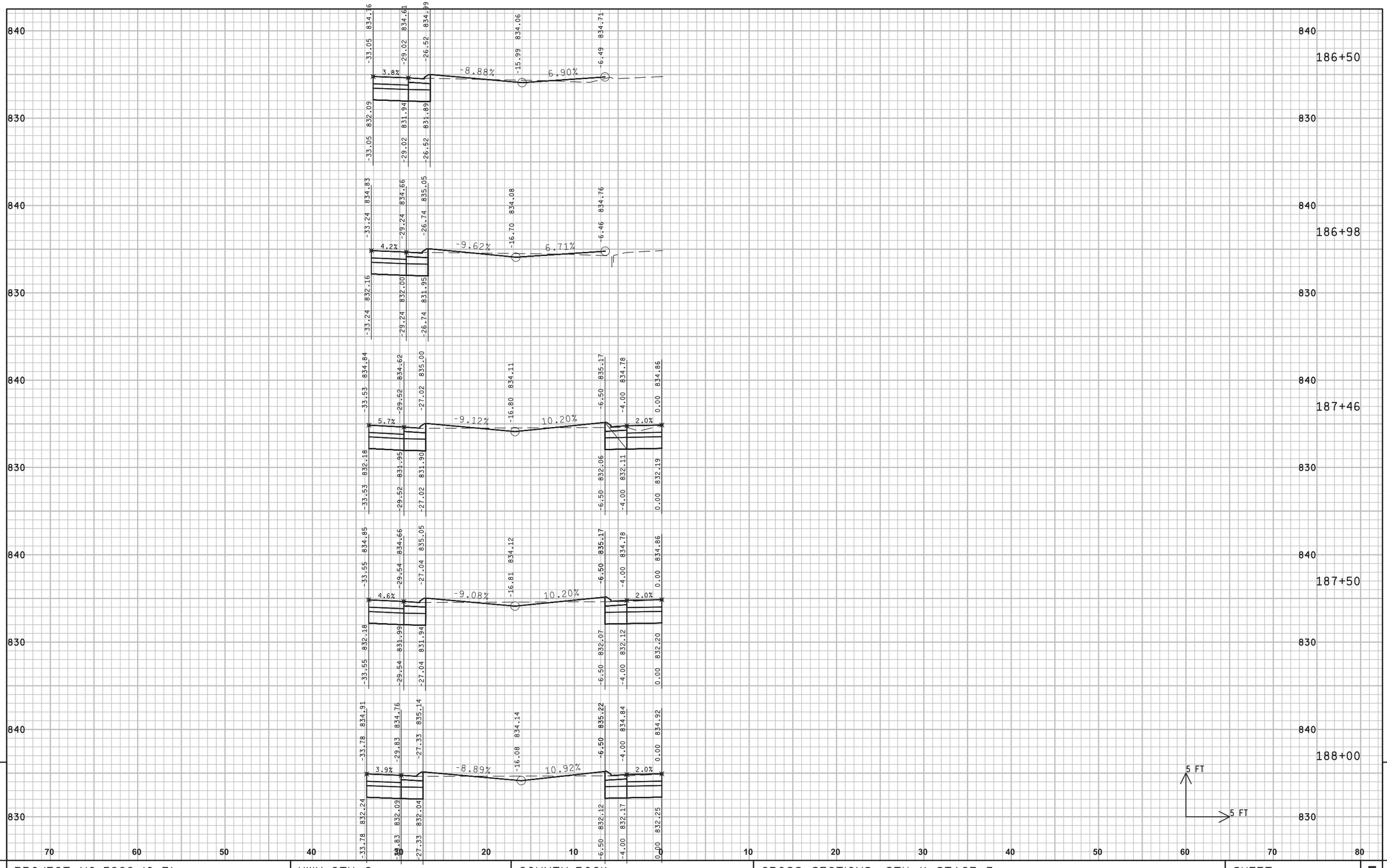
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1211	E



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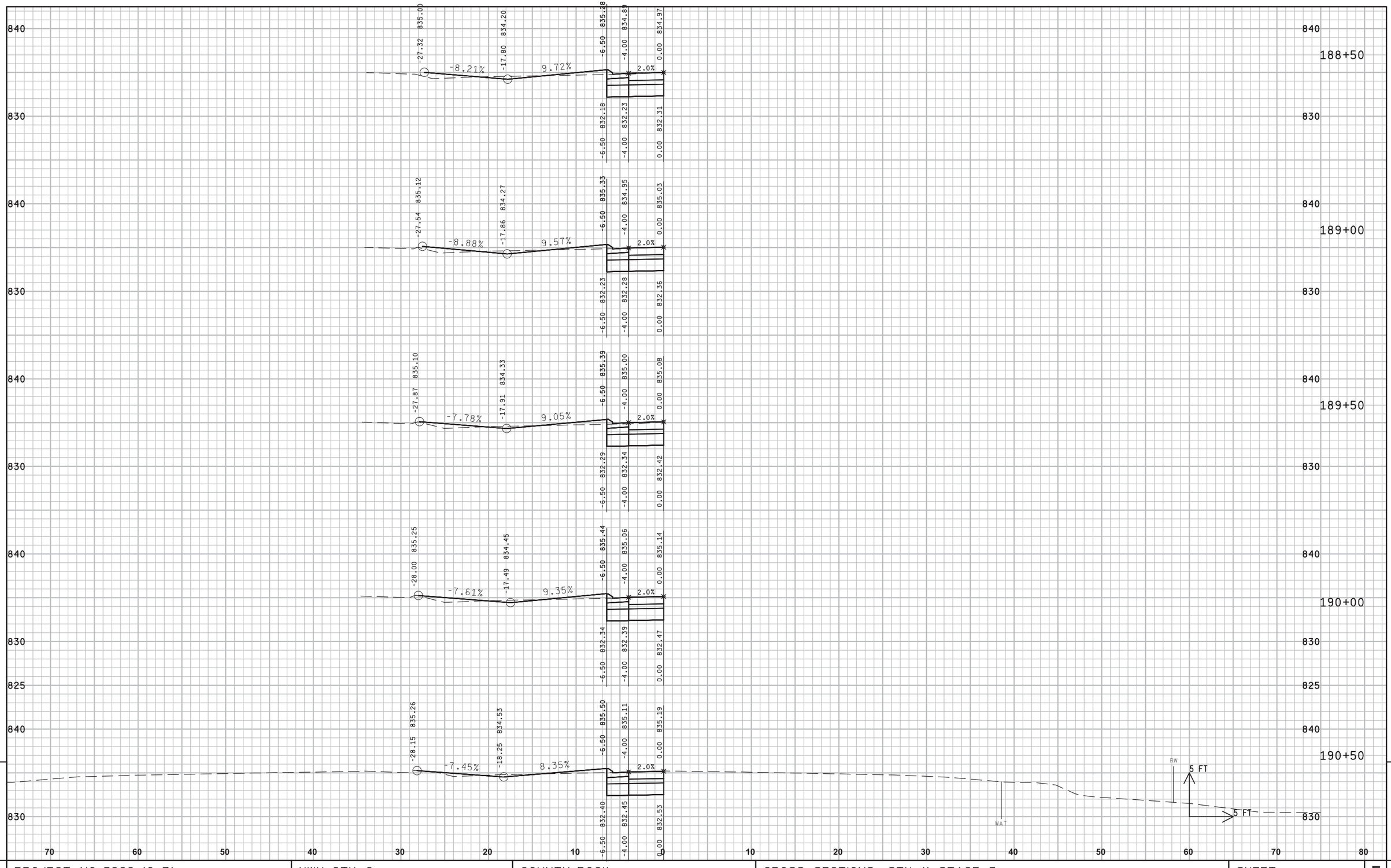
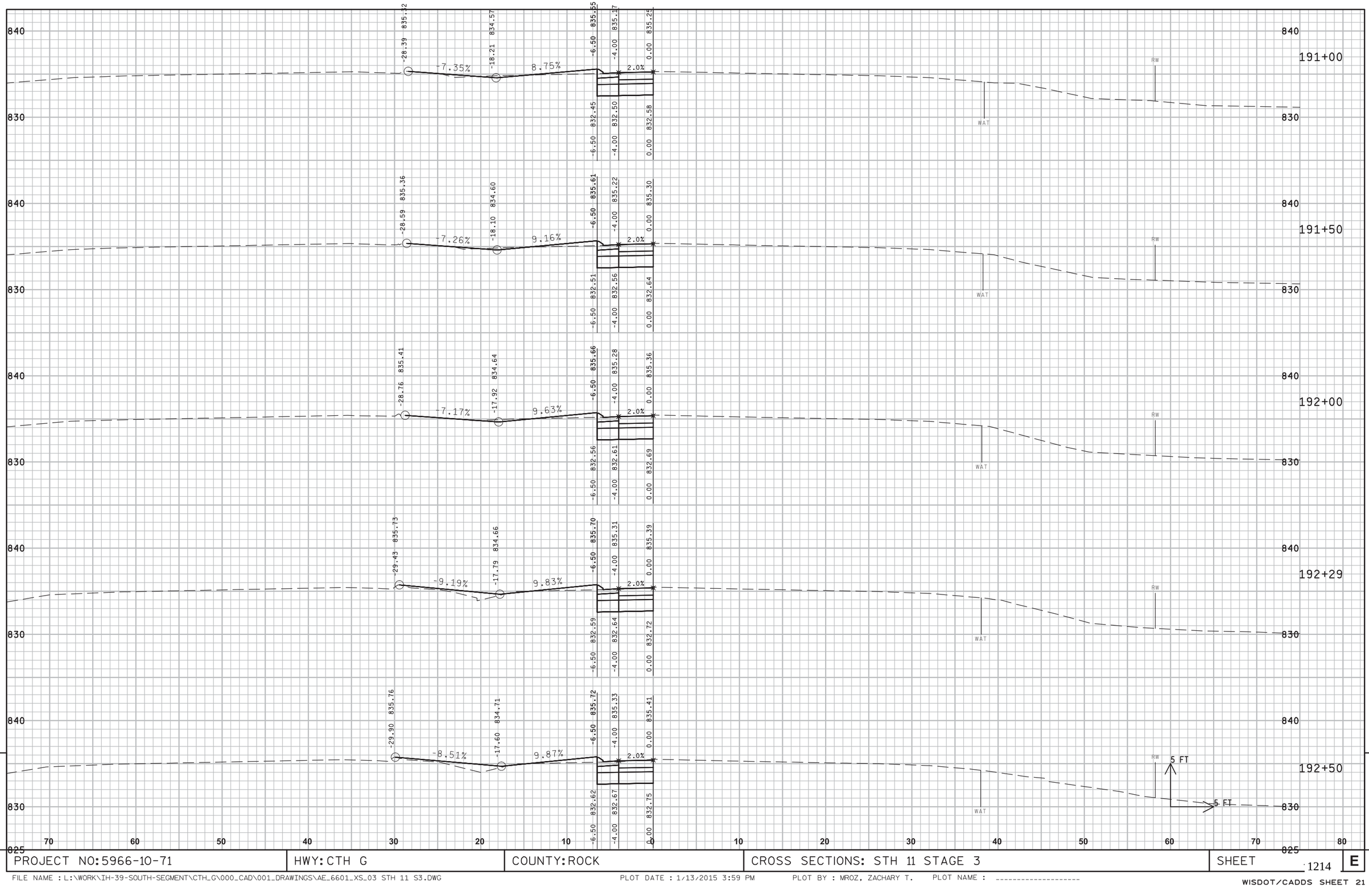
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1212	E



PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1213 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 3:58 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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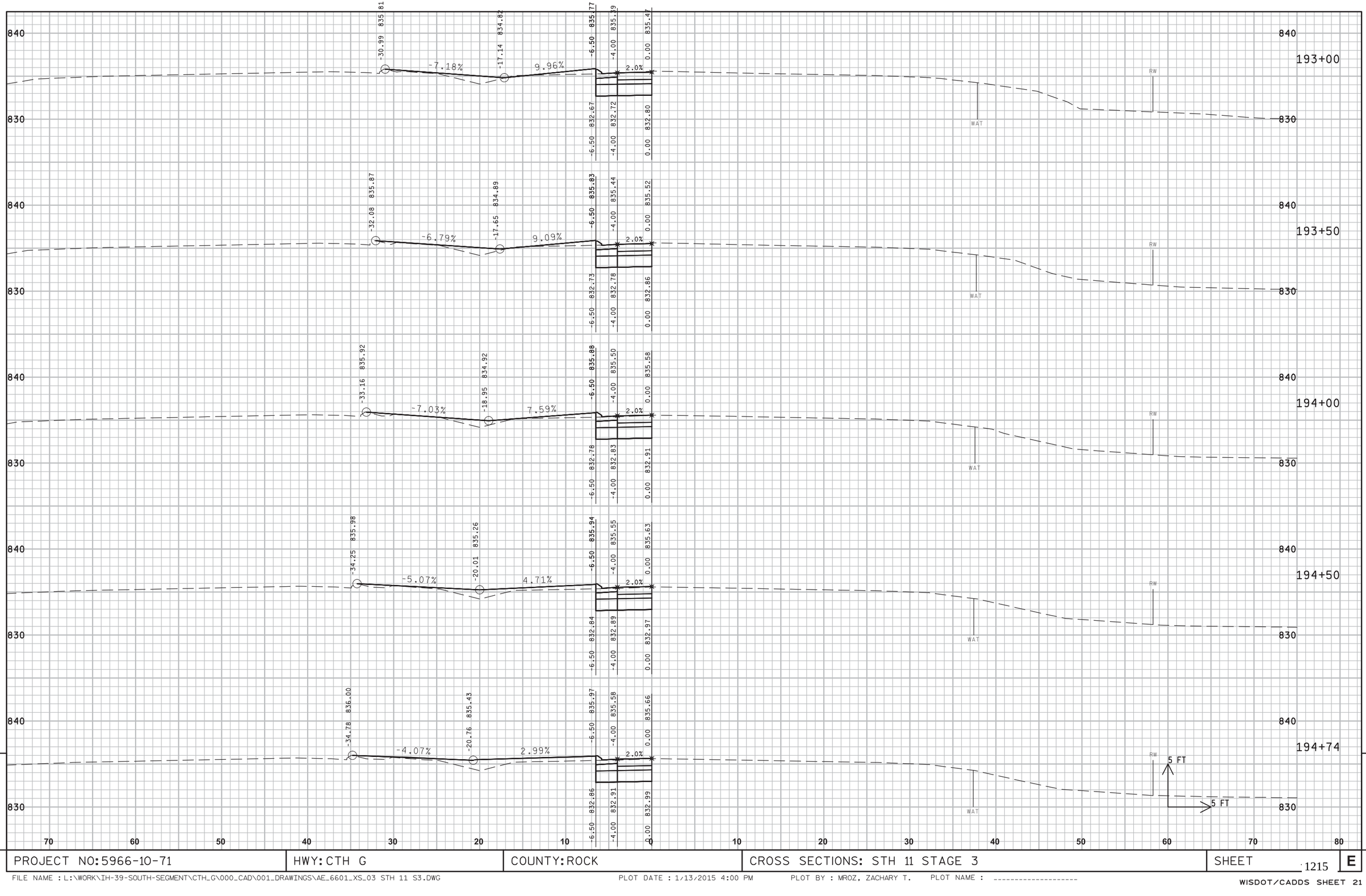
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1214	E



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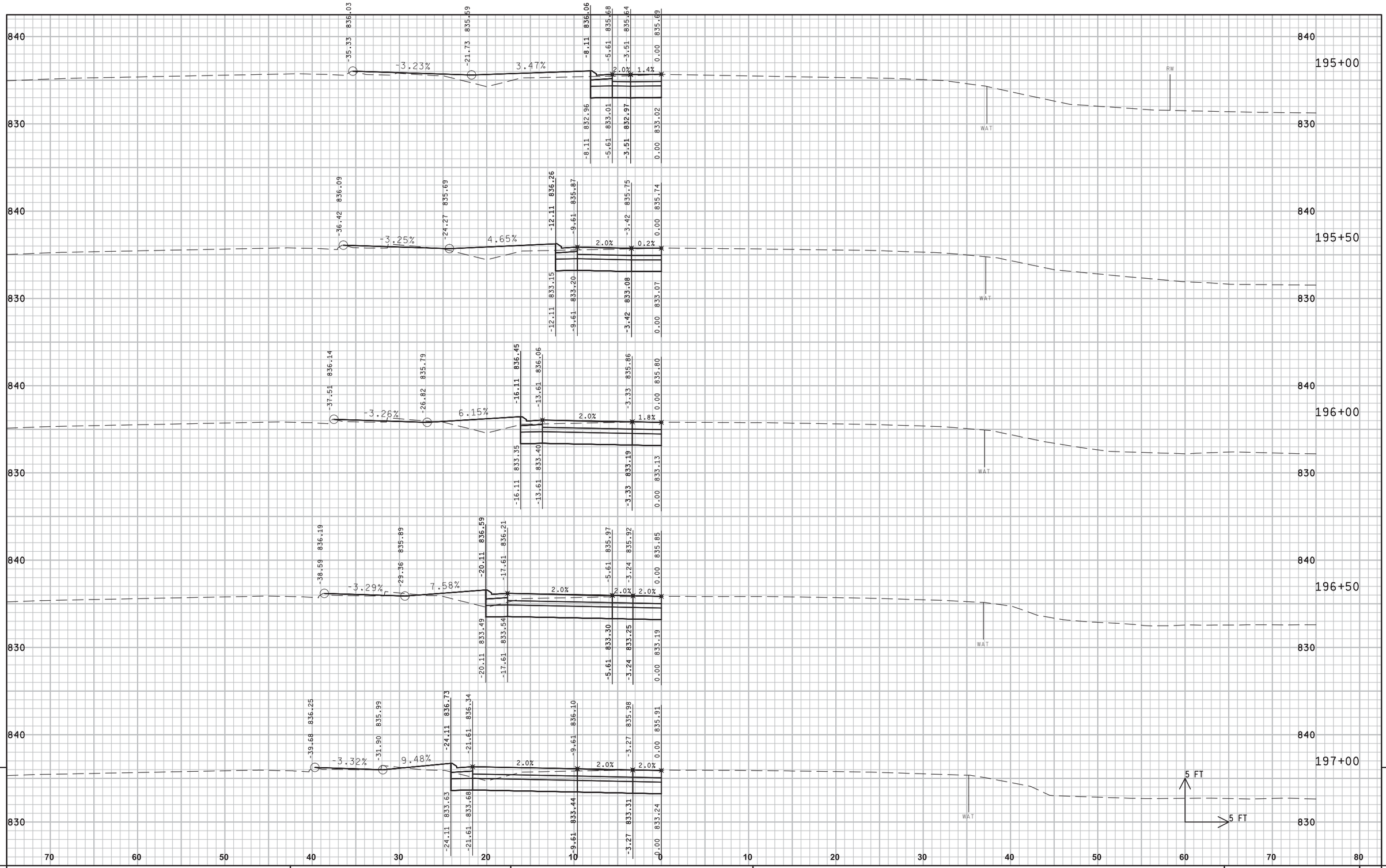
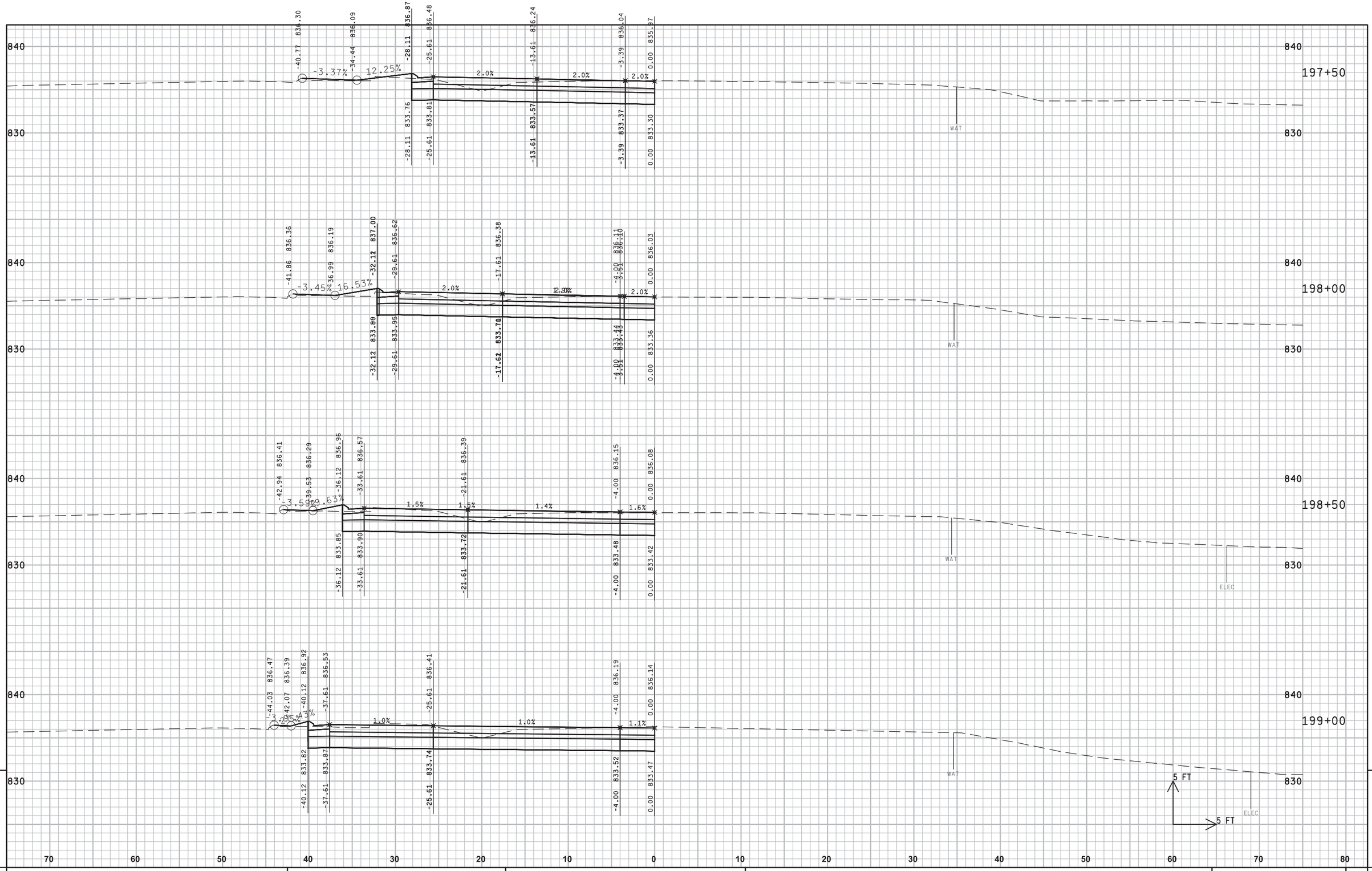
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1215	E



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1216 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:00 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

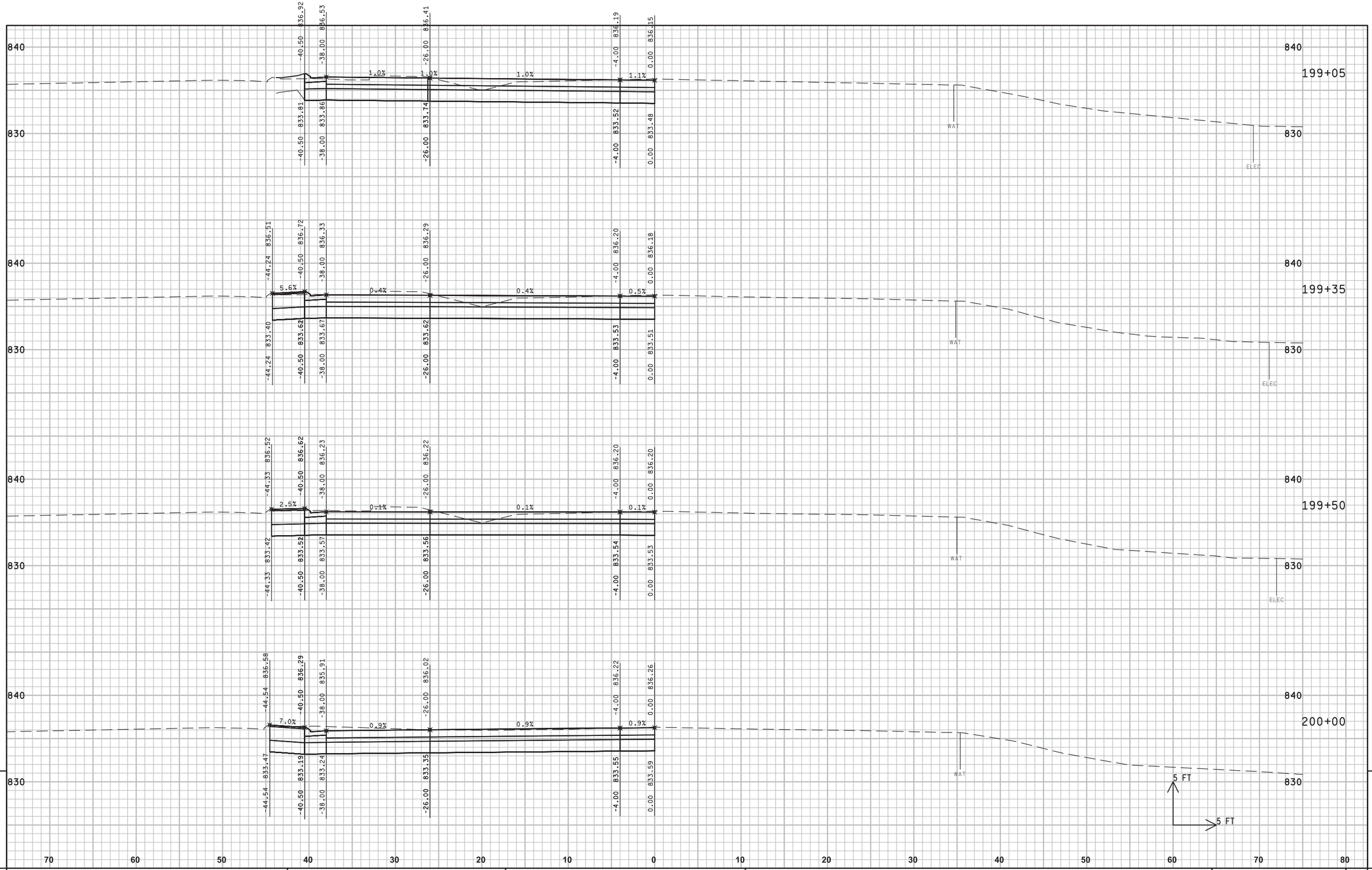
WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1217	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:01 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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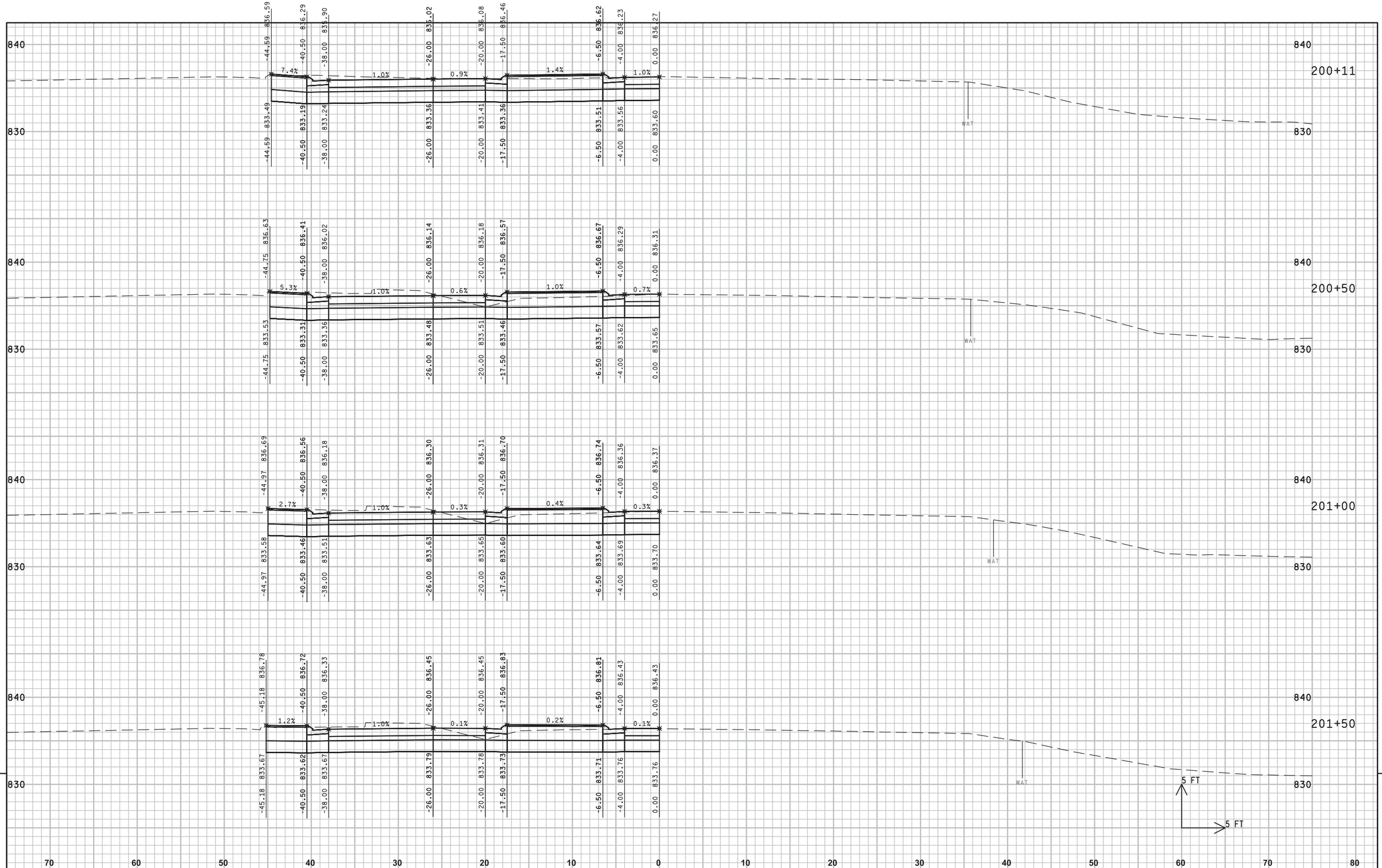
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1218 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:02 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

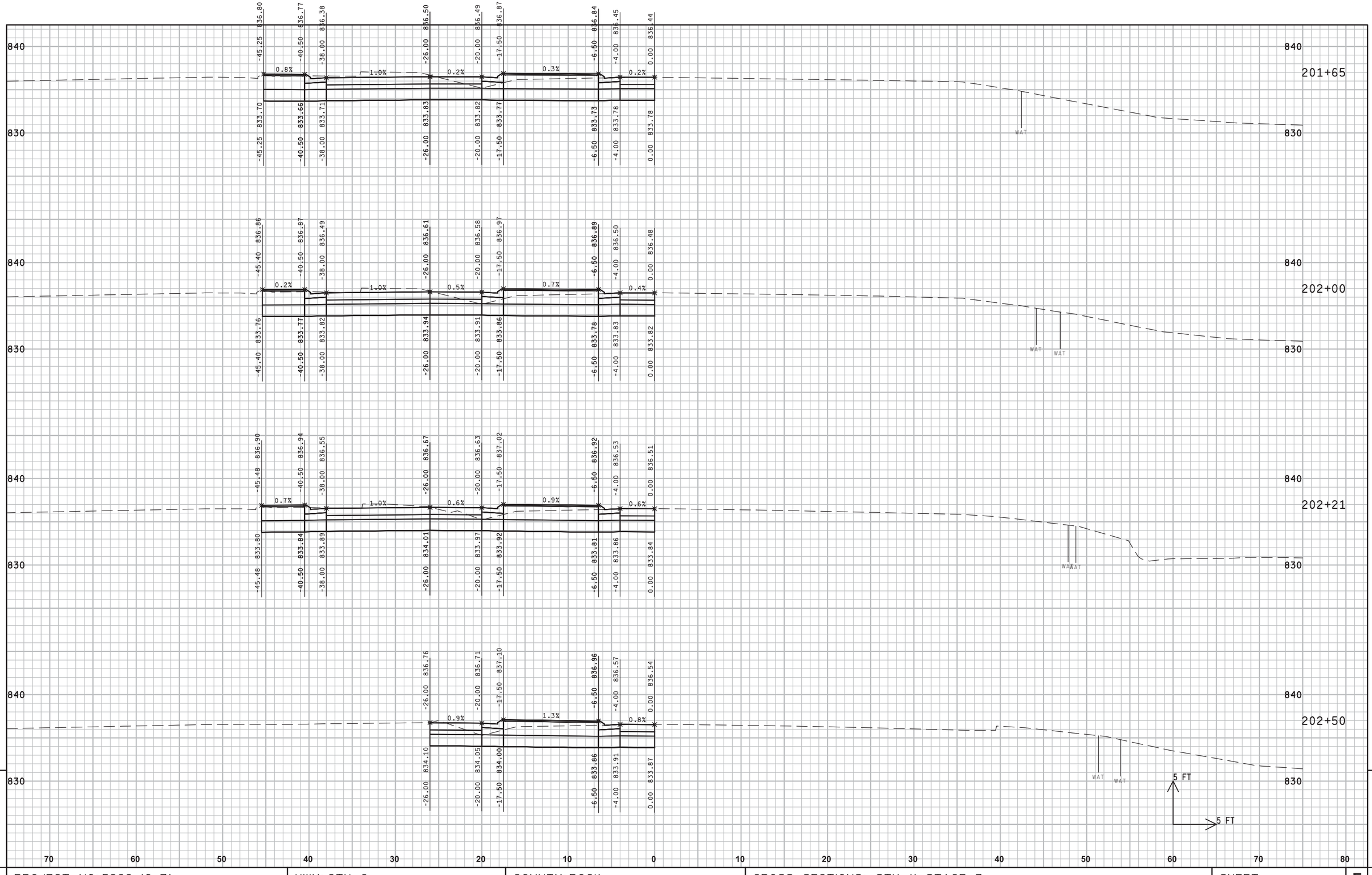
WISDOT/CADDS SHEET 21



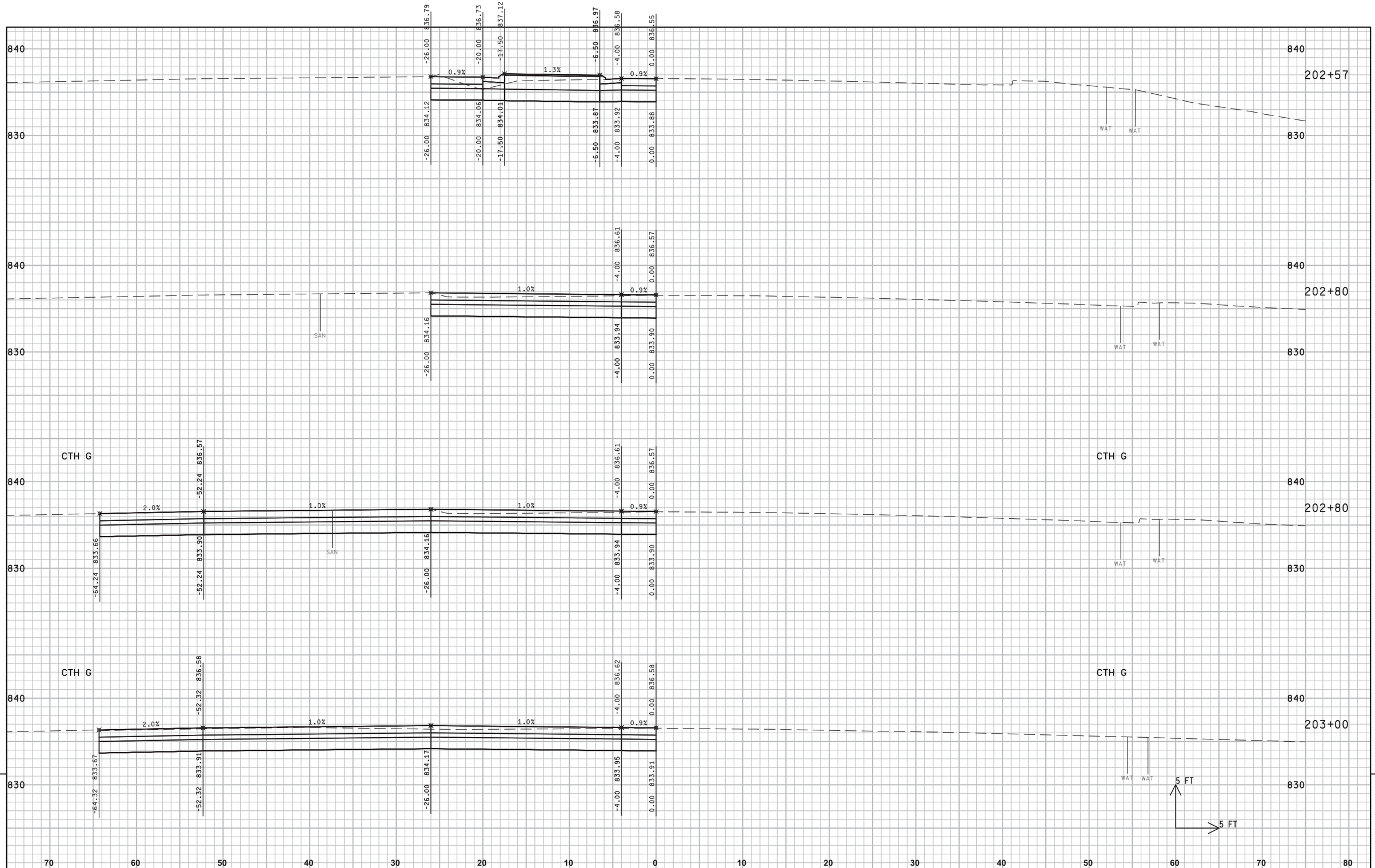
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1219 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:02 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1220	E



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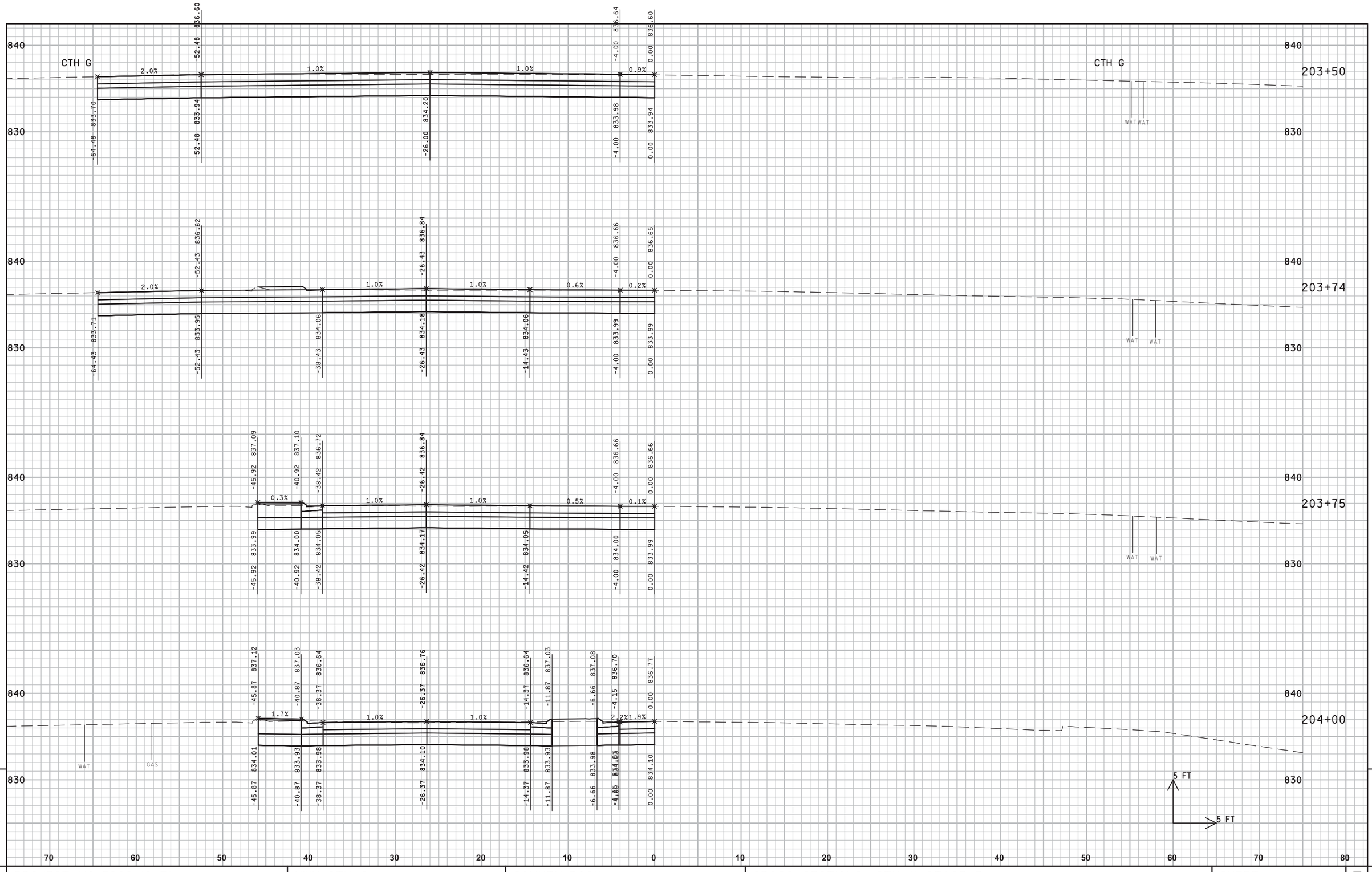
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1221	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:04 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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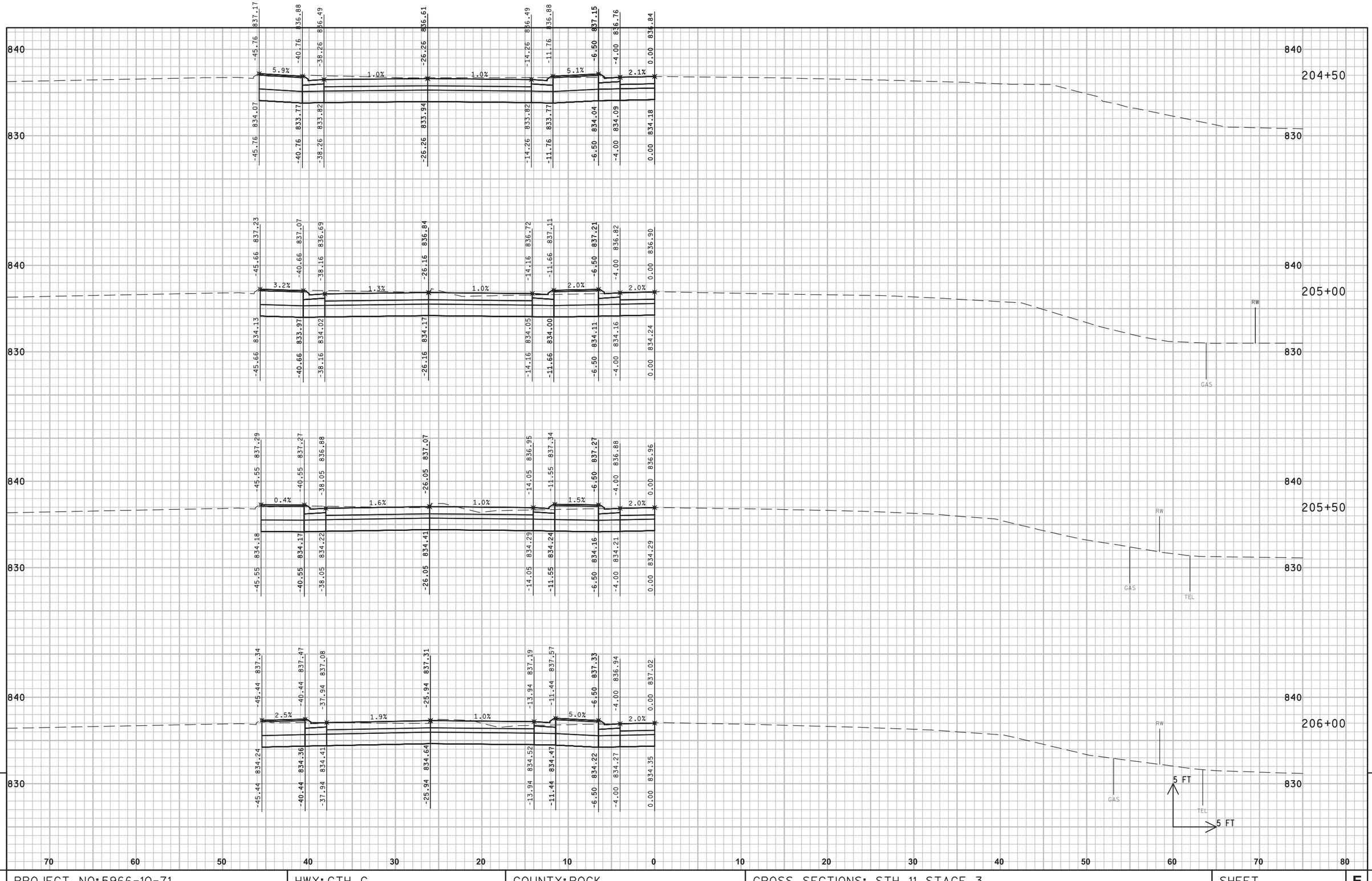
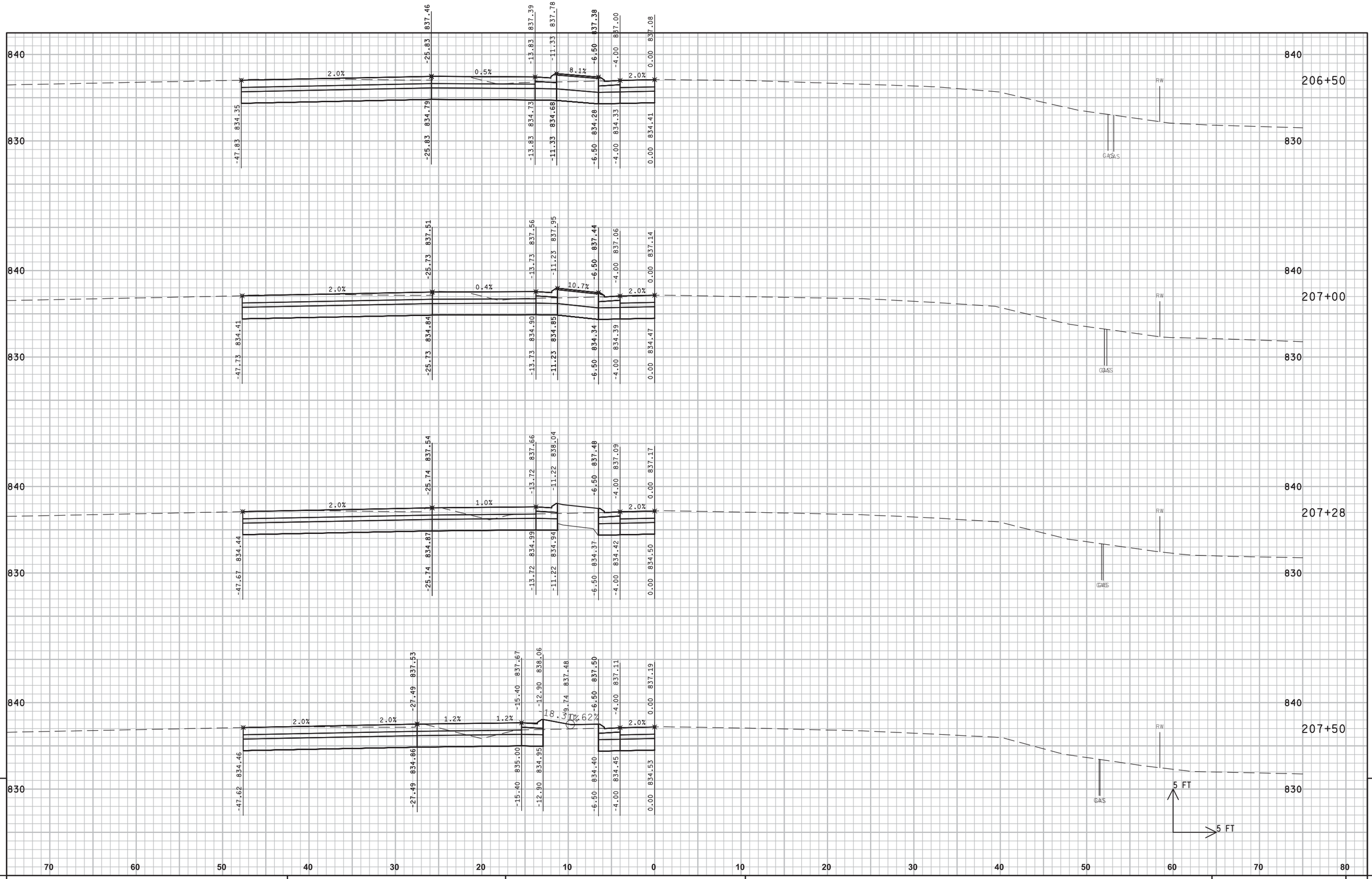
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1222	E

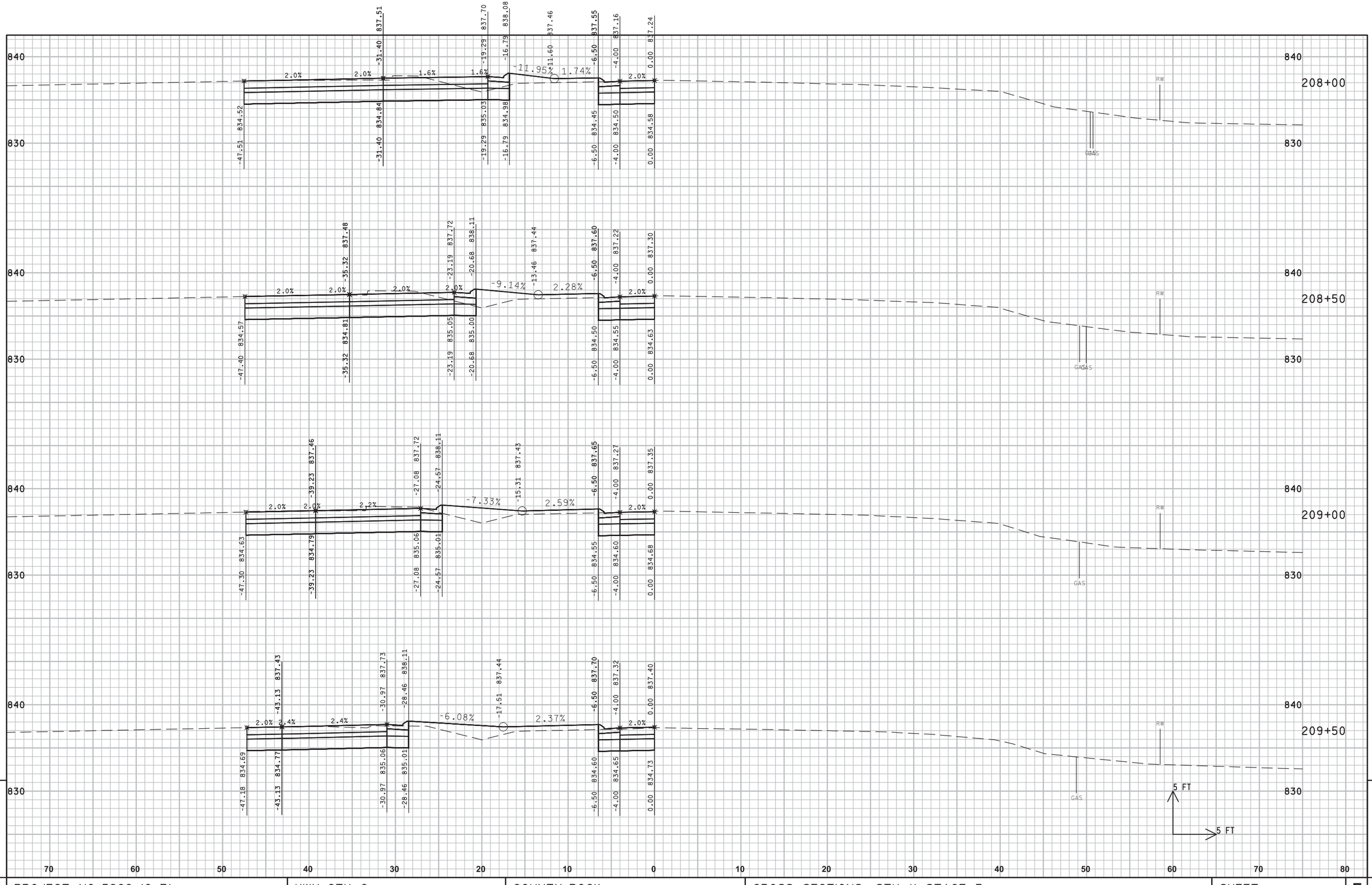


PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1223 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:05 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1224	E



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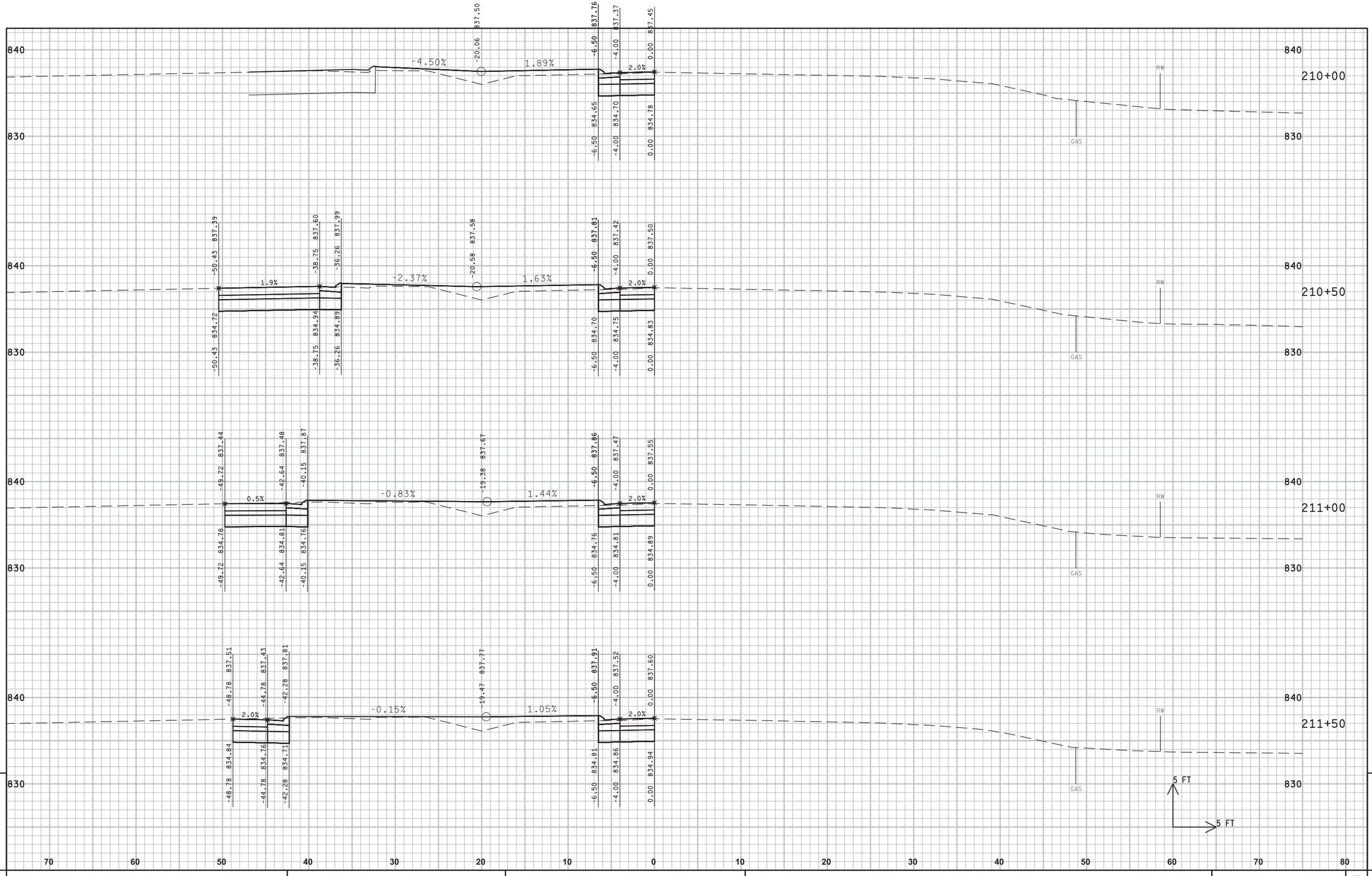
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1225	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:06 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

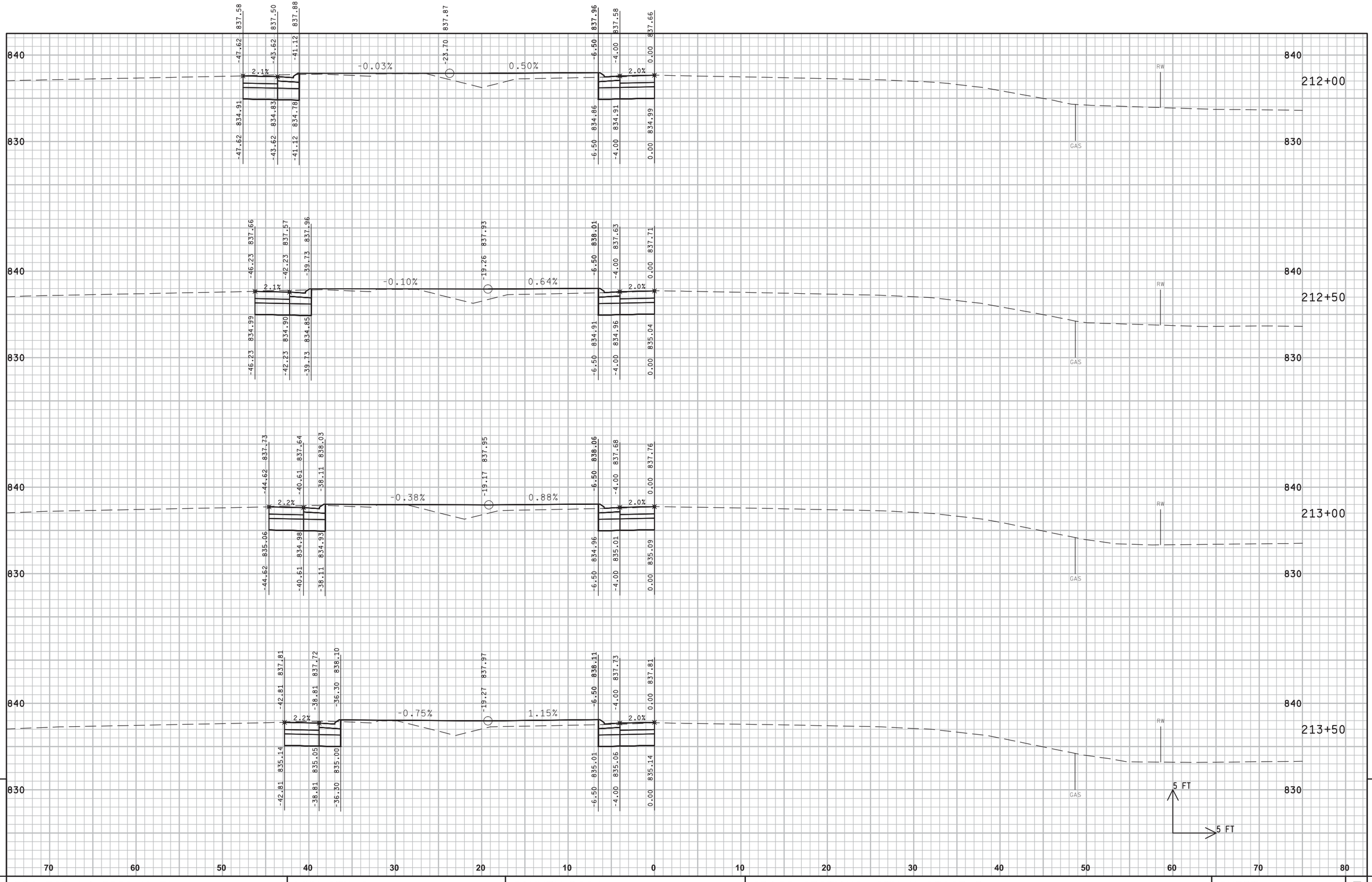
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1226 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:07 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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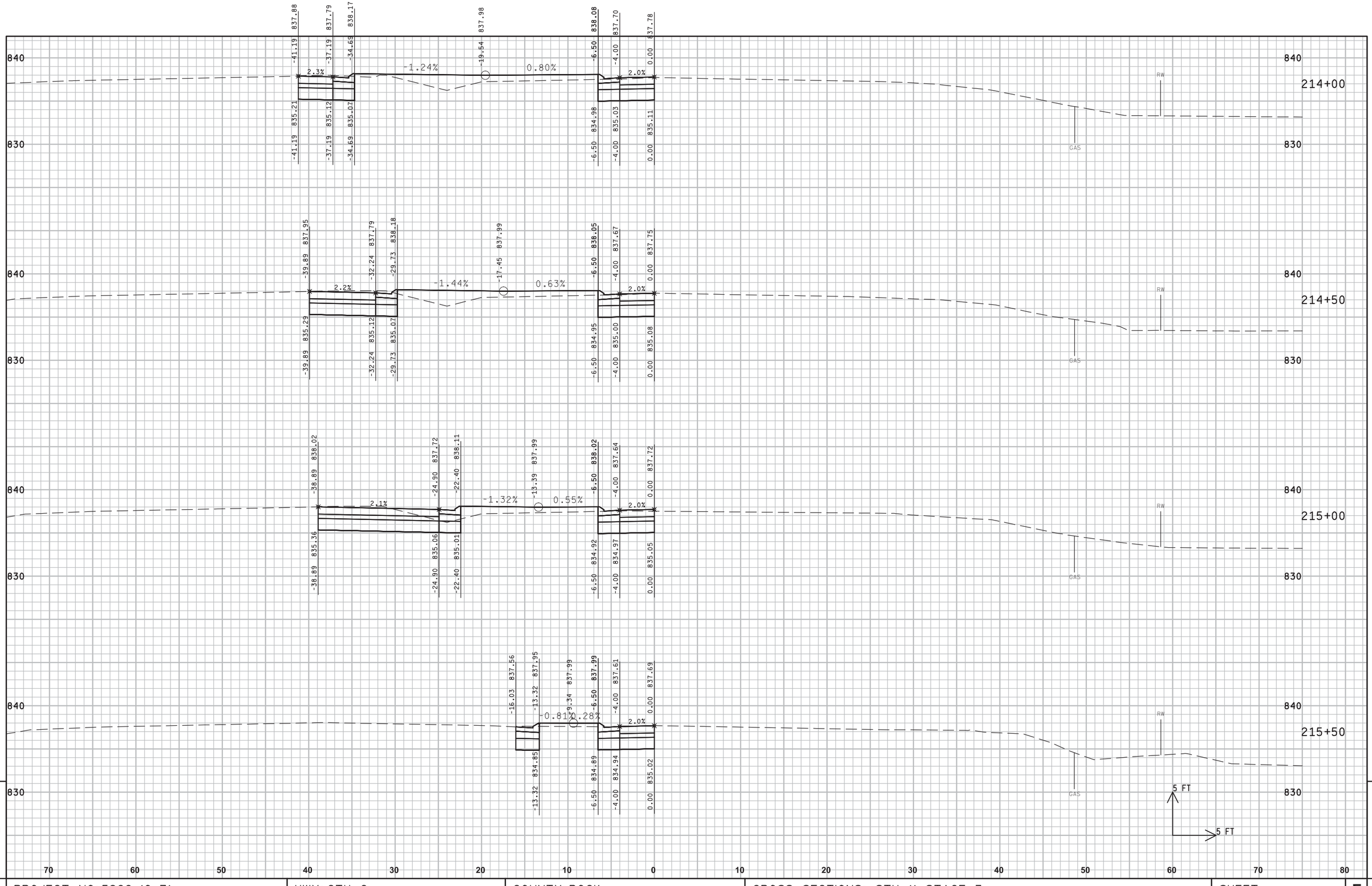
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1227	E



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1228	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:08 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

SAGE ST.

215+55

-0.14%

-13.94 837.57 | -11.15 837.96 | -6.50 837.98 | -4.00 837.60

-11.15 834.86 | -6.50 834.88

RW

GAS

216+47

-2.60%

2.0%

-14.53 837.50 | -11.77 837.88 | -6.50 837.80 | -4.00 837.30 | 0.00 837.50

-11.77 834.78 | -6.50 834.00 | -4.00 834.75 | 0.00 834.83

RW

GAS

216+50

-1.69%

2.0%

-15.93 837.54 | -13.23 837.91 | -6.50 837.80 | -4.00 837.41 | 0.00 837.49

-13.23 834.81 | -6.50 834.70 | -4.00 834.75 | 0.00 834.83

RW

GAS

217+00

-2.35%

2.0%

-21.60 837.61 | -19.10 838.00 | -6.50 837.70 | -4.00 837.32 | 0.00 837.40

-19.10 834.89 | -6.50 834.60 | -4.00 834.65 | 0.00 834.73

GAS

5 FT

5 FT

840 830

70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

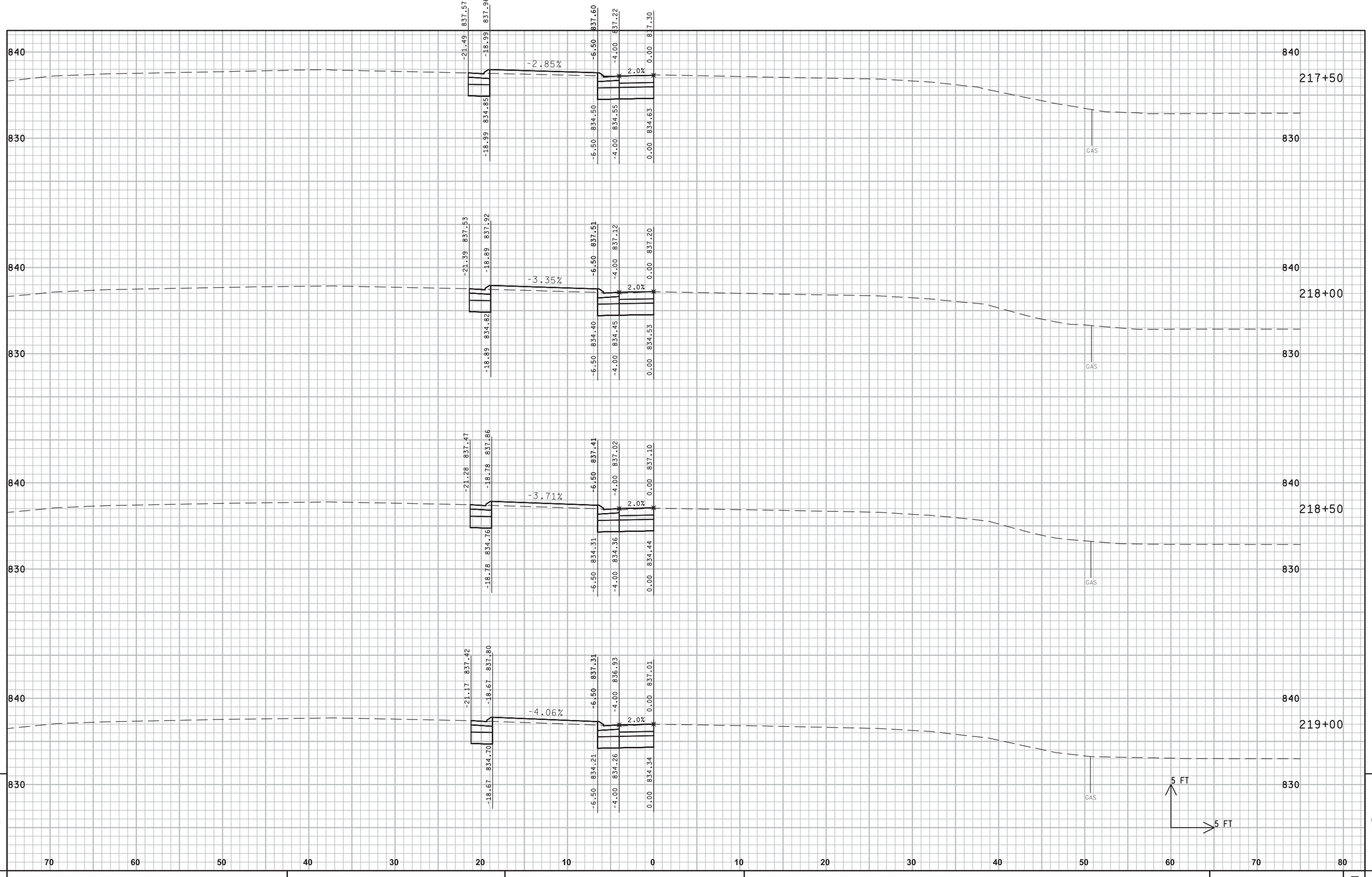
9

9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET 1229	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:09 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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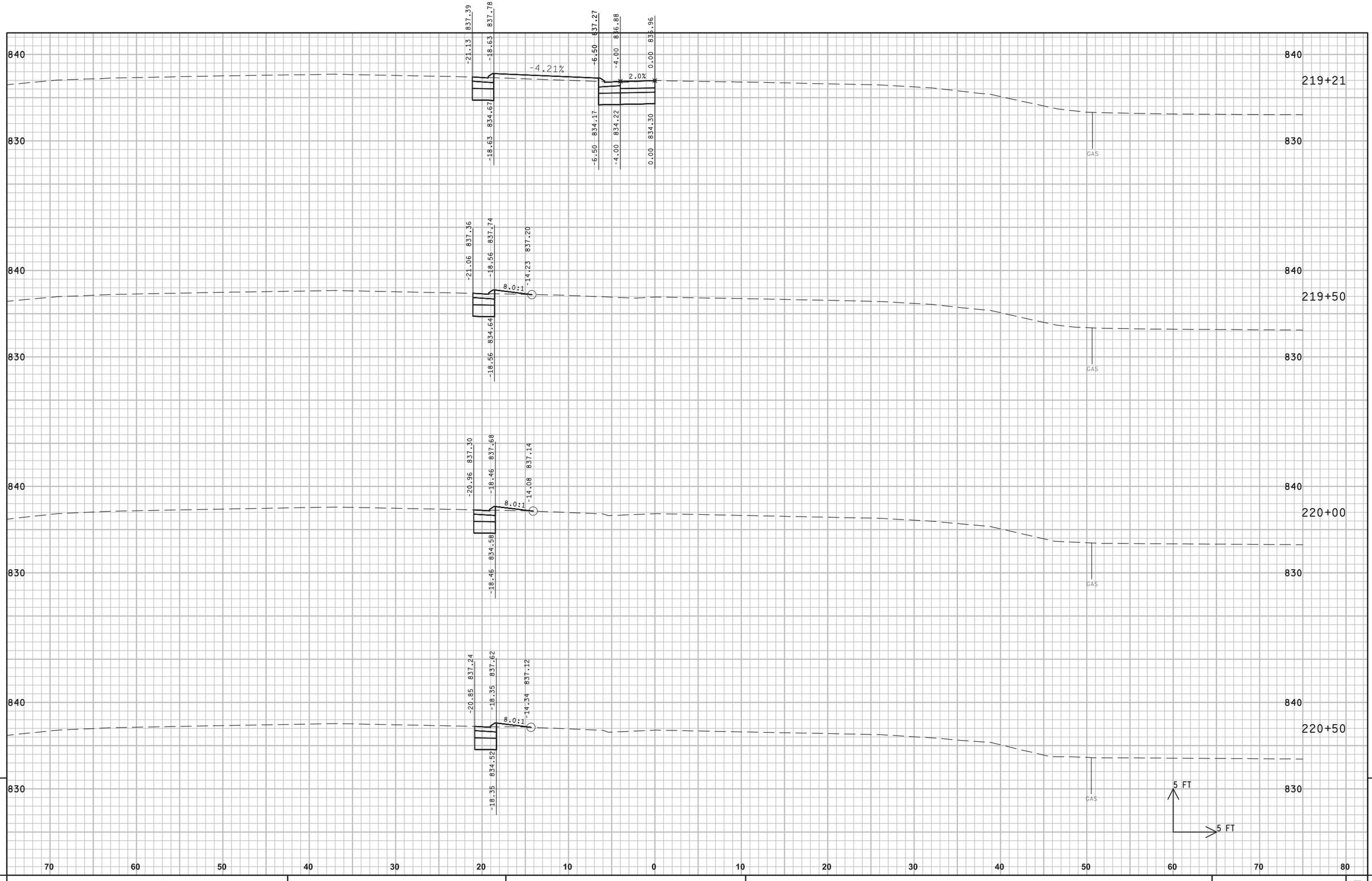
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET -1230	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:09 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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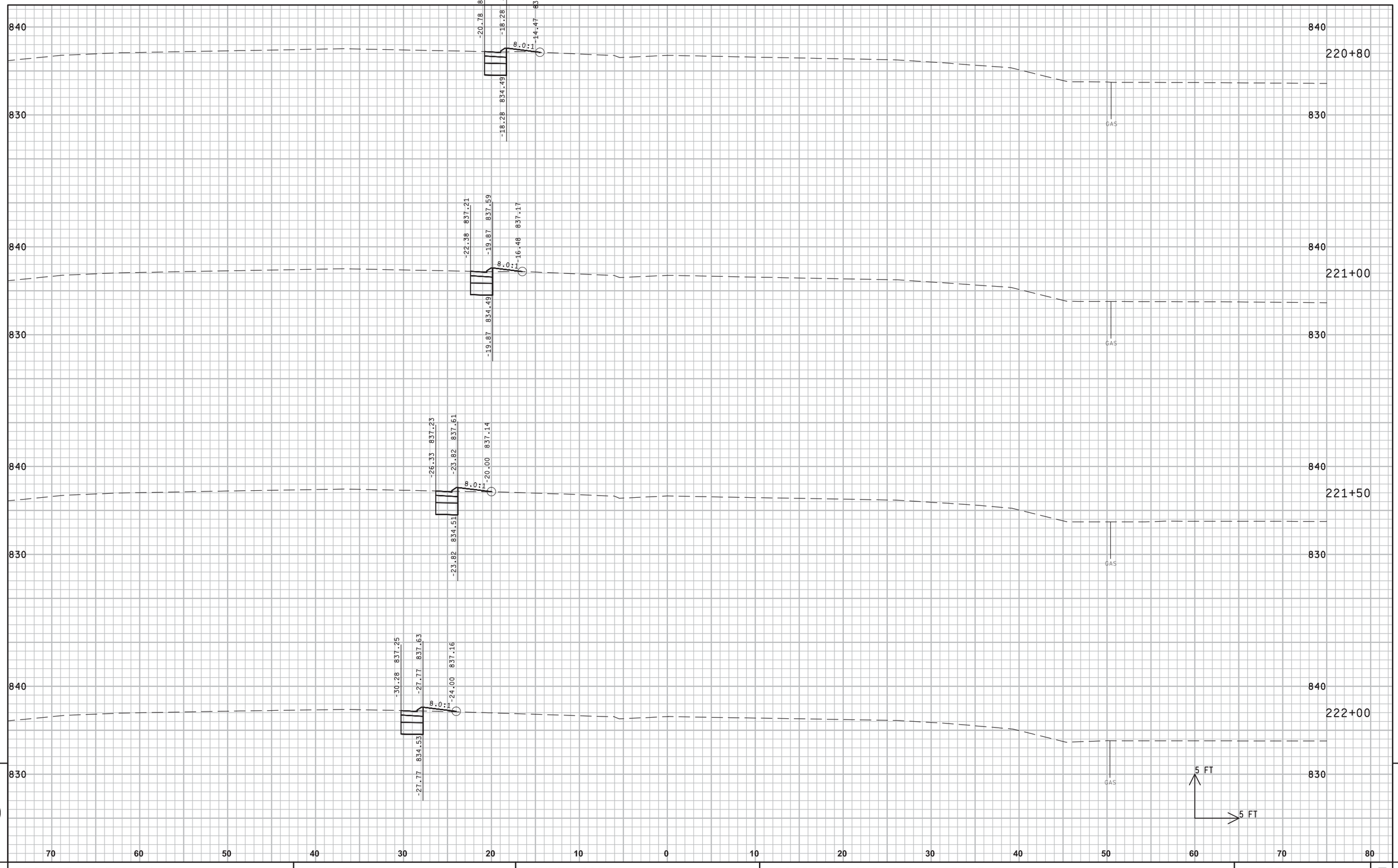
PROJECT NO:5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET -1231 E



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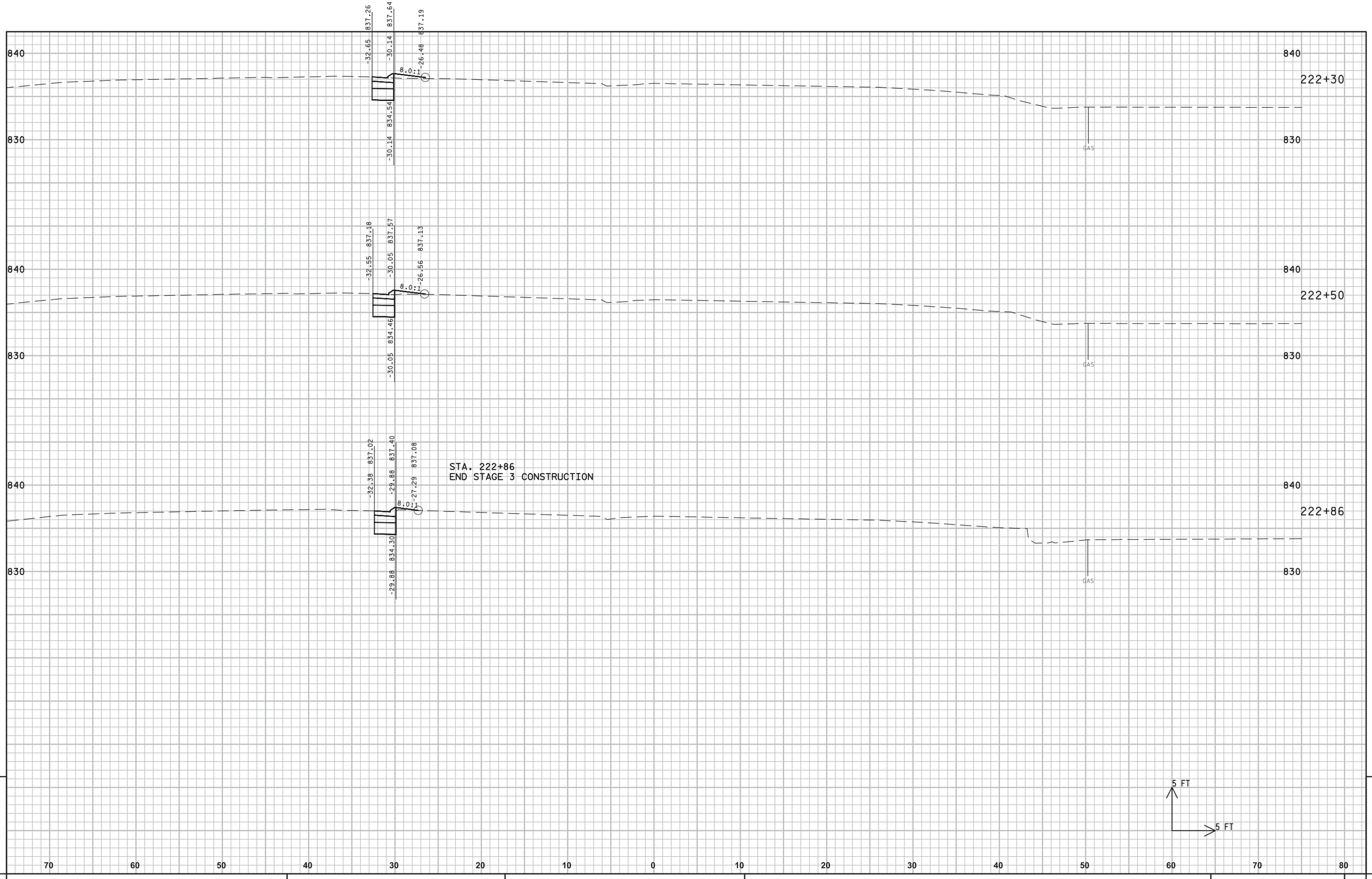
PROJECT NO:5966-10-71	HWY: CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET - 1232 E

9

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:11 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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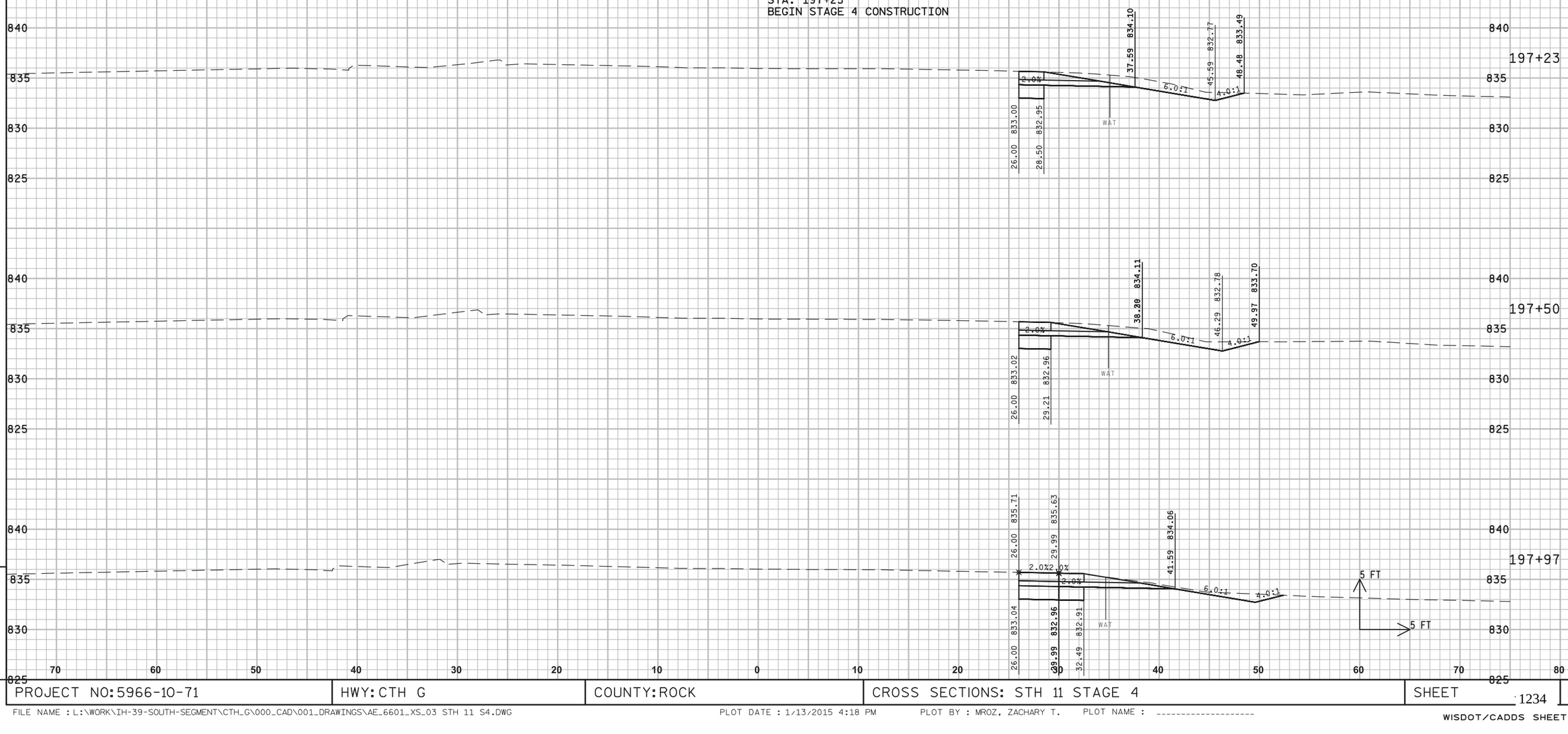
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 3	SHEET --1233 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S3.DWG PLOT DATE : 1/13/2015 4:11 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21

STA. 197+23
BEGIN STAGE 4 CONSTRUCTION



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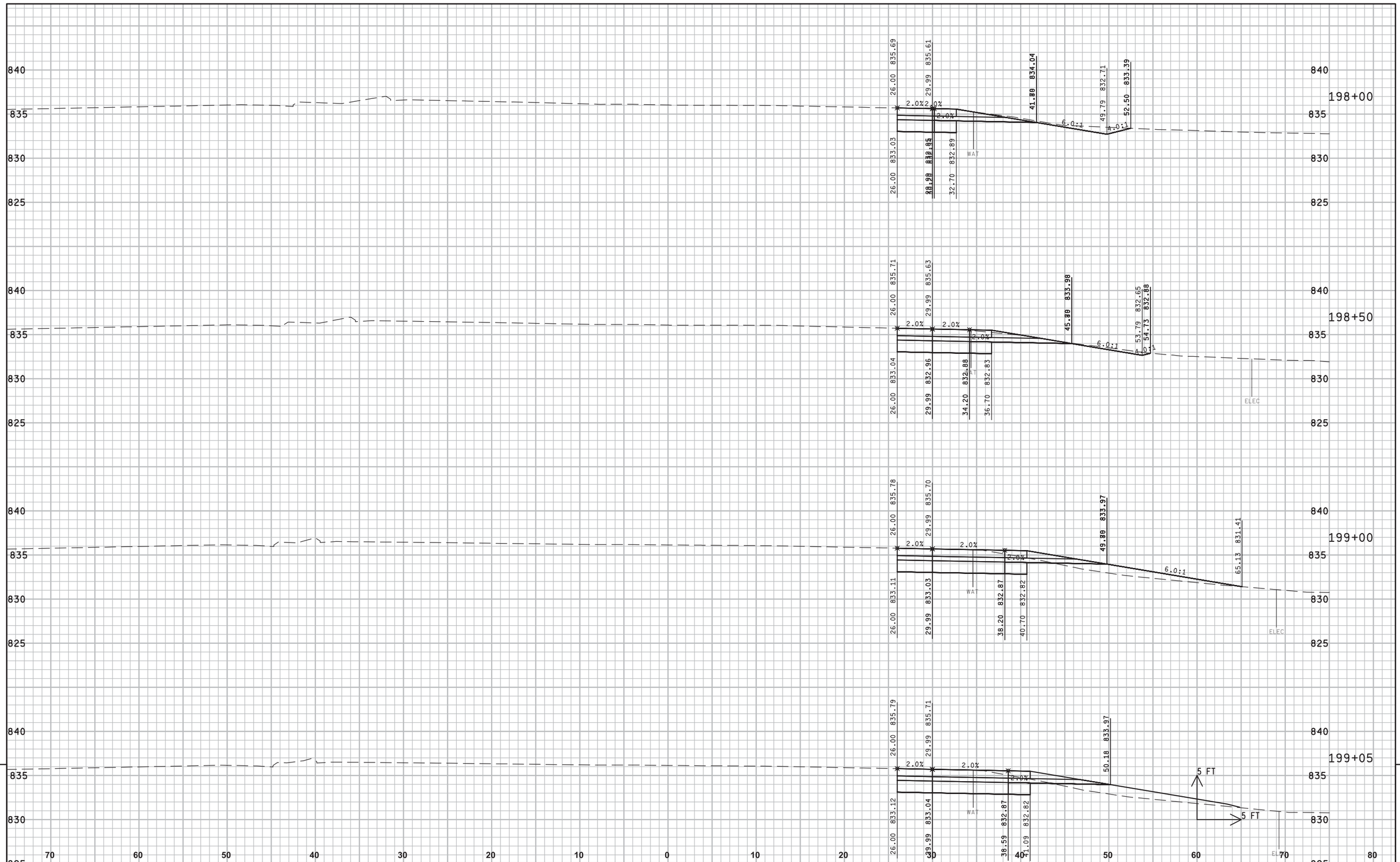
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1234	E

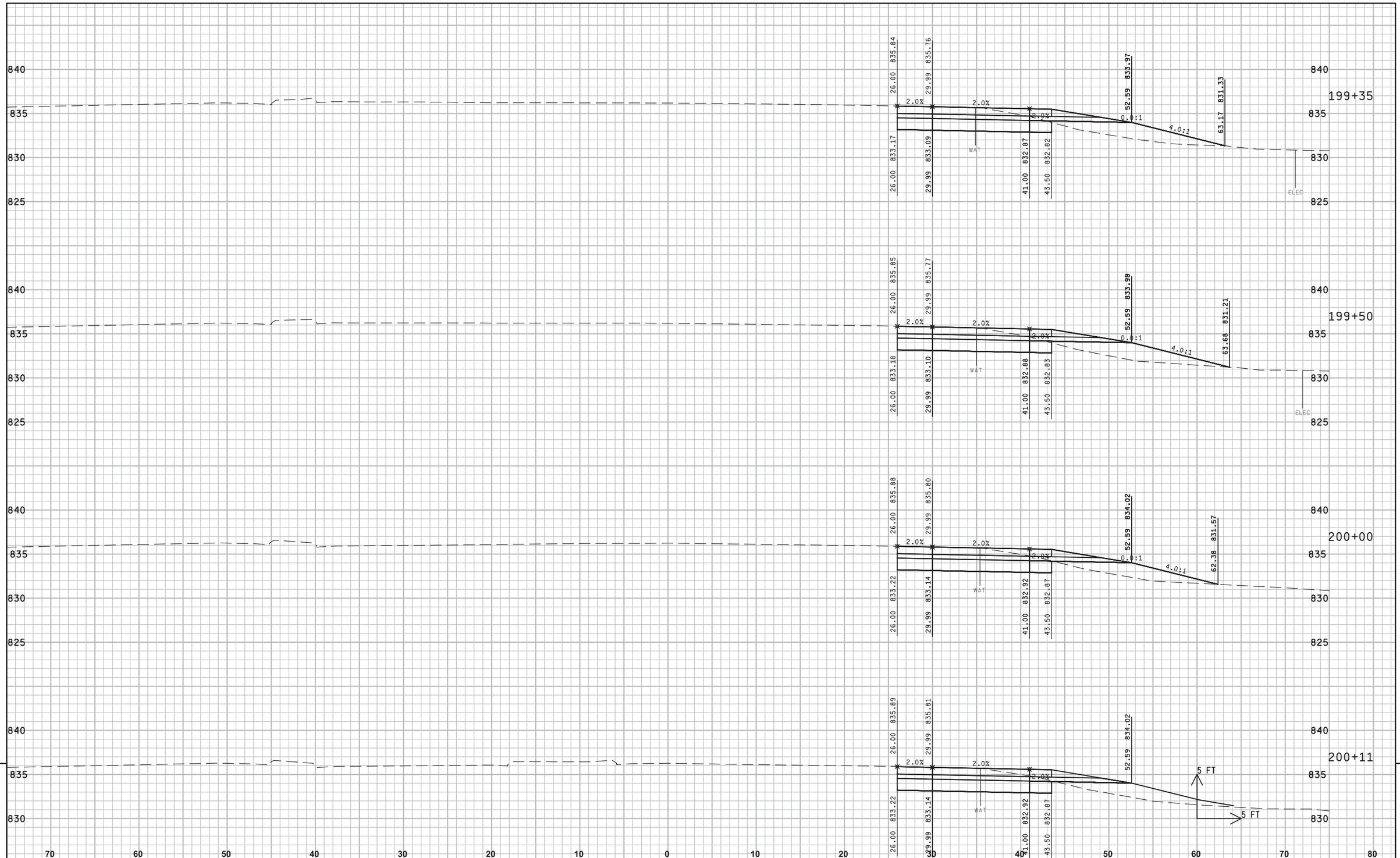
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:18 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1235 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:18 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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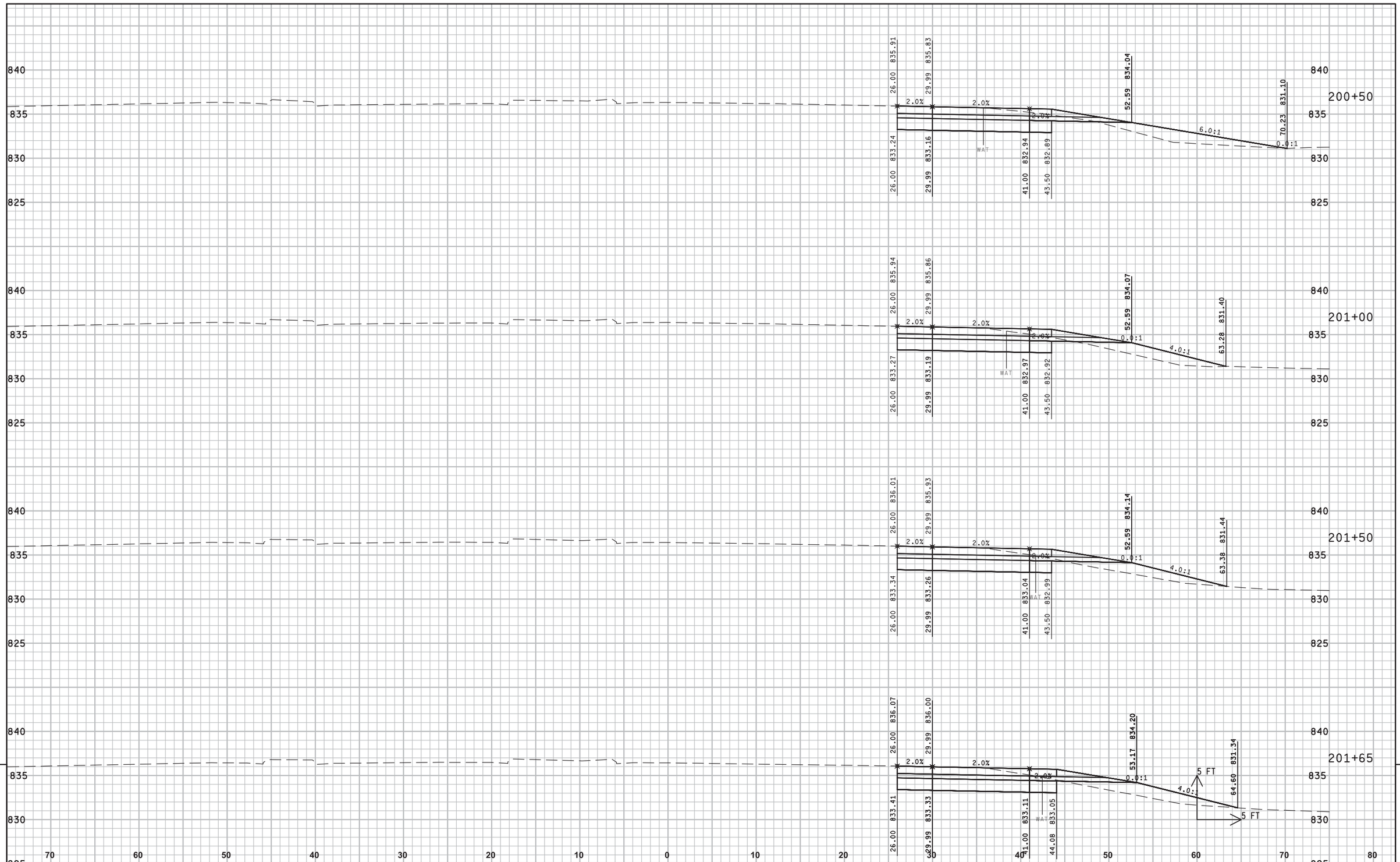
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1236	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:19 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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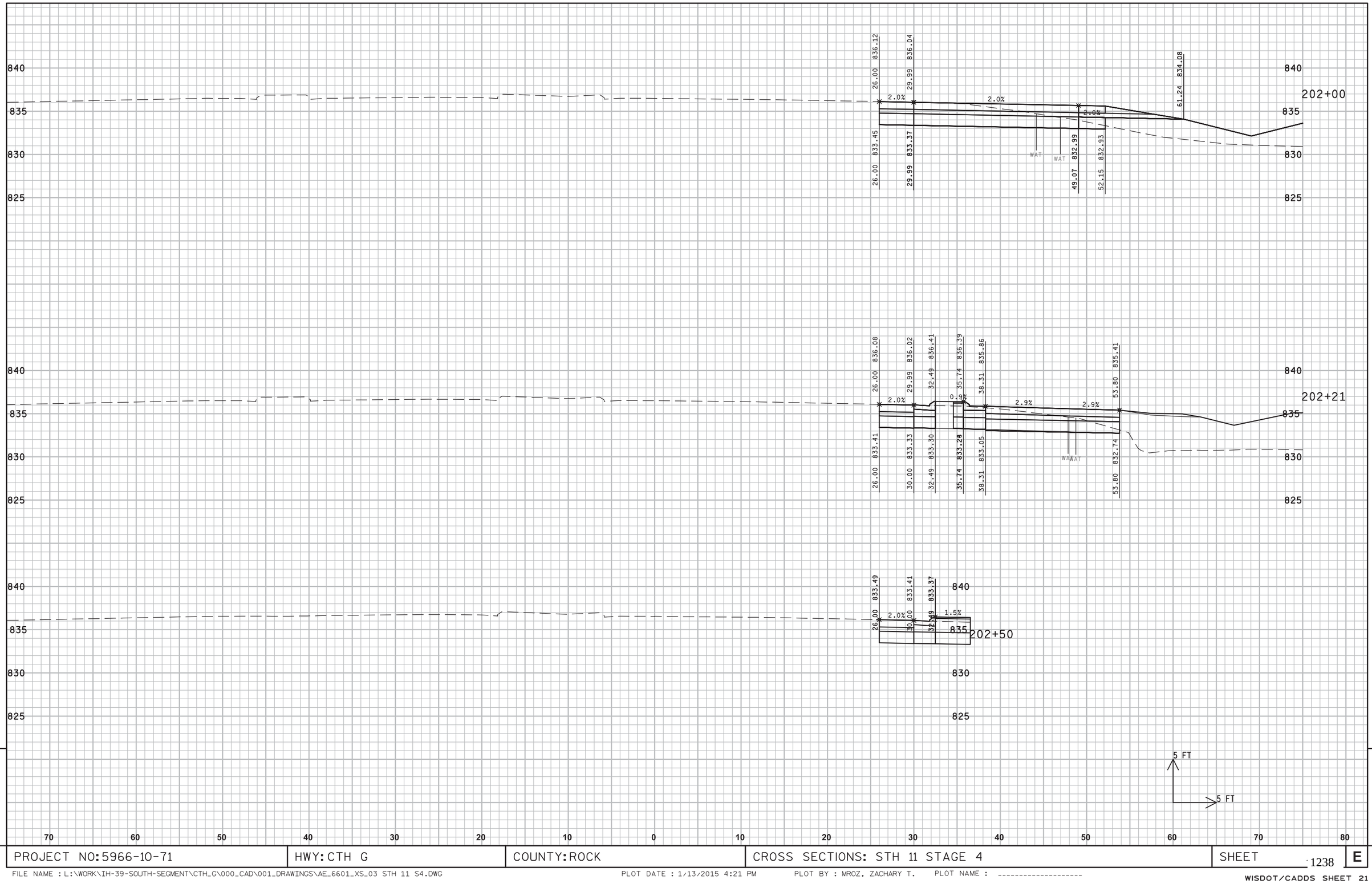
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1237 E



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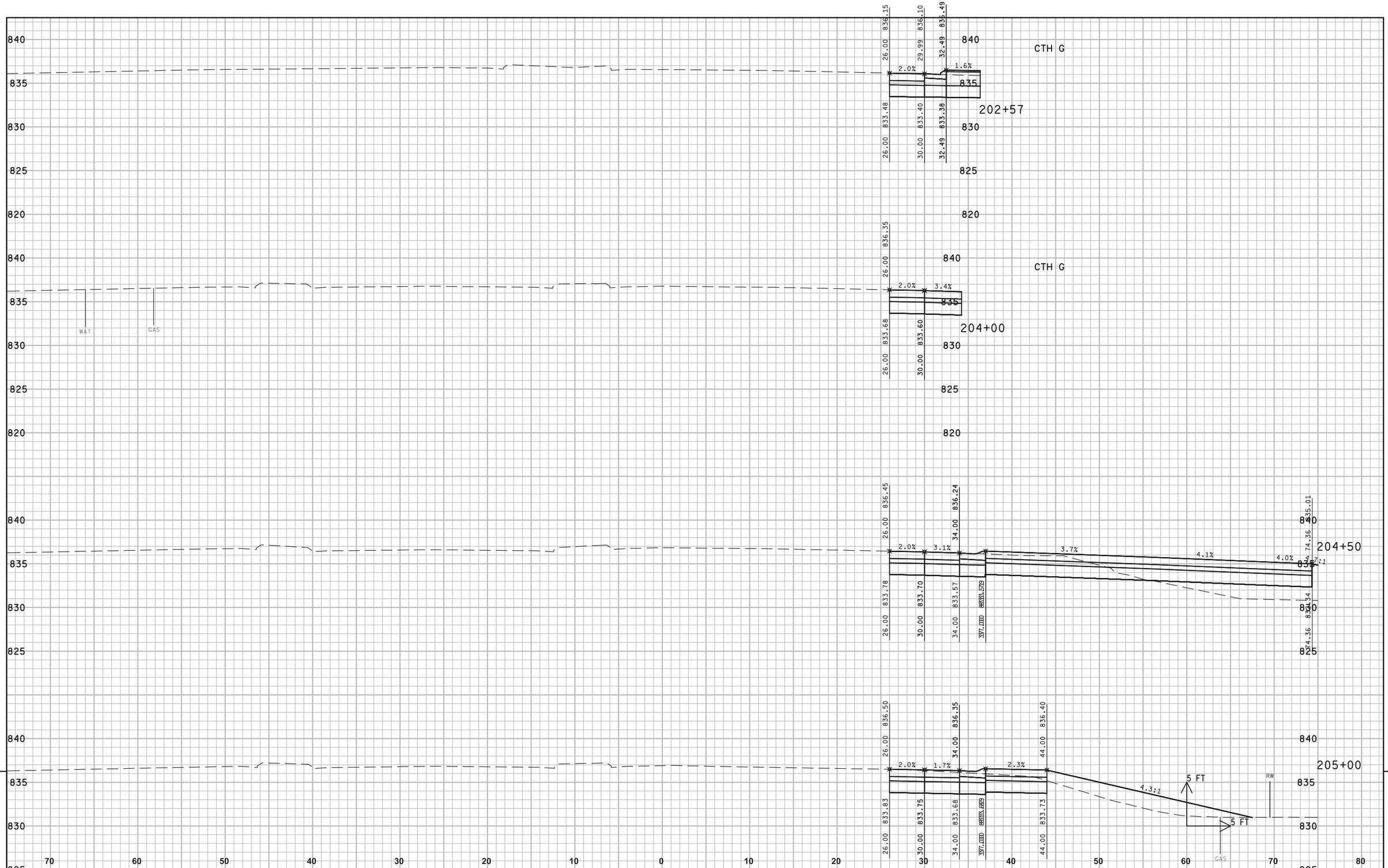
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1238	E

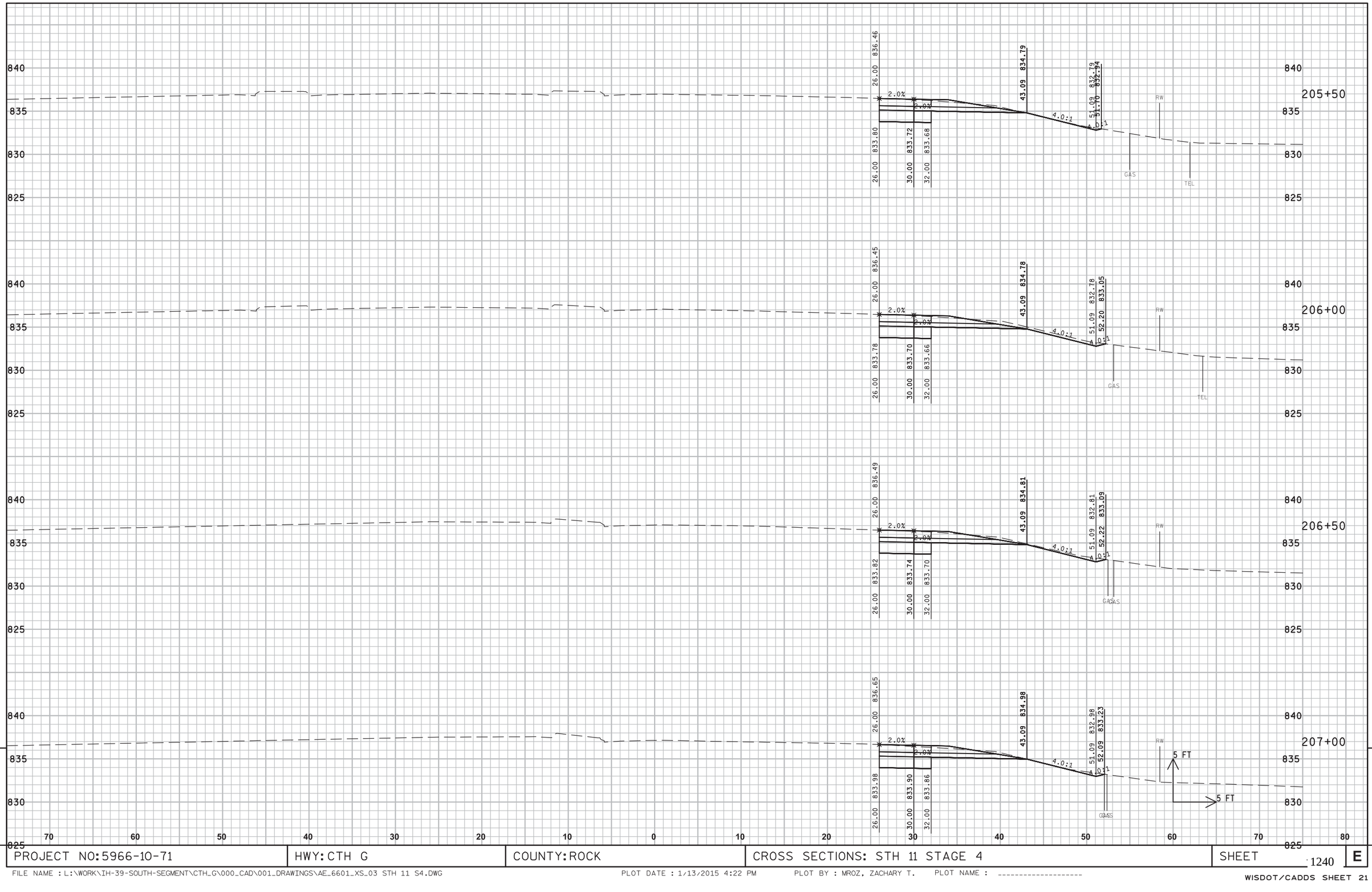
FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1239 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

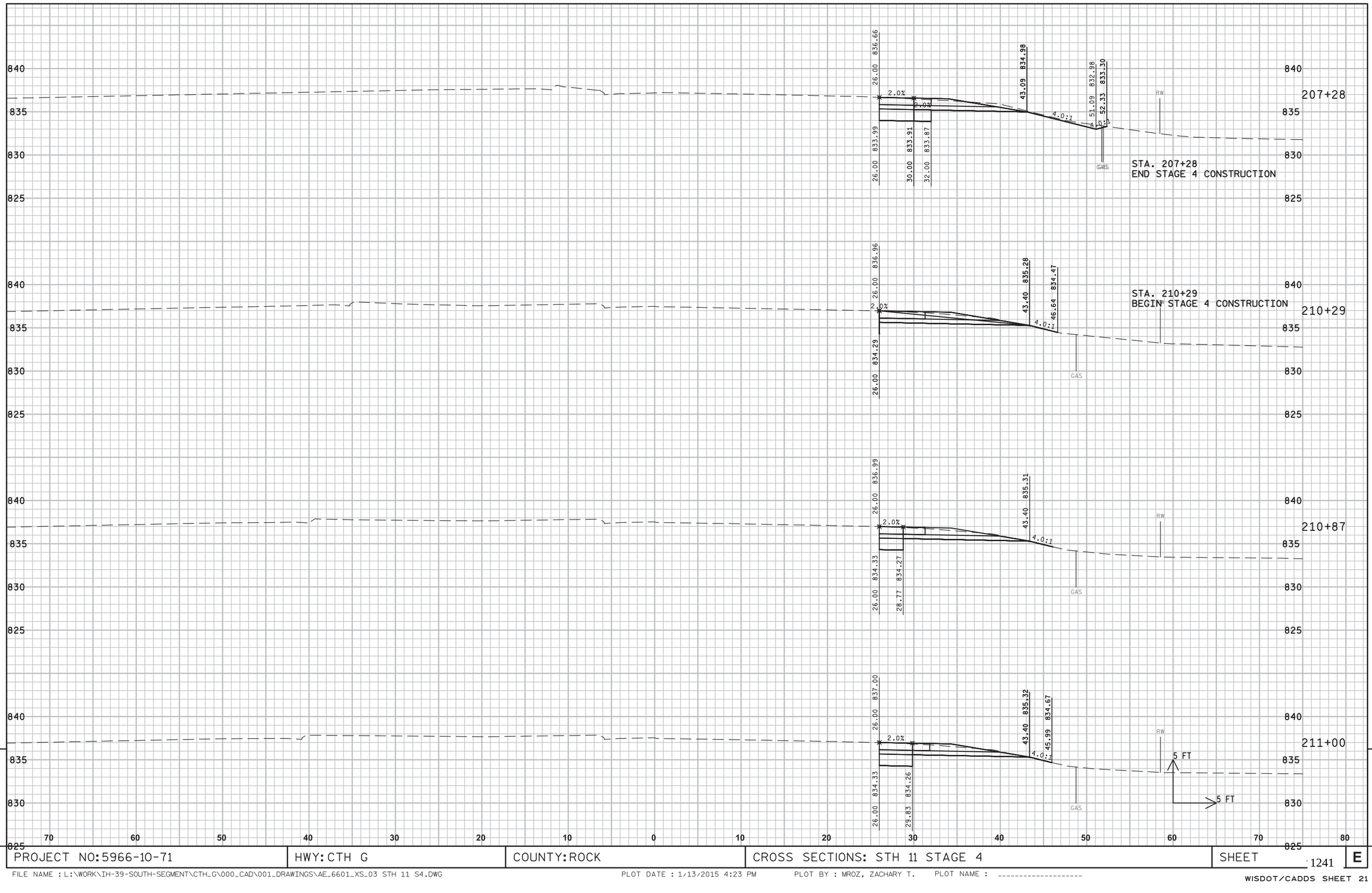
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1240 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:22 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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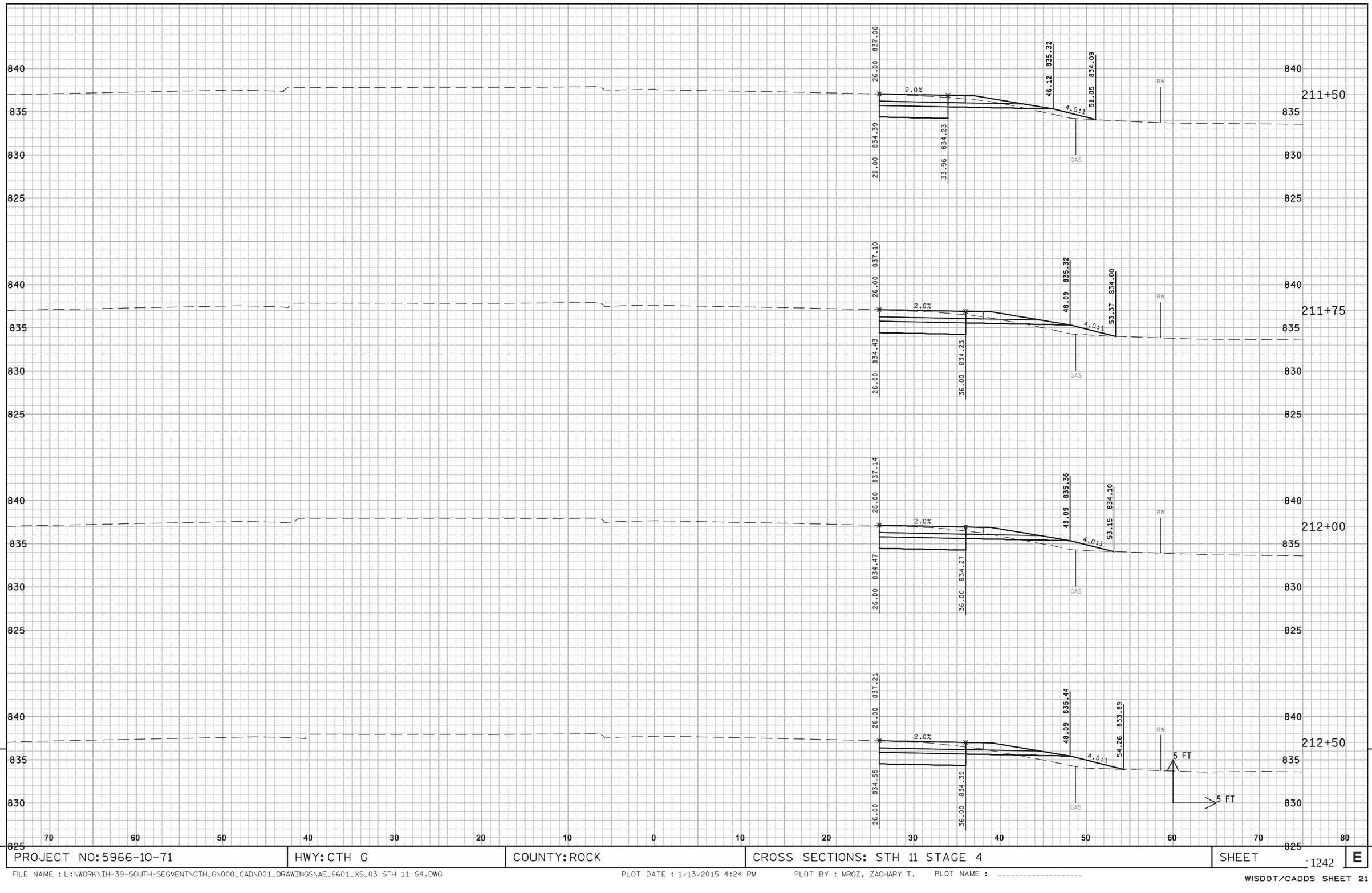
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1241	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:23 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



9 9

PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1242 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:24 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
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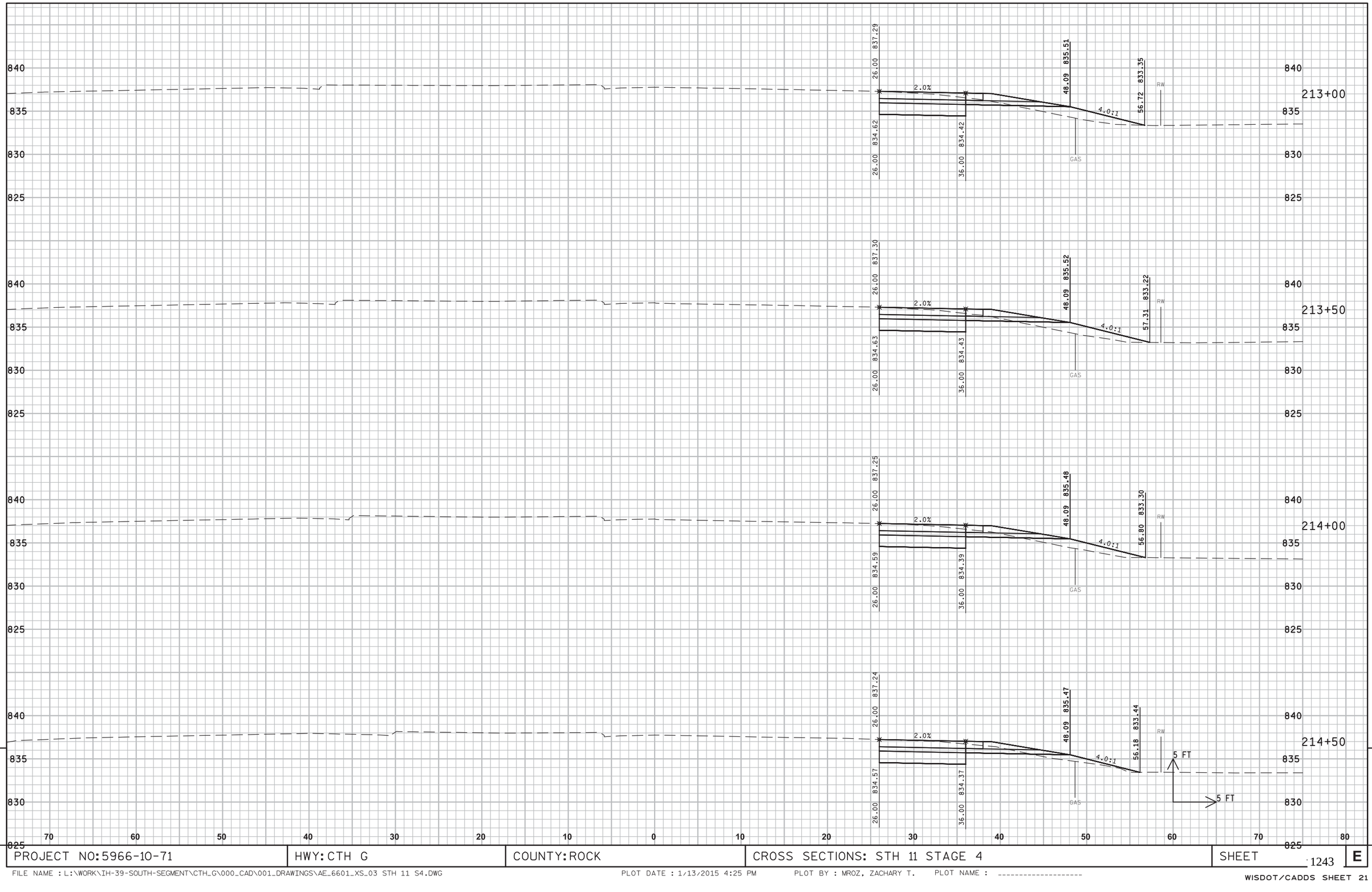
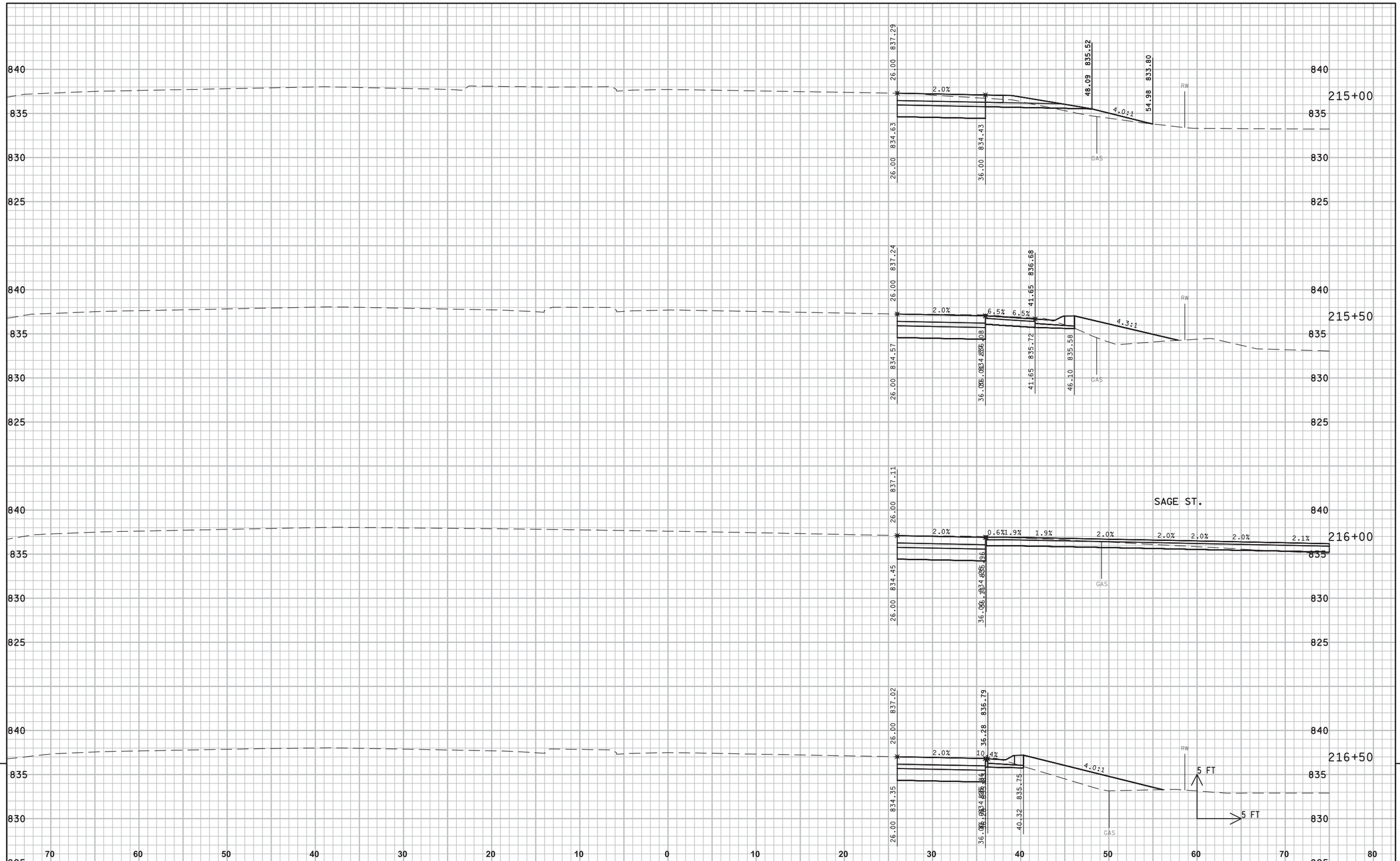


9 9

PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1243 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:25 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------
WISDOT/CADDS SHEET 21



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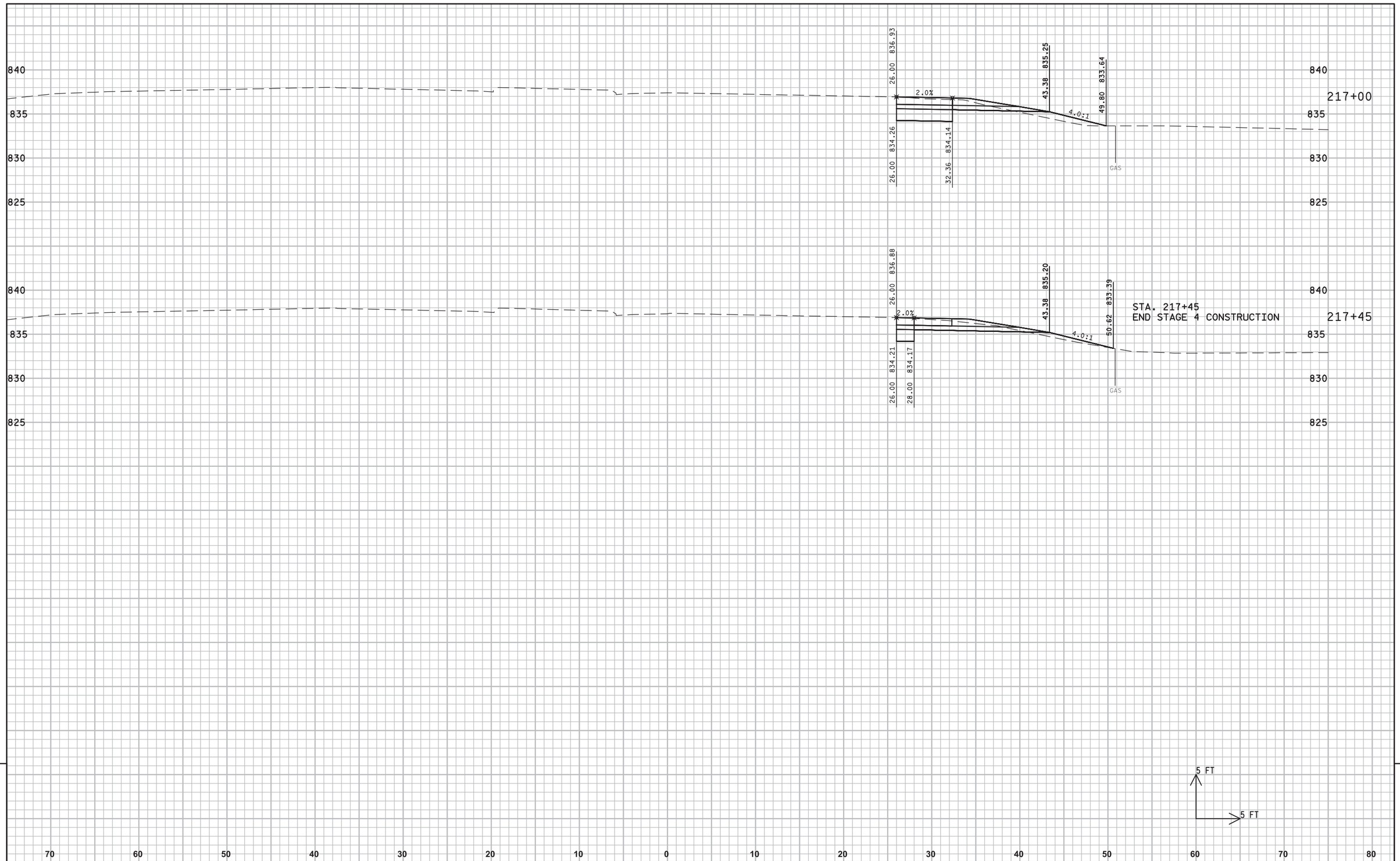
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1244 E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:25 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

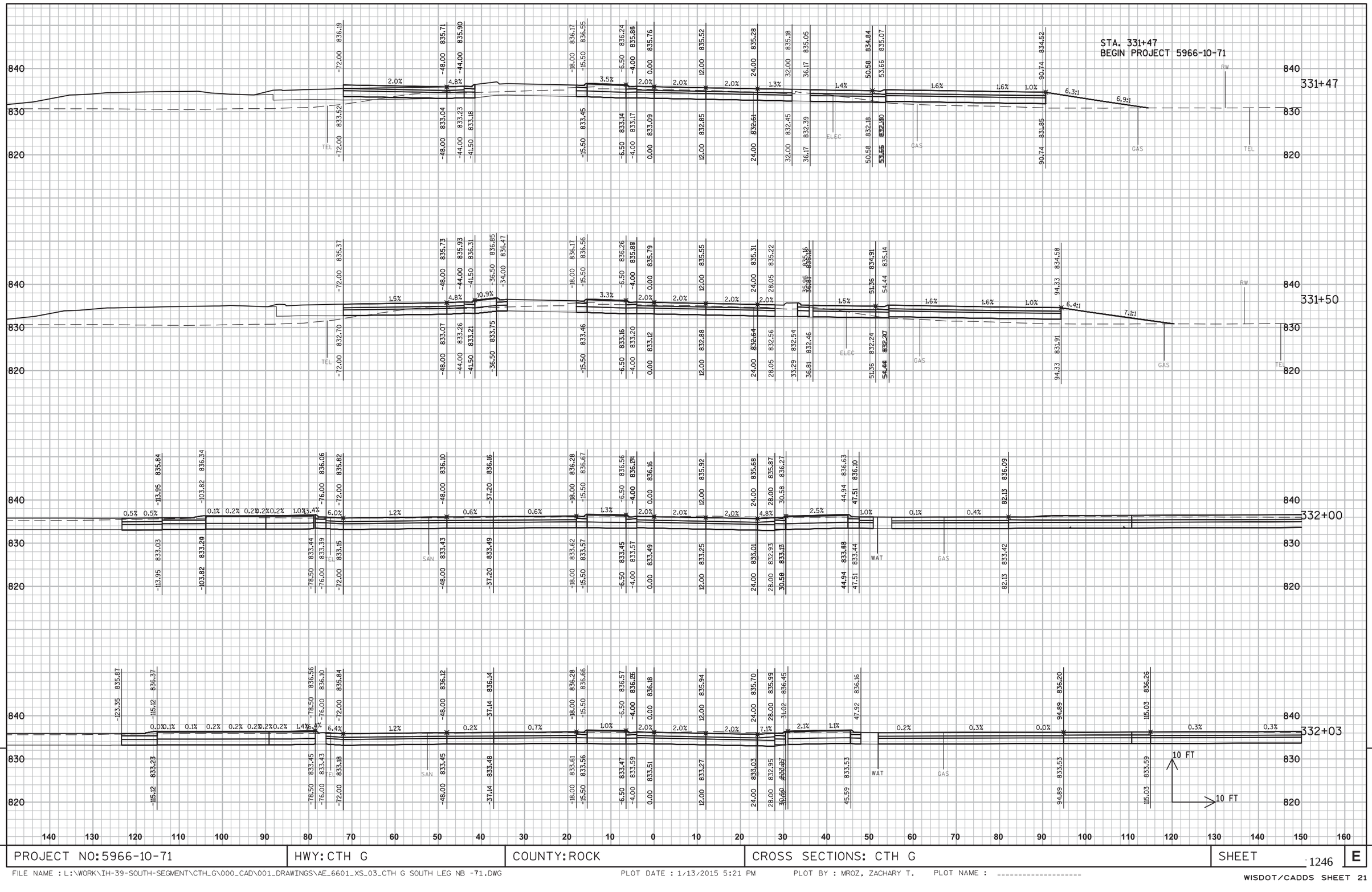
WISDOT/CADDS SHEET 21



PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: STH 11 STAGE 4	SHEET 1245	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03 STH 11 S4.DWG PLOT DATE : 1/13/2015 4:26 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------

WISDOT/CADDS SHEET 21



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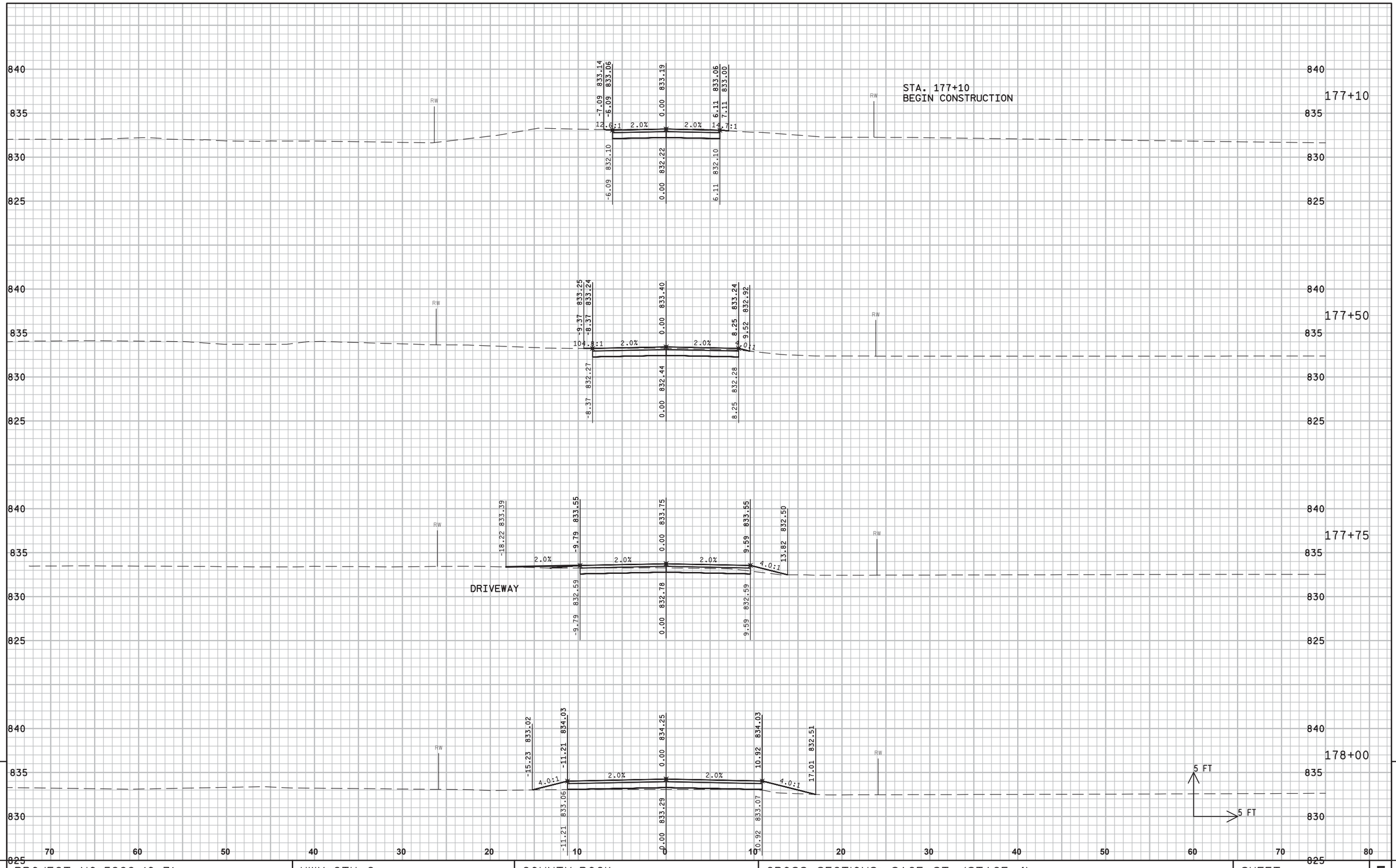
PROJECT NO: 5966-10-71	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: CTH G	SHEET 1246	E

FILE NAME : L:\WORK\IH-39-SOUTH-SEGMENT\CTH_G\000_CAD\001_DRAWINGS\AE_6601_XS_03_CTH G SOUTH LEG NB -71.DWG PLOT DATE : 1/13/2015 5:21 PM PLOT BY : MROZ, ZACHARY T. PLOT NAME : ----------



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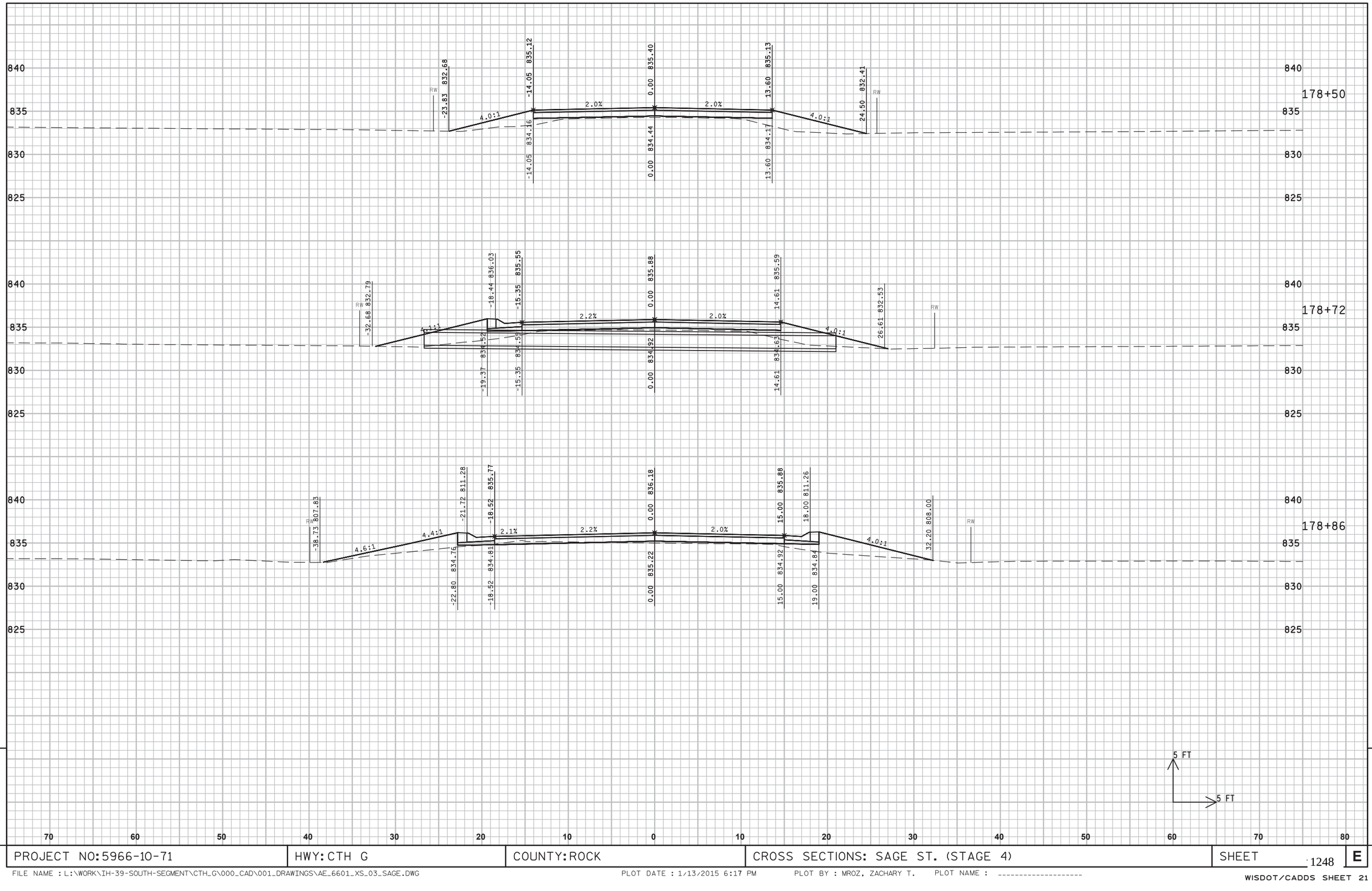
PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: SAGE ST. (STAGE 4)	SHEET 1247	E



PROJECT NO:5966-10-71	HWY:CTH G	COUNTY:ROCK	CROSS SECTIONS: SAGE ST. (STAGE 4)	SHEET 1248	E

Notes

Wisconsin Department of Transportation

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