

GENERAL NOTES

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.

WETLANDS ARE PRESENT WITHIN THE PROJECT LIMITS. THE APPROXIMATE LOCATIONS ARE SHOWN IN THE PLANS. CONSTRUCTION OPERATIONS SHALL NOT TAKE PLACE OUTSIDE THE SLOPE INTERCEPTS AND NO EXCAVATED MATERIAL MAY BE STOCKPILED WITHIN WETLAND AREAS.

REMOVALS

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

EXISTING ENDWALLS CALLED FOR REMOVAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH BACKFILL GRANULAR. GRANULAR BACKFILL MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

EXCAVATION BELOW SUBGRADE (EBS) LOCATIONS ARE NOT SHOWN IN THE CROSS SECTIONS.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE. IF EBS IS REQUIRED, IT SHALL BE MEASURED AND PAID FOR AS EXCAVATION COMMON. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. REFER TO STANDARD SPECIFICATION SUBSECTION 2.5.3.13.

QUANTITIES FOR WORK SITES P-D-41 THROUGH P-D-103 ARE ESTIMATES. NO DTM IS AVAILABLE AT THESE LOCATIONS. PIPE LENGTH EXTENSIONS ARE MINIMUMS. CONTRACTOR SHALL VERIFY EXTENSION REQUIRED TO MEET 6:1 SLOPE CRITERIA. EXTENSION LENGTH TO BE VERIFIED WITH THE ENGINEER IN THE FIELD PRIOR TO THE START OF WORK AT EACH LOCATION. EXCAVATION COMMON, BORROW EXCAVATION, PIPE LENGTH AND RESTORATION ITEMS SHALL BE ADJUSTED ACCORDINGLY. DETERMINATION OF PIPE EXTENSION LENGTH SHALL BE PAID FOR BY ITEM SPV.0060.03 "FIELD VERIFY EXTENSIONS".

GRADING AND EROSION CONTROL

EROSION CONTROL FEATURES WILL BE DETERMINED BY THE EROSION CONTROL IMPLEMENTATION PLAN (ECIP). ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PLACE EROSION MAT ON ALL SLOPES GREATER THAN 3H:1V.

SALVAGE TOPSOIL, SEED, FERTILIZER, EMAT AND MULCH SHALL BE PLACED WITHIN 7 WORKING DAYS AFTER GRADING WORK IS COMPLETED. IF FINAL EROSION CONTROL ITEMS ARE NOT PLACED WITHIN 7 DAYS, SALVAGED TOPSOIL AND TEMPORARY SEEDING IS REQUIRED.

CULVERT PIPE

FIELD VERIFY ALL PIPE SIZES AND LENGTHS PRIOR TO ORDERING CULVERT PIPE AND ENDWALLS.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP EXISTING DRAINAGE STRUCTURES FUNCTIONAL DURING EXCAVATION OPERATIONS TO PROVIDE TEMPORARY DRAINAGE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT THE FIELD CONDITIONS.

METAL BANDS ARE ALLOWED FOR EXTENSIONS OF CORRUGATED METAL CULVERT PIPE IN PLACE OF CONCRETE COLLARS. METAL BANDS SHALL BE INCIDENTAL TO THE COST OF THE CULVERT PIPE. IF METAL BANDS ARE USED AT AN EXTENSION LOCATION, THE CONCRETE COLLAR BID ITEM WILL NOT BE PAID.

WISDNR CONTACT

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DESIGN CONSULTANT

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DODGE COUNTY CONTACT

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DODGE COUNTY HIGHWAY DEPARTMENT
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ORDER OF DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW - CTH A
- DETAILED PROJECT OVERVIEW WITH AERIAL BACKGROUND - CTH A
- PROJECT OVERVIEW - CTH P
- DETAILED PROJECT OVERVIEW WITH AERIAL BACKGROUND - CTH P
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CROSS CULVERT PIPE DETAILS CTH A
- DRIVEWAY AND CROSS CULVERT DETAILS CTH P

UTILITIES

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TONY.KLATT@CHARTER.COM

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ALLIANT ENERGY / WP&L (GAS & ELECTRIC - CTH A)
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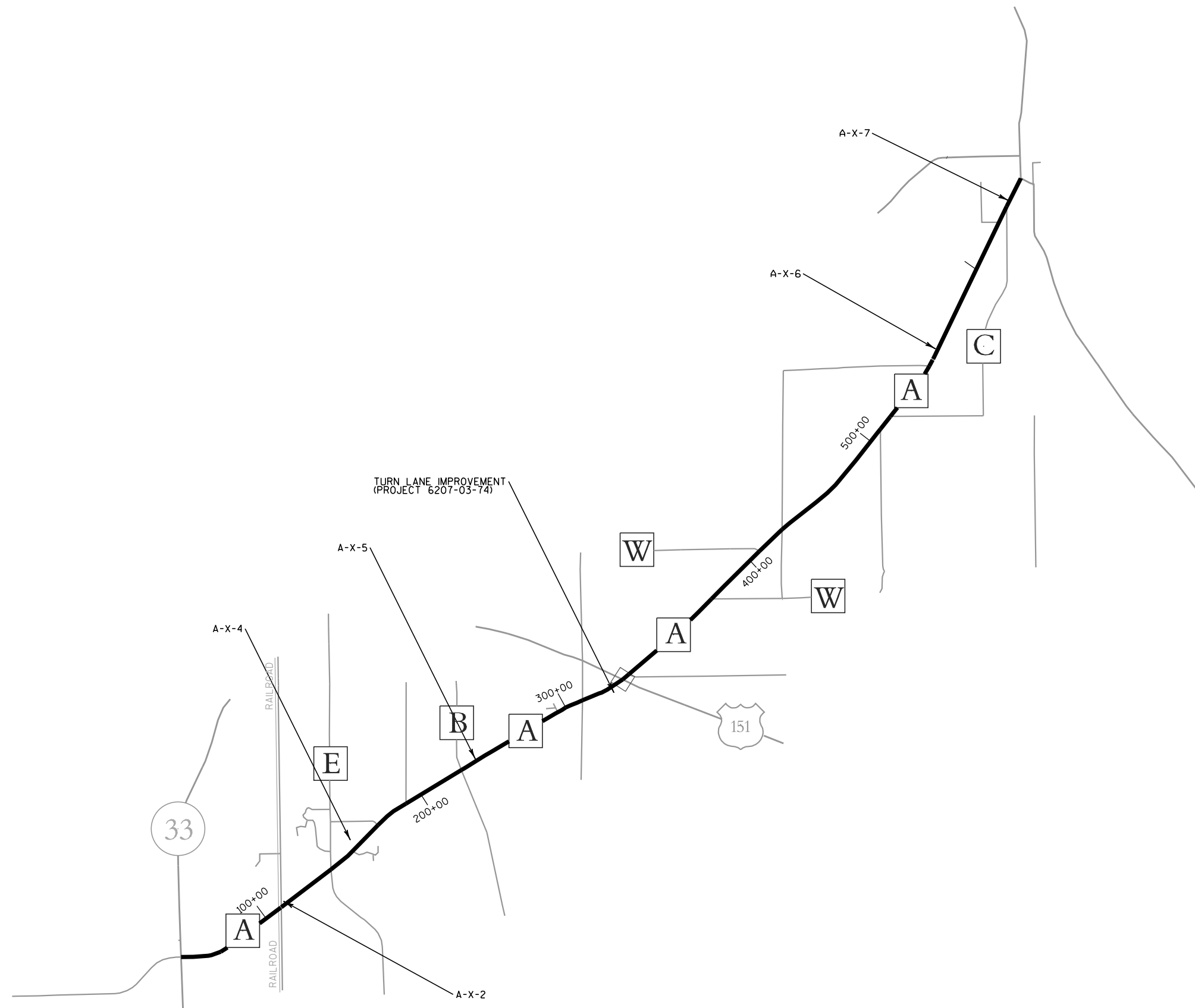
STEVE STORM
TIME WARNER CABLE
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(414) 90804785
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ALAN.SCHMIDT@WE-ENERGIES.COM

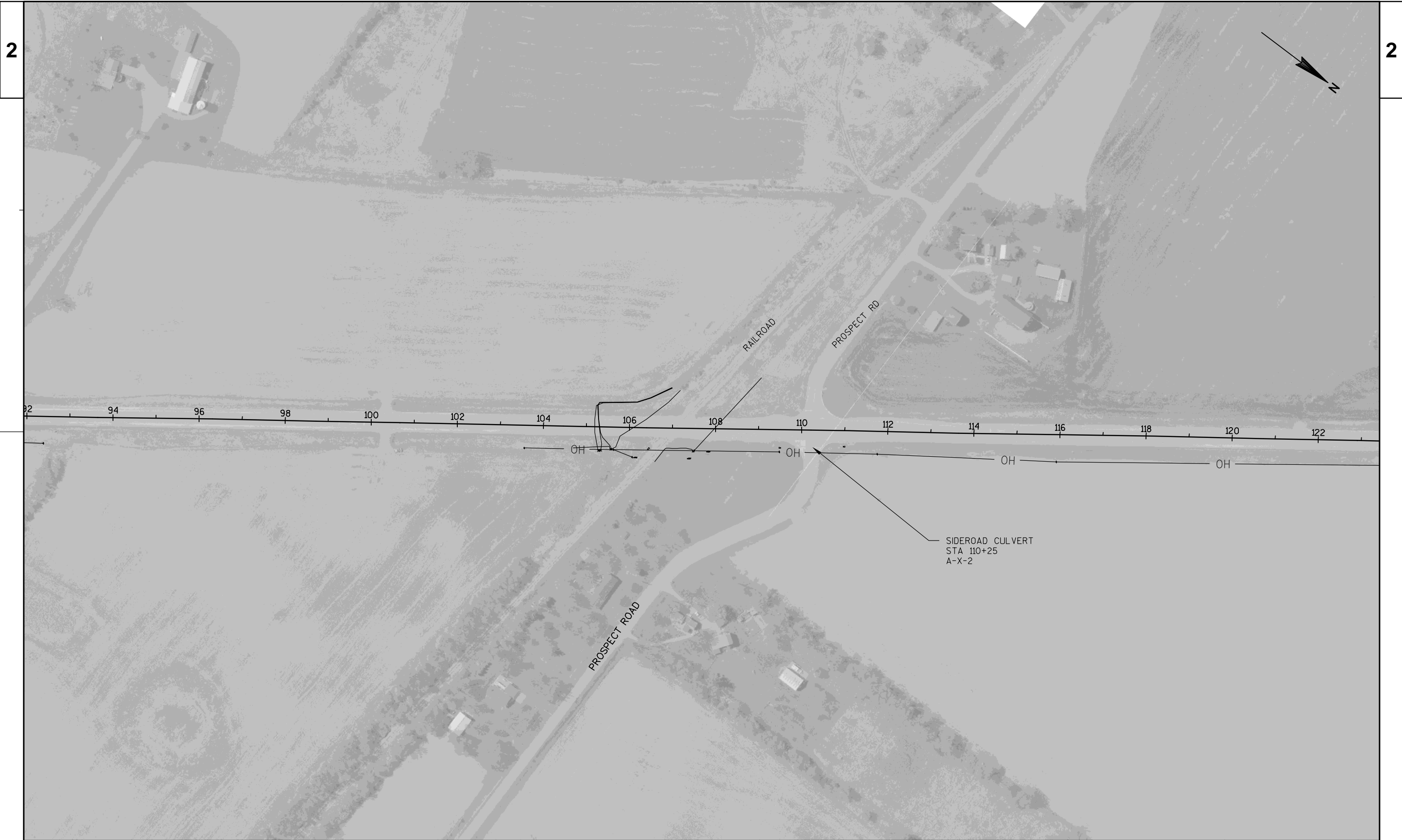


Dial 811 or (800)242-8511

www.DiggersHotline.com



NAMING CONVENTION
A-X-1 = CTH A, CROSS CULVERT, NUMBER



2

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PROJECT NO:6207-03-73	HWY:CTH A	COUNTY:DODGE	CTH A - A-X-4	SHEET	-----	E
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FILE NAME : L:\PROJECTS\12349\DWG\020201A_PO.DWG PLOT DATE : 12/29/2011 9:54 AM PLOT BY : MOYER, TIM PLOT NAME : _____ PLOT SCALE : \$\$.....plot\$scale.....\$\$ WISDOT/CADD\$ SHEET 42



PROJECT NO:6207-03-73

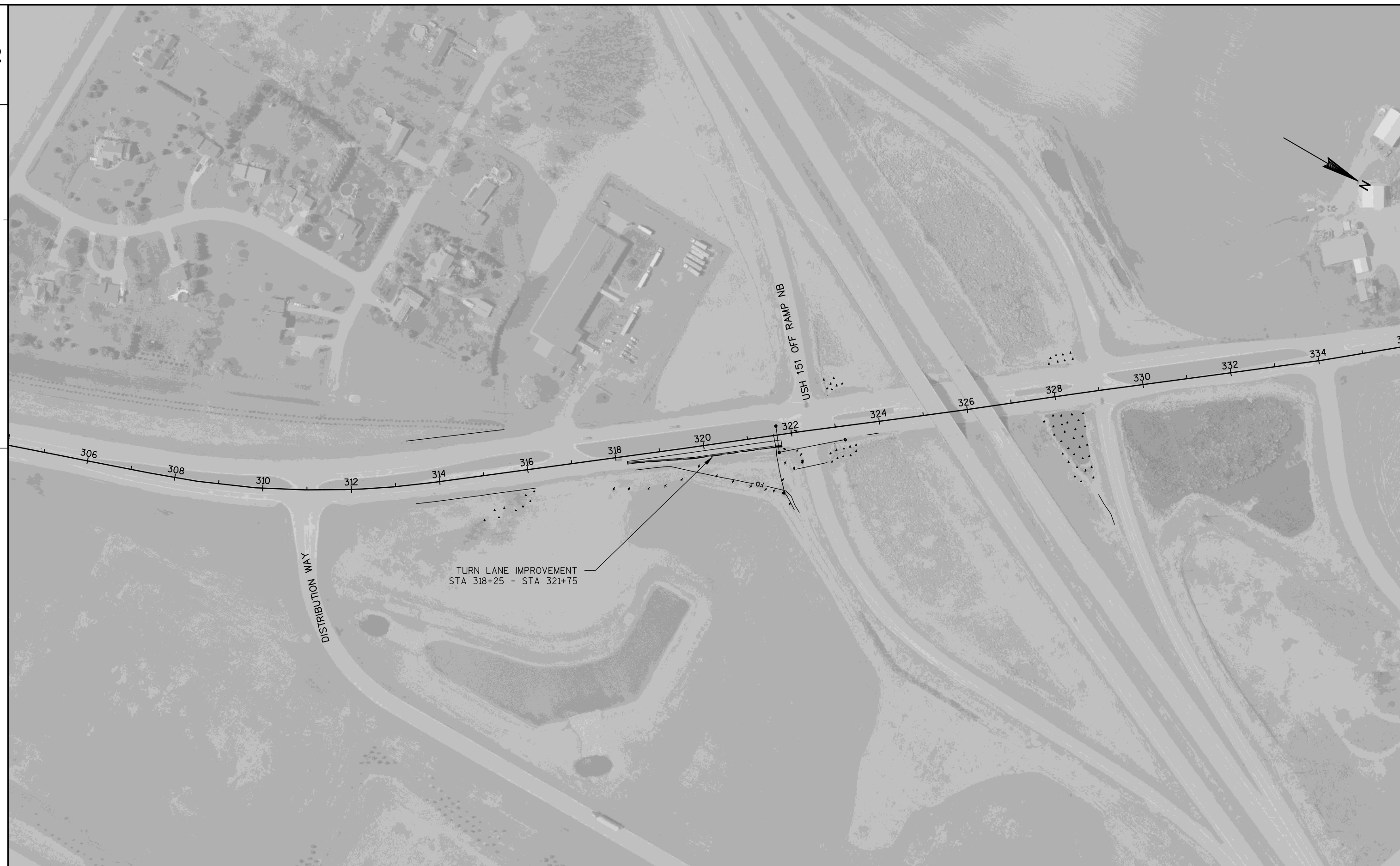
HWY:CTH A

COUNTY:DODGE

CTH A - A-X-5

SHEET -----

E



PROJECT NO:6207-03-74

HWY: CTH A

COUNTY:DODGE

CTH A - RIGHT TURN LANE IMPROVEMENT

SHEET

E

FILE NAME : L:\PROJECTS\12349\DWG\020201A_PO.DWG

PLOT DATE : 12/29/2011 9:54 AM

PLOT BY : MOYER, TIM

PLOT NAME : PLOT SCALE : \$\$. \$

WISDOT/CADDs SHEET 42

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PROJECT NO:6207-03-73

HWY: CTH A

COUNTY:DODGE

CTH A - A-X-6

SHEET _____

E

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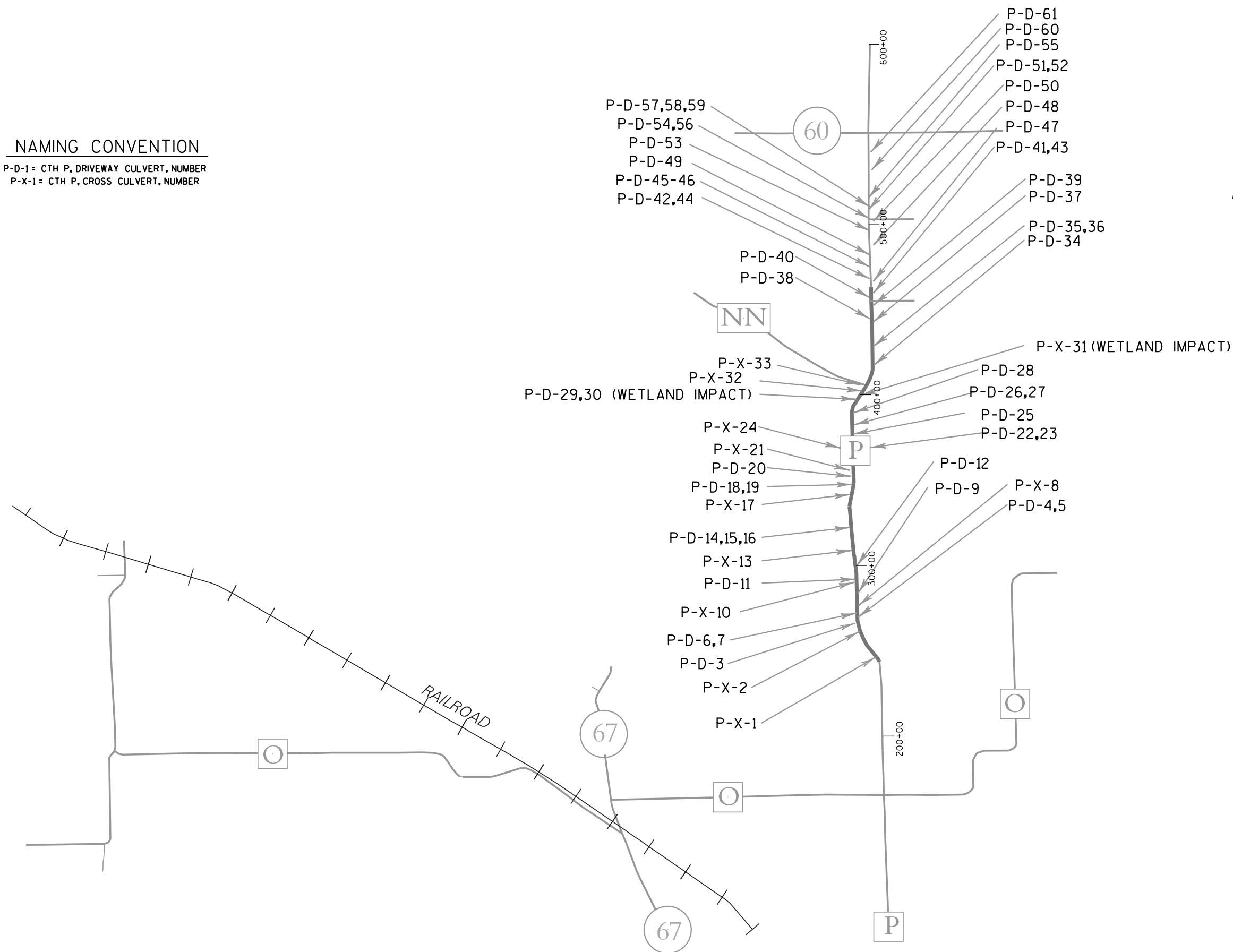
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PROJECT NO:6207-03-73	HWY:CTH A	COUNTY:DODGE	CTH A - A-X-7	SHEET	E
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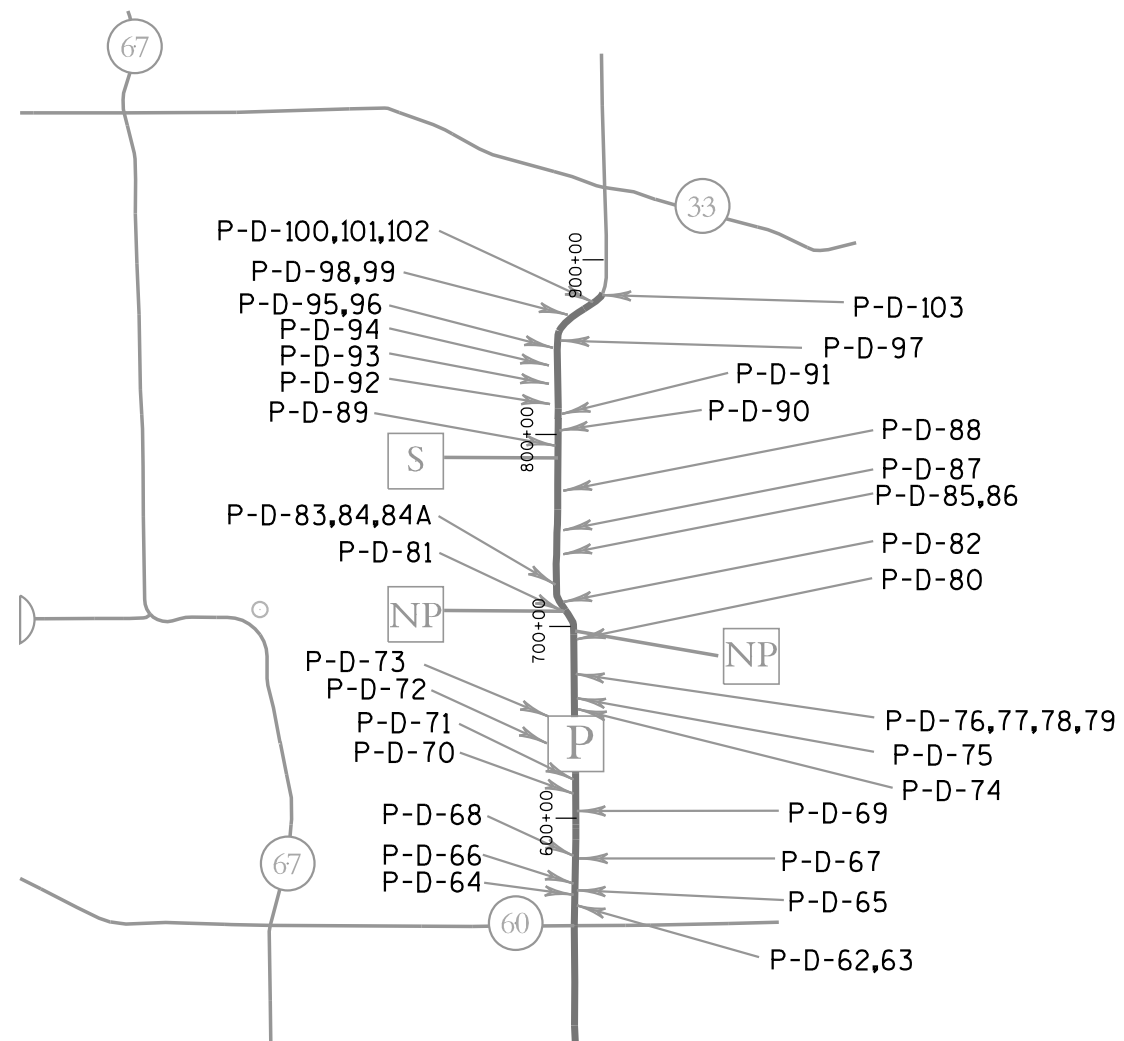
NAMING CONVENTION

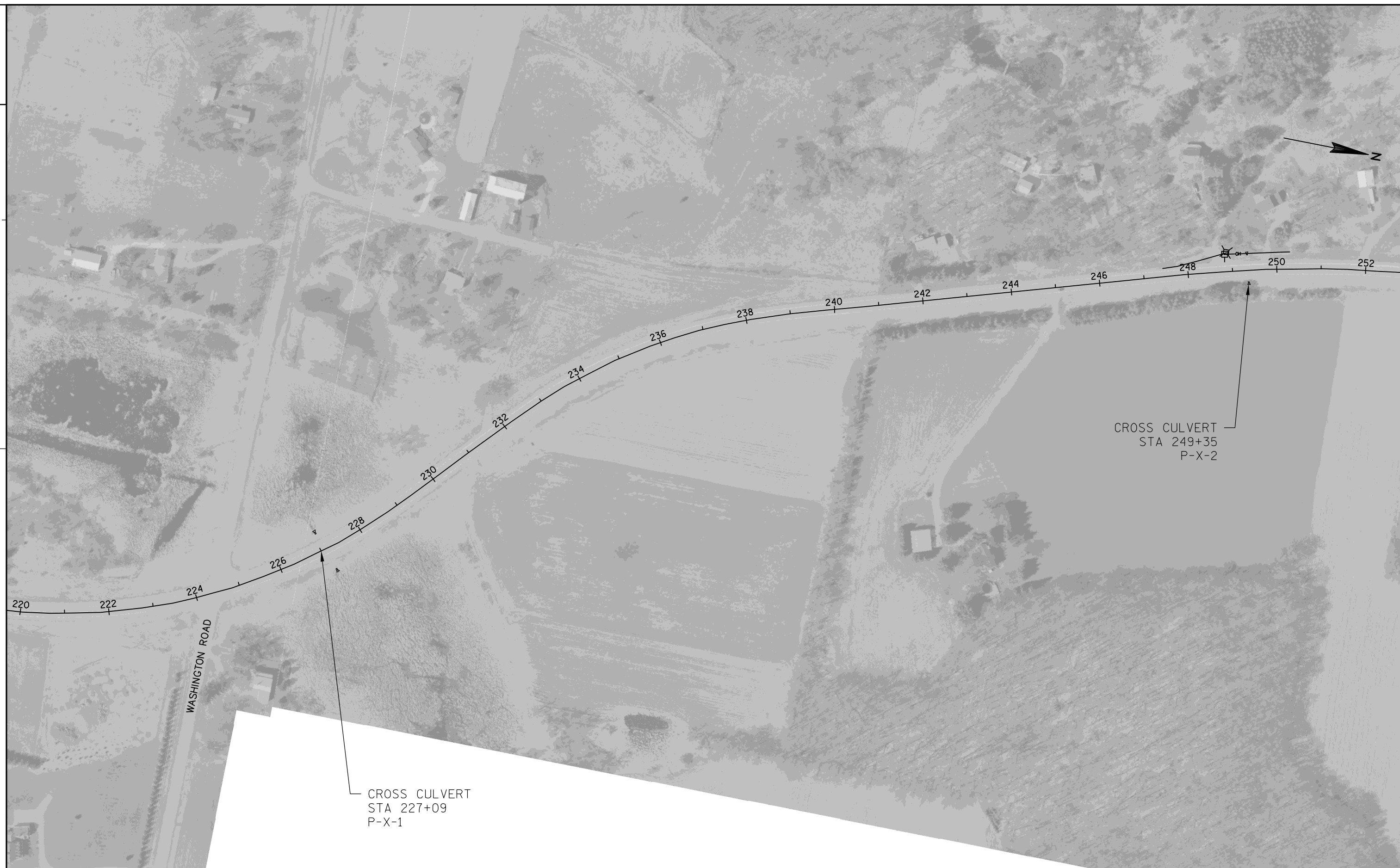
P-D-1 = CTH P, DRIVEWAY CULVERT, NUMBER
P-X-1 = CTH P, CROSS CULVERT, NUMBER



NAMING CONVENTION

P-D-1 = CTH P, DRIVEWAY CULVERT, NUMBER
P-X-1 = CTH P, CROSS CULVERT, NUMBER





PROJECT NO:6207-03-73

HWY:CTH P

COUNTY:DODGE

CTH P - P-X-1 AND P-D-2

SHEET

E

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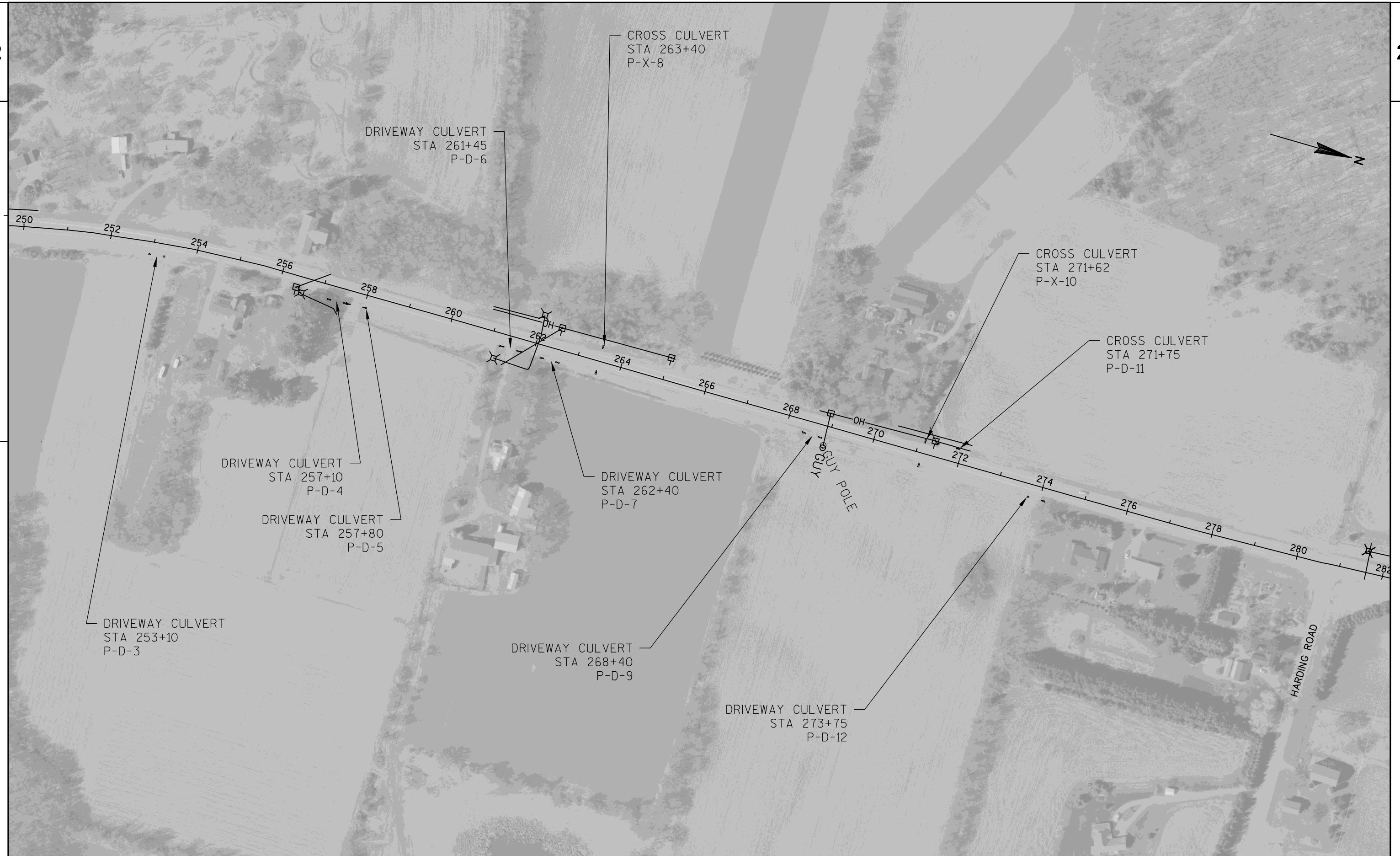
PLOT BY : MOYER, TIM

PLOT NAME : PLOT SCALE : \$\$. \$

WISDOT/CADDs SHEET 42

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PROJECT NO:6207-03-73

HWY: CTH P

COUNTY:DODGE

CTH P - P-D-3 THROUGH P-D-12

SHEET	-----	E
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PLOT DATE : 12/29/2011 3:41 PM PLOT BY : MOYER, TIM

PLOT BY : MOYER, TIM PLOT NAME : _____

PLOT NAME : -----PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 42



PROJECT NO:6207-03-73

HWY:CTH P

COUNTY:DODGE

CTH P - P-X-13 THROUGH P-D-16

SHEET

E

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PLOT BY : MOYER, TIM

PLOT NAME :

PLOT SCALE : \$\$. \$

WISDOT/CADDs SHEET 42



PROJECT NO:6207-03-73

HWY:CTH P

COUNTY:DODGE

CTH P - P-X-17 THROUGH P-D-20

SHEET -----

E

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PROJECT NO:6207-03-73

HWY:CTH P

COUNTY:DODGE

CTH P - P-X-21 THROUGH P-D-27

SHEET	-----	E
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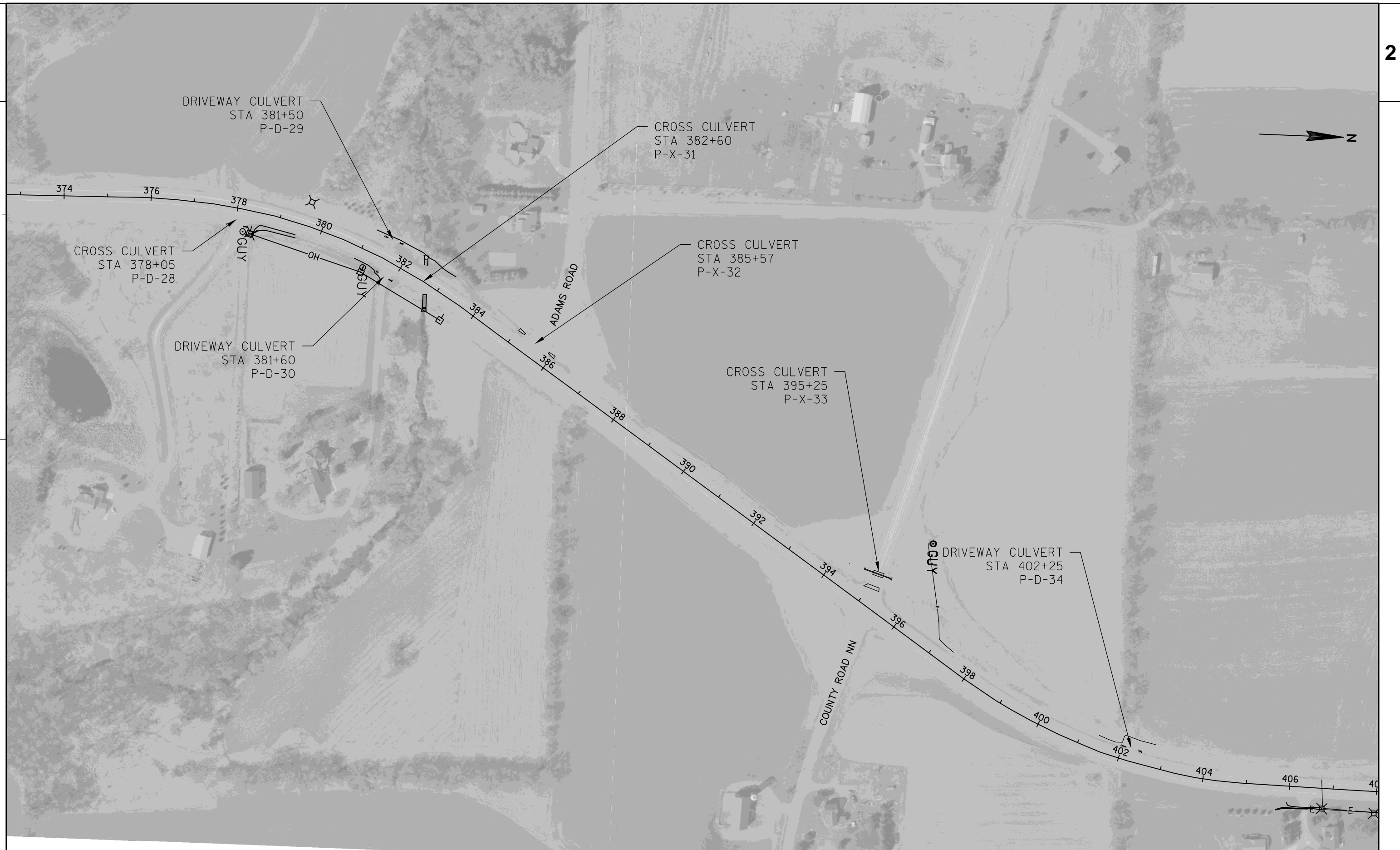
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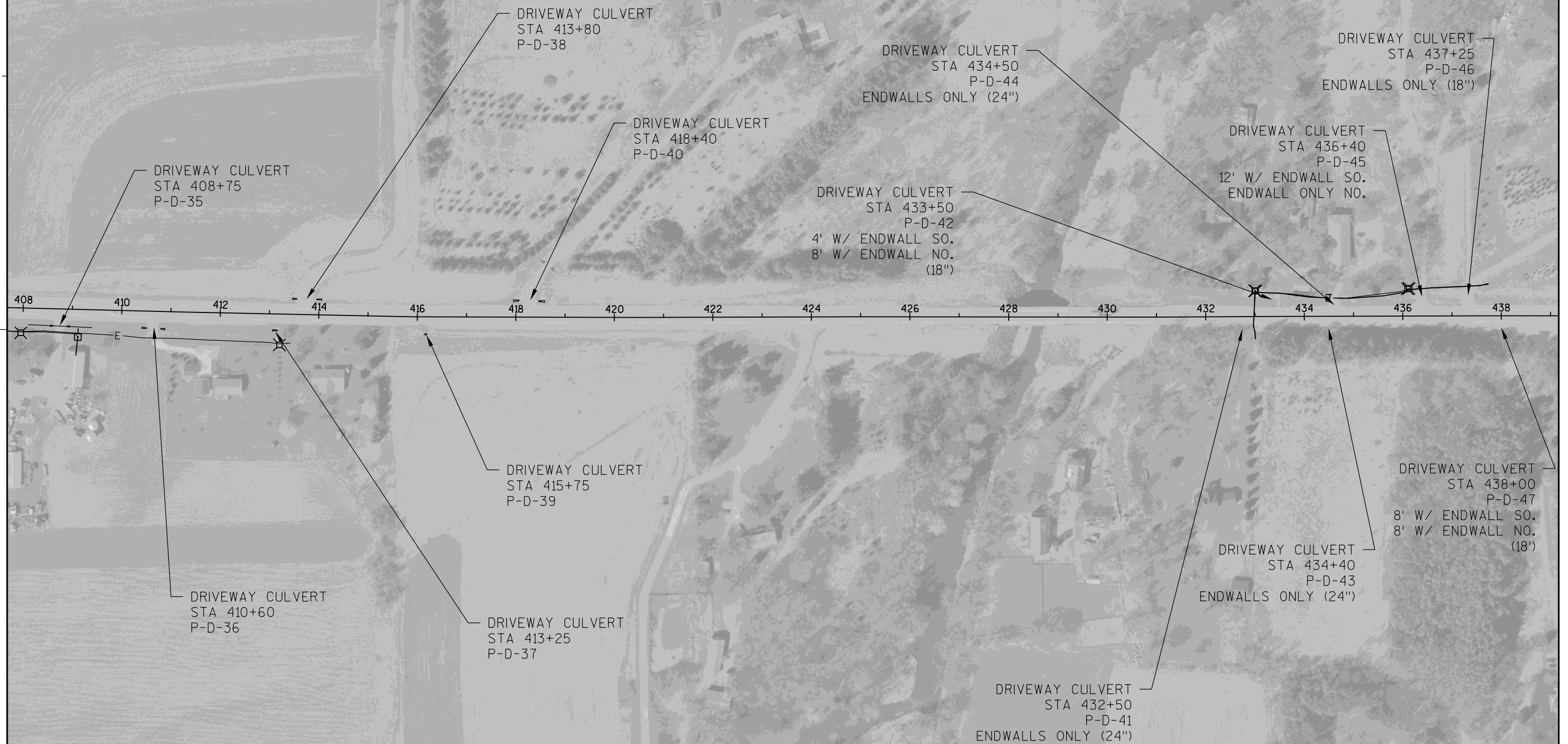
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PROJECT NO:6207-03-73	HWY:CTH P	COUNTY:DODGE	CTH P - P-D-28 THROUGH P-D-34	SHEET	-----	E
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NOTE:
ENDWALLS 41 THROUGH 47 REQUIRE
PIPE LENGTH TO BE FIELD VERIFIED TO INSURE
6:1 MAXIMUM SLOPE FROM TOP OF ENDWALL TO
EDGE OF DRIVEWAY. EXTENSION LENGTHS
SHOWN ARE MINIMUM FOR ESTIMATING PURPOSES.
VERIFICATION TO BE PAID FOR BY BID ITEM
"FIELD VERIFY EXTENSIONS".



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2



SAYLESVILLE ROAD

D

PROJECT NO:6207-03-73

HWY: CTH P

COUNTY:DODGE

CTH P - P-D-48 THROUGH P-D-49

SHEET	-----	E
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5

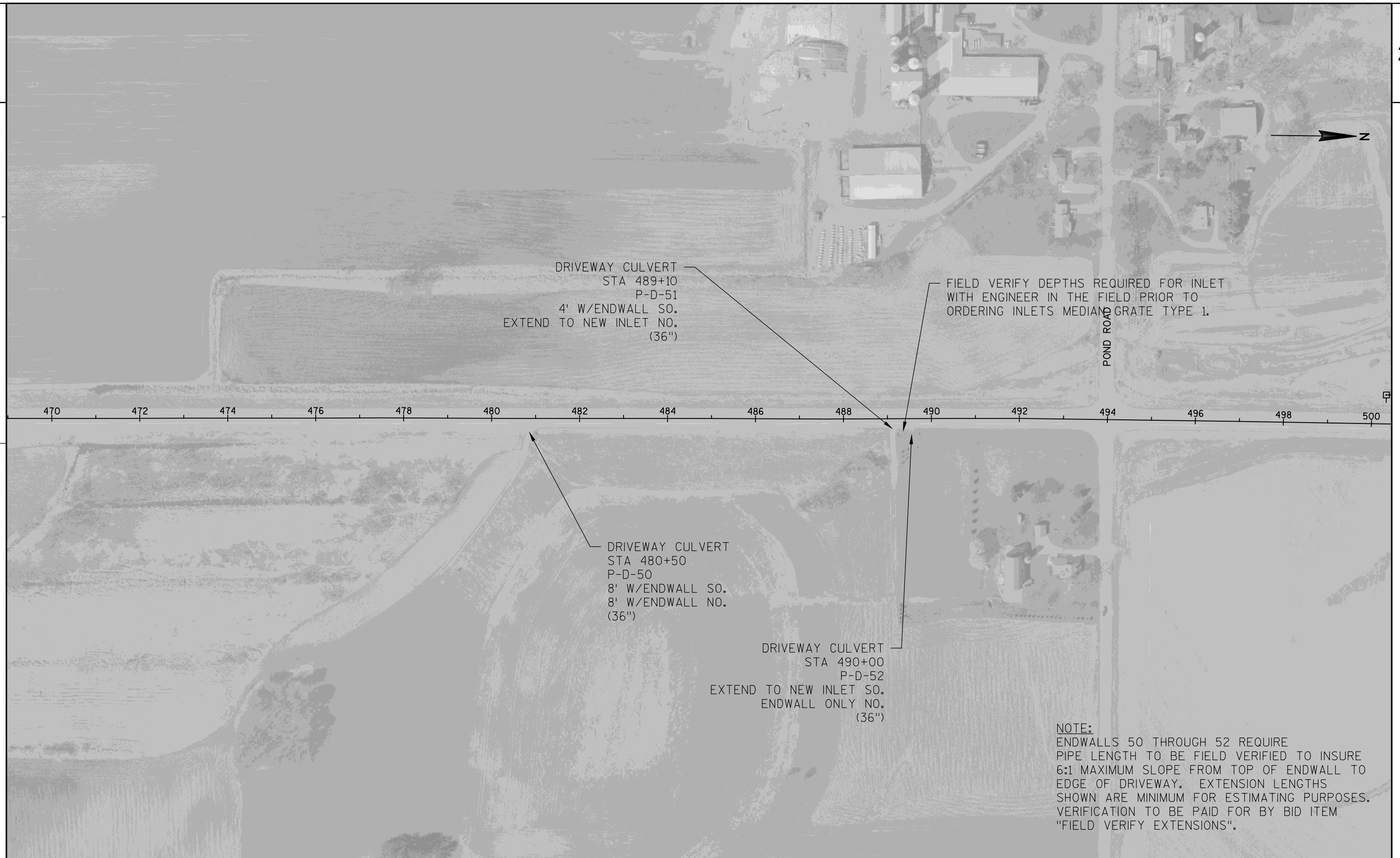
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PLOT DATE : 12/29/2011 3:41 PM PLOT BY : MOYER, TIM

PLOT BY : MOYER, TIM PLOT NAME : _____ PLOT SCALE : \$\$.....plotscale.....\$\$

PLOT NAME : ----- PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 12

WISDOT/CADDS SHEET 42



DRIVEWAY CULVERT
STA 512+65
P-D-54
4' W/ENDWALL SO.
ENDWALL ONLY NO.
(18")

DRIVEWAY CULVERT
STA 514+00
P-D-56
8' W/ENDWALL SO.
ENDWALL ONLY NO.
(18")

DRIVEWAY CULVERT
STA 521+90
P-D-58
4' W/ENDWALL SO.
8' W/ENDWALL NO.
(18")

DRIVEWAY CULVERT
STA 528+00
P-D-60
ENDWALLS ONLY
(18")

DRIVEWAY CULVERT
STA 501+65
P-D-53
ENDWALLS ONLY
(36")

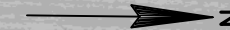
DRIVEWAY CULVERT
STA 513+10
P-D-55
4' W/ ENDWALL SO.
ENDWALL ONLY NO.
(18")

DRIVEWAY CULVERT
STA 516+75
P-D-57
ENDWALL ONLY SO.
4' W/ENDWALL NO.
(18")

DRIVEWAY CULVERT
STA 516+75
P-D-59
4' W/ENDWALL SO.
4' W/ENDWALL NO.
(18")

NOTE:
ENDWALLS 53 THROUGH 60 REQUIRE
PIPE LENGTH TO BE FIELD VERIFIED TO INSURE
6:1 MAXIMUM SLOPE FROM TOP OF ENDWALL TO
EDGE OF DRIVEWAY. EXTENSION LENGTHS
SHOWN ARE MINIMUM FOR ESTIMATING PURPOSES.
VERIFICATION TO BE PAID FOR BY BID ITEM
"FIELD VERIFY EXTENSIONS".

NOTE:
ENDWALLS 61 THROUGH 63 REQUIRE
PIPE LENGTH TO BE FIELD VERIFIED TO INSURE
6:1 MAXIMUM SLOPE FROM TOP OF ENDWALL TO
EDGE OF DRIVEWAY. EXTENSION LENGTHS
SHOWN ARE MINIMUM FOR ESTIMATING PURPOSES.
VERIFICATION TO BE PAID FOR BY BID ITEM
"FIELD VERIFY EXTENSIONS".



DRIVEWAY CULVERT
STA 536+70
P-D-61
4' W/ENDWALL SO.
4' W/ENDWALL NO.
(18")

DRIVEWAY CULVERT
STA 559+90
P-D-63
ENDWALL ONLY SO.
4' W/ ENDWALL NO.
(18")

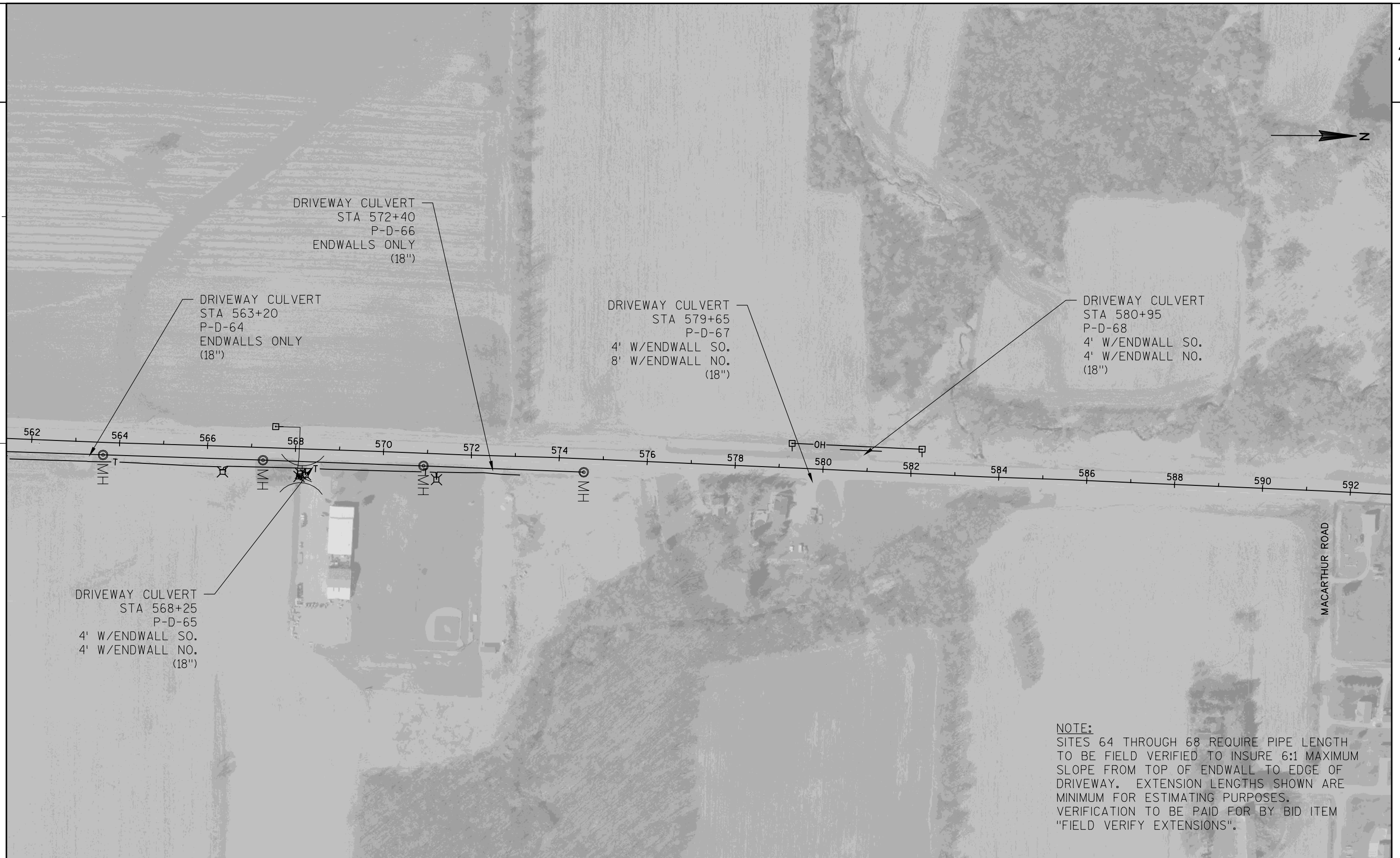
DRIVEWAY CULVERT
STA 536+70
P-D-62
4' W/ENDWALL SO.
8' W/ENDWALL NO.
(18")

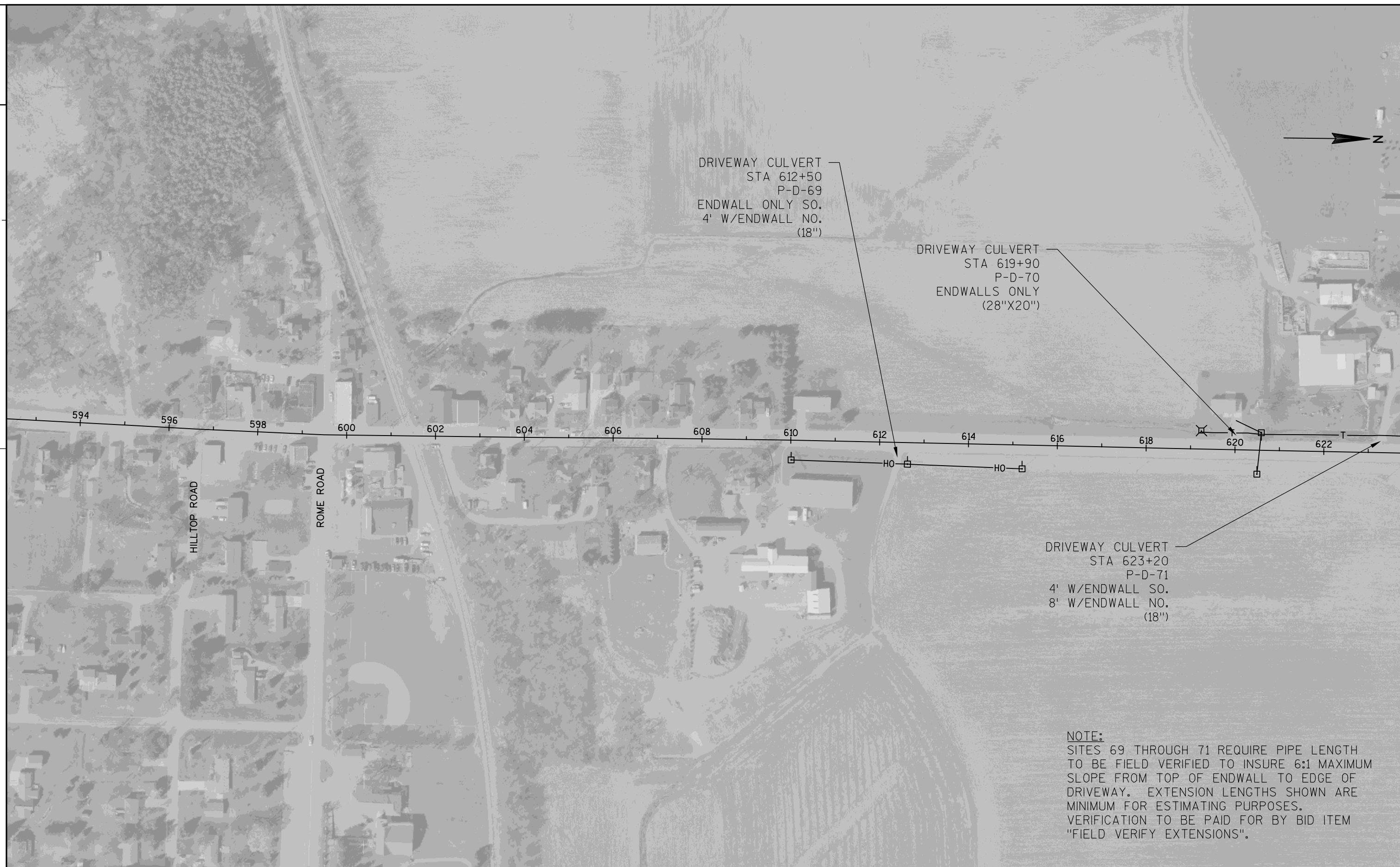
ROLLING HILLS DRIVE

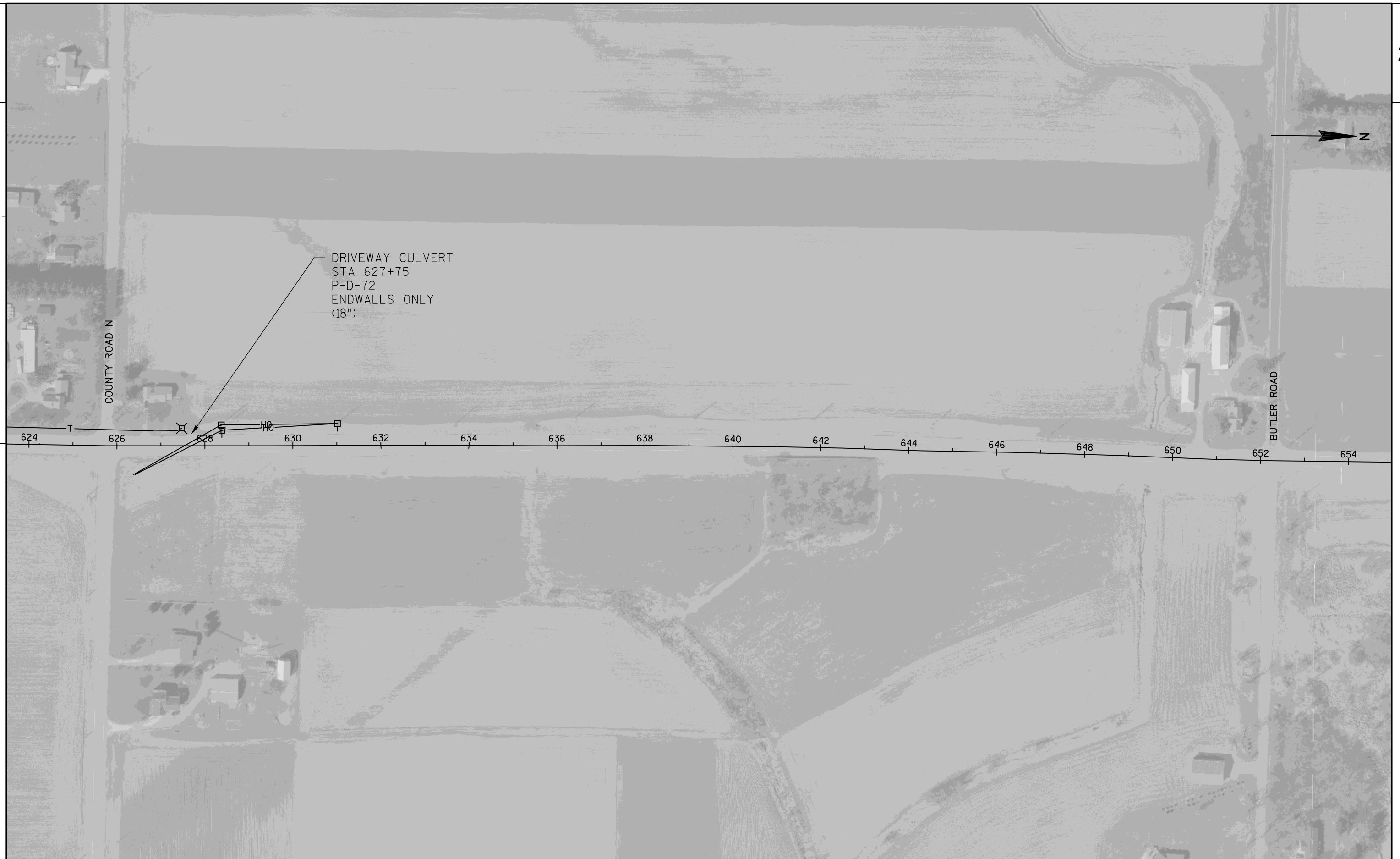
66UY

MH

532 534 536 538 540 542 544 546 548 550 552 554 556 558 560 562







PROJECT NO:6207-03-73

HWY:CTH P

COUNTY:DODGE

CTH P - P-D-72

SHEET

E

FILE NAME : L:\PROJECTS\12349\DWG\020204A_PO.DWG

PLOT DATE : 12/29/2011 3:41 PM

PLOT BY : MOYER, TIM

PLOT NAME : PLOT SCALE : \$\$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 42

DRIVEWAY CULVERT
STA 663+30
P-D-73
8' W/ENDWALL SO.
ENDWALL ONLY NO.
(18")

DRIVEWAY CULVERT
STA 666+60
P-D-74
4' W/ENDWALL SO.
4' W/ENDWALL NO.
(18")

DRIVEWAY CULVERT
STA 671+05
P-D-75
8' W/ENDWALL SO.
8' W/ENDWALL NO.
(18")

DRIVEWAY CULVERT
STA 678+35
P-D-76
4' W/ENDWALL SO.
4' W/ENDWALL NO.
(24")

DRIVEWAY CULVERT
STA 678+95
P-D-77
ENDWALLS ONLY
(24")

DRIVEWAY CULVERT
STA 681+10
P-D-78
4' W/ENDWALL SO.
4' W/ENDWALL NO.
(24")

DRIVEWAY CULVERT
STA 681+30
P-D-79
8' W/ENDWALL SO.
8' W/ENDWALL NO.
(24")

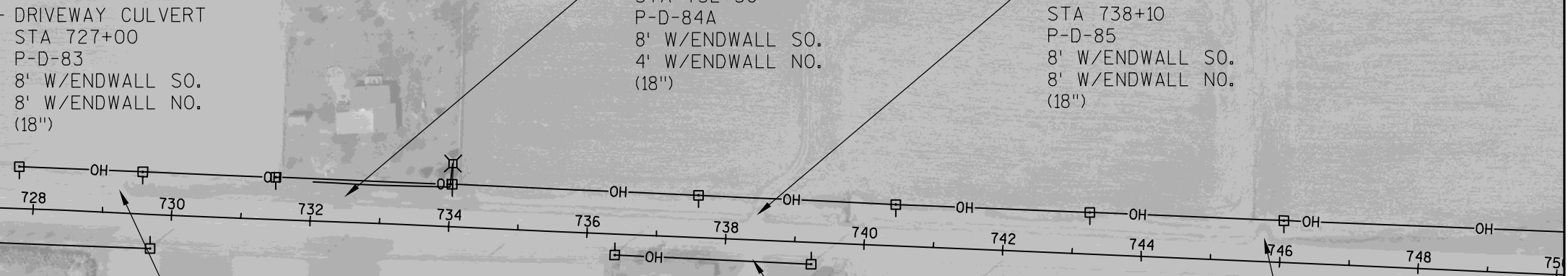
NOTE:
SITES 73 THROUGH 79 REQUIRE PIPE LENGTH
TO BE FIELD VERIFIED TO INSURE 6:1 MAXIMUM
SLOPE FROM TOP OF ENDWALL TO EDGE OF
DRIVEWAY. EXTENSION LENGTHS SHOWN ARE
MINIMUM FOR ESTIMATING PURPOSES.
VERIFICATION TO BE PAID FOR BY BID ITEM
"FIELD VERIFY EXTENSIONS".



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PROJECT NO:6207-03-73

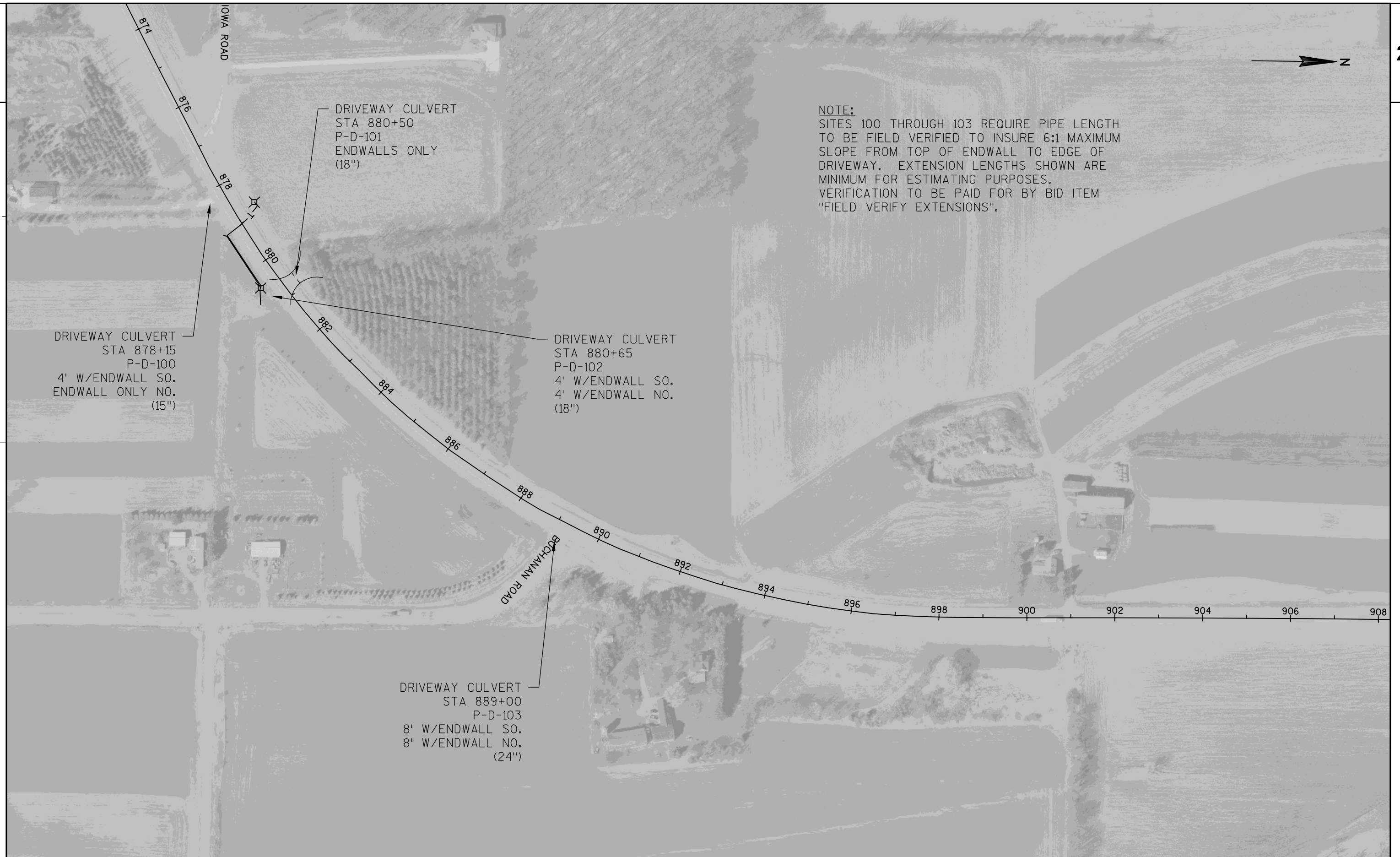
HWY:CTH P

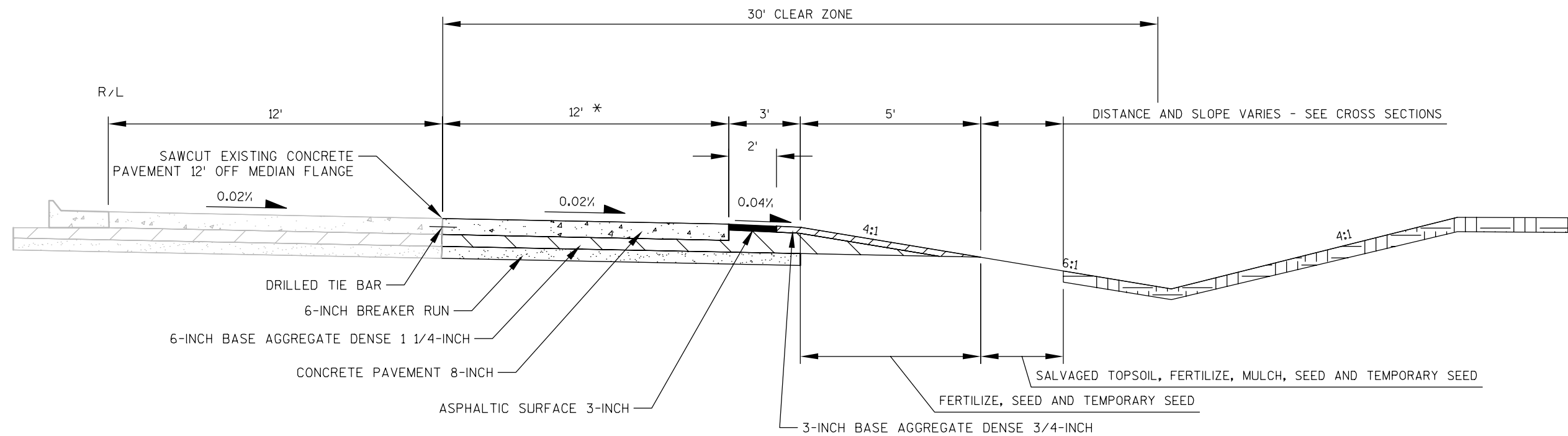
COUNTY:DODGE

CTH P - P-D-90 THROUGH P-D-91

SHEET

E

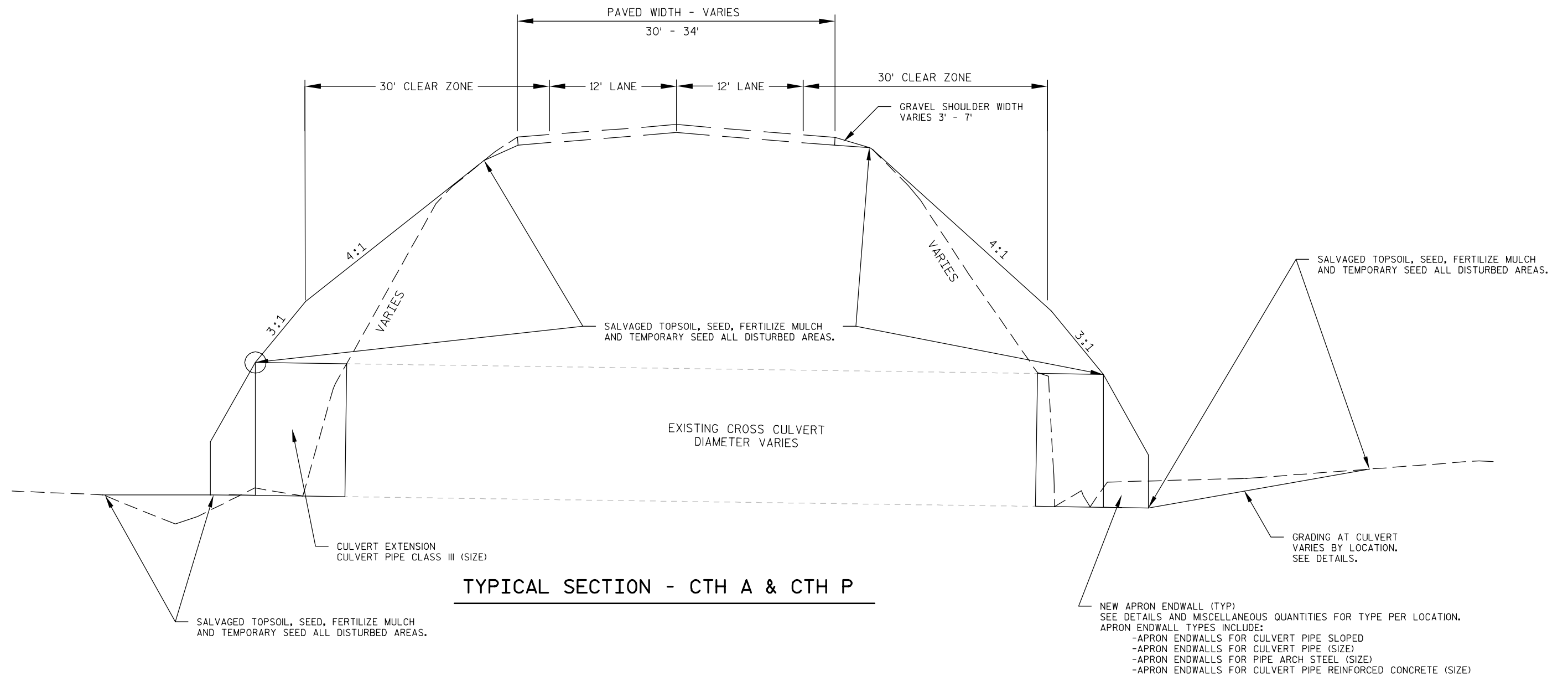


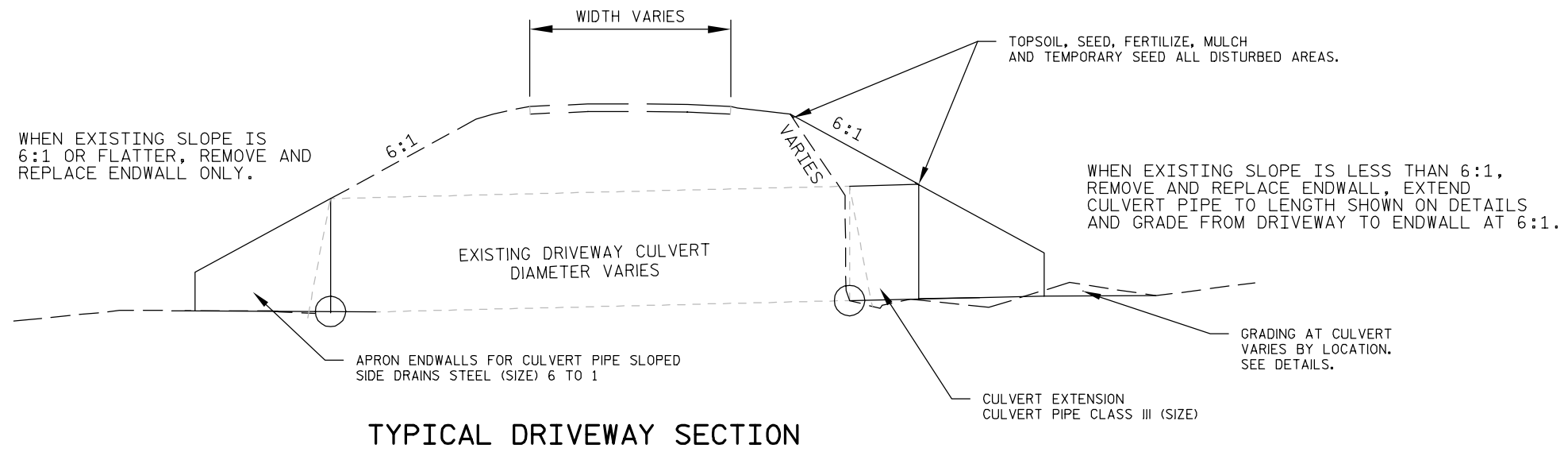


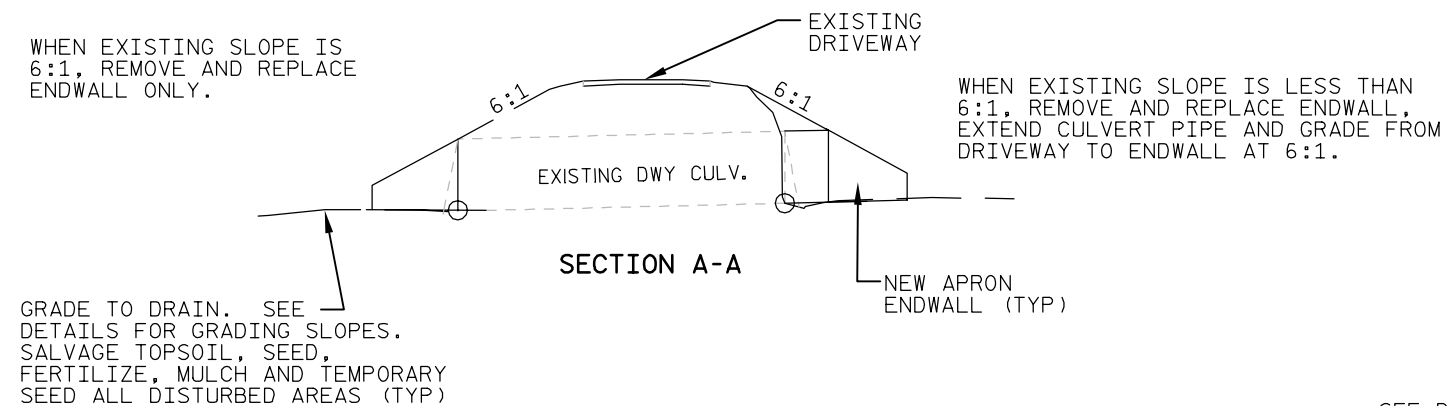
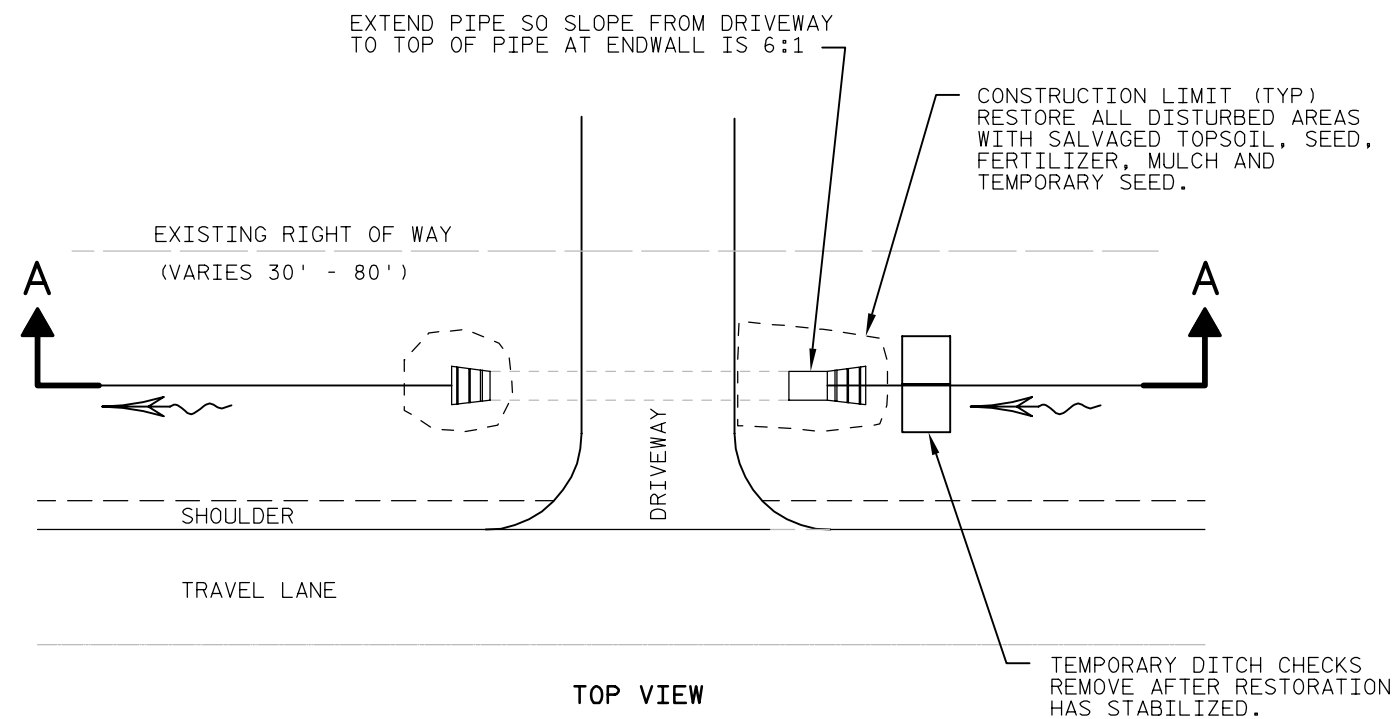
CTH A - TURN LANE TYPICAL SECTION

318+25 - 321+75

* - TAPERS FROM 0' AT 318+25 TO 12' AT 319+75
12' FROM 319+75 TO 321+75

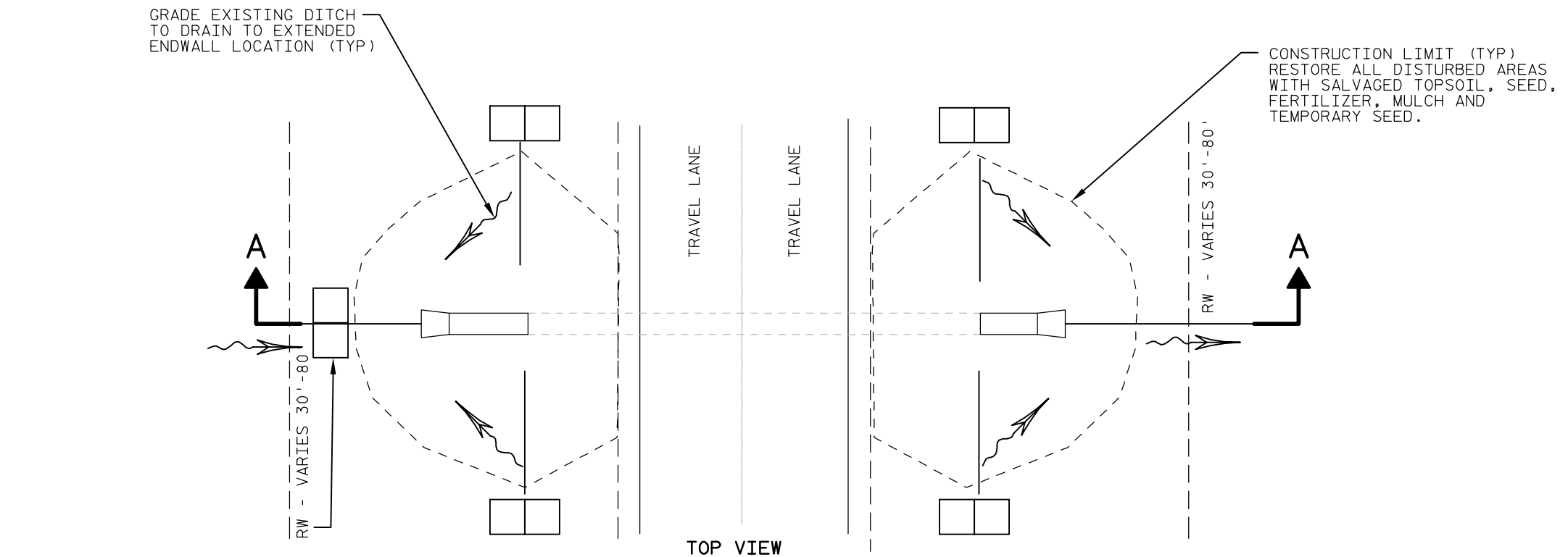




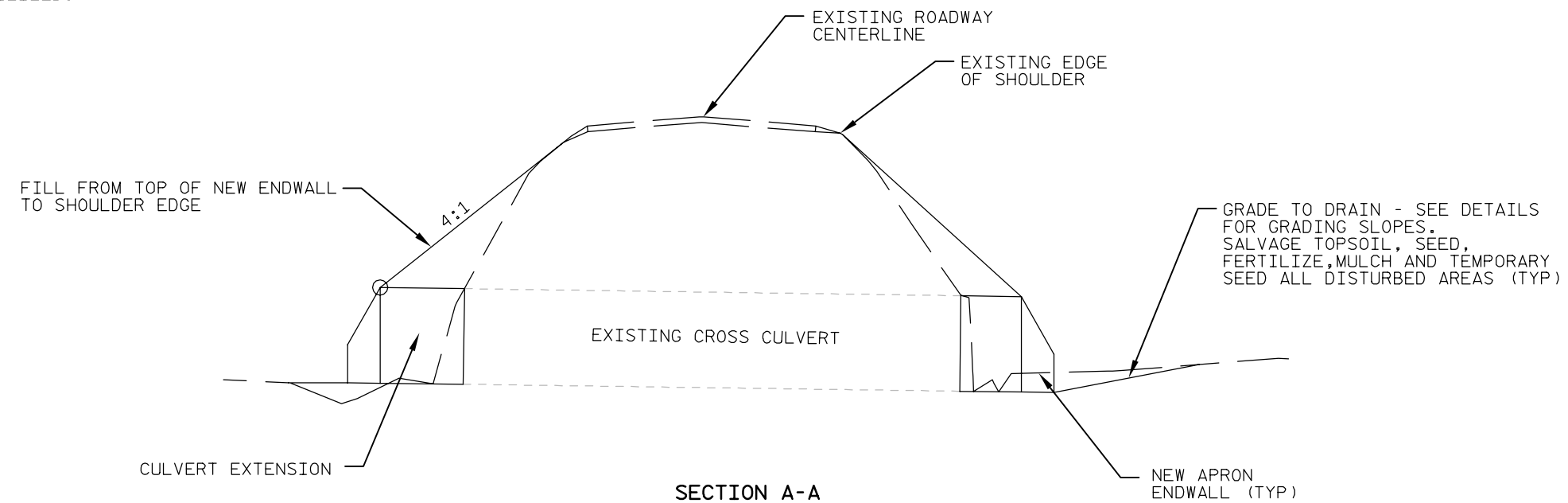


EROSION CONTROL AT DRIVEWAY CULVERTS

SEE DRIVEWAY CULVERT DETAILS
FOR LOCATIONS WHERE EROSION
MAT OR RIPRAP IS REQUIRED AT
THE ENDWALL LOCATIONS.

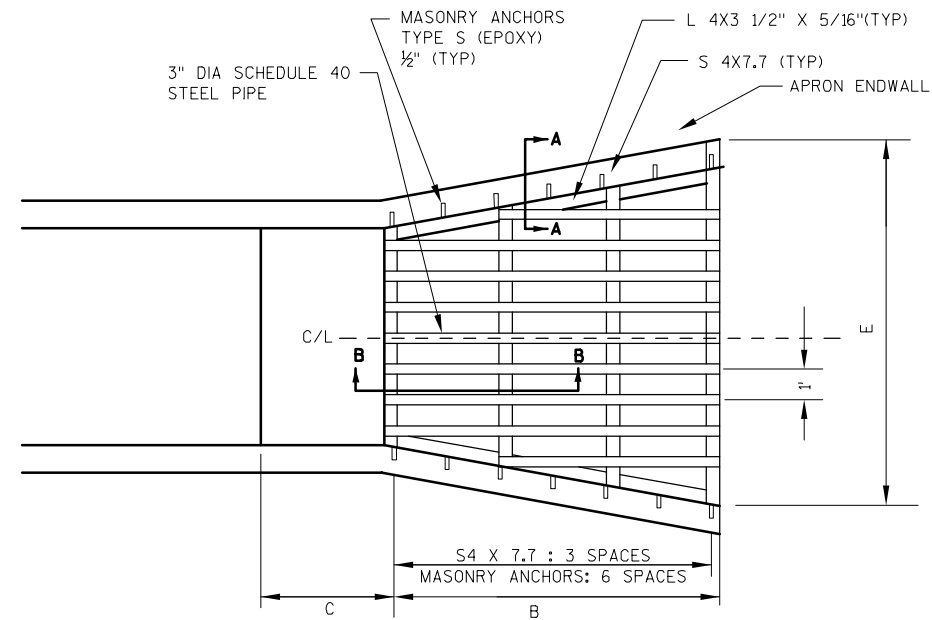
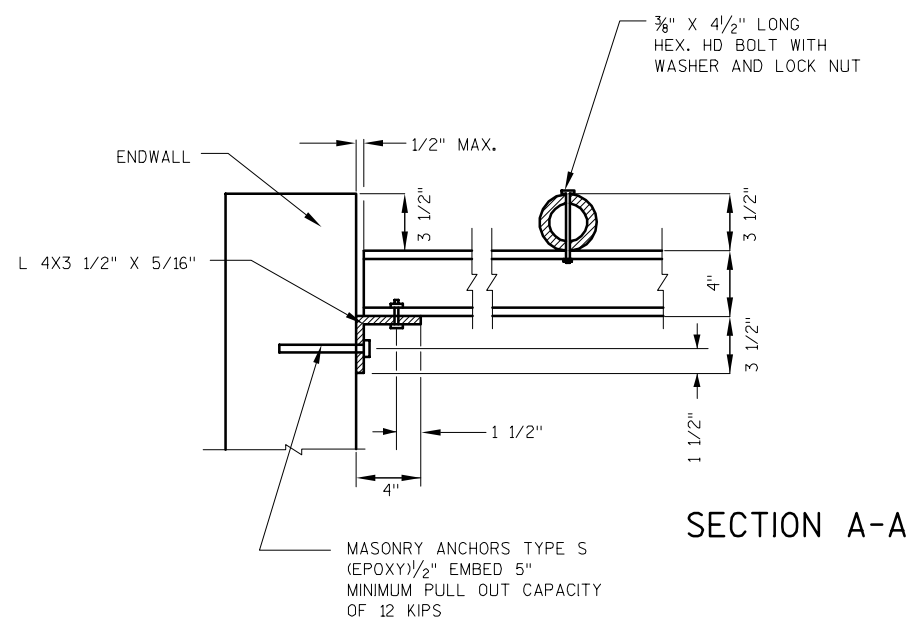
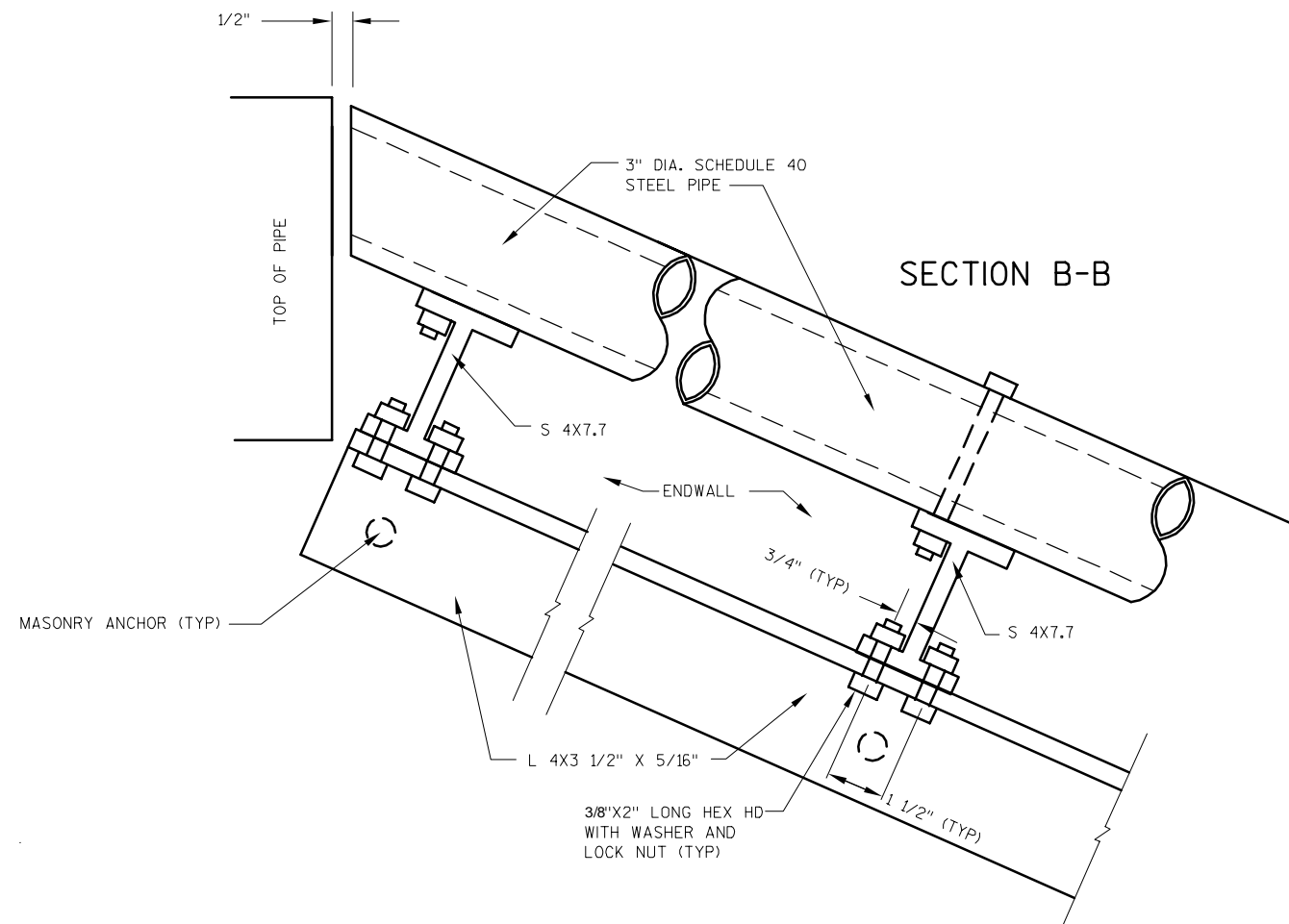


TEMPORARY DITCH CHECKS (TYP)
REMOVE AFTER RESTORATION
HAS STABILIZED.

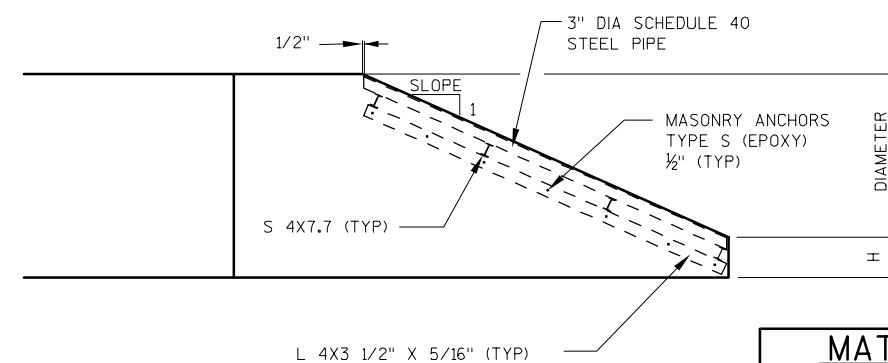


EROSION CONTROL AT CROSS CULVERT EXTENSIONS

SEE DRIVEWAY CULVERT DETAILS
FOR LOCATIONS WHERE EROSION
MAT OR RIPRAP IS REQUIRED AT
THE ENDWALL LOCATIONS.



NOTE:
SEE SDD "APRON ENDWALLS FOR CULVERT PIPE" FOR
DIMENSIONS FOR B, C, E AND H SHOWN IN THIS DETAIL.



PLAN LOCATIONS

382+60, LT CULVERT P-X-30.3
382+60, RT CULVERT P-X-30.3

MATERIALS

ALL MATERIAL, EXCEPT STEEL PIPE, SHALL CONFORM TO THE REQUIREMENT OF ASTM A709 GRADE 36.

STEEL PIPE MATERIAL SHALL CONFORM TO THE REQUIREMENT OF ASTM A53 GRADE B OR ASTM A501.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING AS-BUILTS AND SHALL BE FIELD VERIFIED PRIOR TO FABRICATION.

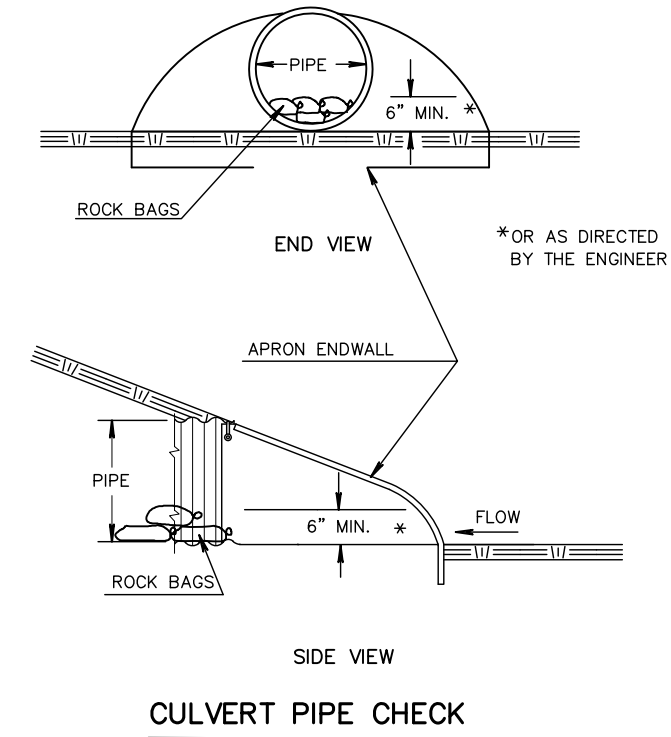
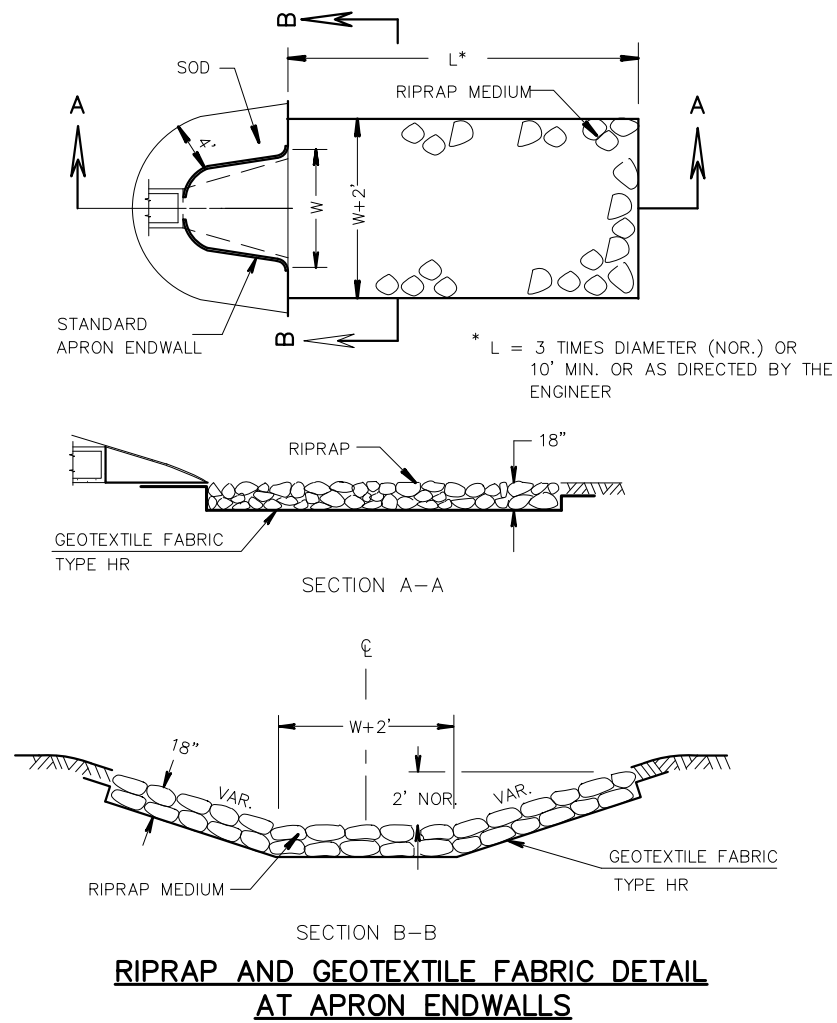
ALL MATERIALS, INCLUDING ANCHORS, WASHERS, NUT, AND BOLTS, SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. PRIOR TO GALVANIZING, ALL STEEL SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.

PIPE GRATE SPECIAL SHALL BE PAID FOR AS EACH. SUCH PRICE SHALL INCLUDE ALL HARDWARE, MATERIAL, DRILLING, INSTALLATION AND INCIDENTALS.

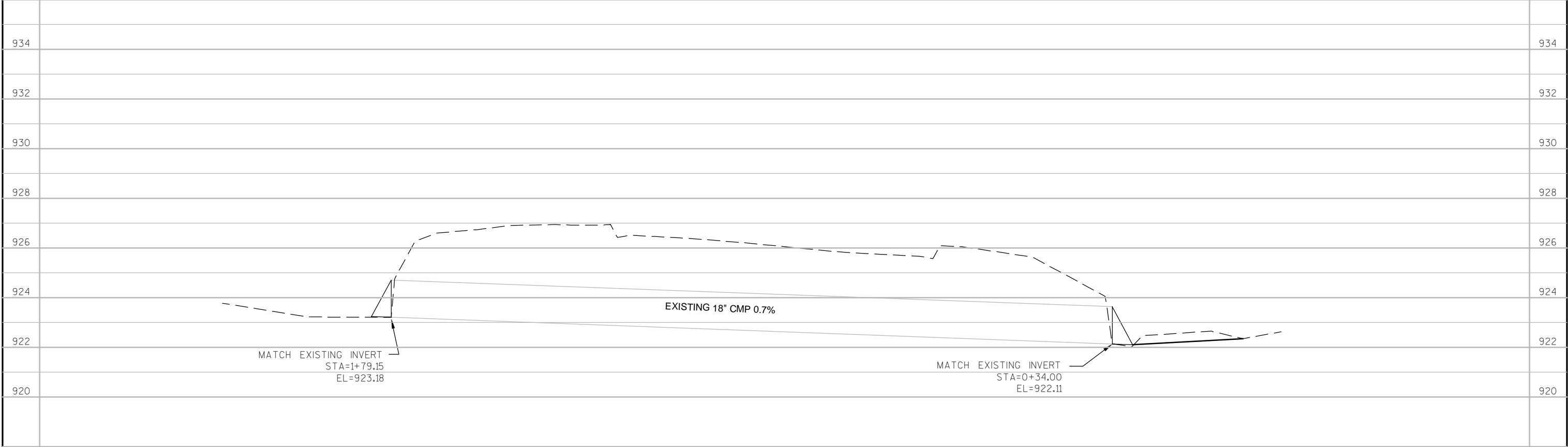
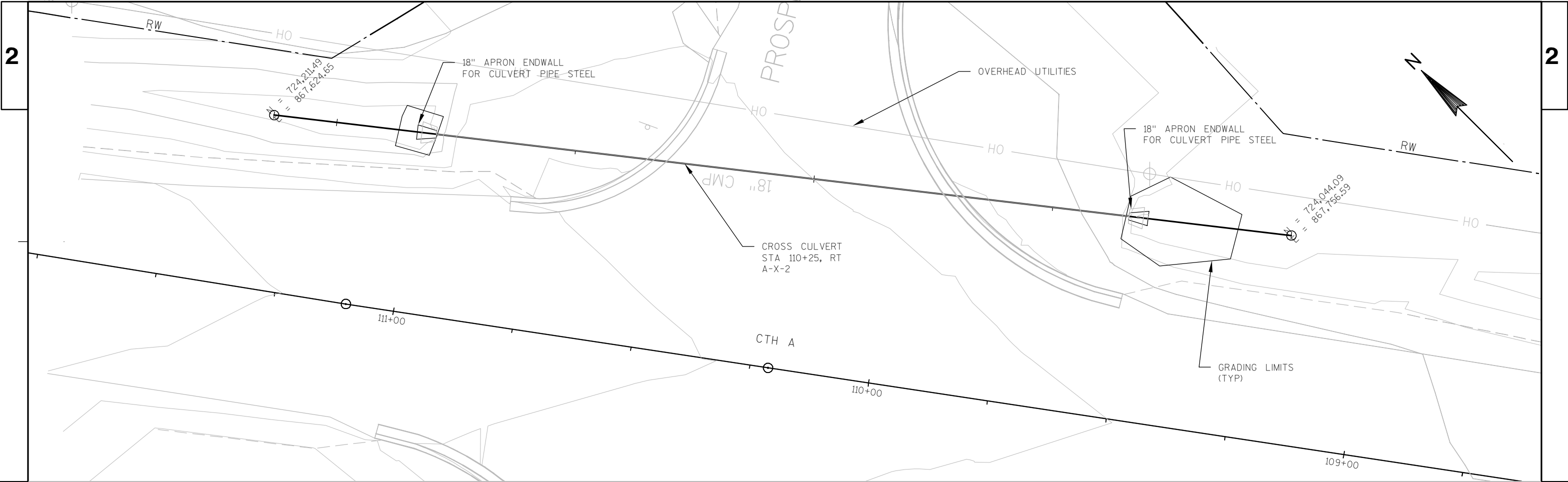
ESTIMATED QUANTITIES

(FOR INFORMATION ONLY. PIPE GRATE PAID FOR BY THE EACH)

STRUCTURAL STEEL CARBON.....350 LB
MASONRY ANCHORS TYPE S 1/2"..... 14 EACH



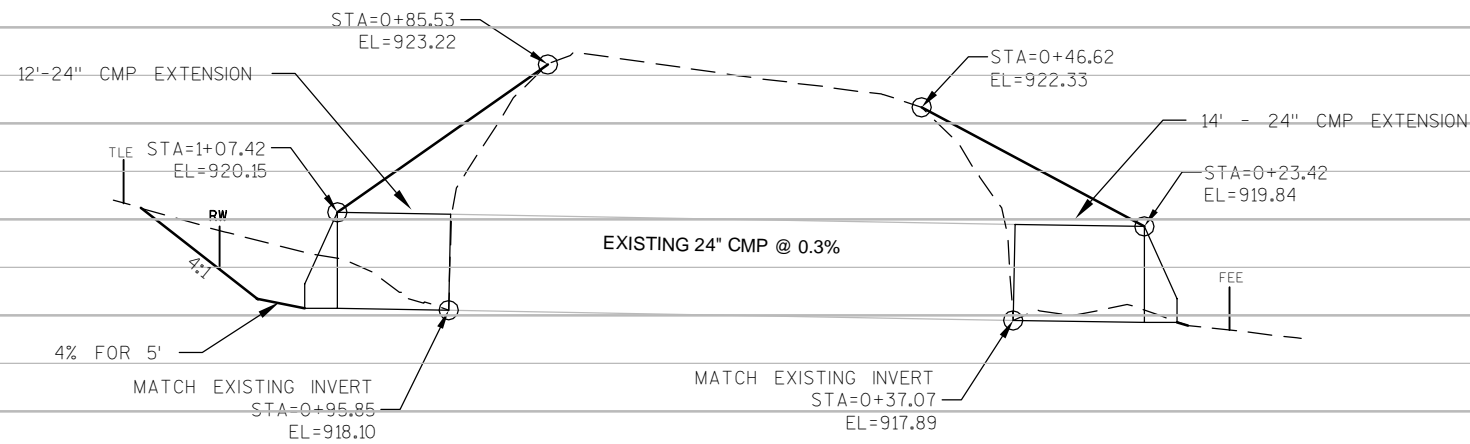
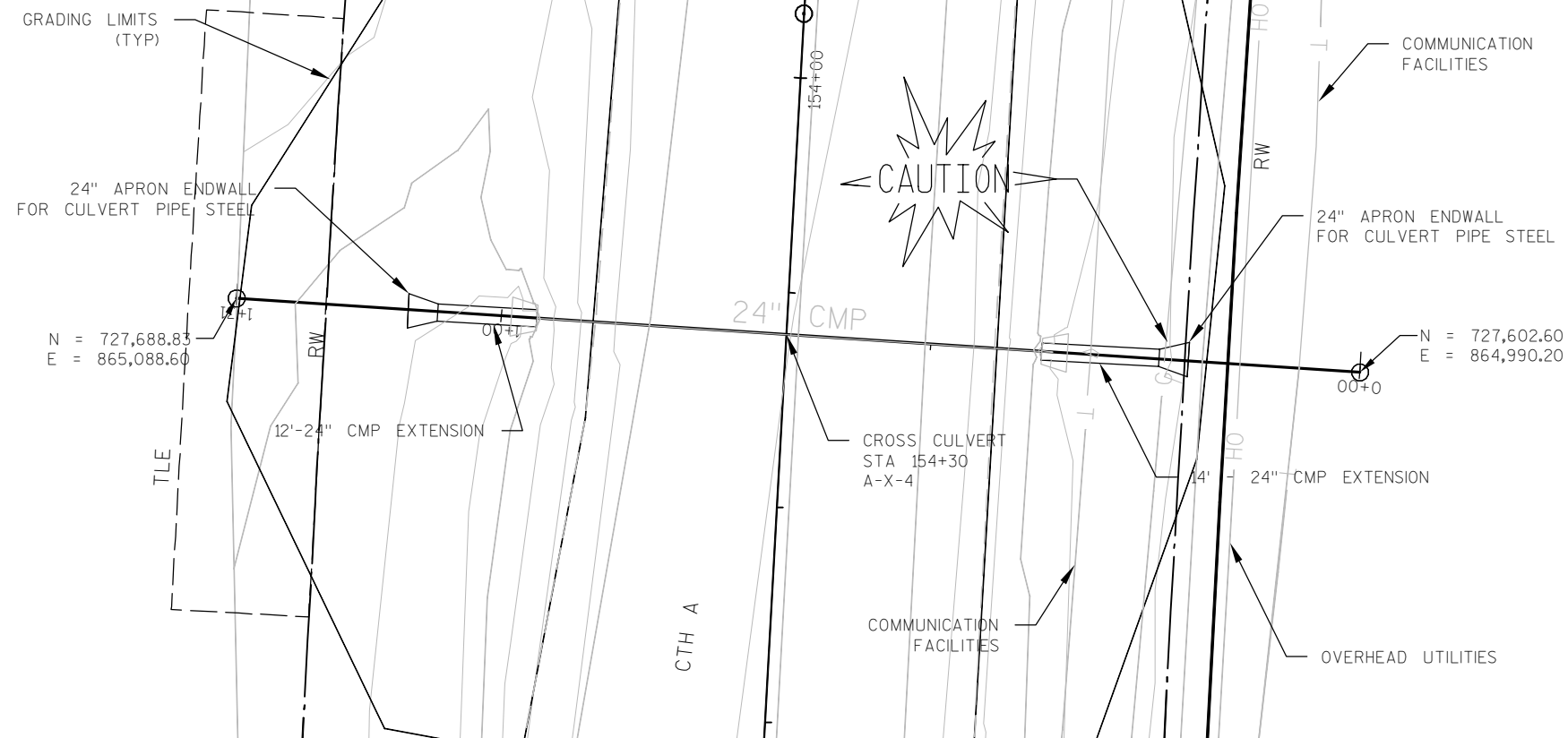
ESTIMATED BAG SIZE 24" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF ROCK BAGS
18"	2
24"	3
28" X 20"	3
30"	5
36"	7



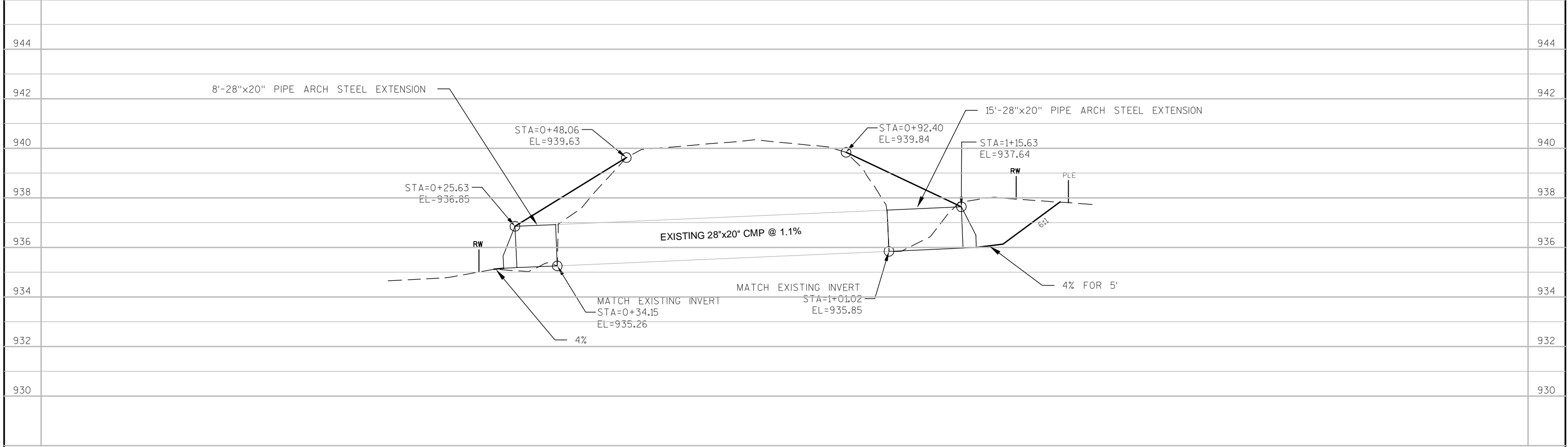
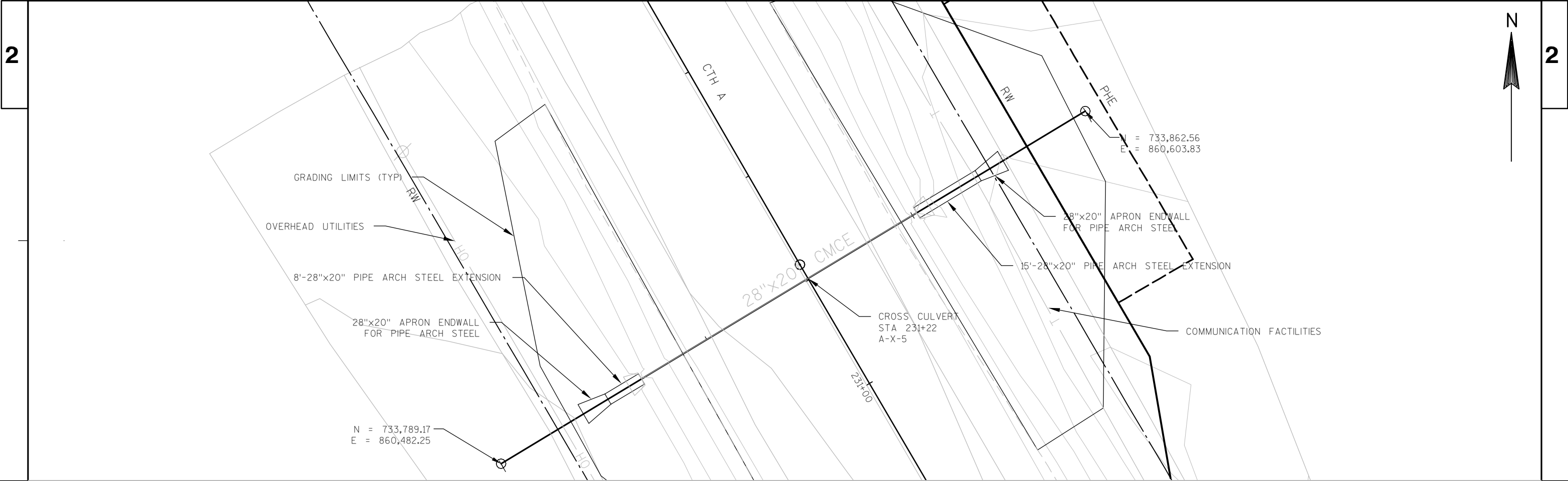
2+00		1+50		1+00		0+50		0+00		
PROJECT NO:6207-03-73		HWY: CTH A		COUNTY: DODGE		CULVERT DETAILS STA 110+25, A-X-2		SHEET -----		E

2

2

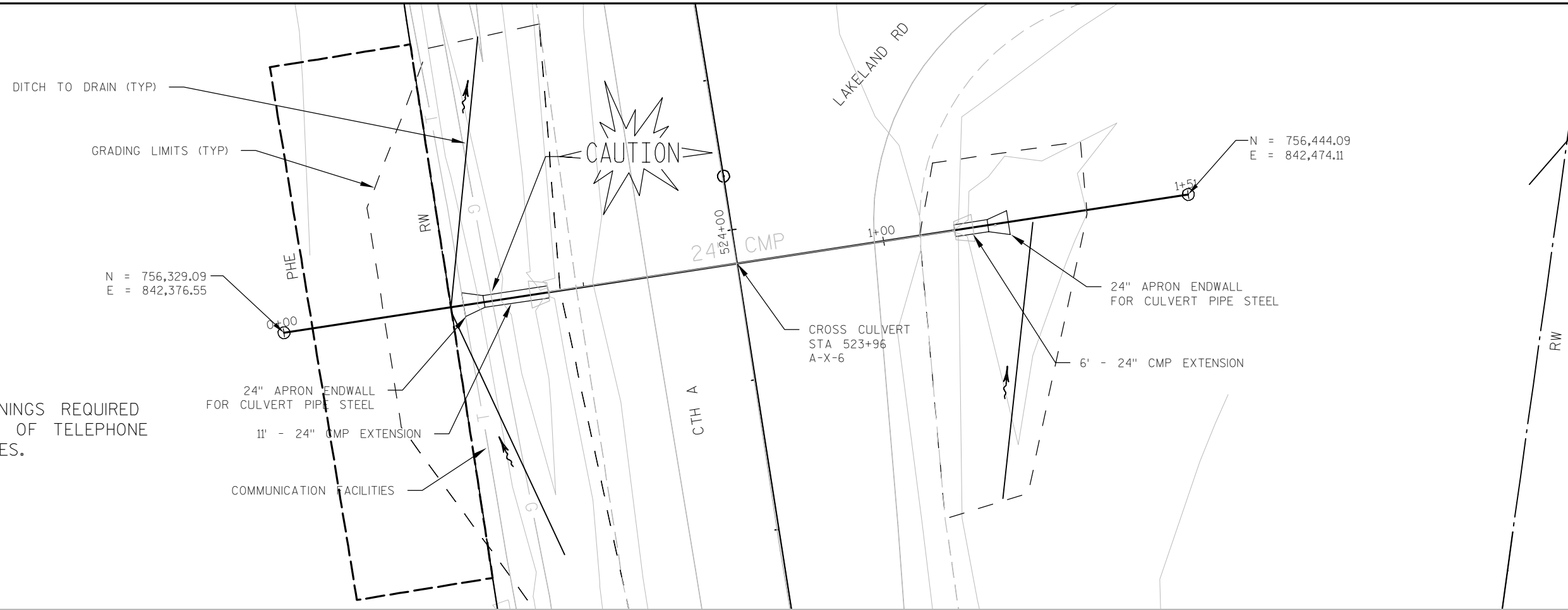


0+00 0+50 1+00 1+50



944		944
942	8'-28"x20" PIPE ARCH STEEL EXTENSION	942
940	STA=0+48.06 EL=939.63	940
938	STA=0+25.63 EL=936.85	938
936	EXISTING 28"x20" CMP @ 1.1%	936
934	MATCH EXISTING INVERT STA=0+34.15 EL=935.26	934
932	4%	932
930		930

NOTE:
UTILITY LINE OPENINGS REQUIRED
TO VERIFY DEPTH OF TELEPHONE
AND GAS FACILITIES.



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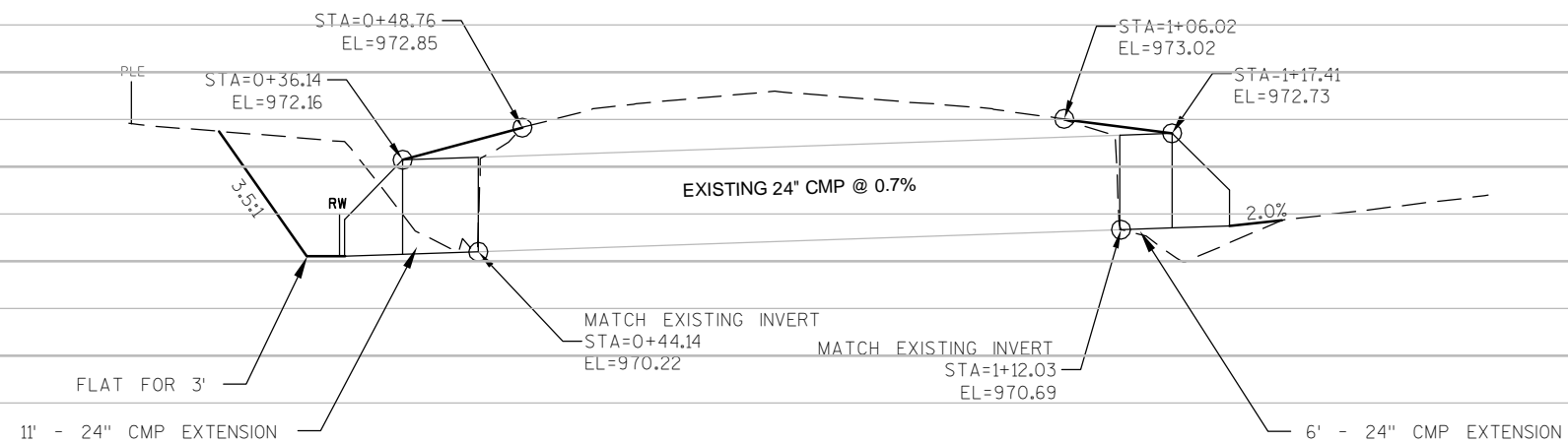
968

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0+00

0+50

1+00

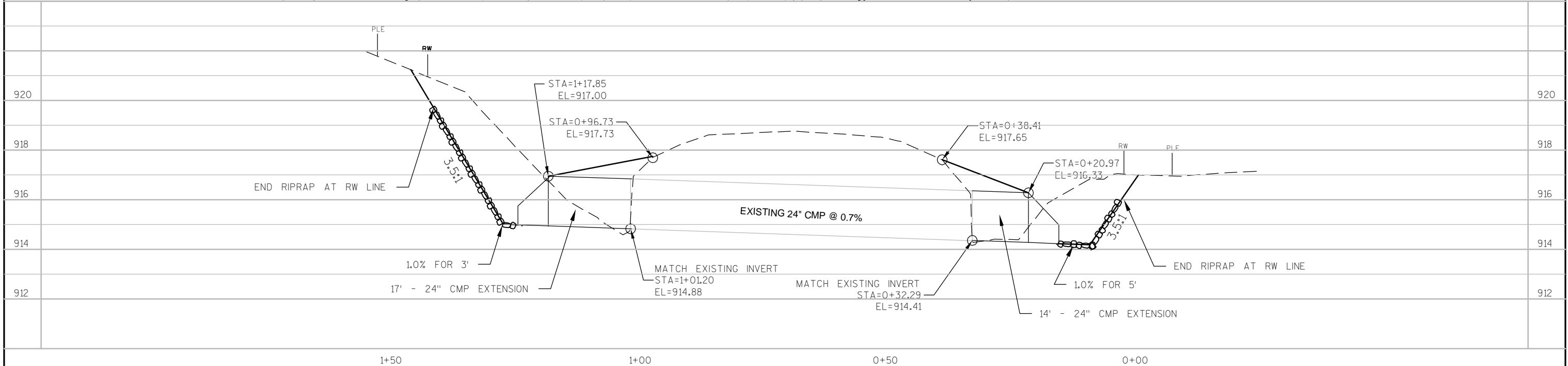
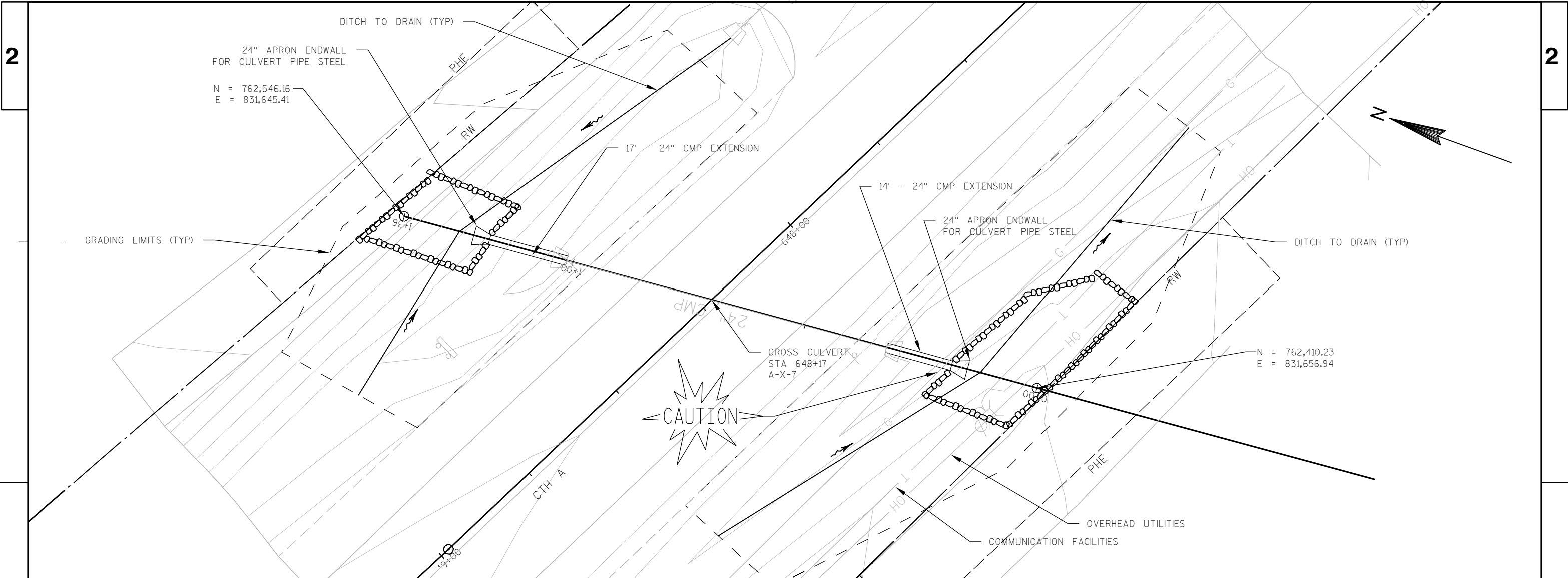
PROJECT NO:6207-03-73

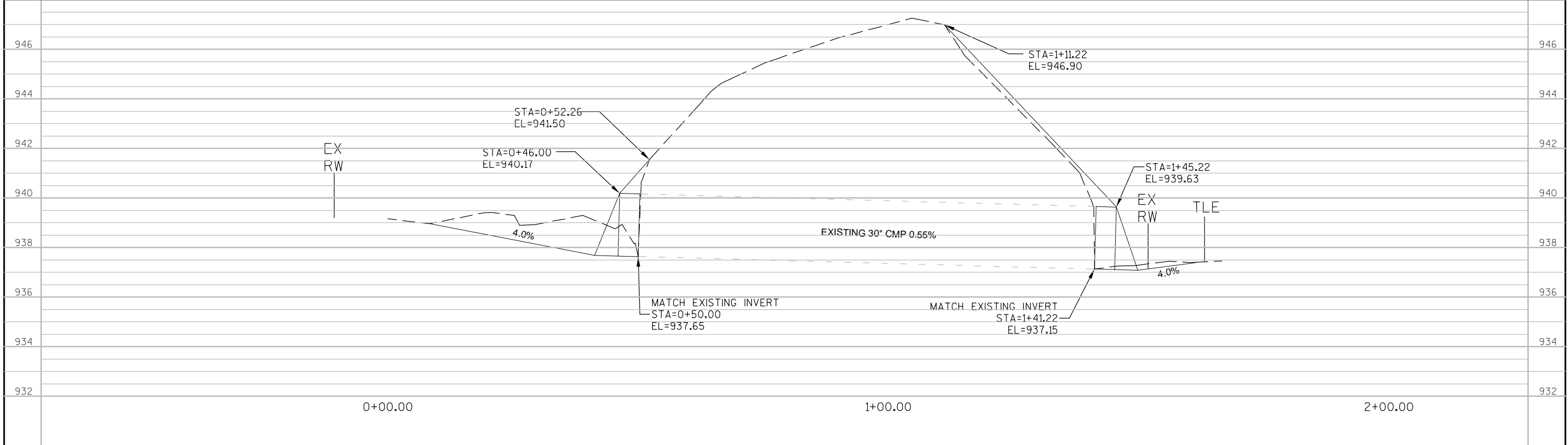
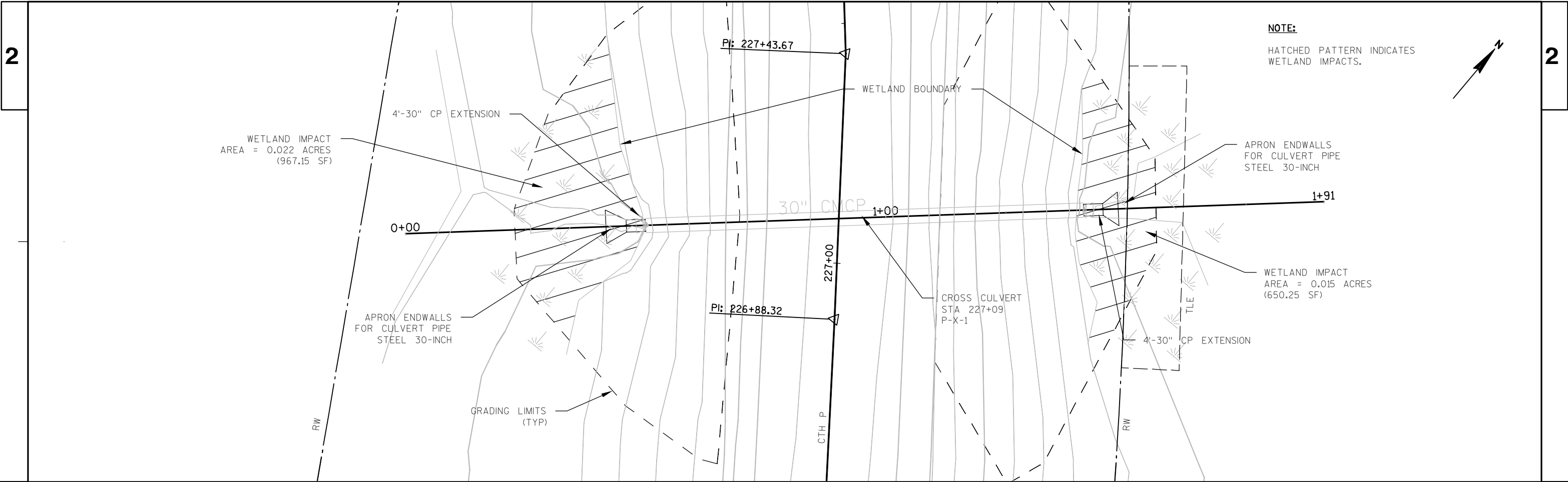
HWY: CTH A

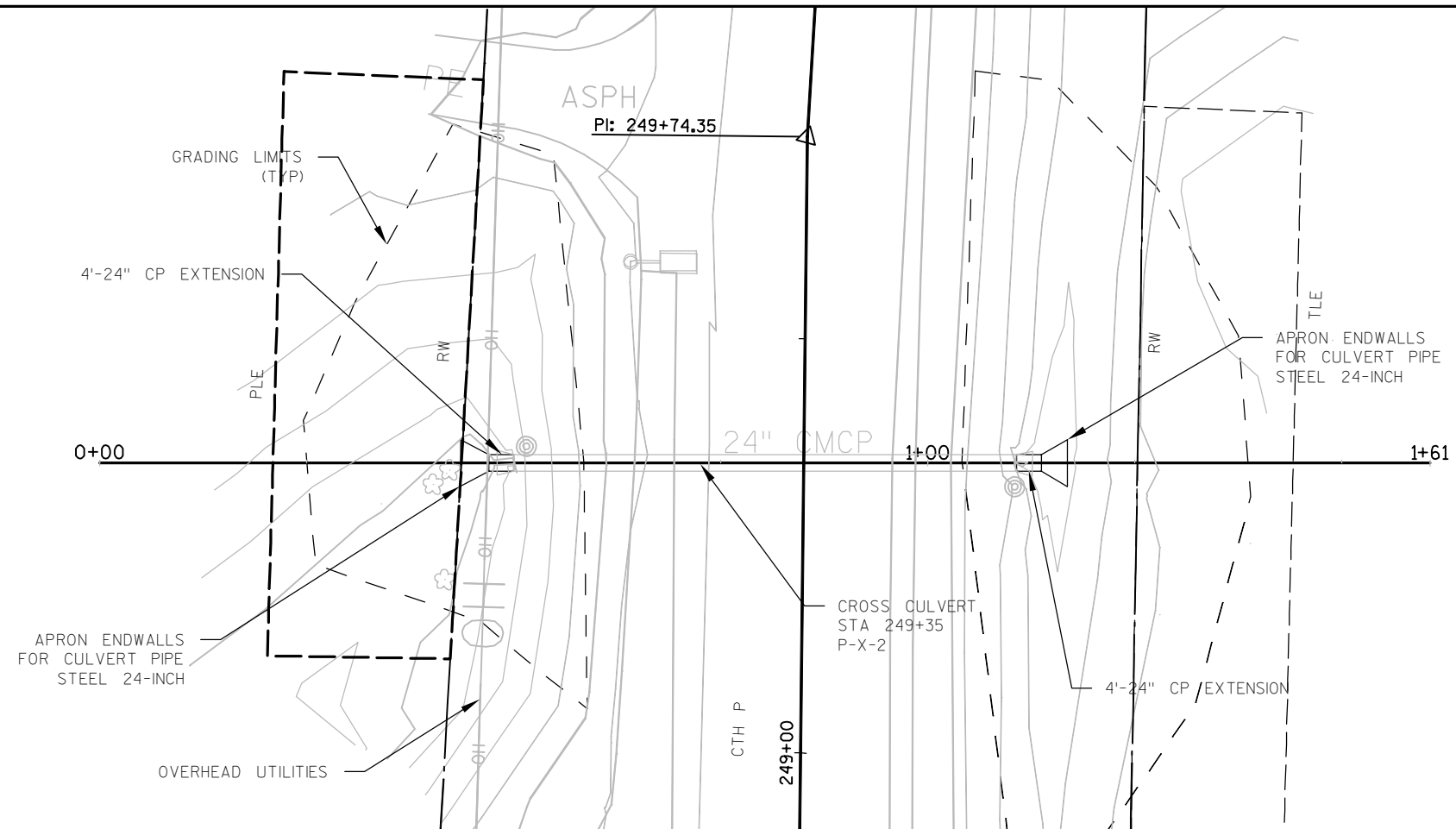
COUNTY: DODGE

CULVERT DETAILS : STA 523+96, A-X-6

SHEET ----- **E**







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950

0+00.00

1+00.00

2+00.00

PROJECT NO:6207-03-73

HWY: CTH P

COUNTY: DODGE

CULVERT DETAILS STA. 249+35, P-X-2

SHEET -----

E

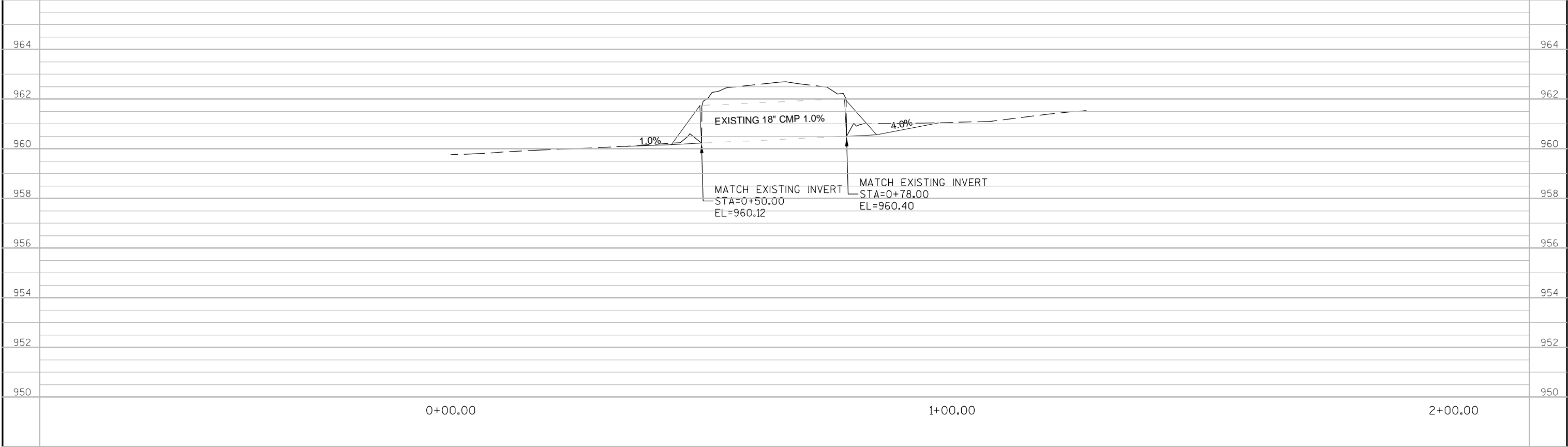
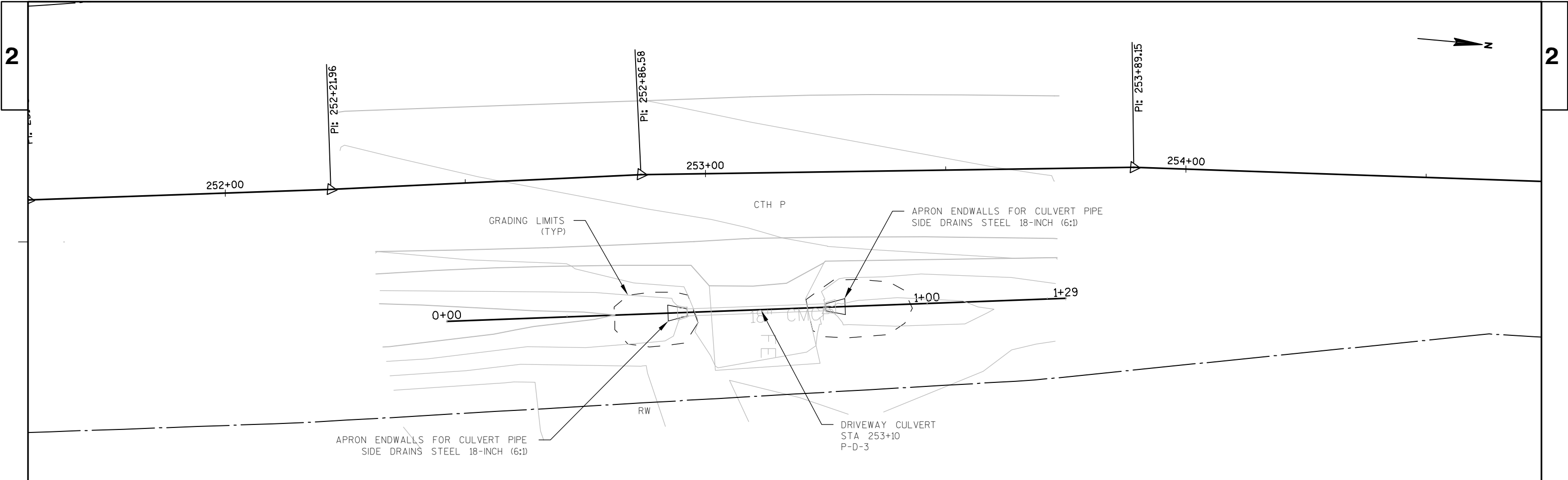
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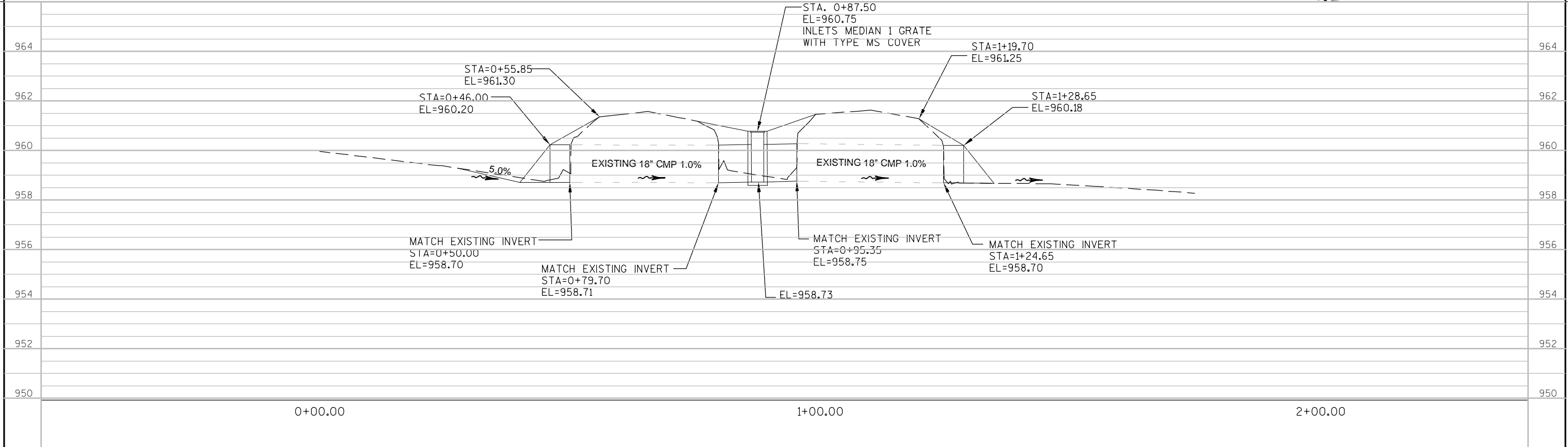
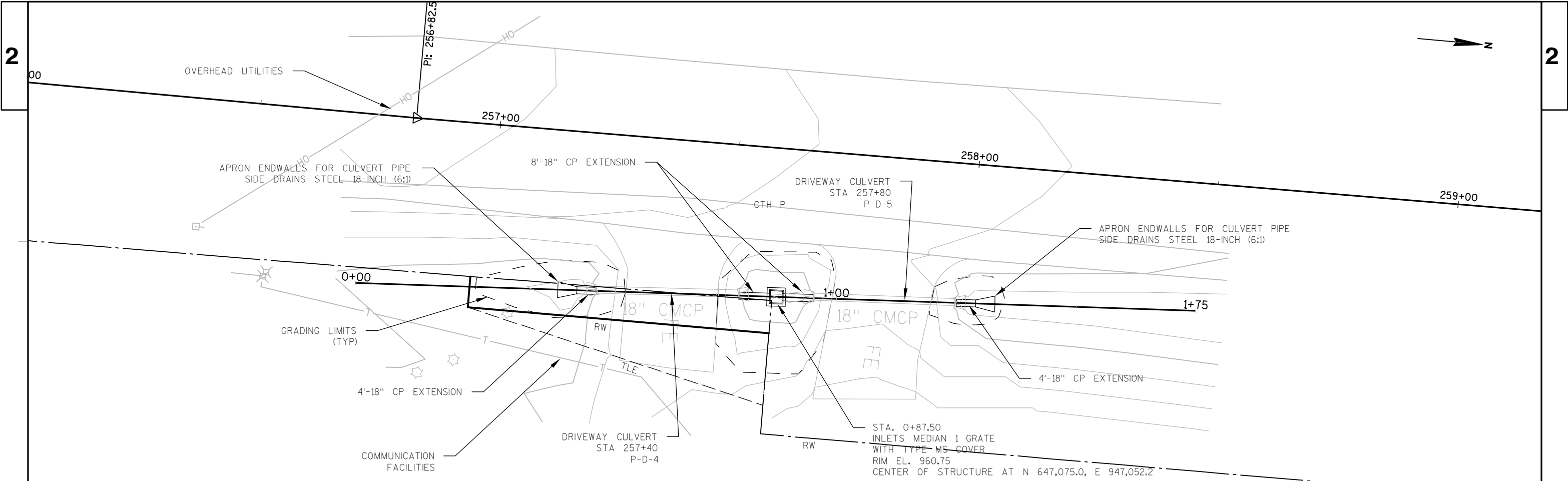
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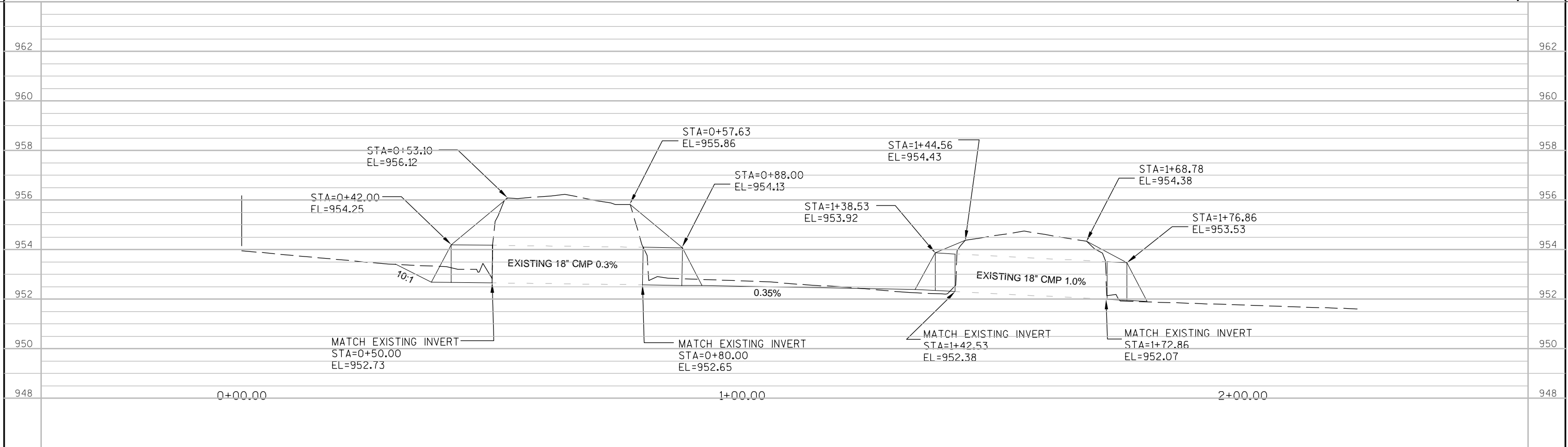
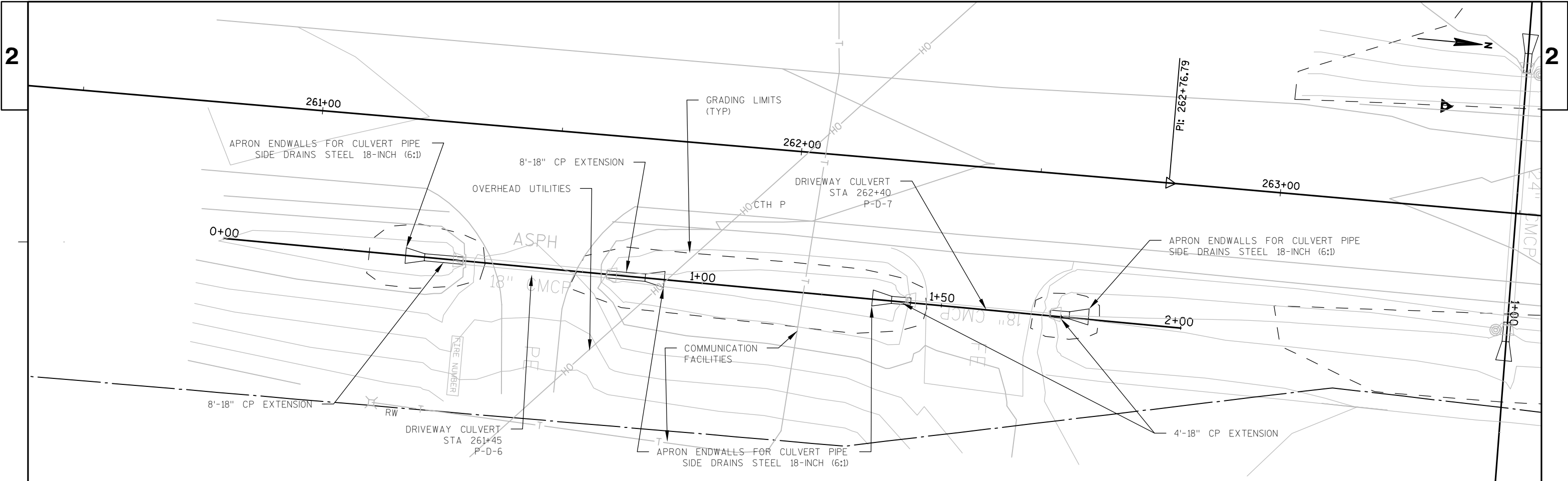
PLOT BY : MOYER, TIM

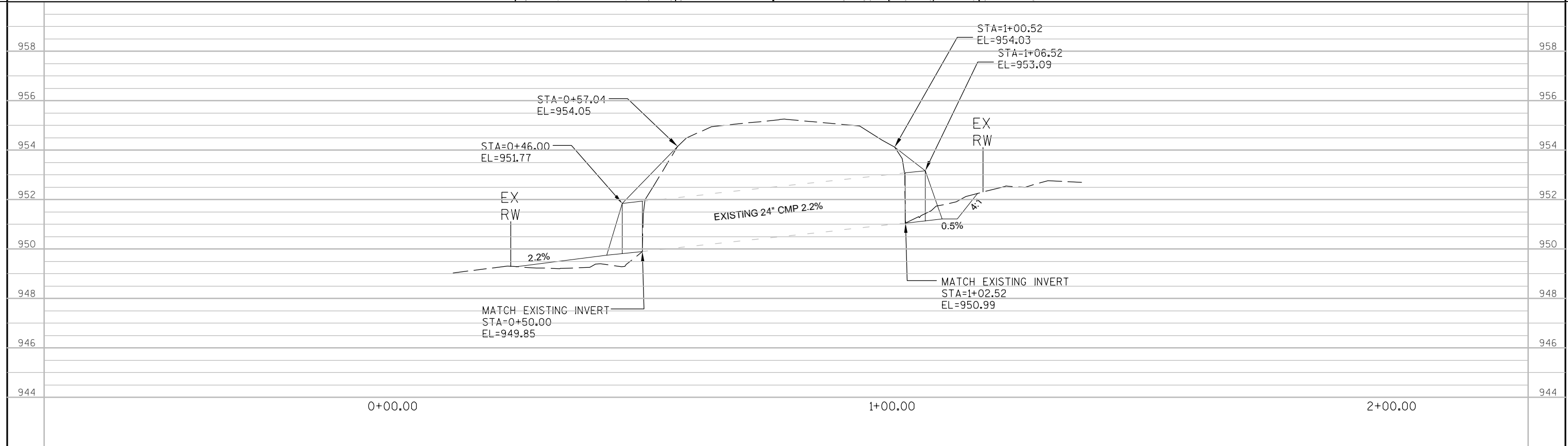
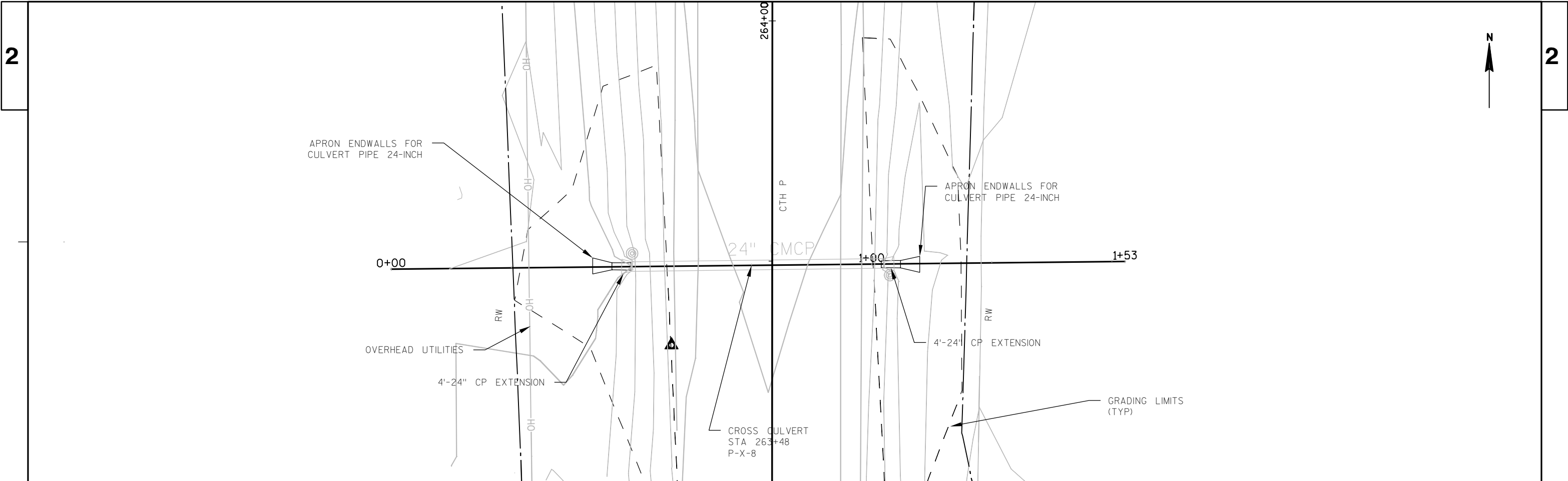
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WISDOT/CADDs SHEET 41a

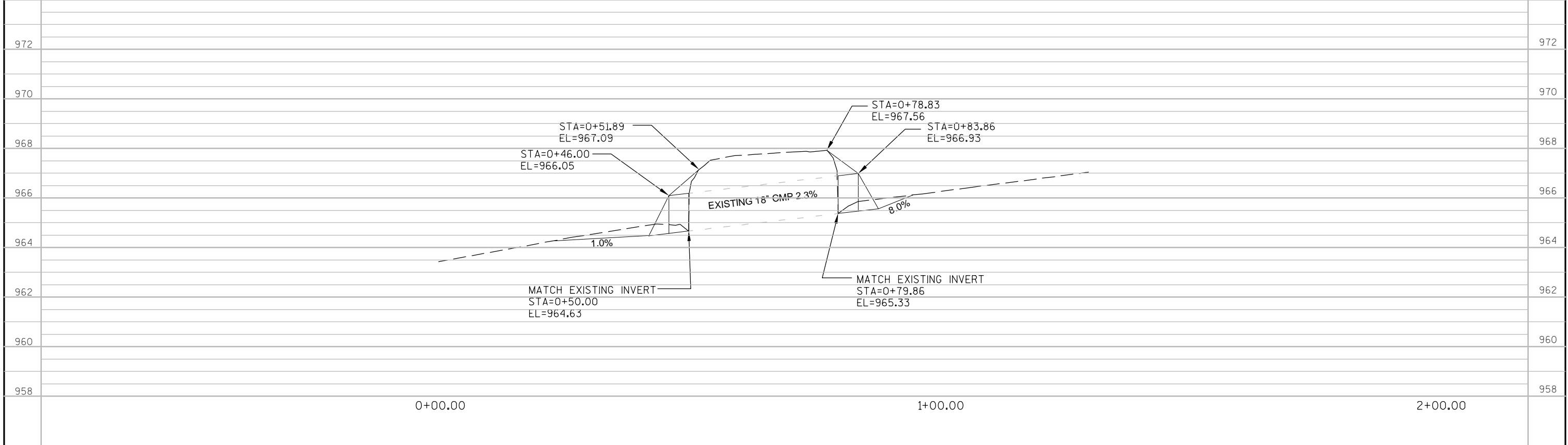
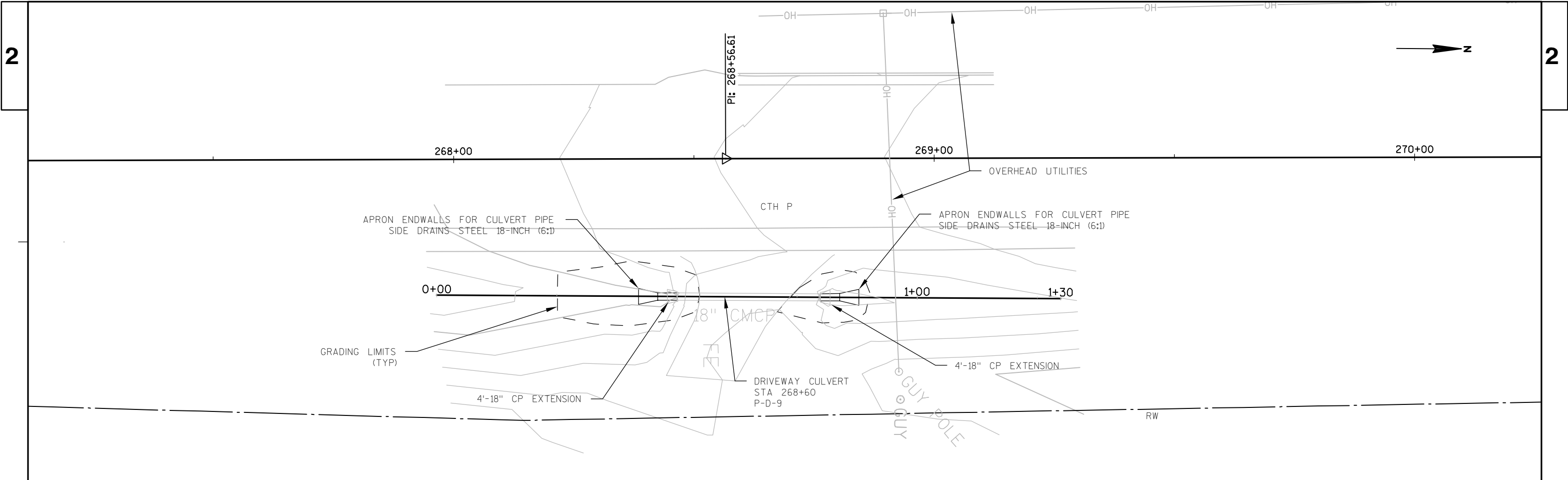


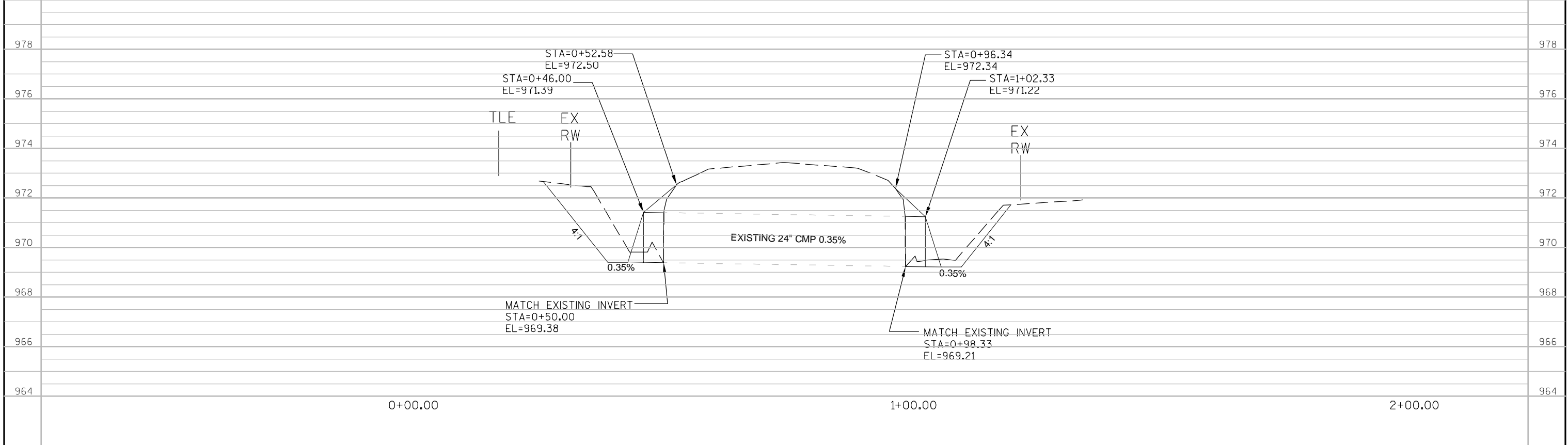
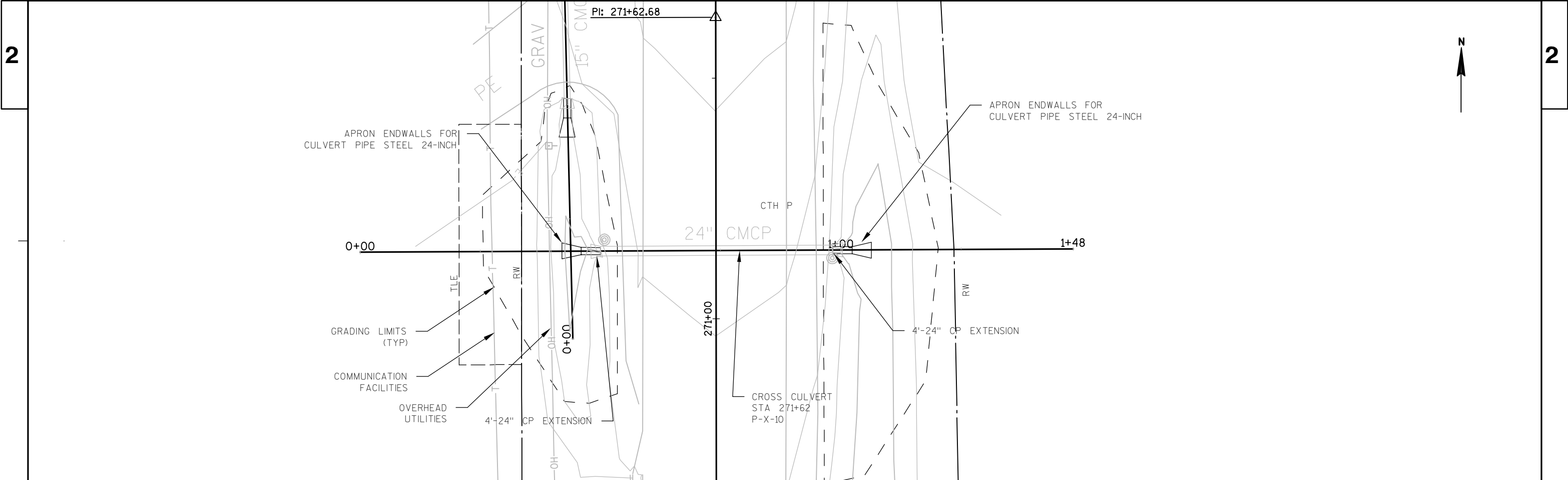


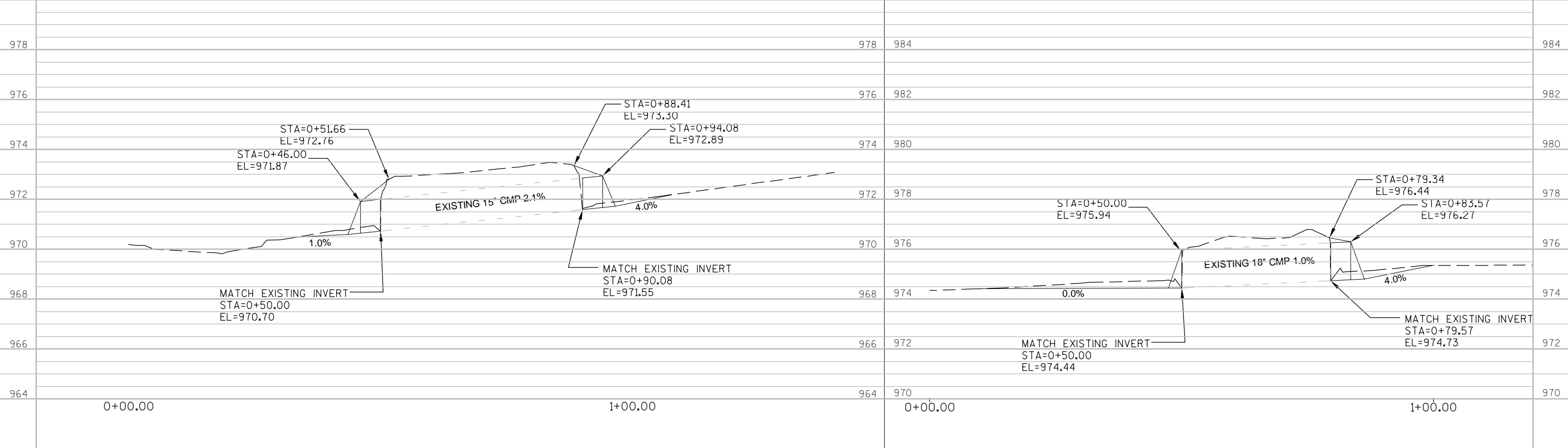
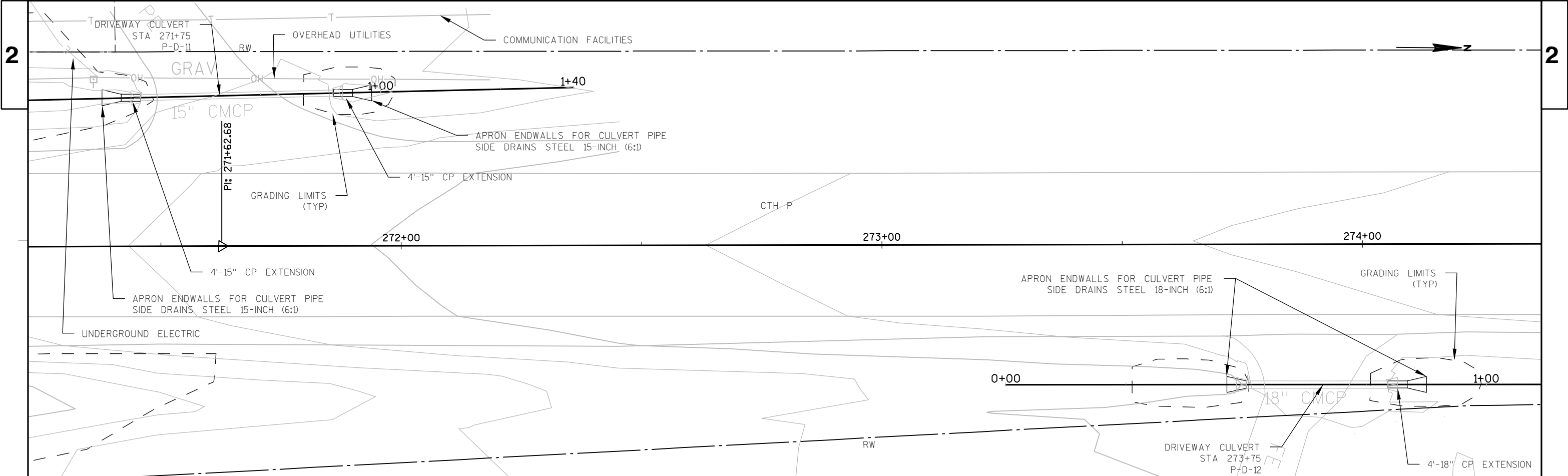


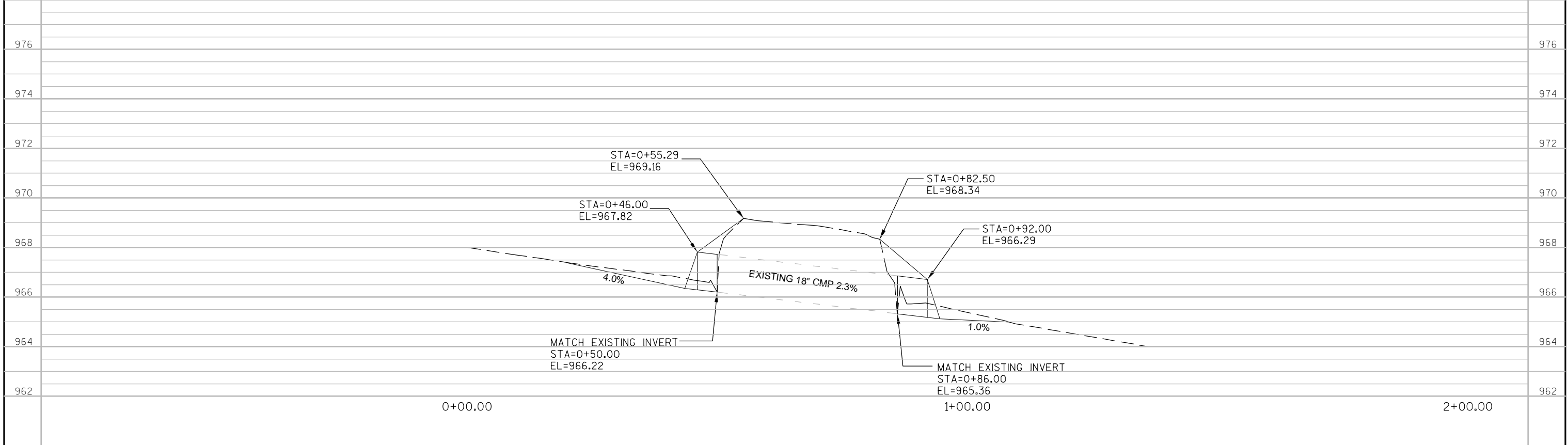
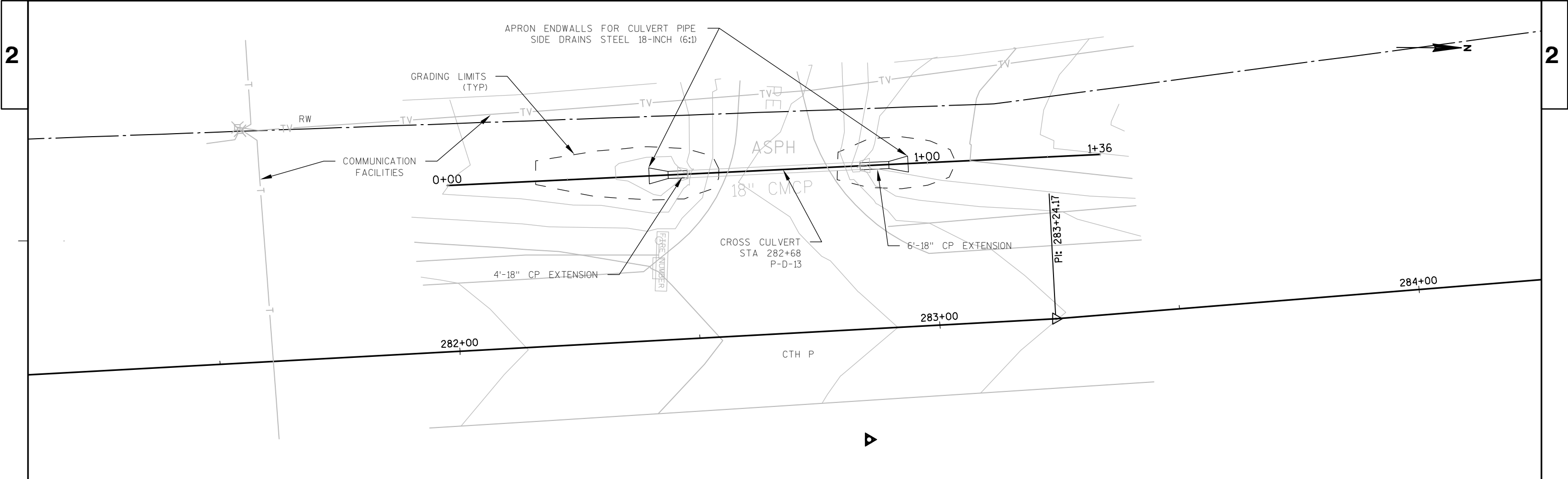


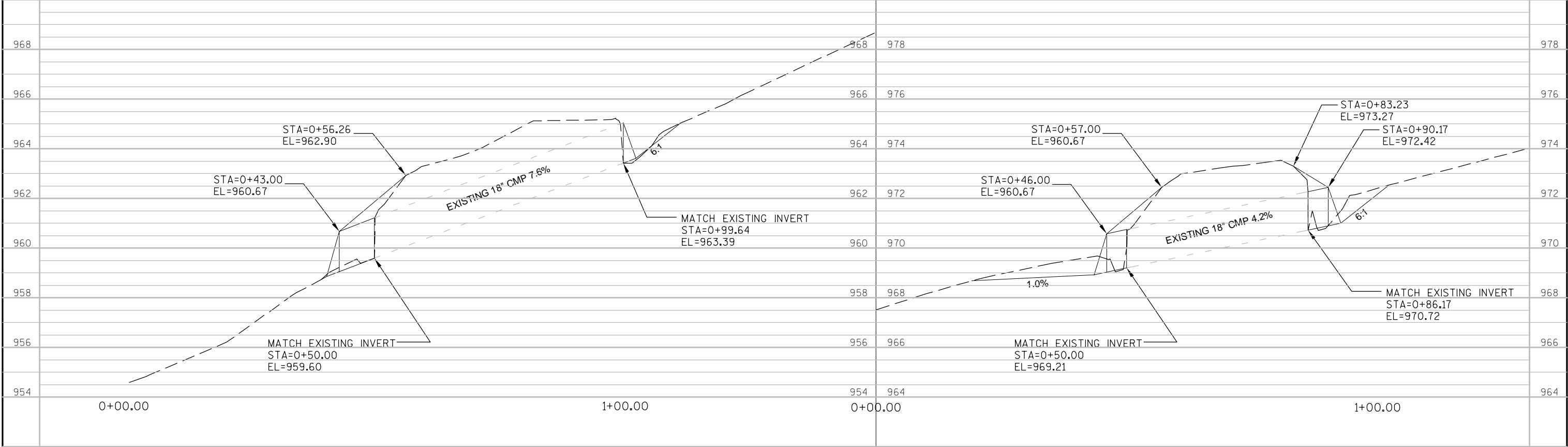
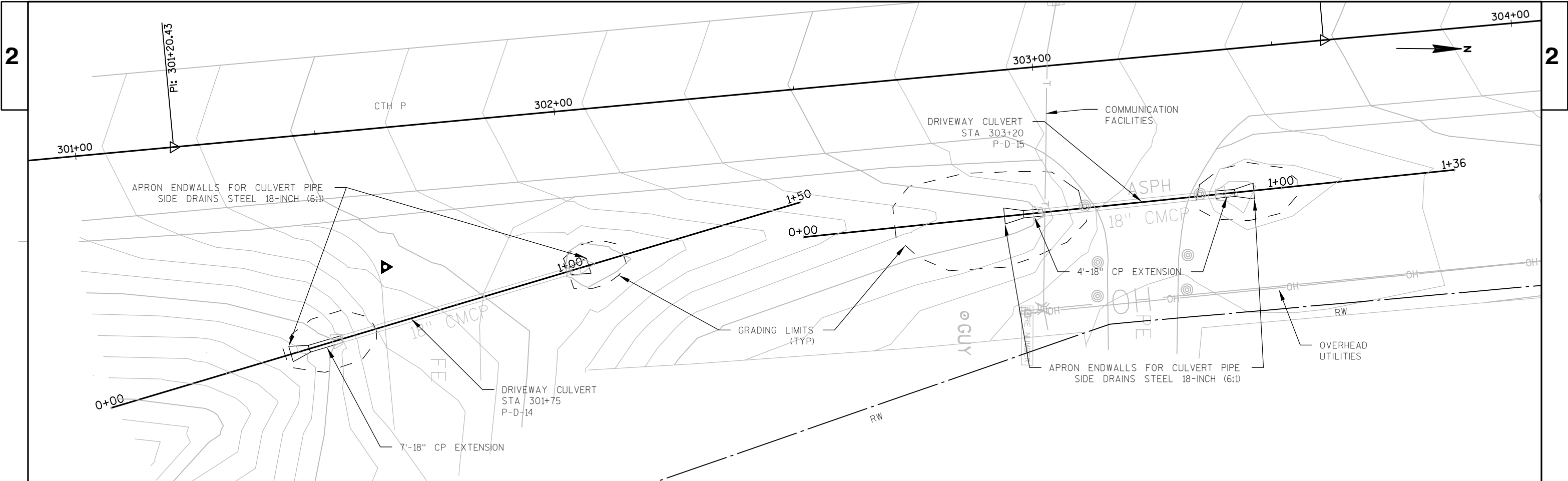
PROJECT NO:6207-03-73	HWY: CTH P	COUNTY: DODGE	CULVERT DETAILS STA. 263+48, P-X-8	SHEET	-----	E
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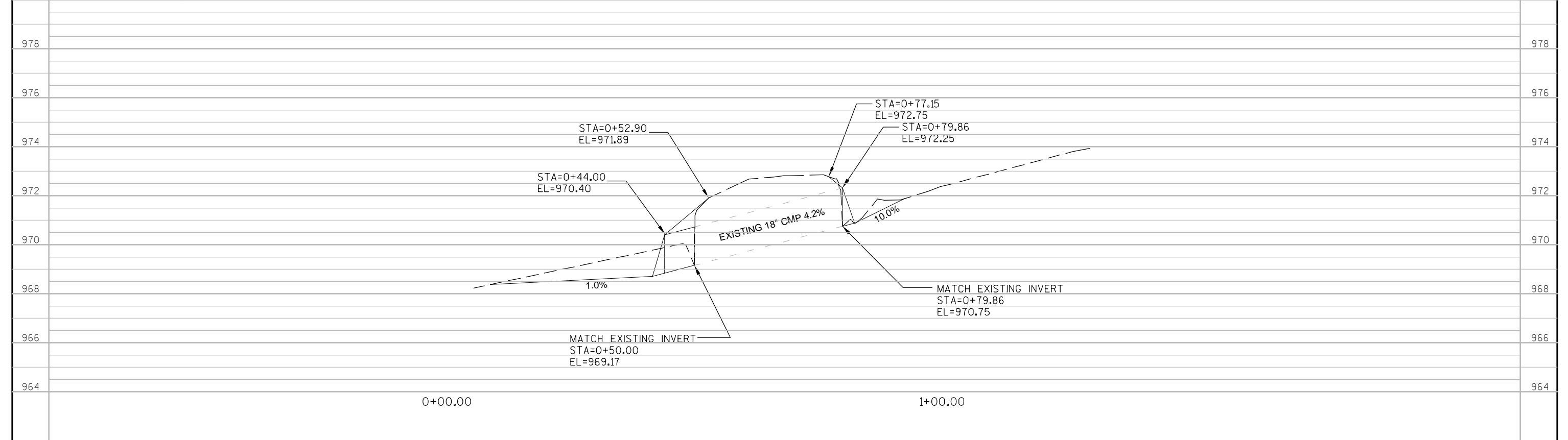
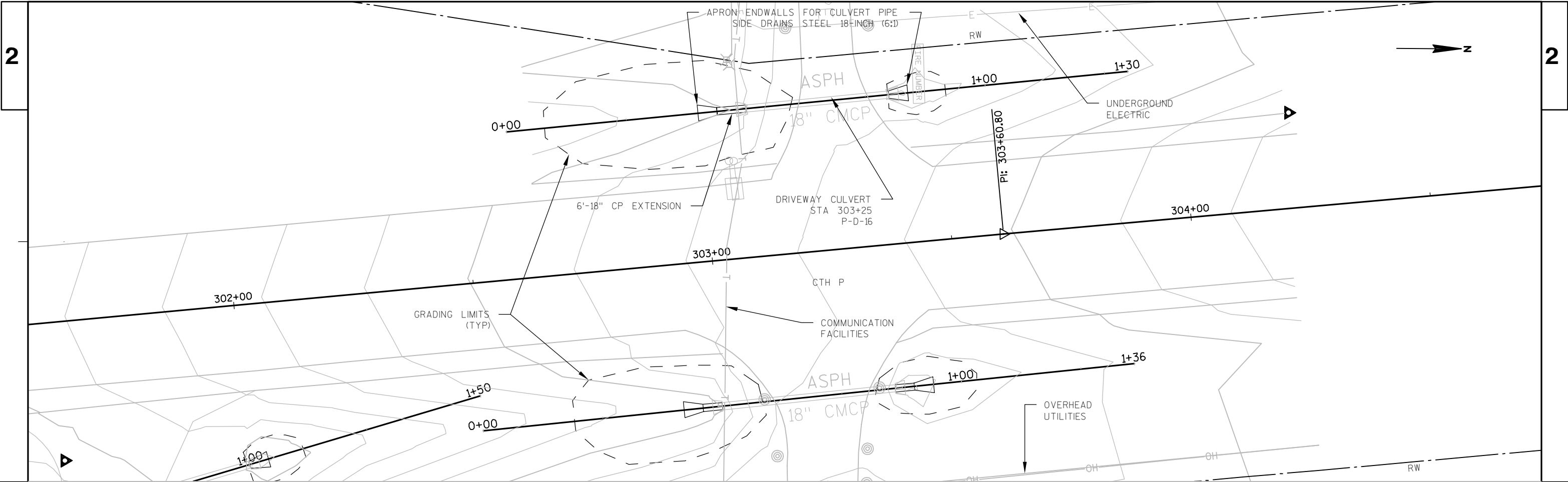






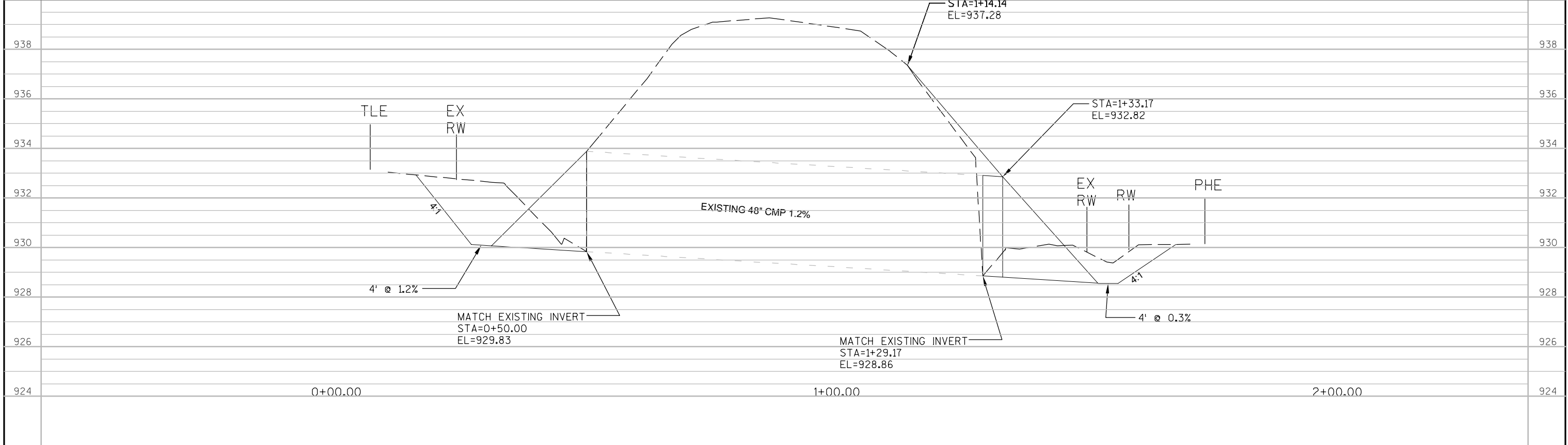
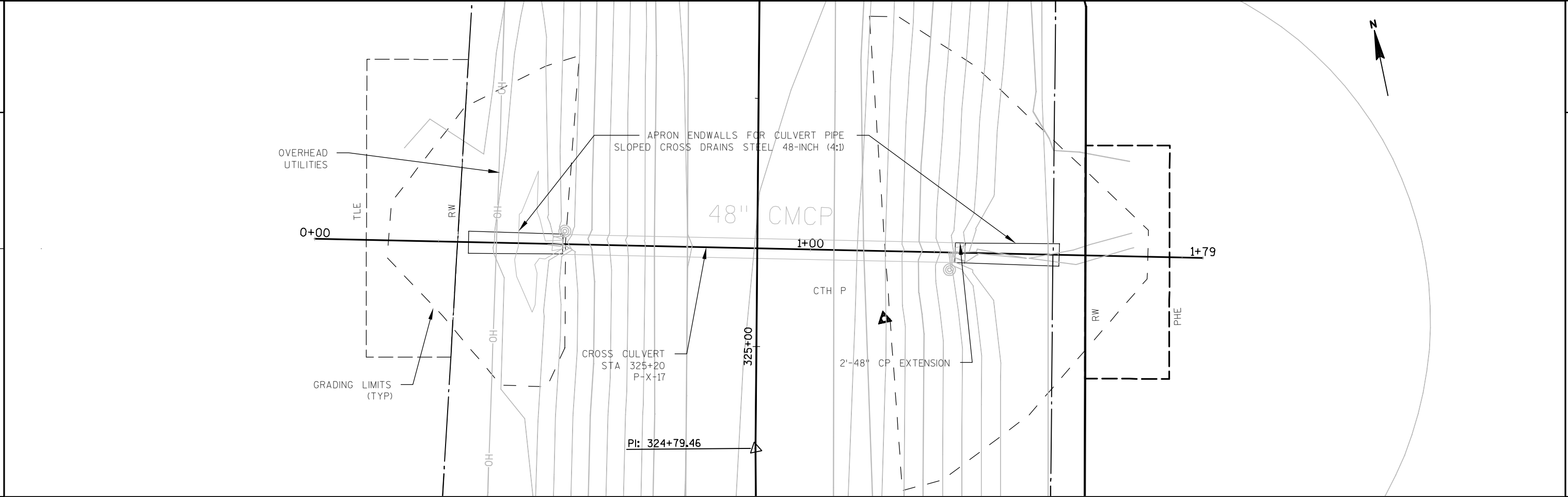


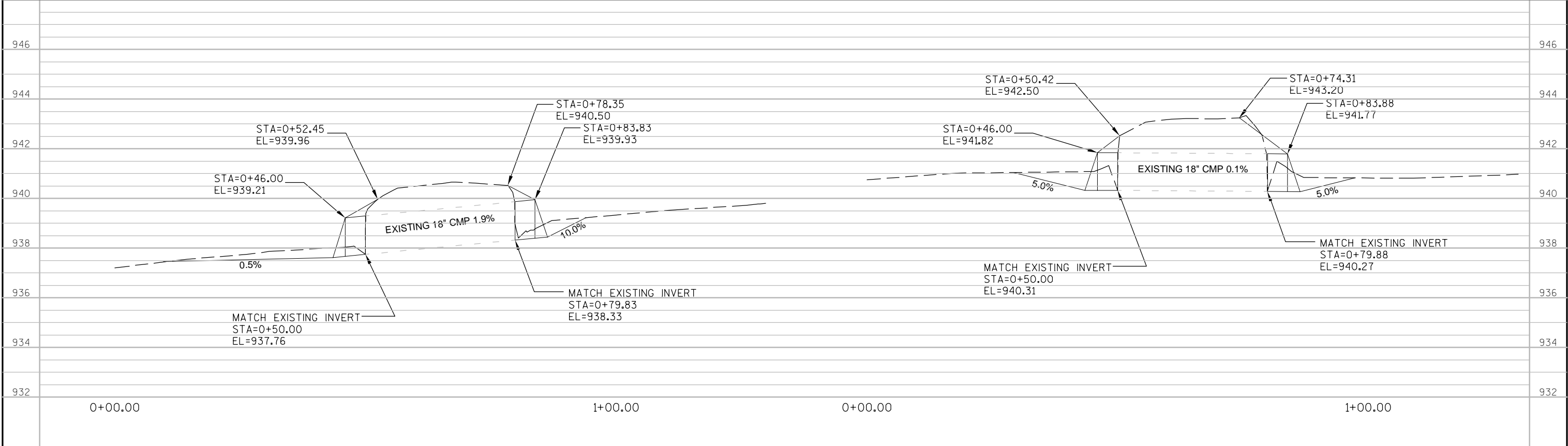
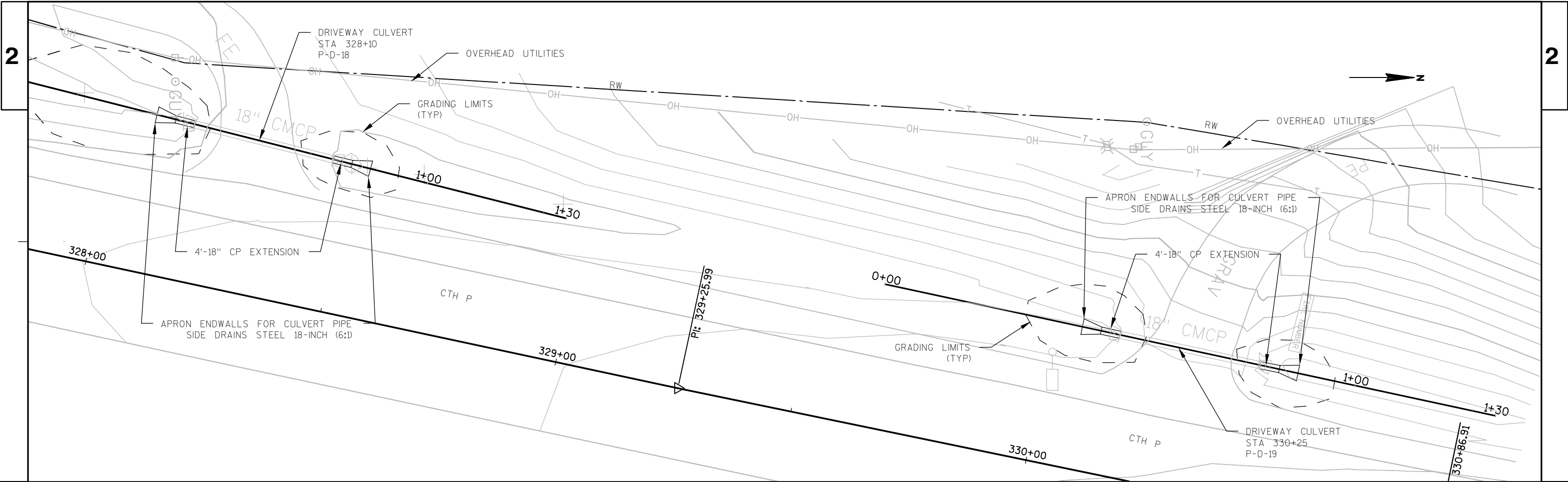


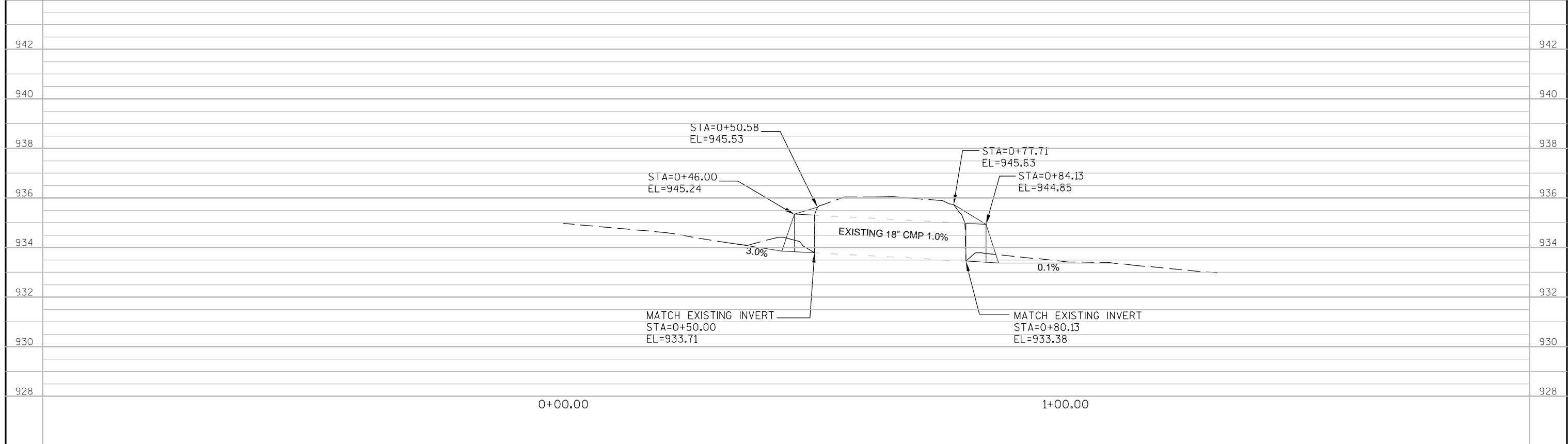
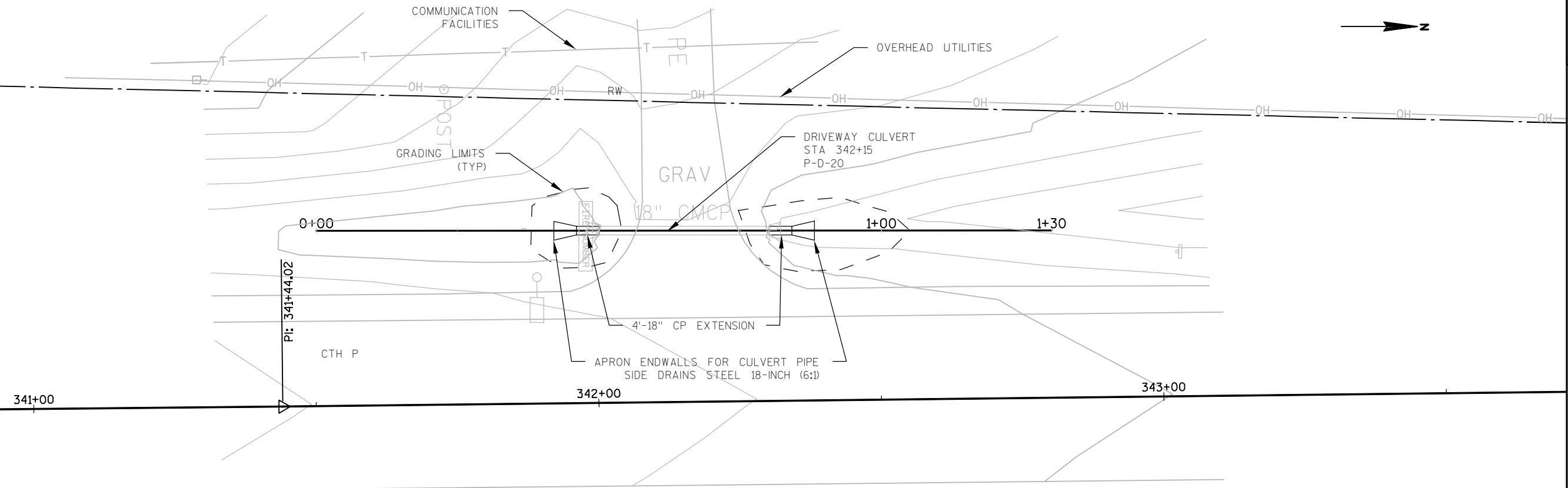


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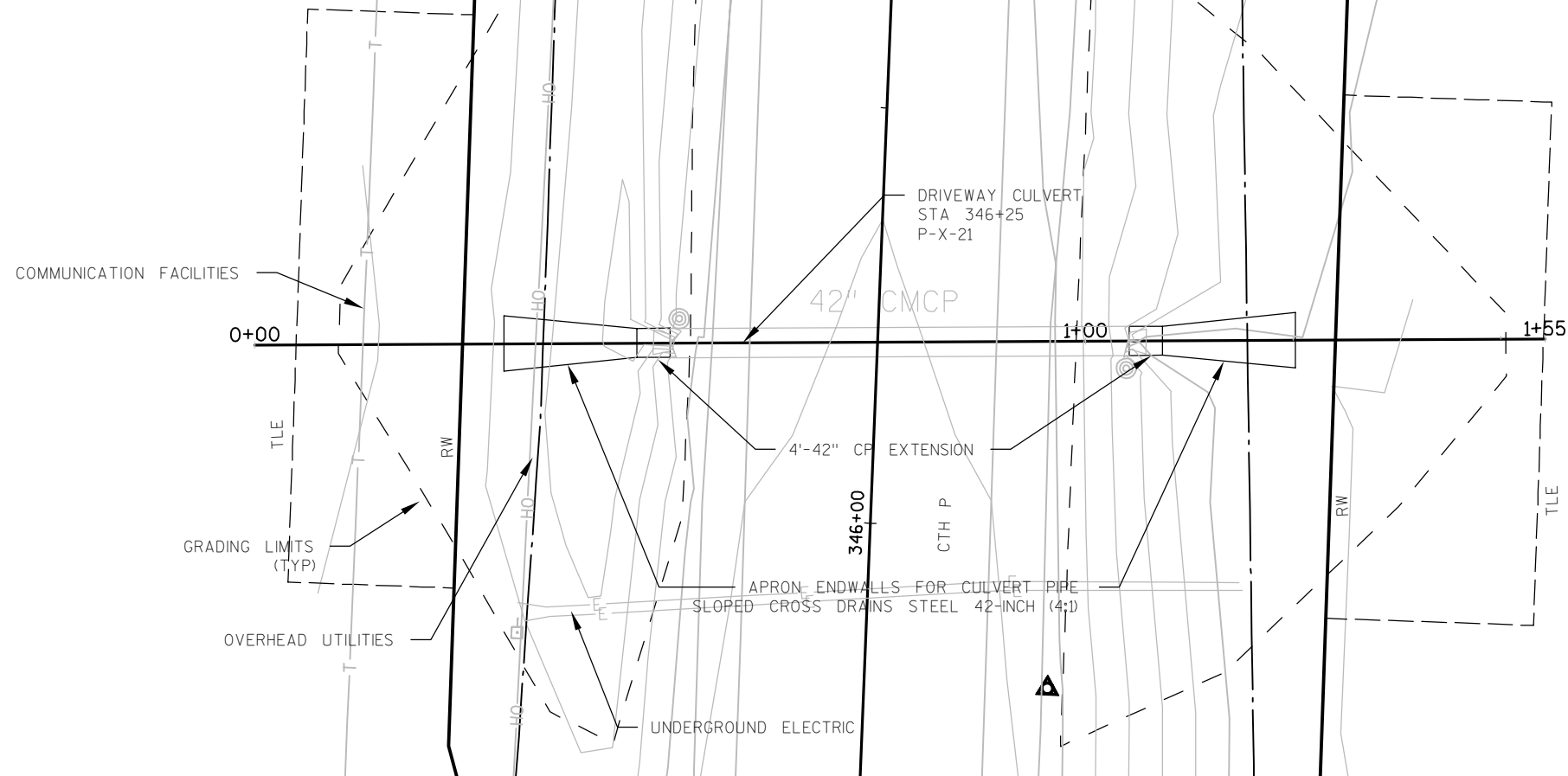
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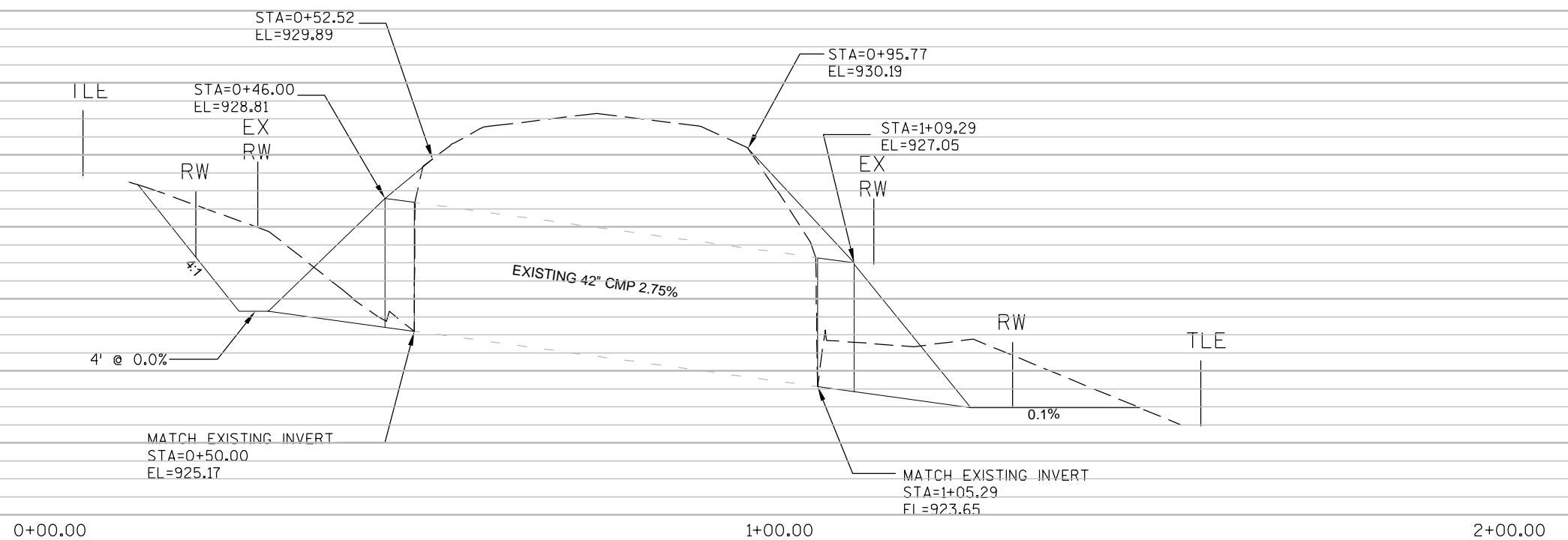
924

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PROJECT NO:6207-03-73

HWY: CTH P

COUNTY: DODGE

CULVERT DETAILS STA. 346+25, P-X-21

SHEET _____ **E**

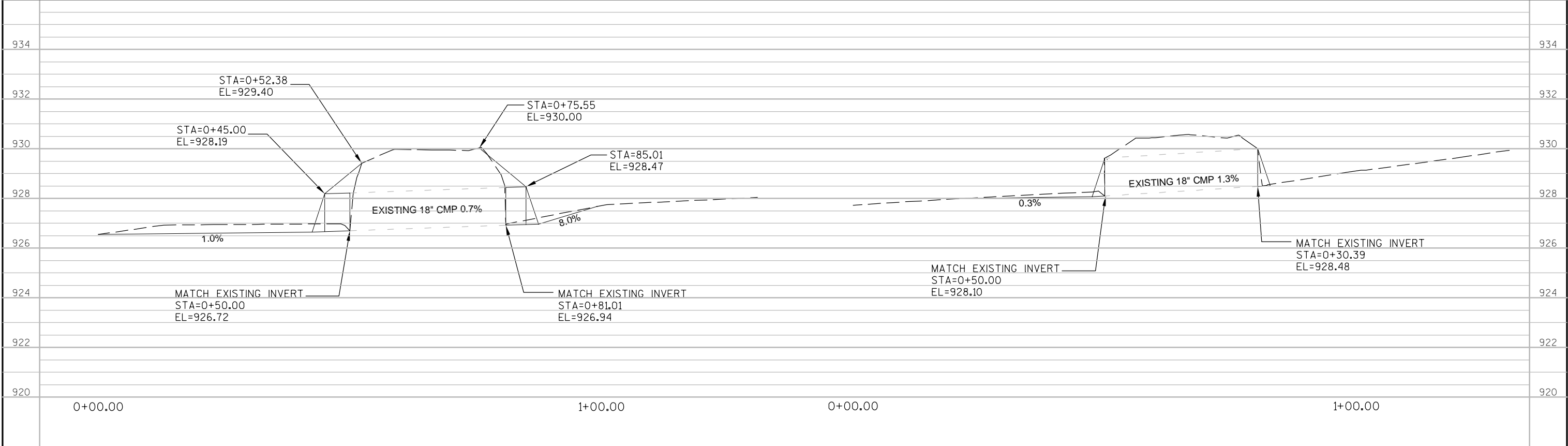
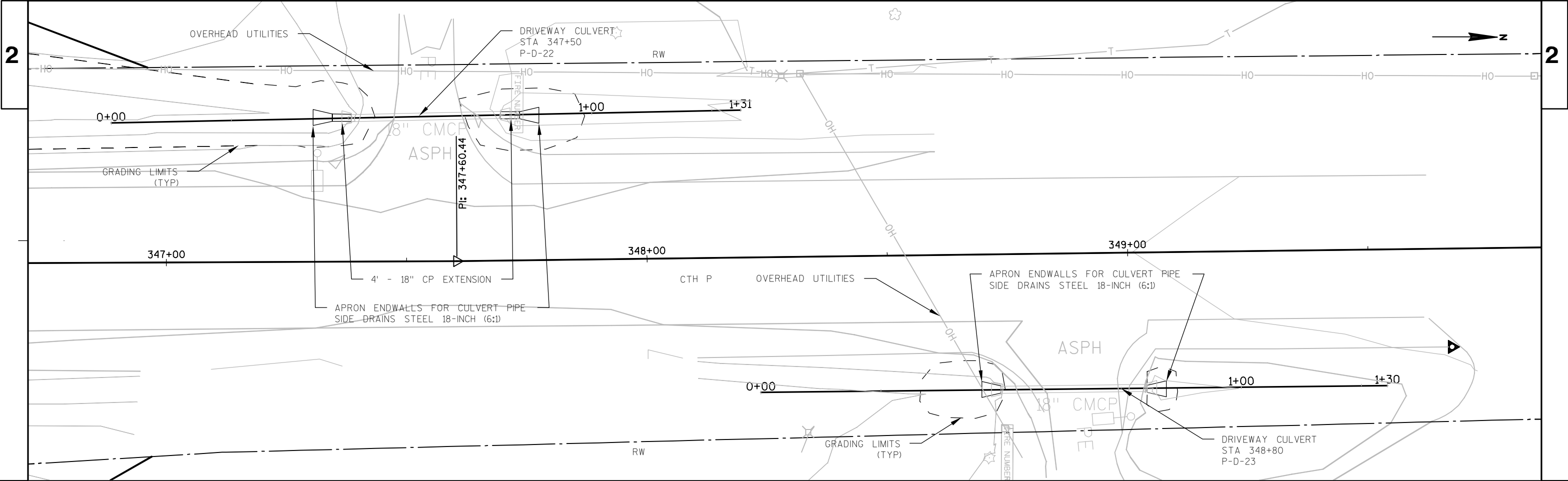
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PLOT DATE : 3/7/2013 10:48 AM

PLOT BY : MOYER, TIM

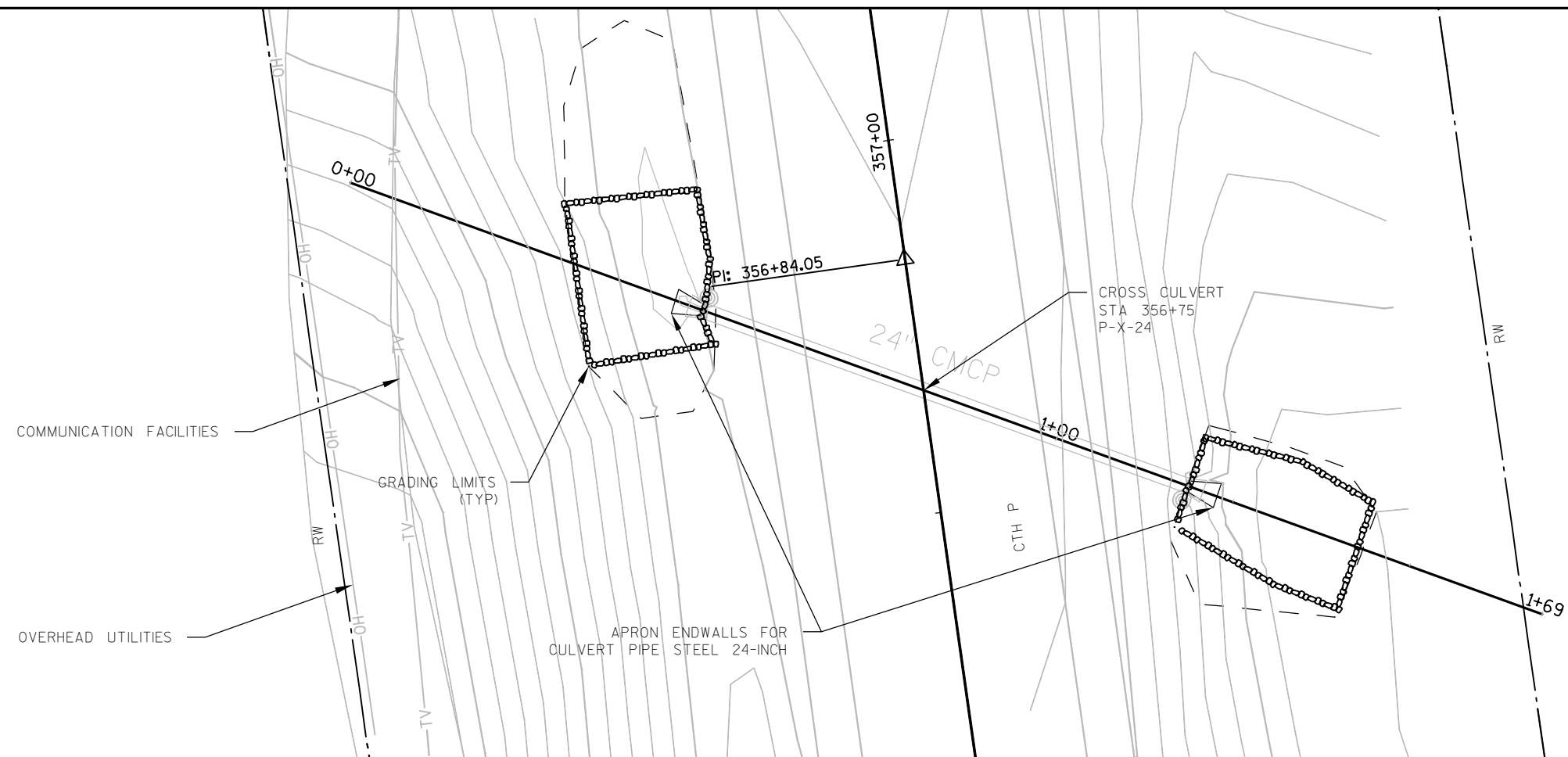
PLOT NAME : _____

WISDOT/CADDs SHEET 41a



2

2

EX
RWRIPRAP MEDIUM WITH
GEOTEXTILE FABRIC TYPE HRMATCH EXISTING INVERT
STA=0+50.00
EL=947.53

EXISTING 24" CMP 0.7%

RIPRAP MEDIUM WITH
GEOTEXTILE FABRIC TYPE HREX
RWMATCH EXISTING INVERT
STA=1+18.73
EL=945.22

PROJECT NO:6207-03-73

HWY: CTH P

COUNTY: DODGE

CULVERT DETAILS STA. 356+75, P-X-24

SHEET -----

E

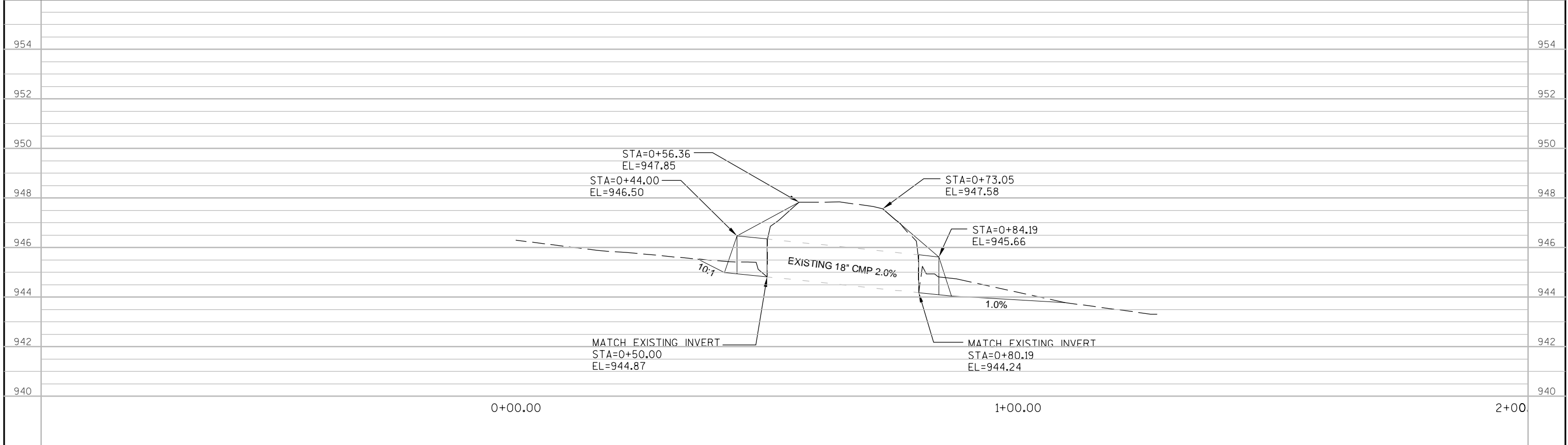
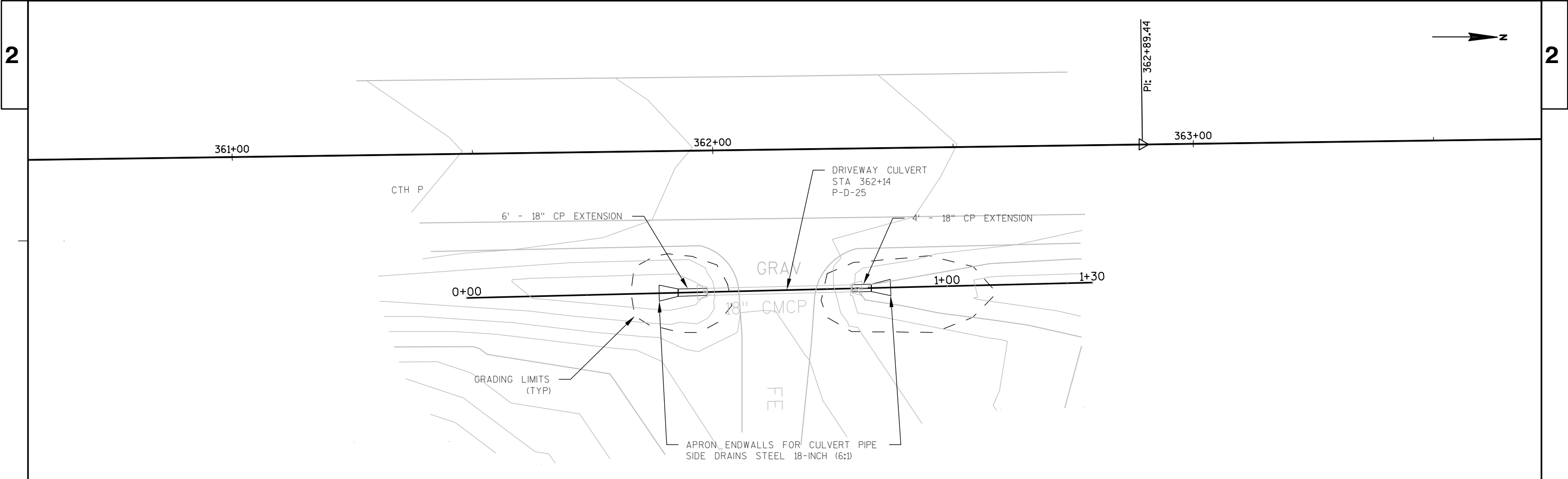
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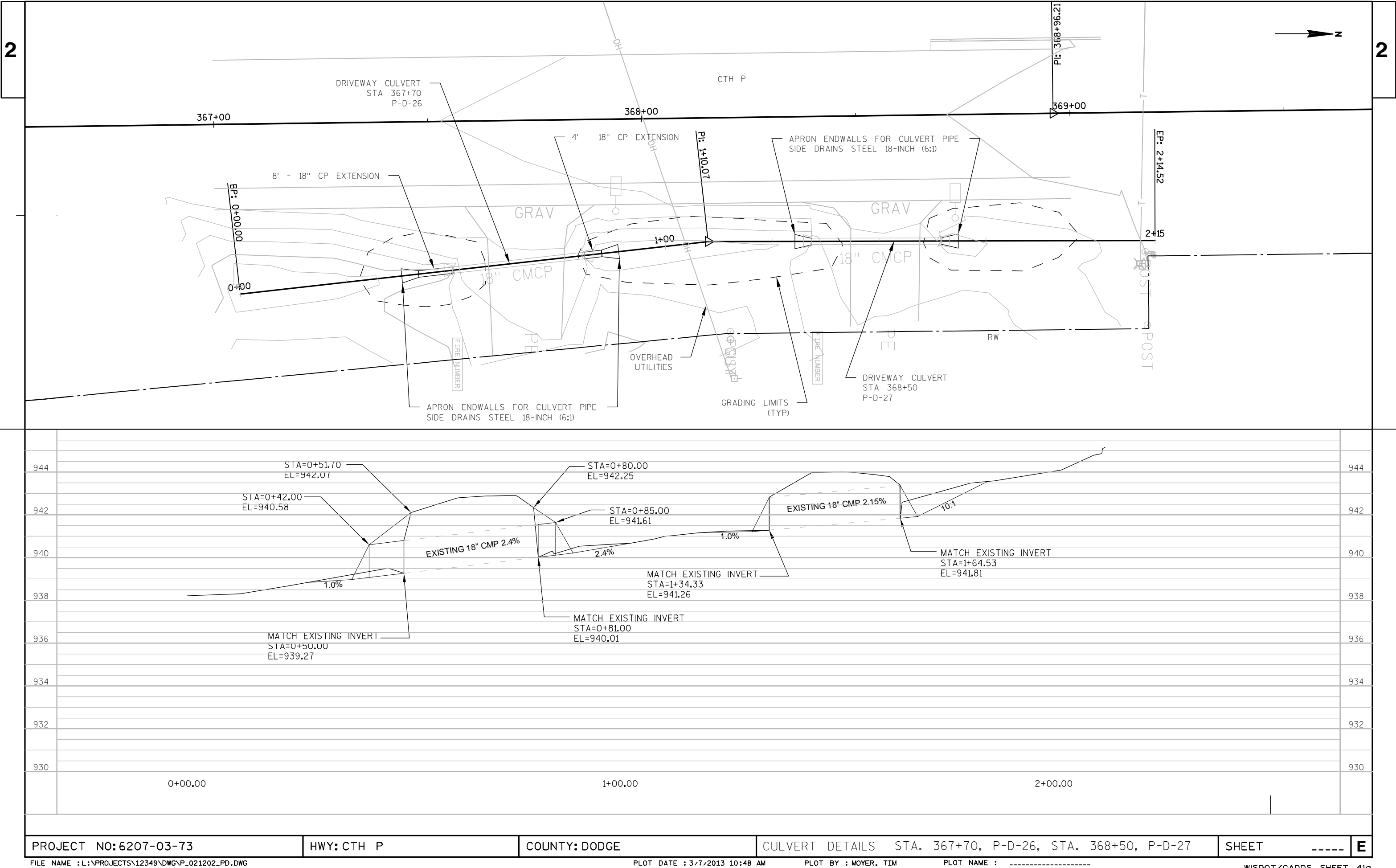
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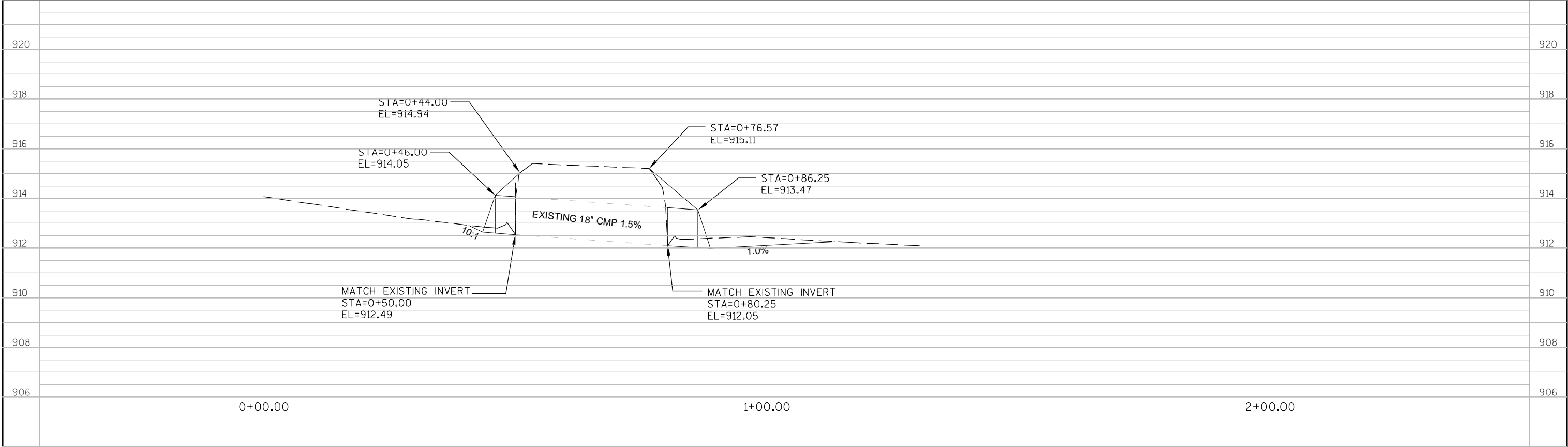
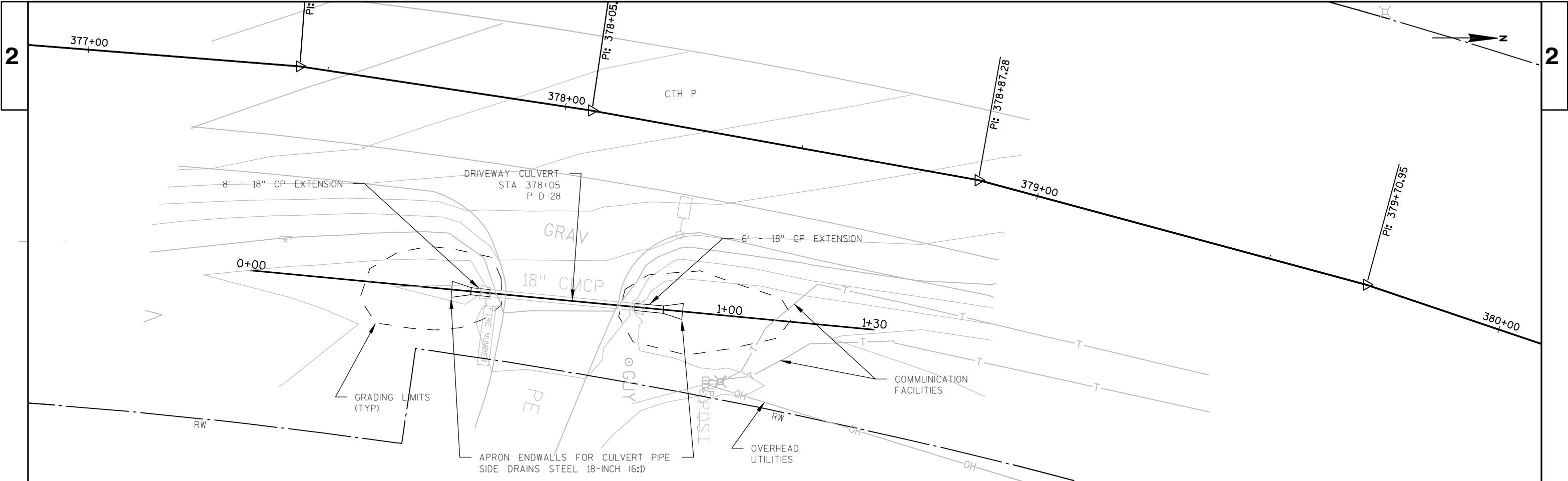
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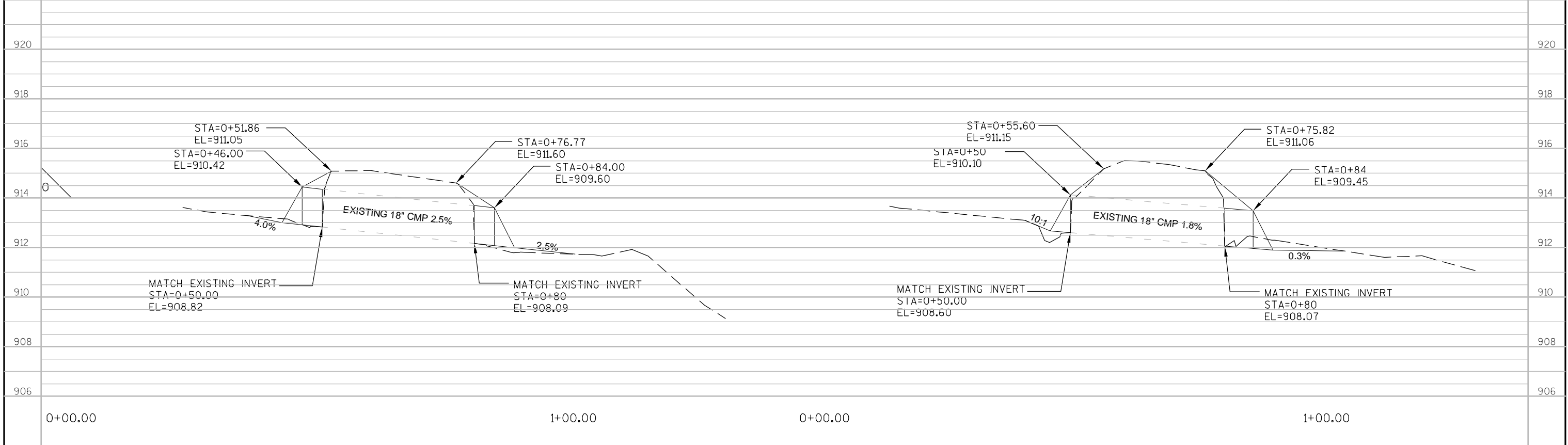
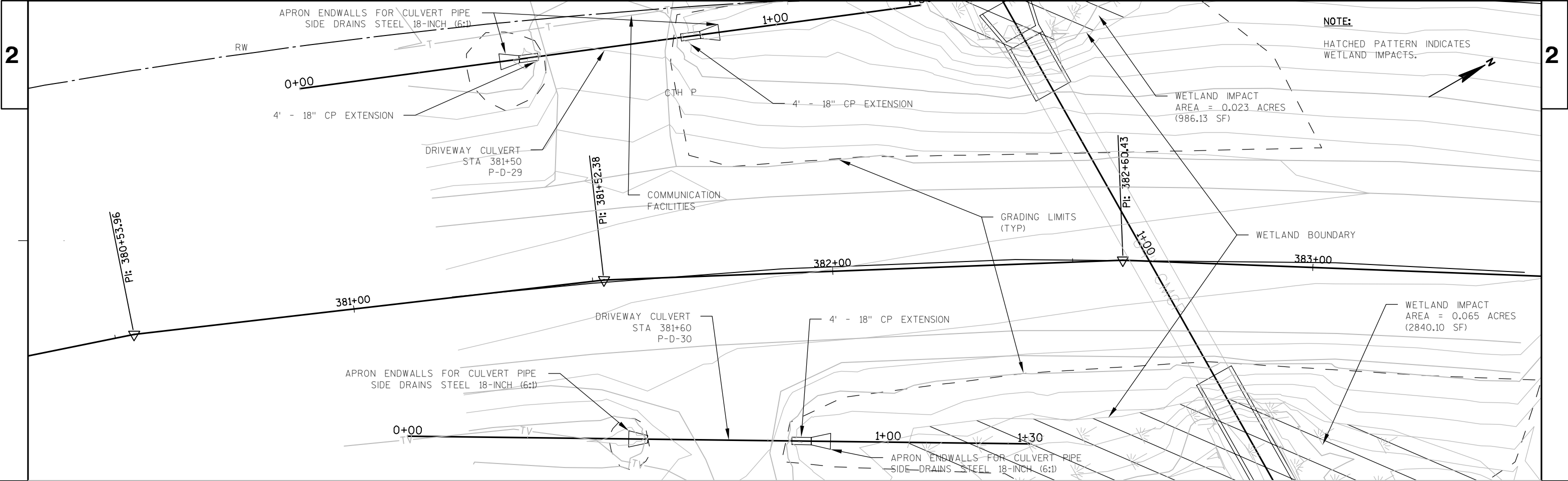
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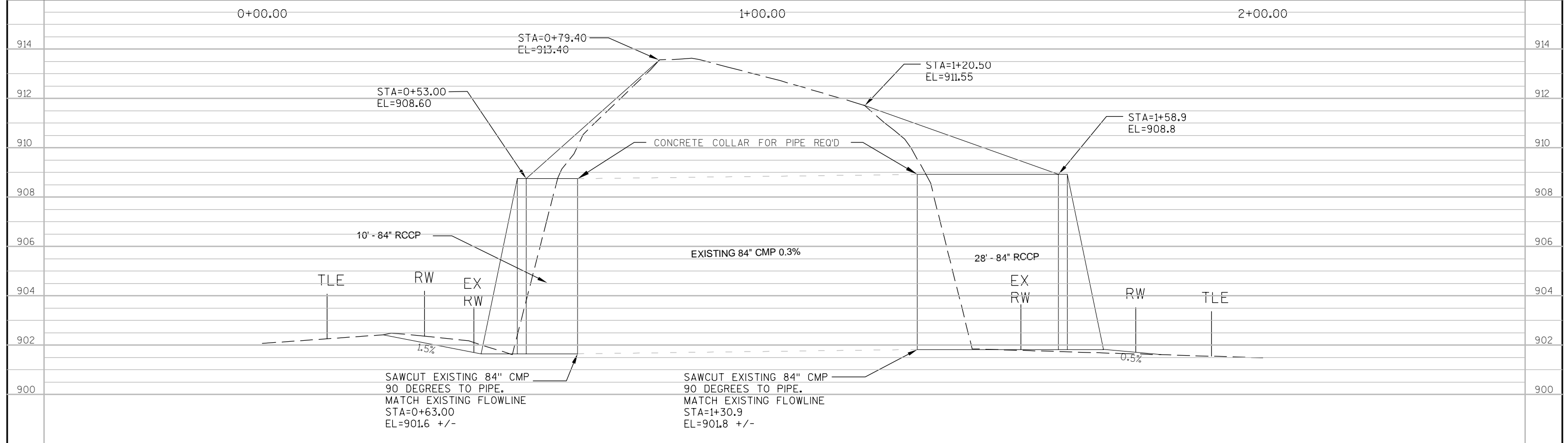
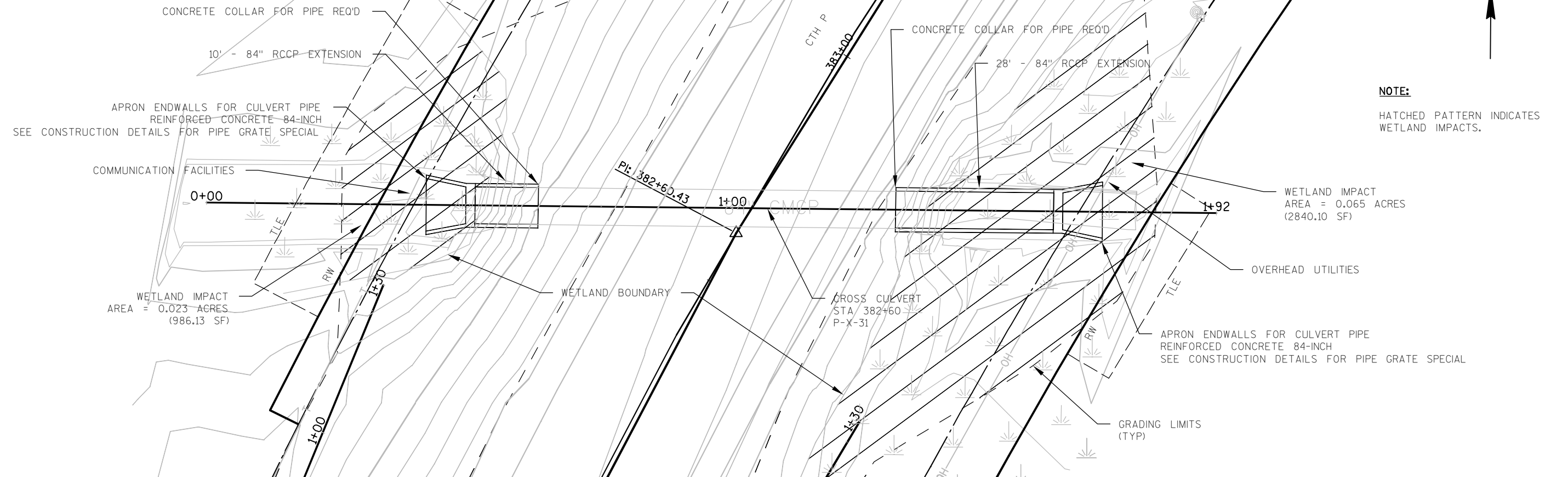
WISDOT/CADDS SHEET 41a

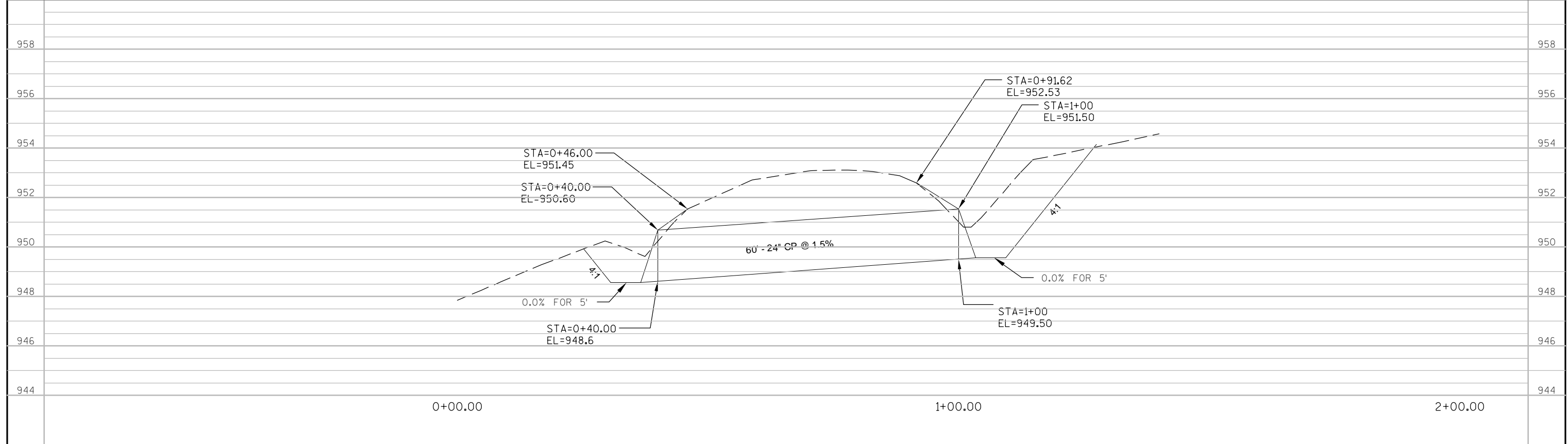
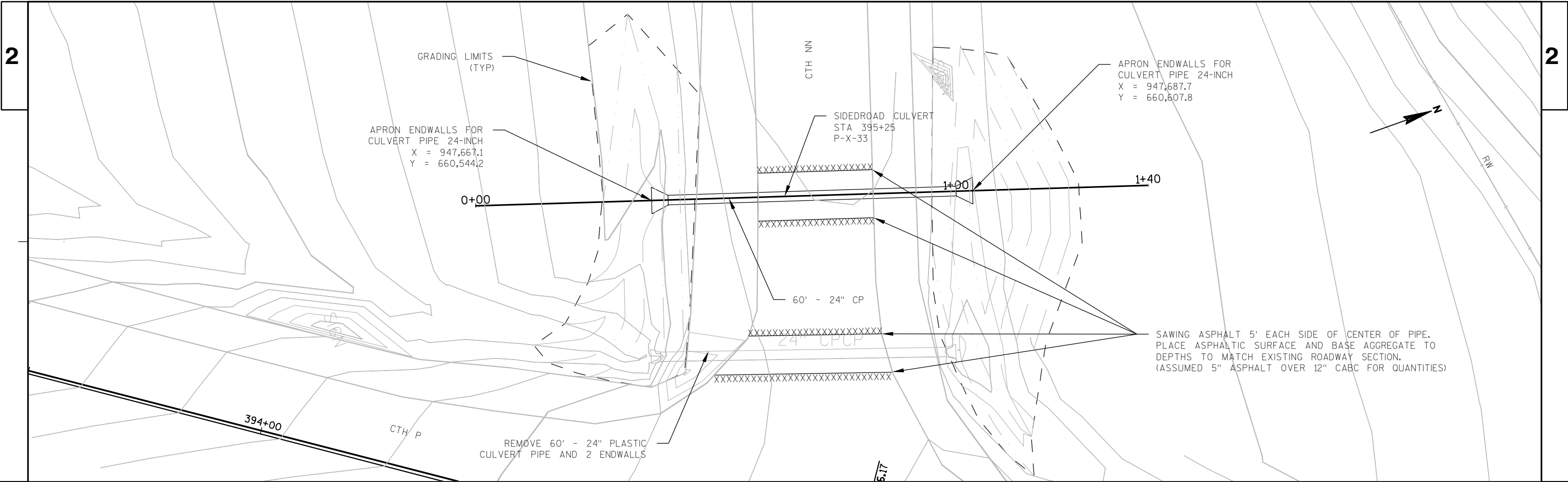




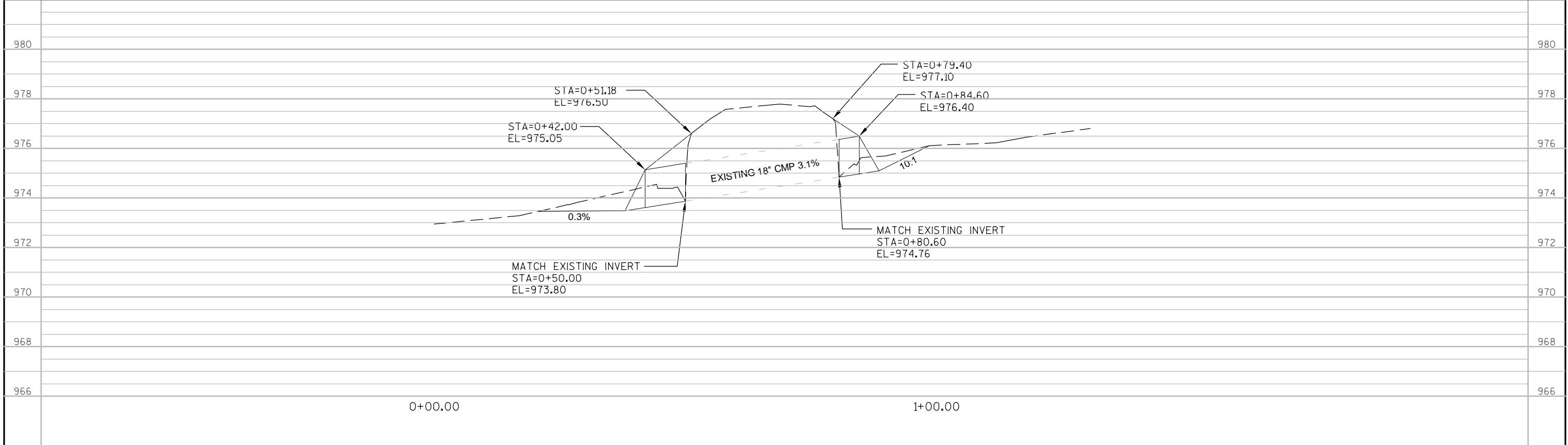
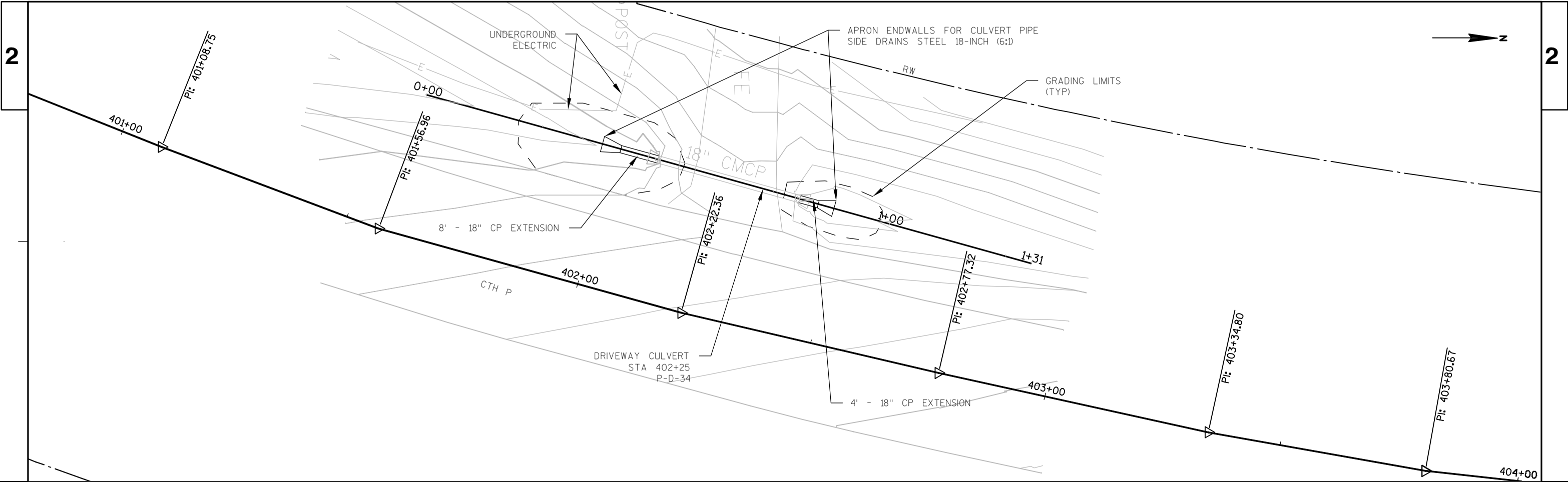


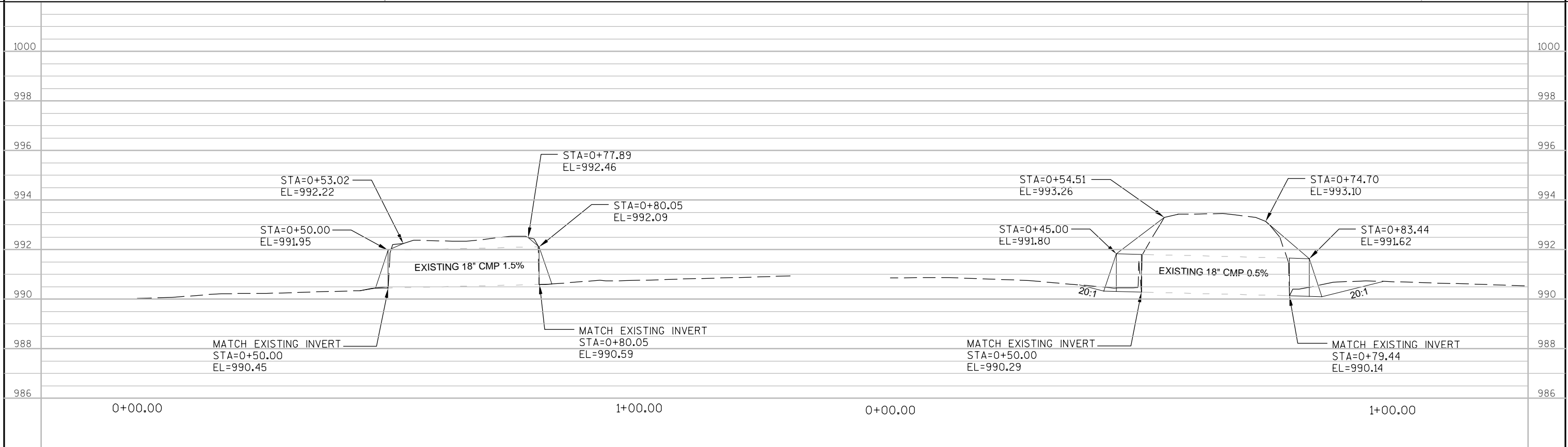
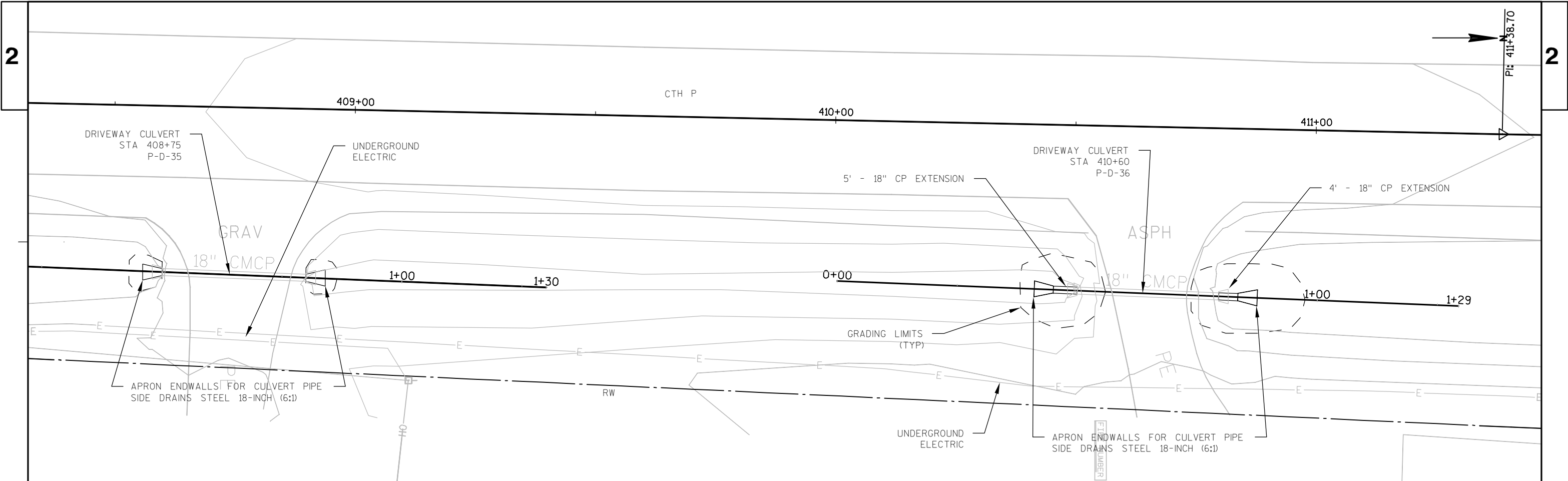


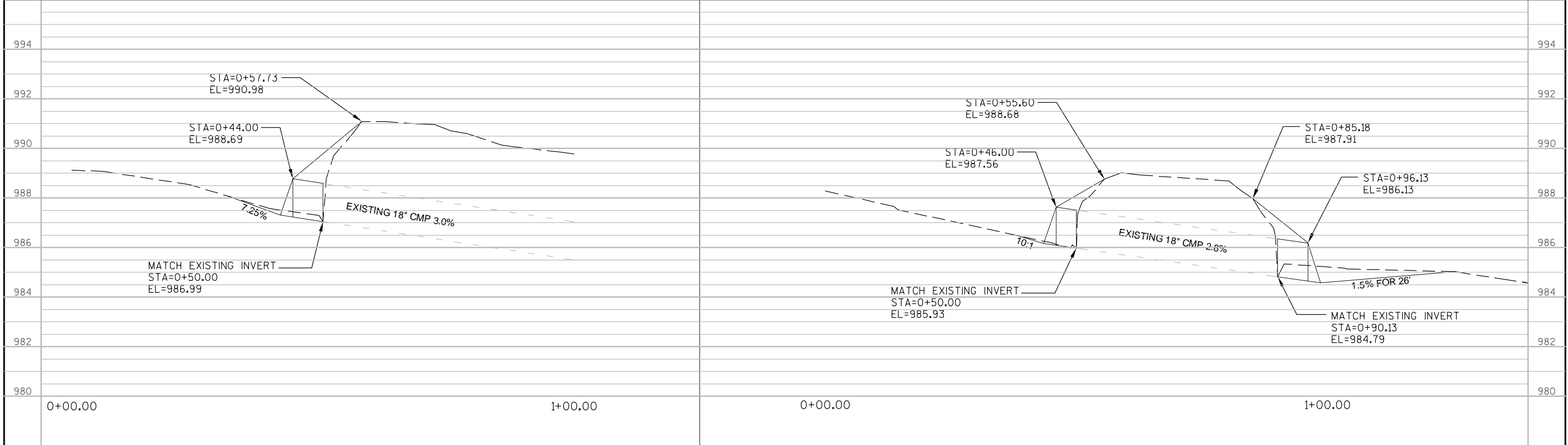
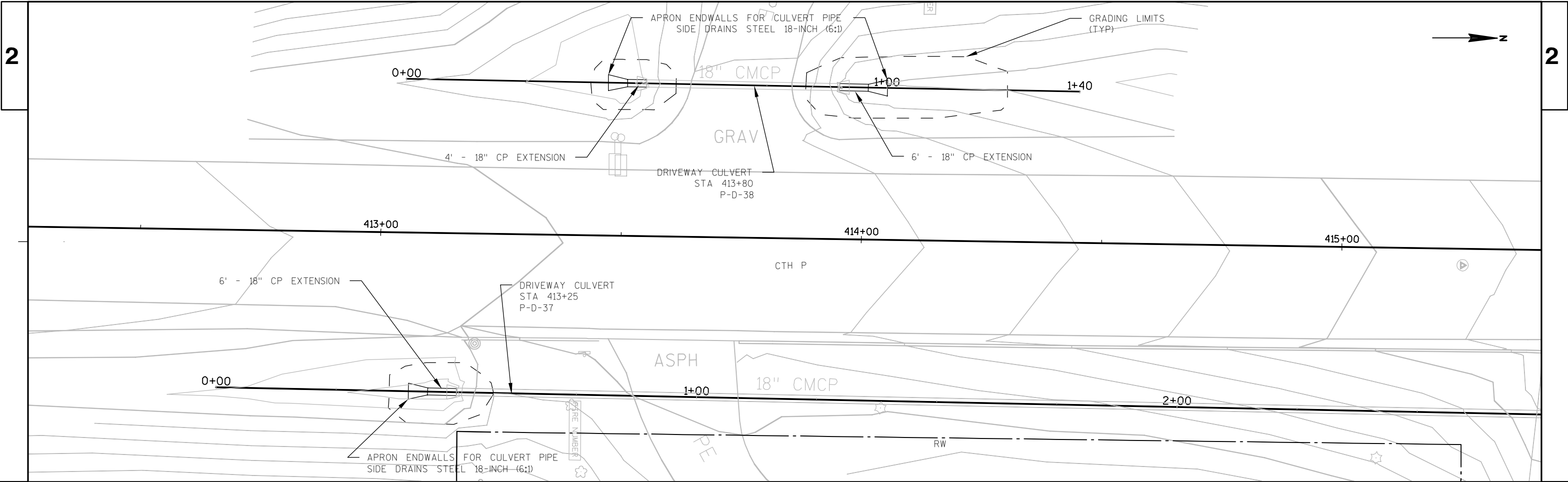


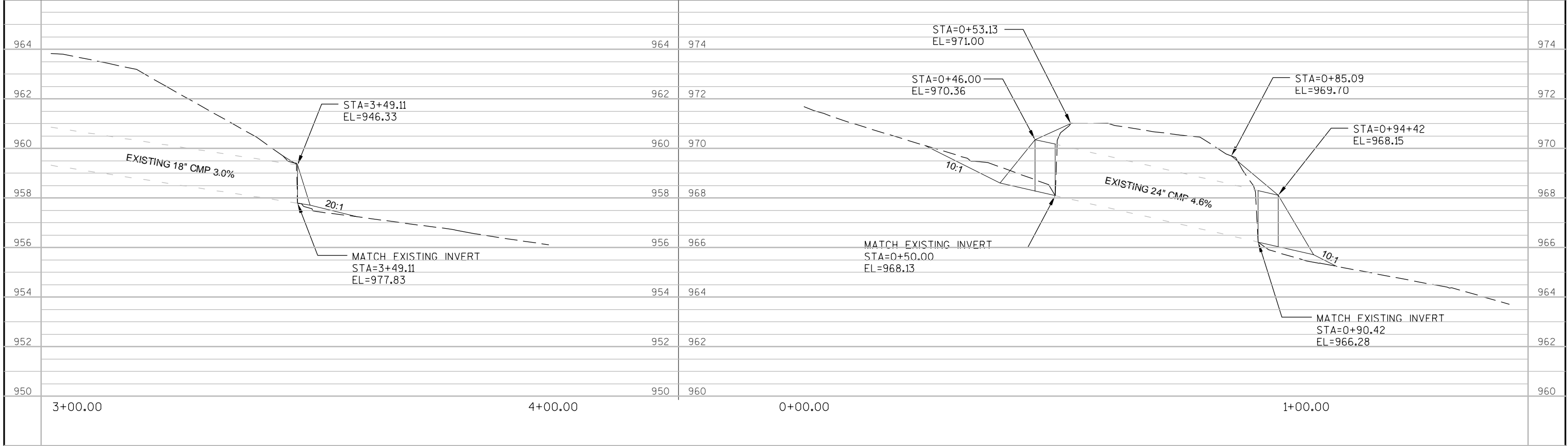
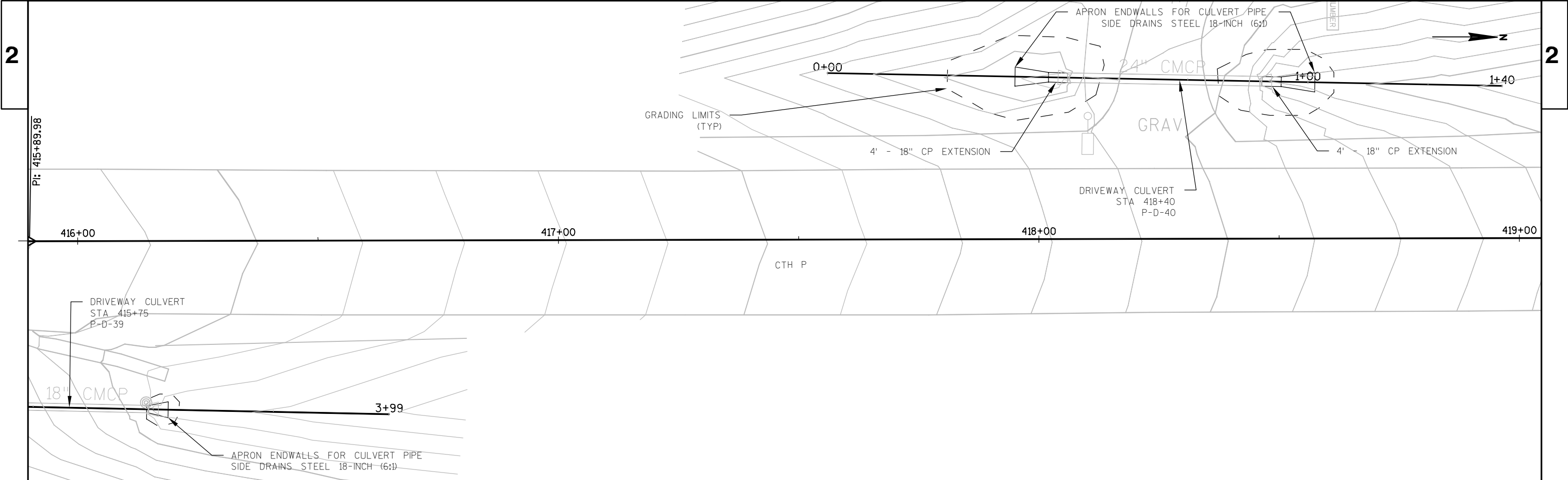


PROJECT NO:6207-03-73	HWY: CTH P	COUNTY: DODGE	CULVERT DETAILS STA. 395+25, P-X-33	SHEET	-----	E
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DATE 03MAR15		E S T I M A T E O F Q U A N T I T I E S				
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6207-03-73 QUANTITY	6207-03-74 QUANTITY
0010	201.0105	Clearing	STA	1.000	1.000	
0020	201.0205	Grubbing	STA	1.000	1.000	
0030	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000	
0040	204.9060.S	Removing (item description) 01. Endwalls	EACH	215.000	215.000	
0050	205.0100	Excavation Common **P**	CY	2,303.000	1,123.000	1,180.000
0060	208.0100	Borrow **P**	CY	399.000	399.000	
0070	213.0100	Finishing Roadway (project) 01. 6207-03-73	EACH	1.000	1.000	
0080	213.0100	Finishing Roadway (project) 02. 6207-03-74	EACH	1.000		1.000
0090	305.0110	Base Aggregate Dense 3/4-Inch	TON	65.000	5.000	60.000
0100	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,020.000	30.000	990.000
0110	311.0110	Breaker Run	TON	730.000		730.000
0120	415.0080	Concrete Pavement 8-Inch	SY	365.000		365.000
0130	416.0610	Drilled Tie Bars	EACH	115.000		115.000
0140	455.0605	Tack Coat	GAL	8.000	8.000	
0150	465.0105	Asphaltic Surface	TON	35.000	17.000	18.000
0160	520.0115	Culvert Pipe Class III 15-Inch	LF	24.000	24.000	
0170	520.0118	Culvert Pipe Class III 18-Inch	LF	592.000	592.000	
0180	520.0124	Culvert Pipe Class III 24-Inch	LF	236.000	236.000	
0190	520.0130	Culvert Pipe Class III 30-Inch	LF	8.000	8.000	
0200	520.0136	Culvert Pipe Class III 36-Inch	LF	36.000	36.000	
0210	520.0142	Culvert Pipe Class III 42-Inch	LF	8.000	8.000	
0220	520.0148	Culvert Pipe Class III 48-Inch	LF	2.000	2.000	
0230	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	16.000	16.000	
0240	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000	
0250	520.8000	Concrete Collars for Pipe	EACH	22.000	22.000	
0260	521.0342	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 42-Inch 4 to 1	EACH	2.000	2.000	
0270	521.0348	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 48-Inch 4 to 1	EACH	2.000	2.000	
0280	521.0728	Pipe Arch Corrugated Steel 28x20-Inch	LF	23.000	23.000	
0290	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	4.000	4.000	
0300	521.1515	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 15-Inch 6 to 1	EACH	8.000	8.000	
0310	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	153.000	153.000	
0320	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	14.000	14.000	
0330	521.1536	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 36-Inch 6 to 1	EACH	6.000	6.000	
0340	521.1542	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 42-Inch 6 to 1	EACH	2.000	2.000	
0350	522.0184	Culvert Pipe Reinforced Concrete Class III 84-Inch	LF	38.000	38.000	
0360	522.1084	Apron Endwalls for Culvert Pipe Reinforced Concrete 84-Inch	EACH	2.000	2.000	
0370	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	14.000		14.000
0380	606.0200	Riprap Medium	CY	84.000	84.000	
0390	611.0642	Inlet Covers Type MS	EACH	2.000	2.000	
0400	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000	
0410	619.1000	Mobilization	EACH	1.000	0.900	0.100
0420	625.0500	Salvaged Topsoil **P**	SY	11,460.000	10,610.000	850.000
0430	627.0200	Mulching **P**	SY	11,460.000	10,610.000	850.000

DATE 03MAR15			E S T I M A T E O F Q U A N T I T I E S			
LINE					6207-03-73	6207-03-74
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY	QUANTITY
0440	628.1504	Silt Fence	LF	375.000	25.000	350.000
0450	628.1520	Silt Fence Maintenance	LF	375.000	25.000	350.000
0460	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000	
0470	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000	
0480	628.2004	Erosion Mat Class I Type B	SY	100.000	100.000	
0490	628.7005	Inlet Protection Type A	EACH	2.000	2.000	
0500	628.7504	Temporary Ditch Checks	LF	1,675.000	1,675.000	
0510	628.7555	Culvert Pipe Checks	EACH	410.000	410.000	
0520	629.0210	Fertilizer Type B	CWT	7.000	6.540	0.460
0530	630.0120	Seeding Mixture No. 20	LB	336.000	313.000	23.000
0540	630.0200	Seeding Temporary	LB	336.000	313.000	23.000
0550	633.5200	Markers Culvert End	EACH	32.000	32.000	
0560	643.0100	Traffic Control (project) 01.	6207-03-73	EACH	1.000	1.000
0570	645.0120	Geotextile Fabric Type HR	SY	160.000	160.000	
0580	646.0106	Pavement Marking Epoxy 4-Inch	LF	391.000	80.000	311.000
0590	646.0126	Pavement Marking Epoxy 8-Inch	LF	220.000		220.000
0600	690.0150	Sawing Asphalt	LF	115.000	115.000	
0610	690.0250	Sawing Concrete	LF	345.000		345.000
0620	715.0415	Incentive Strength Concrete Pavement	DOL	500.000		500.000
0630	SPV.0060	Special 01. Utility Line Opening (ULO)	EACH	8.000	8.000	
0640	SPV.0060	Special 02. Pipe Grate Special	EACH	2.000	2.000	
0650	SPV.0060	Special 03. Field Verify Extensions	EACH	64.000	64.000	

3

CLEARING AND GRUBBING					
				ITEM NO. 201.0105	ITEM NO. 201.0205
SITE	STATION	LOCATION	ROADWAY	CLEARING STA	GRUBBING STA
P-X-31	382+00 - 383+00	LT & RT	CTH P	1	1
TOTALS				1	1

BASE AGGREGATE DENSE AND BREAKER RUN					
			ITEM NO. 305.0110 BASE AGGREGATE DENSE 3/4-INCH TONS	ITEM NO. 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TONS	ITEM NO. 311.0110 BREAKER RUN TONS
ROADWAY	SITE ID	LOCATION			
PROJECT ID 6207-03-73					
CTH P	P-X-33	EXISTING PIPE	2.5	15	---
CTH P	P-X-33	PROPOSED PIPE	2.5	15	---
SUB-TOTAL ID 6207-03-73			5	30	0
PROJECT ID 6207-03-74					
CTH A	TURN LANE	318+25 - 321+75	60	990	730
SUB-TOTAL ID 6207-03-74			60	990	730
PROJECT TOTALS					
			65	1020	730

ASPHALT QUANTITIES				
			ITEM NO. 455.0605 TACK COAT GAL	ITEM NO. 465.0105 ASPHALTIC SURFACE TONS
ROADWAY	SITE ID	LOCATION		
PROJECT ID 6207-03-73				
CTH P	P-X-33	EXISTING PIPE	5	9.7
CTH P	P-X-33	PROPOSED PIPE	3	7.3
SUB-TOTAL ID 6207-03-73			8	17
PROJECT ID 6207-03-74				
CTH A	TURN LANE	318+25 - 321+75	---	18
SUB-TOTAL ID 6207-03-74			0	18
TOTALS				
			8	35
* - ASSUME 5" DEPTH FOR CTH P REPLACEMENT AREA. LOWER LAYER 3", UPPDER LAYER 2".				

CONCRETE PAVEMENT 8-INCH, CONCRTE CURB AND GUTTER 6-INCH SLOPE 36-INCH TYPE A AND DRILLED TIE BARS						
				ITEM NO. 415.0080 CONCRETE PAVEMENT 8-INCH SY	ITEM NO. 416.0610 DRILLED TIE BARS EACH	ITEM NO. 601.0555 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
SITE	STATION	LOCATION	ROADWAY			
PROJECT ID 6207-03-74						
TURN LANE	318+25 - 321+75	RT	CTH A	365	115	14
TOTALS						
				365	110	14

GEOTEXTILE FABRIC TYPE HR, ITEM NO. 645.0120 AND RIPRAP MEDIUM, ITEM NO. 606.0200					
				ITEM NO. 606.0200 RIPRAP MEDIUM CY	ITEM NO. 645.0120 GEOTEXTILE FABRIC TYPE HR SY
SITE	STATION	ROADWAY	LOCATION		
P-X-24	356+65	CTH P	LT & RT	42	80
P-D-65	568+25	CTH P	RT	21	40
P-D-91	804+80	CTH P	RT	21	40
TOTALS				84	160

PAVEMENT MARKING EPOXY							
ROADWAY	SITE	STATION		LOCATION	ITEM NO. 646.0106		ITEM NO. 646.0126
					PAVEMENT MARKING EPOXY		
					4-INCH		
		WHITE LF	YELLOW LF		8-INCH LF		
PROJECT ID 6207-03-73							
CTH P	P-X-33	---	---	EXISTING PIPE	20	20	---
		---	---	PROPOSED PIPE	20	20	---
SUB-TOTAL ID 207-03-73					80		0
PROJECT ID 6207-03-74							
CTH A		320+00	322+20	12' RT	---	---	220
CTH A		318+50	321+61	15' RT TO 24' RT	311	---	---
SUB-TOTAL ID 6207-03-74					311		220
PROJECT TOTALS					391		220

SAWING ASPHALT, ITEM NO. 690.0150				
ROADWAY	SITE ID	LOCATION		ITEM NO. 690.0150
		STATION	DESCRIPTION	SAWING ASPHALT LF
CTH P	P-X-33	395+25, LT	EXISTING PIPE	67
CTH P	P-X-33	395+25, LT	PROPOSED PIPE	48
TOTALS				115

SAWING CONCRETE, ITEM NO. 690.0250				
ROADWAY	SITE ID	LOCATION		ITEM NO. 690.0250
		FROM	TO	SAWING CONCRETE LF
PROJECT ID 6207-03-74				
CTH A	TURN LANE	318+25, 12' LT	321+75, 12' LT	345
TOTALS				345

UTILITY LINE OPENING (ULO), ITEM NO. SPV.0060.01		
ROADWAY	LOCATION	EACH
CTH A	A-X-4	1
CTH A	A-X-6	1
CTH A	A-X-7	1
CTH P	P-X-31	1
	UNDISTRIBUTED	4
TOTALS		8

ALL ITEMS ON THIS SHEET ARE PROJECT ID 6207-03-73 UNLESS OTHERWISE NOTED.

EXCAVATION COMMON AND BORROW						
SITE	ROADWAY	STATION	LOCATION/ DESCRIPTION	ITEM NO. 205.0100 **P** EXCAVATION COMMON CY	FILL CY	ITEM NO. 208.0100 **P** BORROW CY
PROJECT ID 6207-03-73						
A-X-2	CTH A	110+25	CROSS CULVERT	5	0	0
A-X-4	CTH A	154+30	CROSS CULVERT	80	150	87.5
A-X-5	CTH A	231+22	CROSS CULVERT	80	120	50
A-X-6	CTH A	523+96	CROSS CULVERT	85	25	0
A-X-7	CTH A	648+17	CROSS CULVERT	210	40	0
P-X-1	CTH P	227+09	CROSS CULVERT	100	20	0
P-X-2	CTH P	249+35	CROSS CULVERT	60	20	0
P-D-3	CTH P	253+10	DRIVEWAY CULVERT	4	0	0
P-D-4/5	CTH P	257+40 / 257+80	DRIVEWAY CULVERT	3	23	25
P-D-6/7	CTH P	261+45 / 262+40	DRIVEWAY CULVERT	4	10	8.5
P-X-8	CTH P	263+48	CROSS CULVERT	25	13	0
P-D-9	CTH P	268+60	DRIVEWAY CULVERT	4	2	0
P-X-10	CTH P	271+62	CROSS CULVERT	35	7	0
P-D-11	CTH P	271+75	DRIVEWAY CULVERT	3	2	0
P-D-12	CTH P	273+75	DRIVEWAY CULVERT	3	1	0
P-D-13	CTH P	282+68	DRIVEWAY CULVERT	5	3	0
P-D-14	CTH P	301+75	DRIVEWAY CULVERT	0.5	1.5	1.5
P-D-15	CTH P	303+20	DRIVEWAY CULVERT	5	1	0
P-D-16	CTH P	303+25	DRIVEWAY CULVERT	11	1	0
P-X-17	CTH P	325+20	CROSS CULVERT	75	5	0
P-D-18	CTH P	328+10	DRIVEWAY CULVERT	5	1	0
P-D-19	CTH P	330+25	DRIVEWAY CULVERT	5	1	0
P-D-20	CTH P	342+15	DRIVEWAY CULVERT	3	1	0
P-X-21	CTH P	346+25	CROSS CULVERT	75	8	0
P-D-22	CTH P	347+50	DRIVEWAY CULVERT	3	1	0
P-D-23	CTH P	348+80	DRIVEWAY CULVERT	0.5	0	0
P-X-24	CTH P	356+65	CROSS CULVERT	6	2	0
P-D-25	CTH P	362+14	DRIVEWAY CULVERT	5	2	0
P-D-26	CTH P	367+70	DRIVEWAY CULVERT	2	1.5	0
P-D-27	CTH P	368+50	DRIVEWAY CULVERT	2	0	0
P-D-28	CTH P	378+05	DRIVEWAY CULVERT	2	1.5	0
P-D-29	CTH P	381+50	DRIVEWAY CULVERT	1	2	1
P-D-30	CTH P	381+60	DRIVEWAY CULVERT	1	1	0
P-X-31	CTH P	382+60	CROSS CULVERT	7.5	90	105
P-X-32	CTH P	385+57	CROSS CULVERT	20	0	0
P-X-33	CTH P	395+25	CROSS CULVERT	49	9	0
P-D-34	CTH P	402+25	DRIVEWAY CULVERT	5	2	0
P-D-35	CTH P	408+75	DRIVEWAY CULVERT	0	0	0
P-D-36	CTH P	410+60	DRIVEWAY CULVERT	3.5	1	0
P-D-37	CTH P	413+25	DRIVEWAY CULVERT	1	1.5	1
P-D-38	CTH P	413+80	DRIVEWAY CULVERT	2.5	1.5	0
P-D-39	CTH P	415+75	DRIVEWAY CULVERT	0	1	1
P-D-40	CTH P	418+40	DRIVEWAY CULVERT	2.5	2	0
P-D-41	CTH P	432+50	DRIVEWAY CULVERT	2	3	1
P-D-42	CTH P	433+50	DRIVEWAY CULVERT	2	3	1
P-D-43	CTH P	434+00	DRIVEWAY CULVERT	2	3	1
P-D-44	CTH P	434+50	DRIVEWAY CULVERT	2	3	1
P-D-45	CTH P	436+25	DRIVEWAY CULVERT	2	3	1
P-D-46	CTH P	437+25	DRIVEWAY CULVERT	2	3	1
P-D-47	CTH P	438+00	DRIVEWAY CULVERT	2	3	1
P-D-48	CTH P	441+25	DRIVEWAY CULVERT	2	3	1
P-D-49	CTH P	449+20	DRIVEWAY CULVERT	1	20	25
P-D-50	CTH P	480+50	DRIVEWAY CULVERT	2	3	1
P-D-51	CTH P	489+10	DRIVEWAY CULVERT	2	3	1
P-D-52	CTH P	490+00	DRIVEWAY CULVERT	2	3	1
P-D-53	CTH P	501+65	DRIVEWAY CULVERT	2	3	1
P-D-54	CTH P	512+65	DRIVEWAY CULVERT	2	3	1
P-D-55	CTH P	513+10	DRIVEWAY CULVERT	2	3	1
P-D-56	CTH P	514+00	DRIVEWAY CULVERT	2	3	1

TABLE CONTINUED TO THE RIGHT.

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EXCAVATION COMMON AND BORROW						
SITE	ROADWAY	STATION	LOCATION/ DESCRIPTION	ITEM NO. 205.0100 **P** EXCAVATION COMMON CY	FILL CY	ITEM NO. 208.0100 **P** BORROW CY
PROJECT ID 6207-03-73						
P-D-57	CTH P	516+75	DRIVEWAY CULVERT	2	3	1
P-D-58	CTH P	521+50	DRIVEWAY CULVERT	2	3	1
P-D-59	CTH P	525+90	DRIVEWAY CULVERT	2	3	1
P-D-60	CTH P	527+60	DRIVEWAY CULVERT	2	3	1
P-D-61	CTH P	536+70	DRIVEWAY CULVERT	2	3	1
P-D-62	CTH P	558+75	DRIVEWAY CULVERT	2	3	1
P-D-63	CTH P	559+60	DRIVEWAY CULVERT	2	3	1
P-D-64	CTH P	563+20	DRIVEWAY CULVERT	2	3	1
P-D-65	CTH P	568+25	DRIVEWAY CULVERT	2	3	1
P-D-66	CTH P	572+40	DRIVEWAY CULVERT	2	3	1
P-D-67	CTH P	579+65	DRIVEWAY CULVERT	1	12	15
P-D-68	CTH P	580+95	DRIVEWAY CULVERT	2	3	1
P-D-69	CTH P	612+50	DRIVEWAY CULVERT	2	3	1
P-D-70	CTH P	619+90	DRIVEWAY CULVERT	2	3	1
P-D-71	CTH P	623+20	DRIVEWAY CULVERT	2	3	1
P-D-72	CTH P	627+25	DRIVEWAY CULVERT	2	3	1
P-D-73	CTH P	663+30	DRIVEWAY CULVERT	2	3	1
P-D-74	CTH P	666+60	DRIVEWAY CULVERT	2	3	1
P-D-75	CTH P	671+05	DRIVEWAY CULVERT	2	3	1
P-D-76	CTH P	678+35	DRIVEWAY CULVERT	2	3	1
P-D-77	CTH P	678+95	DRIVEWAY CULVERT	2	3	1
P-D-78	CTH P	680+10	DRIVEWAY CULVERT	2	3	1
P-D-79	CTH P	681+30	DRIVEWAY CULVERT	2	3	1
P-D-80	CTH P	687+90	DRIVEWAY CULVERT	2	3	1
P-D-81	CTH P	711+95	DRIVEWAY CULVERT	2	3	1
P-D-82	CTH P	717+00	DRIVEWAY CULVERT	2	3	1
P-D-83	CTH P	727+00	DRIVEWAY CULVERT	2	3	1
P-D-84	CTH P	729+15	DRIVEWAY CULVERT	2	3	1
P-D-85	CTH P	738+10	DRIVEWAY CULVERT	2	3	1
P-D-86	CTH P	738+10	DRIVEWAY CULVERT	2	3	1
P-D-87	CTH P	745+50	DRIVEWAY CULVERT	2	3	1
P-D-88	CTH P	754+15	DRIVEWAY CULVERT	2	3	1
P-D-89	CTH P	774+50	DRIVEWAY CULVERT	2	3	1
P-D-90	CTH P	798+00	DRIVEWAY CULVERT	2	3	1
P-D-91	CTH P	804+80	DRIVEWAY CULVERT	2	3	1
P-D-92	CTH P	816+50	DRIVEWAY CULVERT	2	3	1
P-D-93	CTH P	821+80	DRIVEWAY CULVERT	2	3	1
P-D-94	CTH P	831+00	DRIVEWAY CULVERT	2	3	1
P-D-95	CTH P	834+90	DRIVEWAY CULVERT	2	3	1
P-D-96	CTH P	835+00	DRIVEWAY CULVERT	2	3	1
P-D-97	CTH P	840+25	DRIVEWAY CULVERT	2	3	1
P-D-98	CTH P	866+10	DRIVEWAY CULVERT	2	3	1
P-D-99	CTH P	866+50	DRIVEWAY CULVERT	2	3	1
P-D-100	CTH P	878+15	DRIVEWAY CULVERT	2	3	1
P-D-101	CTH P	880+50	DRIVEWAY CULVERT	2	3	1
P-D-102	CTH P	880+65	DRIVEWAY CULVERT	2	3	1
P-D-103	CTH P	889+00	DRIVEWAY CULVERT	2	16	18
SUB TOTAL ID 6207-03-73				1123	803	399
PROJECT ID 6207-03-74						
TURN LANE	CTH A	319+50 - 321+75	RIGHT TURN LANE	1180	15	0
SUB-TOTAL ID 6207-03-74				1180	15	0
PROJECT TOTAL				2303	818	399
EARTHWORK FOR CULVERTS P-D-41 THROUGH P-D-103 ARE ESTIMATES. NO DTM IS AVAILABLE AT THESE LOCATIONS.						
EXCAVATION COMMON AND BORROW SHALL BE PAY PLAN QUANTITY (**P**).						

ALL ITEMS ON THIS SHEET ARE PROJECT ID 6207-03-73 UNLESS OTHERWISE NOTED.

CROSS CULVERTS																												
SITE ID	STATION	ITEM NO. 203.0100 REMOVING SMALL CULVERT PIPES	ITEM NO. 204.9060.S REMOVING ENDWALLS EACH	REMOVAL DESCRIPTION SIZE / LENGTH	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.
					520.0115	520.0118	520.0124	520.0130	520.0136	520.0142	520.0148	522.0184	521.0728	522.1084	520.1024	520.1030	521.0342	521.0348	521.1515	521.1518	521.1524	521.1436	521.1542	521.1228	520.8000	633.5200	SPV.0060.02	SPV.0060.03
					CULVERT PIPE CLASS III								CULV PIPE REINF. CONCRETE CLASS III	PIPE ARCH CORUGATED STEEL 28X20-INCH LF	APRON ENDWALLS FOR RCCP 84-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE	APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL (SIZE) 4 TO 1	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL (SIZE) 6 TO 1	APRON ENDWALLS FOR CULVERT PIPE STEEL 28X20-INCH EACH	CONCRETE COLLARS FOR PIPE EACH *	MARKERS CULVERT END EACH	PIPE GRATE SPECIAL EACH	FIELD VERIFY EXTENSIONS EACH					
MINIMUM WALL THICKNESS - STEEL					0.064	0.064	0.064	0.079	0.079	0.109	0.109																	
MINIMUM WALL THICKNESS - ALUMINUM					0.060	0.060	0.075	0.075	0.105	0.015	0.015																	
A-X-2	110+25, RT	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	2	---	---
A-X-4	153+70	---	2	24	---	---	26	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	2	2	---	---
A-X-5	231+22	---	2	28"X20"	---	---	---	---	---	---	---	---	23	---	---	---	---	---	---	---	2	---	---	---	2	2	---	---
A-X-6	523+96	---	2	24	---	---	17	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	2	2	---	---	
A-X-7	648+17	---	2	24	---	---	31	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	2	2	---	---	
P-X-1	227+09	---	2	30	---	---	---	8	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	2	2	---	---	
P-X-2	249+35	---	2	24	---	---	8	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	2	2	---	---	
P-D-3	253+10	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-4	257+40	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	
P-D-5	257+80	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	
P-D-6	261+45	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-7	262+40	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-8	263+48	---	2	24	---	---	8	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	2	---	---	
P-D-9	268+60	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-10	271+62	---	2	24	---	---	8	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	2	2	---	---	
P-D-11	271+75	---	2	15	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	
P-D-12	273+75	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-13	282+68	---	2	18	---	10	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-14	301+75	---	2	18	---	7	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-15	303+20	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-16	303+25	---	2	18	---	6	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-17	325+20	---	2	48	---	---	---	---	---	---	2	---	---	---	---	---	2	---	---	---	---	---	---	---	2	2	---	---
P-D-18	328+10	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-19	330+25	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-20	342+15	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-21	346+25	---	2	42	---	---	---	---	---	8	---	---	---	---	---	---	2	---	---	---	---	---	---	---	2	2	---	---
P-D-22	347+50	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-23	348+80	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-24	356+65	---	2	24	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	2	2	---	---
P-D-25	362+14	---	2	18	---	10	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-26	367+70	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-27	368+50	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-28	378+05	---	2	18	---	14	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-29	381+50	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-30	381+60	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-X-31	382+60	---	2	84	---	---	---	---	---	---	38	---	---	2	---	---	---	---	---	---	---	---	---	---	2	2	---	---
P-X-32	385+57	---	2	42	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	
P-X-33	395+25	1	2	24 - 60 LF PIPE	---	---	60	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	2	---	---	
P-D-34	402+25	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-35	408+75	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-36	410+60	---	2	18	---	9	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-37	413+25	---	1	18	---	6	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	
P-D-38	413+80	---	2	18	---	10	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	
P-D-39	415+75	---	1	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	
P-D-40	418+40	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	2	---	---	
P-D-41	432+50	---	2	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	1	
P-D-42	433+50	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-43	434+20	---	2	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	1	
P-D-44	434+50	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-45	436+25	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-46	437+25	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-47	438+00	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-48	441+25	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-49	449+20	---	2	18	---	---	30	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	1	
P-D-50	480+50	---	2	36	---	---	---	---	16	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	1	
P-D-51	489+10	---	2	36	---	---	---	---	12	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	

TABLE CONTINUED ON NEXT PAGE.

ALL ITEMS ON THIS SHEET ARE PROJECT
ID 6207-03-73 UNLESS OTHERWISE NOTED.

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TABLE CONTINUED FROM PREVIOUS PAGE.

CROSS CULVERTS																												
SITE ID	STATION	ITEM NO. 203.0100 REMOVING SMALL CULVERT PIPES	ITEM NO. 204.9060.S REMOVING ENDWALLS EACH	REMOVAL DESCRIPTION SIZE / LENGTH	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.
					520.0115	520.0118	520.0124	520.0130	520.0136	520.0142	520.0148	522.0184	521.0728	522.1084	520.1024	520.1030	521.0342	521.0348	521.1515	521.1518	521.1524	521.1436	521.1542	521.1228	520.8000	633.5200	SPV.0060.02	SPV.0060.03
					CULVERT PIPE CLASS III								PIPE ARCH CORUGATED STEEL	APRON ENDWALLS FOR RCCP 84-INCH	APRON ENDWALLS FOR CULVERT PIPE	APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL (SIZE) 4 TO 1		APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL (SIZE) 6 TO 1					APRON ENDWALLS FOR CULVERT PIPE STEEL	CONCRETE COLLARS FOR PIPE	MARKERS CULVERT END	PIPE GRATE SPECIAL	FIELD VERIFY EXTENSIONS	
					15-INCH LF	18-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF	42-INCH LF	48-INCH LF	84-INCH LF	28X20-INCH LF	84-INCH EACH	24-INCH EACH	30-INCH EACH	42-INCH EACH	48-INCH EACH	15-INCH EACH	18-INCH EACH	24-INCH EACH	36-INCH EACH	42-INCH EACH	28X20-INCH EACH	EACH *	EACH	EACH	EACH
MINIMUM WALL THICKNESS - STEEL					0.064	0.064	0.064	0.079	0.079	0.109	0.109																	
MINIMUM WALL THICKNESS - ALUMINUM					0.060	0.060	0.075	0.075	0.105	0.015	0.015																	
P-D-52	490+00	---	2	36	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
P-D-53	501+65	---	2	36	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-54	512+65	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-55	513+10	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-56	514+00	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-57	516+75	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-58	521+90	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-59	525+90	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-60	528+00	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-61	536+70	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-62	558+75	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-63	559+90	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-64	563+20	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-65	568+25	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-66	572+40	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-67	579+65	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-68	580+95	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-69	612+50	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-70	619+90	---	2	28"X20"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	1	
P-D-71	623+20	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-72	627+25	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-73	663+30	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-74	666+60	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-75	671+05	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-76	678+35	---	2	24	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-77	678+95	---	2	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-78	680+10	---	2	24	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-79	681+30	---	2	24	---	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-80	687+90	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-81	711+95	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-82	717+00	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-83	727+00	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-84	729+15	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-84A	732+50	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-85	738+10	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-86	738+10	---	2	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-87	745+50	---	2	18	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-88	754+50	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-89	774+50	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-90	798+00	---	1	18	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-91	804+80	---	2	18	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-92	816+50	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-93	821+80	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-94	831+00	---	2	15	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-95	834+90	---	2	15	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-96	835+00	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-97	840+25	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-98	866+10	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-99	866+50	---	2	18	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-100	878+15	---	2	15	4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-101	880+50	---	2	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-102	880+65	---	2	18	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
P-D-103	889+00	---	2	24	---	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
TOTALS		1	215	---	24	592	236	8	36	8	2	38	23	2	16	2	2	2	8	153	14	6	2	4	22	32	2	64

* - BANDS MAY BE USED IN PLACE OF CONCRETE COLLARS IF APPROVED BY ENGINEER IN THE FIELD. BAND SHALL BE INCIDENTAL TO THE INSTALLATION OF THE PIPE.

DRAINAGE STRUCTURES AND COVERS								
SITE ID	STATION, OFFSET	NORTHING/EASTING	ITEM NO. 611.3901 INLETS MEDIAN 1 GRATE EACH	ITEM NO. 611.0642 INLET COVER TYPE MS EACH	RIM ELEVATION	FLOWLINE ELEVATION	DEPTH	REMARKS
P-D-4/5	257+60.2, 30.9' RT	647,075.0, 947,052.2	1	1	960.75	958.73	2.02	TIE IN PIPE 18" PIPE EXTENSION FROM P-D-4 AND P-D-5.
P-D-52/53	489+50, RT	FIELD LOCATE	1	1	VERIFY	VERIFY	VERIFY	TIE IN PIPE 36" PIPE EXTENSION FROM P-D-52 AND P-D-53. FIELD VERIFY STRUCTURE DEPTH AND LOCATION.
TOTALS			2	2				
DEPTH OF STRUCTURE IS RIM ELEVATION - FLOWLINE ELEVATION.								

ALL ITEMS ON THIS SHEET ARE PROJECT
ID 6207-03-73 UNLESS OTHERWISE NOTED.

EROSION CONTROL ITEMS													
				ITEM NO. 625.0500 **P**	ITEM NO. 627.0200 **P**	ITEM NO. 628.1504	ITEM NO. 628.1520	ITEM NO. 628.2004	ITEM NO. 628.7504	ITEM NO. 628.7555	ITEM NO. 629.0210	ITEM NO. 630.0120	ITEM NO. 630.0200
SITE	ROADWAY	STATION	LOCATION/ DESCRIPTION	SALVAGED TOPSOIL SY	MULCHING SY	SILT FENCE LF	SILT FENCE MAINTENANCE LF	EROSION MAT CLASS I TYPE B SY	TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LBS.	SEEDING TEMPORARY LBS
PROJECT ID 6207-03-73													
A-X-2	CTH A	110+25, RT	SIDEROAD CULVERT	45	45	---	---	---	20	5	0.02	1.2	1.2
A-X-4	CTH A	153+50	CROSS CULVERT	500	500	---	---	---	50	5	0.27	13.5	13.5
A-X-5	CTH A	231+22	CROSS CULVERT	635	635	---	---	---	50	5	0.34	17.1	17.1
A-X-6	CTH A	523+96	CROSS CULVERT	435	435	---	---	---	50	5	0.23	11.7	11.7
A-X-7	CTH A	648+17	CROSS CULVERT	1000	1000	---	---	---	50	5	0.54	27.0	27.0
P-X-1	CTH P	227+09	CROSS CULVERT	615	615	---	---	---	50	7	0.33	16.6	16.6
P-X-2	CTH P	249+35	CROSS CULVERT	450	450	---	---	---	50	5	0.24	12.2	12.2
P-D-3	CTH P	253+10	DRIVEWAY CULVERT	40	40	---	---	---	10	3	0.02	1.1	1.1
P-D-4	CTH P	257+40	DRIVEWAY CULVERT	59	59	---	---	---	10	3	0.03	1.6	1.6
P-D-5	CTH P	257+80	DRIVEWAY CULVERT	43	43	---	---	---	10	3	0.02	1.2	1.2
P-D-6	CTH P	261+45	DRIVEWAY CULVERT	80	80	---	---	---	10	3	0.04	2.2	2.2
P-D-7	CTH P	262+40	DRIVEWAY CULVERT	62	62	---	---	---	10	3	0.03	1.7	1.7
P-X-8	CTH P	263+48	CROSS CULVERT	335	355	---	---	---	50	5	0.19	9.0	9.6
P-D-9	CTH P	268+60	DRIVEWAY CULVERT	53	53	---	---	---	10	3	0.03	1.4	1.4
P-X-10	CTH P	271+62	CROSS CULVERT	327	327	---	---	---	50	5	0.18	8.8	8.8
P-D-11	CTH P	271+75	DRIVEWAY CULVERT	18	18	---	---	---	10	3	0.01	0.5	0.5
P-D-12	CTH P	273+75	DRIVEWAY CULVERT	46	46	---	---	---	10	3	0.02	1.2	1.2
P-D-13	CTH P	282+68	DRIVEWAY CULVERT	61	61	---	---	---	10	3	0.03	1.6	1.6
P-D-14	CTH P	301+75	DRIVEWAY CULVERT	31	31	---	---	---	10	3	0.02	0.8	0.8
P-D-15	CTH P	303+20	DRIVEWAY CULVERT	94	94	---	---	---	10	3	0.05	2.5	2.5
P-D-16	CTH P	303+25	DRIVEWAY CULVERT	110	110	---	---	---	10	3	0.06	3.0	3.0
P-X-17	CTH P	325+20	CROSS CULVERT	542	542	---	---	---	50	12	0.29	14.6	14.6
P-D-18	CTH P	328+10	DRIVEWAY CULVERT	97	97	---	---	---	10	3	0.05	2.6	2.6
P-D-19	CTH P	330+25	DRIVEWAY CULVERT	60	60	---	---	---	10	3	0.03	1.6	1.6
P-D-20	CTH P	342+15	DRIVEWAY CULVERT	52	52	---	---	---	10	3	0.03	1.4	1.4
P-X-21	CTH P	346+25	CROSS CULVERT	775	755	---	---	---	50	12	0.41	20.9	20.4
P-D-22	CTH P	347+50	DRIVEWAY CULVERT	30	30	---	---	---	10	3	0.02	0.8	0.8
P-D-23	CTH P	348+80	DRIVEWAY CULVERT	26	26	---	---	---	10	3	0.01	0.7	0.7
P-X-24	CTH P	356+65	CROSS CULVERT	147	147	---	---	---	50	5	0.08	4.0	4.0
P-D-25	CTH P	362+14	DRIVEWAY CULVERT	81	81	---	---	---	10	3	0.04	2.2	2.2
P-D-26	CTH P	367+70	DRIVEWAY CULVERT	89	89	---	---	---	10	3	0.05	2.4	2.4
P-D-27	CTH P	368+50	DRIVEWAY CULVERT	94	94	---	---	---	10	3	0.05	2.5	2.5
P-D-28	CTH P	378+05	DRIVEWAY CULVERT	97	97	---	---	---	10	3	0.05	2.6	2.6
P-D-29	CTH P	381+50	DRIVEWAY CULVERT	23	23	---	---	---	10	3	0.01	0.6	0.6
P-D-30	CTH P	381+60	DRIVEWAY CULVERT	7	7	---	---	---	10	3	0.00	0.2	0.2
P-X-31	CTH P	382+60	CROSS CULVERT	1036	1036	---	---	---	50	24	0.56	28.0	28.0
P-X-32	CTH P	385+57	CROSS CULVERT	131	131	---	---	---	50	15	0.07	3.5	3.5
P-X-33	CTH P	395+25	CROSS CULVERT	385	385	---	---	---	50	7	0.21	10.4	10.4
P-D-34	CTH P	402+25	DRIVEWAY CULVERT	75	75	---	---	---	10	3	0.04	2.0	2.0
P-D-35	CTH P	408+75	DRIVEWAY CULVERT	10	10	---	---	---	10	3	0.01	0.3	0.3
P-D-36	CTH P	410+60	DRIVEWAY CULVERT	57	57	---	---	---	10	3	0.03	1.5	1.5
P-D-37	CTH P	413+25	DRIVEWAY CULVERT	26	26	---	---	---	10	3	0.01	0.7	0.7
P-D-38	CTH P	413+80	DRIVEWAY CULVERT	72	72	---	---	---	10	3	0.04	1.9	1.9
P-D-39	CTH P	415+75	DRIVEWAY CULVERT	4	4	---	---	---	10	---	0.00	0.1	0.1
P-D-40	CTH P	418+40	DRIVEWAY CULVERT	80	80	---	---	---	10	3	0.04	2.2	2.2
P-D-41	CTH P	432+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.01	0.7	0.7
P-D-42	CTH P	433+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-43	CTH P	434+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-44	CTH P	434+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-45	CTH P	436+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-46	CTH P	437+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-47	CTH P	438+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-48	CTH P	441+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-49	CTH P	449+20	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-50	CTH P	480+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-51	CTH P	489+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-52	CTH P	490+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-53	CTH P	501+65	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8

ALL ITEMS ON THIS SHEET ARE PROJECT
ID 6207-03-73 UNLESS OTHERWISE NOTED.

TABLE CONTINUED ON NEXT PAGE.

TABLE CONTINUED FROM PREVIOUS PAGE.

EROSION CONTROL ITEMS													
				ITEM NO. 625.0500 **P**	ITEM NO. 627.0200 **P**	ITEM NO. 628.1504	ITEM NO. 628.1520	ITEM NO. 628.2004	ITEM NO. 628.7504	ITEM NO. 628.7555	ITEM NO. 629.0210	ITEM NO. 630.0120	ITEM NO. 630.0200
SITE	ROADWAY	STATION	LOCATION/ DESCRIPTION	SALVAGED TOPSOIL SY	MULCHING SY	SILT FENCE LF	SILT FENCE MAINTENANCE LF	EROSION MAT CLASS I TYPE B SY	TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LBS.	SEEDING TEMPORARY LBS
PROJECT ID 6207-03-73													
P-D-54	CTH P	512+65	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-55	CTH P	513+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-56	CTH P	514+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-57	CTH P	516+75	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-58	CTH P	521+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-59	CTH P	525+90	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-60	CTH P	527+60	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-61	CTH P	536+70	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-62	CTH P	558+75	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-63	CTH P	559+60	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-64	CTH P	563+20	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-65	CTH P	568+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-66	CTH P	572+40	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-67	CTH P	579+65	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-68	CTH P	580+95	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-69	CTH P	612+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-70	CTH P	619+90	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-71	CTH P	623+20	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-72	CTH P	627+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-73	CTH P	663+30	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-74	CTH P	666+60	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-75	CTH P	671+05	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-76	CTH P	678+35	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-77	CTH P	678+95	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-78	CTH P	680+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-79	CTH P	681+30	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-80	CTH P	687+90	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-81	CTH P	711+95	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-82	CTH P	717+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-83	CTH P	727+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-84	CTH P	729+15	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-85	CTH P	738+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-86	CTH P	738+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-87	CTH P	745+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-88	CTH P	754+15	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-89	CTH P	774+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-90	CTH P	798+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-91	CTH P	804+80	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-92	CTH P	816+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-93	CTH P	821+80	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-94	CTH P	831+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-95	CTH P	834+90	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-96	CTH P	835+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-97	CTH P	840+25	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-98	CTH P	866+10	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-99	CTH P	866+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-100	CTH P	878+15	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-101	CTH P	880+50	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-102	CTH P	880+65	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
P-D-103	CTH P	889+00	DRIVEWAY CULVERT	25	25	---	---	---	10	3	0.02	0.8	0.8
UNDISTRIBUTED				---	---	25	25	100	25	12	0.38	18.7	18.7
SUB-TOTAL ID 6207-03-73				10610	10610	25	25	100	1675	410	6.54	313	313
PROJECT ID 6207-03-74													
TURN LANE	CTH A	319+50 - 321+75	RIGHT TURN LANE	850	850	350	350	---	---	---	0.46	23.0	23.0
SUB-TOTAL ID 6207-03-74				850	850	350	350	0	0	0	0.46	23.0	23.0
PROJECT TOTALS				11460	11460	375	375	100	1675	410	7.0	336	336
EROSION CONTROL ITEMS FOR CULVERTS P-D-41 THROUGH P-D-103 ARE ESTIMATES. EXACT AREA OF DISTURBANCE AND RESTORATION SHALL BE DETERMINED BY THE CONTRACTOR AND THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT OF TOPSOIL, SEED FERTILIZER AND MULCH. EXCAVATION COMMON AND BORROW SHALL BE PAY PLAN QUANTITY (**P**).													

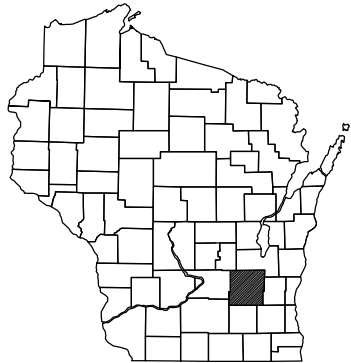
INLET PROTECTION TYPE A, ITEM NO. 628.7005			
ROADWAY	SITE	LOCATION	EACH
PROJECT ID 6207-03-73			
CTH P	P-X-4/5	RIGHT	1
CTH P	P-X-52/53	RIGHT	1
PROJECT TOTALS			2

ALL ITEMS ON THIS SHEET ARE PROJECT ID 6207-03-73 UNLESS OTHERWISE NOTED.

4

4

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6207-03-01		
FEDERAL PROJECT NUMBER	4.01	12
PLAT OF RIGHT-OF-WAY REQUIRED FOR		
DODGE COUNTY, SAFETY IMPROVEMENTS		
(COUNTY COLLECTOR ROUTES)		
VARIOUS HIGHWAYS	DODGE, COUNTY	
CONSTRUCTION PROJECT NUMBER	6207-03-73	



T-13-N

T-12-N

T-11-N

T-10-N

T-09-N

END RELOCATION ORDER
STA. 195+00 (CTH "P")

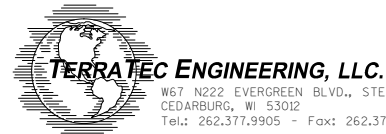
110.942' NORTH OF AND 1801.430' EAST OF THE
NORTHWEST CORNER OF THE NORTHEAST 1/4 OF
SECTION 3, T.9N., R.17E.

Y=659968.652
X=947355.120

ACCEPTED FOR
DODGE COUNTY

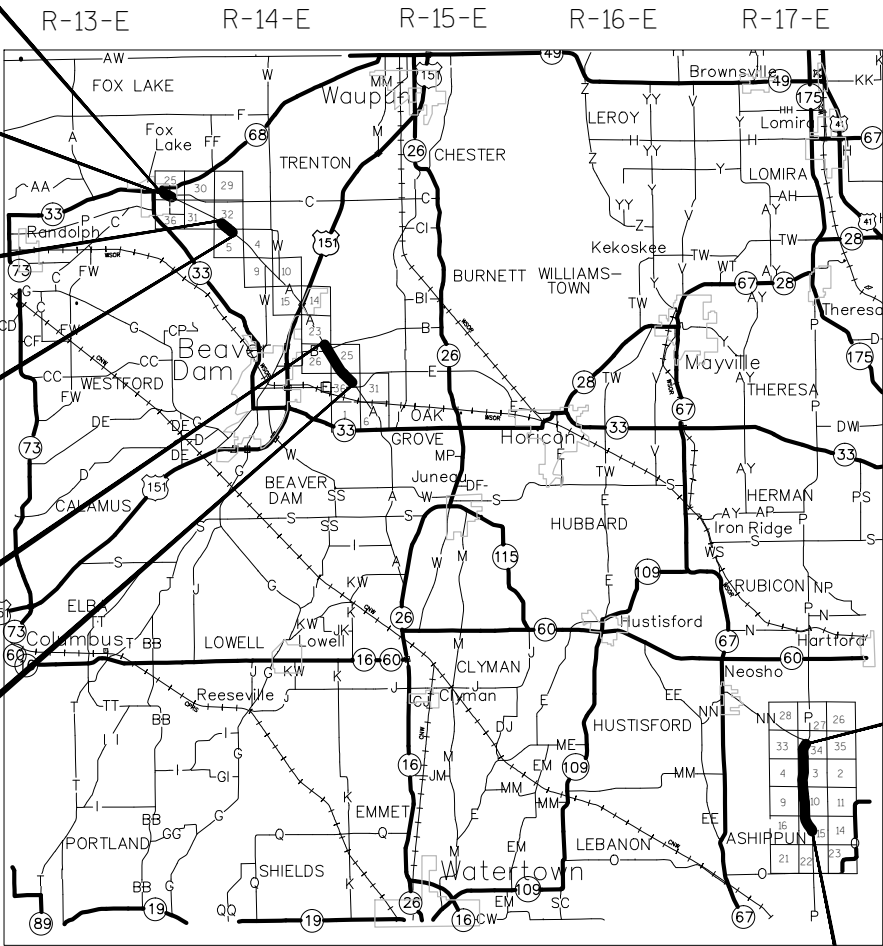
DATE: _____ (Signature)

ORIGINAL PLANS PREPARED BY



DATE: 12-23-2014 _____ (Signature)

E



LAYOUT
SCALE 0 3 Miles

TOTAL NET LENGTH OF CENTERLINE CTH P = 3.13 MI.

TOTAL NET LENGTH OF CENTERLINE CTH A SEG. 1 = 1.80 MI.

TOTAL NET LENGTH OF CENTERLINE CTH A SEG. 2 = 0.47 MI.

TOTAL NET LENGTH OF CENTERLINE CTH A SEG. 3 = 0.28 MI.

BEGIN RELOCATION ORDER
STA. 30+00 (CTH "P")

114.405' SOUTH OF AND 77.893' WEST OF THE
SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF
SECTION 15, T.9N., R.17E.

Y=643999.012
X=948316.623

REVISION	DATE

END RELOCATION ORDER
STA. 655+00 (CTH "A" SEG. 3)

1646.841' NORTH OF AND 724.661' WEST OF THE
SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF
SECTION 25, T.13N., R.13E.

Y=762777.010
X=831061.344

BEGIN RELOCATION ORDER
STA. 640+00 (CTH "A" SEG. 3)

974.519' NORTH OF AND 616.208' EAST OF THE
SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF
SECTION 25, T.13N., R.13E.

Y=762104.688
X=832402.203

END RELOCATION ORDER
STA. 535+00 (CTH "A" SEG. 2)

1341.736' NORTH OF AND 984.599' WEST OF THE
SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF
SECTION 23, T.12N., R.14E.

Y=757082.338
X=841588.414

BEGIN RELOCATION ORDER
STA. 510+00 (CTH "A" SEG. 2)

945.330' SOUTH OF AND 247.236' EAST OF THE
NORTHWEST CORNER OF THE NORTHWEST 1/4 OF
SECTION 5, T.12N., R.14E.

Y=755493.366
X=843518.343

END RELOCATION ORDER
STA. 240+00 (CTH "A" SEG. 1)

9.993' SOUTH OF AND 1226.201' WEST OF THE
SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF
SECTION 23, T.12N., R.14E.

Y=734583.092
X=860104.294

BEGIN RELOCATION ORDER
STA. 145+00 (CTH "A" SEG. 1)

215.288' NORTH OF AND 1569.533' EAST OF THE
SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF
SECTION 36, T.12N., R.14E.

Y=726911.395
X=865608.232

CONVENTIONAL ABBREVIATIONS

ACCESS POINT / DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET-AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

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

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD	---
TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
NON COMPENSABLE	---
COMPENSABLE	---
POWER POLE	---
TELEPHONE POLE	---
TELEPHONE PEDESTAL	---
LIGHT POLE	---

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY, NAD83 (1997) ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (REBAR) 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.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, TEMPORARY LIMITED EASEMENT INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL (TLES) EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

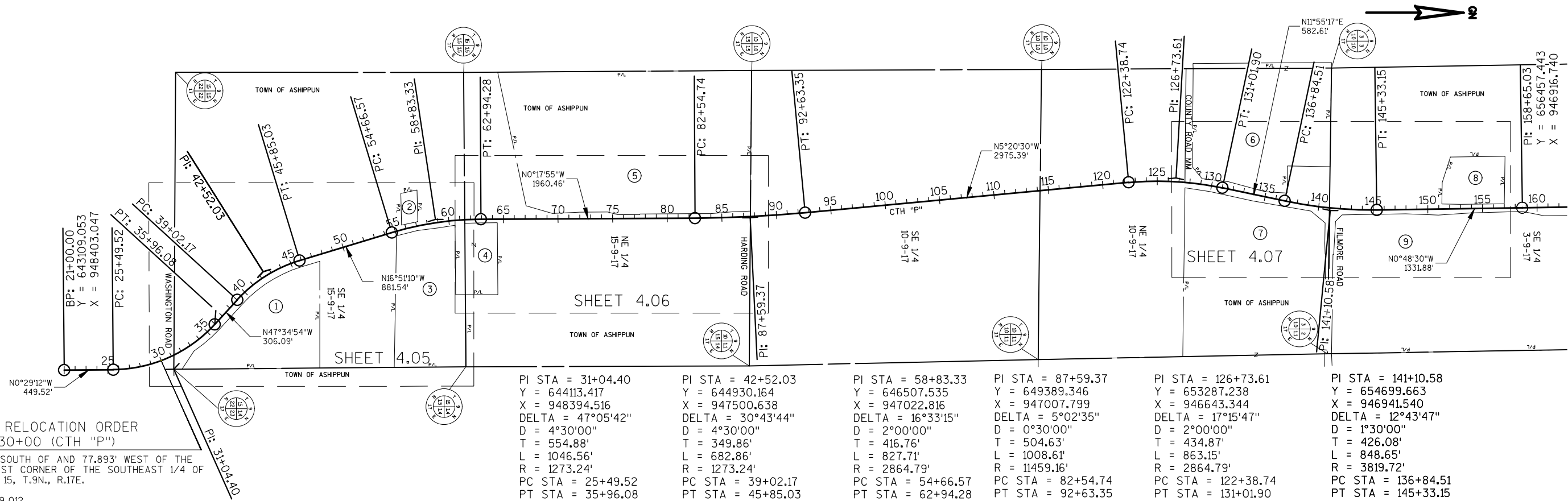
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

RIGHT-OF-WAY POINTS SHOWN ON THIS PLAT THAT DO NOT CONTAIN THE "R/W MONUMENT (SET)" SYMBOLS HAVE NOT BEEN SET. THE LOCATION IS INACCESSIBLE AND/OR OBSTRUCTED OR AN EXISTING MONUMENT WAS LOCATED AND DETERMINED TO BE IN THE CORRECT POSITION.

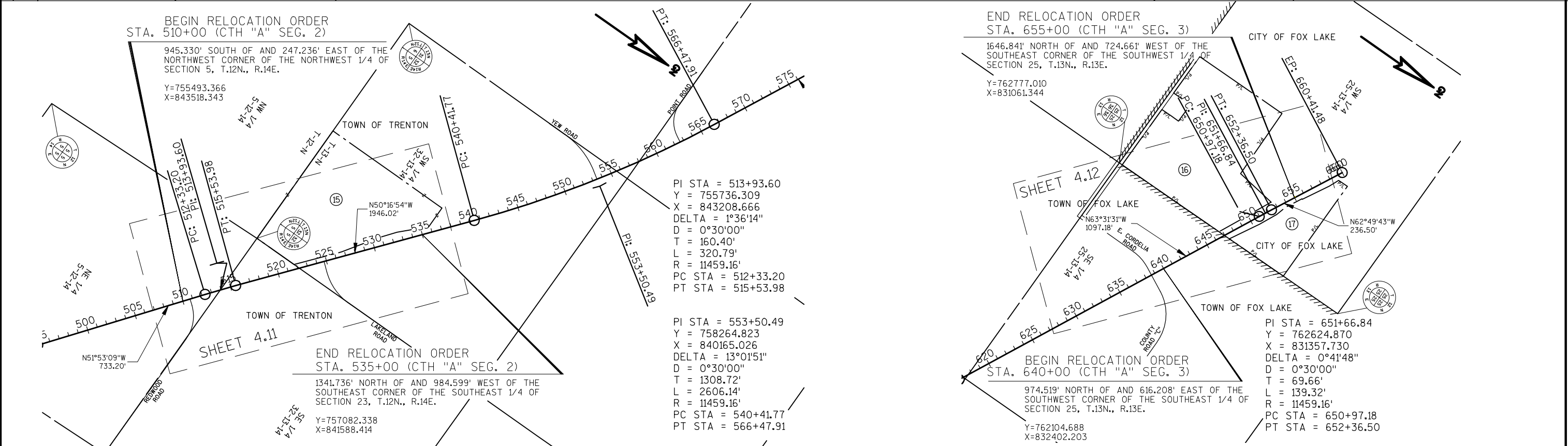
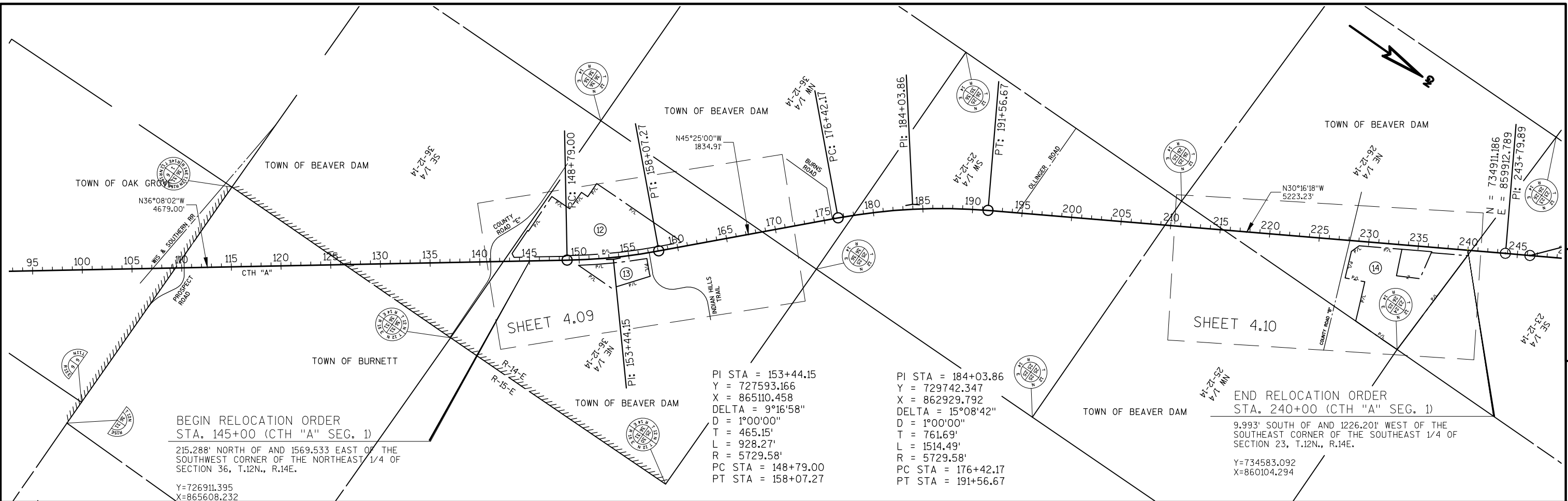
SCHEDULE OF LANDS AND INTEREST

"OWNERS" NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DODGE COUNTY. AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

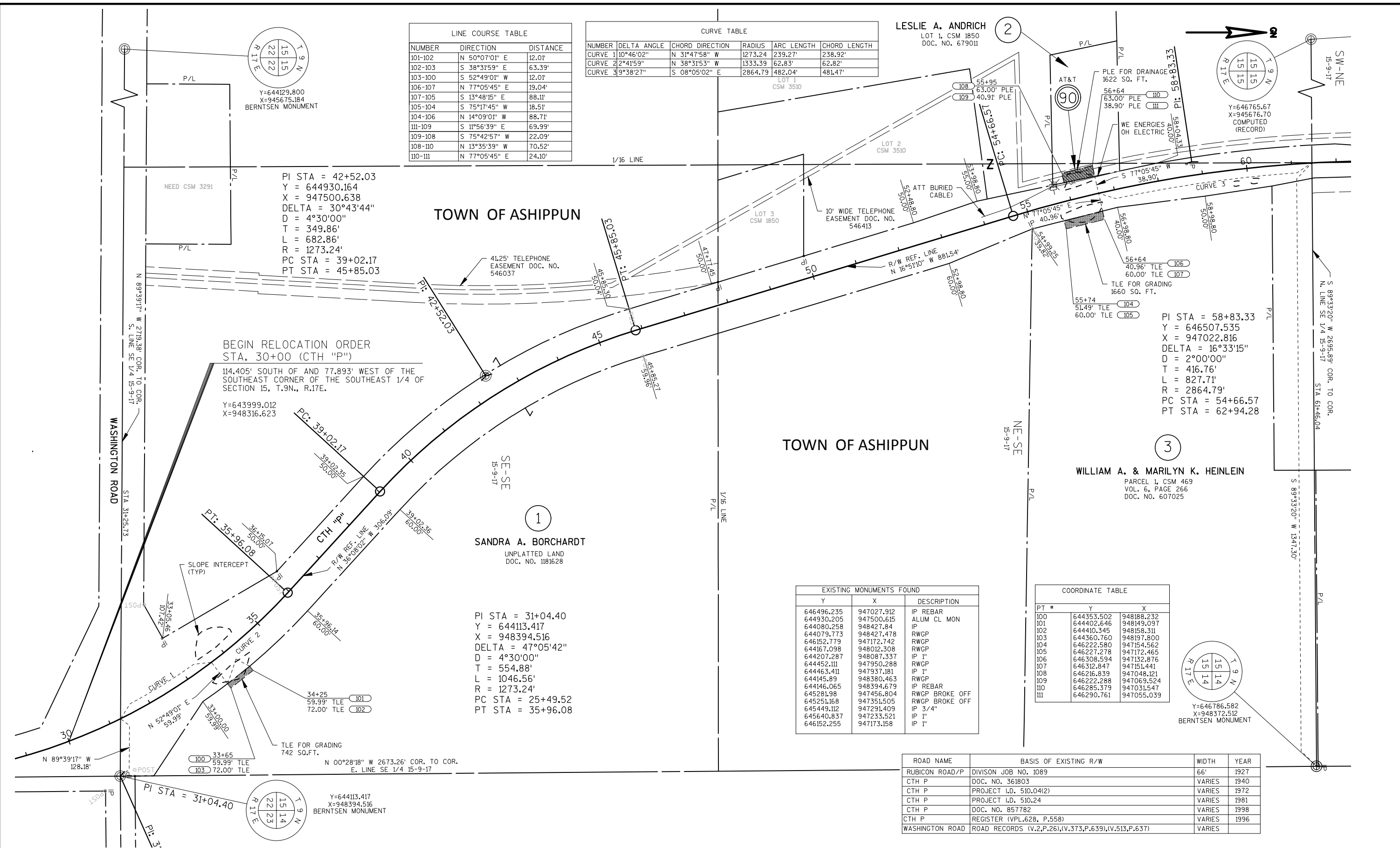
PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	AREA SQ. FT. REQUIRED			PLE SQ. FT. REQUIRED	TLE SQ. FT. REQUIRED
				NEW	EXISTING	TOTAL		
1	4.05	SANDRA A. BORCHARDT	TLE	-	-	-	-	742
2	4.05	LESLIE A. ANDRICH	PLE	-	-	-	1622	-
3	4.05	WILLIAM A. HEINLEIN & MARILYN K. HEINLEIN	TLE	-	-	-	-	1660
4	4.06	DAVID J. OLSON & JESSICA M. OLSON	FEE/TLE	417	-	417	-	472
5	4.06	MERTZ-SCRIVNER REVOCABLE TRUST	TLE	-	-	-	-	650
6	4.07	DEAN S. VOSBURG & ETHEL S. VOSBURG	TLE	-	-	-	-	1127
7	4.07	JACK E. ARFSTROM & KAREN J. ARFSTROM	FEE/PLE	811	-	811	799	-
8	4.07	RICHARD F. FIEWEGER & LINDA C. FIEWEGER REVOCABLE TRUST	FEE/TLE	1171	-	1171	-	1380
9	4.07	HENRY R. SIGRIST & PAUL A. SIGRIST	FEE/TLE	1314	-	1314	-	1575
10	4.08	DANIEL A. DOGGETT & LISA M. DOGGETT	FEE/TLE	2001	-	2001	-	347
11	4.08	DEANNA M. PETERSON	FEE/TLE	584	-	584	-	888
12	4.09	BRUCE WALKER	FEE	625	-	625	-	-
13	4.09	KENNETH G. ROTH	TLE	-	-	-	-	1116
14	4.10	EARL R. STUTZ & GRETA S. STUTZ	FEE/PLE	1116	-	1116	1296	-
15	4.11	LELAND C. BUCHDA & DONNA BUCHDA (VENDOR) - BUCHDA PROPERTIES, LLC (PURCHASER) - (LAND CONTRACT)	PLE	-	-	-	2052	-
16	4.12	DEBRA A. WHITE (VENDOR) - JAMES L. BEHLING & DIANE L. BEHLING (PURCHASER) - (LAND CONTRACT)	PLE	-	-	-	1739	-
17	4.12	JONATHAN D. & KAREN A. GIBBS AND KURTIS J. MERSCH & REBECCA LYNN DROESSLER MERSCH	PLE	-	-	-	960	-
90	4.05, 4.06, 4.07	AT&T	RELEASE OF RIGHTS					
91	4.07, 4.08	WE ENERGIES	RELEASE OF RIGHTS					



REVISION DATE X	DATE: 12-23-2014	SCALE, FEET 0 N/A	HWY: CTH P	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.03	
	GRID FACTOR N/A		COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET	E

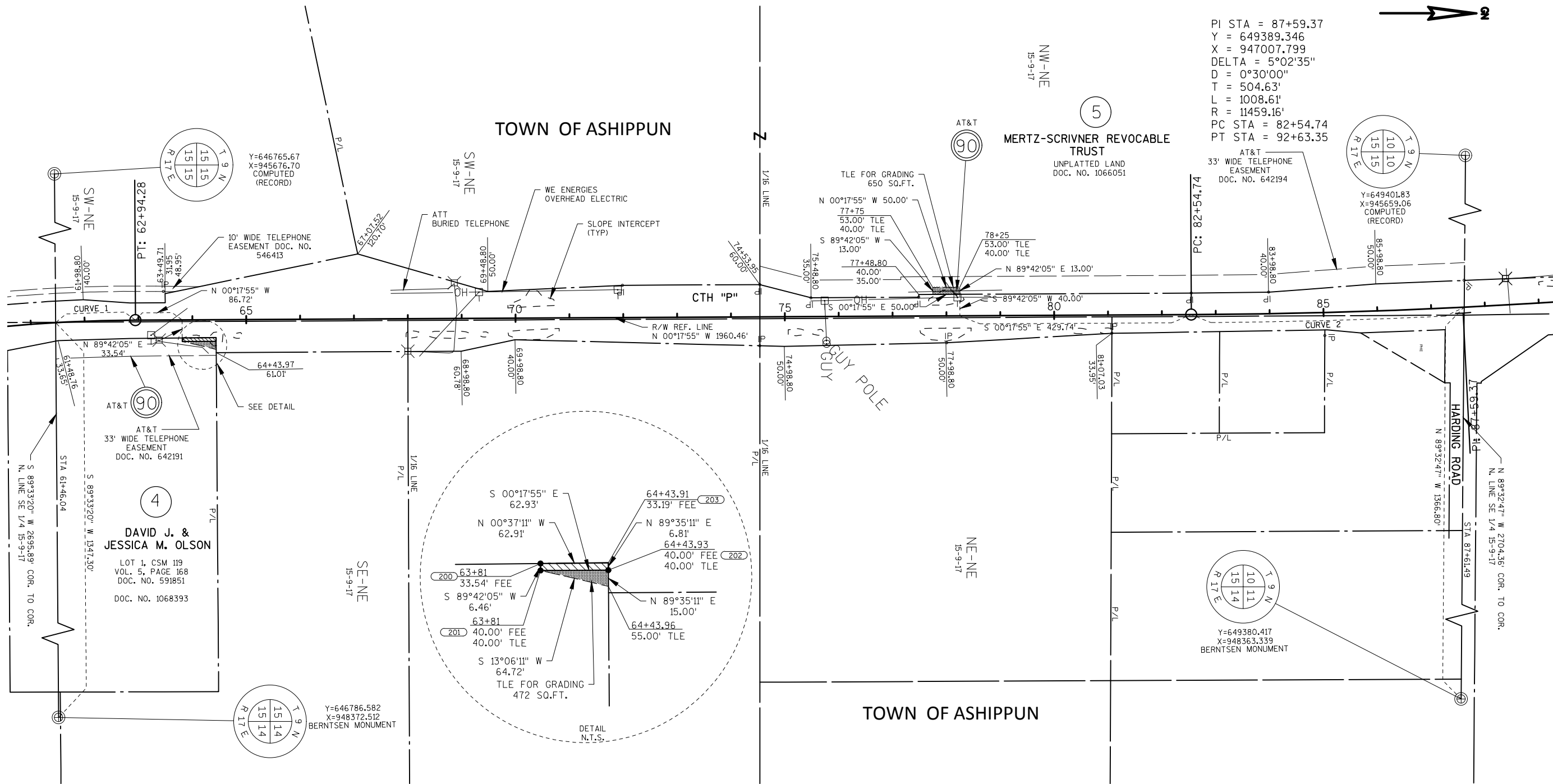


REVISION DATE X	DATE: 12-23-2014	SCALE, FEET 0 N/A	HWY: CTH A	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.04	
	GRID FACTOR N/A		COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET	E



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4



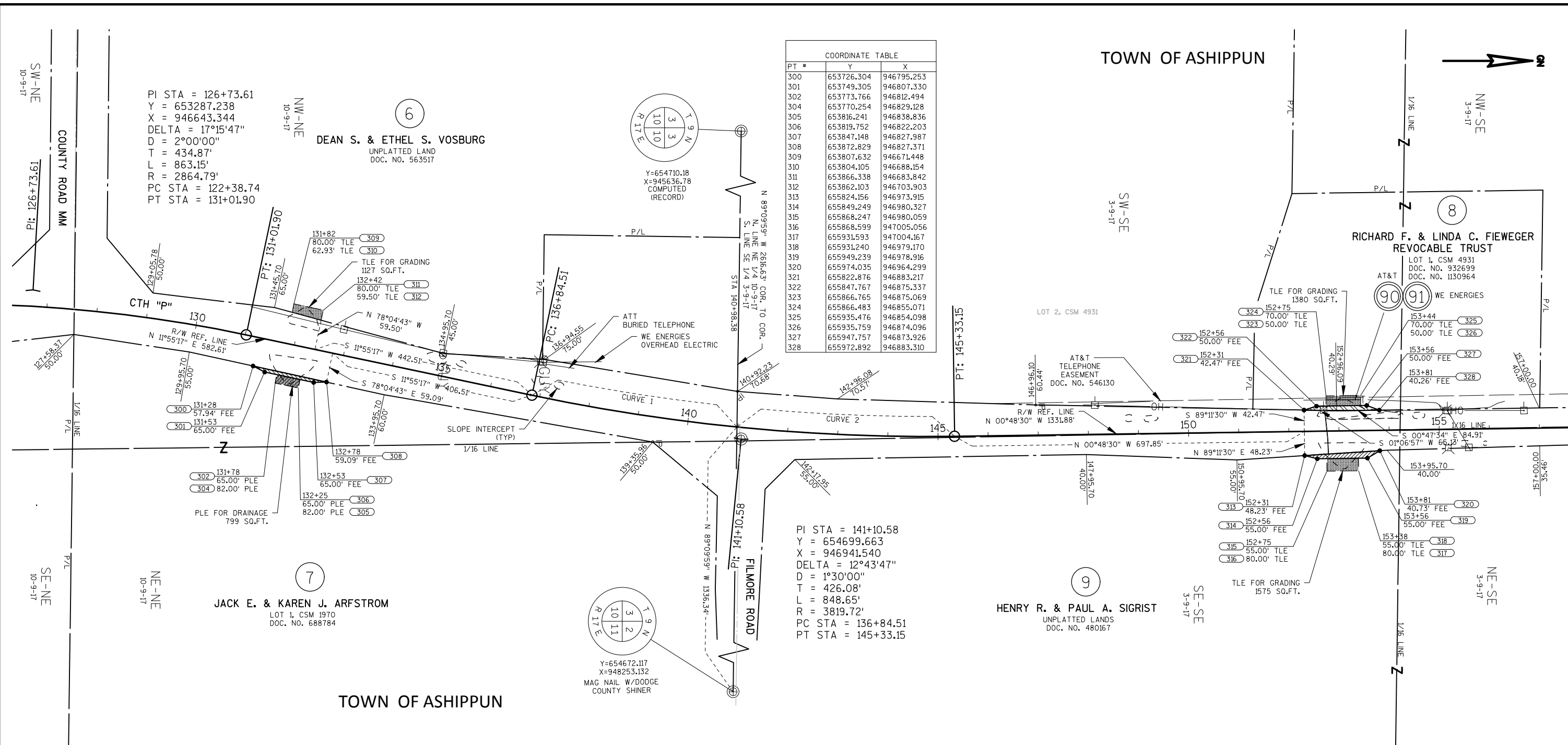
COORDINATE TABLE		
PT #	Y	X
200	647011.181	947053.735
201	647011.215	947060.132
202	647074.139	947059.864
203	647074.090	947053.055

EXISTING MONUMENTS FOUND		
Y	X	DESCRIPTION
649391.211	946946.78	IP REBAR
649132.479	947049.457	IP
649028.125	946968.739	IP 1"
648884.541	946970.415	IP 1"
648737.314	947045.15	IP 1"
648378.558	946978.001	IP 1"
648430.677	947062.552	IP 1" BENT
648178.616	946979.335	IP 1"
648083.673	947068.222	IP 1"
648083.678	946954.714	IP 1"
647828.554	946956.042	IP 1"
646976.295	946967.415	IP REBAR

CURVE TABLE				
NUMBER	DELTA ANGLE	CHORD DIRECTION	RADIUS	ARC LENGTH
CURVE 1	2°57'54"	N 01°46'52" W	2864.79	148.24'
CURVE 2	2°32'02"	S 01°33'56" E	11459.16	506.75'

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
RUBICON ROAD/P	DIVISION JOB NO. 1089	66'	1927
CTH P	DOC. NO. 361700	VARIES	1940
CTH P	PROJECT I.D. 510.04(2)	VARIES	1972
CTH P	PROJECT I.D. 510.24	VARIES	1981
HARDING ROAD	ROAD RECORDS (V., P.)	66'	
HARDING ROAD	VOL.543, P.597	VARIES	1981

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH P	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.06
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET
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COORDINATE TABLE		
PT #	Y	X
300	653726.304	946795.253
301	653749.305	946807.330
302	653773.766	946812.494
304	653770.254	946829.128
305	653816.241	946838.836
306	653819.752	946822.203
307	653847.148	946827.987
308	653872.829	946827.371
309	653807.632	946671.448
310	653804.105	946688.154
311	653866.338	946683.842
312	653862.103	946703.903
313	655824.156	946973.915
314	655849.249	946980.327
315	655868.247	946980.059
316	655868.599	947005.056
317	655931.593	947004.167
318	655931.240	946979.170
319	655949.239	946978.916
320	655974.035	946964.299
321	655822.876	946883.217
322	655847.767	946875.337
323	655866.765	946875.069
324	655866.483	946855.071
325	655935.476	946854.098
326	655935.759	946874.096
327	655947.757	946873.926
328	655972.892	946883.310

PI STA = 141+10.58
Y = 654699.663
X = 946941.540
DELTA = 12°43'47"
D = 1°30'00"
T = 426.08'
L = 848.65'
R = 3819.72'
PC STA = 136+84.51
PT STA = 145+33.15

CURVE TABLE				
NUMBER	DELTA ANGLE	CHORD DIRECTION	RADIUS	ARC LENGTH
CURVE 1	6°12'29"	S 08°49'03" W	3819.72	413.87'
CURVE 2	26°31'18"	N 02°27'09" E	3819.72	434.78'

LINE COURSE TABLE		
NUMBER	DIRECTION	DISTANCE
308-307	S 01°22'28" E	25.69'
307-301	S 11°55'17" W	100.00'
301-300	S 27°42'05" W	25.98'
300-308	N 12°21'48" E	150.00'
307-306	S 11°55'17" W	28.00'
306-305	S 78°04'43" E	17.00'
305-304	S 11°55'17" W	47.00'
304-302	N 78°04'43" W	17.00'
302-306	N 11°55'17" E	47.00'
312-310	S 15°11'31" W	60.10'
310-309	N 78°04'43" W	17.07'
309-311	N 11°55'17" E	60.00'
311-312	S 78°04'43" E	20.50'

LINE COURSE TABLE		
NUMBER	DIRECTION	DISTANCE
313-314	N 14°20'02" E	25.90'
314-319	N 00°48'30" W	100.00'
319-320	N 30°31'04" W	28.78'
320-313	S 03°40'15" E	150.19'
314-315	N 00°48'30" W	19.00'
315-316	N 89°11'30" E	25.00'
316-317	N 00°48'30" W	63.00'
317-318	S 89°11'30" W	25.00'
318-315	S 00°48'30" E	63.00'
321-322	N 17°33'56" W	26.11'
322-327	N 00°48'30" W	100.00'
327-328	N 20°28'20" E	26.83'
322-323	N 00°48'30" W	19.00'

LINE COURSE TABLE		
NUMBER	DIRECTION	DISTANCE
323-324	S 89°11'30" W	20.00'
324-325	N 00°48'30" W	69.00'
325-326	N 89°11'30" E	20.00'
326-323	S 00°48'30" E	69.00'

EXISTING MONUMENTS FOUND		
DESCRIPTION	Y	X
IP 1" BENT	654523.651	946946.224
ALUM MONUMENT	654700.028	946941.008
IP REBAR	654692.663	946845.962
IP REBAR	655287.623	946873.196

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
RUBICON ROAD/P	DIVISION JOB NO. 1089	66'	1927
CTH P	PROJECT I.D. 510.24	VARIES	1981
FILMORE ROAD	ROAD RECORDS	66'	
FILMORE ROAD	PROJECT I.D. 510.24	VARIES	1981
CTH MM	PROJECT I.D. 504.08	VARIES	1960

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH P	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.07
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET
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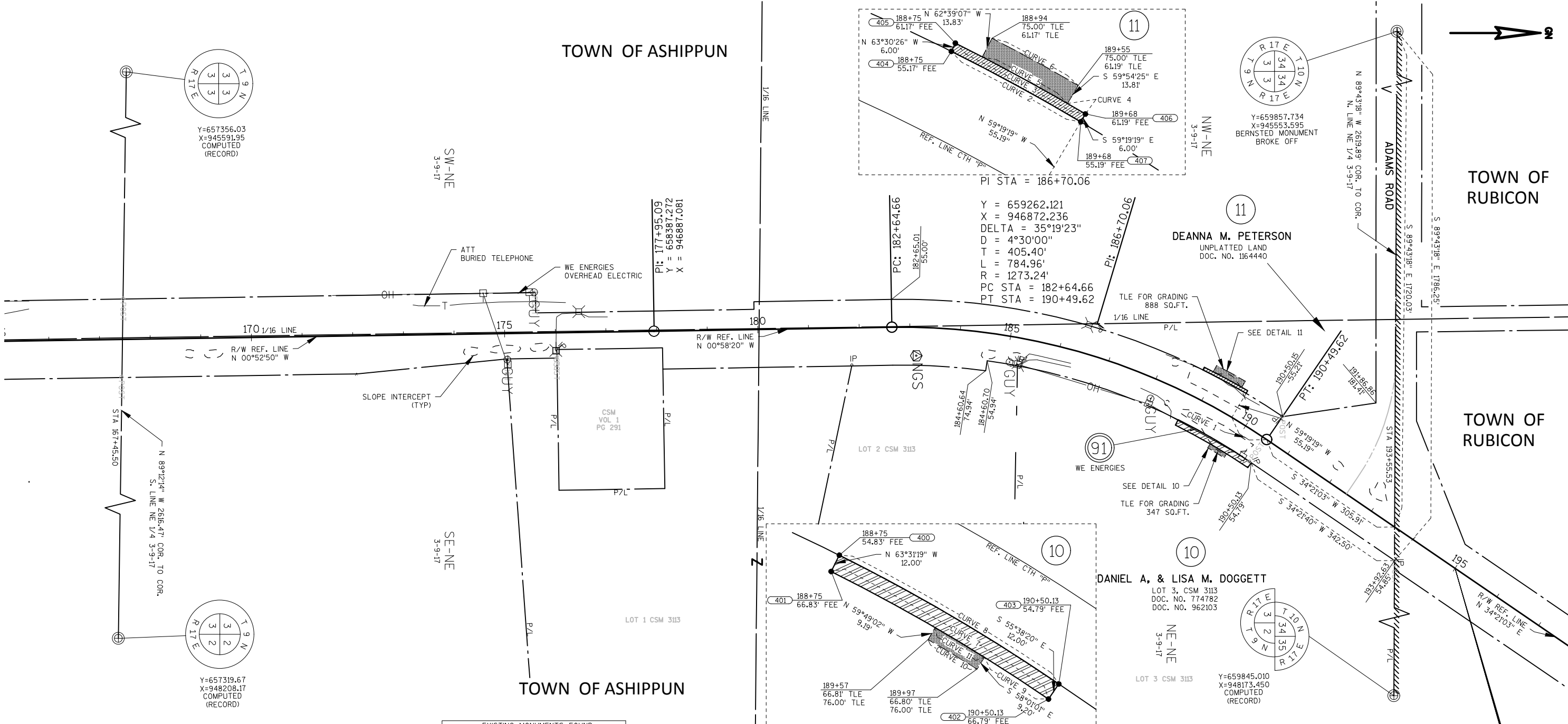
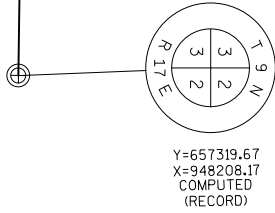
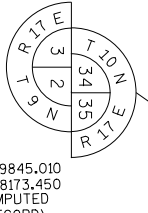
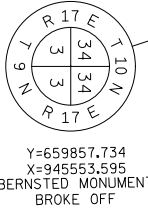
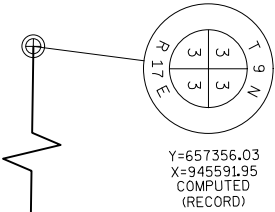
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TOWN OF ASHIPGUN

TOWN OF RUBICON

TOWN OF RUBICON

TOWN OF ASHIPGUN



EXISTING MONUMENTS FOUND		
DESCRIPTION	Y	X
RWGP	657339.280	946822.691
RWGP	657336.057	946977.386
IP 1"	659260.657	946871.375
RWGP	659849.836	947341.241
IP REBAR	659848.851	947340.228
RWGP	659562.402	947143.995
IP REBAR	659563.794	947145.271
IP REBAR	659626.129	947054.729
RWGP	659627.917	947055.265
RUBICON S GPS	658905.056	946935.410
IP REBAR	659104.680	946953.793
RWGP	658097.709	946941.170
RWGP	658195.139	946939.214
IP OLD	658194.926	946922.431
RWGP	658151.663	946810.661
RWGP	658194.624	946922.524
IP REBAR	658777.964	946953.611

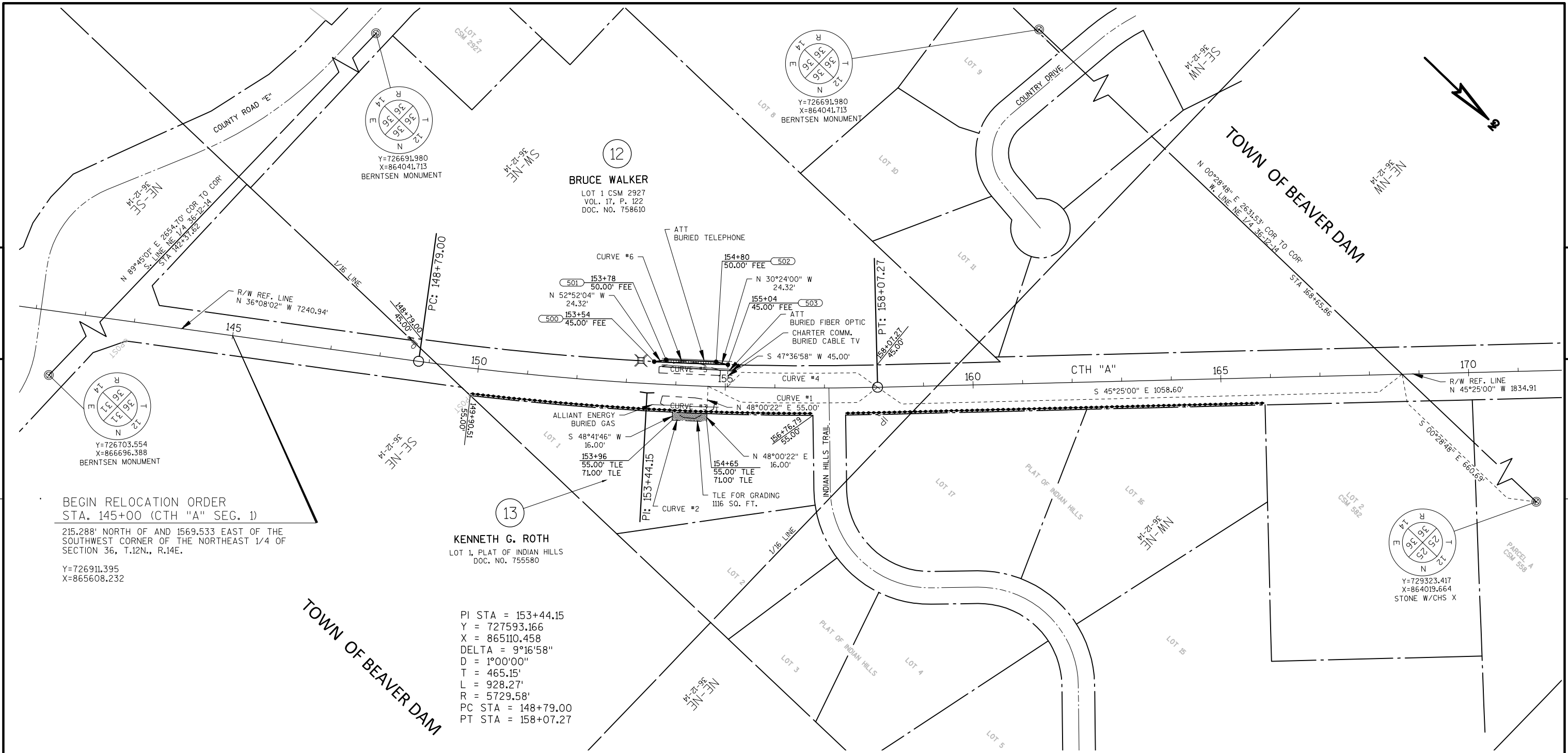
COORDINATE TABLE		
PT #	Y	X
400	659421.899	947061.711
401	659416.548	947072.452
402	659559.550	947156.417
403	659566.323	947146.511
404	659470.965	946963.261
405	659473.641	946957.891
406	659559.222	947004.497
407	659556.161	947009.657

CURVE TABLE					
NUMBER	DELTA ANGLE	CHORD DIRECTION	RADIUS	ARC LENGTH	CHORD LENGTH
CURVE 1	3°40'23"	S 32°30'52" W	1273.24	81.62'	81.61'
CURVE 2	4°11'08"	S 28°34'19" W	1328.24	97.03'	97.01'
CURVE 3	4°11'08"	N 28°34'19" E	1334.24	97.47'	97.45'
CURVE 4	0°35'06"	S 30°22'20" W	1334.24	13.62'	13.62'
CURVE 5	2°44'43"	S 28°42'26" W	1334.24	63.93'	63.93'
CURVE 6	2°44'43"	N 28°43'14" E	1348.24	64.59'	64.59'
CURVE 7	7°52'59"	S 30°25'11" W	1206.24	165.96'	165.83'
CURVE 8	7°52'59"	N 30°25'11" E	1218.24	167.61'	167.48'
CURVE 9	2°23'33"	S 33°09'54" W	1206.24	50.37'	50.36'
CURVE 10	1°48'01"	S 31°04'59" W	1197.24	37.62'	37.62'
CURVE 11	1°48'01"	N 31°04'07" E	1206.24	37.91'	37.90'

END RELOCATION ORDER
STA. 195+00 (CTH "P")
110.942' NORTH OF AND 1801.430' EAST OF THE
NORTHWEST CORNER OF THE NORTHEAST 1/4 OF
SECTION 3, T.9N., R.17E.
Y=659968.652
X=947355.120

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
CTH P	ROAD RECORDS (V.2 -P.5)	49.5'	
CTH P	PROJECT 1010	VARIES	
CTH P	PROJECT 510.04(1)	VARIES	1972
ADAMS ROAD	PROJECT 510.04(1)	VARIES	1972

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH P	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.08
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET
					E



BEGIN RELOCATION ORDER
STA. 145+00 (CTH "A" SEG. 1)
215.288' NORTH OF AND 1569.533 EAST OF THE
SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF
SECTION 36, T.12N., R.14E.
Y=726911.395
X=865608.232

PI STA = 153+44.15
Y = 727593.166
X = 865110.458
DELTA = 9°16'58"
D = 1°00'00"
T = 465.15'
L = 928.27'
R = 5729.58'
PC STA = 148+79.00
PT STA = 158+07.27

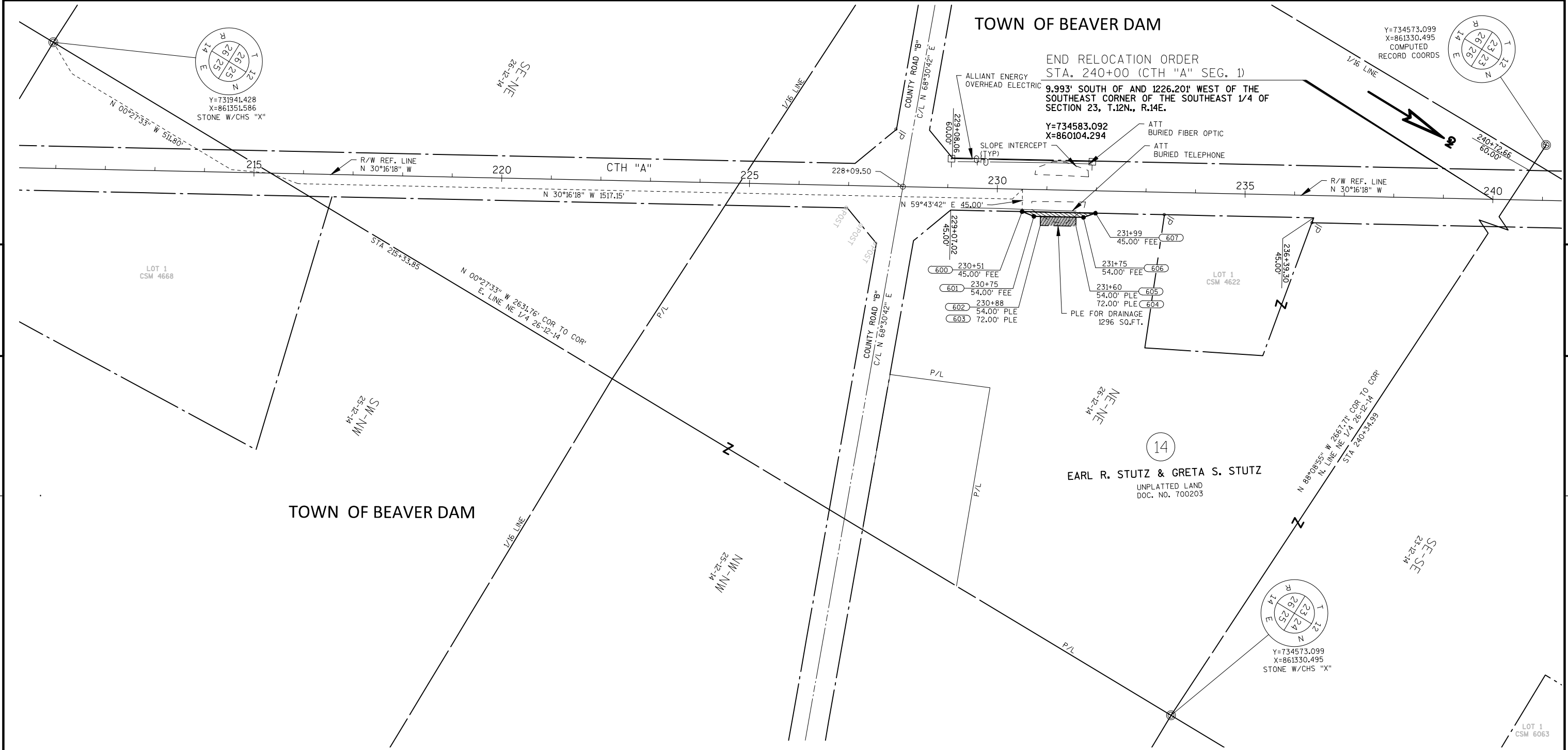
COORDINATE TABLE		
PT #	Y	X
500	727559.623	865055.056
501	727574.305	865035.666
502	727649.874	864968.493
503	727670.851	864956.186

CURVE TABLE					
NUMBER	DELTA ANGLE	CHORD DIRECTION	RADIUS	ARC LENGTH	CHORD LENGTH
CURVE 1	3°25'22"	S 43°42'19" E	5729.58	342.27'	342.22'
CURVE 2	0°41'24"	S 41°38'56" E	5800.58	69.86'	69.86'
CURVE 3	0°41'24"	N 41°38'56" W	5784.58	69.66'	69.66'
CURVE 4	3°01'58"	S 43°54'01" E	5729.58	303.27'	303.23'
CURVE 5	1°30'00"	S 41°38'02" E	5684.58	148.82'	148.82'
CURVE 6	1°01'12"	N 41°38'02" W	5679.58	101.11'	101.11'

EXISTING MONUMENTS FOUND		
DESCRIPTION	Y	X
RWGP	726763.519	865765.721
IP (NAIL)	727170.560	865363.888
RWGP (BROKE OFF)	727341.078	865362.048
IP (BENT)	727960.139	864816.597

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
CTH A	BY STATE STATUTE 82.31	66'	-
CTH A	PROJECT S1040(1)	VARIES	1964
CTH E	RECORDS V.I-P,159, BY STATE STATUTE 82.31	66'	-
CTH E	CTH A PROJECT S1040(1)	VARIES	1964
INDIAN HILLS TRAIL	INDIAN HILLS SUBDIVISION PLAT	66'	1979

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH A	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET	4.09
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET	-----
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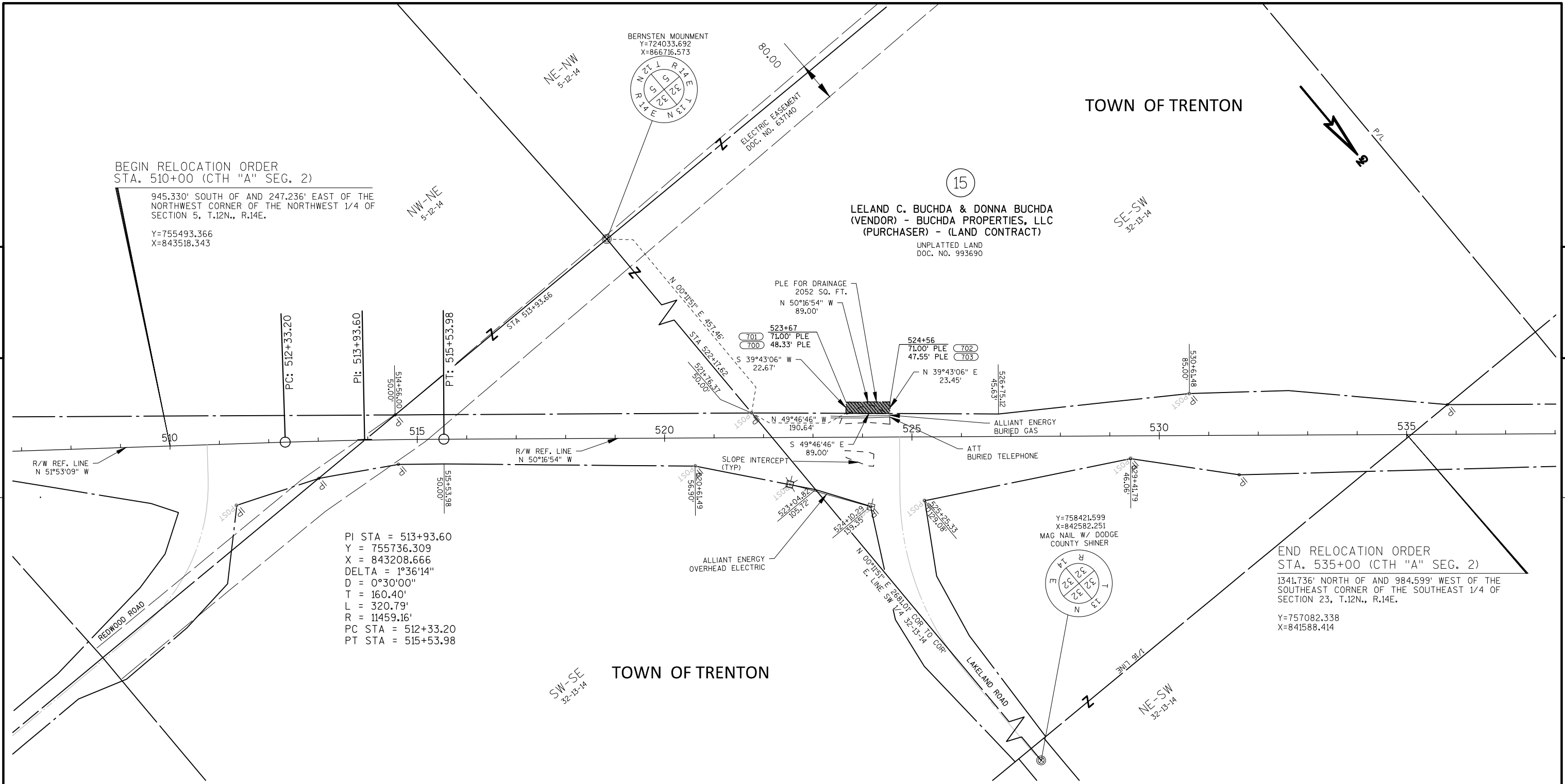
COORDINATE TABLE		
PT #	Y	X
600	733786.178	860621.550
601	733811.442	860617.225
602	733822.670	860610.671
603	733831.744	860626.217
604	733893.926	860589.922
605	733884.852	860574.376
606	733897.807	860566.815
607	733913.997	860546.943

LINE COURSE TABLE		
NUMBER	DIRECTION	DISTANCE
600-607	N 30°16'18" W	148.00'
607-606	S 50°49'40" E	25.63'
606-601	S 30°16'18" E	100.00'
601-600	S 09°42'56" E	25.63'
600-601	N 09°42'56" W	25.63'
601-602	N 30°16'18" W	13.00'
602-605	N 30°16'18" W	72.00'
605-604	N 59°43'42" E	18.00'
604-603	S 30°16'18" E	72.00'
603-602	S 59°43'42" W	18.00'

IRON PIPES FOUND		
DESCRIPTION	Y	X
RWGP	733479.947	860800.553
IP 1"	733482.396	860613.012
RWGP	733523.269	860815.687
RWGP	733567.450	860830.916
IP 1"	734033.954	860476.988
IP 2"	734296.624	860335.106

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
CTH A	BY STATE STATUTE 82.31	66'	-
CTH A	PROJECT S1040(1)	VARIES	1964
CTH B/CTH A	PROJECT S05.01(1)	VARIES	1964
CTH B	DOC. NO. 365349	VARIES	1941

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH A	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.10
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET
					E



PI STA = 513+93.60
Y = 755736.309
X = 843208.666
DELTA = 1°36'14"
D = 0°30'00"
T = 160.40'
L = 320.79'
R = 11459.16'
PC STA = 512+33.20
PT STA = 515+53.98

END RELOCATION ORDER
STA. 535+00 (CTH "A" SEG. 2)
1341.736' NORTH OF AND 984.599' WEST OF THE
SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF
SECTION 23, T.12N., R.14E.
Y=757082.338
X=841588.414

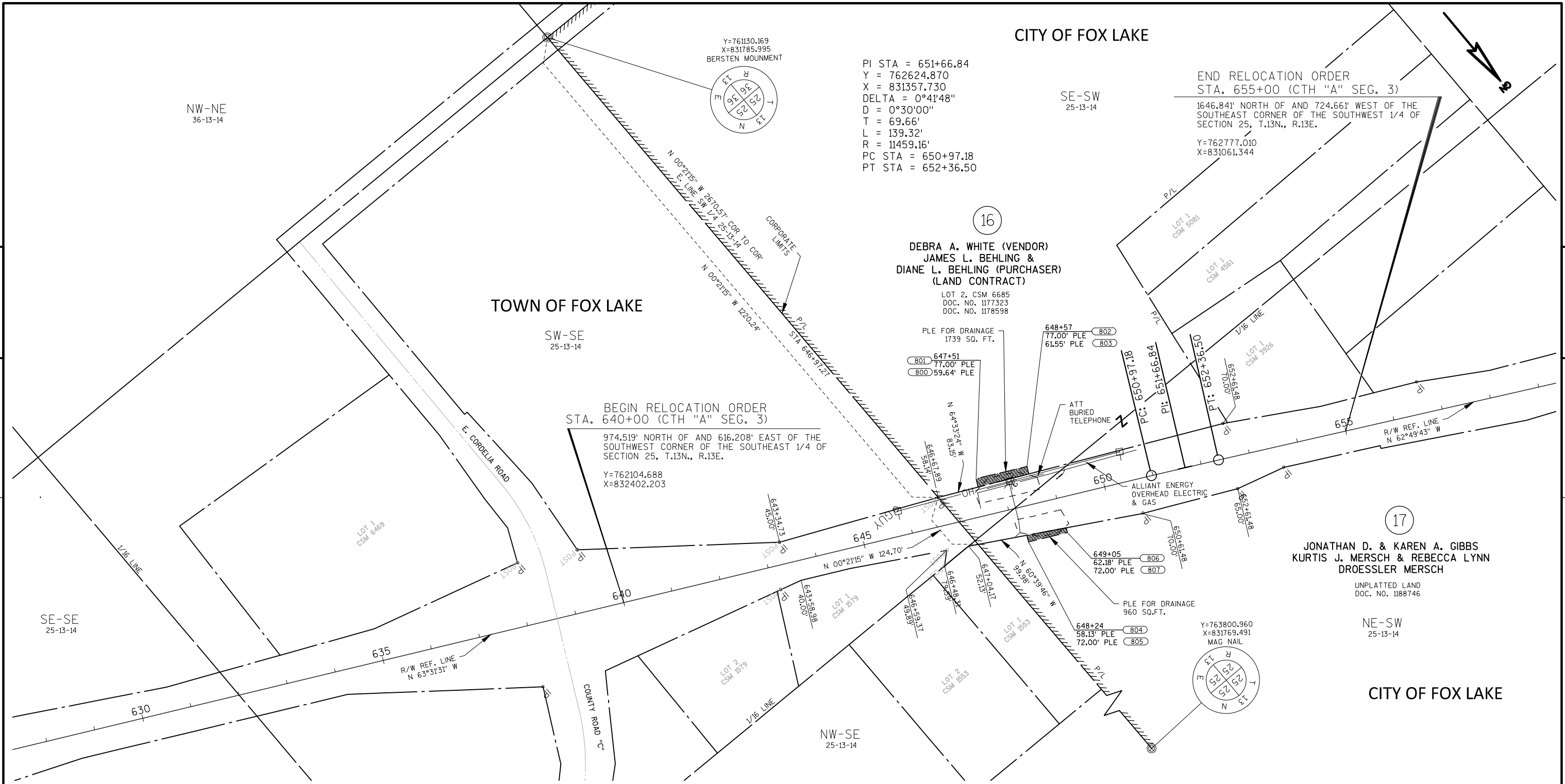
COORDINATE TABLE		
PT #	Y	X
700	756321.163	842429.031
701	756303.724	842414.544
702	756360.596	842346.086
703	756378.635	842361.072

EXISTING MONUMENTS FOUND		
DESCRIPTION	Y	X
RWGP	755671.849	843492.463
IP REBAR	755672.131	843491.837
IP REBAR	755736.804	843330.052
IP REBAR	755737.757	843129.272
IP REBAR	755818.462	843188.116
RWGP	756206.854	842730.564
IP REBAR	756206.924	842731.261
RWGP	756197.676	842574.560
IP REBAR	756198.089	842574.628
RWGP	756359.802	842607.141

EXISTING MONUMENTS FOUND		
DESCRIPTION	Y	X
IP REBAR	756497.193	842511.875
RWGP	756497.362	842511.833
IP REBAR	756558.730	842420.676
RWGP	756558.290	842420.907
RWGP	756760.827	842046.580
IP REBAR	756761.080	842047.292
RWGP	756736.491	841871.775
IP REBAR	756736.771	841871.326
IP REBAR	756927.479	841899.877
IP REBAR	757089.211	841486.414

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
CTH A	BY STATE STATUTE 82.31	66'	-
CTH A	DOC. NO. 365945	VARIES	1941
CTH A	PROJECT 313.048	VARIES	1999
LAKEWOOD ROAD	BY STATE STATUTE 82.31	66'	-
LAKEWOOD ROAD	PROJECT 313.048	VARIES	1999
REDWOOD ROAD	BY STATE STATUTE 82.31	66'	-
REDWOOD ROAD	PROJECT 313.048	VARIES	1999

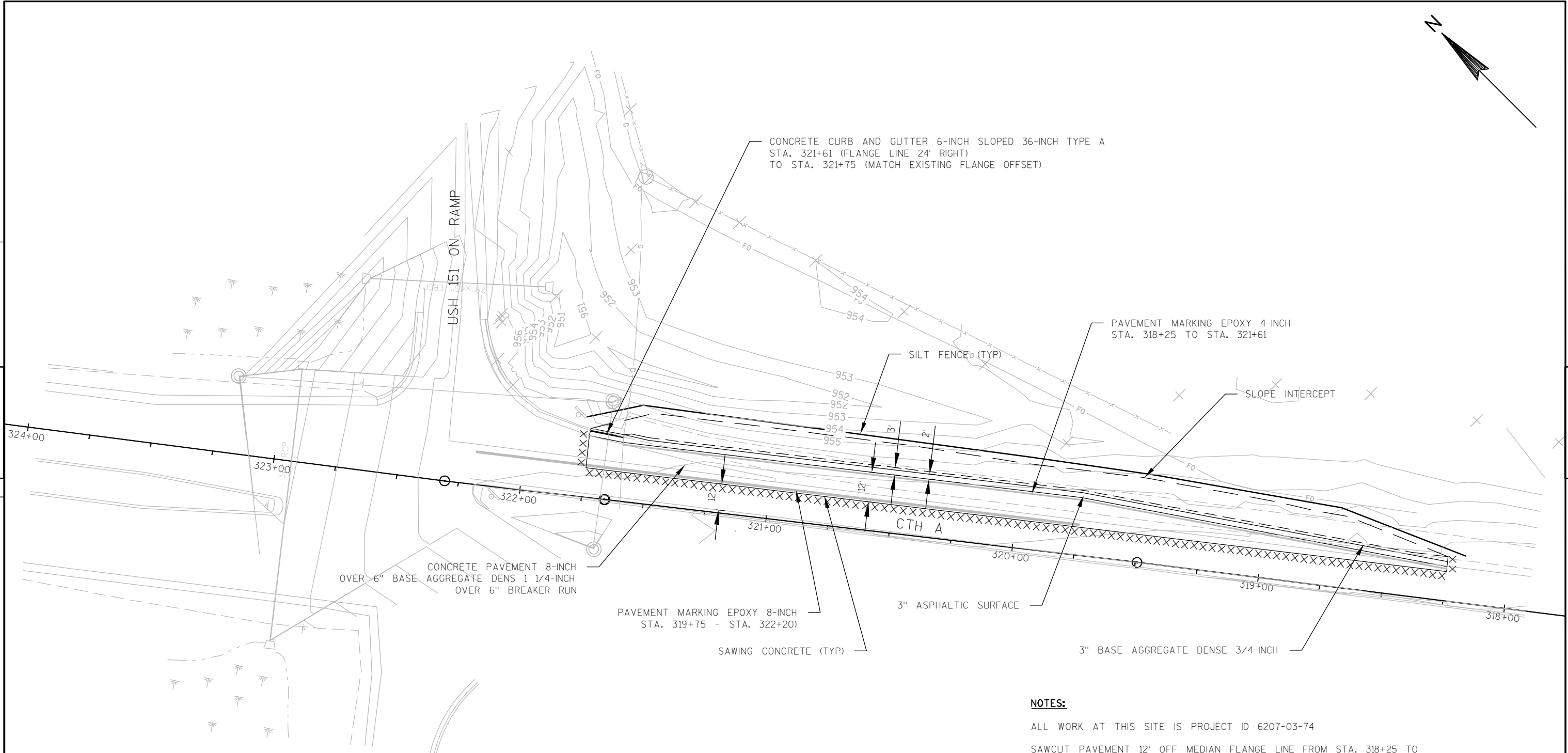
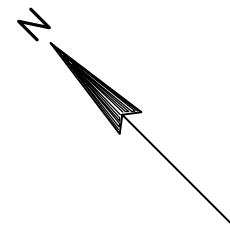
REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH A	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.11
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET



EXISTING MONUMENTS FOUND			EXISTING MONUMENTS FOUND			COORDINATE TABLE			LINE COURSE TABLE		
DESCRIPTION	Y	X	DESCRIPTION	Y	X	PT #	Y	X	NUMBER	DIRECTION	DISTANCE
IP REBAR	761904.765	832514.886	IP REBAR	762350.322	831778.457	800	762386.104	831703.373	800-801	S 26°28'29" W	17.36'
RWGP	761905.183	832514.877	RWGP	762350.508	831778.152	801	762370.562	831695.633	801-802	N 63°31'31" W	106.00'
IP 1"	761962.529	832405.88	RWGP	762443.391	831833.359	802	762417.817	831600.749	802-803	N 26°28'29" E	15.45'
RWGP	761962.534	832405.843	RWGP	762464.565	831857.874	803	762431.651	831607.639	803-800	S 64°33'24" E	106.02'
IP REBAR	762130.161	832636.732	IP REBAR BENT	762640.431	831481.831	804	762524.061	831690.528	804-806	N 60°39'46" W	81.10'
IP REBAR	762213.513	832082.432	IP REBAR	762605.786	831241.597	805	762536.480	831696.714	806-807	N 26°28'29" E	9.82'
RWGP	762213.982	832082.852	IP REBAR	762725.998	831303.190	806	762563.797	831619.828	807-805	S 63°31'31" E	81.00'
RWGP	762288.426	832142.020	IP REBAR	762752.640	831204.356	807	762572.591	831624.208	805-804	S 26°28'29" W	13.87'
IP REBAR	762288.511	832141.828	IP REBAR	762792.836	830887.956						

ROAD NAME	BASIS OF EXISTING R/W	WIDTH	YEAR
CTH A	BY STATE STATUTE 82.31	66'	-
CTH A	DOC. NO. 365945	VARIES	1941
CTH A	PROJECT 313.048	VARIES	1999
E. CORDELIA ROAD	BY STATE STATUTE 82.31	66'	-
E. CORDELIA ROAD	PROJECT 313.048	VARIES	1999
CTH C	BY STATE STATUTE 82.31	66'	-
CTH C	PROJECT 313.048	VARIES	1999

REVISION DATE	DATE: 12-23-2014	SCALE, FEET	HWY: CTH A	STATE R/W PROJECT NUMBER - 6207-03-01	PLAT SHEET 4.12
	GRID FACTOR N/A	0 100 200	COUNTY: DODGE	CONSTRUCTION PROJECT NUMBER - 6207-03-73	PS&E SHEET

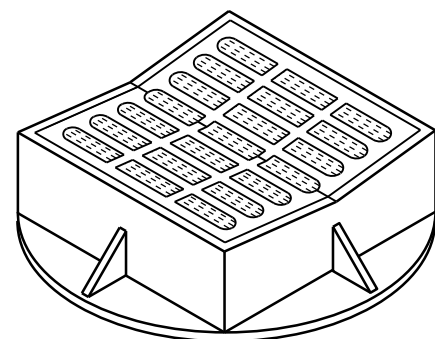
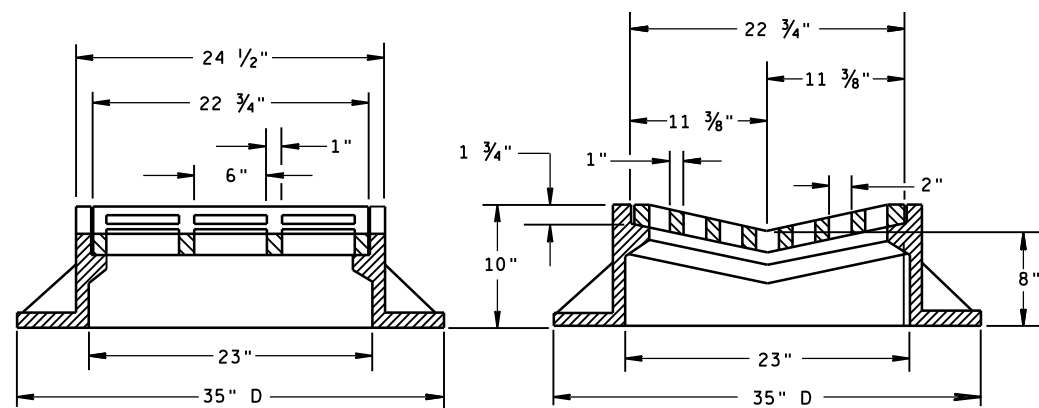


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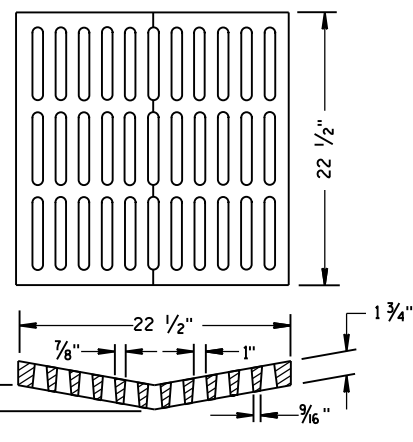
- ALL WORK AT THIS SITE IS PROJECT ID 6207-03-74
- SAWCUT PAVEMENT 12' OFF MEDIAN FLANGE LINE FROM STA. 318+25 TO STA. 321+75
- TURN LANE CROSS SLOPE TO MATCH MAINLINE AT 2.0%. SEE CROSS SECTIONS.
- MAINTAIN A MINIMUM 11-FOOT THROUGH LANE ALONG SIDE THE WORK ZONE FOR NORTH BOUND CTH A. TRAFFIC CONTROL DEVICES SHALL CONFORM TO SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" AND "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH".
- PLACE SALVAGED TOPSOIL, SEED, TEMPORARY SEE, FERTILIZER AND MULCH IN ALL DISTURBED AREAS BETWEEN THE EDGE OF SHOULDER AND SLOPE INTERCEPT. SILT FENCE TO REMAIN IN PLACE UNTIL ALL RESTORATION AREAS HAVE STABILIZED.

Standard Detail Drawing List

08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
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

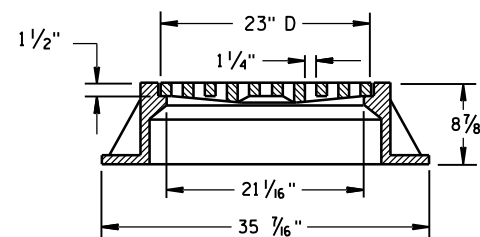
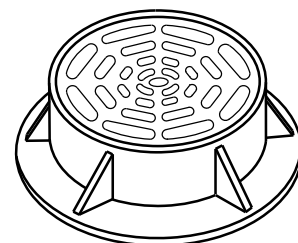
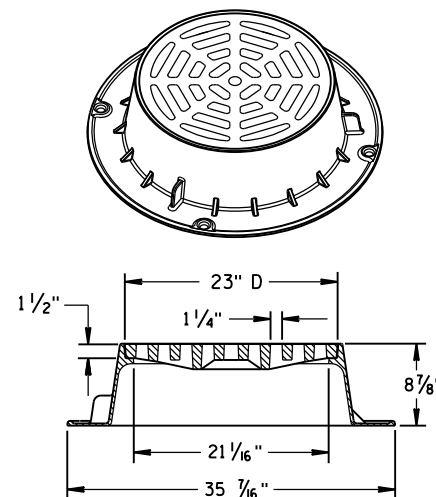


TYPE "B"



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"

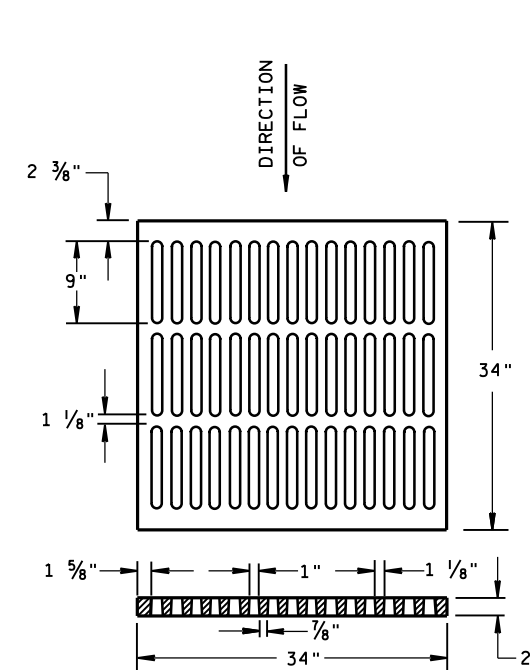
NOTE: EITHER CASTING IS ACCEPTABLE

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.

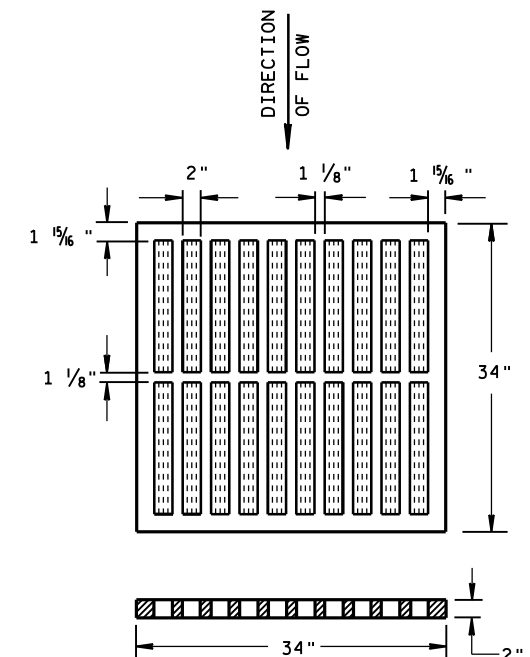
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



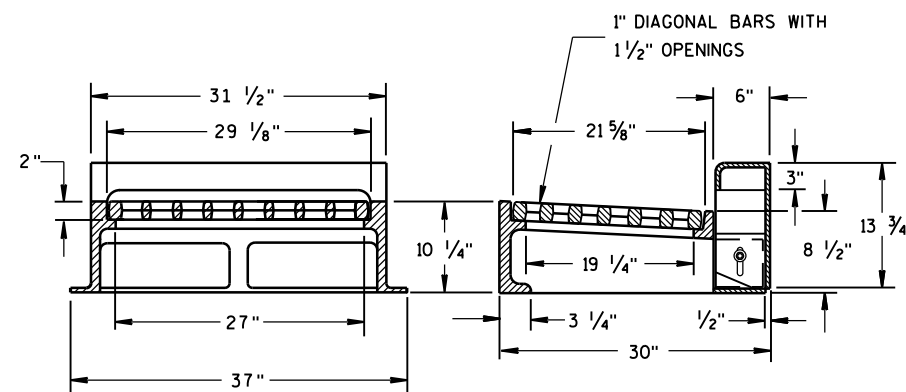
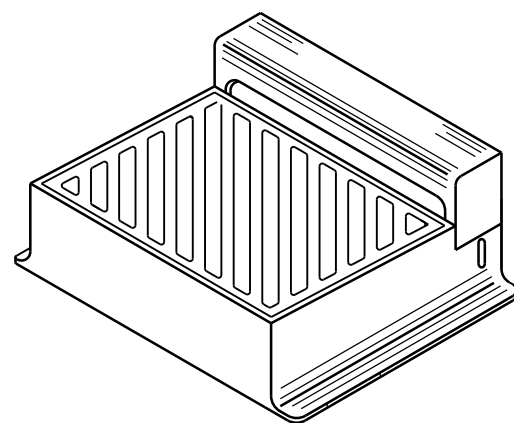
ALTERNATIVE TYPE "MS"

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIAGONAL SLOTS, SHALL BE ORIENTED
TO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

DIRECTION
OF FLOW

INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/27/2013

DATE

FHWA

/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

ENGINEER



4" OVERHANGING BASE ON REINFORCED
CAST-IN-PLACE CONCRETE INLETS

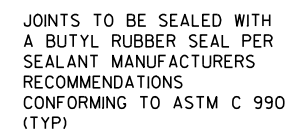


INLETS MEDIAN 1 GRATE

DEPTH AS SHOWN
ON PLANS 

INLETS MEDIAN 2 GRATE

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

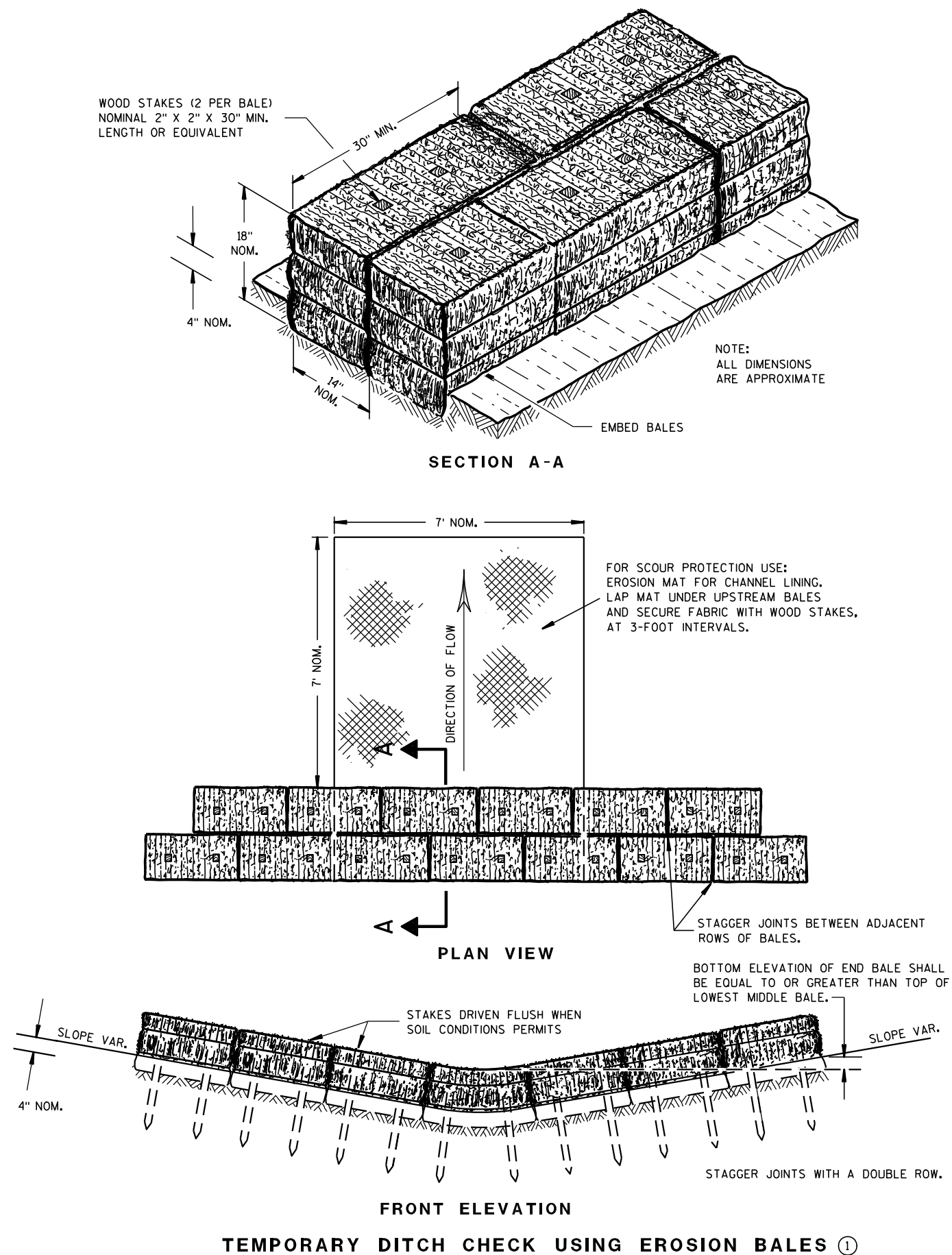


INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE

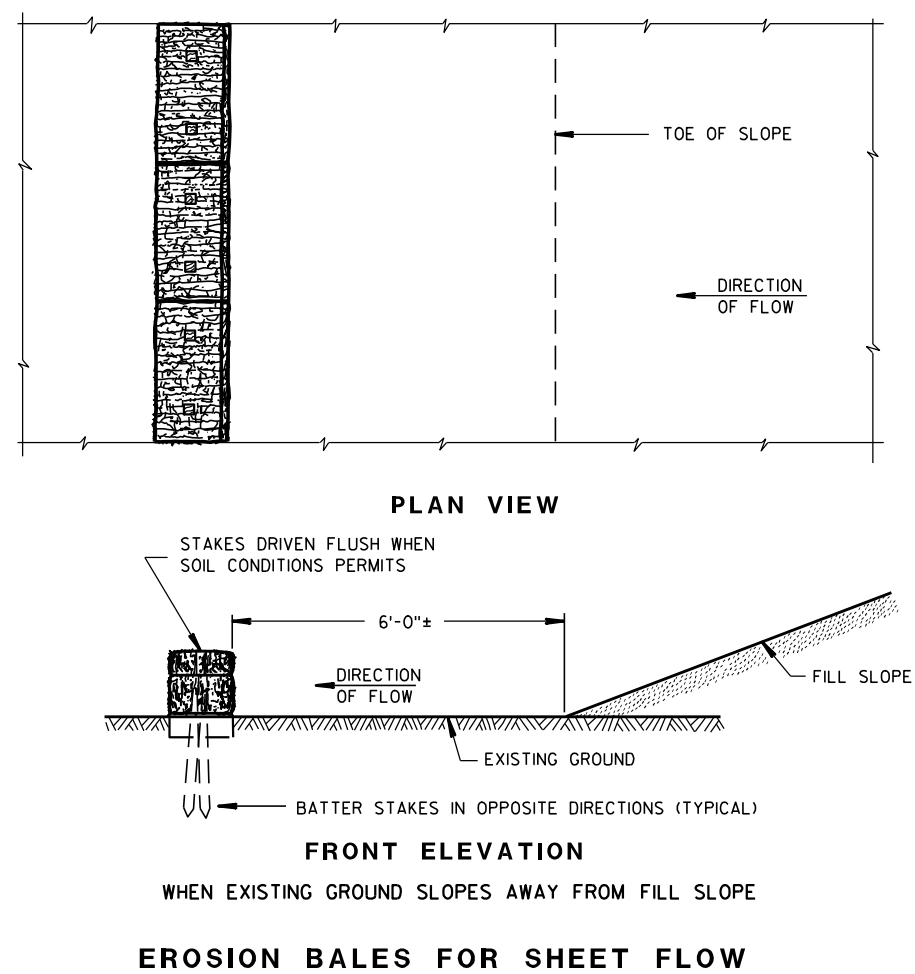
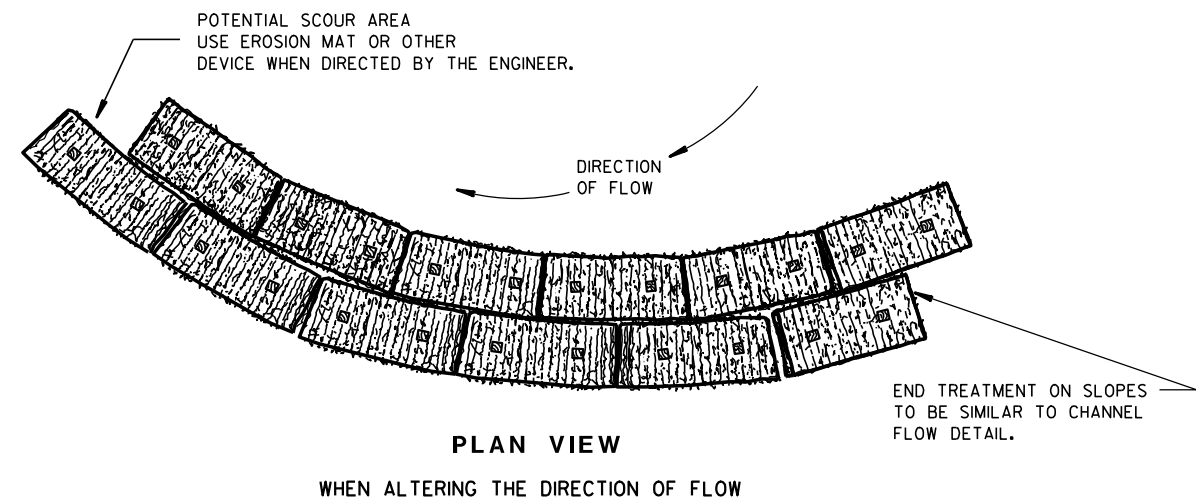
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



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.

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

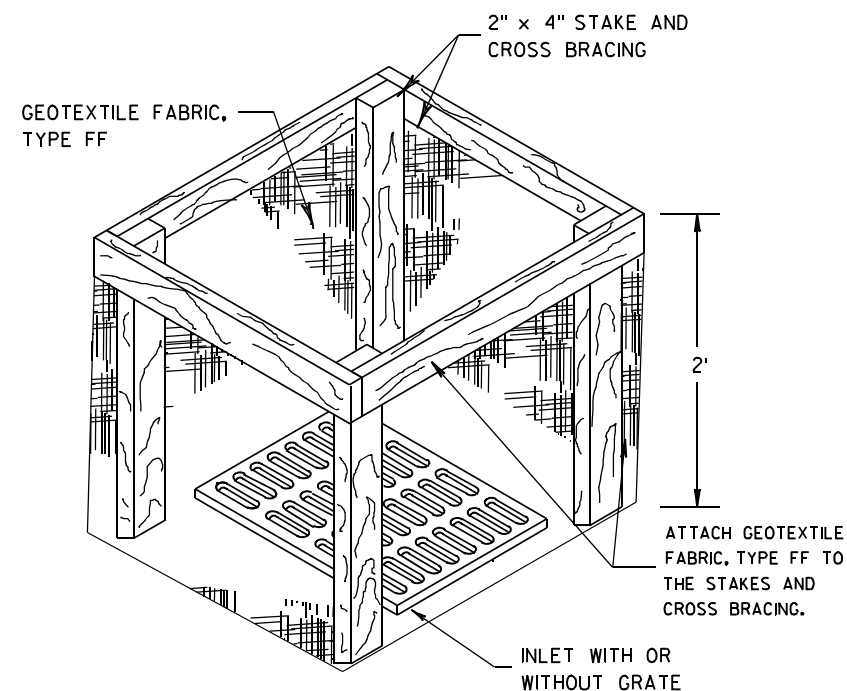
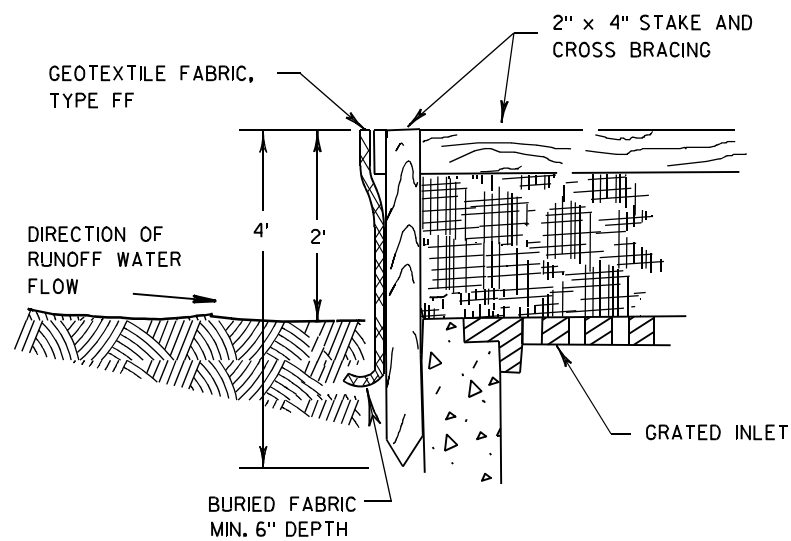
FHWA



- 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 1 1/8" X 1 1/8" 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.



<p>SILT FENCE</p>	
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>	
<p>APPROVED 4-29-05 DATE</p>	<p>/s/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER</p>



INLET PROTECTION, TYPE A

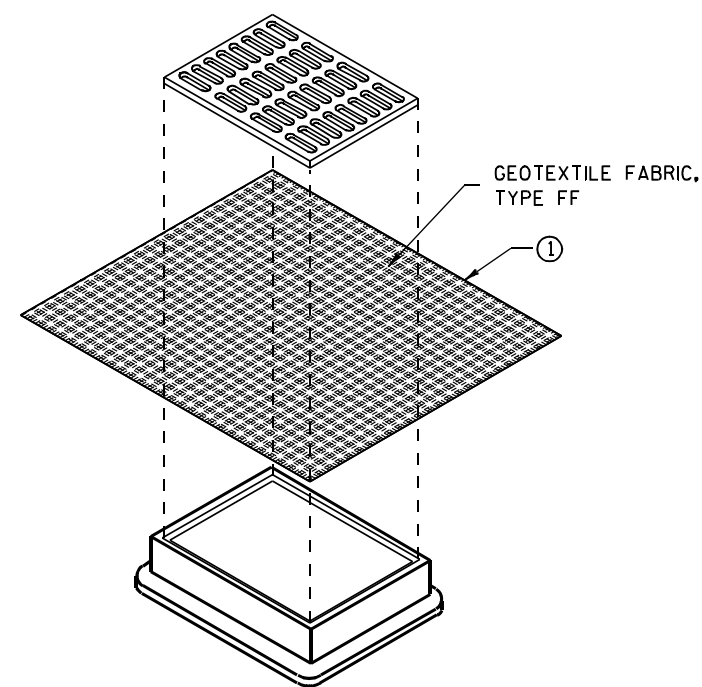
GENERAL NOTES

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.

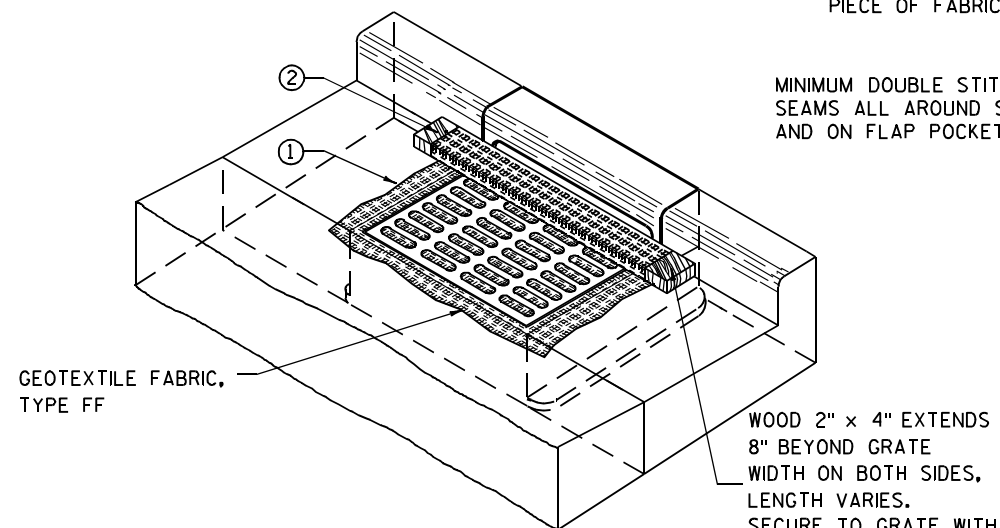
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

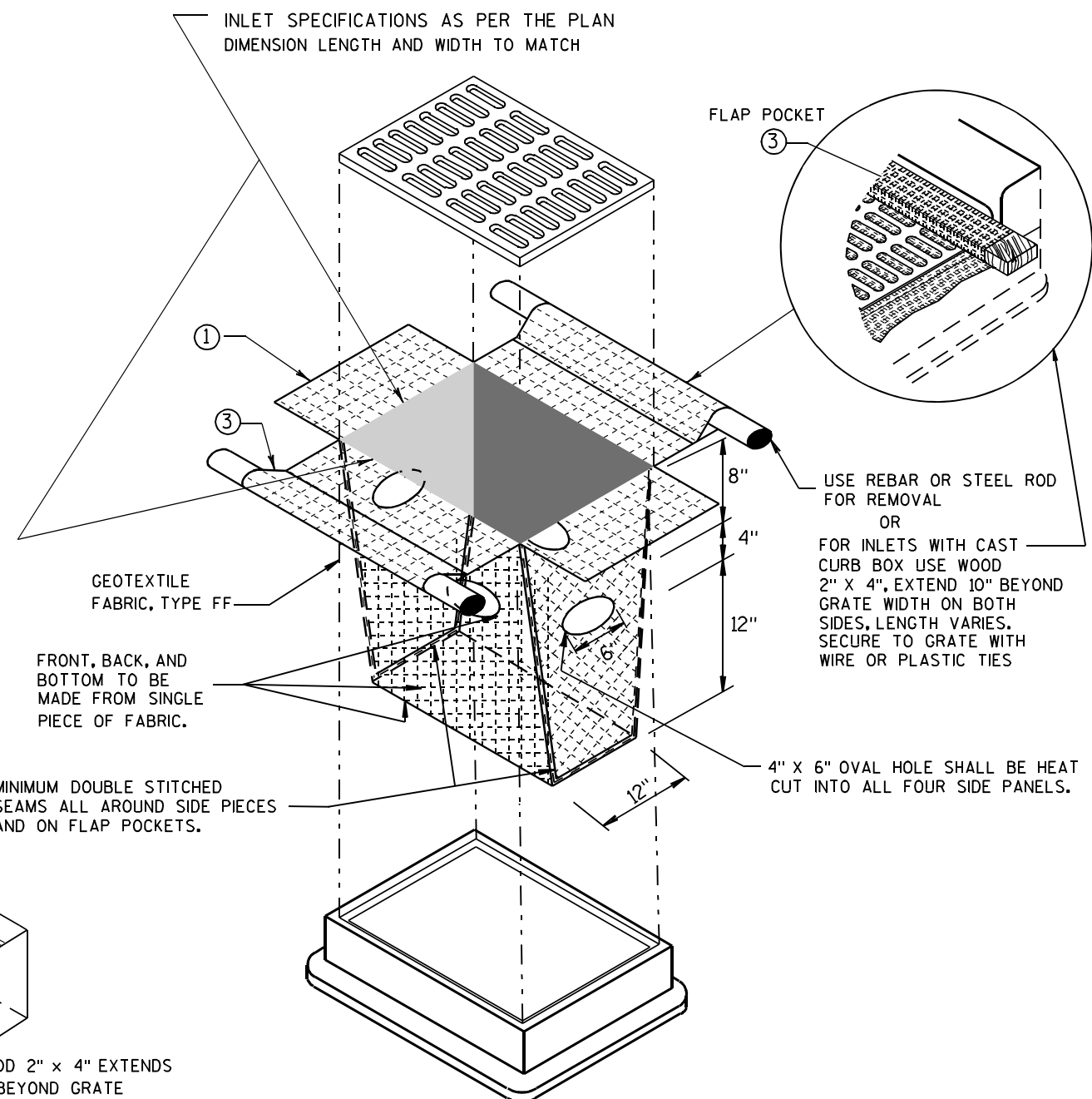
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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 D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

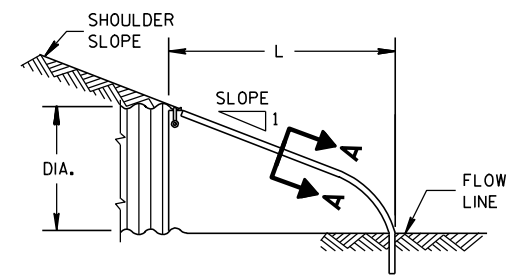
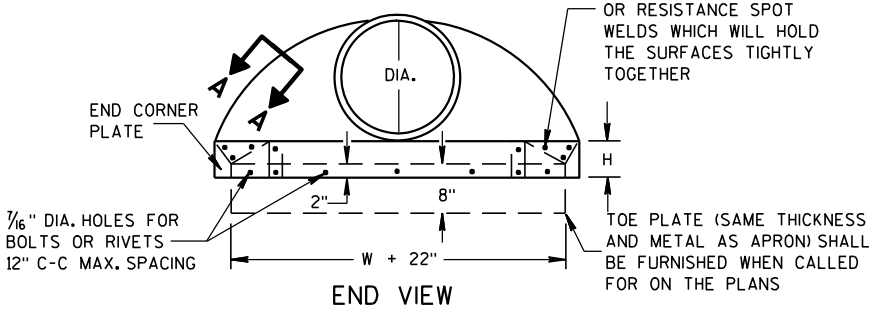
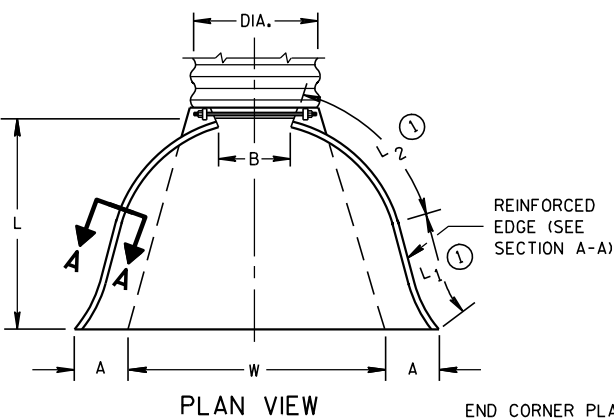
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
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	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

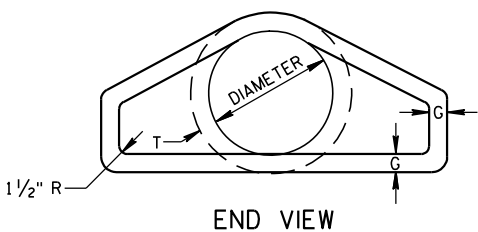
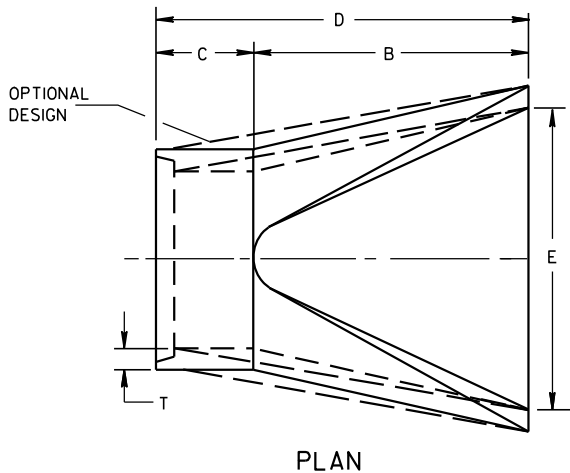
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



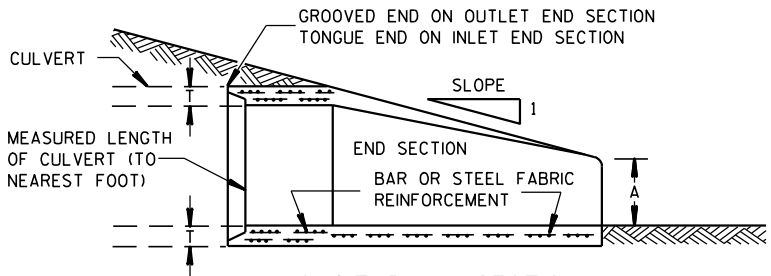
SIDE ELEVATION
METAL ENDWALLS

REINFORCED CONCRETE APRON ENDWALLS											
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE			
	T	A	B	C	D	E	G				
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1			
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1			
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1			
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1			
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1			
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1			
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1			
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1			
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1			
48	5	24	72	26	98	84	5	3 to 1			
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 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			

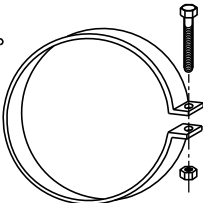
* MINIMUM
** MAXIMUM



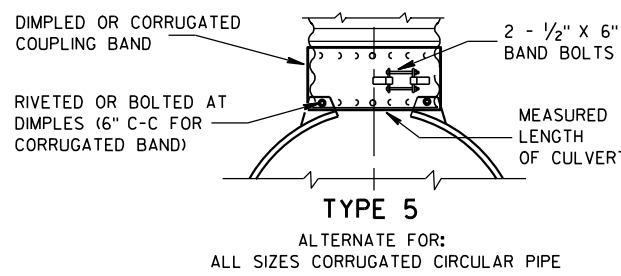
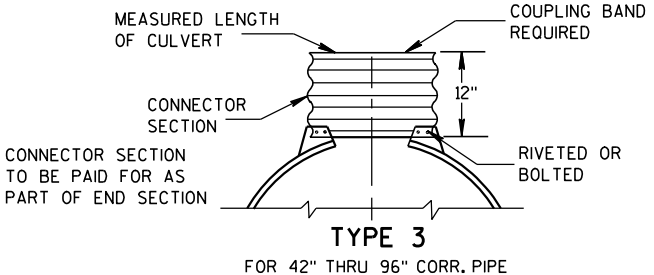
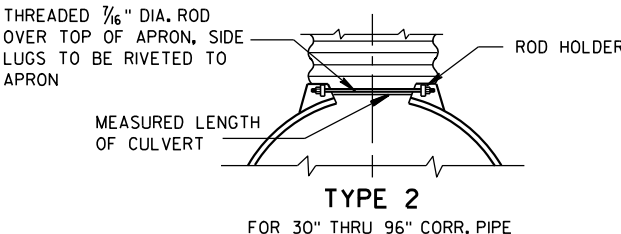
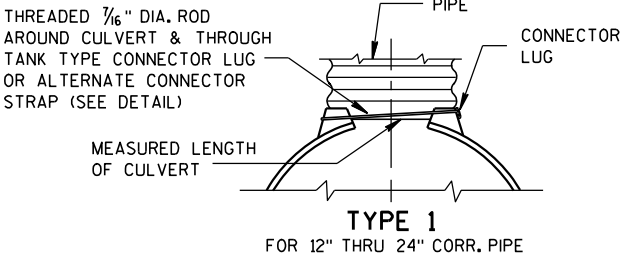
LONGITUDINAL SECTION
CONCRETE ENDWALLS



1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



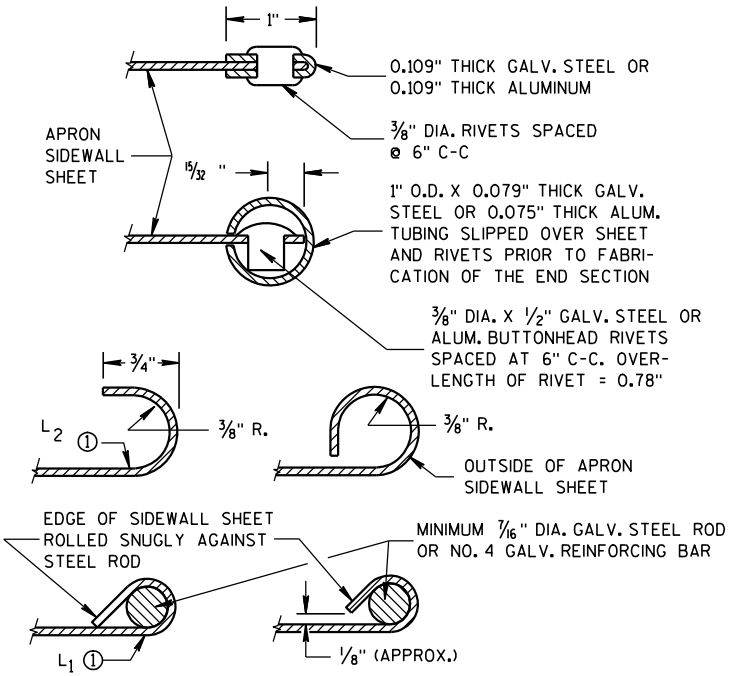
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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 VICE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

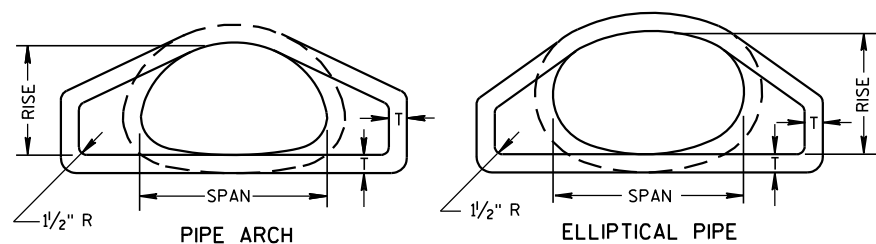
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

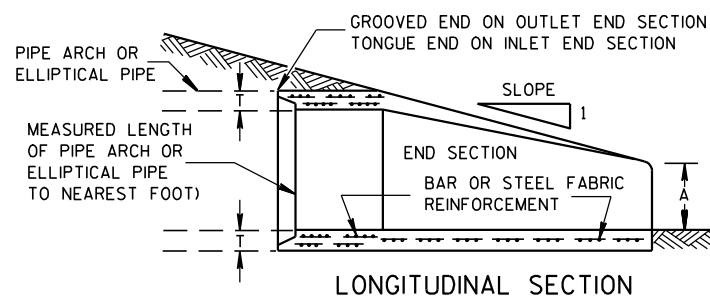
APRON ENDWALLS FOR
CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

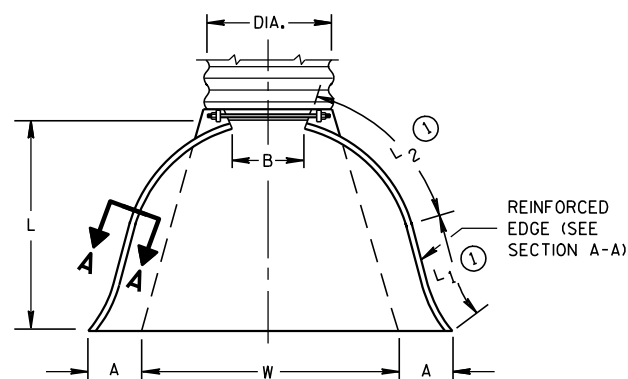


END VIEW



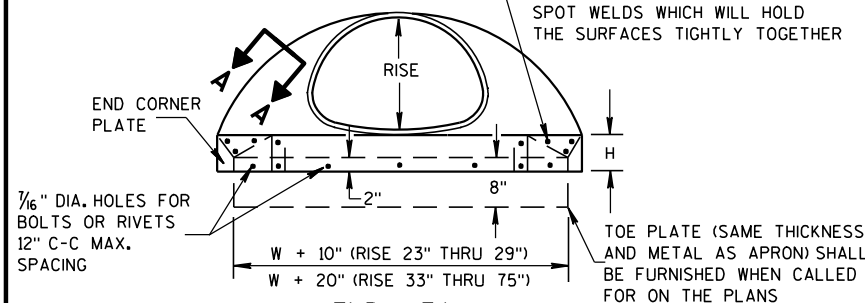
LONGITUDINAL SECTION

CONCRETE ENDWALLS

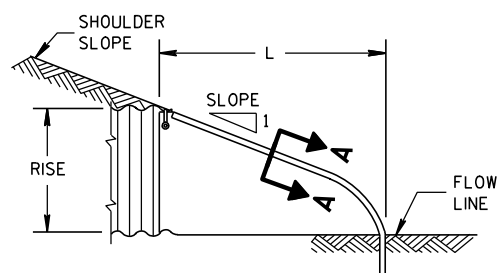
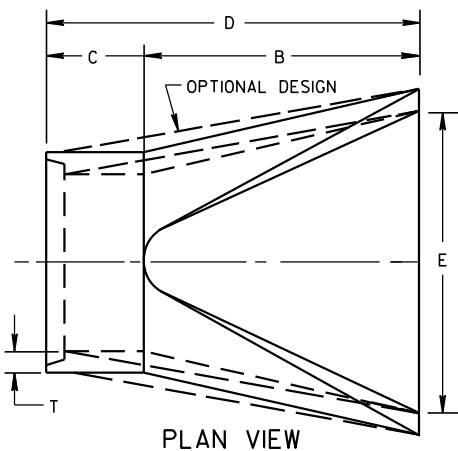


PLAN VIEW

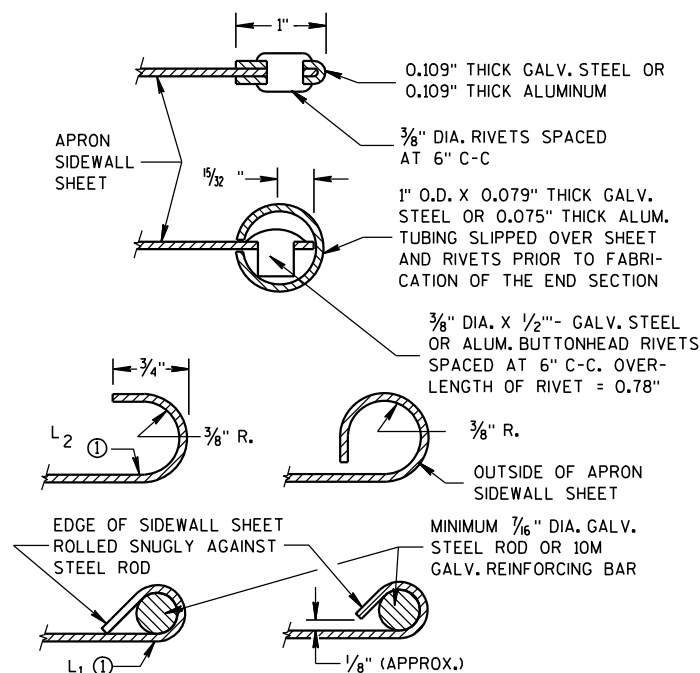
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



END VIEW

SIDE ELEVATION
METAL ENDWALLS

PLAN VIEW

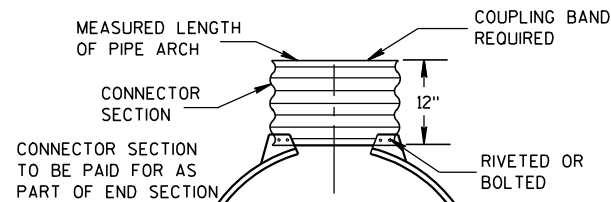


SECTION A-A



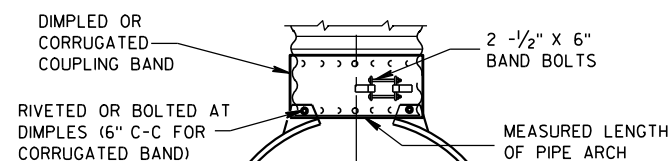
TYPE 2

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 ARCHESNOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 1/2 to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2 1/2 to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 3/4	42	2 1/2 to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 1/2	48	2 1/2 to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2 1/2 to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2 1/2 to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2 1/2 to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 1/2 to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 3/4	102	2 1/4 to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 1/4	114	2 1/4 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)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72 3/4	90	2 1/2 to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82 1/4	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1 1/2 to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1 1/2 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	1 1/2 to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1 1/2 to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1 1/2 to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1 1/2 to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 1/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	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	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	30	19	3 1/4	8 1/2	39	33	72	48	3 to 1
30	38	24	3 3/4	9 1/2	54	18	72	60	3 to 1
36	45	29	4 1/2	11 1/8	60	24	84	72	2 1/2 to 1
42	53	34	5	15 1/4	60	36	96	78	2 1/2 to 1
48	60	38	5 1/2	21	60	36	96	84	2 1/2 to 1
54	68	43	6	25 1/2	60	36	96	90	2 1/2 to 1
60	76	48	6 1/2	30	60	36	96	96	2 1/2 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.

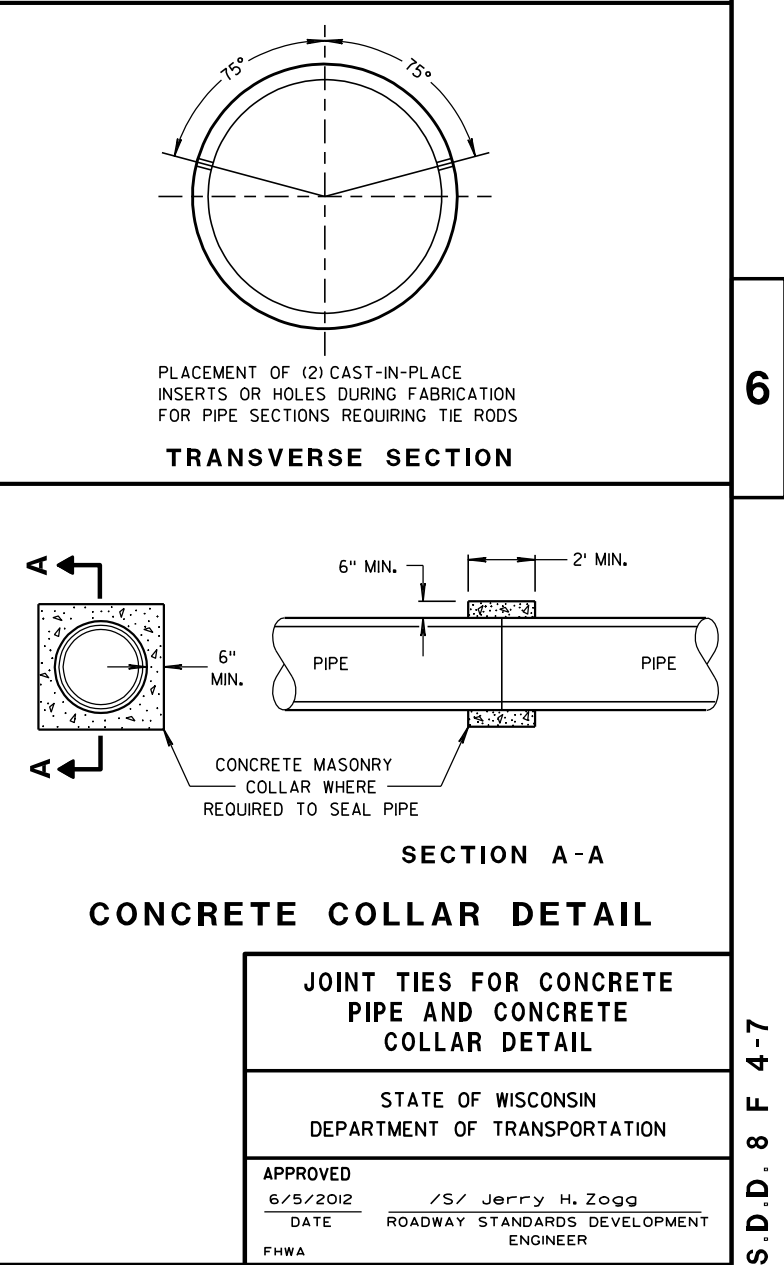
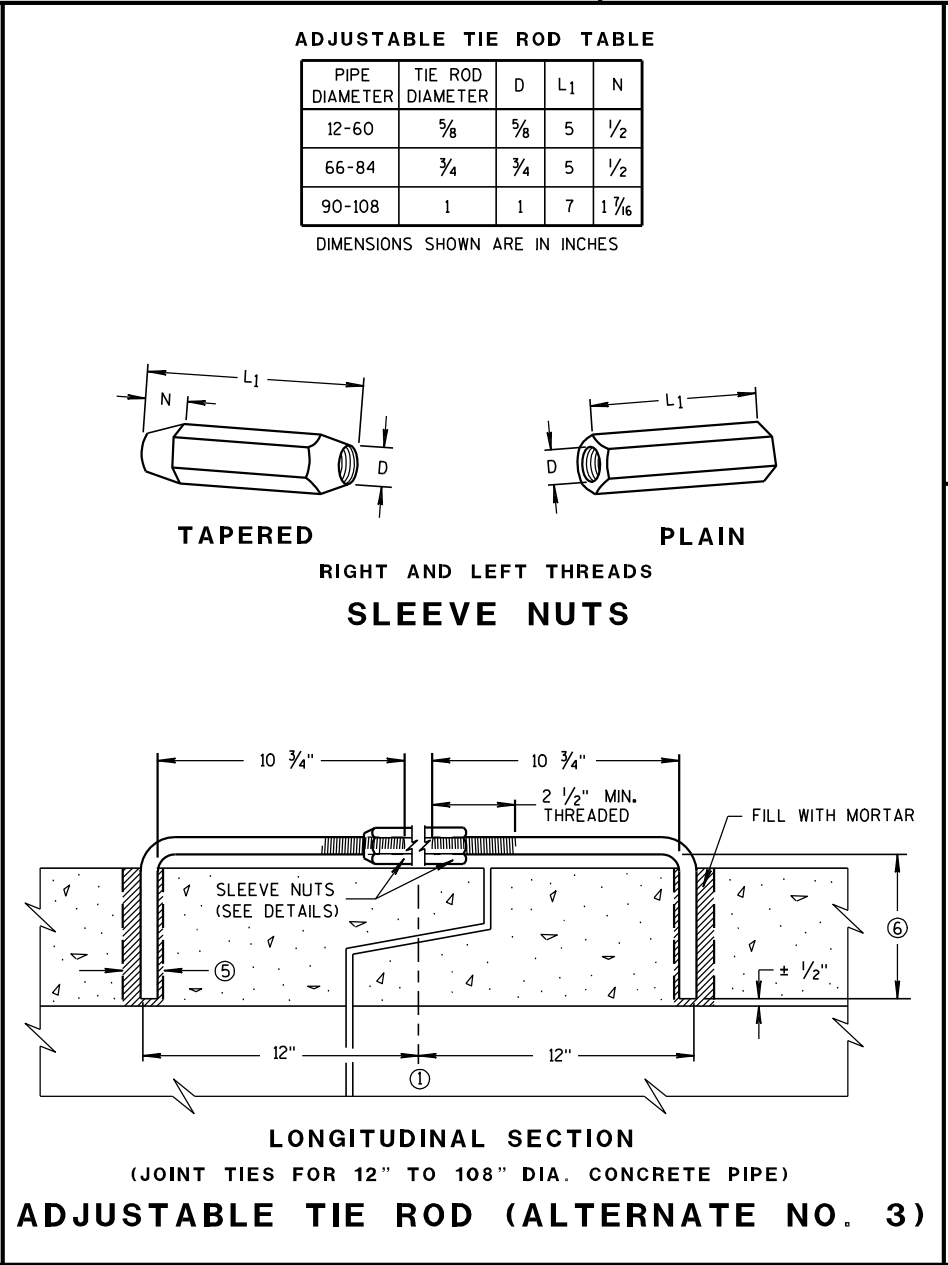
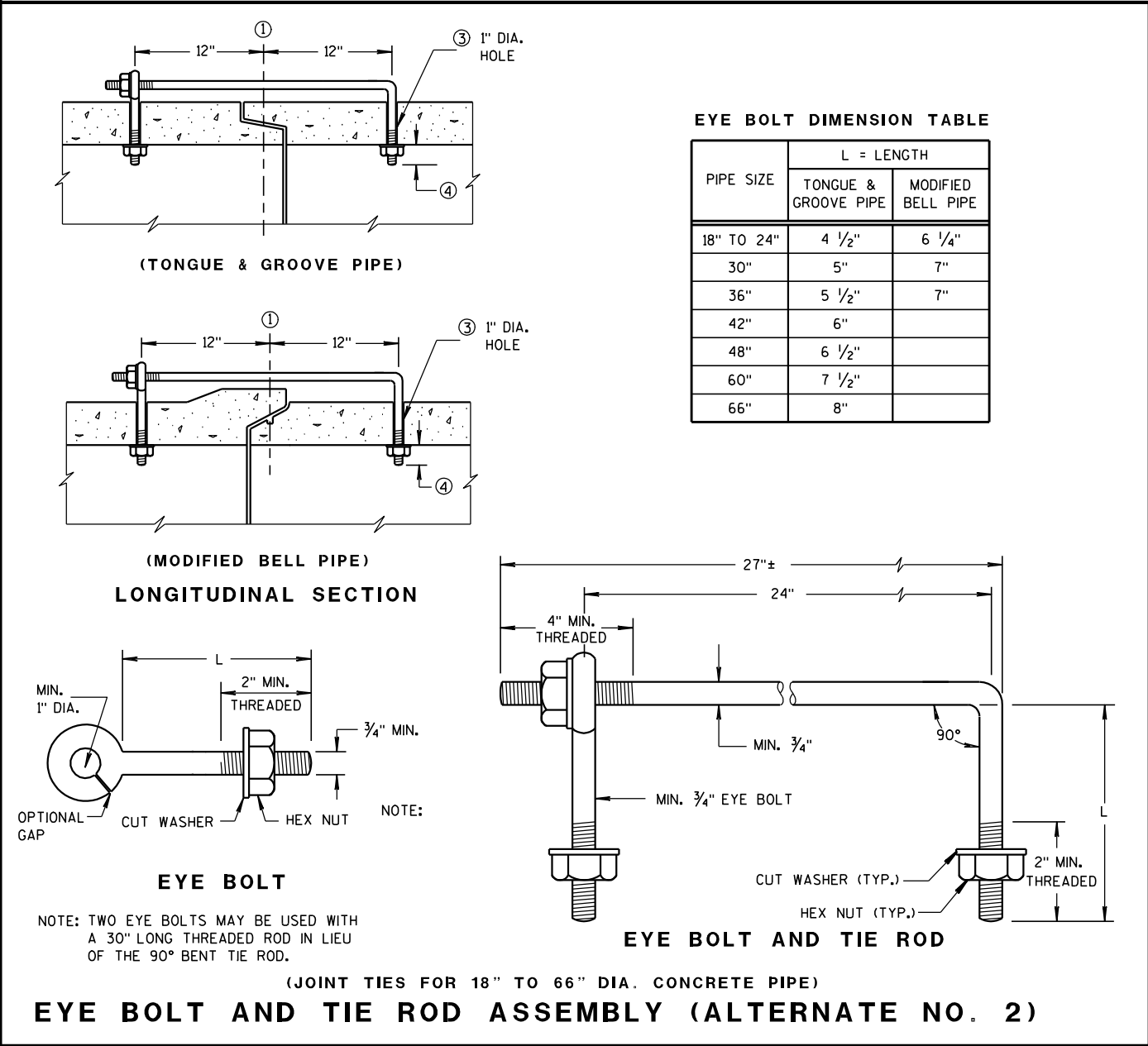
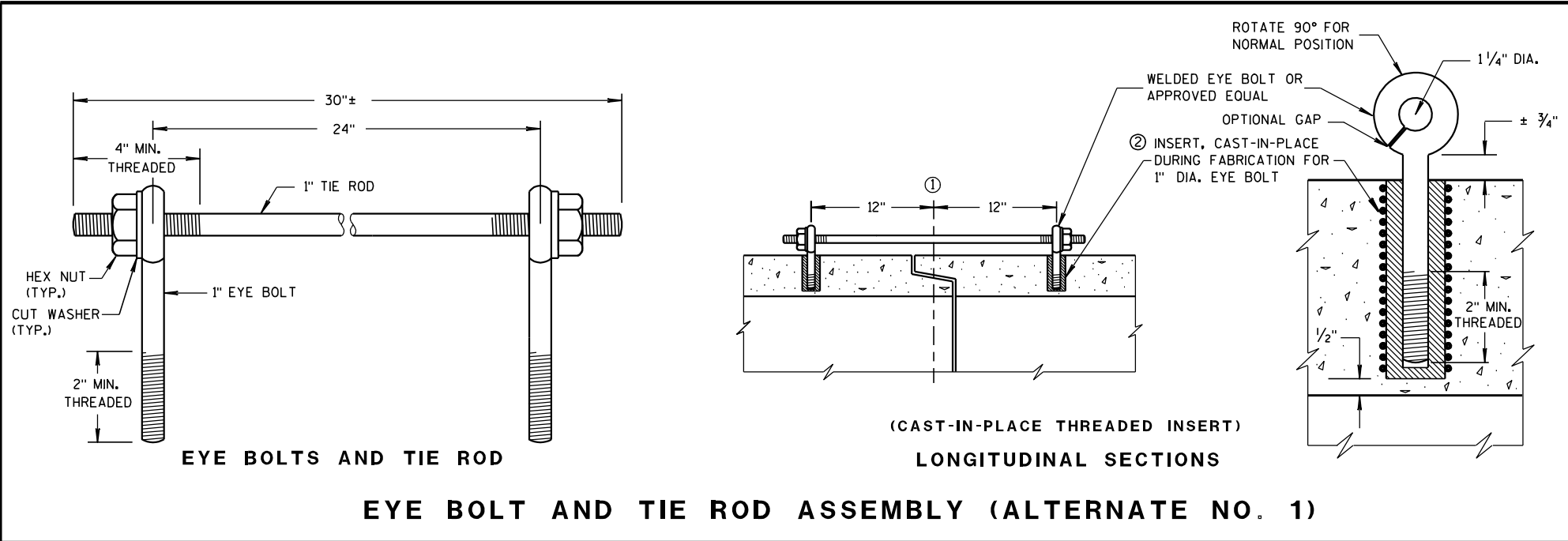
APRON ENDWALLS FOR
PIPE ARCH AND
ELLIPTICAL PIPESTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

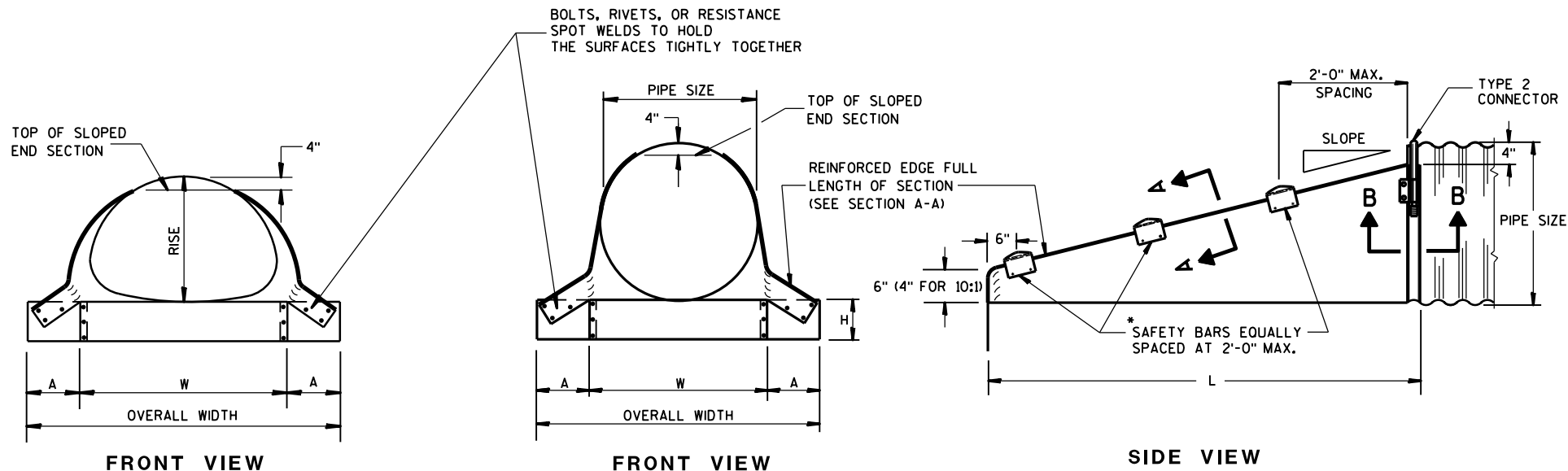
APPROVED

11/30/94
DATE

FHWA

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER





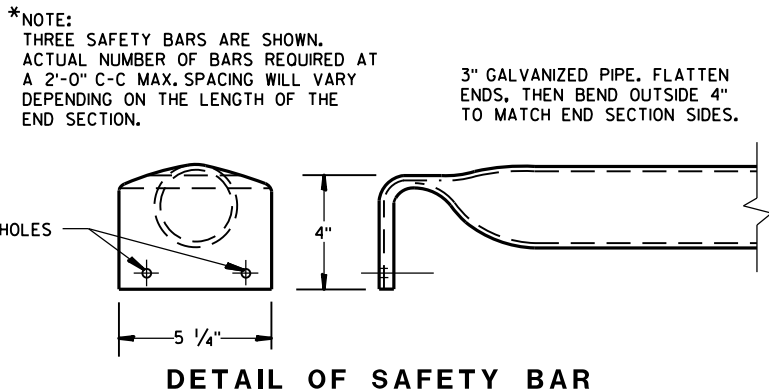
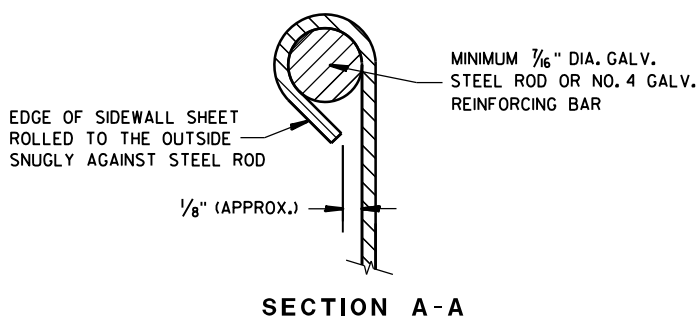
GENERAL NOTES

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

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

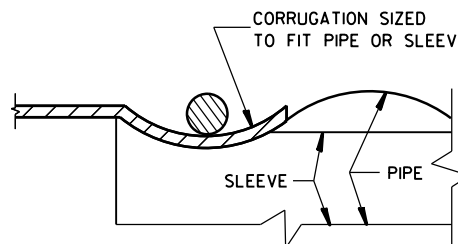
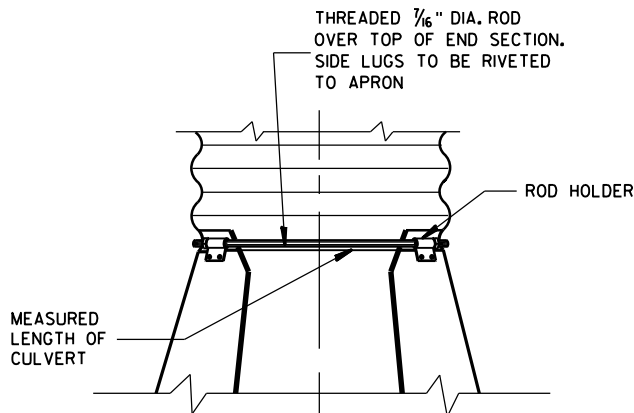
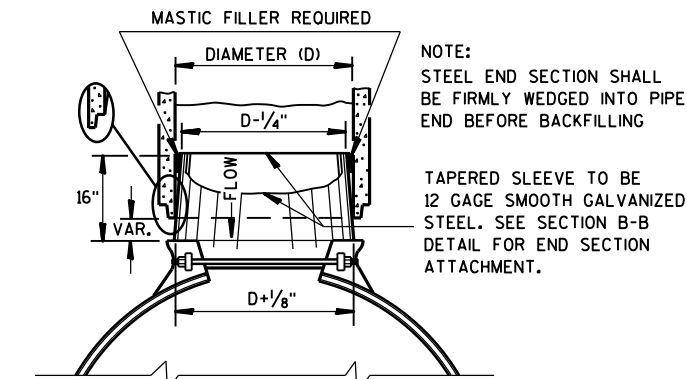
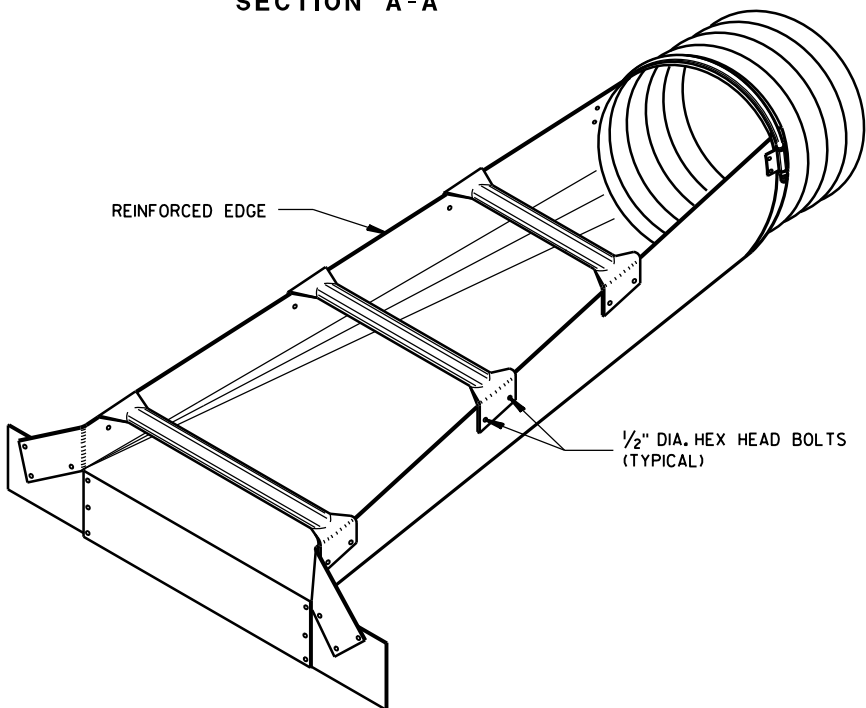
STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	—	—
48	.109	16	12	54	86	4:1	152	6:1	228	—	—
54	.109	16	12	60	92	4:1	176	6:1	264	—	—
60	.109	16	12	66	98	4:1	200	6:1	300	—	—



STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS													
EQUIV. DIA. (inches)	(inches)		MIN. THICK. (inches) ①	DIMENSIONS (inches)				L DIMENSIONS					
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".

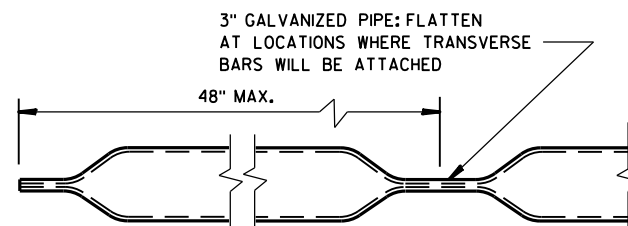
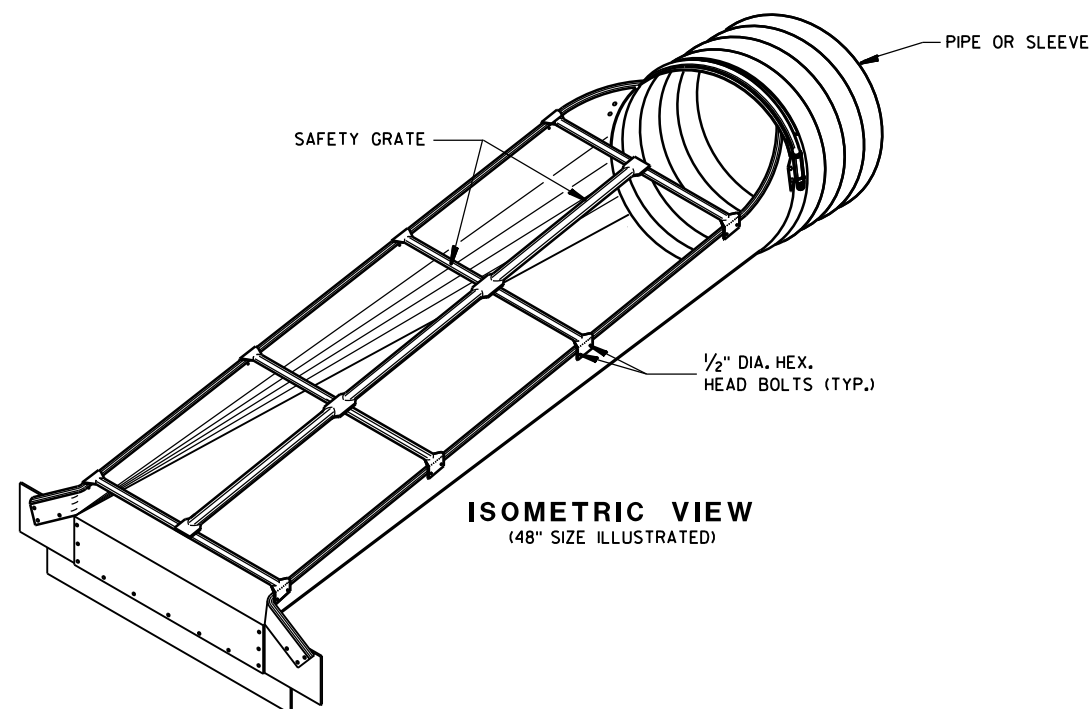
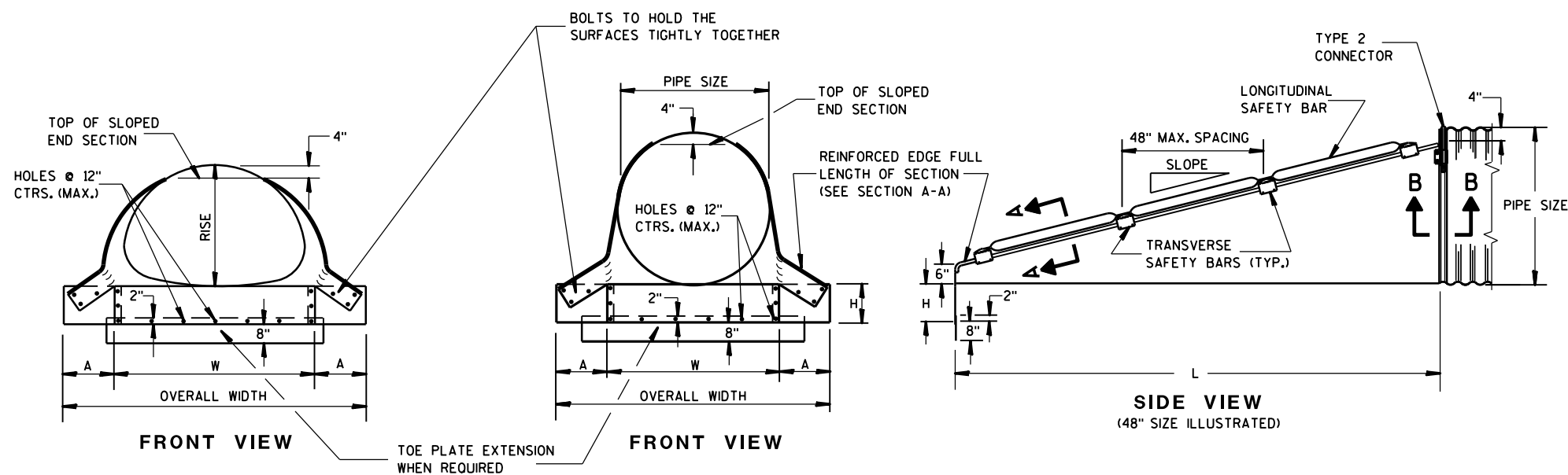
② ACTUAL SLOPE GREATER THAN 10:1.



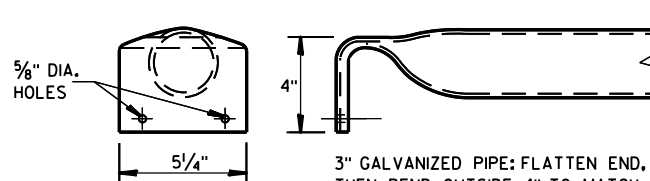
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



LONGITUDINAL SAFETY BAR



TRANSVERSE SAFETY BAR

GENERAL NOTES

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

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

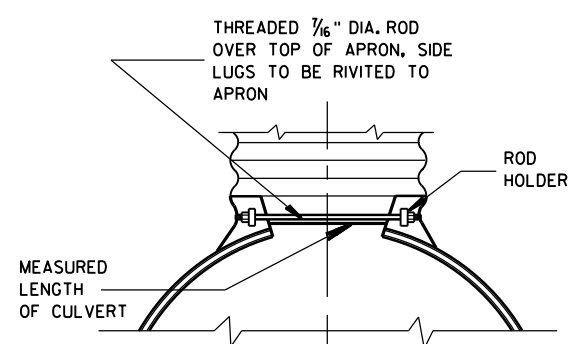
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

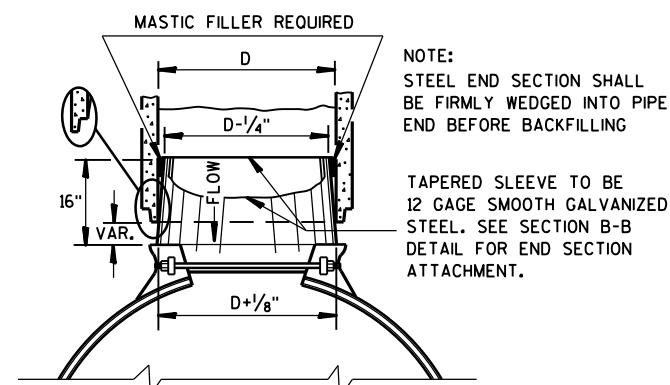
PIPE DIA. (IN.)	MIN. THICK. IN.	GAGE	DIMENSIONS (inches)				L DIMENSIONS			
			A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

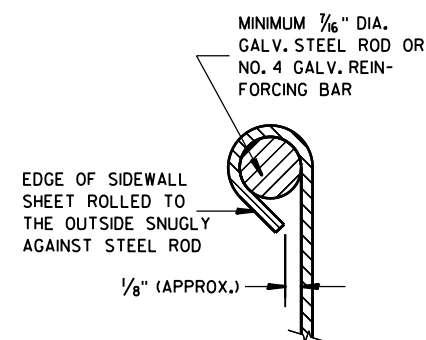
EQUIV. DIA. (IN.)	INCHES		MIN. THICK. IN.	GAGE	DIMENSIONS (inches)				L DIMENSIONS			
	SPAN	RISE			A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



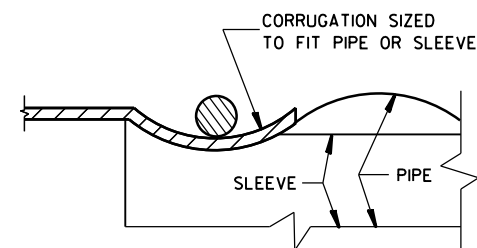
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



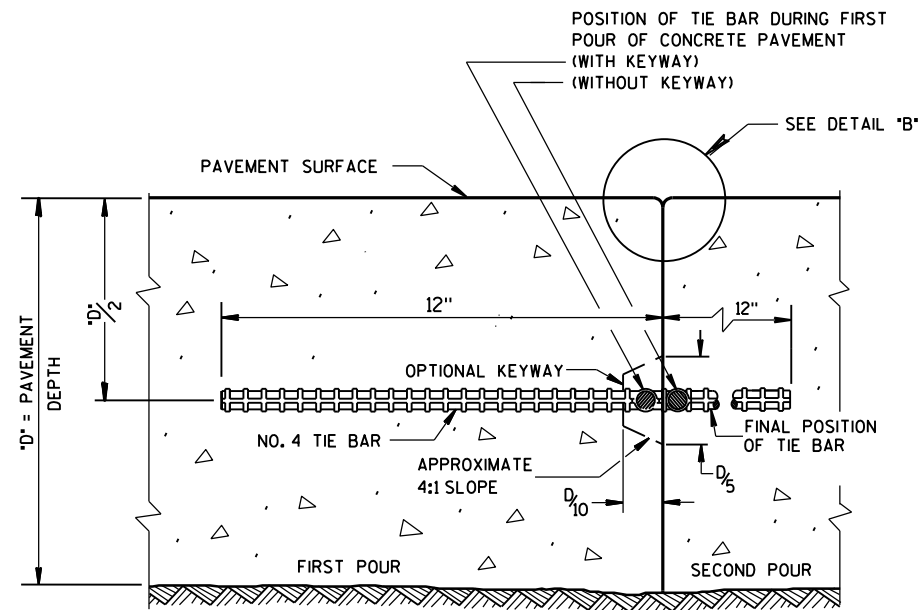
SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

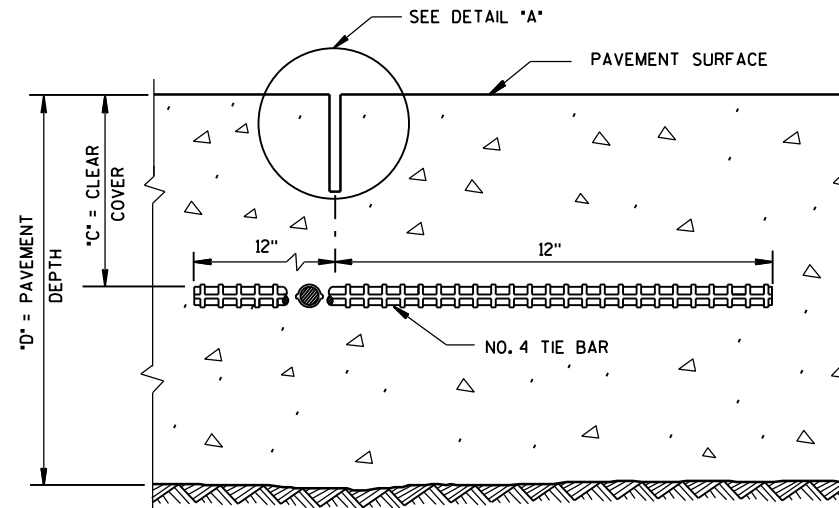
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



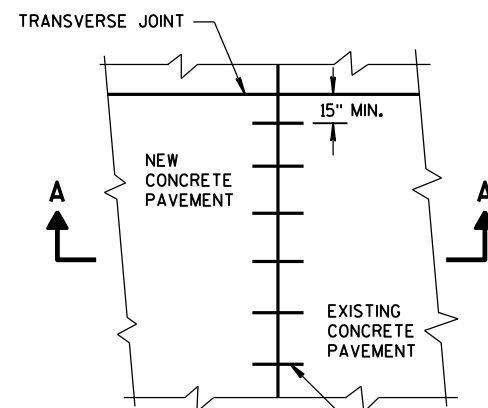
CONSTRUCTION JOINT



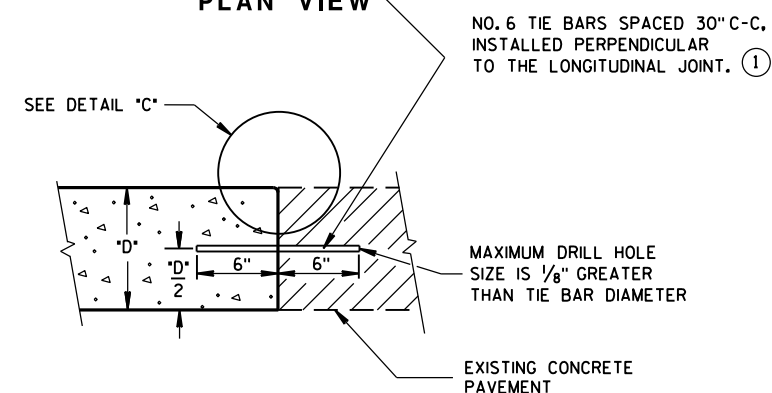
SAWED JOINT

GENERAL NOTES

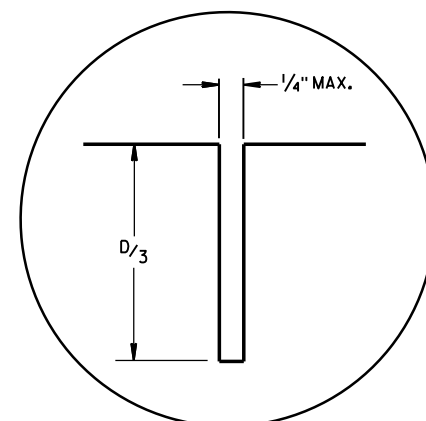
- DO NOT SEAL OR FILL LONGITUDINAL JOINTS.
- CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



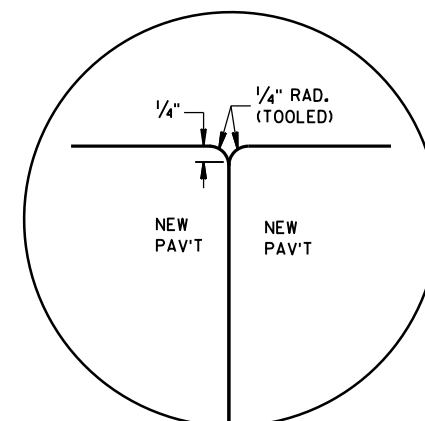
PLAN VIEW



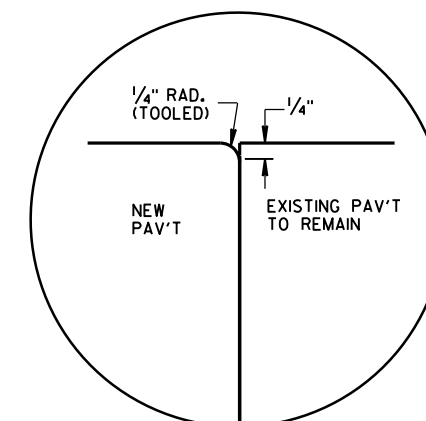
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



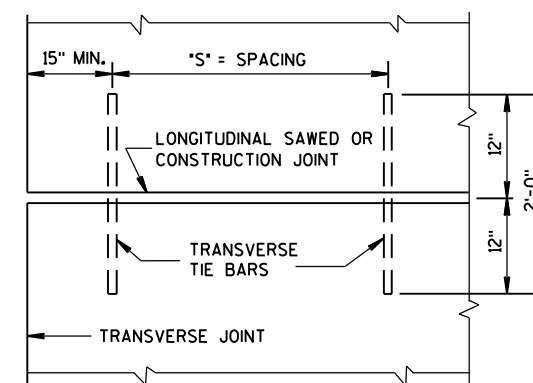
DETAIL "B"



DETAIL "C"

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

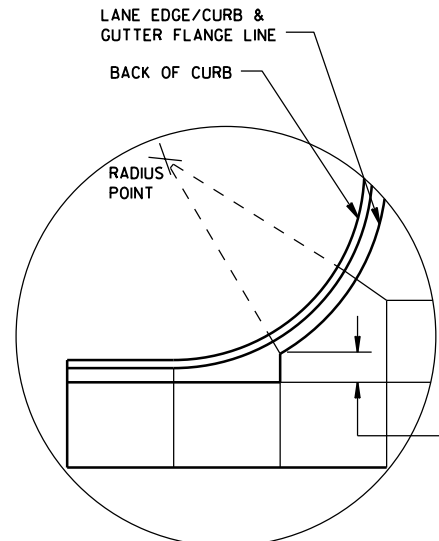
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

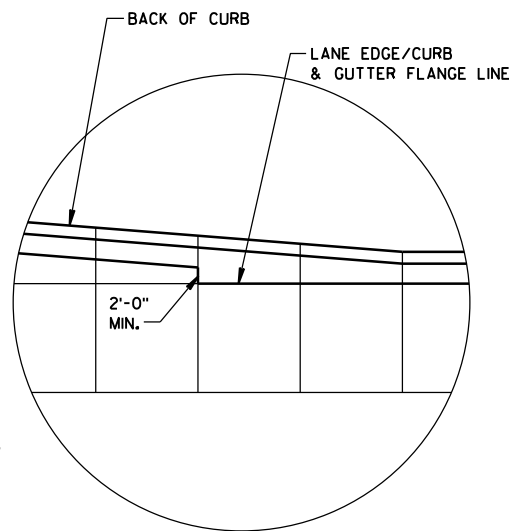
9/2014
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER

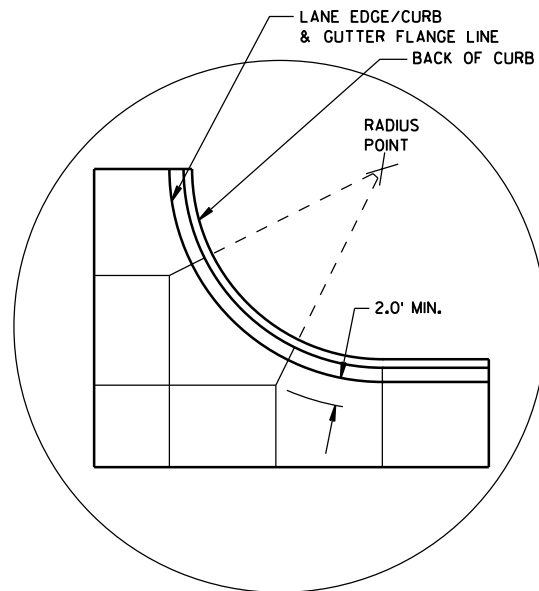
FHWA



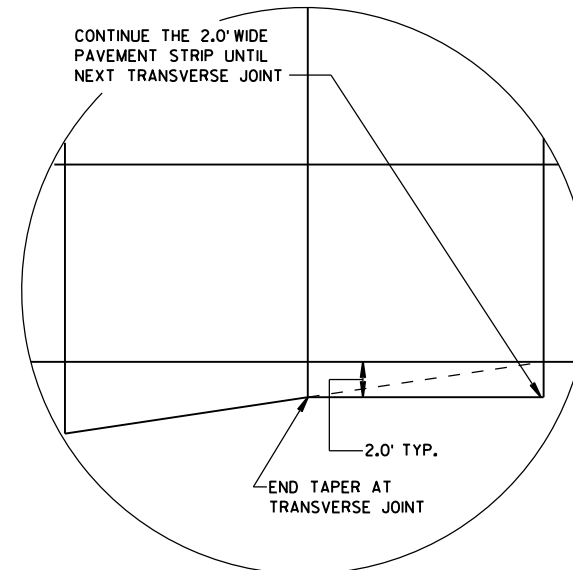
DETAIL "A"



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.

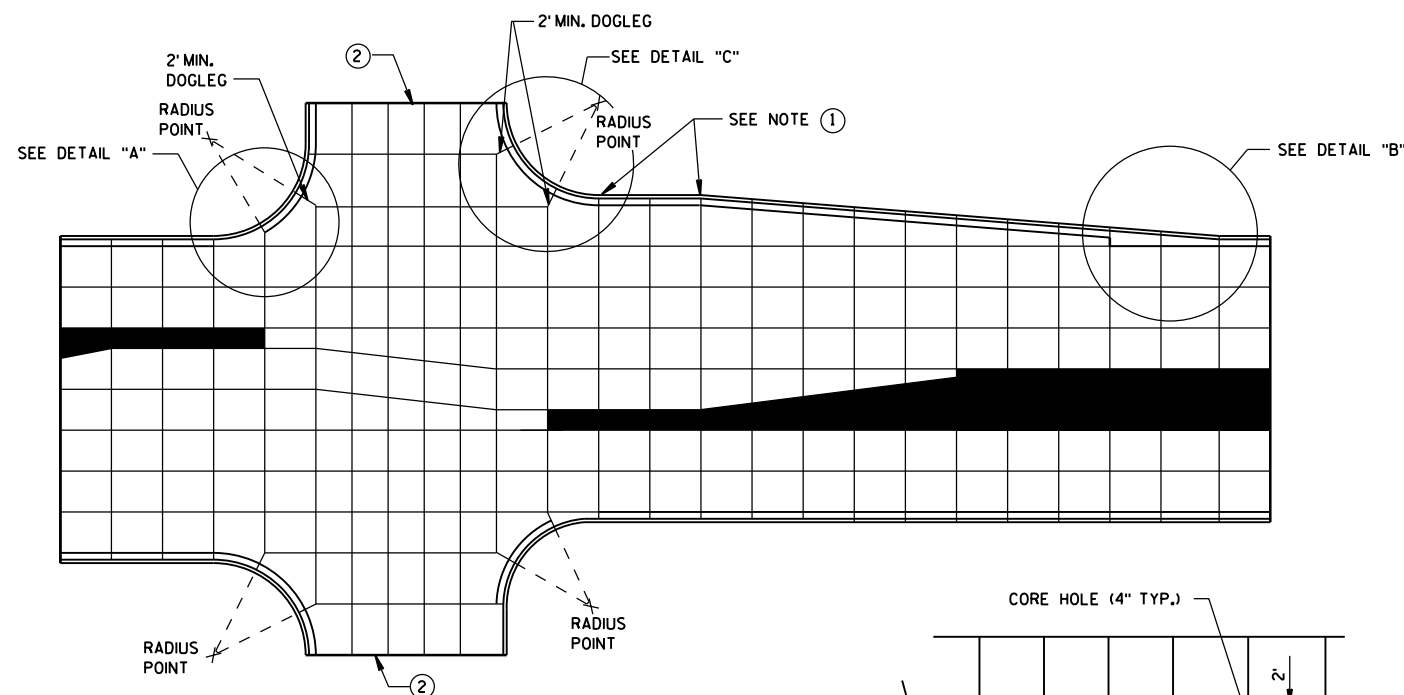
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

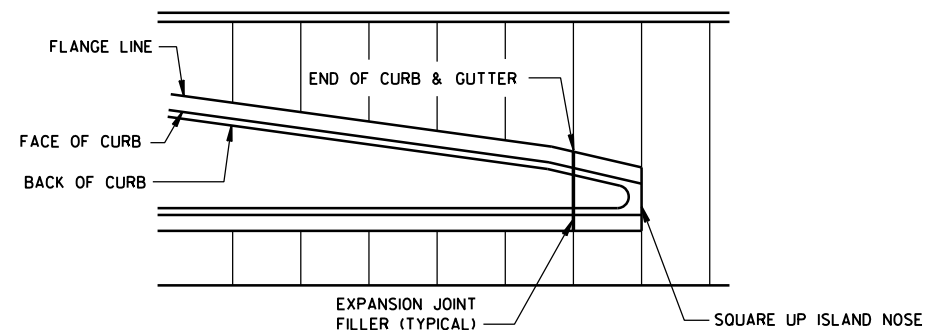
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

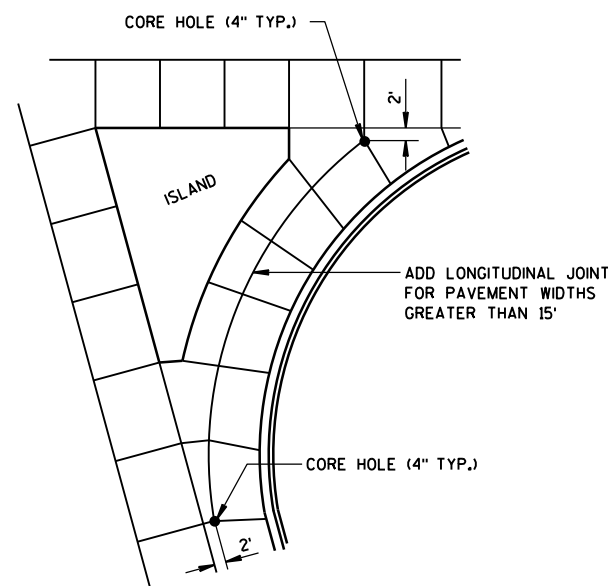
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



STANDARD INTERSECTION



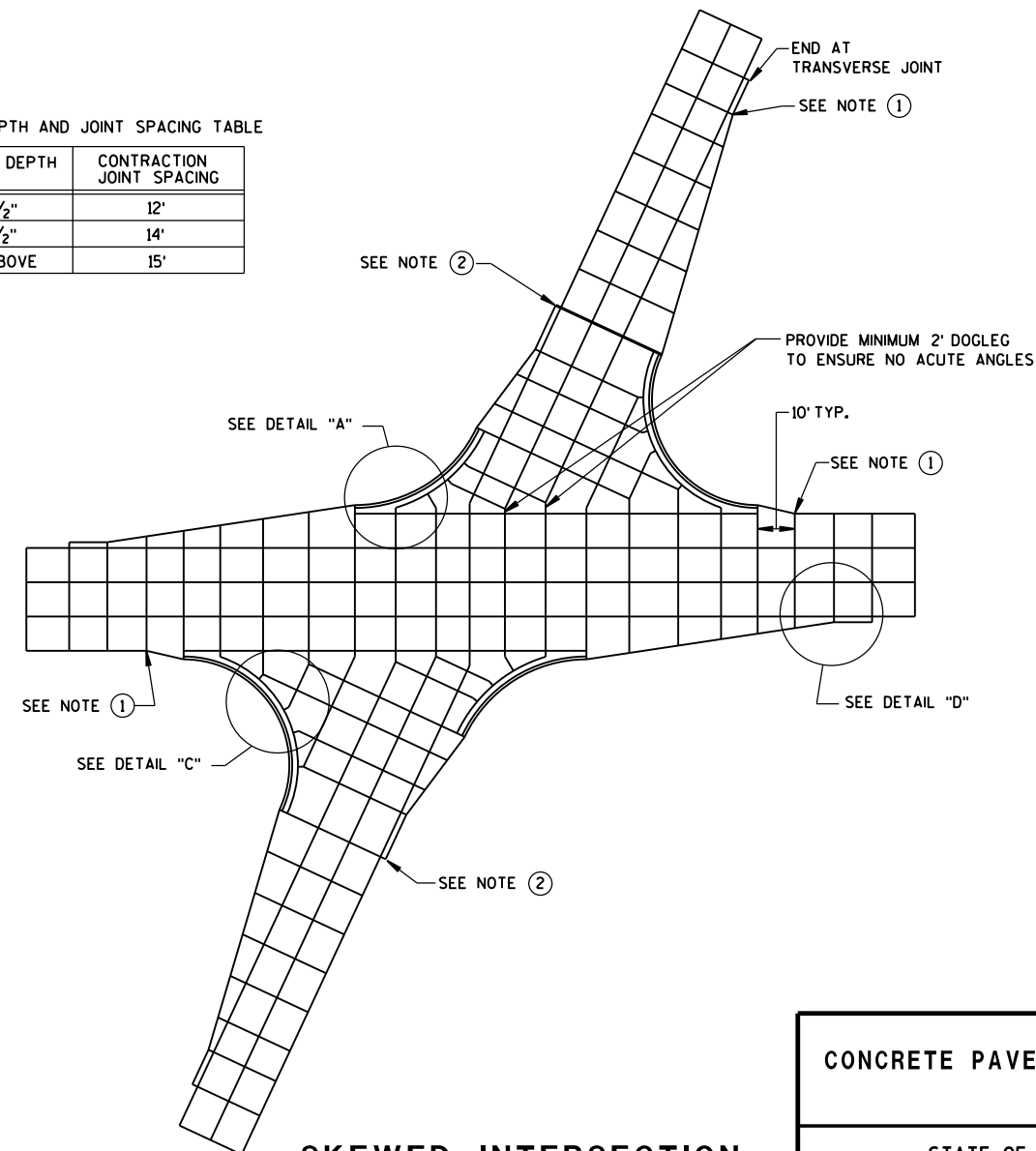
APPROACH TO MEDIAN



LARGE RIGHT TURN

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'



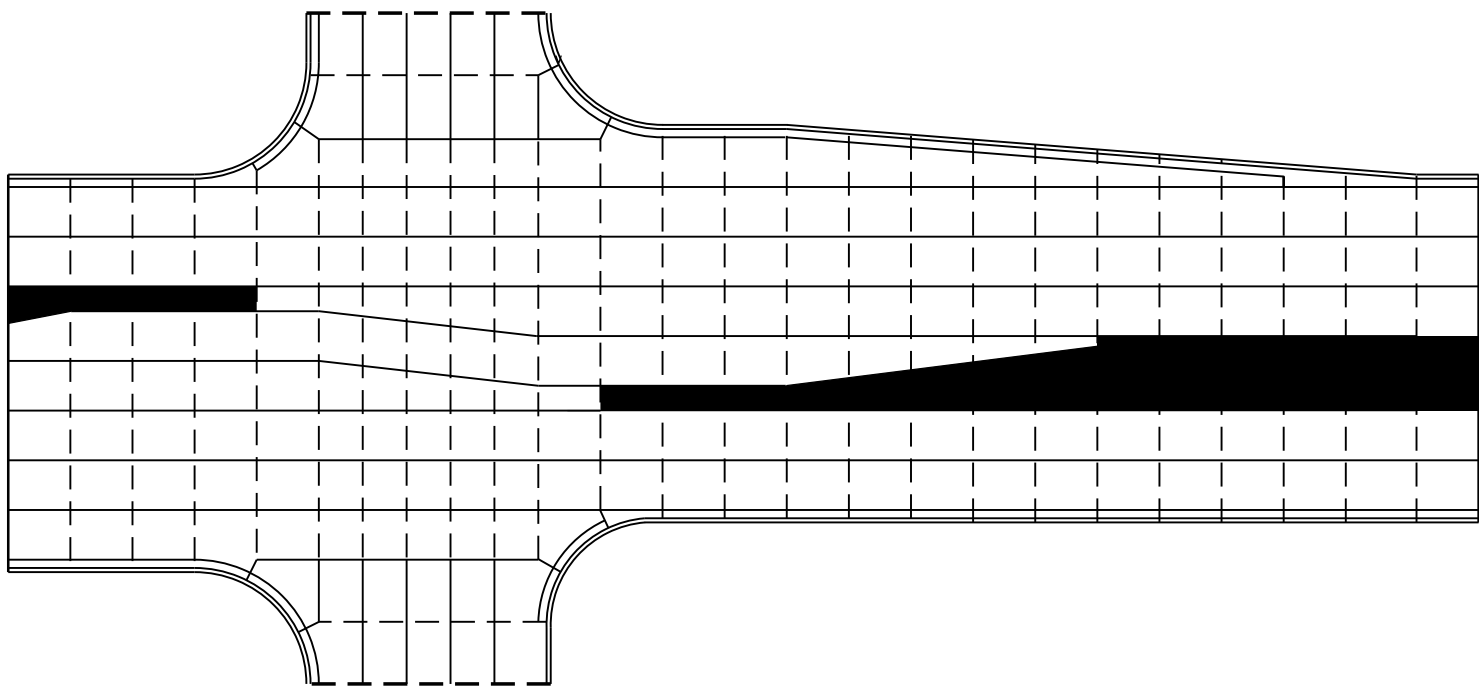
SKewed INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

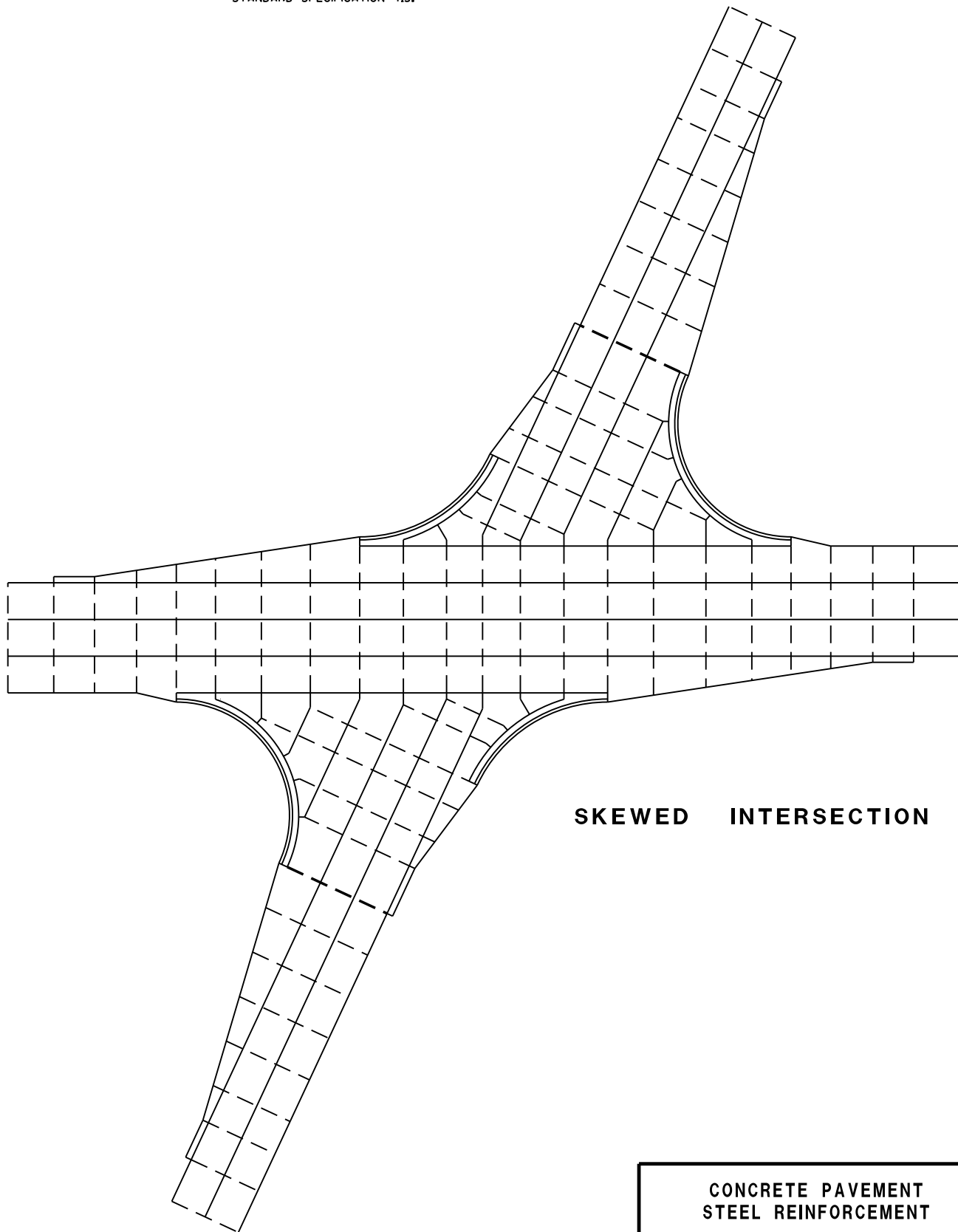
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

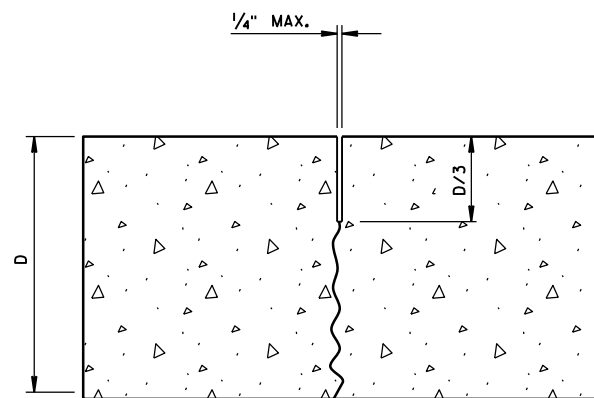
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



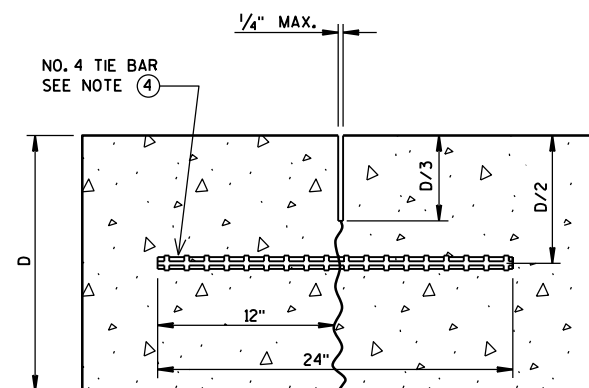
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

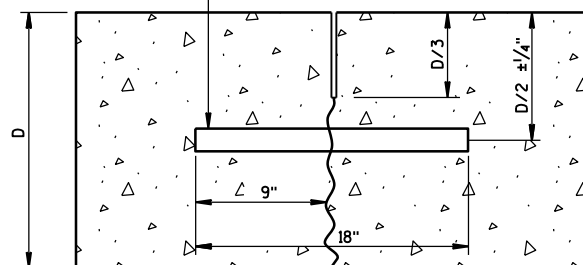


UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

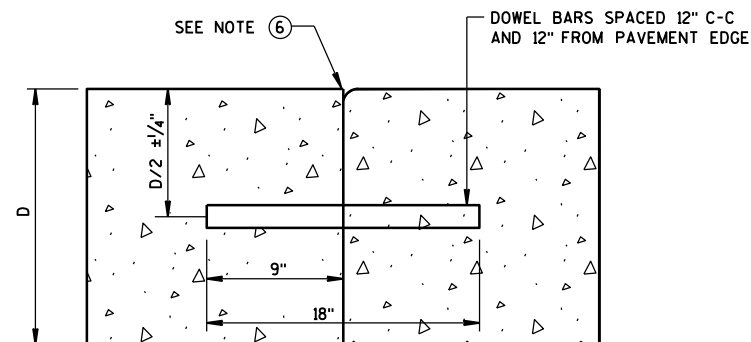
DOWEL BARS AT 12" C-C
12" FROM PAVEMENT EDGE



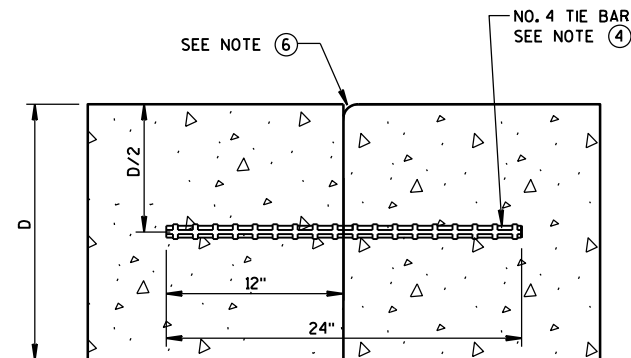
DOWELED-TRANSVERSE

CONTRACTION JOINTS

SEE NOTE ②

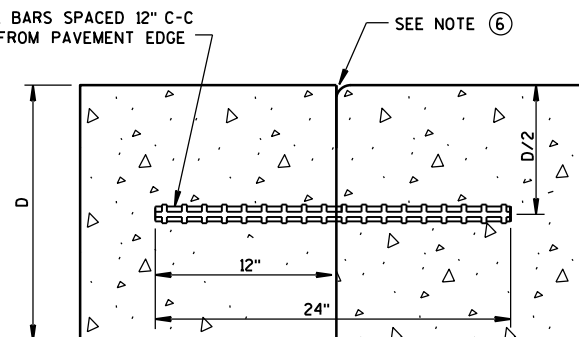
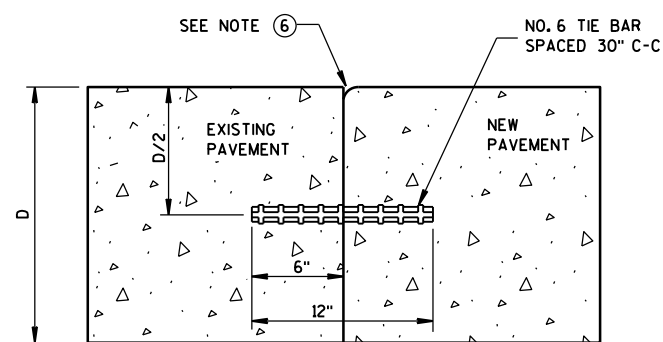


DOWELED TRANSVERSE



TIED LONGITUDINAL

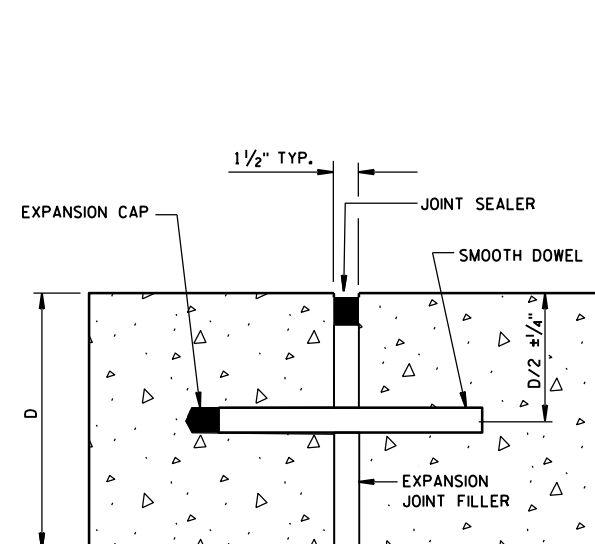
NO. 6 TIE BARS SPACED 12" C-C
AND 12" FROM PAVEMENT EDGE

TIED TRANSVERSE
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

TIED LONGITUDINAL TO EXISTING

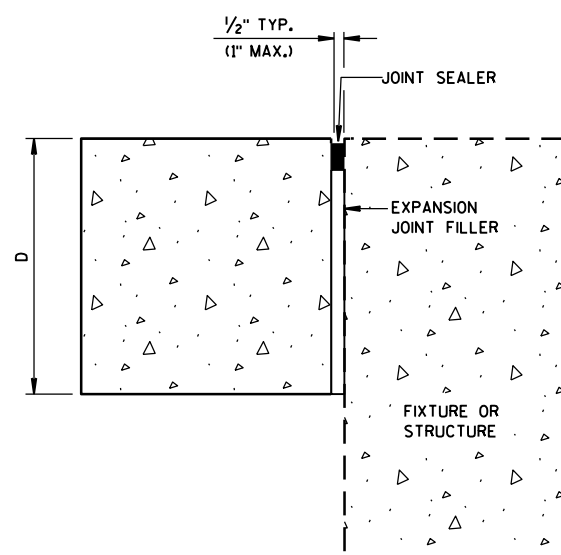
CONSTRUCTION JOINTS

SEE NOTE ⑤



DOWELED-TRANSVERSE

SEE NOTE ①



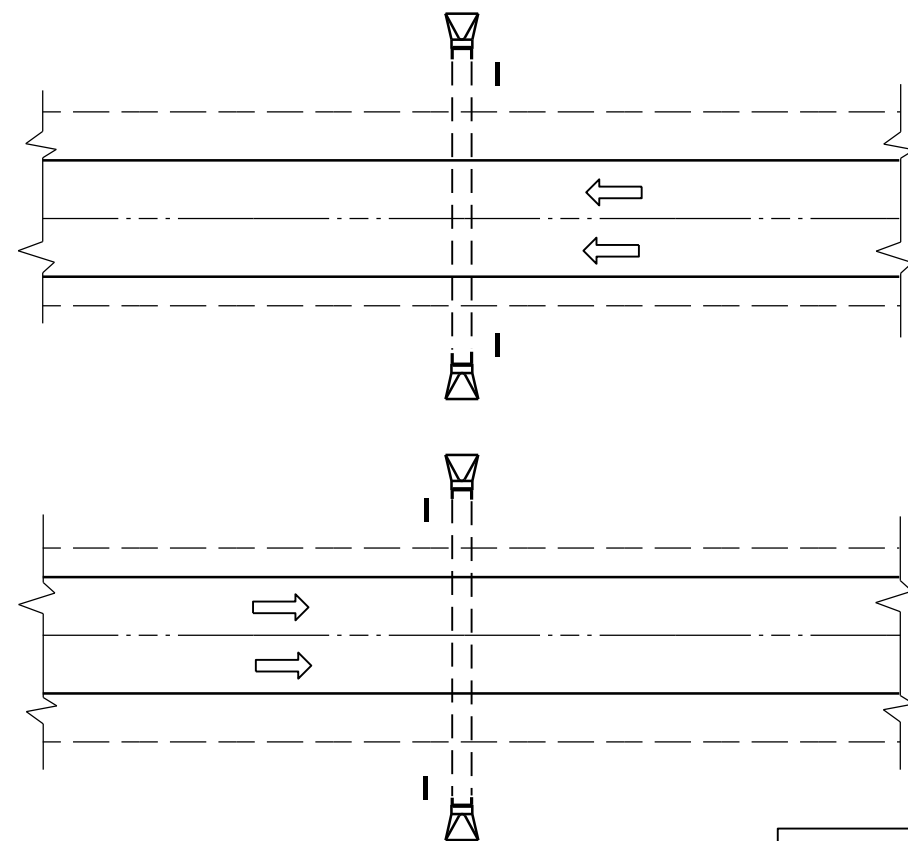
UNTIED-LONGITUDINAL

EXPANSION JOINTS

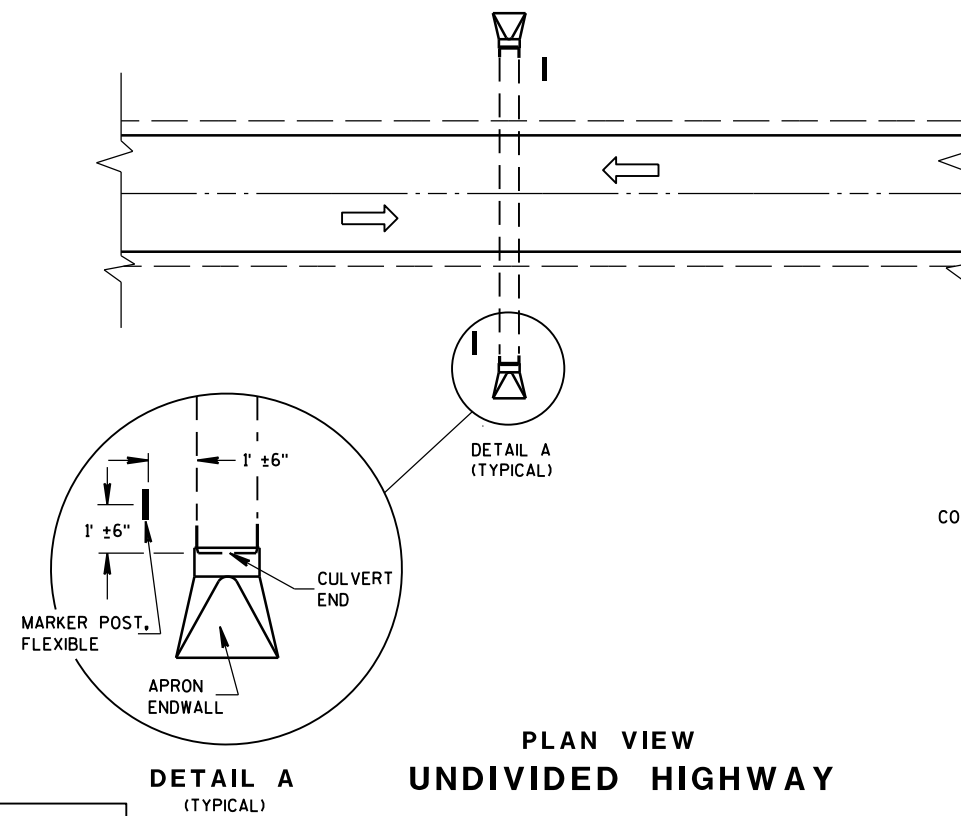
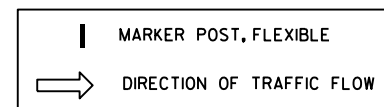
GENERAL NOTES

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.

CONCRETE PAVEMENT
JOINT TYPESSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
DIVIDED HIGHWAY

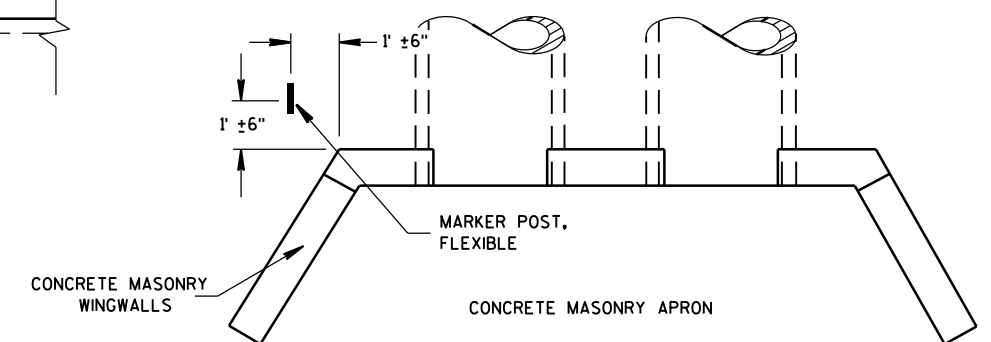


PLAN VIEW
UNDIVIDED HIGHWAY

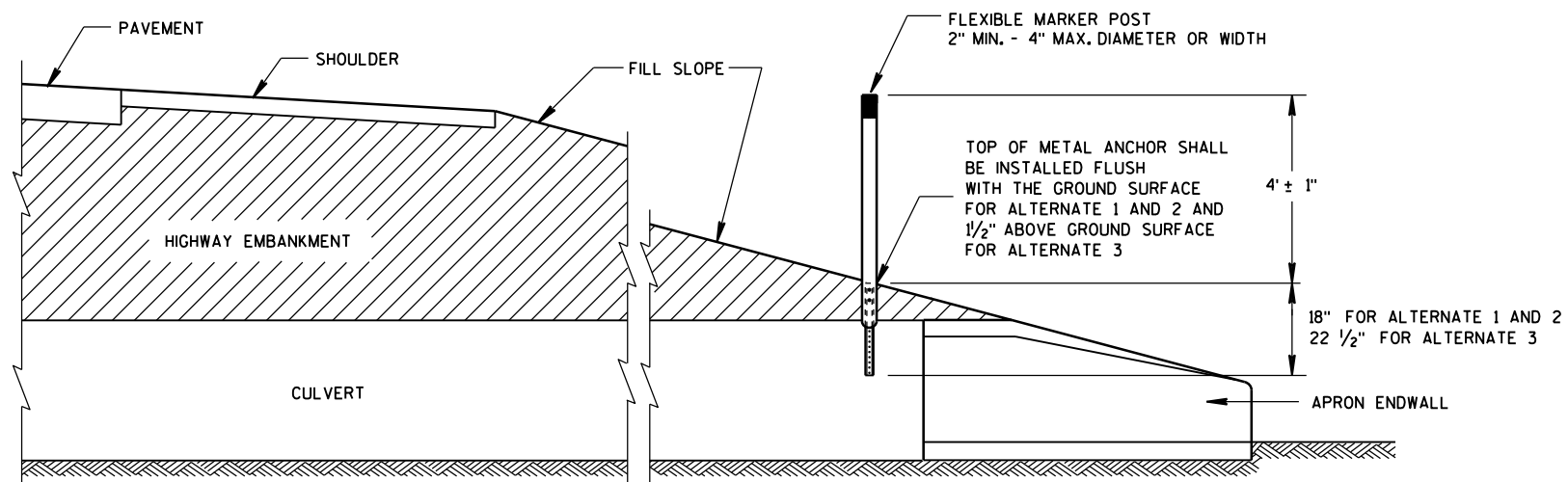
FLEXIBLE MARKER POST LOCATION

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.



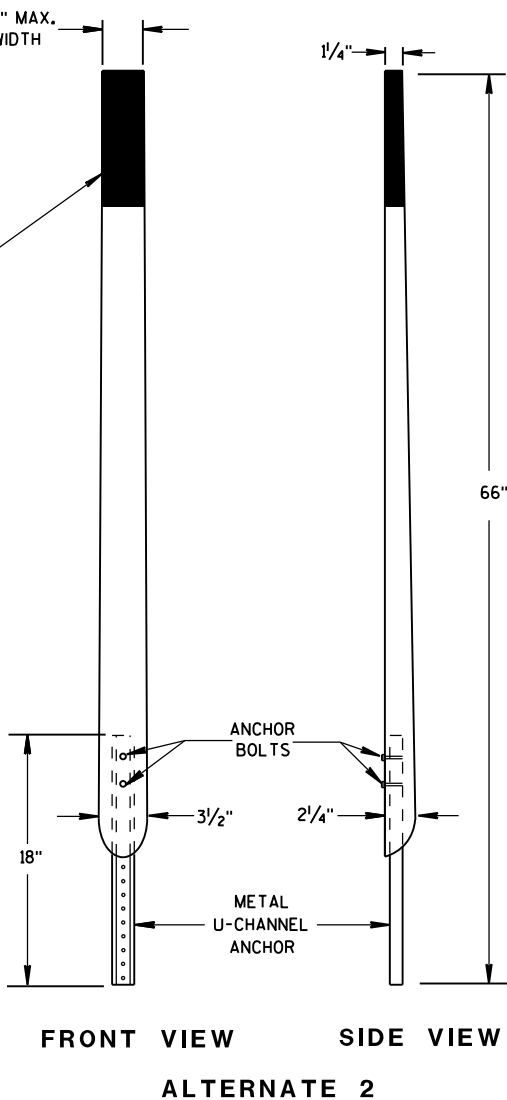
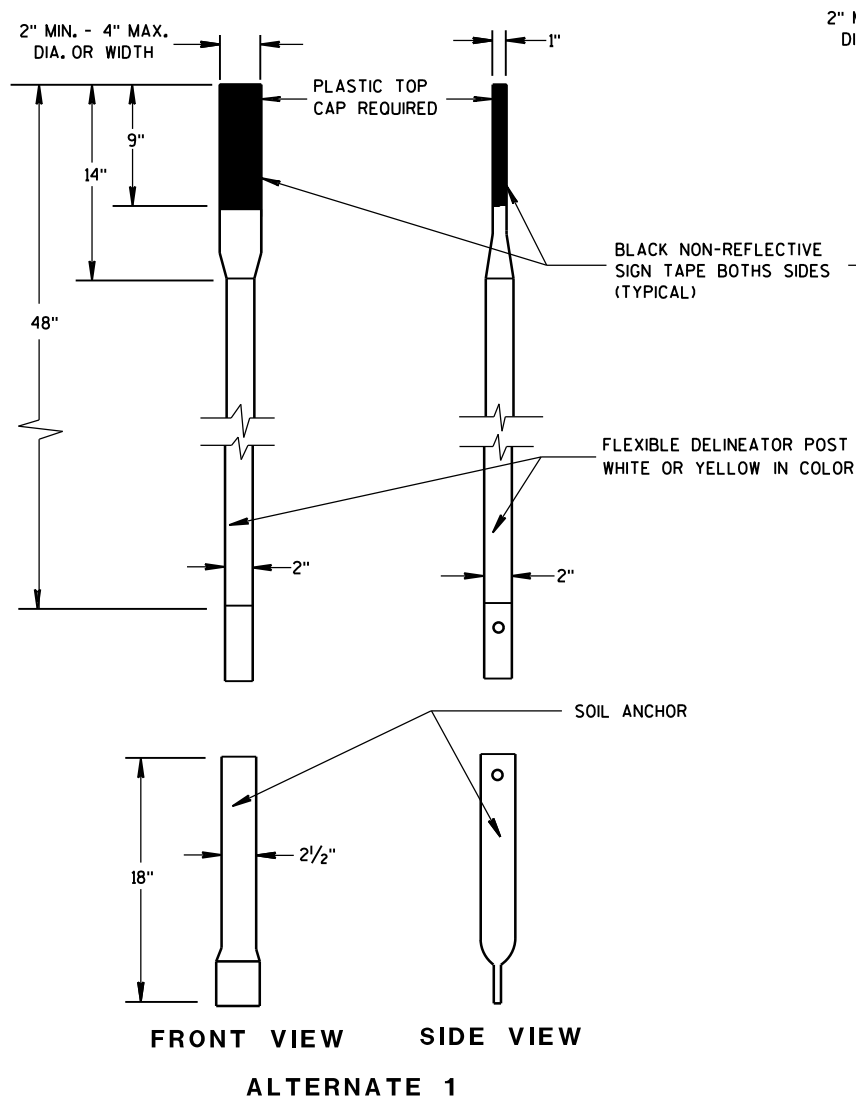
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



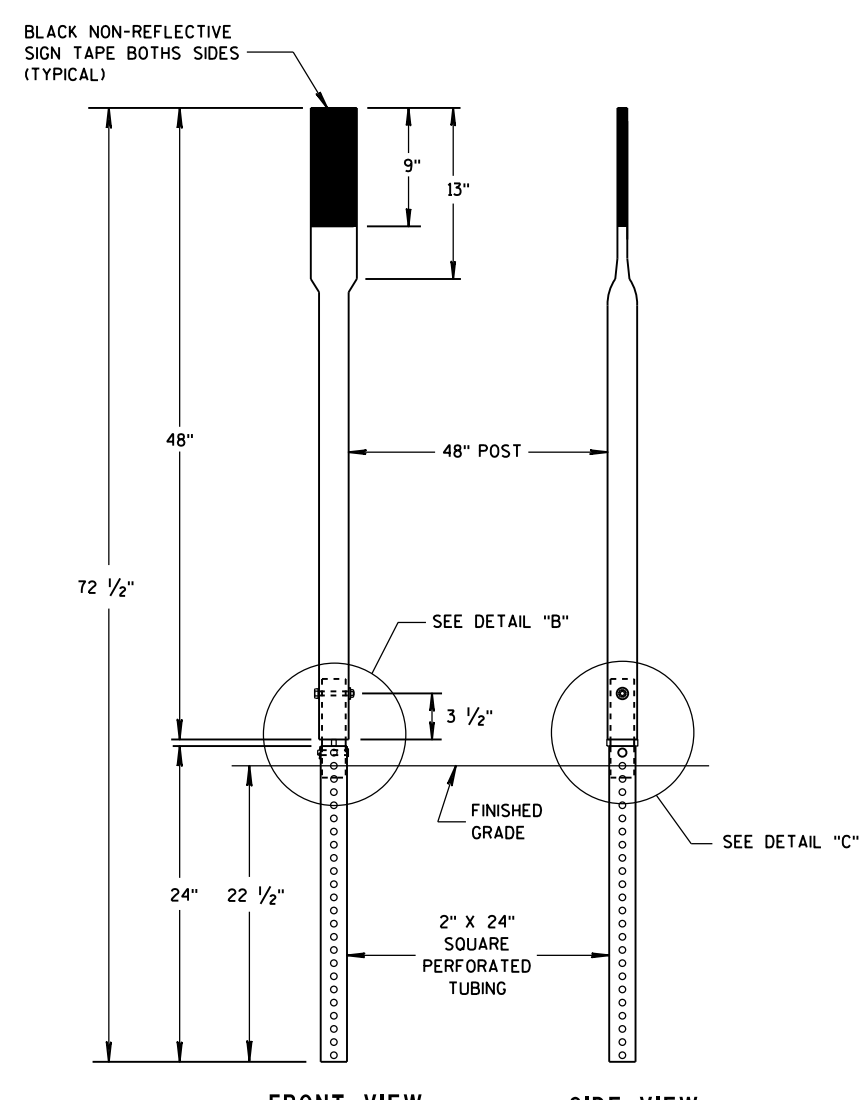
CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

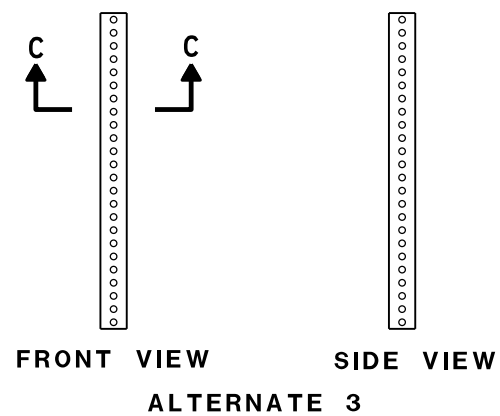
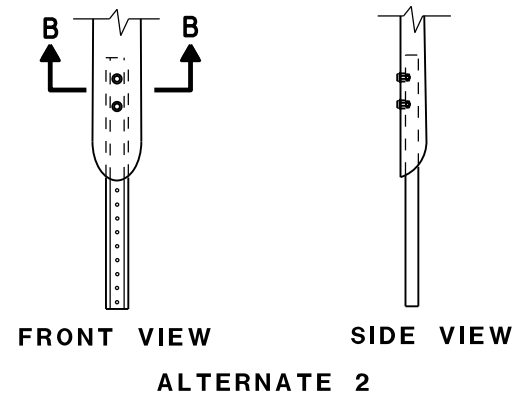
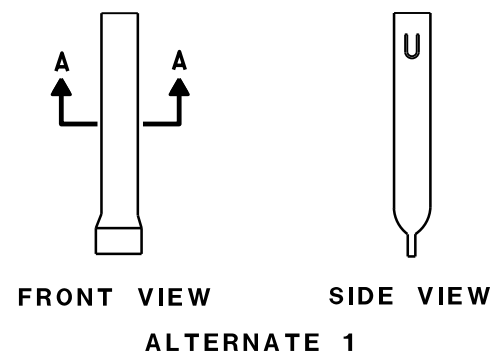
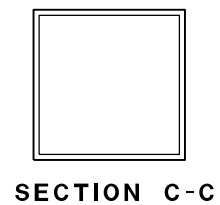
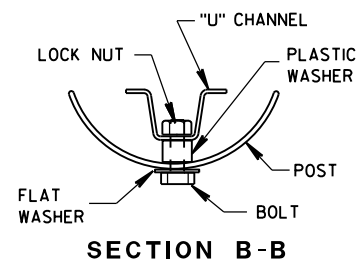
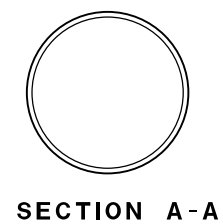
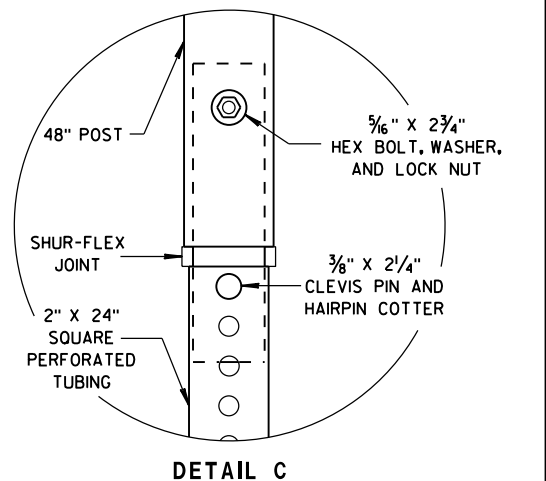
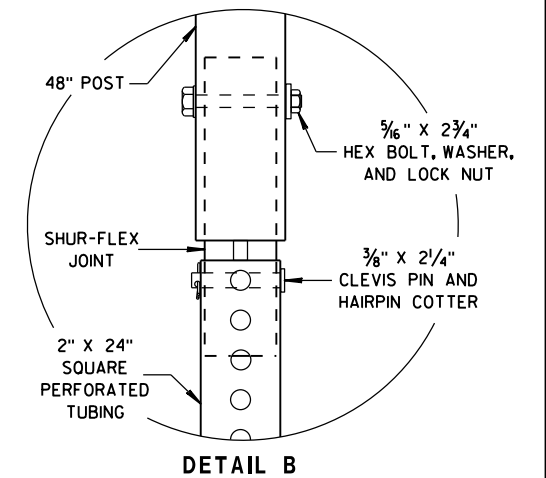
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE MARKER POSTS

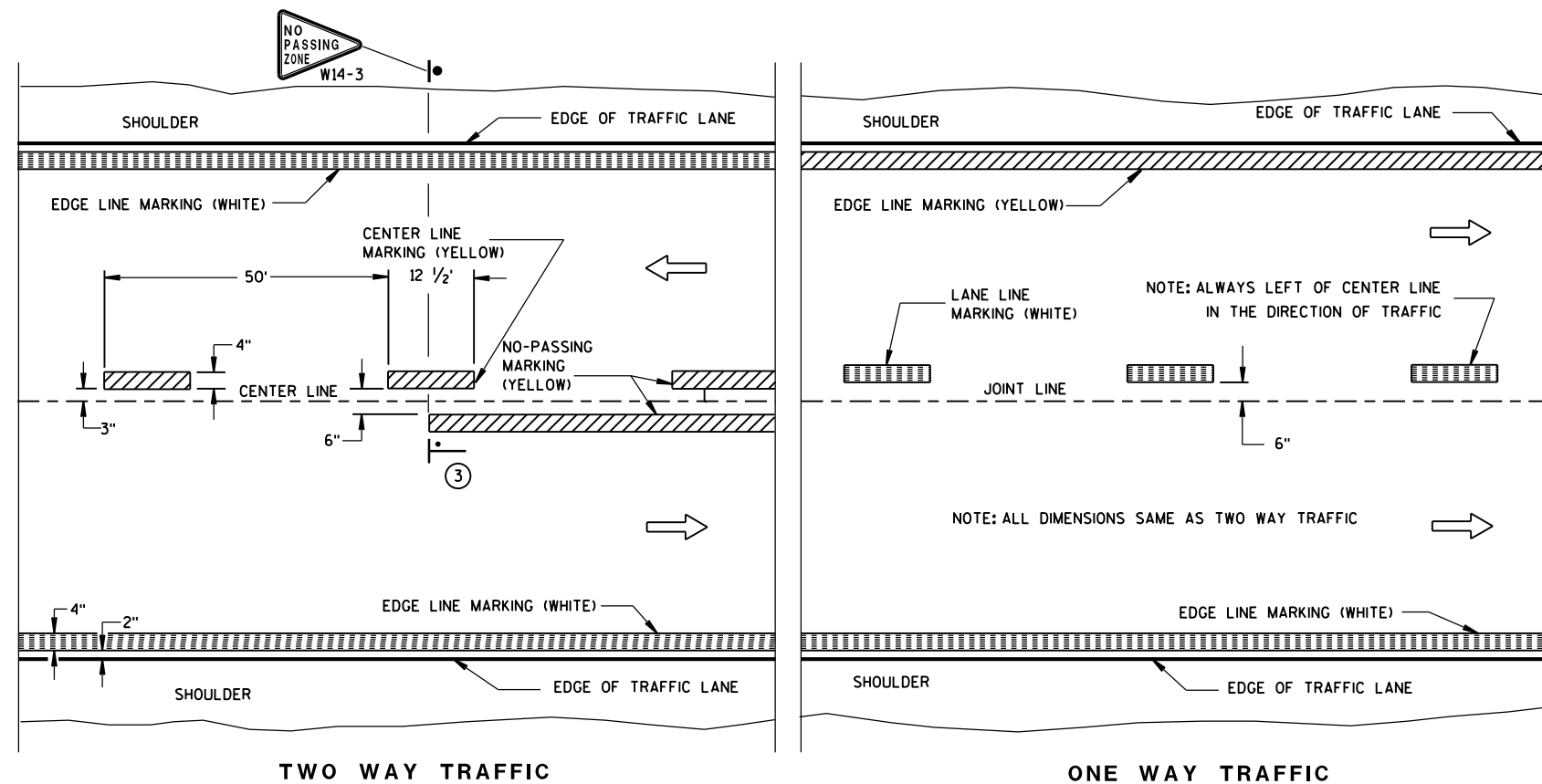


FLEXIBLE MARKER POSTS



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 OF DESIGN
FHWA	




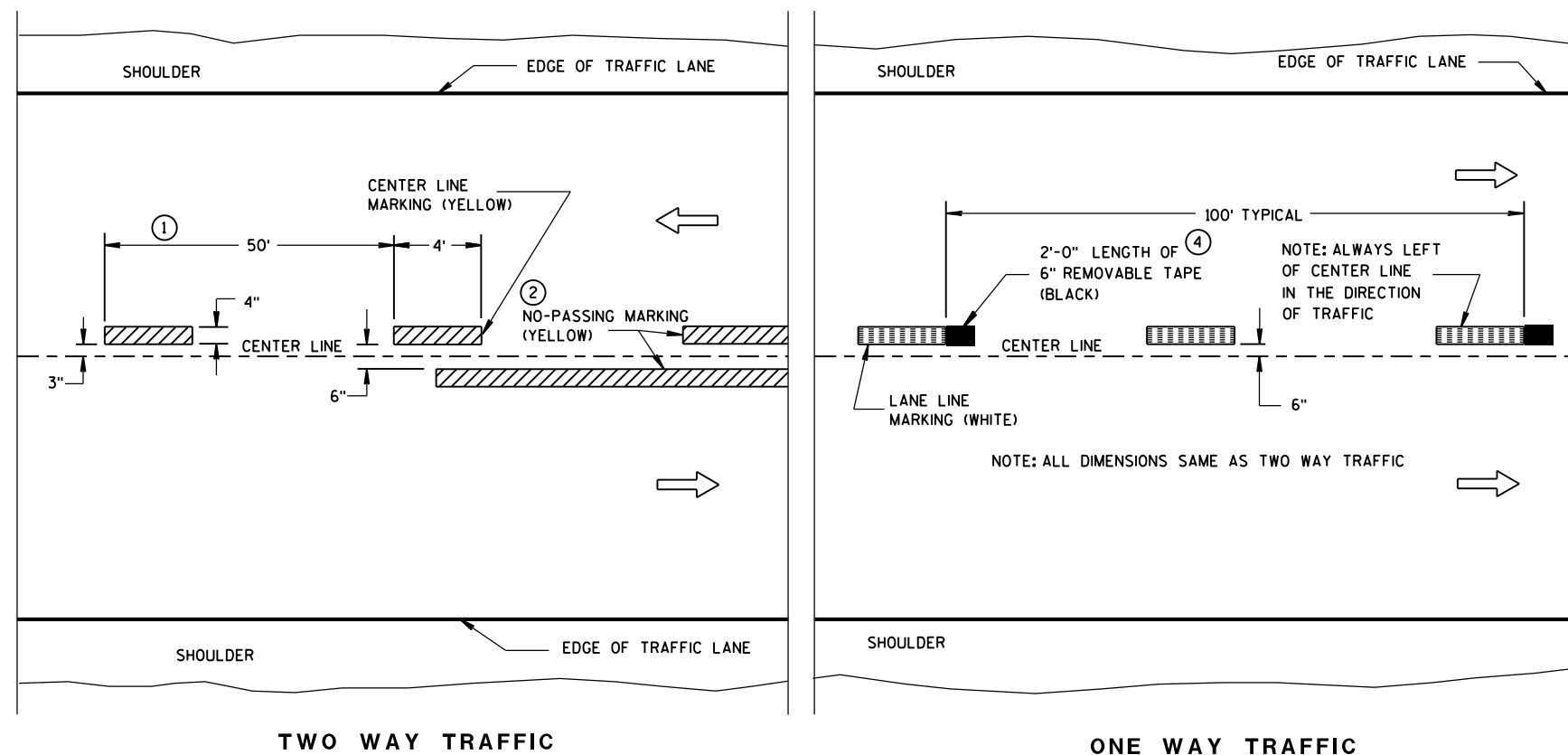
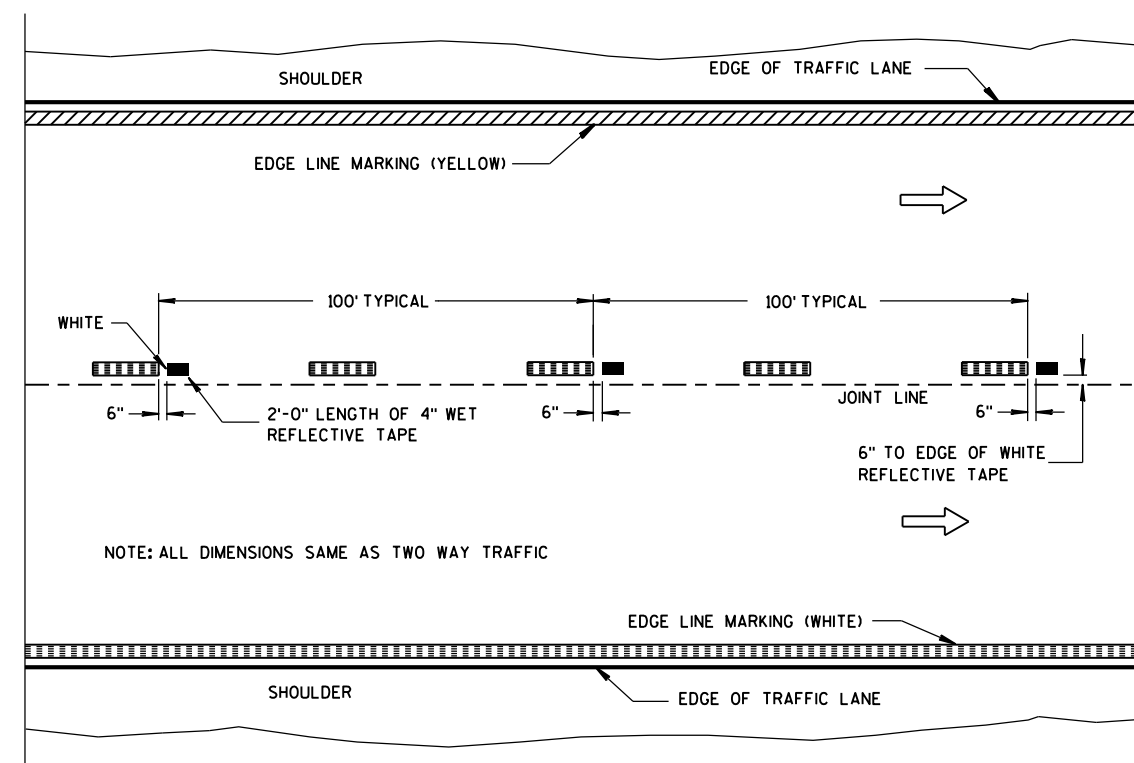
GENERAL NOTES

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



LEGEND

 "T" MARKING

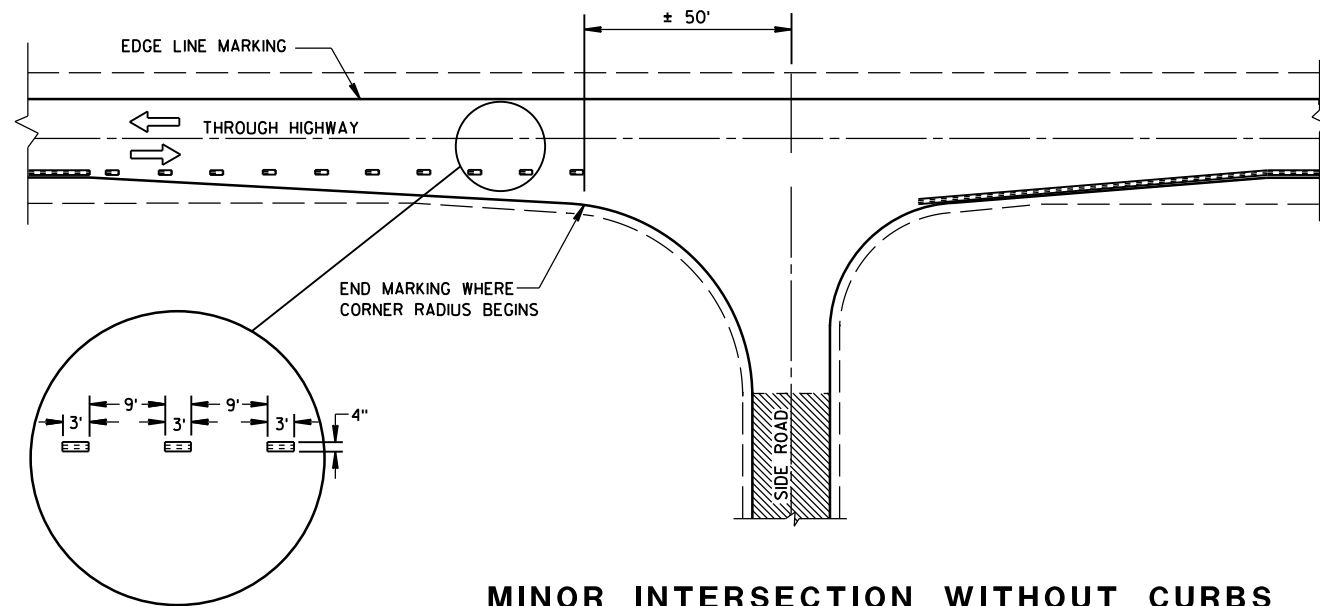
● POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

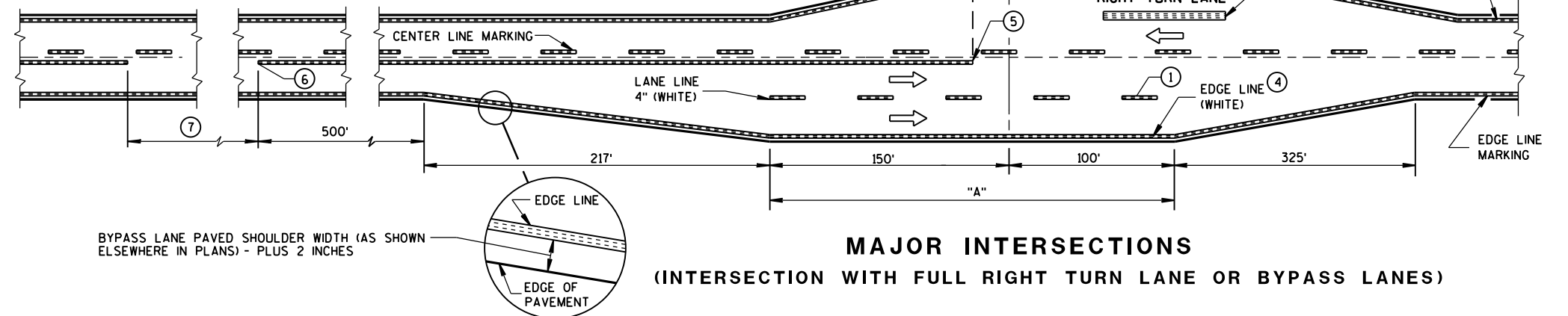
/S/ Travis Feltes
STATE TRAFFIC ENGINEER



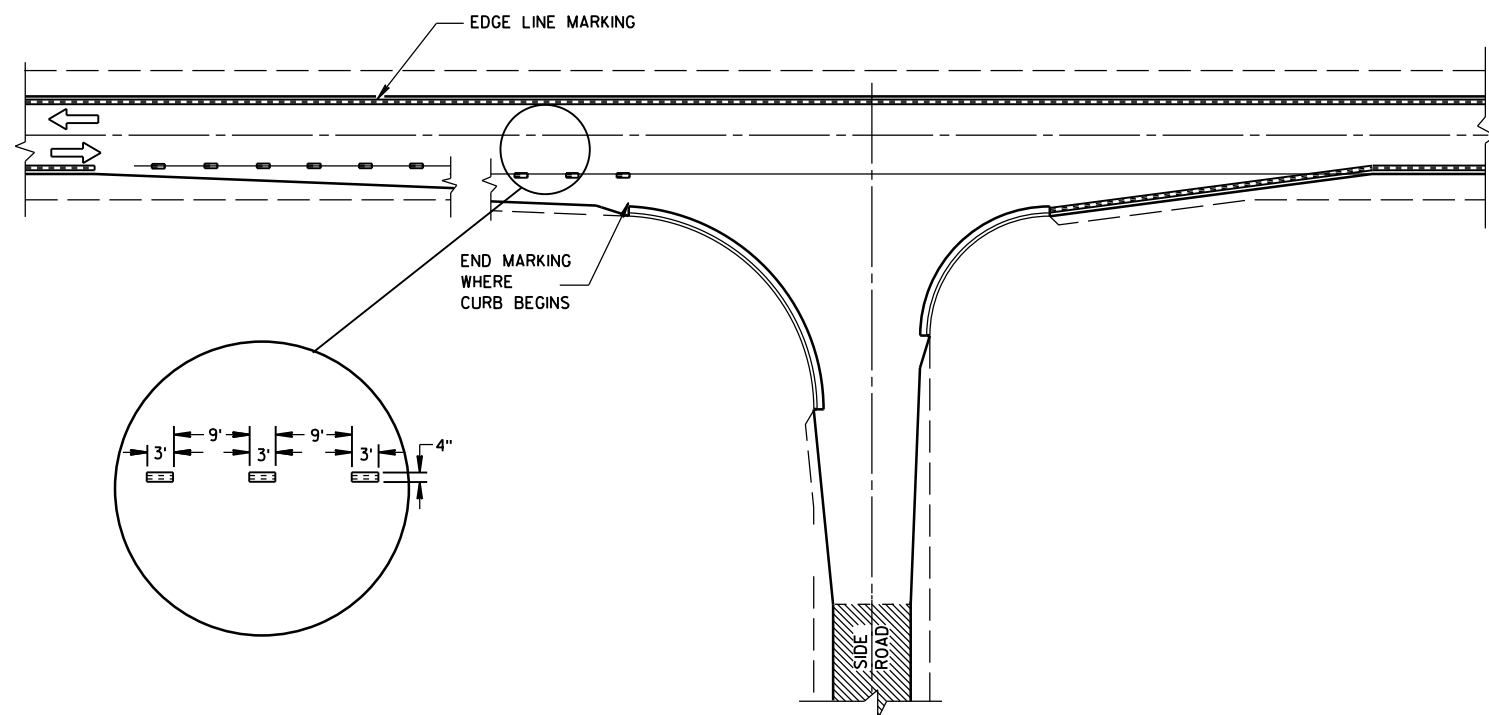
MINOR INTERSECTION WITHOUT CURBS

⑦

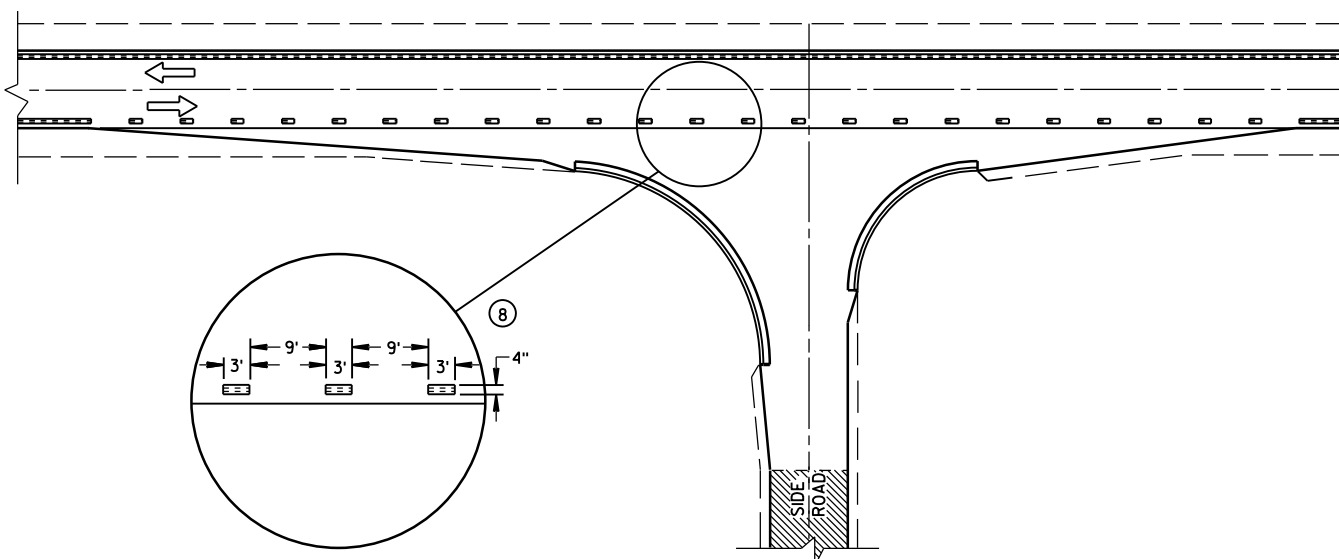
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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)





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

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

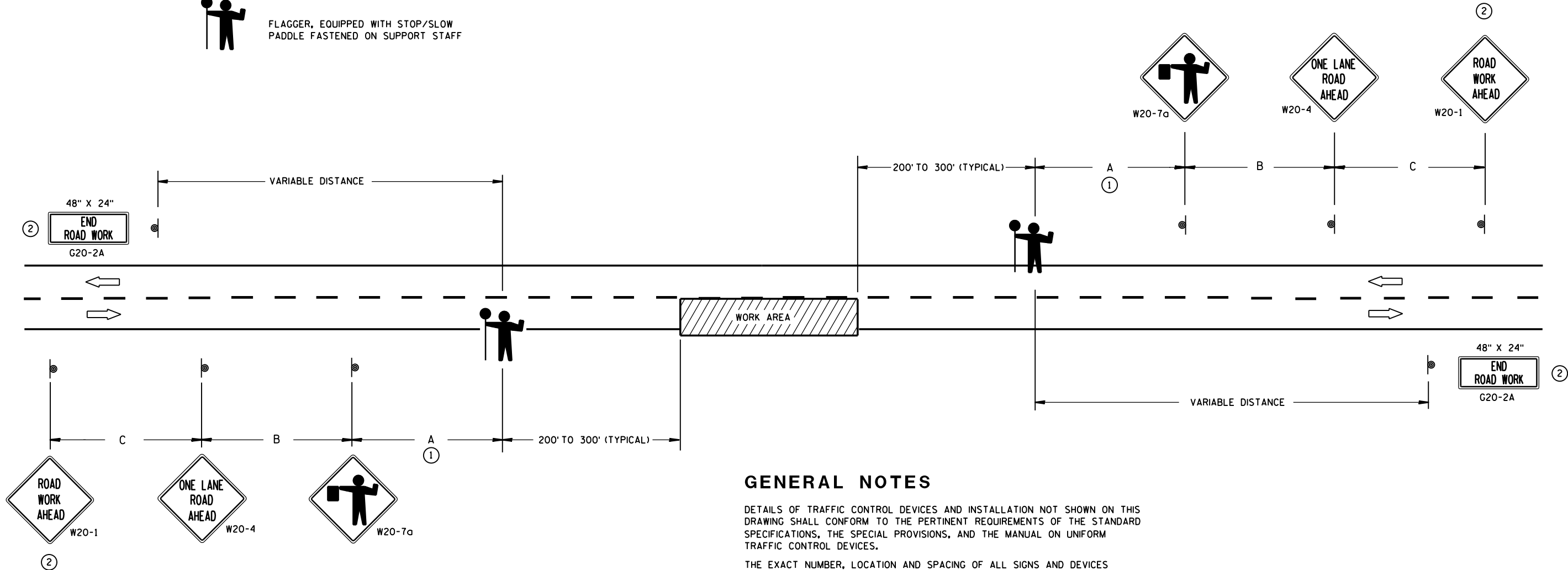
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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.



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.

- 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.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

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.

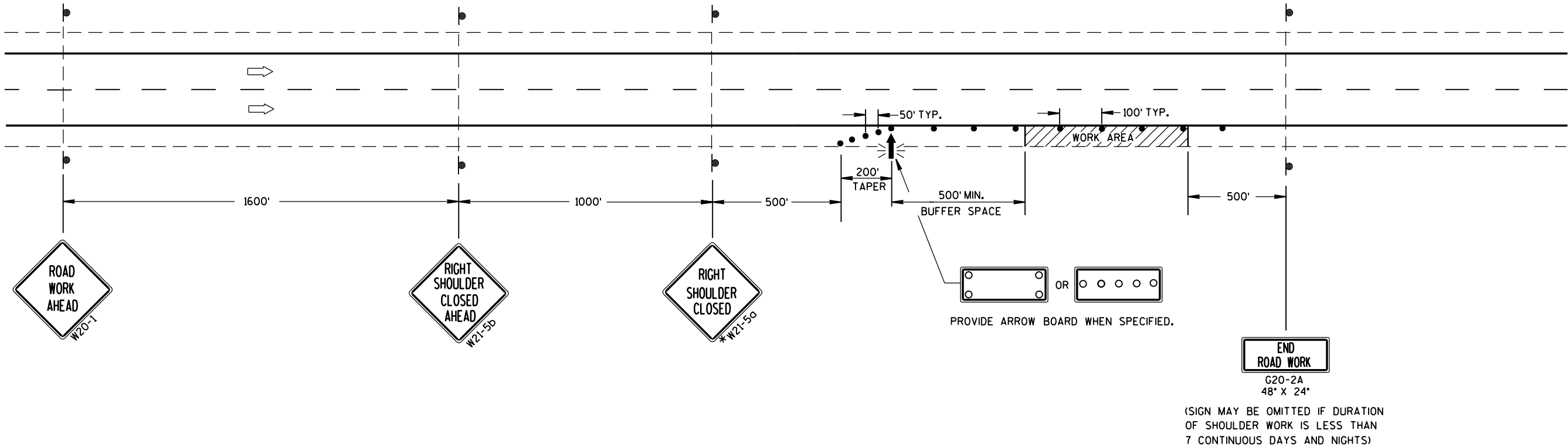
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 /S/ Travis Feltz
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

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.

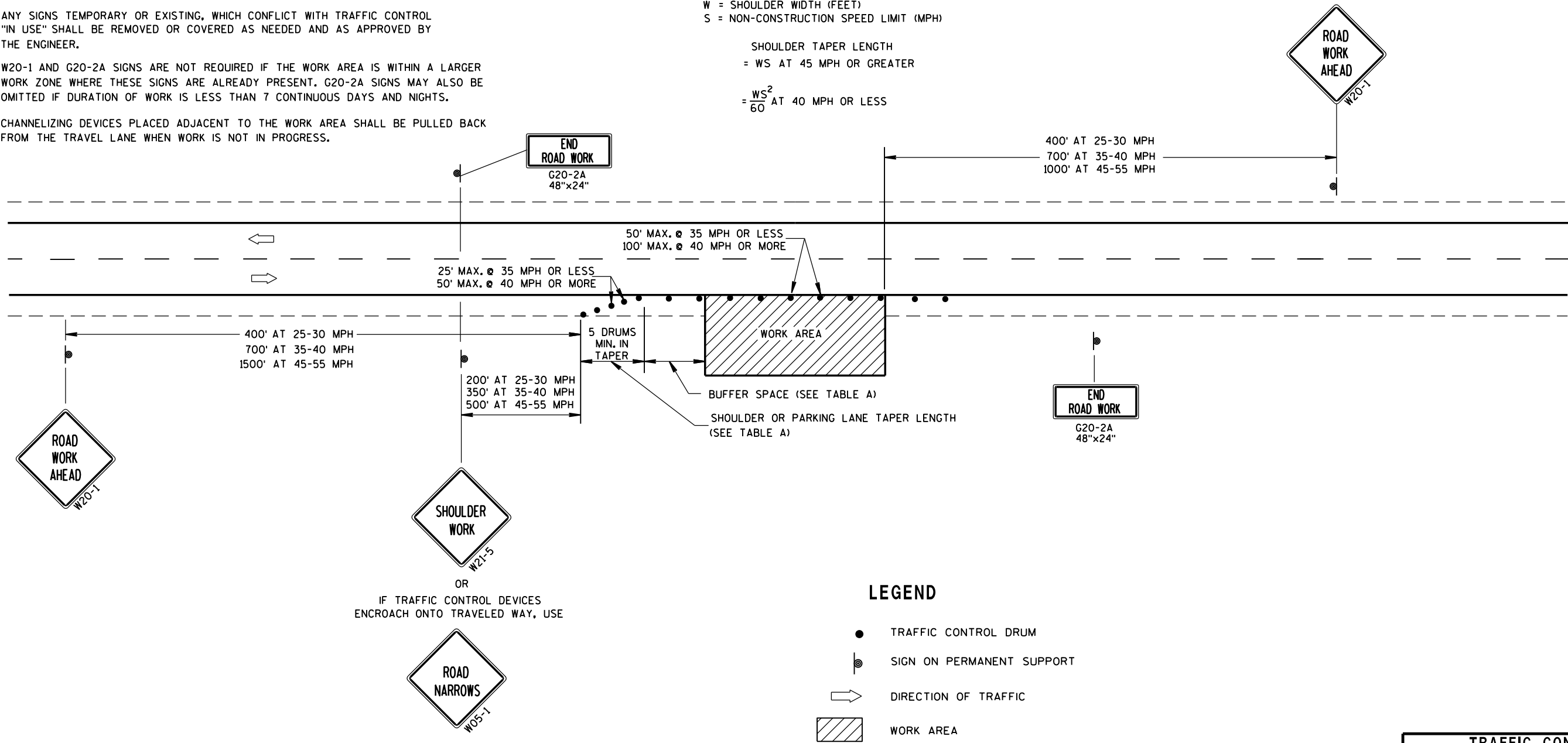
TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
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

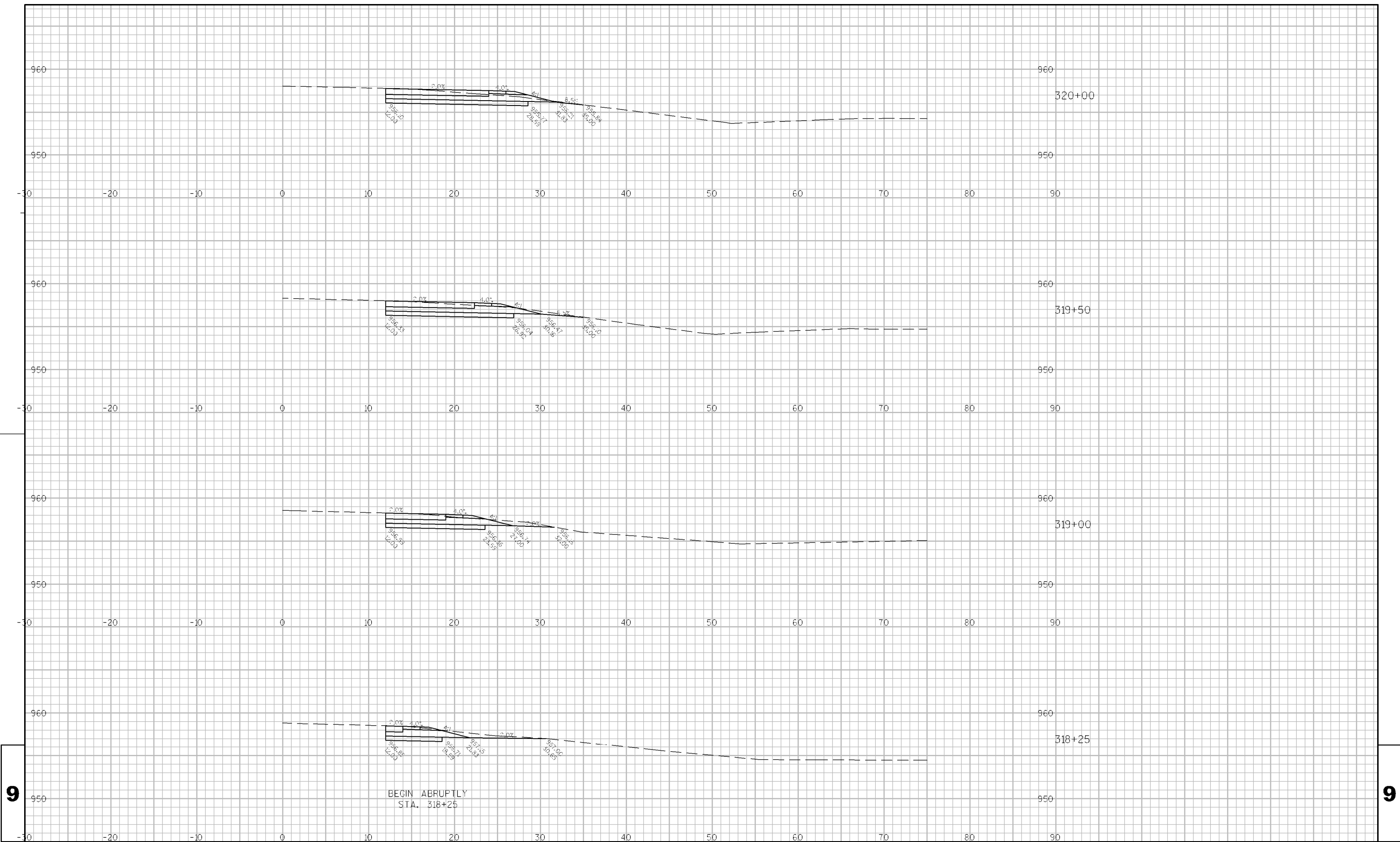
= $\frac{WS^2}{60}$ AT 40 MPH OR LESS

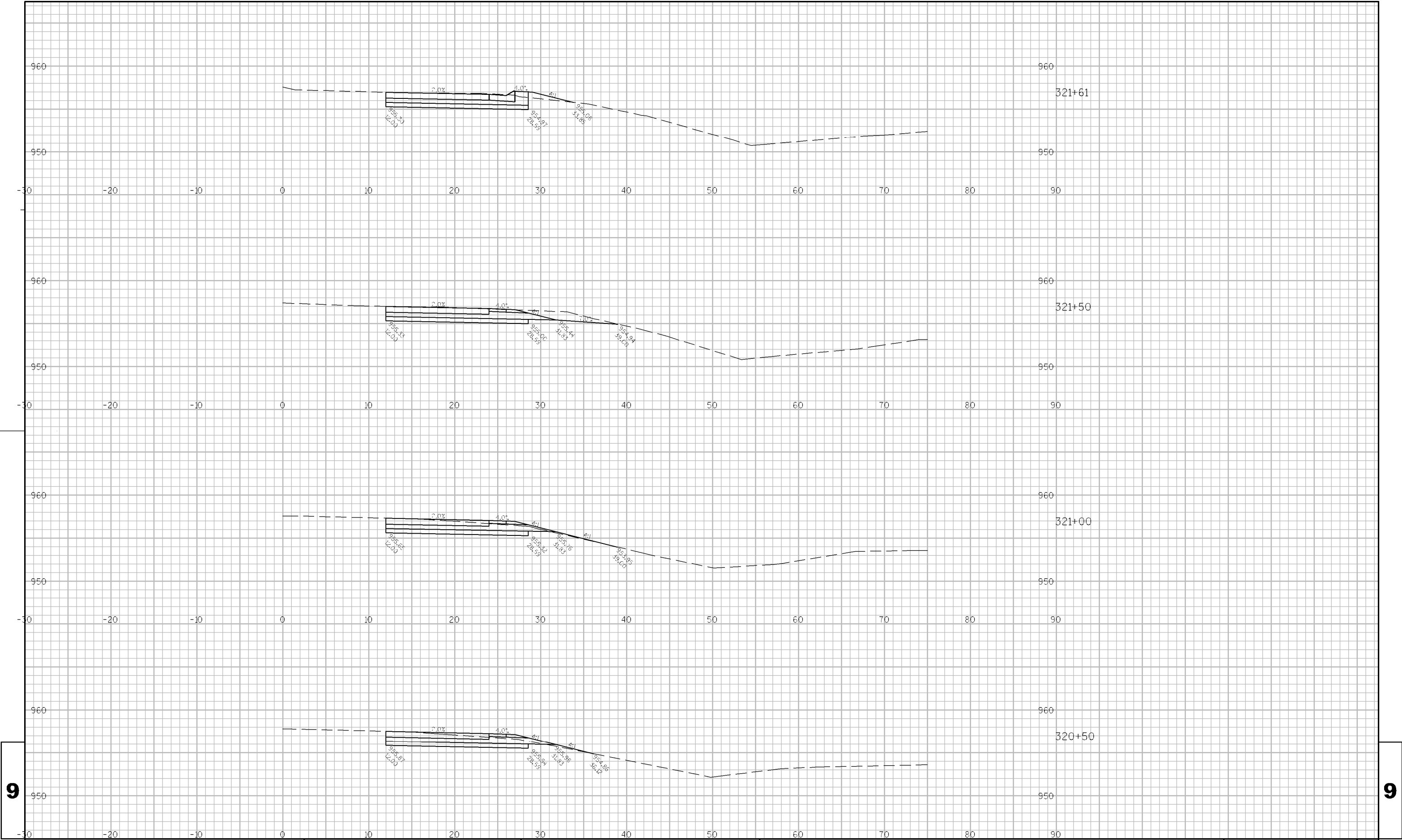


LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ▨ WORK AREA

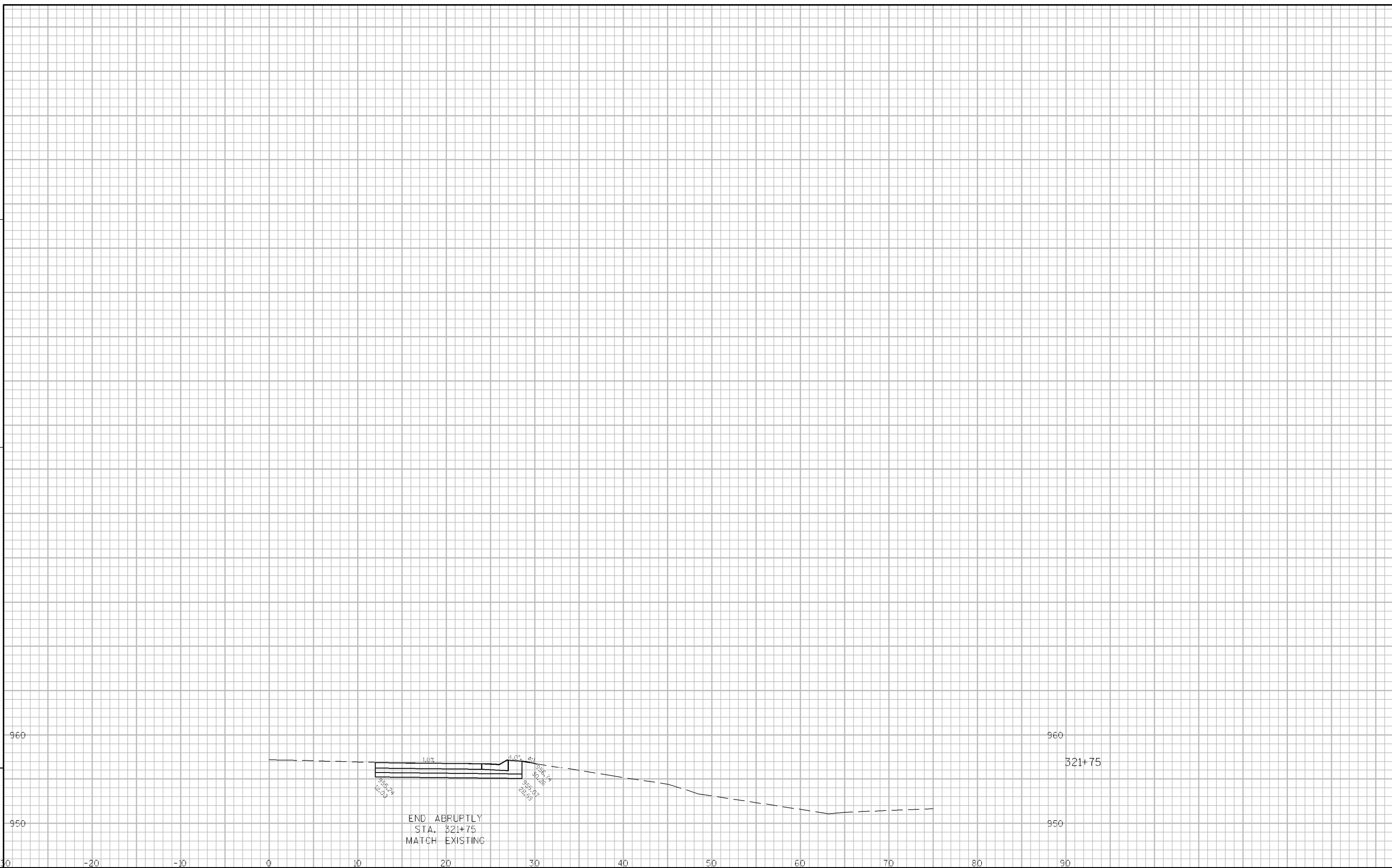
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	





9

9



PROJECT NO: 6207-03-74

HWY: CTH A

COUNTY:DODGE

CROSS SECTIONS: RIGHT TURN LANE (CTH A AT USH 151 RAMP)

SHEET

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Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>